

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
TUS-21-(36.89-36.97-37.01)
TUSCARAWAS COUNTY
VILLAGE OF STRASBURG & FRANKLIN TWP.

FED. RD. DIVISION	STATE	PROJECT	FISCAL YEAR	1
2	OHIO		1947	9

TUS-21-(36.89-36.97-37.01)

CONVENTIONAL SIGNS

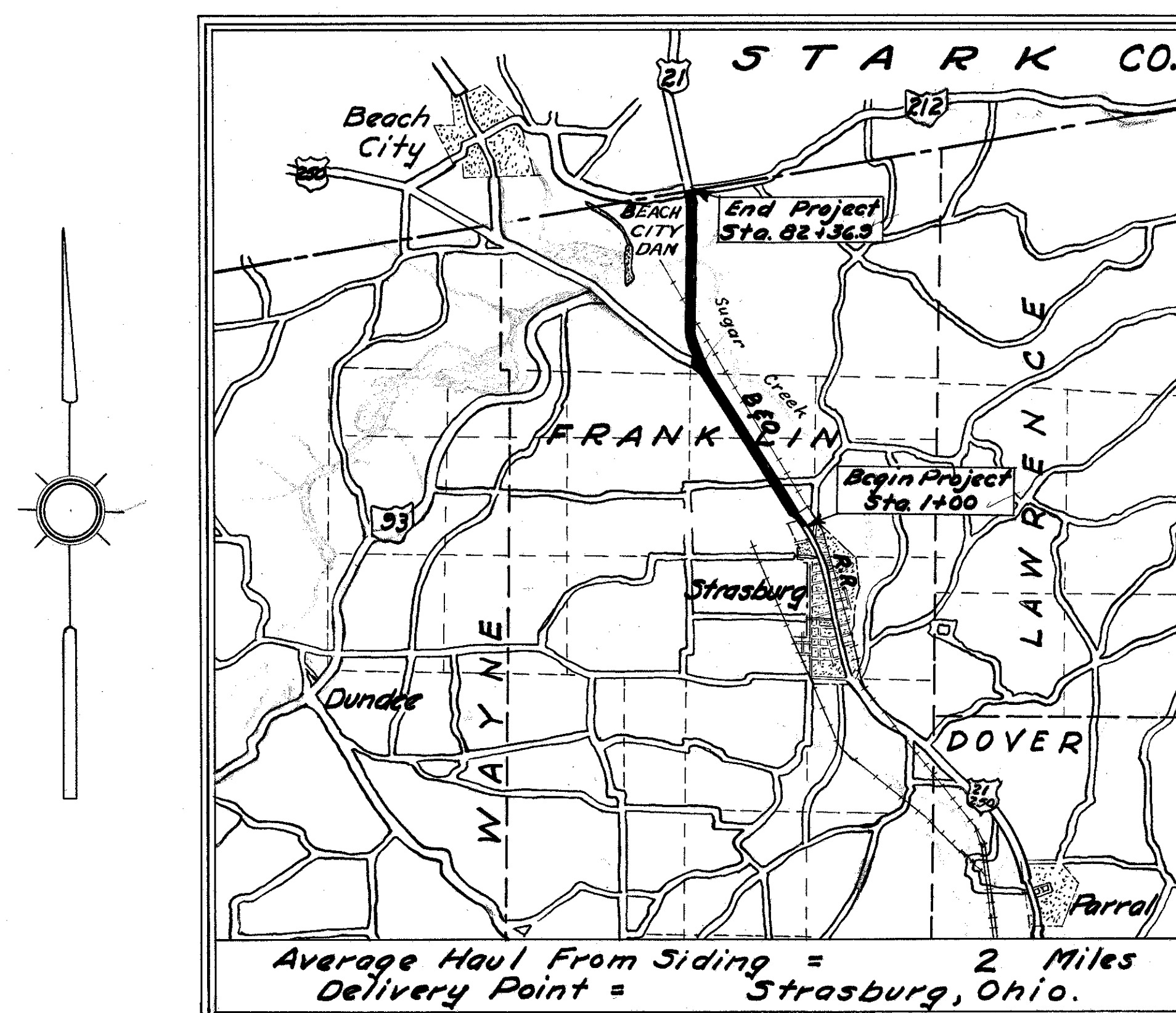
COUNTY LINE	----
TOWNSHIP LINE	-----
SECTION LINE	-----
CORPORATION LINE	-----
PROPERTY LINE	-----
FENCE LINE	-x-x-x-
CENTER LINE	=====
RAILROADS	====+====

INDEX OF SHEETS

TITLE PAGE	SHEET 1
TYPICAL SECTIONS	" 2
GENERAL NOTES & SUMMARY OF QUANTITIES	" 3
PLAN & PROFILE	" 4-9

LINE DATA

BEGIN PROJECT & MUNICIPAL SECTION	STA. 1+00
NO ADDITIONS OR DEDUCTIONS	
END MUNICIPAL SECTION	STA. 7+18
NET LENGTH OF MUNICIPAL SECTION	618 LIN. FT.
BEGIN RURAL SECTION	STA. 7+18
ADDITIONS: EQUATION (See Sheet No. 6)	7723.75
END PROJECT & RURAL SECTION	STA. 82+36.9
NET LENGTH OF RURAL SECTION	15242.65 LIN. FT.
NET LENGTH OF PROJECT	15860.65 Lin. Ft. or 3.003 Mi.

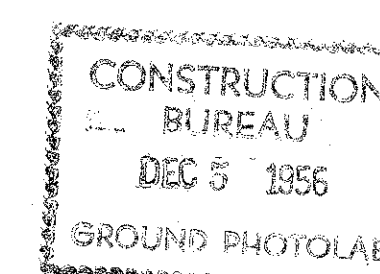


LOCATION PLAN

Scale = 1 Mile
PORTION TO BE IMPROVED
FEDERAL HIGHWAYS
STATE HIGHWAYS
OTHER ROADS

SCALES

PLAN	1" = 100'
PROFILE-HOR.	1" = 100'
PROFILE-VER.	1" = 10'



The Standard Specifications of the State of Ohio Department of Highways including changes and supplemental Specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provision for maintenance and safety of traffic will be as set forth in these plans and estimates.

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

Approved E.R. McCullough
Date 1-28-47 Acting Resident Deputy Director.

