

TO OPERATIONS 3-587

FHWA

0 ODOT (D-2)

1988 TWO-LANE RESURFACING PROGRAM

PRIORITY NO. 10 PART OF SHEET OF

COUNTY Sandusky ROUTE SR 53 SECTION 00.00

BEGIN LOG (SLM) 0.00 TERMINII Seneca CL (Butt)

END LOG (SLM) 6.02 TERMINII US 6

TOTAL LENGTH 6.02 MILES

MUNICIPALITY 318 + 46 Meas BEGIN LOG (SLM) 318 + 34 S. Edge R.T. END LOG (SLM)

MUNICIPALITY BEGIN LOG (SLM) END LOG (SLM)

PROPOSED WORK: PAVEMENT 1 3/4"-402, 1 1/4"-404 SHOULDER 1 3/4"-402, 1 1/4"-404 & 617

OTHER Guardrail (upgrade); Mail Box Approaches

EXISTING DATA:

SLM <u>0.00</u> TO <u>4.89</u>	PAV'T	WIDTH <u>24'</u> (type <u>404</u>)	SHLD	WIDTH <u>24'</u> (type <u>405</u>)
SLM <u>4.89</u> TO <u>5.25</u>	PAV'T	WIDTH <u>20'24'</u> (type <u>404</u>)	SHLD	WIDTH <u>5</u> (type <u>5</u>)
SLM <u>5.25</u> TO <u>6.02</u>	PAV'T	WIDTH <u>24'</u> (type <u>404</u>)	SHLD	WIDTH <u>5</u> (type <u>5</u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)
SLM <u> </u> TO <u> </u>	PAV'T	WIDTH <u> </u> (type <u> </u>)	SHLD	WIDTH <u> </u> (type <u> </u>)

STRUCTURES:

STR. NO. <u>1.69</u>	<u>89+12M.</u>	WIDTH <u>30</u>	LENGTH <u>172</u>	PROP. WORK <u> </u>
STR. NO. <u>2.39</u>	<u>126+12M.</u>	WIDTH <u>40</u>	LENGTH <u>29</u>	PROP. WORK <u> </u>
STR. NO. <u> </u>	<u> </u>	WIDTH <u> </u>	LENGTH <u> </u>	PROP. WORK <u> </u>
STR. NO. <u> </u>	<u> </u>	WIDTH <u> </u>	LENGTH <u> </u>	PROP. WORK <u> </u>
STR. NO. <u> </u>	<u> </u>	WIDTH <u> </u>	LENGTH <u> </u>	PROP. WORK <u> </u>
STR. NO. <u> </u>	<u> </u>	WIDTH <u> </u>	LENGTH <u> </u>	PROP. WORK <u> </u>

RAILROAD CROSSING: (no work)

NAME <u> </u>	STATION <u> </u>	NO. TRACKS <u> </u>	LENGTH ALONG C L <u> </u> ft
NAME <u> </u>	STATION <u> </u>	NO. TRACKS <u> </u>	LENGTH ALONG C L <u> </u> ft
NAME <u> </u>	STATION <u> </u>	NO. TRACKS <u> </u>	LENGTH ALONG C L <u> </u> ft

MISCELLANEOUS: NO. RAISED PAVEMENT MARKERS; EDGE OF PAVEMENT Start all @ 249+02 170, CENTERLINE 141
 NO. MAILBOX APPROACHES 3, AVERAGE AREA

REMARKS: MAIL BOX APP.
STONE 13
BUKTOP 2

APPROACHES (INTERSECTIONS & DRIVES)

