MICROFILMED
FEB 14 1982

MAY 1 - 1967

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

1
451

SCIOTO COUNTY
SCI - 52 - 16.74

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
SCI-52-16.74
CITY OF PORTSMOUTH
WASHINGTON TOWNSHIP
CLAY TOWNSHIP
SCIOTO COUNTY

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CONVENTIONAL SIGNS

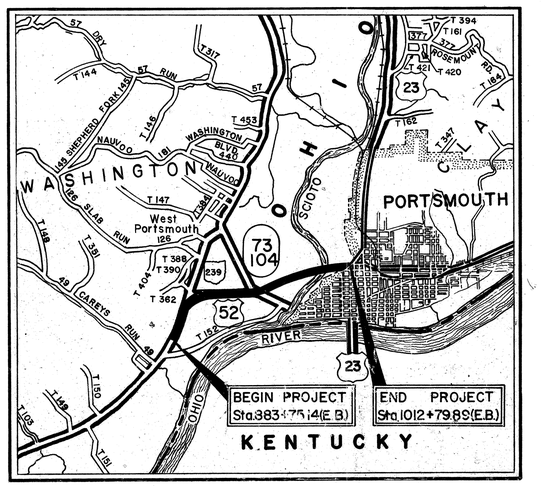
State Line
Township Line
Property Line
Center Line
Corporation Line
Limited Access and Right-of-Way (LA / RW)
Limited Access Only (LA)
Right-of-Way Only (RW)
Existing Right-of-Way
Fence Line
Guard Rail (existing)
Guard Rail (proposed)
Railroad
Power Poles
Telephone Poles
Trees or Stumps (existing)

LINE DATA

Begin Project — Sta. 883 + 75.14 (E.B.)
Corporation Line Portsmouth — Sta. 1007 + 01.30 (E.B.)
GROSS LENGTH OF PROJECT (RURAL) — 12,326.16 Lin. Ft.
Deduct for Station Equation
Sta. 919 + 22.67 (back) = Sta. 920 + 00.00 (ahead) — 77.33 Lin. Ft.
NET LENGTH OF PROJECT (RURAL) — 12,248.83 Lin. Ft. or 2.319 Miles
Add for Approach Work (U.S.R. 52)
Sta. 872 + 50.00 (E.B.) to Sta. 883 + 75.14 (E.B.) — 1,125.14 Lin. Ft.
Add for Approach Work (S.R. 73 & 104)
Sta. 1310 + 61.50 (N.B.) to Sta. 1314 + 92.91 (back) (N.B.) — 431.41 Lin. Ft.
Sta. 933 + 00.00 (ahead) (N.B.) to Sta. 964 + 50.35 (back) (N.B.) — 3,150.35 Lin. Ft.
Sta. 964 + 50.00 (ahead) (N.B.) to Sta. 964 + 94.00 (N.B.) — 44.00 Lin. Ft.
TOTAL LENGTH OF WORK (RURAL) — 16,999.73 Lin. Ft. or 3.219 Miles

Corporation Line Portsmouth — Sta. 1007 + 01.30 (E.B.)
End Project — Sta. 1012 + 79.89 (E.B.)
TOTAL LENGTH OF PROJECT (MUNICIPAL) — 578.59 Lin. Ft. or 0.109 Miles
Add for Approach (U.S.R. 52)
Sta. 1012 + 56.00 (W.B.) to Sta. 1018 + 17.65 (back) (W.B.) — 561.65 Lin. Ft.
Sta. 1033 + 00.00 (ahead) (W.B.) to Sta. 1033 + 05.30 — 5.30 Lin. Ft.
TOTAL LENGTH OF WORK (MUNICIPAL) — 1,145.54 Lin. Ft. or 0.216 Miles

TOTAL LENGTH OF PROJECT = 12,248.83 + 578.59 = 12,827.42 Lin. Ft. or 2.429 Miles
TOTAL LENGTH OF WORK = 16,999.73 + 1,145.54 = 18,145.27 Lin. Ft. or 3.436 Miles



LOCATION MAP

SCALE OF MILES
1 0 1 2 3

Portion to be improved
State Roads
Other Roads

SCALES:

Plan Sheets: 0 50' / 0 20'
Cross Sections: 0 10'
Profile: Horz. 0 50' / Vert. 0 5' / Horz. 0 20' / Vert. 0 2'

LIMITED ACCESS

This improvement has been declared a limited access highway from Sta. 884 + 08.91 to Sta. 1005 + 50 (E.B.) by action of the Director of Highways and recorded in Volume 52 Page 371 of the Director's Journal pursuant to law.

1969 SPECIFICATIONS

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 the plans and estimates.

Approved — Date 9-23-69 — Division Deputy Director
Approved — Date 1-6-70 — Engineer of Bridges
Approved — Date 1-7-70 — Engineer of Location & Design
Approved — Date 1-7-70 — Deputy Director of Design & Construction
Approved — Date 1-22-70 — Deputy Director of Right of Way
Approved — Date 1-22-70 — Deputy Director of Planning & Programming
Approved — Date — First Assistant Director
Approved — Date — Director of Highways

OK 1487 1-6-70

File No.	SCIOTO COUNTY	SCI-52-16.74
	Date of Letting	19
	Contract No.	

Supplemental Prints of Standard Construction Drawings

BP-1	6-1-65	CB-2-2-A&B	6-1-65	CB-458A	6-6-68	GR-5	1-15-68	MC-3	6-20-69	SD-1-65 SHTS 1,2&3	11-6-65
BP-2	12-1-68	CB-2-3&2-4	6-1-65	F-1	3-13-69			MC-4	6-13-69	RB-1-55	2-2-59
BP-3	12-1-68	CB-2-5&2-6	6-1-65	HL-1	11-1-65	GR-6	7-15-68	MC-5	6-1-65	BR-1-67 SHTS 1 of 3	2-1-68
BP-4	12-1-68	CB-3A	6-1-65	HL-2	11-1-65	HL-4	1-1-66	MC-6	6-1-65	AS-1-67	6-12-69
BP-5	6-1-65	CB-5	9-1-69	HL-3	11-1-65	HW-E	6-1-65	MC-7	10-1-68	CSB-1-63 SHT 1 of 5	12-6-65
BP-6	6-1-65	CB-6	6-1-65	GR-1	1-1-67	L-1	6-1-65	MH-1	10-1-68	SP-53	6-30-61
BP-7	1-1-66	CB-8	9-1-69	GR-2B	2-15-68	MC-1	6-13-69	MH-1A	10-1-68	P-1-54	11-9-65

Supplemental Specificatications

801	1-1-69	825	1-1-69
804	1-1-69	806	1-1-69
808	1-1-69		
811	1-1-69	927	1-1-69
814	1-1-69	938	8-12-69
815	1-1-69	1001	1-1-69
816	1-1-69		

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	68 B	

311

SCI~52~16.74

1.9± miles W. of Portsmouth

To Friendship

530 520 510 532 520 510 510

907 908 909 910 911

500

Grading of spill-thru slopes under proposed U.S.R 52 E.B. and Ramp F shall be continued as indicated by proposed (dashed) contours.

Existing E.B. Structure To be removed in construction of proposed Ramp F structure

℄ Prop E.B. U.S.R. 52

End Appr Slab Sta. 907+88.00

Begin Appr Slab Sta. 909+20.00

2.5:1

+86±

+22±

+85±

+23±

90° 220'

℄ RAMP F

80'

16'

906 907 908 909 910 911

N 58° 20' 36" E

P.C. 906+16.03

2.5:1

4:1 Transition

Transition 4:1

Earthwork limits shown are schematic. Actual slope shall conform to plan cross-sections.

DRAINAGE AREA 430 acres plus overflow from Scioto River

1985 DESIGN TRAFFIC: P=370, L=20

LOUSY RUN

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EXISTING E.B. STRUCTURE DATA

TYPE: Continuous reinforced concrete slab with capped pile substructure
SPANS: 26.0'-32.5'-26.0' C/C brgs.
ROADWAY: 44.0' f/f guard rails
LOADING: S-20-44
SKEW: None
WEARING SURFACE: ¾" monolithic concrete
ALIGNMENT: 3°00' curve right
SUPERELEVATION: 0.083'/'

PROP RAMP F CURVE DATA

P.I. ~ 910+83.11
Δ = 29°40-42"
D_c = 3°15'
R_c = 1762.95'
T = 467.08'
L_c = 913.18'
E_c = 60.83'

BRIDGE LIMITS = 132.00'

B.M. ~ Standard U.S.C.G.S. Brass Disc. stamped G-193-1956 in Lt. rear bridge abut. Sci. 52-17.21 Exist. E.B. Lanes. 37± Rt. 903+72 ± ℄ Prop E.B. Lanes. Elev. = 512.08

Sta 907+88.00 Sta 909+20.00

Elev. 531.0 = 60' Flood stage on Ohio River

250 V.C.

14" Cast-in-place reinforced concrete piles Est. ave. pay length: 40'-0" Rear Abut. & 45'-0" piers & Forward Abutment

P.V.T. 907+50

-0.40% +2.96%

P.V.T. 906+25 Elev. = 501.35

Top of Slope Elev. 510.1±
Ftg. Elev. 505.0

Top of slope Elev. 513.9±
Ftg. Elev. 508.85

Excavate channel thru structure to Elev. 498.0±

2.5:1

PROPOSED STRUCTURE

TYPE: Continuous steel beams with reinforced concrete deck and substructure
SPANS: 40.0'-50.0'-40.0' C/C brgs.
ROADWAY: 28.0' f/f guard rails
LOADING: HS 20-44
SKEW: None
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 3°15' curve right
SUPERELEVATION: 0.058'/'

1/5

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE NO. Ramp "F" Over Lousy Run
SCIOTO CO. S.R. 52
STA. 907+88.00
909+20.00

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
AERIAL SURVEY	AERIAL SURVEY	D.H.S.	D.H.S.	N.J.B.	P.E.S.

BFG 3-19-68

09629

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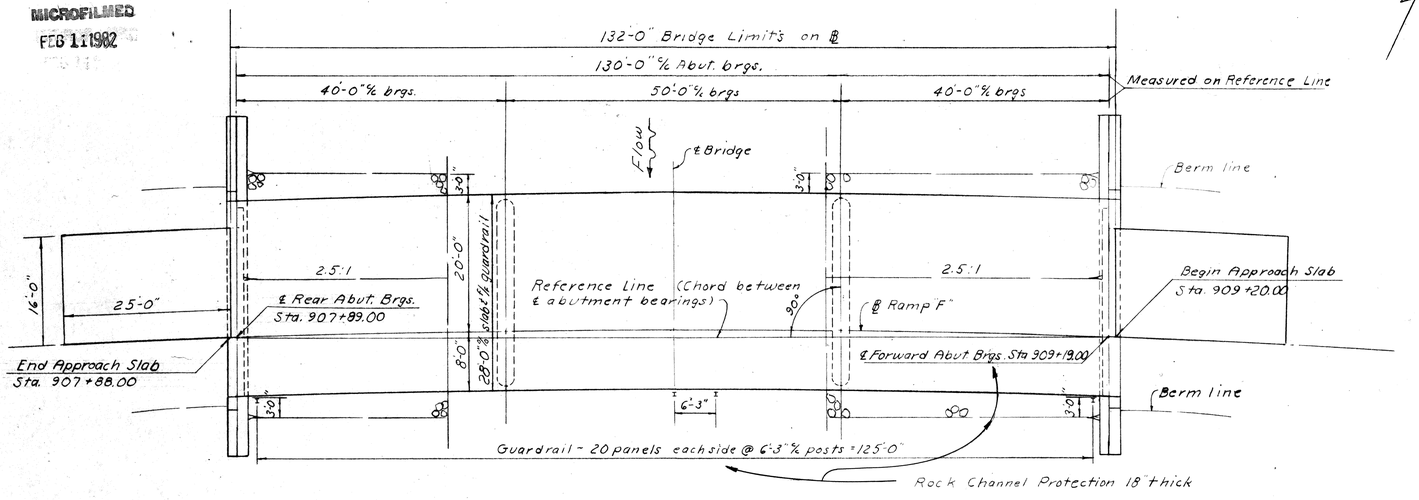
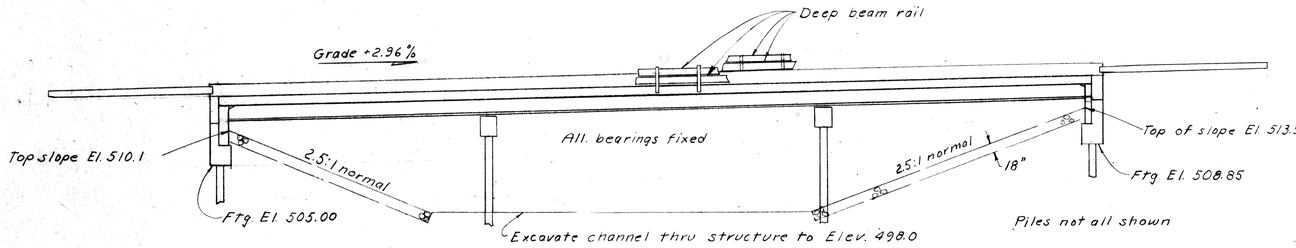
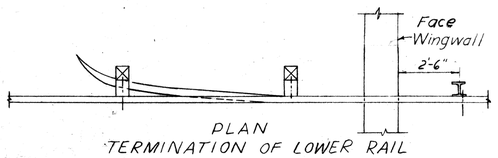
FED. RD. DIVISION	STATE	PROJECT		3/2
2	OHIO			



GENERAL PLAN



ELEVATION



PLAN
TERMINATION OF LOWER RAIL

ELEVATION

That portion of the lower guard rail that projects outside the bridge limits shall be included, for payment, with the bridge railing.

GUARDRAIL OFF BRIDGE

GENERAL NOTES

SCI-52-16.74

REFERENCE shall be made to Standard Drawings SD-1-65 sheet 3 dated 11-8-65 and P-1-54 revised 11-8-65 Supplemental Specifications 808 dated 1-1-69 & 825 dated 1-1-69.

DESIGN SPECIFICATIONS
This structure conforms to: "Standard Specifications for Highway Bridges" adopted by the American Association of State Highway Officals, 1965, including the Ohio "Supplement" to these specifications.

DESIGN DATA:
Design Loading - HS20-44.
Concrete Class C - Unit stress 1200 p.s.i. for superstructure. Unit stress 1333 p.s.i. for Substructure.
Structural Steel - ASTM A36 - unit stress 20,000 p.s.i.
Reinforcing Steel - ASTM A615, A616, A617, Deformed, Intermediate or Hard Grade. Unit stress 20,000 p.s.i.

PROCEDURE: The embankment shall be constructed to the level of the sub-grade for a minimum distance of 200 feet back of the abutments. Excavation shall then be made for the abutments and the abutment and pier piles driven.

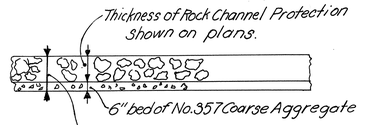
PIER PILE ENCASEMENT as shown on Std. Dwg. No. P-1-54 may be omitted provided that the tapered portion, if any, of all pier piles does not extend above the stream bed or the proposed surface of the ground. If the tapered portion of any pile extends above these limitations, the encasement will be required for all the pier piles. If the encasement is omitted the pile casings shall have a thickness of metal not less than No. 7 gauge, and the painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, the painting shall extend to at least one foot below the proposed surface of the ground.

PILES shall be driven to a minimum bearing capacity of 25 tons per pile for the abutments and 30 tons per pile for the piers.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed.

WELDED ATTACHMENTS: No attachments shall be made by welding to the top flanges of the beams within a distance of 0.10 of the span length on either side of the interior supports. Welding for attachments to the top flanges at other parts of the spans shall be kept at least 2" from edge of flange.

WELDS on non-stress carrying members are shown thus N



DETAIL OF ROCK CHANNEL PROTECTION

ESTIMATED QUANTITES

Item	Total	Unit	Description	Super Str.	Piers	Abuts.	Gen'l
202	Lump	Sum	Existing structure removed				Lump
503	115	Cu. Yds.	Unclassified excavation			115	
505	Lump	Sum.	First test pile				Lump
507	1400	lin. ft.	14" Cast-in-place reinforced concrete piles		630	770	
509	40776	lbs.	Reinforcing steel	29639	4174	6963	
511	116	Cu. Yds.	Class "C" concrete, superstructure	116			
511	17	Cu. Yds.	Class "C" concrete, pier caps		17		
511	74	Cu. Yds.	Class "C" concrete, abutments			74	
512	56	lin. ft.	Premolded sealing strip			56	
513	67000	lbs.	Structural steel	67000			
516	54	Sq. ft.	¼ preformed expansion joint filler			54	
516	20	Sq. ft.	½ preformed expansion joint filler			20	
516	38	Sq. ft.	1" preformed expansion joint filler			38	
517	264	lin. ft.	Railing (deep beam rails with steel posts and bolts)	264			
518	24	Cu. Yds.	Porous backfill			24	
601	193	Cu. Yds.	Rock channel protection Type B				193
808	116	units	Water-reducing set-retarding admixture	116			
825	451	Sq. Yds.	Concrete surface treatment	451			
514	67,000	lbs.	Field Painting structural steel	67,000			

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

2 / 5

GENERAL PLAN, ELEVATION, NOTES, ESTIMATED QUANTITIES & GUARDRAIL DETAILS
BRIDGE NO. SCI-52-RAMP "F" OVER LOUSY RUN

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
FPK	FPK	RMM	WCK 2-2-68	BFG	3-19-68	

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FEB 11 1982

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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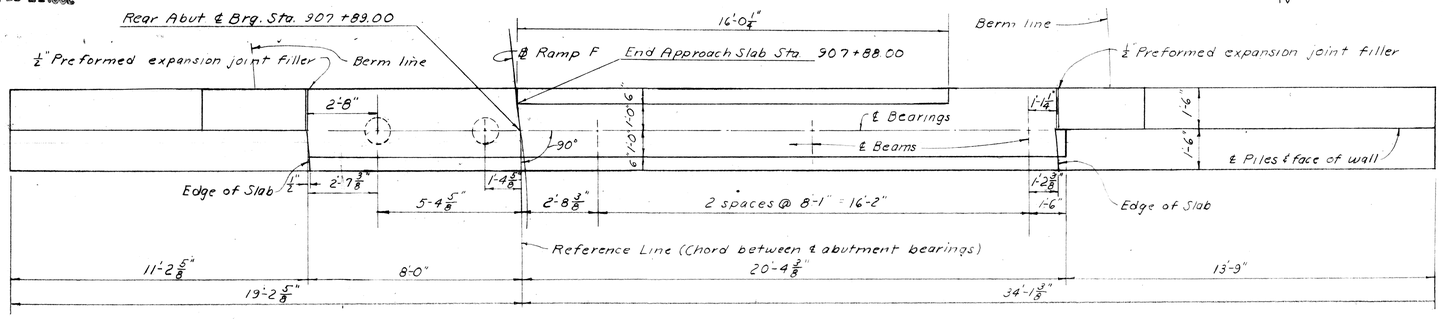
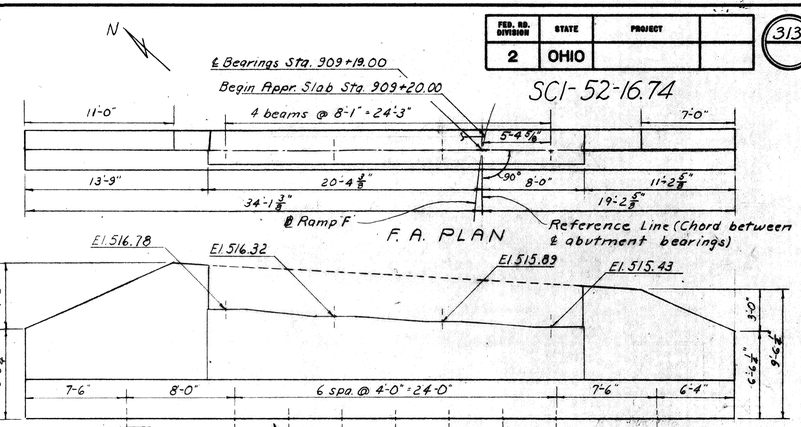
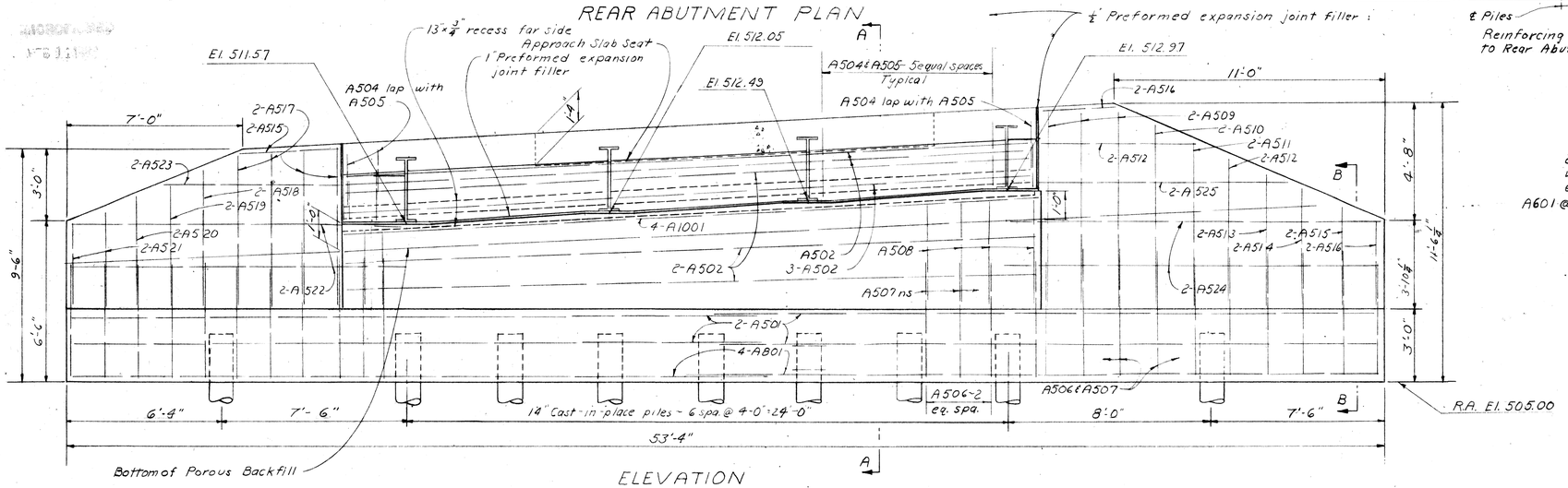


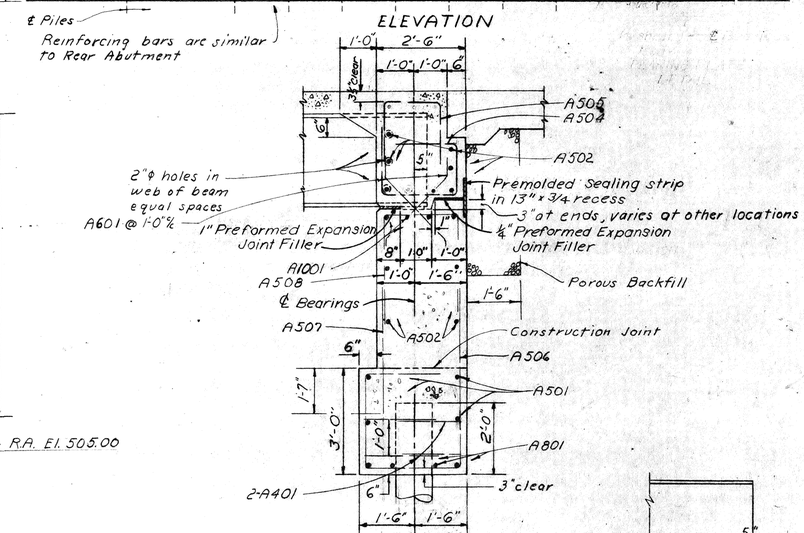


REAR ABUTMENT PLAN

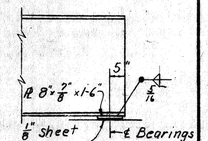


ELEVATION

POROUS BACKFILL shall extend upward to the subgrade and to the surface of the earth shoulders, and outward to the surface of the embankment slope.

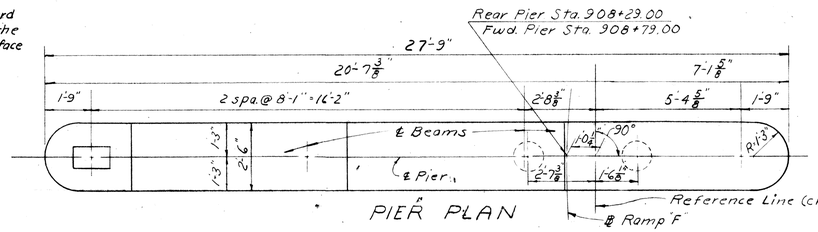


SECTION A-A



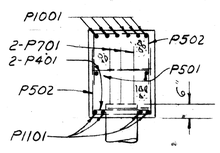
BEARING PLATE DETAIL

R.A. = Rear Abutment
F.A. = Forward Abutment
n.s. = near side
f.s. = far side

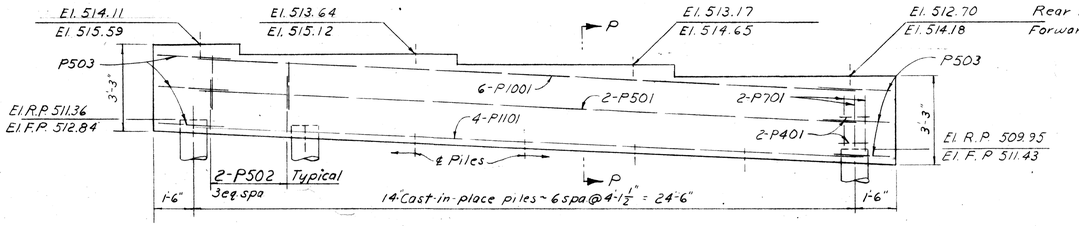


PIER PLAN

N for Piers

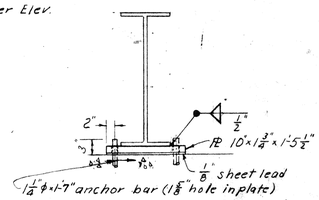


SECTION P-P

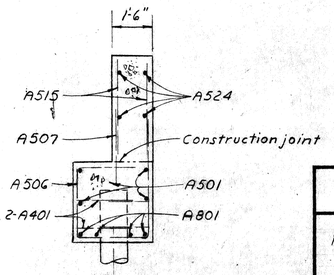


ELEVATION

Special care shall be taken in placing reinforcing steel in pier caps so as to avoid interference with the drilling of anchor bar holes.



PIER BEARINGS



SECTION B-B

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

3 / 5

PIER and ABUTMENT DETAILS

BRIDGE NO. SCI-52-RAMP F OVER LOUSY RUN

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
FPK	FPK		WCK	BFG	3-19-68	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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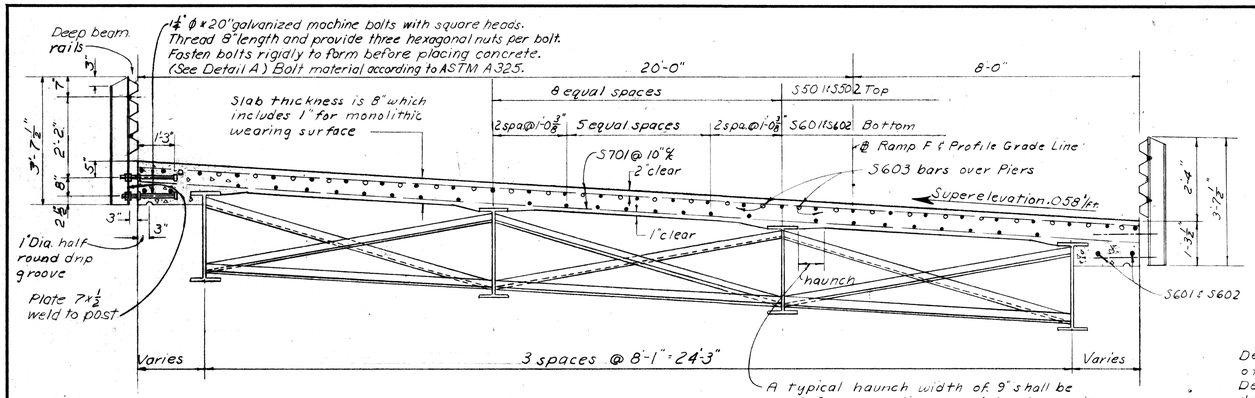
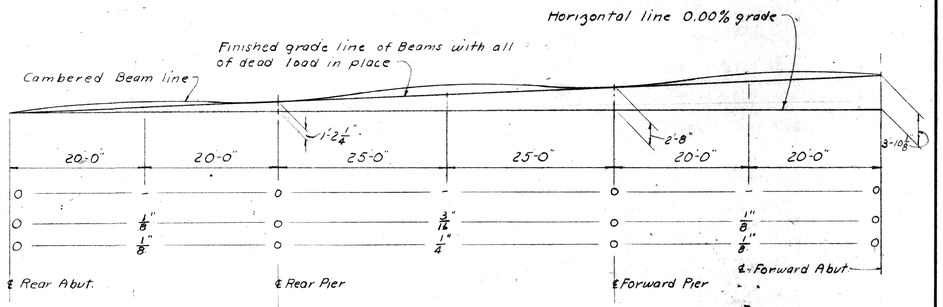
SCI-52-16.74



Intermediate crossframe angles 3"x3"x 5/16" Weld both sides of vertical leg and top side of horizontal leg to beam with ¼" continuous fillet weld.

A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.

TRANSVERSE DECK SECTION A-A



DEFLECTION & CAMBER DIAGRAM

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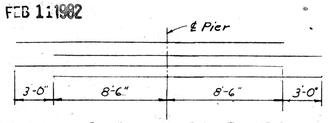
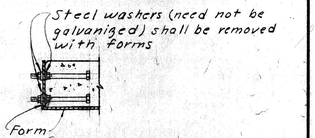
FEB 11 1982

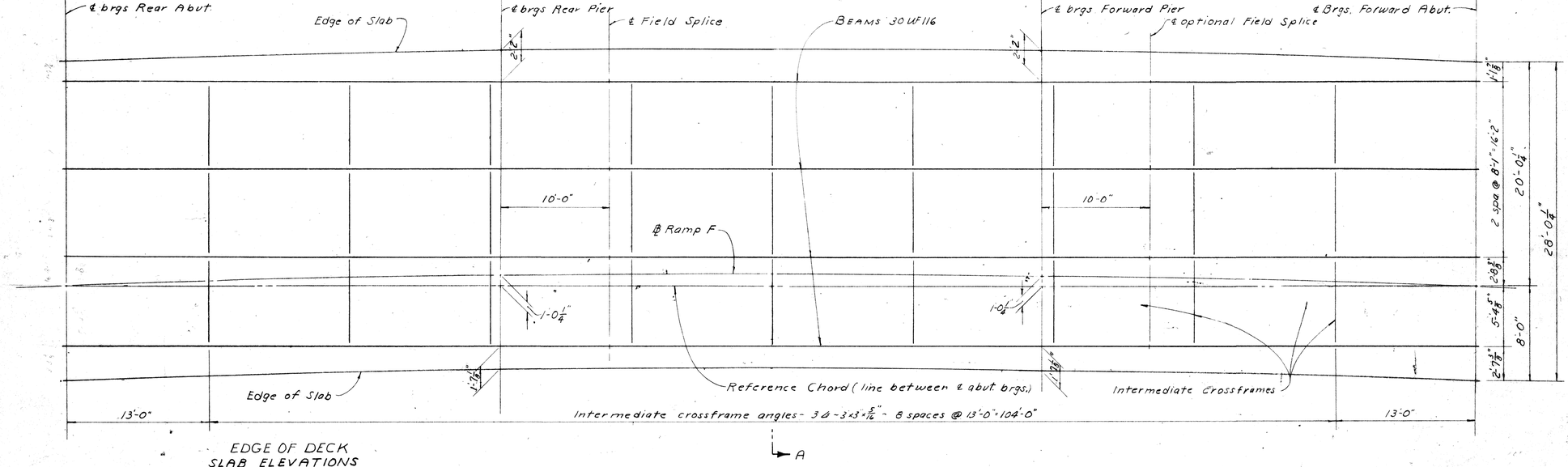


S603 BARS OVER PIERS

Place 4-S601 bars and 1-S602 or 4-S501 and 1-S502 in a line. Lap no. 6 bars 1'-11" and no. 5 bars 1'-7"



DETAIL A

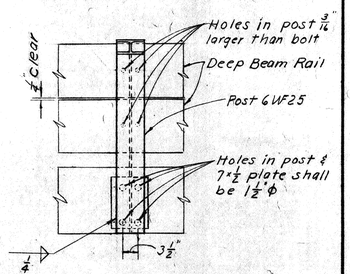


FRAMING PLAN

EDGE OF DECK SLAB ELEVATIONS

Station	Left Edge	Right Edge
908+00	516.70	515.08
+25	517.43	515.81
+50	518.19	516.57
+75	518.91	517.29
909+00	519.67	518.05

Elevations are top of slab elevations before placement of concrete, and include allowance for dead load.



ELEVATION OF RAILING POST

See Standard Drawings for:
Bolted Beam Splice Details ——— SD-1-65

3 | 3

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

4 | 5

SUPERSTRUCTURE DETAILS
BRIDGE NO. SCI-52-RAMP F OVER LOUSY RUN

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
FPK	FPK		WCK	BFG	3-19-68	

MICROFILMED
FEB 11 1982

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

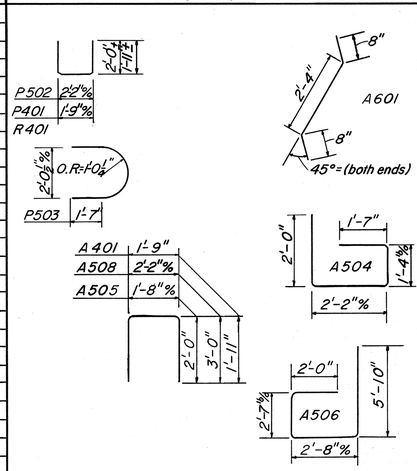
315

SCI-52-16.74

REINFORCING STEEL LIST

Mark	No	Length	Weight	Shp
PIERS				
P1101	8	25'-3"	1,073	S
P1001	12	25'-3"	1,304	S
P701	84	4'-9"	816	S
P501	4	25'-3"	105	S
P502	96	5'-11"	592	B
P503	12	6'-6"	81	B
P401	56	5'-5"	203	B
SUPERSTRUCTURE				
S701	318	27'-8"	17,983	S
S601	112	30'-0"	5,047	S
S602	28	19'-4"	813	S
S603	54	20'-0"	1,622	S
S501	116	30'-0"	3,630	S
S502	29	18'-0"	544	S
REPLACEMENT BARS				
R1101	1	8'-6"	—	S
R1001	1	8'-2"	—	S
R801	1	7'-6"	—	S
R701	1	7'-2"	—	S
R601	1	6'-11"	—	S
R501	1	6'-7"	—	S
R401	1	5'-5"	—	B

Bending Diagrams



Mark	No.	Length	Weight	Shp
ABUTMENTS				
A1001	8	28'-0	964	S
A801	16	27'-9"	1,185	S
A601	58	3'-8"	319	B
A501	16	27'-4"	456	S
A502	22	27'-8"	635	S
A504	42	6'-9"	296	B
A505	42	5'-5"	237	B
A506	80	12'-9"	1,064	B
A507	80	4'-9"	396	S
A508	42	7'-11"	347	B
A509	12	8'-3"	103	S
A510	4	7'-6"	31	S
A511	4	6'-9"	28	S
A512	8	6'-0"	50	S
A513	4	5'-3	22	S
A514	4	4'-6"	19	S
A515	8	3'-9"	31	S
A516	8	3'-0"	25	S
A517	16	6'-3"	104	S
A518	4	5'-6"	23	S
A519	4	4'-9	20	S
A520	4	4'-0"	17	S
A521	8	3'-3"	27	S
A522	8	12'-8"	106	S
A523	4	7'-0"	29	S
A524	8	15'-2"	127	S
A525	4	10'-0"	42	S
A401	72	5'-5"	260	B

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

5 / 5

REINFORCING STEEL LIST

BRIDGE NO. SCI-52-RAMP F
OVER LOUSY RUN

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
F.P.K.		J.E.P.	W.C.K.	BFG	3-19-68	

CENTER LINE SURVEY PLAT

U.S. ROUTE 52 - SECTION 16.74

SCIOTO COUNTY, OHIO

WASHINGTON TOWNSHIP

V.M.S. 486, 508, 3946, 8181, 13485, 13843

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SC1 ~ 52 ~ 16.74

R/W PLAN

1/22

LIMITED ACCESS

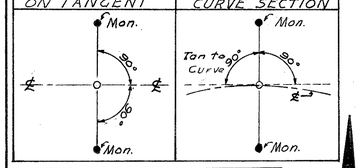
NOTE:

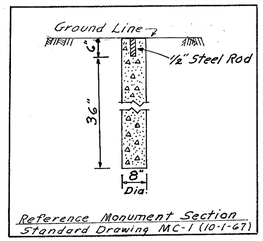
All Centerline Reference Monuments on U.S.R 52 are reference to the East Bound Centerline of Survey.

Centerline Reference Monument to be set during construction.

TYPICAL SECTION

ON TANGENT | CURVE SECTION





Reference Monument Section
Standard Drawing MC-1 (10-1-67)

This improvement has been declared a limited access highway from sta. 884+08.91 to sta. 1005+50 by action of the director Highways and recorded in Volume 52 Page 371 of the Director's Journal pursuant to law.

Const. & R/W
Curve Data ~ S.R. 239 DA
P.I.~ 6+29.66
Δ ~ 3° 43' Lt.
D ~ 2° 00'
R ~ 2864.79'
T ~ 92.95'
L ~ 185.83'

Const. & R/W
S.R. ~ 239 ~ Curve Data
P.I. ~ 25+17.48
Δ ~ 49° 13' Rt.
D ~ 8° 00'
R ~ 716.20'
T ~ 328.03'
L ~ 615.26'

0 200 500
SCALE

Const. & R/W
Ramp E ~ Curve Data
P.I. ~ 914+73.25
Δ ~ 13° 30' Lt
D ~ 2° 00'
R ~ 2864.79'
T ~ 339.07'
L ~ 675.00'

S.R. ~ 73 & 104
R/W CURVE DATA

P.I. ~ 935+83.43	P.I. ~ 940+14.55	P.I. ~ 944+31.07
Δ ~ 8° 45' Lt.	Δ ~ 48° 13' Lt.	Δ ~ 9° 45' Lt.
D ~ 3° 44' 56"	D ~ 5° 00'	D ~ 3° 44' 56"
R ~ 1528.31'	R ~ 1145.92	R ~ 1528.31'
L ~ 233.40'	L ~ 614.33	L ~ 233.40'
T ~ 116.93'	T ~ 314.74	T ~ 116.93'

S.R. ~ 73 & 104
CONS'T & R/W ~ CURVE DATA

P.I. ~ 948+37.60	P.I. ~ 951+43.93	P.I. ~ 954+79.33
Gs ~ 4° 00' Rt.	Δ ~ 19° 00' Rt.	Gs ~ 6° 00' Rt.
Ls ~ 200.00'	D ~ 4° 00'	Ls ~ 300.00'
Dc ~ 4° 00'	R ~ 1432.39'	Dc ~ 4° 00'
Lt. ~ 133.37'	T ~ 239.70'	Lt. ~ 200.12'
St. ~ 66.70	L ~ 475.00'	St. ~ 100.10'
	E ~ 19.92	

S.R. ~ 73 & 104
CONST. CURVE DATA
P.I. ~ 940+39.47
Δ ~ 48° 13' Lt
Dc ~ 5° 00'
Rc ~ 1145.92'
Lc ~ 614.33'
Ls ~ 350.00'
Es ~ 114.38'
Ts ~ 689.66'
Θs ~ 8° 45'

R/W CURVE DATA
U.S.R. 52 ~ E.B. LANE

P.I. ~ 952+22.71	P.I. ~ 958+22.53	P.I. ~ 964+05.79
Δ ~ 5° 48' 20" Lt.	Δ ~ 26° 36' 05" Lt.	Δ ~ 5° 48' 20" Lt.
D ~ 2° 10' 36"	D ~ 2° 54' 10"	D ~ 2° 10' 36"
R ~ 2632.14'	R ~ 1973.86'	R ~ 2632.14'
L ~ 266.70'	L ~ 916.43'	L ~ 266.70'
T ~ 133.46'	T ~ 466.63'	T ~ 133.46'

S.R. 73 & 104 ~ R/W CURVE DATA

P.I. ~ 958+34.95	P.I. ~ 960+21.72	P.I. ~ 962+08.28
Δ ~ 1° 30' Lt.	Δ ~ 5° 28' Lt.	Δ ~ 1° 30' Lt.
D ~ 1° 30'	D ~ 2° 00'	D ~ 1° 30'
R ~ 3819.74'	R ~ 2864.79'	R ~ 3819.74'
L ~ 100.00'	L ~ 273.33'	L ~ 100.00'
T ~ 50.00'	T ~ 136.77'	T ~ 50.00'

S.R. ~ 73 & 104
CONS'T ~ CURVE DATA
P.I. ~ 960+22.03
Δ ~ 8° 28' Lt
Dc ~ 2° 00'
R ~ 2864.79'
Ts ~ 287.08'
Lc ~ 423.33'
Ls ~ 150.00'
Es ~ 8.19'
Θs ~ 1° 30'

U.S.R. 52 (E.B.)
Const. Curve Data
P.I. ~ 958+40.74
Δ ~ 38° 12' 44" Lt.
Dc ~ 2° 54' 10"
R ~ 1973.86'
Lc ~ 916.42'
Ls ~ 400.00
Θs ~ 5° 48' 20"
Ts ~ 884.85'
Es ~ 118.65'

Ramp C
Const. & R/W Curve Data
P.I. ~ 962+68.76
Δ ~ 45° 34' Lt.
D ~ 4° 00'
R ~ 1432.39'
T ~ 601.63'
L ~ 1139.17'
E ~ 121.23'

R/W & CONST. CURVE DATA
U.S.R. 52 ~ E.B. LANE
P.I. ~ 943+06.54
Δ ~ 8° 04' 36" Rt.
D ~ 1° 25' 20"
R ~ 4028.56'
L ~ 567.89'
T ~ 284.41'
E ~ 10.03'

CONST. CURVE DATA
U.S.R. 52 ~ E.B. LANE
P.I. ~ 906+57.48
Δ ~ 64° 00' Rt.
Dc ~ 3° 38' 33"
Rc ~ 1573.02'
Lc ~ 1407.08'
Ls ~ 350.00'
Θ ~ 6° 22' 27"
Ts ~ 1159.89'
Es ~ 285.67'

R/W & CONST. CURVE DATA
U.S.R. 52 ~ E.B. LANE
P.I. ~ 888+95.63
Δ = 6° - 04' Rt.
Dc = 0° - 35'
R = 9822.13'
L = 1040.00'
T = 520.49'
E = 13.78'

R/W CURVE DATA
U.S.R. 52 ~ E.B. LANE

P.I. ~ 897+31.03	P.I. ~ 906+02.13
Δ ~ 6° 22' 27" Rt.	Δ ~ 51° 15' 06" Rt.
D ~ 2° 43' 53"	D ~ 3° 38' 33"
R ~ 2097.67'	R ~ 1573.02'
L ~ 233.37'	L ~ 1407.08'
T ~ 116.80'	T ~ 754.54

P.I. ~ 913+71.48
Δ ~ 6° 22' 27" Rt.
D ~ 2° 43' 53"
R ~ 2097.67'
L ~ 233.37'
T ~ 116.80'

CENTERLINE REFERENCE MONUMENTS
℄ U.S.R. 52 ~ Eastbound

STATION	Lt.	Rt.
P.C. ~ 883+75.14	50'	24'
P.O.C. ~ 890+00	69'	32'
P.T. ~ 894+15.14	23'	34'
P.C. ~ 896+14.23 Ahead	24'	52'
P.C.C. ~ 898+47.59	24'	24'
P.O.C. ~ 900+00	24'	26'
P.O.C. ~ 904+00	24'	26'
P.O.C. ~ 907+00	24'	26'
P.C.C. ~ 912+54.67	23'	24'
P.T. ~ 914+87.99 Ahead	23'	54'
P.O.T. ~ 919+22.67 Back	24'	42'
P.O.T. ~ 925+00	24'	29'
P.O.T. ~ 930+00	24'	26'
P.O.T. ~ 935+00	24'	36'
P.O.C. ~ 941+00	24'	24'
P.O.T. ~ 948+00	24'	26'
P.C. ~ 950+89.20 Ahead	24'	24'
P.C.C. ~ 953+55.89	24'	24'
P.O.C. ~ 960+00	23'	41'

℄ Ramp E

STATION	Lt.	Rt
P.O.T. ~ 907+00	12'	24'
P.C. ~ 911+34.18	12'	50'

CENTERLINE REFERENCE MONUMENTS
℄ Ramp C

STATIONS	Lt.	Rt.
P.O.T. ~ 954+00	12'	24'
P.C. ~ 956+67.13	12'	24'
P.O.C. ~ 960+00	12'	26'
P.O.C ~ 964+00	12'	26'

BEGIN PROJECT
SC1 ~ 52 ~ 16.74
STA. ~ 883+75.14

883+75.14 ℄ W.B. Ah. =
883+75.14 ℄ E.B. Ah.
883+75.14 ℄ Surv. Bk.

