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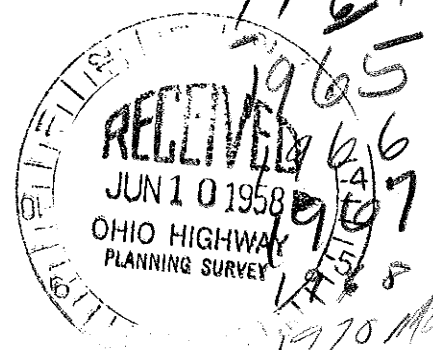
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June 9, 1958

SEE JE 7-30-74

# 4-1774

W.M.  
J.J.M.



Board of Commissioners  
Lucas County  
Toledo, Ohio

PARTLY COMPLETED 1970

COMPLETED 1971 PERP.

Gentlemen:

The following entry was made on the Journal of the Director of Highways June 9, 1958, Volume 43, Page 416.

LUCAS-WOOD COUNTIES - S.R. U.S. 25 - S.R. 120, RELOCATION OF SECTION TOLEDO AREA GRANTED.

Pursuant to Chapter 5511 of the Revised Code of Ohio, Acting Director Thormyer approved the following Relocation of a portion of S.R.U.S. 25 and S.R. 120 Section Toledo Area, Lucas-Wood Counties, hearing having been held in Toledo, Ohio, on May 1, 1958.

THE RELOCATION AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY FOR U. S. ROUTE NO. 25, SITUATED IN PERRYSBURG AND ROSS TOWNSHIPS, WOOD COUNTY, OHIO, AND THE CITY OF TOLEDO, LUCAS COUNTY, OHIO.

And being more fully described as follows:

COMPLETED

Beginning at a point in the centerline of existing U. S. Route No. 25, south of the Village of Perrysburg, said point being 0.29 mile, more or less, as measured along existing U. S. Route No. 25 southerly of its intersection with Eckel Junction Road; thence in an easterly direction a distance of 0.80 mile, more or less, thence north-easterly to a point in Eckel Junction Road, said point being 0.15 mile, more or less, as measured along Eckel Junction Road westerly of its intersection with U. S. Route No. 23 (Perrysburg-Fostoria Road); thence northeasterly to a point in existing U. S. Route No. 23, said point being 0.13 mile, more or less, as measured along U. S. Route No. 23 north-westerly of its intersection with Eckel Junction Road; thence northeasterly to a point in U. S. Route No. 20 (Fremont-Perrysburg Road), said point being 0.50 mile, more or less, as measured along U. S. Route No. 20 southeasterly of its crossing the east cor- poration line of the Village of Perrysburg; thence northeasterly to a point in Simmons Road; said point being 0.37 mile, more or less, as measured along Simmons Road southerly of its intersection with State Route No. 795 (Indiana Road); thence northeasterly to a point in State Route No. 795, said point being 0.29 mile, more or less, as measured along State Route No. 795 easterly of its intersection with Simmons Road; thence northeasterly to a point in the Ohio Turnpike, said point being 0.42 mile, more or less, as measured along the Ohio Turnpike northwesterly of its intersection with State Route No. 795; thence

