| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | 537-D | 1932 |

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S.H.(ICH) 190-SEC. "DIFB"
CHAMPAIGN COUNTY

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

# PIQUA-URBANA-ROAD.

## SH(ICH) 190-SECTIONS: "DIFB"

# CHAMPAIGN COUNTY.

## URBANA & MAD-RIVER TOWNSHIPS.

## FEDERAL-AID, PROJECT NO. 537-D.—JULY, 1932.

### INDEX OF SHEETS.


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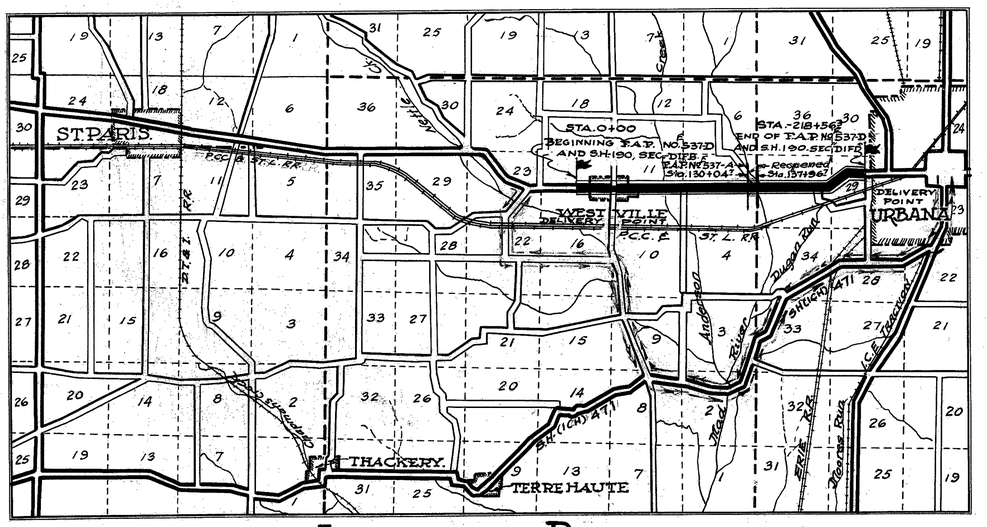
### CONVENTIONAL SIGNS.

Township Line ——————————
Section Line ----------
Property line, not fenced ——————
Fence —×—×—×—
Center line —·— —·— —·—
City or Village line —··—··—
Telephone or telegraph ↗ ↗ ↗ ↗ ↗
Steam & Electric lines. ——+——+——
Guard Rail ——————
Drain Pipe ——————




### LOCATION PLAN

0 1 2 3 4
Scale of Miles

**SPECIFICATIONS GOVERNING CONTRACT;**
The Standard Specifications of the State of Ohio Department of Highways, in force on date of contract will govern this improvement.

Standard Drawings used on this project are as follows:- 95-98-100-105-123 300-305-BC-A, BC-B, SC-A, CW-A,

DETOUR ROAD SHOWN THUS:

SECTION TO BE IMPROVED, SHOWN THUS:-

### SCALES

| | |
|---|---|
| PLAN | 1" = 100' |
| PROFILE, VERTICAL. | 1" = 10' |
| PROFILE, HORIZONTAL. | 1" = 100' |
| CROSS SECTIONS | 1" = 5' |
| STRUCTURAL PLANS | AS SHOWN |

DELIVERY POINTS:- { URBANA, WESTVILLE


CONSTRUCTION BUREAU
MAY 29 1956
GROUND PHOTOLAB


I hereby approve these plans and declare, that the making of this improvement will require the closing to traffic of this roadway and that detours will be provided as shown on the plans and estimates; and that Right-of-Way, has been provided.

Approved: Geo. W. Studebaker — Resident District Deputy Director.
Date, 7-26-32

Approved: W. C. Miller — Resident Division Deputy Director.
Date, 7-26-32

Approved: Elmer Hilty — Chief Engineer Bureau of Construction.
Date, 7/27-32

Approved: _____ — Chief Engineer. Bureau of Maintenance
Date, _____

Approved: _____ — Chief Engineer Bureau of Bridges.
Date, _____

Approved: H. P. Chapman — Chief Engineer.
Date, 7-27-32

Approved: A. W. Merrell — Director of Highways.
Date, 7-27-32

Recommended for approval _____ Dist. Engr. Bureau of Public Roads.
Date,

Recommended for approval _____ Chief Engr. Bureau of Public Roads.
Date,

Approved: _____ Chief of Bureau.
Date, _____

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CHAMPAIGN - 190 - D-I-F-B

1932

| FEDERAL ROAD DISTRICT NO. | STATE | FEDERAL AID PROJECT NO. | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | F 339-D | 1932 |

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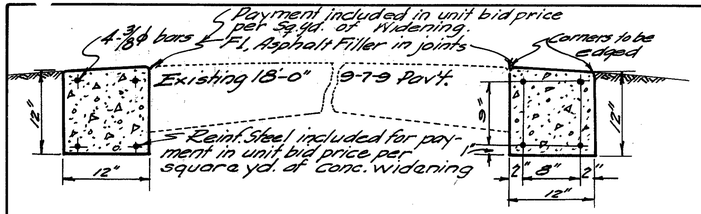
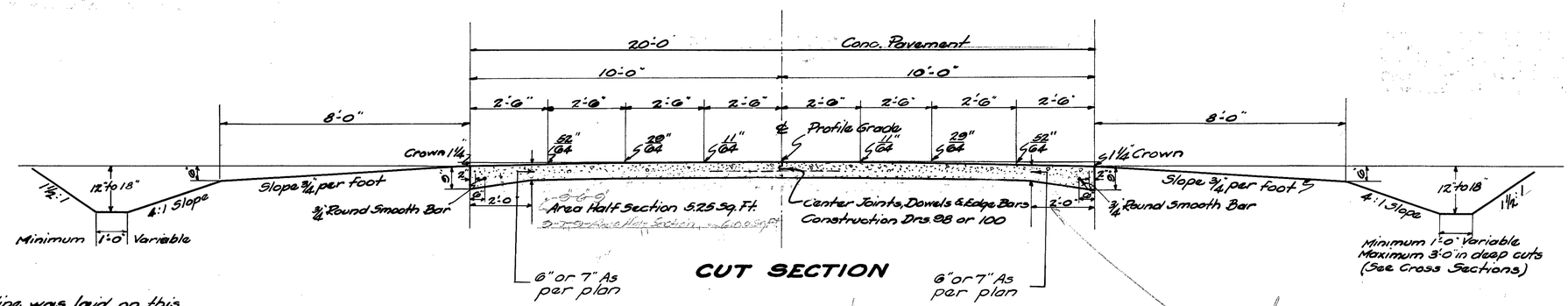
S.H.(I.C.H.) 190 SEC'S D.I.F.B
CHAMPAIGN COUNTY

# TYPICAL SECTIONS

## CONSTRUCTION DRAWINGS - NO'S: 95-129, 98 or 100




DETAIL SECTION - 12" WIDENING AT MAD-RIVER BRIDGE.

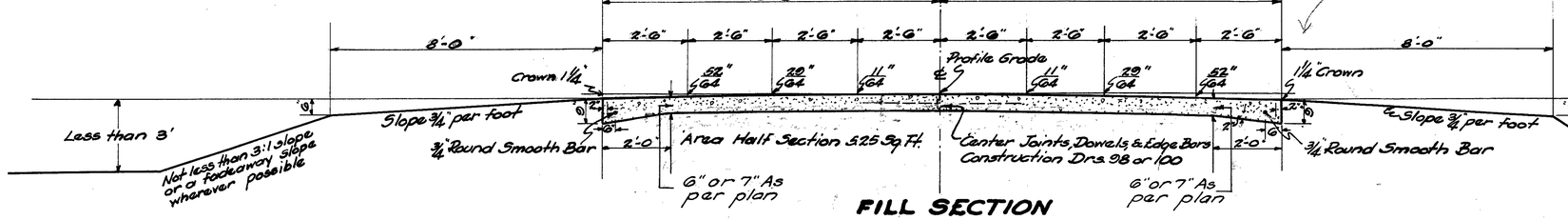



CUT SECTION

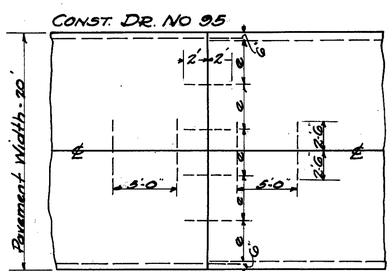
NOTE:
The proposed grade line was laid on this road with the idea in mind to salvage a portion of the depth of the present road metal and in no case will the contractor be permitted to excavate to a greater depth than is required for placing the pavement.

O.K. for Typical Sections
E. Turneaure

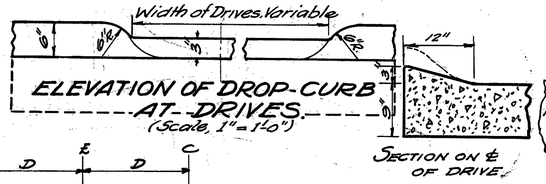
GUARD RAIL NOTE
The existing guard rail not required to be reset is to be removed and disposed of by the State Maintenance Forces and is not a part of this contract.

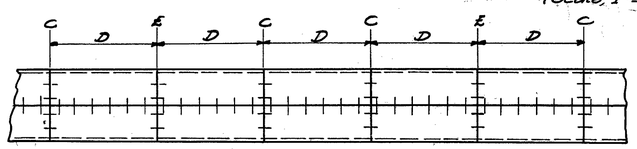



FILL SECTION



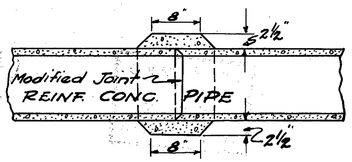

DETAIL OF TRANSVERSE JOINT

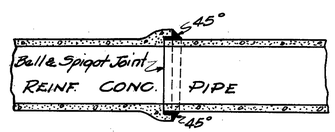



C = Contraction Joint
E = Expansion Joint as per Specifications Dr. No. 123
D = 30'-0" for gravel aggregate
D = 40' for stone or slag aggregate

DETAIL SHOWING CENTER JOINT AND FREQUENCY OF TRANSVERSE JOINTS




PIPE DETAIL

Payment for "F1-Filler" included in unit bid price per Sq. Yd. of Curb

In the construction of all curbs the entire mixture shall be of uniform consistency using a 1:5½ mix and all portions of the curb shall be placed in one operation. False finish or plastering of forms in advance of placing backing will not be allowed. The exposed surface of the curb shall be rubbed as provided for concrete curb Item I-6. (See Const. Dr. No. 129.) Build as here shown. Transverse joints in the curb are to correspond to those in the pavement and to extend full depth of curb in raised portion.

CURB DETAIL

**QUARTER SECTION MARKER**
**STA. 0+00**
State will furnish suitable marker, to be set by Contractor, as directed by the Engineer in charge. Payment for this item is included in unit price bid per square yard of pavement.

**EXTREME ELEVATION DATA ON PROPOSED ℄ OF SURVEY.**
Highest elev. Sta. 0+00 1000.21
Lowest elev. Sta. 68+00 997.63
Difference in elev. = 92.58
**LEAST SIGHT DISTANCE;**
Sta. 184+50 - 650 Ft.
Max. Present Grade, 5.61%
Max. Proposed Grade 3.91%

**TYPE "D" GUARD-RAIL - NEW & RESET (G)**

| ITEM NO. | STA. TO STA. | SIDE | LINEAL FEET NEW | LINEAL FEET RESET |
|---|---|---|---|---|
| 1-G | 5+36 - 7+68 | R. | | 232 |
| 2-G | 6+56 - 8+72 | L. | | 216 |
| 3-G | 14+70 - 15+74 | R. | | 104 |
| 4-G | 15+90 - 17+98 | R | 208 | |
| | TOTAL | | 208 | 552 |

NOTE:- Reset Guard Rail, to be painted as per Std. Specifications.

**STATION, 0+00 BEGINNING SEC. "DIFB" AND F.A.P.-№ 537-D**

**CULVERTS - (C.)**

| ITEM № | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE (ENC.) | NEW WORK SIZE OR DIAM. | NEW WORK LENG. OR LIN. FT. | NEW WORK STD. NO. & INLET | FOR DETAILS SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| 1-C | 8+44 | V.S.P. | 15" | 41-0" | V.S.P. | 24" | 44' | SAFL. ON Rt. END | 33 |
| 2-C | 17+84 | V.S.P. Con. | 24" | 44-0" | V.S.P. | 30" | 42' | SAFL. ON Rt. END | 33 |
| | | | | | | | | | |




**DETAIL OF CURB WIDENING, Sta. 14+00 to Sta. 26+33**

**FLARE WIDENING (F)**

| ITEM | STA.-TO-STA. | SIDE | SQ. YDS. |
|---|---|---|---|
| 1-F | 13+90 - 14+80 | L | 32.5 |
| 2-F | 13+90 - 14+80 | R | 32.5 |
| | TOTAL | | 65.00 |

| FEDERAL ROAD DISTRICT NO. | STATE | FEDERAL AID PROJECT NO. | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | 537-D | 1932 |

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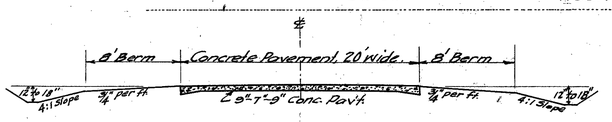
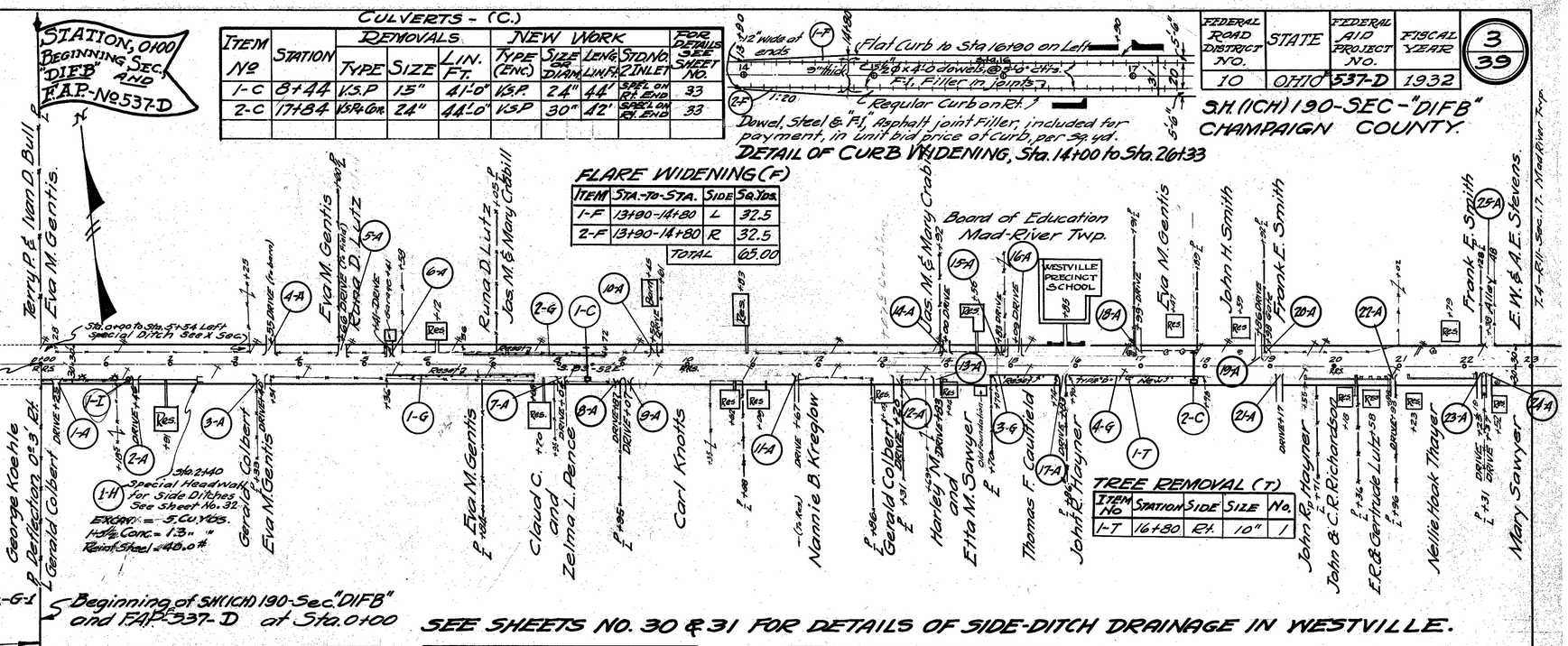
SM (ICH) 190-SEC - "DIFB"
CHAMPAIGN COUNTY.




TYPICAL SECTION OF ADJOINING ROAD BED.




