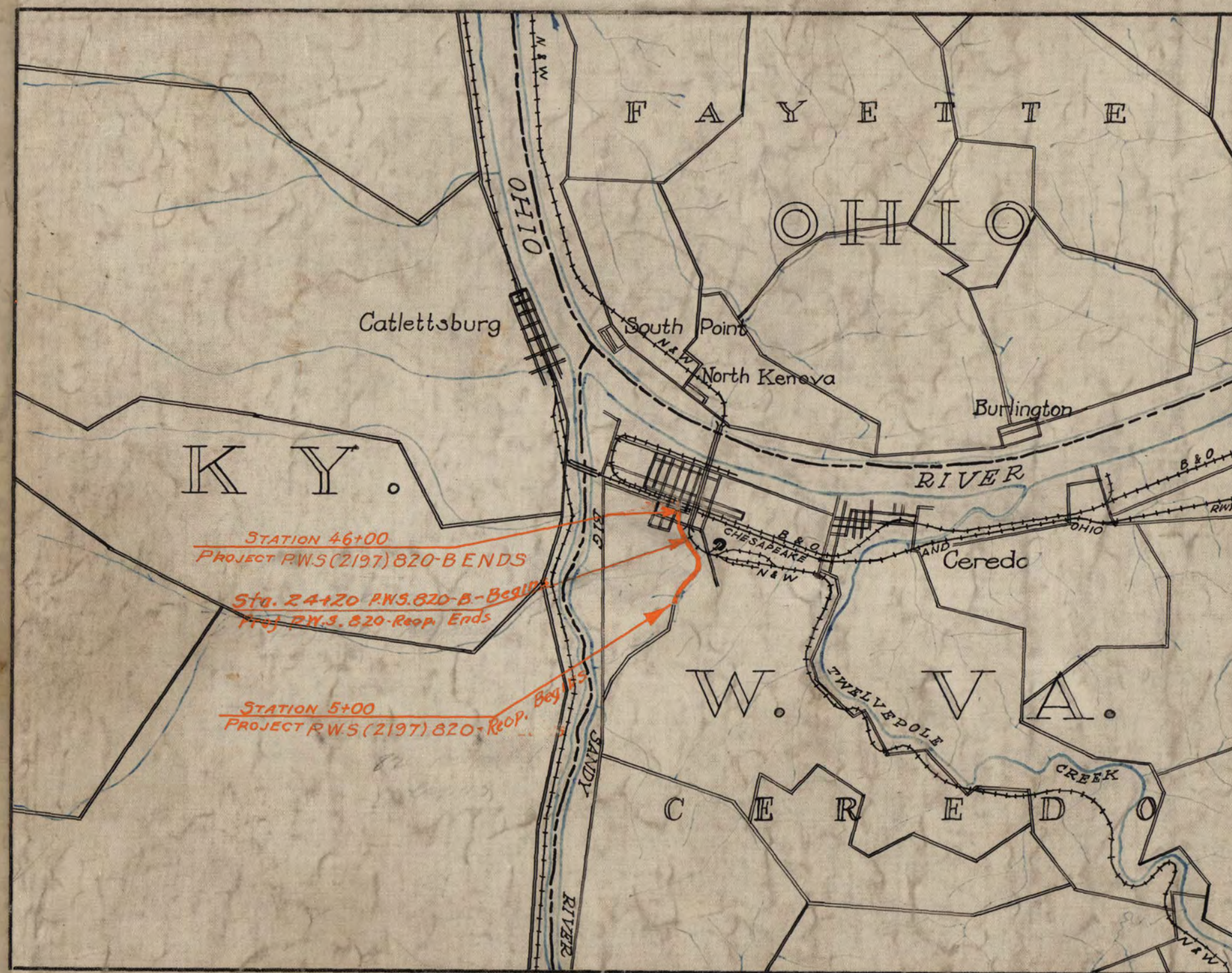




Taken from U.S.-West Virginia Geological Survey-Ceredo Quadrangle
Scale 1:62,500

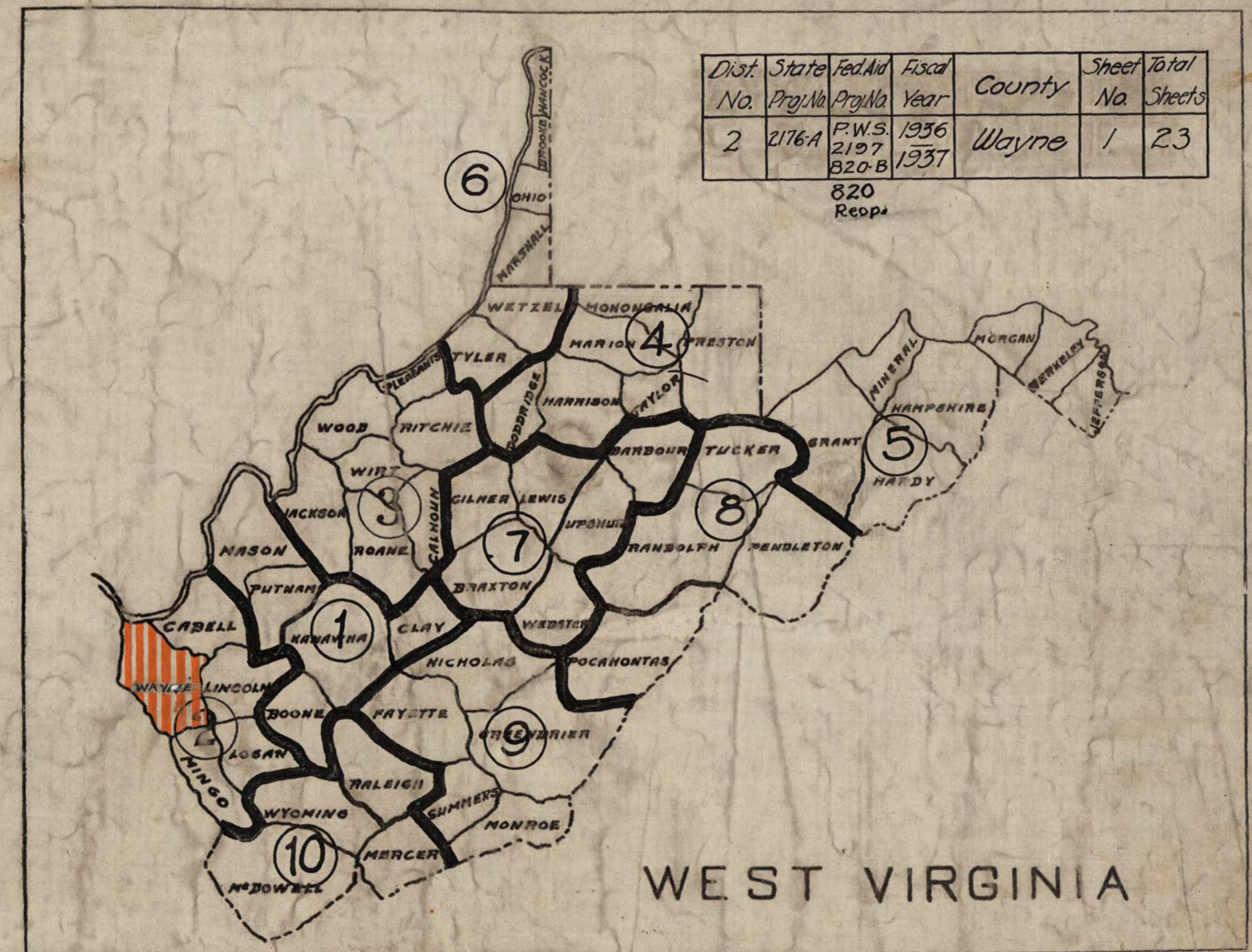
THE STATE ROAD COMMISSION OF WEST VIRGINIA

