

1069

FOR ANY QUESTIONS PLEASE CONTACT ODOT DIST. 2 REAL ESTATE AT 419-353-8131

FED. RD. DIST. NO.	STATE	PROJECT	FISCAL YEAR	16
10	OHIO		1944	

FULTON COUNTY
S.H. 21 SEC. K-I, J, Q, I, M (Pt.)

STATE OF OHIO DEPARTMENT OF HIGHWAYS

TOLEDO-ANGOLA ROAD S.H. 21 SEC. K-I, J, Q, I, M (Pt.) FULTON COUNTY GORHAM AND CHESTERFIELD TOWNSHIPS

CONVENTIONAL SIGNS

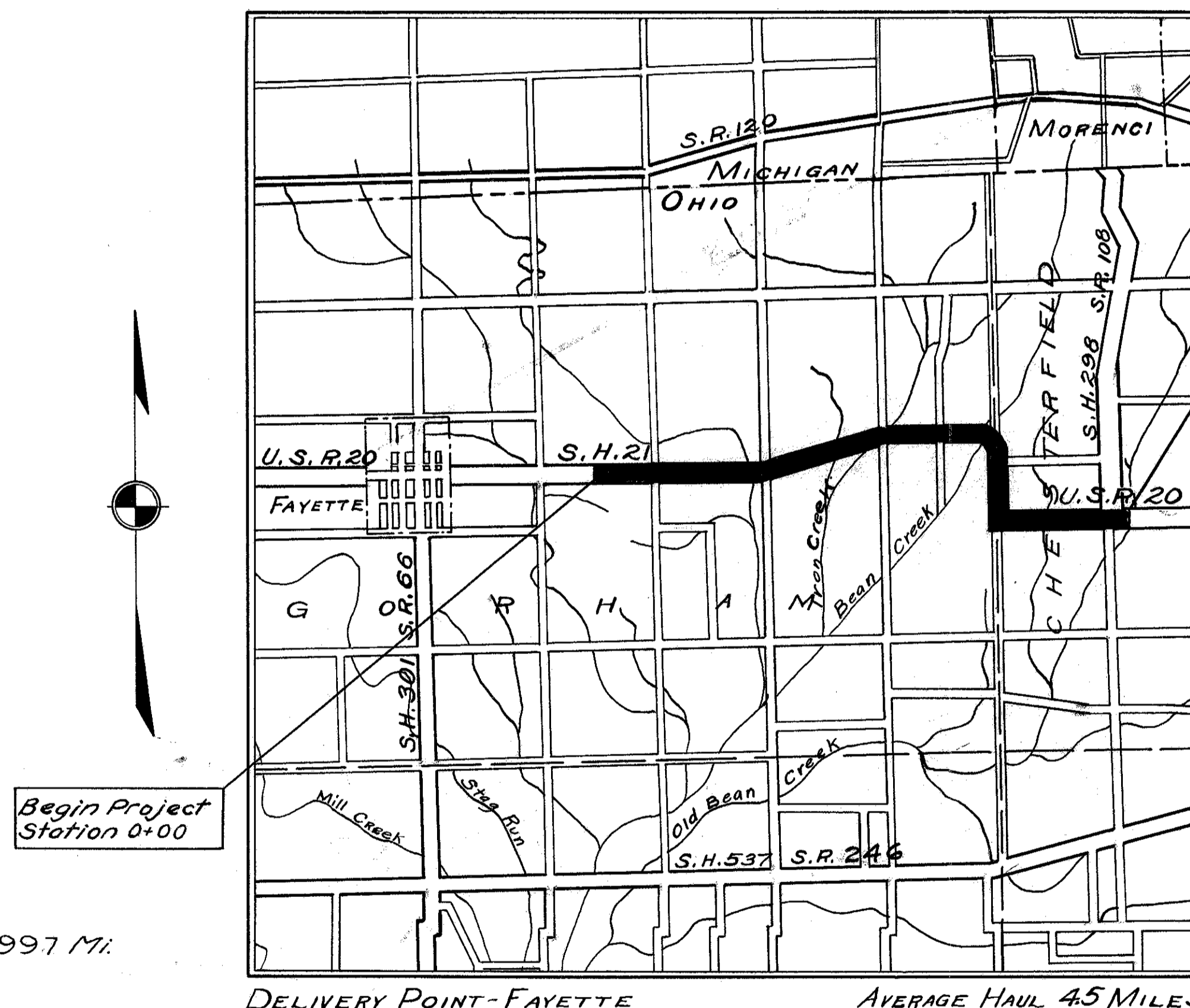
STATE LINE	-----
COUNTY LINE	-----
TOWNSHIP LINE	-----
SECTION LINE	-----
CORPORATION LINE	-----
PROPERTY LINE	-----
FENCE LINE	-----
CENTER LINE	-----
STEAM RAILROAD	-----
POLE LINE	-----
HEDGE	-----
DRAIN PIPE (NEW)	-----
DRAIN PIPE (OLD)	-----
GUARD RAIL (NEW)	-----

INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTIONS	2-3
PLAN & PROFILE	4-12
CROSS SECTIONS	13-14
GENERAL NOTES, SUMMARIES	15
COMPUTATIONS, GENERAL SUMMARY	16

LINE DATA

Begin Project and Sec. K-I Station 0+00
 End Sec. K-I Station 52+67.16
 Gross Length Sec. K-I = Net Length = 5267.16 Lin. Ft. or 0.997 Mi.
 Begin Section J, Sta. 52+67.16
 End Section J, Sta. 185+38.17
 Gross Length Sec. J = Net Length = 13271.01 Lin. Ft. or 2.513 Mi.
 Begin Section Q, Sta. 185+38.17
 End Section Q, Sta. 221+13.55
 Gross Length Sec. Q = Net Length = 3575.38 Lin. Ft. or 0.677 Mi.
 Begin Section I, Sta. 221+13.55
 End Section I, Sta. 273+37.7
 Gross Length Sec. I = 5224.15 Lin. Ft.
 Deduction for Sta. Equation ~ Sta. 225+64.3 = Sta. 226+00 = 357 Lin. Ft.
 Net Length Section I = 5188.45 Lin. Ft. or 0.982 Mi.
 Begin Section M (Pt.) Sta. 273+37.7
 End Project & Sec. M (Pt.) Sta. 273+92
 Gross Length Sec. M (Pt.) = Net Length = 54.3 Lin. Ft. or 0.010 Mi.
 Net Length of Project = 27,356.3 Lin. Ft. or 51.81 Mi.



LOCATION PLAN

Scale of Miles
 PORTION TO BE IMPROVED
 STATE HIGHWAYS
 OTHER ROADS

SCALES

PLAN 1" = 100'
 PROFILE, HORIZONTAL 1" = 100'
 PROFILE, VERTICAL 1" = 5'
 CROSS SECTIONS 1" = 5'

The Standard Specifications of The State of Ohio, Department of Highways, including changes and Supplemental Specifications listed in the Proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

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

Approved [Signature]
 Date 4-14-44 Resident Division Deputy Director

Approved _____
 Date _____ Chief Engineer, Bureau of Maintenance

Approved _____
 Date _____ Chief Engineer, Bureau of Bridges and Railroad Crossings

Approved [Signature]
 Date 8-23-44 Chief Engineer, Bureau of Location and Right of Way