Approved E.R. McCullough
Date 1-28-47 Division Deputy Director.

Approved _____
Date _____ Chief Engineer Bureau of Maintenance

Approved J.R. Roane
Date 8-20-47 Chief Engineer Bureau of Bridges & R.R. Crossings.

Approved George J. Tharmyer
Date 8-22-47 Chief Engineer Bureau of Location & Design.

Approved _____
Date _____ First Ass't Director & Chief Engineer.

Approved Murray D. Shaffer
Date 8-23-47 Director of Highways.

STANDARD DRAWINGS

G-8.07	2-1-47		

SUPPLEMENTAL SPECIFICATIONS

FILE NO	TUS-21-(36.89-36.97-37.01)
DATE OF LETTING	_____
CONTRACT NO.	_____

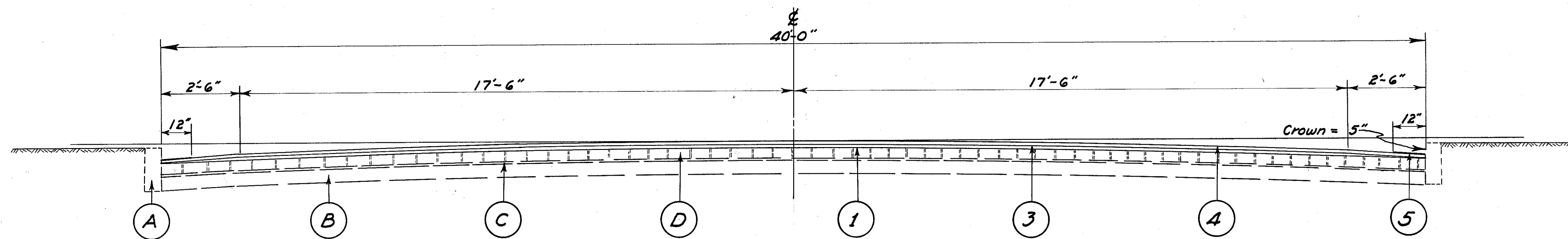
TYPICAL SECTIONS

TYPE T-35

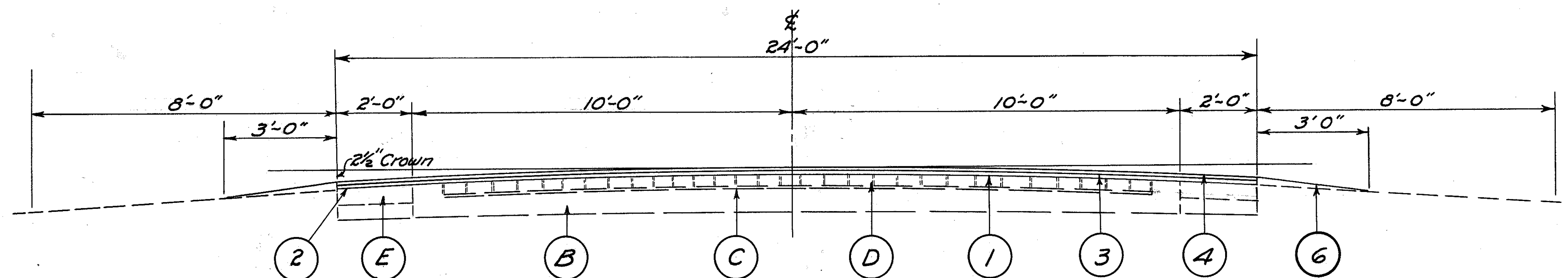
SCALE $\frac{1}{2}"=1'-0"$

FED. RD. DIVISION	STATE	PROJECT	FISCAL YEAR	
2	OHIO		1947	2 9

TUS-21 (36.89-36.97-37.01)



STA. 1+00 TO STA. 4+88 = 388 LIN. FT.



STA. 4+88 TO STA. 77+23.75 = 7235.75 LIN. FT.

STA. 0+00 TO STA. 82+36.9 = 8236.9 LIN. FT.

-KEY-

- (A) EXISTING 6" CONCRETE CURB
- (B) EXISTING 6" CONCRETE BASE
- (C) EXISTING SAND CUSHION
- (D) EXISTING BRICK SURFACE COURSE
- (E) EXISTING 2" B-20 WIDENING
- (1) T-30 BITUMINOUS TACK COAT AT 0.12 GAL. PER SQ. YD.
- (2) T-30 BITUMINOUS PRIME COAT AT 0.25 GAL. PER SQ. YD., INCL. SAND COVER
- (3) B-35 1 1/4" MINIMUM ASPHALTIC CONCRETE LEVELING COURSE
- (4) T-35 1 1/4" ASPHALTIC CONCRETE SURFACE COURSE, TYPE A.
- (5) GUTTER SEAL
- (6) I-17 BERM MATERIAL (3'-0" WIDE)

DETAILS, NOTES, & SUMMARY OF QUANTITIES

PAVEMENT CALCULATIONS

Net Length Municipal Section 618 Ft.
Sta. 1+00 To Sta. 4+88 = $388 \times 40 \div 9 = 1,724.45 \text{ Sq. Yds.}$
Sta. 4+88 To Sta. 6+48 = $160 \times 32 \text{ Avg. Width} \div 9 = 568.95 \text{ Sq. Yds.}$
Sta. 6+48 To Sta. 7+18 = $70 \times 24 \div 9 = 186.75 \text{ Sq. Yds.}$
Extra Pavement (See Line Sheets) 17.05 Sq. Yds.
Total Area Municipal Section 2,497.05 Sq. Yds.
Net Length Rural Section 15,242.65 Ft.
 $15,242.65 \times 24 \div 9 = 40,647.05 \text{ Sq. Yds.}$
Extra Pavement (See Line Sheets) 1,784.05 Sq. Yds.
Total Area Rural Section 42,431.05 Sq. Yds.

