

County WARREN - DIVISION 8S. H. 122 Section 0.94

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

PERMIT - No. 65-377

Subject to all of the terms, conditions and restrictions printed or written below, and on the reverse side hereof, permission is hereby granted to

Standard Oil Company
930 Tennessee Avenue
Cincinnati, Ohio - 45229

This permit is issued under the authority of Section 5515.01, 5515.02 of the revised code, and is subject to the conditions and restrictions imposed therein.

To install multiple pipe culvert of three 13'6" pipes; extend existing 60" concrete pipe culvert; construct SP-53 headwalls; install approximately 50' of 24" pipe under the west approach; place concrete riprap and dump rock channel protection; install guard rail and construct two 35' approaches for ingress and egress to a service station along the south side of S. R. 122 located at the southeast corner of I. R. 75 and S. R. 122, as shown on plan submitted with application, revised in red.

The proposed multiple pipe culvert shall be lowered a foot below the proposed indicated flow line elevation. An SP-53 headwall or equal shall be constructed on the inlet end and concrete riprap protection provided on the outlet end, also dumped rock channel protection 2-1/2' thick shall be placed in the stream bed at the outlet end.

The existing headwall on the 60" concrete pipe culvert shall be removed and the

(More on page 2)

This permit to be in possession of employees in charge of work at all times. To be shown upon request to any employee of the Department of Highways.

No work shall be done under this permit until the party or parties to whom it is granted shall have communicated with and received instruction from Mr. Bill Foster

Middletown 422-6331

Division Deputy, of the Department of Highways,.....

This permit shall be void unless the work herein contemplated shall have been completed before

November 30, 1965

Middletown, Ohio

Dated at Columbus, this 20 day of August, 1965

P. E. WASHETER

Director of Highways.

J R Cooke
DIVISION DEPUTY DIRECTOR

GENERAL PROVISIONS IN FORCE IN SO FAR AS THEY APPLY TO THE WORK TO BE DONE UNDER THIS PERMIT

Conditions Relating Particularly to Permits for the Laying of Pipes, Conduits, Etc.

After any pipes, conduits, drains or other underground structures are laid or any excavation is made in the roadway, the trenches or openings shall be properly backfilled with suitable material, the material shall be placed in courses not to exceed six (6) inches, loose measurement. Each course shall be thoroughly tamped or rolled, and shall be firm and uniform or backfilling may be made as directed by the Division Deputy, Director of Highways ("Division Engineer").

Material satisfactory to the Division Deputy shall be used as the final course, so there will be a firm and solid surface. In no case shall the material so placed be allowed to project above or below the grade of the road as originally established. All surplus material shall be removed in a manner satisfactory to the Division Deputy. The permit holder shall maintain the berm over the trench in a manner acceptable to the Division Deputy for the period of one year.

If the work performed is under the pavement, it will be required that any portions removed in excavating or damaged in the progress of the work, with the exception of the road base and surface, shall be replaced in accordance with the above section. It is required that the permit holder notify the Division Deputy of the day on which the opening of the pavement will be made, also the time of completion of the backfill.

Whenever the pavement is disturbed it will be replaced by the State Highway Department and the cost of such work shall be borne by the permit holder. Until such time as the road base and surface shall have been replaced by the State Highway Department any cost of maintenance of keeping the highway in passable condition shall be borne by the permit holder.

At all times during the progress of the work, adequate protection and passage shall be provided by the permit holder for the traveling public. Not more than one-half of the traveled roadway shall be closed at one time; such barriers shall be erected and maintained as may be necessary for the protection of the traveling public; the same shall be properly lighted at night; and the party or parties to whom this permit is issued shall be responsible for all damages to persons or property due to or resulting from any work done under this permit.

No tunneling shall be done under this permit; where pipes or conduits are to cross the highway, the crossing shall be made without disturbing the pavement, by driving the pipe under the roadway; the pipe shall be carried under and across the road in a larger pipe or casing unless otherwise herein provided or by written consent of the Division Deputy.

When manholes are placed in the berm of the highway, they shall be located at such depth that the berm can be maintained over the top of the same. If at some future time the pavement is widened over the conduit, the manholes shall be raised to conform with the surface of the pavement.

