

DETOUR MAP
S.R. 49

MICROFILMED
MAY 22 1985

MICROFILMED
APR 15 1968

STATE OF OHIO
DEPARTMENT OF HIGHWAY

VAN-30-4.06

VAN WERT COUNTY

TULLY, UNION, & PLEASANT TWPS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	

1 / 375

VAN WERT COUNTY
VAN-30-4.06

MICROFILMED
APR 15 1968

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.

CONVENTIONAL SIGNS

RIGHT-OF-WAY	R/W
LIMITED ACCESS RIGHT-OF-WAY	L.A. R/W
STATE LINE	
COUNTY LINE	
TOWNSHIP LINE	
SECTION LINE	
CENTER LINE	
CORPORATION LINE	
PROPERTY LINE	
FENCE LINE	
GUARD RAIL (EXISTING)	
GUARD RAIL (PROPOSED)	
RAILROAD	
POWER POLES	
TELEPHONE POLES	
TREES OR STUMPS (EXISTING)	
TREES OR STUMPS (TO BE REMOVED)	

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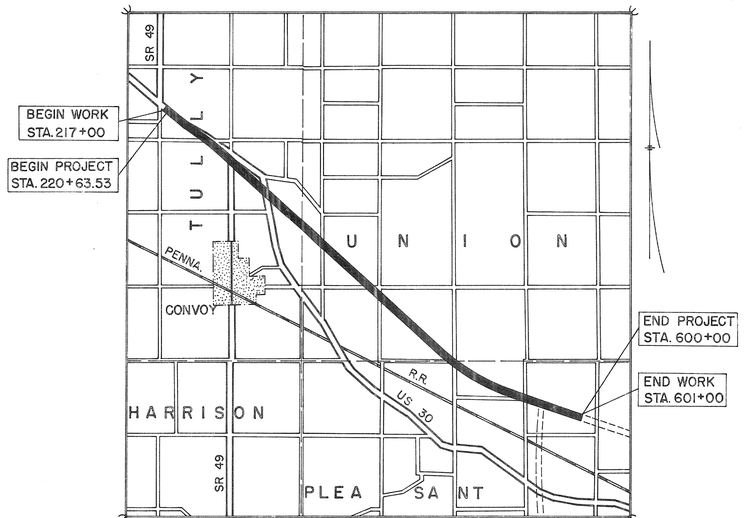
*SEE SHEET NO. 2 FOR INDEX OF SHEETS.

LINE DATA

BEGIN PROJECT STA. 220+63.53 — END PROJECT STA. 600+00
NO DEDUCTIONS OR ADDITIONS
TOTAL LENGTH OF PROJECT 37,936.47 L.F. = 7.184 MILES

BEGIN WORK STA. 217+00 — END WORK STA. 601+00 — 38,400 L.F.

ADD FOR APPROACHES		
DIXON RD. - TR 192	2,126.48	LF
SR 49	2,536.24	LF
SR 30	2,750.00	LF
COLWELL RD. - TR 65	2,035.92	LF
CONVOY RD. - CR 168	2,219.89	LF
RICHEY RD. - CR 75	1,812.38	LF
PEARSON RD. - TR 234	1,552.67	LF
LIBERTY UNION RD. - CR 77	2,036.80	LF
TERRY RD. - TR 160	1,788.89	LF
ADD FOR SR 224	2,465.37	LF
TOTAL LENGTH OF WORK	59,724.64 LF = 11.311	MILES



DELIVERY POINT: CONVOY, O. AVERAGE HAUL = 2.5 MILES

SCALE OF MILES
0 1 2 3

LOCATION MAP

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS
DETOUR ROUTES

SCALE

PLAN	1 INCH = 50 FEET
PROFILE (HORIZONTAL)	1 INCH = 50 FEET
PROFILE (VERTICAL)	1 INCH = 5 FEET
CROSS SECTIONS	1 INCH = 10 FEET

1963 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATION 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 NOT REQUIRE THE CLOSING OF THE HIGHWAY TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH IN THE PLANS AND ESTIMATES.

APPROVED Norman R. Cann
DATE 3/10/65 DIVISION DEPUTY DIRECTOR

APPROVED C.H. Abbatiello
DATE 5-5-65 ENGINEER OF BRIDGES

APPROVED D.N. Ricketts
DATE 5-10-65 ENGINEER OF LOCATION AND DESIGN

APPROVED R.E. Shultz
DATE 5-10-65 DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED T.H. Borrod
DATE 4-21-65 DEPUTY DIRECTOR OF RIGHT-OF-WAY

APPROVED E.W. Wilson
DATE 5-13-65 DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING

APPROVED
DATE FIRST ASSISTANT DIRECTOR

APPROVED C.M. Mashuda
DATE 5/13/65 DIRECTOR OF HIGHWAYS

STANDARD DRAWINGS

B-T-70-71	11-15-60	I-12	2-1-63	L-2	4-1-50	RRA NO. 1	2-1-63	FSB-1-62	1-15-63
B-T-71 R	3-2-53	I-15 NO. 1	11-15-60	L-3	4-1-50	RRA NO. 2	1-20-58	CSB-4-63, shts 1 & 4	12-30-63
DR-1	1-3-55	I-15 NO. 2-A	8-17-60	L-3-A	4-1-50	RRA NO. 5	11-3-58	SD-1-63, shts 1,2,3,4	11-12-63
G-7.07	4-1-64	I-15 NO. 5-B	2-1-63	L-J NO. 1	7-1-55	SP-53	6-30-61	AR-1-57	4-2-62
I-1	11-15-60	I-21-23	3-10-64	F-2	2-1-63	AS-1-54	7-5-62	SD-2-64	11-25-64
		T-35	1-2-56	I-8 C.B. No. 2-2-A & B	2-1-63	I-15 NO. 6	2-1-63	CS-1-54	4-1-63
I-8 CB NO. 6	2-1-63	T. J.	9-12-60	I-8 I. NO. 2	2-1-63	F-3	2-1-63	A-1-54	12-1-54
I-8 CB NO. 8	2-1-63	L-1	4-1-50	RI-1	9-1-64	SB-1-64 shl. 1	6-25-64	P-1-54	2-2-59

SUPPLEMENTAL SPECIFICATIONS

L-120	REV.	1-2-62
T-335		10-28-63
I-127	REV.	1-15-62
I-129	REV.	4-5-61
C.E.-101.04		5-22-56
S-307	REV.	10-1-64
S-101		7-12-62
M-107.18	REV.	4-3-61
I-212	REV.	6-23-61
M-106.11		1-26-61

FILE Nº	
	VAN WERT COUNTY — VAN-30-4.06
	DATE OF LETTING _____ 19___
	CONTRACT NO. _____

MICROFILMED
MAY 22 1985

SCHEMATIC PLAN

U.S. ROUTE 30
VAN 30-4.06

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN 30-4.06

2/1

BEGIN WORK STA. 217+00 S.L.M. 3.99

BEGIN PROJECT STA. 220+63.53 S.L.M. 4.06

EXIST. U.S.R. 30

BEGIN TRANSITION STA. 220+63.53

TEMPORARY RUN AROUND

STA. 225+00

PAYNE RD. TWP. RD. 47

S.R. 49

CURVE DATA
P.T. STA. 258+59.12
Δ = 5°-29' LT.
D = 0°-28'
R = 12,277.67'
T = 587.35'
L = 1175.00'
E = 14.07'

DIXON RD. TWP. RD. 192

CONVOY HELLER

END WORK STA. 28+51.8 PROP. STA. 111+03.54 EXIST.

POLLOCK RD. TWP. RD. 184

BRIDGE NO. VAN-30-0595

END WORK STA. 109+63.90 EXIST.

STA. 229+41.62 PROP.

UPPER PRAIRIE CREEK

P.C. STA. 252+71.17

P.T. STA. 264+46.17

BEGIN WORK STA. 85+00

STA. 225+00

PC. STA. 231+97.54

BEGIN WORK STA. 88+00 PROP. STA. 77+00 EXIST.

AT GRADE

RELOCATED DIXON RD. - T.R. 192

P.T. STA. 248+54.68

DIXON RD. TWP. RD. 192

CURVE DATA
P.I. STA. 240+27.37
Δ = 7°-44' RT.
D = 0°-28'
R = 12,277.67'
T = 829.83'
L = 1657.14'
E = 28.01'

AT GRADE RELOCATED S.R. 49

WALLER RD.

BEGIN WORK STA. 22+00 PROP. STA. 85+00 EXIST. S.R. 49

FUTURE PROPOSED INTERCHANGE

BRIDGE NO. VAN-30-0594 L&R

North Creek

GRADE SEPARATION

TEMPORARY RUN AROUND

Exist. U.S.R. 30

END WORK STA. 112+50

Mentzer Rd. Twp. Road 176

RELOCATED

UNION TWP.

TULLY TWP.

END WORK STA. 27+30.85 PROP. STA. 60+00 EXIST.

North Creek

AT GRADE

RELOCATED COLWELL RD. T.R. 65

BEGIN WORK U.S.R. 30 STA. 6+00 PROP. STA. 39+00 EXIST.

Colwell Rd. Twp. Rd. 65

AT GRADE

RELOCATED CONVOY RD. - C.R. 168

END WORK STA. 21+24.83 PROP. STA. 6+30 EXIST.

BEGIN WORK Rd. STA. 0+10

Convoy County Road 168

STA. 34+90 PROP.

BEGIN WORK STA. 39+90 EXIST.

RELOCATED DULL ROBINSON-C.R. 69

Sta. 417+00 Match Line

INDEX OF SHEETS

REF.NO.	INTERSECTION	SHEET NO.
1	DIXON RD. - T.R. 192	178 - 184
2	S.R. 49	185 - 193
3	U.S.R. 30 (EXIST)	194 - 199
4	COLWELL RD. T.R. 65	200 - 206
5	CONVOY RD. - C.R. 168	207 - 213

CURVE DATA
P.I. Sta. 512+39.92
Δ = 24° 23' 22" LT.
D = 00° 24' 00"
T = 3095.56'
L = 6097.36'
R = 14323.94'
E = 330.67'

END PROJECT STA. 600+00 S.L.M. 11.24

BEGIN PROJECT STA. 600+00 VAN-30-11.24

END WORK STA. 601+00 S.L.M. 11.26

Convoy Rd.

County Rd. 168

Ditch

ROADSIDE REST AREA RT. & LT.

P.C. 481+44.36

END WORK STA. 26+27.31 PROP. STA. 61+00 EXIST.

Hoaglin Creek

P.T. 542+41.72

END WORK STA. 60+50 EXIST. & PROP.

CABLE DITCH

BRIDGE NO. VAN-30-1081

"A" "B"

"D"

GRADE SEPARATION

STA. 570+79 END WORK U.S.R. 30 PROP. STA. 640+69.37 U.S.R. 224

"C"

Sta. 417+00 Match Line

RELOCATED DULL ROBINSON-C.R. 69

END WORK STA. 25+50 PROP. & 69 STA 41+61.92 EXIST

Robinson County Rd.

Monkey Run

AT GRADE

Pearson Rd. Twp. Rd. 234

BEGIN WORK STA. 9+50 PROP.

RELOCATED PEARSON RD. T.R. 234

END WORK STA. 23+70.26

BEGIN WORK STA. 7+00 PROP. STA. 42+00 EXIST.

Richey Rd. Twp. Rd. 75

BRIDGE NO. VAN-30-0967 L&R

UNION TWP.

PLEASANT TWP.

Pennsylvania R.R.

Terry Rd. Twp. Rd. 160

BEGIN WORK STA. 7+50 PROP.

RELOCATED TERRY RD. - T.R. 160

AT GRADE

END WORK TERRY RD.-TR. 160 STA. 25+38.89

BEGIN WORK STA. 39+00 EXIST. & PROP.

Liberty Union Rd. County Rd. 77

RELOCATED U.S.R. 224

T.W.P. RD. 148

BEGIN WORK STA. 616+00

MC CONAHAY RD.

INDEX OF SHEETS

REF NO.	INTERSECTION	SHEET NO'S
6	DULL ROBINSON RD - C.R. 69	214 - 218
7	RICHEY RD. - T.R. 75	219 - 224
8	PEARSON RD. - T.R. 234	225 - 228
9	LIBERTY UNION RD. - C.R. 77	229 - 233
10	TERRY RD. - T.R. 160	234 - 238
11	U.S.R. 224	239 - 255
12	RAMPS "A" & "B"	256 - 259
13	RAMPS "C" & "D"	260 - 265

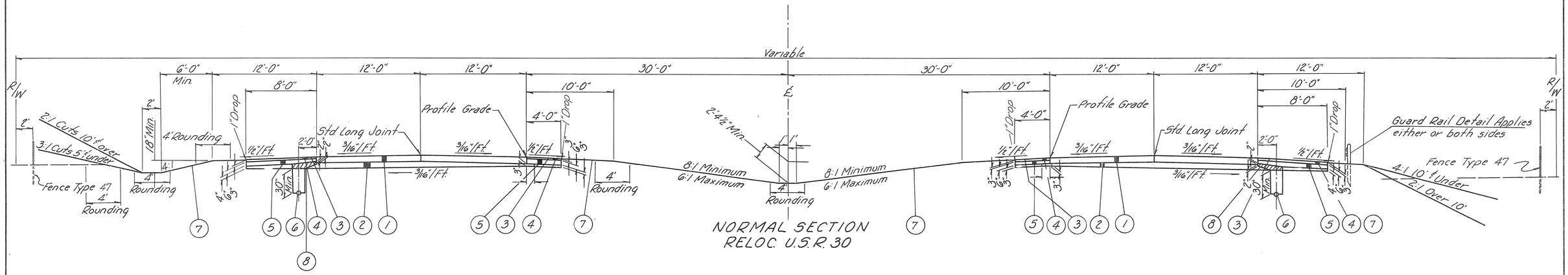
TYPICAL SECTIONS

TYPE T-71

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

3

VAN WERT COUNTY
VAN-30-4.06



NORMAL SECTION
RELOC. U.S.R. 30

Note:— For details not shown see RI-1 or Cross Sections.

TYPICAL SECTION ABOVE APPLIES:

U.S.R. 30

From *Sta. 224+50	to Sta. 231+97.54	747.54	Lin. Ft. (Transition)
Sta. 231+97.54	to Sta. 313+46.56	8,149.02	Lin. Ft.
Sta. 314+21.44	to Sta. 491+51.63	17,730.19	Lin. Ft.
Sta. 492+68.37	to Sta. 510+75.2	1,806.87	Lin. Ft.
Sta. 512+04.76	to Sta. 600+00	8,795.24	Lin. Ft.
Total Length		37,228.86	Lin. Ft.

U.S.R. 224

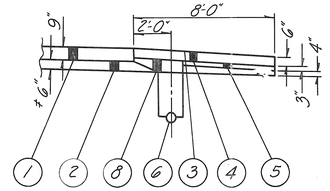
From *Sta. 619+38	to Sta. 621+00	162.	Lin. Ft. (Transition)

* Median & Pavement Widths vary, See plan & profile sheets.

LEGEND

(1)	Item T-71	9" Reinforced Portland Cement Concrete Pavement.
(2)	Item I-22.	Subbase. (Thickness as shown)
(3)	Item T-31	Bituminous Surface Treatment using 0.008 Cu Yd. No. 6 Aggregate per Sq. Yd. and 0.25 Gal. Bituminous Material. (See Note in Proposal.)
(4)	Item B-21	≠3" Waterproofed Aggregate Base Course, Type "A" T-35 or T-335 Material may be used in construction of this Course. (See Note in Proposal.) ≠ Thickness shown is "designed" thickness as described in Section B-21.01.
(5)	Item B-19	Aggregate Base Course. (Thickness as Shown)
(6)	Item I-1	6" Pipe Class I-3.
(7)	Item L-9	Seeding and Protecting.
(8)	Special	Drainage connection, using No. 6 Aggregate, (See Note in Proposal.)

Note:
Sequence of operations (1) Install pipe underdrain on outside shoulder. Installation of shallow under drain in median may be deferred until T-71 is placed. (2) Place subbase out to outside edge of underdrain or to one foot beyond edge of pavement where no underdrain is present. (3) Construct T-71. (4) Remove subbase and any contaminated Back Fill over drain and replace with No. 6 Aggregate as shown by (8) (5) complete shoulder construction.



DETAIL: Outside Shoulders of Speed change lanes.

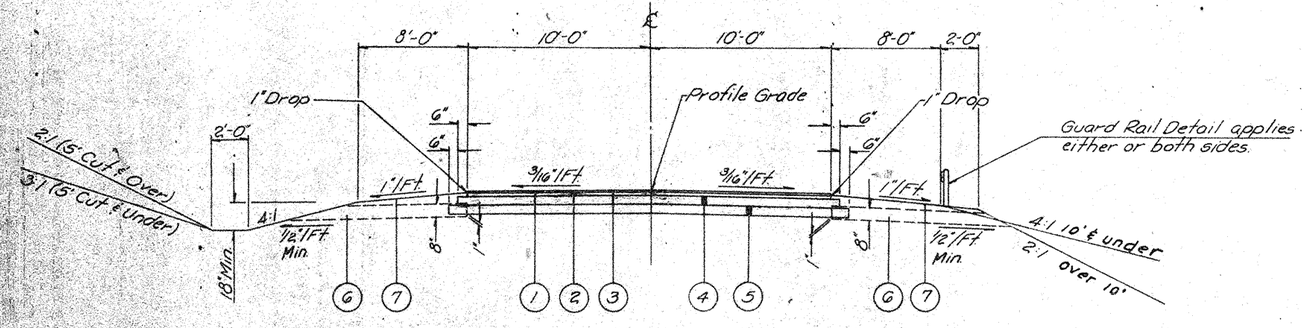
≠ 7 1/2 Normal Section, 6" Superelevated Section.
≠≠ Item B-21 shall be 6" thickness on speed change lanes and ramps with a corresponding reduction in the thickness of Item B-19.

TYPICAL SECTIONS

TYPE T-35 ON B-19
S.R. 49 & WALLER RD. - T.R. 182

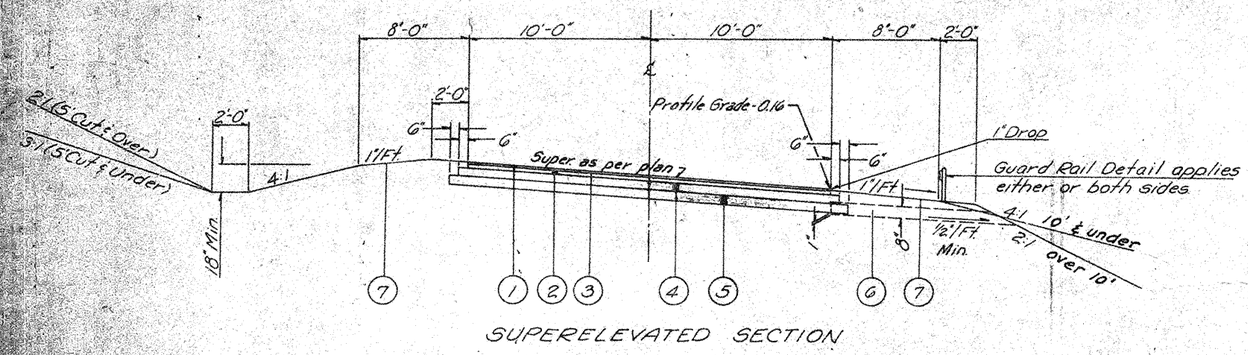
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN-30-4.06



NORMAL SECTION

Section at left applies to Waller Rd. T.R.-182 Sta 0+78.51



SUPERELEVATED SECTION

LEGEND

(1)* Item T-35 ~ 1½" Asphaltic Concrete Surface Course, Type "C" (85-100).

(2)* Item B-35 ~ 1¾" Asphaltic Concrete Leveling Course (85-100).

(3) Item T-30 ~ Bituminous Prime Coat Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.40 Gal. per Sq. Yd.

(4) Item B-19 ~ 6" Aggregate Base Course.

(5) Item I-22 ~ 6" Subbase.

(6) Item I-9 ~ Stone Underdrains, No. 2 (Spaced at 50' intervals or as directed by the Engineer.

(7) Item L-9 ~ Seeding and Protecting.

Note:
*Thicknesses shown are "designed" thickness as described in Sec. T-35.01 and B-35.01.

For Details not shown, See Std. Dwg. RT-1 or Cross Sections.

Section at left applies from

Sta. 9+00 to Sta. 16+73.18, S.R. 49	773.18
Sta. 19+09.66 to Sta. 20+50.5, S.R. 49	140.34
Total Length, S.R. 49	913.52

TYPICAL SECTIONS

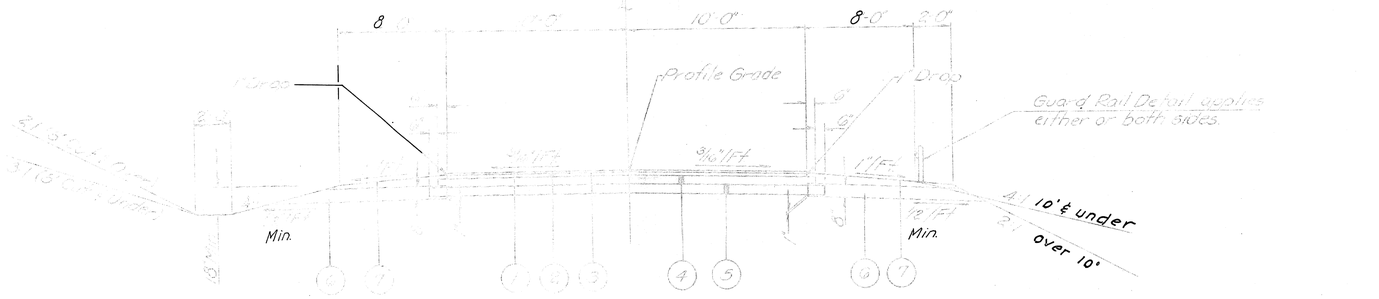
TYPE T-35 ON B-19

S.R. 49 & WALLER RD. - T.R. 182

FED. ROAD DESIGNATION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN-30-1.06

4


8'-0"
2'-0"
10'-0"
8'-0"
2'-0"
1" Drop
Profile Grade
6"
6"
3/16"/Ft.
1"/Ft.
Guard Rail Detail applies either or both sides.
4:1 10' & under
2:1 over 10'
1/2"/Ft.
Min.
Min.
2:1 Slope (4:1 Optional)
3:1 Slope (Cut & Under)
1:1
1:1
2'-0"
2'-0"
6"
6"
1:1
1:1
1:1

TYPICAL SECTIONS

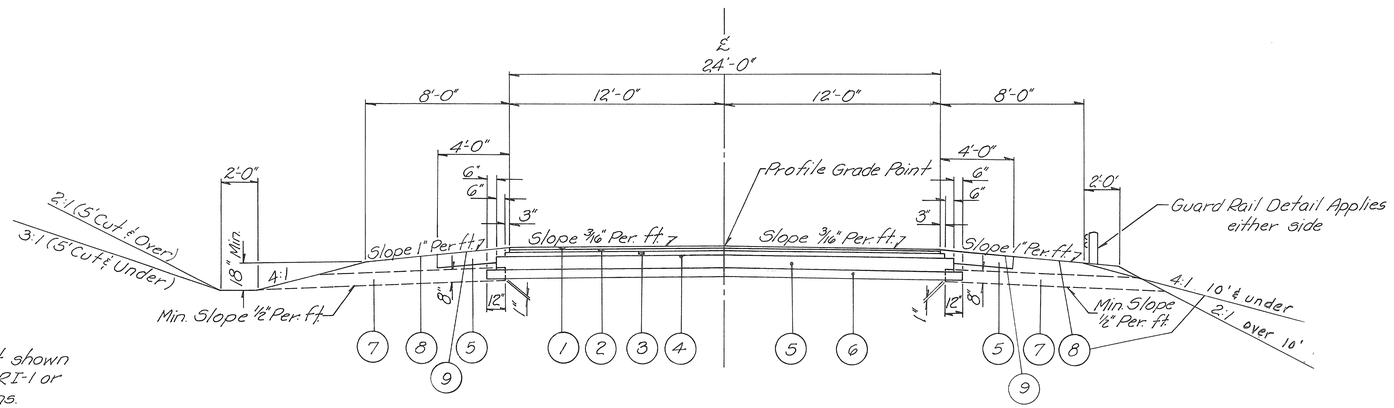
TYPE T-35 ON B-19

U.S.R. 30 -

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

5

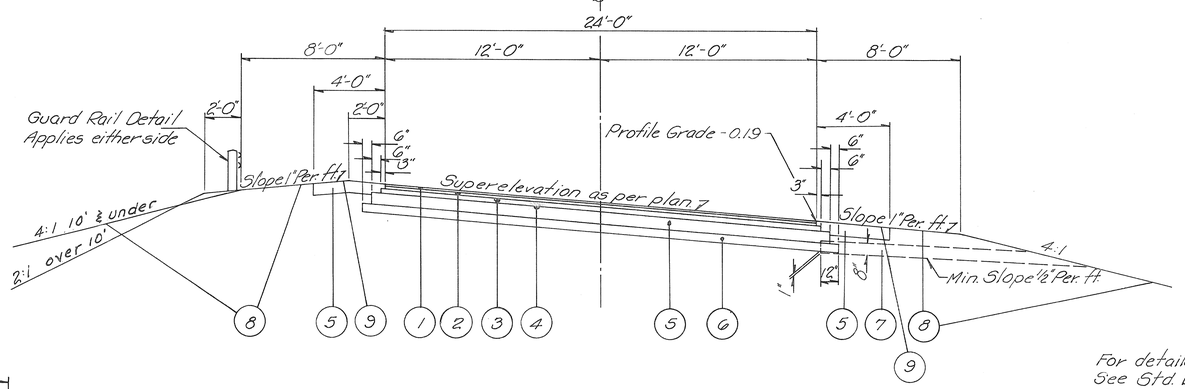
VAN WERT COUNTY
VAN -30 - 4.06



For details not shown
See Std. Dwg. RI-1 or
Cross Sections.

Section at left applies from

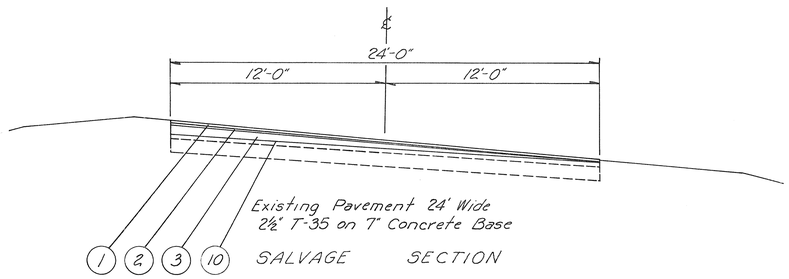
Sta. 94+00 to Sta. 98+27.66	427.66 Lin. Ft.
Sta. 101+72.34 to Sta 102+00	27.66 Lin. Ft.
Total Length	455.32 Lin. Ft.



Section at left applies from

Sta. 89+00 to Sta. 94+00	500 Lin. Ft.
Sta. 102+00 to Sta 111+00	900 Lin. Ft.
Total Length	1400 Lin. Ft.

For details not shown
See Std. Dwg. RI-1 or
Cross Sections.



SALVAGE SECTION

(1)	* Item	T-35	1¼" Asphaltic Concrete Surface Course Type "C" (70-85).
(2)	* Item	B-35	1¼" Asphaltic Concrete Leveling Course. (70-85) (1" Min. to 2¼" Max. over Exist. Pav't.)
(3)	* Item	B-35	3" Asphaltic Concrete Base Course (70-85). (1" Min. to 5½" Max. over Exist. Pav't.)
(4)	Item	T-30	Bituminous Prime Coat using Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.40 Gal. per Sq. Yd.
(5)	Item	B-19	8" Aggregate Base Course.
(6)	Item	I-22	6" Subbase
(7)	Item	I-9	Stone Underdrains No. 2 (Spaced at 50' intervals or as directed by the engineer.)
(8)	Item	L-9	Seeding and Protecting.
(9)	Item	Special	Furnishing and Applying Calcium Chloride on Aggregate Shoulders and Approaches. (See Note in Proposal.)
(10)	Item	T-30	Bituminous Tack Coat using Sec. M-5.5 M5-2 or RS-1 or Sec. M-5.2, RC-1 or RC-2 as per Sec. T-300.2, applied at the rate of 0.10 Gal. per Sq. Yd.

* Thicknesses shown are "designed" thicknesses as described in Sec. T-35.01 and Sec. B-35.01

TYPICAL SECTIONS

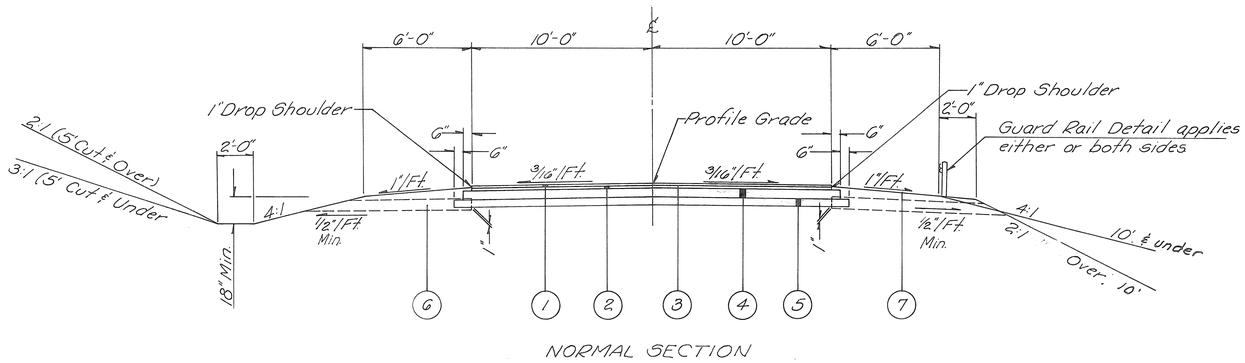
TYPE T-35 ON B-19

DIXON RD. - TWP. RD. 192
COLWELL RD. - TWP. RD. 65

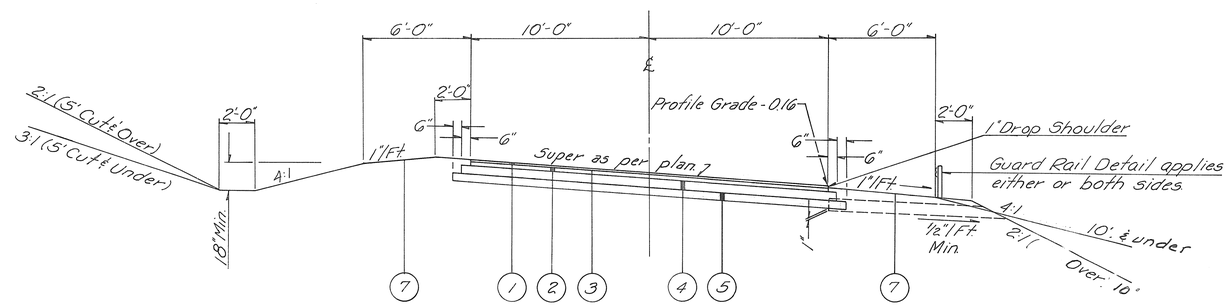
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

6

VAN WERT COUNTY
VAN-30-4.06



NORMAL SECTION



SUPERELEVATED SECTION

LEGEND

(1) *Item T-35 ~ 1¼" Asphaltic Concrete Surface Course, Type "C" (85-100).

(2) *Item B-35 ~ 1¼" Asphaltic Concrete Leveling Course (85-100).

(3) Item T-30 ~ Bituminous Prime Coat Sec. M-5.7, RT-2, or RT-3 applied at the rate of 0.40 Gal. Per Sq. Yd.

(4) Item B-19 ~ 6" Aggregate Base Course.

(5) Item I-22 ~ 4" Subbase.

(6) Item I-9 ~ Stone Underdrains, No. 2 (Spaced at 50' intervals or as directed by the Engineer)

(7) Item L-9 ~ Seeding and Protecting.

*Note ~ Thicknesses shown are "designed" thicknesses as described in Sec. T-35.01 and B-35.01.

For Details not shown, See Std. Dwg. RT-1 or Cross Sections.

ROAD	NORMAL SECTION Station From	NORMAL SECTION Station To	SUPERELEVATED SECTION Station From	SUPERELEVATED SECTION Station To	LIN. FT. NORMAL SECTION	LIN. FT. SUPERELEVATED SECTION
DIXON RD.			10+00	18+92.14		892.14
(TWP. RD. 192)			21+85.64	23+50		164.36
Total						1056.50
COLWELL RD.			9+00	16+84.03		784.03
(TWP. RD. 65)			19+20.51	21+50		229.49
Total						1013.52

TYPICAL SECTIONS

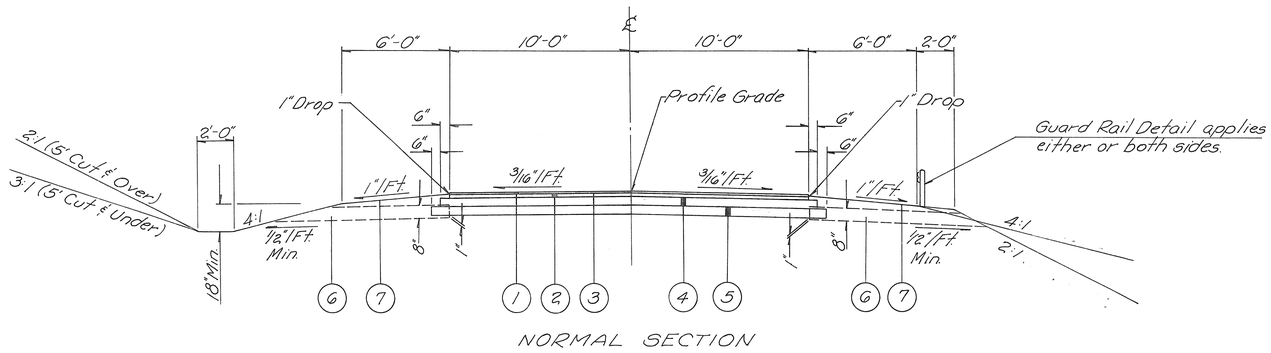
TYPE T-35 ON B-19

CONVOY RD. - CO. RD. 168
LIBERTY UNION RD. - CO. RD. 77

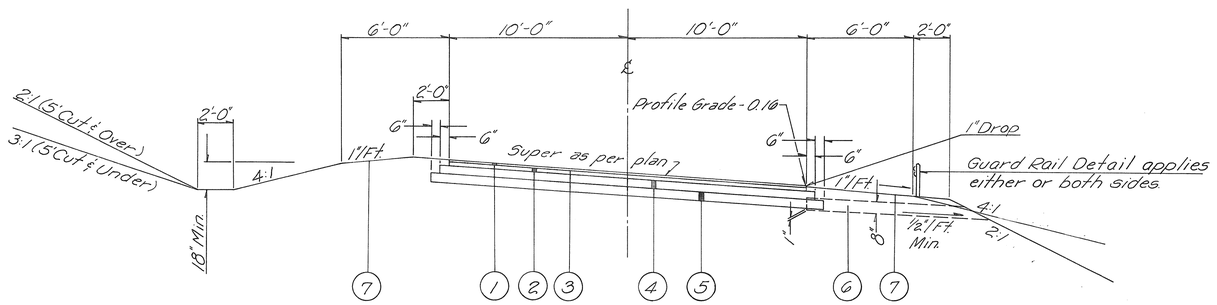
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

7

VAN WERT COUNTY
VAN-30-4.06



NORMAL SECTION



SUPERELEVATED SECTION

LEGEND

1. # Item T-35 ~ 1¼" Asphaltic Concrete Surface Course, Type "C" (85-100).
2. # Item B-35 ~ 1¼" Asphaltic Concrete Leveling Course (85-100).
3. Item T-30 ~ Bituminous Prime Coat Sec. M-5.7, RT.-2 or RT.-3 applied at the rate of 0.40 Gal. per Sq. Yd.
4. Item B-19 ~ 6" Aggregate Base Course.
5. Item I-22 ~ 6" Subbase.
6. Item I-9 ~ Stone Underdrains, No. 2 (Spaced at 50' intervals or as directed by the Engineer.
7. Item L-9 ~ Seeding and Protecting.

Note:
Thicknesses shown are "designed" thickness as described in Sec. T-35.01 and B-35.01.

For Details not shown, See Std. Dwg. RI-1 or Cross Sections.

ROAD	NORMAL SECTION Station From	NORMAL SECTION Station To	SUPERELEVATED SECTION Station From	SUPERELEVATED SECTION Station To	LIN. FT. NORMAL SECTION	LIN. FT. SUPERELEVATED SECTION
CONVOY RD. - (CO. RD. #168)	10+00	10+50			50	
			10+50	12+10.81		160.81
			15+53.06	24+00		846.04
Total					50	1006.85
LIBERTY UNION (CO. RD. 77)	45+63.37	48+86.51			323.14	
Total					323.14	

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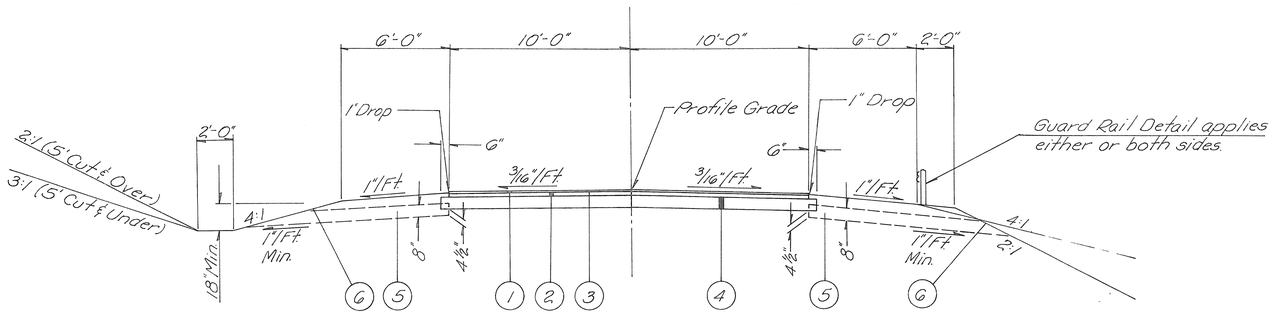
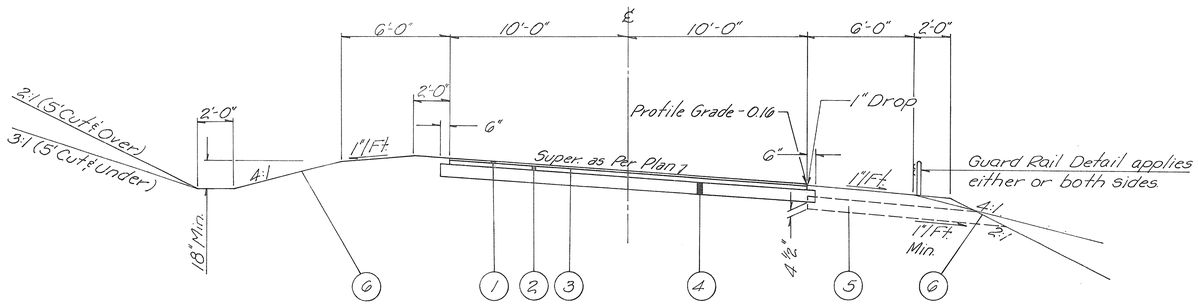
TYPICAL SECTIONS

TYPE T-35 ON B-19

DULL ROBINSON - T.R 69
RICHEY RD. - C.R. 75
PEARSON RD. - T.R. 234
TERRY RD. - T.R. 160



NORMAL SECTION



SUPERELEVATED SECTION

LEGEND

1. *Item T-35 ~ 1¼" Asphaltic Concrete Surface Course, Type "C" (85-100).
2. *Item B-35 ~ 1¼" Asphaltic Concrete Leveling Course (85-100).
3. Item T-30 ~ Bituminous Prime Coat Sec. M-5.7, RT-2, or RT-3 applied at the rate of 0.40 Gal. per Sq. Yd.
4. Item B-19 ~ 8" Aggregate Base Course.
5. Item I-9 ~ Stone Underdrains, No. 2 (Spaced at 50' intervals or as directed by the Engineer).
6. Item L-9 ~ Seeding and Protecting.

*Note ~ Thicknesses shown are "designed" thicknesses as decribed in Sec. T-35.01 and B-35.01.

For Details not shown, See Std. Dwg. RT-1 or Cross Sections.

ROAD	NORMAL SECTION Station From	NORMAL SECTION Station To	SUPERELEVATED SECTION Station From	SUPERELEVATED SECTION Station To	LIN. FT. NORMAL SECTION	LIN. FT. SUPERELVATED SECTION
DULL ROBINSON (TWP. RD. 69)	0+10	0+75			65	
			0+75	4+50		375
	4+50	15+75			1125	
			15+75	25+00		925
Total					1190	1300
RICHEY RD (CO. RD. 75)			10+50	15+79.78		529.78
			18+16.27	19+38.24		121.97
Total						651.75
PEARSON RD (TWP. RD. 234)			10+50	16+00		550
	16+00	21+25			525	
			21+25	24+27.62		302.62
Total					525	852.62
TERRY RD. (TWP. RD. 160)			10+75	15+50		475
	15+50	24+68.50			918.50	
Total						

TYPICAL SECTIONS

TYPE T-71

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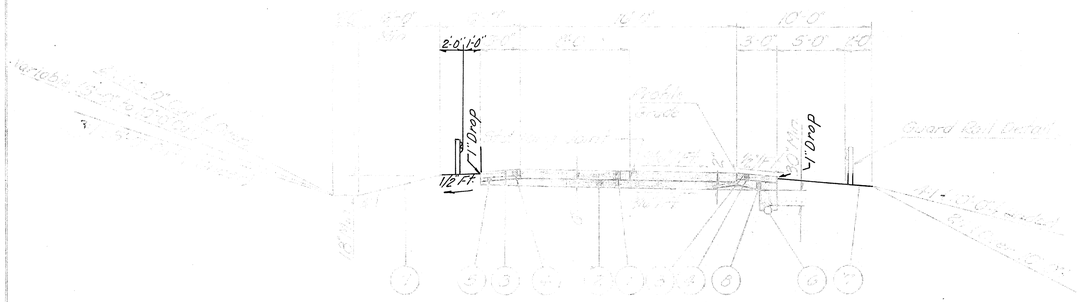
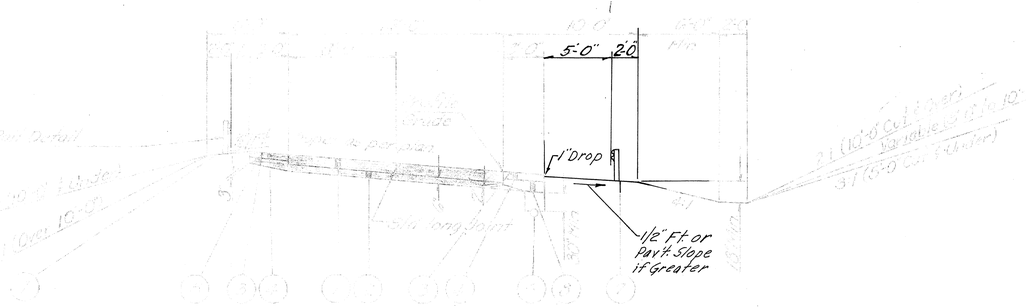
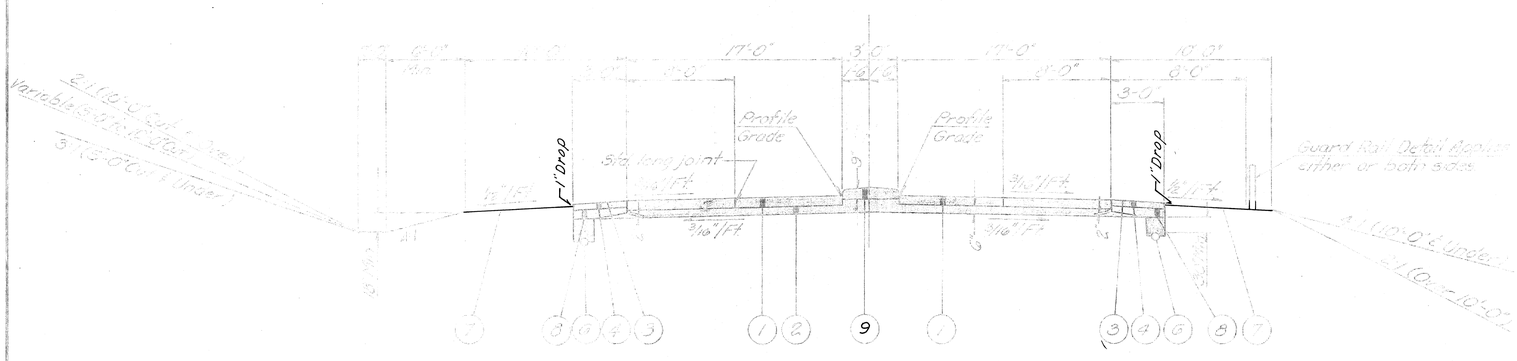
MAIN 4.06



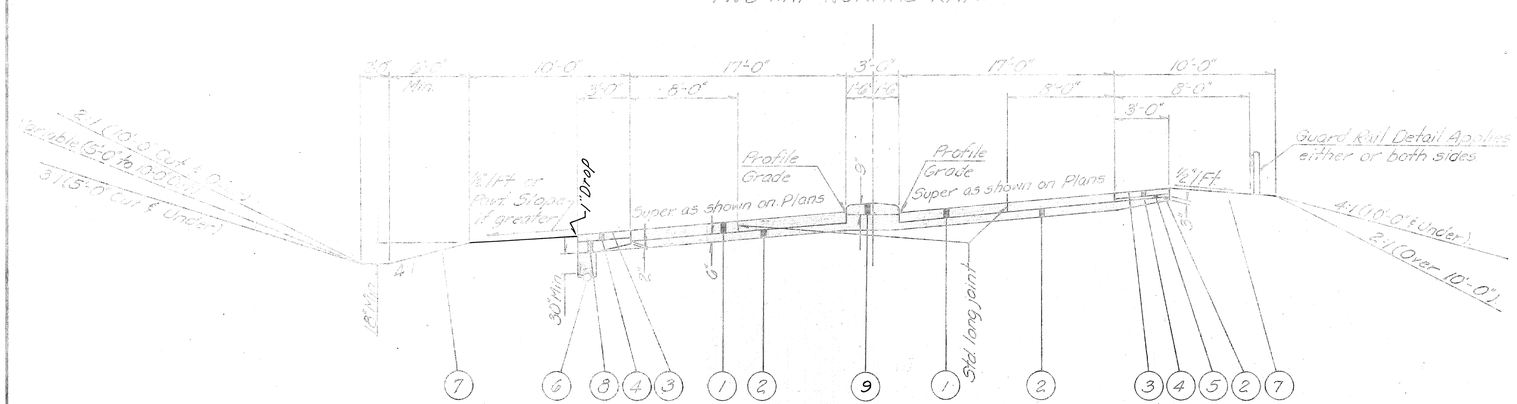
ONE WAY NORMAL RAMP



ONE WAY SUPERELEVATED RAMP



TWO WAY NORMAL RAMP



TWO WAY SUPERELEVATED RAMP

LEGEND

(1) Item 451 — 9" Reinforced Portland Cement Concrete Pavement

(2) Item 304 — Subbase (Thickness as shown.)

(3) Item 407 — Bituminous Surface Treatment (using 0.20 gal. to 0.40 gal. Aggregate per S.Y. and 0.30 gal. to 0.50 gal. Bituminous Material. See Note in Proposal) or T-335

(4) Item 304 — 6" Untreated Aggregate Base Course (Type B) * Material may be used in construction of this course. See Note in Proposal. (2-3" Courses)
* th. shown is designed thickness as described in Section 304.01.

(5) Item 304 — 3" Aggregate Base Course

(6) Item 611 — 6" Pipe Conduit

(7) Item 659 — Seeding and Protecting

(8) Item Special — Drainage connection using No 6 aggregate (See Note in Proposal)

(9) Item 451 — Portland Cement Concrete Median Pavement

Note — for Details not shown, see Std. Dwg. RI-1 or Cross Sections.

REST AREA & U.S.R. 224 - INTERCHANGE TYPICAL SECTIONS

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ROUNDING OF CORE HOLE TOTALS AT CROSS SECTIONS:

THE ROUNDED CORRECT AMOUNT OF SURFACE & PAVEMENT BASE IS [illegible] SHOWN ON CROSS SECTIONS, EXCEPT AS [illegible] OTHERWISE SHOWN ON THESE PLANS.

MAINTAIN DEMOLITION:

ALL OF ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WHICH IS DONE BY AND AT THE EXPENSE OF THEIR OWNERS ITEM CROSS-SECTIONED OTHERWISE NOTED ON PLANS PLANS.

FIELD OFFICE:

THE CONTRACTOR SHALL, AT LOCATIONS AS MAY BE [illegible] b PROVIDE FOR THE EXCLUSIVE USE OF THE ENGINEER [illegible] A SUITABLE FIELD OFFICE HAVING A MINIMUM OF 500 SQ. FT. OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THIS FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT. THE TELEPHONE SHALL ALSO PROVIDE AND INSTALL WIRING AND OUTLETS SUITABLE FOR [illegible] ELECTRIC LIGHTS AND OTHER EQUIPMENT IN THE FIELD OFFICE AND PROVIDE 110-VOLT ALTERNATING CURRENT TO THE OFFICE DURING THE ENTIRE PERIOD OF CONSTRUCTION OF THE PROJECT.

DESIGN SPEED:

THE GEOMETRICS FOR [illegible] IS PRIMARILY HIGH WAS PLANNED FOR A DESIGN SPEED OF 70 MILES PER HOUR.

UNDERGROUND UTILITIES:

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT EFFORT FROM AVAILABLE SOURCES AND RECORDS. IT IS RECOMMENDED THAT THE ESSENTIALLY ACCURATE, BUT THE STATE OF OHIO NEVER [illegible] THEIR EXACT [illegible] OF CONNECTIONS.

SUPERELEVATION:

SUPERELEVATED CURVES SHALL BE [illegible] SUCH THAT THE CROSS SLOPE SHALL BE WORKED OUT OF THE PAVEMENT TO BE [illegible] BEFORE THE BEGINNING OF THE TRANSITION INTO THE POINT WHERE THE SUPERELEVATION EQUALS TWICE THE CROSS.

CONTRACTOR'S MAINTENANCE RESPONSIBILITY:

ON THIS PROJECT, THE CONTRACTOR'S RESPONSIBILITY FOR MAINTENANCE OF THE EXISTING PAVEMENT PER ITEM P-2 SHALL BE LIMITED TO THOSE PORTIONS OF THE EXISTING PAVEMENT THAT [illegible] THE PERMANENT WORK LIMITS.

ASH-BASIN PAVEMENT REMOVAL:

REMOVAL AND DISPOSAL OF EXISTING [illegible] PAVEMENT, UNLESS OTHERWISE INDICATED ON OTHER PLANS, SHALL BE MEASURED AND PAID FOR AS ITEM E-1, ROADWAY EXCAVATION.

REMOVAL OF EXISTING PIPE:

THE REMOVAL OF ANY EXISTING PIPE UNDER WHICH THE LIMITS OF PROPOSED EXCAVATION WORK SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICES BID FOR THE RESPECTIVE EXCAVATION ITEMS, UNLESS OTHERWISE PROVIDED IN THE PLANS.

PLUGGING PIPE:

THE UPSTREAM ENDS OF ALL PIPE OR TILE LINES INTERCEPTED BY EXCAVATION OPERATIONS (AND, AT THE [illegible], THE ENDS OF PIPE LINES TO BE ABANDONED IN PLACE) SHALL BE EFFECTIVELY PLUGGED AND SEALED. BROKEN PIPING AND PORTIONS OF PIPE OR TILE SHALL BE REMOVED UNTIL A SOUND UNDAMAGED LENGTH IS ENCOUNTERED. THE PIPE SHALL THEN BE CLOGGED WITH CONCRETE, FLAT STONE OR BRICK LAID IN MORTAR, OR A PRECAST CLAY OR CONCRETE STOPPER. IN ALL TYPES OF CONSTRUCTION, THERE ARE HEADER TILE ON PRIVATE RIGHT-OF-WAY THAT HAVE NOT BEEN PLACED, THE CONTRACTOR SHALL PLUG AT THE RIGHT-OF-WAY LINE ALL PIPE TILE THAT ARE INTERCEPTED BY THE ROADWAY EXCA- PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

REMOVAL OF TREES AND STUMPS:

ALL TREES AND STUMPS LYING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE UNIT PRICE BID PER EACH FOR ITEM E-9, REMOVAL OF TREES AND STUMPS, EXCEPT THAT THOSE TREES FOR WHICH PROTECTION AND PRESERVATION WORK IS INDICATED ELSEWHERE IN THESE PLANS SHALL NOT BE REMOVED.

THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE QUANTITY OF TREES AND STUMPS TO BE REMOVED:

SIZES	NO. TREES	NO. STUMPS
12" - 18"	61	3
19" - 24"	23	4
25" - 30"	10	1
31" - 36"	3	
37" - 42"	2	
43" - 48"		
OVER 48"		

THE ABOVE ESTIMATE IS APPROXIMATE AND THE STATE OF OHIO RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES OR STUMPS OUTSIDE OF THE LIMITS OF CONSTRUCTION MAY WITHIN THE RIGHT-OF-WAY AND/OR EASEMENT LINES. PAYMENT FOR THE REMOVAL OF THESE ADDITIONAL TREES OR STUMPS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR EACH FOR ITEM E-9, REMOVAL OF TREES AND STUMPS.

GUARD RAIL ADJACENT TO BRIDGE:

ONE (1) ADDITIONAL GUARD RAIL POST SHALL BE PROVIDED IN THE CENTER OF EACH PANEL OF GUARD RAIL ADJACENT TO THE BRIDGE. PAYMENT FOR POSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM S-15 GUARD RAIL.

SEEDING:

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN RIGHT-OF-WAY LINES EXCEPT THOSE AREAS WHERE THE EXISTING COVER (EX. 110) FEET BEYOND THE WORK LIMITS IS CONSIDERED TO BE ACCEPTABLE, (SUCH AS WOODLANDS, GRASSLANDS, ETC.) AT THE TIME OF CONSTRUCTION. THE ENGINEER SHALL DETERMINE THE ACCEPTANCE AREAS THAN SHALL NOT BE NEEDED.

SEEDING FORMULA:

[illegible] FOLLOWING SEED MIXTURES SHALL, IN LIEU OF THE MIXTURES LISTED IN SECTION L-9.11, BE USED THROUGHOUT THE LIMITS OF THIS PROJECT:

MEDIAN AREAS AND ROADSIDE PARKS:
- 60% KENTUCKY BLUE GRASS
- 25% ILLINOIS FESCUE
- 15% RED TOP

2:1 SLOPE AREAS:
- 100% KENTUCKY 31 FESCUE

ALL OTHER AREAS:
- 60% KENTUCKY 31 FESCUE
- 25% KENTUCKY BLUE GRASS
- 15% RED TOP

ANY STONE OR OTHER DEBRIS 2" OR OVER IN DIAMETER SHALL BE REMOVED FROM THE EXPOSED SURFACE OF THE SEED BED.

SPECIAL SEEDING PREPARATION AREAS:

THE REFERENCES IN THE FIRST PARAGRAPH OF SECTION L-9.1 TO PREPARATION OF THE SEED BED IN FRONT OF RESIDENCES, ETC., SHALL, ON THIS PROJECT, BE CONSIDERED TO BE PARTICULARLY APPLICABLE IN THE FOLLOWING AREAS:

STA. 231 + 50 TO STA. 233 + 00 (M.L.) LEFT
STA. 104 + 50 TO STA. 107 + 50 (RAMP "A", 30) RIGHT

ITEM SPECIAL, DRILLED WELL ABANDONED:

THE EXISTING CONCRETE OR STONE SLAB WELL COVER AND PUMPING EQUIPMENT SHALL BE REMOVED AND DISPOSED OF. THE CASING SHALL BE CUT OFF AT LEAST TWO FEET BELOW THE PROPOSED FINISHED GRADE OUTSIDE PROPOSED PAVEMENT AREAS OR AT LEAST TWO FEET BELOW THE PROPOSED SUBGRADE ELEVATION INSIDE PROPOSED PAVEMENT AREAS AND CAPPED WITH CLASS "E" CONCRETE OR A STANDARD THREADED PIPE CAP.

THE UNIT PRICE BID FOR EACH "DRILLED WELL ABANDONED" SHALL INCLUDE PAYMENT FOR ALL LABOR, TOOLS, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

CONNECTIONS TO EXISTING PIPE:

AS PLACED UNDER THE PLANS REQUIRE FOR PROPOSED DRAINAGE PIPE AS TO BE CONNECTED TO EXISTING PIPES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING SIZE AND [illegible] BEFORE ORDERING OR STARTING TO LAY ANY PROPOSED PIPE. THE COST OF ANY DELAY OR DAMAGE TO SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

ESTIMATE FOR PIPELINE TO BE USED BY CONTRACTOR:

ALL CATCH TILE WHICH ARE ENCOUNTERED DURING THE CONSTRUCTION SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS UNDER THE OUTPUT OF ON THE ADJACENT. EXISTING COLLECTORS WITH ARE NOT TO BE [illegible] BY THE CONTRACTOR WHOSE ELEVATIONS AND WHICH CROSS OR ROADWAY SLOPE OR INTERFERE WITH THE CONSTRUCTION LIMITS BY ITEM P-1, CLASS "A" PIPE.

EXISTING COLLECTORS AND TILE LINES FROM THE DITCH ARE ENCOUNTERED ABOVE THE ELEVATION OF THE ROADWAY DITCHES [illegible] BE CONNECTED INTO THE "CATCH BASIN". THE OPENING OTHER ELEVATIONS SHALL BE, IF POSSIBLE, ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL TILE FEEDING DITCH GRADE AND ROADWAY SLOPE SHALL BE INCORPORATED BY CLASS "A" PIPE AND ORIENTED IN A LONGITUDINAL DIRECTION TO AN ADJACENT OUTLET OR ROADWAY CROSSING.

THE CONTRACTOR SHALL PROVIDE OUTLET INTO THE ROADWAY DITCH FOR EXISTING AND PROPOSED FARM STRUCK DRIVEWAY [illegible] FOR CROSSING OF TWO ROADWAY DITCH SHALL BE PROVIDED UNDER THOSE DRIVEWAY DEPTH CUTLEY MEET THE ROADWAY DITCH. THE LOCATION, SIZE AND TYPE LINE OF SUCH DRIVE SHALL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THE COST OF EXCAVATION FOR PIPE SUPPLIES DRIVES SHALL BE A PAID BID UNDER ITEM FOR ITEM E-1, EXCAVATION.

A QUANTITY OF 9,000 AND 1,000 HAS BEEN INCLUDED FOR ITEMS OF CONTROL.

THE FOLLOWING SCHEDULE OF TYPE OF PIPE TO BE USED IN THE PROPOSAL SUMMARY FOR THE WORK ABOVE.

ITEM	S-1	[illegible] EXCAVATION	100 CU.YDS.
ITEM	P-1	[illegible] PIPE, CLASS A-1	40 LIN.FT.
ITEM	P-1	[illegible] PIPE, CLASS A-1	40 LIN.FT.
ITEM	P-1	[illegible] PIPE, CLASS A-1	40 LIN.FT.
ITEM	P-1	[illegible] PIPE, CLASS A-1	40 LIN.FT.
ITEM	P-1	[illegible] PIPE, CLASS A-1	40 LIN.FT.
ITEM	P-1	[illegible] PIPE, CLASS A-1	40 LIN.FT.
ITEM	I-5	[illegible] PIPE, PERFORATED CLASS A-1	1,000 LIN.FT.
ITEM	I-12	CRUSHED AGGREGATE SLOPE PROTECTION	200 SQ.YDS.
ITEM	L-10	TOPSOIL	500 SQ.YDS.

[redacted] USED IN [illegible] ... [illegible] ... [illegible] ...

GENERAL NOTES

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VAN WERT COUNTY
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CONSTRUCTION LIGHT SIGNALS:

SEE NOTE IN PROPOSAL DESCRIBING HOW PRICE INCLUDED IN THIS LUMP SUM PAY ITEM.

TRAFFIC AND ADMINISTRATION PROCEDURE:

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PROVISIONS OF ITEM I- AND WITH THE REQUIREMENTS OF THE WORK AS WITH THE EXISTING PAVEMENT, THE PROPOSED PAVEMENT AND THE S-15 TEMPORARY PAVEMENT, THE FOLLOWING CONSTRUCTION PROCEDURE SHALL BE ADOPTED IN THE CONTRACTOR SO AS TO ALLOW TRAFFIC ON U.S. 30 CAN PROCEED WITH A MINIMUM OBSTRUCTION:

1. MAINTAIN TWO-WAY TRAFFIC OVER THE S-15 TEMPORARY PAVEMENT, BRIDGE AND APPROACHES AS SHOWN ON SHEET NOS. 194,195, & 196 AND DURING WHICH TIME THE STRUCTURE OWNS RELOCATION, U.S. 30 ENLARGEMENT, EMBANKMENT AND COVER TYPES ARE COMPLETED NECESSARY TO ROUTING TRAFFIC OVER THIS STRUCTURE.
2. COMPLETE CONSTRUCTION OF WEST HALF (EAST LANES) FROM STA. 237 + 00 TO END OF PROJECT.
3. COMPLETE CONSTRUCTION OF EAST HALF (WEST LANES) FROM STA. 225 + 50 TO END OF PROJECT.
4. COMPLETE CONSTRUCTION OF ALL INTERSECTION AND RELOCATED COUNTY, TOWNSHIP AND STATE ROADS.
5. UPON COMPLETION OF ITEMS 1, 2, 3, AND 4 ABOVE, CONTRACT TEMPORARY DETOUR MAY BE SIGNED ON A BASIS OF 17 DAYS TO 18 DAYS SO THAT TWO-WAY TRAFFIC MAY BE MAINTAINED OVER THE COMPLETED PAVEMENT AND THE EASTBOUND LANES OF RELOCATED U.S. 30 TO COUNTY ROAD 153. TRAFFIC SHALL BE MAINTAINED OVER THE FOUR COMPLETED LANES FROM COUNTY ROAD 153 TO THE END OF PROJECT.
6. S.R. 49 MAY BE DETOURED FOR A PERIOD OF TIME NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS AS SHOWN ON SHEET NO. 2 . DURING THIS TIME COUNTY ROADS 152 AND 153 SHALL BE KEPT OPEN TO TWO-WAY TRAFFIC.
7. NO MORE THAN TWO CONSECUTIVE SECTION OR TOWNSHIP ROADS MAY BE CLOSED TO TRAFFIC DURING THE SAME PERIOD OF TIME.

LIGHTS AND SIGNS IN ADVANCE OF ROAD CLOSINGS:

THE CONTRACTOR SHALL, IN ADDITION TO THE GENERAL REQUIREMENTS OF ITEM I-3 ON THIS PROJECT, PERFORM THE FOLLOWING:

PROVIDE, ERECT, AND MAINTAIN STANDARD 48" X 30" SIZE "ROAD CLOSED" SIGNS, SIGN SUPPORTS, AND LIGHTS AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

1. COUNTY ROAD 152 JUST EAST OF SR 49 AT ROAD 40 INTERSECTION.
2. COUNTY ROAD 152 JUST WEST OF U.S.30 INTERSECTION.
3. TOWNSHIP ROAD 65 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
4. TOWNSHIP ROAD 65 JUST SOUTH OF COUNTY ROAD 153 INTERSECTION.
5. COUNTY ROAD 153 JUST EAST OF TOWNSHIP ROAD 65 INTERSECTION.
6. COUNTY ROAD 154 JUST WEST OF COUNTY ROAD 69 INTERSECTION.
7. COUNTY ROAD 69 JUST SOUTH OF COUNTY ROAD 154 INTERSECTION.
8. COUNTY ROAD 69 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
9. TOWNSHIP ROAD 154 JUST EAST OF COUNTY ROAD 69 INTERSECTION.
10. TOWNSHIP ROAD 77 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
11. TOWNSHIP ROAD 77 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
12. TOWNSHIP ROAD 154 JUST EAST OF TOWNSHIP ROAD 77 INTERSECTION.
13. COUNTY ROAD 77 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
14. COUNTY ROAD 77 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
15. TOWNSHIP ROAD 149 JUST EAST OF COUNTY ROAD 77 INTERSECTION.
16. TOWNSHIP ROAD 149 JUST WEST OF COUNTY ROAD 81 INTERSECTION.

SIGN SUPPORTS AND LIGHTS FOR "ROAD CLOSED" SIGNS SHALL BE AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING, AND REMOVING LIGHTS, SIGNS, AND SIGN SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "ITEM I-3, MAINTAINING TRAFFIC."

TRAFFIC SIGN ERECTION:

THE CONTRACTOR SHALL ERECT SIGN PANELS FURNISHED BY OTHERS AS NOTED ON THE SCHEMATIC SIGNING LAYOUT SHEET NO. 280 TO 286 . THE PANELS SHALL BE MOUNTED ON THE BRACKETS OR BEAM SUPPORTS PROVIDED IN THE PLANS.

A SCHEDULE FOR SIGN ERECTION SHALL BE SUBMITTED TO THE ENGINEER, BUREAU OF TRAFFIC, 450 EAST TOWN STREET, COLUMBUS, OHIO, 50 CALENDAR DAYS PRIOR TO THE START OF ANY SCHEDULED ERECTION WORK. THE SCHEDULE SHALL INCLUDE PROPOSED DATES, TIME, SIGN NUMBERS AND DELIVERY POINT.

THE PRICE BID PER SQUARE FOOT FOR, "ITEM I-129 SIGN ERECTION OF TYPE, AS PER PLAN", SHALL INCLUDE ALL NECESSARY EQUIPMENT, MANPOWER, AND TOOLS TO ERECT THE SIGNS NOTED. ALL SIGN MATERIAL AND ACCESSORIES WILL BE FURNISHED AND TRANSPORTED TO A DESIGNATED DELIVERY POINT, ON OR NEAR THE SUBJECT PROJECT, BY OTHERS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HANDLING AND STORAGE OF THE SIGN PANELS AND ACCESSORIES FROM THE TIME OF ARRIVAL AT THE DELIVERY POINT.

SIGNS MARKED "BY OTHERS" ARE NOT A PART OF THIS CONTRACT. SIGNS MARKED "FUTURE", THE POSTS, BEAMS AND SIGN SUPPORTS ARE A PART OF THIS CONTRACT. THE SIGNS MARKED FUTURE SHALL BE ERECTED BY OTHERS.

MATERIALS - GENERAL:

MATERIALS TO BE FURNISHED MAY BE SPECIFIED IN THE PLANS BY A GIVEN MANUFACTURER'S CATALOG NUMBER OR STYLE. THIS IS FOR DESCRIPTIVE PURPOSES ONLY AND THE CONTRACTOR MAY ASSUME THAT APPROVED EQUAL MATERIALS MAY BE FURNISHED.

X 1.25 CONCRETE FOR SIGN SUPPORT FOUNDATIONS:

THE QUANTITY FOR CONCRETE TO BE PAID FOR SHALL BE PER CUBIC YARD BASED ON THE PLAN DIMENSIONS RATHER THAN THE PLAN QUANTITY.

SIGN SUPPORT SYMBOLS:

- ⊥ ONE SUPPORT, GROUND MOUNTED
- ⊥⊥ TWO SUPPORTS, GROUND MOUNTED
- ⊶ OVERHEAD BEAM (TRUSS OR MONOTUBE)

OVERHEAD SIGN SUPPORTS:

ALL COMPONENTS OF THE OVERHEAD SIGN SUPPORTS, I-129, SHALL BE STEEL, EXCEPT THE TRUSS BEAM AND ACCESSORIES TO USE I-129, NO. 7 SERIES WHICH SHALL BE ALUMINUM. FOR SPECIFIC DETAILS AND MATERIALS SEE SHEET NO. 288

GALVANIZED SUPPORTS:

THE STRUCTURAL STEEL BEAM SUPPORTS INCLUDING THE 8 POUND AND 8 POUND BEAM, AND 4 POUND AND 2 POUND DRIVE POST SHALL BE GALVANIZED (AFTER PUNCHING) IN ACCORDANCE WITH ASTM A-123. ALL BOLTS, NUTS PLAIN AND LOCKWASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, EXCEPT WHERE ALUMINUM OR STAINLESS STEEL IS REQUIRED.

GROUND MOUNTED SIGN SUPPORTS:

THE STRUCTURAL STEEL BEAM SUPPORTS SHALL BE GALVANIZED (AFTER PUNCHING) IN ACCORDANCE WITH ASTM A-123.

QUANTITIES FOR ITEM I-129 STRUCTURAL BEAM SUPPORTS APPEARING IN THE QUANTITY TABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT SUPPORT LENGTHS PRIOR TO FABRICATION AND GALVANIZING OF SUPPORTS. PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE BID, WHICH PRICE AND PAYMENT SHALL INCLUDE EMBEDMENT OF THE SUPPORTS.

TRAFFIC CONTROL DEVICES EMBEDDED IN PAVED AREAS: ITEM I-129

The following two methods are acceptable in placing of posts for signs: The contractor must at the time of paving insert a four inch (4") thin-walled sleeve. The sleeve shall have a corrosion resistant finish, such as galvanizing or cadmium plating;
OR
The contractor must upon completion of paving and curing, drill, using appropriate equipment, a four inch (4") hole without damage to surrounding concrete.
After the support has been embedded to proper depth, the remaining void around the post shall be filled with a furan resin cement or a hot poured inert-mineral sulphur-based compound. The above compounds to be applied with methods and procedures recommended by the manufacturers.
PAYMENT
All labor, tools, materials, and incidentals shall be included in price bid for item I-129 steel drive posts, as per plan.

NO. 5 OR 7 CB CASES, MODIFIED:

FOR MODIFICATION AND LOCATION OF NO. 5 OR 7 CURB BASINS, MODIFIED, SEE SHEET NOS. 144 AND 249

NO. 2-6 MEDIAN INLET, MODIFIED:

FOR MODIFICATION AND LOCATION OF NO. 2-6 MEDIAN INLET, MODIFIED, SEE SHEET NO. 278

TREES, BENCH MARK:

SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO PRESERVE THE VARIOUS BENCH MARK, Z 125 (10471), LOCATED ON STA. 251 + 27, 57' LEFT, AND IF IS REFERENCED BY THE SPOT SHOWN ONCE.

ITEM SPECIAL - FURNISHING AND APPLYING CALCIUM CHLORIDE FOR DUST CONTROL ON SHOULDERS AND APPROACHES:

CALCIUM CHLORIDE, SECTION M-10.2B OF A SOLUTION CONTAINING NOT LESS THAN CALCIUM CHLORIDE BY WEIGHT SHALL BE APPLIED TO THE SHOULDERS ADJACENT OF THE NEWLY PLACED STONE AND APPROACHES AT THE TIME OF APPLICATION OF CALCIUM CHLORIDE SECTION M-10.2B SHALL BE USED. WHERE NO SURFACE CAN BE OBTAINED, CALCIUM CHLORIDE SPREAD OVER THE FINISHED SITE MAY BE APPLIED STREAMER OR WHEN LIQUID CALCIUM CHLORIDE IS USED THE RATE OF APPLICATION SHALL BE 0.37 GALLONS PER SQUARE YARD MINIMUM APPLIED OVER THE SURFACE WITH AN APPROVED SPREADER.

THE APPLICATION OF CALCIUM CHLORIDE SECTION M-10.2B SHALL BE MADE DURING PERIODS OF HIGH HUMIDITY, AS DURING THE MONTHS OF JUNE, JULY, AUGUST, AND SEPTEMBER, OR FROM NATURAL SOURCES. IN THE LATTER CASE, THE CALCIUM CHLORIDE MAY BE APPLIED AT ANY TIME.

COSTS OF FURNISHING, HAULING, AND APPLYING THE CALCIUM CHLORIDE AND FOR ALL OTHER LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID PER TON FOR "ITEM SPECIAL FURNISHING AND APPLYING CALCIUM CHLORIDE FOR DUST CONTROL ON SHOULDERS AND APPROACHES."

THE NUMBER OF TONS OF CALCIUM CHLORIDE TO BE PAID FOR SHALL BE THE NUMBER OF TONS BY WEIGHT (MEASUREMENT), FURNISHED AND APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THIS ITEM. THAT A SOLUTION CONTAINING 30% CALCIUM CHLORIDE BY WEIGHT IS USED. THE TONS OF CALCIUM CHLORIDE TO BE PAID FOR SHALL BE DETERMINED BY MULTIPLYING THE NUMBER OF GALLONS USED BY 0.002.

I-3 MAINTAINING TRAFFIC:

ESTIMATED QUANTITIES OF I-3 IS TONS OF CALCIUM CHLORIDE FOR DUST CONTROL AND 9610 GOO CU.YDS. TRAFFIC COMPACTED GRAVEL TO BE USED FOR MAINTAINING TRAFFIC HAVE BEEN PROVIDED IN THE SCHEDULE SHEETS FOR USE AS DIRECTED BY THE ENGINEER.

GUARD RAIL FLARES
When proposed guard rail flares are constructed of rail elements which have not been fabricated exactly to fit the curvature shown on the plans, the two end posts of each flared section shall be encased in a minimum 4 inch thickness of Class "E" concrete for the full depth of the post below the ground line. Payment for encasement, if required, shall be included in the unit price bid for the guard rail.

OVERHEAD SIGNS
The exact stationing of Overhead Sign Assemblies in guard rail sections may be adjusted at the time of construction as directed by the Engineer, to avoid interference with guard rail posts.

FLARED APPROACH SLABS
In lieu of the reinforcing details shown on Sheet 277, place additional A-bars in flared areas by maintaining the standard spacing along the wide end of the slab and fanning the bars in toward the bridge as directed by the Engineer.

PAVEMENT COMPUTATIONS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.06

			B-19	B-21	B-35		B-35	T-30		T-31		T-35		T-71	I-7	I-12			I-21	I-22		I-23	Special	I-9	E-1	E-8	I-24
					85-100	70-85						85-100	70-85														
			Aggregate Base Course	Water Proofed Aggregate Base Course	Asphaltic Conc Leveling Course	Asphaltic Conc Leveling Course	Asphaltic Conc Base Course	Bituminous Prime Coat	Bituminous Tack Coat	Bituminous Material	No. 6 Aggregate	Asphaltic Conc Surface Course	Asphaltic Conc Surface Course	9" Reinforced Port. Cement Conc. Pavement	Reinforced Conc Approach Slabs	Concrete Curb Type 6	Concrete Curb Type 7	Concrete Curb Type 8	Port. Cement Concrete Median	Subbase		Precast Traffic Dividers	Drainage Connection No 6 Aggregate	Stone Underdrains No 2	Compacted Subgrade	Pavement Removal	Type 1 Asphaltic Conc Curb
From	To		Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Gals.	Gals.	Gals.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Sq. Yds.	Sq. Yds.	Lin. Ft.	Lin. Ft.	Lin. Ft.	Sq. Yds.	Cu. Yds.	Cu. Yds.	Each	Cu. Yds.	Lin. Ft.	Sq. Yds.	Sq. Yds.	Lin. Ft.
220+63.53	231+97.54	Transition	446.00	229.86						685	21.07			5399.89						1112.89	224.25		89.69		8,158	2520	181
231+97.54	600+00	Main Line	14,272.36	7396.67						22,190	710.11			194,566.72	400.00					33,156.81	7412.67		3394.56		283,327	1,950	
428+02.47	447+58.69	Ramp "A" Park	233.98	331.54						591	18.92			3021.73			185.00	482.53		736.59	219.71		128.75		5,388		
447+58.69	452+69.30	Park Area												3839.03		386.33	1513.64			710.82					3839		
452+64.51	464+30	Ramp "B" Park	67.34	163.56						245	787			2250.28		124.00			31.96	537.31	72.69		66.53		3233		
437+85	449+49.49	Ramp "C" Park	67.27	163.42						245	786			2248.94		124.00			31.96	536.97	72.61		66.47		3231		
449+44.70	454+55.31	Park Area												3839.03		386.33	1513.64			710.82					3839		
454+55.31	474+11.53	Ramp "D" Park	233.98	331.54						591	18.92			3021.73			185.00	482.53		736.59	219.71		128.75		5388		
U.S.30-U.S. 224 Interchange																											
619+38	632+68.82	Lt Lane												7075.05						1179.18		16			7075		
	632+39.18	Rt Lane																									
		Ramp A	211.12	445.54						742	23.71			7026.74			117.16	389.00	1336.88	1899.51	197.83		278.97		9932		
		Ramp B	143.48	339.13						509	16.29			6735.09		227.21			31.96	1347.97	82.60		101.61		8772		
		Ramp C	182.51	425.95						639	20.45			3221.41		122.00	124.00	129.00	31.96	724.03	205.48		117.63		5779		
		Ramp D	330.05	612.82						1000	31.97			4494.37		125.00	157.00	424.00	40.89	1066.14	311.36		243.19		8492		
	DIXON ROAD		444.34	-10.88	91.97			1112		-32	-1.05	91.97		1906.20						308.29	307.01			301	4425		
	S.R. 49		335.96	-10.88	98.72			853		-32	-1.05	70.51		1906.20						317.67	355.23			282	3907		
	WALLER RD. INTERSECTION		68.28		19.15			164				13.68									70.92			43	394		
	EXIST. U.S.30 OVERHEAD		*1504.60			183.78	433.88	2,102	66				192.08		176.44						937.18			688	5108	3,389	
	COLWELL ROAD		377.58	-9.37	78.23			946		-28	-0.91	78.23		1669.64						268.96	260.43			287	3809		
	CONVOY ROAD		429.10	-10.88	88.98			1075		-32	-1.05	88.98		2014.33						326.31	452.87			413	4448		
	DULL ROBINSON ROAD		1338.24		199.26			2409				199.26												476	5737		
	RICHEY ROAD		370.75	-9.37	57.64			696		-28	-0.91	57.64		1669.64						268.96	-14.82			231	3217		
	PEARSON ROAD		825.73		122.98			1486				122.98												427	3541		
	LIBERTY UNION ROAD		150.49	-9.14	32.94			399		-28	-0.88	32.94		1643.46						264.56	160.14			140	2480		
	TERRY ROAD		831.80		125.20			1498				125.20												427	3576		
Totals			22,865.56	10,379.51	915.07	183.78	433.88	12,740	66	27,257.00	872.32	881.39	192.08	257,549.48	576.44	1,494.87	3,795.44	1,907.06	1,505.61	52,226.38	11,547.87	16	4,616.15	3,715.0	397055	7,859	181

*B-19
336.40 Cu Yd Stab. Shoulders
1168.16 Cu Yd Pavement
1504.56 Cu Yd

(63,774)

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.00

SEEDING L-9

Sheet No	Seeding Sq. Yd	Sheet No	Seeding Sq. Yd
57	4,112	133	7,421
58	12,744	134	7,332
59	12,332	135	7,332
60	13,088	136	7,332
61	13,149	137	7,332
62	13,192	138	7,321
63	12,713	139	6,310
64	15,094	140	6,230
65	16,973	141	7,516
66	25,855	142	5,833
67	41,966	143	5,321
68	47,946	144	5,455
69	18,673	145	3,534
70	16,445	146	57,022
71	14,383	147	5,650
72	8,578	148	6,318
73	7,099	149	6,389
74	8,418	150	6,888
75	8,390	Dixon Rd.	
76	6,712	180	12,783
77	6,712	181	13,720
78	6,712	182	16,199
79	6,712	S.R. 49	
80	6,712	187	28,833
81	6,712	188	1,677
82	6,712	189	9,774
83	7,195	U.S.R. 30 Exist.	
84	8,000	197	14,569
85	8,044	198	8,474
86	8,044	199	7,675
87	5,926	Colwell Rd.	
88	6,477	202	6,614
89	6,433	203	10,800
90	6,444	204	13,756
91	6,447	Convoy Rd.	
92	6,444	209	15,820
93	6,444	210	11,347
94	6,444	211	13,124
95	6,444	Dull Robinson Rd.	
96	6,416	216	25,913
97	5,587	217	18,120
98	7,451	Richey Rd.	
99	7,561	221	11,726
100	7,556	222	15,907
101	8,656	Pearson Rd.	
102	8,762	226	7,668
103	7,161	227	13,635
104	8,089	Liberty Union Rd.	
105	10,206	231	34,441
106	4,373	Terry Rd.	
107	9,873	236	12,761
108	6,338	237	9,985
109	2,312	U.S.R. 224	
110	15,016	245	3,333
111	15,288	246	9,455
112	10,711	247	9,056
113	9,472	248	6,817
114	6,678	249	6,841
115	6,689	250	2,973
116	7,082	251	4,339
117	7,321	252	719
118	7,438	253	10,128
119	7,978	254	6,417
120	8,000	255	5,311
121	5,049	U.S.R. 224 Interchange	
122	1,429		
123	4,370	Ramp "A"	
124	5,083	258	3,263
125	7,938	Ramp "B"	
126	8,268	259	8,470
127	8,164	Ramp "C"	
128	3,012	262	5,251
129	8,350	263	6,388
130	8,356	Ramp "D"	
131	8,323	264	10,015
132	8,273	265	8,101
Total			1,334,948

EARTHWORK E-1

Station From	Station To	Excavation Cu. Yd.	Embankment Cu. Yd.	Emb. +20% Cu. Yd.
210+00	220+00	0	0	0
220+00	230+00	3,549	1706	2047
230+00	240+00	2,225	11,931	14,317
240+00	250+00	5,521	16,542	19,850
250+00	260+00	6,936	13,181	15,817
260+00	270+00	2,358	18,396	22,075
270+00	280+00	2,716	13,421	16,105
280+00	290+00	5,593	10,110	12,132
290+00	300+00	2,218	15,827	18,992
300+00	310+00	2,570	12,214	14,657
310+00	320+00	3,534	10,886	13,063
320+00	330+00	1,279	13,893	16,672
330+00	340+00	1,345	13,748	16,498
340+00	350+00	2,040	10,147	12,176
350+00	360+00	3,375	6,620	7,944
360+00	370+00	5,444	4,856	5,827
370+00	380+00	1,840	17,878	21,454
380+00	390+00	348	22,522	27,026
390+00	400+00	802	19,182	23,018
400+00	410+00	1,520	15,374	18,449
410+00	420+00	3,036	17,738	21,286
420+00	430+00	1,090	20,672	24,806
430+00	440+00	666	22,671	27,205
440+00	450+00	3,971	12,212	14,654
450+00	460+00	1,617	19,444	23,333
460+00	470+00	543	20,342	24,410
470+00	480+00	1,852	11,191	13,429
480+00	490+00	2,665	12,921	15,505
490+00	500+00	3,396	15,401	18,481
500+00	510+00	5,889	8,828	10,594
510+00	520+00	9,038	8,617	10,340
520+00	530+00	7,345	4,876	5,851
530+00	540+00	2,672	7,830	9,396
540+00	550+00	1,615	11,338	13,606
550+00	560+00	2,646	7,588	9,106
560+00	570+00	2,745	8,274	9,929
570+00	580+00	1,874	10059	12,071
580+00	590+00	639	18,528	22,234
590+00	600+00	1046	16,183	19,420
600+00	610+00	123	884	1,061
Dixon Rd.		7,401	1,151	1,381
S.R. 49		1,769	1,779	2,135
U.S.R. 30 Exist.		2,194	44,883	53,860
Colwell Rd.		4,428	1950	2,340
Convoy Rd.		3,526	3,650	4,380
Dull Robinson Rd.		5,718	10,404	12,485
Richey Rd.		2,574	1,283	1,540
Pearson Rd.		2,715	830	996
Liberty Union Rd.		1,829	1145	1,374
Terry Rd.		2,998	474	569
U.S.R. 224		6,550	195,568	234,682
U.S.R. 224 Inter.				
Ramp "A"		585	2,186	2,623
Ramp "B"		645	6,159	7,391
Ramp "C"		1,872	11,184	13,421
Ramp "D"		2976	16,895	20,274
Totals		157,469	803,572	964,287

FENCE I-25

Left of Centerline Station From	Station To	Length Lin. Ft.	Right of Centerline Station From	Station To	Length Lin. Ft.
220+64	230+62	998	220+64	230+67	1003
233+00	252+02	1902	230+97	249+59	1862
252+02	① 105+06	446	249+59	① 92+00	508
① 105+36	① 107+78	242	254+08	① 92+00	862
109+70	① 107+00	284	254+08	280+70	2,675
① 106+60	① 255+73	324	280+70	② 94+67	530
255+73	274+00	1832	② 94+27	② 90+90	438
274+28	② 109+00	709	② 90+90	292+15	604
② 108+00	286+30	890	292+60	312+75	2,046
286+75	290+95	437	313+45	313+82	37
291+45	312+22	2076	316+33	376+92	5,659
314+95	361+96	4719	372+92	③ 44+20	594
362+30	371+72	942	③ 43+00	376+68	452
371+72	③ 58+00	553	376+68	409+92	3,324
③ 56+50	374+48	600	409+92	④ 43+00	400
374+48	411+12	3672	④ 43+00	471+53	464
411+12	④ 57+00	832	412+79	415+88	309
④ 57+00	416+80	412	416+12	437+90	2,234
416+80	428+16	2,776	474+00	490+43	1643
465+00	492+45	2745	491+58	497+47	593
493+20	496+45	325	497+47	⑤ 48+65	248
496+45	⑤ 55+60	192	⑤ 47+77	⑤ 45+00	278
⑤ 54+40	⑤ 56+40	200	⑤ 45+00	501+10	400
⑤ 53+97	499+25	188	510+10	510+74	974
499+25	511+40	1215	511+65	555+32	4,400
512+03	554+47	4252	555+32	⑥ 47+08	204
554+47	⑥ 56+50	490	⑥ 45+85	⑥ 44+00	185
⑥ 56+50	556+88	560	⑥ 43+50	557+83	498
556+88	600+00	4,918	565+00	⑦ 616+00	2,254
			⑦ 616+00	⑦ 630+55	1,450
			⑦ 632+00	578+00	920
			578+00	600+00	2,200
Total Left		39,731	Total Right		40,248
Total Left & Right					79,979

① = DIXON RD.
② = S.R. 49
③ = COLWELL RD.
④ = CONVOY RD.
⑤ = RICHEY RD.
⑥ = LIBERTY UNION RD.
⑦ = U.S.R. 224

E-4 BORROW

Embankment +20%	964,287	Cu. Yd.
Less Excavation	157,769	Cu. Yd.
Less Suitable E-3, Est.	9,611	Cu. Yd.
Total Borrow	796,907	Cu. Yd.

E-11 WATER

B-19	23,432	Cu. Yd.
I-22, Grading	63,806	Cu. Yd.
		Cu. Yd.
Embankment	964,287	Cu. Yd.
Total Cu. Yd.	1,051,525	Cu. Yd.

M. Gal. @ 5 Gal. per Cu. Yd. = 1,051,525 × 5 ÷ 1000 = 5,258 M. Gal.

L-9 SEEDING AND PROTECTING

From Seeding Table	1,334,948	Sq. Yd.
Deduct Rip Rap	604	Sq. Yd.
Deduct C.A.S.P.	1,678	Sq. Yd.
Deduct Sod	3,419	Sq. Yd.
Deduct Sod Special	429	Sq. Yd.
Net Seeding	1,328,818	Sq. Yd.

L-9 COMMERCIAL FERTILIZER

Net L-9 Seeding	1,328,818	Sq. Yd.
Add L-10 Sodding	3,419	Sq. Yd.
Add Sod Special	429	Sq. Yd.
Net Seeding and Sod	1,332,666	Sq. Yd.

Quantity = 1,332,666 × 9 × 20 ÷ 1000 ÷ 2000 = 119.94 Tons

ITEM SPECIAL-FURNISHING AND APPLYING

Calcium Chloride on Aggregate Shoulders and Approaches for Stabilizing B-19 - See Sheets 5, 12.

$33640 \times \frac{36}{8} \times 1 \times \frac{1}{2000} = .076$ Ton. Use 0.8 Ton

SUB-SUMMARIES & COMPUTATIONS

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.06

ITEM	G.N. 10	Pave 12	Calc. 13	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	55	56	USR 224 240
	RURAL CODE SHEET NO.																																									
E-1	300		157,469																																							
E-1		397,055																																							772
E-4			796,907																																						
E-8		7,859																																							
E-8					40	12,																															144					
E-12						50																			155												20				
E-9					4	1		6												12							28	27						2	9			18				
E-11			52.58																																							
F-13						12,																																				
F-15							25	300				300		776.98															14.26	46.78	8.92	54.00						6.25			76.40
F-15														200															5.00	150.00	100.00	100.00									
F-25			79,979																																							
L-9			119.94																																							
L-9			1328.818																																							
L-10	200				82.			379			104	130		4.16					113	16		30	120	580	446		106					44					128	132			443
L-10														23.2																											197
L-120					250	250	250	43.2	250	500	2.50	250	250	499	300	250	250	250	500	250	250	250	467	186	490		1000	250	250	500	250	411	250	500	250	500	250	375	250	250	250	250	
T-10	*6.00																																									
S-15					Lump																																					
S-15														Lump																												
Spec.								1																													1					
SS.C.E. 101.04	173																																									
F-4	*12.																																									
Spec.			0.8																																							
E-3												12.13							18			12.2	28.5	34							34.0										10.60	
S-22					Lump			Lump			Lump								Lump	Lump				Lump							Lump					Lump						
S-24																			Lump																	Lump						
I-1	400				56	84		52	56	56	56	56	56	88	56	56	56	56	224	56	56	56	56			380	267	85	112	56	56	59	56	56	112	56			56	56	56	14
I-1	400				18			32.		56																				46				250							
I-1									270					240		266																										
I-1																						203				304				140			60				47			290
I-1					169	294	95	170	86	91	88	87	87	188	172	86	86	86	192	271	86	86	110		172		106	375	96	173	87	93		96	89	170	85	238		85	109	307	70
I-1										89														94		112					86						94				
I-1														140												235	263															
I-1											74			122																56												
I-1																						174														104					
I-1								82																242																	
I-1																																								102	
I-1																																								170	
I-1								220											160				242													172	182				
I-1																																								86	
I-1														250																											
I-1						30								152						72											82						36				
I-1						36																																			
I-1																				46																					
I-1																								36																	
I-1	150					40			20	20				40		20		10	30	40		20				40	30				10		70		50	80	20	90	10	50	20	220
I-1	50							10						40										10		10					10	10	20		10						40
I-1							10	10						20		20		10			20	16														10		10			
I-1																						20	13			10					52		44							10
I-1																						10	20								10								10		
I-1						20																																			
I-1														10																											

ITEM	QUANTITIES	UNIT	DESCRIPTION
USR 224 240			ROADWAY
E-1	157,769	C.Y.	Roadway Excavation, Method "B" as per plan.
E-1	397,827	S.Y.	Compacted Subgrade
E-4	796,907	C.Y.	Borrow
E-8	7,859	S.Y.	Removal and Disposal of Existing Pavement
E-8	196	S.F.	Removal and Disposal of Existing Sidewalk
E-12	225	lin.ft.	Pipe removed, 15" and under
E-9	107	Each	Removal of Trees and Stumps
E-11	5258	M.Gal.	Water
F-13	12,	S.F.	Sidewalks, 4" Concrete
F-15	12,940.44	L.F.	Guard Rail, Steel Beam, Standard Type (Deep)
F-15	600	L.F.	Guard Rail, Steel Beam, Barrier Type (Deep)
F-25	99,979	L.F.	Woven Wire Fence, Type 47
L-9	119.94	Ton	Commercial Fertilizer (12-12-12)
L-9	1,328,818	S.Y.	Seeding and Protecting as per plan
L-10	3,419	S.Y.	Sodding
L-10	429	S.Y.	Sodding for Special Berm and Slope Protection, as per plan
L-120	12,610	S.Y.	Jute Matting
T-10	600	C.Y.	Traffic Compacted Surface Course for Maintaining Traffic
S-15	Lump	Lump	Temporary Run-around using Class "A" Pavement, As per plan
S-15	Lump	Lump	Temporary Run-around, Bridge and Approaches using Class "A" Pavement, As
Spec.	2	Each	Drilled Well Abandoned. Per Plan.
SS.C.E. 101.04	173	hrs.	Compaction using heavy pneumatic tired roller
F-4	12	Ton	Calcium Chloride for Dust Control
Spec.	0.8	Ton	Furnishing and Applying Calcium Chloride on Aggregate Shoulders and Approaches

ROADWAY CONTINUED ON SHEET 152

DRAINAGE

E-3	3072	C.Y.	Channel Excavation
S-22	Lump	Lump	Removal of Portions of Existing Structures
S-24	Lump	Lump	Removal of Existing Structures
I-1	3109	L.F.	6" Pipe, Class A-1, Sec. M-66(b), M-65(b), or M-68(b)
I-1	802	L.F.	8" Pipe, Class A-1, Sec. M-66(b), M-65(b), or M-68(b)
I-1	506	L.F.	10" Pipe, Class A-1, Sec. M-66(b), M-65(b) or M-68(b)
I-1	1314	L.F.	12" Pipe, Class A-1, Sec. M-66(a), M-65(b) or M-68(b)
I-1	4887	L.F.	15" Pipe, Class A-1, Sec. M-66(a), M-65(b) or M-68(b)
I-1	475	L.F.	18" Pipe, Class A-1, Sec. M-66(a), M-65(b) or M-68(b)
I-1	638	L.F.	24" Pipe, Class A-1, Sec. M-66(a), or M-68(b)
I-1	252	L.F.	30" Pipe, Class A-1, Sec. M-66(a) or Sec. M-68(b)
I-1	278	L.F.	36" Pipe, Class A-1, Sec. M-66(a) or Sec. M-68(b)
I-1	324	L.F.	42" Pipe, Class A-1, Sec. M-66(a)
I-1	102	L.F.	42" Pipe, Class A-1, Sec. M-66(b)
I-1	170	L.F.	42" Pipe, Class A-1, Sec. M-66(d)
I-1	976	L.F.	48" Pipe, Class A-1, Sec. M-66(a)
I-1	86	L.F.	36" Pipe, Class A-1, Sec. M-66(b) or Sec. M-68(b)
I-1	250	L.F.	12" Pipe, Class C-2
I-1	372	L.F.	12" Pipe, Class C-4
I-1	36	L.F.	15" Pipe, Class C-4
I-1	46	L.F.	18" Pipe, Class C-4
I-1	36	L.F.	24" Pipe, Class C-4
I-1	1080	L.F.	6" Pipe, Class F-4
I-1	210	L.F.	8" Pipe, Class F-4, Sec. M-64(c)
I-1	126	L.F.	10" Pipe, Class F-4
I-1	149	L.F.	12" Pipe, Class F-4
I-1	50	L.F.	15" Pipe, Class F-4
I-1	20	L.F.	18" Pipe, Class F-4
I-1	10	L.F.	24" Pipe, Class F-4

* Sheet No. 11

GENERAL SUMMARY

DIST. NO.	STATE	ROUTE	
2	OHIO		

15

VAN WERT COUNTY
VAN-30-4.06

ITEM	G.N.	Pave	Calc.	RURAL CODE SHEET NO. 17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	240	ITEM	QUANTITIES	UNIT	DESCRIPTION
	10	12	13																																											
																																															DRAINAGE (Cont'd.)
I-1																										352																		I-1	352	Lin.Ft.	53"x34" Reinforced Elliptical Concrete Pipe, Class G-1, Sec. M. 6.7 (a)
I-1												170																																I-1	170	Lin.Ft.	11'-7"x7'-5" Sectional Corrugated Metal Pipe Arch, C(6-1, Sec. M.64.6), 8-7 Gage
I-1	1000																					92																						I-1	1092	Lin.Ft.	4" Pipe, Class H-2
I-1										68																885														18	22			I-1	993	Lin.Ft.	6" Pipe, Class H-2
I-1	1200				36									45								53									20												I-1	1354	Lin.Ft.	8" Pipe, Class H-2
I-1														30		56														14													I-1	100	Lin.Ft.	10" Pipe, Class H-2
I-1									138																	80																	I-1	218	Lin.Ft.	12" Pipe, Class H-2
I-1					1980	1970	1990	1990	1970	1990	1990	1955	1990	1908	1985	1970	1990	1990	1970	1980	1980	1970	1890	1985	1990	2000	3402	3979	2212	1990	1990	1828	2000	1819	1990	1990	1970	2000	3376	4142	2033	1890		4346	I-1	86,490	Lin.Ft.	6" Pipe, Class I-3
I-2												12.2																															I-2	12.2	Cu.Yd.	Masonry
I-5					1	3		1	1	1	1	1	1	4	1	1	1	1	4	1	1	1	1				13	18	2	2	1	1	1	1	1	2	1		1	2	1	1		2	I-5	76	Each	6" Pipe Specials, Class A-1, Sec. M-6.6 (b); Sec. M-6.5 (b) or Sec. M-6.8 (b)
I-5					2					1														1						1					1								I-5	5	Each	8" Pipe Specials, Class A-1, Sec. M-6.6 (b) Sec. M-6.5 (b) or Sec. M-6.8 (b)
I-5																								1																				I-5	1	Each	10" Pipe Specials, Class A-1, Sec. M-6.6 (b) Sec. M-6.5 (b) or Sec. M-6.8 (b)
I-5																										1														1		8	I-5	10	Each	12" Pipe Specials, Class A-1, Sec. M-6.6 (a), Sec. M-6.5 (b or Sec. M-6.8 (b)
I-5					3	1		2	1	1	1	1	1	3	2	1	1	1	2	1	1	1	1		1		3	7	1	2	1	1		1	1	2	1	V		1	2	1		2	I-5	53	Each	15" Pipe Specials, Class A-1, Sec. M-6.6 (a), Sec. M-6.5 (b) or Sec. M-6.8 (b)
I-5										1														1			2					1											I-5	5	Each	18" Pipe Specials, Class A-1, Sec. M-6.6 (a), Sec. M-6.5 (b) or Sec. M-6.8 (b)
I-5														1													1																I-5	3	Each	24" Pipe Specials, Class A-1, Sec. M-6.6 (a) Sec. M-6.8 (b)
I-5														2																													I-5	2	Each	30" Pipe Specials, Class A-1, Sec. M-6.6 (a), or Sec. M-6.8 (b)
I-5																							3																				I-5	3	Each	36" Pipe Specials, Class A-1, Sec. M-6.6 (a) **or Sec. M-6.8 (b)**
I-5																									1																		I-5	1	Each	42" Pipe Specials, Class A-1, Sec. M-6.6 (a)
I-5								3											1					2														4	3				I-5	13	Each	48" Pipe Specials, Class A-1, Sec. M-6.6 (a)
I-5																										3																		I-5	3	Each	53"x34" Pipe Specials, Class **G-1**, Sec. M-6.7 (a)
I-5	15													1																													I-5	16	Each	8" Pipe Specials, Class F-4, **Sec. M-6.4 (c)**
I-5																														4		4										I-5	8	Each	12" Pipe Specials, Class F-4
I-5																			2			1																					I-5	3	Each	4" Pipe Specials, Class H-2
I-5										1								1		1				4																2			I-5	9	Each	6" Pipe Specials, Class H-2
I-5	15				1									1								1																					I-5	18	Each	8" Pipe Specials, Class H-2
I-5																		1																									I-5	1	Each	10" Pipe Specials, Class H-2
I-5							1																		1																		I-5	2	Each	12" Pipe Specials, Class H-2
I-5																									1																		I-5	1	Each	15" Pipe Specials, Class H-2
I-8					2	1																2																					I-8	5	Each	Catch Basins, Standard No. 2-2B
I-8																																								3		I-8	3	Each	**Standard No. 2-6 Median Inlets.**
I-8																																								1		I-8	1	Each	**Standard No. 2-6 Median Inlet, modified** as per plan
I-8																											2	2															I-8	4	Each	Catch Basins, Standard No. 6
I-8																																						1				I-8	2	Each	Catch Basins, Standard No. 6, Modified as per plan
I-8					1	1	1	2	1	2	1	1	1	3	2	1	1	4	3	1	1	1	2	1	2		4	1	1	2	1	3	1	3	1	2	1	2	1	1	1	1		I-8	56	Each	Catch Basins, Standard No. 8
I-9		3715																																								I-9	3715	Lin.Ft.	Stone Underdrains, No. 2
I-10					2.1	2.1	2.1	69.5	2.1	5.1	17.6	2.1	2.1	22.7	4.3	2.1	2.1	2.1	42.3	6.4	2.1	2.1	24	79	63		343	5.1	2.1	4.3	2.1	17.6	2.1	2.1	2.1	4.3	2.1	77.2	38.0	3.6	2.1	2.1	92	I-10	650.2	Sq.Yd.	Rip Rap, using 6" Reinforced Concrete Slab
I-10	40						5	159			30	72		41					289	23				13			12					87					128	79				473	I-10	1451	Sq.Yd.	Crushed Aggregate Slope Protection
I-10																		15	8				11	15			9	7										11					I-10	76	Cu.Yd.	Dumped Rock Channel Protection
I-16					3	4		2										1	1	3	3			3	1												2				1		I-16	24	Each	Catch Basins Abandoned
																																														BUILDING REMOVAL
E-10				Lump	Lump																																						E-10	Lump ✓	Lump	Removal of One Frame Residence, One Frame Barn, 3 Frame Sheds, **One Frame Building, one** Conc. block Shed and Garage, Parcel No. 92 WL.
E-10								Lump																																			E-10	Lump ✓	Lump	Removal of One Shed, Parcel No. 96 WL
E-10								Lump																																			E-10	Lump ✓	Lump	Removal of One Residence and one Root Beer Stand, Parcel No. 94 B
E-10																				Lump																							E-10	Lump ✓	Lump	Removal of One **Fr. Barn**, Parcel No. 106 WL
E-10																				Lump																							E-10	Lump ✓	Lump	Removal of One Grain Bin, Parcel No. 104 WL
E-10																				Lump																							E-10	Lump ✓	Lump	Removal of 2 Sty. Frame Residence, Parcel No. 105 WL
E-10																								Lump																			E-10	Lump ✓	Lump	Removal of One **1½ Story Fr.** Residence, Parcel No. 109 WL
E-10																														Lump													E-10	Lump ✓	Lump	Removal of One Frame Residence **with Attached Garage, Parcel No. 117 WL**
E-10																																				Lump							E-10	Lump	Lump	Removal of One 1½ Sty. Frame Residence, Parcel No. 123 WL

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.06

ITEM	G.N. 10	Pave 12	Calc. 13	RURAL CODE SHEET NO. 17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	240	279
I-15																																													450
I-127																																													25
I-127																																													171
I-127																																													29
I-127																																													2
I-129																																													339
I-129																																													516
I-129																																													614
I-129																																													584
I-129																																													152
I-129																																													304
I-129																																													1
I-129																																													348
I-129																																													87
																																													1201
																																													240
																																													722
B-19	22,866				28								72						73				24	102						86						12						169
B-21	10,380																																												
B-35	434																																												
B-35	184																																												
B-35	915																																												76
T-30	12,740				30								53						29					155																			63
T-30	66																							30																			310
T-31	27,257																																												
T-31	872																																												
T-35	192				4								8						4					38																			
T-35	881																																												
T-71	257,550				193																																							
I-7	576																																												
I-12	1,495																																												
I-12	3,795																																												
I-12	1,907																																												
I-21	1,506																																												
I-22	63,774				32																																							
I-23	16																																												
I-24	181																																												
Spec.	4,616																																												
I-3																																													

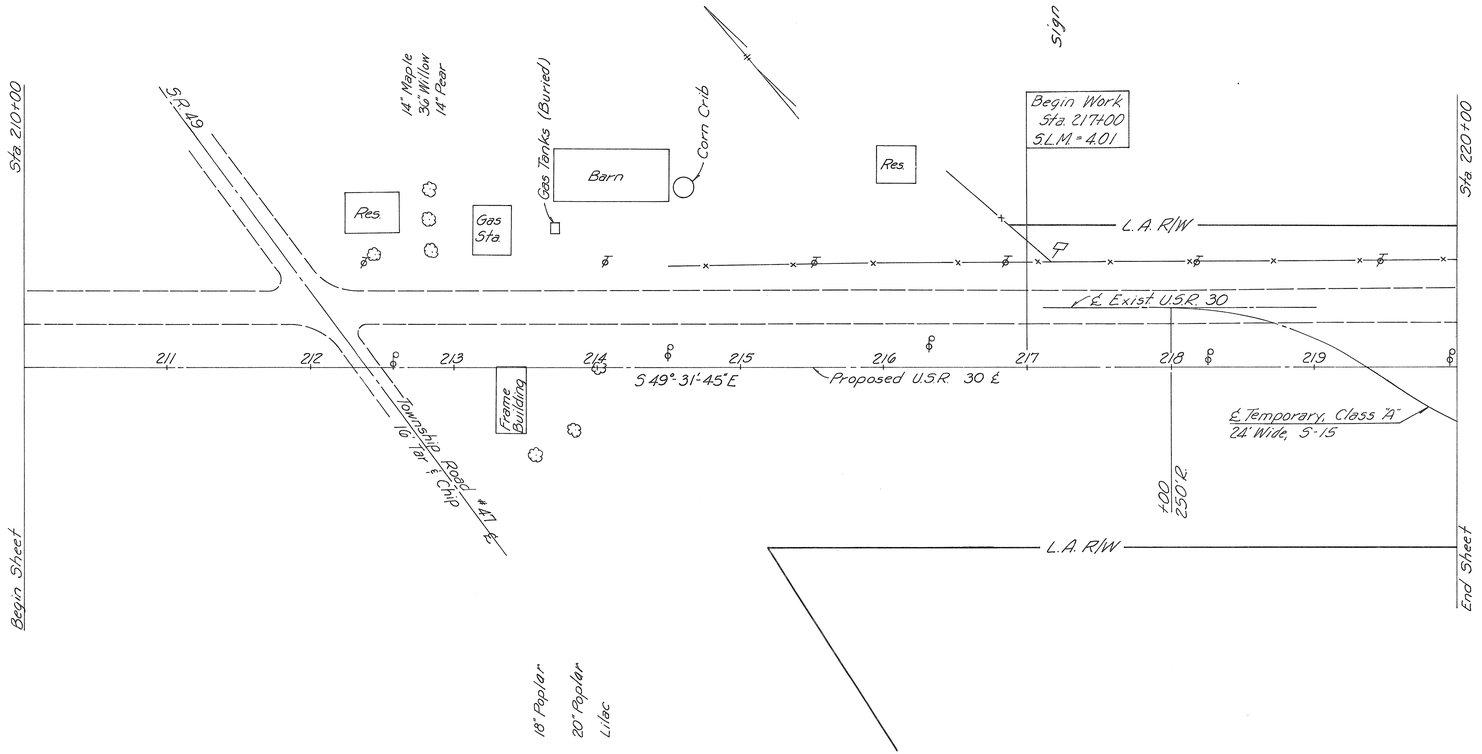
ITEM	QUANTITIES	UNIT	DESCRIPTION
			TRAFFIC CONTROL SIGNING AND DELINEATORS
I-15	450	L.F.	Guard Rail, Steel Beam Standard Type (Deep), As per plan
I-127	25	Each	Delineators Type A-1, Post Mounted
I-127	171	Each	Delineators Type C-2, Post Mounted
I-127	29	Each	Delineators Type C-2, Post Mounted, As per plan.
I-127	2	Each	Delineators Type C-3, Post Mounted
I-129	339	L.F.	Steel Drive Posts, 2 lb. Per Ft. As per plan.
I-129	516	L.F.	Steel Drive Posts, 4 lb. Per Ft. As per plan.
I-129	614	L.F.	Structural Supports, 4 lb. Beam, As per plan.
I-129	584	L.F.	Structural Supports, 8 lb. Beam, As per plan.
I-129	152	L.F.	Structural Supports, 10B 11.5, As per plan
I-129	304	L.F.	Structural Supports, 10B 17, As per plan
I-129	1	Each	Overhead Sign Support, No. 7.3 Design No. 2, 74' Span.
I-129	34.8	C.Y.	Concrete for Groundmounted Sign Support Foundations, As per plan.
I-129	8.7	C.Y.	Concrete for Overhead Sign Support Foundations, As per plan.
I-129	1201	SQ. FT.	Sign erection, extrusheet type, ground mounted, as per plan
I-129	240	SQ. FT.	Sign erection, extrusheet type, overhead, as per plan
I-129	722	SQ. FT.	Sign erection, flat sheet type, ground mounted, as per plan
			PAVEMENT
B-19	23,432	C.Y.	Aggregate Base Course
B-21	10,380	C.Y.	Waterproofed Aggregate Base Course, As per plan
B-35	434	C.Y.	Asphaltic Concrete Base Course (70-85)
B-35	260	C.Y.	Asphaltic Concrete Leveling Course (70-85)
B-35	915	C.Y.	Asphaltic Concrete Leveling Course (85-100)
T-30	13,070	Gals.	Bituminous Prime Coat, Sec. M-5.7, RT-2 or RT-3
T-30	406	Gals.	Bituminous Tack Coat, Sec. M-5.5, Ms-2 or RS-1, or Sec. M-5.2, RC-1 or RC-2, As per Sec. T-30.02.
T-31	27,257	Gals.	Bituminous Surface Treatment, Bituminous Material, As per plan.
T-31	872	C.Y.	Bituminous Surface Treatment, No. 6 Aggregate
T-35	246	C.Y.	Asphaltic Concrete Surface Course, Type "C" (70-85)
T-35	881	C.Y.	Asphaltic Concrete Surface Course, Type "C" (85-100)
T-71	257,743	S.Y.	9" Reinforced Portland Cement Concrete Pavement
I-7	576	S.Y.	Reinforced Concrete Approach Slabs (T=13")
I-12	1,495	L.F.	Concrete Curb, Standard Type 6
I-12	3,795	L.F.	Concrete Curb, Standard Type 7
I-12	1,907	L.F.	Concrete Curb, Standard Type 8
I-21	1,506	S.Y.	Portland Cement Concrete Median Pavement, Standard
I-22	63,806	C.Y.	Subbase
I-23	16	Each	Precast White Portland Cement Concrete Traffic Dividers
I-24	181	L.F.	Asphaltic Concrete Curb, Standard Type 1.
Spec.	4,616	C.Y.	Drainage Connection using No. 6 Aggregate
I-3	Lump	Lump	Maintaining Traffic
	Lump	Lump	Construction Layout Stakes

STRUCTURES OVER 20' SPAN

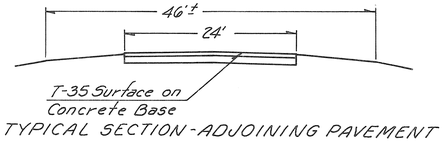
For Quantities of Br. # VAN-30-0594 See Sheet 309
For Quantities of Br. # VAN-30-0595 See Sheet 315
For Quantities of Br. # VAN-30-0931 See Sheet 324
For Quantities of Br. # VAN-30-0967 See Sheet 326
For Quantities of Br. # VAN-30-1081 See Sheet 328

For Quantities for Lighting, See Sheet 152

VAN WERT COUNTY
VAN. -30 - 4.06

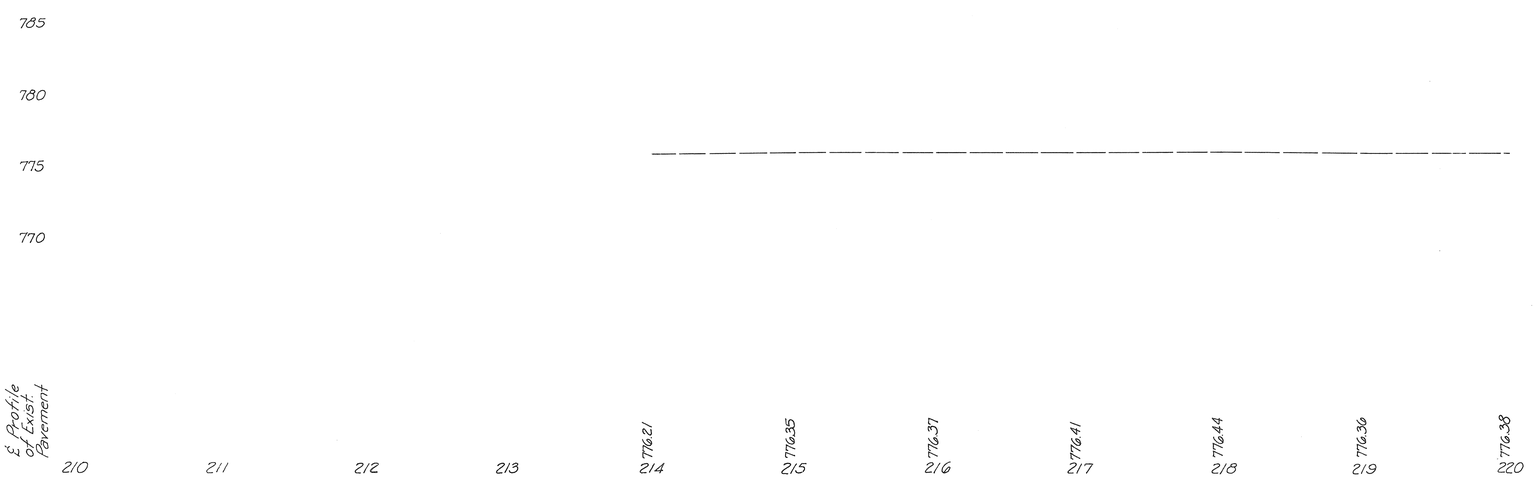


UTILITIES
Φ = Ohio Power Co., Canton, O.
Φ = General Telephone Co. of Ohio, Marion, O.
Gas = American-Louisiana Pipe Line Co, Detroit, Mich.
Φ = Paulding-Putnam Electric Co-Op. Inc., Paulding, O.



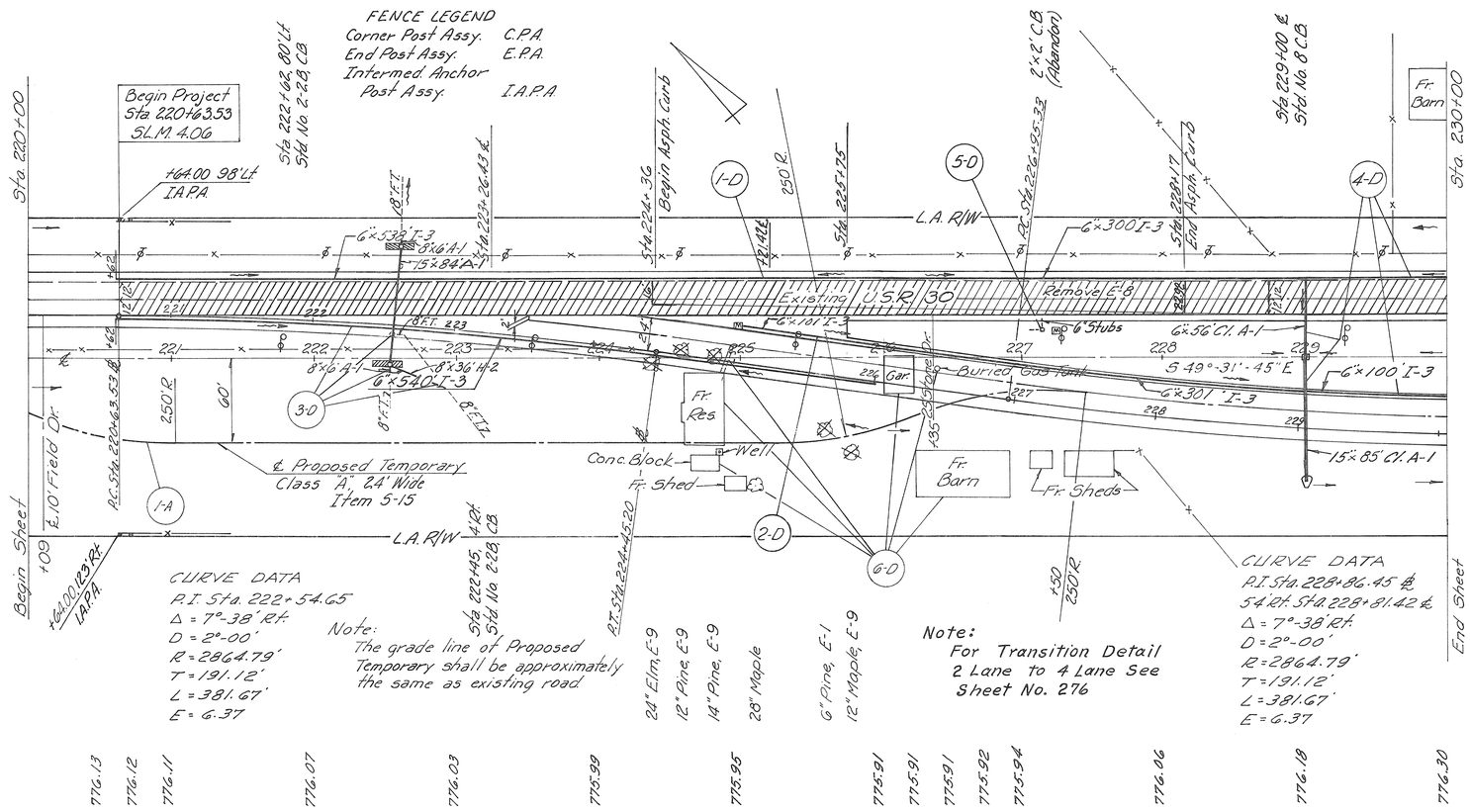
TYPICAL SECTION - ADJOINING PAVEMENT

E-10 Removal of frame Building, Parcel No. 92 WL



From Sta. 210+00 to Sta. 220+00

VAN WERT COUNTY
VAN-30-4.06



SIDE APPROACHES "A"

No. Ref.	Station	Side	S-15 Temp. Run Around Lump	Remarks
1-A	218+00 to	Rt	Lump	Temp. Run Around
	227+50			
	Total		Lump	

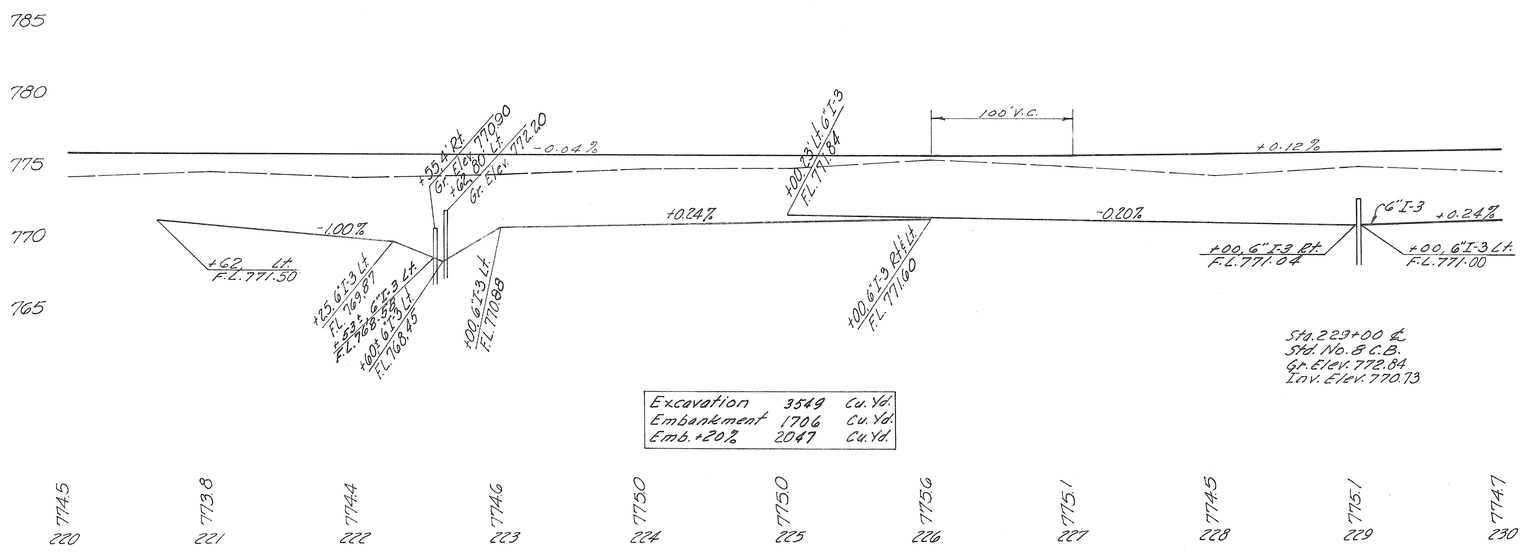
DRAINAGE

Ref. No.	Station From	Station To	Side	Pipe Lin. Ft. Class A-1 15"	A-1 8"	A-1 6"	I-3 6"	H-2 8"	L-10 Sodding Sq. Yd.	I-5 Pipe Specials A-1 (Each) 6"x30° Tee	A-1 (Each) 8"x30° Bend	H-2	I-5 Cross	I-8 Std #8 C.B. Each	I-8 Std #22 C.B. Each	I-10 Rip Rap S.Y.	E-8 Removal Exist. S.W. S.F.	S-22 Rem. Part Exist. Str. Lump	L-120 Jt. for MathWing C.B. Sa. Yd.	I-16 Abandon C.B. Each
1-D	220+62	229+00	Lt.				838													
2-D	225+00	229+00	Lt. & Rt.				402													
3-D	220+62	226+00	Lt. & Rt.	84	18		540	36	32		2	1			2					2
4-D	229+00	230+00	Lt. & Rt.	85		56	200			1		1		1		2.14			250	
5-D	227+22		Lt.																	1
6-D	224+	228+	Lt. & Rt.														40	*Lump		
Totals				169	18	56	1980	36	32	1		3	1	1	2	2.14	40	Lump	250	3

E-9, Removal of Trees and Stumps 4 Each

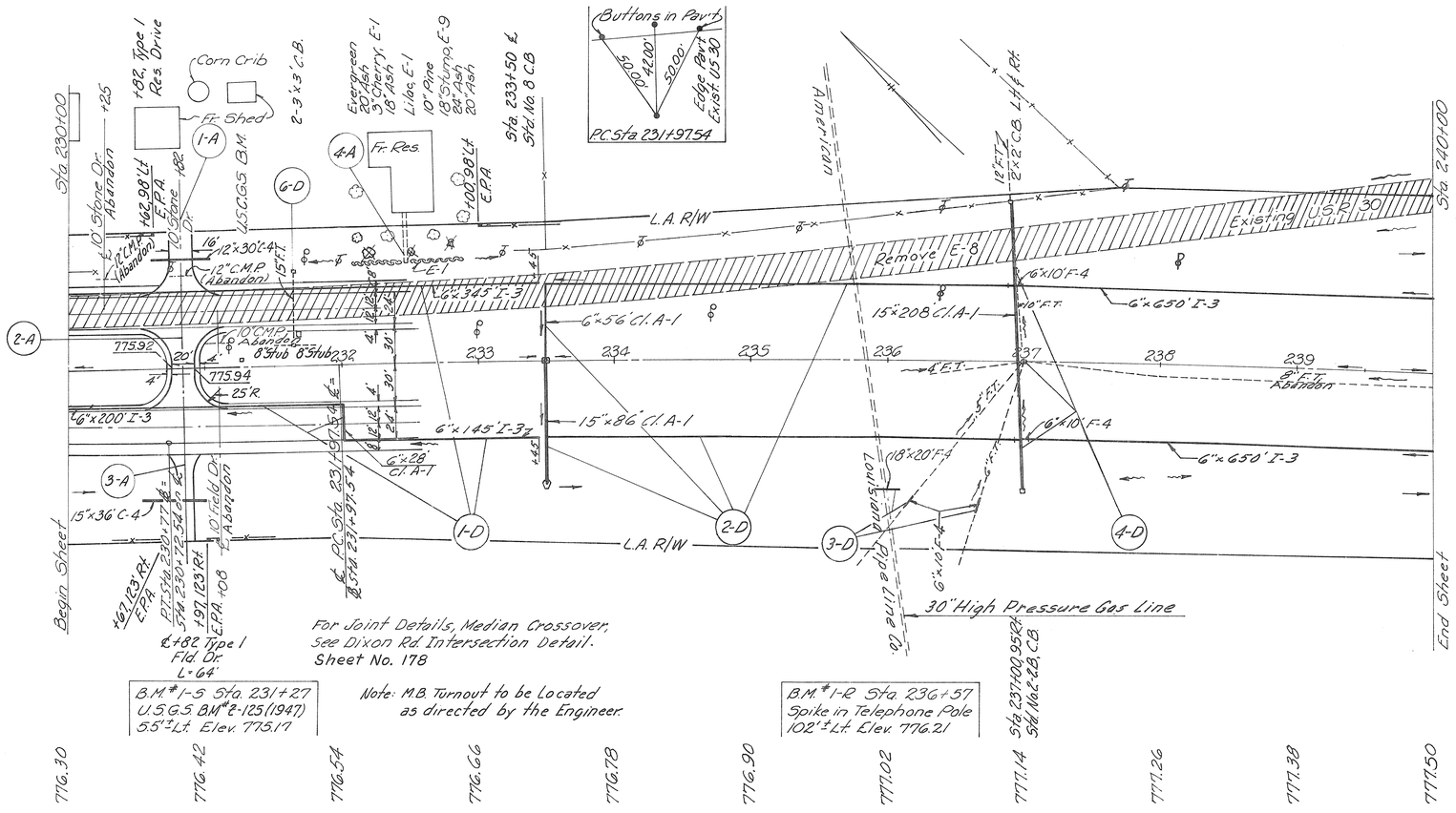
E-10, Removal of Frame Residence, Frame Barn, 3 Frame Sheds, Conc. block Shed and Garage, Parcel No. 92 WL

*Shall include the Removal and Disposal of conc. foundations, buried gas tank, etc.



Sta. 220+00 to Sta. 230+00

VAN WERT COUNTY
VAN-30-4.06

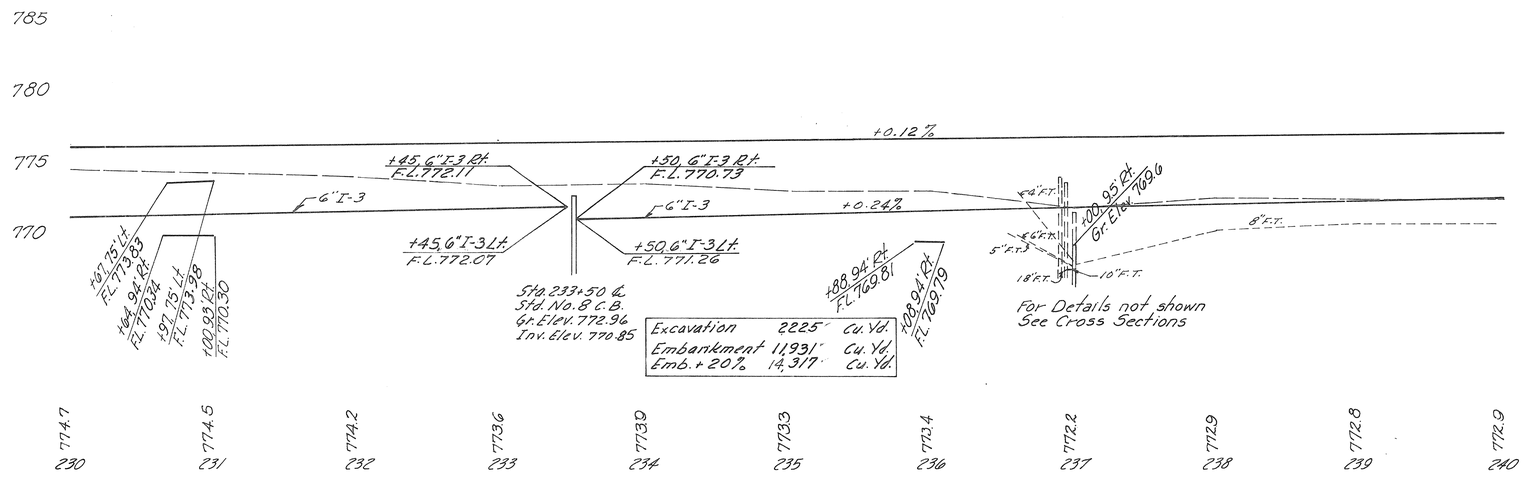


For Joint Details, Median Crossover, see Dixon Rd Intersection Detail. Sheet No. 178

Note: M.B. Turnout to be Located as directed by the Engineer.

B.M. #1-S Sta. 231+27
U.S.G.S. B.M. #2-125 (1947)
55'± Lt. Elev. 775.17

B.M. #1-R Sta. 236+57
Spike in Telephone Pole
102'± Lt. Elev. 776.21



Excavation	2225	Cu. Yd.
Embankment	11,931	Cu. Yd.
Emb. + 20%	14,317	Cu. Yd.

For Details not shown See Cross Sections

SIDE APPROACHES "A"

Ref. No.	Station	Side	E-8 Sidewalk Removal	I-13 Sidewalk 4" Thick	B-19 Aggregate Base Cu. Yd.			I-22 Sub-base C.Y.	T-71 Conc. Sq. Yd.	T-35 Asph Conc. Cu. Yd.	I-1 Class C-4 Lin. Ft.		Remarks	Drives Length	Drives Width	T-30 Bit. Prime
			S.F.	S.F.	5"	6"	8"	6"	9"	2"	12"	15"				Gal.
1-A	230+82	Lt.			0		8.3			4.2	30		Res. Dr.	46	16	30
2-A	230+82	Lt. & Rt.						32.1	192.95				Cross over	60	20	
3-A	230+82	Rt.			14.							36	Fld. Dr.	64	12	
4-A	232+49	Lt.	12	12												
Total			12	12	28.3			32.1	192.95	4.2	30	36				30

DRAINAGE

Ref. No.	Station From	Station To	Side	Pipe Lin. Ft. Class A-1 15"	A-1 6"	F-4 6"	F-4 18"	I-3 6"	I-5 Pipe Spec. Ea. A-1 6" on I-5 Tee	6" on 90°	I-8 C.B. 2.2B	I-8 C.B. Std. No. 8	I-10 6" Conc. Rip Rap Each	I-10 Sq. Yd.	E-12 Pipe Rem. 15" under C.B. Lin. Ft.	I-16 C.B. Abandon Each	L-120 Jute Matting Sq. Yd.
1-D	230+00	233+45	Lt. & Rt.		28			690		2							
2-D	233+50	240+00	Lt. & Rt.	86	56		20	1280	1	1		1		2.14			250
3-D	235+88	236+73	Rt.				20	20									
4-D	236+85	237+15	Lt. & Rt.	208						1						2.	
6-D	231+68		Lt.												50	2.	
Totals				294	84		40	20	1970	1		3	1	1	2.14	50	4	250

E-9 Removal of Trees and Stumps 1 each

Sta. 230+00 to Sta. 240+00

VAN WERT COUNTY
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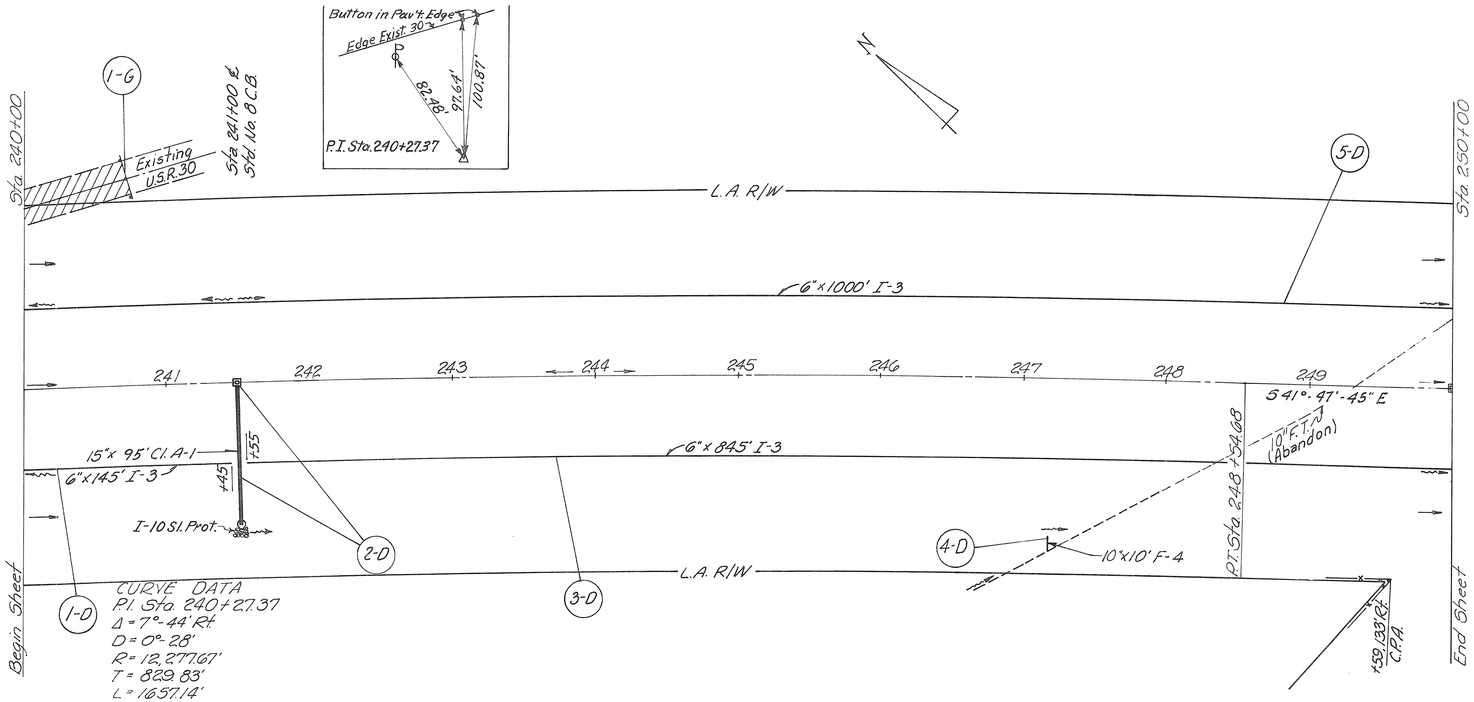
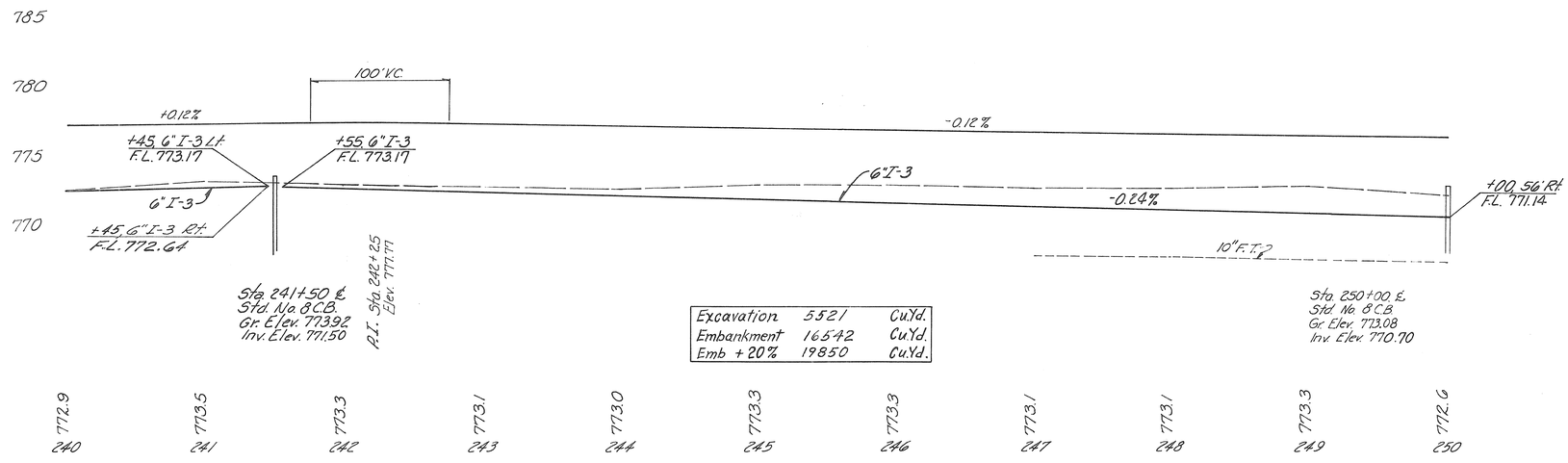


GUARD RAIL "G"

Ref. No.	Station From	Station To	Side	I-15 Guard Rail, Steel Beam Type (Deep) Lin. Ft. Straight
1-G	240+76		Lt.	25'
Total				25

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 15"	I-1 Pipe Lin. Ft. Class F-4 10"	I-1 Pipe Lin. Ft. Class I-3 6"	I-5 Each H-2 12"	I-5 Each H-2 60"	I-8 Stand. No. 8 C.B. Each	I-10 Rip Rap Sq. Yds.	I-10 Crush Aggr. Slope Prot. Sq. Yds.	L-120 Jute Matting Sq. Yds.
1-D	240+00	241+45	Rt.			145						
2-D	241+50		Rt.	95					1	2.14	5	250
3-D	241+55	250+00	Rt.			845						
4-D	247+18		Rt.		10		1					
5-D	240+00	250+00	Lt.			1000						
Totals				95	10	1990	1		1	2.14	5	250



Excavation	5521	Cu.Yd.
Embankment	16542	Cu.Yd.
Emb +20%	19850	Cu.Yd.

Sta. 240+00 to Sta. 250+00

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STRUCTURE NO. 1-C (See Sheet 278)
Drainage Area: ~179 Acres
Qes = 0.65×0.25×1.00+290
Qes = 47 cfs

Sta. 252+49.12 Prop. U.S.R. 30
Sta. 100+00 Exist Dixon Rd.

12" Stump E-9
18" Stump E-9
24" Stump E-9
12" Stump E-9
20" Stump E-9

CURVE DATA
P.I. Sta. 258+59.12
Δ = 5°-29' Lt.
D = 0°-28'
R = 12,277.67'
T = 587.95'
L = 1175.00'
E = 14.07'

Sta. 255+00, 6' Rt.
Std. No. 8 C.B.
Gr. Elev. 773.08
15"×92' Cl. A-1

+73.58' C.P.A.

Sta. 253+71.17 Prop. U.S.R. 30 = Sta. 20+38.37 Reloc. Dixon Rd.

+08.133' C.P.A.

Sta. 260+00

Begin Sheet

End Sheet

Sign support guardrail, for quantities, see sheet 279. Guardrail detail, see sheet 287.

6" Collector to be placed by others

8" F.T. DIXON RD. (Abandon)

Sod 6' Wide

Sod

C.A.S.P. 12" Thick

10" F.T. (Abandon)

Sta. 250+80

15"×80' Cl. A-1

S 41°-47'-45" E

48"×220' Cl. A-1
Sec. M-66 (a)

6"×46' I-3

6"×112' I-3

6"×383' I-3

6"×449' I-3

6"×500' I-3

6"×52' Cl. A-1

15"×90' Cl. A-1

42"×82' Cl. A-1

Sta. 19+25

Relocated Dixon Rd.

STRUCTURE NO. 2-C (See Sheet 283)
Drainage Area: ~136 Acres
Qes = 0.65×0.25×1.00×225
Qes = 37 cfs

B.M. #1-0 Sta. 250+82
Spike in Power Pole
385' Lt. Elev. 776.02

B.M. #1-N Sta. 256+00
Spike in 14" Hickory
349' Lt. Elev. 772.50'

776.84 776.12 776.60 776.54 776.52 776.51 776.52 776.54 776.60 776.72 776.84 776.96 777.08 777.20 777.32

E-9 Removal of Trees & Stumps 6-Each

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. 42" A-1	48" A-1	6" F-3	8" F-4	10" F-4	15" A-1	42" A-1	48" A-1	I-5 Each	F-8 48" Catch Basin Each	F.10 Rip Rap Sq. Yd.	F.10 Crush Lagr. Slope Protection Sq. Yd.	I-10 Seeding Sq. Yd.	F.16 Ditch Basin Each	S-22 Remov. Furn. Exist. Str. Lump	L-20 Lump Maintaining Sq. Yd.	
1-C	250+26	TO 251+36	LT&RT.											37.38	89	244				
2-C	Tan. Rt. 251+09.22	19+37.31	LT&RT.											29.36	55	115				
1-D	250+00	251+12	℄ Lt.										1							
2-D	250+00	250+46	Rt.																	
3-D	250+46	254+95	Rt.			112	46													
4-D	251+12	254+95	Lt.			449						1		2.14	15	20	2			
5-D	255+00	260+00	LT&RT.			323			90	82			1							
6-D	8+75	9+05	Lt.			1000			52				1							
7-D	94+29		Rt.																	
8-D	14+61	And 15+02	Lt.					10				1	1							
9-D	11+90	12+10	Rt.																	
10-D	26+70	27+40	Lt.					10				1	1							
11-D	29+00		Rt.																	
		TOTAL		82	220	1980	10	10	170	82	220	2	2	69.48	159	379	2	Lump	Lump	432

Sh. 179

I-S, Special, Well to be abandoned Sta. 26+70 Lt.
E-10, Removal of one Residence and Root Beer Stand, Parcel No. 94A
E-10, Removal of one Shed, Parcel No. 96WL
*Shall include the Removal & Disposal of Conc. footers & Conc. base, Stone found, etc.

785
780
775
770

100' V.C.

-0.12% +0.12%

+0.24% +0.24%

+01.33' Lt. F.L. 770.70
+60.56' Lt. F.L. 771.00
+00.56' Rt. F.L. 771.26
+50.56' Lt. F.L. 771.38
+00.56' Rt. F.L. 771.14
+44.56' Rt. F.L. 767.89
+14.64.56' Lt. F.L. 767.44
+10.56' Lt. F.L. 767.42
+49.95.56' Rt. F.L. 768.23
+76.42.2.21' Rt. F.L. 767.68
+95.6" I-3 F.L. 772.21
+00.6" I-3 F.L. 771.38

10" F.T.
48" A-1

Std. No. 8 CB
Sta. 250+00 ℄
Gr. Elev. 773.08
Inl. Elev. 770.70

Pl. Sta. 253+00
Elev. 776.48

Sta. 255+00, 4' Rt.
Std. No. 8C.B.
Gr. Elev. 773.08
Inv. Elev. 770.97

Excavation	6936'	Cu.Yd.
Embankment	13,181'	Cu.Yd.
Emb. + 20%	15,817'	Cu.Yd.

For Details not shown see Cross Sections

772.6 773.0 772.8 772.8 773.0 772.9 773.0 773.6 774.3 774.5 774.5
250 251 252 253 254 255 256 257 258 259 260

Sta. 250+00 to Sta. 260+00

VAN WERT COUNTY
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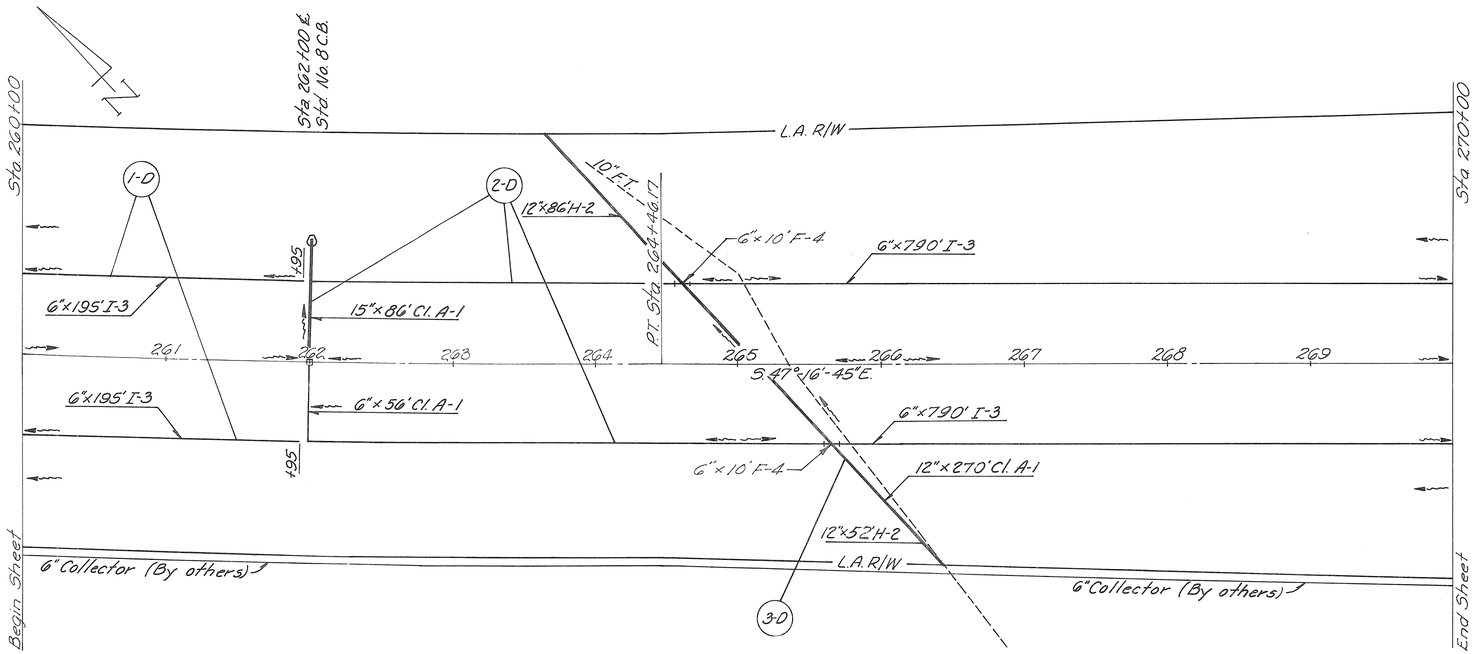
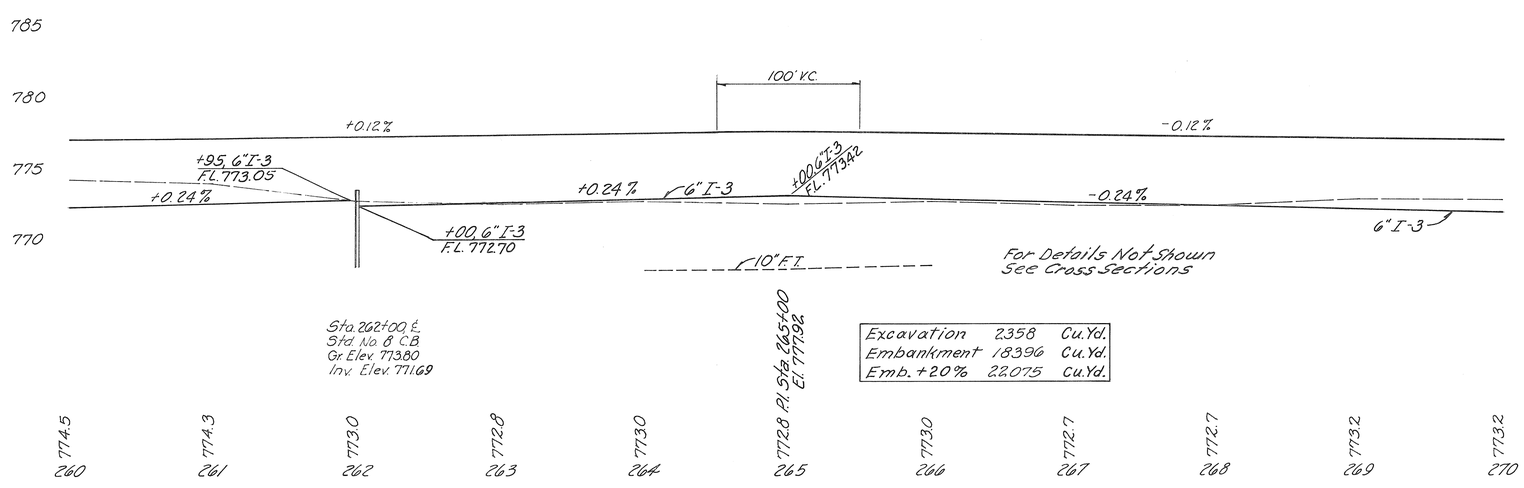


B.M. #1-M Sta. 261+49
Spike in 14" Hickory
248' Lt. Elev. 771.78

B.M. #1-L Sta. 263+56
Spike in 20" Dead Elm
342' Lt. Elev. 770.73

B.M. #1-K Sta. 269+55
Top ½" Dia. Iron Pipe
365' Lt. Elev. 771.99



Sta. 260+00 to Sta. 270+00

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 6"	A-1 12"	A-1 15"	F-4 6"	H-2 12"	I-3 6"	I-5 Each A-1 6" on 15" Tee	I-5 Each A-1 6"x90° Bend	I-8 Std. No. 8 C.B. Each	I-10 Rip Rap Sq.Yds.	L-120 Jute Matting Sq.Yds.
1-D	260+00	261+95	Lt.&Rt.						390					
2-D	262+00	270+00	Lt.&Rt.	56		86			1580	1	1	1	2.14	250
3-D	263+64	266+50	Lt.&Rt.		270		20	138						
Totals				56	270	86	20	138	1970	1	1	1	2.14	250

Excavation	2358	Cu.Yd.
Embankment	18396	Cu.Yd.
Emb. +20%	22075	Cu.Yd.

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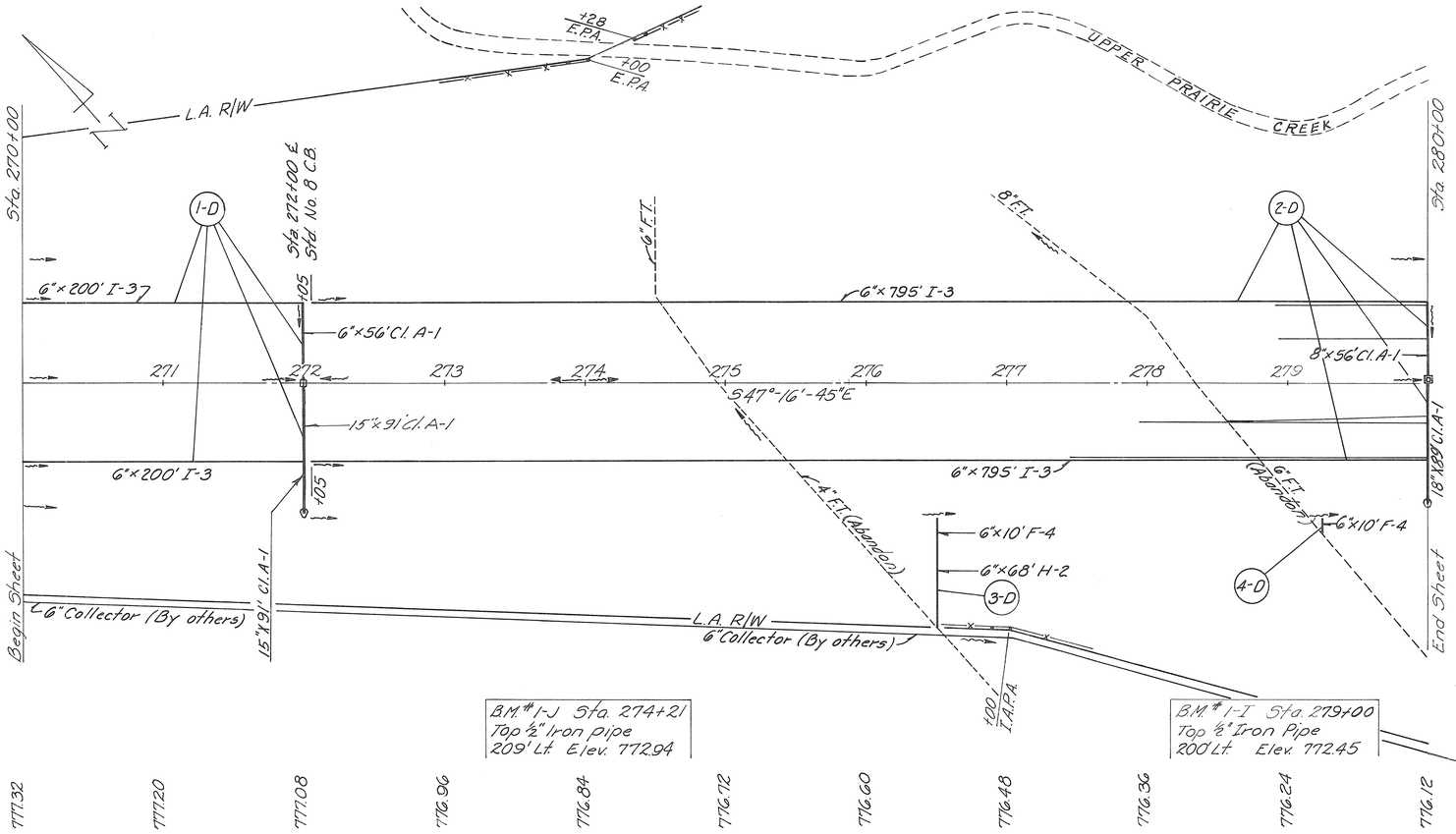
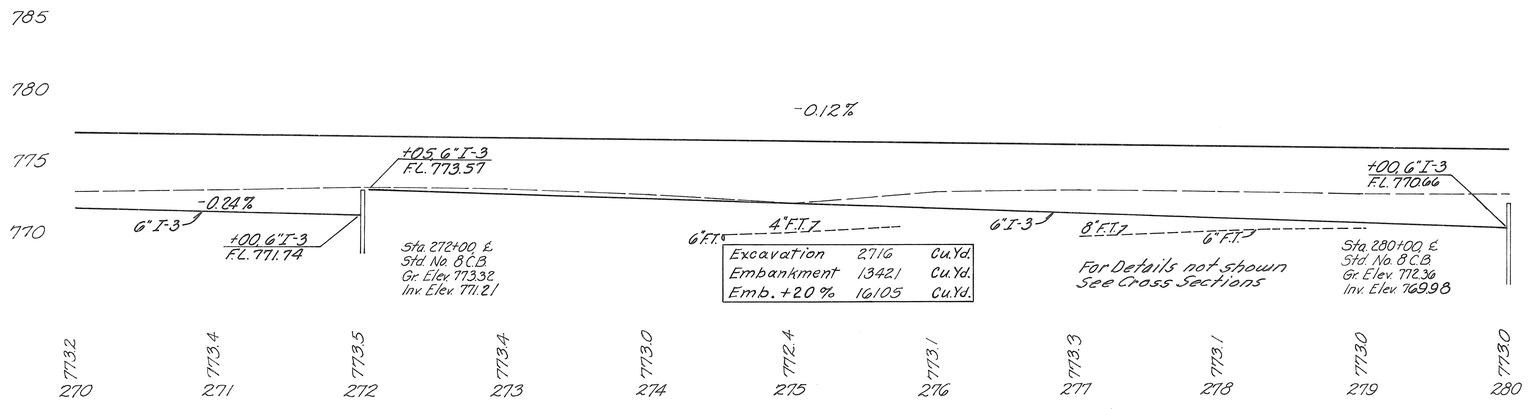


DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 6"	A-1 8"	A-1 15"	A-1 18"	F-4 6"	I-3 6"	H-2 6"	I-5 Pipe Specials A-1 6"×90° Bend	A-1 6" on 15" Tee	A-1 6" on 18" Cross	A-1 8" on 8" Tee	A-1 6"×45° Bend	H-2	I-8 Std. No. 8 C.B.	I-10 6" Rip Rap		L-120 Jute Matting
	From	To															Each	Sq.Yd.		Sq.Yd.
1-D	270+00	272+00	Lt.&Rt.	56		91			400		1	1			1		1	2.14		250
2-D	272+05	280+00	Lt.&Rt.		56		89		1590				1	1			1	2.98		250
3-D	276+50		Rt.					10		68										
4-D	279+25		Rt.					10												
Totals				56	56	91	89	20	1990	68	1	1	1	1	1		2	5.12		500



Sta. 270+00 to Sta. 280+00

VAN WERT COUNTY
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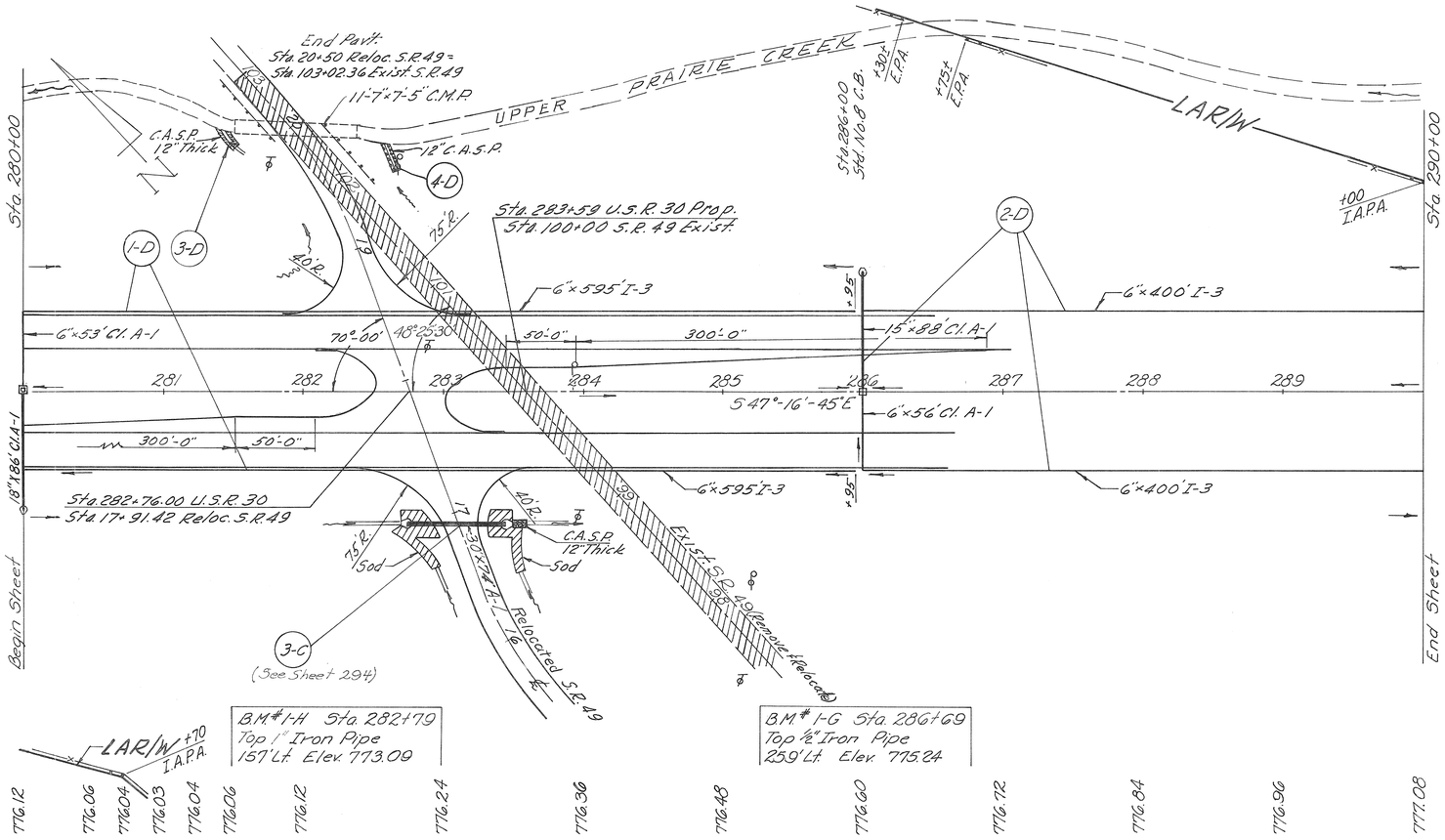
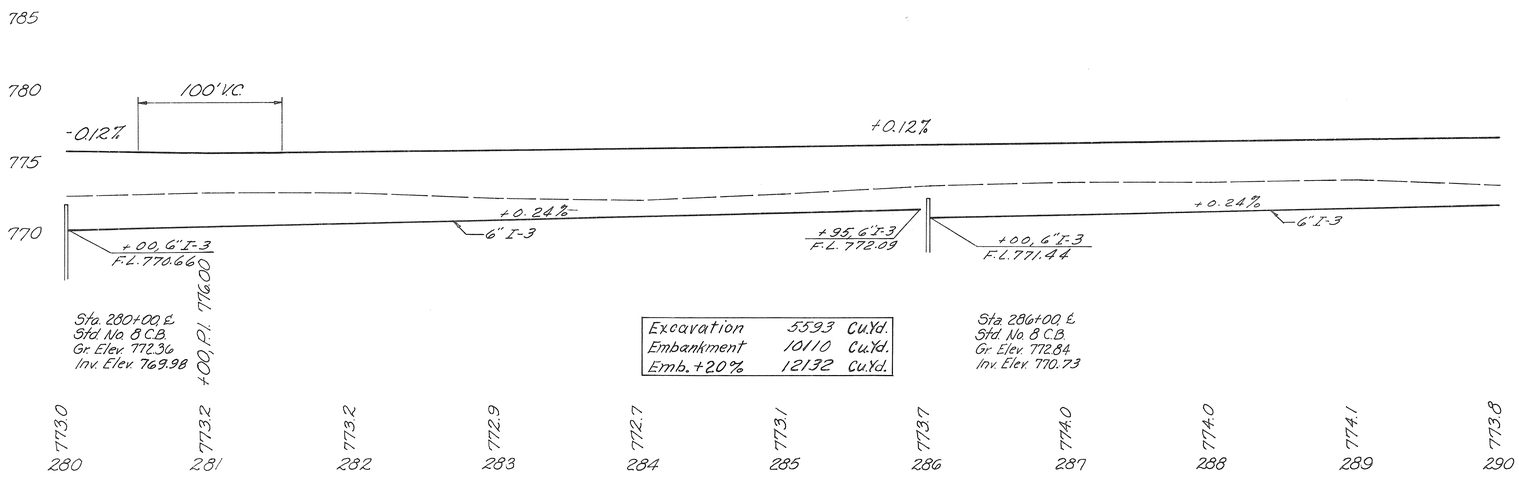


DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 6"	A-1 15"	A-1 30"	I-3 6"	I-5 Pipe Specials A-1 6"on 8" Tee	A-1 6"x90° Bend	S-22 Remov. Part Exist Str.	I-8 Std. No. 8 C.B. Lump	I-10 Rip Rap Each	I-10 Crushed Aggregate Slope Prot. Sq.Yd.	L-10 Sodding Sq.Yd.	L-120 Jute Matting Sq.Yd.
3-C	16+79.53	17+04.84	Lt.&Rt.			74						15.44	6.67	104	
1-D	280+00	285+95	Lt.&Rt.				1190								
2-D	286+00	290+00	Lt.&Rt.	56	88		800	1	1		1	2.14			250
Relocated S.R. 49															
3-D	20+14	20+30	Lt.										10.00		
4-D	19+33	19+50	Rt.										13.00		
5-D	27+38		Rt.								*Lump				
Totals				56	88	74	1990	1	1		*Lump 1	17.58	29.67	104	250

*Shall include the removal & disposal of exist. conc. islands, underground gas tanks, etc.

See Sheets 186, 343.



Sta. 280+00 to Sta. 290+00

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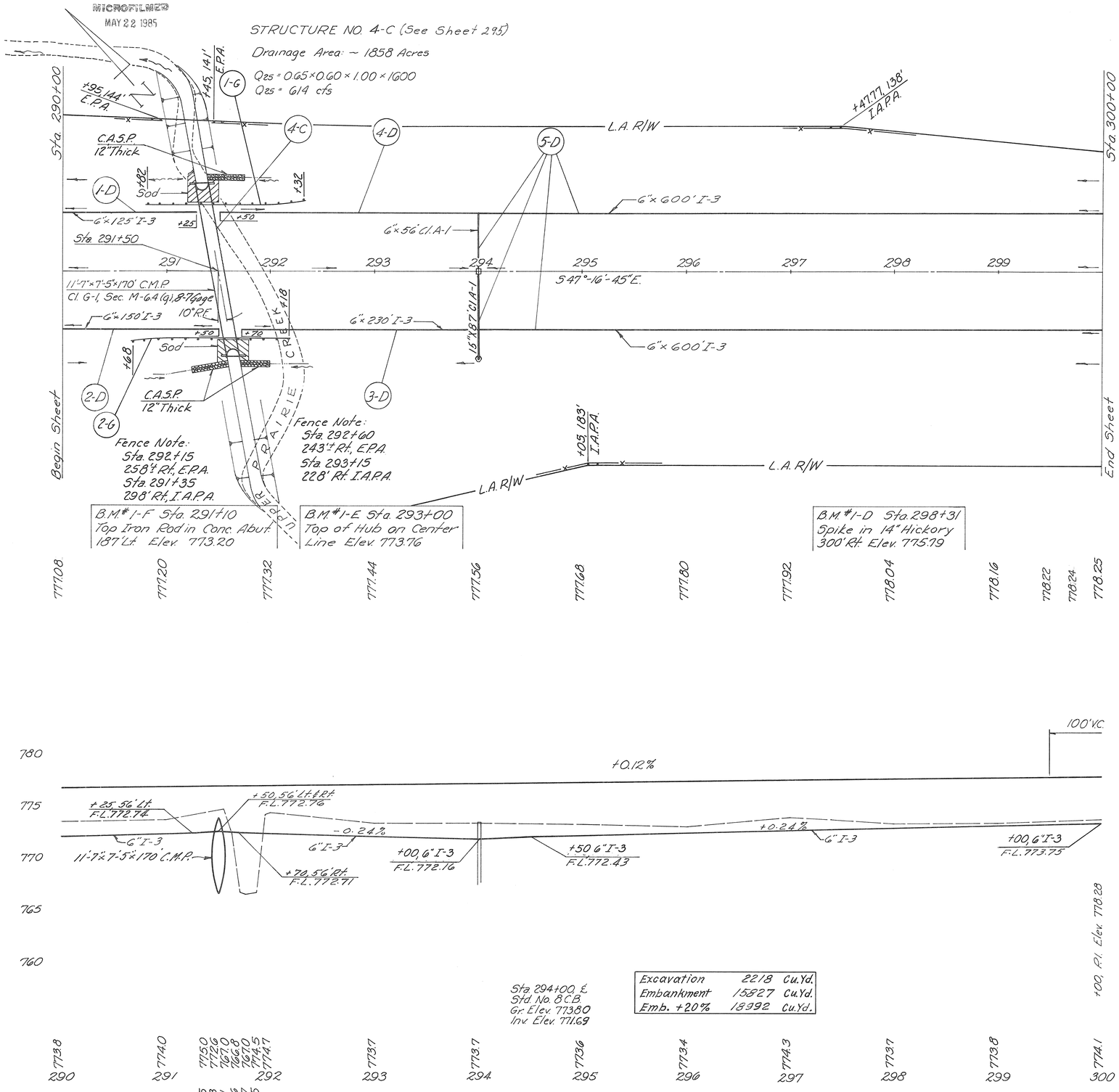
MAY 22 1985

VAN WERT COUNTY
VAN - 30 - 4.06



Ref. No.	Station From	Station To	Side	I-15 GUARD RAIL Steel Beam Type (Deep) Lin. Ft. Straight	
1-G	290+82	292+32	Lt.	150	
2-G	290+68	292+18	Rt.	150	
Total				300	

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 6"	A-1 15"	G-1 17"x 13"	I-3 6"	I-5 Pipe Specials Each A-1 Sand Cross	A-1 Gang Cross	A-1 Tee	E-3 Channel Excavation Cu. Yd.	F-2 Masonry Class "E" Cu. Yd.	I-8 Std. #8 Catch Basin Each	I-10 Rip Rap Sq. Yd.	I-10 Slope protection Sq. Yd.	L-10 Sodding Sq. Yd.	L-120 Jute Matting Sq. Yd.
4-C	291+45.07	291+64.59	Lt. & Rt.			170					(214)	122			72	130	
1-D	290+00	291+25	Lt.				125										
2-D	290+00	291+50	Rt.				150										
3-D	291+70	294+00	Rt.				230	1									
4-D	291+50	294+00	Lt.				250		1								
5-D	294+00	300+00	Lt. & Rt.	56	87		1200						1	2.14			250
Total				56	87	*170	1955	1	1		(214)	122	1	2.14	72	130	250

* Sec. M-6.4(g), 8-7 Gage 1213

Sta. 290+00 to Sta. 300+00

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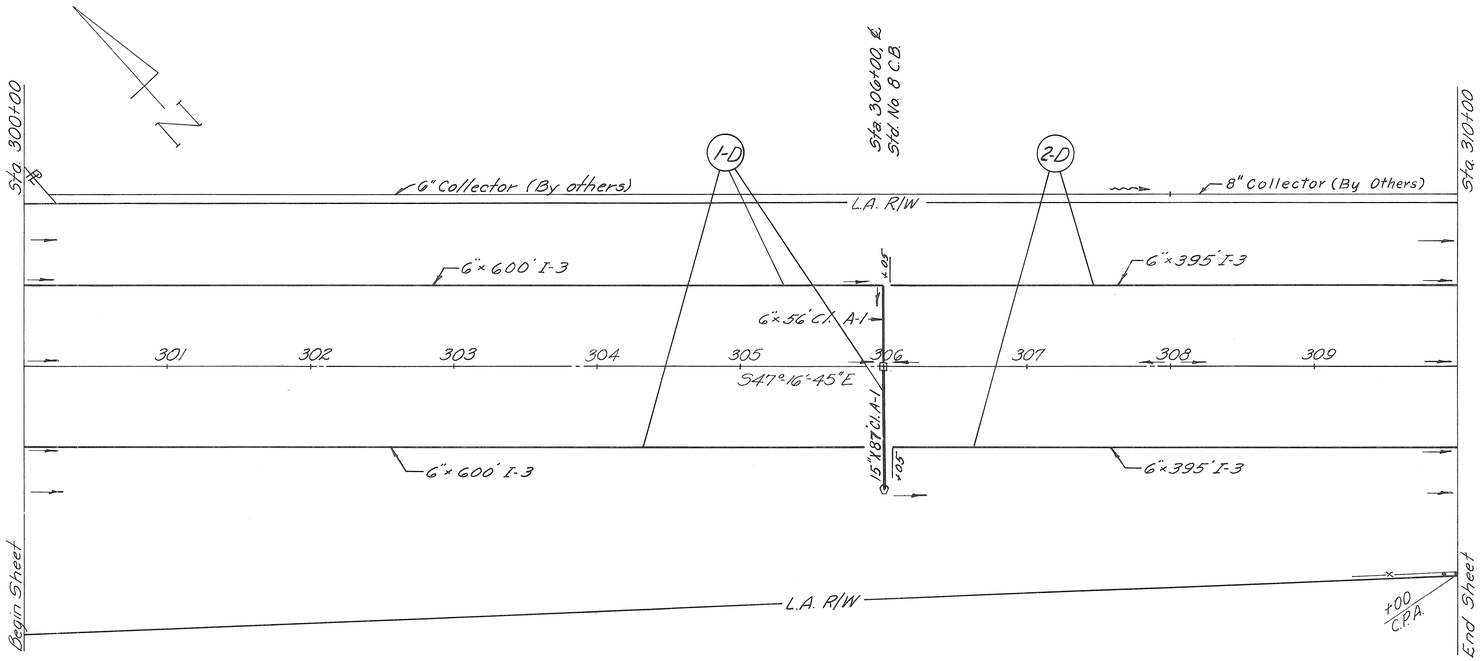
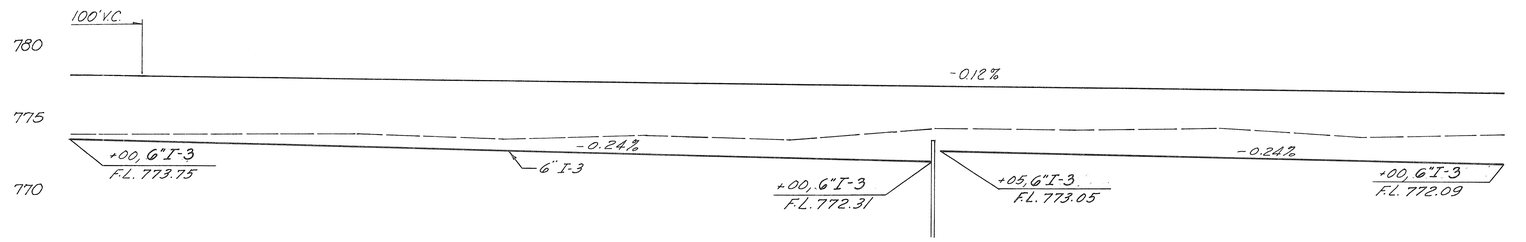


B.M.#1-C Sta. 301+39
Spike in 16" Hickory
54' Rt. Elev. 775.70

B.M.#1-B Sta 306+00
Top Hub on Center Line
Elev. 774.58

B.M.#1-A Sta 309+87
Spike in Power Pole
200' Rt. Elev. 775.53

778.25 778.24 778.22 778.16 778.04 777.92 777.80 777.68 777.56 777.44 777.32 777.20 777.08



+00, P.I. 778.28

+00, P.I. 778.88

Excavation	2570	Cu.Yd.
Embankment	12214	Cu.Yd.
Emb. +20%	14657	Cu.Yd.

Sta 306+00, ℄
Std. No. 8 C.B.
Gr. Elev. 773.80
Inv. Elev. 771.69

774.1 774.2 774.2 773.9 774.1 773.9 774.6 774.5 774.6 774.0 774.2

300 301 302 303 304 305 306 307 308 309 310

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 6"	A-1 15"	I-3 6"	I-5 Pipe Specials Each, A-1 6"×30° Bends	6"×45° Bends	Tee	I-8 Std #8 Catch Basin Each	I-10 Rip Rap Sq.Yd.	I-120 Jute Matting Sq.Yd.
1-D	300+00	306+00	Lt.&Rt.	56	87	1200	1	1		1	2.14	250
2-D	306+05	310+00	Lt.&Rt.			790						
Total				56	87	1990	1	1		1	2.14	250

Sta. 300+00 to Sta. 310+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

2.7

VAN WERT COUNTY
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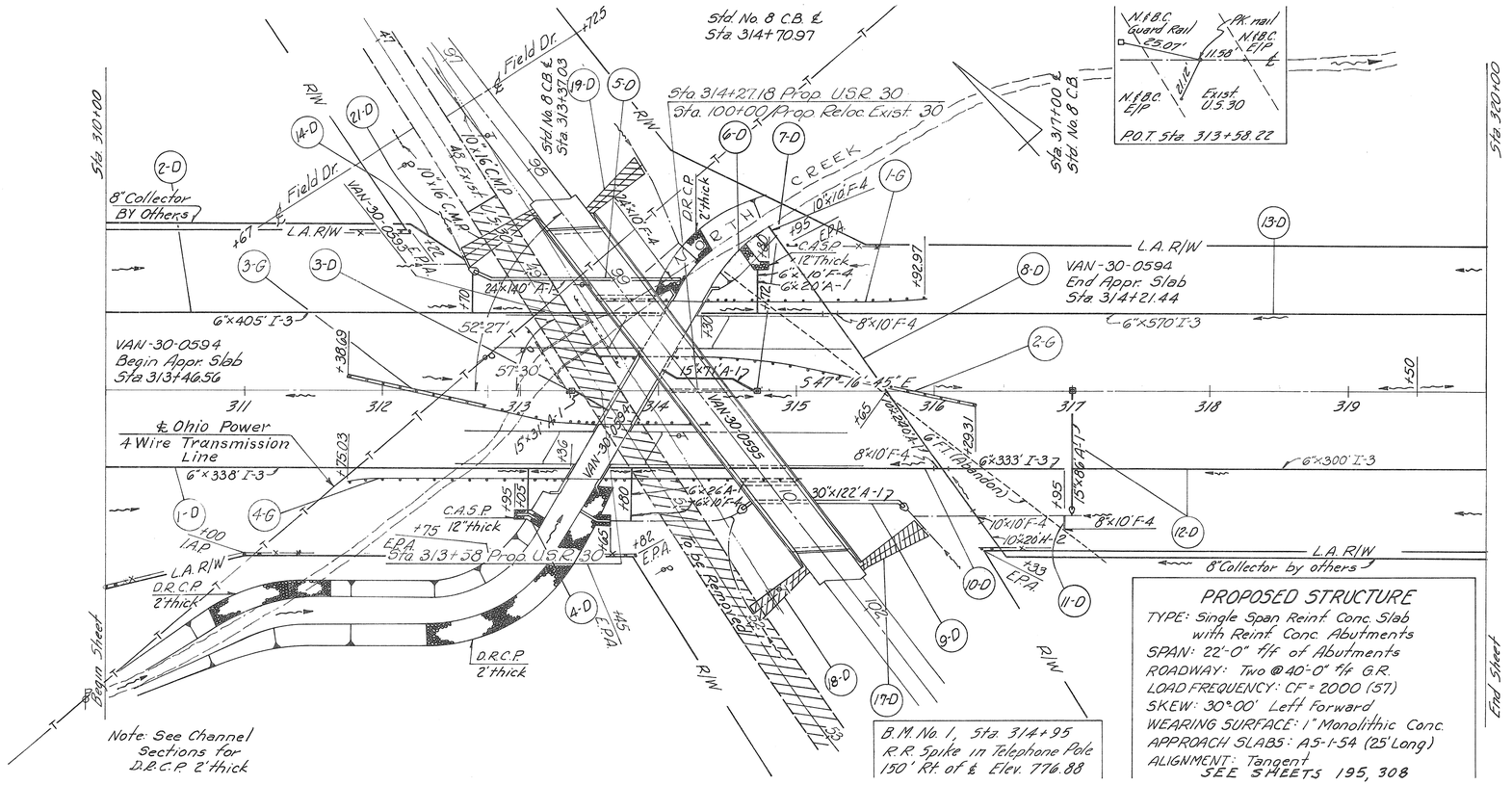
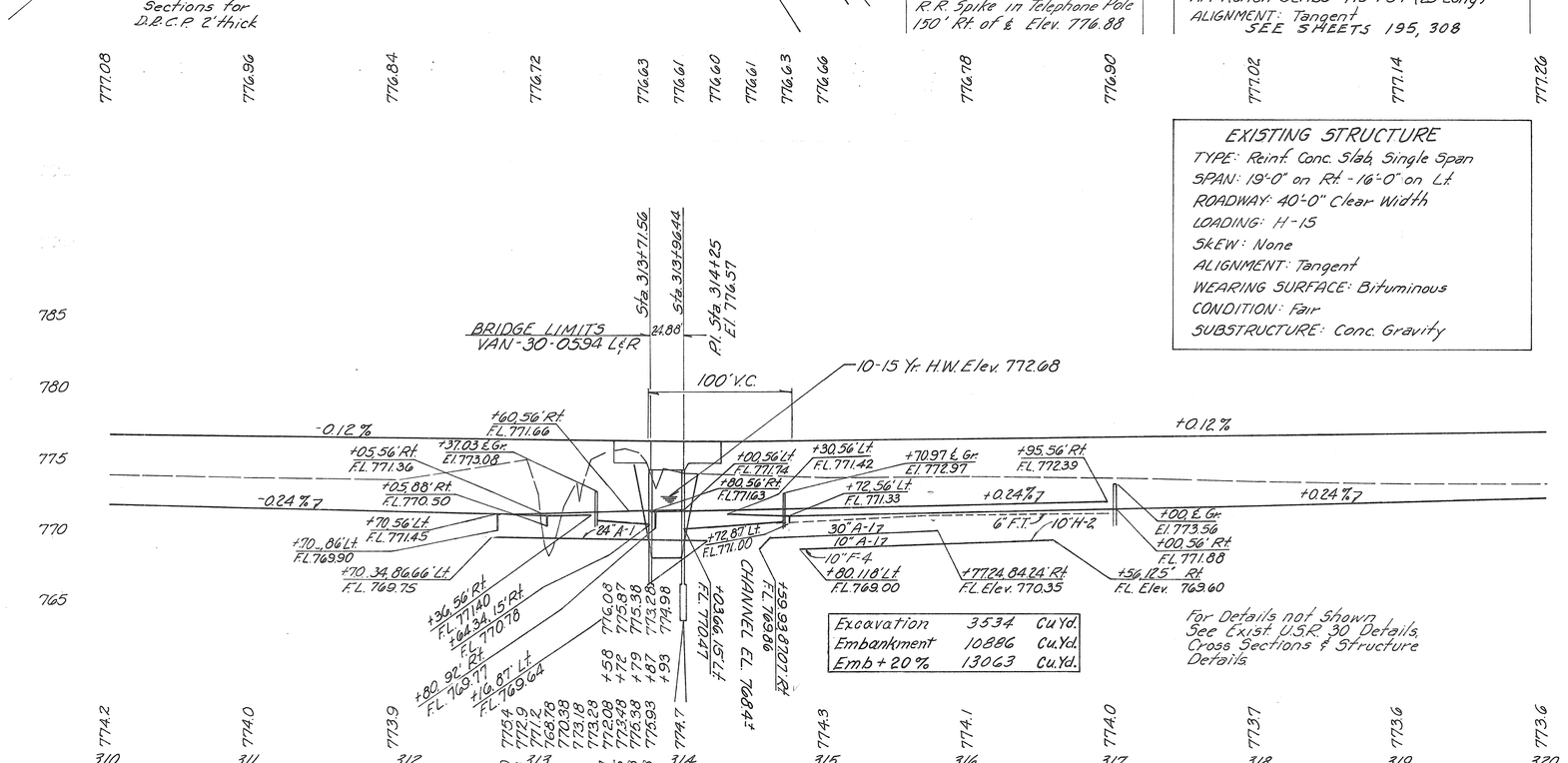




Sta. 310+00 to Sta. 320+00

DRAINAGE

Ref No	STATION From	STATION To	I-1 Pipe, Lin. Ft. Class A-1 24"	30"	36"	I-5 Special, Each F-4 10"	24"	H-2 A-1 6"	12"	18"x30" Bend	24"x30" Bend	30"x45" Bend	36"x45" Bend	6" Tee	6" or 15" Wye	I-8 Std. No. 8 C.B. Each	I-10 Crush Aggr. Prot. 12" T Sq Yd	Rip Rap 6" Paving Conc. Sq Yd	Special Stone Protection Sq Yd	L-10 Grading Sq Yd	L-110 Matting Sq Yd
1-D	310+00	313+38							1					1		1					
2-D	310+00	314+05							1					1		1				142	
3-D	313+37.03	313+64.34																			
4-D	313+00	313+15																			
5-D	312+72.34	314+61.5				10			1							1	15	5.07			
6-D	314+03.66	314+80							1							1	16				
7-D	314+03.66	314+70.97																		175	
8-D	314+80	316+52				20										1					
9-D	314+59.93	315+77.24							1					1							
10-D	313+62	316+95				30										1					
11-D	316+95	317+00																			
12-D	317+00	320+00				305															
13-D	314+28	320+00				300														182	
14-D	312+10	313+30				360															
Exist U.S.R. 30 Drainage																					
Totals			88	240	188	1140	140	122	40	40	20	10	45	30	250	1208	3	1	1	4	3

* Quantities from Drainage Table, Sheet No.

SIDE APPROACHES "A"

Ref No	Station From	Station To	Side	Aggregate Base Cu Yd. 6"	B-19 Aggregate Base Cu Yd. 5"	I-30 Bit. Prime Coat Gal.	I-35 Asph. Conc. 2" Gal.	S-15 Class C-4 Lin. Ft.	Remarks	Drives Length	Drives Width
1-A	310+52	313+29	Rt.	11.5					Res. Dr. & MBA	66	12
2-A	313+57.38	316+29.31	Lt.		29	60	6.5		Fld. & Barn Dr.	50	12
3-A	313+57.38	316+29.31	Lt.		85	30			Fld. Dr.	75	12
4-A	314+38.63	314+35.62	Rt.		102	30			Fld. Dr.	38	12
5-A	314+70.03	315+00.03	Rt.				1.00		Bus. Dr.	38	12
6-A	314+59.93	315+77.24	Lt.		193			32	Fld. Dr.	58	12
7-A	316+95.14	317+24.34	Rt.						Fld. Dr.	28	12
8-A	317+00	320+00	Lt.						Lamp Tenn. Barn and Bridge		
9-A	317+00	320+00	Rt.						Lamp Tenn. Barn and Bridge		
10-A	317+00	320+00	Lt.						6 Approaches		
11-A	317+00	320+00	Rt.						6 Approaches		
Total			Lt.		72.4	52.0	7.5	32	Lump		
Total			Rt.		11.5	52.0	6.5		Lump		

* Quantities are calculated from edge of stabilized shoulder

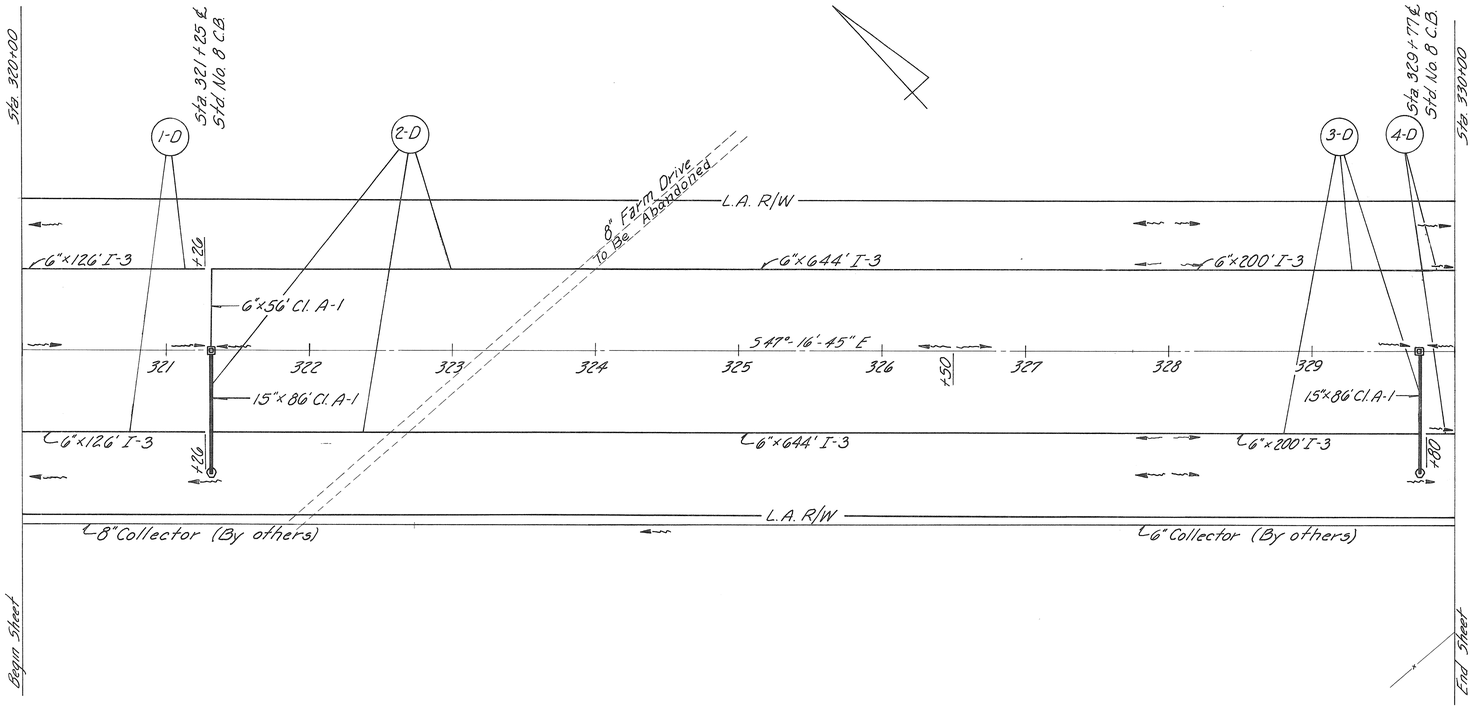
GUARD RAIL "G"

Ref No	Station From	Station To	Side	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Straight Barrier
1-G	313+55.43	315+92.97	Lt.	212.62
2-G	313+57.38	316+29.31	Lt.	160.12
3-G	314+38.63	314+35.62	Rt.	175.12
4-G	314+59.93	315+00.03	Rt.	100
5-G	314+70.03	315+98.74	Rt.	300.12
6-G	314+01.26	98+51.14	Lt.	56000
6-G	314+11.96	98+24.34	Rt.	512.50
7-G	101+75.66	105+18.04	Lt.	412.50
8-G	101+48.86	105+98.74	Rt.	450.00
Totals				2762.98

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

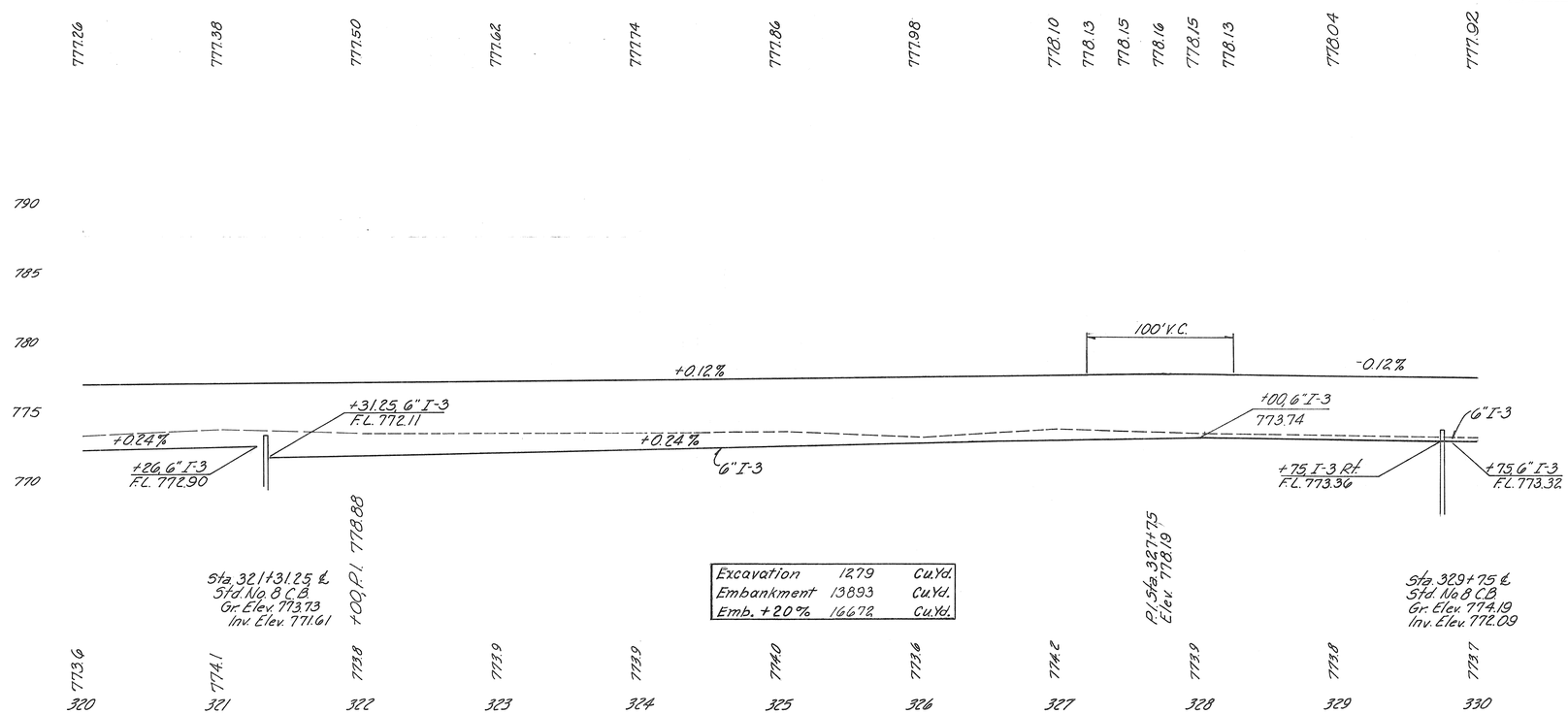
28

VAN WERT COUNTY
VAN-30-4.06



DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	I-1 Pipe Lin. Ft. A-1 15"	I-1 Pipe Lin. Ft. I-3 6"	I-5 Pipe Specials Each, A-1 6" 90°	I-5 Pipe Specials Each, A-1 6"an 15" Tee	I-8 Std No. 8 C.B. Each	I-10 6" Conc. Rip Rap Sq.Yd.	I-120 Jute Matting Sq.Yd.
1-D	320+00	321+26	Lt&Rt			252					
2-D	321+31.25	327+75	Lt&Rt	56	86	1288	1	1	1	2.14	250
3-D	327+75	329+75	Lt&Rt		86	400		1	1	2.14	250
4-D	329+75	330+00	Lt&Rt			45					
Totals				56	172	1985	1	2	2	4.28	500



Sta. 320+00 to Sta. 330+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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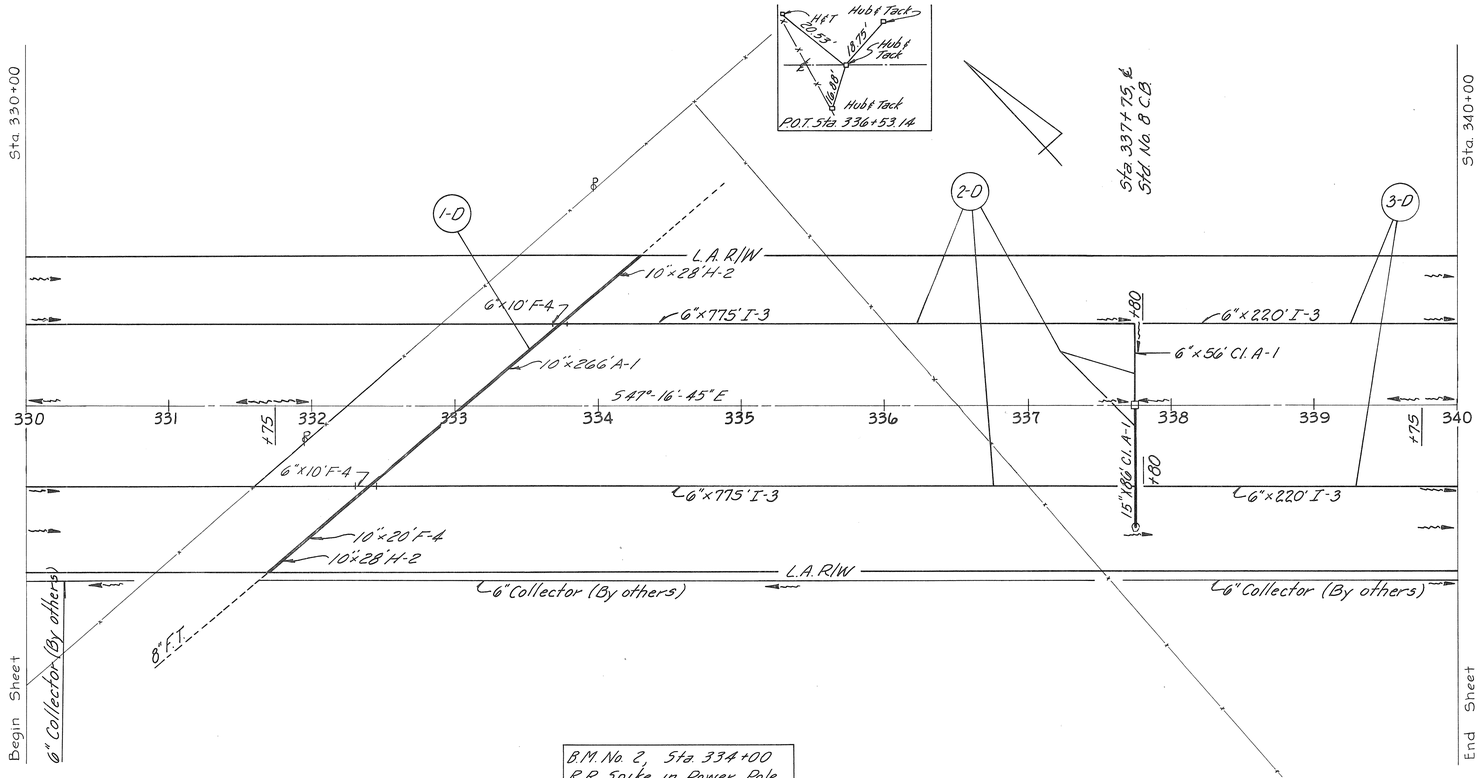
VAN WERT COUNTY
VAN-30-4.06



B.M. No. 2, Sta. 334+00
R.R. Spike in Power Pole
200' Lt. of ℄ Elev. 775.13

Excavation	1345	Cu. Yd.
Embankment	13748	Cu. Yd.
Emb +20%	16498	Cu. Yd.

