

# 5022

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

U. S. W. P. H. PROJ. No. OHIO W.P.S.O. 958-A

FED. RD. DIST. NO.	STATE	U.S.W.P.H. PROJECT	FISCAL YEAR
10	OHIO	W.P.S.O. 958-A	1936



STATE OF OHIO  
DEPARTMENT OF HIGHWAYS

SANDUSKY COUNTY  
C.H. 157 SEC. C (PT), D & E  
FREMONT-OLD FORT RD.

# FREMONT-OLD FORT ROAD

## C.H. No. 157 SEC. C (PT), D & E

## SANDUSKY COUNTY

### BALLVILLE TOWNSHIP

#### CONVENTIONAL SIGNS

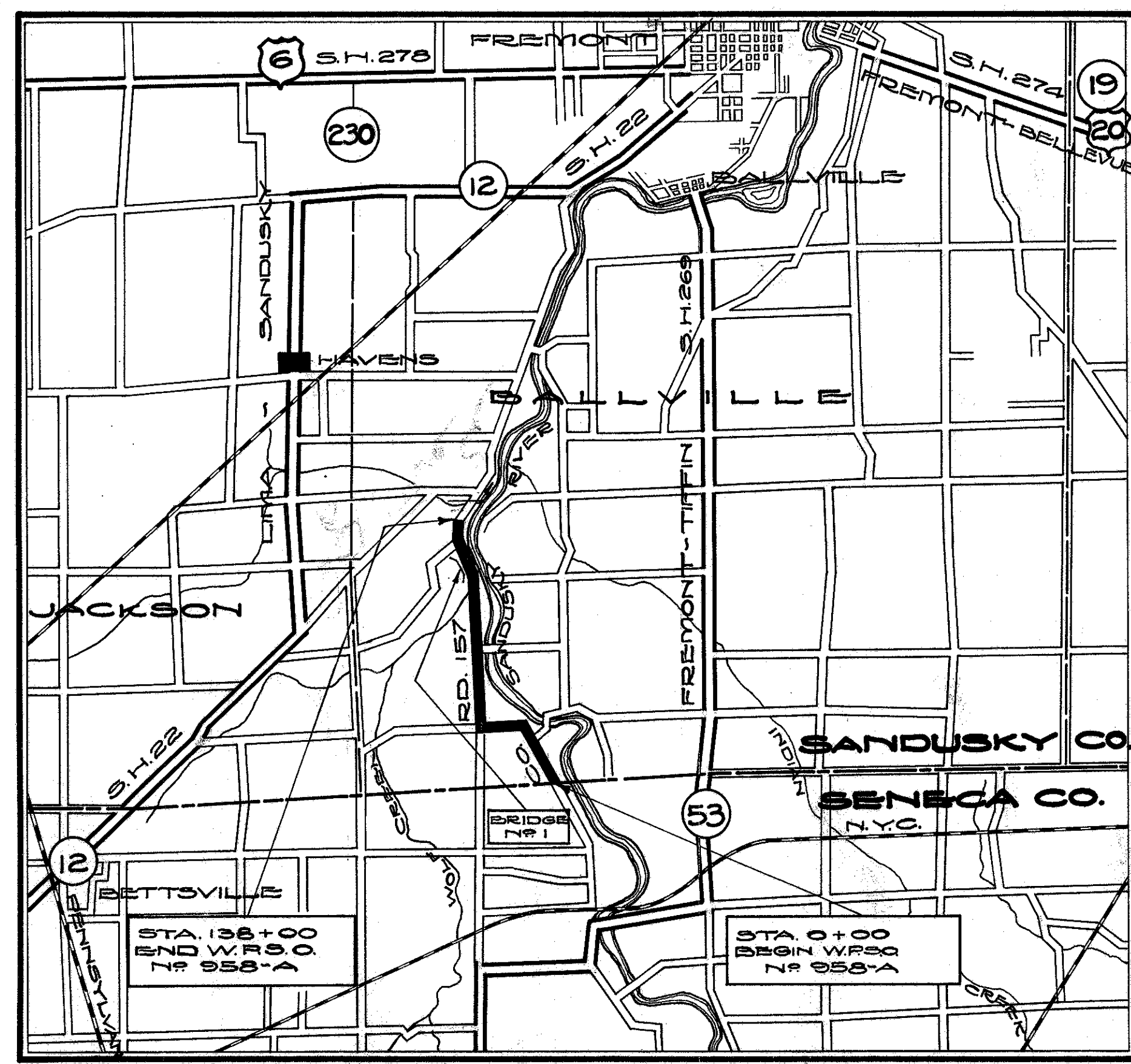
STATE LINE	=====
COUNTY LINE	-----
TOWNSHIP LINE	-----
SECTION LINE	-----
CENTER LINE	-----
PROPERTY LINE	-----
CITY OR VILLAGE LINE	-----
FENCE LINE	-----
STEAM RAILROAD	-----
ELECTRIC RAILROAD	-----
POLE LINE	-----
GUARD RAIL	-----
DRAIN PIPE, NEW	-----
DRAIN PIPE, OLD	-----

#### INDEX OF SHEETS

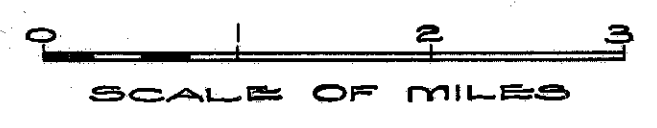
TITLE SHEET	1
TYPICAL SECTION	2
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#### LINE DATA

BEGINNING OF PROJECT	STA. 0+00
END OF PROJECT	138+00
GROSS LENGTH	13800.0 LIN. FT.
ADDITIONS	0
DEDUCTIONS from Sta. 114+47.4 to Sta. 115+39.36 for Bridge	91.96 LIN. FT.
NET LENGTH	13708.04 LIN. FT. OR 2.596 Mi.



