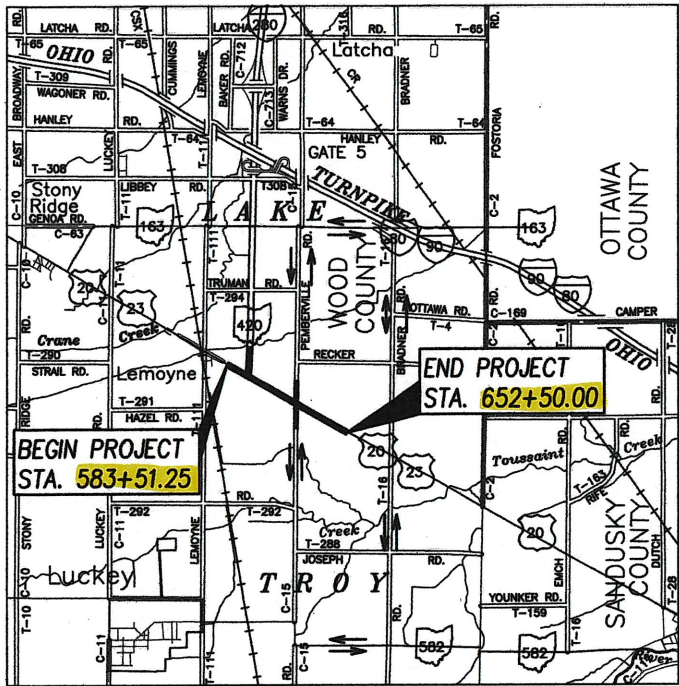


Sept 04, 2003 - 08:23:27



LOCATION MAP

W00-20-10.80 LATITUDE 41°26'52" LONGITUDE 84°44'20"



PORTION TO BE IMPROVED OTHER ROADS   
FEDERAL AND STATE ROADS DETOUR

DESIGN EXCEPTIONS

NONE



PLAN PREPARED BY  
**DANSARD-GROHNKE-LONG, Limited**  
110 Arco Drive Toledo, Ohio 43607  
(419) 535-1015

UNDERGROUND UTILITIES  
TWO WORKING DAYS  
BEFORE YOU DIG  
Call 800-362-2764 (Toll free)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION  
**W00-20-11.05**  
**WOOD COUNTY**  
**R/W ONLY**

INDEX OF SHEETS

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PROJECT DESCRIPTION

CONSTRUCTION OF INTERCHANGE AT U.S. 20 AND S.R. 420, INCLUDING; WIDENING AND PAVEMENT REPLACEMENT OF 1.87 MILES OF U.S. 20, CONSTRUCTION OF STRUCTURES S.R. 420 OVER U.S. 20 AND PEMBERVILLE ROAD OVER U.S. 20, CONSTRUCTION OF CONNECTING RAMPS TO S.R. 420 AND PEMBERVILLE ROAD, AND APPROACH WORK ON S.R. 420 AND PEMBERVILLE ROAD.

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2002 SPECIFICATIONS

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

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

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DISTRICT DEPUTY DIRECTOR  
  
APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTAION

FEDERAL PROJECT NO.

TE21-

PD NO.

20213

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

NONE

W00-20-11.05

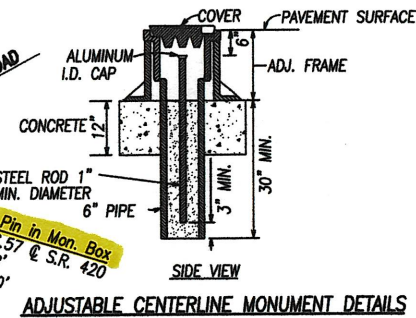
0118\ROADWAY\0118-GTA.DWG



Apr 28, 2003 - 09:14:12

CENTERLINE MONUMENTS  
ARE TO BE SET DURING CONSTRUCTION  
AT THE FOLLOWING STATIONS AT A  
TOLERANCE OF  $\pm 0.02$  FT.

