

STATE OF OHIO
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
DIVISION OF HIGHWAYS
BUREAU OF CONSTRUCTION

BOWLING GREEN-FREMONT ROAD

I.C.H. No 278. SECS. G, H, & K. PET. No 4621.
WOOD COUNTY
CENTER, FREEDOM, MONTGOMERY TOWNSHIPS.
1925

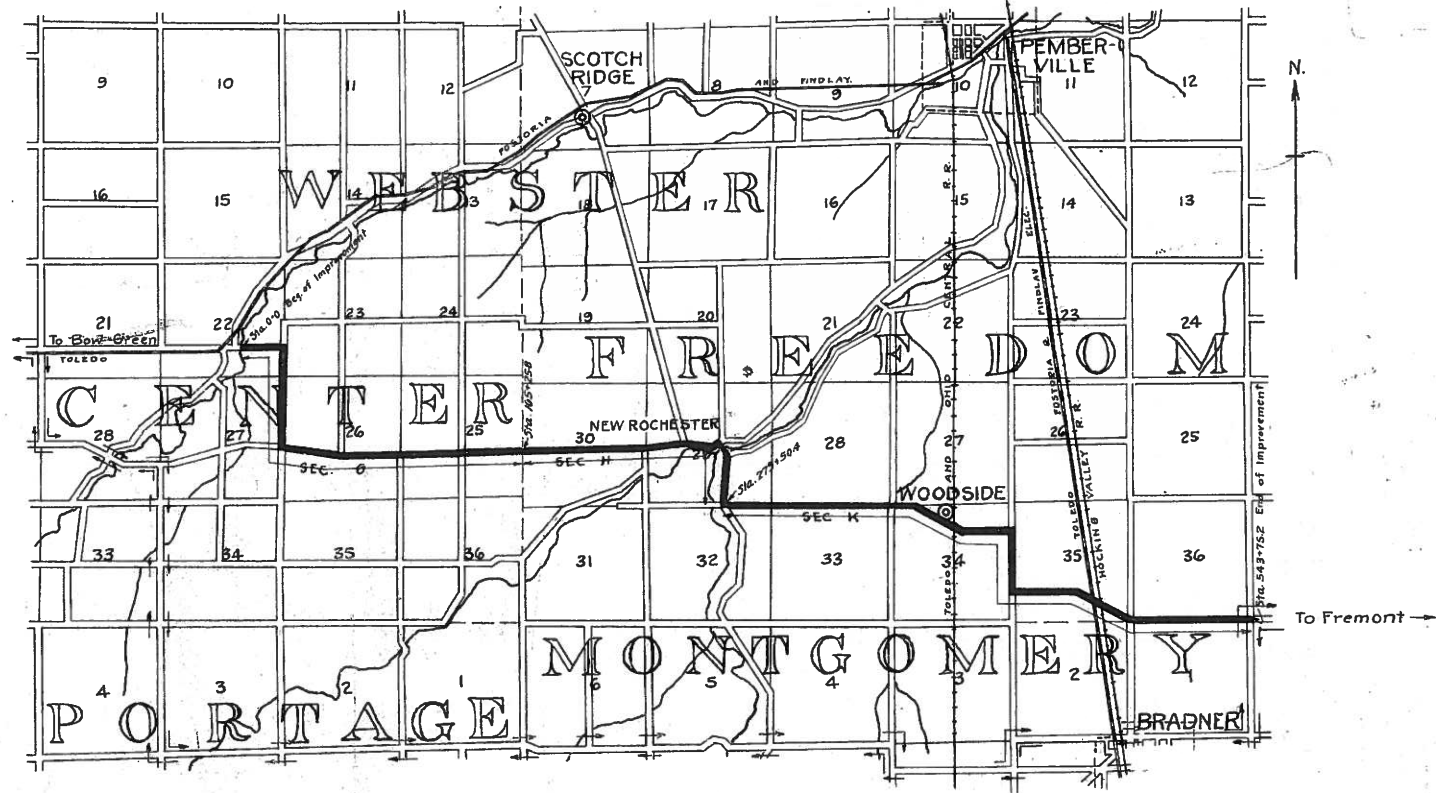
- ~ CONVENTIONAL SIGNS ~
- State Line _____
 - County Line _____
 - Township Line _____
 - Section Line _____
 - Property Line not fenced _____
 - Center Line _____
 - City or village Line _____
 - Fence _____
 - Telephone or Telegraph T T T T T T
 - Steam railroad _____
 - Electric Line _____

- Scales
- Plan 1" = 100'
 - Profile (Vertical) 1" = 10'
 - Profile (Horizontal) 1" = 100'
 - Cross Sections 1" = 5'

We, the Commissioners of Wood County hereby approve these plans and certify that the right-of-way 40 & 60 ft. wide, is available for the construction, maintenance and repair of the above highway.

APPROVED: Date June 5 1924.
L. P. Eggertson
Ed. L. Leathers
D. J. Pettigrew
WOOD COUNTY COMMISSIONERS.

From Sta. 0+0 to Sta. 19+77, width of Rt-of-Way is 40 ft.; from Sta. 19+77 to Sta. 543+66.7 width is 60 ft.



LOCATION PLAN
Scale 1/32 inch = 1 Mile
PORTION TO BE IMPROVED [thick line]
DETOURS SHOWN THUS [dashed line]

~ INDEX ~

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Plans and Profile	3 to 20
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The Standard Specifications of the State of Ohio Division of Highways 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.

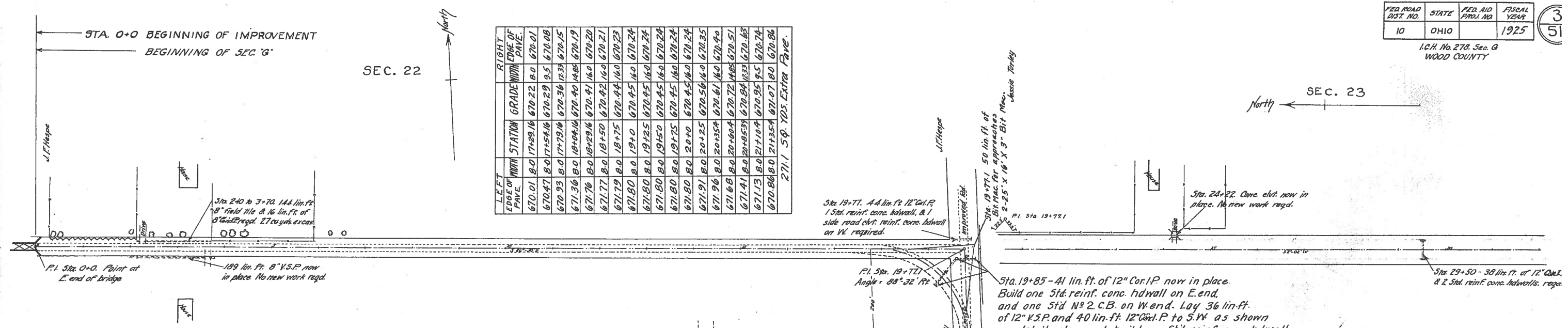
Approved: *W. W. Locke*
Date, 6-15-24 Resident Engineer

Approved: *M. J. Henahan*
Date, 6-9-24 Division Engineer

Approved: *G. F. Ahlesinger*
Date, 8-15-24 State Highway Engineer

Approved: *L. A. Boulay*
Date, 8-15-24 Director of Highways and Public Works.

CONSTRUCTION BUREAU
AUG 1 1925
GROUND PHOTOLAB



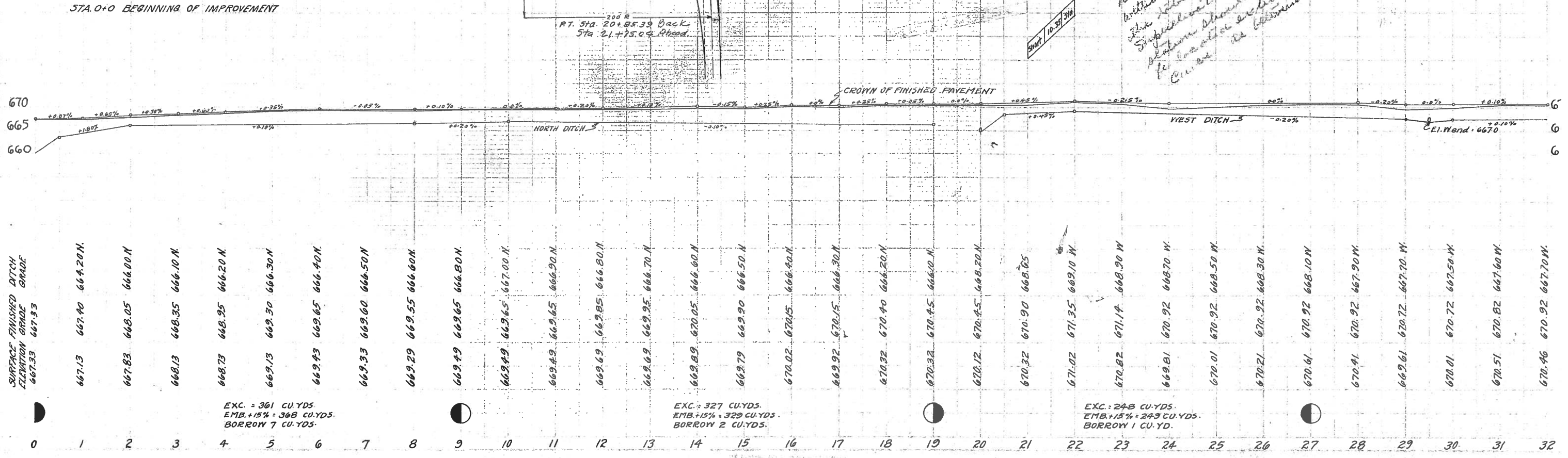
SEC. 22

Detail plan of road at Sta. 19+77.1 showing location of improvement.
 Added area of pavement = 271.1 Sq. Yds.
 Short station 10.35 ft.
 Borrow 465 Cu. Yds. of earth fill.

B.M. STA. 0+0
 U.S.G. & G.S. On N.E. wing
 Elev = 666.16

B.M. STA. 19+77
 Nail in corner fence post E
 Elev = 668.89

Handwritten notes:
 19+77.10 P.I.
 1 97.94 P.C.
 17+79.16 = P.C. - 50 = 17+29.16
 3 06.23 = L
 20+85.39 = P.T. + 50 = 21+35.39
 No shortening in alignment
 within this limits as
 like table for widening and
 should be taken into
 station shown in sketch for
 the center of section to be
 at station 21+35.39



EXC. = 361 CU. YDS.
 EMB. + 15% = 368 CU. YDS.
 BORROW 7 CU. YDS.

EXC. = 327 CU. YDS.
 EMB. + 15% = 329 CU. YDS.
 BORROW 2 CU. YDS.

