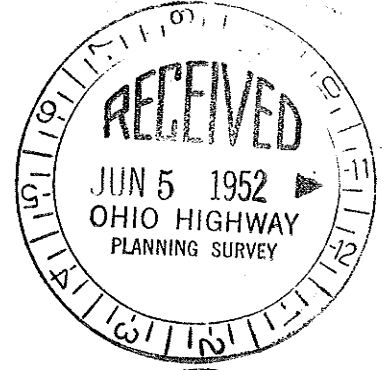


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June 2, 1952



Mr. C.F. Diefenbach
Clerk, City of
Toledo, Ohio

Dear Sir:

The following entry was made on the Journal of the Director of Highways June 2, 1952: Volume 37, Page 276:

LUCAS AND WOOD COUNTIES, CHANGES IN LOCATION, ADDITION, AND ABANDONMENT OF STATE ROUTES IN TOLEDO, MAUMEE, WATERVILLE, PERRYSBURG, OTTAWA HILLS, SYLVANIA, AND INTERVENING AND ADJACENT AREAS IN LUCAS AND WOOD COUNTIES GRANTED.

Pursuant to Section 1178-20 of the General Code of Ohio, Director Kauer approved the following changes in the state highway system in Lucas and Wood Counties, hearing having been held in Toledo, Ohio, on December 20, 1951:

ITEM 1 - NEW LOCATION OF STATE ROUTE 2 IN THE CITY OF TOLEDO:-

Beginning at the present location of S.R. 2 at the intersection of Wayne Street and Fearing Street, S.R. 2 east-bound shall proceed easterly on Wayne Street to Western Avenue, thence easterly on Western Avenue to the intersection of Western Avenue and Broadway thence northeasterly on Broadway to Clayton Street; thence easterly across the Anthony Wayne Bridge to Woodville Street; thence southeasterly on Woodville Street to the intersection of Woodville Street and Navarre Avenue; thence easterly on Navarre Avenue joining the existing route location at East Broadway.

State Route 2 west-bound shall traverse the same location as above noted except that as the route leaves the Anthony Wayne Bridge, it shall proceed northwesterly on Clayton Street to Oliver Street; thence northeasterly on Oliver Street to Summit Street; thence southwesterly on Summit Street to Broadway; thence southwesterly over the eastbound location.

Portions of this location of S.R. 2 that are to be added to the State Highway System are that section of Wayne Street between Fearing Street and Western Avenue, that section of Western Avenue between Wayne Street and Broadway, that section of Broadway between Summit St. and Clayton Street and that section of Navarre Avenue between Woodville Street and East Broadway. Length of the portion added on Wayne Street and Western Avenue is approximately 2.09 miles; length of the portion on Broadway is approximately 0.15 mile; and the length of the portion on Navarre Avenue is approximately 0.145 mile. The total length added to the State Highway System on this new location is approximately 2.385 miles.

Portions of this new location that are on existing State Highways are as follows: that section of Broadway and Summit Street between Western Avenue and

Work these changes without setting up Equations - per F. Murray. June 5, 1952, J.P. D...

Clayton Street is on S.R.U.S. 24; Oliver Street between Clayton Street and Summit Street, Summit Street between Oliver Street and Clayton Street, and Clayton Street from Oliver Street via the Anthony Wayne Bridge to Oak Street is on S.R.U.S. 23, S.R.U.S. 68, and S.R. 65; and Woodville Street from Oak Street to Navarre Avenue is on S.R. 199.

Portions of existing S.R. 2 that are abandoned from the State Highway System are as follows; That section of 17th St. between Monroe Street and Jefferson Avenue; that section of Jefferson Avenue between 17th Street and Huron Street and those portions of Erie Street and Huron Street between Jefferson Avenue and Cherry Street the length of the section abandoned on 17th Street is approximately 0.115 mile, length of section on Jefferson Avenue is approximately 0.57 mile, length of section on Erie Street is approximately 0.62 mile and length of section on Huron Street is approximately 0.52 mile, being in all a distance of approximately 1.825 miles.

Portions that are abandoned as S.R. 2 but to remain on the State Highway System are as follows: that section of Fearing St., Buckingham Street, and Detroit Avenue between Wayne Street and Dorr Street shall remain as S.R.U.S. 25; that section of Dorr Street and 17th Street between Detroit Avenue and Monroe Street shall remain as S.R. 246; that section of Cherry Street and Main Street between Erie Street and Starr Avenue, that section of Starr Avenue between Main Street and East Broadway, and that section of East Broadway between Starr Avenue and Navarre Avenue shall remain as S.R. 120.

