DESIGN DESIGNATION

Current ADT (1970) = 1050
Design Year (1990) = 1575
DHV = 236
D (Directional Distribution = 67%
T (Percent B & C Trucks) = 9%
V (Design Speed) = 60 M.P.H

MICROFILMED JUN 17 1982

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

LIMITED ACCESS RF-565(5)

This improvement is especially designed for through traffic and has been declared a limited access highway or freeway by action of the Director of Highways in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	RF-565(5)	

1 / 337

ATH-13-16.96
PER-13-0.00

ATH-13-16.96 TRIMBLE TOWNSHIP ATHENS COUNTY

PER-13-0.00 MONROE & PLEASANT TOWNSHIPS PERRY COUNTY

VILLAGES OF CORNING AND RENDVILLE

CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Corporation Line or
Fence Line (existing) (proposed)
Center Line 352 353
Trees , Stumps , (to be removed)
Utility Poles: Telephone , Power , Light

Limited Access (only) LA
Right of Way (only) RW
Limited Access & Right of Way LA&RW
Existing Right of Way
Property Line (in existing fence)
Railroad
Guardrail (existing) (proposed)

INDEX OF SHEETS

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Typical Sections	3-4
Typical Details & Calculations	5
Water Line & Guard Rail Details	6-6A
General Notes	6,7-9
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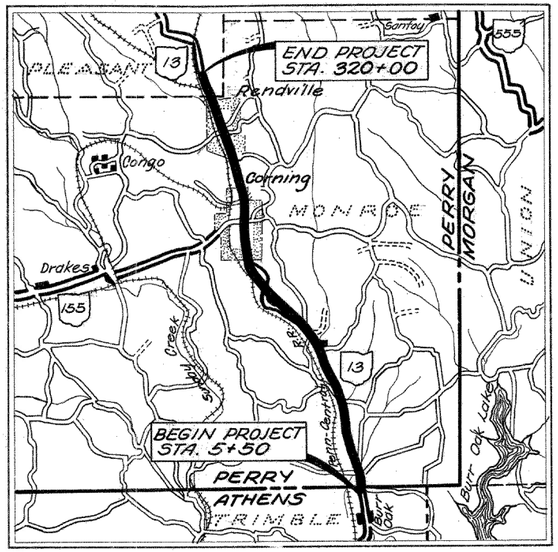
General Summary	10-12 & 12A
Superelevation Tables	13-15
Plan & Profile	16-48
Cross Sections	49-241
Burr Oak Access Road	242-247
Approach Rt. & Lt. 46+50 & Rt. 309+50	248-249
Approach Rt. 93+10 & Rt. 147+75	250-251
Approach Rt. 132+90 & Rt. 302+00	252-253
Twp. Rd. 291	254-255
Approach Rt. & Lt. 236+36.38 & Rt. 252+75	256-259
Approach Rt. 262+26 & Lt. 288+43	260
Approach Lt. 269+20 & Rt. 279+25	261-264
Approach Rt. 288+43 & Twp. Rd. 301	265-266
Sunday Creek Channel Relocation	267-268
Sunday Creek Channel Relocation	269-270
Structures 20' Span & Under	271-303
Structures Over 20' Span	304-313
Right of Way See R/W Engr's File	314-337



LOCATION MAP

SCALE OF MILES
0 1 2 3 4

Portion to be improved
State Roads
Other Roads

SCALES

Plan 0 25 50 100
Profile: Horizontal 0 25 50 100
Profile: Vertical 0 5 10

M-14

1969 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

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

I hereby approve these plans and declare that the making of this improvement will require the part time closing of the highway to traffic, as noted on Sheet 8, during which time detours will be provided as shown hereon. Provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved Paul R. Baron
Date 3/5/70 Division Deputy Director