**TREE REMOVAL (T)**

| ITEM NO | STATION | SIDE | SIZE | No. |
|---|---|---|---|---|
| 1-T | 16+80 | Rt. | 10" | 1 |

End of SM (ICH) 190-Sec. G-1 and F.A.P. № 537-C, at Sta. 196+07.8

Beginning of SM (ICH) 190-Sec "DIFB" and F.A.P. № 537-D at Sta. 0+00

**SEE SHEETS NO. 30 & 31 FOR DETAILS OF SIDE-DITCH DRAINAGE IN WESTVILLE.**

**SIDE DITCH INLET No. 1**

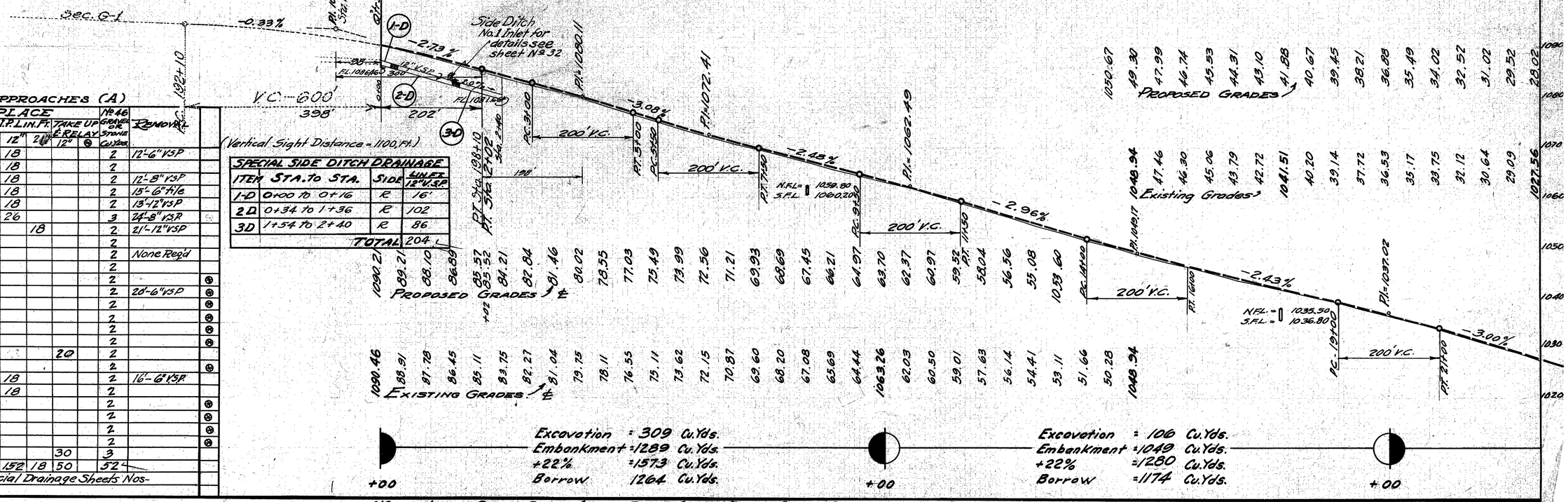
| ITEM No. | STA. | No. | SIDE |
|---|---|---|---|
| 1-I | 1+38 | 1 | Left |

**B.M. STA. 0+00 #1**
R. R. Spike In Tel. Pole 27' Right From ℄
Elev. = 1090.45

**B.M. STA. 6+15 #2**
℄ On S.E. Cor. Of Sidewalk To First House On Left 18' From ℄
Elev. = 1071.81

**B.M. 15+90 #3**
℄ On S.E. Cor. Of Large Step To School House On Left.
Elev. = 1049.75

**B.M. 21+88 #4**
℄ On S.W. Cor. Of Conc. Walk To House 30.8' Left Of ℄
Elev. = 1029.83




**PRIVATE DRIVE APPROACHES (A)**

| ITEM № | STATION | SIDE | PLACE CORR. I.P. 10" | PLACE I.P. LIN. FT. 12" | PLACE 24" | TAKE UP & RELAY 12" | TAKE UP & RELAY ⊗ | № 46 GRAVEL OR STONE CU. YDS. | REMOVAL |
|---|---|---|---|---|---|---|---|---|---|
| 1-A | 0+25 | R | | 18 | | | | 2 | 12'-6" V.S.P. |
| 2-A | 1+46 | R | | 18 | | | | 2 | |
| 3-A | 3+40 | R | | 18 | | | | 2 | 12'-8" V.S.P. |
| 4-A | 3+55 | L | | 18 | | | | 2 | 15'-6" 7/16 |
| 5-A | 4+66 | L | | 18 | | | | 2 | 13'-1/2" V.S.P. |
| 6-A | 5+41 | L | | 26 | | | | 3 | 24'-8" V.S.P. |
| 7-A | 8+04 | R | | | 18 | | | 2 | 21'-12" V.S.P. |
| 8-A | 8+87 | R | 18 | | | | | 2 | |
| 9-A | 9+07 | R | | | | | | 2 | None Reqd |
| 10-A | 9+50 | L | 18 | | | | | 2 | |
| 11-A | 11+67 | R | | | | | | 2 | ⊗ |
| 12-A | 13+20 | R | | | | | | 2 | 28'-6" V.S.P. ⊗ |
| 13-A | 13+83 | R | | | | | | 2 | ⊗ |
| 14-A | 14+00 | L | | | | | | 2 | ⊗ |
| 15-A | 14+83 | L | | | | | | 2 | ⊗ |
| 16-A | 15+09 | L | | | | | | 2 | ⊗ |
| 17-A | 15+83 | R | | | | 20 | | 2 | |
| 18-A | 16+00 | L | | | | | | 2 | ⊗ |
| 19-A | 18+86 | L | | 18 | | | | 2 | 16'-6" V.S.P. |
| 20-A | 18+98 | L | | 18 | | | | 2 | |
| 21-A | 19+17 | R | | | | | | 2 | ⊗ |
| 22-A | 20+93 | R | | | | | | 2 | ⊗ |
| 23-A | 22+25 | R | | | | | | 2 | ⊗ |
| 24-A | 22+37 | R | | | | | | 2 | ⊗ |
| 25-A | 22+38 | L | | | | 30 | | 3 | |
| | TOTAL | | 36 | 152 | 18 | 50 | | 52 | |

⊗ Pipe Listed on Special Drainage Sheets Nos-
TOTALS:-

**SPECIAL SIDE DITCH DRAINAGE**

| ITEM | STA. To STA. | SIDE | LINER 12" V.S.P. |
|---|---|---|---|
| 1-D | 0+00 To 0+16 | R | 16' |
| 2-D | 0+34 To 1+36 | R | 102 |
| 3-D | 1+54 To 2+40 | R | 86 |
| | TOTAL | | 204 |

Excavation = 309 Cu. Yds.
Embankment = 1289 Cu. Yds.
+22% = 157.3 Cu. Yds.
Borrow 1264 Cu. Yds.

Excavation = 106 Cu. Yds.
Embankment = 1049 Cu. Yds.
+22% = 1280 Cu. Yds.
Borrow = 1174 Cu. Yds.

Plan & Profile SM (190) Sec "DIFB"

# DETAIL OF INTERSECTION PAVEMENT (WESTVILLE.)

**SECTION-CORNER MARKER-Sta. 26+58±**

State will furnish suitable marker, to be set by Contractor, as directed by Engineer in Charge. Payment for this Item, is included in unit price bid per square yard of pavement. ★

**CULVERTS (C.)**

| ITEM NO | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE | NEW WORK SIZE OR DIAM. | NEW WORK LEN. LIN. FT. | STD. NO. & INLET | FOR DETAILS SEE SHEET NO.: |
|---|---|---|---|---|---|---|---|---|---|
| 3-C | 24+86 | Conc. Box | 3'x1'-6" | 36' | Conc. Box | 3'x2'6 | 60' | | 33 |
| 4-C | 37+42 | Conc. Box | 6'x3' | 22' | Conc. Box | 7'x3' | 40' | | 33 |

| FEDERAL ROAD DISTRICT NO. | STATE | FEDERAL AID PROJECT NO. | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | F 537-D | 1932 |

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S.H. (ICH) 190 SEC-"DIFB"
CHAMPAIGN COUNTY.

Town 4 - Range 11 / Sec 17 — Sec. 11 / Town 4 - Range 11

County Highway No 15

PIKE ST.

Sec. 17 → Sec. 11 / Town 4 - Range 11

**NOTE:- GRAVEL FOR SIDE WALKS.**
Sta. 14+80 to Sta. 26+33 R.&L.
Spread total of 56 Cu.yds. of No 46 Gravel on side walks out side of curbs.

20' PIQUA ST.

Flat Curb Edge Corners.

Area outside of regular 20' pav't = 143.7 Sq. yds., to be 9" uniform thickness no reinforcing except dowels.

Dowel Steel & F1, filler included for payment with unit bid price per sq. yd. of curb.

Scale, 1" = 20'

**NOTE:- This Intersection "to be poured half at a time, using "High Early Strength" cement and is to be maintained open to North and South Traffic, at all times.**

**CURB & GUTTER (C&G)**

| ITEM | STA. TO STA. | SIDE | LIN. FT. |
|---|---|---|---|
| 1-C&G | 14+80 - 26+33 | L | 1153 |
| 2-C&G | 14+80 - 26+33 | R. | 1153 |
| | TOTAL | | 2306 |

**FLARE WIDENING (F)**

| ITEM | STA. TO STA. | SIDE | SQ. YDS |
|---|---|---|---|
| 3-F | 26+83 - 27+73 | L | 30.0 |
| 4-F | 26+83 - 27+73 | R | 30.0 |
| | TOTAL | | 60.0 |

**B.M. STA. 26+84 #5**
□ ON RAISED CURB AT N.E. COR. OF INTER. AT WESTVILLE 26.2' LEFT OF ℄
ELEV. = 1013.37

**B.M. STA. 33+15 #6**
□ ON NORTH EDGE OF END OF CONC. SIDEWALK 25.8' RIGHT OF ℄
ELEV. = 1010.51

**B.M. 40+75 #7**
□ ON N.W. COR. OF CONC. SIDEWALK, 27.6' Rt. OF ℄
ELEV. = 1010.42

**STATIONING of PAVEMENT TYPES**

| STA. TO STA. | LIN FT-20' PAV'T. 9-6-9 | 9-7-9 |
|---|---|---|
| 0+00 - 37+50 | 3750 | |
| 37+50 - 40+50 | | 300 |
| 40+50 - 50+00 | 950 | |
| TOTALS | 4700 | 300 |

**PRIVATE DRIVE APPROACHES (A.)**

| ITEM NO | STATION | SIDE | PLACE 10" | PLACE 12" | PLACE LIN. FT. 3.6 | REMOVAL TAKE UP CONC. | REMOVAL REPLACE 2" | REMOVAL 16 | REMOVAL GRAVEL 3" | REMOVAL CU. YDS. | 16'-12" Conc. L.P. | 14'-10" Conc. L.P. | 20'-16" Tile | Nos. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26-A | 24+18 | R | | | | | | | | 2 | | | | |
| 27-A | 24+92 | L | | | | | | | | 2 | | | | |
| 28-A | 24+88 | R | | | | | | | | 2 | | | | |
| 29-A | 24+92 | L | | | | | | | | 2 | | | | |
| 30-A | 25+21 | L | | | | | | | | 2 | | | | |
| 31-A | 25+79 | R | | | | | | | | 2 | | | | |
| 32-A | 25+85 | L | | | | | | | | 2 | | | | |
| 33-A | 27+17 | L | | | | | | | | 2 | | | | |
| 34-A | 27+35 | L | | | | | | | | 2 | | | | |
| 35-A | 27+55 | L | | | | | | | | 2 | | | | |
| 36-A | 27+85 | R | | | | | | | | 2 | | | | |
| 37-A | 28+70 | R | | | | | | | | 2 | | | | |
| 38-A | 28+49 | L | | | | | | | | 2 | | | | |
| 39-A | 29+31 | R | | | | | | | | 2 | | | | |
| 40-A | 29+51 | L | | | | | | | | 2 | | | | |
| 41-A | 29+51 | R | | | | | | | | 2 | | | | |
| 42-A | 31+00 | L | | | | | | | | 2 | | | | |
| 43-A | 31+02 | R | | | | | | | | 2 | | | | |
| 44-A | 33+25 | R | | | | | | | | 2 | | | | |
| 45-A | 33+25 | L | | | | | | | | 2 | | | | |
| 46-A | 33+25 | R | | | | | | | | 2 | | | | |
| 47-A | 34+24 | R | | | | | | | | 2 | | | | |
| 48-A | 34+39 | R | | | | | | | | 2 | | | | |
| 49-A | 35+57 | R | | | | | | | | 2 | | | | |
| 50-A | 36+05 | L | | | | | | | | 2 | | | | |
| 51-A | 36+15 | R | | | | | | | | 2 | | | | |
| 52-A | 41+18 | L | | | | | | | | 2 | | | | |
| 53-A | 41+54 | R | | | | | | | | 2 | | | | |
| 54-A | 51+22 | R | | | | | | | | 2 | | | | |
| ⊗ | Pav't listed as Special Average sheet | | | | | | | | | | | | | |
| | TOTALS | | | | | | | | | | | | | |

Excavation = 293 Cu.Yds.
Embankment = 761 Cu.Yds.
+22% = 928 Cu.Yds.
Borrow = 635 Cu.Yds.

Excavation = 124 Cu.Yds.
Embankment = 844 Cu.Yds.
+22% = 1030 Cu.Yds.
Borrow = 906 Cu.Yds.

Excavation = 160 Cu.Yds.
Embankment = 1198 Cu.Yds.
+22% = 1462 Cu.Yds.
Borrow = 1302 Cu.Yds.

PROPOSED ℄ GRADES

EXISTING GRADES

Sta. 37+00 to Sta. 46+50 Level Grade, El. = 1010.02

Plan & Profile S.H. (ICH) 190 SEC. "DIFB"

## CULVERTS - (C.)

| ITEM No. | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE | NEW WORK SIZE OR DIAM. | NEW WORK LENG. LIN. FT. | STD. No. 21 INLET | FOR DETAILS SEE SHEET No.: |
|---|---|---|---|---|---|---|---|---|---|
| 5-C | 55+91 | Stone & Conc. Abutments 30' Beam | 5'6"x 4'6" | 23' | Slab Top Culv. | 8'x3' | 40' | | 34 |
| 6-C | Anderson Creek Br. | 30' Rdwy. | | 60' | No | Work | Req'd. | | 34 |
| 7-C | 74+97 | Conc. Box | 2-6'x 2'-6" | 29' | Conc Box | 3'x2' | 40' | | 34 |

## TYPE "D" GUARD-RAIL — NEW & RE-SET. (G)

| ITEM No. | STA. TO STA. | SIDE | LINEAL FEET NEW | LINEAL FEET RESET |
|---|---|---|---|---|
| 5-G | 52+93 - 53+89 | R. | | 96 |
| 6-G | 52+90 - 54+42 | L | | 152 |
| | | TOTAL | (NONE) | 248 |

NOTE: Reset Guard-Rail; to be painted as per Std. Specifications.

## PRIVATE DRIVES & ROAD APPROACHES (A)

| ITEM No | STATION | SIDE | PLACE CORR. I.P. 10" | PLACE CORR. I.P. 12" | PLACE LIN. FT. | TAKE UP & RELAY | No. 16 GRAVEL OR STONE CU. YDS. | REMOVAL |
|---|---|---|---|---|---|---|---|---|
| 55-A | 55+60 | L | | 18 | | | 2 | |
| 56-A | 60+07 | L | 30 | | | | 4 | |
| 57-A | 62+51 | R | | 16 | | | 2 | |
| 58-A | 67+59 | R | | 24 | | | 3 | |
| 59-A | 69+76 | L | | 20 | | | 3 | 19'-12" V.S.P. |
| 60-A | 69+79 | R | | 18 | | | 2 | |
| 61-A | 79+41 | R | | | | | 8 | |
| 62-A | 79+65 | R | | | | | 2 | |
| | | | | | | | | |
| TOTALS | | | 30 | 96 | | | 26 | |

| FEDERAL ROAD DISTRICT NO. | STATE | FEDERAL AID PROJECT NO. | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | 537 D | 1932 |

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SH. (ICH) 190-SEC-"DIFB"
CHAMPAIGN COUNTY.

T4-R11-Sec. 11 - Mad River Twp.

T4-R11-Sec. 5 Mad River Twp.

50+00 Deflection-0° 20' Left

Sta. 63+59 to 64+51
Anderson Creek Br.
Conc. Twin Span 30'
Beams. With App.
Slabs. - 30' Rd.-Wy.
Built in 1929
No Work Req'd.

Anderson Creek

J.P. & Elizabeth Printz

Chas. & Emma Bair

Bair Rd.

Berita M. Newton

Luella M. Ring

Rachael Taylor

S.84°-07E.

S.84°-09E

### B.M. Sta. 52+03 #8
On S.W. Cor. Conc. Step 20' On Right Of ℄
Elev. = 1010.68

### B.M. Sta. 64+38 #9
On E. End Of N. Curb On Bridge 14.5' Left Of ℄
Elev. = 1000.43

### B.M. Sta. 69+85 #10
Top S.W. Cor. Of East Conc. Fence Post 30' Left Of ℄
Elev. = 1001.87

### B.M. Sta. 73+50 #11
R.R. Spike In Root Of 18" Tree 70' Left Of ℄
Elev. = 997.05

### STATIONING OF PAV'T TYPES

| STA. TO STA. | LIN. FT. 20' PAV'T 9-6-9 | LIN. FT. 20' PAV'T 9-7-9 |
|---|---|---|
| 50+00 - 53+50 | | 350 |
| 53+50 - 63+59 | 1009 | |
| 64+51 - 130+05 | 6554 | |
| TOTALS, | 7563 | 350 |

9-7-9 PAV'T.
Sta. 50+00 To Sta. 53+50

P.I. = 1009.03
P.I. = 1003.08
P.I. = 999.77
P.I. = 997.96
P.I. = 997.72
P.I. = 999.80

-0.22%
-1.70%
-0.422%
-.80%
-0.03%
+0.27%

P.C. 50+00
P.T. 53+50
400' V.C.
F.L. 998.00
P.C. 53+50
P.T. 57+50
300' V.C.
P.C. 62+29
P.T. 63+29
50' C.
P.C. 64+96
P.T. 66+96
200' V.C.
N.F.L. 994.00
S.F.L. 993.50
P.C. 76+00
P.T. 78+00
200' V.C.
P.C. 78+00
P.T. 80+00
200' V.C.