PLAN AND PROFILE FOR CONSTRUCTION OF STATE ROAD

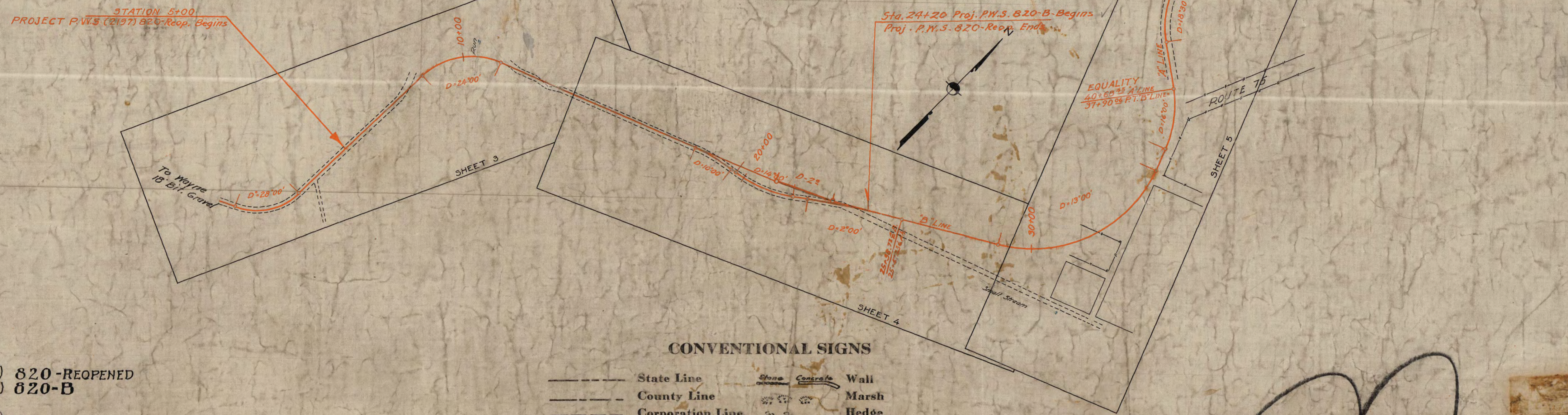
W.VA. ROUTE 75
PROJECT NO. 2176 A P.W.S.(2197) 820-(REOPENED)
P.W.S.(2197) 820-B
CEREDO DISTRICT WAYNE COUNTY
KENOVA RELOCATION