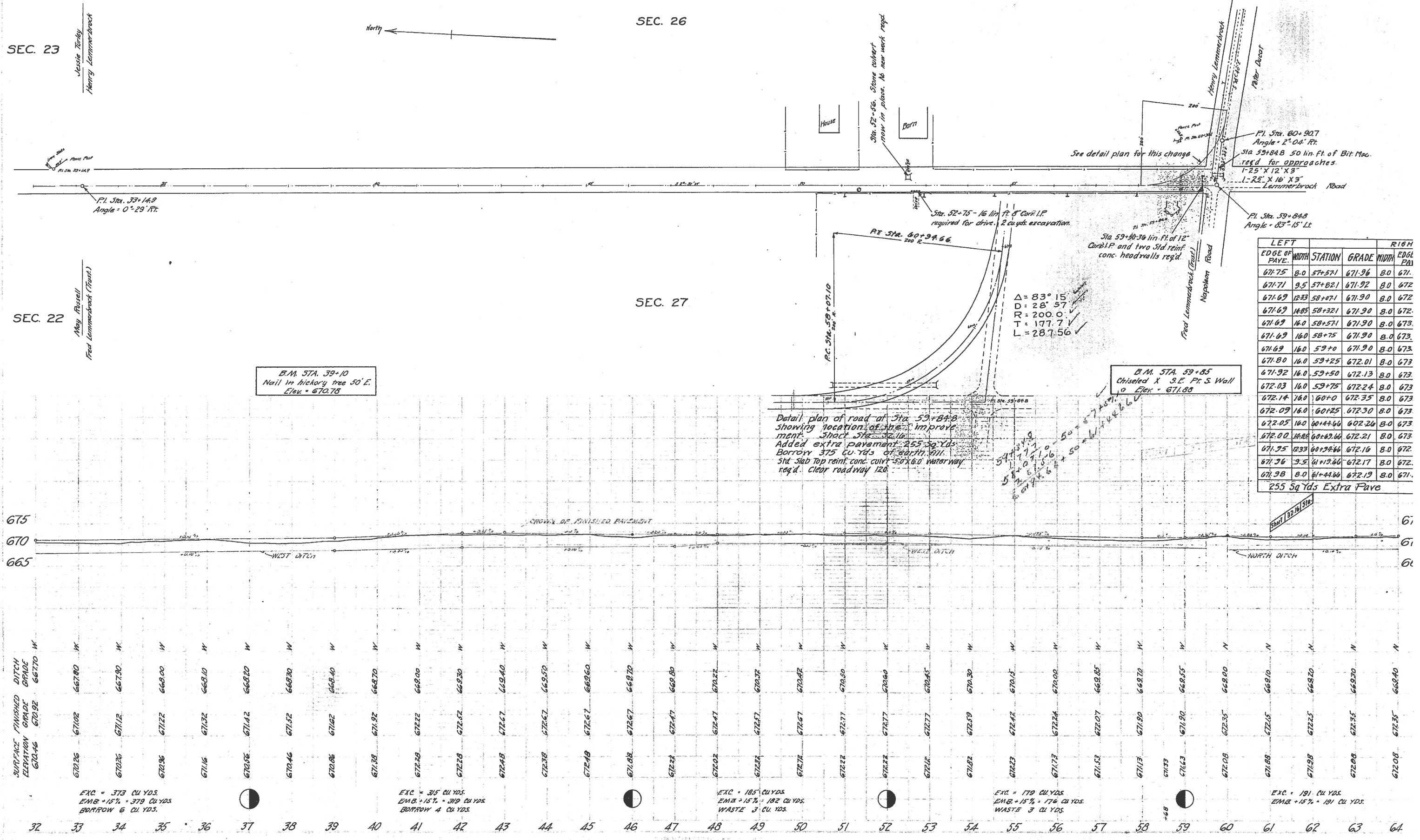
EXC. = 248 CU. YDS.
 EMB. + 15% = 249 CU. YDS.
 BORROW 1 CU. YD.

SEC. 23

SEC. 26

SEC. 22

SEC. 27



FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR
10	OHIO		1925

5
51

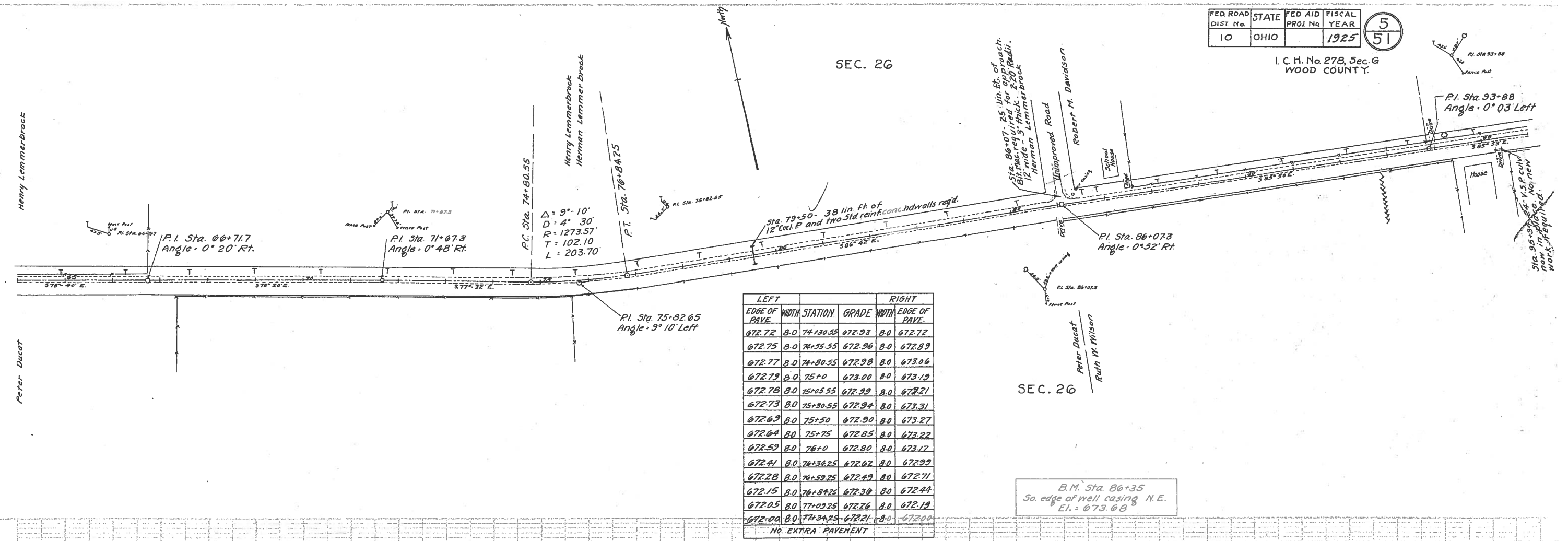
I. C. H. No. 278, Sec. G
WOOD COUNTY.

SEC. 26

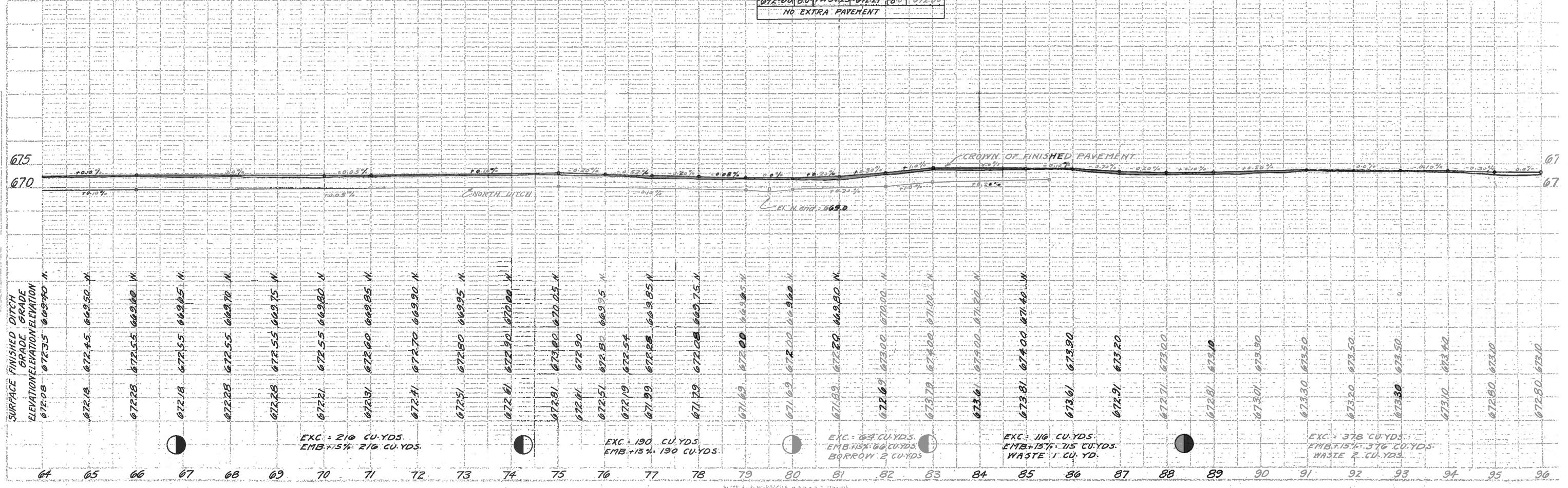
SEC. 26

DATE	BY

DATE	BY



B.M. Sta. 86+35
So. edge of well casing N.E.
E.I. = 673.68



FED. ROAD DIST. No.	STATE	FED AID PROJ. No.	FISCAL YEAR
10	OHIO		1925

I. C. H. No 278, Sec. G. WOOD COUNTY.

SEC. 26

SEC. 25

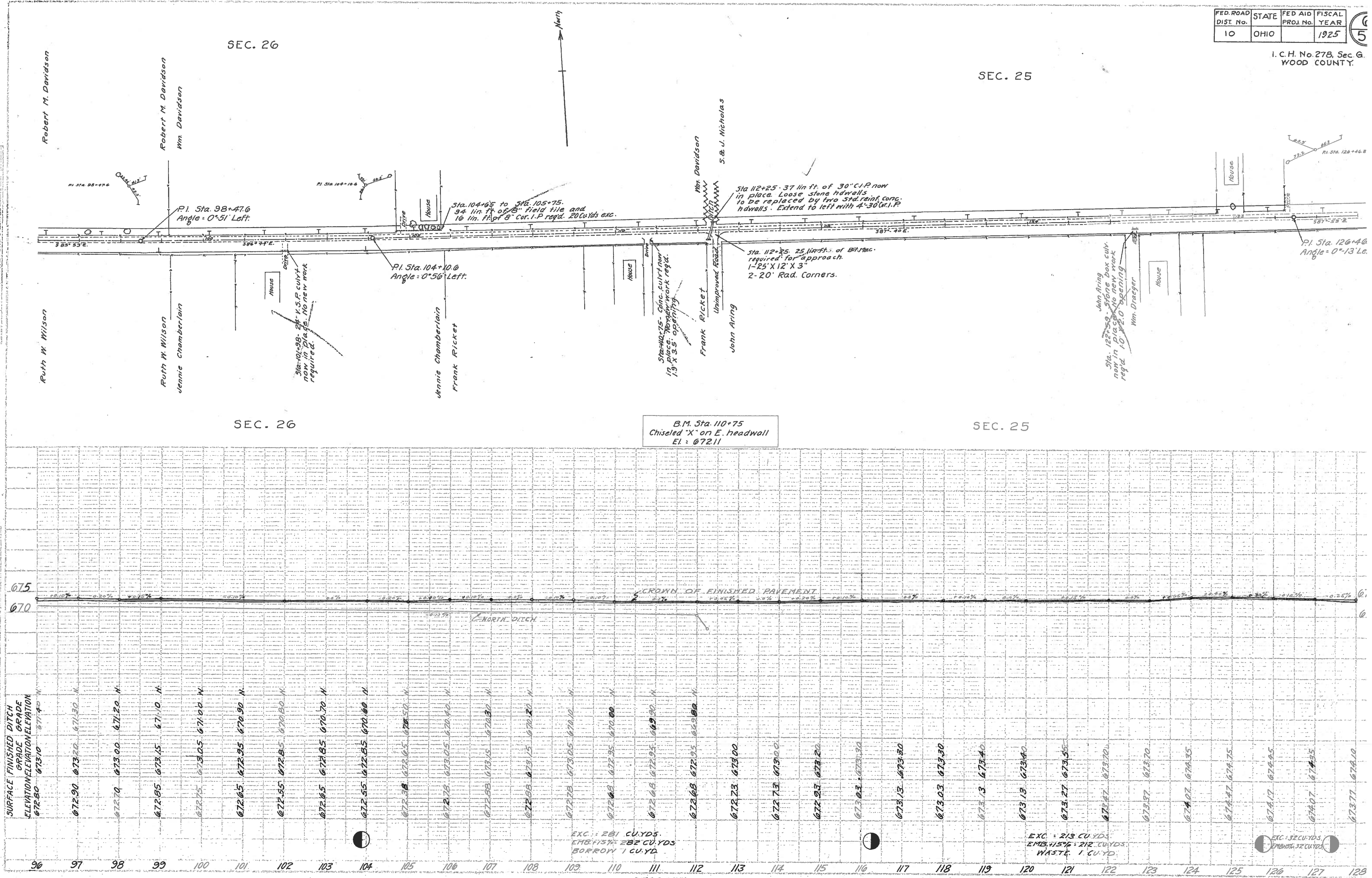
SEC. 26

SEC. 25

B.M. Sta. 110+75
Chiseled 'X' on E. headwall
El.: 672.11

DATE	BY

SCALE	



STATION	SURFACE FINISHED DITCH GRADE ELEVATION
96	672.80
97	672.90
98	672.79
99	672.95
100	672.75
101	672.65
102	672.55
103	672.65
104	672.55
105	672.38
106	672.78
107	672.88
108	672.88
109	672.78
110	672.68
111	672.68
112	672.68
113	672.73
114	672.73
115	672.93
116	673.03
117	673.13
118	673.03
119	673.13
120	673.13
121	673.27
122	673.27
123	673.57
124	674.07
125	674.47
126	674.17
127	674.07
128	673.77

