

FED. RD. DIST. NO.	STATE	FISCAL YEAR
10	OHIO	1936

OTTAWA COUNTY  
S.H. 439 SEC. OAK HARBOR  
S.H. 279 SEC. OAK HARBOR (PT)

# STATE OF OHIO DEPARTMENT OF HIGHWAYS

## BOWLING GREEN-PORT CLINTON RD. & OAK HARBOR-GENOA-WESTERN RD. S.H. 279 SEC. OAK HARBOR (PT.)-S.H. 439 SEC. OAK HARBOR OTTAWA COUNTY VILLAGE OF OAK HARBOR

### CONVENTIONAL SIGNS

State Line	_____
County Line	_____
Township Line	_____
Section Line	_____
Center Line	_____
Property Line	_____
City or Village Line	_____
Fence Line	_____
Steam Railroad	_____
Electric Railway	_____
Pole Line	○ ○ ○ ○ ○
Guard Rail	_____
Drain Pipe - new	_____
Drain Pipe - old	_____

### INDEX of SHEETS

Title Sheet	Sheet	1
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### LINE DATA

Beginning of Project	S.H. 439	STA. 0+65.25
End of part of Improvement	S.H. 439	STA. 13+64.36
Begin of part of Improvement	S.H. 279	STA. 3+08.65
End of Project	S.H. 279	STA. 27+20.00
Gross Length		3710.46 Lin. Ft.
Deductions for R.R. x-ings & Curves		30.29 " "
Net Length of Project		3680.17 " " or .697 Miles

### Supplemental Prints of Standard Construction Drawings

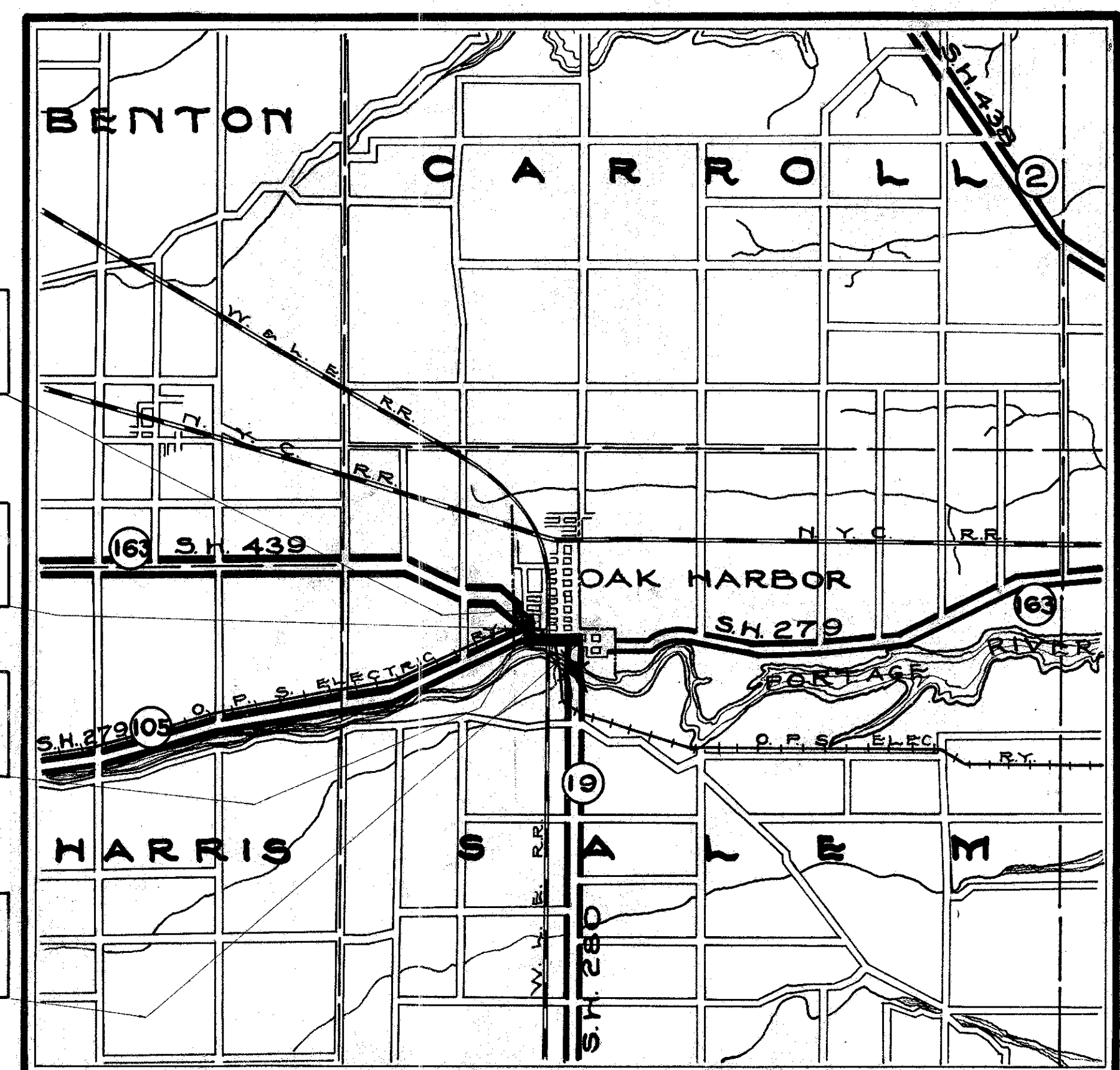
Drwg. No.	DATE	Drwg. No.	DATE
S-27 P.C. 1	4-1-36	E-5	7-12-35
S-27 P.C. 3	1-1-36	I-1,2,3,4,5	1-1-36
I-8 M.H. #1	2-20-36	I-8 C.B. No. 5	11-12-35
B-70 J	4-15-36	T-70 J	4-15-36
G-707	10-1-33	B-T-70-71 E. #1	10-1-33
T-70-71 E. No. 1	10-1-33	B-T-50-70-71 E. No. 1	10-1-33

