

8005

# STATE OF OHIO DEPARTMENT OF HIGHWAYS W00-18-(11.58-12.63) HENRY TOWNSHIP WOOD COUNTY VILLAGE OF NORTH BALTIMORE

FED. RD. DIVISION	STATE	PROJECT	1 27
2	OHIO	STATE	

W00-18-(11.58-12.63)

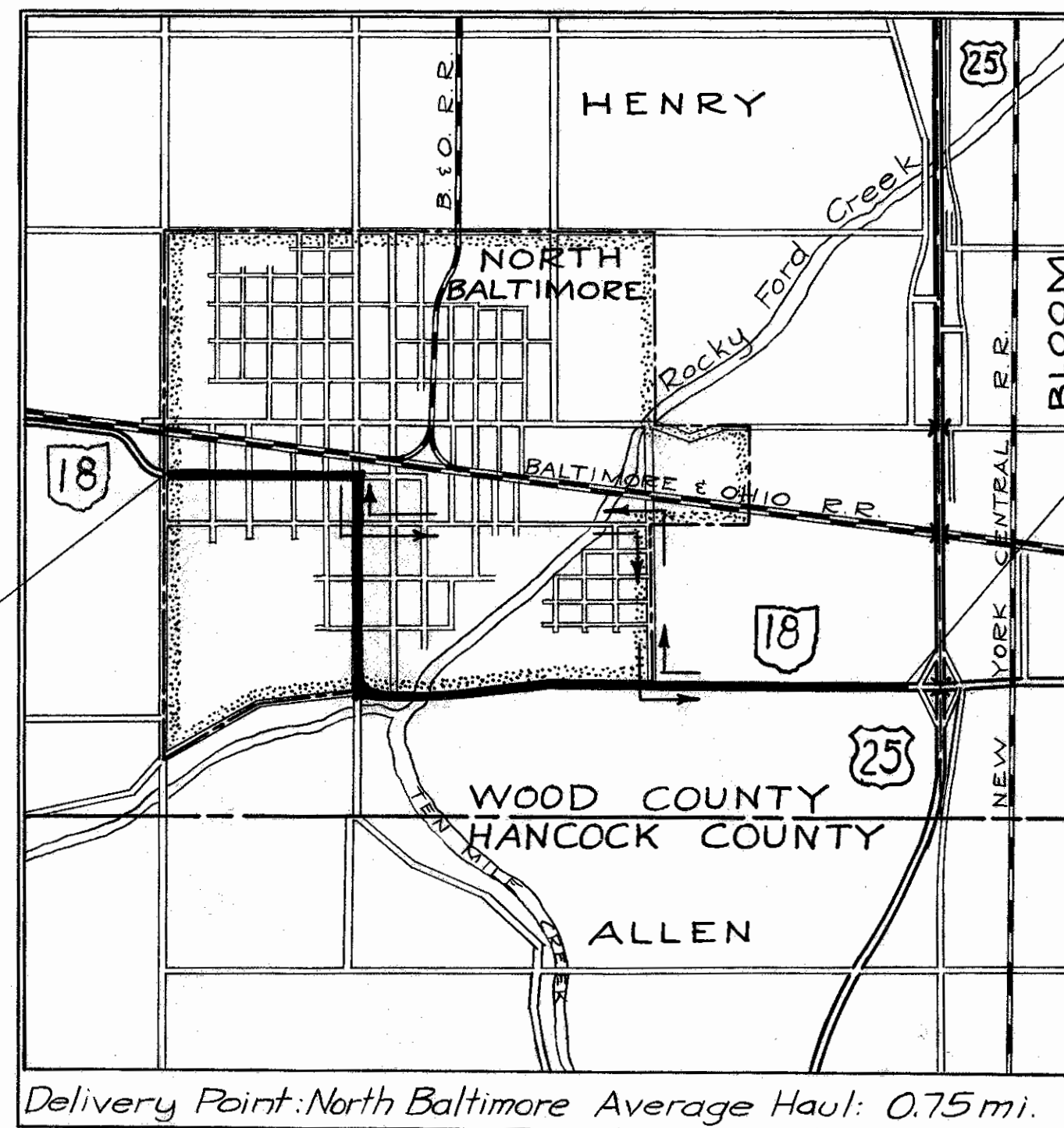
DEC 16 1963  
GROUND PHOTOLAB

### CONVENTIONAL SIGNS

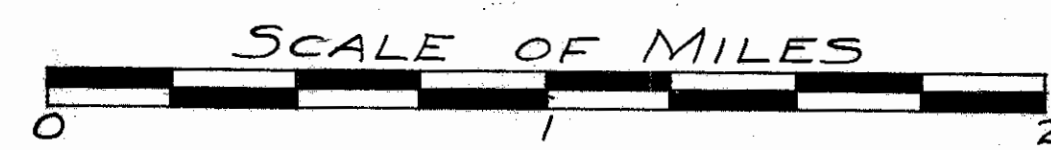
County Line	-----
Township Line	-----
Section Line	-----
Center Line	-----
Corporation Line	-----
Fence Line	-----
Guard Rail: Existing	-----
Proposed	-----
Railroad	-----
Poles: Power	⊙ ⊙ ⊙ ⊙ ⊙
Telephone	⊙ ⊙ ⊙ ⊙ ⊙
Trees or Stumps	⊗ ⊗ ⊗ ⊗ ⊗
To be removed	⊗ ⊗ ⊗ ⊗ ⊗
Sewers: Existing	-----
Proposed	-----

### INDEX OF SHEETS

Title Sheet	1
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General Notes	4
General Summary	4
Calculations	5-6
Sub-Summaries	6-7
Plan and Profile Sheets	8-17
Cross Sections	18-27



LOCATION MAP



Portion to be improved: [thick line]  
State roads: [double line]  
Other roads or streets: [single line]  
Detour: [dashed line]

### SCALE

Plan: 1" = 50'  
Profile: Horizontal: 1" = 50'  
Vertical: 1" = 5'  
Cross Sections: 1" = 5'

### LINE DATA

Description	Municipal	Half Municipal Half Rural	Rural	Total Lin. Ft.
Begin Work & Project	611+80			571499
End Municipal	668+94.99			
Station Equation: 668+94.99 Back = 669+83.54 Ahead				
Begin Half Mun.-Half Rural		669+83.54		
Station Equation: 690+36.24 Back = 690+37.06 Ahead				
End Half Mun.-Half Rural		707+39.12		3754.76
Begin Rural			707+39.12	
End Work & Project			739+11.8	3172.68
Gross Length - Net Length	5714.99	3754.76	3172.68	12642.43
Miles	1.082	0.711	0.600	2.394

### STANDARD DRAWINGS

DR-1	1-3-55	I-12	7-1-54	I-15 No.1	11-15-60	SUPPLEMENTAL SPECIFICATIONS
G-707	6-1-56	I-15 No.2A	8-17-60			
HW-E	11-15-60	L-1	4-1-50			
I-1	11-15-60	L-3	4-1-50			
I-8CB.1.2A & B	1-26-59	RI-1	7-15-58			
I-8CB.2.2A & B	3-2-59	T-35	1-2-56			
I-8CB.No.6	1-26-59	L-3-A	4-1-50			

1961 SPECIFICATIONS  
The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will require the part time closing of the highway to traffic, as noted on Sheet No. 4, during which time detours will be provided as shown hereon. Provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved: Frank W. Padaw Jr.  
Date: 4-26-61 Mayor, Village of North Baltimore.

Approved: G.H. Fisher  
Date: 4-26-61 Division Deputy Director.

Approved: W.A. Sherman  
Date: 5-16-61 Engineer of Bridges.

Approved: W. L. ...  
Date: 5-24-61 Engineer of Location & Design.

Approved: C.W. McCaughey  
Date: 5-24-61 Deputy Director of Design & Construction.

Approved: Wm. J. ...  
Date: 5-17-61 Deputy Director of Right of Way.