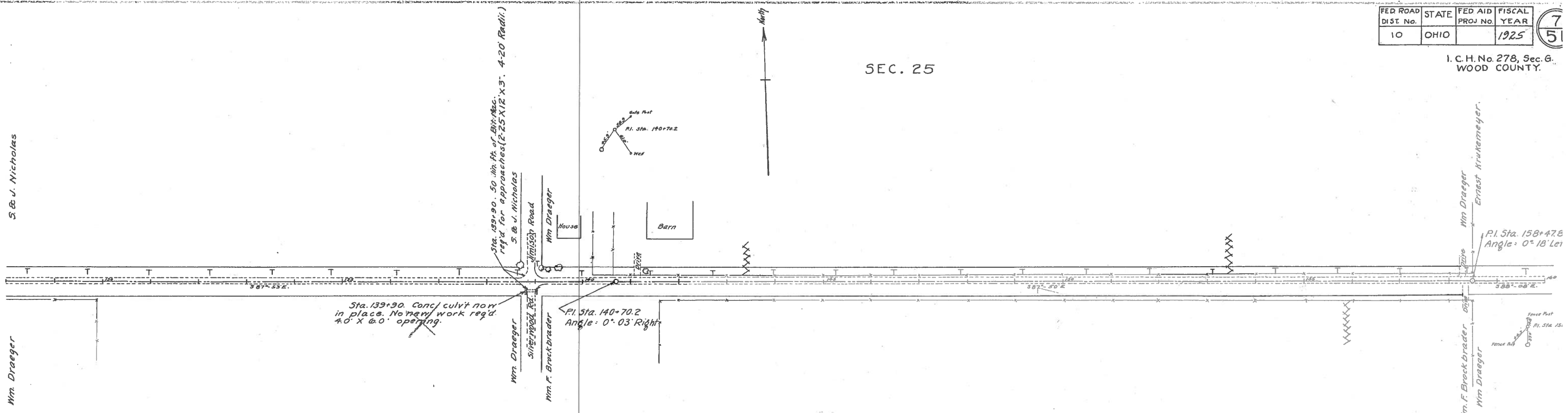
EXC. : 281 CU.YDS.
EMB. 715% : 282 CU.YDS.
BORROW : 1 CU.YD.

EXC. : 213 CU.YDS.
EMB. 715% : 212 CU.YDS.
WASTE : 1 CU.YD.

EXC. : 32 CU.YDS.
EMB. 715% : 32 CU.YDS.

PLAN	DATE
DESIGNED BY	
CHECKED BY	
APPROVED BY	
NOTED BY	
DATE	

PROFILE	DATE
DESIGNED BY	
CHECKED BY	
APPROVED BY	
NOTED BY	
DATE	

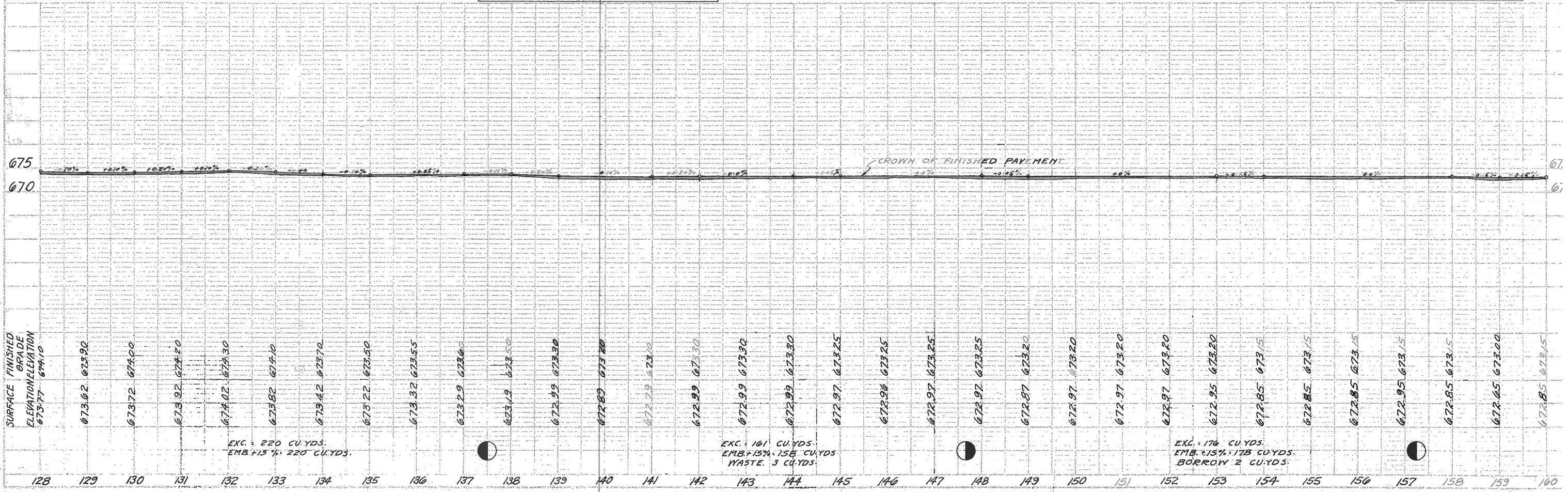


SEC. 25

SEC. 25

B.M. Sta. 139+00
Chiseled "□" N.W. Pt. NW Wing W headwall
El. = 673.55

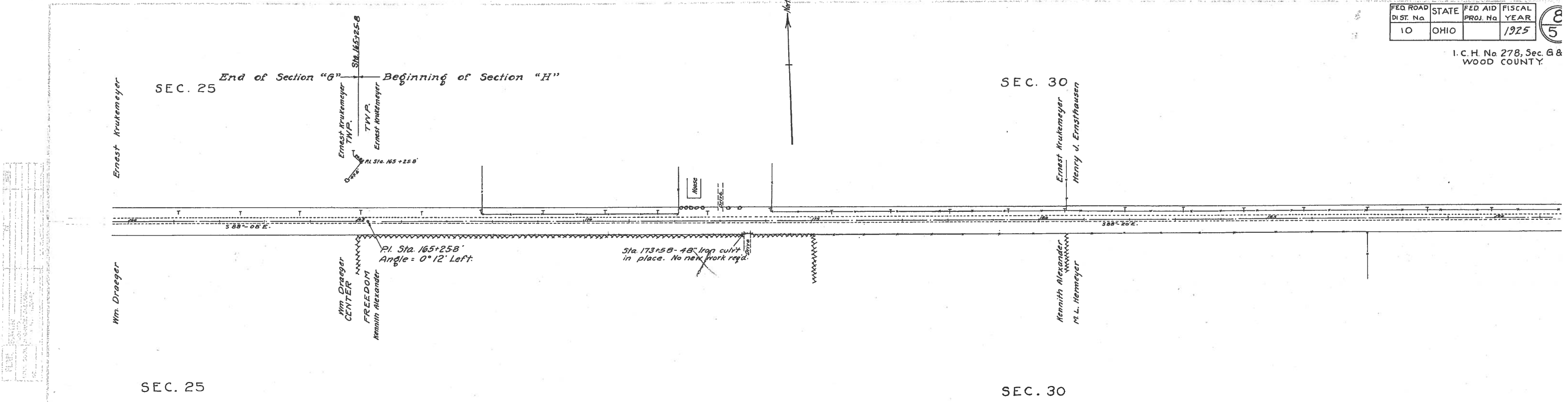
B.M. Sta. 158+50
Nail in tree south
El. = 671.65



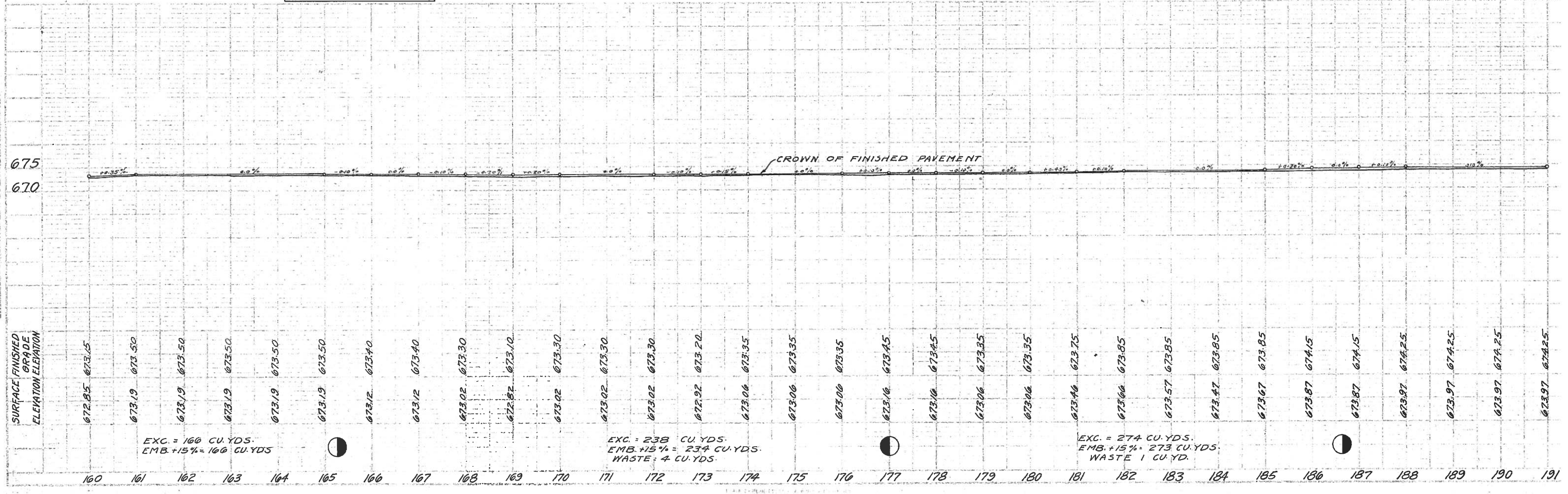
FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR
10	OHIO		1925