PROPOSED GRADES ℄

1009.89 09.80 09.69 09.58 09.47 09.31 09.06 08.72 08.29 07.76 07.14 06.43 05.63 1004.83 04.14 03.56 03.07 02.70 02.44 02.23 02.02 01.81 01.60 01.39 01.18 1000.97 00.75 00.54 00.33 00.12 999.91 99.87 99.91 99.97 1000.18 999.56 99.16 98.76 98.41 98.15 98.00 97.93 97.92 97.90 97.89 97.87 97.86 97.84 97.83 997.81 97.80 97.78 97.76 97.75 97.76 97.80 97.88 97.99 98.13 98.26 98.40 98.53 98.65 98.73 98.78 98.80

EXISTING GRADES ℄

1009.59 09.59 09.72 09.78 09.97 10.05 10.23 10.22 10.16 09.23 08.02 06.76 05.72 04.73 03.75 03.00 02.33 01.95 01.93 01.79 01.82 01.46 01.24 01.04 00.82 00.40 00.17 1000.00 999.94 99.72 99.48 99.80 99.80 1000.18 1000.07 999.96 99.08 98.59 98.26 98.03 97.86 97.79 97.65 97.42 97.53 97.39 97.60 97.65 97.52 97.37 997.44 97.35 97.32 97.31 97.34 97.38 97.29 97.33 97.49 97.46 97.71 97.99 98.06 98.19 98.35 98.29 98.19 98.32

Excavation = 656 Cu.Yds.
Embankment = 780 Cu.Yds.
+22% = 952 Cu.Yds.
Borrow = 296 Cu.Yds.

Exc. = 21 Cu.Yds.
Emb = 243 Cu.Yds.
+22% 296 Cu.Yds.
Borrow = 275 Cu.Yds.

W. End App. Slab +53.50
End Br. Floor +33.00
E. End App. Slab +63.59
E. End Br. Floor +33.00
+0.00
+59
+51
+0.00

Excavation = 28 Cu.Yds.
Embankment = 509 Cu.Yds.
+22% = 621 Cu.Yds.
Borrow = 593 Cu.Yds.

Excavation = 19 Cu.Yds.
Embankment = 1505 Cu.Yds.
+22% = 1836 Cu.Yds.
Borrow 1817 Cu.Yds.

+0.00
+0.00

48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81

Plan & Profile SH. (ICH) 190 SEC "DIF B"

## PRIVATE DRIVE APPROACHES (A)

| ITEM NO. | STATION | SIDE | PLACE CORR. I.P. 10" | PLACE CORR. I.P. 12" | PLACE LIN. FT. | TAKE UP & RELAY | NO. OF GRAVEL OR STONE CU. YDS. | REMOVAL |
|---|---|---|---|---|---|---|---|---|
| 63-A | 91+43 | R | | 16 | | | 2 | |
| 64-A | 93+03 | R | | 16 | | | 2 | |
| 65-A | 95+21 | L | | 16 | | | 2 | |
| 66-A | 96+70 | L | | 16 | | | 2 | |
| 67-A | 99+85 | R | | | | | 2 | |
| 68-A | 100+97 | R | 36 | | | | 4 | |
| 69-A | 101+77 | L | 16 | | | | 2 | |
| 70-A | 104+16 | R | 18 | | | | 3 | |
| 71-A | 109+79 | L | | 16 | | | 2 | |
| | | | | | | | | |
| | | | | | | | | |
| TOTALS | | | 70 - 80 | | | | 21 | |

## CULVERTS - (C.)

| ITEM NO. | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE | NEW WORK SIZE OR DIAM. | NEW WORK LENG. LIN. FT. | STD. NO. 2 INLET | FOR DETAILS SEE SHEET NO.: |
|---|---|---|---|---|---|---|---|---|---|
| 8-C | 86+12 | Conc Box | 6'x4' | 27-6 | Sl. RB Top. C. Conc Box | 8'x3' | 40' | | 34 |
| 9-C | 106+30 | Conc Box | 3'x3' | 26' | | 4'2"x 2'6" | 40' | | 34 |

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | 587-D | 1932 |

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S.H. (ICH) 190-SEC-"DIFB"
CHAMPAIGN COUNTY.

J.P. & Elizabeth Printz
Chas. & Emma Bair
Luella M. Eiry
Township Road No 89 (+41)
Rachael Taylor
Truman B. Matthews et ux
Nellie Hawkins
Bungalow Inn.
Rachael Taylor
Nellie Hawkins
Rachael Taylor
Rachael Taylor
Omer B. Stickley
74-R11-Sec. 5, Madriver Twp

B.M. STA. 87+30 #12
R. R. SPIKE IN POWER POLE 35' LEFT OF ℄
ELEV. = 996.71

B.M. STA. 95+00 #13
S.W. COR. OF CONC. PORCH OF, BRICK HOUSE LEFT OF ℄ 95±
ELEV. = 999.98

B.M. STA. 106+00 #14
R. R. SPIKE IN 60" TREE 100' LEFT OF ℄
ELEV. = 995.05

PI = 798.80
PI = 998.80
PI = 999.16
PI = 997.30
Level
+0.04%
-0.21%
+0.13⅓%
R. 78+40
P.T. 80+00
200' V.C.
NFL. 993.50
S.F.L. 993.00
P.C. 89+00
P.T. 91+00
100' V.C.
P.C. 99+50
P.T. 101+50
200' V.C.
P.C. 104+50
P.T. 106+50
200' V.C.
NFL. 994.00
S.F.L. 993.50

Sta. 80+00 to Sta. 90+00, Level Grade, El. = 998.80

PROPOSED ℄ GRADES

998.26 98.40 98.53 98.65 98.73 98.78 98.80 998.80 98.81 98.82 98.84 98.86 98.88 98.90 98.92 98.94 98.96 98.98 99.00 99.02 99.04 99.06 99.08 99.10 99.12 99.12 99.10 999.03 98.95 98.85 98.74 98.64 98.53 98.43 98.32 98.22 98.11 98.02 97.98 97.99 98.03 98.10 98.17 98.23 98.30 98.37 98.43 998.50

EXISTING GRADES

997.71 97.89 98.06 98.19 98.35 98.29 98.19 98.32 98.44 98.48 98.40 98.39 98.49 98.45 98.48 98.19 98.08 97.96 98.08 98.03 97.95 98.00 97.91 97.98 98.20 98.20 998.43 98.44 98.38 98.10 98.06 98.02 98.14 98.18 98.07 98.33 98.45 98.53 98.56 98.66 98.69 98.72 98.82 98.85 99.11 99.07 998.94 98.71 98.48 98.30 98.32 98.18 98.07 98.07 97.95 97.79 97.58 97.47 97.56 97.71 97.49 97.64 97.75 97.91 97.90 98.04 998.08

Excavation = 67 Cu. Yds.
Embonkment = 1481 Cu. Yds.
+22% = 1807 Cu. Yds.
Borrow = 1740 Cu. Yds.

Excavation = 45 Cu. Yds.
Embonkment = 1619 Cu. Yds.
+22% = 1975 Cu. Yds.
Borrow = 1930 Cu. Yds.

Excavation = 23 Cu. Yds.
Embonkment = 1271 Cu. Yds.
+22% = 1551 Cu. Yds.
Borrow = 1528 Cu. Yds.

77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110

Plan & Profile S.H. (ICH) 190 SEC. "DIFB"

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | F.537-D | 1932 |

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S.H.(ICH)190-SEC-"DIFB"
CHAMPAIGN COUNTY.

## STUMP REMOVAL (T)

| ITEM NO | Station | Side | Size | No. |
|---|---|---|---|---|
| 2-T | 120+20 | Rt. | 24" | 1 |
| 3-T | 121+69 | Rt. | 30" | 1 |
| 4-T | 123+16 | Rt. | 20" | 1 |
| 5-T | 123+58 | Rt. | 27" | 1 |
| 6-T | 124+79 | Rt. | 18" | 1 |
| 7-T | 128+02 | Rt. | 27" | 1 |
| TOTAL | | | | 6 |

## PRIVATE DRIVE & ROAD APPROACHES. (A)

| ITEM No | Station | Side | PLACE Carr. 10" | PLACE I.P. 12" | PLACE L.in.F. | Take Up & Relay | No. 16 Stone or Gravel Cu. Yds. | Removal |
|---|---|---|---|---|---|---|---|---|
| 72-A | 127+51 | R | | 16 | | | 2 | |
| 73-A | 129+50 | R | | 16 | | | 2 | |
| 74-A | 132+52 | R | No Work Required | | | | | |
| 75-A | 132+54 | L | No Work Required | | | | | |
| TOTALS | | | | 32 | | | 4 | |

## CULVERTS - (C.)

| ITEM No. | Station | Removals Type | Removals Size | Removals Lin. Ft. | New Work Type | New Work Size or Diam. | New Work Lin. Ft. | New Work Std. No. Inlet | For Details See Sheet No. |
|---|---|---|---|---|---|---|---|---|---|
| 10-C | 119+85 | Conc. Box | 4'x3' | 26' | Conc. Box | S.I.D. 2'-6" | 40' | | 35 |
| 11-C | Mad River Bridge, 3 Span Conc. Beam. No Work Required. | | | | | | | | |

Chas & Emma Bair. 103.2' Truman B. Mathers et ux

Truman B. Mathers et ux 103.2' Heirs of John S. Dunlap.

Rachael Taylor 103.2' Omer B. Stickley

9-C

10-C

11-C

2-T 3-T 4-T 5-T 6-T 7-T

72-A 73-A 74-A 75-A

No. fence 2

S.84°-09'E.

S.84°-17'E.

Sta. 130+04.2 F.A.P. No. 537A Reopened

Sta. 137+96.7 = Sta. 131+92 F.A.P. 537A

Sta. 6+00 F.A.P. 537A =

Existing 18' Pav't

Existing 16' Pav't

Mad River

Existing Type "D" Guard-Rail

Omer B. Stickley

Avices Ann Parkhill

Sta. 133+93.5 Dep. for 28'

Existing 8" Tile

Existing 12" Tile

T4-R.11-Sec.5. Madriver Twp.

T5-R.11-Sec. 35. Urbana Twp.

T5-R.11-Sec. 35 Urbana Twp.

A part of F.A.R. 537-A (1930)

TRIPPLE SPAN CONCRETE BEAM BRIDGE, BUILT IN 1930. - Three 50 Ft. Spans, 30' Rd. Way. No Work Required. Sta. 132+94.4 to Sta. 134+92.4

NOTE:- See Sheet No. 2 for details of 12"x12" Widening Strips, east and west of Mad River Bridge.

NOTE:- Existing Type "D" Guard-Rail, at approaches to Mad River Bridge is NOT to be molested. NO WORK REQUIRED.

2-T-9 Pav't. Sta. 136+48 to Sta. 143+00

B.M. Sta. 113+65 #15
R.R. Spike in Tel. Pole.
30' Right of ℄
Elev. = 997.60

B.M. Sta. 121+94 #16
Top of Stone Mon.
27' Left of ℄
Elev. = 996.07

B.M. Sta. 132+00 #17
U.S.G.S. Elevation Marker
32' Left of ℄
Elev. = 996.64

+.13⅓% −.164% +.038% +0.72% +.045%

Pl. = 998.30 Pl. = 997.50 Pl. = 99.32 34.13915' Left of 20' Rev. Pl.

200' V.C. 200' V.C. 50' V.C. 100' V.C.

Pt. 106+36 Pc. 107+00 Pt. 111+00 Pc. 119+85 Pt. 121+00 Pc. 129+85 Pt. 130+04.2

N.Fl. 993.80 S.Fl. 993.50

EXISTING 150 V.C. EXISTING 130 V.C. EXISTING 120 V.C.

Pt. 135+36.5 Pc. 136+50 Pt. 137+50

Fl. 987.4

Beginning Proposed 2' Widening Strip Sta. 130+04.2 Back 25'.

Sta. 131+32 34.13915' Left of 20' Rev. Pl.

Sta. 131+62.1 End of Proposed 12' Widening Strip

Sta. 132+94 End App. 546.

Sta. 135+24 Beginning 2' Widening Strip. 21.4 Lt.

Sta. 136+48.2 End of New 20' Pav't. 21.4' Lt. 2' of 12' Widening Rt.

"FED. AID PROJECT, NO. F.537-A", Reopened

| | | | | | | | |

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | F.537-D | 1932 |

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S.H. (ICH) 190 - SEC - "DIFB"
CHAMPAIGN COUNTY.

## CULVERTS – (C.)

| ITEM NO. | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE | NEW WORK SIZE OR DIAM. | NEW WORK LENG. LIN. FT. | NEW WORK STD. NO. P. INLET | FOR DETAILS SEE SHEET NO.: |
|---|---|---|---|---|---|---|---|---|---|
| 12-C | 160+99 | Slab Bridge | 10-Span | 24-R.W. | No Work Reqd. on Existing Brdg. | | | | |

18' PAVT. REMOVAL
Sta. 136+48 to Sta. 137+50
Remove 204 Sq. Yds.
102'

16' PAVT. REMOVAL
Sta. 139+25 to Sta. 140+61
Remove 241.8 Sq. Yds.
136'

76-A — 12' DRIVE — 116

78-A — 12' DRIVE

Heirs of John S. Dunlap P
Tres. Farm 158.2
T.P. & C.F. Johnson

80-A

No fence?

Sta. 160+00 - Def. 0° 10' Left.

160+94 W. EDGE SLAB BRIDGE
161+04 E. EDGE SLAB BRIDGE
No WORK REQUIRED

12-C

77-A — DRIVE 18

79-A — DRIVE 12

81-A — DRIVE 35

P. Alices Ann Parkhill
2-36" Catalpas B.E. W.P.T. Grove.

T.S. - R.11 - Sec. 35 Urbana Twp.

S.84°-17'E

## PRIVATE DRIVE APPROACHES (A)

| ITEM NO. | STATION | SIDE | PLACE Conc. I.P. Lin. Ft. 10" | PLACE Conc. I.P. Lin. Ft. 12" | PLACE Brick Lin. Ft. | TAKE UP & RELAY 24" | No. 1A GRAVEL or STONE CU.YDS. | REMOVAL |
|---|---|---|---|---|---|---|---|---|
| 76-A | 141+07 | L | | | | | 3 | |
| 77-A | 146+83 | R | 16 | | | | 2 | |
| 78-A | 147+06 | L | 16 | | | | 2 | |
| 79-A | 148+70 | R | 16 | | | | 2 | |
| 80-A | 153+65 | L | | | | | 2 | |
| 81-A | 161+30 | R | | 16 | | | 2 | |
| | | | | | | | | |
| TOTALS | | | 48 - 16 | | | | 13 | |

## STATIONING OF PAV'T TYPES

| STA. TO STA. | LIN. FT. 20' PAV'T. 9-6-9 | LIN. FT. 20' PAV'T. 9-7-9 |
|---|---|---|
| 136+48 - 143+00 | | 652 |
| 143+00 - 160+94 | 1794 | |
| 161+04 - 172+00 | 1096 | |
| TOTALS | 2890 | 652 |

## 9-7-9 PAVEMENT
Sta. 136+48 to Sta. 143+00

Sta. 130+04 to Sta. 137+96
Fed. Gov't does not participate.

F.A.P. No 537-A of "1930"
(See previous sheet.)

B.M. STA. 145+05 #18
R.R. SPIKE IN TEL. POLE,
30' RIGHT OF ℄
ELEV. = 996.64

B.M. STA. 161+00 #19
E. END N. CURB ON BRIDGE
15' LEFT OF ℄
ELEV. = 999.15

"Mad River Bridge"

-2.00%
120' V.C.
100' V.C.
+0.045%
Level
Level El. 999.00
-0.023%
+0.252%
Pl. 999.00
Pl. 998.85

Sta. 135+24 — Beginning 2" Asphalt Surface Course 37½' Both sides of Pav't.
Sta. 136+48 Beginning of 18' Pav't. Removal
Sta. 137+50 to 25+37.50 Beginning 9-7-9 Pav't.
Sta. 137+96.5 End of Existing 18' Pav't.
Sta. 139+25 Beginning of 16' Pav't. removal.
Sta. 141+61 End of 16' Pav't. removal.
Existing Conc. Slab Bridge. No Work Required
Level grade Sta. 141+00 to Sta. 154+50, Elev. = 999.00

1000.82 | 999.36 | 999.32 | 999.08 | 998.84 | 998.57 | 998.89 | 998.91 | 998.93 | 998.35 | 997.97 | 999.00 | 999.00 | 998.99 | 998.98 | 998.97 | 998.96 | 998.95 | 998.94 | 998.93 | 998.92 | 998.91 | 998.90 | 998.88 | 998.86 | 998.85 | 998.83 | 998.10 | 999.10 | 999.23 | 999.35 | 999.48 | 999.61 | 999.73 | 999.86 | 999.98 | 1000.11 | 1000.24 | 1000.36 | 1000.49 | 1000.61

PROPOSED GRADES ℄

1002.02 | 0.62 | 0.32 | 999.81 | 998.82 | 998.03 | 997.80 | 997.70 | 997.84 | 998.09 | 998.48 | 998.99 | 999.33 | 999.76 | 999.05 | 998.66 | 998.67 | 998.32 | 998.47 | 998.55 | 998.68 | 998.73 | 998.81 | 999.01 | 998.83 | 999.02 | 999.16 | 999.06 | 998.76 | 998.69 | 998.47 | 998.29 | 998.32 | 998.30 | 998.11 | 998.18 | 998.24 | 998.31 | 998.29 | 998.44 | 998.59 | 998.50 | 998.24 | 998.33 | 998.16 | 998.17 | 998.26 | 998.40 | 998.46 | 998.46 | 998.36 | 998.23 | 998.25 | 998.93 | 998.72 | 998.55 | 998.65 | 999.04 | 999.37 | 999.41 | 999.31 | 999.38 | 999.53 | 999.59 | 999.58 | 999.71 | 999.61 | 999.69

EXISTING GRADES. ℄

Excavation = 347 Cu. Yds.
Embonkment = 841 Cu. Yds.
+22% = 1026 Cu. Yds.
Borrow = 679 Cu. Yds.

