

ODOT (D-2)

1988 TWO-LANE RESURFACING PROGRAM

PRIORITY NO. 39

PART OF

SHEET 1 OF 6

COUNTY Wood

ROUTE SR 64

SECTION 09.03

BEGIN LOG (SLM) 9.03

TERMINII SR 582 (Bott)

END LOG (SLM) 11.27

TERMINII SR 65 (Bott)

TOTAL LENGTH 2.24

calc = 595 + 05.6
MILES

MUNICIPALITY Haskins BEGIN LOG (SLM) END LOG (SLM)

MUNICIPALITY BEGIN LOG (SLM) END LOG (SLM)

PROPOSED WORK:

PAVEMENT 1 1/4" 404 in Haskins; 1 1/2" 404 Rural SHOULDER 1 1/2" 404 \$617

OTHER Mill in Haskins 5' wide 0"-3" (TAKE A FEW REP. X-SECTIONS)

EXISTING DATA:

See sheet 4

SLM	TO	PAV'T	WIDTH	(type)	SHLD	WIDTH	(type)
9.03	9.26	PAV'T	20'	(type)	SHLD	20' 30"	(type 404)
9.26	9.74	PAV'T	30'	(type)	SHLD		(type)
9.74	10.07	PAV'T	20'	(type)	SHLD	20' 30"	(type 404)
10.07	11.27	PAV'T	18'	(type)	SHLD	20' 30"	(type 404)
		PAV'T		(type)	SHLD		(type)
		PAV'T		(type)	SHLD		(type)
		PAV'T		(type)	SHLD		(type)
		PAV'T		(type)	SHLD		(type)
		PAV'T		(type)	SHLD		(type)
		PAV'T		(type)	SHLD		(type)
		PAV'T		(type)	SHLD		(type)

STRUCTURES:

STR. NO.	WIDTH	LENGTH	PROP. WORK
(531+52) w/o GA 1007	24.5'	17	See sheet 6

RAILROAD CROSSING:

NAME	STATION	NO. TRACKS	LENGTH ALONG C L	(no work)
B&O ?	495 +54	1	13'	ft
				ft
				ft

MISCELLANEOUS:

NO. RAISED PAVEMENT MARKERS; EDGE OF PAVEMENT 15, CENTERLINE 21

NO. MAILBOX APPROACHES , AVERAGE AREA

REMARKS:

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

COUNTY Wood

ROUTE SR 64

SECTION 9.03-11.27

R = Raise F = Feather

STATION	OUT Rt/Lt	CATCH BASIN	MAN- HOLE	INLET	W V BOX	MON BOX	CASTING		REMARKS
							R	F	
490+28	RT	X CURB	inlet					X	Note: Feather to all of these only if you mill..
490+35	LT	X CURB	inlet					X	broken casting
493+61	RT	X 2 □						X	
493+63	LT	X CURB	inlet - HOMEWIDE					X	
495+33	RT		X				X		7' Lt of Rt EP - Raise
495+49	RT				X		X		7' Lt of Rt EP - Raise
495+86	LT	X O						X	7' Lt of Lt EP
496+35	LT	X O						X	@ Lt CURB - Raise
496+53	RT	X O						X	12' Rt of Rt CURB
496+55	LT	X	X				X		7' Rt of Lt CURB
496+65	RT				X		X		9.5' Lt of Lt CURB
496+72	RT		X water?				X		6' Lt of Rt CURB
496+86	RT	X CURB	inlet					X	
496+91	LT	X CURB	inlet					X	
496+94	RT		X water?				X		5' Lt of Rt CURB
497+47	LT	X I						X	
497+73	RT	X O						X	@ Rt CURB
498+13	LT	X O						X	@ Lt CURB
498+76	RT	X CURB	inlet					X	
498+76	LT	X □						X	@ Lt CURB
499+18	LT		X sanitary				X		5' Rt of Lt CURB
499+78	LT	X CURB	inlet					X	
500+01	LT		X	@ High st				X	12' Lt of Lt CURB -
500+22	RT				X		X		11.5' Lt of Lt CURB
500+38	LT	X □							@ Lt CURB
500+38	RT	X CURB	inlet	- Needs Repair					
500+60	RT				X		X		OK CURB line - North
501+88	RT	X O						X	@ Rt CURB
503+58	RT	X CURB	inlet					X	
503+61	LT	X CURB	inlet					X	
505+37	LT	X □						X	@ Lt CURB
505+98	RT	X □						X	@ Rt CURB
506+79	LT	X CURB	inlet					X	
507+28	RT				X		X		7' Lt of Rt CURB
507+36	LT	X CURB	inlet					X	
507+44	RT	X CURB	inlet					X	
509+46	RT	X O						X	@ Rt CURB
510+55	RT	X 3						X	
510+55	LT	X 3						X	
514+03	RT	X □						X	5' Rt of Rt EP
514+20	LT	X □						X	4 1/2' Lt of Lt EP