8
5

I. C. H. No 278, Sec. 6 & WOOD COUNTY.

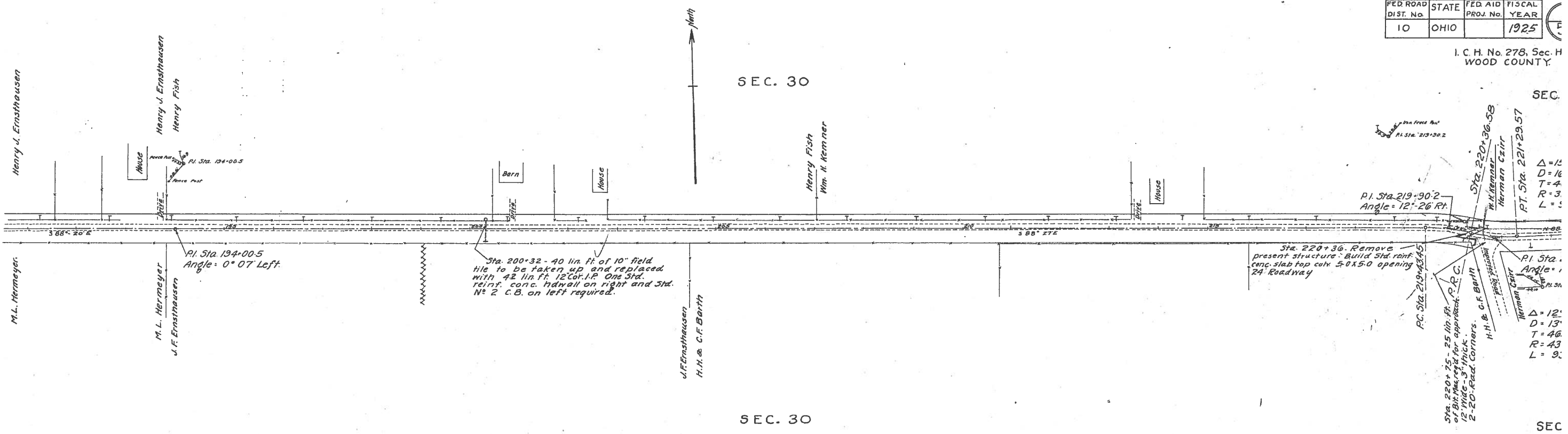


B.M. Sta. 165+10
Nail in Tel. Pole No. 8098
El. = 673.76



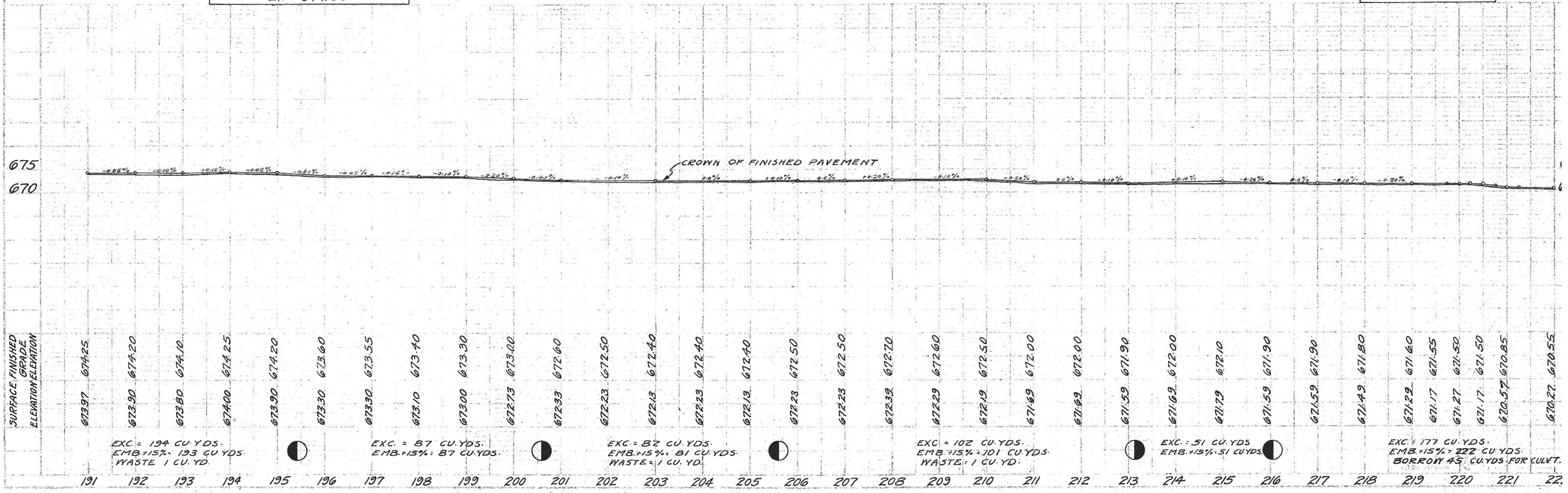
FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR
10	OHIO		1925

I. C. H. No. 278, Sec. H
WOOD COUNTY



B. M. Sta. 193+40
S.E. Pt. of E. Railing of House Step.
E.I. = 674.69

B. M. Sta. 219+60
Nail in Tel. Pole North
E.I. = 670.61

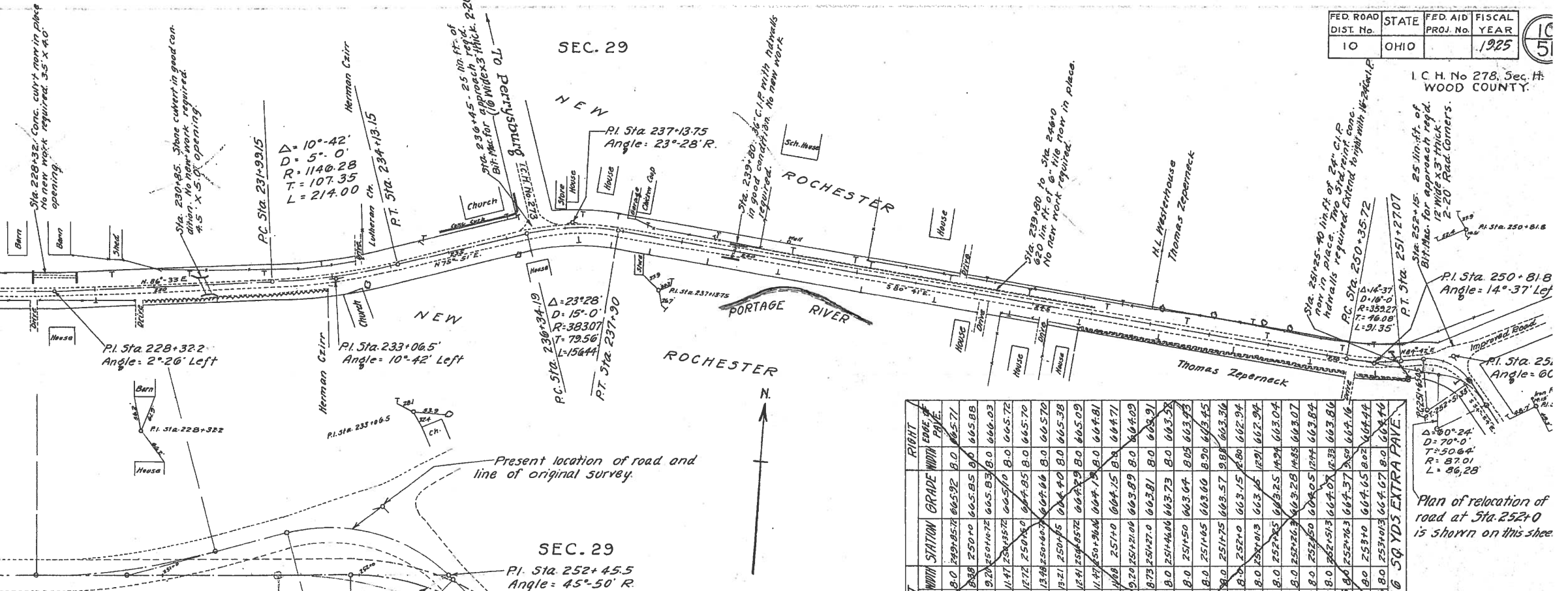


RIGHT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	LEFT EDGE OF PAVE.
663.79	8.0	231+42.5	664.00	8.0	663.79
663.80	8.30	231+74.5	664.07	8.0	664.07
663.94	9.00	231+99.5	664.19	8.0	664.35
664.28	9.73	232+24.5	664.49	8.0	664.88
664.64	10.00	232+49.5	664.85	8.0	665.45
664.99	10.00	232+74.5	665.20	8.0	665.80
665.34	10.00	233+00	665.55	8.0	666.15
665.74	10.00	233+25	665.75	8.0	666.35
665.74	10.00	233+50	665.95	8.0	666.55
665.85	9.73	233+75	666.00	8.0	666.66
666.05	9.73	233+100.5	666.20	8.0	666.65
666.14	9.48	233+40	666.35	8.0	666.66
666.29	9.08	233+74.5	666.50	8.0	666.70
666.58	8.38	234+08.5	666.79	8.0	666.79
666.87	8.00	234+43.5	667.08	8.0	666.87

452 SQ YDS EXTRA PAVE.

LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	RIGHT EDGE OF PAVE.
667.83	8.0	235+84.5	668.04	8.0	667.83
668.17	8.0	236+10	668.15	8.46	667.94
668.18	8.0	236+35.19	668.02	9.12	667.81
668.17	8.0	236+34.19	667.65	11.25	667.44
668.18	8.0	236+39.19	667.29	13.14	667.08
668.19	8.0	236+84.19	666.93	14.00	666.72
667.96	8.0	237+0	666.70	14.00	666.49
667.42	8.0	237+25	666.16	14.00	665.95
667.10	8.0	237+40	665.84	14.00	665.63
666.73	8.0	237+50	665.62	13.79	665.41
666.19	8.0	237+65	665.30	13.14	665.09
665.28	8.0	237+90	664.76	11.25	664.55
664.93	8.0	238+0	664.55	10.32	664.34
664.51	8.0	238+15	664.35	9.12	664.14
663.82	8.0	238+40	664.03	8.0	663.82

1048 SQ YDS EXTRA PAVE.



Plan of line of resurvey showing the final relocation of road Sta. 252+45.5. Added area of pavement for curve widening = 84.0 sq yds. Short Sta. 88.99. Borrow 4.45 cu yds.

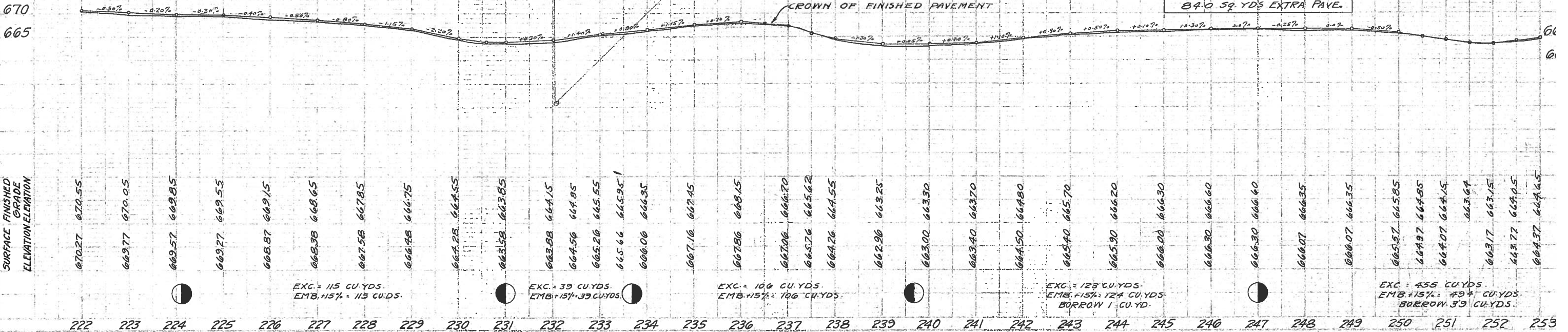
B.M. Sta 240+95
"X" on N. end of North Coping
Ei. = 663.31

LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	RIGHT EDGE OF PAVE.
665.07	8.0	250+85.73	665.92	8.0	665.71
665.04	8.0	250+85.73	665.95	9.0	665.88
665.62	9.27	250+147.2	665.83	8.0	666.03
664.89	11.47	250+357.2	665.90	8.0	665.72
664.64	11.74	250+607.2	664.85	8.0	665.70
664.45	13.48	250+847.2	664.90	8.0	665.70
664.19	13.21	250+1087.2	664.90	8.0	665.38
664.08	12.41	250+1327.2	664.88	8.0	665.09
663.98	11.47	250+1567.2	664.78	8.0	664.81
663.94	11.00	250+1807.2	664.75	8.0	664.71
663.68	9.20	250+2047.2	664.75	8.0	664.09
663.60	8.73	250+2287.2	663.81	8.0	663.91
663.52	8.0	250+2527.2	663.73	8.0	663.53
663.49	8.0	250+2767.2	663.64	8.0	663.95
663.35	8.0	250+3007.2	663.60	8.0	663.95
663.82	8.0	250+3247.2	663.57	9.94	663.36
663.78	8.0	250+3487.2	663.75	8.0	662.94
663.80	8.0	250+3727.2	663.75	12.91	662.94
664.23	8.0	250+3967.2	663.25	14.94	663.04
664.24	8.0	250+4207.2	663.28	14.83	663.07
664.64	8.0	250+4447.2	663.05	12.94	663.84
664.64	8.0	250+4687.2	662.87	12.30	663.80
664.59	8.0	250+4927.2	662.87	12.30	663.80
664.40	8.0	250+5167.2	664.07	8.0	664.46
664.46	8.0	250+5407.2	664.07	8.0	664.46

104.6 SQ YDS EXTRA PAVE.

LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	RIGHT EDGE OF PAVE.
663.49	8.0	251+45.48	663.70	8.0	663.49
663.61	8.0	251+70.48	663.45	9.50	663.24
663.74	8.0	251+95.48	663.20	11.33	662.99
664.26	8.0	252+20.48	663.35	14.85	663.14
664.00	8.0	252+45.48	663.77	15.85	663.56
664.99	8.0	252+70.48	664.08	14.85	663.87
664.99	8.0	252+95.48	664.45	12.33	664.24
664.97	8.0	253+20.48	664.81	9.50	664.60
664.92	8.0	253+45.48	665.13	8.0	664.92

84.0 SQ YDS EXTRA PAVE.

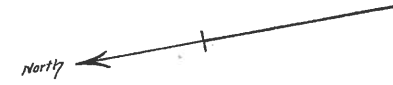


LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	RIGHT EDGE OF PAVE.
665.84	8.0	256+63	666.05	8.0	665.84
665.73	8.0	256+71.16	665.81	8.0	665.60
665.18	8.0	256+96.16	664.88	10.60	664.67
665.08	8.0	257+0	664.71	10.85	664.50
664.78	8.0	257+2.16	664.08	12.00	663.87
664.73	8.0	257+25	663.97	12.50	663.76
664.64	8.0	257+37.78	663.68	13.20	663.47
664.33	8.0	257+50	663.37	13.60	663.16
663.94	8.0	257+62.78	662.98	14.0	662.77
663.30	8.0	257+75	662.63	13.76	662.42
662.90	8.0	257+87.78	662.33	12.31	662.12
662.43	8.0	258+0	662.05	10.75	661.84
662.18	8.0	258+12.78	662.00	9.50	661.79
661.69	8.0	258+37.78	661.90	8.0	661.69

