

ODOT (D-2)

## 1988 TWO-LANE RESURFACING PROGRAM

PRIORITY NO. \_\_\_\_\_ PART 2 OF 6 SHEET \_\_\_\_\_ OF \_\_\_\_\_COUNTY SENECA ROUTE SR 12 SECTION 0.00BEGIN LOG (SLM) 0.00 TERMINII Hancock Co Line  
15+51.20END LOG (SLM) 0.29 TERMINII US 23 15+19 MeasTOTAL LENGTH 0.29 MILESMUNICIPALITY Fosteria BEGIN LOG (SLM) 0.00 END LOG (SLM) 0.29

MUNICIPALITY \_\_\_\_\_ BEGIN LOG (SLM) \_\_\_\_\_ END LOG (SLM) \_\_\_\_\_

PROPOSED WORK:  
PAVEMENT \_\_\_\_\_ SHOULDER \_\_\_\_\_

OTHER \_\_\_\_\_

EXISTING DATA:

SLM 0.00 TO 0.29; PAV'T WIDTH 20.25 (type Conc. Y), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
52' asphalt a top  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)  
 SLM \_\_\_\_\_ TO \_\_\_\_\_; PAV'T WIDTH \_\_\_\_\_ (type \_\_\_\_\_), SHLD WIDTH \_\_\_\_\_ (type \_\_\_\_\_)

## STRUCTURES:

STR. NO. \_\_\_\_\_, WIDTH \_\_\_\_\_, LENGTH \_\_\_\_\_, PROP. WORK \_\_\_\_\_  
 STR. NO. \_\_\_\_\_, WIDTH \_\_\_\_\_, LENGTH \_\_\_\_\_, PROP. WORK \_\_\_\_\_  
 STR. NO. \_\_\_\_\_, WIDTH \_\_\_\_\_, LENGTH \_\_\_\_\_, PROP. WORK \_\_\_\_\_  
 STR. NO. \_\_\_\_\_, WIDTH \_\_\_\_\_, LENGTH \_\_\_\_\_, PROP. WORK \_\_\_\_\_  
 STR. NO. \_\_\_\_\_, WIDTH \_\_\_\_\_, LENGTH \_\_\_\_\_, PROP. WORK \_\_\_\_\_  
 STR. NO. \_\_\_\_\_, WIDTH \_\_\_\_\_, LENGTH \_\_\_\_\_, PROP. WORK \_\_\_\_\_

## RAILROAD CROSSING:

NAME \_\_\_\_\_ STATION \_\_\_\_\_ NO. TRACKS \_\_\_\_\_ LENGTH ALONG C L \_\_\_\_\_ ft (no work)  
 NAME \_\_\_\_\_ STATION \_\_\_\_\_ NO. TRACKS \_\_\_\_\_ LENGTH ALONG C L \_\_\_\_\_ ft  
 NAME \_\_\_\_\_ STATION \_\_\_\_\_ NO. TRACKS \_\_\_\_\_ LENGTH ALONG C L \_\_\_\_\_ ft

## MISCELLANEOUS:

NO. RAISED PAVEMENT MARKERS; EDGE OF PAVEMENT \_\_\_\_\_, CENTERLINE \_\_\_\_\_  
 NO. MAILBOX APPROACHES \_\_\_\_\_, AVERAGE AREA \_\_\_\_\_

REMARKS: Curbs both sides  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### APPROACHES (INTERSECTIONS & DRIVES)

COUNTY Seneca

ROUTE #12

SECTION 0.00 - 0.29

$L = \text{Prop Pav't Depth (in.)} \times 10$ ;  $W = \text{Width @ Mouth}$ ;  $W-1 = \text{Width @ Throat}$

[illegible]

SECTION 0.00 - 0.29

R = Raise    F = Feather

| STATION | OUT<br>Rt/Lt        | CATCH<br>BASIN | MAN-<br>HOLE | INLET | W V<br>BOX | MON<br>BOX | CASTING |   | REMARKS         |
|---------|---------------------|----------------|--------------|-------|------------|------------|---------|---|-----------------|
|         |                     |                |              |       |            |            | R       | F |                 |
| 0+01    | 2' Put.             |                | ✓            |       |            |            | ✓       |   |                 |
| 0+19    | 4' Lt.<br>Lt. E.P.  |                | ✓            |       |            |            | ✓       |   | Propositionable |
| 0+20    | 18' Lt.<br>Rt. E.P. |                |              |       | ✓          |            | ✓       |   |                 |
| 1+99    | 2' curb             | ✓ #1           |              |       |            |            | ✓       |   |                 |
| 2+00    | 2' curb             | ✓ #2           |              |       |            |            | ✓       |   |                 |
| 3+29    | 4' Put.             |                | ✓            |       |            |            | ✓       |   |                 |
| 5+00    | 2' curb             | ✓ #1           |              |       |            |            | ✓       |   |                 |
| 5+00    | 2' curb             | ✓ #1           |              |       |            |            |         | ✓ |                 |
| 6+29    | 2' Put.             |                | ✓            |       |            |            | ✓       |   |                 |
| 6+30    | 17' Lt.<br>2' curb  |                |              |       | ✓          |            | ✓       |   |                 |
| 6+52    | 13' Lt.<br>2' curb  |                |              |       | ✓          |            | ✓       |   |                 |
| 6+58    | 3' Rt.<br>2' curb   |                | ✓            |       |            |            | ✓       |   |                 |
| 6+86    | 23' Rt.<br>2' curb  |                | ✓            |       |            |            | ✓       |   |                 |
| 8+88    | 2' curb             | ✓ #1           |              |       |            |            | ✓       |   |                 |
| 8+88    | 2' curb             | ✓ #1           |              |       |            |            | ✓       |   |                 |
| 10+10   | 2' Put.             |                | ✓            |       |            |            | ✓       |   |                 |
| 12+00   | 2' curb             | ✓ #1           |              |       |            |            | ✓       |   |                 |
| 12+00   | 2' curb             | ✓ #1           |              |       |            |            | ✓       |   |                 |
| 13+26   | 17' Lt.<br>2' curb  |                |              |       | ✓          |            | ✓       |   |                 |
| 13+50   | 25' Lt.<br>2' curb  |                |              |       | ✓          |            |         | ✓ |                 |
| 13+51   | 2' Rt.<br>2' curb   |                |              |       | ✓          |            | ✓       |   |                 |
| 13+59   | 2' Put.             |                | ✓            |       |            |            | ✓       |   |                 |
| 13+45   | 26' Lt.<br>2' curb  | ✓ #1           |              |       |            |            |         | ✓ |                 |
| 13+77   | 26' Lt.<br>2' curb  | ✓ #1           |              |       |            |            |         | ✓ |                 |
| 13+45   | 25' Rt.<br>2' curb  | ✓ #1           |              |       |            |            |         | ✓ |                 |
| 13+72   | 25' Rt.<br>2' curb  | ✓ #1           |              |       |            |            |         | ✓ |                 |
| 15+19   | 15' Lt.<br>2' curb  | ✓ #2           |              |       |            |            | ✓       |   |                 |