northeasterly to a point in Bates Road, said point being 0.08 mile, more or less, as measured along Bates Road northerly of its intersection with Mandell Road; thence northeasterly to a point in Lime City Road, said point being 0.28 mile, more or less, as measured along Lime City Road southerly of its intersection with Buck Road; thence northeasterly to a point in Buck Road, said point being 0.28 mile, more or less, as measured along Buck Road westerly of its intersection with Glenwood Road; thence northeasterly to a point in Glenwood Road, said point being 0.18 mile, more or less, as measured along Glenwood Road southerly of its crossing with the Toledo Terminal Railroad; thence northeasterly to a point of crossing the Toledo Terminal Railroad, said point crossing being 0.16 mile, more or less, as measured along the Toledo Terminal Railroad easterly of its crossing with Glenwood Road; thence northeasterly to a point in Wales Road; said point being 0.22 mile, more or less, as measured along Wales Road westerly of its intersection with Oregon Road; thence northerly to a point of crossing the Wood-Lucas County Line, said point of crossing being 0.11 mile, more or less, as measured along said County Line westerly of its crossing with Oregon Road; thence in a northerly direction crossing the Maumee River to a point 0.12 mile, more or less, easterly of the intersection of South Avenue with Summer Street as measured along the extended centerline of South Avenue; thence northerly to a point in Western Avenue, said point being 0.11 mile, more or less, as measured along Western Avenue easterly of its intersection with Summer Street; thence northwesterly to the point of intersection of Broadway with Emerald Avenue; thence northwesterly to a point of crossing Swan Creek, said point of crossing being 0.13 mile, more or less, as measured along Swan Creek westerly of its crossing with Erie Street; thence northerly crossing Nebraska Avenue and Indiana Avenue and being easterly of and adjacent to Weiler Avenue; thence northwesterly along a curve to the left crossing Pinewood Avenue and Woodland Avenue between Division Street and South Fifteenth Street and continuing to a point in Dorr Street between Division Street and Washington Street; thence northwesterly and being southerly of and parallel to Washington and Crossing Collingwood Boulevard at its intersection of Fernwood Avenue and crossing Glenwood Avenue between Colfax Street and West Grove Street; thence northwesterly crossing West Grove Street and Woodruff Avenue between Lawrence Avenue and Glenwood Avenue and continuing to a point in Monroe Street being 0.38 mile, more or less, as measured along Monroe Street easterly of its intersection with Detroit Avenue; thence northwesterly to a point in Detroit Avenue, said point being 0.20 mile, more or less, as measured along Detroit Avenue northerly of its intersection with Monroe Street; thence northwesterly to a point in Albion Street, said point being in or near the intersection of Delaware Avenue, Kress Street and Albion Street; thence northerly parallel to and westerly of Kress Street to a point in Central Avenue, said point being 0.31 mile, more or less, as measured along Central Avenue westerly of its crossing with the New York Central Railroad; thence northeasterly along a curve to the right crossing the Ottawa River, Wolcott Boulevard, Willys Parkway and continuing to a point in Ursula Boulevard; between its crossing of the Ottawa River and Wolcott Boulevard; thence in an easterly direction to a point in Detroit Avenue and there terminate, said point of termination being 0.05 mile, more or less, as measured along Detroit Avenue northerly of its intersection with Collingwood Boulevard. Said relocated and limited access portion having a total length of 14.05 miles, more or less, of which 8.15 miles, more or less, are in Wood County and 5.90 miles, more or less, being in Lucas County.

COMPLETED

THE REROUTING, RELOCATION AND ESTABLISHMENT OF A LIMITED ACCESS HIGHWAY FOR STATE ROUTE NO. 120 SITUATED IN THE CITY OF TOLEDO, LUCAS COUNTY, OHIO.

And being more fully described as follows:

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Beginning at a point in Central Avenue, said point being 0.31 mile, more or less, as measured along Central Avenue westerly of its crossing with the New York Central Railroad, said point also being in the above described proposed alignment for U. S. Route No. 25; thence northeasterly along proposed U. S. Route No. 25 to a point in Detroit Avenue, said point being the termination point for proposed U. S. Route No. 25; thence in an easterly direction to a point in LaGrange Street, said point being 0.14 mile, more or less, as measured along LaGrange Street northerly of its intersection with Manhattan Boulevard; thence continuing easterly to a point in Stickney Avenue, said point being 0.11 mile, more or less, as measured along Stickney Avenue northerly to its intersection with Manhattan Boulevard; thence continuing easterly to the Manhattan interchange of U. S. Route No. 24-A; thence southerly along U. S. Route No. 24-A to the Central Avenue interchange and there terminate, said point of termination being the northerly junction of existing State Route No. 120 with existing U. S. Route No. 24-A. Said rerouted, relocated and limited access portion having a total length of 4.10 miles, more or less.