ITEM 2 - NEW LOCATION OF STATE ROUTE U.S. 23 IN THE CITY OF TOLEDO:-

Beginning at the present location of S.R.U.S. 23 at the intersection of Summit Street and Monroe Street, S.R.U.S. 23 shall proceed northwesterly on Monroe Street to Collingwood Blvd; thence northerly on Collingwood Blvd. to Jefferson Avenue and thence northerly over the existing route location on Collingwood Blvd.

The portion of this new location of S.R.U.S. 23 to be added to the State Highway System is that section of Collingwood Blvd. between Monroe Street and Jefferson Avenue, being in all a length of approximately 0.13 mile. The remaining portion of this location on Monroe Street between Summit Street and Collingwood Blvd. is on existing S.R.U.S. 223.

Portions of existing S.R.U.S. 23 that are abandoned from the State Highway System are as follows; that portion of Jefferson Avenue between Summit Street and Collingwood Blvd. being a distance of approximately 1.22 miles. That portion of Jefferson Avenue between Huron Street and 17th Street is also abandoned as S.R. 2 as previously noted.

That portion of Summit Street between Monroe Street and Jefferson Avenue is abandoned as S.R.U.S. 23 but shall remain as U.S. 24 alternate.

ITEM 3 - NEW LOCATION OF STATE ROUTE U.S. 24 in the Village of Waterville, the City of Maumee, the City of Toledo, and intervening area in Lucas County:-

Beginning at the present location of S.R.U.S. 24 at the intersection of the River Road and the Anthony Wayne Trail near the west

corporation line of the Village of Waterville, S.R.U.S. 24 north-bound shall be located northeasterly on the Anthony Wayne Trail through the Village of Waterville, the rural area between the Village of Waterville and the City of Maumee, through the City of Maumee and on into Toledo to Erie Street; thence northeasterly on Erie Street to Monroe Street; thence northwesterly on Monroe Street to Collingwood Blvd. and northerly on Collingwood Blvd. over the existing location of S.R.U.S. 24. The south-bound location of S.R.U.S. 24 shall be the same as the above described north-bound location except that from the intersection of Monroe Street and Michigan Street the route shall proceed southwesterly on Michigan Street to Lafayette Street; thence southeasterly on Lafayette Street to Erie Street and thence over the same location as the north-bound route on Erie Street.

Portions of this new location of S.R.U.S. 24 that are to be added to the State Highway System are as follows: that section of Erie Street between Washington Street and Monroe Street, that section of Michigan Street between Monroe Street and Lafayette Street and Lafayette Street between Michigan Street and Erie Street, being in all a distance of approximately 0.45 mile; and that portion of Collingwood Blvd. between Monroe Street and Jefferson Avenue, being a distance of approximately 0.13 mile. The section on Collingwood Blvd. is also added as S.R.U.S. 23 as previously noted.

Portions of this new location that are on existing State Highways are as follows: that section of the Anthony Wayne Trail between its present intersection with S.R.U.S. 24, near the west corporation line of the Village of Waterville, and Erie Street in the City of Toledo and that section of Erie Street between the Anthony Wayne Trail and Washington Street is on S.R. 577; that section of Monroe Street between Erie Street and Collingwood Blvd. is on S.R.U.S. 223.

Portions of existing S.R.U.S. 24 that are abandoned from the State Highway System are as follows: that section of S.R.U.S. 24 from its intersection with the Anthony Wayne Trail, near the west corporation line of the Village of Waterville, to the intersection with Farnsworth Road in the Village of Waterville and from the intersection with Mechanic Street in the Village of Waterville to the north corporation line of the Village of Waterville; also the rural section of the River Road between the north corporation line of Waterville and the south corporation line of the City of Maumee, and the River Road and Broadway in the City of Maumee, and the River Road and Broadway to the intersection with Western Avenue in the City of Toledo. The total length of the existing location abandoned in the Village of Waterville is approximately 1.86 miles; the total length of the rural section abandoned between the Village of Waterville and the City of Maumee is approximately 4.14 miles; the total length abandoned in the City of Maumee is approximately 3.82 miles; and the total length abandoned in the City of Toledo is approximately 4.89 miles, being in all a distance of approximately 14.71 miles. Also that section of Jefferson Avenue between Summit Street and Collingwood Blvd. is abandoned as S.R.U.S. 24. This section of Jefferson Avenue is also abandoned as S.R. 2 and S.R.U.S. 23 as previously noted.