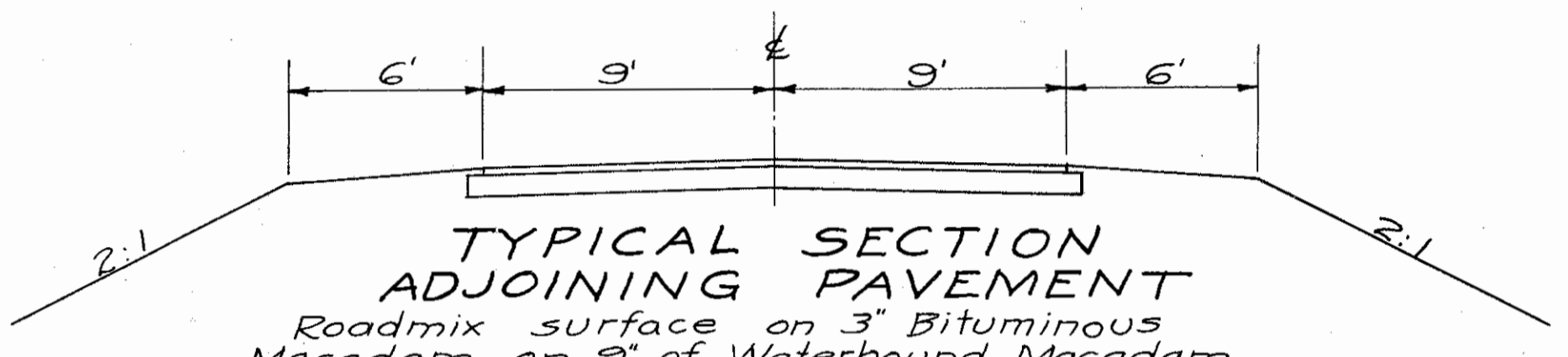
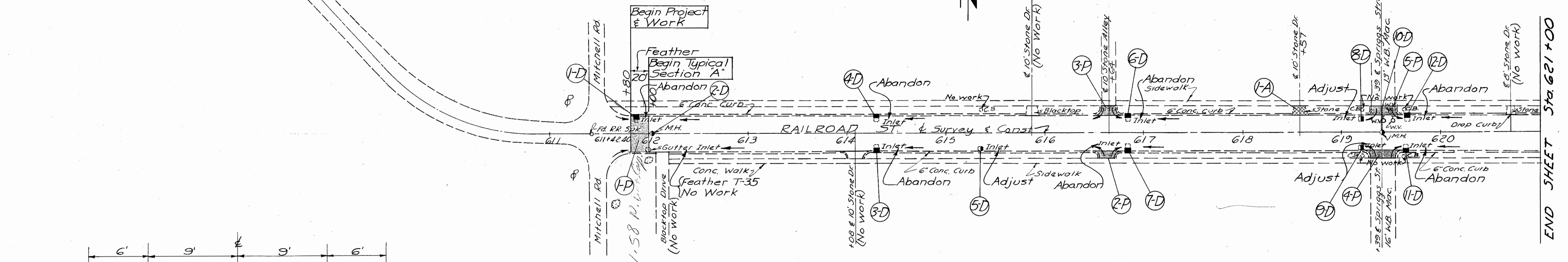
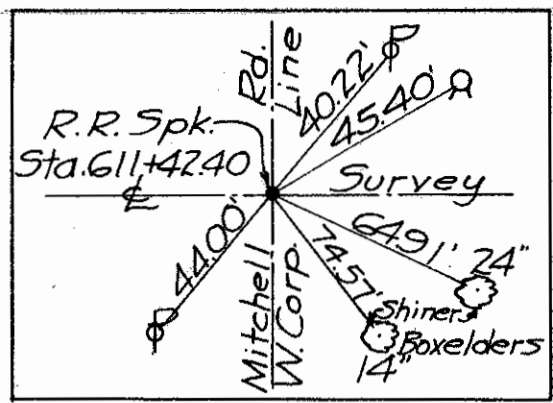
Approved: Ernest Yeager  
Date: 6-3-61 Deputy Director of Planning & Programming.

Approved: Pat Berry  
Date: 6-5-61 First Assistant Director.

Approved: E.S. Preston  
Date: 6-5-61 Director of Highways.

File No.	WOOD COUNTY	W00-18-(11.58-12.63)
Date of Letting		
Contract No.		

DEC 16 1963  
GROUND PHOTOLAB

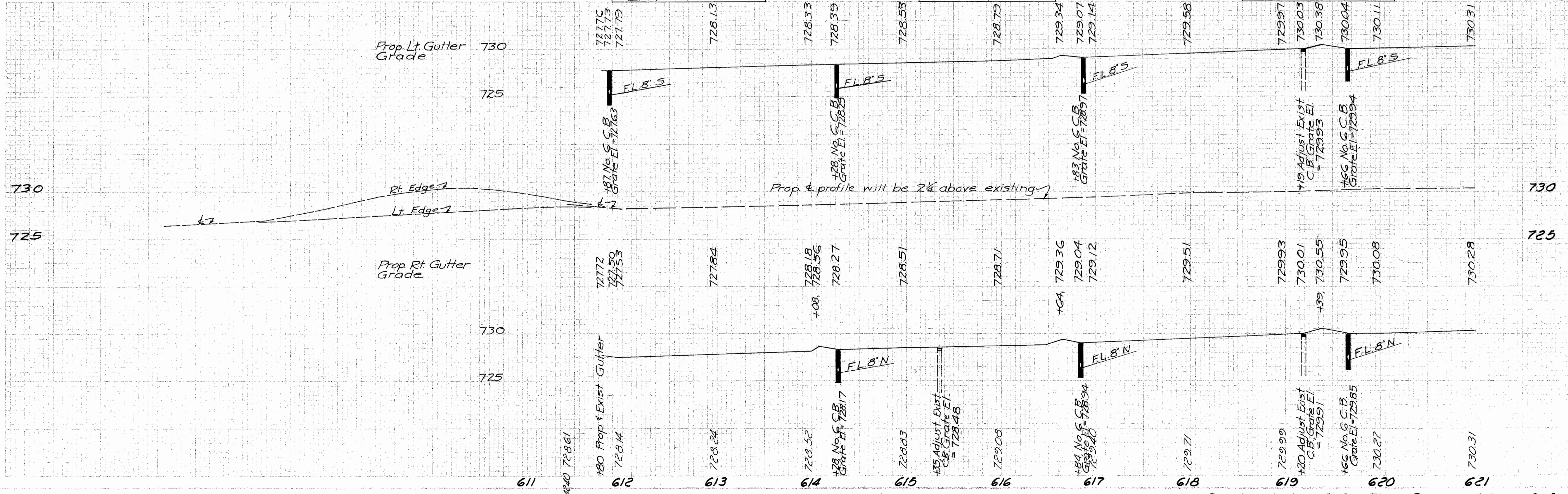


**TYPICAL SECTION ADJOINING PAVEMENT**  
 Roadmix surface on 3" Bituminous Macadam on 9" of Waterbound Macadam. Normal width of 18' and crown of 0.15' vary to a max. width of 23.83' (all widening on inside) and max. difference of 2.43' in elevation of edges on curves.

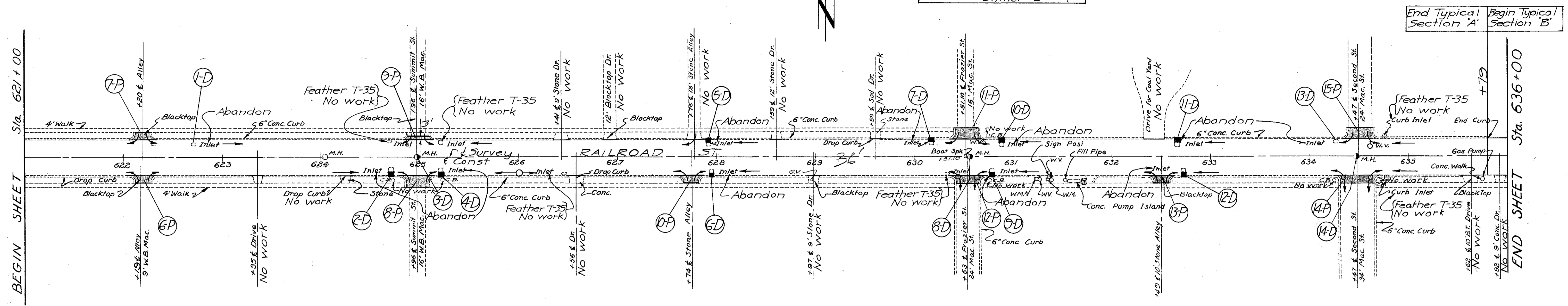
B.M. No. 1, Cor 1st step House Rt Sta. 613+82 Elev. = 729.86