Sta. 588+01.10 @ Survey & R/W U.S. 20  
Sta. 618+59.50 @ Survey & R/W U.S. 20  
Sta. 0+26.76 @ Constr. & R/W Service Rd.  
Sta. 5+93.60 @ Constr. & R/W Service Rd.  
Sta. 14+03.15 @ Constr. & R/W Service Rd.  
Sta. 16+00.00 @ Constr. & R/W Service Rd.



# W00-20-11.05

## WOOD COUNTY TROY TOWNSHIP ROAD TRACTS 53 THRU 68 T.6 N. R.12 E.

**BASIS OF BEARINGS**  
ALL BEARINGS SHOWN ON THESE PLANS ARE  
FOR PROJECT USE ONLY AND ARE BASED  
ON AN ASSUMED MERIDIAN.

### MONUMENT LEGEND

PROPOSED MONUMENT ASSEMBLY

EXISTING MONUMENT ASSEMBLY

I.P.F. EXISTING SURVEY CONTROL  
(PIN, PIPE, RAILROAD SPIKE, PK NAIL, BRASS PLATE)

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE  
DETERMINED USING DOCUMENTATION ON FILE  
FROM THE OHIO DEPARTMENT OF TRANSPORTATION,  
DISTRICT 2 OFFICE, BOWLING GREEN, OHIO AND WOOD  
COUNTY RECORDS.  
W00 20-9.70

PORTIONS OF THIS IMPROVEMENT HAVE BEEN  
DECLARED A LIMITED ACCESS HIGHWAY BY ACTION  
OF THE DIRECTOR IN ACCORDANCE WITH PROVISIONS  
OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

COORDINATES SHOWN ARE OHIO STATE PLANE,  
NORTH ZONE. PROJECT ADJUSTMENT FACTOR =  
1.000055086.

THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED  
FROM THE CENTERLINE OF RIGHT OF WAY.

ADJUSTABLE CENTERLINE MONUMENTS AND CENTERLINE REFERENCE MONUMENTS  
ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1M (REV. 4-8-97)  
OF THE OHIO DEPARTMENT OF TRANSPORTATION. THE PLACING OF THE  
MONUMENTS SHALL BE UNDER THE DIRECTION OF A REGISTERED SURVEYOR AND  
ARE TO BE SET, AS SHOWN, BY THE HIGHWAY CONTRACTOR AT THE TIME OF  
CONSTRUCTION. ANY ALTERATIONS, WITH PRIOR APPROVAL OF THE  
DEPARTMENT OF TRANSPORTATION, SHALL BE NOTED AND ODOT SHALL BE  
NOTIFIED OF THE NEW LOCATIONS.

**CURVE A-2**  
P.I. = STA. 130+76.10  
 $\Delta = 08^{\circ} 18' 08''$  LT.  
Dc =  $01^{\circ} 30' 00''$   
R = 3819.72'  
T = 277.23'  
L = 553.48'  
E = 10.05'  
e<sub>max</sub> = 0.030  
P.C.C. = STA. 127+98.87  
P.T. = STA. 133+52.36  
(61.00' LT. STA. 133+52.36 S.R. 420)

**CURVE A-1**  
P.I. = STA. 125+54.40  
 $\Delta = 19^{\circ} 45' 21''$  LT.  
Dc =  $04^{\circ} 00' 00''$   
R = 1432.39'  
T = 249.42'  
L = 493.90'  
E = 21.55'  
e<sub>max</sub> = 0.048  
P.C.C. = STA. 123+04.98  
P.C.C. = STA. 127+98.87

Fnd. Brass Plate  
Sta. 558+09.50 @ Survey & R/W U.S. 20  
N 667826.646'  
E 1701897.775'

