

These plans together with the N.Y.C.R.R. plans constitute complete plans for this improvement.

The state's contractor shall first construct the main drainage line for the subway and complete the highway detour, borrowing embankment along S.H. No. 49 without endangering or interfering with the traffic thereon. He shall then suspend his operations until March 1st 1931 at which time the railroad company will commence the raising of its track and traffic on the highway will be removed to the detour road. The highway contractor will thereupon commence his grading operations at the south end of the project and work north building the required embankment along the railroad track from this excavation. The railroad company will drive the piling for its temporary detour track trestle about 20 feet north of the main track, spacing the bents to allow the highway contractor free access for excavating under the trestle and having the trestle in service in time to cause no interference with the progress of the highway contractor.

Immediately upon the completion of the excavation under the site of the main track the railroad's contractor will start the construction of the railroad bridge and same shall be pushed to completion and the temporary trestle removed in a manner which will cause a minimum delay to the paving operations of the highway contractor which will start at the south end as soon as all excavation for the highway is completed.

The highway contractor will conduct his paving operations in a manner which will not interfere with the activities of the railroad company's contractor nor with traffic on the highway or the railroad.

The temporary part of the highway detour shall be removed by the highway contractor after traffic has been restored to S.H. No. 49.

The above method of procedure may be modified by the engineer from time to time as the progress of the improvement may require.

CONVENTIONAL SIGNS

Corporation line	_____
Section line	_____
R.R. Right of Way line	_____
Property line not fenced	_____
Property line fenced	_____
Center line	_____
Telephone or Telegraph	_____
Trees	_____
Proposed Sewer & Manhole	_____
Proposed Storm Water Inlet	_____

We the undersigned County Commissioners of Franklin County do hereby approve these plans under date of September 6th - 1930

Frederick W. Nicholson
Milton C. Westlake
Harry T. Dign

STATE OF OHIO DEPARTMENT OF HIGHWAYS

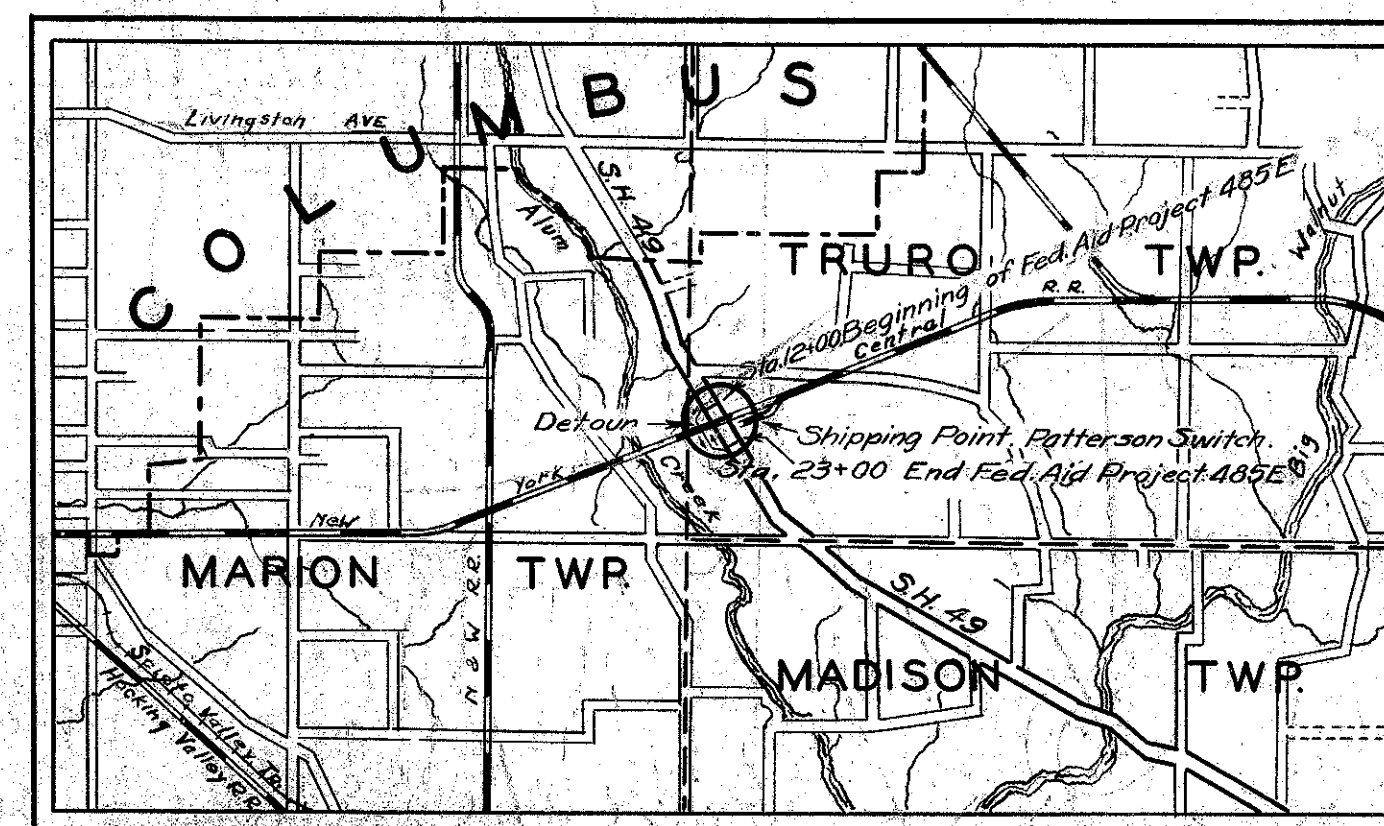
GRADE SEPARATION WITH NEW YORK CENTRAL RR ON COLUMBUS-LANCASTER ROAD

S.H. 49 SEC. E-I. NEW YORK CENTRAL SUBWAY

TRURO TOWNSHIP FRANKLIN COUNTY

PET. NO. 6497 JULY 1930

LOCATION PLAN



Scale 1"=1 Mi.

INDEX

Title	
Typical Section	1
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Note
The highway contractor shall place 6000 cu. yds. of excavation in embankment, to widen subgrade shoulders of the railroad track. This embankment extends from a point about 2000 ft. east of the crossing of S.H. No. 49 to a point about 400' west of the crossing; the average station haul being about 600 ft.

The embankment shall be placed to the standard section of the Railroad Company as required by the raising of its track. No material will be required to be placed under the track by the highway contractor nor will he be required to do any work in connection with the raising of the track. The placing of the embankment shall be done as directed by and to the satisfaction of the Engineer of the Railroad Company.

The embankment shall be placed in layers of full width to the slope line and not widened with loose material from the top. The most suitable material shall be reserved for finishing the last 12 inches of the surface. It shall be completed to such height above the subgrade and to such increased widths as will allow for shrinkage, compression and erosion.

No large stones will be allowed within 2 ft. of the subgrade and material unsuitable in the judgment of the Engineer of the Railroad Co. shall not be placed.

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The Standard Specifications of the STATE of OHIO, Department of Highways, in force on date of contract will govern this improvement. Railroad Specifications will govern the Railroad Structures.

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 a detour and right of way necessary for this improvement will be provided as shown on the plans and estimates.

Approved Leotis B. Attiman
Date Aug. 14-1930 Resident District
Deputy Director

Approved H. D. Mearns
Date 8-11-30 Resident Division
Deputy Director

Approved H. P. Chapman
Date 10-25-30 Deputy Director
Bureau of Construction

Approved _____
Date _____ Deputy Director
Bureau of Maintenance

Approved J. P. Burkey
Date 9-17-30 Deputy Director
Bureau of Bridges

Approved Frank S. Rushing
Date 10-25-30 Chief Engineer
First Asst. Director

Approved Robert M. Walsh
Date 10-25-30 Director of Highways

Recommended for Approval _____
Date _____ District Engineer
Bureau of Public Roads

Recommended for Approval _____
Date _____ Chief Engineer
Bureau of Public Roads

Approved _____
Date _____ Chief of Bureau

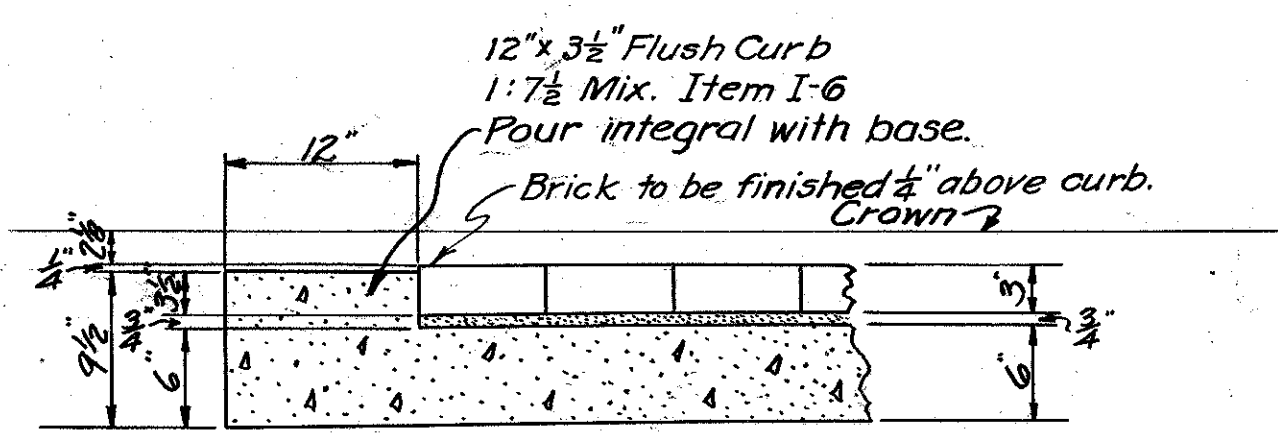
Approved _____
Date _____ Chief Engineer
New York Central R.R.



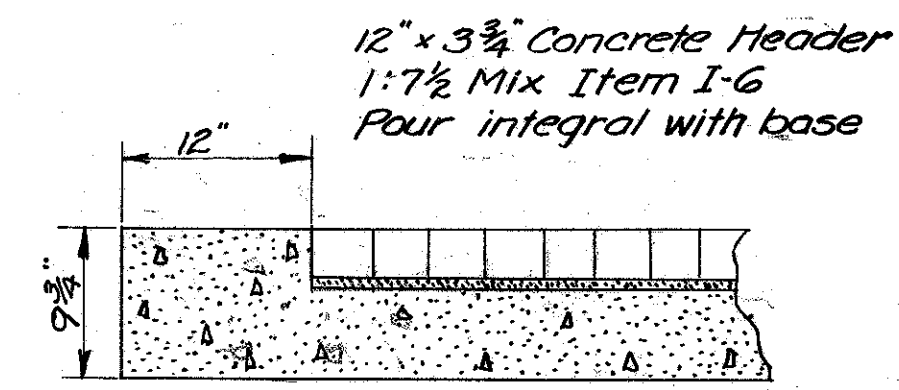
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Total:
2470 Sq. Yds. Sodding Item I-19
4600 " " Seeding Item I-19

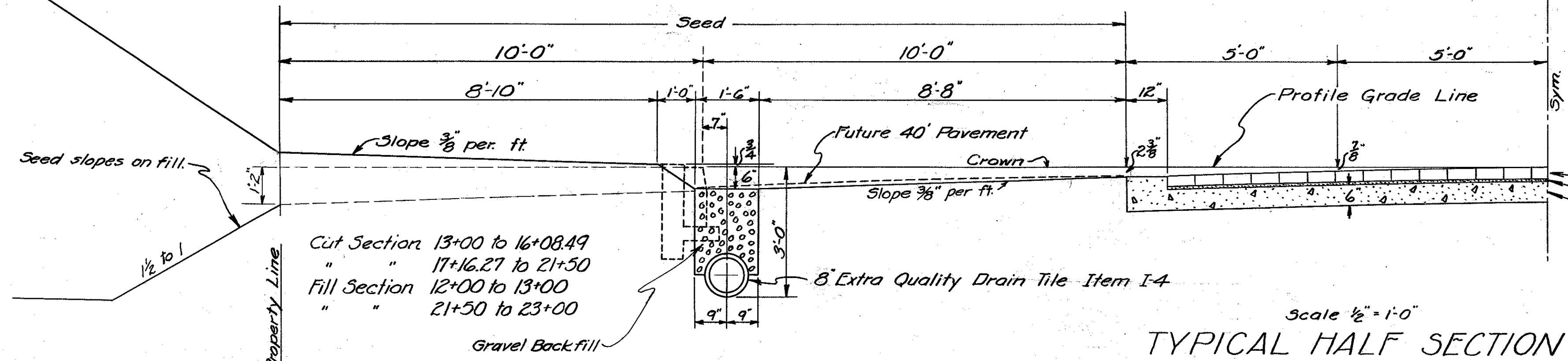
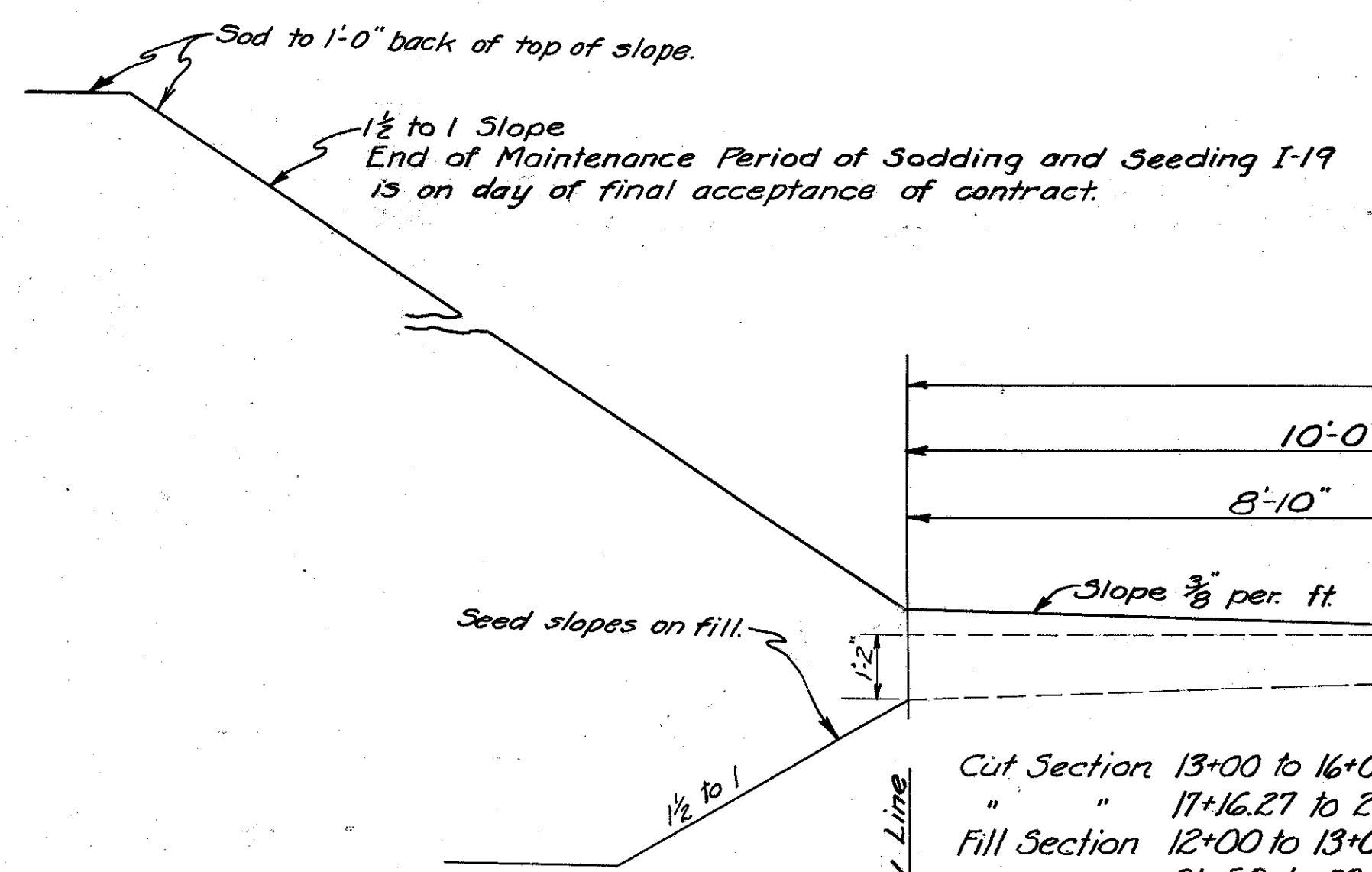
The use of subgrading or finishing machines or weighing of aggregates shall not be required, but otherwise shall conform strictly to the specifications.



