

78035

FED. AID DIST. NO.	STATE	FED. AID PROJECT	FISCAL YEAR
	OHIO		1927

1
16

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

S. H.(I.C.H.) 279
WOOD
SEC. K & PEMBERVILLE
COUNTY

BOWLING GREEN - PORT CLINTON ROAD

S. H. (I.C.H.) NO. 279 SEC. K & PEMBERVILLE PET. NO. 6440

WOOD COUNTY

FREEDOM TOWNSHIP

NOV. 1927

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 plan and estimates.

Approved: W. C. Soeker
Date, 1/30/28. Resident Engineer

Approved: M. J. Henahan
Date, 3-7-28. Resident Deputy
State Highway Commissioner

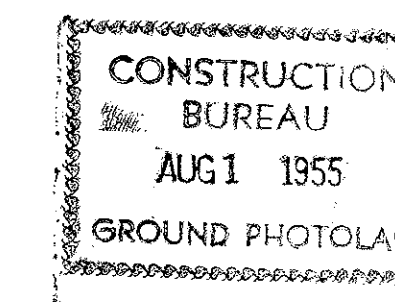
Approved: Robt. D. Bright
Date, 3/30/28 Chief Engineer
Bureau of Construction

Approved: _____
Date, _____ Chief Engineer
Bureau of Maintenance

Approved: _____
Date, _____ Chief Engineer
Bureau of Bridges

Approved: Harry J. Kirk
Date, 3-30-28 State Highway Engineer

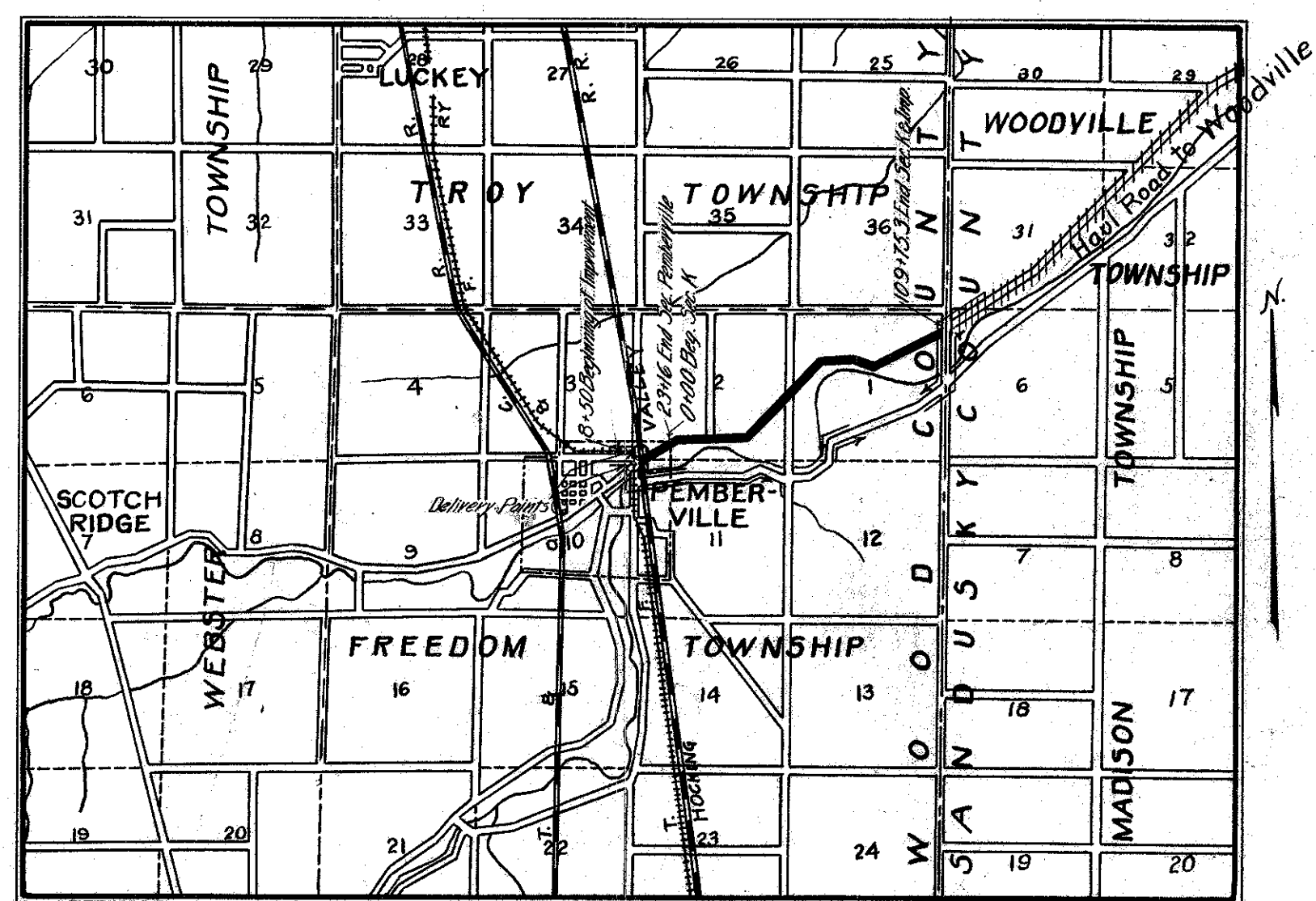
Approved: G. F. Shlesinger
Date, 3-30-28 Director of Highways



