

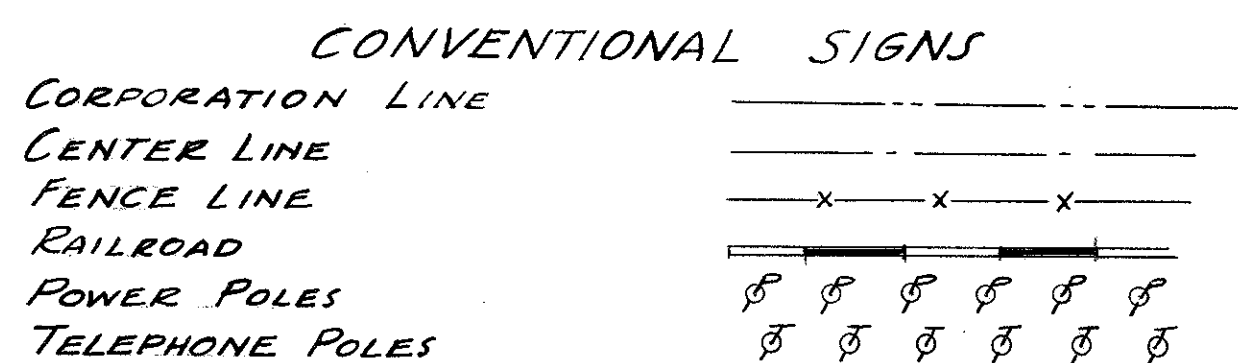
STATE OF OHIO

DEPARTMENT OF HIGHWAYS

HEN-109 (10.04-10.82)