LOCATION PLAN



PORTION TO BE IMPROVED	=====
DETOURS SHOWN THUS	-----
STATE HIGHWAYS	=====
IMPROVED COUNTY ROADS	=====
UNIMPROVED COUNTY ROADS	-----

#### SCALES

PLAN	1" = 100'
PROFILE-VERTICAL	1" = 5'
PROFILE-HORIZONTAL	1" = 100'
CROSS SECTIONS	1" = 5'

The Standard Specifications of The State of Ohio, Department of Highways, together with the "Special Provisions for United States Works Program Highway Projects" and Supplemental Specification Nos. E-201 as are 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 of traffic of the highway, and the necessary R/W has been provided.

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

Approved *F.W. Stopher P.E. #157*  
Date 3-18-36 Resident Division Deputy Director.

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

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

Approved *K.E. Williamson P.E. #83*  
Date 3/24/36 Chief Engineer, Location & Design.

Approved \_\_\_\_\_  
Date \_\_\_\_\_ First Asst. Director & Chief Engineer.

Approved *John J. Foster*  
Date 4-3-36 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.

We, the County Commissioners of Sandusky County hereby approve these plans and certify that the necessary Right of Way is available. We agree to maintain the project in a manner satisfactory to the Secretary of the United States Department of Agriculture or his authorized representatives and will make ample provision each year for such maintenance. Done under authority of Sections 6906 et seq. and 7464 et seq. of the General Code of Ohio.

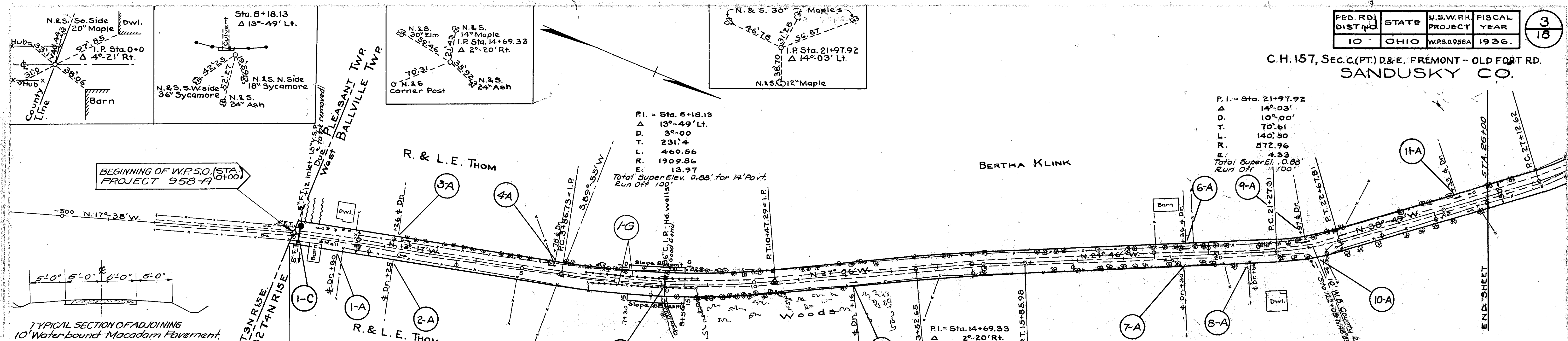
Board of Commissioners of Sandusky County  
Date *2-17-36*

DRAWINGS	DATE
S-27 P.C. 3	1-1-36
1-B.C.B. 1-2 & 2-2	11-12-35
1-1, 2, 3, 4 & 5	1-1-36
G-7, 07	Oct. 1933
I-15 P-P	1-1-36

CONSTRUCTION BUREAU  
JUL 8 1935  
GROUND PHOTOLAB

FILE SANDUSKY-C.H. 157-CPT, D & E
DATE OF LETTING 19
CONTRACT NO.

C. H. 157, SEC. C. (PT.) D. & E. FREMONT - OLD FORT RD.  
SANDUSKY CO.

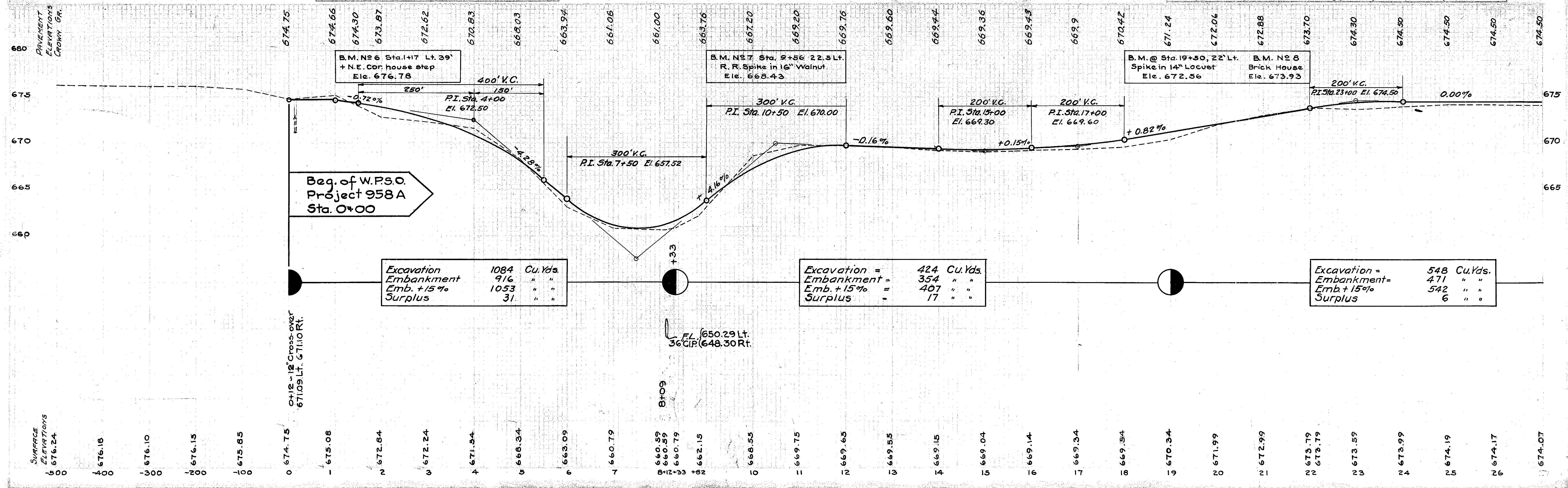


Note Marker shall be placed on right by State Forces before acceptance of this project.