SURVEYORS SEAL

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE IN 1966 FOR THE OHIO DEPARTMENT OF HIGHWAYS BY THE STATE OF OHIO

Thomas H. Dunphy Jr. 9-1968
REGISTERED SURVEYOR

NO. 7720

RECEIVED _____ AT _____
RECORDED _____
PLAT BOOK _____ PAGE _____
SIGNED _____ RECORDED _____
SCIOTO CO., OHIO
FEE _____ PAID _____

COMPLETION DATE 1-16-69

DATE	REVISIONS	
9-15-69	Sheet No's Changed	1
		2
		1

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED	
	L.E.W.	L.E.W.		Tracey Hess	22

CENTER LINE SURVEY PLAT

CENTER LINE SURVEY PLAT

U.S. ROUTE 52 - SECTION 16.74

SCIOTO COUNTY, OHIO

WASHINGTON TOWNSHIP

V.M.S. 486, 508, 3946, 8181, 13485

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74
R/W PLAN
LIMITED ACCESS

2
22

NOTES:

(a) Centerline Reference Monuments to be set during construction.

(b) All Centerline Reference Monuments on U.S.R. 52 are Referenced to the East Bound Centerline of Survey.

This improvement has been declared a limited access highway from sta. 884+08.91 E.B. to sta. 1005+50 E.B. by action of the Director of Highways and recorded in Volume 52 Page 321 of the Director's Journal pursuant to law.

0 200 500
SCALE

Westbound
Const. & R/W-Curve Data
P.I.-1008+35.06
Δ - 6°21' Lt.
D - 1°40'
R - 3437.75'
T - 190.70'
L - 380.99'
E - 5.29'

END PROJECT
SCI-52-16.74
STA-1012+79.89

Westbound
Const. & R/W-Curve Data
P.I.- 1014+33.92
Δ - 2°05' Rt.
D - 1°00'
R - 5729.58'
T - 104.18'
L - 208.33'
E - 0.95'

Eastbound
Const. Curve Data
P.I. - 981+50.33
Δ - 31°43'59" Rt.
D_c - 2°00'
R_c - 2864.79'
L_c - 1286.65'
l_s - 300.00'
Θ_s - 3°00'
T_s - 964.61'
E_s - 114.82'

Eastbound
R/W - Curve Data
P.I - 981+40.08
Δ - 25°43'59" Rt.
D - 2°00'
R - 2864.79'
L - 1286.65'
T - 654.36'

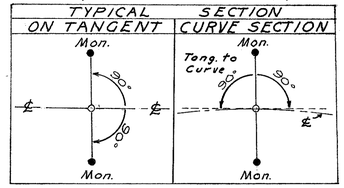
Eastbound
R/W - Curve Data
P.I - 988+72.40
Δ - 3°00' Rt.
D - 1°30'
R - 3819.84'
L - 200.01'
T - 100.03'

Eastbound
R/W - Curve Data
P.I. - 973+85.75
Δ - 3°00' Rt.
D - 1°30'
R - 3819.84'
L - 200.01'
T - 100.03'

Eastbound
Const. & R/W-Curve Data
P.I. - 1009+94.59
Δ - 0°53' Rt.
D - 0°20'00"
R - 17,188.74'
L - 265.00'
T - 132.51'
E - 0.51'

CENTERLINE REFERENCE MONUMENTS & U.S.R. 52 - Eastbound		
STATION	Lt.	Rt.
P.C.C. - 962+72.31	24'	33'
P.T. - 965+38.98 Ahead	23'	25'
P.O.T - 970+00	23'	24'
P.C. - 972+85.72	23'	24'
P.C.C. - 974+85.72	23'	24'
P.O.C. - 980+00	23'	24'
P.O.C. - 985+00	23'	24'
P.C.C. - 987+72.37	23'	24'
P.T. - 989+72.38	23'	24'
P.O.T - 983+00	23'	24'

TYPICAL SECTION
ON TANGENT | CURVE SECTION



SURVEYORS SEAL

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE IN 1966 FOR THE OHIO DEPARTMENT OF HIGHWAYS BY THE STATE OF OHIO

Thomas H. Murphy, Feb 9, 1968
REGISTERED SURVEYOR

NO. 7220

Received _____ at _____
Recorded _____
Plat Book _____ Page _____
Signed _____ Recorded _____
Scioto Co. Ohio
Fee _____ Paid _____

COMPLETION DATE 1-16-69

DATE	REVISIONS	
		2
		2
		2

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED	
	L.E.W.	L.E.W.		Tracy Hess	22

Ground Line
½" Steel Rod
6"
36"
8" Dia.
Reference Monument Section
Standard Drawing MC-1 (10-1-67)

CENTER LINE SURVEY PLAT

PROPERTY MAP

U.S. ROUTE 52 - SECTION 16.74
WASHINGTON TOWNSHIP
V.M.S. 486, 508, 3946, 8181, 13485, 13843

0 300 600
SCALE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74
R/W PLAN
LIMITED ACCESS

3
22

Parcel No. — Owner's
1 Herman Peters & Eloise Peters
2 Hamilton Mullins & Grace Mullins
2-B Frances Rose
3 Ella Davis
4 Lester Crisp Jr. & Marie Eileen Crisp
5 Albert Holbrook & Winifred Holbrook
6 Louis M. Distel
7 Marion Sword & Sarah Sword
8 Winfred Holbrook & Mae Holbrook
9 Homer C. Mundhenk & Margie Mundhenk
10 Lucy Weghorst
11 Louis M. Distel
12 Shawnee Forest Motel, Inc.
13 Ralph N. King
14 Ellis Hall & Ollie Hall
15 Ruth Mae Kitchen
16 William Coleman & Fannie Coleman
17 Ferman J. Hayslip
18 William Coleman & Fannie Coleman
19 Louis M. Distel
20 Edward Bloomfield
21 Ruth Mae Kitchen
22 William Coleman & Fannie Coleman
23 Carl W. Anderson, et al
24 Ohio Dept. of Public Works
25 Homer Hinze
26 Arthur E. Parry & Margaret C. Parry
32 Joseph E. Blankenship
33 Unknown Owner
37 Henry Adkins

BEGIN ACQUISITION SCI-52-16.74 STA 884+08.91

BEGIN PROJECT SCI-52-16.7 STA. 883+75.14

State of Ohio
Div. of Forestry
Parcel 10-LL-0.901Ac
Parcel 11-LL-0.124Ac

Point of Access
20' Service Road
Lt Sta. 884+42

To West Portsmouth

To Manchester

MATCH LINE STA. 955+00

ISLAND SUBDIVISION
City Abstract 88

UTILITIES
General Telephone Co. 824 Seventh St. Portsmouth, Ohio, 45662
Ohio Power Co. 301-315 Cleveland Ave. S.W. Canton, Ohio. 44702
Ohio Valley Gas Co. 802 Chillicothe St. Portsmouth, Ohio. 45662
Water Department City of Portsmouth Portsmouth, Ohio. 45662

COMPLETION DATE 1-16-69	
DATE	REVISIONS
6-24-68	℄ between SWL & BWL changed.
9-15-69	New Parcels 25, 26, 27 added. Sheet Number changed.
9-15-69	Point of Access Added 884+42 Lt.

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	B.B.	B.B.		Tracey Hess

3
22

R/W PROPERTY MAP

PROPERTY MAP

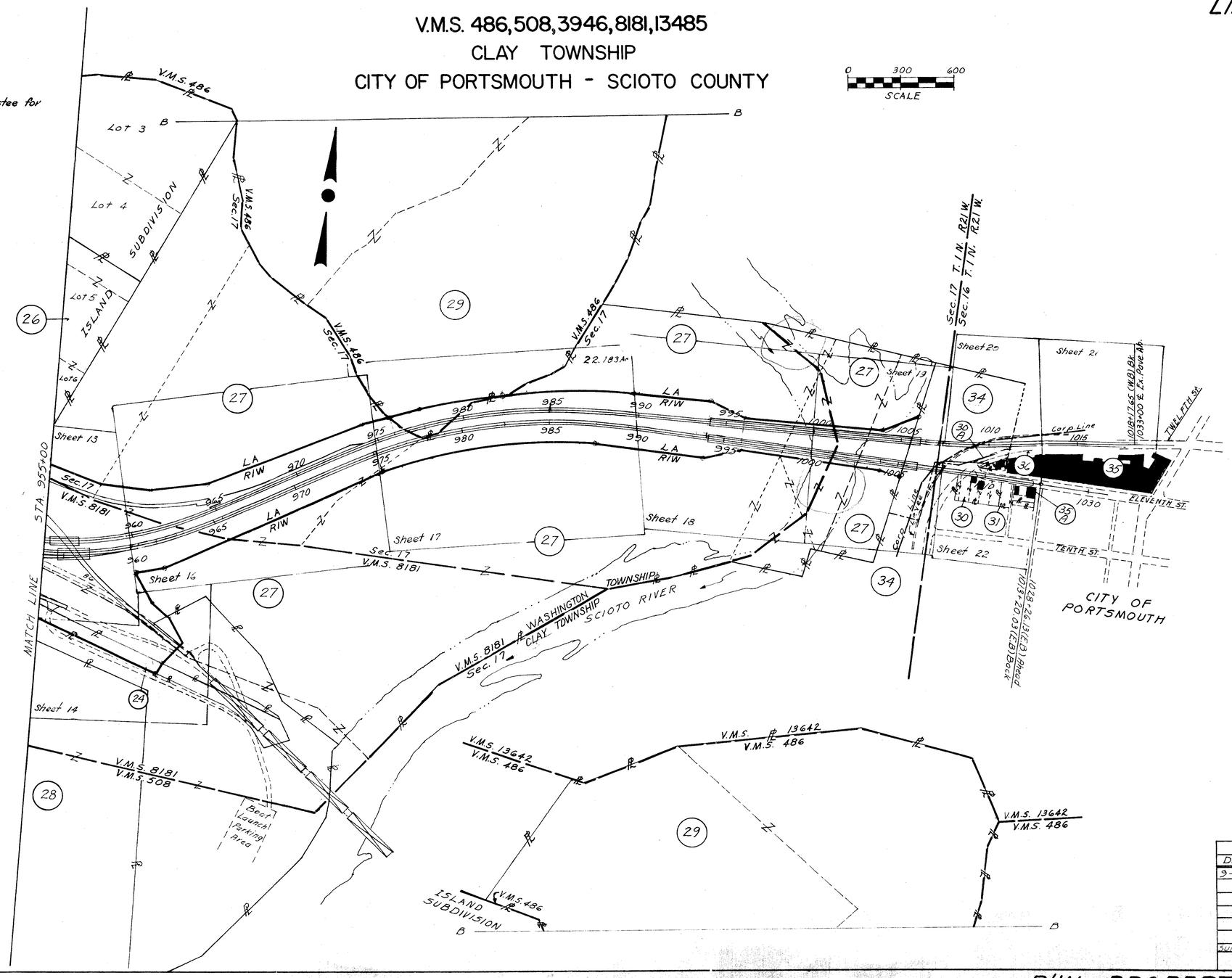
U.S. ROUTE 52 - SECTION 16.74
WASHINGTON TOWNSHIP
V.M.S. 486, 508, 3946, 8181, 13485
CLAY TOWNSHIP
CITY OF PORTSMOUTH - SCIOTO COUNTY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI ~ 52 ~ 16.74
R/W PLAN
LIMITED ACCESS

4/22

Parcel No.	Owner's
24	Ohio Dept. of Public Works
26	Arthur E. Parry & Margaret C. Parry
27	Carl W. Anderson, et. al.
28	Madeline A. Wertz & Jessie Dice Linck, Trustee for Joanne Doty and Katherine Jane Doty
29	Neal C. Harper
30	Portsmouth Casting Co.
31	Rose L. Jacobs
32	Joseph E. Blankenship
33	Unknown Owner
34	City of Portsmouth
35	Ohio Stove Co.
36	Norfolk & Western Railroad



UTILITIES

General Telephone Co.
824 Seventh St.
Portsmouth, Ohio. 45662

Ohio Power Co.
301-315 Cleveland Ave. S.W.
Canton. Ohio, 44702

Ohio Valley Gas Co.
802 Chillicothe St.
Portsmouth, Ohio, 45662

Water Department
City of Portsmouth
Portsmouth, Ohio, 45662

COMPLETION DATE 1-16-69	
DATE	REVISIONS
9-15-69	Sheet Number Changed.

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED	4
	L.E.A.	E.N.		Tracey Hess	22

R/W PROPERTY MAP

SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED

SCI-52-16.74
R/W PLANS
LIMITED ACCESS

STATE JOB NO.	FED. RD. DIVISION	STATE	PROJECT	
09637	2	OHIO		

5/22

TOTAL NO. OWNERS- 34 TOTAL NO. COMPLETE TAKES- 4 TOTAL OWNERS WITH STRUCTURES INVOLVED- 14

PARCEL NO.	OWNER	DEED RECORD BOOK	PAGE	DATE	DEED AREA	TOTAL PRO	TOTAL TAKE	PRO IN TAKE	NET TAKE	NET RES. LT.	NET RES. RT.	BLDG'S TO BE ACQ'D	SHEET NO.	REMARKS	OTHER DESIGNATED EASEMENTS	TYPE FUND
1	Herman Peters & Eloise Peters	553	45	7-16-65	3.28 Ac.								7	No easement required		Bond Money
		413	297	7-16-65	.99 Ac.								7			
2-WL	Hamilton Mullins & Grace Mullins	375	203	4-11-50	3.28 Ac.	0.228	0.230	0.220	0.010	2.559 (L)		No	7			
2A-WL						0.065	0.098	0.065	0.033			No	7			
* 2-B WL	Frances Rose (Land Contract)				0.80 Ac.	0.277	0.316	0.287	0.316	0.324 (L)		No	7	(Hamilton and Grace Mullins Fee Owner)		
2-BT									0.098				7			
* 3-WL	Ella Davis	383	607	12-26-50	1.10 Ac.		0.004		0.004	6.735 (L)		No	7			
		216	439		5.70 Ac.								7			
4-WL	Lester Crisp Jr. & Marie Eileen Crisp	416	146	7-15-53	0.41 Ac.	0.640	0.097	0.075	0.022		3.523	No	7			
		520	277	9-13-64	1.64 Ac.								7			
		546	256	12-1-64	1.16 Ac.								7			
		392	53	8-29-51	0.41 Ac.								7			
5-WL	Albert Holbrook & Winifred Holbrook	546	234	11-30-64	7.04 Ac.	0.405	0.598	0.405	0.193	6.442 (L)		Yes	7-8			
5-T1									0.163				7	Residence Removal.		
													8			
6-WL	Louis M. Distel	292	225	11-10-44	1.91 Ac.	0.358	0.673	0.358	0.315		1.237 (L)	No	7			
7-WL	Marion Sword & Sarah Sword	416	586	11-18-65	1.23 Ac.	0.242	0.437	0.242	0.195		0.793 (L)	Yes	7-8			
8-WL	Winifred Holbrook & Mae Holbrook	450	354	4-9-56	3.0 Ac.	0.211	0.349	0.211	0.138	2.851 (L)		Yes	8			
8-T		464	543	7-26-57	0.20 Ac.				0.109				8	Remove Residences and Garage		
9-WL	Homer C. Mundhenk & Margie Mundhenk	335	200	9-8-47	0.20 Ac.	0.073	0.113	0.073	0.040	0.087 (L)		Yes	8			
9-T									0.050				8	Residence Removal		
10-WL	Lucy Weghorst	500	134	10-28-60	0.20 Ac.	0.068	0.110	0.068	0.042	0.090 (L)		Yes	8			
10-T									0.055				8	Residence Removal		
11-WL	Louis M. Distel	387	460	4-27-51	1.0 Ac.	0.577	0.988	0.577	0.411	0.124 (L)	1.518 (L)	Yes	8			
		301	577	10-11-49	1.15 Ac.											
		301	606	11-2-49	0.14 Ac.											
11-T		301	606	11-2-49	0.34 Ac.				0.048				8	Residence Removal		
12-WL	Shawnee Forest Motel, Inc.	506	105	6-16-61	12.55 Ac.	1.992	3.536	1.992	1.544	8.073 (L)	0.941 (L)	Yes	8			
12-T									0.475					Motel Removal		
13-WL	Ralph N. King	378	210	6-30-50	13.03 Ac.	4.226	5.351	4.226	1.125	7.486 (L)	0.193 (L)	Yes	8-9-10			
13-T									0.048					Residence Removal		
* 14-WL	Ellis Hall & Ollie Hall	297	178	3-26-46	5.69 Ac.	0.385	0.855	0.385	0.470	4.835 (L)		Yes	10	Approx. 0.160 Ac. in V.M.S. 508 - Approx. 0.019 Ac. in V.M.S. 13485		
15-WL	Ruth Mae Kitchen	519	36	8-8-62	1.33 Ac.	0.124	0.307	0.124	0.183	1.023 (L)		Yes	10	" 0.211 Ac. in V.M.S. 3946		
16-WL	William Coleman & Fannie Coleman	282	162	3-5-43	10.54 Ac.	0.591	0.831	0.305	0.526	14.941		Yes	10			
		375	617	4-26-50	2.00 Ac.											
		213	499	6-12-36	3.232 Ac.											
* 17-WL	Ferman J. Hayslip	397	256	10-23-63	13.000 Ac.		0.035		0.035		12.883	No	9			
18-WL	William Coleman & Fannie Coleman	213	499	6-12-36	Westgate Sub. Lots No's 16 17 18 19	0.174	1.872	0.174	1.698			Yes	9-10	Complete Buy Out Approx. 1.108 Ac. in V.M.S. 3946 " 0.769 Ac. - V.M.S. 508		
19-WL	Louis M. Distel	372	140	1-20-50	Westgate Sub. Lots "B thru "F 15	0.323	1.341	0.323	1.018			No	9-10	Complete Buy Out Approx. 0.573 Ac. in V.M.S. 3946 " 0.812 Ac. in V.M.S. 508		
20-WL	Edward Bloomfield, et al	380	583	9-5-50	Westgate Sub. Lot #4 Part #7		0.037		0.037			No	9-10	Complete Buy Out Highway Dept has easement over Lot No. 4		
21-WL	Ruth Mae Kitchen	534	563	11-8-63	Westgate Sub. Lots 7-8-9-10-11		0.355		0.355			No	9-10	Complete Buy Out		
* 22-WL	William Coleman & Fannie Coleman	172	84	9-7-26	58.74 Ac.	7.890	13.035	7.890	5.145		45.623	No	8-9-11-12	Approx. 2.811 Ac. in V.M.S. 8181 " 10.224 Ac. in V.M.S. 508		
23-WL	Carl W. Anderson, et al.	515	462	5-14-62	106.16 Ac.	14.126	16.375	14.126	2.249	89.919 (L)		No	9-11-12-14	Approx. 4.52 Ac. in V.M.S. 8181 " 11.72 Ac. in V.M.S. 508		
24-WL	Ohio Dept. of Public Works					6.309	6.309	6.309				No	12-13-14	Easement Purchased on Project Sci-73-22.93		
24-A							0.463		0.463			No	12			
* 25-WL	Homer Hinze	154	401	4-28-24	44.52 Ac.	6.003	0.237	0.192	0.045	43.579		No	14	See Sheet 6 for Parcel 25		
* 26-WL	Arthur E Parry & Margaret C. Parry	304	163	7-19-46	19.90 Ac.		0.190		0.190	19.433		No	13-14	See Sheet 6 for Parcel 26		
* 27-WL	Carl W. Anderson, et al.	515	462	5-14-62	200.68 Ac.		64.873	19.299	45.574	21.440	113.624	No	12 thru 19	Approx. 1.635 Ac. in V.M.S. 508 - Approx. 27.059 Ac. in Sec 17 - Approx. 2.237 Ac. in Clay Twp. " 35.915 Ac. in V.M.S. 8181 - " 62.322 Ac. in Washington Twp. See Sheet 6 for Parcel 27		
28-WL	Madeline A. Wertz & Jessie Dice Linck, Trustee for	349	421	5-20-48	59.29 Ac.	3.660	2.215		2.215		57.075	No	12-13-14	Exist. R/W on Twp. Rd. 152 Shown as P.R.O.		
	Joanne Doty and Katherine Jane Doty	568	1	11-16-66									12-13-14			
29-WL	Neal C. Harper	489	298	11-2-59	60.00 Ac.		1.204		1.204	59.796		No	17	Access through Homer Hinze		
		319	170	3-7-47	43.16 Ac.								17			Bond Money

UTILITIES

General Telephone Co.
824 Seventh St.
Portsmouth, Ohio, 45662

Ohio Valley Gas Co.
802 Chillicothe St.
Portsmouth, Ohio 45662

Ohio Power Co.
301-315 Cleveland Ave. S.W.
Canton, Ohio, 44702

Water Department
City of Portsmouth
Portsmouth, Ohio 45662

CENTERLINE-REFERENCE-MONUMENTS

72 Centerline Reference Monuments
For Centerline Reference Monument Tables
See Sheet No. 1 and No 2

SYMBOLS

(L) ~ Landlocked
* ~ Parcel Added

TYPE FENCE QUANTITIES

Type 39 Fence ~ 2705 Lin Feet
E.P.A. ~ 2
I.A.P.A ~ 4
C.P.A. ~ 2

GENERAL NOTES

COMPLETION DATE 1-16-69

DATE	REVISION DESCRIPTION
6-24-68	Acreages on Parcels 5WL & 6WL changed
9-10-68	Change Parcel Com. Hay Farms 24WL & 25-AL
5-15-69	Change in Parcel 27WL
	Show Change, Acreage Chg. in Parcels 25WL-26WL-27WL
9-15-69	Acreage change Parcels 2WL-2AWL
	2BWL-2BT-3WL-5WL
1-23-70	Area change 23WL

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	LEW	LEW		Tracey Hess

5/22

R/W SUMMARY SHEET

SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED

SCI-52-16.74
R/W PLANS
LIMITED ACCESS

STATE JOB NO.	FED. RD DIVISION	STATE	PROJECT	
09637	2	OHIO		

6
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TOTAL NO. OWNERS- 34 TOTAL NO. COMPLETE TAKES- 4 TOTAL OWNERS WITH STRUCTURES INVOLVED- 14

	PARCEL NO.	OWNER	DEED RECORD BOOK	DEED RECORD PAGE	DEED RECORD DATE	DEED AREA	TOTAL PRO	TOTAL TAKE	PRO IN TAKE	NET TAKE	NET RES. LT.	NET RES. RT.	BLDG'S TO BE ACQ'D	SHEET NO.	REMARKS	OTHER DESIGNATED EASEMENTS	TYPE FUND
	30-T	Portsmouth Casting Co.	499	55	9-21-60	Lots-273-274-275 Lot-276 & Alley				0.003			No.	22	Unable to determine actual Deed Acreage		Bond Money
*	30-A													22	30-T is a Temporary Const. Slope		
*	31	Rose L. Jacobs				Lot-277-Pt Lot 286 Pt of Alley								22			
	32-WL	Joseph E. Blankenship	489	180	10-27-59	Westgate Sub Lots- 20 & 21	0.066	0.147	0	0.147		0.782	No	9-10	Approx. 0.020 Ac. in V.M.S. 3946 Approx. 0.127 Ac. in V.M.S. 508		
	33	Unknown Owner					1.322	1.322	1.322	1.322			No	9-10	Unable to determine Feeholder. All in Exist. R/W. Aquisition of Fee title only.	Approx. 0.465 Ac. in V.M.S. 3946 Approx. 0.857 Ac. in V.M.S. 508	
	34-WL	City of Portsmouth	257	575	5-21-40	7.904 Ac.				2.23				19-20-21			
	34-A													22	Not Needed		
	34-B													22	Not Needed		
*	35	Ohio Stove Co.				Pt Lot 286 Lot 287- Pt of Alley								20-21-22			
	35-A													22			
*	36	Norfolk & Western Railroad												20-21			
	37	Henry Adkins															
	38-WL	Corps of Engineers					0.421		0.421	0.000				14			Bond Money
*1	14T	Ellis Hall & Ollie Hall	297	178	3-26-46	5.69 Ac.				0.059			Yes	10	Residence and Shed Removal.		Bond Money
*	2C-WL	Hamilton Mullins	288	525	2-24-44	1.193	0.530	0.803	0.530	0.273		0.390 (L)	No	7			Bond Money
*	31-WA	Rose L. Jacobs												22			
*	35-AWA	Ohio Stove Co.												22			
	35-BWA													22			
	35-CWA													22			Bond Money
*	30T-1	Portsmouth Casting Co.								0.030				22	To Construct Drive and Remove Walls along Ramp and Fill Ramp		Bond Money
*	36-A	Norfolk & Western Railroad								0.019				20			Bond Money
	36-T									0.049				20-21			
*	22	William Coleman & Fannie Coleman								0.082				9	To Construct Access Drive		Bond Money
*	22-T									0.032				9	To Construct Access Drive		
*	17	Ferman V. Hayslip								0.082				9	To Construct Access Drive		Bond Money
*	25	Homer Hinze								0.766				14-15	To Construct Service Road. See Sheet 5 for 25WL		
*	26	Arthur E. Parry & Margaret C. Parry								0.280				13-14	To Construct Service Road. See Sheet 5 for 26WL		Bond Money
*	27	Carl W. Anderson, et al.								1.387				14	To Construct Service Road. See Sheet 5 for 27WL		
*	2	Hamilton Mullins & Grace Mullins					0.200	0.192					No	7			
	2T						0.085						No	7			
	2A-T						0.023						No	7			
	2A						0.030						Yes	7			
	2A-WL						0.163	0.154					No	7			
*	3	Ella Davis					0.059		0.059				Yes	7			
*	2B	Frances Rose (Land Contract)					0.160		0.160				Yes	7			

UTILITIES

General Telephone Co.
824 Seventh St.
Portsmouth, Ohio. 45662

Ohio Valley Gas Co.
802 Chillicothe St.
Portsmouth, Ohio 45662

Ohio Power Co
301-315 Cleveland Ave. S.W.
Canton, Ohio. 44702

Water Department
City of Portsmouth
Portsmouth, Ohio 45662

CENTERLINE-REFERENCE-MONUMENTS

72 Centerline Reference Monuments
For Centerline Reference Monument Tables
See Sheet No. 1 and No. 2

SYMBOLS

(L) Landlocked
* Parcel Added

TYPE FENCE QUANTITIES

GENERAL NOTES

COMPLETION DATE 1-16-69

DATE	REVISION DESCRIPTION
5-12-67	Parcels 17-22-22-T Added
9-15-69	Parcels 25-26-27-2-2T-2AT-2A-2AWL 2B Added
1/23/70	Par 34 changed to 34WL

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	LEW	LEW		Tracey Hess

6
22

R/W SUMMARY SHEET

Parcel 2T		
LINE	BEARING	DIST.
J-K	N34°56'52"W	61.48
K-L	N12°00'43"E	35.92
L-M	S69°53'03"E	40.00
M-N	N25°56'54"E	81.72
N-H	S64°03'06"E	7.58
H-J	S20°15'36W	151.30

Parcel 2		
LINE	BEARING	DIST.
B-G	N69°38'54"W	65.98
G-H	N20°15'30"E	171.30
H-E	S64°03'06"E	42.35
E-D	S18°32'24"W	92.25
D-C	S14°14'18"E	36.06
C-B	S19°26'19"W	45.28

Parcel 2WL		
A-B	N69°38'54"W	47.97
B-C	N19°26'19"E	45.28
C-D	N14°14'18"W	36.06
D-E	N18°32'24"E	92.25
E-F	S64°03'06"E	70.51
F-Z3	S19°54'27"W	77.32
Z3-A	S19°27'12"W	82.77

Parcel 2B-T		
H-O	N64°03'06"W	25.63
O-S	N20°23'51"E	165.81
S-R	S77°52'22"E	37.07
R-H	S20°15'36"W	171.94

Parcel 2B		
E-H	N64°03'06"W	42.35
H-R	N20°15'36"E	171.94
R-Q	S77°52'22"E	37.07
Q-E	S18°32'24"W	181.40

Parcel 2B-WL		
F-E	N64°03'06"W	70.51
E-Q	N18°32'24"E	181.47
Q-P	S77°52'22"E	75.15
P-F	S19°54'38"W	199.01

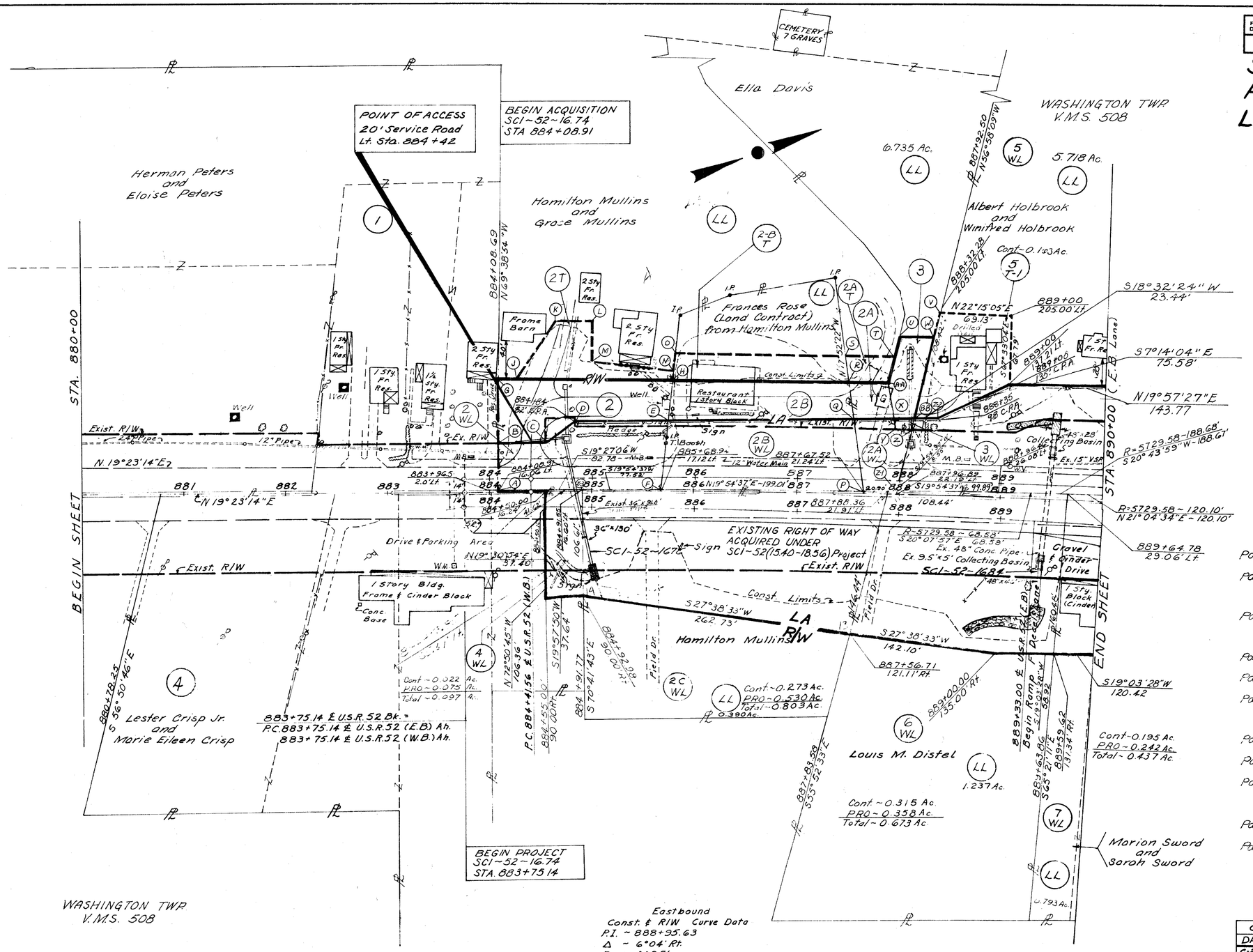
Parcel 2A-T		
R-S	N77°52'22"W	25.36
S-T	N20°23'51"E	45.26
T-AA	S56°58'09"E	25.03
AA-R	S20°15'36"W	36.01

Parcel 2A		
Q-R	N77°55'22"W	37.01
R-AA	N20°15'36E	36.01
AA-X	S77°22'41"E	35.95
X-Q	S18°32'24W	35.56

Parcel 2A-WL		
P-Q	N77°52'22"W	75.15
Q-X	N18°32'24"E	35.56
X-Y	S77°22'41"E	13.94
Y-Z	N21°52'11"E	16.52
Z-Z1	S56°58'09"E	62.55
Z1-P	S19°56'48"W	29.45

Parcel 3		
X-AA	N77°22'41"W	35.95
AA-U	N56°58'09W	48.11
U-W	N21°55'40"E	34.24
W-BB	S56°58'09"E	82.95
BB-X	S18°32'24"W	21.76

Parcel 3WL		
Y-X	N77°22'41"W	13.94
X-BB	W18°32'24"E	21.76
BB-Z	S56°58'09"E	15.31
Z-Y	S21°52'11"W	16.52



Note: Stations & offsets taken from (E.B.) centerline of survey.

UTILITIES
General Telephone Co.
Ohio Power Co.
City of Portsmouth, Water Dept.

WASHINGTON TWP V.M.S. 508

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74 R/W PLAN LIMITED ACCESS

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POINT	STATION	OFFSET
A	884+08.91	16.06
B	884+09.55	64.02
C	884+54.54	64.24
D	884+84.14	84.50
E	885+75.55	87.31
F	885+68.94	17.12
G	884+10.42	130.00
H	885+79.48	129.48
J	884+30.15	129.79
K	884+65.08	180.00
L	885+00.00	185.00
M	885+00.00	145.00
N	885+80.18	137.03
O	885+81.84	155.00
P	887+07.52	21.24
Q	887+55.17	95.36
R	887+49.15	131.92
S	887+45.05	156.94
T	887+89.59	157.95
U	887+93.89	180.00
V	888+32.28	205.00
W	888+27.52	180.00
X	887+90.33	97.32
Y	887+92.54	83.56
Z	888+08.92	83.56
Z-1	887+96.89	22.19
Z-2	888+35.00	100.00
Z-3	884+91.55	16.60
A-A	887+84.07	132.81
B-B	888+11.84	98.59

Parcel 2T		0.085	Ac.
Parcel 2	Cont.	0.192	Ac.
	PRO	0.008	Ac.
	Total	0.200	Ac.
Parcel 2WL	Cont.	0.010	Ac.
	PRO	0.220	Ac.
	Total	0.230	Ac.
Parcel 2B-T		0.098	Ac.
Parcel 2B		0.160	Ac.
Parcel 2B-WL	Cont.	0.029	Ac.
	PRO	0.287	Ac.
	Total	0.316	Ac.
Parcel 2A-T		0.023	Ac.
Parcel 2A		0.030	Ac.
Parcel 2A-WL	Cont.	0.009	Ac.
	PRO	0.154	Ac.
	Total	0.163	Ac.
Parcel 3		0.059	Ac.
Parcel 3WL		0.006	Ac.

TYPE 39 Fence	
C.P.A.	2
E.P.A.	1
T.A.P.A.	0
Fence	595 Lin. Ft.

TYPE FUND B

COMPLETION DATE 1-16-69

DATE	REVISIONS
6-24-68	Parcel 5 WL changed.
9-10-68	Change Parcel 2 WL
9-10-68	Add Parcels 2A-WL & 2C-WL
9-13-68	Parcels-2T-2-2WL-2BT-2B-2BWL-2AT-2A-2AWL-3-3WL-5WL-5TI
	revised & service road added.

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	L.E.W.	L.E.W.		Tracey Hess

7 / 22

USR 52 - Sta. 880+00 to Sta 890+00

3&8 DELL PAGE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74
R/W PLAN
LIMITED ACCESS

8
22

Point	Station	Offset
A	891+54.00	190.00' Lt.
B	890+00.00	145.00' Lt.
C	890+84.42	33.46' Lt.
D	892+01.87	189.77' Lt.
E	891+99.15	142.16' Lt.
F	891+93.13	38.17' Lt.

Point	Station	Offset
G	892+45.85	189.77' Lt.
H	892+44.76	141.75' Lt.
J	892+42.43	40.71' Lt.
K	892+94.82	190.00' Lt.
L	892+93.10	141.56' Lt.
M	892+89.55	43.37' Lt.
N	890+37.91	122.96' Lt.
P	890+41.56	144.50' Lt.

Parcel 8 WL		
Line	Bearing	Distance
B-E	N 24°50'00"E	151.36'
E-F	S 62°28'45"E	104.17'
F-C	S 21°22'12"W	109.21'
C-N	S 85°44'41"W	101.03'
N-P	N 57°00'27"W	21.85
P-B	N 19°57'27"E	8.58

Parcel 8-T		
Line	Bearing	Distance
B-A	N 0°34'51"E	114.95'
A-D	N 24°20'30"E	48.80'
D-E	S 62°28'45"E	47.69'
E-B	S 24°50'00"W	151.36'

Parcel 9WL		
Line	Bearing	Distance
E-H	N 24°49'59"E	46.27
H-J	S 64°12'46"E	101.07'
J-F	S 21°22'12"W	49.56'
F-E	N 62°28'45"W	104.17'

Parcel 9-T		
Line	Bearing	Distance
D-G	N 24°20'30"E	44.83'
G-H	S 64°12'46"E	48.03'
H-E	S 24°49'59"W	46.27'
E-D	N 62°28'45"W	47.69'

Parcel 10WL		
Line	Bearing	Distance
H-L	N 24°49'59"E	49.03'
L-M	S 63°10'46"E	98.26'
M-J	S 21°22'12"W	47.40'
J-H	N 64°12'46"W	101.07'
Parcel 10T		
G-K	N 24°20'30"E	49.92'
K-L	S 63°10'46"E	48.48'
L-H	S 24°49'59"W	49.03'
H-G	N 64°12'46"W	48.03'

5.718 Ac.
5 WL
LL
Cont.- 0.193 Ac.
PRO.- 0.405 Ac.
Total - 0.682 Ac.

8 WL
Winifred Holbrook and Mae Holbrook
Cont.-0.138 Ac.
PRO.-0.211 Ac.
Total-0.349 Ac.

LL
2.851 Ac.

9 WL
Cont.-0.040 Ac.
PRO.-0.073 Ac.
Total-0.113 Ac.

LL
0.087 Ac.

10 WL
Cont.-0.042 Ac.
PRO.-0.068 Ac.
Total-0.110 Ac.

LL
8.073 Ac.

12 WL
Shawnee Forest Motel Inc.

WASHINGTON TWP
V.M.S. 508

Cont.- 0.475 Ac.
12 T

13 WL
Cont. 1.125 Ac.
P.R.O. 4.226 Ac.
Total 5.351 Ac.

LL
7.486 Ac.

State of Ohio
Boundry Marker

Ralph N. King

WASHINGTON TWP.
V.M.S. 13485

V.M.S. 508

13 T
Cont. 0.048 Ac.

(Victory Baptist Church)

0.109 Ac.
8 T

Homer C. & Margie Wyndhenk

Lucy Weghorst

LL
0.124 Ac.

Louis M. Distel

0.030 Ac.
11 WL
10 T

0.054 Ac. Conc. Slabs.
0.065 Ac. Conc. Slabs.

Frame Shed
Toilet
Well
Well
Conc. Slab
Block Gar.
1 Sty. Fr. Res.
Bsmt.
1 Sty. Fr. Res.
Bsmt.
1 Sty. Fr. Res.
Bsmt.
1 Sty. Fr. Res.
Bsmt.
1½ Sty. Conc. Block

890+41.56
144.50' Lt.
S 57°00'27"E
21.85'
890+37.91
122.96' Lt.
N 85°44'41"E
101.03'

R=5729.58'-L=188.68'
S 22°43'53"W-188.67'

Ex. 15" V.S.P.
Ex. 12" V.S.P.
Ex. 12" V.S.P.
Ex. 12

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74
R/W PLAN
LIMITED ACCESS

9 / 22

PROPOSED STRUCTURE No. 1720
RAMP E over Lousy Run
TYPE: Continuous steel beams with reinf. deck and substructure.
SPANS: 60.0'-75.0'-60.0' c/c brgs.
ROADWAY: 28.0'-f/f guard rails
SKEW: None
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: Tangent

WASHINGTON TWP
V.M.S. 508

For information north of Match Line A-A see sheet No. 10

William Coleman — V.M.S. 3946 / V.M.S. 508

Edward Bloomfield, et al — 2.0 WL — Ruth Mae Kitchen et al

Joseph E. Blankenship — Lot 21 — S72°18'35"E 158.52' — Lot 22 — Lot 23

Lot 8 — Lot 9 — Lot 10 — Lot 11 — Lot 12 — Lot 13 — Lot 14 — Lot 15 — Louis M. Distel — Lot 16 — Lot 17 — Lot 18 — Lot 19 — Lot 20 — Lot 21 — Lot 22 — Lot 23

Cont. 1.698 / PRO 10.174 / Total 11.872

Carl W. Anderson et al — LL — 89.919 Ac.

Cont. ~ 2.249 Ac. / PRO ~ 14.126 Ac. / Total ~ 16.375 Ac.

- Ramp E -
Const. ℄ R/W Curve Data
P.I.-914+73.25
Δ = 13°30' Lt.
D = 2°00'
R = 2864.79'
L = 675.00'
T = 339.07'
E = 20.00'

S.R. 239 Curve Data
P.I ~ 25+17.48
Δ ~ 49°13' Rt.
D ~ 8°00'
R ~ 716.20'
T ~ 328.03'
L ~ 615.26

902+54.88 (E.B.) 267.30' Lt.

905+16.24 = 270.88' Lt. (E.B.) 23+26.88 = 41.87' Lt. (S.R. 239)

906+36.13 = 308.51' Lt. (E.B.) 23+99.68 = 87.09 (S.R. 239)

906+102 = 233.48' Lt. (E.B.) 24+70.44 = 73.16' (S.R. 239)

Exist. Flood Relief Rd. B

Exist. Exit Ramp to N.B. S.R. 239

Exist. 30" Conc. Pipe

P.C. 21+89.46

Exist. 12" V.S.P.

Exist. Br. No. Sci-52-17.15

℄ Exist. U.S.R. 52 (W.B.)

Ralph N. King — Temporary Crossover

13 WL — 904+62.21 (E.B.) 43.97' Rt.

905+33.99 = ℄ E.B. = 20+63.81 = ℄ S.R. 239

Exist. 18" V.S.P. Inlet Sci-52-1713

Exist. 36" Conc. Pipe

℄ Ramp F — Exist. R/W

POINT OF ACCESS No. 16 FIELD DRIVE Lt. STA. 905+10.4

P.T. 904+34.87 = ℄ Ramp F

BEGIN SHEET — STA. 902+00 - E.B. Lane

LA R/W

Exist. R/W — 132.29' — N87°22'32"W

907+11.71 = 165.40' Lt. (E.B.) 22+35.56 = 19.04' Rt. ℄ S.R. 239

461.77' — S38°47'08"W

P.E.O. 1.322 Ac.

33 WL

Lousy Run

S3°43'44"E 139.44'

908+39.99 = 61.33' Lt. (E.B.) 20+93.18 = 365.97' Rt. (S.R. 239)

910 Exist. Br. No. Sci-52-1720

Exist. Bridge No. Sci-52-1721

Exist. R/W Acquired under Sci-52 (15-40-18.56) Project

Exist. U.S.R. 52

℄ Ramp F

℄ Exist. U.S.R. 52 (W.B.)

℄ U.S.R. 52 (E.B.)

Exist. R/W

Const. Limits

S61°57'52"W 313.36'

910+50.00 (E.B.) 165.00' Rt.

S37°06'11"W 416.40'

C.S. 912+54.67

S28°07'26"E

22 WL — William Coleman and Fannie Coleman

Cont. 0.032 Ac.

17 WL — Ferman J. Hayslip — Cont. 0.035 Ac.

22 — Cont. 0.032 Ac.

17

Cont. - 5.145 Ac. / PRO. - 7.890 Ac. / Total - 13.035 Ac.

911+37.05 = 289.96' Lt. (E.B.) 911+34.18 = 90.00' Lt. (Ramp E)

909+58.87 = 267.19' Lt. (E.B.) 909+58.54 = 26.67' Lt. (Ramp E)

909+63.72 = 167.81' Lt. (Ramp E) 909+44.49 = 129.33' Lt. (Ramp E) 909+25.20 = 90.84' Lt. (Ramp E)

910+18.51 = 362.93' Lt. (E.B.) 909+78.59 = 91.91' Lt. (Ramp E)

910+00.49 = 330.09 Lt. (E.B.) 909+70.13 = 52.54' Lt. (Ramp E)

S76°12'50"E 160.93'

911+34.18 PC - 911+34.18

℄ Ramp E

Const. Limits

S38°42'15"E Ctr. 450.69'

912

C.S. 913+29.55

Exist. R/W

Exist. U.S.R. 52

℄ Exist. U.S.R. 52 (W.B.)

℄ U.S.R. 52 (E.B.)

Exist. R/W

Const. Limits

S61°57'52"W 313.36'

910+50.00 (E.B.) 165.00' Rt.

S37°06'11"W 416.40'

C.S. 912+54.67

LA R/W

Exist. R/W

Rc 2774.79'
L 457.19'

913

914

915

STA. 915+00 - E.B. Lane

END SHEET

P.T. 914+88.04 (E.B.) dk. = P.T. 914+87.59 (E.B.) Ah.

915+00.00 (E.B.) 120.00' Rt.