SEP 11 1962
GROUND PHOTO LAB

VILLAGE OF MALINTA MONROE TOWNSHIP HENRY COUNTY

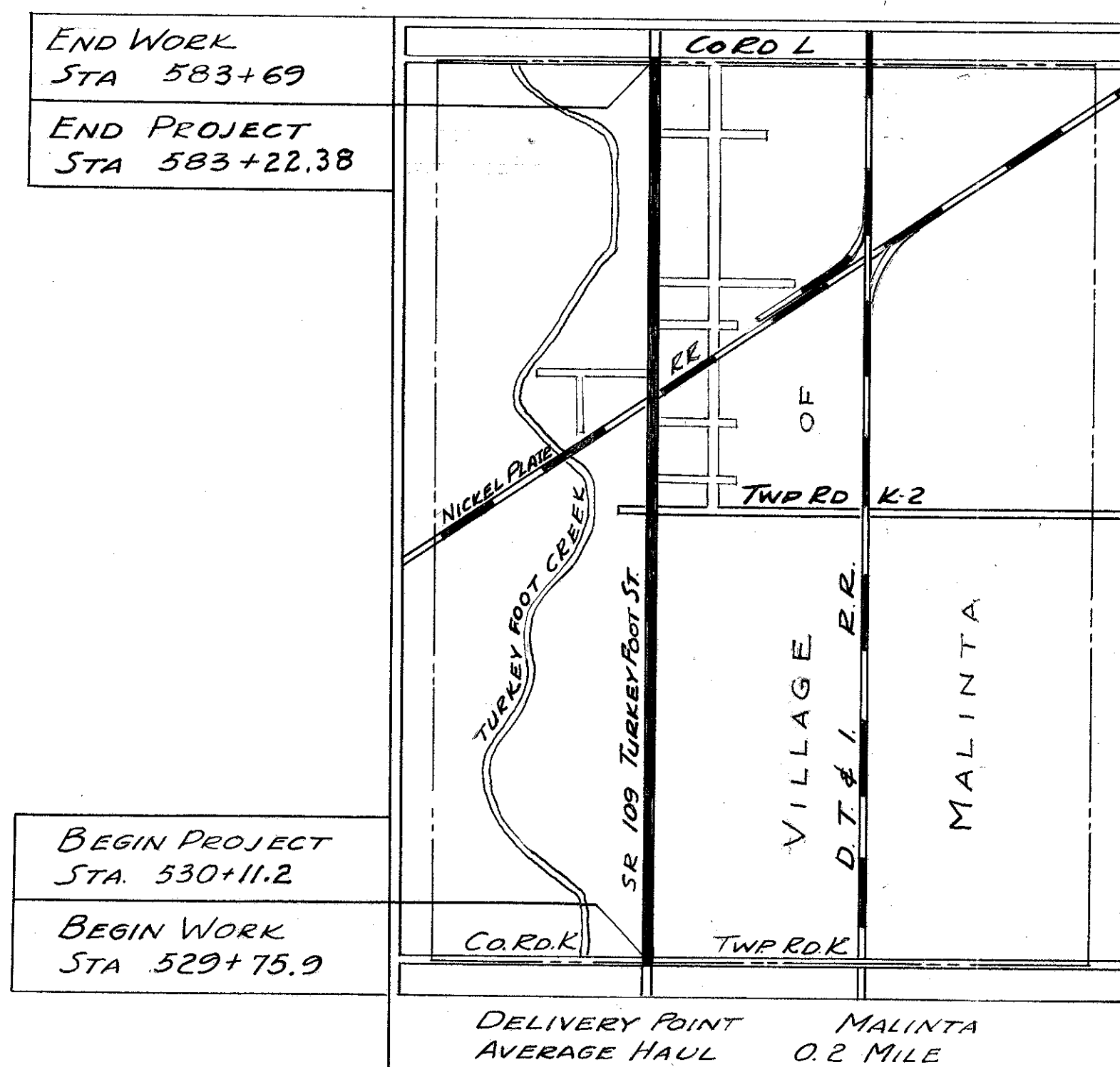


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LINE DATA

BEGIN WORK	529+75.9	
END WORK	583+69	
GROSS LENGTH OF WORK	5393.1	
DEDUCT FOR RAILROAD	27.0	LIN. FT.
NET LENGTH OF WORK	5366.1	LIN. FT. 1.016 M.
BEGIN PROJECT	530+11.2	
END PROJECT	583+22.38	
GROSS LENGTH OF PROJECT	5311.18	
DEDUCT FOR RAILROAD	27.0	LIN. FT.
NET LENGTH OF PROJECT	5284.18	LIN. FT. 1.000 MI.



BEGIN PROJECT
STA 530+11.2

BEGIN WORK
STA 529+75.9

END WORK
STA 583+69

END PROJECT
STA 583+22.38

LOCATION MAP

SCALE OF MAP

0 250 500 1000 1500 2000

PORTION TO BE IMPROVED

STATE ROADS

OTHER ROADS

SCALE

PLAN 1"=50'

PROFILE HORIZONTAL 1"=50'

PROFILE VERTICAL 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.

THE RIGHT OF WAY FOR THIS IMPROVEMENT WILL BE PROVIDED BY THE STATE OF OHIO.

I HEREBY APPROVE THESE PLANS AND DECLARE 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 ON THE PLANS AND ESTIMATES.

- APPROVED W. J. Dow
DATE 4-27-59 DIVISION DEPUTY DIRECTOR
- APPROVED George H. Hester
DATE 5-18-59 DEPUTY DIRECTOR OF PLANNING & PROGRAMMING
- APPROVED W. Overman
DATE 5-6-59 ENGINEER OF BRIDGES
- APPROVED Warren J. Hemenway
DATE 5-1-59 ENGINEER OF LOCATION & DESIGN
- APPROVED C. W. McCarthey
DATE 5-8-59 DEPUTY DIRECTOR OF DESIGN & CONSTRUCTION
- APPROVED Ed Berry
DATE 5-18-59 FIRST ASSISTANT DIRECTOR
- APPROVED Ed Berry
DATE 5-18-59 DIRECTOR OF HIGHWAYS

OK
H.B.V.
5-7-59

OK
B.F.G.
5/6/59

SUPPLEMENTAL SPECIFICATIONS		STANDARD DRAWINGS	
		T-35	1-2-56

SEP 11 1962
GROUND PHOTO LAB

FILE No. Sec. Hen-109 (10.04-10.82)