Sta. 0+65.25  
Beginning of Project

Sta. 13+64.36  
End of that part of Improvement on S.H. 439

Sta. 3+08.65  
Beginning of that part of Improvement on S.H. 279

Sta. 27+20.00  
End of Project



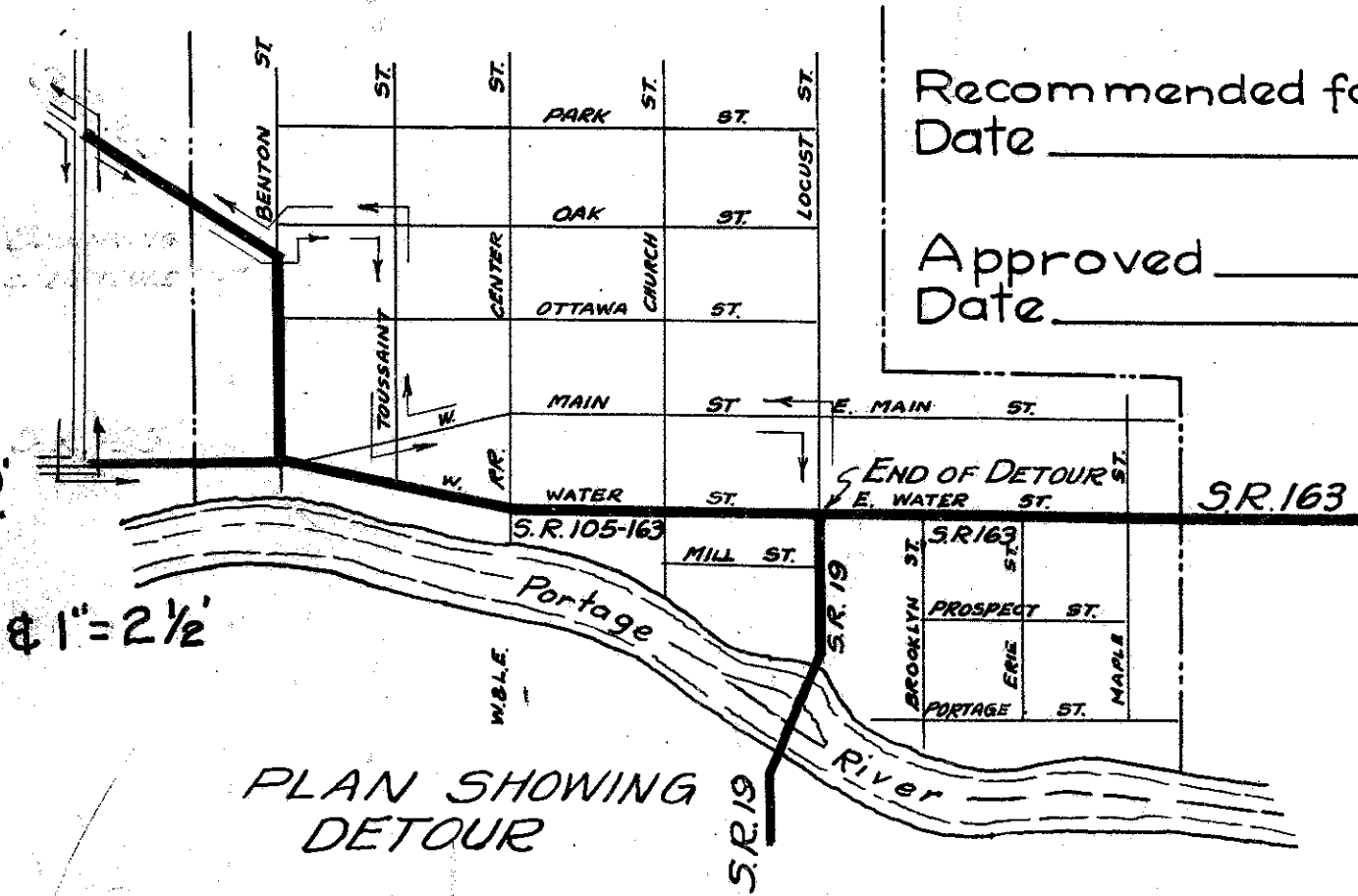
LOCATION PLAN  
Scale of Miles

Portion to be improved  
Detours shown thus  
State Highways  
Other Highways  
Delivery Point

### SCALES

Plan  
Profile - horizontal  
Profile - vertical  
Cross Sections

1" = 50'  
1" = 50'  
1" = 5'  
1" = 5' @ 1" = 2 1/2'



PLAN SHOWING DETOUR

The Standard Specifications of the State of Ohio Department of Highways, together with the Special Provisions for Federal Aid Projects and Supplemental Specifications Nos. 11 (Rev. 4-17-36), 56 (Rev. 4-17-36), 60, F260, F261 in force on date of contract will govern this improvement.

I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway and that detours will be provided as shown on the plans and estimates, and the necessary Right of Way has been provided.

Approved \_\_\_\_\_  
Date \_\_\_\_\_ Resident District Deputy Director.

Approved *J. W. Shopler*  
Date 4-7-1936 Resident Division Deputy Director.

Approved \_\_\_\_\_  
Date \_\_\_\_\_ Chief Engineer, Bureau of Maintenance.

Approved \_\_\_\_\_  
Date \_\_\_\_\_ Chief Engineer, Bureau of Bridges.