after Mar. 30, 1928

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
Steam Railroad	-----
Electric Line	-----
Guard Rail	-----
Drain Pipe - new	-----
Drain Pipe - old	-----



LOCATION PLAN

SCALE OF MILES

PORTION TO BE IMPROVED	=====
DETOURS SHOWN THUS	----->
IMPROVED ROADS	=====

SCALES

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

INDEX OF SHEETS
PROJECT TRACINGS

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SUPPLEMENTAL PRINTS OF STRUCTURAL STANDARDS

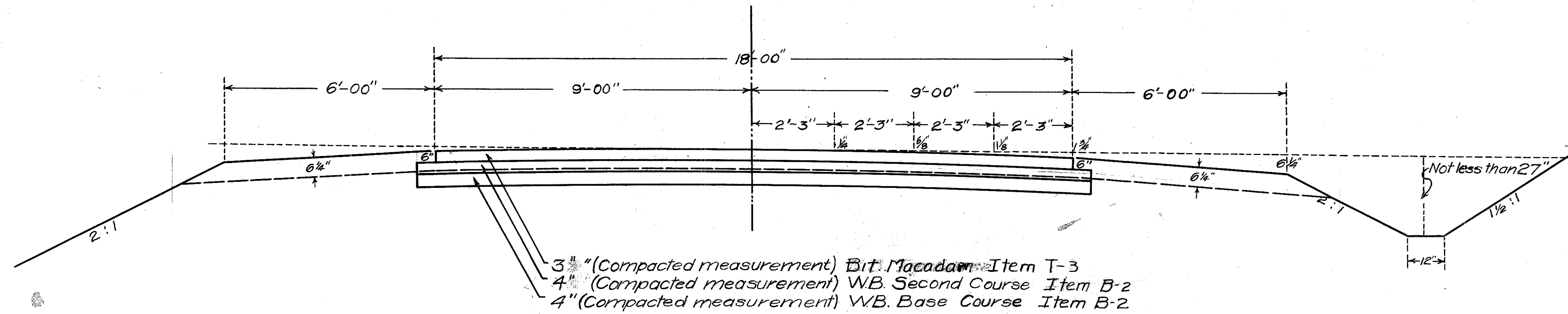
Drawing Number	305
	300
	300-c
	301
	138
	98 or 100