Sta. 337+75, ℄
Std. No. 8 C.B.
Gr. Elev. 773.23
Inv. Elev. 771.12

DRAINAGE

Ref. No	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 10"	A-1 15"	A-1 6"	F-4 6'	F-4 10"	A-2 10"	I-3 6"	I-5 Specials Each 6" 90°	6" 60° 15" Tee				I-8 Std No 8 C.B. Each	I-10 6" Conc. Rip Rap Sq. Yd.			L-120 Jute Matting Sq. Yd.
1-D	331+70	334+30	Lt. Rt.	266				20	56											
2-D	330+00	337+75	Lt. Rt.		86	56	20			1530	1	1				1	2.14			250
3-D	337+80	340+00	Lt. Rt.							440										
Totals				266	86	56	20	20	56	1970	1	1				1	2.14			250

Sta. 330+00 to Sta. 340+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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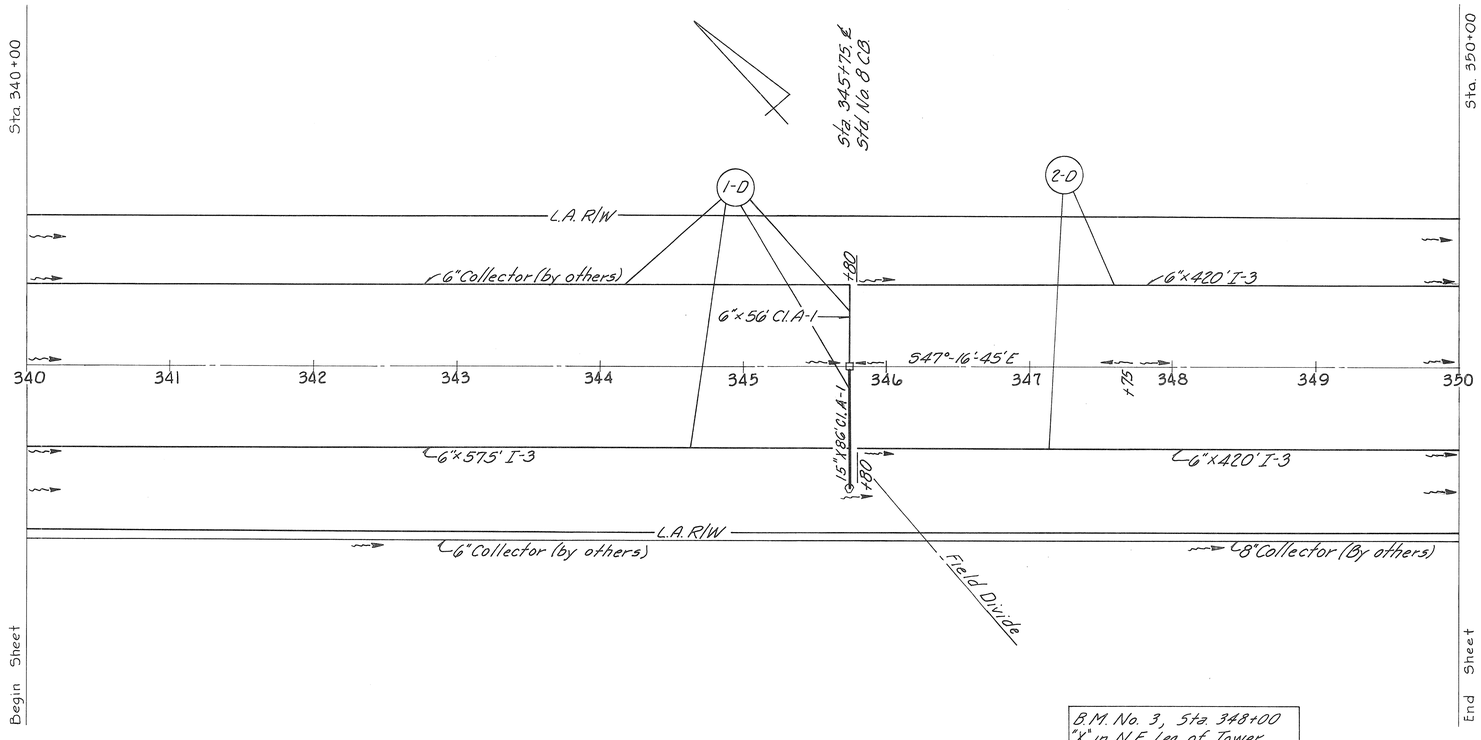
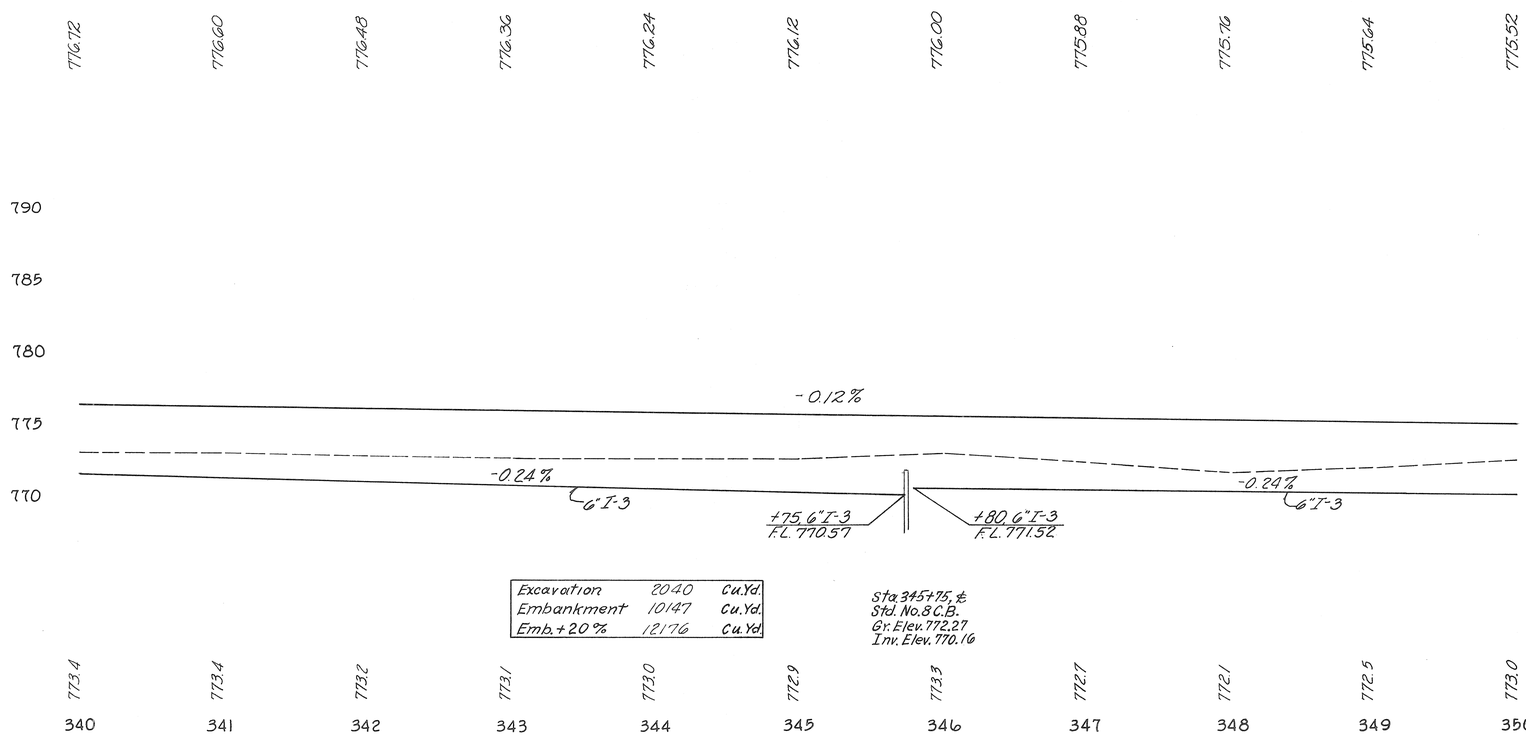
VAN WERT COUNTY
VAN-30-4.06



B.M. No. 3, Sta. 348+00
"X" in N.E. Leg of Tower
410' Rt. of ℄ Elev. 776.21

DRAINAGE

Ref. No	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"	I-3 6"	I-5 Pipe Specials A-1, Each 6" 90°	6"on 15" Tee	I-8 Std. No 8 C.B. Each	I-10 6" Conc. Rip Rap Sq. Yd.	L-120 Jute Matting Sq. Yd.
1-D	340+00	345+75	Lt. & Rt.	56	86	1150	1	1	1	2.14	250
2-D	345+80	350+00	Lt. & Rt.			840					
Totals				56	86	1990	1	1	1	2.14	250



Excavation	2040	Cu.Yd.
Embankment	10147	Cu.Yd.
Emb. + 20%	12176	Cu.Yd.

Sta. 345+75, ℄
Std. No. 8 C.B.
Gr. Elev. 772.27
Inv. Elev. 770.16

Sta. 340+00 to Sta. 350+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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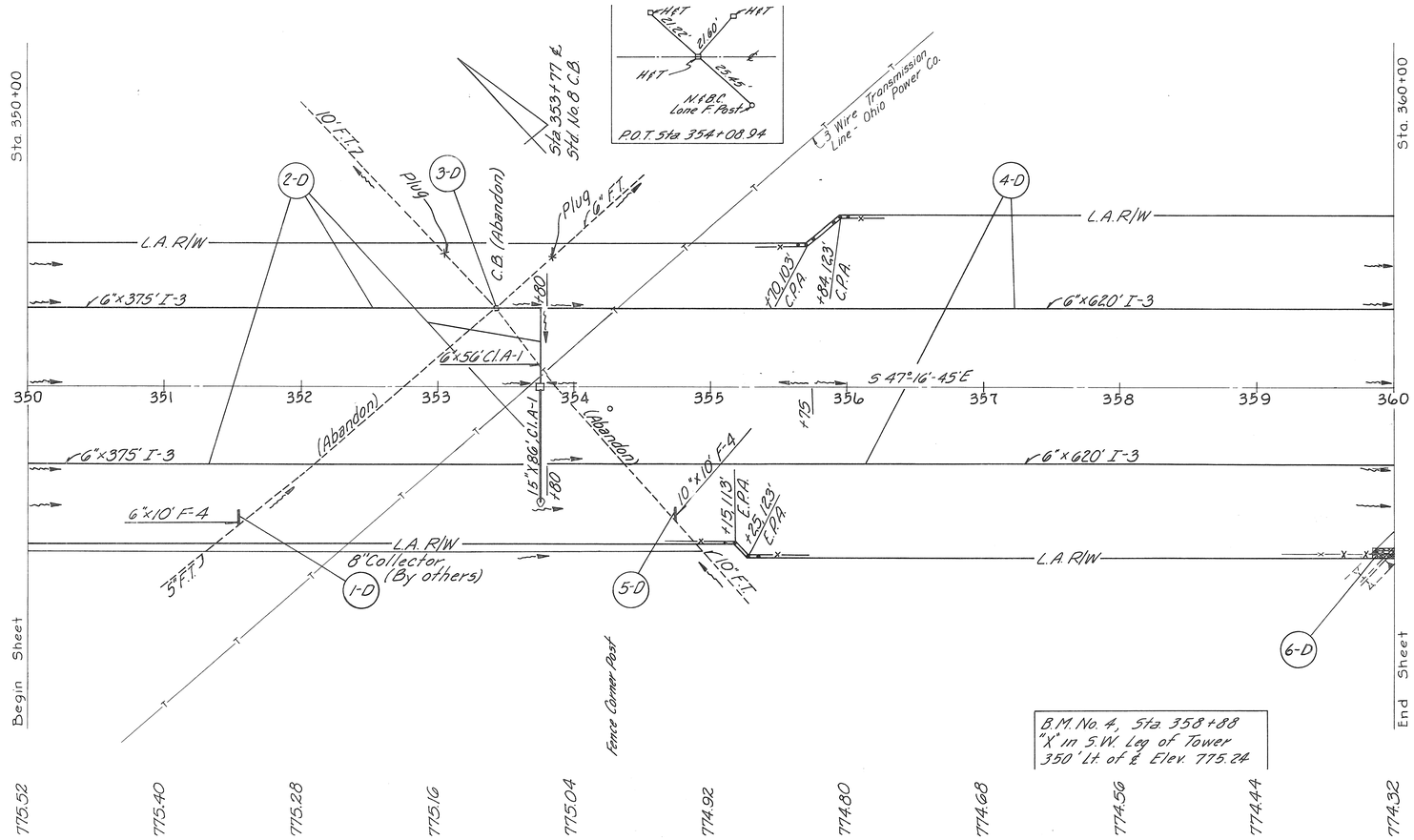
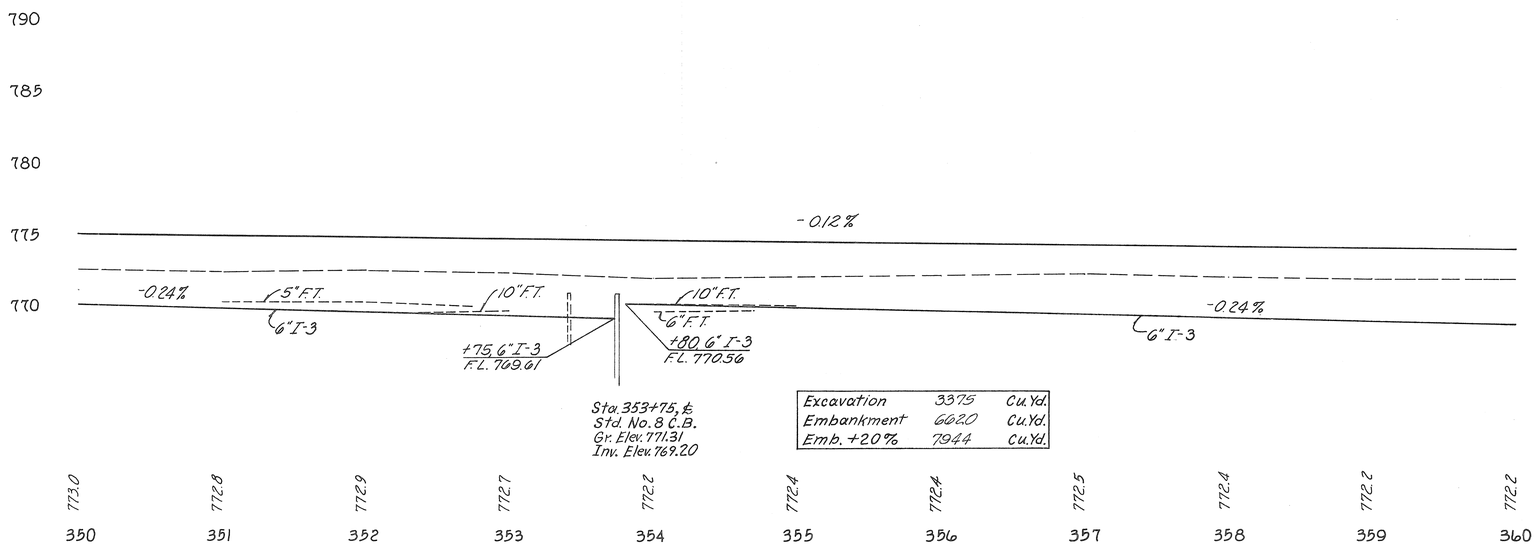
VAN WERT COUNTY
VAN-30-4.06



B.M. No. 4, Sta. 358+88
"X" in S.W. Leg of Tower
350' Lt. of ℄ Elev. 775.24

DRAINAGE

Ref. No	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"	F-4 6"	F-4 10"	I-3 6"	I-5 Pipe Specials A-1 6"x6" 90° B	A-1 6" on 15" Tee	H-2 6" 45° Bend	H-2 10"x45° Bend	I-8 Std. No 8 C.B. Each	I-10 6" Conc. Rip Rap Sq.Yd.	Dump Rock Fill Cu.Yd.	I-16 C.B. Abandon Each	I-120 Jute Matting Sq.Yd.
1-D	351+54		Rt.				10				1						
2-D	350+00	353+75	RHLt.	56	86			750	1	1			1	2.14			250
3-D	353+42		Lt.													1	
4-D	353+80	360+00	RHLt.					1240									
5-D	354+75		Rt.				10					1					
6-D	359+84	360+07	Rt.												15		
Totals				56	86		10	10	1990	1	1		1	1	1	2.14	15	1	250



Excavation	3375	Cu.Yd.
Embankment	6620	Cu.Yd.
Emb. +20%	7944	Cu.Yd.

Sta. 350+00 to Sta. 360+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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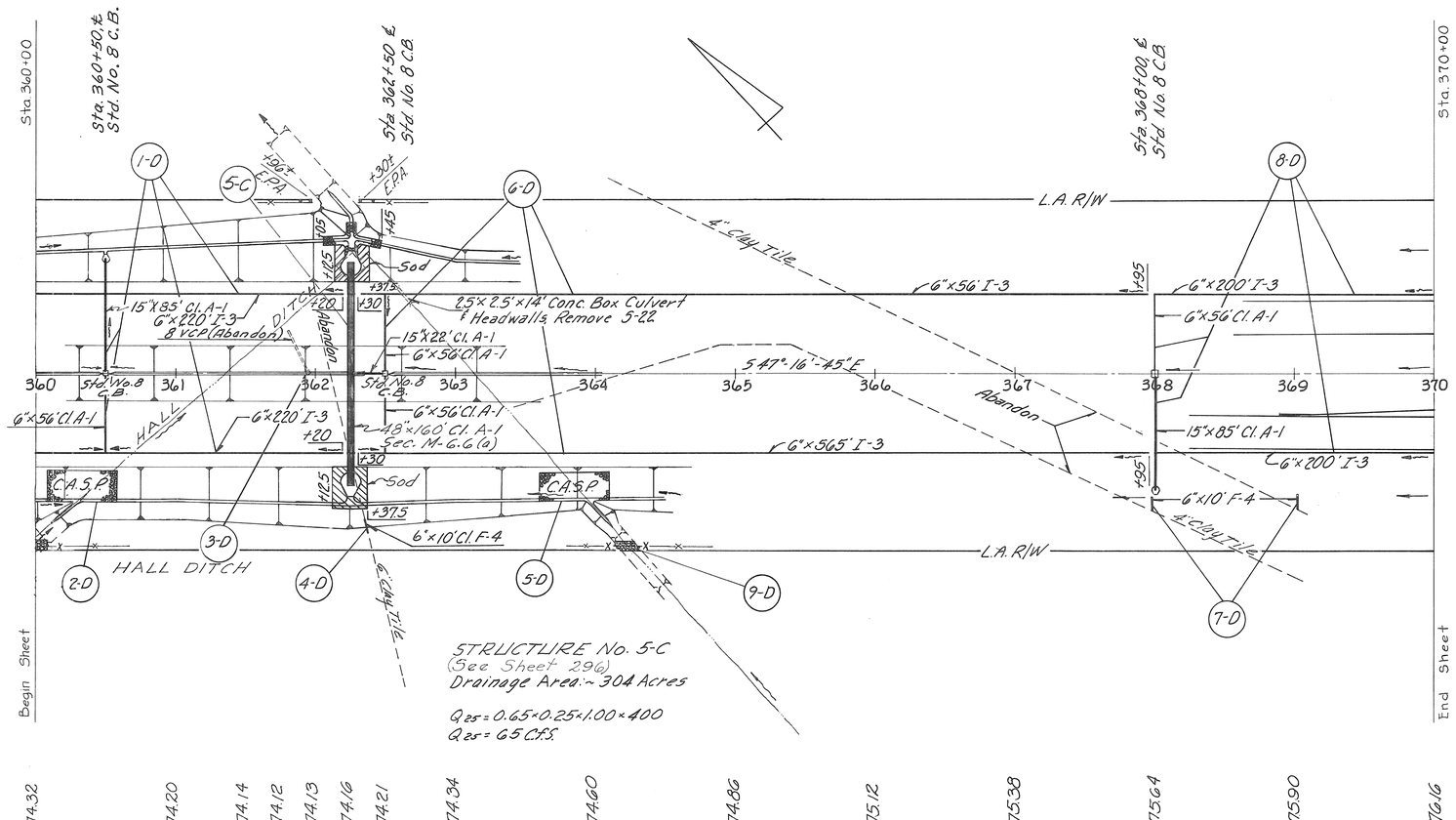
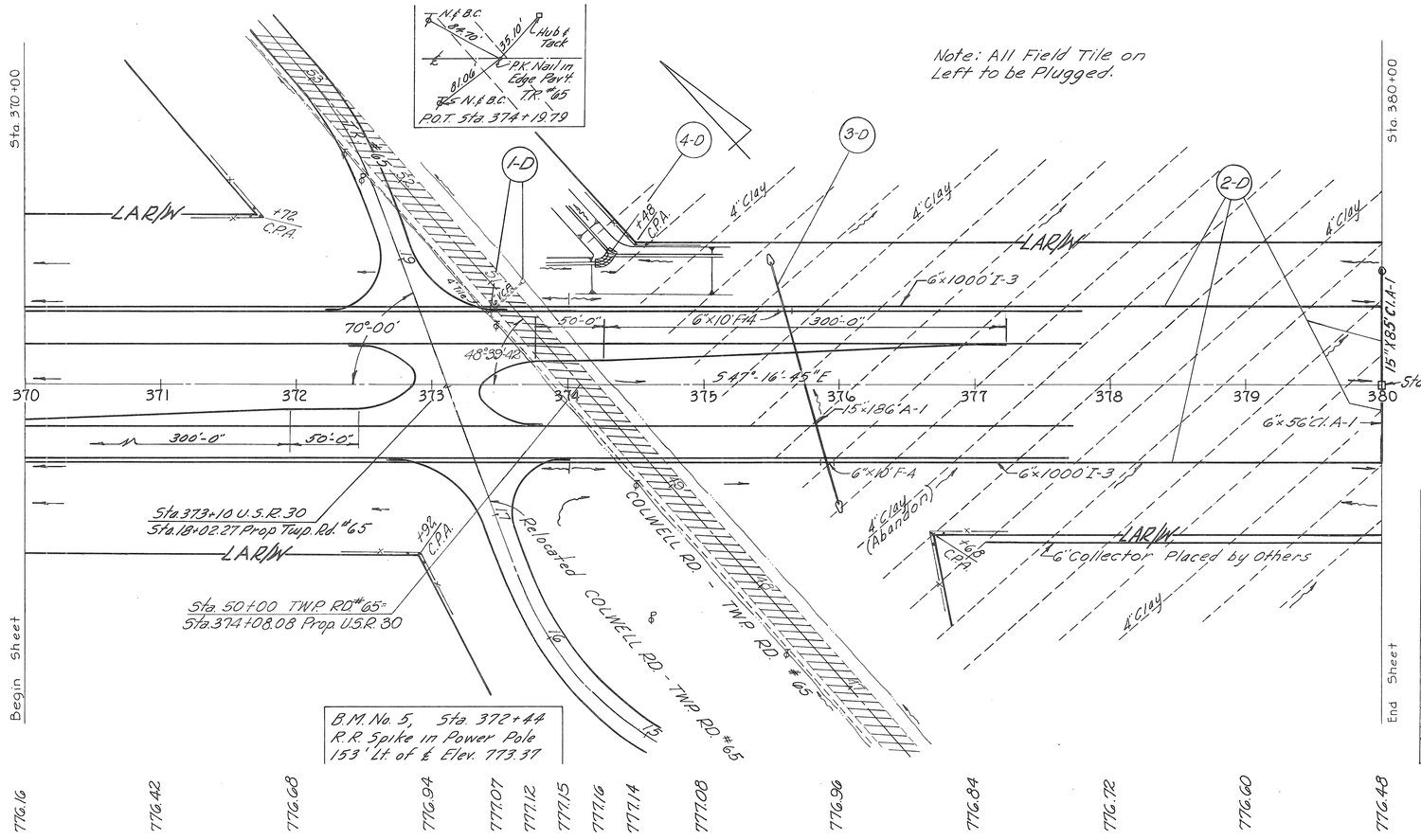
VAN WERT COUNTY
VAN-30-4.06



| I-1 Pipe Lin. Ft. | | | I-3 | I-5 Pipe Specials | | | | | | | | I-8 | I-10 | | | | | | | |

FED.RD. DIVISION	STATE	PROJECT		33
2	OHIO			

VAN WERT COUNTY
VAN-30 - 4.06



SIDE APPROACHES

Ref. No.	Station	Side	B-19 Aggregate Base Cu. Yd. 5"	B-19 Aggregate Base Cu. Yd. 6"	B-19 Aggregate Base Cu. Yd. 8"	T-30 Asph. Prime Gal.	T-35 Asph. Surf. C.Y. 2"	I-1 Cl. C-4 12" L.F.	Remarks	Length	Width
# 1-A	9+69	Lt.	10.2		9.2	29	4.1	36	Res. Dr.	50	12
# 2-A	9+69	Rt.		17.6				36	Fld. Dr.	57	12
# 3-A	58+00	Rt.		35.6					Fld. Dr.	150	12
Total				72.6		2.9	4.1	72			

COLWELL RD.

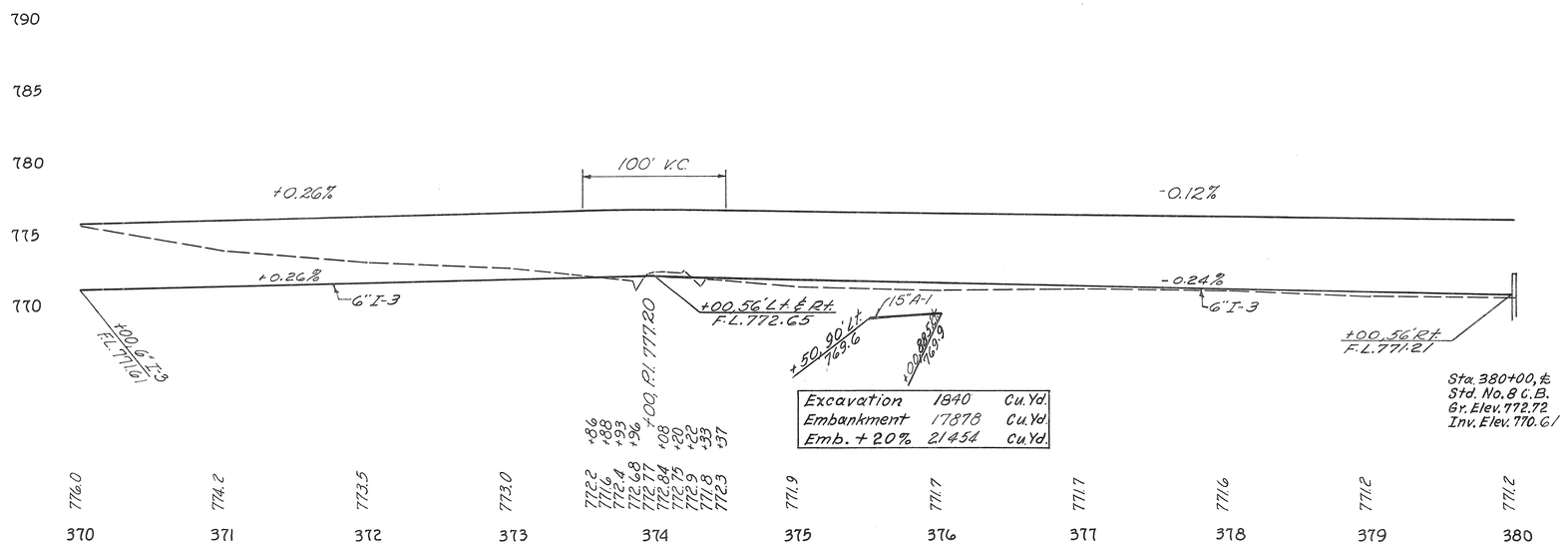
DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin Ft. A-1 6"	I-1 Pipe Lin Ft. C-4 15"	I-1 Pipe Lin Ft. F-4 18"	I-1 Pipe Lin Ft. F-4 6"	I-1 Pipe Lin Ft. I-3 6"	I-5 Pipe Specials A-1 6"x 90° Bend	I-5 Pipe Specials H-2 6"x15" Tee	I-5 Pipe Specials H-2 6"x45° Bend	522 Rem. Part Exist. Str. Lump	I-8 Std. No. 8 C.B. Each	I-10 RipRap C.Y.	I-10 CASP C.Y.	I-16 C.B. Abandon Ea.	L-10 Sodding S.Y.	L-120 Jute Matting Sq. Yd.
1-D	373+43 And	373+67	Lt.													2		
2-D	370+00	380+00	Rt.-Lt.	56	85		20		1980	1	1			1	2.14			250
3-D	375+50	376+00	Rt.-Lt.		186										4.28			
4-D	374+20	374+35	Lt.														16	
Relocated Colwell Rd.																		
5-D	9+10		Lt.				20				1							
6-D	10+18		Lt.													1		
7-D	57+35	57+75	Rt.		46										23			
8-D	21+50		Rt.									* Lump						
Total				56	271	46	40		1980	1	1	1	Lump	1	6.42	23	3	16	250

- E-9 Removal of Trees and Stumps 12 Ea.
  E-10 Removal of Shed, Parcel No. 106 WL
  Grain Bin, Parcel No. 104 WL
  Two Story Fr. Residence, Parcel No. 105 WL

* Shall include Removal & Disposal of Exist. found. walls, & etc.

• From Relocated Colwell Rd. Line Sheet No. 201



Sta. 370+00 to Sta. 380+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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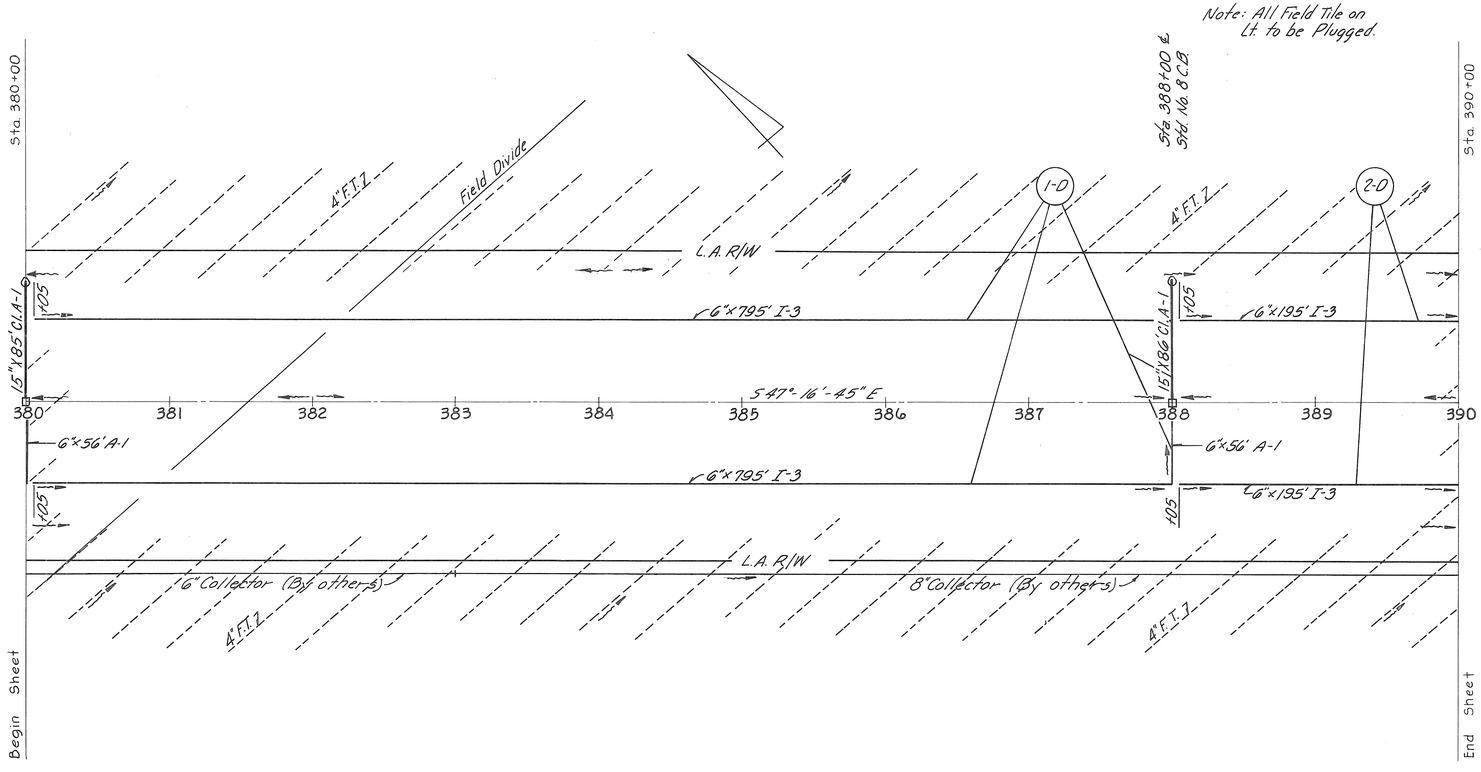
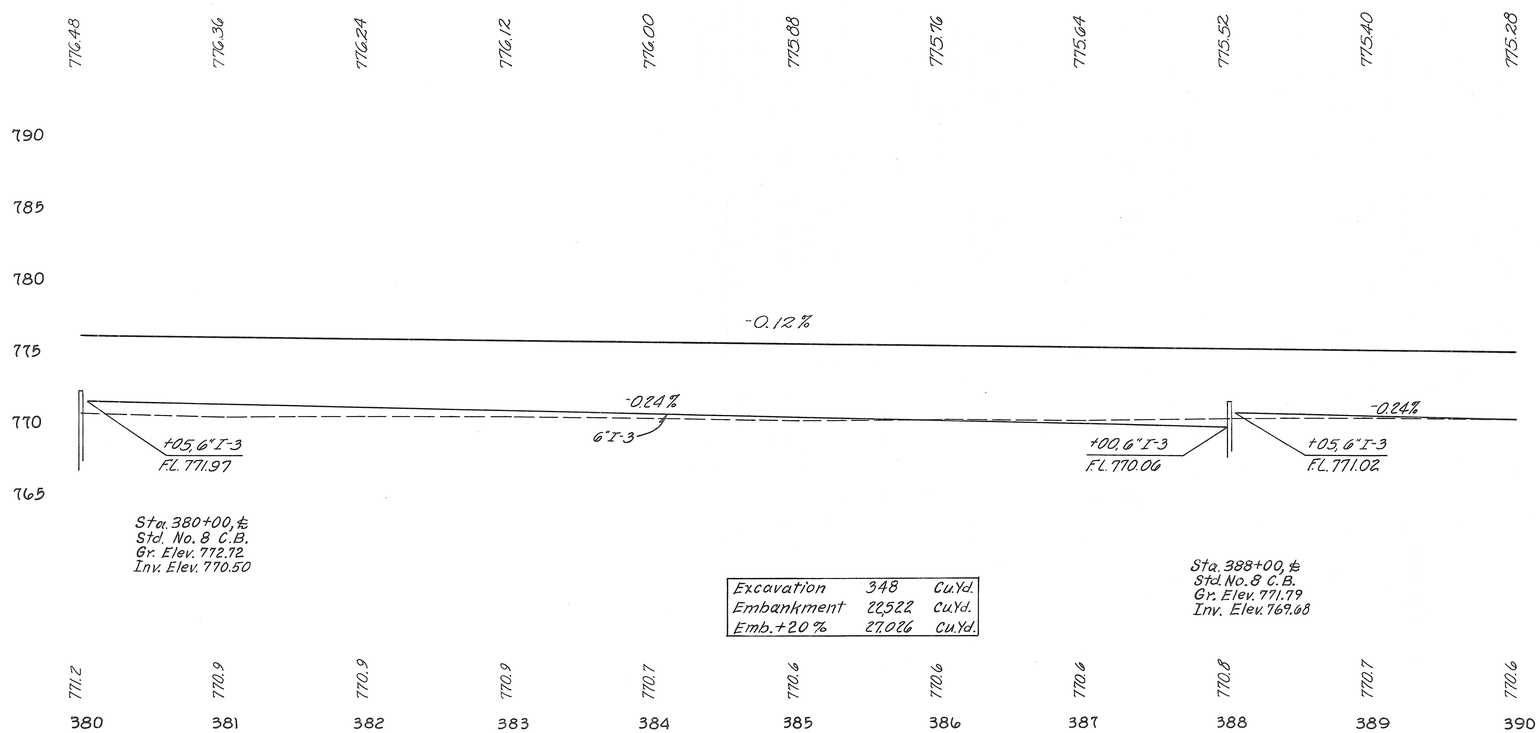
VAN WERT COUNTY
VAN-30-4.06





Excavation	348	Cu.Yd.
Embankment	22,522	Cu.Yd.
Emb. + 20 %	27,026	Cu.Yd.

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"				I-3 6"	I-5 Pipe Specials A-1 6"x90° Bend	A-1 6"x15" Tee			I-8 Std. No. 8 C.B.	I-10 6" Conc. Rip Rap			I-120 Jute Matting
1-0	380+05	388+00	L&R	56	86				1590	1	1			1	2.14			250
2-0	388+05	390+00	L&R						390									
Totals				56	86				1980	1	1			1	2.14			250

Sta. 380+00 to Sta. 390+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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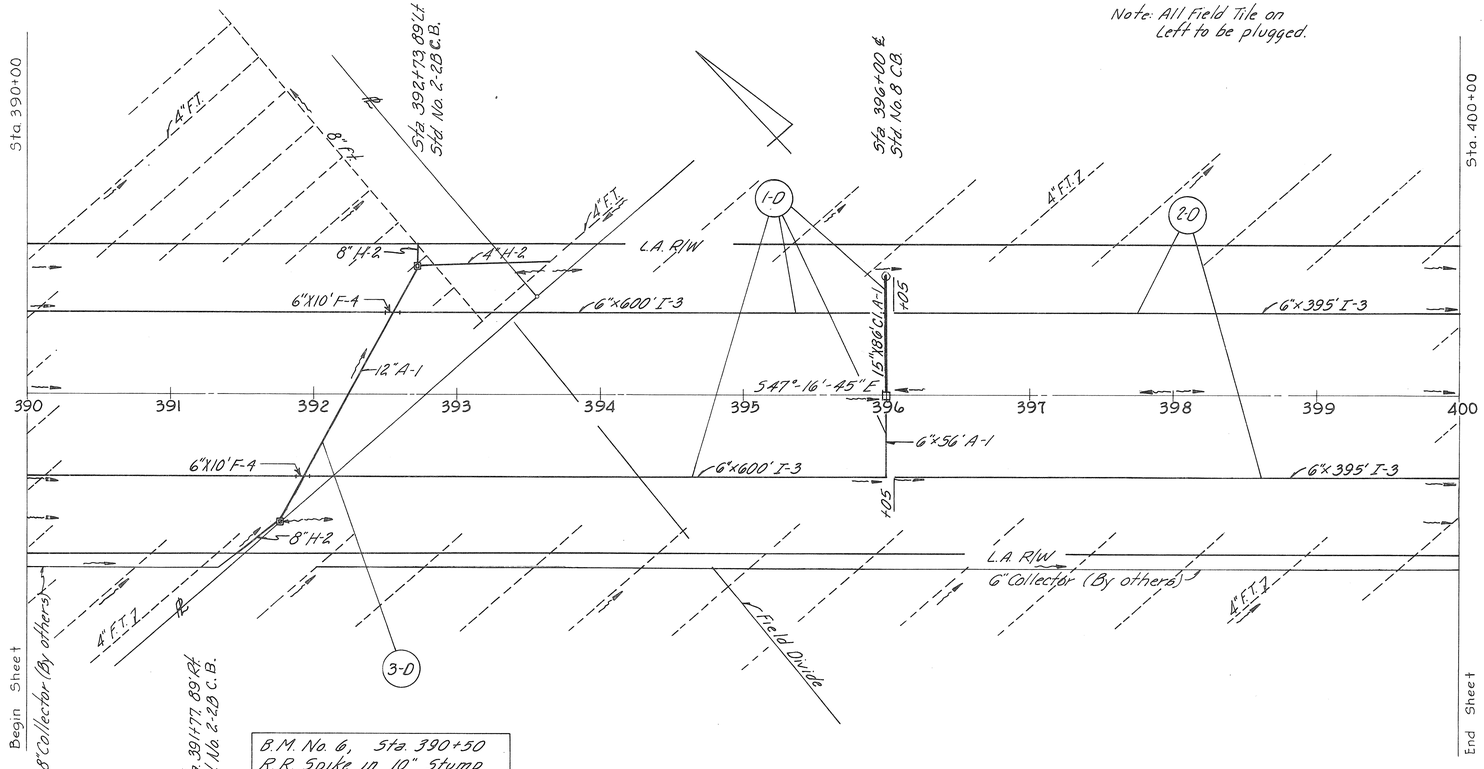
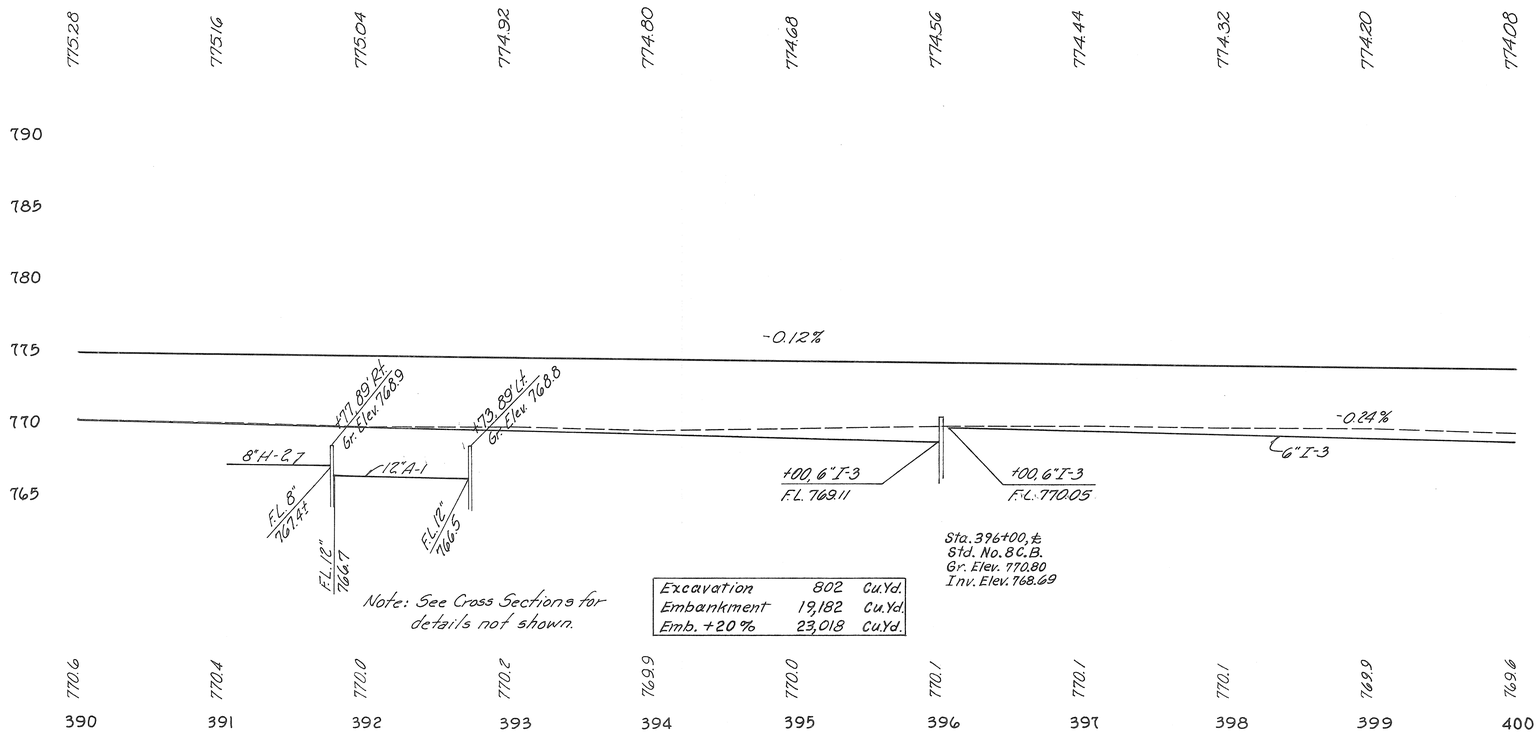
VAN WERT COUNTY
VAN-30-4.06



B.M. No. 6, Sta. 390+50
R.R. Spike in 10" Stump
200' Rt of ℄ Elev. 771.14



Note: See Cross Sections for details not shown.

Excavation	802	Cu.Yd.
Embankment	19,182	Cu.Yd.
Emb. +20%	23,018	Cu.Yd.

Sta. 396+00, ℄
Std. No. 8 C.B.
Gr. Elev. 770.80
Inv. Elev. 768.69

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 12"	A-1 15"	F-4 6"	H-2 4"	H-2 8"	I-3 6"	I-5 Pipe Specials A-1 6"x30° Bend	A-1 6" w/15° Tee	H-2 8"x45° Bend	H-2 4"x45° Bend	I-8 C.B. No. 8	I-8 C.B. 2-2B	I-10 6" Conc. Rip Rap	L-10 Seeding	L-120 Jute Matting
															Each	Each	S.Y.	S.Y.	S.Y.
1-D	390+00	396+00	L&R	56		86	20			1180	1	1			1		2.14		250
2-D	396+05	400+00	L&R							790									
3-D	391+47	392+16.5	L&R		203			92	53				1	1		2		30	
Totals				56	203	86	20	92	53	1970	1	1	1	1	1	2	2.14	30	250

Sta. 390+00 to Sta. 400+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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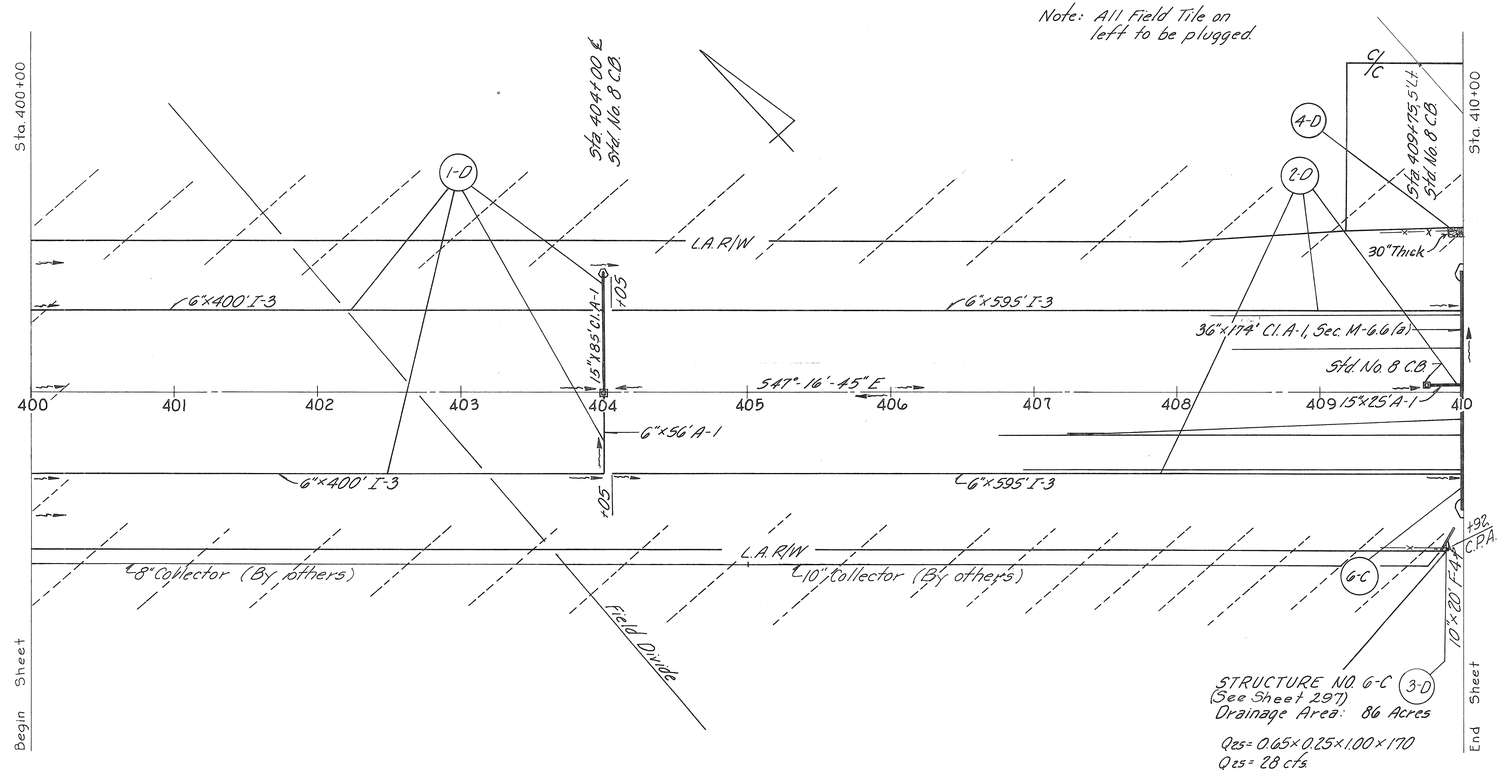
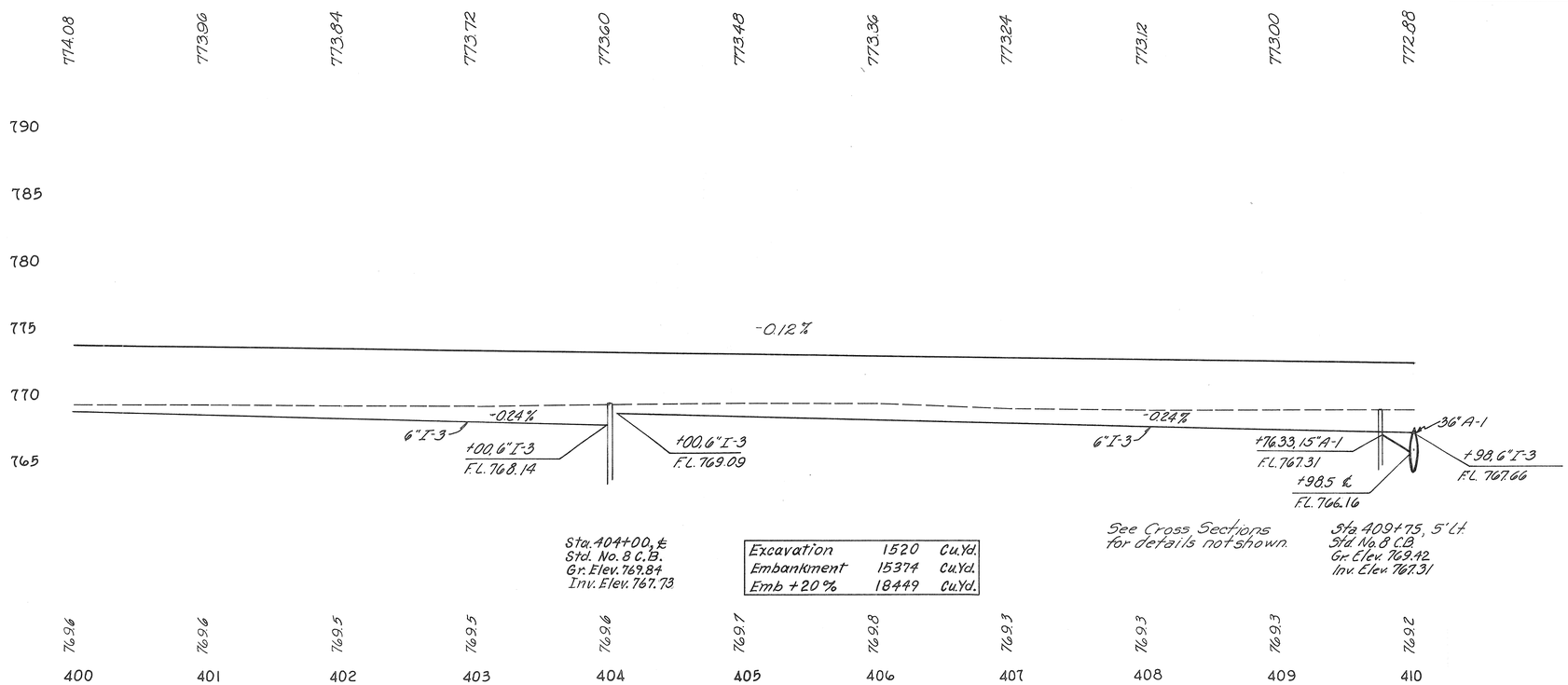
VAN WERT COUNTY
VAN-30-4.06



DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. 6"	15"	36"	F-4 10"	I-3 6"	I-5 Pipe Specials A-1 6"x30° Bend	6"on15° Tee	15"x36" Tee	6"on36" Cross	I-8 Std. No. 8 C.B. Each	I-10 6" Conc. Rip Rap S.Y.	Dump Rock Fill C.Y.	E-3 Channel Excavation C.Y.	Spotting S.Y.	L-10 Wtr. Matting S.Y.
6-C	410+00		Rt.			174					1	2		2184		122	120	
1-D	400+00	404+00	Lt. & Rt.	56	85			800	1	1			1	214				250
2-D	404+05	410+00	Lt. & Rt.		25			1190					1					217
3-D	409+82	409+95	Rt.				20											
4-D	409+90	410+10	Lt.												11.1			
Totals				56	110	174	20	1990	1	1	1	2	2	2398	11.1	122	120	467



Excavation	1520	Cu.Yd.
Embankment	15374	Cu.Yd.
Emb +20%	18449	Cu.Yd.

Sta. 400+00 to Sta. 410+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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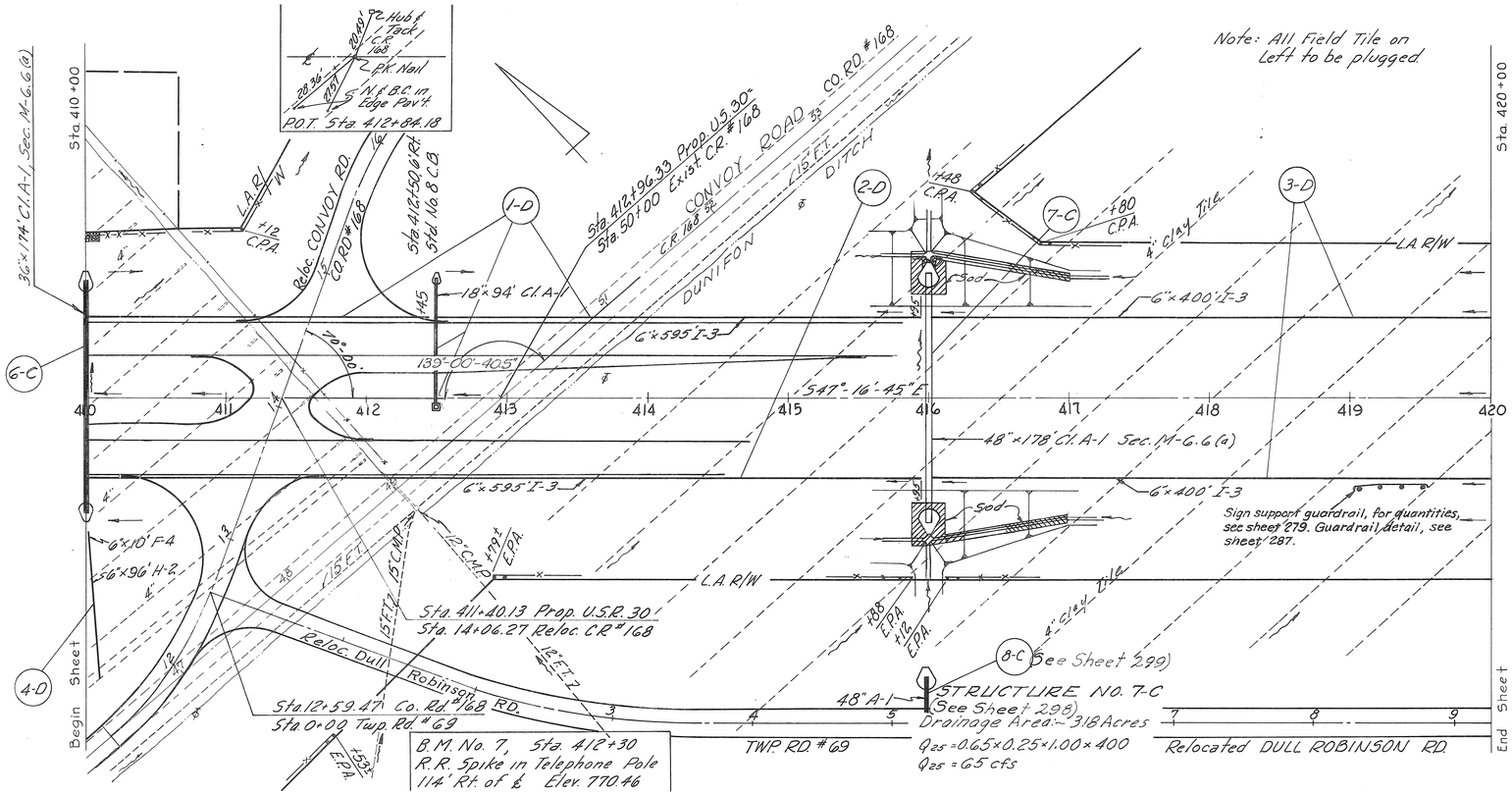
VAN WERT COUNTY
VAN-30-4.06



Excavation	3036	Cu.Yd.
Embankment	17738	Cu.Yd.
Emb. + 20 %	21286	Cu.Yd.

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 48"	18"	I-3 F-4 6"	10"	12"	15"	I-5 Pipe Specials A-1 H-2 6"×48° Bend	6"×45° Bend	10"×45° Bend	12"×45° Bend	6 on 18° Tee	6 on 48° Tee	I-8 Std. No. 8 C.B. Each	I-10 Rip Rap S.Y.	I-16 Abandon C.B. Each	212 Remt. Part Exist. Str. Lump	I-3 Channel Excavation C.Y.	I-7 Sodding S.Y.	I-10 Jute Matting S.Y.	
7-C	416+00														2	3798							
1-D	410+00	410+00	L.&R.																Lump	285	30.4	580	186
2-D	410+00	415+95	℄ & Lt.		94												2.98						
3-D	416+00	415+95	Rt.																				
4-D	410+00	410+15	L.&R.																				
			Rt.																				
5-D	10+00	11+00	Rt.																				
6-D	10+41	10+60	Rt.																		67		
7-D	20+66		Rt.																				
8-D	20+30		Lt.										1										
9-D	13+67 and	13+83	Rt.																				
10-D	20+27		Rt.																				
11-D	22+27	23+00	Rt.																				
8-C	5+24.59		L.&R.																				
12-D	1+43		Rt.																				
13-D	3+42		Rt.																				
Total					94								1		2	3798	2.98	3	Lump	285	30.4	580	186

Relocated DULL ROBINSON RD.

Relocated CONVOY ROAD

* Shall include the removal & disposal of existing tile footer - etc.

F-10 Removal of Residence Parcel No. 109 W.L.

SIDE APPROACHES

Ref. No.	Station	Side	Length	Remarks	Width
1-A	23+10	Lt.	24	Field Dr.	12
Total			24		

CONVOY RD

Sta. 410+00 to Sta. 420+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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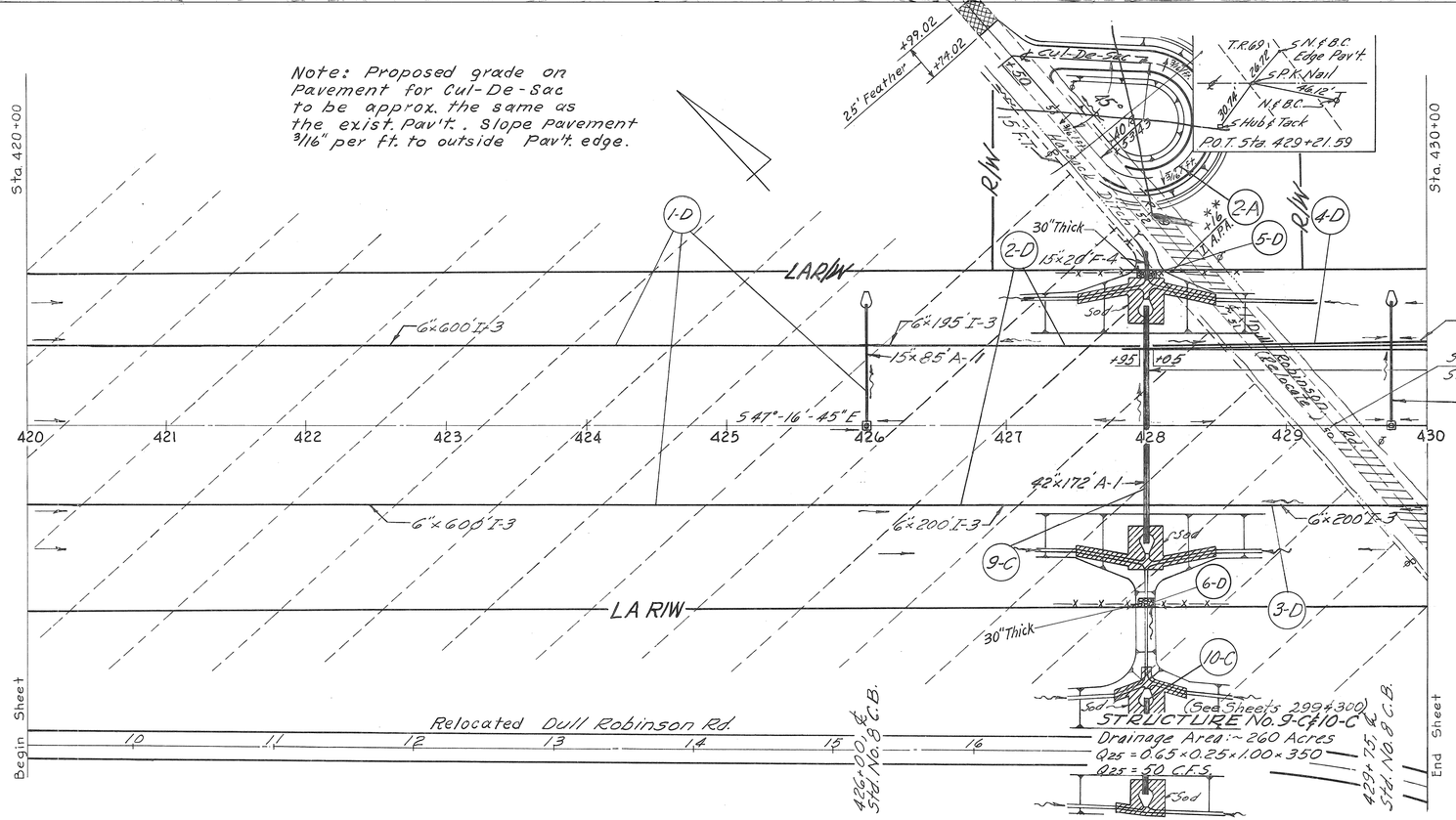
VAN WERT COUNTY
VAN-30-4.06



** End Mainline Fence Begin Roadside Rest Area Fence Sta. 428+16 Lt.

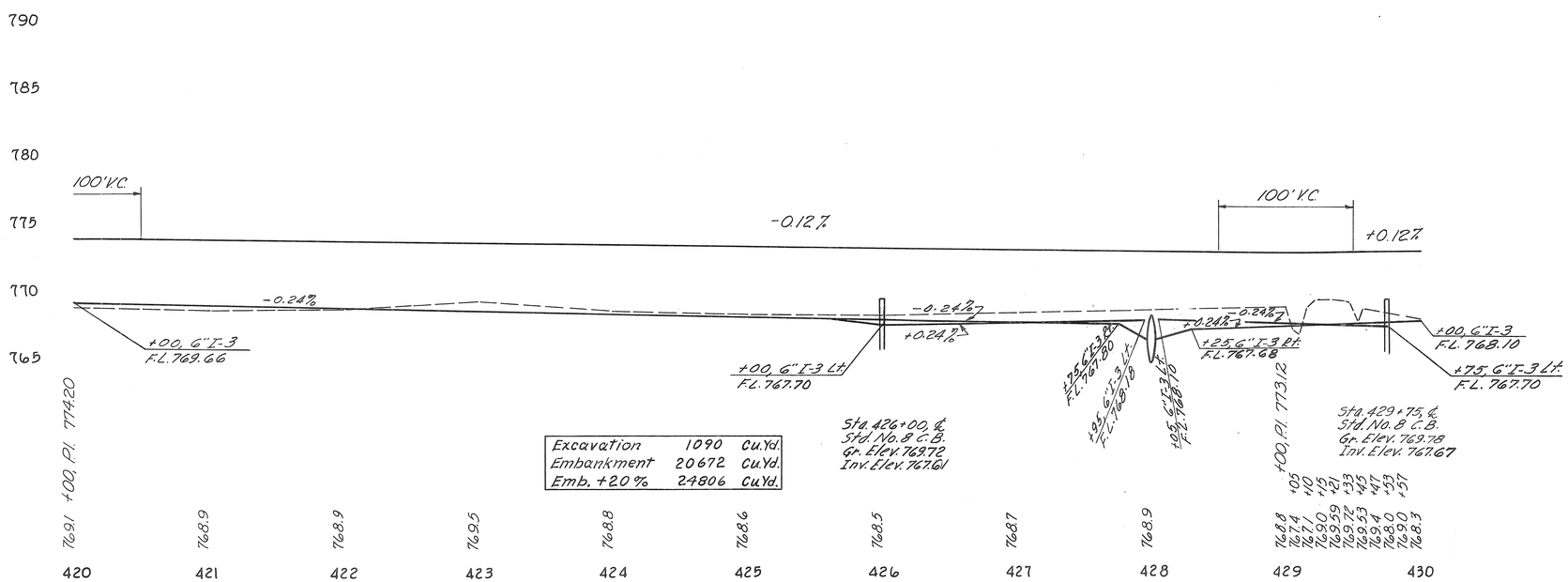
SIDE APPROACHES "A"

Ref. No.	Station	Side	B-19 Aggregate Base Cu. Yd. 6"	B-19 Aggregate Base Cu. Yd. 7"	T-30 Bit. Prime Coat Gal.	T-35 Asph. Conc. 2" Cu. Yd.	F-1 Class C-4 Lin. Ft. 24"	E-1 Compacted Subgrade Sq. Yd.	T-30 Bit. Tack Coat Gal.	Remarks	Drives Length	Drives Width
1-A	*22+40 Dull Robinson Rd.	Rt.	22				36			Field Dr.	54'	12'
2-A	*53+50 Dull Robinson Rd.	Rt.		80	155	37.60		386	30	Cul-De-Sac	387'	16'
Total			102		155	37.60	36	386	30			

* Stations on Dull Robinson Rd.
Turnaround to be non-performed Quantities will be adjusted by the Engineer on construction

DRAINAGE

Ref. No.	Station From	Station To	Side	I-16 C.B. Aban.	I-1 Pipe Lin. Ft. A-1 15"	A-1 42"	F-4 8"	F-4 12"	F-4 15"	I-3 6"	E-12 Pipe Rem. L.F. 15" Under	I-5 Pipe Spec. Ea. H-2 15"x45° Bend	H-2 60° Cross	A-1 Cross	I-8 Std. No. 8 C.B. Each	I-10 Pipe Rip Rap Sq. Yd.	C.A.S.P. Dumpfrock Cu. Yd.	E-3 Channel Excavation	L-10 Sod Sq. Yd.	L-120 Turf Matting Sq. Yd.
9-C	428+00		Lt. & Rt.			172			20			1	1			29.36		34	266	
10-C	Twp. Rd. #69	17+24.59	Lt. & Rt.			70										29.36			180	
1-D	420+00	426+00	Lt. & Rt.		85					1200				1	1	2.14				250
2-D	426+00	428+00	Lt. & Rt.							395										
3-D	428+00	430+00	Rt.							200										
4-D	428+05	430+00	Lt.		87					195				1	1	2.14				240
5-D	427+93	428+07	Lt.														7.8			
6-D	427+95	428+05	Rt.														6.1			
Dull Robinson Rd.																				
5-D	17+25		Rt.					10												
6-D	48+90	51+45	Lt.							155										
7-D	47+48		Lt.	1																
8-D	41+62		Lt.					13						1			13			
Total				1	172	242	10	13	20	1950	155	1	1	1	2	2	63.00	13	145	34	446	490



Sta. 420+00 to Sta. 430+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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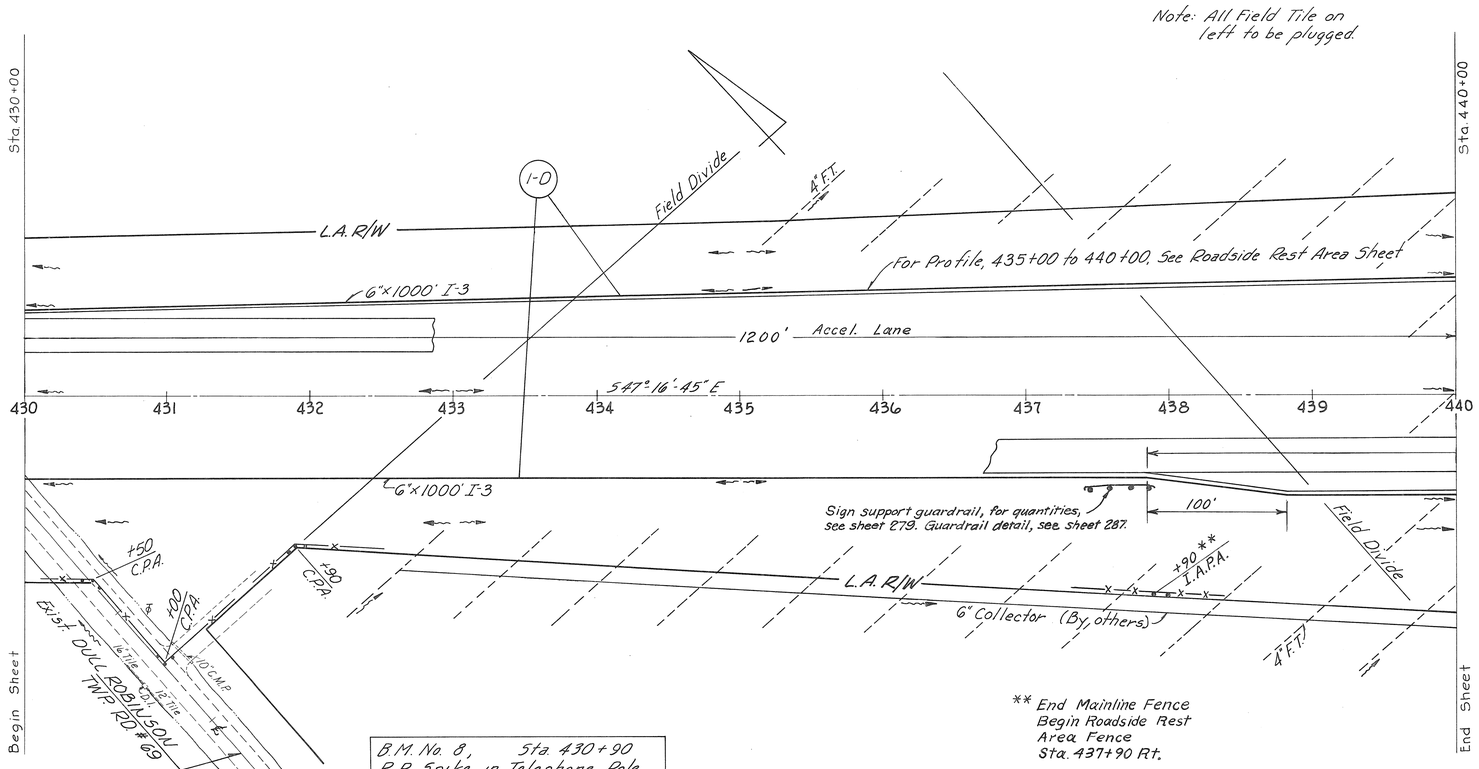
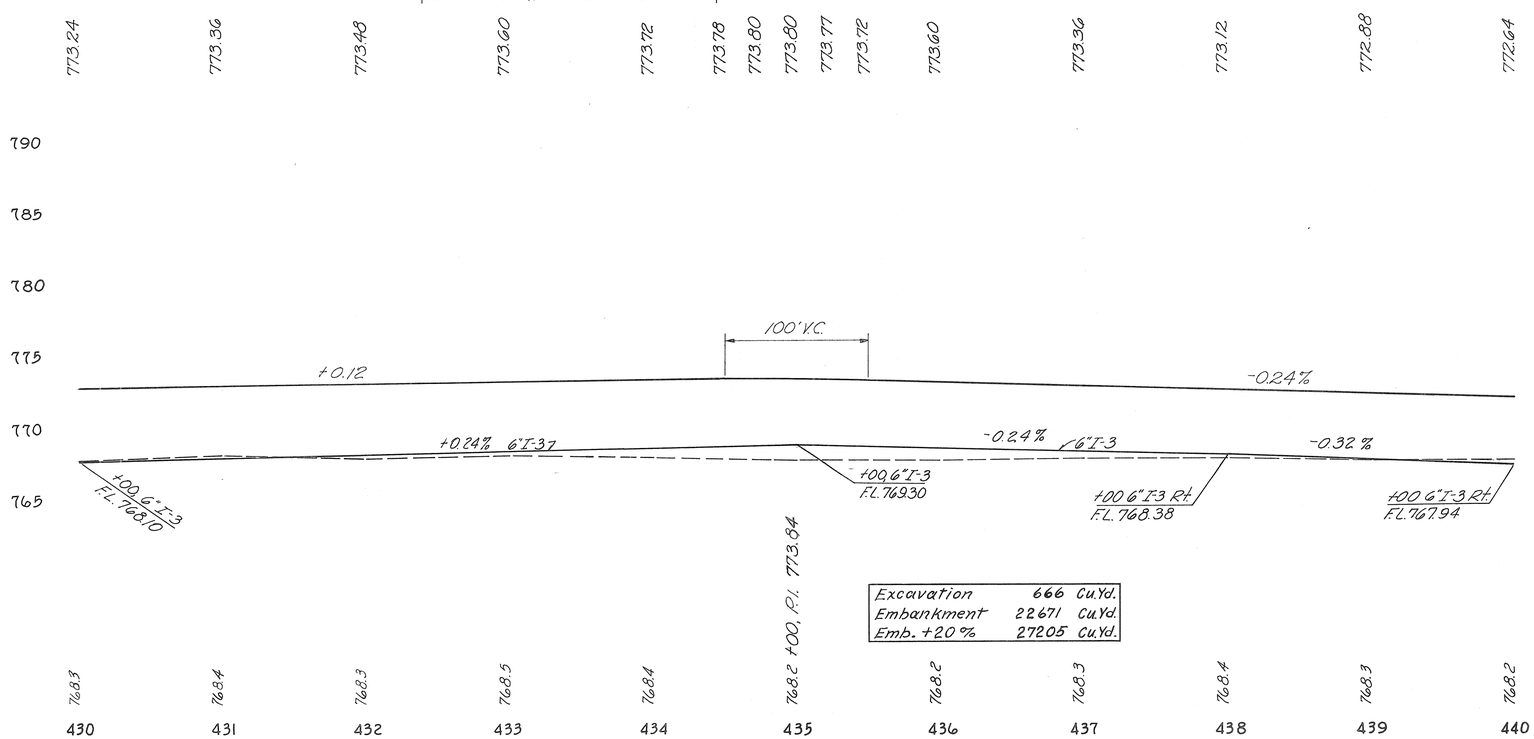


** End Mainline Fence
Begin Roadside Rest Area Fence
Sta. 437+90 Rt.

B.M. No. 8, Sta. 430+90
R.R. Spike in Telephone Pole
150' Rt. of ℄ Elev. 769.69

DRAINAGE

Ref. No.	STATION From	STATION To	Side	I-1 Pipe Lin. Ft. I-3 6"
1-0	430+00	440+00	L&R	2000
Total				2000



Excavation	666	Cu.Yd.
Embankment	22671	Cu.Yd.
Emb. +20%	27205	Cu.Yd.

Sta. 430+00 to Sta. 440+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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STRUCTURE NO. 11-C (See Sheet 301)
Drainage Area = 1.50 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 2.50$
$Q_{25} = 4.1$ cfs

Sta 449+00 Rest Area ℄
19.17' Lt & 45.83' Lt.
Std. No. 6 CB

P.O.T. Sta 446+95.62

N.&B.C. 8" Oak
N.&B.C. 8" Hickory
5/8" Hub & Tack

L.A. R/W
4' F.F.
6" Collector (By others)
8" Collector (By others)
30" Thick
5od
CASP
18"x112' A-1
547°-16'-45" E
800' Decel. Lane
445 RAMP "C"
443 RAMP "A"
53"x34" Cl. G-1
Sec. M-6.7
6"x 98' A-1
6"x 84' I-3
6"x 100' I-3
6"x 74' I-3
24"x 235' A-1
15"x 19' A-1
15"x 8' A-1
6"x 100' I-3
6"x 355' I-3
6"x 258' I-3
6"x 330' I-3
6"x 247' I-3
6"x 368' I-3
6"x 250' I-3
6"x 530' I-3
6"x 134' I-3
6"x 168' I-3
6"x 70' A-1
6"x 38' Cl. A-1
6"x 40' Cl. A-1
6"x 10' F-4
6"x 20' A-1
6"x 154' I-3
6"x 18' A-1
6"x 24' A-1
6"x 32' A-1
6"x 22' A-1
15"x 12' A-1
15"x 45' A-1
5"x 10' A-1
8"x 10' F-4

* For Profiles, See Roadside Rest Area Line Sheets 153, 154, 155 and 156.

Note: For Fence around Park - See Roadside Rest Area Sheet No. 173

B.M. No. 9, Sta 445+60
R.R. Spike in 10" Ash
150' Lt. of ℄ Elev. 769.11

Sta 442+50 Std. No. 8 C.B.
Sta 446+36 74' Lt. Std. No. 8 C.B.
Sta 447+00 ℄ Std. No. 8 C.B.
Sta 447+73 80' Rt. Std. No. 8 C.B.

Begin Sheet
End Sheet

772.64 772.40 772.16 771.92 771.68 771.44 771.32 771.27 771.24 771.24 771.26 771.32 771.44 771.56 771.68

*E-9, Removal of Trees & Stumps, 28 each
*Carried from Sheet No. 153

100' V.C.
-0.24%
+0.12%
6"I-3 Lt.
+03.56' Lt. 6"I-3 F.L. 768.13
+25.56' Lt. F.L. 767.60
+50.56' Lt. F.L. 776.24
+55.56' Lt. F.L. 767.03
6"I-3 +00.56' Lt. F.L. 766.44
+27.13, 67.30' Lt. F.L. 764.94
+23.56' Lt. F.L. 766.74
+45.56' Lt. F.L. 766.07
+42.56' Rt. F.L. 766.87
15"A-1
53"x34" Cl. G-1
+0.24%
6"I-3
+34.67 74' Lt. F.L. 765.56
+98.67 ℄ F.L. 765.81
+92.12, 5.82' Rt. F.L. 764.90
+71.67, 80' Rt. F.L. 765.50
+59.70, 86.89' Rt. F.L. 765.14
+58, 202' Rt. F.L. 765.00
P.I. Sta 446+36.74' Lt. Std. No. 8 C.B. Gr. Elev. 767.67 Inv. Elev. 765.56
Sta 447+00 ℄ Std. No. 8 C.B. Gr. Elev. 767.92 Inv. Elev. 765.81
Sta 447+73.80' Rt. Std. No. 8 C.B. Gr. Elev. 767.72 Inv. Elev. 765.50
Sta 442+50 ℄ Std. No. 8 C.B. Gr. Elev. 768.28 Inv. Elev. 765.92

Excavation	3971 Cu.Yd.
Embankment	12,212 Cu.Yd.
Emb. +20%	14,654 Cu.Yd.

768.2 768.6 768.3 768.5 768.5 768.5 768.9 769.1 769.0 769.3 769.1 769.3

440 441 442 443 444 445 446 447 448 449 450

Sta. 440+00 to Sta. 450+00

DRAINAGE

* Sec. M-6.7(a)

Ref No.	Station From	Station To	Side	I-5 Pipe Specials A-1 Each: 6"x30°	6"x90°	6" on 6° tee	6" on 18° tee	15" on 24° C-055	6"x60° bend	15" on 53°x 94'tee *	I-8 Std No. 6 Catch Basin Each	Std No. 8 Catch Basin Each	I-10 Rip Rap Sq.Yd.	C.A.S.P. Dump Pocket Cu.Yd.	I-10 Sodding Sq.Yd.	I-20 Mulching Sq.Yds.	Pipe, Lin. Ft. A-1 6"	15"	18"	24"	F-4 6"x 8"	C-M 15"x 34"	I-3 6"	Pipe, Lin. Ft. I-1 18"	24"	F-4 6"x 8"	C-M 15"x 34"	I-3 6"
11-C	446+84									3		1	24.10		74							352					747
1-D	440+00	442+50	L&R		1	2						1	2.98	9	32	250	70		112				368					368
2-D	442+55	446+23	Lt.				2										38			10			330					330
3-D	442+85	445+85	Lt.				1										18			10			154					154
4-D	446+05	447+59	Lt.		1				1								20						355					355
5-D	446+34.67	450+00	Lt.					1				1	5.07	12		250	18	12	235				358					358
6-D	447+59.70	447+73	Lt.															10			10		134					134
7-D	447+69	450+00	Lt.		1	2						2			32		98	27					530					530
8-D	448+22	450+00	Lt.				1										40						168					168
9-D	445+90	447+24	Rt.		1	2						1	2.14			250	22											
10-D	442+55	447+85	Rt.				1										32	45										
11-D	447+80	447+48	L&R		1	2						1	5.07	12		250							258					258
12-D	449+57.68	450+00	Rt.				1										24	12					340					340
13-D	448+50	448+58	Rt.																									
14-D	447+42	450+00	Rt.				1			3		2	3.42.9	12.9	106	1000	350	106	112	235	40	10	352	112	235	40	10	352
765/5																												

* Stations on Ramp "A" ℄
** Stations on Rest Area ℄
*** Stations on Ramp "C" ℄

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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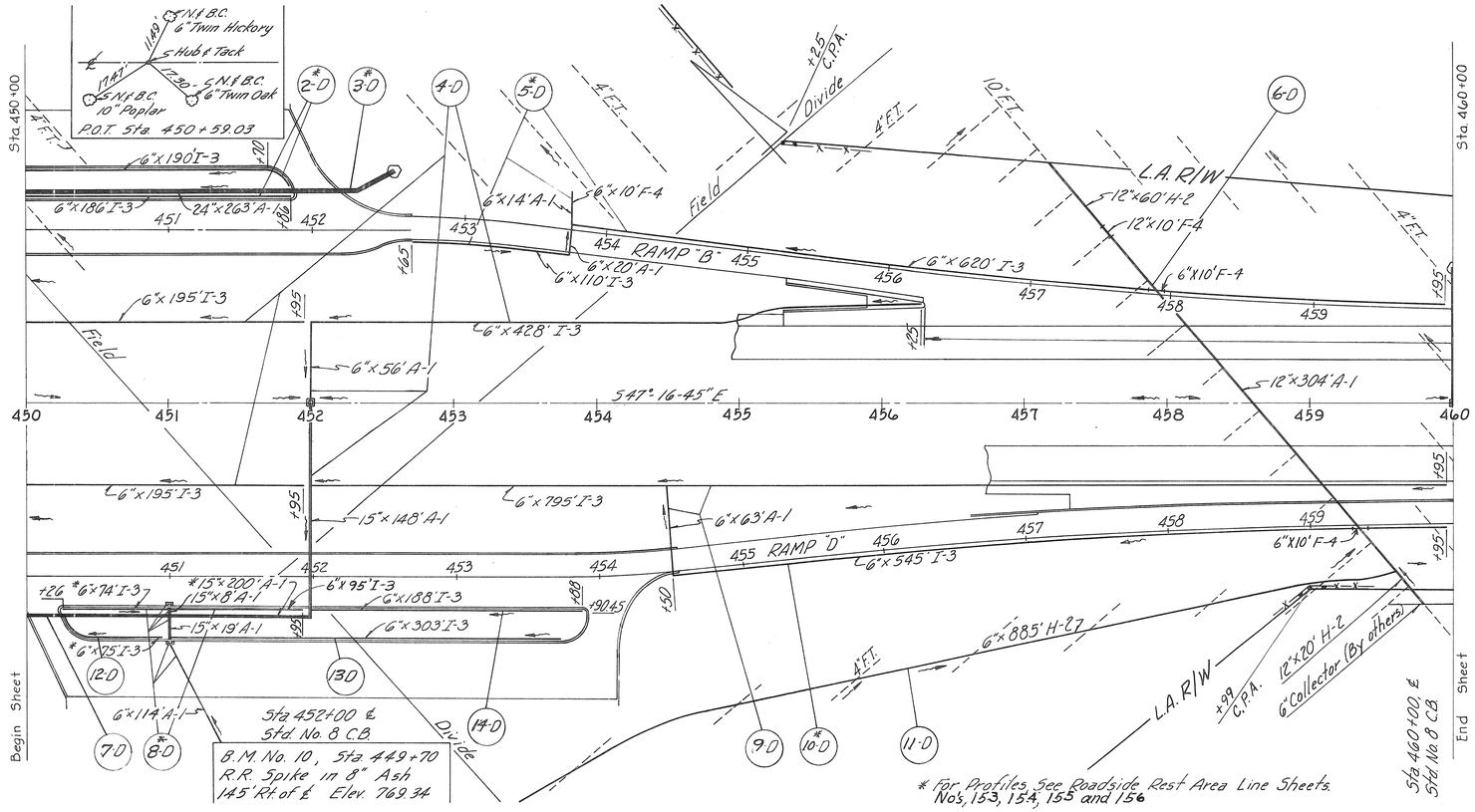

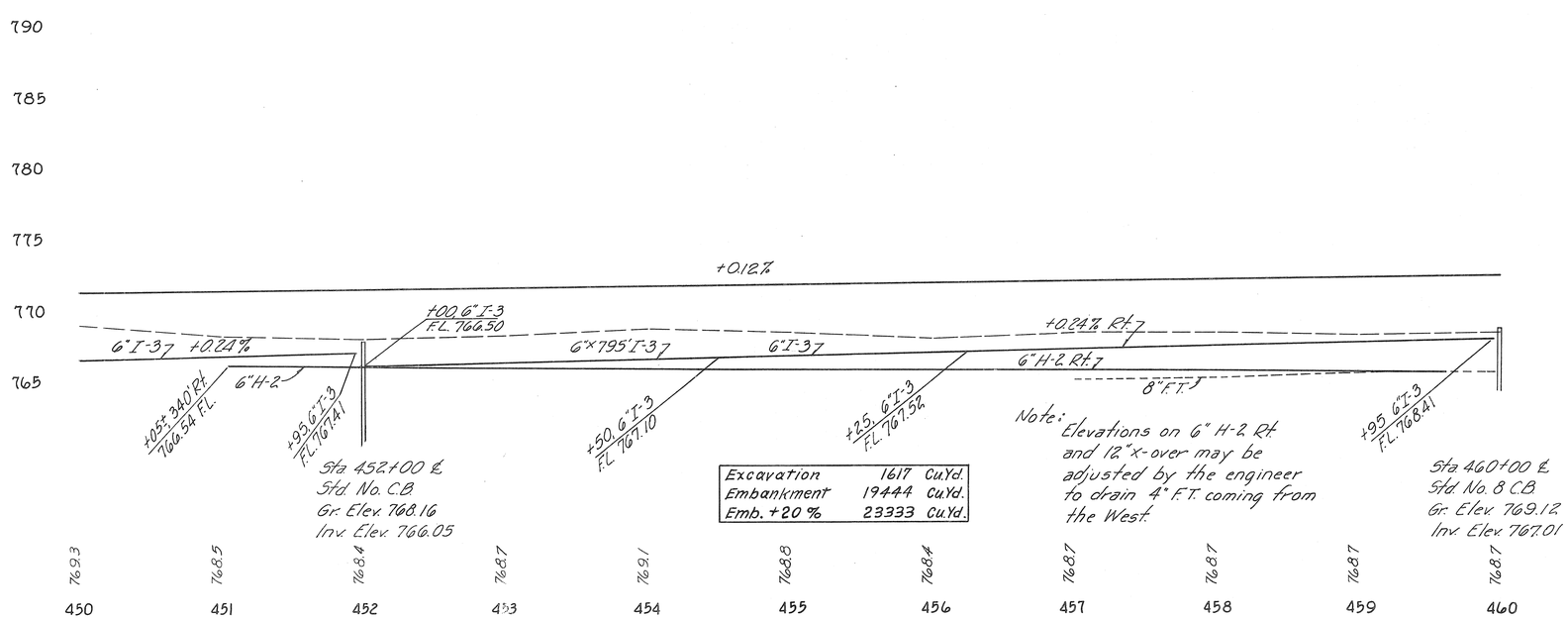

Excavation	1617	Cu.Yd.
Embankment	19444	Cu.Yd.
Emb. +20 %	23333	Cu.Yd.

DRAINAGE

Ref No.	Station From	Station To	Side	I-1 Pipe, Lin Ft. 15" A-1	12" A-1	6" A-1	24" F-4	12" H-2	6" H-2	6" I-3	I-5 Pipe Specials Each 6"x90°	6" on 6" Tee	6" on 15" Tee	6"x60°	15"x90°	6" on 15" Cross	15" on 15" Cross	24"x30"	4" on 6" Y	6" on 12" Y	I-8 Std. No. 8 Catch Basin Each	I-10 L-100 Dump Rock Fill C.Y.	I-10 L-100 Mat'ling Type S.Y.	I-10 Rip Rap S.Y.	I-10 Std. No. 8 Catch Basin Each
1-D	450+42	450+52	Rt.							6	3	2										6.7			
2-D	450+00	451+70	Lt.							376			4	1										5.07	1
3-D	450+00	452+58	Lt.							818	1												250		
4-D	450+00	456+25	Lt.						80	720	1	1						1			2				
5-D	452+65	459+95	Lt.							169	1	1				1									
6-D	457+18	459+72	Rt.							795	1		1						12	1					
7-D	450+00	452+00	Rt.							535								1							
8-D	450+26	451+95	Rt.						885																
9-D	452+00	459+95	Rt.							75			1												
10-D	454+50	459+60	Rt.							313															
11-D	451+05†	459+60	Rt.							188															
12-D	450+26	450+95								39.9	3	2	4	1	1	1	1	1	12	1	2				
13-D	451+00	453+9045								80															
14-D	454+00	453+88								885															
Totals				375	304	267	114	63	304	34	56														

* Stations on Rest Area Lt of ℄
** Stations on Ramp "B" ℄
** • Stations on Rest Area Rt of ℄
** • • Stations on Ramp "D" ℄

*** (I-D) See Roadside Rest Area Rt. Sheet No. 155

*E-9, Removal of Trees & Stumps, 27 each
* Carried from Sheet No. 155

Sta. 450+00 to Sta. 460+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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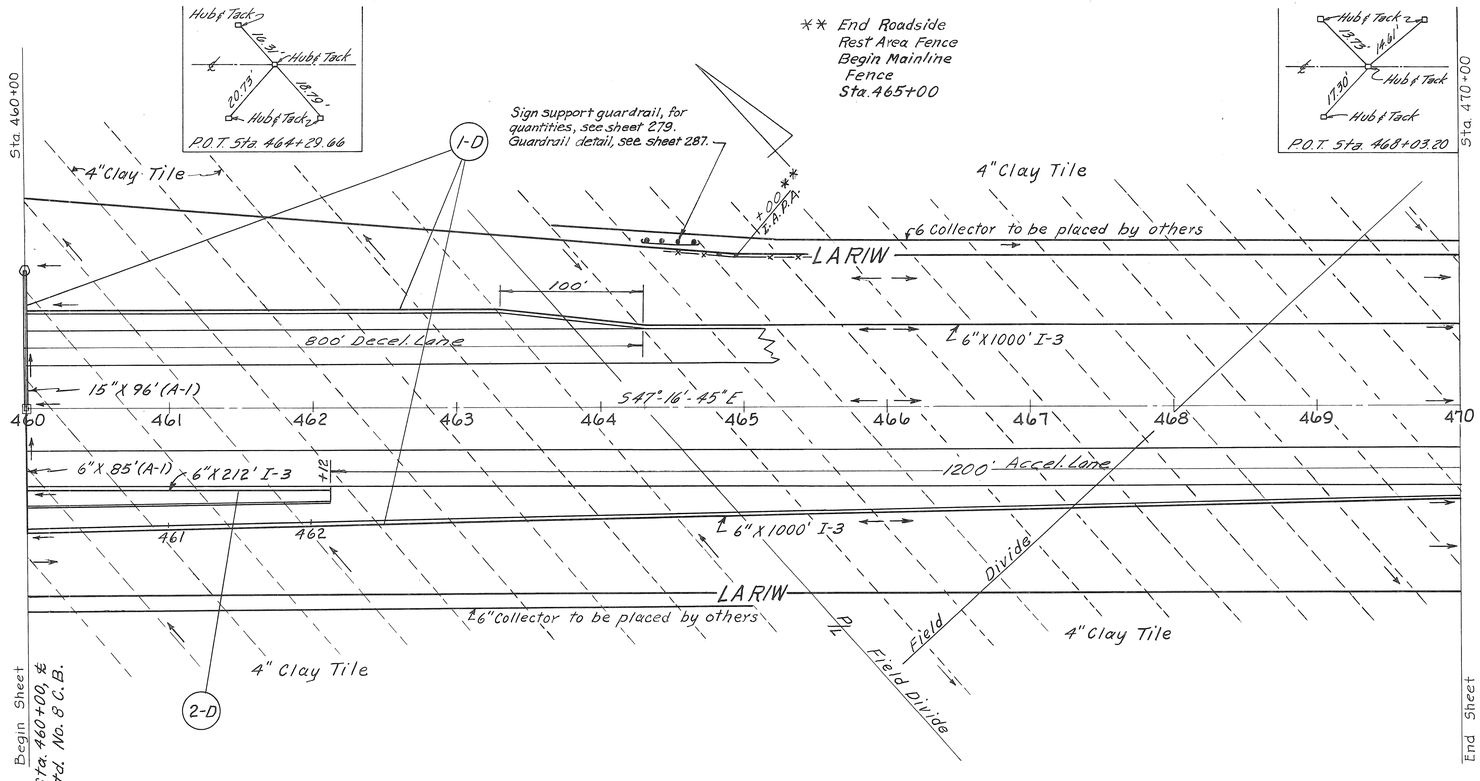

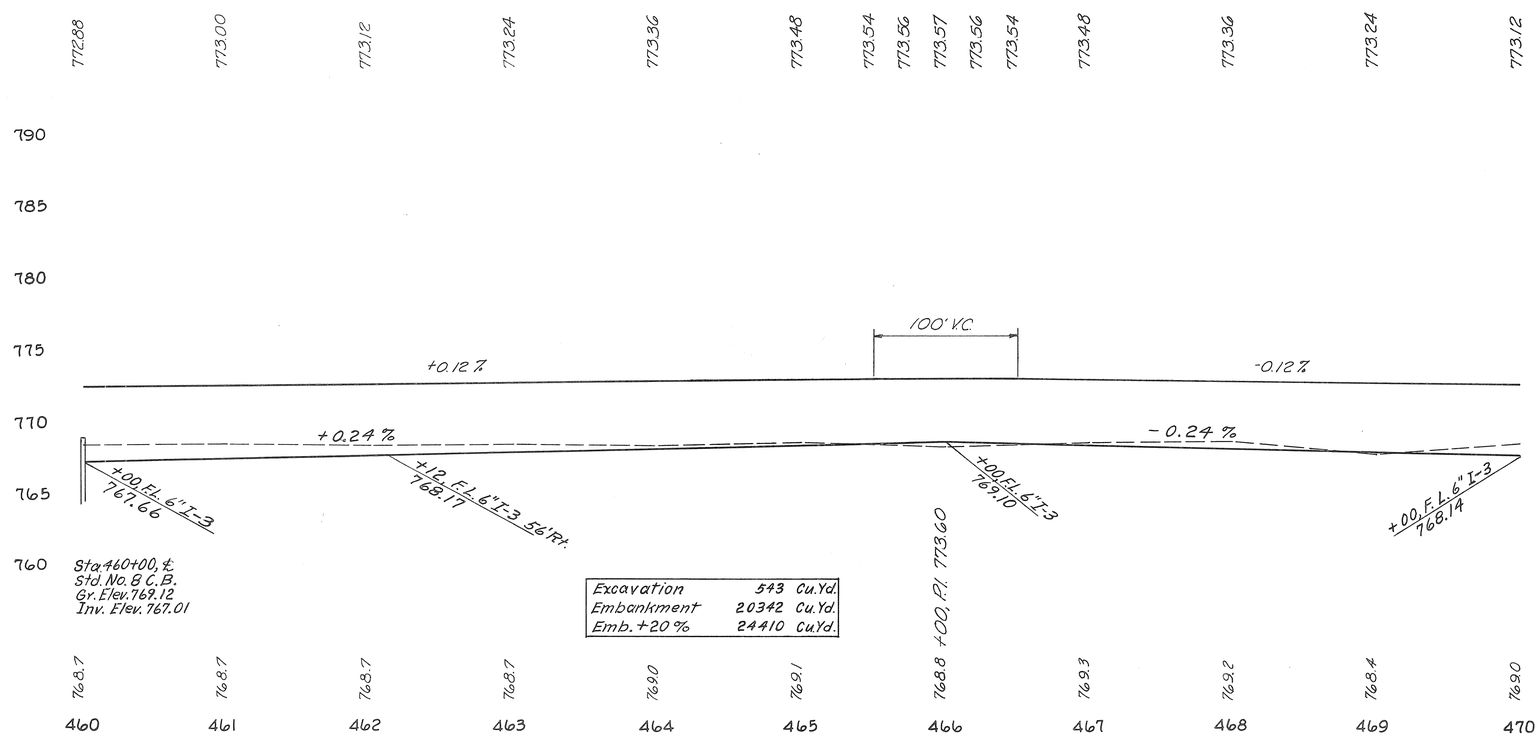

Excavation	543	Cu.Yd.
Embankment	20342	Cu.Yd.
Emb. +20%	24410	Cu.Yd.

DRAINAGE

REF. NO.	STATION From	STATION To	Side	I-1 Pipe Lin. Ft. A-1 6"	I-1 Pipe Lin. Ft. A-1 15"	I-1 Pipe Lin. Ft. I-3 6"	I-5 Pipe Specials Each, A-1 6"x90° Bend	6"x6" Tee	6"x15" Tee	I-8 Standard No.8 Catch Basins Each	I-10 6" Concrete Riprap Sq. Yd.	L-120 Jute Matting Sq. yd.
1-D	460+00	470+00	Lt&Rt.	85	96	2,000	1	1	1	1	2.14	250
2-D	460+00	462+12	Rt.			212						
Total				85	96	2212	1	1	1	1	2.14	250

Sta. 460+00 to Sta. 470+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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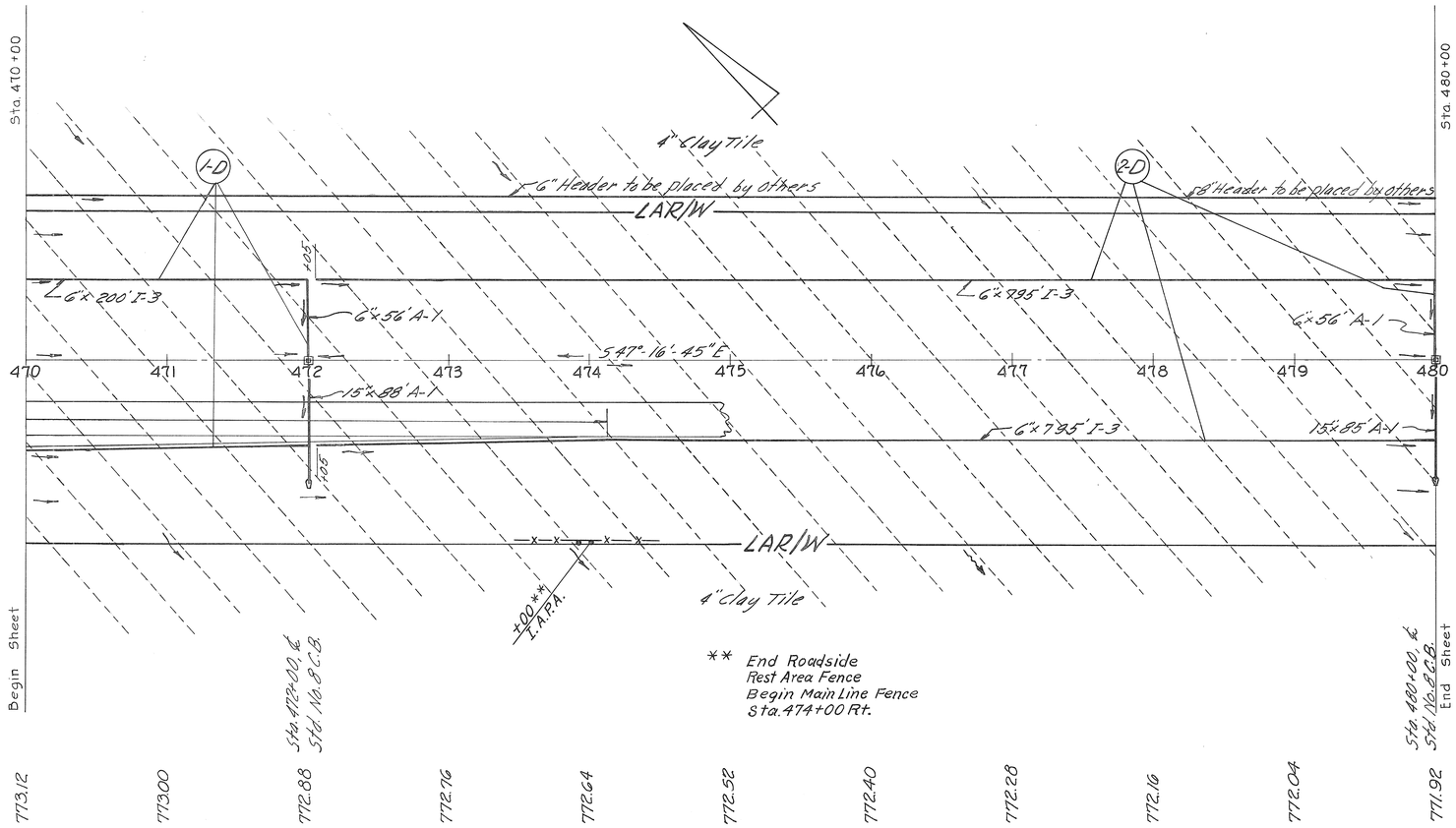

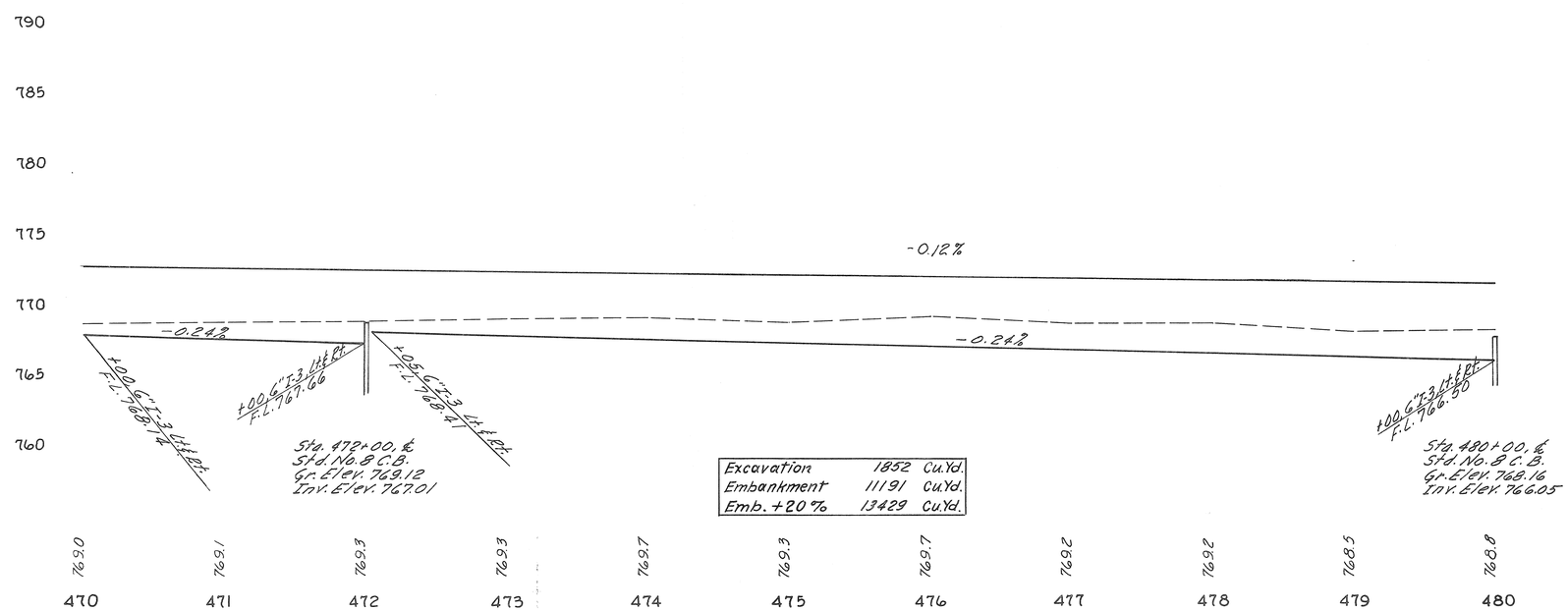

Excavation	1852	Cu.Yd.
Embankment	11191	Cu.Yd.
Emb. +20%	13429	Cu.Yd.

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"	I-3 6"	I-5 Pipe Specials Each A-1 6"x30" Bend	A-1 6" Long Tee	I-8 Std. No. 8 Catch Basin Each	I-10 6" Conc. Pip. Rap Sq. Yd.	C-120 Jute Matting Sq. Yd.
1-D	470+00	472+00	Lft. Rt.	56	88	400	1	1	1	2.14	250
2-D	472+05	480+00	Lft. Rt.	56	85	1590	1	1	1	2.14	250
Total				112	173	1990	2	2	2	4.28	500

Sta. 470+00 to Sta. 480+00

FED.RD. DIVISION	STATE	PROJECT		44
2	OHIO			

VAN WERT COUNTY
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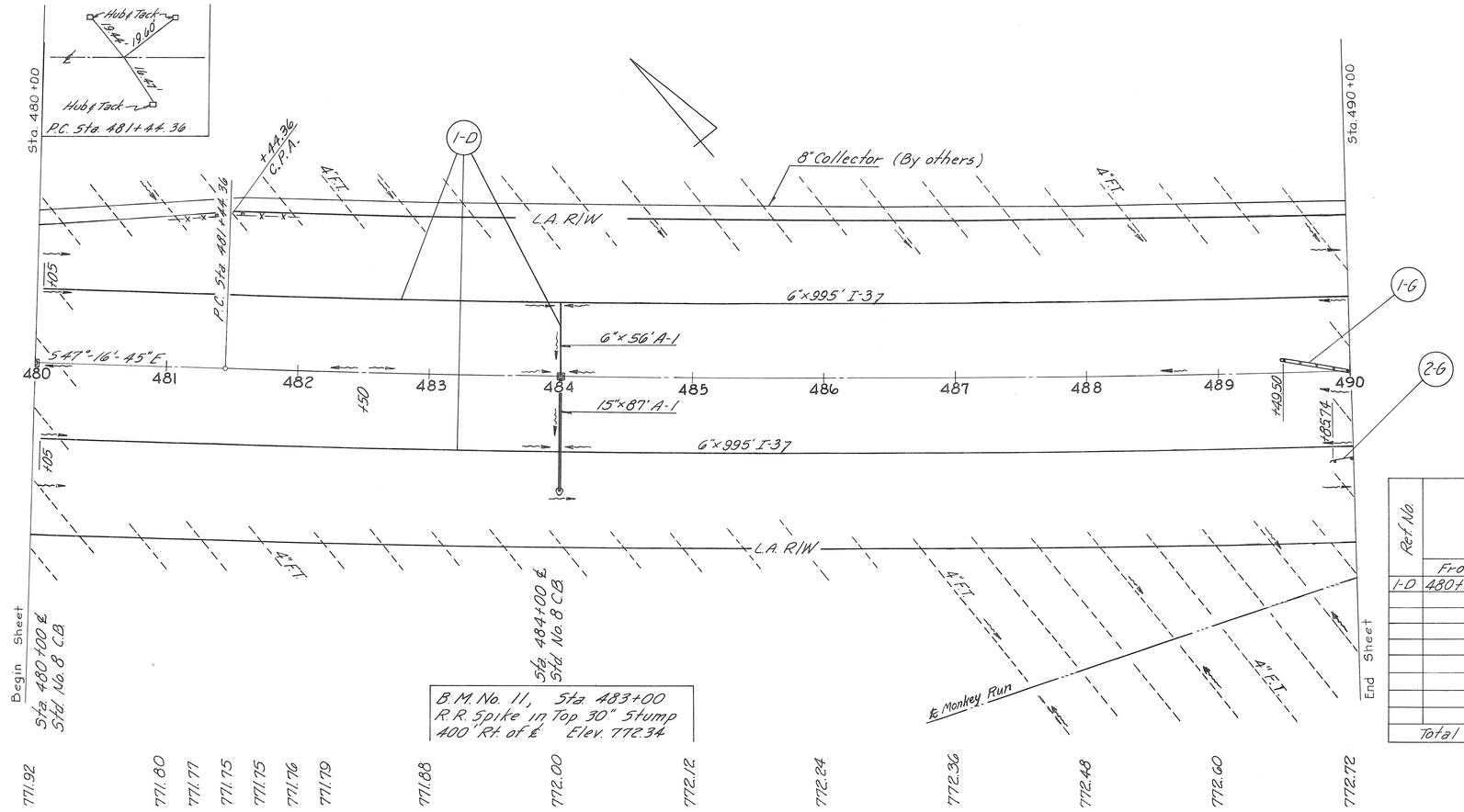

Excavation	2665	Cu.Yd
Embankment	12,921	Cu.Yd.
Emb. +20%	15,505	Cu.Yd.

GUARD RAIL

Ref. No.	Station From	Station To	Side	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Standard	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Barrier
1-G	489+49.50	490+00	℄		50.00
2-G	489+85.74	490+00	Rt.	14.26	
Total				14.26	50.00

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 6"	I-1 Pipe Lin. Ft. Class A-1 15"	I-1 Pipe Lin. Ft. Class I-3 6"	I-5 Pipe Specials Each, A-1 6"x6" Tee	I-5 Pipe Specials Each, A-1 6"x6" Cross	I-8 Standard No. 8 Catch Basin Each	I-10 6" Concrete Rip Rap Sq. Yd.	L-180 Jute Matting Sq. Yd.
1-D	480+05	490+00	L.&R.	56	87	1,990	1	1	1	2.14	250
Total				56	87	1,990	1	1	1	2.14	250

Sta. 480+00 to Sta. 490+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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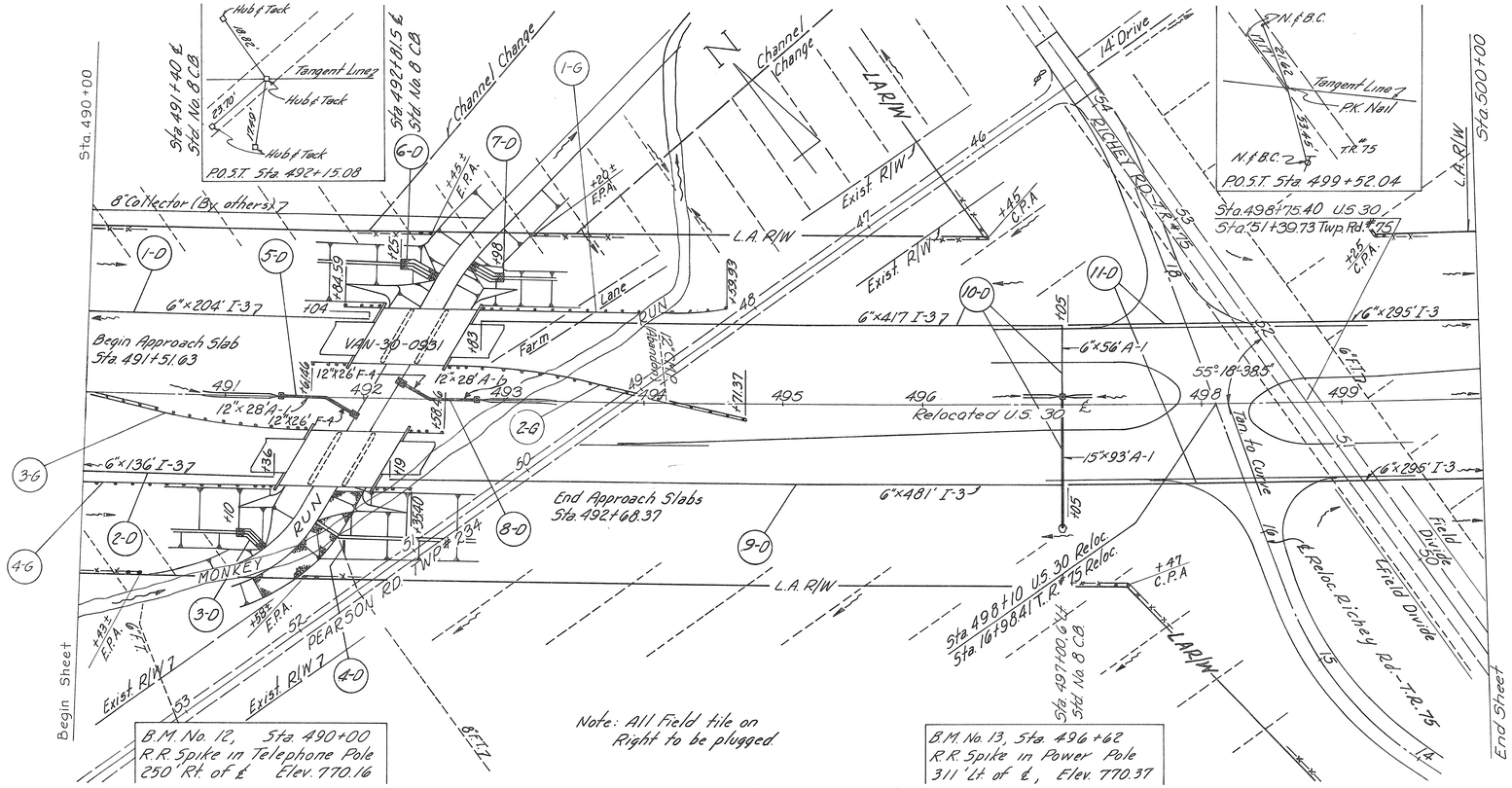

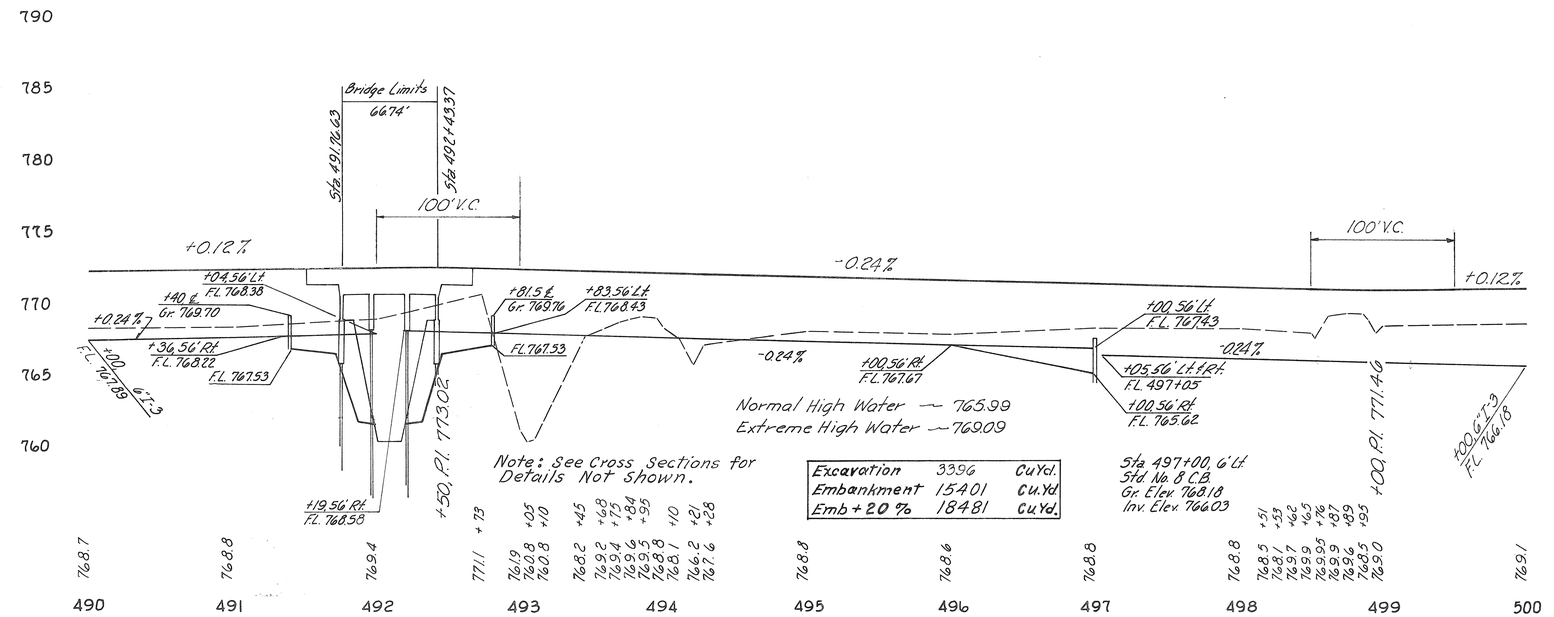

Pipe Specials

Ref No	Station From	Station To	Side	I-5 Pipe Specials A-1 6" Bend	A-1 6" 15°-90° Bend	A-1 6" Elbow 8" 15°-90° Tee	FA 12"x12"x8"	FA 12"x30"x8"	I-8 Std No. 8 C.B. Each	I-10 6" Conc. Rip Rap Sq. Yd.	I-10 C. A. S. P.	E-3 Channel Excavation Cu. Yd.	S-22 Rem. Rein. Conc. Flr. Sq. Yd.	L-10 Sodding Sq. Yd.	L-10 Mulching Sq. Yd.
1-D	490+00	492+04	Lt.												
2-D	490+20	491+36	Rt.												
3-D	491+10	491+35	Rt.												
4-D	491+87		Rt.												
5-D	491+40	491+95	℄ Lt. Rt.												
6-D	492+25	492+51	Lt.												
7-D	492+75	492+98	℄ Lt.												
8-D	492+25	492+81.5	℄ Lt. Rt.												
9-D	492+19	497+00	Rt.												
10-D	492+83	497+00	L.R.												
11-D	497+05	500+00	L.R.												
12-C	14+50	18+00	L.R.												
12-D	18+00	14+50	Rt.												
13-D	14+50		Rt.												
14-D	7+70		L.R.												
15-D	15+51		Rt.												
16-D	20+00		Rt.												
	Totals			1	1	1	1	1	22	3	1544	2933	340	44	411

Pipe, Lin. Ft. Class

Ref No	Station From	Station To	Side	F-4 6"	F-4 8"	F-4 12"	F-4 15"	H-2 10"	F-3 6"	I-1 Pipe, Lin. Ft. Class A-1 6"	A-1 8"	A-1 12"	A-1 15"
1-D	490+00	492+04	Lt.						204				
2-D	490+20	491+36	Rt.						136				
3-D	491+10	491+35	Rt.										
4-D	491+87		Rt.									28	
5-D	491+40	491+95	℄ Lt. Rt.		10								
6-D	492+25	492+51	Lt.			26							
7-D	492+75	492+98	℄ Lt.									28	
8-D	492+25	492+81.5	℄ Lt. Rt.				26						
9-D	492+19	497+00	Rt.						481				93
10-D	492+83	497+00	L.R.						417	56			
11-D	497+05	500+00	L.R.						590				
12-C	14+50	18+00	L.R.								56		
12-D	18+00	14+50	Rt.									84	
13-D	14+50		Rt.										
14-D	7+70		L.R.								56		
15-D	15+51		Rt.										
16-D	20+00		Rt.										
	Totals			10	10	26	26	10	1828	56	56	140	93

PEARSON ROAD

RICHEY ROAD

Guard Rail

Ref No	Station From	Station To	Side	I-15 Guard Rail Steel Beam Type (Orea) Lin. Ft. Straight	I-15 Guard Rail Steel Beam Type (Orea) Lin. Ft. Barrier
1-G	491+84.59	491+94.93	Lt.	208.26	
2-G	491+96.46	491+71.37	℄ Lt.	145.76	100.00
3-G	491+00	492+53.46	℄ Rt.	145.76	50.00
4-G	490+00	492+35.40	Rt.	149.00	
Total				668.78	150.00

Side Approaches

Ref No	Station	Side	B-19 F-1 Aggregate C.I. Base 6"	B-19 F-1 Aggregate C.I. Base C-4 12"	Remarks	Length LF	Width LF
1-A	15+50 Pearson	Lt.	152	458		46	12
2-A	8+90 Richey	Rt.	161		Fld. Dr.	50	12
3-A	19+34 Richey ℄	Rt.	344		Fld. Dr.	100	12
	19+57 Richey				Temp. Drives		
Total			857	82			

E-10 Removal of Residence Parcel No. 117WL
* Shall include Removal & Disposal of Conc. footers, etc.

PROPOSED STRUCTURE

TYPE: Continuous Reinf. Concrete Slab with Capped Pile Substructure
SPANS: 20'-25'-20' ℄ brgs.
ROADWAYS: Two - 40'-0" ℄ Guardrails
LOAD FREQUENCY: CF = 2000 (57)
SKEW: 30° L.F.
WEARING SURFACE: 1" Monolithic Conc.
APPR. SLABS: AS-1-54 (25' long)
ALIGNMENT: 0°24' Curve left
SUPERELEVATION: None

Sta. 490+00 to Sta. 500+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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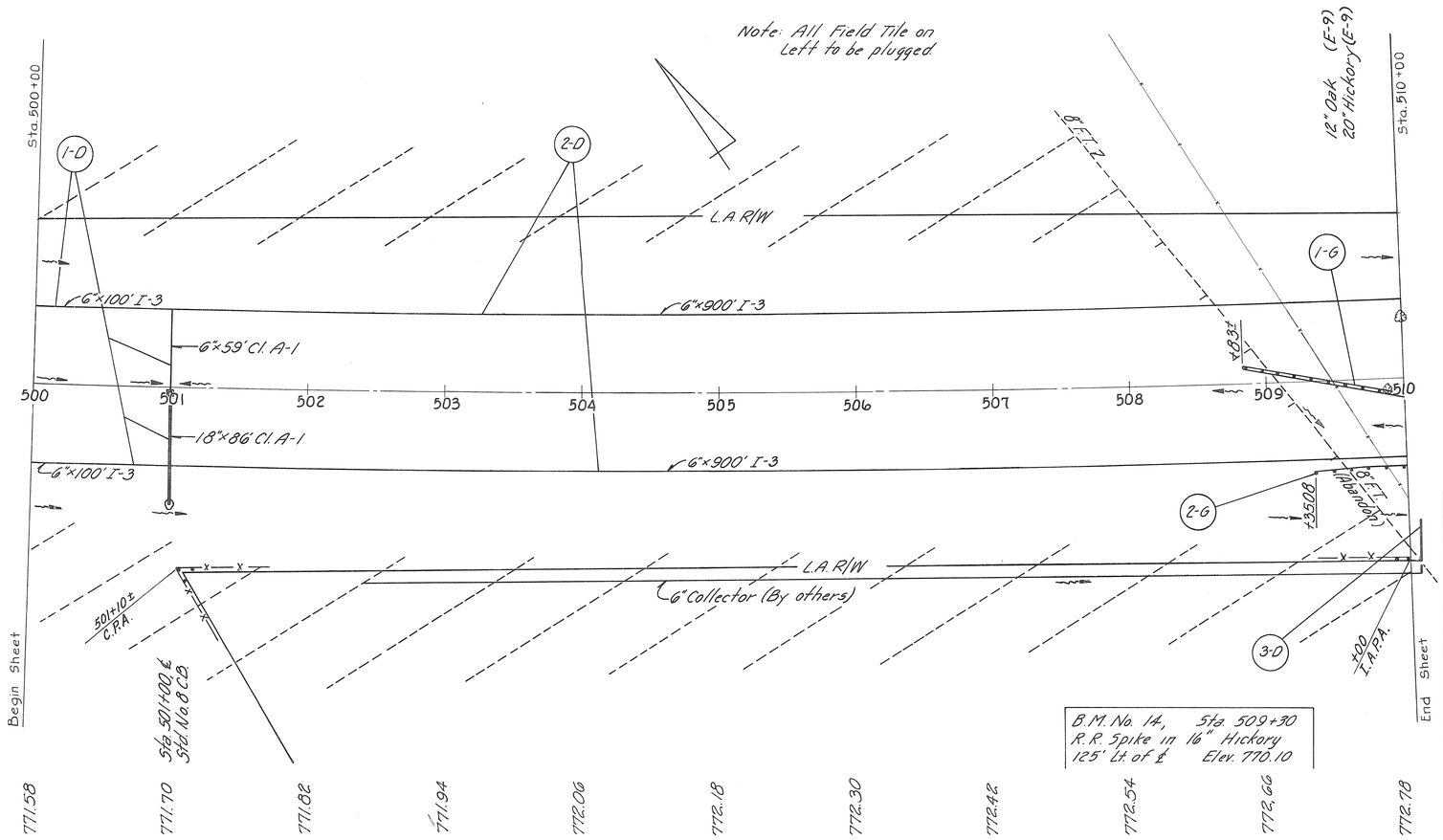
VAN WERT COUNTY
VAN-30-4.06

GUARD RAIL

Ref. No.	Station From	Station To	Side	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Standard	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Barrier
1-G	508+83±	510+00	℄	18.0	100.0
2-G	509+3508	510+00	Rt.	64.92	
Totals				82.92	100.0

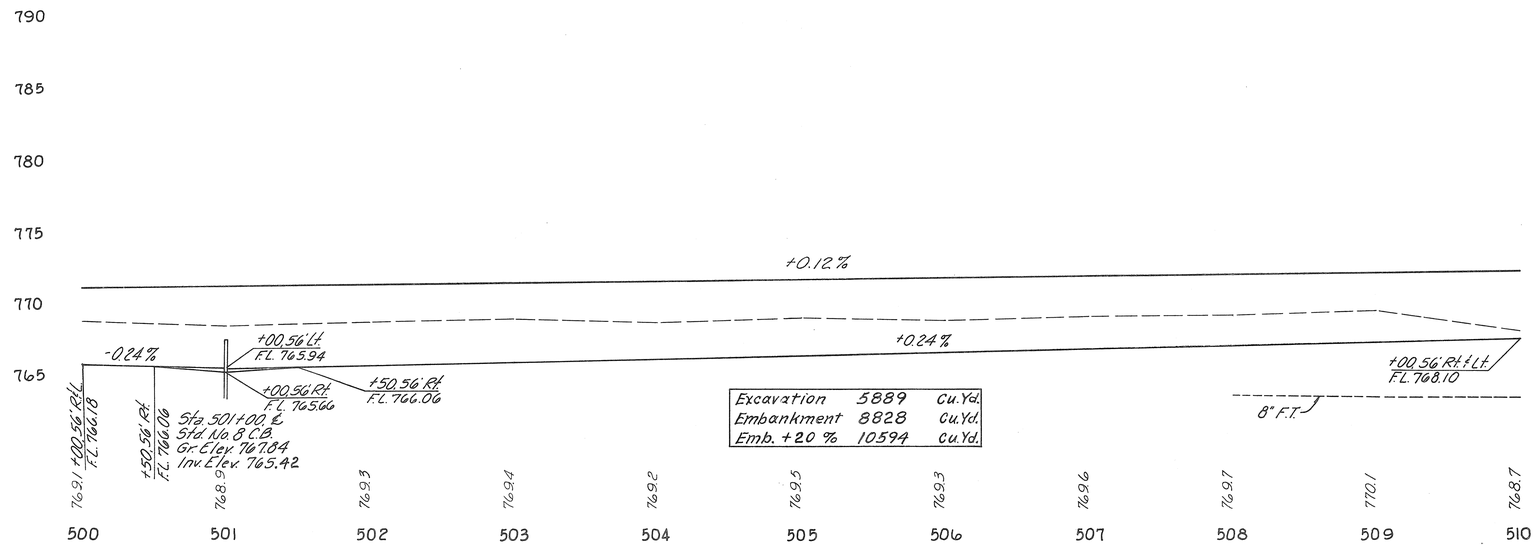
DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 18"	F-4 8"	H-2 8"	I-3 6"	I-5 Pipe Specials A-1 6" on 6" Tee	A-1 Wye 18" Cross	I-8 Std. No. 8 Catch Basin Each	I-10 6" Concrete Rip Rap Sq. Yd.	L-120 Jute Matting Sq. Yd.
1-D	500+00	501+00	Lt.&Rt.	59	86			200	1	1	1	2.14	250
2-D	501+00	510+00	Lt.&Rt.					1800					
3-D	510+08		Rt.			10	20						
Totals				59	86	10	20	2000	1	1	1	2.14	250



B.M. No. 14, Sta. 509+30
R.R. Spike in 16" Hickory
125' Lt. of ℄ Elev. 770.10

E-9 Removal of Trees and Stumps 2 ea.



Sta. 500+00 to Sta. 510+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.06

GUARD RAIL

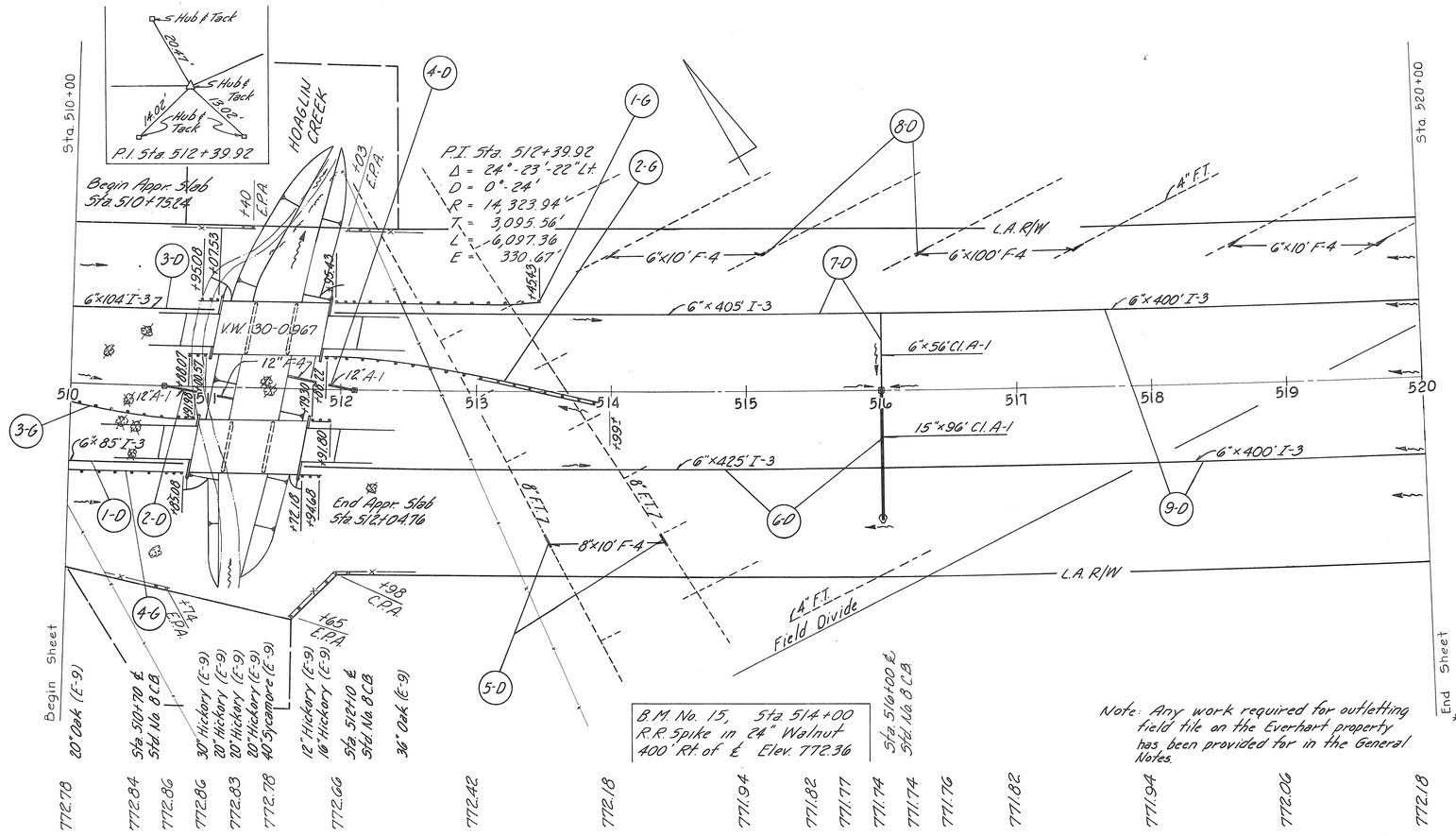
Ref. No.	Station From	Station To	Side	I-5 Guard Rail Steel Beam Type (Deep) Lin. Ft. Standard	Barrier
1-G	510+95.08	513+45.43	Lt.	170.48	
2-G	510+88.07	513+99 ±	Lt.	132.98	100.0
3-G	510+00	511+91.80	Rt.	114.98	
4-G	510+00	511+94.68	Rt.	105.56	
Totals				524.00	100.0

DRAINAGE

Ref No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 12"	A-1 15"	F-4 6"	F-4 8"	F-4 12"	I-3 6"	I-5 Pipe Special 30° Bend F-4 12"	I-5 Pipe Specials A-1 6" on 15" Cross	A-1 6" on 6" Tee	I-8 Standard No. 8 Catch Basin Each	I-10 6' Concrete Rip Rap Sq.Yd.	L-120 Jute Matting Sq.Yd.
1-D	510+00	510+85	Rt.							85						
2-D	510+70	511+10±	℄		30				22		2			1		125
3-D	510+00	511+04	Lt.							104						
4-D	511+70±	512+10	℄		30				22		2			1		125
5-D	513+50	514+36	Rt.					20								
6-D	511+75	516+00	Rt.			96				425		1		1	2.14	250
7-D	511+95	516+00	Lt.	56						405			1			
8-D	514+00	521+00	Lt.				70*									
9-D	516+00	520+00	Lt/R							800						
Totals				56	60	96	70	20	44	1819	4	1	1	3	2.14	500

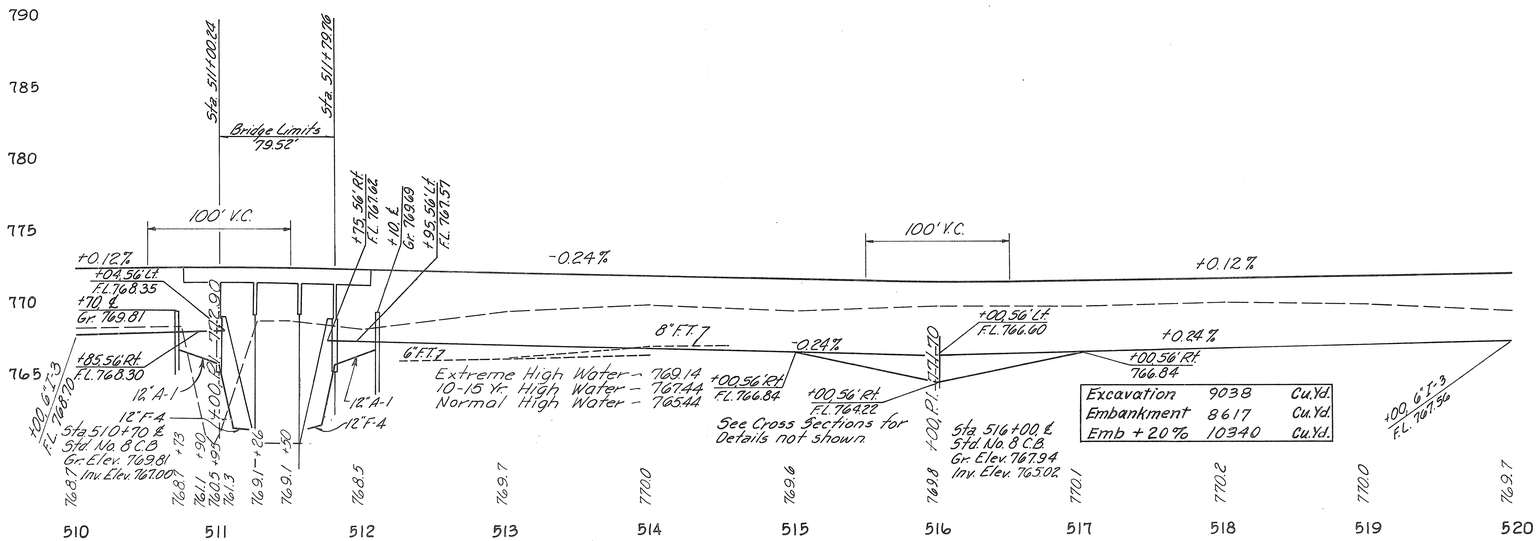
*Estimated for outletting 4" F.T.

E-9 Removal of Trees & Stumps 9 ea.



B.M. No. 15, Sta. 514+00
R.R. Spike in 24" Walnut
400' Rt. of ℄ Elev. 772.36

Note: Any work required for outletting field tile on the Everhart property has been provided for in the General Notes.



PROPOSED STRUCTURE

TYPE: Continuous Reinf. Conc. Slabs with Capped Pile Substructure
SPANS: 24'-30'-24' % Brgs.
ROADWAY: Two - 40'-0" ℄ Guard Rail
LOAD FREQUENCY: CF = 2000 (57)
SKEW: 10° L.F.
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: 00°-24' curve left
SUPERELEVATION: None

Sta. 510+00 to Sta. 520+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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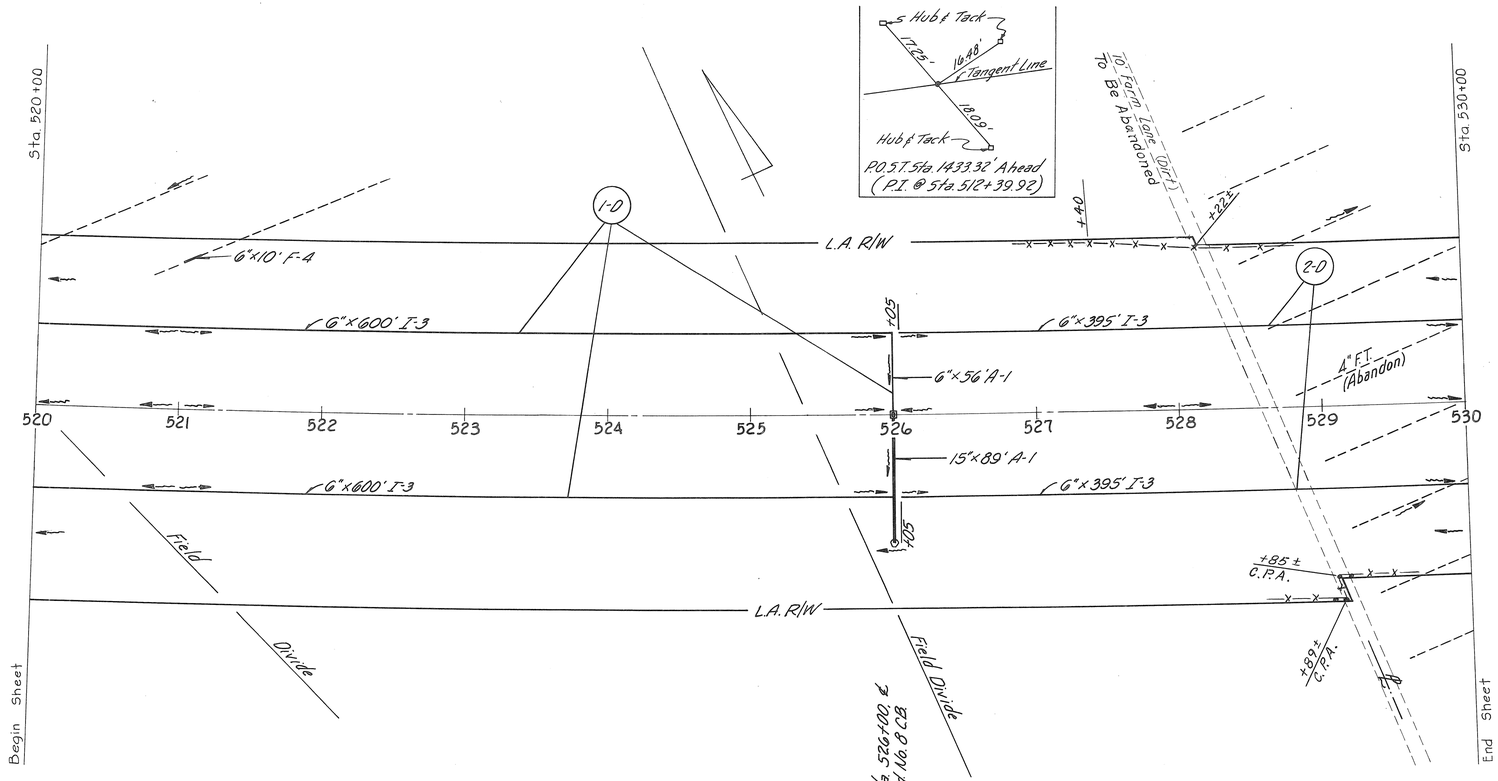
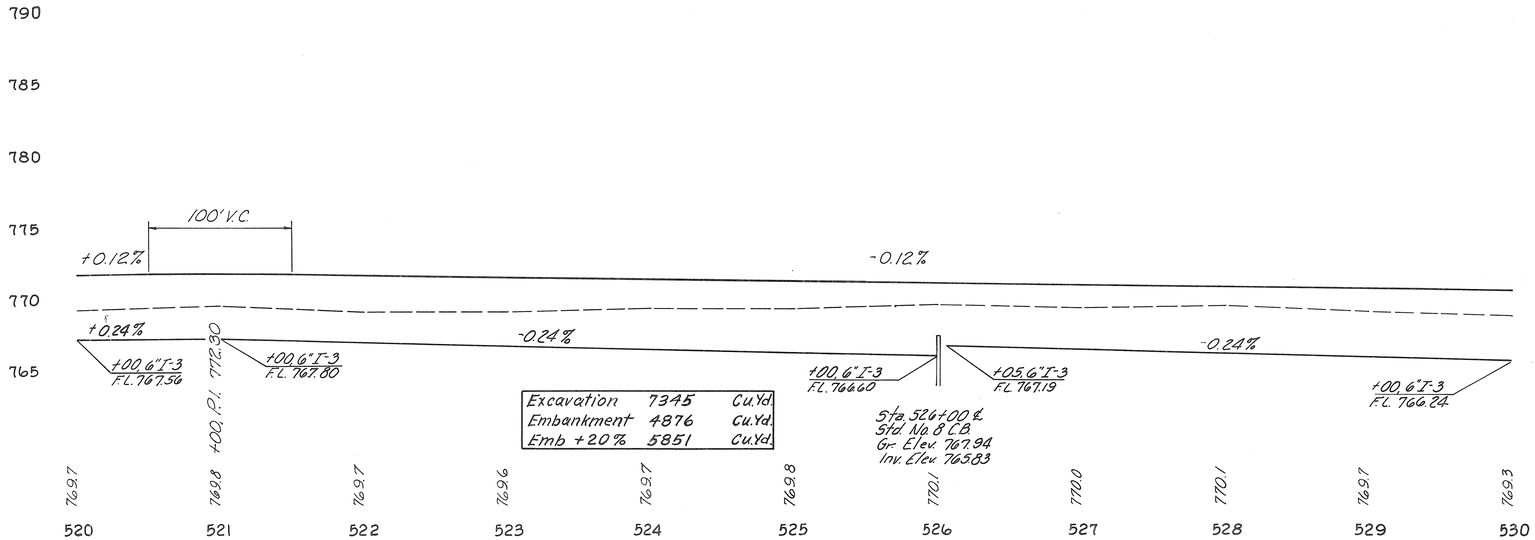
VAN WERT COUNTY
VAN-30-4.06



DRAINAGE

Ref. No	Station From	Station To	Side	I-1 Pipe Lin. Ft A-1 6"	I-1 Pipe Lin. Ft A-1 15"	I-1 Pipe Lin. Ft I-3 6"	I-5 Pipe Specials Each, A-1 6-30° Bend	I-5 Pipe Specials Each, A-1 6 on 15° Tee	I-8 Standard No. 8 Catch Basin Each	I-10 6" Concrete Rip Rap Sq. Yd.	L-120 Jute Matting Sq. Yd.
1-0	520+00	526+00	L.&R.	56	89	1200	1	1	1	2.14	250
2-0	526+05	530+00	L.&R.			790					
Totals				56	89	1990	1	1	1	2.14	250



Sta. 520+00 to Sta. 530+00

F.ED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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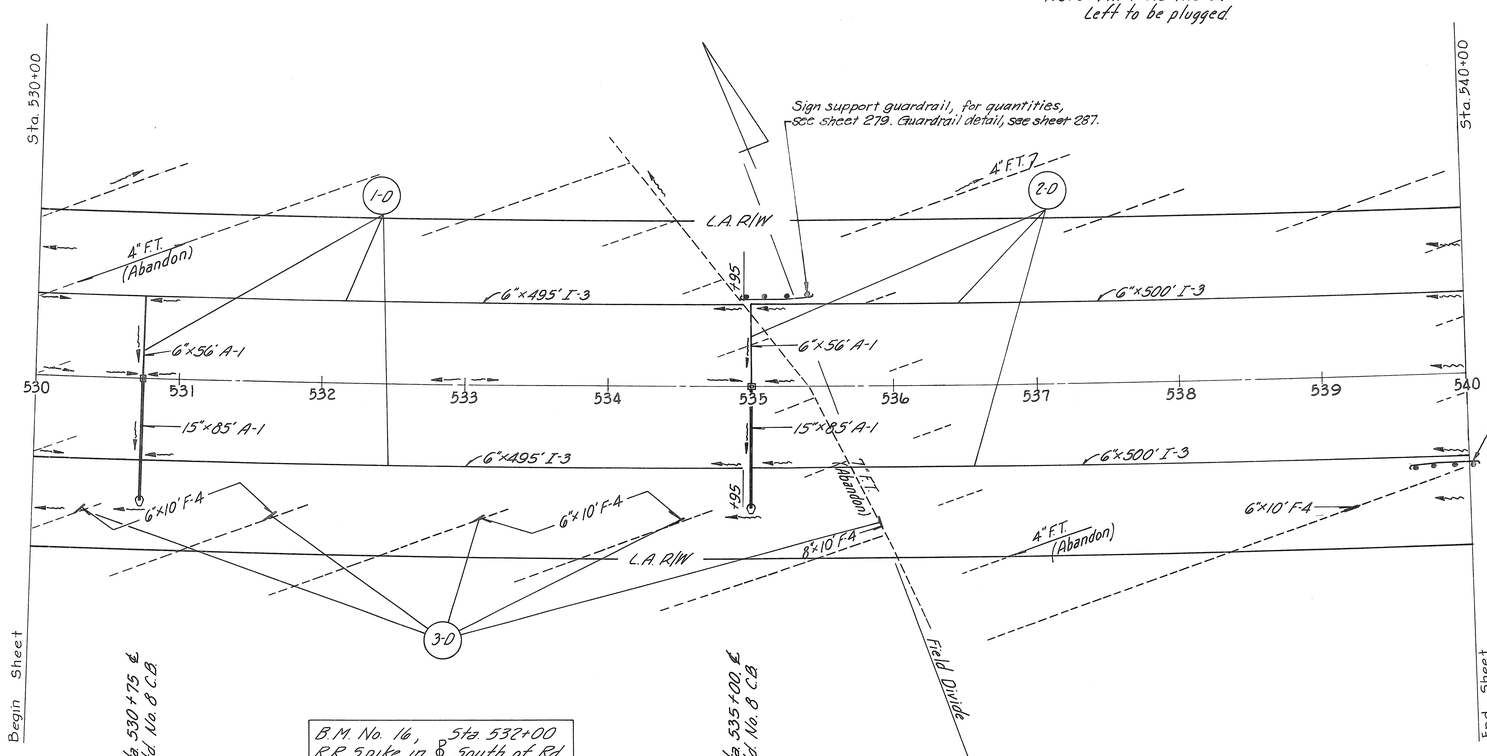
Note: All Field Tile on Left to be plugged



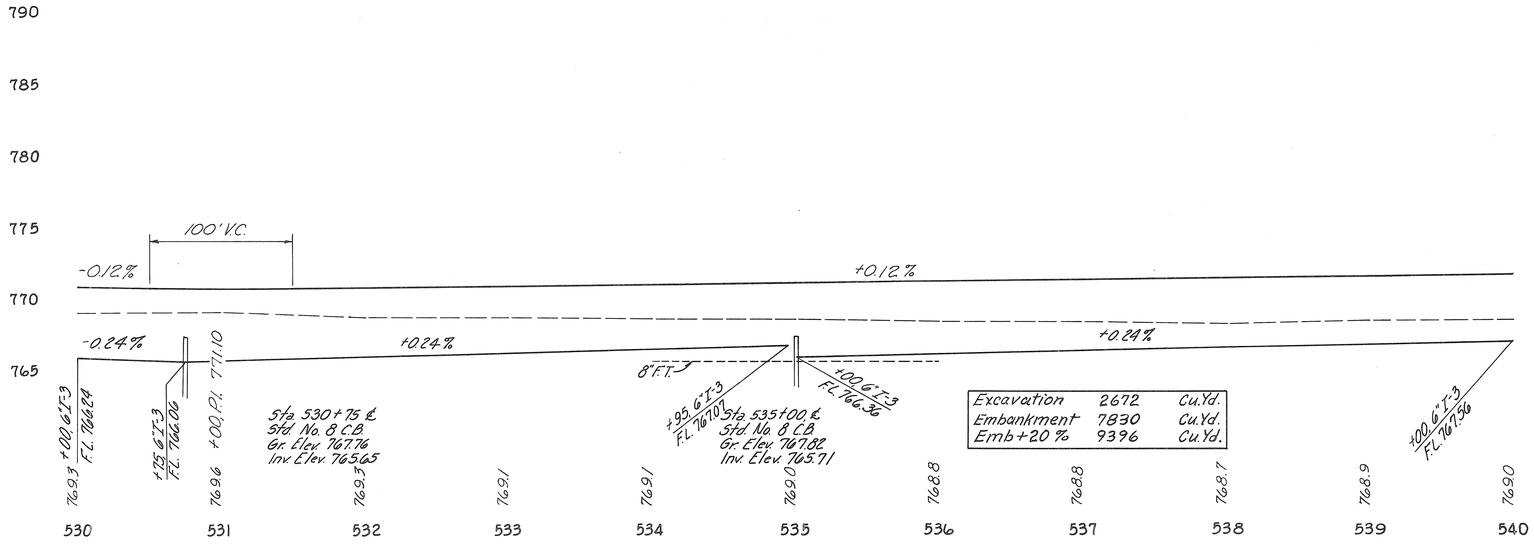
B.M. No. 16, R.R. Spike in ϕ 710' Rt. of ℄ Sta. 532+00 South of Rd. Elev. 771.44

Sign support guardrail, for quantities, see sheet 279. Guardrail detail, see sheet 287

DRAINAGE

Ref. No	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"	F-4 6"	F-4 8"	I-3 6"	I-5 Pipe Specials Each, A-1 6"×30° Bend	6"×6" Tee	6"×15" Tee	6"×15" Cross	I-8 Standard No. 8 Catch Basins Each	I-10 6" Concrete Rip Rap Sq. Yd.	L-120 Jute Matting Sq. Yd.
1-0	530+00	534+95	Lt.R.	56	85			990		1		1	1	2.14	250
2-0	535+00	540+00	Lt.R.	56	85			1,000	1		1		1	2.14	250
3-0	530+00	540+00	Rt.			50*	10								
Total				112	170	50	10	1990	1	1	1	1	2	4.28	500

* Estimated for outletting 4" F.T.



Sta. 530+00 to Sta. 540+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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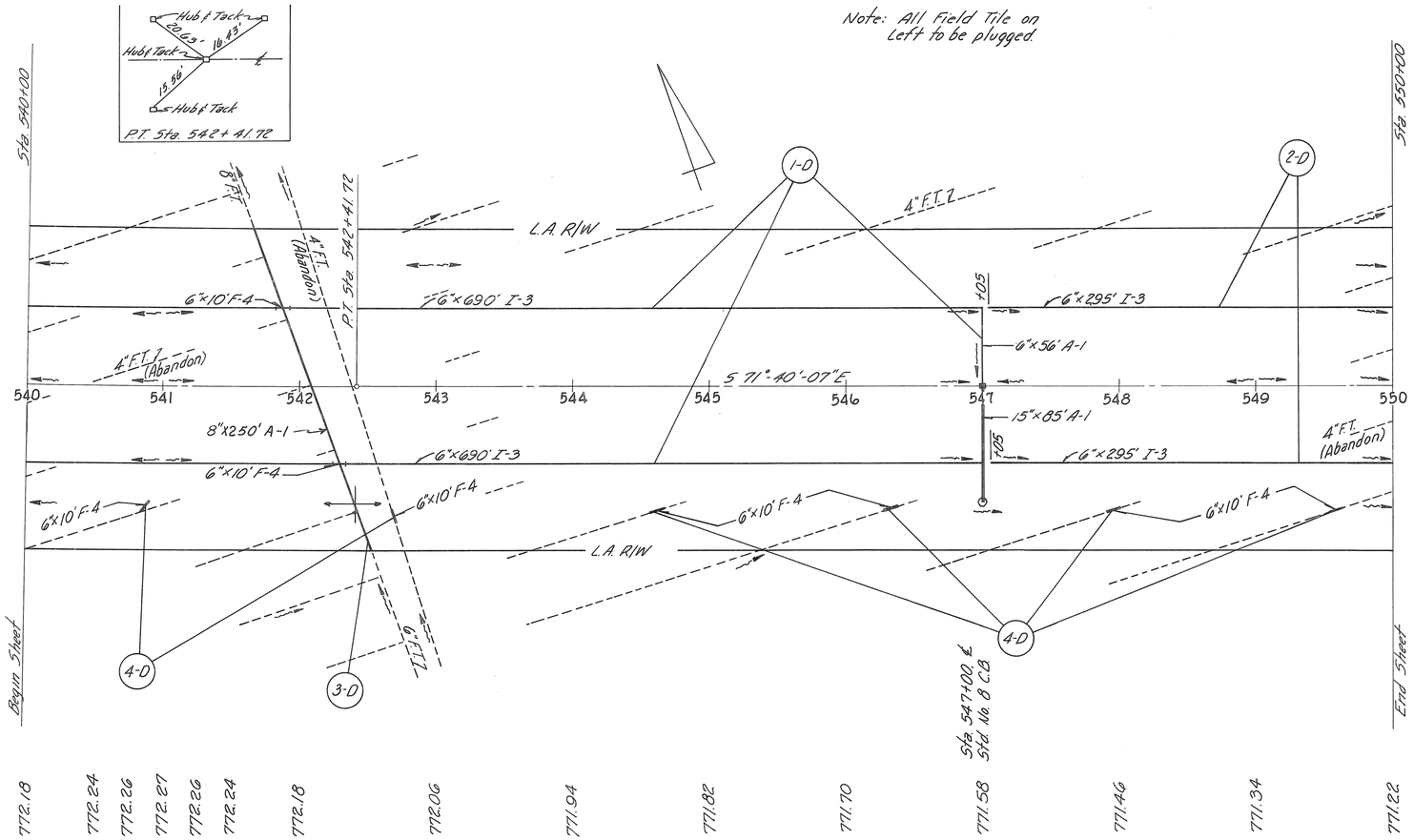
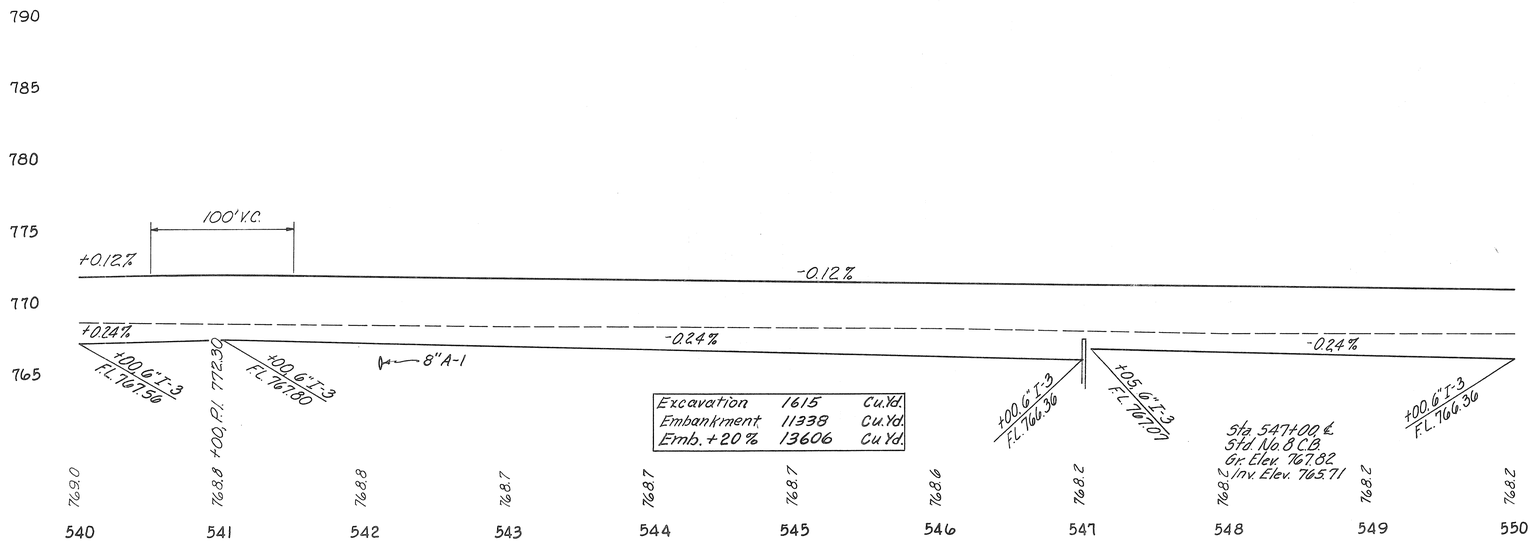


DRAINAGE

Ref. No	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 8"	A-1 15"	F-4 6"	I-3 6"		I-5 Pipe Specials Each. A-1 6"x90° Bend	4" on 8" Tee	6" on 15" Tee			I-8 Standard No. 8 Catch Basin Each	I-10 6" Concrete Rip Rap Sq. Yd.	L-120 Jute Matting Sq. Yd.
1-D	540+00	547+00	Lt.R	56		85	20	1,380		1		1			1	2.14	250
2-D	547+05	550+00	Lt.R					590									
3-D	541+65	542+55	Lt.R		250						1						
4-D	540+00	550+00	Rt.				60*										
Totals				56	250	85	80	1,970		1	1	1			1	2.14	250

* Estimated for outletting 4" F.T.



Sta. 540+00 to Sta. 550+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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SIDE APPROACHES

Ref. No.	Station	Side	B-19 Aggregate Base Cu. Yd. 6"			I-1 C-1 C-4 Lin.Ft. 12"	Remarks	Length	Width
1-A	16+00 Terry Rd.	Lt.	12.3			36	Fld. Dr.	45	12
Totals			12.3			36			

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin.Ft. A-1 15"	A-1 36"	A-1 48"	F-4 6"	F-4 10"	I-3 6"	I-5 Pipe Each A-1 6'x48" Cross	I-5 Pipe Each A-1 18"x30" Bend	E-8 Rem. Exist. Conc. Walk S.Y.	S-22 Rem. & r. Exist. Str. Lump	I-8 Std. No. 8 C.B. Each	I-16 C.B. Abandon Each	S-24 Rem. Exist. Structure Lump	E-12 Pipe Rem. 15" Under- L.F.	I-10 6" Concrete Rip Rap S.Y.	I-10 C.A.S.P. S.Y.	L-10 Sodding S.Y.	L-120 Jute Matting S.Y.
13-C	555+50		Lt.R			172				2	2							3798	55	92	
1-D	550+00	560+00	Lt.						1000												
2-D	554+50		Lt.	93										1							250
3-D	550+00	555+70	Rt.						570												
4-D	551+30	554+80	Rt.				20	10													
5-D	555+55	557+00	Rt.	145							1			1							125
6-D	555+70	560+00	Rt.						430												
7-D	556+06.50		Rt.													Lump					
LIBERTY UNION RD. & PEARSON RD.																					
14-C	24+71.17	T.R. #160			104										1			39.2	7.3	36	
8-D	49+03	C.R. #77													1		20				
9-D	57+15	C.R. #77	Rt.									14.4	88* Lump								
Totals				238	104	172	20	10	2000	2	2	1	14.4	Lump	2	2	Lump	20	77.18	128	128	375

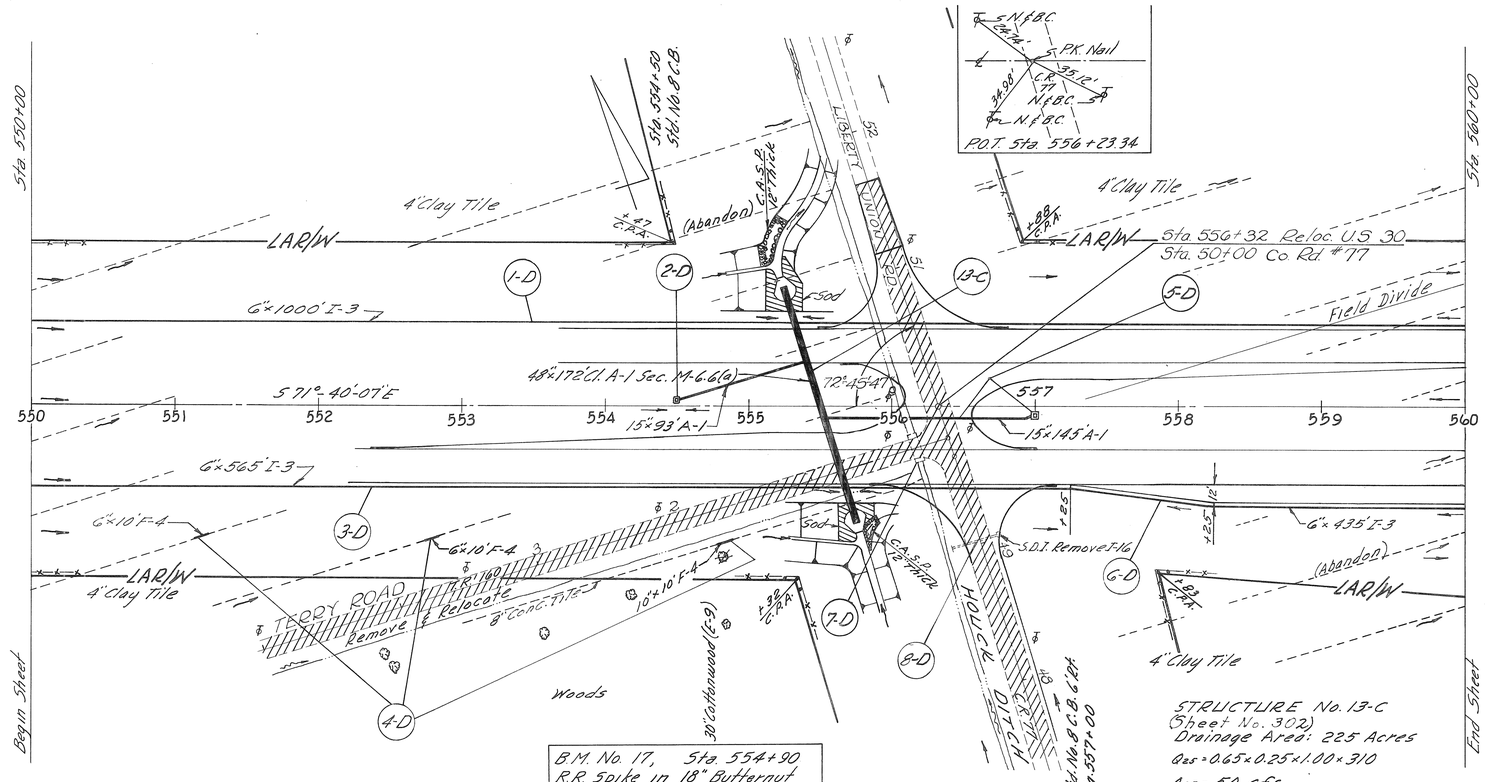
* Estimated Quantities for Field Tile Outlet.

I-5, Special-Abandoned Well Sta. 57+15 Rt.

E-9 Removal of Trees and Stumps
U.S.R. 30 Main Line 1 Each
Terry Rd. 17 Each
Total 18 Each

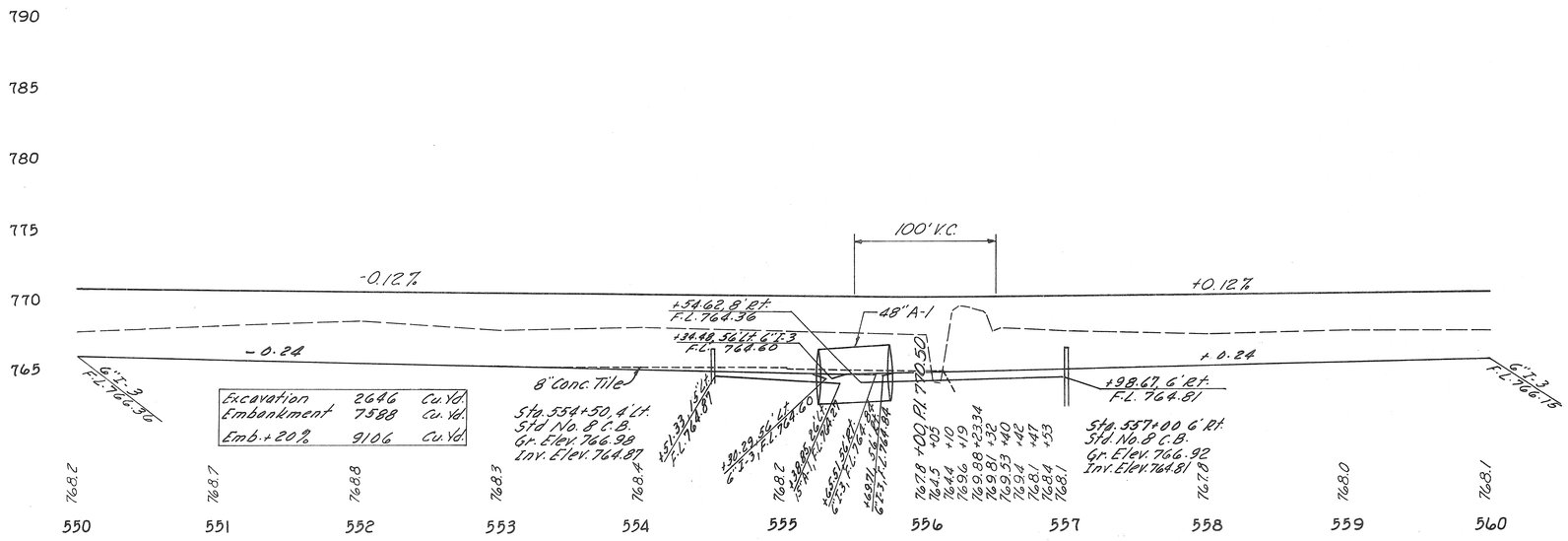
E-10 Remove 1½ sty. Frame House Parcel No. 123

** Shall include the Removal & Disposal of found. walls, front conc. steps, etc.



B.M. No. 17, Sta. 554+90
R.R. Spike in 18" Butternut
150' Rt. of ℄ Elev. 769.09

STRUCTURE No. 13-C
(Sheet No. 302)
Drainage Area: 225 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 310$
$Q_{25} = 50$ c.f.s.



Sta. 550+00 to Sta. 560+00

FED.RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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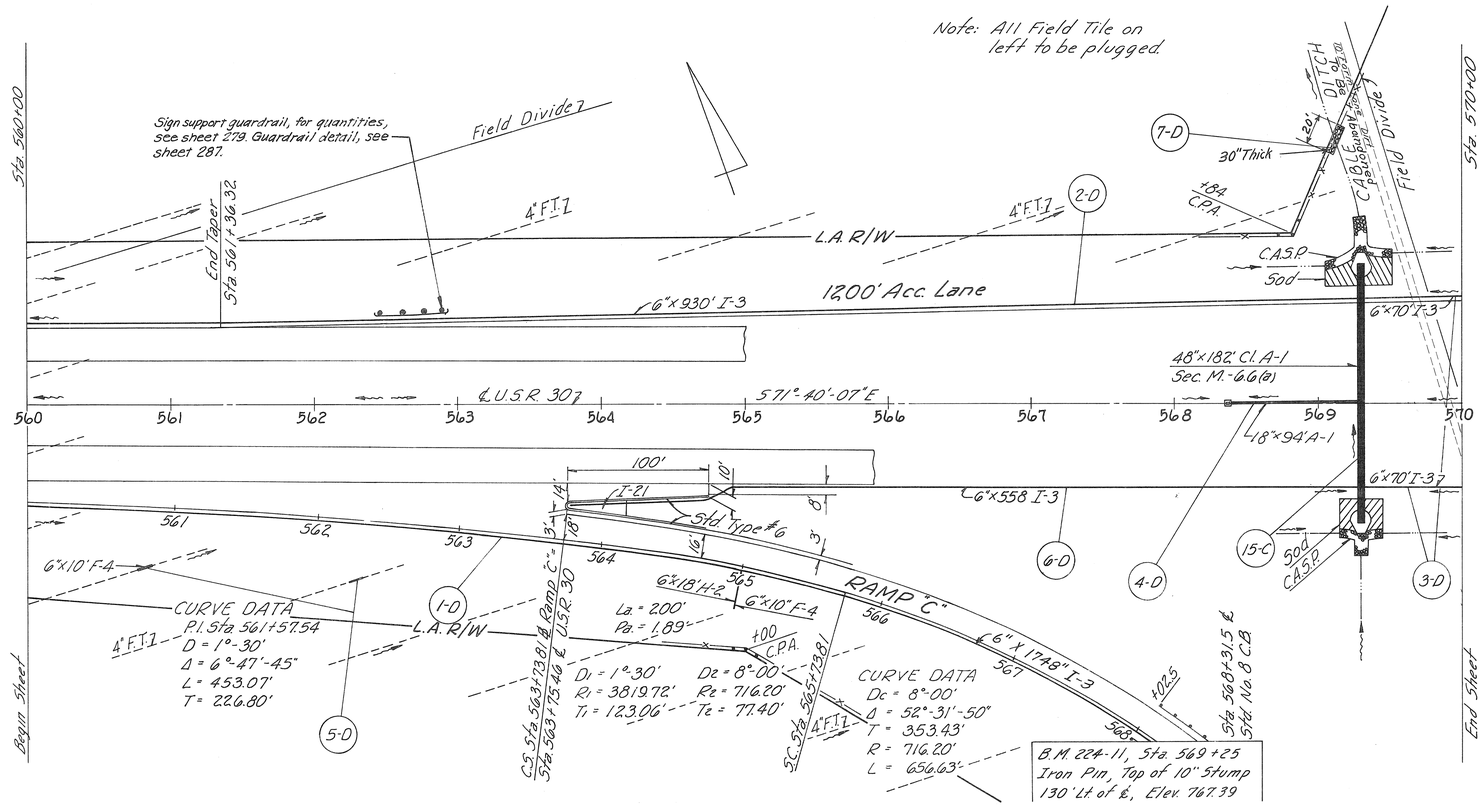
STRUCTURE - 15-C (See Sheet 304)

Drainage Area: 245 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 320$
$Q_{25} = 49$ cfs

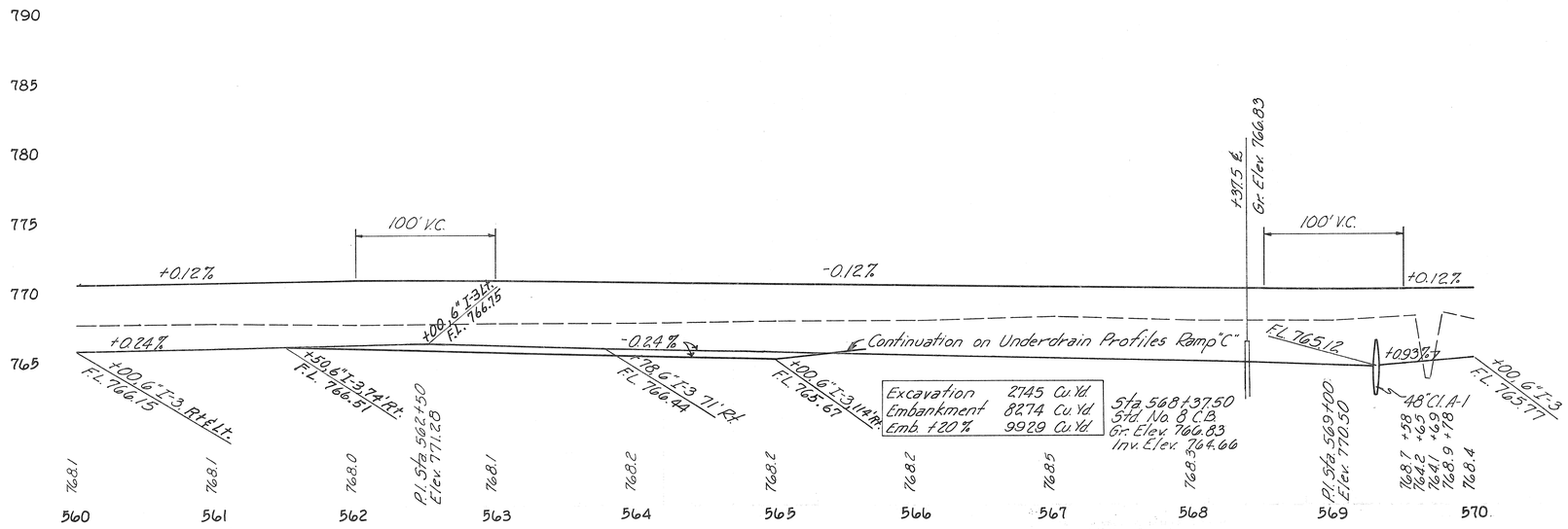
Note: All Field Tile on left to be plugged



DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class A-1 48"	A-1 18"	F-A 6"	H-2 6"	I-3 6"	I-5 Pipe Special Each A-1 6"on 48" Cross	A-1 18"on 48" Tee	A-1 6"on 6" Tee	I-10 Dump Rock Fill Cu.Yd.	I-8 Std No. 8 Catch Basin Each	I-10 Rip Rap S.Y.	C.A.S.P. S.Y.	L-10 Sodding S.Y.	L-120 Jute Matting S.Y.
15-C	569+30		Rt.&Lt.	182										37.98	79	132	
* 1-D	560+00	577+48	Rt.			10	18	1748			1						
2-D	560+00	569+30	Lt.					930	1								
3-D	569+30	570+00	Rt.&Lt.					140									
4-D	568+37.5	569+30	℄		94					1			1				250
* 5-D	560+00	570+00	Rt.			*80											
6-D	563+76	569+30	Rt.					558	1								
7-D	569+05	569+20	Lt.									11.1					
Total				182	94	90	18	3376	2	1	1	11.1	1	37.98	79	132	250

* Estimated for outletting 4" F.T. into side ditch in this area.
# See Ramp Underdrain Profiles & Cross Sections for details.



Sta. 560+00 to Sta. 570+00

FED'L. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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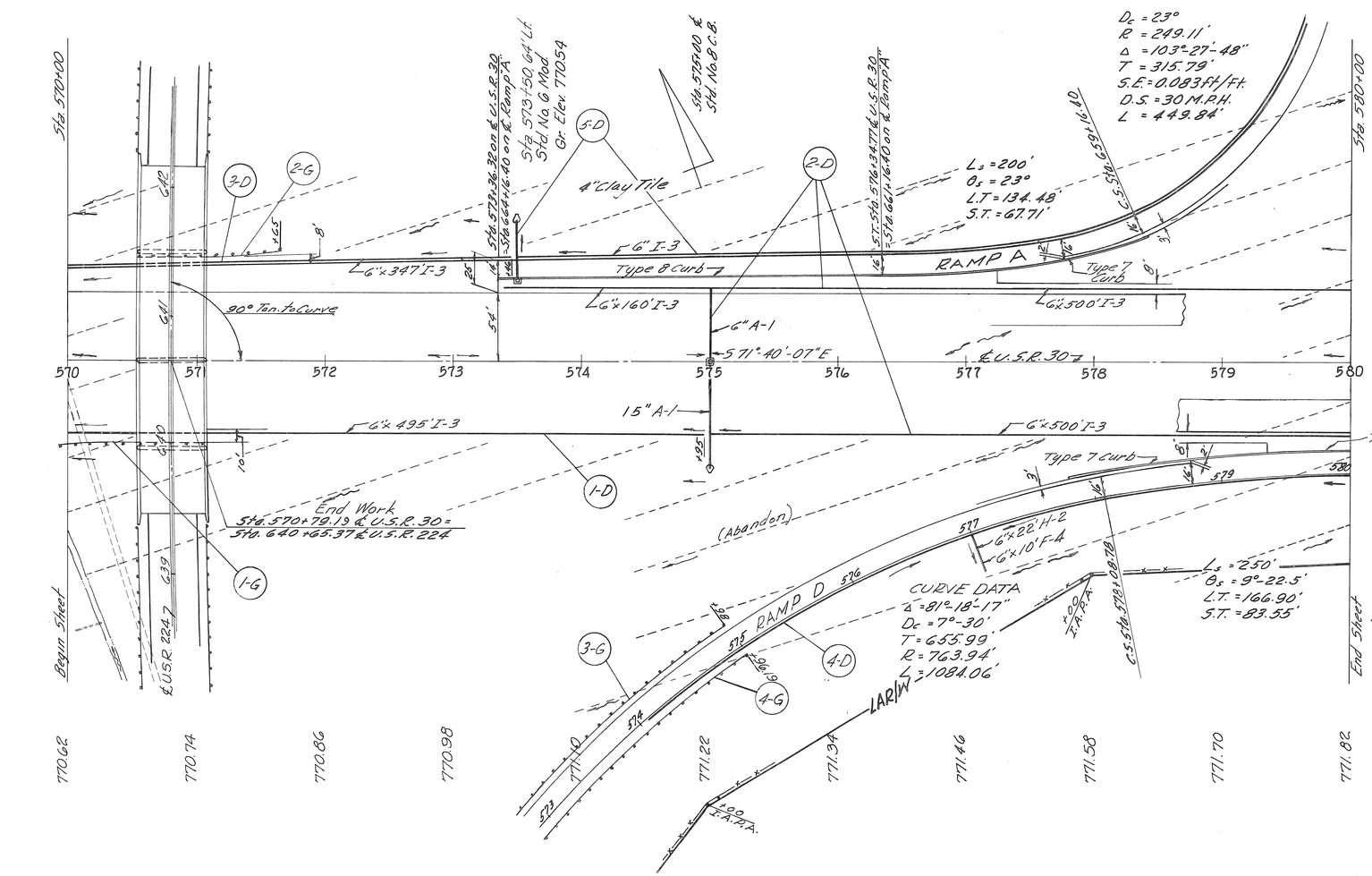
GUARD RAIL

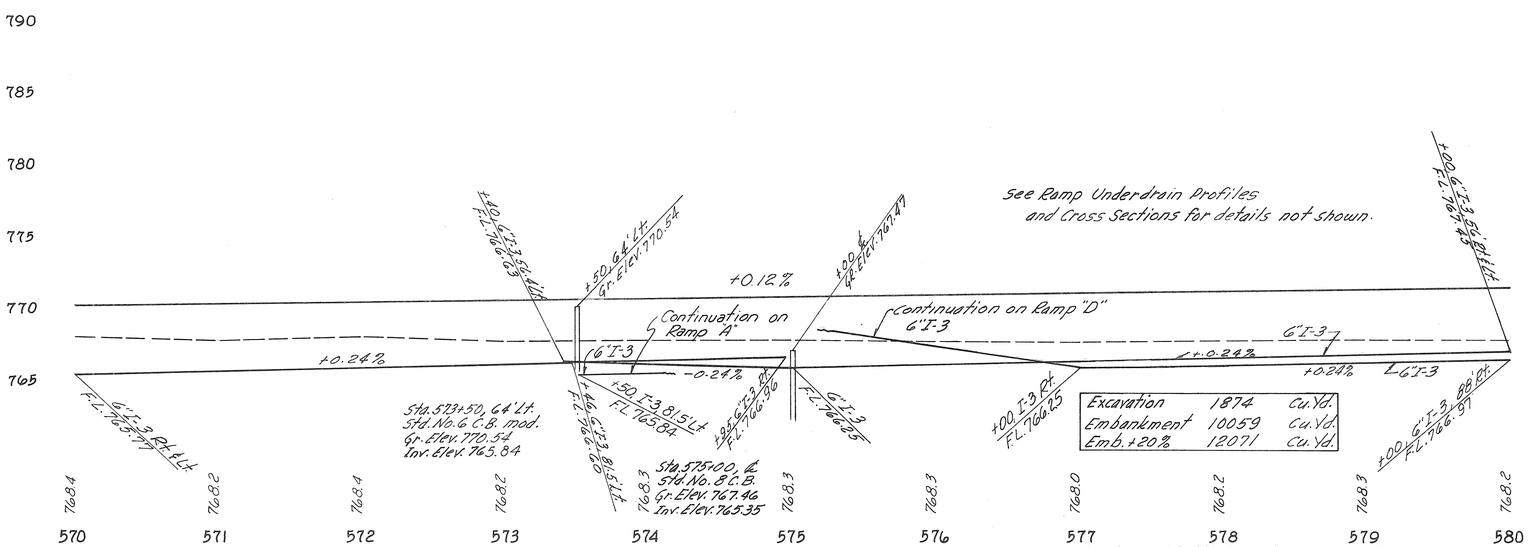
Ref. No.	Station From	Station To	Side	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Standard	
1-G	569+92.5	571+05	Rt.	112.5	
2-G	570+52.5	571+65	Lt.	112.5	
3-G	573+00	574+98	Lt.	203.5	
4-G	573+00	574+96.19	Rt.	194.0	
Total				622.5	

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 12"	A-1 15"	F-4 6"	H-2 6"	I-3 6"	I-5 Pipe Specials, Each A-1 6in 1/2 Tee	A-1 6in Tee	A-1 6in 15 Tee	I-8 Std. #8 C.B.	I-8 Std. #6 C.B. Mod.	I-10 Rip Rap Each	I-120 Jute Matting Sq. Yd.
1-D	570+00	574+95	Rt.						495							
2-D	573+40	580+00	Lt.	56		85			1160		1	1		1	2.14	250
3-D	570+00	573+46	Lt.						347							
# 4-D	565+55 ••	580+00	Rt.				10	22	1445		1					
5-D	573+50	657+05 •	Lt.		47				695	1				1	1.44	
Total				56	47	85	10	22	4142	1	2	1		1	3.58	250

* For Modification see Cross Section Sheet No. 144
‡ Refer to Ramp Underdrain Profile and Cross Sections
• Ramp "A"
•• Ramp "D"





Sta. 570+00 to Sta. 580+00

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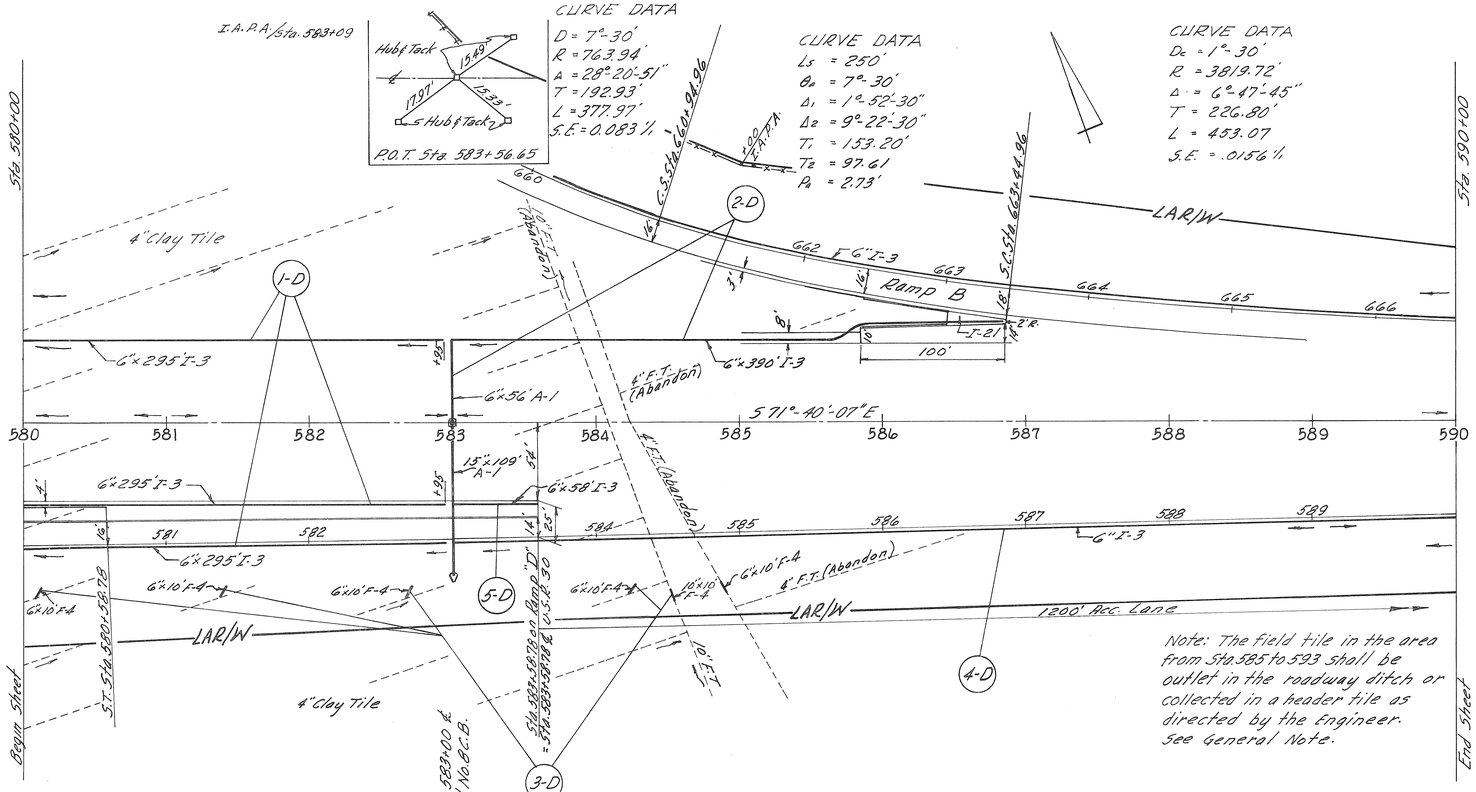
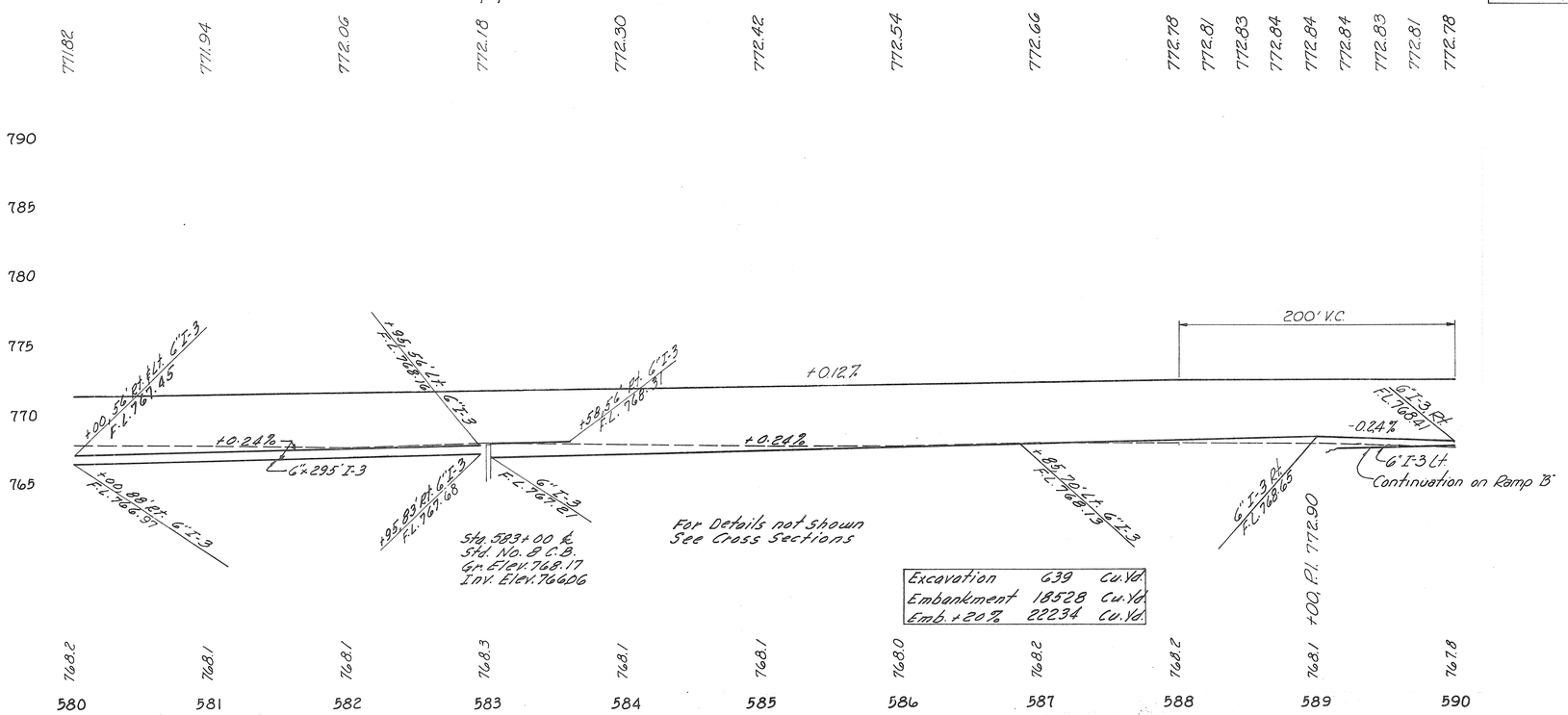


DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"	F-4 6"	F-4 10"	I-3 6"	I-5 Pipe Specials, Ea. A-1 6"x90° Bend	A-1 6"x0° Tee	I-8 Std. No. 8 Catch Basins Each	I-10 Riprap Sq. Yd.	I-120 Jute Matting Sq. Yd.
1-D	580+00	582+95	Lt.* Rt.					885					
2-D	583+00	586+95	Lt.* Rt.	56	109			390	1	2	1	2.14	250
3-D	580+00	585+00	Rt.			50	10						
4-D	583+00	590+00	Rt.					700					
5-D	583+00	583+58	Rt.					58					
Totals				56	109	50	10	2033	1	2	1	2.14	250

* Estimated for outletting 4" F.T.