Approved [Signature]
 Date 8-23-44 First Assistant Director and Chief Engineer

Approved [Signature]
 Date 8-23-44 Director of Highways

STANDARD DRAWINGS	
G-7.07	6-1-42

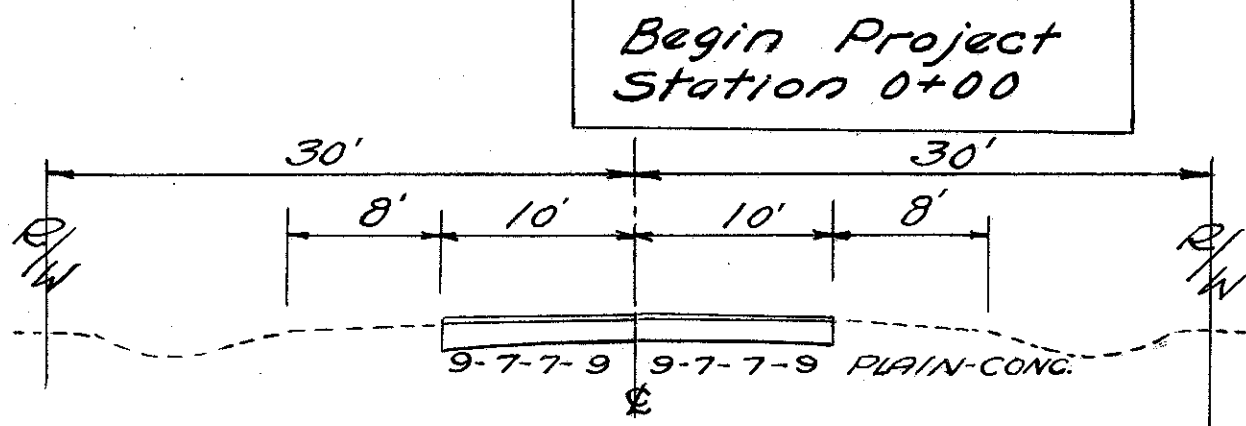
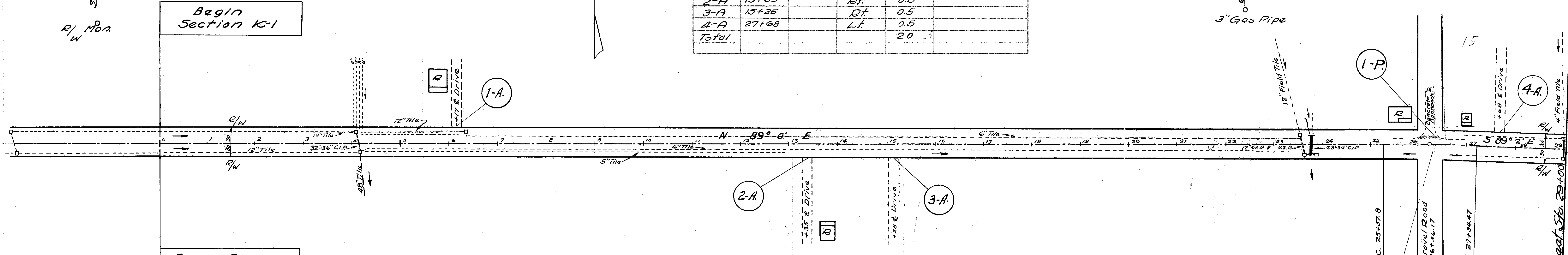
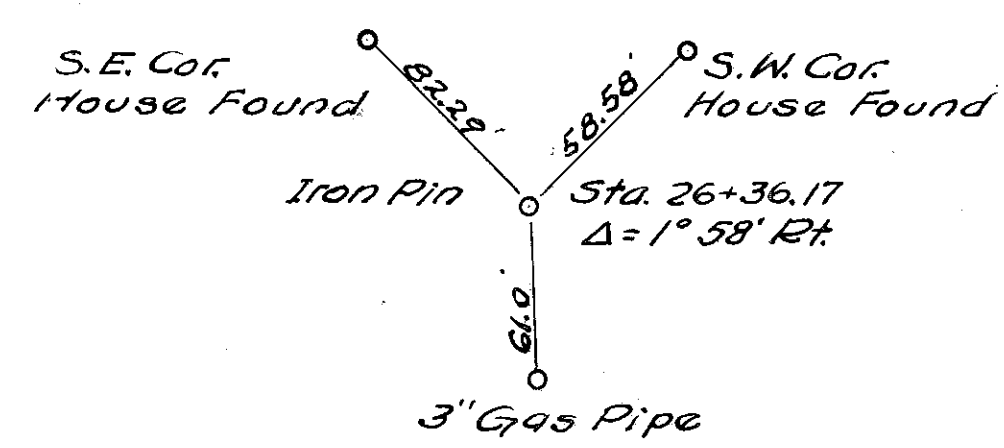
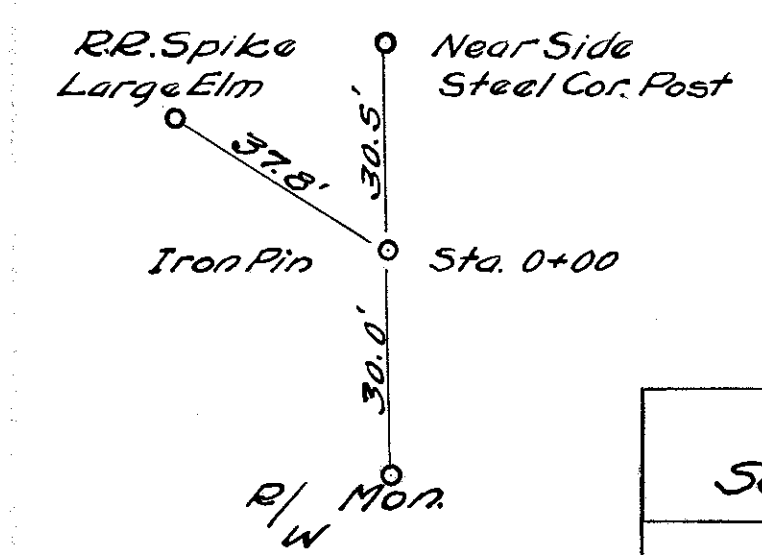
SUPPLEMENTAL SPECIFICATIONS	
I-117	Jan. 15 1944

FILE NO.	FULTON COUNTY, S.H. 21, SEC. K-I, J, Q, I, M (Pt.)
DATE OF LETTING	194
CONTRACT NO.	

CONSTRUCTION BUREAU
 JUN 21 1955
 GROUND PHOTOLAB

SIDE APPROACHES-A

Reference No.	Station		Side	I-117	Remarks
	From	To			
1-A	6+17		Lt.	0.5	
2-A	13+35		Rt.	0.5	
3-A	15+25		Rt.	0.5	
4-A	27+68		Lt.	0.5	
Total				20	



TYPICAL SECTION OF ADJOINING PAVEMENT
 Scale 1/4" = 10'

EXTRA PAVEMENT-P

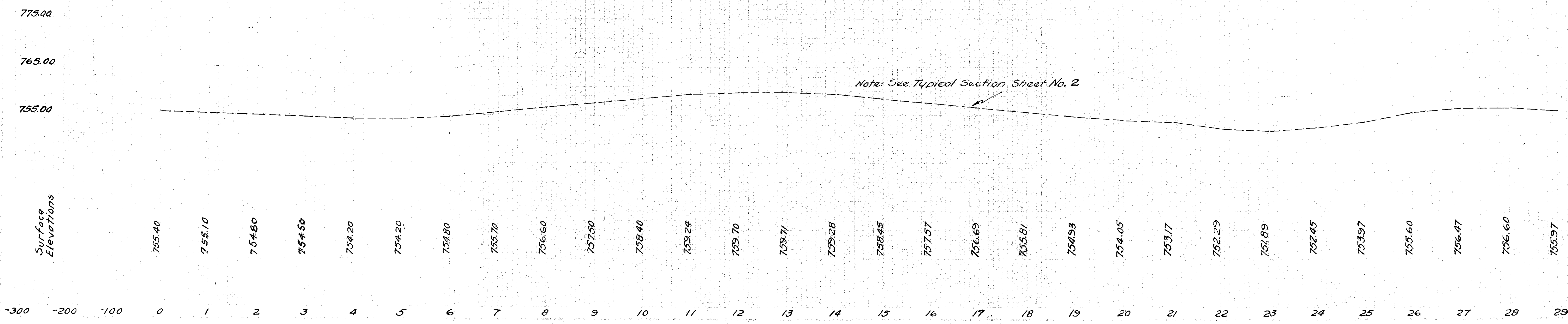
Reference No.	Station		Side	I-117				Remarks
	From	To		7-35 1/2" Surface Course Type A	B-35 1/2" Minimum Leveling Course	B-35 1/2" Uniform Leveling Course	7-30 Prime Coat	
1-P	26+36.17		Lt.	20	10	10	20	Avg. Sx35 = 175.3x114
2-P	26+36.17		Rt.					
Total				20	10	10	20	

Δ = 1° 58'
 D = 1°
 T = 98.34
 E = 0.84
 L = 196.67
 R = 5729.65
 Existing Superelevation = 0.36
 No additional superelevation required