PROPOSED STRUCTURE (E.B.)
SCI-52-17.13
TYPE: Continuous steel beams with reinforced concrete deck and substructure
SPANS: 44.0'-55.0'-44.0' c/c brgs.
ROADWAY: 40'-0" f/f concrete parapets
SKEW: None
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 3°38'33" curve right
SUPERELEVATION: 0.0833 ft/ft

PROPOSED STRUCTURE (E.B.)
SCI-52-1720
TYPE: Continuous steel beams with reinforced concrete deck and substructure
SPANS: 60.0'-75.0'-60.0' c/c brgs. (measured on ℄ survey)
ROADWAY: 40'-0" f/f guard rail
SKEW: None
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 3°38'33" curve right
SUPERELEVATION: 1" per foot

Point	Station	Offset
A	905+00	196.31'
B	906+24	204.10'
C	906+42.55	244.54'
D	905+60	241.26'
E	906+97	204.60'
F	907+79.85	241.87'

Line	Bearing	Distance
A-B	S61°57'52"W	133.47'
B-C	S31°01'39"E	43.45'
C-D	S61°57'52"W	62.87'
D-A	N28°11'16"W	68.47'
B-E	S61°57'52"W	63.51'
F-C	S61°39'52"W	116.07'

Eastbound
Const. ~ Curve Data
P.I. ~ 906+57.48
Δ ~ 64°00' Rt.
Dc ~ 3°38'33"
Rc ~ 1573.02'
Lc ~ 1407.08'
Is ~ 350.00'
Θs ~ 6°22'27"
Ts ~ 1159.89'
Es ~ 285.67'

Eastbound
R/W ~ Curve Data
P.I. ~ 906+02.13
Δ ~ 51°15'06" Rt.
D ~ 3°38'33"
R ~ 1573.02'
L ~ 1407.08'
T ~ 754.54'

P.I. ~ 913+71.48
Δ ~ 6°22'27" Rt.
D ~ 2°43'53"
R ~ 2097.67'
L ~ 233.37'
T ~ 116.80'

Note:
All Stations and Offsets taken from the (E.B.) Centerline of Survey and Romp 'E' Centerline of Survey and S.R. 239 Centerline of Survey.

PROPOSED STRUCTURE
RAMP F OVER LOUSY RUN
TYPE: Continuous steel beams with reinforced concrete deck and substructure
SPANS: 40.0'-50.0'-40.0' c/c brgs.
ROADWAY: 28.0' f/f guard rails
SKEW: None
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 3° 15' curve, right
SUPERELEVATION: 0.058'/.

Scale 0 50 100

WASHINGTON TWP.
V.M.S. 508

COMPLETION DATE 1-16-69	
DATE	REVISIONS
3-11-69	Added Parcel 21 WL-2, Changed Rm 21 WL
7-11-69	Added Parcel 17, 22 & 22-T
9-15-69	Parcel 23 WL area changed

TYPE FUND B

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	LBW	LBW		Tracey Hess

9 / 22

USR 52 ~ Sta. 902+00 to Sta. 915+00

CHARLES BRUNING CO.

LIMITED ACCESS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI ~ 52 ~ 16.74

R/W PLAN

10 / 22

State of Ohio Boundry Marker

WASHINGTON TWP
V.M.S. 13485

N 75° 06' 17" W
904.26.53 (E.B.)

MATCH LINE

Exist. S.R. 239 DA
Const. & R/W ~ Curve Data
P.I. ~ 8+98.60
Δ ~ 2° 11' 27" Rt.
D ~ 0° 36"
R ~ 9549.30'
L ~ 365.14'
T ~ 182.59'

P.I. ~ 16+16.81
Δ ~ 3° 50' Lt.
D ~ 2° 00'
R ~ 2864.79'
L ~ 191.67'
T ~ 95.87'

14 WL — LL — 4.835 Ac.
Ellis Hall & Ollie Hall
Cont. ~ 0.470 Ac.
P.R.O. ~ 0.385 Ac.
Total ~ 0.855 Ac.

15 WL — LL — 1.023 Ac.
Ruth Mae Kitchen
Cont. ~ 0.183 Ac.
P.R.O. ~ 0.124 Ac.
Total ~ 0.307 Ac.

16 WL
William & Fannie Coleman
Cont. ~ 0.526 Ac.
P.R.O. ~ 0.305 Ac.
Total ~ 0.831 Ac.

1 Sty. Res. Conc. Block Unfinished

Robert D. Johnson & Sharon Johnson

Effie Colley

1 Sty Frame Res.

Dug Well

Cistern

Gar.

Post

Driven Well

Toilet

2 Sty Frame Barn

1 Sty Frame Res.

1 Sty Frame Storage Bldg.

1 Sty Frame Church

½ Sty Frame Res.

Conc. Block Res.

Privies

Lot 15 · Lot 16 · Lot 17 · Lot 18 · Lot 19 · Lot 20 · Lot 21 · Lot 22 · Lot 23

Joseph E. Blankenship

William & Fannie Coleman

Louis M. Distel

Ruth Mae Kitchen

Edward

Exist. Paved Gutter

Exist. R/W

Exist. R/W Acquired under Sci-52-(15.40-18.56) Project.

WESTGATE RD.

WASHINGTON TWP
V.M.S. 3946

V.M.S. 13485
V.M.S. 3946

V.M.S. 13485
V.M.S. 308

V.M.S. 3946
V.M.S. 308

WASHINGTON TWP
V.M.S. 508

To West Portsmouth

Sta. 71+35.24 · S.R. 239 DA · Sta. 28+50.13 · S.R. 239

Orig. Curve Data
S.R. 239 DA
P.I. ~ 6+29.66
Δ ~ 3° 43' Lt
D ~ 2° 00'
R ~ 2864.79'
T ~ 92.95'
L ~ 185.83'

S.R. 239 ~ Curve Data
P.I. ~ 25+17.48
Δ ~ 49° 13' Rt.
D ~ 8° 00'
R ~ 716.20'
T ~ 328.03'
L ~ 615.21'

Note:
All stations and offsets are taken from S.R. 239 & S.R. 239 DA & Ramp "E" & U.S.R.52 Centerline of Surveys

Note:
For information East of V.M.S. Line 3946 & 508 and Match Line A-A, see sheet No. 9.

UTILITIES

General Telephone Co.
Ohio Power Co.
City of Portsmouth, Water Dept.

Scale 0 50 100

TYPE 39 FENCE
E.P.A. 1
I.A.P.A. 1
FENCE 858 Lin. Ft.

TYPE FUND B

COMPLETION DATE 1-16-69

DATE	REVISIONS

SURVEYED	DRAW BY	DESIGN	CHECKED	SUPERVISED
	L.E.W.	L.E.W.		Tracey Hess

10 / 22

S.R. 239 ~ Sta. 23+72 to Sta. 29+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI ~ 52 ~ 16.74

R/W PLAN

LIMITED ACCESS

11/22

23 WL

Carl W. Anderson et al

WASHINGTON TWP.
V.M.S. 508

LL

89.919 Ac.

23 WL

Carl W. Anderson et al
Cont. ~ 2.249 Ac.
P.R.O. ~ 14.126 Ac.
Total ~ 16.375 Ac.

915+30.56 ~ 185.29' Lt. (E.B.)
916+00.00 ~ 90.00 Lt. (Ramp E)

S.T. 916+79.55

S 81°46'46"E
205.49'

LA R/W

P.T. ~ 918+09.18 Ramp E =
918+09.18 (W.B.)

917+33.65 ~ 153.97' Lt. (E.B.)
918+09.84 ~ 66.08 Lt. (Ramp E)

Exist. R/W

Const. Limits

919+97.61 ℄ U.S.R. 52 (W.B.) Bk.=
920+00.00 ℄ U.S.R. 52 (W.B.) Ah.

922+70.74 ℄ U.S.R. 52 (W.B.)
End Ramp E Decel. Lane

N 89°27'10"E
1070.62'

LA R/W

Exist R/W

928+81.60 (W.B.)
Begin Ramp D ~ Accel. Lane

928+81.60 (E.B.)
153.96 Lt.

N 87°36'26"E
1118.98'

STA. 915+00 (E.B. Line)

STA. 930+00

916 917 918 919 ℄ Ramp E 921 922 923 924 925 926 927 928 929

℄ Exist. U.S.R. 52 (W.B.)

N 89°27'14"E

℄ Exist. U.S.R. 52 (W.B.)

Const. Limits

916 917 918 919 921 922 923 924 925 926 927 928 929

℄ U.S.R 52 (E.B.)

12" x 12" P

Ex. C.B.

N 89°27'14"E

Exist. C.B.

℄ U.S.R 52 (E.B.)

℄ Ramp F

915

N 89°18'03"E
3391.40'

Ex. 2'x2' C.B.

Ex. 12" V.S.P

Ex. 12" V.S.P

Exist. Stone Wall

Ex. 12" V.S.P

N 89°18'03"E
3391.40'

BEGIN SHEET

END SHEET

℄ Exist. R/W

Const. Limits

℄ Exist. R/W

Const. Limits

℄ Exist. R/W

LA R/W

S 88°26'46"W
1422.89'

LA R/W

915+00 (E.B.)
120.00 Rt.

S.T. 916+04.67

PT. 915+29.21 ℄ Ramp F =
916+20.70 ℄ U.S.R. 52 (E.B.)

919+22.67 ℄ U.S.R. 52 (E.B.) Bk.=
920+00.00 ℄ U.S.R. 52 (E.B.) Ah.
920+00.65 ℄ U.S.R. 52 (W.B.)

926+98.03 ℄ U.S.R. 52 (E.B.)
End Ramp F Accel. Lane

Field Drive

930+00 (E.B.)
93.00 Rt.

22 WL

William Coleman
and
Fannie Coleman

LL

45.705 Ac.

22 WL

William Coleman
and
Fannie Coleman

Cont. ~ 5.145 Ac.
P.R.O. ~ 7.890 Ac.
Total ~ 13.035 Ac.

Note:
Stations & Offsets
taken from (E.B.)
Centerline of Survey

WASHINGTON TWP.
V.M.S. 508

Scale
0 50 100

COMPLETION DATE 1-16-69					
DATE	REVISIONS				
9-15-69	Parcel 1 & 2 3WL. area changed				
TYPE FUND B	SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
		L.E.W.	L.E.W.		Tracey Hess

11

22

USR 52 ~ Sta. 915+00 to Sta. 930+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74
R/W PLAN
LIMITED ACCESS

12/22

WASHINGTON TWP.
V.M.S. 508

WASHINGTON TWP.
V.M.S. 8181

V.M.S. 508
V.M.S. 8181

N29°57'13"E

23 WL
Carl W. Anderson, et al.

LL 89.919 Ac.

23 WL
Carl W. Anderson, et al.
Cont. - 2.249 Ac.
P.R.O. - 14.126 Ac.
Total - 16.375 Ac.

PROPOSED STRUCTURE (E.B.)
SCI-52-1785 Rt.
TYPE: Continuous steel beams with reinforced concrete deck and substructure
SPANS: 68.0'-85.0'-90.0'-72.0' c/c bearings (measured on ℄ survey E.B.)
ROADWAY: 40.0' f/f parapets
SKEW: 44°12' R.F. (with respect to the forward tangent of ℄ U.S.R. 52 E.B.)
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 1°25'19" curve right (℄ radius = 4028.56)
SUPERELEVATION: Varies

PROPOSED STRUCTURE (RAMP D)
SCI-52-1785
TYPE: Continuous steel beams with reinforced concrete deck and substructure
SPANS: 53.0'-66.0'-57.0'-40.0' c/c bearings
ROADWAY: 28'-0" f/f parapets
SKEW: 17°R.F.
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: Tangent

STA. 930+00

STA. 909+00

STA. 945+00

MATCH LINE

BEGIN SHEET

END SHEET

LA R/W

Exist. R/W

Const. Limits

N87°36'26"E
1118.98'

N89°27'14"E

N89°35'33"W
600.08'

N80°56'52"E
235.28'

N80°18'14"E

N71°18'25"W
359.92'

N71°18'20"W
100.07'

N86°27'42"W
350.89'

S68°51'06"E

S53°11'08"E
106.60'

S24°42'20"E
13.00'

S60°14'35"E
79.79'

N16°32'40"E
218.18'

N89°18'03"E
3391.40'

S89°18'03"W
3391.40'

933+01.39 ℄ (W.B.)

933+53.01 ℄ (E.B.)

℄ Exist. U.S.R. 52 (W.B.)

℄ U.S.R. 52 (E.B.)

℄ Ramp D

℄ Ramp A

930+00 (E.B.)
95.00' Rt.

931+39.64 (E.B.)
Begin Ramp A - Decel Lane

932+39.82
192.14' Rt.

933+50 (E.B.)
120.00' Rt.

936+83.92 ~ Ramp A
Sta. - 936+83.92 (E.B.)

938+81.60
Ramp D

939+50 (E.B.)
130.00' Rt.

940+00 (E.B.)
190.00' Lt.

940+22.57
P.C. 940+22.57

941+25.60
P.T. Ramp D

941+53.65 - Ramp B
T.S. 941+53.65 - Ramp B

942+44.23
P.C. - 942+44.23 - Ramp B

942+97.54
T.S. - 942+97.54 - Ramp B

943+06.96 (E.B.)
259.14' Rt.

943+42.00
℄

943+50.43 (E.B.)
135.57' Lt.

943+50.80
14.90' Rt.

943+56.51
26.29' Rt.

944+10.32 (E.B.)
264.12' Rt.

944+35 (E.B.)
90.00' Lt.

P.C. 944+94.84 - Ramp A

P.T. - 942+26.28 - Ramp A

P.C. 940+22.13 (E.B.)

P.C. - 912+97.54
S.R. - 73 & 104 (S.B.)

P.I. - 943+06.54
Δ - 8°04'36" Rt.
D - 1°25'20"
R - 4028.56'
L - 567.89'
T - 284.41'
E - 10.03'

Eastbound Const. & R/W - Curve Data

Exist. R/W Acquired on the Sci.-52-(15.40-18.56) Project

Ex. 1'x1' Conc. C.B.

Ex. 12" V.S.P.

Ex. 1'x1' Conc C.B.

12" V.S.P.

Exist. 8'x10' Stone Box With Stone Hdwall

Buried Underground Telephone Cable (abandoned)

S.R. 73 & 104 - 120' Lt. Const. Limits

S.R. 73 & 104 - 230.00' Lt.

S.R. 73 & 104

Exist. R/W

Exist. Br. No. 944
Sci.-52-17.8

36"x116"

42"x14" RCP

943.6' during Const.

Exist. 12" Water Main

Exist. 8" Sanitary Sewer

Ohio Dept. Of Public Works

6.309 Ac.

2.215 Ac.

0.463 Ac.
Ohio Dept. of Public Works (New Terminal)

2B WL
Madeline Wertz
&
Jessie Dice Linck, Trustee
For: Joanne Doty
&
Katherine Jane Doty

22 WL
William Coleman
&
Fannie Coleman

22 WL
William Coleman
&
Fannie Coleman
Cont. - 5.145 Ac.
P.R.O. - 7.890 Ac.
Total - 13.035 Ac.

LL
45.705 Ac

24 A

24

27 WL
Carl W. Anderson, et al.

HYGEAN RUN

Scale
0 50 100

Note:
Stations & Offsets Taken from (E.B.) Centerline of Survey

UTILITIES
City of Portsmouths, Water Dept.
General Telephone Co.

COMPLETION DATE 1-16-69	
DATE	REVISIONS
9-15-69	Parcel 23WL area changed, Location of R/W line at Sta. 936+83.92 Corrected

TYPE FUND B	SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED	12
		L.E.W.	L.E.W.		Tracey Hess	22

USR 52 ~ Sta 930+00 to Sta. 945+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI-52-16.74
R/W PLAN
LIMITED ACCESS

13
22

See Sheet No. 14 MATCH LINE STA. 947+04.23

See Sheet No. 14 MATCH LINE

27 WL — Carl W. Anderson, et al.

S.R. 73 & 104 R/W - Curve Data
P.I. ~ 948+37.60
Θs ~ 4°00' Rt.
Ls ~ 200.00'
Dc ~ 4°00'
L.T. ~ 133.37'
S.T. ~ 66.70'

S.T. 946+64.14 - S.R. 73 & 104 (N.B)
T.S. 947+04.23 - S.R. 73 & 104 (N.B) - Ramp C
S 73°33'20" E
949+81.38 - Ramp C

S.C. 949+04.23 - S.R. 73 & 104 (N.B)

S.R. - 73 & 104
R/W - Curve Data
P.I. ~ 951+43.93
Δ ~ 19°00' Rt.
Dc ~ 4°00'
R ~ 1432.39'
T ~ 239.70'
E ~ 19.92'
L ~ 475.00'

P.I. ~ 954+79.33
Θs ~ 6°00' Rt.
D ~ 4°00'
Ls ~ 300.00'
L.T. ~ 200.12'
S.T. ~ 100.10'

S.C. 950+59.00 Ramp D

953+92.50 ~ 583.00' Lt. (E.B.)
954+23.45 ~ 145.00' Lt. (Ramp C)

S 26°01' W
38.56
119.5' Lt. Sta. 954+.3
to Ramp C

27 WL — Carl W. Anderson, et al.

S 77°00'58" E
235.96'

N 53°15'47" W
230.66'

Arthur E. Parry & Margaret C. Parry
Sec. 17
V.M.S. 8181

26 WL
Cont. 0.190 Ac. (E.B.)

953+69.33 ~ 553.80' Lt. (E.B.)
954+15.94 ~ 106.83' Lt. (Ramp C)

WASHINGTON TWP.
Sec. 17 T1N R21W

S 26°01'00" W
72.19'

Const. Limits

LA R/W

S 77°00'58" E
419.79'

953+31.31 ~ 487.94' Lt. (E.B.)
954+02.00 ~ 36.00' Lt. (Ramp C)

958+95.79 ~ 413.89' Lt. (E.B.)
958+50 ~ 110.00' Lt. (Ramp C)

S 88°25'47" E
276.42'

Const. Limits

Ramp C
Const. & R/W Curve Data
P.I. ~ 962+68.76
Δ ~ 45°34' Lt.
D ~ 4°00'
R ~ 1432.39'
T ~ 601.63'
L ~ 1139.17'
E ~ 121.23'

PC 956+67.13 Ramp C

958+18
300.00' Lt.

Scale 0 50 100

L N 80°18'14" E

STA. 945+00

PT 945+93.48

T.S. 947+59.00 Ramp D

Exist. R/W Acquired on SCI-73-22.93

Exist. S.R. 73

Exist. R/W

S.C. 944+53.65 - Ramp B

S 82°28'10" E

S 50°00'42" E
141.91'

BEGIN SHEET

24 — Ohio Dept. of Public Works

945+53 (E.B.)
43.00' Rt.

12" Water Main

S 63°46'51" E
163.72'

S 60°04'53" E
79.79'

945+23 (E.B.)
150.00' Rt.

S 64°23'59" E
154.21'

946+80 (E.B.)
168.00' Rt.

PT 945+90.02

PT 948+30.07 Ramp A

S 68°52'42" E
449.93'

S. Const. Limits

N 71°18'20" W
320.32'

947+37 (E.B.)
330.00' Rt.

N 83°25'49" W
692.42'

L.A. R/W

Const. Limits

947+14 (E.B.)
273.00' Rt.

PC 950+89.25 Bk.
PC 950+89.20 Ah.

S.C. 949+04.82 Ramp B

T.S. 949+55.89

S.T. 951+51.82 Ramp B

N 82°15'48" E

S.C. 947+61.87 S.R. 73 & 104 (S.B.)

Buried Underground Telephone Cable (Abandoned)

To Be Removed

S 20°55'52" E
1653.82'

Exist. S.R. 73

S.T. 952+11.87 - S.R. 73 & 104 (S.B.)
951+30.77 - Ramp A

S 77°49'55" E
110.14'

T.S. 952+56.90 S.R. 73 & 104 (S.B.)

952+13 (E.B.)
285.00' Rt.

Exist. R/W

28 WL — Madeline A. Wertz & Jessie Dice Linck, Trustee For: Joanne Doty & Katherine Jane Doty
2.215 Ac.
WASHINGTON TWP.
V.M.S. 8181

24 — Ohio Dept. of Public Wks.

S 77°49'55" E
206.25'

953+90 (E.B.)
338.00' Rt.

N 10°06'40" W
892.64'

38 — Corps of Engineers

S.C. 952+23.90 S.R. 73 & 104 (S.B.)

C.S. 953+65.28 S.R. 73 & 104 (S.B.)

MATCH LINE See Sheet No. 14

STA. 924+00

WASHINGTON TWP.
V.M.S. 8181

Eastbound R/W ~ Curve Data
P.I. ~ 952+22.71
Δ ~ 5°48'20" Lt.
D ~ 2°10'36"
R ~ 2632.14'
L ~ 266.70'
T ~ 133.46'

P.I. ~ 958+22.53
Δ ~ 26°36'05" Lt.
D ~ 2°54'10"
R ~ 1973.86'
L ~ 916.42'
T ~ 466.63'

Eastbound Const. Curve Data
P.I. ~ 958+40.74
Δ ~ 38°12'44" Lt.
Dc ~ 2°54'10"
Rc ~ 1973.86'
Lc ~ 916.42'
Ls ~ 400.00'
Θs ~ 5°48.20"
Ts ~ 884.85'
Es ~ 118.65'

24" x 238" SCI-73-2529

C.S. 955+44.71 Ramp D

C.S. 953+79.23 S.R. 73 & 104 (N.B.)

P.C.C. S.C. 953+55.89 (E.B.)
S.C. 953+65.28 (W.B.)

Proposed Structures
Bri. No. Sci-52-18.10 - (E.B.) - (W.B.)

956+32.00 - Ramp B
956+32.00 - (E.B.)

S.T. 956+79.23 S.R. 73 & 104 (N.B.) Ramp D

958+54.83 - Ramp D (back) = 956+94.74 - S.R. 73 & 104 (N.B.) back & ahead

S 54°34'20" E

958+55.11 - Tang. to Curve

T.S. 957+84.95 S.R. 73 & 104 (N.B.)

P.C. 957+84.95

S 55°25'11" E

S 54°34'20" E

Exist. Pavement To Be Removed

Exist. R/W

P.C.C. S.C. 958+84.95 S.R. 73 & 104 (N.B.)

Exist. S.R. 73

STA. 960+00

END SHEET

MATCH LINE See Sheet No. 14

STA. 960+00

Note: Stations & Offsets taken from (E.B.) Centerline of Survey and Baseline Ramp C.

PROPOSED STRUCTURE (E.B.)
SCI-52-18.10
TYPE: Cont. steel beams with reinforced Conc. deck.
SPANS: 48'0" - 60'0" - 48'0" c/c brgs.
ROADWAY: 40'0" Flr Concrete parapets
SKEW: 35°54'56" Rt. Fwd.
APPROACH SLABS: As.-1-67 (25' Long)
ALIGNMENT: 3°00' Curve left
SUPERELEVATION: 0.0833 ft/ft

PROPOSED STRUCTURE (W.B.)
SCI-52-18.10
TYPE: Cont. steel beams with reinforced concrete deck.
SPANS: 52'0" - 65'0" - 52'0" c/c brgs.
ROADWAY: Variable width
SKEW: 34°34'49" Rt. Fwd.
APPROACH SLABS: As.-1-67 (25' long)
ALIGNMENT: 2°54'10" Curve left
SUPERELEVATION: Varies

S.R. 73 & 104 (N.B.)
R/W Curve Data
P.I. ~ 958+34.95
Δ ~ 1°30' Lt.
D ~ 1°30'
R ~ 3819.74'
T ~ 50.003'
L ~ 100.001'

P.I. ~ 960+21.72
Δ ~ 5°28' Lt.
D ~ 2°00'
R ~ 2864.79'
T ~ 136.77'
L ~ 273.33'

Const. Curve Data
P.I. ~ 960+22.03'
Δ ~ 8°28' Lt.
Dc ~ 2°00'
R ~ 2864.79'
Tc ~ 287.08'
Lc ~ 423.33'
Ls ~ 150.00'
Es ~ 8.19'
Θs ~ 1°30'

UTILITIES
General Telephone Co.
City of Portsmouth, Water Dept.

COMPLETION DATE 1-16-69

DATE	REVISIONS
3-3-69	Acreage Change Parcel 27 WL
9-15-69	Service Road & Const. Permit 27 WL acreage changed. Sheet Number changed.

TYPE FUND B

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	LEW	LEW		Tracey Hess

13
22

USR 52 ~ Sta. 945+00 to Sta. 960+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SC1-52-16.74
R/W PLAN
LIMITED ACCESS

14/22

Note:
All Stations and Offsets are taken from the Centerline of Survey of S.R. 73 & 104 (N.B.) & U.S.R-52 (E.B.)

WASHINGTON TWP.
Sec. 17 T-1-N R21W

S.R. 73 & 104
Const. - Curve Data
P.I. - 960+22.03
Δ - 8°28' Lt.
D_c - 2°00'
R - 2864.79'
T_c - 287.08'
L_c - 423.33'
L_s - 150.00'
E_s - 8.19'
θ_s - 1°30'

S.R. 73 & 104 (N.B.)
R/W - Curve Data

P.I. - 960+21.72	P.I. - 962+08.28
Δ - 5°28' Lt.	Δ - 1°30' Lt.
D - 2°00'	D - 1°30'
R - 2864.79'	R - 3819.74
T - 136.77'	T - 50.003'
L - 273.33'	L - 100.001'

SERVICE ROAD B
CURVE DATA
P.I. - 98.0' Lt. Sta. 942+78.
& N.B. S.R. 73 & 104
Δ = 28°00' Lt. L = 466.67
D = 6° T = 238.09
R = 954.93' E = 29.23

S.R. 73 & 104 (N.B.)
R/W - Curve Data

P.I. - 935+83.43	P.I. - 940+14.55	P.I. - 944+31.07
Δ - 8°45' Lt.	Δ - 30°43' Lt.	Δ - 8°45' Lt.
D - 3°44'56"	D - 5°00'	D - 3°44'56"
R - 1528.31'	R - 1145.92'	R - 1528.31'
T - 116.93'	T - 314.74'	T - 116.93'
L - 233.40'	L - 614.33'	L - 233.40'

Note:
All Stations & Offsets are taken from the Centerline of Survey of S.R. 73 & 104 (N.B.) and U.S.R-52 (E.B.)

S.R. 73 & 104
Const. Curve Data
P.I. - 940+39.47
Δ - 48°13' Lt.
D_c - 5°00'
R_c - 1145.92'
L_c - 614.33'
L_s - 350.00'
E_s - 114.38'
θ_s - 8°45'
T_s - 689.66'

COMPLETION DATE 1-16-69	
DATE	REVISIONS
2-28-69	Parcel 38 Added
9-15-69	Service Road B added, location of Exist. R/W line at SR 73 & 104 corrected, Sheet Number changed.

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	LEW	LEW		Tracy Hess

UTILITIES
City of Portsmouth, Water Dept.
General Telephone Co.

Scale 0 50 100

TYPE FUND B

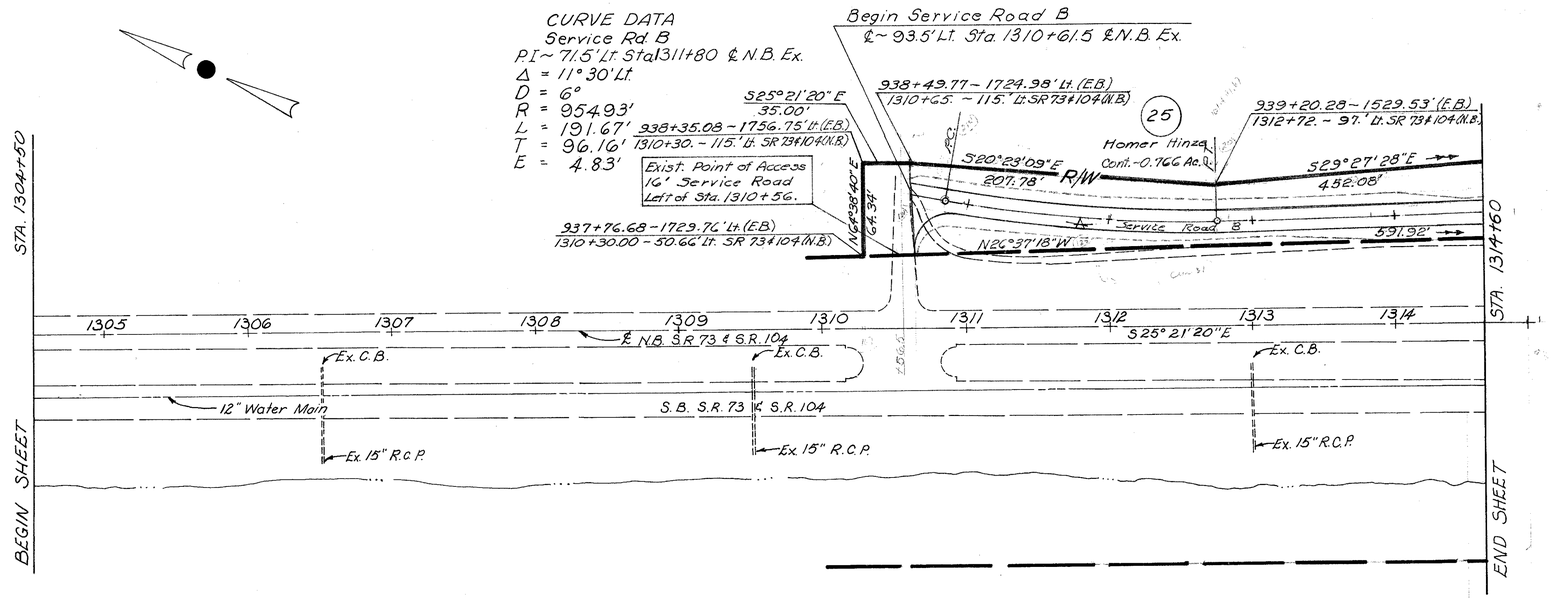
14/22

SR. 73 & 104 ~ Sta. 933+00 to Sta. 947+04.23 ~ Sta. 960+00 to Sta. 964+50

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

15
22

SCI 52 16.74
R/W PLAN
LIMITED ACCESS



Note:
All Stations and Offsets are taken from the Centerline of Survey of S.R. 73 & 104 (N.B.) & U.S.R-52 (E.B.)

COMPLETION DATE 9-15-69

DATE	REVISIONS

TYPE FUND B

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	D.W.H.		E.W.	

15
22

SR. 73 & 104 (N.B.) STA. 1305+00 to STA 1314+60

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

16/22

SCI~52~16.74
R/W PLAN
LIMITED ACCESS

Ramp C
Const. & R/W Curve Data
P.I.~ 962+68.76
Δ ~ 45°34' Lt.
D ~ 4°00'
R ~ 1432.39'
T ~ 601.63'
L ~ 1139.17'
E ~ 121.23'

WASHINGTON TWP.
SEC. 17 T-1-N R 21W

2.7 WL
Carl W. Anderson et al

2.7 WL
Carl W. Anderson et al
Cont. ~ 45.574 Ac. 45.574
P.R.O. ~ 19.299 Ac. 19.299
Total ~ 64.873 Ac. 64.873

S88°25'47"E 276.46
962+14.78 ~ 318.37' Lt. (E.B.)
967+50 ~ 110.00' Lt. Ramp C
N 82°33'43"E 318.83'
LA R/W
965+50 ~ 210.00' Lt. (E.B.)
964+92.61 ~ 88.47' Lt. Ramp C
C.S. ~ 962+39.02 (W.B.)
C.S. ~ 962+72.31 (E.B.)
S.T. 966+39.02 (W.B.)
S.T. 966+72.31 (E.B.) Bk=
P.T. ~ 968+06.30 (Ramp C)
968+06.30 (W.B.)
N 61°10'00"E 945.80'
LA R/W
973+51.32 (W.B.) End Ramp C Decel. Lane
974+85.72 185.00' Lt.
N68°01'55"E 158.05'
STA. 960+00
STA. 975+00
℄ Const. Limits
℄ Ramp C
℄ U.S.R. 52 (W.B.)
℄ U.S.R. 52 (E.B.)
961 962 963 964 965 966 967 968 969 970 971 972 973 974
Sec. 17 962+40 90.00 Lt. V.M.S. 8181
N 61°34'13"E 99.98'
968+00 ℄ Ramp C
967 92°39'08" ℄ N 59°19'06"E
P.T. ~ 965+39.03 Bk=
P.T. ~ 965+38.98 Ah.
94°54'15"
S 25°46'39"E 89.78'
968+28.00 ℄
173.38
964+41.41 ℄
S 83°49'36"E 210.02'
965+30 120.00' Rt.
966+32.00 (E.B.) End Ramp B Accel. Lane
S 58°48'00"W 1368.11'
T.S. 971+85.72 (E.B.)
T.S. 971+72.23 (W.B.)
P.C. ~ 972+85.72 (E.B.)
P.C.C. S.C. 974+85.72 (E.B.)
S.C. 974+72.23 (W.B.)
975+00 110.00' Rt.
END SHEET
BEGIN SHEET
SCI~52~18.19
℄ Const. Limits
LA R/W
120'± ℄ I-70
S 57°32'28"W 153.97'
961+50.00 160.00' Rt.
960+12.40 ~ 195.00' Rt. (E.B.)
960+07.19 ~ 132.71' Lt. CR 731 (Old N.S. Rt. 13)
S 33°50'02"E 52.94'
℄ Lt. 1+47 R/W
Sec. 17 V.M.S. 8181

WASHINGTON TWP
V.M.S. 8181

2.7 WL
Carl W. Anderson et al

Eastbound R/W Curve Data

P.I. ~ 958+22.53	P.I. ~ 964+05.79
Δ ~ 26°36'05" Lt.	Δ ~ 5°48'20" Lt.
D ~ 2°54'10"	D ~ 2°10'36"
R ~ 1973.86'	R ~ 2632.14'
L ~ 916.42'	L ~ 266.70'
T ~ 466.63'	T ~ 133.46'

WASHINGTON TWP
SEC. 17 T-1-N R 21W

2.7 WL
Carl W. Anderson et al

Eastbound R/W ~ Curve Data
P.I. ~ 973+85.75
Δ ~ 3°00' Rt.
D ~ 1°30'
R ~ 3819.84'
L ~ 200.01'
T ~ 100.03'

Note:
Stations & Offsets taken from (E.B.) Centerline of Survey

Scale
0 50 100

COMPLETION DATE 1-16-69	
DATE	REVISIONS
9-15-69	Parcel 1+3 2.7 W.L. area changed.
3/31/70	" " " " "

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
	LEW	LEW		Tracey 11-69

TYPE FUND B

16
22

USR 52 ~ Sta. 960+00 to Sta. 975+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SC1~52~16.74
R/W PLAN
LIMITED ACCESS

17 / 22

WASHINGTON TWP.
Sec. 17 T-1-N R21W

WASHINGTON TWP.
V.M.S. 486

V.M.S. 486 Sec. 17

975+65 340.00 Lt.

N 48°48'33" W 152.38'

29 WL
Neal C. Harper
1.204 Ac.

27 WL
Carl W. Anderson, et al.

976+20 200.00 Lt.

976+34.08 173.34' Lt.

978+00 170.00 Lt.

R-3034.79' L-474.75' CH-N73°05'08"E CH-474.27'

LA R/W

℄ Const. Limits

N 68°01'55" W ← 158.05'

N 68°01'55" E 175.87'

N 54°12'45" W 96.19'

976+80 90.00 Lt.

S 38°33'58" W 252.91'

V.M.S. 486 Sec. 17

980+80 150.00 Lt.

S 69°27'37" W 178.65'

982+48.16 170.00' Lt.

982+80 175.00' Lt.

983+30 235.00' Lt.

N 52°19'44" E 132.25'

N 60°55'56" E 128.05'

985+00 280.00' Lt.

N 56°50'39" E 111.42'

985+90 330.00' Lt.

V.M.S. 486 Sec. 17

27 WL
Carl W. Anderson et al

STA. 975+00

977+75 6.00' Lt.

S 66°49'11" W 100.35'

978+75 10.00' Lt.

N 71°50'14" W 128.00'

976 977 978 ℄ U.S.R. 52 (W.B.) 979 980 981 982 983 984 985 986 987 ℄ U.S.R. 52 (W.B.) 988 989

976 977 978 ℄ U.S.R. 52 (E.B.) 979 980 981 982 983 984 985 986 987 ℄ U.S.R. 52 (E.B.) 988 989

12"×120'

12"×116'

℄ Const. Limits

R-2754.79' L-1223.51' CH~S 75°19'39"W CH~1213.48'

LA R/W

℄ Const. Limits

R-3034.79' L-355.32' CH~N82°48'33"E CH~554.54'

LA R/W

987+72.37 170.00' Lt.

N 81°44'04" E 187.77'

989+50 195.00' Lt.

N 88°30'15" E 451.59'

N 88°29'40" E

STA. 990+00

BEGIN SHEET

975+00 110.00 Rt.

C.S. 986+31.03 (W.B.)

987+72.37 (E.B.) 1000 Rt.

P.C.C. C.S. 987+72.37 (E.B.)

N 88°57'23" W 621.78'

S.T. 989+31.03 (W.B.)

P.T. 989+72.38 (E.B.)

END SHEET

27 WL
Carl W. Anderson et al
Cont. ~ 45.576 Ac.
P.R.O. ~ 19.299 Ac.
Total ~ 64.875 Ac.

27 WL
Carl W. Anderson et al

Note:
Stations & Offsets taken from (E.B.) Centerline of Survey

Eastbound
Const. ~ Curve Data
P.I. ~ 981+50.33
Δ ~ 31°43'59" Rt.
D_c ~ 2°00'
R_c ~ 2864.79'
L_c ~ 1286.65'
l_s ~ 300.00'
Θ ~ 3°00'
T_s ~ 964.61'
E_s ~ 114.82'

Eastbound
R/W ~ Curve Data
P.I. ~ 981+40.08
Δ ~ 25°43'59" Rt.
D ~ 2°00'
R ~ 2864.79'
L ~ 1286.65'
T ~ 654.36'

PI ~ 988+72.40
Δ ~ 3°00' Rt.
D ~ 1°30'
R ~ 3819.84'
L ~ 200.01'
T ~ 100.03'

Scale
0 50 100

COMPLETION DATE 1-16-69	
DATE	REVISIONS
9-1569	Parcel 11=27W.L. area changed
3/31/70	" " " "

TYPE FUND B	SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
		LEW	LEW		Tracey Hess

17
22

USR 52 ~ Sta. 975+00 to Sta. 990+00

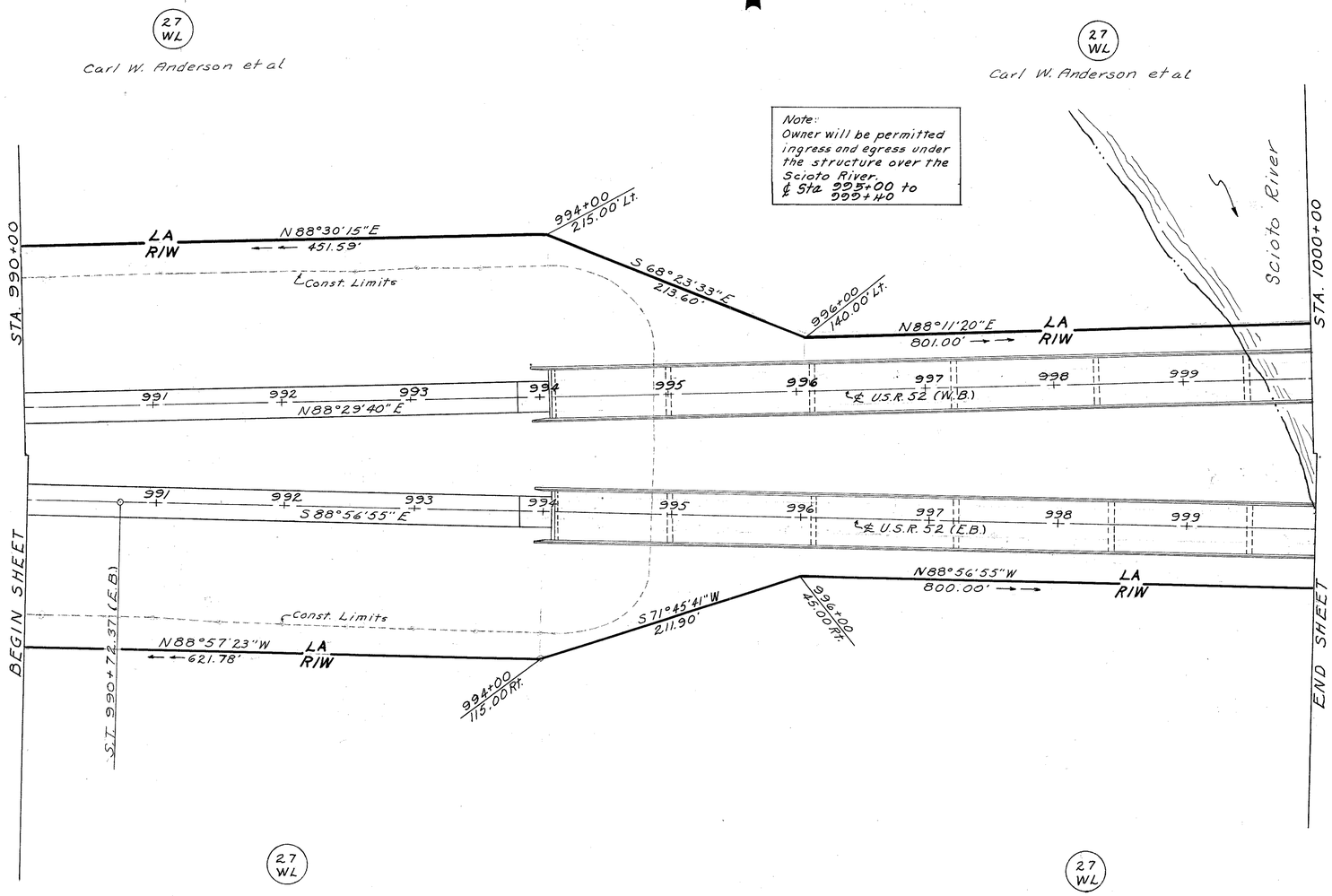
CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI ~ 52 ~ 16.74
R/W PLAN
LIMITED ACCESS

18
22

WASHINGTON TWP.
SEC. 17 T-1-N R21W



PROPOSED STRUCTURES
SCI. 52 ~ 1881 L & R
TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 89.0'~3@111.5'~116.5'~4@137.5'~11.00' c/c bearings
ROADWAY: 2@40'~0" f/f parapets
SKEW: None
APPROACH SLABS: AS~1~67(25' long)
ALIGNMENT: Tangent
SUPERELEVATION: Transition (WB) None (EB)

Eastbound
R/W ~ Curve Data
P.I. ~ 988+72.40
Δ ~ 3°00' Rt.
D ~ 1°30'
R ~ 3819.84'
L ~ 200.01'
T ~ 100.03'

WASHINGTON TWP
SEC. 17 T-1-N R21W

Scale
0 50 100

Note:
Stations & Offsets taken from (E.B.) Centerline of Survey

COMPLETION DATE 1-16-69

DATE	REVISIONS
9-15-69	Parcel 27WL area changed
3/31/70	" " " " "

TYPE FUND	SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
B		LEW	LEW		Tracey Hess

18
22

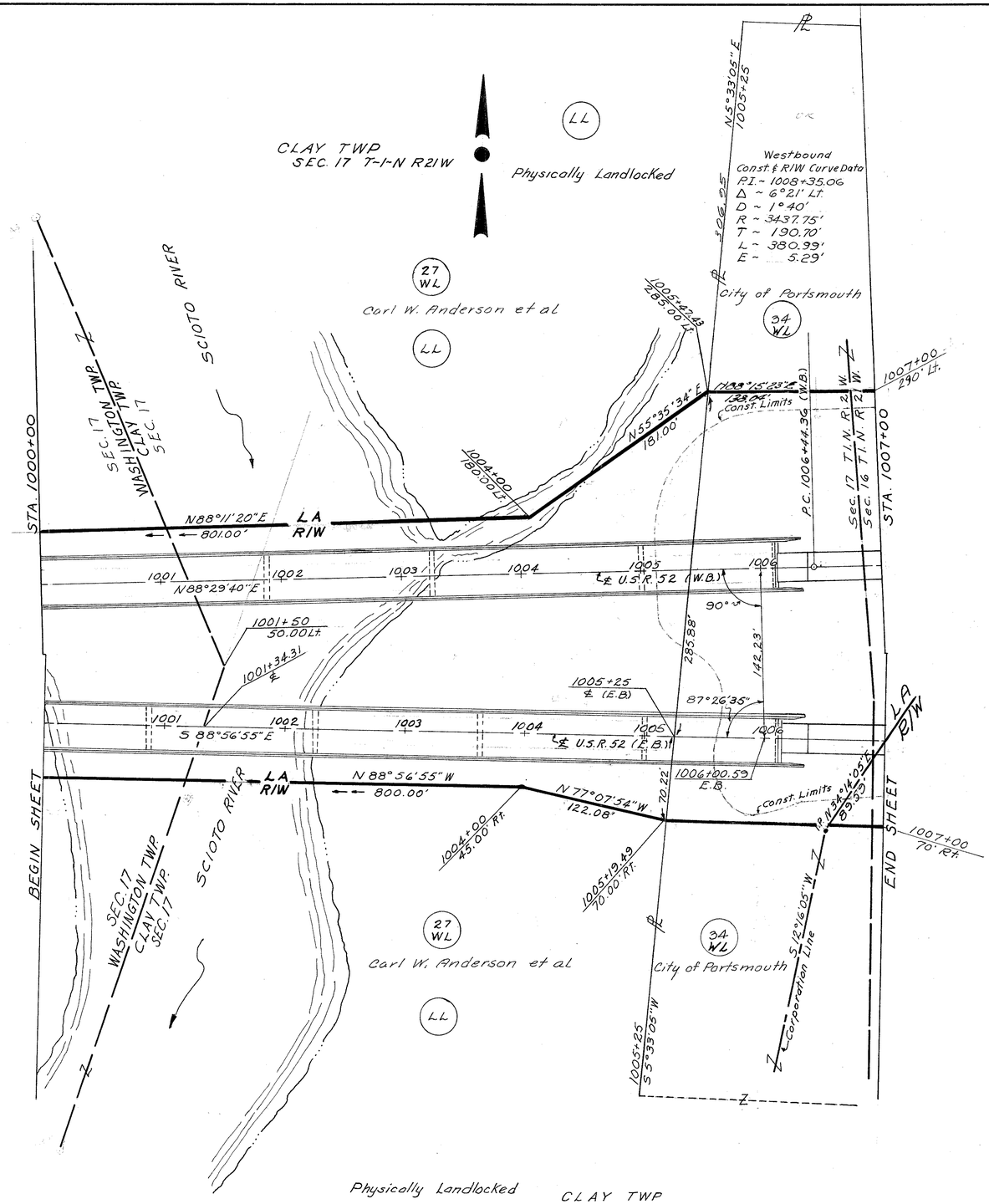
USR 52 ~ Sta. 990+00 to Sta. 1000+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

19
22

SCI~52~16.74
R/W PLAN
LIMITED ACCESS



Note:
All stations and offsets are taken from the (E.B.) centerline of survey.