Excavation = 24 Cu. Yds.
Embonkment = 773 Cu. Yds.
+22% = 943 Cu. Yds.
Borrow = 919 Cu. Yds.

+96.1 — +00 — +108

135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168

Plan & Profile (ICH) 190 Sec "DIFB"

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR | SHEET |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 9 / 39 |

SH(ICH) 190-SEC. "DIFB"
CHAMPAIGN COUNTY.

T5-R1E-Sec. 29 Urbana Twp.

## CULVERTS - (C.)

| ITEM NO. | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE | NEW WORK SIZE OR DIAM. | NEW WORK LENG. LIN. FT. | NEW WORK STD. NO. 2 INLET | FOR DETAILS SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| 13-C | 183+25 | Storm Box | 2'x1'6" | 20' | I.S.P.S.P. Arch. Culv. 21"x15" | 15" | 40' | | 35 |
| 14-C | 192+04 | Storm Box | 3'x2'3" | 28' | Conc. Box Culv. | 4'x3' | 84' | | 36 |

## TYPE "D" GUARD-RAIL, NEW & RESET (G)

| ITEM NO. | STA. TO STA. | SIDE | LINEAL FEET NEW | LINEAL FEET RESET |
|---|---|---|---|---|
| 7-G | 174+19 - 178+03 | L. | | 384 |
| 8-G | 175+00 - 178+36 | R. | | 336 |
| 9-G | 190+50 - 193+78 | L. | 328 | |
| 10-G | 190+50 - 193+78 | R. | 328 | |
| | TOTAL | | 656 | 720 |

NOTE: Reset Guard-Rail to be painted as per Std. Specifications.

## PRIVATE DRIVE APPROACHES (A)

| ITEM No | STATION | SIDE | PLACE Corr. I.P. Lin. Ft. 10" | PLACE Corr. I.P. Lin. Ft. 12" | TAKE UP & RELAY | No. 46 GRAVEL OR STONE CU. YDS. | REMOVAL |
|---|---|---|---|---|---|---|---|
| 32-A | 174+28 | R | | | | 15 | |
| 33-A | 184+60 | L | | 18 | | 6 | 28'-10" T.L. |
| 34-A | 196+32 | R | | 16 | | 2 | 10'-8" T.L. |
| | | | | | | | |
| | | | | | | | |
| TOTALS | | | | 34 | | 23 | |

P.I. - 178+30.75
Δ = 32° 00' Lft.
D = 4°-30'
R = 1273.24'
T = 363.10'
L = 711.11'
E = 51.31'

600' Horizontal Sight Distance.

P.C. 174+67.65

P.T. 181+78.76

B.M. STA. 175+48 #20
R.R. SPIKE IN TEL. POLE 100' E. OF SIDE ROAD ON RIGHT.
ELEV. = 1007.13

B.M. STA. 184+09 #21
R.R. SPIKE IN TRANSFORMER-POLE AT RES. LEFT OF ℄
ELEV. = 1043.06

B.M. STA. 196+50 #22
R.R. SPIKE IN TEL. POLE 30' RIGHT OF ℄
ELEV. = 1041.72

9-7-8 PAVEMENT TO END OF PROJECT.
Sta. 172+00 to Sta. 218+56.3

Existing Grade -5.07%
+3.913%
P.I. = 1001.97
+0.252%
P.I. 1046.87
-1.40%
+1.54%
P.I. = 1034.97
NFL & SFL 1037.50
Horizontal Sight Distance = 600 Ft.
Vertical Sight Distance = 650 Ft.
600' V.C.
NFL = 1021.00
SFL = 1020.00
400' V.C.
300' V.C.
P.C. = 1000.50
P.T. = 1007.50

| | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed ℄ Grades | 999.61 | 97.73 | 99.86 | 99.99 | 1000.11 | 00.24 | 00.36 | 00.49 | 00.61 | 00.74 | 00.87 | 00.99 | 1001.12 | 01.24 | 01.37 | 01.77 | 02.36 | 03.24 | 04.44 | 05.93 | 07.74 | 09.70 | 11.65 | 1013.61 | 1015.57 | 17.52 | 19.48 | 21.44 | 23.39 | 1025.35 | 27.31 | 29.26 | 31.22 | 33.18 |
| Existing Grades ℄ | 999.41 | 99.31 | 99.38 | 99.53 | 99.59 | 99.58 | 99.71 | 99.61 | 99.69 | 99.84 | 1000.00 | 00.20 | 00.68 | 00.77 | 00.86 | 00.86 | 00.98 | 01.06 | 01.56 | 02.02 | 02.92 | 04.72 | 07.01 | 09.72 | 1012.27 | 15.09 | 17.50 | 20.39 | 23.11 | 25.40 | 1028.06 | 30.62 | 33.08 | 35.74 |

| | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed ℄ Grades | 35.13 | 36.98 | 38.61 | 1040.00 | 41.19 | 42.16 | 42.89 | 43.41 | 43.70 | 43.77 | 43.63 | 43.26 |
| Existing Grades ℄ | 38.05 | 39.90 | 41.41 | 42.68 | 43.31 | 44.22 | 44.89 | 45.69 | 46.53 | 47.06 | 47.05 | 46.82 |

| | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed ℄ Grades | 42.67 | 41.97 | 41.27 | 40.57 | 39.87 | 39.17 | 38.47 | 1037.77 | 37.16 | 36.74 | 36.50 | 36.44 |
| Existing Grades ℄ | 46.44 | 45.64 | 44.50 | 42.95 | 41.40 | 39.84 | 38.20 | 36.51 | 1034.97 | 33.58 | 32.68 | 32.03 |

| | 194 | 195 | 196 | 197 |
|---|---|---|---|---|
| Proposed ℄ Grades | 36.57 | 36.88 | 37.37 | 38.05 |
| Existing Grades ℄ | 33.24 | 34.38 | 35.71 | 37.01 |

| | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Proposed ℄ Grades | 38.05 | 38.82 | 39.59 | 40.36 | 1041.05 | 41.74 | 42.43 | 43.12 | 43.81 | 44.50 | 45.19 | 45.88 | 46.57 | 47.26 | 47.95 | 48.64 | 49.33 | 50.02 | 50.71 | 51.40 | 52.09 | 52.78 |
| Existing Grades ℄ | 38.13 | 39.23 | 40.65 | 1042.49 | 43.58 | 44.67 | 45.76 | 46.85 | 47.94 | 49.03 | 50.12 | 51.21 | 52.30 | 53.39 | 54.48 | 55.57 | 56.66 | 57.75 | 58.84 | 59.93 | 61.02 | 62.11 |

Excavation = 6009 Cu. Yds.
Embankment = 4926 Cu. Yds.
+22% = 6009 Cu. Yds.
Balanced

Excavation = 911 Cu. Yds.
Embankment = 747 Cu. Yds.
+22% = 911 Cu. Yds.
+84.5 Balanced +18

Plan & Profile SH(ICH) 190 SEC. "DIFB"

## CULVERTS - (C.)

| ITEM No | STATION | REMOVALS TYPE | REMOVALS SIZE | REMOVALS LIN. FT. | NEW WORK TYPE | NEW WORK SIZE OR DIAM. | NEW WORK LENG. LIN. FT. | NEW WORK STD. NO. 2 INLET | FOR DETAILS SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| 15-C | 207+87 | Stone Arch | 8'x3' | 28' | Conc. Box 13'-1.F.S. | 7'x5' | 65' | | 36 |

## TYPE "D" GUARD-RAIL - NEW & RESET (G)

| ITEM NO. | STA. To STA. | SIDE | LINEAL FEET NEW | LINEAL FEET RESET |
|---|---|---|---|---|
| 11-G | 205+50 - 209+98 | L. | 448 | |
| 12-G | 206+22 - 209+98 | R. | 376 | |
| TOTAL | | | 824 | None |

NOTE:- Reset Guard-Rail, to be painted as per Std. Specifications.

## FLARE WIDENING (F)

| ITEM | STA. TO STA. | SIDE | SQ. YDS. |
|---|---|---|---|
| 5-F | 217+66.2 - 218+67.3 | L. | 65.0 |
| 6-F | 217+66.2 - 218+56.3 | R. | 55.0 |
| | | TOTAL = | 120.0 |

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | 537-D | 1932 |

10
39

SH (ICH) 190 - SEC. "DIFB"
CHAMPAIGN COUNTY.

Sta. 218+56.3 End of F.A.P. No. 537-D

End - SH (ICH) 190 Sec. "DIFB" - Sta. 218+56.3 At edge of brick Pav.

Miami St. Urbana, O.

S 83° - 27' E

I.T. & C.F. Johnson, Harvey S. Watkins

Elizabeth Pattison — Elmer E. Harbour

Elmer E. Harbour — Wright Ave. — Sta. 210+80 — Orla Colbert

William Lantz — J.H. Growden — B. Benjamin & Co. Inc.

Sta. 214+30 — Center St. — W.V. Lee — David Merrill — B. Benjamin & Co. Inc.

Margaret Tibbets — Edgewood Ave. — Harvey S. Watkins — Corporation Line

Edgewood Ave. — Miami St.

SUN-SET ADDITION

Barn, Well, Barn

New Type "D"

P.T. 206+27.32

P.C. 196+43.50

P.I. 202+97.21
Δ = 32° 36'
D = 4° 48'
R = 1193.66'
T = 349.06'
L = 679.16'
E = 50.0'

Horiz. Sight Distance; 550 Ft.

B.M. Sta. 206+00 #23
R.R. Spike in Root of 36" Maple, 50' Left of ℄
Elev. = 1028.41

B.M. Sta. 218+95± #24
Top of Hydrant 32 Ft. Rt. at End of Miami St. Urbana
Elev. = 1029.20

### DETAIL OF WIDENING APPROACH TO MIAMI ST.

12" wide at end; 1:10; 9" thick; Widening Strips F-1, Asphalt Filler in joints; 20 Ft. Pav't.; 12" wide at end, Corners edged; 9" thick; 36-⅝" ϕ x 4'-0" dowel bars 90° at 5'-0" c's; 5'-Edge of existing brick pavement; 20'; Dowel Steel & F-1, filler is included for payment in unit bid price per sq. yd. of pavement.

SECTION - A-A

(Uniform 9" Pav't. = 120 Sq. Yds.)

### PRIVATE DRIVE APPROACHES (A)

| ITEM No | STATION | SIDE | PLACE CORR. I.P. LIN. FT. 10" | PLACE CORR. I.P. LIN. FT. 12" | TAKE UP AND RELAY 10" | TAKE UP AND RELAY 12" | No. 26 STONE OR GRAVEL Cu. Yds. | REMOVAL |
|---|---|---|---|---|---|---|---|---|
| 85-A | 202+50 | L | | 20 | | | 3 | |
| 86-A | 205+37 | L | | 26 | | | 3 | |
| 87-A | 210+80 | R | | | | | 8 | 36"-10" Corr. I.P. |
| 88-A | 211+96 | L | | 16 | | | 2 | Remove 2-3 to Floor Bridge |
| 89-A | 212+23 | R | 16 | | | | 2 | 12"-12" V.S.P. |
| 90-A | 214+30 | R | | | 36 | | 8 | |
| 91-A | 216+12 | R | | | | | 3 | |
| 92-A | 216+83 | R | | | | | 3 | |
| Totals | | | 16 | 62 | 36 | | 32 | |

62 Yds

+1.54% — P.C. 186+50 — P.T. 202+50 — 600' V.C. (Vertical Sight Dist. = 800) — -2.426% — P.C. 225+00 — P.I. = 1026.78 — P.T. 209+00 — 400' V.C.

P.I. = 1044.98

9-7-9 Pav't. Sta. 172+00 to Sta. 218+56.3

+0.20% — P.I. = 1028.88 — P.C. 216+50 — 200' V.C. — -0.92% — P.T. 218+50 — ℄ Grade on Brick Pav't.

Sta. 218+56.3 Edge Brick Pav't. — E.L. 1027.90

N.F.L. = 1013.00
S.F.L. = 1012.50

PROPOSED ℄ GRADES: 1038.05 38.82 39.59 40.36 41.05 41.57 41.92 42.11 42.13 1042.00 41.69 41.23 40.39 39.80 38.84 37.70 36.49 35.28 34.07 32.85 31.64 30.51 29.54 1028.74 28.09 27.62 27.31 27.16 27.18 27.28 1027.38 27.48 27.58 27.68 27.78 27.88 27.98 28.08 28.18 28.28 28.38 28.48 28.58 28.68 28.71 28.60 28.35 27.96

EXISTING GRADES ℄: 1037.01 38.13 39.23 40.65 42.49 44.14 45.54 46.82 47.60 47.70 47.10 46.01 44.69 43.09 1039.41 45.08 43.74 39.13 34.46 33.54 32.37 30.76 28.89 27.48 25.96 24.88 24.35 24.36 24.00 25.38 1026.02 26.84 27.54 28.03 28.43 28.66 28.79 28.80 28.84 28.76 28.66 28.73 28.82 28.85 28.79 28.74 1028.58

Excavation = 4063 Cu. Yds. | Embankment = 3320 Cu. Yds. | +22% = 4063 Cu. Yds. | Balanced

+49.5

Excavation = 3090 Cu. Yds. | Embankment = 2533 Cu. Yds. | +22% = 3090 Cu. Yds. | Balanced

+33.5

Excavation = 807 Cu. Yds. | Embankment = 662 Cu. Yds. | +22% = 807 Cu. Yds. | Balanced

195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218

Plan & Profile SH (ICH) 190 SEC. "DIFB"

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 11 / 39 |

SH (ICH) 190 - SEC - "DIFB"
CHAMPAIGN COUNTY

STH O+00 TO STA 5+54 LEFT SPECIAL DITCH
AS PER ELEVATIONS SHOWN

| | End Area | | Cu. Yds. | |
|---|---|---|---|---|
| | Cut | Fill | Cut | Fill |
| | 6 | 60 | | |
| | | | 19 | 189 |
| | 9 | 42 | | |
| Drive | | | | 1 |
| | | | 19 | 128 |
| | 11 | 29 | | |
| Drive | | | | 4 |
| | | | 56 | 96 |
| | 18 | 25 | | |
| Drives | | | | 1 |
| | | | 52 | 93 |
| | 12 | 25 | | |
| | | | 9 | 89 |
| | 4 | 23 | | |
| Drive | | | | 2 |
| | | | 7 | 89 |
| | 9 | 25 | | |
| | | | 41 | 56 |
| Drive | | | | 1 |
| | 27 | 5 | | |

Excav. = 309 Cu. Yds.
Emb. = 1259 Cu. Yds.
+22% = 1573 Cu. Yds.
Borrow = 1264 Cu. Yds.

| | End Area | | Cu. Yds. | |
|---|---|---|---|---|
| | Cuts | Fills | Cut | Fill |
| | 0 | 28 | | |
| | | | 13 | 59 |
| Drive | | | | 2 |
| | 7 | 4 | | |
| Drives | | | 13 | 54 |
| | | | 1 | 2 |
| | 0 | 25 | | |
| | | | 6 | 76 |
| | 3 | 16 | | |
| | | | 13 | 46 |
| Drive | | | | 1 |
| | 4 | 9 | | |
| | | | 9 | 56 |
| | 1 | 21 | | |
| | | | 2 | 109 |
| Drives | | | | 20 |
| | .0 | 38 | | |
| Drive | | | | 5 |
| | | | | 178 |
| Drive | | | | 1 |
| | 0 | 58 | | |
| | | | 11 | 219 |

Excav. = 106 Cu. Yds.
Emb. = 1049 Cu. Yds.
+22% = 1280 Cu. Yds.
Borrow = 1174 Cu. Yds.