B.M. Sta. 0+00
 Spk. in Maple N.S.
 Elev. 755.66

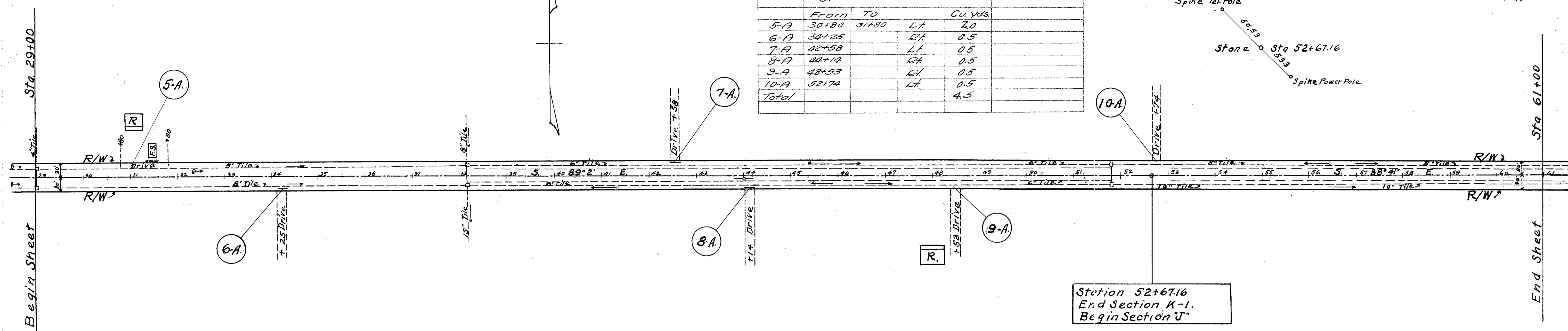
B.M. Sta. 11+75
 Spk. in Power Pole So.
 Elev. 758.96

B.M. Sta. 25+36
 Cor. Board S.W. Cor. House N.S.
 Elev. 758.22



10 OHIO 1944 5
 FULTON COUNTY 16
 S.H. 21 SEC. K-1, J, Q, & M

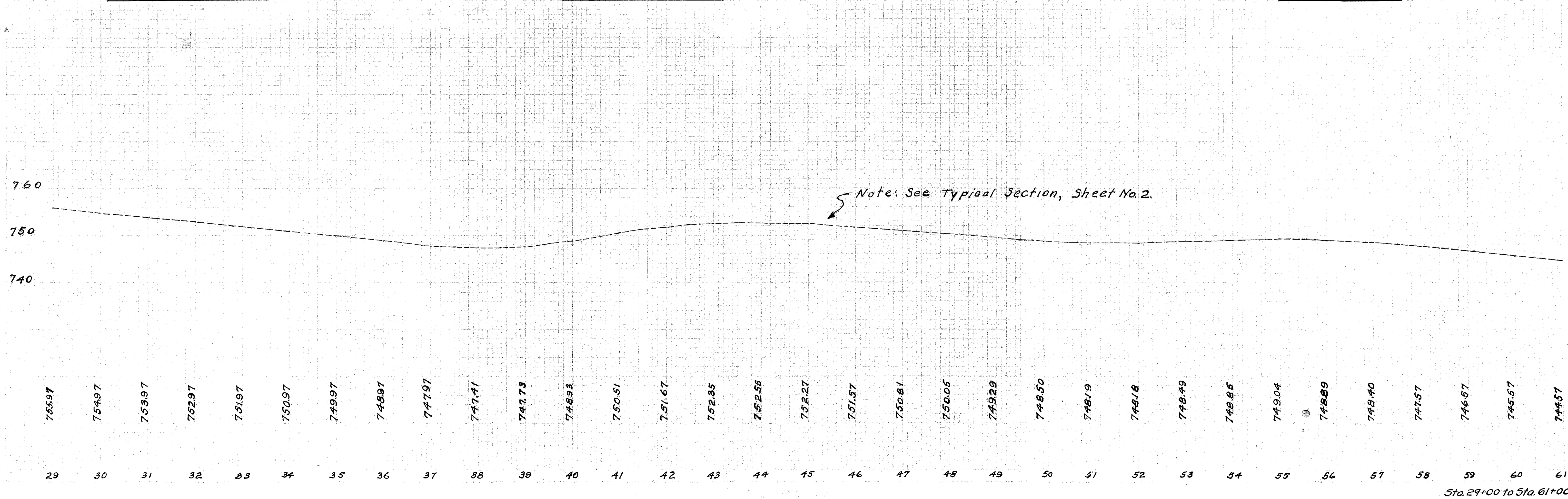
SIDE APPROACHES-A					
Reference No.	Station		Side	I-117 Cu. Yds.	Remarks
	From	To			
5-A	30+80	31+80	LT	2.0	
6-A	34+25		RT	0.5	
7-A	42+58		LT	0.5	
8-A	42+14		RT	0.5	
9-A	48+53		RT	0.5	
10-A	52+74		LT	0.5	
Total				4.5	



B.M. Sta. 31+55
 X In Pavement S. of Gas Pump
 Elevation 755.20.

B.M. Sta. 42+77
 Top RR Right of Way Marker
 Elevation 752.31.

B.M. Sta. 55+55
 Spike Power Pole.
 Elevation 748.66.



SIDE APPROACHES-A

Reference No.	Station		Side	I-117 Cu. Yds.	Remarks
	From	To			
11-A	66+26		Lt.	0.5	
12-A	66+70		Rt.	0.5	
13-A	72+68		Rt.	0.5	
14-A	73+39		Lt.	0.5	
15-A	79+50		Lt.	0.5	
16-A	81+46		Lt.	0.5	
17-A	86+31		Lt.	0.5	
18-A	86+97		Rt.	0.5	
19-A	89+93		Rt.	0.5	
TOTAL				4.5	

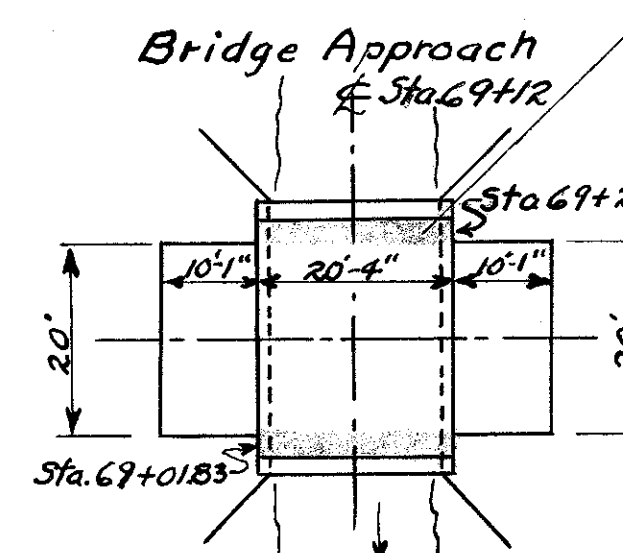
Curve Data 6-P
 $\Delta = 18^\circ 29'$
 $D = 6^\circ$
 $T = 155.52$
 $E = 12.57$
 $L = 308.19$
 $R = 955.36$
 Extra Pavement 75.6 Sq. Yd.
 Existing Super-elevation = 1.39'
 No additional super-elevation required

Curve Data 4-P
 $\Delta = 1^\circ 58' \text{ Rt.}$
 $D = 1^\circ 00'$
 $T = 98.34$
 $E = 0.84$
 $L = 196.67$
 $R = 5729.65'$
 Existing Super-elevation = 1.5
 No additional Super-elevation required

EXTRA PAVEMENT-P

Reference No.	Station	Side	T-35-1/2	B-35-1/2	F-30	I-117	B-35	E-8
			Surface Course Type "A"	Minimum Leveling Course	Prime Coat	Leveling Material 4" Thickness	Removals/Disposal 4" Concrete Wearing Surface	
From	To		Sq. Yds.	Sq. Yds.	Sq. Yds.	Cu. Yds.	Cu. Yds.	Sq. Yds.
3-P	69+01.83	Bridge	9		9		6.0	54
4-P	79+14	Rt.				1.5		
5-P	79+96.7	Lt.				0.5		
6-P	77+41.13	Lt.	75.6	75.6	75.6			
Total			84.6	75.6	84.6	2.0	6.0	54