Ref. No.	Station	New Work Type	Size	Remarks.
1-C	0+12	Pipe Culv.	12"x30'	
2-C	8+09	Pipe Culv.	36"x24'	Extension

GUARD RAIL REMOVED & RESET "G"  
1-G, 472 - Existing Timber Guard Rail Removed and reset. Relocation at present Site to be determined by Engineer in Charge

Ref. No.	Station	Rt. Lt.	Aggregate Cu. Yds.	12" Dr. Pipe Lin. Ft.	3" Pipe Removed	Remarks
1-A	0+80	Rt.	3			
2-A	2+25	Rt.	3			
3-A	2+26	Lt.	3			
4-A	5+78	Lt.	3	15		
5-A	12+16	Rt.	3	15		
6-A	19+36	Lt.	3		17	
7-A	19+30	Rt.	3			
8-A	20+66	Rt.	3			
9-A	21+97	Lt.	3	15		
10-A	22+08	Rt.	5			Side Road
11-A	25+35	Lt.	3	15		
<b>TOTAL</b>			<b>35</b>	<b>60</b>	<b>17</b>	



Excavation	1084	Cu. Yds.
Embankment	916	" "
Emb. + 15%	1053	" "
Surplus	31	" "

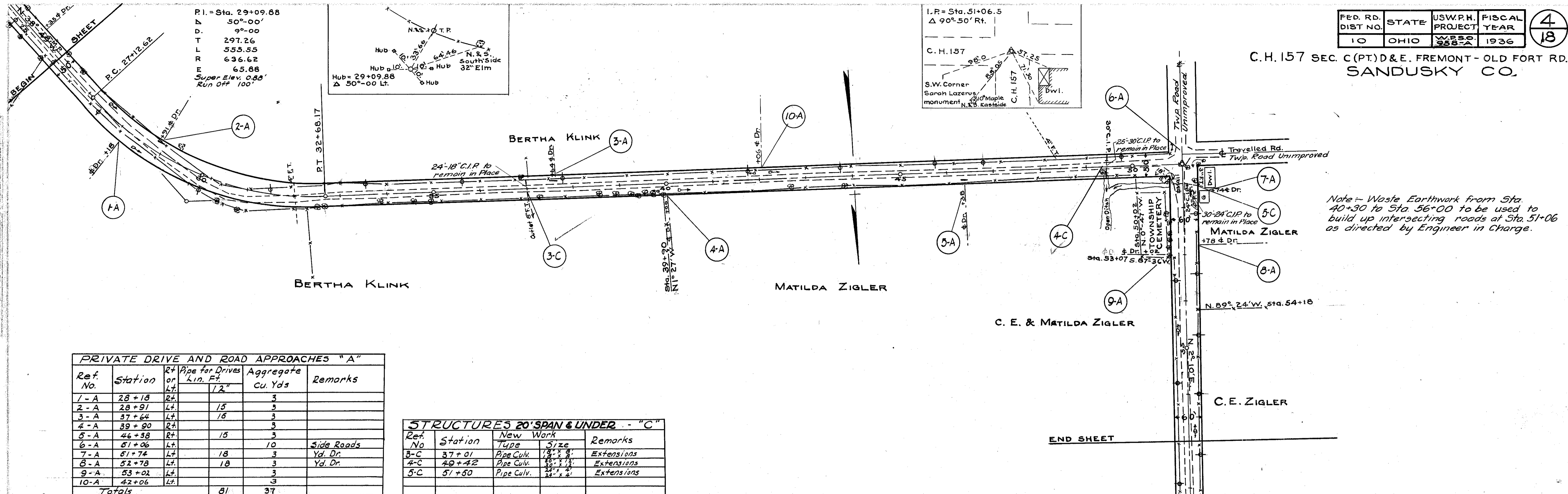
Excavation =	424	Cu. Yds.
Embankment =	354	" "
Emb. + 15% =	407	" "
Surplus =	17	" "

Excavation =	548	Cu. Yds.
Embankment =	471	" "
Emb + 15%	542	" "
Surplus	6	" "

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C.H. 157 SEC. C (PT.) D & E. FREMONT - OLD FORT RD. SANDUSKY CO.