Sta. 580+00 to Sta. 590+00

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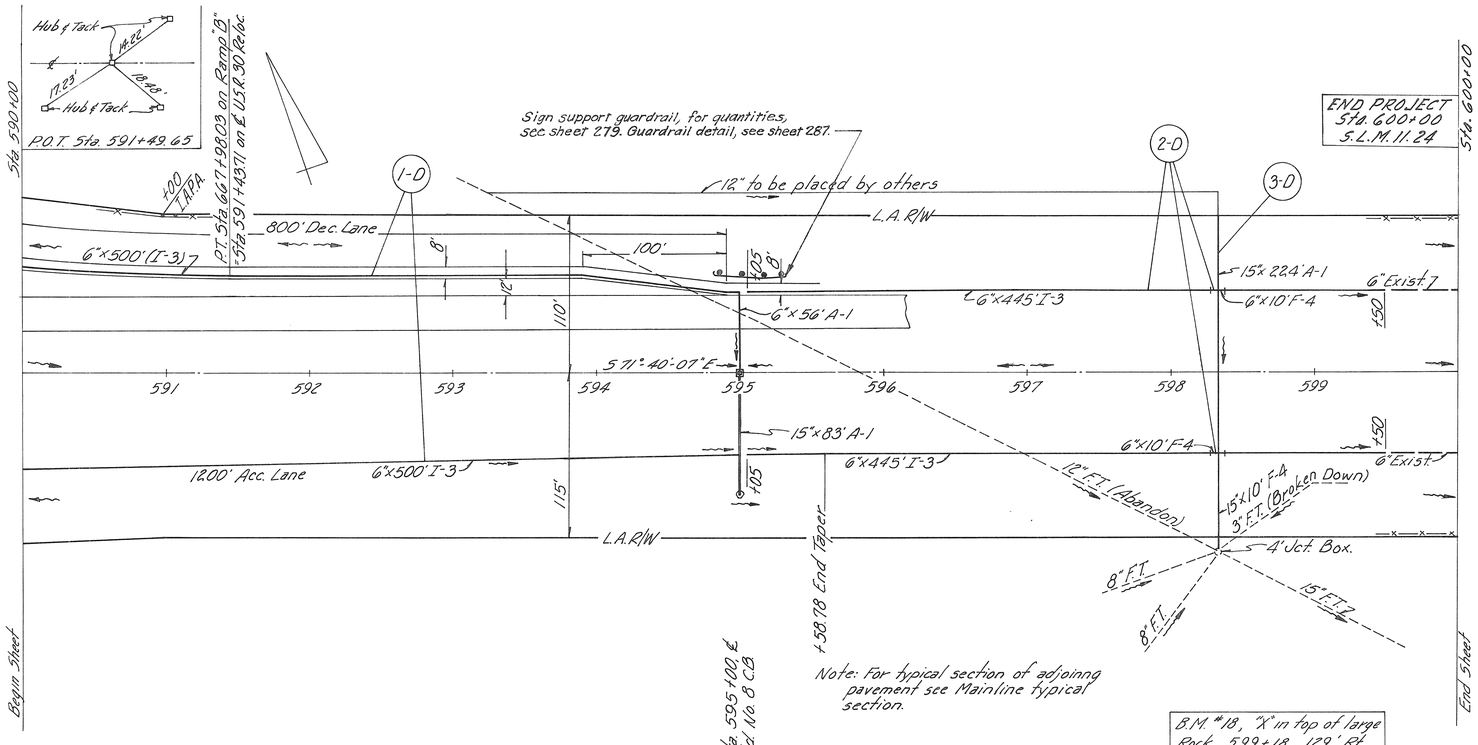

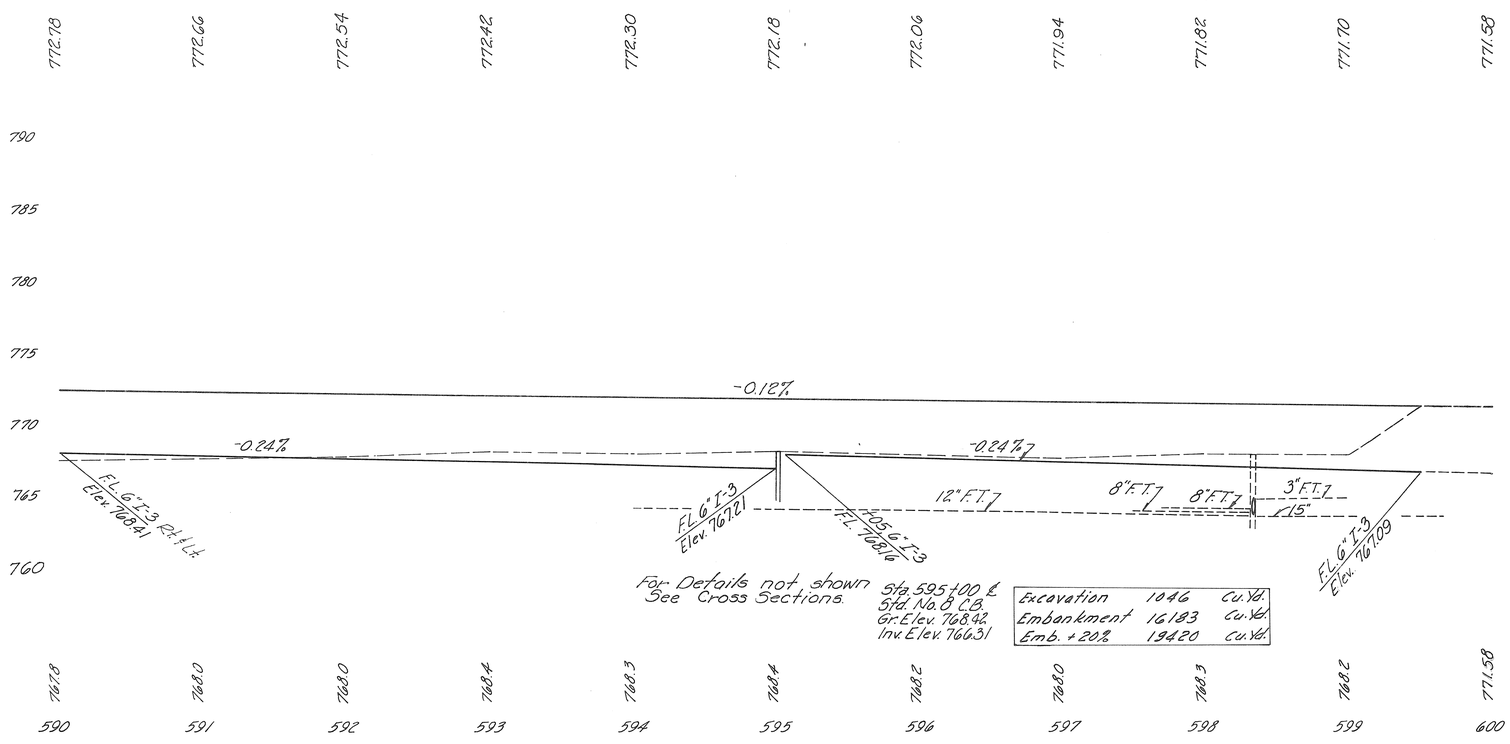

Excavation 1046 Cu.Yd.
Embankment 16183 Cu.Yd.
Emb. + 20% 19420 Cu.Yd.

Sta. 590+00 to Sta. 600+00

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 6"	A-1 15"	F-4 6"	F-4 15"	I-3 6"	I-5 Pipe Specials (Each) A-1 6"x90° Bend	6"x15° Tee	I-8 Std. No. 8 Catch Basin Each	I-10 Rip Rap S.Y.	L-120 Jute Matting S.Y.
1-D	590+00	595+00	L&R.	56	83			1000	1	1	1	2.14	250
2-D	595+05	599+50	L&R.			20		890					
3-D	598+33		L&R.		224		10						
Total				56	307	20	10	1890	1	1	1	2.14	250

VAN WERT COUNTY
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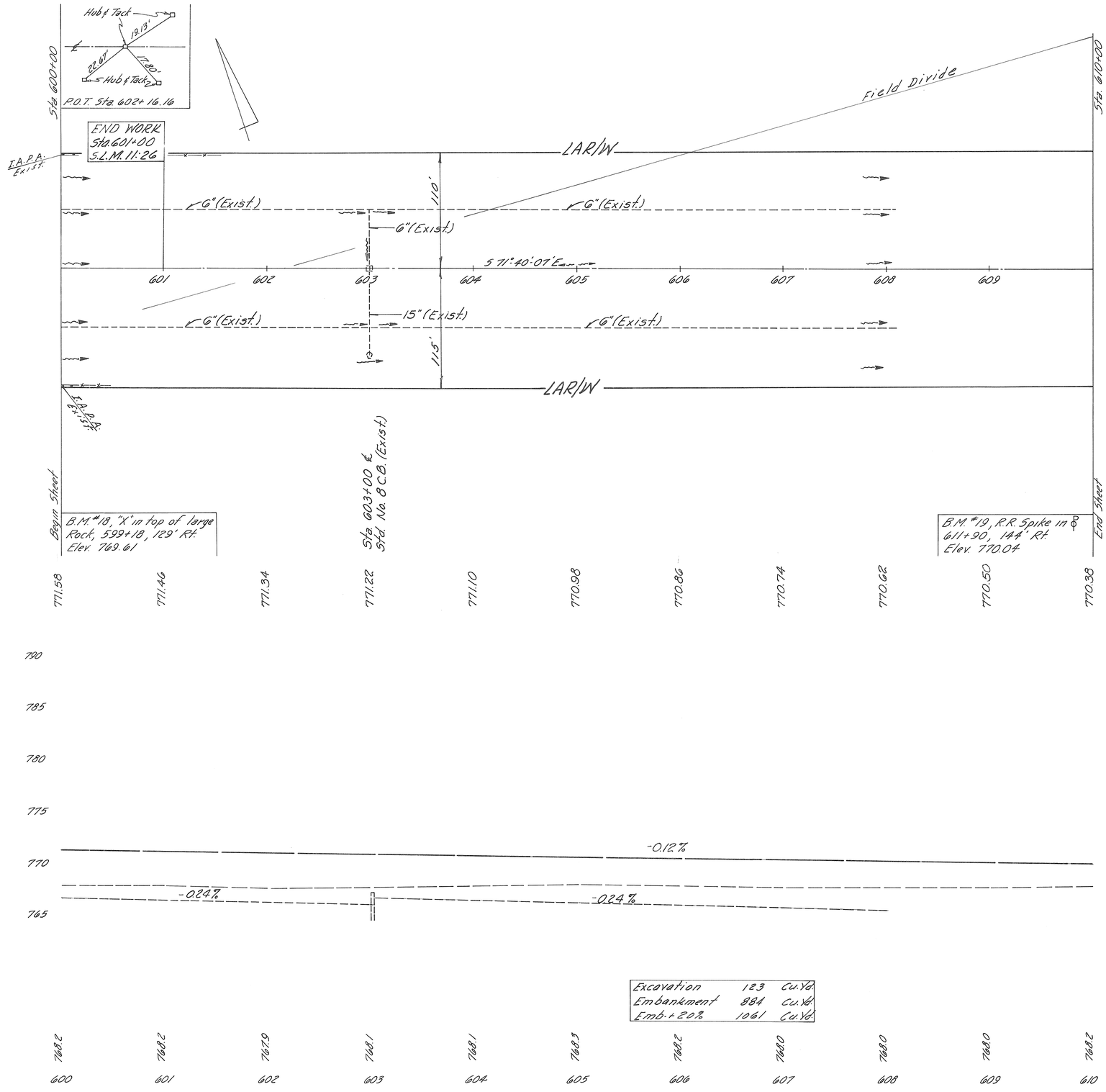


Excavation	123	Cu.Yd.
Embankment	884	Cu.Yd.
Emb.+20%	1061	Cu.Yd.

Sta. 600+00 to Sta. 610+00

VAN WERT COUNTY
VAN-30-4.06

Seeding Width	Seeding Sq. Yds.
185	
	2056
185	
	2056
185	Ahead
0	
0	
0	
0	
	4,112

222+72, Lt.
End Sod

222+52, Lt.
Begin Sod.

+62.80' Lt.
Gr. El. 772.20

8" F.T.
8" A-1

+62.81' Lt.
767.90

+62.79' Lt.
768.00

772.80

15" A-1

12" Vit.

10" F.T.

+55.4' Rt.
Gr. El. 770.90

8" F.T.
8" A-1

+55.3' Rt.
768.30

772.00

+55.5' Rt.
768.76

222+65, Rt.
End Sod

Sta. 222+45, 4' Rt.
Begin Sod

222+00
774.1

E-1 E-8 E-1

774.00

Sta. 220+63.53 Begin Pav't. Removal

221+00
773.7

BEGIN PROJECT
Sta. 220+63.53

220+00
774.2

219+00
774.5

218+00
774.7

217+00
773.7

BEGIN WORK
Sta. 217+00

216+00
773.0

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
80	6		
		189	28
22	9		
		41	17
0	0		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

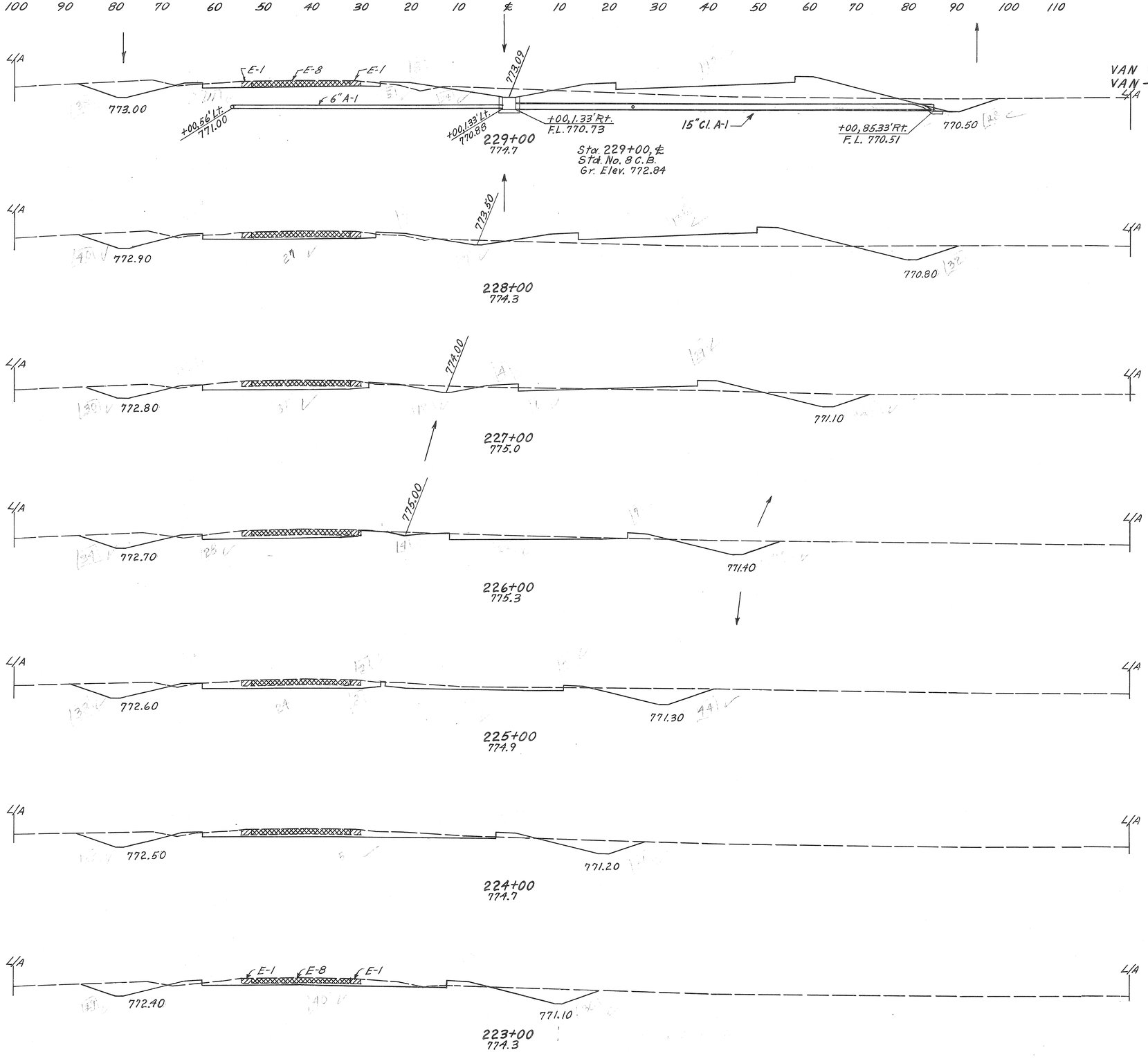
Sta. 216+00 to Sta. 222+00

VAN WERT COUNTY
VAN-30-4.06

Seeding Width	Seeding Sq Yds
157	1733
155	1733
157	1761
160	1709
162	1822
166	1900
176	2006
185	12,744

222+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110



End Area Cut	End Area Fill	Cu. Yds Cut	Cu. Yds Fill
105	151		
		391	546
106	144		
		409	330
115	34		
		441	81
123	10		
		470	30
131	6		
		478	19
127	4		
		430	22
105	8		
		343	26
80	6		

Sta. 222+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 223+00 to sta. 229+00

Seeding Width	Sq. Yd.
175	
	1917
170	
	1861
165	
	1822
163	
	1768
155	
	1733
157	
	1750
158	
	1750
157	
229+00	
12,332	Sheet total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

L/A

E-1 E-8 773.60

Top of 34" Encase. 768.32

777.02 767.91 773.81 767.73 777.02

18"X20' F-4 768.59 768.06 769.80

VAN WERT COUNTY
VAN-30-4.06

L/A 768.46

120 130 140 150

60' of 34" Encasement

236+00
773.3

30" High Pressure Gas Line

776.90 773.57 776.90

774.00 769.90

Corr. for Res. Dr. Lt. & Rt. & Crossover
Sta. 230+82

235+00
773.2

776.73 773.33 776.73

774.40 770.00

234+00
773.80

776.70 773.21 776.70

774.60

6" Cl. A-1

+50, 56' Lt.
F.L. 771.26

+50, 1.33' Lt.
F.L. 770.99

233+50

+50, 1.33' Rt.
F.L. 770.85

15" Cl. A-1

+50, 86.33' Rt.
F.L. 770.09

770.05

Sta. 233+50, ℄
Std. No. 8 C.B.
Gr. Elev. 772.96

776.66 773.33 776.66

774.80 770.10

233+00
773.5

Lawn Section

+50

776.54 773.49 776.54

774.50 770.20

232+00
774.0

Corr. Lawn Section

End 8" C-4
Sta. 230+98, 75' Lt.

230+82, ℄ Drive

Dr. Sta. 230+82

776.42 775.93 775.69 776.42

774.00 770.30

End 15" C-4
Sta. 231+00, 93' Rt.

Corr. Res. Dr. Lt.

Corr. Median + Over

Corr. Fld. Dr. Rt.

Type I Res. Dr. +82
Begin "C-4
Sta. 230+67, 75' Lt.

231+00
774.3

Type I Fld. Dr.
Sta. 230+82

Begin 15" C-4
Sta. 230+64, 93' Rt.

776.30 773.33 776.30

E-1 E-8 E-1

773.50 770.40

230+00
774.4

Sta. 229+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

From Sta. 230+00 to Sta. 236+00

End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
58	314		
		200	1104
50	282		
		180	924
47	217		
		169	778
44	203		
		180	715
		-177	0
53	183		
		0	33
		224	683
		0	16
		0	170
68	186		
		289	672
		357	607
88	177		
105	151		

SEEDING WIDTH	SEEDING SQ YD
197	2189
197	2183
196	478
	2144
90	2089
186	2033
180	1972
175	236+00
	13,088 Sheet total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

60

VAN WERT COUNTY
VAN-30- 4.06

771.48 | 777.73 | 774.29 | 777.73 | 768.80

242+00 773.37 | 774.17 | 777.68 | 777.68

241+50 | +50, 1.33 Rt. F.L. 771.50 | 15" Cl. A-1 | +50, 95.33' Rt. F.L. 769.30 | 768.95

Sta. 241+50, ℄ Std. No. 8 C.B. Gr. Elev. 773.92

771.60 | 777.62 | 774.29 | 777.62 | 769.10

Sta. 240+75 End Pav't. Removal

241+00 773.53

772.00 | 777.50 | 774.53 | 777.50 | 769.40

Corr. for Pv't. removal outside LA R/W

240+00 772.9 | +50

772.40 | 777.38 | 774.53 | 777.38 | 769.70

239+00 772.8

772.80 | 777.26 | 774.29 | 777.26 | 770.00

238+00 772.9

E-1 E-8 E-1 | 12" F.T. | 18" F.T. | 10" F.T. | 15" Cl. A-1 | Ditch Elev. 769.70

773.20 | 777.14 | 774.05 | 777.14

+89, 114' Lt. F.L. 767.57 | 237+00 772.2 | +00, 94' Rt. F.L. 767.90

Sta. 237+00, 95' Rt. Std. No. 2-28 C.B. Gr. Elev. 769.6

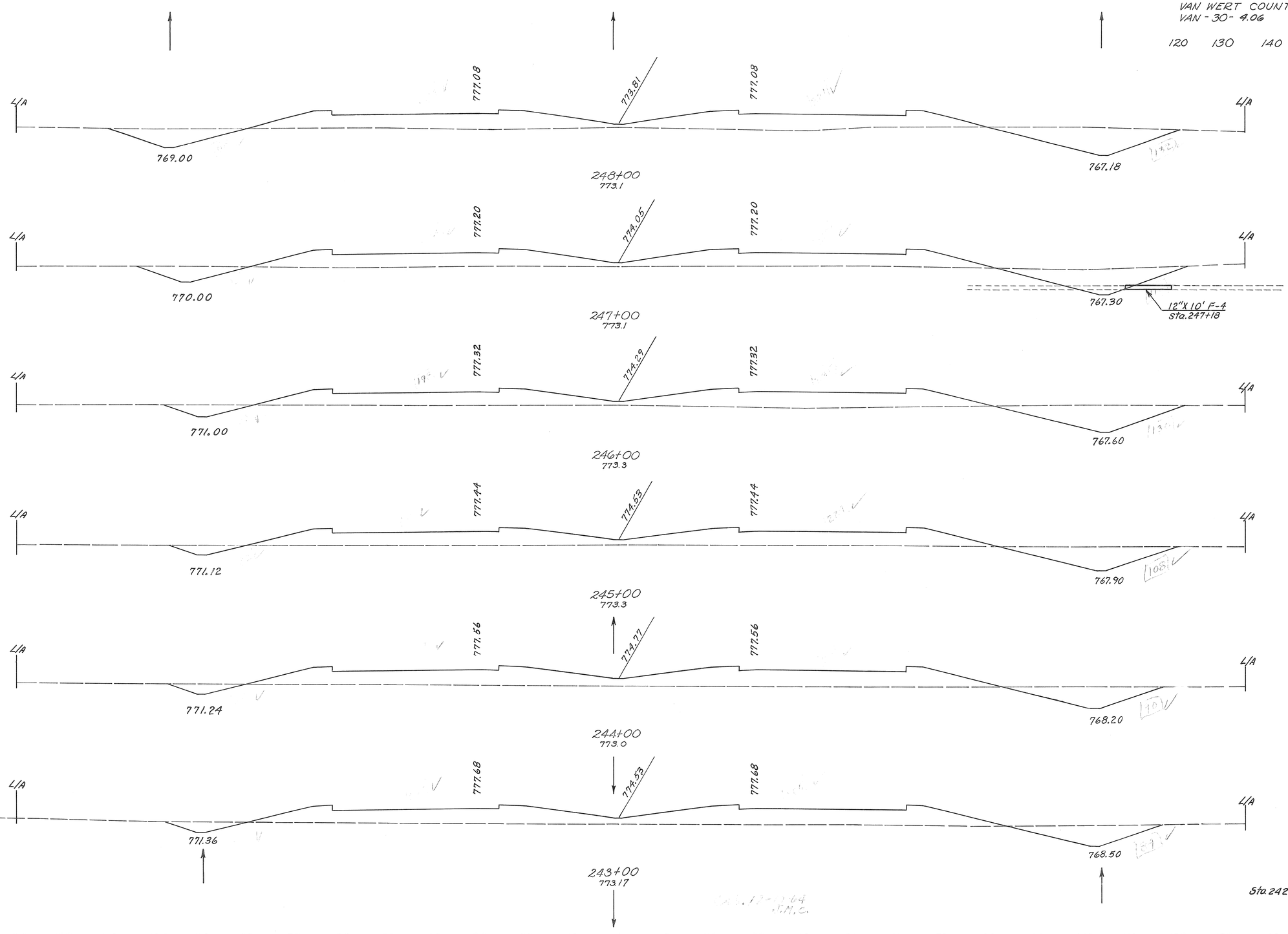
END AREA CUT	END AREA FILL	CU. YD. CUT	CU. YD. FILL
107	447		
		415	1659
117	449		
		393	1763
95	503		
		320	1865
78	504		
		298	1793
83	464		
		294	1728
76	469		
		248	1450
Sta. 236+00 58	314		

From Sta. 237+00 to Sta. 242+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

120 130 140 150



Seeding Width	Seeding Sq. Yd.
198	
	2189
196	
	2189
198	
	2194
197	
	2194
198	
	2194
197	
	2189
197	242+00
13,149	Sheet total

End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
200	440		
		678	1613
166	431		
		602	1600
159	433		
		535	1507
130	435		
		448	1733
112	501		
		406	1824
107	484		
		396	1724
Sta. 242+00	107 447		

From Sta. 243+00 to Sta. 248+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

Seeding Width	Sq.Yd.
183	
	1760
185	
	1381
	2072
188	
	919
188	
	1178
190	
	2128
193	
	2155
195	
	2172
196	
	2189
198	
248+00	
13,192	Sheet total

254+86 Back

Dixon Rd. L/A 380'

776.66

VAN WERT COUNTY VAN-30-4.06 L/A

767.90

254+50 772.95

776.60

Dixon Rd. L/A 330'

Dixon Rd. L/A 155'

767.80

Correction for Intersection 18+94 to 21+78 Dixon Rd. included in Mainline

254+00 773.0

DIXON RD. - TWP. RD. 192 Sta. 253+71.17

776.51

774.04

Correction for Intersection

Dixon Rd. L/A 230'

772.00

Dixon Rd. L/A 320'

STRUCTURE NO. 2-C Sta. 252+50

253+00 772.8

252+56

764.95 Sta. 252+47.15 L/A

776.60

773.81

Dixon Rd. L/A 385'

End Crushed Aggregate Slope Protection, 12" Thick Sta. 251+10

765.06

4:1

767.00

252+00 772.8

End Sod, 6' Wide 2:1 Begin Crushed Aggregate Slope Protection, 12" Thick Sta. 251+20

776.72

773.57

End Sod, 6' Wide Sta. 251+00

Sta. 251+36, 96.3' Lt. F.L. Elev. 765.32

Dixon Rd. L/A 415'

2.5:1

766.00

766.50

251+00 773.00

STRUCTURE NO.1-C Sta. 250+80

Begin Sod, 6' Wide Sta. 250+50

776.84

773.33

220

-0.31%

48"×194 Cl. A-1 Sec. M-6.6 (a)

Sta. 250+26, 94.2' Rt. F.L. Elev. 766.00

Dixon Rd. L/A 442'

Included With Dixon Rd.-Twp. 192 Cross Sections

3:1

4:1

767.00

Sta. 250+01.33 ℄ F.L. 770.70

766.94

Sta. 250+00 ℄ Std. No. 8 C.B. Gr. Elev. 773.08

250+00 772.6

Begin Sod, 6' Wide Sta. 250+00

776.96

773.57

4:1

768.00

767.06

249+00 773.3

Sta. 248+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

From Sta. 249+00 to Sta. 254+00

End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
		0	572
140	352		
351	352		
		574	615
306	352		
		1107	1281
292	340		
		993	1337
244	382		
		865	1456
223	404		
		783	1563
200	440		

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Seeding		
Width	Sq.Yd.	
225		L/A 160'
	2505	
226		L/A 160'
	2516	
227		L/A 160'
	2500	
223		L/A 160'
	2455	
219		L/A 160'
	2405	
		Dixon Rd. L/A 428'
214		
	332	
213		254+86 Ahead
12,713		Sheet total

777.32 774.53 777.32 L/A
771.08 769.00
260+00
774.5

777.20 774.29 777.20 L/A
770.96 768.80
259+00
774.5

777.08 774.05 777.08 L/A
770.84 768.60
258+00
774.3

776.96 773.81 776.96 L/A
770.72 768.40
257+00
773.0

776.84 773.57 776.84 L/A
770.60 768.20
256+00
773.0

776.72 773.33 776.72 L/A
770.48 768.00
255+00
772.9

+00, +85.33 F.L. 770.48
15" Cl. A-1
+00, 2.67' Rt. F.L. 770.97
+00, 5.33' Rt. F.L. 771.05
6" Cl. A-1
+00, 56' Rt. F.L. 771.38
Sta. 255+00, 6' Rt
Std. No. 8 C.B.
Gr. Elev. 773.08

End Area		Cu. Yd.	
Cut	Fill	Cut	Fill
176	255		
		731	896
219	229		
		741	872
181	242		
		607	1107
147	356		
		491	1389
118	394		
		452	1496
126	414		
		117	383
Sta. 254+75 126	414		
		1123	3233
Sta. 252+47.15 140	352		

From Sta. 255+00 to Sta 260+00

VAN WERT COUNTY
VAN - 30 - 4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Seeding Width	Sq. Yd.
234	
	2572
229	
	2522
225	
	2500
225	
	2500
225	
	2500
225	
	2500
225	260+00
15,094	Sheet total

L/A 164'

771.80 777.80 775.01 777.80 L/A

771.80

12" A-1 868.55 12" H-2 10" F.T.

266+00
773.0

L/A 161'

777.89 774.77 777.89 L/A

771.68

12" A-1 770.00

265+00
772.8

L/A 160'

777.80 774.53 777.80 L/A

771.56

12" H-2 12" A-1 769.80

264+00
773.0

L/A 160'

777.68 774.29 777.68 L/A

771.44 769.60

263+00
772.8

L/A 160'

777.56 774.05 777.56 L/A

771.32

15" Cl. A-1

+00, 85.33' Lt.
F.L. 771.34

+00, 1.33' Lt.
F.L. 771.69

+00, 1.33' Rt.
F.L. 771.88

6" A-1

+00, 56' Rt.
F.L. 772.70

769.40

Sta. 262+00, ℄
Std. No. 8 C.B.
Gr. Elev. 773.80

262+00
773.0

L/A 160'

777.44 774.29 777.44 L/A

771.20 769.20

261+00
774.3

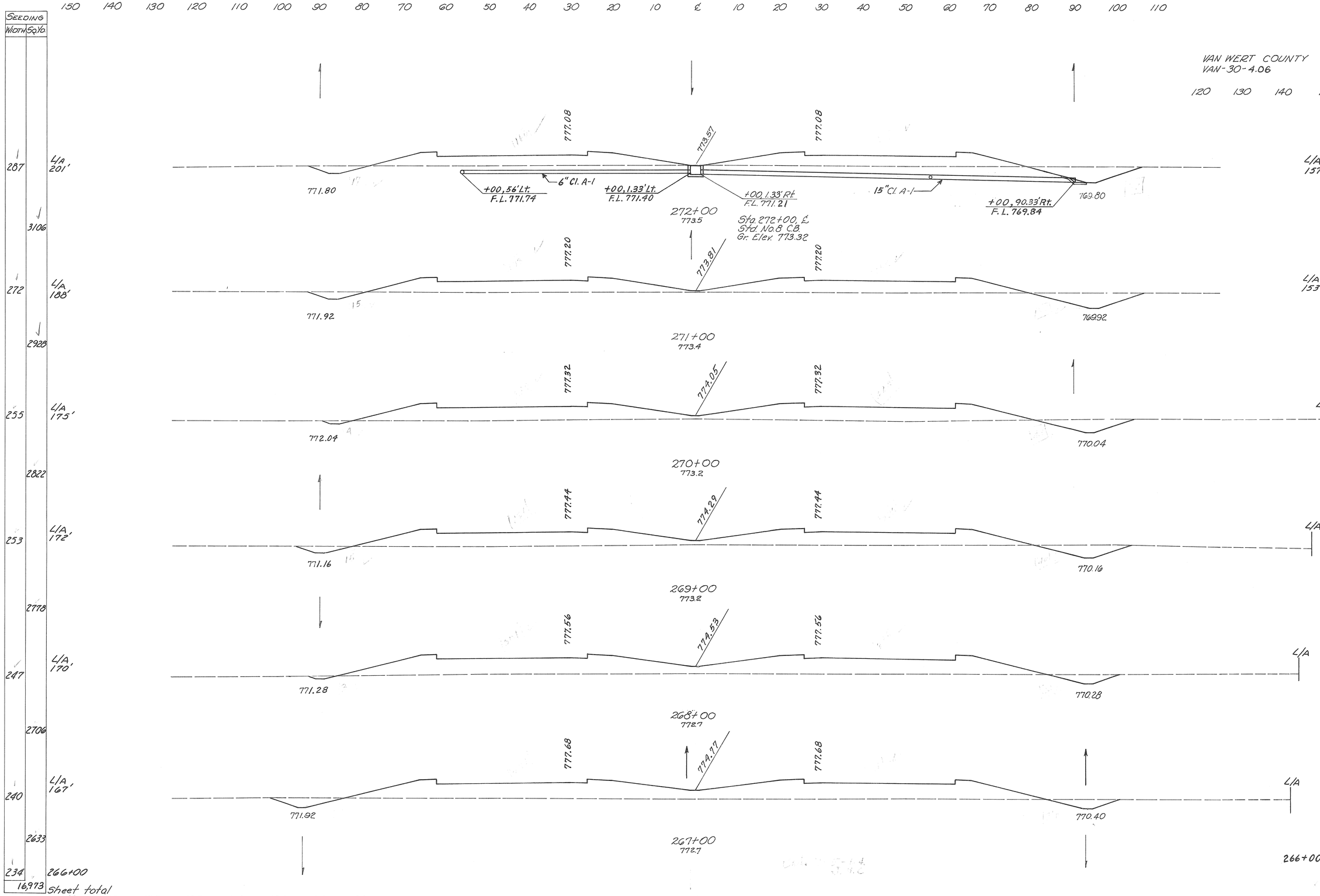
Sta. 260+00

End Area Cut	End Area Fill	Cu. Yo. Cut	Cu. Yo. Fill
42	548		
		152	2037
40	552		
		161	2089
47	576		
		191	2054
56	533		
		246	1878
77	481		
		391	1535
134	348		
		574	1117
176	255		

From Sta. 261+00 to Sta. 266+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



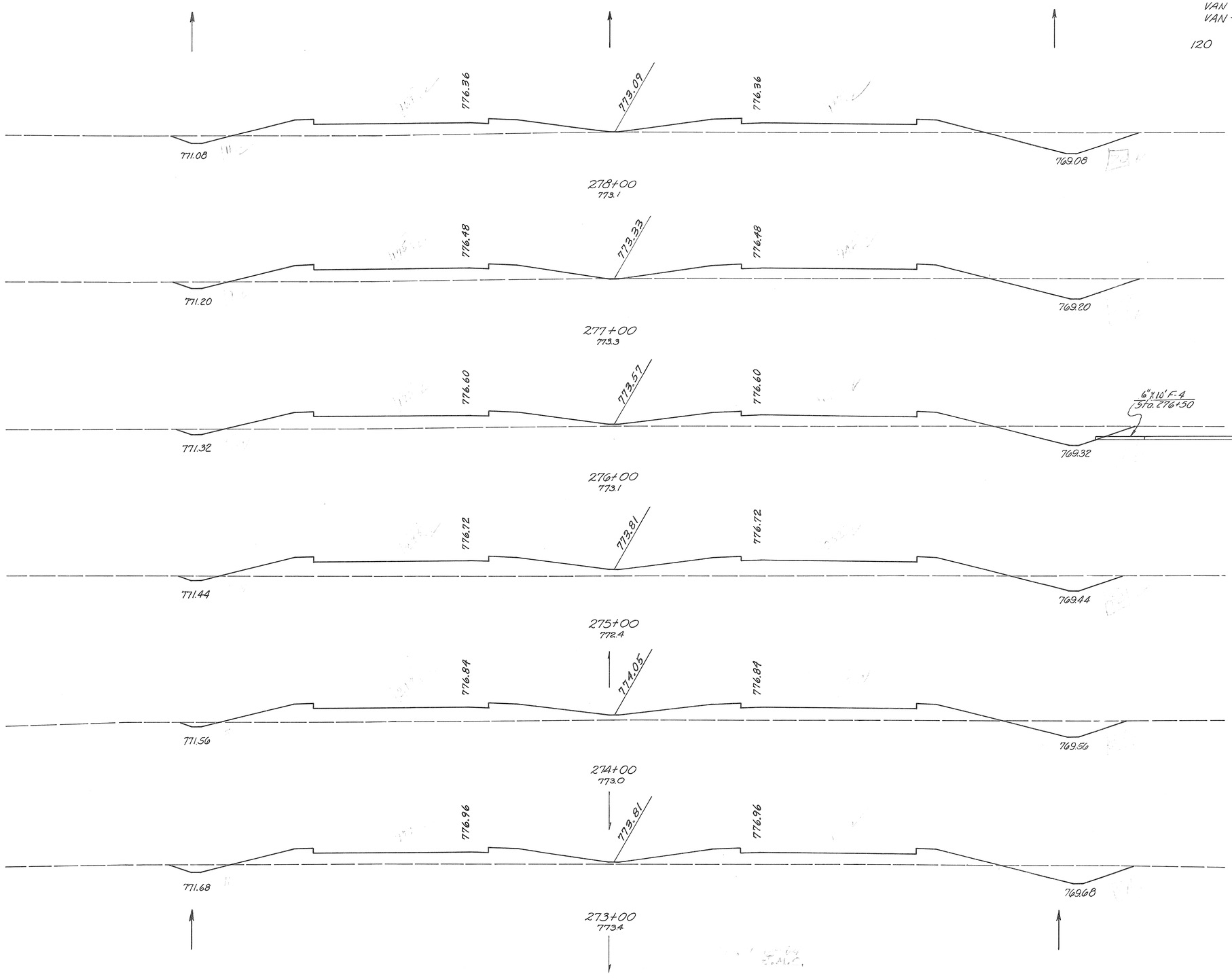
End Area		Cu. Yd.	
Cut	Fill	Cut	Fill
79	337		
		285	1352
75	393		
		226	1569
47	454		
		189	1667
55	446		
		152	1911
27	586		
		137	2089
47	542		
		165	2019
42	548		

266+00

From Sta. 267+00 to Sta. 272+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



Seeding Width	Seeding Sq Yd		L/A	End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
551			L/A 418'				
	5,711			87	306		
						307	1165
477			L/A 371'				
	5,000			79	323		
						289	1246
423			L/A 327'				
	4,433			77	350		
						230	1509
375			L/A 275'				
	3,894			47	465		
						189	1641
326			L/A 230'				
	3,517			55	421		
						231	1448
307			L/A 215'				
	3,300			70	361		
						276	1293
287		272+00		79	337		
	25,855	Sheet total					

From Sta 273+00 to Sta 278+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING WIDTH	SEEDING SQ. YD.	
903	10,089	L/A 444'
913		L/A 535'
-367		Corr. for Waller Rd. Sta. 0+55 to Sta. 3+11
-934		Corr. for Intersection Sta 10+00 to 16+73.18 & Sta. 19+09.66 to 106+43 (Exist) S.R. 49 - 60' Width included on S.R. 49 Cross Sections
-7,700	9822	
855		L/A 355'
	9033	
771		L/A 350'
	8156	
697		L/A 515'
	7339	
624		L/A 465'
	6528	
551	278+00	
41,966	Sheet total	

284+00 (772.7)
769.00 — 776.36 — 773.98 — 776.36 — 768.36

283+00 (772.9)
S.R. 49
Sta. 282 + 76.00
776.24 — 776.24 — 768.50
S.R. 49
30" A-1
Structure 3-C

282+00 (773.2)
770.60 — 776.12 — 773.09 — 776.12 — 768.60

281+00 (773.2)
770.72 — 776.03 — 772.85 — 776.03 — 768.72

280+00 (773.0)
770.84 — 776.12 — 772.61 — 776.12 — 768.84
+00,56' Lt. F.L. 770.66
8" Cl. A-1
+00,4.33' Lt. F.L. 770.25
+00,1.33' Rt. F.L. El. 769.98
18" Cl. A-1
+00,88.33' Rt. F.L. 768.95
Sta. 280+00 ℄ Std No. 8 C.B. Gr. Elev. 772.36

279+00 (773.0)
770.96 — 776.24 — 772.85 — 776.24 — 768.96
℄ 6' F.T.
6'x10' F-4

278+00

END AREA CUT	END AREA FILL	CU. YD. CUT	CU. YD. FILL	
				L/A 540'
158	310			
				L/A 460'
		1008	2074	
				Corr. for Intersection
			160	
				L/A 380'
114	250			
		430	906	
				L/A 300'
118	239			
		419	959	
				L/A 257'
108	279			
		361	1074	
				L/A 230'
87	301			
		322	1124	
87	306			

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

From Sta. 279+00 to Sta. 284+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Seeding Width	Seeding Sq Yd	
449	5456	C/C 325' L/A
533	6717	C/C 340' L/A 181'
676	7856	C/C 355' L/A 213'
738	8517	C/C 370' L/A 245'
795	9400	C/C 395' L/A 276'
897	10000	C/C 490' L/A 350'
903	284+00	
47,946	Sheet total	

290+00 — 773.8
777.08 | 774.05 | 777.08
772.40 | 767.64

289+00 — 774.1
776.96 | 773.81 | 776.96
771.80 | 767.76

288+00 — 774.0
776.84 | 773.57 | 776.84
771.20 | 767.88

287+00 — 774.0
776.72 | 773.33 | 776.72
770.60 | 768.00

286+00 — 773.7
776.60 | 773.09 | 776.60
770.00 | 769.12
+00, 86' Lt. F.L. Elev. 770.03
15" C.I. A-1
+00, 133' Lt. F.L. Elev. 770.73
+00, 1.33' Rt. F.L. 771.00
+00, 56' Rt. F.L. 771.44
6" C.I. A-1
Sta 286+00 ℄ Std. No 8 C.B. Gr. Elev. 772.84

285+00 — 773.1
776.48 | 773.78 | 776.48
769.50 | 768.84

End Area Cut	End Area Fill	Cu Yd Cut	Cu Yd Fill	
				L/A 367'
171	320			
		641	1054	
				L/A 420'
175	249			
		661	967	
				L/A 531'
182	273			
		689	881	
				L/A 562'
190	203			
		643	848	
				L/A 592'
157	255			
		550	1080	
				L/A 623'
140	328			
		552	1181	
284+00	158	310		

From Sta. 285+00 to Sta. 290+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING WIDTH	SEEDING SQ YD.
256	
	2989
282	
	3261
305	
	3617
346	
	4117
395	
	4689
449	
18,673	Sheet total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

771.68 774.29 771.68
771.80 771.40

295+00
773.6

771.56 774.05 771.56
771.56 771.28
+00,56' Lt. F.L. 772.16
6" Cl. A-1
+00, 1.33' Lt. F.L. 771.83
+00, 1.33' Rt. F.L. 771.69
15" Cl. A-1
+00, 86.33' Rt. F.L. 771.30

294+00
773.7

Sta. 294+00, ℄
Std. No. 8 C.B.
Gr. Elev. 773.80

771.44 774.29 771.44
771.32 771.16

293+00
773.7

771.32 774.53 771.32
771.08 771.04

292+00
774.7

Sta. 291+75, Rt.
End Cr. Agg. Sl. Prot.
Elev. 771.02

Sta. 291+40, Lt.
Begin Cr. Agg. Sl. Prot.

771.27 774.42 771.27

Sta. 292+00, Rt.
End Cr. Aggr. Sl. Prot.
Elev. 771.04

From Channel Cross Sections Sheet No. 266

-0.20 %

Stream Profile Exist. Prairie Creek

291+55
775.0

11'-7" X 7'-5" X 170' Sectional C.M. Pipe Arch
Cl. G-1, Sec. M-6.4(g) (3-7 Gage)

Sta. 291+45.07, 84.69' Lt.
F.L. Elev. 765.16

Sta. 291+64.59, 82.72' Rt.
F.L. Elev. 765.50

STRUCTURE NO. 4-C
Sta. 291+50

Sta. 291+25, Rt.
Begin Cr. Agg. Sl. Prot.
Elev. 767.49

777.20 774.29 777.20
773.00 767.52

291+00
774.0

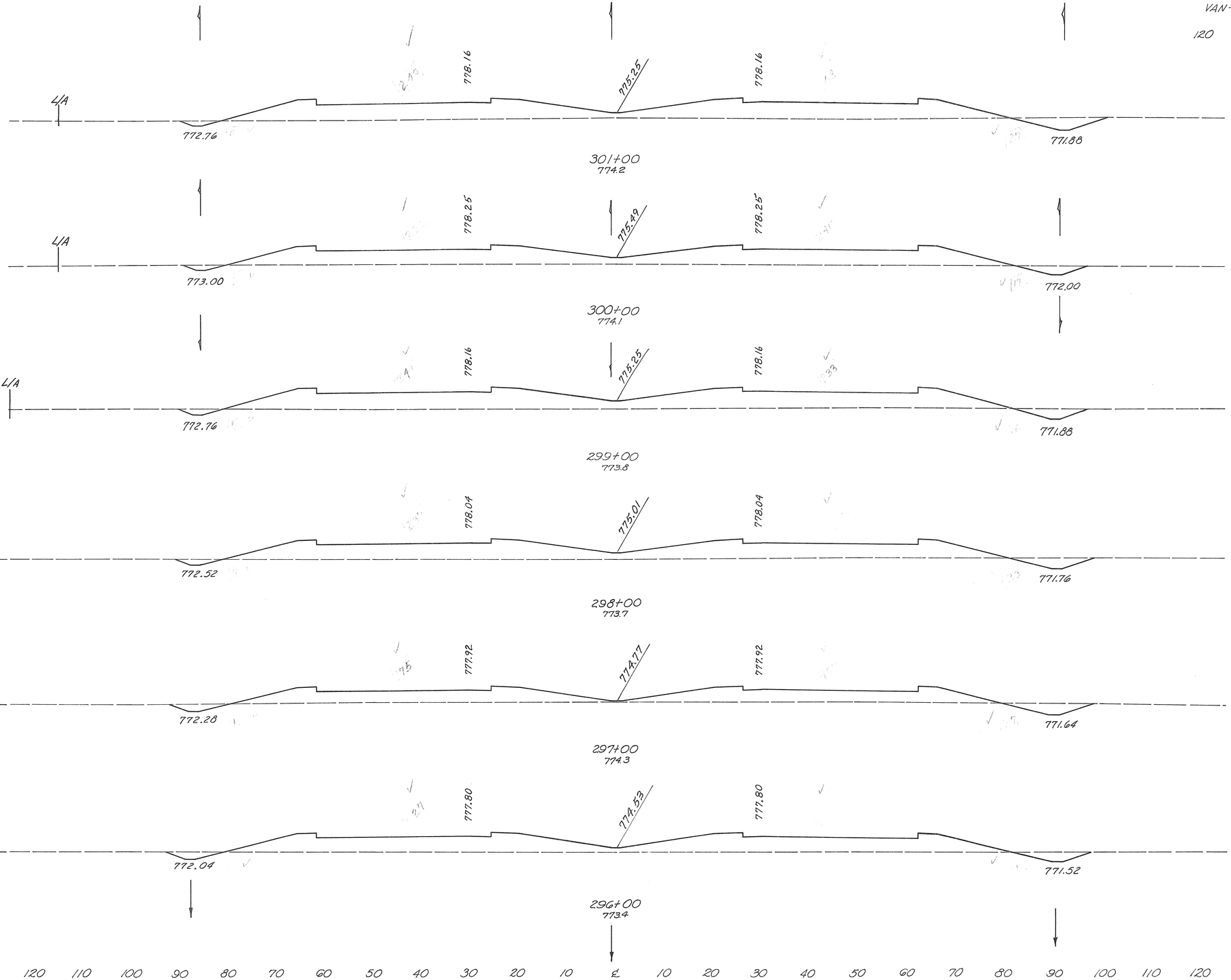
Sta.	C/C	L/A	End Area Cut	End Area Fill	Cu. Yo. Cut	Cu. Yo. Fill
		L/A 185'				
			34	443		
					143	1574
		L/A 210'				
			43	407		
					163	1494
	C/C 297'	L/A 235'				
			45	400		
					265	1643
	C/C 338'	L/A 275'				
			98	487		
					+ 294	
		L/A 292'				
					478	1493
		L/A 317'				
			160	319		
					613	1183
Sta. 290+00			171	320		

150 140 130 120 110 100 90 80 70 60 50' 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

From Sta. 291+00 to Sta. 295+00

VAN WERT COUNTY
VAN-30- 4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



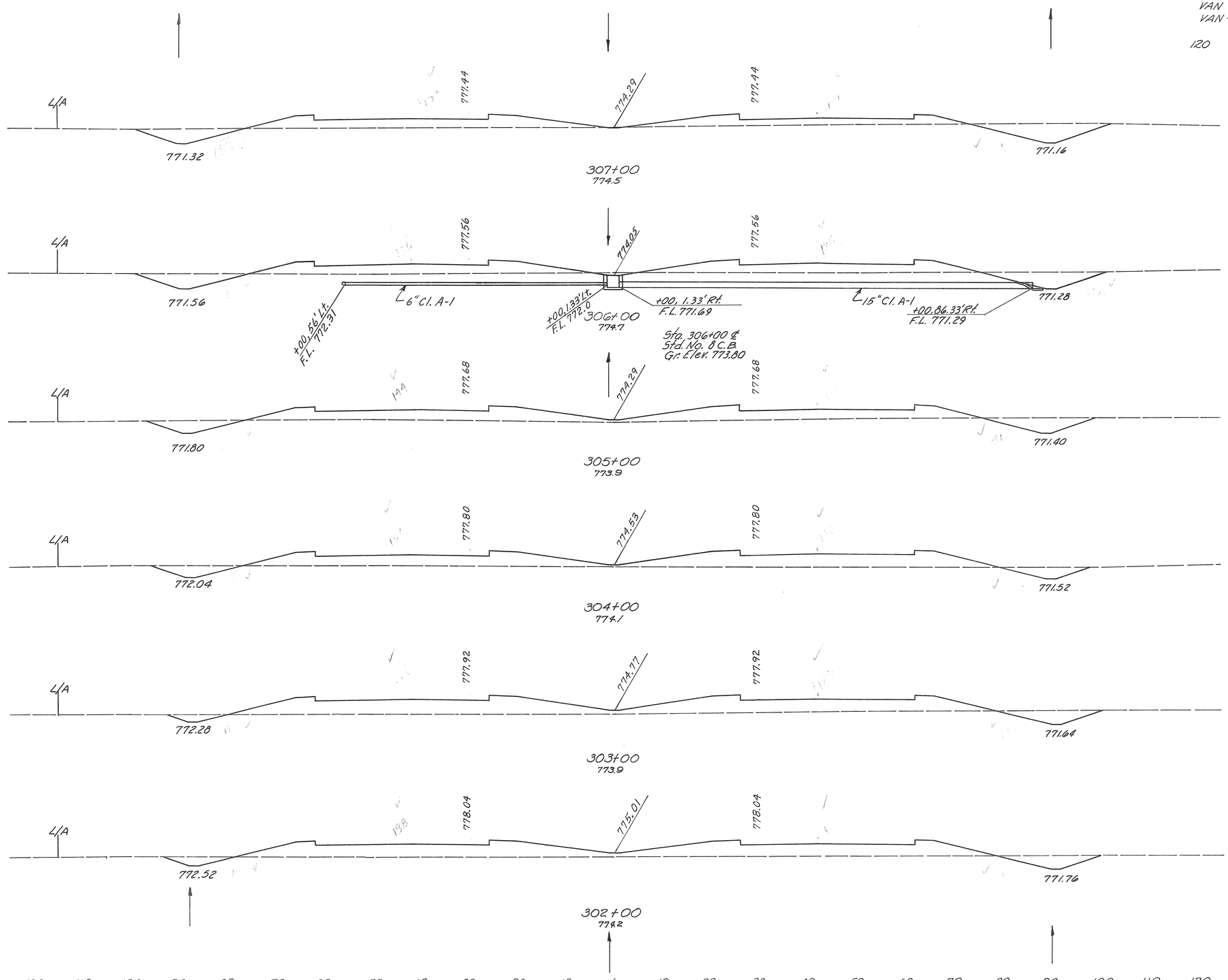
SEEDING WIDTH	SQ.YD.
228	
	2544
230	
	2617
241	
	2728
250	
	2866
256	
	2845
256	
	2845
256	
295+00	
16,445	Sheet total

	END AREA		CU. YD.	
	CUT	FILL	CUT	FILL
L/A 182'				
	32	486		
			102	1763
L/A 185'				
	23	466		
			81	1941
L/A 185'				
	21	474		
			94	1737
L/A 185'				
	30	464		
			128	1511
L/A 185'				
	39	352		
			131	1494
L/A 185'				
	32	455		
			122	1663
295+00	34	443		

From Sta. 296+00 to Sta. 301+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



Seeding Width	Seeding Sq. Yo.	Sta.	End Area Cut	End Area Fill	Cu. Yo Cut	Cu. Yo Fill
205	2289					
		L/A 157'				
			101	234		
					348	898
207		L/A 161'				
			87	251		
	2322				293	1009
211		L/A 165'				
			71	294		
	2372				230	1178
216		L/A 170'				
			53	342		
	2422				183	1374
226		L/A 173'				
			46	400		
	2467				176	1435
224		L/A 178'				
			49	375		
	2511				150	1594
228		301+00	32	486		
14,383	Sheet total					

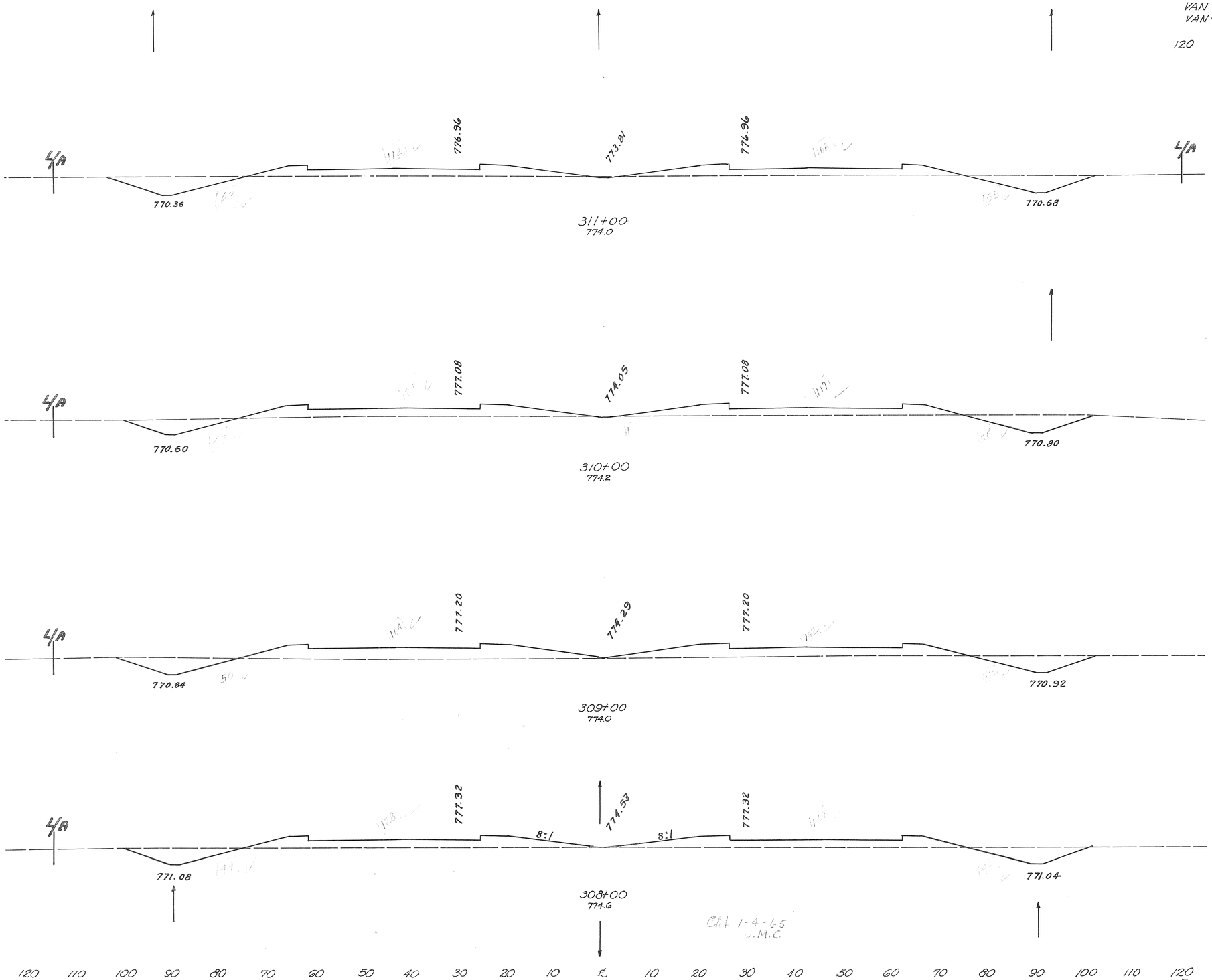
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

From Sta. 302+00 to Sta. 307+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Seeding Width	Seeding Sq.Yd.		End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
167		R/W 285'				
	1994	L/A	118	220	402	852
192		R/W 430'				
	2156	L/A	99	240	372	1011
196						
	2189	L/A	102	306	359	1043
198						
	2239	L/A 153'	92	257	357	909
205		307+00	101	234		
8,578		Sheet total				



CH 1-4-65
C.M.C

From Sta. 308+00 to Sta. 311+00

Seeding Width	Sq. Yd.
156	
	910
150	
155	
	800
155	
	1722
155	
153	
155	
165	
	1670
165	
	1844
167	
7,099	Sheet total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 **℄** 10 20 30 40 50 60 70 80 90 100 110

314+46.45 Ahead

314+46.45 Back

R/w 183'

R/w

4/A

6"x10" F-4

10" F-4

10" C1 A-1

6" A-1

770.94

+80.118' Lt. F.L. 769.00

+72.87' Lt. F.L. 771.00

End Crushed Aggregate Slope Protection, 12" Thick Sta. 314+75

+72.56' Lt. F.L. 771.33

774.66

773.58

774.66

315+00 774.30

Sta. 315+73 F.L. Elev. 774.15

30" A-1

Sta. 315+77.24, 84.24' Rt. Elev. 770.35.

VAN WERT COUNTY VAN-30-4.06

Included with S.R. 30 Cross Sections

Sta. 314+91.98 & Sta. 315+36.97

774.00

30" A-1

Included with S.R. 30 Cross Sections.

Sta. 312+78 Elev. 773.36

30" A-1

Sta. 314+53.93, 87.07' Rt. F.L. Elev. 769.86.

Begin Crushed Aggregate Slope Protection, 12" Thick. Sta. 314+54.

Included in Channel Sections

774.61

773.41

774.61

6:1

772.82

773.00 24" A-1

Sta. 314+16.81' Lt. F.L. Elev. 769.64

769.60

End Crushed Aggregate Slope Protection, 12" Thick Sta. 313+65.

314+00 773.50

NORTH CREEK VAN-30-0594.

Included with S.R. 30 Cross Sections

Sta. 313+17.39 & Sta. 313+62.38

774.72

773.30

774.47

774.72

+80.56' Rt. F.L. 771.63

6" C1 A-1

+80.92' Rt. F.L. 769.77

Included with North Creek Channel Sections.

313+00 771.28

+70.86' Lt. F.L. 769.90

6" F-4

6" A-1

Sta. 312+72.34, 86.66' Lt. F.L. Elev. 769.75

+72.56' Lt. F.L. 771.45

+05.56' Rt. F.L. 771.36

6" A-1

770.44

+05.88' Rt. F.L. 770.50

Begin Crushed Aggregate Slope Protection: 12" Thick. Sta. 312+95.

From Channel Cross Sections Sheet No. 267

774.84

775.10

774.59

774.84

770.12

770.56

312+00 773.85

311+00

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
61	152		
	286		476
	286		
		0	427
		472	544
194	142		
			487 789
257			428
257			
		0	380
69	284		
		378	1161
			+351
135	343		
		469	1043
118	220		

R/w 305'

Sta. 315+36.97

Sta. 314+91.98

Corr. Abut Corners on Right.

Sta. 313+62.38

Sta. 313+17.39

Corr. Abut. Corners on Left.

C/c 210'

Sta. 311+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 **℄** 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

From Sta. 312+00 to Sta. 315+00

VAN WERT COUNTY
VAN - 30 - 4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

120 130 140 150

SEEDING WIDTH	SQ YD.
151	
	1678
151	
	1678
151	
	1678
151	
	1706
156	
8,418	Sheet total

END AREA CUT	END AREA FILL	CU YDS. CUT	CU YDS. FILL
56	255		
		194	1072
49	324		
		211	1091
65	265		
		294	887
94	214		
		344	750
92	191		
		283	635
Sta. 315+00 61	152		

L/A

772.54 — 777.26 — 774.29 — 777.26 — 771.04

320+00
774.0

Sta. 319+50
Slopes 8:1

772.42 — 777.14 — 774.29 — 777.14 — 770.94

319+00
773.9

772.30 — 777.02 — 774.05 — 777.02 — 770.84

318+00
774.1

772.18 — 776.90 — 773.81 — 776.90 — 770.74

F.L. Elev. 771.41

317+00
774.3

Sta. 317+00, ℄
Std. No. 8 C.B.
Gr. Elev. 773.56

15" C I A-1

Sta. 317+00, 85.33' Rt.
F.L. Elev. 770.77.

8" x 10' F-4

Sta. 316+95 93.5' Rt.
F.L. 771.25

6" F.T.

+00. 105' Rt.
F.L. 771.51

772.06 — 776.78 — 774.87 — 776.53 — 775.46 — 776.78 — 770.64

316+00
774.2

10" x A-1

770.47

10" H-2

10" x 10" F-4
Sta. 316+29

+56. 125' Rt.
F.L. 769.60

315+00

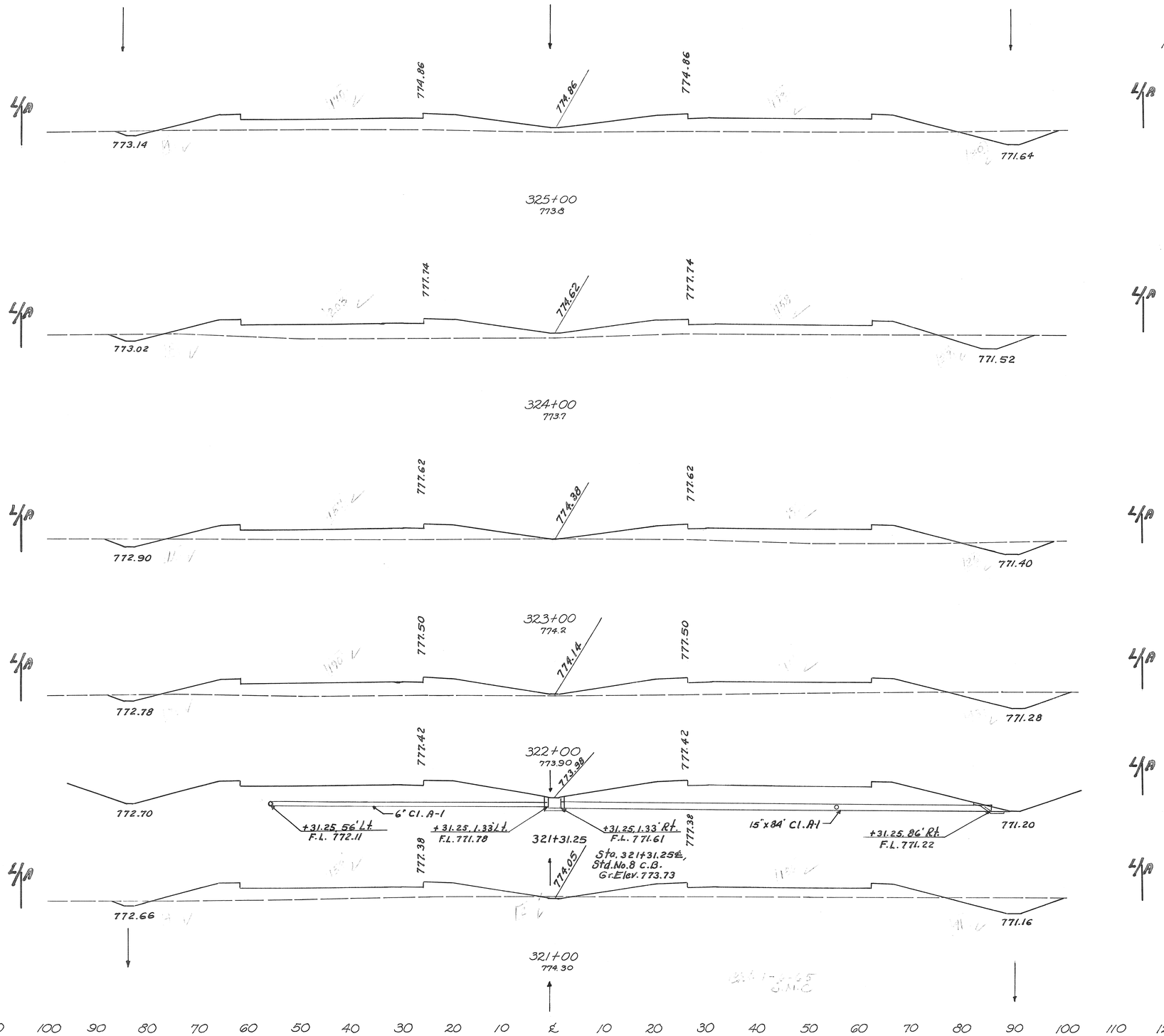
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

from Sta. 316+00 to Sta. 320+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SEEDING WIDTH	SQ YD.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
320+00	
8,390	Sheet total

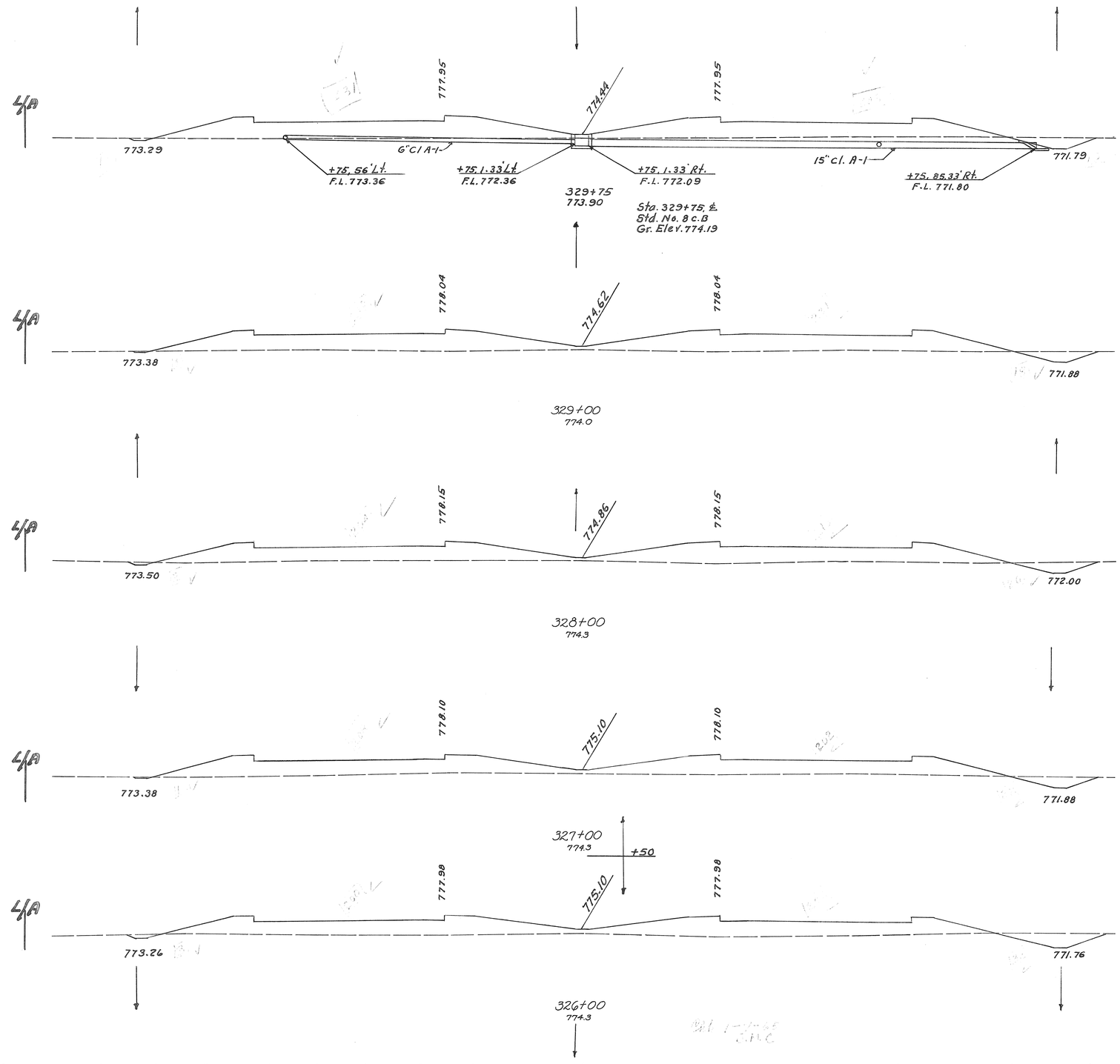


END AREA CUT	END AREA FILL	CU. YDS. CUT	CU. YDS. FILL
34	363		
		131	1341
37	361		
		137	1315
37	349		
		161	1307
50	357		
		180	1207
47	295		
		191	1019
320+00 56	255		

From Sta. 321+00 to Sta. 325+00

VAN WERT COUNTY
VAN - 30 - 4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



Seeding Width	Sq. Yds.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	325+00
6,712	Sheet total

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
23	434		
		59	1226
19	449		
		76	1609
22	420		
		83	1537
23	410		
		107	1506
35	403		
		128	1419
325+00 34	363		

From Sta. 326+00 to Sta. 329+75

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
6,712	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
19	427		
		94	1578
32	425		
		113	1606
29	442		
		115	1641
33	444		
		26	407
329+75	23	434	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

L/A — 772.90 — 777.56 — 774.62 — 777.56 — 771.40 — L/A

333+00
773.67

L/A — 773.02 — 777.68 — 774.86 — 777.68 — 771.52 — L/A

10"A-1 — 10"F-4 — 10"H-2 — 8"F.T.

331+62, 115' Rt.
770.32 ±

332+00
773.55

Sta. 331+75

L/A — 773.14 — 777.80 — 774.74 — 777.80 — 771.64 — L/A

331+00
773.95

L/A — 773.26 — 777.92 — 774.50 — 777.92 — 771.76 — L/A

330+00
773.65

329+00

Sta. 330+00 to Sta. 333+00

78

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
333+00	
6,712	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
46	321		
		156	1224
38	340		
		141	1307
38	366		
		131	1413
33	397		
		96	1526
Sta. 333+00	19	427	

337+00
773.57
772.42
777.08
773.66
777.08
770.92

336+00
773.67
772.54
777.20
773.90
777.20
771.04

335+00
773.67
772.66
777.32
774.14
777.32
771.16

334+00
773.67
772.78
777.44
774.28
777.44
771.28
334+30, 108 Lt. F.L. 770.05
℄ 10" H-2
℄ 10" A-1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 334+00 to Sta. 337+00

79

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
337+00	
Sheet Total	6,712

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
53	282		
		185	1069
47	295		
		169	1130
44	315		
		163	1156
44	309		
		167	1167
46	321		

Sta. 337+00

L/A 771.94 776.60 773.66 776.60 770.44 L/A

341+00
773.37

L/A 772.06 776.72 773.90 776.72 770.56 L/A

340+00
773.37

Sta. 339+75

L/A 772.18 776.84 773.78 776.84 770.68 L/A

339+00
773.37

L/A 772.30 776.96 773.54 776.96 770.80 L/A

338+00
773.67

772.33 776.99 773.48 776.99 700.83

+75, 56' Lt. F.L. 771.40 — 6" A-1 — +75, 1.33' Lt. F.L. 771.26 — +75, 1.33' Rt. F.L. 771.12 — 15" Cl. A-1 — +75, 85.33' Rt. F.L. 770.84

337+75
Sta. 337+75, ℄
Std. No. 8 C.B.
Gr. Elev. 773.23

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 338+00 to Sta. 341+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120



VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
341+00	
6,712	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
51	323		
		178	1148
45	297		
		172	1111
48	303		
		196	1089
58	285		
		206	1050
53	282		
Sta. 341+00			

345+00
772.92
776.12 772.70 776.12
771.46 769.96

344+00
773.02
776.24 772.84 776.24
771.58 770.08

343+00
773.07
776.36 773.18 776.36
771.70 770.20

342+00
773.17
776.48 773.42 776.48
771.82 770.32

L/A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 342+00 to Sta. 345+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

81

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
345+00	
6,712 Sheet Total	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
67	239		
		224	969
54	284		
		200	998
54	255		
		207	924
58	244		
		202	1050
51	323		

Sta. 345+00

L/A

775.64 772.70 775.64

770.98 769.48

349+00
772.52

775.76 772.94 775.76

771.10 769.60

348+00
772.12

Sta. 347+75

775.88 772.82 775.88

771.22 769.72

347+00
772.72

776.00 772.58 776.00

771.34 769.84

346+00
773.32

776.03 772.52 776.03

771.37 769.87

+75, 56' Lt.
F.L. 770.57

6" Cl. A-1

+75, 1.33' Lt.
F.L. 770.30

+75, 1.33' Rt.
F.L. 770.16

15" Cl. A-1

+75, 85.33' Rt.
F.L. 769.88

345+75

Sta. 345+75, ℄
Std. No. 8 C.B.
Gr. Elev. 772.27

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 346+00 to Sta. 349+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
151	
	1678
151	
	1678
151	
	1678
151	
	1678
151	
6,712	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

L/A — 770.50 — 775.16 — 771.74 — 775.16 — 769.00 — L/A

353+00
772.65

L/A — 770.62 — 775.28 — 771.98 — 775.28 — 769.12 — L/A

352+00
772.85

L/A — 770.74 — 775.40 — 772.22 — 775.40 — 769.24 — L/A

351+00
772.75

L/A — 770.86 — 775.52 — 772.46 — 775.52 — 769.36 — L/A

350+00
772.95

Sta. 349+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 350+00 to Sta. 353+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
82	202		
		293	774
76	216		
		302	817
87	225		
		307	713
79	160		
		270	739
67	239		

SEEDING	
END WIDTH	SQ. YDS.
180	
	2000
180	
	1839
151	
	1678
151	
	1678
151	
353+00	
7/95	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

CONTRACT NO. FED. PROJECT NO.	STATE	PROJECT		SHEET NO. 83
2	OHIO			

VAN WERT COUNTY
VAN-30-4.06

130 140 150

L/A

774.68 771.74 774.68

770.02 768.52

357+00
772.53

774.80 771.98 774.80

770.14 768.64

356+00
772.43

Sta. 355+75

774.90 771.86 774.90

770.26 768.76

355+00
772.35

775.04 771.62 775.04

770.38 768.88

354+00
772.15 771.66

775.07 775.07

770.41 768.91

+75, 56' Lt.
F.L. 769.61

6" Cl. A-1

+75, 1.33' Lt.
F.L. 769.34

+75, 1.33' Rt.
F.L. 769.20

15" Cl. A-1

+75, 85.33' Rt.
F.L. 768.92

Sta. 353+75 ℄
Std. No. 8 C.B.
Gr. Elev. 771.31

353+75

Sta. 353+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
96	153		
		343	591
89	166		
		309	685
78	204		
		294	724
81	187		
		302	720
82	202		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 354+00 to Sta. 357+00

SEEDING	
END WIDTH	SQ. YDS.
180	2000
180	2000
180	2000
180	2000
180	357+00
8,000	Sheet Total

LOG NO. SYSTEM	DIST.	PROJECT		84
2	04			

VAN WERT COUNTY
VAN-30-4.06

END AREA		VOLUME	
CUT	FILL	CUT	FILL
171	183		
		576	585
140	133		
		435	539
95	158		
		394	533
118	130		
		396	524
96	153		

Sta. 357+00

Sta. 358+00 to Sta 361+00

774.20
771.03
774.20
768.08
767.88
L/A
774.26
774.20
361+00
772.83
774.26
End Crushed Aggregate Slope Protection 12" thick Sta. 360+60
768.28
+50, 84.33' Lt. F.L. 768.29
15" Cl. A-1
+50, 1.33' Lt. F.L. 768.54
360+50
+50, 1.33' Rt. F.L. 768.58
6" Cl. A-1
+50, 56' Rt. F.L. 768.71
767.98
774.32 Sta. 360+50 ℄ 4 Std. No. 8 C.B. Gr. Elev. 770.65
774.32
771.02
774.32
Begin Crushed Aggregate Slope Protection, 12" thick Sta. 360+10
768.78
768.08
774.32
360+00
772.23
774.44
771.26
774.44
769.78
768.28
774.44
359+00
772.23
774.56
771.50
774.56
769.90
768.40
774.56
358+00
772.43
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
181	
	2011
181	
	2011
	2011
180	
	2011
	2011
182	
	2011
180	361+00
8,044	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
73	175		
		280	598
78	148		
		322	581
96	166		
		569	620
211	169		
		707	652
Sta. 361+00	171	183	

774.86 772.07 774.86

L/A

770.54

768.92

365+00
772.4

774.60 771.81 774.60

770.42

F-10 C.A.S.P.

768.66

364+00
772.3

Note: 48" Pipe Culvert buried approx. 10" to allow for future ditch clean out.

770.30

Sta. 363+50 771.36

Sta. 363+00 771.55

774.34 774.34

+50, 56' Lt. F.L. 769.45

6" Cl. A-1

+50, 133' Lt & Rt. F.L. 769.18

Sta. 363+48.67 F.L. 769.00

6" Cl. A-1

Sta. 362+50, ℄ Std No. 8 C.B. Gr. Elev. 771.11

+50, 56' Rt. F.L. 769.45

768.40

End Crushed Aggregate Slope Protection 12" thick, Sta. 362+45

End Sod Sta. 362+37.5

End Sod Sta. 362+75

774.16 771.10 774.16

363+00
772.4

767.4 ±

3:1

766.48

Sta. 362+25, 80' Lt. F.L. Elev. 766.52

Begin Sod Sta. 362+12.5

Begin Crushed Aggregate Slope Protection 12" thick, Sta. 362+05

362+25
771.97

STRUCTURE No. 5-C
Sta. 362+25

774.13 774.13

-0.30%

48" x 160' Cl. A-1, Sec. M-6.6(a)

℄ 2' Ditch Sta. 362+25, 93.48' Rt. Elev. 767.04

Begin Sod Sta. 362+12.5

Sta. 362+25, 80' Rt. F.L. Elev. 767.00

771.29

767.68

767.68

362+00
771.9

Sta 362+00 to Sta 365+00

FED. ROAD DIST. NO.	STATE	PROJECT		86
2	OHIO			

VAN WERT COUNTY
VAN-30 - 4.06

SEEDING	
END WIDTH	SQ. YDS.
181	
	2011
181	
	2011
181	
	2011
181	
8,044	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

L/A — 771.02 — 775.90 — 773.11 — 775.90 — 769.78 — L/A

369+00
775.0

L/A — 770.90 — 775.64 — 772.85 — 775.64 — 769.66 — L/A

+00, 56' Lt. F.L. 771.09 — 6" Cl. A-1 — +00, 1.33' Lt. F.L. 770.71 — +00, 1.33' Rt. F.L. 770.49 — 15" Cl. A-1 — +00, 84.33 Rt. F.L. 769.70

368+00
774.2

Sta. 368+00, ℄
Std. No 8 C.B.
Gr. Elev. 772.60

L/A — 770.78 — 775.38 — 772.59 — 775.38 — 769.44 — L/A

367+00
773.2

L/A — 770.66 — 775.12 — 772.33 — 775.12 — 769.18 — L/A

366+00
772.8

365+00

Chk. 11-13-64 J.M.C.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
237	26		
		865	161
230	61		
		661	322
127	113		
		372	559
74	189		
		272	674
73	175		

Sta. 365+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150
Sta. 366+00 to sta. 369+00

87

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
169	
	1785
	1878
169	
	1900
173	
	1944
177	
	1989
181	
369+00	
Sheet Total	5,926

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

L/A
271'

776.94 776.94

770.26

Correction for Intersection, Lt. & Rt.

Corr. for Intersection Lt. & Rt. 16+71 to 19+35 of Colwell Rd. included in mainline

373+00
773.0

COLWELL RD. - TWP. RD. 65
Sta. 373+10

L/A
380'

776.68 773.89 776.68

771.38

770.14

372+00
773.5

776.12 773.63 776.42

771.26

770.02

371+00
774.2

776.16 773.37 776.16

771.14

769.90

370+00
776.0

CRH. 1-12-69
J.M.C.

130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
24	537		
		278	2400
		0	430
76	327		
		70	303
76	327		
		337	959
106	191		
		578	409
206	30		
		820	104
237	26		

Sta. 373+75

Sta. 372+25

Sta. 369+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 370+00 to Sta. 373+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

FED RD DIVISION	STATE	PROJECT	
2	OHIO		

88

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING			END AREA		VOLUME	
	END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
	143					
		1572	24	606		
					107	2265
	140					
		1533	34	617		
					133	2311
	136					
		1500	38	631		
					115	2163
	134	Ahead				
		L/A 160'				
	168	Back	24	537		
					22	497
		1872	24	537		
	169	373+00				
	6,477	Sheet Total				

776.84 773.69 776.84

L/A 769.76 770.30 L/A

377+00
771.7

776.96 773.93 776.96

L/A 769.64 15"×186'A-1 770.0 L/A 385'

100 88.5' Rt F.L. 769.9

376+00
771.7

769.58 ±20.90' Lt F.L. 769.60 15"×186A-1

777.08 774.17 777.08

L/A 769.52 770.6 L/A 340'

375+00
771.9

777.15 774.81 777.16

771.20 771.20 L/A 295'

374+00
772.8

Sta. 373+75

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta 374+00 to Sta 377+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
145	
	1611
145	
	1611
145	
	1611
145	
	1600
143	377+00
6,433	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

776.36 773.21 776.36
L/A 770.24 770.36 L/A

381+00
770.9

776.48 772.97 776.48
L/A 770.12 771.20 L/A
+00, 84.33' Lt. F.L. 770.30
15" Cl. A-1
+00, 1.33' Lt. F.L. 770.61
+00, 1.33' Rt. F.L. 770.88
6" Cl. A-1
+00, 56' Rt. F.L. 771.21

Sta. 380+00, ℄
Std. No. 8 C.B.
Gr. Elev. 772.72

380+00
771.2

776.60 773.21 776.60
L/A 770.00 770.90 L/A

379+00
771.2

776.72 773.45 776.72
L/A 769.88 770.60 L/A

378+00
771.6

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 378+00 to Sta. 381+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
5	662		
		20	2378
6	622		
		41	2295
16	617		
		72	2133
23	535		
		87	2113
24	606		
377+00			

FED RD. DIVISION	STATE	PROJECT	
2	OHIO		

90

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
145	
	1611
145	
	1611
145	
	1611
145	
	1611
145	381+00
6,444	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

775.88 772.73 775.88
L/A 769.88 769.88 L/A
385+00
770.6

776.00 772.97 776.00
L/A 770.60 770.00 L/A
384+00
770.7

776.12 773.21 776.12
L/A 770.48 770.12 L/A
383+00
770.9

776.24 773.45 776.24
L/A 770.36 770.24 L/A
382+00
770.9

END AREA		VOLUME	
CUT	FILL	CUT	FILL
9	636		
		22	2371
3	644		
		11	2452
3	680		
		13	2509
4	675		
		17	2476
5	662		

Sta. 381+00

11-22-67

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 382+00 to Sta. 385+00

FED RD DIVISION	STATE	PROJECT	
2	OHIO		

91

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
145	
	1611
145	
	1614
145	
	1611
145	
	1611
145	
6,447	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

385+00

775.40 772.25 775.40

769.40 769.40

389+00
770.7

775.52 772.01 775.52

769.52 769.52

+00, 85.33' Lt.
F.L. 769.54

15" Cl. A-1

+00, 1.33' Lt.
F.L. 769.68

+00, 1.33' Rt.
F.L. 769.79

6" Cl. A-1

+00, 56' Rt.
F.L. 770.06

Sta. 388+00, ℄
Std. No. 8 C.B.
Gr. Elev. 771.79

388+00
770.8

775.64 772.25 775.64

769.64 769.64

387+00
770.6

775.76 772.49 775.76

769.76 769.76

386+00
770.6

Chk. 11-23-64
J.M.E.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
11	562		
		54	1996
18	516		
		67	1983
18	560		
		57	2100
13	574		
		41	2241
Sta. 385+00 9	636		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 386+00 to Sta. 389+00

FED RD DIVISION	STATE	PROJECT		92
2	OHIO			

VAN WERT COUNTY
VAN-30-4.06

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
145	1611	19	484	70	1089
145	1611	19	536	61	2065
145	1611	14	579	52	2037
145	1611	14	521	46	2006
145	1611	11	562		
145	389+00				
6,444	Sheet Total				

+50 Ditch Elev. 768.98

L/A 768.92 — 774.92 — 771.77 — 774.92 — L/A 768.92

Note: Place 12" Tile below outlet as indicated to provide for future lowering of outlet.

393+00
770.2

8"F.T. — 8"X16'H-2 — 12"X200'A-1

F.L. 767.2± — F.L. 8" 767.2± — F.L. 12" 766.5

Sta. 392+73, 89'Lt.
Std. No. 2-2 B Mod. C.B.
Gr. Elev. 768.8

L/A 769.04 — 775.04 — 772.01 — 775.04 — L/A 769.04

Note: 8" shall be adjusted to elevation of 4" F.T. coming from the West.

392+00
770.0

8"X36'H-2

F.L. 12" 766.7 — F.L. 8" 767.4±

Sta. 391+77, 89'Rt.
Std. No. 2-2 B Mod. C.B.
Gr. Elev. 768.9

L/A 769.16 — 775.16 — 772.25 — 775.16 — L/A 769.16

391+00
770.4

L/A 769.28 — 775.28 — 772.49 — 775.28 — L/A 769.28

390+00
770.6

389+00

Sta. 390+00 to Sta. 393+00

SEEDING	
END WIDTH	SQ. YDS.
145	1611
145	1611
145	1611
145	1611
145	393+00
6,444	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

STATE: OHIO | PROJECT | 93

VAN WERT COUNTY
VAN-30-4.06

130 140 150

L/A 768.44 774.44 771.29 774.44 768.44 L/A

397+00
770.1

L/A 768.56 774.56 771.05 774.56 768.56 L/A

15"C.I. A-1

+00, 85.33 Lt. F.L. Elev. 768.56

+00, 1.33 Lt. F.L. 768.69

+00, 1.33 Rt. F.L. 768.84

6" A-1

+00, 56' Rt. F.L. 769.11

396+00
770.1

Sta. 396+00 ℄
Sta. No. 8 C.B.
Gr. Elev. 770.80

L/A 768.68 774.68 771.29 774.68 768.68 L/A

395+00
770.0

L/A 768.80 774.80 771.53 774.80 768.80 L/A

394+00
769.9

393+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 394+00 to Sta. 397+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
32	451		
		93	1811
18	527		
		54	1980
11	542		
		70	2048
27	564		
		85	1941
393+00 19	404		

SEEDING	
END WIDTH	SQ. YDS.
145	1611
145	1611
145	1611
145	1611
145	397+00
6,444	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

FED. AID DIVISION	STATE	PROJECT	
2	OHIO		

94

VAN WERT COUNTY
VAN-30-4.06

130 140 150

L/A 773.96 770.81 773.96 L/A
767.96 767.96
401+00
769.6

L/A 774.08 771.05 774.08 L/A
768.08 768.08
400+00
769.6

L/A 774.20 771.29 774.20 L/A
768.20 768.20
399+00
769.9

L/A 774.32 771.53 774.32 L/A
768.32 768.32
398+00
770.1

Chk 12-7-64 J.M.C.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
30	469		
		102	1811
25	509		
		89	1885
23	509		
		106	1817
34	472		
		122	1709
397+00 32	451		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 398+00 to Sta. 401+00

FED. NO. DIVISION	STATE	PROJECT	
2	OHIO		

95

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
145	
	1611
145	
	1611
145	
	1611
145	
	1611
145	
6,444	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
44	360		
		148	1487
36	443		
		126	1643
32	444		
		119	1676
32	461		
		115	1722
30	469		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

L/A

773.48 770.33 773.48

767.48 767.48

405+00
769.7

773.60 770.09 773.60

767.60 767.60

+00,84.33'Lt. F.L. 767.61

15" Cl. A-1

+00,1.33'Lt. F.L. 767.73

+00,1.33'Rt. F.L. 767.81

6" Cl. A-1

+00,56'Rt. F.L. 768.14

404+00
769.6

Sta. 404+00 ℄
Sta. No.8 C.B.
Gr. Elev. 769.84

773.72 770.33 773.72

767.72 767.72

403+00
769.5

773.84 770.57 773.84

767.84 767.82

402+00
769.5

401+00

Sta. 402+00 to Sta. 405+00

FED RD. DIVISION	STATE	PROJECT	
2	OHIO		

96

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
144	
	1594
143	
	1600
145	
	1611
145	
	1611
145	405+00
6,916	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

773.00 769.86 773.00
766.70 766.80
409+00
769.3

773.12 770.09 773.12
766.90 767.10
408+00
769.3

773.24 770.33 773.24
767.10 767.24
407+00
769.3

773.36 770.57 773.36
767.30 767.36
406+00
769.8

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
43	365		
		167	1356
47	367		
		167	1439
43	410		
		159	1476
43	387		
		161	1383
Sta. 405+00 44	360		

Sta. 406+00 to Sta. 409+00

SEEDING	
END WIDTH	SQ. YDS.
160 / 170	825
170	
	1569
	4156
170 / 146	2175
144	5,587

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

97

VAN WERT COUNTY
VAN-30-4.06

130 140 150

L/A 342'
Ahead
Back
765.50
773.08
769.73
773.08
767.50
L/A
R/W 336'

412+55
773.00
766.00
+50, 88' Lt.
F.L. 766.05
18" Cl. A-1
413+00
770.29
769.61
773.00
+50, 4.67' Rt.
F.L. 766.98
768.00
Sta. 412+50, 6' Rt.
Std. No. 8 C.B.
Gr. Elev. 769.36
772.92
412+50
769.73
772.92

L/A 285'
L/A 220'
R/W 517'
768.50

Corr. for Intersection
12+67 to 15+34 Convoy Rd.
included in Mainline

412+00
769.3

CONVOY RD. - CO. RD. 168
Sta. 411+40.13

772.80
769.97
772.80
766.48
Correction for Intersection
L/A 320'
R/W 517'

411+00
769.5

Ahead 410+35
Back 410+35
End Sod
Sta. 410+12.5
Note: 36" Pipe to be buried
1.5' to provide for future
ditch clean out.
772.88
769.73
772.88
End Sod
Sta. 410+12.5
410+02, 103' Rt.
F.L. 766.1
Correction for Ditch Lt.
R/W 230'
L/A
F.L. channel 766.1
0.12 ft
L/A 420'
R/W 490'
E-10" F-4
Sta. 410+00, 87.5 Lt.
F.L. Elev. 764.50
36" X 174' Cl. A-1, Sec. M-6.6 (a)
764.8
Sta. 410+00, 86.5' Rt.
F.L. Elev. 764.7

410+00
769.2
772.91
769.67
772.91
STRUCTURE NO. 6-C
Sta. 410+00
Begin Sod
Sta. 409+87.5

Begin Sod
Sta. 409+87.5
Sta. 409+75, 5' Lt.
Std. No. 8 C.B.
Gr. Elev. 769.42
+76.33, 5' Lt.
F.L. 767.31
409+75
Sta. 409+00

409+00
Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
	62		413
			873
			4410
		0	170
			+146
	95		381
			256
			1381
	43		365

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 410+00 to Sta. 413+00

FED. RD. DIST. NO.	STATE	PROJECT		98
2	OHIO			

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
171	1906
172	1889
168	1850
165	1806
160	7,451

Ahead 413+00
Sheet Total

End Sod 6' Wide Sta. 417+00

End Sod 6' Wide Sta. 417+00

L/A 465' | L/A 201' | L/A | L/A | R/W 312'

773.72 | 770.69 | 773.72

768.14 | 767.52

417+00
769.2

L/A 387' | L/A | R/W 340'

773.56 | 770.45 | 773.56

763.93 | 764.35

-0.20%

48"x178' Cl. A-1, Sec M-6.6(A)

Sta 416+00, 89' Lt.
F.L. Elev. 793.96

Sta 416+00, 89' Rt.
F.L. Elev. 764.32

416+00
769.4

STRUCTURE NO. 7-C
Sta. 416+00

L/A 372' | L/A | R/W 365'

773.40 | 770.21 | 773.40

764.50 | 765.50

415+00
769.0

L/A 357' | L/A | R/W 415'

773.24 | 769.97 | 773.24

765.00 | 766.50

414+00
770.2

END AREA		VOLUME	
CUT	FILL	CUT	FILL
22	464		
		411	1678
200	442		
		663	1765
158	511		
		554	1828
141	476		
		376	1646
62	413		

413+00

Sta. 414+00 to Sta. 417+00

SEEDING	
END WIDTH	SQ. YDS.
170	
	1889
170	
	1889
170	
	1889
170	
	1894
171	

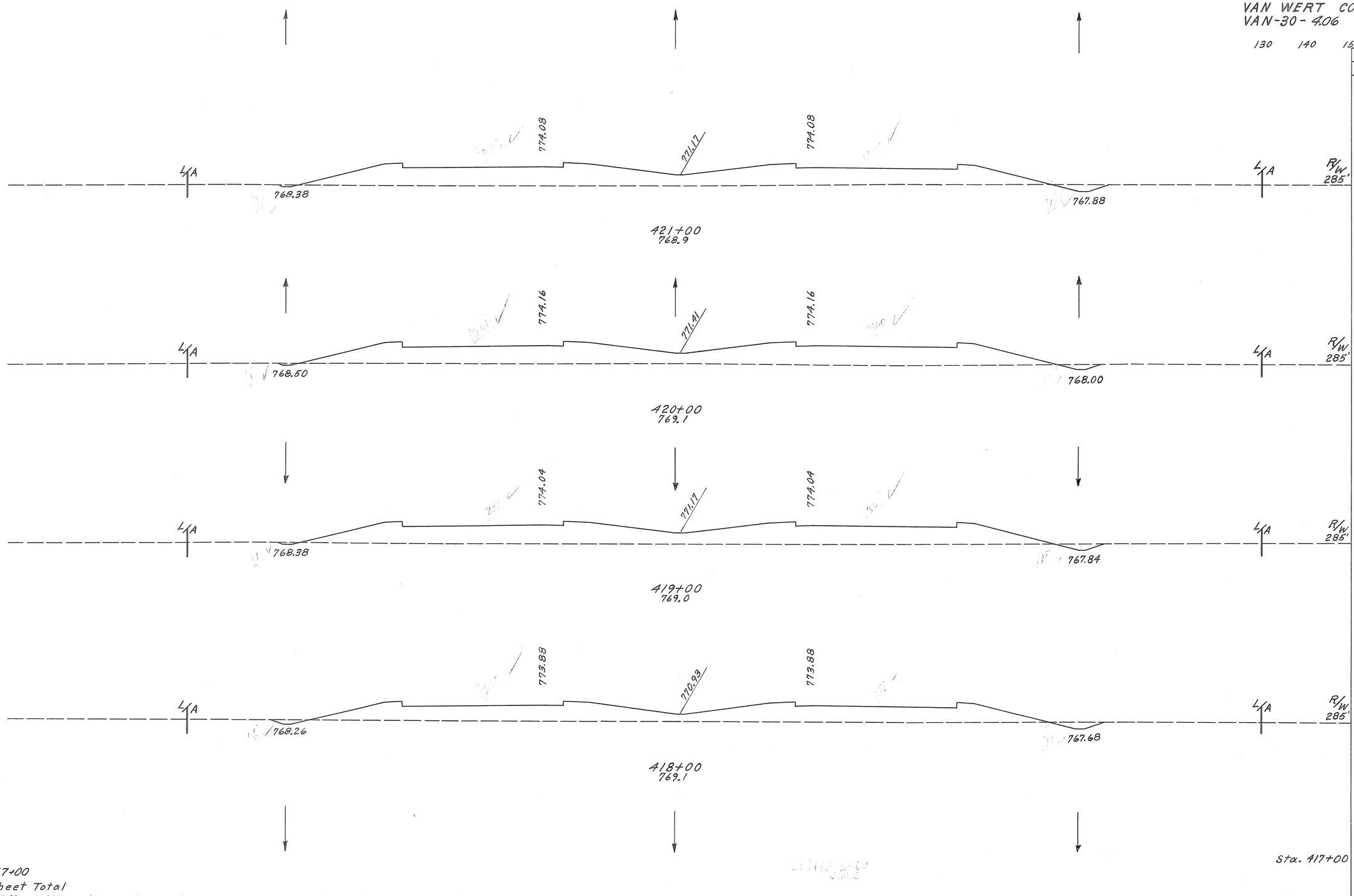
417+00
7,561 Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

FED. NO. DIV. NO.	STATE	PROJECT		99
2	OHIO			

VAN WERT COUNTY
VAN-30-4.06

130 140 150



END AREA		VOLUME	
CUT	FILL	CUT	FILL
R/W 285' 13	615		
		39	2252
R/W 285' 8	601		
		35	2215
R/W 285' 11	595		
		52	2061
R/W 285' 17	518		
		72	1819
Sta. 417+00 22	464		

Sta. 418+00 to Sta. 421+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FED. RD. DIVISION	STATE	PROJECT	
5			

100

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
170	
	1889
170	
	1889
170	
	1889
170	
	1889
170	
7,556	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
9	564		
		43	2011
14	522		
		46	1922
11	516		
		43	2080
12	607		
		46	2263
13	615		

Sta. 421+00

L/A — 773.60 — 770.21 — 773.60 — L/A — R/W 285'

767.50 — 767.40

425+00
768.6

L/A — 773.72 — 770.45 — 773.72 — L/A — R/W 285'

768.70 — 767.52

424+00
768.8

L/A — 773.84 — 770.69 — 773.84 — L/A — R/W 285'

768.90 — 767.64

423+00
769.5

L/A — 773.96 — 770.93 — 773.96 — L/A — R/W 285'

768.14 — 767.76

422+00
768.8

11-4-64
J.A.L.

421+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 422+00 to Sta. 425+00

FED.ID. PROJ. NO.	STATE	PROJECT		101
3	OHIO			

VAN WERT COUNTY
VAN-30-4.06

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
170	1889		19	498	
				306	1930
170	1889		146	544	
170	1889			294	2024
170	1100		13	549	
				95	138
	1889			48	2045
170	1889		13	555	
				41	2072
170	425+00		9	564	
8,656	Sheet Total				

End Sod 6' Wide Sta. 429+00

R/W 288' L/A 766.95 773.15 770.21 773.15 766.80 L/A R/W 290'

429+00 768.8 773.21 771.00 773.21 773.21 428+25 767.87

Sta. 428+50 Rt. End Sod Elev. 766.90 767.10

Sta. 428+50 Lt. End Sod Elev. 766.85 766.56

Sta. 428+00, 86' Lt. F.L. Elev. 764.70

R/W 310' L/A 773.24 773.24 L/A R/W 285'

15" F.T. 15" F-A 764.68 +00, 101' Lt. 764.6 770.45 -0.30% 42'x172'-A-1 764.93 +00 86' Rt. 764.91

428+00 768.9 STRUCTURE No. 9-C

Begin Sod 6' Wide, Elev. 767.0 Sta. 427+50

Sta. 427+50 Rt. Begin Sod. Elev. 766.86

R/W 330' L/A 773.36 770.21 773.36 L/A R/W 285'

767.10 767.00

427+00 768.7

Add for seeding old roadway and around Cul-de-Sac on Lt.

Add for removing old pavt. and building Cul-de-Sac on Lt.

L/A 773.48 769.97 773.48 L/A R/W 285'

767.30 +00, 85.33 Lt. F.L. 767.35 +00, 1.33' Lt. F.L. 767.61 767.28

426+00 768.5

Sta. 426+00, ℄ Std. No. 8 C.B. Gr. Elev. 769.72

Sta. 425+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 426+00 to Sta. 429+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

102

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
149	
	1622
143	
	2006
218	
	3256
168	
	1878
170	
429+00	
8,762	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
10	632		
		33	2367
8	646		
		37	2285
12	588		
		76	2102
29	547		
		89	1935
19	498		
Sta. 429+00			

773.60 770.81 773.60 767.76 767.60 L/A L/A

433+00
768.5

773.48 770.57 773.48 767.55 767.40 L/A L/A

432+00
768.3

773.36 770.33 773.36 767.35 767.20 L/A L/A R/W 345' L/A 182'

431+00
768.4

773.24 770.09 773.24 767.15 767.00 L/A L/A R/W 310'

430+00
768.3

773.21 770.03 773.21 767.10 766.95 L/A

℄15 A-1

+75, 87.33' Lt
F.L. 767.22

+75, 1.33' Lt.
F.L. 767.67

429+75

Sta. 429+75, ℄
Std No. 8 C.B.
Gr. Elev. 769.78

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 429+75 to Sta. 433+00

SEEDING	
END WIDTH	SQ. YDS.
176	
	1911
168	
	1817
159	
	1744
155	
	1689
149	433+00
7,161	Sheet Total

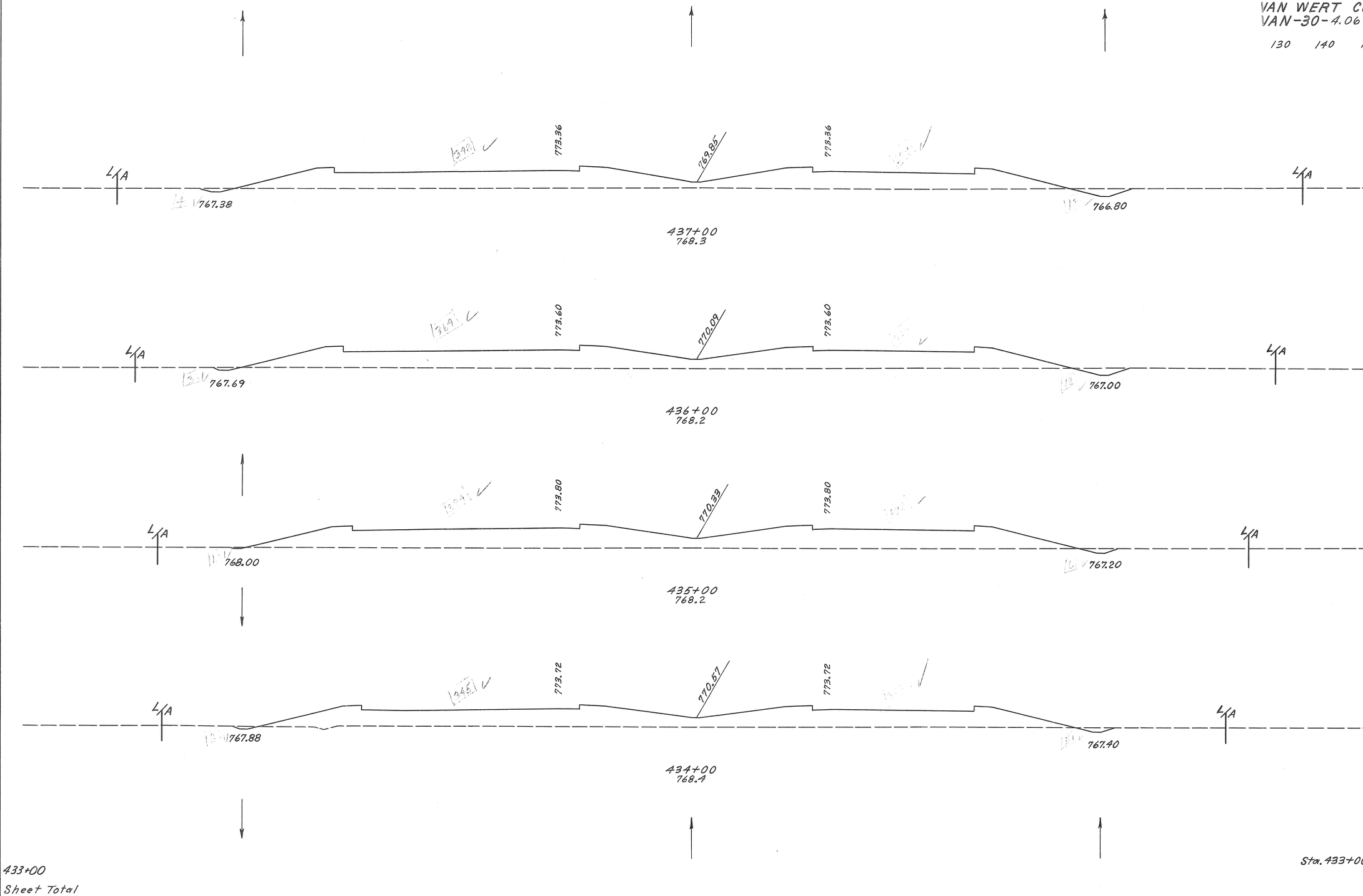
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

RTE NO. DIVISION	STATE	PROJECT	
2	OHIO		

103

VAN WERT COUNTY
VAN-30-4.06

130 140 150



END AREA		VOLUME	
CUT	FILL	CUT	FILL
17	627		
		59	2396
15	667		
		41	2554
7	712		
		26	2513
7	645		
		31	2365
Sta. 433+00 10	632		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 434+00 to Sta. 437+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

104

VAN WERT COUNTY
VAN-30- 4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
194	
	2106
185	
	2011
177	
	1989
181	
	1983
176	
8.089	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
55	442		
		178	1720
41	487		
		152	1861
41	518		
		128	2013
28	569		
		83	2215
17	627		

L/A 157'

772.40 768.89 772.40

766.14 766.0

441+00
768.6

L/A 151'

772.64 769.13 772.64

766.45 766.20

440+00
768.2

772.88 769.37 772.88

766.76 766.40

439+00
768.3

773.12 769.61 773.12

767.07 766.60

438+00
768.4

Oct. 1-12-65
R.M.C.

Sta. 437+00

437+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 438+00 to Sta. 441+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
219	2367
207	2289
205	2250
200	3300
194	441+00
10,206	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
142	252		
		461	1041
107	310		
		367	1193
91	334		
		156	666
77	385		
		132	742
65	416		
		222	1589
Sta. 441+00	55	442	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

L/A 161'
771.44
768.65
771.44
L/A 179'
764.90
765.40
445+00
768.5

L/A 157'
771.68
768.89
771.68
L/A 173'
765.21
765.52
444+00
768.5

L/A
771.92
768.65
771.92
L/A 168'
765.52
765.64

L/A
772.04
443+00
768.5
768.53
772.04
L/A 165'
765.68
+50, 112.33' Lt.
F.L. 765.78
18" Cl. A-1
+50, 1.33' Lt.
F.L. 765.92
Sta. 442+50, ℄
Std. No. 8 C.B.
Gr. Elev. 768.28
+50, 1.33' Rt.
F.L. 767.05
6" A-1
2' Rt. Ramp "B"
F.L. 767.34
765.72

L/A
772.16
442+50
768.65
772.16
L/A 162'
765.84
765.80
442+00
768.3

CAM. 1-14-05
J.M.C.

Sta. 442+00 to Sta. 445+00

SEEDING	
END WIDTH	SQ. YDS.
52	
	578
52	
	578
52	
	578
52	
	2639
219	
4,373	Sheet Total

106

VAN WERT COUNTY
VAN-30-4.06

END AREA		VOLUME	
CUT	FILL	CUT	FILL
	4		86
		15	356
	4		106
		9	498
	1		163
		6	469
	2		90
	113		285
		472	994
	142		252

771.56 — 768.65 — 771.56
449+00
769.1
Line — Line

771.44 — 768.41 — 771.44
448+00
769.1
Match — Match

771.32 — 768.17 — 771.32
+98.67, ℄
F.L. Elev. 765.81
447+00
768.7
Sta. 447+00, ℄
Std. No. 8 C.B.
Gr. Elev. 767.92

STRUCTURE NO. 11-C
Sta. 446+84

L/A 210'
Ahead
Back
764.71
769.50
771.24 — 768.41 — 771.24
765.28 BK
L/A 185'
Sta. 446+00 Ahd.
Sta. 446+00 Bk.
End Sod
Sta. 445+91, Ramp "A" ℄
446+00
768.9

F.L. Ditch 769.6
-0.2%
℄ Profile Miller Ditch
445+00
+75.04, 122.58' Lt.
F.L. 763.80
53" X 34' Cl. G-1, Sec. M-6.1(a)
Begin Sod
Sta. 445+66, Ramp "A" ℄
Sta. 445+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150
Sta. 446+00 to Sta. 449+00

VAN WERT COUNTY
VAN - 30 - 4.06

Seeding Width	Sq. Yds.
252	
	2817
255	
	2667
225	
	2472
220	
	1917
125	
9,873	

340 330 320 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80

L/A 420'

℄ Ramp "A"

8:1 4:1 4:1 768.36

F.L. 24" 765.38

450+00

L/A 420'

℄ Ramp "A"

Gr. Elev. 768.16 Gr. Elev. 769.20

15" Cl. A-1

6" Cl. A-1

+00, 247' Lt. F.L. 766.52

+00, 46.83' Lt. Rest Area ℄ F.L. 765.73

449+00

+00, 45' Lt. Rest Area ℄ F.L. 765.65

15" Cl. A-1 F.L. 765.55

+00, 20' Lt. Rest Area ℄ F.L. 765.65 F.L. 765.55

+00, 27' Lt. Rest Area F.L. 765.16

768.24

Sta. 449+00, 45.83 Lt. Rest Area ℄ Std. No. 6 C.B., Gr. Elev. 768.16

Sta. 449+00, 19.17' Lt. Rest Area ℄ Std. No. 6 C.B., Gr. Elev. 769.20

℄ Ramp "A"

L/A 393'

12:1 4:1 4:1 768.12

24" Cl. A-1, 144' Lt. F.L. 769.96

448+00

Match

L/A

℄ Ramp "A"

4:1 4:1 768.00

+69, 148' Lt. F.L. 764.90

764.83

Sta. 447+69, 148' Lt. Begin 24" A-1, Sec. M 6.6 (a) F.L. Elev. 764.90

767.92

4:1 4:1

Sta. 446+36, 74' Lt. Std. No. 8 C.B. Gr. Elev. 767.67

+35.67, 74' Lt. F.L. 765.56

CAT. 1-17-65 JMC

446+00, Ahead

Ahead, Sta. 446+00

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
30	132		
		243	344
101	54		
		335	333
80	126		
		265	374
63	76		
		230	328
61	101		

340 330 320 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40

Road Side Rest Area Left. Sta. 447+00 to Sta. 450+00

VAN WERT COUNTY
VAN-30-4.06

40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340

Seeding Width	Seeding Sq.Yds.
260	
	2422
176	
	1611
114	
	1233
108	
	1072
85	
	6,338

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
L/A 373'			
20	95		
		167	287
70	60		
		267	326
74	116		
		239	317
55	55		
		194	276
50	94		

Line

768.24

15" Cl. A-1
F.L. 765.36

450+00

765.26

+75, 148' Rt.
F.L. 765.31

+57.68, 158' Rt.
F.L. 765.27

Begin 15" Cl. A-1
Sta. 449+57.68, 158' Rt.
F.L. 765.27

768.12

765.16

449+00

L/A

768.00

Sta. 448+00

53"X34"X352' G-1

765.04

448+00

F.L. Ditch 765.0

448+08.90, 140.51' Rt.
F.L. 764.50

F.L. 8" F2 765.0

F.L. Ditch 764.8

Sta. 447+73, 80' Rt.
Std. No. 8 C.B.
Grate Elev. 767.72
F.L. 15" outlet 765.50

Match

769.50

765.16

447+00

Ahead, Sta. 446+00

446+00 Ahead

Road Side Rest Area Right Sta. 447+00 to Sta. 450+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

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VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
52	578
52	578
52	578

340 330 320 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80

110

VAN WERT COUNTY
VAN - 30 - 4.06

Seeding	
Width	Sq. Yds.
153	
	2211
245	
	3239
338	
	3500
292	
	3144
274	
	2922
252	
15,016	

L/A 420'

L/A 420'

L/A 420'

L/A

L/A

455+00

454+00

453+00

452+00

451+00

450+00

Back, Sta. 456+00

Sta. 455+00

Line

766.22 — 768.96

766.10 — 768.84

765.98 — 768.72

+58.98, 163' Lt.
F.L. 765.89

Sta. 452+58.98, 163' Lt.
End 24" A-1, Sec. M 6.6 (a)
F.L. Elev. 765.89

Sta. 452+33, 48' Lt.
24" A-1, Sec. M-6.6(a)
F.L. 765.83

F.L. 24"
765.79

768.60

+00, 56' Lt.
F.L. 766.50

6" Cl. A-1

Match

12:1

F.L. 24" M6.6 (a), Cl. A-1
765.58

768.48

Sta. 450+00

End Area		Cu. Yds.	
Cut	Fill	Cut	Fill
18	201	65	767
17	213	63	744
17	189	74	661
23	168	43	841
0	286	9	1007
5	258	65	722
30	132		

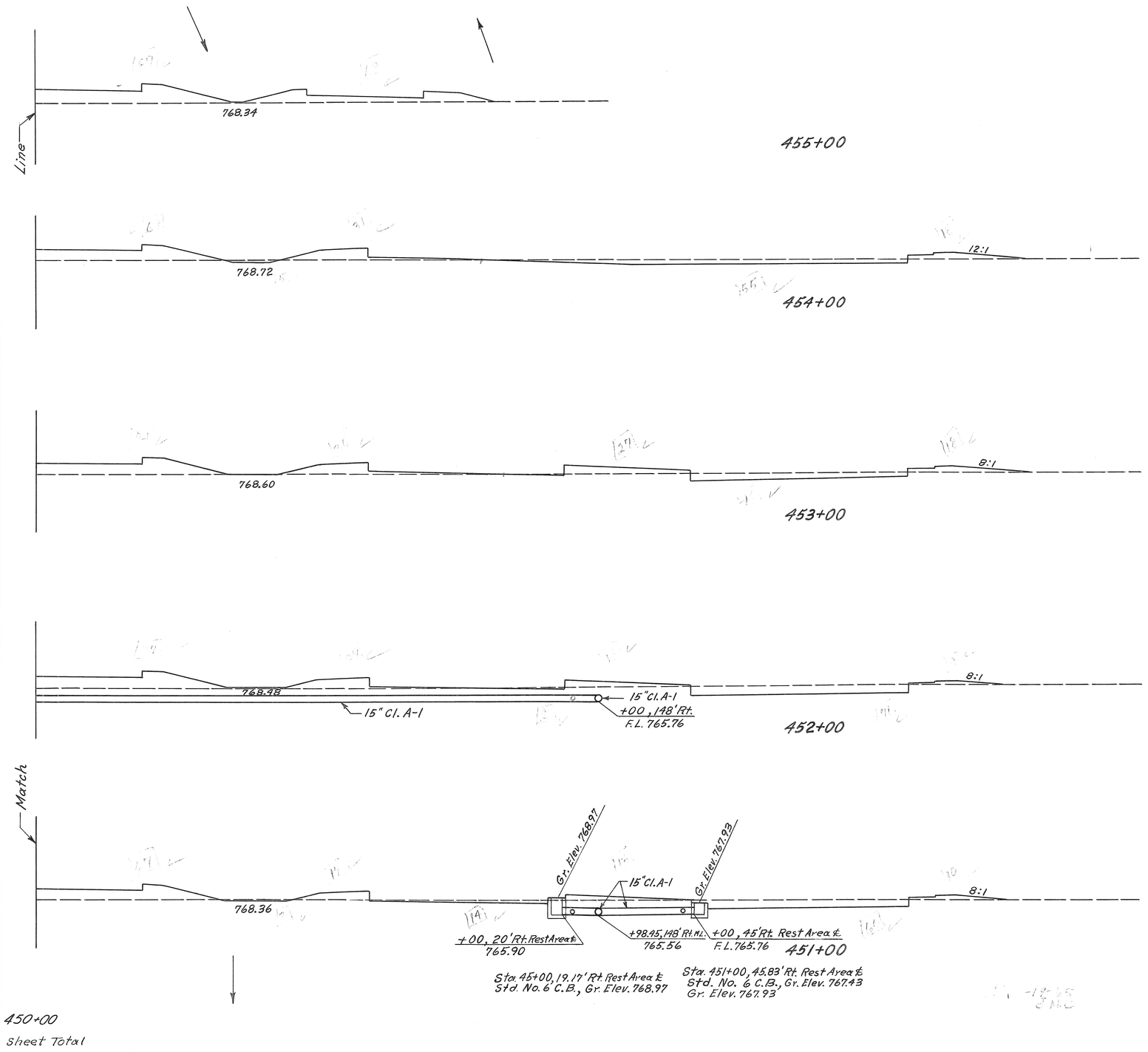
Road Side Rest Area Left, Sta. 451+00 to Sta. 455+00

340 330 320 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40

VAN WERT COUNTY
VAN-30-4.06

40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300

Seeding Width	Sq.Yds.
338	
	3272
251	
	2922
275	
	3050
274	
	3061
277	
	2983
260	
15,288	Sheet Total



	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
L/A 420'				
Sta. 456+00	1	179		
			2	607
Sta. 455+00	0	149		
			111	494
L/A 420'				
	60	118		
			200	504
L/A 420'				
	48	154		
			224	531
L/A 420'				
	73	133		
			278	444
L/A 420'				
	77	107		
			180	374
Sta. 450+00	20	95		

40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350

Road Side Rest Area Right, Sta. 451+00 to Sta. 455+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
343	
	4,222
417	
	5,333
543	
521	
	578
52	
	578
52	
	10,711

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130 140 150

L/A 178'

772.52 769.61 772.52

766.46

768.58

L/A 291'

457+00
768.7

772.40 769.37 772.40

766.34

770.2

768.70

L/A 180'

L/A 372'

456+00
768.4

772.28 769.13 772.28

Ahead Back

455+00
768.8

Match Line

Match Line

772.16 768.89 772.16

454+00
769.1

453+00

Sheet Total

Ahead Back

Sta 453+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
22	537		
		76	2117
19	606		
0	226		
		0	781
0	196		
		4	643
2	151		
		6	581
1	163		

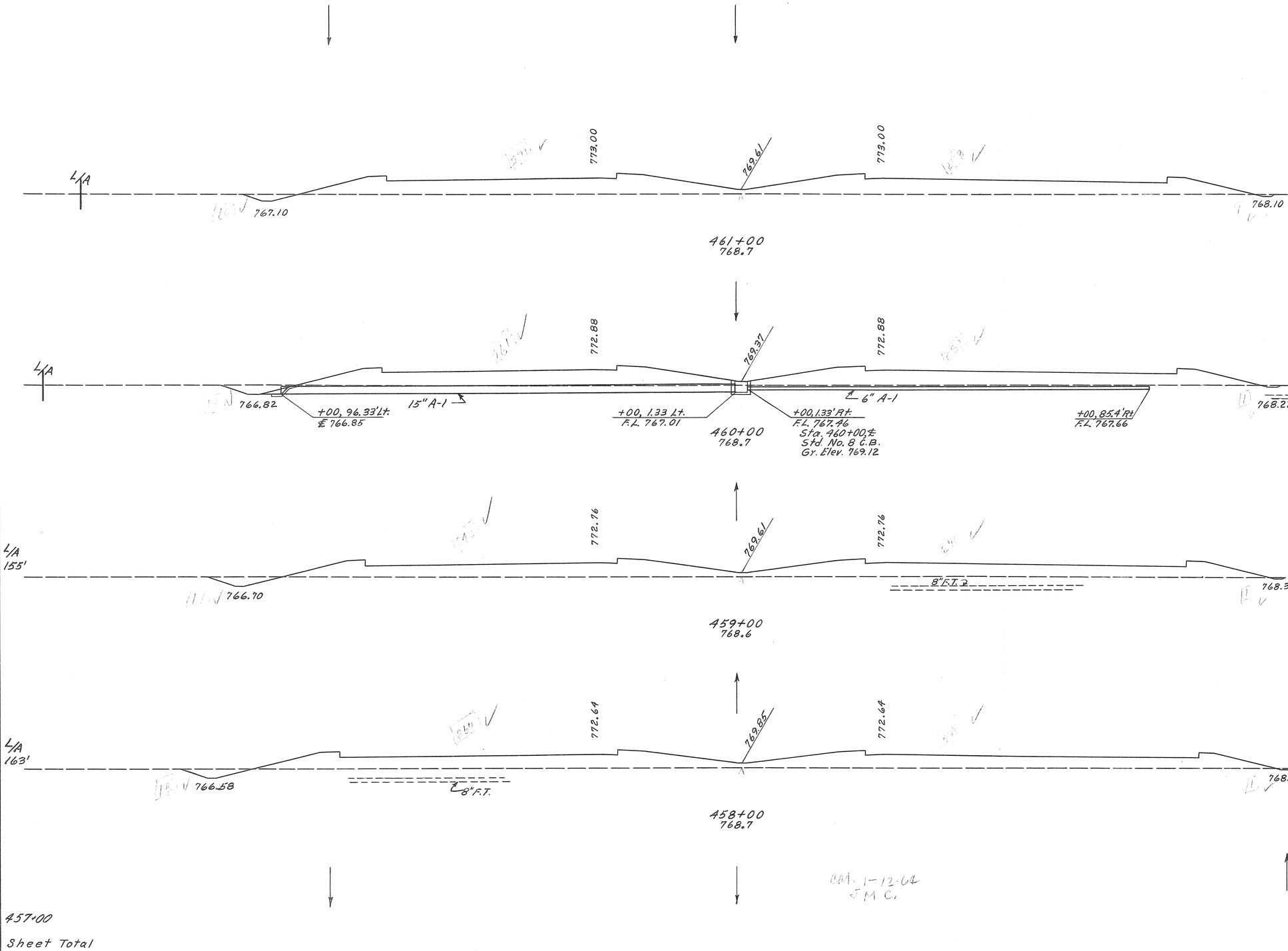
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta 454+00 to Sta 453+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
160	
	1800
164	
	1844
168	
	2428
269	
	3400
343	
9472	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



CM 1-12-64
J M C.

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
11		569		
			56	2072
19		550		
			72	1967
20		512		
			67	1935
16		533		
			70	1982
Sta. 457+00	22	537		

Sta. 458+00 to Sta. 461+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

114

VAN WERT COUNTY
VAN-30- 4.06

130 140 150

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
146		7	572		
	1633			50	1983
148		20	499		
	1650			56	2095
149		10	605		
	1667			39	2191
151		11	578		
	1728			41	2124
160		Sta. 461+00	11	569	
6,678	461+00 Sheet Total				

L/A — 768.22 — 773.48 — 770.57 — 773.48 — 767.62 — L/A

465+00
769.1

L/A — 767.94 — 773.36 — 770.33 — 773.36 — 767.74 — L/A

464+00
769.0

L/A — 767.66 — 773.24 — 770.09 — 773.24 — 767.86 — L/A

463+00
768.7

L/A — 767.38 — 773.12 — 769.85 — 773.12 — 767.98 — L/A

462+00
768.7

CM 1-12-65
J.M.C.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 462+00 to Sta. 465+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

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VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
154	
	1700
152	
	1683
151	
	1667
149	
	1639
146	
6,689	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
15	550		
		63	1904
19	478		
		74	1854
21	523		
		59	2132
11	628		
		33	2222
7	572		

Sta. 465+00

773.24 770.09 773.24

768.14 767.14

469+00
768.4

773.36 770.33 773.36

768.26 767.26

468+00
769.2

773.48 770.57 773.48

768.38 767.38

467+00
769.3

773.57 770.81 773.57

768.50 767.50

466+00
768.8

465+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 466+00 to Sta. 469+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
163		48	295		
	1805			165	1143
162		41	322		
	1783			150	1293
159		40	376		
	1761			119	1493
158		24	430		
	1733			72	1815
154		15	550		
7,082	Sheet Total				

Sta. 469+00

L/A 767.66 772.76 769.61 772.76 766.66 — 473+00, 769.3

L/A 767.78 772.88 769.37 772.88 766.78 — 472+00, 769.3
6"C.I. A-1 +00, 56' Lt. F.L. 767.66; +00, 1.33' Lt. F.L. 767.53; +00, 1.33' Rt. F.L. 767.01; 15" A-1 +00, 88.33' Rt. F.L. 766.84
Sta. 472+00 ℄ Std. No. 8 C.B. Gr Elev. 769.12

L/A 767.90 773.00 769.61 773.00 766.90 — 471+00, 769.1

L/A 768.02 773.12 769.86 773.12 767.02 — 470+00, 769.0

469+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 470+00 to Sta. 473+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

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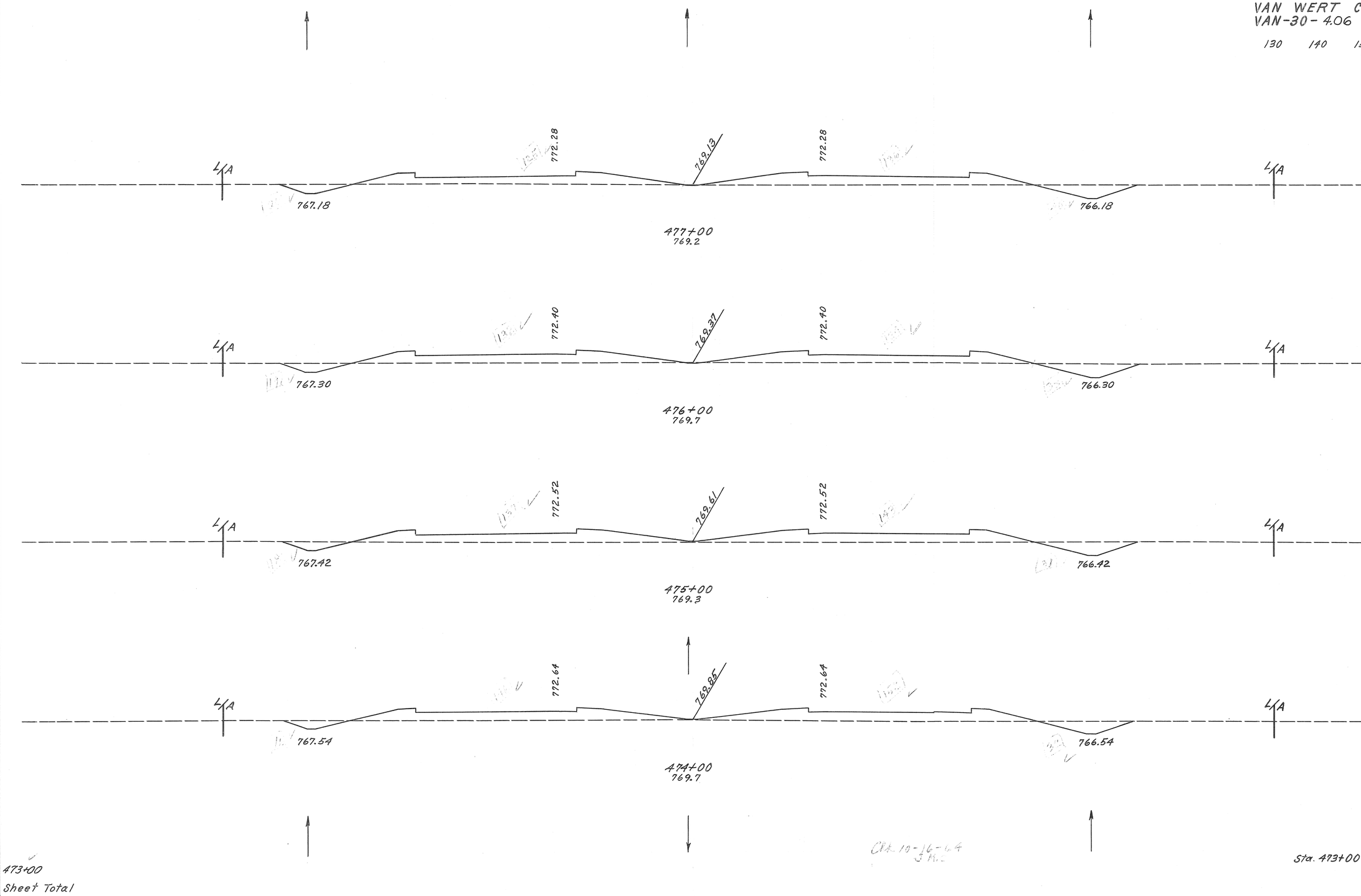
VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
165	
	1833
165	
	1833
165	
	1822
163	
	473+00
	7,321 Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
60	261		
		217	957
57	256		
		211	993
57	280		
		194	1070
48	238		
		178	1038
48	295		

Sta. 473+00

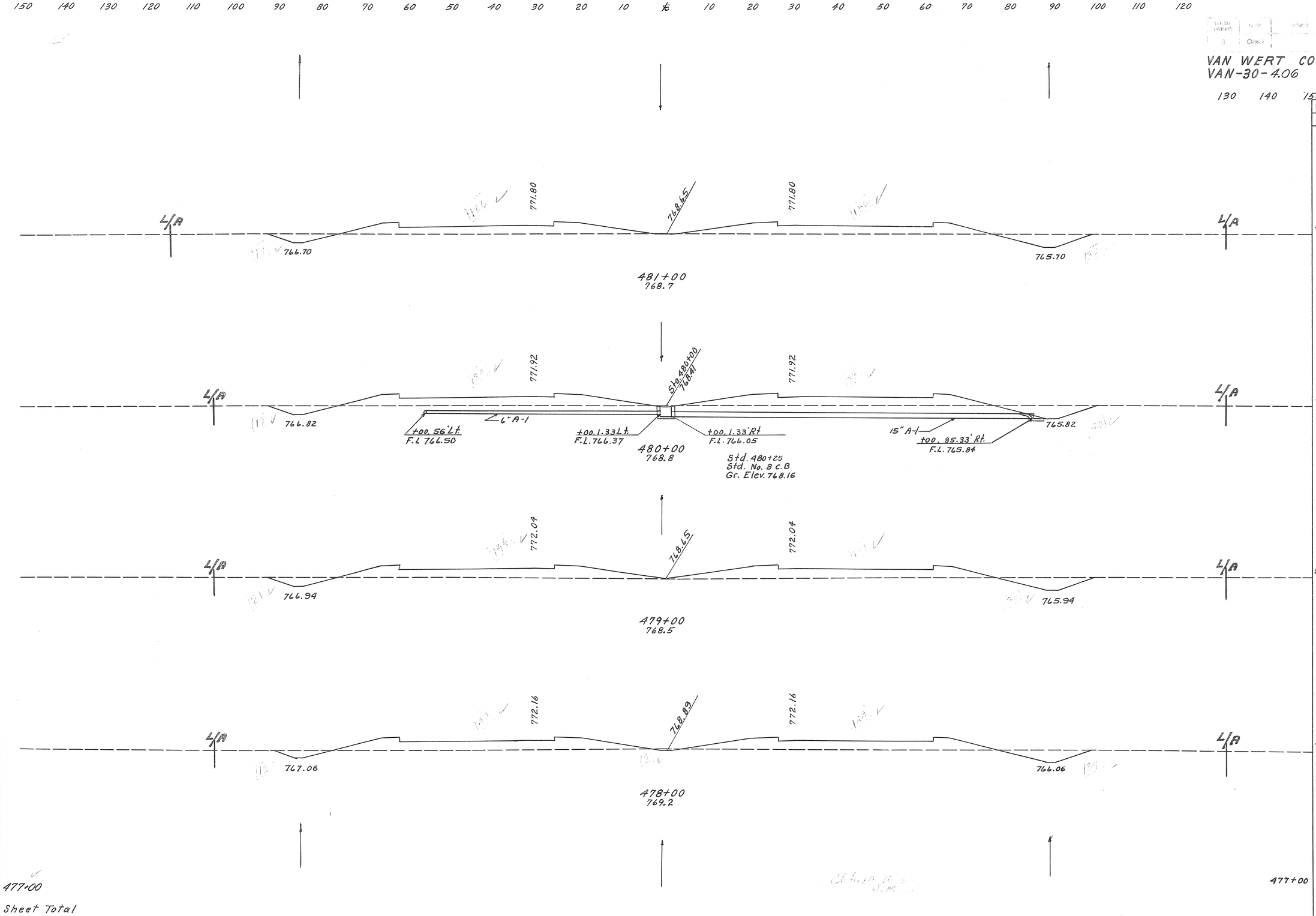


Chk. 10-16-64 JK

Sta. 474+00 to Sta. 477+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120



SEEDING END WIDTH	SEEDING SQ. YDS.
175	
	1889
165	
	1883
165	
	1833
165	
	1833
165	477+00
	7,438 Sheet Total

	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	57	256		
			217	969
	60	267		
			220	1037
	59	293		
			198	1083
	48	292		
			200	1024
477+00	60	261		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 478+00 to Sta. 481+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

119

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
180	
	2000
180	
	2000
180	
	2000
180	
	1100
180	481+45
	878
175	481+00
7,978	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
58	371		
		222	1291
62	326		
		220	1128
57	283		
		202	1031
52	274		
		202	981
57	256		
481+00			

4/A 772.12 768.89 772.12 4/A

766.22 765.22

485+00
768.5

4/A 772.00 768.65 772.00 4/A

766.34 765.34

6" A-1 15" A-1

+00. 56' Lt. F.L. 766.45
+00. 1.33' Lt. F.L. 766.32.
+00. 1.33' Rt. F.L. 765.70
+00. 87.33' Rt. F.L. 765.50

484+00
768.6

Sta. 484+00, ℄
Std. No. 8 C.B.
Gr. Elev. 768.40.

4/A 771.88 768.89 771.88 4/A

766.46 765.46

483+00
768.8

Sta. 482+50

4/A 771.76 768.89 771.76 4/A

766.58 765.58

482+00
768.7

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 482+00 to Sta. 485+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

FED. RD. DIVISION | PROJECT | 120

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDIND		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
180		97	433		
	2000			354	1574
180		94	417		
	2000			335	1491
180		87	388		
	2000			287	1411
180		68	374		
	2000			233	1380
180	485+00	58	371		
	8,000 Sheet Total				

772.60 769.85 772.60

765.74 764.74

489+00
768.5

772.48 769.61 772.48

765.86 764.86

488+00
768.5

772.36 769.37 772.36

765.98 764.98

487+00
768.5

772.24 769.13 772.24

766.10 765.10

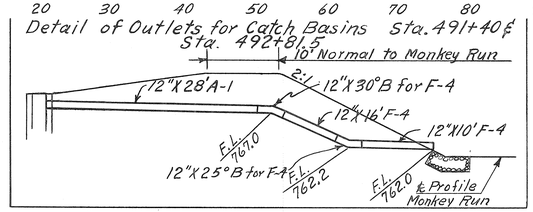
486+00
768.5

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 486+00 to Sta. 489+00

VAN WERT COUNTY
VAN-30-4.06

Detail of Outlets for Catch Basins Sta. 491+40 ℄
Sta. 492+81.5



SEEDING END WIDTH	SEEDING SQ. YDS.		END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
83		491+75.19 Lt.				
24	13	491+75.19 Rt.	48	219		
			0	10		
		Rt.			0	2
0		491+66 Rt.	0	0		
	466					
		Lt.			66	408
127		491+36.69 Lt.	45	354		
	511					
		Lt.			60	534
0		491+19 Rt.	0	0		
	59				37	0
		491+00 Lt.	43	432		
124						
56		491+00 Rt.	104	0		
180		Back	147	432		
	2000				485	1663
180			115	466		
	2000				393	1665
180		489+00	97	433		
5,049		Sheet Total				

491+75.19 Lt. L/A 765.41 772.93 772.51 Included in Channel Sections
491+75.19 Rt. 772.93 Included in Channel Sections L/A R/W 198'

491+75.19
769.50

MONKEY RUN
Bridge No. Van 30-0931
Sta. 491+76.63 to
Sta. 492+43.37

491+66 Rt.

491+36.69 Lt. L/A 765.46 772.88 8:1 769.96 8:1 772.88 2:1 Included in Channel Sections L/A R/W 227'

Note: See pipe outlet detail above

F.L. Elev. 767.53

491+36.69
769.00

Build Std. # 8C.B
Sta. 491+40 ℄
Gr. Elev. 769.70

491+19 Rt.

491+00 Lt. L/A 765.50 772.84 8:1 770.67 8:1 772.84 4:1 764.50 L/A R/W 230'

491+00 Rt.
Back

491+00
768.8

Begin Crushed Aggr. Slope Protection Sta. 491+10.

772.72 771.18 8:1 772.47 6:1 771.29 6:1 8:1 772.72 L/A 765.62 764.62 L/A R/W 375'

490+00
768.7

Sta. 491+75.19 Lt.	48	219				
Sta. 491+75.19 Rt.	0	10				
Rt.					0	2
Sta. 491+66 Rt.	0	0				
Lt.					66	408
Sta. 491+36.69 Lt.	45	354				
Lt.					60	534
Sta. 491+19 Rt.	0	0				
Sta. 491+00 Rt.	104	0			37	0
Sta. 491+00 Lt.	43	432				
Bk.	147	432			485	1663
	115	466				
					393	1665
Sta. 489+00	97	433				

Sta. 490+00 to Sta. 491+75.19

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

Seeding Width	Seeding Sq.Yds.	
136	47	C/C 228' 492+83.68 Rt.
	23	492+83.68 Lt.
0		492+75 Lt.
	502	C/C 174' 492+44.81 Rt.
96		
	284	492+52 Lt.
0		
	110	C/C 492+14.05 Lt.
52		492+14.05 Rt.
70		
	48	
	58	C/C 492+06.31 Lt.
60		492+06.31 Rt.
66		
	248	
	156	
83		491+75.19 Lt.
24		491+75.19 Rt.
	1,429	

Included in Channel Sec.
772.93
2:1
8:1
770.01
8:1
772.93
L/A
764.6
F.F. El. 767.53
492+83.68
767.00
Note: See Sheet No. 121 for pipe outlet detail
Build Std. #8 C.B.
Sta. 492+81.5, ℄
Gr. Elev. 769.76
764.26
L/A

Included in Channel Sections
772.98
Included in Channel Sections
772.56
772.98
4:1
L/A
762.36
492+44.81
770.40
769.21
L/A
R/W 145'

Begin Crushed Aggr. Slope Protection Sta. 492+25

Included in Channel Sections
772.97
Included in Channel Sections
772.97
2:1
L/A
765.36
492+14.05
769.90
764.18
L/A
R/W 168'

Included in Channel Sections
772.97
Included in Channel Sections
772.97
2:1
L/A
765.37
492+06.31
769.80
764.17
L/A
R/W 175'

From Channel Cross Section Sheet No. 269

End Area Cut	End Area Fill	Cu.Yds. Cut	Cu.Yds. Fill	
48	11			Sta. 492+83.68 Lt.
81	561			Sta. 492+83.68 Rt.
		8	2	Lt.
0	0			Sta. 492+75 Lt.
		129	715	Rt.
98	432			Sta. 492+44.81 Rt.
0	0			Sta. 492+52 Lt.
		96	410	Rt.
		34	8	Lt.
49	11			Sta. 492+14.05 Lt.
71	288			Sta. 492+14.05 Rt.
			+1752	
		13	12	Lt
		19	64	Rt.
46	74			Sta. 492+06.31 Lt.
63	160			Sta. 492+06.31 Rt.
		54	169	Lt.
		36	98	Rt.
48	219			Sta. 491+75.19 Lt.
0	10			Sta. 491+75.19 Rt.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 492+06.31 to Sta. 492+83.68

SEEDING	
END WIDTH	SQ. YDS.
178	
	2005
183	
	2033
183	
	332
183	
	492+83.68
4,370	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

123

VAN WERT COUNTY
VAN-30-4.06

130 140 150

R/W 305' C/C 250'
L/A
772.42
768.91
772.42
767.52
764.52
495+00
768.8

C/C 345' C/C 163'
L/A
772.66
771.74
772.41
770.74
772.66
8:1 6:1 6:1 8:1
767.40
764.40
494+00
768.8

C/C 290'
L/A
772.78
772.36
772.53
770.42
772.78
6:1 8:1
767.34
764.34
493+50
768.4

C/C 235'
L/A
772.90
769.98
772.90
8:1 8:1
767.28
764.28
End Crushed Aggr. Slope Protection Sta. 492+98.
493+00
761.9

Sta. 492+83.68

END AREA		VOLUME	
CUT	FILL	CUT	FILL
90	367		
		296	1922
70	671		
		155	1161
97	582		
		172	1068
89	571		
		51	343
81	561		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 493+00 to Sta. 495+00

SEEDING	
END WIDTH	SQ. YDS.
174	1533
	1776
102	1494
167	1888
172	1944
178	5,083

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

124

VAN WERT COUNTY
VAN-30-4.06

130 140 150

Richey Rd. L/A 150'

771.50 768.67 771.50

766.40 765.00

Reloc. Richey. Reloc. Pearson R/W. L/A. 235' 310'

Correction for Intersection Lt. & Rt. 15+60 to 18+26 Richey Rd. included in Mainline

499+00
769.0

RICHEY RD.-CO. RD. 75.
Sta. 498+10

Richey Rd. L/A 234'

771.70 771.38 771.70

764.88

Reloc. Richey Rd. L/A 187'

Reloc. Pearson R/W. 312'

498+00
768.8

Richey Rd. L/A 428'

771.94 768.43 771.94

767.76

497+00, 56' Lt. F.L. 767.43

6" C.I. A-I

Sta. 497+00, 4.67' Lt. F.L. 766.03

497+00
768.8

Sta. 497+00, Std. No. 8 C.B Gr. Elev. 768.18

15" C.I. A-I

Sta. 497+00, 88.33' Rt. F.L. 764.82.

764.76

Reloc. Pearson Rd. R/W. 315'

Richey Rd. L/A 175'

772.18 768.67 772.18

767.64

764.64

496+00
768.6

Sta. 495+00

Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
78	186		
		398	852
137	274		
		394	1013
76	273		
		274	1150
72	348		
		300	1324
90	367		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 496+00 to Sta. 499+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

125

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
186	
	2067
186	
	2005
175	
174	
	1933
174	
	1933
174	
	499+00
7,938	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
149	197		
		531	683
138	172		
		474	678
118	194		
		393	746
94	209		
		319	731
78	186		
Sta. 499+00			

L/A

776.94 768.57 776.94

765.92 764.52

503+00
769.4

L/A

771.82 768.33 771.82

766.44 764.64

502+00
769.3

L/A

771.70 768.09 771.70

Ahead
Back

766.16 464.76

+00.56 Lt
F.L. 765.94

6" Cl. A-1

+00. 1.24 Rt
F.L. 765.50

+00. 3.91 Rt
F.L. 765.42

18" Cl. A-1

+00. 87.91 Rt
F.L. 765.00

501+00
768.9

Sta. 501+00 ℄
Std. No. 8 C.B.
Gr. Elev. 767.84.

L/A

771.58 768.43 771.58

Richey Rd.
L/A
400'

766.28 764.88

500+00
769.1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 500+00 to Sta. 503+00

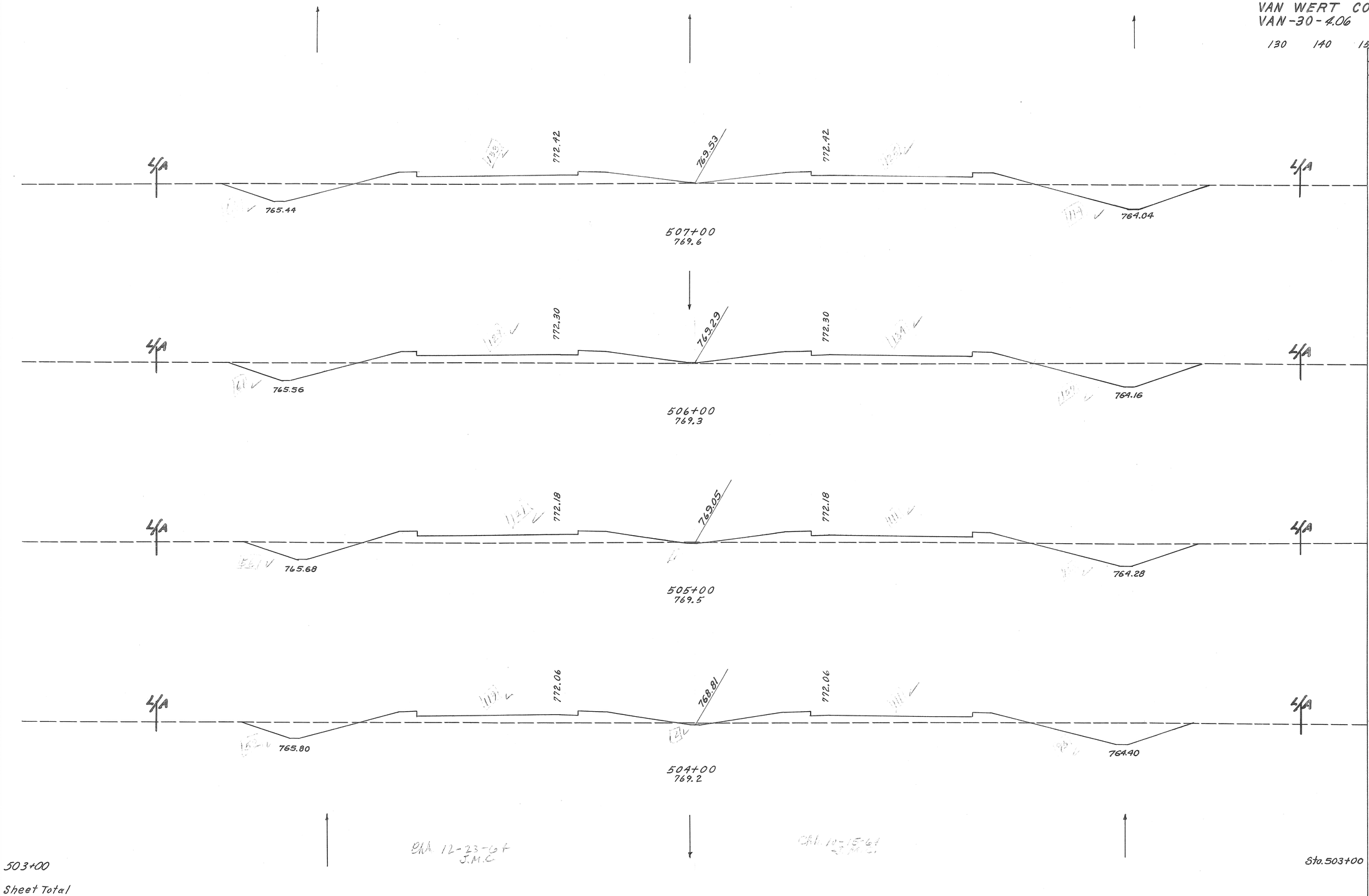
SEEDING	
END WIDTH	SQ. YDS.
186	
	2067
186	
	2067
186	
	2067
186	
	2067
186	503+00
8,268	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

126

VAN WERT COUNTY
VAN-30-4.06

130 140 150



END AREA		VOLUME	
CUT	FILL	CUT	FILL
180	258		
		644	965
168	263		
		602	917
157	232		
		567	856
149	230		
		552	791
149	197		

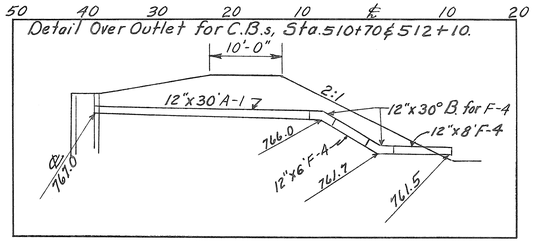
Sta. 503+00

12-23-04 J.M.C

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 504+00 to Sta. 507+00

VAN WERT COUNTY
VAN-30-4.06



HOAGLIN CREEK.

SEEDING			END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL	CUT	FILL
56		C/C 240' Ahead Back				
208						
	1941					
190						
	2089					
186						
	2067					
186						
	2067					
186		507+00	152	440	689	1283
8,164		Sheet Total	220	253	756	950
			188	260	681	959
			180	258	433	2555
			39	36		
			115	1133		
			L/A	C/C 235		
			154			
			Ahead Back			

510+87.73
762.0
F.L. Elev. 767.00
Sta. 510+70, ℄ Std. No. 8 C.B.
Gr. Elev. 769.81
772.86
770.06
772.44
772.86
4:1
2:1
764.97
763.52
L/A

510+00
768.7
772.78
770.36
772.53
772.34
772.78
8:1
6:1
4:1
765.08
763.68
L/A

509+00
770.1
772.66
771.49
772.41
770.54
772.66
8:1
765.20
763.80
L/A

508+00
769.7
772.54
769.77
772.54
765.32
763.92
L/A

Sta. 507+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 508+00 to Sta. 510+87.73

VAN WERT COUNTY
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SEEDING	
END WIDTH	SQ. YDS.
187	
	2280
194	
80	
	261
113	
	225
0	
0	
	100
55	
	146
56	
3,012	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130 140 150

4/A — 764.66 — 4:1 — 772.42 — 771.75 — 772.17 — 770.37 — 8:1 — 772.42 — 762.64 — 4/A

513+00
769.7

4/A — 764.53 — 2:1 — 772.68 — 772.43 — 769.94 — 772.68 — 4:1 — 762.51 — 4/A

℄c 240'

Ahead Back

Sta. 512+10. ℄ Std. No. 8 c.B. Gr. Elev. 769.69

511+92.27
768.5

Fl. Elev. 767.54

Note: See Detail for Catch Basin Outlet on Sheet No. 127

Included in Channel Sections

772.74 — 772.74 — 2:1 — 762.49

From Channel Cross Sections Sheet No. 273

4/A 165

c/c 240'

4/A

511+67.89
769.2

Included in Channel Sections

772.85 — 772.85

Sta. 511+32 Ahead
Sta. 511+44 Back

4/A — 764.95 — 2:1

HOAGLIN CREEK.

4/A 159' c/c 235'

511+11.35
761.3

Sta. 510+87.73

Sta. 511+11.35 to Sta. 513+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
283	303		
		1009	1480
223	439		
156	56		
		143	48
			+713
160	51		
		106	34
0	0		
0	0		
		10	74
16	122		
		24	69
39	36		

SEEDING	
END WIDTH	SQ. YDS.
188	
	2089
188	
	2089
188	
	2089
188	
	2083
187	513+00
8,350	Sheet Total

VAN WERT COUNTY
VAN-30- 4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

4/A

771.82 768.43 771.82

765.14 763.12

517+00
770.1

771.74 768.19 771.74

765.02 +00.56 Lt. F.L. 766.60 6" CL A-1 +00.1.33' Lt. F.L. 765.50 516+00 769.8 +00.1.33' Rt. F.L. 765.02 15" CL A-1 +00.35.33' Rt. F.L. 763.12 763.00

Sta. 516+00, ℄
Std. No. 8 C.B
Gr. Elev. 767.94

771.94 768.43 771.94

764.90 762.88

515+00
769.6

772.18 770.01 771.93 771.27 772.18 8:1

764.78 762.76

514+00
770.0

END AREA		VOLUME	
CUT	FILL	CUT	FILL
299	52		
		1087	330
288	126		
		1091	465
301	125		
		1041	631
261	216		
		1007	961
Sta. 513+00	283	303	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 514+00 to Sta. 517+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
188	
	2089
188	
	2089
188	
	2089
188	
	2089
188	
517+00	
8356	Sheet Total

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
517+00	299	52		
			1131	259
518+00	264	120		
			1065	385
519+00	311	80		
			891	613
520+00	217	211		
			785	830
521+00	207	237		

4/A

772.27 763.33 772.27

765.62 763.60

521+00
769.8

772.18 769.15 772.18

765.50 763.48

520+00
769.7

772.06 768.91 772.06

765.38 763.36

519+00
770.0

771.94 768.67 771.94

765.26 763.24

518+00
770.2

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 518+00 to Sta. 521+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

131

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
186	
	2078
186	
	2078
186	
	2078
188	
	2089
188	
8323	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
175	121		
		676	509
190	154		
		706	657
191	201		
		709	781
192	221		
		739	848
521+00	207	237	

4/A 766.10 771.82 768.43 771.82 764.08 4/A

525+00
769.8

4/A 765.98 771.94 768.67 771.94 763.96 4/A

524+00
769.7

4/A 765.86 772.06 768.91 772.06 763.84 4/A

523+00
769.7

4/A 765.74 772.18 769.15 772.18 763.72 4/A

522+00
769.7

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 522+00 to Sta. 525+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

132

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
181	
	2039
186	
	2078
186	
	2078
186	
	2078
186	
525+00	
	8,273
Sheet Total	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
145	91		
		696	209
231	22		
		878	146
243	57		
		902	159
244	29		
		776	278
525+00 175	121		

L/A

771.34 768.43 771.34

766.58 764.56

529+00
769.7

771.46 768.67 771.46

766.46 764.44

528+00
770.1

771.58 768.43 771.58

766.34 764.32

527+00
770.0

771.70 768.19 771.70

766.22 764.20

6"A-1 15"A-1

+00.56'Lt. F.L.766.60

+00.1.3'Lt. 766.47

526+00
770.1

+00.1.33'Rt. F.L.765.83

+00.89.33'Rt. F.L.Elev.764.30

Sta.526+00.℄
Std.No.8 C.B
Gr.Elev.767.94

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 526+00 to Sta. 529+00

SEEDING	
END WIDTH	SQ. YDS.
165	
	1833
165	
	1833
165	
	1922
181	
	7421

Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

STATE	PROJECT	
OHIO		

133

VAN WERT COUNTY
VAN-30-4.06

130 140 150

L/A

771.34 768.55 771.34

767.06 765.04

533+00
769.1

771.22 768.31 771.22

766.94 764.92

532+00
769.3

771.13 768.07 771.13

766.82 764.80

771.14 768.01 771.14

766.79 764.77

F.L. 6"A-1
766.06

6"A-1

+75 1.3' Lt.
765.93

530+75
769.19

Sta. 530+75, 1.33' Rt.
F.L. 765.65

Sta. 530+75 ℄
Std. No. 8 C.B.
Gr. Elev. 767.76

15"A-1

Sta. 530+75, 85.33' Rt.
F.L. 764.85

771.22

766.70 764.68

531+00
769.6

530+00
769.3

529+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
87	151		
		302	507
76	123		
		376	385
127	85		
		444	498
113	157		
		478	459
145	91		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 530+00 to Sta. 533+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
165	
	1833
165	
	1833
165	
	1833
165	
	1833
165	533+00
7,332	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

4/A — 771.82 — 768.55 — 771.82 — 4/A
767.54 — 765.52
537+00
768.8

4/A — 771.70 — 768.31 — 771.70 — 4/A
767.42 — 765.40
536+00
768.8

4/A — 771.58 — 768.07 — 771.58 — 4/A
767.30 — 765.28
℄ 4" A-1
+00, 56' Lt. F.L. 766.36
+00, 1.3' Lt. F.L. 766.23
+00, 1.3' Rt F.L. 765.71
15" A-1
+00, 85.33' Rt. F.L. Elev. 765.30
535+00
769.0
Sta. 535+00, ℄ Std. No. 8 C.B. Gr. Elev. 767.82.

4/A — 771.46 — 768.31 — 771.46 — 4/A
767.18 — 765.16
534+00
769.1

END AREA		VOLUME	
CUT	FILL	CUT	FILL
49	244		
		204	913
61	249		
		259	824
79	196		
		287	759
76	214		
		302	676
533+00 87	151		

Sta. 534+00 to Sta. 537+00

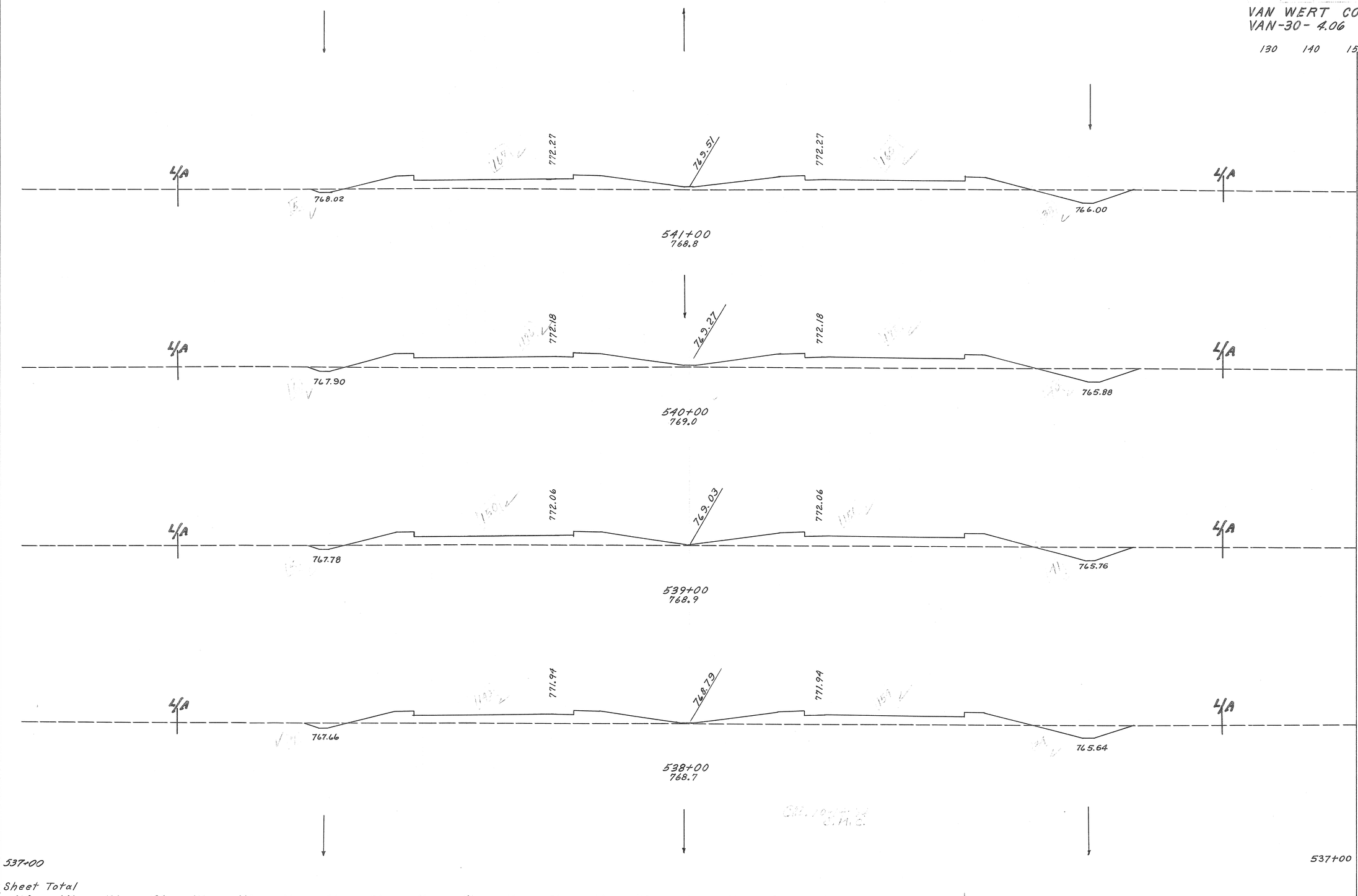
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

135

VAN WERT COUNTY
VAN-30- 4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
165	
	1833
165	
	1833
165	
	1833
165	
	1833
165	
537+00	
7,332	Sheet Total



	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
541+00	43	327		
			165	1250
540+00	46	348		
			170	1211
539+00	46	306		
			161	1111
538+00	41	294		
			167	996
537+00	49	244		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 538+00 to Sta. 541+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

136

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
165	
	1833
165	
	1833
165	
	1833
165	
	1833
165	541+00
7,332	Sheet Total

4/A

771.82 768.55 771.82

768.02 765.52

545+00
768.7

771.94 768.79 771.94

768.14 765.64

544+00
768.7

772.06 769.03 772.06

768.26 765.76

543+00
768.7

Sta. 542+40, Rt.
Ditch Elev. 768.0±

772.18 769.27 772.18

768.14 766.12

542+00
768.8

END AREA		VOLUME	
CUT	FILL	CUT	FILL
46	287		
		174	1069
48	290		
		156	1135
36	323		
		139	1272
39	364		
		152	1280
541+00	43	327	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 542+00 to Sta. 545+00

VAN WERT COUNTY
VAN-30- 4.06

SEEDING	
END WIDTH	SQ. YDS.
165	
	1833
165	
	1833
165	
	1833
165	
	1833
165	
545+00	
7,332	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

130 140 150

549+00
768.2
771.34
768.55
771.34
767.54
765.04
L/A
L/A

548+00
768.2
771.46
768.31
771.46
767.66
765.16
L/A
L/A

547+00
768.2
771.58
768.07
771.58
767.78
765.28
+00.56' Lt.
F.L. 766.36
G"A-1
+00.1.3' Lt.
766.23
+00.1.33' Rt.
765.71
15"A-1
Sta. 547+00, ℄
Std. No. 8 C.B
Gr. Elev. 767.82
+00.85.33' Rt.
F.L. Elev. 765.30
L/A
L/A

546+00
768.6
771.70
768.31
771.70
767.90
765.40
L/A
L/A

END AREA		VOLUME	
CUT	FILL	CUT	FILL
47	281		
		163	1065
41	294		
		156	1070
43	284		
		156	1093
41	306		
		161	1098
545+00 46	287		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 546+00 to Sta. 549+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
165	1822
165	1833
165	1833
165	1833
165	
7,321	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

549+00

550+00
768.2
767.42
771.22
768.31
771.22
764.92

551+00
768.7
767.30
771.10
768.07
771.10
764.80

552+00
768.8
766.95
770.98
767.83
770.98
764.70

553+00
768.3
766.6
770.86
767.59
770.86
764.60

END AREA		VOLUME	
CUT	FILL	CUT	FILL
79	171		
		291	635
78	172		
		274	717
70	215		
		235	883
57	262		
		193	1006
47	281		

Sta. 549+00

130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 550+00 to Sta. 553+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
147	557+50
	3933
1309	Corr. for Inter. 48+79 to 51+19, Liberty Union Rd. included on Mainline
148	Ahead 555+10 Bock
153	
170	
154	
	1733
158	
	1783
163	553+00
6,310	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
43	163		
		250	737
92	235		
		396	741
122	165		
		435	628
113	174		
		356	639
Sta. 553+00 79	171		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 554+00 to Sta. 557+00

L/A

770.62 767.17 770.62

767.50

+48.67, 6' Rt.
F.L. 764.81

557+00
768.2

Sta. 557+00, 6' Rt.
Std. No. 8 C.B.
Gr. Elev. 766.92

765.44

LIBERTY - UNION ROAD Sta. 556+32.00 (Co. Rd. # 77)

Liberty Union L/A 385'

770.53 770.53

766.70

765.0

Liberty Union L/A 360'

556+00
767.8

770.59 770.54

F.L. Ditch 764.15

-0.20 %

F.L. Ditch 769.30

Sta. 555+24.05, 82.52' Lt.
F.L. Elev. 762.80

48" X 172' Cl. A-I, Sec. M-6.6(a)

STRUCTURE NO. 13-C
Sta. 555+50

HOUCK DITCH

Sta. 555+75.65, 81.56' Rt.
F.L. Elev. 763.14

770.62 770.62

767.35

769.6

764.40

555+00
768.2

Sta. 554+50, 4' Lt.
Std. No. 8 C.B.
Gr. Elev. 766.98

+48.67, 4' Lt.
F.L. 764.87

770.74 770.74

765.6

764.50

554+00
768.4

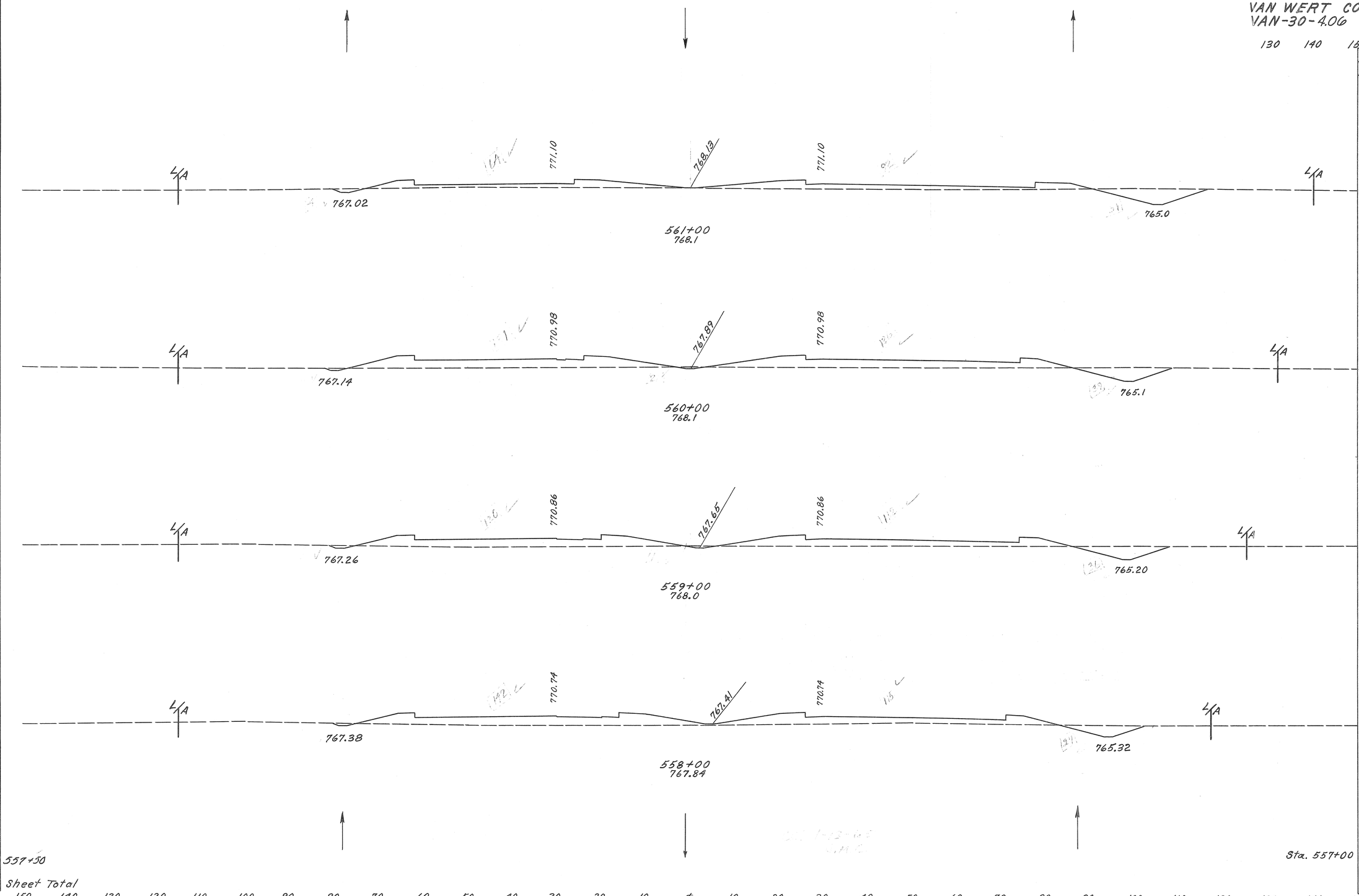
SEEDING	
END WIDTH	SQ. YDS.
170	1855
164	1736
152	1644
144	975
147	557+50
6230	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

140

VAN WERT COUNTY
VAN-30-4.06

130 140 150



END AREA		VOLUME	
CUT	FILL	CUT	FILL
55	156		
		180	783
42	267		
		150	924
39	232		
		126	906
29	257		
		133	778
Sta. 557+00	43	168	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 558+00 to Sta. 561+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
113					
Ahead					
107					
Back					
	1933				
161					
	1822				
167					
	1872				
170					
	1889				
170					
	7516				
561+00	Sheet Total	55	156		
562+00		58	331	285	1150
563+00		62	313	252	1185
564+00		74	327	222	1193
565+00		80	294	209	902
Ahead		15	222		
Back					

L/A
770.98
767.89
770.98
See Ramp "C" Cross Sections.
L/A 170'
766.54
768.0
764.62
565+00
768.2

Sta. 565+00 U.S.R. 30 End Full Cross Sections
Begin Cross Sections Ramp "C"

L/A
771.10
768.13
771.10
L/A 162'
766.66
764.70
564+00
768.2

L/A
771.22
768.37
771.22
L/A 155'
766.78
764.8
563+00
768.1

Sta. 562+50

L/A
771.22
768.37
771.22
L/A
766.90
764.9
562+00
768.0

Sta. 562+00 to Sta. 565+00

VAN WERT COUNTY
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SEEDING	
END WIDTH	SQ. YDS.
133	
	1472
132	
	1478
134	
	1500
136	
	1383
113	565+00 Ahead
	5,833 Sheet Total

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
Sta.569+30	126	148		
			431	550
Sta.569+00	107	149		
			344	580
Sta.568+00	79	164		
			270	644
Sta.567+00	67	184		
			152	752
Sta.565+00	15	222		

STRUCTURE NO. 15-C

Sta. 569+30
770.54
767.30
S F.L. Channel 763.90
-0.10%
F.L. Channel 763.92
48" x 182' Cl. A-1
Sec. M-6.6(a)
Sta. 569+60, 98' Lt.
F.L. Elev. 762.80
Sta. 569+60, 84' Rt.
F.L. Elev. 762.98
770.53
767.23
764.2
764.5
Begin Crushed Aggregate Slope Protection and Sod Sta. 569+05
Begin Crushed Aggregate Slope Protection and Sod Sta. 569+15

569+00
768.3
Normal Ditch
767.08
Sta. 568+37.5℄
Std. No. 8, C.B.
Gr. Elev. 766.83.
F.L. 18" A-1
769.66
770.62
767.17
4/A
765.2
764.7

568+00
768.3

770.74
767.41
766.2
764.9

567+00
768.5

770.86
767.65
766.37
765.1

See Ramp "C" Cross Sections

566+00
768.2

Sta. 566+00 to Sta. 569+00

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
125	
	1405
128	
	1289
104	
	1233
118	
	1394
133	
569+00	
	5,321 Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

770.98 768.19 770.98
765.30 764.98
573+00
768.2

770.86 767.35 770.86
765.18 764.86
572+00
768.4

See U.S. 224 Cross Sections.
2:1
770.74 767.71 770.74
765.06 767.2
571+00
768.3

See U.S. R224 Cross Sections.
2:1
770.62 767.47 770.62
764.20 767.0
570+00
768.4

End C.A.S.P. and Sod
Sta. 569+52

End C.A.S.P. and Sod
Sta. 569+45

130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
77	287		
		331	906
102	202		
		265	763
41	210		
		243	650
90	141		
		400	535
569+00			
126	148		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 570+00 to Sta. 573+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

144

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
110	1272
119	1383
125	1400
127	1400
125	573+00
	5,455 Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
33	341		
		154	1222
50	319		
		211	1170
64	313		
		263	1043
78	250		
		287	994
573+00	77	287	

771.46 768.13 771.46

765.78

577+00
768.0

See Ramp "D" Cross Sections

767.50

771.34 767.95 771.34

765.66

576+00
768.3

766.25

771.22 767.71 771.22

765.54

+00.56' Lt.
F.L. 766.28

24" C.I. A-1

+00.1.3' Lt.
F.L. 766.12

+00.1.3' Rt.
F.L. 765.35

575+00
768.3

15" C.I. A-1

+00.85.33' Rt.
F.L. 765.24

765.00

Sta. 575+00 ℄
Std. No. 8 C.B.
Gr. Elev. 767.46

771.10 767.95 771.10

765.42

47"x12" A-1

6" F-3

573+50, 100' Lt.
F.L. 765.47

+50.65' Lt.
F.L. 765.67

Sta. 573+50, 6.4' Lt.
Std. No. 6 C.B. "mod."
Gr. Elev. 770.54

574+00
768.3

765.10

Note:
Std. No. 6 C.B. "modified"
It is intended that a 9" thickness of Class "C" Conc. will be placed over the front and sides of the casting, extending 12" beyond the outside of the basin walls, with outer edge 1" above Gr. Elev. as shown on standard drawing. Payment for Concrete Pavement to be included in the unit price bid for the modified catch basin

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 574+00 to Sta. 577+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

145

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
78	
	883
81	
	900
81	
	794
62	
	957
110	
3,534	Sheet Total

END AREA		VOLUME	
CUT	FILL	CUT	FILL
7	350		
		31	1220
10	309		
		39	1096
11	283		
		20	1054
0	286		
		61	1161
33	341		

771.94 763.15 771.94

See Ramp "D" Cross Sections

767.04 765.1

581+00
768.1

771.82 768.91 771.82

See Ramp "D" Cross Sections

766.92 765.0

580+00
768.2

771.70 768.67 771.70

See Ramp "D" Cross Sections

766.8 764.9

579+00
768.3

See Ramp "A" Cross Sections

771.58 768.43 771.58

See Ramp "D" Cross Sections

764.8

End Ramp "A" Cross Sections

578+00
768.2

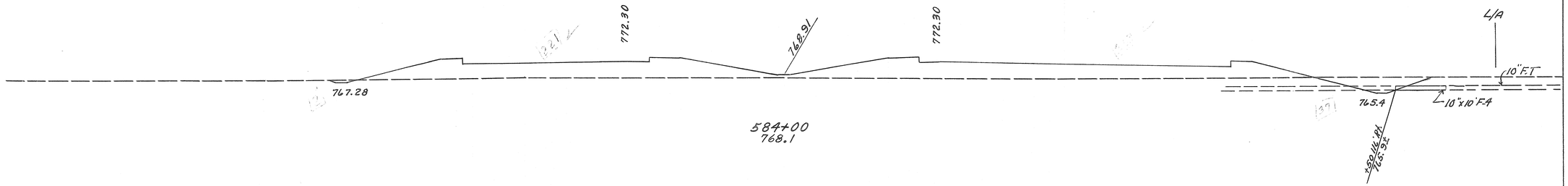
577+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 578+00 to Sta. 581+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



SEEDING END WIDTH	SEEDING SQ. YDS.	
132		
	611	
135		583+58.78 Ahead
82		583+58.78 Back
	535	
82		
	54,632	Add for Ramp Areas Rt.&Lt.
	933	
86		
	911	
78		581+00
	57,622	Sheet Total

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL	
39	484			
		63	718	
43	456			583+58.78 Ahead
8	349			583+58.78 Back
		18	760	
8	349			
		37	1333	
12	371			
		35	1335	
7	350			581+00

Note: End Ramp "D" Cross Sections
Begin U.S.R. 224 Full Cross Sections Sta. 853+58.78

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 582+00 to Sta. 584+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

147

VAN WERT COUNTY
VAN-30-4.06

130 140 150

SEEDING	
END WIDTH	SQ. YDS.
157	
	1755
159	
101	
117B	
111	
	1300
123	
	1417
132	
5650	Sheet Total

L/A

772.78 769.87 772.78

766.96 766.5

588+00
768.2

END AREA		VOLUME	
CUT	FILL	CUT	FILL
11	690		

Back See Ramp "B" Cross Sections

L/A
157'
Ahead
Back

772.66 769.63 772.66

766.84 766.2

Note: End Ramp "B" Cross Sections Sta. 587+00 U.S.R. 30
Begin Full Cross Sections Sta. 587+00 U.S.R. 30

587+00
768.2

		63	2500
Ahead	23	660	
Back	16	538	

See Ramp "B" Cross Sections

772.54 769.39 772.54

772.50

766.72 765.8

586+00
768.0

		72	1961
23	521		

See Ramp "B" Cross Sections

772.42 769.15 772.42

766.60 768.20 765.5

585+00
768.1

		102	1946
32	530		
		131	1878
39	484		

584+00 584+00

CM 12-21-64
J.M.C.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 585+00 to Sta. 588+00

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VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
135	
	1489
133	
	1539
144	
	1639
151	
	1711
157	
6378	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

L/A — 767.44 — 772.54 — 769.39 — 772.54 — 766.54 — L/A

592+00
768.0

L/A — 767.32 — 772.66 — 769.63 — 772.66 — 766.66 — L/A

591+00
768.0

L/A — 767.20 — 772.78 — 769.87 — 772.78 — 766.78 — L/A

590+00
767.8

L/A — 767.08 — 772.84 — 770.01 — 772.84 — 766.90 — L/A

589+00
768.1

588+00

130 140 150

END AREA		VOLUME	
CUT	FILL	CUT	FILL
12	560		
		43	2122
11	586		
		46	2250
14	629		
		46	2382
11	657		
		41	2495
11	690		

Sta. 588+00

CA1 - 12-22-04 J.M.C.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 589+00 to Sta. 592+00

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120

SEEDING				VOLUME	
END WIDTH	SQ. YDS.		END AREA CUT	END AREA FILL	CUT	FILL
155	1711		30	387	115	1431
155	1628		32	386	104	1552
140	1539		24	452	83	1715
137	1511		21	474	61	1915
135		592+00	12	560		
	6,389	Sheet Total				

L/A

772.06 768.91 772.06

766.96 766.06

596+00
768.2

772.18 768.67 772.18

767.08 766.18

6"A-1 +00.56' Lt. F.L. 767.21

+00.1.3' Lt. F.L. 767.08

+00.1.3' Rt. F.L. 766.31

15"A-1

6"I-3

+00.83.3' Rt. F.L. 766.20

Sta. 595+00℄
Std. No. 8 C.B
Gr. Elev. 768.42

595+00
768.4

772.30 768.91 772.30

767.20 766.30

594+00
768.3

772.42 769.15 772.42

767.32 766.42

593+00
768.4

Sta. 592+00

Sta. 593+00 to Sta. 596+00

SEEDING	
END WIDTH	SQ. YDS.
0	
155	
	1722
155	
155	1722
155	1722
155	1722
155	
6,888	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

771.46 771.46

Sta 601+00

601+00
768.20

Sta. 601+00
END WORK

Sta. 600+00
END PROJECT

771.58 771.58

End Seedin @
Sta. 600+00

L/A L/A

766.48 768.43 765.58

600+00
768.2

771.70 771.70

L/A L/A

766.60 768.67 765.70

599+00
768.2

L/A L/A

12" to be placed by others. 15" to be placed by others. 766.68 6" F.T. 15" A-1 6" F-4 15" x 10" F-4 764.78 12" F.T. (Abandon) 15" F.T.

±34.12 Ft. Lt. 764.25 ±34.12 Ft. Rt. 764.05

771.82 771.82

L/A L/A

766.72 768.91 765.82

598+00
768.3

771.94 771.94

L/A L/A

766.84 769.15 765.94

597+00
768.0

596+00

CKI 12-22-65
J.M.C.

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
Sta. 601+00	0	0	41	295
Sta. 600+50	44	318	82	589
	44	318	167	1174
	46	316	167	1193
	44	328	143	1361
	33	407	117	1470
Sta. 596+00	30	387		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

STA. 597+00 to STA. 601+00

150

VAN WERT COUNTY
VAN-30- 4.06

GENERAL NOTES - REST AREA

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

151

VAN WERT COUNTY
VAN - 30 - 4.06

REST AREA TREE PROTECTION:

AREAS OTHER THAN THE PARKING LOOP, SHALL NOT BE USED FOR STORAGE OF MATERIALS, PARKING OF EQUIPMENT, OR MOVEMENT OF OR THE LOCATION OF CONSTRUCTION BUILDINGS OF ANY KIND DURING CONSTRUCTION. EQUIPMENT SHALL NOT BE OPERATED OVER TREE ROOT AREAS WHEN THE GROUND IS SOFT THEREBY AVOIDING DEEP RUTTING, SOIL COMPACTION AND DESTRUCTION OF ROOT SYSTEMS. TREES THAT ARE TO BE SAVED WILL BE MARKED. ALL OTHERS SHALL BE REMOVED. TREES DAMAGED TO BE SAVED THAT ARE DAMAGED BEYOND REPAIR BY DESTRUCTION OF MORE THAN 30% OF ROOT AREAS OR 30% OF THE CIRCUMFERENCE IN MAIN AREAS OR INDIVIDUAL TREES SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. REPLACEMENTS SHALL BE IN QUANTITY SUFFICIENT TO COMPENSATE FOR SHADED AREAS LOST AND SHALL BE COMPLETED AS PER L-9 UNTIL THE CONTRACTOR FURNISHING AND PLANTING PROPS OF THE SIZE AND VARIETY DIRECTED BY THE ENGINEER.

IN LIEU OF "BOXING" FOR TREE PROTECTION AS REQUIRED BY C-7, L-1 AND STANDARD DRAWING L-1, SNOW FENCE MAY BE USED TO PROHIBIT ACCESS TO TREE ROOT AREAS OF INDIVIDUAL TREES AND TREE GROUPS. THE ROOT AREAS ARE FOUND IN SIZE TO THE SPREAD OF THE TREE BRANCHES.

ITEM SPECIAL:

WELL SHELTER, ROADSIDE TOILET, SHOWER UNIT, MOTORIST'S SERVICES SHELTER, PICNIC TABLES WITH CONCRETE SLAB, AND CHARCOAL GRILL AND SERVICE TABLE SHALL INCLUDE ALL EXCAVATION AND BACKFILL, FURNISHING, HAULING, AND ERECTING ALL MATERIALS AND ALL LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE ITEMS AS DETAILED ON THE PLANS OR AS SHOWN ON THE CURRENT STANDARD CONSTRUCTION DRAWINGS AND GENERAL NOTES.

THEY SHALL BE PLACED AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

WELLS:

WELLS HAVE BEEN DRILLED BY OTHERS AND CASING IS IN PLACE AND CAPPED. CONTRACTOR SHALL ADJUST HEIGHT OF CASING TO CONFORM TO WELL SHELTER PLANS. COST OF WORK INCLUDED IN WELL SHELTER.

ITEM L-9 SEEDING AND PROTECTING REST AREAS:

THE SEED BED SHALL BE PREPARED TO PROVIDE A SMOOTH SURFACE FOR A GOOD LAWN. FINE GRADING IS TO ELIMINATE BUMPS OR DEPRESSIONS THAT WOULD INTERFERE WITH MOWING WITH A 24 INCH MOWER. ALL STONE AND DEBRIS LARGER THAN 1 INCH IN DIAMETER SHALL BE REMOVED FROM THE SURFACE AND THE AREAS SHALL BE LOOSENED TO A DEPTH OF 2 INCHES BEFORE SEEDING.

TOP SOIL SALVAGED AS PER L-1 SHALL BE USED TO FINISH GRADING OVER TREE ROOT AREAS TO AVOID DAMAGE BY GRADING OR TILLAGE EQUIPMENT. IT SHALL BE USED AS DIRECTED TO FILL DEPRESSIONS TO OBTAIN EXTRA SMOOTH LAWN GRADING AND TO PROVIDE A MINIMUM DEPTH OF 3 INCHES OF TOPSOIL FOR THE REST AREA LAWNS. WHERE IT IS NOT NECESSARY TO CHANGE GRADES, TOPSOIL PLACEMENT WILL NOT BE REQUIRED. PLACING TOPSOIL WILL BE PAID FOR UNDER ITEM L-3.

THE SEED MIXTURE SHALL BE AS FOLLOWS:

15% RED TOP
25% PENNLAWN FESCUE
60% KENTUCKY BLUEGRASS

ITEM R-9 REMOVAL OF TREES AND STUMPS IN REST AREAS:

TREES, STUMPS AND CLUMPS OF BRUSH THAT ARE NOT MARKED TO BE REMOVED ARE TO BE SAVED. WITHIN THE REST AREAS ONLY THOSE TREES INDICATED BY THE ENGINEER SHALL BE REMOVED. CARE SHALL BE EXERCISED BY THE CONTRACTOR IN PERFORMANCE OF THIS WORK SO THAT NO DAMAGE IS DONE TO TREES INDICATED BY THE ENGINEER TO BE SAVED.

CLEARING AND GRUBBING SHALL BE DONE IN ACCORDANCE WITH SECTION R-1.03 EXCEPT IN AREAS WHERE TREES OR STUMPS ARE TO BE REMOVED WITHIN THE TREE ROOT AREAS OF TREES THAT ARE TO REMAIN. IN SUCH AREAS REMOVAL SHALL BE BY CUTTING TO A MINIMUM DEPTH OF 8 INCHES BELOW FINISH GRADE WITH A STUMP CHIPPER OR SIMILAR EQUIPMENT.

ITEM R-9 REMOVAL OF TREES AND STUMPS IN REST AREAS - CONT'D:

THE LUMP SUM BID FOR ITEM R-9, REMOVAL OF TREES AND STUMPS IN REST AREAS, SHALL CONSTITUTE FULL PAYMENT FOR THIS ITEM.

NUMBER:

6" - 12".....41 TREES
12" - 15"..... 7 TREES
16" - 24"..... 7 TREES
24" - UP ..... 3 TREES

ITEM L-11 PROVING EXISTING TREES:

ALL TREES WITHIN THE REST AREAS THAT ARE INDICATED TO BE SAVED BY THE ENGINEER SHALL BE PRUNED IN ACCORDANCE WITH ITEM L-17 AND IN ADDITION TO L-17 REQUIREMENTS, LOW LIMBS SHALL BE REMOVED TO OBTAIN SEVEN (7) FOOT CLEARANCE ABOVE THE GROUND AS DIRECTED. THE NUMBER AND SIZE OF TREES TO BE PRUNED MAY BE ESTIMATED FROM INFORMATION SHOWN RELATIVE TO EXISTING TREES AND THE PERCENTAGE TO BE REMOVED.

THE STATE WILL NOT BE RESPONSIBLE FOR ANY VARIATIONS FOUND DURING CONSTRUCTION. THE LUMP SUM PRICE BID FOR ITEM L-17, PRUNING EXISTING TREES SHALL CONSTITUTE FULL PAYMENT FOR THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NO. OF TREES:

6" - 12".....86 TREES
12" - 15".....19 TREES
16" - 24"..... TREES
24" - UP ..... TREES

ITEM R-10 ROADSIDE CLEANUP MODIFIED:

THIS ITEM IS ESTIMATED FOR PERFORMANCE ON ALL PART: AREAS OUTSIDE THE EXCAVATED OR FILLED AREAS WITHIN THE REST AREAS AS DIRECTED. TREE TRIMMING AND REMOVAL OF TREES AND STUMPS WILL BE DONE UNDER OTHER ITEMS. IN ADDITION TO THE SPECIFIED REQUIREMENTS OF L-6 THE FOLLOWING WORK SHALL BE PERFORMED. AREAS OUTSIDE THE TREE ROOT AREAS SHALL BE FITTED AND GRADED TO OBTAIN DRAINAGE AWAY FROM ALL STRUCTURES AND TO PREVENT PONDING AT ANY POINT. ALL MINOR UNEVEN AREAS INCLUDING FENCE ROWS SHALL BE GRADED TO ELIMINATE BUMPS OR DEPRESSIONS THAT WOULD INTERFERE WITH A 24 INCH MOWER. FENCE SHALL BE REMOVED FROM TREES AND TREE TRUNKS REPAIRED. BOULDERS SHALL BE REMOVED AND DISPOSED OF OR BURIED TO A MINIMUM DEPTH OF 2 FEET. STONE PILES SHALL BE REMOVED AND DISPOSED OF OR BURIED TO A MINIMUM DEPTH OF 2 FEET.

LEFT - STA. 445 + 75 TO STA. 449 + 00 31 UNITS
RIGHT STA. 448 + 00 TO STA. 450 + 75 24 UNITS

MULCH FOR TREES AND SHRUBS:

MULCHING MATERIAL FOR TREES AND SHRUBS SHALL BE WOOD CHIPS, GROUND CORN COBS, WELL ROTTEN SAWDUST OR WOOD SHAVINGS. THE MULCH SHALL BE UNIFORMLY PLACED BETWEEN AND AROUND TREES AND SHRUBS WITHIN 48 HOURS AFTER PLANTING AND TO A DEPTH OF 3" LOOSE MEASUREMENT. THE MULCH SHALL BE SPREAD TO COVER THE PLANT HOLE AND AN AREA EXTENDING OUTWARD TO THE PERIPHERY OF THE PLANT'S BRANCHES.

LAYOUT OF PLANTING:

BEFORE THE DIGGING OF PLANT HOLES FOR TREES AND SHRUBS, THE CONTRACTOR SHALL LAYOUT BY SUITABLE STAKING THE LOCATION OF ALL PLANT HOLES. WHERE CATCH BASINS OR OTHER STRUCTURES INTERFERE WITH PROPOSED PLANT LOCATIONS, THE LOCATIONS MAY BE CHANGED AT THE DIRECTION OF THE ENGINEER.

ITEM L-1, TOPSOIL STOCKPILED:

THE TOPSOIL TO BE STOCKPILED FOR PLACEMENT UNDER ITEMS L-3, L-13 AND L-14 SHALL BE OBTAINED UNDER ITEM L-1 FROM AREAS WITHIN THE LIMITS OF THE PROPOSED RIGHT OF WAY, AND TO SUCH DEPTHS AS DIRECTED BY THE ENGINEER.

THE PROVISIONS OF THIS SEPARATE L-1 ITEM SHALL, IN NO WAY, BE CONSTRUED AS A WAIVER OF THE PROVISIONS OF SEC. E-1.03 (A) AND SOD AND INCIDENTAL TOPSOIL REMOVED ELSEWHERE ON THIS PROJECT SHALL BE SALVAGED AND USED AS DESCRIBED IN ITEM E-1 WITH PAYMENT THEREFOR INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION.

ITEM L-3, PLACING STOCKPILED TOPSOIL:

THE TOPSOIL SHALL BE PLACED TO A DEPTH OF 3 INCHES ON ALL AREAS WHERE GRADING IS REQUIRED IN REST AREAS AS SHOWN ON THE CROSS SECTIONS OR AS DIRECTED BY THE ENGINEER.

IT SHALL BE PLACED AT VARIABLE DEPTHS NECESSARY TO OBTAIN SMOOTH GRADES OVER TREE ROOT AREAS AND AREAS WHERE TREES, STUMPS, BOULDERS AND STONE PILES ARE REMOVED. MINIMUM DEPTH OVER TREE ROOT AREAS SHALL BE 3 INCHES. FERTILIZER FOR THIS ITEM IS INCLUDED IN L-9 SEEDING.

INCINERATOR

GENERAL: Furnish and install factory built incinerators in accordance with the plans and specifications stated herein. They shall be Schaefer Brothers, Inc. Model No. SB-4.0 or approved equal.

1. Capacity - 125 lbs. per hour.
2. Dimensions - 5'-1" long x 2'-8" wide x 4'-3"
3. Charging Door - Heavy fabricated steel with 3" refractory lining, counterweighted for ease of operation 24" x 15".
4. Steel Casing - 12 gauge steel stiffened with 2" angles for stiffness.
5. Refractory Lining - 1" high temperature block insulation, 3" abrasion resistant light weight insulating castable anchored to steel casing.
6. Stack - 12 gauge steel casing with 2" refractory lining 10'-0" high.
7. Cleanout Doors and Grates - Heavy cast iron doors and grates, firebox cleanout door and frame 22" x 18", cyclone chamber door and frame 14" x 11".
8. Secondary Chamber - A cyclone chamber with stainless steel sleeve.
9. Burner - 250,000 B.T.U. power burner with spark ignition and double safety controls. 90 day warranty.
10. Painting - One primer coat and one secondary coat of heat resistant paint.
11. A welded steel container shall be provided on the side of the incinerator to enclose the power burner and a 100 lb. Propane tank. The container shall be equipped with a lockable door.

METHOD OF MEASUREMENT:

The incinerator and all appurtenances as detailed and specified on the plans shall be considered as one unit. The number of units to be paid for shall be the number of each unit, listed and estimated separately, complete and accepted.

BASIS OF PAYMENT:

The work included in this item shall be paid for at the contract unit price bid for each Item Special, Incinerator completed and accepted, which price and payment shall constitute full compensation for furnishing hauling and placing all materials and for all labor, equipment, tools and incidentals necessary to complete this item.

GENERAL SUMMARY - REST AREA

FED. AID DIVISION	STATE	PROJECT	
2	OHIO		

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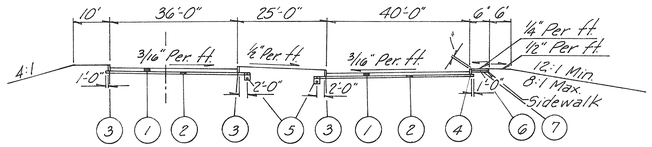
VAN WERT COUNTY
VAN-30-4.06

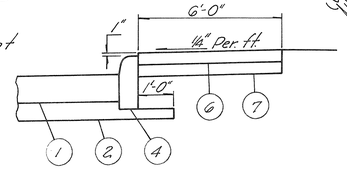
ITEM	RURAL CODE SHEET NO. 151	152	154	156	164	165	168	169	171	174	ITEM	QUANTITIES	UNIT	DESCRIPTION
														ROADWAY (CONTINUED)
E-9		56									E-9	56	Each	Removal of Trees and Stumps, As per plan.
L-1					2450						L-1	2450	Cu.Yd	Topsoil Stock piled.
L-3					2250						L-3	2250	Cu.Yd	Placing Stock piled Topsoil.
L-6	55										L-6	55	Units	Roadside Cleanup, Modified as per plan.
L-13					44						L-13	44	Each	Cotoneaster Apiculata (Cranberry Cotoneaster) 15"-18" Hgt. - Gallon Cans.
L-13					574						L-13	574	Each	Cotoneaster Divaricata (Spreading Cotoneaster) 2'-2½' Hgt. B.&B. (12")
L-13					574						L-13	574	Each	Euonymus Alatus Compactus (Dwarf Winged Euonymus) 4'-5' Hgt. B&B-(15").
L-13					34						L-13	34	Each	Juniperus Horizontalis Plumosa (Andorra Juniper) 1½'-2' Spread B.&B.-(12")
L-13					514						L-13	514	Each	Lonicera Fragrantissima (Winter Honeysuckle) 4'-5' Hgt. B.&B.-(15")
L-13					108						L-13	108	Each	Juniperus Pfitzeriana Glauca (Blue Pfitzer Juniper) 2'-2½' Spread.- B.&B. (13")
L-13					44						L-13	44	Each	Rhamnus Frangula Columnaris (New Tall Hedge) 4'-5' Hgt. B.&B.-(15")
L-14					9						L-14	9	Each	Acer Rubrum (Red Maple) 1¾"-2" Dia. B.&B.-(20")
L-14					8						L-14	8	Each	Crataegus Monogyna Pyramidal (Pyramidal Single Seed Hawthorn) 1¼"-1½" Dia. B.&B.-(20").
L-14					20						L-14	20	Each	Crataegus Phaenopyrum (Washington Hawthorn [Bush Form]) 5'-6' Hgt. B.&B.-(16")
L-14					7						L-14	7	Each	Crataegus Phaenopyrum (Washington Hawthorn [Tree Form]) 8'-10' Hgt. B.&B.-(17")
L-14					7						L-14	7	Each	Fraxinus Americana (White Ash) 1¾"-2" Dia. B.&B.-(20")
L-14					8						L-14	8	Each	Gleditsia Triacanthus Inermis (Thornless Honeylocust) 1¾"-2" Dia. B.&B.-(20").
L-14					25						L-14	25	Each	Malus Aldenhamensis (Aldenham Crabapple) 1"-1¼" Dia. B.&B.-(17")
L-14					4						L-14	4	Each	Malus Baccata "Jackii" (Jackii Crabapple) 1"-1¼" Dia. B.&B.-(17")
L-14					23						L-14	23	Each	Malus "Dorothea" (Dorothea Crabapple) 4'-5' Hgt. B.&B.(15")
L-14					7						L-14	7	Each	Malus "Prince Georges" (Prince Greorges Crabapple) 1"-1¼" Dia. B.&B. (17")
L-14					4						L-14	4	Each	Malus Tschonoski (Tschonoski Crabapple) 4'-5' Hgt. B.&B.-(18")
L-14					4						L-14	4	Each	Malus "Wabiskaw" (Wabiskaw Crabapple) 4'-5' Hgt. B.&B. (18")
L-14					5						L-14	5	Each	Pinus Nigra (Austrian Pine) 8-10' Hgt. B.&B.-(20")
L-14					8						L-14	8	Each	Plantanus Acerifolia (London Planetree) 1¾"-2" Dia. B.&B.(20")
L-14					26						L-14	26	Each	Quercus Palustris (Pin Oak) 1¾"-2" Dia. B.&B.-(20")
L-17		Lump									L-17	Lump	Lump	Pruning Existing Trees, As Per Plan
I-13			3617	3617							I-13	7234	Sq.Ft.	Sidewalks, 4" Concrete
I-13			648	648							I-13	1296	Sq.Ft.	Sidewalks, 6" Concrete
I-22			52	52							I-22	104	Cu.Yd	4" Subbase, Grading A"
I-25										7703	I-25	7703	L.F.	Woven Wire Fence For Rest Areas
Special						2					Special	2	Each	Motorists Services Shelter
Special							2				Special	2	Each	Shelter House.
Special								2			Special	2	Each	Combination Toilet and Storage Building.
Special									2		Special	2	Each	Well Shelter, Pump and Platform
Special					20						Special	20	Each	Picnic Table With Concrete Slab
Special					6						Special	6	Each	Charcoal Grill and Serving Table.
Special	2										Special	2	Each	Incinerators
														LIGHTING
S-25										1	S-25	1	Each	Service Pole, Complete, As per plan.
S-25										4	S-25	4	Each	Pole including Luminaire, Complete, as per plan (Picnic Area) (Round Shaft)
S-25										4	S-25	4	Each	Pole including Luminaire, Complete, as per plan. (Island) (Round Shaft)
S-25										558	S-25	558	L.F.	1" Alloy Steel or Wrought Iron Conduit
S-25										765	S-25	765	L.F.	1½" Alloy Steel or Wrought Iron Conduit
S-25										555	S-25	555	L.F.	2" Alloy Steel or Wrought Iron Conduit
S-25										271	S-25	271	L.F.	3" Alloy Steel or Wrought Iron Conduit
S-25										14	S-25	14	Each	Pull Boxes, As per plan
S-25										1907	S-25	1907	L.F.	Trenching
														ALTERNATE BID ITEMS
											S-25	4	Each	Pole, Other than Round, Including Luminaire Complete, As Per Plan (Picnic Area)
											S-25	4	Each	Pole, Other than Round, Including Luminaire Complete, As Per Plan (Island)

ROADSIDE REST AREA



SECTION A-A

1	T-71	9" Reinforced Portland Cement Concrete Pavement
2	I-22	6" Subbase
3	I-12	Concrete Curb, Std. Type No. 7
4	I-12	Concrete Curb, Std. Type No. 6
5	I-1	6" Pipe, Class I-3
6	I-13	Sidewalk, 4" Concrete.
7	I-22	4" Subbase



SECTION B-B

18" Oak
(E-9) 17" Hickory
(E-9) 15" Elm (Dead)
(E-9) 24" Elm (Dead)
13" Cotton Wood
(E-9) 15" Oak
20" Oak
12" Ash
12" Oak
(E-9) 15" Elm (Dead)
(E-9) 12" Oak
13" Oak
12" Cotton Wood
15" Cotton Wood
13" Ash
(E-9) 13" Ash
13" Cotton Wood
12" Oak
(E-9) 12" Elm (Dead)
(E-9) 14" Elm (Dead)
(E-9) 12" Ash
(E-9) 13" Oak
(E-9) 12" Ash
(E-9) 12" Ash
12" Cotton Wood
12" Cotton Wood
(E-9) 24" Elm (Dead)
(E-9) 12" Oak
12" Oak
(E-9) 24" Oak
12" Oak
(E-9) 12" Ash
14" Cotton Wood
12" Oak
(E-9) 14" Lynn
(E-9) 12" Oak
(E-9) 12" Ash
(E-9) 12" Ash
(E-9) 13" Cotton Wood
(E-9) 13" Oak
(E-9) 12" Ash
(E-9) 12" Oak
(E-9) 13" Cotton Wood
(E-9) 12" Cotton Wood(10)
(E-9) 13" Oak

CURVE DATA "A"
P.I. Sta 447+95.16, 21' Lt.
Δ = 6°-11'-37"
D = 8°-30'
R = 674.07'
T = 36.47'
L = 72.86'
E = 0.98'

+30 C.P.A.