COUNTY SANDUSKY

ROUTE #53

SECTION 0.00-6.02

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

INTERSECTIONS							DRIVES				
STATION	RT/LT	L	W	W-1	ASPH	CONC	STATION	RT/LT	W	ASPH	CONC
26+48	RT.	20'	100	37	✓	2 C.R.D.	16+65	LT.	41'	✓	
26+48	LT.	20'	100	36	✓	#9	28+62	RT.	18'	✓	
31+33	RT.	20'	100	39	✓	Wolf	28+62	LT.	37'	✓	
72+37	RT.	20'	107	44'	✓	REECE PARK	38+39	LT.	38'	✓	
92+09	LT.	20'	100	41	✓	C.R.	45+67	LT.	42'	✓	
133+17	RT.	20'	135	54'	✓	C.R.	73+40	LT.	42'	✓	
133+17	LT.	20'	351'	71'	✓	S.R. 1/2	112+92	RT.	86'	✓	14.5' depth
154+87	RT.	20'	81	29'	✓	Level Drive	113+04	LT.	44'	✓	
160+47	RT.	20'	94	37'	✓	C.R.	144+96	LT.	30'	✓	
160+47	LT.	20'	91	37'	✓	#37	146+83	LT.	44'	✓	
187+04	RT.	20'	110	37'	✓	C.R.	151+82	RT.	133' x	✓	14.5' depth
187+04	LT.	20'	100	41'	✓	#39	152+02	LT.	10'	✓	14.5' depth
213+46	RT.	20'	92	36	✓	C.R.	156+93	LT.	42' x	✓	14.5' depth
213+46	LT.	20'	92	35	✓	#43	157+30	LT.	40'	✓	
266+57	RT.	20'		85	✓	C.R.D.	198+70	LT.	57'	✓	
266+57	LT.	20'	99	41	✓	#41	245+72	RT.	108'	✓	
							249+08	RT.	85'	✓	
							250+58	RT.	85'	✓	
							267+28	RT.	41'	✓	
							268+71	RT.	51'	✓	
							291+19	RT.	61'	✓	

UTILITIES (Catch Basin, Manhole, Inlet, Watervalue Box and Monument Box)

COUNTY SANDUSKY

ROUTE ⁴ 53

SECTION 0.00-6.02

R = Raise F = Feather

[illegible]