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

D. J. Petter
F. C. Fox
J. M. Beard

Date Feb. 2nd County Commissioners
1928

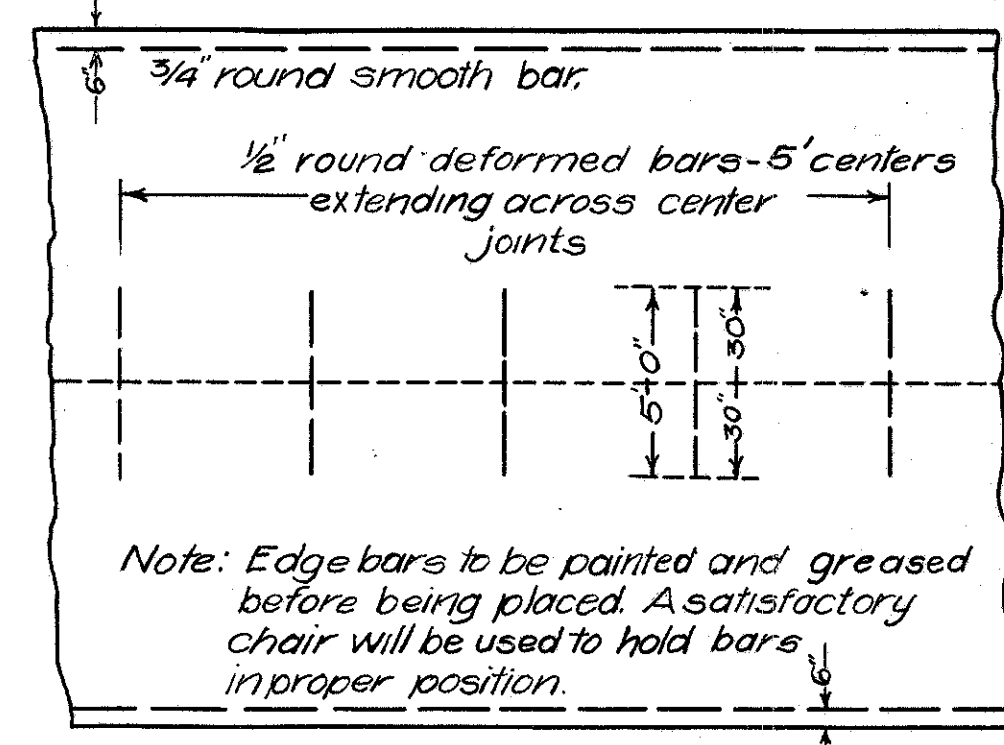
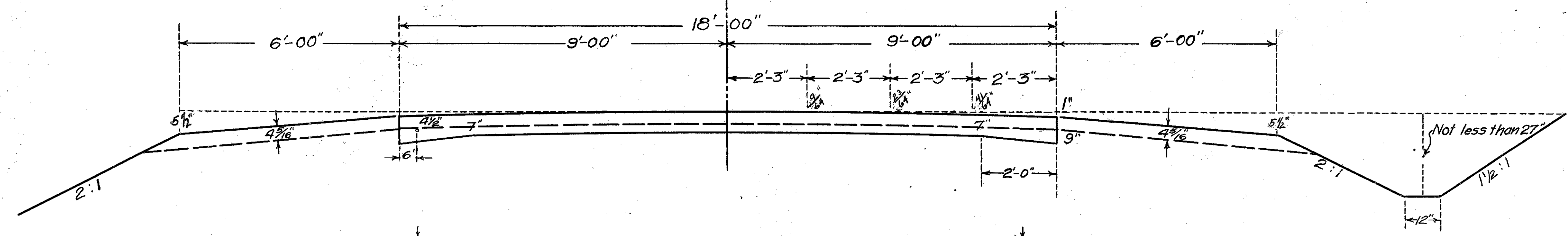
TYPE M (B)
Std. Drawing No 137