VAN WERT COUNTY
VAN-30-4.06

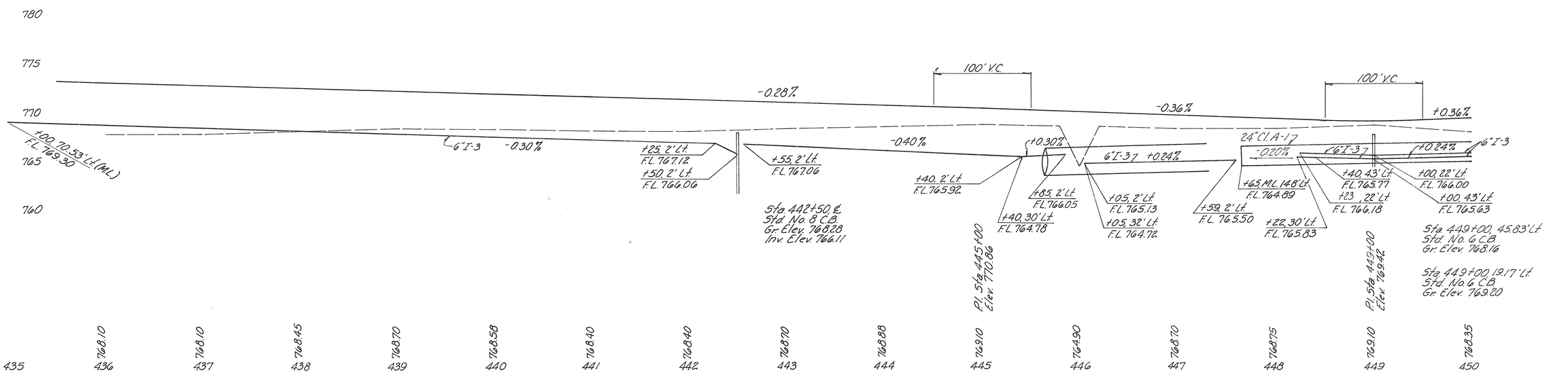
CURVE DATA
P.I. Sta 445+02.62, 89.42' Lt
Δ = 5°00'
Dc = 2°-30'
Ls = 2.00'
Rc = 2291.83'
Lc = 0'
Ts = 200.09'

Sta 435+00
Sta 440+02.47
Sta 443+02.53 TS
Sta 446+36 M.L. 74' Lt.
Std. No. 8 C.B.
Sta 447+00 M.L.
Std. No. 8 C.B.
Sta 447+02.53 ST
Sta 450+00
Sta 449+00 19.17' & 45.83' Lt.
Std. No. 6 C.B.
4" Conc. Walk
5' R
15' R
1-W
6"×84' I-3
24"×235' A-1
6"×98' A-1
4" Conc. Walk
15"×19' A-1/3'
15"×8' A-1
6"×74' I-3
6"×100' I-3
6"×100' I-3
6"×10' F-4
6"×18' A-1
6"×20' A-1
6"×154' I-3
15"×12' A-1
6"×18' A-1
6"×38' A-1
6"×330' I-3
6"×368' I-3
18"×112' A-1
6"×355' I-3
12.00' Acc.
6"×250' I-3
Ramp "A"
Miller Ditch
+30 E.P.A.
+50 E.P.A.
+30 C.A.S.P.
+50 C.A.S.P.
+100 ℄
+40
+91
+55
+65
+85
+46.25
+61.25
+44.75
+69.25
Std. No. 8 C.B.
See Main Line Sheet for Drainage Details
Begin Sheet
Match Line
S 47°-16'-45" E
436 437 438 439 440 441 442 443 444 445 446 447 448 449

Note:
Roadside Rest Area & Ramp "A"
Drainage Quantities carried on
Main Line Sheet No. 40
Sidewalk Quantities carried on Sheet No. 154

772.61 772.54 772.26 771.98 771.70 771.42 771.14 771.00 770.93 770.85 770.77 770.68 770.50 770.14 769.78 769.60 769.53 769.51 769.53 769.60 769.78

*E-9 Removal of Trees & Stumps 28 Each
*Carried to Mainline Sheet No. 40



ROADSIDE REST AREA (Lt. Side)

ROADSIDE REST AREA

VAN WERT COUNTY
VAN-30- 4.06

LA R/W

+18 C.P.A.

Sta 452+00 M.L. Std. No. 8 C.B.

Sta 450+00

Sta 451+85 on ℄

1-W

2-W

4" Conc. Walk

6" Conc. Walk

4" Conc. Walk

6" Conc. Walk

4" Conc. Walk

10'-10"

10'-2"

6

+10

6"×190' I-3

24"×263' A-1

6"×186' I-3

+88

+86

451

452

CURVE DATA "B"
P.I. Sta 453+04.53, 131' Lt.
Δ = 6°-47'-46"
D = 8°-30'
R = 674.07'
T = 40.02'
L = 79.95'
E = 1.19'

+24 C.P.A.

LA R/W

P.C. Sta 456+26.92

CURVE DATA
P.I. Sta 458+53.72, 66' Lt.
Δ = 6°-47'-46"
D = 1°-30'
R = 3819.72'
T = 226.80'
L = 453.07'
E = 6.72'

SIDEWALKS "W"

Ref. No.	Station From	Station To	Side	I-13 Sidewalks 4" Thick S.F.	I-13 Sidewalks 6" Thick S.F.	I-22 Subbase 4" Grading A" C.Y.
1-W	448+00	451+85	Lt.	3616.15		44.20
2-W	450+41		Lt.		647.92	7.92
Totals				3616.15	647.92	52.12

6"×34' A-1

6"×10' I-4

453

454

455

RAMP "B"

6"×110' I-3

456

457

458

459

460

P.T. Sta 460+79.99

+95

6"×620' I-3

Sta 463+30

Sta 464+30

100'

Sta 465+00

6"×56' Cl. A-1

P.C. Sta 452+64.51 Ahd.
Sta 452+82.30 Bk.

P.T. 453+44.46

6"×42.8 I-3

+25

800' Decel.

24' 1/2

451

452

453

454

455

456

457

458

459

460

461

462

463

464

Match Line

End Sheet

Note:
Roadside Rest Area & Ramp "B" Drainage Quantities carried on Main Line Sheet No. 40.

See Main Line Sheet for Drainage Details.

10449'

769.78 770.14 770.50 770.59 770.68 770.63 770.72 771.08 771.44 771.71 771.79 771.86 771.93 771.99 772.05 772.11 772.17 772.23 772.29 772.35 772.41 772.46 772.51 772.56 772.60 772.64 772.68 772.72 772.75 772.78 772.81 772.84 772.87 772.90 772.93 772.96 772.99 773.02 773.05 773.08 773.15 773.23 773.30 773.38

780
775
770
765
760

+0.36%
+0.36%
24" Cl. A-1
+0.24%
6" I-3
-0.20%
+0.32%
6"×110' I-3 Rt.
6"×620 I-3 Lt.
Profile of 6" I-3 Lt.
(Carried on Main Line Sheet)

+70.43' Lt.
F.L. 766.28

+86.22' Lt.
F.L. 766.69

+88.30' Lt.
F.L. 766.33

+33 ML 148' Lt.
F.L. 765.83

+58.98 ML 169' Lt.
F.L. 765.89

+65.18' Rt.
F.L. 766.46

+75.18' Rt.
F.L. 766.74

+75.26' Lt.
F.L. 766.15

+75.2' Lt.
F.L. 766.20

+95.2' Lt. & T-3
F.L. 768.18

768.35 767.80 767.95 768.25 768.26 768.12 768.41 768.80 768.55 768.67 768.63 768.67 768.56 768.67 769.10

450 451 452 453 454 455 456 457 458 459 460 461 462 463 464

ROADSIDE REST AREA, Lt. Side

VAN WERT COUNTY
VAN-30-4.06

See Main Line Sheet for Drainage Details

Begin Sheet Sta 437+00

Sta 437+85

Sta 438+85

Sta 441+34.01 P.C.

Sta 442+50 W.L. Std. No. 8 C.B.

Sta 445+87.08 P.T.

MILLER DITCH

Sta 447+00 ℄ Std. No. 8 C.B.

Sta 447+73 W.L. Std. No. 8 C.B. 80124

Sta 449+49.49 Ø. Sta 449+47.70 Ind.

Sta 452+00

438 439 440 441 442 443 444 445 446 447 448 449 450 451

6"×70'A-1

6"×485'I-3.7

800' Decel.

6"×134'I-3.7

15"×12'A-1

6"×24'A-1

6"×168'I-3

P.C. Sta 448+69.54

6"×453'I-3

6"×40'A-1

6"×22'A-1

6"×10'F-4

6"×32'A-1

6"×74'I-3.7

15"×245'A-1

15"×19'A-1

15"×8'A-1

4" Conc. Walk

6"×75'I-3

6"×100'I-3

6"×114'A-1

RAMP "C"

CURVE DATA
P.I. Sta 443+60.81, 66' Rt. "C"
Δ = 6°47'-46"
D = 1°30'
R = 3819.72'
T = 226.80'
L = 453.07'
E = 6.72'

CURVE DATA
P.I. Sta. 449+09.56, 131' Rt.
Δ = 6°47'-46"
D = 8°-30'
R = 674.07'
T = 40.02'
L = 79.95'
E = 11.19'

C.P.A.

Ditch Line Z

LA 2/W

Sta 450+29 on ℄

1-D

3-W

Note:
for Details "Section A-A" See Sheet No. 153

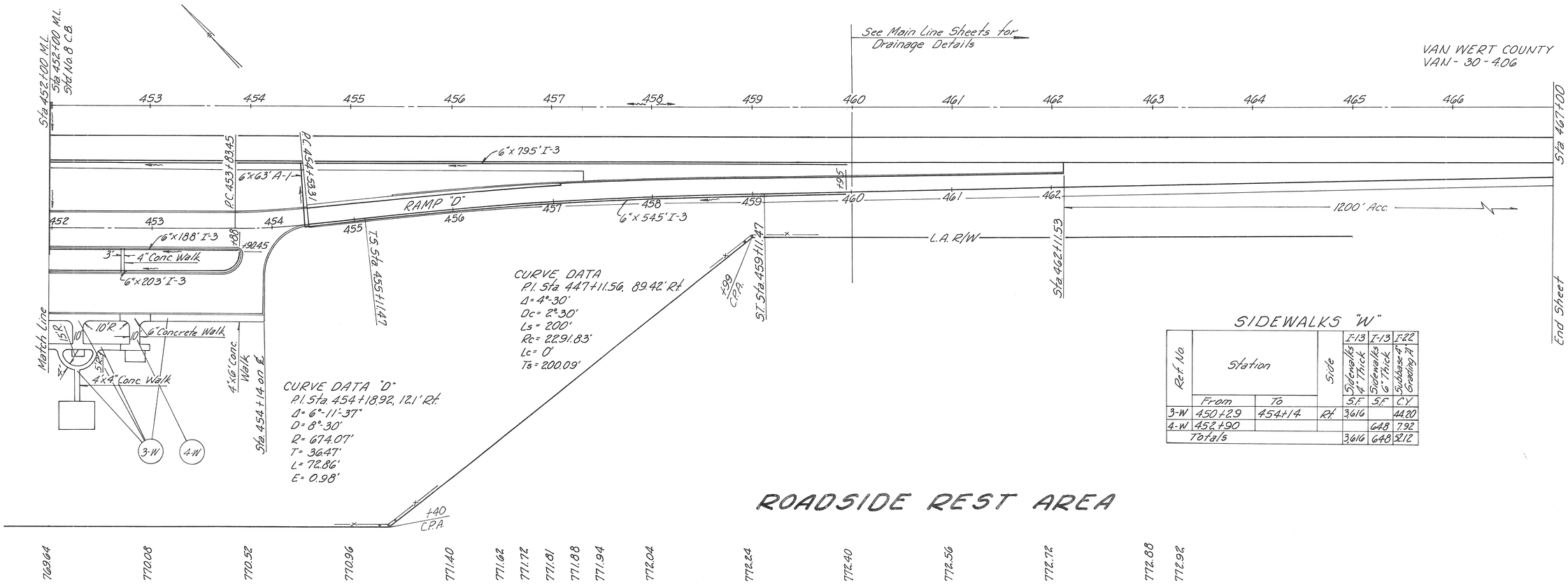
1-D
See Mainline Sheet No. 41

March Line

Note:
Roadside Rest Area & Ramp "C" Drainage Quantities Carried on Main Line Sheets.
For Sidewalk Quantities See Sheet No. 156.

ROADSIDE REST AREA

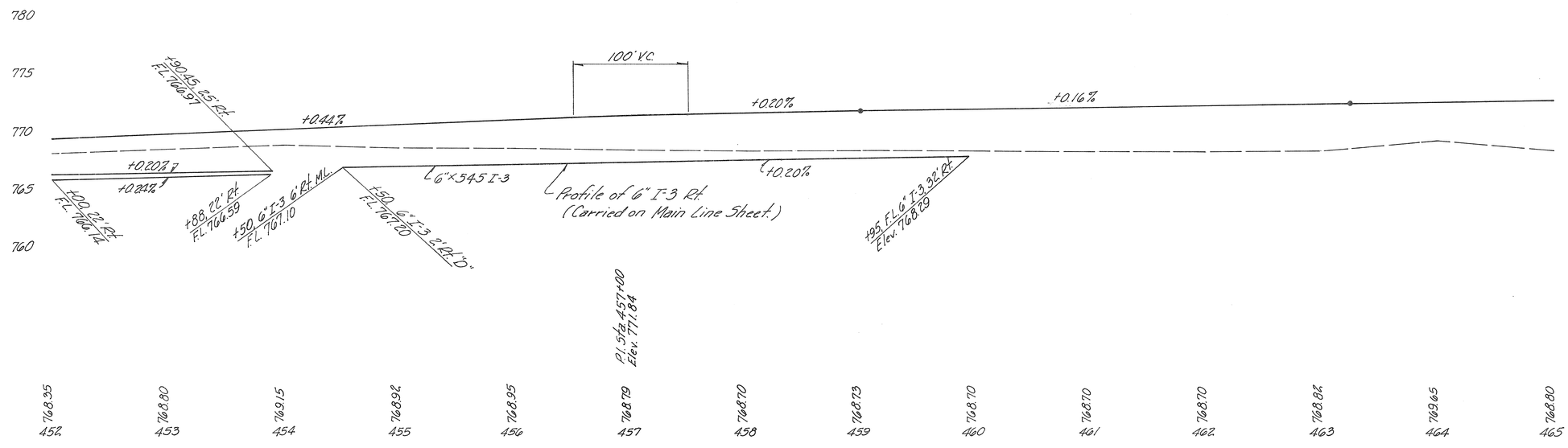
| | | |



SIDEWALKS "W"

Ref. No.	Station From	Station To	Side	I-13 Sidewalks 4" Thick S.F.	I-13 Sidewalks 6" Thick S.F.	I-22 Subbase 4" Grading A* C.Y.
3-W	450+12.9	454+14	Rt.	3616		4420
4-W	452+90				648	792
Totals				3616	648	3212

ROADSIDE REST AREA



ROADSIDE REST AREA Rt. side

Note:
See Sheet No 159
For Joint Legend

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

157

VAN WERT COUNTY
VAN-30-4.06

ROADSIDE REST AREA

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

158

VAN WERT COUNTY
VAN - 30-4.06

JOINT LEGEND

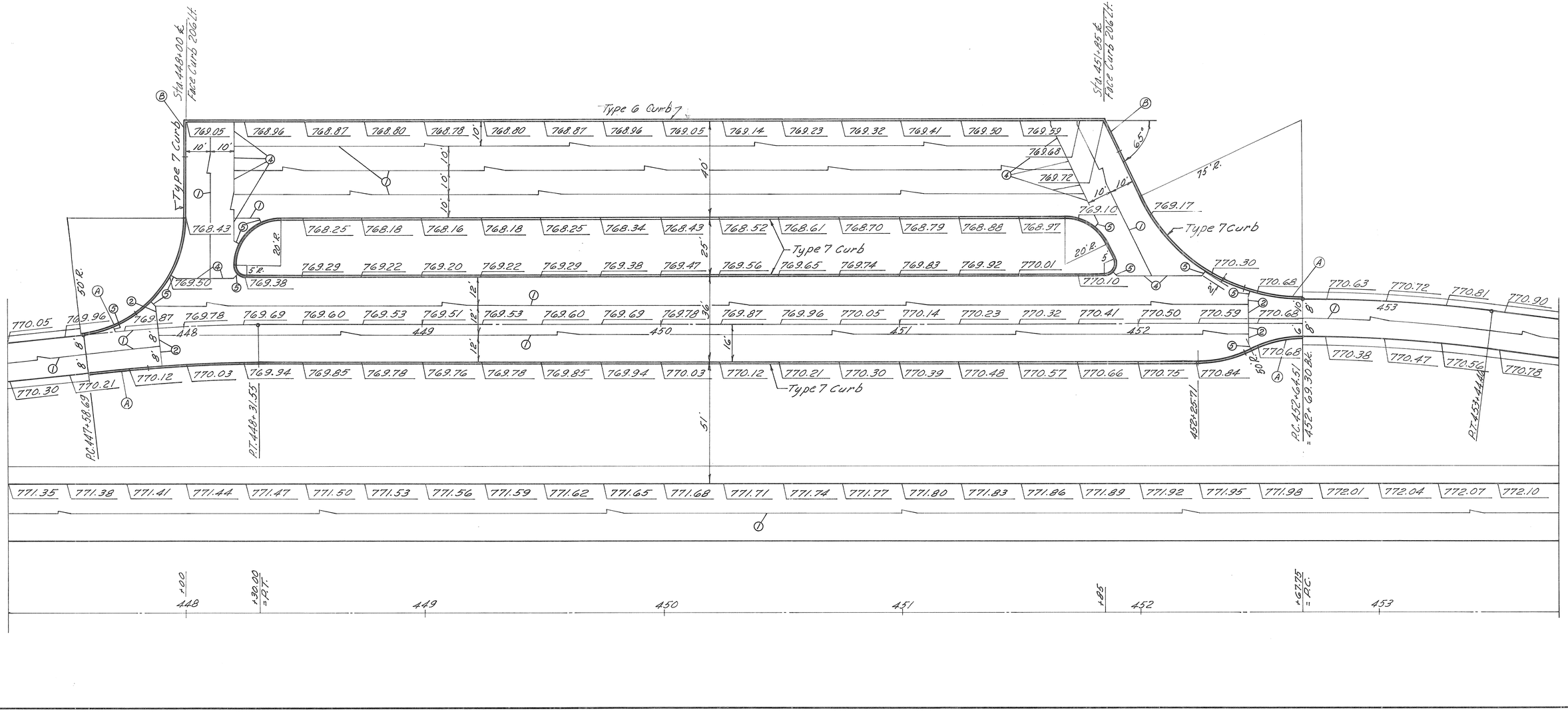
1. Standard Longitudinal Joint
2. Standard Expansion Joint
3. Standard Contraction Joint
4. Key Joint without Tie bars
5. Expansion Joint without Dowels
6. The dark shaded area shall be constructed of concrete pavement to an elevation one half inch lower than the adjacent pavement and surfaced with T-31 using No. 6 Aggregate as the maximum size. The dark shaded area shall be paid for as full depth T-71 and the surface treatment shall be paid for as T-31.

CURB TRANSITIONS

(A) The Std. type #7 Conc. Curb shall have height transitioned from 2" to 9" in a distance of 25'

(B) The Std. type #7 Conc. Curb shall have height transitioned from 9" to 6" in a distance of 15'.

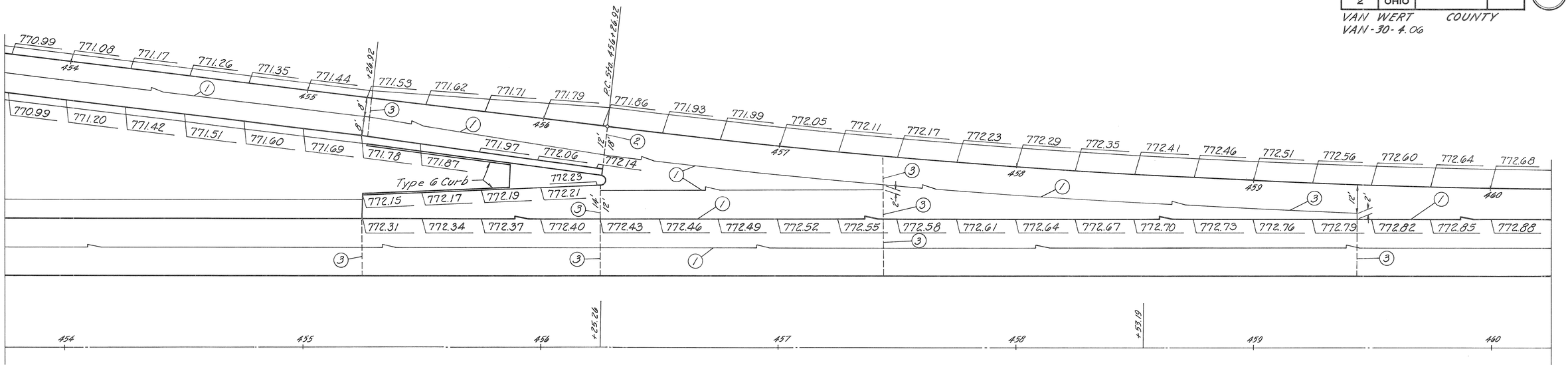
0' 20' 40'

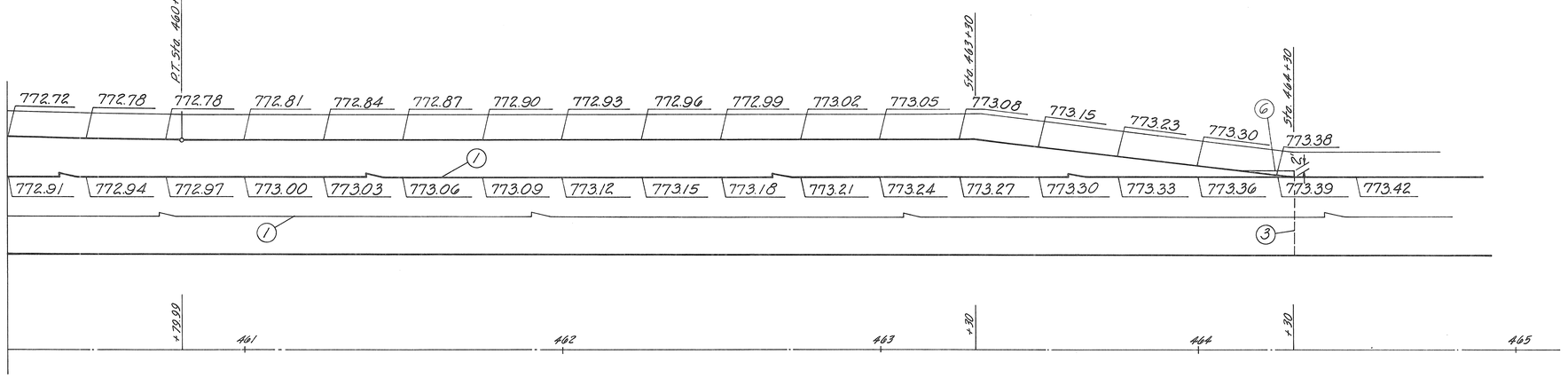

Sta 448+00 ℄ Face Curb 206.21'
Sta 451+85 ℄ Face Curb 206.21'
Type 6 Curb
Type 7 Curb
769.05 768.96 768.87 768.80 768.78 768.80 768.87 768.96 769.05 769.14 769.23 769.32 769.41 769.50 769.59 769.68 769.72 769.10 769.17
768.43 768.25 768.18 768.16 768.18 768.25 768.34 768.43 768.52 768.61 768.70 768.79 768.88 768.97
769.29 769.22 769.20 769.22 769.29 769.38 769.47 769.56 769.65 769.74 769.83 769.92 770.01 770.10 770.30
769.50 769.38
770.05 769.96 769.87 769.78 769.69 769.60 769.53 769.51 769.53 769.60 769.69 769.78 769.87 769.96 770.05 770.14 770.23 770.32 770.41 770.50 770.59 770.68 770.63 770.72 770.81 770.90
770.30 770.21 770.12 770.03 769.94 769.85 769.78 769.76 769.78 769.85 769.94 770.03 770.12 770.21 770.30 770.39 770.48 770.57 770.66 770.75 770.84 770.68 770.38 770.47 770.56 770.78
771.35 771.38 771.41 771.44 771.47 771.50 771.53 771.56 771.59 771.62 771.65 771.68 771.71 771.74 771.77 771.80 771.83 771.86 771.89 771.92 771.95 771.98 772.01 772.04 772.07 772.10
448 449 450 451 452 453
P.C. 447+58.69
P.T. 449+31.55
452+25.71
P.C. 452+64.51 = 452+69.30 Bk.
P.T. 453+44.46
+100 = 448
+30.00 = P.T.
+85
+67.75 = P.C.
50' R.
20' R.
75' R.
6.5%
8' 8' 8' 8'
10' 10' 10'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

159

VAN WERT COUNTY
VAN-30-4.06





Note:
See Sheet No. 159
For Joint Legend

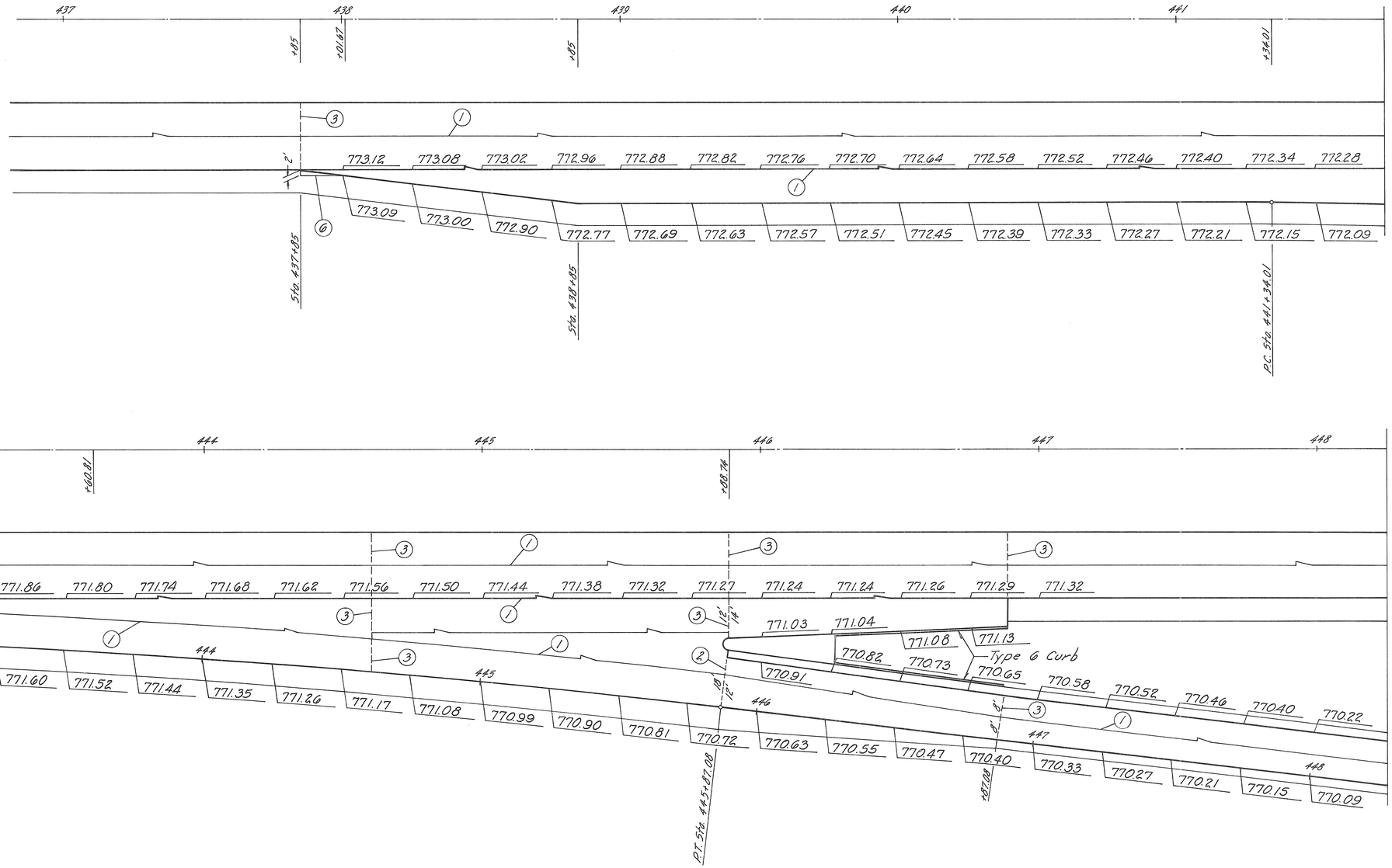
ROADSIDE REST AREA

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

160

VAN WERT COUNTY
VAN-30-4.06

Note:
See Sheet No. 159
For Joint Legend



ROADSIDE REST AREA

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN-30-4.06

161

449 | 450 | 451 | 452 | 453 | 454

+46.25 = P.T.
+29
+84 = P.C.
+14

771.47 771.50 771.53 771.56 771.59 771.62 771.65 771.68 771.71 771.74 771.77 771.80 771.83 771.86 771.89 771.92 771.95 771.98 772.01 772.04 772.07 772.10 772.13 772.16 772.19 772.22

P.C. Sta. 449+69.54
P.T. Sta. 449+49.49 = Sta. 449+44.70 Ahd.
449+88.29
P.C. 453+82.45
P.T. 454+53.31

770.03 769.97 769.91 769.85 769.79 769.71 769.69 769.63 769.57 769.53 769.53 769.58 769.67 769.78 769.89 770.00 770.11 770.22 770.33 770.44 770.55 770.66 770.77 770.88 770.99

770.03 770.10 770.16 770.10 769.92 769.56 769.36 769.50 769.44 769.38 769.32 769.28 769.28 769.33 769.42 769.53 769.64 769.75 769.86 769.97 770.08 770.19 770.30 770.41 770.52 770.63 770.74

769.25 769.07 769.01 768.97 768.97 769.02 769.11 769.22 769.33 769.44 769.55 769.66 769.77 769.88 769.99 770.10 770.29

768.07 767.97 767.93 767.93 767.98 768.07 768.18 768.29 768.40 768.51 768.62 768.73 768.84 768.95 769.06 769.23

769.79

768.64 768.59 768.55 768.55 768.60 768.69 768.80 768.91 769.02 769.13 769.24 769.35 769.46 769.57 769.68

51'
16'
36'
25'
40'
12'
12'
8'
8'
10'
2%
20' R.
75' R.
65°
10'
10'
10'
10'
10'
10'
10'
10'
5'
30' R.
Type 7 Curb
Type 7 Curb
Type 7 Curb
Type 7 Curb
Type 6 Curb

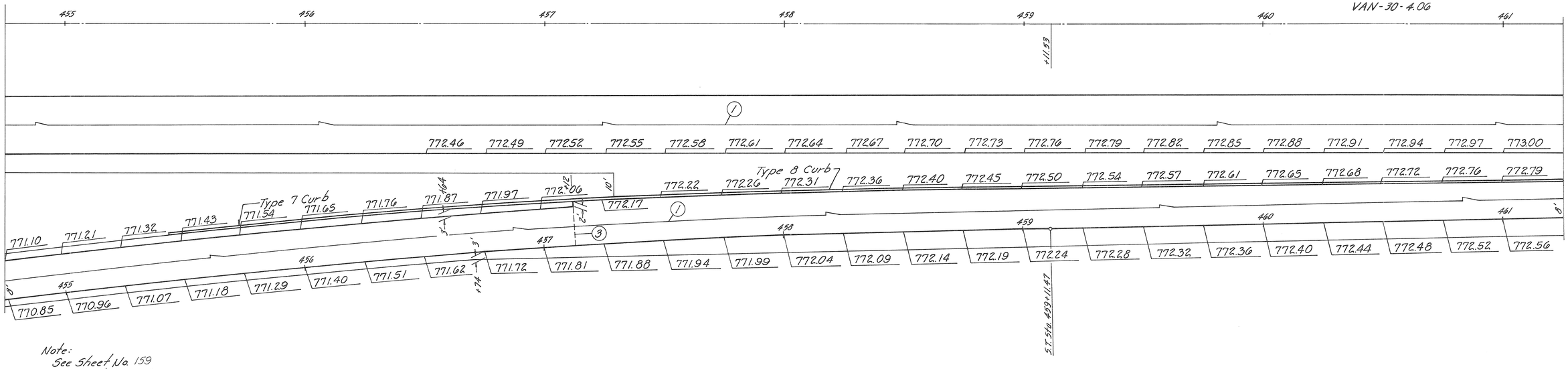
Sta. 450+29 ℄ Face Curb 206' Rt.

Sta. 454+14 ℄ Face Curb 206' Rt.

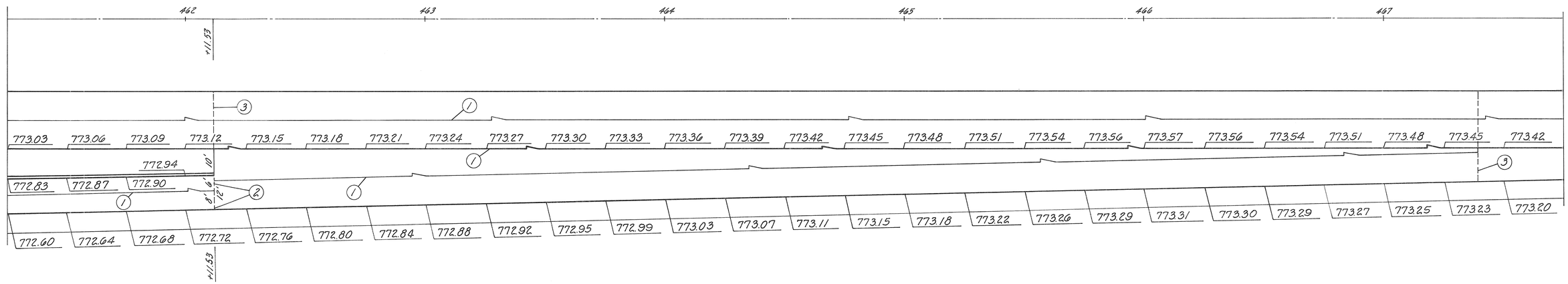
Note:
See Sheet No. 159
For Joint Legend and
Curb Transitions.

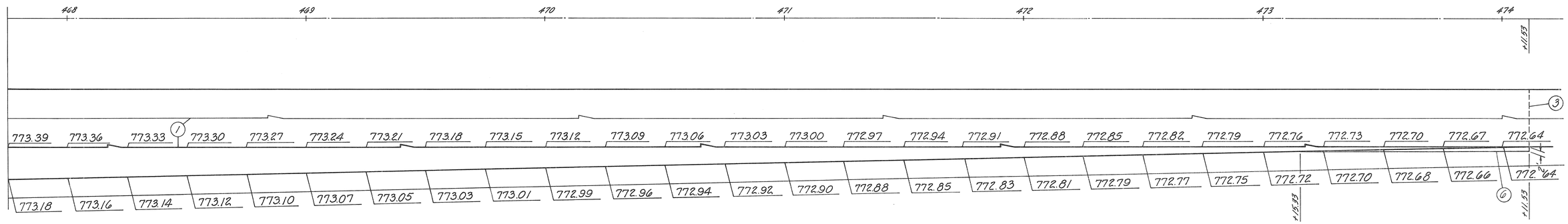
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN-30-4.06



Note:
See Sheet No 159
For Joint Legend.





ROADSIDE REST AREA

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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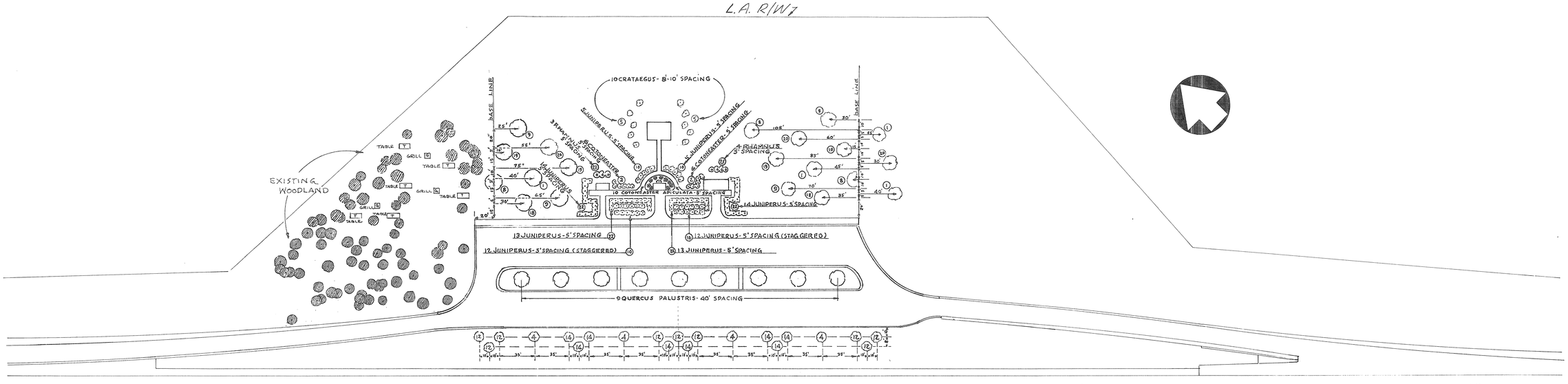
VAN WERT COUNTY
VAN-30-4.06

L.A. R/W 7



PLANTING SCHEME "A" - FROM STA. 443+50 TO STA. 447+75
BEGIN THIS PORTION OF PLANTING AT STA. 444+50 - REPEAT AT STA. 450+75 - THEN AGAIN AT STA. 455+00 - AND AGAIN AT STA. 459+25.

PLANTING SCHEME "B" - FROM STA. 454+25 TO STA. 458+50
REPEAT THIS PORTION OF PLANTING AT STA. 458+55 - REPEAT AGAIN AT STA. 462+80 - AGAIN AT STA. 467+03 - THEN AGAIN AT STA. 471+30. END PLANTING AT STA. 475+55

PLANT LIST

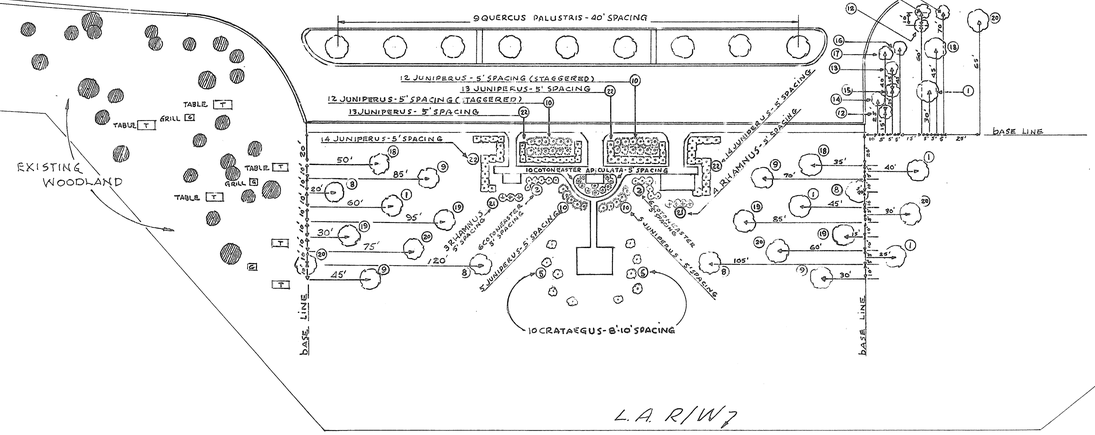
KEY	VARIETIES	COMMON NAME	QUANTITY	DESCRIPTION	SPACING
①	ACER RUBRUM	RED MAPLE	9	1¾"-2" DIA. - B & B - (20')	AS SHOWN
②	COTONEASTER APICULATA	CRANBERRY COTONEASTER	44	15"-18" HGT. - GALLON CANS	AS SHOWN
③	COTONEASTER DIVARICATA	SPREADING COTONEASTER	574	2'-2½" HGT. - B & B - (12")	AS SHOWN
④	CRATAEGUS MONOGYNA 'PYRAMIDAL'	PYRAMIDAL SINGLESEED HAWTHORN	8	1¼"-1½" DIA. - B & B - (20')	AS SHOWN
⑤	CRATAEGUS PHAENOPYRUM	WASHINGTON HAWTHORN (BUSH FORM)	20	5'-6' HGT. - B & B - (16")	AS SHOWN
⑥	CRATAEGUS PHAENOPYRUM	WASHINGTON HAWTHORN (TREE FORM)	7	8'-10' HGT. - B & B - (1½")	AS SHOWN
⑦	EUONYMUS ALATUS COMPACTUS	DWARF WINGED EUONYMUS	514	4'-5' HGT. - B & B - (15")	AS SHOWN
⑧	FRAXINUS AMERICANA	WHITE ASH	1	1¾"-2" DIA. - B & B - (20')	AS SHOWN
⑨	GLEDITSIA TRIACANTHUS INERMIS	THORNLESS HONEYLOCUST	8	1¾"-2" DIA. - B & B - (20')	AS SHOWN
⑩	JUNIPERUS HORIZONTALIS PLUMOSA	ANDORRA JUNIPER	34	1½"-2" SPREAD - B & B - (12")	AS SHOWN
⑪	LONICERA FRAGRANTISSIMA	WINTER HONEYSUCKLE	514	4'-5' HGT. - B & B - (15")	AS SHOWN
⑫	MALUS 'ALDENHAMENSIS'	ALDENHAM CRABAPPLE	25	1"-1½" DIA. - B & B - (1½")	AS SHOWN
⑬	MALUS BACCATA 'JACKII'	JACKII CRABAPPLE	4	1"-1½" DIA. - B & B - (1½")	AS SHOWN
⑭	MALUS 'DOROTHEA'	DOROTHEA CRABAPPLE	23	4'-5' HGT. - B & B - (15")	AS SHOWN
⑮	MALUS 'PRINCE GEORGES'	PRINCE GEORGES' CRABAPPLE	1	1"-1½" DIA. - B & B - (1½")	AS SHOWN
⑯	MALUS 'TSCHONOSKI'	TSCHONOSKI CRABAPPLE	4	4'-5' HGT. - B & B - (15")	AS SHOWN
⑰	MALUS 'WABISKAW'	WABISKAW CRABAPPLE	4	4'-5' HGT. - B & B - (15")	AS SHOWN
⑱	PINUS NIGRA	AUSTRIAN PINE	5	8'-10' HGT. - B & B - (24")	AS SHOWN
⑲	PLATANUS ACERIFOLIA	LONDON PLANETREE	8	1¾"-2" DIA. - B & B - (20')	AS SHOWN
⑳	QUERCUS PALUSTRIS	PIN OAK	26	1¾"-2" DIA. - B & B - (20')	AS SHOWN
㉑	RHAMNUS FRANGULA COLUMNARIS	NEW TALLHEDGE	42	4'-5' HGT. - B & B - (15")	AS SHOWN
㉒	JUNIPERUS PFITZERIANA GLAUCA	BLUE PFITZER JUNIPER	108	2'-2½' SPREAD - B & B - (15")	AS SHOWN

* SEE GENERAL NOTES FOR MULCHING REQUIREMENTS AND OTHER PERTINENT PLANTING PROCEDURES.

20 PARK TABLES - 6 CHARCOAL GRILLS & SERVING TABLES WILL BE LOCATED BY ENGINEER DURING CONSTRUCTION.

* SEE GENERAL NOTES FOR SEED FORMULA FOR REST AREAS.

* GENERAL NOTES - REST AREA
SEE SHEET NO. 151.



L.A. R/W 7

ESTIMATED QUANTITIES
L-1 Topsoil Stock piled (Lt. & Rt.) *2450 C.Y.
L-3 Placing Stock piled Topsoil (Lt. & Rt.) 2250 C.Y.

* Includes 200 C.Y. For Items L-13 & L-14

VAN WERT COUNTY
VAN-30-4.06
ROADSIDE REST AREA
PLANTING PLAN
SCALE - 1" = 50'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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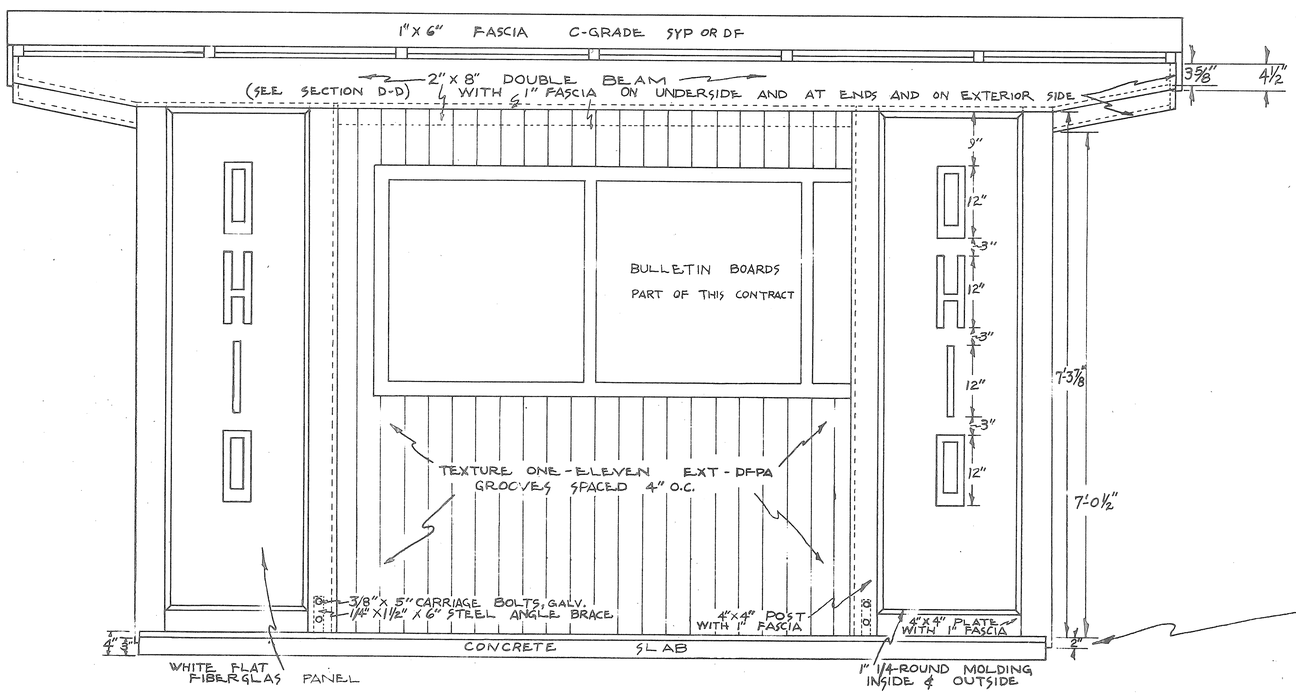
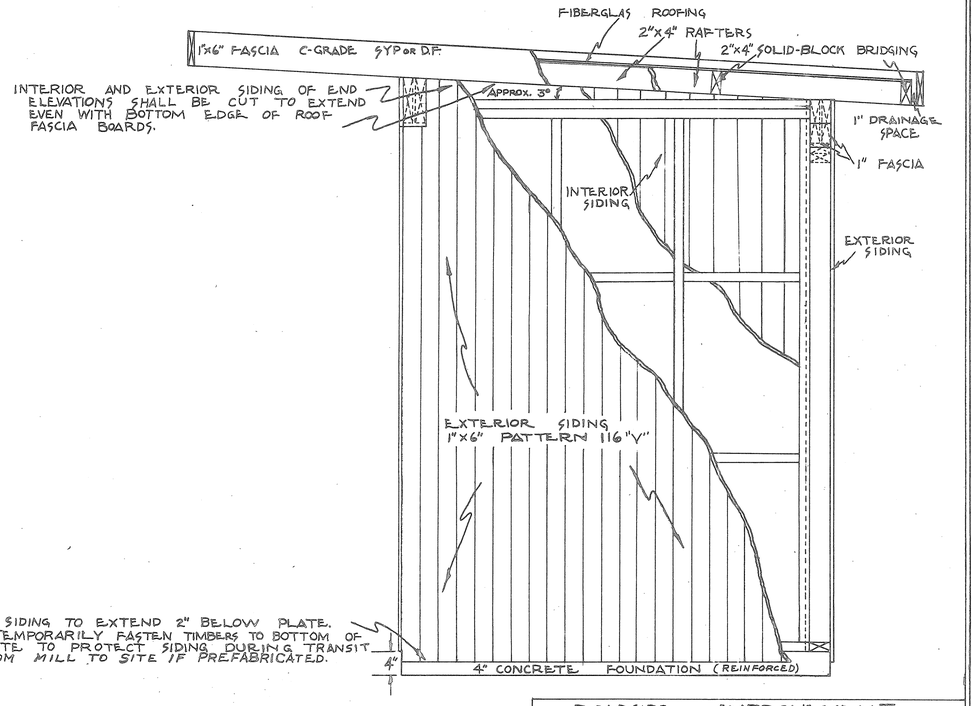
VAN WERT COUNTY
VAN-30-4.06

NOTES:

① ALL STRUCTURAL LUMBER SHALL BE NUMBER 1 SOUTHERN YELLOW PINE, STD. K.D., S4S OR CONSTRUCTION GRADE DOUGLAS FIR, STD. K.D. S4S. ALL TRIM SHALL BE "C" GRADE, S4S, STD. K.D. S.Y.P OR D.FIR.
② SIDING SHALL BE 1"X 6" PATTERN 116 "V" TYPE.
③ INTERIOR SIDING SHALL BE TEXTURE ONE-ELEVEN EXTERIOR GRADE DOUGLAS FIR PLYWOOD. 1/4-INCH GROOVES SHALL BE SPACED 4" O.C. (SEE ALSO NOTE 7.)
④ ROOF MATERIAL SHALL BE HIGH LIGHT TRANSMISSION TYPE TRANSLUCENT FIBERGLAS, .060" THICK, 2 1/2-INCH CORRUGATIONS, SMOOTH FINISH, LIGHT GREEN COLOR AS MANUFACTURED BY THE ALSYNITE COMPANY OF AMERICA. NAIL ALONG RAFTERS & BRIDGING AT APPROX. 12" O.C. WITH ALUMINUM SCREW SHANK NAILS WITH NEOPRENE WASHERS ATTACHED.
⑤ FRONT ELEVAION PANELS SHALL BE FLAT PATTERN, WHITE COLOR, SMOOTH FINISH, (SEE NO 4).
⑥ ALL NAILS WILL BE ALUMINUM OR HOT GALV. DIPPED NAILS.
⑦ INTERIOR WALL PANELS SHALL BE CUT TO SIZE AT THE MILL AND LATER INSTALLED ON THE SITE AFTER THE STRUCTURE HAS BEEN ANCHORED TO CONCRETE PAD WHEN STRUCTURE IS PREFABRICATED OFF JOB SITE.
⑧ ALL LETTERS AND SIGNS NOT A PART OF THIS CONTRACT.
⑨ ALL LUMBER SHALL BE TREATED IN ACCORDANCE WITH THE REQUIREMENT FOR PENTA-CHLOROPHENOL TREATMENT, SEC. M-8.3.





ROADSIDE IMPROVEMENT
OHIO DEPARTMENT OF HIGHWAYS

MOTORISTS SERVICES SHELTER

DATE
10-25-60
11-28-60
8-6-63

STANDARD CONSTRUCTION DRAWING

SCALE: 1" = 1'

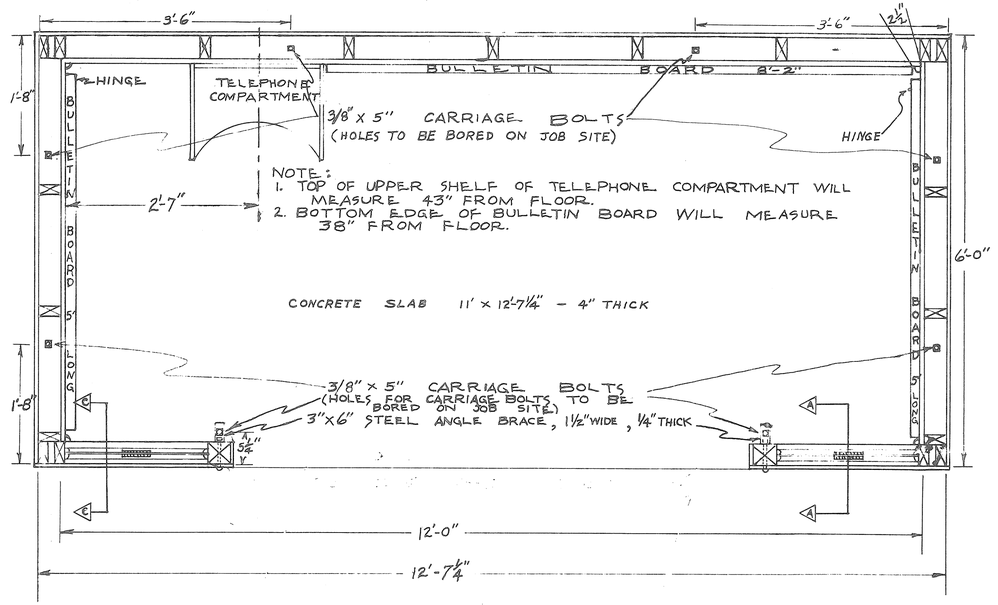
DESIGNED: RDB APPROVED: JWE

Mega-Flex Tracing

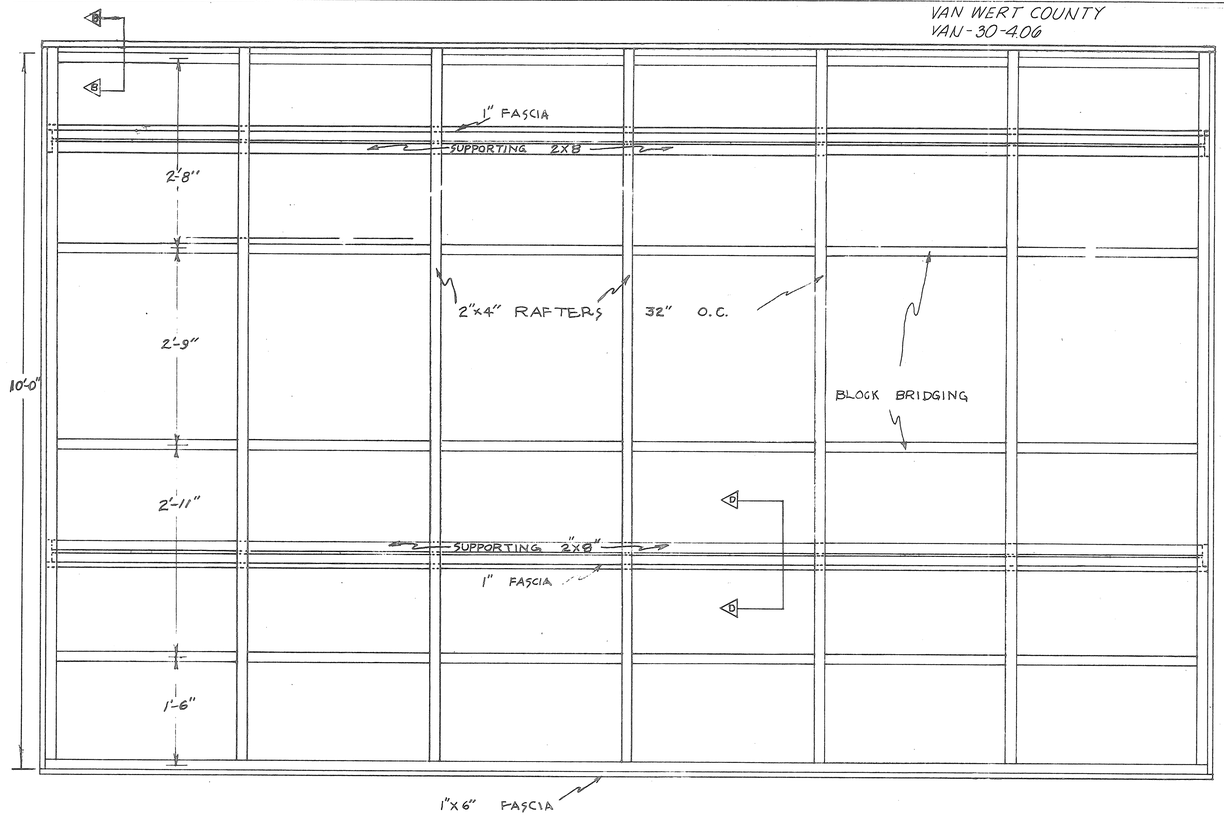
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

165

VAN WERT COUNTY
VAN-30-406

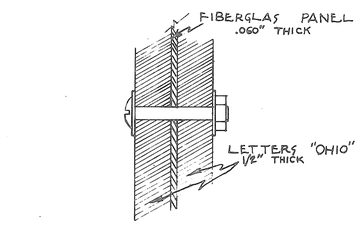


PLAN

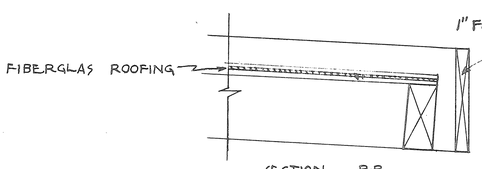


SCALE: 1" = 1'

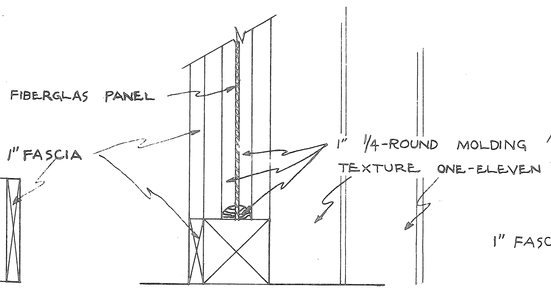
ROOF FRAMING PLAN



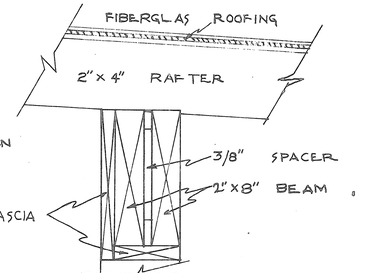
SECTION A-A
INSTALLATION OF LETTERS ON FIBERGLAS PANEL
FULL SCALE



ROOF SECTION B-B
DRAINAGE DETAIL
SCALE: 3" = 1'



SECTION C-C
FRONT PANEL DETAIL
SCALE: 3"=1'



SECTION D-D
BEAM CONSTRUCTION DETAIL
SCALE: 3"=1'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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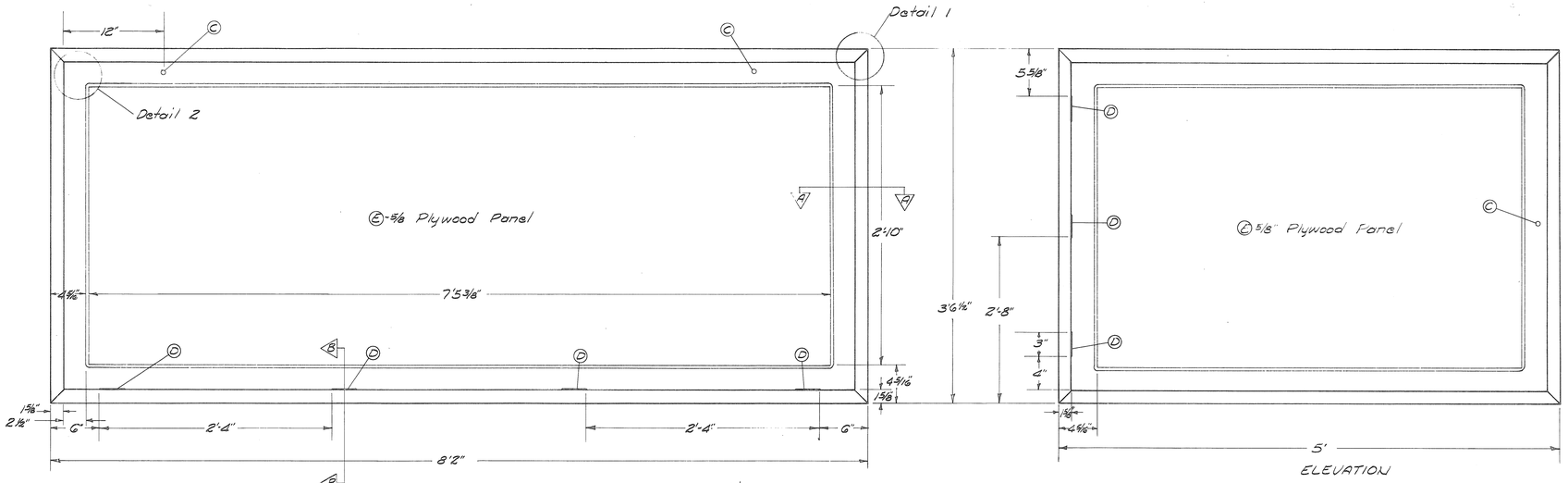
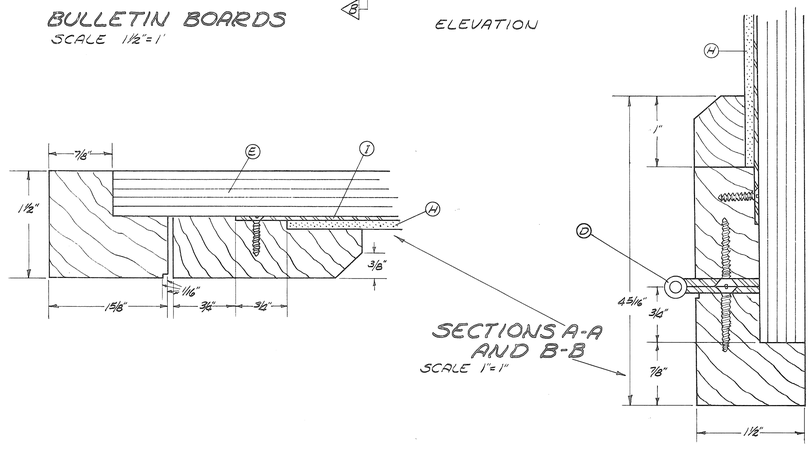
VAN WERT COUNTY
VAN-30-4.06



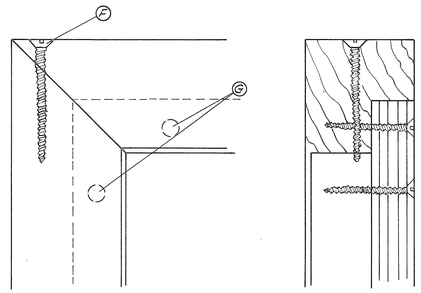
BULLETIN BOARDS
SCALE 1½"=1'

ELEVATION

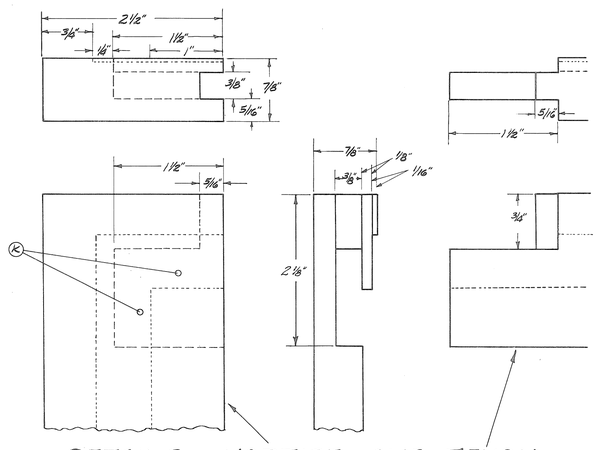
ELEVATION



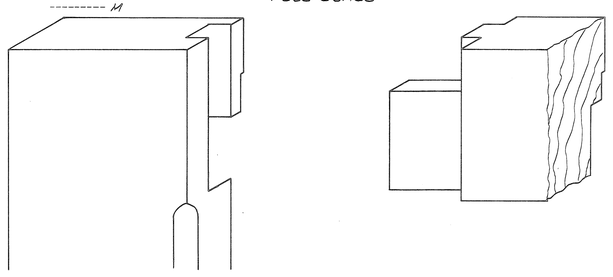
SECTIONS A-A AND B-B
SCALE 1"=1"



DETAIL 1
SCALE 1"=1"



DETAIL 2 MORTISE AND TENON
FULL SCALE



LEGEND

AA-BB Sections

- Ⓒ Brass locks ¾" diameter - key like
- Ⓓ Hinges, hot galvanized 3"x2½" with tight brass pins.
- Ⓔ Douglas Fir Plywood 5/8"-5 ply A.C. Exterior S.L.S.
- Ⓕ 1¾" #10 Brass flat head - Each corner
- Ⓖ 1½" #8 Steel flat head - Countersunk 8" O.C.
- Ⓗ ⅛" Plexiglass
- Ⓘ Aluminum strip - 1½" wide 24 ga. with ½" #6 flat head aluminum or cadmium plated screws counter sunk flush 6" O.C.
- Ⓚ Steel dowels
- Ⓛ Indicates rabetted area of joint
- Ⓜ Indicates rabetted area for plexiglass and aluminum strip

Bulletin board to be constructed of F.A.S. grade red or white oak, thoroughly dry.

ROADSIDE IMPROVEMENT
OHIO DEPARTMENT OF HIGHWAYS

BULLETIN BOARD

DATE

DIVISION 5
CONSTRUCTION DRAWING

TRACED: REG APPROVED: JTH

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

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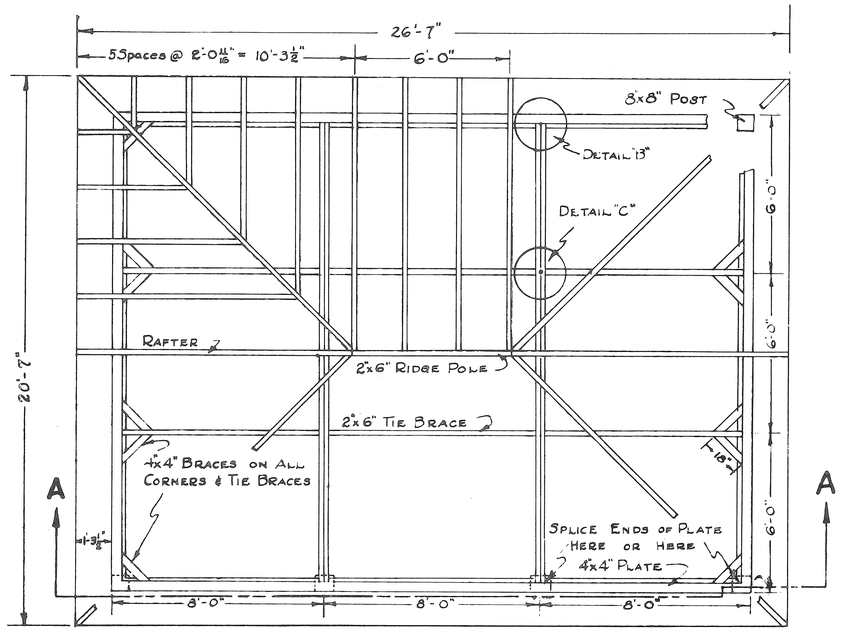
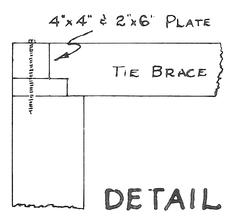
VAN WERT COUNTY
VAN - 30 - 4.06



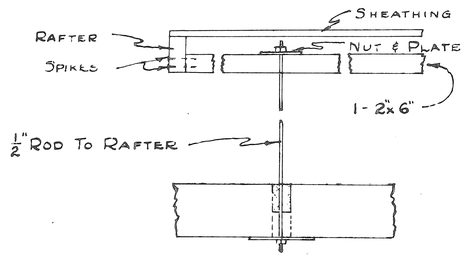
ROOF AND RAFTER PLAN

Scale 3/8" = 1'-0"



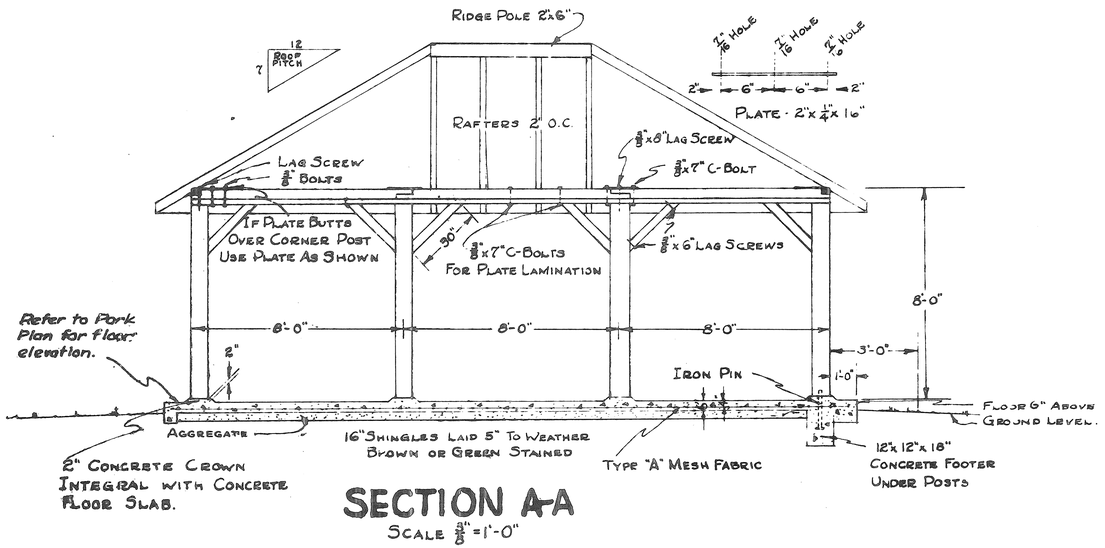
DETAIL "B"

Scale 1 1/2" = 1'0"



DETAIL "C"

Scale 1 1/2" = 1'0"



SECTION A-A

Scale 3/8" = 1'-0"

BILL OF MATERIALS

FOR SHELTER HOUSE

26 Pcs.	2"x 4"x 14'
4 "	2"x 4"x 16'
1 "	2"x 6"x 6'
7 "	2"x 6"x 10'
3 "	2"x 6"x 12'
3 "	2"x 6"x 16'
4 "	2"x 6"x 18'
2 "	4"x 4"x 8'
10 "	4"x 4"x 14'
12 "	8"x 8"x 8' Hardwood Posts
30	Bundles Shingles, Br. or Gr. Stained
700	Bd. Ft. Sheathing 1"x 6"
72	1/2"x 6" Lag Screws
12	5/8"x 8" Lag Screws
58	5/8"x 7" Bolts
12	1/4"x 2"x 16" Splice Plates
4	3/4"ϕ x 4'-3" Tie Rods (Threaded Ends)

Type "A" Mesh Fabric (See Standard Construction Drawing B-T-71R).

NOTES

All lumber shall be S4S Std., KD., #1 common and better, Southern Yellow Pine or Douglas Fir. (Sec. M-8).

All lumber and shingles shall be treated in accordance with the requirements for "Pentachlorophenol Treatment," Sec M-8.6.

Large sized washers shall be used with all bolts, one at each end; a lock washer shall also be used at the nut end. Bolts shall be cut off 1/4" beyond the nut end and then hammered. All bolt holes shall be painted with pentachlorophenol 5% (by weight) solution. Bolts shall be good quality wrought iron, cadmium plated.

Aluminum or Hot Galvanized nails, 1 1/4" long shall be used to nail down shingles.

Aggregate subbase for concrete slab shall meet the requirements of Item I-22 Subbase, Grading "C" or "D".

The necessary excavation shall be performed in accordance with the requirements of Item E-2 of the Specifications.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DETAIL OF SHELTER HOUSE
ROADSIDE PARKS
JANUARY 16, 1956

DESIGNED	TRACED	APPROVED

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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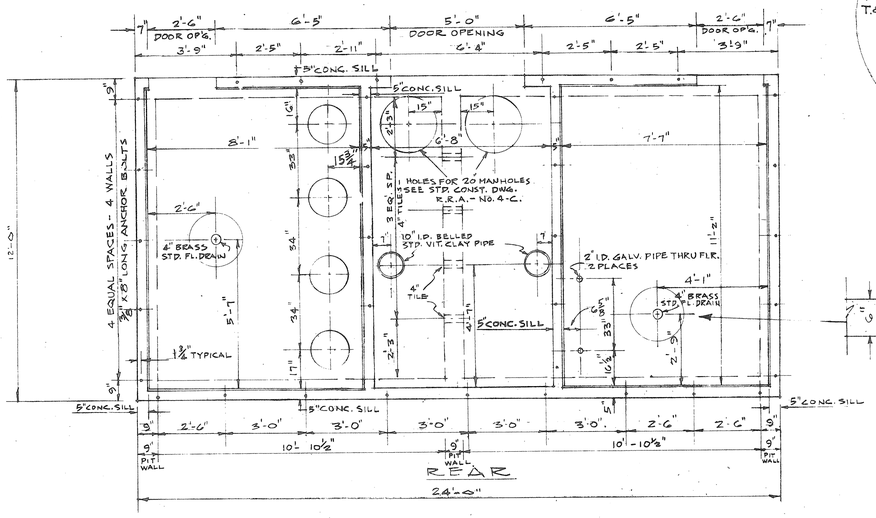
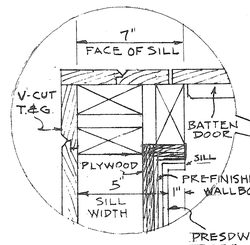
VAN WERT COUNTY
VAN-30-4.06

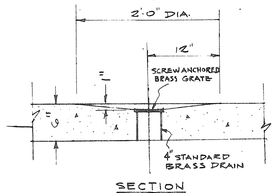
FRONT



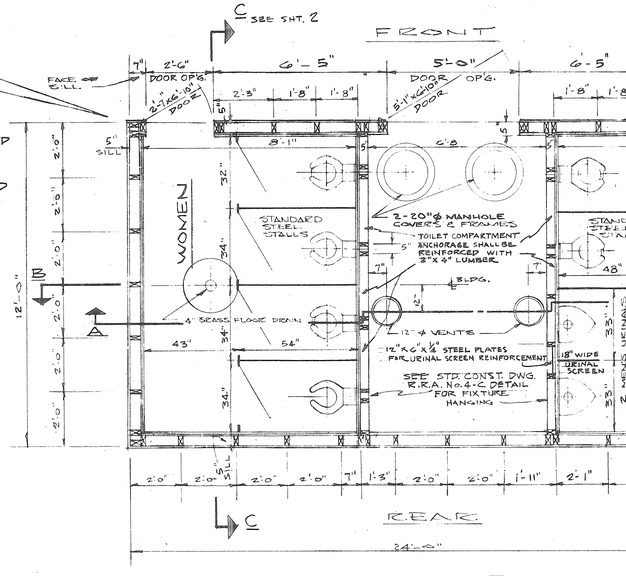
REAR

FOUNDATION PLAN

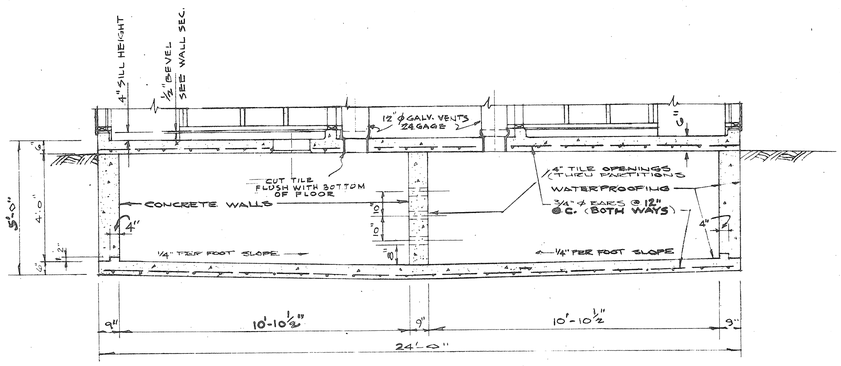




SECTION

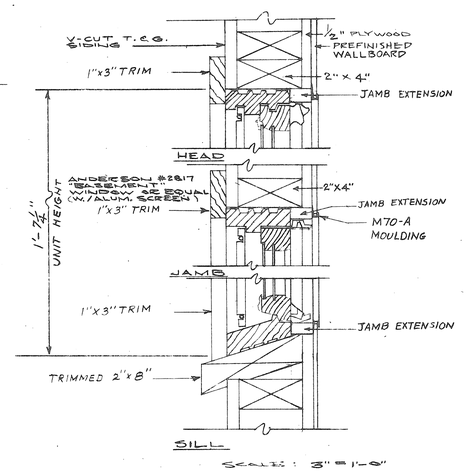


FLOOR PLAN



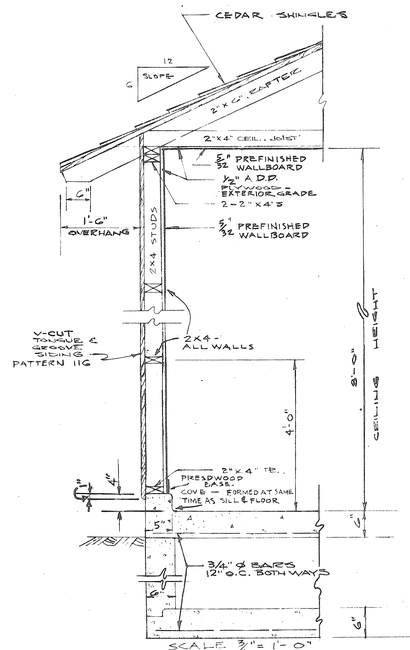
SECTION "A-A"
SHOWING PIT.

SCALE: 3/8" = 1'-0"



SCALE: 3" = 1'-0"

SECTION THRU WINDOW



SCALE: 3/4" = 1'-0"

TYPICAL SIDE WALL SECTION - REST ROOMS

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

ROADSIDE REST AREAS

DATE 12-1-64

STANDARD CONSTRUCTION DRAWING

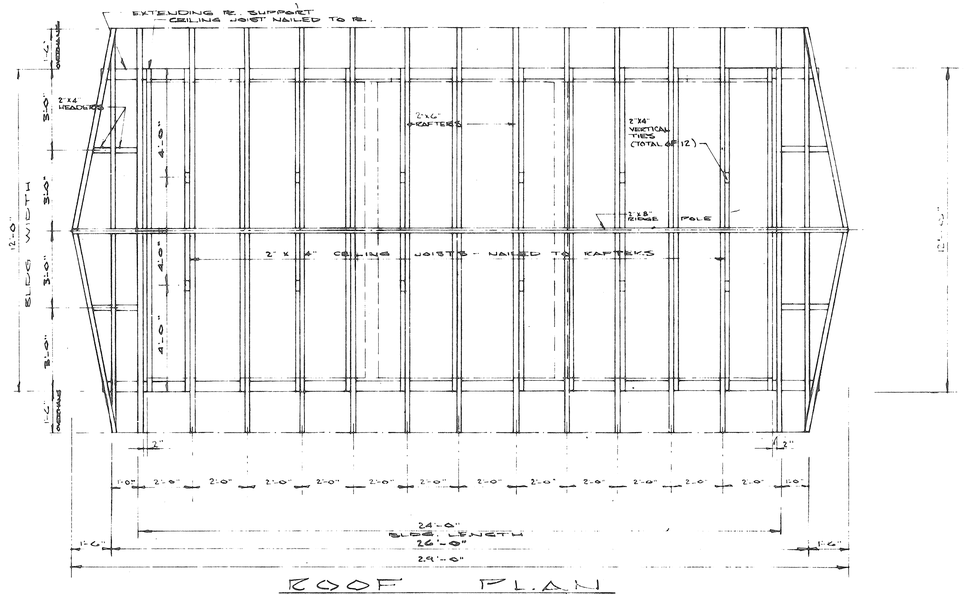
R.R.A. No. 4-A

APPROVED _____ ENGR. L. & D.

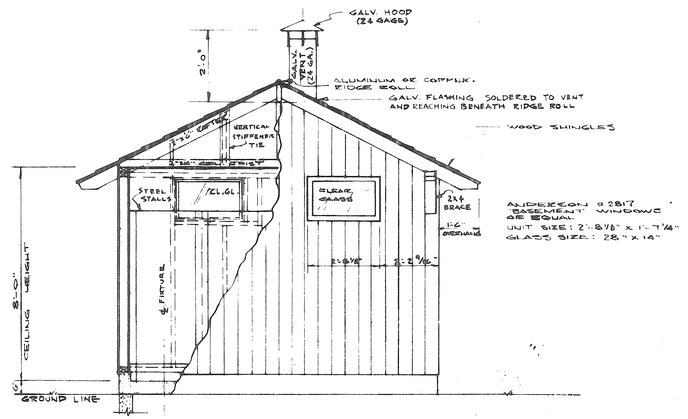
VAN WERT COUNTY
VAN-30-4.06

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

ROADSIDE TOILET & STORAGE UNIT

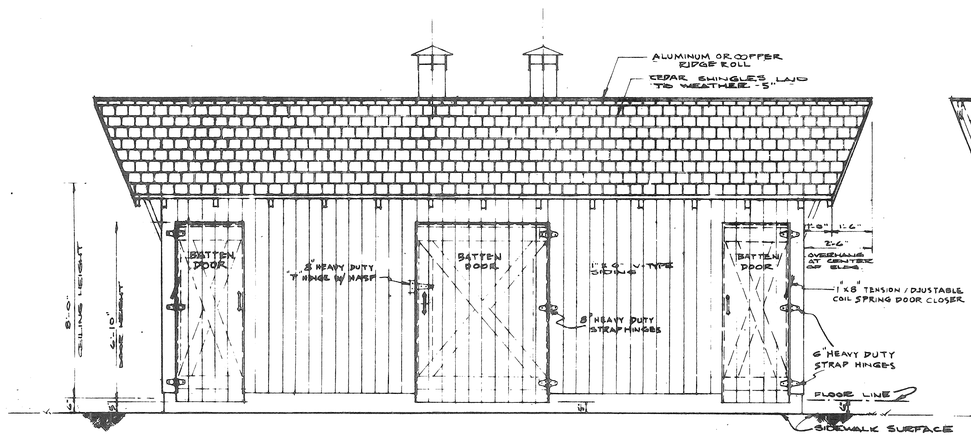


ROOF PLAN

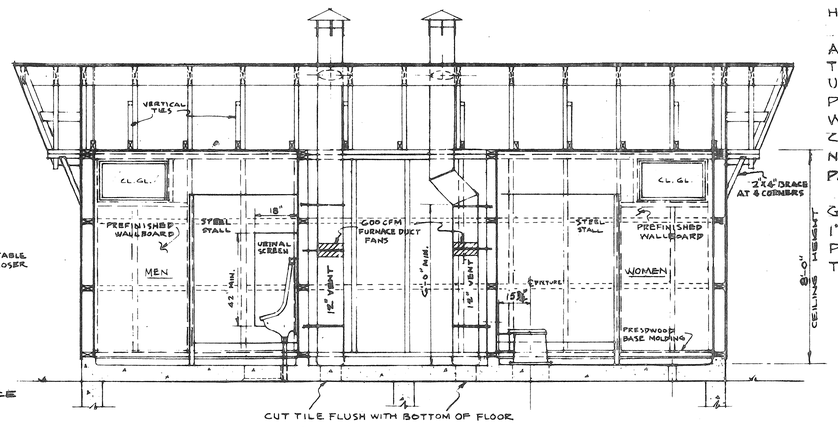


END ELEVATION — SECTION ON "C C"

SCALE : 3/8" = 1'-0"



FRONT ELEVATION



CUT TILE FLUSH WITH BOTTOM OF FLOOR

LONGITUDINAL CROSS SECTION "B-B"

NOTES

THE VAULT FLOOR, INSIDE WALLS, AND OUTSIDE WALLS SHALL BE TREATED IN ACCORDANCE WITH THE REQUIREMENTS FOR WATERPROOFING, ITEM 512 TYPE "A" USING BITUMINOUS MATERIAL SEC. M-58 W.P.P.

THE UPPER 4" REINFORCED CONCRETE SLAB AND 4" SILL SHALL BE POURED INTEGRALLY. AFTER CONCRETE HAS SET SUFFICIENTLY, ALL FORMS SHALL BE REMOVED FROM THE VAULT THROUGH THE MANHOLES.

FLOOR SLAB & SILL IN TOILET ROOMS SHALL HAVE SMOOTH TROWELED FINISH. SLOPE FLOOR TO STANDARD BRASS DRAIN AS SHOWN IN SECTION - SHT. 1

REINFORCEMENT TO BE 3/4" STEEL BARS SPACED 12" O.C. BOTH LONGITUDINALLY AND TRANSVERSELY.

CONCRETE SHALL BE CLASS "C" MIX AS PER ITEM 511 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

3/8" ANCHOR BOLTS SHALL BE OF GOOD QUALITY HOT GALVANIZED OR COPPER BEARING. A LARGE SIZE WASHER, LOCK WASHER, AND NUT SHALL BE PLACED ON THE THREADED END PROTRUDING ABOVE THE 2"X4" PLATE. BOLTS SHALL BE CUT OFF 1/8" BEYOND THE NUT AND HAMMERED. ALL BOLT HOLES IN THE PLATE SHALL BE SOAKED WITH 5% PENTACHLOROPHENOL SOLUTION BEFORE INSERTING BOLTS.

MANHOLE FRAME AND COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN. HOWEVER, A HEAVIER FRAME AND COVER WILL BE ACCEPTABLE.

ALL BACKFILL TO BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 8" DEPTH, LOOSE MEASUREMENT, AS PER ITEM E-1 OR ITEM E-2 WHICHEVER IS APPLICABLE.

ALL LUMBER AND SHINGLES SHALL BE TREATED IN ACCORDANCE WITH THE REQUIREMENT FOR PENTACHLOROPHENOL TREATMENT, SEC. M-83.

ALL LUMBER SHALL BE S4S STD. K.D. No. 1 COMMON OR BETTER, SOUTHERN YELLOW PINE OR DOUGLAS FIR, SEC. M-8. SHINGLES SHALL BE CEDAR XXXXX GRADE.

ALL LUMBER EXPOSED TO WEATHER, INCLUDING SHINGLES SHALL BE FASTENED TOGETHER WITH ALUMINUM, OR HOT GALVANIZED FINISHED NAILS.

PLYWOOD SHALL BE EXTERIOR "ADD QUALITY".

ALL MATERIAL TO BEAR THE GRADE-TRADEMARK OF A RECOGNIZED REGIONAL INSPECTION ASSOCIATION.

ALL HINGES, SCREWS & DOOR HANDLES SHALL BE HOT GALVANIZED OR CADMIUM PLATED.

PREFINISHED WALLBOARD SHALL BE MARLITE OR APPROVED EQUAL. IT SHALL BE APPLIED TO ALL TOILET WALLS & CEILING IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION. STANDARD BLACK PRESDWOOD BASE MOLDING SHALL BE USED. WALL PANELS SHALL BE WILLOW GREEN AND CEILING SHALL BE SWAN WHITE. POLISHED ALUMINUM MOLDINGS SHALL BE USED FOR INSTALLATION OF PANELS.

TOILET PARTITIONS & URINAL SCREEN SHALL BE GALVANIZED AND BONDERIZED PANELS AT LEAST 1" THICK WITH A BAKED-ON ENAMEL FINISH. TOILET PARTITIONS SHALL BE OVERHEAD BRACED, COLOR TO BE SELECTED.

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

ROADSIDE REST AREAS

DATE 12-1-64

STANDARD CONSTRUCTION DRAWING

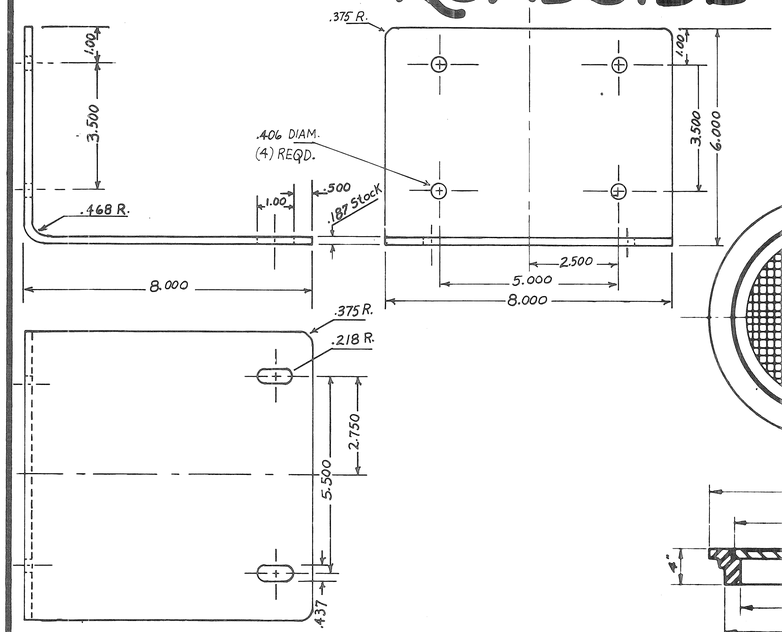
R.R.A. No. 4-B

APPROVED _____ ENGR. L. & D.

ROADSIDE TOILET AND STORAGE UNIT

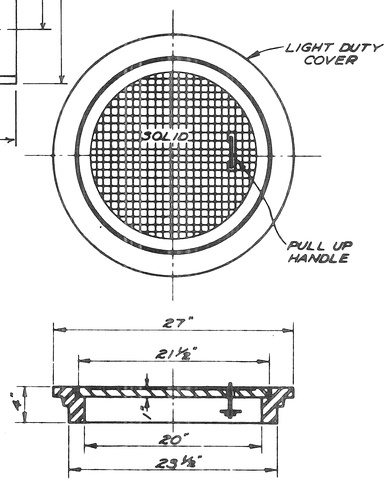
VAM-30-4.06

169-A.



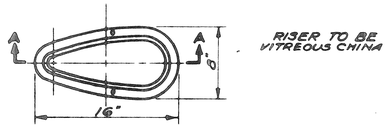
TOILET SEAT MOUNTING BRACKET

BRACKET SHALL BE CLEANED AND COATED WITH WHITE EPOXY PAINT.
MOUNT WITH 3 INCH GALVANIZED LAG SCREWS.



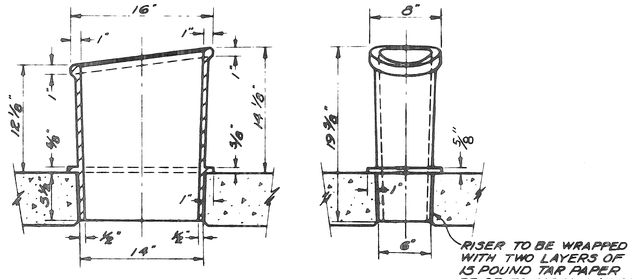
MANHOLE COVER

MINIMUM WEIGHT OF RING & COVER - 80 POUNDS



PLAN

RISER TO BE VITREOUS CHINA

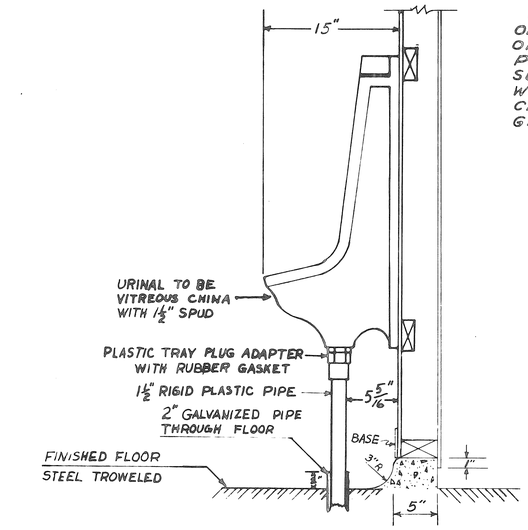


SECTION A-A

FRONT VIEW

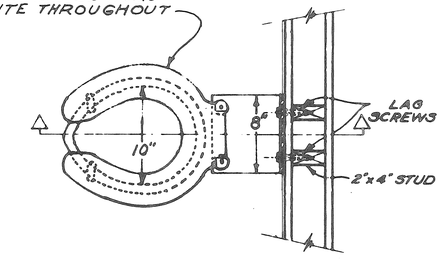
RISER TO BE WRAPPED WITH TWO LAYERS OF 15 POUND TAR PAPER PRIOR TO INSTALLATION

RISER WITHOUT SEAT

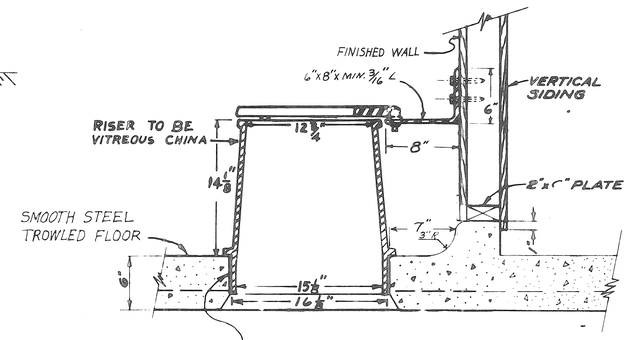


MEN'S URINAL

STANDARD SHORT TOILET SEAT, OPEN FRONT, NO LID. SHALL BE OF SOLID WHITE FIREPROOF PLASTIC, WITH FLAT UNDER SURFACE. IT SHALL BE MOLDED WITHOUT JOINTS, SEAMS OR CREVICES AND SHALL BE HOMOGENEOUSLY WHITE THROUGHOUT



PLAN



SECTION

RISER & PRIVY SEAT DETAIL

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

ROADSIDE REST AREAS

STANDARD CONSTRUCTION DRAWING R.R.A. No. 4-C

APPROVED _____ ENGR. L. & D.

DATE
7-1-'57
4-24-'58
10-1-'63
10-15-'63
3-1-'65

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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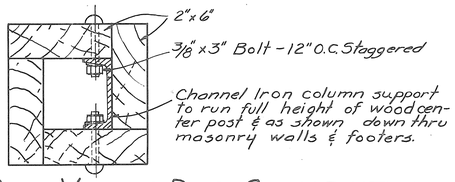
VAN WERT COUNTY
VAN-30-4.06



PLAN VIEW OF POST CONSTRUCTION
Scale 3"=1'-0"

1 pc. 1"x3"x8' - Trap door cleats
1 " 2"x4"x2' - Trap door framing

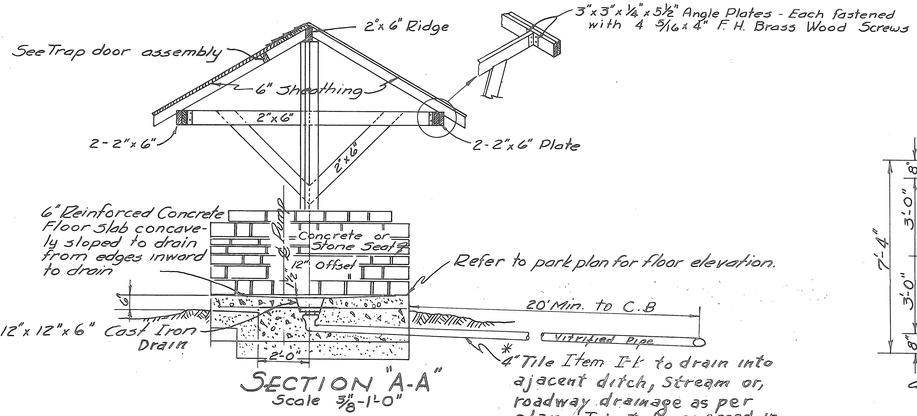
ESTIMATED BILL OF MATERIALS

4 pcs. 2"x6"x10' - Cross members for roof and angular Supports
5 " 2"x6"x14' - Ridge & plate for roof
8 " 2"x4"x14' - Roof rafters
4 " 2"x6"x16' Boxing around Channel iron, for column supports
2 " 6"x6"x10' - Wood posts (alternate column supports)
2 " 5½"-7" O.D. x 11'- Used well casing (alt. column supports)
28 " 1"x6"x14' - Roof sheathing
2 " 1"x3"x14' - Facia boards
10 bundles - 16" - Random width wood shingles, grade xxxxx cedar.

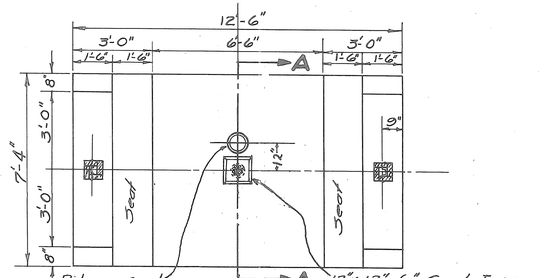
Hardware

24 each 3/8" x 3" - Carriage bolts in column supports
4 " ½" x 11" - C-Bolts, column & braces
4 " ½" x 9" - C-Bolts, column & cross-arms
4 " ½" x 5" C-Bolts, braces & cross-arms
1 " 12 x 12 x 6" Cast Iron Drain Bowl
1 " 14' — Copper or Aluminum Ridge Roll

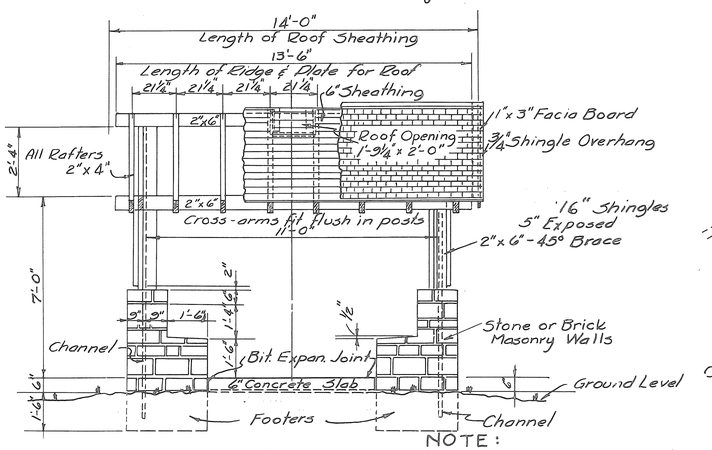
2 pcs. (11 lin. ft. each) - Channel iron
8 ea. 3" x 3" x ¼" x 5½" - Angle plates
46 " 5/16" x 4" - F. H. brass wood screws
2 " 2½" - Screen door hooks - complete
4 " ½" x 15" (2" spread) - U-Bolts, alternate with used well casing posts.



SECTION "A-A"
Scale 3/8"-1'-0"

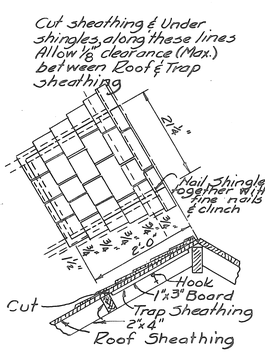


PLAN
Scale 3/8"=1'-0"

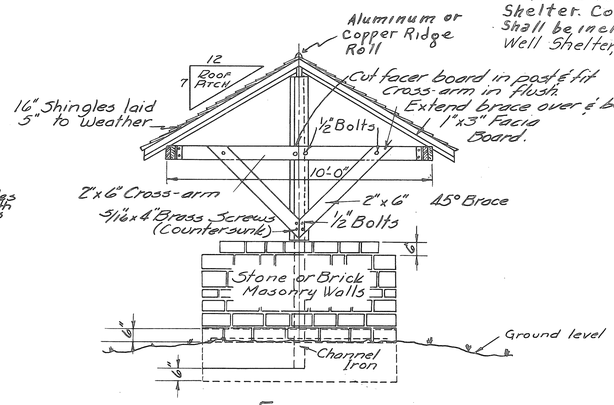


ELEVATION
Scale 3/8"=1'-0"

NOTE: Bituminous Expansion Joint will not be necessary if concrete well slab is placed integral with footers for Well Shelter.



DETAIL OF TRAP DOOR
Scale 3/4"=1'-0"



ELEVATION
Scale 3/8"=1'-0"

NOTES

All outside vertical surface joints shall be raked to a depth of ¼" to ½".

All stone masonary shall comply with specification for Item 5-20. No masonary, stone or brick shall be painted.

Brick shall be size number 3 or 4, made from clay and comply with specification for Item 1-8.

The posts constructed from 2"x6" boards shall be fastened with suitable nails, also 5/16"x4" brass screws at 24" intervals.

All lumber shall be 545, Std., K.D., #1 common and better, Southern Yellow Pine or Douglas Fir.

All lumber and shingles be treated in accordance with the requirements for "Pentachlorophenol Treatment," Sec.

Concrete shall be Class "C" and constructed in accordance with the requirements of Item 5-1 of the Specifications.

Reinforcing steel in 6" reinforced concrete floor slab shall be ¾" steel rods spaced 12" apart O.C. both ends Reinforcing steel not required in footers, nor in 8" walls or 4" floor slab of compartment.

Large sized washers shall be used with all bolts, one at each end; a lock washer shall also be used at the nut end. Bolts shall be cut off ¼" beyond the nut & then hammered. All bolt holes shall be soaked with 5% Pentachlorophenol Solution, thoroughly before inserting bolts.

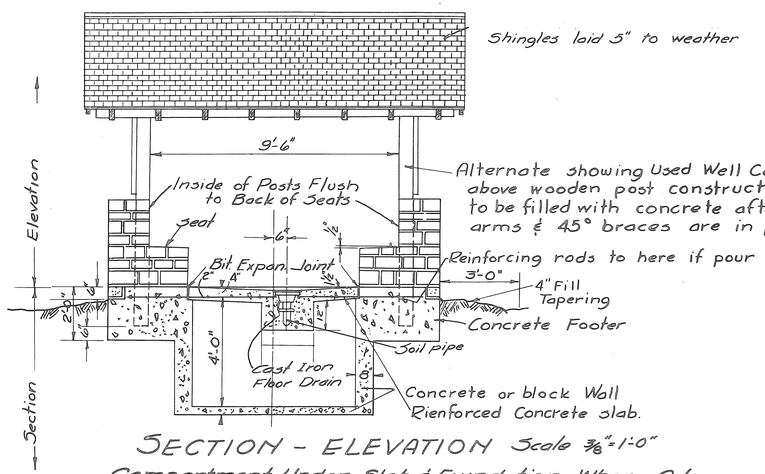
Bolts shall be good quality Hot Galvanized, Cadmium Plated or, Copper Bearing.

In all shelters containing a well & pump these are offset from center of 6" concrete slab, and trap door is built into roof of shelter as shown. all to allow for drawing of pump and/or casing, in the event repairs have to be made.

Should local conditions warrent, drainage of excess ground water from compartment beneath fountain; it shall be carried off either by gravity flow or sump drains as required, by topography of the individual park area affected.

This Well Shelter Design is the "TRADE MARK" of the Roadside Parks in Ohio. It will be erected as Standard.

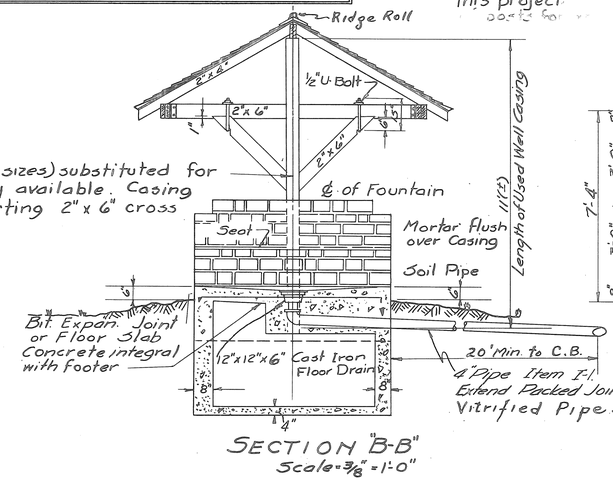
NOTE: Details below this line do not apply to this project.



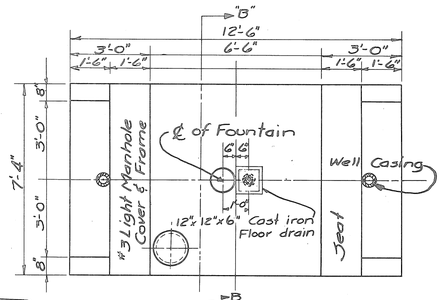
SECTION - ELEVATION Scale 3/8"=1'-0"
Compartment Under Slab & Foundation Where City Water is Used To Allow Repairing

Alternate showing Used Well Casing (5½"-7" O.D. sizes) substituted for above wooden post construction where readily available. Casing to be filled with concrete after ½" bolts supporting 2"x6" cross arms & 45° braces are in place.

Reinforcing rods to here if pour is integral



SECTION "B-B"
Scale = 3/8" = 1'-0"



PLAN
Showing Used Well Casing Posts
Scale 3/8"=1'-0"

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
WELL SHELTERS
ROADSIDE PARKS
Jan. 1958

DESIGNED	TRACED	APPROVED
C.A.W.	R.C.B.	H.J.B.

PUMP AND PLATFORM

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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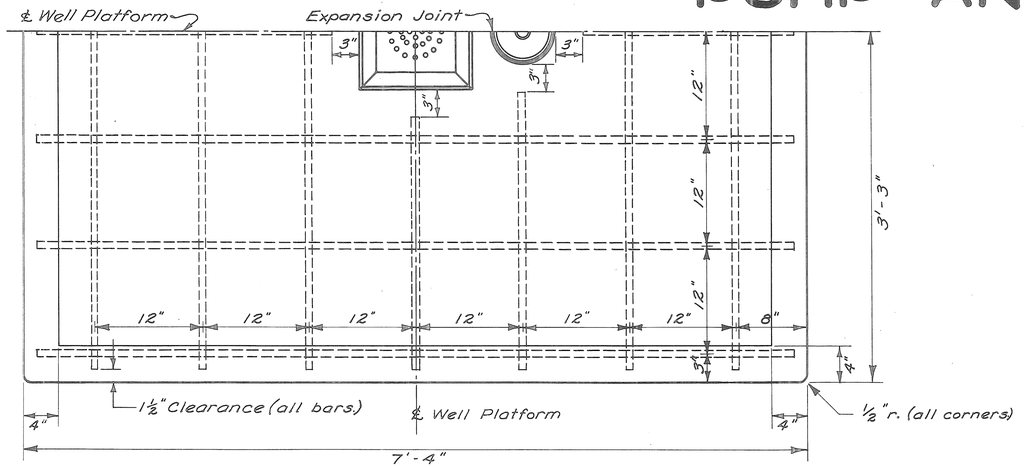
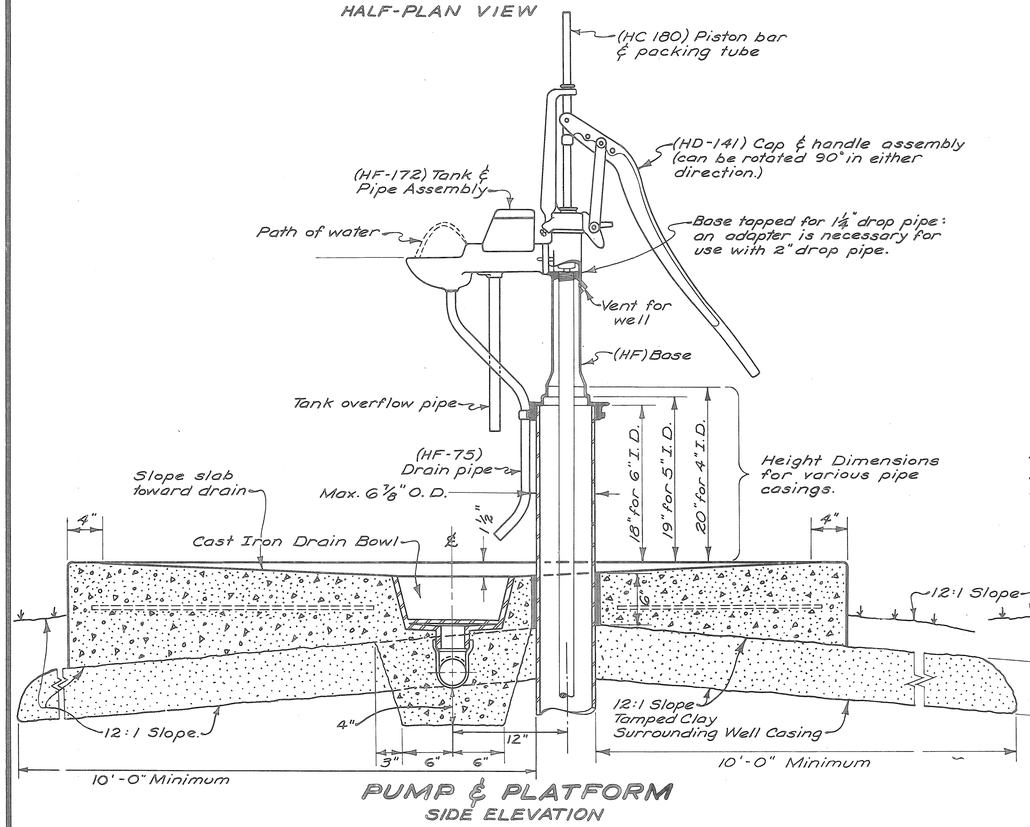
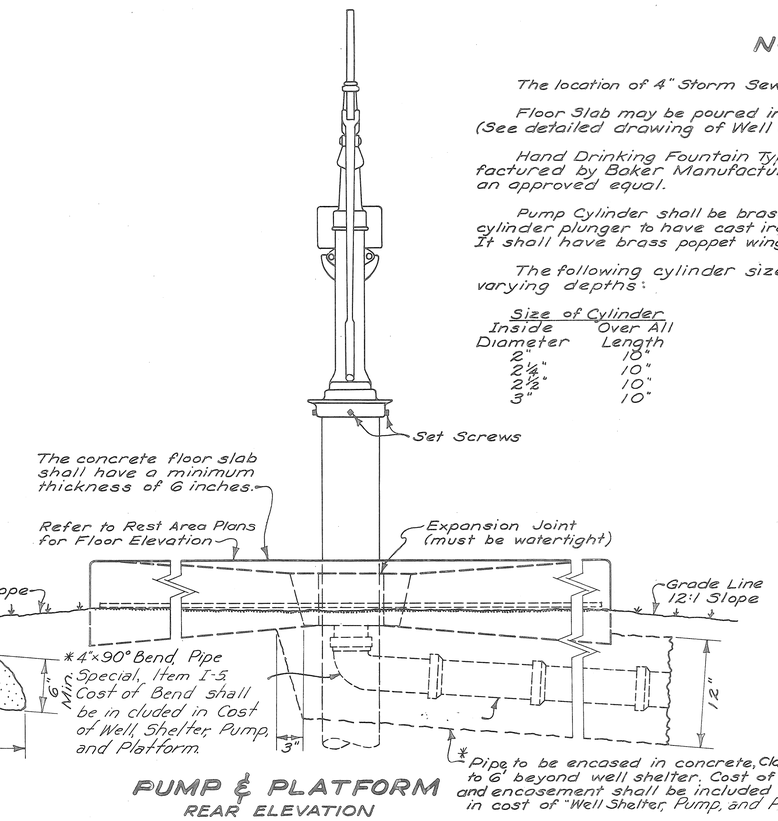
VAN WERT COUNTY
VAN-30-4.06



PLATFORM
HALF-PLAN VIEW



PUMP & PLATFORM
SIDE ELEVATION



PUMP & PLATFORM
REAR ELEVATION

BILL OF MATERIALS*

Hand Drinking Fountain Type Pump (Including pump cylinder.)
Class "C" Concrete.
12"x12"x6" Cast Iron Drain Bowl.
4" Pipe Encased. Item I-1
4"x90° Bend Item I-5

3/4" ℄ REINFORCING STEEL	
QUANTITY	LENGTH
1	2'-0"
1	2'-9"
2	2'-4"
2	2'-7"
5	6'-3"
6	7'-1"

* Payment included in Unit Price Bid for "Item Special Well Shelter, Pump and Platform."

NOTES

The location of 4" Storm Sewer shall be as furnished on Rest Area plan.

Floor Slab may be poured integral with the Well Shelter Footer. (See detailed drawing of Well Shelter.)

Hand Drinking Fountain Type Pump shall be Model 1-HF as manufactured by Baker Manufacturing Company, Evansville, Wisconsin, or an approved equal.

Pump Cylinder shall be brass body cylinder or brass lined. The cylinder plunger to have cast iron cage, brass follower and valve seat. It shall have brass poppet wing valve with rubber facing and steel stem.

The following cylinder sizes shall be used for wells of varying depths:

Size of Cylinder Inside Diameter	Over All Length	Depth of Cylinder Setting
2"	10"	175' – 200'
2¼"	10"	150' – 175'
2½"	10"	75' – 150'
3"	10"	25' – 75'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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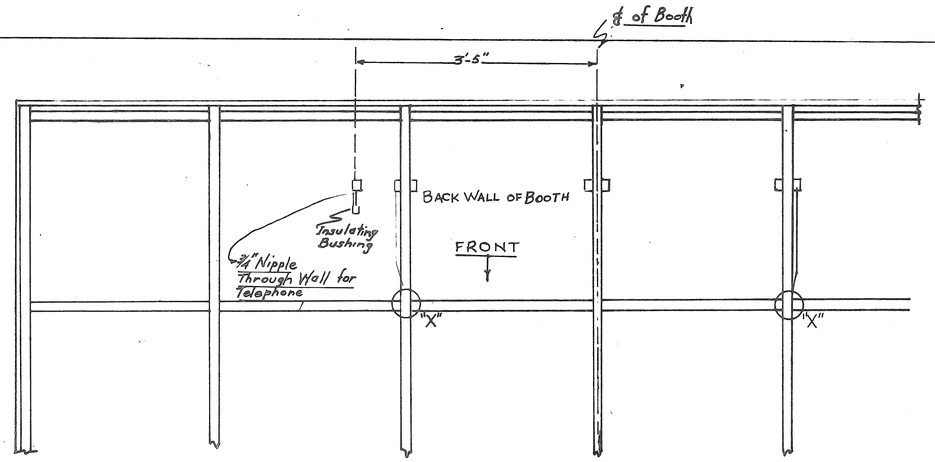
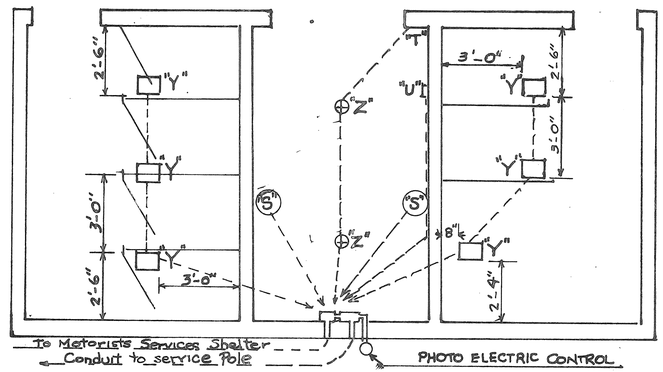
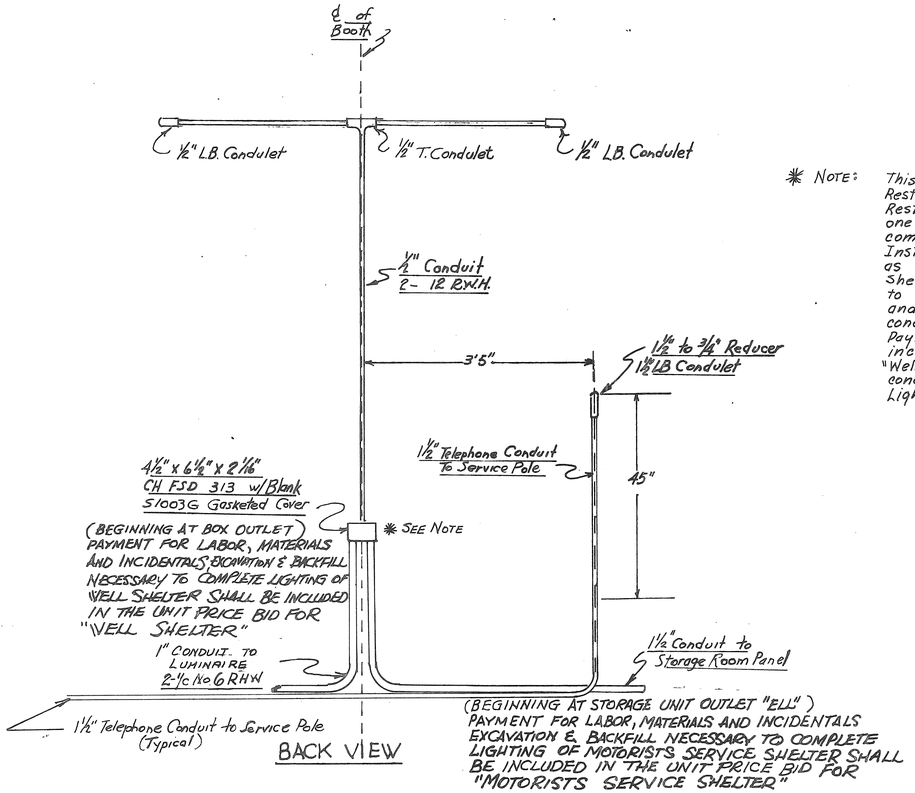


TOP VIEW



TOILET LIGHTING PLAN



✱ NOTE: This detail pertains only to the North Rest Area Service Shelter. The South Rest Area Service Shelter shall have one (1), 1" conduit enter the shelter coming from the Storage Room Panel. Instead of employing a junction box as shown for the North Service Shelter, a conduilet shall be used to permit splices and pulling wire and a reducer so that the one inch conduit can join the ½" conduit. Payment for the above items shall be included in the unit price bid for "Well Shelter" except the one inch conduit which is included in the Lighting Quantities.

FIXTURE SCHEDULE

TYPE	QUALITY	DISCRIPTION
LAMPS		100 WATT
"S"	2	FAN - 1/100 H.P., 115 V - 60 CYCLE 10"/600 C.F.M. for 12" VENT PIPE W.W. GRAINGER OR EQUAL
"T"	1	TUMBLER SWITCH
"U"	1	DUPLEX OUTLET w/ BOX
"X"	2	VAPORTIGHT-KILLARK No.-VUHGG-1100, CROUSE-HINDS-APPLETON, OR EQUAL
"Y"	6	RECESSED-KIRTIN No.508 PRESCOLITE LITECRAFT, OR EQUAL
"Z"	2	PORCELAIN RECEPTACLE - BRYANT No 5289 HUBBELL-ARROW-HART, OR EQUAL

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF HIGHWAYS

LIGHTING PLAN DETAILS
ROADSIDE REST AREA

DATE

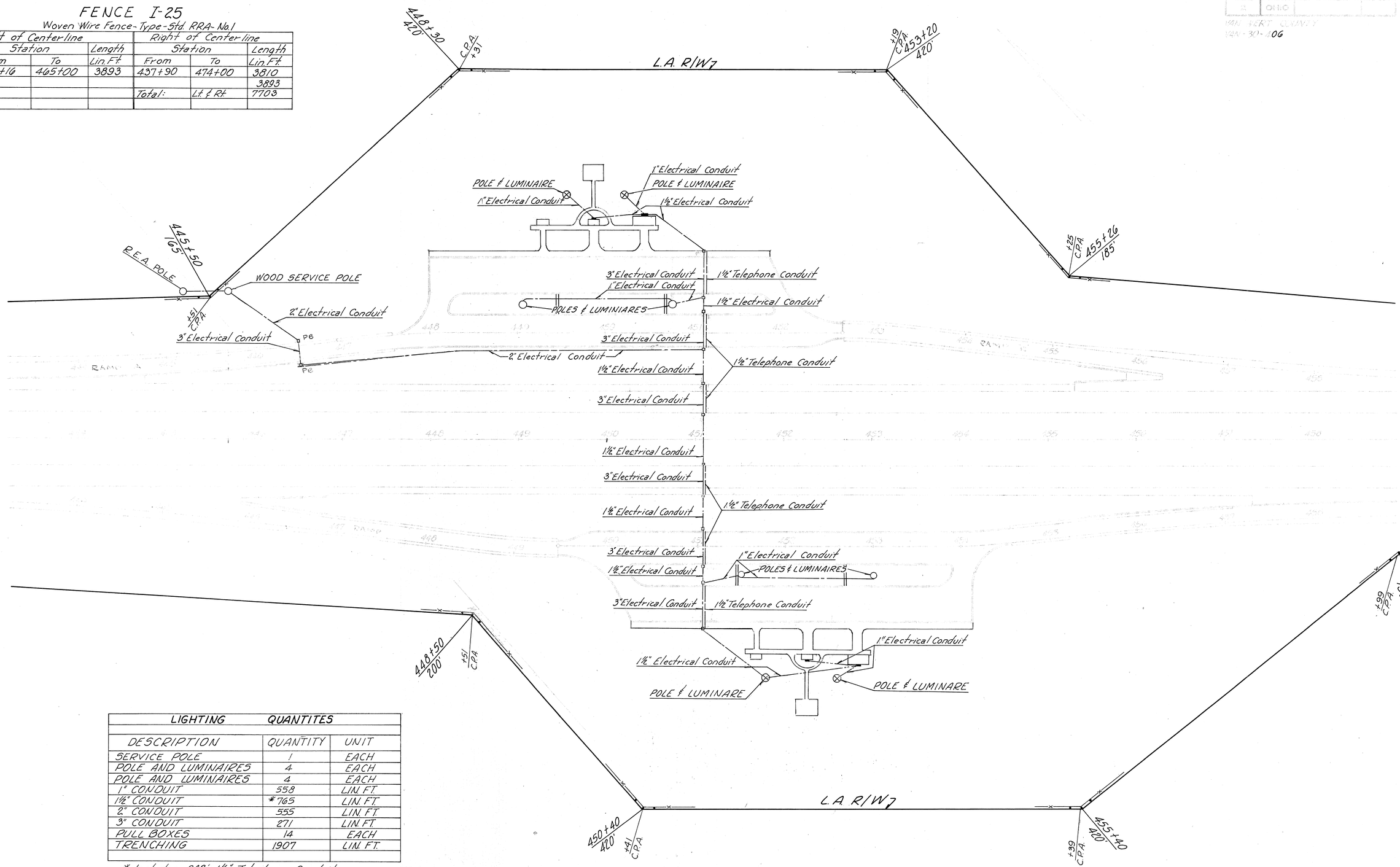
STANDARD CONSTRUCTION DRAWING
APPROVED _____ ENGR L. & D.

MOTORISTS' SERVICES SHELTER LIGHTING DETAILS

FENCE I-25

Woven Wire Fence-Type-Std. RRA-No.1

Left of Center-line			Right of Center-line		
Station		Length	Station		Length
From	To	Lin. Ft.	From	To	Lin. Ft.
428+16	465+00	3893	437+90	474+00	3810
					3893
			Total:	Lt. & Rt.	7703



LIGHTING QUANTITES		
DESCRIPTION	QUANTITY	UNIT
SERVICE POLE	1	EACH
POLE AND LUMINAIRES	4	EACH
POLE AND LUMINAIRES	4	EACH
1" CONDUIT	558	LIN. FT.
1½" CONDUIT	*765	LIN. FT.
2" CONDUIT	555	LIN. FT.
3" CONDUIT	271	LIN. FT.
PULL BOXES	14	EACH
TRENCHING	1907	LIN. FT.

* Includes 242'-1½" Telephone Conduit

FED. HWY. DIVISION	STATE	PROJECT		
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0' 20' 40'

SHELTER HOUSE LOCATION
STA. 449+83 - 293' LT.
ELEV. 770.0 Top of Floor Slab

POLE & LUMINAIRE

MOTORIST'S SERVICES SHELTER
STA. 449+83 - 243 LT.
ELEV. 770.00 Top of Floor Slab.

1" Elect. Cond.

2-No. 6 Cables in 1" Conduit

WELL SHELTER LOCATION
STA. 449+25 - 243' LT.
ELEV. 769.80. Top of Floor Slab.

4" CONCRETE WALK

3-No. 6 Cables in 1½" Conduit

POLE & LUMINAIRE

2-No. 6 Cables in 1" Conduit

TOILET AND STORAGE UNIT
STA. 450+41 - 243' LT.
ELEV. 770.72 Top of Floor Slab

1½" Elect. Conduit

1½" Elect. Conduit

5' SIDEWALK

4" CONCRETE WALK

4" CONCRETE WALK

6" CONCRETE WALK

2-No. 2 and 1-No. 6 Cables in 1½" Conduit

6' SIDEWALK

Sta. 449+43.50 ℄

Sta. 450+66.75 ℄

3" Elect. Conduit

2-No. 2 and 1-No. 6 Cables in 3" Conduit

1" Elect. Conduit

2-No. 6 Cables in 1" Conduit

1½" Telephone Conduit

POLE & LUMINAIRE

1" Elect. Conduit

4" CONCRETE WALK

POLE & LUMINAIRE

1½" Elect. Conduit

50' R.

75' R.

3" Elect. Conduit

1½" Telephone Conduit

RAMP "A"

3-No. 2 Cables in 2" Conduit

2" Electrical Conduit (Start at Sta. 445+70

2-No. 2 Cables in 1½" Conduit

1½" Elect. Conduit

3" Elect. Conduit

1½" Telephone Conduit

1½" Elect. Conduit

RAMP "B"

FED. RD. DIVISION	STATE	PROJECT	
5	OHIO		

VAN WERT COUNTY
VAN-30-4.06

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0' 20' 40'

1½" Elect. Conduit
3" Elect. Conduit
1½" Telephone Conduit
2 No 2 Cables in 1½" Conduit
1½" Elect. Conduit
3" Elect. Conduit
1½" Telephone Conduit
2 No 6 Cables in 1" Conduit
1½" Elect. Conduit
POLE & LUMINAIRE
4" CONCRETE WALK
POLE & LUMINAIRE
1" Elect Conduit
2-No 2 and 1-No 6 Cables in 3" Electrical Conduit
1½" Telephone Conduit
6' SIDEWALK
RAMP "C"
RAMP "D"
75'R.
50'R.
5' SIDEWALK
4" CONCRETE WALK
4" CONCRETE WALK
6" CONCRETE WALK
1½" Elect. Conduit
WELL SHELTER LOCATION
STA. 451+74 - 243' RT.
ELEV. 769.78
Top of Floor Slab
POLE & LUMINAIRE
MOTORIST'S SERVICES SHELTER
STA. 452+32 - 243' RT.
ELEV. 770.04 Top of Floor Slab
2- No 2 and 1-No 6 Cables in 1½" Conduit
SHELTER HOUSE LOCATION
STA. 452+32 - 293' RT.
ELEV. 770.04 Top of Floor Slab
1½" Elect. Conduit
1" Conduit
TOILET AND STORAGE UNIT
STA. 452+90 - 243' RT.
ELEV. 770.8 Top of Floor Slab
2-No 6 Cables in 1" Conduit
POLE & LUMINAIRE
4" CONCRETE WALK

FED. RD. DIVISION	STATE	PROJECT	
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VAN-30-4.06

GENERAL LIGHTING NOTES

1. Pole and Luminaires

Poles located in island shall be as described in the proposal and be the size and have the mechanical properties as listed below. Poles located in the picnic area (transformer base) shall be as described in the proposal and have the mechanical properties as listed below:

					at ⅔ of yield strength			at yield stress			Anchor Bolt	
Location	Size	Arm length	Mtg. Ht.	elastic def. rate "/100 lbs.	load lbs.	total def. inches	perm. set.	load lbs.	total def. inches	perm. set.	Dia. Bolt Circle	Proj'n. Above Found.
Island	9"x4.87"x.295"	15'	32.5'	2.16	659	14.73	.50	989	24.00	2.64	12.5"	3"
Picnic Area	6.5"x3.9"x.183"	None	18'	1.16	564	7.04	.50	845	11.28	1.48	15.0"	3"

Luminaires for the traffic island poles shall be 400 watt, 120 volt, with constant wattage integral ballast, Type III IES, ASA light distribution and similar to Westinghouse OV-25, General Electric M-400, Line Material Unistyle or an approved equal. Luminaires for the Picnic Area poles shall be 250 watt, 120 volts, constant wattage ballast, Type V IES, ASA light distribution and similar to Line Material Westinghouse, General Electric or an approved equal pole top mounted luminaire.

Lamps for the traffic island luminaires shall be 120 volt, 400 watt, ASA designation H33-1CD. Lamps for picnic area luminaires shall be 120 volt, 400 watt, ASA designation H37-5KB.

Cable for the lamp standards shall be No. 12 AWG, insulation rating at 600 volts, and conform to the Federal Aviation Agency Specification L-824 Type "A".

Connector kits in the handholes and transformer bases shall be "Y" type, unfused, quick disconnect ESNA kit (for the hot side) and "Y" type, unfused, quick disconnect ESNA kit (for the ground side). Lamp poles shall be wired with ESNA kits as shown on the detail sheet. (See note in Proposal)

Each pole standard shall be grounded (as shown on the plans) with a 1"x10' solid wrought iron ground rod. The resistance to ground shall be no larger than 25 ohms; if so, additional rods shall be driven sectionally or parallel at 10' apart until the required 25 ohms or less is reached (maximum of 5 additional rods).

Each standard shall be identified with decals as shown in the details.

The foundations for the standards shall be as detailed on the plans and shall be poured-in-place class "C" concrete. The lower portion may be poured in a 2 foot diameter or a 2 foot square with forms, unless soil stability precludes the need for forms. The top portion shall be formed 2 foot square for at least one foot deep or a minimum of 6" below the finished grade line.

Pole and luminaires shall be paid for at the contract unit bid price per each unit installed and payment shall be full compensation for the light standard, foundation, grounding, identification, connector kits, Pole and bracket cable, lamps, luminaires, tools, labor, materials and all necessary incedentals required to complete this item.

2. Conduit and Cable

Cable shall be pulled through the conduit, the locations and sizes as shown on the plans. Cable shall conform to Federal Aviation Agency Specification L-824 typeA and conduit shall be galvanized inside and outside with a plastic type inside coating and conform also to ASA spec. C-80.1; Supplemental Spec. M-106.11 and, as an alternate, Federal General Services spec. des. WWP-441B for wrought iron.

Any splices made in pull boxes shall be made with either the in-line, straight unfused ESNA connector kit or the "Y" type, unfused, semi-perminant ESNA connector kit.

Markers as described and detailed in the plans shall be placed at the ends of the telephone conduits and at any abrubt change in conduit direction.

Conduit shall be paid for at the contract unit bid price for the sizes shown per lineal feet of conduit installed and payment shall be full compensation for the conduit, cable, markers, connector kits, materials, labor, equipment and all other incedentals required to complete this item.

3. Pull boxes

Pull boxes shall be manufactured and located as shown on the plans. Payment shall be at the contract unit bid price per each pull box installed and shall be full compensation for all materials, labor, equment and other incedentals required to complete this item.

4. Service Pole

The service pole shall be as described on the plans and shall contain all required equipment, conduit, ground rod, etc. as shown on the detail.

Conduit shall be the size required to accommodate the required cable and shall be the same conduit as described under note 2. Cable shall be the sizes shown and as described by note 2.

The disconnect swith shall have three blades and fuse holders rated at 60 amps with two 30 amp fuses and adapters. The disconnect switch shall be contained in a NEMA type case and as manufactured by the Square "D" company.

Resistance requirements for the ground rod shall be the same as described under note 1.

Payment for the service pole shall be made at the contract unit bid price per service pole as installed as shown on the plans; payment shall include pole, cable, conduit, disconnect switch, ground rod, materials, labor, equipment necessary to complete this item.

5. Trenching

Trenching for conduit shall be a minimum of 2 feet deep and backfill shall be as described in the plans. Payment shall be made at the contract unit bid price per lineal feet and shall be full compensation for all excavation, backfill, labor, equipment necessary to complete this item.

6. Service Panel

The service panel as shown and described in the circuit diagram shall be located in the Toilet and Storage Bldg. along with the selector switch and photoelectric unit. All wiring within the buildings shall be done with No. 12 AWG, FAA-L-824 Type A. Payment for this item (service panel, cable, photoelectric unit, selector switch, panel cabinet and door, conduit etc.) shall be included with payment of the Toilet and Storage Building.

7. Testing

The following tests shall be conducted on the completed lighting system:

a) Performance Test

The contractor shall operate the lighting system including automatic control system from sunset to sunrise for seven consecutive days without failure or interruption, after all faults have been corrected. The contractor shall record each fault (if any), the method and date of correction and the beginning and end of the faultless seven day test. Portable power supplies shall not be used. All cost of electrical power shall be borne by the contractor.

b) Circuit Test

The resistance to ground of each insulated conductor (including the insulated ground) shall be not less than 10 megohms. All ballasts and ground rods shall be disconnected during this test.

c) DC High Potential Test

This test shall be performed on each conductor (including insulated ground) with all ballasts and grounds rods disconnected. Conduct this test per manufacture's recomendations and per applicable sections of ASTM Designation D 470-59T and D 1350-58T. All defective cable shall be repaired or replaced untill the test requirements are fullfilled.

d) Ground Test

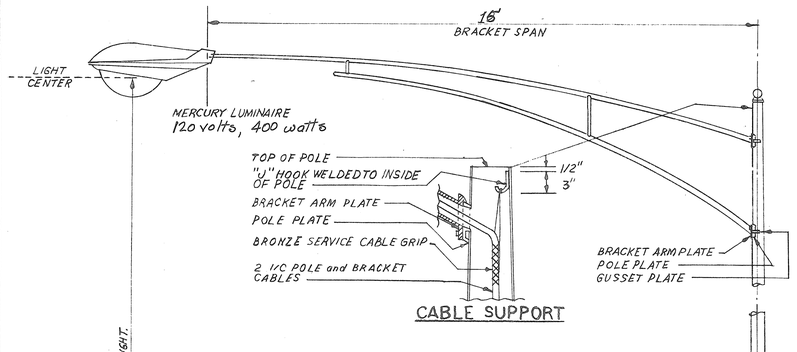
The resistance to ground for each ground shall be tested and shall not be more than 25 ohms. If restance is over this specified amount follow applicable sections of note No. 1 of this sheet.

Cost of Testing shall be compensated by Payment of relative items; Testing is a subsidary item.

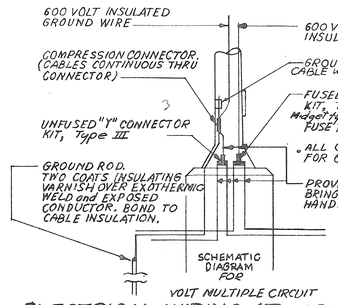
Test results shall be submitted (six copies) to the Engineer.

Fed. Rd. Division	State	Project		177
2	Ohio			

Van Wert County
Van-30-4.06

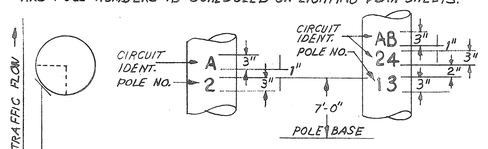


CABLE SUPPORT



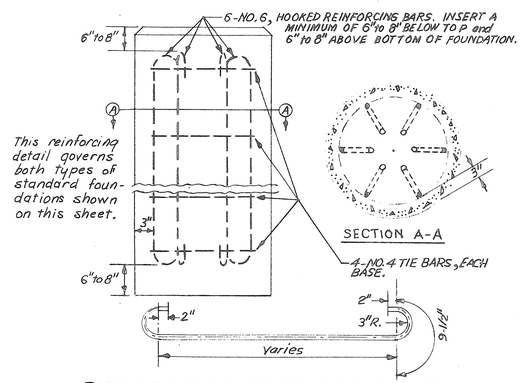
ELECTRICAL WIRING AT LIGHT POLE

DECALS SHALL BE ADHESIVE TYPE WITH SILVER WHITE REFLECTIVE CHARACTERS ON A REFLECTIVE GREEN BACKGROUND, WITH CIRCUIT AND POLE NUMBERS AS SCHEDULED ON LIGHTING PLAN SHEETS.

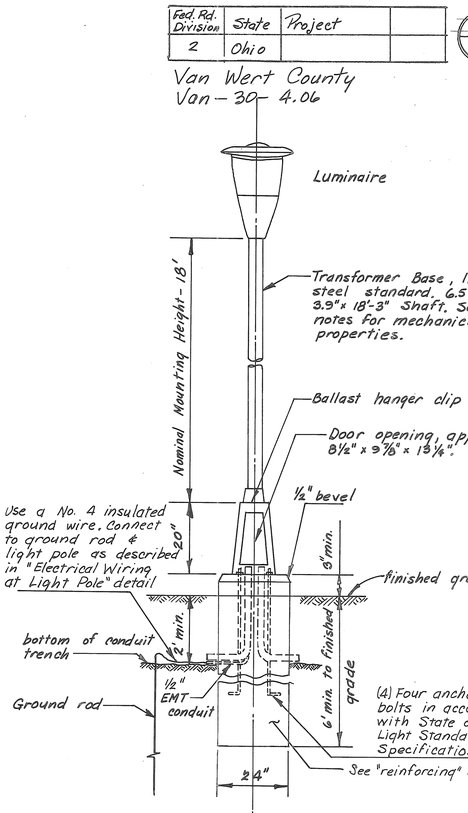


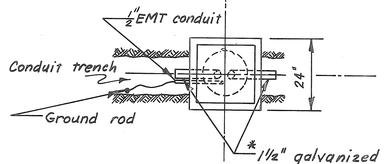
REFLECTIVE LETTERS and NUMBERS (SPECIFICATION MIL-R-13080A). SERIES "B" TYPE LETTERS and NUMBERS WITH SPACING PER A.A.S.H.O. SPECIFICATIONS.

LIGHT POLE CIRCUIT IDENTIFICATION



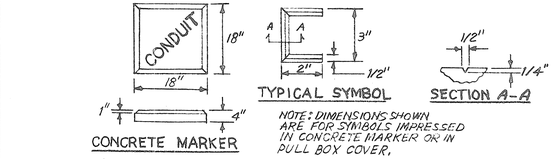
REINFORCING BARS (FOUNDATION)



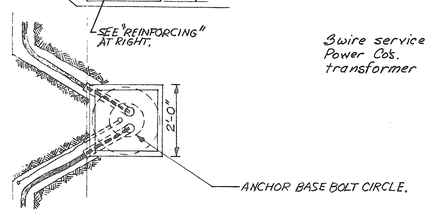


* 1 1/2" galvanized alloy steel conduit. Project 2" above and beyond sides of foundation. Install sufficient conduits to line up with adjacent conduit runs. Use sufficient adapters to connect with different size conduits other than 1 1/2".

* Install only one (1) conduit ell in foundation of last standard of circuit.

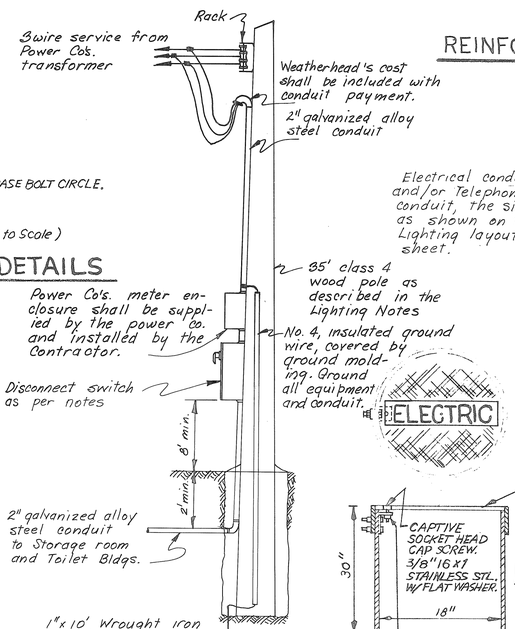


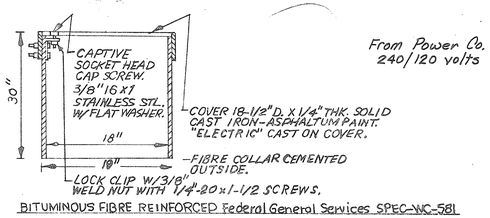
MARKER DETAILS



ANCHOR BASE TYPE FOR MULTIPLE CIRCUITS. (Not to Scale)

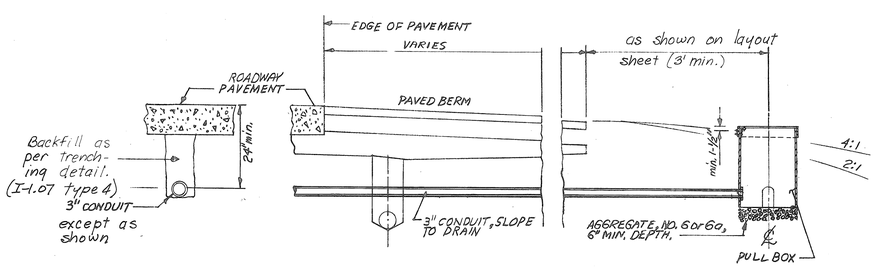
LIGHT POLE & FOUNDATION DETAILS



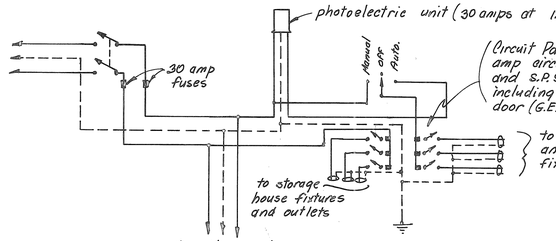


BITUMINOUS FIBRE REINFORCED Federal General Services SPEC-NC-581 TYPE I

PULL BOX DETAILS



TYPICAL CONDUIT CROSSOVER DETAIL



PICNIC AREA LIGHT POLE & FOUNDATION DETAILS

Circuit Schematic at Toilet and Storage Bldg.

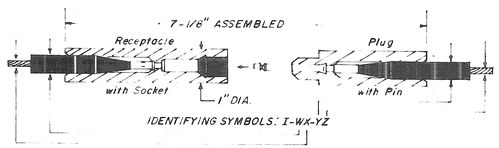
Lighting Details

RL-SK-85 7-23-64

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

177A

VAN WERT COUNTY
VAN-30-4.06



TO IDENTIFY THE PROPER KIT FOR AN INSTALLATION, SELECT FROM THE TABLES BELOW THE SYMBOLS WHICH COINCIDE WITH THE REQUIREMENTS and SUBSTITUTE FOR (W,X) and (Y,Z) RESPECTIVELY.

EXAMPLE

IF THE INSTALLATION REQUIRES A RECEPTACLE FOR NO. 6 STRANDED CONDUCTOR and A CABLE DIA. OF .660" and A PLUG FOR NO. 8 SOLID CONDUCTOR and A CABLE DIA. OF .460", THE KIT NO. IS I-F3-E6.

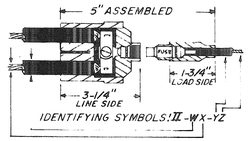
CONDUCTOR SIZE AWG NO.		SYMBOL FOR X and Z
Concentric Stranded	Solid	
10, 12	8, 10	6
8	6	4
6	4	3
4	–	2

CABLE DIA.		SYMBOL FOR W and Y
MIN.	MAX.	
.195"	.260"	B*
.250"	.330"	C*
.320"	.430"	D*
.420"	.585"	E
.575"	.785"	F
.775"	.985"	G
.975"	1.125"	H

* MOLDED RUBBER ADAPTERS ARE A PART OF THESE KITS FOR SMALL DIA. CABLE.

DIAMETERS VARY ALONG CABLE LENGTHS. TAKE SEVERAL MEASUREMENTS. SELECT A TIGHT FIT RATHER THAN A LOOSE ONE.

TYPE I
INLINE SELF LOCKING CONNECTOR KIT FOR PULL BOX INSTALLATION.

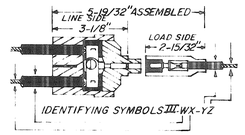


FOR LIGHT AT END OF A CIRCUIT, PLUG ONE OPENING WITH INSULATED PLUG HAVING SAME DIAMETER AS CABLE.
ANY STANDARD MIDGET, FERRULE TYPE, FUSE MAY BE USED IN THIS CONNECTOR. A FUSE CAPABLE OF INTERUPTING THE SHORT CIRCUIT CAPACITY OF THE SUPPLY CIRCUIT MUST BE USED.

(X) CONDUCTOR SIZE(X) AWG NO.		SYMBOL FOR X	(Z) CONDUCTOR SIZE(Z) AWG NO.		SYMBOL FOR X	(W) CABLE DIA. (W)		SYMBOL FOR W	(Y) CABLE DIA. (Y)		SYMBOL FOR Y
Concentric Stranded	Solid		Concentric Stranded	Solid		MIN.	MAX.		MIN.	MAX.	
–	8	6	14, 16	12, 14	8	.250"	.330"	C	.120"	.160"	S
8	6	4	10, 12	8, 10	6	.320"	.380"	DA	.155"	.205"	A
6	4	3	8	6	4	.370"	.430"	DB	.195"	.260"	B
4	–	2	6	4	3	.420"	.505"	EA	.250"	.330"	C
2	–	1				.495"	.585"	EB	.320"	.430"	D
1	–	0				.575"	.685"	FA			
1/0	–	10				.675"	.785"	FB			
2/0	–	20									

DIAMETERS VARY ALONG CABLE LENGTHS. TAKE SEVERAL MEASUREMENTS. SELECT A TIGHT FIT RATHER THAN A LOOSE ONE.

TYPE II
FUSED "Y" CONNECTOR KIT FOR POLE BASE INSTALLATION.



FOR LIGHT AT END OF A CIRCUIT, PLUG ONE OPENING WITH INSULATED PLUG HAVING SAME DIAMETER. TO IDENTIFY THE PROPER KIT FOR AN INSTALLATION, SELECT FROM THE TABLES BELOW THE SYMBOLS WHICH COINCIDE WITH THE REQUIREMENTS and SUBSTITUTE FOR (W,X) and (Y,Z) RESPECTIVELY.

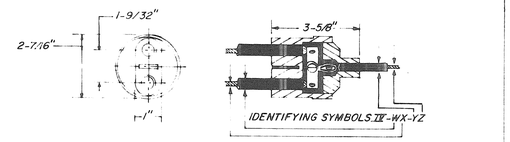
EXAMPLE

IF THE LINE SIDE CABLE IS NO. 2 STRANDED CONDUCTOR WITH AN OUTSIDE DIAMETER OF .54", and THE LOAD SIDE CABLE IS NO. 12 STRANDED CONDUCTOR WITH AN OUTSIDE DIAMETER OF .29", THE KIT NO. IS 3-EB1-C6.

(X) CONDUCTOR SIZE(X) AWG NO.		SYMBOL FOR X	(Z) CONDUCTOR SIZE(Z) AWG NO.		SYMBOL FOR X	(W) CABLE DIA. (W)		SYMBOL FOR W	(Y) CABLE DIA. (Y)		SYMBOL FOR Y
Concentric Stranded	Solid		Concentric Stranded	Solid		MIN.	MAX.		MIN.	MAX.	
–	8	6	14, 16	12, 14	8	.250"	.330"	C	.120"	.160"	S
8	6	4	10, 12	8, 10	6	.320"	.380"	DA	.155"	.205"	A
6	4	3	8	6	4	.370"	.430"	DB	.195"	.260"	B
4	–	2	6	4	3	.420"	.505"	EA	.250"	.330"	C
2	–	1				.495"	.585"	EB	.320"	.430"	D
1	–	0				.575"	.685"	FA			
1/0	–	10				.675"	.785"	FB			

DIAMETERS VARY ALONG CABLE LENGTHS. TAKE SEVERAL MEASUREMENTS. SELECT A TIGHT FIT RATHER THAN A LOOSE ONE.

TYPE III
UNFUSED "Y" CONNECTOR KIT FOR POLE BASE INSTALLATION.



TO IDENTIFY THE PROPER KIT FOR AN INSTALLATION, SELECT FROM THE TABLES BELOW THE SYMBOLS WHICH COINCIDE WITH THE REQUIREMENTS and SUBSTITUTE FOR (W,X) and (Y,Z) RESPECTIVELY.

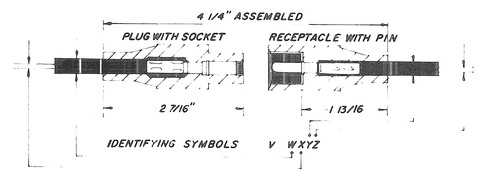
EXAMPLE

IF THE TWIN CABLES ARE NO.2 STRANDED CONDUCTOR WITH AN OUTSIDE DIA. OF .54" and THE SINGLE CABLE IS NO. STRANDED CONDUCTOR WITH AN OUTSIDE DIA. OF .29", THE KIT NO. IS 4-EB1-C6.

(X) CONDUCTOR SIZE(X) AWG NO.		SYMBOL FOR X	(Z) CONDUCTOR SIZE(Z) AWG NO.		SYMBOL FOR Z	(W) CABLE DIA. (W)		SYMBOL FOR W	(Y) CABLE DIA. (Y)		SYMBOL FOR Y
Concentric Stranded	Solid		Concentric Stranded	Solid		MIN.	MAX.		MIN.	MAX.	
–	8	6	14, 16	12, 16	8	.250"	.330"	C	.155"	.205"	A
8	6	4	10, 12	8, 10	6	.320"	.380"	DA	.195"	.260"	B
6	4	3	8	6	4	.370"	.430"	DB	.250"	.330"	C
4	–	2	6	4	3	.420"	.505"	EA	.320"	.430"	D
2	–	1	4	–	2	.495"	.585"	EB	.420"	.585"	E
1	–	0	2	–	1	.575"	.685"	FA	.575"	.785"	F
1/0	–	10	1	–	0	.675"	.785"	FB			
2/0	–	20									

DIAMETERS VARY ALONG CABLE LENGTHS. TAKE SEVERAL MEASUREMENTS. SELECT A TIGHT FIT RATHER THAN A LOOSE ONE.

TYPE IV
UNFUSED "Y" CONNECTOR KIT FOR PULL BOX INSTALLATION



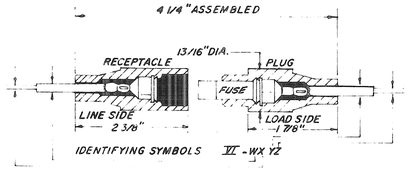
TO IDENTIFY THE PROPER KIT FOR AN INSTALLATION, SELECT FROM THE TABLES BELOW THE SYMBOLS WHICH COINCIDE WITH THE REQUIREMENTS AND SUBSTITUTE FOR (W,X) AND (Y,Z) RESPECTIVELY.

EXAMPLE: IF THE INSTALLATION REQUIRES A PLUG FOR NO. 8 STRANDED CONDUCTOR AND A CABLE DIAMETER OF .38" AND A RECEPTACLE FOR NO. 14 STRAND CONDUCTOR AND A CABLE DIAMETER OF .27", THE KIT NO. IS V-D4-C8.

Conductor Size AWG		Symbol for X and Z	Cable Diameter		Symbol for W and Y
Concentric Strd.	Solid		MIN.	MAX.	
14, 16	12, 14	8	.155"	.205	A
10, 12	8, 10	6	.195	.260	B
8	6	4	.250	.330	C
6	4	3	.320	.430	D

DIAMETERS VARY ALONG CABLE LENGTHS. TAKE SEVERAL MEASUREMENTS. SELECT A TIGHT FIT RATHER THAN A LOOSE ONE

TYPE V
UNFUSED INLINE CONNECTOR KIT FOR JUNCTION BOX INSTALLATION.



TO IDENTIFY THE PROPER KIT FOR THE INSTALLATION, SELECT FROM THE THE SYMBOLS WHICH COINCIDE WITH THE REQUIREMENTS AND SUBSTITUTE FOR (W,X) and (Y,Z) RESPECTIVELY.

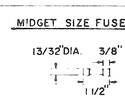
EXAMPLE: IF THE INSTALLATION REQUIRES A RECEPTACLE FOR THE LINE SIDE FOR NO.6 STRANDED CONDUCTOR AND A CABLE DIAMETER OF .42" AND A PLUG FOR THE FUSE FOR THE LOAD SIDE FOR NO.12 STRANDED CONDUCTOR AND A CABLE DIAMETER OF .29", THE KIT NO. IS VI-D3-C6.

Conductor Size AWG		Symbol for X and Z	Cable Diameter		Symbol for Y and W
Concentric Strd.	Solid		MIN.	MAX.	
14, 16	12, 14	8	.120"	.160"	S
10, 12	8, 10	6	.155	.205	A
8	6	4	.195	.260	B
6	4	3	.250	.330	C
			.320	.430	D

DIAMETERS VARY ALONG CABLE LENGTHS. TAKE SEVERAL MEASUREMENTS. SELECT A TIGHT FIT RATHER THAN A LOOSE ONE.

TYPE VI
FUSED INLINE CONNECTOR KIT FOR JUNCTION BOX INSTALLATION.

MIDGET SIZE FUSE



MIDGET FUSES ARE AVAILABLE IN THE FOLLOWING CAPACITIES:
600 VOLTS OR LESS, 1/10 TO 30 AMPS.
ANY STANDARD MIDGET, FERRULE TYPE FUSE, (EXCEPT GLASS TUBE) MAY BE USED IN THIS CONNECTOR.
A FUSE CAPABLE OF INTERRUPTING THE SHORT CIRCUIT CAPACITY OF THE SUPPLY CIRCUIT MUST BE USED.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.06

PAVEMENT COMPUTATIONS

Station		T-35 1¼" Asph. Conc. Surf. Course		B-35 1¾" Asph. Conc. Level Course		T-30 Bit. Prime Coat @ .40		B-19 6" Aggr. Base Course		T-71 9" Reinf. P.C. Conc. Pave	I-22 6" Subbase		I-9 Stone Under drains	T-31 Bituminus Surface Bit.		B-21 W.P. Aggr. Base	E-1 Comp. Sub-grade
From	To	Width	C.Y.	Width	C.Y.	Width	Gal.	Width	C.Y.	S.Y.	C.Y.	C.Y.	L.F.	Gal.	C.Y.	C.Y.	S.Y.
DIXON RD.												2469	28				200
9+00	10+00	18 Av.	695	18' Av.	695	19' Av.	84	19' Av.	3519			24219	182				1983
10+00	18+92.14	20'	6886	20'	6886	21'	833	21'	34694			*767	28	*-13	*-042	*-4.37	374
18+92.14	19+80.90									*751	426.00	71.00	*161			*-6	*021	*-2.14	1029
20+06.44	20+70.30									*428	1054.20	175.67	*767	21		*-13	*-042	*-4.37	374
20+95.84	21+85.64									*751	426.00	71.00	4464	35					365
21+85.64	23+50	20'	1269	20'	1269	21'	153	21'	6392				1234	7					100
23+50	24+00	18 Av.	347	18' Av.	347	19' Av.	42	19' Av.	1759										
Correction												*938							
Total		91.97		91.97		1,112		444.34		1,906.20	308.29	307.01	301	-32		-1.05	-10.88	4.425	

* Quantities are Corrections for paved shoulders as carried in pavement computations

INTERSECTION DETAIL
DIXON RD. & Prop. U.S.R. 30

0' 10' 20' 40' 60'

Sta. 252+49.12 Prop. U.S.R. 30 = Sta. 100+00 Dixon Rd.

1-C

2-C

Sta. 253+71.17 Prop. U.S.R. 30 = Sta. 20+38.37 Reloc. Dixon Rd.

Sta. 250+80 — 15"x80' Cl. A-1 — Std. No. 8 C.B.

48"x220' Cl. A-1

15"x98' Cl. A-1

6"x50' Cl. A-1

Std. No. 8 C.B.

Prop. U.S.R. 30 ℄

8" F.T. Under Blk Top Pav't. (98')

Existing Dixon Rd. (16 Blac'k Top) (Remove & Relocate)

8" F.T. (Abandon)

Reloc. DIXON ROAD

TWP. Rd. 192

Sod

C.A.S.P.

6" I-3

PT Sta. 18+54.52

PC Sta. 252+71.17

PC Sta. 22+10.82

PT Sta. 23+12.63

Begin T-35

+85.64 End T-71 Begin T-35

End T-35 Pav't. Begin T-71 Pav't.

Δ = 70°-09-15" R = 60'

Δ = 110°-32'-50" R = 60'

Δ = 109°-32" R = 60

Δ = 69°-50'-5046" R = 60'

CURVE DATA
P.I. Sta. 22+62.45
Δ = 23°-25' Rt.
D = 23°-00'
L = 101.01'
T = 51.63'
R = 249.11'
E = 5.30'

CURVE DATA
P.I. = Sta. 17+53.30
Δ = 50°-00' Lt.
D = 23°-00'
L = 217.39'
T = 116.17'
R = 249.11'
E = 25.75'

CURVE DATA & U.S. 30
Δ = 5°-29'
D = 0°-28'
R = 12,277.67
T = 587.95'
L = 1175.00'
E = 14.01'
P.I. Sta. 258+59.12

JOINT LEGEND
(1) Standard Longitudinal Joint
(4) Key Joint Without Tiebars
(5) Expansion Joint Without Dowels
(6) The dark shaded area shall be constructed of concrete pavement to an elevation one half inch lower than the adjacent pavement and surfaced With T-31 using No.6 aggregate as the maximum size. The dark shaded area shall be paid for as full depth T-71 and the surface treatment shall be paid for as T-31

INTERSECTION DETAIL - DIXON RD.-TWP. RD. 192

RELOCATED DIXON ROAD T.R. 192

0' 50' 100'

VAN WERT COUNTY
VAN-30-4.06

Sta. 252+49.12 Prop. U.S.R. 30
=Sta. 100+00 Exist. Dixon Rd.

Begin Work Sta. 68+00 Exist. Sta. 7+00 Reloc.

Begin Pav't. Sta. 9+00 Exist. Sta. 90+00 Exist.

End Pav't. Sta. 22+00 Exist. Sta. 104+28.08

Sta. 26+70 Res. Sta. 27+40 Post Beer Shed

Sta. 29+00 Shed

Note: End Work Sta. 29+43.50 Exist. Sta. 29+41.42 Reloc.

Begin T-35
End T-71

P.C. Sta. 252+71.17

Begin T-71
End T-35

Transition

Abandon 8" F.T. Under Blk Top Pav't.

Existing Dixon Rd. (16' Black Top) Remove & Relocate N 88°-50'-45" W

RELOCATED DIXON ROAD - T.R. 192

Abandon

Proposed Ditch

Sod 6' Wide

Sod 5' Wide

21" Hickory (E-9)

14" Hickory

24" Stump (E-9)

12" Stump (E-9)

18" Stump (E-9)

20" Stump (E-9)

10" F.T. Abandon

8" F.T. (Abandon)

12" F.T.

16" C.M.P.

15" C.M.P.

Sta. 255+00 Gov. Mon. Sta. 10.8 C.L. Gr. Elev. 773.00

Sta. 253+71.17 Prop. U.S.R. 30 Reloc. Dixon Rd.

Sta. 20+38.37

P.C. Sta. 23+12.68

P.T. Sta. 23+40.12

Sta. 19+92.25

Sta. 18+54.52

Sta. 16+47.13

P.C. Sta. 11+79.14

P.T. Sta. 14+09.66

Sta. 15+44.16

Sta. 250-00

Sta. 250-80

Sta. 255+80

Sta. 256+00

Sta. 257

CURVE DATA

P.I. = Sta. 12+91.94
Δ = 26°-35'
D = 12°-00'
L = 221.53'
T = 112.80'
R = 477.46'
E = 13.14'

CURVE DATA

P.I. Sta. 17+53.30
Δ = 50°-00' Lt.
D = 23°-00'
L = 217.39'
T = 116.17'
R = 249.11'
E = 25.75'

CURVE DATA

P.I. Sta. 22+62.45
Δ = 23°-25' Rt.
D = 23°-00'
L = 101.01'
T = 51.63'
R = 249.11'
E = 5.30'

CURVE DATA & U.S. 30

Δ = 5°-29'
D = 0°-28'
R = 12227.61'
T = 587.95'
L = 1175.00'
E = 14.07'
P.I. Sta. 258+59.12

STRUCTURE NO-2-C

Drainage Area: 136
Qes = .065 × 0.25 × 1.00 × 225
Qes = 37 Cfs

B.M. #1-N Sta. 256+00
Spike in 14" Hickory
349' Lt. Elev. 772.50

Notes:

DRAINAGE
For Drainage Items See Main Line Sheet
PAVEMENT COMPUTATIONS No. 21
For Pavement Computations See Dixon Rd. Intersection Detail Sheet No. 178

Excavation	7401 Cu.Yd.
Embankment	1151 Cu.Yd.
Emb + 20 %	1381 Cu.Yd.

For Details Not Shown See Intersection Detail, Cross Sections & Structures No. 1 & 2

| | | |

220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80

180

VAN WERT COUNTY
VAN-30-4.06

SEEDING WIDTH	SEEDING SQ. YD.
219	2289
193	2028
172	1922
174	1850
159	1594
128	1250
97	1,850
	12,783

9+00

88+00 to 90+00

Sheet total

L/A

767.74

770.95

774.80

773.92

769.78

14+00
773.5

L/A

768.39

771.25

775.36

773.92

769.90

13+00
772.9

L/A

768.69

771.40

775.29

773.92

770.02

12+50
773.87

L/A

768.97

771.55

774.98

773.92

Sta. 12+10, Rt.
End I-10 C.A.S.P.

11+95 Back

8" F.T.

+05 Ahead

771.55

770.14

+00.30' Rt.
R.L. 770.3

Sta. 11+90, Rt.
Begin I-10 C.A.S.P.

12+00
774.06

L/A
87'

L/A

769.59

771.70

774.29

773.95

771.85

8" F.T.

11+00
774.10

End Sod 6' Wide
Sta. 9+05

R/W

769.80

771.85

772.15

8" F.T.

774.28
10+00
774.25

8" F.T.

8" F.T.

8" F.T.

770.0

8" A-1

9+00
774.43

+10.28' Lt.
770.54

Begin Sod 6' Wide
Sta. 8+75

Begin Pavt.
Sta. 9+00 Prop. =
Sta. 90+00 Exist.

Sta. 8+85

Begin Work
Dixon Rd. – Twp. Rd. #192
Sta. 7+00 Proposed =
Sta. 88+00 Existing

END AREA CUT	END AREA FILL	CU. YD. CUT	CU. YD. FILL
170	19	576	87
141	28	241	46
119	21	220	35
118	16	307	43
Ahead 91	16 Back		
75	7	283	17
78	2	166	5
0	0		
Total		7401	1151

DIXON ROAD from Sta. 9+00 to Sta. 14+00

VAN WERT COUNTY
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SEEDING WIDTH	SEEDING SQ YD	
	779	Corr. for Inter.
		Note: 18+94 to 21+78 Dixon Rd. included in Mainline.
70		18+94 Back
	196	
116		18+75
	1412	
223		
	2611	
247		
	2856	
267		
	3066	
285		
	2800	
219		14+00
13,720		Sheet total

Included With U.S.R. 30 Cross Sections

775.26 775.78

Sta. 19+80.90 Pavement Edge U.S.R. 30

-0.40%

42" x 82' Cl. A-1 Sec. M-6.6(a)

Sta. 19+09.27, 43.23' Lt. F.L. Elev. 767.42

Sta. 19+37.31, 33.83' Rt. F.L. Elev. 767.75

STRUCTURE NO. 2-C
Sta. 19+25

Included With U.S.R. 30 Cross Sections

775.11 775.27

767.40

19+00
773.3

768.55

L/A

773.92 774.53

768.55

18+00
773.5

769.30

L/A

773.92 774.53

770.05

17+00
773.6

769.42

L/A

773.92 774.08

770.35

16+00
773.4

769.54

L/A

280 270 270 280 240 230 220

End Ditch
Sta. 15+92.01

L/A
241'

774.08 773.92

767.13

770.65

15+00
773.4

769.66

L/A

Sta. 14+00

END AREA CUT	END AREA FILL	CU. YD. CUT	CU. YD. FILL
0	0		
		288	74
192	49		
		687	111
179	11		
		600	41
145	11		
		502	33
126	7		
		602	41
199	15		
		683	63
170	19		

220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80

DIXON ROAD From Sta 15+00 to Sta

VAN WERT COUNTY
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Seeding Width	Seeding Sq.Yds.	
	8,409	105+28.08 to 109+69.50
216		25+00
	2428	
221		
	2505	
230		
	2411	
204		Ahead
50		Rt. Back
154		Lt. Back
	385	
	61	
0		Ahead Rt
161		21+78 Ahead Lt.
	16,199	Sheet total

F.L. Prairie Creek
Elev. 763.14
764.09
Sta. 24+95

End Work
Dixon Rd.-Twp. Rd. 192
Sta. 29+41.42 Prop. =
Sta. 109+69.50 Exist.

764.14
162

24+71.91
772.07

End Pavement
Sta. 24+00 Prop. =
Sta. 104+28.08 Exist.

L/A
2:1 2:1
764.30
123

772.57
24+00
772.57

L/A
764.52
152

774.05
773.57
117
771.25
770.24

23+00
773.2

L/A
764.76

775.29
774.97
771.50
770.36

22+00
772.9

764.95

Begin 2' Ditch
Dixon Rd.-Twp. Rd. 192
Sta. 21+12.58

End 2' Ditch
U.S.R. 30
Sta. 252+47.15

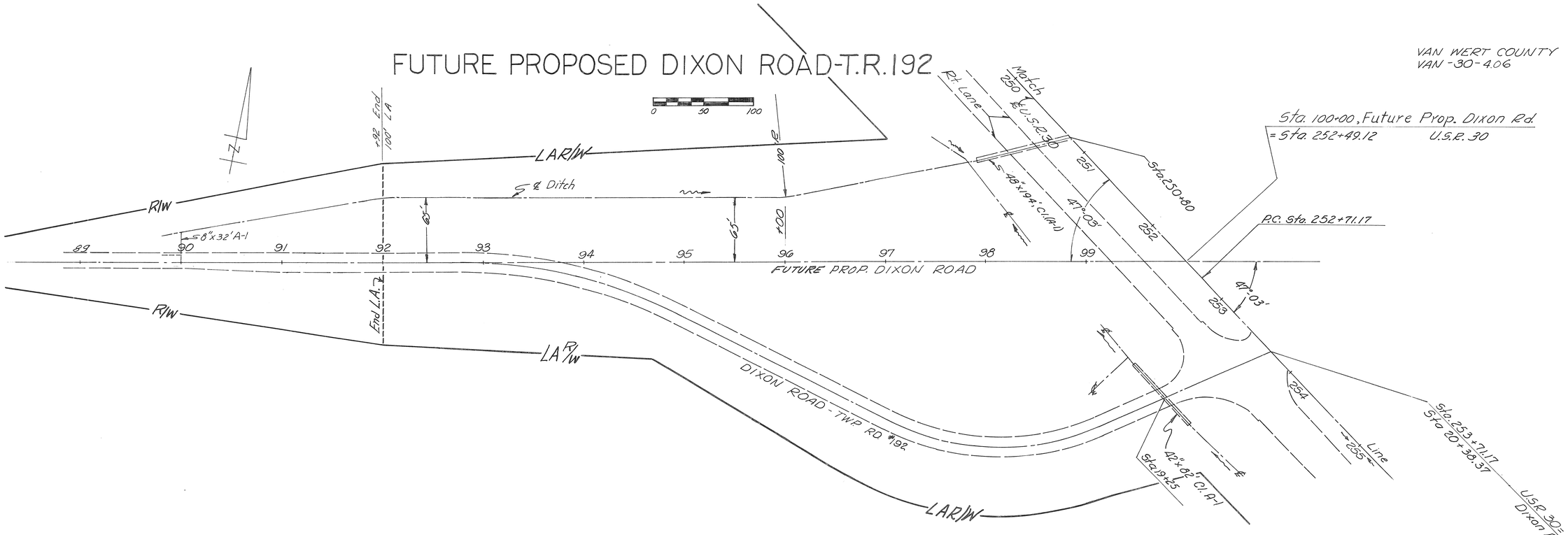
End Area Cut	End Area Fill	Sq. Yds. Cut	Sq. Yds. Fill	
0	0			Sta. 25+00
		53	0	
102	0			L/A 120'
		295	0	
122	0			Sta. 24+00 Ahd.
142	0			Sta. 24+00 Bk.
				L/A 122'
		628	56	
197	30			
		724	206	
194	81			Sta. 22+00 Ahd.
156	0			Sta. 22+00 Ditch, Bk
		546	0	
181	0			Sta. 21+12.58 Ditch, Ahd.
		0	293	Sta. 20+95.84 Pave. Edge to Sta. 22+00 Correction

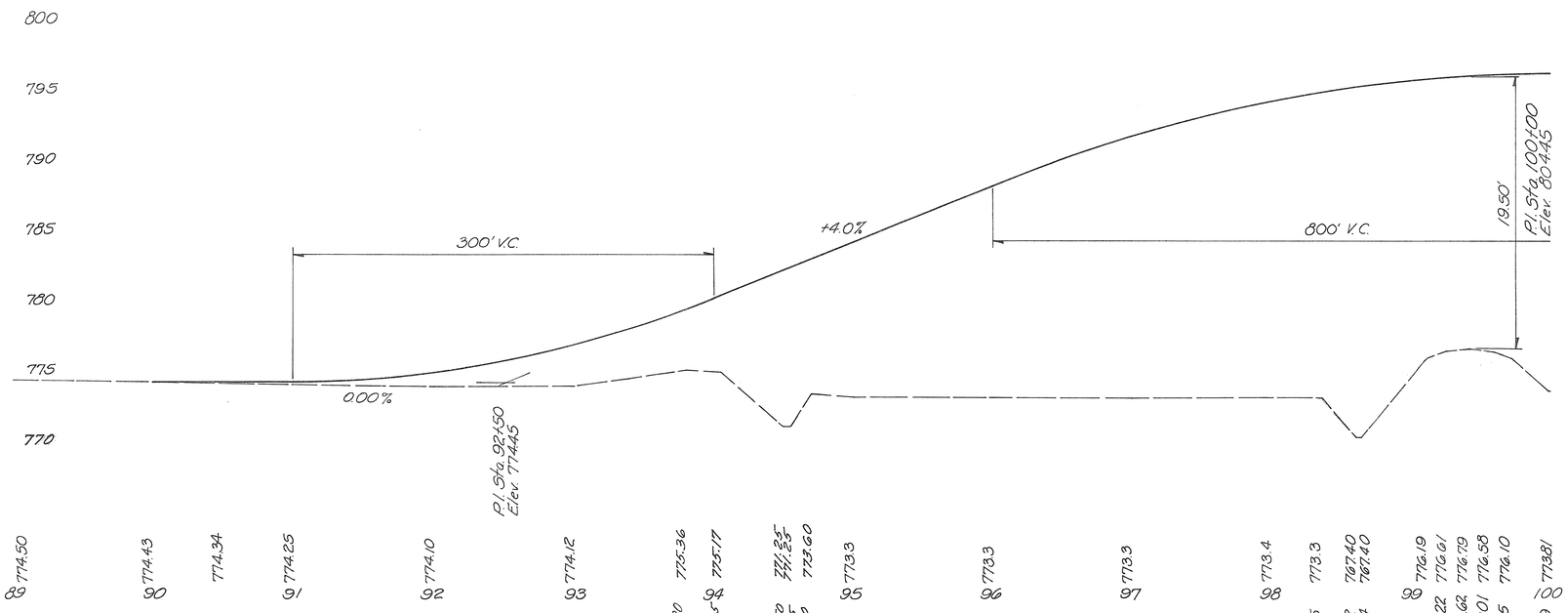
220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80

DIXON ROAD
From Sta. 20+95.85 to Sta. 24+95

FUTURE PROPOSED DIXON ROAD-T.R.192

VAN WERT COUNTY
VAN -30- 4.06





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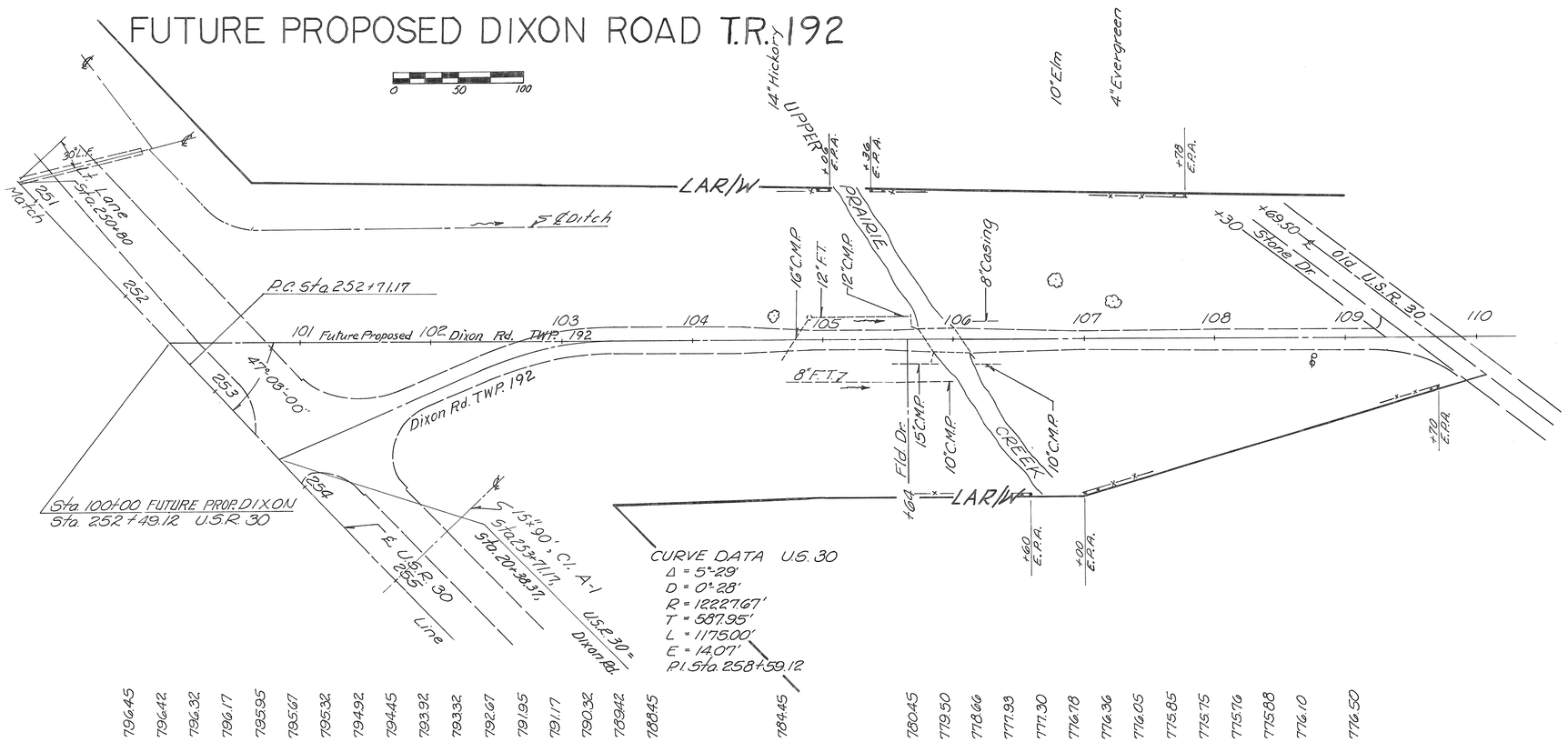
VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED DIXON ROAD T.R. 192



From Sta. 100+00 to Sta. 110+00
FUTURE DIXON ROAD

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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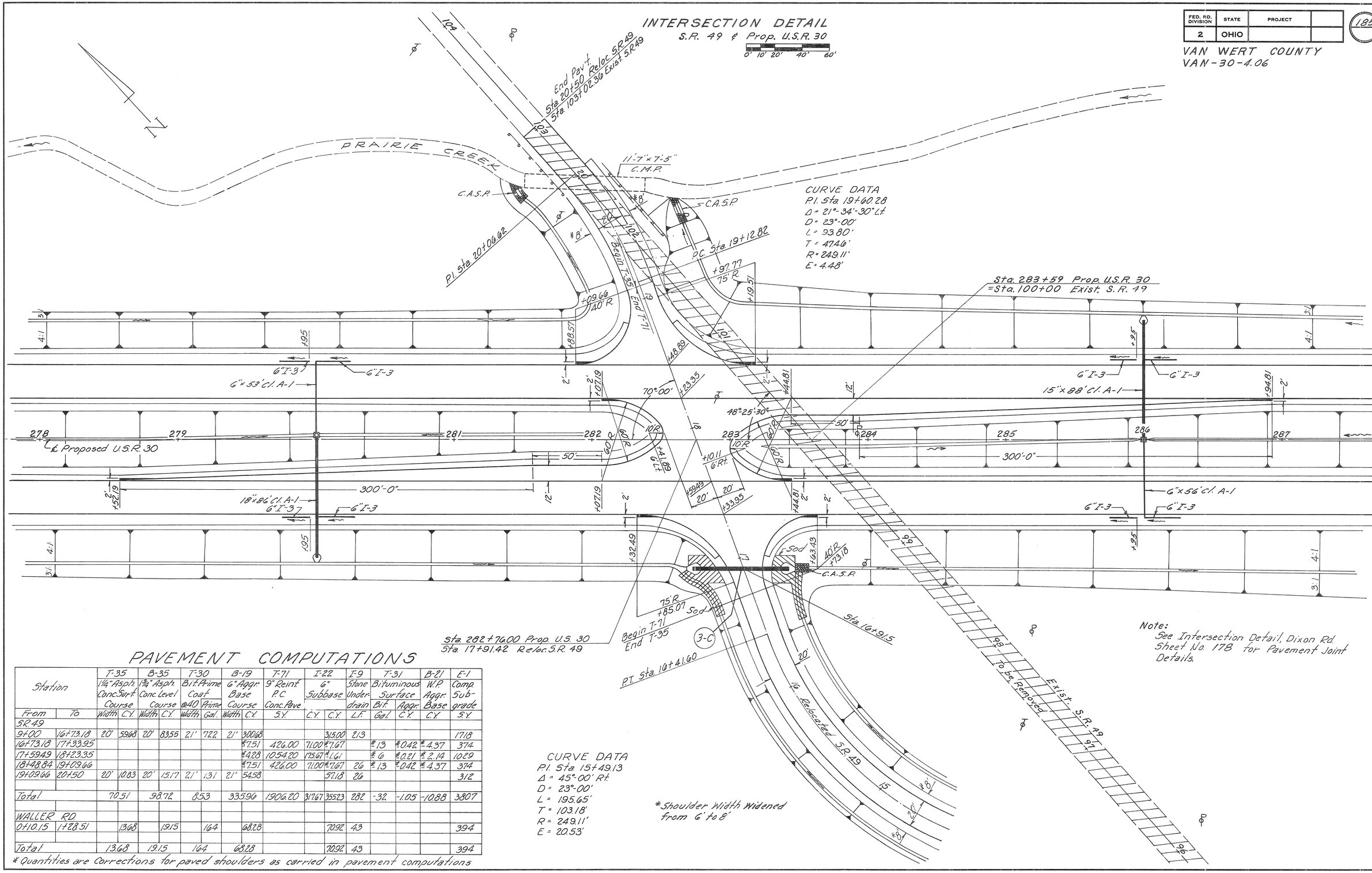
INTERSECTION DETAIL

S.R. 49 & Prop. U.S.R. 30

0' 10' 20' 40' 60'



CURVE DATA

P.I. Sta 19+60.28
Δ = 21°-34'-30" Lt.
D = 23°-00'
L = 93.80'
T = 47.46'
R = 249.11'
E = 4.48'

CURVE DATA

P.I. Sta 15+49.13
Δ = 45°-00' Rt.
D = 23°-00'
L = 195.65'
T = 103.18'
R = 249.11'
E = 20.53'

*Shoulder Width Widened from 6' to 8'

Note:
See Intersection Detail, Dixon Rd. Sheet No. 178 for Pavement Joint Details.

PAVEMENT COMPUTATIONS

Station		T-35 1¼" Asph. Conc. Surf. Course		B-35 1¾" Asph. Conc. Level Course		T-30 Bit. Prime Coat @.40		B-19 6" Aggr. Base Course		T-71 9" Reinf. P.C. Conc. Pave	I-22 6" Subbase		I-9 Stone Under-drain	T-31 Bituminous Surface		B-21 W.P. Aggr. Base	E-1 Comp. Sub-grade
From	To	Width	C.Y.	Width	C.Y.	Width	Prime Gal.	Width	C.Y.	S.Y.	C.Y.	C.Y.	L.F.	Bit. Gal.	Aggr. C.Y.	C.Y.	S.Y.
S.R. 49																	
9+00	16+73.18	20'	5968	20'	8355	21'	722	21'	3006.8			315.00	213				1718
16+73.18	17+33.95								*57.51	426.00	71.00	*7.67		*13	*0.42	*4.37	374
17+59.49	18+23.35								*42.88	1054.20	175.67	*1.61		*6	*0.21	*2.14	1029
18+48.84	19+09.66								*57.51	426.00	71.00	*7.67	26	*13	*0.42	*4.37	374
19+09.66	20+50	20'	1083	20'	1517	21'	131	21'	5458			57.18	26				312
Total			70.51		98.72		853		3359.6	1906.20	317.67	355.23	282	-32	-1.05	-10.88	3807
WALLER RD																	
0+10.15	1+28.51		1368		1915		164		6828			70.92	43				394
Total			1368		1915		164		6828			70.92	43				394

* Quantities are Corrections for paved shoulders as carried in pavement computations

RELOCATED S.R. 49

0' 25' 50' 100'

CURVE DATA
P.I. Sta 15+49.13
Δ = 45°-00' Rt.
D = 23°-00'
L = 195.65'
T = 103.18'
R = 249.11'
E = 20.53'

CURVE DATA
P.I. Sta. 19+60.27
Δ = 21°-34'-30" Lt.
D = 23°-00'
L = 93.80'
T = 47.47'
R = 249.11'
E = 4.48'

CURVE DATA
P.I. Sta 11+61.76
Δ = 23°-25'-30" Lt.
D = 12°-00'
L = 195.21'
T = 98.99'
R = 477.46'
E = 10.15'

Note: E.P.A. @ Sta 94+27.26 5' Lt.

Begin Work Sta 2+00 Reloc. Sta 25+00 Exist.

End Work Sta 1+00 (Future) (Proposed)

End Pavt. Sta 1+28.51 Waller Rd - T.R. 182

Transition & Feather

PC Sta 10+62.78

PT Sta 12+57.96

PC Sta 14+45.95

PT Sta 16+41.60

Begin Pavt. Sta 9+00 Reloc. = Sta 92+00 Exist.

End L.A.R/W

Relocated S.R. 49

Sta 11+48.45 Relocated S.R. 49 = Sta 0+00, Waller Rd. (12' Twp. Rd.) Twp. Rd. 182

PAVEMENT REMOVED, E-1
Exist. S. R. 49 (Remove & Relocate)

Sta 92+48.73 Δ = 00°-11'-30" Lt.

Sta 17+91.42 Reloc. S.R. 49 = Sta 282+76.00 U.S.R. 30

Proposed U.S.R. 30

Sta 283+59 U.S.R. 30 Prop. = Sta 100+00 S.R. 49 Exist.
Sta 103+69.57
Δ = 00°-21' Rt.

PT Sta 20+06.62 Sta 102+59.57 C.A.S.P. 12" Thick

PRAIRIE CREEK

End Pavt. Sta 20+50 Reloc. Sta 103+12.30 Exist.

End Work Sta 1+00 (Future) (Proposed) Sta 28+54.18 Reloc.

End Pavt. Sta 1+28.51 Waller Rd - T.R. 182

Existing U.S.R. 30

11' R S.R. 49

Underground tanks

VAN WERT COUNTY
VAN-30-4.06

B.M. #1-H Sta 282+79
Top 1" Iron Pipe
157' Lt. Elev. 773.09

Note:
DRAINAGE:
For Drainage Items see Main Line Sheet No. 24
PAVEMENT COMPUTATIONS:
For Pavement Computations see S.R. 49 Intersection Detail, Sheet No. 185
Fence: See future Prop. S.R. 49

For Details not shown See Intersection Detail; Cross Sections & Structure Detail No. 3-C.

Excavation	1769	Cu. Yd.
Embankment	1779	Cu. Yd.
Emb. +20%	2135	Cu. Yd.

& Rt Edge Lt Edge	775.42	775.27	775.27	775.35	775.27	775.43	775.27	775.61	775.27	775.79	775.27	775.97	775.27	776.15	775.27	776.33	775.27	776.51	775.27	776.67	775.27	776.67	775.24	776.51	775.27	776.33	775.27	776.15	775.27	775.97	775.27	775.77	775.27	775.61	775.27	775.43	775.27	775.35	775.27	775.27	775.27

VAN WERT COUNTY
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70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

Seeding Width	Seeding Sq.Yds.
40	
	450
41	
	206
	457
41	
	450
40	
214	
	2300
200	
	2150
187	
	9,278
	13,959
	28,838

775.27 775.77 773.0 772.6
13+00
773.75

775.27 776.51 772.8

Corr. for Waller Rd.
Sta. 0+10 to 0+55

775.27
12+00
774.0

Waller Rd.
Sta. 11+48.45

775.27 776.33 773.0
11+00
775.0

Note: 10+00 to 16+73.18 & 19+09.66 to 106+93
Use 60' width, Ref. to U.S. 30
Cross Sections for remaining
Seed Area.

775.27 775.61
Ahead
Back
10+00
775.21

775.31
9+00
775.42

Begin Par't.
S.R. 49
Sta. 9+00 Proposed =
Sta. 92+00 Exist.

Ahead
8+00
775.72

Sta. 85+00 to Sta. 91+00 (Sta. 91+00 = sta. 8+00)

Correction for Waller Rd.
(future proposed Sta. 1+00 to Sta. 8+80)

Sheet Total

Begin Work S.R. 49
Sta. 2+00 Proposed =
Sta. 85+00 Exist.

Note:
See Interchange Details for R/W not shown.

R/W

R/W

R/W

Correction for additional earthwork required to widen shoulders from 6' to 8'

	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta. 13+00	37	51		
			120	198
Sta. 12+00	28	56		
Intersection Corr.			138	0
			104	176
Sta. 11+00	28	39		
			74	98
			0	254
Sta. 10+00	12	14		
			87	26
Sta. 9+00	35	0		
			33	0
Sta. 8+50	0	0		
Total			1,769	1,779

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230

S.R. 49 From Sta. 8+00 to Sta. 13+00

VAN WERT COUNTY
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Seeding Width	Seeding Sq.Yds.
41	
	333
41	
	453
405	
	447
40	
	444
40	
1,677	Sheet Total

Sta. 16+73.18 to Sta 19+09.66
Included in U.S.30 Cross Sections

Structure No. 3-C
Sta. 16+91.50

Included in mainline

775.71
16+80
773.2

16+73.18 Back

775.49 775.27
772.4 772.0
16+00
773.4

775.71 775.27
772.6 772.2
15+00
773.6

775.27 775.27
772.8 772.4
14+00
773.3

13+00

Pavement Edge	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta. 17+33.95	0	0		
			50	56
	50	56		
			157	153
	56	47		
			196	178
	50	49		
			178	172
	46	44		
			154	176
Sta. 13+00	37	51		

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230

S.R. 49 From sta. 14+00 to sta. 16+80

VAN WERT COUNTY
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70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

End Work S.R.49
Sta. 111+03.54 Exist. =
sta. 28+51.18 Proposed

Seeding Width	Sq. Yds.	
	7,587	Sta. 106+43 to Sta. 111+03.54
41		Sta. 106+43 Back
	869	
41		22+00 773.68
	456	
41		21+00 773.81 End Pav't. S.R.49 Sta. 20+50 Proposed Sta. 103+02.36 ℄ Exist. 773.88 774.17
	453	
40.5		20+00
	409	
		20+06.62 773.68
41		19+09.66 Ahead
		Sec. Reloc. U.S. 30
		Existing Oval 11'-7"X7'-5" C.M.P. 775.26 775.42
		19+00 772.65 768.38
	9,774	Sheet Total

	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta. 20+50	0	0		
			14	4
Sta. 20+06.62	18	5		
			285	171
Sta. 19+00	126	82		
			179	117
Pavement Edge Sta. 18+23.35	0	0		

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230

S.R. 49 From sta. 19+00 to sta. 22+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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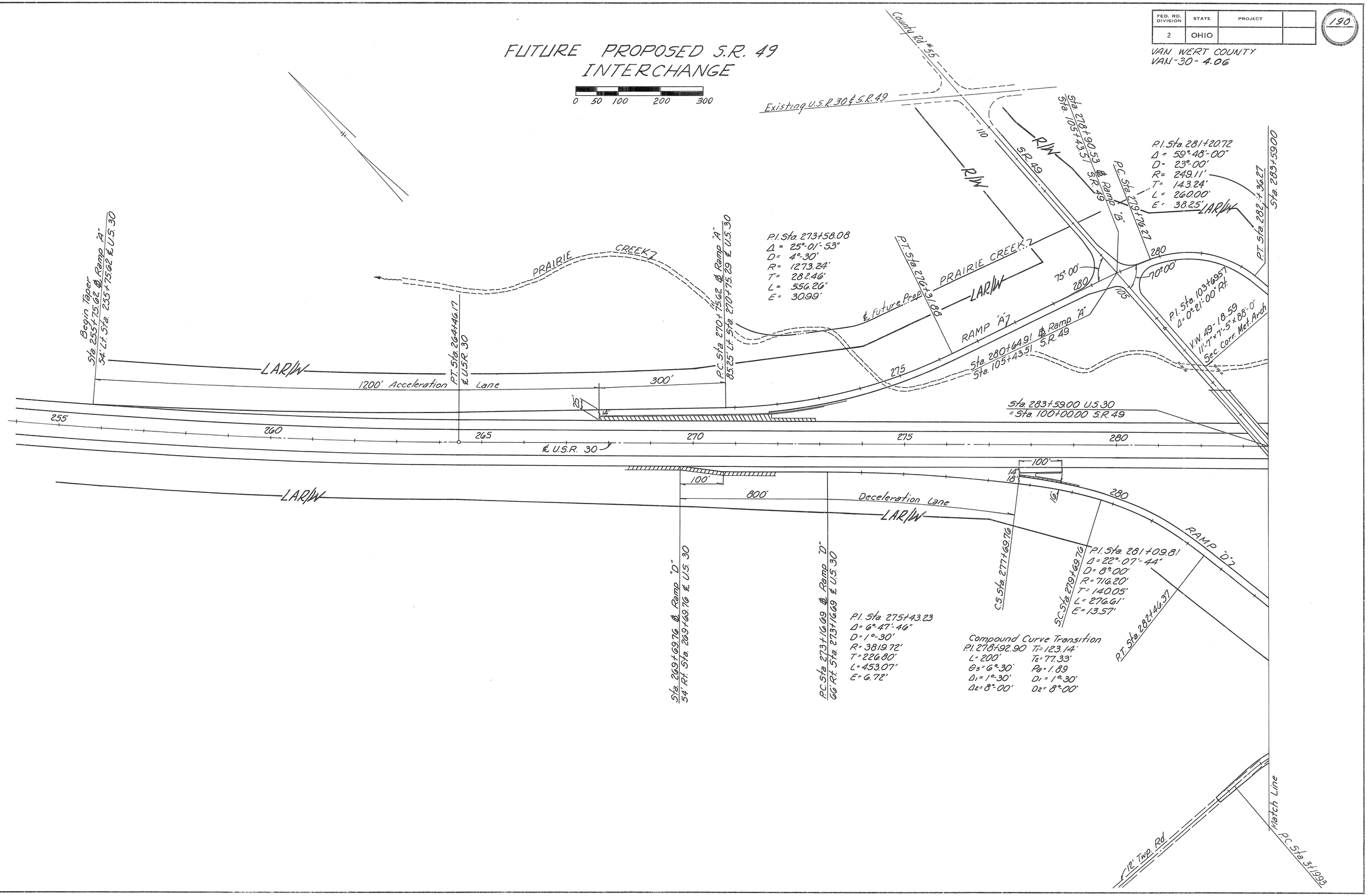
VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED S.R. 49 INTERCHANGE

0 50 100 200 300



FUTURE INTERCHANGE S.R 49

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED S.R. 49 INTERCHANGE

0 50 100 200 300

Match Line

& Future Prop. PRAIRIE

RAMP "B"

PRAIRIE

UPPER

CREEK

PC Sta 284+71.16

CURVE DATA
P.I. Sta 286+12.27
Δ = 22°07'44"
D = 8°00'
R = 716.20'
T = 140.05'
L = 276.61'
E = 13.56'

Compound Curve Transition
P.I. Sta 288+71.92
L = 200'
θa = 6°30'
Δ1 = 1°30'
Δ2 = 8°00'
Ti = 123.14'
Te = 77.33'
Pa = 1.89'
D1 = 1°30'
D2 = 8°00'

CURVE DATA
P.I. Sta 291+75.84
Δ = 6°47'46"
D = 1°30'
R = 3819.71'
T = 226.80'
L = 453.07'
E = 6.72'

CS Sta 287+47.77

SC Sta 289+47.77

PT Sta 294+00.84

End Taper
Sta 297+47.77 ℄ Ramp "B"
54' Lt. Sta 297+47.77 ℄ U.S. 30

LAR/W

800'

Deceleration Lane

100'

290

285

295

300

305

310

U.S.R. 30

Future Proposed 11'-7"x7'-5"
Sec. Corr. Metal Pipe Arch

RAMP "C"

300'

1200' Acceleration Lane

℄ S.R. 49

70°-00'

CURVE DATA
P.I. 286+25.38
Δ = 60°-00'
D = 23°-00'
R = 249.11'
T = 143.82'
L = 260.87'
E = 38.54'

Sta 286+53.97 ℄ Ramp "C"
= Sta 94+56.49 S.R. 49

PC Sta 290+72.21

CREEK

CURVE DATA
P.I. Sta 293+58.93
Δ = 25°22'-53"
D = 4°-30'
R = 1273.24'
T = 286.72'
L = 564.03'
E = 31.37'

PT Sta 296+36.24 ℄ Ramp "D"
85.25' Rt. Sta 296+36.57 ℄ U.S. 30

End Taper
Sta 311+36.24 ℄ Ramp "C"
Sta 311+36.24 ℄ U.S. 30

75°-00'

Exist. & Future Proposed

PI Sta 92+48.13
Δ = 0°11'-30" Lt.