T-30 TACK COAT
Municipal Section $(2,497 - (70 \times 4 \div 9 = 31.5 \text{ Sq. Yds. To Be Primed}) = 2,466 \times 0.12 = 296 \text{ Gals.}$
Rural Section $15,242.65 - 197 \text{ Bridge} = 15,045.65$
 $15,045.65 \times 20 \div 9 = 33,435.5 \text{ Sq. Yds.} \times 0.12 = 4,012 \text{ Gals.}$

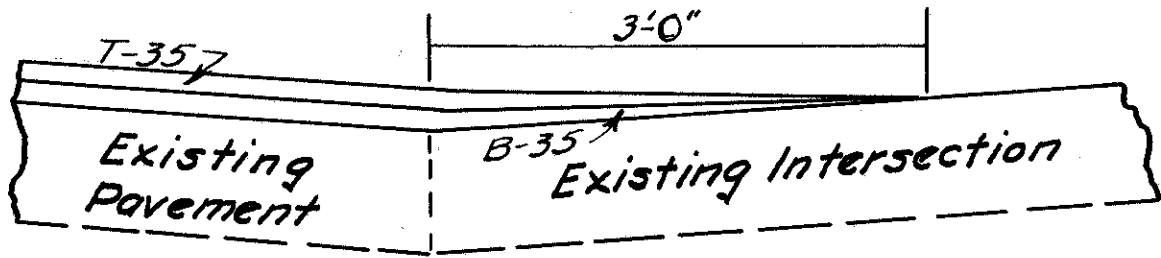
T-30 PRIME COAT
Municipal Section $31 \times 0.25 = 8 \text{ Gals.}$
Rural Section $15,242.65 - 197 \text{ Bridge} = 15,045.65$
 $15,045.65 \times 4 \div 9 = 6,687.5 \text{ Sq. Yds.} \times 0.25 = 1,672 \text{ Gals.}$

B-35 LEVELING COURSE
Municipal Section $(2,497 \times 1.25 \div 36) - 4 \text{ C.Y.} = 83 \text{ Cu. Yds.}$ feathering at curbs
Extra Leveling (Estimated) 32 Cu. Yds.
Total 115 Cu. Yds.
Rural Section $42,431 \times 1.25 \div 36 = 1,473 \text{ Cu. Yds.}$
Extra Leveling (Estimated) 520 Cu. Yds.
Total 1,993 Cu. Yds.

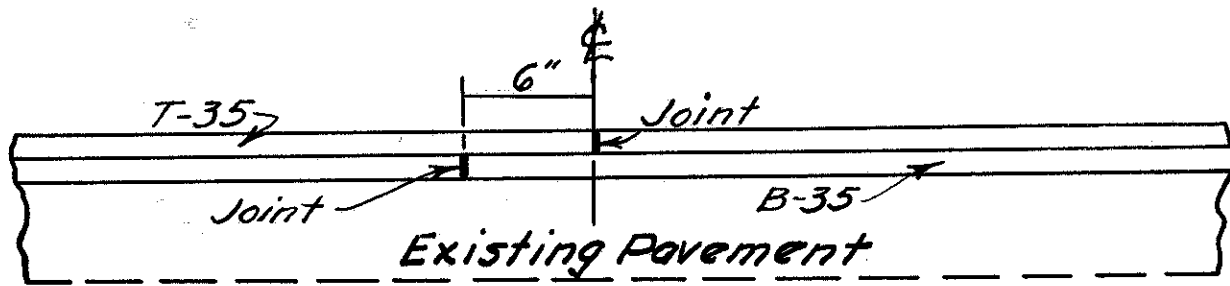
T-35 SURFACE COURSE
Municipal Section $2,497 \times 1.25 \div 36 = 87 \text{ Cu. Yds.}$
Rural Section $42,431 \times 1.25 \div 36 = 1,473 \text{ Cu. Yds.}$

I-17 BERM MATERIAL
Municipal Section (Estimated) 16 Cu. Yds.
Rural Section (Estimated) 1,034 Cu. Yds.

5-3 WATERPROOFING (Bridge No. TU-21-392)
Rural Section (See Sheet No. 8) 525 Sq. Yds.



FEATHERING DETAIL AT INTERSECTIONS



METHOD OF LAPPING LONGITUDINAL JOINTS

GENERAL NOTES

TRAFFIC: Traffic shall be maintained at all times. The length of one way traffic zones shall be kept at a minimum consistent with the requirements of Sec. T-35.23. The item of "Maintaining Traffic" shall include furnishing lights, all signs, Barricades and watchmen according to requirements of Sec. G.8.07, Barricades, Danger and Warning signs to secure the flow of Traffic Twenty-Four (24) hours daily.

PROFILE: The profile of the proposed surface course shall be approximately 2 1/2 inches above that of the existing pavement.

FILLING MAJOR DEPRESSIONS: Major depressions in existing pavement shall be filled and compacted with bituminous concrete leveling material in advance of the placing of the surface course. These depressions shall be filled in layers not to exceed 3 inches in depth when compacted.

EXTRA LEVELING MATERIAL: The asphaltic concrete leveling course thickness shall be maintained by the use of extra leveling material where necessary.

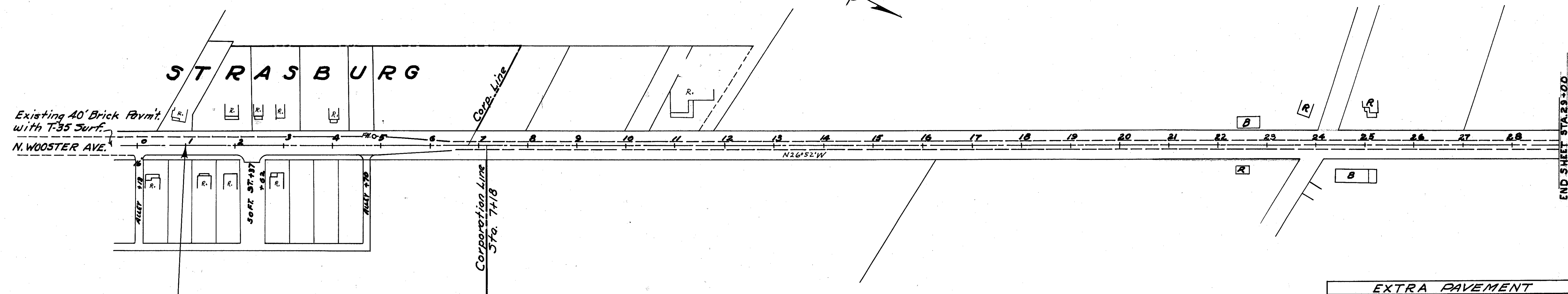
GUTTER RESURFACING: Special care shall be exercised during construction to obtain maximum compaction of bituminous concrete in all gutters.