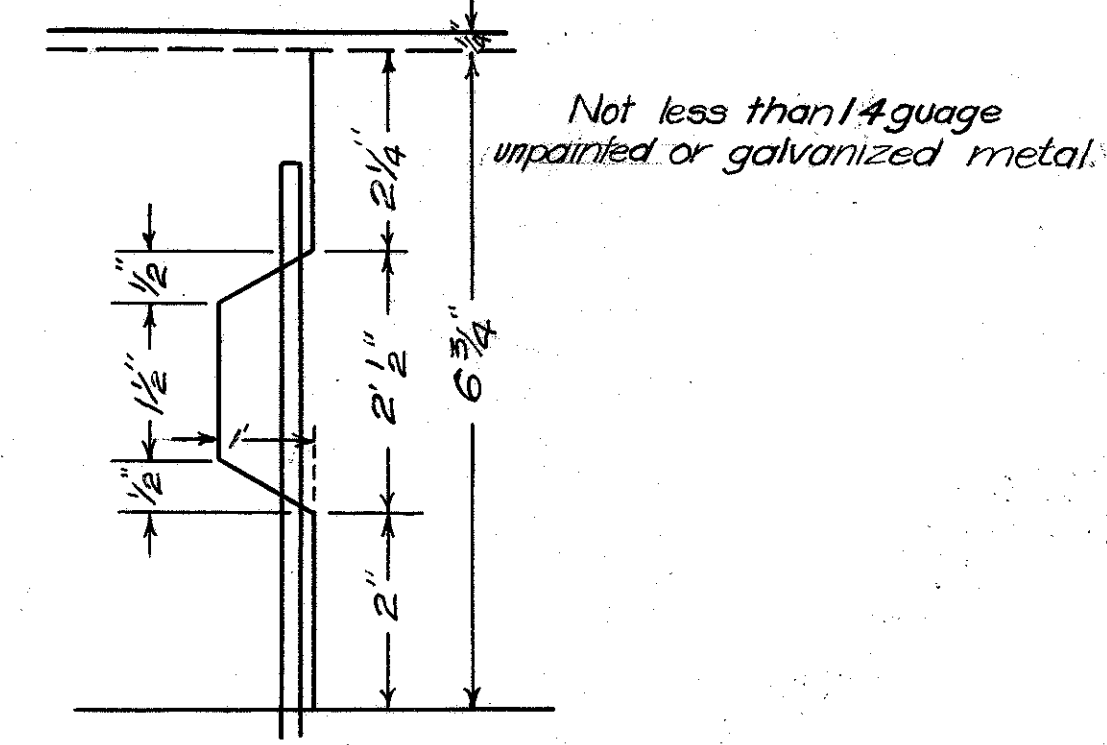
3" (Compacted measurement) Bit. Macadam Item T-3
4" (Compacted measurement) WB. Second Course Item B-2
4" (Compacted measurement) WB. Base Course Item B-2

NOTE: For the final seal coat on the bituminous macadam pavement, Item T-3, the contractor shall use material meeting specifications for A.C.B. Special (Sec. 5.6) or M.T. (Sec. 5.12).
The contractor shall drag the final seal coat same to be done after the spreading of the covering material and while the bituminous material is soft. The application shall then be rolled as soon as possible in accordance with the General Specifications.
Drag will be furnished by the Department of Highways. The contractor shall notify the division engineer at least seven (7) days before the drag will be required.

TYPE "C"
Std. Drawing No 98 or No 100



PLAN



DETAIL of JOINT

Note: Rough grading will be completed to the cross section indicated by the broken line for all types. All earth below the broken line for the width of the pavement and the full width of the berms shall be sacrificed to the depth of the sub-grade and parallel to the slope of the broken line before any excavated material is placed on the shoulders. The sub-grade shall then be prepared as provided for in the specification for the type of pavement to be built and the material removed from the sub-grade or adjacent thereto be placed on the shoulders

"Sec. K"
Note - Cross sections are drawn and excavation calculated for 11" of Bit. Mac. pavement 19' base.
For Type C pavement, lower the finished grade and ditches .1586
Average depth Bit. Mac. .9167
Average depth Type C .6019
Difference in depth .3148
Lower grade of Type C .1586
Reduction in depth of trench excavation for Type C .1562
Decreased cut for Type C $.1562 \times 18 + (.9167 - .1586) 1 = 3.5700$
Increased cut for Type C $(.55 + 3.46 \cdot 1 + 2 \cdot .33) 2 \times .1586 = 3.5700$
Excavation remains the same
Sec. "Pemberville" (No Ditches)
Same figuring as above results in lowering pavement grade for Type C .2743
Excavation remains the same