Sta. 584+19.58 U.S. 20  
=Sta. 121+29.98 Ramp A

BEGIN PROJECT  
STA. 583+51.25

Fnd. I. Pin in Mon. Box  
Sta. 588+01.10 @ Survey & R/W U.S. 20  
=Sta. 120+00.00 @ Survey & R/W S.R. 420  
 $\Delta = 00^{\circ} 00' 19''$  Rt. U.S. 20  
 $\Delta = 00^{\circ} 00' 00''$  S.R. 420  
N 666363.996'  
E 1704507.245'

I HEREBY CERTIFY THIS PLAT IS A TRUE  
DELINEATION OF A SURVEY MADE FOR THE OHIO  
DEPARTMENT OF TRANSPORTATION IN 2001 BY  
DANSARD-GROHNKE-LONG, Limited Toledo, Ohio

THE ESTABLISHMENT OF THE PROPERTY LINES AND  
EXISTING RIGHT OF WAY LINES SHOWN ON THIS  
PLAN AS OF THIS DATE WAS PERFORMED BY  
ME OR UNDER MY DIRECT SUPERVISION.

BY Kenneth E. Ducat  
KENNETH E. DUCAT  
SURVEYOR No. 6783 DATE 4/28/03

SURVEYOR SEAL



**CURVE C**  
P.I. = STA. 591+72.24  
 $\Delta = 75^{\circ} 16' 36''$  LT.  
Dc =  $05^{\circ} 00' 00''$   
R = 1145.92'  
T = 883.70'  
L = 1505.54'  
E = 301.17'  
e<sub>max</sub> = 0.057  
P.C. = STA. 582+88.54  
P.O.C. = STA. 597+94.08  
(36.00' RT. STA. 597+94.08 RAMP D)

**CURVE E-2**  
P.I. = STA. 599+66.01  
 $\Delta = 18^{\circ} 00' 00''$  RT.  
D1 =  $01^{\circ} 30' 00''$   
R1 = 3819.72'  
D2 =  $16^{\circ} 30' 00''$   
R2 = 347.25'  
Ls = 200.00'  
p = 4.35'  
 $\Delta 1 = 01^{\circ} 29' 46''$   
 $\Delta 2 = 16^{\circ} 30' 14''$   
T1 = 128.53'  
T2 = 72.91'  
e1 = 0.030  
e2 = 0.083  
C.S. = STA. 598+37.48  
S.C. = STA. 600+37.48

**CURVE E-1**  
P.I. = STA. 596+11.01  
 $\Delta = 06^{\circ} 48' 08''$  RT.  
Dc =  $01^{\circ} 30' 00''$   
R = 3819.72'  
T = 227.01'  
L = 453.48'  
E = 6.74'  
e<sub>max</sub> = 0.030  
P.C. = STA. 593+84.00  
C.S. = STA. 598+37.48

**CURVE E-3**  
P.I. = STA. 607+73.87  
 $\Delta = 129^{\circ} 30' 25''$  RT.  
Dc =  $16^{\circ} 30' 00''$   
R = 347.25'  
T = 736.38'  
L = 784.89'  
E = 466.90'  
e<sub>max</sub> = 0.0830  
S.C. = STA. 600+37.48  
C.S. = STA. 608+22.37

**CURVE E-4**  
P.I. = STA. 609+09.16  
 $\Delta = 23^{\circ} 00' 00''$  RT.  
D1 =  $16^{\circ} 30' 00''$   
R1 = 347.25'  
D2 =  $06^{\circ} 30' 00''$   
R2 = 881.47'  
Ls = 200.00'  
p = 2.90'  
 $\Delta 1 = 16^{\circ} 30' 39''$   
 $\Delta 2 = 06^{\circ} 29' 21''$   
T1 = 86.79'  
T2 = 115.84'  
e1 = 0.0830  
e2 = 0.0810  
C.S. = STA. 608+22.37  
S.C. = STA. 610+22.37