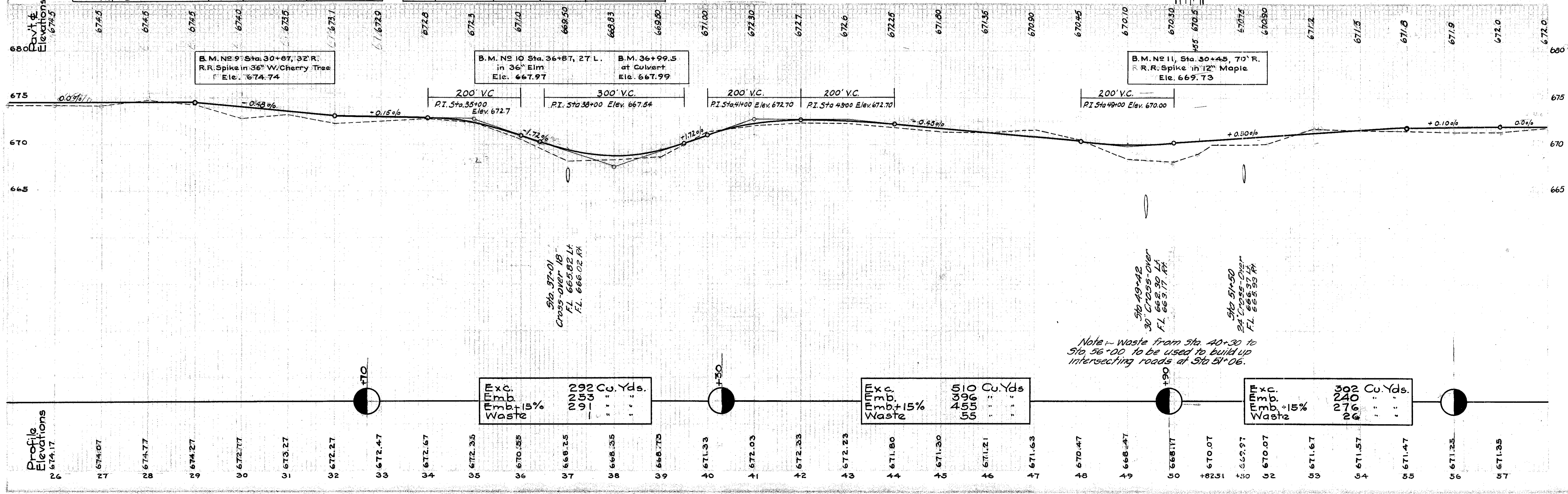
Note - Waste Earthwork from Sta. 40+30 to Sta. 56+00 to be used to build up intersecting roads at Sta. 51+06 as directed by Engineer in Charge.

PRIVATE DRIVE AND ROAD APPROACHES "A"

Ref. No.	Station	Rt. or Lt.	Pipe for Drives or Lin. Ft.	Aggregate cu. Yds	Remarks
1-A	28+18	Rt.	12"	3	
2-A	28+91	Lt.	15	3	
3-A	37+64	Lt.	15	3	
4-A	39+90	Rt.	15	3	
5-A	46+38	Rt.	15	3	
6-A	51+06	Lt.		10	Side Roads
7-A	51+74	Lt.	18	3	Yd. Dr.
8-A	52+78	Lt.	18	3	Yd. Dr.
9-A	53+02	Lt.		3	
10-A	42+06	Lt.		3	
Totals			81	37	

STRUCTURES 20' SPAN & UNDER - "C"

Ref. No.	Station	New Work Type	Size	Remarks
5-C	37+01	Pipe Culv.	18" x 8"	Extensions
4-C	49+42	Pipe Culv.	30" x 12"	Extensions
5-C	51+50	Pipe Culv.	24" x 24"	Extensions



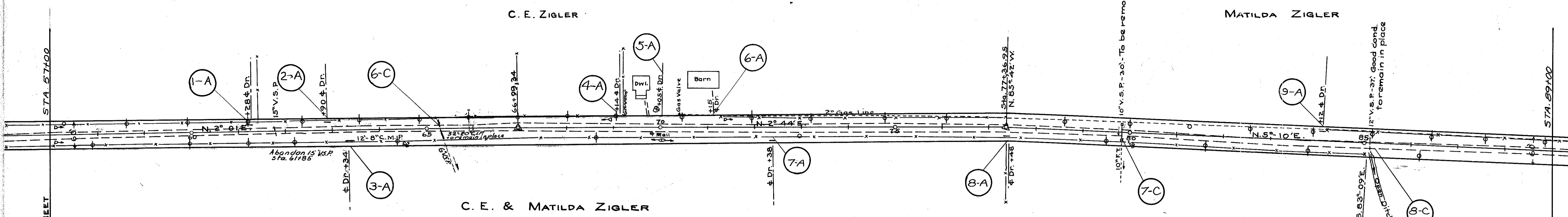
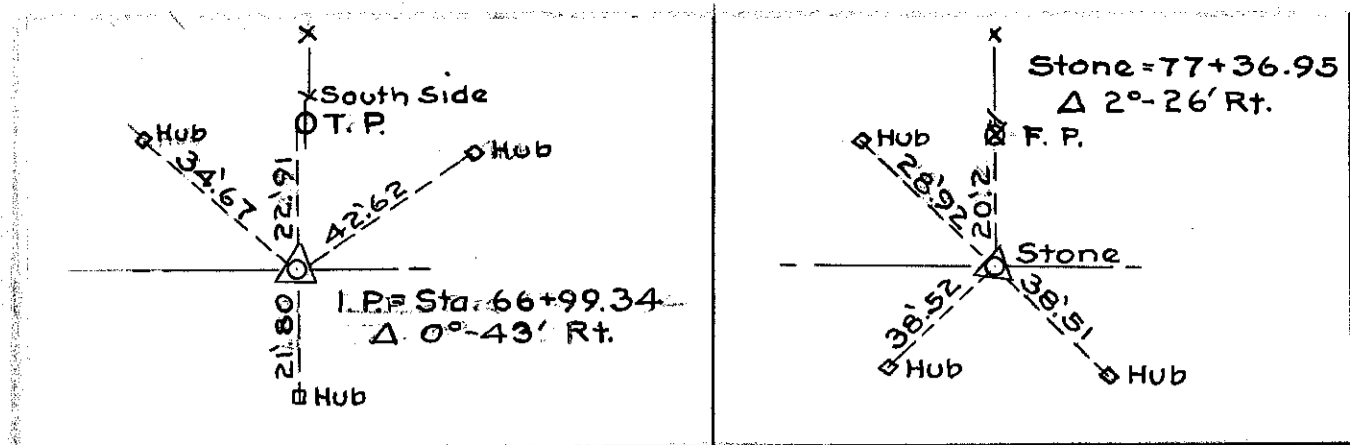
Exc.	292 Cu. Yds.
Imp.	253
Waste	291

Exc.	510 Cu. Yds.
Imp.	490
Waste	500

Exc.	302 Cu. Yds.
Imp.	240
Waste	276

Note - waste from Sta. 40+30 to Sta. 56+00 to be used to build up intersecting roads at Sta. 51+06.