BRIDGE SCUPPER DRAINAGE: Openings through the new T-35 & B-35 shall be cut to meet the existing scuppers through the bridge floor. Care shall be exercised in placing asphaltic concrete at the scuppers to provide adequate drainage. Cost of this operation shall be included in the unit bid for asphaltic concrete.

I-17 GRADING REQUIREMENTS: The grading requirement for material passing the No. 200 mesh sieve, as specified in Sec. I-17.02 is hereby modified as follows: PASSING 200 MESH — 0% TO 20% provided compaction is obtained in accordance with Sec. I-17.02.

RESETTING CASTINGS: This item shall be performed after completion of the leveling course and prior to placing the surface course. Compaction of the material around castings inaccessible to rollers shall be in accordance with the requirements of Section T-50.21.

SUMMARY OF QUANTITIES					
ITEM	QUANTITY		TOTAL	UNIT	DESCRIPTION
	RURAL	MUN.			
T-30	4012	296	4308	GALS.	Bituminous Tack Coat, Sec. M5.5 M5-1
T-30	1672	8	1680	Gals.	Bituminous Prime Coat Sec. M5.5 TR2 or 3 including Sand Cover
B-35	1993	115	2108	Cu. Yds.	Asphaltic Concrete Leveling Course
T-35	1473	87	1560	Cu. Yds.	Asphaltic Concrete Surface Course, "Type A"
I-17	1034	16	1050	Cu. Yds.	Side Approaches, Mailbox Turnouts, & Berm Material.
I-8	2	0	2	Each	Catch Basins, Adjusted to Grade.
5-3	525	0	525	Sq. Yds.	Waterproofing, Type "C."
	Lump	Lump	Lump	Lump	Maintaining traffic, including lights, Signs, Barricades and Watchmen, Twenty-four hours daily.



BEGIN PROJECT
STA. 1+00

EXTRA PAVEMENT		
Sta.	Side &	Sq. Yds.
2+37	Rt.	17
Total		17

B.M. Sta. 0+75
Cross On North Corner
Of Walk (Right)
Elev. 902.60

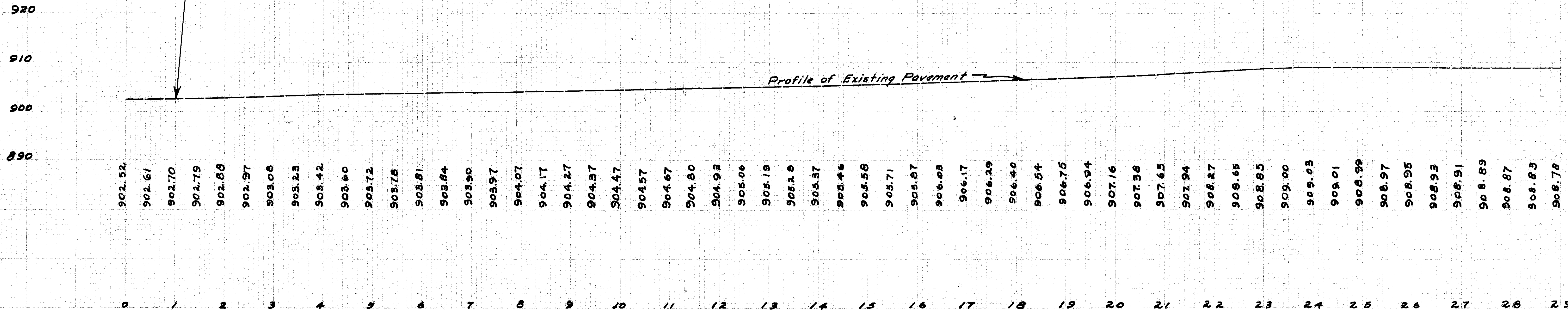
B.M. Sta. 4+60
Spike In Telephone
Pole #67 (Left)
Elev. 903.76

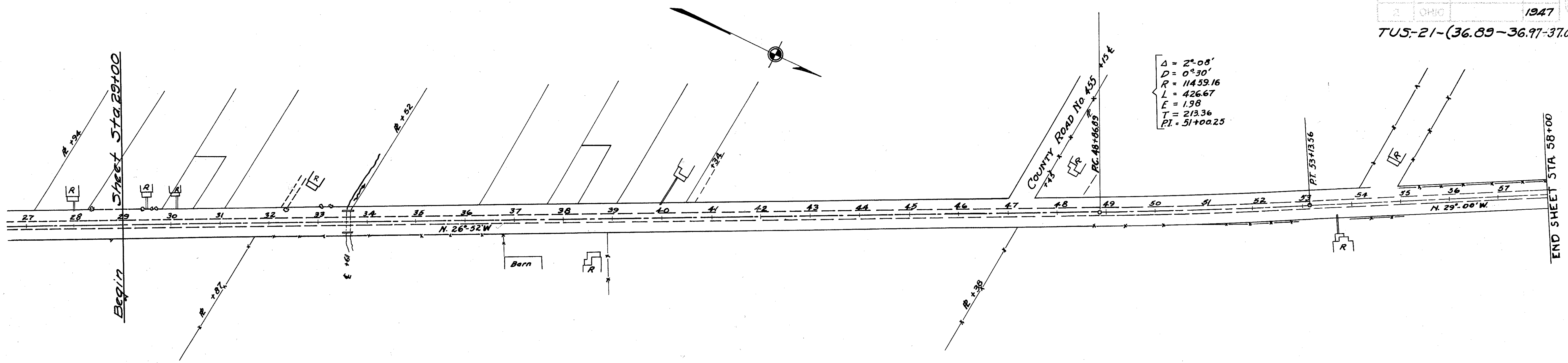
B.M. Sta. 9+60
Spike In Telephone
Pole #663 (Left)
Elev. 905.72