PC Sta 284+81.56

PT Sta 287+42.43

Sta 288+27.98 ℄ Ramp "D"
= Sta 94+56.49 S.R. 49

PC Sta 8+46.11

PT Sta 8+90.04

R/W

Sta 10+00 Twp Rd # 18
= Sta 97+50 S.R. 49

90

CURVE DATA
P.I. Sta 4+33.96
Δ = 35°-19'-30"
D = 16°-00'
R = 358.10'
T = 114.03'
L = 220.78'
E = 17.72'

PT Sta 5+40.71

℄ Future Proposed Twp. Rd.

CURVE DATA
P.I. Sta 8+90.04
Δ = 20°-00' Lt.
D = 23°-00'
R = 249.11'
T = 43.93
L = 86.96
E = 3.84

FUTURE INTERCHANGE S.R. 49

FUTURE PROPOSED S.R. 49

VAN WERT COUNTY
VAN-30-4.06

0 50 100

CURVE DATA
P.I. Sta 4+33.90
Δ = 35°-19'-30"
D = 16°-00'
R = 358.10'
T = 114.03'
L = 220.78'
E = 17.90

℄ FUTURE PROP. WALLER R.D.

PC Sta 8+46.11

R/W

LAR/W

End LAR/W

Sta 91+50 FUTURE PROP. S.R. 49 =
Sta 10+00 FUTURE PROP. WALLER R.D.

CURVE DATA
P.I. Sta. 8+90.04
Δ = 20°-00' Lt.
D = 23°-00'
R = 249.11'
T = 43.93'
L = 86.96'

Sta. 92+48.73
Δ = 00°-11'-30" Lt.

℄ EXISTING WALLER R.D.

Sta 288+27.98 ℄ Ramp "D"
Sta 94+56.49 ℄ S.R. 49

PT Sta 91+33.07

75°-00'

70°-00'

RAMP "D" FUTURE PROPOSED

PC Sta 284+81.56

CURVE DATA
P.I. Sta 286+25.38
Δ = 60°-00'
D = 23°-00'
R = 249.11'
T = 143.82'
L = 260.87'
E = 38.54'

PT 287+42.43

S.R. 49

℄ FUTURE PROPOSED S.R. 49

Sta 286+53.97 ℄ Ramp "C"
Sta 94+56.49 ℄ S.R. 49

RAMP "C" FUTURE PROPOSED

Sta 283+59 U.S.R. 30
Sta. 100+00 Future Prop. S.R. 49

281 Line

Rt. Lane ℄ U.S.R. 30 286 Match

90 91 92 93 94 96 97 98 99

284 285 286 287 288 289 282 283

Base Line Ramps "C" & "D"

400' V.C.

900' V.C.

+3.0%

19.5'

P.I. Sta 91+00
Elev. 775.86

P.I. Sta 100+00
Elev. 802.86

795 790 785 780 775 770

776.58	776.52	776.51	776.55	776.64	776.79	776.98	777.24	777.54	777.90	778.31	778.77	779.28	779.85	780.47	781.14	781.86	784.86	787.86	789.36	790.09	790.78	791.42	792.03
792.59	793.11	793.59	794.03	794.42	794.78	795.09	795.36	795.59	795.78	795.92	796.03	796.09	796.11										

89	776.58																						
90	775.90																						
91	775.72																						
92	775.31																						
93	775.44																						
	775.37	+65																					
94																							
	776.45	+65																					
	775.4	+84																					
95																							
	772.7	+62																					
	772.7	+65																					
	774.0	+74																					
96	773.7																						
97	773.5																						
98	773.2																						
	773.10	+47																					
	768.31	+675																					
	768.31	+70																					
99	775.87																						
	776.37	+27.82																					
	776.55	+43.86																					
	776.34	+59.90																					
	775.86	+72.5																					
	773.98	+89.5																					
100	773.96	+97.5																					

From Sta 90+00 to Sta 100+00
FUTURE INTERCHANGE S.R. 49

FUTURE PROPOSED S.R. 49

VAN WERT COUNTY
VAN-30-406

0 30 100

N

Sta 283+59 U.S.R. 30
Sta. 100+00 Future Prop. S.R. 49

Line 281 U.S.R. 30 Lt. Lane

S.R. 49

Sta 103+69.57 Ramp "A" 1°-00°-21" Rt.

Sta 280+64.91 ℄ Ramp "A"
Sta 105+43.51 ℄ S.R. 49

FUTURE PROPOSED RAMP "A"

Upper Prairie Creek

L&R/W

+77 C.P.A.

+00 E.P.A.

R/W

End L.A.

Abandoned School

49°-25'-30"

75°-00'

126°-47'

70°-00'

FUTURE PROPOSED S.R. 49

11'-7" x 7'-5" C.M.P.

P.C. Sta 279+76.27

CURVE DATA
P.I. Sta 281+20.72
Δ = 59°-48'-00"
D = 23°-00'
R = 249.11'
T = 143.24'
L = 260.00'
E = 38.25'

P.T. Sta 282+36.27

Sta 278+90.53 ℄ Ramp "B"
Sta 105+43.51 ℄ S.R. 49

+00 C.P.A.

End L.A.

Old U.S.R. 30

Church Sign

Under Ground Tank Sign

Fr. Barn

1½ Sty Fr. Bldg.

Future proposed

105+98 C.P.A.

282+78 C.P.A.

FUTURE PROPOSED RAMP "B"

Match 286

7-Frame Cabins
14" Pine
16" Oak
12" Blue Spruce with 6-H7 Small Evergreens
16" Chinese Elm
3'-6" Evergreens
14" Cottonwood
20" Cottonwood
18" Chinese Elm
24" Cottonwood
9" Pine
13" Maple
5" Pine
18" Chinese Elm
13" Chinese Elm
A/T Diesel pump

12" Maple
10" Maple
20" Maple
10" Maple

Sta. 103+81 Sta. 105+43.51 ℄ S.R. 49

Sta. 105+43.51 ℄ S.R. 49 Sta. 107+45 ℄ Ramp "B"

Sta. 107+45 ℄ Ramp "B" Sta. 110+00 ℄ U.S.R. 30

Sta. 110+00 ℄ U.S.R. 30 Sta. 112+00 ℄ U.S.R. 30

Sta. 112+00 ℄ U.S.R. 30 Sta. 113+00 ℄ U.S.R. 30

796.11 796.09 796.03 795.92 795.78 795.59 795.36 795.09 794.78 794.42 794.03 793.59 793.11 792.59 792.03 791.42 790.78 790.09 789.36 787.86 784.86 781.86 780.36 779.65 779.02 778.48 778.01 777.63 777.33 777.12 776.99 776.95 776.98 777.10 777.30 777.54 776.49

795
790
785
780
775
770

900' V.C.

℄ Base Line Ramps "A" & "B"

-3.0%

300' V.C.

Exist. ℄ U.S.R. 30

+0.96%

-0.86%

P.I. Sta 100+00
Elev. 802.86

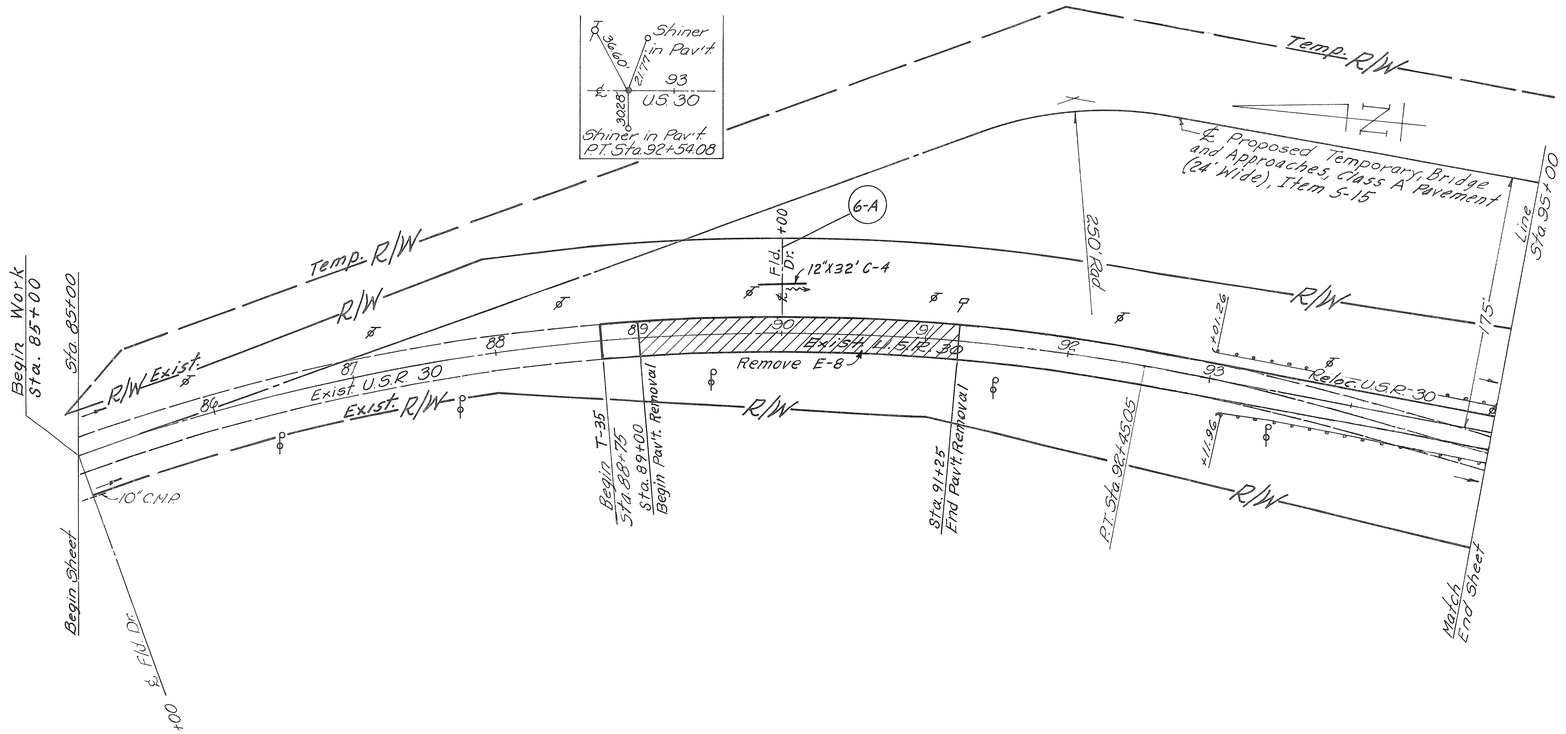
P.I. Sta 109+00
Elev. 775.86

P.I. Sta 112+00
Elev. 777.36

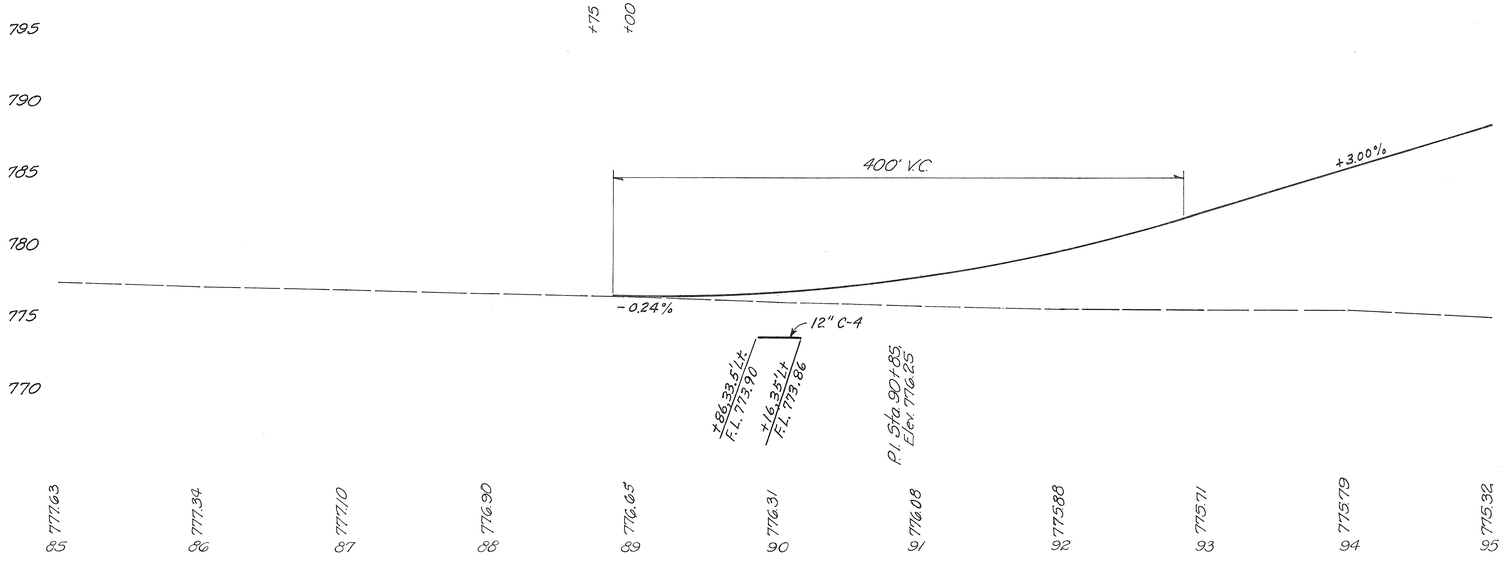
100 776.25 | 101 774.50 | 102 774.85 | 103 773.81 | 104 773.71 | 105 773.66 | 106 773.87 | 107 774.08 | 108 774.56 | 109 775.51 | 110 776.13 | 111 777.41 | 112 777.49 | 113 776.49

From Sta. 100+00 to Sta. 110+00
FUTURE INTERCHANGE S.R. 49

VAN WERT COUNTY
VAN - 30 - 4.06



Rt. Edge	Lt. Edge																					
	Feather	776.20	776.19	776.24	776.34	776.49	776.68	776.93	777.23	777.59	777.99	778.44	778.94	779.52	780.20	780.95	781.76	782.51	783.26	784.01	784.76	785.51
	New Pav't.	777.20	777.19	777.24	777.34	777.49	777.68	777.93	778.23	778.59	778.99	779.44	779.94	780.46	781.00	781.55	782.15	782.80	783.45	784.13	784.82	785.51
+75	+00																					



Note:
For Typical Section of Adjoining Pavement See Main Line Sheet No. 17

From Sta. 85+00 to Sta. 95+00
EXISTING U.S.R. 30

VAN WERT COUNTY
VAN-30-4.06

DRAINAGE

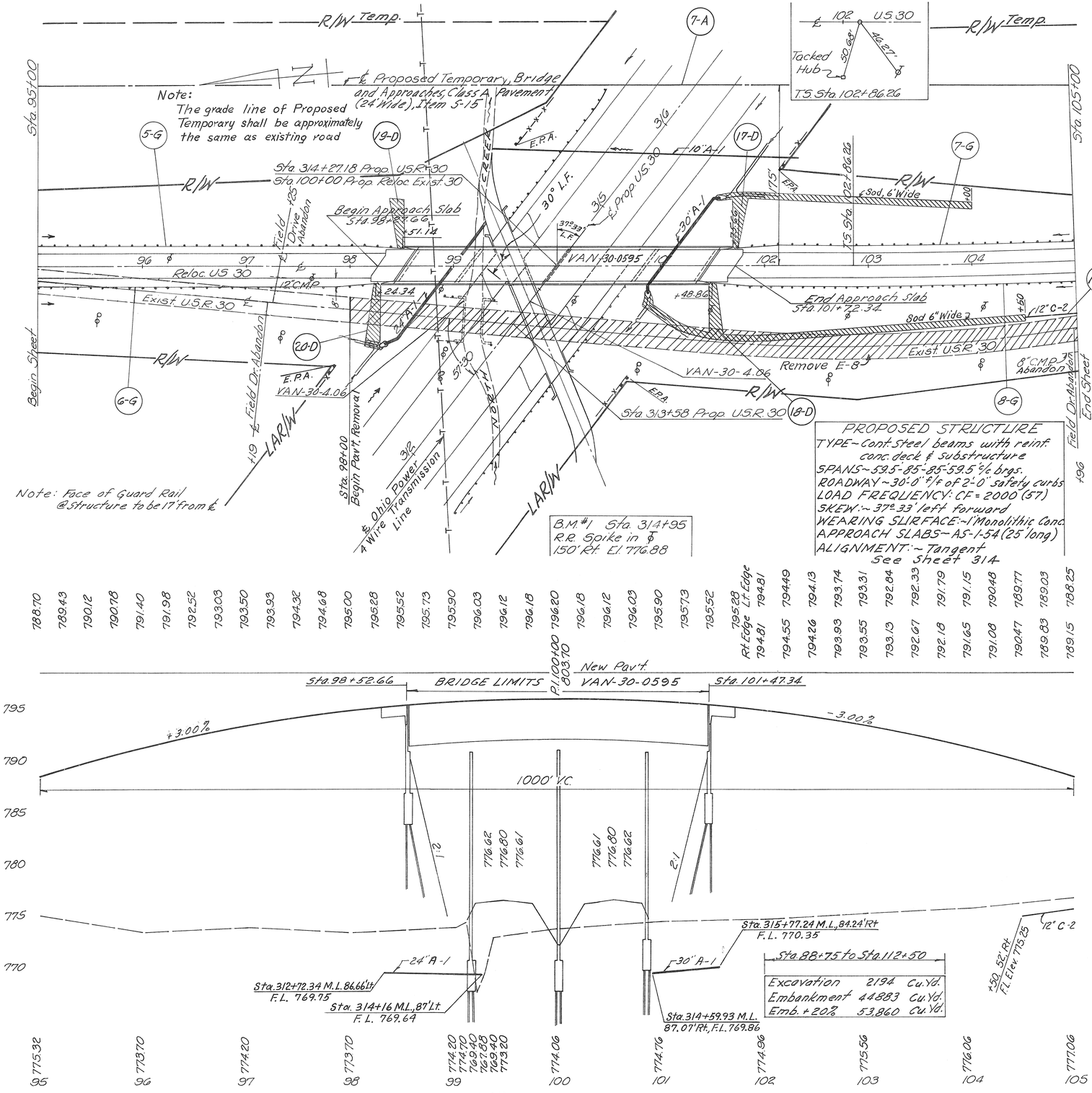
Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. Class C-2 12" Sq. Yd.	L-10 Sod Special Berm Slope Protection Sq. Yd.	L-10 Sod Sodding	I-10 Cr. Aggr. St. Prof. Sq. Yd.
16-D	100+80	107+00	Rt.	250		256	
17-D	101+60	104+00	Lt.		54.3	160	
18-D	101+47.03	101+53.03	Rt.		58.8		
19-D	98+46.97	98+52.97	Lt.		54.3		
20-D	98+20.17	98+26.17	Rt.		65.0		10
Totals				*250	*232.4	*416	*10

* Quantities Carried to Drainage Table Main Line Sheet No. 27

Note: For Side Approaches see Main Line Sheet No. 27

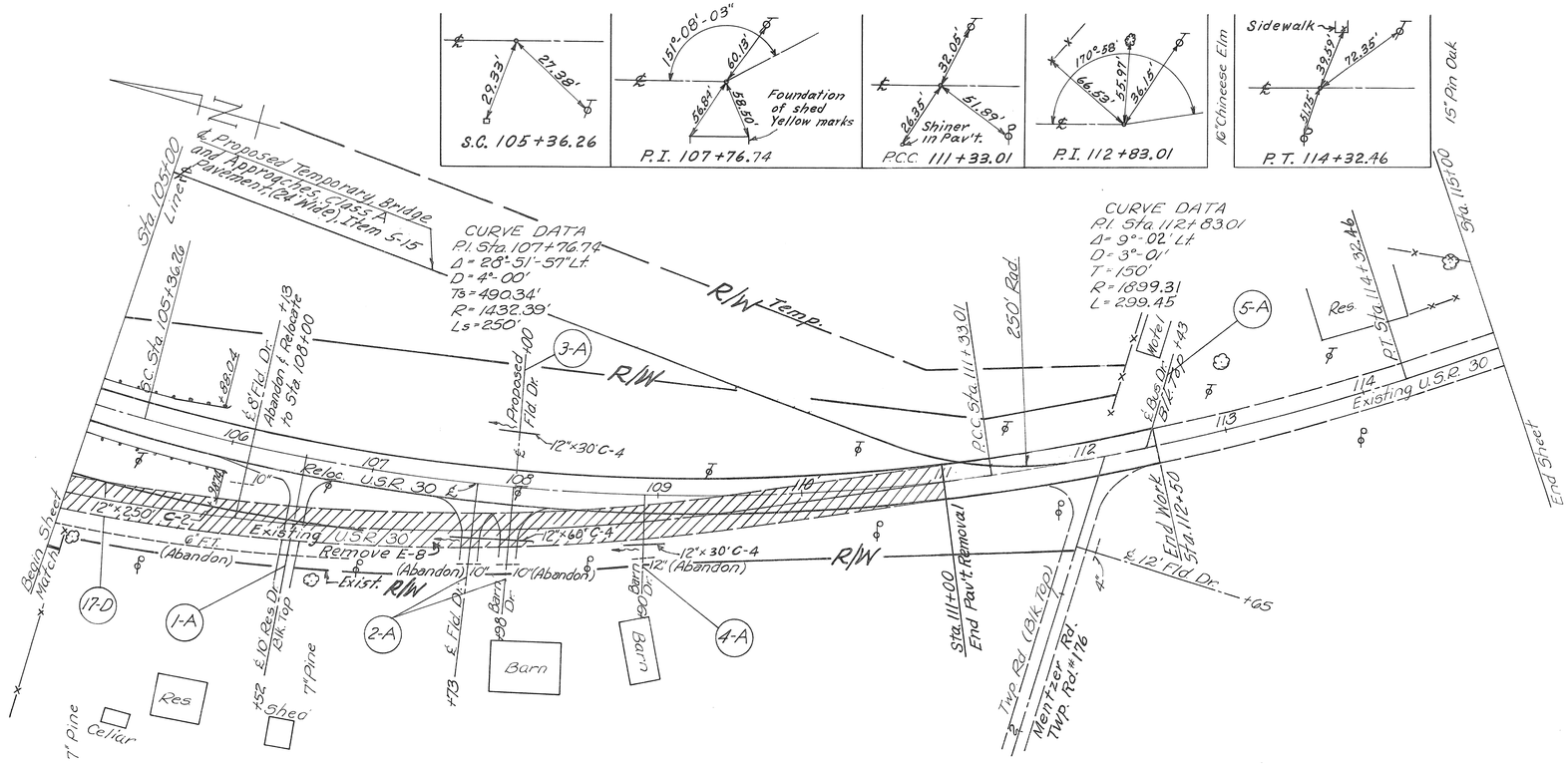
PAVEMENT COMPUTATIONS

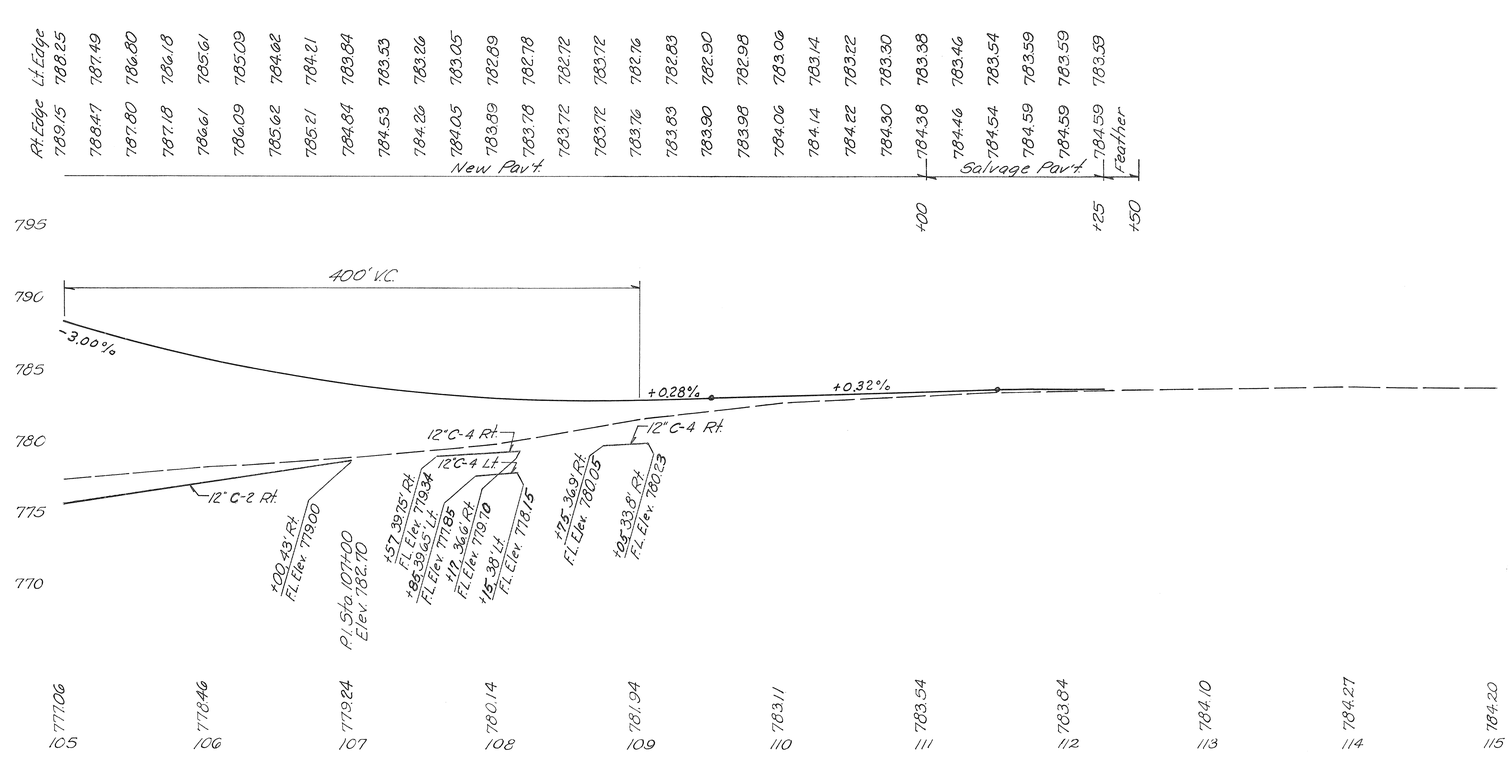
Station From	Station To	T-35 1¼" Asph. Conc. Surf. Course Cu.Yds.	B-35 1¼" Asph. Conc. Level. Course Cu.Yds.	B-35 3" Asph. Conc. Base Course Cu.Yds.	T-30 Bit. Material Tack Gals	T-30 Bit. Material Prime Gals	B-19 8" Aggr. Base (Pavement) Cu.Yds.	B-19 8" Aggr. Base (Shoulder) Cu.Yds.	I-7 Appr. Slabs Sq.Yds.	I-22 6" Sub-base Cu.Yds.	I-9 Stone Under Drainspection No.2 Lin.Ft.	E-1 Com-paction Sq.Yd.	E-8 Pavt. Removal Sq.Yds.
88+75	89+00	2.00			7						10		
89+00	98+27.66	85.89	85.89	210.44		1051	584.08	168.22		455.24	328	2474	561.47
98+27.66	98+52.66								88.22	13.35	22	80	55.56
98+52.66	101+47.34												654.84
101+47.34	101+72.34								88.22	13.35	22	80	55.56
101+72.34	111+00	85.89	85.89	210.44		1051	584.08	168.22		455.24	306	2474	206.147
111+00	112+25	12.00	9.00	13.00	40								
112+25	112+50	2.30			7								
County Rd. 176													
112+33.44 Rt.		4.00	3.00		12								
Totals		192.08	183.78	433.88	66	2102	1168.16	336.44	176.44	937.18	688	5108	3388.90



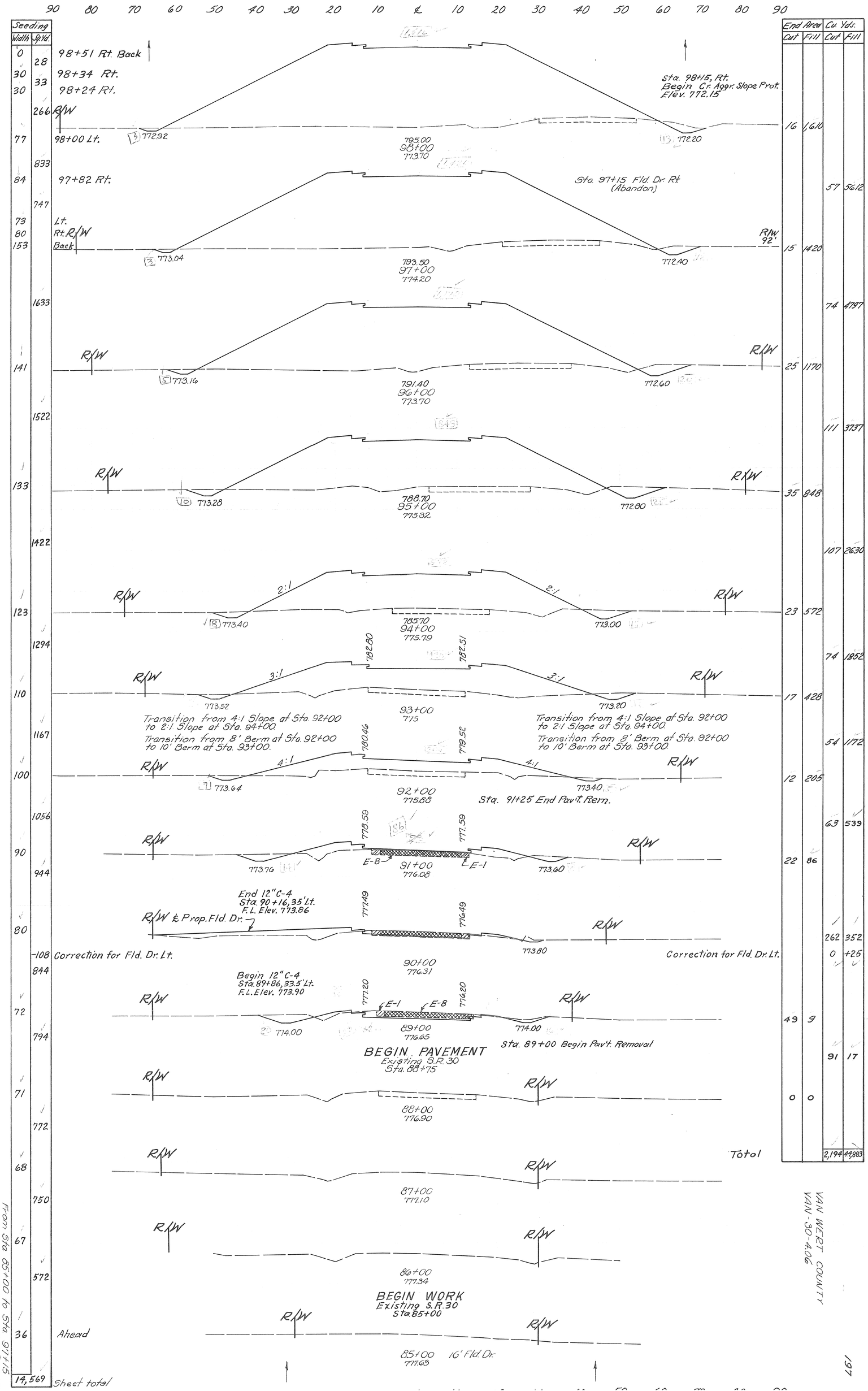
From Sta. 95+00 to Sta. 105+00
EXISTING U.S.R. 30

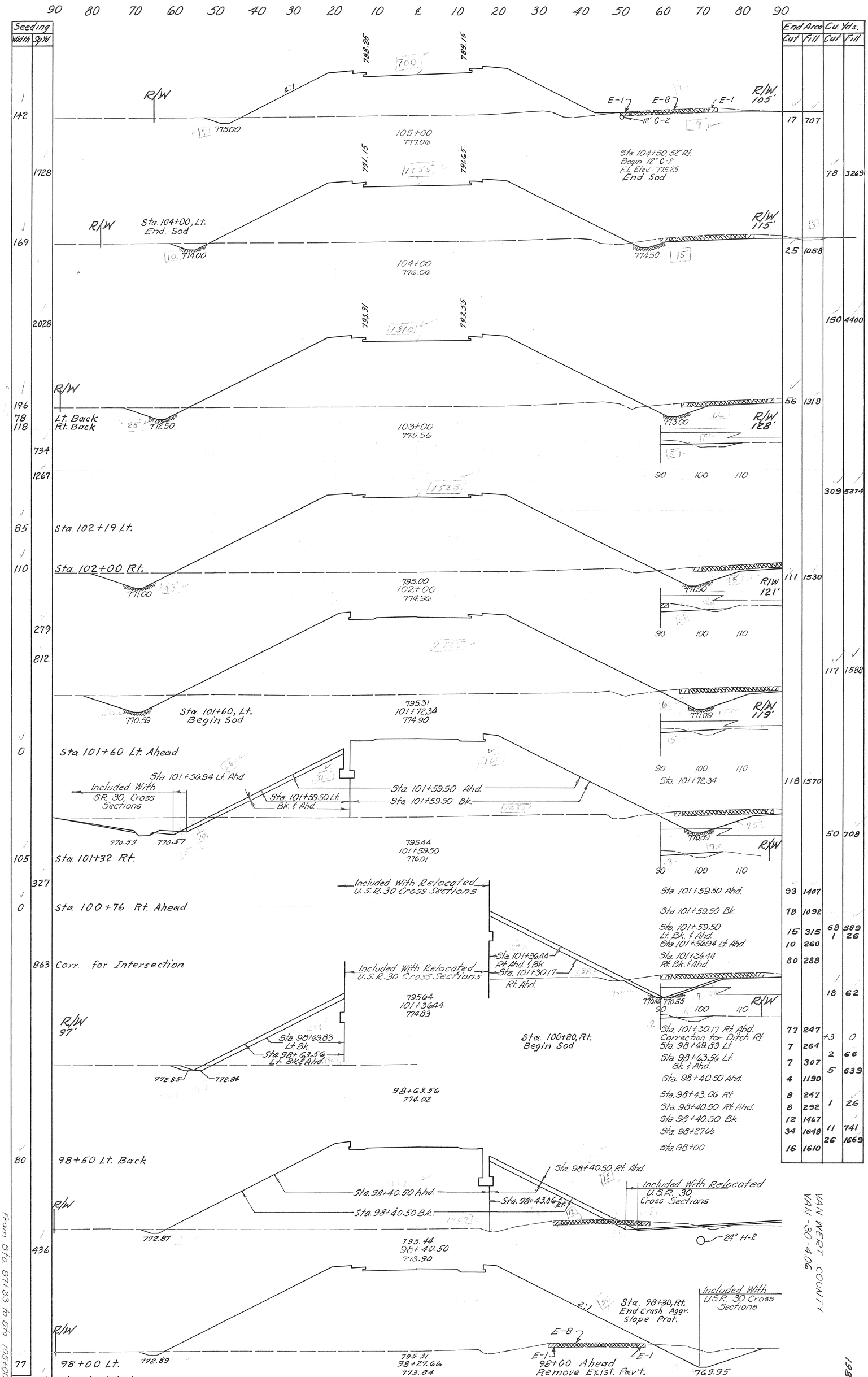
VAN WERT COUNTY
VAN-30-4.06

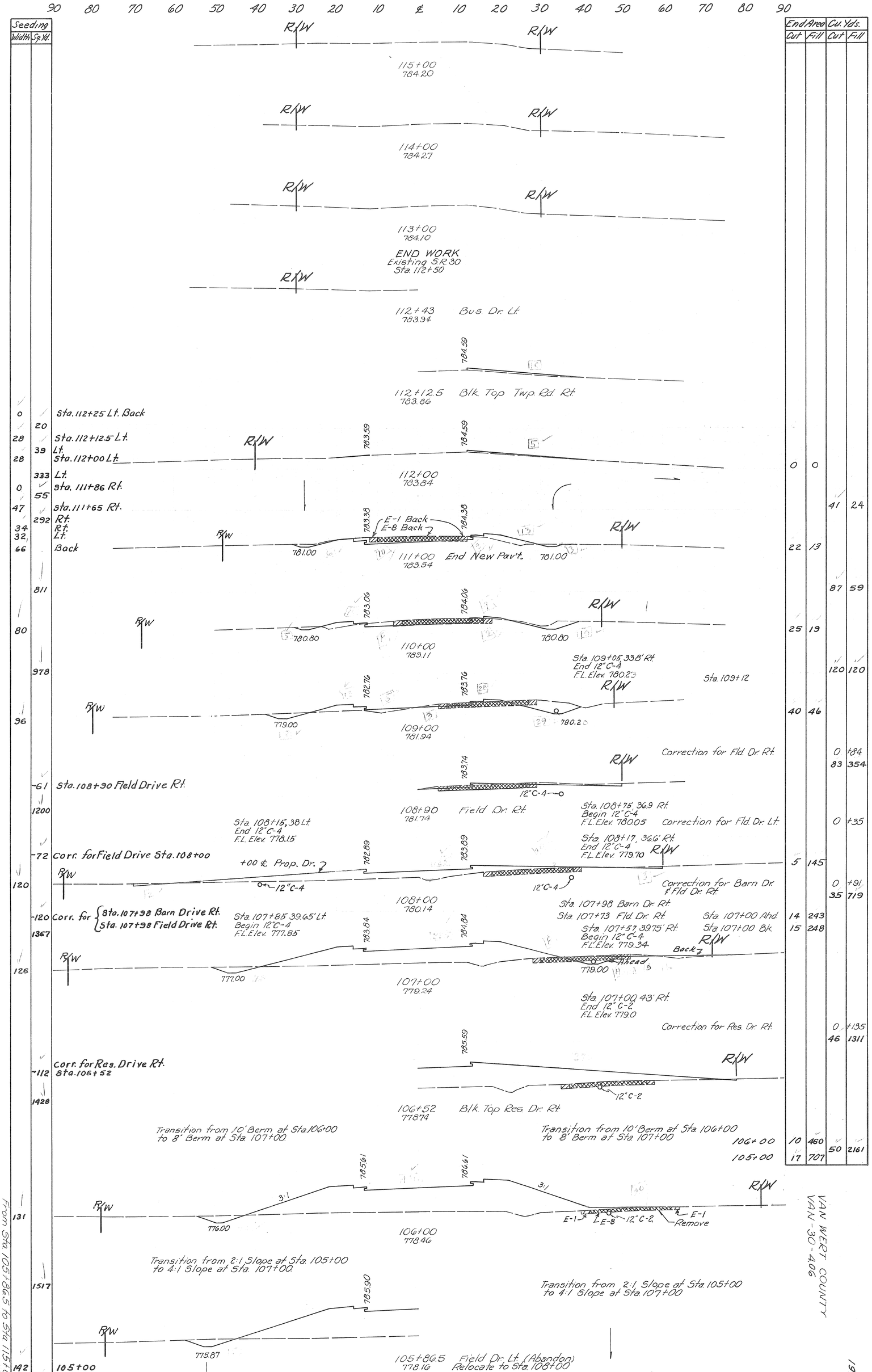




From Sta. 105+00 to Sta. 115+00
EXISTING U.S.R. 30


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding
Width Sq.Yd.
End Areas
Cut Fill
Cu. Yds.
Cut Fill
98+51 Rt. Back
98+34 Rt.
98+24 Rt.
R/W
98+00 Lt.
772.92
795.00
98+00
773.70
772.20
Sta. 98+15, Rt.
Begin Cr. Aggr. Slope Prot.
Elev. 772.15
97+82 Rt.
Lt.
Rt. R/W
Back
773.04
793.50
97+00
774.20
772.40
Sta. 97+15 Fld Dr. Rt
(Abandon)
R/W
92'
R/W
773.16
791.40
96+00
773.70
772.60
R/W
773.28
788.70
95+00
775.32
772.80
R/W
2:1
2:1
773.40
785.70
94+00
775.79
773.00
782.80
782.51
R/W
3:1
3:1
773.52
773.20
93+00
775
Transition from 4:1 Slope at Sta. 92+00
to 2:1 Slope at Sta. 94+00.
Transition from 8' Berm at Sta. 92+00
to 10' Berm at Sta. 93+00.
Transition from 4:1 Slope at Sta. 92+00
to 2:1 Slope at Sta. 94+00.
Transition from 8' Berm at Sta. 92+00
to 10' Berm at Sta. 93+00.
780.46
779.52
R/W
4:1
4:1
773.64
773.40
92+00
775.88
Sta. 91+25 End Pavt. Rem.
778.59
777.59
R/W
E-8
E-1
773.76
91+00
776.08
773.60
End 12" C-4
Sta. 90+16, 35' Lt.
F.L. Elev. 773.86
777.49
776.49
R/W & Prop. Fld. Dr.
R/W
773.80
Correction for Fld. Dr. Lt.
90+00
776.31
Correction for Fld. Dr. Lt.
Begin 12" C-4
Sta. 89+86, 33.5' Lt.
F.L. Elev. 773.90
777.20
776.20
R/W
E-1
E-8
R/W
774.00
89+00
776.65
774.00
Sta. 89+00 Begin Pavt. Removal
BEGIN PAVEMENT
Existing S.R. 30
Sta. 88+75
R/W
R/W
88+00
776.90
R/W
R/W
87+00
777.10
R/W
R/W
86+00
777.34
BEGIN WORK
Existing S.R. 30
Sta. 85+00
R/W
R/W
85+00
777.63
16' Fld. Dr.
Ahead
Sheet total
14,569
From Sta. 85+00 to Sta. 91+15
Exist. U.S.R. 30 OVERHEAD
Total
2,194 44,863
VAN WERT COUNTY
VAN-30-4.06
197


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding
Width Sq.Yd.
End Area
Cut Fill
Cu Yds.
Cut Fill
R/W
2:1
E-1
E-8
E-1
R/W 105'
12" C-2
788.25
789.15
700
771.00
105+00
777.06
Sta. 104+50, 52' Rt.
Begin 12" C-2
F.L. Elev 775.25
End Sod
791.15
791.65
1125
R/W
Sta. 104+00, Lt.
End. Sod
R/W 115'
774.00
774.50
104+00
776.06
793.31
793.55
1310
R/W
Lt. Back
Rt. Back
25'
772.50
773.00
R/W 128'
103+00
775.56
90 100 110
1523
Sta. 102+19 Lt.
Sta. 102+00 Rt.
771.00
795.00
102+00
774.96
771.30
R/W 121'
90 100 110
1725
Sta. 101+60, Lt.
Begin Sod
770.59
795.31
101+72.34
774.90
771.09
R/W 119'
Sta. 101+60 Lt. Ahead
Sta. 101+56.94 Lt. Ahd.
Included With S.R. 30 Cross Sections
Sta. 101+59.50 Lt Bk. & Ahd
Sta. 101+59.50 Ahd
Sta. 101+59.50 Bk.
770.53
770.57
795.44
101+59.50
776.01
771.09
90 100 110
Sta. 101+72.34
Sta. 101+32 Rt.
Included With Relocated U.S.R. 30 Cross Sections
Sta. 101+59.50 Ahd.
Sta. 101+59.50 Bk.
Sta. 101+59.50 Lt Bk. & Ahd.
Sta. 101+56.94 Lt. Ahd.
Sta. 101+36.44 Rt. Ahd & Bk.
Sta. 101+30.17 Rt. Ahd.
Sta. 101+36.44 Rt. Bk. & Ahd.
Sta. 100+76 Rt. Ahead
Corr. for Intersection
Included With Relocated U.S.R. 30 Cross Sections
795.64
101+36.44
774.83
771.04 770.55
90 100 110
R/W
R/W 97'
Sta. 98+69.83 Lt. Bk.
Sta. 98+63.56 Lt. Bk. & Ahd.
772.85
772.84
Sta. 100+80, Rt.
Begin Sod
Sta. 101+30.17 Rt. Ahd.
Correction for Ditch Rt.
Sta. 98+69.83 Lt.
Sta. 98+63.56 Lt. Bk. & Ahd.
Sta. 98+40.50 Ahd.
Sta. 98+43.06 Rt.
Sta. 98+40.50 Rt. Ahd.
Sta. 98+40.50 Bk.
Sta. 98+27.66
Sta. 98+00
98+63.56
774.02
98+50 Lt. Back
Sta. 98+40.50 Rt. Ahd.
Sta. 98+40.50 Ahd.
Sta. 98+40.50 Bk.
Sta. 98+43.06 Rt.
Included With Relocated U.S.R. 30 Cross Sections
24" H-2
772.87
795.44
98+40.50
773.90
Sta. 98+30, Rt.
End Crush Aggr.
Slope Prot.
Included With U.S.R. 30 Cross Sections
E-8
E-1
E-1
98+00 Ahead
Remove Exist. Pav't.
772.89
795.31
98+27.66
773.84
769.95
98+00 Lt.
8,474 Sheet Total
From Sta. 97+33 to Sta. 105+00
EXIST. USR 30 OVERLAY
VAN WERT COUNTY
VAN-30-4.06
198


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding Width Sq.Yd.
End Area Cut Fill
Cu. Yds. Cut Fill
R/W
115+00 784.20
114+00 784.27
113+00 784.10
END WORK
Existing S.R.30
Sta. 112+50
112+43 Bus. Dr. Lt.
783.94
784.59
112+12.5 Blk. Top Twp. Rd. Rt.
783.86
0 Sta. 112+25 Lt. Back
20
28 Sta. 112+12.5 Lt.
39 Lt.
28 Sta. 112+00 Lt.
333 Lt.
0 Sta. 111+86 Rt.
55
47 Sta. 111+65 Rt.
292 Rt.
34 Rt.
32, Lt.
66 Back
783.38
784.38
E-1 Back
E-8 Back
781.00
111+00 End New Pavt.
783.54
781.00
811
783.06
784.06
80
780.80
110+00
783.11
780.80
978
Sta. 109+05 33.8' Rt.
End 12"C-4
F.L. Elev. 780.23
Sta. 109+12
782.76
783.76
96
779.00
109+00
781.94
780.20
Correction for Fld. Dr. Rt.
783.74
12"C-4
-61 Sta. 108+90 Field Drive Rt.
1200
108+90 Field Dr. Rt.
781.74
Sta. 108+75, 36.9 Rt.
Begin 12"C-4
F.L. Elev. 780.05
Correction for Fld. Dr. Lt.
Sta. 108+15, 38 Lt.
End 12"C-4
F.L. Elev. 778.15
Sta. 108+17, 36.6' Rt.
End 12"C-4
F.L. Elev. 779.10
-72 Corr. for Field Drive Sta. 108+00
+00 ℄ Prop. Dr.
782.89
783.89
120
12"C-4
12"C-4
Correction for Barn Dr. & Fld. Dr. Rt.
108+00
780.14
Sta. 107+98 Barn Dr. Rt.
Sta. 107+73 Fld Dr. Rt.
-120 Corr. for { Sta. 107+98 Barn Drive Rt. / Sta. 107+98 Field Drive Rt.
Sta. 107+85 39.05' Lt.
Begin 12"C-4
F.L. Elev. 777.85
Sta. 107+57 39.75' Rt.
Begin 12"C-4
F.L. Elev. 779.34
Sta. 107+00 Ahd.
Sta. 107+00 Bk.
1367
783.84
784.84
Back
Ahead
126
777.00
779.00
107+00
779.24
Sta. 107+00 43' Rt.
End 12"C-2
F.L. Elev. 779.0
Correction for Res. Dr. Rt.
785.59
-112 Corr. for Res. Drive Rt.
Sta. 106+52
12"C-2
1428
106+52 Blk. Top Res. Dr. Rt.
777.74
Transition from 10' Berm at Sta. 106+00 to 8' Berm at Sta. 107+00
Transition from 10' Berm at Sta. 106+00 to 8' Berm at Sta. 107+00
106+00
105+00
785.61
786.61
3:1
3:1
131
776.00
106+00
778.46
E-1
E-8
12"C-2
E-1 Remove
Transition from 2:1 Slope at Sta. 105+00 to 4:1 Slope at Sta. 107+00.
Transition from 2:1 Slope at Sta. 105+00 to 4:1 Slope at Sta. 107+00
1517
785.90
775.87
142 105+00
105+86.5 Field Dr. Lt. (Abandon) Relocate to Sta. 108+00
778.16
7,675 Sheet total
From Sta. 105+86.5 to Sta. 115+00 EXIST. U.S. 30 OVERPASS
VAN WERT COUNTY VAN-30-406
199

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

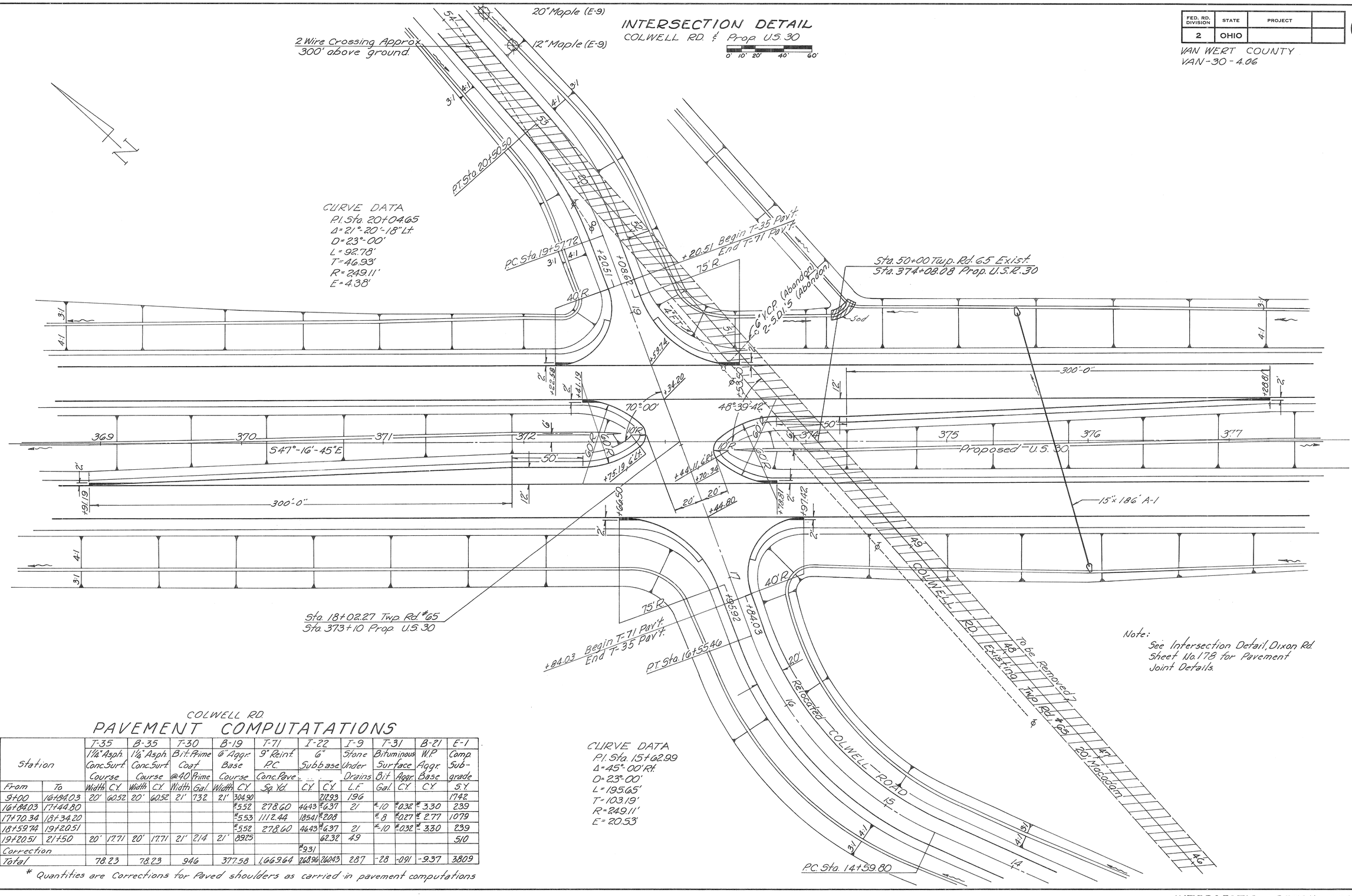
200

VAN WERT COUNTY
VAN-30-4.06

INTERSECTION DETAIL

COLWELL RD. & Prop. U.S. 30

0' 10' 20' 40' 60'



CURVE DATA
P.I. Sta. 15+62.99
Δ = 45°-00' Rt.
D = 23°-00'
L = 195.65'
T = 103.19'
R = 249.11'
E = 20.53'

COLWELL RD.

PAVEMENT COMPUTATATIONS

Station		T-35 1¼" Asph. Conc. Surf. Course		B-35 1¼" Asph. Conc. Surf. Course		T-30 Bit. Prime Coat @.40		B-19 6" Aggr. Base Course		T-71 9" Reinf. P.C. Conc. Pave.		T-22 6" Subbase		T-9 Stone Under Drains	T-31 Bituminous Surface Bit.		B-21 W.P. Aggr. Base	E-1 Comp. Sub-grade
From	To	Width	C.Y.	Width	C.Y.	Width	Gal.	Width	C.Y.	Sq. Yd.		C.Y.	C.Y.	L.F.	Gal.	C.Y.	C.Y.	S.Y.
9+00	16+84.03	20'	60.52	20'	60.52	21'	73.2	21'	304.90				21.93	196				1742
16+84.03	17+44.80								*5.52	278.60	4643	*6.37	21'		*.10	*.032	*3.30	239
17+70.34	18+34.20								*5.53	1112.44	18541	*2.08			*.8	*.027	*2.77	1079
18+59.74	19+20.51								*5.52	278.60	4643	*6.37	21		*.10	*.032	*3.30	239
19+20.51	21+50	20'	17.71	20'	17.71	21'	21.4	21'	89.25			62.32	49					510
Correction											*9.31							
Total			78.23		78.23		94.6		377.58	1669.64	26894	26043	287		-28	-.091	-9.37	3809

* Quantities are Corrections for Paved shoulders as carried in pavement computations

Note:
See Intersection Detail, Dixon Rd. Sheet No. 178 for Pavement Joint Details.

RELOCATED COLWELL ROAD—Twp Rd. #65

VAN WERT COUNTY
VAN-30-4.06

Note:
DRAINAGE & SIDE APPROACHES
For Drainage and side Approach Items see Main Line Sheet No. 33
PAVEMENT COMPUTATIONS
For Pavement Computations see Colwell Rd. Intersection Detail Sheet No. 200

(E-9) 16" Stump
28" Maple
24" Maple
(E-9) 20" Maple
22" Pine
24" Maple (E-9)
38" Maple

N. & BC. 84.70 · 35.10 · Hub & Tack
81.06 · P.K. Nail in Edge Pav't
℄ S. & BC. · T.R. #65
P.O.T. Sta 374+19.79

CURVE DATA
P.I. Sta. 11+56.86
Δ = 24°-11'-42" Lt.
D = 12°-00'
L = 201.625'
T = 102.28'
R = 477.46'
E = 10.845'

CURVE DATA
P.I. Sta. 15+62.99
Δ = 45°-00' Rt.
D = 23°-00'
L = 195.65'
T = 103.19'
R = 249.11'
E = 20.53

CURVE DATA
P.I. Sta. 20+04.65
Δ = 21°-20'-18" Lt.
D = 23°-00'
L = 92.78'
T = 46.93'
R = 249.11'
E = 4.38'

Sta. 18+02.27 Twp. Rd. #65
Sta. 373+10 Prop. U.S.R. 30

Sta. 50+00 Twp. Rd. #65
Sta. 374+08.08 Proposed U.S. 30

Colwell Rd-Twp. Rd. 65
1980 ADT = 78

B.M. #5 Sta. 372+44
RR Spike in ℄
153' Lt. El. 773.37

Note: Fill Basement (E-1) to exist. grade

Begin Work Sta. 6+00 Prop.
Sta. 339+00 Exist.
Begin Pav't. Sta. 9+00 Reloc. = Sta. 42+00 Exist.
End Pav't. Sta. 2+50 Reloc. = Sta. 33+33.14 Exist.
Note: End work Sta. 27+50.86 Prop. = Sta. 60+00 Exist.

Relocated Colwell Rd-Twp. Rd. 65
COLWELL RD. Twp. Rd. #65 20' Macadam
4' F.T. (Abandon)
4' F.T. (Abandon)
20' C.M.P. Abandon
P.I. Sta. 45+00 Δ = 0°-32" Lt.
P.C. Sta. 10+54.58
P.T. Sta. 12+56.21
P.C. Sta. 14+59.80
P.T. Sta. 16+55.46
P.C. Sta. 19+57.72
P.T. Sta. 20+50.49
End T.S. Sta. 18+02.27
Begin T.S. Sta. 19+57.72
Gravel Dr. Abandon
Drainage Swale
C.A.S.P. 18"
Prop. C.A.S.P.
Plug
Res.
Stand
Proposed U.S. 30
LAR/W
R/W
℄ Ditch
℄ Prop. Ditch
North Creek

Structures:
1-A 12"×36' C-4
2-A 12"×36' C-4
5-D 12"×36' C-4
6-D 12"×36' C-4
7-D 18"×46' C-4
3-A 18"×46' C-4
8-D 12"×36' C-4

Trees:
12" Maple (E-9)
20" Maple (E-9)
18" Maple (E-9)
6" Cedar (E-1)
14" Maple (E-9)
24" Maple (E-9)
12" Pear (E-9)
20" Apple (E-9)
18" Apple (E-9)
28" Apple (E-9)

*E-9 Removal of Trees and Stumps 12-Ft.
*Carried to Main Line Sheet No. 33

785
780
775
770

100' V.C. · +1.34% · +0.04% · 50' V.C. · -1.54% +1.38% · -1.58% · 100' V.C. · -0.66%
12" C-4
℄ 4' F.T.
D.I. Lt. & Rt.

+37 23.5' Lt. El. 772.10
+37 25.5' Lt. El. 771.24
+87 26' Rt. El. 772.06
+87 25.5' Lt. El. 771.24

P.I. Sta. 15+50 Elev. 774.41
P.I. Sta. 18+02.27 Elev. 776.50
P.I. Sta. 20+00 Elev. 774.69

Excavation	4428 Cu. Yd.
Embankment	1950 Cu. Yd.
Emb. + 20%	2340 Cu. Yd.

See Cross Sections for Details not shown

Sta.	Rt. Lane Lt. Lane ℄	Rt. Edge	Lt. Edge
7	774.17	773.96	773.96
8	774.21	774.06	773.98
9	774.12	774.16	774.00
10	773.99	774.36	774.02
11	773.99	774.55	774.03
11+50	773.99	774.74	774.04
12	773.51 / 773.41	774.93	774.05
12+50	773.91	775.12	774.06
13	774.11	775.31	774.07
14	774.31	775.45	774.08
15	774.11	775.51	774.09
16	773.51	775.47	774.10
17	773.11	775.35	774.11
18	772.91	775.18	774.12
18+50	772.33	775.01	774.13
19	772.23	774.84	774.14
19+50	772.50	774.67	774.15
20	773.07	774.50	774.16
20+50	773.58	774.33	774.17
21	773.76	774.26	774.18
22	773.60	774.19	774.19
23	773.05	774.20	774.31
		774.21	774.43
		774.22	774.55
		774.23	774.67
		774.28	774.83
		774.41	775.02
		774.63	775.18
		774.92	775.36
		775.26	775.59
		775.59	775.81
		775.93	776.04
		776.42	
		776.67	
		Rt. Edge	Lt. Edge
		776.27	776.11
		776.04	775.72
		775.80	775.32
		775.60	774.96
		775.35	774.65
		775.04	774.40
		774.68	774.20
		774.35	774.03
		774.03	773.87
		773.78	773.70
		773.70	

Sta.	℄	Rt.	Lt.
372	777.02	+44.80	+57.58
371	777.19	+57.58	+70.35
370	776.99	+70.35	+82.27
	776.68	+82.27	+34.20
	776.94	+34.20	+46.97
	777.11	+46.97	+59.74
	776.91	+59.74	

RELOCATED COLWELL ROAD

VAN WERT COUNTY
VAN WERT-30-4.06

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230

	Seeding Width	Seeding Sq.Yds.
	159	681
	140	753
	131	622
	124	756
	118	1244
	-197	1108
	106	969
	93.5	678
	81	
	41	
Sheet total	6614	

R/W

11+91
773.51
774.11 770.95 775.40 771.81

11+50
773.99
774.09 771.00 775.51 771.86

11+00
773.99
774.07 771.06 4'F.T. 775.31 771.92

10+56.23
773.94
774.05 771.11 774.97 771.97

10+00
773.99
774.03 End 12" Cl. C-4, F.L. 771.20 Sta. 9+87, 26' Lt. 771.18 4'F.T.-9 774.55 772.04 End 12" Cl. C-4, F.L. 772.06 Sta. 9+87, 26' Rt.
0.00% 774.02 774.00 774.20 774.00 0.03%
Sta 9+69 Rt & Lt. Res. & Fld. Dr.
Begin 12" Cl. C-4, F.L. 771.24 Sta. 9+51, 25.5' Lt.
Begin 12" Cl. C-4, F.L. 772.10 Sta. 9+51, 23.5' Rt.

9+00
774.12
774.16 771.30 4'F.T. 772.16

Begin Pavt.
COLWELL RD. - TWP. RD. #65
Sta. 8+50 Proposed
Sta. 41+50 Existing

41+00
774.21

40+00
774.17

39+00
774.38

Begin Work
COLWELL RD. - Twp. RD. #65
Sta. 6+00 Proposed =
Sta. 39+00 Exist.

38+00
774.63

CM 1-27-67 J.A.C.

	End Area Cut	End Area Fill	Cu.Yds. Cut	Cu.Yds. Fill
Sta. 11+91	65	37		
			96	59
Sta. 11+50	62	41		
			103	60
Sta. 11+00	49	23		
			72	34
Sta. 10+56.23	40	19		
			85	38
Sta. 10+00	42	17		
Corr. for Drive 9+69 Lt.			9	0
Corr. for Drive 9+69 Rt.			0	3
			180	37
Sta. 9+00	55	3		
			51	3
Sta. 8+50	0	0		
Total			4,428	1,950

COLWELL RD. Sta. 38+00 to 42+00 Exist. & 9+00 to 11+91 Prop.

VAN WERT COUNTY
VAN WERT-30-4.06

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220

Seeding Width	Seeding Sq.Yds.	
	642	Corr for Intersection
51		Sta. 16+71 Lt. Back
0	94	Sta. 16+71 Rt. Back
	29	
49		Sta. 16+54 Lt. Ahead
31		Sta. 16+54 Rt. Ahead
80		Sta. 16+54 Back
	777	
179		
	2183	
214		
	2539	
243		
	2439	
196		
	1022	
172		
	917	
158		
	158	
159		11+91
10,800		Sheet total

R/W 85'

Included With U.S.R. 30 Cross Sections

776.26 776.26 120

770.34 776.42 17+00 773.11

775.36 774.92

770.46 771.32 16+00 773.51

774.67 774.23

770.58 771.44 15+00 774.11

774.19 774.19

770.70 774.35 14+00 774.31 771.56

774.15 774.67

770.82 771.68 13+00 774.41

774.13 775.01

770.88 771.74 12+50 773.91

774.11 775.35

770.94 771.80 12+00 773.41

R/W

Sta. 17+44.80 Pavement Edge U.S.R. 30

End Area Cut	End Area Fill	Cu.Yds. Cut	Cu.Yds. Fill
0	0		
		51	99
61	120		
		344	319
125	52		
		511	135
151	21		
		537	102
139	34		
		472	93
116	16		
		189	45
88	32		
		146	66
69	39		
		22	13
65	37		

Sta. 11+91

COLWELL RD. Sta. 12+00 to Sta. 17+44.80

VAN WERT COUNTY
VAN-30-4.06

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220

END WORK
STA. 27+50.86 Prop =
STA. 60+00 Exist.

Sta 60+00 Back

R/W

59+00
772.57

58+51 ℄ Drive
772.18

℄ Profile of Prop. Dr.

Sta. 58+00 Corr. for Res. Dr.

R/W 90'

58+00
772.06

Note: outlet roadside ditch into 18" pipe

Sta. 57+75, 87' Rt.
End 18" C-4
Elev. 766.0

R/W 91'

57+00
772.24

Sta. 57+38, 60' Rt.
Begin 18" C-4
Elev. 768.5

768.60

3:1 3:1

20'

R/W 92'

56+00
772.77

768.80

R/W 94'

55+00
773.33

768.92

773.61
54+53
773.77
Gravel Drive Rt. (Abandon)

768.98

End Pav't
Sta 21+50

773.72 773.72

R/W 94'

771.64 771.64

773.88
21+50
773.87

769.04

R/W 95'

774.26 774.66

771.54 771.52

20+50
773.58

769.16

R/W 93'

774.66 775.23

771.49 771.46

20+00
773.58

769.22

Sta. 19+71 Ahead
Sta. 19+71 Rt. Back
Sta. 19+71 Lt. Back

775.32 775.64

771.44 771.40

19+50
772.23

769.28

Included With U.S.R. 30 Cross Sections

Sta. 19+35 Rt. Ahead
Sta. 19+35 Lt. Ahead

776.11 776.11

771.34

20'

3:1 3:1

Sta. 18+40 Ahead

769.34

776.27
19+00
772.33

Seeding Width	Seeding Sq. Yds.
44	
	844
108	
	1511
164	
-186	
	1839
167	
	1855
167	
	1883
172	
	1928
172	
	1911
172	
	972
178	
	583
184	
107	
77	
	462
	154
124	
0	
	13,756 Sheet total

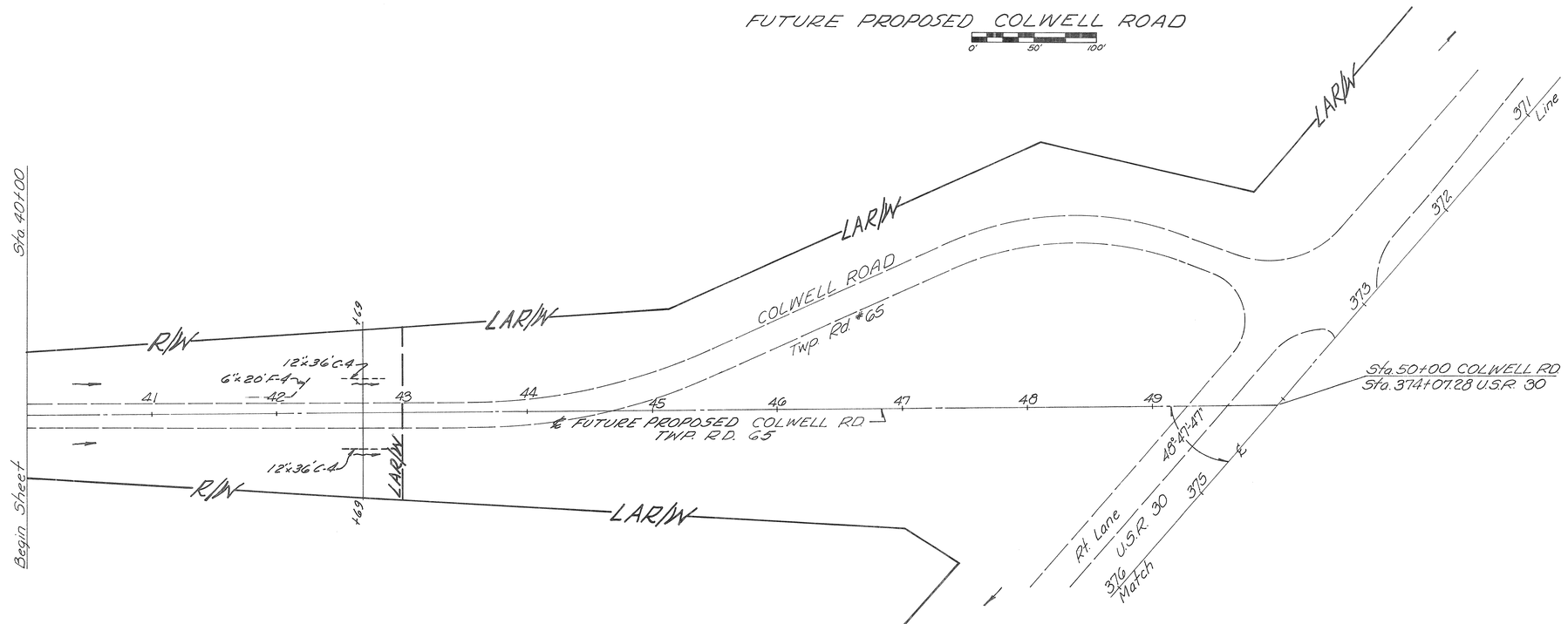
	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Add for Drive			0	9
Add for outletting road side ditch.			6	0
Sta. 57+40 Back	34	0		
Sta. 57+00	34	0	50	0
			143	0
Sta. 56+00	43	0		
			172	0
Sta. 55+00	50	0		
			287	0
Corr. for Res. Basement 21+50, Rt.				180
Sta. 21+50 Ahd.	104	0		
Sta. 21+50 Bk.	160	8		
			450	50
Sta. 20+50	83	19		
			138	72
Sta. 20+00	66	59		
			122	150
Sta. 19+50	65	103		
			109	255
Sta. 19+00	52	172		
			61	128
Sta. 18+59.74 Ahd	30	0		
Pavement Edge, Bk. U.S.R. 30	30		22	0
Sta. 18+40 Ahead	30	0		

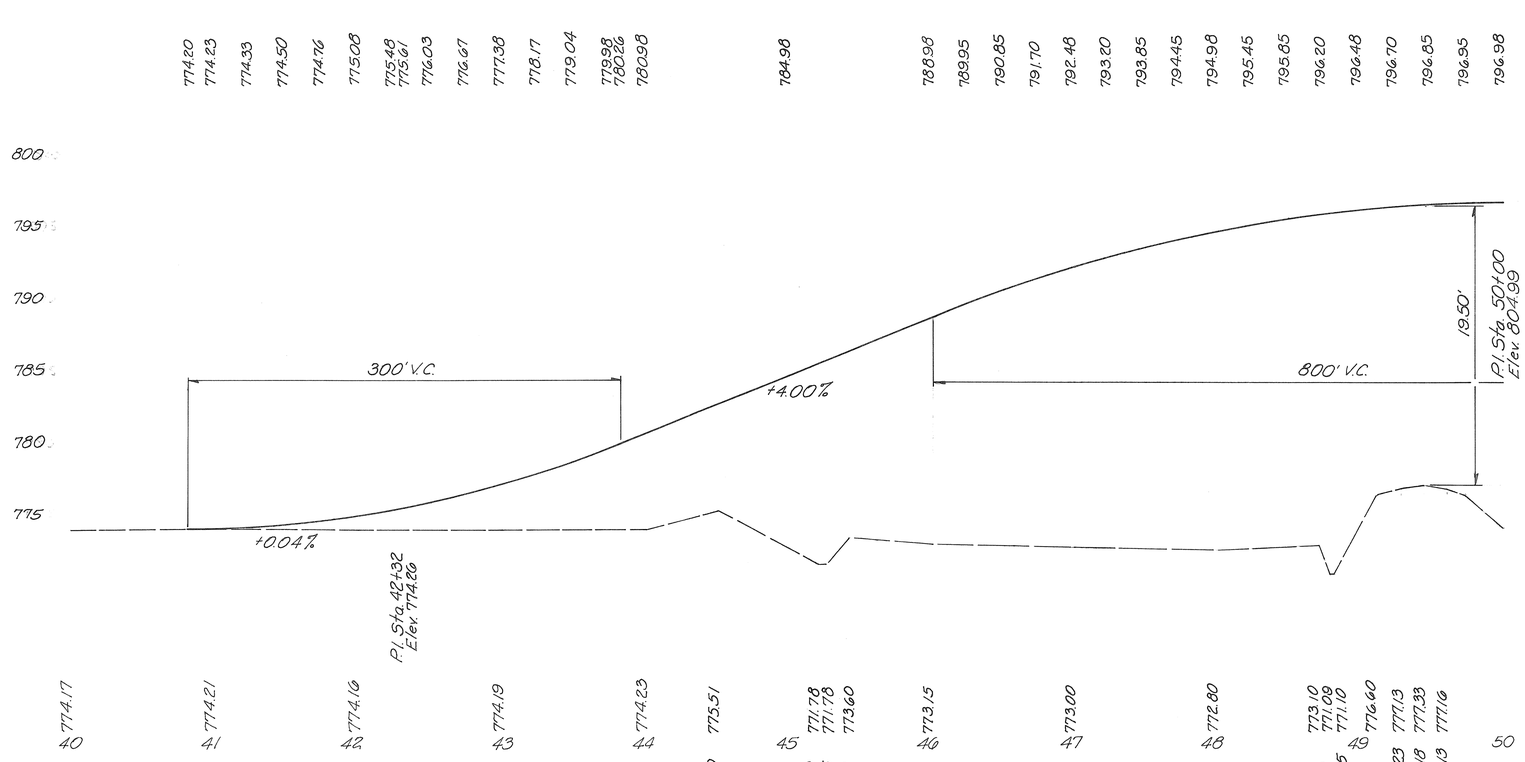
COLWELL RD. 19+50 to 21+50 Prop. ℄ 54+53 to 59+00 Exist

FUTURE PROPOSED COLWELL ROAD

0' 50' 100'

VAN WERT COUNTY
VAN - 30 - 4.06



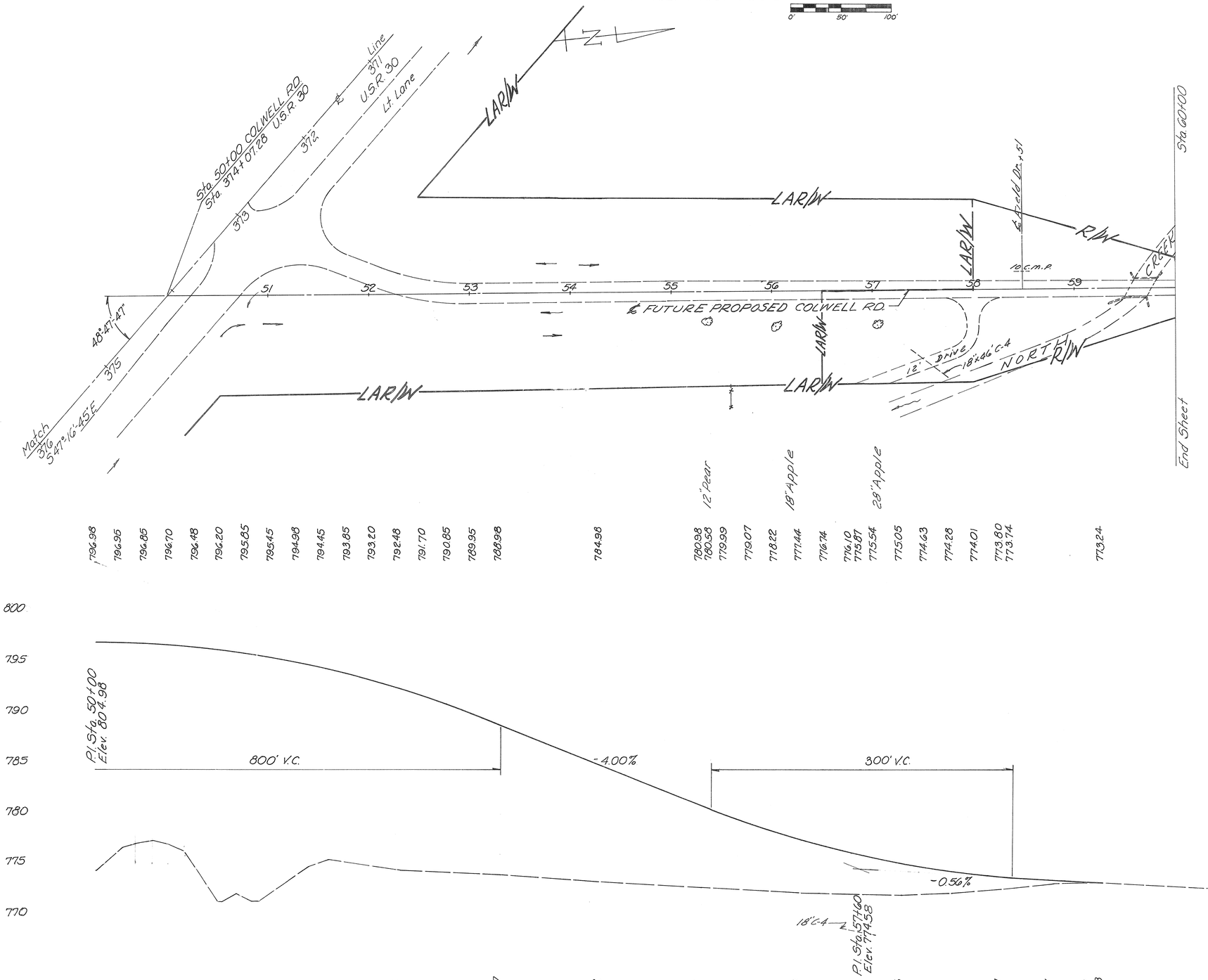


FUTURE PROPOSED COLWELL ROAD

VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED COLWELL ROAD

0' 50' 100'



FUTURE PROPOSED COLWELL ROAD

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

207

VAN WERT COUNTY
VAN-30-4.06

PAVEMENT COMPUTATIONS

Station		T-35		B-35		T-30		B-19		T-71	I-22		I-9	T-31		B-21	E-1
		1½" Asph. Conc. Surf. Course		1¾" Asph. Conc. Level Course		Bit. Prime Coat AO		6" Aggr. Base Course		9" Reinf. P.C. Conc. Pave.	6" Subbase		Stone Under-drains	Bituminous Surface		W.P. Aggr. Base	Comp. Sub-grade
From	To	Width	C.Y.	Width	C.Y.	Width	Gal.	Width	C.Y.	Sq. Yd.	C.Y.	C.Y.	L.F.	Bit. Gal.	Aggr. C.Y.	C.Y.	S.Y.
CONVOY RD.		85-100															
9+50	10+00	19'Av.	3.67	19'Av.	3.67	20'Av.	44	20'Av.	18.52			19.44	21				106
10+00	12+10.81	20'	16.27	20'	16.27	21'	197	21'	81.99			85.84	84				469
12+10.81	13+48.80								*7.51	534.13	89.02	*7.67	35	*-13	*0.42	*4.37	482
13+74.34	14+38.20								*.28	1054.20	175.67	*1.61		*-6	*0.21	*2.14	1029
14+63.74	15+53.06								*7.51	426.00	71.00	*7.67	35	*-13	*0.42	*4.37	374
15+53.06	24+00	20'	65.37	20'	65.37	21'	790	21'	329.37			345.05	224				1882
24+00	24+50	19'Av.	3.67	19'Av.	3.67	20'Av.	44	20'Av.	18.52			19.44	14				106
Correction											*9.38						
Total		88.98		88.48		1075		429.10		2014.33	326.31	452.87	413	-32	-1.05	-10.88	4448
DULL ROBINSON RD.		85-100						8"									
0+10	0+54.12	Inter.	6.80		6.80		82		45.31				21				196
0+54.12	25+00	20'	188.79	20'	188.79	21'	2283	21'	1268.24				441				5435
25+00	25+50	19'Av.	3.67	19'Av.	3.67	20'Av.	44	20'Av.	24.09				14				106
Total		199.26		199.26		2409		1338.24					476				5737

* Quantities are Corrections for paved shoulders as carried in pavement computations

INTERSECTION DETAIL

US-30 Prop. & Convoy Rd - C.R. 168

0' 10' 20' 40' 60'

CURVE DATA
P.I. Sta. 16+96.89
Δ = 60°-00' Rt.
D = 23°-00'
L = 260.87'
T = 143.83'
R = 249.11'
E = 38.54'

Begin T-35
End T-71

CONVOY RD. C.R. #168 Relocated

P.T. Sta. 18+13.93

P.C. Sta. 15+53.06

To be Removed

Existing CONVOY RD. C.R. #168

Fill to Elev. 769.0 and Slope to Drain.

Sta. 411+40.13 Prop. U.S. 30
Sta. 14+06.27 Reloc. C.R. #168

6-C

Sod

+07.13

+56.12

+63.74

+38.20

+10.39

+74.34

+69.89

+48.80

+25.69

+75.69

139°-00'-40.5"

70°-00'

S 47°-16'-45"E

Std. No. 8 C.B.

4" Fill

5.01.

2" CMP

15" CMP

Sta. 412+96.33 Prop. U.S. 30
Sta. 50+00 C.R. #168 Exist.

CURVE DATA
P.I. Sta. 11+97.36
Δ = 29°-00'-41" Lt.
D = 23°-00'
L = 126.57'
T = 64.45'
R = 249.11'
E = 8.20'

P.T. Sta. 12+59.47

Sta. 12+59.47 Convoy Rd.
Sta. 0+00 Dull Robinson Rd.

P.C. Sta. 11+32.90

CURVE DATA
P.I. Sta. 2+69.16
Δ = 20°-00' Lt.
D = 12°-00'
L = 166.67'
T = 84.19'
R = 477.46'
E = 7.36'

P.C. Sta. 1+84.97

P.T. Sta. 3+51.64

DULL ROBINSON RD. T.R. #69 Relocated

48"x178' Cl. A-1, Sec. M-6.6(a)

48"x64' Cl. A-1 Sec. M-6.6(a)

7-C

8-C

Note:
See Sheet No. 178 for Joint Detail and Legend

INTERSECTION DETAIL CONVOY RD. DULL ROBINSON RD.

RELOCATED CONVOY ROAD - C.R.# 168

0 25 50 100

VAN-WERT COUNTY
VAN-30-4.06

Notes: For Drainage and Side Approaches
See Main Line Sheet: No. 37
Pavement Computations see
Intersection Detail, Sheet No. 207
For Fence Details not Shown
see Future Prop. Convoy Rd., Sheet No. 212

Sta. 411+40.13 Prop. U.S. 30
Sta. 14+06.27 Reloc. C.R.# 168

Std. No. BR-8-84 15'±2'-6" A-1 Pipe
541°-16'-45"E
36"x 174' Cl. A-1, Sec. M.6.01(A)

CURVE DATA
P.I. Sta 11+97.35
Δ = 29°00'41" Lt.
D = 23°00'
L = 126.57'
T = 64.45'
R = 249.11
E = 8.20'

Begin Pav't.
Sta. 9+50 Reloc. Convoy
Sta. 44+50 Ex. St.

Begin T-35
End T-71

P.C. Sta. 11+32.90

Transition

Begin T-71
End T-35

P.C. Sta. 12+59.27

P.C. Sta. 15+53.06

CURVE DATA
P.I. Sta. 16+96.89
Δ = 60°00' Rt.
D = 23°00'
L = 260.87'
T = 143.83'
R = 249.11'
E = 38.54'

18"x 94' Cl. A-1

4" C.I.P.

Sta 12+59.47 Reloc. #168
Sta. 0+00 Reloc. #Co. Rd. 69

DULL ROBINSON RD.

P.C. Sta. 1+84.97

Reloc. Co. Rd. 69

Proposed U.S.R. 30

Sta 412+96.33 Prop. U.S. 30
Sta 50+00 Exist. C.R.# 168

CONVOY ROAD

CO. RD. # 168

P.C. Sta. 20+10.47

P.I. Sta. 18+13.93

CONVOY RD. Reloc.

Res.

4" Tile

P.I. Sta. 22+68.71

End L.A.R/W

Transition

End Pav't.
Sta. 62+50 Reloc. Convoy =
Sta. 58+55.17 Ex. St.

Note:
End Work
Sta. 61+30 Exist.
Sta. 27+24.83 Prop.

CURVE DATA
P.I. Sta. 21+42.84
Δ = 30°-59'-19" Lt.
D = 12°-00'
L = 258.24'
T = 132.37
R = 477.46'
E = 18.01'

Convoy Rd. C.R.# 168
1980 ADT = 338

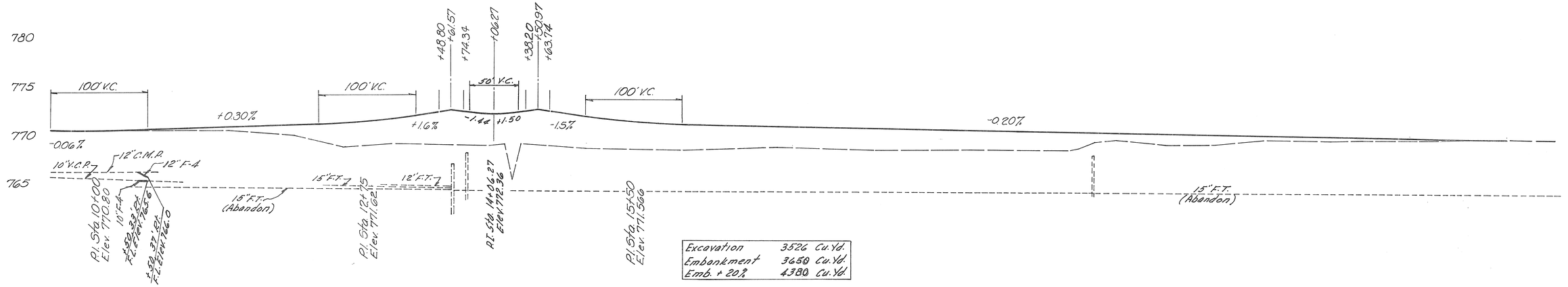
B.M.# 7 Sta. 412+30
R.R. Spike in ϕ
114' Rt. El. 770.46

Rail Work
Sta. 39+80 Ex. St.
Sta. 41+90 Reloc.

10"x 16' F-4
14-17 Headwall
Remove S-22
10" V.C.P.
12"x 10' F-4
12" C.M.P.
15" F.T. (Abandon)
15" F.T.
12" F.T.
Reloc. Co. Rd. 69
C.B. Sta. 1+50 (Abandon)
15"x 10' F-4

5-D 6-D 7-D 8-D 9-D 10-D 11-D 12-D 1-A

Rt. Edge Lt. Edge
770.83
770.83
770.84
770.88
770.94
771.08 770.92
771.35 770.93
771.49 771.01
771.68 771.08
771.80 771.16
771.83 771.23
771.79 771.31
771.74 771.42
771.75 771.49
771.74 771.58
771.90 771.90
772.80 772.80 772.82
772.54
772.84 773.04 772.86 772.69
772.16 772.16
771.82 771.98
771.62 771.94
771.41 771.49
771.31 771.91
771.26 771.90
771.21 771.85
771.15 771.79
771.11 771.75
771.06 771.70
771.01 771.61
770.96 771.44
770.91 771.23
770.86 771.02
770.81 770.81
770.76 770.76
770.71 770.71
770.80 770.66
770.90 770.61
770.99 770.56
771.23 770.51
771.32 770.46
771.42 770.41
771.51 770.36
771.61 770.31
771.66 770.26
771.65 770.21
771.56 770.16
771.41 770.11
771.21 770.06
771.02 770.01
770.82 769.96
770.63 769.91
770.44 769.86
770.24 769.81
770.06 769.76
769.89 769.71
769.82
769.77



Excavation	3526 Cu. Yd.
Embankment	3650 Cu. Yd.
Emb. + 20%	4380 Cu. Yd.

770.83	770.80	770.84	770.78	770.4	769.2	769.5	769.3	769.5	769.5	769.0	768.9	769.1	768.8	768.9	768.8	769.0	769.0	769.6	769.8	769.3	769.42	769.85	769.63	769.73	769.69	769.85
10		11		12		13	14			15	16	17	18	19		20				21		22		23	24	25

RELOCATED CONVOY ROAD

VAN WERT COUNTY
VAN WERT - 30 - 4.06

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210

Seeding Width	Seeding Sq.Yds.	
	627	Corr. for Intersection
		Included with mainline
		L/A Included with U.S.R. 30, Sta. 13+00 Lt.
		771.90 771.98
		13+00 769.5
	-380	Corr. for Dull Robinson Rd. (Sta. 0+10 to Sta. 1+49)
191	420	Sta. 12+67 Back
229		Sta. 12+49
	1195	
210		L/A 110'
		771.23 771.83
		767.50 765.14
		12+00 770.4
	2294	
		770.93 771.09
203		L/A 105'
		768.00 765.22
		11+00 770.84
		End Sod, 6' Wide Sta. 11+00
	1122	
		L/A 99'
201		768.25 765.30
		770.94 10+50 770.87
		15" F.T. 12" C.M.P. 10" C.M.P.
	1119	
		L/A 93'
202		768.50 768.50
		770.84 10+00 770.80
		Begin Sod, 6' Wide Sta. 10+00
		Begin Part. Convoy Rd. - Twp. Rd. 168 Sta. 9+50 Proposed Sta. 44+50 Existing
	2144	
		L/A
184		
		44+00 770.86
		BEGIN WORK Convoy Rd. Twp. Rd. 168 Sta. 3+90 Proposed Sta. 38+90 Existing.
	7279	Sta. 38+90 to Sta. 44+00.
	15,820	Sheet total

Pavement Edge U.S.R-30 Sta. 13+48.80

Corr. for Road

Sta. 9+50.

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
0	0		
		35	134
39	148		
		165	333
		0	78
50	32		
		239	117
79	31		
		151	35
84	6		
		87	6
10	0		
		10	0
0	0		
Total		3526	3450

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210

CONVOY RD. Sta. 44+00 to 45+00 & Sta. 10+50 to

VAN WERT COUNTY
VAN WERT - 30-4.06

60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240

Seeding Width	Sq.Yds.
255	
	2750
240	
	2578
224	
	2622
248	
	2378
180	
	610
163	
112	
51	211
	198
0	
54	
	11,347 Sheet total

20+00 768.80
L/A
770.51 767.19 771.15 767.50
Sta. 20+43.86

19+00 768.9
L/A
770.71 767.07 770.78 768.00

18+00 768.8
L/A
771.39 766.95 770.91 768.50

17+00 769.1
L/A 90'
771.75 766.83 771.11 767.50

16+00 768.9
L/A
771.91 766.72 771.31 766.50
Sta. 15+68 Ahead
Sta. 15+68 Rt. Back
Sta. 15+68 Lt. Back
Sta. 15+34 Rt. Ahead
Sta. 15+34 Lt. Ahead

15+00 769.20
L/A 93'
771.98 766.60 771.82

	End Area Cut	End Area Fill	Cu.Yds. Cut	Cu.Yds. Fill
Sta. 20+43.86 Ahead	131	108		
Sta. 20+43.86 Back	43	108	79	200
Sta. 20+00	55	139	193	476
	49	118	189	428
	53	113	157	348
	32	75	163	278
	56	75	141	189
	0	0		

240 250 260

Included with mainline

240 250 260

240 250 260

L/A R/W included with U.S.R. 30, Sta. 15+00 to 20+00 (convoy Rd.)

included with mainline

Pavement Edge U.S.R. 30 Sta. 14+63.74

CONVOY RD. Sta. 15+ to 20+00

VAN WERT COUNTY
VAN WERT - 30 - 4.06

130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130

140 150 160 170

END WORK
CONVOY RD. TWP. RD.#168
Sta. 27+24.83 Proposed
Sta. 61+30 Existing

Seeding Width	Seeding Sq.Yds.	
	2768	Sta. 59+05.17 to Sta. 61+30.
157		Back
	1789	
165		
	933	
171		
	961	
	127	Corr. for Drive Lt. Sta. 23+10
175		
	2000	
185		
	2150	
202		
	2650	
255		Sta. 20+00
13,124		Sheet total

R/W 769.74 25+00 769.84 R/W

End Pav't Sta. 24+50

R/W 769.76 769.83 767.67 763.72 24+00 769.63 R/W

R/W 769.81 770.15 767.73 763.75 23+50 769.69 R/W

+10 ℄ Dr. +10 ℄ R/W 769.91 770.55 767.55 763.77 23+00 769.73 R/W

Corr. Drive +10 Lt

End L/A R/W Sta. 22+95 Lt.

L/A 770.11 771.39 767.43 765.50 763.83 4:1 3:1 3:1 3:1 22+00 769.85 L/A

End L/A R/W Sta. 22+95 Rt.

L/A 770.31 771.69 767.31 766.50 763.91 3:1 4:1 4:1 3:1 2:1 2:1 21+00 769.93 L/A

Back Slopes Normal to Exist. Convoy Rd. ℄

Sta. 20+43.86

End Area Cu.	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
0	0		
		217	91
117	49		
		215	87
115	45		
		206	93
			+9
107	55		
		454	230
138	69		
		533	306
150	96		
		292	212
131	108		

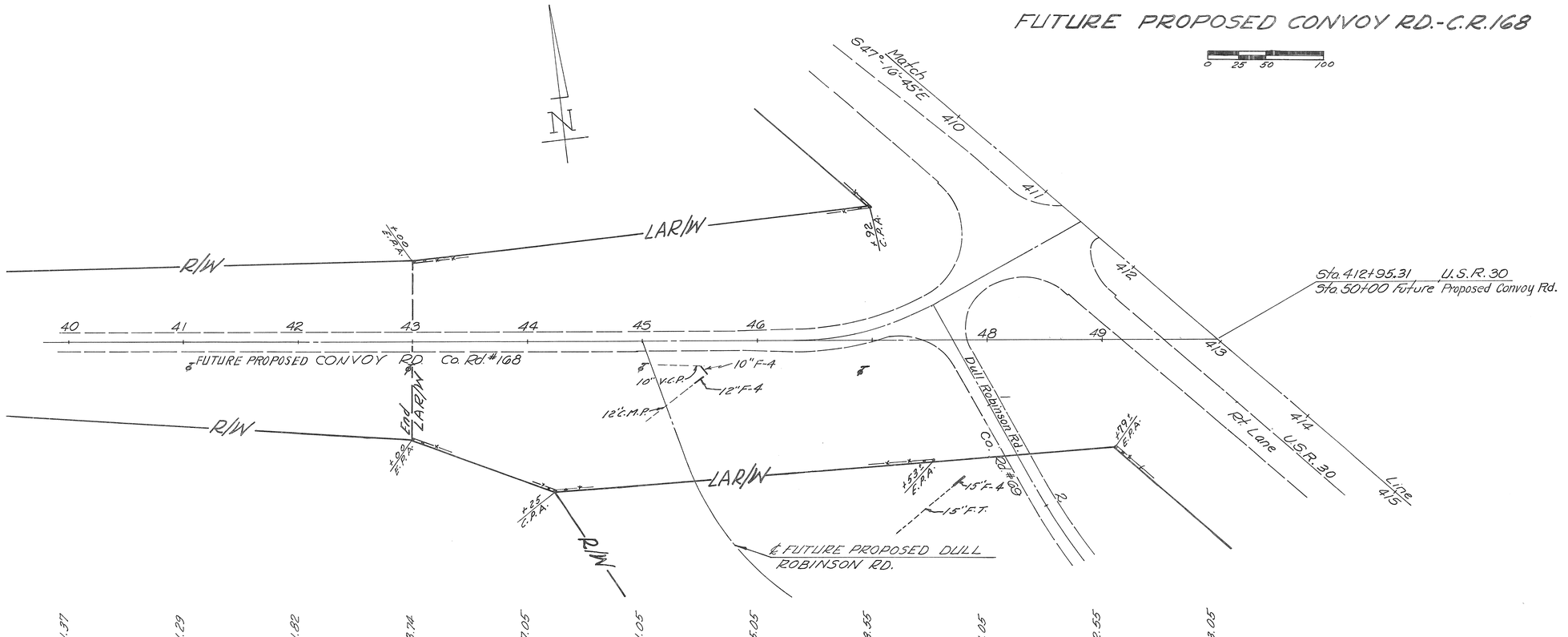
130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

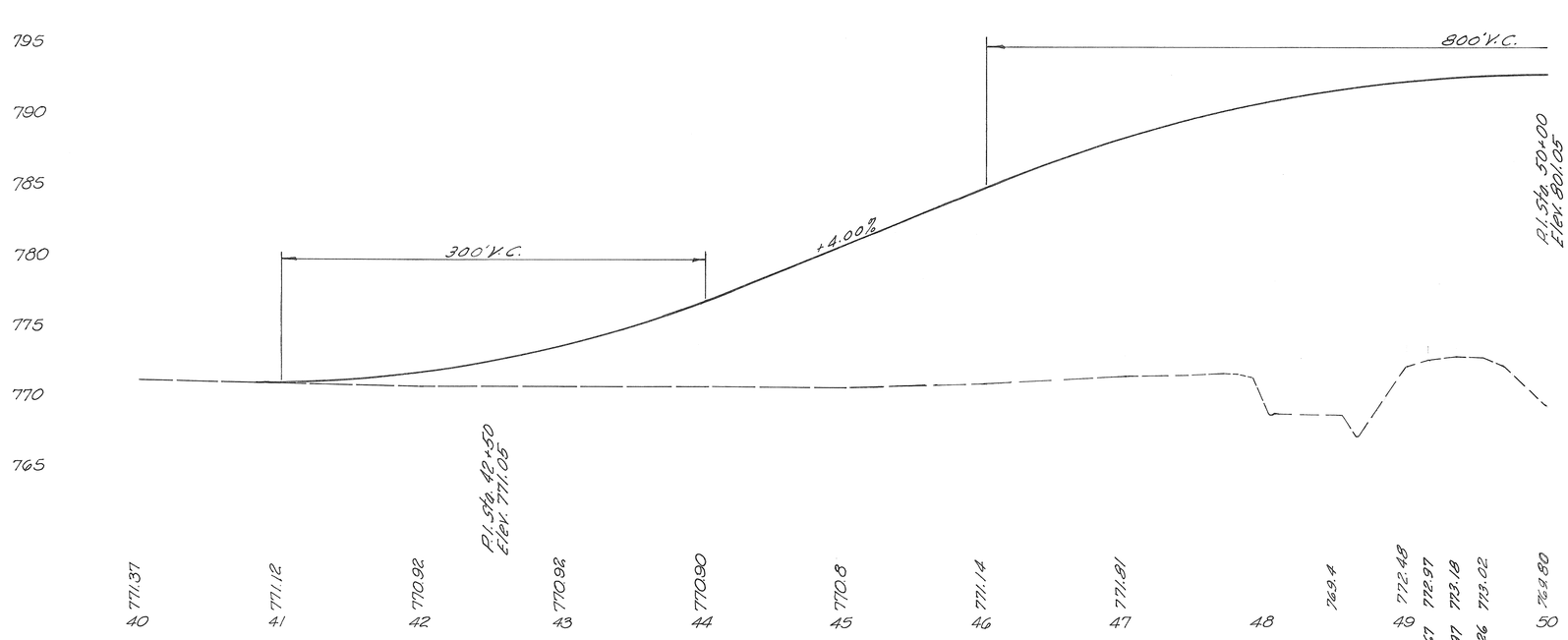
CONVOY RD. Sta. 21+00 to 25+00

FUTURE PROPOSED CONVOY RD.-C.R.168

VAN WERT COUNTY
VAN-30 - 4.06

0 25 50 100



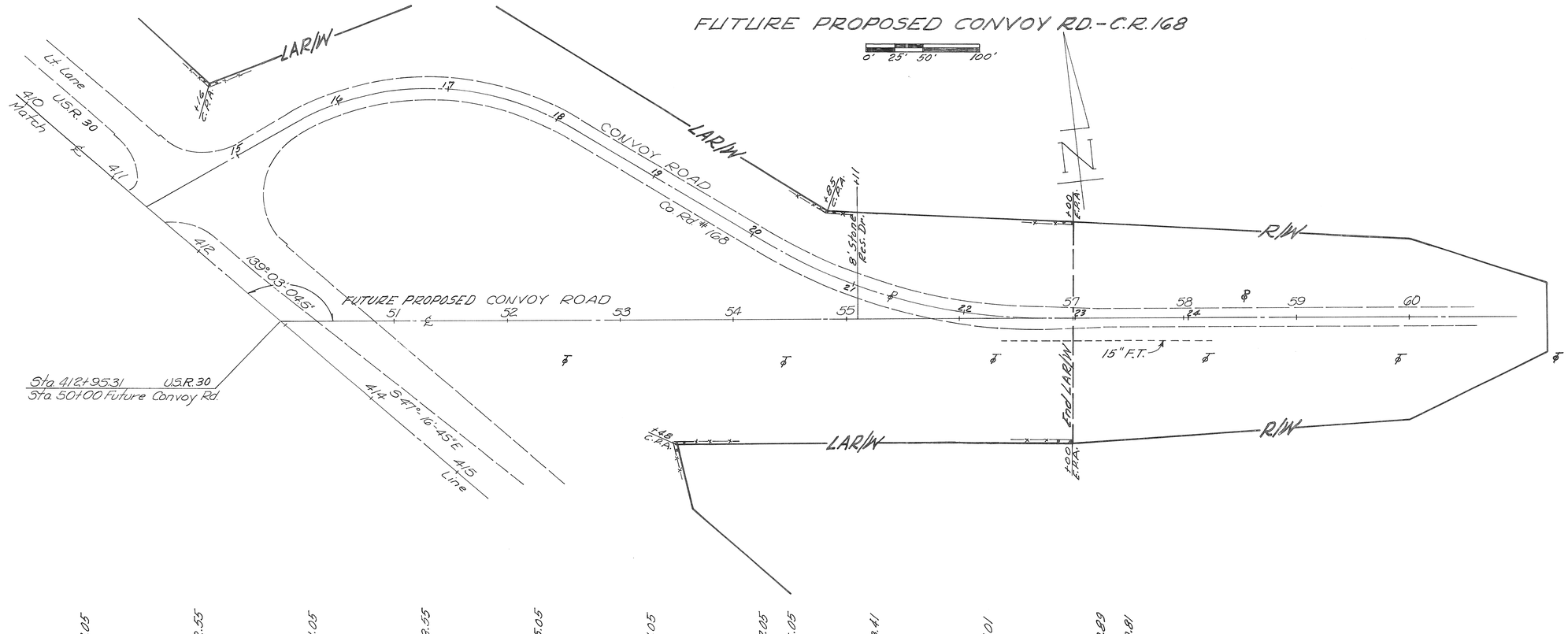


From Sta 40+00 to Sta 50+00
FUTURE PROPOSED CONVOY ROAD-C.R.168

VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED CONVOY RD.-C.R.168

0' 25' 50' 100'



From Sta. 50+00 to Sta. 60+00
FUTURE PROPOSED CONVOY ROAD-C.R. 168

RELOCATED DULL ROBINSON RD. - T.R. 69

VAN WERT COUNTY
VAN - 30 - 4.06

N

CO. RD. # 168

0 25' 50' 100'

7-C

Sod

48" x 178' Cl. A-1, Sec. M-6.6(a)

415

420

S-47°-16'-45"E.

Proposed U.S. 30

425

Exist. Convoy Rd.
Reloc. Convoy Rd.

Sta. 12+59.47 Reloc. 168
Sta. 0+00 Reloc. 69

Reloc. Twp. Rd. # 69

Sta 1+75

Sod

L.A. R/W

STRUCTURE No. 7-C & 8-C
Drainage Area:- 3.18 Acres
Q25 = 0.65 x 0.25 x 100 x 400
Q25 = 65 C.F.S.

8-C

Sod

20'

RELOCATED DULL ROBINSON RD

Twp. Rd. # 69

48" x 64' Cl. A-1, Sec. M-6.6(a)

Sod

12" x 10' F-4
12" x 45° Bend
P.I. Sta. 2+69.16
Δ = 20°-00' Lt.
D = 12°-00'
L = 166.67'
T = 84.19'
R = 477.46'
E = 7.36'

P.C. Sta. 1+84.97

P.T. Sta. 3+51.64

13-D

R/W

6" Collector to be placed by others

R/W

Dull Robinson Rd. T.R. # 69
1980 ADT = 91

Sta. 16+10
End Sheet

NOTE:
DRAINAGE
For Drainage Items see Main Line Sheet No. 37
PAVEMENT COMPUTATIONS
For Pavement Computations see Convoy Rd. Intersection Sheet No. 207

Rt. Edge	℄	Lt. Edge
		771.54
		771.75
		771.90
		772.15
		772.21
772.36		772.36
772.70		772.46
772.97		772.49
773.21		772.49
773.45		772.49
773.63		772.49
773.69		772.49
773.69		772.49
773.63		772.49
773.45		772.49
773.21		772.49
772.97		772.49
772.73		772.49
772.49		772.49
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.65		772.65
772.49		772.62

775

770

765

100' V.C.

1.0%

0.00%

12" F.T. 7

48" Cl. A-1

P.I. Sta. 1+00
Elev. 772.65

For Details not shown see Structure Dwgs. 7-C & 8-C and Cross Sections

Sta. 0+10 to Sta. 25+50

Excavation	5718	Cu. Yd.
Embankment	10404	Cu. Yd.
Emb. + 20%	12485	Cu. Yd.

0	+35.79	1	2	3	4	5	6	7	8	9	10	+40	11	12	13	14	15	16
770.59		769.66	769.26	769.36	769.36	769.66	769.36	769.36	769.56	769.54	769.64	769.44	769.44	769.14	769.24	769.24	769.14	769.14

Reloc. DULL ROBINSON ROAD

RELOCATED DULL ROBINSON RD. T.R.69

VAN-WERT COUNTY
VAN-30-4.06

0' 25' 50' 100'

N

Note: Proposed grade on Pavement for Cul-De-Sac to be approx. the same as the exist. Pav't. Slope Pavement 3/16" per ft. to outside Pav't. edge.

Sta. 429+32.25 Prop. U.S.R.30
Sta. 50+00 Exist. T.R.69

15" E.T. DULL ROBINSON RD. T.R.69

CUL-DE-SAC

2A, 6-D, 7-D, 9-C, 10-C, 5-D, 8-D, 1-A

R/W, LAR/W

Proposed U.S.30 S 47°16'45" E

42"x172' Cl. A-1 Sec. M-6.6(a)

42"x70' Cl. A-1 Sec. M-6.6(a)

STRUCTURE No. 9-C & 10-C
Drainage Area: ~ 260 Acres
Q_{25} = 0.65 x 0.25 x 1.00 x 350
Q_{25} = 57 C.F.S.

Relocated Dull Robinson Rd.

Sta. 17+31.68

8" E.T.

24"x36' C-4

24"x42' C-4

12" E.T. (Abandon)

10" C.M.P. (Abandon)

24" C.B.

Exist. R.R. Tracks

50' Transition

End Work & End Pav't. Sta. 25+50 Perfect Sta. 41+61.93 Exist. U.S.30

+40 ± Ft. Dr.

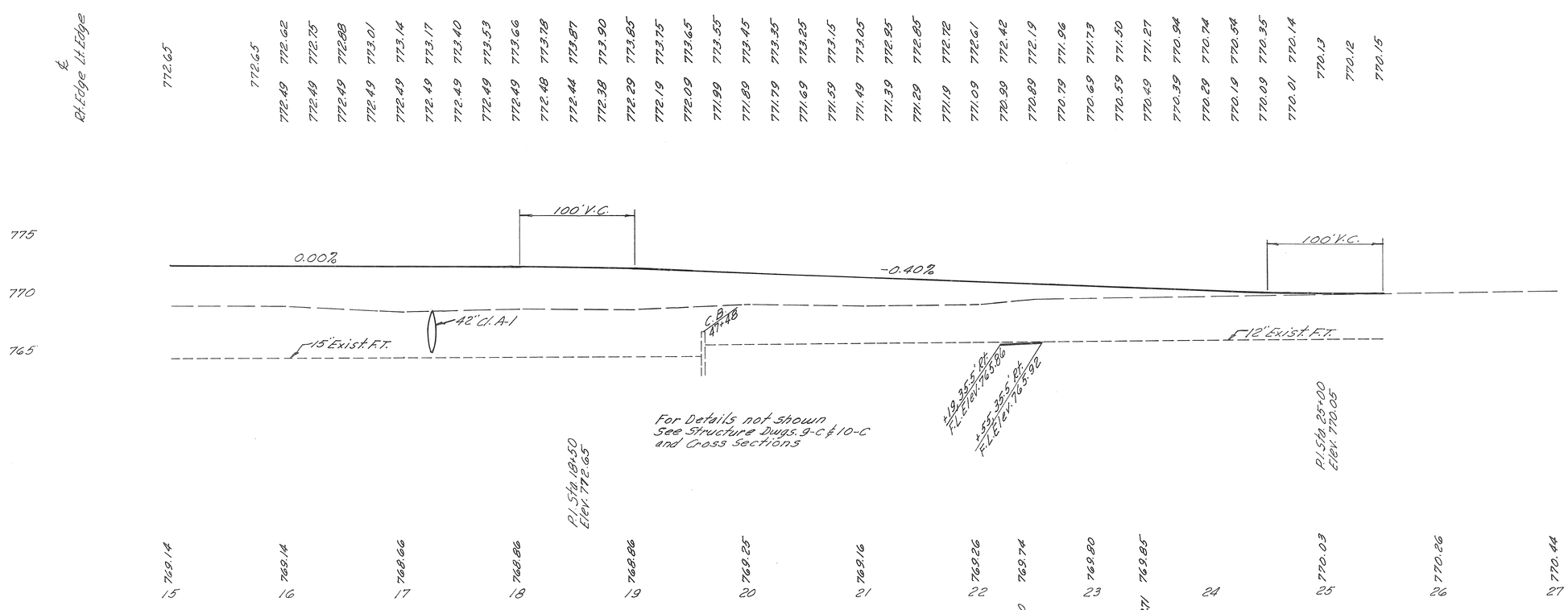
P.T. Sta. 23+42.71

6" collector to be placed by others

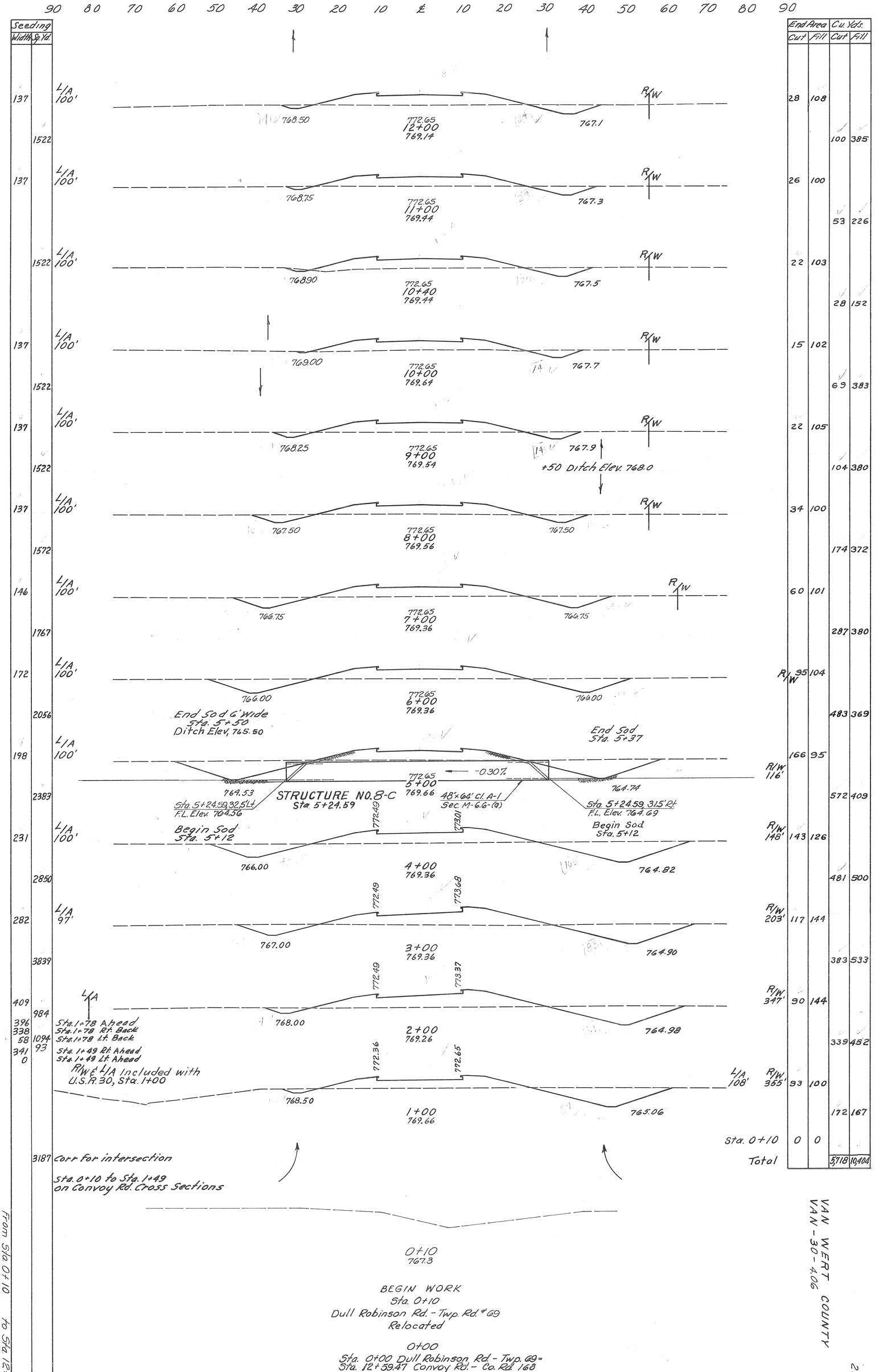
Sod

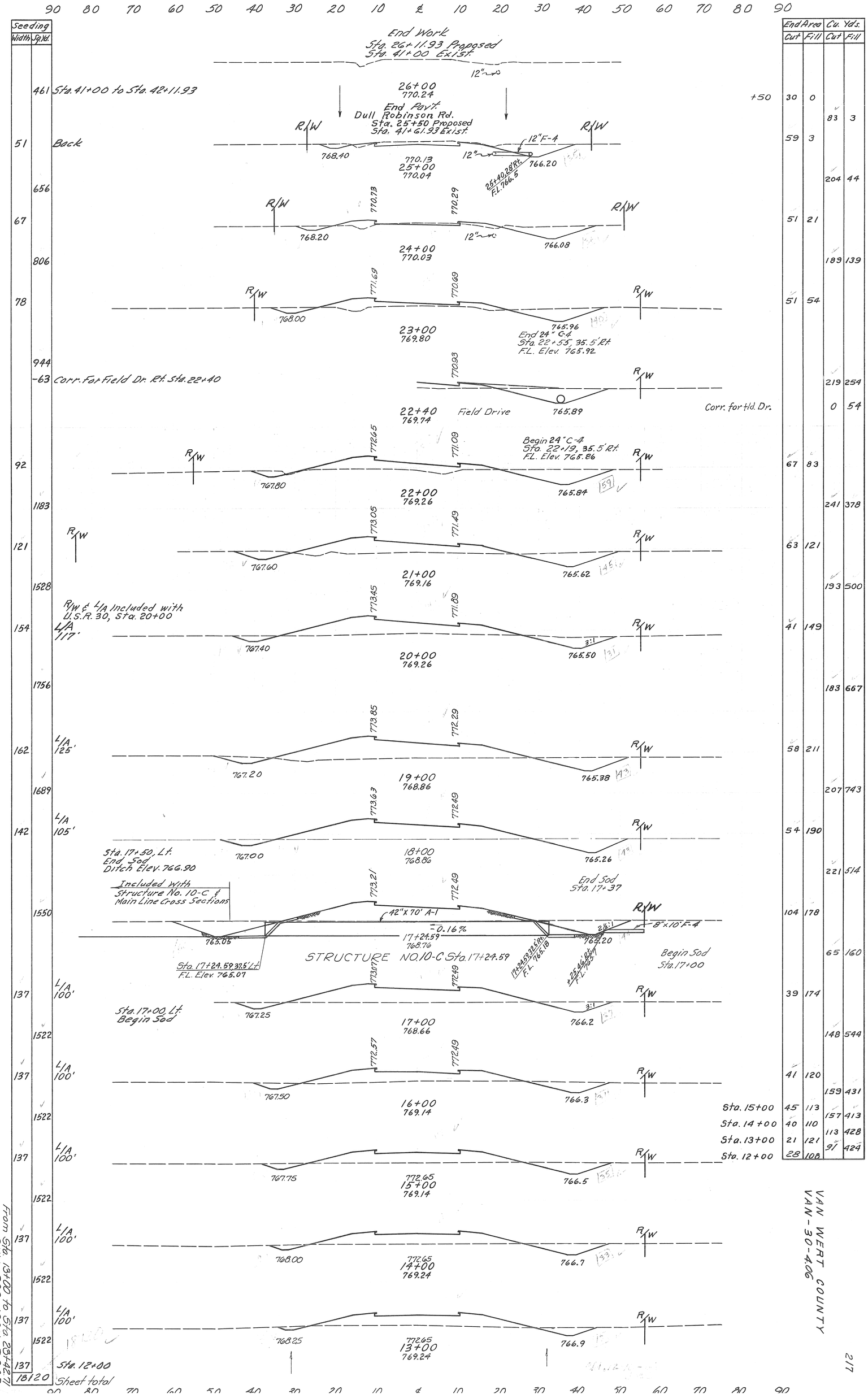
CURVE DATA
P.I. Sta. 20+57.31
Δ = 48°-52'-21" Rt.
D = 8°-00'
R = 716.20'
T = 325.43'
L = 610.88'
E = 70.47'

Note:
See Sheet No. 214 for Earthwork Table and Notes.



RELOCATED DULL ROBINSON RD.

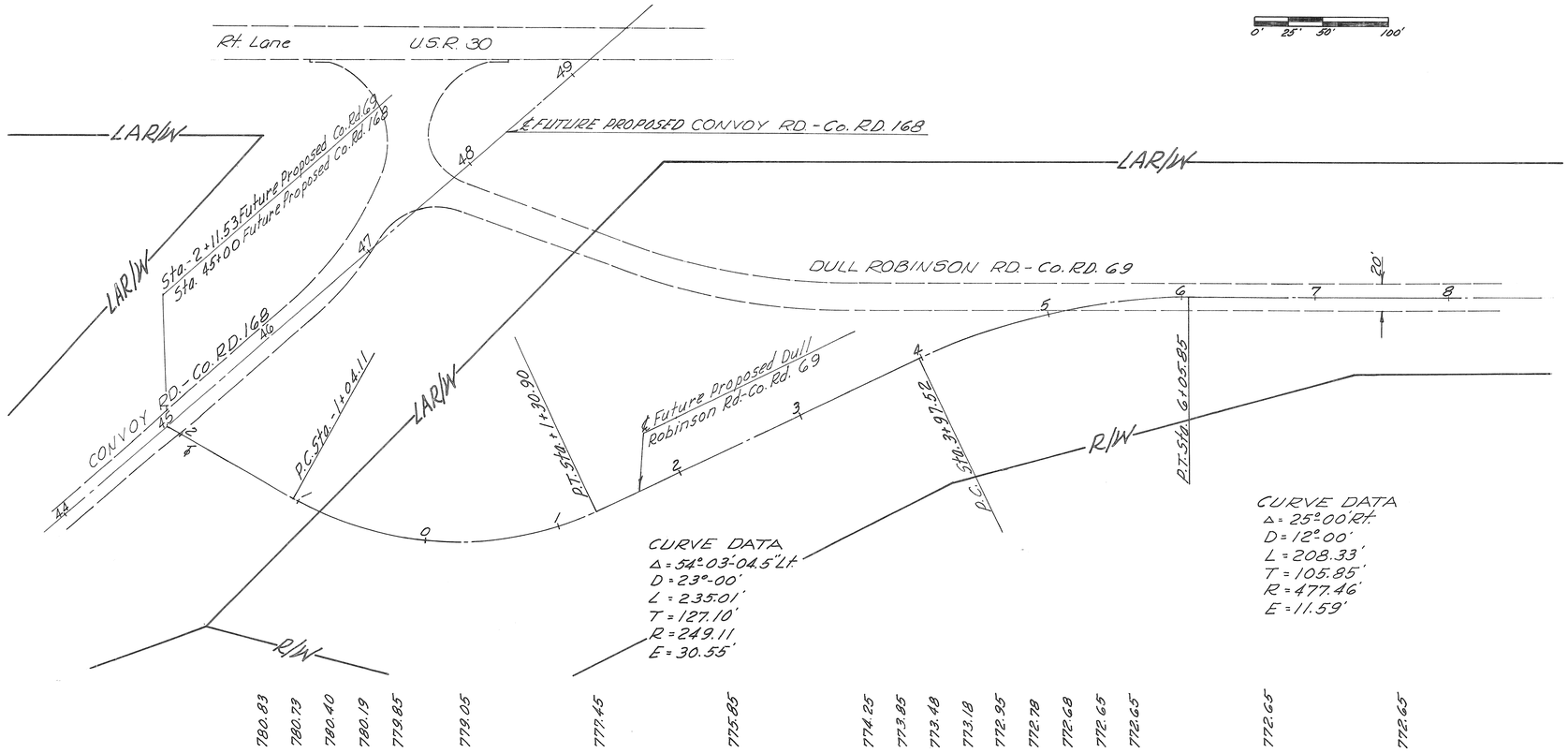

90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding
Width Sq.Yd.
End Area
Cut Fill
Cu Yds.
Cut Fill
L/A 100'
R/W
768.50
772.65
12+00
769.14
767.1
28 108
100 385
768.75
11+00
769.44
767.3
26 100
53 226
768.90
10+40
769.44
767.5
22 103
28 152
769.00
10+00
769.64
767.7
15 102
69 383
768.25
9+00
769.54
767.9
+50 Ditch Elev. 768.0
22 105
104 380
767.50
8+00
769.56
34 100
174 372
766.75
7+00
769.36
60 101
287 380
766.00
6+00
769.36
End Sod 6' Wide
Sta. 5+50
Ditch Elev. 765.50
End Sod
Sta. 5+37
R/W 95 104
483 369
-0.30%
5+00
769.66
769.53
STRUCTURE NO.8-C
Sta. 5+24.59
48'x64' Cl. A-1
Sec. M-6.6-(9)
764.74
Sta 5+24.59 32.5 Lt
F.L. Elev. 764.56
Sta 5+24.59 31.5 Rt
F.L. Elev. 764.69
R/W 116'
166 95
572 409
772.49
773.01
Begin Sod
Sta. 5+12
Begin Sod
Sta. 5+12
R/W 148'
143 126
766.00
4+00
769.36
764.82
481 500
772.49
773.68
R/W 203'
117 144
767.00
3+00
769.36
764.90
383 533
772.49
773.37
R/W 347'
90 144
768.00
2+00
769.26
764.98
339 452
772.36
772.65
L/A 108'
R/W 355'
93 100
768.50
1+00
769.66
765.06
172 167
Sta. 0+10 0 0
Total 5718 10,404
L/A
Sta. 1+78 Ahead
Sta. 1+78 Rt. Back
Sta. 1+78 Lt. Back
Sta. 1+49 Rt. Ahead
Sta. 1+49 Lt. Ahead
R/W & L/A included with
U.S.R. 30, Sta. 1+00
137 1522
137 1522
1522 1522
137 1522
137 1522
146 1767
172 2056
198 2383
231 2850
282 3839
409 984
396
338
58 1094
341 93
0
3187 Corr for intersection
Sta. 0+10 to Sta. 1+49
on Convoy Rd. Cross Sections
0+10
767.3
BEGIN WORK
Sta. 0+10
Dull Robinson Rd. - Twp. Rd. #69
Relocated
0+00
Sta. 0+00 Dull Robinson Rd. - Twp. 69 =
Sta. 12+59.47 Convoy Rd. - Co. Rd. 168
From Sta 0+10 to Sta 12+00
DULL ROBINSON ROAD
25,913 Sheet total
VAN WERT COUNTY
VAN-30-4.06
216


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding
Width
Sq.Yd.
End Work
Sta. 26+11.93 Proposed
Sta. 41+00 Exist.
12"
461
Sta. 41+00 to Sta. 42+11.93
26+00
770.24
End Pav't.
Dull Robinson Rd.
Sta. 25+50 Proposed
Sta. 41+61.93 Exist.
R/W
R/W
51
Back
768.40
770.13
12"
12"F-4
766.20
25+00
770.04
25+40.28 Rt.
Fl. 766.5
656
770.13
770.29
67
R/W
R/W
768.20
12"
766.08
24+00
770.03
806
771.69
770.69
78
R/W
R/W
768.00
765.96
23+00
769.80
End 24" C-4
Sta. 22+55, 35.5' Rt.
F.L. Elev. 765.92
944
-63
Corr. For Field Dr. Rt. Sta. 22+40
770.93
R/W
22+40
769.74
Field Drive
765.89
Corr. for Fld. Dr.
772.65
771.09
Begin 24" C-4
Sta. 22+19, 35.5' Rt.
F.L. Elev. 765.86
92
R/W
R/W
767.80
765.84
22+00
769.26
1183
773.05
771.49
121
R/W
R/W
767.60
765.62
21+00
769.16
1528
773.45
771.89
R/W & L/A Included with
U.S.R. 30, Sta. 20+00
154
L/A
117'
R/W
767.40
3:1
765.50
20+00
769.26
1756
773.85
772.29
162
L/A
125'
R/W
767.20
765.38
19+00
768.86
1689
773.63
772.49
142
L/A
105'
R/W
767.00
765.26
18+00
768.86
Sta. 17+50, Lt.
End Sod
Ditch Elev. 766.90
End Sod
Sta. 17+37
Included With
Structure No. 10-C &
Main Line Cross Sections
773.21
772.49
1550
42"X 70' A-1
R/W
8'x10' F-4
-0.16%
765.05
17+24.59
768.76
766.20
STRUCTURE NO.10-C Sta. 17+24.59
Begin Sod
Sta. 17+00
17+24.59 37.5' Rt.
F.L. 765.18
+25+40.28 Rt.
F.L. 765.07
Sta. 17+24.59 37.5' Lt.
F.L. Elev. 765.07
773.07
772.49
137
L/A
100'
R/W
Sta. 17+00, Lt.
Begin Sod
767.25
3:1
766.2
17+00
768.66
1522
772.57
772.49
137
L/A
100'
R/W
767.50
766.3
16+00
769.14
1522
137
L/A
100'
R/W
767.75
766.5
772.65
15+00
769.14
1522
137
L/A
100'
R/W
768.00
772.65
766.7
14+00
769.24
1522
137
L/A
100'
R/W
768.25
772.65
766.9
13+00
769.24
137
Sta. 12+00
18120
Sheet total
90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
End Area
Cut
Fill
Cu. Yds.
Cut
Fill
+50
30
0
83
3
59
3
204
44
51
21
189
139
51
54
219
254
0
54
67
83
241
378
63
121
193
500
41
149
183
667
58
211
207
743
54
190
221
514
104
178
65
160
39
174
148
544
41
120
159
431
Sta. 15+00
45
113
157
413
Sta. 14+00
40
110
113
428
Sta. 13+00
21
121
91
424
Sta. 12+00
28
108
From Sta. 13+00 to Sta. 25+42.71
DULL ROBINSON ROAD
VAN WERT COUNTY
VAN-30-4.06
217

FUTURE PROPOSED DULL ROBINSON RD.-C.R.69

VAN WERT COUNTY
VAN-30-4.06

0' 25' 50' 100'



FUTURE PROPOSED DULL ROBINSON RD.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN - 30 - 4.06

219

INTERSECTION DETAIL
RICHEY RD. & Prop. U.S. 30

0 10' 20' 40' 60'

4" Maple (E-1)
4" Maple (E-1)
4" Maple (E-1)
4" Maple (E-1)
Triple 6" Cedar (E-1)

CURVE DATA
P.I. Sta 19+06.88
Δ = 14°-57'-03" Lt.
D = 23°-00'
E = 65.00'
T = 32.69'
R = 249.11'
L = 21.4'

CURVE DATA-U.S.R. 30
P.I. Sta. 512+39.92
Δ = 24°-23'-22" Lt.
D = 0°-24'
R = 14,323.94'
T = 3,095.56'
L = 6,097.36'
E = 330.67'

Sta. 19+88.24 C.R. 75 Reloc.
Sta. 54+60.93 C.R. 75 Exist.
P.I. Sta 19+38.24
P.C. Sta 18+74.19
Begin T-35
End T-71
Sta. 498+75.40 S.R. 30 Proposed
Sta. 51+39.73 County Rd. #75
PEARSON RD. Existing
To be Removed
PROPOSED U.S. 30
Sta. 498+10 U.S.R. 30 Proposed
Sta. 16+97.80 Relocated Co. Rd. 75
Begin T-71
End T-35
P.T. Sta 15+51.96
P.C. Sta 13+99.79
RICHEY ROAD
COUNTY NO. 75
To be Removed
Reloc RICHEY RD. CO. RD. #75
6"x10" F-4

CURVE DATA
P.I. Sta 14+76.35
Δ = 35°-00' Rt.
D = 23°-00'
L = 152.17'
T = 78.54'
R = 249.11'
E = 12.09'

PAVEMENT COMPUTATIONS

Station		T-35		B-35		T-30		B-19		T-71	I-22		I-9	T-31			B-21	E-1
		1¼" Asph. Conc. Surf. Course		3¼" Asph. Conc. Level Course		Bit. Prime Coat ø40	Prime	6" Aggr. Base Course		9" Reinf. P.C. Conc. Pave.	6" Subbase		Stone Under-drains	Bituminous Surface Bit.		Aggr.	W.P. Aggr. Base	Comp. Sub-grade
From	To	Width	C.Y.	Width	C.Y.	Width	Gal.	Width	C.Y.	S.Y.	C.Y.	C.Y.	L.F.	Gal.	C.Y.		C.Y.	S.Y.
RICHEY RD.																		
10+00	10+50	19'Av.	36.7	19'Av.	36.7	20'Av.	44	20'Av.	24.69				14					106
10+50	15+79.78	20'	40.89	20'	40.89	21'	49.4	21'	274.70				126					1177
15+79.78	16+40.34								*5.52	278.60	46.43	*6.37	28	*-.10	*0.32		*-3.30	239
16+65.87	17+29.73								*5.53	111.244	18.541	*2.08		*-.8	*0.27		*-2.77	107.9
17+55.27	18+16.27								*5.52	278.60	46.43	*6.37	21	*-.10	*0.32		*-3.30	239
18+16.27	19+38.24	20'	9.41	20	9.41	21'	11.4	21'	63.24				28					271
19+38.24	19+88.24	19'Av.	3.67	19'Av.	3.67	20'Av.	4.4	20'Av.	24.69				14					106
Correction											*9.31							
Total			57.64		57.64		69.6		370.75	1669.64	260.96	-14.82	231	-2.8	-0.91		-9.37	3217
PEARSON RD.																		
9+50	10+50	15'Av.	5.79	15'Av.	5.79	16'Av.	7.1	16'Av.	39.51									167
10+50	24+27.62	20'	106.33	20'	106.33	21	12.86	21'	714.32					37.8				3061
24+27.62	25+02.67	Inter.	10.86		10.86		1.29		71.90					2.8				313
Total			122.98		122.98		14.86		825.73					42.7				3541

*Quantities are Corrections for paved shoulders as carried in pavement computations.

Note:
See Sheet No. 178 for Joint Detail and Legend

INTERSECTION DETAIL RICHEY RD. PEARSON RD.

RELOCATED RICHEY ROAD - T.R. 75

0' 25' 50' 100'

VAN WERT COUNTY
VAN-30-4.06

CURVE DATA
P.I. Sta. 11+53.51
Δ=20°-02'-57" Lt.
D=12°-00'
L=167.08'
T=84.40'
R=477.46'
E=7.40'

CURVE DATA
P.I. Sta. 14+77.72
Δ=35°-00' Rt.
D=23°-00'
L=152.17'
T=78.55'
R=249.11
E=12.09

CURVE DATA
P.I. Sta. 19+05.93
Δ=14°-57'-03" Lt.
D=23°-00'
L=65.00'
T=32.69
R=249.11
E=2.14'

Sta. 16+97.80 T.R. 75 Reloc.
Sta. 498+10 U.S. 30

Sta. 13+15 T.R. 75 Reloc. =
Sta. 25+13.31 T.R. 234 Reloc.

Relocated PEARSON RD. T.R. 234

RICHEY RD. Relocated

RICHEY RD. T.R. 75 18' Bit.

PEARSON RD. T.R. 234

Proposed 496 497 498 499 500

U.S. 30

Barn

Begin Pav't. Sta. 45+00

P.C. Sta. 10+69.11

P.T. Sta. 12+36.19

P.C. Sta. 13+99

P.T. Sta. 20+27.62

P.T. Sta. 15+51.35

End T-35 Begin T-75 Sta. 17+27.97

P.C. Sta. 16+73.24

P.T. Sta. 19+38.24

End Pavement Sta. 19+88.24 T.R. 75 Reloc. Sta. 54+60.93 T.R. 75 Exist.

End Work Sta. 61+00 Exist. Sta. 26+27.31 Prop.

Begin Work Sta. 42+00 Exist. Sta. 7+00 Prop.

Sta. 498+75.40 T.R. 30 Prop.
Sta. 51+39.73 T.R. 75 Exist.

Transition

30' Transition

10' C.M.P. (Abandon)

12' C.M.P. (Abandon)

8"x46A-1

8" C.M.P.

12"x34'C-4

6"x10'F-4

6" F.T.

8" F.T.

Plug

Gravel Res Dr.

Res

4-4" Mgoles (E-1)

G. Hickory (E-1, 19+57)

NOTE:
DRAINAGE AND SIDE APPROACHES
For Drainage and Side Approach Items see Main Line Sheet No. 45
PAVEMENT COMPUTATIONS
For Pavement Computations See Richey Rd. Intersection Detail, Sheet No. 219

Note:
(3-A) Temporary Drives



See Cross Sections for Details not shown

Excavation	2574 Cu. Yd.
Embankment	1283 Cu. Yd.
Emb. +20%	1540 Cu. Yd.

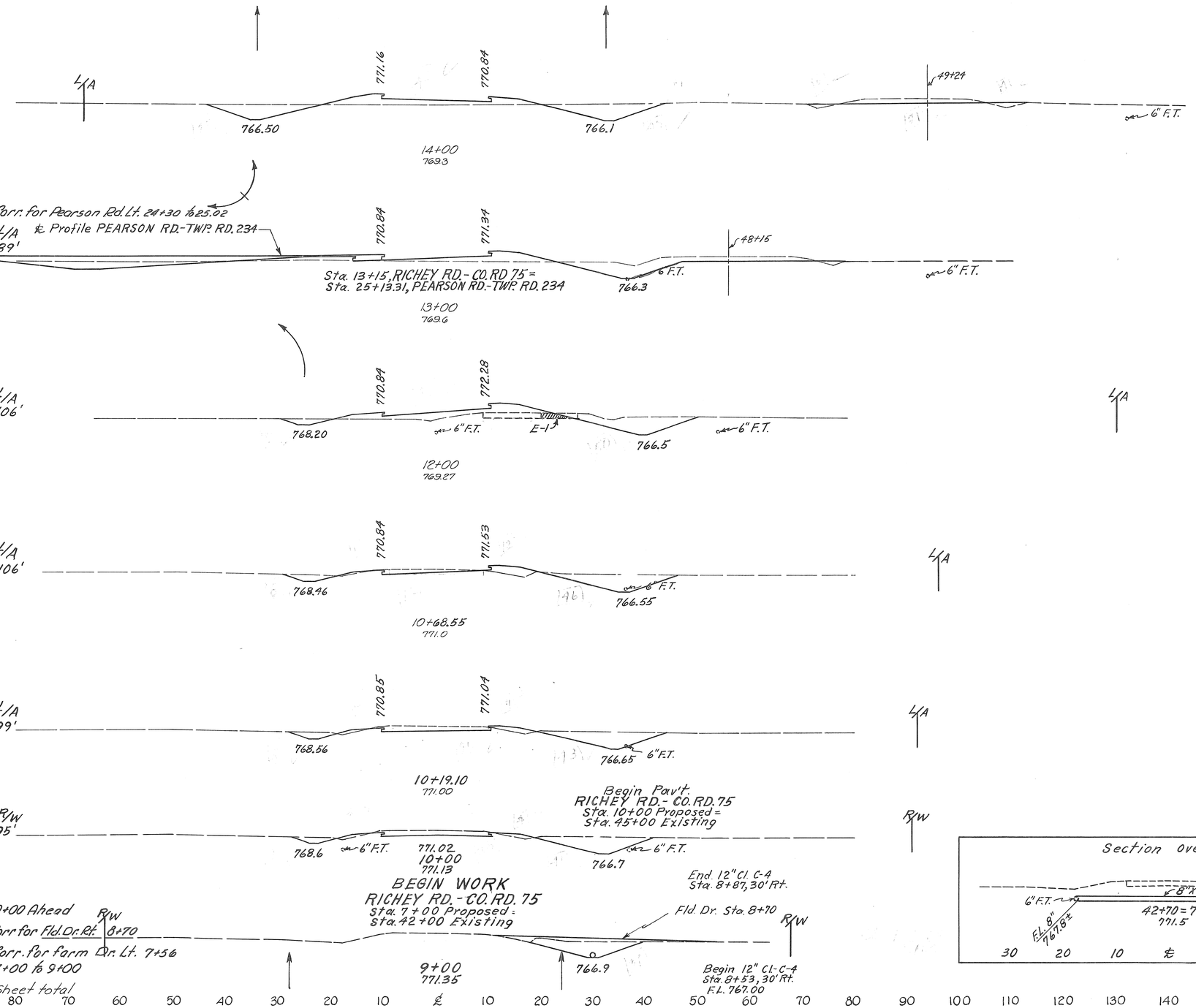
℄	771.13		771.02	771.00	770.94	770.49		769.00		769.30		769.20		769.20		769.00		768.80		768.50		770.01		769.88		769.78
Rt. Edge	770.86	770.86	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	770.84	771.00	771.16	771.32	771.44	771.48	771.44	771.32	771.16	771.00	770.94	771.39	771.63	771.83	771.65	771.39	771.70	771.90	771.72	771.44	770.93	770.73	770.58	770.51	770.52	770.29	770.11	769.92	769.74
Lt. Edge	771.09	771.09	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.08	771.63	771.83	771.65															
																															+40.34	+53.11	+65.87	+97.80	+29.73	+42.51	+55.27											

RICHEY RD. RELOCATED

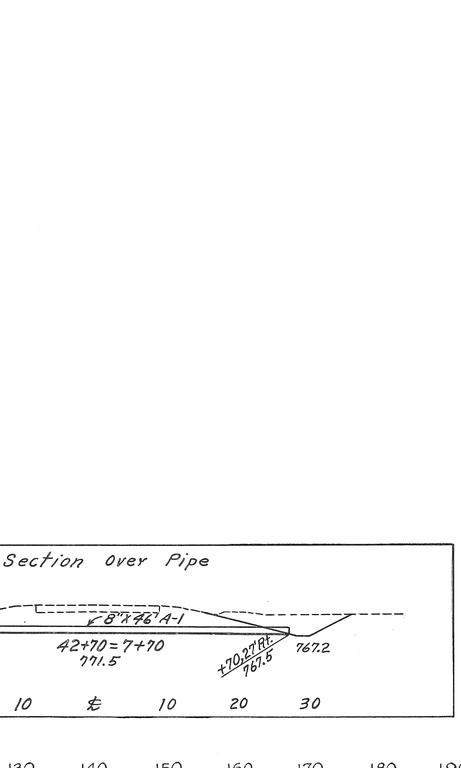
VAN WERT COUNTY
VAN WERT -30- 4.06

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210

Seeding Width	Sq.Yds.
205	
	2489
A31	
243	
	2561
218	
	2930
183	
	975
172	
	360
167	
	1561
114	
-94	
-12	
1387	
11,726	



9+00 Ahead
Corr for Fld. Dr. Rt. 8+70
Corr. for farm Dr. Lt. 7+56
7+00 to 9+00
Sheet total



	End Area Cut	End Area Fill	Cu.Yds. Cut	Cu.Yds. Fill
Sta. 14+00	96	52		
Correction for Intersection Lt.			46	26
			566	348
Sta. 12+00	57	42		
			300	134
	66	13		
			125	21
	71	10		
			49	6
Corr. Fld Dr. Rt. Sta. 8+70			0	40
	68	7		
			198	13
Sta. 9+00	39	0	173	0
Sta. 7+70	33	0	43	0
Sta. 7+00	0	0		
Total			2574	1283

RICHEY RD. Sta. 7+00 to Sta. 14+00

VAN WERT COUNTY
VAN WERT -30- 4.06

80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210

Seeding Width	Seeding Sq Yds.	
	8309	Sta. 55+00 to 61+00
		L/A 120'
✓	213	Back
		55+00 769.78
	924	End Pav't. RICHEY RD. - CO. RD. 75 Sta. 19+88.24 Co. Rd Reloc. = Sta. 54+60.93 Co. Rd. Exist.
✓	213	L/A 120'
		19+88.24 = 54+60.93 769.88
	1178	
	148	Corr. for Temp. Res. Dr. Rt. 54+30
	148	Corr. for Temp. Fld. Dr. Rt. 54+15
		L/A 120'
✓	211	769.80 770.20 54+30 ℄ Temp. Dr. 54+07 ℄ Temp. Dr. 767.62 768.50
	1674	
✓	218	18+68 Ahead
✓	115	18+68 Rt. Back
	103	18+68 Lt. Back
	536	
	240	
✓	115	18+26 Rt. Ahead
	0	18+26 Lt. Ahead
		19+38.24 770.05
		767.50
	600	Corr. for Inter.
		771.09 18+00 768.7
		L/A 107'
		765.50 765.50
		771.10 16+00 768.9
	81	15+60 Lt. Back
	0	15+60 Rt. Back
	463	
	307	
		771.44 770.84
	58	15+00 Lt. Ahead
	92	15+00 Rt. Ahead
	150	Back L/A
		766.00 765.9
	1972	
		15+00 769.6
	205	14+00
	15,907	Sheet total

	End Area Cut	End Area Fill	Cu Yds. Cut	Cu Yds. Fill
Sta. 19+88.24	0	0		
			25	8
	27	8		
			120	217
	20	77		
Pavement Edge U.S.R. 30 Sta. 17+55.27	0	0	17	64
Pavement Edge U.S.R. 30 Sta. 16+40.34	0	0		
			99	36
	133	48		
			441	181
	105	50		
			372	189
14+00	96	52		

RICHEY RD. Sta. 15+00 to 19+88.24 Prop., ℄ 54+60.93 to 55+00 Exist.

VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED RICHEY ROAD-T.R.75

0 25 50 100

Brick C.B.

Barn

Res.

15' Stone Dr.

℄ Future Proposed Pearson Rd.-T.R. 234

PEARSON ROAD

Twp Rd #234

RICHEY ROAD

TWP. Rd #75

R/W

LAR/W

497 Line

498

499

5'F.T.

4'F.T.

6"F.T.

10"C.M.P.

8"x46'A-1

12"x34'C-4

6"F.T.

6"x10'F-4

FUTURE PROPOSED RICHEY ROAD

170 ℄ Field Dr.

Rt. Lane USR30

March

Sta 498+75.04 US R. 30
Sta. 51+39.73 Future Richey Rd.

P.I. Sta. 51+39.73
Elev. 789.41

40 41 42 43 44 45 46 47 48 49 50

772.59 772.20 771.85 771.60 771.40 771.35 771.13 771.34 772.32 766.40 766.40 769.40 769.20 769.20

771.51 771.44 771.47 771.58 771.79 772.10 772.49 772.98 773.56 774.24 775.01 775.87 776.82 777.82 781.82 783.41 783.81 784.76 785.64 786.46 787.21 787.91 788.54 789.10 789.61 790.05 790.43 790.75 791.01 791.20 791.33 791.40

795
790
785
780
775
770

300'V.C.

+4.00%

800'V.C.

-0.46%

P.I. Sta 44+25
Elev. 770.82

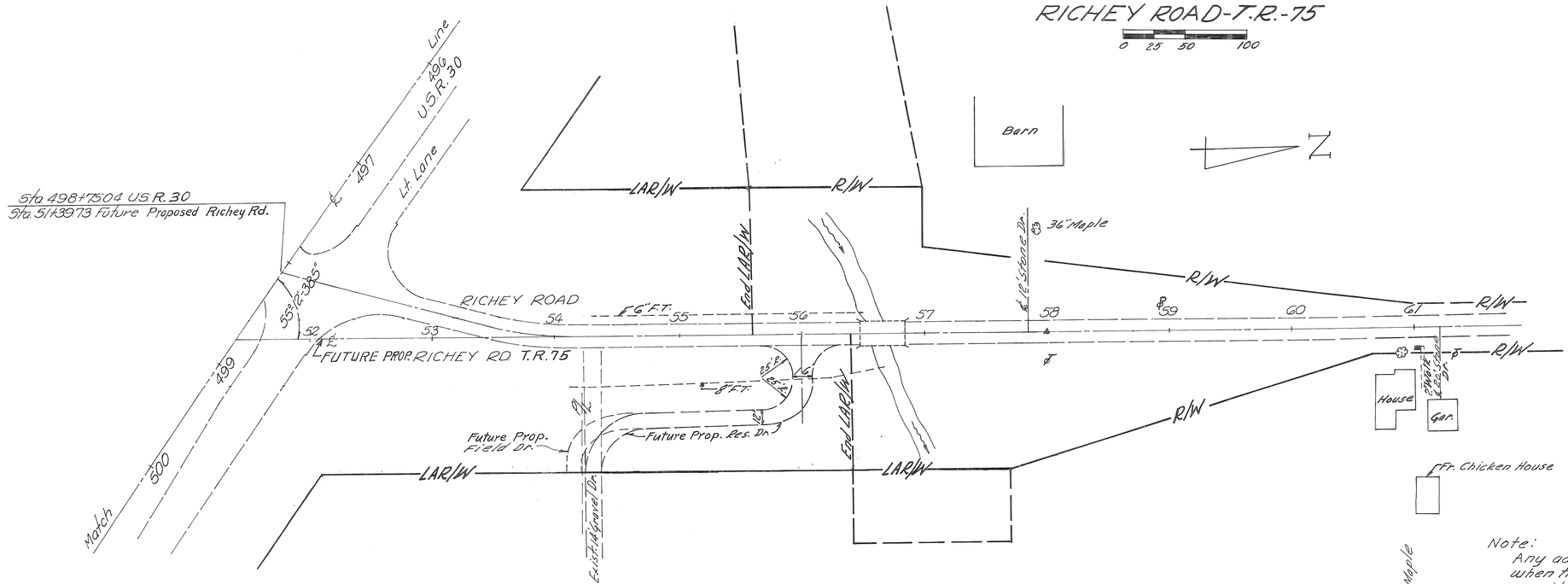
P.I. Sta. 51+39.73
Elev. 789.41

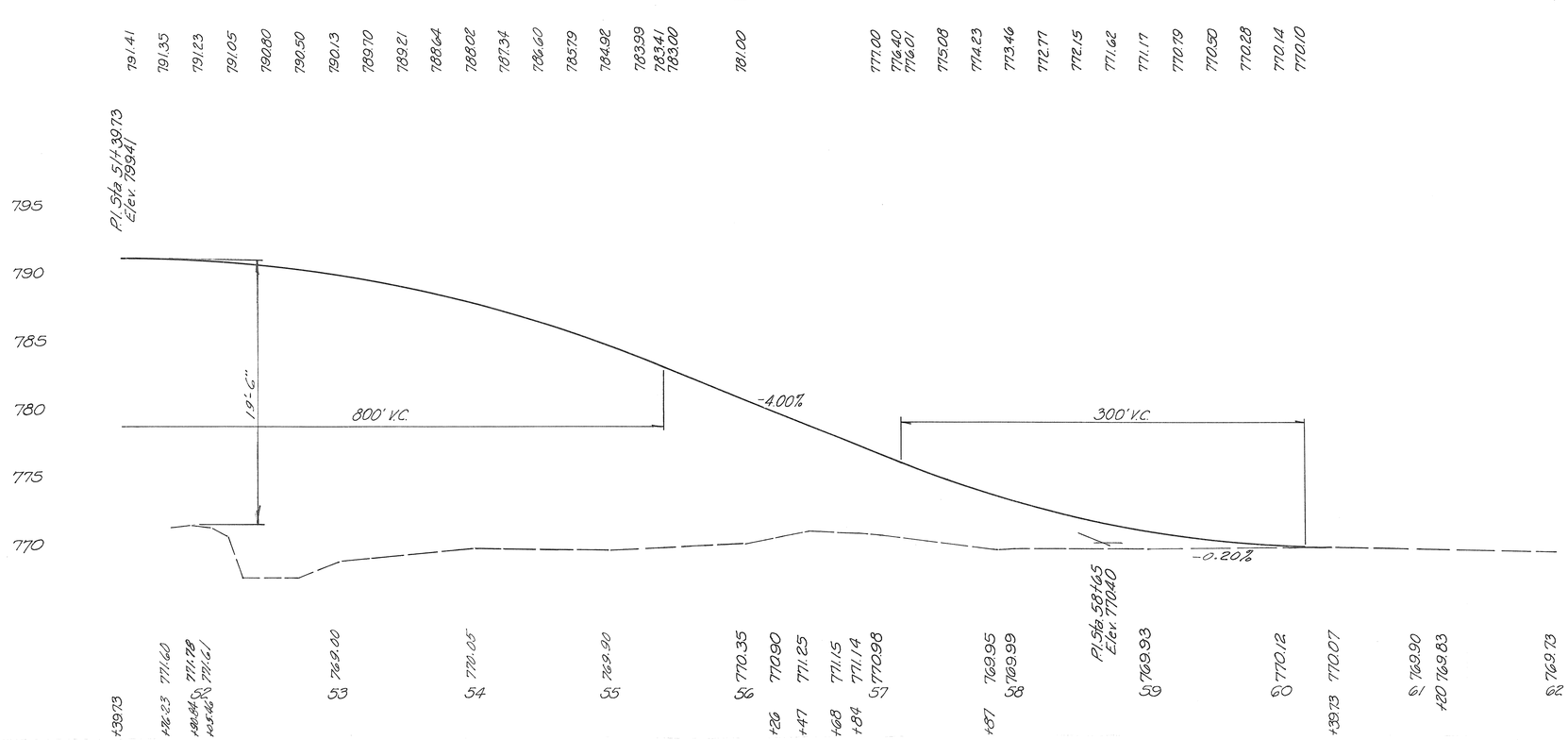
FUTURE PROPOSED RICHEY ROAD

FUTURE PROPOSED RICHEY ROAD-T.R.-75

0 25 50 100

VAN WERT COUNTY
VAN-30-4.06

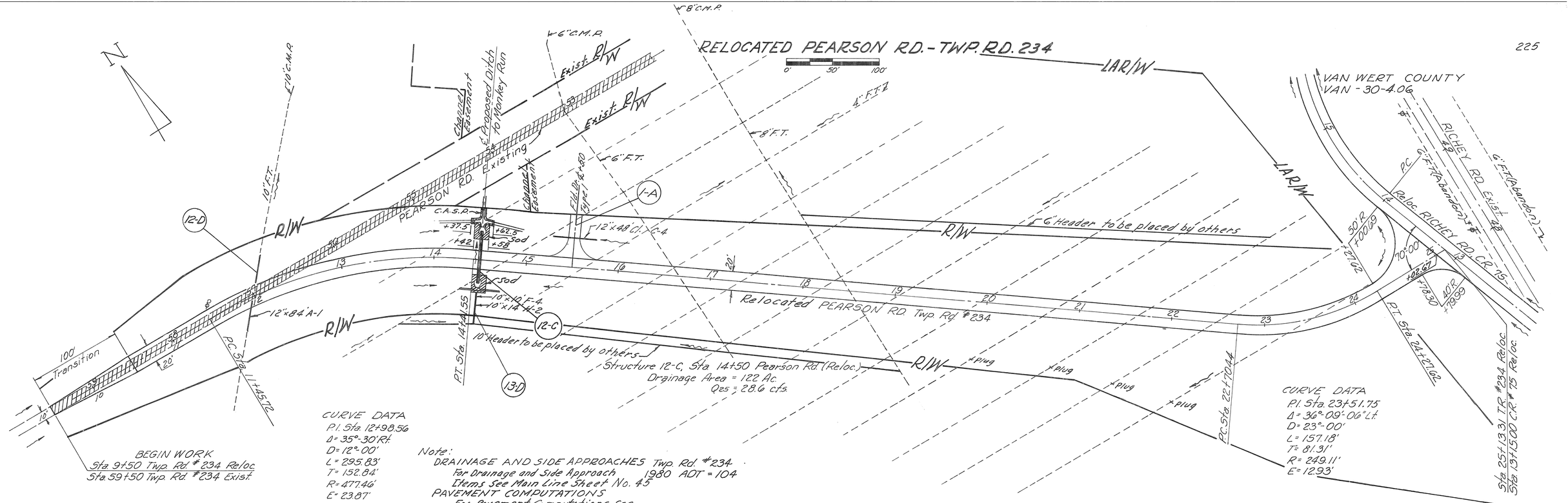




Note:
Any additional farm Drainage encountered when the grade separation is built will be provided for at the time of construction.

From Sta. 51+39.73 to Sta. 60+39.73
FUTURE PROPOSED RICHEY ROAD

RELOCATED PEARSON RD. - TWP. RD. 234

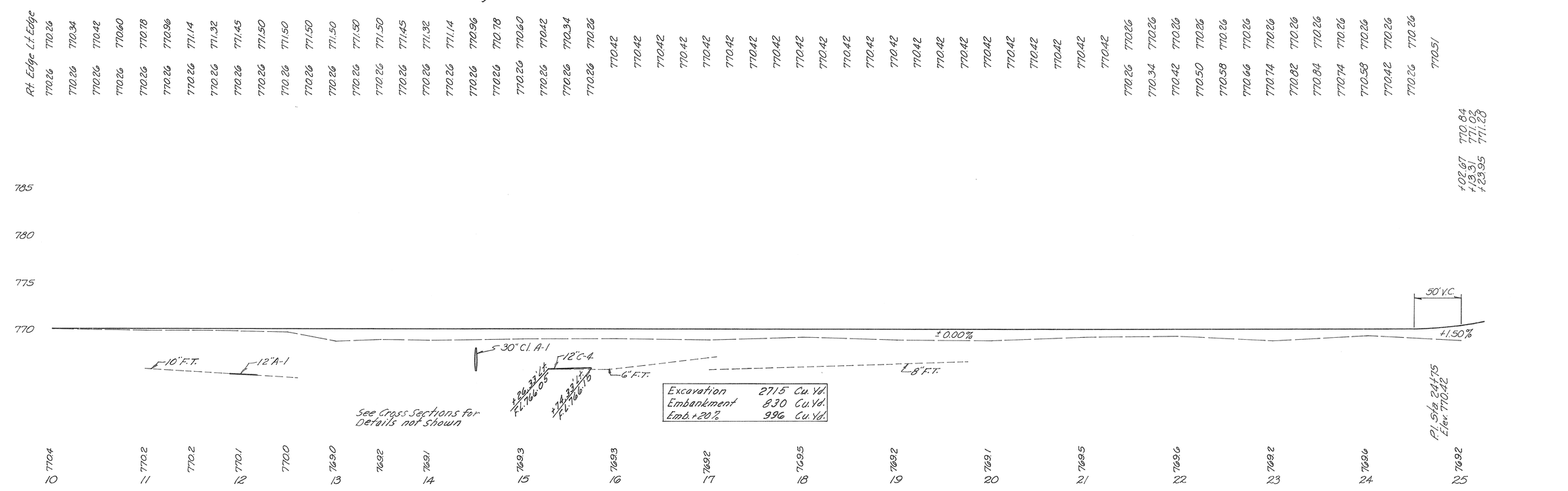


CURVE DATA
P.I. Sta. 12+98.56
Δ = 35°-30' Rt.
D = 12°-00'
L = 295.83'
T = 152.84'
R = 477.46'
E = 23.87'

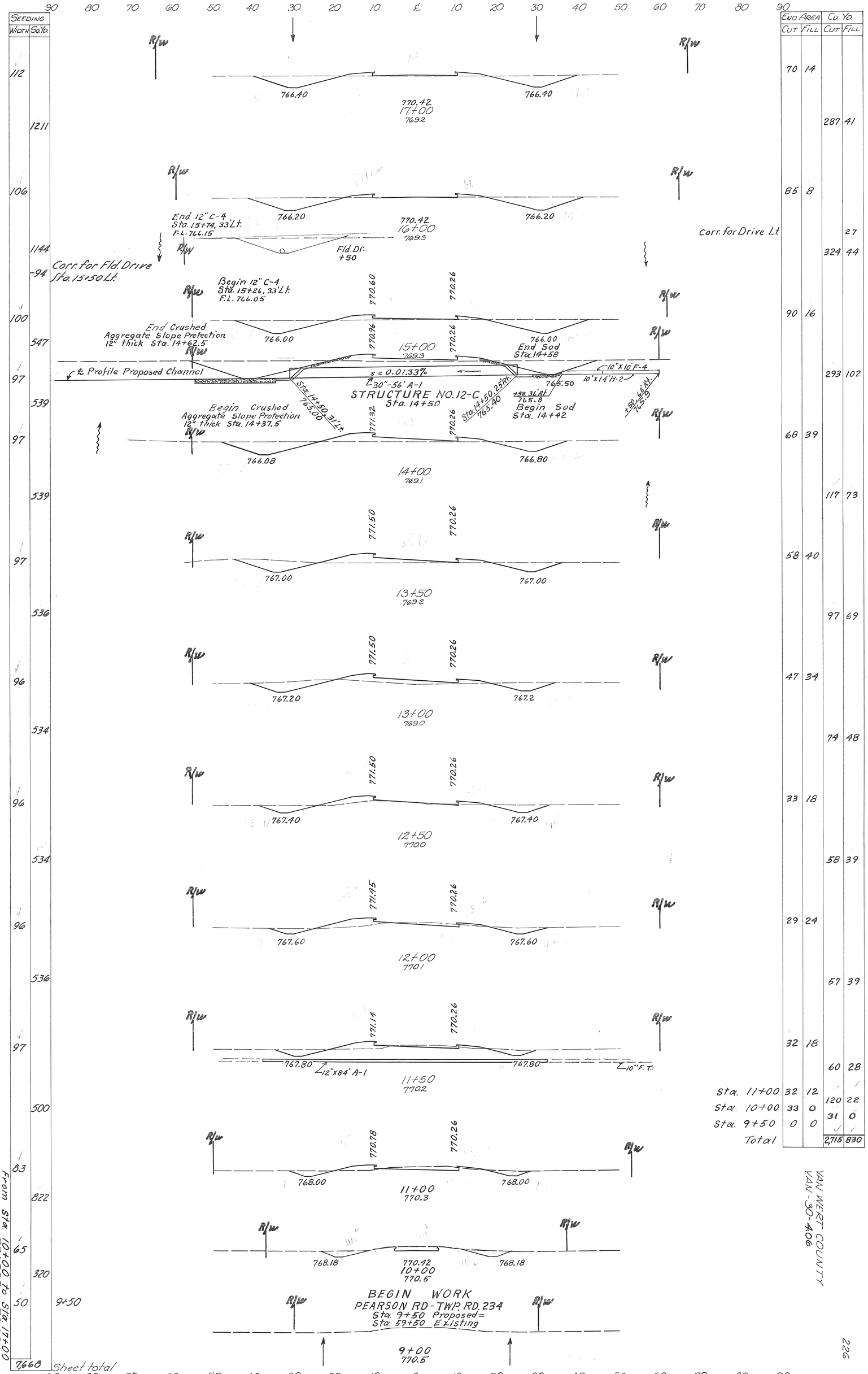
Note:
DRAINAGE AND SIDE APPROACHES Twp. Rd. #234
For Drainage and Side Approach 1980 ADT = 104
Items See Main Line Sheet No. 45
PAVEMENT COMPUTATIONS
For Pavement Computations See
Richey Rd. Intersection Detail, Sheet No. 219

CURVE DATA
P.I. Sta. 23+51.75
Δ = 36°-09'-06" Lt.
D = 23°-00'
L = 157.18'
T = 81.31'
R = 249.11'
E = 12.93'

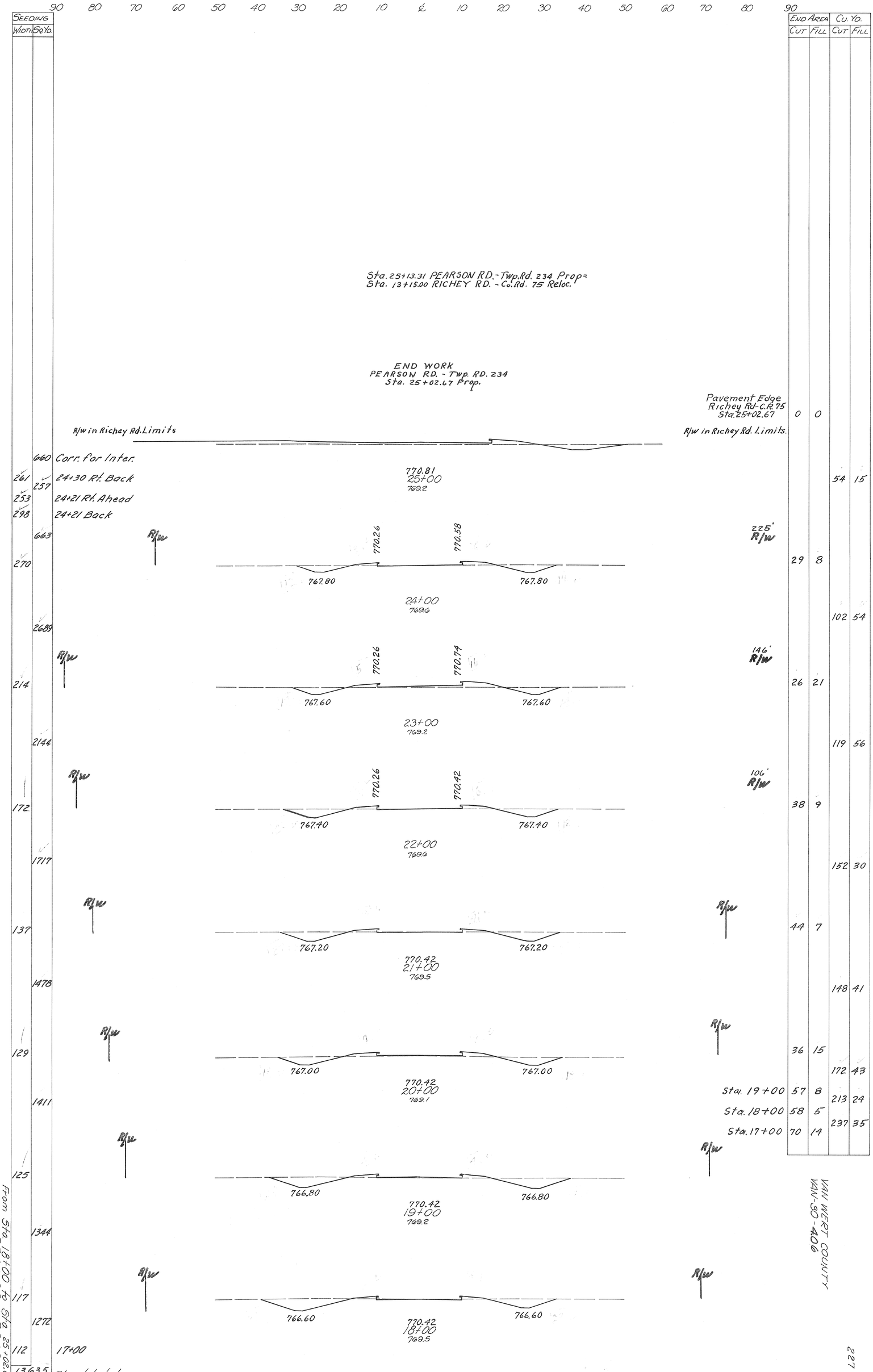
BEGIN WORK
Sta 9+50 Twp. Rd. #234 Reloc.
Sta 59+50 Twp. Rd. #234 Exist.



PEARSON ROAD RELOCATED



	End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
	70	14		
			287	41
	85	8		
Corr. for Drive Lt.				27
			324	44
	90	16		
			293	102
	68	39		
			117	73
	58	40		
			97	69
	47	34		
			74	48
	33	18		
			58	39
	29	24		
			57	39
	32	18		
			60	28
Sta. 11+00	32	12	120	22
Sta. 10+00	33	0	31	0
Sta. 9+50	0	0		
Total			2,715	830


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
SEEDING
WIDTH SQ.YD.
END AREA
CUT FILL
CU. YD.
CUT FILL
Sta. 25+13.31 PEARSON RD. - Twp. Rd. 234 Prop=
Sta. 13+15.00 RICHEY RD. - Co. Rd. 75 Reloc.
END WORK
PEARSON RD. - Twp. RD. 234
Sta. 25+02.67 Prop.
Pavement Edge
Richey Rd-C.R.75
Sta. 25+02.67
0 0
R/W in Richey Rd. Limits
R/W in Richey Rd. Limits.
660 Corn. for Inter.
770.81
25+00
769.2
261 257 24+30 Rt. Back
253 24+21 Rt. Ahead
298 24+21 Back
54 15
663
225'
R/W
770.26
770.58
767.80
767.80
29 8
24+00
769.6
2689
102 54
214
146'
R/W
770.26
770.74
767.60
767.60
26 21
23+00
769.2
2144
119 56
172
106'
R/W
770.26
770.42
767.40
767.40
38 9
22+00
769.6
1717
152 30
137
R/W
767.20
767.20
44 7
770.42
21+00
769.5
1478
148 41
129
R/W
767.00
767.00
36 15
172 43
770.42
20+00
769.1
Sta. 19+00 57 8
213 24
1411
Sta. 18+00 58 5
237 35
Sta. 17+00 70 14
125
766.80
766.80
770.42
19+00
769.2
1344
117
766.60
766.60
770.42
18+00
769.5
1272
112 17+00
13,635 Sheet total
From Sta. 18+00 to Sta. 25+02.67
PEARSON ROAD
VAN WERT COUNTY
VAN-90-406
227

FUTURE PROPOSED PEARSON RD.-TWP.RD. 234

VAN WERT COUNTY
VAN-30-4.06

0 50 100

N

L.A.

R/W

PEARSON RD. Twp. Rd. #234

RICHEY RD.

FUTURE PROPOSED RICHEY RD. CR. # 177

Sta 13+15 Richey Rd. Co. Rd 75
= Sta 25+13.31 Pearson Rd. Twp. Rd. 234

Sta 26+50.57 FUTURE Prop. Pearson Rd.
= Sta 46+25 FUTURE Prop. Richey Rd.

FUTURE PROPOSED PEARSON Rd.-T.R. 234

70°-00'

P.C. Sta 20+10.74 Future Prop. Pearson Rd.
= Sta 20+10.74 Proposed Pearson Rd.

CURVE DATA
P.I. Sta 21+10.25
Δ = 11°-53'-51"
D = 6°-00'
L = 198.29'
T = 99.51'
R = 954.53'
E = 5.15'

P.T. Sta 22+08.03 Future

P.C. Sta 23+82 Future

CURVE DATA
P.I. Sta 24+53.43
Δ = 28°-00'
D = 20°-00'
L = 140'
T = 71.43'
R = 286.43'
E = 8.77'

P.T. Sta 25+22 Future

R/W

| | | |

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

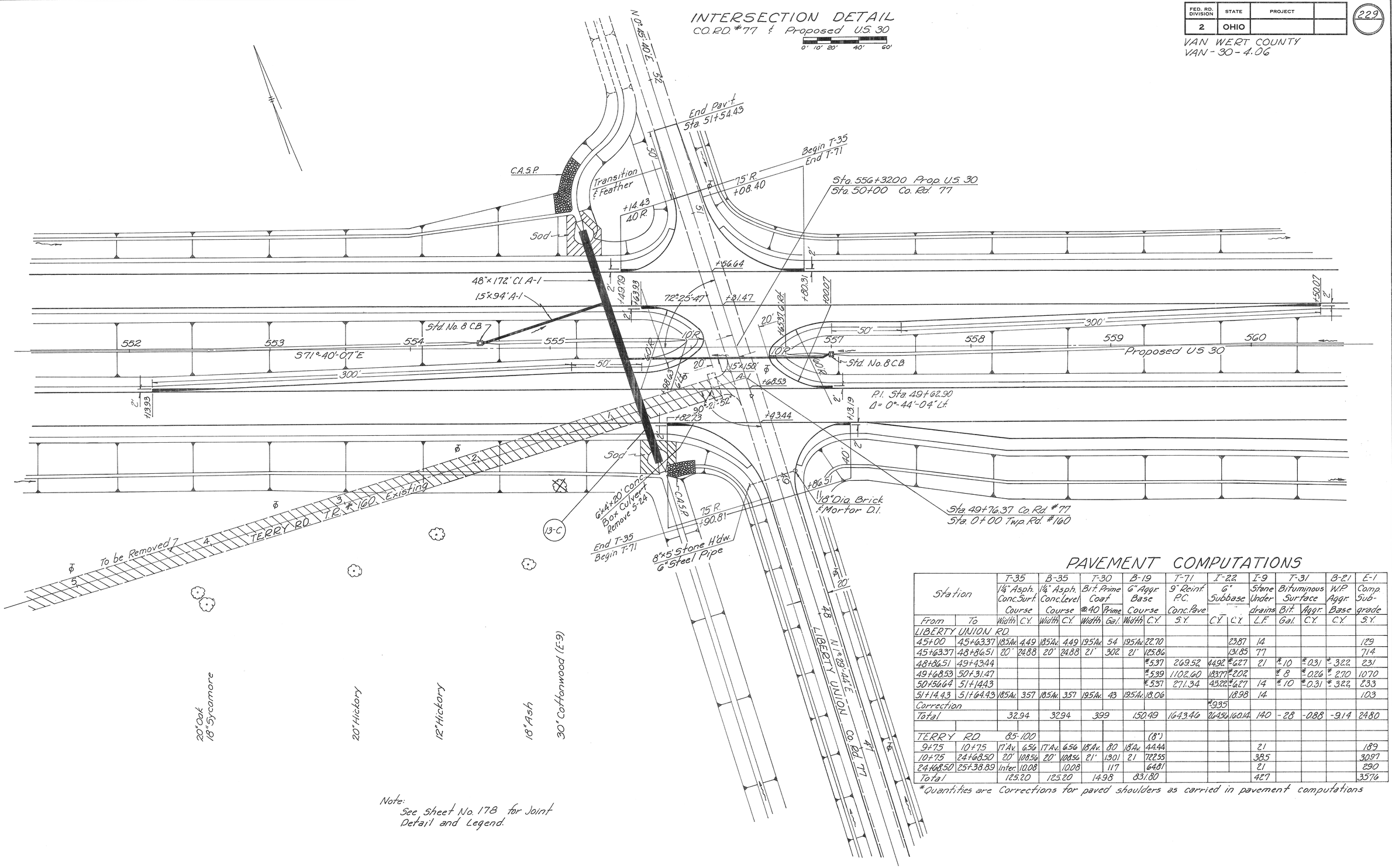
229

VAN WERT COUNTY
VAN - 30 - 4.06

INTERSECTION DETAIL

CO. RD. #77 & Proposed U.S. 30

0' 10' 20' 40' 60'



Note:
See Sheet No. 178 for Joint Detail and Legend.

PAVEMENT COMPUTATIONS

Station		T-35 1¼" Asph. Conc. Surf. Course		B-35 1¼" Asph. Conc. Level Course		T-30 Bit. Prime Coat @ .40		B-19 6" Aggr. Base Course		T-71 9" Reinf. P.C. Conc. Pave	T-22 6" Subbase		I-9 Stone Under drains	T-31 Bituminous Surface		B-21 W.P. Aggr. Base	E-1 Comp. Sub-grade
From	To	Width	C.Y.	Width	C.Y.	Width	Gal.	Width	C.Y.	S.Y.	C.Y.	C.Y.	L.F.	Bit. Gal.	Aggr. C.Y.	C.Y.	S.Y.
LIBERTY UNION RD.																	
45+00	45+63.37	18.5 Av.	4.49	18.5 Av.	4.49	19.5 Av.	54	19.5 Av.	22.70			23.87	14				129
45+63.37	48+86.51	20'	24.88	20'	24.88	21'	302	21'	125.86			131.85	77				714
48+86.51	49+43.44								*5.37	269.52	44.92	*6.27	21	*.10	*.031	*.322	231
49+68.53	50+31.47								*5.39	1102.60	183.77	*2.02		*.8	*.026	*2.10	1070
50+56.64	51+14.43								*5.37	271.34	43.28	*6.27	14	*.10	*.031	*.322	233
51+14.43	51+64.43	18.5 Av.	3.57	18.5 Av.	3.57	19.5 Av.	43	19.5 Av.	18.06			18.98	14				103
Correction											*9.35						
Total			32.94		32.94		399		150.49	1643.46	264.52	160.14	140	-.28	-.088	-.914	2480
TERRY RD.		85-100							(8")								
9+75	10+75	17 Av.	6.56	17 Av.	6.56	18 Av.	80	18 Av.	44.44				21				189
10+75	24+68.50	20'	100.56	20'	100.56	21'	1301	21	722.55				385				3097
24+68.50	25+38.89	Inter.	10.08		10.08		117		64.81				21				290
Total			125.20		125.20		1498		831.80				427				3576

*Quantities are Corrections for paved shoulders as carried in pavement computations

INTERSECTION DETAIL TERRY RD. LIBERTY UNION RD.

LIBERTY UNION RD. - C.R. 77

VAN-WERT COUNTY
VAN - 30 - 4.06

0 25 50 100

Z

12" Hickory

18" Ash

30" Cottonwood (E-9)

Begin Br. #
Sta. 45+00

Transition

C.A.S.P. 12" Thick

Sod

Proposed TERRY ROAD

Twin 36"x52" C.L.A.I. Sec. M-66 (A)

Prop. Houck Ditch

8'x5' Stone Hdw. Steel pipe

HOUCK DITCH

LIBERTY UNION C.R. #77

Sta. 46+00 Co. Rd. #77
Sta. 25+49.34 Twp. Rd. #160

Liberty Union Rd.
1980 ADT = 338

Sta. 49+76.37 Co. Rd. #77
Sta. 0+00 Twp. Rd. 160

End L.A.R./W.

Begin T-71
End T-33

18" Inlet Brick

Pl. Sta. 49+62.90
Δ = 0°44'-04" Lt.

TERRY RD. Exist.

Proposed US 30

Sta. 48+72.12 C.L.A.I. Sec. M-66 (A)

Sta. 556+32.00 Reloc. U.S. 30
Sta. 50+00.00 Co. Rd. #77

Note: 2-Telephone wires crossing Main Line 17.2' above ground at Sta. 556+52.

Note: End Work Sta. 60+50

Open Ditch

10" C.M.P.

6" C.M.P.

12"x15" Stone Hdwl.

Beach 1½ Story Fr. House

Fr. Garage

Fr. Barn

Concrete Drive

Note: Fill to meet exist. gr. (E-1)

18" Dia. Brick C.B.

End Pav't. Sta. 51+64.43

STRUCTURE NO. 13-C & 14-C

Drainage Area: 225 Acres

$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 310$

$Q_{25} = 50$ cfs.

B.M. #17 Sta. 554+90
R.R. Spike in Butternut
150' Rt. El. 769.09

Note:-
DRAINAGE
For Drainage Items see Main Line Sheet
PAVEMENT COMPUTATIONS Sheet No. 51
For Pavement Computations see Liberty Union Rd. Intersection Detail, Sheet No. 229

P.I. Sta. 46+00
Δ = 0°43' Rt.

Excavation	1829	Cu. Yd.
Embankment	1145	Cu. Yd.
Emb. +20%	1374	Cu. Yd.

100' V.C. 50' V.C. 100' V.C.

-0.08% +1.5% -1.5% +1.41% -1.5% -0.12%

6" Steel Pipe

Box Culv. Remove S-24

S 10" C.M.P. Lt.

S 6" Vit.

10" C.M.P. Lt.

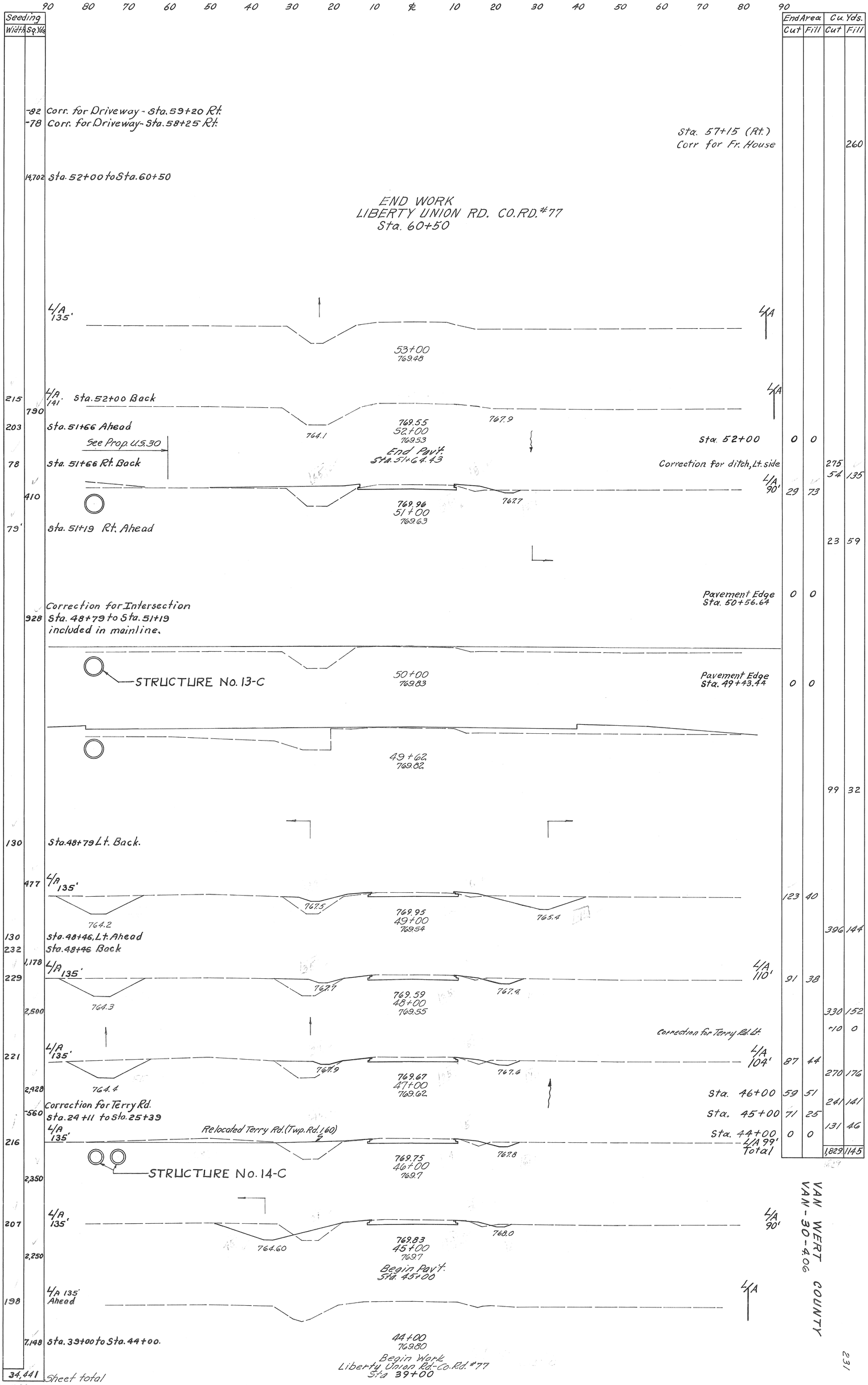
S 10" Vit.

P.I. Sta. 48+75 Elev. 769.50

P.I. Sta. 50+00 Elev. 770.10

P.I. Sta. 51+65 Elev. 769.65

| | | |


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding
Width Sq.Yds.
End Area
Cut Fill
Cu. Yds.
Cut Fill
-82 Corr. for Driveway - Sta. 59+20 Rt.
-78 Corr. for Driveway - Sta. 58+25 Rt.
Sta. 57+15 (Rt.)
Corr for Fr. House
260
14,702 Sta. 52+00 to Sta. 60+50
END WORK
LIBERTY UNION RD. CO. RD. #77
Sta. 60+50
L/A 135'
53+00
769.48
L/A
215 L/A 141' Sta. 52+00 Back
790
203 Sta. 51+66 Ahead
See Prop. U.S. 30
764.1
769.55
52+00
769.53
End Pav't.
Sta. 51+64.43
767.9
Sta. 52+00 0 0
78 Sta. 51+66 Rt. Back
Correction for ditch, Lt. side
275
54 135
L/A 90'
410
769.96
51+00
769.63
767.7
29 79
79' Sta. 51+19 Rt. Ahead
23 59
Pavement Edge
Sta. 50+56.64
0 0
Correction for Intersection
928 Sta. 48+79 to Sta. 51+19
included in mainline.
STRUCTURE No. 13-C
50+00
769.83
Pavement Edge
Sta. 49+43.44
0 0
49+62
769.82
99 32
130 Sta. 48+79 Lt. Back.
477 L/A 135'
764.2
767.5
769.95
49+00
769.54
765.4
123 40
130 Sta. 48+46 Lt. Ahead
232 Sta. 48+46 Back
396 144
1,178 L/A 135'
229
764.3
767.7
769.59
48+00
769.55
767.4
L/A 110'
91 38
2,500
330 152
Correction for Terry Rd. Lt.
+10 0
221 L/A 135'
764.4
767.9
769.67
47+00
769.62
767.6
L/A 104'
87 44
270 176
2,920
Sta. 46+00 59 51
241 141
Correction for Terry Rd.
-560 Sta. 24+11 to Sta. 25+39
Sta. 45+00 71 25
131 46
L/A 135'
Relocated Terry Rd. (Twp. Rd. 160)
℄
216
Sta. 44+00 0 0
L/A 99'
Total 1,829 1145
STRUCTURE No. 14-C
769.75
46+00
769.7
767.8
2,350
207 L/A 135'
764.60
769.83
45+00
769.7
768.0
L/A 90'
2,250
Begin Pav't.
Sta. 45+00
198 L/A 135' Ahead
L/A
7,148 Sta. 39+00 to Sta. 44+00.
44+00
769.80
Begin Work
Liberty Union Rd-Co. Rd. #77
Sta 39+00
34,441 Sheet total
Liberty Union Rd. Sta. 44+00 to Sta. 53+00
VAN WERT COUNTY
VAN-30-4.06
132

VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED LIBERTY UNION RD-C.R. 77

0' 25' 50' 100'

Sta. 40+00

Begin Sheet

R/W

LAR/W

P.C. Sta. 23+65.28 Future Prop. Terry Rd. - T.R. 160

Future Prop. Terry Rd.

T.R. 160

P.T. Sta. 24+81.15 Future Prop. Terry Rd. T.R. 160

TERRY ROAD

Twin 36"x52' Cl. A-1

48"x172' A-1

℄ Houck Ditch

Drive

5-10' C.M.P.

5-10' C.M.P. "X" over

70°

Future Proposed LIBERTY UNION RD.

LIBERTY UNION-RD ℄

℄ Co. Rd. # 77

Sta. 46+00 Co. Rd. #77 =
Sta. 25+49.34 Twp. Rd. #160

Liberty Union Rd.
1980 ADT = 338

Sta. 556+29.95 USR 30
Sta. 50+00 Future Liberty Union

S 71°40'-01" E

554' ℄ Line

555

557

558

℄ USR 30

℄ Lane

Match

10" Dia C.B.

41 42 43 44 45 46 47 48 49

FUTURE LIBERTY UNION RD.

| | | |

VAN WERT COUNTY
VAN-30-4.06

FUTURE PROPOSED LIBERTY UNION RD.-C.R.77

0' 25' 50' 100'

Sta. 55+29.95 U.S.R. 30
Sta. 50+00 Future Liberty Union

Line 554
U.S.R. 30
Lt. Lane

555
557
558
Match

48"x172' A-1

72°33'25"

LAR/W
R/W
End LAR/W
12'x1' Stone Howl
Sta. 60+00
End Street

Houck Ditch

51 52 53 54 55 56 57 58 59

Future Proposed LIBERTY UNION RD. Co. Rd #77

5'6" V.t.
5'10" C.M.P.
5'10" V.t.
4'x4' C.I.
14' Stone Dr.
20' Stone Dr.

Garage
Barn

18" Dia. Brick C.B.
15" Ash
8" Ash
8" Ash
24" Ash
18" Dia. Brick Inlet
24" Maple

790.40 790.37 790.27 790.12 789.90 789.62 789.27 788.87 788.40 787.87 787.27 786.62 785.90 785.12 784.27 783.37 782.40 778.40 775.00 774.42 773.51 772.68 771.94 771.28 770.71 770.22 769.81 769.48 769.24 769.08 769.01 769.00 769.02

+85 +85

800' V.C.

790
785
780
775
770
765

P.I. Sta. 50+00
Elev. 798.40

Future Proposed Grade

-4.0%

P.I. Sta. 57+35
Elev. 769.00

300' V.C.

5'6" V.t.
5'10" C.M.P.
5'10" V.t.

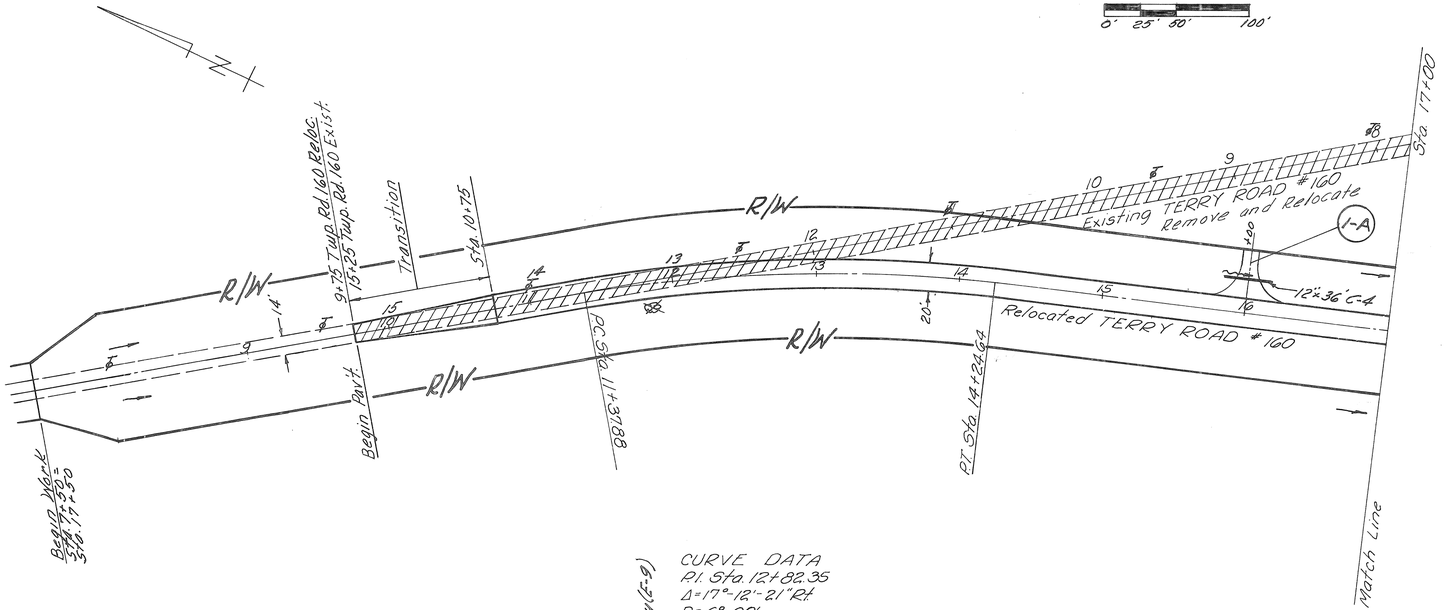
770.55 770.54 770.53 769.96 769.55 769.48 769.37 769.26 769.34 769.31 769.03 769.03 769.02

50 +33 +45 +57 51 52 53 54 55 56 57 58 59 60

FUTURE PROPOSED LIBERTY UNION RD.