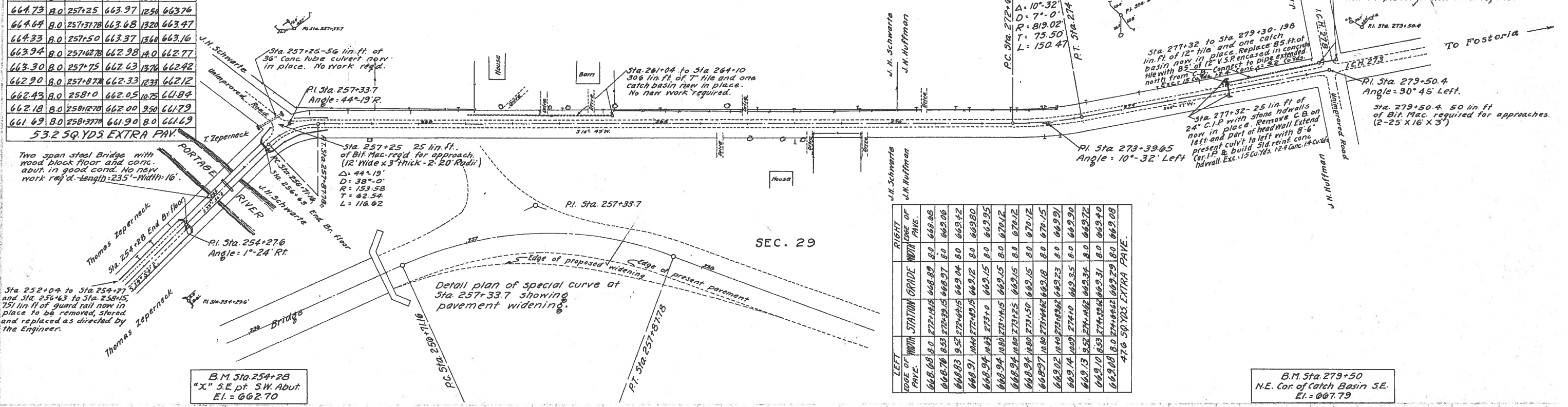
Two span steel Bridge with wood block floor and conc. abut. in good cond. No new work req'd. Length: 235'-Width: 16'.

Thomas Zeperneck
 Sta. 254+28 End Br. floor
 Angle: 1°-24' Rt.
 Thomas Zeperneck
 Bridge

B.M. Sta. 254+28
 "X" S.E. pt. S.W. Abut.
 El. = 662.70

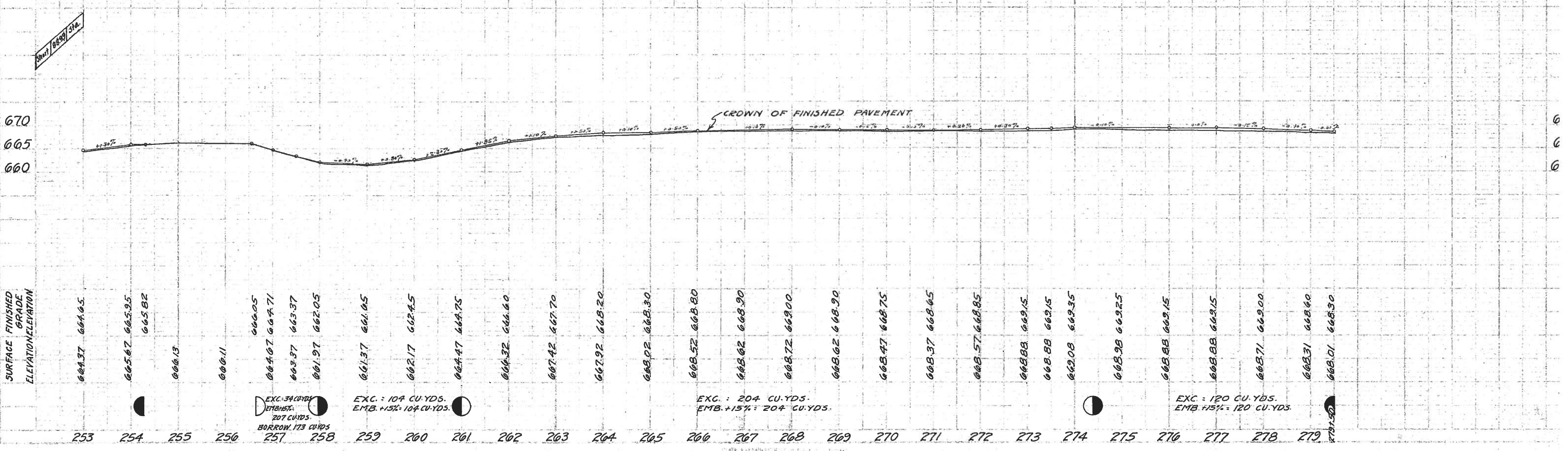


SEC. 29



LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	RIGHT EDGE OF PAVE.
668.08	8.0	272+14.5	668.89	8.0	668.08
668.76	8.53	272+39.5	668.97	8.0	668.06
668.83	9.50	272+64.5	669.04	8.0	668.42
668.91	10.49	272+89.5	669.12	8.0	668.80
668.94	10.49	273+0	669.15	8.0	668.95
668.94	10.80	273+14.5	669.15	8.0	670.12
668.94	10.80	273+25	669.15	8.0	670.12
668.94	10.80	273+50	669.15	8.0	670.12
668.97	10.80	273+44.2	669.18	8.0	670.15
668.97	10.49	273+88.2	669.23	8.0	669.91
668.97	10.49	274+0	669.35	8.0	669.90
668.97	10.49	274+10	669.35	8.0	669.90
668.97	10.49	274+20	669.35	8.0	669.90
668.97	10.49	274+30	669.35	8.0	669.90
668.97	10.49	274+40	669.35	8.0	669.90
668.97	10.49	274+50	669.35	8.0	669.90
668.97	10.49	274+60	669.35	8.0	669.90
668.97	10.49	274+70	669.35	8.0	669.90
668.97	10.49	274+80	669.35	8.0	669.90
668.97	10.49	274+90	669.35	8.0	669.90
668.97	10.49	274+100	669.35	8.0	669.90
668.97	10.49	274+110	669.35	8.0	669.90
668.97	10.49	274+120	669.35	8.0	669.90
668.97	10.49	274+130	669.35	8.0	669.90
668.97	10.49	274+140	669.35	8.0	669.90
668.97	10.49	274+150	669.35	8.0	669.90
668.97	10.49	274+160	669.35	8.0	669.90
668.97	10.49	274+170	669.35	8.0	669.90
668.97	10.49	274+180	669.35	8.0	669.90
668.97	10.49	274+190	669.35	8.0	669.90
668.97	10.49	274+200	669.35	8.0	669.90
668.97	10.49	274+210	669.35	8.0	669.90
668.97	10.49	274+220	669.35	8.0	669.90
668.97	10.49	274+230	669.35	8.0	669.90
668.97	10.49	274+240	669.35	8.0	669.90
668.97	10.49	274+250	669.35	8.0	669.90
668.97	10.49	274+260	669.35	8.0	669.90
668.97	10.49	274+270	669.35	8.0	669.90
668.97	10.49	274+280	669.35	8.0	669.90
668.97	10.49	274+290	669.35	8.0	669.90
668.97	10.49	274+300	669.35	8.0	669.90

B.M. Sta. 279+50
 N.E. Cor. of Catch Basin S.E.
 El. = 667.79

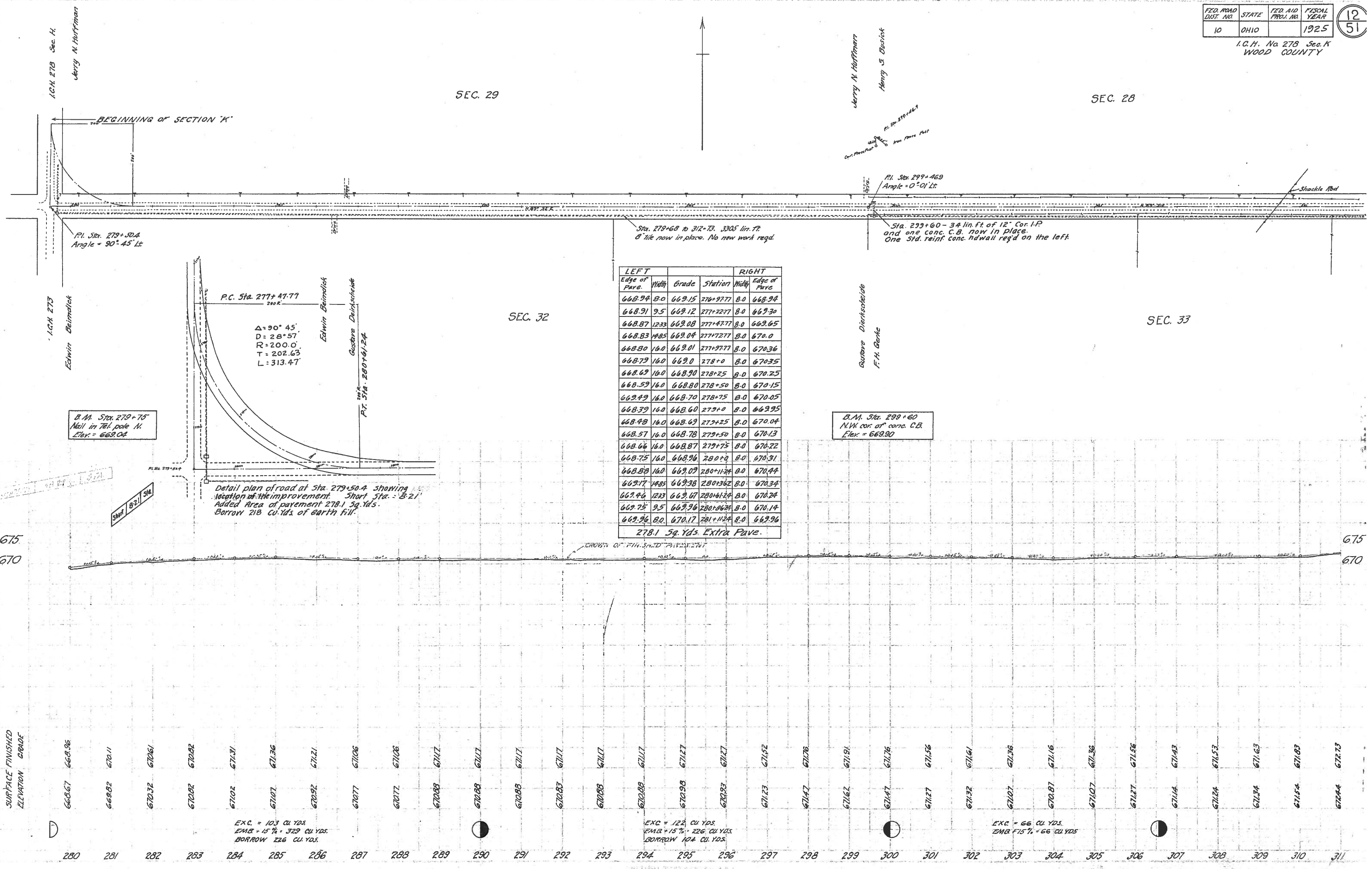


EXC. 34 CU.YDS.
 EMB. 15%
 207 CU.YDS.
 BORROW 173 CU.YDS

EXC. 104 CU.YDS.
 EMB. 15% = 104 CU.YDS.

EXC. 204 CU.YDS.
 EMB. 15% = 204 CU.YDS.

EXC. 120 CU.YDS.
 EMB. 15% = 120 CU.YDS.