B.M. No. 2, Top curb Lt. Sta. 616+00 Elev. = 729.20

B.M. No. 3, x' N.W. Cor. Crosswalk Lt. Sta. 619+350 Elev. = 730.75



STA. 611+00 To STA. 621+00

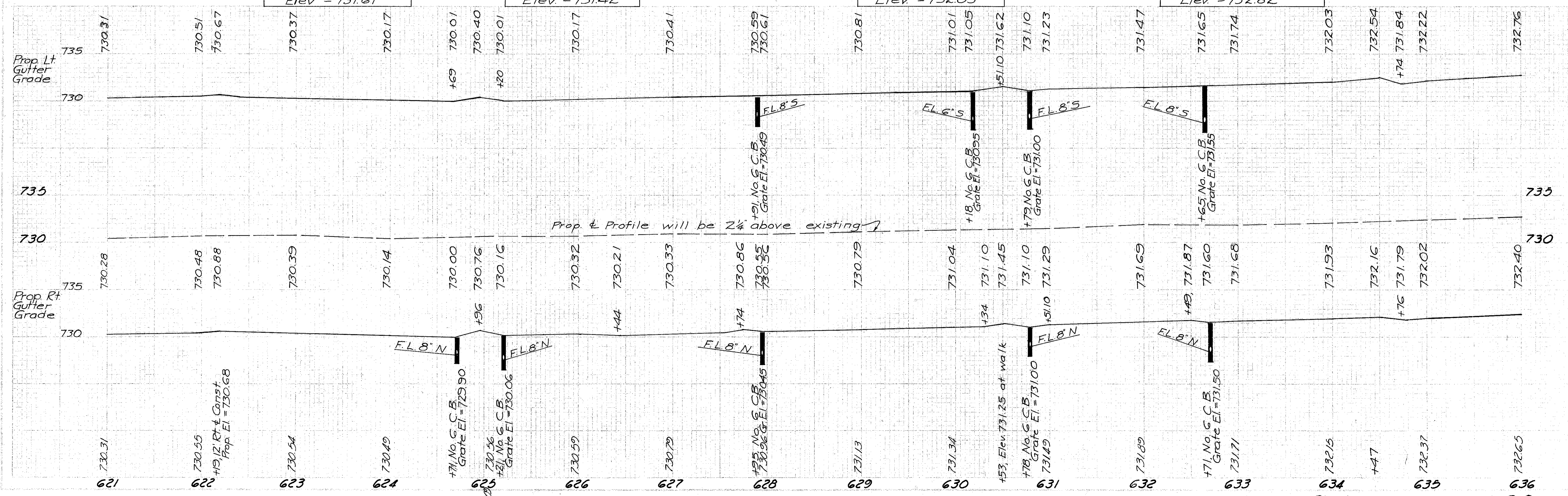


B.M. No. 4, 1st step  
House No. 401, Rt. Sta. 624+49  
Elev. = 731.61

B.M. No. 5, 1st step  
House Lt. Sta. 626+14  
Elev. = 731.42

B.M. No. 6, 1st step  
House Rt. Sta. 630+01  
Elev. = 732.03

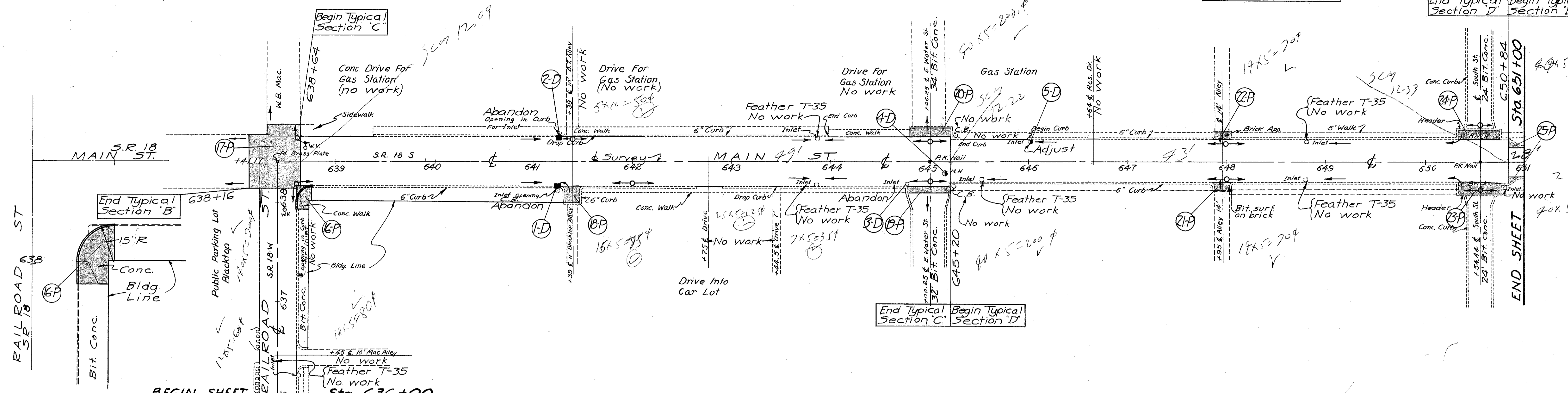
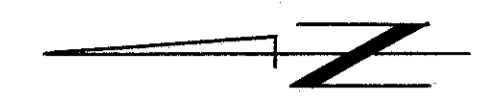
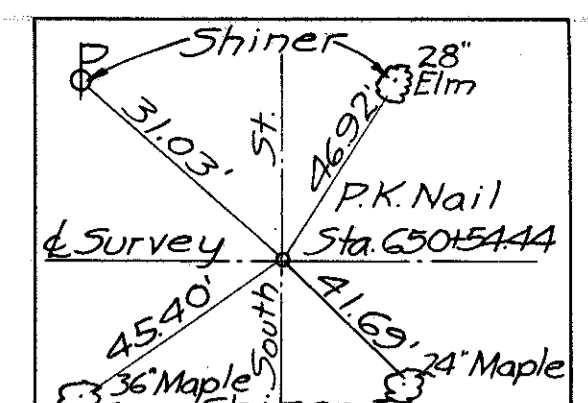
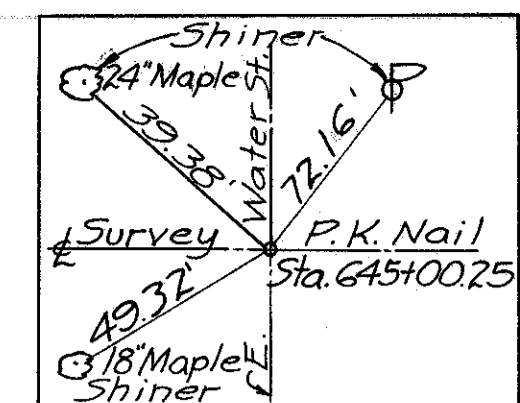
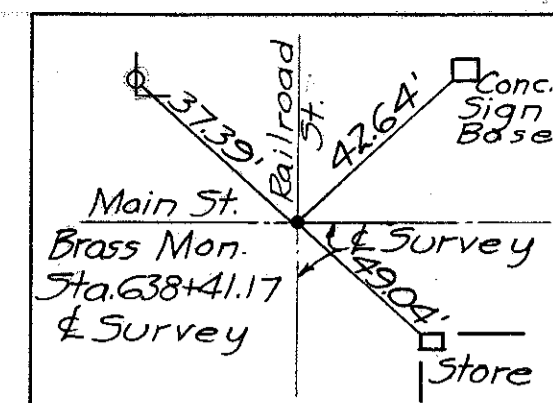
B.M. No. 7, 1st step  
House No. 207, Rt. Sta. 633+27  
Elev. = 732.82



Sta. 621+00 to Sta. 636+00

NO. TO DISTRICT	DATE	BY
2	DMC	

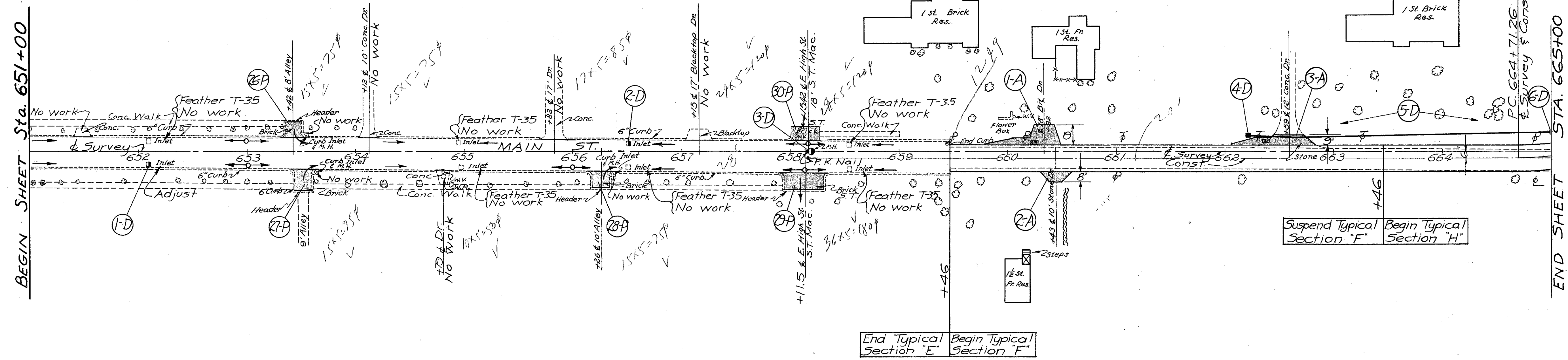
Woo.-18 (11.58-12.63)



Sta.	Prop. Lt. Gutter Grade	Prop. Rt. Gutter Grade	Notes
636	732.76	732.40	
637	732.96	732.60	
638	733.28 733.29	733.04 733.10	
639	732.96 732.85	732.88 732.71	
640	732.53	732.51	
641	732.13 732.03 732.61	732.21 732.41	FLG'SW +25 No. 6 CB Grate El = 731.93 +24 No. 5 CB Grate El = 732.04
642	732.50	732.44	
643	732.06	732.04	
644	731.83 731.86	731.80 731.84	
645	732.08 732.51	732.11 732.39	
646	732.11 732.02	732.11 731.73	+01 Adjust East Inlet Grate El = 731.77
647	731.87	732.00	
648	732.05	732.19 732.20	
649	732.18	732.10 732.15	
650	731.97 732.03	732.28	
651	732.22 732.52 732.80	732.28 732.55 732.74	

STA. 636+00 TO STA. 651+00

Woo. 18-(11.58-12.63)