Approved *K. E. Pittman*  
Date 5/1/36 Chief Engineer, Location & Design.

Approved *E. W. Anderson*  
Date 5-2-36 First Asst. Director & Chief Engineer.

Approved *John Lester Jr.*  
Date 5-2-36 Director of Highways.

Recommended for Approval \_\_\_\_\_  
Date \_\_\_\_\_ District Engineer, Bureau of Public Roads.

Recommended for Approval \_\_\_\_\_  
Date \_\_\_\_\_ Chief Engineer, Bureau of Public Roads.

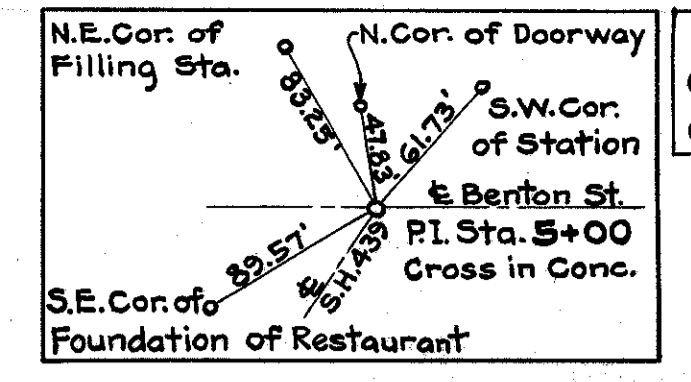
Approved \_\_\_\_\_  
Date \_\_\_\_\_ Chief of Bureau.

CONSTRUCTION BUREAU  
JUL 7 1936  
GROUND PHOTOLAB



Ref. No.	Station	Rt. or Lt.	Removal of Existing Conc. Pavement Sq. Yds.	Concrete Base Replacement (5-10) Sq. Yds.
1-PR	8+00		27	27
<b>TOTALS</b>			<b>27</b>	<b>27</b>

Station	Rt. or Lt.	4'-0" x 4" Conc. Walks Sq. Ft.	Stone Walks Relaid Sq. Ft.
6+50	7+84	536	
6+89		15	
7+84			24
8+36	8+51	24	268
9+42		12	
9+17		12	
9+28		12	
10+53		12	
11+00			12
11+17		12	
11+64		12	
12+03		12	
12+33	13+64	526	
13+12	13+64	210	
<b>TOTALS</b>		<b>1395</b>	<b>304</b>

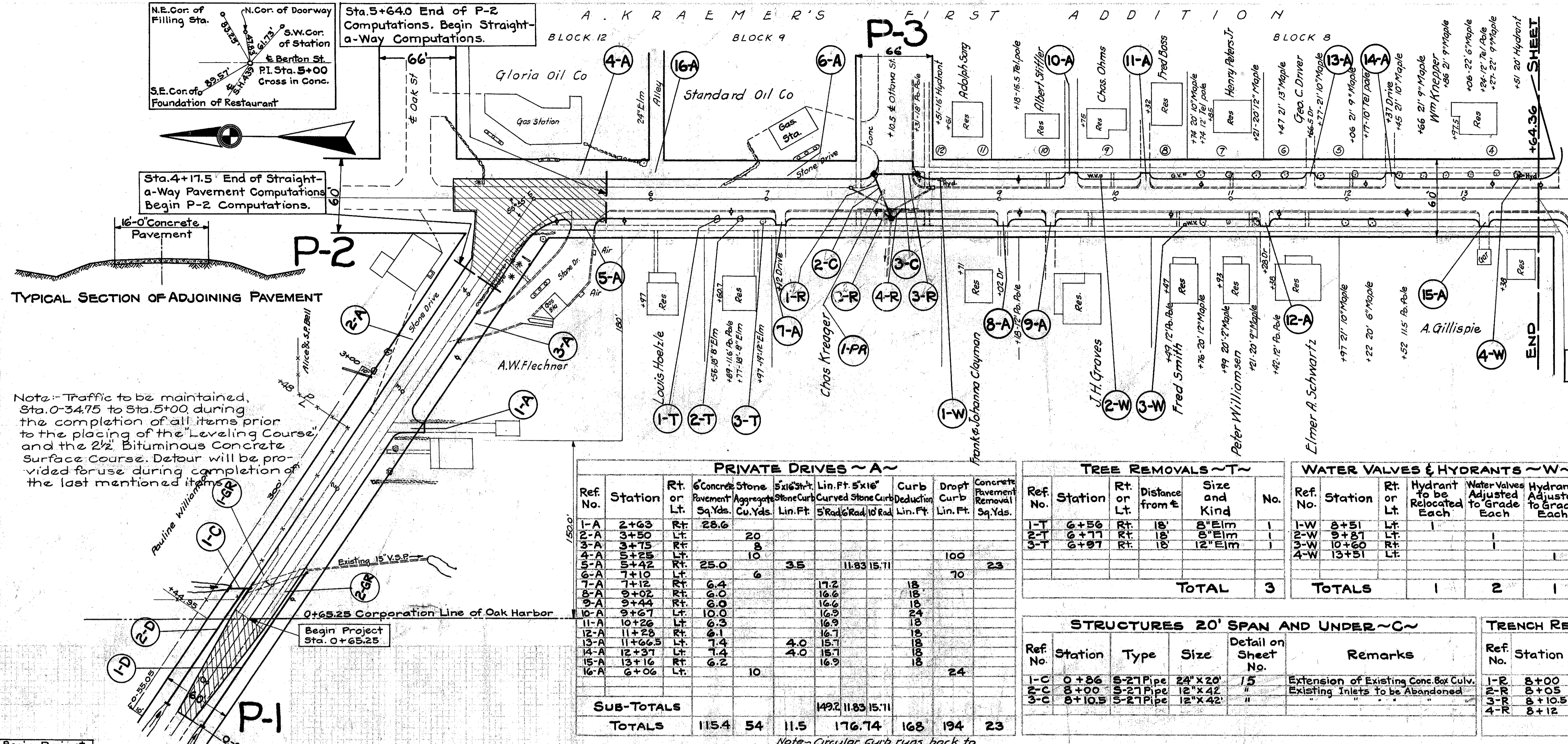


Sta. 5+64.0 End of P-2 Computations. Begin Straight-a-Way Computations.