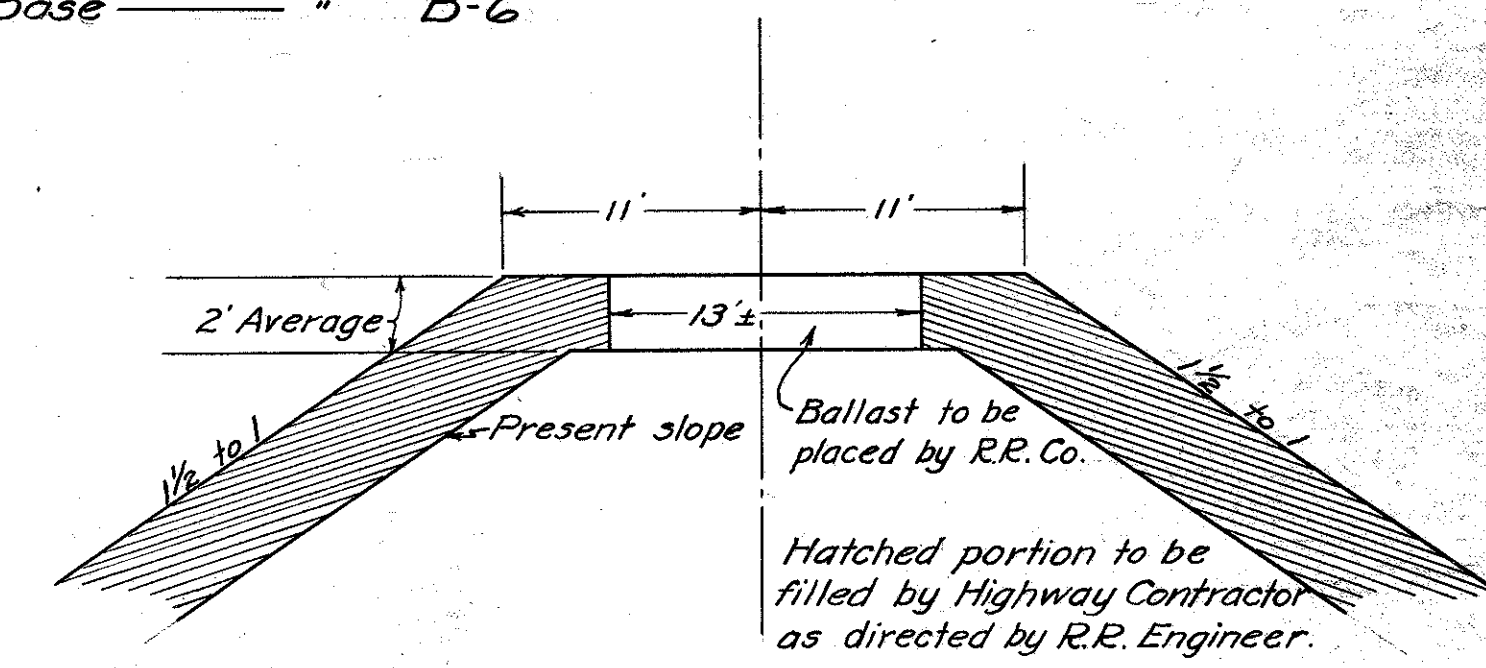
Scale 1" = 1'-0"
FLUSH CURB



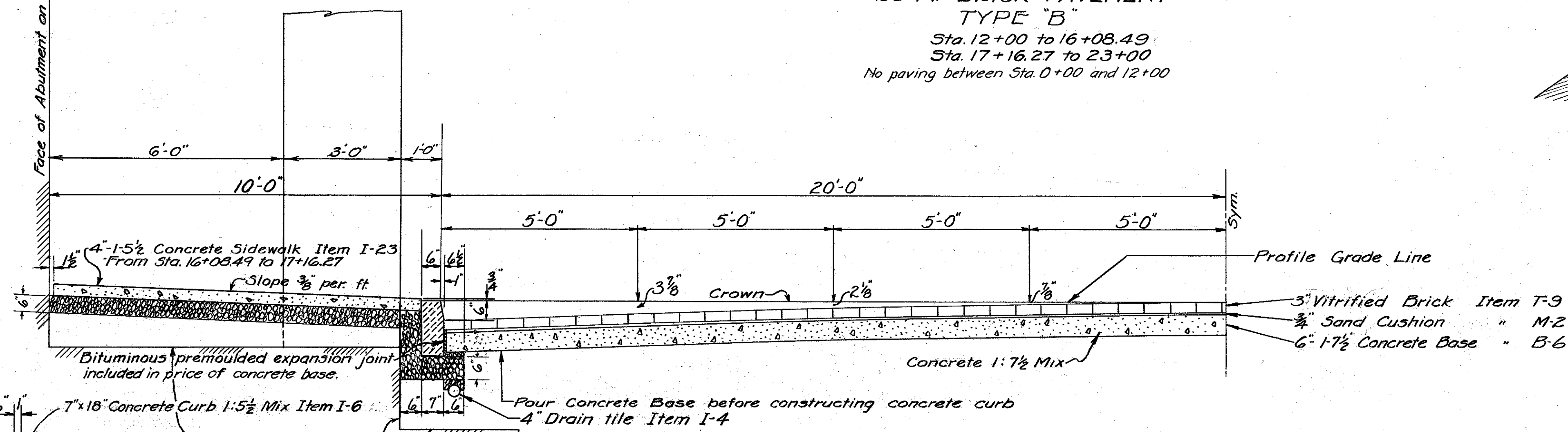
Longitudinal Section on &
CONCRETE HEADER



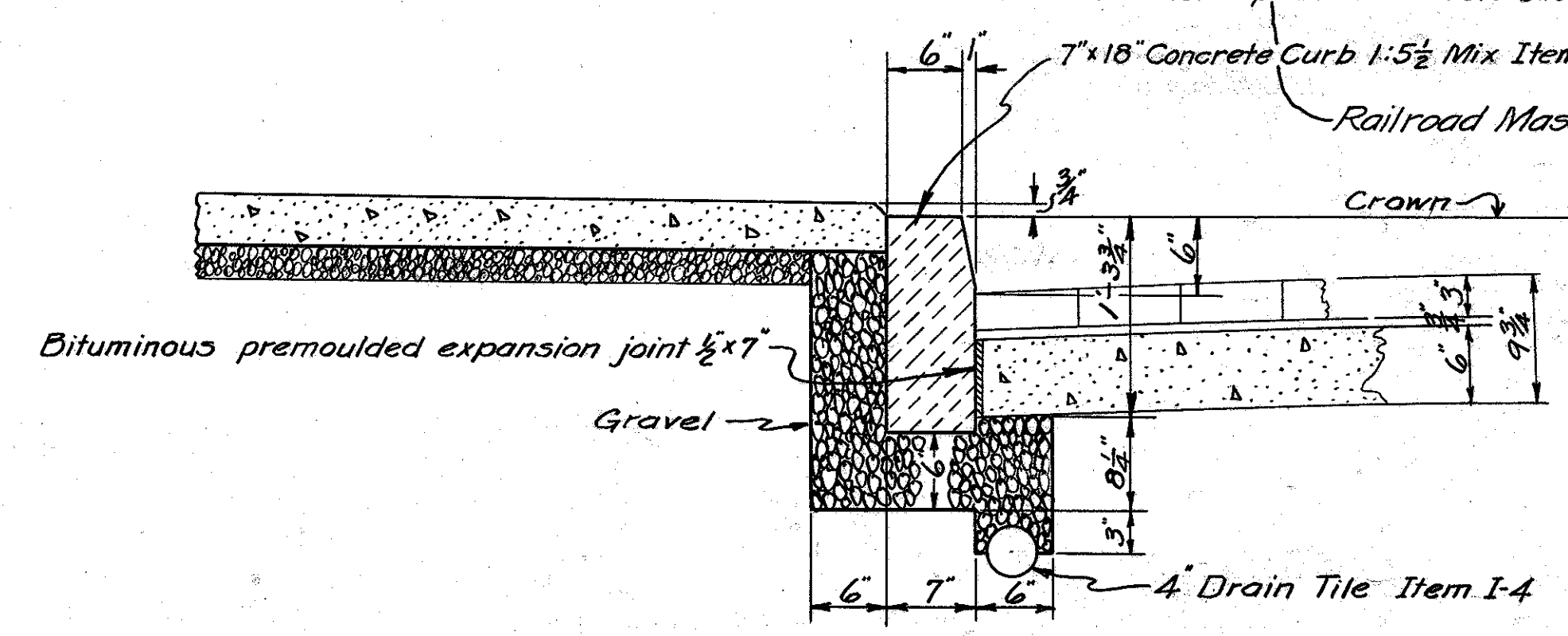
Scale 1/2" = 1'-0"
TYPICAL HALF SECTION
20 FT. BRICK PAVEMENT
TYPE "B"
Sta. 12+00 to 16+08.49
Sta. 17+16.27 to 23+00
No paving between Sta. 0+00 and 12+00



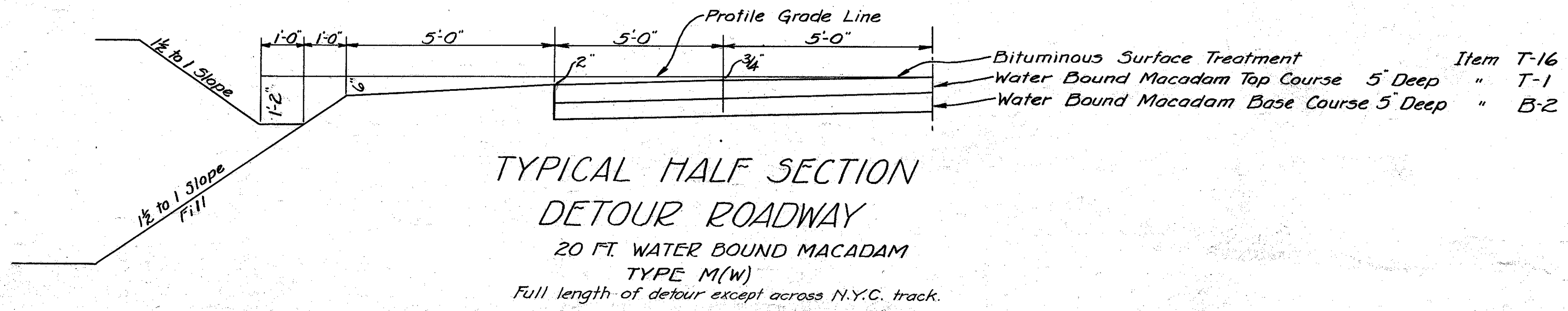
Pay quantity will be 10% less than measured embankment yardage.
TYPICAL SECTION ON RAILROAD



Scale 1/2" = 1'-0"
TYPICAL HALF SECTION
40 FT. BRICK PAVEMENT
TYPE "B"
Sta. 16+08.49 to 17+16.27



SECTION AT CURB
Scale 1" = 1'-0"