**CURVE E-5**  
P.I. = STA. 615+83.18  
 $\Delta = 64^{\circ} 37' 39''$  RT.  
Dc =  $06^{\circ} 30' 00''$   
R = 881.47'  
Ls = 250.00'  
Ts = 83.49'  
Lc = 869.27'  
T1 = 560.81'  
T2 = 681.06'  
Es = 163.28'  
e<sub>max</sub> = 0.0810  
S.C. = STA. 610+22.37  
C.S. = STA. 618+91.64  
S.T. = STA. 621+41.64

**CURVE D-1**  
P.I. = STA. 599+07.98  
 $\Delta = 110^{\circ} 04' 36''$  LT.  
Dc =  $06^{\circ} 00' 00''$   
R = 954.93'  
Ls = 250.00'  
Ts = 83.47'  
Lc = 869.27'  
T1 = 560.81'  
T2 = 681.06'  
Es = 163.28'  
e<sub>max</sub> = 0.0810  
S.C. = STA. 610+22.37  
C.S. = STA. 618+91.64  
S.T. = STA. 621+41.64

**SERVICE ROAD CURVE DATA**  
P.I. = STA. 10+24.49  
 $\Delta = 48^{\circ} 20' 32''$  LT.  
Dc =  $06^{\circ} 00' 00''$   
R = 954.93'  
T = 430.89'  
L = 809.55'  
E = 92.72'  
P.C. = STA. 5+93.60  
P.T. = STA. 14+03.15

Sta. 56+86.26 @ Survey & R/W Pemberville Rd.  
=Sta. 16+00.00 @ Constr. & R/W Service Rd.

Fnd. PK Nail  
Sta. 618+59.50 @ Survey & R/W U.S. 20 REF 43  
=Sta. 50+00.00 @ Survey & R/W Pemberville Rd.  
 $\Delta = 0^{\circ} 15' 59''$  Lt. U.S. 20  
 $\Delta = 0^{\circ} 04' 42''$  Lt. Pemberville Rd.  
N 664868.432'  
E 1707174.846'

**CURVE D-2**  
P.I. = STA. 610+02.70  
 $\Delta = 48^{\circ} 08' 25''$  RT.  
Dc =  $06^{\circ} 00' 00''$   
R = 954.93'  
Ls = 200.00'  
Ts = 83.47'  
Lc = 869.27'  
T1 = 560.81'  
T2 = 681.06'  
Es = 163.28'  
e<sub>max</sub> = 0.079  
P.R.S. = STA. 604+74.08  
(24.00' RT. STA. 604+74.08 RAMP D1)  
S.C. = STA. 606+74.08  
C.S. = STA. 612+51.42  
S.T. = STA. 615+01.42  
(77.75' RT. STA. 615+01.42 U.S. 20)

RECEIVED May 13, 2003.  
RECORDED May 13, 2003.  
BOOK 22. PAGE 711-712  
SIGNED Wood County Recorder

CENTERLINE PLAT (1 OF 2)

W00-20-11.05

1/65



Apr 28, 2003 - 08:53:14

VOL 22 PG 712

**CURVE H-1**

P.I. = STA. 626+13.76  
 $\Delta = 123^\circ 26' 39''$  LT.  
 $Dc = 16^\circ 30' 00''$   
 $R = 347.25'$   
 $Ls = 200.00'$   
 $\theta_s = 16^\circ 30' 00''$   
 $LT = 133.92'$   
 $ST = 67.20'$   
 $Lc = 648.15'$   
 $T_1 = 748.39'$   
 $T_2 = 651.24'$   
 $e_{max} = 0.077$

T.S. = STA. 618+65.15  
 (61.97' LT. STA. 618+65.37 U.S. 20)  
 S.C. = STA. 620+65.15  
 P.O.C. = STA. 627+13.30  
 (20.50' RT. STA. 620+43.43)  
 @ RAMP H-J (Bk.)

Sta. 56+86.26 @ Survey & R/W Pemberville Rd.  
 =Sta. 612+19.70 @ RAMP H-J.

Sta. 609+41.24 RAMP H  
 =42.75' LT. STA. 609+41.15 U.S. 20

Sta. 618+58.87 @ Survey & R/W U.S. 20  
 =Sta. 50+00.30 @ Constr. Pemberville Rd.