Approved C. W. Altwater
Date 4/8/70 Engineer of Bridges

Approved R.E. Gatlin
Date 4-14-70 Engineer of Location & Design

Approved George J. Thormyer
Date 5-5-70 Deputy Director of Design & Construction

Approved T.H. Borrud
Date 5-21-70 Deputy Director of Right of Way

Approved Thomas M. Mayer
Date 5-22-70 Deputy Director of Planning & Programming

Approved [illegible]
Date 5-22-70 First Assistant Director

Approved [illegible]
Date 5-22-70 Director of Highways

LINE DATA

Begin Project Sta. 5+50
(Sta. Equation 299+82.00 Back = 300+00.00 Ahead
End Project Sta. 320+00
Length of Project 31,432 Lin. Ft. or 5.953 Miles
Begin Work Sta. 5+50
(Sta. Equation 299+82.00 Back = 300+00.00 Ahead)
End Work Sta. 323+00
Gross Length of Work 31,732 Lin. Ft.
Work Additions:

Burr Access Rd.	Sta. 0+19.16	to	Sta. 15+00	= 1480.84 Lin. Ft.
Twp. Rd. 291	Sta. 3+75	to	Sta. 9+87.23	= 612.23 Lin. Ft.
Approach Lt. Sta. 269+20	Sta. 6+00	to	Sta. 9+87.23	= 387.23 Lin. Ft.
			Length	= 2,480.30 Lin. Ft.

Total Length of Work 34,212.30 Lin. Ft. or 6.479 Miles

CALCULATED BY [illegible] DATE 2-3-70
CHECKED BY [illegible] DATE 3/6/70

Project: ATH-13-16.96 PER-13-0.00
Date of Letting 19 , Contract No.

LD 0300
12-29-67

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-3	12-1-68	F-3	3-10-69	MC-3	6-20-69		
BP-5	6-1-65	F-5	3-10-69	MC-4	6-13-69		
BP-6	6-1-65	F-6	10-1-66	MC-8	12-1-67		
BP-7	1-1-66	FAC1-1	9-15-67	MH-1	10-1-68		
CB-2-2-A & B	6-1-65	FAC1-2	6-1-65	SP-53	6-30-61		
CB-2-3 & 2-4	6-1-65	GR-1	1-1-67				
		GR-2A	1-1-67	AS-1-67	6-12-69		
CB-4	9-1-69	GR-2B	2-15-68				
CB-5	9-1-69	GR-5	1-15-68	P-1-54	11-8-65		
CB-45B A	6-6-68	HW-2	6-1-65				
CB-6	6-1-65	HW-E	6-1-65	A-1-54	11-8-65		
F-1	3-10-69	L-1	6-1-65				
GR-6	7-15-68	MC-1	6-13-69	CS-1-65, shts 1 & 2		6-1-65	

SUPPLEMENTAL SPECIFICATIONS	
808	11-14-69
814	1-1-69
836	6-17-69
1001	1-1-69
801	1-1-69
938	8-12-69

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
APPROVED:

DIVISION ENGINEER DATE

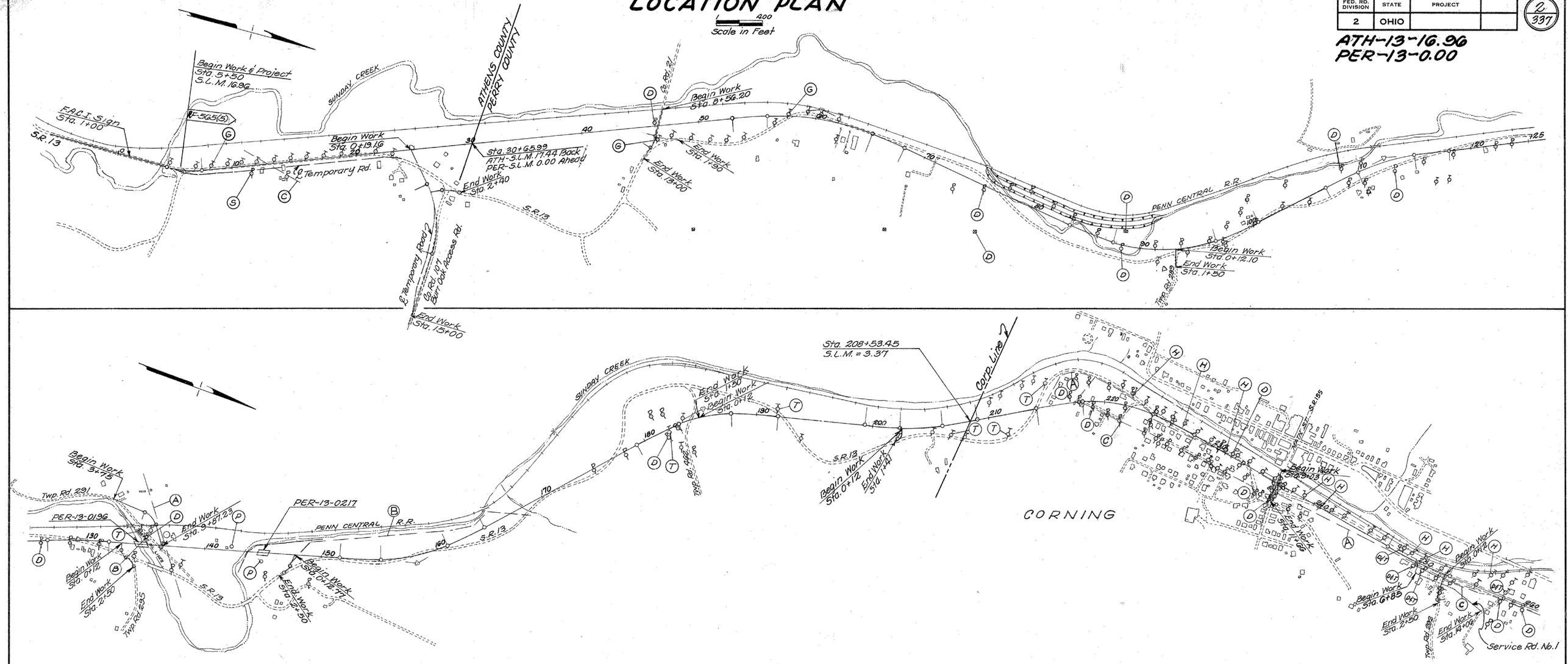
LOCATION PLAN

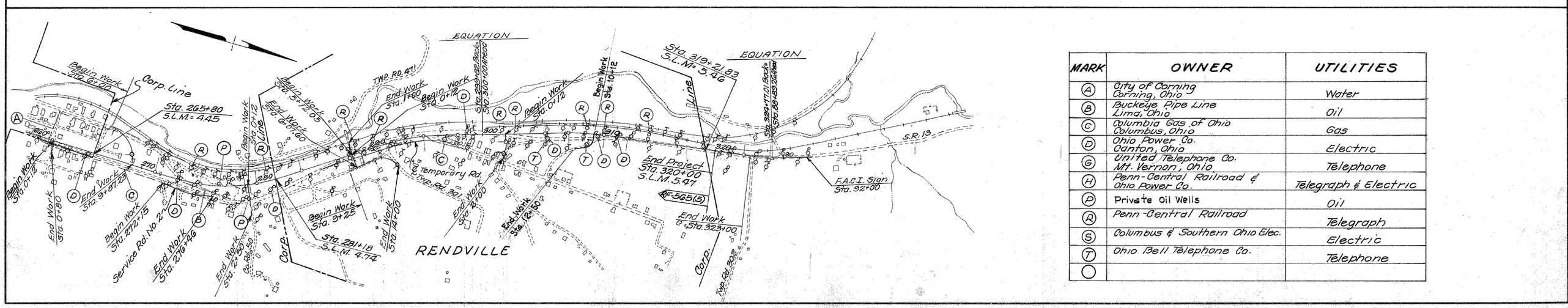
1 400
Scale in Feet

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

2/337

ATH-13-16.96
PER-13-0.00





MARK	OWNER	UTILITIES
A	City of Corning Corning, Ohio	Water
B	Buckeye Pipe Line Lima, Ohio	Oil
C	Columbia Gas of Ohio Columbus, Ohio	Gas
D	Ohio Power Co. Canton, Ohio	Electric
G	United Telephone Co. Mt. Vernon, Ohio	Telephone
H	Penn-Central Railroad & Ohio Power Co.	Telegraph & Electric
P	Private Oil Wells	Oil
R	Penn-Central Railroad	Telegraph
S	Columbus & Southern Ohio Elec.	Electric
T	Ohio Bell Telephone Co.	Telephone