SEC. 29

SEC. 28

SEC. 32

SEC. 33

LEFT			RIGHT		
Edge of Pav.	Width	Grade	Station	Width	Edge of Pav.
668.94	8.0	669.15	276+97.77	8.0	668.94
668.91	9.5	669.12	277+22.77	8.0	669.30
668.87	12.33	669.08	277+47.77	8.0	669.65
668.83	14.85	669.04	277+72.77	8.0	670.0
668.80	16.0	669.01	277+97.77	8.0	670.36
668.79	16.0	669.0	278+0	8.0	670.35
668.69	16.0	668.90	278+25	8.0	670.25
668.59	16.0	668.80	278+50	8.0	670.15
668.49	16.0	668.70	278+75	8.0	670.05
668.39	16.0	668.60	279+0	8.0	669.95
668.48	16.0	668.69	279+25	8.0	670.04
668.57	16.0	668.78	279+50	8.0	670.13
668.66	16.0	668.87	279+75	8.0	670.22
668.75	16.0	668.96	280+0	8.0	670.31
668.83	16.0	669.09	280+12.24	8.0	670.44
669.17	14.85	669.38	280+36.2	8.0	670.34
669.46	12.33	669.67	280+61.24	8.0	670.24
669.75	9.5	669.96	280+86.24	8.0	670.14
669.96	8.0	670.17	281+12.24	8.0	669.96

278.1 Sq. Yds. Extra Pave.

P.C. Sta. 277+47.77
260 R.
 $\Delta = 90^\circ 45'$
 $D = 28^\circ 57'$
 $R = 200.0'$
 $T = 202.63'$
 $L = 313.47'$

Detail plan of road at Sta. 279+50.4 showing location of the improvement. Short Sta. - B-21. Added Area of pavement 278.1 Sq. Yds. Borrow 218 Cu. Yds. of earth fill.

STATION	SURFACE FINISHED ELEVATION	GRADE
280	668.67	668.96
281	668.82	670.11
282	670.32	670.61
283	670.82	670.82
284	671.02	671.31
285	671.07	671.36
286	670.92	671.21
287	670.77	671.06
288	670.72	671.06
289	670.88	671.17
290	670.88	671.17
291	670.88	671.17
292	670.88	671.17
293	670.88	671.17
294	670.88	671.17
295	670.98	671.27
296	670.83	671.27
297	671.23	671.52
298	671.47	671.76
299	671.62	671.91
300	671.47	671.76
301	671.27	671.56
302	671.32	671.61
303	671.07	671.36
304	670.87	671.16
305	671.07	671.36
306	671.27	671.56
307	671.14	671.43
308	671.24	671.53
309	671.34	671.63
310	671.54	671.83
311	672.44	672.73

EXC. = 103 CU. YDS.
EMB. + 15% = 329 CU. YDS.
BORROW 226 CU. YDS.

EXC. = 122 CU. YDS.
EMB. + 15% = 226 CU. YDS.
BORROW 104 CU. YDS.

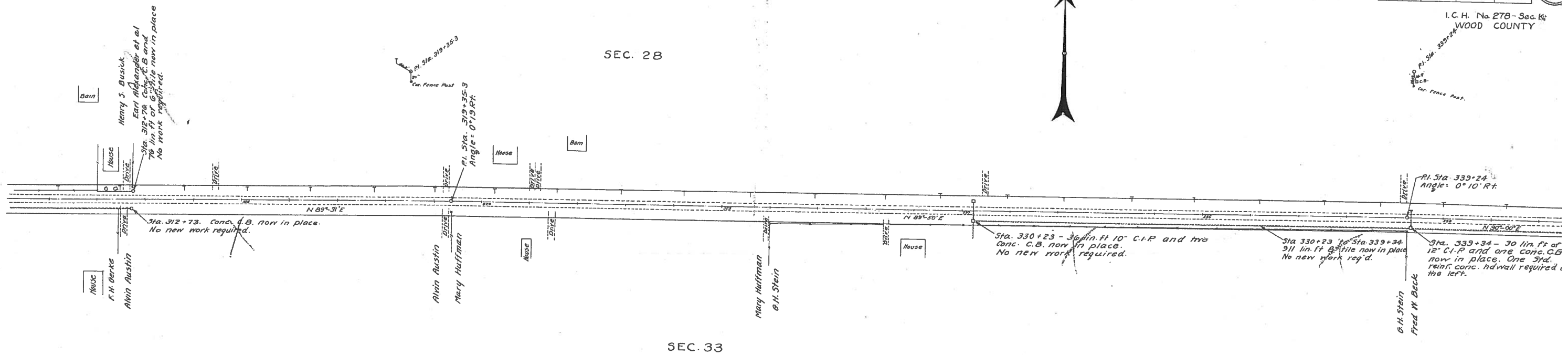
EXC. = 66 CU. YDS.
EMB. + 15% = 66 CU. YDS.

I.C.H. No 278 - Sec. 14
WOOD COUNTY



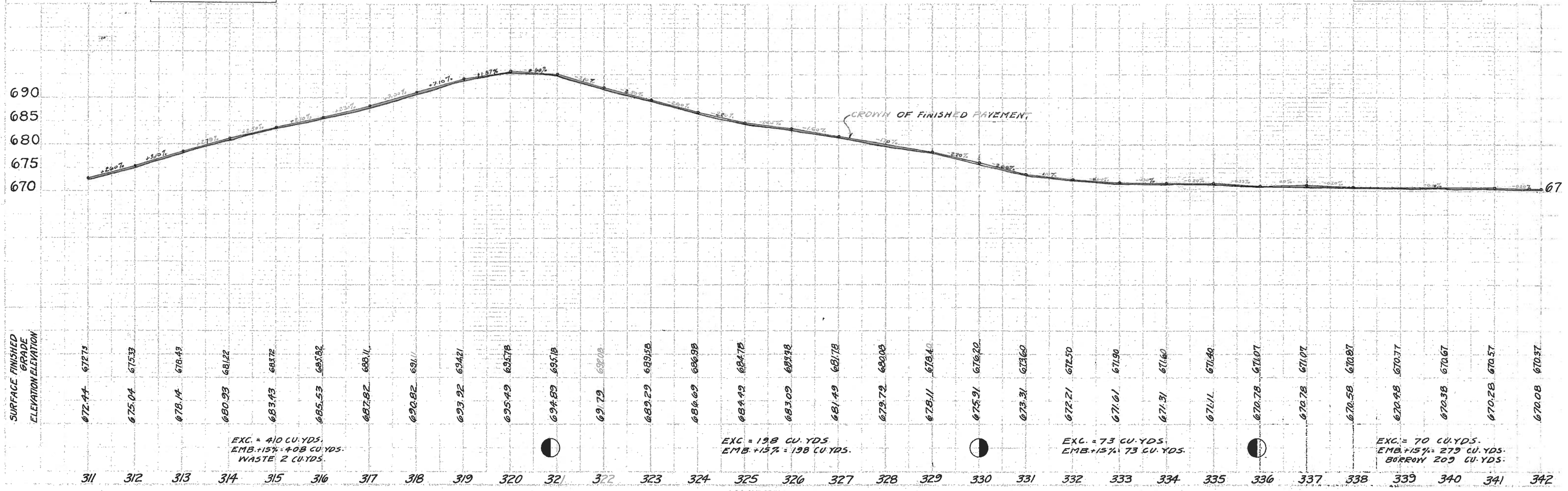
SEC. 28

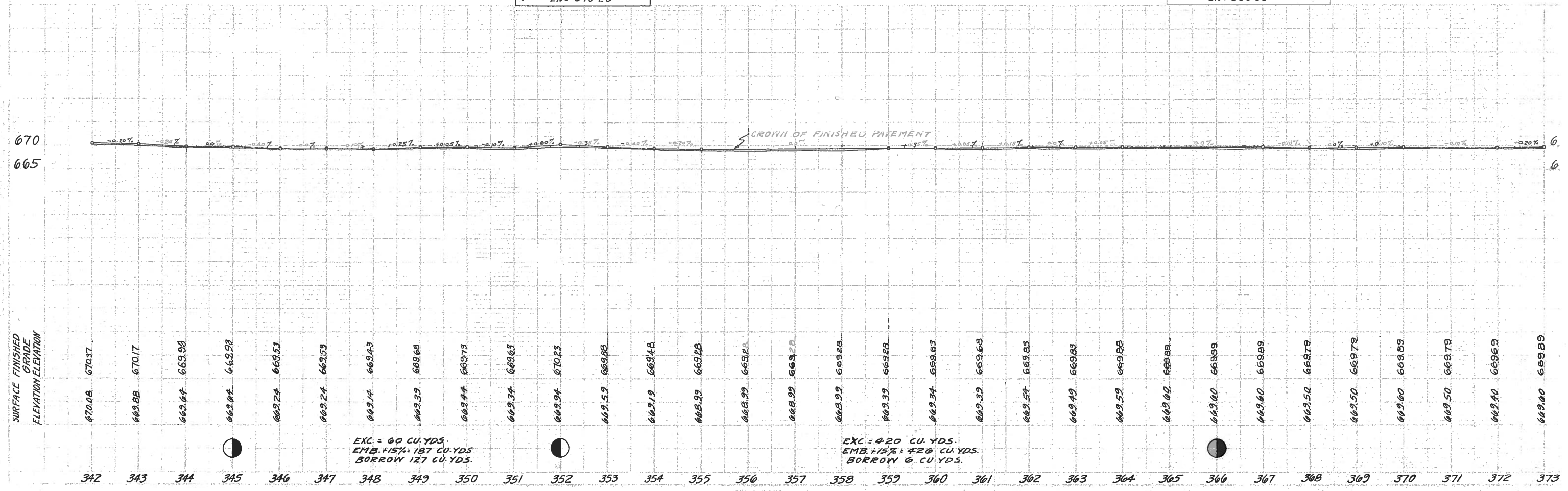
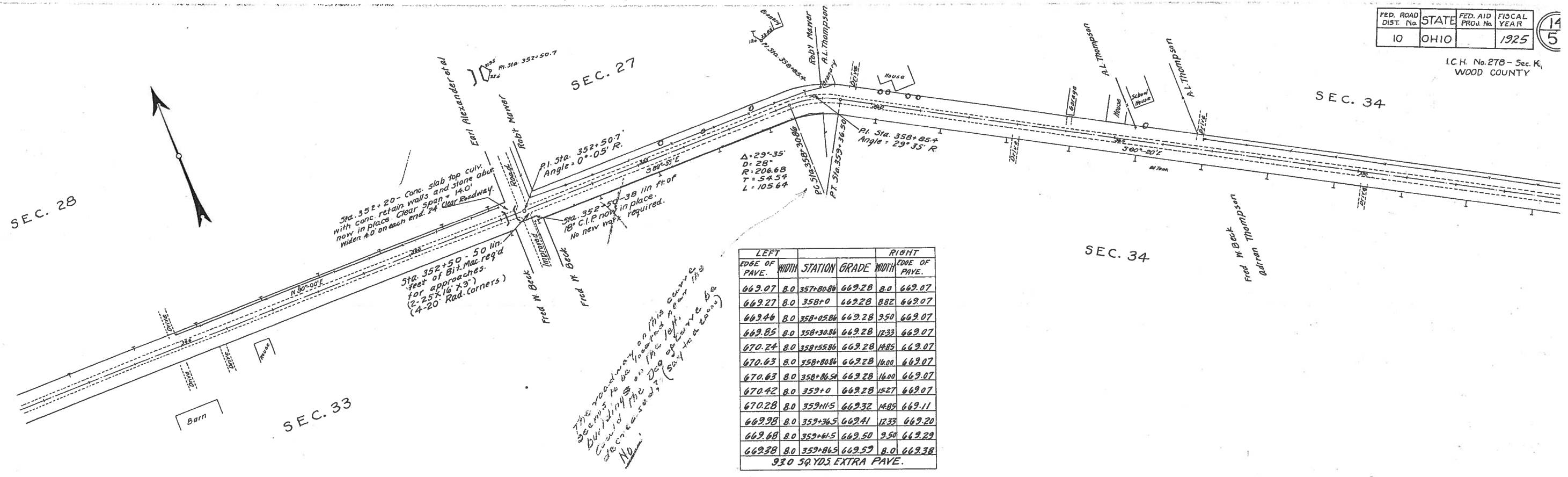
SEC. 33