B.M. Sta. 14+60
Spike In Telephone
Pole #659 (Left)
Elev. 905.42

B.M. Sta. 19+42
Spike In Telephone
Pole #655 (Left)
Elev. 906.56

B.M. Sta. 24+40
On North Corner Of
Walk (Left)
Elev. 908.28





B.M. Sta. 29+15
Spike in Telephone
Pole #647 (Left)
Elev. 908.19

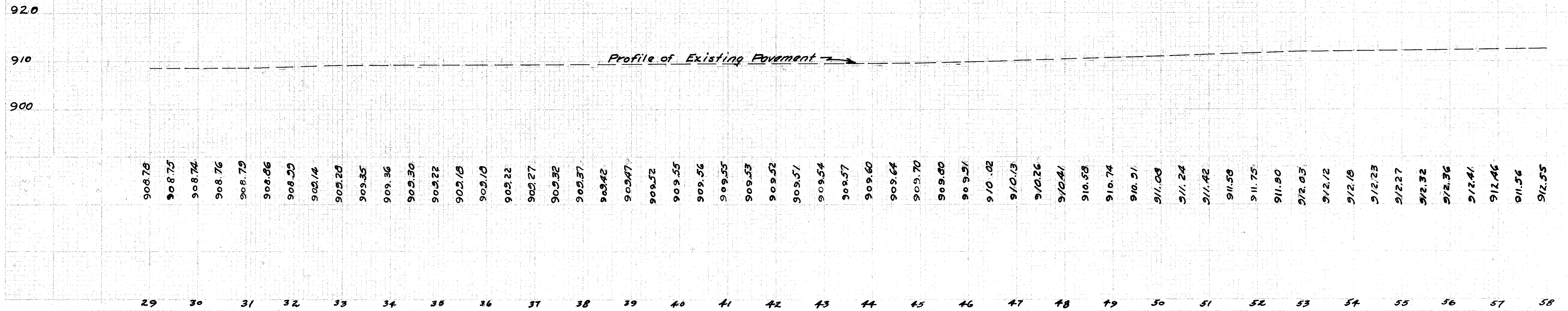
B.M. Sta. 33+75
Spike in Telephone
Pole (Left)
Elev. 909.20

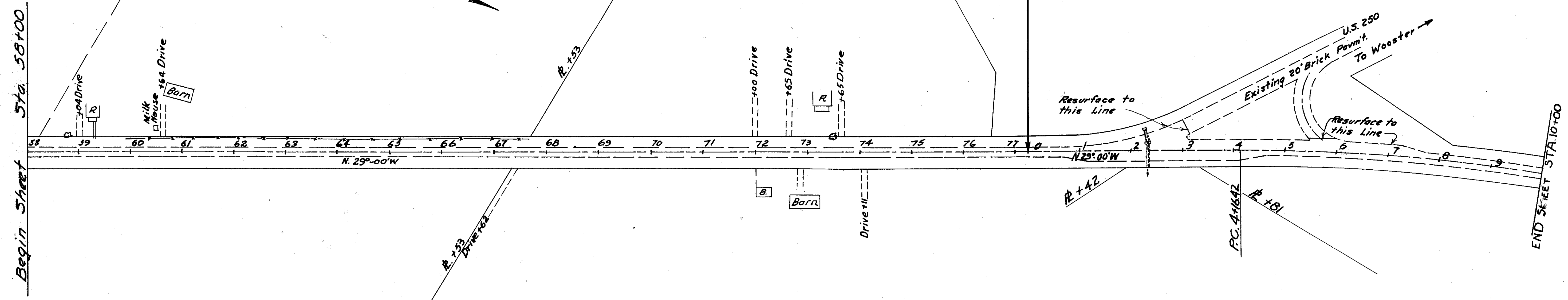
B.M. Sta. 38+75
Spike in Telephone
Pole (Left)
Elev. 909.28

B.M. Sta. 43+45
Spike in Telephone
Pole #635 (Left)
Elev. 909.79

B.M. Sta. 48+34
Spike in Telephone
Pole #631 (Left)
Elev. 911.03

B.M. Sta. 54+64
Spike in Telephone
Pole #626 (Left)
Elev. 912.62





EQUATION
Sta. 77+23.75 BACK =
Sta. 0+00 AHEAD
ADDITION: 7723.75'

EXTRA PAVEMENT		
Sta. to Sta.	Side &	Sq. Yds.
0+85 To 7+75	Lt.	950
0+65 To 4+61	Rt.	300
Total		1250

RESETTING CASTINGS		
Station	Side &	Each
2+30	Lt.	1
2+35	Lt.	1
Total		2

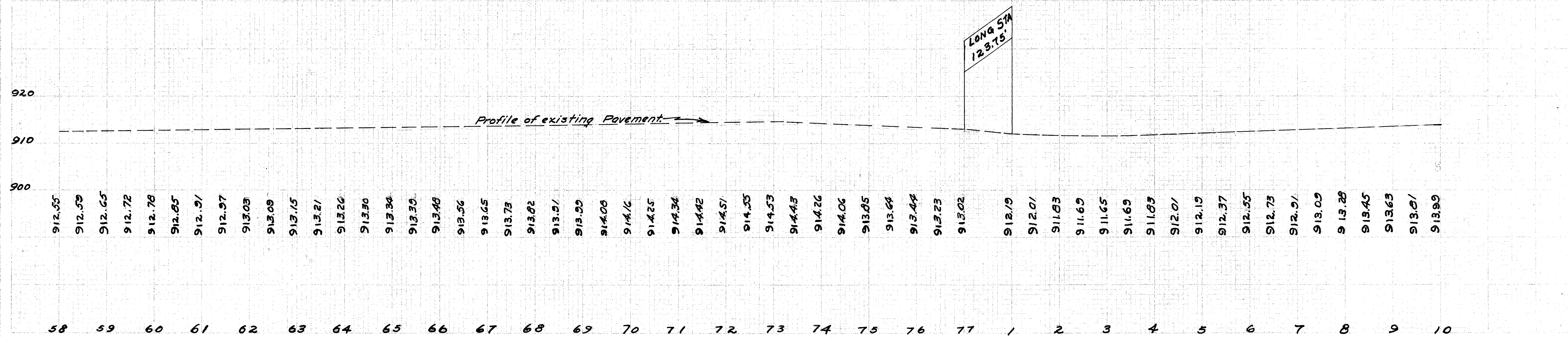
B.M. Sta. 59+82
Spike in Telephone
Pole (Left).
Elev. 914.25