P.W.S. 2197-820-Reop. 5+00.0 24+20.0 = 1920.00 = 0.363 Mi.
P.W.S. 2197-820-B Sta. 24+20.0 To Sta. 46+00.0 = 1893.10 = 0.358 Mi.
Length = 0.722 Mi. - 381 ft

PLAN 1 IN. = 50'
PROFILE HOR. 1 IN. = 50' VERT. 1 IN. = 10'



**TYPE OF CONSTRUCTION
GRADING, DRAINING, AND
CEMENT CONCRETE PAVEMENT**



W.VA. ROUTE 75
PROJECT NO. P.W.S.(2197) 820-REOPENED
P.W.S.(2197) 820-B

PREPARED AND RECOMMENDED

ENGINEER & SURVEYOR STATE ROAD COMMISSION

REVIEWED

RECOMMENDED FOR APPROVAL

APPROVED

COMMISSIONER, STATE ROAD COMMISSION

Approved by official order of the State Road Commission of
West Virginia. Entered day of 1936.

Secretary.

CONVENTIONAL SIGNS

State Line	Stone	Concrete	Wall
County Line			Marsh
Corporation Line			Hedge
District Line			Drop Inlet
Property Line			Bridge
Fence Line			Present Culvert
Guard Rail			Proposed
Proposed Road			Telegraph Pole
Traveled Road			Trolley Pole
Railroad			Power Pole
Electric Railway			Tree

INDEX TO SHEETS		
Sheet	No.	DESCRIPTION
1	1	Title Sheet
2	2	Typical Section and Quantities
3-4	4-5	Plan and Profile
6-12	13-23	Cross Sections

Plans Completed Oct. 15, 1936

RECOMMENDED FOR APPROVAL

CHIEF ENGINEER, OFFICE OF PUBLIC ROADS AND RURAL ENG.

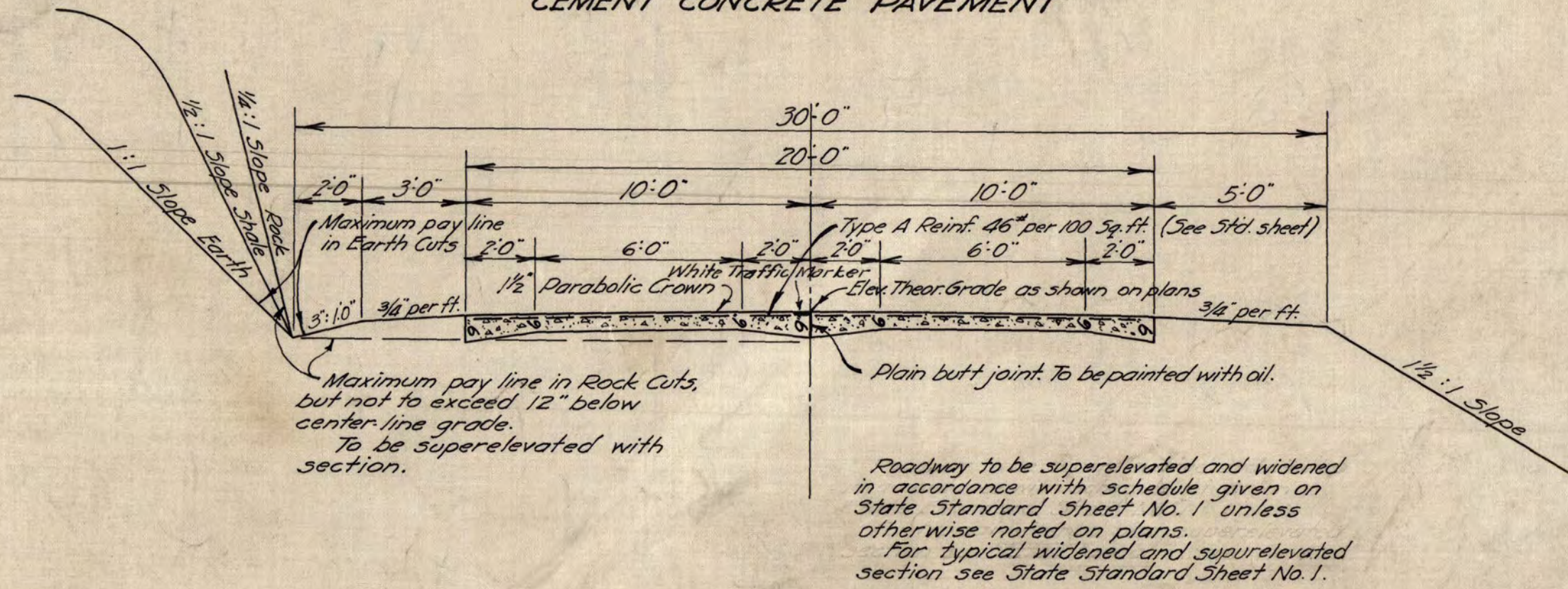
APPROVED

CHIEF ENGINEER, OFFICE OF PUBLIC ROADS AND RURAL ENG.