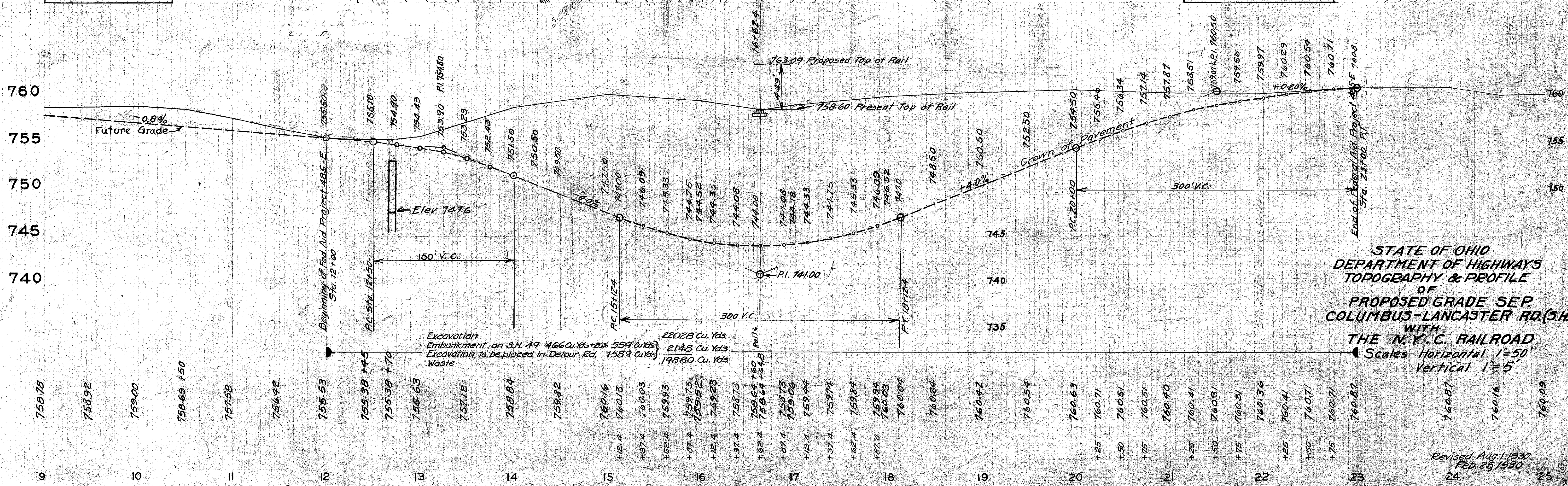
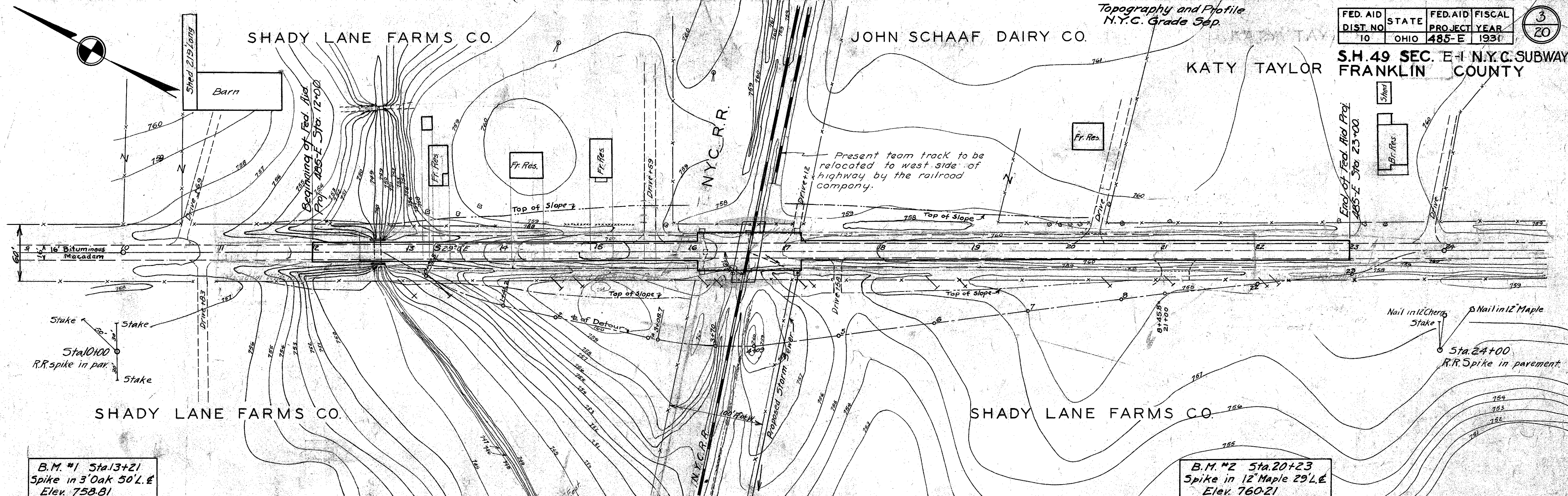
TYPICAL HALF SECTION
DETOUR ROADWAY
20 FT. WATER BOUND MACADAM
TYPE M(W)
Full length of detour except across N.Y.C. track.

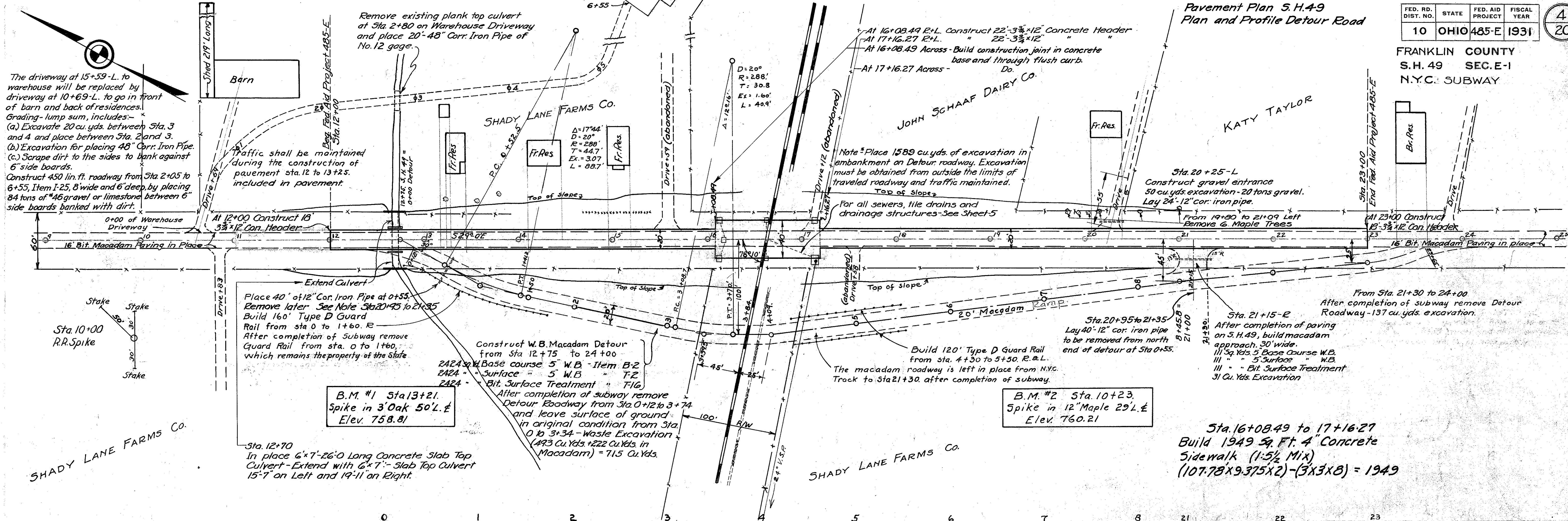
62x24
8-25
E.L. Linsell

36

62x24
8-25
E.L. Linsell

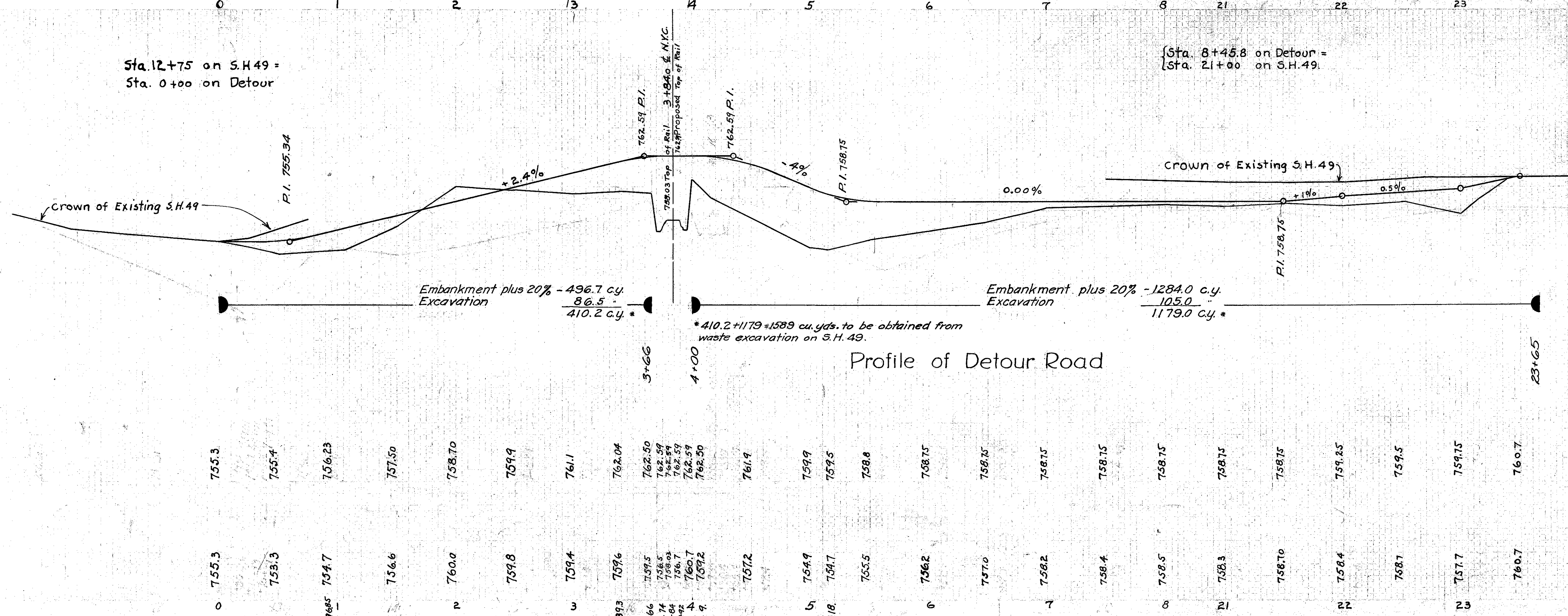
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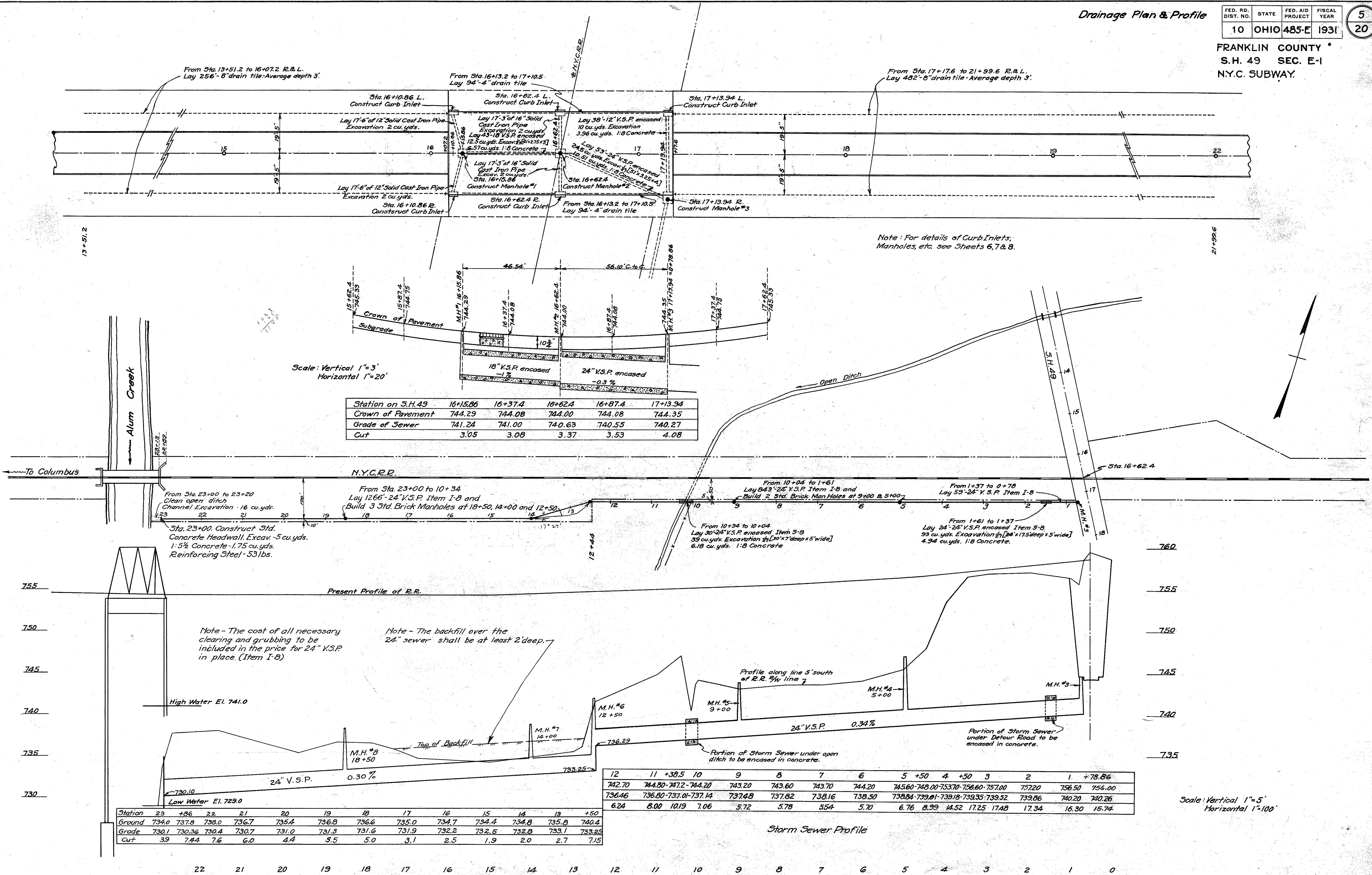
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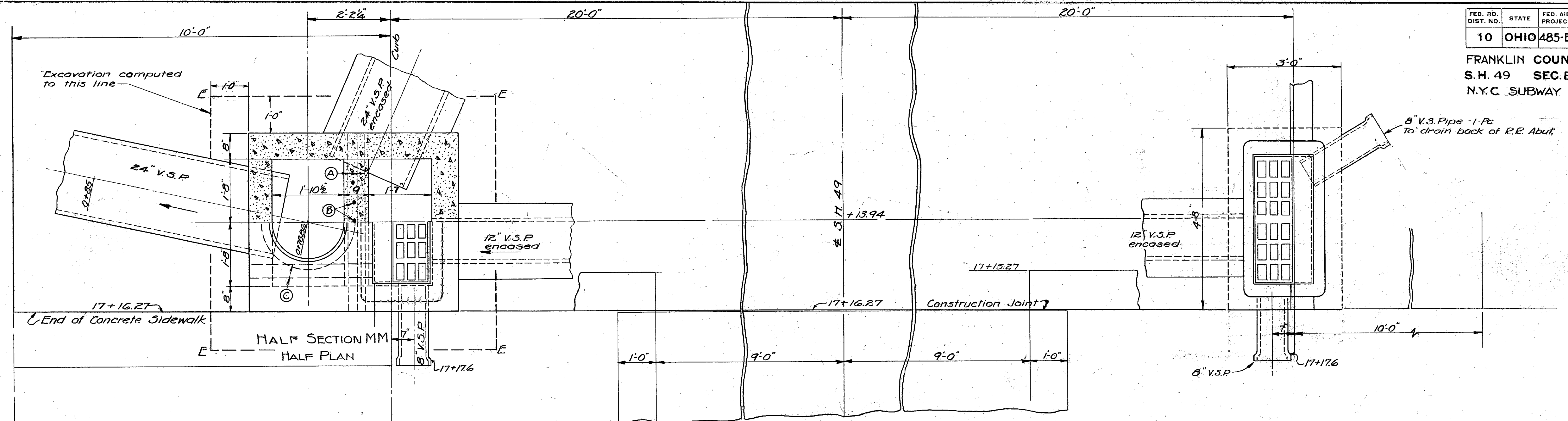