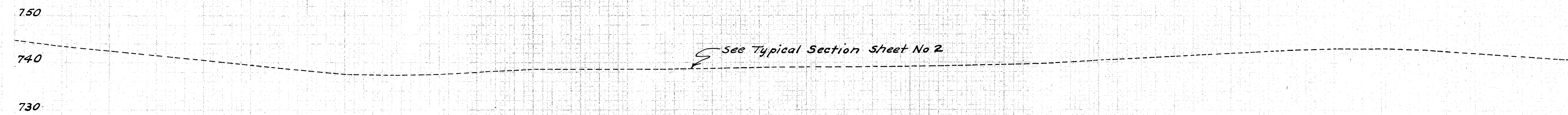
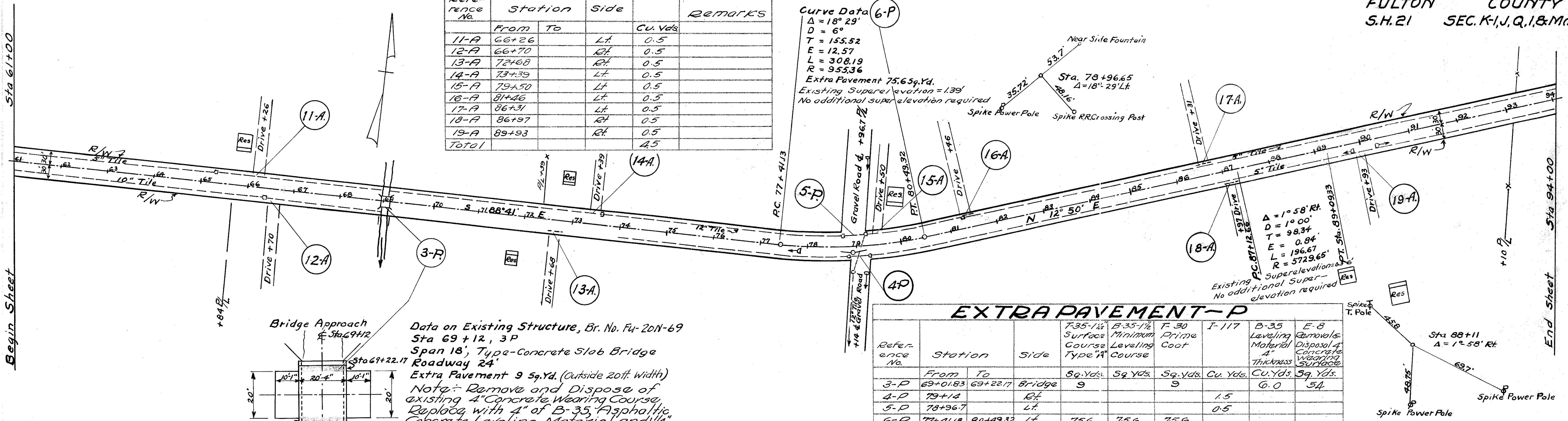
Data on Existing Structure, Br. No. Fu-20N-69
 Sta 69+12, 3P
 Span 18', Type-Concrete Slab Bridge
 Roadway 24'
 Extra Pavement 9 Sq. Yd. (Outside 20ft. Width)
 Note: Remove and Dispose of existing 4" Concrete Wearing Course. Replace with 4" of B-35 Asphaltic Concrete Leveling Material and 1/4" of T-35 Asphaltic Concrete Surface to meet adjoining proposed surface. Omit the 1/2" Minimum Thickness Leveling Course on Bridge Floor. Feather the 1/2" Minimum Thickness Leveling Course over the area of Approach Slabs. (See Pavt. Computations)



B.M. Sta 65+88
 Spike in Elm Lt.
 Elev. 741.11

U.S. Govt. B.M. Sta 78+60
 Tablet N.W. Cor. X Roads
 Elev. 738.35

B.M. Sta. 88+36
 Spike Fence Post Rt.
 Elev. 743.91

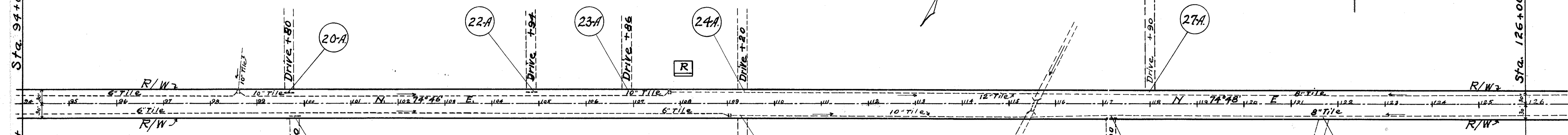


744.57	743.57	742.57	741.57	740.57	739.57	738.57	737.64	737.37	737.71	738.13	738.55	738.63	738.71	738.79	738.87	738.95	739.03	739.11	739.19	739.27	739.47	739.91	740.47	741.03	741.59	742.15	742.71	743.07	743.05	742.65	742.05	741.95	740.85
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94

Sta. 61+00 to Sta. 94+00

Begin Sheet Sta. 94+00

End Sheet Sta. 126+00



SIDE APPROACHES - A

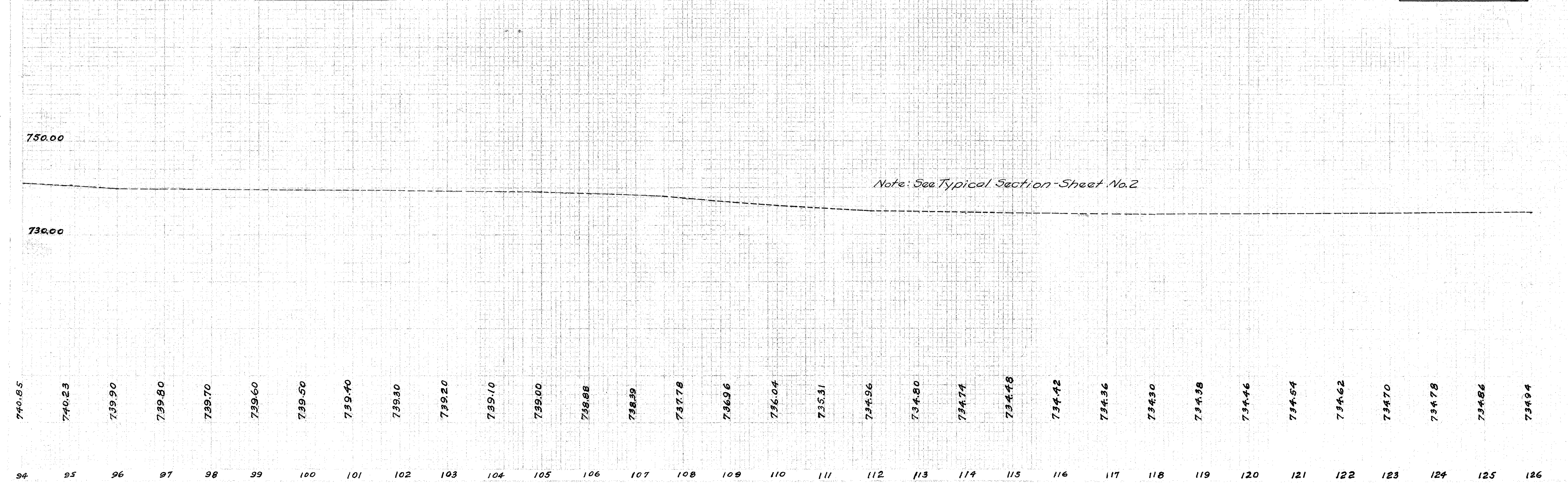
Reference No.	Station		Side	I-117 Cu. Yds.	Remarks
	From	To			
20-A	99+80		Lt.	0.5	
21-A	99+90		Rt.	0.5	
22-A	104+94		Lt.	0.5	
23-A	106+86		Lt.	0.5	
24-A	109+20		Lt.	0.5	
25-A	109+20		Rt.	0.5	
26-A	117+00		Rt.	0.5	
27-A	117+90		Lt.	0.5	
28-A	121+53		Rt.	0.5	
Total				4.5	

Sta 115+43.5
 Data on Existing Structure
 Type: - Concrete slab Culvert
 Span 70' Roadway 36.0'
 No work required.
 No Additions or Deductions in
 Pavement Quantities.

B.M. Sta. 100+40
 Spike Power Pole S.S.
 Elevation 739.46.

B.M. Sta. 113+22
 Spike Power Pole S.S.
 Elevation 735.36.