APPROVED

SECRETARY OF AGRICULTURE, OFFICE OF PUBLIC ROADS AND RURAL ENG.

TYPICAL CROSS SECTION
CEMENT CONCRETE PAVEMENT



ESTIMATE OF QUANTITIES

ITEM No.	ITEM	820-Reopened	820-B	UNIT	QUANTITY
1	Clearing Right of Way	1920.	1893.	Lin. Ft.	3813
2	Unclassified Excavation	9430	11570	Cu. Yds.	21,000
3	Borrow Excavation	5200		" "	5200
6	Excavation for Structures	150	275	" "	425
38-A	Concrete Pavement	4440	4710	Sq. Yds.	9150
38-C	Transverse Expansion Joint	460	440	Lin. Ft.	900
38-D	Pavement Reinforcement	20,100	21,500	Lbs.	41600
47-B	15" Reinforced Concrete Pipe		120	Lin. Ft.	120
47-C	18" Reinforced Concrete Pipe	65	275	" "	340
47-D	24" Reinforced Concrete Pipe	12	56	" "	68
50	Relaid Pipe	35		" "	35
53-A	Class "A" Concrete	21.5	13.5	C.Y.	35
53-B	Class "B" Concrete	72	38	C.Y.	110
58-A	Reinforcing Steel for Structures	2500	1500	Lbs.	4000
58-B	Dowel Bars	4140	3960	Lbs.	8100
5	Overhaul	2550		Sta Yds.	2550
68-A	Plate Type Guard Rail	775		L. F.	775
68-B	Intermediate Tension Units	2		Each	2
68-C	Extra Length Post	30		L. F.	30
14	White Concrete Traffic Markers	1920	1893	L. F.	3813

Note, All pipe to be of bell and spigot type.

Note: No Pavement to be placed until after July 1, 1937.

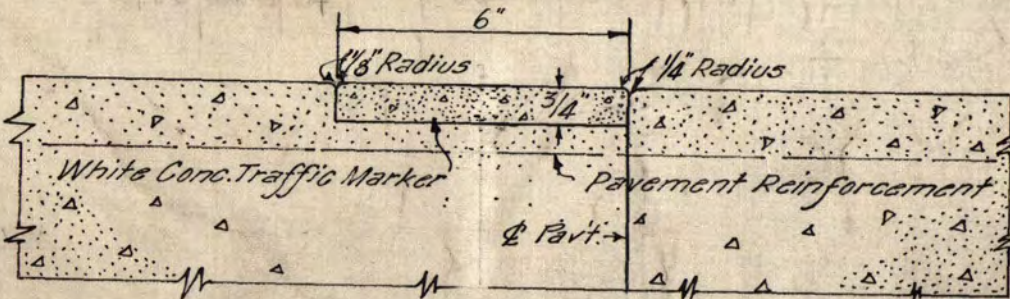
TABLE OF BALANCES

STATION TO STATION	LENGTH	EXCAV. Cu. Yds.	EMBANK. Cu. Yds.	EXCESS Cu. Yds.	BORROW Cu. Yds.	BAL. %	OVERHAUL Sta Yds.	REMARKS
5+00	10+03	503	1161	5390	4768	110		
10+03	21+65	1162	6398	5758		111	2550	
21+65	24+20	255	1015	1751		110		Secure 311 C.Y. Mashed from Bal. 24+20 - 50+63 - 820-B.
Sub Total		1920	8574	12893	4768		2550	
Slips Etc.			856		432			
Total 820-Reop.		1920.0	9430	12893	5200		2550	
820-B								
24+20	30+03	574.43	5455	4113	931		110	Use 25+48+72 - 25+49+23 Use Excess in Bal. Book.
30+03	32+58	258.00	2555	2350			109	
32+58	46+00	1063.61	2499	2021	276		110	Use Excess in Bal. App.
Sub TOTALS		1893.10	10509	8484	1207			
Inlets & Outlets			25					
Slips & etc.			1036					
Total 820-B		1893.10	11,570	8484	1207			
Gr TOTAL		3813.10	21,000	21,373	1207	5200	2550	

PIPE CULVERTS

STATION	SKW	Reinf. Pipe	R. C. P.				EXCAVATION		CONC.	HOWLS		DROP INLETS		REMARKS	
			18"	24"	30"	15"	18"	24"		30"	Struct.	Uncl.	B"		R
7+95		34							21		1.5	1			Rem. Relay + Ext.
14+09									8		1.5	1			Ext. on Lt. open inlet
16+74									12		1.5	1			Ext. on Lt. open outlet
17+43									12		1.5	1			Ext. on Lt.
18+96										12	2.0	1			Ext. on Lt.
22+61.5									6		1.5				Ext. on Lt.
25+20									36		20	1.5	1		Ext. on Lt.
28+55	11"								64		35	10	1.5	1	Dig. Outlet.
32+25									56		28	3	1.5	1	Dig. Outlet.
34+00	15"								52		25		1.5	1	
36+76										52	2.5	6	2.0	1	Rem. V.C.P. open Inlet + Outl
36+76 - 37+20									44		22	3			
40+85 - 41+87									52		25				Under Rd. App. on Lt.
43+75 - 43+162									56		28				Under Side Rd. on Lt.
820-Reop	34								59	12	54	12	9.5	5	
820-B									108	252	52	208	22	8.0	5
Gr. TOTAL	34								108	311	64	262	34	17.5	10