B.M. Sta. 312+73
N.W. Cor. Conc. C.B. 50.
El. = 676.25

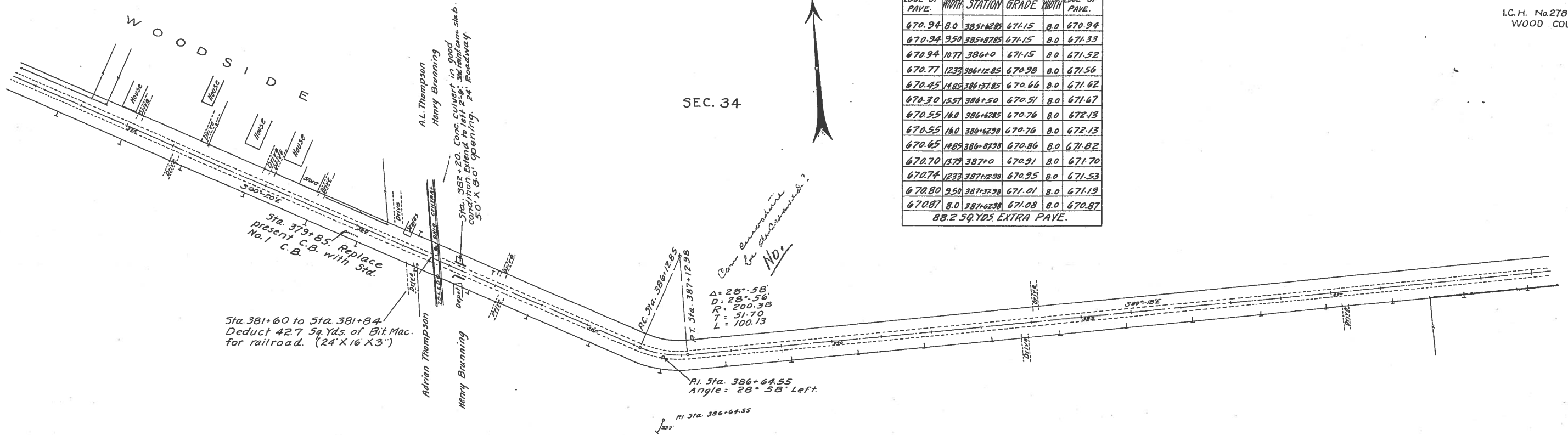
B.M. Sta 339+34
N.W. Cor. of C.B. 50.
El. = 669.40



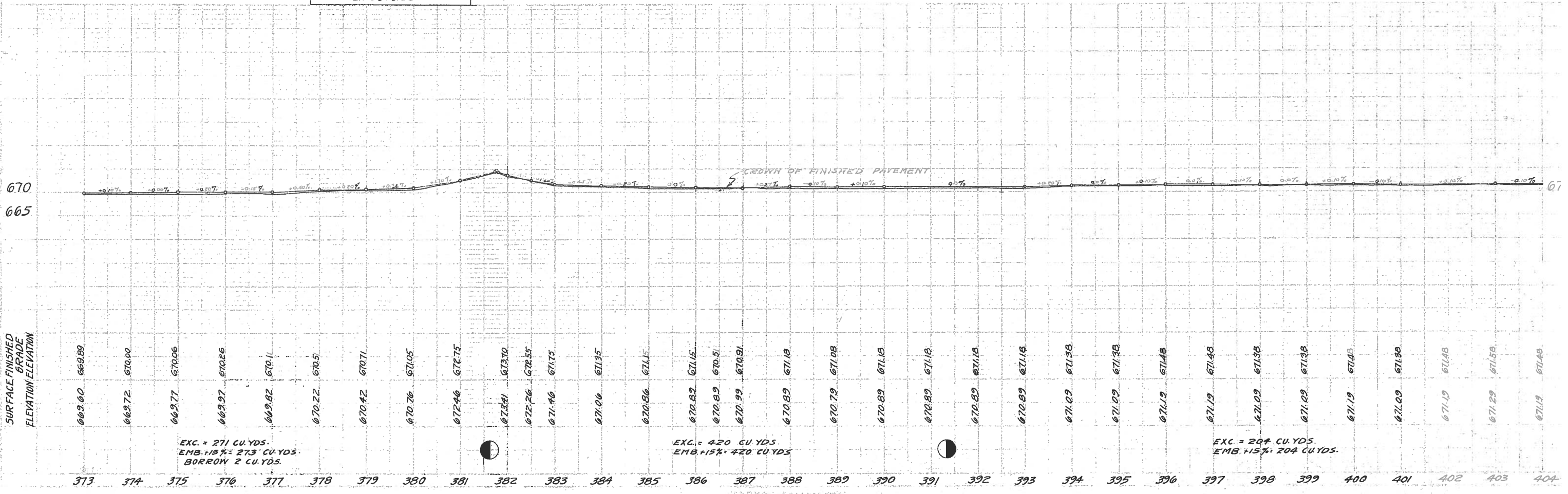


LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	RIGHT EDGE OF PAVE.
670.94	8.0	385+42.85	671.15	8.0 670.94
670.94	9.50	385+87.85	671.15	8.0 671.33
670.94	10.77	386+0	671.15	8.0 671.52
670.77	12.35	386+12.85	670.98	8.0 671.56
670.45	14.85	386+37.85	670.66	8.0 671.62
670.30	15.57	386+50	670.51	8.0 671.67
670.55	16.0	386+62.85	670.76	8.0 672.13
670.55	16.0	386+62.98	670.76	8.0 672.13
670.65	14.85	386+87.98	670.86	8.0 671.82
670.70	13.75	387+0	670.91	8.0 671.70
670.74	12.35	387+12.98	670.95	8.0 671.53
670.80	9.50	387+37.98	671.01	8.0 671.19
670.87	8.0	387+62.98	671.08	8.0 670.87

88.2 59 YDS EXTRA PAYE.



B.M. Sta. 379+0
S.E. Cor. Conc. Base of Gas Pump.
El. = 670.55



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR
10	OHIO		1925

L.C.H. No. 278 - Sec. K
WOOD COUNTY

SEC. 35

SEC. 34

LEFT EDGE OF PAVE.	WIDTH	STATION	GRADE	WIDTH	RIGHT EDGE OF PAVE.
671.45	8.0	406+91.52	671.66	8.0	671.45
671.89	8.0	406+56.52	671.71	9.5	671.50
672.33	8.0	406+81.52	671.76	12.33	671.55
672.78	8.0	407+06.52	671.82	14.85	671.61
673.30	8.0	407+81.52	671.95	16.0	671.74
673.39	8.0	407+50	672.04	16.0	671.83
673.52	8.0	407+75	672.17	16.0	671.96
673.64	8.0	408+0	672.29	16.0	672.08
673.92	8.0	408+25	672.57	16.0	672.36
674.19	8.0	408+50	672.84	16.0	672.63
674.47	8.0	408+75	673.12	16.0	672.91
674.74	8.0	409+0	673.39	16.0	673.18
674.77	8.0	409+25	673.42	16.0	673.21
674.78	8.0	409+31.04	673.43	16.0	673.22
674.41	8.0	409+62.04	673.45	14.85	673.24
674.05	8.0	409+87.04	673.48	12.33	673.27
673.67	8.0	410+12.04	673.49	9.5	673.28
673.28	8.0	410+37.04	673.49	8.0	673.28

271.0 SQ. YDS. EXTRA PAVE.

P.I. Sta. 408+77.2
Angle = 88° 45' Lt.

Sta. 408+77.2 50 lin. ft. of Bit. Mac. road for approaches.
(2 - 2 1/2' x 16' x 3')

P.I. Sta. 421+96.5
Angle = 0° 28' Lt.

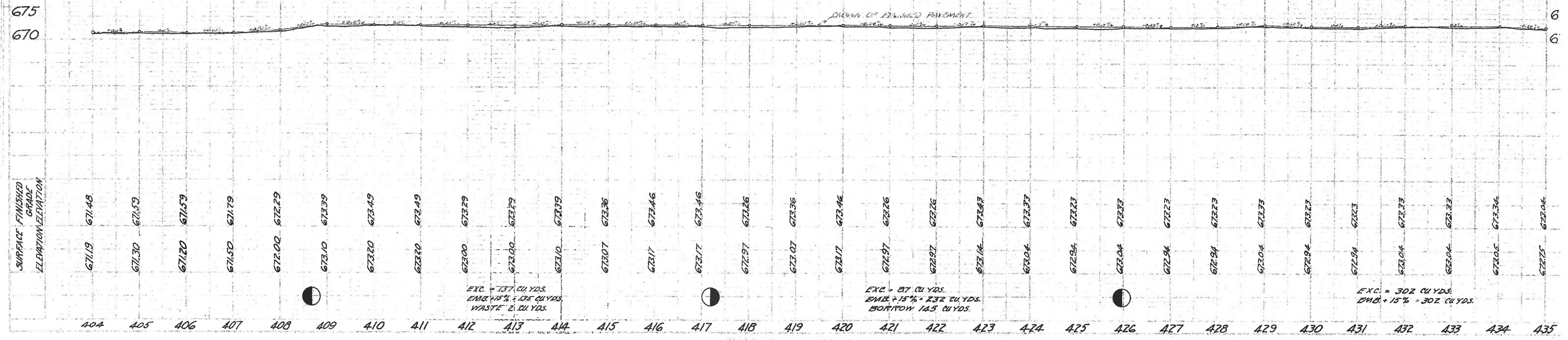
P.I. Sta. 434+83.8
Angle = 91° 30' Lt.

B.M. Sta. 408+97
Top of 16" C.I.P. E. end
Elev. = 667.57

B.M. Sta. 435+09
S.E. cor. S.E. wing of bridge
Elev. = 672.35

Δ = 88° 45'
D = 28° 57'
R = 200.0'
T = 195.68'
L = 305.52'

Detail plan of road at Sta. 408+77.2
Showing plan of improvement.
Added area of pavement = 271.0 Sq. Yds.
Short Sta. = 14.16
Borrow 335 Cu. Yds. of earth fill.



Old Rail Road
P.I. Sta. 408+77.2
P.O. 100 ft. from Sta. 408

Sta. 408+97 - 36 lin. ft. of 16" C.I.P. now in place. One Sta. 408+22 C.B. road and 28 lin. ft. of 12" x 15" S.P. entered in concrete. Stationing by Henry Brunning, J.C. Brunning.

J.C. Brunning

Henry Dierschelde

Henry Brunning
Chas. Dierschelde

P.I. Sta. 421+96.5
P.O. 100 ft. from Sta.

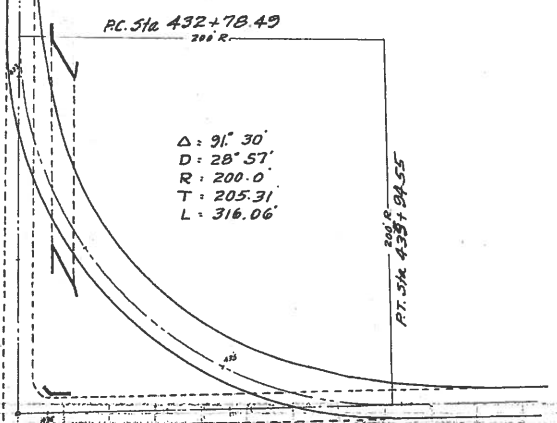
LEFT EDGE OF PAVEMENT	WIDTH	STATION	GRADE	RIGHT EDGE OF PAVEMENT	WIDTH
673.12	8.0	432+20.00	673.33	8.0	673.12
673.12	9.5	432+30.00	673.33	8.0	673.51
673.12	12.33	432+40.00	673.33	8.0	673.90
673.12	14.0	432+50.00	673.33	8.0	674.29
673.13	14.0	433+00.00	673.34	8.0	674.68
673.13	14.0	433+10.00	673.34	8.0	674.69
673.13	14.0	433+20.00	673.34	8.0	674.69
673.06	14.0	434+00.00	673.27	8.0	674.62
672.98	14.0	434+50.00	673.19	8.0	674.54
672.90	14.0	435+00.00	673.11	8.0	674.46
672.83	14.0	435+50.00	673.04	8.0	674.39
672.76	14.0	436+00.00	672.97	8.0	674.34
672.75	14.0	436+10.00	672.96	8.0	674.31
672.70	14.0	436+20.00	672.91	8.0	674.27
672.65	14.0	436+30.00	672.86	8.0	674.23
672.59	14.0	436+40.00	672.80	8.0	674.19
672.54	14.0	436+50.00	672.75	8.0	674.15

280.4 SQ. YDS EXTRA PAV.

SEC. 35

Sta 434+83.8 - 50 lin. ft of bit. req. for approaches (2-25' x 16' x 3')

512.335+86.44.4 sq. yds of water bound macadam 8" thick compacted measurement in two courses req'd to connect edge of curve to present approach.