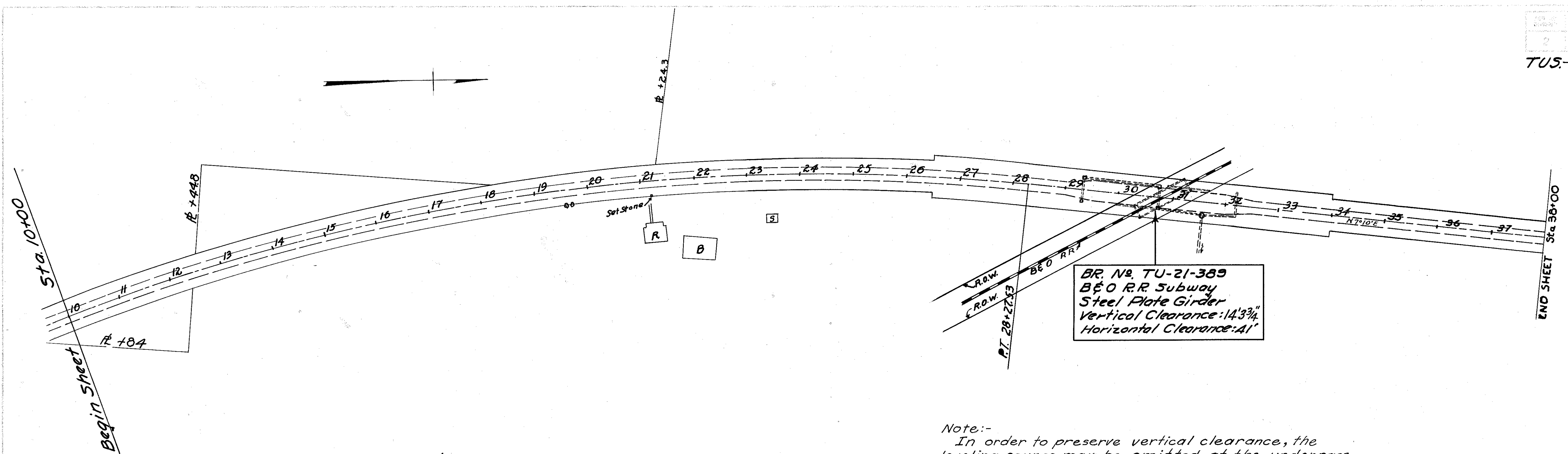
B.M. Sta. 65+04
Spike in Telephone
Pole #618 (Left)
Elev. 912.11

B.M. Sta.
Spike in Telephone
Pole #614 (Left)
Elev. 913.71

B.M. Sta.
Spike in Telephone
Pole #610 (Left)
Elev. 915.49

B.M. Sta. 2+15 on #77-T
Cross on S. end of Gas
Pump Island (50' Left)
Elev. 913.26





$\Delta = 36^{\circ}10'$ Rt.
 $D = 1^{\circ}30'$
 $T = 1247.27'$
 $R = 3819.72'$
 $L = 2411.11'$
 $E = 198.47$

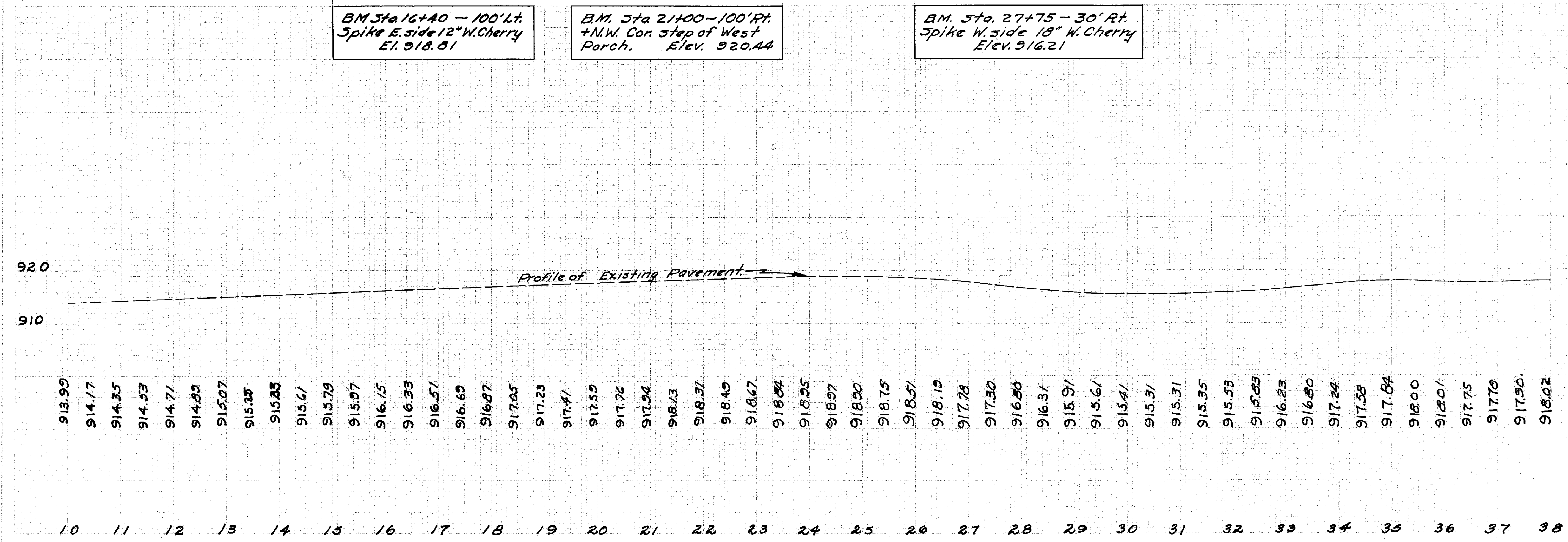
Note:-
 In order to preserve vertical clearance, the leveling course may be omitted at the underpass as directed by the Engineer.