PROPOSED STRUCTURES
SCI. 52~18.71 L & R
TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 89.0'-3@111.5'-116.5'-4@137.5'-11.00' ℄ bearings
ROADWAY: 2@40'-0" ℄ parapets
SKEW: None
APPROACH SLABS: AS~1~GT(25' long)
ALIGNMENT: Tangent
SUPERELEVATION: Transition (WB) None (EB)

Scale
0 50 100

COMPLETION DATE 1-16-69						
DATE	REVISIONS					
						19
TYPE FUND B	SURVEYED	DRAWN BY LEW	DESIGN LEW	CHECKED	SUPERVISED Tracey Hess	22

USR 52 ~ Sta. 1000+00 to Sta. 1007+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SC1~52~16.74

R/W PLAN
LIMITED ACCESS

20
22

STA. 1007+00 (W.B.)

1007+00 (W.B.) 145.00' Lt.

1007+50 (W.B.) 144.00' Lt.

N83°20'47"E 47.21'

S76°06'21"E 51.66'

Westbound Const. & R/W-Curve Data
P.I.~1008+35.06
Δ ~ 6°21' Lt.
D ~ 1°40'
R ~ 3437.75'
T ~ 190.70'
L ~ 380.99'
E ~ 5.29

1008+00 (W.B.) 125.00' Lt.

L.A. R/W

S54°55'21"E 108.60'

Access Road Curve Data
P.I. ~ Sta. 9+59.45
Δ ~ 80°51'27" Rt.
D ~ 84°15'31"
R ~ 68.00'
T ~ 57.93'
L ~ 95.96'
E ~ 21.33'

1008+85 (W.B.) 55.00' Lt.

S78°44'52"E 68.19'

1009+50 (W.B.) 55.00' Lt.

N82°46'21"E 14.58'

PT~1010+25.35 (W.B.) 35.00' Lt.

End Limited Access 1010+48.08 (E.B.)

Ex. 20" O.D. Steel Pipe

Ex. 12" O.D. Steel Pipe

Ex. 48" C.M.P.

1010+48.08 223.01 (E.B.)

N78°01'35"E 203.20'

Corporation Line

N81°38'35"E

I.P.

STA. 1013+00 (W.B.)

Const. Limits ℄

Exist. Flood Levee

Ex. 2-2-B C.B.

Ex. 12" Storm Sewer

Ex. Sluice Gate Well

Ex. 42" R.C.P.

Ex. M.H

Exist. Paved Gutter

Ex. 12" C.M.P.

TWELFTH STREET

1009+34.20

18°10'29"

1008 ℄ U.S.R. 52 (W.B.)

1009

1010

1012

1027

1026

N65°28'35"E 184.12'

Ex. 12" C.M.P.

Ex. No. 2 M.H.

Ex. 18" Storm Sewer

Ex. No. 1 M.H.

Ex. 18" C.M.P.

Ex. M.H. N82°08'40"E

Ex. 15" Perf. Pipe

Exist. R/W

Ex. 6" Pipe U.D.

Ex. 30" D.R.B.

Const. Limits

1025

Ex. 27" C.M.P.

PT~1024+97.48

Ex. 42" Storm Sewer

Cont. 0.049 Ac.

36

℄ 10" Conc. Wall

PT~1027+61.22 ℄ U.S.R. 52 (W.B.)

END SHEET

BEGIN SHEET

34 W.L. City of Portsmouth

Const. Limits ℄

L.A. R/W

N51°25'05"E 190.31'

Ex. 12" C.M.P.

Ex. 12" Storm Sewer

Ex. No. 2-2-A C.B.

Ex. 18" Storm Sewer

Ex. 12" Perf. Pipe

Conc. steps & Sidewalk

1024

℄ Access Road

℄ Ex. U.S.R. 52 (W.B.)

℄ 1025+06.02 ℄ Ex. U.S.R. 52 (W.B.)

Ex. No. 2-2-A C.B.

Exist. R/W

Ex. 12" St. S.

Ex. M.H.

Ex. 32" Storm Sewer

PC.~9+01.52

N & W RAILWAY CO.

Ex. 18" St. Sewer

Ex. M.H.

Ex. 42" Storm Sewer

Ex. 48"

Pumping Station Conc. Block

Conc. Ret. Wall

35

OHIO STOVE CO.

Conc. Block & Brick Bldg.

36 A Cont. 0.019 Ac.

30 T Cont. 0.003 Ac.

34 A

Ex. R/W

0.003 Ac.

Exist. R/W

Portsmouth Casting Co.

City of Portsmouth

Const. Limits

1007+01.30 N3°14'05"E 7.82'

Corporation Line

123°11'

℄ U.S.R. 52 (E.B.) S88°56'55"E

Const. Limits

1023

1009

1010

1011

ELEVENTH STREET

COURT ST.

PC~Sta. 1009+62.08

East bound Const. & R/W-Curve Data
P.I.~ 1009+94.59
Δ = 0°53' Rt.
D = 0°20'
R = 17,188.74'
L = 265.00'
T = 132.51'
E = 0.51'

Sta. 1009+37.33 (E.B.) = Sta. 8+23.66 ℄ Access Rd.

PT~Sta. 1011+27.08

Scale 0 20 40

Parcel 36-T-N&W Railway Co.		
Point	Station	Offset
F	1010+80.00	61.81' Rt.
G	1012+53.06	42.53' Rt.
H	1014+18.15	46.10' Rt.
J	1012+18.17	50.15' Rt.

Line	Bearing	Distance
F-G	Radius ~ 641.12'	174.68'
	Chord ~ N75°47'24"E	174.14'
G-H	N83°37'27"E	164.42'
H-J	S81°10'21"W	198.76'
J-F	S77°20'27"W	139.20'

Parcel-30-T Portsmouth Casting Co.		
Point	Station	Offset
A	1009+68.50	35.00' Lt.
B	1009+80.50	43.50' Lt.
C	1009+95.50	35.00' Lt.

Line	Bearing	Distance
A-B	N56°37'25"E	14.71'
B-C	S 58°31'35"E	17.24'
C-A	N 8°03'55"W	27.00'

Parcel-36A-N/W Railway Co.		
Point	Station	Offset
A	1009+68.50	35.00' Lt.
B	1009+80.50	43.50' Lt.
D	1009+52.99	57.05' Lt.
E	1009+64.88	65.68' Lt.

Line	Bearing	Distance
A-D	N 33°49'25"W	26.98'
D-E	N 55°28'50"E	14.73'
E-B	S 33°49'25"E	27.16'
B-A	S 56°10'36"W	14.73'

Note:
All Stations and Offsets taken from the (W.B.) Centerline of Survey, Except Parcel 36-A (E.B.)

COMPLETION DATE 1-16-69	
DATE	REVISIONS
10-15-68	Parcel 30-T Added

TYPE FUND B	SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
		LEW	LEW		Tracey Hess

20
22

City of Portsmouth ~ 12th St. USR ~ 52 ~ Sta. 1007+00 to Sta. 1013+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SC1~52~16.74
R/W PLAN
LIMITED ACCESS

21
22

Access Road Curve Data
P.I. ~ 14+54.35
Δ ~ 7°30' Lt.
D ~ 5°00'
R ~ 1145.92'
T ~ 75.11'
L ~ 150.00'
E ~ 2.46'

Westbound Lane Curve Data
P.I. ~ 1014+33.92
Δ ~ 2°05' Rt.
D ~ 1°00'
R ~ 5729.58'
T ~ 104.18'
L ~ 208.33'
E ~ 0.95'

34
W.L.

CITY OF PORTSMOUTH

N 67°00'35" E. 138.73'

Corporation Line

N 50°23'35" E

Corporation Line

℄ Exist. R/W

℄ N 81°38'35" E 428.33'

Existing Flood Levee

STA. 1013+00 (W.B.)

STA. 1034+00 (W.B.)

1018+00 (W.B.) 35.00' Lt.

Sta. 16+50.76 ≠ Access Rd. = Sta. 1016+49.41 ≠ U.S.R.52 (W.B.)

Sta. 1018+17.65 ~ ≠ (W.B.) Back = Sta. 1033+00 ~ Exist. ≠ (W.B.) Ahead

Const. Limits

Exist. 12" C.M.P.

Ex. No. 2-2-A C.B.

Ex. 12" C.M.P.

Ex. 15" R.S.P.

Ex. R/W

Exist. Paved Gutter

℄ Prop. U.S.R.52 (W.B.)

PC ~ 1013+29.74

PC 3+79.24

PT ~ 15+23.24

PT ~ 1015+38.07

9°35'

N. 82°08'40" E.

12th. Street

℄ N 84°13'40" E

℄ Exist. U.S.R.52 (W.B.)

℄ N 74°38'40" E

1014 1015 1016 1017 1018 1028 1029 1030 1031 1032 1033

14 15 16

℄ Access Rd.

Ex. 6" Pipe U.D.

Gravel Drive

Ex. 12" V.S.P.

Ex. 12" Perf. Pipe

Exist. R/W

N.F.W. Railway Co.

Exist. 12" C.M.P.

Ex. No. 2-2-A C.B.

36

36 1

N.F.W. Spur

10" Concrete Wall

10" Concrete Wall

T.S. ~ 1032+44.34 ≠ U.S.R.52 (W.B.)

BEGIN SHEET

END SHEET

35

OHIO STOVE CO.

Conc Block & Brick Bldg.

℄ Building Wall

Scale
0 20 40

Note:
All Stations and Offsets taken from the (W.B.) Centerline of Survey.

COMPLETION DATE 1-16-69

DATE	REVISIONS

TYPE FUND	SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED
B		LEW	LEW		Tracey Hess

21
22

City of Portsmouth ~ 12th St USR ~ 52 ~ Sta. 1013+00 to Sta. 1034+00

CHARLES BRUNING CO.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

SCI~52~16.74
R/W PLAN
LIMITED ACCESS

22
22

Note:
Grantor reserves all rights to use, maintain, etc., the existing Flood Levee remaining outside of Right of Way line.

City of Portsmouth

34 B

34 WL

N 65°28'35" E

18°10'29"

1010

1009

1009+34.20 (W.B.)

L.A. R/W

Corporation Line

℄ Const. Limits

Exist. Flood Levee

N 51°25'05" E 190.31'

STA. 1007+00

N 24°14'05" E

1.P.

1007+82

1007+01.30

S 88°56'53" E

123°11'

Flood Gate

Ex 12" C.M.P.

Ex 12" C.M.P.

Ex. 12" Perf. C.M.P.

1008

1023

1009

℄ U.S.R 52 (E.B.)

Sta. 1009+37.33 (E.B.) = Sta. 8+23.66 (Access Rd.)

1009+40 31' Rt.

Ex. 18" Conc. Pipe

M.H.

1009+20 30.5' Rt.

S 84°33'29" E 20'

Concrete Apron

Ex. 18" Conc. Pipe

M.H.

Exist R/W

Const. Limits

BEGIN SHEET

Storage House for Floor Gates

Const. Limits

1007+96 35.00' Rt.

℄ Ex. U.S.R 52 (W.B.)

Ex. 18" Conc. Pipe

1007+74 70.00' Rt.

COURT ST.

℄ COURT ST.

C.B.

Ex. 12" Pipe

Ex. 12" Conc. Pipe

Ex. 12" C.M.P.

1007+00 70' Rt.

(New Drive)

Loading Dock

1008+70 91' Rt.

1008+70 30.00' Rt.

P.C. ~ 1008+62.08 ℄ U.S.R 52 (E.B.)

N 6°56'05" E

16.5'

Exist R/W

(Vacated) Pine Alley

Exist R/W

Exist R/W

R = 613.62'

L = 122.20'

Cinder Block Foundation

2-Sty. Conc. Block Office Bldg.

Conc. Ramp (To be Piled & Walls removed)

S 1°56'03" W 60'

S 1°56'03" W 63.7'

Storage Shed

60'

2 Car Frame Garage

Conc. Walk

Lot 273

1009+20 91' Rt.

Lot 274

1009+40 91' Rt.

Lot 275

Lot 276

30 T-1

Cont. 0.03 Ac.

30 A

Portsmouth Casting Co.

N 86°33'29" W 20'

BARR ADDITION VOL. P P298

Entire Pine Alley vacated to Portsmouth Casting Co., Oct. 29, 1965

Eastbound Const. & R/W ~ Curve Data
P.I. ~ 1009+94.59
Δ ~ 0°53' Rt.
D ~ 0°20'
R ~ 17,188.74'
L ~ 265.00'
T ~ 132.51'
E ~ 0.51'

91'

5'

Pfau Alley

Access Rd.

1024

P.C. ~ 9+01.52

Exist. R/W

N & W Railway Co.

3-20" Discharge Lines 12-C #12 Neoprene Cable in 2½ Conduit

Ex. 15" Perf. Pipe

Ex. 18" Storm Sewer

Ex. M.H.

Ex. 32" Storm Sewer

Ex. 18" Pipe

Ex. 42" Storm Sewer

Diversion M.H.

12" Discharge

Conc. Ret. Wall

20.99'

Conc. Block Pumping Station

34 A

Portsmouth Casting Co.

Exist. R/W

C.B. ℄ Const. Limits

Ex. 42" Sewer

Ex. 48"

Ex. 8"

35

OHIO STOVE CO.
Conc. Block & Brick Bldg.

END PROJECT SCI~52~16.74 STA.~1012+79.89

STA. 1013+00

Exist. R/W

Junction Box F.H.

Conc. Box

12" Water Line

Conc.

Ex. 18" Conc. Pipe

Anchors

F.H.

C.B.

M.H.

Ex. 42" R.C.P.

1012

℄ U.S.R 52 (E.B.)

S 88°03'55" E

ELEVENTH STREET

4" Water Line

W.V.

C.B.

M.H.

Ex. 6" C. Iron Pipe

Ex. 12" Conc. Pipe

1010

1011

Ex. 30" D.R.B.

W.V.

Gas Dist. Line

Conc. Dr.

1012+16 39.00' Rt.

2-4" Steel Pipes

Steel Pole

Conc. Dr.

Sign

12" St. Sewer

G.M.

Ex. 18" Pipe

END SHEET

1011+54.5 33.00' Rt.

1011+54.5 36.00' Rt.

Prop. Comm. Dr.

P.T. ~ 1011+27.08 ℄ U.S.R 52 (E.B.)

1011+76 33.00' Rt.

1011+76 36.00' Rt.

1012+01 33.00' Rt.

1012+01 40.00' Rt.

1012+16 40.00' Rt.

1012+63 33.00' Rt.

1012+63 34.00' Rt.

1012+76 33.00' Rt.

1012+76 34.00' Rt.

31 WA

35A WA

35B WA

35C WA

Lot 287

1-Story Metal Bldg.

1-Story Quonset Bldg.

Ex. 8" Storm Sewer

Telephone Conduit

163.3' ± 12"

Conc. Walk

Lot 277

(Vacated)

OHIO STOVE CO.

Pt. Lot 286

35A

Pt. Lot 286

31

Rose L. Jacobs

31

Rose L. Jacobs

Scale 0 20 40

Note:
All Stations and Offsets taken from the (E.B.) Centerline of Survey

UTILITIES
General Telephone Co.
City of Portsmouth, Water Dept.
The Ohio Valley Gas Co.

COMPLETION DATE 1-16-69	
DATE	REVISIONS
1/23/70	Added drive Par 31
1/30/70	Changed Par 30T-1

22

SURVEYED	DRAWN BY	DESIGN	CHECKED	SUPERVISED	22
	LBW	LEW		Tracey Hess	

TYPE FUND B

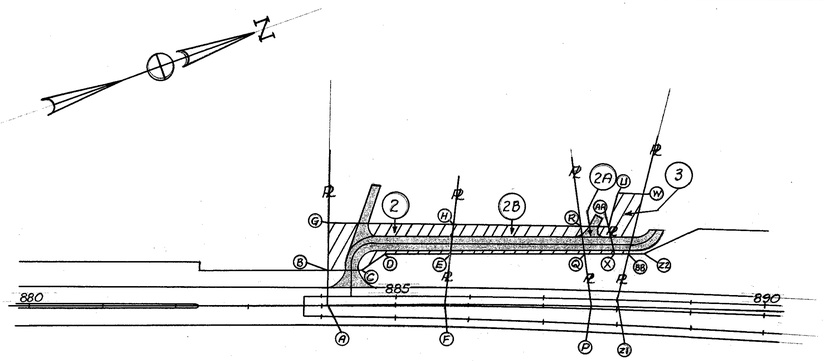
City of Portsmouth ~ 11th St. USR ~ 52 ~ Sta. 1007+00 to Sta. 1013+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

22-A
22

SCIOTO COUNTY
SCI-52-16.74

POINT	STATION	OFFSET
A	884+03.91	146.06'
B	884+09.52	64.02'
C	884+54.44	64.28'
D	884+94.11	64.50'
E	885+55.95	157.91'
F	885+68.94	171.12'
G	884+49.42	180.00'
H	885+19.46	129.48'
P	887+61.32	91.94'
Q	887+53.70	98.36'
R	887+49.15	131.92'
U	887+98.89	180.00'
W	888+30.32	180.00'
X	887+80.38	97.32'
Z-1	887+96.89	92.19'
Z-2	888+35.00	100.00'
A-A	887+84.97	192.81'
B-B	888+11.84	98.59'



PARCEL 2

LINE	BEARING	DIST.
B-G	N69°38'54"W	65.98'
G-H	N20°15'36"E	171.30'
H-E	S64°08'06"E	42.35'
E-D	S18°32'24"W	92.25'
D-C	S14°14'18"E	36.06'
C-B	S19°26'19"W	45.28'

PARCEL 2B

LINE	BEARING	DIST.
E-H	N64°03'06"W	42.35
H-R	N20°15'36"E	171.94'
R-Q	S77°52'22"E	31.07
Q-E	S18°32'24"W	181.46'

PARCEL 2A

LINE	BEARING	DIST.
Q-R	N77°55'22"W	31.01'
R-AA	N20°15'36"E	36.01'
AA-X	S77°22'41"E	35.95'
X-Q	S18°32'24"W	35.56'

PARCEL 3

LINE	BEARING	DIST.
X-AA	N77°22'41"W	35.95'
AA-U	N56°58'09"W	48.11'
U-W	N21°55'40"E	34.24'
W-BB	S56°58'09"E	82.85'
BB-X	S18°32'24"W	21.76'

LOCATION PLAN
SERVICE ROAD "A"
SCIOTO COUNTY
WASHINGTON TWP.
V.M.S. 508

RECORDED IN THE SCIOTO COUNTY RECORDS IN VOL 746 AT PAGE 216

I HEREBY CERTIFY THAT THE DISTRICT CONSTRUCTION ENGINEER HAS OFFICIALLY FURNISHED DOCUMENTATION SHOWING THAT THE SHADED AREAS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS AND STANDARD SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION.

DATE: 5-3-79

DISTRICT DEPUTY DIRECTOR Gerald E Nann

I FIND THAT THE SECTIONS OF ROAD SHOWN BY THE SHADED AREAS HAVE BEEN CONSTRUCTED IN A SATISFACTORY MANNER AND IS IN GOOD REPAIR.

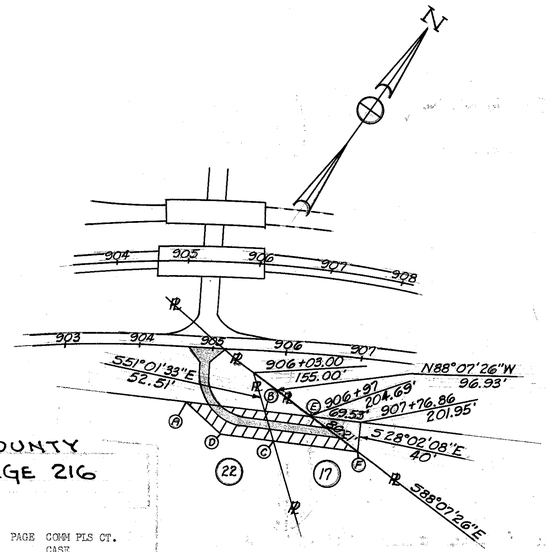
DATE 2-25-80

SCIOTO COUNTY ENGINEER James W. Weaver

THE SHADED AREA OF THIS PLAN APPROVED AND ACCEPTED BY US THIS 28th DAY OF Feb. 1980 FOR MAINTENANCE AND PUBLIC USE.

BOARD OF COMMISSIONERS OF SCIOTO COUNTY, OHIO

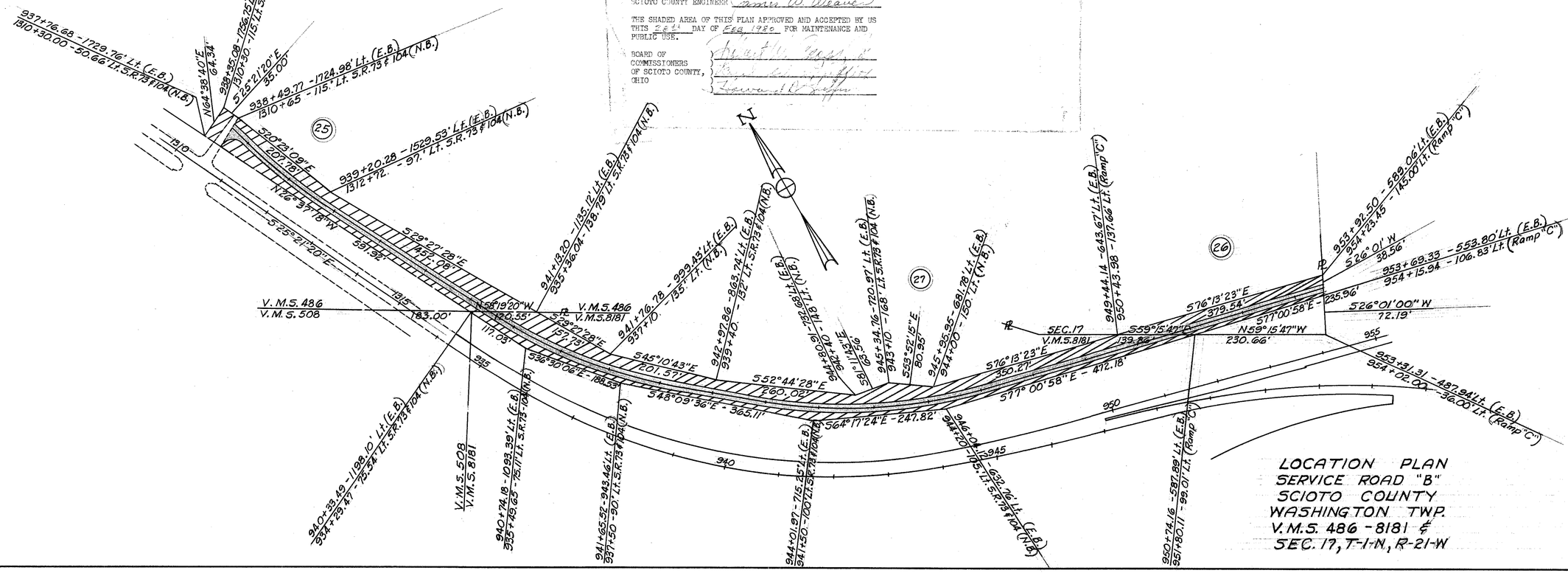
RECORD OF LAND PARCEL NO.	DEED BOOK VOL.	PAGE	COMM PLS CT. CASE
2	622	314	
2-B	603	513	
2-A	622	314	
3	603	498	
17	608	204	
22	603	436	
25	619	516	
26	601	450	
27			CIV 77212



POINT	STATION	OFFSET
A	905+00	196.31'
B	906+24	204.10'
C	906+42.55	244.54'
D	905+60	241.26'
E	906+97	204.69'
F	907+79.85	241.87'

LINE	BEARING	DIST.
A-B	S61°57'52"W	108.47'
B-C	S51°01'38"E	43.45'
C-D	S61°57'52"W	68.87'
D-A	N82°17'14"W	68.47'
B-E	S61°57'52"W	63.51'
F-C	S61°59'52"W	116.07'

LOCATION PLAN
FIELD DRIVE
SCIOTO COUNTY
WASHINGTON TWP.
V.M.S. 508



LOCATION PLAN
SERVICE ROAD "B"
SCIOTO COUNTY
WASHINGTON TWP.
V.M.S. 486 - 8181 &
SEC. 17, T-1-N, R-21-W

TE 95
400 8-64

GENERAL INFORMATION

INTRODUCTION

THE PROJECT CONSISTS OF SHIFTING THE ALIGNMENT OF 1.2 MILES OF USR 52 (EASTBOUND) A MAXIMUM OF 50 FEET TO THE NORTH, AND RELOCATING 1.34 MILES OF USR 52 (EASTBOUND AND WESTBOUND), WITH THE PROJECT BEGINNING AT EXISTING USR 52, 1400 FEET SOUTH OF THE USR 52-SR 239 JUNCTION, EXTENDING EASTWARD PARALLELING EXISTING USR 52 TO THE USR 52-SR 73 AND SR 104 INTERSECTION, THEN EXTENDING NORTHEASTWARD TO EASTWARD, TERMINATING IN PORTSMOUTH AT COURT STREET AND 11TH STREET. INCLUDED IN THIS REPORT ARE SOIL PROFILES OF THE SR 239 INTERCHANGE RAMPS E AND F, SR 73 AND SR 104 (NORTHBOUND AND SOUTHBOUND), AND THE SR 73 AND SR 104 INTERCHANGE RAMPS A, B, C, AND D.

FOR MAXIMUM PROPOSED CUTS AND FILL EMBANKMENTS, SEE THE PROJECT INDEX ON THIS SHEET.

GEOLOGY OF THE PROJECT

THE PROJECT IS LOCATED ON THE FLOODPLAINS OF THE OHIO AND SCIOTO RIVERS, IN AN AREA WHERE MODERATELY DEEP TO DEEP ALLUVIAL AND OUTWASH DEPOSITS OVERLIE SHALE AND SANDSTONE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION

EXPLORATORY BORINGS WERE MADE BY MEANS OF TRUCK-MOUNTED MECHANICAL SOIL AUGER, BETWEEN OCTOBER 11 AND 20, 1967. INCLUDED IN THIS REPORT ARE LOGS OF BORINGS MADE FOR THE STRUCTURE FOUNDATION INVESTIGATIONS ON THE PROJECT.

INVESTIGATIONAL FINDINGS

MATERIALS ENCOUNTERED ON THE PROJECT WERE PREDOMINANTLY COMPRISED OF SANDY GRAVELS (A-1-b), SILT CLAYS (A-6a) AND CLAYS (A-7-6), GENERALLY HAVING LOW MOISTURE CONTENTS AND MOISTURE CONTENTS BELOW THE PLASTIC RANGE.

WET MATERIALS WERE ENCOUNTERED AT USR 52 (EASTBOUND) STATIONS 943+40, 958+50, 989+70, 993+00, 998+06, 1002+73, AND 1006+10, USR 52 (WESTBOUND) STATIONS 955+00, 965+00, 980+00, 991+60, 996+00, AND 999+35, RAMP E STATION 910+10, SR 73 AND SR 104 (NORTHBOUND) STATION 944+00, 950+00, AND 959+00, RAMP A STATIONS 944+70 AND 940+00, RAMP C STATION 955+00, AND RAMP D STATIONS 943+06 AND 944+25.

MATERIALS CONTAINING ORGANIC MATTER WERE ENCOUNTERED AT USR 52 (EASTBOUND) STATIONS 961+00, 977+00, 1002+73, AND 1006+10.

ELASTIC CLAY WAS ENCOUNTERED AT USR 52 (EASTBOUND) STATION 919+00, RAMP E STATIONS 910+10, AND 914+00, RAMP F STATION 908+06, SR 73 AND SR 104 (NORTHBOUND) STATION 950+00, RAMP A STATION 944+70, RAMP C STATION 962+00, AND RAMP D STATIONS 943+06 AND 949+00.

RANDOM FILL MATERIAL, COMPRISED OF CINDERS, METAL, AND GLASS, WAS ENCOUNTERED AT USR 52 (EASTBOUND) STATION 961+00.

LEGEND FOR PROJECT AVERAGE RESULTS OF TESTS — 207 SAMPLES TESTED

DESCRIPTION	H.R.B. CLASS	OHIO CLASS	% AGG.	% C. SAND	% F. SAND	% SILT	% CLAY	LIQUID LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
GRAVEL	A-1-a(0)	A-1-a	55	28	9	- 8 -		NP	NP	12	10
GRAVEL WITH SAND	A-1-b(0)	A-1-b	35	30	16	- 10 -		NP	NP	12	58
FINE SAND	A-3(0)	A-3	0	30	56	- 6 -		NP	NP	14	2
COARSE AND FINE SAND	-----	A-3a	3	32	51	- 14 -		NP	NP	16	5
GRAVEL WITH SAND AND SILT	A-2-4(0)	A-2-4	29	30	17	9	15	24	7	5	1
GRAVEL WITH SAND, SILT, AND CLAY	A-2-6(0)	A-2-6	41	16	8	13	22	37	11	22	-
SANDY SILT	A-4(4)	A-4a	12	9	24	27	28	30	8	16	2
SILT	A-4(8)	A-4b	0	0	3	54	43	40	9	28	3
SILT AND CLAY	A-6(9)	A-6a	3	2	4	46	45	37	13	23	54
SILTY CLAY	A-6(11)	A-6b	3	3	3	42	49	39	17	22	5
ELASTIC CLAY	A-7-5(16)	A-7-5	0	0	1	33	66	54	22	33	6
CLAY	A-7-6(12)	A-7-6	0	1	2	42	55	45	18	26	61
RANDOM FILL			VISUAL CLASSIFICATION								-
SHALE			VISUAL CLASSIFICATION								-
SANDSTONE			VISUAL CLASSIFICATION								-
VARIOUS OTHER MATERIALS			VISUAL CLASSIFICATION								-

TOPSOIL=X"=APPROXIMATE DEPTH.

AUGER BORING-PLAN VIEW.

DRIVE SAMPLE AND/OR CORE BORING-PLAN VIEW.

AUGER BORING PLOTTED TO VERTICAL SCALE ONLY.

DRIVE SAMPLE AND/OR CORE BORING PLOTTED TO VERTICAL SCALE ONLY.

WATER CONTENT NEARLY EQUAL TO OR GREATER THAN LIQUID LIMIT.

INDICATES A NON-PLASTIC MATERIAL WITH A HIGH WATER CONTENT.

FREE WATER.

NUMBER OF BLOWS FOR "STANDARD PENETRATION" TEST.
X=NUMBER OF BLOWS FOR FIRST 6 INCHES.
Y=NUMBER OF BLOWS FOR SECOND 6 INCHES.

NOTE: FIGURES BESIDE BORINGS INDICATE WATER CONTENT IN PERCENT. E.G. 15

SOIL PROFILE

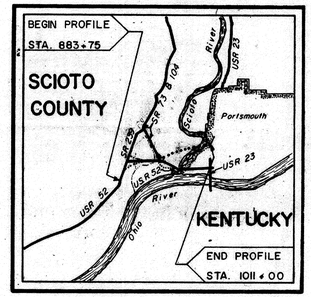
(1/40)

SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY
1620 W. BROAD ST. COLUMBUS 23, OHIO

(1/14)

NOTE: INFORMATION SHOWN BY THIS SUBGRADE PROFILE WAS OBTAINED SOLELY FOR 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.



LOCATION MAP

Recon - R.E.C. 9/29/67
Drilling-Auger W.S.B. 10/11/67 to 10/20/67
Drafting- T.K.W. 2/21/68

PROJECT INDEX

STATIONS FROM		TO	PLAN VIEW SHEET	PROFILE SHEET	CUT MAX.	FILL EMB. MAX
USR 52 (EASTBOUND LANES)						
883+00	-	915+00	4	4	-	34'
915+00	-	947+00	5	5	-	36'
947+00	-	979+00	6	6	-	48'
979+00	-	1011+00	7	7	9'	65'
USR 52 (WESTBOUND LANES)						
947+00	-	979+00	6	8	-	49'
979+00	-	1019+00	7	9	-	69'
SR 239 INTERCHANGE						
RAMP E						
904+00	-	919+00	6	10	-	34'
RAMP F						
894+00	-	916+00	6	10	-	21'
SR 73 & SR 104 INTERCHANGE						
SR 73 & SR 104 (SOUTHBOUND LANES)						
909+00	-	928+00	11	12	2'	27'
SR 73 & SR 104 (NORTHBOUND LANES)						
933+00	-	965+00	11	12	7'	30'
RAMP A						
937+00	-	952+00	11	13	-	29'
RAMP D						
938+00	-	959+00	11	13	-	34'
RAMP B						
944+00	-	957+00	11	14	3'	40'
RAMP C						
949+00	-	969+00	11	14	-	35'

SOIL PROFILE (2/40)

SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY (2/14)
1620 W. BROAD ST. COLUMBUS 23, OHIO

SUMMARY OF SOIL TEST DATA

NOTE: NP SHOWN IN LIQUID LIMIT AND PLASTICITY INDEX COLUMNS INDICATES THAT THE MATERIAL IS NON-PLASTIC.
*DENOTES SAMPLE TAKEN AT OR NEAR GRADE.

STATION & OFFSET	DEPTH FROM	TO	% AGG.	% C.S.	% F.S.	% SILT	% CLAY	L.L.	P.I.	% W.C.	SHTL CLASS.
USR 52 (EASTBOUND LANES)											
884+00 25'Rt	0.0	5.0	22	4	8	28	38	34	11	13	A-6a*
	5.0	7.0	25	17	15	21	22	31	8	9	A-4a
	7.0	10.0	5	6	6	37	46	37	16	17	A-6b
889+00 25'Rt	0.0	4.0	10	5	5	30	50	39	16	20	A-6b*
	4.0	8.0	17	3	4	32	44	39	15	18	A-6a
	8.0	10.0	0	2	12	44	42	32	11	19	A-6a
893+50 10'Rt	0.0	5.0	9	4	4	37	46	37	15	16	A-6a*
	5.0	8.0	11	3	4	32	50	38	15	15	A-6a
898+00 10'Lt	0.0	5.0	9	3	5	41	42	31	11	10	A-6a
	5.0	10.0	10	5	5	35	45	32	11	12	A-6a
	10.0	15.0	2	4	5	41	48	34	12	23	A-6a
	15.0	20.0	0	0	3	52	45	32	11	22	A-6a
914+00 CL	0.0	5.0	13	2	3	34	48	34	11	15	A-6a
	5.0	8.0	0	4	4	45	47	32	12	20	A-6a
	8.0	13.0	0	1	1	46	52	41	19	24	A-7-6
	13.0	16.0	0	1	7	51	41	34	14	24	A-6a
	16.0	21.0	14	42	33	-	11 -	NP	NP	6	A-1-b
	21.0	26.0	35	46	12	-	7 -	NP	NP	14	A-1-b
	26.0	30.0	45	36	11	-	8 -	NP	NP	12	A-1-b
919+00 CL	0.0	5.0	34	2	3	30	31	39	14	9	A-6a
	5.0	8.0	0	1	1	33	65	60	27	33	A-7-5
	8.0	13.0	0	0	1	56	43	38	14	24	A-6a
	13.0	17.0	0	0	4	60	36	34	11	23	A-6a
	17.0	22.0	7	60	18	-	15 -	NP	NP	8	A-1-b
	22.0	26.0	37	45	12	-	6 -	NP	NP	13	A-1-b
	26.0	30.0	47	30	15	-	8 -	NP	NP	11	A-1-b
925+00 CL	0.0	5.0	8	10	5	36	41	36	12	11	A-6a
	5.0	9.0	0	0	0	41	59	56	27	29	A-7-6
	9.0	14.0	0	0	1	47	51	44	19	27	A-7-6
	14.0	19.0	0	0	2	56	42	38	15	22	A-6a
	19.0	25.0	0	3	3	54	40	35	12	27	A-6a
	25.0	30.0	60	23	7	-	10 -	NP	NP	7	A-1-a
931+00 CL	0.0	4.0	0	4	4	34	58	40	18	16	A-6b
	4.0	6.0	5	10	7	46	32	29	11	13	A-6a
	6.0	11.0	0	1	1	36	62	50	21	30	A-7-6
	11.0	16.0	0	0	1	52	47	42	15	29	A-7-6
	16.0	21.0	0	1	2	55	42	39	14	29	A-6a
	21.0	25.0	0	0	2	55	43	38	15	30	A-6a
	25.0	28.0	0	0	1	70	29	38	13	29	A-6a
	28.0	30.0	0	0	1	58	41	43	17	34	A-7-6
937+00 CL	0.0	5.0	0	1	2	38	59	45	19	25	A-7-6
	5.0	10.0	0	0	1	41	58	46	17	29	A-7-6
	10.0	15.0	0	0	1	52	47	45	18	26	A-7-6
	15.0	20.0	0	1	1	52	46	41	17	28	A-7-6
	20.0	25.0	0	1	1	53	45	39	15	28	A-6a
	25.0	28.0	1	0	3	52	44	36	12	29	A-6a
	28.0	30.0	0	0	5	60	35	40	15	34	A-6a

STATION & OFFSET	DEPTH FROM	TO	% AGG.	% C.S.	% F.S.	% SILT	% CLAY	L.L.	P.I.	% W.C.	SHTL CLASS.
941+00 CL	0.0	5.0	0	0	1	44	55	44	20	24	A-7-6
	5.0	10.0	0	0	0	44	56	49	20	27	A-7-6
	10.0	15.0	0	0	1	45	54	42	20	26	A-7-6
	15.0	20.0	0	0	1	52	47	42	16	26	A-7-6
	20.0	25.0	0	0	1	56	43	40	16	29	A-6b
	25.0	29.0	0	2	1	50	47	39	14	31	A-6a
	29.0	30.0	40	40	9	-	11 -	NP	NP	15	A-1-b
943+40 CL	0.0	5.0	12	1	3	43	41	37	11	14	A-6a
	5.0	10.0	0	0	1	46	53	45	16	27	A-7-6
	10.0	15.0	0	1	1	53	45	45	18	27	A-7-6
	15.0	20.0	0	1	1	54	44	36	12	27	A-6a
	20.0	25.0	0	1	5	53	41	36	12	25	A-6a
	25.0	30.0	0	26	63	-	11 -	NP	NP	23	A-3a
961+00 CL	0.8	5.0	(23	16	14	18	29	NP	NP	21)	VISUAL
			CINDERS, METAL, AND GLASS								
	5.0	8.0	(13	39	28	5	15	NP	NP	17)	VISUAL
			CINDERS, METAL, AND GLASS								
	8.0	11.0	(28	28	20	9	15	NP	NP	34)	VISUAL
			CINDERS, METAL, AND GLASS								
	11.0	16.0	0	1	1	54	44	46	20	40	A-7-6
	16.0	17.0	14	57	23	-	6 -	NP	NP	20	A-1-b
	17.0	22.0	47	37	7	-	9 -	NP	NP	12	A-1-b
	22.0	26.0	37	44	11	-	8 -	NP	NP	13	A-1-b
	26.0	30.0	40	33	13	-	14 -	NP	NP	12	A-1-b
969+00 CL	0.8	6.0	0	1	1	39	59	53	25	30	A-7-6
	6.0	7.0	0	22	62	-	16 -	NP	NP	4	A-3a
	7.0	11.0	0	4	12	43	41	38	15	30	A-6a
	11.0	14.0	0	30	69	-	1 -	NP	NP	19	A-3
	14.0	19.0	39	37	16	-	8 -	NP	NP	12	A-1-b
	19.0	23.0	0	59	15	-	16 -	NP	NP	12	A-3a
	23.0	26.0	47	31	11	-	11 -	NP	NP	11	A-1-b
	26.0	30.0	32	46	13	-	9 -	NP	NP	12	A-1-b
977+00 CL	0.0	5.0	0	0	1	48	51	46	19	25	A-7-6
	5.0	10.0	0	0	1	51	48	43	17	33	A-7-6
	10.0	15.0	0	0	2	56	42	41	16	34	A-7-6
	15.0	20.0	0	1	6	49	44	43	19	36	A-7-6
	20.0	25.0	60	24	8	-	8 -	NP	NP	13	A-1-a
	25.0	30.0	49	33	11	-	7 -	NP	NP	14	A-1-b
985+00 CL	0.8	5.0	0	1	2	42	55	44	16	26	A-7-6
	5.0	9.0	0	2	3	49	46	40	13	29	A-6a
	9.0	13.0	0	2	4	45	49	40	13	28	A-6a
	13.0	18.0	43	35	13	-	9 -	NP	NP	4	A-1-b
	18.0	23.0	41	40	13	-	6 -	NP	NP	11	A-1-b
	23.0	26.0	56	36	5	-	3 -	NP	NP	8	A-1-a
	26.0	30.0	41	40	11	-	8 -	NP	NP	13	A-1-b
USR 52 (WESTBOUND LANES)											
950+50 CL	0.0	5.0	0	1	4	38	57	39	11	18	A-6a
	5.0	10.0	5	0	1	40	54	41	14	19	A-7-6
	10.0	15.0	0	1	4	47	48	39	15	18	A-6a
	15.0	20.0	0	0	2	41	57	41	13	18	A-7-6
	20.0	25.0	0	0	1	37	62	44	20	22	A-7-6
	25.0	30.0	0	0	1	39	60	46	19	20	A-7-6

STATION & OFFSET	DEPTH FROM	TO	% AGG.	% C.S.	% F.S.	% SILT	% CLAY	L.L.	P.I.	% W.C.	SHTL CLASS.
955+00 CL	0.8	5.0	0	0	1	47	52	46	17	28	A-7-6
	5.0	10.0	0	0	0	35	65	45	18	32	A-7-6
	10.0	14.0	0	0	1	36	63	45	19	37	A-7-6
	14.0	18.0	0	0	1	38	61	50	22	33	A-7-6
	18.0	24.0	53	26	10	-	11 -	NP	NP	9	A-1-a
	24.0	26.0	17	4	7	42	30	41	17	26	A-7-6
	26.0	30.0	49	19	21	-	11 -	NP	NP	11	A-1-b
965+00 CL	0.8	4.0	0	1	1	42	56	43	14	25	A-7-6
	4.0	8.0	0	0	6	50	44	38	13	27	A-6a
	8.0	13.0	6	51	37	-	6 -	NP	NP	4	A-1-b
	13.0	18.0	16	57	20	-	7 -	NP	NP	22	A-1-b
	18.0	22.0	41	37	16	-	6 -	NP	NP	13	A-1-b
	22.0	26.0	21	43	21	-	15 -	NP	NP	15	A-1-b
	26.0	30.0	29	39	18	-	14 -	NP	NP	13	A-1-b
973+00 CL	0.0	5.0	0	1	1	45	53	45	16	25	A-7-6
	5.0	9.0	0	0	1	47	52	42	15	29	A-7-6
	9.0	14.0	0	1	3	46	50	39	12	33	A-6a
	14.0	19.0	0	2	21	41	36	43	16	35	A-7-6
	19.0	23.0	39	43	12	-	6 -	NP	NP	16	A-1-b
	23.0	28.0	26	41	26	-	7 -	NP	NP	14	A-1-b
	28.0	30.0	18	31	39	-	12 -	NP	NP	15	A-3a
981+00 CL	0.0	5.0	0	1	2	46	48	38	13	20	A-6a
	5.0	9.0	0	1	2	48	49	40	13	29	A-6a
	9.0	12.0	0	1	3	41	52	41	15	27	A-7-6
	12.0	17.0	39	29	20	-	12 -	NP	NP	3	A-1-b
	17.0	22.0	39	40	15	-	6 -	NP	NP	13	A-1-b
	22.0	26.0	31	42	18	-	9 -	NP	NP	15	A-1-b
	26.0	30.0	32	36	17	-	15 -	NP	NP	17	A-1-b
989+00 CL	0.0	5.0	0	1	3	47	49	39	12	22	A-6a
	5.0	9.0	0	6	10	39	45	38	14	20	A-6a
	9.0	13.0	0	1	10	42	47	34	11	32	A-6a
	13.0	18.0	25	55	15	-	5 -	NP	NP	5	A-1-b
	18.0	22.0	55	29	9	-	7 -	NP	NP	10	A-1-a
	22.0	26.0	48	28	13	-	11 -	NP	NP	10	A-1-a
	26.0	30.0	43	32	12	-	13 -	NP	NP	11	A-1-b
SR 239 INTERCHANGE											
RAMP E											
905+00 25'Rt	0.8	5.0	0	2	4	30	64	34	11	15	A-6a*
	5.0	10.0	0	2	3	29	66	41	13	22	A-7-6
	10.0	15.0	0	0	2	29	69	42	17	22	A-7-6
	15.0	20.0	0	3	8	41	48	32	14	20	A-6a
914+00 BL	0.8	5.0	0	0	1	25	74	50	15	30	A-7-5
	5.0	10.0	0	0	0	58	42	35	11	25	A-6a
	10.0	14.0	0	1	1	40	58	45	22	25	A-7-6
	14.0	17.0	0	0	2	55	43	34	10	26	A-4b
	17.0	21.0	39	34	14	-	13 -	NP	NP	13	A-1-b
	21.0	25.0	42	36	11	-	11 -	NP	NP	10	A-1-b
	25.0	30.0	31	39	14	-	16 -	NP	NP	12	A-1-b

RAMP F

STATION & OFFSET	DEPTH FROM	TO	% AGG.	% C.S.	% F.S.	% SILT	% CLAY	L.L.	P.I.	% W.C.	SHTL CLASS.
RAMP F											
904+00 BL	0.8	5.0	0	0	1	31	68	44	18	21	A-7-6
	5.0	10.0	0	1	1	51	47	36	13	26	A-6a
	10.0	15.0	0	0	1	51	48	39	18	26	A-6b
	15.0	20.0	0	2	6	44	48	34	12	26	A-6a
SR 73 & SR 104 INTERCHANGE											
SR 73 & SR 104 (NORTHBOUND LANES)											
939+00 BL	0.8	5.0	0	2	2	35	61	40	21	30	A-7-6
	5.0	10.0	0	1	1	40	58	53	24	40	A-7-6
	10.0	15.0	0	0	0	45	55	47	21	33	A-7-6
	15.0	20.0	0	3	2	40	55	46	20	31	A-7-6
944+00 BL	0.8	5.0	0	1	0	44	55	51	25	28	A-7-6
	5.0	10.0	0	1	1	36	62	51	25	31	A-7-6
	10.0	14.0	53	31	7	-	9 -	NP	NP	11	A-1-a
	14.0	18.0	56	19	8	9	8	NP	NP	14	A-1-b
	18.0	22.0	39	36	14	5	6	NP	NP	14	A-1-b
950+00 BL	0.8	4.0	0	0	1	33	66	53	23	29	A-7-5
	4.0	8.0	0	0	6	48	46	40	15	33	A-6a
	8.0	12.0	0	0	10	77	-	13 -	NP	26	A-2a
	12.0	16.0	33	40	17	-	10 -	NP	NP	15	A-1-b
	16.0	20.0	39	34	11	-	16 -	NP	NP	12	A-1-b
954+00 BL	0.8	4.0	0	0	1	38	61	48	19	30	A-7-6
	4.0	7.0	0	1	3	50	46	38	13	34	A-6a
	7.0	12.0	29	33	33	-	5 -	NP	NP	18	A-1-b
	12.0	17.0	55	20	14	-	11 -	NP	NP	9	A-1-a
	17.0	21.0	41	30	17	-	12 -	NP	NP	12	A-1-b
	21.0	26.0	37	35	17	-	11 -	NP	NP	11	A-1-b
	26.0	30.0	33	27	27	-	13 -	NP	NP	8	A-1-b
959+00 CL	0.8	5.0	0	0	3	40	57	39	13	26	A-6a
	5.0	10.0	0	1	1	35	63	48	19	28	A-7-6
	10.0	15.0	0	0	1	35	63	43	15	29	A-7-6
	15.0	19.0	0	0	1	35	64	43	16	30	A-7-6
	19.0	24.0	42	38	9	-	11 -	NP	NP	10	A-1-b
	24.0	29.0	50	24	12	-	10 -	NP	NP	26	A-1-a
RAMP A											
944+50 BL	0.8	5.0	0	1	1	37	61	40	20	20	A-7-6
	5.0	10.0	0	0	1	40	58	43	18	24	A-7-6
	10.0	15.0	0	0	1	45	54	43	17	29	A-7-6
	15.0	20.0	0	0	1	55	44	35	10	30	A-4b
949+00 BL	0.8	5.0	0	1	3	40	56	42	18	23	A-7-6
	5.0	10.0	0	1	9	45	45	35	11	27	A-6a
	10.0	15.0	0	1	7	50	42	32	9	28	A-4b
	15.0	20.0	0	1	4	47	48	36	13	35	A-6a
RAMP B											
950+30 BL	0.0	5.0	0	1	3	33	63	42	15	24	A-7-6
	5.0	10.0	0	3	5	36	56	41	17	27	A-7-6
	10.0	15.0	0	1	5	48	46	37	13	27	A-6a
	15.0	20.0	0	1	6	50	43	36	12	26	A-6a

SOIL PROFILE

SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY
1620 W. BROAD ST. COLUMBUS 23, OHIO

(3/40) (3/14)

SUMMARY OF SOIL TEST DATA

NOTE: NP SHOWN IN LIQUID LIMIT AND PLASTICITY INDEX COLUMNS INDICATES THAT THE MATERIAL IS NON-PLASTIC.
*DENOTES SAMPLE TAKEN AT OR NEAR GRADE.