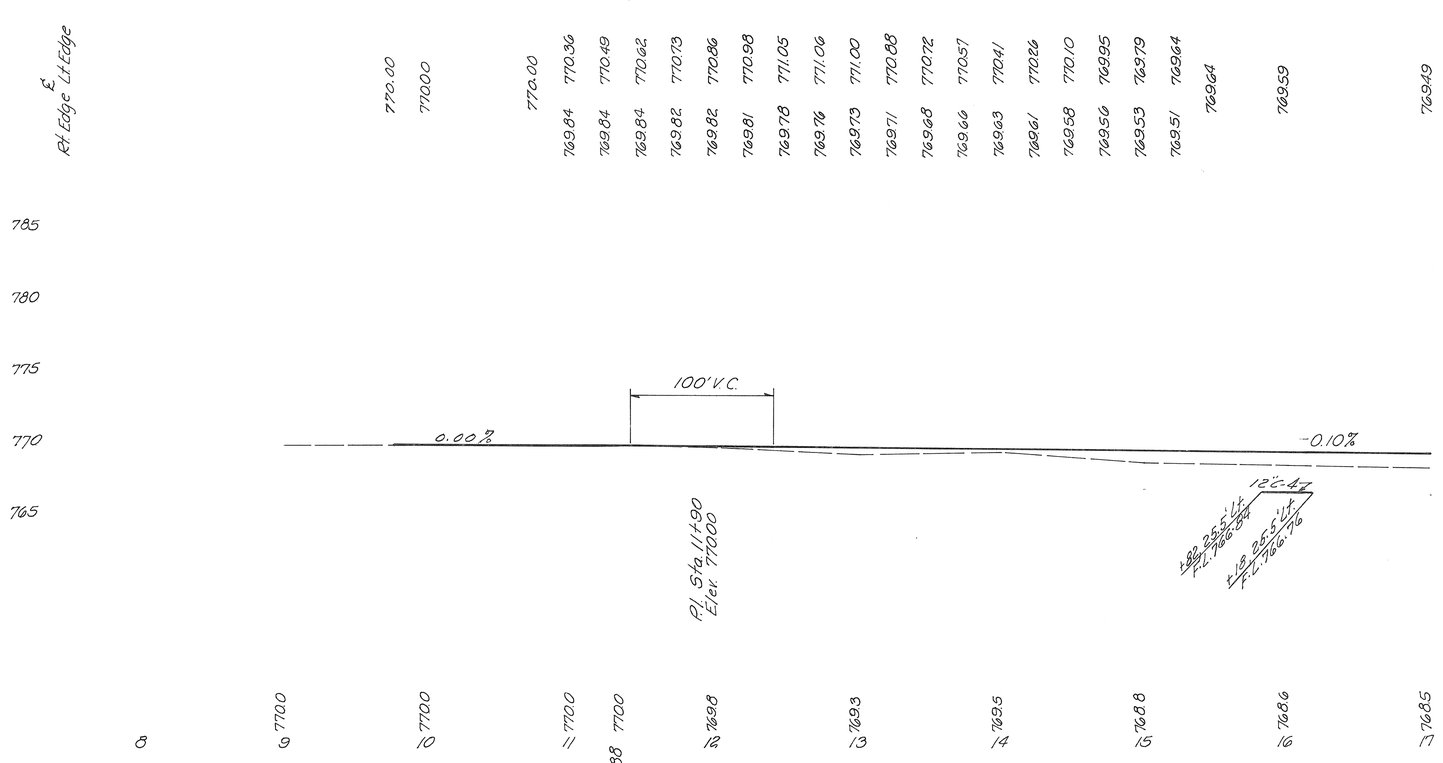
RELOCATED TERRY RD.- T.R.160

VAN WERT COUNTY
VAN-30-4.06



CURVE DATA

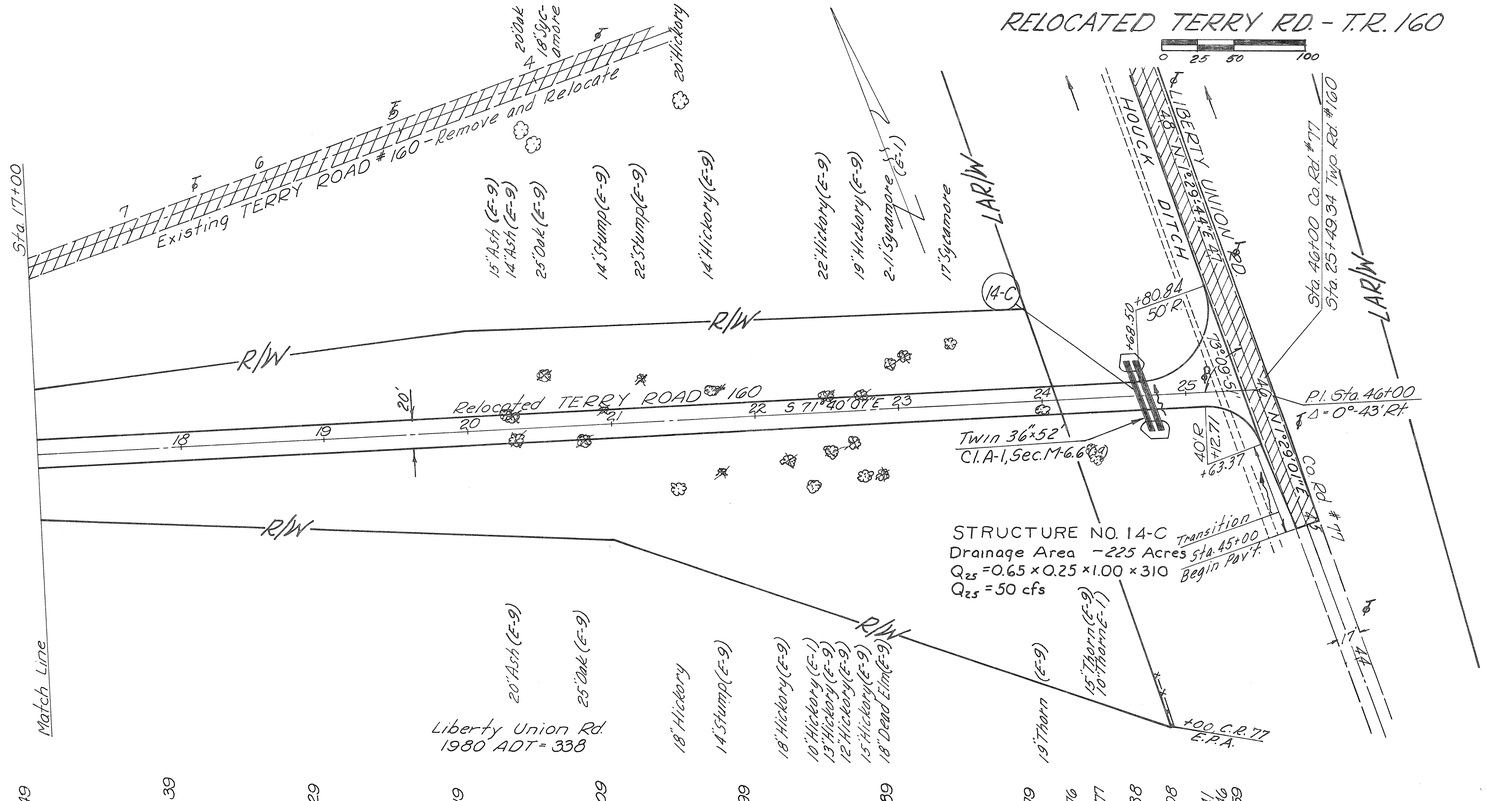
P.I. Sta. 12+82.35
Δ = 17°-12'-21" Rt.
D = 6°-00'
R = 954.93'
T = 144.47'
L = 286.76'
E = 10.87'



E-9 Removal of Trees and Stumps 1-Each
carried to Sheet No. 235

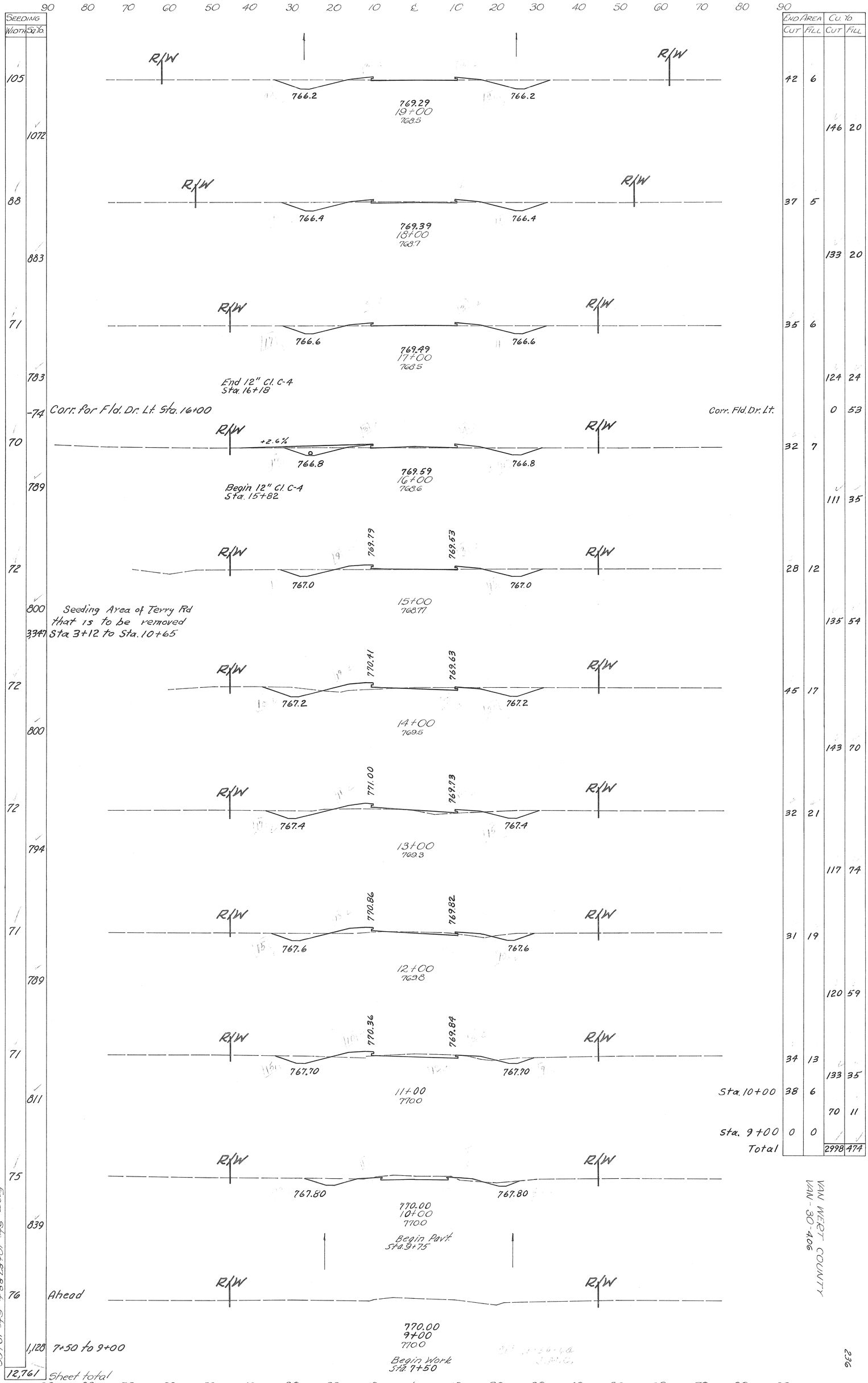
VAN WERT COUNTY
VAN - 30 - 4.06

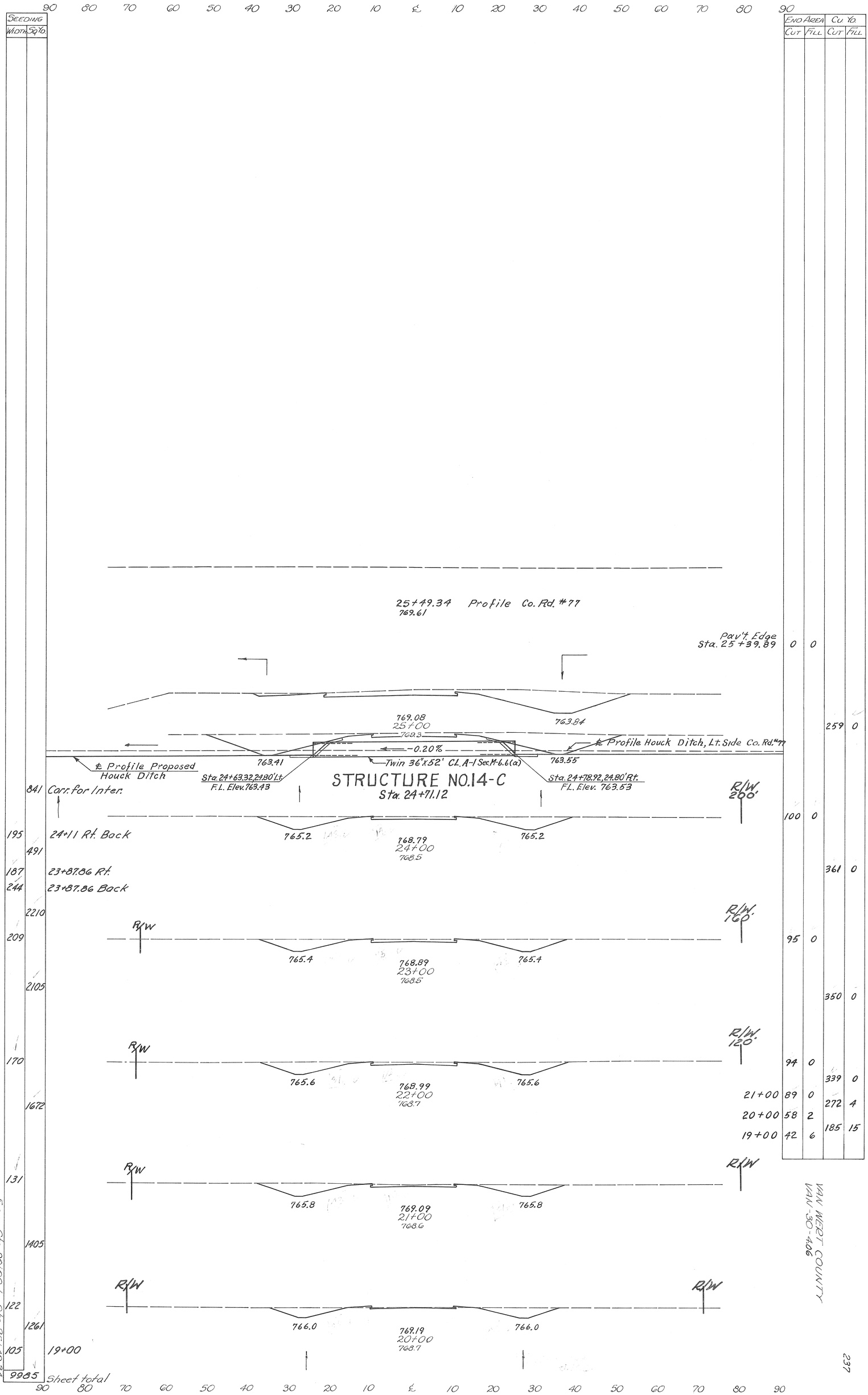
RELOCATED TERRY R.D. - T.R. 160



Liberty Union Rd.
1980 ADT = 338

| | | |

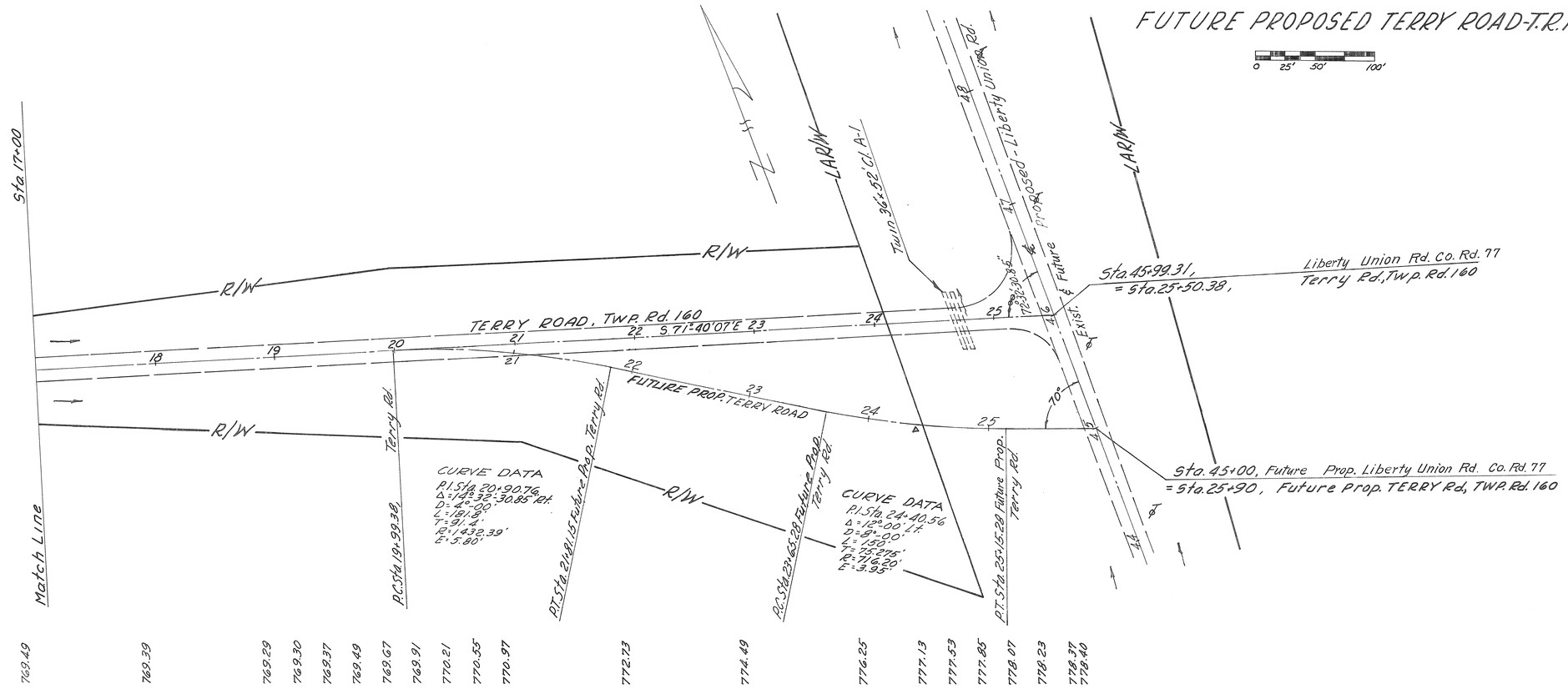

90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
Seeding Width
Sq. Yd.
End Area Cut
End Area Fill
Cu. Yd. Cut
Cu. Yd. Fill
105
1072
42
6
146
20
R/W
766.2
769.29
19+00
768.5
88
883
37
5
133
20
766.4
769.39
18+00
768.7
71
783
35
6
124
24
766.6
769.49
17+00
768.5
End 12" Cl. C-4
Sta. 16+18
-74
Corr. for Fld. Dr. Lt. Sta. 16+00
Corr. Fld. Dr. Lt.
0
53
70
789
32
7
111
35
+2.6%
766.8
769.59
16+00
768.6
Begin 12" Cl. C-4
Sta. 15+82
72
800
28
12
135
54
769.79
769.53
767.0
15+00
768.7
Seeding Area of Terry Rd
that is to be removed
3,347 Sta 3+12 to Sta. 10+65
72
800
45
17
143
70
770.41
769.63
767.2
14+00
769.5
72
794
32
21
117
74
771.00
769.73
767.4
13+00
769.3
71
789
31
19
120
59
770.86
769.82
767.6
12+00
769.8
71
811
34
13
133
35
770.36
769.84
767.70
11+00
770.0
Sta. 10+00
38
6
70
11
Sta. 9+00
0
0
Total
2998
474
75
839
767.80
770.00
10+00
770.0
Begin Pvmt.
Sta. 9+75
76
Ahead
770.00
9+00
770.0
1,128
7+50 to 9+00
Begin Work
Sta. 7+50
12,761
Sheet total
From Sta. 10+67.88 to Sta. 19+00
TERRY ROAD
VAN WERT COUNTY
VAN-30-4.06
236

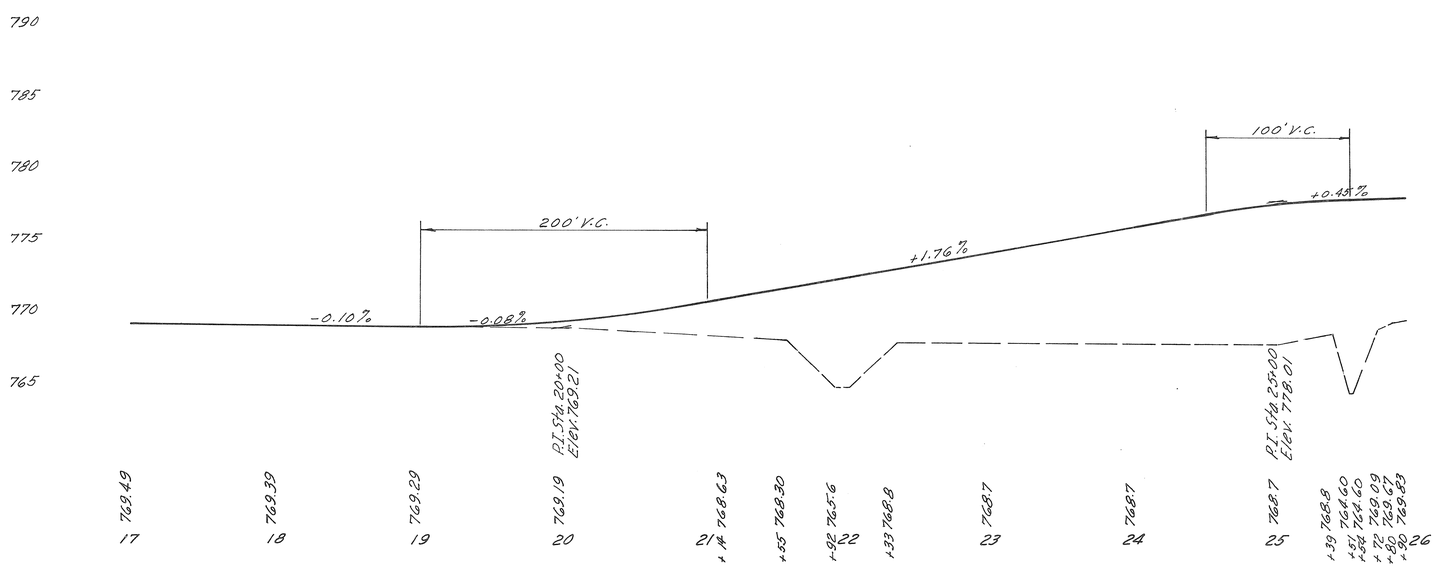

90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
SEEDING WIDTH Sq Yo.
END AREA CU. YD. CUT FILL CUT FILL
25+49.34 Profile Co. Rd. #77
769.61
Pav't Edge Sta. 25+39.89
0 0
769.08
25+00
769.3
763.84
259 0
-0.20%
℄ Profile Houck Ditch, Lt. Side Co. Rd. #77
763.41
763.55
℄ Profile Proposed Houck Ditch
Sta. 24+63.32, 24.80' Lt.
F.L. Elev. 763.43
Twin 36"x52" CL. A-1 Sec. M-6.6(a)
STRUCTURE NO. 14-C
Sta. 24+71.12
Sta. 24+78.92, 24.80' Rt.
F.L. Elev. 763.53
R/W 200'
841 Corr. for Inter.
100 0
195 24+11 Rt. Back
765.2
768.79
24+00
768.5
765.2
491
187 23+87.86 Rt.
361 0
244 23+87.86 Back
2210
R/W
R/W 160'
209
95 0
765.4
768.89
23+00
768.5
765.4
2105
350 0
R/W
R/W 120'
170
94 0
765.6
768.99
22+00
768.7
765.6
339 0
21+00 89 0
1672
272 4
20+00 58 2
19+00 42 6
185 15
R/W
R/W
131
765.8
769.09
21+00
768.6
765.8
1405
R/W
R/W
122
766.0
769.19
20+00
768.7
766.0
1261
105 19+00
9985 Sheet total
From Sta 20+00 to Sta 25+49.34
TERRY ROAD
VAN WERT COUNTY
VAN-30-4.06
237

FUTURE PROPOSED TERRY ROAD-T.R.160

VAN WERT COUNTY
VAN-30-9.06

0 25' 50' 100'





Future Prop. Terry Rd., Twp. Rd. 160

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

239

VAN WERT COUNTY
VAN - 30 - 4.06

1. Compound Transition Curve
P.I. Sta 564+98.87
T_i = 123.06'
T_e = 77.40'
L_a = 200'
P_a = 1.89'
θ_a = 6°30'
D_i = 1°30'
Δ_1 = 1°30'
D_e = 8°00'
Δ_2 = 8°00'

2. Spiral Curve
L_s = 250'
D_c = 8°00'
θ_s = 10°
P = 3.63'
L.T. = 166.93'
S.T. = 83.58'

3. Spiral Curve
L_s = 200'
D_c = 23°-00'
θ_s = 23°-00'
P = 6.65'
L.T. = 134.48'
S.T. = 67.71'

4. Curve Data
Δ = 122°-02'-52"
D_c = 12°00'
R = 477.46'
T = 862.23'
L = 1017.06'

Liberty Union Rd.

Begin Taper Sta 561+32.32 U.S.R. 30

54' Lt. Sta 561+32.32 U.S.R. 30

Existing Cable Ditch

End Work Sta 640+65.37 Reloc. U.S.R. 224
Sta 570+79.19 Reloc. U.S.R. 30

C.S. Sta 643+99.93 U.S.R. 224

3632 ℄ U.S.R. 30
1040 ℄ Ramp "A"

122°-02'-52"
127°-59'-48"

P.C. Sta 654+66.56 ℄ Ramp "A"
185 Rt. Sta 654+66.56 ℄ U.S.R. 224

Sta 659+16.40 ℄ Ramp "A"

C.S. Sta 661+99.93 U.S.R. 224

Sta 573+ Sta 664+ Sta 661+16.40 ℄

79 Lt.

P.T. Sta 654+16.99 ℄ Ramp "B"
85 Lt. 654+16.99 U.S.R. 224

4. Δ = 127°-59'-48"
D_c = 12°-00'
R = 477.46'
T = 978.88'
L = 1066.63'

3. Ramp "A"

P.T. Sta 657+16.99 ℄ Ramp "B"

P.I. Sta 659+09.92
Δ = 28°-20'-51"
D_c = 7°-30'
R = 763.94'
T = 192.93'
L = 377.97'

Compound Transition Curve
P.I. Sta 661+92.57
T_i = 153.20'
T_e = 97.61'
L = 250
P_a = 2.73'
θ_a = 7°-30'
D_i = 1°-30'
Δ_1 = 1°-52'-30"
D_e = 7°-30'
Δ_2 = 9°-22'-30"

C.S. Sta 660+94.96 ℄ Ramp "B"

P.I. Sta 657+81.75
Δ = 103°-27'-48"
D_c = 23°00'
R = 249.11
T = 315.19
L = 449.84

RAMP "B"

SC. Sta 663+44.96 ℄ Ramp "B"

P.I. Sta 665+71.76
Δ = 6°-47'-45"
D_c = 1°-30'
R = 3819.72'
T = 226.80'
L = 453.07'
E = 6.76'

560 565 571°-40'-07"E 570 575 580 585 590 595 600 605 610 615 620 625 630 635 640 645 650 655 660 665

100' 12'

Relocated Hauck Ditch

Begin Taper Sta 557+25 ℄ U.S.R. 30

54' Lt. Sta 557+25 ℄ U.S.R. 30

P.C. Sta 559+30.74 ℄ Ramp "C"
66 Rt. Sta 559+30.74 U.S.R. 30

P.I. Sta 561+57.54
Δ = 6°-47'-45"
D_c = 1°-30'
R = 3819.72'
T = 226.80'
L = 443.07'

C.S. Sta 563+73.18 ℄ Ramp "C"

1.

C.S. Sta 565+73.81 ℄ Ramp "C"

SC. Sta 565+73.81 ℄ Ramp "C"

RAMP "C"

Relocated Cable Ditch

90° Tan. to Curve

P.I. Sta 569+27.24
Δ = 52°-31'-50"
D = 8°00'
R = 716.20'
T = 353.43'
L = 656.63'

Cul-de-Sac

P.I. Sta 632+64.81
Δ = 18°-52'-30" Rt.
D = 1°00'
R = 5729.58'
T = 952.38'
L = 1887.50'
E = 78.61'

P.I. Sta 573+80.71
Δ = 81°-18'-17"
D = 7°-30'
R = 763.94'
T = 655.99'
L = 1084.06'

C.S. Sta 578+08.78 ℄ Ramp "D"

P.C. Sta 580+58.78 ℄ Ramp "D"

S.T. Sta 580+58.78 ℄ Ramp "D"

Sta 583+58.78 ℄ Ramp "D"
79 Rt. Sta 583+58.78 U.S.R. 30

Match Line (B)

Spiral Curve
P.I. Sta 578+92.33
L_s = 250'
D_c = 7°30'
θ_s = 9°-22'-30"
P = 3.40'
L.T. = 166.90'
S.T. = 83.55'

P.T. Sta 661+98.03 ℄ Ramp "B"
66 Lt. Sta 591+43.71 U.S.R. 30

End Taper Sta 594+39.11 ℄ U.S.R. 30

610 12' 100'

590 595

Match Line (B)

End Taper Sta 595+58.78 ℄ U.S.R. 30

Future Proposed Pavement

C.S. Sta 572+30.44 ℄ Ramp "C"

620

580 625

585 12% Traffic Dividers 14'

End Paved Median Sta 584+56 Ramp "C"

End Transition Sta 586+50 Ramp "C"

P.I. Sta 584+40.32
Δ = 5°-30'-32"
D = 0°-29'-56.24"
R = 11,483.16'
T = 553.03'
L = 1105.20'
E = 13.25'

Sta 619+38 U.S.R. 224
Sta 588+18.68 Ramp "C" (32.65 Lt.)

Cul-de-Sac

Mc CONAHAY RD (Twp. Rd #48)

P.T. Sta 589+92.49 Ramp "C"
- Sta 617+62.19 54 Lt.

2.

ST. Sta 574+80.44 ℄ Ramp "C"

P.C.C. 35' Rt. Sta 632+68.88 U.S.R. 224

S.C. Sta 567+24.72 ℄ Ramp "D"

Compound Transition Curve
P.I. Sta 566+27.81
T_i = 153.15'
T_e = 97.66'
L = 250'
P_a = 2.72'
θ_a = 7°-29'-17"
D_i = 1°-30'-34"
Δ_1 = 1°-53'-19"
D_e = 7°-30'
Δ_2 = 9°-22'-30"

P.C. Sta 578+02.56 on Ramp "C"
27.5' Lt. Sta 629+48.20 U.S.R. 224

P.C.C. Sta 578+87.29
27.5' Lt. Sta 628+63.87 U.S.R. 224

C.S. Sta 564+74.72 ℄ Ramp "D"
- 32.76 Rt. Sta 629+24.63 U.S.R. 224

FUTURE PROPOSED
Lt. Edge Rt. Lane
Δ = 9°-33'-52"
D = 1°-30'
R = 3819.72'
T = 319.55'
E = 637.63'
P.C. 21.14' Rt. Sta 626+30.53 U.S.R. 224
P.C.C. 35' Rt. Sta 632+68.88

Match Line (A)

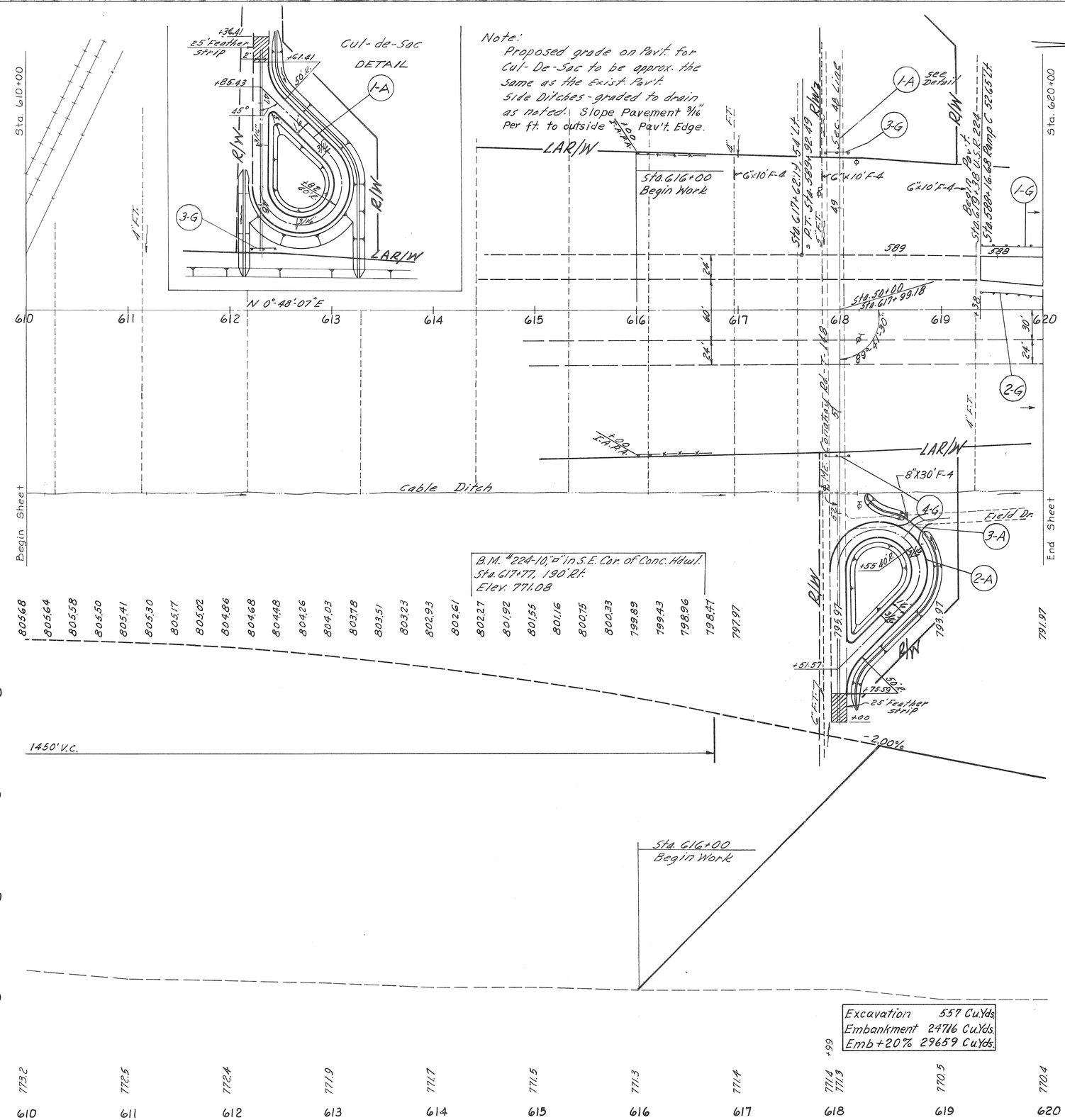
Match Line (A)

PROPOSED INTERCHANGE U.S.R. 224 & U.S.R. 30

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

240

VAN WERT COUNTY
VAN-30-4.06



GUARD RAIL "G"

Ref. No.	Station From	Station to	Side	I-15 Guard Rail Steel Beam Type (Deep) (Lin. Ft.) Straight
1-G	Ramp C 587+93	Ramp C 588+16.5	Rt.	61.5
2-G	619+38	620+00	Lt.	62.0
3-G	48+45	Mc Conahay	Rt.	25.0
4-G	51+45	Mc Conahay	Rt.	25.0
Total				173.5

SIDE APPROACHES

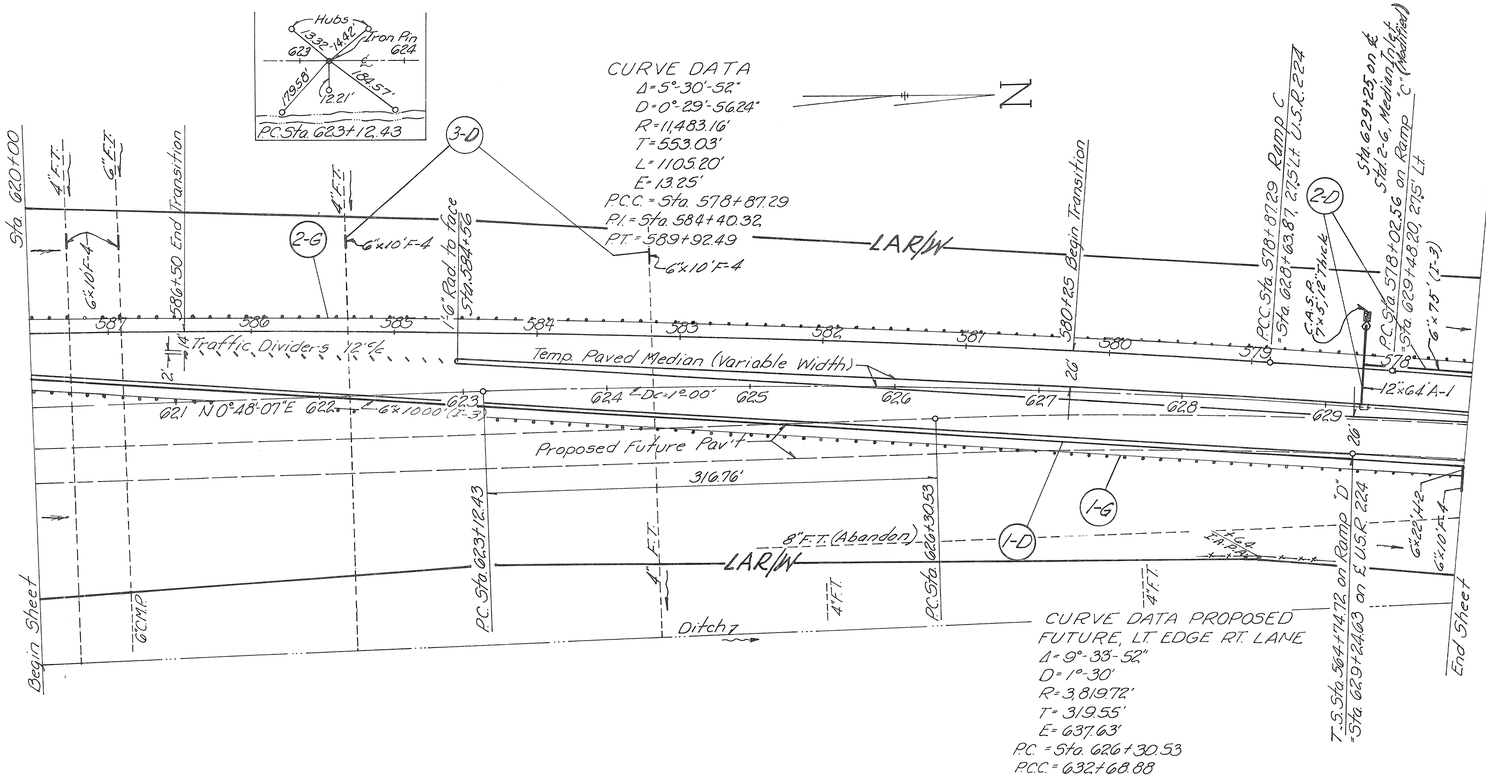
Ref. No.	Station	Side	B-19 Agg. Base Cu.Yd. 7"	T-30 Tack Coat Gal.	T-30 Bit. Prime Gal.	T-35 Asph. Surf. Cu.Yd. 2"	E-1 Road Exc. Cu.Yd.	E-1 Comp. Sub. Sq.Yd.	Remarks	Length	Width	I-1 Drive Pipe Lin. Ft. 8" F.A.
1-A	Mc Conahay 46+61.41	Lt.	80	30	155	37.60	84	386	Cul-de-Sac	387	16	
2-A	53+75.59	Rt.	80	33	155	38.50	65	386	Cul-de-Sac	387	16	
3-A	52+10		9"*						Field Dr.	20	12	30
Total			169	63	310	76.10	149	772				30

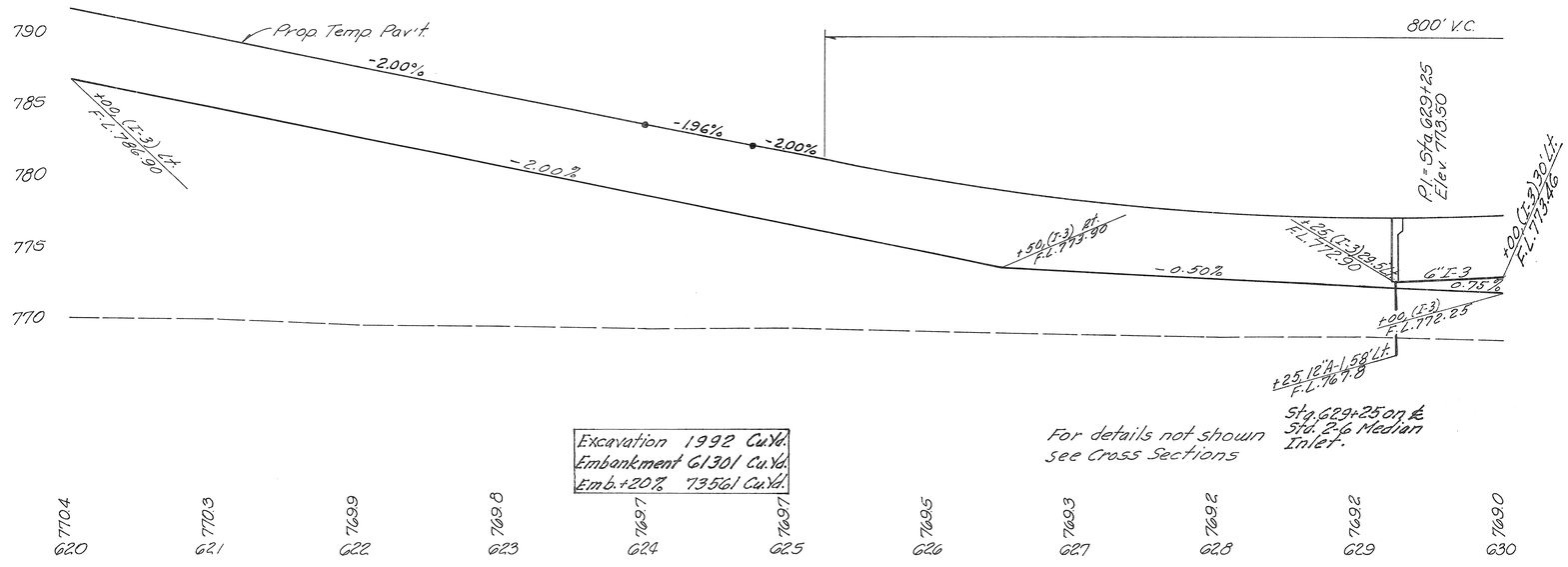
*6" B-19

Note: See following sheet for drainage items

Excavation 557 Cu.Yds.
Embankment 24716 Cu.Yds.
Emb+20% 29659 Cu.Yds.

Sta. 610+00 to Sta. 620+00





Excavation 1992 Cu.Yd.
Embankment 61301 Cu.Yd.
Emb. +20% 73561 Cu.Yd.

For details not shown see Cross Sections

GUARD RAIL "G"

Ref. No.	Station From	Station To	Side	I-15 Guard Rail Steel Beam Type (Deep) Lin. Ft. Straight
I-G	G20+00	626+30.53	Left	999
2-G	627+57	637+35	Rt.	1000
		Total		1999

YAN WERT COUNTY
YAN-30-4.06

DRAINAGE

Ref. No.	Station From	Station To	Side	I-1 Pipe Lin. Ft. A-1 12"	F-4 6"	H-2 6"	F-3 6"	I-8 Std. 2-6 Median Inlet (Mod.) Each	I-5 Pipe Specials, Each A-1 6 in 12° Tee	12"x30° Bend	6 in 6" Tee		I-10 Crushed Aggregate Slope Protection Sq. Yd.	Riprap Sq. Yd.
1-D	G20+00	G30+00	Rt&Lt		10	22	1000							
2-D	G29+24	G30+00	Lt.	64			75	1	1	2	1		4	1.44
3-D	G16+90	G30+00	Lt.		*140									
	Total			64	150	22	1075	1	1	2	1		4	1.44

* Estimated for outletting F.T. into roadway ditch on west side of road.

SUB-SUMMARY U.S.R. 224

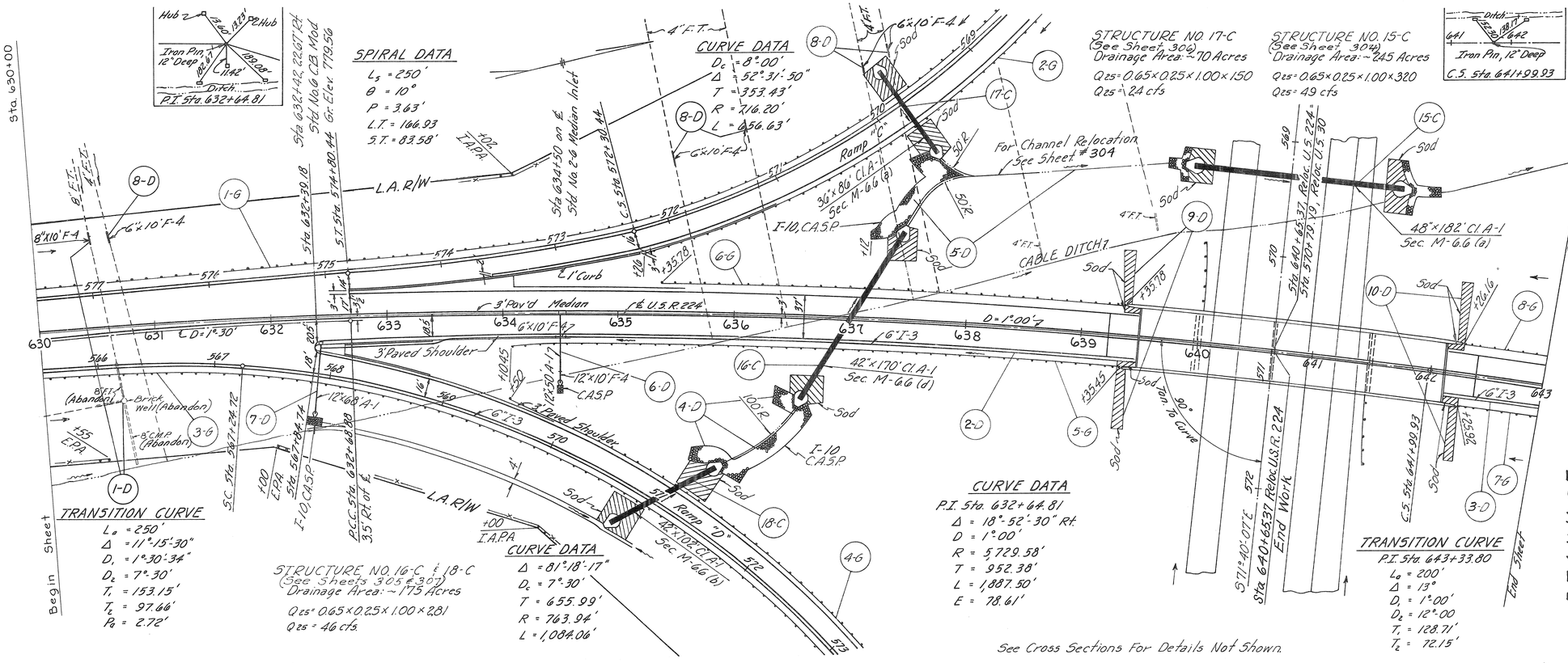
ITEM	SHEET No. 240	241	242	243	ITEM	QUANTITIES	UNIT	DESCRIPTION
								ROADWAY
E-1	149				E-1	149	Cu.Yd.	Roadway Excavation, Method "B" as per plan
E-1	772				E-1	772	Sq.Yd.	Compacted Subgrade
I-15	173.5	1999	356	582	1902.88	I-15	7640	L.F. Guard Rail, Steel Beam, Standard Type (Deep)
L-10			423	20	L-10	443	Sq.Yd.	Sodding
L-10			197		L-10	197	Sq.Yd.	Sodding for Special Berm and Slope Protection, as per plan
								DRAINAGE
E-3			1060			1060	E-3	Channel Excavation
I-1					14	I-1	14	L.F. 6" Pipe, Class A-1, Sec. M-6.6(b), M-6.5(b), or M-6.8(b)
I-1		64	118		108	I-1	290	L.F. 12" Pipe, Class A-1, Sec. M-6.6(a), M-6.5(b), or M-6.8(b)
I-1					76	I-1	76	L.F. 15" Pipe, Class A-1, Sec. M-6.6(a), M-6.5(b), or M-6.8(b)
I-1			86			I-1	86	L.F. 36" Pipe, Class A-1, Sec. M-6.6(b)
I-1			102			I-1	102	L.F. 42" Pipe, Class A-1, Sec. M-6.6(b)
I-1			170			I-1	170	L.F. 42" Pipe, Class A-1, Sec. M-6.6(b)
I-1		150	60		10	I-1	220	L.F. 6" Pipe, Class F-4
I-1	30		10			I-1	40	L.F. 8" Pipe, Class F-4
I-1			10			I-1	10	L.F. 12" Pipe, Class F-4
I-1		22				I-1	22	L.F. 6" Pipe, Class H-2
I-1		1075	778	2493		I-1	4346	L.F. 6" Pipe, Class I-3
I-5		1			1	I-5	2	Each 6" Pipe Specials, Class A-1, Sec. M-6.6(b), Sec. M-6.5(b), or Sec. M-6.8(b)
I-5		3	3		2	I-5	8	Each 12" Pipe Specials, Class A-1, Sec. M-6.6(b), Sec. M-6.5(b), or Sec. M-6.8(b)
I-5					2	I-5	2	Each 15" Pipe Specials, Class A-1, Sec. M-6.6(a), Sec. M-6.5(b), or Sec. M-6.8(b)
I-8			1			I-8	1	I-8 Catch Basins, Standard No. 6 C.B. modified
I-8			1		2	I-8	3	I-8 Median Inlets, Standard No. 2-6
I-8		1				I-8	1	I-8 Median Inlets, Standard No. 2-6, modified as per plan
I-10		4	461		8	I-10	473	Sq.Yd. Crushed Aggregate Slope Protection
I-10		1.4	83.4		7.1	I-10	91.9	Sq.Yd. Rip Rap, using 6" Reinforced Concrete Slab
I-16			1			I-16	1	Each Catch Basins Abandoned
								PAVEMENT
B-19	169					B-19	169	Cu.Yd. Aggregate Base Course
T-30	63					T-30	63	Gal. Bituminous Prime Coat, Sec. M-5.7, RT-2 or RT-3
T-30	310					T-30	310	Gal. Bituminous Tack Coat, Sec. M-5.5, M-5.2 or RS-1 or Sec. M-5.2 RC-1 or RC-2, As per Sec. T-30.02
T-35	76					T-35	76	Cu.Yd. Asphaltic Concrete Surface Course, Type "C" (70-85)

From Sta. 620+00 to Sta. 630+00

FED.RD. DIVISION	STATE	PROJECT		
2	OHIO			

242

VAN WERT COUNTY
VAN-30- 4.06

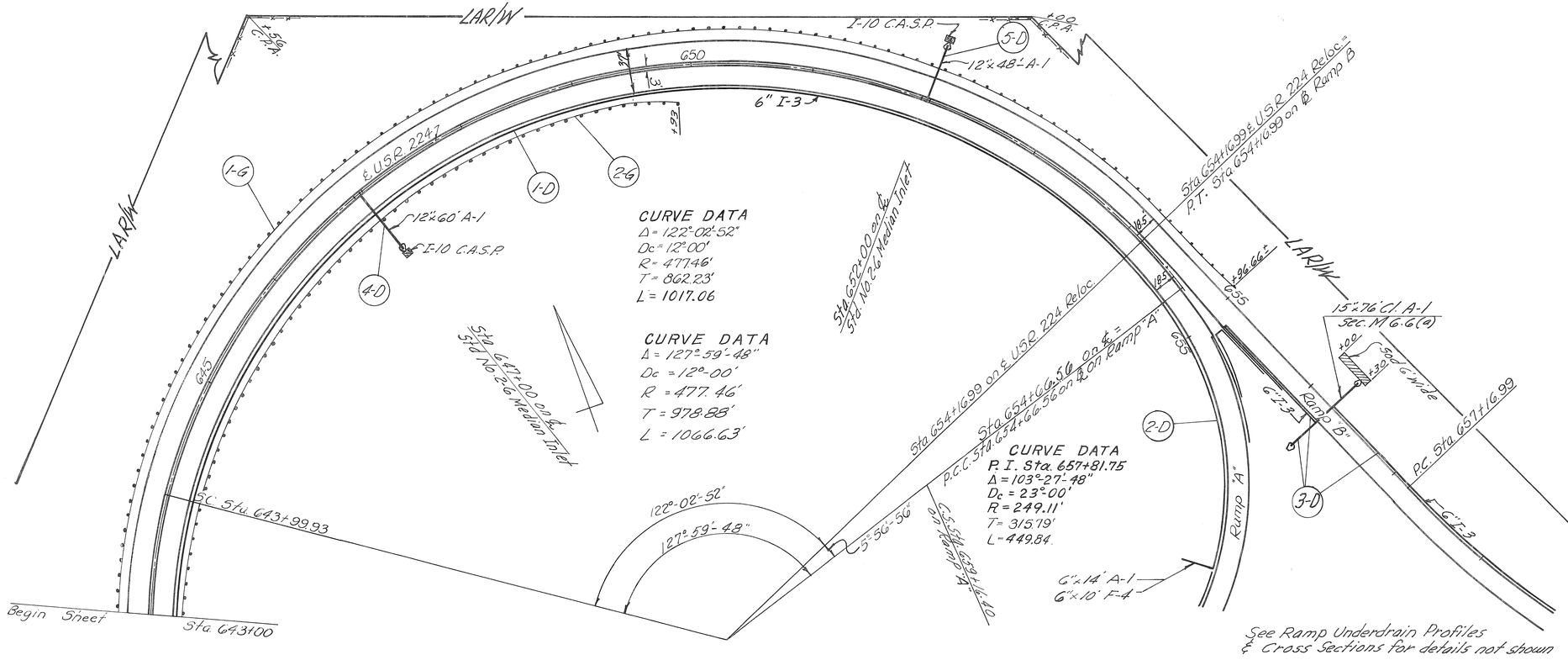


DRAINAGE

I-1 Pipe, Culverts Sewers & Drains Lin. Ft.

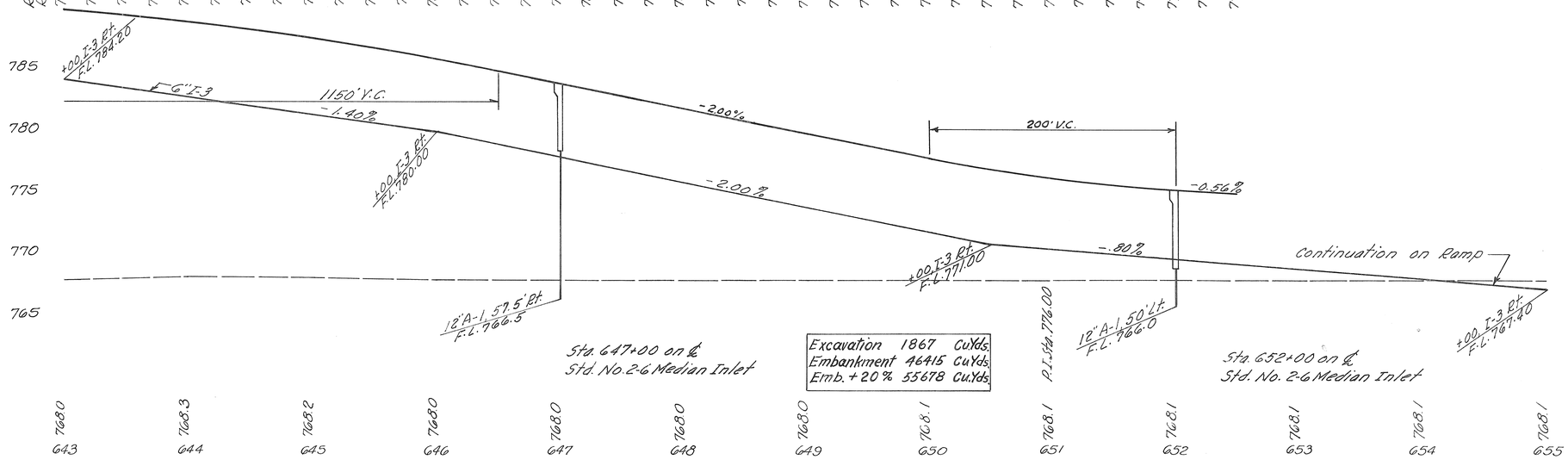
| Pipe Specifications | | |

VAN WERT COUNTY
VAN-30-4.06



See Ramp Underdrain Profiles & Cross Sections for details not shown

Rt Lane Median Lt Lane Rt. Pavt.	Lt. Pavt.
788.89	790.85
788.57	790.66 790.75
788.23	789.43 790.63
787.87	789.18 790.49
787.52	788.91 790.30
787.20	788.62 790.04
786.88	788.30 789.72
786.55	787.97 789.39
786.19	787.61 789.03
785.81	787.23 788.65
785.41	786.83 788.25
784.98	786.40 787.82
784.54	785.96 787.38
784.07	785.49 786.91
783.58	785.00 786.42
783.08	784.50 785.92
782.58	784.00 785.42
782.08	783.50 784.92
781.58	783.00 784.42
781.08	782.50 783.92
780.58	782.00 783.42
780.08	781.50 782.92
779.58	781.00 782.42
779.08	780.50 781.92
778.58	780.00 781.42
778.08	779.50 780.92
777.58	779.00 780.42
777.08	778.50 779.92
776.58	778.00 779.42
776.10	777.52 778.94
775.67	777.09 778.52
775.28	776.70 778.12
774.94	776.36 777.78
774.64	776.06 777.48
774.39	775.81 777.23
774.18	775.60 777.02
774.02	775.44 776.86
773.88	775.30 776.72
773.74	775.16 776.58



Excavation	1867	Cu.Yds.
Embankment	46415	Cu.Yds.
Emb. + 20 %	55678	Cu.Yds.

DRAINAGE

Ref. No.	Station From	Station To	3p.15	I-1 Pipe Culverts Sewers & Drains Lin. Ft. A-1 12"	A-1 15"	A-1 18"	F-4 6"	F-3 6"	F-3 8"	I-5 Pipe Specials Each A-1 12"x30"	A-1 15"x30"	A-1 18"x30"	A-1 Elbows	I-8 Std. No. 2-6 Median Inlet Each	I-10 Slope Pvt. Crushed Rip Rap Sq. Yd.	I-10 Sodding Sq. Yd.
1-D	643+00	654+16.99	Rt.	14	76			1068	2180		2		2	1	4	20
2-D	654+16.99	657+81.75	Rt.						1165							
* 3-D	657+81.75	658+32.59	Rt.				10									
* 3-D	657+81.75	658+32.59	Lt.						2493							
4-D	647+00	652+00	Rt.	60						1				1	4	20
5-D	652+00	654+16.99	Lt.	48									2	1	4	20
		Total		108	76	14	10	2493	3345	1	2		2	2	8	40

* Refer to Ramp Underdrain Profiles and Cross Sections

GUARD RAIL "G"

Ref. No.	Station From	Station To	3p.15	F-15 Guard Rail Steel Beam Type (Deep) Lin Ft. Standard
1-G	643+00	656+16.99 Lt.	Lt.	1251.16
2-G	643+00	649+93	Rt.	650.92
		Total		1902.08

Sta. 643+00 to Sta. 655+00

VAN WERT COUNTY
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PROFILE ℄ RAMP "A"

Ramp "A" Profile: 773.74 | 773.46 | 772.90 | 772.34 | 771.78 | 771.34 | 771.14 | 771.06 | 770.98 | 770.90 | 770.82 | 770.73 | 770.64

USR 224 Sta 654+16.99 ℄ Ramp "A" 18.5' Rt.

USR 224 Profile Rt. Edge of Pavement

-.80%

+50 6"I-3 Rt. FL 769.40

-0.24%

+100 6"I-3 Rt. FL 767.40

+100 6"I-3 Rt. FL 766.96

+105 6"I-3 Rt. FL 766.89

-0.15%

+100 6"I-3 Rt. FL 765.84

653 654 655 656 657 658 659 660 661 662 663 664

PROFILE ℄ RAMP "B"

Ramp "B" Profile: 773.85 | 773.23 | 773.29 | 773.04 | 772.65 | 772.47 | 772.35 | 772.23 | 772.11 | 771.98 | 771.93 | 772.21 | 772.47 | 772.57 | 772.52

Profile, Rt. Edge of Pavement

+05, 186' Rt. 6"I-3 FL 768.22

-1.30%

+25, 186' Rt. 6"I-3 FL 766.66

+25, 2.6' Lt. 6"I-3 FL 766.53

+0.15%

+54.32, 26' Lt. 6"I-3 FL 768.07

To Line Sheet 6"I-3 Lt

655 656 657 658 659 660 661 662 663 664 665 666 667

PROFILE ℄ RAMP "C"

Ramp "C" Profile: 770.45 | 770.38 | 770.95 | 772.18 | 774.05 | 776.25 | 778.45 | 780.62 | 782.08 | 782.55 | 782.04 | 780.56 | 779.13 | 778.58

From Line Sheet

+0.84%

+00, 6"I-3 FL 766.67

+50, 6"I-3 FL 766.51

+2.00%

+.70%

+00, 6"I-3 FL 777.51

+00, 6"I-3 FL 778.21

-1.00%

+50, 6"I-3 FL 776.71

-1.25%

+50, 25 Rt. FL 774.21

To Line Sheet

564 565 566 567 568 569 570 571 572 573 574 575 576

PROFILE ℄ RAMP "D"

Ramp "D" Profile: 777.11 | 777.46 | 778.24 | 779.32 | 779.99 | 779.95 | 779.20 | 777.94 | 776.66 | 775.38 | 774.10 | 772.82 | 771.78 | 771.22 | 771.14 | 771.30

555+50, 6"I-3 FL 772.25

+1.00%

+00, 6"I-3 FL 774.75

+0.50%

+50, 6"I-3 FL 775.50

+50, 6"I-3 FL 775.62

-1.25%

+00, 6"I-3 FL 766.25

+0.24%

+00, 6"I-3 FL 766.97

566 567 568 569 570 571 572 573 574 575 576 577 578 579 580

INTERCHANGE U.S.R. 30 & 224 RAMP UNDERDRAIN PROFILES

VAN WERT COUNTY
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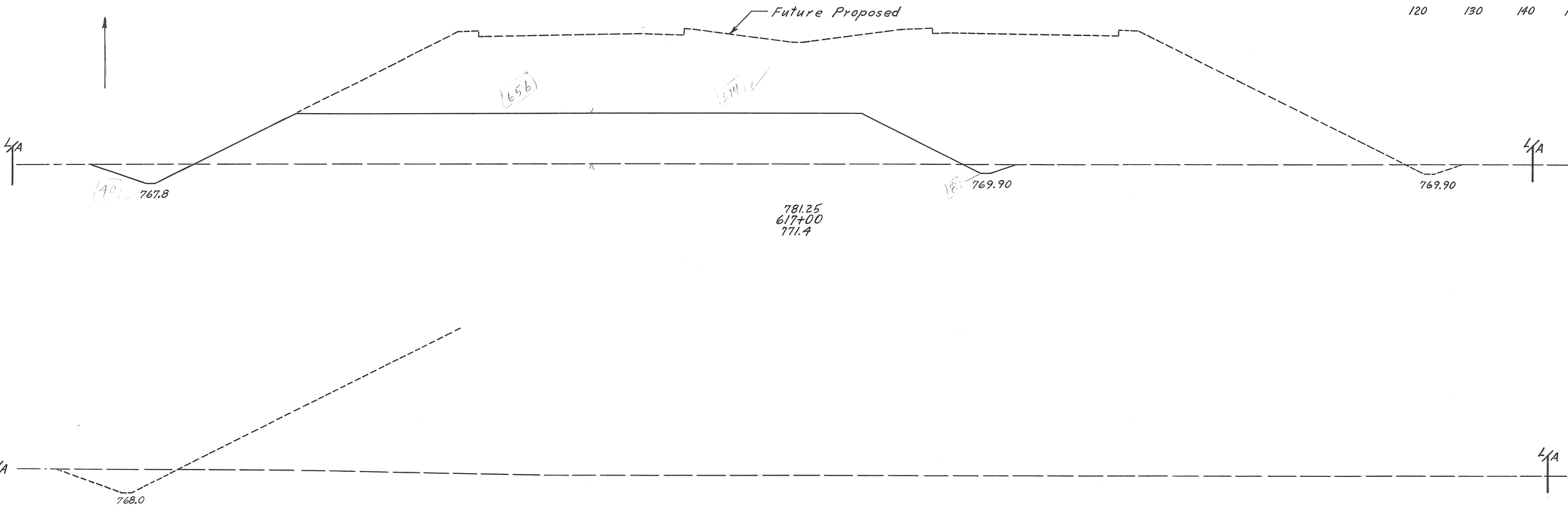
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



SEEDING END SQ WIDTH	YDS.
300	
	3333
300	
3333	Sheet Total

END AREA CUT	END AREA FILL	CU YD CUT	CU YD FILL
48	1270		
		89	2352
0	0		
		6558	195568

Total

Sta. 616+00 BEGIN WORK

U.S.R. 224 Sta. 616+00 To Sta. 617+00

VAN WERT COUNTY
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

120 130 140 150

SEEDING END WIDTH	SEEDING SQ. YDS.
237	
	1626
235	
287	1218
290	
	3218
300	
	3333
300	617+00
	9,455 Sheet Total

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
37	1984		
		131	7616
34	2129		
		156	8170
50	2282		
		181	6578
48	1270		

Future Proposed

L/A

767.2

769.30

620+00
770.4

619+38 Ahead
619+38 Back

Sta. 619+38, Begin Pavement

793.97

793.97

767.4

769.50

619+00
770.5

795.97

795.97

Future Proposed

767.6

769.70

618+00
771.3

Sta. 617+00

Sta. 618+00 to Sta. 620+00 U.S.R. 224

247

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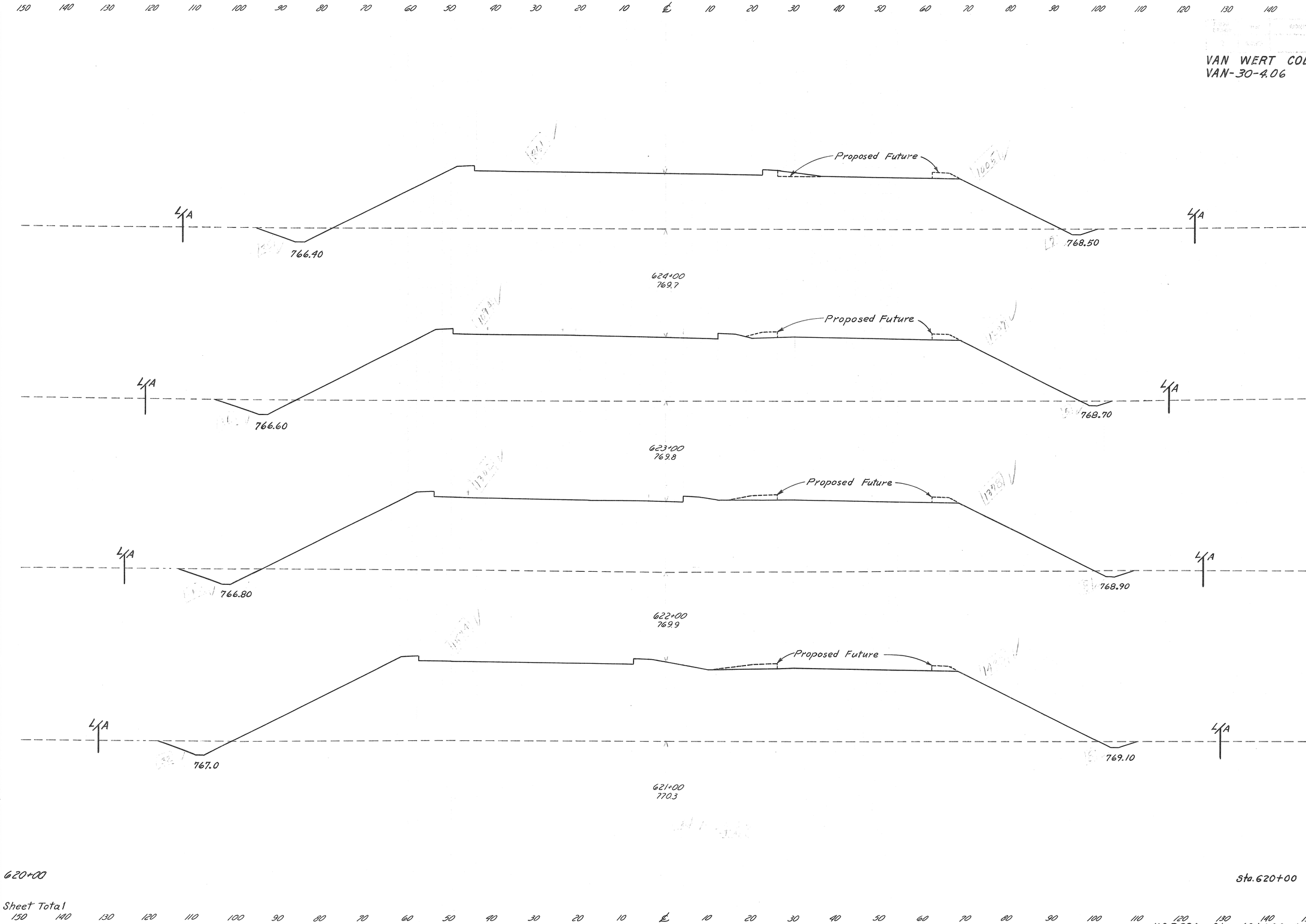
SEEDING	
END WIDTH	SQ. YDS.
175	2000
185	2156
203	2356
221	2544
237	
	9,056



END AREA		VOLUME	
CUT	FILL	CUT	FILL
42	1866		
		154	7716
41	2301		
		165	9224
48	2680		
		163	10457
40	2967		
		143	9168
37	1984		

620+00

Sheet Total

Sta. 620+00

U.S.R. 224 Sta. 621+00 to Sta. 624+00

VAN WERT COUNTY
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SEEDING	
END WIDTH	SQ. YDS.
134	1539
143	1639
152	1756
164	1883
175	
624+00	
6817 Sheet Total	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
65	838	246	3376
68	985	244	4045
64	1199	222	5041
56	1523	181	6276
42	1866		
Sta. 624+00			

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

394 ✓ 54 ✓ 765.60 628+00 769.2 444 ✓ 115 ✓ 767.70 Proposed Future L/A L/A

440 ✓ 52 ✓ 765.80 627+00 769.3 595 ✓ 114 ✓ 767.90 4:1 Proposed Future L/A L/A

546 ✓ 57 ✓ 766.0 626+00 769.5 653 ✓ 113 ✓ 768.10 3:1 Proposed Future L/A L/A

653 ✓ 60 ✓ 766.20 625+00 769.7 630 ✓ 116 ✓ 768.30 2:1 Proposed Future L/A L/A

CAH 1-25.65
EMC

U.S.R. 224 Sta. 625+00 to Sta. 628+00

VAN WERT COUNTY
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SEEDING		
	END WIDTH	SQ. YDS.
Ahead 632+50	66	
Back	133	
		2308
	144	
		1561
	137	
		1494
	132	
		1478
628+00	134	
Sheet Total		6,841

Note:
It is intended that a 9" thickness of Class "C" conc. will be placed over the front end and sides of the casting, extending 12" beyond the outside of the basin walls with outer edge 1" above Gr. Elev. as shown on Standard Drawing. Payment for concrete pavement to be included in the unit price bid for modified Catch Basin.

632+42
FL. 776.00
℄ 6" (I-3)
℄ 12" A-1
775.61
766.13
+34
FL. 766.03
766.0

Sta. 632+42
22.67' Rt. Std # 6-C.B., Mod.
F.L. Grate 779.56

632+00
768.9
764.96
766.90

631+00
768.9
765.08
767.10
2:1

630+00
769.0
765.20
3:1
FL. 6" I-3
772.25
FL. 6" F-4
768.0
767.30

629+25
769.1
6", I-3
12" A-1
772.51
773.0
I-10 Slope Protection
5' X 7' X 12" thick
765.35
766.6
768.7

Sta. 629+25 on ℄
Std. 2-6 Median Inlet
Normal Gutter Elev. Sta. 629+24 = 777.50
Normal Gutter Elev. Sta. 629+30 = 777.50

629+00
769.1
765.40
4:1
767.50

628+00

END AREA		VOLUME	
CUT	FILL	CUT	FILL
71	1127		
		269	3618
74	827		
		250	2955
61	769		
		233	2935
65	816		
		241	3063
65	838		

VAN WERT COUNTY
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SEEDING	
END WIDTH	SQ. YDS.
91	
	950
80	
	611
30	Ahead
101	Back
	1006
80	
	406
66	632+50 Ahead
2,973	Sheet Total

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
	5	1614		
			17	5615
Ahead	4	1418		
Back	55	2130		
			204	6800
	55	1542		
			185	4848
Ahead	45	1076		
Back	117	1621		
			348	5089
Sta. 632+00	71	1127		

See Ramp "C" Sections

787.37 786.83 786.83 786.29

2:1 2:1

764.48 768.0

See Ramp "C" Sections

636+00 769.3

785.54 785.0 785.0 784.46

See Ramp "D" Cross Sections

3:1

635+00 768.7

784.00 784.00

764.60 768.40

Sta. 634+50 on ℄
Std No. 2-6 Median Inlet
Normal Gutter Elev. Sta. 634+49 = 783.95
Normal Gutter Elev. Sta. 634+55 = 784.10

12" A-1 3:5:1

634+50 778.0

783.00 783.00

I-10 Slope protection
4'X7', 1' thick

F.L. 773.20 772.40

See Ramp "D" Cross Sections

777.0

764.72

634+00 768.8

781.02 781.02

See Ramp "D" Cross Sections

2:1

764.84

633+00 768.9

End U.S.R. 224 Full Cross Sections Sta. 633+00
Begin Ramp "D" Cross Sections Sta. 633+00 U.S.R. 224

U.S.R. 224 Sta. 633+00 to Sta. 636+00

251

VAN WERT COUNTY
VAN-30-4.06

SEEDING	
END WIDTH	SQ. YDS.
142	
	1556
138	
	1522
136	
	1261
91	
4339	Sheet Total

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

790.76 790.22 790.22 789.68

767.6

764.65

639+00
768.5

789.97 789.43 789.43 788.89

767.8

764.45

638+00
768.9

-0.10 %

782.84

788.30 788.30

787.76

Sta. 637+44, 76.38' Lt.
F.L. Elev. 763.25

767.0

764.25

637+00
765.6

-0.10 %

42" X 170' Cl. A-1
Sec. M-6.6 (d)

Sta. 636+59.01, 70.87' Rt.
F.L. Elev. 763.42

636+00

STRUCTURE NO. 16-C
Sta. 637+00
30° L F Tan. to Curve

END AREA		VOLUME	
CUT	FILL	CUT	FILL
54	2140		
		204	7726
56	2032		
		231	7152
69	1830		
		137	6378
Sta. 636+00	5	1614	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

U.S. R. 224 Sta. 637+00 to Sta. 639+00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

252

VAN WERT COUNTY
VAN-30-4.06

120 130 140 150

790.76 790.05 790.05 789.34

Ahead
Back

764.31

642+38.87 End Approach Slab
768.2

675.38

790.79 790.18 790.18 789.57

764.28

642+14.37 Back of Abutment
768.2

675.33

BRIDGE NO. VAN-30-1081

639+47.37 to 642+14.37 Bridge Limits

790.77 790.23 790.23 789.69

767.50

639+47.37 Back of Abutment
768.93

674.75

790.66 790.12 790.12 789.58

Back
Ahead

767.55

639+22.87 Begin Approach Slab
768.46

674.70

Correction for Earthwork Between Abutments.

SEEDING END WIDTH	SEEDING SQ. YDS.			END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
			Ahead	73	2112		
			Back	73	2100		
						67	1914
		L/A 190					
237		Ahead	Ahead	74	2120		
							2440
131		Back	Back	44	2073		
						38	1945
719			Ahead	40	2214		
			Back	40	2226		
						40	1849
142		639+00	Sta. 639+00.	54	2140		
719		Sheet Total					

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

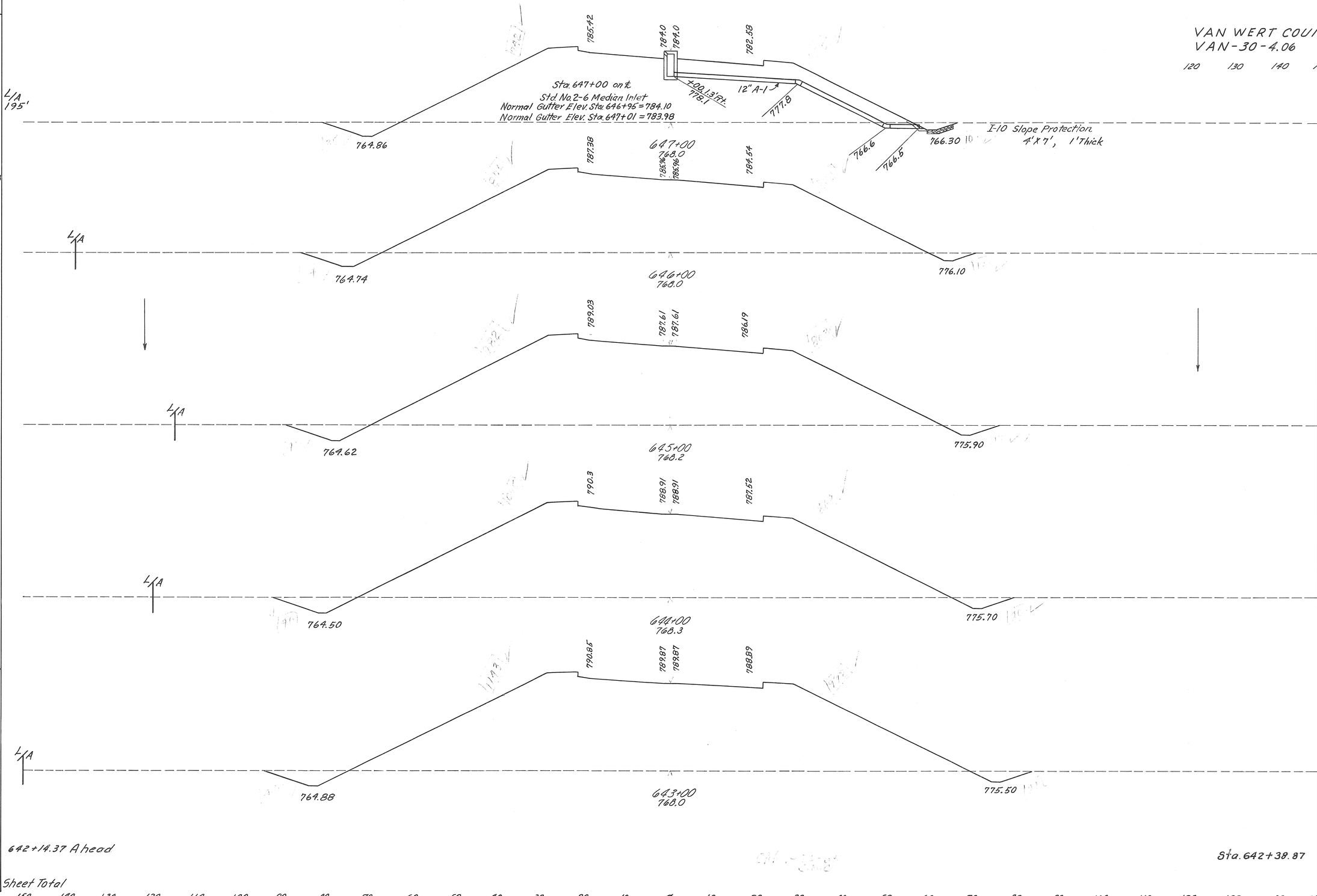
Sta. 639+22.87 to Sta. 642+38.87

U.S.R. 224

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SEEDING END WIDTH	SEEDING SQ. YDS.
	L/A 195'
227	
	2228
174	
	1814
158	
	1811
168	
	2067
204	
	2178
237	
10,128	Sheet Total



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
45	1327		
		169	5380
46	1578		
		191	6228
57	1785		
		217	6306
60	1944		
		224	7553
61	2135		
		152	4807
73	2112		

642+14.37 Ahead

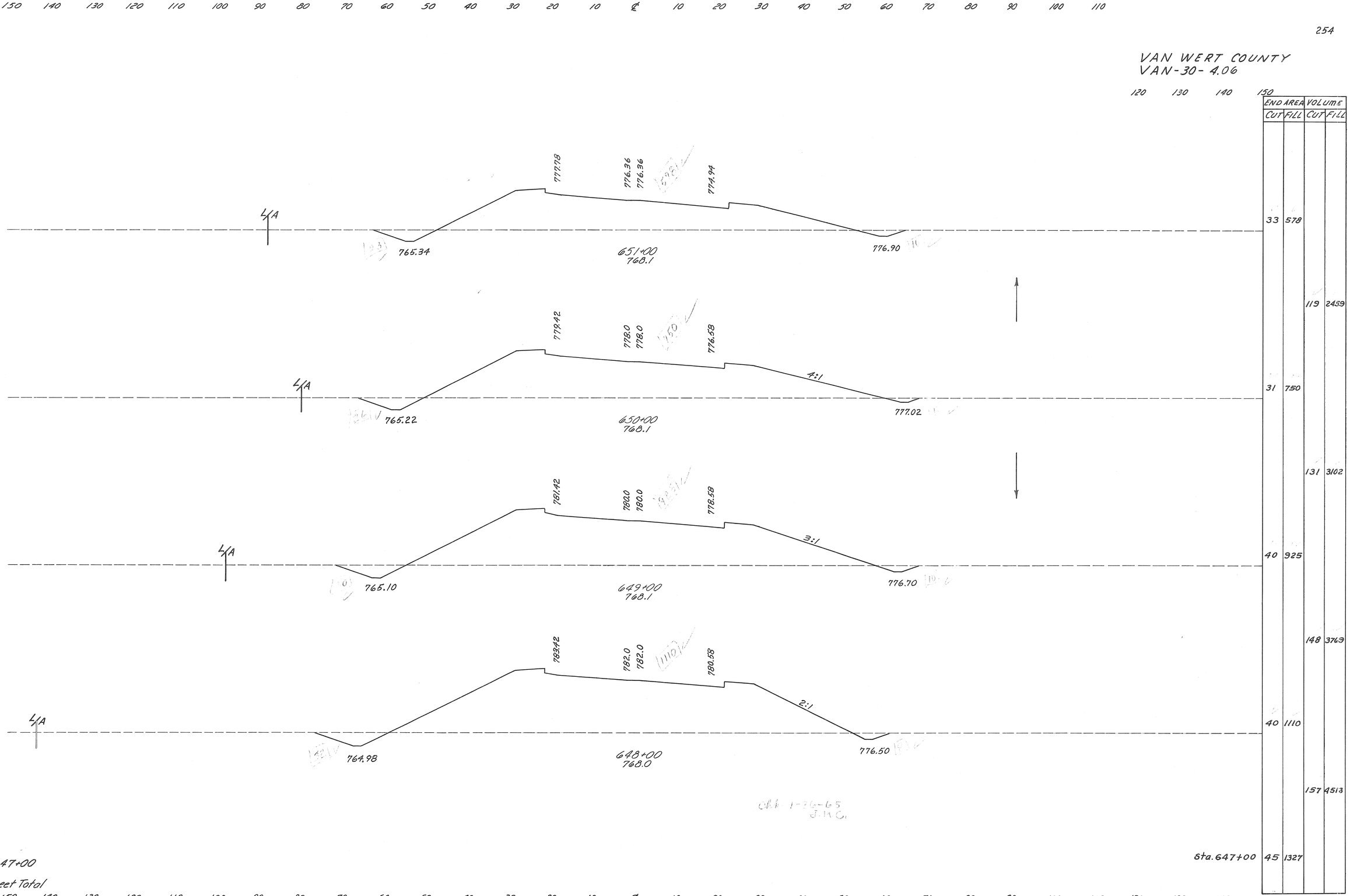
Sta. 642+38.87

Sta. 643+00 to 647+00 U.S.R. 224

VAN WERT COUNTY
VAN-30- 4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

120 130 140 150



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
112		33	578		
	1233			119	2459
110		31	750		
	1322			131	3102
128		40	925		
	1656			148	3769
170		40	1110		
	2206			157	4513
227	647+00	45	1327		
6417	Sheet Total				

Sta. 647+00

Sta. 648+00 to 651+00, U.S.R.224

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110

255

VAN WERT COUNTY
VAN-30-4.06

See Ramp "B" Cross Sections (Ahead) | See Ramp "A" Cross Sections (Ahead)

℄ Ramp "B" | ℄ Ramp "A"

774.21 | 773.85 | 773.82 | 772.34

34 Rt. Ahead
70 Lt. Ahead
104 Back

L/A

4:1

765.92 | 655+00 768.1 | 766.42

Back 37 354

1161 135 1380

775.25 | 774.32 | 774.32 | 772.90

105 L/A 3:1

765.70 | 654+00 768.1 | 766.54

36 391

1261 130 1530

776.27 | 774.88 | 774.88 | 773.46

122 L/A 2:1

765.58 | 653+00 768.1 | 766.66

34 435

1472 124 1665

776.86 | 775.44 | 775.44 | 774.02

143 L/A

I-10 Slope Protection
5'X7', 1' thick

765.46 | E.L. 12" A-1 766.0 | 12" A-1 | 769.0 | 652+00 768.1 | 766.78

33 464

1417 122 1930

Sta. 652+00 on ℄
Std. No. 2-6 Median Inlet
Normal Gutter Elev. Sta. 641+95=775.47
Normal Gutter Elev. Sta. 642+01=775.43

112 651+00

Sta. 651+00 33 578

5311 Sheet Total

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

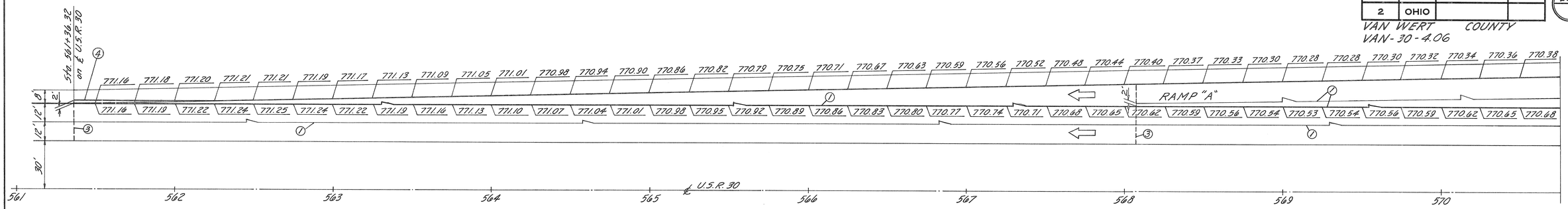
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

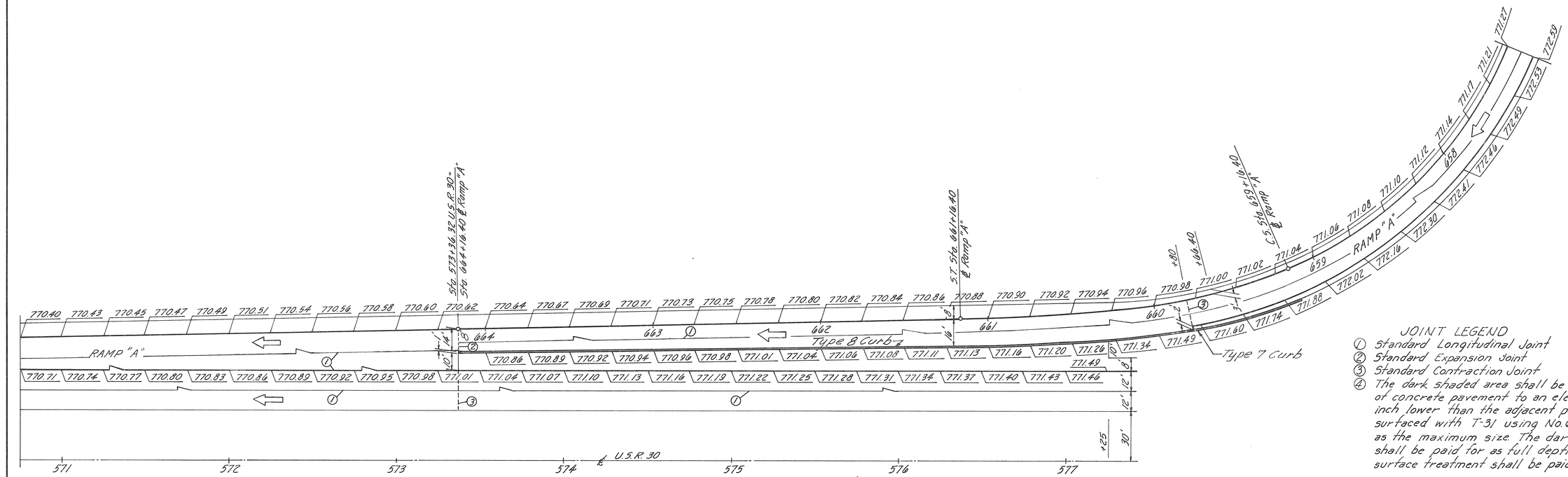
Sta. 652+00 to 655+00, U.S.R. 224

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

256

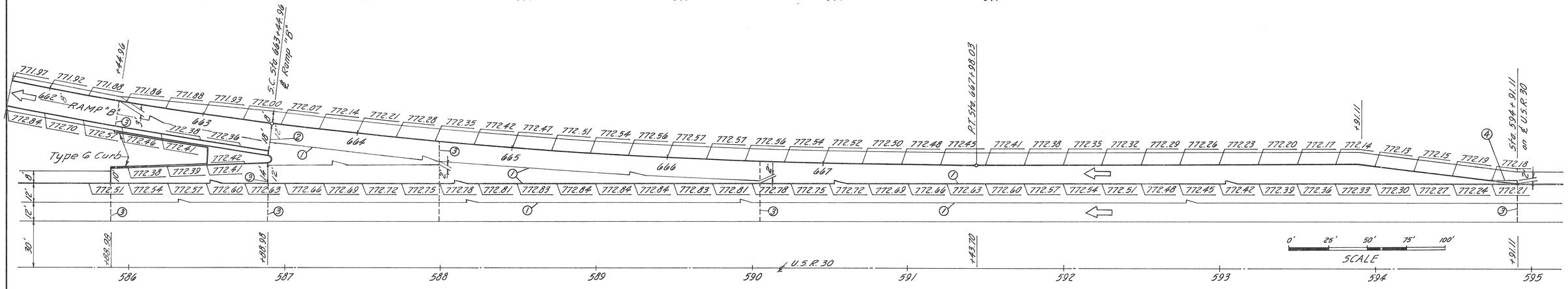
VAN WERT COUNTY
VAN-30-4.06





JOINT LEGEND

1. Standard Longitudinal Joint
2. Standard Expansion Joint
3. Standard Contraction Joint
4. The dark shaded area shall be constructed of concrete pavement to an elevation one half inch lower than the adjacent pavement and surfaced with T-31, using No.6 Aggregate as the maximum size. The dark shaded area shall be paid for as full depth T-71 and the surface treatment shall be paid for as T-31.

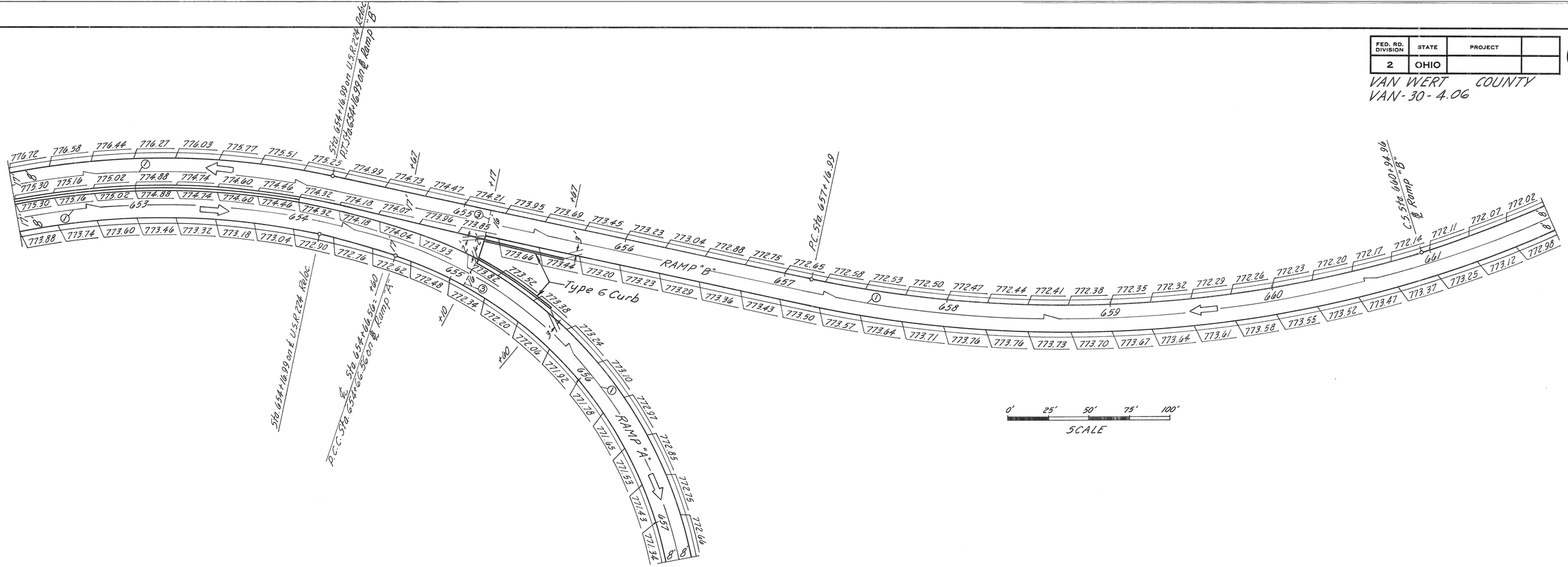


RAMPS "A" & "B" U.S.R. 224 INTERCHANGE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

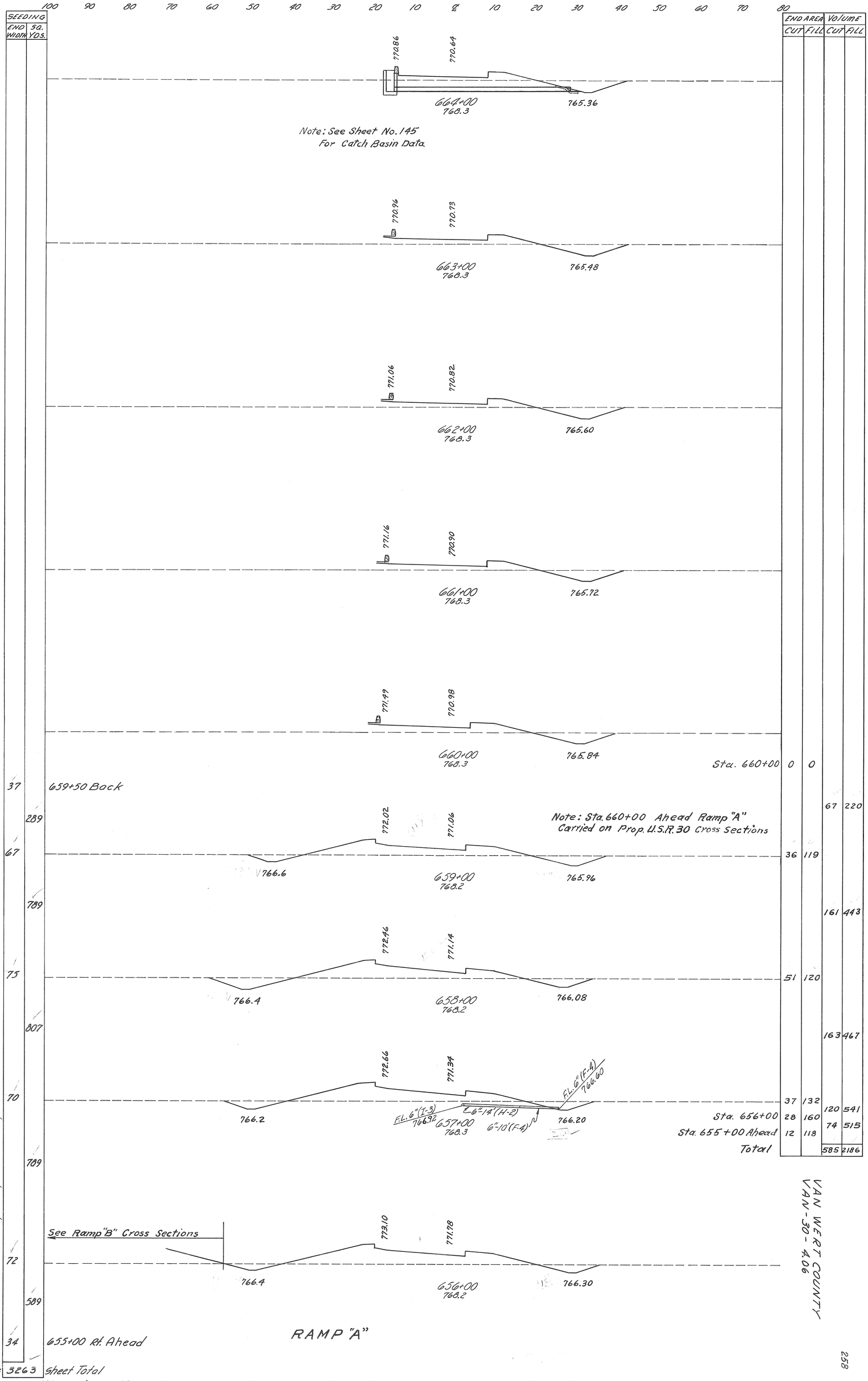
257

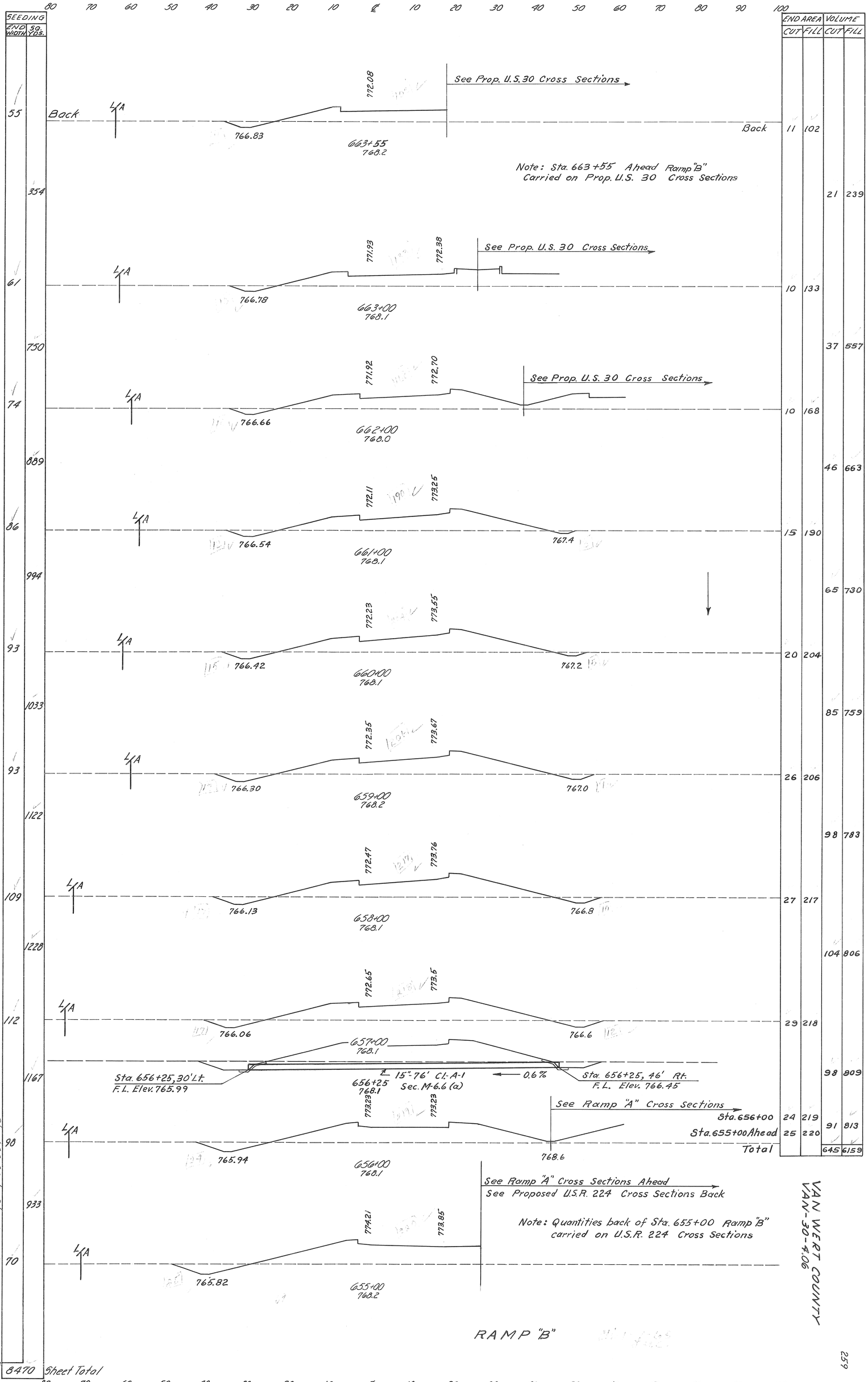
VAN WERT COUNTY
VAN-30-4.06



Note:
For Joint Legend
See Sheet No. 256

RAMPS A & B @ U.S.R. 224 INTERCHANGE


100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80
SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
770.86
770.64
664+00
768.3
765.36
Note: See Sheet No. 145
For Catch Basin Data
770.96
770.73
663+00
768.3
765.48
771.06
770.82
662+00
768.3
765.60
771.16
770.90
661+00
768.3
765.72
771.49
770.98
660+00
768.3
765.84
Sta. 660+00 0 0
37
659+50 Back
289
67
772.02
771.06
Note: Sta. 660+00 Ahead Ramp "A"
Carried on Prop. U.S.R. 30 Cross Sections
766.6
659+00
768.2
765.96
36 119
67 220
789
772.46
771.14
75
766.4
658+00
768.2
766.08
51 120
161 443
807
772.66
771.34
70
766.2
F.L. 6" (1-3) 766.92
657+00
768.3
6"-10" (F-A)
L 6"-14" (H-2)
F.L. 6" (F-A) 766.60
766.20
37 132
Sta. 656+00 28 160 120 541
Sta. 655+00 Ahead 12 118 74 515
Total 585 2186
789
See Ramp "B" Cross Sections
773.10
771.78
72
766.4
656+00
768.2
766.30
589
34
655+00 Ahead
3263
Sheet Total
RAMP "A"
Sta. 656+00 to Sta 664+00 RAMP "A"
VAN WERT COUNTY
VAN-30-4.06
258


SEEDING
END WIDTH
SQ. YDS.
80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100
END AREA
CUT FILL
VOLUME
CUT FILL
Back
772.08
766.83
663+55
768.2
See Prop. U.S. 30 Cross Sections
Back 11 102
Note: Sta. 663+55 Ahead Ramp "B" Carried on Prop. U.S. 30 Cross Sections
771.93
772.38
766.78
663+00
768.1
See Prop. U.S. 30 Cross Sections
10 133 21 239
771.92
772.70
766.66
662+00
768.0
See Prop. U.S. 30 Cross Sections
10 168 37 557
772.11
773.25
766.54
767.4
661+00
768.1
15 190 46 663
772.23
773.55
766.42
767.2
660+00
768.1
20 204 65 730
772.35
773.67
766.30
767.0
659+00
768.2
26 206 85 759
772.47
773.76
766.13
766.8
658+00
768.1
27 217 98 783
772.65
773.5
766.06
766.6
657+00
768.1
29 218 104 806
Sta. 656+25, 30' Lt.
F.L. Elev. 765.99
℄ 656+25
768.1
15"-76' Cl. A-1
Sec. M-6.6 (a)
0.6%
Sta. 656+25, 46' Rt.
F.L. Elev. 766.45
98 809
See Ramp "A" Cross Sections
Sta. 656+00 24 219
Sta. 655+00 Ahead 25 220 91 813
Total 645 6159
773.23
773.23
765.94
768.6
656+00
768.1
See Ramp "A" Cross Sections Ahead
See Proposed U.S.R. 224 Cross Sections Back
Note: Quantities back of Sta. 655+00 Ramp "B" carried on U.S.R. 224 Cross Sections
774.21
773.85
765.82
655+00
768.2
RAMP "B"
Sta. 655+00 to Sta. 663+55.96 RAMP "B"
8470 Sheet Total
80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100
55 354
61 750
74 889
86 994
93 1033
93 1122
109 1228
112 1167
90 933
70
VAN WERT COUNTY
VAN-30-4.06
259

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

260

VAN WERT COUNTY
VAN-30-4.06

Sta. 617+62.19 = P.T. Sta. 589+92.49

585+16.68

586+50

584+56

+62.19

+38.00

Proposed U.S.R. 224

P.C. Sta. 578+87.20 = Sta. 629+68.37, 275.17' ℄

Sta. 578+02.58 = Sta. 629+48.00, 275.17' ℄

P.C. Sta. 623+12.43 on ℄ U.S.R. 224 Proj.

Note:
For Joint Legend
See Sheet No. 256

* Exposed parts of Assembly to be heavily greased to prevent rusting

Proposed Future Pavement

RAMP "C"

RAMP "B"

RAMP "A"

RAMP "D"

Type 7 curb

Type 8 curb

Type 6 Curb

2'-2" R to Face

S.C. Sta. 567+18.72

567+84.74

632+30.18

Sta. 574+80.44

T.S. Sta. 564+74.72 = 629+24.83

S.C. Sta. 572+30.44

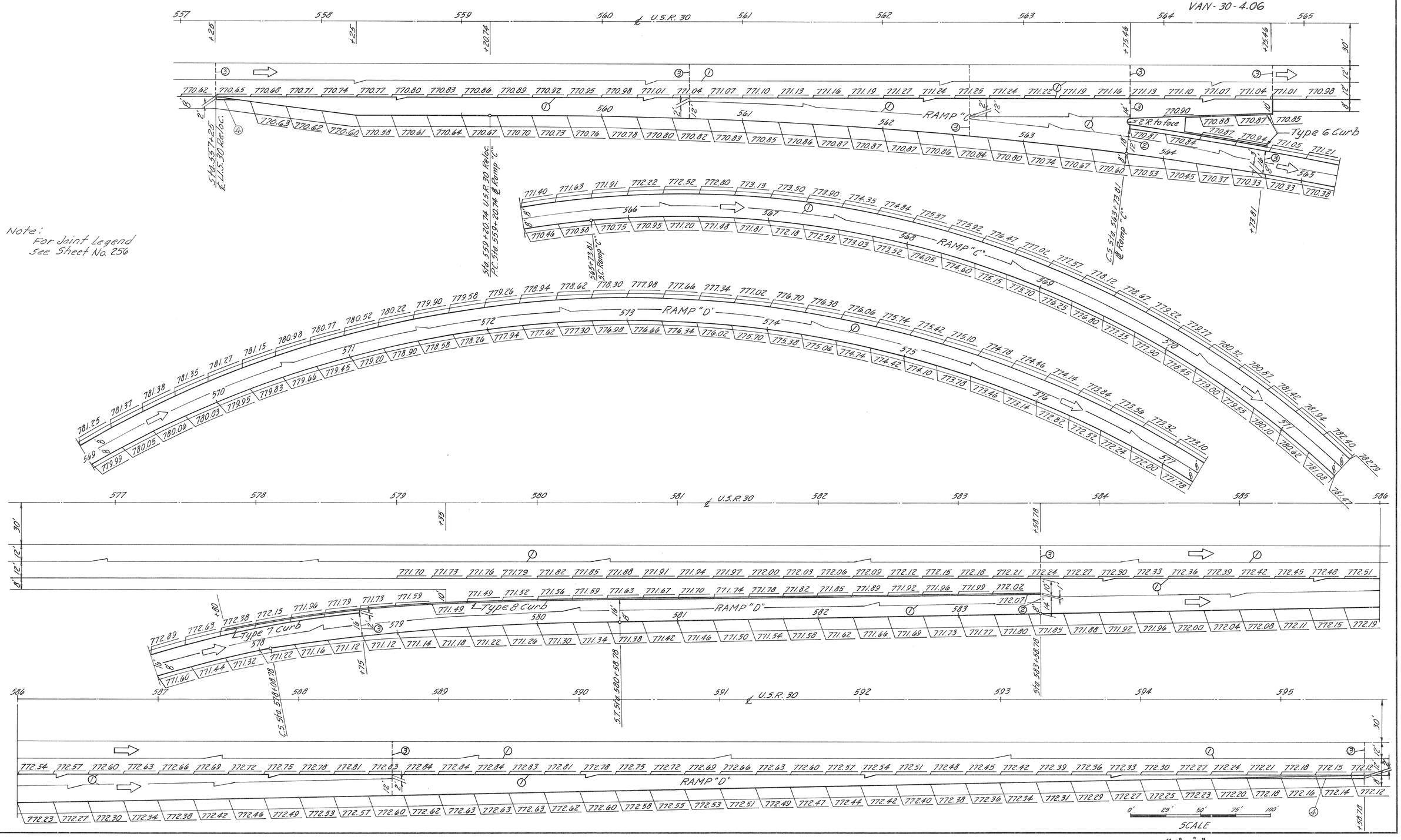
SCALE 0' 25' 50' 75' 100'

RAMPS "C" & "D" U.S.R. 224 INTERCHANGE

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

261

VAN WERT COUNTY
VAN-30-4.06



Note:
For Joint Legend
See Sheet No. 256

RAMPS "C" & "D" U.S.R. 224 INTERCHANGE

VAN WERT COUNTY
VAN-30-4.06

Seeding Width	Seeding Sq. Yds.
125	1461
138	1478
128	1306
107	1006
74	Ahead
5251	Sheet Total

STRUCTURE NO. 17-C
Sta. 569+75

F.L. Ditch 764.1

2:1

779.77 / 777.90

2:1

-0.30 %

F.L. Ditch 764.2

36"X86' Cl. A-1 Sec. M-6.6(b)

Sta. 569+75, 51.5' Lt. F.L. 36", Elev. 763.34

Sta. 569+75, 34.5' Rt. F.L. 36", Elev. 763.60

777.57 776.25

3:1 3:1

766.4 764.3

569+00
768.4

775.37 774.05

4:1 4:1

766.6 764.38

568+00
768.4

773.50 772.18

766.8 764.46

567+00
768.6

772.22 770.95

767.0 764.54

566+00
768.4

See Prop. U.S. 30 Cross Sections

771.21 770.38

768.0 764.62

565+00
768.5

F.L. 6"T-3 765.67

F.L. 6"E-4 765.00

RAMP "C"

Sta. 565+00 to Sta. 569+00 RAMP "C"

End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
72	440		
		283	1413
81	323		
		306	913
84	170		
		293	509
74	105		
		257	315
65	65		
Total		1,872	11,184

VAN WERT COUNTY
VAN-30-4.06

Seeding Width	Seeding Sq.Yds.		End Area Cut	End Area Fill	Cu.Yds. Cut	Cu.Yds. Fill
79		573+50 Back				
	894					
82			48	699		
	1094				90	1349
115			49	758		
	1428				191	2680
142			54	689		
	1533				209	2233
134			59	517		
	1439				243	1772
125		569+00	72	440		
6388	Sheet Total					

200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60

782.57 781.42 764.78 — L/A

574+00 768.5

Note: Sta. 572+50 to Sta. 588+00 Ramp "C" Quantities carried on U.S.R. 224 Cross Sec.

See U.S. 224 Cross Sections

783.62 782.44 764.60 — L/A — Back

572+50 768.4

See U.S. 224 Cross Sections

783.40 782.08 764.54 — L/A — 2:1

572+00 768.4

781.94 780.62 767.5 764.42 — L/A 101'

571+00 768.5

779.77 778.45 767.3 764.3 — L/A

RAMP "C" 570+00 768.4

200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100

Sta. 570+00 to Sta. 574+00 RAMP "C"

90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90

Seeding Width	Seeding Sq.Yd.	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
132		62	326		
	1411			231	1324
122		63	389		
	1383			196	1513
127		43	428		
	1594			233	1820
160		83	555		
	1611			302	2013
130		80	532		
	1361			235	2235
115		47	675		
	1194			217	2450
100		70	648		
		58	530	119	1091
			Total	2,976	16,895
	1044				
88					
	417				
62					
	568+00				
	10,015 Sheet Total				

575+00
768.3
775.42
774.10
4:1
4:1
767.5
764.68
L/A
94'

574+00
768.3
776.70
775.38
3:1
3:1
767.3
764.60
L/A

573+00
768.0
777.98
776.66
2:1
2:1
767.1
764.52
L/A,
95'

572+00
769.0
779.26
777.94
766.7
764.44
L/A
97'

571+00
769.0
F.L. Channel
764.1
780.52
779.20
Sta. 571+29.98, 52.55' Lt.
F.L. Elev. 763.51
767.0
764.36
L/A

STRUCTURE NO. 18-C
Sta. 571+00, 30° L.F. Tan. to Curve

570+00
768.0
781.27
779.95
0.10%
42"X102' Cl. A-1
Sec. M-6.6(b)
F.L. Channel
764.2
763.62
Sta. 570+79.01, 36.08' Rt.
F.L. Elev. 763.61
767.2
764.4
L/A

569+00
769.8
See U.S. 224 Cross Sections
781.25
779.99
764.5
L/A
Abd. Sta. 568+50

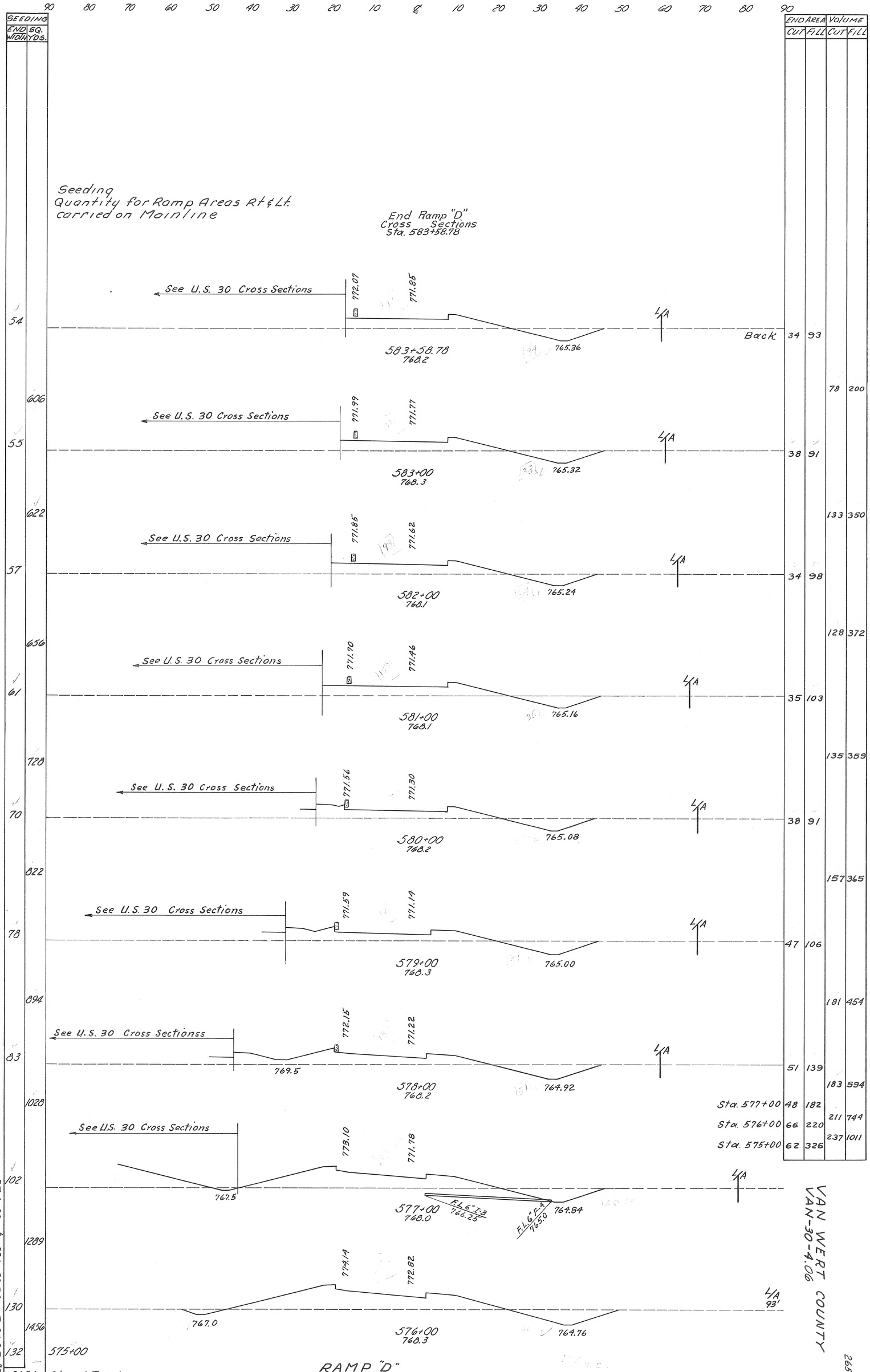
568+50 to 575+00
See U.S. 224 Cross Sections
780.61
779.74
764.6
L/A

568+50
769.3

RAMP "D"

VAN WERT COUNTY
VAN-30-4.06

264


90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90
SEEDING
END WOTH
SQ. YDS.
END AREA
CUT FILL
VOLUME
CUT FILL
Seeding
Quantity for Ramp Areas Rt & Lt.
carried on Mainline
End Ramp "D"
Cross Sections
Sta. 583+58.78
See U.S. 30 Cross Sections
772.07
771.85
583+58.78
768.2
765.36
L/A
Back
54
34 93
606
78 200
See U.S. 30 Cross Sections
771.99
771.77
583+00
768.3
765.32
55
38 91
622
133 350
See U.S. 30 Cross Sections
771.85
771.62
582+00
768.1
765.24
57
34 98
656
128 372
See U.S. 30 Cross Sections
771.70
771.46
581+00
768.1
765.16
61
35 103
720
135 359
See U.S. 30 Cross Sections
771.56
771.30
580+00
768.2
765.08
70
38 91
822
157 365
See U.S. 30 Cross Sections
771.59
771.14
579+00
768.3
765.00
78
47 106
894
181 454
See U.S. 30 Cross Sections
772.15
771.22
769.5
578+00
768.2
764.92
83
51 139
183 594
1028
Sta. 577+00 48 182
211 744
Sta. 576+00 66 220
237 1011
Sta. 575+00 62 326
See U.S. 30 Cross Sections
773.10
771.78
767.5
577+00
768.0
FL 6" T 3
766.25
FL 6" F 4
765.0
764.84
102
1289
774.4
772.82
767.0
576+00
768.3
764.76
130
1450
L/A
93'
132
575+00
8101 Sheet Total
RAMP "D"
STA. 575+00 to 583+58.78 RAMP "D"
VAN WERT COUNTY
VAN-30-4.06
265

VAN WERT COUNTY
VAN-30-4.06

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

End Channel Excavation Sta. 6+85

7+00
774.78

766.18

6+68
773.98

6+00
773.98

765.50

1:1 Bk.
2:1 Ahd.

1:1 Bk.
2:1 Ahd.

5+82.66
774.15

765.16

STRUCTURE No. 4-C

765.33

5+00
774.97

2:1 Bk.
1:1 Ahd.

1:1 Ahd.
2:1 Bk.

765.50

4+16.89

Included with Main Line
U.S.R. 30 Cross Sections

4+00
773.87

765.69

3+50
774.07

766.24

3+00
774.27

766.80

Begin Channel Excavation
Sta. 2+75

2+00
774.17

Excavation for Pipe is included in Item I-1

	End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
Sta. 6+85	0	0		
			26	0
Sta. 6+68	81	0		
			242	13
Sta. 6+00	111	10		
			72	3
Sta. 5+82.66 Ahd.	112	0		
Sta. 5+82.66 Bk.	(43)	0		
			(354)	0
Sta. 5+00	(188)	0		
			(574)	0
Sta. 4+16.89 Ahd.	(185)	0		
Sta. 4+16.89 Bk.	273	0		
			160	0
Sta. 4+00	240	0		
			424	139
Sta. 3+50	218	150		
			260	139
Sta. 3+00	63	0		
			29	0
Sta. 2+75	0	0		
			1213	
Total	(214) **	294 *		

Channel Excavation Estimated
75% Suitable for Embankment
2141 X 0.75 = 1606 Cu. Yd.

*Carried to Cross Section Sheet No. 69
**Carried to Structure Dwg. No. 4-C, Sheet No. 295

8+00
128°-00'
6+00
Sta. 291+50 U.S.R. 30 = ℄ Proposed channel
℄ U.S.R. 30
290
291
292
60°
120°-00'
Sta. 291+55 U.S.R. 30 = Sta. 5+00 ℄ Survey
87°-00'
4+00
3+00

CHANNEL ALIGNMENT
Prairie Creek

PRAIRIE CREEK CHANNEL SECTIONS Sta. 2+00 to Sta. 7+00

VAN WERT COUNTY
VAN-30-4.06

35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

Sta 4+00
℄ Proposed North Creek Channel
768.10
4+00
768.53

Sta 3+75
℄ Proposed North Creek Channel
768.12
3+75
774.43

Sta 3+00
℄ Proposed North Creek Channel
768.20
3+00
774.63

End Dumped Rock Channel Protection Sta. 2+60

Begin Dumped Rock Channel Protection Sta 3+00, 2' Thick

Sta 2+00
℄ Proposed North Creek Channel
768.30
2+00
774.93

Begin Dumped Rock Channel Protection Sta 1+75, 2' Thick

Begin Channel Excavation Sta. 1+00
1+00
774.93
℄ Survey

℄ Proposed U.S.R. 30
Sta 3+13+58
3+11 3+12 3+13 3+14
97.86'
29'-00"
Sta 3+13+84
4+00
3+00
2+00
1+00
℄ Survey
160'-0"
100'R
75'-0"
60°-00'
28°-30'
100'R
℄ Proposed Channel
℄ Existing Channel
28°45'
℄ Existing Channel
7+00
6+00
100'R

CHANNEL ALIGNMENT
NORTH CREEK
Sta 3+13+84

Channel Excavation Estimated
75% Suitable for Embankment
3501 X 0.75 = 2626 Cu. Yds.

*Carried to Cross Section Sheet No. 73

Sta	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta 4+00	226	0		
			200	0
Sta 3+75	205	0		
			612	111
Sta 3+00	235	80		
			659	157
Sta 2+00	121	5		
			224	9
Sta 1+00	0	0		
Total			3501	351

35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

Channel Sections North Creek Sta 1+00 to Sta 4+00

VAN WERT COUNTY
VAN-30-4.06

65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

7+00
774.12

End
Channel Excavation
Sta. 7+00

End Dumped Rock
Channel Protection, 24" Thick
Sta 6+20.

2:1 Ahd & Bk.

1:1 Bk.

2:1 Ahd

6+06.93
774.77

767.90

℄ Proposed North
Creek Channel

2:1 Ahd

1:1 Bk.

1:1 Ahd & Bk.

5+81.69
774.70

767.92

℄ Proposed North
Creek Channel

Begin Dumped Rock
Channel Protection, 24" thick
Sta. 5+81.69

1:1

1:1

5+35
774.62

4+63.55
774.48

1:1 Bk. & Ahd.

℄ Proposed North
Creek Channel

768.04

1:1 Ahd.

2:1 Bk.

End Dumped Rock
Channel Protection
of Structure

2:1 Bk.

1:1 Ahd.

℄ Proposed North
Creek Channel

2:1 Bk. & Ahd.

4+38.43
774.36

768.06

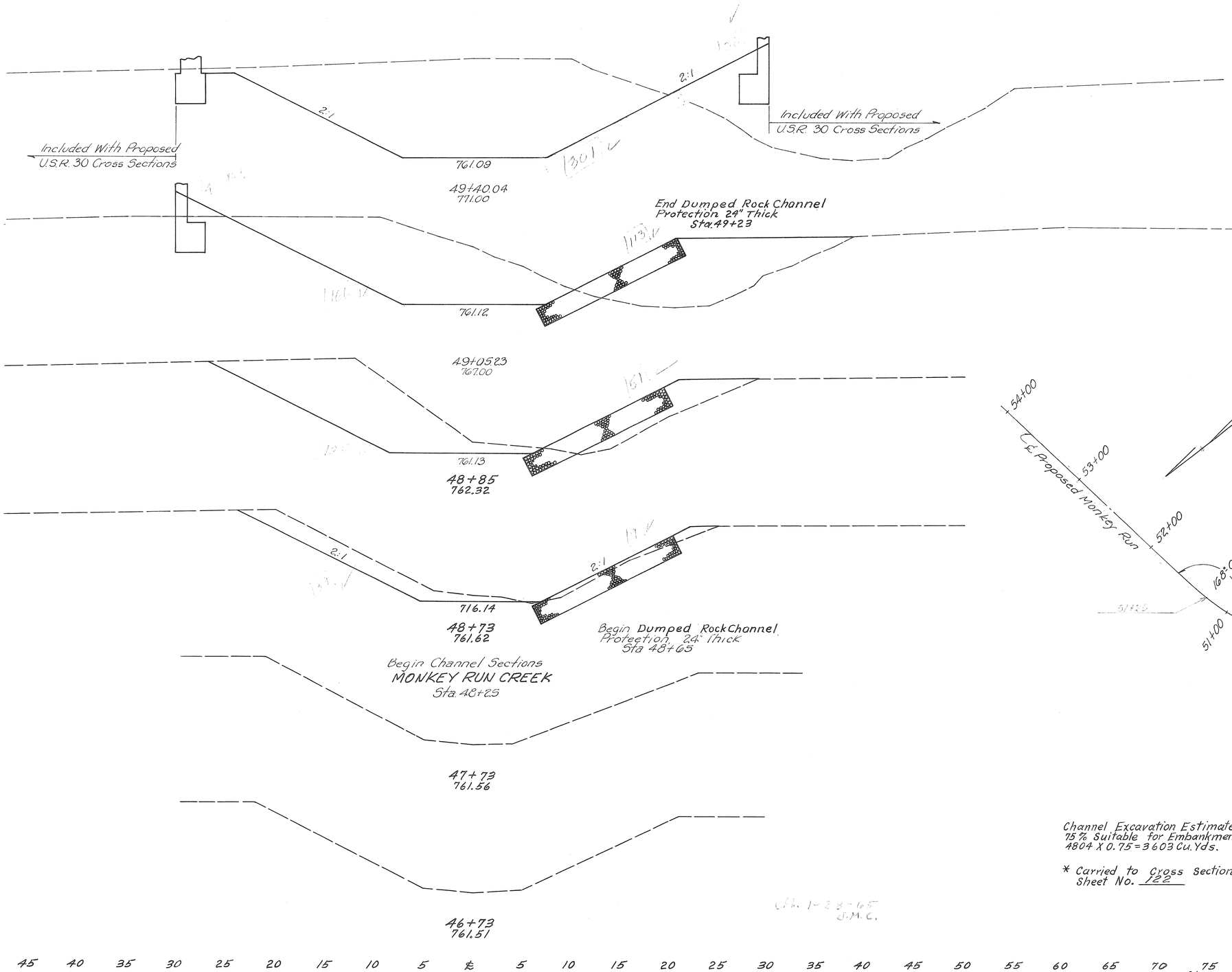
	End Area		Cu. Yds.	
	Cut	Fill	Cut	Fill
Sta. 7+00	0	0		
			257	0
Sta. 6+06.93 Ahd.	149	0		
Sta. 6+06.93 Bk.	124	0		
			141	18
Sta. 5+81.69 Ahd	177	39		
Sta. 5+81.69 Bk.	175	65		
			324	56
Sta. 5+35	200	0		
			531	0
Sta. 4+63.55 Ahd	201	0		
Sta. 4+63.55 Bk.	226	0		
			211	0
Sta. 4+38.43 Ahd.	228	0		
Sta. 4+38.43 Bk.	255	0		
			342	0
Sta. 4+00	226	0		

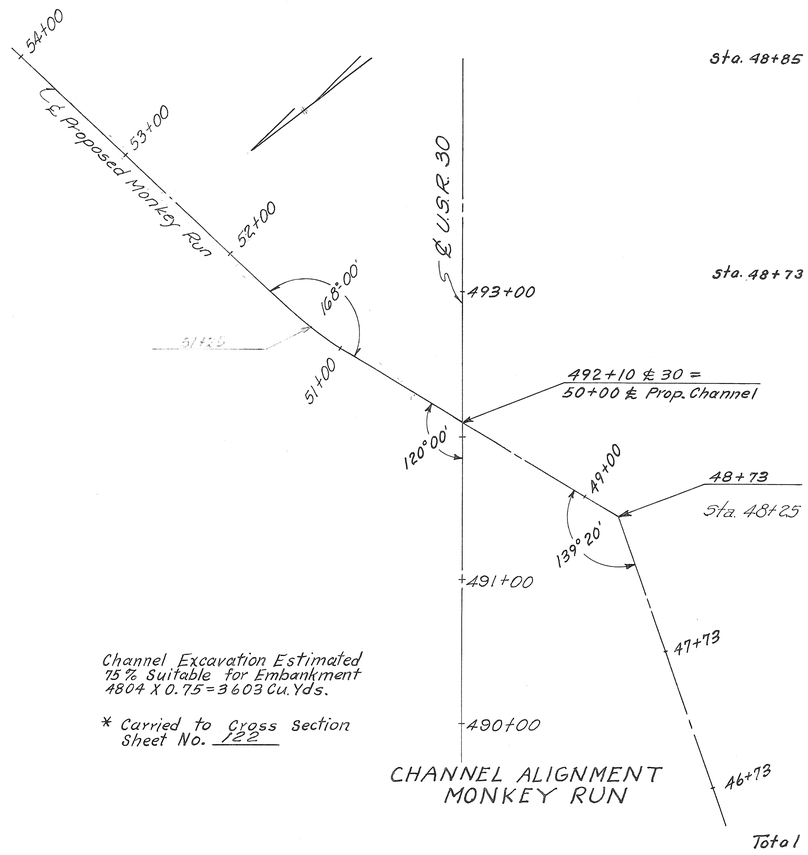
65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90

Channel Sections North Creek Sta. 4+38.43 to Sta. 7+00

VAN WERT COUNTY
VAN-30-4.06

45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90





	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta. 49+40.04	301	38		
			301	100
Sta. 49+05.23 Ahd.	166	117		
Sta. 49+05.23 Back.	166	113		
			109	61
Correction for Rt. Ditch				-26
Sta. 48+85	125	51		
			36	13
Sta. 48+73	39	9		
			35	8
Sta. 48+25	0	0		
Total			4804	1752

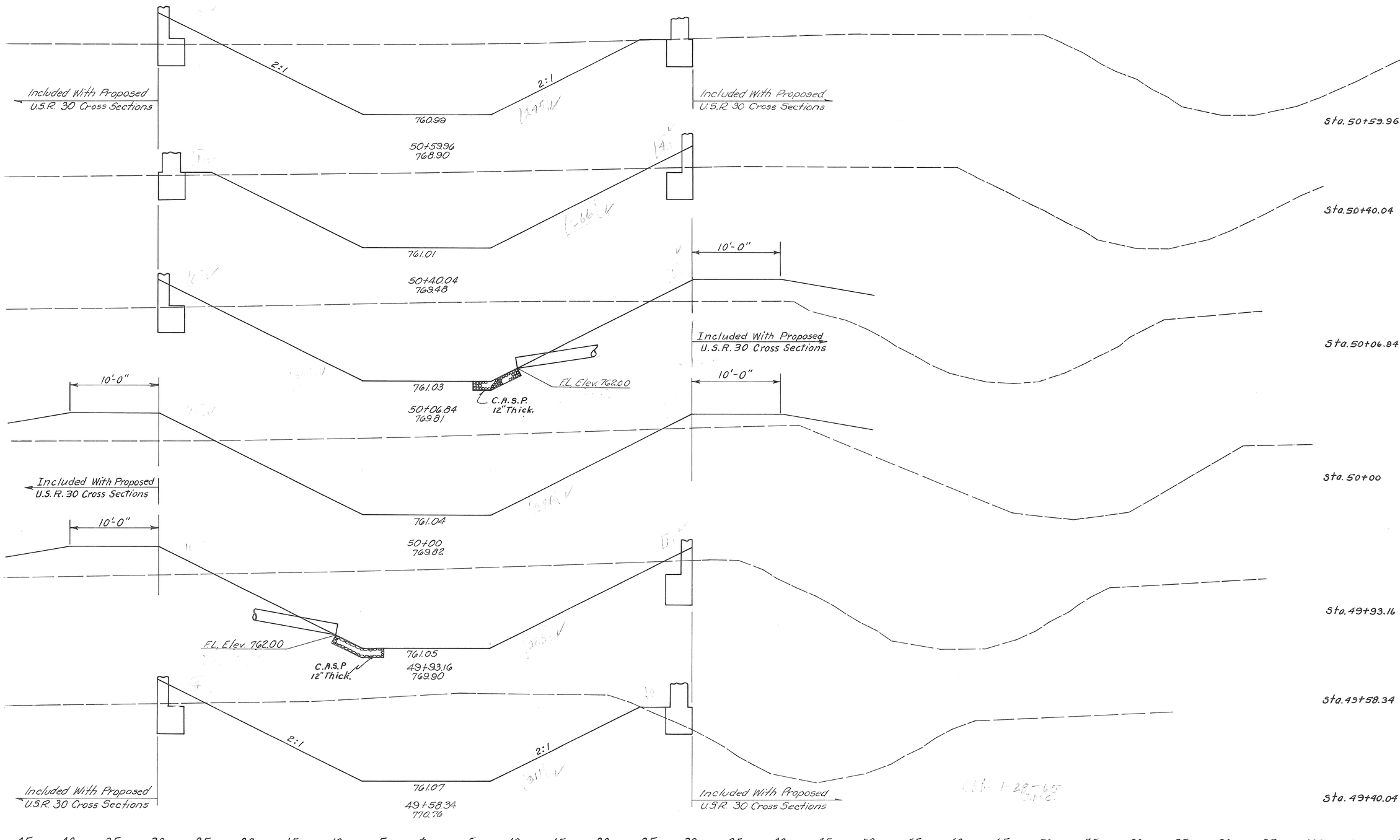
Channel Excavation Estimated
75% Suitable for Embankment
4804 X 0.75 = 3603 Cu. Yds.

* Carried to Cross Section Sheet No. 122

45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110

Channel Sections Monkey Run Sta. 46+73 to Sta. 49+39.32

VAN WERT COUNTY
VAN-30-4.06



	End Area Cut	End Area Fill	Cu. Yds. Cut	Cu. Yds. Fill
Sta. 50+59.96	245	7		
			188	4
Sta. 50+40.04	266	5		
			398	10
Sta. 50+06.84	382	12		
			85	3
Sta. 50+00	286	13		
			73	3
Sta. 49+93.16	288	11		
			386	11
Sta. 49+58.34	311	6		
			207	15
Sta. 49+40.04	301	38		

Channel Sections Monkey Run Sta. 49+58.34 to Sta 50+59.96

VAN WERT COUNTY
VAN-30-4.06

45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90

2:1 2:1

760.84

52+50
769.57

760.88

52+00
768.78

760.96

51+00
768.98

Included With Proposed
U.S.R. 30 Cross Sections

760.97

50+94.77
769.55

Included With Proposed
U.S.R. 30 Cross Sections

95 100 105

110 115 120 125 130 135 140

110 115 120 125 130 135 140 145 150 155

Sta. 50+94.77 Ahd.
Sta. 50+94.77 Bk.

110 115 120 125 130 135

Sta. 50+59.96

45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105

End Area		Cu Yd	
Cut	Fill	Cut	Fill
300	208	547	396
290	219	987	406
243	0	49	0
268	0		
268	5	331	8
245	7		

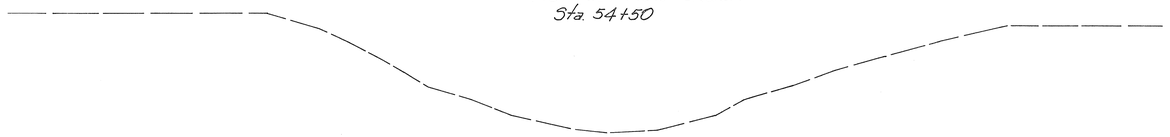
Monkey Run, Channel Sections, Sta. 50+94.77 to Sta. 52+50

VAN WERT COUNTY
VAN-30-4.06

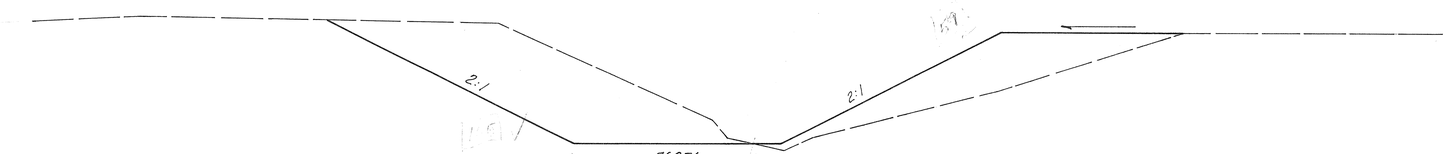
45 40 35 30 25 20 15 10 5 ℄ 5 10 15 30 25 30 35 40 45 50 55 60 65 70 75 80 85 90

95 100 105

END CHANNEL SECTIONS
MONKEY RUN CREEK
Sta. 54+50

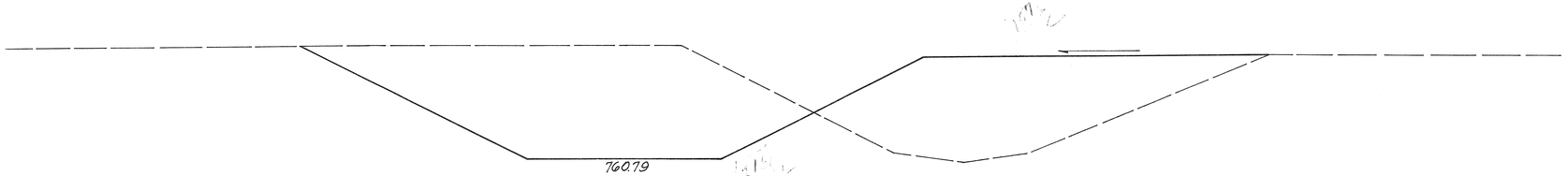


54+50
760.70



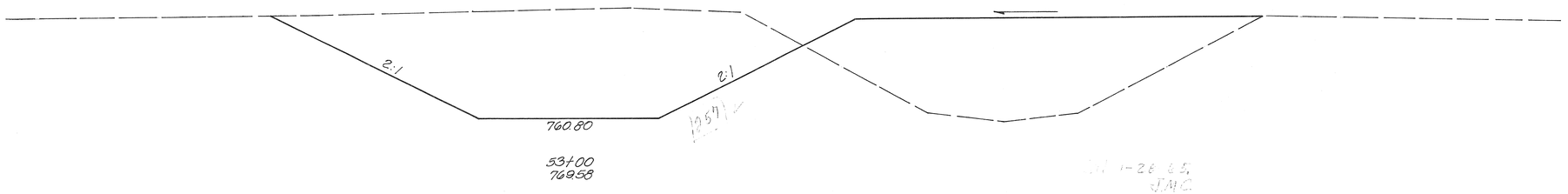
760.76

53+55
763.4



760.79

53+16
769.24



760.80

53+00
769.58

	End Area		Cu Yd	
	Cut	Fill	Cut	Fill
Sta. 54+50	0	0		
			184	104
	105	59		
			232	156
	216	157		
			140	105
	257	197		
			516	375
Sta. 52+50.	300	208		

45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110

Monkey Run Channel Sections Sta. 53+00 to Sta. 54+50

VAN WERT COUNTY
VAN-30-4.06

75 70 65 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 65 70 75

10'-0"

Included With Proposed U.S.R. 30 Cross Sections

2:1

760.41

9+85.80
766.75

Included With Proposed U.S.R. 30 Cross Sections

760.42

9+71.55
765.75

Included With Proposed U.S.R. 30 Cross Sections

Included With Proposed U.S.R. 30 Cross Sections

760.43

9+39.08
763.86

2:1

760.44

9+24.84
763.15

12+00

11+00

℄ Survey ℄ Structure

Sta. 511+40 U.S.R. 30 Prop. = Sta. 10+00 Prop. Channel

510 511 512

80° Tan. To Curve

9+00

8+00

CHANNEL ALIGNMENT
Hoaglin Creek

Begin Channel Sections
HOAGLIN CREEK
Sta. 8+50

8+00
761.35

Channel Excavation Estimated
75% Suitable for Embankment
0.75 X 1920 = 1440 Cu.Yd.

* Carried to Cross Section Sheet No. 128

	End Area Cut	End Area Fill	Cu. Yd. Cut	Cu. Yd. Fill
Sta. 9+85.80 Ahd.	69	277		
Sta. 9+85.80 Bk.	69	265		
			82	105
Ahead	241	132		
Back	241	119		
			257	122
Sta. 9+39.08 Ahd.	187	84		
Sta. 9+39.08 Bk.	187	74		
			99	28
Sta. 9+24.84 Ahd.	189	31		
Sta. 9+24.84 Bk.	189	0		
			262	0
Sta. 8+50	0	0		
Total			1920	713*

Channel Sections Hoaglin Creek Sta. 8+00 to Sta. 9+85.80

VAN WERT COUNTY
VAN - 30 - 4.06

75 70 65 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 65 70 75

12+00
766.71

End Channel Sections
HOAGLIN CREEK
Sta. 11+50

760.35
11+00
762.92

760.36
10+75.16
764.59

760.37
10+60.91
766.80

760.39
10+28.05
769.30

760.39
10+14.20
769.10

Included With Proposed
U.S.R. 30 Cross Sections

10'-0"

	End Areas		Cu. Yd.	
	Cut	Fill	Cut	Fill
Sta. 11+50	0	0		
	129	27	120	25
			140	63
Ahead	176	110		
Back	176	128		
			119	56
	276	86		
			401	89
Ahead	382	60		
Back	382	64		
			198	35
Ahead	392	71		
Back	392	85		
			242	190
Sta. 9+85.80	69	277		

Channel Sections Hoaglin Creek Sta. 10+14.20 to Sta. 12+00

VAN WERT COUNTY
VAN-30-4.06

	End Areas		Cu Yds.	
	Cut	Fill	Cut	Fill
Sta. 2+35	0	0		
			10	0
2+00	47	0		
			42	0
1+50	52	0		
			200	0
1+00	56	0		
			88	0
0+55	50	0		
			*340	0
Total				

* Carried to Structure Dwg. 12-C, Sheet No. 294

Included With Pearson Rd - Cross Sections | Channel Sections for Structure No. 12-C

END CHANNEL SECTIONS
Sta. 2+35±

Monkey Run Profile

2+35
761.75

764.34

2+23
768.80

764.40

2+00
769.0

764.65

1+00
769.5

764.76

0+55
769.20

BEGIN CHANNEL SECTIONS
Sta. 0+55

0+00
769.20

℄ Monkey Run

℄ Proposed Channel

2+00

1+00

90°00'

℄ Pearson Rd Relocated

15±00

Sta. 14+50 Pearson Rd. Relocated = Sta. 0+00 Proposed Channel

14+00

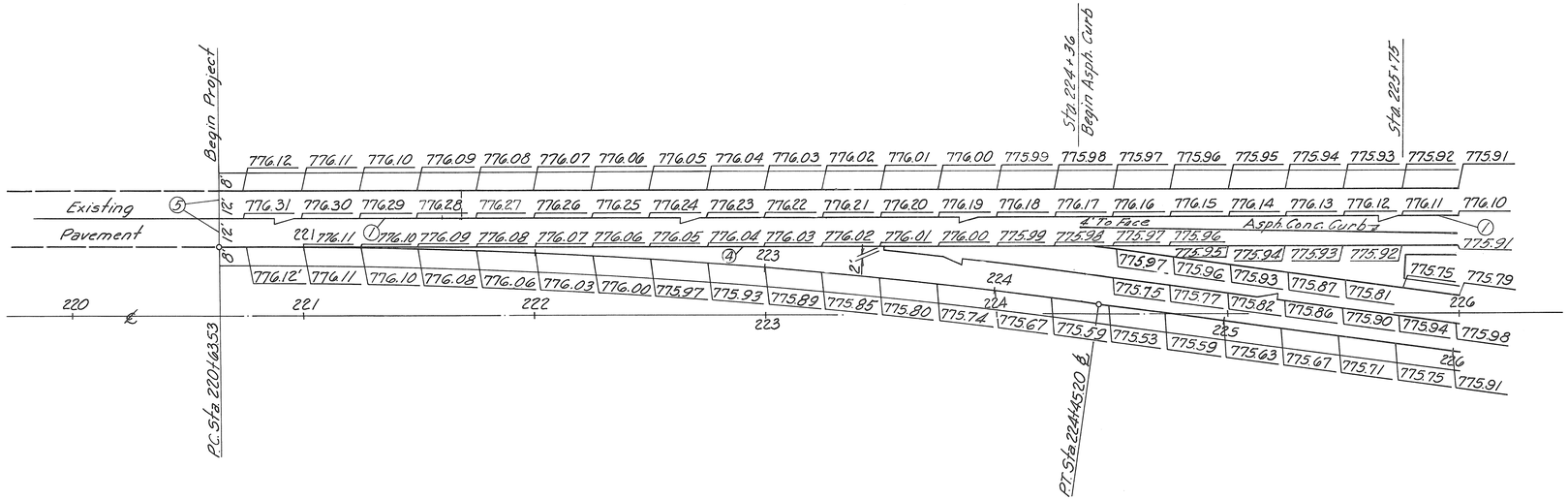
Channel Alignment
Pearson Rd-Relocated-Lt. Side
Sta. 14+50

Channel Sections Sta. 0+00 to Sta. 2+35±, Structure No. 12-C, Pearson Rd.

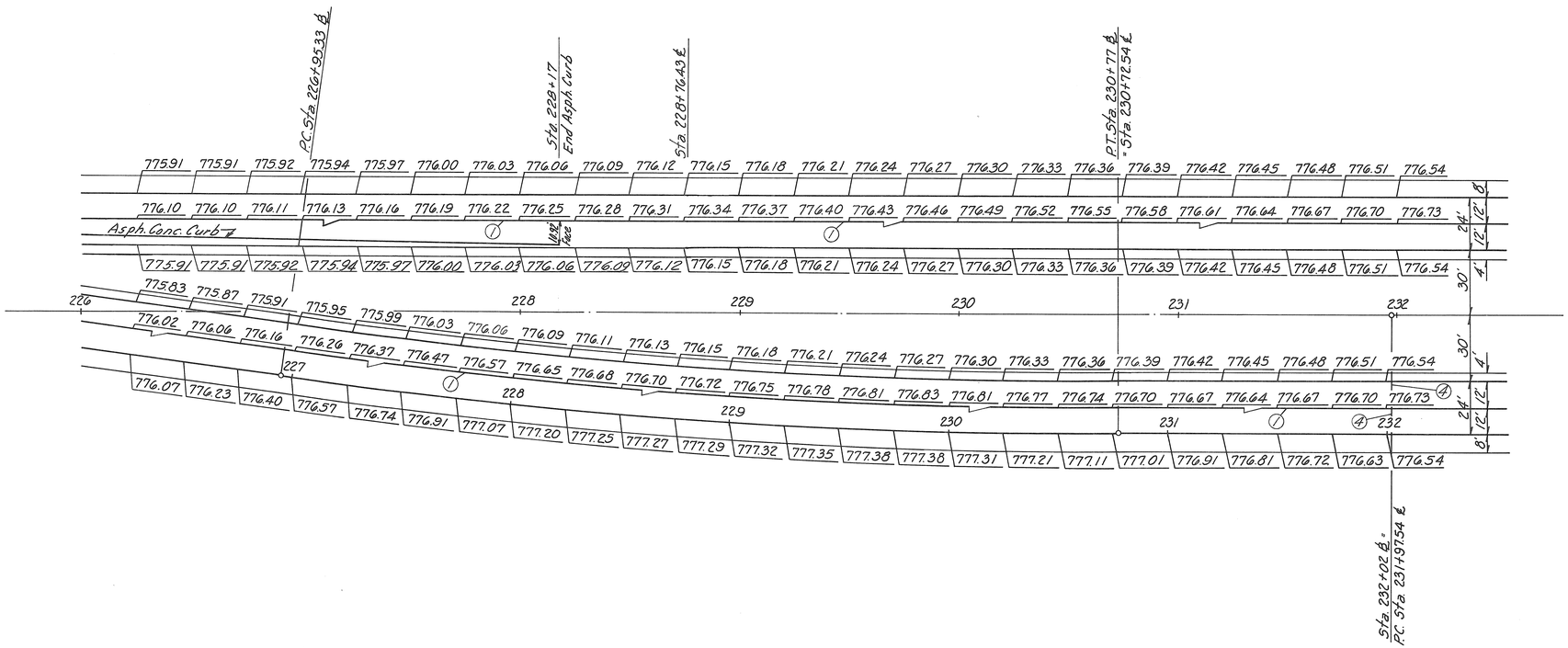
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

276

VAN WERT COUNTY
VAN-30-4.06



JOINT LEGEND
① Standard Longitudinal Joint
② Standard Expansion Joint
③ Standard Contraction Joint
④ Key Joint Without Tiebars
⑤ Butt Joint to existing pavement.

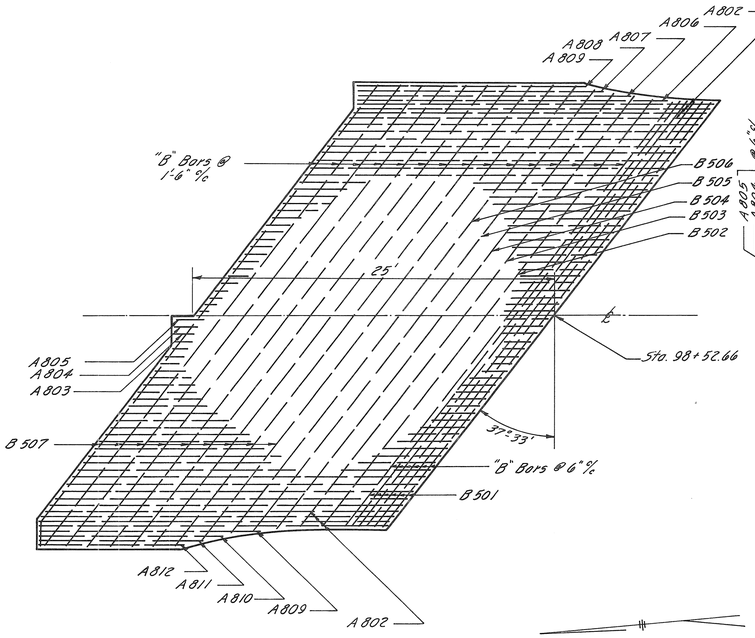


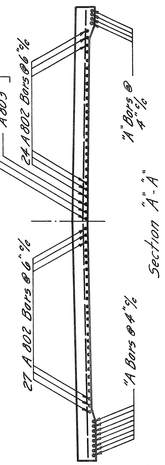
TRANSITION DETAIL - 2 Lane to 4 Lane From Sta. 220+63.53 to Sta. 231+97.54

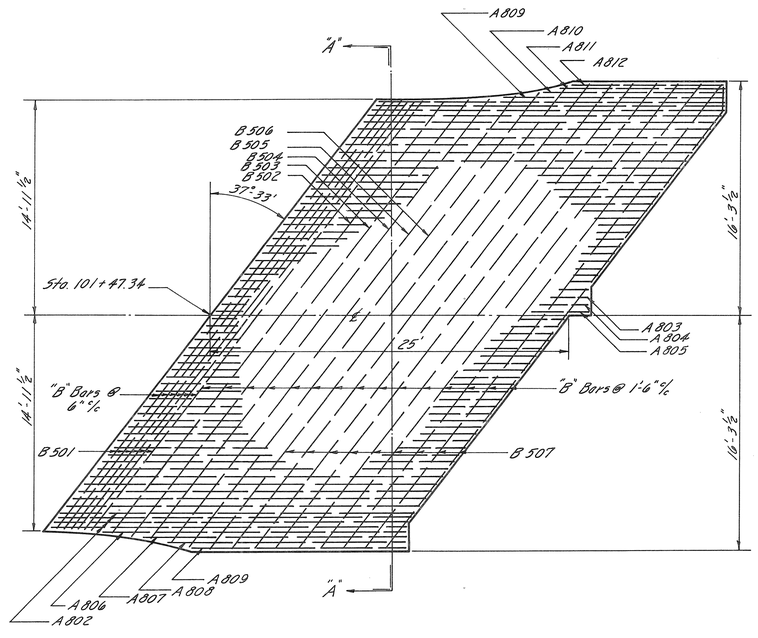
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

277

VAN WERT COUNTY
VAN-30-4.06

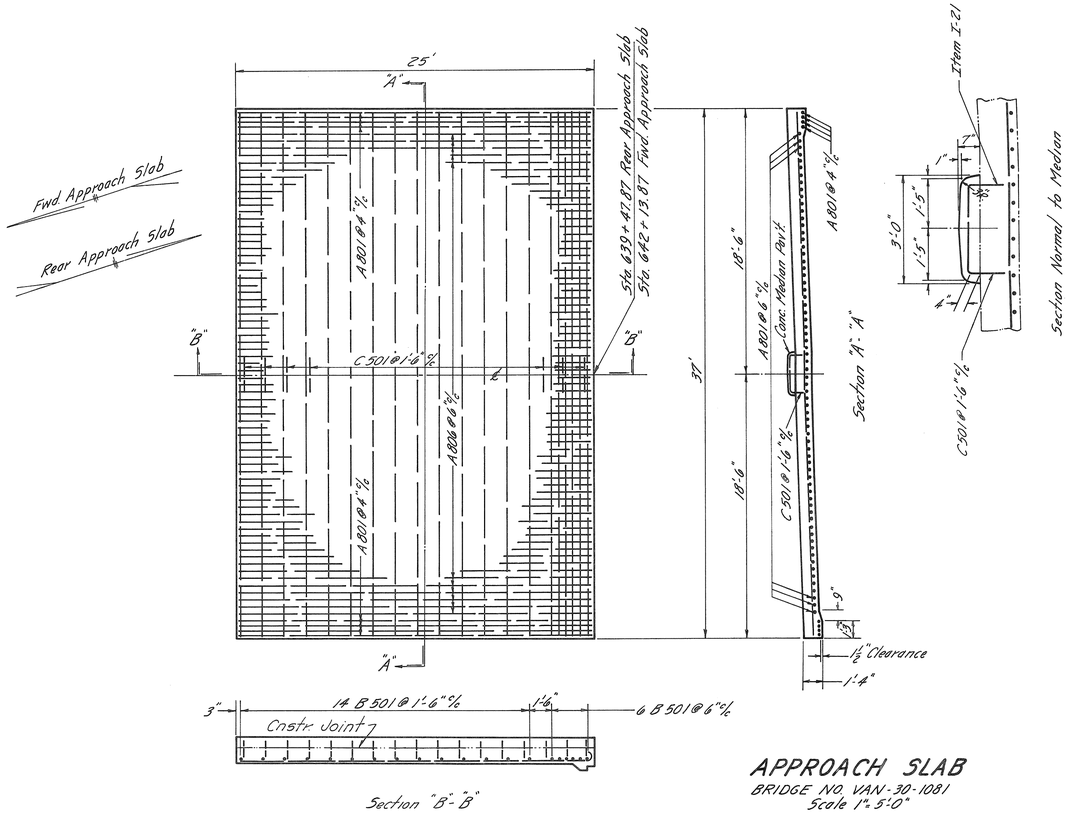






APPROACH SLABS
BRIDGE NO. VAN-30-0595
Scale 1"=5'-0"

"A" Bars					"B" Bars		
Mark	No. Req'd	Length	Dimension "A"		Mark	No. Req'd	Length
			VAN-30-0595				
A802	118	25'-7"	24'-6"		B501	12	37'-2"
A803	2	25'-9"	24'-8"		B502	2	38'-0"
A804	2	26'-1"	25'-0"		B503	2	38'-3"
A805	2	26'-8"	25'-7"		B504	2	38'-7"
A806	2	22'-1"	21'-0"		B505	2	39'-5"
A807	2	19'-1"	18'-3"		B506	2	40'-0"
A808	2	17'-1"	16'-5"		B507	18	40'-5"
A809	4	16'-1"	15'-2"				
A810	2	14'-1"	13'-0"				
A811	2	12'-7"	11'-6"				
A812	2	11'-7"	10'-6"				



APPROACH SLAB
BRIDGE NO. VAN-30-1081
Scale 1"=5'-0"

REINFORCING STEEL
Bridge No. Van-30-1081
(For Two Approach Slabs)

"A" Bars

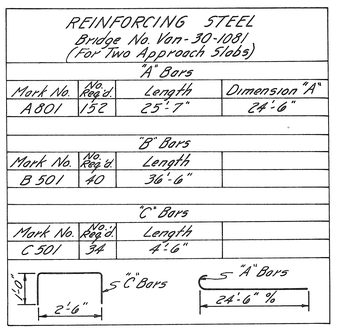
Mark No.	No. Req'd.	Length	Dimension "A"
A801	152	25'-7"	24'-6"

"B" Bars

Mark No.	No. Req'd.	Length
B501	40	36'-6"

"C" Bars

Mark No.	No. Req'd.	Length
C501	34	4'-6"



Note 1. For General Notes & Standard Design details see Standard Dwg. No. A5-1-54

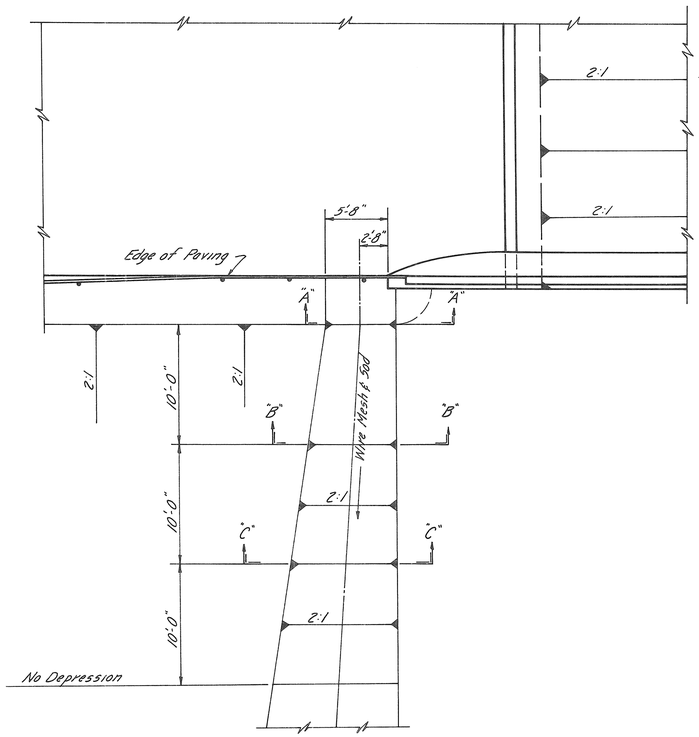
Note 2. Item I-21, Paved Median as detailed on this sheet shall be included in bid per sq. yd. of Item I-7 Approach Slab for pay purposes

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

278

VAN WERT COUNTY
VAN-30-4.06

SPECIAL BERM AND SLOPE PROTECTION



Prior to placement of sod in the berm and slope, galvanized poultry fence shall be placed on the finished grade in strands which shall be at right angles in the direction of flow, each strand shall be staked securely on top and bottom with stakes placed at four foot intervals and alternated in rows four feet apart.

Stakes shall be 1"x1"x8" wood stakes and shall be perpendicular to the ground and flush with the finished grade.

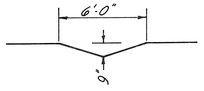
The fence shall be straight line poultry fence or equivalent with strand width of four feet having a two inch mesh and all wires No. 20 gauge.

The strands of fencing shall be fastened together at twelve inch intervals by means of hog rings.

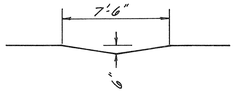
The fence shall be secured to the wood stakes by metal staples.

Sod shall be laid in accordance with the construction and materials specifications section L-10.07.

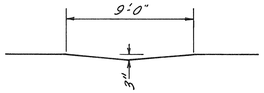
Payment for all of the above shall be included in the unit price bid for Item L-10 Sodding for Special berm and slope protection, as per plan.



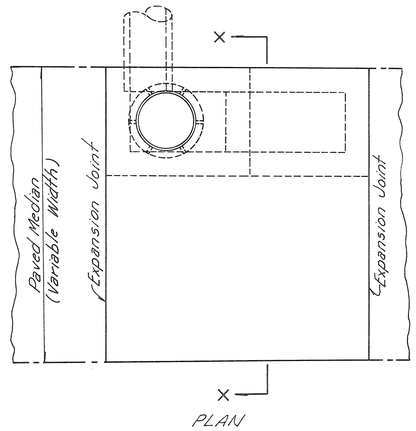
SECTION "A"-"A"



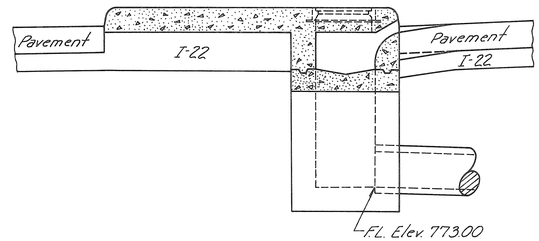
SECTION "B"-"B"



SECTION "C"-"C"



PLAN



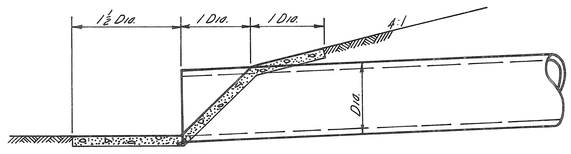
SECTION X X

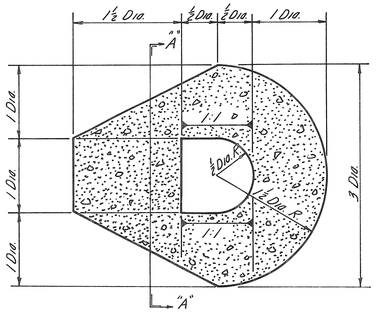
Note:
For Details, Notes and Dimensions not shown, see Standard Drawing I-8 Inlet No. 2. The extension of Concrete Inlet top to provide continuous paved median will be included in the Unit Price bid for the Inlet.

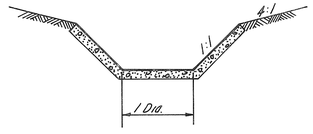
MODIFICATION, STD 2-6 MEDIAN INLET

STA. 629+25 U.S.R. 224

RIPRAP DETAIL FOR PIPE ENDS

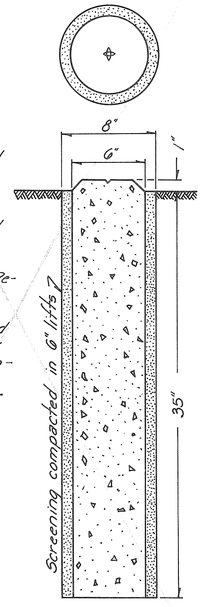






SECTION "A"-"A"

DETAIL OF REFERENCE MONUMENT



NOTES

1. Monuments shall be set plumb with the center marker on the exact location as established by the engineer.

2. The Item, Setting Reference Monuments shall include all labor, equipment, and materials necessary to complete this Item - except monuments which will be delivered to the field office by the State.

TRAFFIC SIGNING

Station	Side	Area Sq. Ft.	I-129																				Concrete for Sign Support foundation as/plan
			Steel Drive Post 2 lb. Per. ft		Steel Drive Post 4 lb. Per. ft		Structural Supports 4 lb. Beam as/plan		Structural Supports 8 lb. Beam as/plan		Structural Supports St'l. Beam 10-B-11.5 as/plan		Structural Supports St'l. Beam 10-B-17 as/plan		Guard Rail St'l Beam Std Type (Deep) as/plan							
		Flat	Ext.	Pcs	Length	Pcs	Length	Pcs	Length	Pcs	Length	Pcs	Length	Pcs	Length	Lin. Ft.							Cu. Yd.
																							0.1
222+00	Lt.	7.5				1	14'-6"																0.1
224+45	Lt.	9		2	2'-6"			1	14'-6"														0.1
																							0.1
225+20	Med.	10.5		2	2'-6"	1	15'-0"																0.2
						1	15'-0"																
227+50	Lt.	16		2	2'-8"					1	16'-6"												0.1
227+50	Med.	16		2	2'-8"					1	16'-6"												0.1
232+00	Lt.	16		2	2'-8"					1	16'-6"												0.1
232+00	Med.	16		2	2'-8"					1	16'-6"												0.1
235+00	Rt.		32.5							1	16'-6"												0.2
										1	17'-6"												
243+50	Rt.	9		2	2'-0"					1	15'-6"												0.1
249+00	Rt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
252+00	Lt.	12		4	2'-8"			1	14'-6"														0.1
253+40	Med.	8.75		2	2'-0"			1	15'-0"														0.1
253+55	Rt.	9		2	2'-0"			1	14'-6"														0.1
253+90	Lt.	9		2	2'-0"			1	14'-6"														0.1
254+05	Med.	8.75		2	2'-0"			1	15'-0"														0.1
255+50	Rt.	12		4	2'-8"			1	14'-6"														0.1
258+50	Lt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
260+00	Rt.		90											1	21'-0"	50							2.2
														1	23'-0"								
263+50	Lt.	9		2	2'-0"					1	15'-6"												0.1
275+00	Rt.		16					1	13'-6"														0.2
								1	14'-6"														
280+50	Lt.	12		4	2'-8"			1	14'-6"														0.1
281+90	Lt.		20							1	14'-0"												0.2
										1	15'-0"												
282+40	Med.	8.75		2	2'-0"			1	15'-0"														0.1
283+15	Med.	8.75		2	2'-0"			1	15'-0"														0.1
283+25	Lt.	12.16		4	3'-3"			1	15'-0"														0.1
283+60	Rt.		15					1	14'-0"														0.2
								1	14'-6"														
285+00	Rt.	6				1	14'-6"																0.1
9+50	Rt.	6				1	14'-6"																0.1
13+00	Rt.	6.08				1	15'-0"																0.1
15+00 SR 49	Rt.	12		2	5'-10"	1	12'-6"																0.2
						1	13'-6"																
16+00	Lt.	6				1	14'-6"																0.1
16+87	Rt.	9		2	2'-0"			1	14'-6"														0.1
19+00	Lt.	9		2	2'-0"			1	14'-6"														0.1
291+00	Lt.		32.					1	15'-6"														0.2
								1	16'-6"														
315+00	Lt.		75											1	20'-6"								1.9
														1	22'-0"								
363+00	Rt.	9		2	2'-0"							1	15'-6"										0.1
368+00	Rt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
371+50	Lt.	6				1	14'-6"																0.1
372+55	Lt.	9		2	2'-0"			1	14'-6"														0.1
372+75	Med.	8.75		2	2'-0"			1	15'-0"														0.1
373+45	Med.	8.75		2	2'-0"			1	15'-0"														0.1
373+65	Rt.	9		2	2'-0"			1	14'-6"														0.1
375+00	Rt.	6				1	14'-6"																0.1
378+00	Lt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
383+00	Lt.	9		2	2'-0"							1	15'-6"										0.1
401+50	Rt.	9		2	2'-0"							1	15'-6"										0.1
406+50	Rt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
410+50	Lt.	6				1	14'-6"																0.1
411+10	Med.	8.75		2	2'-0"			1	15'-0"														0.1
411+25	Rt.	9		2	2'-0"			1	14'-6"														0.1
411+55	Lt.	9		2	2'-0"			1	14'-6"														0.1
411+70	Med.	8.75		2	2'-0"			1	15'-0"														0.1
0+40 TR 69	Lt.	9		2	2'-0"			1	14'-6"														0.1
413+00	Rt.	6				1	14'-6"																0.1
416+50	Lt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
Sub-total		449.24	280.50	216'-0"		346'-0"		412'-0"		206'-6"		42'-6"		44'-0"		50							10.9

Station	Side	Area Sq. Ft.	I-129																				Concrete for Sign Support foundation as/plan
			Steel Drive Post 2 lb. Per. ft		Steel Drive Post 4 lb. Per. ft		Structural Supports 4 lb. Beam as/plan		Structural Supports 8 lb. Beam as/plan		Structural Supports St'l. Beam 10-B-11.5 as/plan		Structural Supports St'l. Beam 10-B-17 as/plan		Guard Rail St'l Beam Std Type (Deep) as/plan							
		Flat	Ext.	Pcs	Length	Pcs	Length	Pcs	Length	Pcs	Length	Pcs	Length	Pcs	Length	Lin. Ft.							Cu. Yd.
419+50	Rt.		93														1	20'-0"	50				2.2
																	1	22'-6"					
421+50	Lt.	9		2	2'-0"					1	15'-6"												0.1
437+85	Rt.		51.75											1	17'-6"				50				1.9
														1	19'-0"								
446+00	Lt.	9		2	2'-0"					1	15'-6"												0.1
446+50	Rt.		35.75							1	16'-6"												0.2
										1	16'-6"												
455+65	Lt.		35.75							1	16'-6"												0.2
										1	16'-6"												
456+00	Rt.	9		2	2'-0"					1	15'-6"												0.1
464+35	Lt.		51.75											1	17'-6"				50				1.9
														1	19'-0"								
488+00	Rt.	9		2	2'-0"					1	15'-6"												0.1
494+00	Lt.		93														1	20'-0"					2.2
																	1	22'-6"					
494+00	Rt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
496+50	Lt.	6				1	14'-6"																0.1
497+60	Lt.	9		2	2'-0"			1	14'-6"														0.1
497+75	Med.	8.75		2	2'-0"			1	15'-0"														0.1
498+45	Med.	8.75		2	2'-0"			1	15'-0"														0.1
498+60	Rt.	9		2	2'-0"			1	14'-6"														0.1
499+75	Rt.	6				1	14'-6"																0.1
24+85 TR 234	Rt.	9		2	2'-0"			1	14'-6"														0.1
503+00	Lt.	9		1	5'-10"	1	13'-0"																0.2
						1	13'-6"																
508+00	Lt.	9		2	2'-0"					1	15'-6"												0.1
510+00	Rt.		97.5														1	21'-6"					2.2
																	1	23'-0"					
535+00	Lt.		90														1	20'-0"	50				2.2
																	1	22'-0"					
540+00	Rt.		91														1	21'-0"	50				2.2
																	1	22'-6"					
545+00	Lt.		32.5							1	16'-6"												0.2
										1	17'-6"												
546+50	Rt.	9		2	2'-0"					1	15'-6"												0.1
551+50	Rt.		15					1	13'-0"														0.2
								1	14'-6"														
554+75	Lt.	6				1	14'-6"																0.1
555+85	Lt.	9		2	2'-0"			1	14'-6"														0.1
555+95	Med.	8.75		2	2'-0"			1	15'-0"														0.1
556+70	Med.	8.75		2	2'-0"			1	15'-0"														0.1
556+80	Rt.	9		2	2'-0"			1	14'-6"														0.1
25+20 TR 160	Rt.	9		2	2'-0"			1	14'-6"														0.1
562+50	Rt.		152																100				
562+50	Rt.		88																				
563+00	Lt.		15					1	13'-0"														0.2
								1	14'-6"														
568+00	Med.	9		2	2'-0"					1	15'-6"												0.1
568+00	Lt.	9		2	2'-0"					1	15'-6"												0.1
577+30	Lt.	9		2	2'-0"					1	15'-6"												0.1
579+00	Rt.	9		2	2'-0"					1	15'-6"												0.1
584+50	Lt.	6				1	14'-6"																0.1
586+10	Lt.		49.5											1	18'-0"								1.9
														1	18'-0"								
595+00	Lt.		98.5														1	21'-6"	50				2.2
																	1	23'-0"					
597+00	Rt.	12		4	2'-8"					1	14'-6"												0.1
655+00 "B"	Rt.	13		2	2'-0"					1	17'-6"												0.1
636+00	Lt.	9		2	2'-0"					1	15'-6"												0.1
632+87	Rt.	6	20	1	8'-6"					1	13'-0"												0.2
										1	13'-0"												
627+25	Lt.	9		2	2'-0"					1	15'-6"												0.1
627+00	Rt.		32.							1	15'-6"												0.2
										1	17'-6"												
623+50	Rt.	6.08				1	15'-0"																0.1
621+00	Lt.	6				1	14'-6"																0.1
283+45	Rt.		15			1	14'-0"																0.2
						1	15'-0"																
Sub-total		273.08	115.00	122'-10"		16'-9"		20'-0"		37'-0"		10'-0"		25'-6"		40							23.9
Total		722.32	1440.50	338'-10"		515'-6"		614'-0"		583'-6"		151'-6"		303'-6"		450							34.8

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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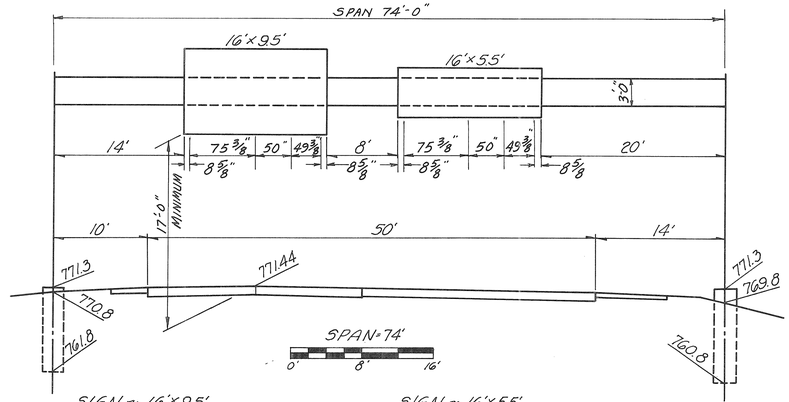
VAN WERT COUNTY
VAN-30 - 4.06

I-127 DELINEATORS

Station From	Station To	Side	Interval	A-1 Post	A-1 Brk.t.	C-2 Post	C-2 Brk.t.	C-2 Post as/plan	C-3 Post	Location
557+25	563+25	Rt.	100'			7				Ramp C
564+05	564+55	Rt.	50'			2				Ramp C
564+55	573+05	Lt.	50'			18				Ramp C
573+05	573+55	Rt.	50			2				Ramp C
574+35	575+35	Rt.	100'			2				Ramp C
577+35	587+35	Rt.	200'	6						Ramp C
620+00	630+00	Rt.	200'	6						U.S.R. 224
566+50	567+50	Rt.	100'			2				Ramp D
568+10		Rt.				1				Ramp D
568+10	579+50	Lt.	60'			20				Ramp D
580+50		Lt.				1				Ramp D
580+50	594+50	Rt.	100'			15				Ramp D
595+55		Rt.							1	Ramp D
561+35		Lt.							1	U.S.R. 30
562+35	576+35	Lt.	100'			15				U.S.R. 30
660+55		L&R				2				Ramp A
655+15	660+25	Lt.	30'			18				Ramp A
632+95	642+95	Rt.	100'			8	3			U.S.R. 224
643+65		Rt.				1				U.S.R. 224
643+65	654+85	Med.	40'					29		U.S.R. 224
634+90	641+90	Lt.	100'			5	3			U.S.R. 224
642+60	653+40	Lt.	40'			28				U.S.R. 224
654+10	657+10	Lt.	100'			4				Ramp B
657+10		Rt.				1				Ramp B
658+10	662+90	Rt.	60'			9				Ramp B
662+90		Lt.				1				Ramp B
586+90	594+90	Lt.	100'			9				U.S.R. 30
578+00	586+00	Lt.	200'	5						U.S.R. 30
565+00	579+00	Rt.	200'	8						U.S.R. 30
Total				25		171	#6	29	2	

Carried in Bridge Summary.

Sta 562+50 E.B.
I-129 No. 7.3, Design No. 2, 74' Span.
I-129 Concrete for Overhead Sign Support Foundations, as/plan 8.7 Cu. Yd.
Carried direct to General Summary.



SIGN ~ 16'x9.5'
SPACING ~ 8 5/8", 75 3/8", 50", 49 3/8", 8 5/8"
NO. OF BRACKETS ~ 4
TYPE ~ Ya
HEIGHT ~ 9'-6"

SIGN ~ 16'x5.5'
SPACING ~ 8 5/8", 75 3/8", 50", 49 3/8", 8 5/8"
NO. OF BRACKETS ~ 4
TYPE ~ Ya
HEIGHT ~ 5'-6"

TRAFFIC SIGNING ESTIMATED QUANTITIES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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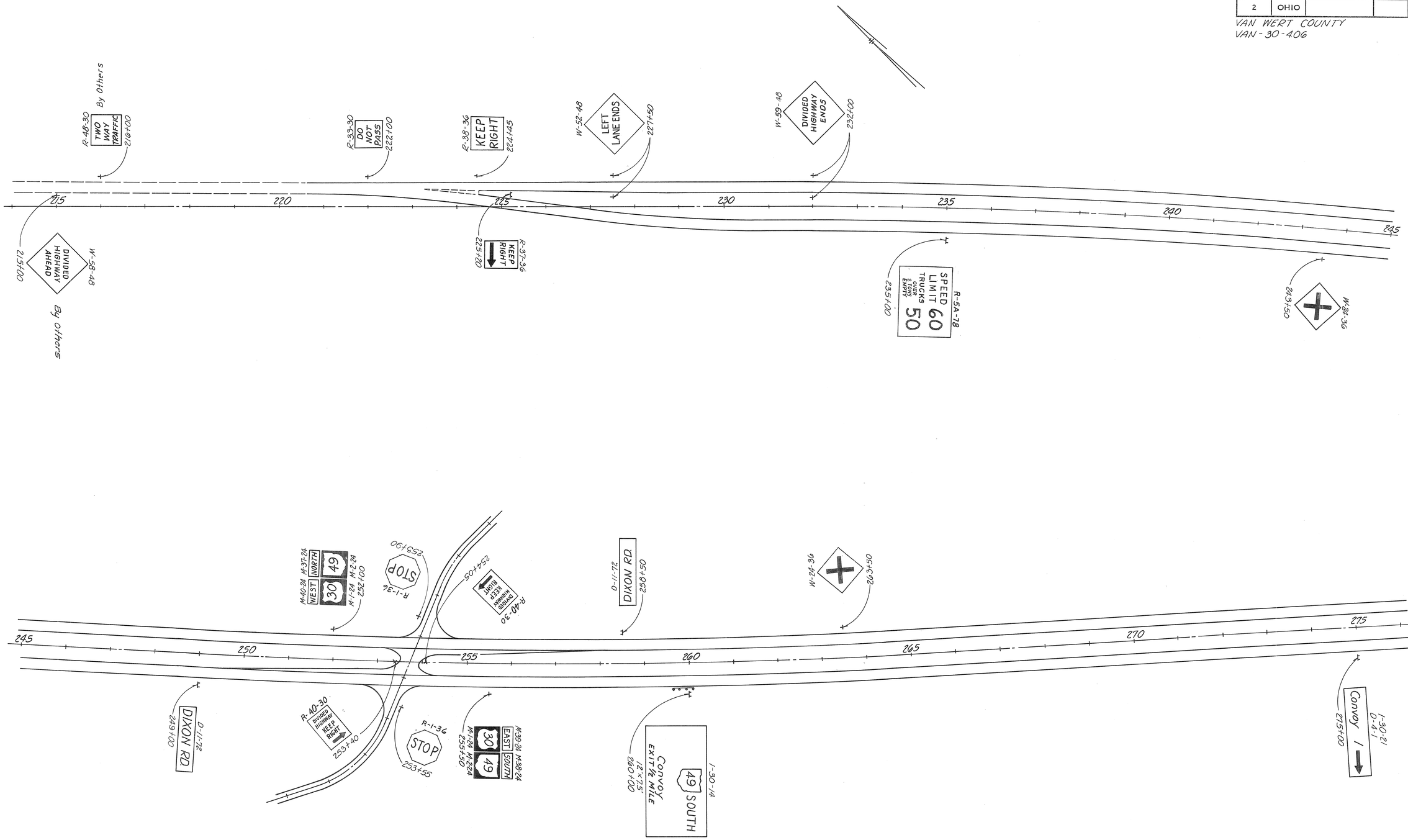
VAN WERT COUNTY
VAN-30-406



SIGN PLAN LAYOUT Sta 214+00 to Sta 276+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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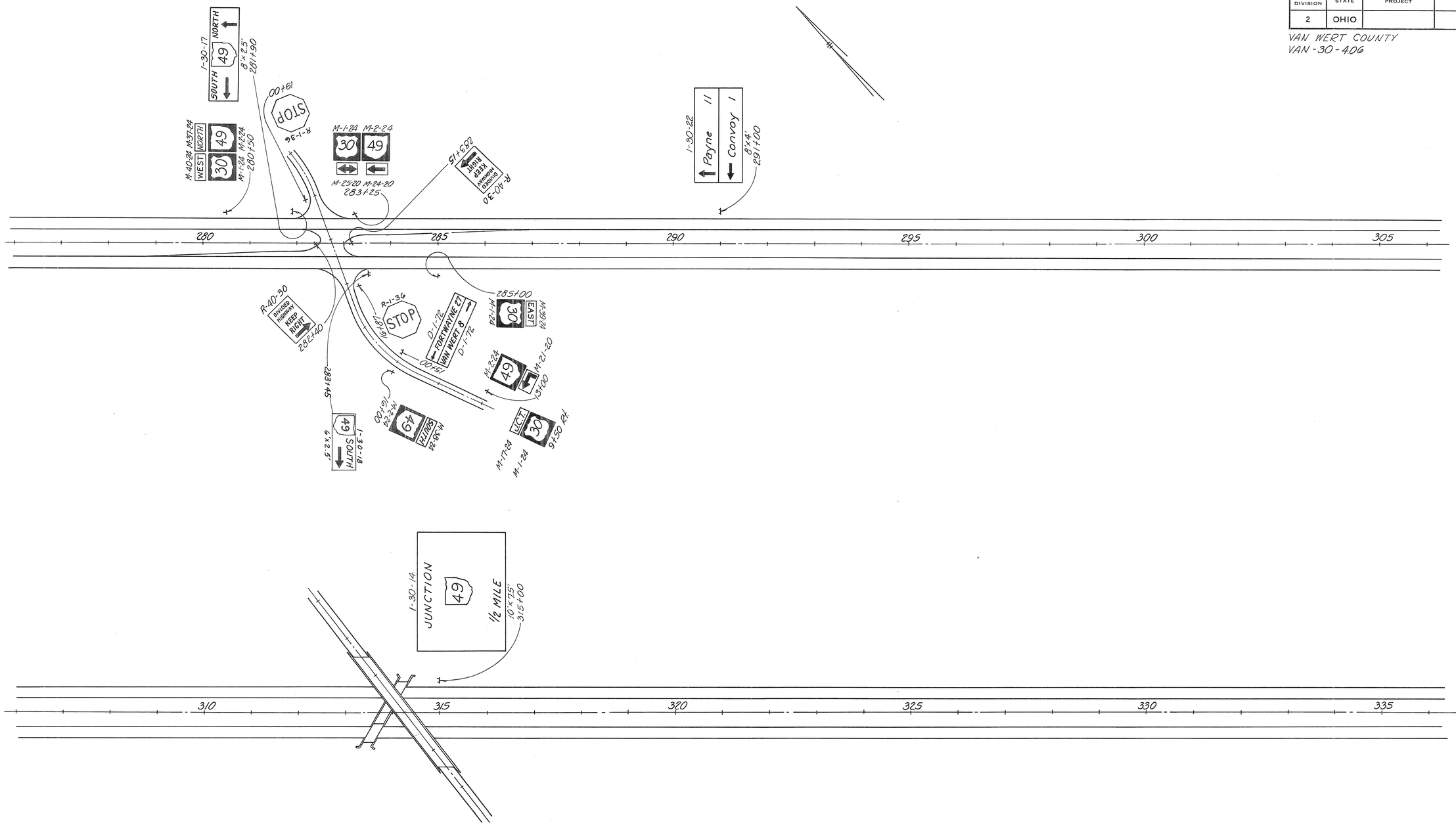
VAN WERT COUNTY
VAN-30-406



SIGN PLAN LAYOUT. Sta 276+00 to Sta 336+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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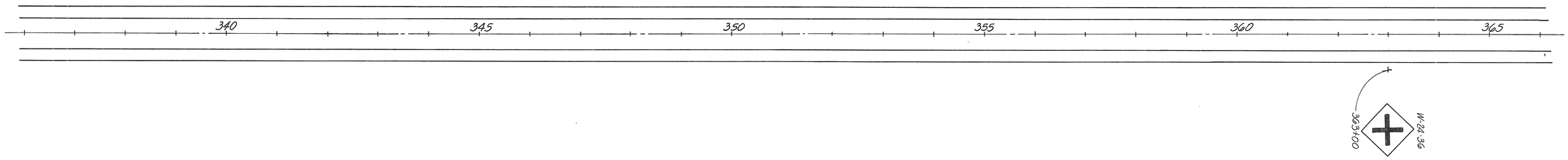
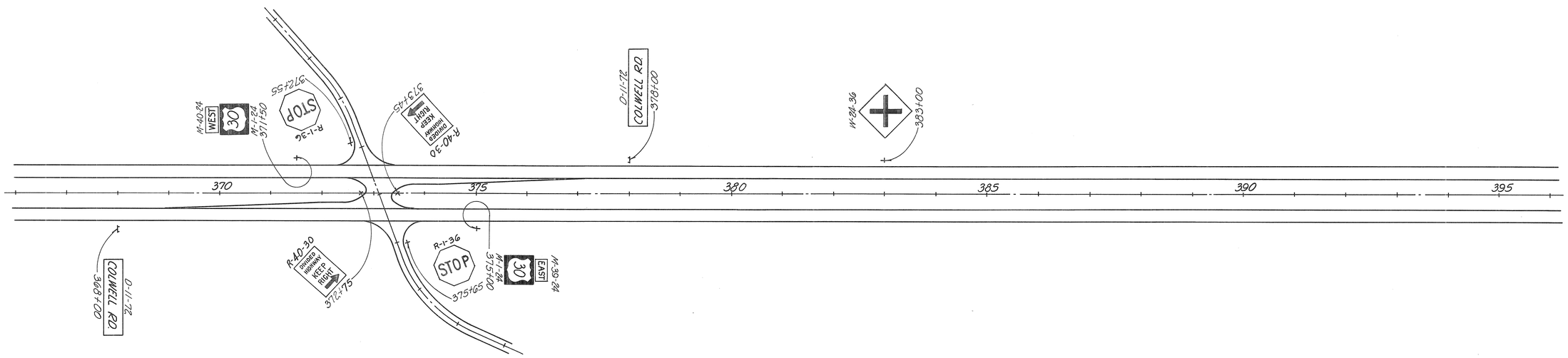
VAN WERT COUNTY
VAN-30-4.06



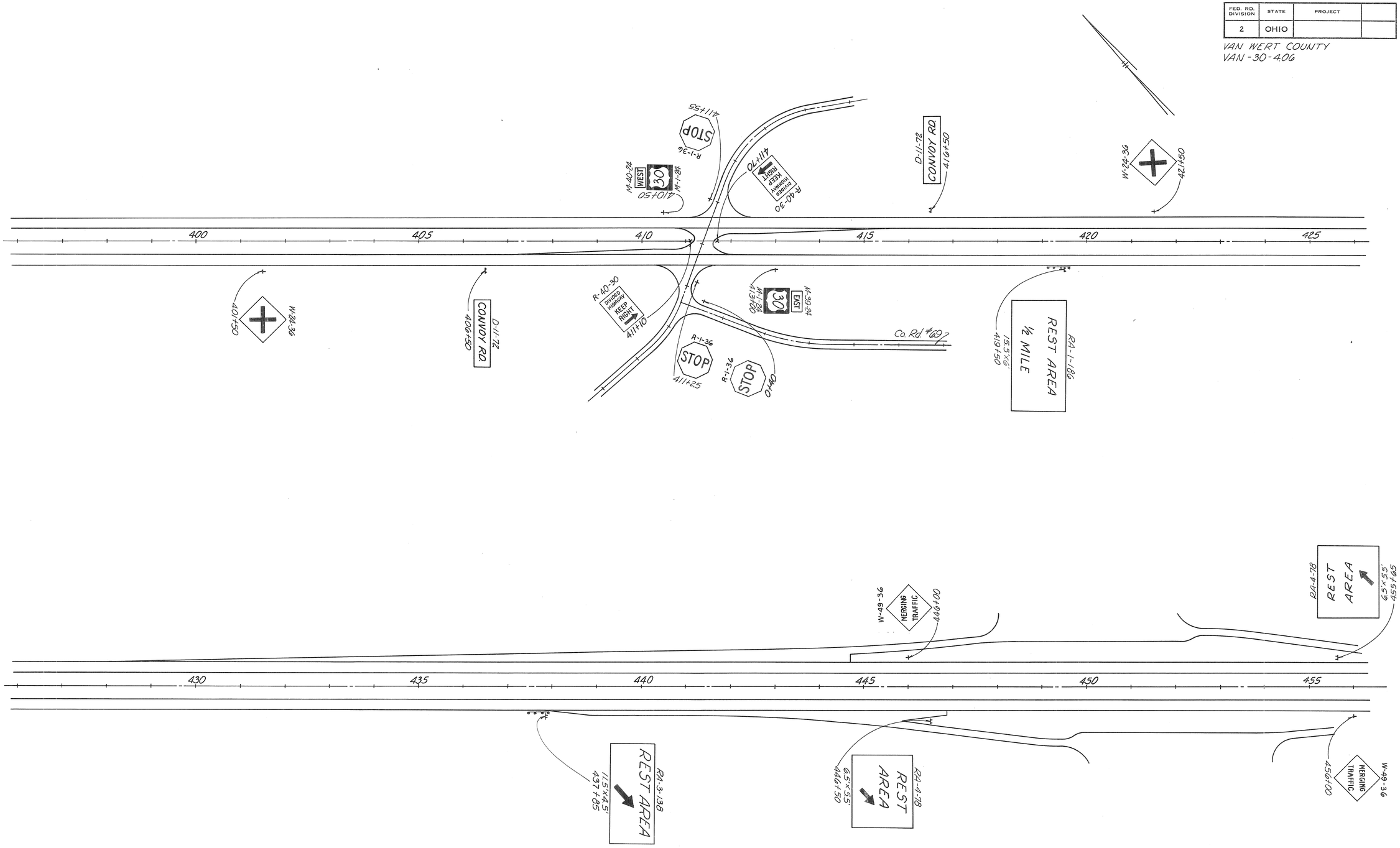


SIGN PLAN LAYOUT Sta 336+00 to Sta 396+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

283

VAN WERT COUNTY
VAN-30-4.06



SIGN PLAN LAYOUT Sta. 396+00 to Sta. 456+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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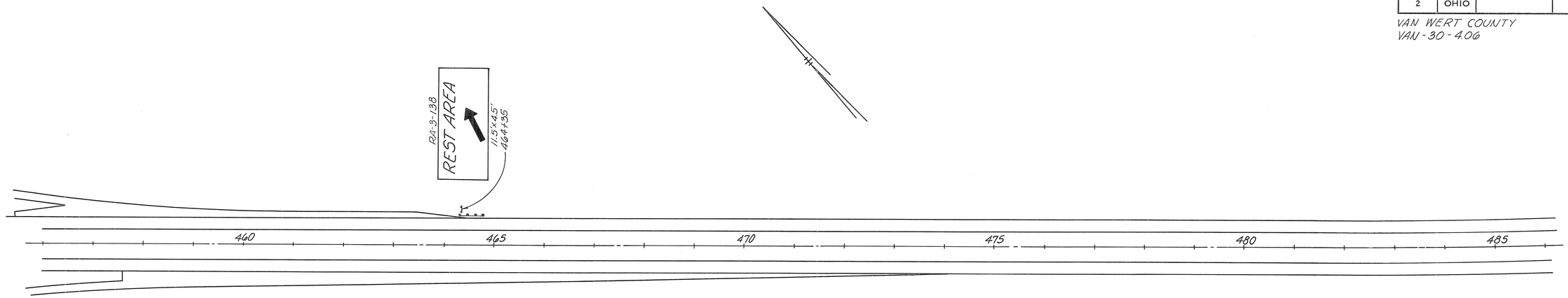
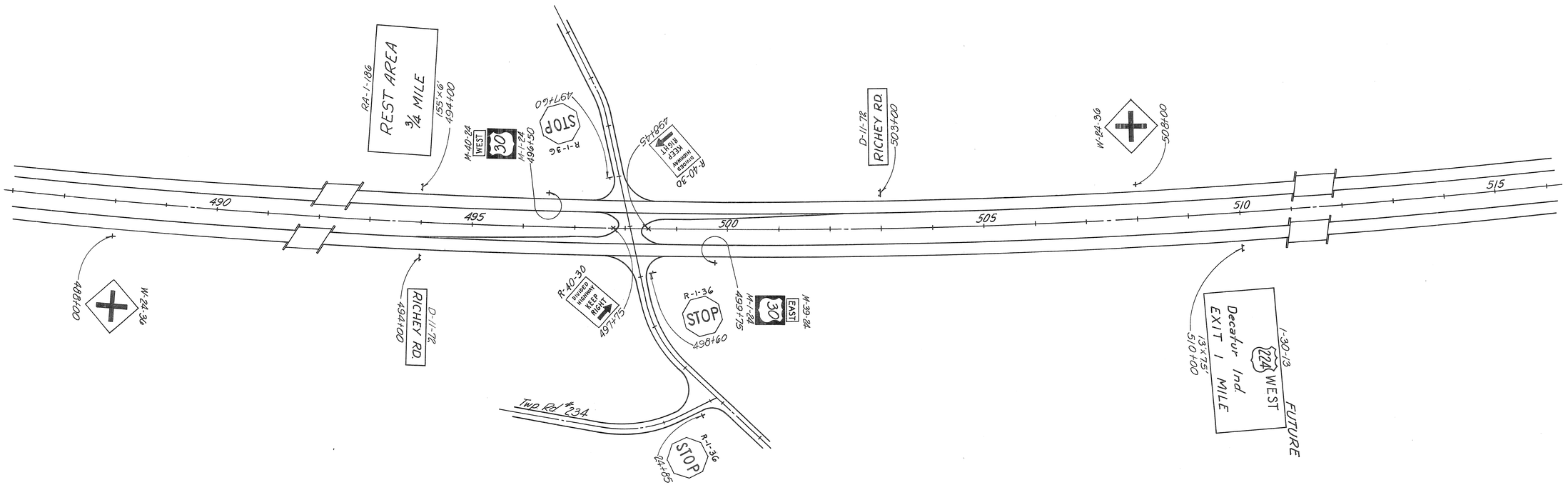
VAN WERT COUNTY
VAN-30-4.06



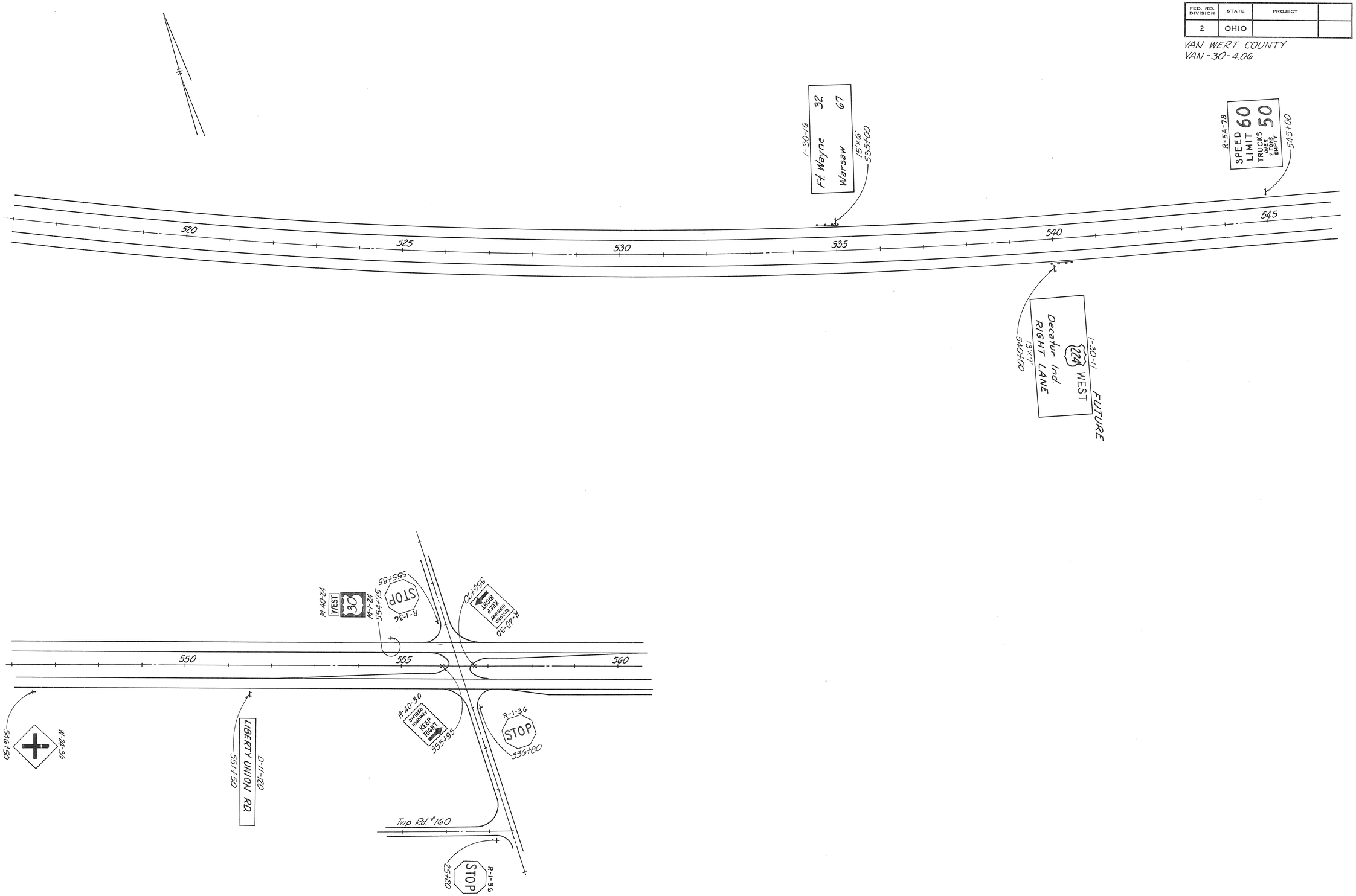


SIGN PLAN LAYOUT Sta 456+00 to Sta 516+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

285

VAN WERT COUNTY
VAN-30-4.06



SIGN PLAN LAYOUT Sta. 516+00 to Sta. 560+00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
VAN - 30 - 4.06

O-11-20
LIBERTY UNION RD.
563+00

W-24-36
568+00

560
565
570
575
380
585
590
595
635
640
630

W-2-36
W-143-24
40 MPH
655+00 "B"

W-49-36
MERGING TRAFFIC
577+30

RAMP A
RAMP B
RAMP C
RAMP D

I-30-10
30 224 EAST
Delphos
10'×9'
562+50

I-30-8
224 WEST FUTURE
Decatur Ind
10'×5.5'

W-49-36
MERGING TRAFFIC
636+00

M-1-24
224
M-27-20
I-30-19
WEST 30 EAST
8'×2.5'
632+87

I-30-18
FUTURE
224 WEST
Decatur Ind
18'×7.5'
595+00

I-30-9
FUTURE
224 WEST
EXIT
9'×5.5'
584+10

M-40-24
WEST 30
M-1-24
584+50

W-49-36
MERGING TRAFFIC
579+00

I-30-20
Ft. Wayne 32
Van Wert 3
8'×4'
627+00

M-1-24
224
M-19-20
623+50

M-1-24
M-1-24
597+00

M-39-24
30 EST
224 EST
FUTURE

W-59-36
RIGHT LANE ENDS
627+25

M-40-24
224 WEST
M-1-24
621+00

SIGN PLAN LAYOUT Sta. 560+00 to Sta 597+00

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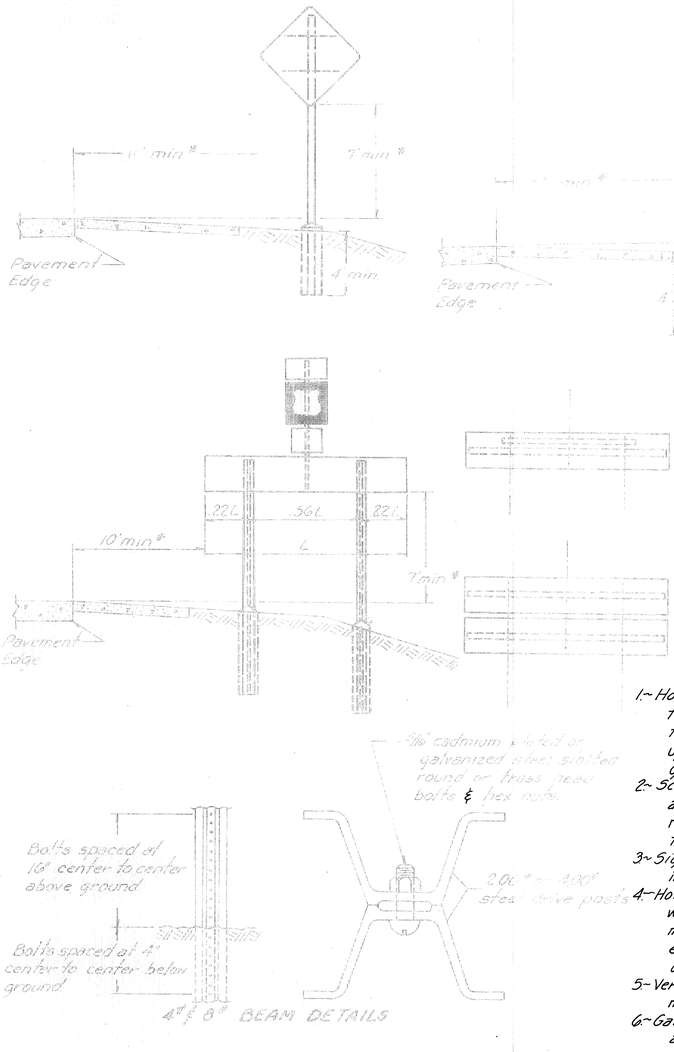
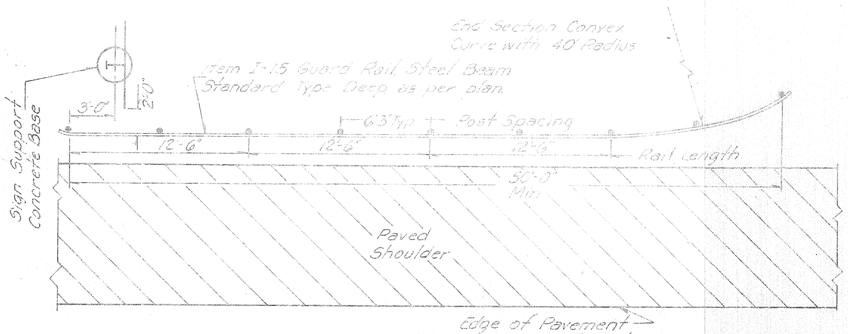
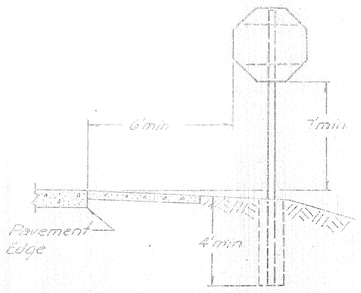
TYPICAL SIGN LOCATION AT AN INTERSECTION

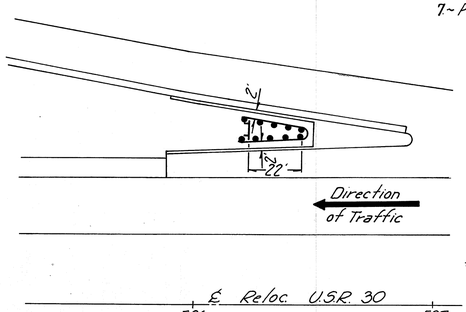




GUARD RAIL DETAIL



*This dimension to be 6'ft minimum on Ramps and Secondary Roads.