The pavement shall be kept clear of all dirt from the excavation. In the event the highway becomes damaged because of said construction, the party or parties to whom this permit is granted shall promptly restore said highway to its former state of usefulness.

All of the above conditions shall apply in event it becomes necessary to open the trench at some future date for repairs or removal of structures.

Conditions Relating Particularly to Permits for the Erection of Poles, Wires and Overhead Structures

1. In the erection of pole lines, unless otherwise herein provided, or by written consent of the Division Deputy, the center of all poles shall be located not more than one foot inside the right of way of the highway.

2. No cutting or trimming of trees is authorized by this permit; in case it is found necessary to trim trees within the boundaries of the highway, the least amount possible shall be done, and in all cases the consent of the abutting property owners must be secured before poles are set and trees trimmed.

3. When the poles are side guyed across the highway, the stub to which the guy is attached shall be located not more than one foot inside the right of way line; the vertical clearance between the guy and the edge of the pavement farthest from the pole being guyed shall be not less than 14 feet.

4. When "A" pole, "H" pole or a brace pole construction is used not more than one of the poles shall be set on the highway right of way.

5. All pole lines are to be built in accordance with Administrative Order No. 72 of the Public Utilities Commission of Ohio.

General Provisions Applicable to All Permits

During the progress of the work such barriers shall be erected and maintained as may be necessary for the protection of the traveling public; the same shall be properly lighted at night; the party or parties to whom this permit is issued shall be responsible for all damages to persons or property due to or resulting from any work done under this permit.

Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the highway in such manner as to interfere unnecessarily with the travel over the road.

If any grading or sidewalk work done under this permit interferes with the drainage of the highway in any way, such catch basins and outlets shall be constructed as may be necessary, in the opinion of the Director of Highway to take proper care of said drainage.

If the party or parties to whom this permit is issued does anything contrary to the orders of the Division Deputy and after due notice, fails to correct such work or to remove such structure or material as he or they may be ordered to remove, the Department of Highways may, with or without notice, correct such work or remove such structures or material; and the party or parties to whom this permit is issued shall reimburse the Department of Highways for any expense incurred in correcting the work or removing the structure or materials.

All the work herein contemplated shall be done under the supervision and to the satisfaction of the Department of Highways, and the entire expense thereof, shall be borne by the party or parties to whom this permit is issued.

On the completion of the work herein contemplated all rubbish and debris shall be removed and the roadway and roadsides shall be left neat and presentable and satisfactory to the Division Deputy.

The granting of this permit does not in any way abridge the right of the Director of Highways in his jurisdiction over the state highways. If, in the process of any future work or for the benefit of the traveling public, it becomes necessary, in the opinion of the Director of Highways to order the removal, reconstruction, relocation or repair of any of the fixtures, or work performed under this permit, said removal, reconstruction, relocation or repair shall be wholly at the expense of the owners thereof, and be made as directed by the Director of Highways.

The right is reserved, during the time any or all the work is being performed, to appoint an inspector over the work who shall represent the interests of the State on the work, and any compensation arranged for shall be paid wholly by the permit holder.

All of the above conditions shall be applicable to the work herein authorized, unless the same are inconsistent with the conditions on the face of the permit, in which case the conditions written or printed on the face of the permit shall apply.

The acceptance of this permit or the doing of any work thereunder shall constitute an agreement by the party or parties to whom the permit is granted to comply with all of the conditions and restrictions printed or written herein.

This permit may at any time, be revoked and annulled by the Director of Highways for non-performance of or non-compliance with, any of the said conditions, restrictions and regulations hereof.

8-20-65

Attached to and forming a part of permit No. 65-377 issued to the Standard Oil Company and subject to all terms, conditions and restrictions contained therein.

pipe extended with approximately 35' of 60" concrete pipe with an SP-53 head-wall or equal and riprap provided, as shown in red.

Riprap shall be placed on the exposed bank of the stream along the interstate ramp opposite the outlet end of the multiple pipe culvert and shall be equal to one-half the height diameter of the multiple pipe culvert above the flow line and shall also have a toe wall of 12" reinforced concrete.