PERSONNEL

TITLE

PERSONNEL

TITLE

COUNTY Sandusky

DATE 3/03/87

S. R. #53

WEATHER *overcast*

SEC. 0.00 - 6.02

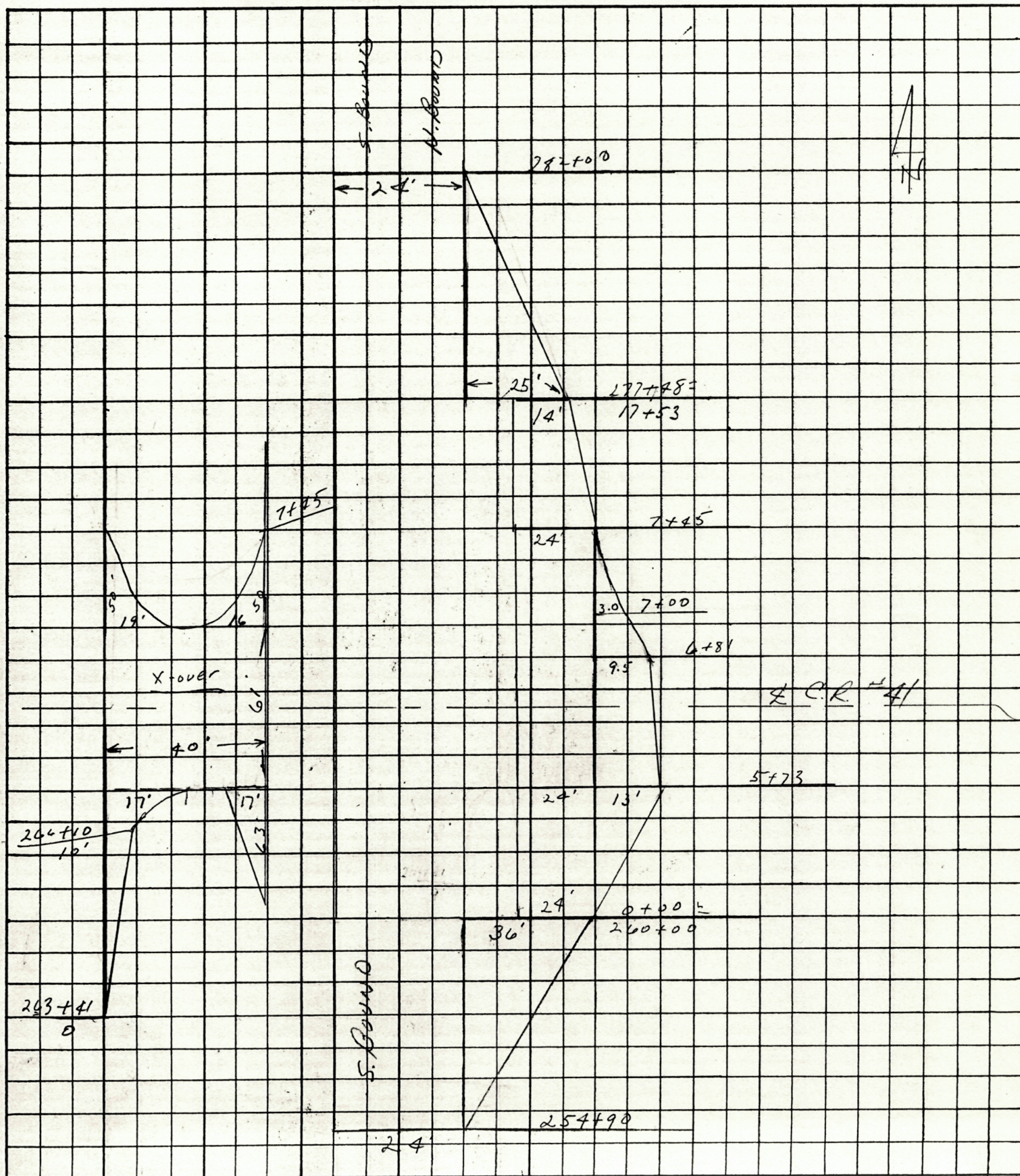
TEMP. 35°

DESCRIPTION Extra Pavement area

LEFT

CENTER LINE

RIGHT

JOB NO.

PERSONNEL	TITLE	PERSONNEL	TITLE
<u>Cronin</u>			
<u>Pipple</u>			
<u>Geyman</u>			
<u>Barbour</u>			

COUNTY SanduskyDATE 3/4/87S. R. #53WEATHER sunnySEC. 0.00 - 6.02TEMP. 30°DESCRIPTION Guard Rail

JOB NO. _____

LEFT

CENTER LINE

RIGHT

bolt spacing in
conc. bridge deck =
0.83 up & down
X 0.25

steel post on bridge

X Guard Rail has not
been updated
wooden posts @ 12.5 ctrs.
Bridge has steel posts
@ 6.25 ctrs.

ON CURVE

90+77
5.1
90+71
5.1

89+00
5.6

88+99
5.9

88+62
7.0

88+25
8.0

87+50
7.9

91+75
6.

91+07
6.

91+00
5.9

90+95
6.0

89+15
6.

89+18
6.

88+56
8.6

88+18
8.7

87+33
8.

PERSONNEL	TITLE	PERSONNEL	TITLE
<u>Ironin</u>			
<u>Ripple</u>			
<u>Geyman</u>			
<u>Barbour</u>			

COUNTY Sandusky DATE 3/04/87

S. R. # 53 WEATHER Sunny

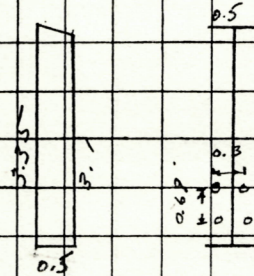
SEC. 0.00 - 6.02 TEMP. 32

DESCRIPTION Guard Rail JOB NO. _____

LEFT

CENTER LINE

RIGHT



* Guard Rail has not been upgraded. Wooden post @ 12.5 ctrs. Bridge has steel posts @ 6.25 ctrs.