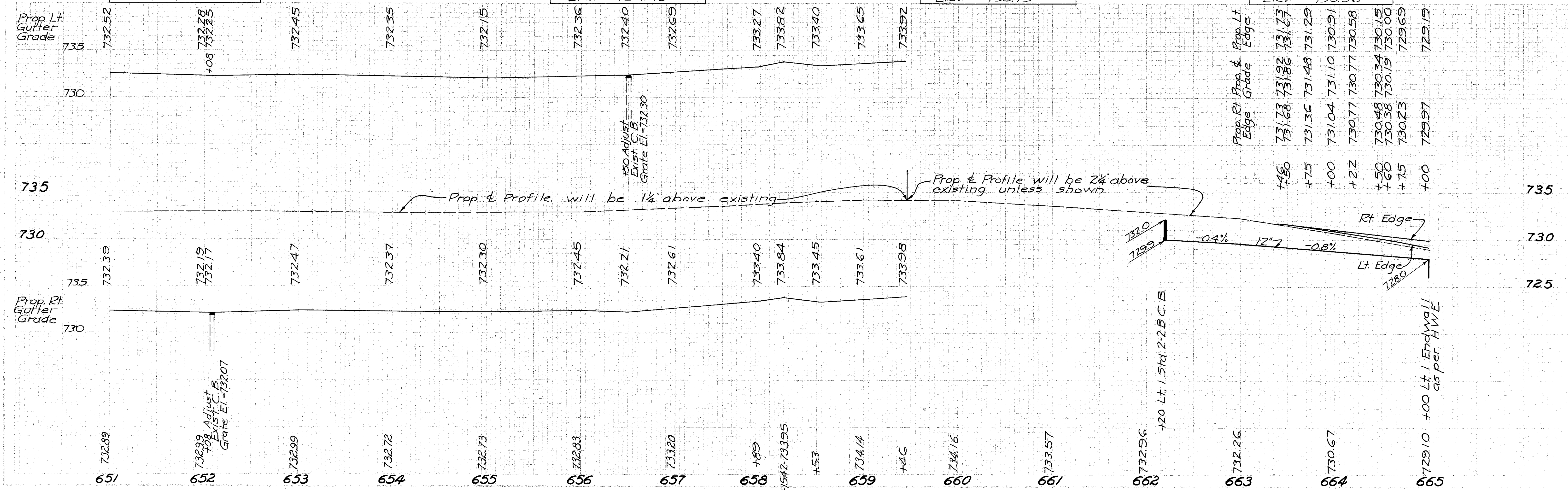


B.M. No. 11, N.E. Cor 1st step  
House No. 306, Rt Sta. 651+82  
Elev. = 733.94

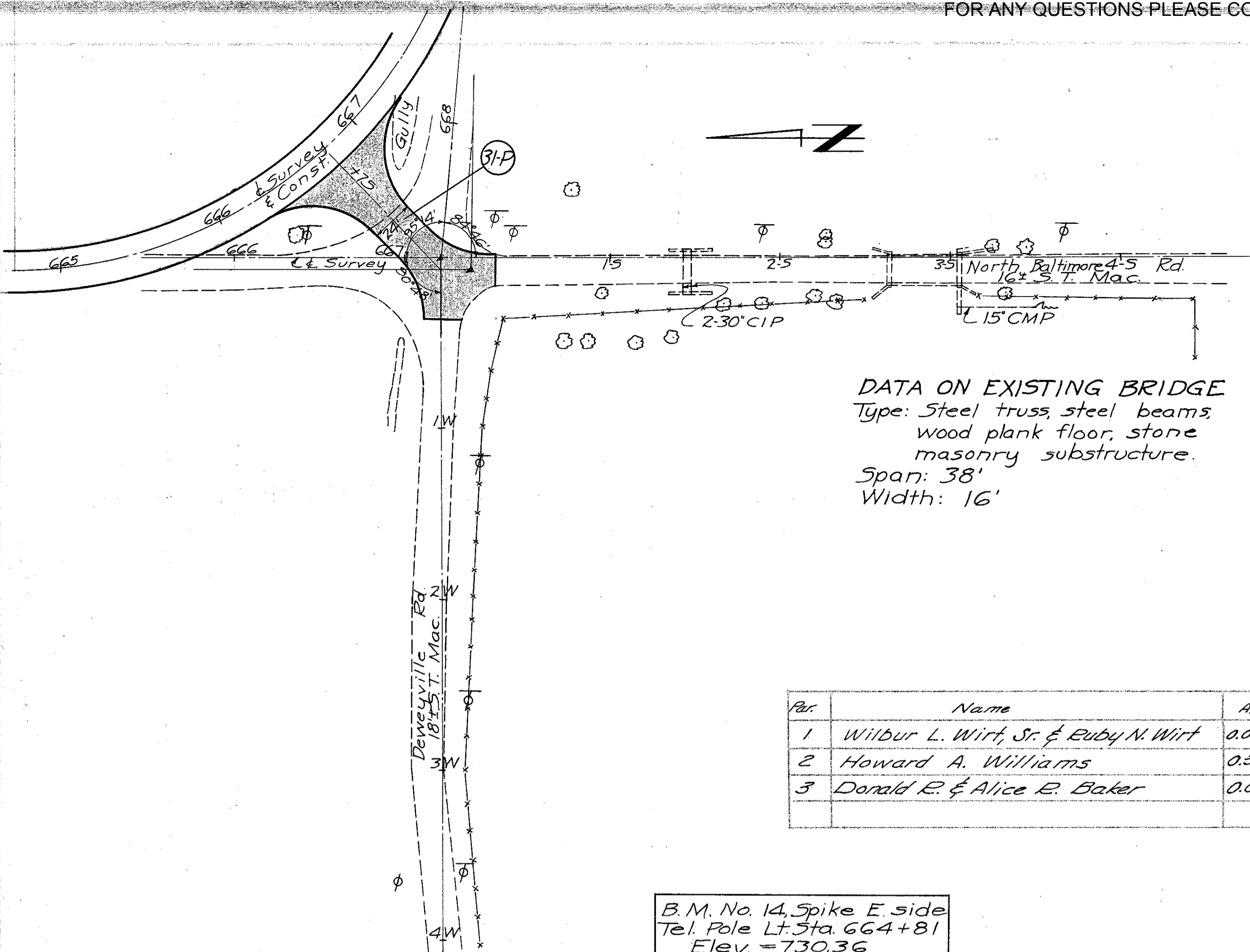
B.M. No. 12, N.E. Cor 1st step  
House No. 374, Rt Sta. 656+50  
Elev. = 734.48

B.M. No. 13, Spike Tel. Pole  
Lt. Sta. 660+15  
Elev. = 735.73

B.M. No. 14, Spike E. side  
Tel. Pole, Lt. Sta. 664+81  
Elev. = 730.36



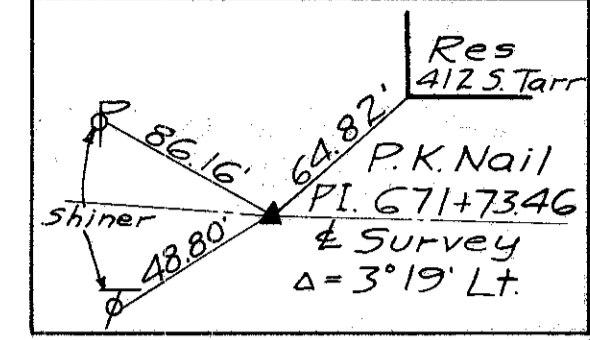
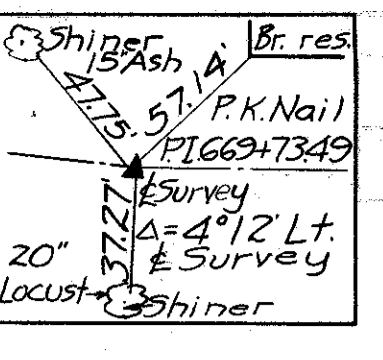
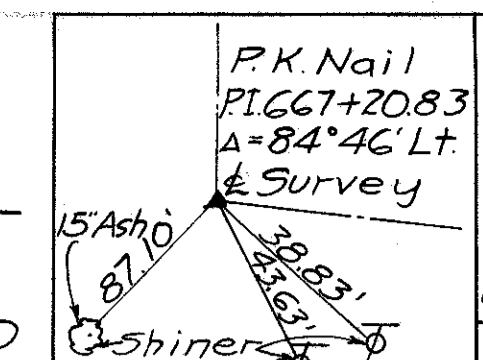
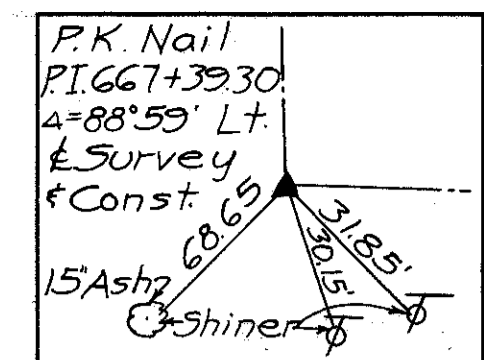
STA. 651+00 TO STA. 665+00



**DATA ON EXISTING BRIDGE**  
 Type: Steel truss, steel beams,  
 wood plank floor, stone  
 masonry substructure.  
 Span: 38'  
 Width: 16'

Par.	Name	Area
1	Wilbur L. Wirt, Sr. & Ruby N. Wirt	0.011 Ac.
2	Howard A. Williams	0.316 "
3	Donald R. & Alice E. Baker	0.015 "