Portions that are abandoned as S.R.U.S. 24 but are to remain on the State Highway System are as follows: that section of the River Road between

Farnsworth Rd. and Mechanic Street in the Village of Waterville shall remain as S.R. 64. That section of Broadway and Summit Street between Western Avenue and Clayton Street shall remain as S.R. 2 and U.S. 24 Alternate. That section of Summit Street between Clayton Street and Monroe Street shall remain as SRUS 23, S.R. 65, SRUS 68, S.R. 2 west-bound and U.S. 24 Alternate. That portion of Summit Street between Monroe Street and Jefferson Avenue shall remain as U.S. 24 Alternate.

ITEM 4 - NEW LOCATION OF STATE ROUTE U.S. 24 ALTERNATE in the City of Toledo:-

Beginning at the intersection of the Anthony Wayne Trail and Western Avenue, U.S. 24 Alternate shall proceed easterly on Western Avenue to Broadway; thence northeasterly over Broadway and Summit Street joining the present location at the intersection of Summit Street and Jefferson Avenue.

That portion of this new location on Western Avenue between the Anthony Wayne Trail and Broadway is to be added to the State Highway System. This section is also to be added as S.R. 2 as previously noted.

Portions of this new location that are on existing State Highways are as follows: that section of Broadway and Summit Street between Western Avenue and Clayton Street is on existing S.R.U.S. 24; that section of Summit Street between Clayton Street and Monroe Street is on S.R.U.S. 23, S.R.U.S. 24, S.R.U.S. 68, and S.R. 65; and that section of Summit Street between Monroe Street and Jefferson Avenue is on S.R.U.S. 23.

ITEM 5 - NEW LOCATION OF STATE ROUTE U.S. 25 in the City of Maumee:-

Beginning at the present location of S.R.U.S. 25 at the intersection of Conant Street and Broadway in the City of Maumee, S.R.U.S. shall proceed northwesterly on Conant Street to the Anthony Wayne Trail; thence northeasterly on the Anthony Wayne Trail to Detroit Avenue; thence northerly on the existing location of S.R.U.S. 25 on Detroit Avenue.

Portions of existing S.R.U.S. 25 that are abandoned from the State Highway System are as follows: that section of Broadway between Conant Street and Detroit Avenue in the City of Maumee and that section of Detroit Avenue between Broadway and the Anthony Wayne Trail in the City of Maumee, being in all a distance of approximately 2.73 miles. That section of Broadway between Conant Street and Detroit Avenue is also abandoned as S.R.U.S. 24 as previously noted.

Portions of S.R.U.S. 25 that are on existing State Highways are as follows: that section of Conant Street between Broadway and Anthony Wayne Trail in the City of Maumee is on existing S.R.U.S. 20; that section of the Anthony Wayne Trail between Conant Street and Detroit Avenue in the City of Maumee is on existing S.R. 577.

ITEM 6 - STATE ROUTE 183:-

S.R. 183 on Secor Road between Dorr Street and the Ohio-Michigan State Line is deleted entirely. Portions between Dorr Street and Central Avenue

and between Sylvania-Alexis Road and the Ohio-Michigan State Line are abandoned from the State Highway System. The length of the abandonment is approximately 2.23 miles of which 0.92 mile is in the village of Ottawa Hills, 1.42 miles is in the City of Toledo, and 0.81 mile is in the rural areas of Lucas County between Dorr Street and south corporation line of Ottawa Hills and Toledo, and between Sylvania-Alexis Road and the Ohio-Michigan State Line. The westerly half of the highway from the north corporation line of Ottawa Hills Village to Central Avenue, a distance of 0.50 mile, is also in the rural area of Lucas County. The portion between Central Avenue and the Sylvania-Alexis Road is to remain as By-Pass U.S. 23, 24, and 25.

ITEM 7 - STATE ROUTE 246:-

S.R. 246 terminates at the intersection of 17th Street and Monroe Street.

Portions of existing S.R. 246 that are abandoned from the State Highway System are as follows: that section of 17th Street between Monroe Street and Jefferson Avenue, and that section of Jefferson Avenue between 17th Street and Erie Street said section of 17th Street is also abandoned as S.R. 2 and said section of Jefferson Avenue is also abandoned as S.R. 2, S.R.U.S. 23, and S.R.U.S 24 as previously noted.