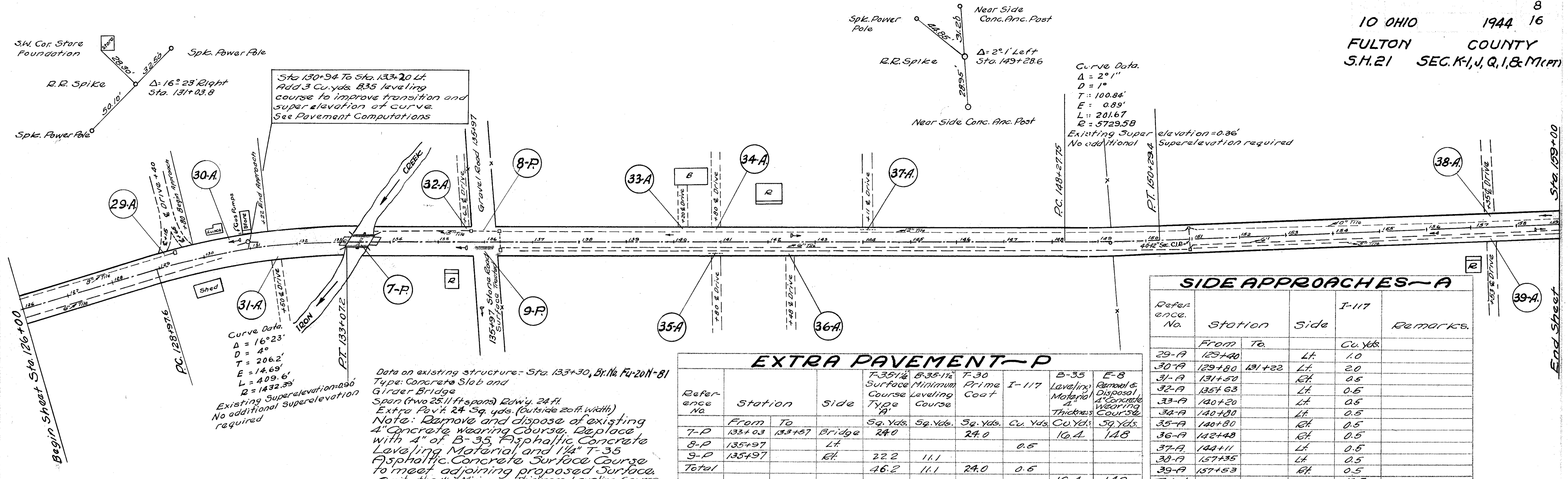
B.M. Sta. 124+00
 Spike Pin Oak N.S.
 Elevation 735.14.



740.85 740.23 739.90 739.80 739.70 739.60 739.50 739.40 739.30 739.20 739.10 739.00 738.88 738.39 738.78 736.96 736.04 735.31 734.96 734.80 734.74 734.48 734.42 734.36 734.30 734.38 734.46 734.54 734.62 734.70 734.78 734.86 734.94

94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126

Sta. 94+00 to Sta. 126+00



Curve Data:
 $\Delta = 16^\circ 23'$
 $D = 4'$
 $T = 206.2'$
 $E = 14.69'$
 $L = 409.6'$
 $R = 1432.39'$
 Existing Superelevation: 0.90'
 No additional Superelevation required

Data on existing structure: Sta. 133+30, Br. No. Fu-20N-81
 Type: Concrete Slab and Girder Bridge
 Span (two 25' spans) Rdwy. 24 ft
 Extra Pav't 24 Sq. yds. (Outside 20 ft width)
 Note: Remove and dispose of existing 4" concrete wearing course. Replace with 4" of B-35 Asphaltic Concrete leveling material and 1 1/4" T-35 Asphaltic Concrete surface course to meet adjoining proposed surface. Omit the 1/2" minimum thickness leveling course on the bridge floor. Feather the 1/2" minimum thickness leveling course over the area of approach slabs. (See Part. Computations)

Reference No.	Station		Side	Structure	F-35 1 1/4" Surface Course		T-30 Prime Coat	I-117	B-35 Leaveling Material		E-8 Removal & Disposal
	From	To			Type	Thickness			Cu. Yds.	Sq. Yds.	
7-P	133+03	133+07	Bridge		24.0		24.0		10.4	148	
8-P	135+97		Lt.				0.5				
9-P	135+97		Rt.		22.2	11.1					
Total					46.2	11.1	24.0	0.5	10.4	148	

Reference No.	Station		Side	I-117	Remarks
	From	To			
29-A	129+40		Lt.	1.0	
30-A	129+80	131+22	Lt.	2.0	
31-A	131+50		Rt.	0.5	
32-A	135+63		Lt.	0.5	
33-A	140+20		Lt.	0.5	
34-A	140+00		Lt.	0.5	
35-A	140+80		Rt.	0.5	
36-A	142+48		Rt.	0.5	
37-A	144+11		Lt.	0.5	
38-A	157+35		Lt.	0.5	
39-A	157+63		Rt.	0.5	
Total				7.5	

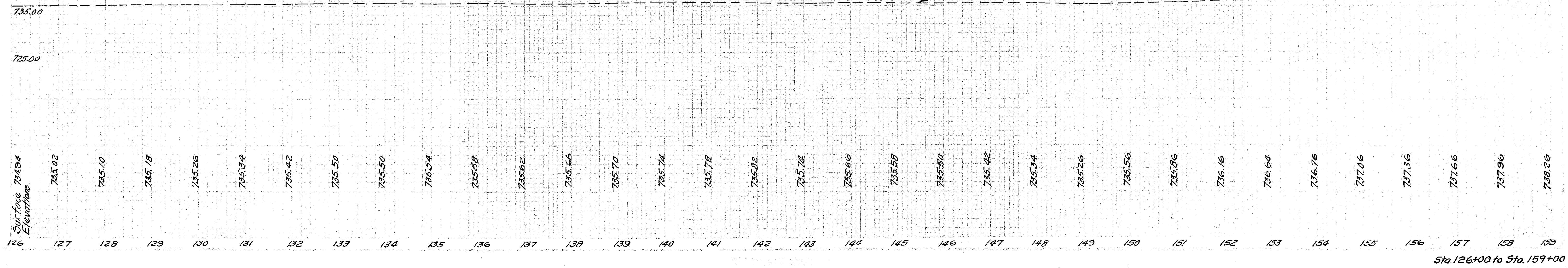
B.M. Sta. 130+83
 SW Cor. Gas Pump Base
 Elev. 735.17

B.M. Sta. 139+79
 Spk. in Cor. Post L.S.
 Elev. 736.91

B.M. Sta. 147+40
 Spk. in Apple Tree L.S.
 Elev. 735.38

B.M. Sta. 157+25
 Spk. in Catalpa R.S.
 Elev. 739.20

Note: See Typical Section - Sheet No. 2



Station	Surface Elevation
126	734.94
127	735.02
128	735.10
129	735.18
130	735.26
131	735.34
132	735.42
133	735.50
134	735.50
135	735.54
136	735.58
137	735.62
138	735.66
139	735.70
140	735.74
141	735.78
142	735.82
143	735.74
144	735.66
145	735.58
146	735.50
147	735.42
148	735.34
149	735.26
150	735.16
151	735.06
152	726.16
153	726.64
154	736.76
155	737.06
156	737.36
157	737.66
158	737.96
159	738.26

EXTRA PAVEMENT-P

Reference No.	Station		Side	B-35-1/2 Minimum Leveling Course		T-30 Prime Coat		I-117		T-35-1/4 Surface Course Type A		B-35 Leveling Material Thickness		E-8 Removals Disposal of Existing 4" Concrete Wearing Course		Remarks
	From	To		Sq. Yds.	Sq. Yds.	Sq. Yds.	Cu. Yds.	Sq. Yds.	Cu. Yds.	Sq. Yds.	Cu. Yds.	Sq. Yds.				
10-D	162+57		Lt.					0.5								
11-D	162+57		Rt.					0.5								Area=10,800-800sqft
12-P	178+00		Lt.	44.5						88.9						
13-P	181+27		Lt.	27.8						55.6						
14-P	176+32.24	194+57.69	Rt.	340.6	340.6					340.6						Except Bridge
15-P	182+15.3	183+44.7	Bridge							102.7						
Total				412.9	443.3			1.0		587.8						

SIDE APPROACHES-A

Reference No.	Station		Side	I-117	Remarks
	From	To			
40-A	165+53		Rt.	0.5	
41-A	165+60		Lt.	0.5	
42-A	169+32		Rt.	0.5	
43-A	169+53		Lt.	0.5	
44-A	178+27		Rt.	0.5	
45-A	183+60		Rt.	0.5	
46-A	183+60		Lt.	0.5	
Total				3.5	