S 60° 43' 24" E  
 S 60° 43' 24" E

S 61° 05' 00" E  
 S 60° 59' 23" E

S 60° 59' 23" E  
 490.94'

Fnd. PK Nail  
 Sta. 618+59.50 @ Survey & R/W U.S. 20  
 =Sta. 50+00.00 @ Survey & R/W Pemberville Rd.  
 $\Delta = 0^\circ 15' 59''$  Lt. U.S. 20  
 $\Delta = 0^\circ 04' 42''$  Lt. Pemberville Rd.  
 N 664868.432'  
 E 1707174.846'

Sta. 56+86.26 @ Survey & R/W  
 Pemberville Rd.  
 =Sta. 56+86.26 @ Constr.  
 Pemberville Rd.  
 =Sta. 612+19.70 RAMP H-J

S 60° 43' 24" E

S 60° 59' 23" E

Sta. 618+58.87 @ Survey & R/W U.S. 20  
 =Sta. 50+00.30 @ Constr. Pemberville Rd.  
 N 00° 45' 01" E  
 N 00° 45' 01" E

Sta. 618+59.50 @ Survey & R/W U.S. 20  
 =Sta. 50+00.00 @ Survey & R/W Pemberville Rd.

**CURVE DATA F-1**  
 P.I. = STA. 623+10.40  
 $\Delta = 28^\circ 22' 32''$  RT.  
 $Dc = 04^\circ 00' 00''$   
 $R = 1432.39'$   
 $Ls = 200.00'$   
 $\theta_s = 16^\circ 30' 00''$   
 $LT = 133.92'$   
 $ST = 67.20'$   
 $Lc = 296.89'$   
 $T_1 = 318.04'$   
 $T_2 = 189.70'$   
 $e_{max} = 0.048$   
 P.C. = STA. 619+92.36  
 (77.75' RT. STA. 619+92.36 U.S. 20)  
 C.S. = STA. 622+89.25  
 S.C. = STA. 624+89.25

Sta. 40+00.98 @ Survey  
 & R/W Pemberville Rd.  
 =Sta. 40+00.98 @ Constr.  
 Pemberville Rd.

W00-20-11.05

WOOD COUNTY  
 TROY TOWNSHIP  
 ROAD TRACTS 53 THRU 68  
 T.6 N. R.12 E.

**CURVE H-J**

P.I. = STA. 618+35.44  
 $\Delta = 83^\circ 56' 06''$  RT.  
 $R = 367.75'$   
 $T = 330.74'$   
 $L = 538.73'$   
 $E = 126.85'$   
 $e_{max} = 0.077$   
 P.C. = STA. 615+04.70  
 P.T. = STA. 620+43.43 @ RAMP J (Ah.)  
 (20.50' RT. STA. 627+13.30  
 @ RAMP H-1 (Bk.))

**CURVE DATA J-1**

P.I. = STA. 626+57.27  
 $\Delta = 47^\circ 19' 35''$  LT.  
 $Dc = 8^\circ 00' 00''$   
 $R = 716.20'$   
 $T = 313.84'$   
 $L = 591.58'$   
 $E = 65.75'$   
 $e_{max} = 0.074$   
 P.C. = STA. 623+43.43  
 P.C.C. = STA. 629+35.01  
 (82.78' LT. STA. 629+36.94 U.S. 20)

**CURVE DATA J-2**

P.I. = STA. 632+12.24  
 $\Delta = 8^\circ 18' 08''$  LT.  
 $Dc = 1^\circ 30' 00''$   
 $R = 3819.72'$   
 $T = 277.23'$   
 $L = 553.48'$   
 $E = 10.05'$   
 $e_{max} = 0.030$   
 P.C.C. = STA. 629+35.01  
 P.T. = STA. 634+88.49  
 (42.75' LT. STA. 634+88.49 U.S. 20)