523-30
cc. H. J. But

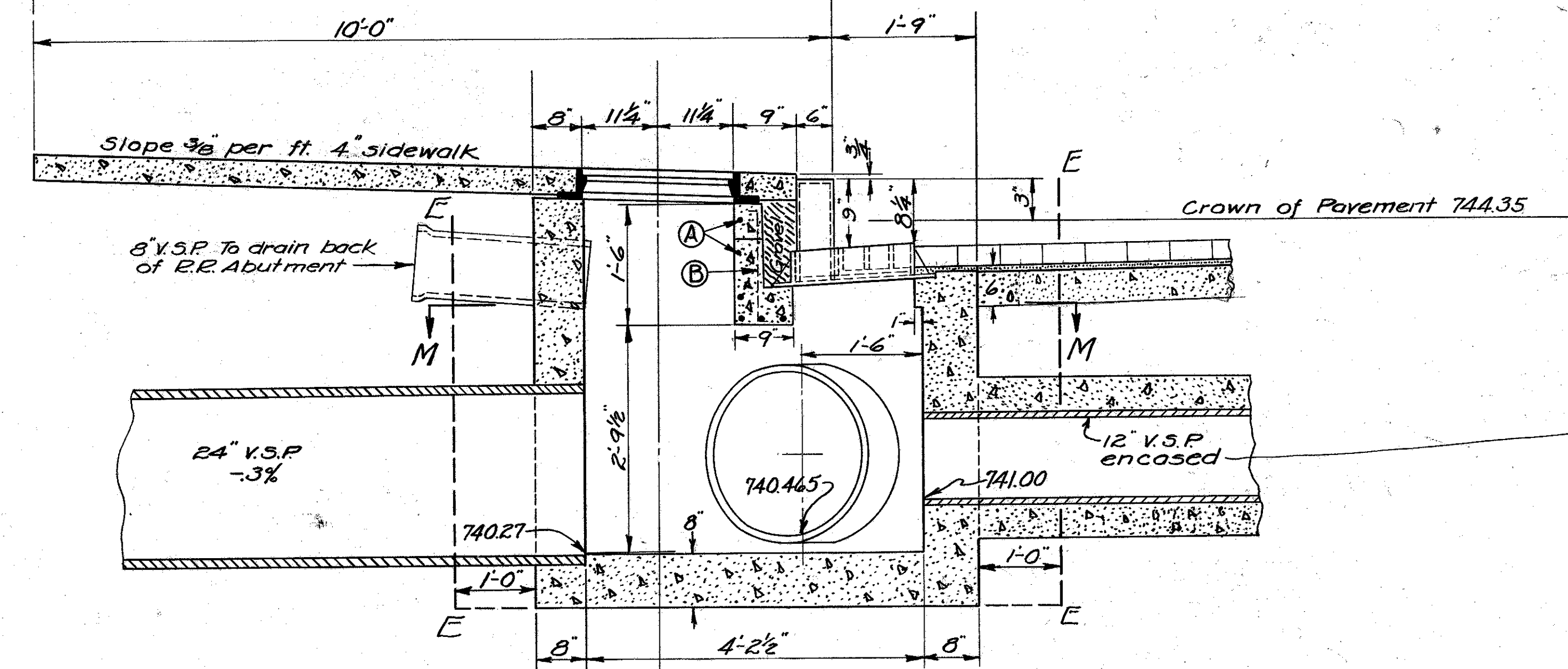
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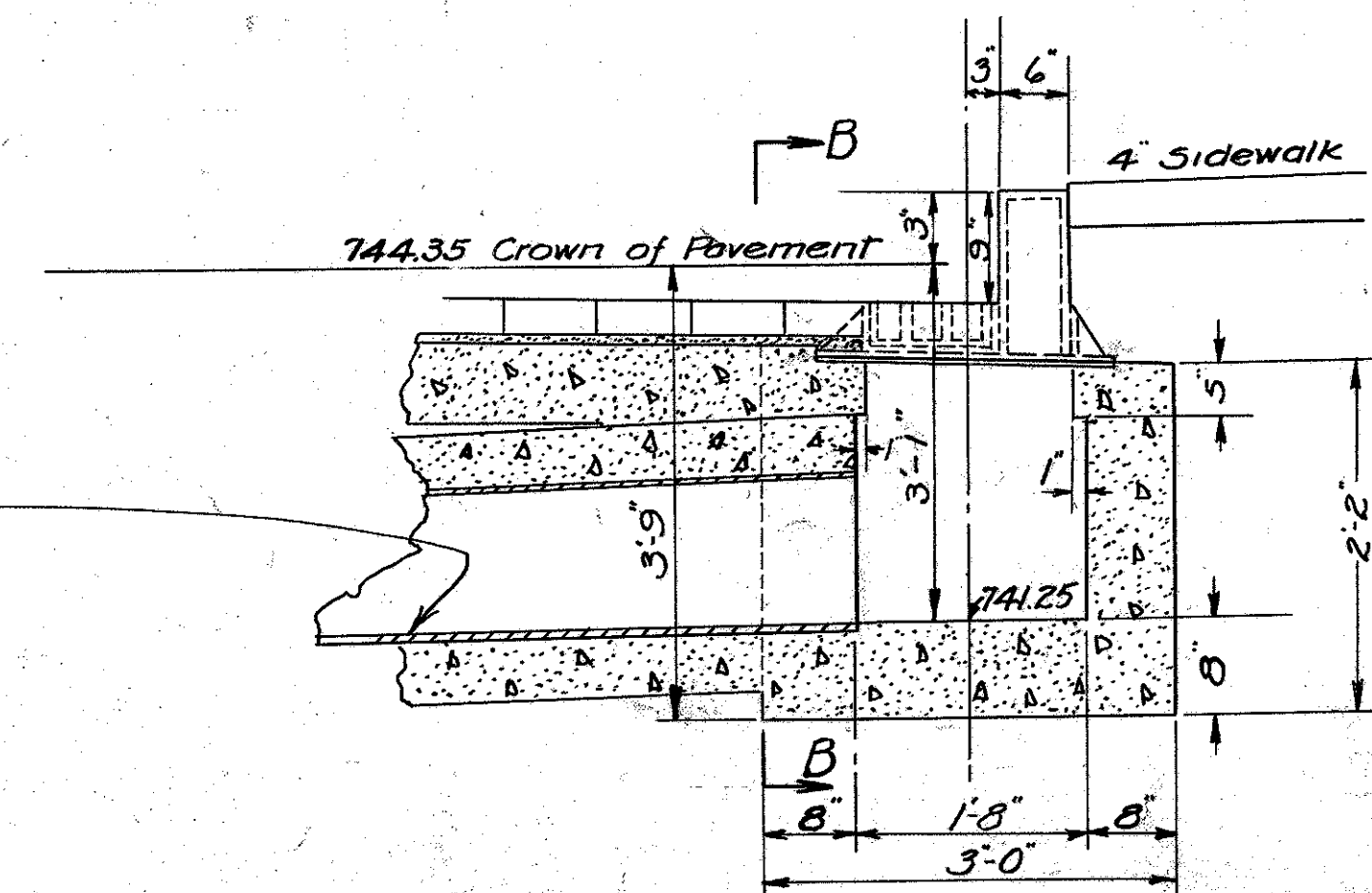


DETAIL OF MANHOLE No. 3



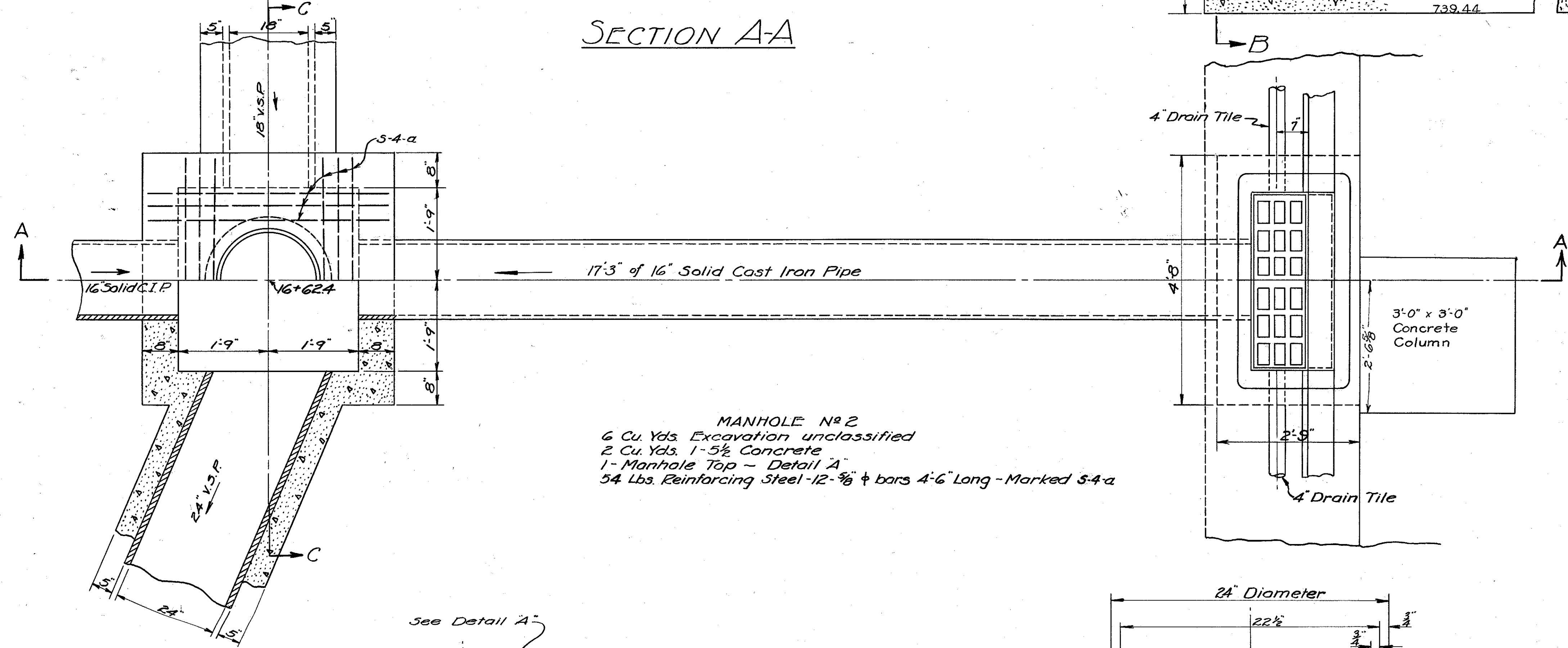
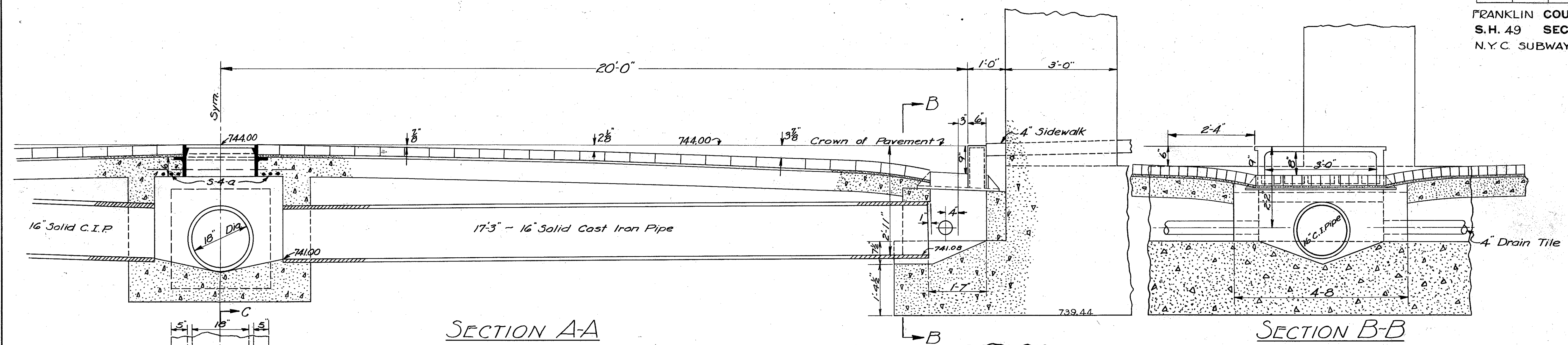
MANHOLE No. 3
COMBINATION CURB INLET AND MANHOLE
ESTIMATE OF QUANTITIES-LUMP SUM
10 cu. yds. excavation unclassified (below curb)
1- Storm Water Inlet Pattern "G" Guenther Foundry or equal.
1- Manhole Top - (Special) Same as Detail A with bottom flange left off.
Reinforcing Steel - 47"
6-A Bars $\frac{3}{8}$ " - 4'-3"
5-B " " - 2'-0" (hook both ends)
4-C " " - 3'-0"
2.44 cu. yds. 1-5½ Concrete
2 Pieces 8" Vitrified Sewer Pipe 2 Ft. Lengths

35'-12" V.S.P. Encased.



ESTIMATE OF QUANTITIES-LUMP BID
Curb Inlet at Station 17+13.94
3 Cu. Yds. excavation unclassified (below curb)
1- Storm Water Inlet Pattern "G" Guenther Foundry or equal.
0.9 Cu. Yds. 1-5½ Concrete
2 Pieces 8" Vitrified Sewer Pipe - 2 Ft. Lengths