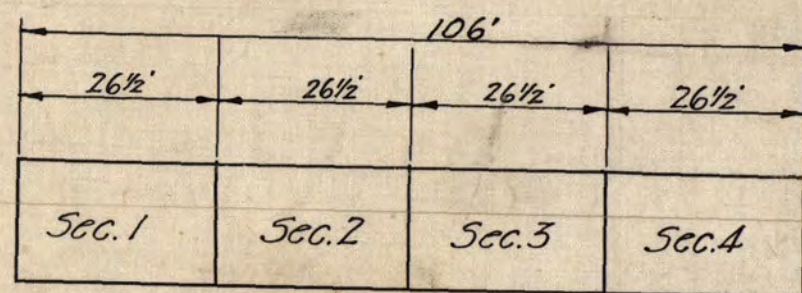
WHITE CEMENT TRAFFIC MARKER SKETCH



BOX CULVERTS

STATION	SKW	SIZE H W	LENGTH	TYPE	CONCRETE A B	EXCAV. STRUCT.	STEEL	WINGWALLS R L	HOWLS R L	REMARKS
820-Reop *		4 4	106	A	210 570	90	2425	1 1		Rem. pres. C.M.P.
820-B		3 6	48	A	130 270	42	1450		1	Remove pres. Twin 36" C.M.P. OPEN DITCH
TOTALS					340 840	132	3875			

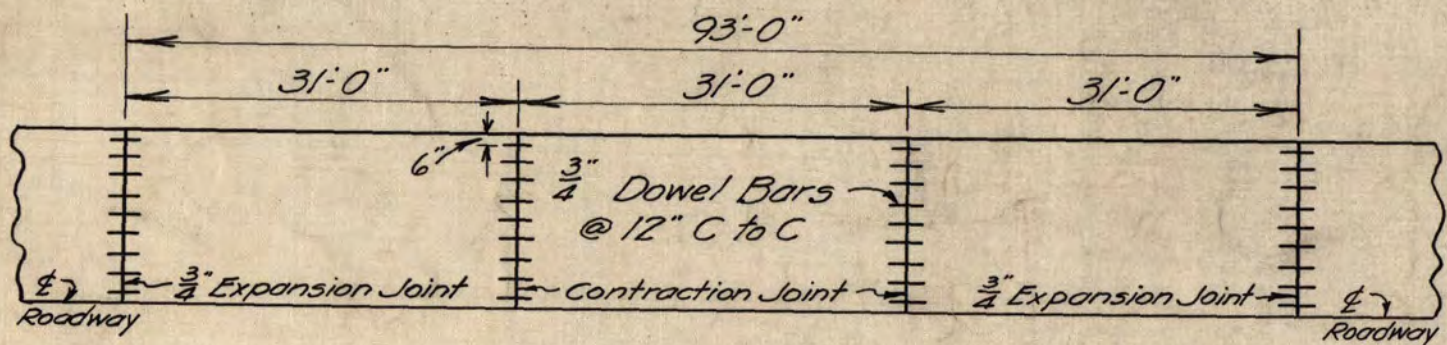
* NOTE: Culvert at Sta. 10+50 to be poured in alternate sections.



POURING DIAGRAM
Sec. 1
Sec. 3
Sec. 2
Sec. 4

DOWEL BARS

Dowel Bars to be 3/4" ϕ 2'-0" long and placed @ 1'-0" centers and 6" from edge of pavement at all transverse expansion and contraction joints. Bars must be accurately held in place perpendicular to the plane of the cross-section of the pavement, treated to prevent bond and provided with metal caps on one end to give sufficient air space for movement in the slab. Continuous sleeves covering one half length of the bars will not be permitted. Bid price to include the cost of metal caps and metal chairs necessary to hold dowels in place. Caps will not be required for Contraction joints.



CONSTRUCTION NOTE

Where cuts or fills are built wider than shown on typical section due to waste borrow or breakage the ditch line of cuts and the tops of embankments shall be built to regular lines approximately parallel to the centerline grade and alignment with proper allowance for super-elevation of curves. Fills to be placed in 6" layers and rolled with a roller weighing not less than 10 tons.

BORROW

Borrow shall not be made until the unclassified excavation has been completed and all possibility of obtaining material from either slips or excess has been eliminated.

TRAFFIC

The provisions of Section VIII of the standard specifications with reference to the maintaining of traffic during construction will be rigidly enforced. The contractor will be required to arrange his work so as to offer the least inconvenience to traffic and to construct such portions of his contract as may be required when necessary for the convenience of traffic at the contract unit price. An all weather lane over which traffic may pass with the least delay and inconvenience is intended. Note continued below, right

NOTES FOR CONCRETE PAVEMENT

Note No. 1. Mesh
Type A, as shown on State Standards Sheet No. 2, to be used.