The two approaches shall be constructed as shown in red and maintain a 1" per foot slope away from the edge of pavement of S. R. 122 for 10' to insure no drainage onto S. R. 122.

No signs or lights will be permitted on or to overhang the right of way.

No vehicles or equipment shall be permitted to park or operate within the right of way of I. R. 75 or the ramp.

Riprap specified under this permit shall be as per Ohio Department of Highway Specifications.

All areas disturbed by this operation shall be restored comparable to that of the surrounding area and to the satisfaction of the Division Deputy Director.

All work shall be done in strict compliance with revised plans and terms of this permit, at no cost to the State of Ohio or Bureau of Public Roads.

P. E. MASHETER
Director of Highways

J R Cooke
DIVISION DEPUTY DIRECTOR

377 OK
Standard Oil - 122

To install multiple pipe culvert of three 13'6" pipes; extend existing 60" concrete pipe culvert; construct SP-53 headwalls; install approximately 50' of 24" pipe under the west approach; place concrete riprap and dump rock channel protection; install guard rail and construct two 35' approaches for ingress and egress to a service station along the south side of S. R. 122 located at the southeast corner of I. R. 75 and S. R. 122, as shown on plan submitted with application, revised in red.

The proposed multiple pipe culvert shall be lowered a foot below the proposed indicated flow line elevation. An SP-53 headwall or equal shall be constructed on the inlet end and concrete riprap protection provided on the outlet end, also dumped rock channel protection 2-1/2' thick shall be placed in the stream bed at the outlet end.---

The existing headwall on the 60" concrete pipe culvert shall be removed and the pipe extended with approximately 35' of 60" concrete pipe with a SP-53 headwall or equal and riprap provided, as shown in red.

Riprap shall be placed on the exposed bank of the stream along the interstate ramp opposite the outlet end of the multiple pipe culvert and shall be equal to one-half the height diameter of the multiple pipe culvert above the flow line and shall also have a toe wall of 12" reinforced concrete.

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No signs or lights will be permitted on or to overhang the right of way

No vehicles or equipment shall be permitted to park or operate within the right of way of I. R. 75 or the ramp.

Riprap specified under this permit shall be as per Ohio Department of Highway Specifications.

Areas, etc.

All work - plans - no cost, etc.



STATE OF OHIO
DEPARTMENT OF HIGHWAYS

County of WARREN Div. 8

S.R. 122 Sec. 0.94

INTER-OFFICE COMMUNICATION

Date July 22, 1965

To J. R. Cooke, Division Deputy Director Attention: F. G. Kepler
From R. N. Ricketts, Engineer of Location & Design By: C. W. Gray
Subject Application for Permit by Standard Oil Company

We are returning two prints and the above application to construct two 35-foot driveways to a service station to be located at the southeast corner of I-75 and SR 122.

We have shown, in red, on the attached print an acceptable design for the west drive. The slight encroachment over the L.A. R/W of the 25-foot radius on the east approach is not objectionable in this instance since a change in the approach angle could result in a smaller radius being used.

No review of the drainage has been made by this office; however, we concur in the recommendation that a plan should be prepared, before the permit is approved, which shows the detail of protection of the drainage outlet. This should also include a detail for the protection of the ramp embankment. Also, since parking inside the service station property will be restricted, consideration should be given to leaving the intermediate island area depressed in order to discourage parking in this area.

C. W. Gray
C. W. Gray
Geometric Design Engineer

CWG:MAP:1e
Enc.

cc: Reppel
File (2)

122

0.94

July 20, 1965

R. N. Ricketts, Engineer of Location and Design

C. W. Gray

J. R. Cooke, Division Engineer

by: Fred G. Kepler

Application for Permit - Standard Oil

Attached is a request and plans by the Standard Oil Company to construct a service station on the southeast corner of I. R. 75 and S. R. 122.

In order to construct this service station the Standard Oil Company proposes to construct a multiple pipe culvert of three 13'6" diameter pipe across Dicks Creek. Mr. R. W. Keller, of the Division Drainage Department, has reviewed this portion of the plan and his comments are self-explanatory in the attached copy of his letter.