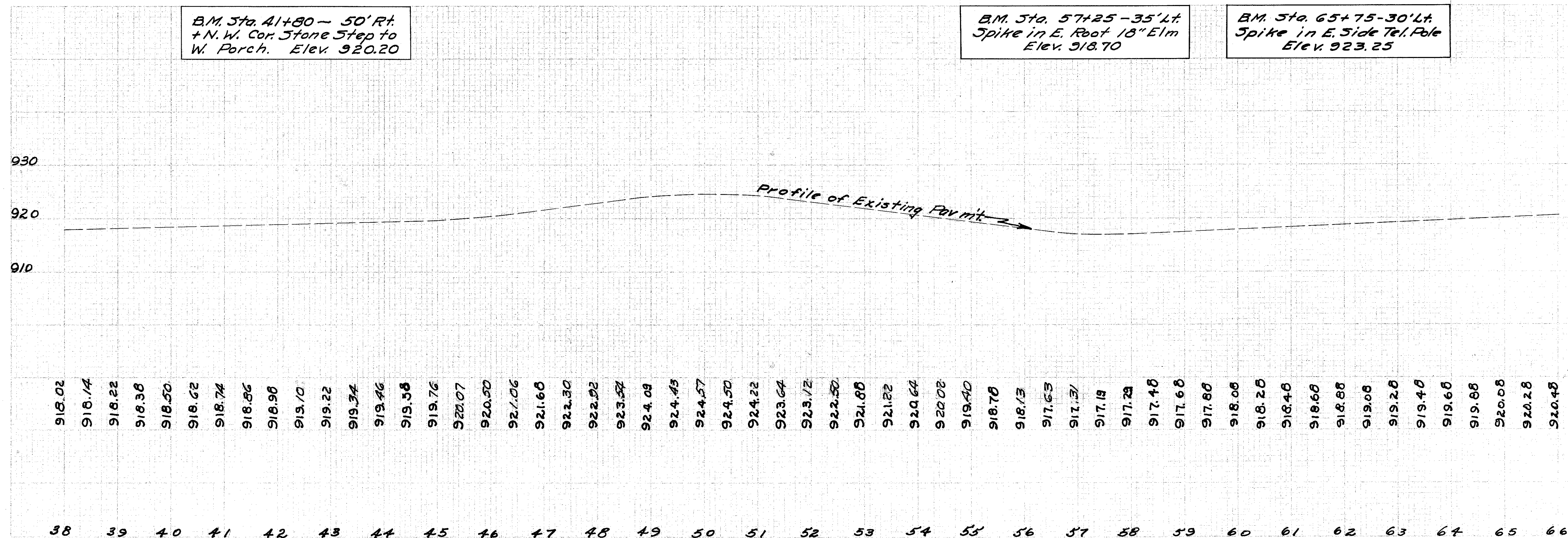
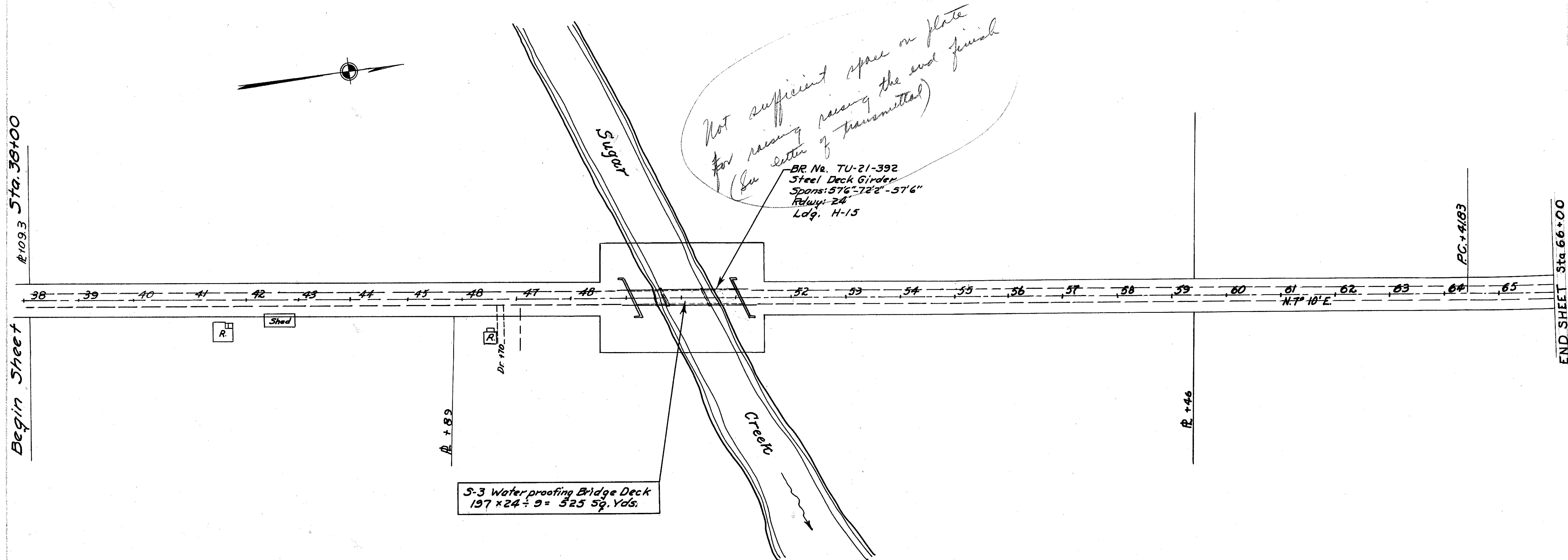
EXTRA PAVEMENT		
Sta. to Sta.	Side of	Sq Yds.
29+04 to 32+46	Rt.	267
29+04 to 32+46	Lt.	267
Total		534