Note No. 2.
Pavement to be built one lane at a time.

Note No. 3.
Edging tool to have 1/4" radius.

Note No. 4.
Longitudinal joints to be poured with bituminous material the cost of which shall be included in the bid price per cubic yard of concrete pavement.

TRANSVERSE EXPANSION JOINTS

Transverse Expansion Joints shall be 1/4" and placed at the end of every six sheets of reinforcement, 93 ft. intervals.

Contraction joints shall be placed at third points between expansion joints. Pressed "Dummy Joints" as shown on State Standards, Sheet No. 2, shall be used for contraction joints.

Contraction joints shall be poured with bituminous material, the cost of which shall be included in the unit price for concrete pavement.

FINISHING CONCRETE PAVEMENT

Just prior to the initial set of the concrete it shall be lightly dragged with a rattan broom or with burlap.

P.W.A. NOTE

Special provisions governing public works highway projects under Docket 2197, adopted by the State Road Commission of West Virginia, revised April 10, 1935, will govern this project.

WEST VIRGINIA STATE ROAD COMMISSION SPECIFICATIONS OF 1935
WILL GOVERN ALL WORK AND MATERIALS UNLESS OTHERWISE NOTED

BENCH MARKS

No.	ELEVATION	DESCRIPTION
1	727.74	Nail in 8" Maple 35' Lt. of Sta. 0+160
2	660.23	□ Cut on Headwall 150' Lt. of Sta. 9+70
3	611.49	□ Cut on ledge of Rock Cliff across Stream 120' Rt. of Sta. 23+25
4	575.22	□ Cut on concrete foundation of sawdust furnace 65' Rt. of Sta. 36+30
5	561.47	□ Cut on concrete pillar for R.R. Trestle 40' Rt. of Sta. 51+95
6	564.67	Government B.M. Depot - Union Station

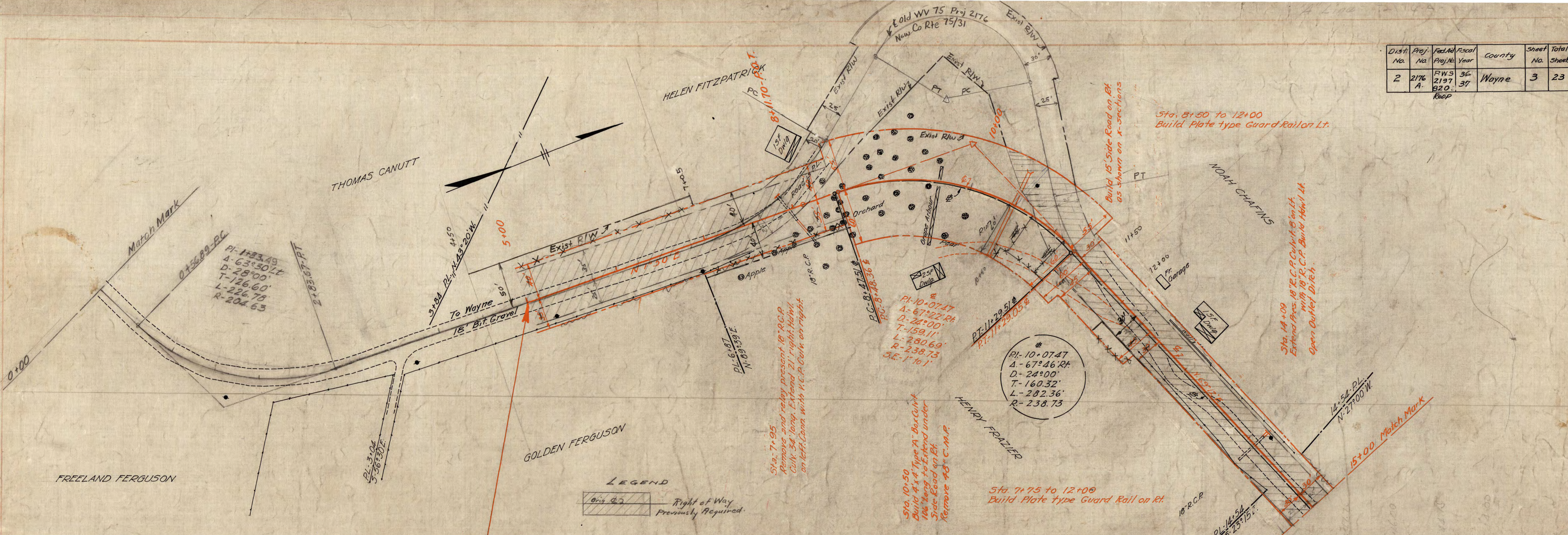
TRAFFIC (CONTINUED)

The State will furnish and pay for the flagmen at each end of the project when one-way traffic is considered, by the Engineer to be necessary. The Contractor will furnish and pay for any watchmen or flagmen necessary to conduct traffic around equipment and around points where construction is being carried on. The Contractor will furnish and pay for all equipment and labor necessary to properly maintain the one-way all-weather lane. All materials considered necessary by the engineer for this purpose will be furnished to the Contractor by the State.