ALSO A SAIL M.H. @ 497+99

COUNTY Wood

ROUTE SR 64

SECTION 9.03 - 11.27

[illegible]

PERSONNEL TITLE PERSONNEL TITLE
Hoffman [initials]

COUNTY WOOD DATE 4-6-87

S. R. 64 WEATHER cloudy

SEC. 9.03 - 11.27 TEMP. 45°

DESCRIPTION Paint Details - Stationing From 1987 Job JOB NO. _____

LEFT CENTER LINE RIGHT

STA	LT	o/o of white line	RT	
476+90	-	110'	-	Opening @ SR 582
477+35	3.7' Paint	23.5'	1.0' Paint	END Radius @ SR 582
478+00	2.8' "	20.0'	2.5' "	
478+14	"	"	"	MILEMARKER 9
489+00	2.6' "	20.5	2.8	
489+20	3.0' slab	28.2	CURB	EXTRA WIDTH RT - Begin curb RT.
490+70	-	47.0'	CURB	EXTRA WIDTH LT - Parking @ PARK
493+19	old curb	36.1'	CURB	END EXTRA WIDTH LT.
493+63	New curb	36.1'	CURB	Begin Newer - tall curb LT
494+86	CURB	36.1	old curb	END CURB LT.
495+96	CURB	-	Radius of main st.	Begin Newer CURB LT
496+54	Radius @ main st.	-	CURB	Begin Newer CURB RT
497+00	CURB	40.3'	CURB	Face to Face
498+01	CURB	40.3	CURB	END Newer CURB RT
500+22	old curb	35.1'	old curb	END Newer CURB LT
500+72	CURB	30.1'	CURB	NARROWS ON RT. SIDE
506+00	CURB	29.8'	CURB	CK WIDTH
510+59	CURB	29.8'	CURB	END CURB LT
511+09	New walk @ school	39.6	CURB	BEGIN 12' EXTRA LT (slab) - could be paved FOR PARKING @ school
513+33	walk	37.6	3.0' Paved	END EXTRA 11' stone LT.
514+00	3.7' Paved	22.7	1.5' Paved	CK WIDTH
ops! 512+75	walk	40.5	CURB goes to 3' Paved	END CURB RT, more or less
513+50	3.0' Paved	23.5'	2.5' Paved	CK WIDTH
515+00	2.9' "	20.0'	2.0' "	CK WIDTH
520+00	2.0' "	20.0'	2.8' "	CK WIDTH
528+17	2.5' "	19.0'	2.8' "	MILEMARKER 10
533+00	2.0' "	18.3'	2.8' "	CK WIDTH
ops! 531+49	2.5' "	19.0'	2.8' "	HASKINS CORP Sign
560+00	2.6' "	18.6'	2.3' "	CK WIDTH
582+46	3.0' "	19.0'	2.5' "	MILEMARKER 11
591+64				BEGIN Lifelines E END @ 599+58 21
591+84				BEGIN Lifelines RT EP END @ 599+00 10
597+72	2.5' "	20.5'	3.3'	OLD Butt Joint From SR 64 - 66
597+00	2.5' "	19.5'	2.7'	CK WIDTH
599+00	2.5'	22.4'	3.0'	Butt Joint