B.M. No. 14, Spike E. side  
 Tel. Pole Lt. Sta. 664+81  
 Elev. = 730.36



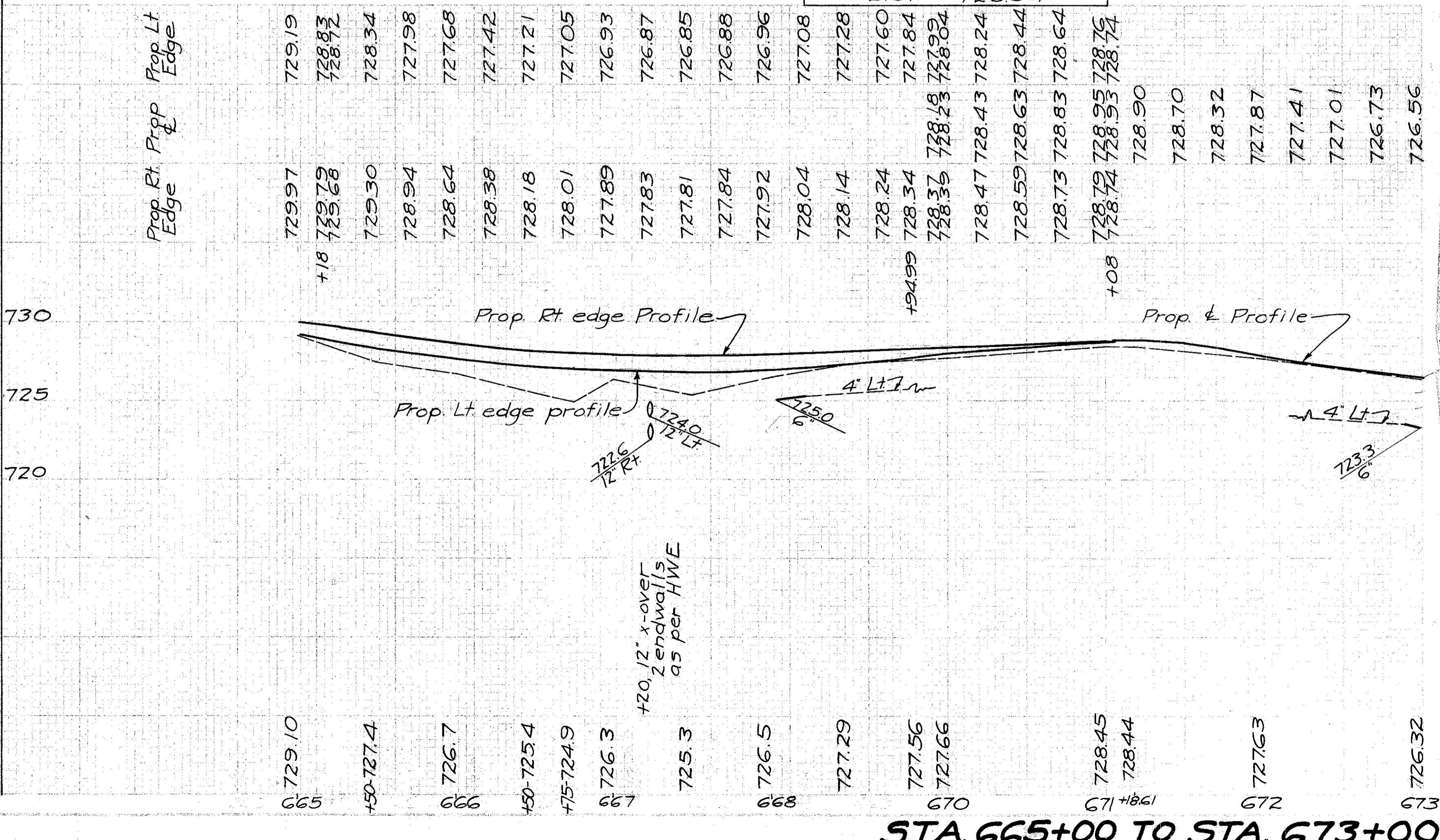
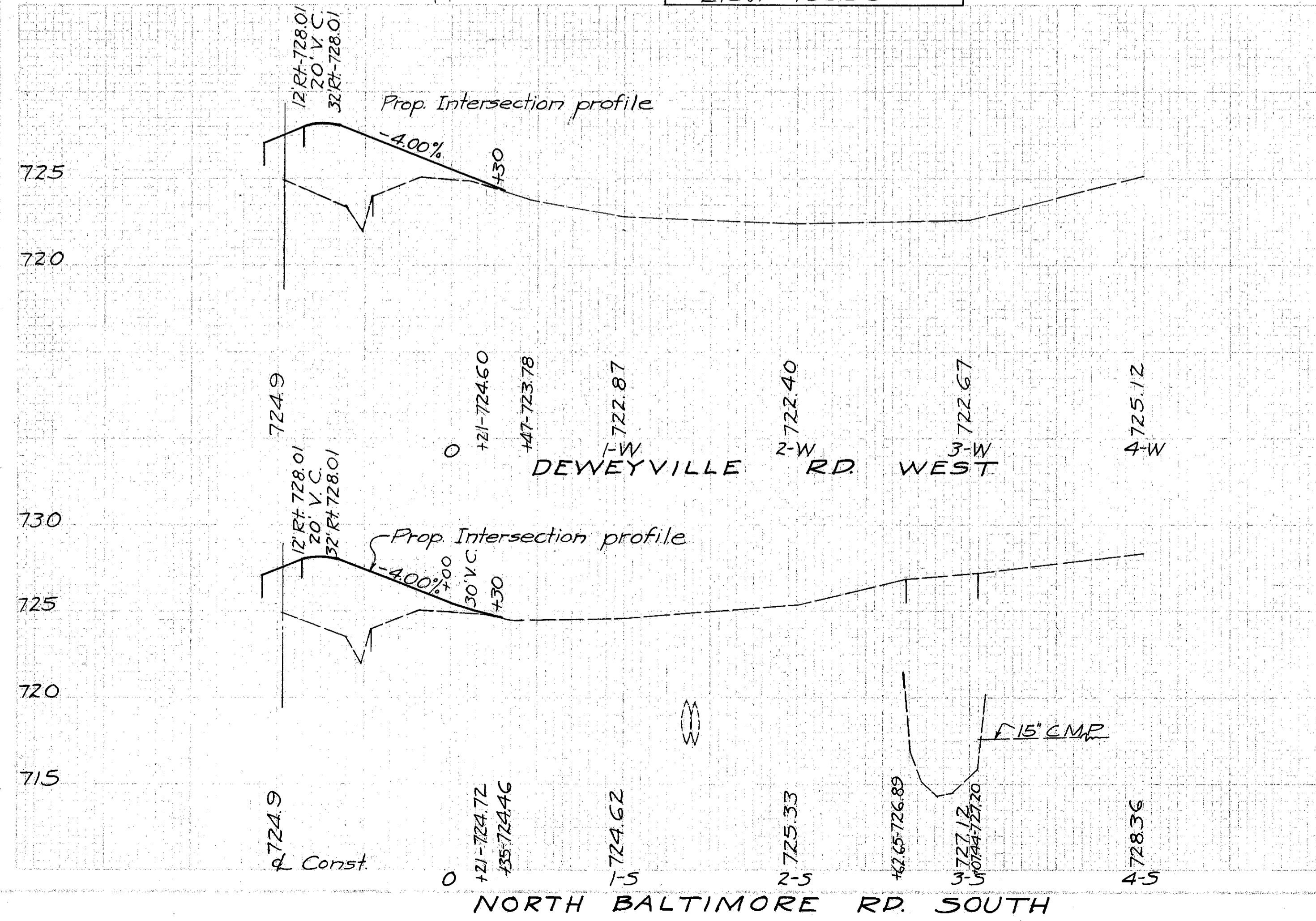
**BEGIN SHEET STA. 665+00**

Suspend Typical Section H'  
 Begin Typical Section I'

Note: - Removal of Existing Pavement shown thus included in E-1, Excavation Item for payment.

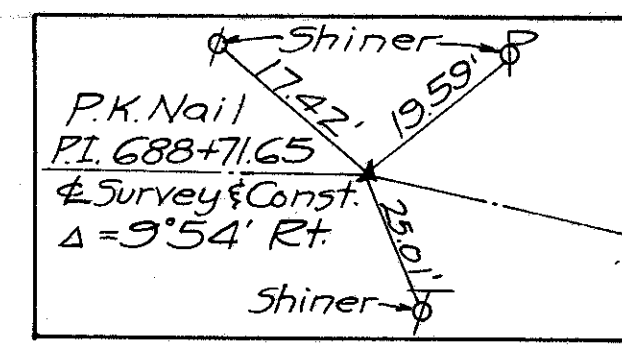
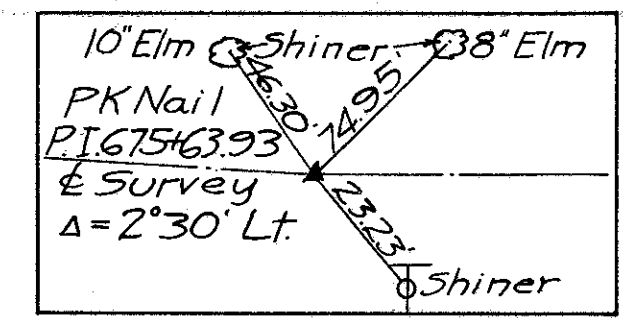
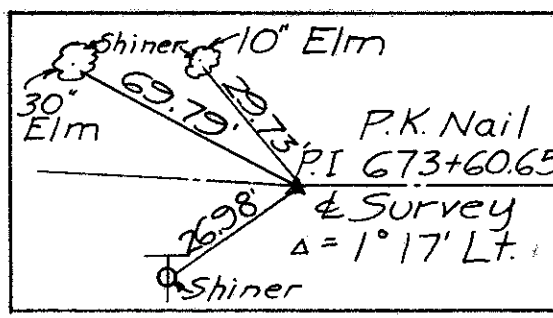
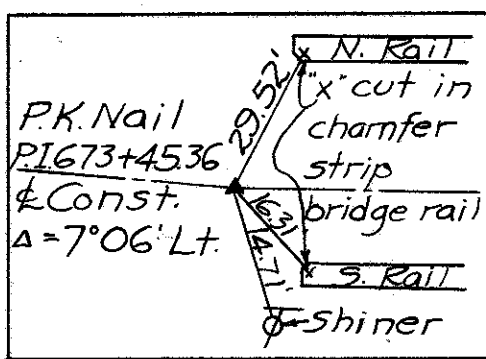
**PROP CURVE DATA**  
 P.I. Sta. 667+39.30  
 $\Delta = 88^{\circ}59'$  Lt.  
 $D = 21^{\circ}00'$   
 $T = 268.04'$   
 $E = 109.68$   
 $Lc = 423.73$   
 $R = 272.84$