Left				Right			
Edge of Pavement	Width	Station	Grade	Width	Edge of Pavement	Station	Grade
649.85	9.00	53+13.34	650.00	9.00	649.85		
649.85	9.00	+25	650.00	9.00	649.89		
649.85	9.00	+50	650.00	9.00	649.87		
649.85	9.00	+75	650.00	9.00	650.05		
649.85	9.00	54+00	650.00	9.00	650.12		
649.85	9.00	+25	650.00	9.00	650.20		
649.85	9.00	+50	650.00	9.00	650.28		
649.85	9.00	+63.34	650.00	9.00	650.31		
649.85	9.00	55+00	650.00	9.00	650.31		
649.80	9.00	+25	649.95	9.00	650.26		
649.75	9.00	+50	649.90	9.00	650.21		
649.68	9.00	+87.38	649.83	9.00	650.14		
649.65	9.00	56+00	649.80	9.00	650.07		
649.60	9.00	+25	649.75	9.00	649.94		
649.55	9.00	+50	649.70	9.00	649.82		
649.50	9.00	+75	649.65	9.00	649.69		
649.45	9.00	57+00	649.60	9.00	649.56		
649.31	9.00	+37.38	649.46	9.00	649.31		

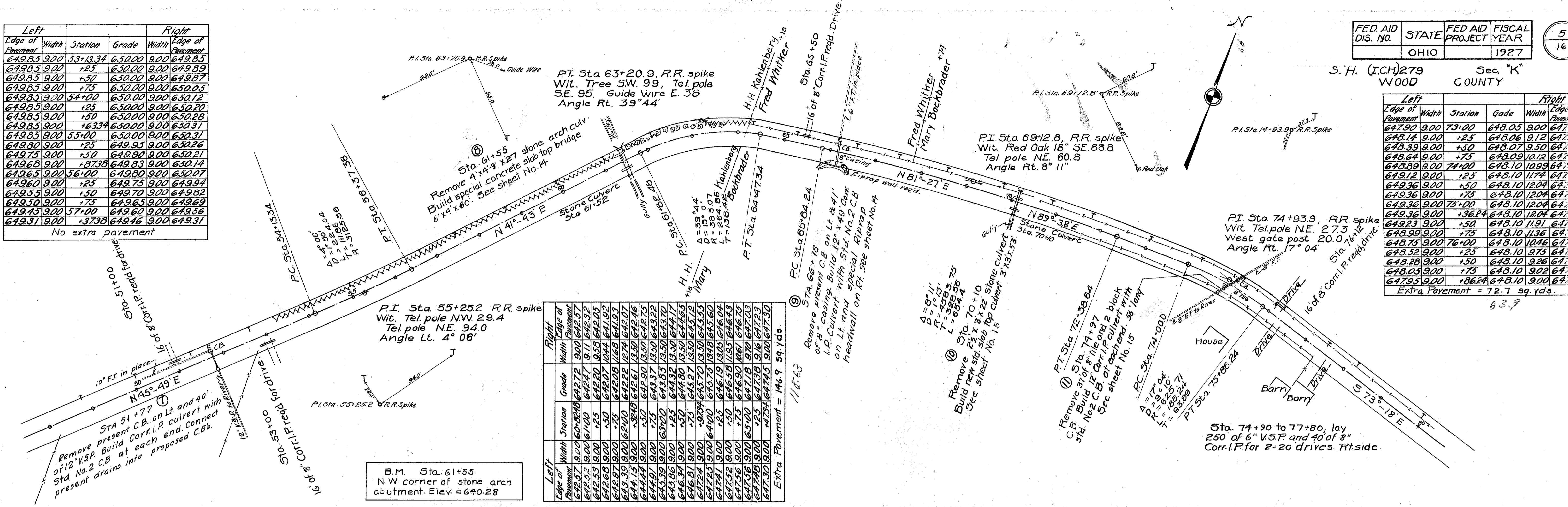
No extra pavement

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S. H. (I.C.H.) 279 WOOD COUNTY Sec "K"