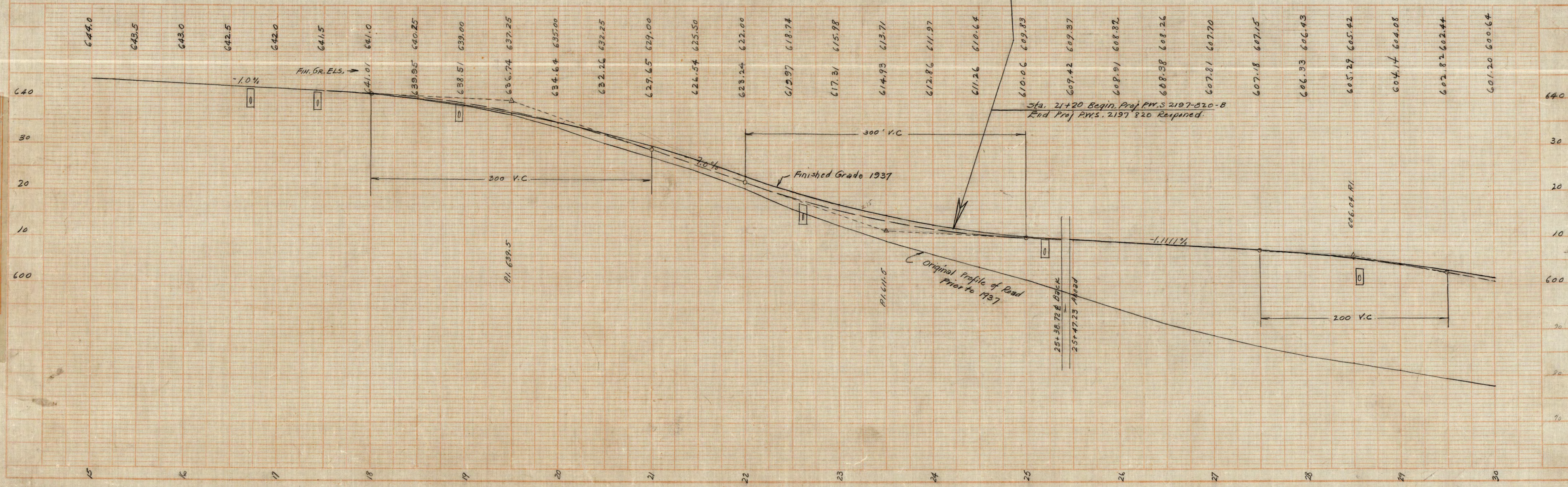
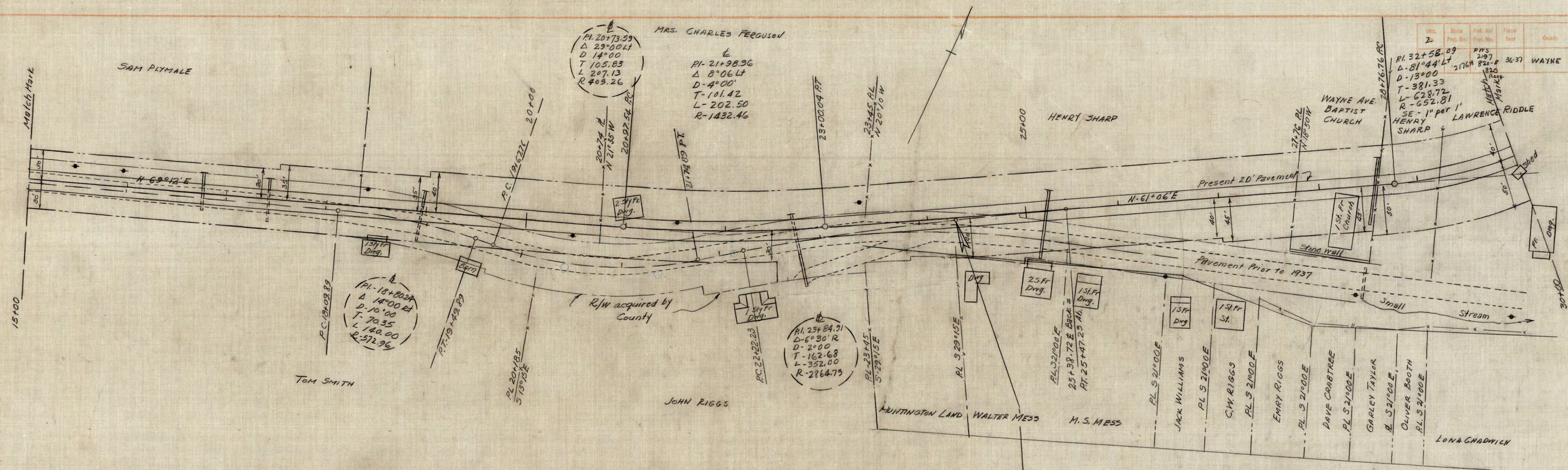
PLAN	DATE
REVISION	BY
NOTES	DATE
NO.	

PROFILE	DATE
REVISION	BY
NOTES	DATE
NO.	