Sta. 4+17.5 End of Straight-a-Way Pavement Computations. Begin P-2 Computations.

TYPICAL SECTION OF ADJOINING PAVEMENT

Note: Traffic to be maintained, Sta. 0+34.75 to Sta. 5+100 during the completion of all items prior to the placing of the "Leveling Course" and the 2 1/2" Bituminous Concrete Surface Course. Detour will be provided for use during completion of the last mentioned items.



Ref. No.	Station	Rt. or Lt.	Concrete Pavement Sq. Yds.	Stone Aggregate Cu. Yds.	5' x 12" Stone Curb Lin. Ft.	5' x 12" Curved Stone Curb 5' Rad. 10' Rad. Lin. Ft.	Curb Deduction Lin. Ft.	Dropt Curb Lin. Ft.	Concrete Removal Sq. Yds.
1-A	2+63	Rt.	28.6						
2-A	3+50	Lt.		20					
3-A	3+75	Rt.		8					
4-A	5+25	Lt.		10				100	
5-A	5+42	Rt.	25.0		3.5	11.83	15.71		23
6-A	7+10	Lt.		6				70	
7-A	7+12	Rt.	0.4						
8-A	9+02	Rt.	0.0						
9-A	9+44	Rt.	0.0						
10-A	9+67	Lt.	10.0						
11-A	10+26	Lt.	6.3						
12-A	11+28	Rt.	6.1						
13-A	11+66.5	Lt.	7.4	4.0	4.0	15.7			
14-A	12+37	Lt.	7.4	4.0	4.0	15.7			
15-A	13+16	Rt.	6.2						
16-A	6+06	Lt.		10				24	
<b>SUB-TOTALS</b>						149.2	11.83	15.71	
<b>TOTALS</b>			115.4	54	11.5	176.74	168	194	23

Ref. No.	Station	Rt. or Lt.	Distance from #	Size and Kind	No.
1-T	6+56	Rt.	18'	8" Elm	1
2-T	6+77	Rt.	18'	8" Elm	1
3-T	6+97	Rt.	18'	12" Elm	1
<b>TOTAL</b>					<b>3</b>

Ref. No.	Station	Rt. or Lt.	Hydrant to be Relocated Each	Water Valves Adjusted to Grade Each	Hydrant Adjusted to Grade Each
1-W	8+51	Lt.	1		
2-W	9+87	Lt.		1	
3-W	10+60	Rt.		1	
4-W	13+51	Lt.			1
<b>TOTALS</b>			<b>1</b>	<b>2</b>	<b>1</b>

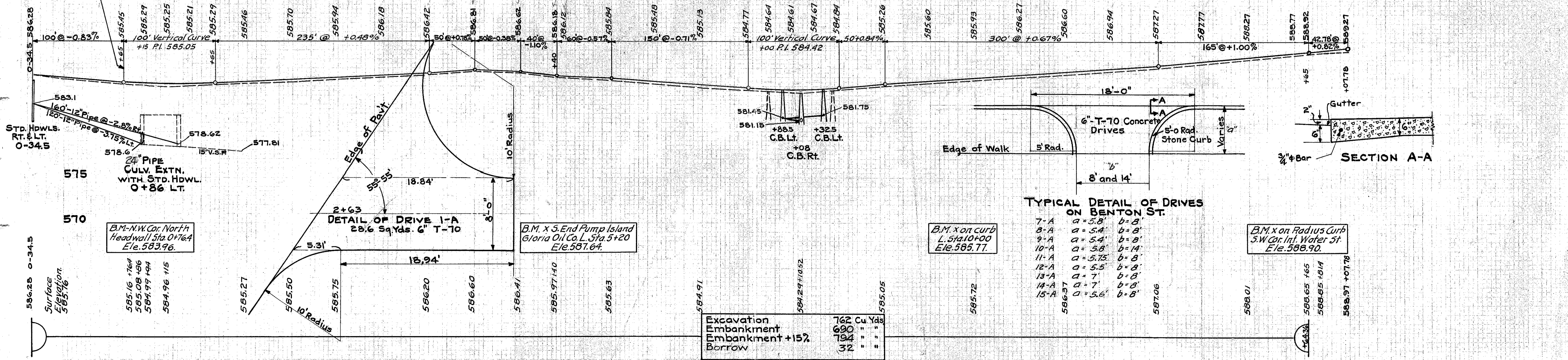
Ref. No.	Station	Rt. or Lt.	Lin. Ft. 15" Conc. for Std. Hdwl. Cu. Yds.	Rein. Steel Lbs.	
1-D	0-34.5	1+255	160	0.65	20
2-D	0-34.5	0+855	120	0.65	20
<b>TOTALS</b>			<b>280</b>	<b>1.30</b>	<b>40</b>

Ref. No.	Station	Type	Size	Detail on Sheet No.	Remarks
1-C	0+86	5-27 Pipe	24" x 20"	15	Extension of Existing Conc. Box Culv.
2-C	8+00	5-27 Pipe	12" x 42"	"	Existing Inlets to be Abandoned
3-C	8+10.5	5-27 Pipe	12" x 42"	"	

Ref. No.	Station	No. 5/8" Bars	Length of Each Bar Lin. Ft.	Weight Lbs.
1-R	8+00	76	7.0	556
2-R	8+05	18	6.0	113
3-R	8+10.5	76	7.0	556
4-R	8+12	18	6.0	113
<b>TOTAL</b>		<b>138</b>		<b>1338</b>

Ref. No.	Station	Rt. or Lt.	Guard Rail Removed (Stored) Lin. Ft.
1-GR	0+24	1+32	108
2-GR	0+83	1+16	63
<b>TOTAL</b>			<b>171</b>

Note: Circular Curb runs back to the sidewalk on Drives 7-A to 12-A inclusive and on Drive 15-A.