~~REVISION OF ABANDONMENT - JUNE 7-30-74~~

THE ABANDONMENT, UPON PROPER ENTRY IN THE JOURNAL OF THE DIRECTOR OF HIGHWAYS, OF EXISTING U. S. ROUTE NO. 25, SITUATED IN PERRYSBURG TOWNSHIP AND THE VILLAGE OF PERRYSBURG, WOOD COUNTY, OHIO, AND IN THE CITIES OF MAUMEE AND TOLEDO, LUCAS COUNTY, OHIO, SAME TO REVERT IN PART TO THE WOOD COUNTY HIGHWAY SYSTEM, THE VILLAGE OF PERRYSBURG STREET SYSTEM, THE CITIES OF MAUMEE AND TOLEDO STREET SYSTEMS AND IN PART TO BE RETAINED ON THE STATE HIGHWAY SYSTEM AND AT SUCH A TIME THAT THE CORRESPONDING NEW SECTION OF THE ABOVE MENTIONED RELOCATION IS ACCEPTED AND OPENED TO TRAFFIC.

And being more fully described as follows:

Beginning at a point in the centerline of existing U. S. Route No. 25, south of the Village of Perrysburg, said point being 0.29 mile, more or less, as measured along existing U. S. Route No. 25 southerly of its intersection with Eckel Junction Road; thence northerly along existing U. S. Route No. 25 (Bowling Green-Perrysburg Road), West Boundary Street in Perrysburg, Conant Street, Anthony Wayne Trail in Maumee and Anthony Wayne Trail and Detroit Avenue in Toledo, to a point in Detroit Avenue 0.05 mile, more or less, northerly of its intersection with Collingwood Boulevard and there terminate, and being all that portion of existing U. S. Route No. 25 not needed for the construction and maintenance of the above proposed relocation or needed for any other State Highway except that portion overlapped by U. S. Route No. 20, U. S. Route No. 23 Bypass and U. S. Route No. 24 which shall be retained on the State Highway System as their respective routes.

THE ABANDONMENT, UPON PROPER ENTRY IN THE JOURNAL OF THE DIRECTOR OF HIGHWAYS, OF A PORTION OF STATE ROUTE NO. 120 SITUATED IN THE CITY OF TOLEDO, LUCAS COUNTY, OHIO, SAME TO REVERT TO THE CITY OF TOLEDO STREET SYSTEM AT SUCH A TIME THAT THE ABOVE DESCRIBED REROUTING AND RELOCATION FOR STATE ROUTE NO. 120 IS ACCEPTED AND OPENED TO TRAFFIC.

And being more fully described as follows:

Beginning at a point in Central Avenue, said point being 0.31 mile, more or less, as measured along Central Avenue westerly of its crossing with the New York Central Railroad; thence easterly along Central Avenue to the Central Avenue interchange of U. S. Route No. 24-A and there terminate, and being all that portion of existing State Route No. 120 not needed for the construction or maintenance of the above relocation or needed for any other State Highway.

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Acting Director Thormyer approved the Relocation, Rerouting and Establishment of Limited Access of a portion of S.R. U.S. 25 and State Route 120 in Lucas and Wood Counties as described above.

Very truly yours,

R. A. Booth  
Administrator of Contract Sales  
Division of Design & Construction

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CC: Thormyer-Masheter-Schaeublin-Makeever-  
Waddel-Public Rel.(5)-Planning Survey(4)-  
Emmons-Schultz(2)-W.Smith-H.Miller-Salsinger-  
Haines-Shoemaker-Sanderson-Overman-Carroll-  
Schofer (3)-Div.Engr.(3)-Lloyd-Felty-Wood Co.  
Commissioners-City of Toledo-Village of Perrys-  
burg-City of Maumee-File