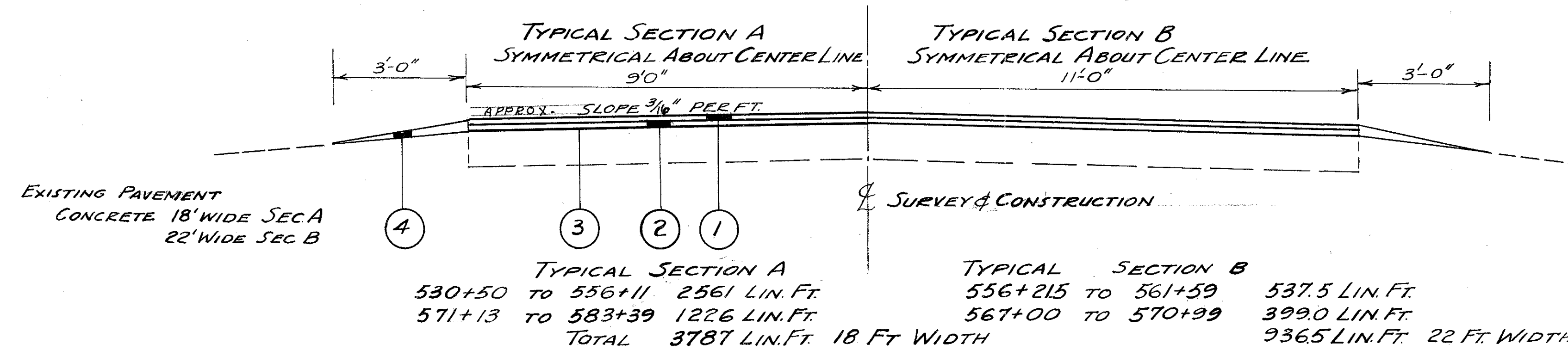
DATE OF LETTING _____

CONTRACT No. _____

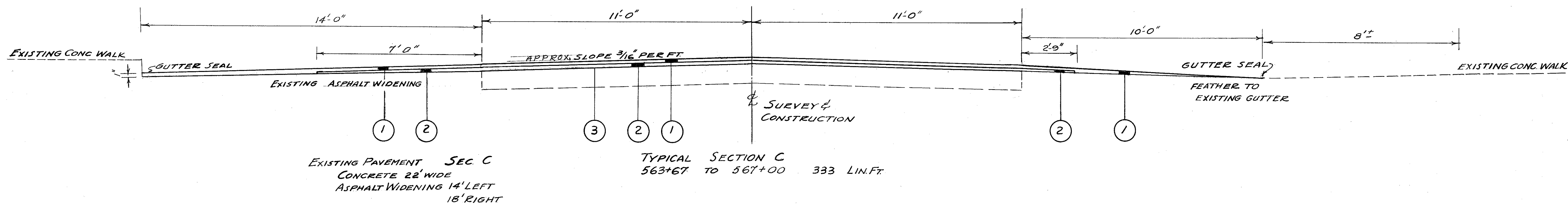
TYPICAL SECTIONS

TYPE T-35

TYPICAL SECTION A & B



TYPICAL SECTION C



- ① ITEM T-35 $\frac{1}{2}$ " ASPHALTIC CONCRETE SURFACE COURSE TYPE "C" (70-85)
- ② ITEM B-35 $\frac{1}{2}$ " MIN. THICKNESS ASPHALTIC CONCRETE LEVELING COURSE (70-85)
- ③ ITEM T-30 BITUMINOUS TACK COAT SEC. M-5.5, MS-2 OR RS-1; OR SEC. M-5.2, RC-1, RC-2 OR RC-3 AS PER SEC. F-30.02, APPLIED AT THE RATE OF 0.10 GAL. PER SQ. YD.
- ④ ITEM I-18 STABILIZED CRUSHED AGGREGATE FOR SHOULDERS AND APPROACHES.

ADT 1500
B&C 220
YEAR 1956

GENERAL NOTES

MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF ONE WAY TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTANT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF THE WEARING COURSE.

CONTROL POINTS

BEFORE CONSTRUCTION OPERATIONS BEGIN, THE ENGINEER WILL REFERENCE ALL EXISTING MONUMENTS. UPON COMPLETION OF THE SURFACE, THE ENGINEER WILL REESTABLISH EXISTING MONUMENTS.

PROFILE:

THE PROFILE OF THE PROPOSED SURFACE COURSE SHALL BE APPROXIMATELY 3 INCHES ABOVE THAT OF THE EXISTING PAVEMENT.

FILLING MAJOR DEPRESSIONS:

MAJOR DEPRESSIONS IN THE EXISTING PAVEMENT SHALL BE FILLED AND COMPACTED WITH BITUMINOUS CONCRETE LEVELING MATERIAL IN ADVANCE OF PLACING THE REGULAR LEVELING COURSE. THESE DEPRESSIONS SHALL BE FILLED IN LAYERS NOT TO EXCEED 3 INCHES IN DEPTH WHEN COMPACTED 50 Cu. Yds. B-35 PROVIDED FOR THIS ITEM.

RAILROAD CROSSING:

THE NEW SURFACE COURSE SHALL BE FEATHERED TO MEET THE EXISTING RAILROAD GRADE.

CATCH BASINS

THE SURFACE SHALL BE FEATHERED TO THE EXISTING CATCH BASINS LEFT OF STATIONS: 564+01, 565+33, 566+93.5.

FIRE CISTERN

THE SURFACE COURSE SHALL BE FEATHERED TO THE EXISTING FIRE CISTERN LEFT OF STATION 564+29.5.

I-18 STABILIZED CRUSHED AGGREGATE:

COMPACTION OF THE SUBGRADE UNDER THE STABILIZED CRUSHED AGGREGATE AS SPECIFIED UNDER SEC. I 18.03 IS HEREBY WAIVED ON THIS PROJECT.

UTILITY ADJUSTMENT:

ANY AND 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.