Dist. No.	Proj. No.	Fiscal Year	County	Sheet No.	Total Sheets
2	2176 A	36	Wayne	3	23



Dist.	State Proj. No.	Fed. Aid Proj. No.	Fiscal Year	County	Sheet No.	Total Sheets
2						
2+58.09 1044'4"	2176A	PHS 2197 820-8 820	36-37	WAYNE	4	23

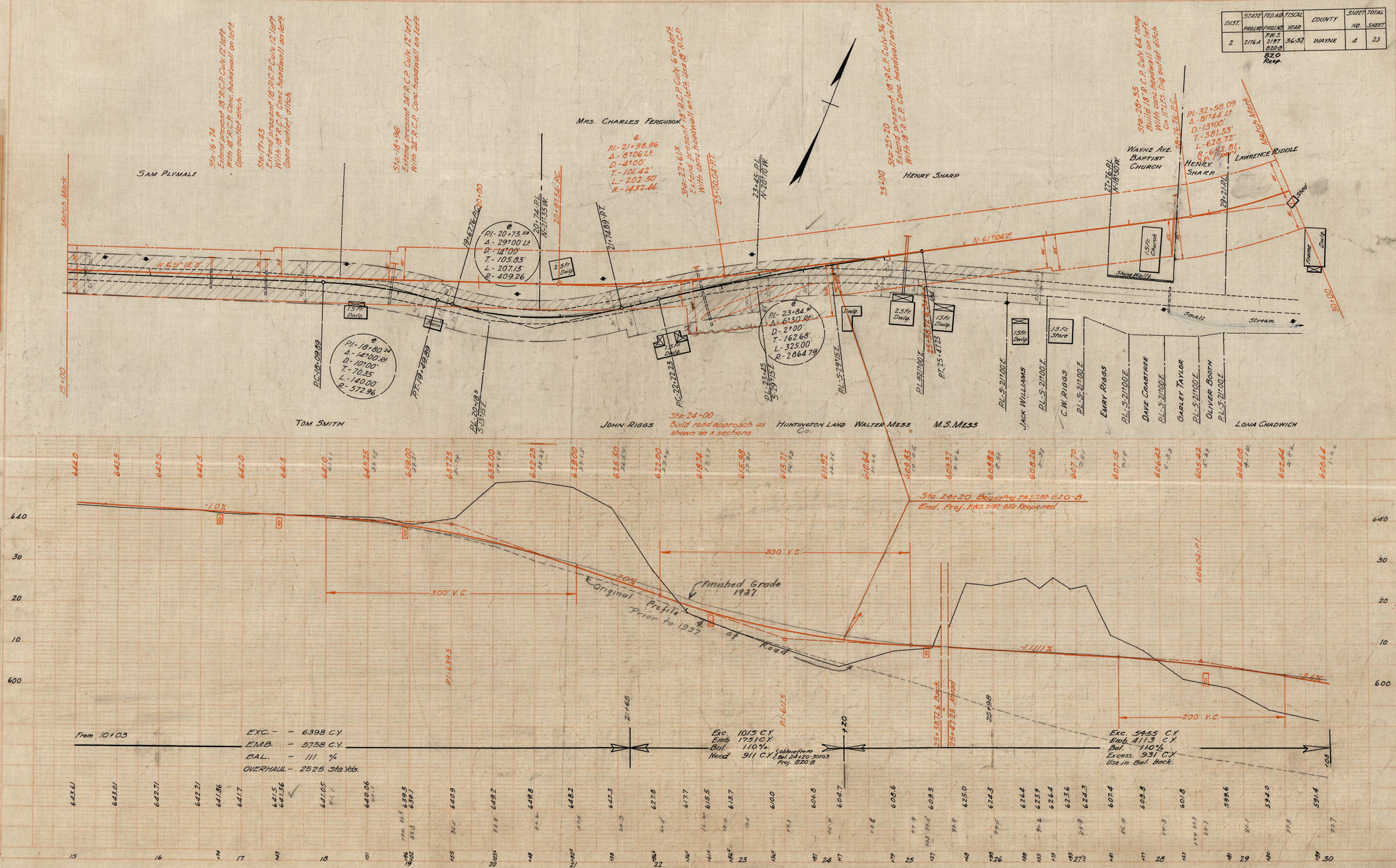


PLAN	SUBMITTED	DATE
NO.	BY	
NOTE BOOK	PLOTTED	
RT. OF WAY CHECKED		

PROFILE	SUBMITTED	DATE
NO.	BY	
NOTE BOOK	PLOTTED	
STRUCTURE NOTATIONS CHD.		

DIST.	STATE	FED. AID	FISCAL	COUNTY	SHEET TOTAL
2	2176A	PRDND	PRDND	WAYNE	4 23
					NO. SHEET

820
Recop.



PLAN	SURVISED	BY	DATE
NOTE BOOK	PROTOTTED		
NO.	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		

PROFILE	SURVEYED	S	DATE
NOTE BORN	GRADES CHECKED		
NO.	B. M. NOTED		
	STRUCTURE NOTATIONS ON NO.		