B.M. No. 15, NW Cor. SW Br. Abut.  
 13.5' Rt. Sta. 673+60.6  
 Elev. = 726.94



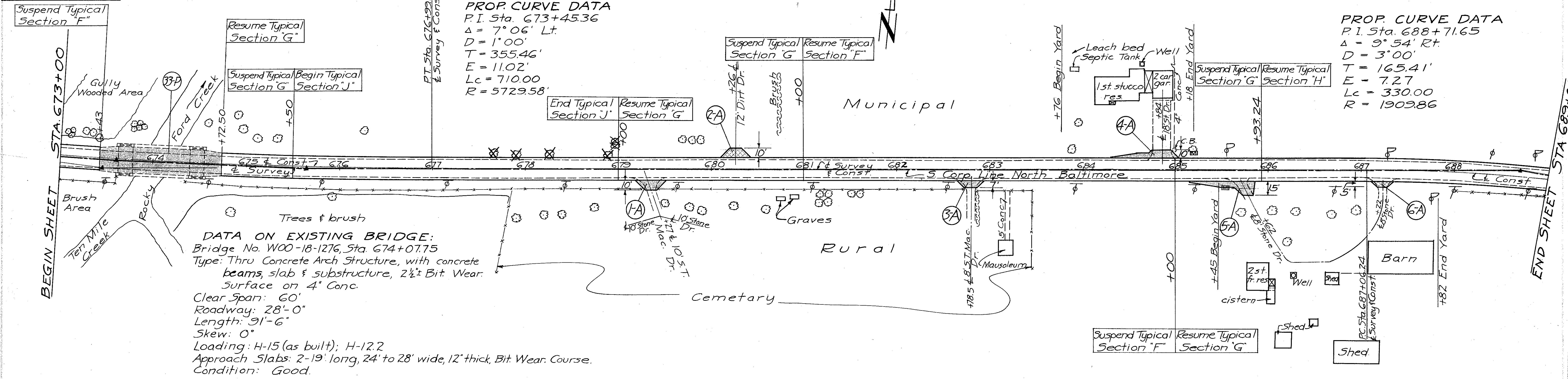
**STA. 665+00 TO STA. 673+00**

Woo-18-(11.58-12.63)



**PROP. CURVE DATA**  
 P.I. Sta. 673+45.36  
 $\Delta = 7^{\circ}06' Lt.$   
 $D = 1^{\circ}00'$   
 $T = 355.46'$   
 $E = 11.02'$   
 $Lc = 710.00'$   
 $R = 5729.58'$

**PROP. CURVE DATA**  
 P.I. Sta. 688+71.65  
 $\Delta = 9^{\circ}54' Rt.$   
 $D = 3^{\circ}00'$   
 $T = 165.41'$   
 $E = 7.27'$   
 $Lc = 330.00'$   
 $R = 1909.86'$

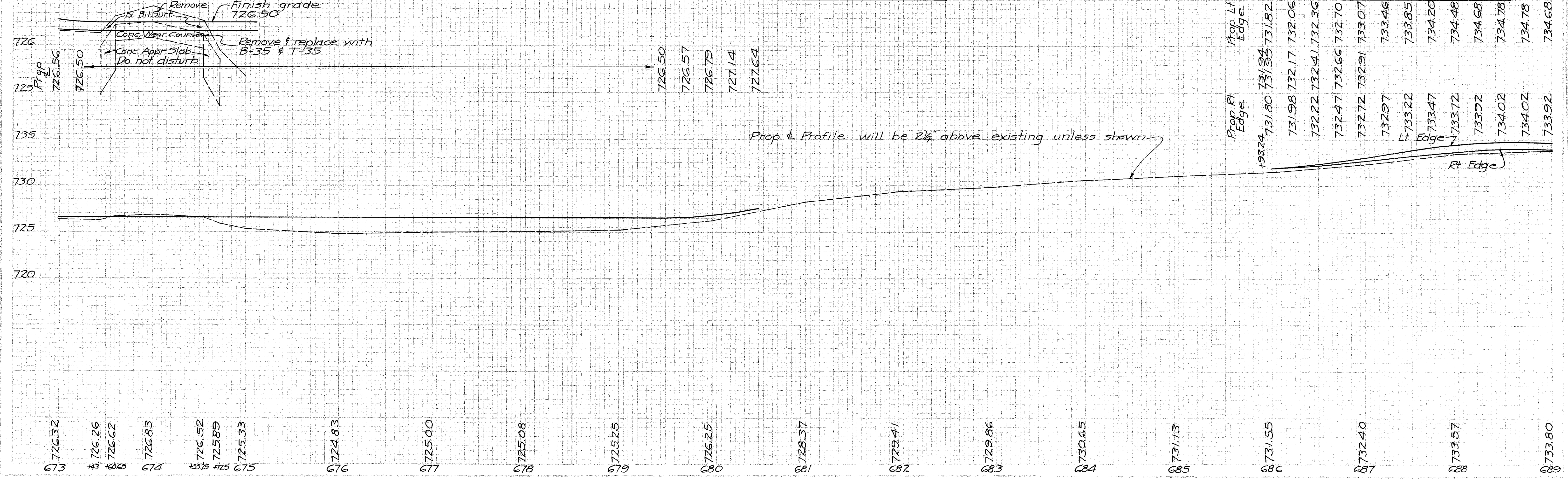


**DATA ON EXISTING BRIDGE:**  
 Bridge No. W00-18-1276, Sta. 674+07.75  
 Type: Thru Concrete Arch Structure, with concrete beams, slab & substructure, 2 1/2" Bit. Wear. Surface on 4" Conc.  
 Clear Span: 60'  
 Roadway: 28'-0"  
 Length: 91'-6"  
 Skew: 0°  
 Loading: H-15 (as built); H-12.2  
 Approach Slabs: 2-19' long, 24' to 28' wide, 12" thick, Bit. Wear. Course.  
 Condition: Good.

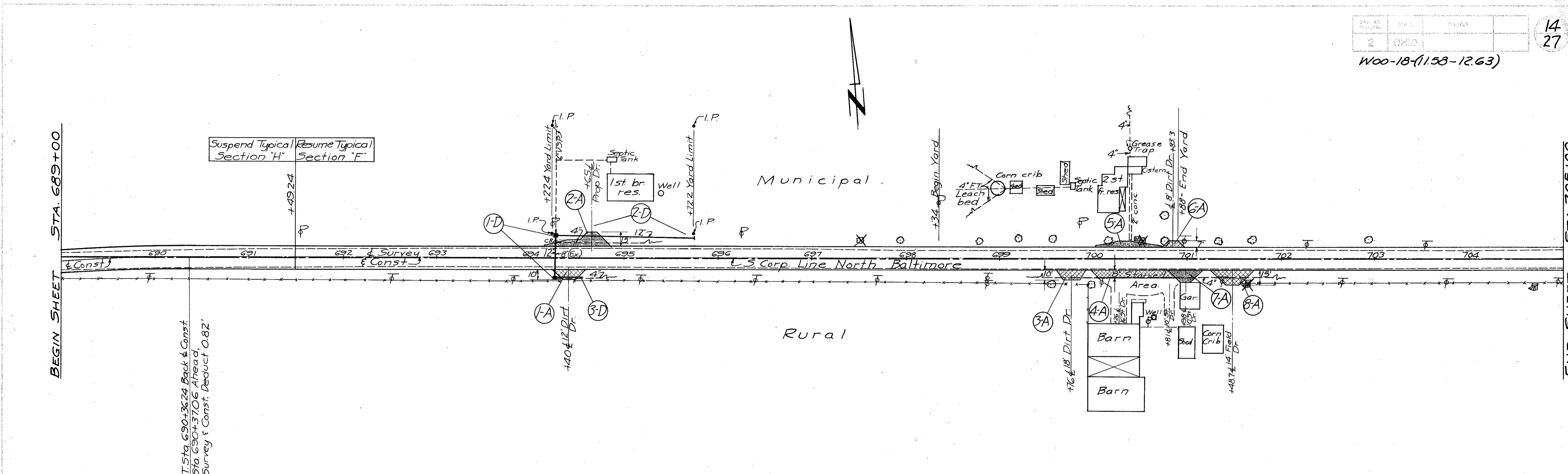
B.M. No. 15, N.W. Cor. S.W. Br. Abut.  
 13.5' Rt. Sta. 673+60.6  
 Elev. = 726.94