C.H. 157 SEC. C (PT.) D & E FREMONT - OLD FORT RD. SANDUSKY CO.

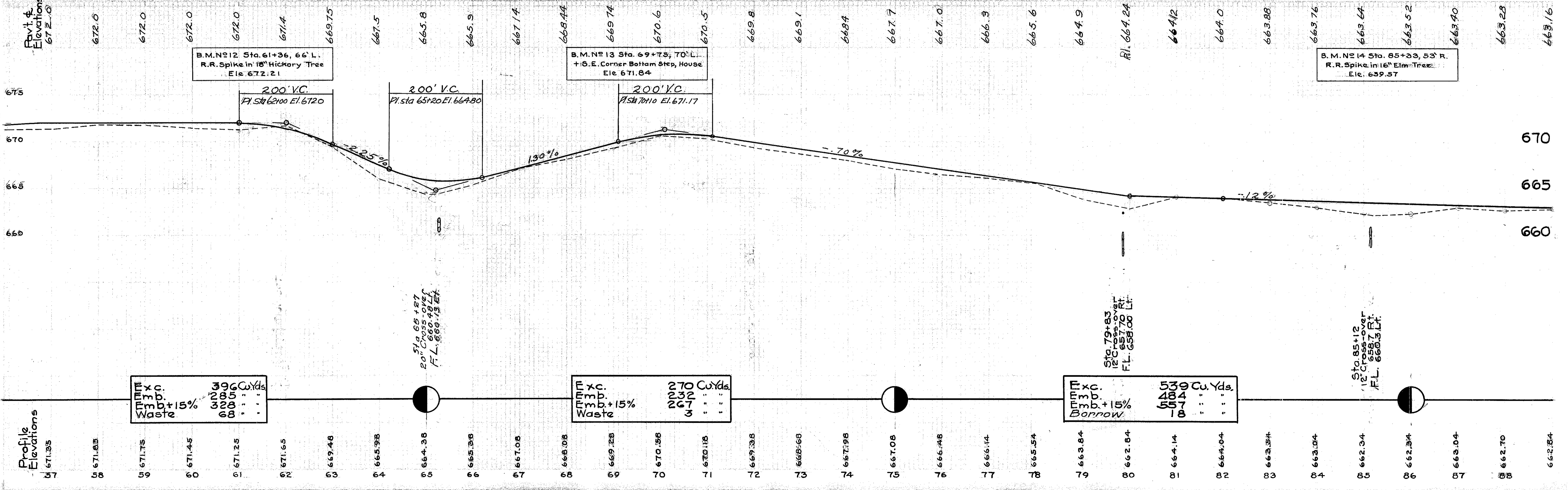


**PRIVATE DRIVES AND ROAD APPROACHES "A"**

Ref No	Station	Dr. Pipe for Drives	Aggregate Lin. Ft.	Cu. Yds.	Remarks.
1-A	61+28	Lt.	15	3	
2-A	62+90	Lt.	15	3	
3-A	63+34	Rt.	18	3	Yd. Dr.
4-A	69+14	Lt.	15	3	
5-A	70+05	Lt.	15	3	
6-A	71+15	Lt.	15	3	
7-A	72+38	Rt.	15	3	
8-A	77+48	Rt.	15	3	
9-A	84+12	Lt.	15	3	
<b>TOTAL</b>			<b>93</b>	<b>27</b>	

**STRUCTURES 20' SPAN & UNDER "C"**

Ref No	Station	New Work	Remarks.
6-C	65+27	Pipe Cul. 24" x 6"	Extensions
7-C	79+83	Pipe Cul. 12" x 14"	
8-C	85+12	Pipe Cul. 12" x 9"	Extension



B.M. No 12 Sta. 61+36, 66' L.  
R.R. Spike in 18" Hickory Tree  
Elev. 672.21

B.M. No 13 Sta. 69+75, 70' L.  
+ S.E. Corner Bottom Step, House  
Elev. 671.84

B.M. No 14 Sta. 85+33, 53' R.  
R.R. Spike in 16" Elm Tree  
Elev. 659.57

Exc. 330  
Emb. 285  
Waste 68  
Total 396 Cu. Yds.