STATION & OFFSET	DEPTH FROM	TO	% AGG.	% C.S.	% F.S.	% SILT	% CLAY	L.L.	P.I.	% W.C.	SHTL CLASS.
RAMP C											
958+00 BL	0.8-5.0		0	1	32	33	34	29	8	23	A-4a
	5.0-10.0		0	49	36	-	7 -	NP	NP	20	A-1-b
	10.0-15.0		32	44	15	-	9 -	NP	NP	11	A-1-b
	15.0-20.0		29	47	14	-	10 -	NP	NP	15	A-1-b
	20.0-25.0		36	32	19	-	13 -	NP	NP	7	A-1-b
	25.0-30.0		37	33	21	-	9 -	NP	NP	9	A-1-b
962+00 BL	0.8-4.0		0	1	1	37	61	51	20	33	A-7-5
	4.0-7.0		0	1	2	33	64	43	14	39	A-7-6
	7.0-12.0		43	44	8	-	5 -	NP	NP	14	A-1-b
	12.0-17.0		35	42	12	-	7 -	NP	NP	12	A-1-b
	17.0-22.0		50	34	10	-	6 -	NP	NP	11	A-1-a
	22.0-26.0		45	31	14	-	10 -	NP	NP	9	A-1-b
	26.0-30.0		44	34	11	-	11 -	NP	NP	9	A-1-b
RAMP D											
944+25 BL	0.0-5.0		0	0	0	47	53	46	18	20	A-7-6
	5.0-10.0		0	0	0	58	42	39	13	25	A-6a
	10.0-13.0		0	0	0	57	43	41	15	27	A-7-6
	13.0-17.0		0	46	44	-	10 -	NP	NP	19	A-3
	17.0-21.0		0	58	35	-	7 -	NP	NP	21	A-1-b
	21.0-25.0		9	56	29	-	6 -	NP	NP	18	A-1-b
	25.0-30.0		53	34	9	-	4 -	NP	NP	19	A-1-a
949+00 BL	0.8-5.0		0	1	1	29	69	53	21	31	A-7-5
	5.0-10.0		0	1	1	28	70	53	24	36	A-7-6
	10.0-14.0		0	0	1	38	61	54	23	43	A-7-5
	14.0-19.0		42	42	7	-	9 -	NP	NP	14	A-1-b
	19.0-25.0		29	30	17	9	15	24	7	5	A-2-4
	25.0-30.0		46	25	11	-	18 -	NP	NP	18	A-1-b
DRIVE SAMPLE SOIL TEST DATA											
USR 52 (EASTBOUND LANES)											
958+50 2'Rt	5.0-6.0		0	2	11	40	47	34	11	38	A-6a
	10.0-11.0		0	4	71	9	16	NP	NP	26	A-3a
	15.0-16.0		10	60	22	-	8 -	NP	NP	15	A-1-b
	25.0-26.0		14	74	12	-	0 -	NP	NP	25	A-1-b
	26.0-27.0		60	18	17	-	5 -	NP	NP	11	A-1-a
	30.0-31.0		13	69	13	-	5 -	NP	NP	21	A-1-b
	35.0-36.0		2	70	22	-	6 -	NP	NP	23	A-1-b
989+70 15'Rt	5.0-6.0		0	1	4	64	31	39	13	33	A-6a
	10.0-11.0		0	1	2	46	51	37	12	32	A-6a
	15.0-16.0		15	28	33	11	13	NP	NP	21	A-3a
	20.0-21.0		58	27	7	-	8 -	NP	NP	16	A-1-a
	25.0-26.0		0	28	62	-	10 -	NP	NP	26	A-3
	30.0-31.0		39	47	11	-	3 -	NP	NP	19	A-1-b
	35.0-36.0		18	57	20	-	5 -	NP	NP	17	A-1-b
	40.0-41.0		3	71	25	-	1 -	NP	NP	24	A-1-b
	45.0-46.0		0	54	42	-	4 -	NP	NP	24	A-1-b
	50.0-51.0		0	44	46	-	10 -	NP	NP	26	A-3
993+90 20'Rt	5.0-6.0		0	0	3	44	53	44	16	28	A-7-6
	10.0-11.0		0	0	1	44	55	45	21	36	A-7-6
	15.0-16.0		8	14	14	32	32	32	13	34	A-6a
	20.0-21.0		52	30	9	-	9 -	NP	NP	16	A-1-a
	25.0-26.0		53	22	7	-	8 -	NP	NP	14	A-1-a
	30.0-31.0		49	16	17	-	18 -	NP	NP	22	A-1-b
	35.0-35.5		11	49	35	-	5 -	NP	NP	20	A-1-b
	40.0-40.5		43	14	20	-	23 -	NP	NP	14	A-1-b
	45.0-45.5		90	7	2	-	1 -	NP	NP	4	A-1-a
998+06 15'Rt	5.0-6.0		0	1	10	46	43	41	15	33	A-7-6
	10.0-11.0		0	23	61	7	9	NP	NP	23	A-3a
	15.0-16.0		0	21	62	-	17 -	NP	NP	31	A-3a
	20.0-21.0		4	55	37	-	4 -	NP	NP	23	A-1-b
	25.0-26.0		13	26	44	7	10	NP	NP	23	A-3a
	30.0-31.0		28	20	41	-	11 -	NP	NP	20	A-3a
	35.0-36.0		59	30	9	-	2 -	NP	NP	13	A-1-a
	40.0-41.0		65	14	10	-	11 -	NP	NP	14	A-1-a
1002+73 15'Rt	5.0-6.0		29	16	23	16	16	NP	NP	37	A-2-4
	10.0-11.0		0	0	4	39	57	43	19	33	A-7-6
	12.5-13.5		25	2	5	33	35	39	15	32	A-6a
	15.0-16.0		7	1	4	35	53	41	16	36	A-7-6
	17.5-18.5		0	1	6	53	43	37	14	26	A-6a
	20.0-21.0		47	19	16	-	18 -	NP	NP	12	A-1-b
	25.0-26.0		10	24	50	-	16 -	NP	NP	17	A-3a
	30.0-31.0		10	20	54	-	16 -	NP	NP	16	A-3a
	35.0-36.0		13	74	12	-	1 -	NP	NP	21	A-1-b
	40.0-41.0		14	63	20	-	3 -	NP	NP	24	A-1-b
	45.0-45.0		3	74	22	-	1 -	NP	NP	22	A-1-b
	50.0-51.0		2	63	32	-	3 -	NP	NP	33	A-1-b
1006+10 50'Lt	5.0-6.0		41	16	8	13	22	37	11	22	A-2-6
	7.5-8.5		33	6	4	26	31	44	16	26	A-7-6
	10.0-11.0		38	35	17	-	10 -	NP	NP	14	A-1-b
	15.0-16.0		56	23	11	-	10 -	NP	NP	9	A-1-a
	20.0-21.0		42	19	8	13	18	31	8	22	A-4a
	25.0-26.0		10	1	10	31	48	39	15	39	A-6a
	30.0-31.0		6	0	2	50	42	41	18	29	A-7-6
	35.0-36.0		58	16	11	-	15 -	NP	NP	9	A-1-a
	40.0-41.0		30	23	35	-	12 -	NP	NP	18	A-1-b
	45.0-46.0		41	15	30	-	14 -	NP	NP	15	A-1-b
	50.0-50.5		49	20	17	-	14 -	NP	NP	7	A-1-b
	55.0-55.5		25	32	28	-	15 -	NP	NP	12	A-1-b
USR 52 (WESTBOUND LANES)											
956+00 3'Lt	5.0-6.0		0	17	48	19	16	NP	NP	32	A-3a
	10.0-11.0		56	22	10	6	6	NP	NP	15	A-1-a
	15.0-16.0		61	19	10	-	10 -	NP	NP	8	A-1-a
	20.0-21.0		64	26	6	-	4 -	NP	NP	10	A-1-a
	25.0-26.0		68	20	6	-	6 -	NP	NP	8	A-1-a
	30.0-31.0		0	40	58	-	2 -	NP	NP	22	A-3
991+80 15'Lt	5.0-6.0		0	1	49	50		47	19	36	A-7-5
	10.0-11.0		9	1	13	49	28	42	22	40	A-7-6
	15.0-16.0		51	22	13	-	14 -	NP	NP	9	A-1-a
	20.0-21.0		66	23	6	-	5 -	NP	NP	6	A-1-a
	25.0-26.0		48	42	6	-	4 -	NP	NP	13	A-1-b
	35.0-36.0		8	35	48	-	9 -	NP	NP	19	A-3
	40.0-41.0		54	24	13	-	9 -	NP	NP	12	A-1-a
	45.0-45.5		16	54	15	-	15 -	NP	NP	15	A-1-b
996+00 15'Lt	5.0-6.0		36	46	10	-	8 -	NP	NP	13	A-1-b
	10.0-11.0		19	6	14	31	30	28	8	23	A-4a
	15.0-16.0		0	0	9	41	50	38	13	36	A-6a
	20.0-21.0		35	26	21	-	18 -	NP	NP	8	A-1-b
	25.0-25.8		59	17	17	-	7 -	NP	NP	9	A-1-a
	30.0-31.0		35	35	24	-	6 -	NP	NP	11	A-1-b
	35.0-36.0		63	13	14	-	10 -	NP	NP	8	A-1-a
	40.0-41.0		58	17	13	-	12 -	NP	NP	28	A-1-a
	45.0-45.3		(50	3	3	24	20	-	-	)	VISUAL
	BROWN SH-GRAY GRAVELLY SILT										
999+35 5'Lt	10.0-11.0		57	32	6	-	5 -	NP	NP	17	A-1-a
	15.0-16.0		30	29	11	-	10 -	NP	NP	16	A-1-a
	20.0-21.0		28	58	10	-	4 -	NP	NP	17	A-1-b
	25.0-26.0		25	56	17	-	2 -	NP	NP	23	A-1-b
	30.0-31.0		65	29	4	-	2 -	NP	NP	19	A-1-a
1005+00 15'Lt	5.0-6.0		0	0	3	49	48	44	18	36	A-7-6
	7.5-8.5		0	0	2	50	48	42	16	38	A-7-6
	10.0-11.0		43	11	9	17	20	35	11	28	A-6a
	12.5-13.5		65	13	7	8	7	25	5	21	A-1-a
	15.0-16.0		69	17	7	-	7 -	NP	NP	18	A-1-a
	20.0-21.0		46	24	14	-	16 -	NP	NP	14	A-1-b
	25.0-26.0		BROWN SANDY GRAVEL					-	-	15	VISUAL
	30.0-31.0		43	35	14	-	8 -	NP	NP	17	A-1-b
	35.0-36.0		70	13	12	-	5 -	NP	NP	14	A-1-a
	40.0-41.0		74	11	9	-	6 -	NP	NP	12	A-1-a
SR 239 INTERCHANGE											
RAMP E											
910+10 13'Rt	5.0-6.0		24	1	1	24	50	55	25	33	A-7-5
	7.5-8.5		27	0	1	26	46	50	23	31	A-7-6
	10.0-11.0		16	0	2	50	32	31	9	31	A-4b
	12.5-13.5		15	0	1	59	25	32	12	27	A-6a
	15.0-16.0		30	0	18	34	18	NP	NP	26	A-4a
	17.5-18.5		20	15	23	29	13	26	8	18	A-4a
	20.0-21.0		47	12	14	20	7	NP	NP	12	A-2-4
	25.0-26.0		6	37	34	12	11	NP	NP	18	A-3a
	30.0-31.0		4	51	33	-	12 -	NP	NP	17	A-3a
	35.0-36.0		48	21	13	11	7	NP	NP	12	A-1-b
RAMP F											
908+06 6'Rt	5.0-6.0		26	0	0	38	36	51	18	33	A-7-5
	7.5-8.5		29	1	1	28	41	50	19	34	A-7-5
	10.0-11.0		28	0	1	33	38	48	25	31	A-7-6
	12.5-13.5		23	0	2	45	30	40	18	32	A-6b
	15.0-16.0		20	0	2	52	26	43	22	31	A-7-6
	17.5-18.5		31	0	2	45	22	33	9	28	A-4a
	20.0-21.0		41	21	14	17	7	NP	NP	16	A-1-b
	25.0-26.0		54	10	11	20	5	NP	NP	7	A-1-b
	30.0-31.0		15	20	38	21	6	NP	NP	17	A-3a
	35.0-36.0		30	9	44	-	17 -	NP	NP	17	A-3a
SR 73 & SR 104 INTERCHANGE											
RAMP A											
944+79 BL	5.0-6.0		0	0	1	38	61	48	16	29	A-7-5
	7.5-8.5		0	0	1	42	56	48	16	27	A-7-6
	10.0-11.0		0	0	1	41	58	45	14	33	A-7-5
	12.5-13.5		0	0	1	54	45	35	12	31	A-6a
	15.0-16.0		0	0	0	55	45	34	12	32	A-6a
	17.5-18.5		0	0	0	57	43	35	12	31	A-6a
	20.0-21.0		0	0	6	51	43	32	9	33	A-4b
	22.5-23.5		83	0	5	7	4	NP	NP	34	A-1-a
	25.0-26.0		0	15	44	26	15	NP	NP	18	A-4a
	30.0-31.0		0	43	45	-	12 -	NP	NP	9	A-3a
	35.0-36.0		55	35	6	-	4 -	NP	NP	14	A-1-a
	40.0-41.0		22	44	24	-	10 -	NP	NP	20	A-1-b
	45.0-46.0		0	52	47	-	1 -	NP	NP	24	A-3a
	50.0-51.0		0	31	41	-	28 -	NP	NP	24	A-3a
RAMP D											
943+06 BL	5.0-6.0		0	0	0	41	59	49	18	29	A-7-5
	7.5-8.5		0	0	0	49	51	44	15	16	A-7-6
	10.0-11.0		0	0	0	54	46	40	13	30	A-6a
	12.5-13.5		0	0	0	53	47	37	13	31	A-6a
	15.0-16.0		0	2	2	55	41	39	15	28	A-6a
	17.5-18.5		0	1	24	51	24	NP	NP	28	A-4b
	20.0-21.0		2	13	51	-	34 -	NP	NP	21	A-3a
	22.5-23.5		5	42	40	-	13 -	NP	NP	20	A-3a
	25.0-26.0		6	33	46	-	15 -	NP	NP	16	A-3a
	30.0-31.0		32	27	25	-	16 -	NP	NP	13	A-1-b
	35.0-36.0		0	57	41	-	2 -	NP	NP	24	A-1-b
	40.0-41.0		42	37	10	-	11 -	NP	NP	13	A-1-b
	45.0-46.0		40	28	13	-	19 -	NP	NP	12	A-1-b
	50.0-51.0		35	18	20	12	15	27	8	16	A-2-4

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SOIL PROFILE

SCIOTO COUNTY

SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY

1620 W. BROAD ST. COLUMBUS, OHIO 43223

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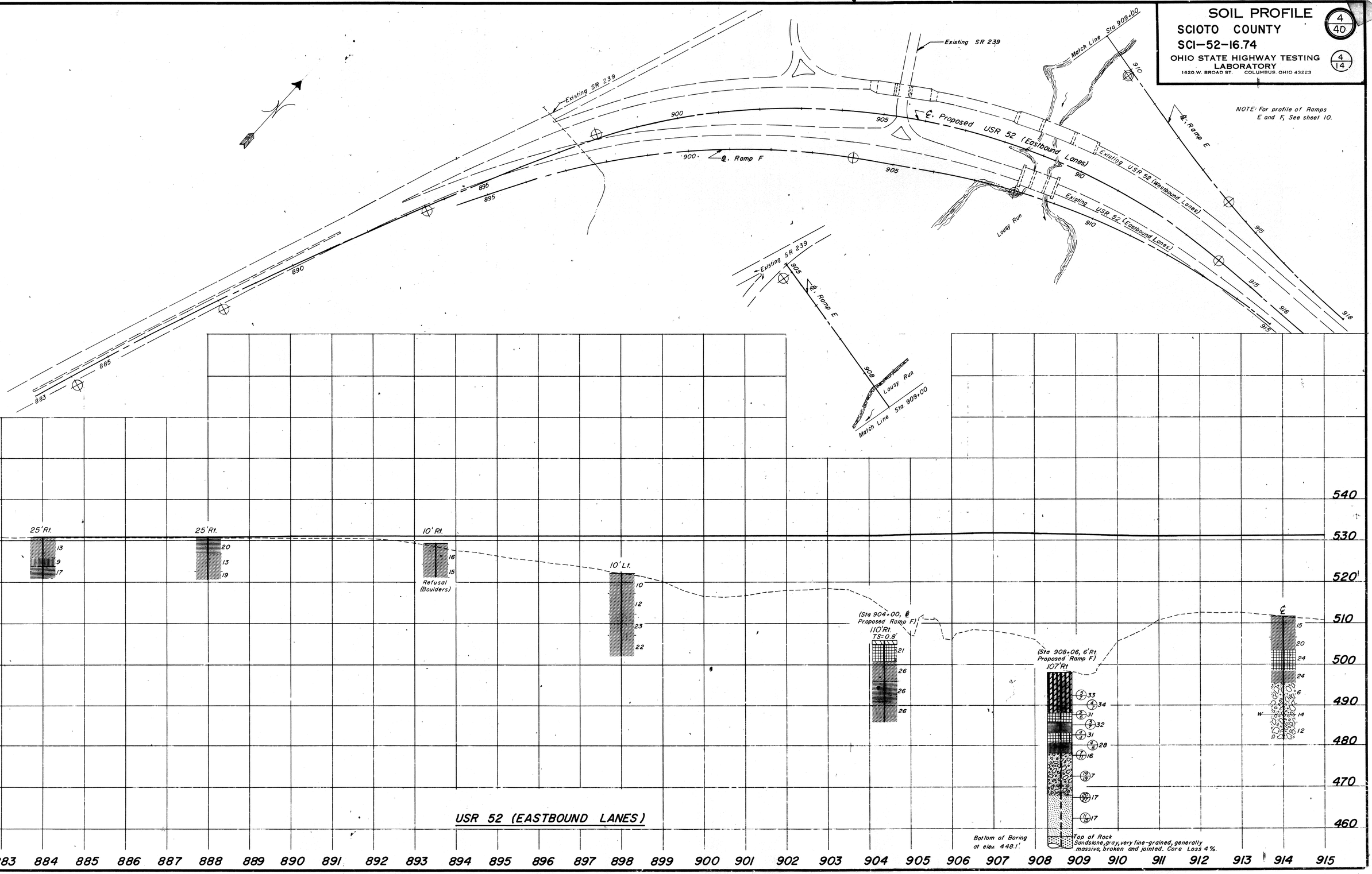
NOTE: For profile of Ramps E and F, See sheet 10.



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1800-12-66

SOIL PROFILE

SCIOTO COUNTY

SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY
1620 W BROAD ST COLUMBUS, OHIO 43223

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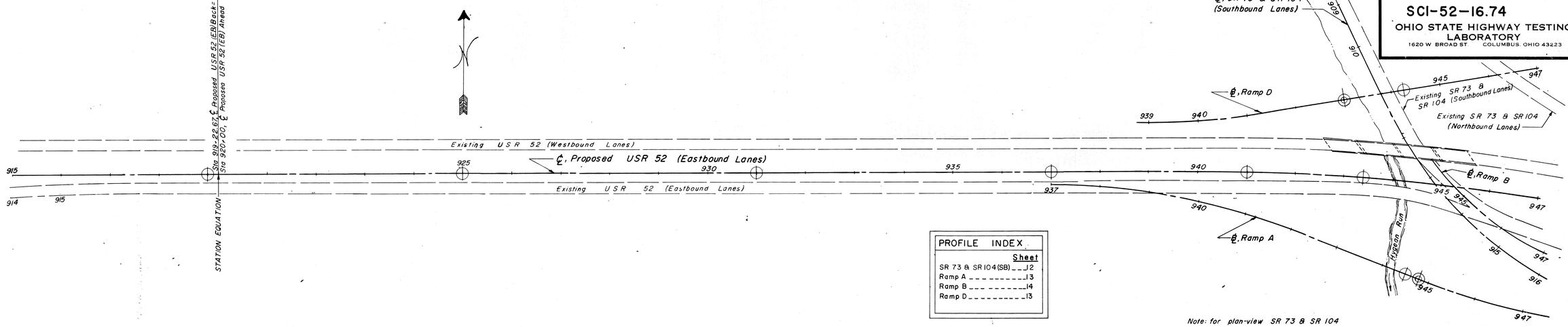

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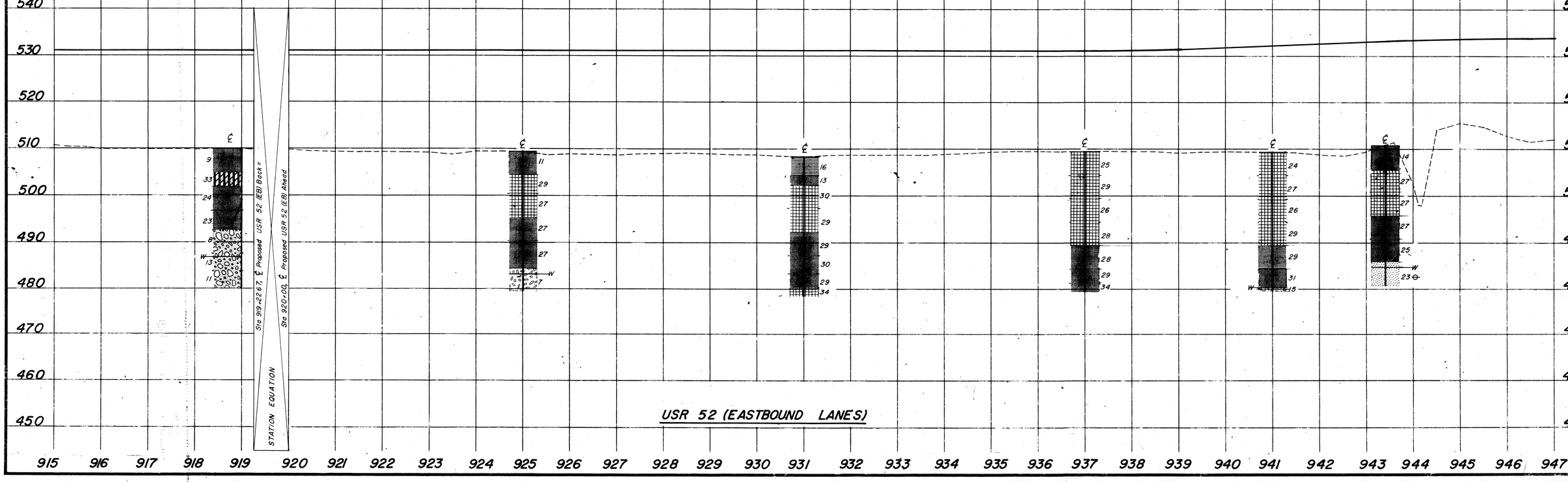
Note: for plan-view SR 73 & SR 104 Interchange, see sheet 11.



SOIL PROFILE

SCIOTO COUNTY

SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY

1620 W. BROAD ST. COLUMBUS, OHIO 43223

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Note: for plan-view of SR 73 & SR 104 Interchange, see sheet 11.

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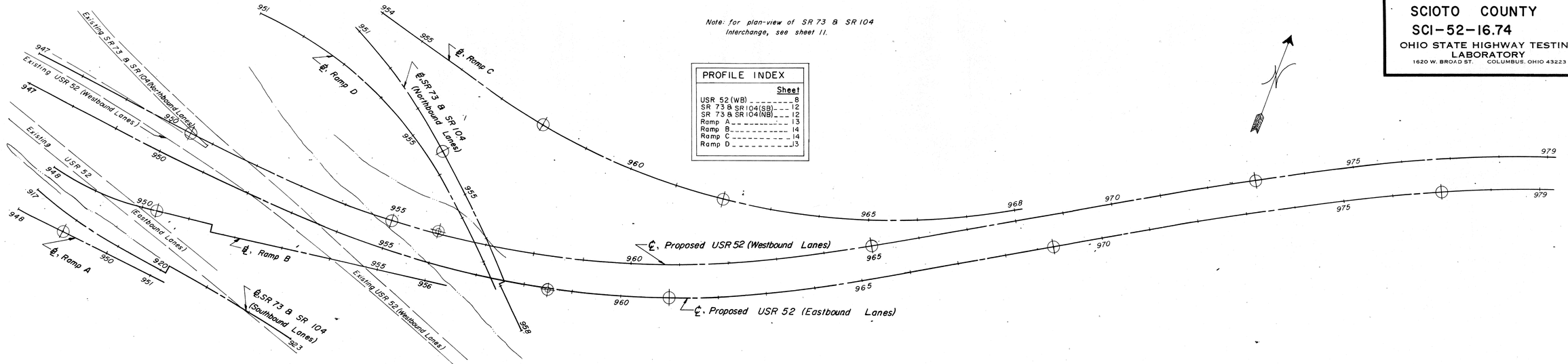

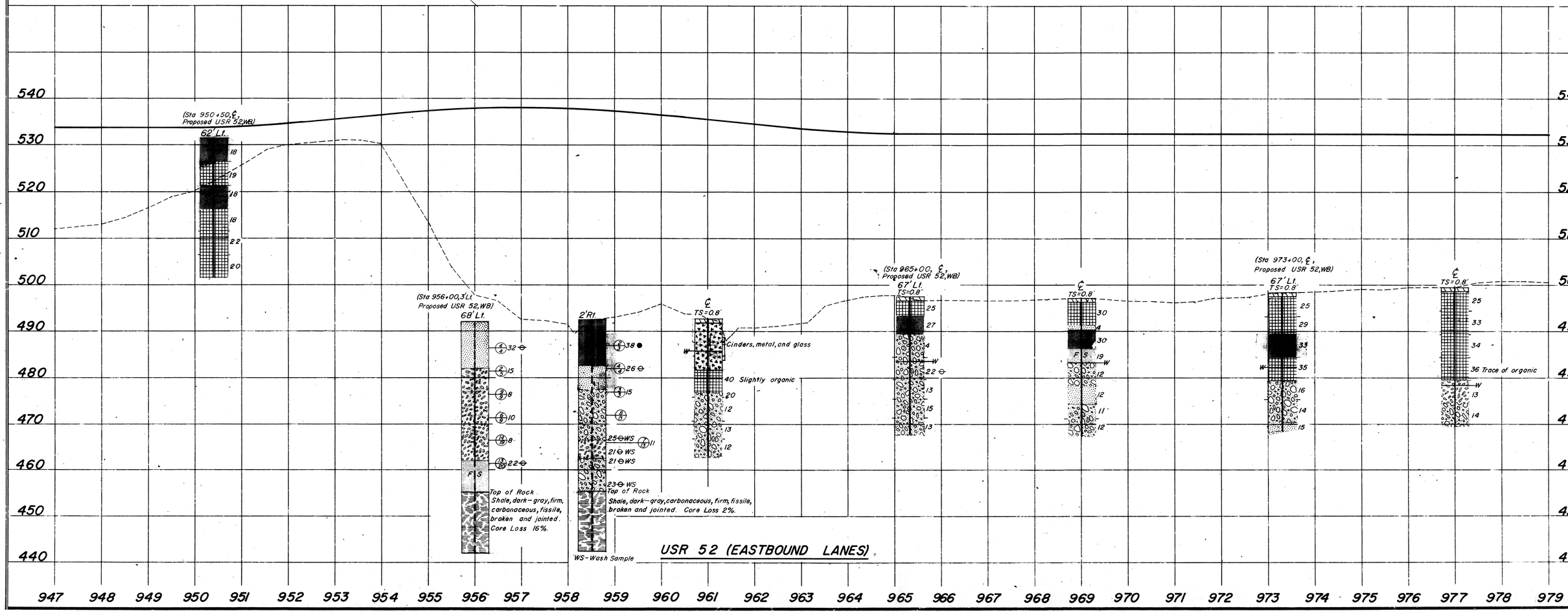

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100-12-66

SOIL PROFILE

SCIOTO COUNTY

SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY

1620 W. BROAD ST. COLUMBUS, OHIO 43223

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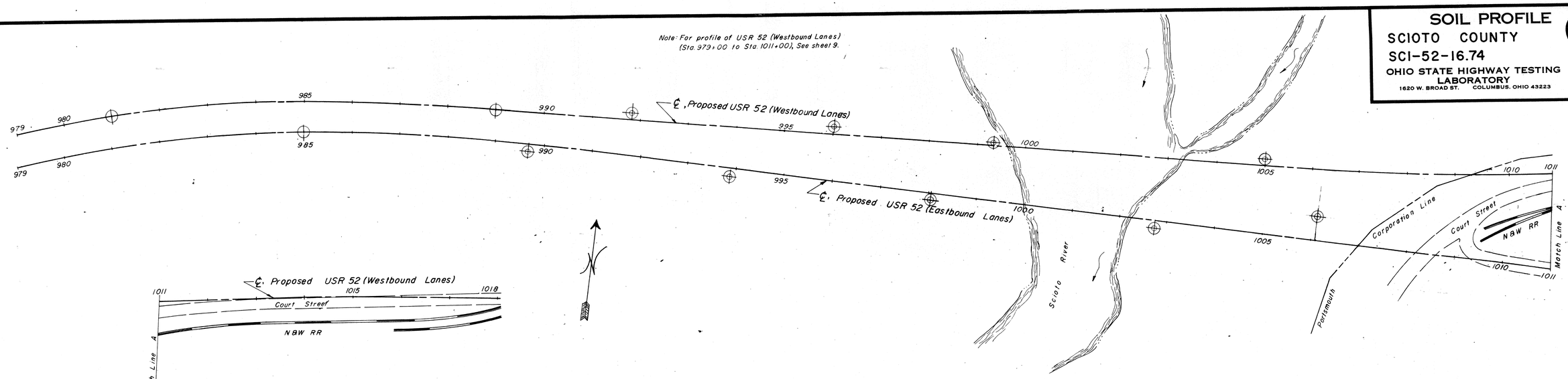
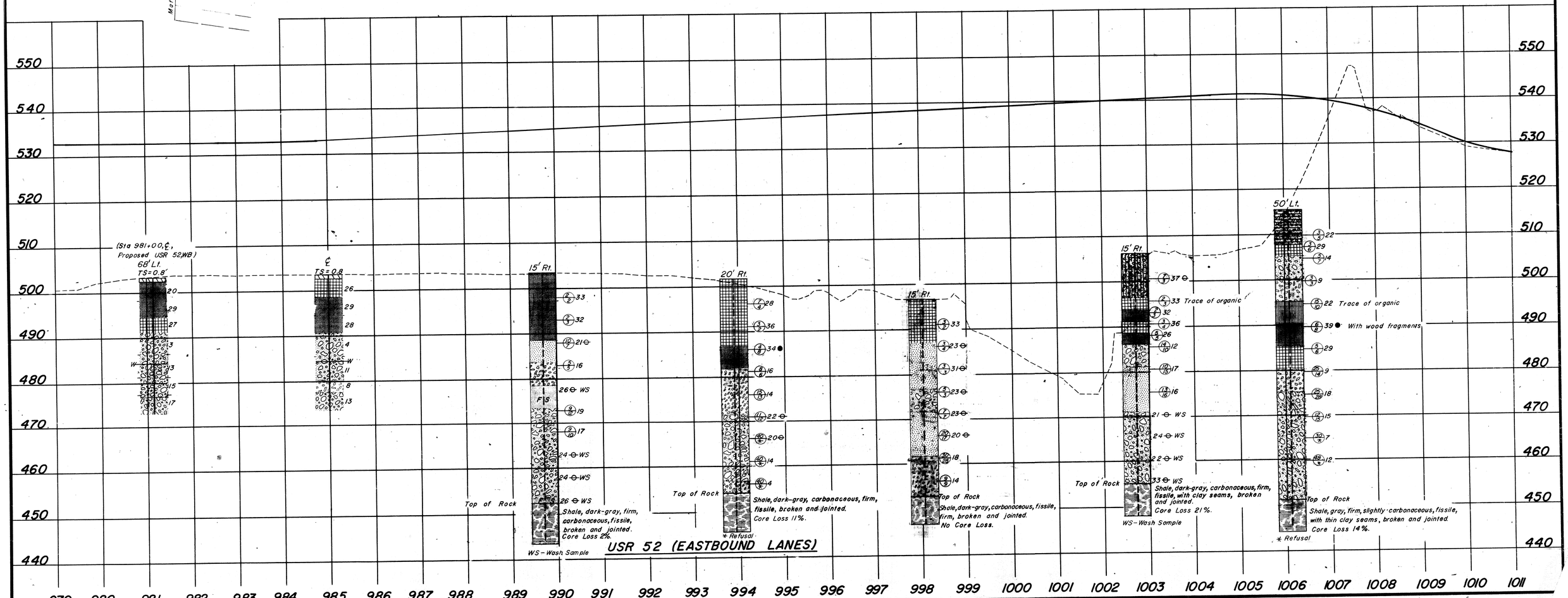
Note: For profile of USR 52 (Westbound Lanes) (Sta. 979+00 to Sta. 1011+00), See sheet 9.





SOIL PROFILE

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SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY
1620 W BROAD ST COLUMBUS 23, OHIO

(8/14)

550
540
530
520
510
500
490
480
470
460
450
440

947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979

℄ 18 19 18 18 22 20

℄ TS=0.8' 28 32 37 33 W 9 26 11

3' Lt. 32 15 8 10 8 22 F.S. Top of Rock

Shale, dark-gray, carbonaceous, fissile, broken and jointed. Core Loss 16%.

(Sta 958+50, 2' Rt., Proposed USR 52, EB) 70' Rt. 38 26 15 26 WS 11 21 WS 23 WS Top of Rock

Shale, dark-gray, carbonaceous, firm, fissile, broken and jointed. Core Loss 2%.

(Sta. 961+00, ℄, proposed USR 52, EB) 68' Rt. TS=0.8' 40 20 12 13 12

Cinders, metal, and glass

Slightly organic

WS-Wash Sample

USR 52 (WESTBOUND LANES)

℄ TS=0.8' 25 27 W 4 22 13 15 13

(Sta. 969+00, ℄, proposed USR 52, EB) 68' Rt. TS=0.8' 30 4 30 W 5 19 12 12 11 12

℄ TS=0.8' 25 29 33 W 35 16 14 15

(Sta. 977+00, ℄, proposed USR 52, EB) 68' Rt. TS=0.8' 25 33 34 36 Trace of organic W 13 14

SOIL PROFILE

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SCIOTO COUNTY

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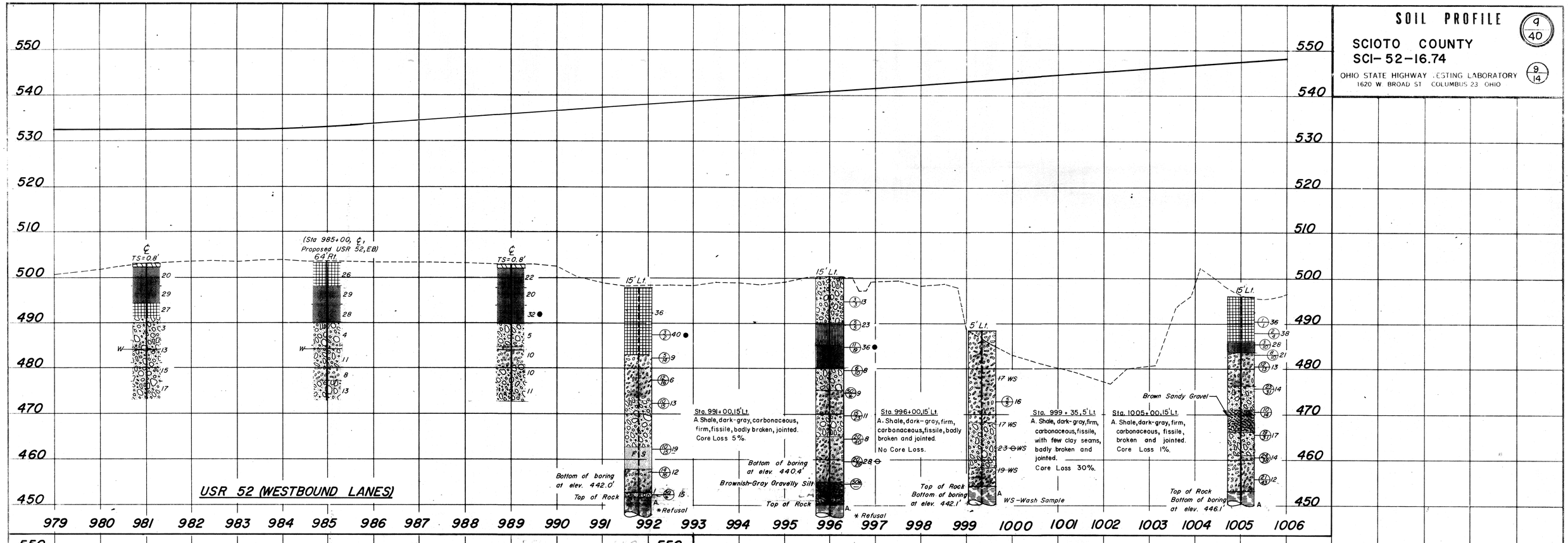
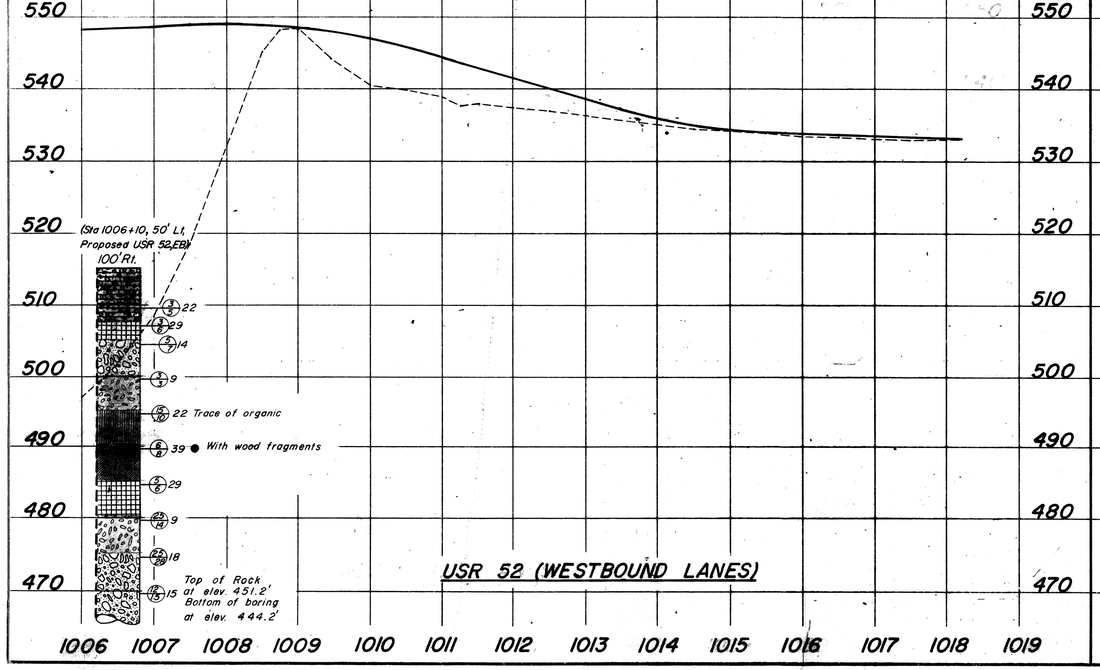
OHIO STATE HIGHWAY TESTING LABORATORY
1620 W BROAD ST COLUMBUS 23 OHIO