B.M. No. 16, Spike in Tel. Pole  
 20' Rt. Sta. 681+08  
 Elev. = 728.47

B.M. No. 17, Spike in Tel. Pole  
 22' Rt. Sta. 688+81  
 Elev. = 735.05



STA. 673+00 TO STA. 689+00



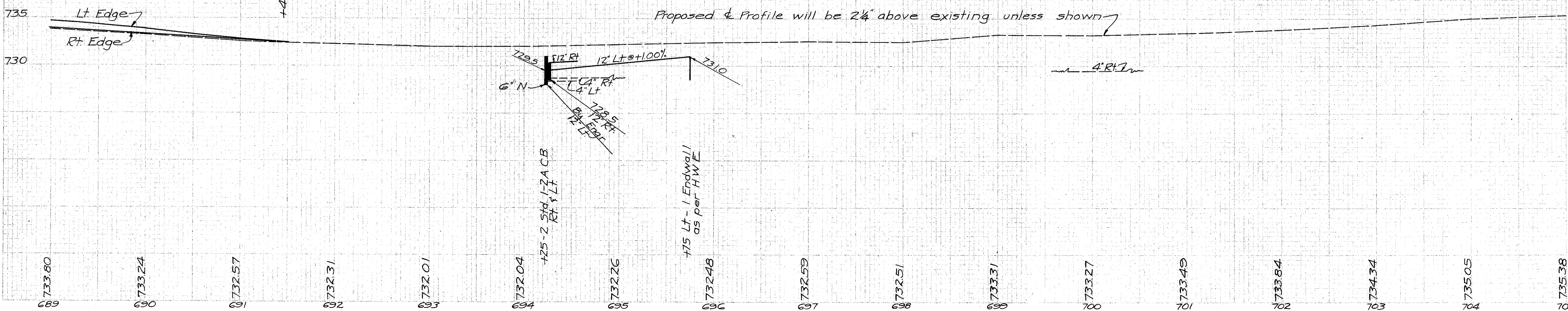
Suspend Typical Section "H"  
Resume Typical Section "F"

PT. Sta. 690+36.24 Back & Const.  
Sta. 690+37.06 Ahead,  
& Survey & Const. Deduct 0.82'

B.M. No. 18, Spike Tel. Pole  
24' Rt. Sta. 696+39  
Elev = 733.11

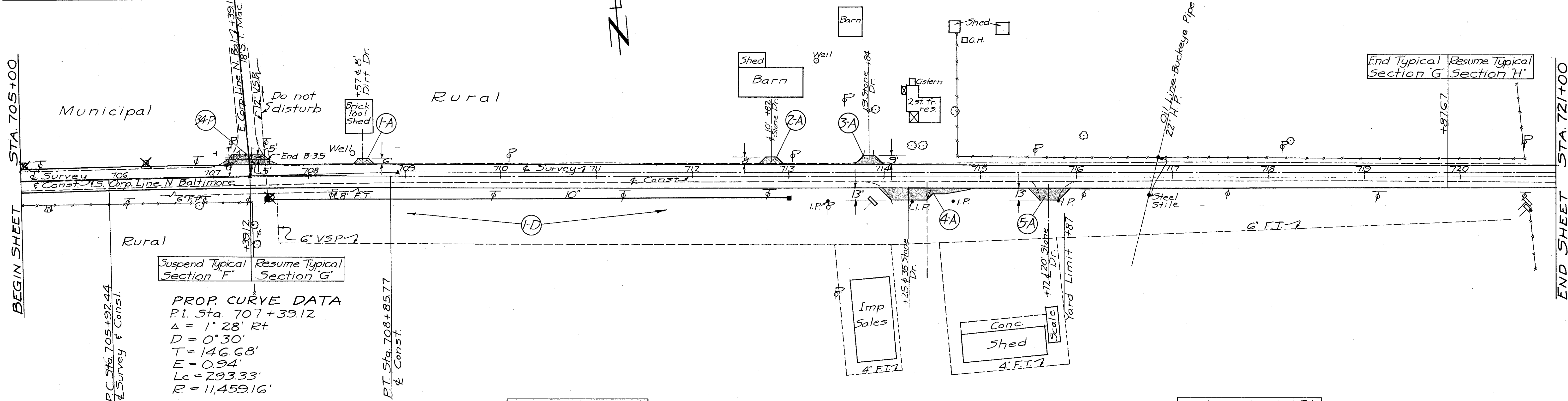
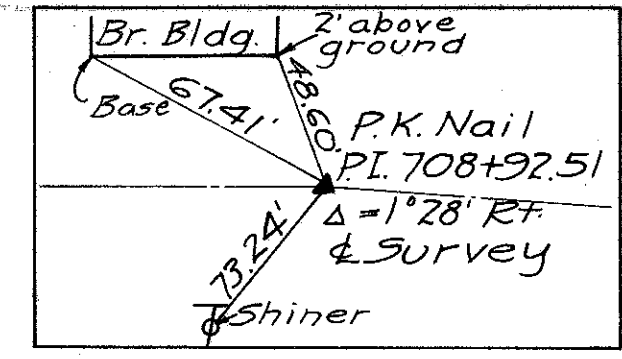
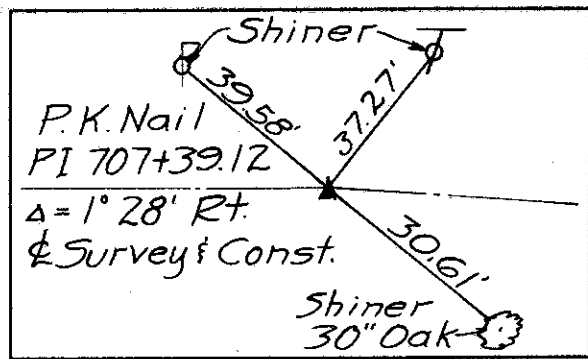
B.M. No. 19, Spike Tel. Pole  
24' Rt. Sta. 704+93  
Elev = 734.25

Prop. Rt. Edge	Prop. Lt. Edge
733.92	734.68
733.77	734.53
733.62	734.38
733.47	734.15
733.32	733.91
733.17	733.61
733.02	733.21
732.87	733.06
732.72	732.91
732.58	732.77
732.47	732.66
732.47	732.47



Proposed & Profile will be 2" above existing unless shown



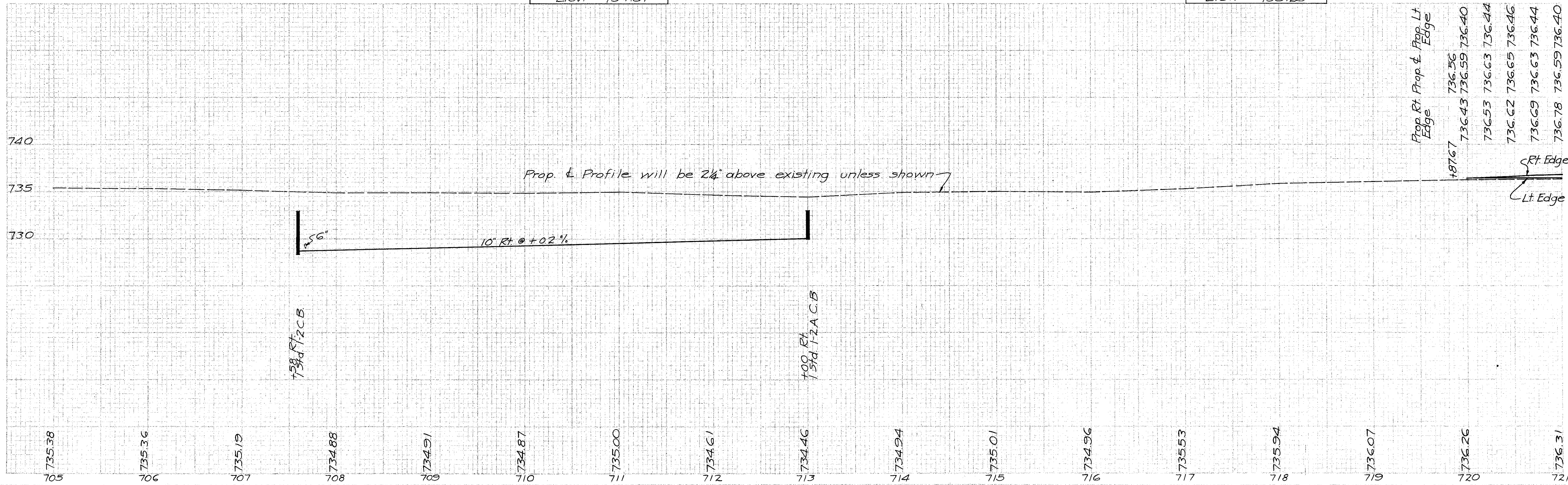


Suspend Typical Section F  
Resume Typical Section G

**PROP CURVE DATA**  
 P.I. Sta. 707+39.12  
 Δ = 1°28' Rt.  
 D = 0°30'  
 T = 146.68'  
 E = 0.94'  
 Lc = 293.33'  
 R = 11,459.16'