We suggest increasing the angle of the west approach in order to avoid encroaching on the limited access of I. R. 75, and provide a 15' or 25' radii from the west edge of the east approach to the right of way line.

All lights, signs, etc., will be rearranged so they will not be on or overhang the right of way.

We also suggest eliminating the 12" pipe across the west approach and constructing a catch basin in the area between the two approaches, outletting the catch basin with a 12" pipe into the 13'6" pipe culvert. This can be accomplished by warping both approaches to drain into the center median.

All work will be done by the Standard Oil Company, at no cost to the State or Bureau of Public Roads.

Your advice would be appreciated.

J. R. COOKE
DIVISION ENGINEER



Fred G. Kepler
Permit Supervisor

FGK:jj
cc: Cooke
File

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

INTER-OFFICE COMMUNICATION

County of Warren Div. 8S.R. 122 Sec. 0089-0.94Date July 14, 1965To Mr. F. G. Kepler, Supervisor of Permits Attention: _____From Mr. R. W. Keller, Prof. Engr.Subject Proposed Multiple Pipe Culvert under Proposed Standard Oil Co. Drive at the intersection of S.R. 122 and Northbound entrance ramp to I-75.

The proposed multiple pipe culvert of 3-13'-6" diameter pipes was review^{ED} and found to^{BE} adequate to carry a twenty-five storm^{YEAR} frequency.

The proposed structure provide^S an equal area to that of the seventy (70) ft. span steel beam bridge seven hundred (700) ft. up stream.

^{DUE} Do to the location of Dicks Creek in this area adjacent to the State Highway and the value of the adjoining property it would be undesirable to allow a smaller structure of a cross section area less than the aforementioned bridge in this location. The existing structure on S.R. 122 has proven to this time to be of adequate size but not of excessive size.

It is suggested, however the proposed multiple pipe culvert be lowered a foot below the proposed indicated flow line elevation which would place the structure a foot below the channel at the bridge. Also it has been assumed that before final approval the detail of protection of the outlet end with concrete riprap will be shown in the final plans.

Very truly yours,

R. W. KELLER
Professional EngineerR.W.K:bw
cc: Mr. Jasper
File

To Kepler - Let's talk about this
STATE OF OHIO - DEPARTMENT OF HIGHWAYS

Bureau of Bridges

August 9, 1965

Memo to: J. R. Cooke, Division Deputy Director

Attention: Fred G. Kepler, Permit Supervisor

From: C. H. Altvater, Engineer of Bridges

By: John H. Butler, Hydraulics Engineer

Subject:

Div.

#8

County: Warren

Sec. S.R.-122-0.94

Bridge No. Pipe Structure
under Standard Oil Service
Station Entrance

We have reviewed subject structure as submitted to us July 26, 1965.

This structure is quite adequate as to waterway capacity, however, a headwall similar to our SP53 headwall should be provided on the inlet end to compensate for flotation forces. We concur with Mr. Keller's comments that the flow line should be lowered one ft. and that adequate bank protection should be provided on the exposed bank of the interstate ramp opposite the outlet of this structure.

It would appear to us that this structure is more expensive than a reinforced concrete slab structure and not as desirable hydraulically as a three span reinforced concrete slab structure or a capped pile substructure would be. However, subject to the above comments, we offer no objection to the use of three 13'-6" CMP pipes as proposed.

With a copy of this I.O.C., we are returning the file on this structure to Mr. C. W. Gray.

John H. Butler
John H. Butler

J.H.B.aw

cc: R. N. Ricketts
C. W. Gray (Attach)
J. W. Reppel
R. W. Keller

County of Warren Div. 8
S.R. 122 Sec. 0.94

FRED G. KEPLER
DEPARTMENT OF HIGHWAYS
P O BOX 100
MIDDLETOWN, OHIO

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

APPLICATION FOR PERMIT

See Instructions on Back of Sheet

To the DIRECTOR OF HIGHWAYS
Columbus, Ohio

DATE July 9, 1965

Dear Sir:

Application is hereby made by (1) the Standard Oil Company (Ohio)
P.O. Address (2) 930 Tennessee Ave., Cincinnati, Ohio 45229
to (3) construct 2 - 35' approaches

at the following described location (4) in Warren County ~~along~~ across S. R. No. 122

and in accordance with the attached plan (5).