GENERAL SUMMARY

ITEM	QUANTITIES		UNIT	DESCRIPTION	
	PARKING	TRAFFIC LANES			
I-18		113	113	CU YD	STABILIZED CRUSHED AGGREGATE SHOULDERS & APPROACHES
T-35	40	526	566	CU YD	ASPHALTIC CONCRETE SURFACE COURSE, TYPE "C" (70-85)
B-35	17	525	542	CU YD	ASPHALTIC CONCRETE LEVELING COURSE (70-85)
T-30		1153	1153	GAL.	BITUMINOUS TACK COAT, SEC. M-5.5, MS-2 or RS-1; or SEC. M-5.2, RC-1, RC-2 or RC-3 AS PER SEC. T-30.02

SHEET No	REF No	STATION	LOCATION	B-35 LEVELING CU YD	T-35 SURFACE CU YD	T-30 TACK COAT GAL.	I-18 ADD	I-18 DEDUCT
1	1-P	529+75.9 TO 530+50.1	CTR	5.04	10.95	22.65	1.16	
2	2-P	556+11 TO 556+21.5	CTR	.98	.98	2.34	.39	
2	3-P	556+44.15	RT	.27	2.82			.97
3	4-P	558+19.5	RT	.20	1.97			.89
3	5-P	561+63.5	RT	.52	3.90			1.17
3	6-P	561+59 TO 562+50	CTR	10.52	10.52	25.3	3.36	
3	7-P	562+77 TO 563+67	CTR	10.40	10.40	25.0		
3	8-P	564+26	LT	.25	2.37			
3	9-P	567+26	RT	.34	4.36			1.16
3	10-P	570+70	RT	.49	2.10			1.10
3	11-P	570+99 TO 571+13	CTR	1.29	1.29	3.15	.26	
4	12-P	578+00	RT		1.85			
4	13-P	583+22.38	LT	.49	2.10			1.11
4	14-P	583+22.38	RT	.55	2.36			1.15
4	15-P	583+39 TO 583+69	CTR	.47	2.03	6.0	1.10	
TOTAL TO RECAP TABLE				31.81	60.00	84.44	+6.27	-7.55

PAVEMENT CALCULATIONS

TYPICAL SECTION A LENGTH 3787 LIN. FT.
 AREA $3787 \times 18 \div 9 = 7574$ Sq Yd
 T-35 $7574 \times 1.50 \div 36 = 315.60$ CU YD
 B-35 $7574 \times 1.50 \div 36 = 315.60$ CU YD
 T-30 $7574 \times .10 = 757.40$ GAL.
 I-18 $(3787 \times (3 \times \frac{3}{12 \times 2}) \div 27) \times 2 = 105.19$ CU YD