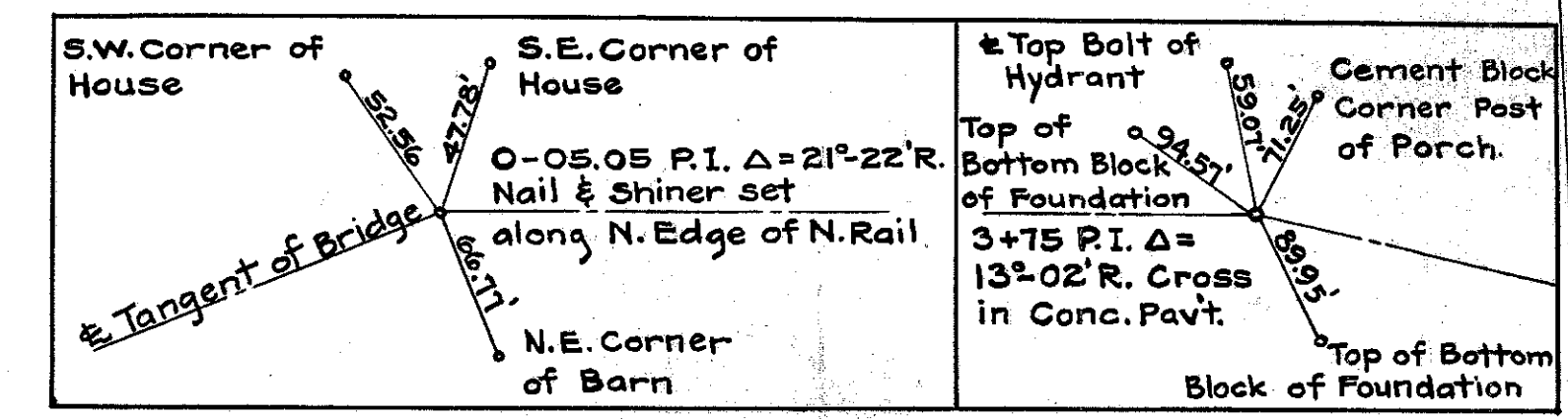
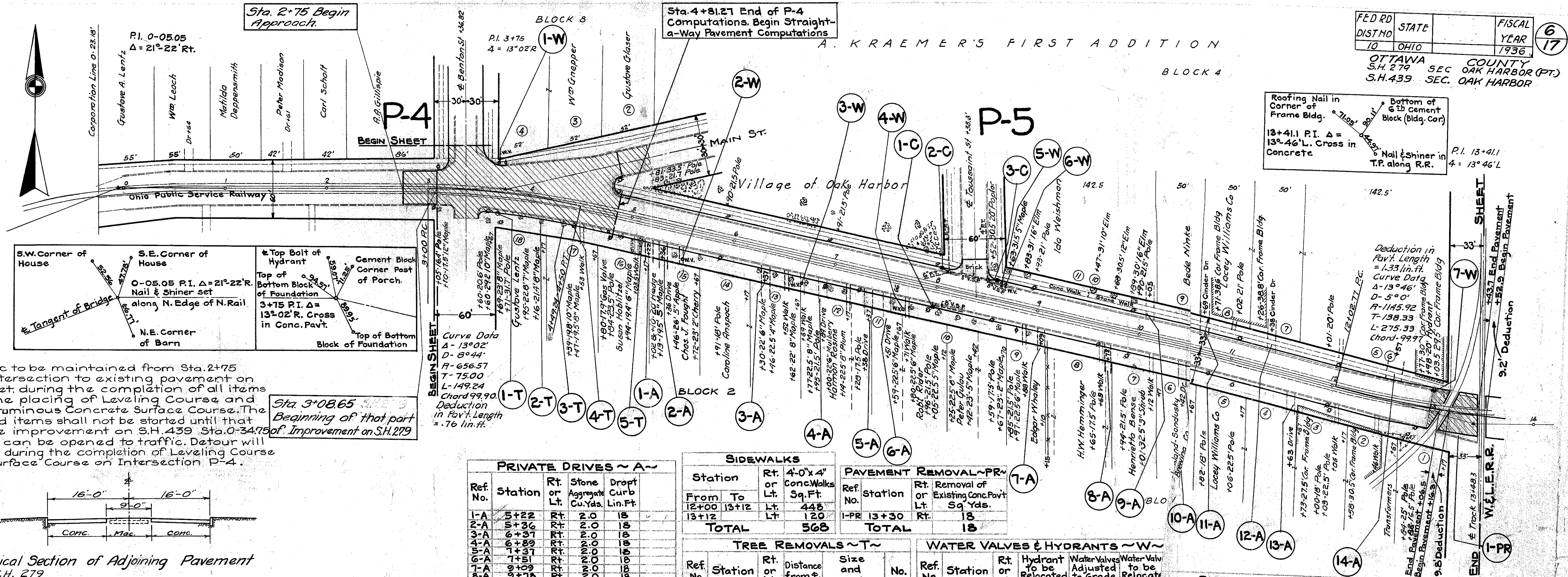
Excavation	762	Cu. Yds.
Embankment	690	"
Embankment + 15%	794	"
Borrow	32	"