SOIL PROFILE

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SCIOTO COUNTY
SCI- 52-16.74

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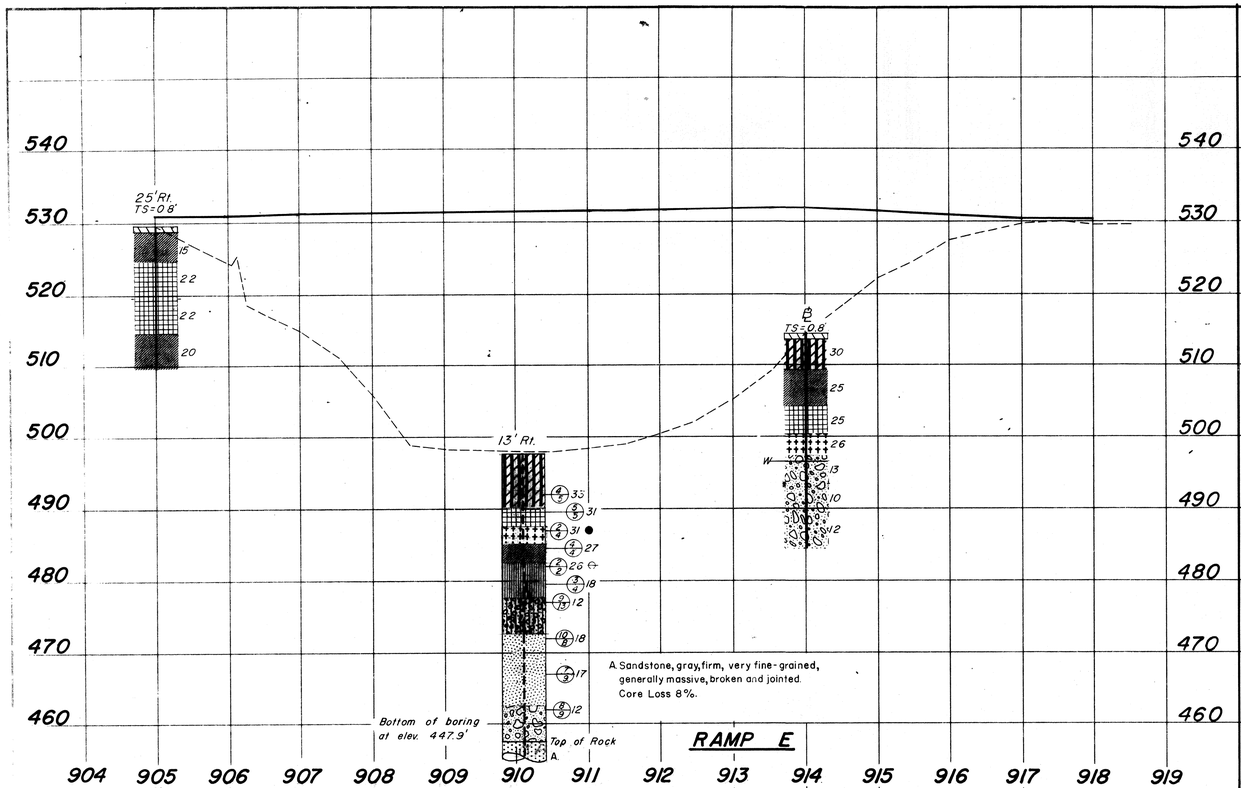
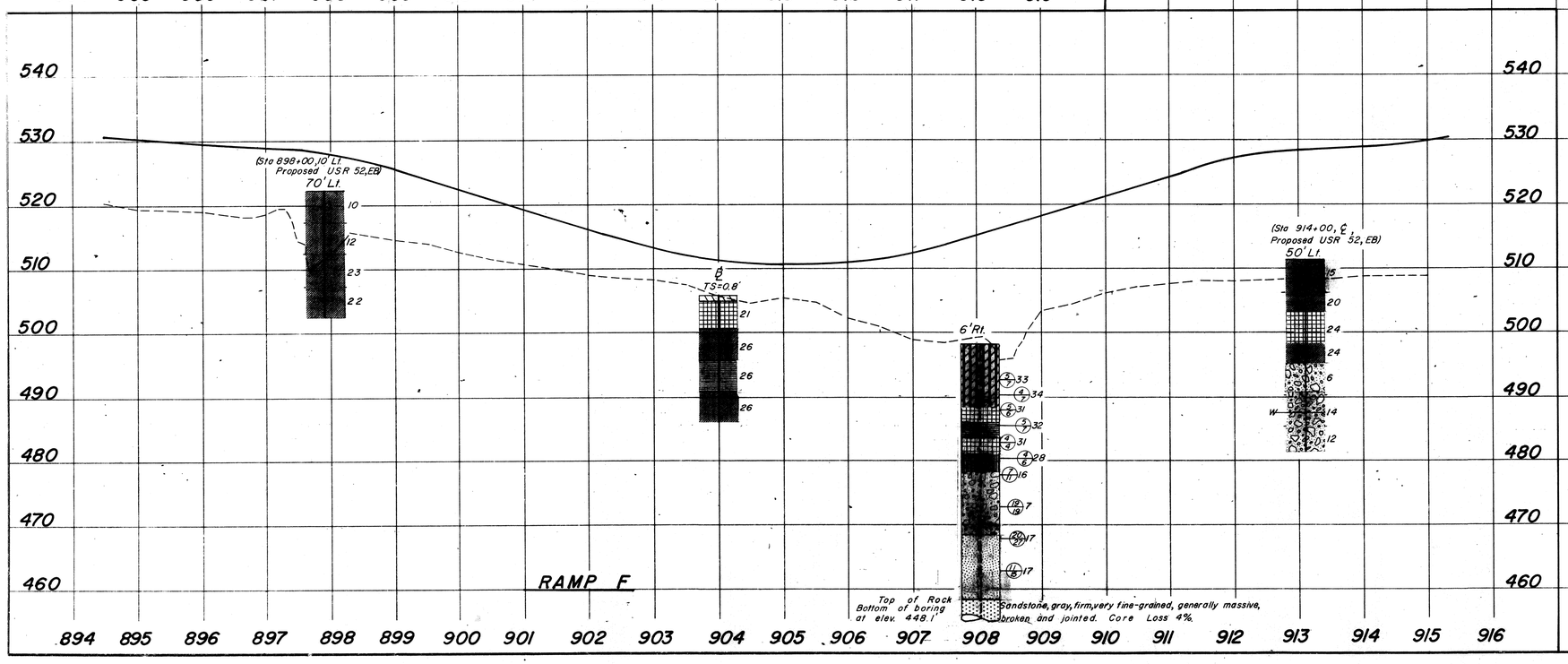
OHIO STATE HIGHWAY TESTING LABORATORY
1620 W. BROAD ST. COLUMBUS 23, OHIO





SOIL PROFILE

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SCIOTO COUNTY
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OHIO STATE HIGHWAY TESTING LABORATORY (11/14)
1620 W. BROAD ST. COLUMBUS 23, OHIO

SR 73 & SR 104 Interchange

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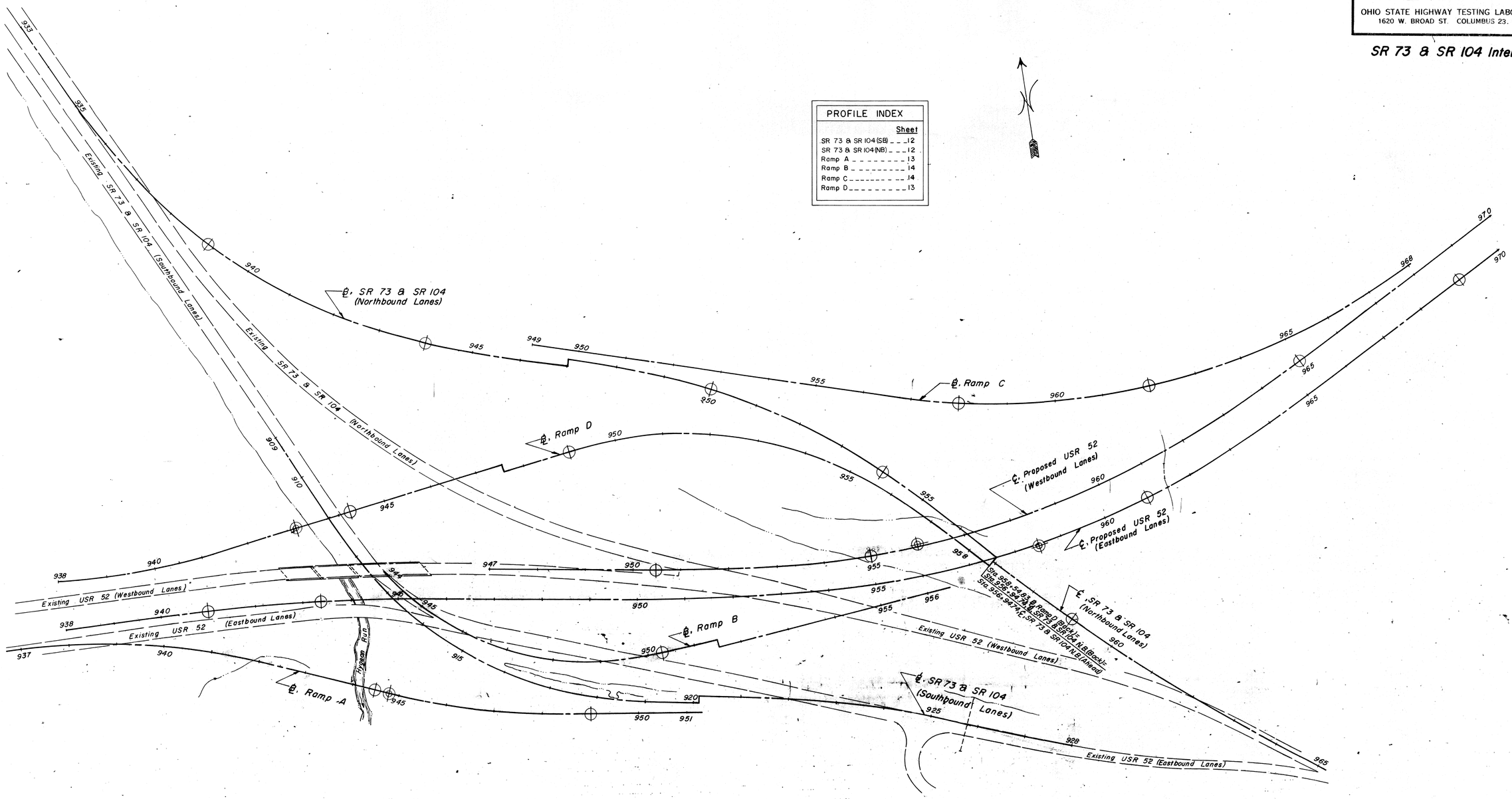
Ramp C	14
Ramp D	13



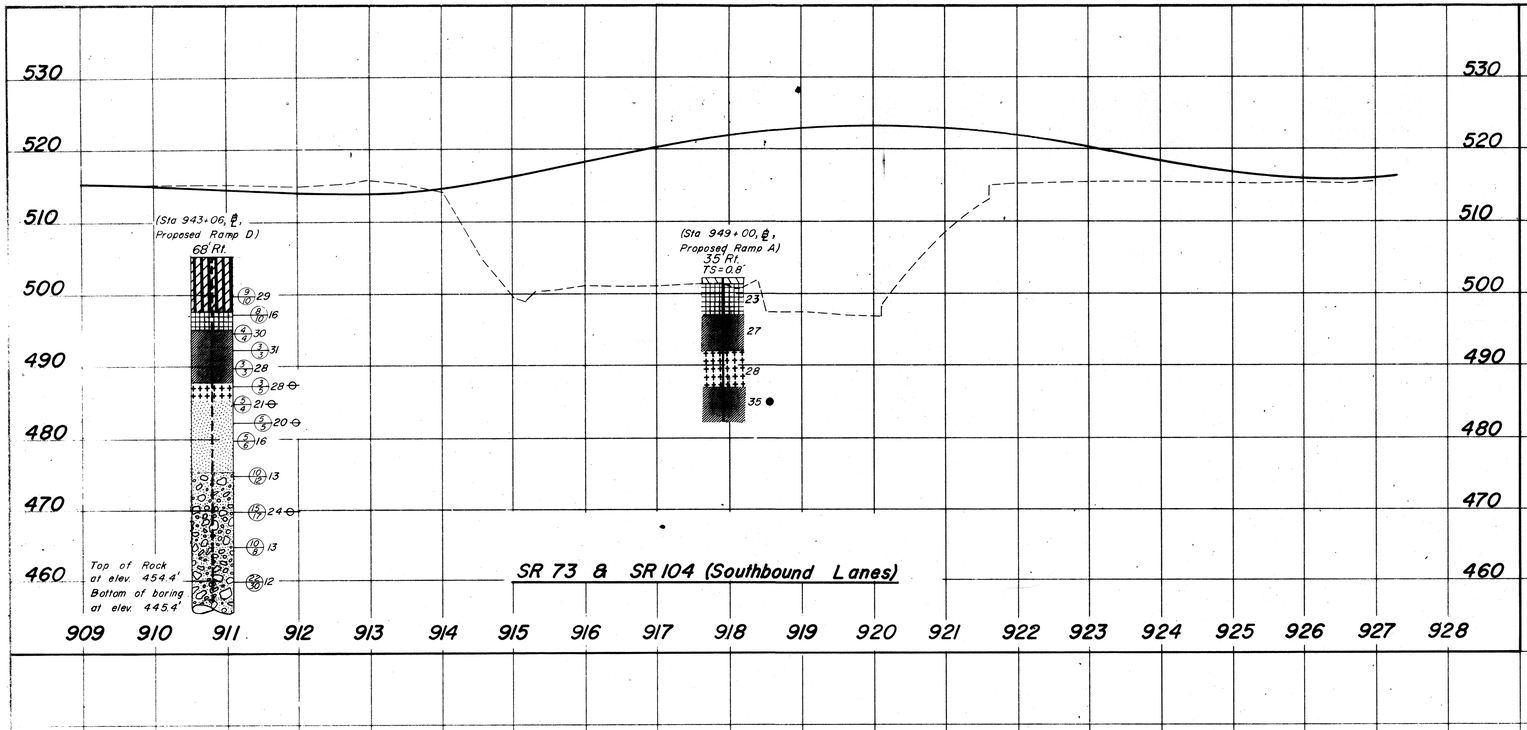
SOIL PROFILE

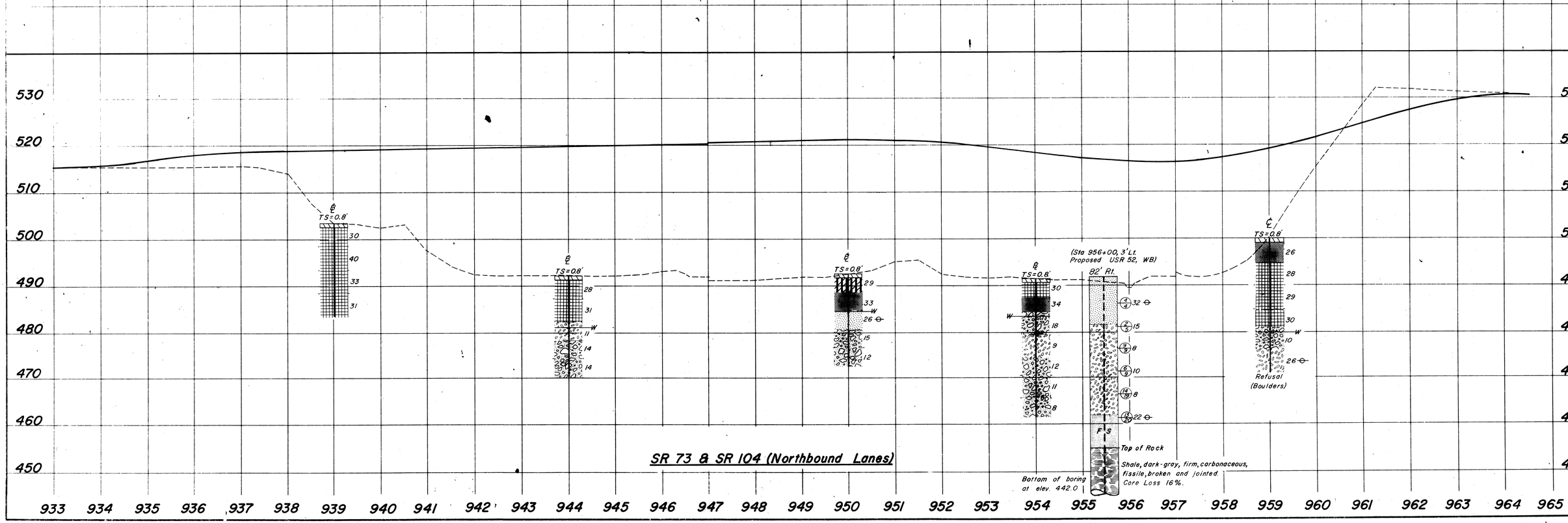
SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY
1620 W BROAD ST COLUMBUS 23, OHIO

12/40

12/14





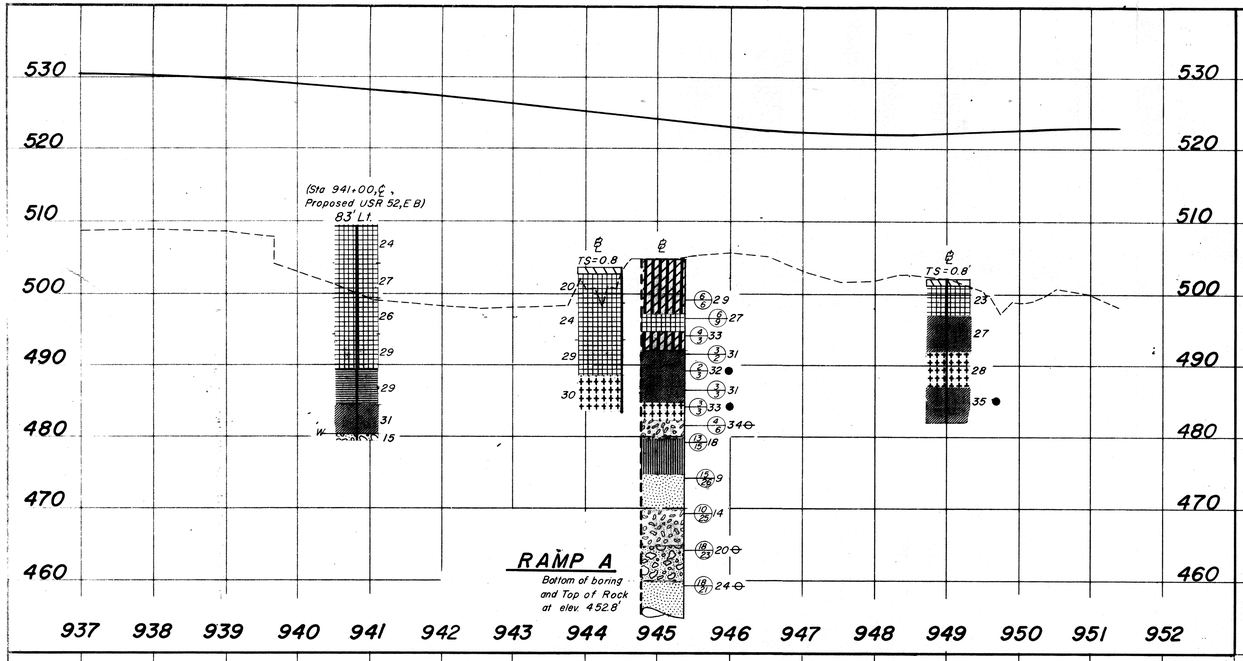
SOIL PROFILE

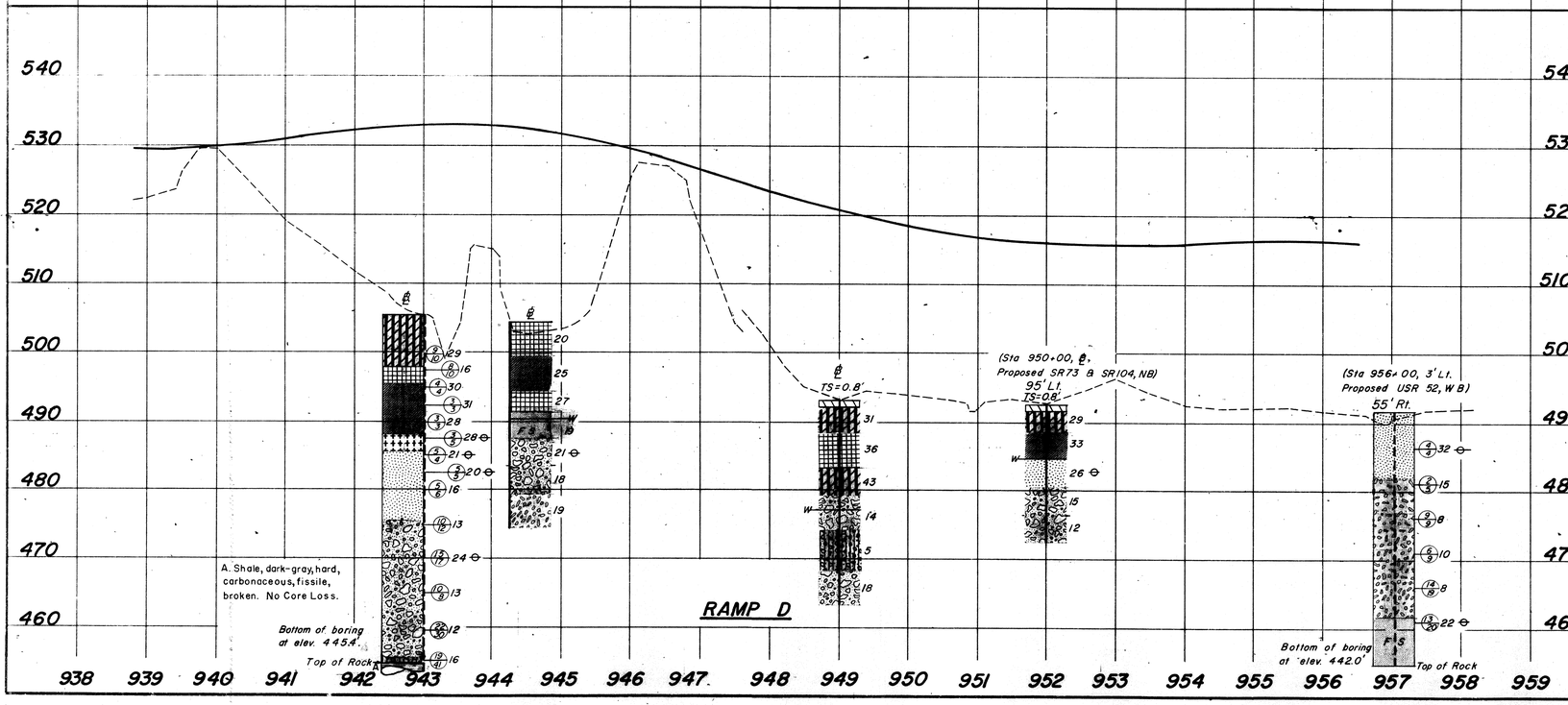
SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY
1620 W. BROAD ST. COLUMBUS 23, OHIO

13/40

13/14



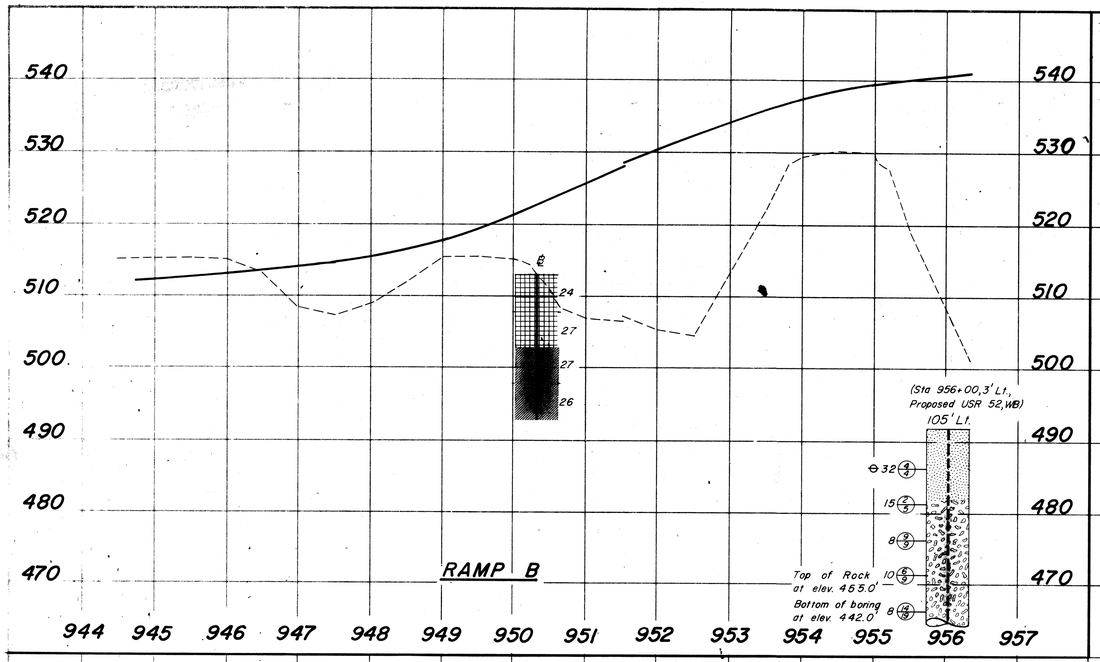


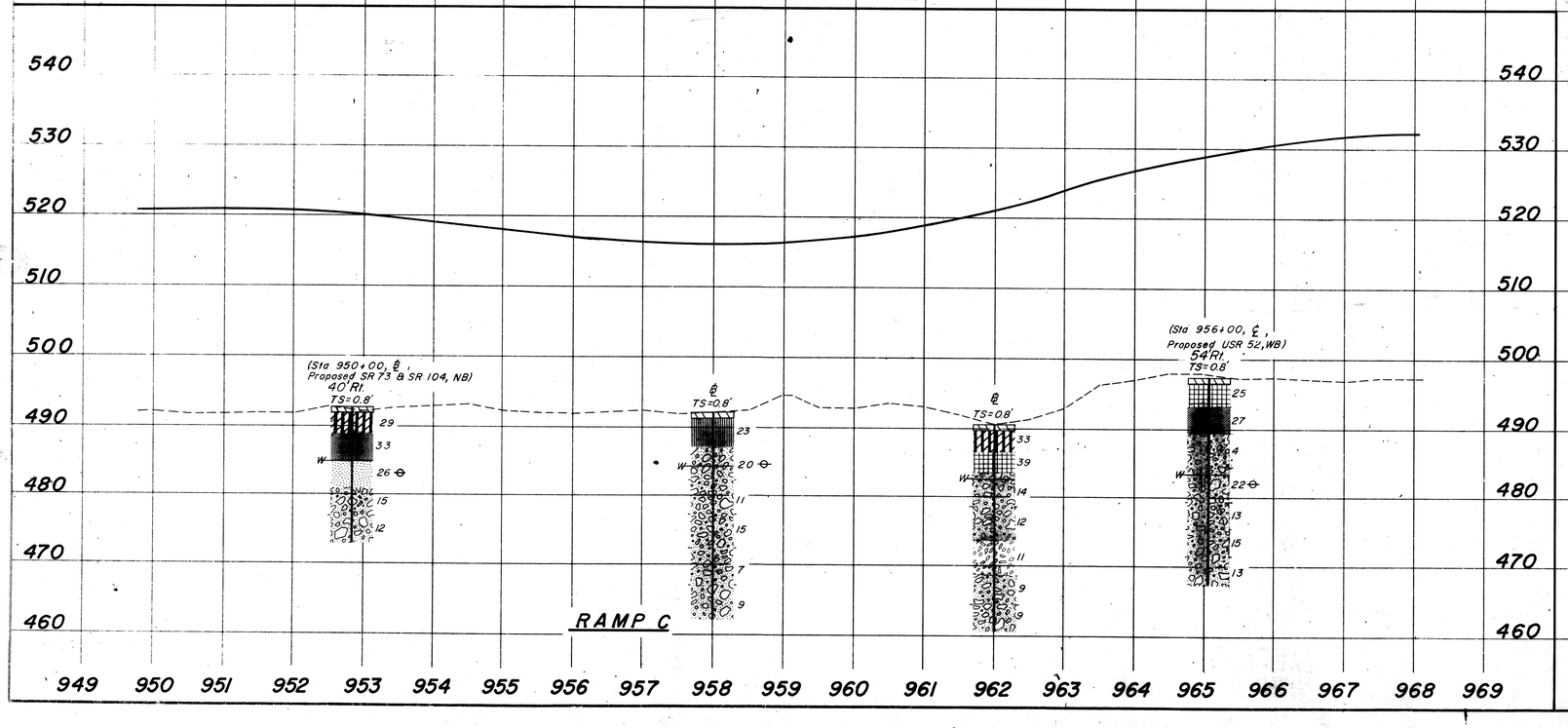
SOIL PROFILE

(14/40)

SCIOTO COUNTY
SCI-52-16.74

OHIO STATE HIGHWAY TESTING LABORATORY (14/14)
1620 W BROAD ST COLUMBUS 23, OHIO





TE - 118
600 - 4 - 66

MICROFILMED
FEB 12 1992

GEOLOGY OF THE SITE
THE STRUCTURE SITE IS LOCATED ON THE BROAD FLOODPLAIN OF THE OHIO RIVER, OVER THE BURIED VALLEY WALL. DEEP ALLUVIUM AND OUTWASH MATERIALS OVERLIE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION
THE EXPLORATION CONSISTED OF FOUR CONTINUOUS SPIRAL AUGER BORINGS AND FOUR DRIVE ROD PENETRATION TESTS MADE FOR THE INVESTIGATION FOR THE EXISTING STRUCTURE, BETWEEN MARCH 21 AND 27, 1950.

INVESTIGATIONAL FINDINGS
THE BORINGS ENCOUNTERED INTERVALS OF CLAYEY SILTS, SANDS, GRAVELS, AND SOME BOULDERS. BORING NUMBERS 1 AND 2 WERE TERMINATED AT 63 AND 61-FOOT DEPTHS, ELEVATIONS 455 AND 456 FEET AFTER PENETRATING 2 FEET BELOW BEDROCK SURFACE AND BORING NUMBERS 3 AND 4 WERE TERMINATED AT 91 AND 85-FOOT DEPTHS, ELEVATIONS 418 AND 424 FEET CONSIDERED TO BE IN SAND, GRAVELS, AND BOULDERS.

ROD SOUNDINGS ENCOUNTERED VERY ERRATIC, GRADUAL INCREASE IN RESISTANCE TO PENETRATION WITH INCREASING DEPTH AND WERE TERMINATED UPON ENCOUNTER WITH MEDIUM-HIGH RESISTANCE AND REFUSAL TO PENETRATION AT 61 TO 92-FOOT DEPTHS, ELEVATIONS 456 AND 418 FEET, CONSIDERED TO BE ON BEDROCK SURFACE IN THE REAR PORTION OF THE STRUCTURE SITE AND IN VERY DENSE MATERIAL IN THE FORWARD PORTION, AS REVEALED BY THE BORINGS.

FREE WATER WAS ENCOUNTERED IN THE BORINGS AND ROD SOUNDING HOLES, BETWEEN ELEVATIONS 500 AND 489 FEET.

LEGEND

- Hardsocg Boring Location - Plan View.
- Press and / or Drive Sample and / or Core Boring Location - Plan View.
- Drive Rod Penetration Resistance Sounding Location - Plan View.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.,

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Shale
- Shale
- Weathered Sandstone
- Sandstone
- Leached Dolomite
- Dolomite
- Leached Limestone
- Limestone

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 12 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 two 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.

Particle Size Definitions

Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt	Clay
	8" / 3"	2.0mm	0.42mm	0.074mm	0.005mm	
			No. 10 sieve	No. 40 sieve	No. 200 sieve	

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 HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

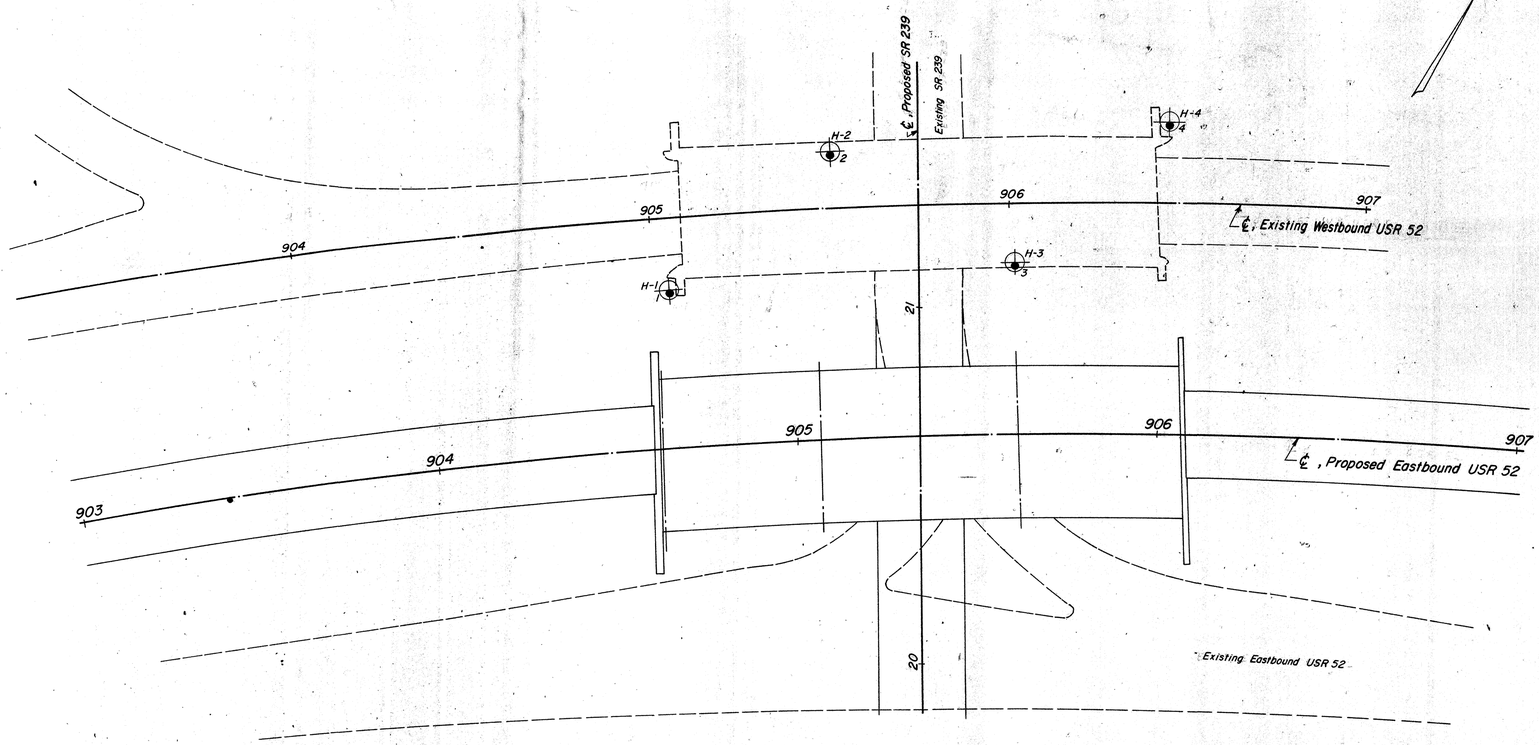
STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1713 R
OVER SR 239
SEC. SCI-52-16.73

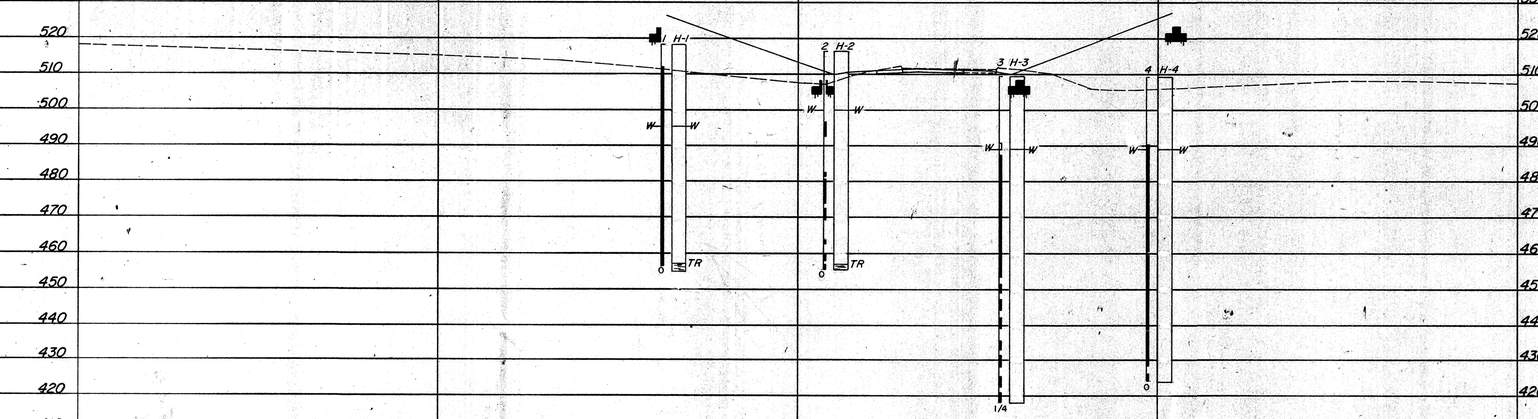
CHECKED BY	REVIEWED BY	DATE
L.N.L.	R.D.R.	6/1/67

TE - 119
1000 - 4 - 66

MICROFILMED
FEB 12 1982

SCI-52-16.73





SCALE: 1" = 20'

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION

BRIDGE NO. SCI-52-1713 R
OVER SR 239
SEC. SCI-52-16.73

PLAN AND PROFILE

DRAWN BY	CHECKED BY	REVIEWED BY	DATE
L.N.L.	L.N.L.	R.D.R.	6/1/67

TE - 122
600 - 11 - 66

MICROFILMED
FEB 12 1968

LOG OF BORING

Date Started 3-21-50 | Sampler Type Hardesog Dia. | Water Elev. 495.3'
Date Completed 3-21-50 | Casing: Length Dia.
Boring No. 1 | Station & Offset 904+67, 44'Lt.(Rear Abutment) | Surface Elev. 518.3'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
518.3	0														
	2														
	4														
	6														
	8														
	10				Brown Clayey Silt		V	I	S	U	A	L			
	12														
	14														
	16														
	18														
	20														
496.3	22														
	24				Silt, Sand, and Gravel		V	I	S	U	A	L			
492.3	26														
	28														
	30														
	32														
	34														
	36														
	38														
	40														
	42														
	44														
	46														
	48				Sand and Gravel		V	I	S	U	A	L			
	50														
	52														
	54														
	56														
	58														
	60														
457.3	62														
455.0					Shale		V	I	S	U	A	L			

BOTTOM OF BORING

LOG OF BORING

Date Started 3-22-50 | Sampler Type Hardesog Dia. | Water Elev. 500.0'
Date Completed 3-22-50 | Casing: Length Dia.
Boring No. 2 | Station & Offset 905+12, 80' Lt. (Rear Pier) | Surface Elev. 516.4'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
516.4	0														
	2														
	4														
	6														
	8														
	10				Brown Wet Clayey Silt		V	I	S	U	A	L			
	12														
	14														
	16														
	18														
	20														
	22														
492.0	24														
	26														
	28														
	30														
	32														
	34														
	36														
	38														
	40														
	42														
	44														
	46														
	48				Sand and Gravel		V	I	S	U	A	L			
	50														
	52														
	54														
	56														
	58														
	60														
457.0															
455.6					Shale		V	I	S	U	A	L			

BOTTOM OF BORING

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1713 R
OVER SR 239
SEC. SCI-52-16.73

BORING DATA

TYPED BY	CHECKED BY	REVIEWED BY	DATE
S.A.J.	L.N.L.	R.D.R.	6/1/67

TE - 122
600 - 11 - 64

MICROFILMED
FEB 12 1982

SCI-52-16.73

18/40 4/5

LOG OF BORING

Date Started 3-27-50 | Sampler Type Hardaway Dia. | Water Elev. 489.0'
Date Completed 3-27-50 | Casing: Length Dia.
Boring No. 3 | Station & Offset 905+61, 48' Lt. (Forward Pier) | Surface Elev. 509.6'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
509.6	0														
	10				Brown Clayey Silt		V	I	S	U	A	L			
488.0	22														
	66				Sand and Large Gravel		V	I	S	U	A	L			
418.0	92				BOTTOM OF BORING										

LOG OF BORING

Date Started 3-24-50 | Sampler Type Hardaway Dia. | Water Elev. 487.0'
Date Completed 3-24-50 | Casing: Length Dia.
Boring No. 4 | Station & Offset 906+02, 87' Lt. (Forward Abutment) | Surface Elev. 509.2'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
509.2	0														
	10				Brown Clayey Silt		V	I	S	U	A	L			
489.2	20														
	60				Sand, Gravel, and Boulders		V	I	S	U	A	L			
423.2	86				BOTTOM OF BORING										

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1713 R
OVER SR 239
SEC SCI-52-16.73

BORING DATA

TYPED BY	CHECKED BY	REVIEWED BY	DATE
S.A.J.	L.N.L.	R.D.R.	6/1/67

TD-114
1000-1-64

MICROFILMED
FEB 12 1968

SCI-52-16.73 (5/5)

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

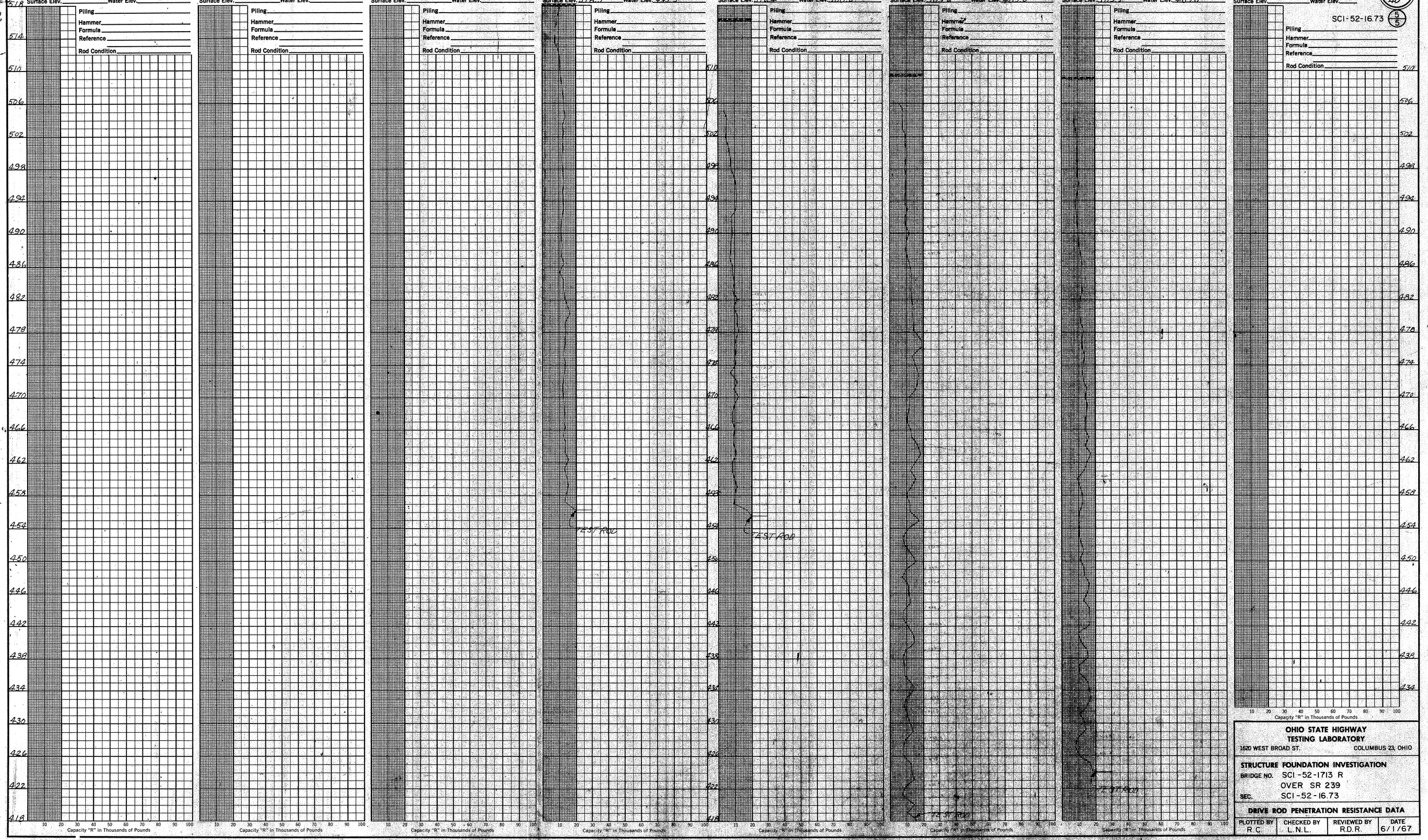
Test Location No. 1
Station & Offset 904+67.43 LT REAR ABUTMENT
Surface Elev. 514.3 Water Elev. 495.3'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Test Location No. 2
Station & Offset 905+12.79 LT REAR PIER
Surface Elev. 516.4 Water Elev. 500.0'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Test Location No. 3
Station & Offset 905+61.47 LT FORWARD PIER
Surface Elev. 509.6 Water Elev. 489.0'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Test Location No. 4
Station & Offset 906+02.86 LT FORWARD ABUTMENT
Surface Elev. 509.2' Water Elev. 489.0'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____



OHIO STATE HIGHWAY
TESTING LABORATORY
1620 WEST BROAD ST. COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1713 R
OVER SR 239
SEC. SCI-52-16.73

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY	CHECKED BY	REVIEWED BY	DATE
R.C.	L.N.L.	R.D.R.	6/1/67

TE - 118
600 - 4 - 64

MICROFILMED
FEB 12 1968

GEOLOGY OF THE SITE
THE STRUCTURE SITE IS LOCATED ON THE BROAD FLOODPLAIN OF THE OHIO RIVER. DEEP ALLUVIUM AND OUTWASH MATERIALS OVERLIE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION
THE EXPLORATION CONSISTED OF ONE DRIVE SAMPLE BORING, ONE DRIVE SAMPLE-CORE BORING, AND FOUR DRIVE ROD PENETRATION TESTS, MADE BETWEEN AUGUST 10 AND 16,1967.

INVESTIGATIONAL FINDINGS
THE BORINGS ENCOUNTERED VERY MOIST MEDIUM STIFF TO STIFF CLAYS AND LOOSE SILTS AND SANDS TO 20-FOOT DEPTH, ELEVATIONS 480 AND 478 FEET; BELOW THIS, MEDIUM DENSE TO DENSE SAND, SILT AND GRAVEL TO BEDROCK SURFACE, ENCOUNTERED IN BORING B-1 AT 40-FOOT DEPTH, ELEVATION 458 FEET. BORING B-1 WAS TERMINATED AT 50-FOOT DEPTH, ELEVATION 448 FEET AFTER PENETRATING 10 FEET OF BEDROCK. BORING B-8 WAS TERMINATED AT 25-FOOT DEPTH, ELEVATION 475 FEET, IN DENSE SAND AND GRAVEL.

THE ROD SOUNDINGS ENCOUNTERED GENERALLY MEDIUM HIGH RESISTANCE TO PENETRATION WITH INCREASE IN DEPTH AND WERE TERMINATED DUE TO REFUSAL TO PENETRATION AT 40 TO 43-FOOT DEPTHS, ELEVATIONS 458 AND 457 FEET, CONSIDERED TO BE IN DENSE SAND AND GRAVEL, AS REVEALED BY BORING B-1.