STH O+00

Sta. O+00 To Sta. 15+00

SH-190-SEC-"DIFB"

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 12 / 39 |

S.H.(I.C.H.)190-SEC. "DIFB
CHAMPAIGN COUNTY.

| | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| | 0 | 41 | | |
| Drives | | | 2 | 113 |
| | | | 2 | 5 |
| | 1 | 20 | | |
| | | | 48 | 54 |
| | 25 | 9 | | |
| | | | 54 | 50 |
| Drive | | | 2 | |
| | 4 | 18 | | |
| | | | 19 | 70 |
| Drive | | | 0 | 0 |
| | 6 | 20 | | |
| Drive | | | 2 | |
| | | | 15 | 117 |
| Drive | | | 6 | |
| | 2 | 43 | | |
| | | | 4 | 196 |
| Drive | | | 5 | |
| | 0 | 63 | | |
| | | | 6 | 29 |
| | 3 | 50 | | |
| | | | 6 | 144 |
| Drives | | | 5 | |

| | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| | 6 | 10 | | |
| | | | 22 | 39 |
| Drives | | | 2 | |
| | 6 | 11 | | |
| | | | 19 | 48 |
| Drives | | | 5 | |
| | 4 | 15 | | |
| | | | 30 | 32 |
| Drives | | | 2 | 3 |
| | 12 | 2 | | |
| | | | 30 | 26 |
| Sta. 26+58 Intersection | | | 36 | |
| | 4 | 12 | | |
| | | | 26 | 52 |
| Drives | | | 3 | |
| | 10 | 16 | | |
| | | | 20 | 137 |
| Drives | | | 7 | |
| | 1 | 58 | | |
| | | | 2 | 183 |

Excav.: 293 Cu. Yds.
Emb.: = 761 Cu. Yds.
+22% = 928 Cu. Yds. Borrow = 635 Cu. Yds.

Sta. 16+00 To Sta. 30+00 SH-190-SEC. "DIFB

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | 13 / 39 |
|---|---|---|---|---|
| 10 | OHIO | F537-D | 1932 | |

S.H.(ICH) SEC.

CHAMPAIGN COUNTY

| | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 1010.02 40+00 1009.39 | 0 | 32 | | |
| | | | 0 | 146 |
| 1010.02 39+00 1009.09 | 0 | 47 | | |
| | | | 0 | 189 |
| 1010.02 38+00 1009.04 | 0 | 55 | | |
| | | | 6 | 170 |
| 1010.02 37+00 1009.31 | 3 | 37 | | |
| | | | 15 | 102 |
| 1010.04 Drive Right 36+15 1009.71 | | | Drive → | 3 |
| Drive Right at 36+01 | 5 | 18 | → | 1 |
| 1010.06 36+00 1009.74 | | | 39 | 48 |
| 1010.18 Drive Right 35+57 1008.81 | | | Drive → | 2 |
| 1010.41 35+00 1010.41 | 16 | 8 | | |
| 1010.91 Drive Right 34+24 1011.31 | | | 63 | 30 |
| 1010.80 Drive Right 34+39 1011.91 | | | Drive → | 1 |
| | | | Drive → | 1 |
| 1011.07 34+00 1011.21 | 18 | 8 | | |
| | | | 44 | 33 |
| 1011.60 33+25 Drive Left 1011.52 | | | Drive → | 1 |
| Drive Right at 33+05 | 6 | 10 | → | 2 |
| 1011.77 33+00 1011.62 | | | 19 | 44 |
| 1012.47 32+00 1012.22 | 4 | 14 | | |
| 1012.53 31+92 Drive Left 1012.32 | | | 9 | 44 |
| | | | Drive → | 1 |
| 1013.17 31+00 1012.72 | 1 | 10 | | |
| | | | 13 | 37 |
| | | | Pear St. → | 2 |

End Areas figured for 9-6-9 Pvmt. Deduct Yardage due to 9-7-9 Pvmt. → (12)

Excav. = 124 Cu.Yds.
Emb. = 844 Cu.Yds.
+22% = 1030 Cu.Yds.
Borrow = 906 Cu.Yds.

Sta. 40+00

| | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 1009.69 49+00 1009.72 | 11 | 17 | | |
| | | | 22 | 91 |
| 1009.89 48+00 1009.59 | 1 | 32 | | |
| | | | 11 | 130 |
| 1010.00 47+00 1009.66 | 5 | 38 | | |
| | | | 9 | 174 |
| 1010.02 46+00 1009.43 | 0 | 56 | | |
| | | | 0 | 206 |
| 1010.02 45+00 1009.38 | 0 | 55 | | |
| | | | 0 | 180 |
| 1010.02 44+00 1009.54 | 0 | 42 | | |
| | | | 19 | 102 |
| 1010.02 43+00 1010.01 | 10 | 13 | | |
| | | | 19 | 98 |
| 1010.02 42+00 1010.00 | 0 | 40 | | |
| | | | 11 | 91 |
| 1010.02 Drive Left 41+48 1010.02 | | | Drive Left → | 2 |
| 1010.02 41+54 Drive Right 1010.02 | | | Right → | 2 |
| | 6 | 9 | | |
| 1010.02 41+00 1009.65 | | | 11 | 76 |

Excav. = 1160 Cu.Yds.
Emb. = 1198 Cu.Yds.
+22% = 1462 Cu.Yds.
Borrow = 1802 Cu.Yds.

Sta. 31+00 to Sta. 49+00

S.H. 190-SEC. "DIFB"

100065 — 18" — F.L. El. 1007.7 — 100069 — 100073

Drive Right at 36+01 — Drive Right at 33+05 — ℄ S. Pear St. — ℄ N. Pear St.

Plotted by [illegible] Checked [illegible]

31-49

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet No. |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 14 / 39 |

S.H.(ICH)190 SEC."DIFB"
CHAMPAIGN COUNTY.

| | End Areas Cut | End Areas Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 1002.44 57+00 1001.93 | 4 | 32 | | |
| | | | 7 | 182 |
| 1003.07 56+00 1002.33 | 0 | 66 | | |
| | | | 4 | 219 |
| 1003.46 55+60 1002.76 Drive Left | | | | |
| Drive → | | | | 6 |
| 1004.14 55+00 1003.75 | 2 | 52 | | |
| | | | 24 | 135 |
| 1005.63 54+00 1005.72 | 11 | 21 | | |
| | | | 80 | 48 |
| 1007.14 53+00 1008.02 | 32 | 5 | | |
| | | | 137 | 13 |
| 1008.29 52+00 1010.16 | 42 | 2 | | |
| | | | 178 | 4 |
| Drive Right 51+22 1010.17 | | | | |
| Drive → | | | | 35 |
| 1009.06 51+00 1010.23 | 54 | 0 | | |
| | | | 135 | 17 |
| 1009.47 50+00 1009.97 | 19 | 9 | | |
| | | | 56 | 48 |
| 998.76 66+00 998.26 | | | | |
| | 0 | 20 | | |
| | | | 0 | 65 |
| 999.56 65+00 999.08 | 0 | 15 | | |
| | | | 9 | 14 |
| 999.96 64+51 999.96 East End Approach Slab | 10 | 1 | | |
| ANDERSON CREEK BRIDGE | | | | |
| No work required from Sta. 63+59 to 64+51 | | | | |
| 999.97 63+59 999.97 West End Approach Slab | 10 | 0 | | |
| | | | 11 | 20 |
| 999.91 63+00 999.48 | 0 | 18 | | |
| | | | 2 | 52 |
| 1000.12 Drive Right 62+51 999.72 | | | | |
| 1000.33 62+00 999.94 | 1 | 10 | | |
| | | | 2 | 76 |
| 1000.75 61+00 1000.17 | 0 | 31 | | |
| | | | 6 | 94 |
| Drive Left to Gravel Pit Sta 60+07 Use same sec. as 60+00 | | | | |
| 1001.18 60+00 1000.82 | 3 | 20 | | |
| End Areas figured for 9'-6"-0" Pavt. Additional Yardage due to 9'-7"-9" Pavt. | (17) | | 9 | 52 |
| 1001.60 59+00 1001.24 | 2 | 8 | | |
| | | | 13 | 30 |
| 1002.02 58+00 1001.82 | 5 | 8 | | |
| | | | 17 | 74 |

Excav.: 656 Cu. Yds.
Emb. = 780 Cu. Yds.
+22% = 952 Cu. Yds.
Borrow: 296 Cu. Yds.

Excav.: 21 Cu. Yds.
Emb. = 243 Cu. Yds.
+22% = 296 Cu. Yds.
Borrow: 275 Cu. Yds.

STA. 64+51 ANDERSON CREEK BRIDGE STA. 63+59

STA. 60+00

STA. 50+00

Sta. 50+00 To Sta. 66+00

PLATE 1—CROSS SECTION O. S. R. D. 30 MINIMUS
KEUFFEL & ESSER CO., NEW YORK

SH-190-SEC. "DIFB"

| Federal Road Dist. No | State | Federal Aid Proj. No | Fiscal Year | 15 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

SH (1CH) 190-SEC "D1FB
CHAMPAIGN COUNTY

| End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill | Sta. |
|---|---|---|---|---|
| | | | | 997.99 76+00 997.49 |
| | 60 | | 194 | |
| | | | | 997.80 75+00 997.28 |
| | 45 | | 176 | |
| | | | | 997.75 74+00 997.34 |
| | 50 | | 176 | |
| | | | | 997.78 73+00 997.32 |
| | 45 | | 146 | |
| | | | | 997.81 72+00 997.44 |
| | 1 34 | | | |
| | | | 6 128 | |
| | | | | 997.84 71+00 997.52 |
| | 2 35 | | 11 117 | |
| | | | | 997.87 70+00 997.60 |
| | 4 28 | | 7 102 | |
| | | | | Drive Left Gate 997.88 69+76 997.42 — 997.88 69+79 Drive Right Gate |
| Drive | | | 2 27 | |
| | | | | 997.90 69+00 997.53 |
| | | | 2 119 | |
| | | | | 997.93 68+00 997.65 |
| | 37 | | | |
| | | | 6 119 | Drive Right to Barn Lot 67+59 997.82 |
| Drive | | | 1 | |
| | | | | 998.15 67+00 997.86 |
| | 2 27 | | | |
| | 4 87 | | | |

Excav. = 19 Cu. Yds.
Emb. = 1505 Cu. Yds.
+22% = 1836 Cu. Yds.
Borrow = 1817 Cu. Yds.

STA. 70+00

| End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill | Sta. |
|---|---|---|---|---|
| | | | 67 | 998.80 86+00 998.08 |
| | | | 241 | |
| | | | 63 | 998.80 85+00 998.08 |
| | | | 4 152 | |
| | | | | 998.80 84+00 998.48 |
| | | | 2 19 | |
| | | | 7 76 | |
| | | | | 998.80 83+00 998.49 |
| | | | 2 22 | |
| | | | 6 96 | |
| | | | | 998.80 82+00 998.40 |
| | | | 1 30 | |
| | | | 4 106 | |
| | | | | 998.80 81+00 998.44 |
| | | | 1 27 | |
| | | | 2 115 | |
| | | | | 998.79 998.80 Drive Right 79+65 80+00 998.15 998.19 |
| | | | 35 | |
| | | | | 998.77 Tp. Road Right 79+41 998.30 |
| Drive | | | 2 | |
| Road | | | 1 | |
| | | | 27 | |
| | | | | 998.73 79+00 998.35 |
| | | | 102 | |
| | | | | 998.53 78+00 998.06 |
| | | | 28 | |
| | | | 144 | |
| | | | | 998.26 77+00 997.71 |
| | | | 0 50 | |
| | | | 204 | |

Excav. = 67 Cu. Yds.
Emb. = 1481 Cu. Yds.
+22% = 1807 Cu. Yds.
Borrow = 1740

STA. 80+00

Sta. 67+00 to Sta. 86+00

PLATE 2—CROSS SECTION OF P. R. C. [illegible]

Plans accepted [illegible]

SH-190-SEC. "D1FB"

Plotted by K. Thompson
Checked by R. Shaffer

Sheet No 3

| Federal Road Dist. No | State | Federal Aid Proj. No | Fiscal Year | 16/39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

SH (ICH) 190-SEC-"DIFB"
CHAMPAIGN COUNTY

| End Area CUT | End Area FILL | Cu. Yds. CUT | Cu. Yds. FILL |
|---|---|---|---|
| | | Drive | 3 |
| | 34 | | |
| | | Drive | 3 |
| | | | 187 |
| | 67 | | |
| | | | 228 |
| | 56 | | |
| | | | 235 |
| | 71 | | |
| | | | 222 |
| | | Drive | 12 |
| | 49 | | |
| 4 | 161 | | |
| 2 | 38 | | |
| 4 | 161 | | |
| | 49 | | |
| | | | 193 |
| | 55 | | |
| | | | 159 |
| 20 | | | |
| 11 | 31 | | |
| 20 | 182 | | |
| 1 | 25 | | |
| | | 2 | 80 |
| | | Drive | 6 |
| | 18 | | |
| | | 11 | 57 |
| | | | 2 |
| 6 | 13 | | |
| | | 11 | 119 |
| | | Drive | 2 |
| | 51 | | |
| | | 9 | 132 |
| 5 | 20 | | |
| | | 13 | 91 |
| 2 | 29 | | |
| | | 6 | 104 |
| | | Drive | 2 |
| 1 | 27 | | |
| | | 2 | 113 |

Excav. = 45 Cu. Yds.
Emb. = 1619 Cu. Yds.
+22% = 1975 Cu. Yds.
Borrow = 1930 Cu. Yds.

Sta. 94+00

Drive Left 95+21 998.99 998.51
95+00 998.98 998.45 Drive Right 95+03
94+00 998.94 998.07
93+00 998.90 998.14
92+00 998.86 998.06
Drive Right 91+43 998.81 998.10
91+00 998.82 998.38
90+00 998.80 998.43
89+00 998.80 998.20
88+00 998.80 997.91
87+00 998.80 997.95

102+00 998.64 998.32
DRIVE LEFT 101+77 998.69 998.30
101+00 998.85 998.48 Drive Right 100+97
100+00 999.03 998.94
99+85 999.05 998.89 Drive Right
99+00 999.12 999.11
98+00 999.10 998.82
97+00 999.06 998.69
Drive Left 96+70 999.05 998.67
96+00 999.02 998.56

Sta. 87+00 TO Sta. 102+00

SH 190-SEC. "DIFB"

Plan Meet Checked

Checked by Station 87 — 102

Sheet No 2

| Federal Road Dist. No | State | Federal Aid Proj. No | Fiscal Year | 17 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

SH (ICH) 190 - SEC "DIFB"
CHAMPAIGN COUNTY.

| Station | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 110+00 | 1 | 21 | | |
| | | | | 291 |
| 109+75 | | | | |
| Drive Left | | | Drive | 1 |
| 109+00 | 0 | 28 | | |
| | | | 0 | 111 |
| 108+00 | 0 | 22 | | |
| | | | 0 | 163 |
| 107+00 | 0 | 56 | | |
| | | | 0 | 361 |
| 106+00 | 0 | 56 | | |
| | | | 0 | 598 |
| 105+00 | 0 | 51 | | |
| | | | 4 | 143 |
| 104+16 Drive Right | | | Drive | 2 |
| 104+00 | 2 | 26 | | |
| | | | 4 | 186 |
| 103+00 | 0 | 31 | | |
| | | | 2 | 104 |
| 120+00 | 1 | 25 | | |
| | | | 2 | 80 |
| 119+00 | 0 | 18 | | |
| | | | 2 | 61 |
| 118+00 | 1 | 15 | | |
| | | | 2 | 48 |
| 117+00 | 0 | 11 | | |
| | | | 0 | 63 |
| 116+00 | 0 | 23 | | |
| | | | 0 | 72 |
| 115+00 | 0 | 16 | | |
| | | | 0 | 57 |
| 114+00 | 0 | 15 | | |
| | | | 2 | 48 |
| 113+00 | 1 | 11 | | |
| | | | 2 | 50 |
| 112+00 | 0 | 16 | | |
| | | | 0 | 74 |
| 111+00 | 0 | 24 | | |
| | | | 2 | 83 |

Sta. 110+00
Sta. 120+00
Cu. Yds.
Borrow:
Excav. = 12 Cu. Yds.
Emb. = 636 Cu. Yds.
122% = 776 Cu. Yds.

Sta. 103+00 To Sta. 120+00

SH. 190 - SEC. "DIFB"

PLATE 3 — CROSS SECTIONS
REMPEL & GRAY CO.

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | 18 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

S.H.(I.C.H.) 190 SEC. "DIFB"
CHAMPAIGN COUNTY.

| | End Areas Cut | End Areas Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 997.89 129+00 997.77 | 5 | 16 | | |
| | | | 17 | 69 |
| 997.87 128+00 997.69 | 4 | 21 | | |
| | | | 11 | 78 |
| 997.85 127+51 Drive Right 997.55 | | | | |
| Drive → | | | 5 | |
| 997.83 127+00 997.52 | 2 | 21 | | |
| | | | 13 | 74 |
| 997.79 126+00 997.52 | 5 | 19 | | |
| | | | 9 | 87 |
| 997.75 125+00 997.25 | 0 | 28 | | |
| | 2 | 89 | | |
| 997.71 124+00 997.29 | 1 | 20 | | |
| | 6 | 78 | | |
| 997.67 123+00 997.30 | 2 | 22 | | |
| | 7 | 89 | | |
| 997.63 122+00 997.31 | 2 | 26 | | |
| | 4 | 100 | | |
| 997.65 121+00 997.11 | 0 | 28 | | |
| | 2 | 98 | | |

Excav. = 101 Cu. Yds.
Emb. = 797 Cu. Yds.
+22% = 972 Cu. Yds.
Borrow = 871 Cu. Yds.