7-A	a=5.8'	b=8'
8-A	a=5.4'	b=8'
9-A	a=5.4'	b=8'
10-A	a=5.8'	b=14'
11-A	a=5.75'	b=8'
12-A	a=5.5'	b=8'
13-A	a=7'	b=8'
14-A	a=7'	b=8'
15-A	a=5.6'	b=8'

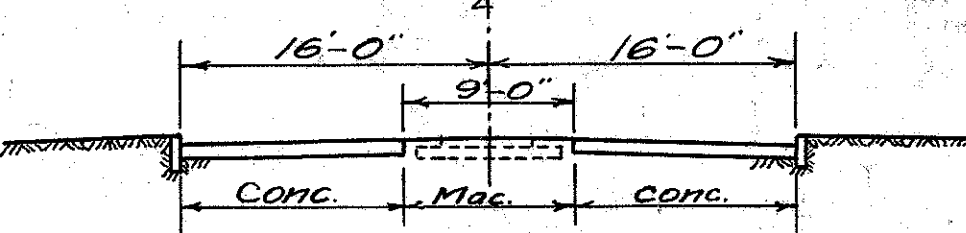
B.M. x on Radius Curb S.W. Cor. Int. Water St. Ele. 586.90.



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



Note: Traffic to be maintained from Sta. 2+75 across intersection to existing pavement on Main Street during the completion of all items prior to the placing of Leveling Course and the 2 1/2" Bituminous Concrete Surface Course. The last named items shall not be started until that part of the improvement on S.H. 439 Sta. 0+34.75 to Sta. 5+00 can be opened to traffic. Detour will be provided during the completion of Leveling Course and 2 1/2" Surface Course on Intersection P-4.



Typical Section of Adjoining Pavement on S.H. 279

Ref. No.	Station	Rt. or Lt.	Stone Aggregate Cu. Yds.	Dropt Curb Lin. Ft.
1-A	5+22	Rt.	2.0	18
2-A	5+36	Rt.	2.0	18
3-A	6+37	Rt.	2.0	18
4-A	6+89	Rt.	2.0	18
5-A	7+51	Rt.	2.0	18
6-A	9+78	Rt.	2.0	18
7-A	10+05	Rt.	2.0	18
8-A	10+43	Rt.	2.0	18
9-A	11+38	Rt.	2.0	18
10-A	11+63	Rt.	2.0	18
11-A	12+51	Rt.	2.0	18
TOTALS			30.0	258

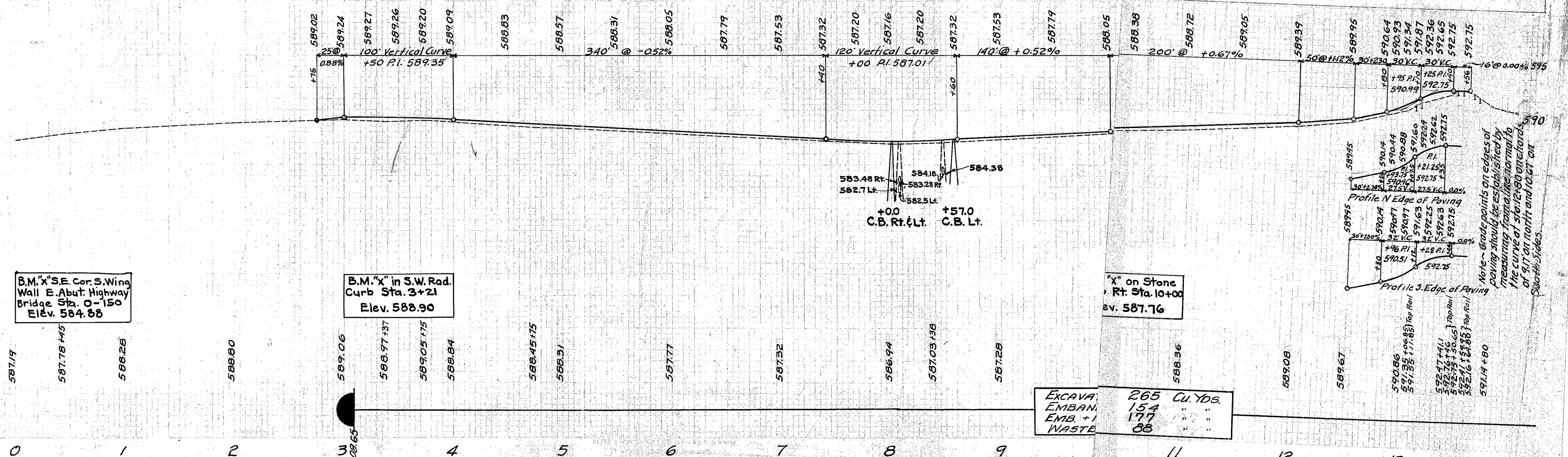
Station	Rt. or Lt.	4'-0" x 4' Conc. Walks Sq. Ft.
From 12+00		13+12
To 13+12		448
TOTAL		120

Ref. No.	Station	Rt. or Lt.	Removal of Existing Conc. Pavt. Sq. Yds.
1-PR	13+30	Rt.	18
TOTAL			18

Ref. No.	Station	Rt. or Lt.	Distance from E	Size and Kind	No.
1-T	3+69	Rt.	25'	8" Maple	1
2-T	4+16	Rt.	21.4'	8" Maple	1
3-T	4+36	Rt.	19.8'	10" Maple	1
4-T	4+71	Rt.	19.5'	8" Maple	1
5-T	4+13	Rt.	19.5'	10" Maple	1
TOTAL					5