(6) Work will commence on or about August 1, 1965 and will require
90 days.

(7) If the proposed installation requires the opening of the pavement give the following information.

A. Conditions necessitating opening of pavement.

B. The opening to be made in the pavement will be _____ feet long by _____ feet wide
and _____ feet deep.

C. Pavement is to be replaced by:

(a) _____ as directed by

and to the complete satisfaction of the Division Deputy Director,

(b) Certified check for _____ dollars (\$ _____)

being enclosed to cover cost of the pavement replacement (as per schedule on back of this sheet) if permit is granted.

I
(8) We hereby agree to backfill the trench of said opening by thoroughly tamping the backfill in four (4) inch layers; also to tamp in the top of that part of said trench which is in the travelled road, and place a minimum of six (6) inches of coarse aggregate or a minimum of three (3) inches of pre-mixed material as a wearing surface; and to maintain the road surface which has been disturbed until such time as the pavement can be replaced by or to the satisfaction of the Department of Highways.

I
(9) We also hereby agree to maintain lights, signs, barricades, flagmen, and watchmen necessary for the protection of traffic at all times, day and night, during the work provided for under this permit, and that such instructions given by the Division Deputy Director as to handling of traffic will be fully complied with.

I
(10) We agree to comply with all the conditions, restrictions and regulations of the Department of Highways.

Standard Oil Company (Ohio)

By David A. Kessler
David A. Kessler

TO BE FILLED IN BY DIVISION DEPUTY DIRECTOR:

S.R. No. _____ SECTION _____ COUNTY _____
 WIDTH OF R/W _____ FEET WIDTH OF PAVEMENT _____ FEET
 POSSIBLE FUTURE EXPANSION _____
 TYPE OF SURFACE _____ THICKNESS _____ BASE _____ THICKNESS _____
 DIVIDED LANE _____ RAISED CURB _____ BERM WIDTH _____
 LIMITED ACCESS _____ SHALL PERMIT BE GRANTED _____
 WHAT, IF ANY, ADDITIONAL REQUIREMENTS ARE TO BE IMPOSED _____

 DIVISION DEPUTY DIRECTOR

INSTRUCTIONS

- (1) Owner of proposed installation (application by contractor not acceptable).
- (2) Mailing Address of Owner.
- (3) State fully and completely type of installation proposed.
 If pole line give the following information:
 Number of poles, total length of line, type of wire, character of service, vertical clearance over pavement, and voltage if power line.
 If pipe line give the following information:
 Type of service (water, oil, gas, sewer — sanitary or storm, etc.); if carrying liquid or gas under pressure, state pounds per square inch, internal diameter and kind of pipe, length of line and proposed location with respect to pavement or right of way line; if pipe or conduit is to cross highway and crossing cannot be made without disturbing pavement advise conditions requiring such method of installation.
 If access approach give the following information:
 Use to be served (private, industrial, or commercial); if not private, advise kind of industry or business.
 Type of construction, width, thickness and drainage data.
- (4) Give County, State Route, and distance from some geographical point, such as intersecting state highways, city or village corporate limits, section lines, county or township highways.
- (5) Attach four (4) copies of a plan showing proposed location of installation with reference to pavement, right of way line, and owner's property lines. If installation crosses the highway, show cross section of present roadway and proposed installation. (Plan should also show information listed under item (4).)
- (6) Give anticipated dates for beginning and for completion of proposed installation.
- (7) No tunnelling will be permitted, and any installation which cannot be made without opening the pavement requires the applicant to reimburse the State for costs in replacement of the pavement or to replace the pavement at his or their own expense and to the satisfaction of the Division Deputy Director.
 - A. State conditions preventing installation under pavement by driving or boring.
 - B. Give specific dimensions since pavement replacement costs will be checked against information.
 - C. A certified check, payable to Treasurer, State of Ohio, must accompany application for opening pavement, if pavement is to be replaced by State forces. The amount of the check shall be based on the following schedule of fees for the type of pavement to be replaced as shown on straight line diagram or other records on file in the Division office.