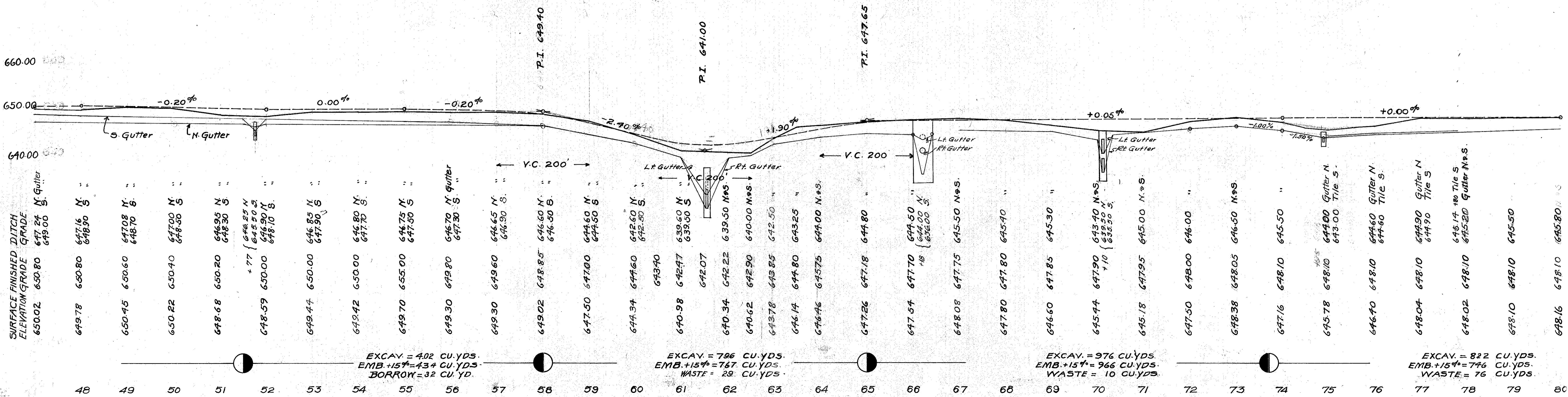
Left				Right			
Edge of Pavement	Width	Station	Grade	Width	Edge of Pavement	Station	Grade
647.90	9.00	73+00	648.05	9.00	647.90		
648.14	9.00	+25	648.06	9.12	647.91		
648.39	9.00	+50	648.07	9.50	647.92		
648.64	9.00	+75	648.09	10.12	647.94		
648.89	9.00	74+00	648.10	10.99	647.95		
649.12	9.00	+25	648.10	11.74	647.95		
649.36	9.00	+50	648.10	12.04	647.95		
649.36	9.00	+75	648.10	12.04	647.95		
649.36	9.00	75+00	648.10	12.04	647.95		
649.36	9.00	+36.24	648.10	12.04	647.95		
649.23	9.00	+50	648.10	11.91	647.95		
648.99	9.00	+75	648.10	11.36	647.95		
648.75	9.00	76+00	648.10	10.46	647.95		
648.52	9.00	+25	648.10	9.73	647.95		
648.28	9.00	+50	648.10	9.26	647.95		
648.05	9.00	+75	648.10	9.02	647.95		
647.95	9.00	+86.24	648.10	9.00	647.95		

Extra Pavement = 72.7 sq. yds.



Left	Right				
Edge of Pavement	Edge of Pavement				
Width	Width				
Station	Station				
Grade	Grade				
642.57	9.00	60+00	642.72	9.00	642.57
642.53	9.00	61+00	642.47	9.11	642.32
642.53	9.00	+25	642.20	9.59	642.05
642.68	9.00	+50	642.07	10.44	641.93
642.97	9.00	+75	642.08	11.63	641.93
643.30	9.00	62+00	642.22	12.74	642.07
644.15	9.00	+25	642.16	13.90	642.46
644.44	9.00	+50	642.90	13.50	642.73
644.91	9.00	+75	643.37	13.50	643.22
645.39	9.00	63+00	643.85	13.50	643.70
646.91	9.00	+25	644.80	13.50	644.17
646.91	9.00	+50	645.27	13.50	644.65
647.24	9.00	+75	645.70	13.50	645.13
647.25	9.00	64+00	646.79	13.50	645.60
647.52	9.00	+25	646.58	13.93	646.04
647.56	9.00	+50	646.90	14.67	646.75
647.56	9.00	+75	646.90	14.67	646.75
647.56	9.00	65+00	647.18	14.70	647.03
647.49	9.00	+25	647.38	14.16	647.23
647.30	9.00	+47.34	647.45	14.00	647.30

Extra Pavement = 146.9 sq. yds.