Ref. No.	Station	Rt. or Lt.	Hydrant to be Relocated Each	Water Valves Adjusted to Grade Each	Water Valve to be Relocated Each
1-W	3+69	Rt.	1	1	1
2-W	9+57	Rt.	1	1	1
3-W	16+145	Rt.	1	1	1
4-W	16+145	Rt.	1	1	1
5-W	8+60	Rt.	1	1	1
6-W	8+60	Rt.	1	1	1
7-W	12+98	Rt.	1	1	1
TOTALS			1	4	2

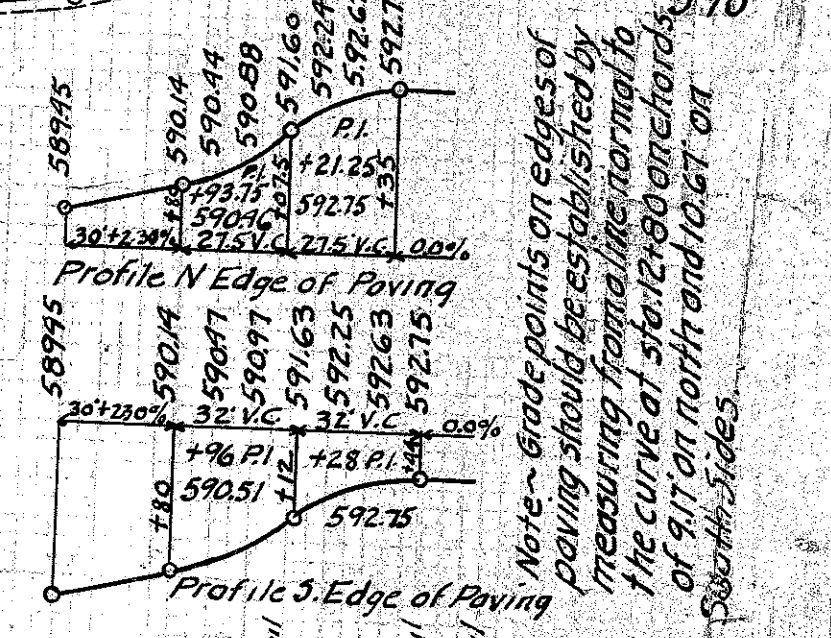
Ref. No.	Station	Type	Size	Detail on Sheet No.	Remarks
1-C	8+00	Rt.	5-27" Pipe	8' x 6'	Curb inlet connections
2-C	8+00	Rt.	5-27" Pipe	8' x 6'	"
3-C	8+97	Rt.	5-27" Pipe	8' x 9'	"
TOTALS					



B.M. 'x' S.E. Cor. S. Wing Wall E. Abut. Highway Bridge Sta. 0-150 Elev. 584.88

B.M. 'x' in S.W. Rad. Curb Sta. 3+21 Elev. 588.90

'x' on Stone Rt. Sta. 10+00 ev. 587.76



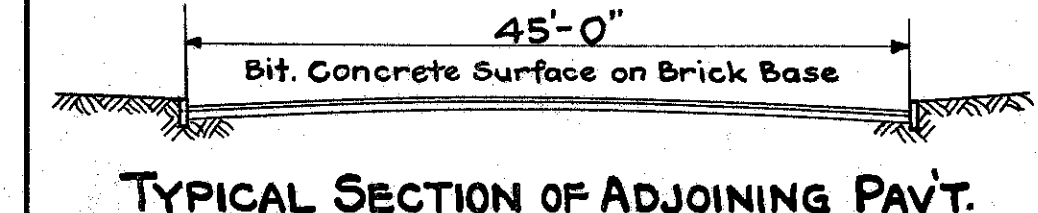
Note: Grade points on edges of paving should be established by measuring from a line normal to the curve of structure on the outside of 91' on north and 106' on south sides.



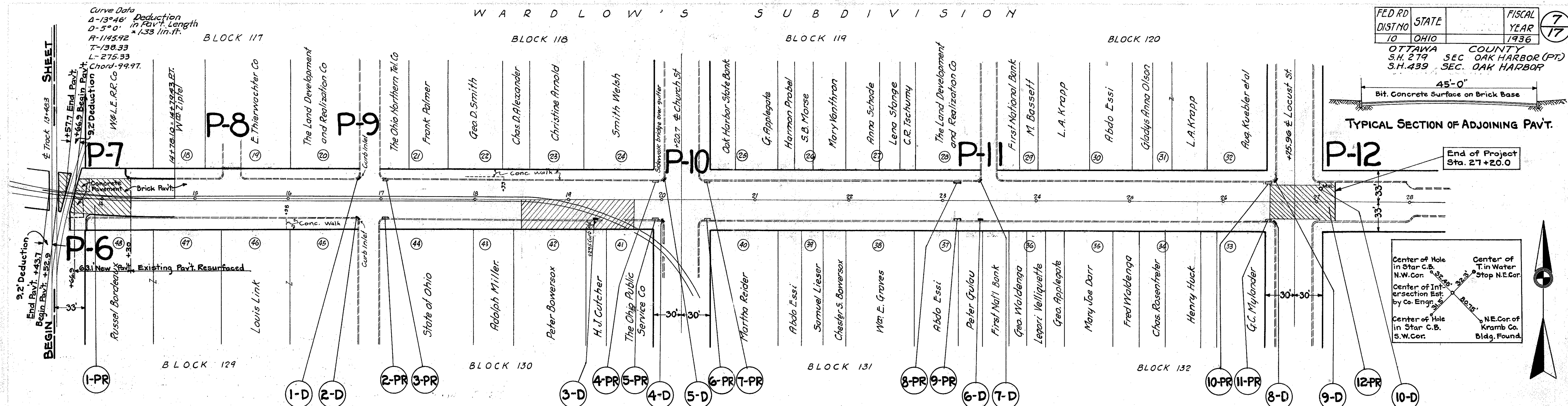
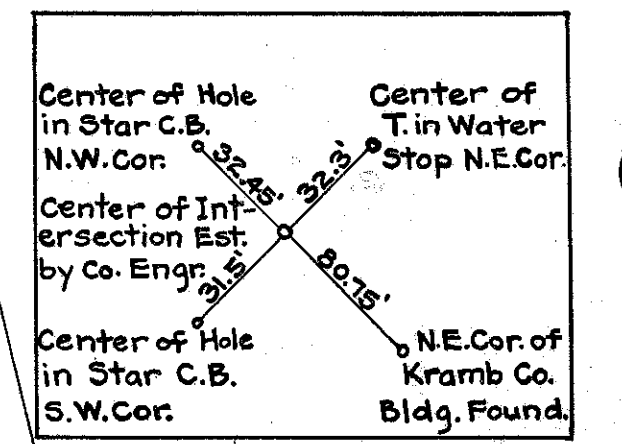
WARDLOW'S SUBDIVISION