Sta. 130+04.2 to Sta. 137+96 - Fed Aid Project No. 537-A Reopened

End Areas figured for 9-6-9 Pvmt. Deduct Yardage due to 9-7-9 Pvmt. → (7)

998.24 137+50 998.03 End 18 Ft. Pavement Removal — 0 12 24

136+48 999.86 End 12" Proposed Concrete Strips — 2 3
Beginning Removal 18 Ft. Pavement — 2 0

4 50

9 0

135+24 1001.85 Beginning 12" Proposed Concrete Strips — 2 0

MAD RIVER BRIDGE — Bridge
No Work Required from Sta. 132+64.2 to 135+24

132+62.2 1001.79 End 12" Proposed Concrete Strips — 2 0

1001.69 Twp. Road #30 To Left 132+54 1001.69

1001.69 132+52 Drive Right 1001.69

19 0

— NOTE —
Sta. 130+64 to Sta 136+82 Right and Left - Type "D" Guard Rail is not to be molested
NO WORK REQUIRED

2 0

998.13 130+04.2 998.13 Beginning Existing 18 Ft. Concrete Pavement
Beginning 12" Proposed Concrete Strips
End New Std. Concrete Pavement — 10 0

28 30

Sta. 130+04.2

997.91 129+50 997.93 Drive Right

Drive → 2

Sta. 121+00 To Sta. 137+50

S.H.-190-SEC. "DIFB"

Drawn by A. Thompson 12-12-32
DIFB

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year |
|---|---|---|---|
| 10 | OHIO | 537-D | 1932 |

19
39

# S.H.(I.C.H.)190 SEC. "DIF B"
# CchampaIgn County.

| | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 999.00 143+00 998.32 | 0 | 34 | | |
| | | | 4 | 115 |
| 999.00 142+00 998.66 | 2 | 28 | | |
| | | | 33 | 56 |
| Drive Left 999.00 141+97 998.66 | | | Drive → 3 | |
| 999.00 141+00 999.26 | 16 | 2 | | |
| | | | 22 | 1 |
| 999.00 140+61 998.32 End Existing 16Ft Pavement Removal | 15 | | | |
| | 6 | | | |
| | | | 9 | 12 |
| 998.95 140+00 998.99 | 2 | 11 | | |
| | | | 17 | 38 |
| 998.92 139+25 998.09 Beginning Existing 16 Ft. Pavement Removal | 10 | 18 | | |
| | 18 | | | |
| | | | 0 | 30 |
| 998.91 139+00 997.84 | 0 | 47 | | |
| | | | 0 | 144 |
| | | | | |
| 998.87 137+96 997.78 | 0 | 28 | | |
| | | | 0 | 44 |

Exc.= 347 Cu. Yds.
Emb.= 841 Cu. Yds.
+22% = 1036 Cu. Yds.
Borrow: 679 Cu. Yds.

Sta. 137+96

| | End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 999.00 150+00 998.29 | 13 | 7 | | |
| End Areas figured for 3-63-Permt. Additional Yardage due to 2-7-8-Permt. | | | ⑦ | |
| | | | 30 | 51 |
| 999.00 149+00 998.67 | 3 | 24 | | |
| End Areas etc. | | | ⑪ | |
| | | | 28 | 69 |
| 999.00 148+70 998.11 Drive Right | | | | |
| Drive → | | | 20 | |
| 999.00 148+00 999.06 | 12 | 13 | | |
| | | | 41 | 33 |
| Drive Left 999.00 147+06 999.05 | | | Drive → 0 | 0 |
| 999.00 147+00 999.02 | 10 | 5 | | |
| | | | 35 | 44 |
| 999.00 146+83 998.90 Drive Right | | | | |
| Drive → | | | 2 | |
| 999.00 146+00 999.01 | 9 | 19 | | |
| | | | 28 | 93 |
| 999.00 145+00 998.73 | 6 | 31 | | |
| | | | 52 | 65 |
| 999.00 144+00 998.53 | 22 | 4 | | |
| | | | 41 | 70 |

Sta. 150+00

Sta 137+96 To Sta. 150+00

SH-190-SEC. "DIF B"

Checked

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | 20 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

S.H.(I.C.H.) 190 SEC. "DIFB"
CHAMPAIGN COUNTY.

| End Areas Cut | End Areas Fill | Cu. Yds. Cut | Cu. Yds. Fill | Sta. |
|---|---|---|---|---|
| 0 | 13 | | | 159+00 |
| | | 0 | 50 | |
| 0 | 14 | | | 158+00 |
| | | 0 | 76 | |
| 0 | 27 | | | 157+00 |
| | | 0 | 89 | |
| 0 | 21 | | | 156+00 |
| | | 0 | 72 | |
| 0 | 18 | | | 155+00 |
| | | 0 | 76 | |
| 0 | 23 | | | 154+00 |
| | | 0 | 96 | |
| Drive | | | 20 | |
| 0 | 29 | | | 153+00 |
| | | 0 | 111 | |
| 0 | 31 | | | 152+00 |
| | | 0 | 111 | |
| 0 | 29 | | | 151+00 |
| | | 24 | 67 | |

Excav.: 24 Cu. Yds.
Emb. + 22% = 773 Cu. Yds.
Borrow: 943 Cu. Yds.
919 Cu. Yds.

| End Areas Cut | End Areas Fill | Cu. Yds. Cut | Cu. Yds. Fill | Sta. |
|---|---|---|---|---|
| 0 | 54 | | | 168+00 |
| | | 0 | 170 | |
| 0 | 38 | | | 167+00 |
| | | 0 | 128 | |
| 0 | 31 | | | 166+00 |
| | | 0 | 124 | |
| 0 | 36 | | | 165+00 |
| | | 7 | 117 | |
| 4 | 27 | | | 164+00 |
| | | 15 | 89 | |
| 4 | 21 | | | 163+00 |
| | | 7 | 80 | |
| 0 | 22 | | | 162+00 |
| | | 29 | 43 | |
| Drive | | | 25 | |
| 15 | 1 | | | 161+00 |
| | | 29 | 43 | |
| 0 | 22 | | | 160+00 |
| | | 0 | 60 | |
| | | 0 | 65 | |
| | | 0 | 5 | |

STA. 159+08

Sta. 151+00 To Sta. 168+00
SH. 190-SEC. "DIFB"

Plotted by R. Pierce
Checked by R. Shank

| FEDERAL ROAD DIST. NO. | STATE | FEDERAL AID PROJ. NO. | FISCAL YEAR | 21 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

S.H. (X.H.) 190-SEC. "DIFB"
CHAMPAIGN COUNTY.

Sta. 169+00 To Sta. 177+50

Scales Hor. 1"=10' Vert. 1"=5'

Profile of Proposed ℄ of Road ℄ - 6.0 %

Profile of Existing ℄ of Road ℄

Note:- Construct two 30 Ft. Radius Wing Approaches

174.28 / 1003.35 ℄ Pavement 1001.31

CENTER LINE PROFILE OF COUNTY ROAD NO. 104 SOUTH

TYPICAL SECTION At. A-A.

| Sta. | Elev. | Cut | Fill | Cut | Fill |
|---|---|---|---|---|---|
| 177+50 | 1020.39 | 0 | 63 | 0 | 134 |
| 177+00 | 1017.50 | 0 | 82 | 0 | 138 |
| 176+50 | 1015.09 | 0 | 132 | 0 | 281 |
| 176+00 | 1012.27 | 0 | 172 | 0 | 349 |
| 175+50 | 1009.72 | 0 | 205 | 0 | 399 |
| 175+00 | 1007.01 | 0 | 226 | 0 | 399 |
| 174+50 | 1004.72 | 0 | 205 | 0 | 356 |
| 174+00 | 1002.92 | 0 | 380 | 0 | 528 |
| 173+00 | 1001.56 | 0 | 179 | 0 | 296 |
| 172+00 | 1000.98 | 0 | 100 | 0 | 191 |
| 171+00 | 1000.96 | 0 | 54 | 0 | 141 |
| 170+00 | 1000.68 | 0 | 49 | 0 | 157 |
| 169+00 | 1000.00 | 0 | 27 | 0 | 20 |
| | | 0 | 58 | | |

Excav. 6009 Cu. Yds.
Emb. 4926 Cu. Yds.
+22% 6009 Cu. Yds. Balanced

Sta. 169+00 To Sta. 177+50

Plotted By K. Thompson 16 SH-190-SEC. "DIFB"
Checked by R. Spatter

| Federal Road Dist. No | State | Federal Aid Proj. No | Fiscal Year | Sheet No / Total Sheets |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 22 / 39 |

S.H.(ICH) 190 SEC. "DIFB"

CHAMPAIGN COUNTY

NOTE:- All Backslopes on This Project, in Deep Cuts, Not Included In Standard Sections, To Be Hand Dressed

1031.22
180+50
1035.74

1029.26
180+00
1033.08

1027.31
179+50
1030.62

1025.35
179+00
1028.06

1023.39
178+50
1025.40

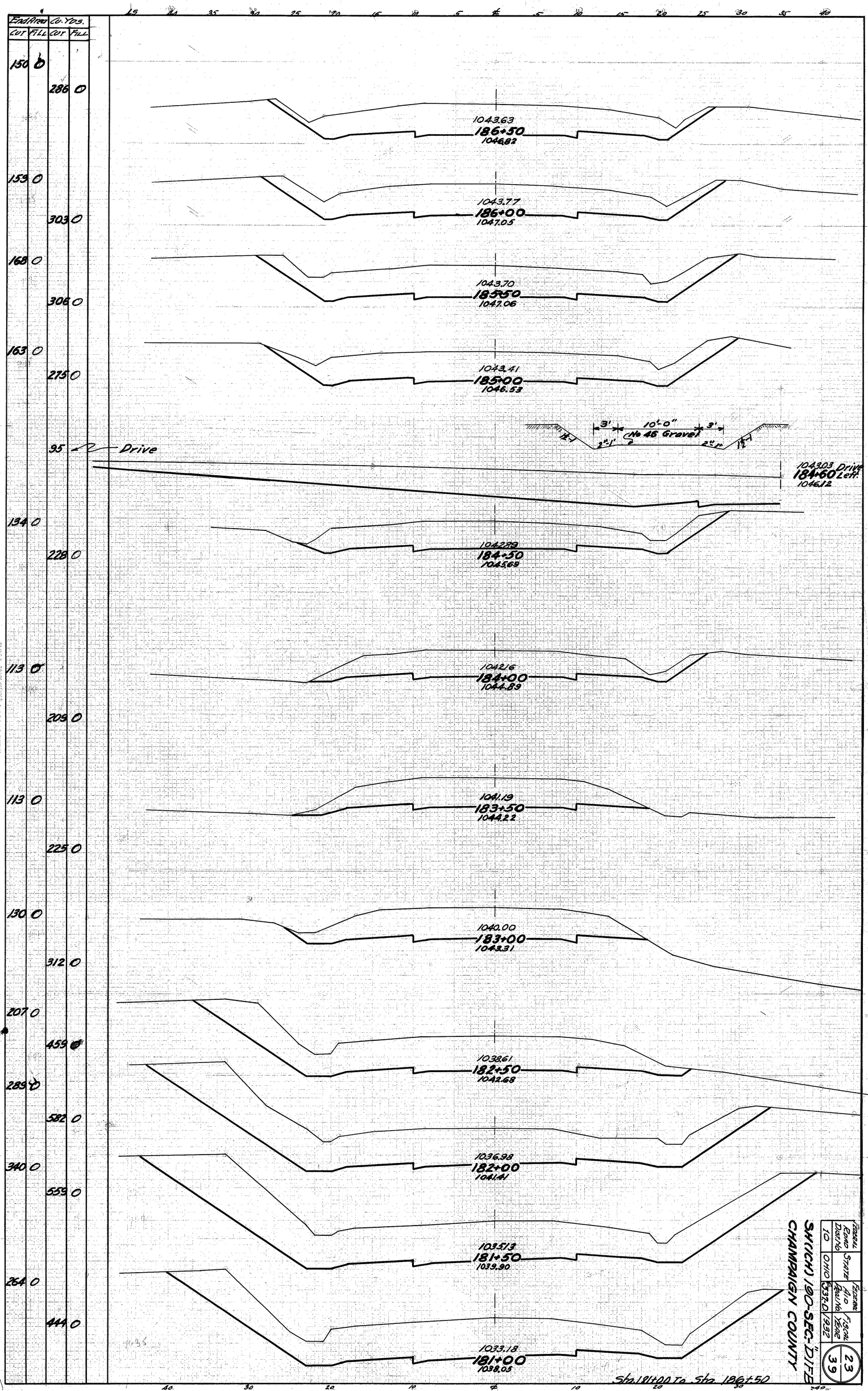
1021.44
178+00
1023.11

| End Area Cut | End Area Fill | Cu. Yds Cut | Cu. Yds Fill |
|---|---|---|---|
| 216 | 0 | | |
| | | 371 | 0 |
| 185 | 0 | | |
| | | 349 | 0 |
| 192 | 0 | | |
| | | 326 | 0 |
| 160 | 0 | | |
| | | 215 | 0 |
| 72 | 0 | | |
| | | 108 | 0 |
| 45 | 0 | | |
| | | 41 | 58 |

Sta 178+00 To Sta 180+50

SH-190-SEC. "DIFB"

Plan metered checked S.S.S


Earthwork
Cut | Fill
Co. Yds.
Cut | Fill
150 0
286 0
1043.63
186+50
1046.82
159 0
303 0
1043.77
186+00
1047.05
168 0
306 0
1043.70
185+50
1047.06
163 0
275 0
1043.41
185+00
1046.53
3'
10'-0"
3'
No 48 Gravel
2"
95 Drive
1043.03 Drive
184+60 Left
1046.12
134 0
228 0
1042.53
184+50
1045.69
113 0
209 0
1042.16
184+00
1044.89
113 0
225 0
1041.19
183+50
1044.22
130 0
312 0
1040.00
183+00
1043.31
207 0
459 0
1038.61
182+50
1042.68
289 0
582 0
1036.98
182+00
1041.41
340 0
559 0
1035.13
181+50
1039.90
264 0
444 0
1033.18
181+00
1038.05
Sta. 181+00 To Sta. 186+50
Sta. 181+00 To Sta. 186+50 SH-190-SEC."D"(FED)
SWITCH 190-SEC."D"(FED)
CHAMPAIGN COUNTY
FEDERAL ROAD DISTRICT 10
STATE OHIO
FEDERAL AID PROJECT FAU 1/96
FISCAL YEAR 1952
23
39

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 24 | 39 |

SH (ICH) 190 SEC-"DIFB"
CHAMPAIGN COUNTY

Sta. 187+00 to Sta. 192+00.

1036.74
**192+00**
103368

1037.16
**191+50**
103338

1037.77
**191+00**
103434

1038.47
**190+50**
103651

1039.17
**190+00**
103820

1039.87
**189+50**
103984

1040.57
**189+00**
104140

1041.27
**188+50**
104295

1041.97
**188+00**
104450

1042.67
**187+50**
104564

1043.26
**187+00**
104644

STA 191+18

End Areas figured for 9-6-9 Pymt. Addition Yardage due to 9-7-9 Pymt.

End Areas etc.

EXCAV: 911 Cu.Yds.
EMB. : 747 Cu.Yds.
+22% : 911 Cu.Yds.
BALANCED

STA 186+84

End Areas figured for 9-6-9 Pymt. Addition Yardage due to 9-7-9 Pymt.

End Areas etc.

| End Areas | Co. Yds. | |
|---|---|---|
| Cut | Fill | Cut | Fill |
| 335 | 635 | | |
| 235 | | 307 | |
| | | 479 | |
| | | 172 | |
| 224 | | 336 | |
| 133 | | 1180 | |
| 62 | | 64 | |
| 8 | | 7 | |
| | | 42 | 7 |
| 37 | | 111 | |
| 83 | | 181 | |
| 112 | | 222 | |
| 128 | | 245 | |
| 136 | | 82 | |
| | | 267 | |
| | | 185 | |

Planimeter checked J.G.S.

Checked by K.C.C. on 191-192

PLATE "C" CROSS SECTION & PLAN & PROFILE SHEETING
DRAWN BY [illegible]

| FEDERAL ROAD DIST. NO | STATE | FEDERAL AID PROJ. NO. | FISCAL YEAR | 25 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

S.H. (ICH) 190 - SEC. "D.I.F.B."
CHAMPAIGN COUNTY.