GUARD RAIL PROTECTION @ RAMP EXIT

NOTES

1.- Horizontal back bracing shall always be mounted on the front flange of the support except where signs are mounted back to back. Back bracing shall never extend above the top edge of uppermost sign plate and shall be attached to supports using 5/16" galvanized steel bolts.

2.- Screws, nuts and Washers for sign erection shall be aluminum except as above noted. 5/16" Truss head slotted machine screws with hexagon nuts shall be used. Washers shall be ½". Washers used on the sign face only. These items will be provided by others.

3.- Sign installations shall be placed so that supports are not placed in drainage ditches.

4.- Horizontal clearance shown pertain to non-curbed sections. Sections with an unmountable curb, shall have a horizontal clearance of 2'-0" minimum from the curb face to the sign edge. All signs shall be erected behind existing guard rail unless otherwise specified on plans or by the Engineer.

5.- Vertical and Horizontal clearance between signs on one assembly be a maximum of 2".

6.- Galvanized steel bearing plates shall be included between all sheet aluminum signs attached to vertical supports at each sign bolt location. Bearing plates will be provided by others.

7.- Protective guard rail for ground mounted signs, where required, shall conform to Sec. T-15, for steel beam type (Deep).
At locations where guard rail is in place, the sign support foundations shall be erected behind existing guard rail.
A minimum of six guard rail posts is required in advance of the sign support.
Where proposed guard rail flares are constructed of rail elements which have not been fabricated exactly to fit the curature shown on the plans, the two end posts of each flared section shall be incased in a minimum 4" thickness of class "E" concrete for the full depth of the post below the ground line. Payment for encasement, if required, shall be included in the unit price bid for the guard rail.

*All other concrete foundations are 1'-0" Diameter and 4'-0" Deep.

TYPICAL ERECTION AND PLACEMENT OF SIGNS

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VAN WERT COUNTY
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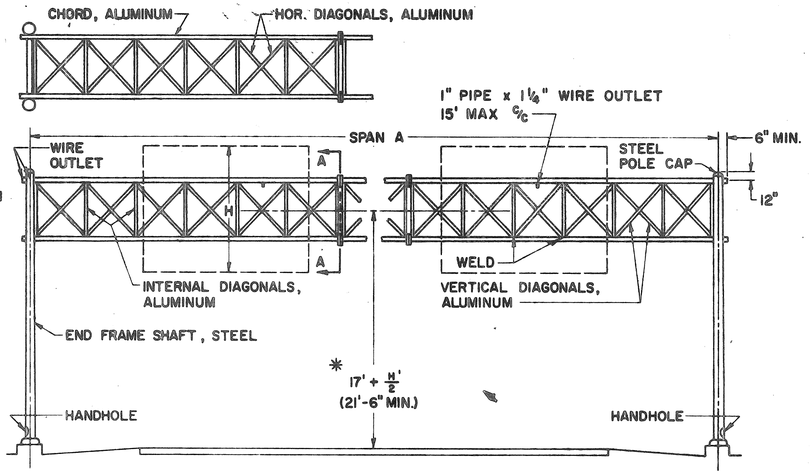
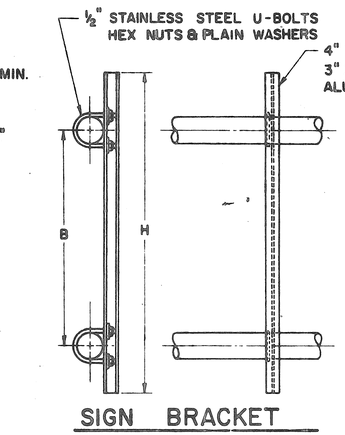
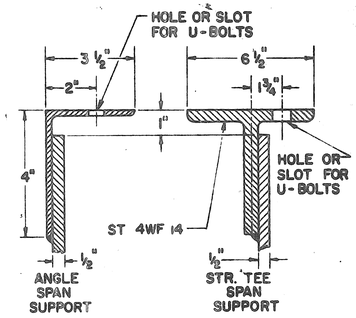




SIGN BRACKET



SECTION D-D

NOTES

MATERIALS

THE OVERHEAD SPAN TRUSS SHALL BE ALUMINUM AND THE END FRAMES SHALL BE STEEL.

SPAN TRUSS AND END FRAMES, INCLUDING HARDWARE, SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION I-129 UNLESS OTHERWISE NOTED.

STEEL POLE BASES AND GUSSETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-373.

AFTER FABRICATION THE TAPERED POLES SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

FABRICATION

THE ENTIRE STEEL END FRAME SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SEC. M-7.4(d).

MAXIMUM LENGTH OF SPAN SECTIONS IS 30 FT.

ERECTION

USE A MINIMUM OF 1" CAMBER IN SPAN TRUSS MEMBER FOR A 50' SPAN; ADD ¼" OF CAMBER FOR EACH 5' OF INCREASE IN SPAN OVER 50'.

PAYMENT

PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

SOILS

THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY).

FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL

COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.

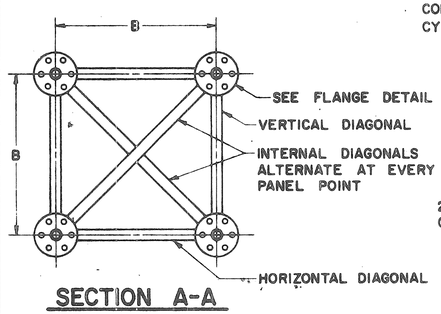
BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER.

*FOUNDATION ELEVATION

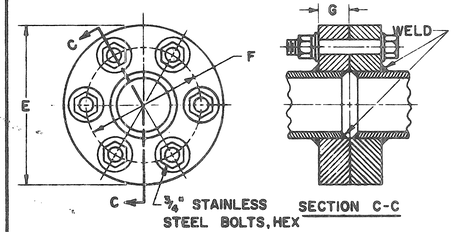
ELEVATION OF TOPS OF FOUNDATIONS SHALL BE BUILT UP SO THAT 17' CLEARANCE IS MAINTAINED OVER THE ENTIRE WIDTH OF THE PAVEMENT AND SHOULDERS.

DESIGN

THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

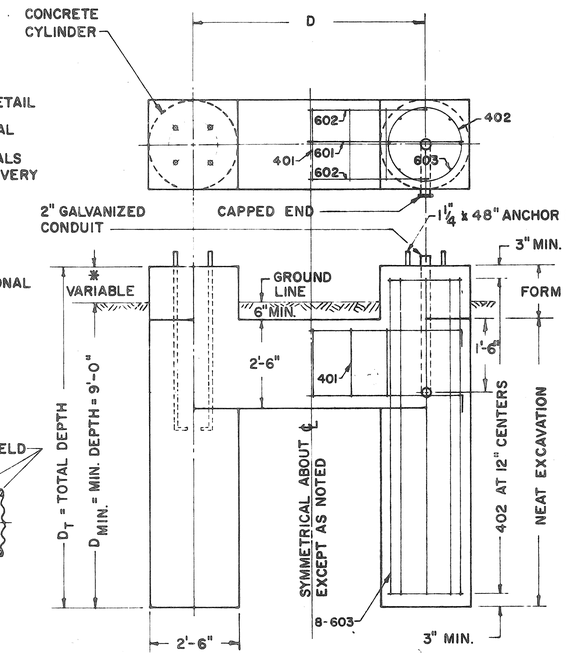


SECTION A-A



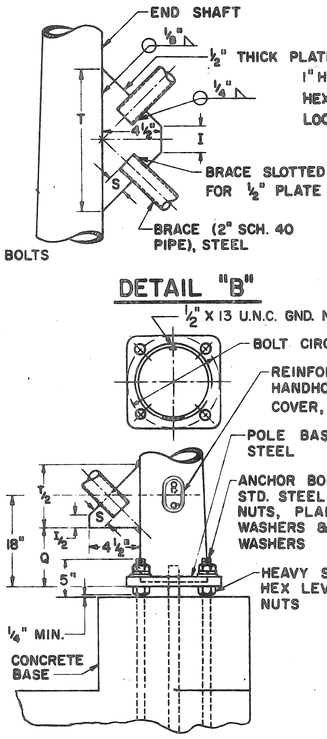
CAST FLANGE, B-26 ALLOY SG 70A-T7 (356-T7)

FLANGE DETAIL



FOUNDATION DETAIL

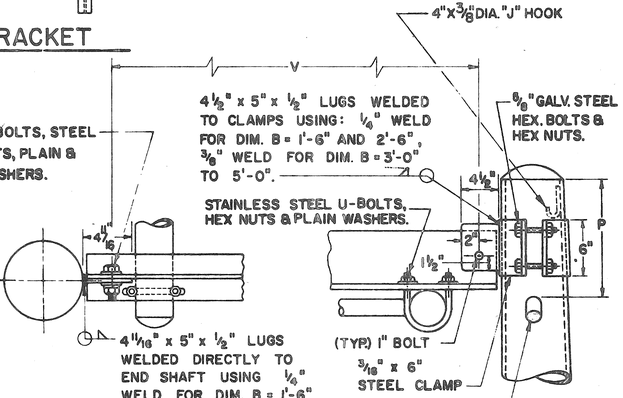
(RIGHT HAND SHOWN - LEFT HAND OPPOSITE)



DETAIL "B"

DETAIL "C"

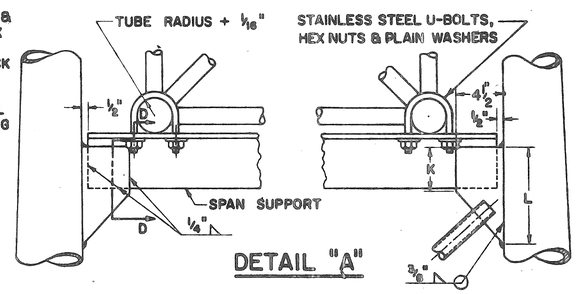
POLE BASE DETAIL



VIEW B-B

DETAIL "D"

UPPER SPAN SUPPORT (ALTERNATE METHODS)

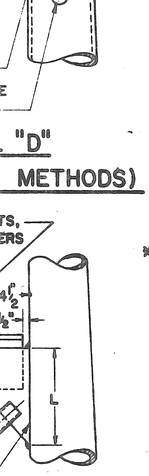


DETAIL "A"

LOWER SPAN SUPPORT

DESIGN NO.	SPAN A	B	C	D	E	END SHAFT	BRACE LENGTH	F	G	I	K	L	P	Q	R	S	T	U BOLTS	V	BOLT CIRCLE	SPAN SUPPORT SECTION D-D	CHORDS	HORIZONTAL AND INTERNAL DIAGONAL	VERTICAL DIAGONAL
1	50'Thru 55'	3'-0"	4'-11¾"	4'-5"	7"	8"x4.5"x25'-0"3GA	5'-10 13/16"	5½"	1¼"	3½"	4¾"	8"	12"	6⅝"	3'-9"	1½"	10"	⅝"	3'-3⅝"	11"	SPLIT TEE 3'-8"	3½" x .188"	1.660"x .140"	1.660"x.140"
2	56'Thru 80'	3'-0"	4'-11¾"	4'-5"	9¼"	8"x4.5"x25'-0"3GA	5'-10 13/16"	7 7/16"	1⅜"	3½"	4¾"	8"	12"	6⅝"	3'-9"	1½"	10"	⅝"	3'-3⅝"	11"	SPLIT TEE 3'-8"	4¾" x .188"	1.900"x .145"	1.660"x.140"
3	81'Thru 90'	4'-0"	4'-10¼"	5'-7"	9¼"	8"x6.22"x25'-6"3GA	6'-7⅛"	7 7/16"	1⅜"	⅝"	4⅜"	7¾"	12"	6¼"	4'-1"	1½"	9½"	⅝"	4'-5⅝"	11"	SPLIT TEE 4'-10"	4¾" x .188"	1.900"x .145"	1.900"x.145"
4	91'Thru 105'	4'-0"	4'-10¼"	5'-7"	9¼"	8"x6.22"x26'-6"3GA	6'-7⅛"	7 7/16"	1⅜"	⅝"	4⅜"	7¾"	12"	6¼"	4'-1"	1½"	9½"	⅝"	4'-5⅝"	11"	SPLIT TEE 4'-10"	4¾" x .188"	2"x.188"	1.900"x.145"

REINFORCEMENT SCHEDULE			
MARK	NO.	LENGTH	TYPE
401	12" C/C	8'-6"	102
402	12" C/C	7'-6"	103
601	4	D+ 4'-0"	101
602	8	D+ 2'-0"	101
603	32	D_T - 6"	STR.



BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORTS

I-129 No. 7.3

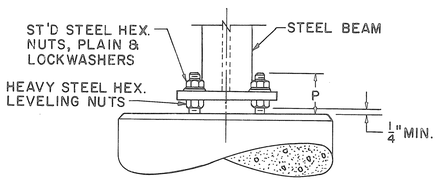
DATE 7-28-62 5-5-64

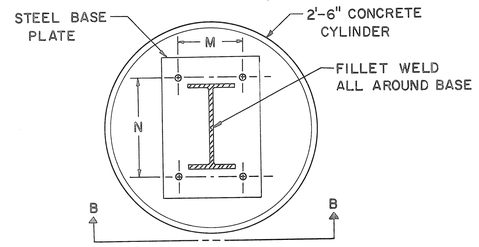
APPROVED Robert P. Homer
ENGINEER OF TRAFFIC

300 SQ. FT. SIGN AREA

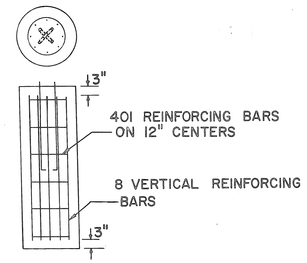
OVERHEAD SIGN SUPPORT, I-129 NO. 7.3

BEAM SIZE	ANCHOR BOLTS DIA.	ANCHOR BOLTS LENGTH	BASE PLATE	HOLE SIZE	DIM. M	DIM. N	DIM. P	WELD SIZE	DIM. H	DIM. W	CU. YDS. FOR 2 POST	MARK	TYPE	NO.	LENGTH	WEIGHT FOR 1 POST
10 B11.5	3/4"	3'-0"	7/8"x6"x18"	7/8"	3 1/2"	14"	3 1/2"	1/4"	5.25'	2'-6"	1.9	401	101	6	7'-6"	45
												402	STR.	8	5'-0"	
10 B17	1"	3'-6"	7/8"x6"x18"	1 1/8"	3 3/4"	14"	4 1/4"	1/4"	6.0'	2'-6"	2.2	401	101	7	7'-6"	52
												403	STR.	8	5'-9"	
12 B22	1"	4'-0"	1"x9"x19"	1 1/8"	5 1/2"	15"	4 1/4"	1/4"	6.75'	2'-6"	2.5	401	101	8	7'-6"	61
												404	STR.	8	7'-0"	
12 WF27	1 1/4"	4'-0"	1"x9"x19"	1 3/8"	5 1/2"	15"	5 1/4"	1/4"	8.0'	2'-6"	2.9	401	101	9	7'-6"	94
												501	STR.	8	8'-0"	
14 WF30	1 1/4"	4'-0"	1"x11"x20"	1 3/8"	7 1/2"	16"	5 1/4"	5/16"	8.25'	2'-6"	3.0	401	101	10	7'-6"	101
												502	STR.	8	8'-6"	
14 WF34	1 1/4"	4'-0"	1"x12"x22"	1 3/8"	9"	18"	5 1/4"	5/16"	9.0'	2'-6"	3.3	401	101	10	7'-6"	103
												503	STR.	8	8'-9"	
16 WF36	1 1/2"	5'-0"	1 1/4"x14"x23"	1 5/8"	10"	19"	6"	5/16"	9.75'	2'-6"	3.5	401	101	11	7'-6"	145
												601	STR.	8	9'-3"	
16 WF40	1 1/2"	5'-6"	1 1/4"x14"x24"	1 5/8"	10"	20"	6"	5/16"	10.0'	2'-6"	3.6	401	101	11	7'-6"	148
												602	STR.	8	9'-6"	
16 WF45	1 1/2"	6'-0"	1 1/4"x14"x24"	1 5/8"	10"	20"	6"	5/16"	10.5'	2'-6"	3.8	401	101	11	7'-6"	155
												603	STR.	8	10'-0"	
18 WF50	1 3/4"	7'-6"	1 1/2"x14"x26"	1 7/8"	10"	22"	6 3/4"	5/16"	11.5'	2'-6"	4.2	401	101	12	7'-6"	164
												604	STR.	8	10'-6"	





ALTERNATE ANCHOR BASE DETAILS



REINFORCING FOR ALTERNATE ANCHOR BASE

BEAM SIZE	DIM. W	DIM. H	CU. YDS. CONC. 2 POST
4# POST	1'-0"	4.0'	0.2
4# BEAM	1'-0"	4.0'	0.2
8# BEAM	1'-0"	4.0'	0.2
6 B 8.5	1'-0"	4.0'	0.2
10 B 11.5	2'-6"	5.25'	1.9
10 B 17	2'-6"	6.0'	2.2
12 B 22	2'-6"	6.75'	2.5
12 WF27	2'-6"	8.0'	2.9
14 WF30	2'-6"	8.25'	3.0
14 WF34	2'-6"	9.0'	3.3
16 WF36	2'-6"	9.75'	3.5
16 WF40	2'-6"	10.0'	3.6
16 WF45	2'-6"	10.5'	3.8
18 WF50	2'-6"	11.5'	4.2

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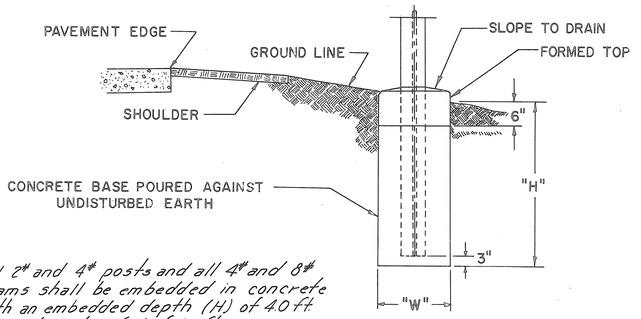
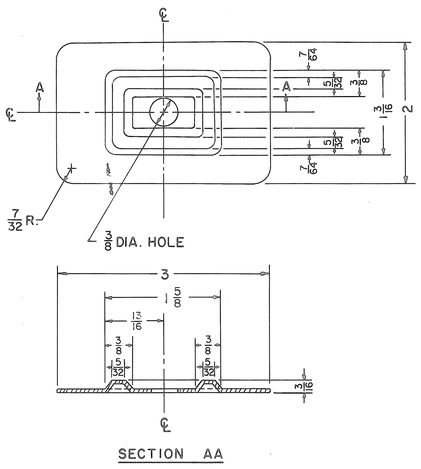


All 2# and 4# posts and all 4# and 8# beams shall be embedded in concrete with an embedded depth (H) of 4.0 ft. and a diameter (W) of 1.0 ft.

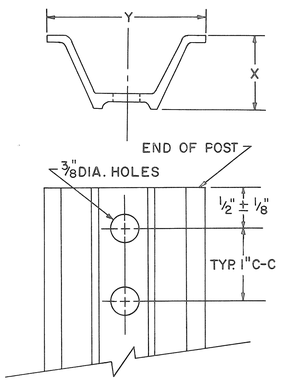
FOUNDATION DETAILS FOR EMBEDDED POSTS AND BEAMS



SECTION AA

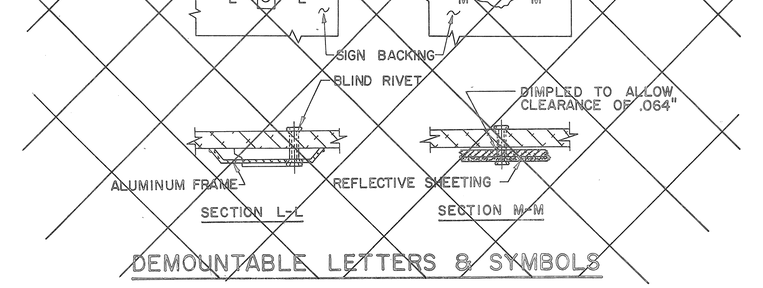
NOTE:
THE PLATE IS SYMMETRICAL ABOUT EITHER CENTERLINE.
METAL SHALL BE 16 GAUGE STEEL.
ALL DIMENSIONS ARE IN INCHES.

BEARING PLATE DETAIL

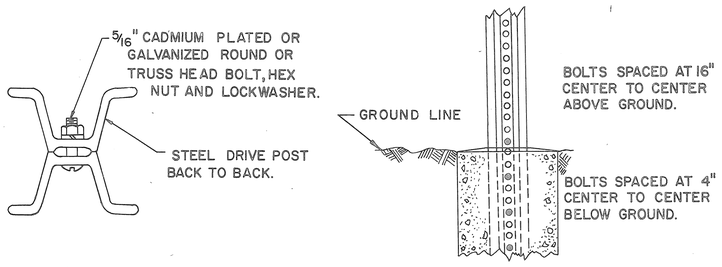


WEIGHT PER FOOT	X ± 3/32"	Y ± 1/8"
2.00 #	1 1/2"	3 1/8"
3.00 #	1 3/4"	3 1/2"
4.00 #	1 3/4"	3 1/2"

DRIVE POST DETAILS



DEMOUNTABLE LETTERS & SYMBOLS



4# AND 8# BEAM DETAILS

NOTES

PLAN QUANTITIES FOR POSTS AND STRUCTURAL SUPPORTS ARE BASED UPON THE "FOUNDATION DETAILS FOR EMBEDDED POSTS AND BEAMS".

IF THE CONTRACTOR ELECTS TO USE THE METHOD SHOWN FOR "ALTERNATE ANCHOR BASE DETAILS", THE PLAN QUANTITY OF EMBEDDED BEAM ONLY WILL BE ALLOWED IN EXCHANGE AND FULL PAYMENT FOR THE BASE PLATE, ANCHOR BOLTS AND REINFORCING STEEL.

WHERE ANCHOR BASES ARE USED, THE BEAM SIZE SHALL DETERMINE THE ANCHOR BOLT AND BASE PLATE SIZE.

DEMOUNTABLE UNITS SHALL BE ATTACHED TO THE ALUMINUM PANELS WITH ALUMINUM BLIND RIVETS. CARE SHALL BE TAKEN TO INSURE THAT ALL SEGMENTS OF EACH LETTER OR SYMBOL ARE SECURELY AFFIXED TO THE BACKING. LETTERS CONTAINING REFLECTIVE UNITS SHALL BE FASTENED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.

DEMOUNTABLE MARKERS OR SHIELDS SHALL BE SECURELY AFFIXED TO THE BACKING UTILIZING THE HOLES AS LOCATED ON SHEET ____.

IN LIEU OF THE .040" THICK FRAME SPECIFIED IN SUPPLEMENTAL SPECIFICATION I-128, THE FRAMES FOR THE REFLECTIVE UNITS IN THE SIGN OUTLINES ONLY, MAY BE .032" THICK ALUMINUM. (A.S.T.M. B209GSIIA-T6)

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

MISCELLANEOUS SIGNING ITEMS

MSI

DATE 10-29-63 8-19-64

APPROVED _____ ENGINEER OF TRAFFIC

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VAN WERT COUNTY
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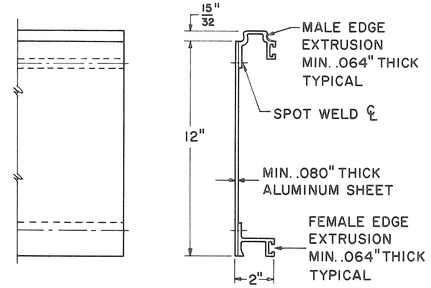
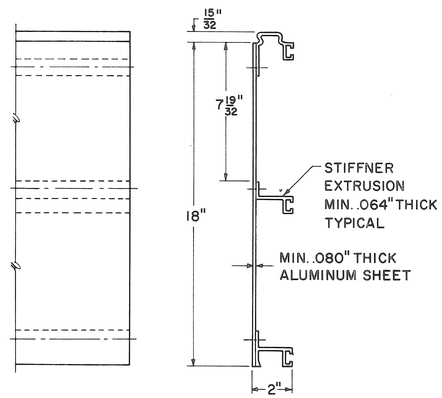
12" EXTRUSHEET PANEL



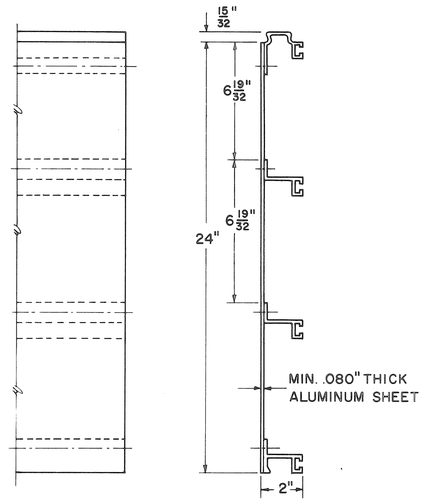
FRONT VIEW SIDE VIEW

18" EXTRUSHEET PANEL



FRONT VIEW SIDE VIEW

24" EXTRUSHEET PANEL



FRONT VIEW SIDE VIEW

NOTES:

EXTRUSHEET PANELS SHALL BE ALUMINUM; SPOT WELDING AND ALL MATERIALS SHALL CONFORM WITH SUPPLEMENTAL SPECIFICATION I-128.

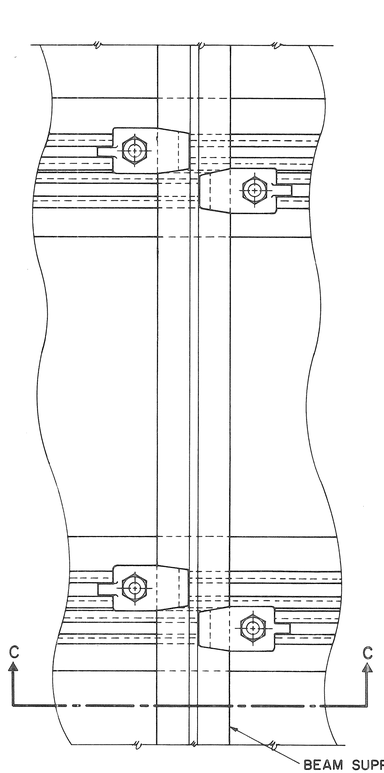
COMBINATIONS OF 12", 18", AND 24" PANELS ARE USED TO ATTAIN REQUIRED SIGN HEIGHT.

INDIVIDUAL PANELS SHALL BE THE SAME LENGTH AS THE HORIZONTAL LENGTH OF SIGN WITH NO SPLICES.

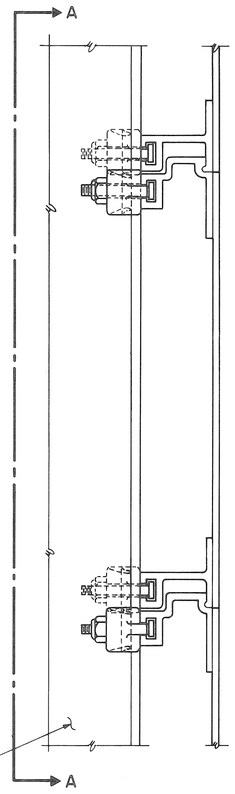
PANELS SHALL BE INTERLOCKED AND ERECTED WITH THE MALE EXTRUSION LOCATED AT THE TOP EDGE OF THE SIGN.

EXTRUSHEET PANELS SHALL BE FASTENED TO EACH VERTICAL SUPPORT MEMBER WITH MOUNTING CLIPS; ALTERNATELY AT EACH HORIZONTAL EXTRUSION; BOTH SIDES AT EACH JOINT, AND ON BOTH SIDES AT TOP AND BOTTOM EDGE OF SIGN.

THE PANELS SHALL BE DESIGNED TO WITHSTAND A WIND LOAD OF 35 POUNDS PER SQUARE FOOT.

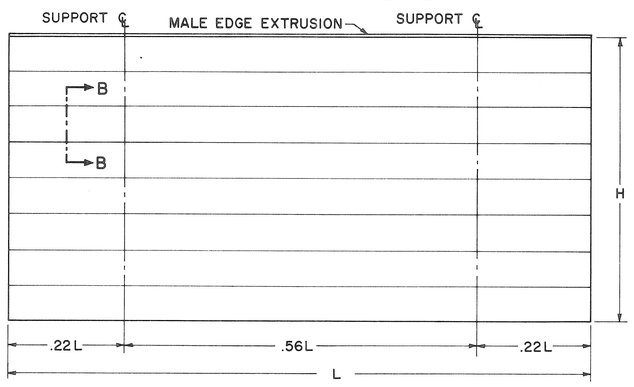


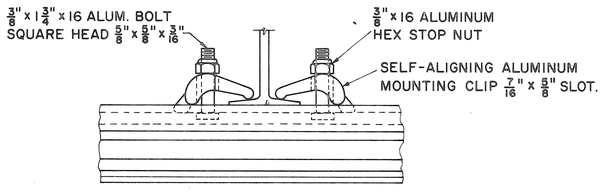
SECTION A-A



SECTION B-B

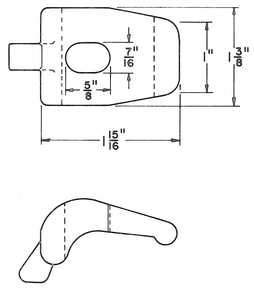
GENERAL ARRANGEMENT





SECTION C-C

CLIP DETAIL



SPOT WELDS

PANEL SIZE	MAXIMUM SPOT WELD SPACING	
	CENTER TO CENTER	BETWN ROWS
12 INCH	4 INCH	10 INCH
18 & 24 INCH	4 INCH	8 INCH

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OHIO DEPARTMENT OF HIGHWAYS

ALUMINUM EXTRUSHEET PANEL SIGN

ECD

DATE 9-25-63

APPROVED _____
ENGINEER OF TRAFFIC

Mega-Flex Tracing

ALUMINUM EXTRUSHEET PANEL SIGN

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

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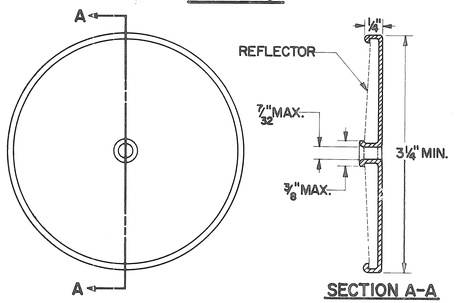
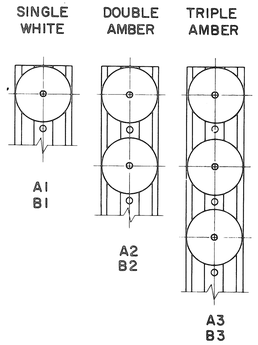
VAN WERT COUNTY
VAN-30-4.06

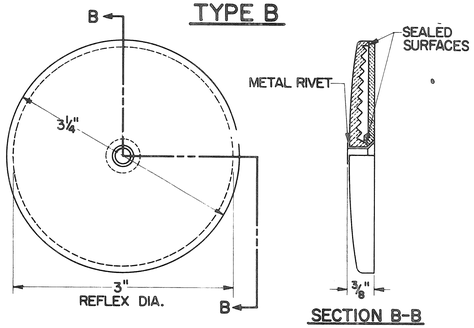
TYPE A



SECTION A-A

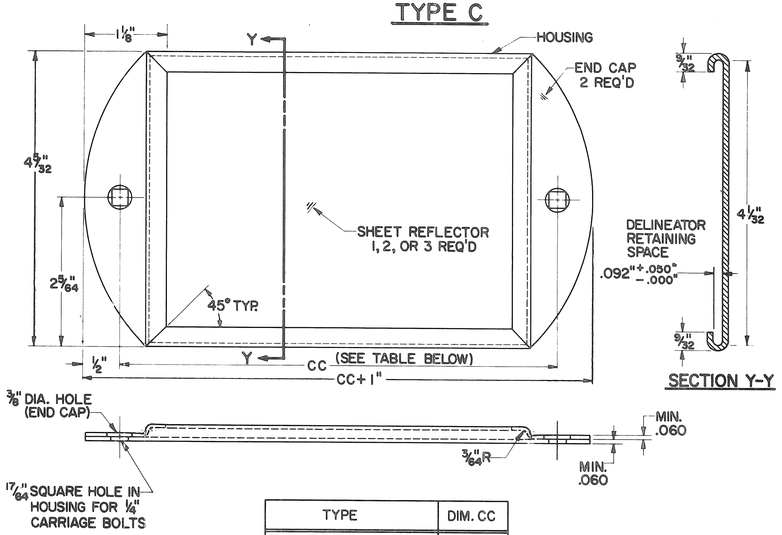


TYPE B



SECTION B-B

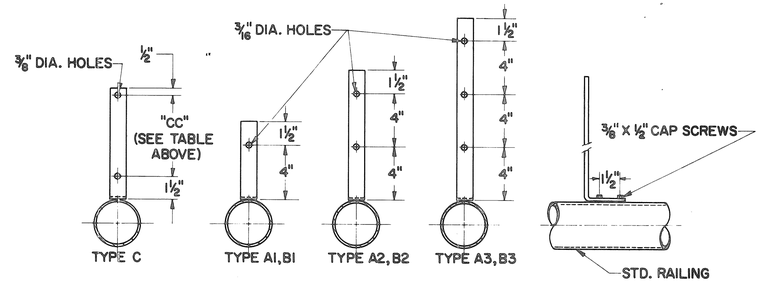
TYPE C



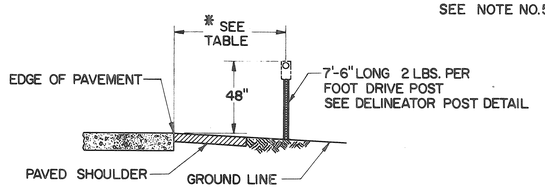
SECTION Y-Y

TYPE	DIM. CC
C1- SINGLE WHITE	6"
C2- DOUBLE AMBER	11"
C3- TRIPLE AMBER	16"

ALL BRACKETS 1/4" X 1 1/4" STAINLESS STEEL



BRIDGE RAIL BRACKET

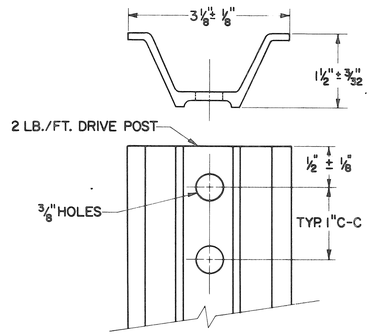


LATERAL PLACEMENT OF DELINEATORS

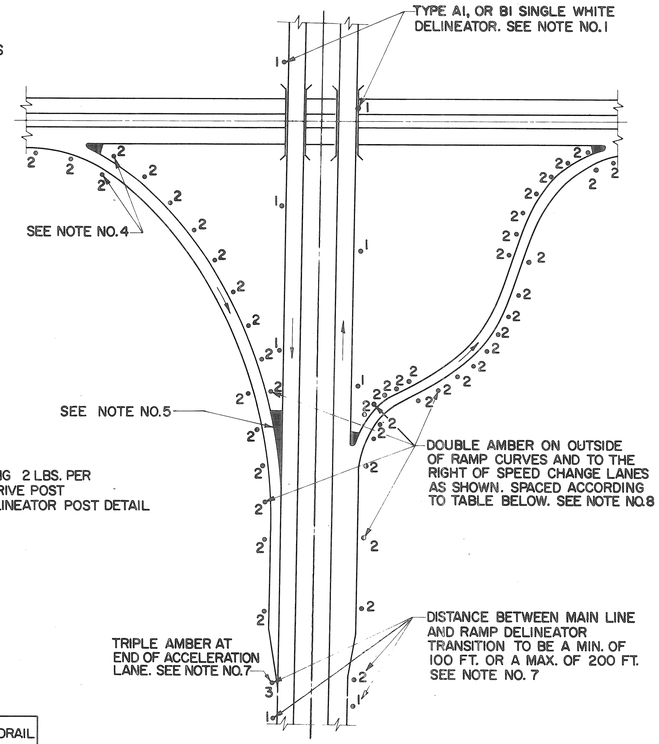
* TABLE

TYPE DELINEATOR	NO GUARDRAIL	GUARDRAIL
SINGLE WHITE	12'-6"	6" OUTSIDE
DOUBLE AMBER RIGHT SIDE	** 8'-6"	6" OUTSIDE
DOUBLE AMBER LEFT SIDE	4'-6"	6" OUTSIDE
TRIPLE AMBER	12'-6"	6" OUTSIDE

** THIS DIMENSION SHALL VARY ON SPEED CHANGE LANES TO MAINTAIN MINIMUM DISTANCE OF 2'-6" FROM EDGE OF PAVED SHOULDER.



DELINEATOR POST



TYPICAL DELINEATOR PLACEMENT

NOTES

1. TYPE A1 OR B1 DELINEATORS ON THE RIGHT OF THE THROUGH ROADWAY ARE TO BE SPACED AT 200 FT. INTERVALS THROUGHOUT, REGARDLESS OF CURVES, BEGINNING AT STA. +00, +25, +50, OR + 75.
2. DELINEATORS SHALL BE FURNISHED AND ERECTED IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION NO. I-127, (1-15-62).
3. PAYMENT FOR SUPPORTS (DRIVEPOST OR BRACKET) SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR "ITEM I-127 DELINEATORS".
4. WHEN CROSSING FROM LEFT TO RIGHT OR FROM RIGHT TO LEFT ON THE RAMPS THE DELINEATORS AT THE POINT OF CROSSOVER ARE TO BE AT THE SAME STATION ON EACH SIDE.
5. NO DELINEATORS ARE TO BE PLACED IN PAVED BERM.
6. WHEN RADII OF CURVE ON RAMPS REQUIRE 100' SPACING THE DELINEATORS SHALL BE PLACED ON THE RIGHT IN RELATION TO THE FLOW OF TRAFFIC.
7. RAMP DELINEATOR AT END OF ACCELERATION & BEGINNING OF DECELERATION LANES TO BE A MAXIMUM OF 5' FROM POINT OF TANGENCY AT MAIN LINE.
8. ALL RAMP DELINEATORS SHALL BE PLACED TO THE NEAREST 5' INCREMENTS, SUCH AS +05, +10, +15. +20 AND SO ON.

DELINEATOR SPACING ON RAMP HORIZONTAL CURVES

RADII, FT. FROM	RADII, FT. TO	SPACING ON CURVE	* TRANSITION SPACING	
TANGENT	1,801	100'	100'	100'
1,800	1,401	80'	100'	100'
1,400	1,001	70'	100'	100'
1,000	751	60'	100'	100'
750	551	50'	80'	100'
550	326	40'	70'	100'
325	———	30'	60'	100'

* SUCH AS 40' TO 70' TO 100' OR 100' TO 80' TO 50' OR ANY OTHER COMBINATION SHOWN ABOVE.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

DELINEATOR DETAILS | I-127 | DATE 9-25-62 10-2-63

APPROVED Robert E. Cramer
ENGINEER OF TRAFFIC

MICROFILMED
MAY 23 1985

STRUCTURE NO. 1-C

STA. 250+80

0' 30' 60'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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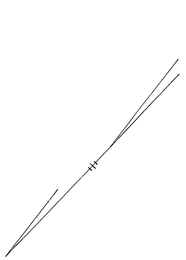
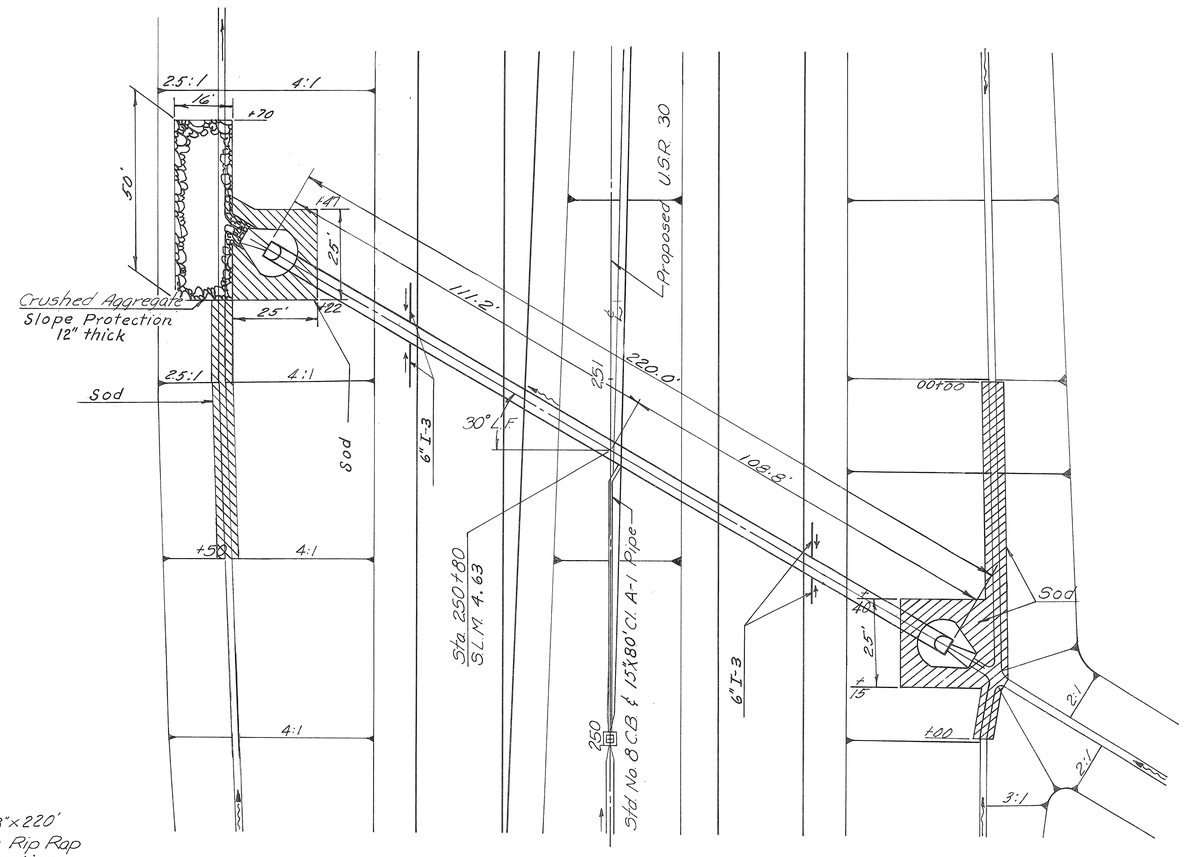


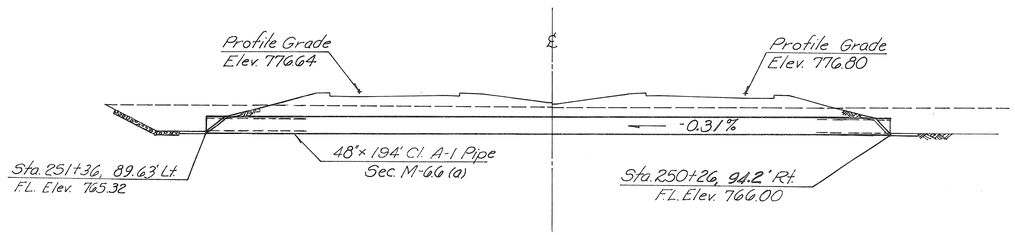


WORK REQUIRED

Excavate for Structure as per plan. Construct 48"×220' Reinforced Concrete Pipe, Cl. A-1, Sec. M-66 (a). Place Rip Rap end protection, Crushed Aggregate Slope Protection and Sod as shown.

Standard Drawing I-1

Drainage Area: ~ 179 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 290$
$Q_{25} = 47$ cfs



ESTIMATED QUANTITIES

I-1	48" Reinforced Concrete Pipe, Cl. (A-1), Sec. M-66 (a)	220 Lin. Ft.
I-10	Rip Rap, 6" Reinforced Concrete	37.98 Sq. Yd.
I-10	Crushed Aggregate Slope Protection	89 Sq. Yd.
L-10	Sodding	244 Sq. Yd.
I-5	48" Pipe Special for A-1 (15" on 48" Tee)	1 Each
I-5	48" Pipe Special for A-1 (6" on 48" Cross)	2 Each

Estimated Quantities carried on Main Line Sheet No. 21

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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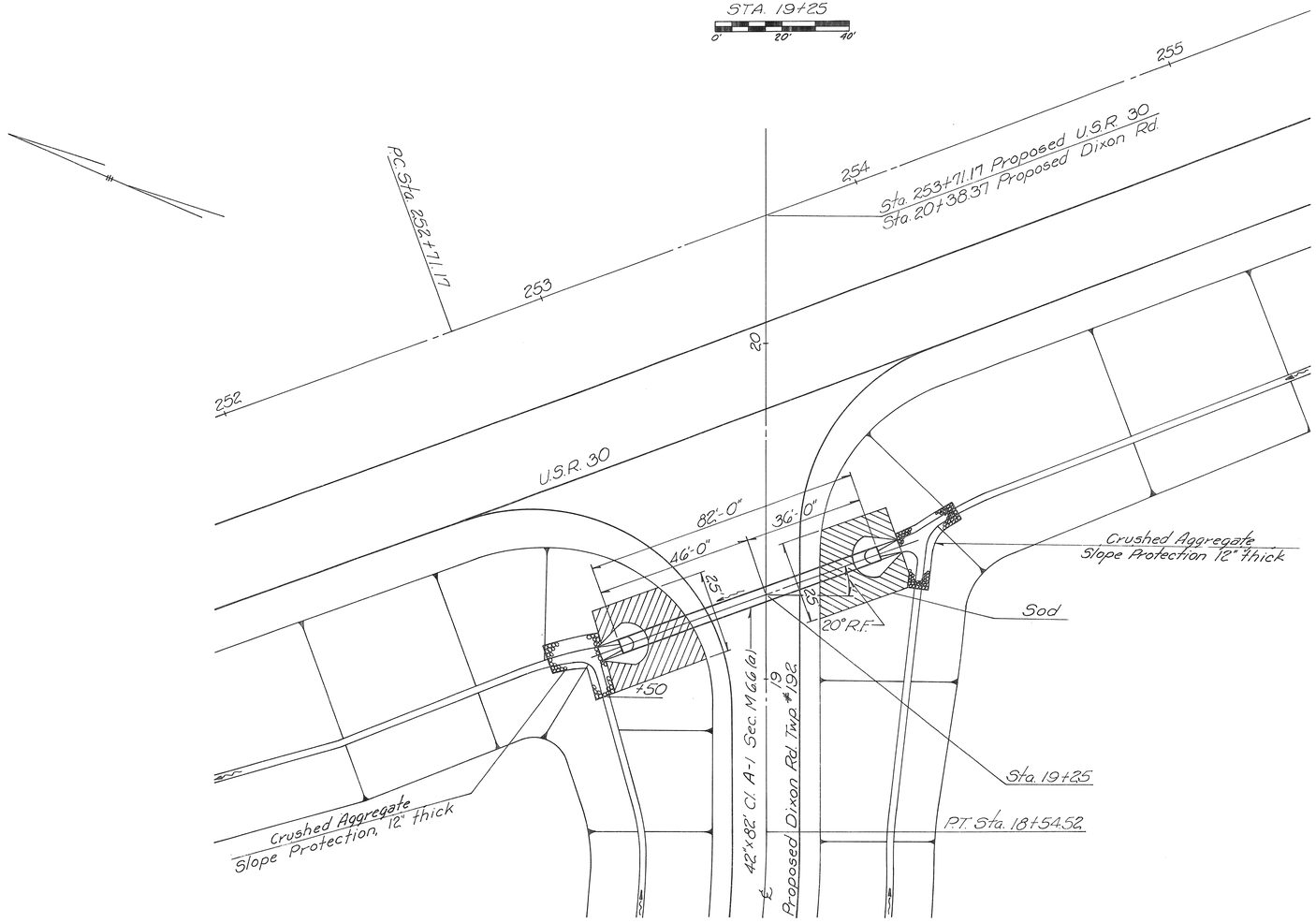
VAN WERT COUNTY
VAN-30-4.06

STRUCTURE NO. 2-C

STA. 19+25

0' 20' 40'

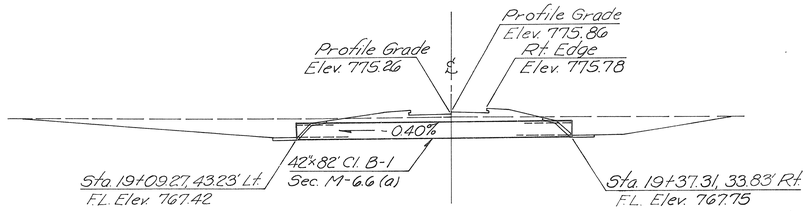


WORK REQUIRED

Excavate for Structure as per plan. Construct 42"x 82' Reinforced Concrete Pipe, Cl. B-1, Sec. M-6.6 (a). Place Rip Rap end Protection, Crushed Aggregate Slope Protection and Sod as shown.

Standard Drawing I-1.

Drainage Area ~ 136 Acres
Qes = 0.65 x 0.25 x 1.00 x 225
Qes = 37 cfs



ESTIMATED QUANTITIES

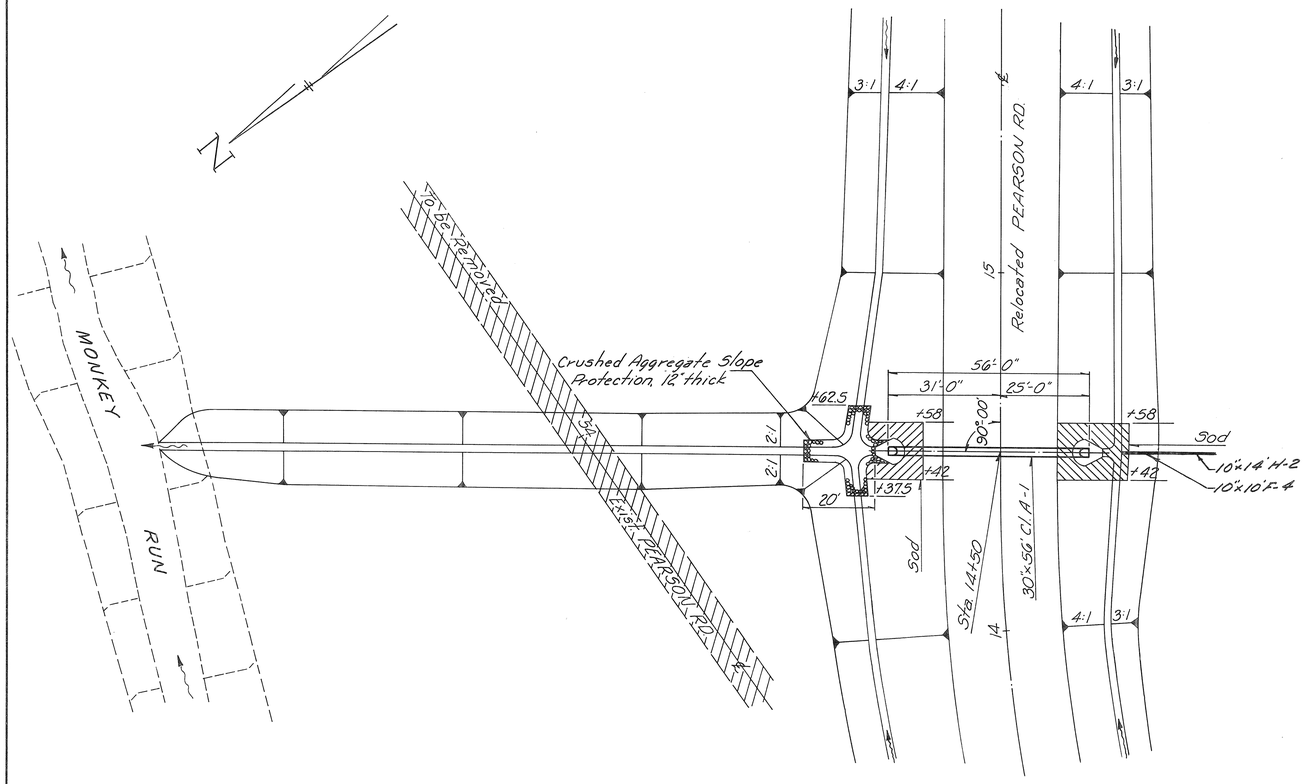
I-1 42" Reinforced Concrete Pipe Cl. A-1, Sec. M-6.6 (a)	82 Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	29.36 Sq. Yd.
I-10 Crushed Aggregate Slope Protection	55 Sq. Yd.
L-10 Sodding	115 Sq. Yd.

Estimated Quantities Carried on Main Line Sheet No. 21

STRUCTURE NO. 12-C

STA. 14+50 PEARSON RD.-T.R. 234

0' 20' 40'



WORK REQUIRED

Excavate for Structure and Channel as per plan. Construct Standard 30"x56' Reinforced Concrete Pipe Culvert. Place Rip Rap end Protection, Crushed Aggregate Slope Protection & Sod as shown.

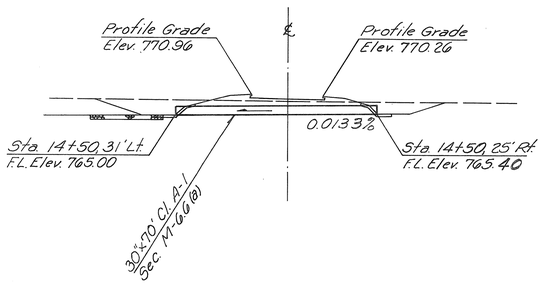
Standard Drawing I-1

Drainage Area ~ 122 Acres
Qes = 28.6 cfs

ESTIMATED QUANTITIES

E-3 Channel Excavation	340 Cu. Yd.
I-1 30" Reinforced Concrete Pipe, Cl. A-1, Sec. M-66 (a)	56 Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	15.44 Sq. Yd.
I-10 Crushed Aggregate Slope Protection	29.33 Sq. Yd.
L-10 Sodding	44 Sq. Yd.

Estimated Quantities carried on Main Line Sheet No. 45



STRUCTURE NO. 3-C

STA. 16+91.5 S.R. 49

0 20' 40'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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VAN WERT COUNTY
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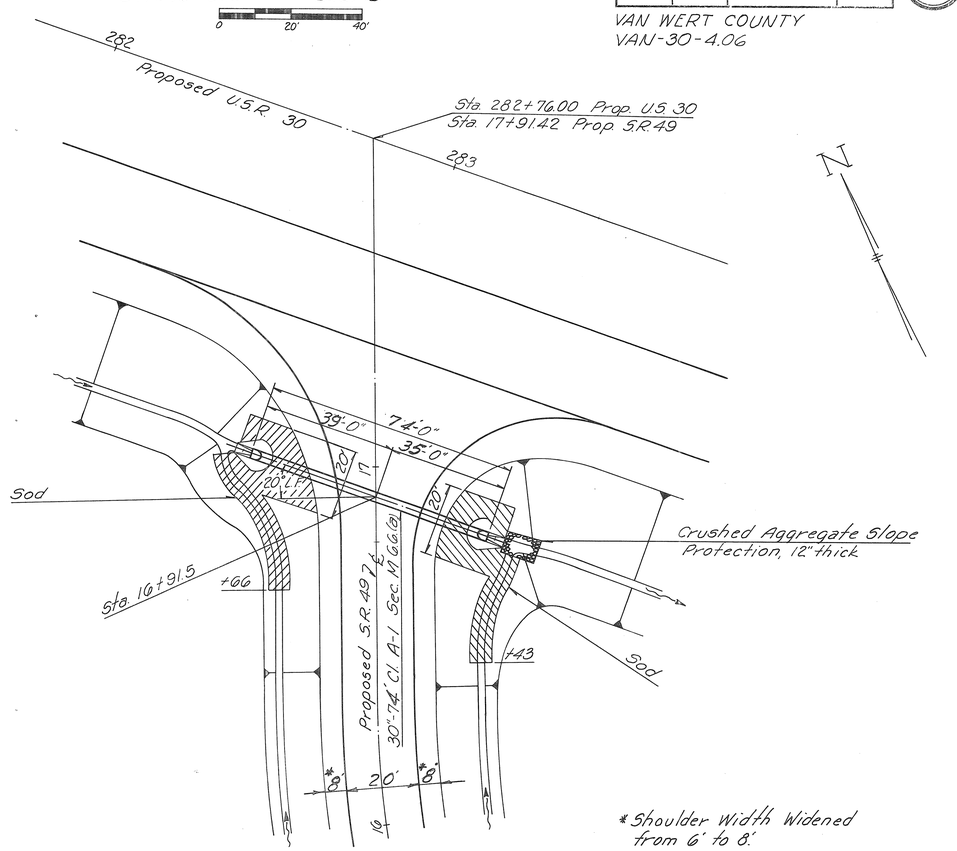


* Shoulder Width Widened from 6' to 8'.

WORK REQUIRED

Excavate for Structure as per plan. Construct 30"x70' Reinforced Concrete Pipe Cl. A-1 Sec. M-66(a). Place Rip Rap end Protection. Crushed Aggregate Slope Protection and Sod as shown.

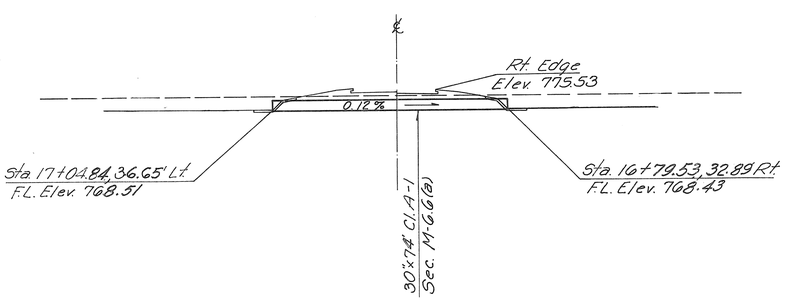
Standard Drawing I-1

Drainage Area ~ 45 Acres
Qes = .65 x 0.25 x 1.00 x 115
Qes = 18.7 cfs.

ESTIMATED QUANTITIES

I-1 30" Reinforced Concrete Pipe, Cl. A-1 Sec. M-66(a)	74 Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	15.44 Sq. Yds.
I-10 Crushed Aggregate slope Protection.	6.67 Sq. Yds.
L-10 Sodding	104.0 Sq. Yds.

Estimated Quantities Carried on Main Line Sheet No. 24



STRUCTURE NO. 4-C

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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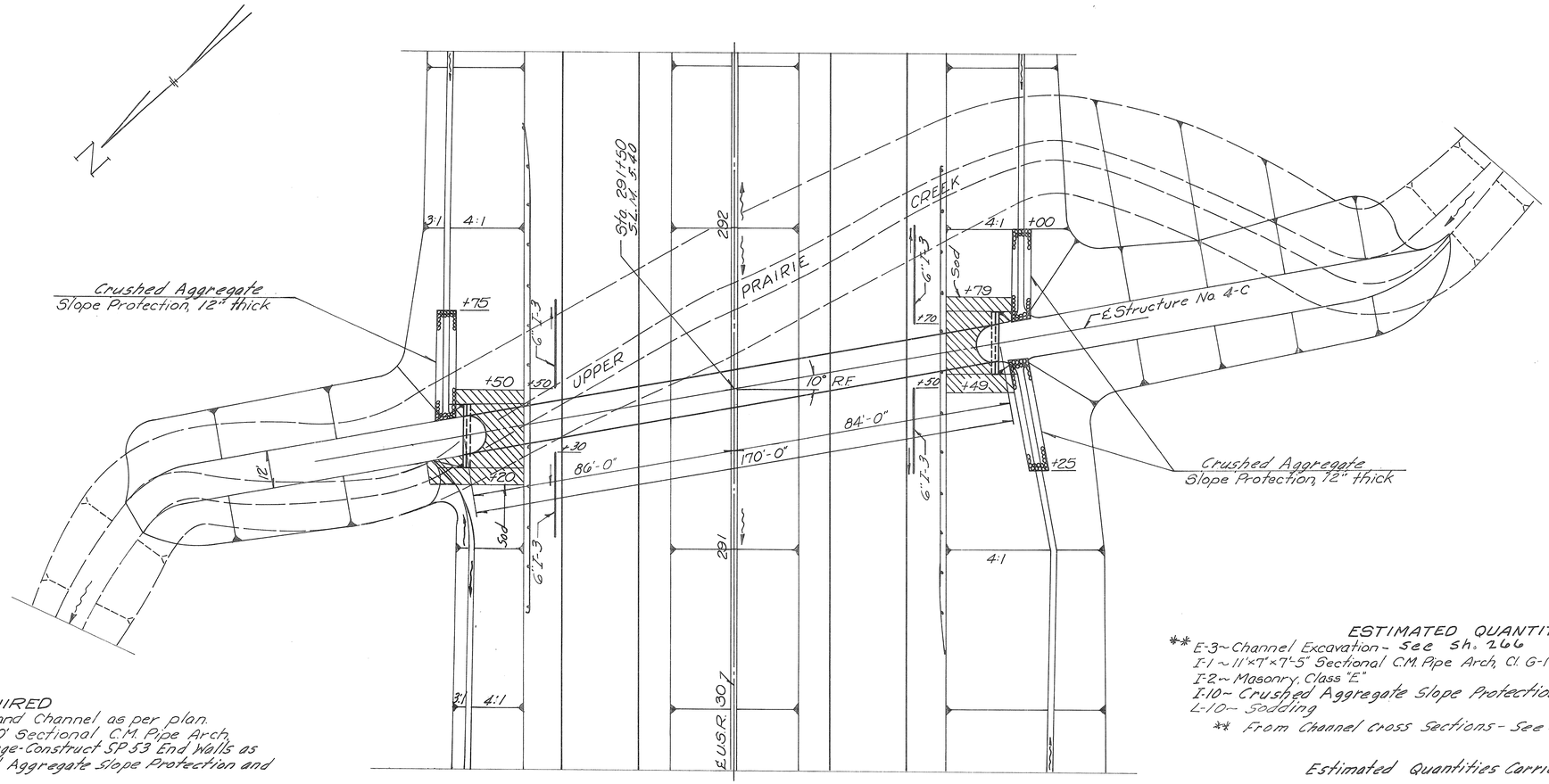
STRUCTURE NO. 4-C

STA. 291+50

0' 20' 40'



WORK REQUIRED

Excavate for Structure and Channel as per plan. Construct 11'x7"x7'-5"x170' Sectional C.M. Pipe Arch, Cl. G-1, Sec. M-6.4 (g) 8-7 Gage-Construct SP 53 End Walls as per plan. Place Crushed Aggregate Slope Protection and Sod as shown.
Standard Dwg. SP 53

Drainage Area. = 1.358 Acres
Q_{25} = 600 cfs

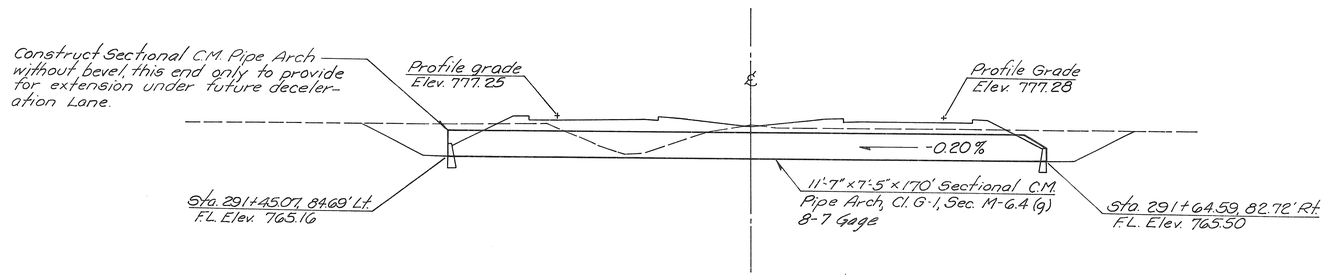
1213
214

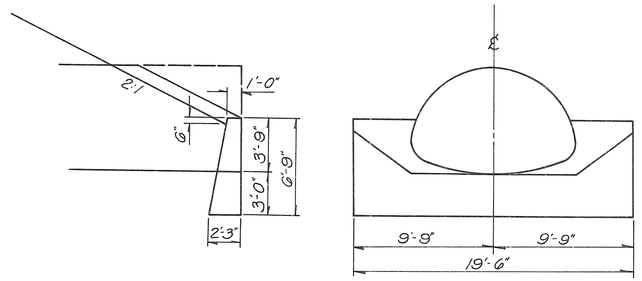
ESTIMATED QUANTITIES

** E-3~Channel Excavation - See Sh. 266		*Cu.Yd.
I-1~11'x7"x7'-5" Sectional C.M. Pipe Arch, Cl. G-1 Sec. M-6.4 (g). (8-7 Gage)	170	Lin.Ft.
I-2~Masonry, Class "E"	12.21	Cu.Yd.
I-10~Crushed Aggregate Slope Protection	72	Sq.Yd.
L-10~Sodding	130	Sq. Yd.

** From Channel Cross Sections - See Sheet No. 266

Estimated Quantities Carried on Main Line Sheet No. 25





ENDWALL DETAIL

0' 5' 10'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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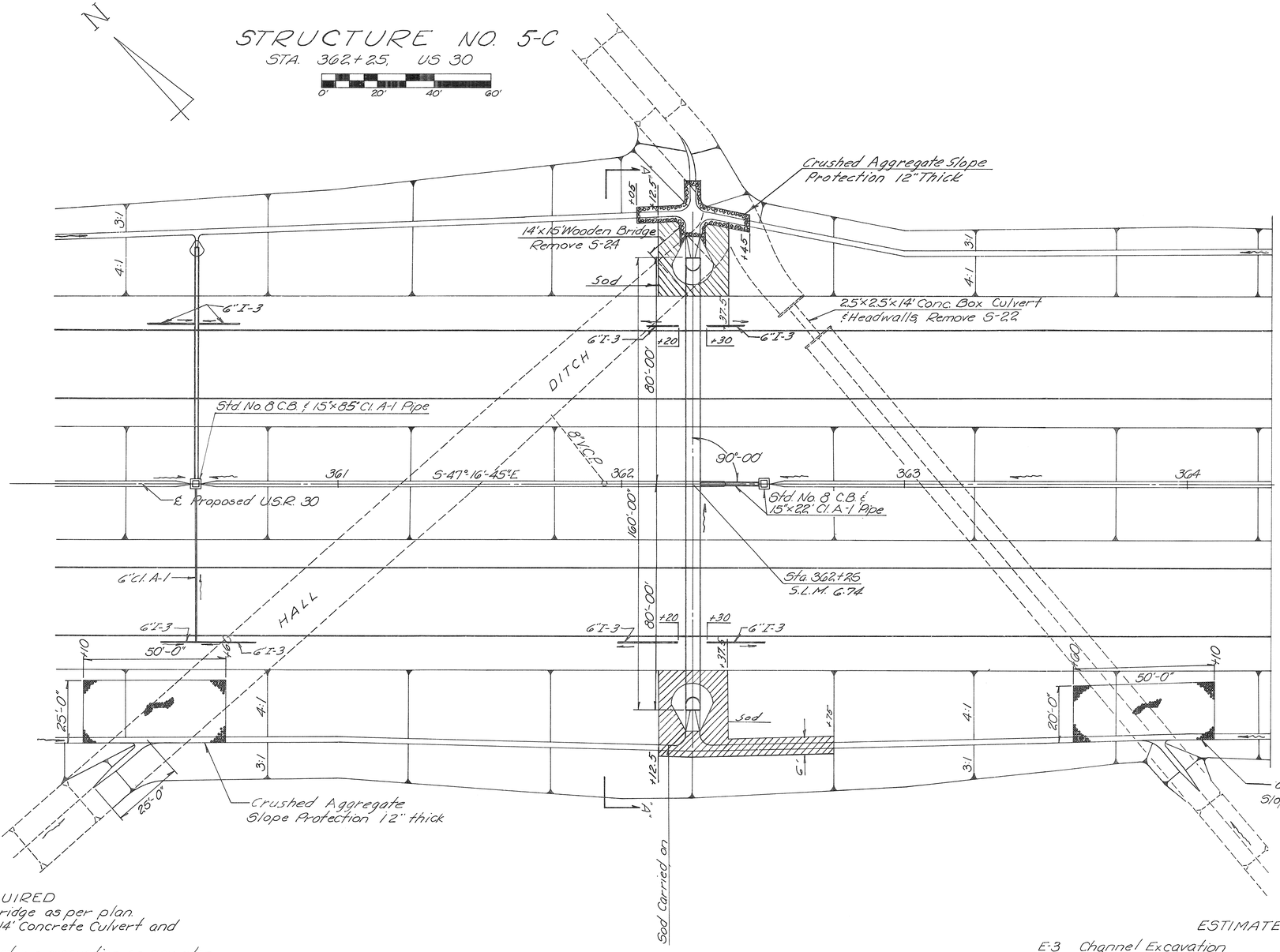
VAN WERT COUNTY
VAN - 30 - 4.06

STRUCTURE NO. 5-C

STA. 362+25, US 30

0' 20' 40' 60'

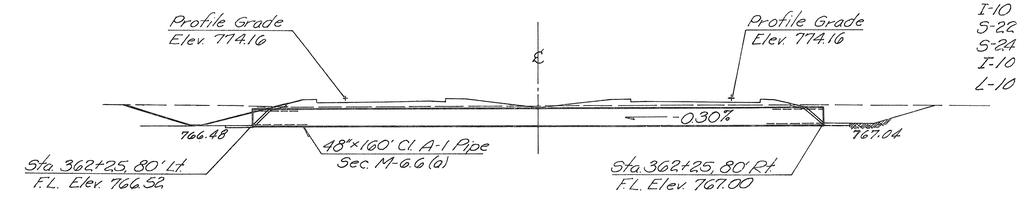


WORK REQUIRED

Remove existing Wooden Bridge as per plan.
Remove existing 2.5'x 2.5' x 14' Concrete Culvert and Headwalls as per S-22.
Perform Channel and Structure excavation as per plan.
Construct Standard 48"x160' Reinforced Concrete Pipe Culvert.
Place Rip Rap end Protection, Crushed Aggregate Slope Protection and Sod as shown.

Standard Drawing I-1

Drainage Area ~ 304 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 400$
$Q_{25} = 65$ cfs



TYPICAL SECTION "A"-"A"

ESTIMATED QUANTITIES

E-3	Channel Excavation	18	Cu. Yd.
I-1	48" Reinforced Concrete Pipe, Cl. (A-1), Sec. M-66 (a)	160	Lin. Ft.
I-10	Rip Rap, 6" Reinforced Concrete	37.98	Sq. Yd.
S-22	Removal of Portions of Existing Structure		Lump
S-24	Removal of Existing Structures		Lump
I-10	Crushed Aggregate Slope Protection	39	Sq. Yd.
L-10	Sodding	113	Sq. Yd.

Estimated Quantities Carried on Main Line Sheet No. 32

STRUCTURE NO. 6-C

STA. 410+00

0' 20' 40'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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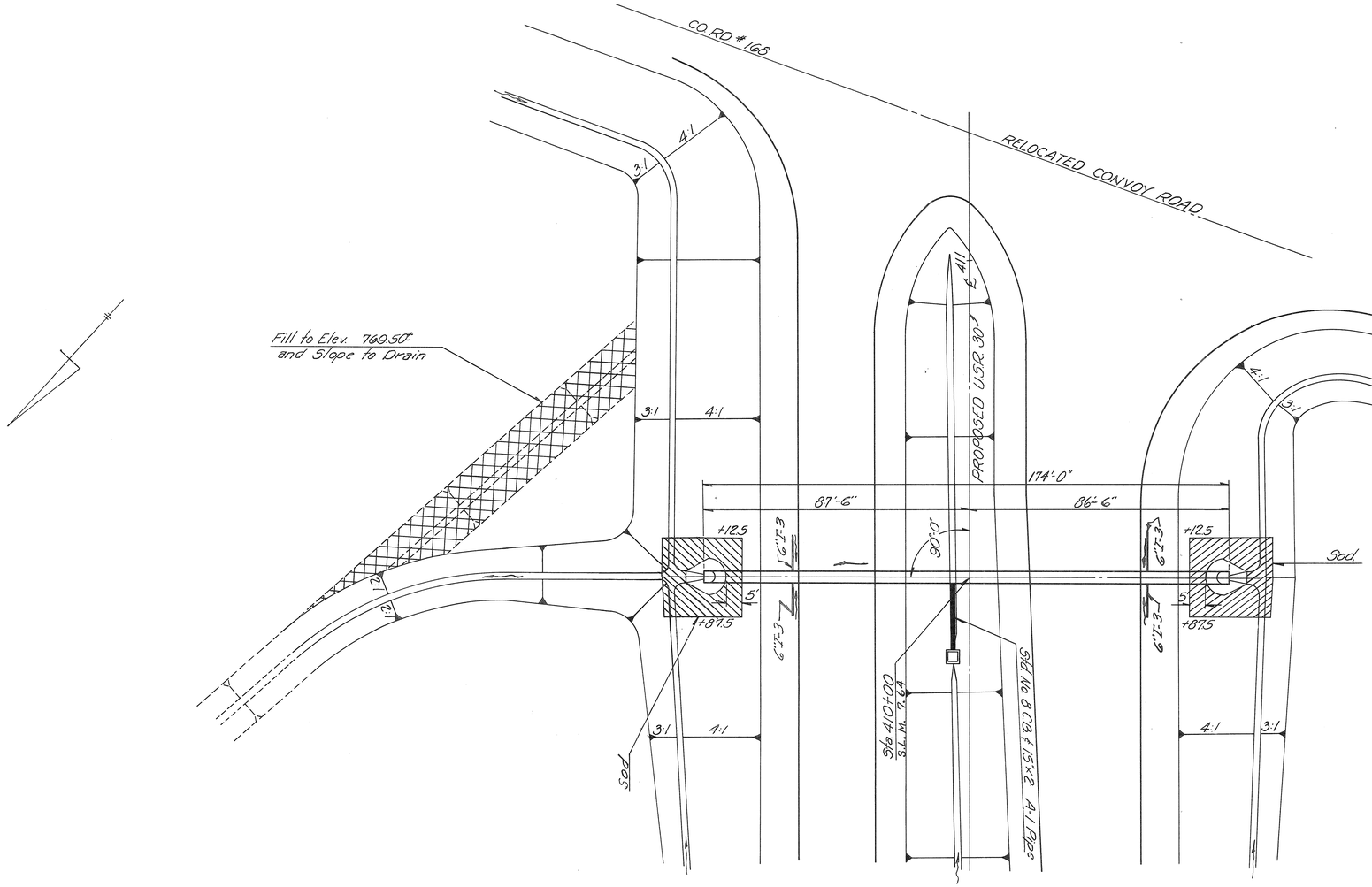
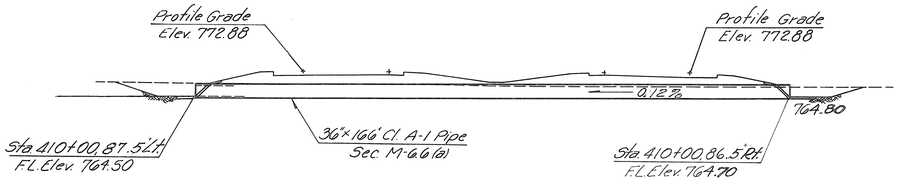
VAN WERT COUNTY
VAN-30-4.06





Note:
Flow Line of Structure below Channel to facilitate future Channel cleanout.

WORK REQUIRED

Excavate for Structure as per plan. Construct Standard 36"x174' Reinforced Concrete Pipe Culvert. Place Rip Rap end protection and Sod as shown.

Standard Drawing I-1

Drainage Area ~ 86 Acres
Qes = 0.65 x 0.25 x 1.00 x 170
Qes = 28 cfs

ESTIMATED QUANTITIES

E-3 Channel Excavation	122 Cu. Yd.
I-1 30" Reinforced Concrete Pipe, Cl. A-1, Sec. M-66 (a)	174 Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	21.84 Sq. Yd.
L-10 Sodding	120 Sq. Yd.
I-5 36" Pipe Special for A-1 (15" on 36" Tee)	1-Each
I-5 36" Pipe Special for A-1 (6" on 36" Cross)	2-Each

Estimated Quantities Carried on Main Line Sheet No. 36

STRUCTURE NO. 7-C

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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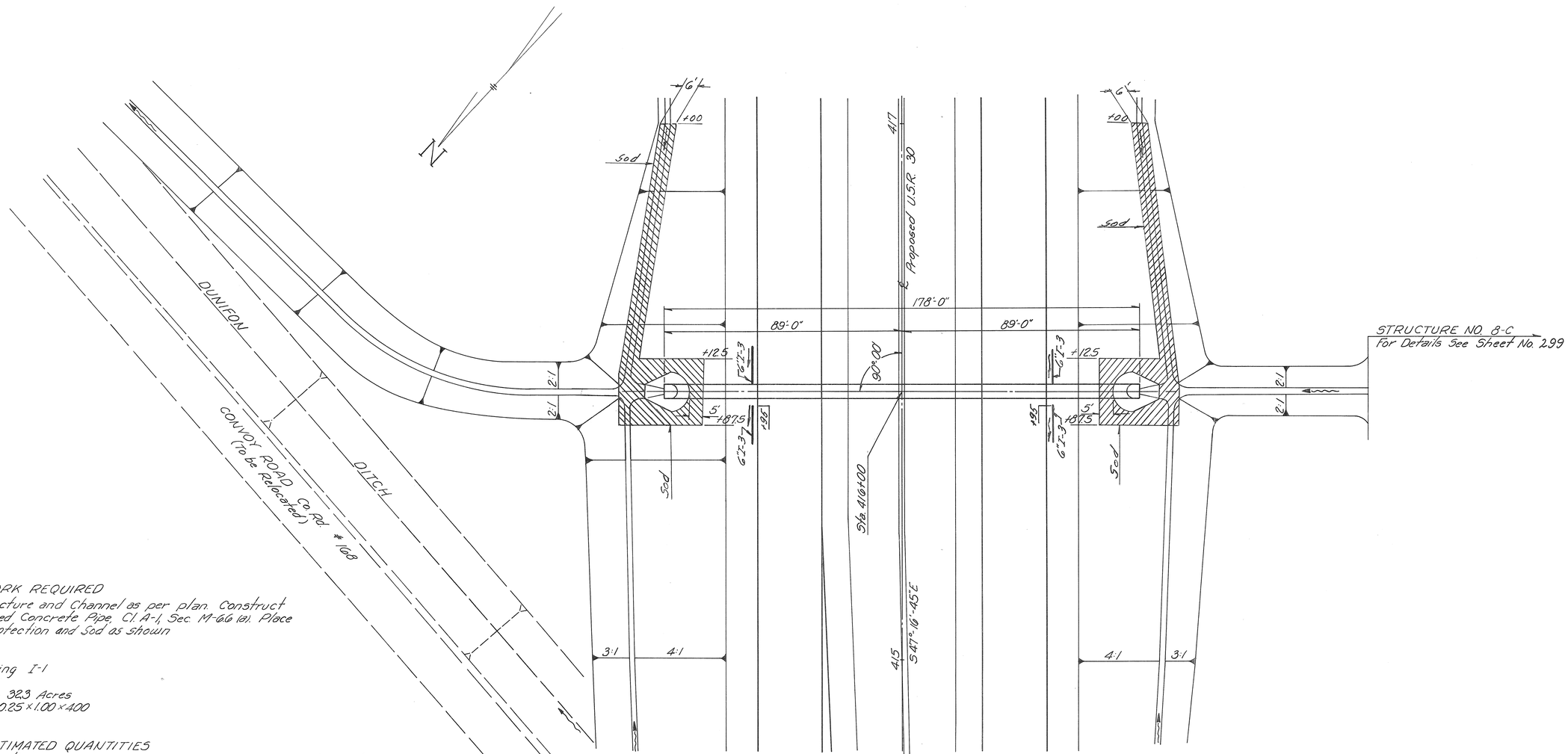
VAN WERT COUNTY
VAN - 30 - 4.06

STA. 416+00
0' 20' 40'



WORK REQUIRED

Excavate for Structure and Channel as per plan. Construct 48"x178' Reinforced Concrete Pipe, Cl. A-1, Sec. M-66 (6). Place Rip Rap end protection and Sod as shown

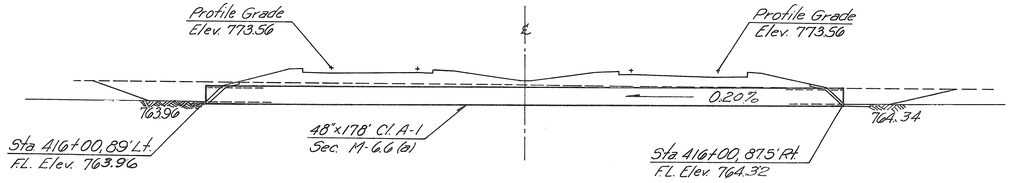
Standard Drawing I-1

Drainage Area ~ 32.3 Acres
Q25 = 0.65 x 0.25 x 1.00 x 400
Q25 = 65 cfs.

ESTIMATED QUANTITIES

E-3 Channel Excavation	285 Cu. Yd.
I-1 48" Reinforced Concrete Pipe, Cl. (A-1), Sec. M-66 (6)	178 Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	37.98 Sq. Yd.
L-10 Sodding	304 Sq. Yd.

Estimated Quantities Carried on Main Line Sheet No. 37

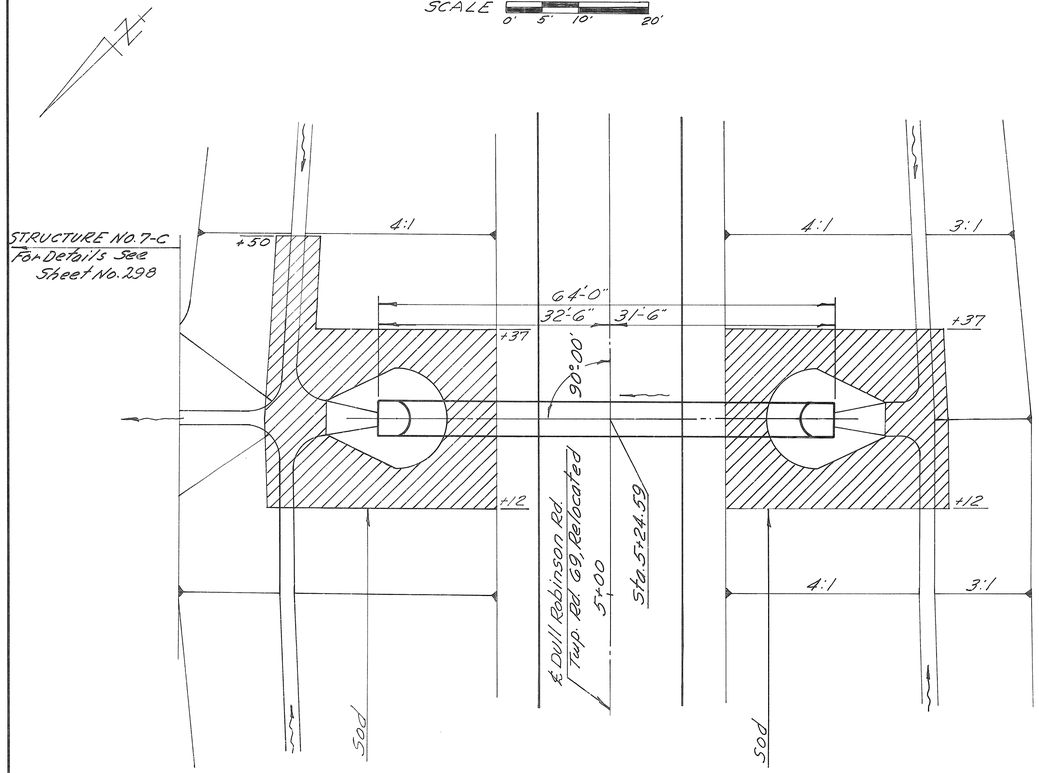


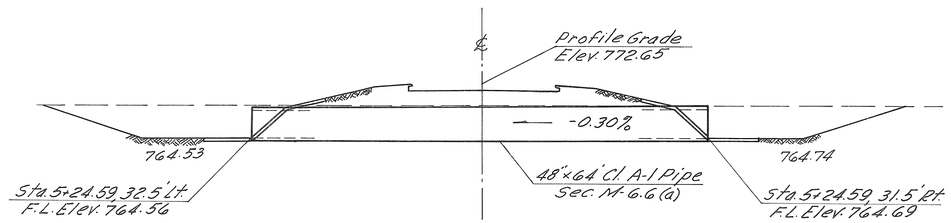
Note:
Flow Line of Structure below Channel to facilitate future Channel cleanout

STRUCTURE No. 8-C

STA. 5+24.59 TWP. RD. 69

SCALE 0' 5' 10' 20'





WORK REQUIRED

Excavate for Structure as per plan. Construct 48"x64' Reinforced Concrete Pipe Cl. A-1, Sec. M-6.6(a) Place Rip Rap end protection and Sod as shown.

ESTIMATED QUANTITIES

I-1 48" Reinforced Concrete Pipe, Cl. A-1, Sec. M-6.6(a)	64	Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	37.98	Sq. Yd.
L-10 Sod	184	Sq. Yd.

Estimated Quantities Carried on Main Line Sheet No. 37

Standard Drawing — I-1

Drainage Area ~ 318 Acres

Q25 = 0.65 × 0.25 × 1.00 × 400

Q25 = 65 c.f.s.

Note:
Flow line of Structure below Channel to faciliate future Channel cleanout.

STRUCTURE No. 10-C

STA. 17+ 24.59, TWP. RD. #69

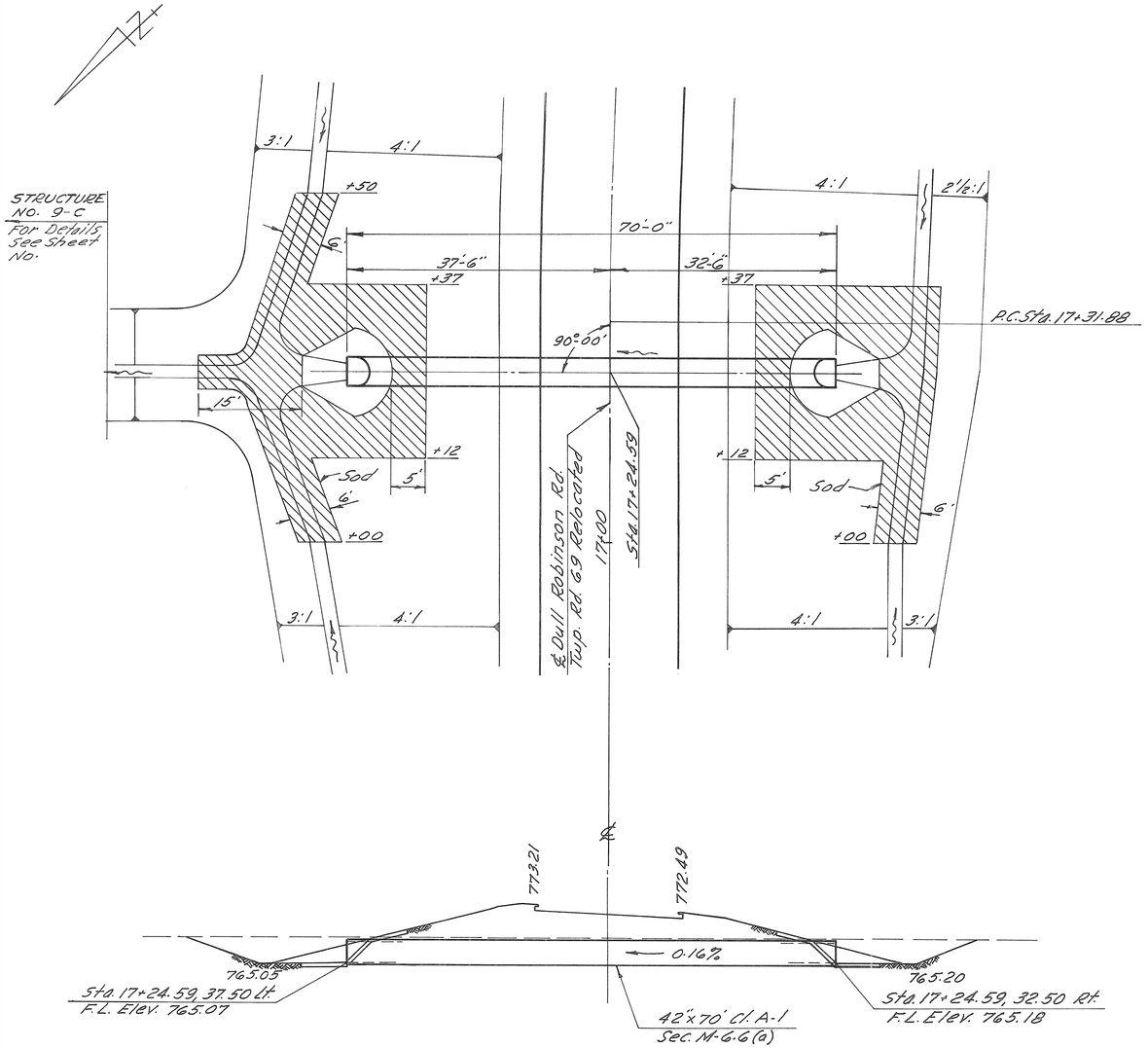
SCALE 0 5' 10' 20'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

299

VAN WERT COUNTY

VAN-30-4.06



WORK REQUIRED

Excavate for Structure as per plan. Construct 42"x70' Reinforced Concrete Pipe, Class A-1 Sec. M-6.6(a) Place Rip Rap end Protection and Sod as shown.

ESTIMATED QUANTITIES

I-1 42"x70' Reinforced Concrete Pipe, Sec. M-6.6(a)	70	Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	29.36	Sq. Yd.
L-10 Sod	180	Sq. Yd.

Estimated Quantities Carried on Main Line Sheet No. 38

Standard Drawing I-1

Drainage Area ~ 260 Acres

Q25 = 0.65 × 0.25 × 1.00 × 350

Q25 = 57 C.F.S

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

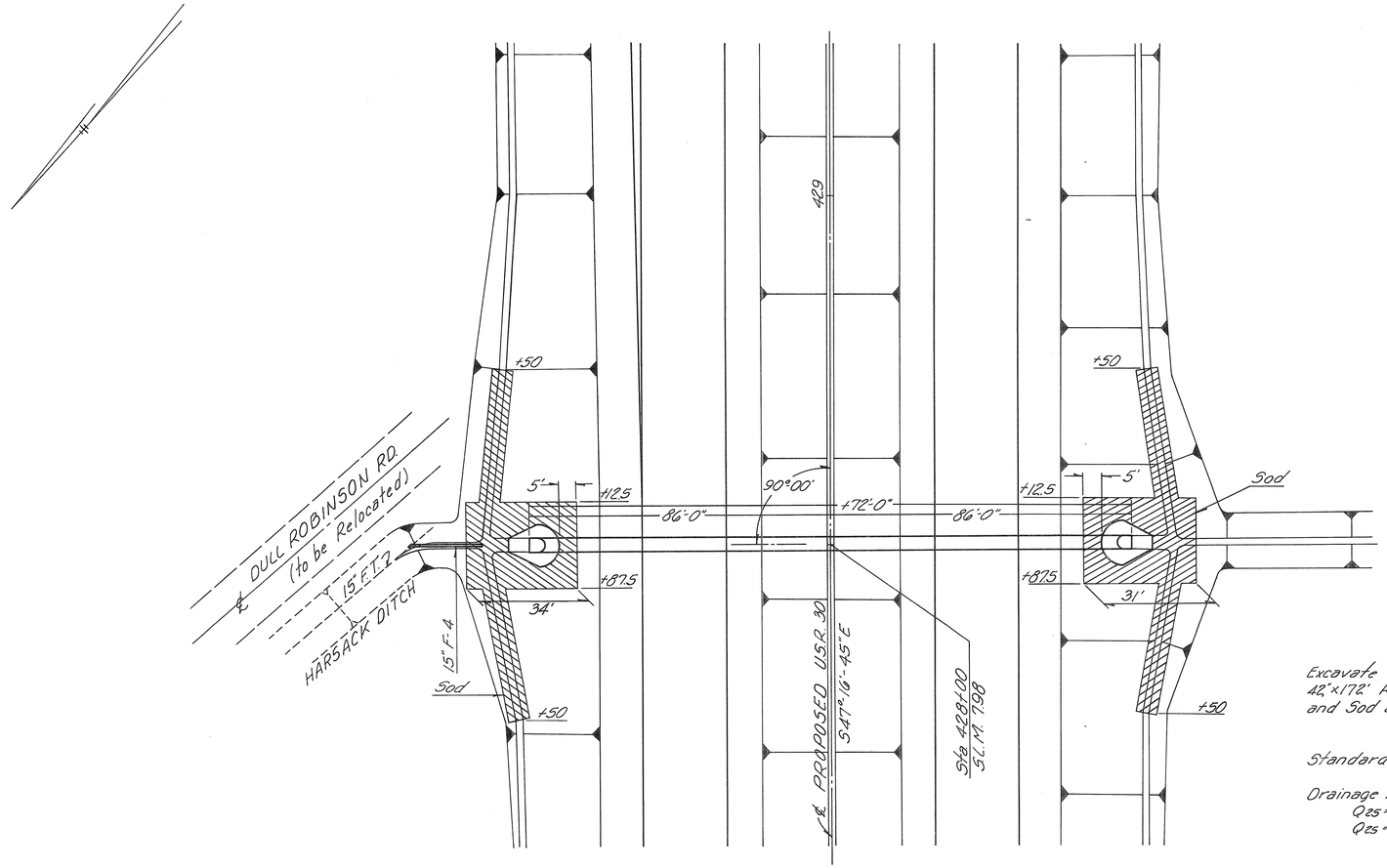
300

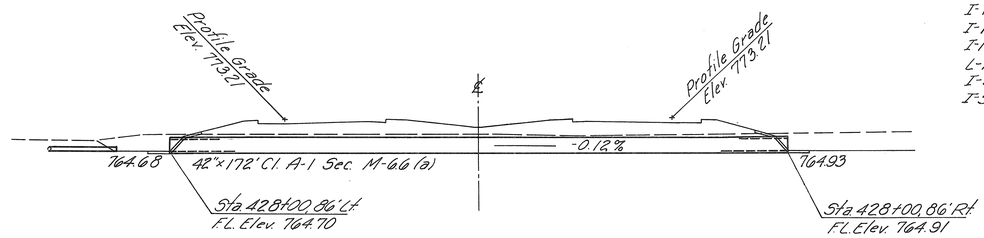
VAN WERT COUNTY
VAN-30-4.06

STRUCTURE NO. 9-C

STA. 428+00 U.S.R. 30

0' 20' 40'





WORK REQUIRED

Excavate for Structure and Channel as per plan. Construct Standard 42"×172' Reinforced Concrete Pipe Culvert. Place Rip Rap end Protection and Sod as shown.

Standard Drawing I-1

Drainage Area ~ 260 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 350$
$Q_{25} = 57$ cfs

ESTIMATED QUANTITIES

E-3 Channel Excavation	34	Cu. Yd.
I-1 42" Reinforced Concrete Pipe, Cl. A-1, Sec. M-66 (a)	172	Lin. Ft.
I-1 15" Pipe, Class F-4	20	Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	29.36	Sq. Yd.
L-10 Sodding	266	Sq. Yd.
I-5 42" Pipe Special for A-1 (16° on 42" Cross)	1	Each
I-5 15" Pipe Special for H-2 (15"×45° Bend)	1	Each

Estimated Quantities carried on Main Line Sheet No. 38

STRUCTURE NO. 11-C

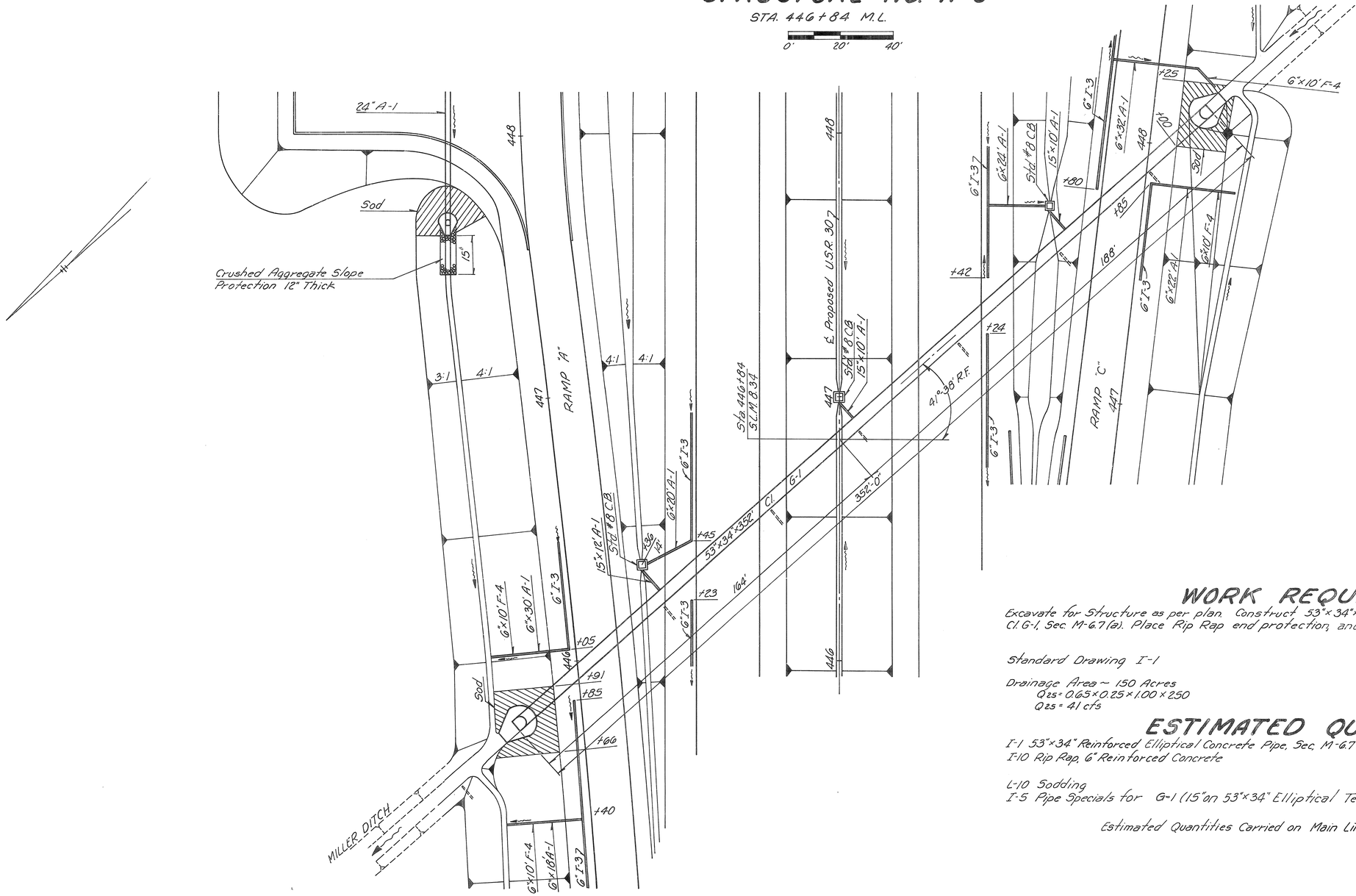
STA. 446+84 M.L.

0' 20' 40'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

301

VAN WERT COUNTY
VAN-30-4.06



WORK REQUIRED

Excavate for Structure as per plan. Construct 53"x34"x352' Reinforced Elliptical Concrete Pipe, Cl. G-1, Sec. M-6.7(a). Place Rip Rap end protection, and Sod as shown.

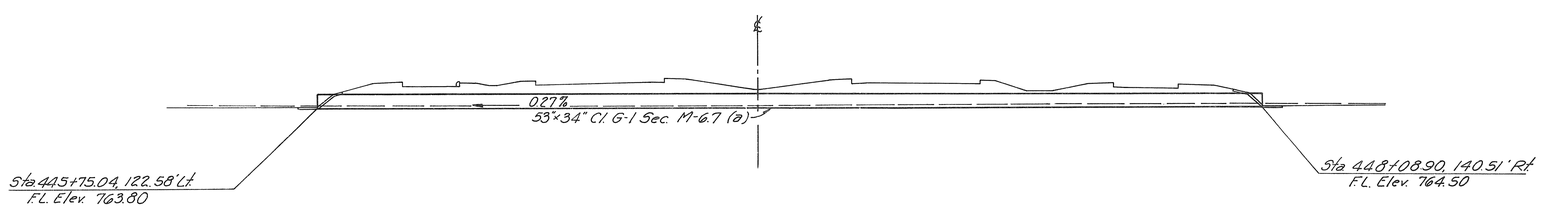
Standard Drawing I-1

Drainage Area ~ 150 Acres
Qzs = 0.65 x 0.25 x 1.00 x 250
Qzs = 41 cfs

ESTIMATED QUANTITIES

I-1 53"x34" Reinforced Elliptical Concrete Pipe, Sec. M-6.7(a) G-1	352	Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	24.10	Sq. Yd.
L-10 Sodding	74	Sq. Yd.
I-5 Pipe Specials for G-1 (15" on 53"x34" Elliptical Tee) Sec. M-6.7(a)	3	Each

Estimated Quantities Carried on Main Line Sheet No. 40



STRUCTURE NO. 13-C

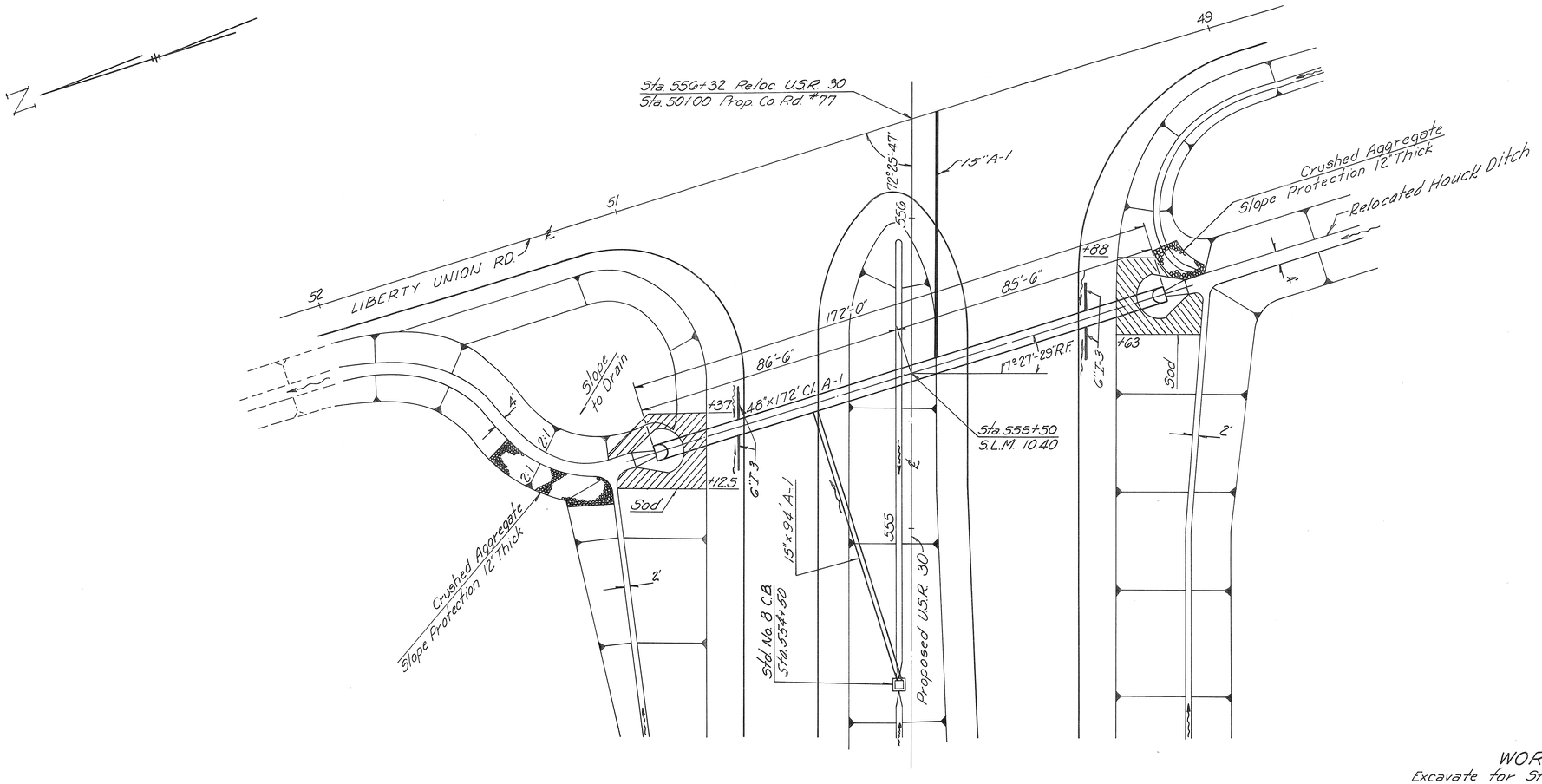
STA. 555+50

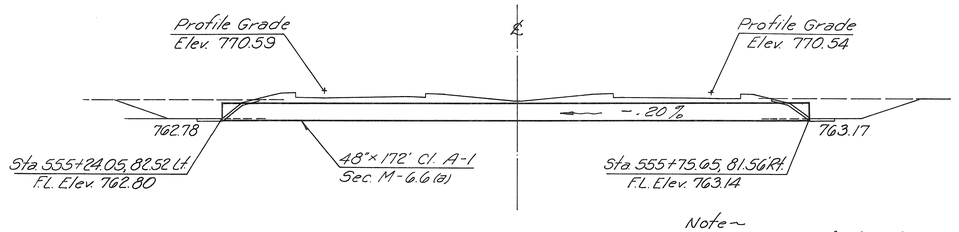
0' 20' 40'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

302

VAN WERT COUNTY
VAN-30- 4.06





Note~
Flow Line of Structure below Channel to faciliate future Channel cleanout.

WORK REQUIRED

Excavate for Structure as per plan.
Construct Standard 48"×172' Reinforced Concrete Pipe Culvert, Place Rip Rap end Protection, Crushed Aggregate Slope Protection and Sod as shown.
Standard Drawing I-1

Drainage Area ~ 225 Acres
Q25 = 0.65×0.25×1.00×310=
Q25 = 50 cfs

Standard Dwg. I-1

ESTIMATED QUANTITIES

I-1 48" Reinforced Concrete Pipe, Cl. A-1, Sec. M-6.6(a)	172	Lin. Ft.
I-10 Rip Rap, 6" Reinforced Concrete	37.98	Sq. Yd.
I-10 Crushed Aggregate Slope Protection	55.0	Sq. Yd.
L-10 Sodding	92.0	Sq. Yd.
I-5 48" Pipe Special for A-1 (15" on 48" Tee)	2	Each
I-5 48" Pipe Special for A-1 (℄ on 48" Cross)	2	Each

Estimated Quantities carried on Main Line Sheet No. 51

STRUCTURE NO. 14-C

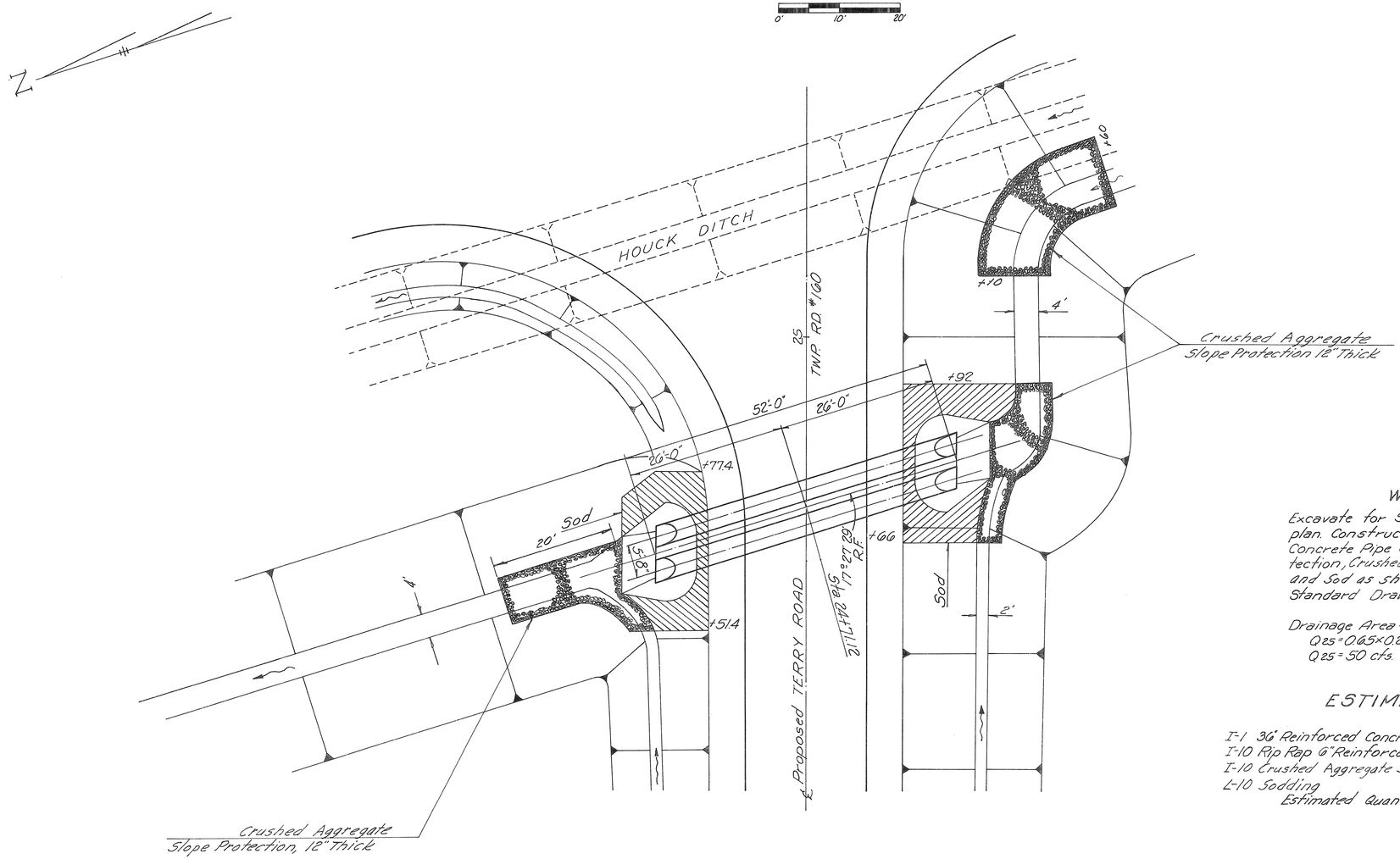
STA. 24+71.12

0' 10' 20'

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

303

VAN WERT COUNTY
VAN-30-4.06



WORK REQUIRED

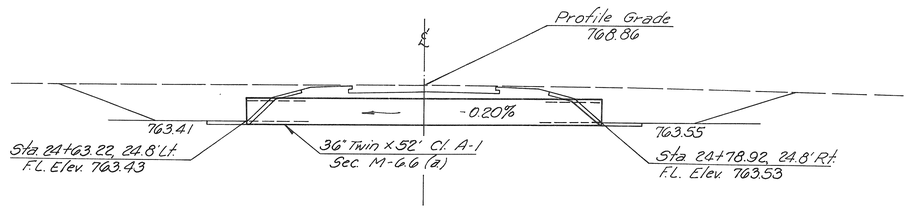
Excavate for Structure as per plan. Construct Standard 36" Twin x 52" Reinforced Concrete Pipe Culvert. Place Rip Rap end protection, Crushed Aggregate Slope Protection, and Sod as shown
Standard Drawing I-1

Drainage Area = 225 Acres
Q25 = 0.65 x 0.25 x 1.00 x 310
Q25 = 50 cfs.

ESTIMATED QUANTITIES

I-1 36" Reinforced Concrete Pipe, Cl. A-1, Sec. M-6.6 (a)	104 Lin. Ft.
I-10 Rip Rap 6" Reinforced Concrete	39.2 Sq. Yd.
I-10 Crushed Aggregate Slope Protection	73.0 Sq. Yd.
L-10 Sodding	36.0 Sq. Yd.

Estimated Quantities Carried on Main Line Sheet No. 51



FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

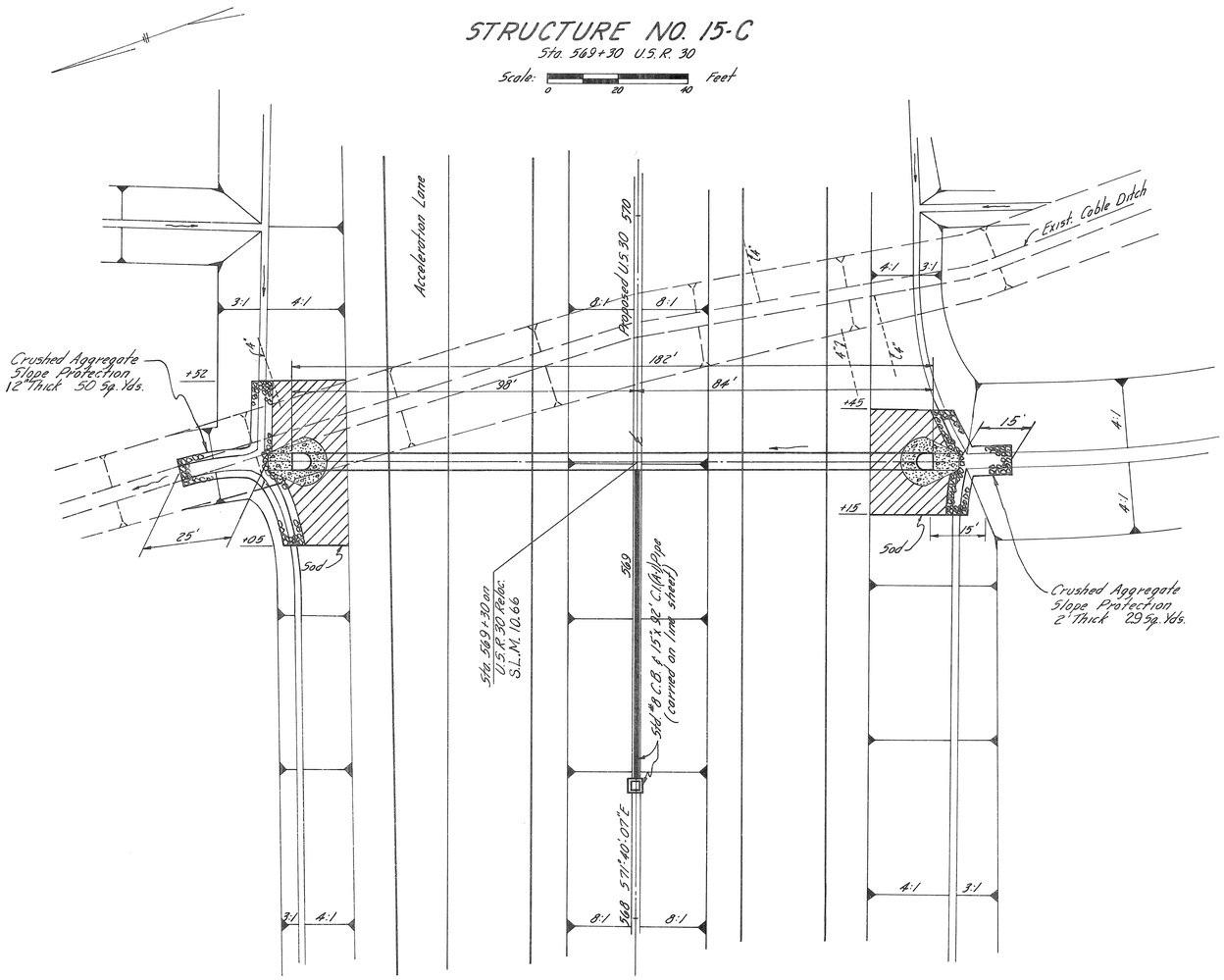
304

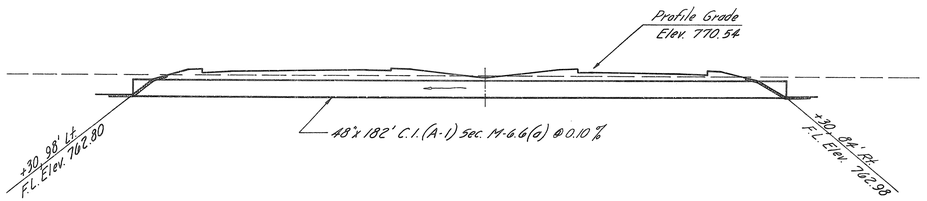
VAN WERT COUNTY
VAN-30-4.06

STRUCTURE NO. 15-C

Sta. 569+30 U.S.R. 30

Scale: 0 20 40 Feet





ESTIMATED QUANTITIES

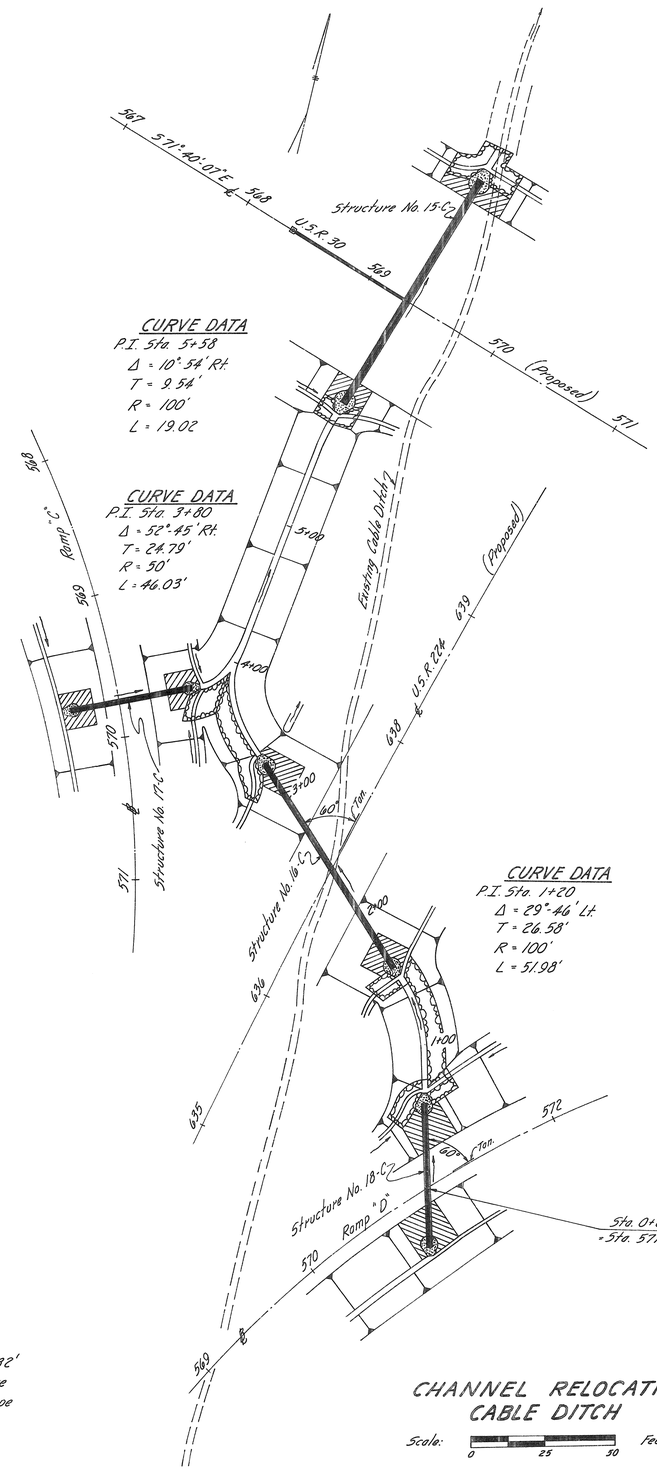
I-1	48" Reinforced Concrete Pipe, C.I. (A-1) Sec. M-6.6(a)	182	Lin. Ft.
I-10	Rip Rap, 6" Reinforced Concrete	37.98	Sq. Yds.
I-10	Crushed Aggregate Slope Protection -12" Thick	79	Sq. Yds.
L-10	Sodding	132	Sq. Yds.

Quantities carried on line sheet No. 52

WORK REQUIRED

Excavate for Structure as per plan. Construct 48" x 182' Reinforced Concrete Pipe, C.I. (A-1) Sec. M-6.6(a). Place riprap end protection, sod and Crushed Aggregate Slope Protection.

Standard Drawing I-1



CHANNEL EXCAVATION "E-3"

	End Area CUT	End Area FILL	Volume CUT	Volume FILL
Sta. 5+48	0	0		
763.92			19	0
Sta. 5+37	94	0		
768.3				
Corr. Lt. Sta. 3+75 to Sta 4+10			843	0
763.98				
Sta. 3+35	97	0		
768.4				
Sta. 3+35, Back	0	0		
Sta. 1+38, Ahead	0	0		
764.07				
Sta. 1+38	92	0		
768.4				
4:1			164	0
4'				
764.10				
Sta. 0+90	91	0		
768.4				
Sta. 0+70	0	0	34	0
Total Cu. Yds.			*1060	0

*Quantities carried on Line Sheet No.

CHANNEL RELOCATION CABLE DITCH

Scale: 0 25 50 Feet

Structure No. 15-C and Channel Relocation, Cable Ditch

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

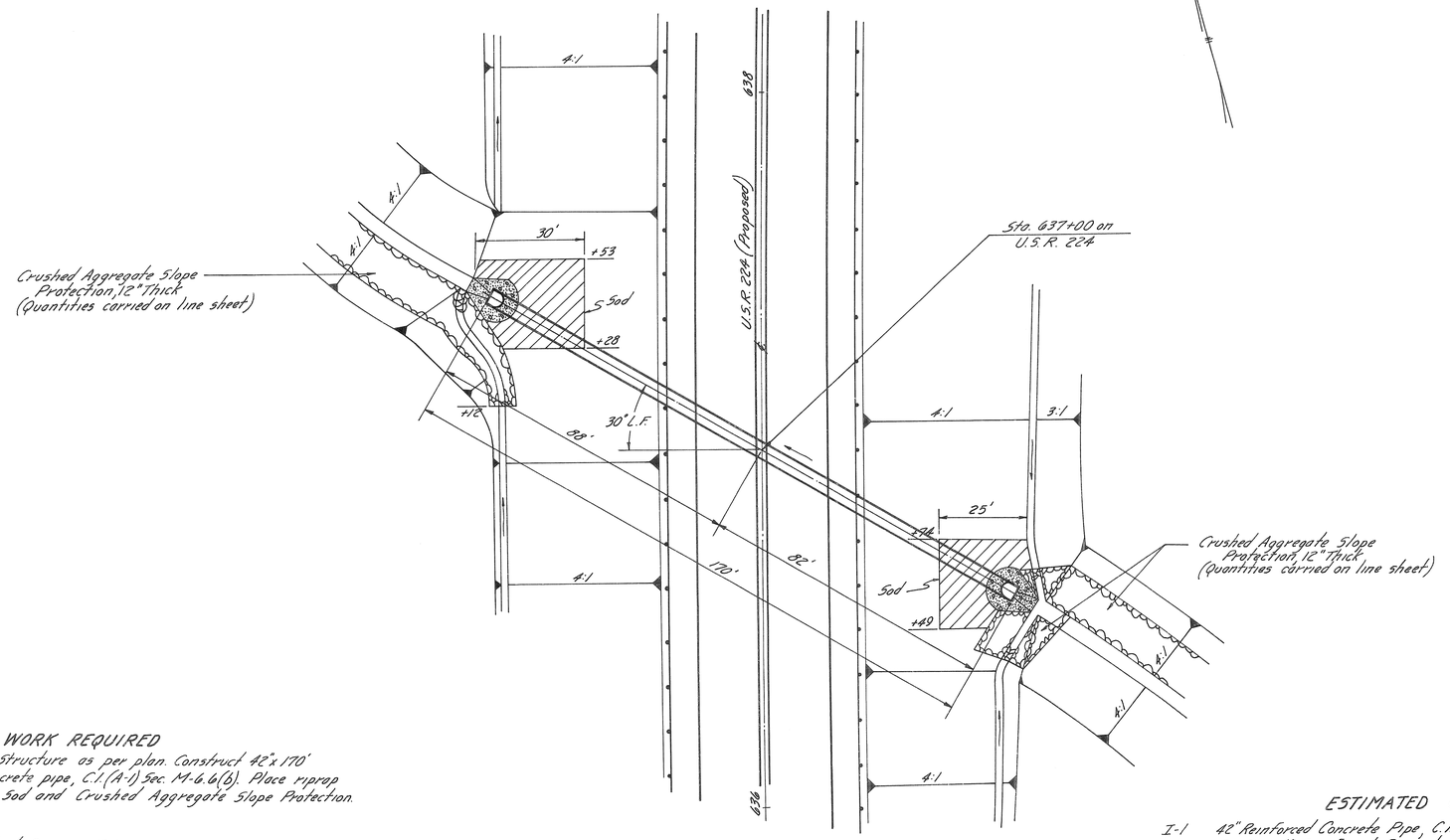
305

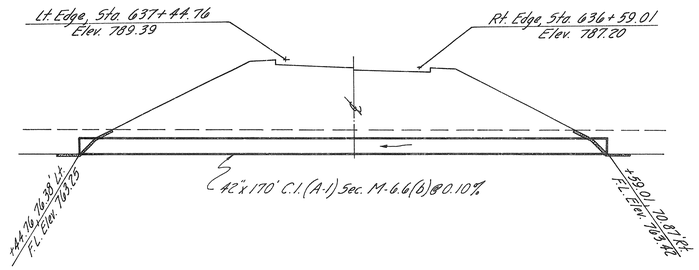
VAN WERT COUNTY
VAN-30-4.06

STRUCTURE NO. 16-C

Sta. 637+00, U.S.R. 224

Scale: 0 10 20 40 Feet





WORK REQUIRED

Excavate for Structure as per plan. Construct 42"x170' Reinforced Concrete pipe, C.I. (A-1) Sec. M-6.6.6(b). Place riprap end protection, Sod and Crushed Aggregate Slope Protection.

Standard Drawing I-1

Drainage Area 175 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 281$
$Q_{25} = 46$ c.f.s.

ESTIMATED QUANTITIES

I-1	42" Reinforced Concrete Pipe, C.I. (A-1) Sec. M-6.6.6(4)	170	Lin. Ft.
I-10	Rip Rap, 6" Reinforced Concrete	29.36	Sq. Yds.
L-10	Sodding	117	Sq. Yds.

Quantities carried on line sheet No. 241

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

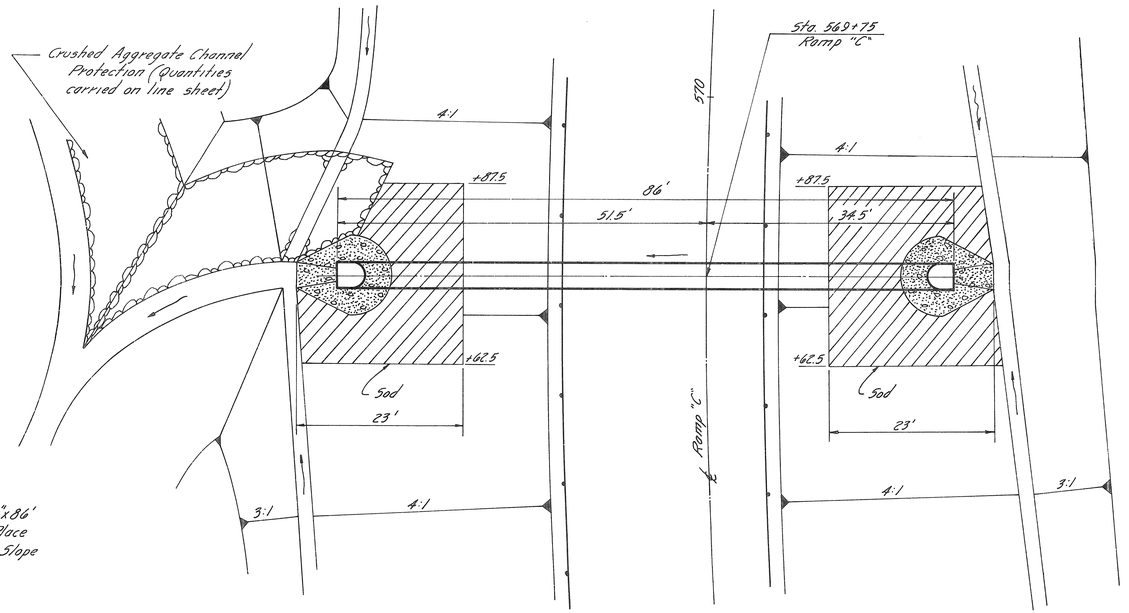
306

VAN WERT COUNTY
VAN-30-4.06

STRUCTURE NO. 17-C

Sta. 569+75, Ramp "C"

Scale: 0 5 10 20 Feet

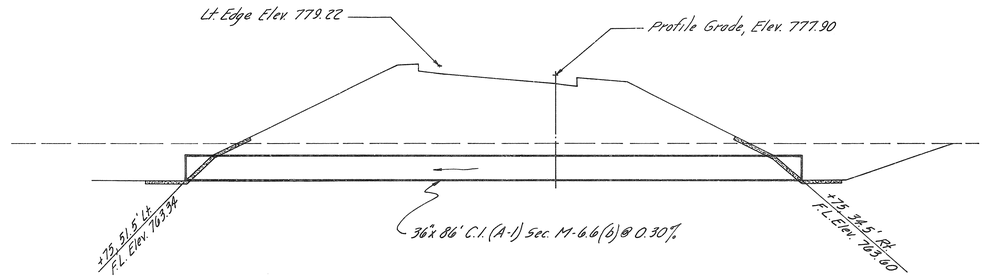


WORK REQUIRED

Excavate for Structure as per plan. Construct 36"x86' reinforced concrete pipe, C.I.(A-1) Sec. M-6.6(b). Place riprap end protection, sod and Crushed Aggregate Slope Protection.

Standard Drawing I-1

Drainage Area 70 Acres
$Q_{25} = 0.45 \times 0.25 \times 1.00 \times 150$
$Q_{25} = 24$ c.f.s.



ESTIMATED QUANTITIES

I-1	36" Reinforced Concrete Pipe, C.I.(A-1) Sec. M-6.6(b)	86	Lin. Ft.
I-10	Rip Rap, 6" Reinforced Concrete	21.84	Sq. Yds.
L-10	Sodding	100	Sq. Yds.

Quantities carried on line sheet No. 241

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

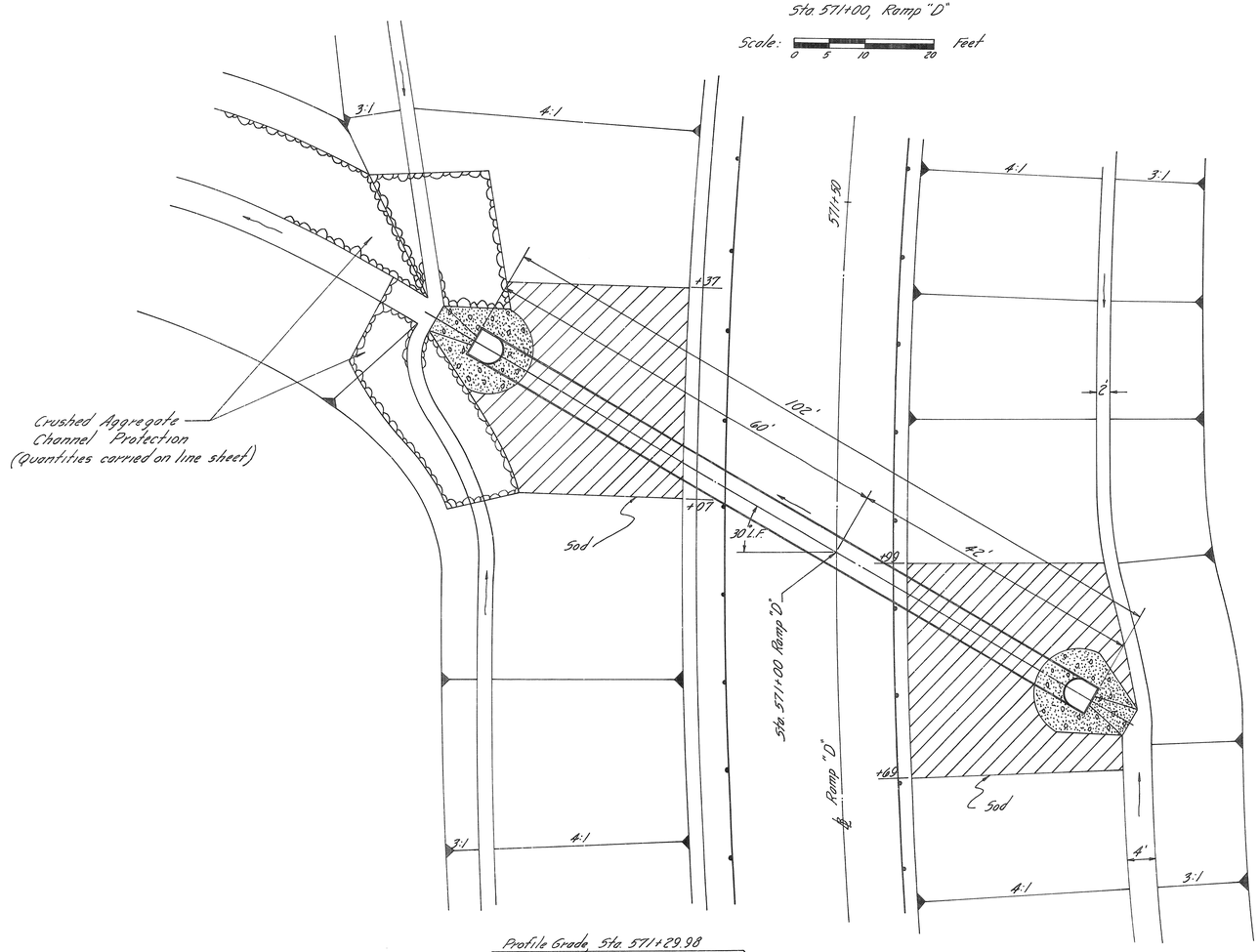
307

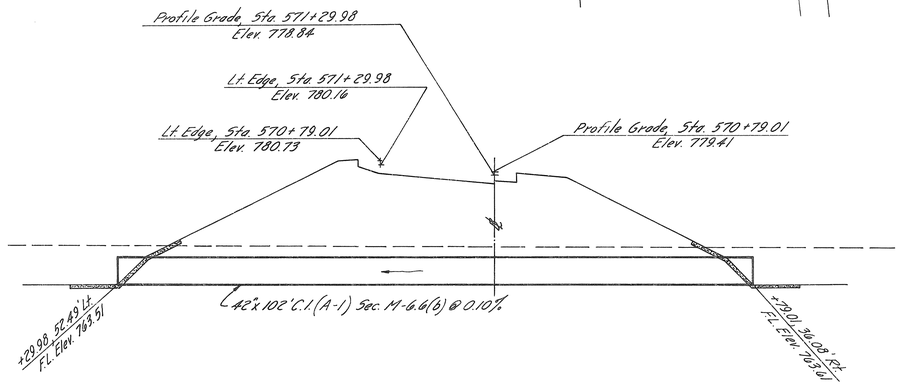
VAN WERT COUNTY
VAN-30-4.06

STRUCTURE NO. 18-C

Sta. 571+00, Ramp "D"

Scale: 0 5 10 20 Feet





WORK REQUIRED

Excavate for Structure as per plan. Construct 42"x102' Reinforced Concrete Pipe C.I. (A-1) Sec. M-6.6(6). Place riprap end Protection, sod and Crushed Aggregate Slope Protection.

Standard Drawing I-1

Drainage Area 175 Acres
$Q_{25} = 0.65 \times 0.25 \times 1.00 \times 281$
$Q_{25} = 46$ c.f.s.

ESTIMATED QUANTITIES

I-1	42" Reinforced Concrete Pipe, C.I. (A-1) Sec. M-6.6(6)	102	Lin. Ft.
I-10	Rip Rap, 6" Reinforced Concrete	29.36	Sq. Yds.
L-10	Sodding	170	Sq. Yds.

Quantities carried on line sheet No. 241

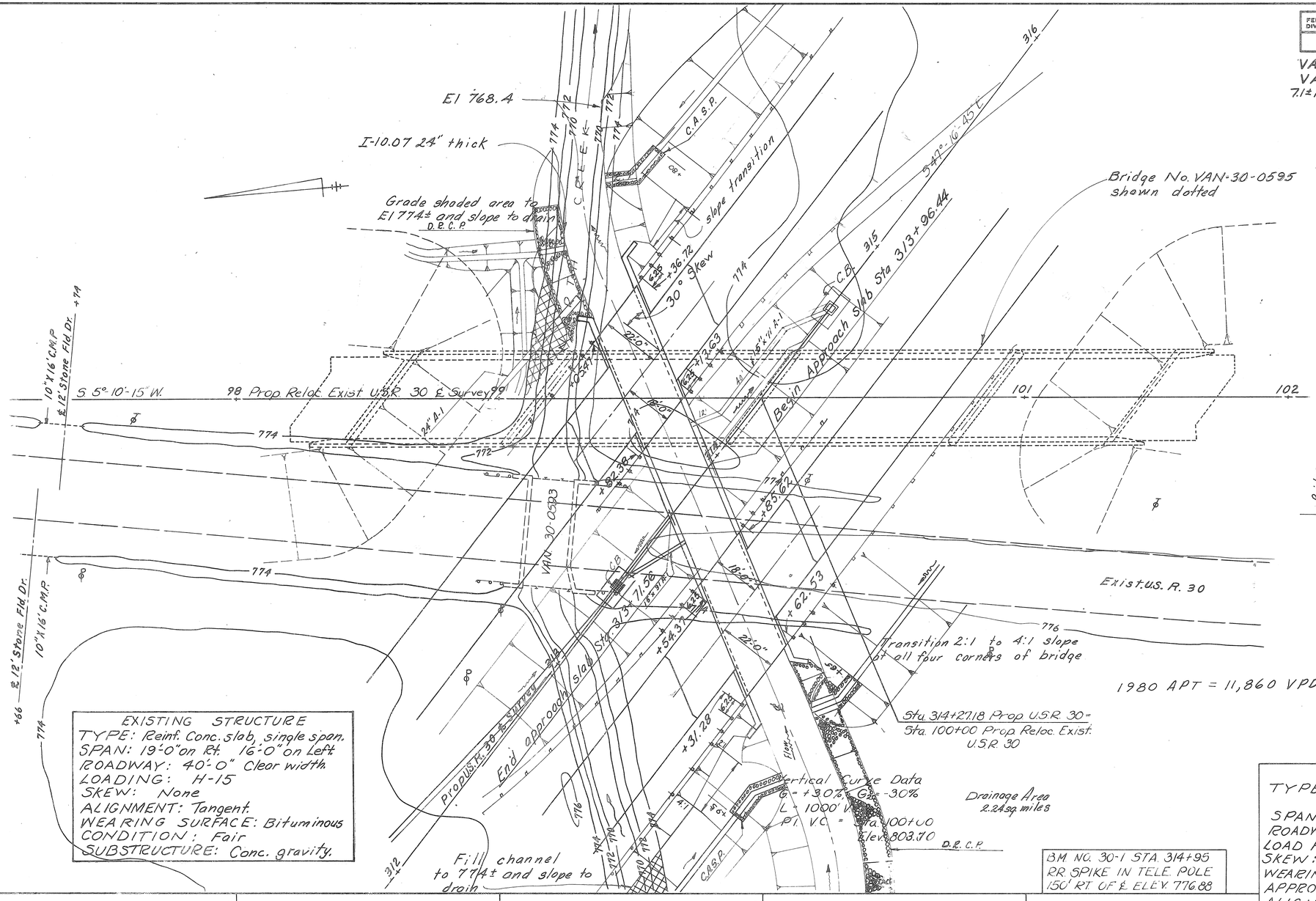
Structure No. 18-C, Ramp "D", Cable Ditch

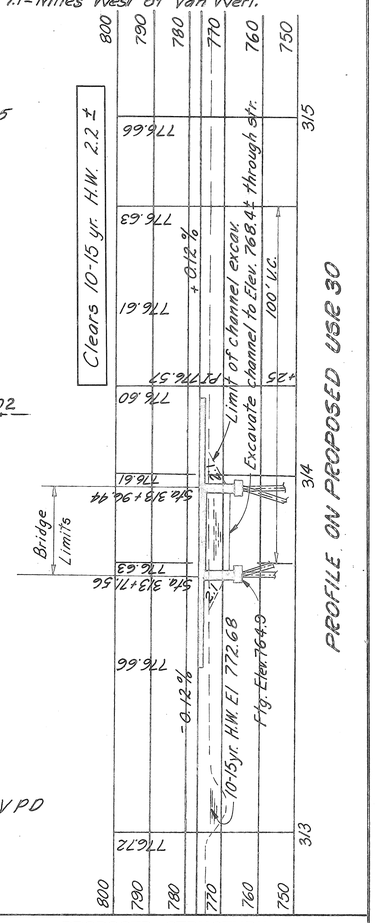
MICROFILMED
MAY 23 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	66 F-STATE	

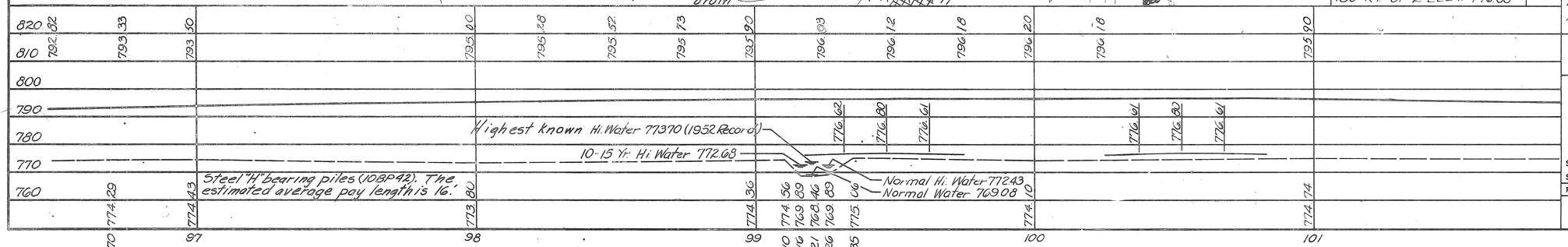
308

VAN WERT COUNTY
VAN-30-4.06
7.1± Miles West of Van Wert.





PROFILE ON PROPOSED USR 30



BM NO. 30-1 STA. 314+95
RR SPIKE IN TELE. POLE
150' RT. OF ℄ ELEV. 776.88

PROPOSED STRUCTURE

TYPE: Single span reinf. conc. slab with reinf. conc. abutments.
SPAN: 22'-0" face to face of abutments.
ROADWAY: Two @ 40'-0" F/F G.R.
LOAD FREQUENCY: CF = 2000 (57)
SKEW: 30°00' left forward.
WEARING SURFACE: 1" Mondithic conc.
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: Tangent.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE NO. VAN-30-0594 L & R
OVER North Creek
VAN WERT CO. USR 30
SEC. VAN-30-4.06 STA. 313+71.56
SCALE 1" = 20' 313+96.44

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
		J.H.B.	J.H.B.	WJJ	G.E.S.

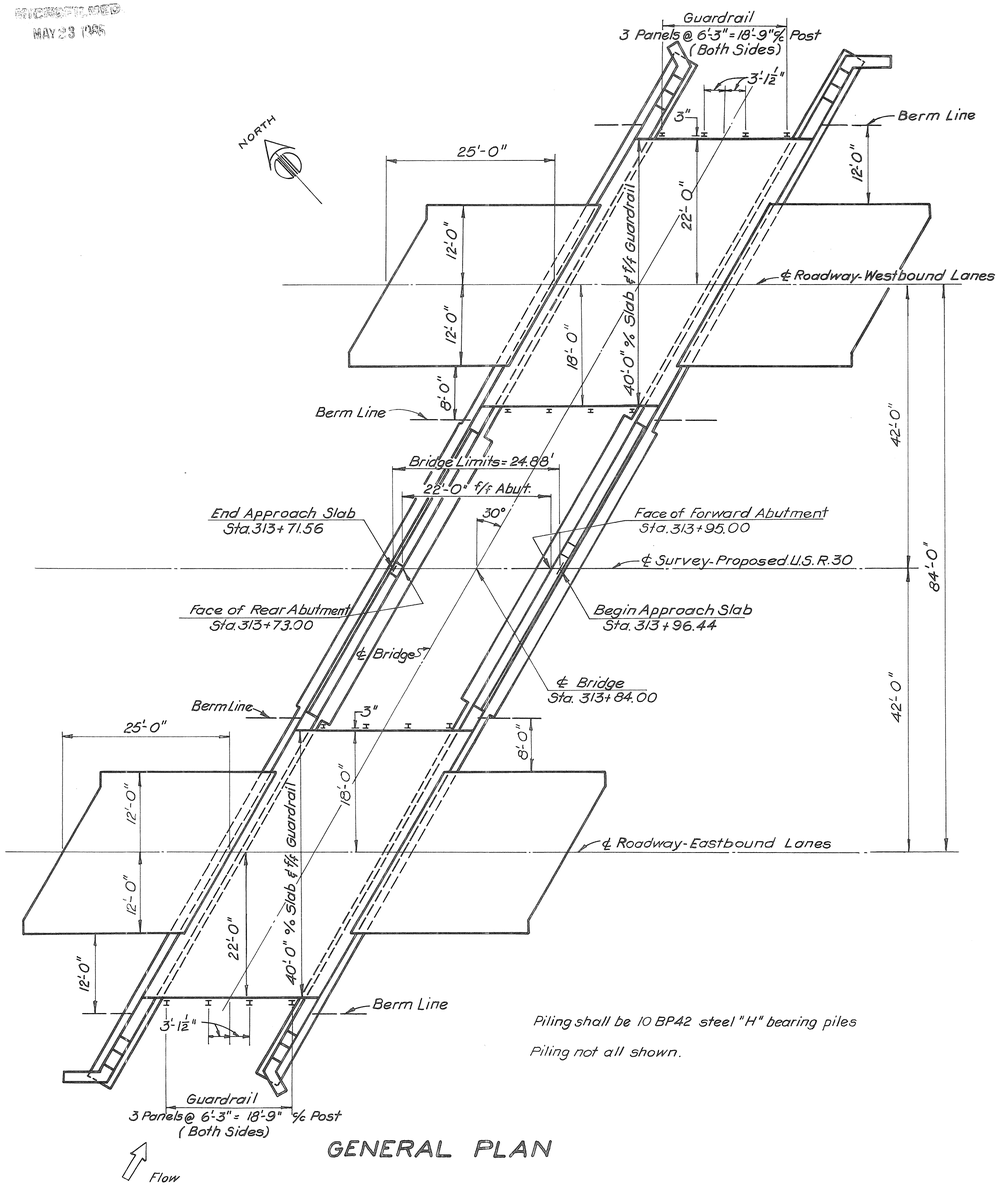
BFG 11-9-64

RECEIVED
MAY 23 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

309

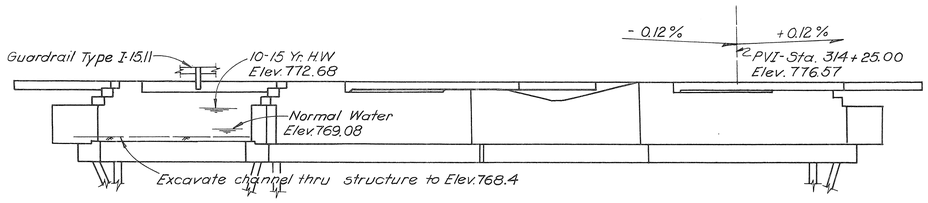
VAN WERT COUNTY
VAN-30-406



Piling shall be 10 BP42 steel "H" bearing piles

Piling not all shown.

GENERAL PLAN



ELEVATION

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abuts.	Retaining Wall	Gen'l		
E-2	Lump	Sum	Cofferdams, cribs and sheeting				Lump		
E-2	391	Cu. Yds.	Unclassified excavation		258	193			
E-3	3501	Cu. Yds.	Channel excavation				3501		
S-1	101	Cu. Yds.	Class "C" concrete, superstructure	101					
S-1	172	Cu. Yds.	Class "E" concrete, abutment and retaining walls		133	39			
S-1	152	Cu. Yds.	Class "E" concrete, footings		97	55			
S-3	12	Sq. Yds.	Type "B" waterproofing		6	6			
S-3	46	Lin. Ft.	Waterproofing, premolded sealing strip		32	14			
S-4	39,147	lbs.	Reinforcing steel	21,944	11,145	6058			
S-9	23	Sq. Ft.	½" Preformed expansion joint filler		23				
S-9	59	Sq. Ft.	1" Preformed expansion joint filler			59			
S-14	99.52	Lin. Ft.	Railing (Type I-15.11 with galvanized steel posts and bolts)	99.52					
S-16	Lump	Sum	First test pile				Lump		
S-18	920	Lin. Ft.	Steel piles, 10 BP42		700	220			
S-24	Lump	Sum	Removal of existing structure				Lump		
S-29	125	Cu. Yds.	Porous backfill		96	29			
S-101	101	Each	Water-reducing, set-retarding admixture	101					
I-10	460	cu. yd.	Dumped Rock Channel Protection				460		

GENERAL NOTES

REFERENCE shall be made to Standard Drawing SB-1-64, Sheet No 1 dated 8-25-64, and to Supplemental Specification S-101 dated 7-12-62.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions thereof.

PILES shall be driven to a minimum bearing capacity of 27 tons per pile.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN & ELEVATION, NOTES, AND ESTIMATED QUANTITIES

BRIDGE No. VAN-30-0594 L & R
OVER NORTH CREEK
VAN WERT COUNTY
STA. 313+71.56
STA. 313+96.44

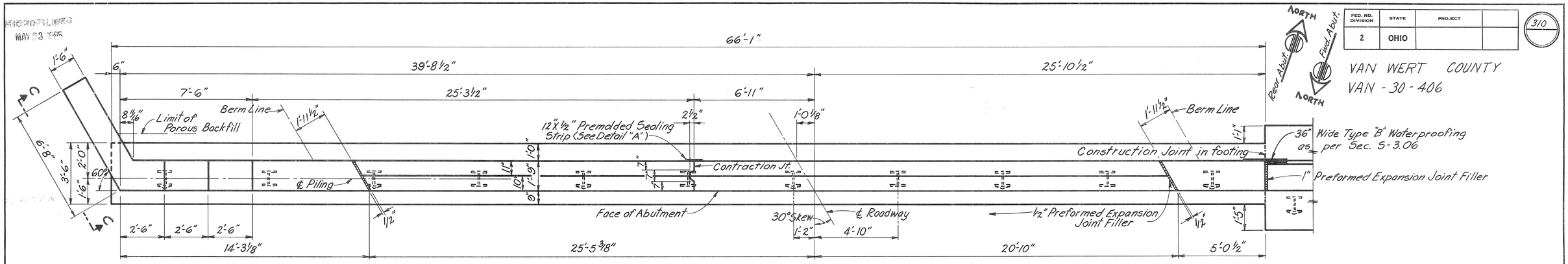
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J E F	J E F	Heidi Gratton	WCK	BFG	11-9-64	

RECEIVED
MAY 23 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

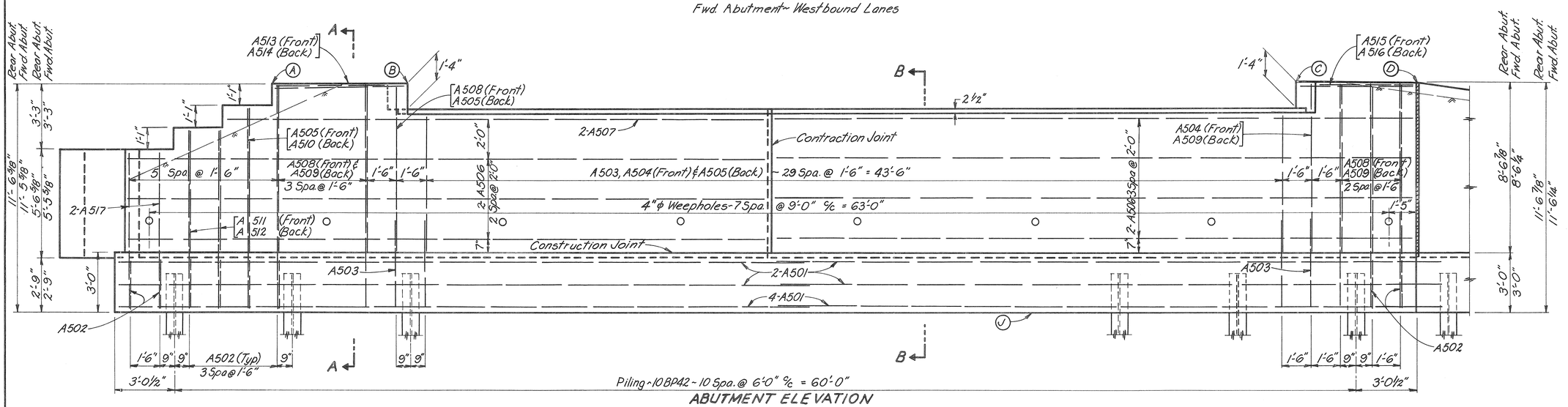
310

VAN WERT COUNTY
VAN - 30 - 406



ABUTMENT PLAN

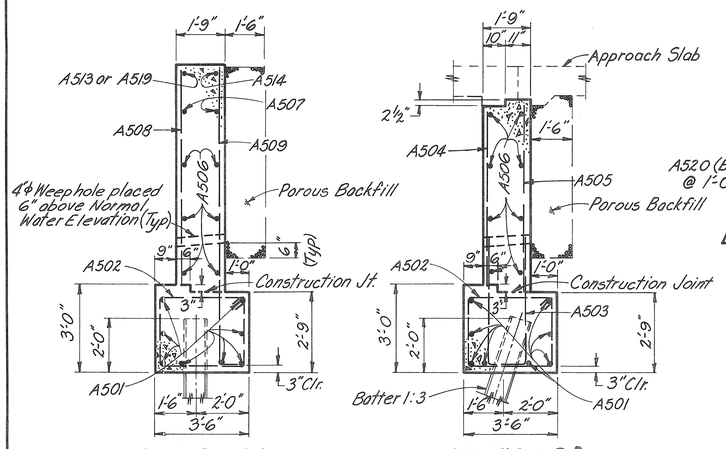
Rear Abutment - Eastbound Lanes
Fwd. Abutment - Westbound Lanes



ABUTMENT ELEVATION

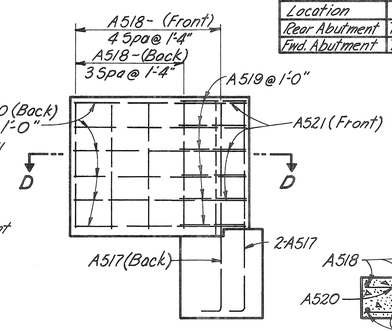
Rear Abutment - Eastbound Lanes
Fwd. Abutment - Westbound Lanes

ELEVATIONS						
Location	A	B	C	D	J
Rear Abutment	776.45	776.52	776.56	776.47	764.9
Fwd. Abutment	776.37	776.44	776.51	776.42	764.9

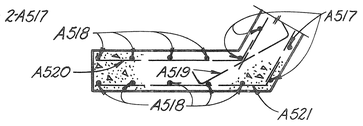


SECTION A-A

SECTION B-B



VIEW C-C

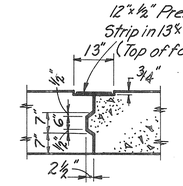


SECTION D-D

POROUS BACKFILL, 1'-6" thick, full length of abutments and retaining wall, shall extend from 6" below weepholes upward to the approach slab and to the finished ground surface. Backfill shall not be placed higher than Elev. 768.7± prior to placing deck slab.

PROCEDURE: Before the abutments and retaining walls are constructed the proposed channel slopes, within the limits of the abutments and retaining walls, shall have a 1:1 slope from the face of wall back to subgrade, after which excavation shall be made for the abutments and retaining walls.

CONCRETE shall be class "E".



DETAIL "A"

PILE LEGEND

Battered	Vertical

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

ABUTMENT DETAILS

BRIDGE No. VAN-30-0594 L & R
OVER NORTH CREEK

VAN WERT COUNTY — STA. 313+71.56
STA. 313+90.44

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J E F	J E F	HC	WCK	BFG	11-9-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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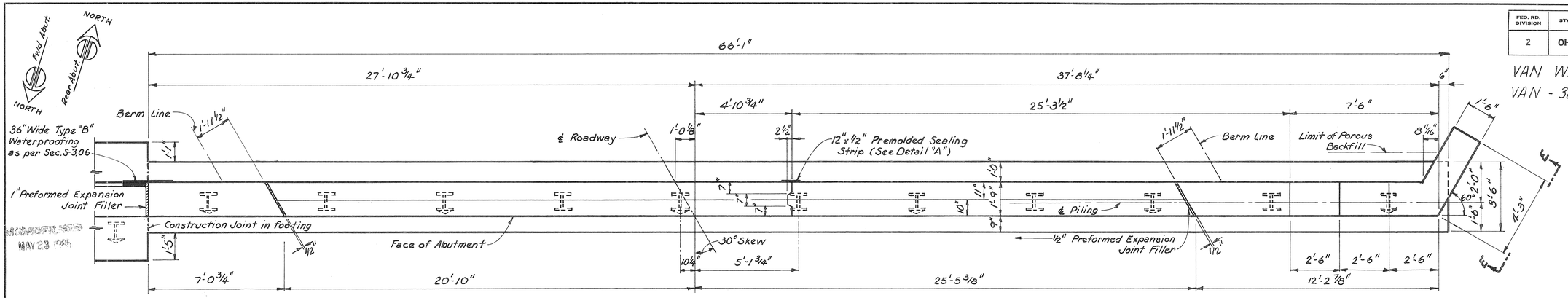
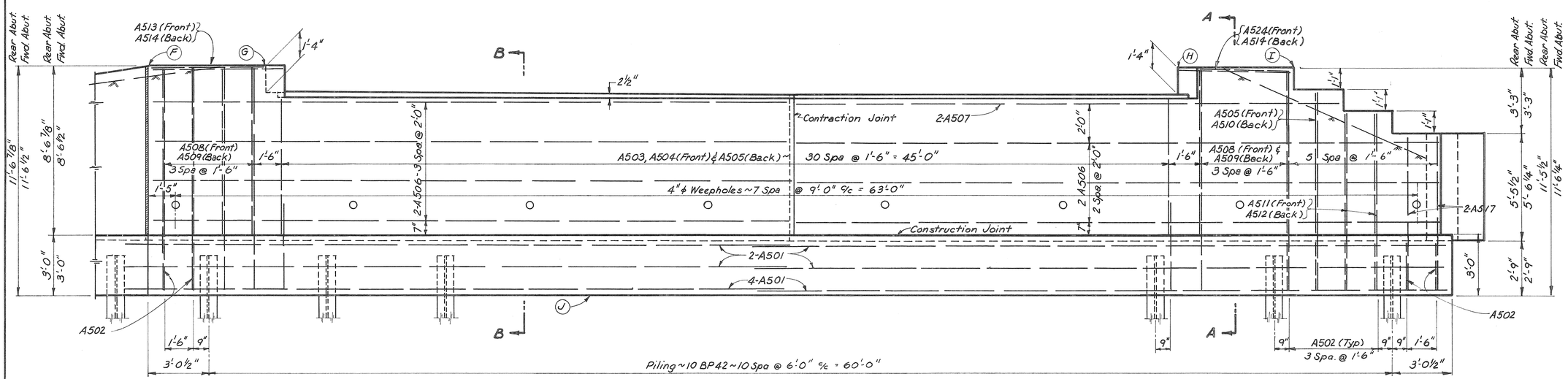
VAN WERT COUNTY
VAN - 30 - 406



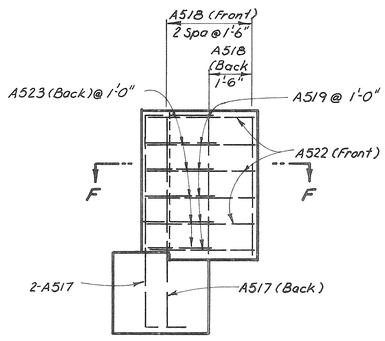
ABUTMENT PLAN

Rear Abutment ~ Westbound Lanes
Fwd. Abutment ~ Eastbound Lanes

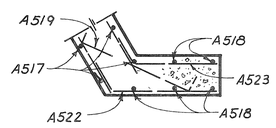


ABUTMENT ELEVATION

Rear Abutment ~ Westbound Lanes
Fwd. Abutment ~ Eastbound Lanes



SECTION E-E



SECTION F-F

ELEVATIONS					
Location	F	G	H	I	J
Rear Abutment	776.47	776.53	776.45	776.36	764.9
Fwd. Abutment	776.44	776.53	776.49	776.42	764.9

ADDITIONAL DETAILS: For additional details and notes and for Sections A-A & B-B and Detail "A" see ABUTMENT DETAILS, Sheet No. 310

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

ABUTMENT DETAILS

BRIDGE No. VAN-30-0594 L & R
OVER NORTH CREEK

VAN WERT COUNTY
STA 313+71.56
STA. 313+96.44

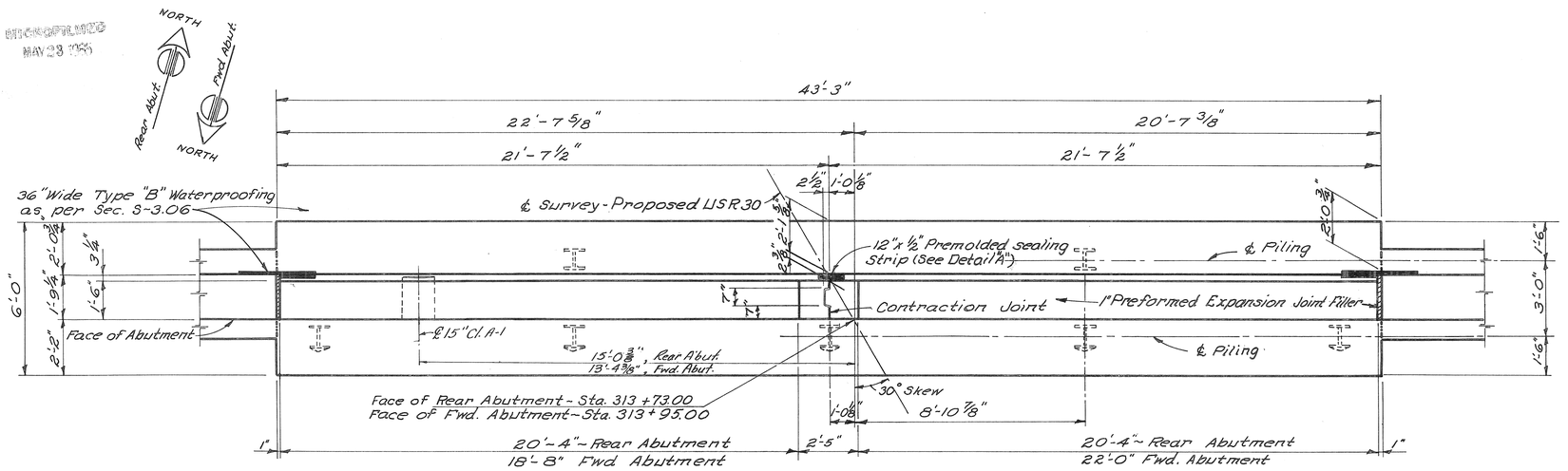
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J E F	J E F	J.V.R	W.C.K	B.F.G	11-9-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

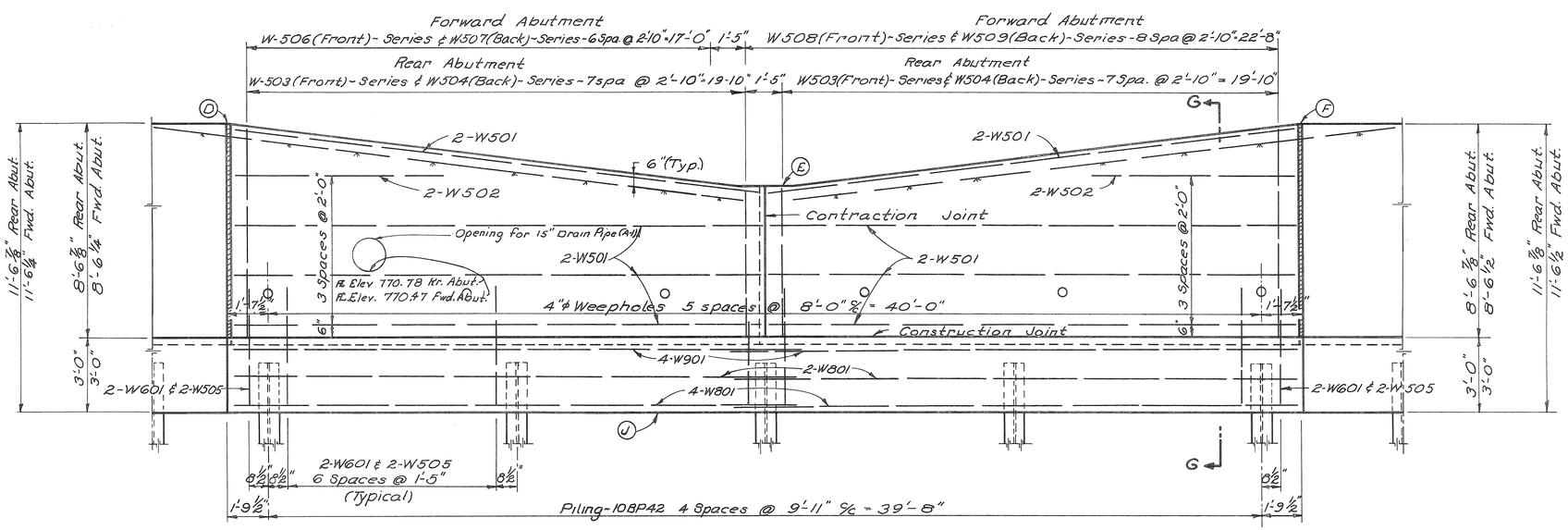
3/12

VAN WERT COUNTY
VAN - 30 - 406

RECEIVED
MAY 23 1966



ABUTMENT WALL PLAN



ABUTMENT WALL ELEVATION

SECTION GG

ELEVATIONS				
Location	D	E	F	J
Rear Abutment	776.47	773.93	776.47	764.9
Fwd Abutment	776.42	773.92	776.44	764.9

ADDITIONAL NOTES & DETAILS: For additional notes and details see ABUTMENT DETAILS Sheet No. 3/0
CONCRETE shall be Class "E"

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

RETAINING WALL DETAILS

BRIDGE No. VAN-30-0594 L & R
OVER NORTH CREEK

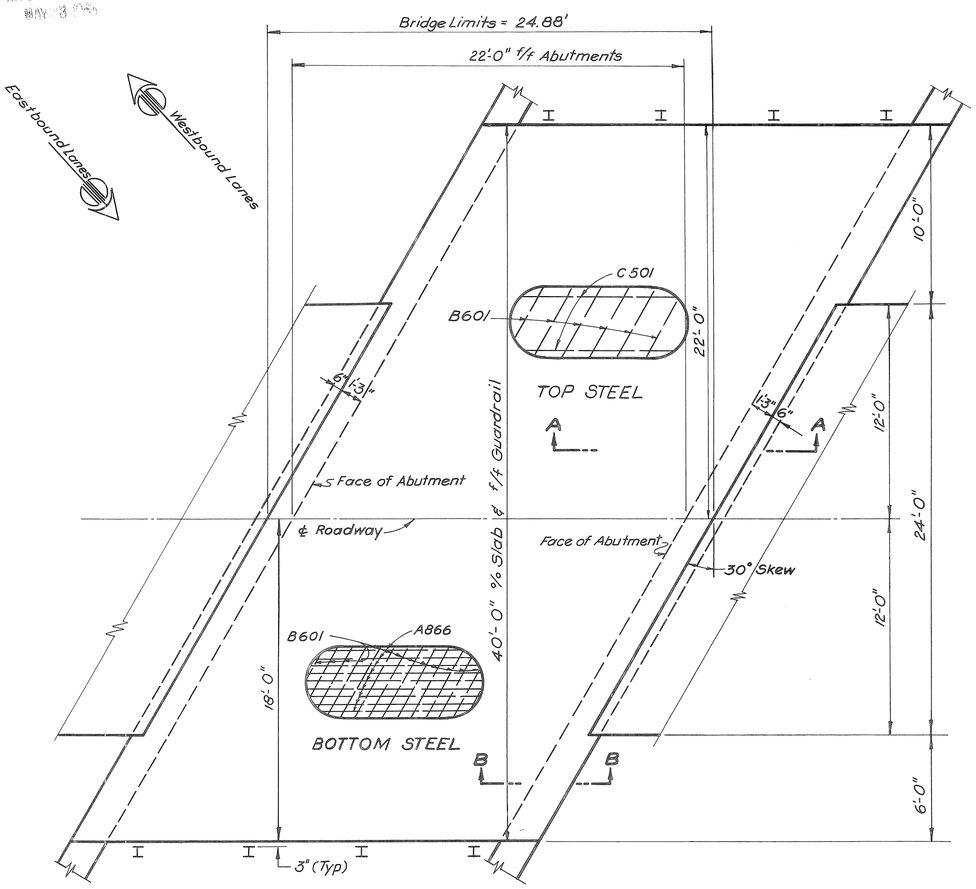
VAN WERT COUNTY STA. 313+71.56
STA. 313+96.44

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J E F	J E F	P.K.I.	W.C.K.	B.F.G.	11-9-64	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

313

VAN WERT COUNTY
VAN - 30 - 406



Section A-A, Section B-B and other superstructure details are shown on Standard Drawing SB-1-64, Sheet 1

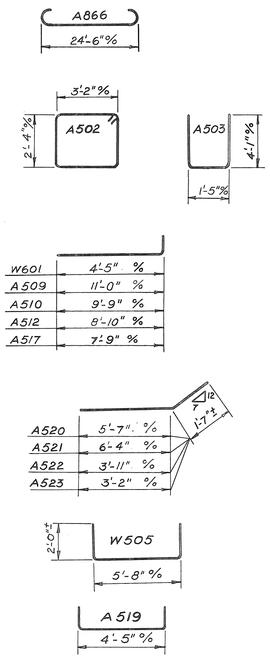
SLAB THICKNESS is 15¾" which includes 1" for monolithic wearing surface.

SUPERSTRUCTURE PLAN

REINFORCING STEEL LIST

MARK	No.	LENGTH	WEIGHT	SHP
Superstructures				
A866	190	26'-8"	13,528	B
B601	216	23'-9"	7,705	S
C501	28	24'-4"	711	S
Abutments				
A501	64	34'-7"	2308	S
A502	176	11'-5"	2096	B
A503	126	9'-4"	1227	B
A504	124	6'-9"	873	S
A505	128	7'-2"	957	S
A506	56	32'-5"	1893	S
A507	8	27'-5"	229	S
A508	32	8'-3"	275	S
A509	30	11'-8"	365	B
A510	4	10'-5"	43	B
A511	8	6'-1"	51	S
A512	8	9'-6"	79	B
A513	4	6'-6"	27	S
A514	6	5'-5"	34	S
A515	2	4'-9"	10	S
A516	2	5'-9"	12	S
A517	16	8'-5"	140	B
A518	28	5'-1"	148	S
A519	24	5'-5"	136	B
A520	12	7'-2"	90	B
A521	6	7'-11"	50	B
A522	6	5'-6"	34	B
A523	12	4'-9"	59	B
A524	2	4'-5"	9	S
Retaining Walls				
W901	16	22'-11"	1247	S
W801	24	22'-9"	1458	S
W601	120	5'-1"	916	B
W501	32	21'-2"	707	S
W502	8	8'-6"	71	S

BENDING DIAGRAMS



MARK	No.	LENGTH	WEIGHT	SHP	
Retaining Walls (Cont'd.)					
	2	8'-3"			
W503	sets of	to	117	S	varies by increments of 4 1/4"
	8	5'-9 1/4"			
	2	8'-6"			
W504	sets of	to	121	S	varies by increments of 4 1/4"
	8	6'-0 1/4"			
W505	120	9'-5"	1179	B	
	1	8'-4"			
W506	set of	to	52	S	varies by increments of 5"
	7	5'-10"			
	1	8'-7"			
W507	set of	to	54	S	varies by increments of 5"
	7	6'-1"			
	1	8'-4"			
W508	set of	to	67	S	varies by increments of 3 3/4"
	9	5'-10"			
	1	8'-7"			
W509	set of	to	69	S	varies by increments of 3 3/4"
	9	6'-1"			
Replacement Bars					
RE901	1	6'-10"	——	S	
RE801	1	6'-6"	——	S	
RE601	1	5'-11"	——	S	
RE501	1	5'-7"	——	S	

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

SUPERSTRUCTURE DETAILS AND REINFORCING STEEL LIST

BRIDGE No. VAN-30-0594 L&R
OVER NORTH CREEK
VAN WERT COUNTY
STA. 313+71.56
STA. 313+96.44

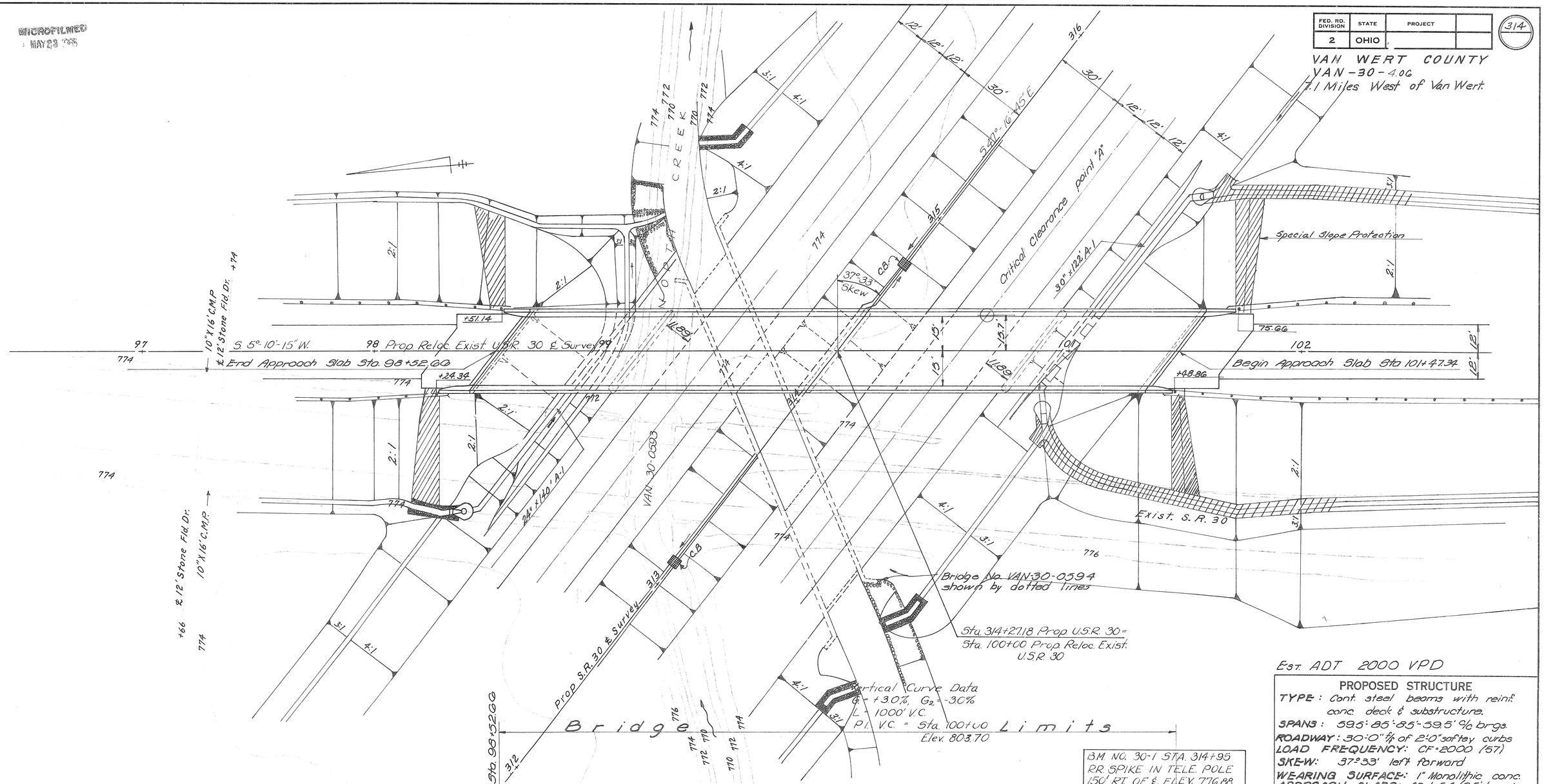
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J E F	J E F	Wells Mattox	WCK	BFG	11-9-64	

MICROFILMED
MAY 23 1995

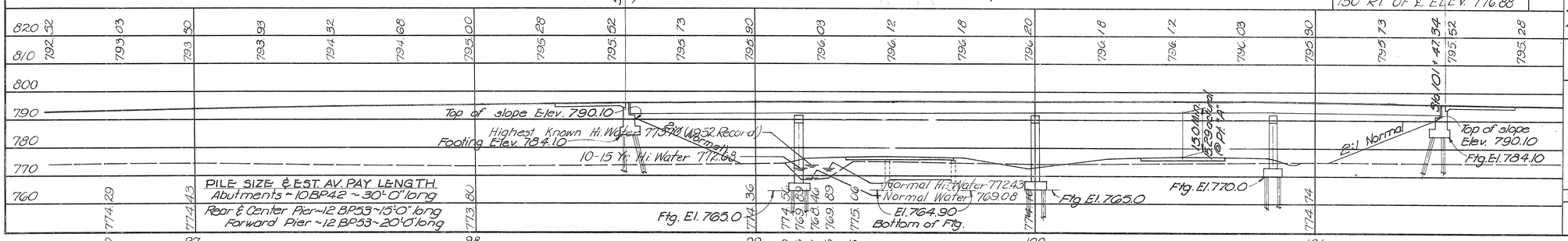
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

314

VAN WERT COUNTY
VAN-30-4.06
7.1 Miles West of Van Wert



BM NO. 30-1 STA. 314+95
RR SPIKE IN TELE. POLE
150' RT. OF ℄ ELEV. 776.88



PROPOSED STRUCTURE

TYPE: Cont. steel beams with reinf. conc. deck & substructure.
SPANS: 59.5'-85'-85'-59.5' c/c brgs.
ROADWAY: 30'-0" f/f of 2'-0" safety curbs
LOAD FREQUENCY: CF-2000 (57)
SKEW: 37°33' left forward
WEARING SURFACE: 1" Monolithic conc.
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: Tangent

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE NO. VAN-30-0595
UNDER Ex. USR 30 RELOC.
VAN WERT CO. USR 30
STA. 314+27.18

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
		J.H.B.	J.H.B.	WJJ	P.E.S.

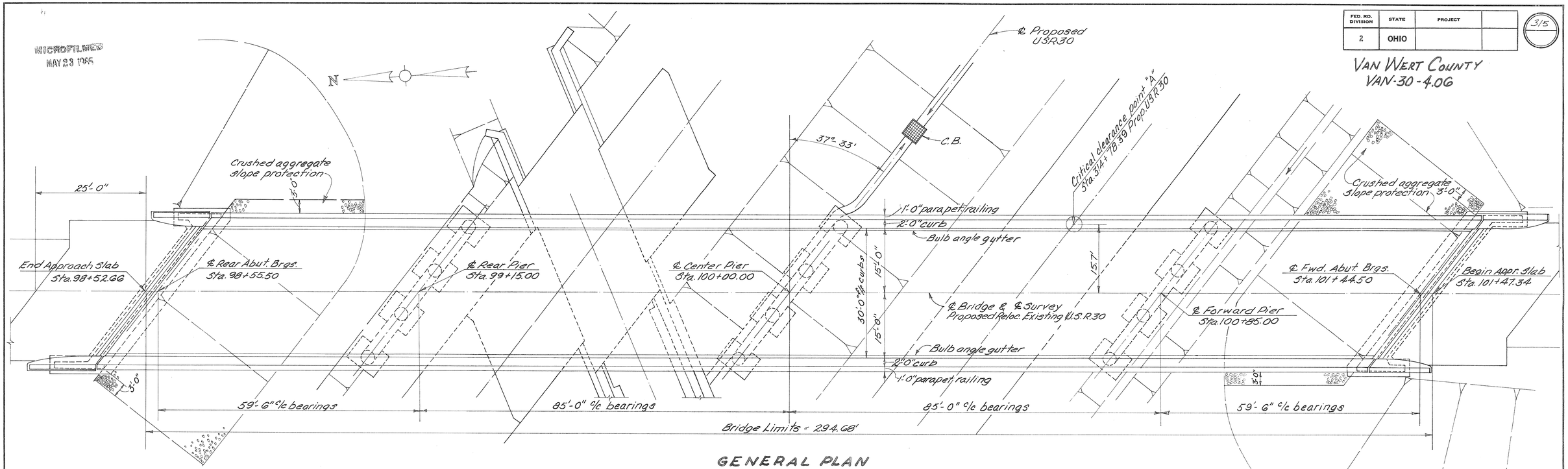
BFG 3-18-65

MICROFILMED
MAY 23 1966

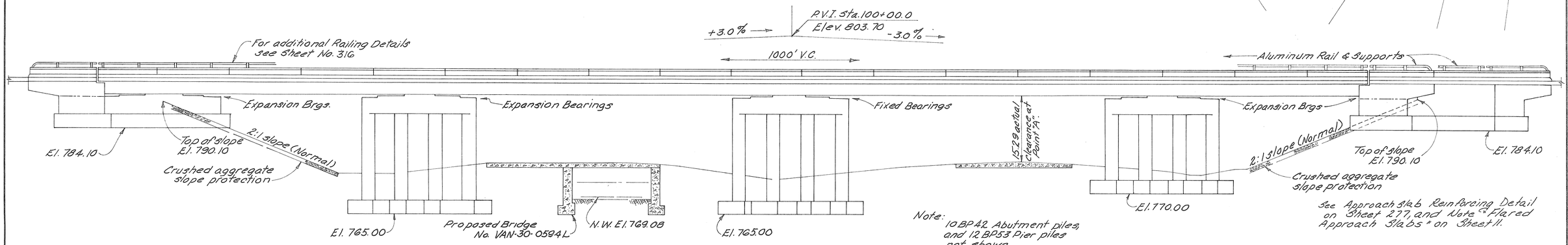
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

315

VAN WERT COUNTY
VAN-30-4.06



GENERAL PLAN



ELEVATION

Note: 10 BP 42 Abutment piles, and 12 BP 53 Pier piles not shown.

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen'l	As-Built	
E-2	Lump	Sum	Coffer dams, cribs and sheeting				Lump		
E-2	590	Cu. Yds.	Unclassified excavation		272	318			
S-1	347	Cu. Yds.	Class "C" concrete, superstructure	347					
S-1	107	Cu. Yds.	Class "C" concrete, pier cap and columns			107			
S-1	167	Cu. Yds.	Class "E" concrete footings		77	90			
S-1	97	Cu. Yds.	Class "E" concrete, abutments above footings.		97				
S-4	139,694	Lbs.	Reinforcing steel	93381	12,877	33,436			
S-7	343,000	Lbs.	Structural steel	343,000					
S-8	343,000	Lbs.	Field painting of structural steel	343,000					
S-14	641.71	Lin. Ft.	Railing (Aluminum rail and supports, and concrete parapets)	583.04	58.67				
S-16	Lump	Sum	First test pile (12 BP 53)				Lump		
S-18	900	Lin. Ft.	Steel pile, 12 BP 53			900		15'-11"	10'-3"
S-18	800	Lin. Ft.	Steel pile, 10 BP 42		800				

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen'l	As Built	
S-29	32	Cu. Yds.	Porous backfill		32				
S-29	16	Each	Scuppers, including supports	16					
S-29	78	Lin. Ft.	6" Perforated Helical C.M.P. M-6.4(h) including specials.		78				
S-29	62	Lin. Ft.	6" Helical C.M.P. M-6.4(h) non-perforated		62				
S-101	347	Each	Water-Reducing, Set-Retarding admixture for concrete	347					
I-10	470	Sq. Yds.	Crushed aggregate slope protection				470		

Normal As-Built

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN, ELEVATION AND ESTIMATED QUANTITIES BRIDGE NO. VAN-30-0595 UNDER EXIST. USR30 RELOCATED

VAN WERT COUNTY STA 314+27.18

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.		C.P.D.	B.F.G.	3-18-65	

MICROFILMED
MAY 23 1966

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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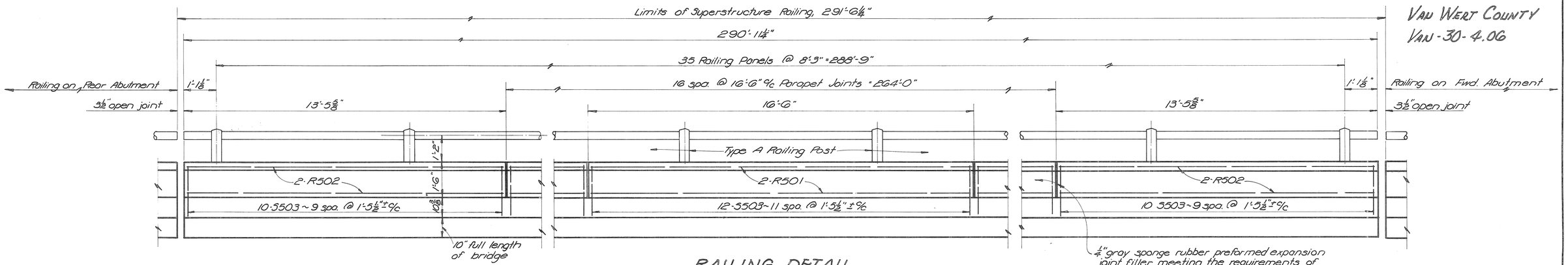
VAN WERT COUNTY
VAN-30-4.06



RAILING DETAIL

For additional details see Standard Drawings AR-1-57 & CSB-4-63

REINFORCING STEEL LIST

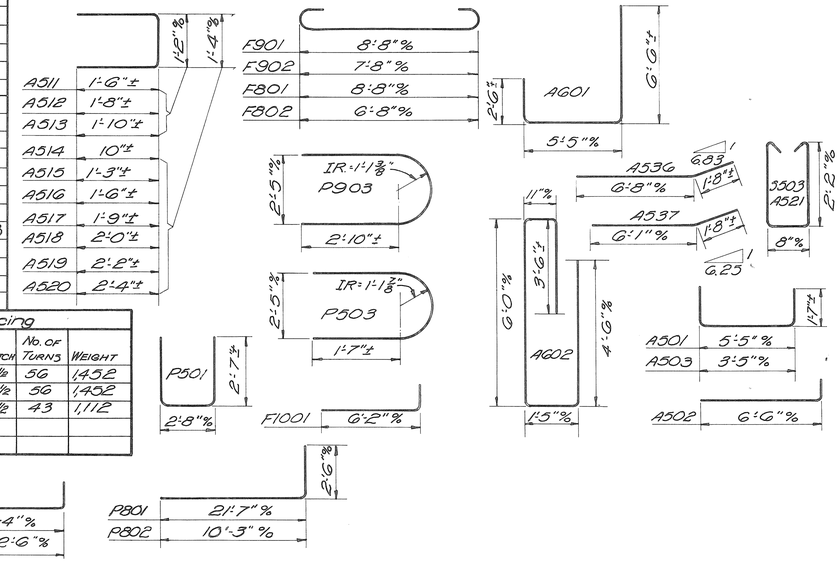
Mark	No.	Length	Weight	Shr
Abutments				
A801	28	25'-0"	1,869	S
A802	6	12'-10"	206	S
A803	6	9'-8"	155	S
A804	6	13'-8"	219	S
A805	6	7'-9"	124	S
A601	62	14'-1"	1,311	B
A602	76	15'-8"	1,788	B
A603	36	19'-2"	1,036	B
A501	64	8'-4"	556	B
A502	64	7'-0"	467	B
A503	62	6'-4"	410	B
A504	68	22'-10"	1,619	S
A505	14	6'-6"	95	S
A506	32	12'-0"	401	B
A507	4	9'-0"	38	S
A508	4	7'-0"	29	S
A509	36	9'-11"	372	B
A510	22	7'-3"	166	B
A511	16	3'-11"	65	B
A512	16	4'-3"	71	B
A513	12	4'-7"	57	B
A514	48	2'-9"	138	B
A515	4	3'-7"	15	B
A516	6	4'-1"	26	B
Piers				
F1001	132	7'-3"	4,118	B
F901	48	11'-2"	1,822	B
F902	48	10'-2"	10,59	B
F801	48	10'-10"	1,388	B
F802	48	8'-10"	1,132	B
P1001	88	23'-0"	8,709	S
P1002	44	18'-0"	3,408	S
P1003	9	16'-0"	620	S
P1004	9	25'-3"	978	S
P901	12	18'-6"	755	S
P902	12	24'-10"	1,013	S
P903	12	9'-4"	381	B
Superstructure				
P801	24	23'-11"	1,333	B
P802	18	12'-7"	603	B
P501	120	7'-7"	997	B
P502	12	19'-10"	248	S
P503	6	7'-0"	44	B
3701	397	35'-8"	28,942	S
				B
	Two Series	7'-1⅜"		
3702	of	to	2,684	S
	32	33'-11"		B
				S
3703	14	6'-0"	172	S
				*
3601	397	35'-8"	21268	S
3602	304	35'-0"	23766	S
3603	72	34'-0"	3,677	S
				S
	Two Series	7'-1⅜"		
3604	of	to	1,972	S
	32	33'-11"		B
3605	14	6'-0"	126	S
				S
3301	776	2'-4"	1,889	B
3502	388	3'-6"	1,416	B
3503	424	5'-7"	2,469	B
				B
				S

Mark	No.	Length	Weight	Shr
Railing Reinforcing				
R501	128	16'-2"	Included with railing for payment	S
R502	16	13'-1"		S
R503	8	14'-8"		S
R504	8	14'-0"		S
Replacement Bars				
RE-601	1	7'-2"	——	S
RE-901	1	6'-10"	——	S
RE-801	1	6'-6"	——	S
RE-701	2	6'-2"	——	S
RE-601	3	5'-11"	——	S
RE-501	1	5'-7"	——	S
RE-401	1	5'-3"	——	B

Spiral Reinforcing

Mark	No.	Core Diam. ℄ Spiral	Length	Pitch	No. of Turns	Weight
SP401	4	32"	20'-0"	4½	56	1,452
SP402	4	32"	19'-11"	4½	56	1,452
SP403	4	32"	15'-0"	4½	43	1,112

Bending Diagrams



SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 544. 1½ closed coils shall be provided at the ends of each spiral unit.