SEC. 35

LEFT EDGE OF PAVEMENT	WIDTH	STATION	GRADE	RIGHT EDGE OF PAVEMENT	WIDTH
672.74	8.0	460+30.00	672.95	8.0	672.74
673.17	8.0	460+55.00	672.95	9.50	672.74
673.53	8.0	460+80.00	672.95	11.93	672.74
673.83	8.0	461+00.00	672.95	14.38	672.74
673.92	8.0	461+05.98	672.95	14.85	672.74
673.92	8.0	461+18.86	672.95	14.85	672.74
673.83	8.0	461+25	672.95	14.38	672.74
673.53	8.0	461+43.86	672.95	11.93	672.74
673.17	8.0	461+68.86	672.95	9.50	672.74
672.74	8.0	461+93.86	672.95	8.0	672.74

612 SQ. YDS EXTRA PAVEMENT

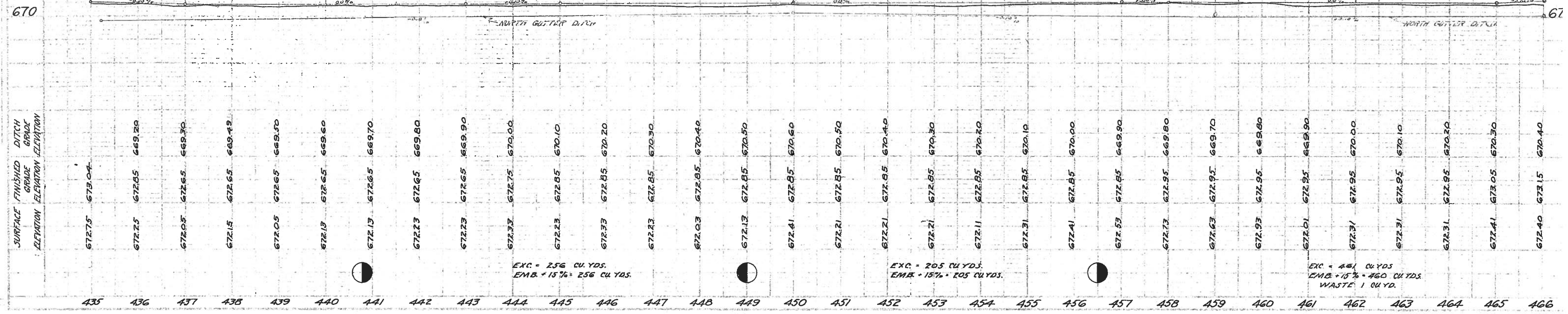
Δ = 28° 56'
D = 46°
R = 127.97
T = 53.02
L = 62.89

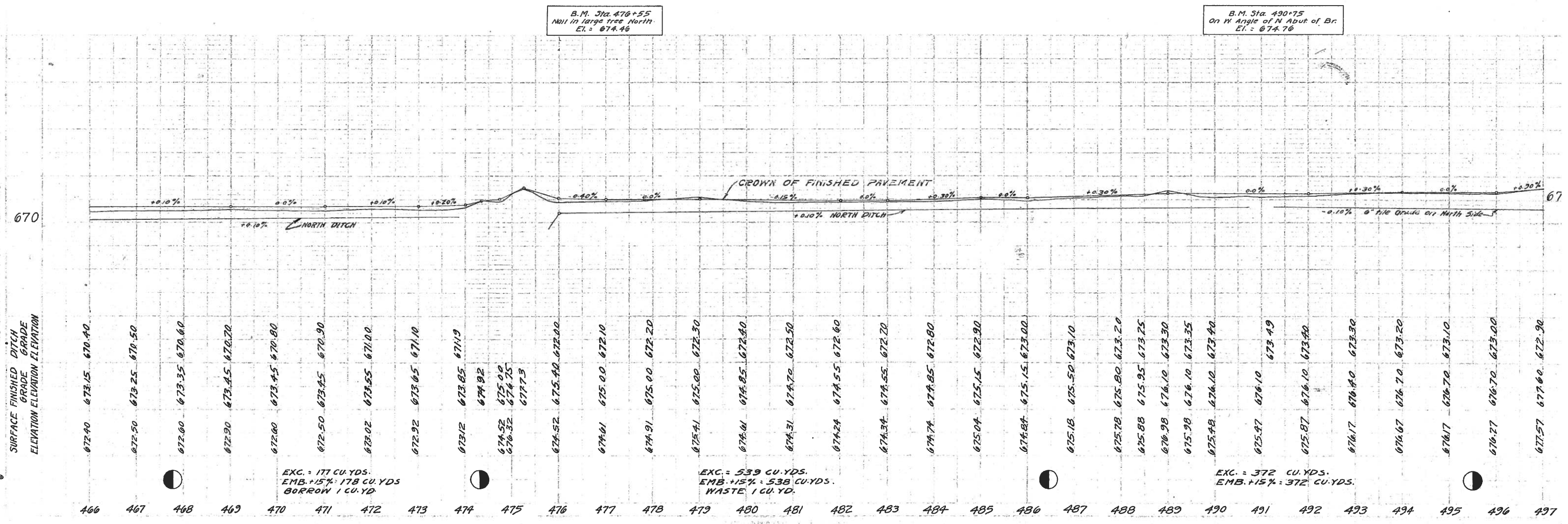
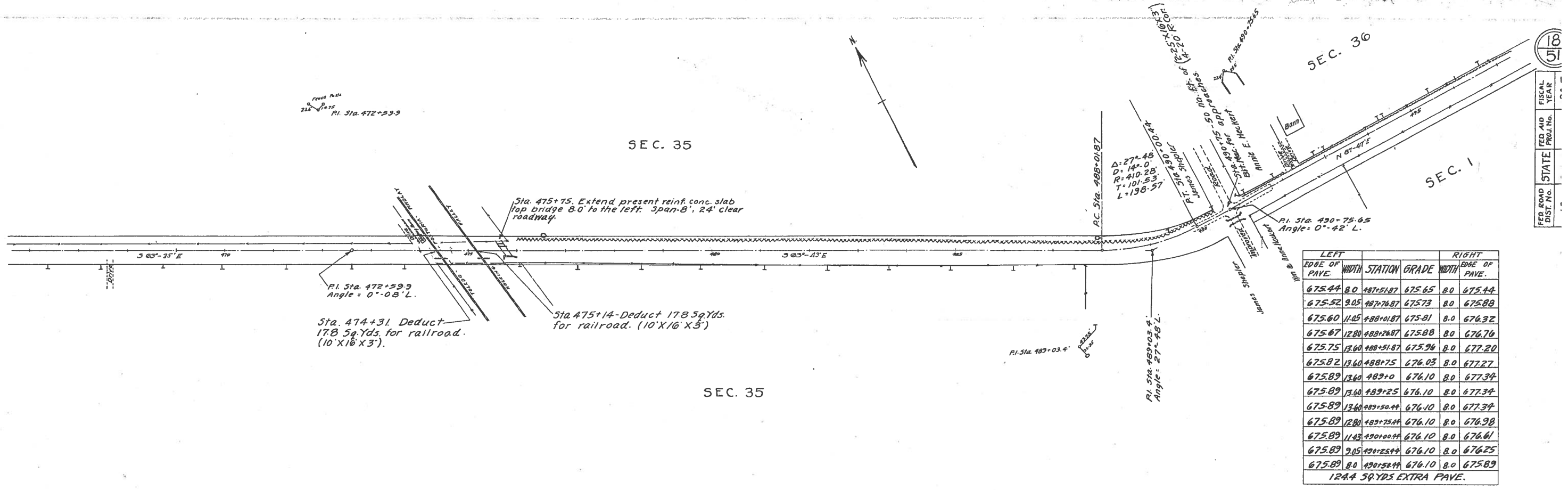
Can it be decreased?
No.

B.M. STA 440+0
Nail in Tel. pole North
Elev = 672.31

B.M. STA 461+25
Nail in Anchor Post S.
Elev = 671.87

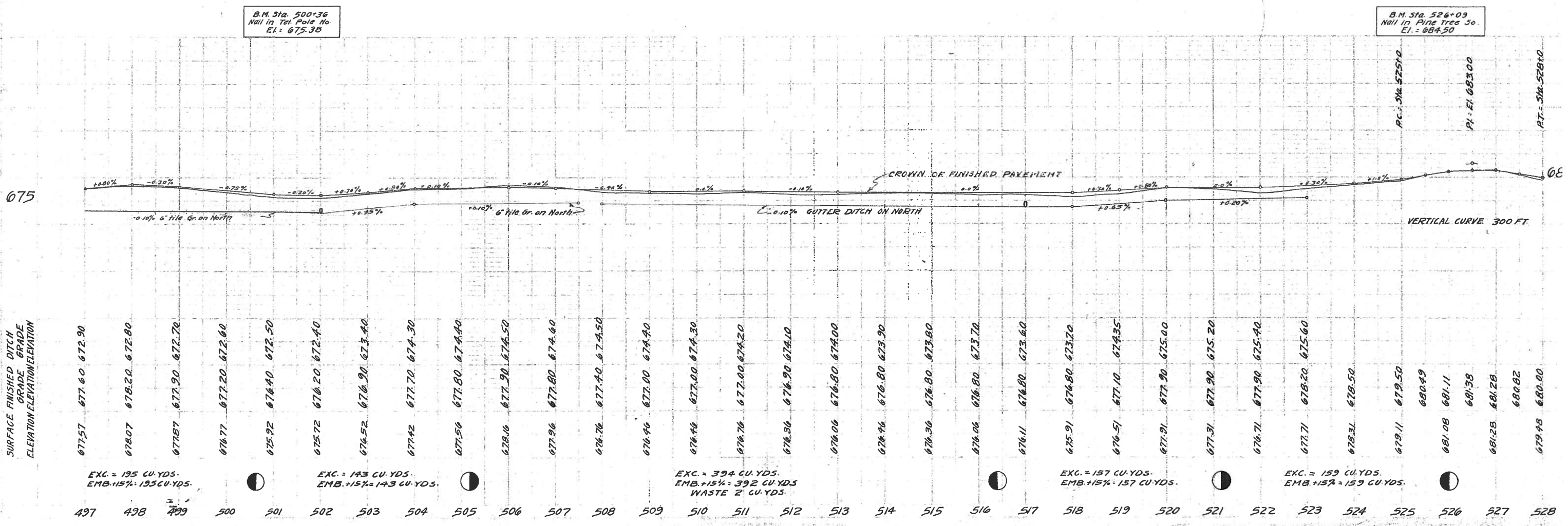
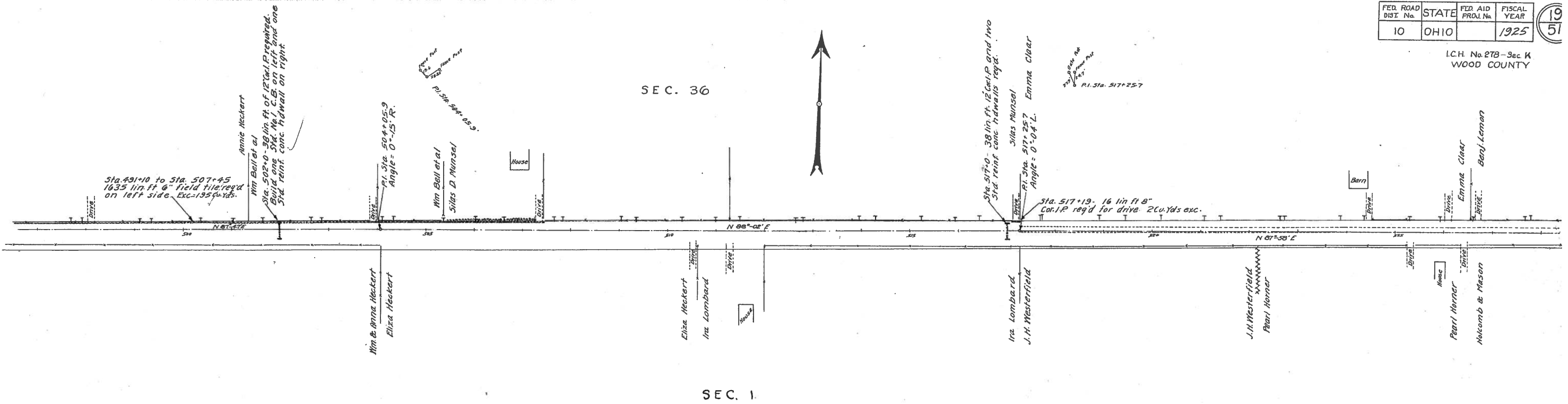
Detail plan of road at Sta. 434+83.8 showing location of plan of improvement. Short Sta. 544.
Added area of pavement = 280.4 sq. yds.
Borrow 440 cu. yds of earth fill.
Build 5th slab road with conc. structure
112' clear roadway.





SEC. 36

SEC. 1



B.M. Sta. 500+36
Nail in Tel. Pole No.
El. = 675.38

B.M. Sta. 526+03
Nail in Pine Tree 50.
El. = 684.50