Sta. 192+50 to Sta. 197+00

1041.05
**197+00**
1042.49

1040.36
**196+50**
1040.65

1039.71
**196+32**
1040.03

1039.59
**196+00**
1039.23

1038.82
**195+50**
1038.13

1038.05
**195+00**
1037.01

1037.37
**194+50**
1035.71

1036.88
**194+00**
1034.98

1036.57
**193+50**
1033.24

1036.44
**193+00**
1032.25

1036.50
**192+50**
1032.03

Drive Right 12.44 ft. (RH)

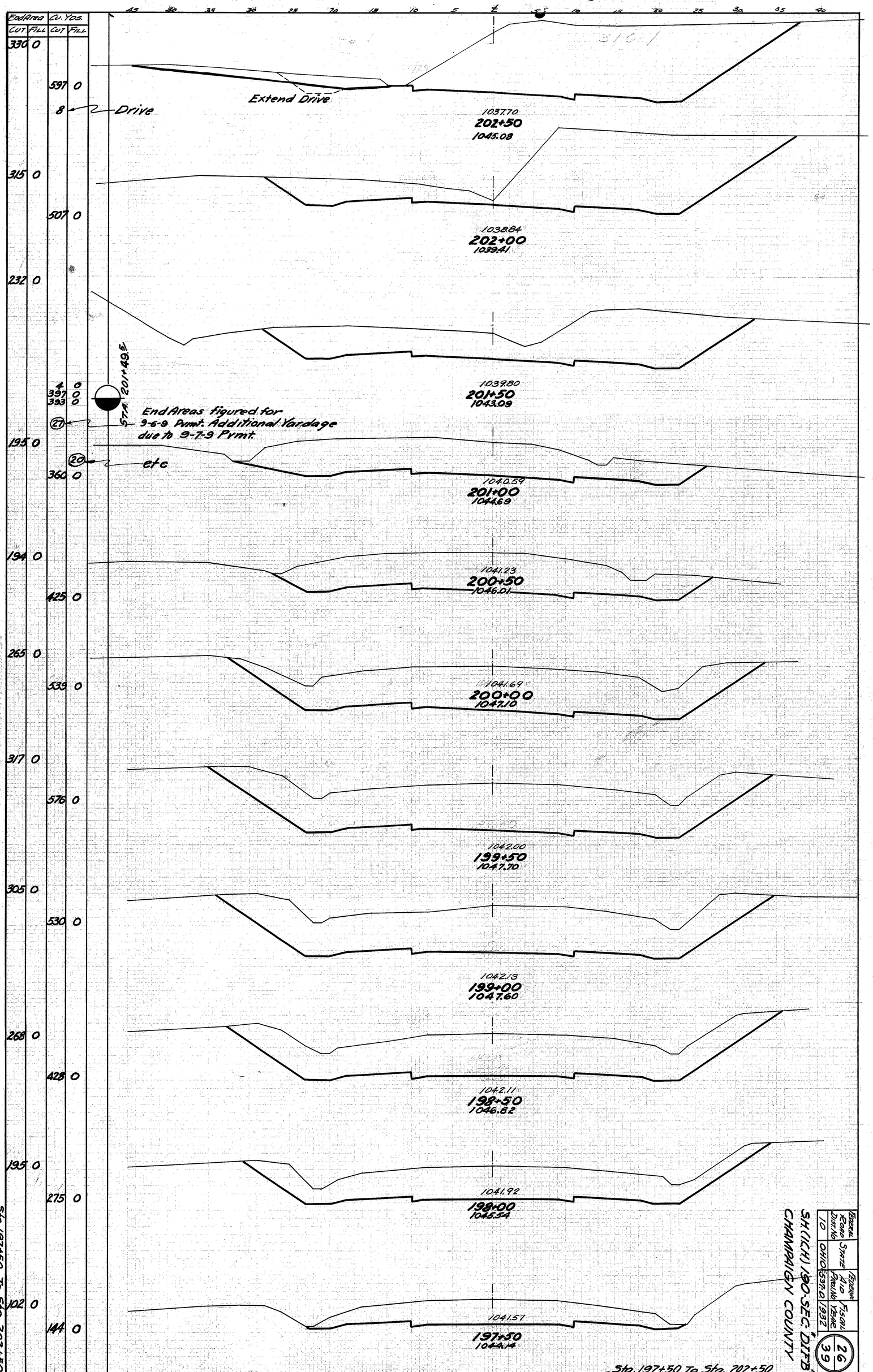
Drive

EXCAV: 4063 Cu. Yds.
EMB. : 3320 Cu. Yds.
+22% = 4063 Cu. Yds.
BALANCED

| Station | Ordinary Cut | Full Cut | Full Cu. Yds. |
|---|---|---|---|
| 192+50 | 53 | 0 | 65 9 |
| 193+00 | 17 | 10 | 19 32 |
| 193+50 | 4 | 25 | 7 65 |
| 194+00 | 4 | 45 | 14 101 |
| 194+50 | 11 | 70 | 46 136 |
| 195+00 | 39 | 77 | 71 171 |
| 195+50 | 38 | 108 | 70 224 |
| 196+00 | 30 | 177 | 51 293 |
| 196+50 | 17 | 246 | 19 346 |
| 196+32 | 4 | 341 | 4 681 |
| 197+00 | | | |

Sta. 192+50 To Sta. 197+00
SH-190-SEC.-"D.I.F.B"

Plan approved March 1932
DIRECTOR OF PUBLIC WORKS


End Area
Cu. Yds.
Cut
Fill
Cut
Fill
330 0
597 0
8
Drive
Extend Drive
1037.70
202+50
1045.08
315 0
507 0
1038.84
202+00
1039.41
232 0
4 0
397 0
393 0
Sta. 201+49.5
1039.80
201+50
1043.09
End Areas figured for
9-6-9 Pymt. Additional Yardage
due to 9-7-9 Pymt.
27
195 0
20
etc
360 0
1040.59
201+00
1044.69
194 0
1041.23
200+50
1046.01
425 0
265 0
539 0
1041.69
200+00
1047.10
317 0
576 0
1042.00
199+50
1047.70
305 0
530 0
1042.13
199+00
1047.60
268 0
428 0
1042.11
198+50
1046.82
195 0
275 0
1041.92
198+00
1045.34
102 0
144 0
1041.57
197+50
1044.14
Sta. 197+50 To Sta. 202+50
Sta. 197+50 To Sta. 202+50
SH. (CH) 190-SEC. DIFF.
CHAMPAIGN COUNTY
Federal Road Dist. No. 10
State OHIO
Federal Aid Proj. No. 63R.D.
Fiscal Year 1932
26
39

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet No. |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 27 / 39 |

SH (ICH) 190-SEC. "DIFB"
CHAMPAIGN COUNTY.

Sta. 203+00 To Sta. 208+00

| Station | Cut | Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|---|
| 208+00 | 0 | 280 | 0 | 461 |
| 207+50 | 0 | 218 | 0 | 373 |
| 207+00 | 0 | 185 | 0 | 281 |
| 206+50 | 0 | 119 | 0 | 176 |
| 206+00 | 0 | 71 | 1 | 07 |
| 205+50 | 1 | 34 | 19 | 44 |
| 205+37 | 20 | 14 | 05 | 16 |
| 205+00 | 83 | 3 | 255 | 8 |
| 204+50 | 192 | 6 | 429 | 8 |
| 204+00 | 271 | 3 | 550 | 3 |
| 203+50 | 323 | 0 | 604 | 0 |
| 203+00 | | | | |

EXCAV = 3090 Cu. Yds.
EMB = 2533 Cu. Yds.
+22% = 3090 Cu. Yds.
BALANCED

S=0.18 S=0.53 S=0.88 S=1.04 S=1.04 S=1.04 S=1.04 S=1.04 S=1.04

Drive Left

Sta. 203+00 To Sta. 208+00

Sta. 203+00 To Sta. 208+00
SH. 190 - SEC. "DIFB"

Plan Prepared by
Checked

| Federal Road Dist No | State | Federal Aid Proj No | Fiscal Year | 28 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 337-D | 1932 | |

SH (1CH) 190-SEC DIFB
CHAMPAIGN COUNTY.

| End Area Cut | End Area Fill | Cu. Yds. Cut | Cu. Yds. Fill |
|---|---|---|---|
| | | | |
| 31 | 6 | | |
| | | 74 | 30 |
| | | | 10 |
| 9 | 10 | | |
| | | 10 | 39 |
| | | | |
| 2 | 32 | | |
| | | 5 | 101 |
| 3 | 77 | | |
| 3 | 193 | | |
| | (42) | | |
| 0 | 132 | | |
| 0 | 99 | | |
| 0 | 300 | | |
| 0 | 201 | | |
| 0 | 192 | | |
| | (21) | | |
| 0 | 400 | | |
| | (18) | | |
| 0 | 240 | | |
| 0 | 482 | | |

EXCAV. : 807 Cu. Yds.
EMB. : 602 Cu. Yds.
+22% BALANCED

1027.78
212+00
1028.43

1027.77
211+96
1028.42
Drive Left

1027.58
211+00
1027.54

1027.54
210+80
1027.43
WRIGHT AVE.

1027.48
210+50
102 6.84

1027.38
210+00
1026.02

1027.28
209+50
1025.38

1027.18
209+00
1024.60

1027.16
208+50
1024.36

STA. 209+33 ℄

End Areas figured for 9"-6"-9" Pavt. Additional Yardage due to 9"-6"-9" pavt.

End Areas figured for 9"-6"-9 Pavt. Additional Yardage due to 9"-7"-9" Pavt.

1027.90
218+563
1028.03

1028.35
218+00
1028.58

1028.71
217+00
1028.79

1028.71
216+83
1028.84
Drive Right to Filling Station

1028.63
216+24
1028.89
Drive Right to Filling Station

1028.58
216+00
1028.84

1028.38
215+00
1028.66

1028.34
℄ Center St. Right 214+90
1028.66

1028.18
214+00
1028.84

1027.93
213+00
1028.79

1027.83
212+23
1028.37
Drive Right

STA 218+56 ≅

Sta. 208+50 To Sta. 218+56 ≅

Plan metered Checked S.S.S.
Checked by I. Stotter

# CURVE DATA

NOTE:- No Widening in this Contract

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year |
|---|---|---|---|
| 10 | OHIO | 537-D | 1932 |

29/39

SH (ICH) 190-SEC. DIFD
CHAMPAIGN COUNTY

| CURVE No. 1 | |
|---|---|
| P.I. 0+00 | Δ = 0°-03'R |
| NO CURVE LOCATED | |

| CURVE No. 3 | |
|---|---|
| P.I. 50+00 | Δ = 0°02'L |
| NO CURVE LOCATED | |

| CURVE No. 4 | |
|---|---|
| P.I. 133+93 ℄℄ | Δ = 0°-02'R |
| NO CURVE LOCATED | |

| CURVE No. 8 | |
|---|---|
| P.I. 218+56 ℄℄ | Δ = 0°-14'R |
| NO CURVE LOCATED | |

P.C. 32+35 ℄℄ — CURVE No. 2 — P.T. 37+35 ℄℄

D = 0° 03' LEFT

External Distance

← No. Super-Elevation

| Deflection from P.C. | Station |
|---|---|
| P.C. | 32+35 ℄℄ |
| 0° 1' | 33+00 |
| 0° 2½' | 34+00 |
| 0° 4' | 35+00 |
| 0° 5½' | 36+00 |
| 0° 7½' | 37+35 ℄℄ |

P.C. 157+50 — CURVE No. 5 — P.T. 162+50

D = 0° 2' LEFT

External Distance

| Deflection from P.C. | Station |
|---|---|
| | 157+50 |
| 0° 0½' | 158+00 |
| 0° 1½' | 159+00 |
| 0° 2½' | 160+00 |
| 0° 3½' | 161+00 |
| 0° 4½' | 162+00 |
| 0° 5' | 162+50 |

P.C. 174+67 ℄℄ — CURVE No. 6 — P.T. 181+78 ℄℄

LEFT — D = 4° 30' LEFT — RIGHT

| Edge of Pavement | Width | Deflection from P.C. | Station | Grade | Width | Edge of Pavement |
|---|---|---|---|---|---|---|
| 1004.83 | 10' | | 173+67 ℄℄ | 1004.93 | 10' | 1004.83 |
| 1005.04 | | | +75 | 1005.14 | | 1005.09 |
| 1005.83 | | | 174+00 | 1005.93 | | 1006.04 |
| 1006.70 | | | +25 | 1006.80 | | 1007.08 |
| 1007.64 | | | +50 | 1007.74 | | 1008.18 |
| 1008.33 | | P.C. | +67 ℄℄ | 1008.43 | | 1008.99 |
| 1008.62 | | 0°-10' | +75 | 1008.72 | | 1009.33 |
| 1009.60 | | 0°-44' | 175+00 | 1009.70 | | 1010.48 |
| 1010.29 | | 1°-08' | +17 ℄℄ | 1010.39 | | 1011.28 |
| 1010.57 | | 1°-18' | +25 | 1010.67 | | 1011.56 |
| 1011.55 | | 1°-51' | +50 | 1011.65 | | 1012.54 |
| 1012.53 | | 2°-25' | +75 | 1012.63 | | 1013.52 |
| 1013.51 | | 2°-59' | 176+00 | 1013.61 | | 1014.50 |
| 1014.49 | | 3°-33' | +25 | 1014.59 | | 1015.48 |
| 1015.47 | | 4°-06' | +50 | 1015.57 | | 1016.46 |
| 1016.44 | | 4°40' | +75 | 1016.54 | | 1017.43 |
| 1017.42 | | 5°-14' | 177+00 | 1017.52 | | 1018.41 |
| 1018.40 | | 5°48' | +25 | 1018.50 | | 1019.39 |
| 1019.38 | | 6°-21' | +50 | 1019.48 | | 1020.37 |
| 1020.36 | | 6°-55' | +75 | 1020.46 | | 1021.35 |
| 1021.34 | | 7°29' | 178+00 | 1021.44 | | 1022.33 |
| 1022.31 | | 8°03' | +25 | 1022.41 | | 1023.30 |
| 1023.29 | | 8°36' | +50 | 1023.39 | | 1024.28 |
| 1024.27 | | 9°10' | +75 | 1024.37 | | 1025.26 |
| 1025.25 | | 9°44' | 179+00 | 1025.35 | | 1026.24 |
| 1026.23 | | 10°18' | +25 | 1026.33 | | 1027.22 |
| 1027.21 | | 10°51' | +50 | 1027.31 | | 1028.20 |
| 1028.18 | | 11°25' | +75 | 1028.28 | | 1029.17 |
| 1029.16 | | 11°59' | 180+00 | 1029.26 | | 1030.15 |
| 1030.14 | | 12°33' | +25 | 1030.24 | | 1031.13 |
| 1031.12 | | 13°-06' | +50 | 1031.22 | | 1032.11 |
| 1032.10 | | 13°-40' | +75 | 1032.20 | | 1033.09 |
| 1033.08 | | 14°14' | 181+00 | 1033.18 | | 1034.07 |
| 1034.20 | | 14°-53' | +28 ℄℄ | 1034.30 | | 1035.19 |
| 1035.03 | | 15°21' | +50 | 1035.13 | | 1035.88 |
| 1036.12 | | 16°00' | +78 ℄℄ | 1036.22 | | 1036.78 |
| 1036.88 | | | 182+00 | 1036.98 | | 1037.40 |
| 1037.72 | | | +25 | 1037.82 | | 1038.07 |
| 1038.51 | | | +50 | 1038.61 | | 1038.70 |
| 1039.34 | 10' | | +78 ℄℄ | 1039.44 | 10' | 1039.34 |

P.C. 199+48 ℄℄ — CURVE No. 7 — P.T. 206+27 ℄℄

LEFT — D = 4° 48' RIGHT — RIGHT

| Edge of Pavem't | Width | Deflection from P.C. | Station | Grade | Width | Edge of Pavem't |
|---|---|---|---|---|---|---|
| 1042.01 | 10' | | 198+48 ℄℄ | 1042.11 | 10' | 1042.01 |
| 1042.24 | | | +75 | 1042.15 | | 1042.05 |
| 1042.39 | | | 199+00 | 1042.13 | | 1042.03 |
| 1042.53 | | | +25 | 1042.99 | | 1041.99 |
| 1042.59 | | P.C. | +48 ℄℄ | 1041.99 | | 1041.89 |
| 1042.65 | | 0°-39' | +75 | 1041.87 | | 1041.77 |
| 1042.66 | | 1°-12' | +98 ℄℄ | 1041.72 | | 1041.62 |
| 1042.42 | | 1°-51' | 200+25 | 1041.48 | | 1041.38 |
| 1042.17 | | 2°-27' | +50 | 1041.23 | | 1041.13 |
| 1041.87 | | 3°-03' | +75 | 1040.93 | | 1040.83 |
| 1041.53 | | 3°39' | 201+00 | 1040.53 | | 1040.49 |
| 1041.16 | | 4°-15' | +25 | 1040.22 | | 1040.12 |
| 1040.74 | | 4°51' | +50 | 1039.80 | | 1039.70 |
| 1040.27 | | 5°27' | +75 | 1039.33 | | 1039.23 |
| 1039.78 | | 6°-03' | 202+00 | 1038.84 | | 1038.74 |
| 1039.23 | | 6°39' | +25 | 1038.29 | | 1038.19 |
| 1038.64 | | 7°-15' | +50 | 1037.70 | | 1037.60 |
| 1038.04 | | 7°51' | +75 | 1037.10 | | 1037.00 |
| 1037.46 | | 8°27' | 203+00 | 1036.49 | | 1036.39 |
| 1036.82 | | 9°-03' | +25 | 1035.88 | | 1035.78 |
| 1036.22 | | 9°-39' | +50 | 1035.28 | | 1035.18 |
| 1035.61 | | 10°-15' | +75 | 1034.67 | | 1034.57 |
| 1035.01 | | 10°-51' | 204+00 | 1034.07 | | 1033.97 |
| 1034.40 | | 11°27' | +25 | 1033.46 | | 1033.36 |
| 1033.79 | | 12°03' | +50 | 1032.85 | | 1032.75 |
| 1033.19 | | 12°-39' | +75 | 1032.25 | | 1032.15 |
| 1032.58 | | 13°-15' | 205+00 | 1031.64 | | 1031.54 |
| 1031.99 | | 13°-51' | +25 | 1031.05 | | 1030.95 |
| 1031.45 | | 14°27' | +50 | 1030.51 | | 1030.41 |
| 1030.90 | | 15°-06 | +77 ℄℄ | 1029.96 | | 1029.86 |
| 1030.32 | | 15°-39' | 206+00 | 1029.54 | | 1029.44 |
| 1029.68 | | 16°-18 | +27 ℄℄ | 1029.08 | | 1028.98 |
| 1029.17 | | | +50 | 1028.74 | | 1028.64 |
| 1028.66 | | | +75 | 1028.40 | | 1028.30 |
| 1028.17 | | | 207+00 | 1028.09 | | 1027.99 |
| 1027.70 | 10' | | +27 ℄℄ | 1027.80 | 10' | 1027.70 |