LIST OF PRICES CHARGED FOR PERMITS TO CUT INTO A STATE ROAD

The charges for cutting into the road will be: \$40.00, plus the following rate per foot and square yard for the particular type of road surface as given below:

TYPE OF ROAD SURFACE

Cement Concrete, Asphaltic Concrete (T-35) on Rigid or Flexible Base, and Brick	For each lineal foot of pavement to be replaced when the width is eighteen inches or less	\$ 4.00
	For each additional square yard cut	12.00
Bituminous Road Mix (T-32) or Pre Mix (T-34) on Flexible Base	For each lineal foot of pavement to be replaced when the width is eighteen inches or less	\$ 2.50
	For each additional square yard cut	7.50
All Other Low Type Surfaces and Bases	For each lineal foot of pavement to be replaced when the width is eighteen inches or less	\$ 1.00
	For each additional square yard cut	3.00

FRANKLIN TWP.
SEC. 3 R4 T2

FOR CONTINUATION SEE R/W SHEET NO 4.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

339
352

WARREN COUNTY
WAR-25-3.46
LIMITED ACCESS

WILLIAM E. & RUBY I. CULBERTSON

BEGIN SHEET STA. 208+00

END SHEET STA. 224+00

FOR CONTINUATION OF CHANNEL, SEE MATCH LINE INSERT THIS SHEET

FOR CONTINUATION OF CHANNEL, SEE MATCH LINE INSERT THIS SHEET

HARRY L. MEHL

RAMP "D" CURVE DATA
 $\Delta = 26.9^\circ - 16'$
 $\Delta_c = 188^\circ - 46'$
 $D_c = 23^\circ - 00'$
 $R_c = 249.11'$
 $L_c = 820.72'$
 $\theta_a = 46^\circ - 00'$ $\theta_s = 34^\circ - 30'$
 $L_s = 400.00'$ $L_s = 300.00'$

RAMP "C" CURVE DATA
 $\Delta = 26.8^\circ - 44' - 21"$
 $\Delta_c = 209^\circ - 13' - 31"$
 $D_c = 23^\circ - 00'$
 $R_c = 909.68'$
 $L_c = 249.11'$
 $\theta_a = 34^\circ - 30'$ $\theta_s = 20^\circ - 59' - 09.8"$
 $L_s = 300.00'$ $L_s = 200.00'$

HARRY L. MEHL
30 CONT. 0.29 AC.
P.R.O. 111.3 AC.
30 X CONT. 3.47 AC.

WILLIAM E. & RUBY I. CULBERTSON

U.S. SURVEY DATA
PROP. S.R. 122
P.I. = STA. 43+90.72
 $\Delta = 21^\circ - 16' LT.$
 $D_c = 2^\circ - 38'$
 $R = 2175.98'$
 $E = 38.01'$
 $T = 408.54'$
 $L = 807.66'$