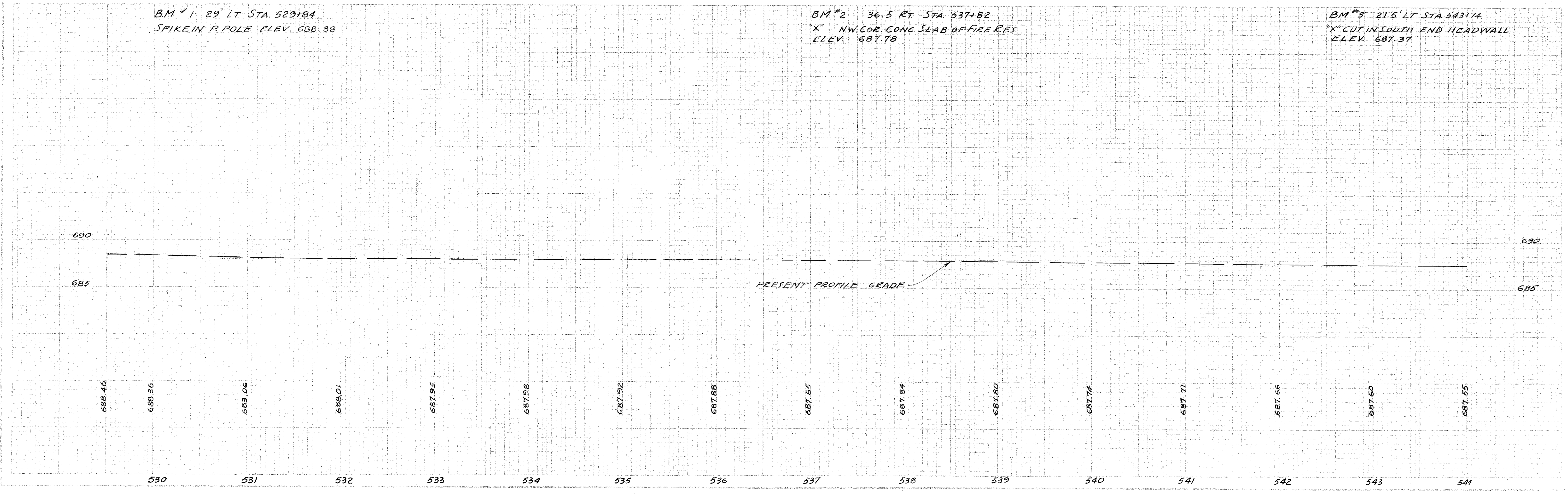
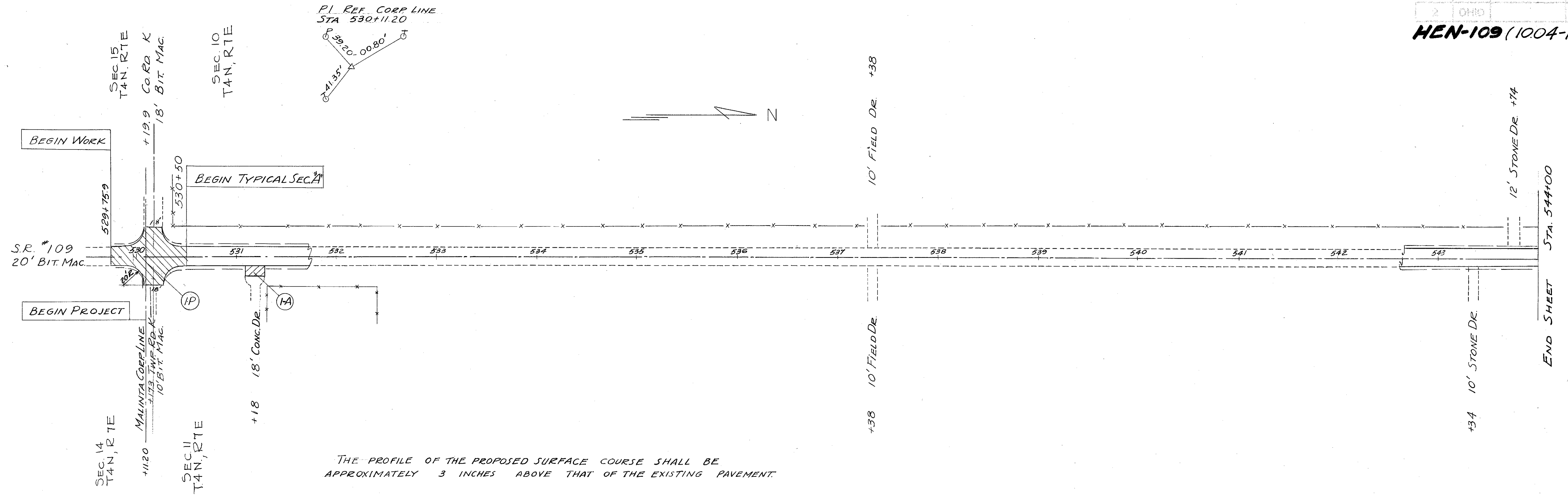
TYPICAL SECTION B LENGTH 936.5 LIN. FT.
 AREA $936.5 \times 22 \div 9 = 2289.22$ Sq Yd
 T-35 $2289.22 \times 1.50 \div 36 = 95.38$ CU YD
 B-35 $2289.22 \times 1.50 \div 36 = 95.38$ CU YD
 T-30 $2289.22 \times .10 = 228.92$ GAL.
 I-18 $(936.5 \times (3 \times \frac{3}{12 \times 2}) \div 27) \times 2 = 26.01$ CU YD

TYPICAL SECTION C LENGTH 333 LIN. FT.
 AREA $333 \times 22 \div 9 = 814.0$ Sq Yd
 T-35 $814 \times 1.50 \div 36 = 33.92$ CU YD
 B-35 $814 \times 1.50 \div 36 = 33.92$ CU YD
 T-30 $814 \times .10 = 81.4$ GAL.

PARKING AREA LENGTH 333 LIN. FT.
LEFT SIDE
 TOTAL END AREA $(30+1) \times 14 = 2.333$ Sq FEET
 B-35 END AREA $(\frac{2 \times 12}{2 \times 12}) \times 7 = .656$ Sq FEET
 VOLUME $.656 \times 333 = 217 = 8.09$ CU YD
 T-35 END AREA TOTAL AREA - B-35 AREA = 1.677 Sq Ft.
 VOLUME $1.677 \times 333 = 558 = 20.68$ CU YD
RIGHT SIDE LENGTH 333 LIN. FT.
 TOTAL END AREA $(30+0) \times 10 = 1.250$ Sq Ft.
 B-35 END AREA $(\frac{2 \times 12}{2 \times 12}) \times 2.75 = .258$ Sq Ft.
 VOLUME $.258 \times 333 = 85.9 = 3.18$ CU YD
 T-35 END AREA - TOTAL AREA - B-35 AREA = .992 Sq. Ft.
 VOLUME = $.992 \times 333 = 330 = 12.23$ CU YD