FED RD DISTNO	STATE	FISCAL YEAR
10	OHIO	1936

OTTAWA COUNTY  
S.H. 279 SEC OAK HARBOR (PT)  
S.H. 439 SEC. OAK HARBOR



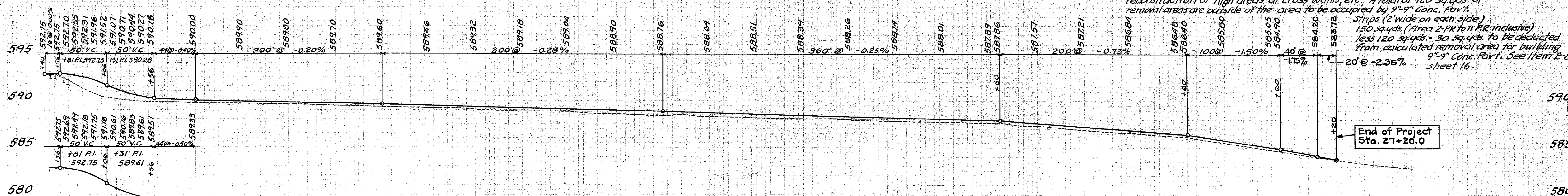
End of Project Sta. 27+20.0



Ref. No.	Station	Rt. or Lt.	Removal of Existing Conc. Pavement Sq. Yds.	Reconstruction of Existing Brick Pavement Sq. Yds.	Removal of Existing Brick Base Course (B-9) Sq. Yds.	Reconstruction of Existing Bit. Conc. Surface Sq. Yds.
1-PR	14+00		48	252		
2-PR	17+04	Rt.		15	12	
3-PR	17+04	Lt.		15	12	
4-PR	19+04	Lt.		15	12	
5-PR	19+04	Rt.		15	12	
6-PR	20+40	Rt.		15	12	
7-PR	20+40	Lt.		15	12	
8-PR	23+15	Lt.		15	12	
9-PR	23+15	Rt.		15	12	
10-PR	26+08	Lt.		15	12	
11-PR	26+08	Rt.		15	12	
12-PR	27+10					110
<b>TOTALS</b>			<b>48</b>	<b>402</b>	<b>120</b>	<b>110</b>

Ref. No.	Station	Rt. or Lt.	Existing Curb Inlets Res. to Grade Each	Existing M.H. Tops Res. to Grade Each
1-D	16+74	Lt.		
2-D	16+74	Rt.		
3-D	19+29.5	Rt.		
4-D	20+00	Rt.		
5-D	20+00	Lt.		
6-D	23+32.5	Rt.		
7-D	23+32.5	Lt.		
8-D	26+54	Rt.		
9-D	26+54	Lt.		
10-D	27+04	Lt.		
<b>TOTALS</b>			<b>9</b>	<b>1</b>

Note - Item 1-PR is for full width removal of the existing pavement, sta. 13+66.9 to sta. 14+30.  
Items 2-PR to 11-PR inclusive, are for removal and reconstruction of high areas at cross walls, etc. A total of 120 sq. yds. of removal areas are outside of the area to be occupied by 9'-9" Conc. Pav't. Strips (2 wide on each side) 150 sq. yds. (Area 2-PR to 11-PR inclusive) less 120 sq. yds. = 30 sq. yds. to be deducted from calculated removal area for building 9'-9" Conc. Pav't. See Item E-8, sheet 16.



Surface Elevation

592.75	592.75	592.70	592.55	592.31	591.76	591.52	591.07	590.71	590.44	590.27	590.18	590.00	589.90	589.80	589.70	589.60	589.46	589.32	589.18	589.04	588.90	588.76	588.64	588.51	588.37	588.26	588.14	588.01	587.89	587.86	587.57	587.21	586.84	586.78	586.70	586.50	585.05	584.90	584.20	583.75	583.32	582.83
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Profile N&S Edges of Paving  
Note - Grade points on edges of paving should be established by measuring back on 10' chords from line normal to Curve at Sta. 14+56.

B.M. 'x' on Radius Curb S.E. Cor. Alley Sta. 17+00 Elev. 589.28

B.M. 'x' at Intersection of Church St. Elev. 588.51

B.M. 'x' on Stone Curb South of Sta. 23+53 Elev. 587.74

B.M. Aluminum Plate on 1st Pier on East Side of Bridge over Portage River Elev. 581.94