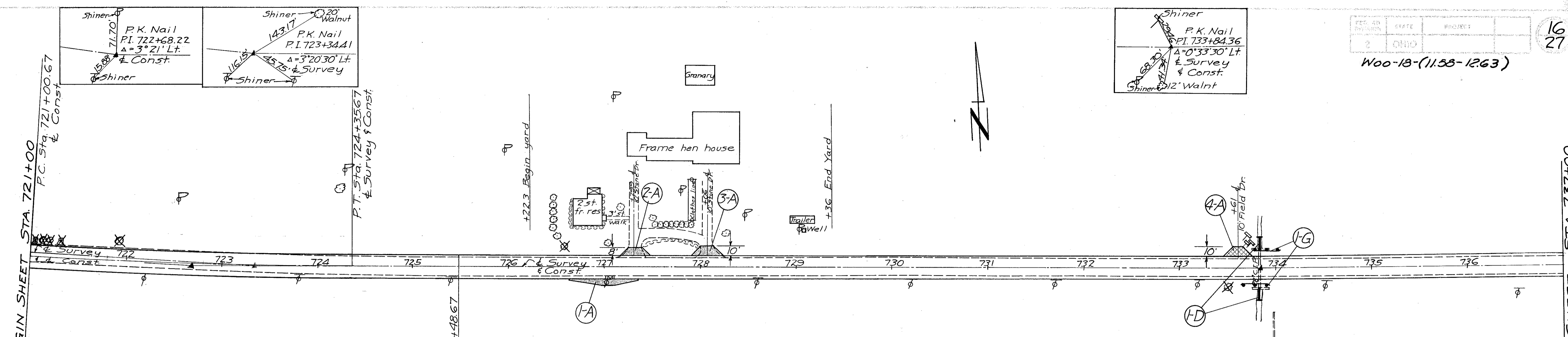
B.M. No 20, Spike in Tel Pole  
 24' Rt Sta. 711+28  
 Elev. = 734.51

B.M. No 21, Spike in Tel Pole  
 23' Rt Sta. 717+59  
 Elev. = 735.23



Station	Prop. Rt. Edge	Prop. Lt. Edge
705	735.38	736.56
706	735.36	736.59
707	735.19	736.44
708	734.88	736.65
709	734.91	736.63
710	734.87	736.65
711	735.00	736.63
712	734.61	736.44
713	734.46	736.59
714	734.94	736.40
715	735.01	736.44
716	734.96	736.46
717	735.53	736.44
718	735.94	736.44
719	736.07	736.44
720	736.26	736.44
721	736.31	736.40

STA. 705+00 TO STA. 721+00



**PROP. CURVE DATA**  
 P.I. Sta. 722+68.22  
 $\Delta = 3^\circ 21' Lt.$   
 $D = 1' 00''$   
 $T = 167.55'$   
 $E = 2.45'$   
 $Lc = 325.00'$   
 $R = 5729.58'$

End Typical Section 'H'    Resume Typical Section 'F'

B.M. No. 22, Spike in Tel. Pole  
 15' Rt. Sta. 723+79  
 Elev. = 736.64

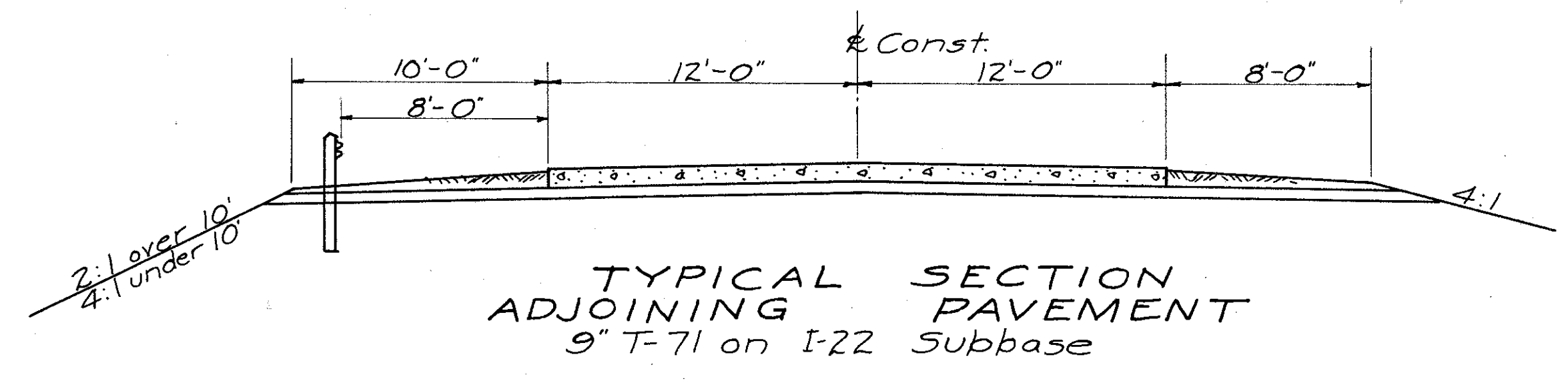
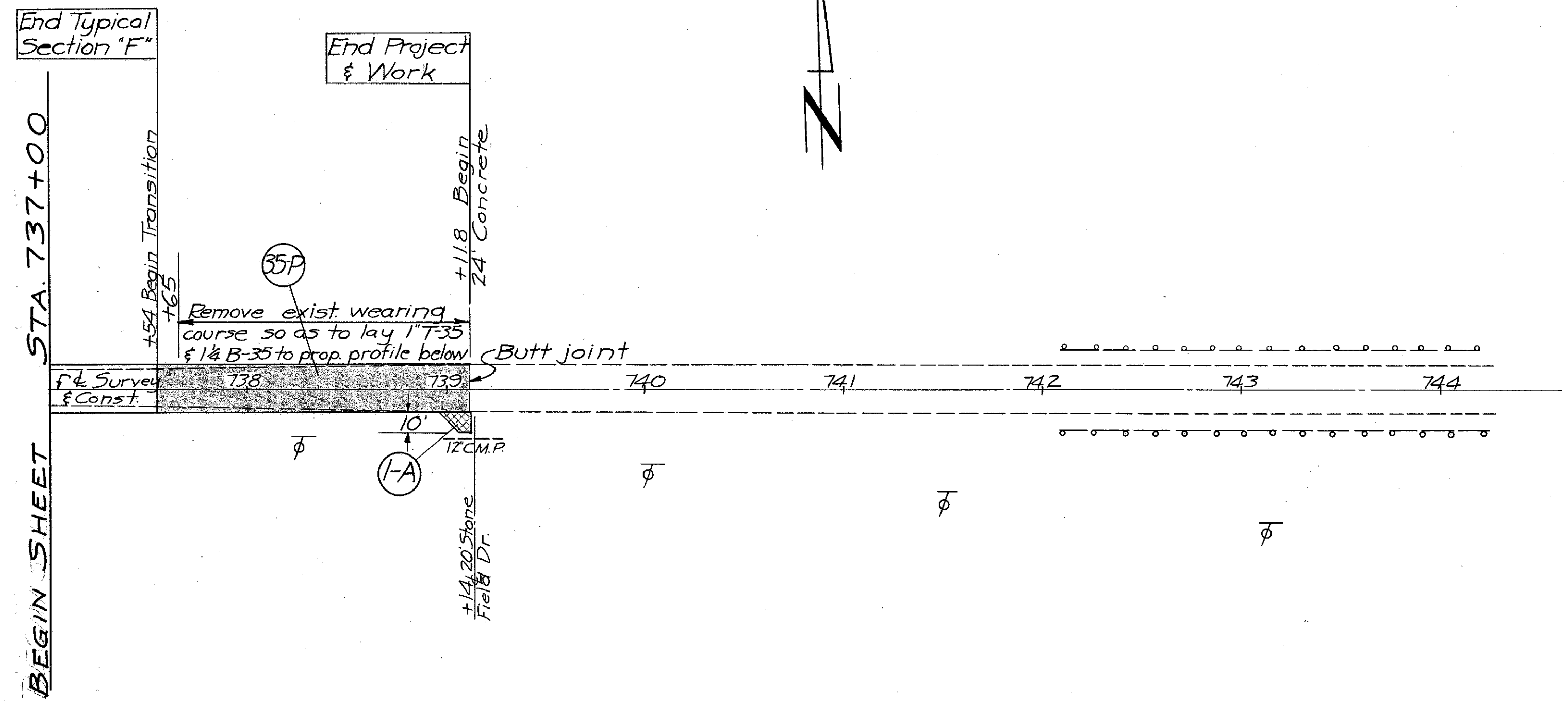
B.M. No. 23, Spike in Tel. Pole  
 18' Rt. Sta. 730+19  
 Elev. = 736.06

B.M. No. 24, Spike in Tel. Pole  
 28' Rt. Sta. 736+50  
 Elev. = 736.07

Sta.	Prop. Rt. Edge	Prop. Lt. Edge	Prop. Lt. Edge
721	736.85	736.33	736.40
722	736.83	736.25	736.40
723	736.77	736.19	736.40
724	736.71	736.13	736.40
725	736.69	736.11	736.40
726	736.66	736.08	736.40
727	736.67	736.09	736.40
728	736.68	736.10	736.40
729	736.70	736.12	736.40
730	736.73	736.15	736.40
731	736.76	736.18	736.40
732	736.82	736.24	736.40
733	736.76	736.32	736.40
734	736.71	736.40	736.40
735	736.66	736.72	736.53
736	736.62	736.79	736.60
737	736.52	736.69	736.50
738	736.56	736.56	736.50

Prop. & Profile will be 24" above existing unless shown

Extend existing 28" over 24" pipe, Class A-1, and 2 endwalls as per STD Dwg. HWE



B. M. No. 25, Spike in Tel. Pole  
59' Rt. Sta. 741+50  
Elev. = 734.98