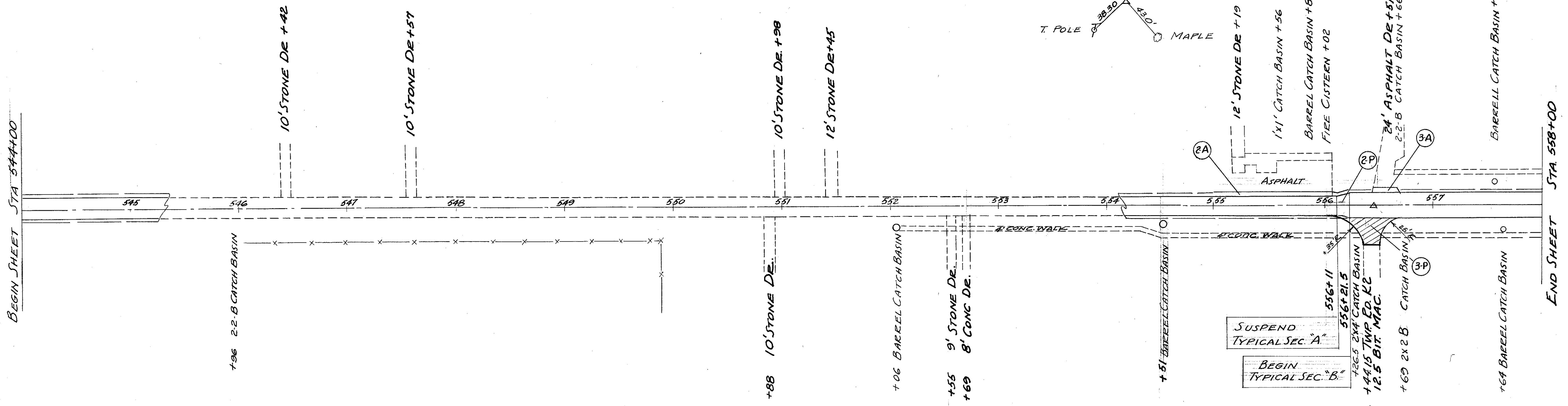
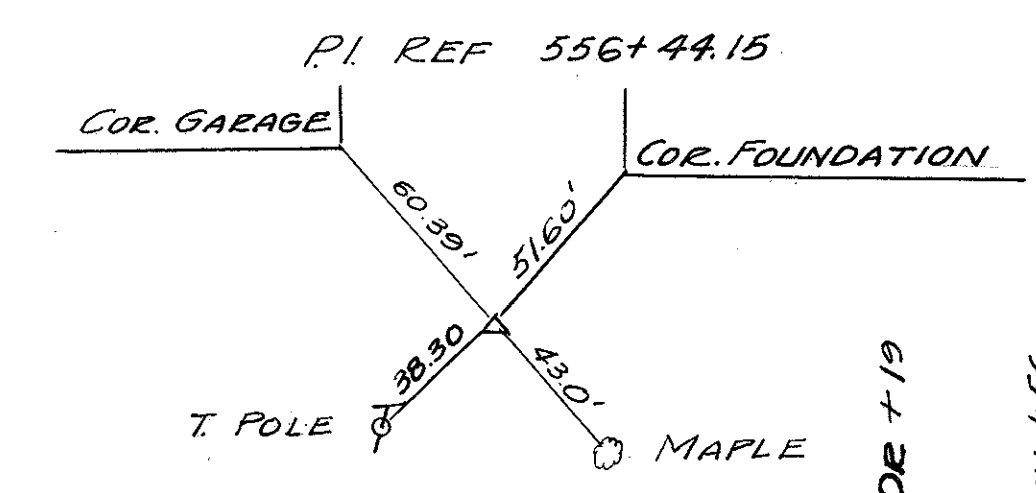
SHEET No	REF No	STATION	LOCATION	T-35 SURFACE CU YD	I-18 SHOULDERS CU YD	PARKING AREA B-35	T-35
1	1-A	531+18	RT	1.11	.33		
2	2-A	554+90 TO 556+10	LT	2.22	2.22		
2	3-A	556+65	LT	.46	.46		
3	4-A	560+95 TO 562+05	LT	2.04	2.04		
3	5-A	562+525	RT	3.05	.65		
3	6-A	562+79 TO 563+67	LT			1.15	2.29
3	7-A	562+79 TO 563+67	RT			2.10	4.20
3	8-A	567+53 TO 569+05	RT	2.81	2.81		
3	9-A	567+00 TO 570+10	LT	6.03	5.75		
3	10-A	570+67 TO 572+25	LT	2.93	2.93		
TOTAL TO RECAP TABLE				20.65	-17.19	3.25	6.49