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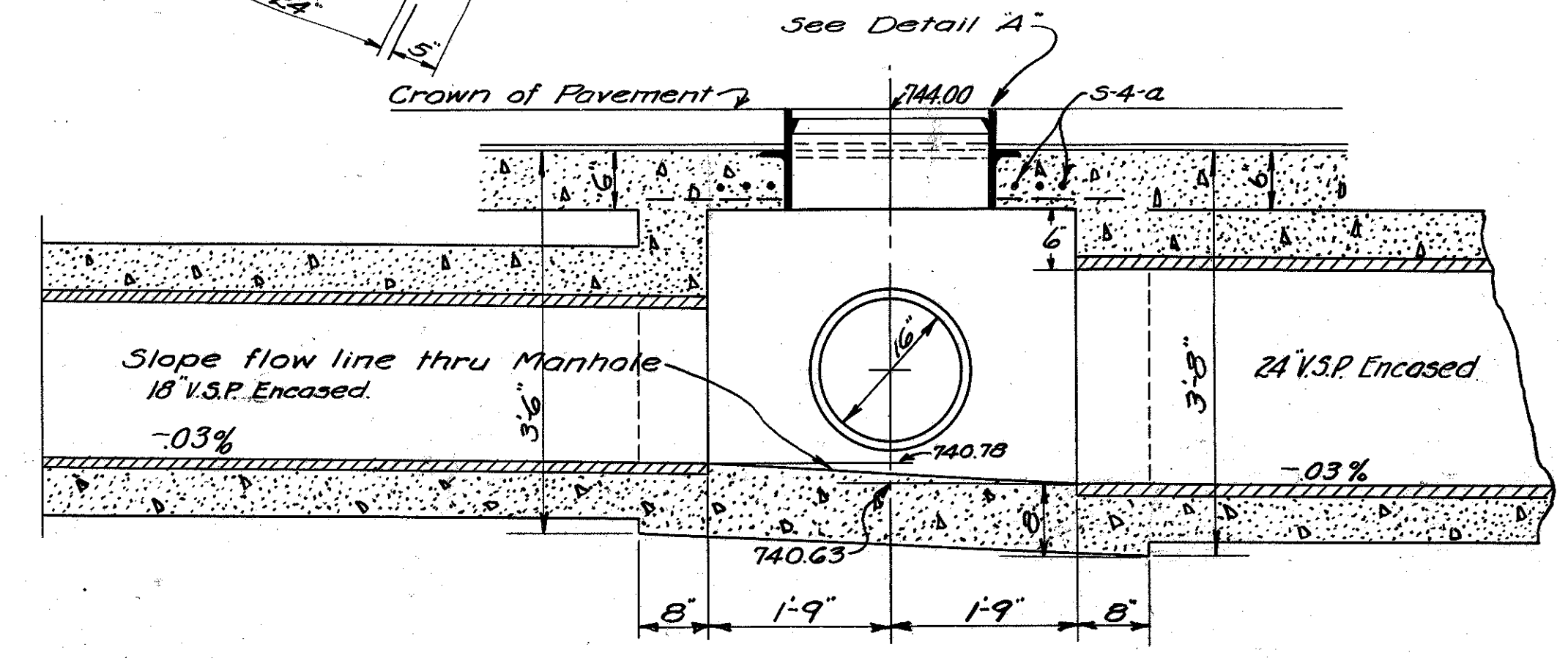
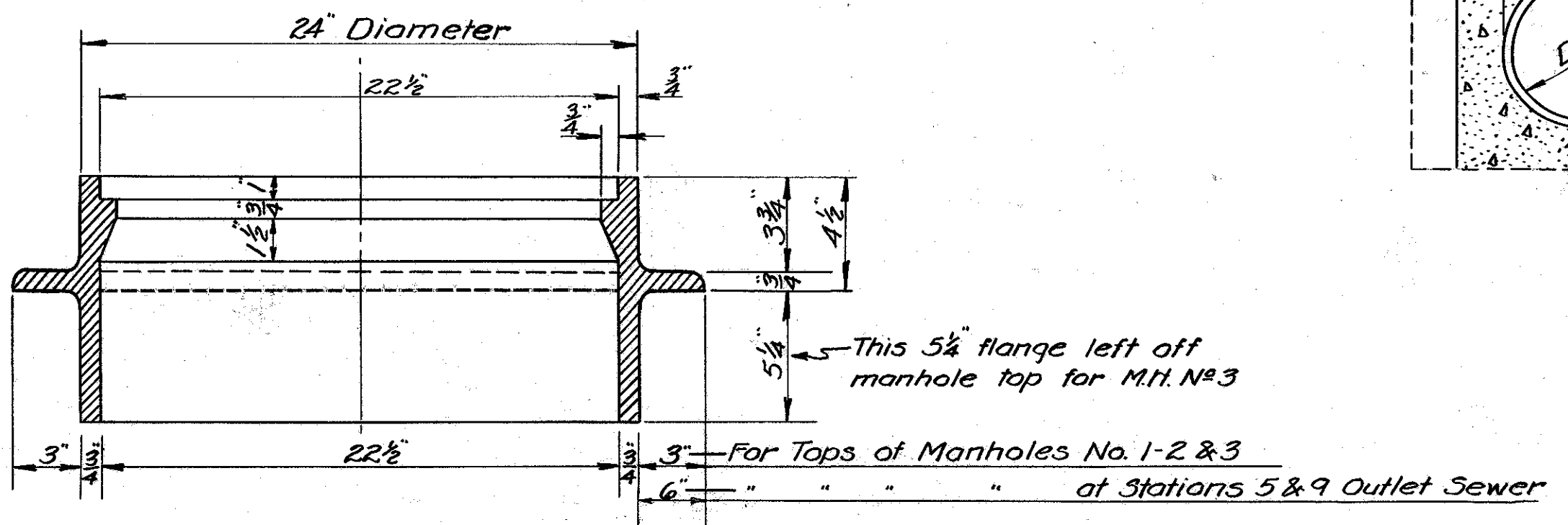
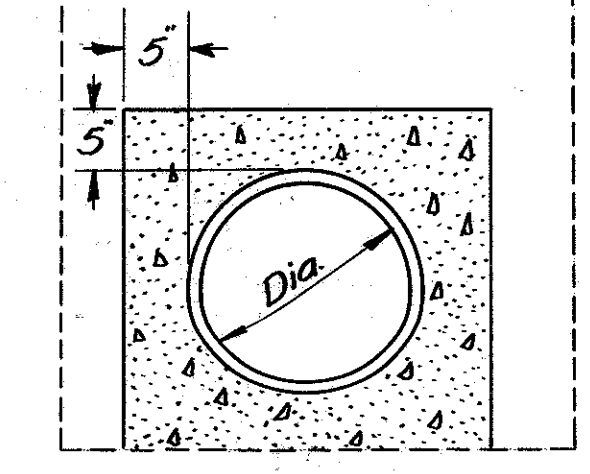


MANHOLE N^o 2
6 Cu. Yds. Excavation unclassified
2 Cu. Yds. 1-5 1/2 Concrete
1- Manhole Top - Detail A
54 Lbs. Reinforcing Steel - 12- 3/8" bars 4'-6" Long - Marked S-4-a

CURB INLET R. & L. AT STA. 16+62.4
ESTIMATE OF QUANTITIES
1-Twin Pattern G Type Storm Water Inlet (Guenther Foundry or equal)
0.4 Cu. Yds. 1-5 1/2 Concrete

ITEM-S-1

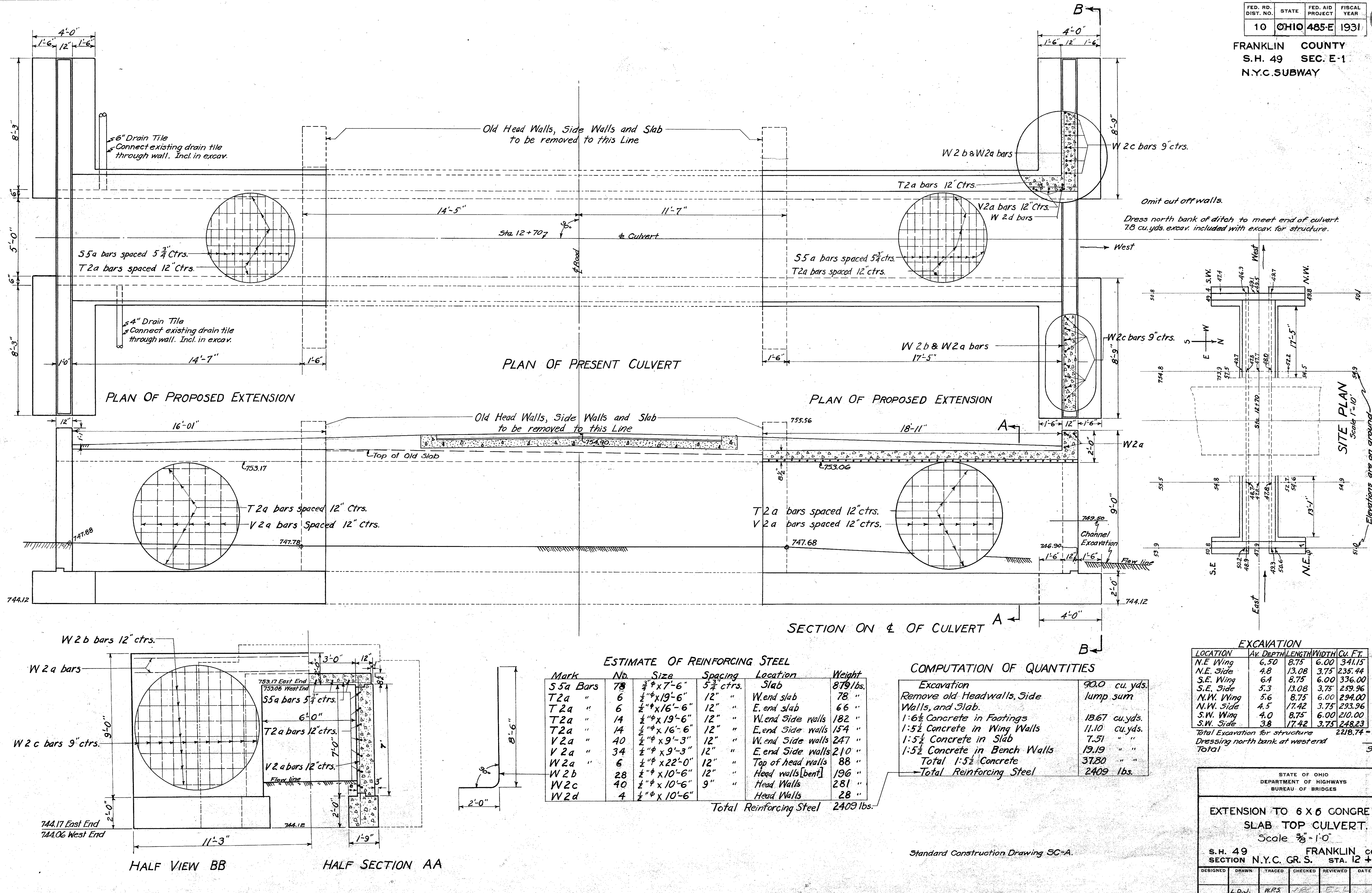
Dia. of V.S.P.	Width of Excavation	Conc. encasing per ft
12"	2'-6"	1.08 Cu. Yds.
18"	3'-0"	1.54 Cu. Yds.
24"	More than 6' deep	2.06 Cu. Yds.
24"	Less than 6' deep	3'-6"



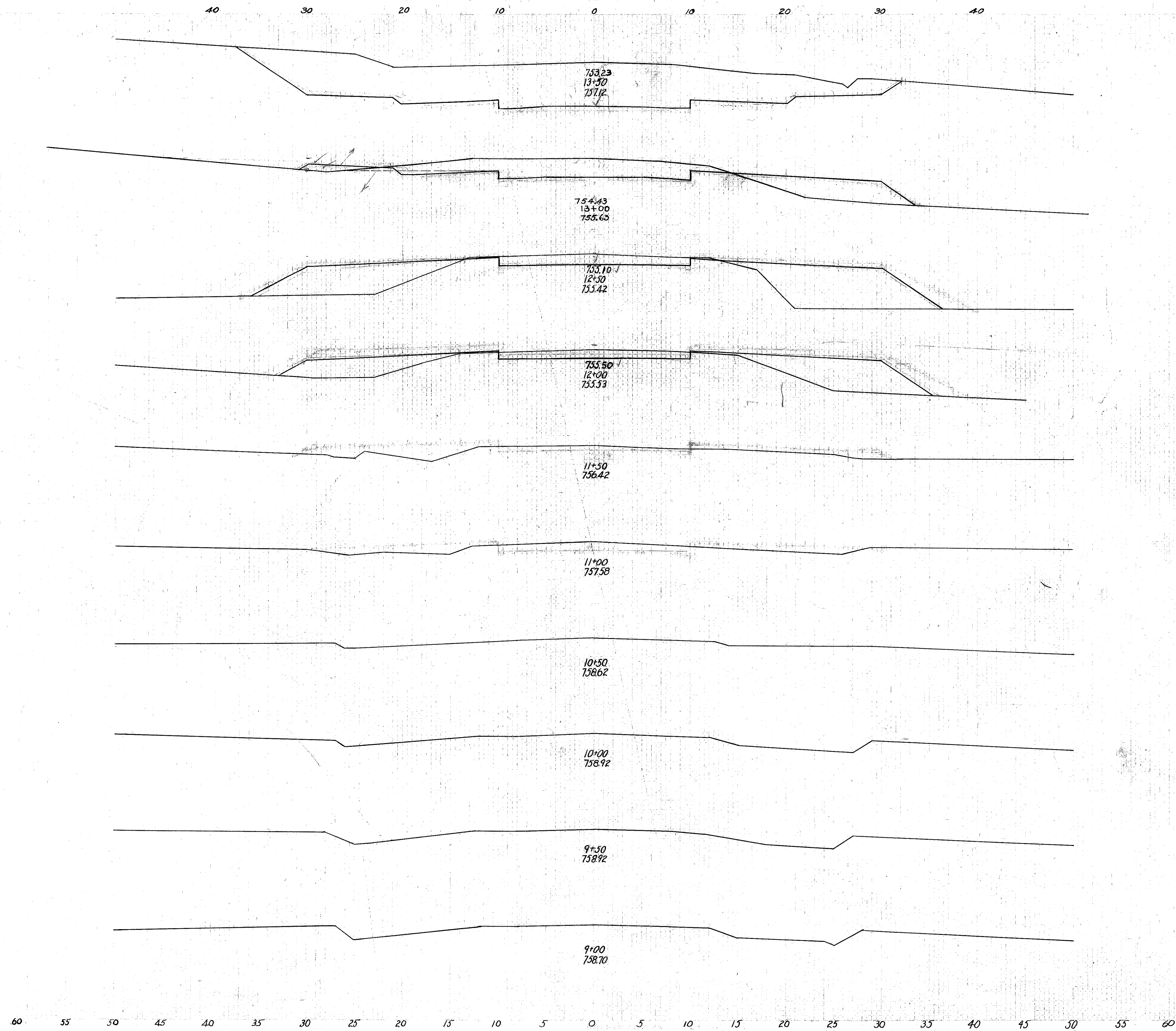
SECTION C-C - MANHOLE N°2

DETAIL A - MANHOLE TOP

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Note Book #36, Page 60 and 63.