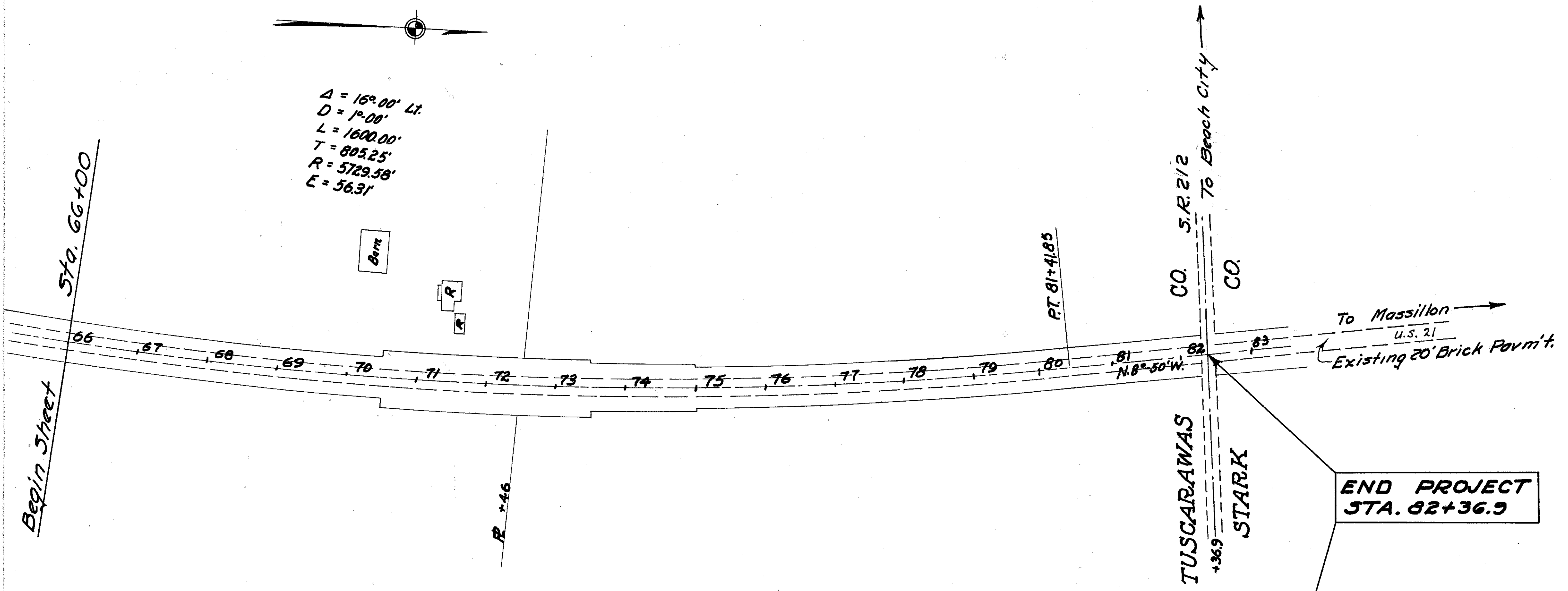
B.M. Sta. 16+40 ~ 100' Lt.
 Spike E. side 12" W. Cherry
 Elev. 918.81

B.M. Sta. 21+00 ~ 100' Rt.
 + N.W. Cor. 3rd of West
 Porch. Elev. 920.44

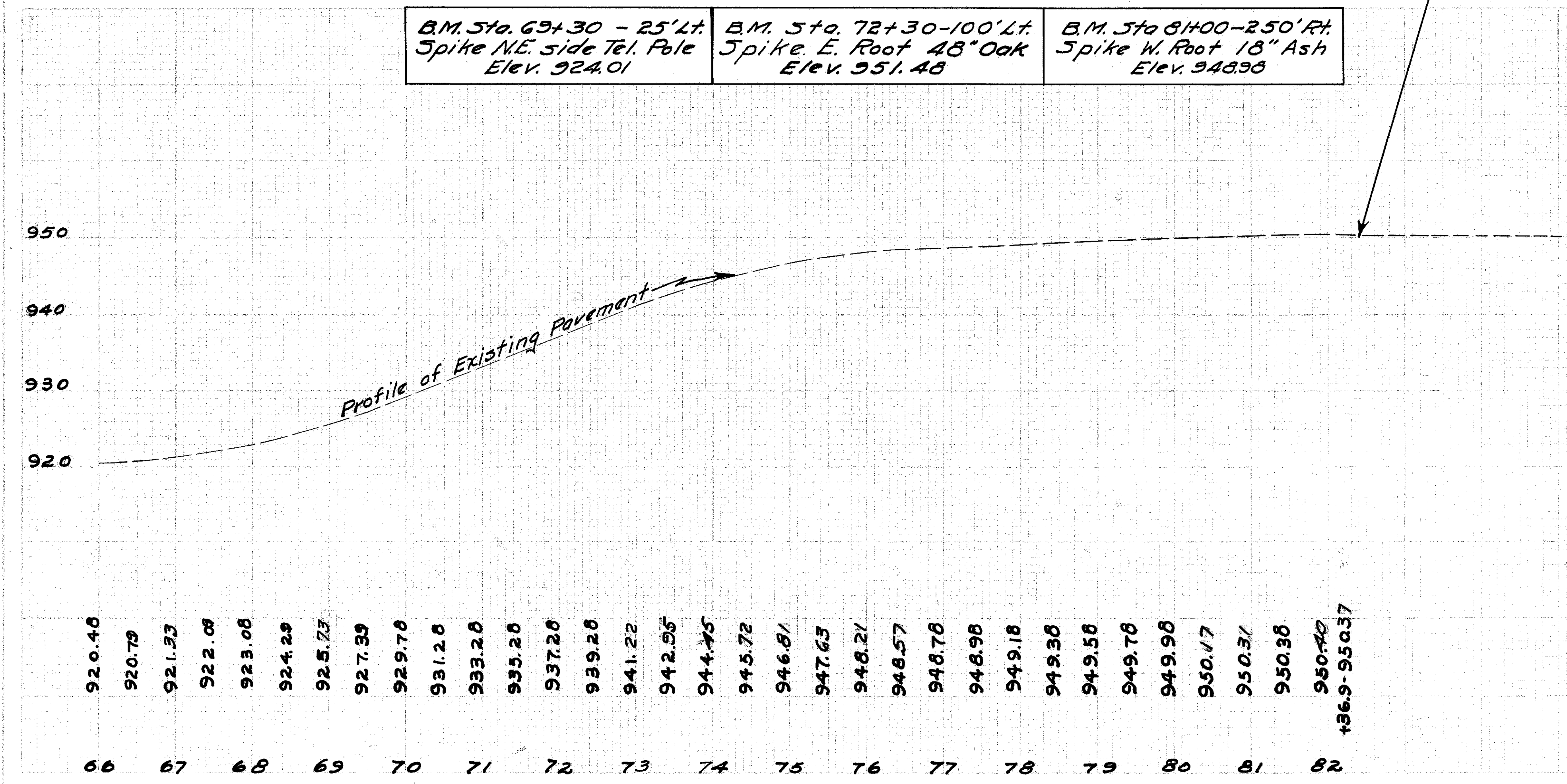
B.M. Sta. 27+75 ~ 30' Rt.
 Spike W. side 18" W. Cherry
 Elev. 916.21







B.M. Sta. 69+30 - 25' Lt. Spike NE side Tel. Pole Elev. 924.01	B.M. Sta. 72+30-100' Lt. Spike E. Root 48" Oak Elev. 951.48	B.M. Sta. 81+00-250' Rt. Spike W. Root 18" Ash Elev. 948.98
--	---	---



107E-192E98.2E-15-2UT