	B-35 1/2" LEVEL ING COURSE	T-35 1/2" SURFACE COURSE	T-30 BITUMINOUS TACK COAT	I-18 AGGREGATE FOR SHOULDER	APPROACHES and PARKING B-35	T-35
TYPICAL SECTION A	315.60	315.60	757.40	+105.19		
TYPICAL SECTION B	95.38	95.38	228.92	+26.01		
TYPICAL SECTION C						
CENTER LEFT	33.92	33.92	81.40			
CENTER RIGHT					8.09	20.68
FROM PAVEMENT TABLE (ADD)	31.81	60.00	84.44	+6.27	3.18	12.23
(DEDUCT)				-7.55		
FROM APPROACH TABLE		20.65		-17.19	3.25	6.49
TOTAL	476.71	525.55	1152.16	+112.73	14.52	39.40
ADD FOR DEPRESSIONS	48				2	
TOTALS TO GENERAL SUMMARY	525	526	1153	113	17	40



BEGIN SHEET STA 544+00

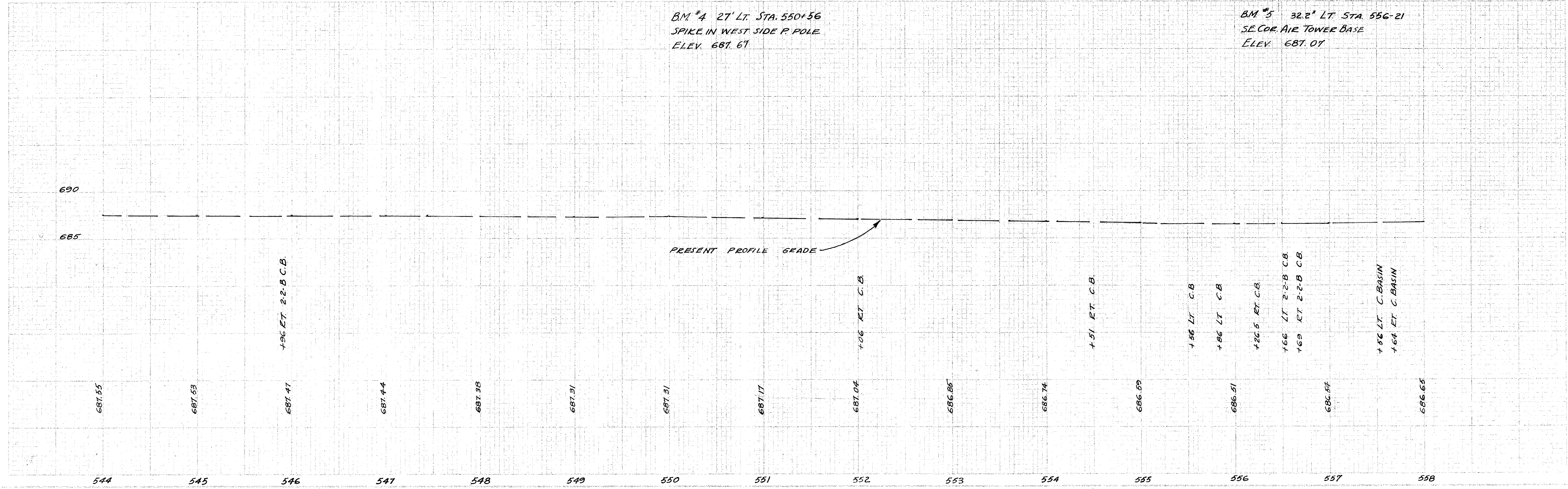
END SHEET STA 558+00



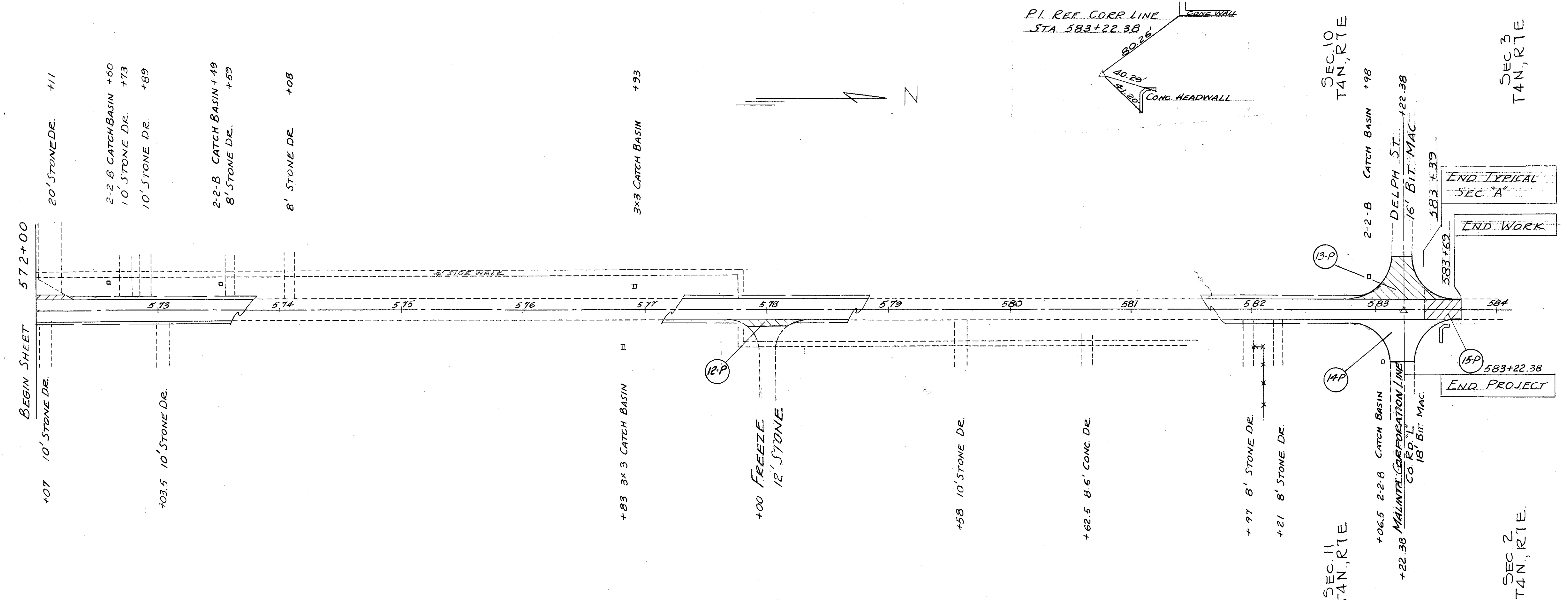
B.M. #4 27' LT. STA. 550+56
SPIKE IN WEST SIDE P. POLE
ELEV. 687.67

B.M. #5 32.2' LT. STA. 556-21
SE. COR. AIR TOWER BASE
ELEV. 687.07

PRESENT PROFILE GRADE

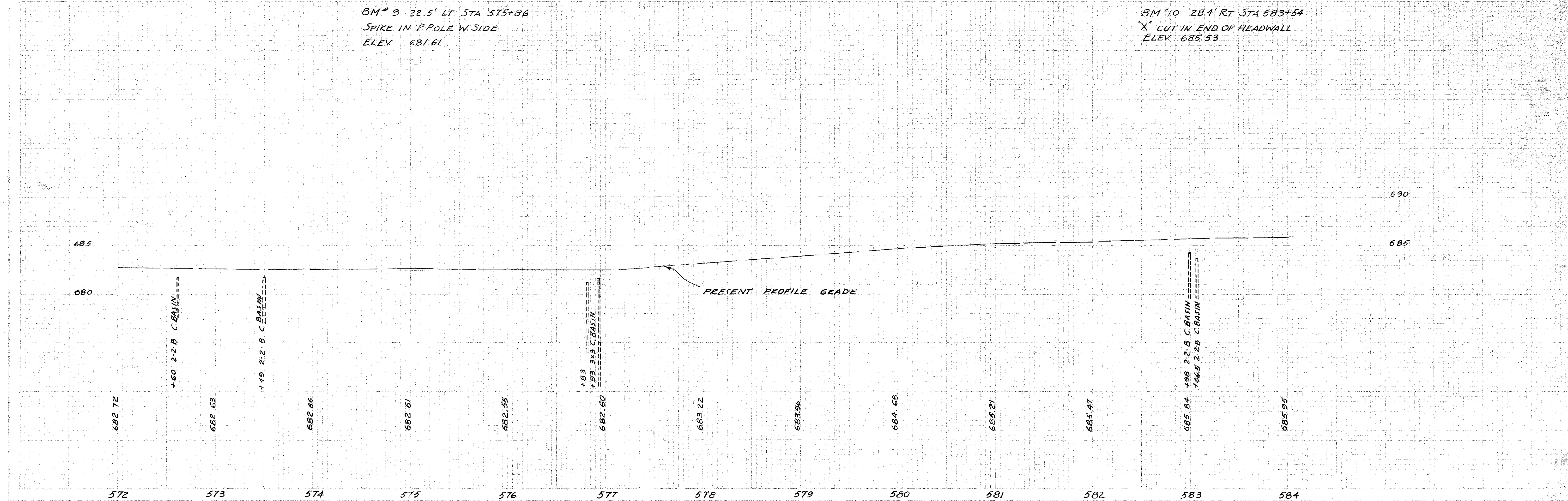


544+00 TO 558+00



BM # 9 22.5' LT STA 575+86
SPIKE IN P. POLE W. SIDE
ELEV 681.61

BM # 10 28.4' RT STA 583+54
X CUT IN END OF HEADWALL
ELEV 685.53



572+00 TO 584+00