NO FREE WATER WAS OBSERVED IN ANY OF THE ROD SOUNDING HOLES.

LEGEND

- Auger Boring Location - Plan View.
- Press and / or Drive Sample and / or Core Boring Location - Plan View.
- Drive Rod Penetration Resistance Sounding Location - Plan View.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Shale
- Shale
- Boulders
- Weathered Sandstone
- Sandstone
- Leached Dolomite
- Dolomite
- Leached Limestone
- Limestone

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 12 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 two 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.

Particle Size Definitions

Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt	Clay
8"	3"	2.0mm (No. 10 sieve)	0.42mm (No. 40 sieve)	0.074mm (No. 200 sieve)	0.005mm	

LOG OF BORING

Date Started 8-10-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 8-15-67 — Casing: Length 40' — Dia. 3 1/2"
Boring No. B-1 — Station & Offset 908+06, 61 Rt, (Rear Abutment) — Surface Elev. 498.1'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
498.1	0														
	2														
	4														
493.1	6	5/7			Brown Gravelly Clay	1	26	0	0	38	36	51	18	33	A-7-5
490.6	8	4/7			Brown Gravelly Clay	2	29	1	1	28	41	50	19	34	A-7-5
488.1	10	5/6			Brown Gravelly Clay	3	28	0	1	33	38	48	25	31	A-7-6
485.6	12	5/7			Brown Gravelly Clay	4	23	0	2	45	30	40	18	32	A-6b
483.1	14	4/4			Brown Gravelly Clay	5	20	0	2	52	26	43	22	31	A-7-6
480.6	16	4/6			Brown Gravelly Clay	6	31	0	2	45	22	33	9	28	A-4a
478.1	18	7/11			Brown Silty Sandy Gravel	7	41	21	14	17	7	NP	NP	16	A-1-b
475.6	20				No Sample Recovered										
473.1	22														
	24														
	26	19/19			Brown Silty Sandy Gravel with Boulders	8	54	10	11	20	5	NP	NP	7	A-1-b
	28														
468.1	30														
	32	20/27			Gray Silty Gravelly Sand	9	15	20	38	21	6	NP	NP	17	A-3a
	34														
463.1	36	11/15			Gray Silty Gravelly Sand	10	30	9	44	-17	-	NP	NP	17	A-3a
	38														
458.1	40				TOP OF ROCK										
	42		5.0	0.0	Sandstone, gray, firm, very fine-grained, generally massive, broken and jointed. Core Loss 4%.										
	44														
	46														
	48		4.6	0.4											
448.1	50				BOTTOM OF BORING										

LOG OF BORING

Date Started 8-15-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 8-16-67 — Casing: Length 25' — Dia. 3 1/2"
Boring No. B-8 — Station & Offset 910+22, 16' Rt. (Forward Abutment) — Surface Elev. 499.9'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
499.9	0														
	2														
	4														
494.9	6	4/8			Brown Gravelly Clay	1	19	1	1	42	37	49	21	32	A-7-6
492.4	8	3/4			Brown Silt and Clay	2	10	0	3	55	32	37	13	28	A-6a
489.9	10	2/2			Brown Sandy Silt	3	13	1	28	39	19	NP	NP	31	A-4a
487.4	12				No Sample Recovered										
484.9	14														
	16	3/5			Brown Silty Sand	4	11	33	36	-20	-	NP	NP	21	A-3a
482.4	18	4/5			Brown Sandy Silt	5	6	5	24	42	23	NP	NP	25	A-4a
479.9	20	16/17			Brown Silty Gravelly Sand	6	30	36	21	-13	-	NP	NP	12	A-1-b
	22														
	24				BOTTOM OF BORING										
474.9															

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 HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET; COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52- RAMP 'F'
OVER LOUSY RUN
SEC. SCI-52-16.74

CHECKED BY	REVIEWED BY	DATE
L.N.L.	R.D.R.	10/6/67

TE - 119
1000 - 4 - 66

MICROFILMED
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SCI-52-16.74

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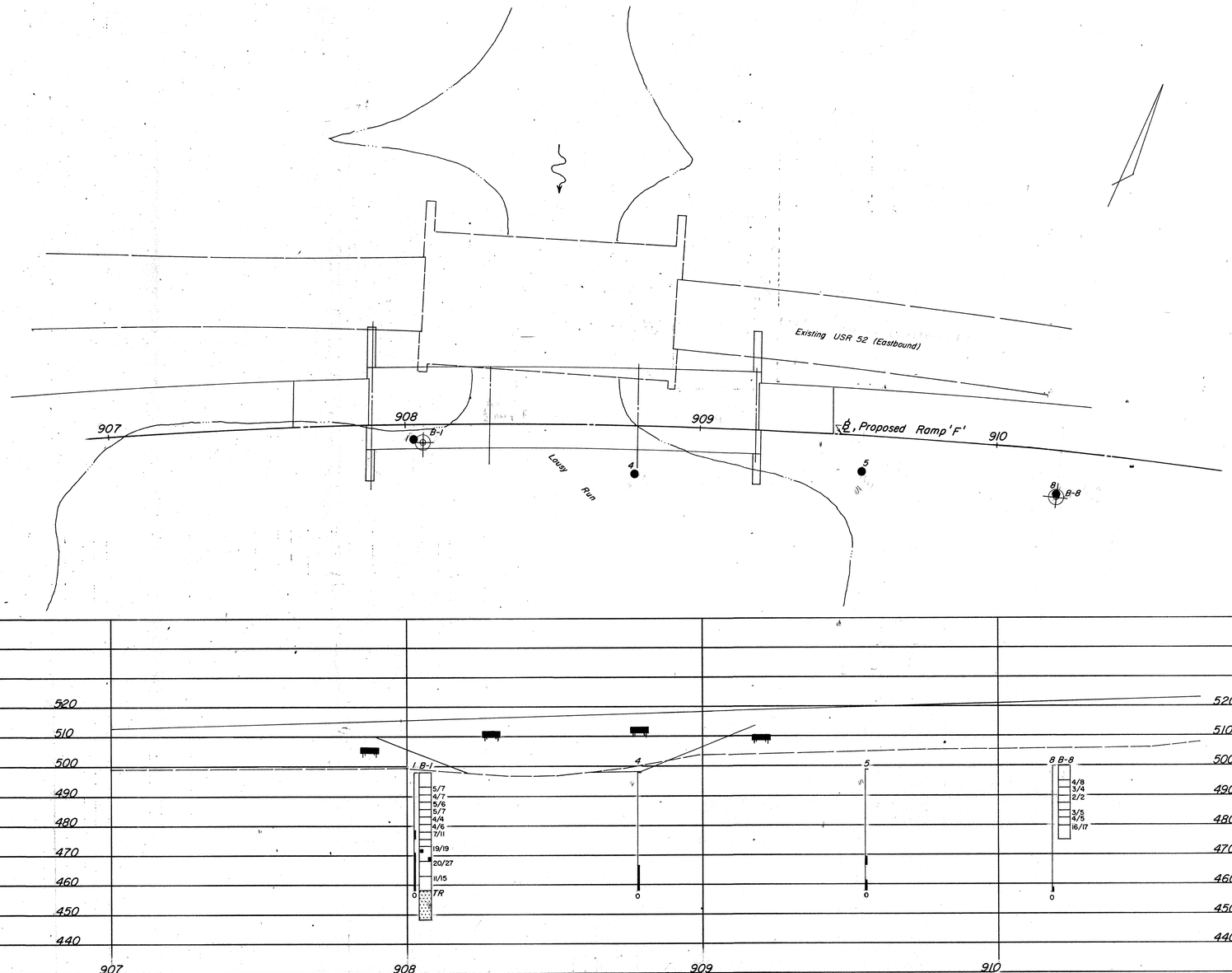
2/3



SCALE: 1" = 20'

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52- RAMP 'F'
OVER LOUSY RUN
SEC. SCI-52-16.74

PLAN AND PROFILE

DRAWN BY	CHECKED BY	REVIEWED BY	DATE
J.E.C.	L.N.L.	R.D.R.	10/6/67

TE-115
500-1-64

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22
40
3
3

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

500 496 492 488 484 480 476 472 468 464 460 456

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 1
Station & Offset 908+03.5' RT REAR ABUTMENT
Surface Elev. 498.1' Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

492 488 484 480 476 472 468 464 460 456

TEST ROD

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 4
Station & Offset 908+78.16' RT FORWARD PIER
Surface Elev. 497.2' Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD

TEST ROD

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 5
Station & Offset 909+55.12' RT
Surface Elev. 498.8' Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition POINT ROD BENT

TEST ROD

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. B
Station & Offset 910+22.15' RT
Surface Elev. 499.5' Water Elev. ____

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Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD

492 488 484 480 476 472 468 464 460 456

TEST ROD

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

OHIO STATE HIGHWAY TESTING LABORATORY
1620 WEST BROAD ST. COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-RAMP 'F' OVER LOUSY RUN
SEC. SCI-52-16.74

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY	CHECKED BY	REVIEWED BY	DATE
R.C.	L.N.L.	R.D.R.	10/6/67

TE - 118
600 - 4 - 66

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FEB 12 1968

GEOLOGY OF THE SITE

THE STRUCTURE SITE IS LOCATED ON THE BROAD FLOODPLAIN OF THE OHIO RIVER. DEEP ALLUVIUM AND OUTWASH MATERIALS OVERLIE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION

THE EXPLORATION CONSISTED OF TWO DRIVE SAMPLE-CORE BORINGS, AND FOUR DRIVE ROD PENETRATION TESTS, MADE BETWEEN AUGUST 17 AND 22, 1967.

INVESTIGATIONAL FINDINGS

THE BORINGS ENCOUNTERED VERY MOIST MEDIUM-STIFF TO STIFF CLAYS AND LOOSE SILTS AND SANDS TO 20-FOOT DEPTH, ELEVATIONS 480 AND 478 FEET; BELOW THIS, MEDIUM-DENSE TO DENSE SAND, SILT, AND GRAVEL TO BEDROCK SURFACE, ENCOUNTERED AT 40-FOOT DEPTH, ELEVATION 458 FEET. THE BORINGS WERE TERMINATED AT 44 AND 50-FOOT DEPTHS, ELEVATIONS 454 AND 448 FEET, AFTER PENETRATING 4 AND 10 FEET OF BEDROCK.

THE ROD SOUNDINGS ENCOUNTERED GENERALLY MEDIUM HIGH RESISTANCE TO PENETRATION AT 38 TO 46-FOOT DEPTHS, ELEVATIONS 460 TO 458 FEET, CONSIDERED TO BE ON OR SLIGHTLY ABOVE BEDROCK SURFACE, AS REVEALED BY THE BORINGS.

NO FREE WATER WAS OBSERVED IN ANY OF THE ROD SOUNDING HOLES.

LEGEND

- Auger Boring Location - Plan View.
- Press and / or Drive Sample and / or Core Boring Location - Plan View.
- Drive Rod Penetration Resistance Sounding Location - Plan View.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Shale
- Shale
- Boulders
- Weathered Sandstone
- Sandstone
- Leached Dolomite
- Dolomite

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 12 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 two 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.

Particle Size Definitions

Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt	Clay
	8"	3"	2.0mm (No. 10 sieve)	0.42mm (No. 40 sieve)	0.074mm (No. 200 sieve)	0.005mm

LOG OF BORING

Date Started 8-21-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 8-22-67 — Casing: Length 40' — Dia. 3 1/2"
Boring No. B-3 — Station & Offset 908+75, CL. (Rear Pier) — Surface Elev. 498.4'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
498.4	0														
	2														
	4														
493.4	6	4/5			Brown Gravelly Clay	1	20	0	1	42	37	38	14	29	A-6a
490.9	8	5/5			Brown Gravelly Clay	2	24	0	1	33	42	42	13	30	A-7-6
488.4	10	5/6			Brown Gravelly Clay	3	27	0	0	30	43	49	18	29	A-7-5
485.9	12	5/6			Brown Gravelly Clay	4	24	0	0	25	51	54	24	32	A-7-5
483.4	14	2/3			Brownish-Gray Gravelly Clay	5	30	0	1	43	26	36	14	27	A-6a
480.9	16	4/4			Brownish-Gray Gravelly Clay	6	29	0	1	46	24	34	13	28	A-6a
478.4	18	1/2			Gray Sandy Silt	7	12	1	31	44	12	NP	NP	25	A-4a
475.9	20	4/11			Gray Sandy Gravelly Silt	8	31	9	15	28	17	28	9	30	A-4a
473.4	22	9/10			Gray Silty Gravelly Sand	9	28	33	23	9	7	NP	NP	16	A-1-b
	24														
468.4	26	10/11			Brown Silty Sandy Gravel	10	40	19	14	15	12	NP	NP	11	A-2-4
	28														
463.4	30	11/8			Brownish-Gray Silty Gravelly Sand with Boulders	11	34	13	26	22	5	NP	NP	11	A-2-4
	32														
458.4	34				TOP OF ROCK										
458.4	36		3.7	0.3	Sandstone, gray, very fine-grained, firm, broken. No Core Loss.										
454.4	38				Shale, gray, soft and crumbly, arenaceous, very badly broken. Core Loss 30%.										
	40				BOTTOM OF BORING										
	42														
	44														

LOG OF BORING

Date Started 8-17-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 8-18-67 — Casing: Length 40' — Dia. 3 1/2"
Boring No. B-8 — Station & Offset 910+10, 13' Rt. (Forward Abutment) — Surface Elev. 497.9'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
497.9	0														
	2														
	4														
492.9	6	4/5			Brown Gravelly Clay	1	24	1	1	24	50	55	25	33	A-7-5
490.4	8	5/5			Brown Gravelly Clay	2	27	0	1	26	46	50	23	31	A-7-6
487.9	10	2/4			Brown Clayey Silt	3	16	0	2	50	32	31	9	31	A-4b
485.4	12	4/4			Brown Silt and Clay	4	15	0	1	59	25	32	12	27	A-6a
482.9	14	2/2			Brown Sandy Gravelly Silt	5	30	0	18	34	18	NP	NP	26	A-4a
480.4	16	3/4			Gray Gravelly Sandy Silt	6	20	15	23	29	13	26	4	18	A-4a
477.9	18	9/13			Gray Silty Sandy Gravel	7	47	12	14	20	7	NP	NP	12	A-2-4
	20														
472.9	22	10/8			Gray Silty Sand	8	6	37	34	12	11	NP	NP	18	A-3a
	24														
467.9	26	7/9			Gray Silty Sand	9	4	51	33	-12	-	NP	NP	17	A-3a
	28														
462.9	30	8/9			Gray Silty Sandy Gravel	10	48	21	13	11	7	NP	NP	12	A-1-b
	32														
457.9	34				TOP OF ROCK										
	36		4.9	0.1	Sandstone, gray, firm, very fine-grained, generally massive, broken and jointed. Core Loss 8%.										
	38														
	40														
	42														
	44														
	46														
	48		4.3	0.7											
447.9	50				BOTTOM OF BORING										

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 HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1723 RAMP 'E'
OVER LOUSY RUN
SEC. SCI-52-16.74

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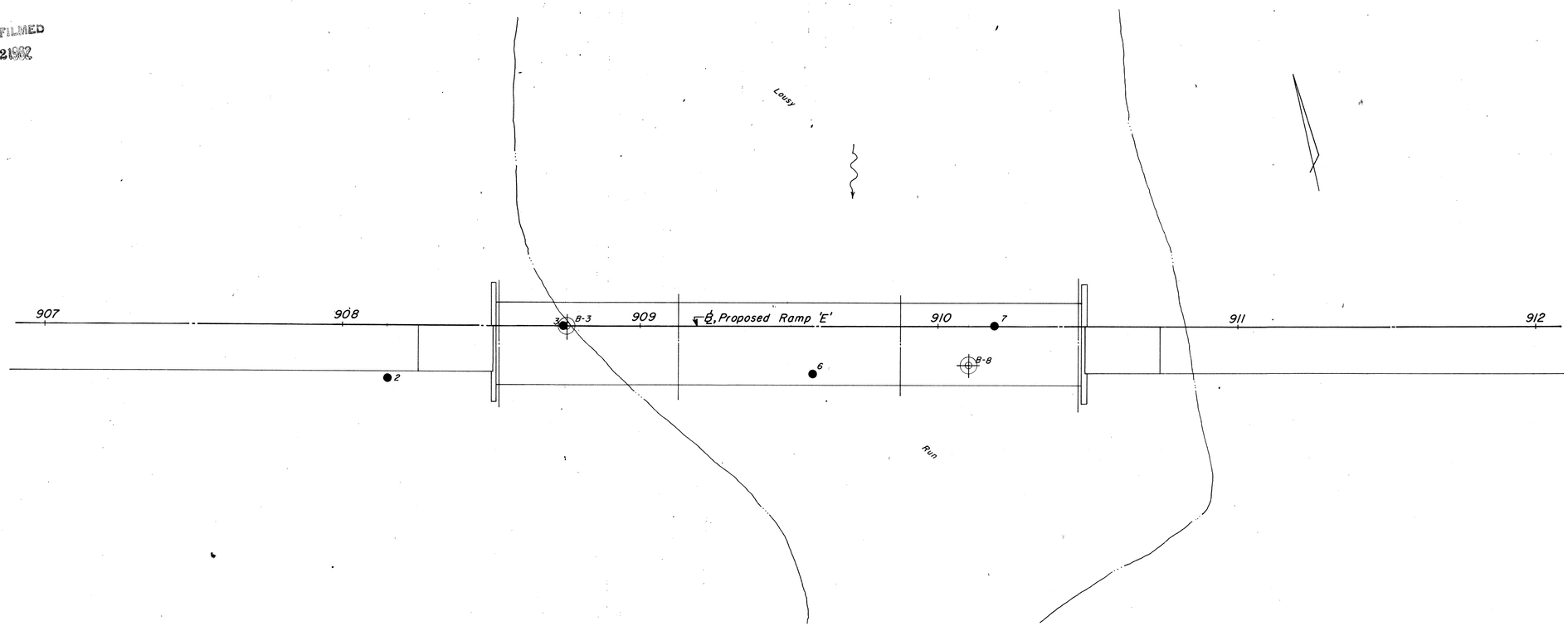

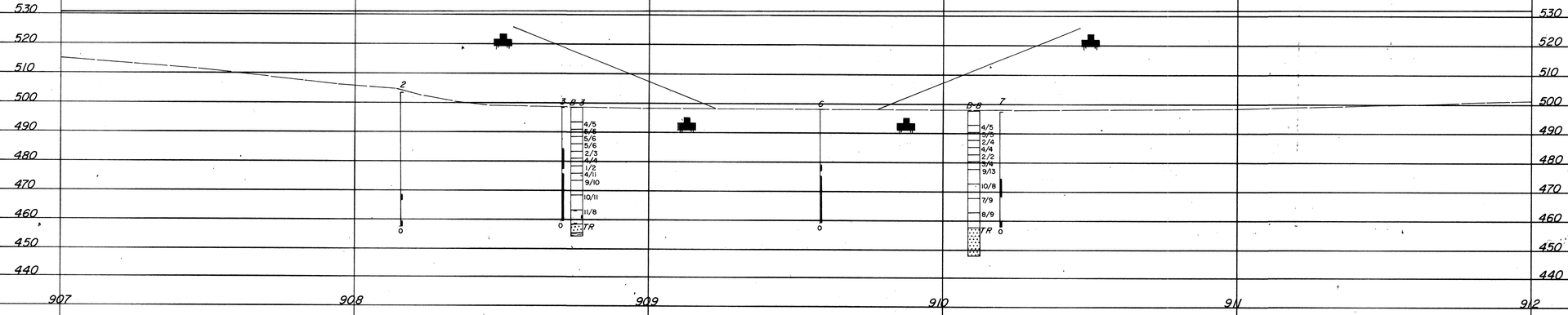

SCALE: 1" = 20'

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1723 RAMP 'E'
OVER LOUSY RUN
SEC. SCI-52-16.74

PLAN AND PROFILE

DRAWN BY	CHECKED BY	REVIEWED BY	DATE
J.E.C.	L.N.L.	R.D.R.	10/17/67

TC-115
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3
3

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
506 502 498 494 490 486 482 478 474 470 466 462 458
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 3
Station & Offset 904+75 C L REAR PIER
Surface Elev. 498.5' Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD
TEST ROD
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 6
Station & Offset 904+58.16' RT FORWARD PIER
Surface Elev. 498.1' Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD
TEST ROD
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 7
Station & Offset 910+19 C L FORWARD ABUTMENT
Surface Elev. 497.7 Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD
TEST ROD
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. 2
Station & Offset 908+15.18' RT REAR ABUTMENT
Surface Elev. 503.5' Water Elev. ____
SCI-52-16.74
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD
TEST ROD
498 494 490 486 482 478 474 470 466 462 458
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
500 496 492 488 484 480 476 472 468 464 460 456
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
492 488 484 480 476 472 468 464 460 456
TEST ROD
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
TEST ROD
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____
TEST ROD
492 488 484 480 476 472
10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

OHIO STATE HIGHWAY TESTING LABORATORY
1620 WEST BROAD ST. COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1723 RAMP 'E'
OVER LOUSY RUN
SEC. SCI-52-16.74

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY	CHECKED BY	REVIEWED BY	DATE
R.C.	L.N.L.	R.D.R.	10/17/67

TE - 118
600 - 4 - 66

MICROFILMED
FEB 12 1982

GEOLOGY OF THE SITE

THE STRUCTURE SITE IS LOCATED ON THE BROAD FLOODPLAIN OF THE SCIOTO RIVER, IN AN AREA WHERE MODERATELY DEEP ALLUVIUM AND OUTWASH OVERLIES SHALE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION

THE EXPLORATION CONSISTED OF ONE DRIVE SAMPLE BORING AND FOUR DRIVE ROD PENETRATION TESTS, MADE BETWEEN OCTOBER 19 AND NOVEMBER 3, 1967.

INVESTIGATIONAL FINDINGS

THE BORING ENCOUNTERED AT-SURFACE WET, MEDIUM-STIFF SILT CLAYS TO A DEPTH OF 20 FEET; BELOW THIS, LOOSE TO VERY DENSE, GENERALLY WET SANDS AND GRAVELS WITH SOME SILTS. THE BORING WAS TERMINATED ON BEDROCK SURFACE, ENCOUNTERED AT 52-FOOT DEPTH, ELEVATION 453 FEET, AFTER PENETRATING IN EXCESS OF 20 FEET OF MATERIAL REQUIRING IN EXCESS OF 30 BLOWS PER FOOT IN THE STANDARD PENETRATION TEST.

THE ROD SOUNDINGS ENCOUNTERED GENERALLY MEDIUM-LOW RESISTANCE TO PENETRATION WITH INCREASING DEPTH AND WERE TERMINATED DUE TO REFUSAL TO PENETRATION AT 46 TO 50-FOOT DEPTHS, ELEVATIONS 455 TO 453 FEET, CONSIDERED TO BE ON BEDROCK SURFACE, AS REVEALED BY THE BORING.

FREE WATER WAS ENCOUNTERED IN THE ROD SOUNDING HOLES BETWEEN ELEVATIONS 495 AND 493 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.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Sandstone
- Sandstone
- Leached Dolomite

LOG OF BORING

Date Started 10-30-67
Date Completed 11-2-67
Boring No. B-8
Sampler Type SS Dia 1 3/8"
Casing: Length 52' Dia 3 1/2"
Station & Offset 944+79, Cl. (Forward Abutment)
Water Elev. —
Surface Elev. 504.8'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
504.8	0														
	2														
	4														
499.8	6	6/6			Brown Silty Clay	1	0	0	1	38	61	48	16	29	A-7-5
497.3	8	6/9			Brown Silty Clay	2	0	1	1	42	56	48	16	27	A-7-6
494.8	10	4/3			Brown Silt and Clay	3	0	0	1	41	58	45	14	33	A-7-5
492.3	12	3/2			Brown Silt and Clay	4	0	0	1	54	45	35	12	31	A-6a
489.8	14	2/3			Brown Silt and Clay	5	0	0	0	55	45	34	12	32	A-6a
487.3	16	3/3			Brown Silt and Clay	6	0	0	0	57	43	35	12	31	A-6a
484.8	18	3/3			Brown Clayey Silt	7	0	0	6	51	43	32	9	33	A-4b
482.3	20	4/6			Brown Silty Gravel	8	83	0	6	7	4	NP	NP	34	A-1-a
479.8	22	13/15			Brown Sandy Silt	9	0	15	44	26	15	NP	NP	18	A-4a
	24														
474.8	26	15/26			Brown Silty Sand	10	0	43	45	12	-	NP	NP	9	A-3a
	28														
469.8	30	10/25			Brown Sandy Gravel	11	55	35	6	4	-	NP	NP	14	A-1-a
	32														
464.8	34	18/23			Brown Gravelly Sand	12	22	44	24	10	-	NP	NP	20	A-1-b
	36														
459.8	38	18/21			Gray Sand	13	0	52	47	1	-	NP	NP	24	A-3a
	40														
454.8	42	26/40			Gray Silty Sand (Wash Sample) BOTTOM OF BORING (TOP OF ROCK)	14	0	31	41	28	-	NP	NP	24	A-3a
452.8	44														
	46														
	48														
	50														
	52														

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 12 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 two 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.

Particle Size Definitions

Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt	Clay
		8" to 3"	2.0mm to 0.42mm		0.074mm to 0.005mm	
			No. 10 sieve	No. 40 sieve	No. 200 sieve	

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 HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-RAMP 'A'
OVER HYGEAN RUN
SEC. SCI-52-16.74

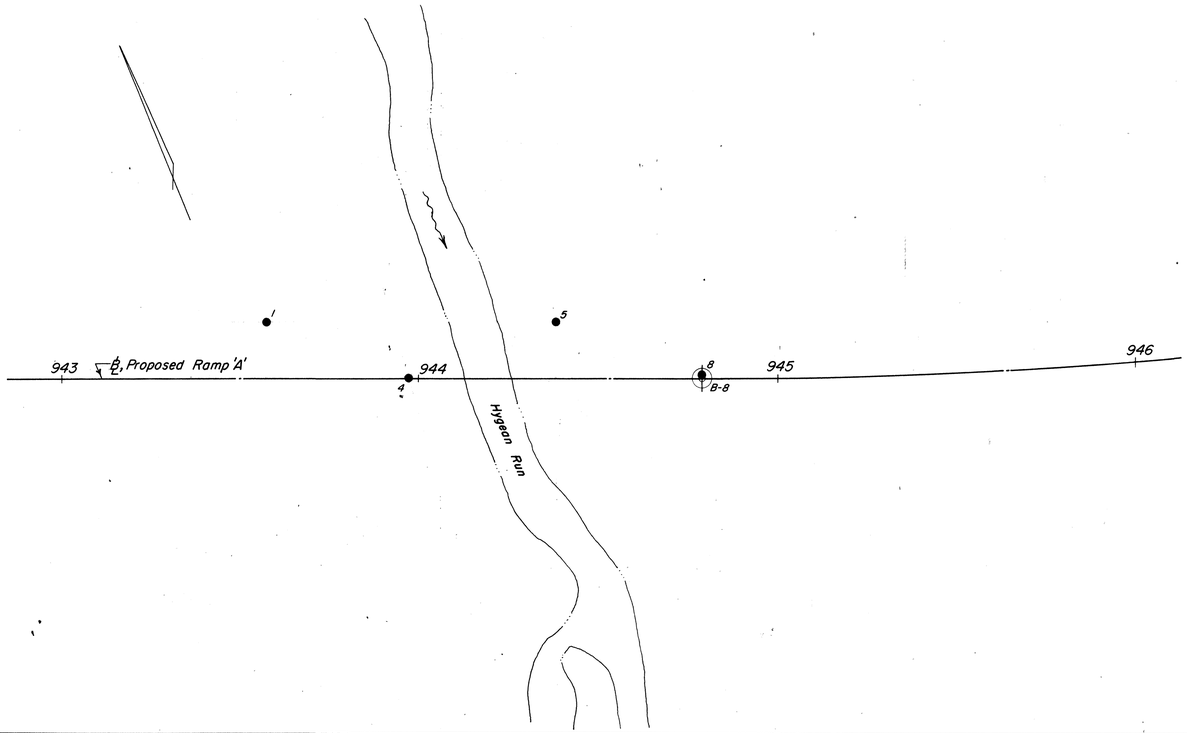
CHECKED BY	REVIEWED BY	DATE
L.N.L.	R.D.R.	11/30/67

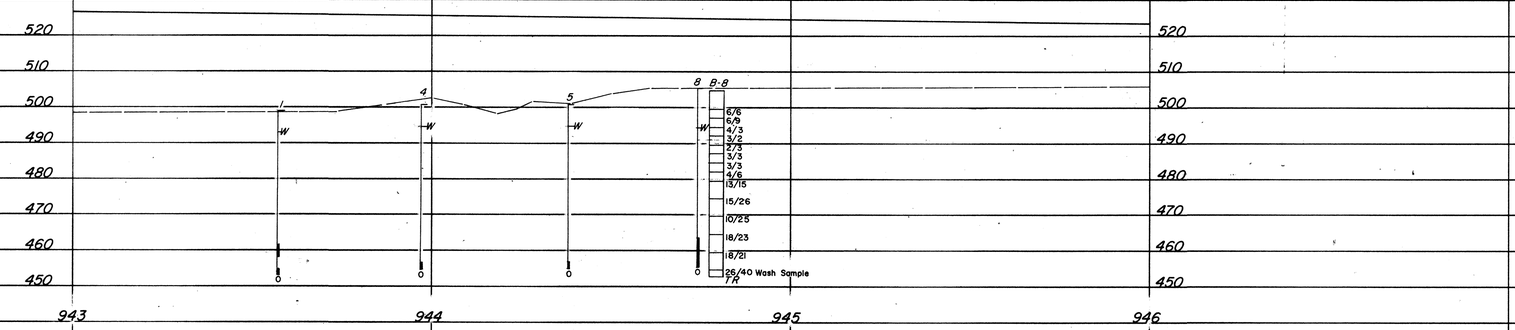
TE - 119
1000 - 4 - 66

MICROFILMED
FEB 12 1982

27
40

SCI-52-16.74 2/3





SCALE: 1" = 20'

OHIO DEPARTMENT OF HIGHWAYS TESTING LABORATORY 1620 WEST BROAD STREET, COLUMBUS 23, OHIO			
STRUCTURE FOUNDATION INVESTIGATION BRIDGE NO. SCI-52- RAMP 'A' OVER HYGEAN RUN SEC. SCI-52-16.74			
PLAN AND PROFILE			
DRAWN BY J.E.C.	CHECKED BY L.N.L.	REVIEWED BY R.D.R.	DATE 11/30/67

TC-114
1000-11-64

MICROFILMED
FEB 12 19[illegible]

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Capacity "R" in Thousands of Pounds

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Capacity "R" in Thousands of Pounds

Test Location No. 1
Station & Offset 943+57 16' LT
REAR ABUTMENT
Surface Elev. 499.0' Water Elev. 493.0'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD

TEST ROD

Capacity "R" in Thousands of Pounds

Test Location No. 4
Station & Offset 943+97 C.L.
REAR PIER
Surface Elev. 500.7' Water Elev. 494.7'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD

TEST ROD

Capacity "R" in Thousands of Pounds

Test Location No. 5
Station & Offset 944+38 16' LT
FORWARD PIER
Surface Elev. 500.9' Water Elev. 494.9'
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD

TEST ROD

Capacity "R" in Thousands of Pounds

Test Location No. 8
Station & Offset 944+70 1' LT
FORWARD ABUTMENT
Surface Elev. 505.3' Water Elev. 493.3'
SCI-52-16.74
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition GOOD

TEST ROD

Capacity "R" in Thousands of Pounds

OHIO STATE HIGHWAY
TESTING LABORATORY
1620 WEST BROAD ST. COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-RAMP 'A'
OVER HYGEAN RUN
SEC. SCI-52-16.74

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY	CHECKED BY	REVIEWED BY	DATE
R.C.	L.N.L.	R.D.R.	11/30/67

TE - 118
600 - 4 - 66

MICROFILMED
FEB 12 1992

GEOLOGY OF THE SITE
THE STRUCTURE SITE IS LOCATED ON THE BROAD FLOODPLAIN OF THE SCIOTO RIVER, IN AN AREA WHERE MODERATELY DEEP ALLUVIUM AND OUTWASH OVERLIES SHALE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION
THE EXPLORATION CONSISTED OF TWO DRIVE SAMPLE-CORE BORINGS AND EIGHT DRIVE ROD PENETRATION TESTS, MADE BETWEEN OCTOBER 19 AND NOVEMBER 3, 1967.

INVESTIGATIONAL FINDINGS
BORINGS DISCLOSE AT-SURFACE SILT AND CLAY AND LOOSE TO DENSE SANDS AND GRAVELS TO BEDROCK SURFACE, ENCOUNTERED AT 37-FOOT DEPTHS, ELEVATION 455 FEET. THE BORINGS WERE TERMINATED AT 50-FOOT DEPTHS, ELEVATION 442 FEET, AFTER PENETRATING 13 FEET OF BEDROCK.

THE ROD SOUNDINGS ENCOUNTERED GENERALLY MEDIUM-LOW RESISTANCE TO PENETRATION WITH INCREASING DEPTH AND WERE TERMINATED DUE TO REFUSAL TO PENETRATION AT 31 TO 38-FOOT DEPTHS, ELEVATIONS 461 TO 455 FEET, CONSIDERED TO BE ON BEDROCK SURFACE, AS REVEALED BY THE BORINGS.

FREE WATER WAS ENCOUNTERED IN THE ROD SOUNDING HOLES BETWEEN ELEVATIONS 486 AND 482 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.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Shale
- Shale
- Weathered Sandstone
- Sandstone
- Leached Dolomite
- Dolomite

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 12 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 two 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.

Particle Size Definitions

Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt	Clay
8"	3"	2.0mm (No. 10 sieve)	0.42mm (No. 40 sieve)	0.074mm (No. 200 sieve)	0.005mm	

LOG OF BORING

Date Started 10-27-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 10-31-67 — Casing: Length 37' — Dia. 3 1/2"
Boring No. B-1L — Station & Offset 956+00, 3' Lt. (Rear Abutment) — Surface Elev. 492.0'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
492.0	0														
	2														
	4														
487.0	6	4/4			Brown and Gray Silty Sand	1	0	17	48	19	16	NP	NP	32	A-3a
	8														
482.0	10														
	12	2/5			Brown Silty Sandy Gravel	2	56	22	10	6	6	NP	NP	15	A-1-a
	14														
477.0	16	9/9			Brown Sandy Gravel	3	61	19	10	10	-	NP	NP	8	A-1-a
	18														
472.0	20	6/9			Brown Sandy Gravel	4	64	26	6	4	-	NP	NP	10	A-1-a
	22														
	24														
467.0	26	14/19			Brown and Gray Sandy Gravel	5	68	20	6	6	-	NP	NP	8	A-1-a
	28														
462.0	30														
	32	13/20			Gray Sand	6	0	40	58	2	-	NP	NP	22	A-3
	34														
457.0	36														
455.0	38		1.0	2.0	TOP OF ROCK										
	40														
	42		5.0	0.0	Shale, dark-gray, firm, carbonaceous, fissile, broken and jointed. Core Loss 16%.										
	44														
	46														
	48		4.9	0.1											
442.0	50				BOTTOM OF BORING										

LOG OF BORING

Date Started 11-2-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 11-3-67 — Casing: Length 37' — Dia. 3 1/2"
Boring No. B-8 — Station & Offset 958+50, 2' Rt. (Forward Abutment) — Surface Elev. 492.5'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
492.5	0														
	2														
	4														
487.5	6	2/3			Brown Silt and Clay	1	0	2	11	40	47	34	11	38	A-6a
	8														
482.5	10														
	12	4/4			Brown Silty Sand	2	0	4	71	9	16	NP	NP	26	A-3a
	14														
477.5	16	3/3			Brown Sand	3	10	60	22	8	-	NP	NP	15	A-1-b
	18														
472.5	20														
	22	8/13			No Sample Recovered										
	24														
467.5	26	*W.S.			Brown and Gray Sand	4	14	74	12	0	-	NP	NP	25	A-1-b
466.5	28	7/13			Brown and Gray Sandy Gravel	5	60	18	17	5	-	NP	NP	11	A-1-a
462.5	30														
	32				Gray Sand	6	13	69	13	5	-	NP	NP	21	A-1-b
	34														
457.5	36				Gray Sand	7	2	70	22	6	-	NP	NP	23	A-1-b
455.5	38		3.0	0.0	TOP OF ROCK										
	40														
	42		4.8	0.2	Shale, dark-gray, carbonaceous, firm, fissile, broken and jointed. Core Loss 2%.										
	44														
	46														
	48		4.8	0.2											
442.5	50				BOTTOM OF BORING										

*Wash Sample

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 HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

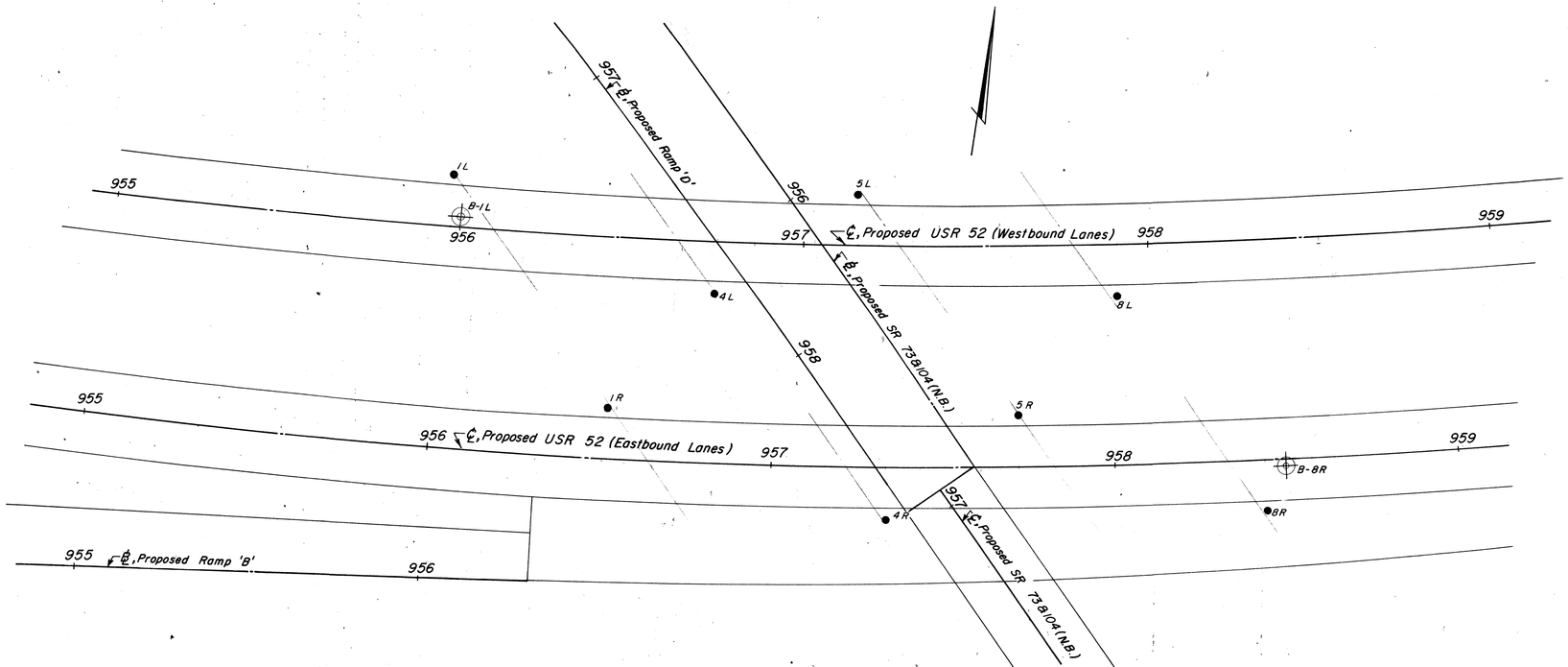
STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1810 L/R
OVER SR 73 & 104
SEC. SCI-52-16.74

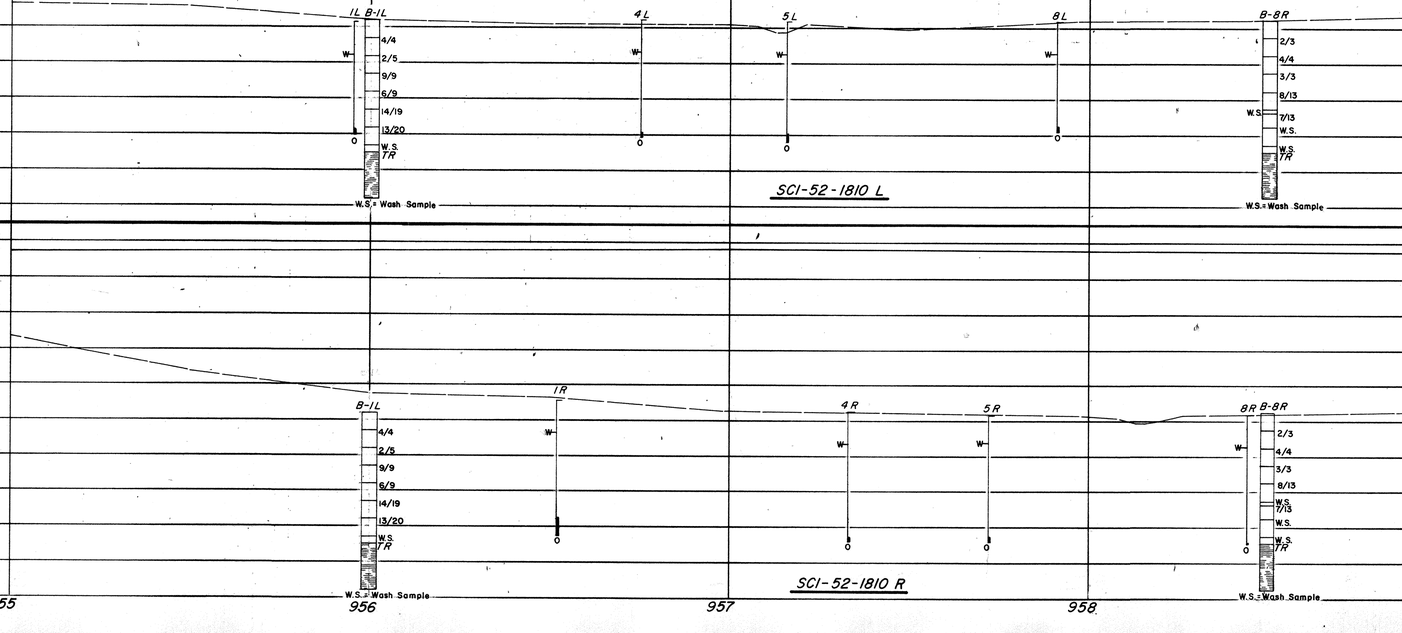
CHECKED BY	REVIEWED BY	DATE
L.N.L.	R.D.R.	11/30/67

TE - 119
1000 - 4 - 66

MICROFILMED
FEB 12 1982

SCI-52-16.74





SCALE: 1" = 20'

OHIO DEPARTMENT OF HIGHWAYS TESTING LABORATORY 1620 WEST BROAD STREET, COLUMBUS 23, OHIO			
STRUCTURE FOUNDATION INVESTIGATION BRIDGE NO. SCI-52-1810 L/R OVER SR 73 & 104 SEC. SCI-52-16.74			
PLAN AND PROFILE			
DRAWN BY J.E.C.	CHECKED BY L.N.L.	REVIEWED BY R.D.R.	DATE 11/30/67

TC-115
500-1-64

MICROFILMED
FEB 12 1968

31
40

SCI-52-16.74

3
3

Test Location No. ____
Station & Offset ____
Surface Elev. ____ Water Elev. ____
Piling ____
Hammer ____
Formula ____
Reference ____
Rod Condition ____

Capacity "R" in Thousands of Pounds

Test Location No. 1R
Station & Offset 956+52, 15' LT
REAR ABUTMENT
Surface Elev. 495.4' Water Elev. 486.4'
Rod Condition GOOD
TEST ROD

Test Location No. 4R
Station & Offset 957+33, 15' RT
REAR PIER
Surface Elev. 492.5' Water Elev. 483.5'
Rod Condition GOOD
TEST ROD

Test Location No. 5R
Station & Offset 957+72, 15' LT
FORWARD PIER
Surface Elev. 491.7' Water Elev. 483.7'
Rod Condition GOOD
TEST ROD

Test Location No. 8R
Station & Offset 958+44, 15' RT
FORWARD ABUTMENT
Surface Elev. 491.9' Water Elev. 482.9'
Rod Condition GOOD
TEST ROD

Test Location No. 1L
Station & Offset 955+97, 15' LT
REAR ABUTMENT
Surface Elev. 491.3' Water Elev. 482.3'
Rod Condition GOOD
TEST ROD

Test Location No. 4L
Station & Offset 956+75, 15' RT
REAR PIER
Surface Elev. 492.1' Water Elev. 483.1'
TEST ROD

Test Location No. 5L
Station & Offset 957+16, 15' LT
FORWARD PIER
Surface Elev. 491.7' Water Elev. 482.7'
Rod Condition GOOD
TEST ROD

Test Location No. 8L
Station & Offset 957+91, 15' RT
FORWARD ABUTMENT
Surface Elev. 491.9' Water Elev. 482.9'
Rod Condition GOOD
TEST ROD

OHIO STATE HIGHWAY TESTING LABORATORY
1620 WEST BROAD ST. COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1810 L/R
OVER SR 73 & 104
SEC. SCI-52-16.74

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY	CHECKED BY	REVIEWED BY	DATE
R.C.	L.N.L.	R.D.R.	11/30/67

TE - 118
600 - 4 - 66

MICROFILMED
FEB 12 1968

GEOLOGY OF THE SITE
THE STRUCTURE SITE IS LOCATED ON THE BROAD FLOODPLAIN OF THE OHIO RIVER. DEEP ALLUVIUM AND OUTWASH MATERIALS OVERLIE SHALE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION
THE EXPLORATION CONSISTED OF TWO DRIVE SAMPLE-CORE BORINGS AND FOUR DRIVE ROD PENETRATION TESTS, MADE BETWEEN OCTOBER 18 AND 27, 1967.