Four steel channel, tee or angle spacers, weighing approximately 0.68 lb. per lin. ft. of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.68 per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

GENERAL NOTES

REFERENCE shall be made to Standard Drawings FSB-1-62, rev. 1-15-63, CSB-4-63, Sheets 1 & 4, dated 12-30-63, SD-1-63 Sheets 2, 3, 4 incl. dated 11-12-63, AR-1-57 revised 4-2-62, SD-2-64 dated 11-25-64 and to Supplemental Specifications No. 5-101 dated 7-12-62 and 5-307 revised 10-1-64.

LOADING
Design Loading - CF=2000(57)

BASIC UNIT STRESSES
Concrete Class C - Basic unit stress 1,333 p.s.i.
Concrete Class E - Basic unit stress 1,133 p.s.i.

Structural Steel - ASTM A-36, Basic unit stress 20,000 p.s.i. (except piling) (ASTM A-7 and A373 steel not permitted.)

Reinforcing Steel - ASTM A-15, A-16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 p.s.i.

EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments.

PILES shall be driven to a minimum bearing capacity of 30 tons per pile for the abutments and 40 tons per pile for the piers.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

RAILING DETAIL, NOTES & REINFORCING STEEL LIST
BRIDGE NO. VAN-30-0595
UNDER RELOCATED EXISTING USR 30

VAN WERT COUNTY STA. 314+27.18

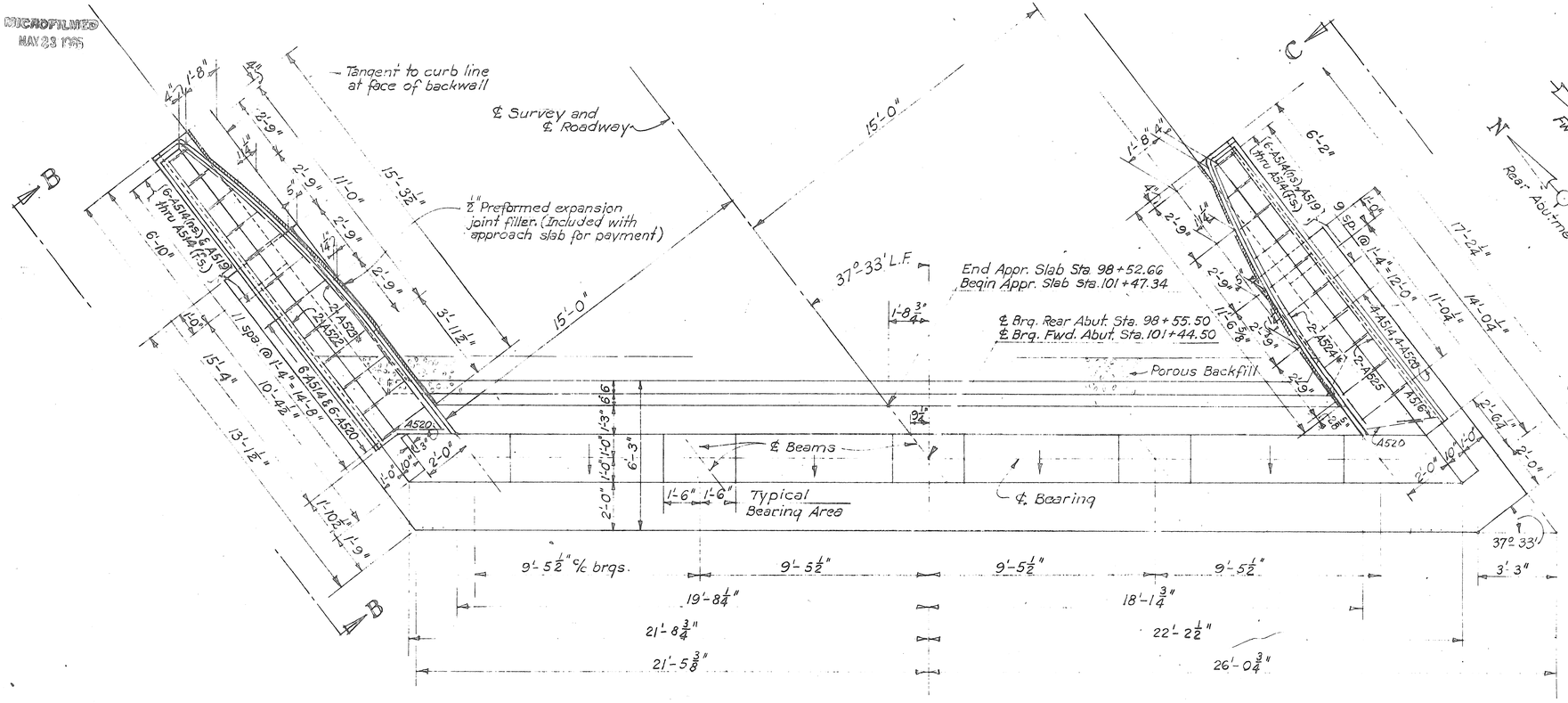
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.	CAM	CPD	BFG	3-18-65	

MICROFILMED
MAY 23 1966

FED. RD. DIV. NO.	STATE	PROJECT	
2	OHIO		

317

VAN WERT COUNTY
VAN-30-4.06



PLAN
(Piles not shown)

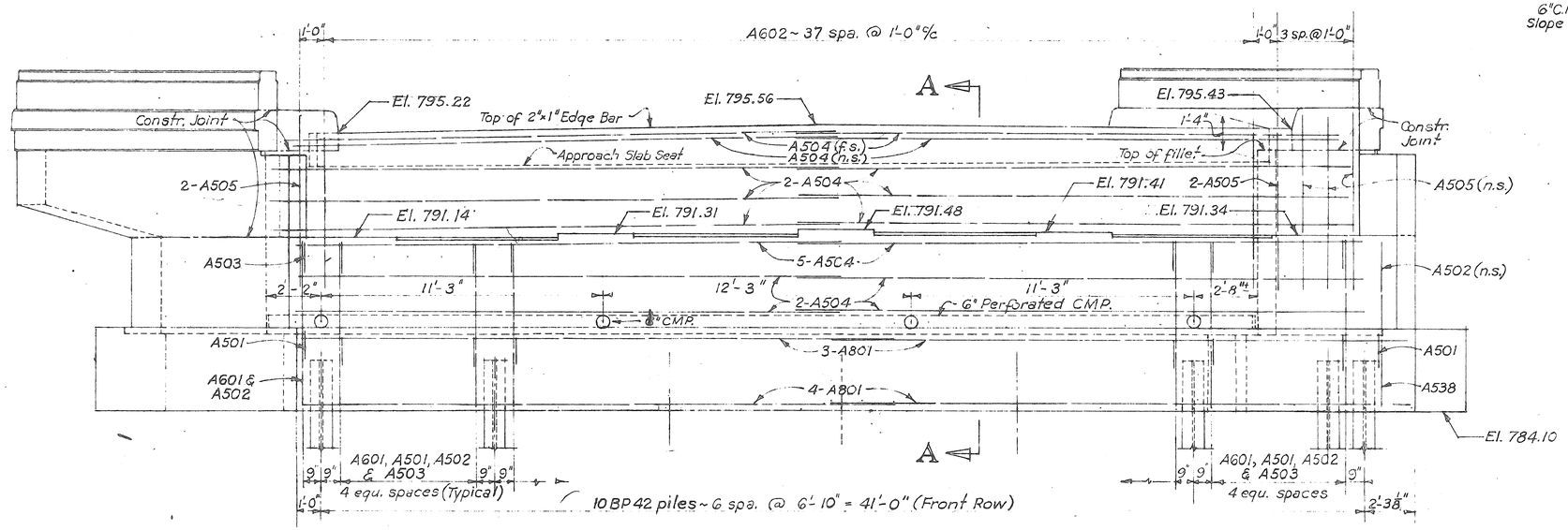
A523* & A524* bars shall be bent in the field to fit. Payment for bending shall be considered as included with Item S-4.

POROUS BACKFILL shall extend upward to the approach slab and outward within limits of turnback wing.

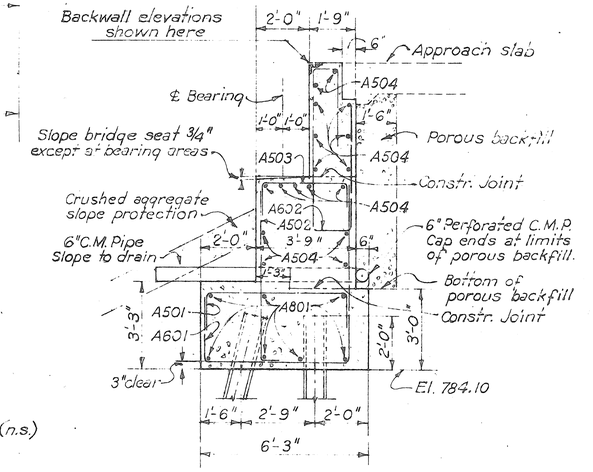
SPECIAL CARE shall be exercised in placing reinforcing steel in the bridge seat to avoid interference with anchor bars.

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutments, after which excavation shall be made for the abutments.

n.s. denotes near side.
f.s. denotes far side.



ELEVATION
Piles under Wingwalls not shown



SECTION A-A

For Views B-B and C-C, and additional abutment details see Sheet 318

4

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

ABUTMENT DETAILS

BRIDGE NO. VAN-30-0595
UNDER EXISTING USR 30 RELOCATED
SEC. VAN-30-4.27
VAN WERT COUNTY STA. 314+27.18

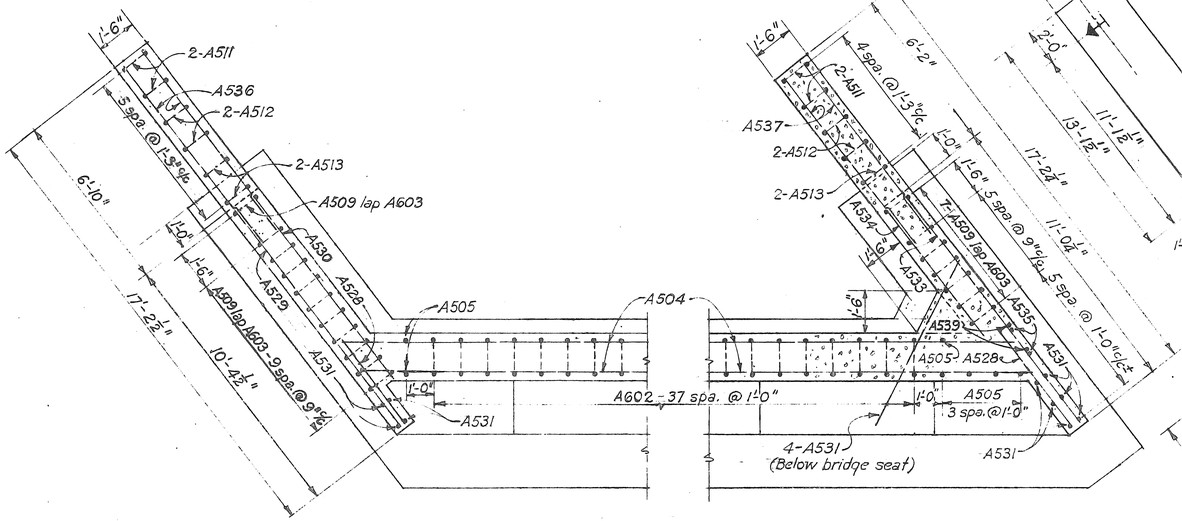
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.		C.P.D.	B.F.G.	3-18-65	

MICROFILMED
MAY 23 1966

FED. RD. DIVIS. NO.	STATE	PROJECT		
2	OHIO			

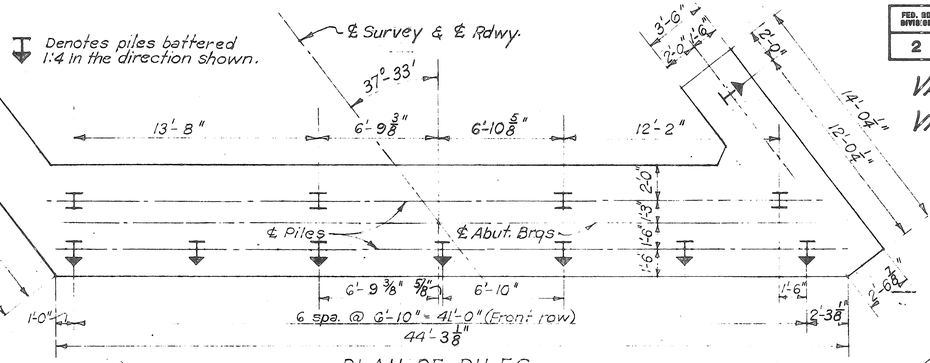
3/8

VAN WERT COUNTY
VAN-30-4.06

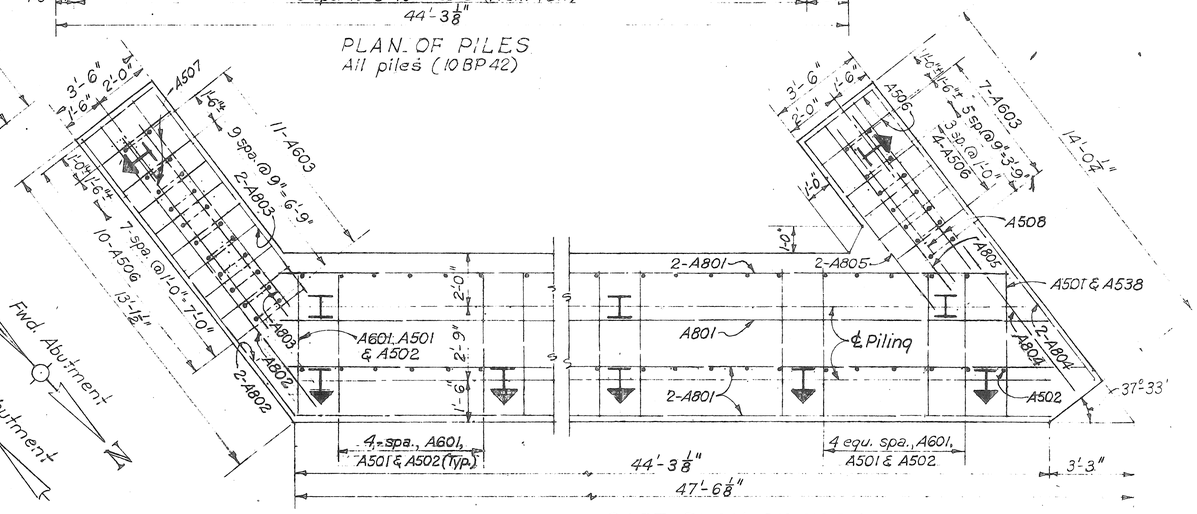


SECTION ABOVE BRIDGE SEAT

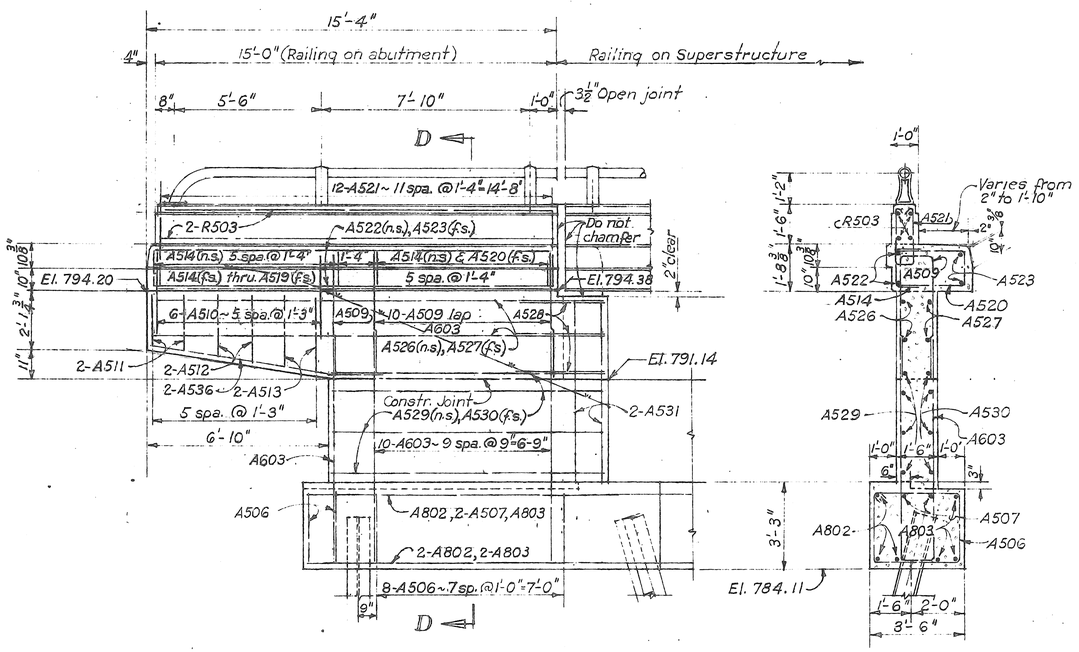
Denotes piles battered 1:4 in the direction shown.



PLAN OF PILES
All piles (10BP42)

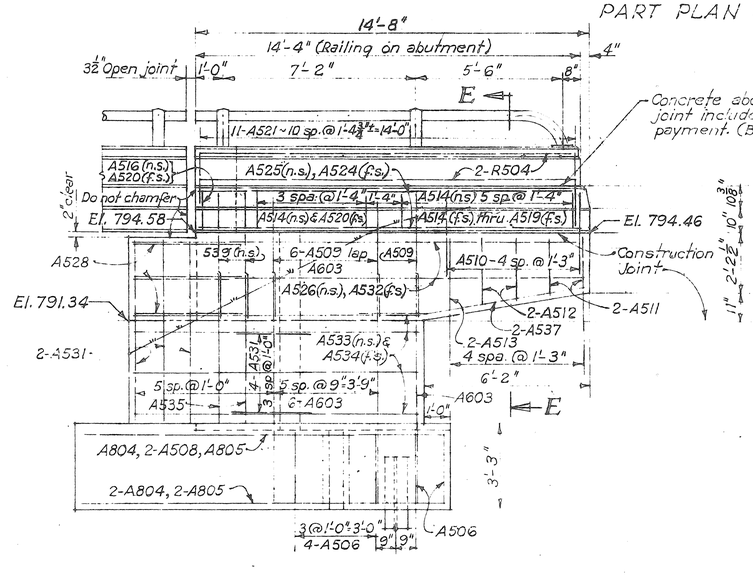


PART PLAN OF FOOTING

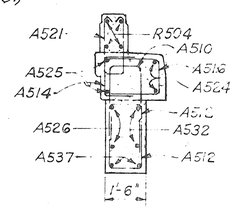


VIEW B-B

SECTION D-D



VIEW C-C



SECTION E-E

5

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

ABUTMENT DETAILS

BRIDGE NO. VAN-30-0595
UNDER EXISTING USR 30 RELOCATED
SEC. VAN-30-4.27
VAN WERT COUNTY STA. 314+27.18

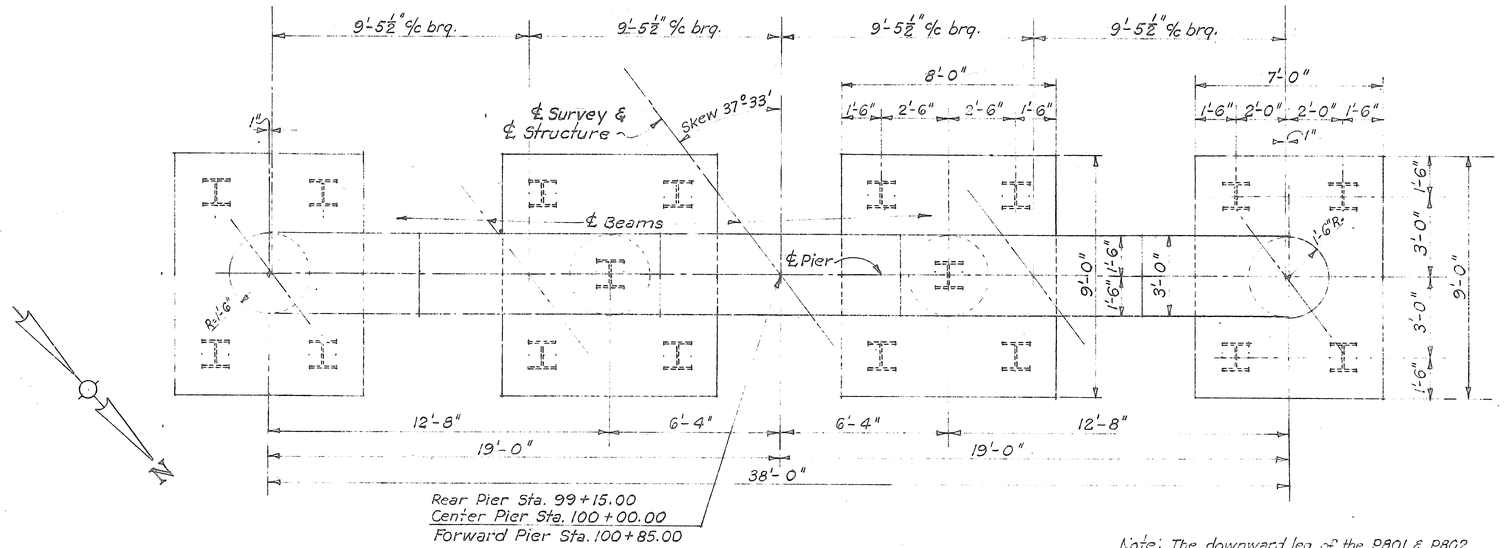
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JVG	JVG		CPD	BFG	3-18-65	

MICROFILMED
MAY 23 1965

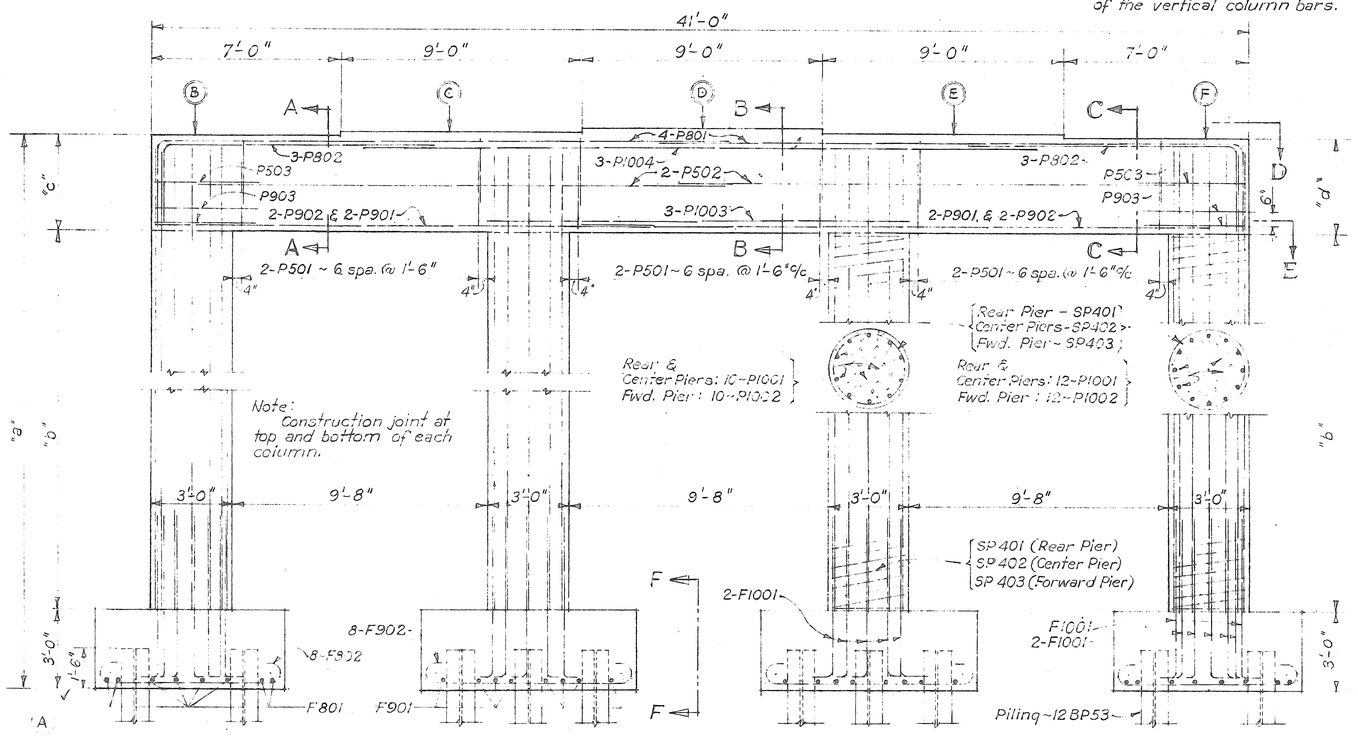
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

319

VAN WERT COUNTY
VAN-30-4.06

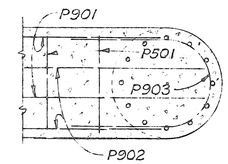


PLAN

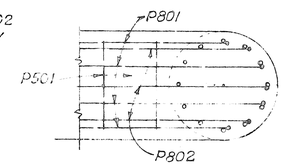


ELEVATION

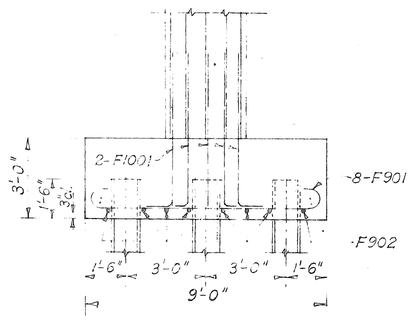
Note: The downward leg of the P801 & P802 bars to be placed in the periphery of the vertical column bars.



SECTION E-E



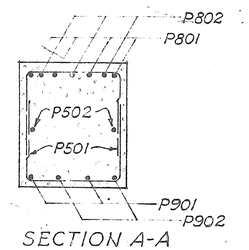
VIEW D-D



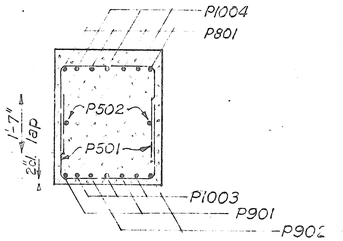
VIEW F-F

Note:
CONCRETE shall be Class "C" for caps and columns and Class "E" for the footings.

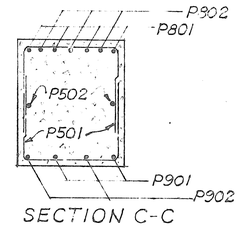
SPECIAL CARE shall be taken in placing reinforcing steel in the caps so that it will not interfere with the drilling of anchor bolt holes.



SECTION A-A



SECTION B-B



SECTION C-C

ELEVATIONS AND DIMENSIONS			
ELEVATIONS	REAR PIER	CENTER PIER	FORWARD PIER
Point A	El. 765.00	El. 765.00	El. 770.00
B	791.65	791.44	791.54
C	791.74	791.56	791.68
D	791.83	791.67	791.83
E	791.68	791.56	791.74
F	791.54	791.44	791.65

DIMENSIONS	REAR PIER	CENTER PIER	FORWARD PIER
Dimension "a"	26'-7¾"	26'-5¼"	21'-6½"
"b"	20'-0⅜"	19'-11¼"	15'-0½"
"c"	3'-7⅜"	3'-6"	3'-6"
"d"	3'-6"	3'-6"	3'-7⅜"

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STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

PIER DETAILS

BRIDGE NO. VAN-30-0595
UNDER EXISTING USR 30 RELOCATED
VAN WERT COUNTY STA. 314+27.18

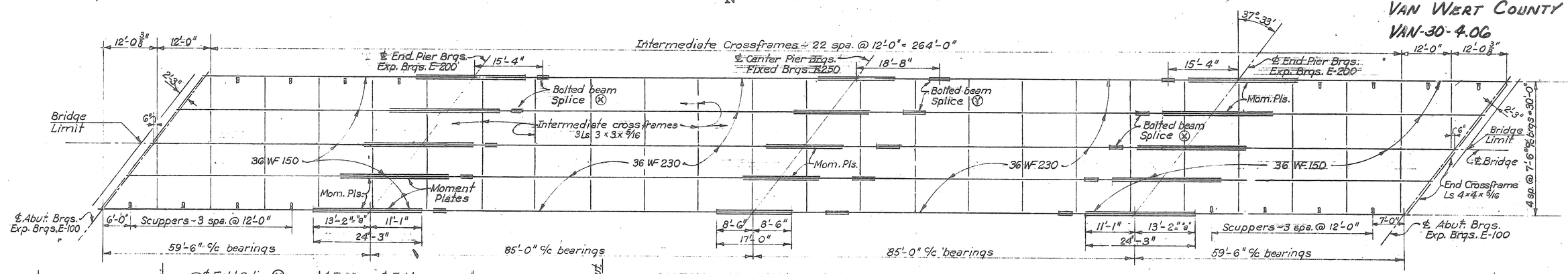
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.V.G.	J.V.G.		C.P.D.	B.F.G.	3-18-65	

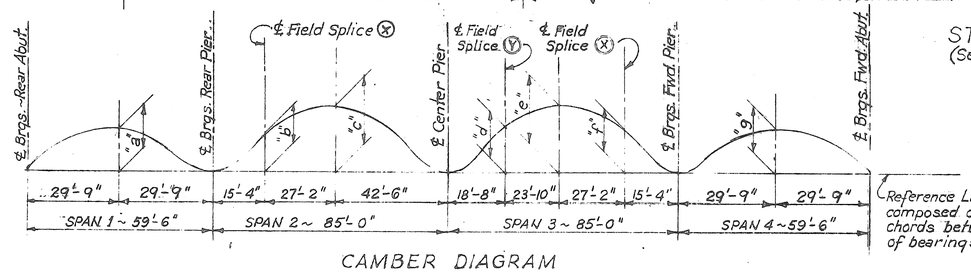
MICROFILMED
MAY 23 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

320

VAN WERT COUNTY
VAN-30-4.06





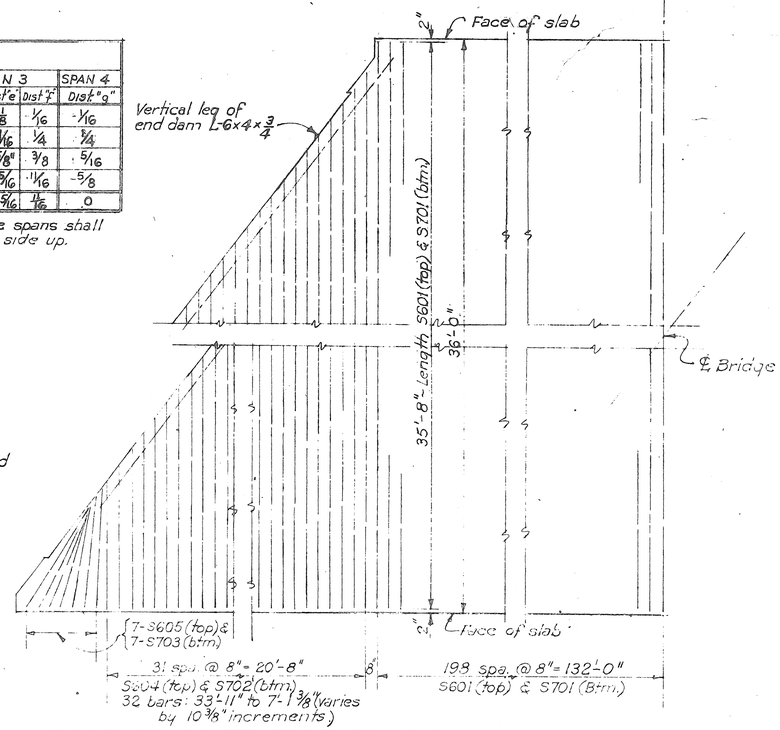
CAMBER DIAGRAM

Reference Line is composed of Grade Line chords between centers of bearings.

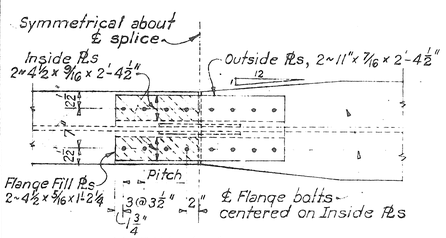
STEEL FRAMING PLAN
(See Std. Drwg. CSB-4-63 Sheet 4.)

DEFLECTION AND CAMBER								
LOCATION	SPAN 1	SPAN 2		SPAN 3			SPAN 4	
	Dist. "a"	Dist. "b"	Dist. "c"	Dist. "d"	Dist. "e"	Dist. "f"	Dist. "g"
Deflection due to weight of steel	-1/16	-1/16	1/8	1/16	1/8	1/16	1/16
Deflection due to remaining dead load	-1/4	1/4	9/16	1/2	9/16	1/4	1/4
Convexity required for vertical curve	5/16	3/8	5/8	7/16	5/8	3/8	5/16
Sum of deflection and convexity	5/8	-1/16	1 5/16	3/4	1 5/16	1/16	-5/8
Required Camber	0	1/16	1 5/16	3/4	1 5/16	1/16	0

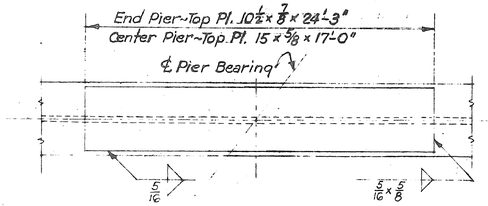
Camber not required in Spans 1 and 4. Beams in these spans shall be inspected for camber and fabricated with convex side up.



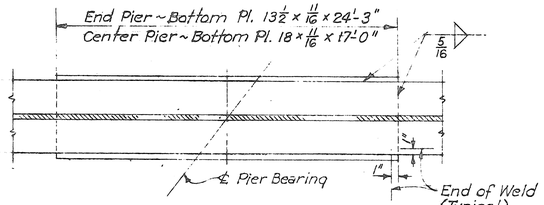
HALF PLAN OF SLAB REINFORCING STEEL
(Symmetrical by rotation)



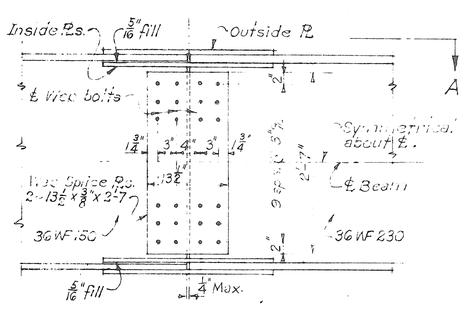
VIEW A-A
Flange Splice at (X)



VIEW B-B



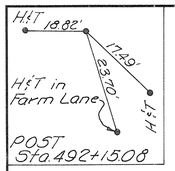
SECTION C-C


Inside Pls.
5/16" fill
Outside Pl.
A
℄ Web bolts
Symmetrical about ℄.
1 3/4"
3"
3 1/2"
3"
3"
3

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

32.1

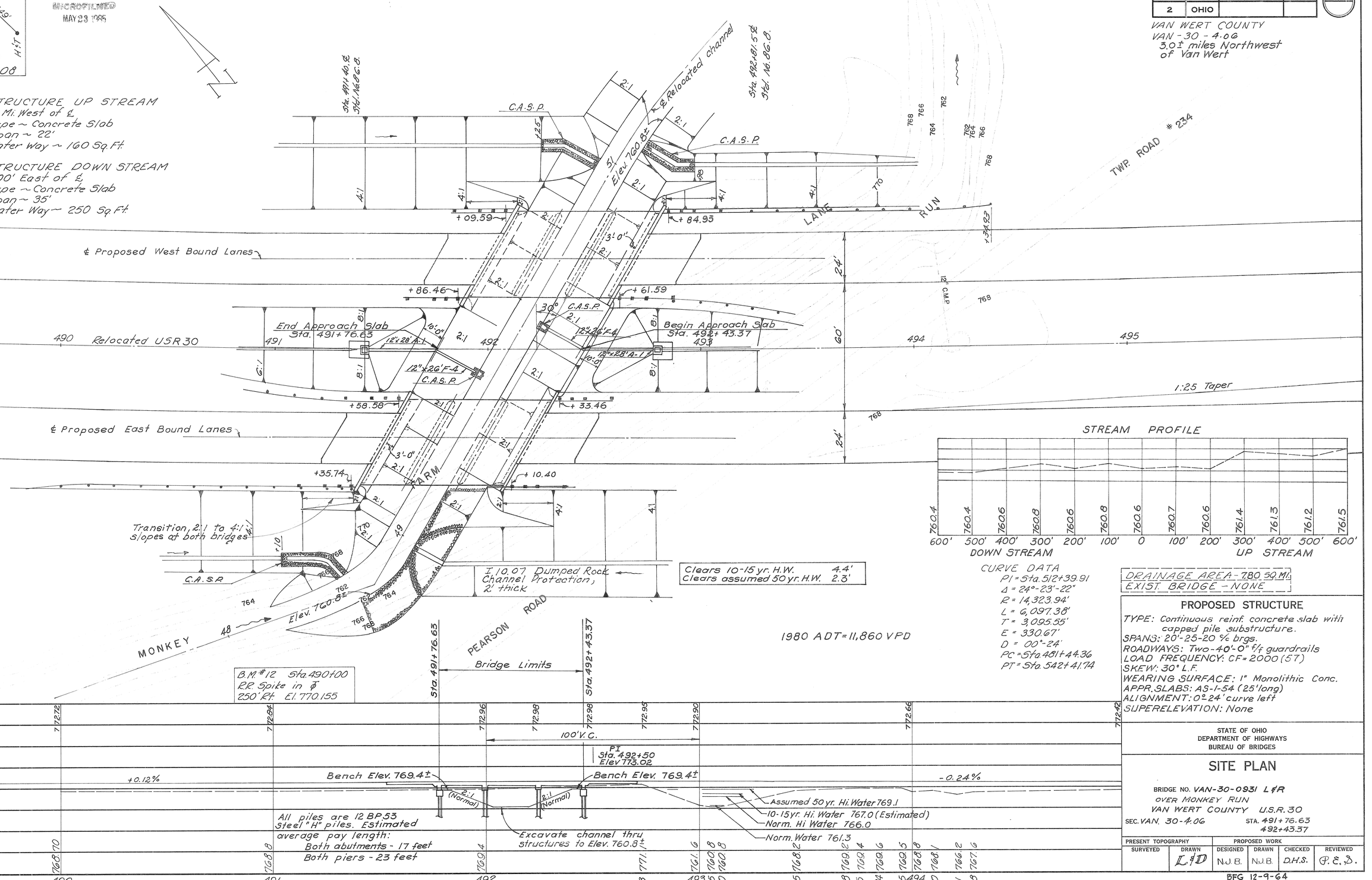
VAN WERT COUNTY
VAN-30-4.06
3.0± miles Northwest of Van Wert



MICROFILMED MAY 23 1995

FIRST STRUCTURE UP STREAM
½ Mi. West of ℄
Type ~ Concrete Slab
Span ~ 22'
Water Way ~ 160 Sq. Ft.

FIRST STRUCTURE DOWN STREAM
400' East of ℄
Type ~ Concrete Slab
Span ~ 35'
Water Way ~ 250 Sq. Ft.

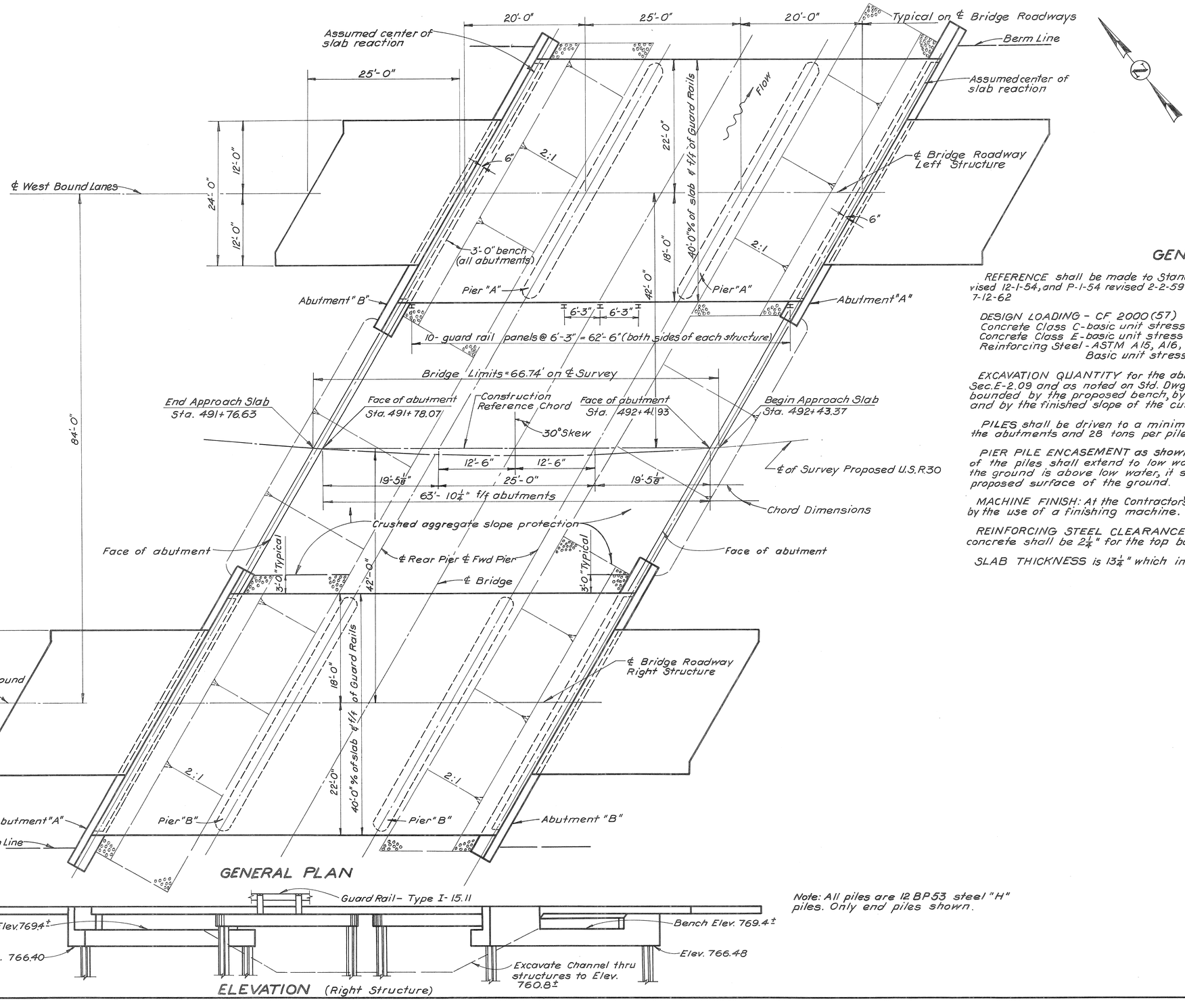

Sta. 491+40.℄ Sta. Ne Rr. B.
C.A.S.P.
12.5
4:1
2:1
℄ Relocated channel
Sta. 492+81.5℄ Sta. Ne Rr. B.
El. 760.8±
5'
C.A.S.P.
768
766
764
762
762
764
766
768
770
TWP. ROAD # 234
LANE
RUN
+ 09.59
+ 84.95
℄ Proposed West Bound Lanes
+ 86.46
+ 61.59
End Approach Slab Sta. 491+76.63
Begin Approach Slab Sta. 492+43.37
30°
C.A.S.P.
12"x26'F-4
12"x28'A-1
6'-0"
10'-0"
8:1
6:1
490
Relocated USR 30
491
492
493
494
495
60'
24'
12" C.M.P.
1:25 Taper
℄ Proposed East Bound Lanes
+ 58.58
+ 33.46
+ 35.74
+ 10.40
3'-0"
FARM
Transition, 2:1 to 4:1 Slopes at both bridges
C.A.S.P.
Elev. 760.8±
MONKEY RUN
48
I 10.07 Dumped Rock Channel Protection, 2' thick
Clears 10-15 yr. H.W. 4.4'
Clears assumed 50 yr. H.W. 2.3'
PEARSON ROAD
Bridge Limits
Sta. 491+76.63
Sta. 492+43.37
1980 ADT = 11,860 VPD
B.M. #12 Sta. 490+00
R.R. Spike in ℄
250' Rt. El. 770.155
772.72
772.84
772.96
772.98
772.98
772.93
772.90
772.66
772.42
100' V.C.
PI Sta. 492+50 Elev 773.02
+0.12%
-0.24%
Bench Elev. 769.4±
Bench Elev. 769.4±
2:1 (Normal)
2:1 (Normal)
Assumed 50 yr. Hi. Water 769.1
10-15 yr. Hi. Water 767.0 (Estimated)
Norm. Hi Water 766.0
Norm. Water 761.3
Excavate channel thru Structures to Elev. 760.8±
All piles are 12 BP 53 Steel "H" piles. Estimated average pay length:
Both abutments - 17 feet
Both piers - 23 feet
768.70
768.8
769.4
771.1
761.6
760.8
760.8
760.8

RECEIVED
MAY 23 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

322

VAN WERT COUNTY
VAN - 30 - 4.06



GENERAL PLAN

ELEVATION (Right Structure)

GENERAL NOTES

REFERENCE shall be made to Standard Drawings CS-1-54 revised 4-1-63, A-1-54 revised 12-1-54, and P-1-54 revised 2-2-59 and to Supplemental Specification No. S-101 dated 7-12-62

DESIGN LOADING - CF 2000 (57)
Concrete Class C - basic unit stress 1,333 p.s.i.
Concrete Class E - basic unit stress 1,133 p.s.i.
Reinforcing Steel - ASTM A15, A16, A160 Deformed, Intermediate or Hard Grade.
Basic unit stress 20,000 p.s.i.

EXCAVATION QUANTITY for the abutments, in the addition to that outlined in Sec.E-2.09 and as noted on Std. Dwg. A-1-54, includes the removal of material bounded by the proposed bench, by the front vertical plane described in Sec.E-2.09 and by the finished slope of the cut.

PILES shall be driven to a minimum bearing capacity of 23 tons per pile for the abutments and 28 tons per pile for the piers.

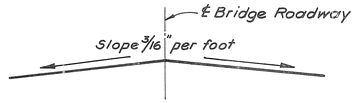
PIER PILE ENCASEMENT as shown on Std. Dwg. P-1-54 is not required. The painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, it shall extend to at least one foot below the proposed surface of the ground.

MACHINE FINISH: At the Contractor's option the concrete deck may be finished by the use of a finishing machine.

REINFORCING STEEL CLEARANCE (in the deck slab) from the surface of concrete shall be 2¼" for the top bars and 1" for the bottom bars.

SLAB THICKNESS is 13¼" which includes 1" for monolithic wearing surface.

Note: All piles are 12 BP 53 steel "H" piles. Only end piles shown.



BRIDGE ROADWAY CROWN

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN, ELEVATION AND GENERAL NOTES

BRIDGE No. VAN-30-0931 L & R
over MONKEY RUN
VAN WERT COUNTY Sta. 491+76.63
492+43.37

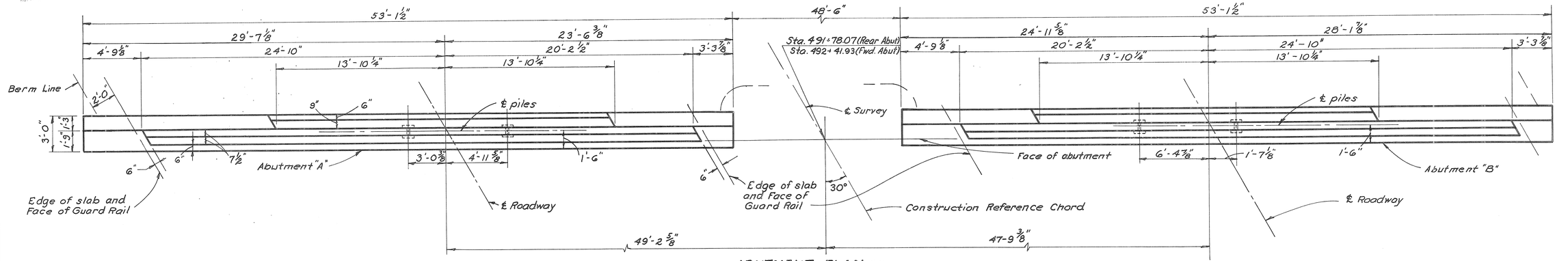
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WDW	WDW	[illegible]	MPB	BFG	12-9-64	

MICROFILMED MAY 29 '74

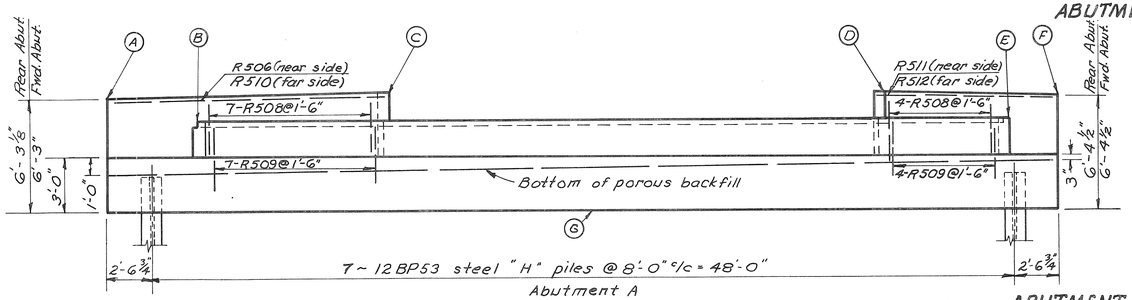
VAN WERT COUNTY
VAN - 30 - 406

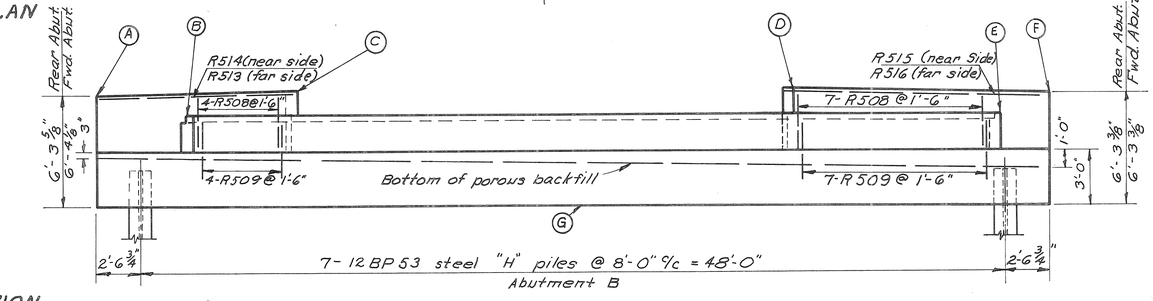
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

323

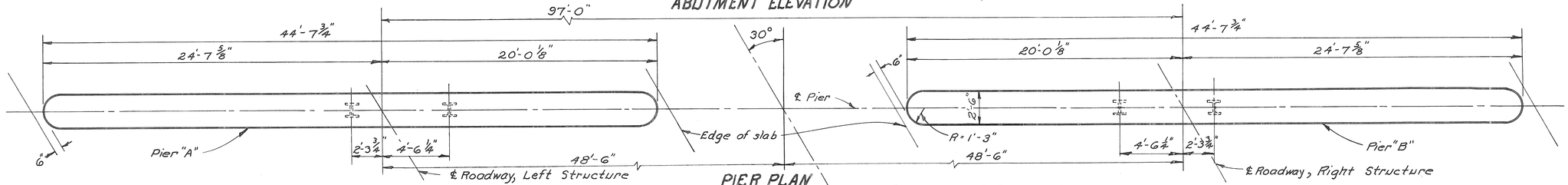


ABUTMENT PLAN

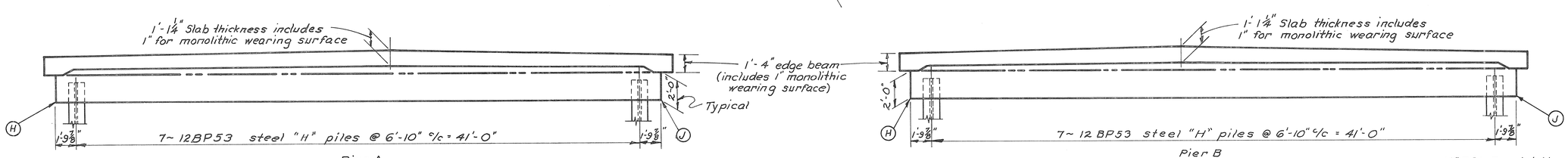




ABUTMENT ELEVATION



PIER PLAN



PIER ELEVATION

ELEVATIONS

	REAR ABUTMENTS & PIERS		FWD ABUTMENTS & PIERS	
Point	Abutment "A"	Abutment "B"	Abutment "A"	Abutment "B"
A	772.66	772.79	772.70	772.82
B	771.40	771.53	771.45	771.56
C	772.89	772.95	772.95	772.98
D	772.91	772.97	772.96	772.97
E	771.49	771.49	771.55	771.48
F	772.71	772.77	772.83	772.76
G	766.40	766.49	766.45	766.48
	Pier "A"	Pier "B"	Pier "A"	Pier "B"
H	769.49	769.52	769.48	769.55
J	769.55	769.42	769.56	769.45

NOTE: For details not modified here see Standard Drawings CS-1-54, A-1-54 and P-1-54.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

ABUTMENT & PIER DETAILS

BRIDGE No. VAN-30-0931 L & R
over MONKEY RUN
VAN WERT COUNTY Sta. 491+76.63
492+43.37

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WDW	WDW	P.K.I.	MPB	BFG	12-9-64	

RECEIVED & LOGGED
MAY 23 1966

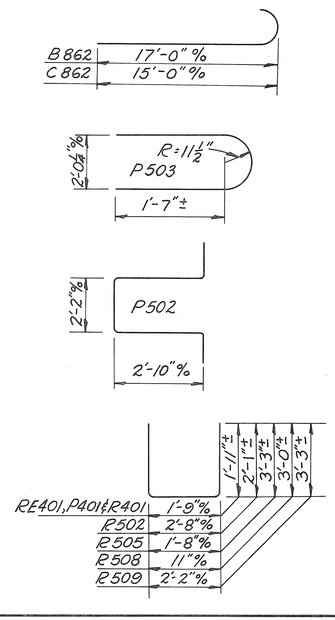
FED. RD. DIVISION	STATE	PROJECT		324
2	OHIO			

VAN WERT COUNTY
VAN - 30 - 4.06

REINFORCING STEEL LIST

Mark	No.	Length	Weight	Shp.
Superstructure				
A862	222	23'-9"	14,078	S
B862	72	18'-1"	3476	B
C862	72	16'-1"	3092	B
D862	36	17'-4"	1666	S
E862	36	13'-10"	1330	S
F962	136	24'-3"	11,213	S
G962	64	13'-0"	2829	S
H962	68	12'-1"	2794	S
J601	68	11'-7"	1183	S
K601	34	6'-1"	311	S
M701	114	45'-8"	10,641	S
N601	94	45'-8"	6448	S
Piers				
P1001	16	45'-8"	3144	S
P901	16	42'-2"	2294	S
P501	8	42'-2"	352	S
P502	120	9'-0"	1126	B
P503	16	6'-4"	106	B
P401	112	5'-5"	405	B

Bending Diagrams



Mark	No.	Length	Weight	Shp.
Abutments				
R1001	32	24'-2"	3328	S
R 801	32	27'-10"	2378	S
R 501	32	27'-3"	909	S
R 502	272	6'-7"	1868	B
R 503	16	23'-3"	388	S
R 504	48	5'-4"	267	S
R 505	72	7'-11"	595	B
R 506	2	15'-3"	32	S
R 507	32	5'-9"	192	S
R 508	44	6'-8"	306	B
R 509	44	8'-5"	386	B
R 510	2	14'-9"	31	S
R 511	2	9'-5"	20	S
R 512	2	9'-11"	21	S
R 513	2	10'-0"	21	S
R 514	2	10'-6"	22	S
R 515	2	13'-11"	29	S
R 516	2	14'-5"	30	S
R 401	112	5'-5"	405	B
Replacement Bars				
RE1001	1	7'-2"	—	S
RE 901	1	6'-10"	—	S
RE 801	2	6'-6"	—	S
RE 701	1	6'-2"	—	S
RE 601	1	5'-11"	—	S
RE 501	1	5'-7"	—	S
RE 401	1	5'-5"	—	B

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen'l	As-Built	
E-2	130	Cu. yds.	Unclassified excavation		130				
E-3	4,804	Cu. yds.	Channel excavation				4,804		
S-1	255	Cu. yds.	Class "C" concrete, superstructure and pier caps	222		33			
S-1	110	Cu. yds.	Class "E" concrete, abutments		110				
S-4	77,716	Lbs.	Reinforcing Steel	59,061	11,228	7427			
S-14	266.96	Lin. ft.	Railing (Type I-15.11 with galv. steel posts and bolts)	266.96					
S-16	Lump	Sum	First test pile				Lump		
S-18	1120	Lin. ft.	Steel piles, 12 BP 53		480	640			
S-29	33	Cu. yds.	Porous backfill				33		
I-10	575	Sq. yds.	Crushed aggregate slope protection				575		
S-101	255	Each	Water-reducing, set-retarding admixture	222		33			
I-10	70	Cu. yds.	Dumped rock channel protection				70		

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

REINFORCING STEEL LIST & ESTIMATED QUANTITIES
BRIDGE No. VAN-30-0931 L & R
OVER MONKEY RUN
VAN WERT COUNTY Sta. 491 + 76.63
Sta. 492 + 43.37

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
WDW	WDW	H.C.	MPB	BFG	12-9-64	

MICROFILMED
MAY 23 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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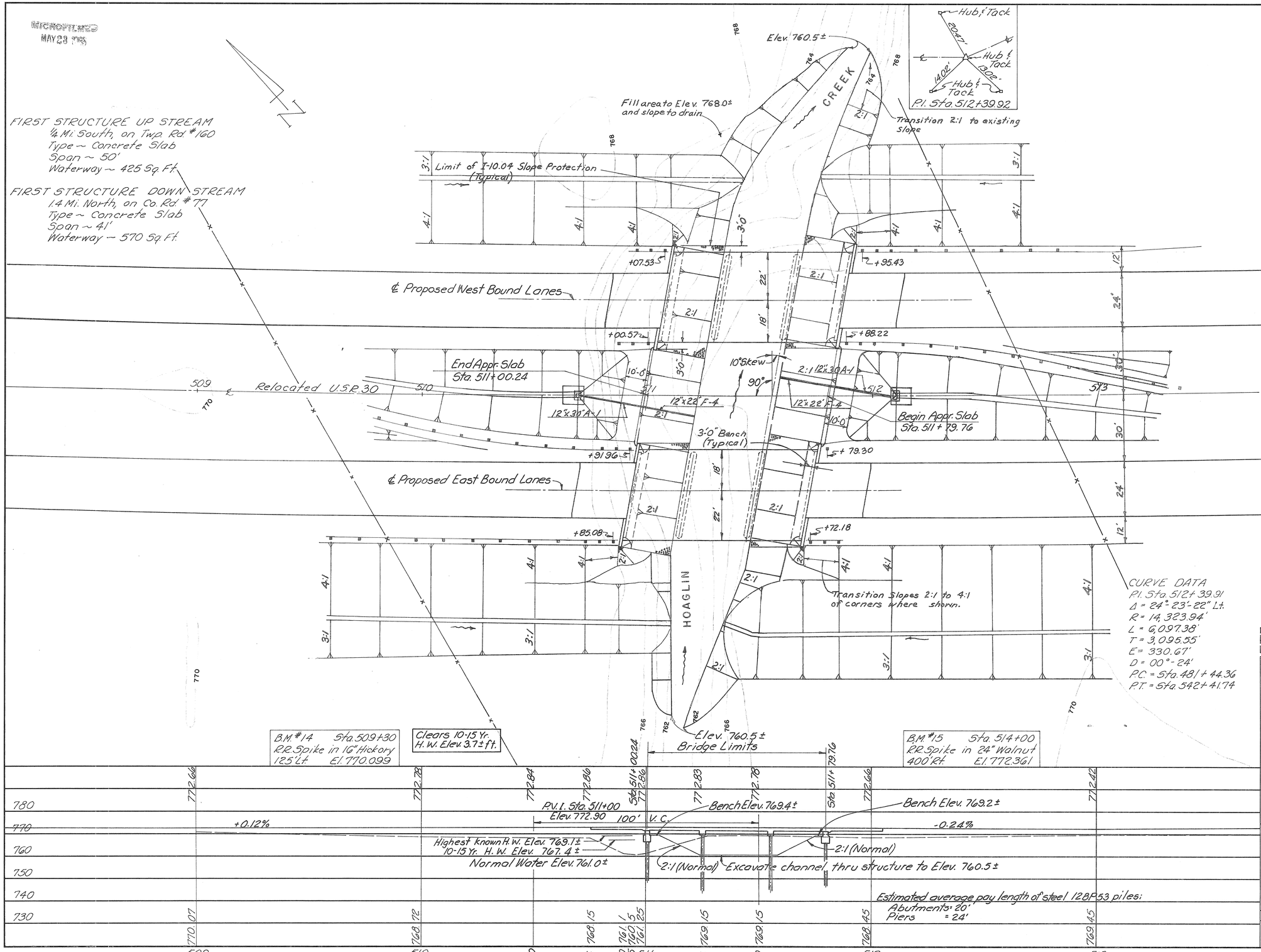
VAN WERT COUNTY
VAN-30-4.06
3.5± miles north west of Van Wert

FIRST STRUCTURE UP STREAM
¼ Mi South, on Twp. Rd. #160
Type ~ Concrete Slab
Span ~ 50'
Waterway ~ 425 Sq. Ft.

FIRST STRUCTURE DOWN STREAM
1.4 Mi. North, on Co. Rd. #77
Type ~ Concrete Slab
Span ~ 41'
Waterway ~ 570 Sq. Ft.



DRAINAGE AREA - 17.06 SQ. MI.
EXIST. - BRIDGE - NONE

PROPOSED STRUCTURE

TYPE: Continuous reinforced concrete slabs with capped pile substructure
SPANS: 24'-30'-24' ℄ Brgs.
ROADWAY: Two - 40'-0" ℄ guard rail
LOAD FREQUENCY: CF = 2000 (57)
SKEW: 10° L.F.
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: 00°-24' curve left
SUPERELEVATION: None

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE NO. VAN-30-0967 L&R
Over HOAGLIN CREEK
VAN WERT COUNTY U.S.R. 30
SEC. VAN-30-4.06 STA. 511+00.24
511+79.76
SCALE 1" = 20'

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
		W	W	NJB	P.E.S.

BFG 3-22-65

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

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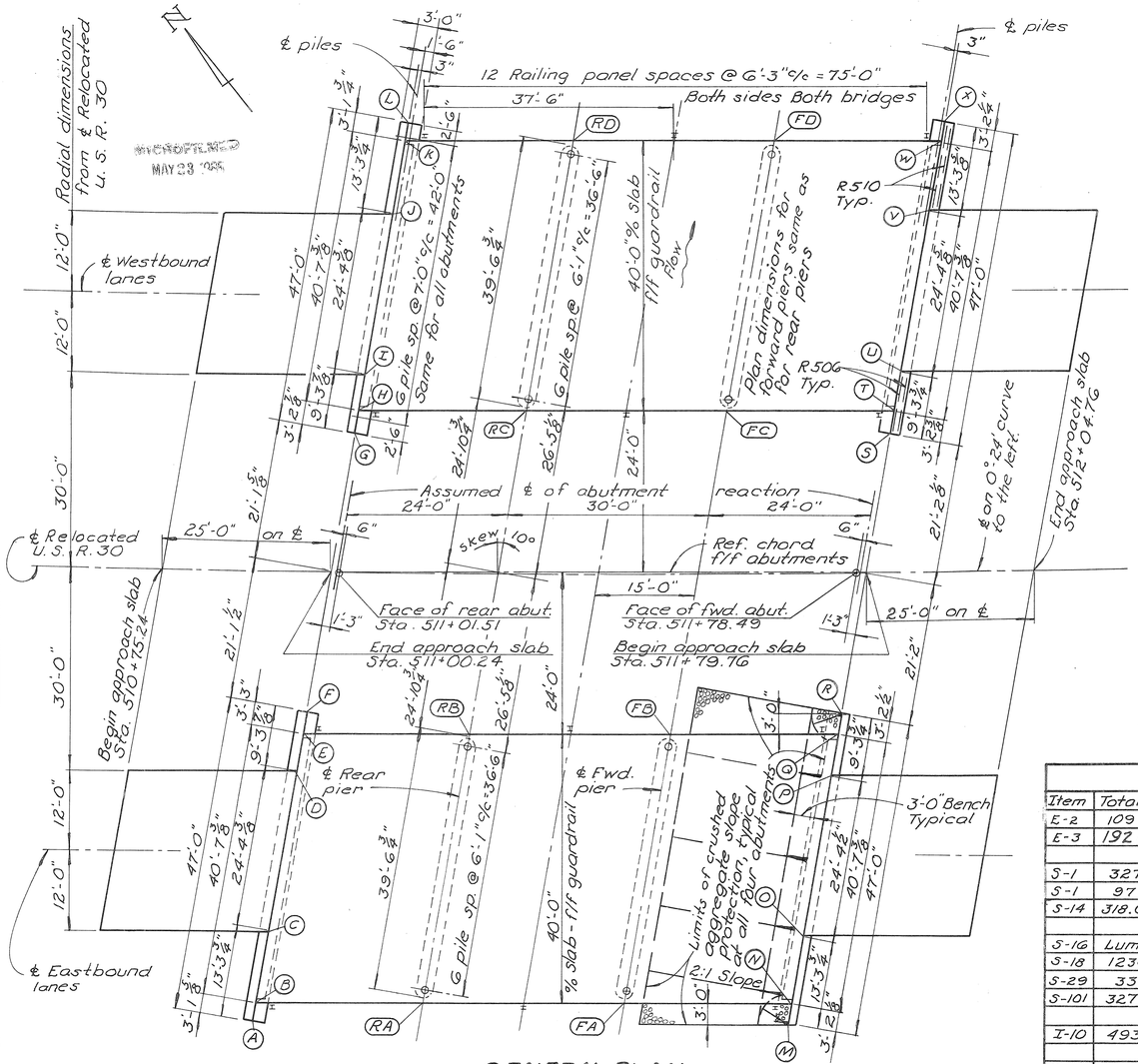
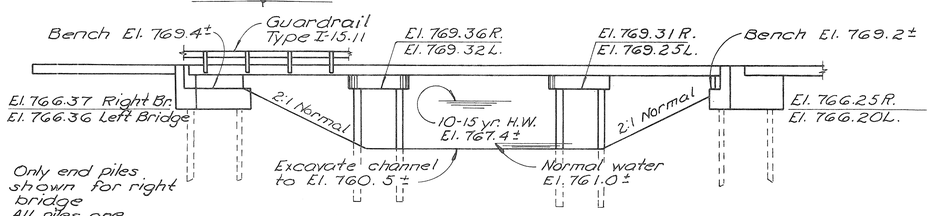


GENERAL PLAN

P.V.I. Sta. 511+00
El. 772.90
V. C. = 100'
+0.12% | -0.24%

All dimensions are measured with respect to the reference chord, extended as necessary, except as otherwise noted.

Edges of deck slabs are parallel with the reference chord.

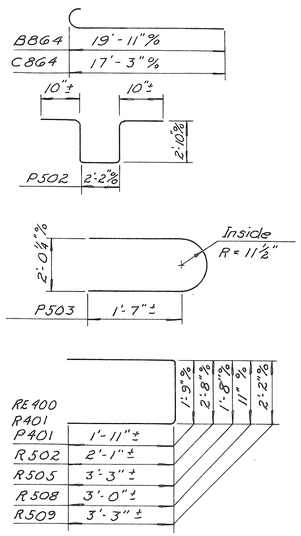


ELEVATION - RIGHT BRIDGE

REINFORCING STEEL LIST

Mark	No.	Length	Weight	Shp
Superstructure				
A864	240	28'-1"	17,996	S
B864	80	21'-0"	4486	B
C864	76	18'-4"	3720	B
D864	40	19'-6"	2083	S
E864	38	15'-10"	1606	S
F964	156	24'-9"	13,127	S
G964	76	11'-10"	3058	S
H964	76	9'-7"	2476	S
JG01	80	14'-1"	1692	S
KG01	40	10'-7"	636	S
NG01	216	21'-0"	6813	S
M701	268	21'-2"	11,595	S
Piers				
P1001	32	21'-8"	2983	S
P901	32	20'-0"	2176	S
P501	16	19'-4"	323	S
P502	120	9'-0"	1126	B
P503	16	6'-4"	106	B
P401	112	5'-5"	405	B

BENDING DIAGRAMS



Mark	No.	Length	Weight	Shp
Abutments				
R1001	32	21'-3"	2926	S
R801	32	24'-7"	2100	S
R501	32	24'-2"	807	S
R502	272	6'-7"	1868	B
R503	16	20'-7"	343	S
R504	48	5'-4"	267	S
R505	64	7'-11"	528	B
R506	8	8'-9"	73	S
R507	32	4'-11"	164	S
R508	48	6'-8"	334	B
R509	48	8'-5"	421	B
R510	8	12'-9"	106	S
R401	112	5'-5"	405	B
Replacement Bars				
RE1000	1	7'-2"	—	S
RE900	2	6'-10"	—	S
RE800	2	6'-6"	—	S
RE700	1	6'-2"	—	S
RE600	1	5'-11"	—	S
RE500	1	5'-7"	—	S
RE400	1	5'-5"	—	B

GENERAL NOTES

REFERENCE shall be made to Standard Drawings CS-1-54 Sheets 1&2, rev. 4-1-63, P-1-54, revised 2-2-59 A-1-54, revised 12-1-54, and to Supplemental Specification S-101 dated 7-12-62.

Design Loading - CF 2000 (57).

Concrete Class C - basic unit stress 1,333 p.s.i.
Concrete Class E - basic unit stress 1,133 p.s.i.

Reinforcing Steel - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i.

PILES shall be driven to a minimum bearing capacity of 25 tons per pile for the abutments and 34 tons per pile for the piers.

FIRST TEST PILE. Payment will be made for only one first test pile. It may be driven for either the Right or Left bridge.

PIER PILE ENCASEMENT as shown on Std. Dwg. P-1-54 is not required. The painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, it shall extend to at least one foot below the proposed surface of the ground.

MACHINE FINISH: At the contractor's option, the concrete deck may be finished by the use of a finishing machine.

SLAB THICKNESS is 14¾" which includes 1" for monolithic wearing surface.

REINFORCING STEEL CLEARANCE in the top of the deck slab shall be 2¼" which includes 1" for monolithic wearing surface.

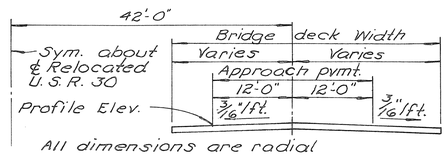
ESTIMATED QUANTITIES - TWO BRIDGES

Item	Total	Unit	Description	Super	Abuts	Piers	Gen.	As Built	
E-2	109	Cu.Yd.	Unclassified excavation		109				
E-3	1920	Cu. Yd.	Channel excavation				1920		
S-1	327	Cu.Yd.	Class "C" concrete, superstructure and pier caps	298		29			
S-1	97	Cu.Yd.	Class "E" concrete, abutments		97				
S-14	318.08	Lin. Ft.	Railing (Type T-15.11 with galvanized steel posts and bolts)	318.08					
S-16	Lump	Sum	First test pile				Lump		
S-18	1230	Lin.Ft.	Steel piles 12BP53		560	670			
S-29	33	Cu.Yd.	Porous Backfill		33				
S-101	327	Each	Water-reducing, set-retarding admixture	298		29			
I-10	493	Sq.Yd.	Crushed aggregate slope protection				493		
S-4	86,749	Lbs.	Reinforcing steel	69288	10,342	7,119			

ELEVATIONS

Top of abut. backwalls and top of deck slab

Rear Abutment		Forward Abutment		On Pier ℄s	
A	772.65	M	772.53	RA	772.69
B	772.70	N	772.58	RB	772.74
C	772.86	O	772.73	RC	772.73
D	772.86	P	772.72	RD	772.65
E	772.76	Q	772.63		
F	772.71	R	772.57		
G	772.71	S	772.56	FA	772.64
H	772.76	T	772.60	FB	772.68
I	772.85	U	772.70	FC	772.67
J	772.85	V	772.69	FD	772.58
K	772.69	W	772.53		
L	772.64	X	772.48		



All dimensions are radial

ROADWAY CROWN

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN, ELEVATION & NOTES
ESTIM. QUANTITIES & REINF. STEEL LIST
BRIDGE Nº VAN-30-0967 4/R
OVER HOAGLIN CREEK
VAN WERT CO. STA. 511+00.24
STA. 511+79.76

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Innes	Innes	P. K. I.	NAA	BFG	3-22-65	

MICROFILMED
MAY 23 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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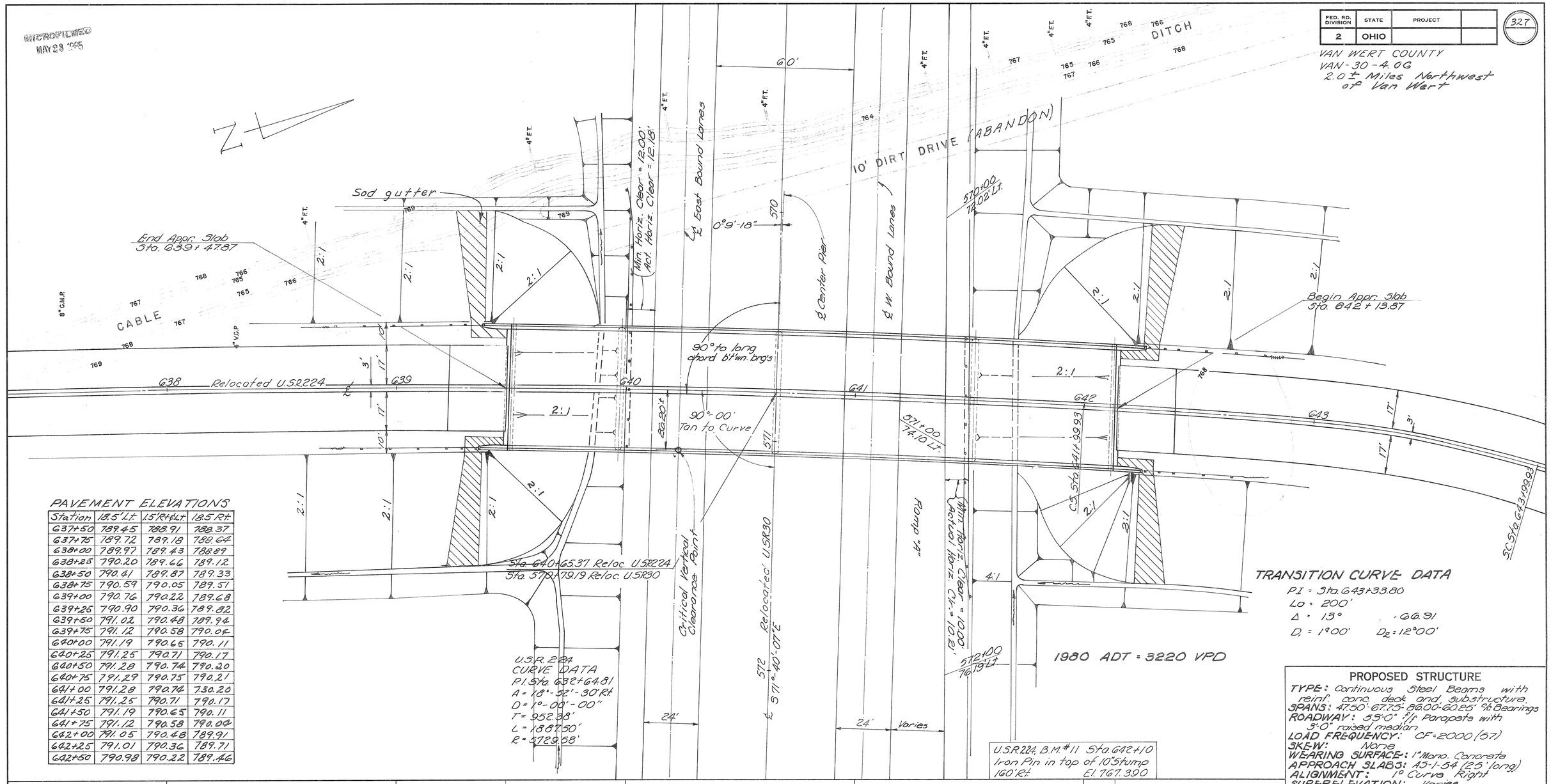
VAN WERT COUNTY
VAN-30-4.06
2.0± Miles Northwest of Van Wert



PAVEMENT ELEVATIONS

Station	18.5' Lt	15' Rt+Lt.	18.5 Rt.
637+50	789.45	788.91	788.37
637+75	789.72	789.18	788.64
638+00	789.97	789.43	788.89
638+25	790.20	789.66	789.12
638+50	790.41	789.87	789.33
638+75	790.59	790.05	789.51
639+00	790.76	790.22	789.68
639+25	790.90	790.36	789.82
639+50	791.02	790.48	789.94
639+75	791.12	790.58	790.04
640+00	791.19	790.65	790.11
640+25	791.25	790.71	790.17
640+50	791.28	790.74	790.20
640+75	791.29	790.75	790.21
641+00	791.28	790.74	730.20
641+25	791.25	790.71	790.17
641+50	791.19	790.65	790.11
641+75	791.12	790.58	790.04
642+00	791.05	790.48	789.91
642+25	791.01	790.36	789.71
642+50	790.98	790.22	789.46

TRANSITION CURVE DATA

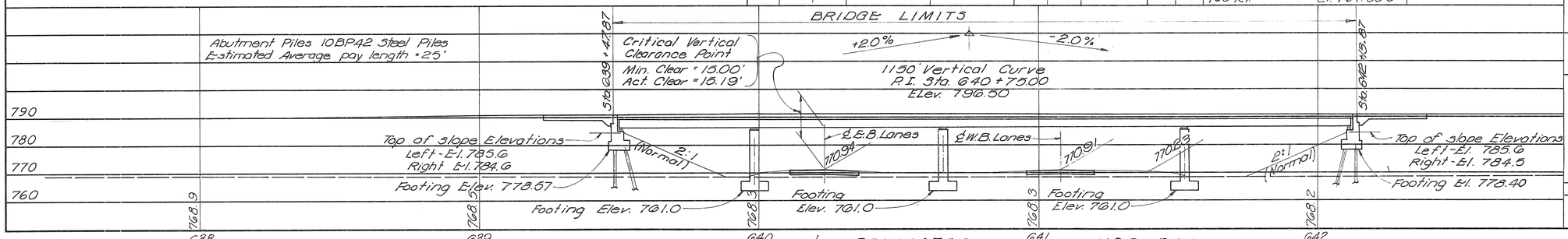
P.I = Sta. 643+33.80
Lo = 200'
Δ = 13° = 66.91
D = 1°00' D_2 = 12°00'

1980 ADT = 3220 VPD

PROPOSED STRUCTURE

TYPE: Continuous Steel Beams with reinf. conc. deck and substructure.
SPANS: 47.50'-67.75'-86.00-60.25' ℄ Bearings
ROADWAY: 53'-0" ff Parapets with 3'-0" raised median
LOAD FREQUENCY: CF=2000 (57)
SKEW: None
WEARING SURFACE: 1" Mono. Concrete
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: 1° Curve Right
SUPERELEVATION: Varies

U.S.R. 224, B.M. #11 Sta. 642+10
Iron Pin in top of 10" Stump
160' Rt. El. 767.390



PROFILE ON ℄ RELOCATED U.S.R. 224

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

SITE PLAN

BRIDGE NO. VAN-30-1081
Under Relocated U.S.R. 224
Van Wert County
SEC. VAN-30-4.06 STA. 570+79.19
SCALE 1" = 20'

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
		R.E.J.	R.E.J.	N.J.B.	P.E.S.

BFG 3-19-65

RECEIVED
MAY 23 1966

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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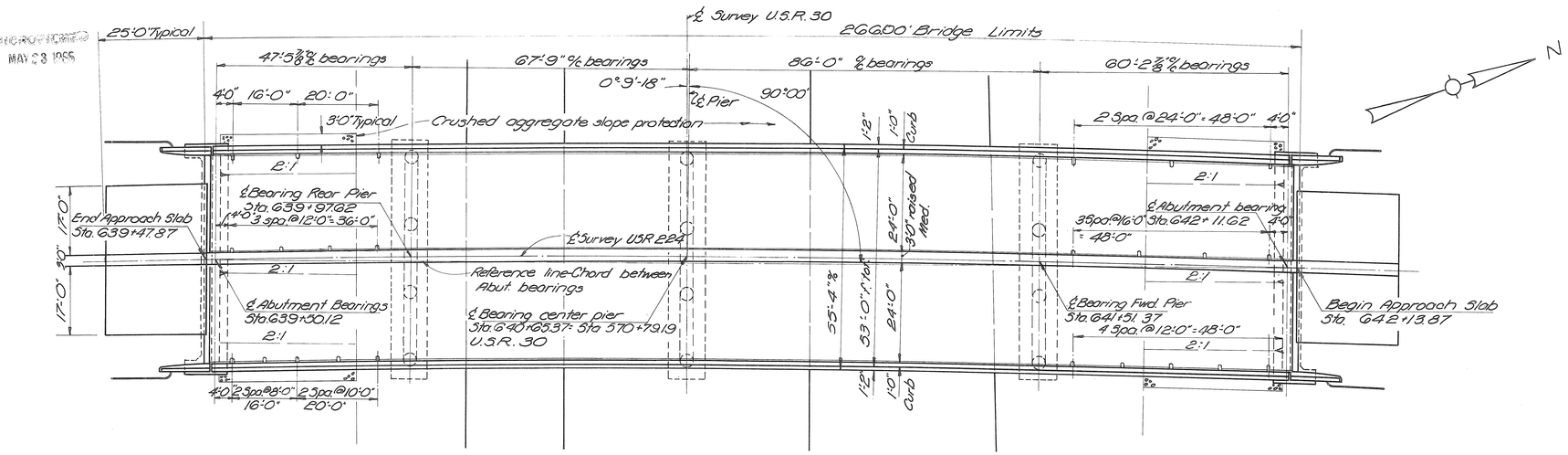
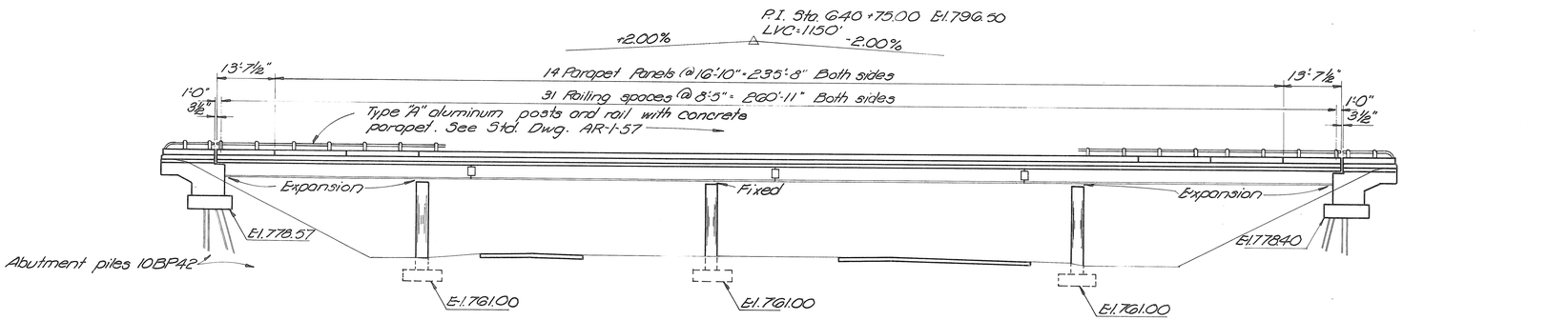
VAN WERT COUNTY
VAN-30-4.06



PLAN



ELEVATION

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen'l	As-Built	
E-2	825	Cu. Yds.	Unclassified excavation		290	535			
5-1	457	Cu. Yds.	Class "C" concrete, superstructure	457					
5-1	130	Cu. Yds.	Class "C" concrete, pier caps and columns			130			
5-1	174	Cu. Yds.	Class "E" concrete, pier footings			174			
5-1	205	Cu. Yds.	Class "E" concrete, abutments		205				
5-4	224,038	lbs.	Reinforcing steel	138,537	13,145	72,356			
5-7	407,500	lbs.	Structural steel	407,500					
5-8	407,500	lbs.	Field painting of structural steel	407,500					
5-14	575.00	lin. Ft.	Railing (aluminum rail and posts, concrete parapets)	527.00	48.00				
5-16	Lump	Sum	First test pile				Lump		
5-18	700	lin. Ft.	Steel piles, 10BP42		700				
5-29	42	Cu. Yds.	Porous backfill		42				
5-29	950	Lin. Ft.	6" Perforated helical C.M.P. M-36.4(h), including specials		95.0				
5-29	960	lin. Ft.	6" Helical C.M.P. M-36.4(h), non-perforated		96.0				
5-29	24	Each	Scuppers, including supports	24					
F-10	500	Sq. Yds.	Crushed aggregate slope protection				500		
5-101	457	Each	Water-reducing, set-retarding admixture	457					
T-127	6	Each	Delineators, Bracket-mounted Type C-2	6					

GENERAL NOTES

REFERENCE shall be made to Standard Drawings CSB-4-63, sheet 1 dated 12-30-63; SD-1-63, sheets 1 thru 4 dated 11-12-63; AR-1-57, revised 4-2-62; FSB-1-62 revised 1-15-63; and to Supplemental Specifications 5-101 dated 7-12-62 and 5-307 revised 10-1-64.

DESIGN LOADING-CF-2000 (57)

BASIC UNIT STRESSES:
Concrete Class "C" - 1,333 p.s.i.
Concrete Class "E" - 1,133 p.s.i.
Structural Steel (except piling) ASTM A36 - 20,000 p.s.i. (ASTM A7 and A373 steel not permitted)
Reinforcing Steel - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade - 20,000 p.s.i. Except Spiral reinforcing may be plain Structural Grade - 18,000 p.s.i.

EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments.

PILES shall be driven to a minimum bearing capacity of 30 tons per pile.

FOUNDATION BEARING PRESSURES: Pier footings are designed for a maximum bearing pressure of 2.5 tons per sq. ft.

HIGH STRENGTH BOLTS: Reference is made to Construction and Material Specifications, dated January 1, 1963. Under Sect. 3-7.10, High-Strength Steel Bolts, Nuts and Washers, paragraph two (2) shall be completely revised to read as follows:

"In the final assembly of the parts to be bolted, drift pins shall be placed in a sufficient number of holes (not less than 25 percent for field erection) to provide and maintain accurate alignment of holes and parts, and sufficient bolts shall be installed and brought to a snug tight condition to bring the parts into complete contact. Bolts shall then be installed in any remaining open holes and tightened to a snug tight fit, after which all bolts shall be tightened completely by calibrated wrenches or by the turn-of-nut method. Drift pins shall then be replaced with bolts, tightened in the same manner."

MACHINE FINISH: At the Contractor's option, the concrete deck may be finished by the use of a finishing machine.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN AND ELEVATION, ESTIMATED QUANTITIES AND NOTES

BRIDGE No. VAN-30-1081
UNDED RE-LOCATED U.S.R. 224
VAN WERT COUNTY STA. 570+79.19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.D.R.	J.D.R.	CAM	WCK	BFG	3-19-65	

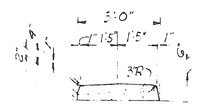
MICROFILMED
MAY 23 1995

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

329

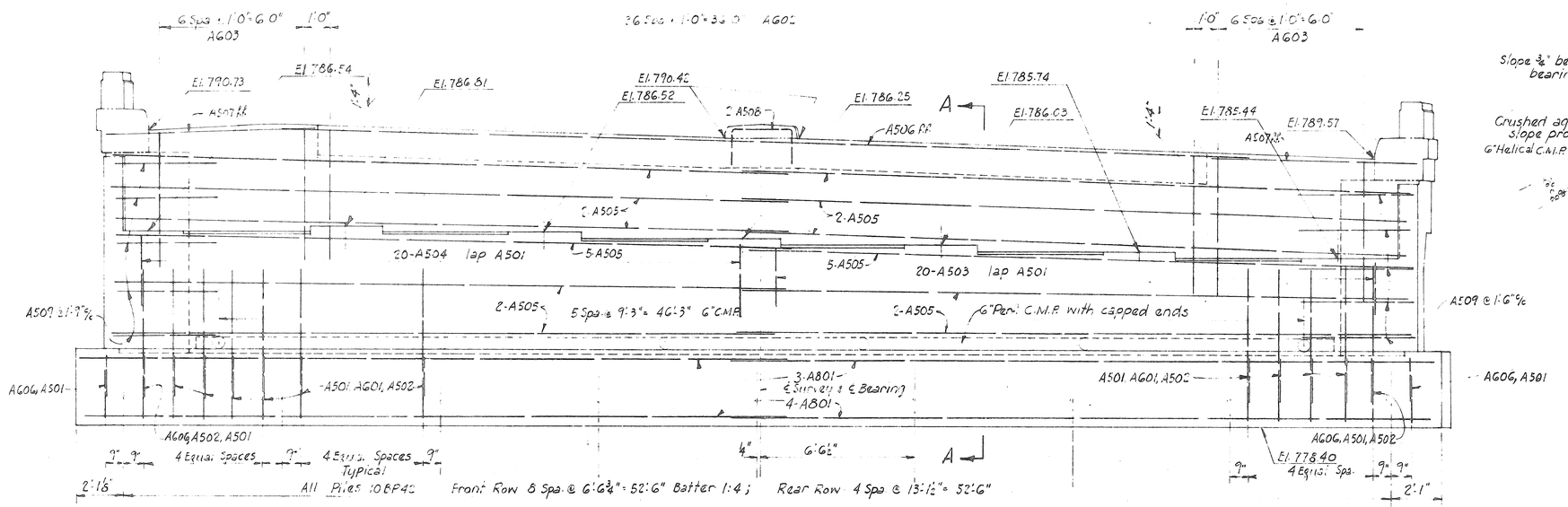
VAN WERT COUNTY
VAN - 30 - 406

POROUS BACKFILL 1'-6" thick, full length of the abutments to the wings shall extend up to the underside of the approach slab and to the finished ground surface.
PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope grid to the level of the subgrade for a distance of 200ft. back of the abutments, after which excavation shall be made for the abutments and the piles driven.

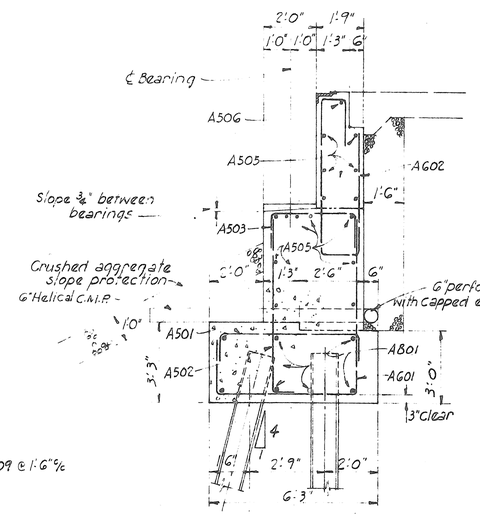


SECTION NORMAL TO MEDIAN

PLAN



ELEVATION



SECTION A~A

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

FWD. ABUTMENT DETAILS

BRIDGE NO. VAN-30-1081
UNDER RELOCATED USR 224
VAN WERT COUNTY Sta. 570+79.19

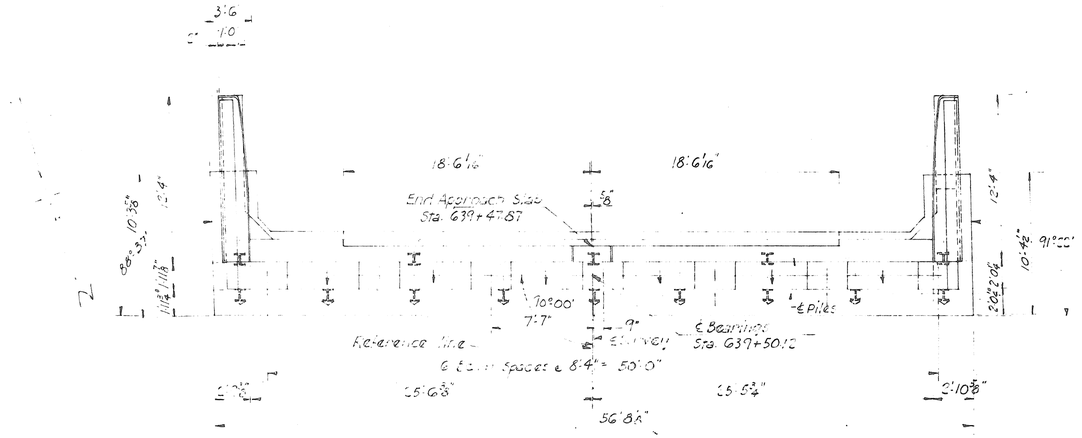
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.D.R	J.D.R.		W.C.K	B.F.G	3-19-65	

MICROFILMED
MAY 23 1985

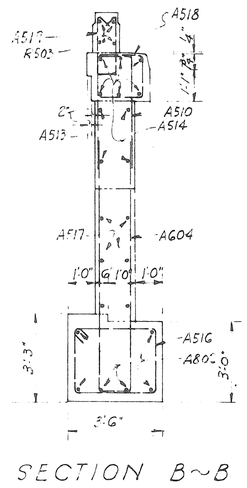
FED. RD. DIV. NO.	STATE	PROJECT	
2	OHIO		

330

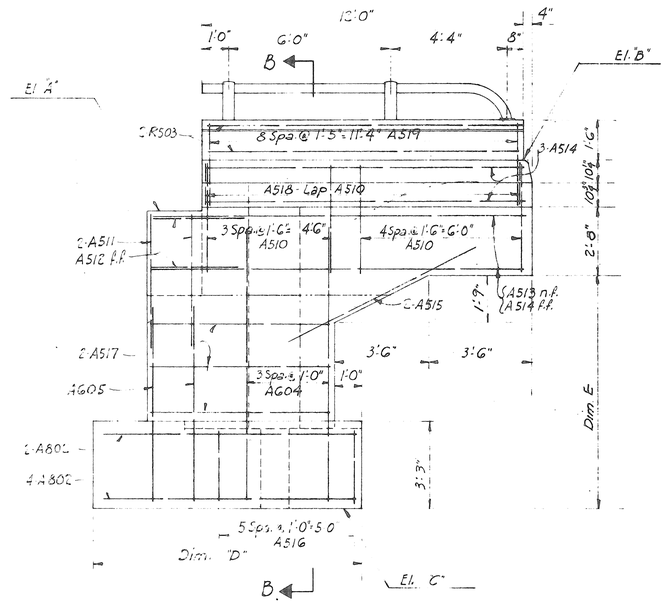
VAN WERT COUNTY
VAN - 30 - 406



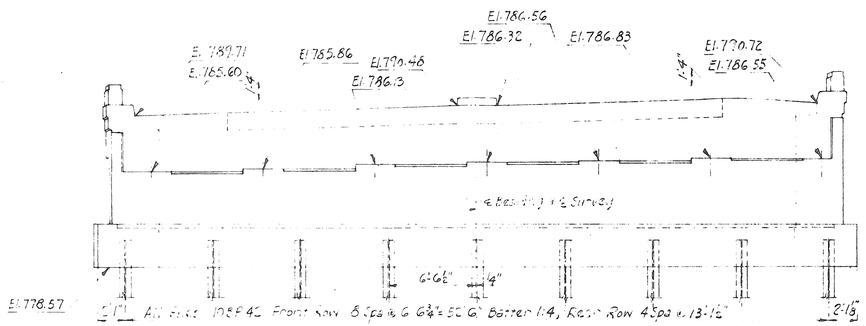
REAR ABUTMENT PLAN
Battered piles shown thus:



SECTION B~B



WINGWALL ELEVATION
Rear West and Forward East as shown
Rear East and Forward West opposite hand



REAR ABUTMENT ELEVATION
For additional details and reinforcing steel see "End Abutment Details" sheet #329.

TABLE OF ELEVATIONS AND DIMENSIONS

	Location	El. "A"	El. "B"	El. "C"	Dim. "D"	Dim. "E"
Rear Abutment	East	788.65	790.51	778.57	10'-3 5/8"	7'-6 1/4"
	West	789.67	791.52		10'-4 1/2"	8'-6 3/8"
Forward Abutment	East	788.51	790.29	778.40	10'-3 5/8"	7'-5 3/8"
	West	789.67	791.58		10'-4 1/2"	8'-9 1/8"

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

ABUTMENT DETAILS

BRIDGE NO. VAN-30-1081
UNDER RELOCATED USR 224
VAN WERT COUNTY Sta. 570+79.19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.D.R.	J.D.R.		W.C.K.	B.F.G.	3-19-65	

MICROFILMED
MAY 03 1995

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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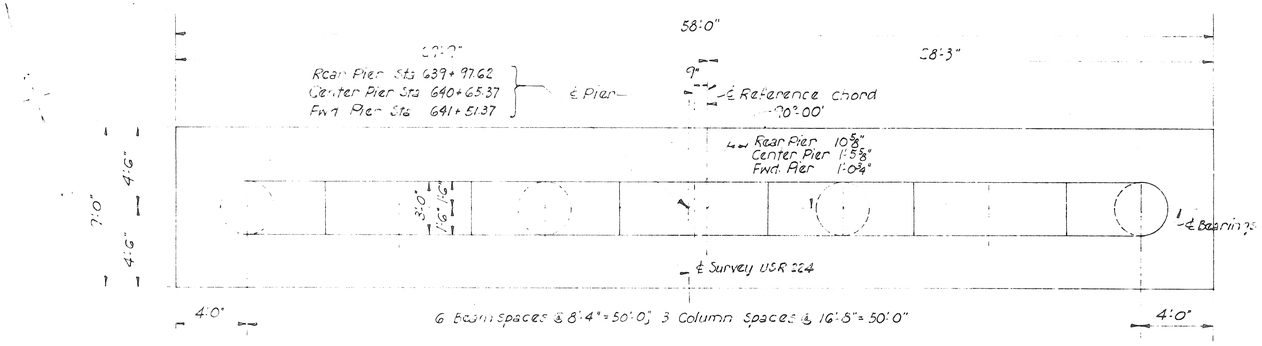
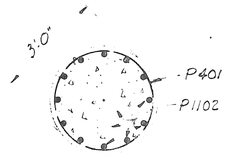
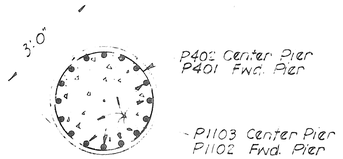
VAN WERT COUNTY
VAN - 30 - 406



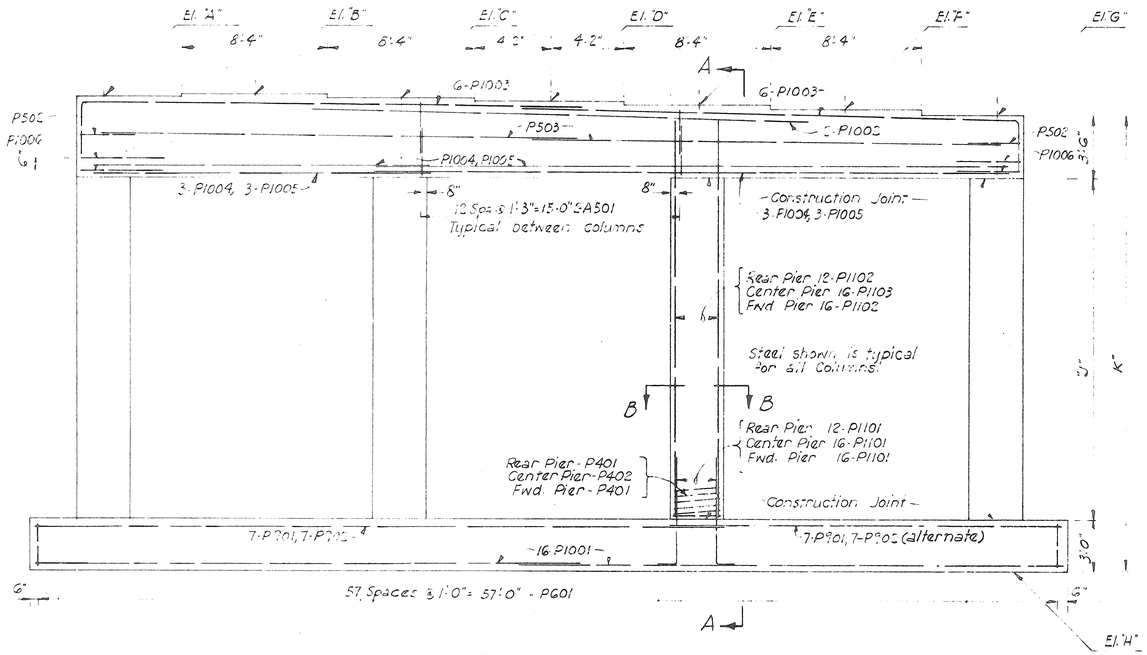
PLAN



SECTION B~B
(Rear Pier)

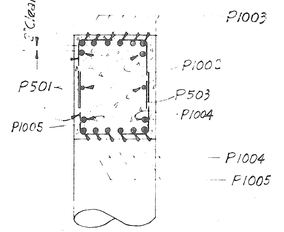


SECTION B~B
(Center and Forward Pier)

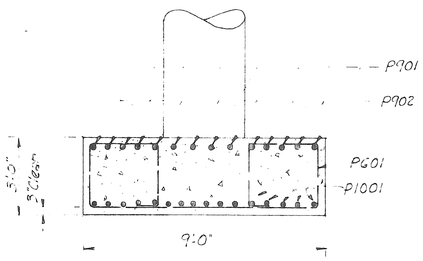


ELEVATION

TABLE OF ELEVATIONS AND DIMENSIONS										
	El. A	El. B	El. C	El. D	El. E	El. F	El. G	El. H	Dim. J	Dim. K
Rear Pier	786.73	786.93	786.66	786.45	786.23	785.96	785.70	761.00	18'-2⅜"	24'-8⅜"
Center Pier	786.45	786.59	786.32	786.13	785.89	785.62	785.36	761.00	17'-10⅜"	24'-4⅜"
Forward Pier	786.64	786.80	786.55	786.35	786.12	785.86	785.59	761.00	18'-1⅛"	24'-7⅛"



SPECIAL CARE SHALL BE TAKEN in placing the reinforcing steel in the vicinity of the beam seats so as not to interfere with the drilling of the anchor bar holes.



SECTION A~A

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

PIER DETAILS

BRIDGE NO. VAN-30-1081
UNDER RELOCATED USR 224
VAN WERT COUNTY Sta. 570+79.19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.D.R.	J.D.R.		W.C.K.	B.F.G.	3-19-65	

MICROFILMED
MAY 23 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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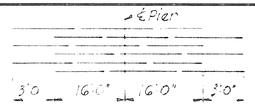
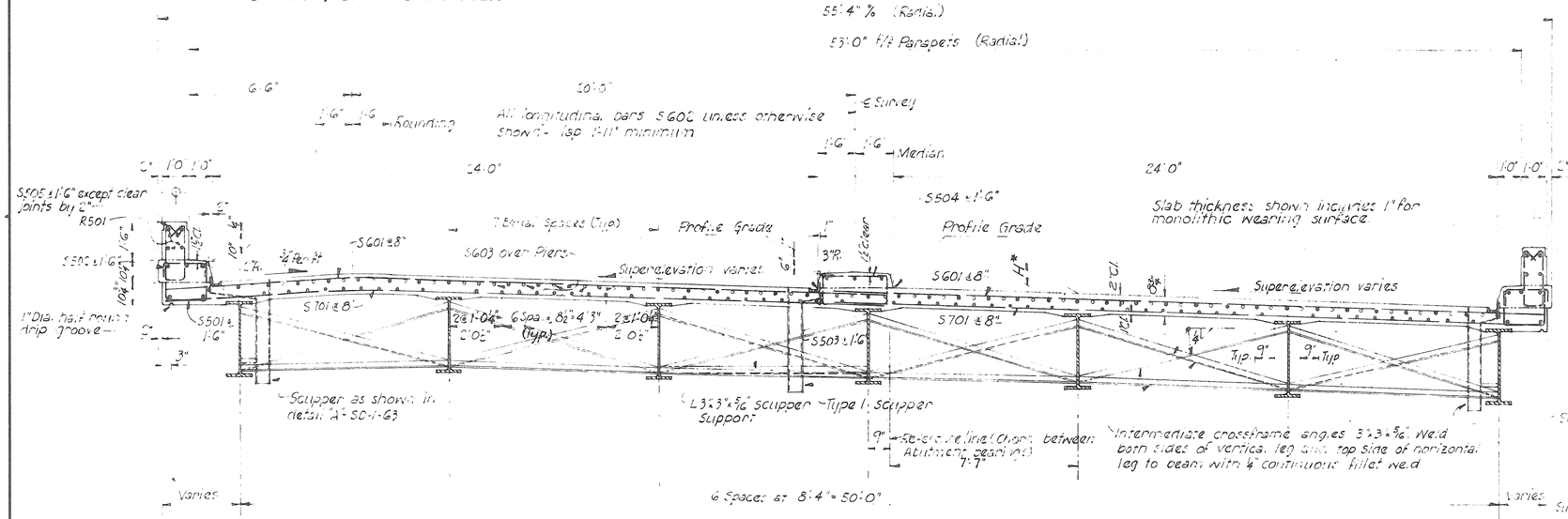
VAN WERT COUNTY
VAN - 30 - 406

DIAGRAM SHOWING STAGGER OF S603 BARS OVER PIERS





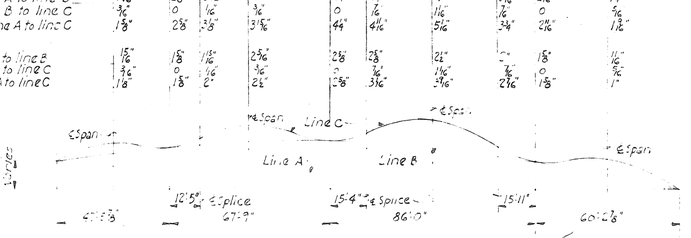
36 NF 135	H = 7⅞"
36 NF 160	H = 7⅞"
36 NF 230	H = 7⅞"
36 NF 170	H = 9½"

TRANSVERSE SECTION

DEFLECTION AND CAMBER

	Span 1		Span 2		Span 3		Span 4	
	West Bm.	Remaining Bms.	West Bm.	Remaining Bms.	West Bm.	Remaining Bms.	West Bm.	Remaining Bms.
Deflection due to dead load of steel	1/16"		—		5/16"		—	
Deflection due to remaining dead load	1/8"		3/16"		3/4"		5/16"	
Convexity because of Vertical & Horiz. curve	1/8"	1/8"	5/16"	3/16"	1/2"	3/8"	1/8"	1/8"
Sum of deflection and convexity	5/16"	5/16"	1/2"	3/8"	1 9/16"	1 7/16"	7/16"	3/16"
Required Camber	0	0	0	0	1½"	1⅜"	0	0

West Beam only											
Line A to line B	1 7/16"	2 5/8"	3 1/16"	3 3/8"	44"	44'	4"	3 5/16"	2½"	1/4"	
Line B to line C	3/16"	0	1/16"	3/16"	0	1/16"	1 1/16"	1/16"	0	5/16"	
Sum: Line A to line C	1 5/8"	2 5/8"	3 1/8"	3 5/16"	44"	44 1/16"	5/16"	3/4"	2½"	1 1/2"	
All Remaining Beams											
Line A to line B	1 5/16"	1 5/8"	1 1/16"	2 5/16"	2 5/8"	2 5/8"	2 1/2"	2"	1 5/8"	1/2"	
Line B to line C	3/16"	0	1/16"	3/16"	0	1/16"	1 1/16"	1/16"	0	5/16"	
Sum: Line A to line C	1 5/8"	1 5/8"	2"	2 1/2"	2 5/8"	3 1/16"	3 5/16"	2 7/16"	1 5/8"	1"	



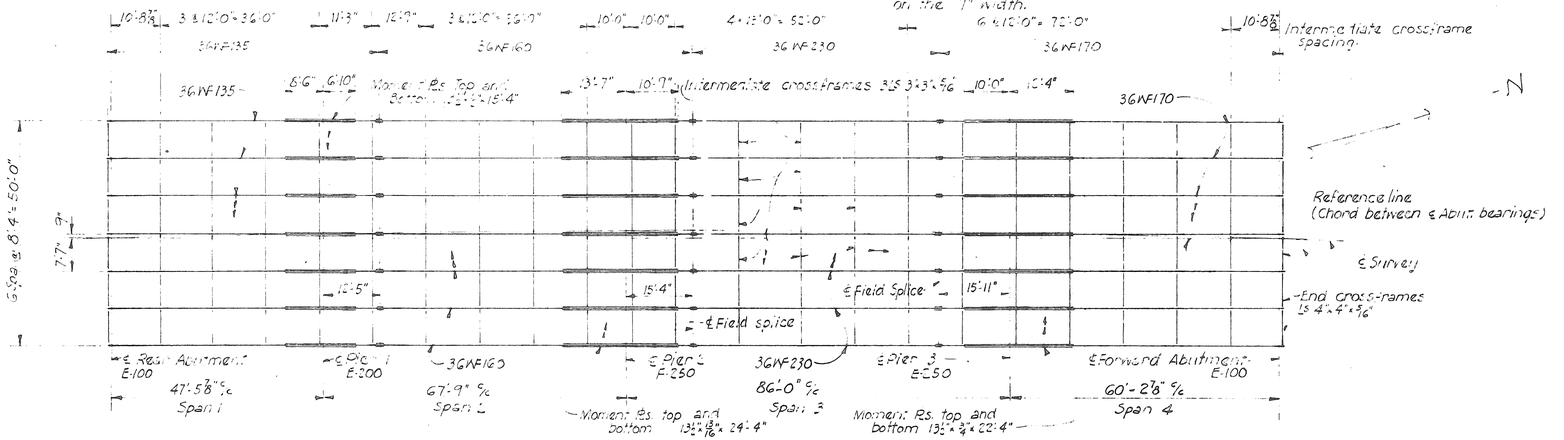
BEAM CAMBER LINES
Line A = reference line (Rear Abut. to Fwd. Abut.
Line B = Line parallel to pavement (along beam)
Line C = Theoretical Camber line for beam.

Refer to Std Dwg. CSB-4-63, sheet 1

Refer to Std Dwg. SD-1-63 for the following:
1 Shop welding of moment plates
2 End crossframes and end dam.
3 Curb and median plates.
4 Scuppers, supports, and gutter supports.

* "H" dimensions tabulated are nominal dimensions. The quantity of deck concrete to be paid for shall be based on these dimensions even though deviation from them may be necessary because the top flange of the beam may not have the exact camber or conformation necessary to place it parallel to the finished grade.

DECK SLAB HAUNCH. The haunch in the superelevated deck slab adjacent to the top of steel beams which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12" on the low side and between 9" and 12" on the high side. The maximum slope shall not exceed 3 inches per ft. Payment for deck slab concrete shall be based on the 7" width.



PLAN OF STEEL FRAMING

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

7

SUPERSTRUCTURE DETAILS
BRIDGE NO. VAN-30-1081
UNDER RELOCATED USR 224
VAN WERT COUNTY Sta. 570+79.19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.D.R	J.D.R.		WCK	BFG	3-19-65	

MICROFILMED
MAY 23 1965

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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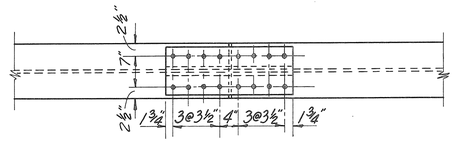
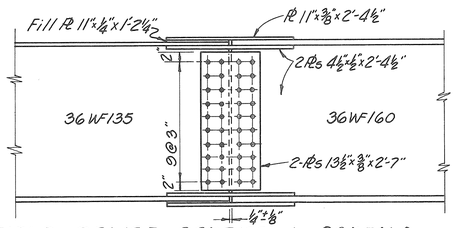
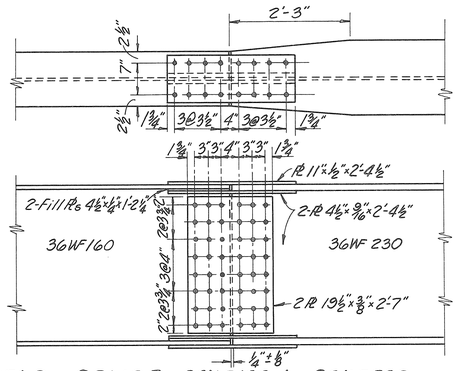
VAN WERT COUNTY
VAN - 30 - 406

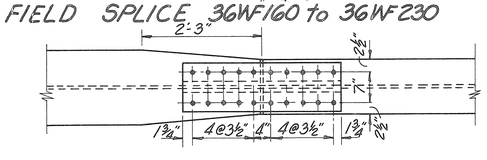


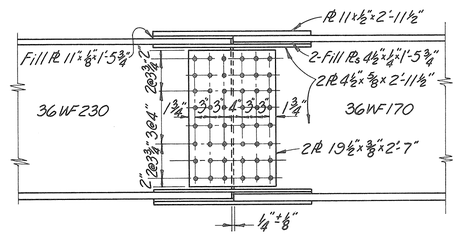


FIELD SPLICE 36WF135 to 36WF160



FIELD SPLICE 36WF160 to 36WF230





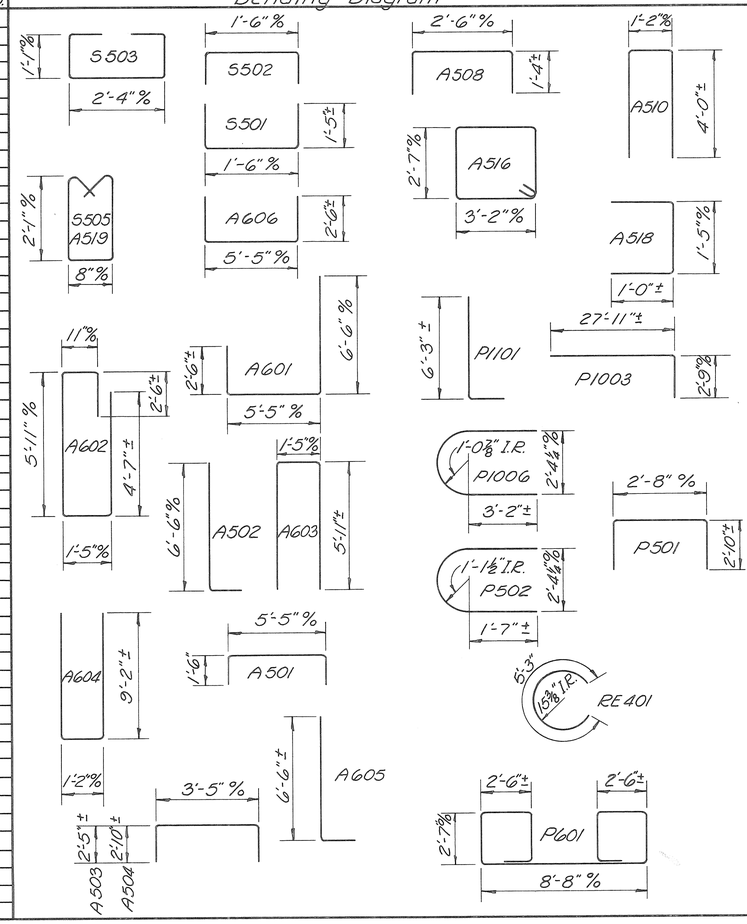
FIELD SPLICE 36WF230 to 36WF170

All Bolts 1" dia. high strength

REINFORCING STEEL LIST

Mark	No.	Length	Weight	Shp.
Superstructure				
S701	790	28'-5"	45,886	S
S601	790	28'-4"	33,620	S
S602	999	30'-11"	46,390	S
S603	129	35'-0"	6782	S
S501	352	4'-1"	1,499	B
S502	352	2'-6"	918	B
S503	176	5'-3"	964	B
S504	176	2'-4"	428	S
S505	352	5'-7"	2050	B
Abutments				
A801	28	29'-5"	2,199	S
A802	24	9'-11"	635	S
A601	76	14'-1"	1,608	B
A602	74	14'-8"	1,630	B
A603	28	12'-11"	543	B
A604	16	19'-2"	461	B
A605	8	7'-2"	86	B
A606	8	10'-1"	121	B
A501	84	8'-2"	716	B
A502	80	7'-0"	584	B
A503	40	8'-0"	334	B
A504	40	8'-10"	369	B
A505	60	27'-10"	1,742	S
A506	2	41'-0"	86	S
A507	4	8'-6"	35	S
A508	4	4'-11"	21	B
A509	20	6'-8"	139	S
A510	36	8'-11"	335	B
A511	16	5'-3"	88	S
A512	8	3'-7"	30	S
A513	8	13'-11"	116	S
A514	32	12'-0"	401	S
A515	8	7'-6"	63	S
A516	24	11'-11"	298	B
A517	24	6'-11"	173	S
A518	36	3'-3"	122	B
A519	36	5'-7"	210	B

Bending Diagram



Piers

Mark	No.	Length	Weight	Shp.
P1101	176	7'-5"	6,935	B
P1102	112	21'-4"	12,695	S
P1103	64	22'-1"	7,509	S
P1001	96	30'-5"	12,565	S
P1002	6	28'-0"	723	S
P1003	36	30'-2"	4673	B
P1004	24	34'-11"	3606	S
P1005	24	18'-3"	1,885	S
P1006	12	9'-10"	508	B
P901	42	21'-9"	3106	S
P902	42	38'-5"	5486	S
P601	174	24'-5"	6381	B
P501	234	8'-1"	1973	B
P502	6	6'-9"	42	B
P503	12	25'-9"	322	S

Replacement Bars

Mark	No.	Length		Shp.
RE1101	2	7'-6"	——	S
RE1001	2	7'-2"	——	S
RE901	1	6'-10"	——	S
RE801	1	6'-6"	——	S
RE701	3	6'-2"	——	S
RE601	5	5'-11"	——	S
RE501	1	5'-7"	——	S
RE401	1	5'-3"	——	B

Railing Reinforcing

Mark	No.			
R501	112	16'-6"	Incl. with	S
R502	16	13'-3"	railing for	S
R503	16	11'-8"	payment	S

Spiral Reinforcing

Mark	No.	Core Dia. & Spiral	Length	Pitch	No. of Turns	Weight
SP401	8	32"	18'-1"	4½"	51	2,633
SP402	4	32"	17'-10"	4½"	51	1,314

NOTES

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5-4. 1½ closed coils shall be provided at the ends of each spiral unit. Four steel channel, tee or angle spacers, weighing approximately 0.68 lb. per lin. ft. of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.68 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A700 is a No. 7 size bar and A1014 is a No. 10 size.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

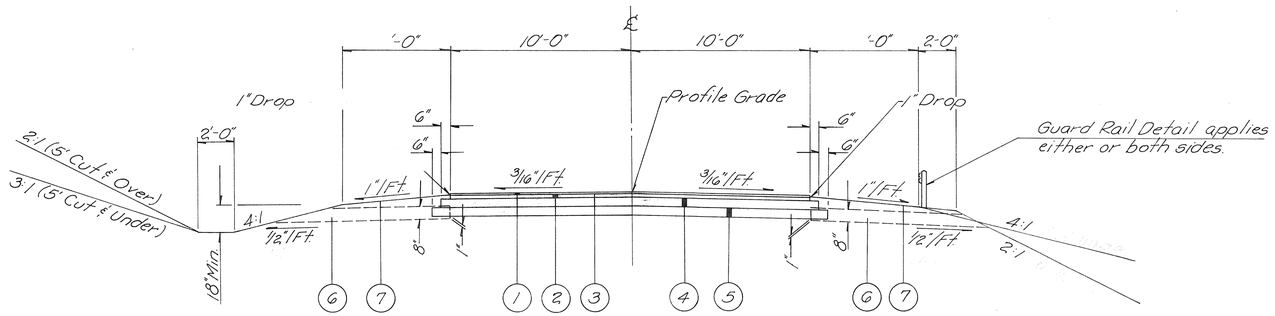
SUPERSTRUCTURE DETAILS AND REINFORCING STEEL LIST
BRIDGE NO. VAN-30-1081
UNDER RELOCATED USR 224
VAN WERT COUNTY Sta. 570+79.19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.D.R.	J.D.R.	H.C.	W.C.K.	B.F.G.	3-19-65	

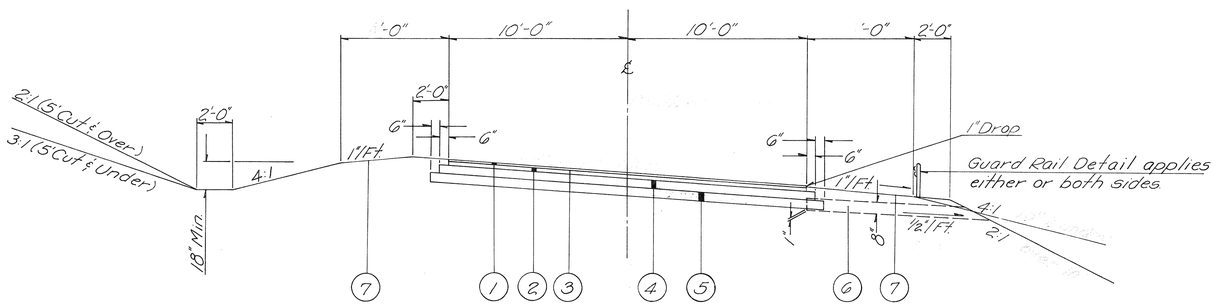
TYPICAL SECTIONS
TYPE T-35

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN-30-4



NORMAL SECTION



SUPERELEVATED SECTION

LEGEND

1. * Item T-35 ~ 1¼" Asphaltic Concrete Surface Course, Type "C" (85-100).
2. * Item B-35 ~ 1¾" Asphaltic Concrete Leveling Course (85-100).
3. Item T-30 ~ Bituminous Prime Coat Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.40 Gal. per Sq. Yd.
4. Item B-19 ~ 6" Aggregate Base Course.
5. Item I-22 ~ 6" Subbase.
6. Item I-9 ~ Stone Underdrains, No. 2 (Spaced at 50' intervals or as directed by the Engineer.
7. Item L-9 ~ Seeding and Protecting.

Note:
*Thicknesses shown are "designed" thickness as described in Sec. T-35.01 and B-35.01.

For Details not shown, See Std. Dwg. RI-1 or Cross Sections.

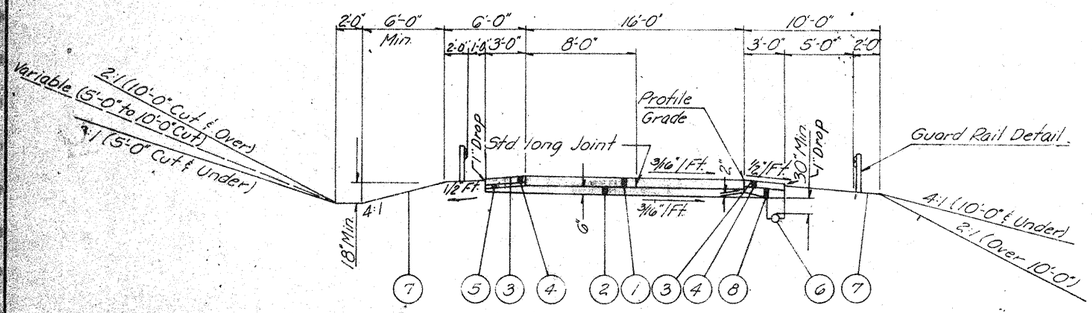
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

9

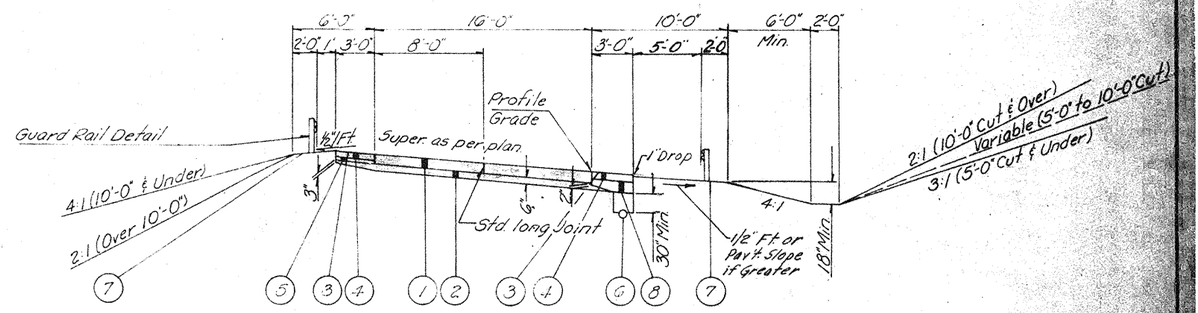
FRY COUNTY
VAN 30 - 4.06

TYPICAL SECTIONS

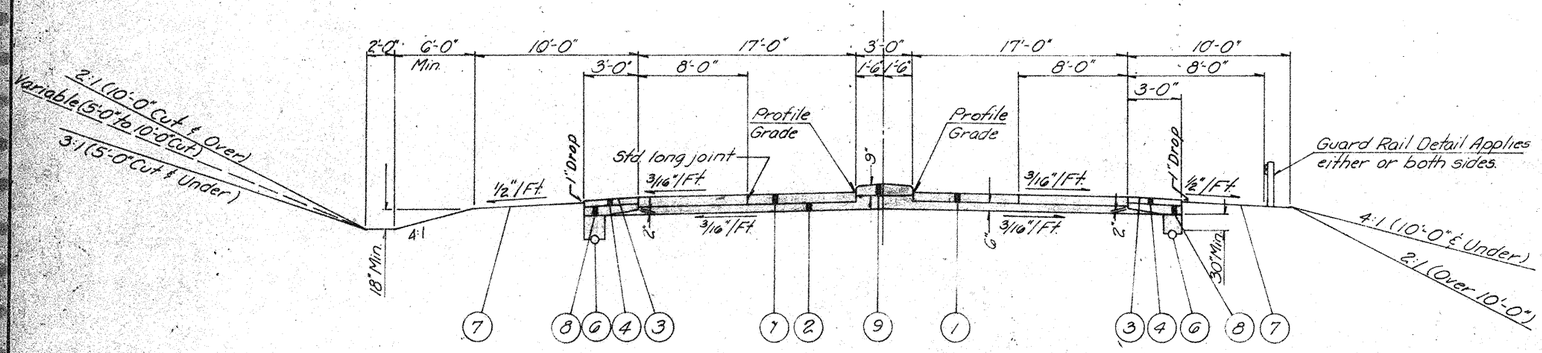
TYPE T-71



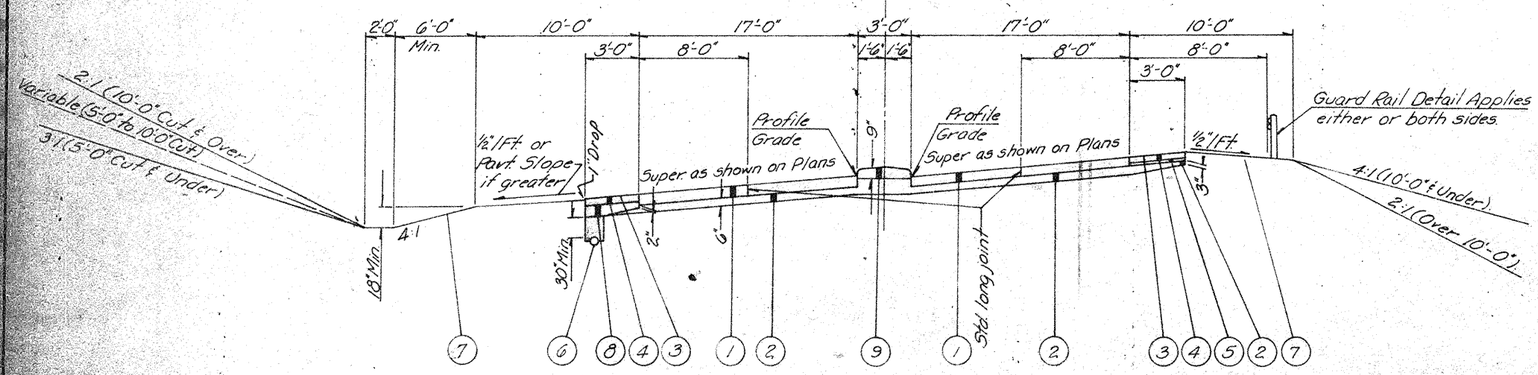
ONE WAY NORMAL RAMP



ONE WAY SUPERELEVATED RAMP



TWO WAY NORMAL RAMP



TWO WAY SUPERELEVATED RAMP

LEGEND

(1) Item T-71 ~ 9" Reinforced Portland Cement Concrete Pavement.

(2) Item I-22 ~ Subbase. (Thickness as shown)

(3) Item T-31 ~ Bituminous Surface Treatment using 0.008 Cu Yd No. 6 Aggregate per Sq Yd. and 0.25 gal Bituminous Material. See Note in Proposal.

(4) Item B-21 ~ 6" * Waterproofed Aggregate Base Course (Type "A" T-351 or T-335 Material may be used in construction of this course ~ See Note in Proposal) (2-3" Courses)
* Thickness shown is "designed" thickness as described in Section B-21.01.

(5) Item B-19 ~ 3" Aggregate Base Course.

(6) Item I-1 ~ 6" Pipe, Class I-3

(7) Item L-9 ~ Seeding and Protecting.

(8) Item Special ~ Drainage connection using No. 6 aggregate (See Note in Proposal)

(9) Item I-21 ~ Portland Cement Concrete Median Pavement

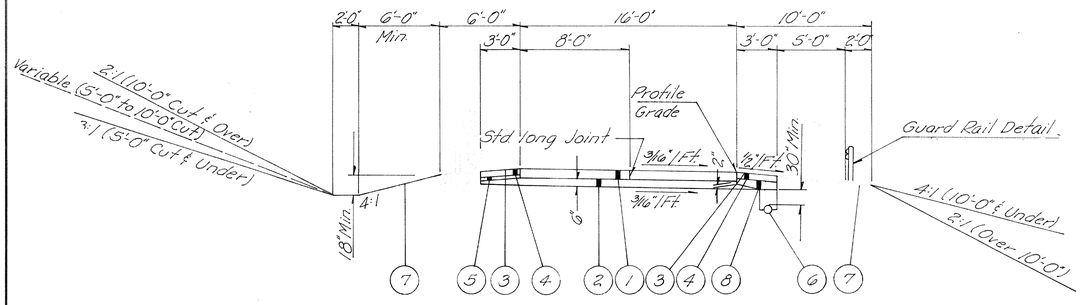
Note ~ For Details not shown, see Std. Dwg. RI-1 or Cross Sections.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

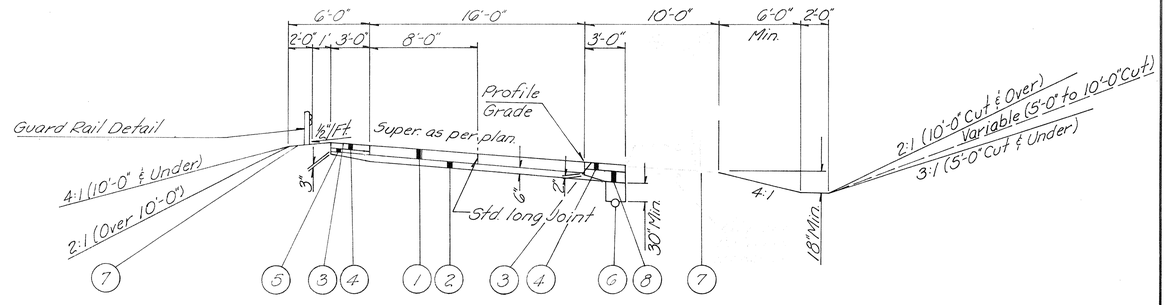
VAN WERT COUNTY
VAN 30-

TYPICAL SECTIONS

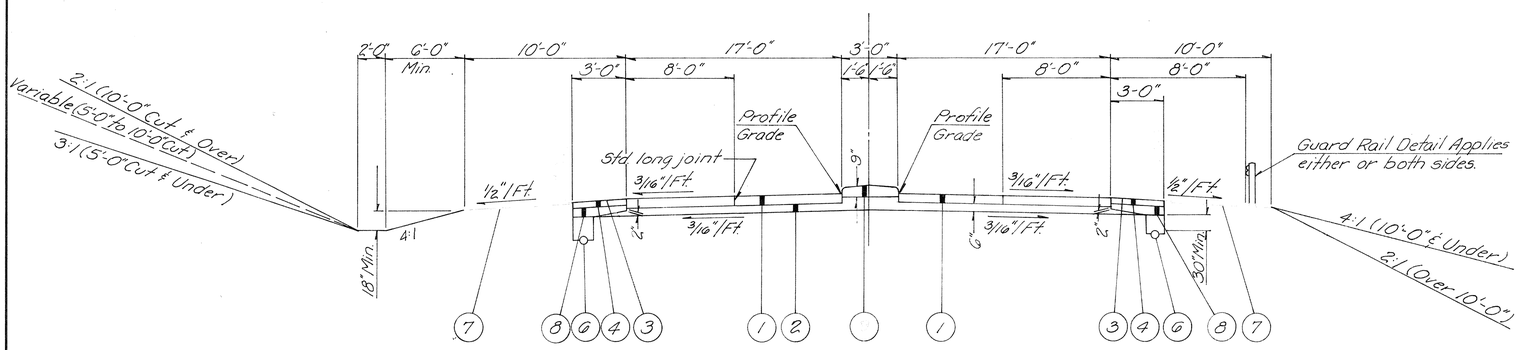
TYPE T-71



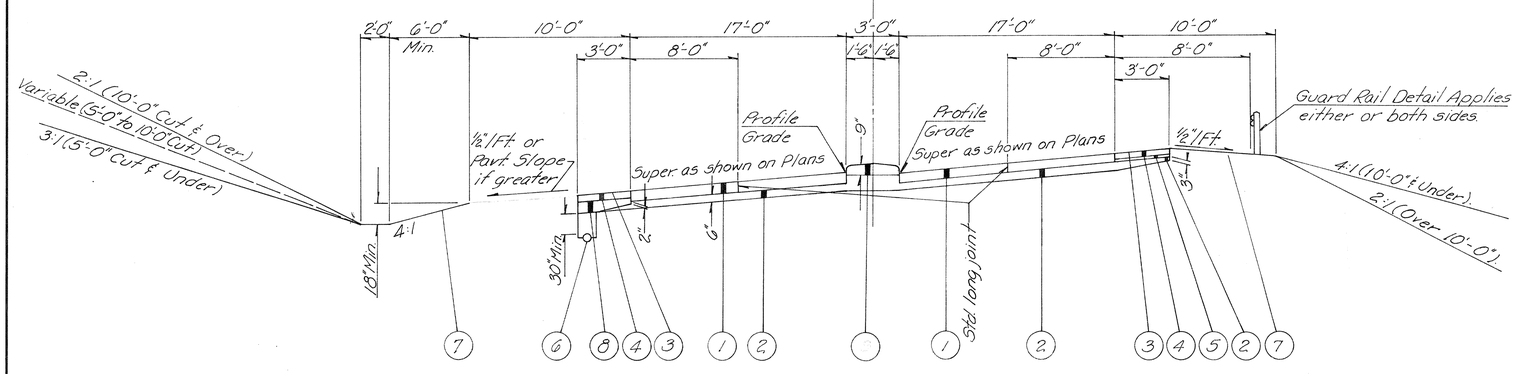
ONE WAY NORMAL RAMP



ONE WAY SUPERELEVATED RAMP



TWO WAY NORMAL RAMP



TWO WAY SUPERELEVATED RAMP

LEGEND

1. Item T-71 ~ 9" Reinforced Portland Cement Concrete Pavement.
2. Item I-22 ~
3. Item T-31 ~ Bituminous Surface Treatment using 0.008 Cu.Yd. No.6 Aggregate per Sq.Yd. and 0.25 gal. Bituminous Material. See Note in Proposal.
4. Item B-2.1 ~ 6"# Waterproofed Aggregate Base Course (Type "A" T-35 Material may be used in construction of this course ~ See Note in Proposal).
   # Thickness shown is "designed" thickness as described in Section B-21.01.
5. Item B-19 ~ 3" Aggregate Base Course.
6. Item I-1 ~ 6" Pipe, Class I-3.
7. Item L-9 ~ Seeding and Protecting.
8. Item Special ~ Drainage connection using No.6 aggregate (See Note in Proposal)

◯ Item I-21 ~ Portland Cement Concrete Median Pavement

Note ~ For Details not shown, see Std. Dwg. RI-1 or Cross Sections.

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

VAN WERT COUNTY
VAN - 30 - 4.06

10

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS:

THE ROUNDED CORNERS SHOWN ON STANDARD DRAWING RI-1, APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

UTILITY ADJUSTMENT:

ANY OR ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED ON THESE PLANS.

FIELD OFFICE:

THE CONTRACTOR SHALL, IN ACCORDANCE WITH SEC. S-0.01 (b), PROVIDE FOR THE EXCLUSIVE USE OF THE STATE'S EMPLOYEES, A SUITABLE FIELD OFFICE HAVING A MINIMUM OF 500 SQ. FT. OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THIS FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL WIRING AND OUTLETS SUITABLE FOR CONNECTING ELECTRIC LIGHTS AND OFFICE EQUIPMENT IN THE FIELD OFFICE AND PROVIDE 110-VOLT ALTERNATING CURRENT TO THE OFFICE DURING THE ENTIRE PERIOD OF CONSTRUCTION OF THIS PROJECT.

DESIGN SPEED:

THE GEOMETRICS FOR THIS PROJECT HAVE BEEN PLANNED FOR A DESIGN SPEED OF 70 MILES PER HOUR.

UNDERGROUND UTILITIES:

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO MAKES NO GUARANTEES AS TO THEIR ACCURACY OR COMPLETENESS.

SUPERELEVATION:

SUPERELEVATED CURVES SHALL BE BUILT WITHOUT CROWN. THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT IN THE PORTION BETWEEN THE BEGINNING OF THE TRANSITION AND THE POINT WHERE THE SUPERELEVATION EQUALS TWICE THE CROWN.

CONTRACTOR'S MAINTENANCE RESPONSIBILITY:

ON THIS PROJECT, THE CONTRACTOR'S RESPONSIBILITY FOR MAINTENANCE OF THE EXISTING PAVEMENT PER ITEM I-3 SHALL BE LIMITED TO THOSE PORTIONS OF THE EXISTING PAVEMENT LYING WITHIN THE PROPOSED WORK LIMITS.

NON-RIGID PAVEMENT REMOVAL:

REMOVAL AND DISPOSAL OF EXISTING NON-RIGID PAVEMENT, UNLESS OTHERWISE INDICATED ON THESE PLANS, SHALL BE MEASURED AND PAID FOR AS ITEM E-1, ROADWAY EXCAVATION.

REMOVAL OF EXISTING PIPE:

THE REMOVAL OF ALL EXISTING PIPE DRAINS WITHIN THE LIMITS OF PROPOSED EXCAVATION ITEMS SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICES BID FOR THE RESPECTIVE EXCAVATION ITEMS, UNLESS OTHERWISE ITEMIZED IN THE PLANS.

PLUGGING PIPE: (1)

THE UPSTREAM ENDS OF ALL PIPE OR TILE LINES INTERCEPTED BY EARTHWORK OPERATIONS (AND, WHERE INDICATED, THE ENDS OF PIPE LINES TO BE ABANDONED IN PLACE) SHALL BE EFFECTIVELY BLOCKED AND COVERED. BROKEN PIECES AND PORTIONS OF PIPE OR TILE SHALL BE REMOVED UNTIL A WHOLE UNDAMAGED LENGTH IS ENCOUNTERED. THIS PIPE SHALL THEN BE BLOCKED WITH CONCRETE, FLAT STONE OR BRICK LAID IN MORTAR, OR A PRECAST CLAY OR CONCRETE STOPPER. IF AT THE TIME OF CONSTRUCTION, THERE ARE HEADER TILE ON PRIVATE RIGHT-OF-WAY THAT HAVE NOT BEEN PLACED, THE CONTRACTOR SHALL PLUG AT THE RIGHT-OF-WAY LINE ALL FIELD TILE THAT ARE INTERCEPTED BY THE ROADWAY DITCH. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM ~~SEC. ROADWAY~~ EXCAVATION. 203 not Including Embankment Construction

REMOVAL OF TREES AND STUMPS:

ALL TREES AND STUMPS LYING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE UNIT PRICE BID PER EACH FOR ITEM E-9, REMOVAL OF TREES AND STUMPS, EXCEPT THAT THOSE TREES FOR WHICH PROTECTION AND PRESERVATION WORK IS INDICATED ELSEWHERE IN THESE PLANS SHALL NOT BE REMOVED.

THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED:

SIZES	NO. TREES	NO. STUMPS
12" - 18"	61	3
18" - 24"	23	4
24" - 30"	10	1
30" - 36"	3	
36" - 42"	2	
42" - 48"		
OVER 48"		

THE ABOVE ESTIMATE IS APPROXIMATE AND THE STATE OF OHIO RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES OR STUMPS OUTSIDE OF THE LIMITS OF CONSTRUCTION BUT WITHIN THE RIGHT-OF-WAY AND/OR EASEMENT LINES. PAYMENT FOR THE REMOVAL OF THESE ADDITIONAL TREES OR STUMPS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM E-9, REMOVAL OF TREES AND STUMPS.

GUARD RAIL ADJACENT TO BRIDGE: (2)

ONE (1) ADDITIONAL GUARD RAIL POST SHALL BE PROVIDED IN THE CENTER OF EACH PANEL OF GUARD RAIL ADJACENT TO THE BRIDGE, PAYMENT FOR WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM I-15 GUARD RAIL.

SEEDING:

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN RIGHT-OF-WAY LINES EXCEPT THOSE AREAS WHERE THE EXISTING COVER TEN (10) FEET BEYOND THE WORK LIMITS IS CONSIDERED TO BE ACCEPTABLE. (SUCH AS WOODLANDS, GRASSLANDS, ETC.) AT THE TIME OF CONSTRUCTION, THE ENGINEER SHALL DETERMINE THE ACCEPTABLE AREAS THAT SHALL NOT BE SEEDED.

SEEDING FORMULA:

THE FOLLOWING SEED MIXTURES SHALL, IN LIEU OF THE MIXTURES LISTED IN SECTION L-9.11, BE USED THROUGHOUT THE LIMITS OF THIS PROJECT:

MEDIAN AREAS AND ROADSIDE PARKS:
60% KENTUCKY BLUE GRASS
25% ILLAHEE FESCUE
15% RED TOP

2:1 SLOPE AREAS:
100% KENTUCKY 31 FESCUE

ALL OTHER AREAS:
60% KENTUCKY 31 FESCUE
25% KENTUCKY BLUE GRASS
15% RED TOP

ANY STONE OR OTHER DEBRIS 2" OR OVER IN DIAMETER SHALL BE REMOVED FROM THE EXPOSED SURFACE OF THE SEED BED.

SPECIAL SEEDING PREPARATION AREAS:

THE REFERENCES IN THE FIRST PARAGRAPH OF SECTION L-9.11 TO PREPARATION OF THE SEED BED IN FRONT OF RESIDENCES, ETC., SHALL, ON THIS PROJECT, BE CONSIDERED TO BE PARTICULARLY APPLICABLE IN THE FOLLOWING AREAS:

STA. 231 + 50 TO STA. 233 + 00 (M.L.) LEFT
STA. 104 + 50 TO STA. 107 + 50 (EXIST. U.S. 30) RIGHT

ITEM SPECIAL, DRILLED WELL ABANDONED:

THE EXISTING CONCRETE OR STONE SLAB WELL COVER AND PUMPING EQUIPMENT SHALL BE REMOVED AND DISPOSED OF. THE CASING SHALL BE CUT OFF AT LEAST TWO FEET BELOW THE PROPOSED FINISHED GRADE OUTSIDE PROPOSED PAVEMENT AREAS OR AT LEAST TWO FEET BELOW THE PROPOSED SUBGRADE ELEVATION INSIDE PROPOSED PAVEMENT AREAS AND CAPPED WITH CLASS "E" CONCRETE OR A STANDARD THREADED PIPE CAP.

THE UNIT PRICE BID FOR EACH "DRILLED WELL ABANDONED" SHALL INCLUDE PAYMENT FOR ALL LABOR, TOOLS, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

CONNECTIONS TO EXISTING PIPE:

AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED DRAINAGE PIPE TO BE CONNECTED TO EXISTING PIPES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED PIPE. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

ESTIMATED QUANTITIES TO BE USED AS DIRECTED:

ALL FARM TILE WHICH ARE ENCOUNTERED DURING CONSTRUCTION SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS UNDER THE DIRECTION OF THE ENGINEER. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS AND WHICH CROSS THE ROADWAY SHALL BE REPLACED WITHIN THE CONSTRUCTION LIMITS BY ITEM I-1 CLASS "A-1" PIPE.

EXISTING COLLECTORS AND ISOLATED FARM TILE WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF THE ROADWAY DITCHES SHALL BE OUTLETTED INTO THE ROADWAY DITCH. THE OPTIMUM OUTLET ELEVATION SHALL BE, IF POSSIBLE, ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL TILE FIELDS WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY CLASS H-2 PIPE AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE CONTRACTOR SHALL PROVIDE OUTLETS INTO THE ROADWAY DITCH FOR EXISTING AND PROPOSED FARM SURFACE DRAINAGE. THE BACKSLOPE OF THE ROADWAY DITCH SHALL BE SODDED WHERE THESE SURFACE DRAINS OUTLET INTO THE ROADWAY DITCH. THE LOCATION, SIZE AND FLOWLINE OF THESE DRAINS SHALL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THE CU. YD. OF EXCAVATION FOR THE SURFACE DRAINS SHALL BE AT THE UNIT PRICE BID FOR ITEM E-1, EXCAVATION.

A QUANTITY OF L-10 AND I-10 HAS BEEN INCLUDED FOR EROSION CONTROL.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK ABOVE:

ITEM	E-1	ROADWAY EXCAVATION	300 CU.YD.
ITEM	I-1	6" PIPE, CLASS A-1	400 LIN.FT.
ITEM	I-1	8" PIPE, CLASS A-1	400 LIN.FT.
ITEM	I-1	4" PIPE, CLASS H-2	1000 LIN.FT.
ITEM	I-1	8" PIPE, CLASS H-2	1200 LIN.FT.
ITEM	I-1	6" PIPE, CLASS F-4	150 LIN.FT.
ITEM	I-1	8" PIPE, CLASS F-4	50 LIN.FT.
ITEM	I-5	8" PIPE, SPECIALS, CLASS H-2	15 EACH
ITEM	I-10	CRUSHED AGGREGATE SLOPE PROTECTION	40 SQ.YD.
ITEM	L-10	SODDING	200 SQ.YD.

[redacted] SIZE, GRADE, AND USAGE OF [redacted] QUANTITIES TO BE USED AS DIRECTED [redacted] MATTER OF RECORD BY INCORPORATING [redacted] STANDARD SPECIFICATIONS.

THESE QUANTITIES ARE NOT TO BE DELIVERED TO THE PROJECT UNTIL SO DIRECTED BY THE ENGINEER.

ITEM I-9, STONE UNDERDRAINS, NO. 2:

STONE UNDERDRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS AND AT TWENTY-FIVE (25) FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS, EXCEPT WHERE ITEM I-1 PIPE UNDERDRAINS HAVE BEEN PROVIDED. THE CONTRACTOR SHALL FINISH, SEED, AND MULCH THE SLOPES SO AS NOT TO IMPEDE DRAINAGE OF THE BASE MATERIAL.

ITEM S.S. CE-101.04 COMPACTION USING HEAVY PNEUMATIC TIRED ROLLER:

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE IN PROOF ROLLING OF SUBGRADE ON THE MAINLINE AND RAMP PAVEMENTS AND PAVED SHOULDERS AS DIRECTED BY THE ENGINEER. PROOF ROLLING WILL NOT BE REQUIRED WHERE ROCK OR SHALE OCCURS IN SUBGRADE AND IN AREAS WHERE SUBBASE HAS BEEN THICKENED TO REPLACE FROST SUSCEPTIBLE SILTS. IN LIEU OF THE REQUIREMENTS OF CE-101.04, A MINIMUM OF ONE COVERAGE WILL BE REQUIRED TO CHECK THE SUBGRADE. MOISTURE CONTENT OF THE TOP 12" OF SUBGRADE SHALL NOT EXCEED OPTIMUM AT THE TIME OF PROOF ROLLING. TIRE PRESSURE AND TOTAL LOAD SHALL BE VARIED AS DIRECTED BY THE ENGINEER WITHIN THE LIMITS PROVIDED IN CE-101.04.

AN ESTIMATED QUANTITY OF 173 HOURS OF HEAVY ROLLING TIME HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

T-71	246,740	Sq.Yds.
T-31	99,748	SQ.YDS.
I-7	100	SQ.YDS.
	346,588	SQ.YDS./2000 = 173 HOURS

I-1, CLASS F - PIPE ENDS:

REINFORCED ENDS SHALL BE REQUIRED ON ALL CORRUGATED METAL PIPE EXCEPT HELICAL IF THE PIPE ENDS ARE UNPROTECTED BY HEADWALLS, CATCH BASINS OR MAN HOLES. PAYMENT FOR REINFORCED ENDS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

CONTRACTION AND EXPANSION JOINTS:

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN EXPANSION AND CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL IN ALL CASES BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING T.J.

ITEM CLASS I-3, GRADES: (3)

THE GRADES SHOWN ON THE PLAN AND PROFILE SHEETS MAY BE ADJUSTED FOR A SHORT DISTANCE, WHERE THEY OUTLET IN THE 15" & 18" ~~TYPE~~ B-B MEDIAN OUTLETS, TO SECURE A GOOD CONNECTION.

ELEVATION DATUM:

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

DRIVEWAYS AND MAILBOX TURN OUTS:

UNLESS OTHERWISE SHOWN ON THESE PLAN, ALL DRIVEWAYS AND MAILBOX TURN OUTS ON THIS PROJECT SHALL BE TYPE 1 STANDARD DRAWING DR-1, MODIFIED BY DELETING THE 12" OFFSET AT THE EDGE OF THE PAVEMENT. PAVEMENT COURSES AND THICKNESSES ARE AS FOLLOWS:

	DRIVE APRONS		OTHER AREAS	
TYPE OF APPROACH:	T-35*	B-19	T-35*	B-19
MAILBOX APPROACHES	2"	5"		
RESIDENCE DRIVE	2"	5"	#	8"
COMMERCIAL DRIVE	2"	7"	#	9"
FIELD DRIVE	0"	6"	0"	6"

#IF EXISTING DRIVE IS HARD-SURFACED THE SAME COURSES & THICKNESSES SHALL BE USED BEYOND THE DRIVE APRONS AS WERE IN THE DRIVE APRONS.

*TWO 1" COURSES

COMMERCIAL FERTILIZER: (4)

FORMULA 12-12-12 SHALL BE APPLIED AT THE RATE OF TWENTY (20) POUNDS PER THOUSAND (1000) SQUARE FEET TO ALL AREAS TO BE SEEDED OR SODDED.

GUARD RAIL FLARES:

WHERE TRAFFIC APPROACHES A RUN OF GUARD RAIL, THE FIRST THREE (3) PANELS OF GUARD RAIL WILL BE FLARED FROM 12' TO 10' (DISTANCE FROM EDGE OF PAVEMENT) IN A MANNER SIMILAR TO THAT SHOWN ON STANDARD DRAWING I-15 NO. 6.

ITEM T-30 TACK COAT: (5)

ALTHOUGH THIS ITEM HAS BEEN ESTIMATED FOR USE ON THE ENTIRE EXISTING BITUMINOUS PAVEMENT AREA TO BE RESURFACED, IT SHALL BE USED ONLY ON DRY OR CHECKED PAVEMENT AREAS WHERE SPECIFICALLY DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE ON FINAL MEASUREMENT.

APPROACH SLAB LONGITUDINAL JOINTS:

LONGITUDINAL IMPRESSED OR SAWED JOINTS SHALL BE PROVIDED BETWEEN LANE ELEMENTS, ON ALL APPROACH SLABS, IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING L.J. NO. 1.

ITEM I-5 PIPE SPECIALS:

Pipe without perforations will be permitted for use on this project for all Item I-5 Pipe Specials.

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS:

THE ROUNDED CORNERS SHOWN ON STANDARD DRAWING RI-1, APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

UTILITY ADJUSTMENT:

ANY OR ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED ON THESE PLANS.

FIELD OFFICE:

THE CONTRACTOR SHALL, IN ACCORDANCE WITH SEC. S-0.01 ( ), PROVIDE FOR THE EXCLUSIVE USE OF THE STATE'S EMPLOYEES, A SUITABLE FIELD OFFICE HAVING A MINIMUM OF 500 SQ. FT. OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THIS FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL WIRING AND OUTLETS SUITABLE FOR CONNECTING ELECTRIC LIGHTS AND OFFICE EQUIPMENT IN THE FIELD OFFICE AND PROVIDE 110-VOLT ALTERNATING CURRENT TO THE OFFICE DURING THE ENTIRE PERIOD OF CONSTRUCTION OF THIS PROJECT.

DESIGN SPEED:

THE GEOMETRICS FOR THIS PROJECT HAVE BEEN PLANNED FOR A DESIGN SPEED OF 70 MILES PER HOUR.

UNDERGROUND UTILITIES:

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO MAKES NO GUARANTEES AS TO THEIR ACCURACY OR COMPLETENESS.

SUPERELEVATION:

SUPERELEVATED CURVES SHALL BE BUILT WITHOUT CROWN. THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT IN THE PORTION BETWEEN THE BEGINNING OF THE TRANSITION AND THE POINT WHERE THE SUPERELEVATION EQUALS TWICE THE CROWN.

CONTRACTOR'S MAINTENANCE RESPONSIBILITY:

ON THIS PROJECT, THE CONTRACTOR'S RESPONSIBILITY FOR MAINTENANCE OF THE EXISTING PAVEMENT PER ITEM I-3 SHALL BE LIMITED TO THOSE PORTIONS OF THE EXISTING PAVEMENT LYING WITHIN THE PROPOSED WORK LIMITS.

NON-RIGID PAVEMENT REMOVAL:

REMOVAL AND DISPOSAL OF EXISTING NON-RIGID PAVEMENT, UNLESS OTHERWISE INDICATED ON THESE PLANS, SHALL BE MEASURED AND PAID FOR AS ITEM E-1, ROADWAY EXCAVATION.

REMOVAL OF EXISTING PIPE:

THE REMOVAL OF ALL EXISTING PIPE DRAINS WITHIN THE LIMITS OF PROPOSED EXCAVATION ITEMS SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICES BID FOR THE RESPECTIVE EXCAVATION ITEMS, UNLESS OTHERWISE ITEMIZED IN THE PLANS.

PLUGGING PIPE:

THE UPSTREAM ENDS OF ALL PIPE OR TILE LINES INTERCEPTED BY EARTHWORK OPERATIONS (AND, WHERE INDICATED, THE ENDS OF PIPE LINES TO BE ABANDONED IN PLACE) SHALL BE EFFECTIVELY BLOCKED AND COVERED. BROKEN PIECES AND PORTIONS OF PIPE OR TILE SHALL BE REMOVED UNTIL A WHOLE UNDAMAGED LENGTH IS ENCOUNTERED. THIS PIPE SHALL THEN BE BLOCKED WITH CONCRETE, FLAT STONE OR BRICK LAID IN MORTAR, OR A PRECAST CLAY OR CONCRETE STOPPER. IF AT THE TIME OF CONSTRUCTION, THERE ARE HEADER TILE ON PRIVATE RIGHT-OF-WAY THAT HAVE NOT BEEN PLACED, THE CONTRACTOR SHALL PLUG AT THE RIGHT-OF-WAY LINE ALL FIELD TILE THAT ARE INTERCEPTED BY THE ROADWAY DITCH. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

REMOVAL OF TREES AND STUMPS:

ALL TREES AND STUMPS LYING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE UNIT PRICE BID PER EACH FOR ITEM E-9, REMOVAL OF TREES AND STUMPS, EXCEPT THAT THOSE TREES FOR WHICH PROTECTION AND PRESERVATION WORK IS INDICATED ELSEWHERE IN THESE PLANS SHALL NOT BE REMOVED.

THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED:

SIZES	NO. TREES	NO. STUMPS
12" - 18"		
18" - 24"		
24" - 30"		
30" - 36"		
36" - 42"		
42" - 48"		
OVER 48"		

THE ABOVE ESTIMATE IS APPROXIMATE AND THE STATE OF OHIO RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES OR STUMPS OUTSIDE OF THE LIMITS OF CONSTRUCTION BUT WITHIN THE RIGHT-OF-WAY AND/OR EASEMENT LINES. PAYMENT FOR THE REMOVAL OF THESE ADDITIONAL TREES OR STUMPS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM E-9, REMOVAL OF TREES AND STUMPS.

GUARD RAIL ADJACENT TO BRIDGE:

ONE (1) ADDITIONAL GUARD RAIL POST SHALL BE PROVIDED IN THE CENTER OF EACH PANEL OF GUARD RAIL ADJACENT TO THE BRIDGE, PAYMENT FOR WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM I-15 GUARD RAIL.

SEEDING:

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN RIGHT-OF-WAY LINES EXCEPT THOSE AREAS WHERE THE EXISTING COVER TEN (10) FEET BEYOND THE WORK LIMITS IS CONSIDERED TO BE ACCEPTABLE. (SUCH AS WOODLANDS, GRASSLANDS, ETC.) AT THE TIME OF CONSTRUCTION, THE ENGINEER SHALL DETERMINE THE ACCEPTABLE AREAS THAT SHALL NOT BE SEEDED.

SEEDING FORMULA:

THE FOLLOWING SEED MIXTURES SHALL, IN LIEU OF THE MIXTURES LISTED IN SECTION L-9.11, BE USED THROUGHOUT THE LIMITS OF THIS PROJECT:

MEDIAN AREAS AND ROADSIDE PARKS:
60% KENTUCKY BLUE GRASS
25% ILLAHEE FESCUE
15% RED TOP

2:1 SLOPE AREAS:
100% KENTUCKY 31 FESCUE

ALL OTHER AREAS:
60% KENTUCKY 31 FESCUE
25% KENTUCKY BLUE GRASS
15% RED TOP

ANY STONE OR OTHER DEBRIS 2" OR OVER IN DIAMETER SHALL BE REMOVED FROM THE EXPOSED SURFACE OF THE SEED BED.

SPECIAL SEEDING PREPARATION AREAS:

THE REFERENCES IN THE FIRST PARAGRAPH OF SECTION L-9.11 TO PREPARATION OF THE SEED BED IN FRONT OF RESIDENCES, ETC., SHALL, ON THIS PROJECT, BE CONSIDERED TO BE PARTICULARLY APPLICABLE IN THE FOLLOWING AREAS:

STA. 231 + 50 TO STA. 233 + 00 (M.L.) LEFT
STA. 104 + 50 TO STA. 107 + 50 (EXIST. U.S. 30) RIGHT

ITEM SPECIAL, DRILLED WELL ABANDONED:

THE EXISTING CONCRETE OR STONE SLAB WELL COVER AND PUMPING EQUIPMENT SHALL BE REMOVED AND DISPOSED OF. THE CASING SHALL BE CUT OFF AT LEAST TWO FEET BELOW THE PROPOSED FINISHED GRADE OUTSIDE PROPOSED PAVEMENT AREAS OR AT LEAST TWO FEET BELOW THE PROPOSED SUBGRADE ELEVATION INSIDE PROPOSED PAVEMENT AREAS AND CAPPED WITH CLASS "E" CONCRETE OR A STANDARD THREADED PIPE CAP.

THE UNIT PRICE BID FOR EACH "DRILLED WELL ABANDONED" SHALL INCLUDE PAYMENT FOR ALL LABOR, TOOLS, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

CONNECTIONS TO EXISTING PIPE:

AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED DRAINAGE PIPE TO BE CONNECTED TO EXISTING PIPES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED PIPE. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

ESTIMATED QUANTITIES TO BE USED AS DIRECTED:

ALL FARM TILE WHICH ARE ENCOUNTERED DURING CONSTRUCTION SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS UNDER THE DIRECTION OF THE ENGINEER. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS AND WHICH CROSS THE ROADWAY SHALL BE REPLACED WITHIN THE CONSTRUCTION LIMITS BY ITEM I-1 CLASS "A-1" PIPE.

EXISTING COLLECTORS AND ISOLATED FARM TILE WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF THE ROADWAY DITCHES SHALL BE OUTLETTED INTO THE ROADWAY DITCH. THE OPTIMUM OUTLET ELEVATION SHALL BE, IF POSSIBLE, ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL TILE FIELDS WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY CLASS H-2 PIPE AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE CONTRACTOR SHALL PROVIDE OUTLETS INTO THE ROADWAY DITCH FOR EXISTING AND PROPOSED FARM SURFACE DRAINAGE. THE BACKSLOPE OF THE ROADWAY DITCH SHALL BE SODDED WHERE THESE SURFACE DRAINS OUTLET INTO THE ROADWAY DITCH. THE LOCATION, SIZE AND FLOWLINE OF THESE DRAINS SHALL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THE CU. YD. OF EXCAVATION FOR THE SURFACE DRAINS SHALL BE AT THE UNIT PRICE BID FOR ITEM E-1, EXCAVATION.

A QUANTITY OF L-10 AND I-10 HAS BEEN INCLUDED FOR EROSION CONTROL.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK ABOVE:

ITEM	E-1	ROADWAY EXCAVATION	300 CU.YD.
ITEM	I-1	6" PIPE, CLASS A-1	400 LIN.FT.
ITEM	I-1	8" PIPE, CLASS A-1	400 LIN.FT.
ITEM	I-1	4" PIPE, CLASS H-2	1000 LIN.FT.
ITEM	I-1	8" PIPE, CLASS H-2	1200 LIN.FT.
ITEM	I-1	6" PIPE, CLASS F-4	150 LIN.FT.
ITEM	I-1	8" PIPE, CLASS F-4	50 LIN.FT.
ITEM	I-5	8" PIPE, SPECIALS, CLASS H-2	15 EACH
ITEM	I-10	CRUSHED AGGREGATE SLOPE PROTECTION	40 SQ.YD.
ITEM	L-10	SODDING	200 SQ.YD.

THE LOCATION, TYPE, SIZE, GRADE, AND USAGE OF THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT. THESE QUANTITIES ARE NOT TO BE DELIVERED TO THE PROJECT UNTIL SO DIRECTED BY THE ENGINEER.

ITEM I-9, STONE UNDERDRAINS, NO. 2:

STONE UNDERDRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS AND AT TWENTY-FIVE (25) FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS, EXCEPT WHERE ITEM I-1 PIPE UNDERDRAINS HAVE BEEN PROVIDED. THE CONTRACTOR SHALL FINISH, SEED, AND MULCH THE SLOPES SO AS NOT TO IMPEDE DRAINAGE ON THE BASE MATERIAL.

ITEM S.S. CE-101.04 COMPACTION USING HEAVY PNEUMATIC TIRED ROLLER:

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE IN PROOF ROLLING OF SUBGRADE ON THE MAINLINE AND [illegible] AS DIRECTED BY THE ENGINEER. PROOF ROLLING WILL NOT BE REQUIRED WHERE ROCK OR SHALE OCCURS IN SUBGRADE AND IN AREAS WHERE SUBBASE HAS BEEN THICKENED TO REPLACE FROST SUSCEPTIBLE SILTS. IN LIEU OF THE REQUIREMENTS OF CE-101.04, A MINIMUM OF ONE COVERAGE WILL BE REQUIRED TO CHECK THE SUBGRADE. MOISTURE CONTENT OF THE TOP 12" OF SUBGRADE SHALL NOT EXCEED OPTIMUM AT THE TIME OF PROOF ROLLING. TIRE PRESSURE AND TOTAL LOAD SHALL BE VARIED AS DIRECTED BY THE ENGINEER WITHIN THE LIMITS PROVIDED IN CE-101.04.

AN ESTIMATED QUANTITY OF _____ HOURS OF HEAVY ROLLING TIME HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

T-71	246,740	Sq.Yds.
T-31	99,748	SQ.YDS.
I-7	400	SQ.YDS.
	346,888	SQ.YDS./2000 = 173 HOURS

I-1, CLASS F - PIPE ENDS:

REINFORCED ENDS SHALL BE REQUIRED ON ALL CORRUGATED METAL PIPE CULVERT TYPICAL IF THE PIPE ENDS ARE UNPROTECTED BY HEADWALLS, CATCH BASINS OR MAN HOLES.

CONTRACTION AND EXPANSION JOINTS:

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN EXPANSION AND CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL IN ALL CASES BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING T.J.

ITEM CLASS I-3, GRADES:

THE GRADES SHOWN ON THE PLAN AND PROFILE SHEETS MAY BE ADJUSTED FOR A SHORT DISTANCE, WHERE THEY OUTLET IN THE 15" & 18" A-1 MEDIAN OUTLETS, TO SECURE A GOOD CONNECTION.

ELEVATION DATUM:

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

DRIVEWAYS AND MAILBOX TURN OUTS:

UNLESS OTHERWISE SHOWN ON THESE PLAN, ALL DRIVEWAYS AND MAILBOX TURN OUTS ON THIS PROJECT SHALL BE TYPE 1 STANDARD DRAWING DR-1, MODIFIED BY DELETING THE 12" OFFSET AT THE EDGE OF THE PAVEMENT. PAVEMENT COURSES AND THICKNESSES ARE AS FOLLOWS:

	DRIVE APRONS		OTHER AREAS		
TYPE OF APPROACH:	T-35*	B-19	T-35*	B-19	#IF EXISTING DRIVE IS HARD-SURFACED THE SAME COURSES & THICKNESSES SHALL BE USED BEYOND THE DRIVE APRONS AS WITHIN THE DRIVE APRONS.
MAILBOX APPROACHES	2"	5"			
RESIDENCE DRIVE	2"	5"	#	8"	
COMMERCIAL DRIVE	2"	7"	#	9"	
FIELD DRIVE	0"	6"	0"	6"	

*TWO 1" COURSES

COMMERCIAL FERTILIZER:

FORMULA 12-12-12 SHALL BE APPLIED AT THE RATE OF TWENTY (20) POUNDS PER THOUSAND (1000) SQUARE FEET TO ALL AREAS TO BE SEEDED OR SODDED.

GUARD RAIL FLARES:

WHERE TRAFFIC APPROACHES A RUN OF GUARD RAIL, THE FIRST THREE (3) PANELS OF GUARD RAIL WILL BE FLARED FROM 12' TO 10' (DISTANCE FROM EDGE OF PAVEMENT) IN A MANNER SIMILAR TO THAT SHOWN ON STANDARD DRAWING I-15 NO. 6.

ITEM T-30 TACK COAT:

ALTHOUGH THIS ITEM HAS BEEN ESTIMATED FOR USE ON THE ENTIRE EXISTING BITUMINOUS PAVEMENT AREA TO BE RESURFACED, IT SHALL BE USED ONLY ON DRY OR CHECKED PAVEMENT AREAS WHERE SPECIFICALLY DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE ON FINAL MEASUREMENT.

APPROACH SLAB LONGITUDINAL JOINTS:

LONGITUDINAL IMPRESSED OR SAWED JOINTS SHALL BE PROVIDED BETWEEN [illegible], ON ALL APPROACH SLABS, IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING L.J. NO. 1.

GENERAL NOTES

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VAN WERT COUNTY
VAN - 30- 4.06

CONSTRUCTION LAYOUT STAKES:

SEE NOTE IN PROPOSAL DESCRIBING THE WORK INCLUDED IN THIS LUMP SUM PAY ITEM.

TRAFFIC AND CONSTRUCTION PROCEDURE:

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PROVISIONS OF ITEM I-3 AND WITH THE REQUIREMENTS OF THE WORK BY USING THE EXISTING PAVEMENT, THE PROPOSED PAVEMENT AND THE S-15 TEMPORARY RUNAROUNDS. THE FOLLOWING CONSTRUCTION PROCEDURE SHALL BE ADOPTED BY THE CONTRACTOR SO THAT THROUGH TRAFFIC ON U.S. 30 CAN PROCEED WITH A MINIMUM DISRUPTION:

1. MAINTAIN TWO-WAY TRAFFIC OVER THE S-15 TEMPORARY RUNAROUND, BRIDGE AND APPROACHES AS SHOWN ON SHEETS 194,195, & 196 AND DURING WHICH TIME THE STRUCTURE OVER RELOCATED U.S. 30, EMBANKMENT, PAVEMENT AND OTHER ITEMS ARE COMPLETED NECESSARY TO ROUTING TRAFFIC OVER THIS STRUCTURE.
2. COMPLETE CONSTRUCTION ON WESTBOUND (LEFT) LANES FROM STA. 237 + 00 TO END OF PROJECT.
3. COMPLETE CONSTRUCTION ON EASTBOUND (RIGHT) LANES FROM STA. 225 + 50 TO END OF PROJECT.
4. COMPLETE CONSTRUCTION ON ALL INTERSECTED AND RELOCATED COUNTY, TOWNSHIP AND STATE HIGHWAYS.
5. UPON COMPLETION OF ITEMS 1 THRU 4 CONSTRUCT TEMPORARY RUNAROUNDS AS SHOWN ON SHEETS 17 AND 18 SO THAT TWO-WAY TRAFFIC MAY BE MAINTAINED OVER THE TEMPORARY PAVEMENT, AND THE EASTBOUND LANES OF RELOCATED U.S. 30 TO COUNTY ROAD 192. TRAFFIC SHALL BE MAINTAINED OVER THE FOUR COMPLETED LANES FROM COUNTY ROAD 192 TO THE END OF PROJECT.
6. S.R. 49 MAY BE DETOURED FOR A PERIOD OF TIME NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS AS SHOWN ON SHEET NO. 1 . DURING THIS TIME COUNTY ROADS 192 AND 168 SHALL BE KEPT OPEN TO TWO-WAY TRAFFIC.
7. NO MORE THAN TWO CONSECUTIVE COUNTY OR TOWNSHIP ROADS MAY BE CLOSED TO TRAFFIC DURING THE SAME PERIOD OF TIME.

LIGHTS AND SIGNS AT ADJACENT ROAD INTERSECTIONS:

THE CONTRACTOR SHALL, IN ADDITION TO THE GENERAL REQUIREMENTS OF ITEM I-3 ON THIS PROJECT PERFORM THE FOLLOWING:

PROVIDE,ERECT, AND MAINTAIN STANDARD 48" X 30" SIZE "ROAD CLOSED" SIGNS, SIGN SUPPORTS, AND LIGHTS AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

1. COUNTY ROAD 192 JUST EAST OF TOWNSHIP ROAD 49 INTERSECTION.
2. COUNTY ROAD 192 JUST WEST OF U.S.R. 30 INTERSECTION.
3. TOWNSHIP ROAD 65 JUST SOUTH OF TOWNSHIP ROAD 184 INTERSECTION.
4. TOWNSHIP ROAD 65 JUST NORTH OF COUNTY ROAD 168 INTERSECTION.
5. COUNTY ROAD 168 JUST EAST OF TOWNSHIP ROAD 65 INTERSECTION.
6. COUNTY ROAD 168 JUST WEST OF COUNTY ROAD 69 INTERSECTION.
7. COUNTY ROAD 69 JUST SOUTH OF COUNTY ROAD 168 INTERSECTION.
8. COUNTY ROAD 69 JUST NORTH OF TOWNSHIP ROAD 234 INTERSECTION.
9. TOWNSHIP ROAD 234 JUST EAST OF COUNTY ROAD 69 INTERSECTION.
10. TOWNSHIP ROAD 75 JUST NORTH OF TOWNSHIP ROAD 160 INTERSECTION.
11. TOWNSHIP ROAD 75 JUST SOUTH OF COUNTY ROAD 168 INTERSECTION.
12. TOWNSHIP ROAD 160 JUST EAST OF TOWNSHIP ROAD 75 INTERSECTION.
13. COUNTY ROAD 77 JUST NORTH OF TOWNSHIP ROAD 148 INTERSECTION.
14. COUNTY ROAD 77 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
15. TOWNSHIP ROAD 148 JUST EAST OF COUNTY ROAD 77 INTERSECTION.
16. TOWNSHIP ROAD 148 JUST WEST OF COUNTY ROAD 83 INTERSECTION.

SIGN SUPPORTS AND LIGHTS FOR "ROAD CLOSED" SIGNS SHALL BE AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING, AND REMOVING LIGHTS, SIGNS, AND SIGN SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "ITEM I-3, MAINTAINING TRAFFIC."

TRAFFIC SIGN ERECTION:

THE CONTRACTOR SHALL ERECT SIGN PANELS FURNISHED BY OTHERS AS NOTED ON THE SCHEMATIC SIGNING LAYOUT SHEET NO. 280 TO 286. THE PANELS SHALL BE MOUNTED ON THE BRACKETS OR BEAM SUPPORTS PROVIDED IN THE PLANS.

A SCHEDULE FOR SIGN ERECTION SHALL BE SUBMITTED TO THE ENGINEER, BUREAU OF TRAFFIC, 450 EAST TOWN STREET, COLUMBUS, OHIO, 60 CALENDAR DAYS PRIOR TO THE START OF ANY SCHEDULED ERECTION WORK. THE SCHEDULE SHALL INCLUDE PROPOSED DATES, TIME, SIGN NUMBERS AND DELIVERY POINT.

THE PRICE BID PER SQUARE FOOT FOR, "ITEM I-129, SIGN ERECTION BY TYPE, AS PER PLAN", SHALL INCLUDE ALL NECESSARY EQUIPMENT, MANPOWER, AND TOOLS TO ERECT THE SIGNS NOTED. ALL SIGN MATERIAL AND ACCESSORIES WILL BE FURNISHED AND TRANSPORTED TO A DESIGNATED DELIVERY POINT, ON OR NEAR THE SUBJECT PROJECT, BY OTHERS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HANDLING AND STORAGE OF THE SIGN PANELS AND ACCESSORIES FROM THE TIME OF ARRIVAL AT THE DELIVERY POINT.

SIGNS MARKED "BY OTHERS" ARE NOT A PART OF THIS CONTRACT. SIGNS MARKED "FUTURE", THE POSTS, BEAMS AND SIGN SUPPORTS ARE A PART OF THIS CONTRACT. THE SIGNS MARKED FUTURE SHALL BE ERECTED BY OTHERS.

MATERIALS - GENERAL:

MATERIALS TO BE FURNISHED MAY BE SPECIFIED IN THE PLANS BY A GIVEN MANUFACTURER'S CATALOG NUMBER OR TYPE. THIS IS FOR DESCRIPTIVE PURPOSES ONLY AND THE CONTRACTOR MAY ASSUME THAT APPROVED EQUAL MATERIALS MAY BE FURNISHED.

I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS:

THE QUANTITY FOR CONCRETE TO BE PAID FOR SHALL BE PER CUBIC YARD BASED ON THE PLAN DIMENSIONS RATHER THAN THE PLAN QUANTITY.

SIGN SUPPORT SYMBOLS:

⊥ ONE SUPPORT, GROUND MOUNTED
⊥⊥ TWO SUPPORTS, GROUND MOUNTED
o—o OVERHEAD SPAN (TRUSS OR MONOTUBE)

OVERHEAD SIGN SUPPORTS:

ALL COMPONENTS OF THE OVERHEAD SIGN SUPPORTS, I-129, SHALL BE STEEL, EXCEPT THE TRUSS SPAN AND ACCESSORIES TO THE I-129, NO. 7 SERIES WHICH SHALL BE ALUMINUM. FOR SPECIFIC DETAILS AND MATERIALS SEE SHEET NO. 288

GALVANIZED SUPPORTS:

THE STRUCTURAL STEEL BEAM SUPPORTS INCLUDING THE 8 POUND AND 4 POUND BEAM, AND 4 POUND AND 2 POUND DRIVE POST SHALL BE GALVANIZED (AFTER PUNCHING) IN ACCORDANCE WITH ASTM A-123. ALL BOLTS, NUTS PLAIN AND LOCKWASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, EXCEPT WHERE ALUMINUM OR STAINLESS STEEL IS REQUIRED.

GROUND MOUNTED SIGN SUPPORTS:

THE STRUCTURAL STEEL BEAM SUPPORTS SHALL BE GALVANIZED (AFTER PUNCHING) IN ACCORDANCE WITH ASTM A-123.

QUANTITIES FOR ITEM I-129 STRUCTURAL BEAM SUPPORTS APPEARING IN THE QUANTITY TABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT SUPPORT LENGTHS PRIOR TO FABRICATION AND GALVANIZING OF SUPPORTS. PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE BID, WHICH PRICE AND PAYMENT SHALL INCLUDE EMBEDMENT OF THE SUPPORTS.

TRAFFIC CONTROL DEVICES EMBEDDED IN PAVED AREAS: ITEM I-129

The following two methods are acceptable in placing of posts for signs:
The contractor must at the time of paving insert a four inch (4") thin-walled sleeve. The sleeve shall have a corrosion resistant finish, such as galvanizing or cadmium plating,
OR
The contractor must upon completion of paving and curing, drill, using appropriate equipment, a four inch (4") hole without damage to surrounding concrete.
After the support has been embedded to proper depth, the remaining void around the post shall be filled with a furan resin cement or a hot poured inert-mineral sulphur based compound. The above compounds to be applied with methods and procedures recommended by the manufacturers.
PAYMENT
All labor, tools, materials, and incidentals shall be included in price bid for item I-129 steel drive posts, as per plan.

NO. 6 CATCH BASINS, MODIFIED:

FOR MODIFICATION AND LOCATION OF NO. 6 CATCH BASINS, MODIFIED, SEE SHEET NOS. ~~144 AND 249~~ .

NO. 2-6 MEDIAN INLET, MODIFIED:

FOR MODIFICATION AND LOCATION OF NO. 2-6 MEDIAN INLET, MODIFIED, SEE SHEET NO. 278 .

U.S.G.S. BENCH MARK:

SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO PRESERVE THE U.S.G.S. BENCH MARK, #Z-125 (1947), LOCATED AT STA. 231 + 27, 5' LEFT, UNTIL IT IS REFERENCED BY THE STATE SURVEY CREW.

ITEM SPECIAL - FURNISHING AND APPLYING CALCIUM CHLORIDE ON AGGREGATE SHOULDERS AND APPROACHES:

CALCIUM CHLORIDE, SECTION M-10.20 OR A SOLUTION CONTAINING 34% CALCIUM CHLORIDE BY WEIGHT SHALL BE APPLIED TO THE COMPACTED SURFACE OF THE AGGREGATE SHOULDERS AND APPROACHES. THE RATE OF APPLICATION OF CALCIUM CHLORIDE SECTION M-10.20 SHALL BE 1.0 POUND PER SQUARE YARD UNIFORMLY SPREAD OVER THE SURFACE WITH AN APPROVED SPREADER OR WHEN LIQUID CALCIUM CHLORIDE IS USED THE RATE OF APPLICATION SHALL BE 0.21 GALLONS PER SQUARE YARD UNIFORMLY APPLIED OVER THE SURFACE WITH AN APPROVED SPRAY BAR.

THE APPLICATION OF CALCIUM CHLORIDE SECTION M-10.20 SHALL BE MADE DURING PERIODS OF HIGH HUMIDITY, AS DURING THE NIGHT OR EARLY MORNING HOURS, UNLESS THE SURFACE IS IN A DAMP CONDITION FROM SPRINKLING OR FROM NATURAL SOURCES. IN THE LATTER CASE, THE CALCIUM CHLORIDE MAY BE APPLIED AT ANY TIME.

COSTS OF FURNISHING, HAULING, AND APPLYING THE CALCIUM CHLORIDE AND FOR ALL OTHER LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID PER TON FOR "ITEM SPECIAL FURNISHING AND APPLYING CALCIUM CHLORIDE ON AGGREGATE SHOULDERS AND APPROACHES."

THE NUMBER OF TONS OF CALCIUM CHLORIDE TO BE PAID FOR SHALL BE THE NUMBER OF TONS BY WEIGHT MEASUREMENT, FURNISHED AND APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THIS ITEM. WHEN A SOLUTION CONTAINING 34% CALCIUM CHLORIDE BY WEIGHT IS USED, THE TONS OF CALCIUM CHLORIDE TO BE PAID FOR SHALL BE DETERMINED BY MULTIPLYING THE NUMBER OF GALLONS USED BY 0.0024.

I-4 MAINTAINING TRAFFIC:

ESTIMATED QUANTITIES OF I-4 12 TONS OF CALCIUM CHLORIDE FOR DUST CONTROL AND T-10 500 CU.YDS. TRAFFIC COMPACTED SURFACE COURSE FOR MAINTAINING TRAFFIC HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

GUARD RAIL FLARES
When proposed guard rail flares are constructed of rail elements which have not been fabricated exactly to fit the curvature shown on the plans, the two end posts of each flared section shall be encased in a minimum 4 inch thickness of Class "E" concrete for the full depth of the post below the ground line. Payment for encasement, if required, shall be included in the unit price bid for the guard rail.

OVERHEAD SIGNS
The exact stationing of Overhead Sign Assemblies in guard rail sections may be adjusted at the time of construction as directed by the Engineer, to avoid interference with guard rail posts.

FLARED APPROACH SLABS
In lieu of the reinforcing details shown on Sheet 277, place additional A-bars in flared areas by maintaining the standard spacing along the wide end of the slab and fanning the bars in toward the bridge as directed by the Engineer.

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GENERAL NOTES

CONSTRUCTION LAYOUT STAKES:

SEE NOTE IN PROPOSAL DESCRIBING THE WORK INCLUDED IN THIS LUMP SUM PAY ITEM.

TRAFFIC AND CONSTRUCTION PROCEDURE:

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PROVISIONS OF ITEM I-3 AND WITH THE REQUIREMENTS OF THE WORK BY USING THE EXISTING PAVEMENT, THE PROPOSED PAVEMENT AND THE S-15 TEMPORARY RUNAROUNDS. THE FOLLOWING CONSTRUCTION PROCEDURE SHALL BE ADOPTED BY THE CONTRACTOR SO THAT THROUGH TRAFFIC ON U.S. 30 CAN PROCEED WITH A MINIMUM DISRUPTION:

1. MAINTAIN TWO-WAY TRAFFIC OVER THE S-15 TEMPORARY RUNAROUND, BRIDGE AND APPROACHES AS SHOWN ON SHEETS _____ AND DURING WHICH TIME THE STRUCTURE OVER RELOCATED U.S. 30, EMBANKMENT, PAVEMENT AND OTHER ITEMS ARE COMPLETED NECESSARY TO ROUTING TRAFFIC OVER THIS STRUCTURE.
2. COMPLETE CONSTRUCTION ON WESTBOUND (LEFT) LANES FROM STA. 237 + 00 TO END OF PROJECT.
3. COMPLETE CONSTRUCTION ON EASTBOUND (RIGHT) LANES FROM STA. 225 + 50 TO END OF PROJECT.
4. COMPLETE CONSTRUCTION ON ALL INTERSECTED AND RELOCATED COUNTY, TOWNSHIP AND STATE HIGHWAYS.
5. UPON COMPLETION OF ITEMS 1 THRU 4 CONSTRUCT TEMPORARY RUN-AROUNDS AS SHOWN ON SHEETS _____ AND _____ SO THAT TWO-WAY TRAFFIC MAY BE MAINTAINED OVER THE TEMPORARY PAVEMENT, AND THE EASTBOUND LANES OF RELOCATED U.S. 30 TO COUNTY ROAD 192. TRAFFIC SHALL BE MAINTAINED OVER THE FOUR COMPLETED LANES FROM COUNTY ROAD 192 TO THE END OF PROJECT.
6. S.R. 49 MAY BE DETOURED FOR A PERIOD OF TIME NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS AS SHOWN ON SHEET NO. 1 . DURING THIS TIME COUNTY ROADS 192 AND 168 SHALL BE KEPT OPEN TO TWO-WAY TRAFFIC.
7. NO MORE THAN TWO CONSECUTIVE COUNTY OR TOWNSHIP ROADS MAY BE CLOSED TO TRAFFIC DURING THE SAME PERIOD OF TIME.

LIGHTS AND SIGNS AT ADJACENT ROAD INTERSECTIONS:

THE CONTRACTOR SHALL, IN ADDITION TO THE GENERAL REQUIREMENTS OF ITEM I-3 ON THIS PROJECT PERFORM THE FOLLOWING:

PROVIDE,ERECT, AND MAINTAIN STANDARD 48" X 30" SIZE "ROAD CLOSED" SIGNS, SIGN SUPPORTS, AND LIGHTS AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

1. COUNTY ROAD 192 JUST EAST OF TOWNSHIP ROAD 49 INTERSECTION.
2. COUNTY ROAD 192 JUST WEST OF U.S.R. 30 INTERSECTION.
3. TOWNSHIP ROAD 65 JUST SOUTH OF TOWNSHIP ROAD 184 INTERSECTION.
4. TOWNSHIP ROAD 65 JUST NORTH OF COUNTY ROAD 168 INTERSECTION.
5. COUNTY ROAD 168 JUST EAST OF TOWNSHIP ROAD 65 INTERSECTION.
6. COUNTY ROAD 168 JUST WEST OF COUNTY ROAD 69 INTERSECTION.
7. COUNTY ROAD 69 JUST SOUTH OF COUNTY ROAD 168 INTERSECTION.
8. COUNTY ROAD 69 JUST NORTH OF TOWNSHIP ROAD 234 INTERSECTION.
9. TOWNSHIP ROAD 234 JUST EAST OF COUNTY ROAD 69 INTERSECTION.
10. TOWNSHIP ROAD 75 JUST NORTH OF TOWNSHIP ROAD 160 INTERSECTION.
11. TOWNSHIP ROAD 75 JUST SOUTH OF COUNTY ROAD 168 INTERSECTION.
12. TOWNSHIP ROAD 160 JUST EAST OF TOWNSHIP ROAD 75 INTERSECTION.
13. COUNTY ROAD 77 JUST NORTH OF TOWNSHIP ROAD 148 INTERSECTION.
14. COUNTY ROAD 77 JUST SOUTH OF TOWNSHIP ROAD 154 INTERSECTION.
15. TOWNSHIP ROAD 148 JUST EAST OF COUNTY ROAD 77 INTERSECTION.
16. TOWNSHIP ROAD 148 JUST WEST OF COUNTY ROAD 83 INTERSECTION.

SIGN SUPPORTS AND LIGHTS FOR "ROAD CLOSED" SIGNS SHALL BE AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING, AND REMOVING LIGHTS, SIGNS, AND SIGN SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "ITEM I-3, MAINTAINING TRAFFIC."

TRAFFIC SIGN ERECTION:

THE CONTRACTOR SHALL ERECT SIGN PANELS FURNISHED BY OTHERS AS NOTED ON THE SCHEMATIC SIGNING LAYOUT SHEET NO. _____. THE PANELS SHALL BE MOUNTED ON THE BRACKETS OR BEAM SUPPORTS PROVIDED IN THE PLANS.

A SCHEDULE FOR SIGN ERECTION SHALL BE SUBMITTED TO THE ENGINEER, BUREAU OF TRAFFIC, 450 EAST TOWN STREET, COLUMBUS, OHIO, 60 CALENDAR DAYS PRIOR TO THE START OF ANY SCHEDULED ERECTION WORK. THE SCHEDULE SHALL INCLUDE PROPOSED DATES, TIME, SIGN NUMBERS AND DELIVERY POINT.

THE PRICE BID PER SQUARE FOOT FOR, "ITEM I-129, SIGN ERECTION BY TYPE, AS PER PLAN", SHALL INCLUDE ALL NECESSARY EQUIPMENT, MANPOWER, AND TOOLS TO ERECT THE SIGNS NOTED. ALL SIGN MATERIAL AND ACCESSORIES WILL BE FURNISHED AND TRANSPORTED TO A DESIGNATED DELIVERY POINT, ON OR NEAR THE SUBJECT PROJECT, BY OTHERS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HANDLING AND STORAGE OF THE SIGN PANELS AND ACCESSORIES FROM THE TIME OF ARRIVAL AT THE DELIVERY POINT.

SIGNS MARKED "BY OTHERS" ARE NOT A PART OF THIS CONTRACT. SIGNS MARKED "FUTURE", THE POSTS, BEAMS AND SIGN SUPPORTS ARE A PART OF THIS CONTRACT. THE SIGNS MARKED FUTURE SHALL BE ERECTED BY OTHERS.

MATERIALS - GENERAL:

MATERIALS TO BE FURNISHED MAY BE SPECIFIED IN THE PLANS BY A GIVEN MANUFACTURER'S CATALOG NUMBER OR TYPE. THIS IS FOR DESCRIPTIVE PURPOSES ONLY AND THE CONTRACTOR MAY ASSUME THAT APPROVED EQUAL MATERIALS MAY BE FURNISHED.

I-129 CONCRETE FOR SIGN SUPPORT FOUNDATIONS:

THE QUANTITY FOR CONCRETE TO BE PAID FOR SHALL BE PER CUBIC YARD BASED ON THE PLAN DIMENSIONS RATHER THAN THE PLAN QUANTITY.

SIGN SUPPORT SYMBOLS:

ONE SUPPORT, GROUND MOUNTED
TWO SUPPORTS, GROUND MOUNTED
OVERHEAD SPAN (TRUSS OR MONOTUBE)

OVERHEAD SIGN SUPPORTS:

ALL COMPONENTS OF THE OVERHEAD SIGN SUPPORTS, I-129, SHALL BE STEEL, EXCEPT THE TRUSS SPAN AND ACCESSORIES TO THE I-129, NO. 7 SERIES WHICH SHALL BE ALUMINUM. FOR SPECIFIC DETAILS AND MATERIALS SEE SHEET NO. _____

GALVANIZED SUPPORTS:

THE STRUCTURAL STEEL BEAM SUPPORTS INCLUDING THE 8 POUND AND 4 POUND BEAM, AND 4 POUND AND 2 POUND DRIVE POST SHALL BE GALVANIZED (AFTER PUNCHING) IN ACCORDANCE WITH ASTM A-123. ALL BOLTS, NUTS PLAIN AND LOCKWASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, EXCEPT WHERE ALUMINUM OR STAINLESS STEEL IS REQUIRED.

GROUND MOUNTED SIGN SUPPORTS:

THE STRUCTURAL STEEL BEAM SUPPORTS SHALL BE GALVANIZED (AFTER PUNCHING) IN ACCORDANCE WITH ASTM A-123.

QUANTITIES FOR ITEM I-129 STRUCTURAL BEAM SUPPORTS APPEARING IN THE QUANTITY TABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT SUPPORT LENGTHS PRIOR TO FABRICATION AND GALVANIZING OF SUPPORTS. PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE BID, WHICH PRICE AND PAYMENT SHALL INCLUDE EMBEDMENT OF THE SUPPORTS.

NO. 6 CATCH BASINS, MODIFIED:

FOR MODIFICATION AND LOCATION OF NO. 6 CATCH BASINS, MODIFIED, SEE SHEET NOS. _____.

NO. 2-6 MEDIAN INLET, MODIFIED:

FOR MODIFICATION AND LOCATION OF NO. 2-6 MEDIAN INLET, MODIFIED, SEE SHEET NO. _____.

U.S.G.S. BENCH MARK:

SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO PRESERVE THE U.S.G.S. BENCH MARK, # -125 (1947), LOCATED AT STA. 231 + 27, 5' LEFT, UNTIL IT IS REFERENCED BY THE STATE SURVEY CREW.

ITEM SPECIAL - FURNISHING AND APPLYING CALCIUM CHLORIDE ON AGGREGATE SHOULDERS AND APPROACHES:

CALCIUM CHLORIDE, SECTION M-10.20 OR A SOLUTION CONTAINING 34% CALCIUM CHLORIDE BY WEIGHT SHALL BE APPLIED TO THE COMPACTED SURFACE OF THE AGGREGATE SHOULDERS AND APPROACHES. THE RATE OF APPLICATION OF CALCIUM CHLORIDE SECTION M-10.20 SHALL BE 1.0 POUND PER SQUARE YARD UNIFORMLY SPREAD OVER THE SURFACE WITH AN APPROVED SPREADER OR WHEN LIQUID CALCIUM CHLORIDE IS USED THE RATE OF APPLICATION SHALL BE 0.21 GALLONS PER SQUARE YARD UNIFORMLY APPLIED OVER THE SURFACE WITH AN APPROVED SPRAY BAR.

THE APPLICATION OF CALCIUM CHLORIDE SECTION M-10.20 SHALL BE MADE DURING PERIODS OF HIGH HUMIDITY, AS DURING THE NIGHT OR EARLY MORNING HOURS, UNLESS THE SURFACE IS IN A DAMP CONDITION FROM SPRINKLING OR FROM NATURAL SOURCES. IN THE LATTER CASE, THE CALCIUM CHLORIDE MAY BE APPLIED AT ANY TIME.

COSTS OF FURNISHING, HAULING, AND APPLYING THE CALCIUM CHLORIDE AND FOR ALL OTHER LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID PER TON FOR "ITEM SPECIAL FURNISHING AND APPLYING CALCIUM CHLORIDE ON AGGREGATE SHOULDERS AND APPROACHES."

THE NUMBER OF TONS OF CALCIUM CHLORIDE TO BE PAID FOR SHALL BE THE NUMBER OF TONS BY WEIGHT MEASUREMENT, FURNISHED AND APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THIS ITEM. WHEN A SOLUTION CONTAINING 34% CALCIUM CHLORIDE BY WEIGHT IS USED, THE TONS OF CALCIUM CHLORIDE TO BE PAID FOR SHALL BE DETERMINED BY MULTIPLYING THE NUMBER OF GALLONS USED BY 0.0024.

I-1 MAINTAINING TRAFFIC:

ESTIMATED QUANTITIES OF I-4 12 TONS OF CALCIUM CHLORIDE FOR DUST CONTROL AND 4-10 600 CU.YDS. TRAFFIC COMPACTED SURFACE COURSE FOR MAINTAINING TRAFFIC HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.