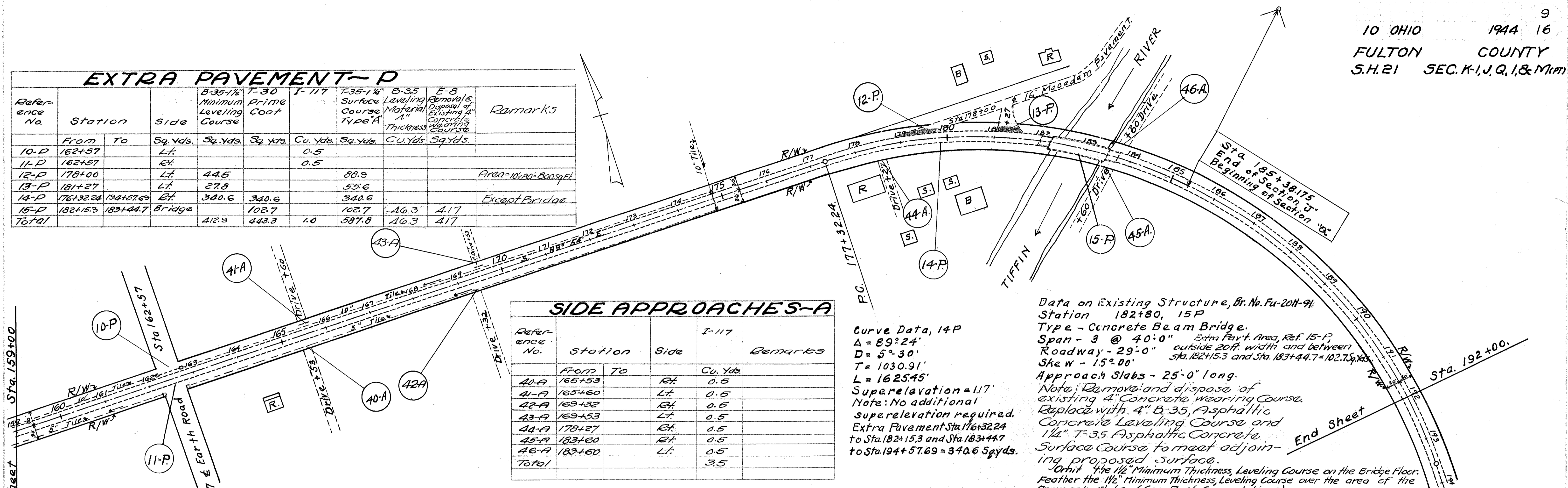
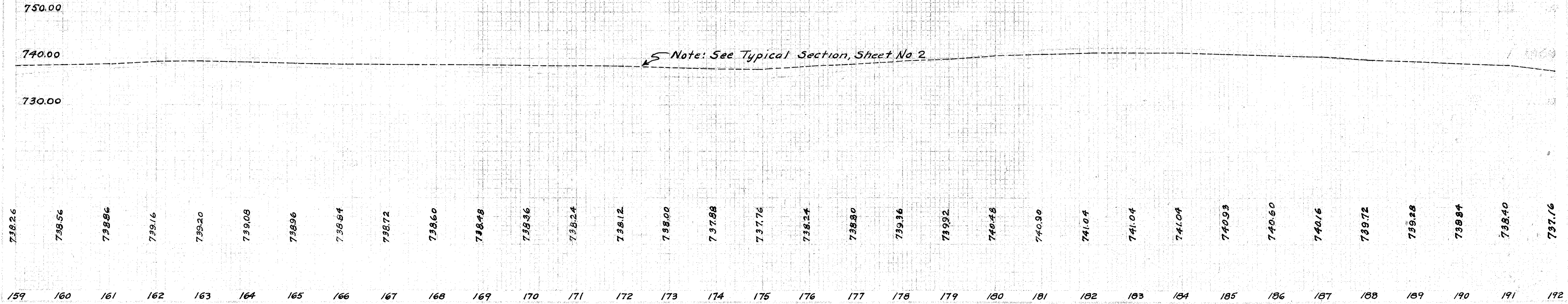
Curve Data, 14P
 $\Delta = 89^{\circ}24'$
 $D = 5^{\circ}30'$
 $T = 1030.91'$
 $L = 1625.45'$
 Superelevation = 1.17'
 Note: No additional superelevation required.
 Extra Pavement Sta 176+32.24 to Sta 182+15.3 and Sta 183+44.7 to Sta 194+57.69 = 340.6 Sqyds.

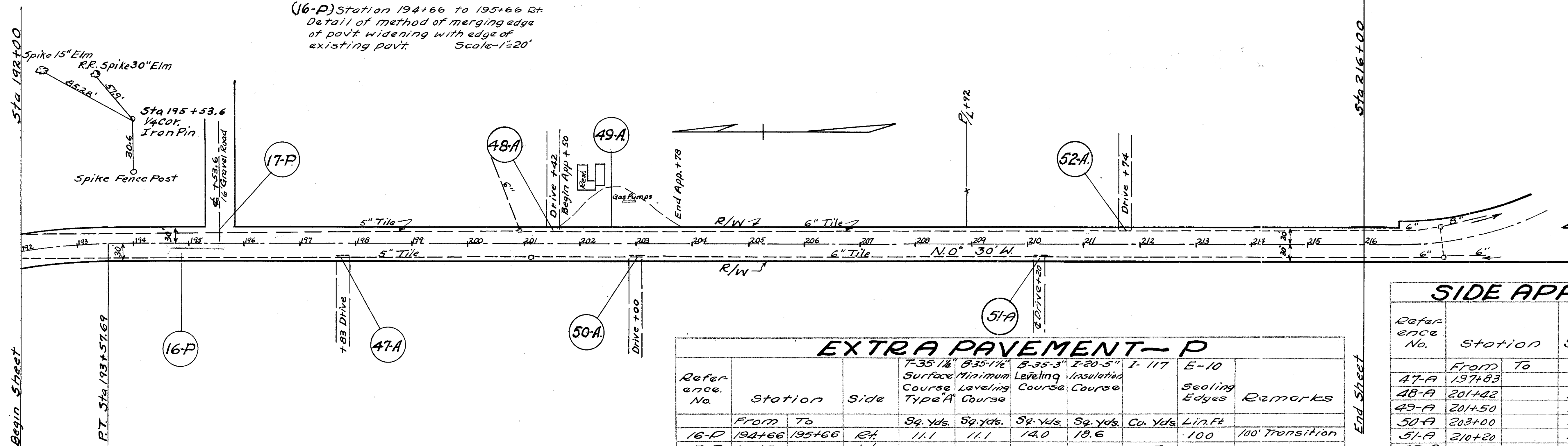
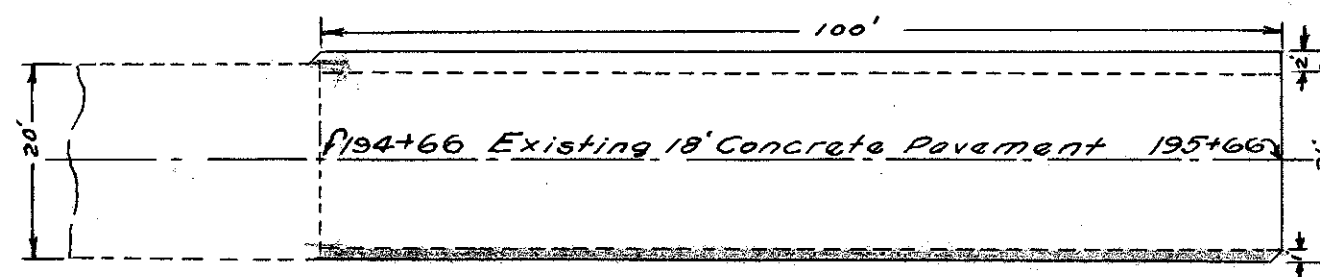
Data on Existing Structure, Br. No. Fu-20N-91
 Station 182+80, 15P
 Type - Concrete Beam Bridge.
 Span - 3 @ 40'-0" Extra Pavt. Area, Ref. 15-P, outside 20ft. width and between Sta. 182+15.3 and Sta. 183+44.7 = 102.7 Sq. Yds.
 Skew - 15°-00'
 Approach Slabs - 25'-0" long.
 Note: Remove and dispose of existing 4" Concrete wearing course. Replace with 4" B-35, Asphaltic Concrete Leveling Course and 1 1/2" T-35 Asphaltic Concrete Surface Course to meet adjoining proposed surface.
 Omit the 1 1/2" Minimum Thickness, Leveling Course on the Bridge Floor. Feather the 1 1/2" Minimum Thickness, Leveling Course over the area of the Approach Slabs. (See Pavt. Computations)

B.M. Sta. 164+30
 Spike Cedar Tree Rt.
 Elevation 741.89

B.M. Sta. 182+52 Lt.
 U.S.G.S. Plate on N.W. Wing
 Elevation 743.11.