INVESTIGATIONAL FINDINGS
BORINGS DISCLOSED MEDIUM STIFF TO STIFF SILTS AND CLAYS TO 15-FOOT DEPTH, ELEVATION 490 FEET; BELOW THIS, LOOSE TO VERY DENSE SILTS, SANDS, AND GRAVELS TO BEDROCK SURFACE, ENCOUNTERED AT 50 AND 51-FOOT DEPTHS, ELEVATIONS 454 AND 453 FEET. THE BORINGS WERE TERMINATED AT 60-FOOT DEPTHS, ELEVATIONS 445 AND 443 FEET, AFTER PENETRATING 9 AND 10 FEET OF BEDROCK.

THE ROD SOUNDINGS ENCOUNTERED GENERALLY UNIFORMLY MEDIUM-HIGH RESISTANCE TO PENETRATION WITH INCREASING DEPTH, AND WERE TERMINATED DUE TO REFUSAL TO PENETRATION AT 50 TO 52-FOOT DEPTHS, ELEVATIONS 455 TO 453 FEET, ON THE BASIS OF THE BORINGS, CONSIDERED TO BE UPON BEDROCK SURFACE.

NO FREE WATER WAS OBSERVED IN ANY OF THE ROD SOUNDING HOLES.

LEGEND

- Auger Boring Location - Plan View.
- Press and / or Drive Sample and / or Core Boring Location - Plan View.
- Drive Rod Penetration Resistance Sounding Location - Plan View.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Shale
- Shale

LOG OF BORING

Date Started 10-26-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 10-27-67 — Casing: Length 51' — Dia. 3 1/2" — Surface Elev. 505.4'
Boring No. B-3 — Station & Offset 943+06, CL. (Rear Pier)

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
505.4	0														
	2														
	4														
500.4	6	9/10			Brown Silty Clay	1	0	0	0	41	59	49	18	29	A-7-5
497.9	8	8/10			Brown Silt and Clay	2	0	0	0	49	51	44	15	16	A-7-6
495.4	10	4/4			Brown Silt and Clay	3	0	0	0	54	46	40	13	30	A-6a
492.9	12	3/3			Brown Silt and Clay	4	0	0	0	53	47	37	13	31	A-6a
490.4	14	3/3			Brown Silt and Clay	5	0	2	2	55	41	39	15	28	A-6a
487.9	16	3/5			Brown Sandy Silt	6	0	1	24	51	24	NP	NP	28	A-4b
485.4	18	5/4			Brown Silty Sand	7	2	13	51	-34	-	NP	NP	21	A-3a
482.9	20	5/5			Brown Silty Sand	8	5	42	40	-13	-	NP	NP	20	A-3a
480.4	22	5/6			Brown Silty Sand	9	6	33	46	-15	-	NP	NP	16	A-3a
	24														
475.4	26	10/12			Gray Silty Gravelly Sand	10	32	27	25	-16	-	NP	NP	13	A-1-b
	28														
470.4	30	15/17			Gray Sand (Wash Sample)	11	0	57	41	- 2	-	NP	NP	24	A-1-b
	32														
465.4	34	10/8			Brown Silty Gravelly Sand	12	42	37	10	-11	-	NP	NP	13	A-1-b
	36														
460.4	38	22/30			Brown Silty Gravelly Sand	13	40	28	13	-19	-	NP	NP	12	A-1-b
455.4	40	19/41			Brown Silty Sand with Shale Fragments	14	35	18	20	12	15	27	8	16	A-2-4
454.4					TOP OF ROCK										
	42		4.0	0.0	Shale, dark-gray, hard, carbonaceous, fissile, broken. No Core Loss.										
	44														
	46		5.0	0.0											
	48														
	50														
	52				BOTTOM OF BORING										
	54														
	56														
	58														
445.4	60														

LOG OF BORING

Date Started 10-24-67 — Sampler Type SS — Dia. 1 3/8" — Water Elev. —
Date Completed 10-26-67 — Casing: Length 50' — Dia. 3 1/2" — Surface Elev. 503.3'
Boring No. B-10 — Station & Offset 944+61, 16' Rt. (Forward Abutment)

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
503.3	0														
	2														
	4														
498.3	6	5/7			Brown Silt and Clay	1	0	0	0	47	53	45	15	28	A-7-5
495.8	8	6/8			Brown Silty Clay	2	0	0	0	55	45	41	16	27	A-7-6
493.3	10	4/4			Brown Silt and Clay	3	0	0	0	59	41	38	13	29	A-6a
490.8	12	4/4			Brown Silt and Clay	4	0	0	0	54	46	39	15	30	A-6a
488.3	14	4/5			Brown Sandy Silt	5	0	24	33	25	18	NP	NP	25	A-4a
485.8	16	6/8			Brown Silty Sand	6	12	44	29	-15	-	NP	NP	19	A-1-b
483.3	18	8/10			Brown Silty Sand	7	10	19	54	-17	-	NP	NP	17	A-3a
480.8	20	5/8			Brown Silty Sand	8	3	30	51	-16	-	NP	NP	19	A-3a
478.3	22	10/9			Brown Silty Gravelly Sand	9	30	45	14	-11	-	NP	NP	11	A-1-b
	24														
473.3	26	9/10			Brown Gravelly Sand	10	40	43	8	- 9	-	NP	NP	11	A-1-b
	28														
468.3	30	24/34			Brown Sandy Gravel	11	56	17	21	- 6	-	NP	NP	16	A-1-a
	32														
463.3	34	20/18			Brown Silty Sandy Gravel	12	50	23	14	-13	-	NP	NP	10	A-1-a
	36														
458.3	38	42/*			Brown Sand (Heaved 2.0' in casing)	13	1	73	20	-6	-	NP	NP	19	A-1-b
453.3	40				TOP OF ROCK										
	42	51/*													
	44		4.5	0.0	Shale, dark-gray, hard, carbonaceous, fissile, broken. No Core Loss.										
	46														
	48		5.0	0.0											
	50														
444.3	52				Shale, light-Gray, hard, calcareous. No Core Loss.										
443.3	54														
	56														
	58														
	60														

*Refusal
BOTTOM OF BORING

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 12 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 two 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.

Particle Size Definitions

Boulders	Cobbles	Gravel	Coarse Sand	Fine Sand	Silt	Clay
8"	3"	2.0mm (No. 10 sieve)	0.42mm (No. 40 sieve)	0.074mm (No. 200 sieve)	0.005mm	

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.

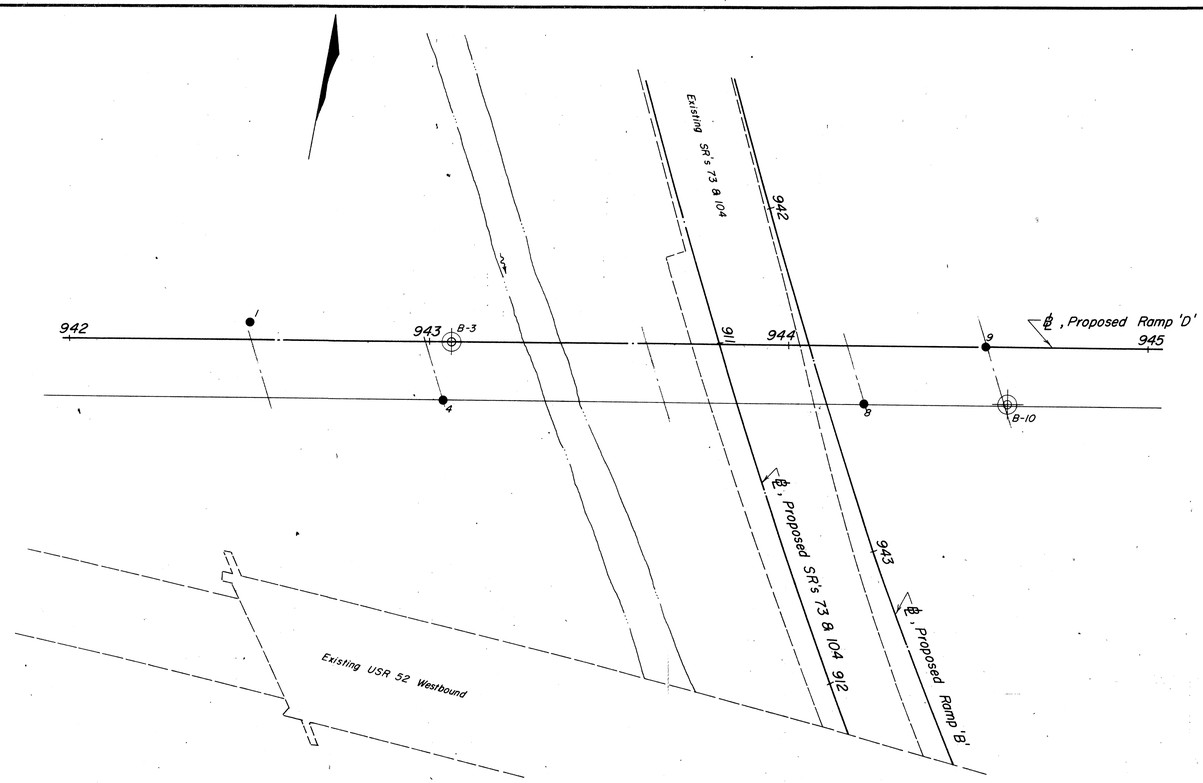
OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

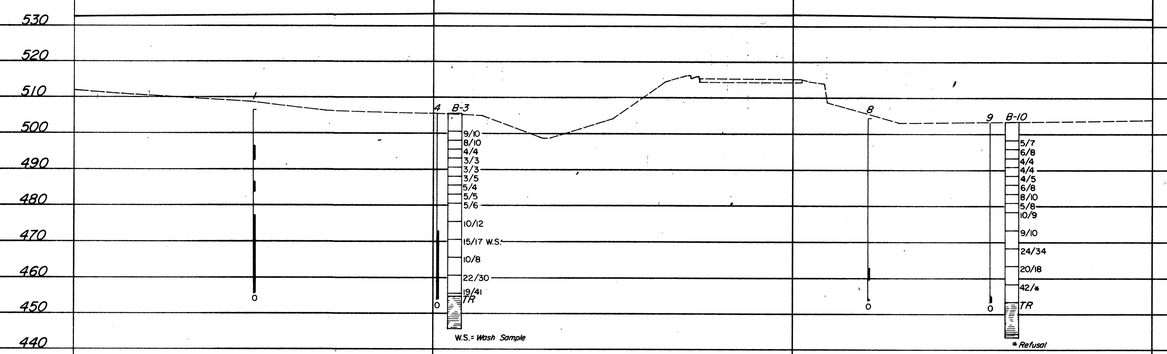
STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52- RAMP 'D'
OVER SOUTHBOUND SR's 73 & 104
SEC. SCI-52-16.74

CHECKED BY	REVIEWED BY	DATE
L.N.L.	R.D.R.	11/21/67

TE - 119
1000 - 4 - 66

MICROFILMED
FEB 12 1968





SCALE: 1" = 20'

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-RAMP 'D'
OVER SOUTHBOUND SR's 73 & 104
SEC. SCI-52-16.74

PLAN AND PROFILE

DRAWN BY	CHECKED BY	REVIEWED BY	DATE
L.N.L.	L.N.L.	R.D.R.	11/21/67

TE-114
1000-11-64

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SCI-52-16.74

Test Location No. —
Station & Offset —
Surface Elev. — Water Elev. —
Piling —
Hammer —
Formula —
Reference —
Rod Condition —

Test Location No. —
Station & Offset —
Surface Elev. — Water Elev. —
Piling —
Hammer —
Formula —
Reference —
Rod Condition —

Test Location No. —
Station & Offset —
Surface Elev. — Water Elev. —
Piling —
Hammer —
Formula —
Reference —
Rod Condition —

Test Location No. —
Station & Offset —
Surface Elev. — Water Elev. —
Piling —
Hammer —
Formula —
Reference —
Rod Condition —

Test Location No. 1
Station & Offset 942+50 5' LT REAR ABUTMENT
Surface Elev. 506.4 Water Elev. —
Piling —
Hammer —
Formula —
Reference —
Rod Condition —
TEST ROD

Test Location No. 4
Station & Offset 943+04 16' RT REAR PIER
Surface Elev. 505.4 Water Elev. —
Piling —
Hammer —
Formula —
Reference —
Rod Condition GOOD
TEST ROD

Test Location No. 8
Station & Offset 944+21 16' RT FORWARD PIER
Surface Elev. 504.2' Water Elev. 494.2'
Piling —
Hammer —
Formula —
Reference —
Rod Condition GOOD
TEST ROD

Test Location No. 9
Station & Offset 944+55 C L FORWARD ABUTMENT
Surface Elev. 503.2' Water Elev. 493.2
Piling —
Hammer —
Formula —
Reference —
Rod Condition GOOD
TEST ROD

507 503 499 495 491 487 483 479 475 471 467 463 459 455 451

10 20 30 40 50 60 70 80 90 100
Capacity "R" in Thousands of Pounds

OHIO STATE HIGHWAY TESTING LABORATORY
1620 WEST BROAD ST. COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-RAMP 'D' OVER SOUTHBOUND SR's 73 & 104
SEC. SCI-52-16.74

DRIVE ROD PENETRATION RESISTANCE DATA

PLOTTED BY	CHECKED BY	REVIEWED BY	DATE
R.C.	L.N.L.	R.D.R.	11/21/67

TE - 198
600 - 4 - 66

MICROFILMED
FEB 17 1982

SCIOTO COUNTY

SCI - 52 - 16.96

GEOLOGY OF THE SITE
THE STRUCTURE SITE IS LOCATED ON THE FLAT FLOODPLAIN OF THE SCIOTO RIVER, AND OVER THE SCIOTO RIVER, IN AN AREA WHERE ALLUVIUM AND VALLEY FILL OF MODERATE DEPTH, OVERLIES SHALE BEDROCK, OF MISSISSIPPIAN AGE.

EXPLORATION
THE EXPLORATION CONSISTED OF TEN DRIVE SAMPLE-CORE BORINGS, MADE BETWEEN FEBRUARY 16 AND MARCH 2, 1967.

INVESTIGATIONAL FINDINGS
THE BORINGS DISCLOSED THAT RELATIVELY FLAT-LYING BEDROCK SURFACE, ENCOUNTERED AT 43 TO 64-FOOT DEPTHS, BETWEEN ELEVATIONS 456 AND 451 FEET, IS OVERLAIN BY GENERALLY WET, MEDIUM STIFF TO STIFF CLAYS AND LOOSE TO MEDIUM DENSE SANDS AND GRAVELS TO APPROXIMATE ELEVATION 472 FEET; BELOW THIS, GENERALLY VERY DENSE SANDS AND GRAVELS TO BEDROCK SURFACE. THE BORINGS WERE TERMINATED AT 47 TO 71-FOOT DEPTHS, ELEVATIONS 448 TO 440 FEET, AFTER PENETRATING 6 TO 13 FEET BELOW BEDROCK SURFACE.

VARIOUS AMOUNTS OF ORGANIC MATERIALS WERE ENCOUNTERED IN THE FORWARD PORTION OF THE SITE FROM GROUND SURFACE TO ELEVATION 489 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.
- Capped Pile
- Footing
- Footing on Pile
- TR — Top of Rock
- Horizontal Bar on Boring Log Indicates the Depth the Sample Was Taken.
- X/Y — 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.
- Drive Rod Penetration Resistance Sounding Log - Profile
- Casing
- Resistance "R" < 10,000 lbs.
- Resistance "R" > 10,000 lbs.
- Z — Indicates Final Measurement of Penetration, in Inches.
- W — Indicates Free Water Elevation.
- Indicates Static Water Elevation.

SYMBOLS OF ROCK TYPES

- Coal
- Weathered Indurated Clay
- Indurated Clay
- Weathered Shale
- Shale
- Weathered Sandstone
- Sandstone
- Leached Dolomite
- Dolomite
- Leached Limestone
- Limestone

GENERAL INFORMATION

Drive Rod Penetration Sounding Tests

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Drive Sample Borings - Drive-Press Sample Borings

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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.

Particle Size Definitions

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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 HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI - 52 - 1871 L/R
OVER SCIOTO RIVER
SEC. SCI - 52 - 16.96

CHECKED BY	REVIEWED BY	DATE
L.N.L.	R.D.R.	3/15/67

TE - 122
600 - 11 - 64

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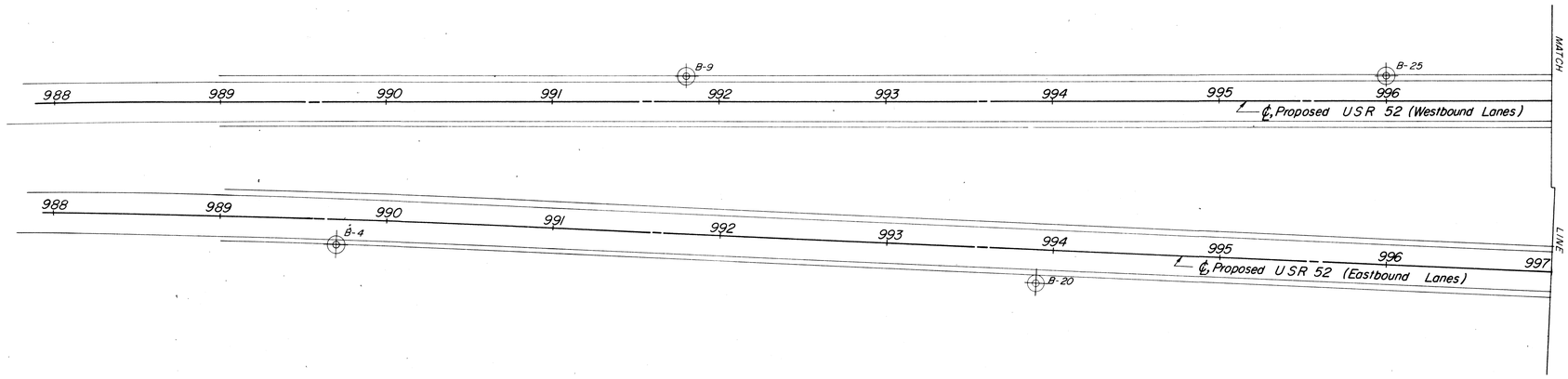
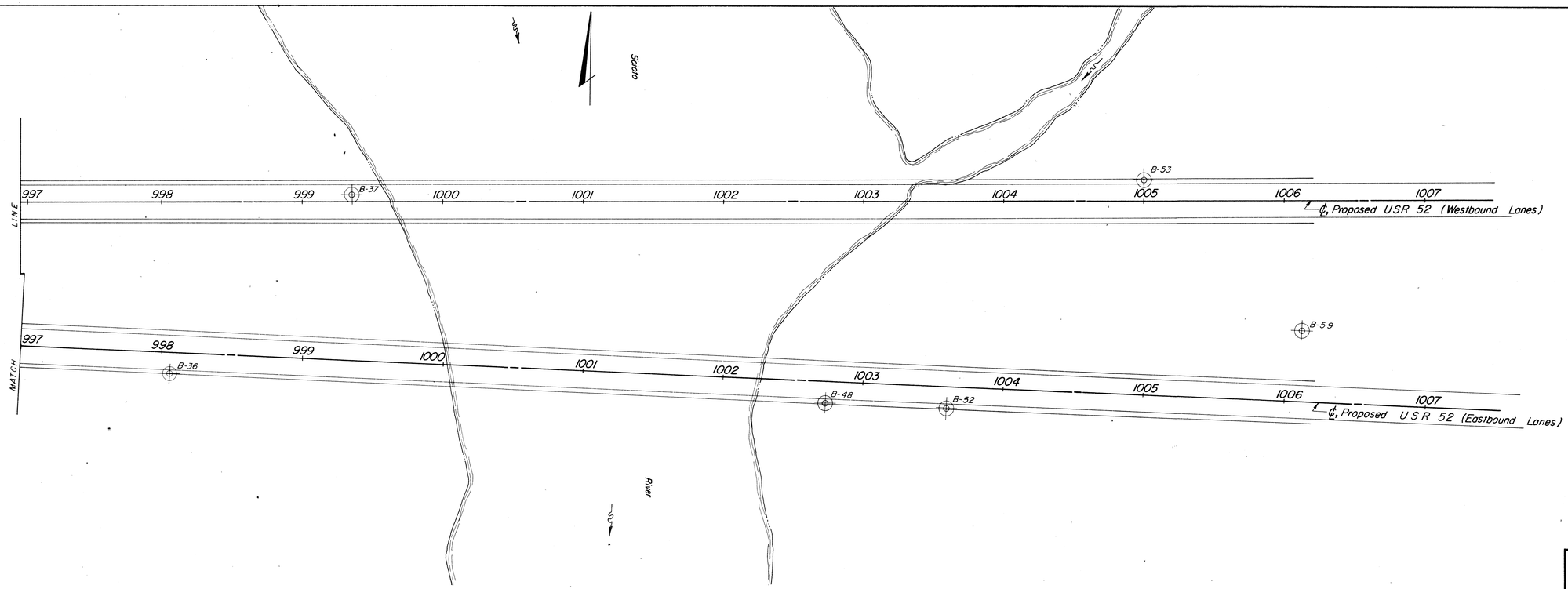
FEB 17 1982

SCI - 52 - 16.96

2/6





SCALE: 1" = 40'

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI - 52 - 1871 L/R
OVER SCIOTO RIVER
SEC. SCI - 52 - 16.96

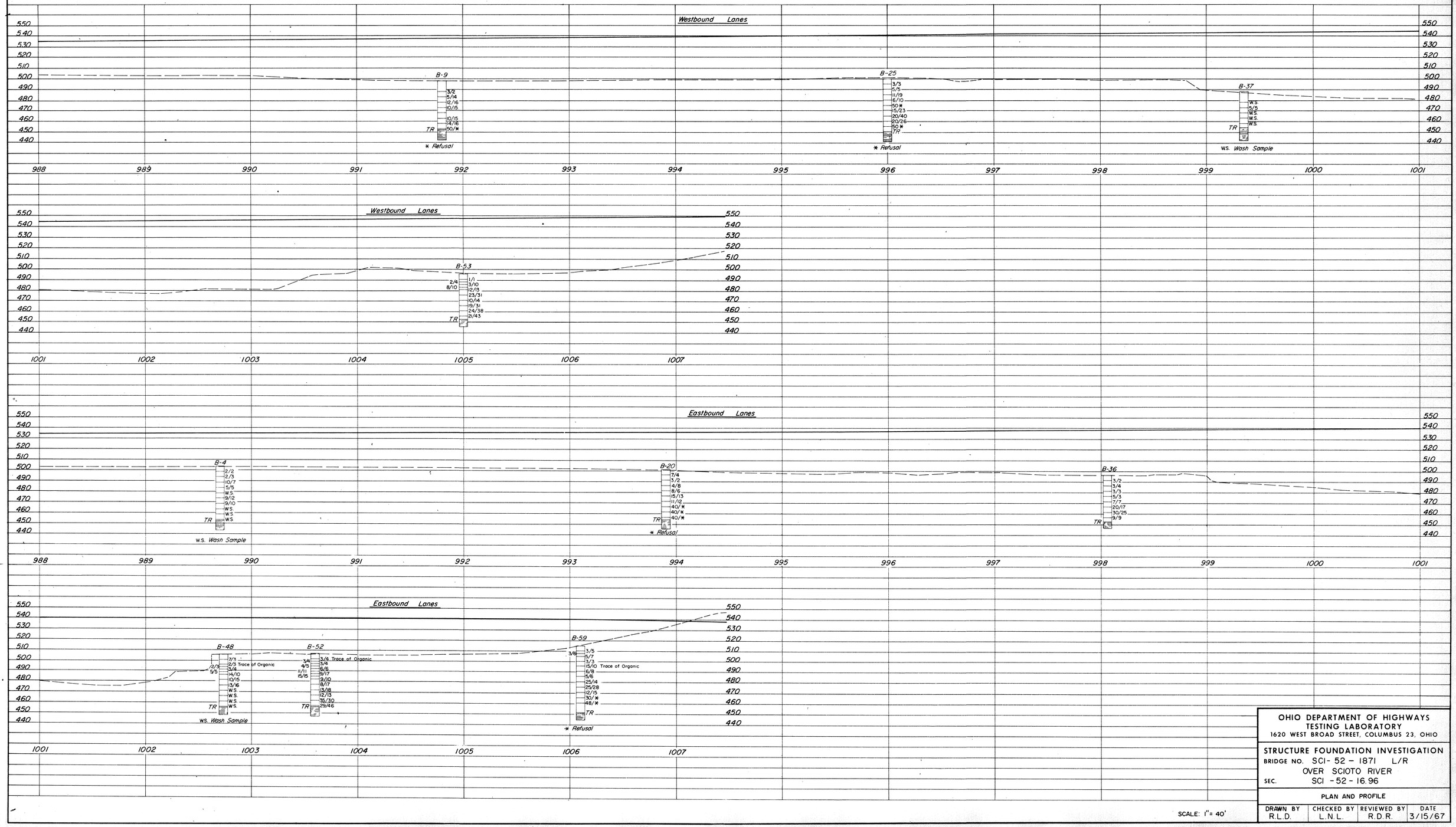
PLAN AND PROFILE

DRAWN BY	CHECKED BY	REVIEWED BY	DATE
R.L.D.	L.N.L.	R.D.R.	3/15/67

TE - 122
600 - 11 - 64

MICROFILMED
FEB 17 1982

SCI - 52 - 16.96



SCALE: 1" = 40'

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI- 52 - 1871 L/R
OVER SCIOTO RIVER
SEC. SCI - 52 - 16.96

PLAN AND PROFILE

DRAWN BY	CHECKED BY	REVIEWED BY	DATE
R.L.D.	L.N.L.	R.D.R.	3/15/67

MICROFILMED
FEB 17 1982

LOG OF BORING

Date Started 3-1-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev. —
Date Completed 3-2-67 | Casing: Length 51' | Dia. 3 1/2"
Boring No. B-4 | Station & Offset 989+70, 15' Rt. (Rear Abutment) E.B. | Surface Elev. 503.5'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
503.5	0														
	2														
498.5	4														
	6	2/2			Brown Silt and Clay	1	0	1	4	64	31	39	13	33	A-6a
493.5	8														
	10	2/3			Brown Silt and Clay	2	0	1	2	46	51	37	12	32	A-6a
488.5	12														
	14														
	16	10/7			Brown Silty Sand	3	15	28	33	11	13	NP	NP	21	A-3a
483.5	18														
	20	5/5			Brown Sandy Gravel	4	58	27	7	- 8	-	NP	NP	16	A-1-a
478.5	22														
	24														
	26				Brown Sand	5	0	28	62	-10	-	NP	NP	26	A-3
473.5	28														
	30	9/12			Brown Gravelly Sand	6	39	47	11	- 3	-	NP	NP	19	A-1-b
468.5	32														
	34														
	36	9/10			Brown Gravelly Sand	7	18	57	20	- 5	-	NP	NP	17	A-1-b
463.5	38														
	40														
	42				Brown Sand	8	3	71	25	- 1	-	NP	NP	24	A-1-b
	44														
458.5	46				Brown Sand	9	0	54	42	- 4	-	NP	NP	24	A-1-b
	48														
453.5	50														
452.5					Gray Sand	10	0	44	46	-10	-	NP	NP	26	A-3
	52				TOP OF ROCK										
	54		3.9	0.1											
	56				Shale, dark-gray, firm, carbonaceous, fissile, broken and jointed. Core Loss 2%.										
	58		4.9	0.1											
443.5	60				BOTTOM OF BORING										

LOG OF BORING

Date Started 3-1-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev. —
Date Completed 3-1-67 | Casing: Length 45.5' | Dia. 3 1/2"
Boring No. B-9 | Station & Offset 991+80, 15' Lt. (Second Pier) W.B. | Surface Elev. 498.0'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
498.0	0														
	2														
	4														
493.0	6				Brown Silty Clay	1	0	0	1	49	50	47	19	36	A-7-6
	8														
488.0	10	3/2			Brownish-Gray Sandy Clay	2	9	1	13	49	28	42	22	40	A-7-6
	12														
483.0	14														
	16	5/14			Brown Silty Sandy Gravel	3	51	22	13	-14	-	NP	NP	9	A-1-a
478.0	18														
	20	12/16			Brownish-Gray Sandy Gravel	4	66	23	6	- 5	-	NP	NP	6	A-1-a
473.0	22														
	24														
	26	10/15			Brown Sandy Gravel	5	48	42	6	- 4	-	NP	NP	13	A-1-b
468.0	28														
	30														
	32				No Sample Recovered		V	I		S	U	A	L		
	34														
463.0	36	10/15			Brown Sand	6	8	35	48	- 9	-	NP	NP	19	A-3
458.0	38														
	40														
	42	14/16			Brown Sandy Gravel	7	54	24	13	- 9	-	NP	NP	12	A-1-a
453.0	44														
452.0	46	50/*			Brown Silty Gravelly Sand	8	16	54	15	-15	-	NP	NP	15	A-1-b
	48				TOP OF ROCK										
	50		4.5	0.5											
	52				Shale, dark-gray, carbonaceous, firm, fissile, badly broken, jointed. Core Loss 5%.										
	54		5.0	0.0											
442.0	56				BOTTOM OF BORING										

*Refusal

LOG OF BORING

Date Started 3-1-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev. —
Date Completed 3-2-67 | Casing: Length 47' | Dia. 3 1/2"
Boring No. B-20 | Station & Offset 993+90, 20' Rt. (Fourth Pier) E.B. | Surface Elev. 501.7'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
501.7	0														
	2														
	4														
496.7	6	7/4			Brownish-Gray Silty Clay	1	0	0	3	44	53	44	16	28	A-7-6
	8														
491.7	10	3/2			Brown Clay	2	0	0	1	44	55	45	21	36	A-7-6
	12														
486.7	14														
	16	4/8			Brownish-Gray Sandy Clay	3	8	14	14	32	32	32	13	34	A-6a
	18														
481.7	20														
	22	8/6			Brown Sandy Gravel	4	52	30	9	- 9	-	NP	NP	16	A-1-a
476.7	24														
	26	15/13			Brown Sandy Gravel	5	63	22	7	- 8	-	NP	NP	14	A-1-a
	28														
471.7	30														
	32	11/12			Brown Silty Sandy Gravel	6	49	16	17	-18	-	NP	NP	22	A-1-b
	34														
466.7	36	40/*			Brown Sand	7	11	49	35	- 5	-	NP	NP	20	A-1-b
	38														
461.7	40														
	42	40/*			Brown Silty Sandy Gravel	8	43	14	20	-23	-	NP	NP	14	A-1-b
456.7	44														
	46	40/*			Gray Gravel	9	90	7	2	- 1	-	NP	NP	4	A-1-a
454.2	48				TOP OF ROCK										
	50		2.2	0.3											
	52				Shale, dark-gray, carbonaceous, firm, fissile, broken and jointed. Core Loss 11%.										
	54		5.4	0.6											
445.7	56				BOTTOM OF BORING										

*Refusal

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET, COLUMBUS 23, OHIO

STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1871 L/R
OVER SCIOTO RIVER
SEC. SCI-52-16.96

BORING DATA

TYPED BY	CHECKED BY	REVIEWED BY	DATE
S.A.J.	R.C.	R.D.R.	3/15/67

MICROFILMED
FEB 21 1982

LOG OF BORING

Date Started 2-28-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev. —
Date Completed 2-28-67 | Casing: Length 50' | Dia. 3 1/2"
Boring No. B-25 | Station & Offset 996+00, 15' Lt. (Sixth Pier) W.B. | Surface Elev. 500.4'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
500.4	0														
	2														
	4														
495.4	6	3/3			Brown Gravelly Sand	1	36	46	10	- 8	-	NP	NP	13	A-1-b
	8														
490.4	10	5/5			Brown Gravelly Sandy Silt	2	19	6	14	31	30	28	8	23	A-4a
	12														
	14														
485.4	16	11/19			Brownish-Gray Silt and Clay	3	0	0	9	41	50	38	13	36	A-6a
	18														
480.4	20	6/10			Brown Silty Gravelly Sand	4	35	26	21	-18	-	NP	NP	8	A-1-b
	22														
	24														
475.4	26	50* (0.8)			Brown Sandy Gravel	5	59	17	17	- 7	-	NP	NP	9	A-1-a
	28														
470.4	30	15/23			Brown Gravelly Sand	6	35	35	24	- 6	-	NP	NP	11	A-1-b
	32														
	34														
465.4	36	20/40			Brown Sandy Gravel	7	63	13	14	-10	-	NP	NP	8	A-1-a
	38														
460.4	40	20/26			Brown Silty Sandy Gravel	8	58	17	13	-12	-	NP	NP	28	A-1-a
	42														
	44														
455.4	46	50* (0.3)			Brownish-Gray Gravelly Silt	9	50	3	3	24	20	-	-	-	-
450.4	48				TOP OF ROCK										
	50														
	52														
	54		5.0	0.0	Shale, dark-gray, firm, carbonaceous, fissile, badly broken, jointed. No Core Loss.										
	56														
	58		5.0	0.0											
440.4	60				BOTTOM OF BORING										

*Refusal

LOG OF BORING

Date Started 2-28-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev. —
Date Completed 3-1-67 | Casing: Length 44' | Dia. 3 1/2"
Boring No. B-36 | Station & Offset 998+06, 15' Rt. (Eighth Pier) E.B. | Surface Elev. 496.6'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
496.6	0														
	2														
	4														
491.6	6	3/2			Brown Silt and Clay	1	0	1	10	46	43	41	15	33	A-7-6
	8														
486.6	10	3/4			Brown Silty Sand	2	0	23	61	7	9	NP	NP	23	A-3a
	12														
	14														
481.6	16	3/3			Brown Silty Sand	3	0	21	62	-17	-	NP	NP	31	A-3a
	18														
476.6	20	5/3			Brown Sand	4	4	55	37	- 4	-	NP	NP	23	A-1-b
	22														
	24														
471.6	26	7/7			Brown Silty Sand	5	13	26	44	7	10	NP	NP	23	A-3a
	28														
466.6	30	20/17			Gray Silty Gravelly Sand	6	28	20	41	-11	-	NP	NP	20	A-3a
	32														
	34														
461.6	36	30/25			Brown Sandy Gravel	7	59	30	9	- 2	-	NP	NP	18	A-1-a
	38														
456.6	40	9/9			Brown Silty Sandy Gravel	8	65	14	10	-11	-	NP	NP	14	A-1-a
	42														
452.6	44				TOP OF ROCK										
	46														
	48		6.0	0.0	Shale, dark-gray, carbonaceous, fissile, firm, broken and jointed. No Core Loss.										
446.6	50				BOTTOM OF BORING										

LOG OF BORING

Date Started 2-28-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev. —
Date Completed 2-28-67 | Casing: Length 35' | Dia. 3 1/2"
Boring No. B-37 | Station & Offset 999+35, 5' Lt. (Ninth Pier) W.B. | Surface Elev. 488.6'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
488.6	0														
	2														
	4														
483.6	6														
	8														
478.6	10														
	12				Brown Sandy Gravel	1	57	32	6	- 5	-	NP	NP	17	A-1-a
	14														
473.6	16	5/5			Brown Silty Sandy Gravel	2	50	29	11	-10	-	NP	NP	16	A-1-a
	18														
468.6	20				Brown Gravelly Sand	3	28	58	10	- 4	-	NP	NP	17	A-1-b
	22														
	24														
463.6	26				Brown Gravelly Sand	4	25	56	17	- 2	-	NP	NP	23	A-1-b
	28														
458.6	30				Brown Sandy Gravel	5	65	29	4	- 2	-	NP	NP	19	A-1-a
	32														
454.6	34				TOP OF ROCK										
	36														
	38		2.9	3.6	Shale, dark-gray, firm, carbonaceous, fissile, with few clay seams, badly broken and jointed. *Core Loss 30%.										
	40														
	42														
	44		4.8	0.2											
442.1	46				BOTTOM OF BORING										

*High Core Loss due in part to mechanical difficulties.

LOG OF BORING

Date Started 2-23-67 | Sampler Type SS | Dia. 1 3/8" | Water Elev.
Date Completed 2-23-67 | Casing: Length — | Dia. —
Boring No. B-48 | Station & Offset 1002+73, 15' Rt. (Eleventh Pier) E.B. | Surface Elev. 506.1'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
506.1	0														
	2														
	4														
501.1	6	7/3			Brown Silty Gravelly Sand with Cinders	1	29	16	23	16	16	NP	NP	37	A-2-4
	8														
496.1	10														
	12	2/3			Gray Silty Clay, Trace of Organic	2	0	0	4	39	57	43	19	33	A-7-6
493.6	14	2/3			Gray Gravelly Clay	3	25	2	5	33	35	39	15	32	A-6a
491.1	16	3/4			Gray Silty Clay	4	7	1	4	35	53	41	16	36	A-7-6
488.6	18	5/5			Brown and Gray Silt and Clay	5	0	1	3	53	43	37	14	26	A-6a
486.1	20	14/10			Brown Silty Sandy Gravel	6	47	19	16	-18	-	NP	NP	12	A-1-b
	22														
	24														
481.1	26	10/15			Brown Silty Sand	7	10	24	50	-16	-	NP	NP	17	A-3a
	28														
476.1	30	13/16			Brown Silty Sand	8	10	20	54	-16	-	NP	NP	16	A-3a
	32														
	34														
471.1	36				Brown Sand	9	13	74	12	- 1	-	NP	NP	21	A-1-b
	38														
466.1	40				Brown Sand	10	14	63	20	-3	-	NP	NP	24	A-1-b
	42														
	44														
461.1	46				Brown Sand	11	3	74	22	-1	-	NP	NP	22	A-1-b
	48														
456.1	50				Brown Sand	12	2	63	32	-3	-	NP	NP	33	A-1-b
455.1	52				TOP OF ROCK										
	54														
	56		5.5	1.5	Shale, dark-gray, carbonaceous, firm, fissile, with clay seams, broken and jointed. Core Loss 21%.										
448.1	58				BOTTOM OF BORING										

OHIO DEPARTMENT OF HIGHWAYS
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STRUCTURE FOUNDATION INVESTIGATION
BRIDGE NO. SCI-52-1871 L/R
OVER SCIOTO RIVER
SEC. SCI-52-16.96

BORING DATA

TYPED BY	CHECKED BY	REVIEWED BY	DA
S.A.J.	R.C.	R.D.R.	3/1

MICROFILMED
FEB 17 1982

LOG OF BORING

Date Started 2-21-67 | Sampler Type SS | Dia 1 3/8" | Water Elev. —
Date Completed 2-22-67 | Casing: Length 51' | Dia 3 1/2"
Boring No. B-52 | Station & Offset 1003+60, 15' Rt. (Twelfth Pier) E.B. | Surface Elev 507.0'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
507.0	0														
	2														
	4														
502.0	6	3/4			Brown Clay, Trace of Organic	1	5	6	5	28	56	52	23	43	A-7-6
499.5	8	3/4			Brownish-Gray Sandy Gravelly Clay	2	26	10	5	22	37	49	23	30	A-7-6
497.0	10	3/4			Brown and Gray Gravelly Clay	3	33	8	3	31	25	38	16	33	A-6b
494.5	12	4/5			Brown Silty Clay	4	10	1	1	47	41	41	17	35	A-7-6
492.0	14	6/6			Brown Sandy Silt	5	6	16	28	28	22	21	4	25	A-4a
489.5	16	11/11			Brown Silty Sand	6	8	40	34	-18	-	NP	NP	17	A-3a
487.0	18	9/17			Brown Silty Sandy Gravel	7	54	20	11	-15	-	NP	NP	20	A-1-a
484.5	20	15/15			Brown Silty Sandy Gravel	8	61	13	13	-13	-	NP	NP	12	A-1-a
482.0	22	9/10			Brown Gravelly Sand	9	42	39	10	- 9	-	NP	NP	9	A-1-b
	24														
477.0	26	8/17			Brown Silty Gravelly Sand	10	33	31	21	-15	-	NP	NP	15	A-1-b
	28														
472.0	30	13/18			Gray Silty Sand	11	14	13	48	-25	-	NP	NP	18	A-3a
	32														
467.0	34	12/13			Brown Sandy Gravel	12	66	25	6	-3	-	NP	NP	11	A-1-a
	36														
462.0	38	35/30			Brown Sand	13	0	14	83	-3	-	NP	NP	25	A-3
	40														
457.0	42	29/46			Gray and Brown Silty Sand and Stone Fragments	14	45	10	11	20	14	23	5	12	A-2-4
456.0					TOP OF ROCK										
	44		3.3	0.7	Shale, dark-gray, carbonaceous, firm, fissile, with some clay seams, broken and jointed. Core Loss 8%.										
	46														
	48		5.0	0.0											
447.0	50				BOTTOM OF BORING										

LOG OF BORING

Date Started 2-22-67 | Sampler Type SS | Dia 1 3/8" | Water Elev. —
Date Completed 2-23-67 | Casing: Length 43' | Dia 3 1/2"
Boring No. B-53 | Station & Offset 1005+00, 15' Lt. (Thirteenth Pier) W.B. | Surface Elev 496.1'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
496.1	0														
	2														
	4														
491.1	6	1/1			Brown Silty Clay	1	0	0	3	49	48	44	18	36	A-7-6
488.6	8	2/4			Brown Silty Clay	2	0	0	2	50	48	42	16	38	A-7-6
486.1	10	3/10			Brown Clayey Sandy Gravel	3	43	11	9	17	20	35	11	28	A-6a
483.6	12	8/10			Brown Silty Sandy Gravel	4	65	13	7	8	7	25	5	21	A-1-a
481.1	14	12/13			Brown Sandy Gravel	5	69	17	7	- 7	-	NP	NP	13	A-1-a
	16														
476.1	18	23/31			Brown Silty Sandy Gravel	6	46	24	14	-16	-	NP	NP	14	A-1-b
	20														
471.1	22	10/14			Brown Sandy Gravel	7	-	-	-	-	-	-	-	15	
	24														
466.1	26	19/31			Brown Gravelly Sand	8	43	35	14	- 8	-	NP	NP	17	A-1-b
	28														
461.1	30	24/38			Brown Sandy Gravel	9	70	13	12	- 5	-	NP	NP	14	A-1-a
	32														
456.1	34	21/43			Brown Sandy Gravel	10	74	11	9	-6	-	NP	NP	12	A-1-a
453.1	36				TOP OF ROCK										
	38		2.0	0.0	Shale, dark-grey, firm, carbonaceous, fissile, broken and jointed. Core Loss 1%.										
	40														
	42		4.9	0.1											
446.1	44				BOTTOM OF BORING										

LOG OF BORING

Date Started 2-16-67 | Sampler Type SS | Dia 1 3/8" | Water Elev —
Date Completed 2-22-67 | Casing: Length 64' | Dia 3 1/2"
Boring No. B-59 | Station & Offset 1006+10, 50' Lt. (Forward Abutment) E.B. | Surface Elev 515.2'

Elev.	Depth	Std. Pen. (N)	Rec. ft.	Loss ft.	Description	Sample No.	Physical Characteristics: % Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	SHTL Class.
515.2	0														
	2														
	4														
510.2	6	3/5			Gray Clayey Sandy Gravel	1	41	16	8	13	22	37	11	22	A-2-6
507.7	8	3/6			Gray Gravelly Clay	2	33	6	4	26	31	44	16	29	A-7-6
505.2	10	5/7			Brown Gravelly Sand	3	38	35	17	-10	-	NP	NP	14	A-1-b
	12														
500.2	14														
	16	3/3			Brown Sandy Gravel	4	56	23	11	-10	-	NP	NP	9	A-1-a
	18														
495.2	20	15/10			Gray Silty Sandy Gravel, Trace of Organic	5	42	19	8	13	18	31	8	22	A-4a
	22														
490.2	24	6/8			Gray Sandy Gravel with Wood Fragments	6	10	1	10	31	48	39	15	39	A-6a
	26														
485.2	28	5/6			Gray and Brown Silty Clay	7	6	0	2	50	42	41	18	29	A-7-6
	30														
480.2	32	25/14			Brown Silty Sandy Gravel	8	58	16	11	-15	-	NP	NP	9	A-1-a
	34														
475.2	36														
	38														
	40	25/28			Brown Silty Gravelly Sand	9	30	23	35	-12	-	NP	NP	18	A-1-b
470.2	42														
	44	12/15			Brown Silty Gravelly Sand	10	41	15	30	-14	-	NP	NP	15	A-1-b
465.2	46														
	48	30/*			Brown Silty Sandy Gravel	11	49	20	17	-14	-	NP	NP	7	A-1-b
460.2	50														
	52	48/*			Brown Silty Gravelly Sand	12	25	32	28	-15	-	NP	NP	12	A-1-b
	54														
455.2	56														
	58														
	60														
452.2	62														
	64				TOP OF ROCK										
	66				Shale, gray, firm, slightly carbonaceous, fissile, with thin clay seams, broken and jointed. Core Loss 14%.										
	68		6.0	1.0											
442.2	70				BOTTOM OF BORING										

*Refusal

SCI-52-13.52 4F 1.8/1.5

OHIO DEPARTMENT OF HIGHWAYS
TESTING LABORATORY
1620 WEST BROAD STREET COLUMBUS 23 OHIO

STRUCTURE FOUNDATION INVEST
BRIDGE NO. SCI-52-1871
OVER SCIOTO
SEC. SCI-52-16.96
BORING
TYPED BY S A J | CHECKED