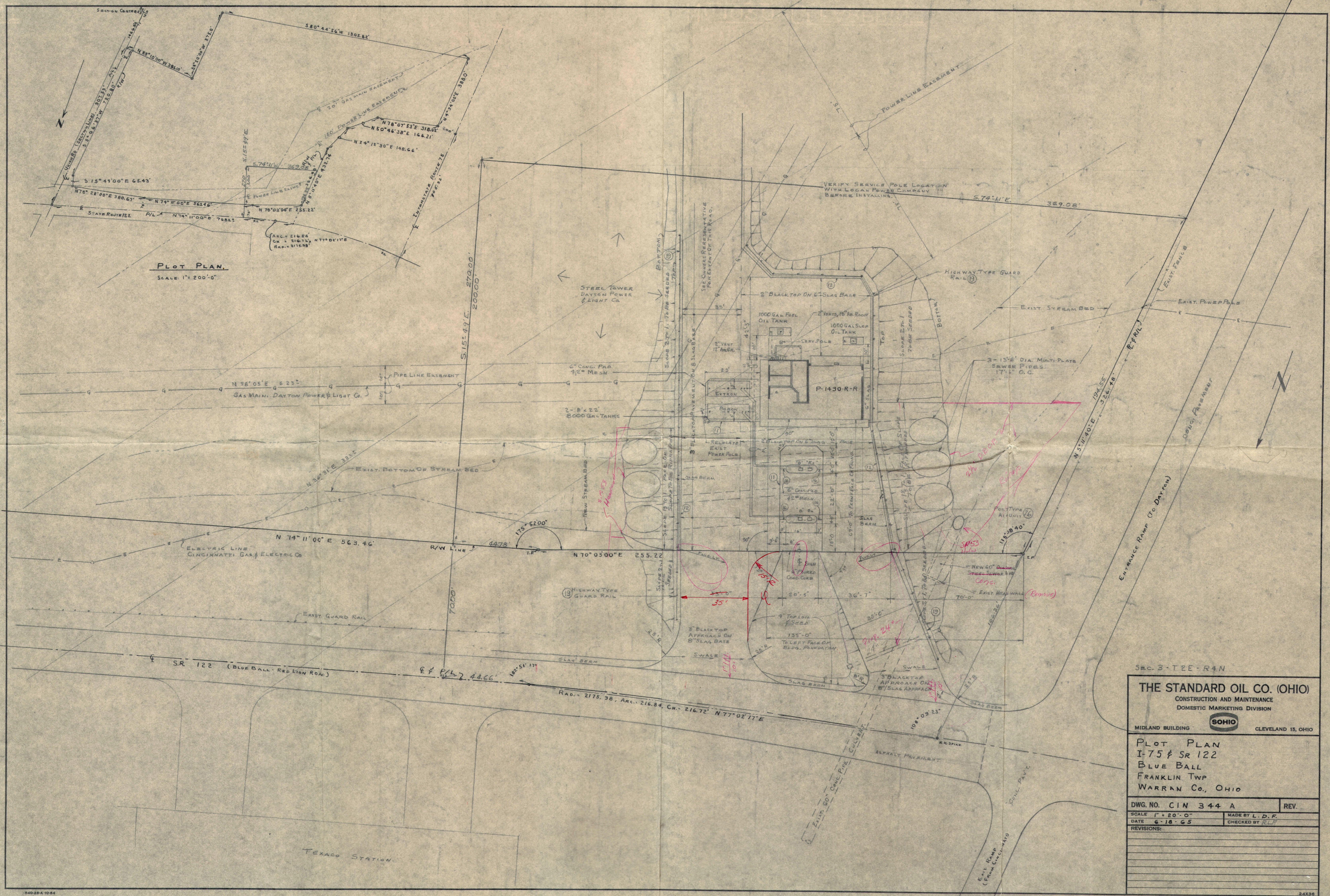
FRANKLIN TWP.
SEC. 3 R4 T2

MATCH SHEET
FOR CONTINUATION SEE R/W SHEET NO 15

FENCE TYPE "A" — RT. STA. 208+00 TO STA. 224+00 LIN. FT. = 1841'

SCALE: 1" = 50'

PLOT PLAN SCALE: 1" = 200'-0"



SEC. 3-T2E-R4N

THE STANDARD OIL CO. (OHIO)
CONSTRUCTION AND MAINTENANCE
DOMESTIC MARKETING DIVISION

MIDLAND BUILDING  CLEVELAND 15, OHIO

PLOT PLAN
I-75 & SR 122
BLUE BALL
FRANKLIN TWP
WARRAN CO., OHIO

DWG. NO. CIN 344 A	REV.
SCALE 1" = 20'-0"	MADE BY L.D.F.
DATE 6-18-65	CHECKED BY RLF
REVISIONS:	

Plot Plan
Scale: 1" = 200'-0"

THE STANDARD OIL CO. (OHIO)
CONSTRUCTION AND MAINTENANCE
DOMESTIC MARKETING DIVISION

MIDLAND BUILDING
CLEVELAND 15, OHIO

PLOT PLAN
I-75 & SR 122
BLUE BALL
FRANKLIN TWP
WARREN CO., OHIO

DWG. NO. CIN 344 A
SCALE 1" = 200'-0"
DATE 6-18-65
MADE BY L. D. F.
CHECKED BY RLF

REVISIONS:	REV.