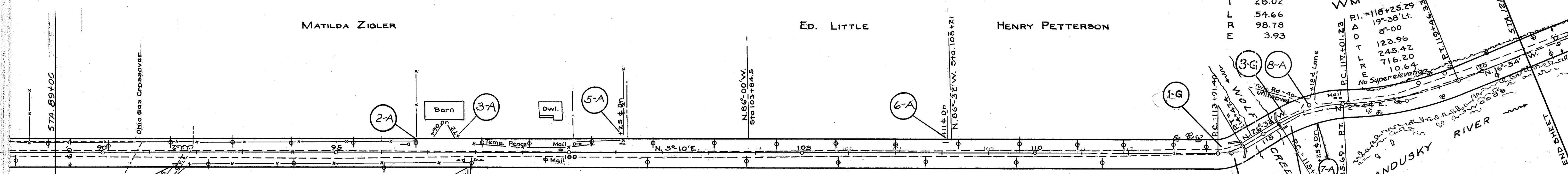
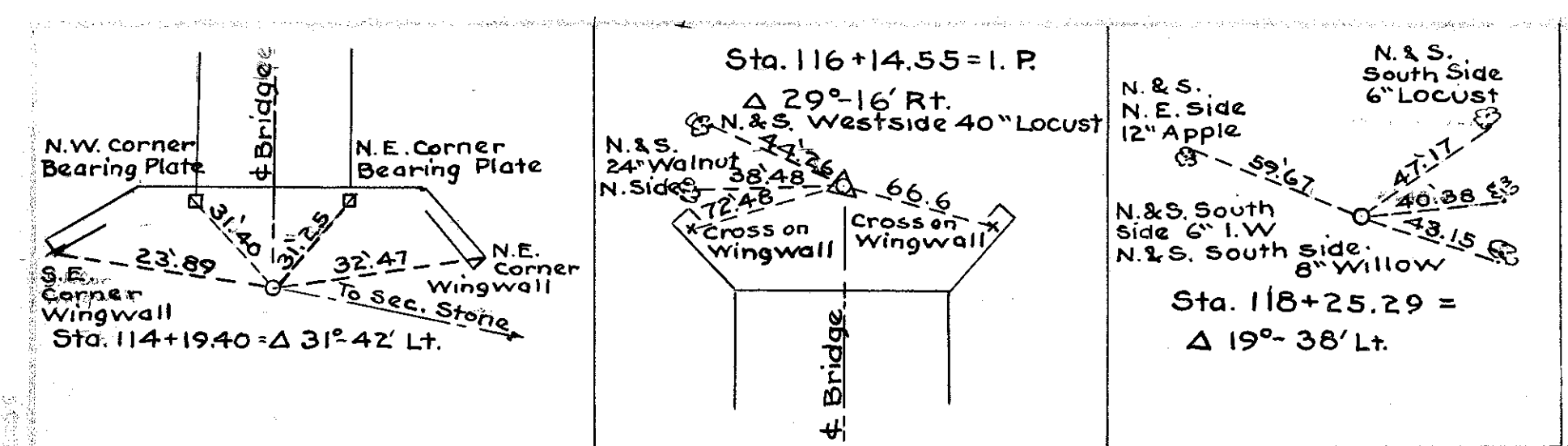
Exc. 270  
Emb. 232  
Waste 3  
Total 270 Cu. Yds.

Exc. 539  
Emb. 484  
Waste 18  
Total 539 Cu. Yds.

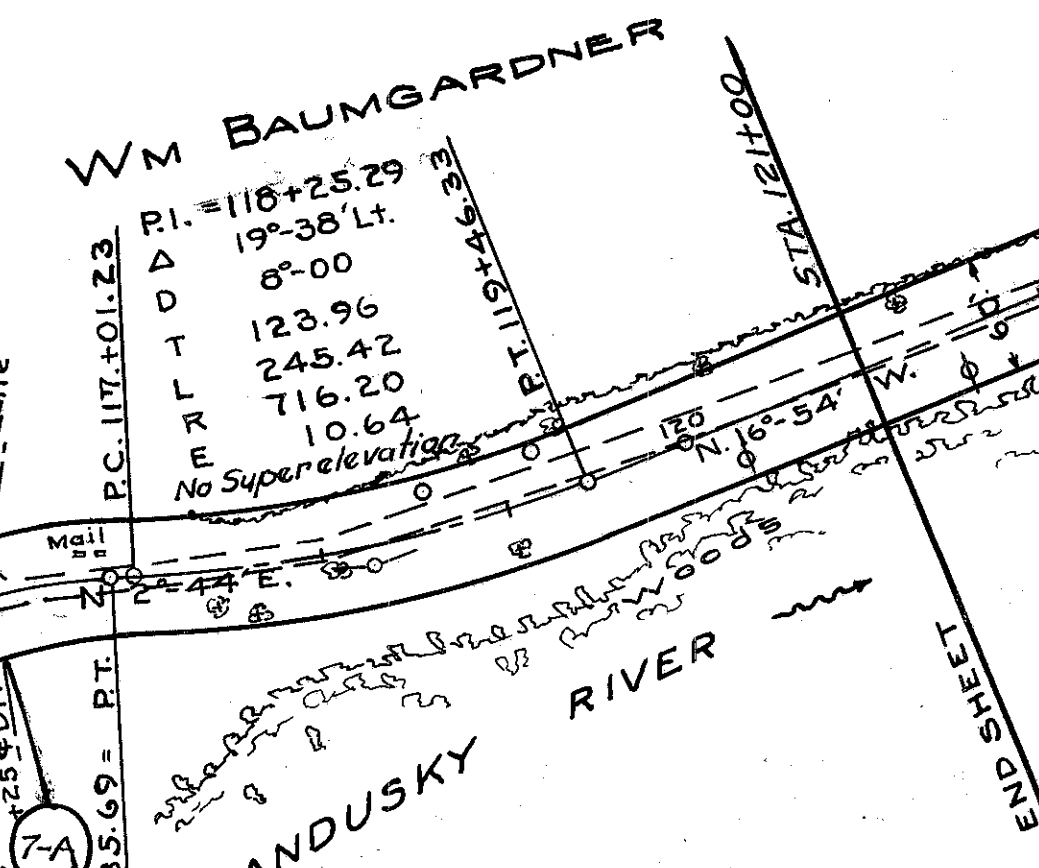
Sta. 85+12  
12" Cross-over  
F.L. 660.3 Lt.