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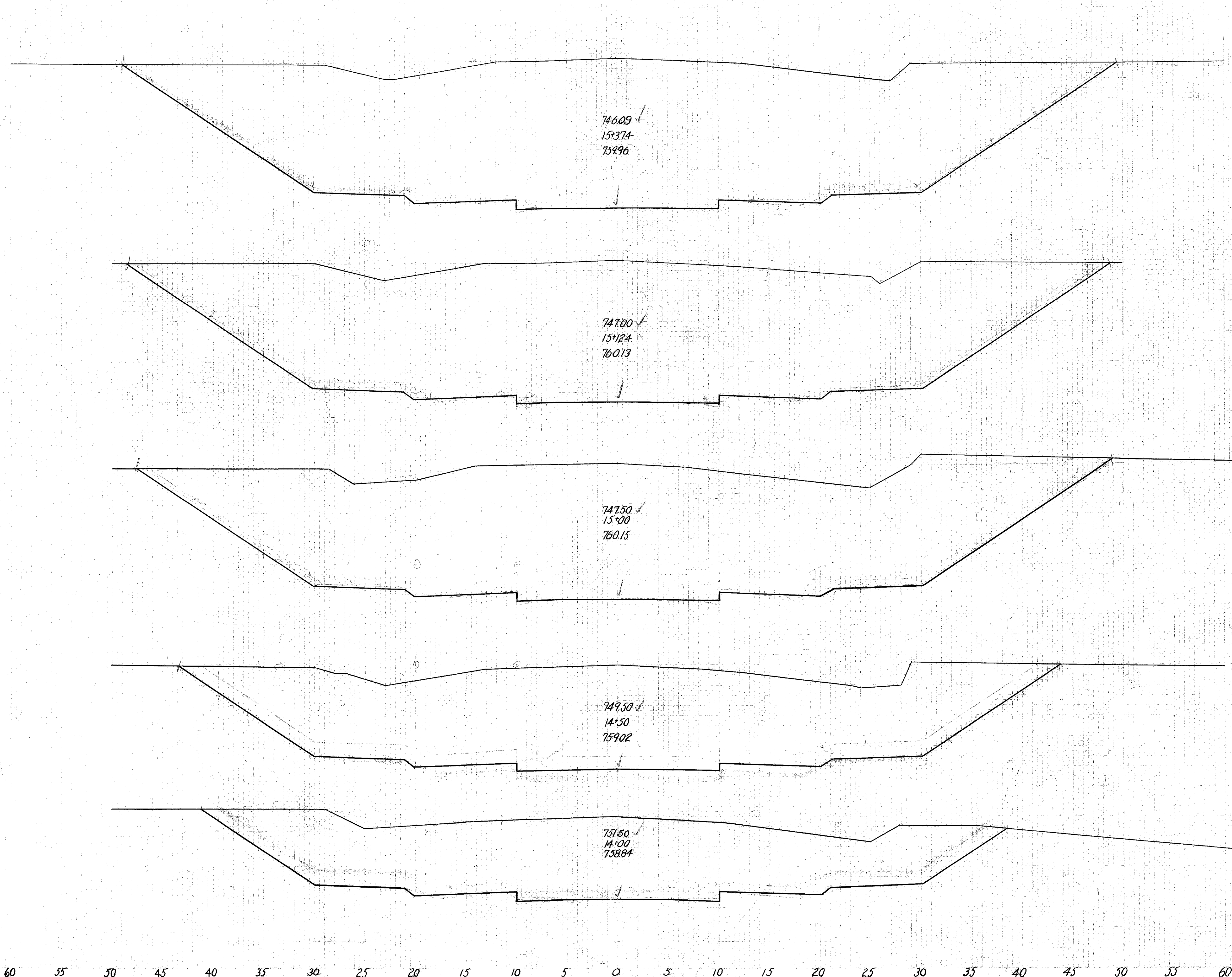
End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
241	0	✓ 273.2	✓ 32.4
54	35		
54	31	✓ 67.6	✓ 134.3
19	114		
		✓ 32.4	✓ 172.2
16	72		

50 40 30 20 10 0 10 20 30 40 50

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20

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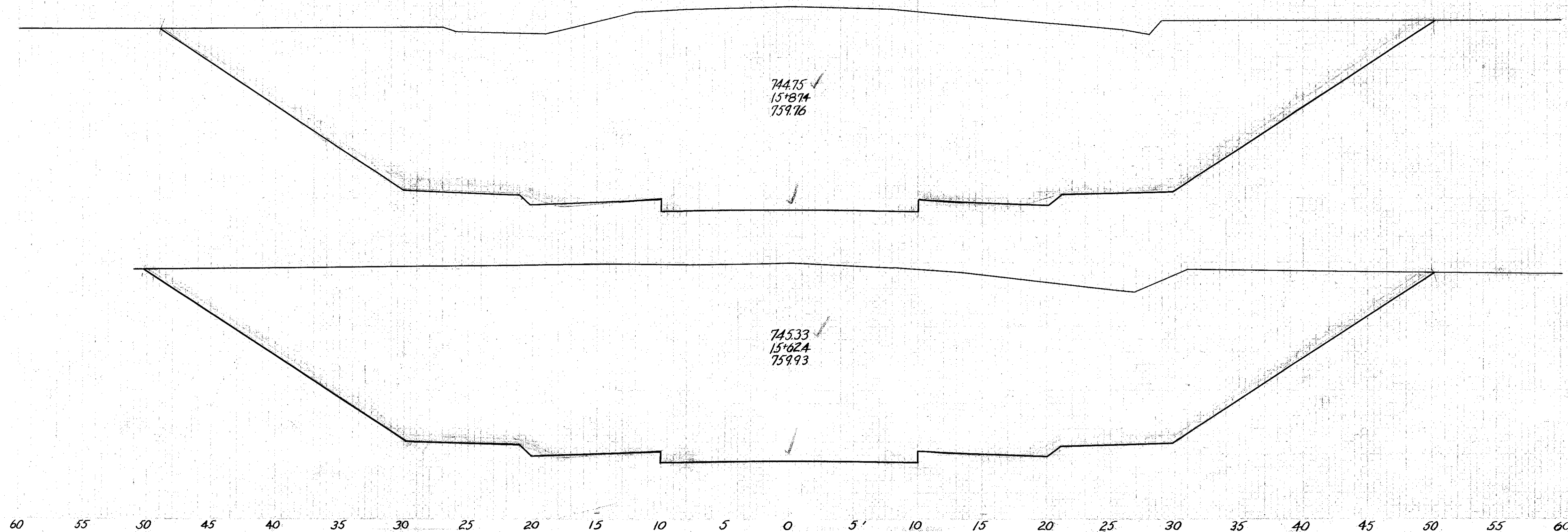
End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
1067	0		
		952.8	0
991	0		
		446.2	0
952	0		
		1493.5	0
661	0		
		1056.5	0
480	0		
		667.6	0

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

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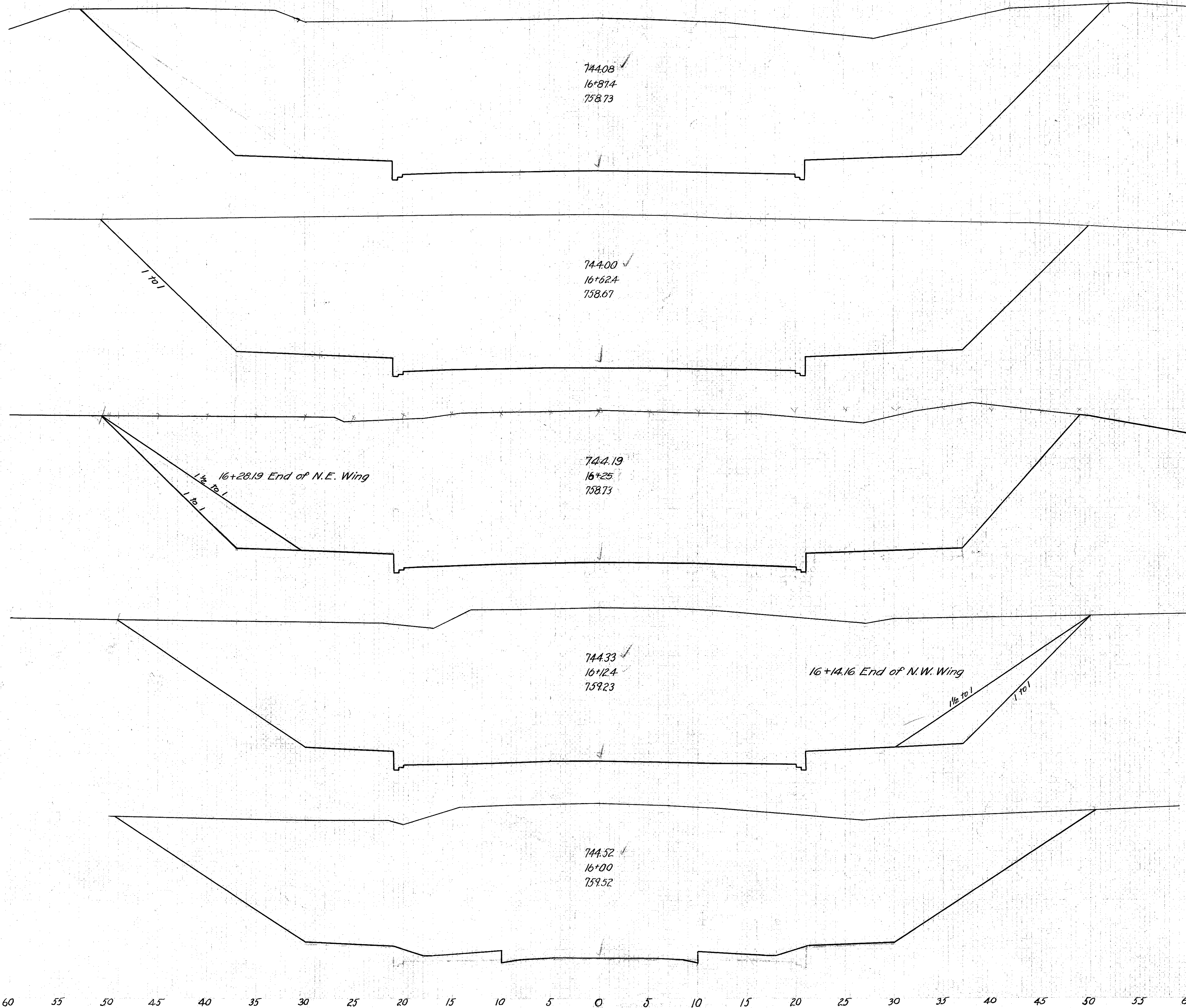
End Area.		Cu. Yds.	
Cut	Fill	Cut	Fill
1122	0	1050.0	0
1145	0	1024.1	0
1067	0		

60 50 40 East 30 20 10 0 10 20 30 West 40 50 60 70

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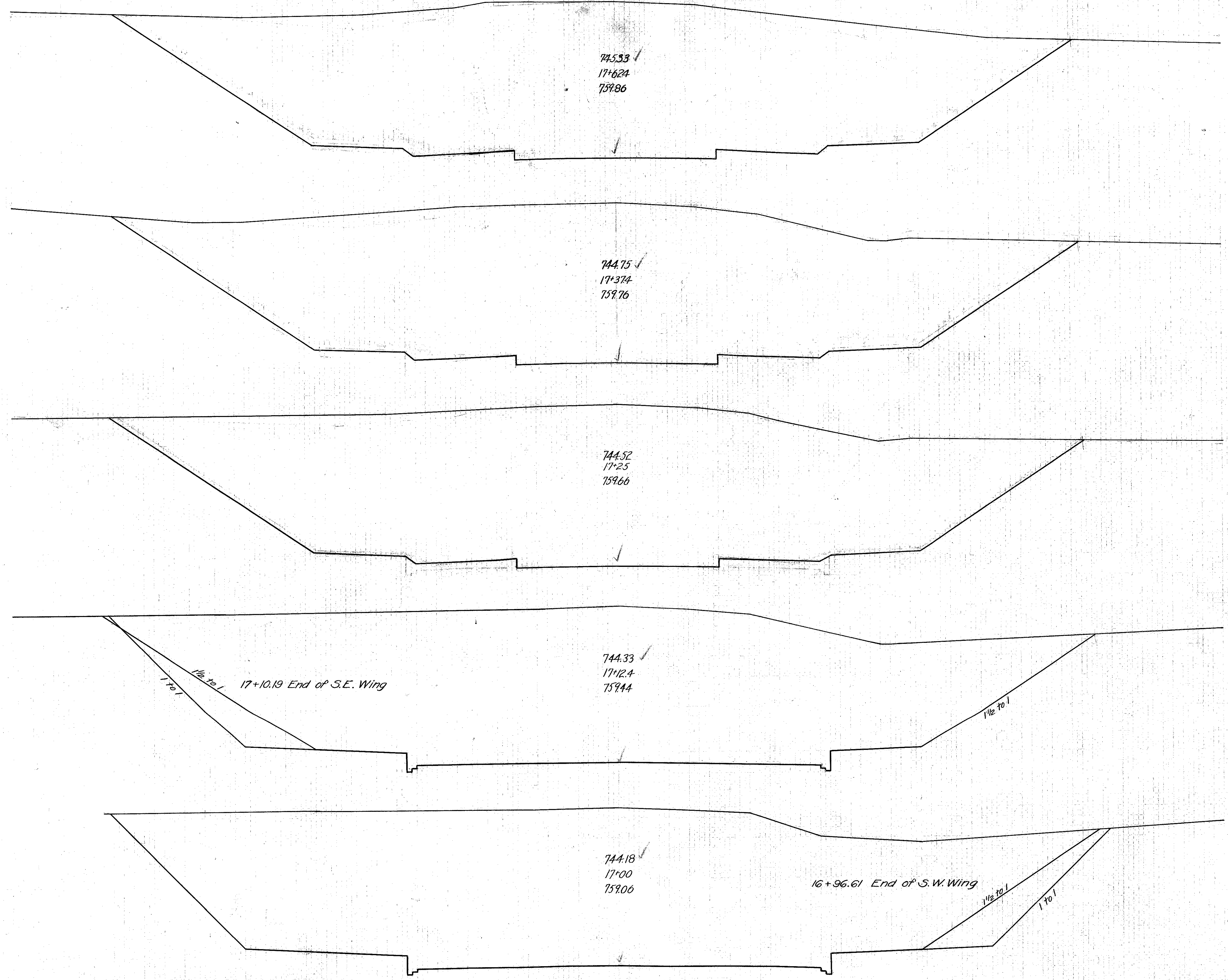
End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
1319	0		
		1206.5	0
1287	0		
		1780.0	0
1283	0		
1236	0		
		564.9	0
1185	0		
1146	0		
		521.0	0
1123	0		
		523.8	0
1094	0		
		589.9	0