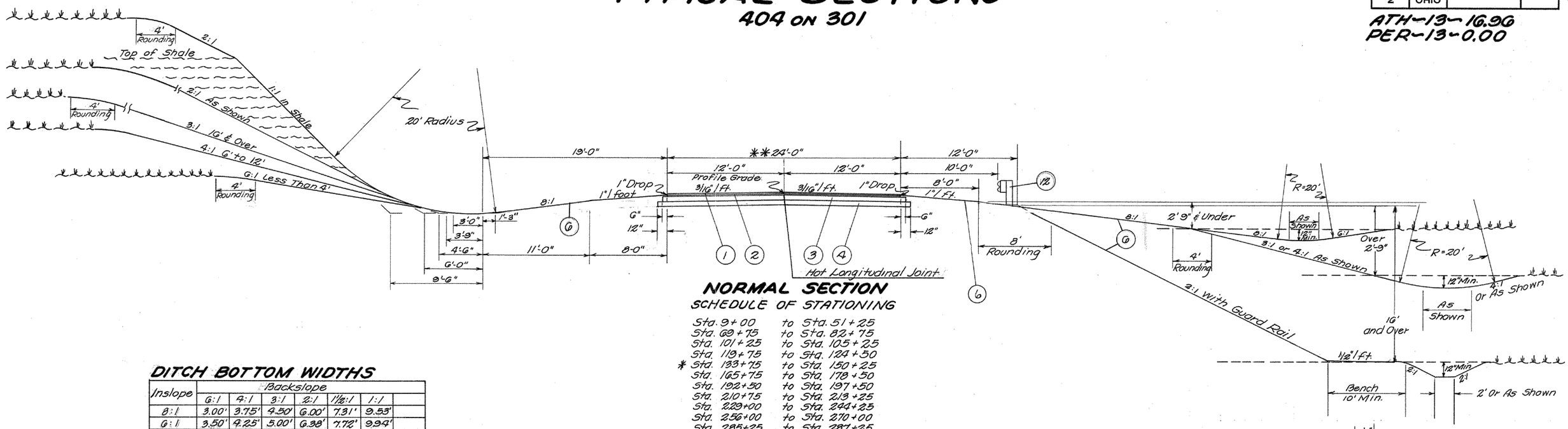
LOCATION PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

3
337

ATH-13-16.96
PER-13-0.00

TYPICAL SECTIONS
404 ON 301



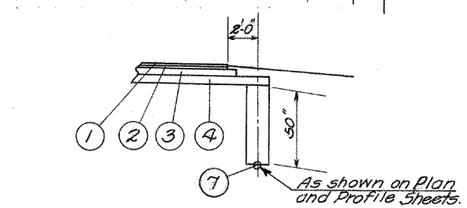
NORMAL SECTION
SCHEDULE OF STATIONING

Sta. 9+00	to	Sta. 51+25
Sta. 69+75	to	Sta. 82+75
Sta. 101+25	to	Sta. 105+25
Sta. 119+75	to	Sta. 124+50
* Sta. 133+75	to	Sta. 150+25
Sta. 165+75	to	Sta. 178+50
Sta. 192+50	to	Sta. 197+50
Sta. 210+75	to	Sta. 213+25
Sta. 229+00	to	Sta. 244+25
Sta. 256+00	to	Sta. 270+00
Sta. 285+25	to	Sta. 287+25
Sta. 299+75	to	Sta. 303+50
Sta. 314+25	to	Sta. 319+50