**CURVE DATA G-1**

P.I. = STA. 629+25.51  
 $\Delta = 69^\circ 36' 02''$  RT.  
 $Dc = 12^\circ 30' 00''$   
 $R = 458.37'$   
 $Ls = 150.00'$   
 $\theta_s = 09^\circ 22' 30''$   
 $LT = 100.14'$   
 $ST = 50.13'$   
 $Lc = 481.80'$   
 $T_1 = 320.76'$   
 $T_2 = 392.75'$   
 $e_{max} = 0.083$   
 P.C. = STA. 626+04.75  
 C.S. = STA. 630+86.55  
 S.C. = STA. 632+36.55  
 (85.74' RT. STA. 632+36.55 U.S. 20)

**CURVE DATA F-2**

P.I. = STA. 627+79.98  
 $\Delta = 79^\circ 52' 32''$  RT.  
 $R = 347.25'$   
 $T = 290.73'$   
 $L = 484.09'$   
 $E = 105.64'$   
 $e_{max} = 0.077$   
 S.C. = STA. 624+89.25  
 P.O.C. = STA. 629+73.34 @ RAMP F (Bk.)  
 = (20.5' LT. STA. 624+04.75 @  
 RAMP G (Ah.), @ RAMP F & G (Bk.))

**BASIS OF BEARINGS**  
 ALL BEARINGS SHOWN ON THESE PLANS ARE  
 FOR PROJECT USE ONLY AND ARE BASED  
 ON AN ASSUMED MERIDIAN.

**MONUMENT LEGEND**

■ PROPOSED MONUMENT ASSEMBLY

■ EXISTING MONUMENT ASSEMBLY

I.P.F. = EXISTING SURVEY CONTROL  
 (PIN, PIPE, RAILROAD SPIKE, PK NAIL, BRASS PLATE)

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE  
 DETERMINED USING DOCUMENTATION ON FILE  
 FROM THE OHIO DEPARTMENT OF TRANSPORTATION,  
 DISTRICT 2 OFFICE, BOWLING GREEN, OHIO AND WOOD  
 COUNTY RECORDS.  
 W00 20-9.70

PORTIONS OF THIS IMPROVEMENT HAVE BEEN  
 DECLARED A LIMITED ACCESS HIGHWAY BY ACTION  
 OF THE DIRECTOR IN ACCORDANCE WITH PROVISIONS  
 OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

SEE SHEET 1 FOR MONUMENT DETAILS AND NOTE.  
 COORDINATES SHOWN ARE STATE PLANE, OHIO  
 NORTH. PROJECT ADJUSTMENT FACTOR =  
 1.000055086.

END PROJECT  
 STA. 652+50.00

REF 47

FD manBox

Fnd. PK Nail  
 Sta. 679+05.17 @ Survey  
 & R/W U.S. 20  
 N 661936.645'  
 E 1712461.692'

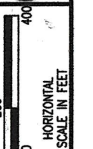
**CURVE DATA F-G**

P.I. = STA. 622+72.21  
 $\Delta = 43^\circ 31' 15''$  RT.  
 $R = 367.75'$   
 $T = 146.79'$   
 $L = 279.33'$   
 $E = 28.22'$   
 $e_{max} = 0.077$   
 P.C. = STA. 621+25.42  
 P.O.C. = STA. 624+04.75 @ RAMP F & G  
 = 20.5' RT. STA. 624+04.75 @ RAMP G (Ah.)

Sta. 40+00.98 @ Survey & R/W Pemberville Rd.  
 =Sta. 619+50.42 @ RAMP F-G

Fnd. RR. Spike  
 Sta. 19+42.49 @ Survey & R/W Pemberville Rd.  
 N 661811.377'  
 E 1707133.104'

2 OF 2



P.L.D. NO.  
 20213

R/W DESIGNER  
 TLT  
 R/W REVIEWER  
 KED

CENTERLINE PLAT (2 OF 2)

W00-20-11.05

2 / 65

M:\0118\ROW\0118RCB.DWG