ITEM 8 - S.R.U.S. 23, 24, and 25 NORTH-BOUND,
S.R. 120 EAST-BOUND:-

That portion of Cherry Street between Central Avenue and Collingwood Blvd. and that portion of Collingwood Blvd. between Cherry Street and Detroit Avenue shall be marked S.R.U.S. 23, 24, 25 northbound from the intersection of Cherry Street and Central Avenue northwesterly, and shall be marked S.R. 120 eastbound from the intersection of Detroit Avenue and Collingwood Blvd. and from the intersection of Cherry Street and Collingwood Blvd. southerly and southeasterly on Cherry Street to the intersection of Cherry Street and Central Avenue.

This requires the addition to the State Highway System of Cherry Street between Collingwood Blvd. and Central Avenue, being a distance of approximately 0.51 mile.

ITEM 9 - STATE ROUTE 568:-

S.R. 568 is deleted from the State Highway System between Main Street in the Village of Sylvania and the junction with S.R.U.S. 25, Detroit Avenue, north of the City of Toledo. That portion of S.R. 568 between Monroe Street in the Village of Sylvania and Secor Road is abandoned from the State Highway System, being a distance of approximately 3.30 miles. The section between Secor Road and Detroit Avenue is to remain as By-Pass U.S. 23, 24, and 25. The section of Monroe St. between Main Street and Sylvania-Alexis Road in the Village of Sylvania is to remain as S.R.U.S. 223.

ITEM 10 - STATE ROUTE 577:-

S.R. 577 is deleted from the State Highway System in its entirety between the intersection of River Road and the Anthony Wayne Trail near the west corporation line of the Village of Waterville and the intersection of Jefferson Avenue and Summit Street in the City of Toledo.

That portion of existing S.R. 577 on Washington Street between Erie Street and Summit Street, a distance of approximately 0.25 mile, is abandoned from the State Highway System.

Portions that are to be abandoned as S.R. 577 but are to remain on the State Highway System are as follows: That section of the Anthony Wayne Trail from its intersection with the River Road near the west corporation line of Waterville to Erie Street in the City of Toledo and Erie Street between the Anthony Wayne Trail and Washington Street shall remain as S.R.U.S. 24; that section of the Anthony Wayne Trail between Conant Street and Detroit Avenue in the City of Maumee shall remain as S.R.U.S. 25; that section of Summit Street between Washington Street and Jefferson Avenue shall remain as S.R.U.S. 24 Alternate; that section of Summit St. between Washington St. and Monroe Street shall remain as S.R.U.S. 23, S.R.U.S. 68 and S.R. 65.

ITEM 11 - LOCATION OF BY-PASS U.S. 23, 24, AND 25:-

BY-PASS U.S. 23: Beginning at the junction of Louisiana Avenue and Front Street, existing S.R.U.S. 23, in the Village of Perrysburg, and proceeding southwesterly on Front Street to W. Boundary St.; thence westerly and northwesterly over the Maumee River to Conant Street in the City of Maumee; thence northerly on Reynolds Road to Central Avenue; thence easterly on Central Avenue to Secor Road; thence northerly on Secor Road to Sylvania-Alexis Road; thence easterly on Sylvania-Alexis Road to Lewis Avenue and there joining the existing location of S.R.U.S. 23.

BY-Pass U.S. 24: Beginning on the location of S.R.U.S. 24 at the intersection of the Anthony Wayne Trail and Conant Street in the City of Maumee; thence proceeding northwesterly on Conant Street to Reynolds Road; thence northerly on Reynolds Road to Central Avenue; thence easterly on Central Avenue to Secor Road; thence northerly on Secor Road to Sylvania-Alexis Road; thence easterly on Sylvania-Alexis Road to Telegraph Road and there joining existing S.R.U.S. 24.

BY-PASS U.S. 25: U.S. 25 By-Pass shall follow the same location as the above described By-Pass U.S. 24 except that it shall proceed easterly beyond Telegraph Road on the Sylvania-Alexis Road to the junction with Detroit Avenue and there joining existing S.R.U.S. 25.

ABANDONED AS STATE HIGHWAYS:-

The abandonments from the State Highway System as described above shall revert to the Lucas County Highway System, the City of Toledo Street System, the City of Maumee Street System, the Village of Waterville Street System, the Village of Ottawa Hills Street System, or the Village of Sylvania Street System as the case may apply.

Director Kauer approved the foregoing changes in the state highway system in Lucas and Wood Counties as described above.

Very truly yours,

Norman M. Wilke, Chief Engineer
Bureau of Programming & Planning

Paul G. Farley
Engineer of Contract Sales

CC: McCaughey - Hartford - Orth
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Shoemaker - Salsinger - Farley - File
Lucas County Commissioners, - Wood
County Commissioners - Maumee - Waterville -
Perrysburg - Ottawa Hills - Sylvania