PERSONNEL	TITLE	PERSONNEL	TITLE	COUNTY	DATE
Hoffman	IT			Wood	4-6-87
Loehrle	P			S. R. 64	WEATHER Cloudy
Sackman	Tape			SEC. 9.03 - 11.27	TEMP. 45°

DESCRIPTION	LEFT	CENTER LINE	RIGHT	JOB NO.
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STA	LT					RT		
490+00	white line 5.61 0	546 6.8	534 11.5	559 19.0	592 25.5	607 28.0	599 28.0	
491+00	EP 552 0	560 10	Normal EP 5.44 19.0	521 25.5	509 31.0	523 36.3	565 46.7	552 46.7
494+00	T.C. 5.89 0	G. 6.50 0	6.13 5.5	567 13.5	555 19.0	561 26.5	569 36.8	549 36.8
497+70	T.C. 587 0	G. 6.29 0	560 8.2	535 14.7	529 20.5	535 28.0	558 33.0	G. 590 40.5
499+40	T.C. 625 0	G. 6.54 0	594 7.0	562 14.2	544 20.3	552 27.4	569 34.0	T.C. 522 40.5
501+00	T.C. 6.08 0	EP G. 6.04 0	568 5.4	540 11.7	532 15.3	539 21.0	554 25.4	589 EP No Real Curb 40.4
506+00	T.C. 6.30 0	G. EP 6.18 0	561 8.0	534 15.0	550 21.8	G. 595 29.8	T.C. 590 29.8	G. 570 30.0
510+40	T.C. 510 0	G. 5.19 0	483 8.5	476 15.0	490 21.8	G. 525 29.5	T.C. 516 29.5	506 30.0
512+00	Top of white 545 0	stone 5.48 0	stone 5.47 5.0	EP 541 10.3	EP 506 19.0	EP 495 24.7	EP 505 32.8	T.C. 531 40.0
515+00	white line 3.72 0	G. 3.67 6.7	3.67 10.0	3.71 15.4	white line 3.71 19.8			

PERSONNEL	TITLE	PERSONNEL	TITLE	COUNTY	DATE
Hoffman	III			WOOD	4-6-87
				S. R.	64
				WEATHER	cloudy
				SEC.	9.03 - 11.27
				TEMP.	45°
DESCRIPTION	AREAS OF BAD PAWT - Need Repair/Replacement				JOB NO.

LEFT	CENTER LINE	RIGHT
BEGIN	END	
480+00	486+00	@ RT EP TO 4' WIDE
488+60	488+70	Full width Both lanes - Dip @ Pipe
492+54	492+60	@ RT EP TO 10' out - Pawt sink - Patch @ 4yd.
501+85	501+90	Full width Both lanes - Dip @ Pipe
509+61	509+71	@ RT EP TO 10' out - Old Patch - Needs work
514+00	514+15	@ RT EP TO 4' out SINK @ CB
531+52	531+69	Very Rough @ BRIDGE - mill - Repair
538+35	545+55	@ LT EP - IN 5' - Pawt has been patched - But is cracked & sinking again
548+63	548+71	@ LT EP - IN 5' - Pawt sinking
552+63	555+00	@ RT EP - IN 5' - Pawt sinking & shoulder
556+35	556+49	Full width - Both lanes - Sinking & very rough over pipe
551+60	556+95	@ LT EP - IN 5' & shoulder - Sinking - breaking off
558+55	560+90	@ RT EP - IN 5' & shoulder - Sinking - breaking off
568+46	570+95	@ LT EP - IN 8' & shoulder - Sinking - breaking off
569+53	570+65	@ RT EP - IN 4' & shoulder - " " "
588+60	588+68	Full width - Both lanes - SINK - Rough over pipe

Suggest you CONSIDER milling ENTIRE width PAWT THROUGH HASTINGS -
The crown IS HIGH & the CURB IS BAD - DRAINAGE IS Terrible.