60 50 40 30 East 20 10 0 10 20 West 30 40 50 60

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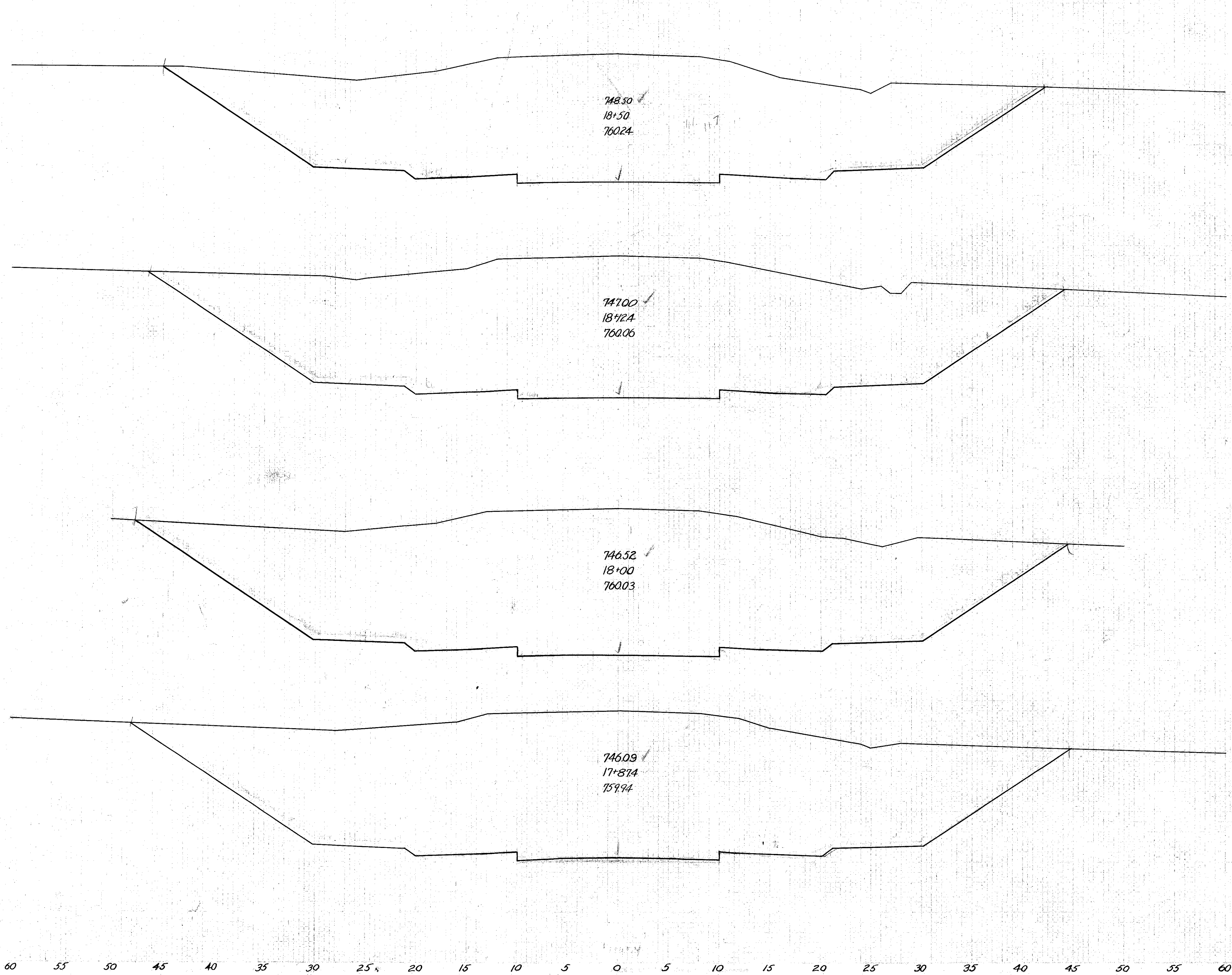
End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
1067	0	991.7	0
1075	0	500.6	0
1105	0	523.1	0
1137	0	537.8	0
1167	0	591.3	0

50 40 30 20 10 0 10 20 30 40 50

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End Area		Cu.	Yds.
Cut	Fill		
765	0	1157.2	0
897	0	420.0	0
932	0	442.6	0
965	0	940.7	0

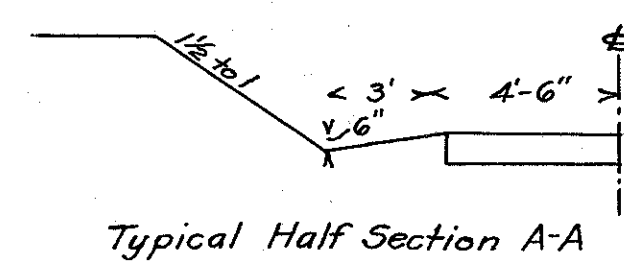
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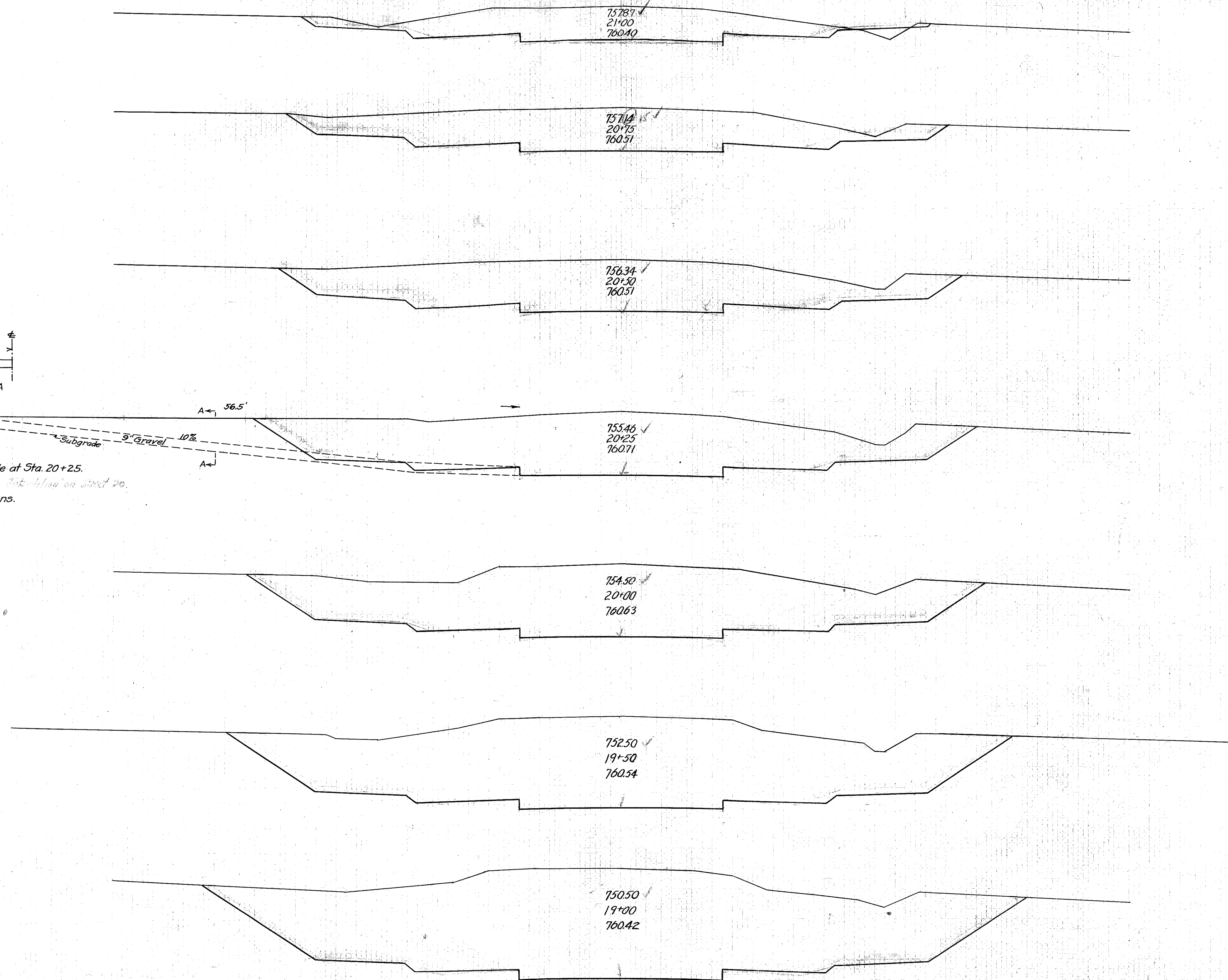
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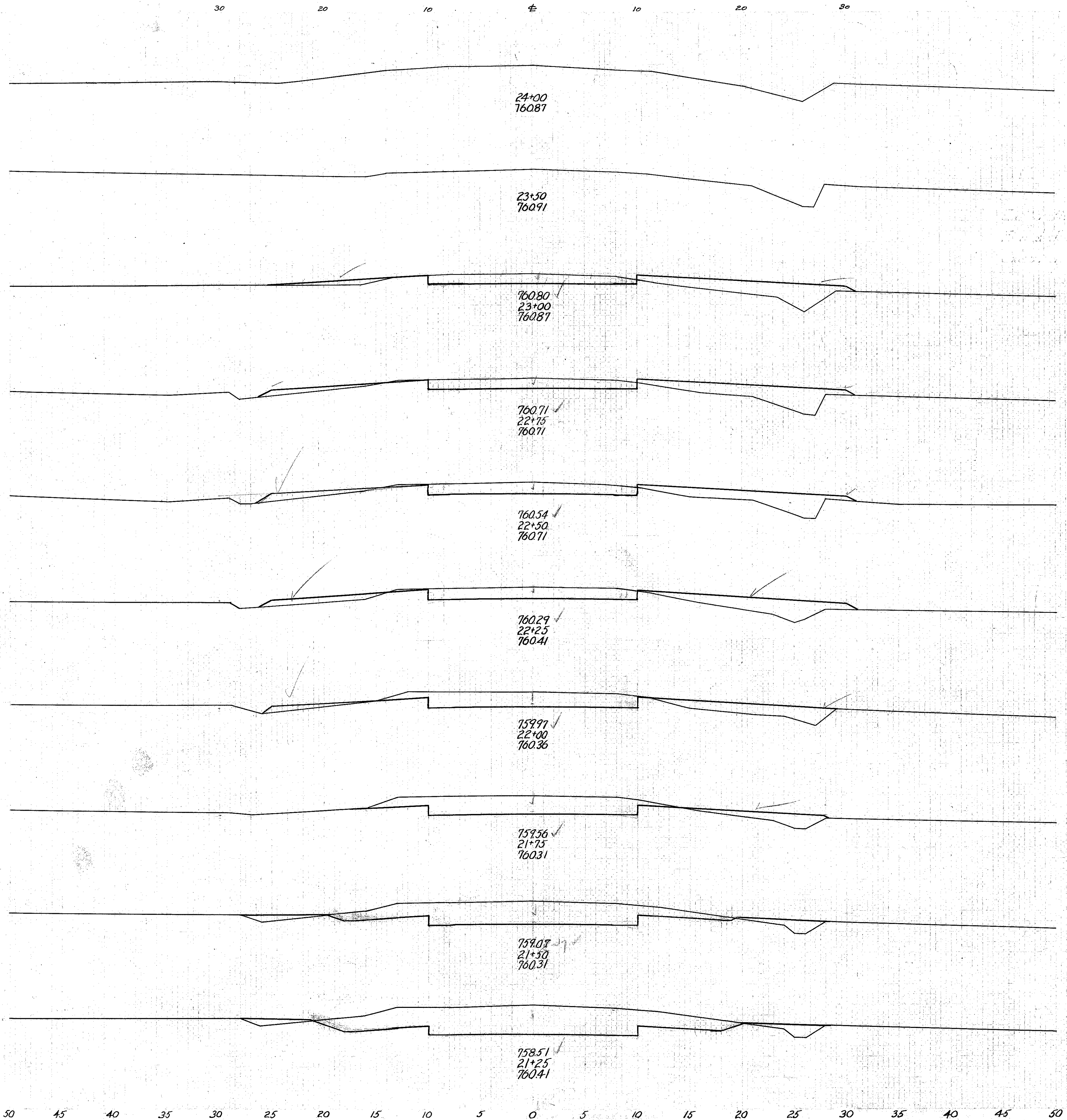
Construct drive on East side at Sta. 20+25.
Excavation 50 cu. yds. See note below on sheet 20.
Gravel in driveway 20 tons.



End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
120	3		
		141.7	1.4
186	0		
		179.0	0
245	0		
		256.5	0
309	0		
		306.5	0
353	0		
		775.0	0
484	0		
		1008.4	0
605	0		
		1268.5	0
965	0		

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

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Excavation in S.H. 49 ----- 22036 cu. yds.
Embankment [466 cu. yds + 20%] on S.H. 49 ----- 559 cu. yds.
Excavation to be placed in embankment on Detour Road ----- 1589 cu. yds. 2148 cu. yds.
Waste ----- 19888 cu. yds.

End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
17	27		
		16.2	25.5
18	28		
		18.1	24.1
21	24		
		19.9	23.2
22	26		
		24.1	20.4
30	19		
		33.3	13.0
42	9		
		46.8	7.9
59	8		
		64.4	7.0
80	7		
		92.6	4.6

20

10

±

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DETOUR CROSS SECTIONS

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END CUT	AREA FILL	Cut	Fill
0	62		
		0	136.1
0	85		
		0	135.7
0	144		
		0	100.0
0	156		
		0	286.1
0	153		
		0	187.5
0	34		
		0	21.3
0	34		

4+00

20

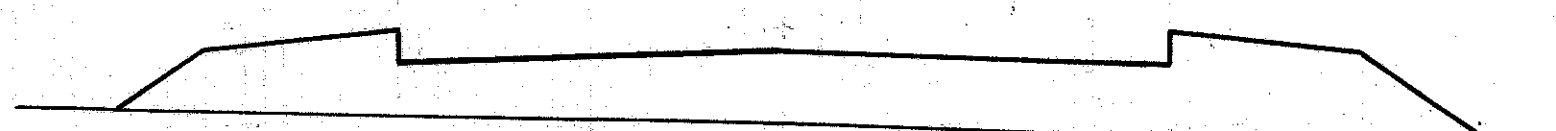
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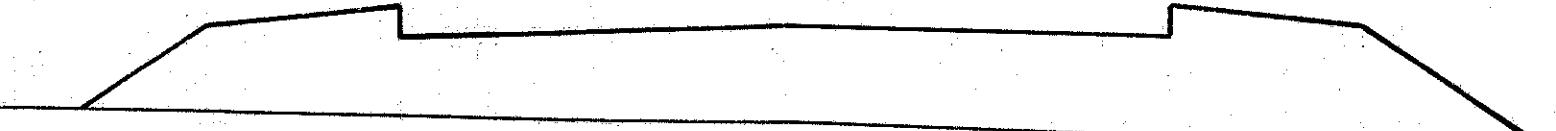
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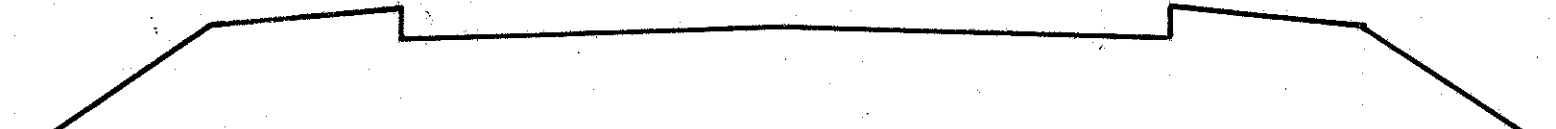
762.59
4+00
760.7