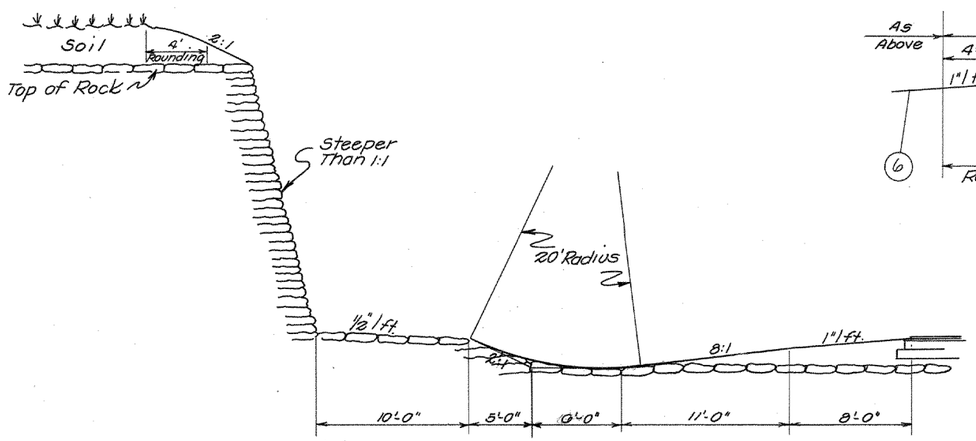
* Bridge and Approach Slabs
Sta. 133+69.38 to Sta. 135+31.62
Sta. 144+28.20 to Sta. 145+71.80

DITCH BOTTOM WIDTHS

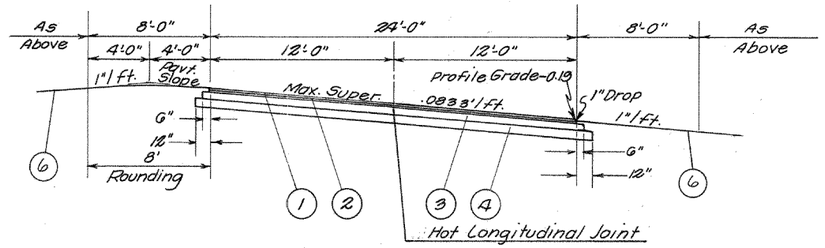
Inslope	Backslope						
	6:1	4:1	3:1	2:1	1½:1	1:1	
8:1	3.00'	3.75'	4.50'	6.00'	7.31'	9.53'	
6:1	3.50'	4.25'	5.00'	6.38'	7.72'	9.94'	
4:1	4.25'	5.00'	5.75	7.19	8.58'		



UNDERDRAIN DETAIL



ROCK CUT SECTION



SUPERELEVATED SECTION
SCHEDULE OF STATIONING

Sta. 5+50	to	Sta. 9+00
Sta. 51+25	to	Sta. 69+75
Sta. 82+75	to	Sta. 101+25
Sta. 105+25	to	Sta. 119+75
Sta. 124+50	to	Sta. 133+75
Sta. 150+25	to	Sta. 165+75
Sta. 178+50	to	Sta. 192+50
Sta. 197+50	to	Sta. 210+75
Sta. 213+25	to	Sta. 229+00
Sta. 244+25	to	Sta. 256+00
Sta. 270+00	to	Sta. 285+25
Sta. 287+25	to	Sta. 299+75
Sta. 303+50	to	Sta. 314+25
Sta. 319+50	to	Sta. 322+50

1	404	1½" Asphalt Concrete (70-85)
2	402	1¼" Asphalt Concrete (70-85)
3	301	6" Bituminous Aggregate Base 702.01 (85-100) or 702.09, RT-11 or RT12
4	310	3" Subbase, Grading "B"
6	659	Seeding & Mulching
7	605	6" Pipe Underdrains deep
12	606	Guard Rail, Type 5

** Sta. 31+00 - 33+00 Transition 36' to 24'
Sta. 22+50 - 24+50 Transition 24' to 36'
Sta. 24+50 - 31+00 = 36'-0"
Sta. 235+58.60 - 237+22.74 = 48'-0"
Sta. 231+29.92 - 235+58.60 Transition 24' to 48'
Sta. 237+22.74 - 241+49.30 Transition 48' to 24'

NOTES:
Hot Longitudinal Joint:
See note in the proposal for requirements for placing the surface course with a hot longitudinal joint.

Surface Tolerance:
See note in the proposal for the use of pavers with the automatic screed control for placement of the intermediate course and to special spreading and surface tolerance requirements.

NOTE: The pavement composition of this typical applies to the Approach Rt. & Lt. Sta. 236+36.38.

NOTE: The "Ditch Bottom Widths" Table shall apply unless otherwise shown on the cross sections.

NOTE: See Superelevation Tables Sheets No. 13-15 for edge of pavement elevations.