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PI. = Sta. 114+19.40  
 $\Delta$  = 31°-42' Lt.  
 D = 58°  
 T = 28.02  
 L = 54.66  
 R = 98.78  
 E = 3.93



PI. = Sta. 116+14.55  
 $\Delta$  = 29°-16' Rt.  
 D = 20°-00'  
 T = 75.19  
 L = 146.33  
 R = 286.48  
 E = 9.10  
 No Superelevation

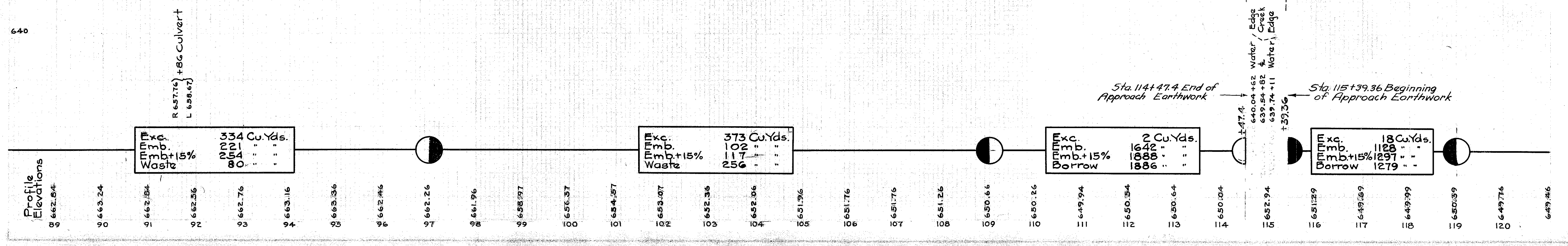
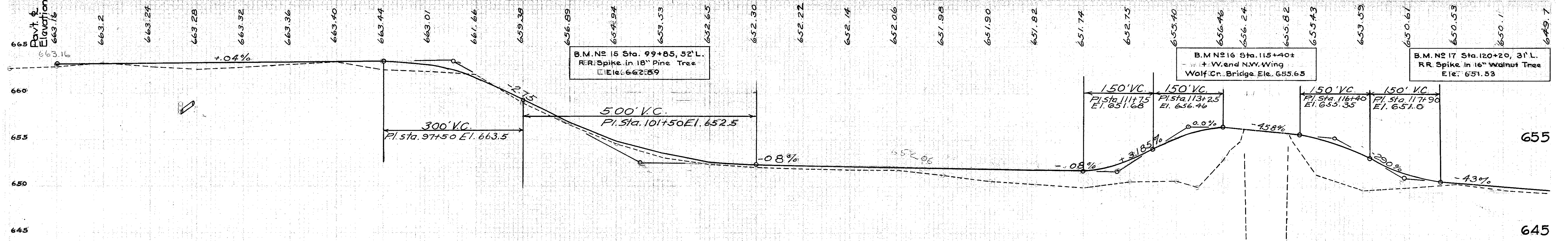
PRIVATE DRIVES AND ROAD APPROACHES "A"

Ref No	Station	Dir.	Pipe or Lin. Ft.	Aggregate Cu. Yds.	Remarks
1-A	91+75	Lt.	15	3	
2-A	96+90	Lt.		3	
3-A	97+72	Lt.		3	
4-A	97+98	Rt.		3	
5-A	101+25	Lt.	15	3	
6-A	108+11	Lt.	15	3	
7-A	116+25	Rt.		8	side rd. & Dr.
8-A	116+40	Lt.		8	
Total			45	20	

GUARD RAIL "G" TYPE P-P

Ref No	Station	Guard Rail Lin. Ft.	Remarks
1-G	113+02	144	
2-G	113+02	144	
3-G	115+40	40	
4-G	115+40	144	
Total		472	

Structure Data  
 Type - Pin Connected Truss  
 Span - 92'-0" pin to pin stone Abuts.  
 Roadway - 16' Plank Floor  
 Water way - 88' face to face Abuts.  
 16' Clear Height = 1408 sq.ft.  
 Good Condition, No Work Req'd.



Exc.	334 Cu. Yds.
Emb.	221 " "
Waste	254 " "
Borrow	80 " "

Exc.	373 Cu. Yds.
Emb.	102 " "
Waste	117 " "
Borrow	256 " "