Note: See Typical Section, Sheet No 2





EXTRA PAVEMENT - P

Refer- ence No.	Station		Side	Surface Course				I-117 Cu. Yds.	E-10 Sealing Edges Lin. Ft.	Remarks
	From	To		Sq. Yds.	Sq. Yds.	Sq. Yds.	Sq. Yds.			
16-P	194+66	195+66	Rt.	11.1	11.1	14.0	18.6	100	100' Transition	
17-P	195+53.6		Lt.							
Total				11.1	11.1	14.0	18.6	0.5	100	

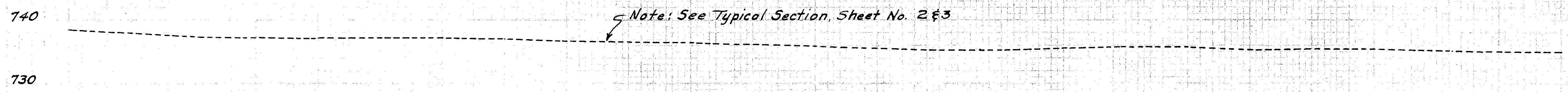
SIDE APPROACHES - A

Refer- ence No.	Station		Side	I-117 Cu. Yds.	Remarks
	From	To			
47-A	197+83		Rt.	0.5	
48-A	201+42		Lt.	0.5	
49-A	201+50		Lt.	2.0	
50-A	203+00		Rt.	0.5	
51-A	210+20		Rt.	0.5	
52-A	211+74		Lt.	0.5	
Total				4.5	

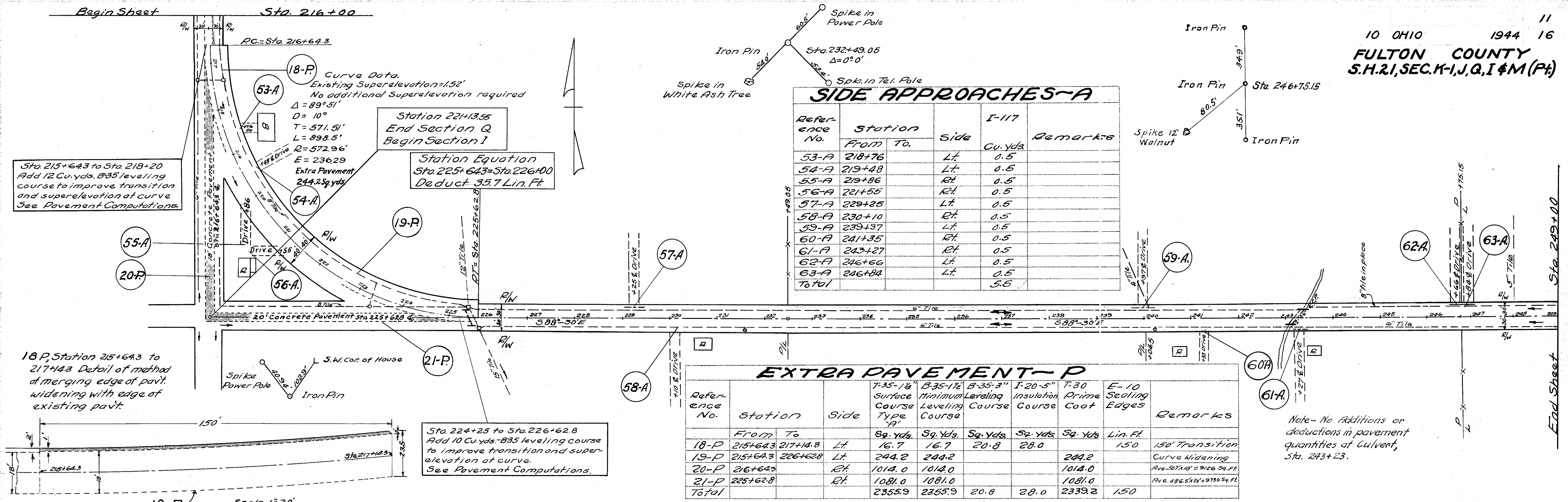
B.M. Sta. 195+25 Lt. 48"
 R.R. Spike in 30" Elm
 Elev. 736.03

B.M. Sta. 202+96 Lt. 34"
 + on S. end of Gas Pump Found.
 Elev. 737.21

B.M. Sta. 210+29 Rt. 31"
 Spike in Power Pole
 Elev. 735.76



738.48	738.00	737.28	737.30	737.20	737.26	737.16	736.99	736.73	736.53	736.44	736.18	735.87	735.50	735.31	735.27	735.70	735.81	735.73	735.35	735.47	735.37	735.22	735.11	735.01
192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216



SIDE APPROACHES-A

Reference No.	Station		Side	I-117 Cu. Yds.	Remarks
	From	To			
53-A	218+76		Lt.	0.5	
54-A	219+48		Lt.	0.5	
55-A	219+86		Rt.	0.5	
56-A	221+55		Rt.	0.5	
57-A	229+25		Lt.	0.5	
58-A	230+10		Rt.	0.5	
59-A	239+37		Lt.	0.5	
60-A	241+35		Rt.	0.5	
61-A	243+27		Rt.	0.5	
62-A	246+66		Lt.	0.5	
63-A	246+84		Lt.	0.5	
Total				5.5	

EXTRA PAVEMENT-P

Reference No.	Station		Side	Course				E-10 Sealing Edges	Remarks	
	From	To		7-35-1/4" Surface Course Type 'A'	5-35-1/2" Minimum Leveling Course	B-35-3" Leveling Course	I-20-5" Insulation Course			T-30 Prime Coat
18-P	215+64.3	217+14.8	Lt.	Sq. Yds.	Sq. Yds.	Sq. Yds.	Sq. Yds.	Sq. Yds.	Lin. Ft.	150' Transition
19-P	215+64.3	226+62.8	Lt.	16.7	16.7	20.8	28.0		244.2	Curve Widening
20-P	216+64.3		Rt.	1014.0	1014.0				1014.0	Ave. 507' x 18" = 9128 Sq. Ft.
21-P	225+62.8		Rt.	1081.0	1081.0				1081.0	Ave. 586.5' x 20" = 9730 Sq. Ft.
Total				2355.9	2355.9	20.8	28.0	2339.2	150	

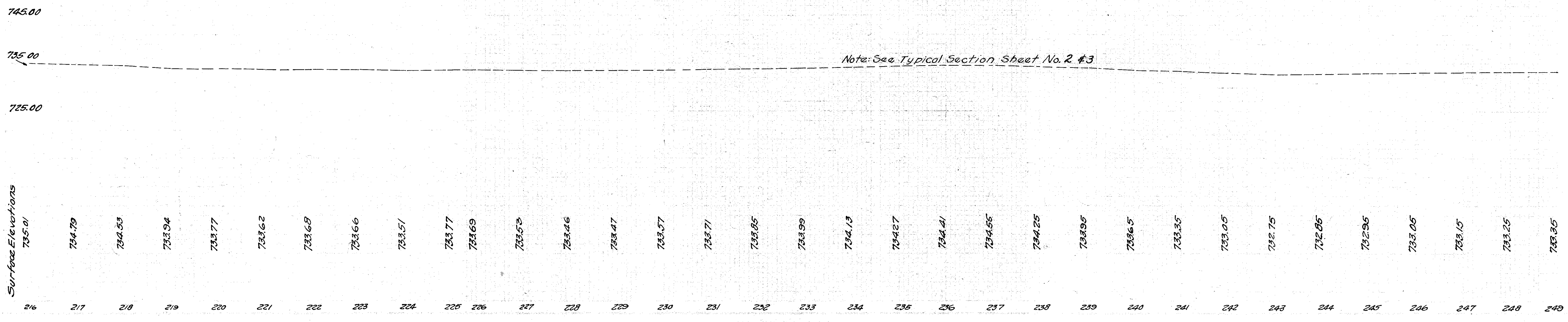
Note - No Additions or deductions in pavement quantities of Culvert, Sta. 243+23.