EXCAV. = 402 CU. YDS.
EMB. +15% = 434 CU. YDS.
BORROW = 32 CU. YD.

EXCAV. = 796 CU. YDS.
EMB. +15% = 767 CU. YDS.
WASTE = 29 CU. YDS.

EXCAV. = 976 CU. YDS.
EMB. +15% = 966 CU. YDS.
WASTE = 10 CU. YDS.

EXCAV. = 822 CU. YDS.
EMB. +15% = 746 CU. YDS.
WASTE = 76 CU. YDS.

S. H. (I.C.H.) 279 Sec. K.
WOOD COUNTY

LEFT		RIGHT			
EDGE OF PAVEMENT	WIDTH	STATION	GRADE	WIDTH	EDGE OF PAVEMENT
645.21	9.00	96+28.66	645.29	9.00	645.14
645.30	9.00	+50	645.27	9.00	645.12
645.39	9.00	+75	645.26	9.00	645.11
645.47	9.00	97+00	645.25	9.00	645.10
645.56	9.00	+25	645.24	9.00	645.09
645.64	9.00	+50	645.23	9.00	645.08
645.72	9.00	+75	645.21	9.00	645.06
645.80	9.00	98+00	645.20	9.00	645.05
645.88	9.00	+25	645.19	9.00	645.04
645.96	9.00	+50	645.18	9.00	645.03
646.04	9.00	+75	645.16	9.00	645.01
646.12	9.00	99+00	645.15	9.00	645.00
646.20	9.00	+25	645.14	9.00	644.99
646.28	9.00	+50	645.13	9.00	644.98
646.36	9.00	+75	645.11	9.00	644.96
646.44	9.00	100+00	645.10	9.00	644.95
646.52	9.00	+25	645.09	9.00	644.94
646.60	9.00	+50	645.07	9.00	644.92
646.68	9.00	+75	645.06	9.00	644.91
646.76	9.00	92+08	645.05	9.00	644.90

No extra Pavement.

LEFT		RIGHT			
EDGE OF PAVEMENT	WIDTH	STATION	GRADE	WIDTH	EDGE OF PAVEMENT
647.72	9.00	82+16.96	647.87	9.00	647.72
647.80	9.00	+50	647.80	9.00	647.96
647.88	9.00	+75	647.75	9.00	648.15
647.96	9.00	83+00	647.70	9.00	648.34
648.04	9.00	+25	647.65	9.00	648.53
648.12	9.00	+50	647.60	9.00	648.72
648.20	9.00	+75	647.57	9.00	648.91
648.28	9.00	84+00	647.50	9.00	649.10
648.36	9.00	+25	647.48	9.00	649.29
648.44	9.00	+50	647.40	9.00	649.48
648.52	9.00	+75	647.35	9.00	649.67
648.60	9.00	85+00	647.30	9.00	649.86
648.68	9.00	+25	647.24	9.00	649.86
648.76	9.00	+50	647.18	9.00	649.86
648.84	9.00	+75	647.12	9.00	649.86
648.92	9.00	86+00	647.05	9.00	649.86
649.00	9.00	+25	646.99	9.00	649.86
649.08	9.00	+50	646.92	9.00	649.86
649.16	9.00	+75	646.86	9.00	649.86
649.24	9.00	87+00	646.80	9.00	649.86
649.32	9.00	+25	646.74	9.00	649.86
649.40	9.00	+50	646.67	9.00	649.86
649.48	9.00	+75	646.61	9.00	649.86
649.56	9.00	88+00	646.55	9.00	649.86
649.64	9.00	+25	646.49	9.00	649.86
649.72	9.00	+50	646.42	9.00	649.86
649.80	9.00	+75	646.36	9.00	649.86
649.88	9.00	89+00	646.30	9.00	649.86

Extra Pavement = 177.9 Cu. Yds.