758.75
3+80
756.20



758.80
5+50
755.50



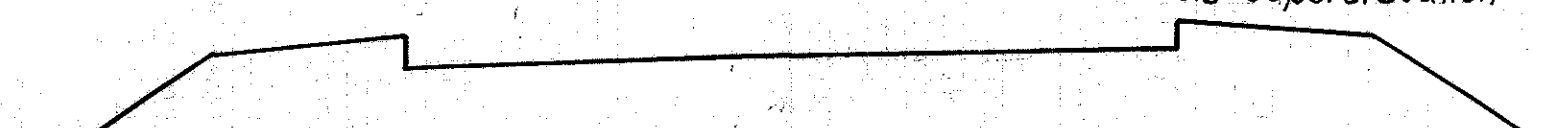
759.50
5+18
754.70



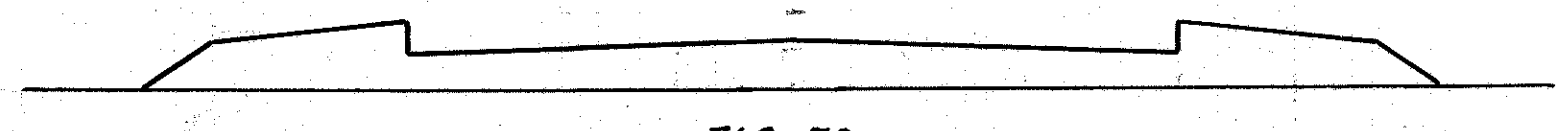
759.9
5+00
754.9



761.9
4+50
757.2



762.50
4+09
759.2



END CUT	AREA FILL	Cut	Fill
0	71		
		0	68.5
0	66		
		0	72.2
0	34		
		18.5	31.5
20	0		
		18.5	28.7
0	31		
		14.8	46.3
16	19		
		26.0	63.8
10	46		
		8.7	74.3
0	40		
		0	28.0
0	0		

Beginning to Sta. 3+66
Excavation
Borrow
410.2
496.7 Cu. Yds.
486.3

3+66

0+12

762.50
3+66
759.50

0.5' Superelevation

762.04
3+39.3
759.6

761.1
3+00
759.4

759.90
2+50
759.8

758.70
2+00
760.0

757.50
1+50
756.60

0.57' Superelevation

756.23
0+96.85
754.7

Edge of Present Macadam

Place 32'-8" Cor. Iron pipe at 0+55

755.40
0+50
753.30

20

10

±

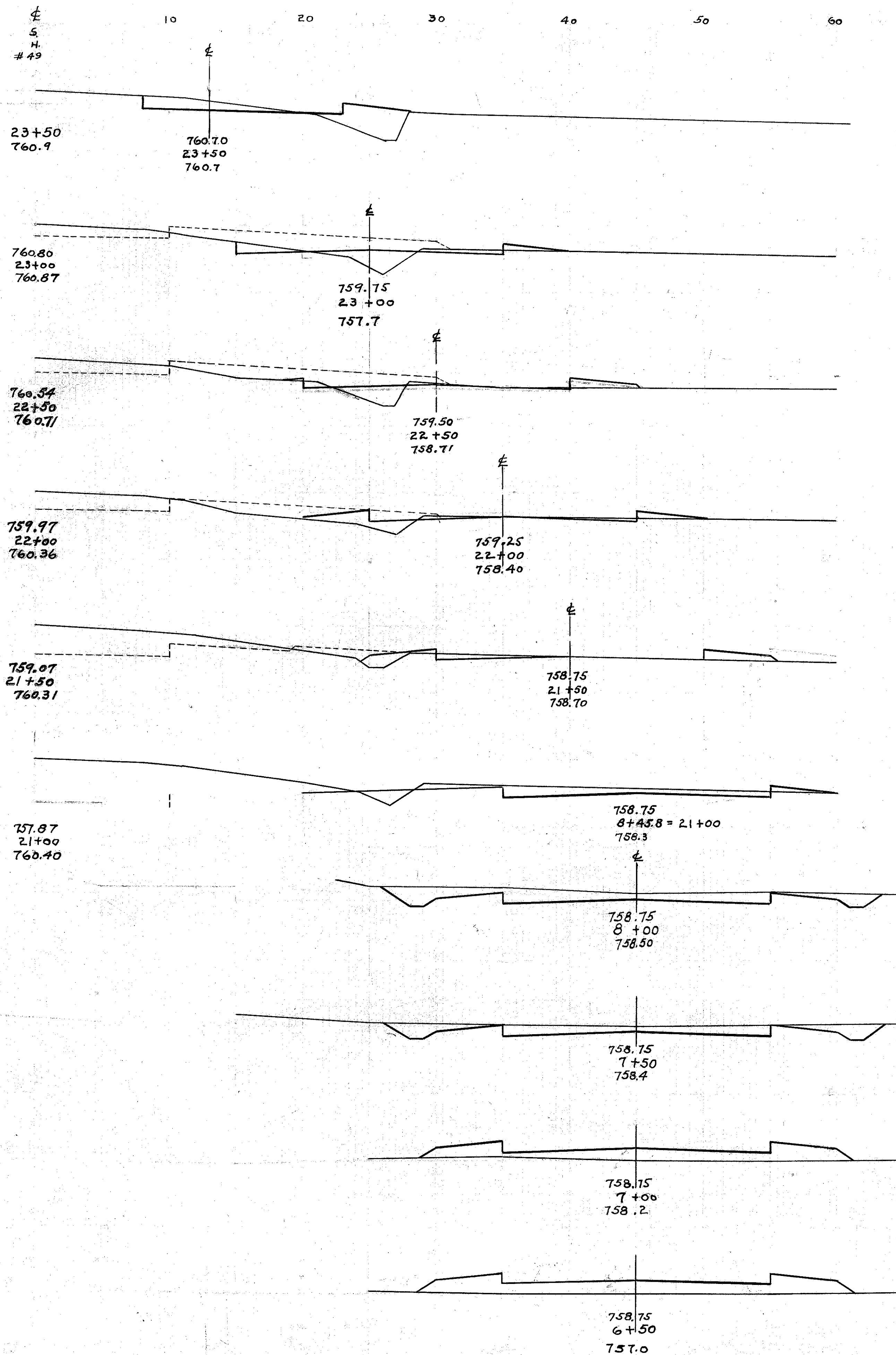
10

20

533-30
5-24-30

C.C. Hubert
20

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END AREA			
Cut	Fill	Cut	Fill
7	9	0.6	4.1
		8.4	13.0
2	5	4.6	8.4
3	4	2.8	8.4
0	5	1.0	7.4
1	3	9.3	3.7
9	1	26.4	0.9
22	0	36.1	0
17	0	15.8	22.2
0	24	0	50.0
0	30	0	85.2

From Sta 4+00 to End
Excavation
Borrow

FED. RD. DIST. NO.	STATE	FED. AID PROJECT	FISCAL YEAR
10	OHIO	485-E	1931

FRANKLIN COUNTY
SH. 49 SEC. E-1
N.Y.C. SUBWAY
DE TOUR CROSS SECTIONS

19
20

SUMMARY OF EXCAVATION ~ S. H. N° 49

*Note: 559 cu.yds. Embankment + 20% on S.H. 49.
1589 " " Excavation on S.H. 49. placed as
embankments on Detour Rd.
2148 cu.yds.

Note ~ About 6000 Cu. Yds. of Embankment along R.R. tracks to be placed from the excavation on S.T. No. 49. Pay quantity will be 10% less than measured embankment yardage.

CALCULATION OF PAVEMENT QUANTITIES ~ S.H. N^o 49

Sta. 12+01 to 16+09.49	408.49 x 18	7352.82 Sq. Ft.	817.0 Sq. Yds.
Sta. 16+09.49 to 17+15.27	105.78 x 40	4231.20 " "	470.1 " "
Sta. 17+15.27 to 22+99	583.73 x 18	10507.14 " "	1167.5 " "
Total Type "B" Pavement			2454.6 Sq. Yds.
At Station 12+00	18.00'	3 1/2" x 12" Concrete Headers	
" " 16+08.49	22.00'	" x " " "	
" " 17+16.27	22.00'	" x " " "	
" " 23+00	18.00	" x " " "	
Total	80.00	3 1/2" x 12" Concrete Headers	
Sta. 12+00 to 16+08.49	408.49' x 2 =	816.98' 3 1/2" x 12" Flush Concrete Curb	
Sta. 17+16.27 to 23+00	583.73 x 2 =	1167.46' " x " " "	
Total		1984.44' 3 1/2" x 12" Flush Concrete Curb	
Sta. 16+08.49 to 17+16.27	107.78 x 2 =	215.6 Lin. Ft. 7" x 18" Straight Concrete Curb	
Deduct 6' Curb Inlets	21.0 " "		
Total		194.6 Lin. Ft. 7" x 18" Straight Concrete Curb	
Entrance at 20+25	20 Tons of Gravel		
" " 21+15	40 x 25 ÷ 9 =	111 Sq. Yds. 5" W.B. Macadam Base Course	
" " 21+15	111 " "	5" W.B. " Surface "	
" " 21+15	111 " "	Bituminous Surface Treatment	

STRUCTURE UNDER 20' SPAN ~ S.H. N° 49

REMOVE 6 TREES AS FOLLOWS~ S.H. 49

Item 1-23 - 1949 sq. Ft. 4" Conc.
Sidewalk (1:5 1/2 Mix) —

SUMMARY OF EXCAVATION ~ DETOUR ROAD

Borrow from waste on SH 49

CALCULATION OF PAVEMENT ~ DETOUR R_o

DETOUR ROAD		
Station	Location	Description
0+00 to 1+60	Right	160' Type "B" Guard Rail
4+30 to 5+50	Right & Left	240' " " " "
Total		400' Type "B" Guard Rail
0+00 to 1+60	Right	Take up and store 160' Type B Guard Rail
Station	Location	Description
0+55	Across	40' of 12" Corrugated Iron Pipe

ITEM	QUANTITY	ENGINEERS ESTIMATE of QUANTITIES ~
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~ ROADWAY ~

R-1	2148 Cu. Yds.	Roadway unclassified excavation for embankment
R-1	20106 " "	" " " " to be wasted
R-5	1018 Lin. Ft.	Finishing shoulders, slopes and ditches (1100-82' for structure)
I-19	2470 Sq. Yds.	Sodding
I-19	4600 " "	Seeding
I-30	6	Trees more than 8" in diam. to be removed.
T-2	20 Tons	Gravel in entrance - East side Sta 20+25
B-2	111 Sq. Yds.	5" Water Bound Macadam Base Course
T-1	111 Sq. Yds.	5" " " " Surface "
T-16	111 Sq. Yds.	Bituminous Surface Treatment in two applications
S-10	24 Lin. Ft.	12" Corrugated Iron Pipe
R-3	16 Cu. Yds.	Channel Excavation
R-2	192 " "	Excavation for Structures, unclassified.
S-1	175 " "	1-5% Concrete
S-4	53 Lbs.	Reinforcing Steel
S-8	107 Lin. Ft.	24" Vitrified sewer pipe in place
S-8	43 " "	18" " " " " " "
S-8	38 " "	12" " " " " " "
I-8	2168 " "	24" " " " " " "
S-1	32.16 Cu. Yds.	1-8 Concrete
S-9	34.5 Lin. Ft.	16" Solid cast iron pipe in place
S-9	35 " "	12" " " " " " "
I-9	1- Lump	Manhole N ^o 1 Special complete in place
I-9	1- " "	" " N ^o 2 " " " "
I-9	1- " "	COMBINATION CURB INLET AND MANHOLE N ^o 3 " " " "
I-9	5- " "	" " Brick M.H. complete in place
I-9	5- " "	Curb Inlets complete in place
I-4	1476 Lin. Ft.	8" Drain Tile in place including excavation and gravel covering. Extra quality - Sec. 6.7
I-4	188 " "	4" " " " " " " " " "
I-4	1 Pc.	8"x4" Tee Vitrified sewer pipe complete in place incl. exc. and gravel covering.
I-27	40 Lin. Ft.	Take up and relay 12" Corrugated Iron Pipe in place
STRUCTURES UNDER 20' SPAN		
R-2	90 Cu. Yds.	Excavation for structures unclassified
S-1	18.7 " "	1-6½ Concrete
S-1	37.8 " "	1-5½ Concrete
S-4	2409 Lbs.	Reinforcing Steel
I-16	1- Lump	Removal of old headwalls and sidewalls
PAVEMENT		
B-5	2684 Sq. Yds.	6" Concrete Base 1-7½ Mix
T-9	2455. " "	Brick surface course using 3"x3½"x9" brick laid 3" depth.
I-6	80 Lin. Ft.	3½"x12" Concrete Header in place 1-7½ Mix
I-6	1984. " "	3½"x12" Flush Concrete Curb 1-7½ Mix
I-6	195. " "	7"x18" Straight Concrete Curb 1-5½ Mix
DETOUR ROADWAY ~		
R-1	907 Cu. Yds.	Roadway excavation, unclassified
	160 Lin. Ft.	Type "D" Guard Rail To be taken up & stored
S-10	40 Lin. Ft.	12" Corrugated Metal Pipe in place
I-7	400 " "	Type "D" Guard Rail complete in place
DETOUR PAVEMENT		
B-2	2424 Sq. Yds.	5" Water Bound Macadam Base Course.
T-1	2424 " "	5" " " " " Surface "
T-16	2424 " "	Bituminous Surface Treatment

SUMMARY OF STORM SEWERS & DRAINAGE STRUCTURES

Location	Shown on Sheet	Channel Excav. R-3	Excav. Unclass R-2	1-5 1/2 Concrete S-1	Reinfor. Steel S-4	24" V.S. Pipe S-B	18" V.S. Pipe S-B	12" V.S. Pipe S-B	24" V.S. Pipe I-B	1-8 Concrete S-1	16" Solid Cast Iron Pipe S-9	12" Solid Cast Iron Pipe S-9	Manholes #1 #2 #3	Brick Manhole I-9	Curb Inlets I-9	8" Drain Tile I-4	4" Drain Tile I-4	8"x4" V.S. Pipe Tee I-8	12" Corr. Iron Pipe Take Up and Delay	12" Corr. Iron Pipe
From 23+20 to 23+00	5	16 Cu.Yds.																		
Headwall at 23+00	5		5 Cu.Yds.	1.75 Cu.Yds.	53 Lbs.									3						
23+00 to 10+34	5								1266'											
10+34 to 10+04	5		39 "			30'				6.18										
10+04 to 1+61	5								843'					2						
1+61 to 1+37	5		93 "			24'				4.94										
1+37 to 0+78	5								59'											
From M.H. N°3 to N°2 in S.H. 49	5		24.5 "			53				10.51										
From Manhole N°2 to N°1	5		125 "				43'			6.57										
At Sta. 16+10.86 Right & Left	5 & 8														2					
At Sta. 16+15.86 INLETS FOR	5 & 8		4 "									17'-2" R	1							
At Sta. 16+62.4 INLETS FOR	5 & 7		4 "								17'-3" R	17'-3" L	1		2					
At Sta. 17+13.94 ACROSS	5 & 6		100 "					38'		3.96					1					
17+17.6 to 21+99.6 R and L	5																			
16+07.2 to 13+51.2 R and L	5															964		1		
17+05 to 16+13.2 R & L	5															512				
Sta. 20+85 to 21+55 - R																	188'			
At Sta. 20+25 - L																			40	
Totals		16 Cu.Yds.	192 Cu.Yds.	1.75 Cu.Yds.	53 Lbs.	10.7	43'	38'	2168'	32.16	34.5	35'	1	1	1	5	5	1	40'	24'
																1476	188'		40'	24'