B.M. Sta. 217+38
Ctr. of W. Wing C.B.
Elev. = 732.14

B.M. Sta. 224+25
Top Ctr. S. Hdwl.
Elev. = 732.29

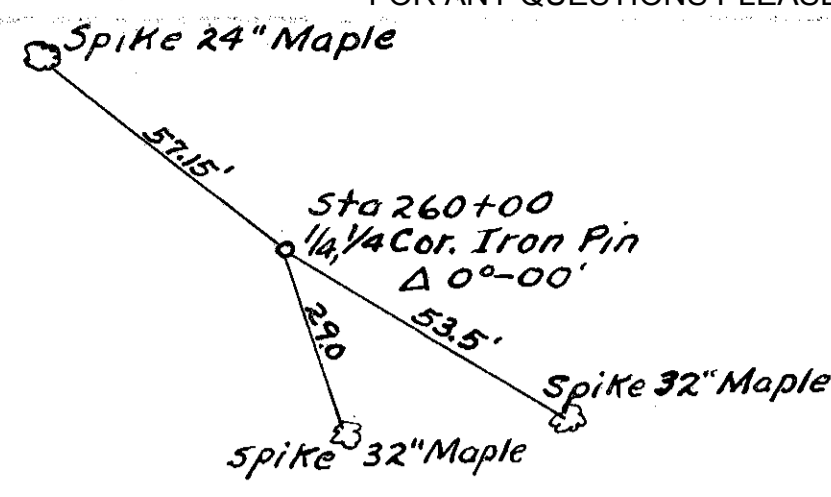
B.M. Sta. 229+15
Spk. in Butternut 32' Rt.
Elev. = 735.49

B.M. Sta. 240.94
Spk. in Maple 23' Rt.
Elev. = 735.26



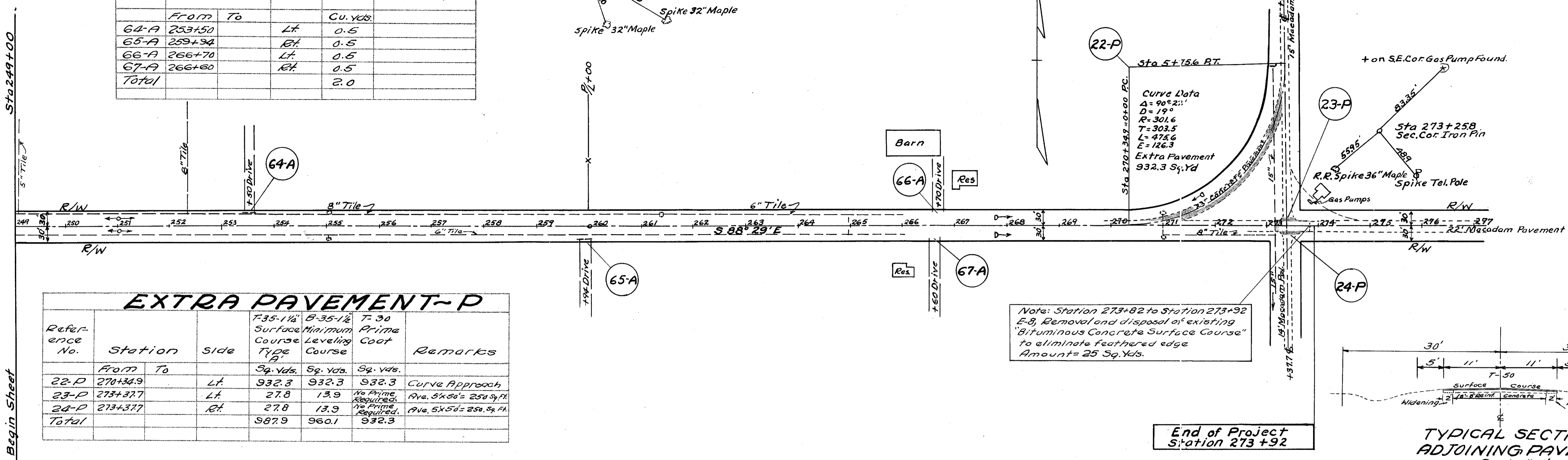
Station	Surface Elevation
216	735.01
217	734.79
218	734.53
219	733.94
220	733.77
221	733.62
222	733.68
223	733.66
224	733.51
225	733.77
226	733.69
227	733.53
228	733.46
229	733.47
230	733.57
231	733.71
232	733.85
233	733.99
234	734.13
235	734.27
236	734.41
237	734.55
238	734.25
239	733.95
240	733.65
241	733.35
242	733.05
243	732.75
244	732.85
245	732.95
246	733.05
247	733.15
248	733.25
249	733.35

SIDE APPROACHES-A				
Refer- ence No.	Station		I-117 Side	Remarks
	From	To		
64-A	253+50		Lt	0.5
65-A	259+94		Rt	0.5
66-A	266+70		Lt	0.5
67-A	266+60		Rt	0.5
Total				2.0



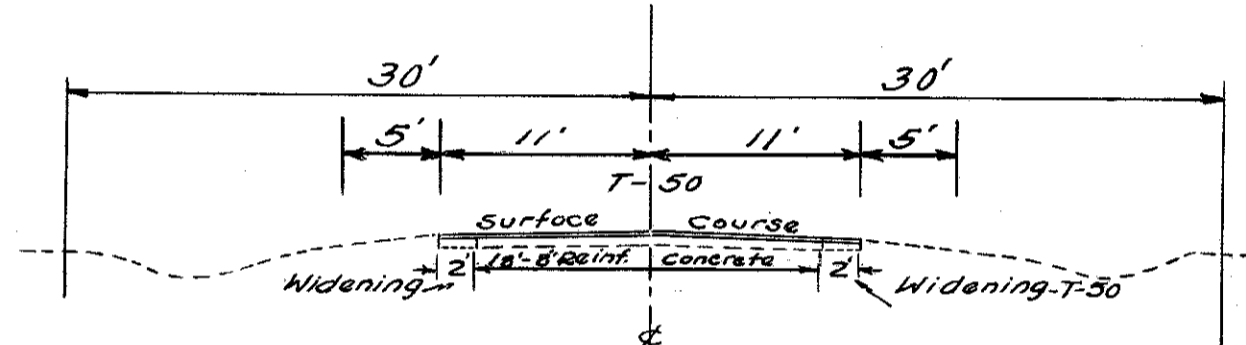
End Section "I"
 Begin Section "M"
 Station 273+37.7

Sta 249+00
 Begin Sheet



Note: Station 273+82 to Station 273+92
 E-B, Removal and disposal of existing
 Bituminous Concrete Surface Course
 to eliminate feathered edge
 Amount= 25 Sq. Yds.

EXTRA PAVEMENT-P							
Refer- ence No.	Station		Side	7.35-1 1/4" Surface Course Type	B-35-1 1/2" Minimum Leveling Course	T-30 Prime Coat	Remarks
	From	To					
22-P	270+34.9		Lt	932.3	932.3	932.3	Curve Approach
23-P	273+37.7		Lt	27.8	13.9	No Prime Required	Ave. 5'x50' = 250 Sq. Ft.
24-P	273+37.7		Rt	27.8	13.9	No Prime Required	Ave. 5'x50' = 250 Sq. Ft.
Total				987.9	960.1	932.3	



End of Project
 Station 273+92

B.M. Spike 20" Maple
 26' Lt. Sta 249+58
 Elev. 734.27

B.M. Spike 15" Maple
 31' Lt. Sta 259+53
 Elev. 735.19

B.M. Spike 36" Maple
 23' Rt. Sta 266+75
 Elev. 737.07

B.M. + on West end of Gas Pump
 Foundation. Lt. Sta 273+78
 Elev. 734.27

Note: See Typical Section, Sheet No 2

740
 730

733.35	733.45	733.55	733.45	733.85	733.25	733.15	733.25	733.35	733.45	733.55	733.65	733.75	733.85	733.99	734.20	734.45	734.74	734.78	734.81	734.75	734.65	734.65	734.85	735.13	734.45	734.41	734.49	734.56
249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277