ODOT (D-2) TO OPERATION 11-22-88

1990 TWO-LANE RESURFACING PROGRAM

PRIORITY NO.______ PART____OF____ SHEET 1 OF 1

COUNTY Ottawa ROUTE SR 19 SECTION 4.55

240+24 Start @ 240+10 = Butt

BEGIN LOG (SLM) 4.55 TERMINII Oak Harbor NCL (Butt)

532+22.40

END LOG (SLM) 10.08 TERMINII SR 2 532+90 Meas - S.E.P. US #2

TOTAL LENGTH 5.53 MILES

MUNICIPALITY__________ BEGIN LOG (SLM)______ END LOG (SLM)______

MUNICIPALITY__________ BEGIN LOG (SLM)______ END LOG (SLM)______

PROPOSED WORK:

PAVEMENT 1 1/2" 404 SHOULDER 1 1/2" 404, 617

OTHER______

EXISTING DATA:

SLM	TO	PAV'T WIDTH	(type)	SHLD WIDTH	(type)
240+10		20		1'	stab

STRUCTURES:

STR. NO.	WIDTH	LENGTH	PROP. WORK
352+64	23.5	22'	
428+74	36.6	66.7'	2 APPRO - 20x15, 20x17
440+66	36.5	110'	2 APPRO - 20x15'
444+30	26.5	41'	

RAILROAD CROSSING: (no work)

NAME	STATION	NO. TRACKS	LENGTH ALONG C L (ft)
Davis-Bessie Spur	484+33	1	95

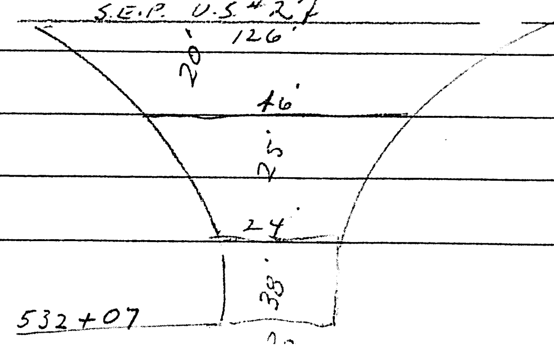
MISCELLANEOUS:

NO. RAISED PAVEMENT MARKERS; EDGE OF PAVEMENT______, CENTERLINE______

NO. MAILBOX APPROACHES______, MAILBOX SUPPORTS______

REMARKS: Sta 425+64 to Sta. 443+53 across Causeway Berm stone is

532+90 S.E.P. U.S #2



ODOT (D-2)

1990 TWO-LANE RESURFACING PROGRAM

APPROACHES (INTERSECTIONS & DRIVES)

COUNTY OTTAWA ROUTE 19 SECTION 455-10.08

L = Prop Pav't Depth (in.) x .10; W = Width @ Mouth; W-1 = Width @ Throat

INTERSECTIONS

STATION	SIDE	NAME OR NO.	L	W	W-1	ASPH	CONC
266+55	Rt.	C.R. 98	15	91	41	✓	
266+55	Lt.	" "	15	61	24	✓	
293+04	Rt.	Bier Rd	15	67	28	✓	
293+04	Lt.	" "	15	61	22.5	✓	

DRIVES

STATION	SIDE	W	ASPH	CONC
240+17	Lt.	47	✓	
245+00	Rt.	77	✓	
245+72	MBA	3 deep	✓	
251+11	Lt.	28x5	✓	APRON
255+38	Rt.	21x4	✓	"
256+31	MBA	4' Deep	✓	
256+66	Rt.	65	✓	APRON
258+60	MBA	4' deep	✓	
258+78	Lt.	55	✓	APRON
264+98	Lt.	28'x4'	✓	APRON
265+36	Rt.	28'x4	✓	APRON
267+34	Rt.	92'x4	✓	"
268+64	Rt.	39'x5	✓	"
268+64	Lt. MBA	50'x8	✓	
272+63	MBA	4' deep		
272+80	Lt.	60'		APRON
275+32	Rt.	26'x4'	✓	"
275+28	Lt. MBA	80'x4	✓	
283+41	Lt.	41'x4'	✓	APRON
284+33	Lt	41	✓	APRON
284+46	MBA	4' deep	✓	
288+82	Rt.	30'x6'	✓	APRON
288+85	Lt. MBA	27'x3'	✓	
289+60	Lt	43'	✓	APRON
289+72	MBA	5' deep	✓	
294+45	Rt.	63'x3'	✓	APRON
297+13	Lt. MBA	4' Deep	✓	
297+40	Lt	75'	✓	APRON
302+94	Rt.	38'x3	✓	APRON
302+98	Lt. MBA	58'x4'	✓	
302+24	Rt.	18'x3'	✓	APRON
311+42	Lt. MBA	4'	✓	
311+61	Lt	110'	✓	DRIVE
311+96	Lt. MBA	4'	✓	
311+96	Rt.	30'x4	✓	APRON
321+84	Lt.	45'x6	✓	DRIVE
324+74	Lt MBA	81'x4	✓	
324+85	Lt	38'x5	✓	APRON
327+57	Lt.	32'x6	✓	DRIVE
329+71	Lt MBA	49'x3	✓	

ODOT (D-2)

1990 TWO-LANE RESURFACING PROGRAM

APPROACHES (INTERSECTIONS & DRIVES)

COUNTY OTTAWA ROUTE #19 SECTION 4.55 - 10.08

L = Prop Pav't Depth (in.) x .10; W = Width @ Mouth; W-1 = Width @ Throat

INTERSECTIONS

STATION	SIDE	NAME OR NO.	L	W	W-1	ASPH	CONC
346+09	Rt	GENZMAN	15'	59'	26.5'	✓	
346+09	Lt.	"	15'	48'	21'	✓	
399+10	Rt	Co. RD 493	15'	82'	31'	✓	
399+10	Lt.	"	15'	59'	24'	✓	
425+27	Lt.	TOUISSAINT PRT.	15	73'	30	✓	
443+80	Lt.	STATE PARK DRIVE	17'	67	49'	✓	
464+43	Rt	MOORE RD.	15'	50	26.5'	✓	
490+28	Lt.	Co. RD 424	15'	74'	30.4'	✓	
490+28	Rt.	" "	15'	115	52'	✓	

DRIVES

STATION	SIDE	W	ASPH	CONC
335+10	Lt. MBA	4' Deep	✓	
335+75	Lt.	78'	✓	APRON
355+52	Lt. MBA	5' Deep	✓	
355+75	Lt	70'	✓	APRON
357+52	Rt.	40'x13'	✓	"
364+35	Lt.	75	✓	APRON
364+53	Lt. MBA	4' Deep	✓	"
368+74	Lt. MBA	68' x 3'	✓	
368+84	Rt.	32' x 3'	✓	APRON
373+65	Lt.	29' x 4'	✓	"
374+32	Rt.	31' x 14'	✓	"
374+45	Lt. MBA	85' x 4'	✓	
382+37	Rt.	37' x 7'	✓	APRON
383+44	Rt.	40' x 7'	✓	"
383+44	Lt. MBA	90' x 4'	✓	
386+62	Lt.	56' x 6'	✓	APRON
388+24	Lt. MBA	100' x 5'	✓	
393+92	Lt. MBA	80' x 3'	✓	
395+69	Lt.	26' x 6'	✓	APRON
408+14	Lt. PBA	4' DEEP		
408+35	Lt.	63'		APRON
412+26	Lt. PBA	4' deep		
412+40	Lt.	48'		APRON
456+41	Rt. MBA	46' x 2.5'		
464+54	Lt.	29' x 4'		APRON