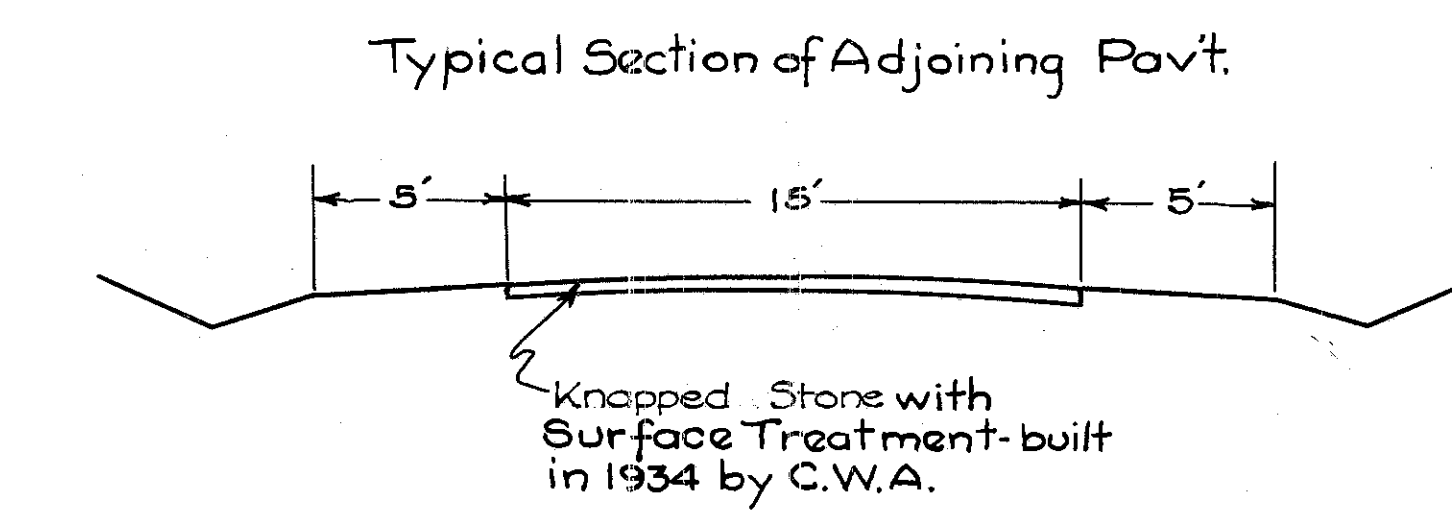
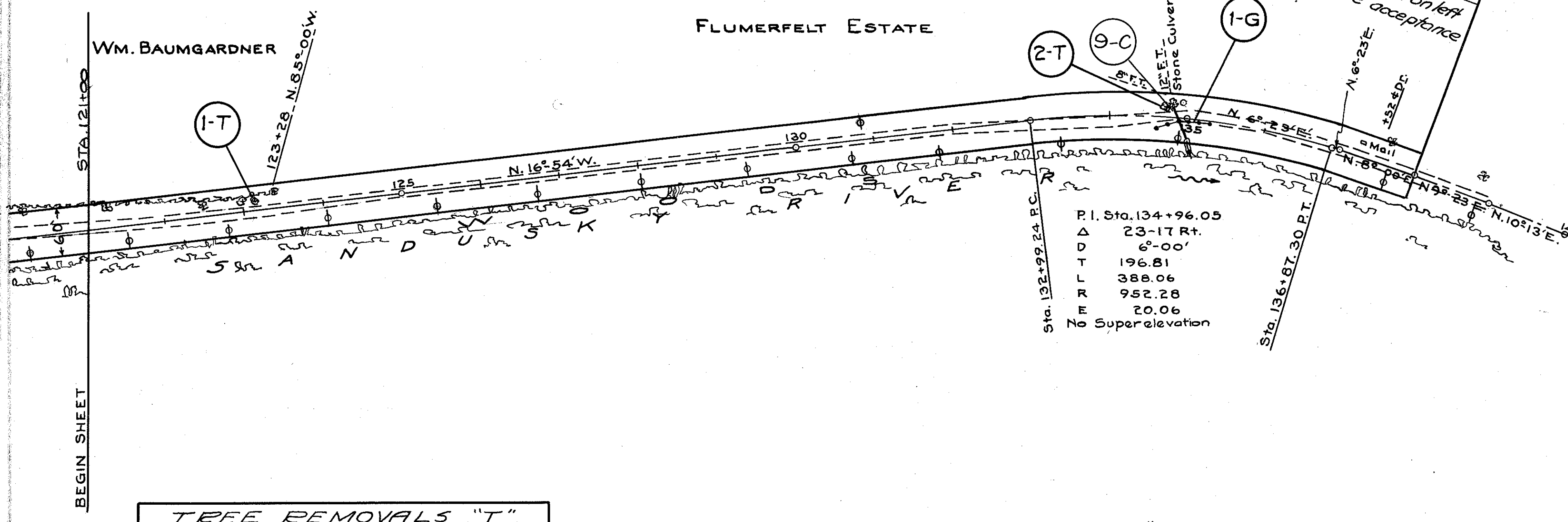
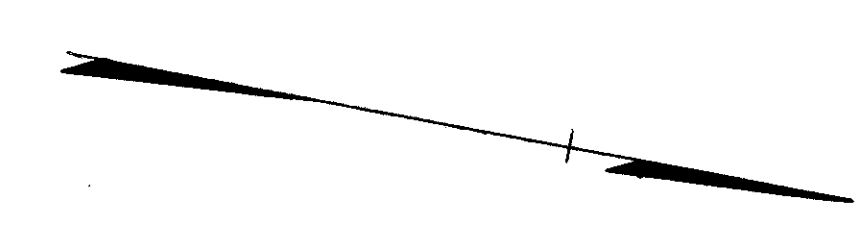
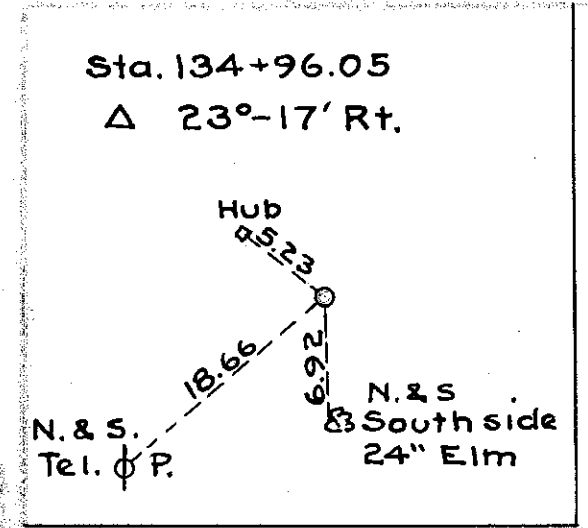
Exc.	2 Cu. Yds.
Emb.	1642 " "
Waste	1888 " "
Borrow	1886 " "

Exc.	18 Cu. Yds.
Emb.	1128 " "
Waste	1297 " "
Borrow	1279 " "

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C.H. 157 SEC. C (PT.) D, E. FREMONT-OLD FORT RD.  
SANDUSKY CO.



**TREE REMOVALS "T"**

Ref. No.	Side of Road	Trees- Size & Kind	No. Trees	Station
1-T	11.4 Lt	18'-Apple	1	123+13
2-T	12.6 Lt	20'-Elm	1	134+72
<b>Total</b>			<b>2</b>	

**STRUCTURES 20' SPAN & UNDER "C"**  
 9-C Sta. 134+91 48'x36' Pipe Culvert -  
 1- 2.5'x4' Stone Culvert to be Removed, Length 22' ± ft.

**GUARD RAIL REMOVED & RESET "1-G"**  
 70 lin. ft. Existing Timber Guard Rail Removed and Reset at present Site as directed by Eng. in Chg.