## SUMMARY OF SIDE DITCH HEADWALLS (H)

| ITEM | STATION | SIDE | EXCAV. | 1:2½ CONC. | REINF. STEEL | WORK REQ'D |
|---|---|---|---|---|---|---|
| 2-H | 5+28 | L | 5 Cu. Yds. | 1.3 Cu. Yds. | 40 lbs. | Build Special S.D. Hdwall * |
| 3-H | 6+80 | R | 5 Cu. Yds. | 1.8 Cu. Yds. | 40 lbs. | Build Std. 20" Side Rd. Hdwall |
| 4-H | 10+16 | R | 5 Cu. Yds. | 1.3 Cu. Yds. | 40 lbs. | Build Special S.D. Hdwall * |
| 5-H | 10+41 | L | 5 Cu. Yds. | 1.3 Cu. Yds. | 40 lbs. | Build Special S.D. Hdwall * |
| 6-H | 15+77 | R | 17 Cu. Yds. | 7.0 Cu. Yds. | 116 lbs. | Build Special Hdwall & Wings * |
| | TOTAL | | 37 Cu. Yds. | 12.7 Cu. Yds. | 276 lbs. | |

* See Sheet No. 32 For Details

## (D) SUMMARY OF SPECIAL SIDE DITCH DRAINAGE - LIN. FT.

| ITEM | FROM STA. | TO STA. | SIDE | 12" V.S.P. | 24" V.S.P. | 30" V.S.P. | 36" V.S.P. | 12" Corr. I.P. | 30" Corr. I.P. | PIPE REMOVED * |
|---|---|---|---|---|---|---|---|---|---|---|
| 4-D | 5+54 | 8+32 | L | 278 | | | | | | |
| 5-D | 6+80 | 7+96 | R | | 116 | | | | | 116'-12" V.S.P. |
| 6-D | 8+14 | 8+42 | R | | 28 | | | | | 28'-12" V.S.P. |
| 7-D | 10+16 | 14+80 | R | | | | | 464.0 | | 278'-10" V.S.P. |
| 8-D | 14+80 | 15+72 | R | 92 | | | | | | |
| 9-D | 15+92 | 17+04 | R | 112 | | | | | | |
| 10-D | 15+61 | 15+77 | R | | | | | | 16 | 30"x30"x11' Box Culv. |
| 11-D | 15+77 | 17+82 | R | | | 205 | | | | |
| 12-D | 10+41 | 17+83 | L | | | | | 7420 | | 74'-6" V.S.P. - 391'-8" V.S.P. |
| 13-D | 18+99 | 19+55 | R | | | | | 56.0 | | 51'-12" V.S.P. |
| 14-D | 19+56 | 20+29 | R | | | | | 730 | | |
| 15-D | 20+35.3 | 20+39.4 | R | | | | | 4.1 | | |
| 16-D | 20+42 | 20+54 | R | | | | | 12.0 | | |
| 17-D | 20+56 | 20+68 | R | | | | | 12.0 | | |
| 18-D | 20+70.3 | 20+82.8 | R | | | | | 12.5 | | |
| 19-D | 20+86 | 21+11.6 | R | | | | | 25.6 | | 25'-12" V.S.P. |
| 20-D | 21+14 | 22+16.4 | R | | | | | 102.4 | | |
| 25-D | 19+08 | 22+24 | L | 316 | | | | | | 16'-6" V.S.P. |
| | | | | 798 | 144 | 205 | | 15036 | 16 | |

## SUMMARY OF INLETS (I)

| ITEM | STATION | SIDE | SIDE DITCH INLET NO. 1 | RAISED CURB INLET NO. 2 |
|---|---|---|---|---|
| 2-I | 7+90 | R | 1 | |
| 3-I | 11+54 | R | 1 | |
| 4-I | 12+50 | L | 1 | |
| 5-I | 13+08 | R | 1 | |
| 6-I | 13+73 | R | 1 | |
| 7-I | 13+88 | L | 1 | |
| 8-I | 14+91 | L | 1 | |
| 9-I | 15+70 | R | | 1 |
| 10-I | 15+72 | R | 1 | |
| 11-I | 16+85 | L | 1 | |
| 12-I | 17+84 | R | | 1 |
| 13-I | 18+72 | L | | 1 |
| 14-I | 18+99 | R | | 1 |
| 15-I | 20+50 | L | | 1 |
| 16-I | 20+83 | R | | 1 |
| | TOTALS | | 9 | 6 |

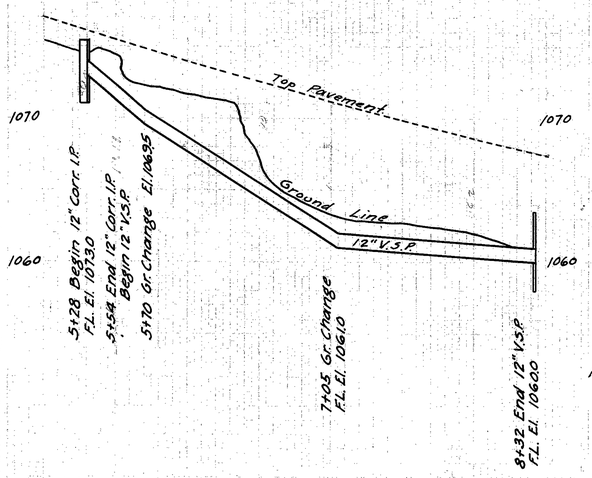
| FEDERAL ROAD DIST. NO. | STATE | FEDERAL AID PROJ. NO. | FISCAL YEAR | SHEET NO. / TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | 30 / 39 |

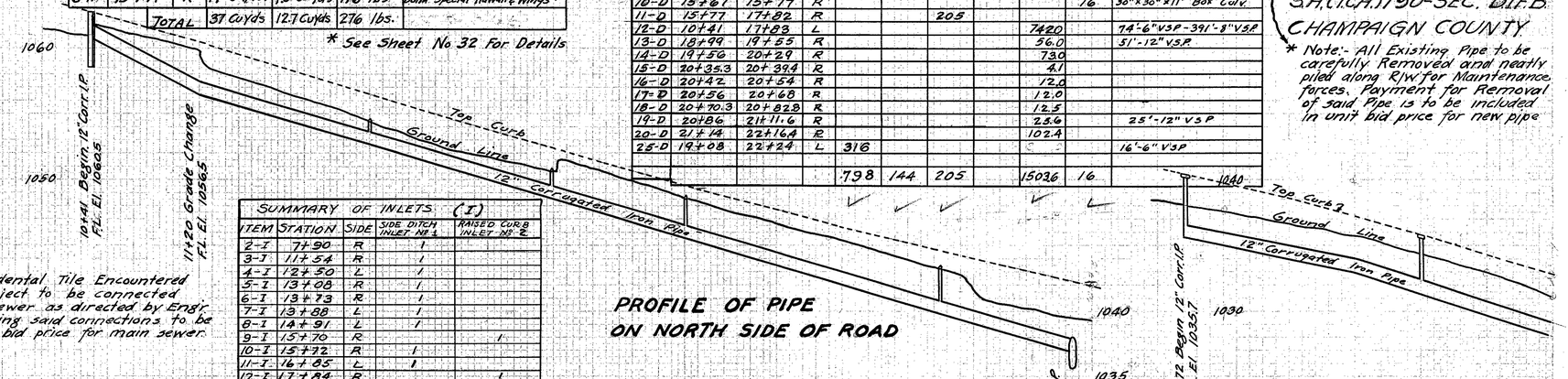
S.H.(I.C.H.)90-SEC. D.I.F.B.

CHAMPAIGN COUNTY.

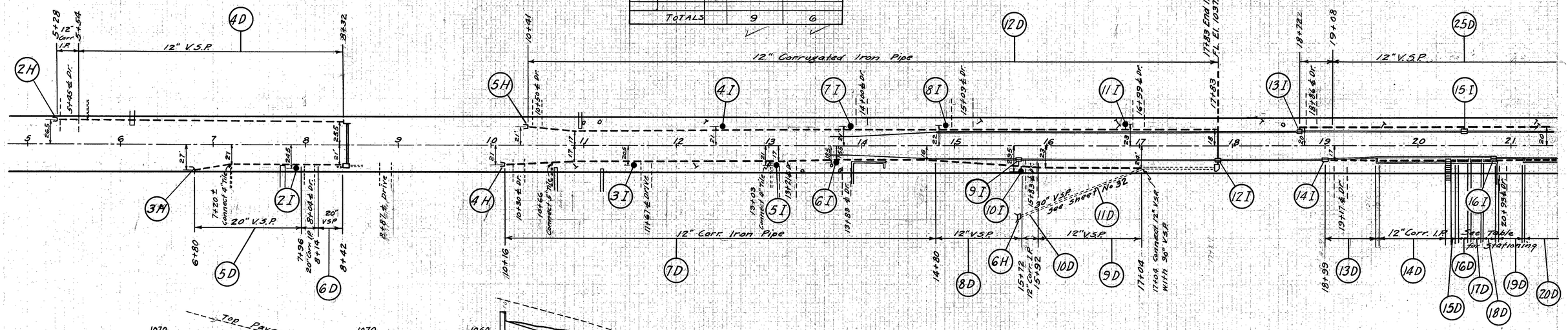
* Note:- All Existing Pipe to be carefully Removed and neatly piled along R/W for Maintenance forces. Payment for Removal of said Pipe is to be included in unit bid price for new pipe.

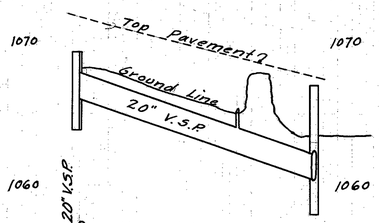
Note:- All Incidental Tile Encountered on this project to be connected to main sewer as directed by Engr. Cost of making said connections to be included in bid price for main sewer.

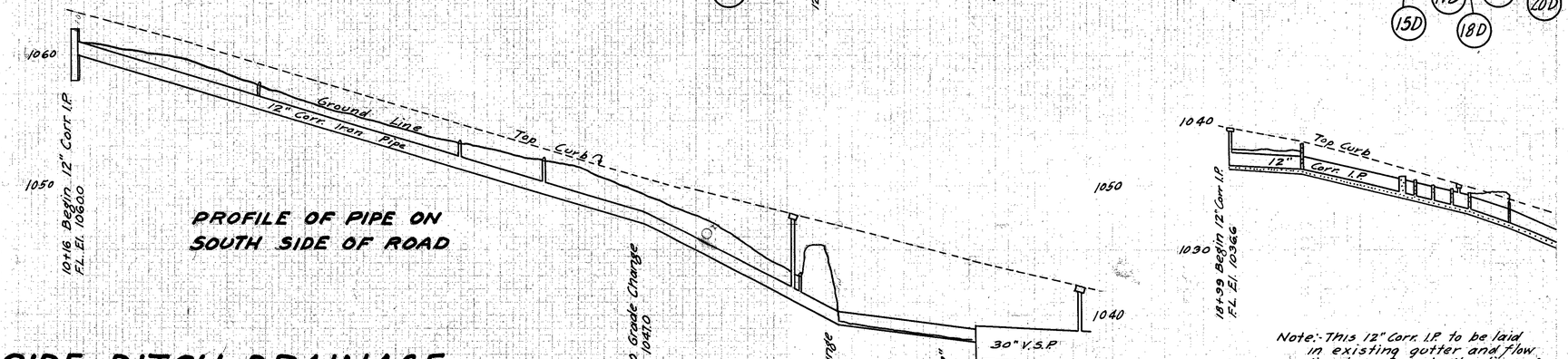



## PROFILE OF PIPE ON NORTH SIDE OF ROAD




## PROFILE OF PIPE ON SOUTH SIDE OF ROAD




Note:- This 12" Corr. I.P. to be laid in existing gutter and flow line to conform to flow line of 12" V.S.P. in place in wall braces.

# SIDE DITCH DRAINAGE STA. 5+00 TO 22+00

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | ILL. | E-693-D | 1932 |

31/39

S.H. (I.C.H.)-190 SEC. "D.I.F.B."
CHAMPAIGN COUNTY

## SPECIAL SIDE DITCH HDWALL - SEE SHEET No.

| ITEM | STATION | SIDE | EXC. AV. | CONC. 1:5:9 | REINF. STEEL | WORK REQUIRED |
|---|---|---|---|---|---|---|
| 7H | 23+05. | R. | 10 Cu. Yds | 2.6 Cu. Yds | 42. lbs | Build Special Hdwall & Wings* |
| 8H | 33+40 | L. | 5 Cu. Yds. | 1.3 Cu. Yds. | 40 Lbs | Build Special Side Ditch Hdwall |
| | | | | | | |
| | TOTALS | | 15 Cu. Yds | 3.9 Cu. Yds. | 82 lbs | |

* See Sheet No 32 For Details

## SIDE DITCH DRAINAGE LIN. FT.

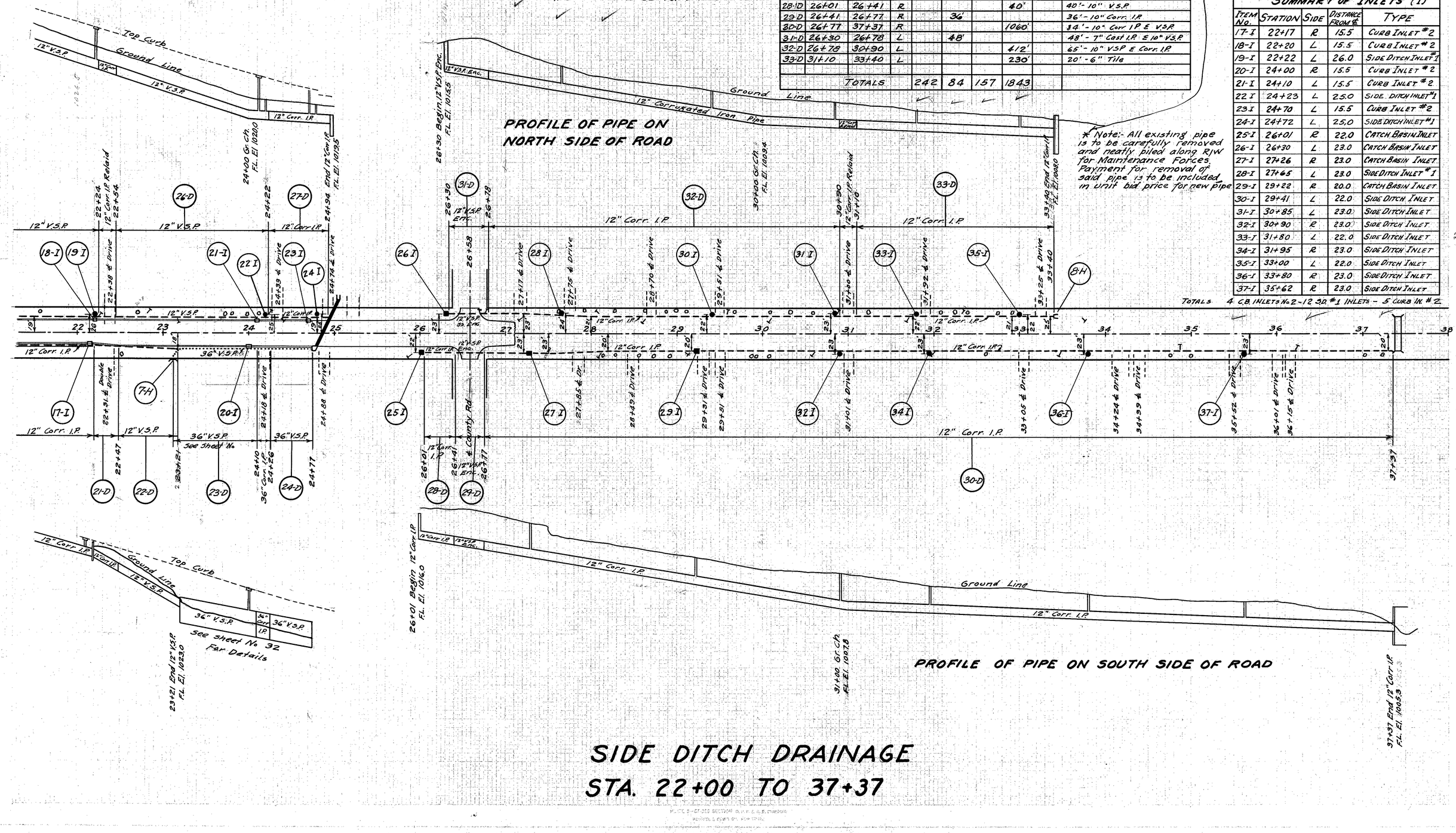
| ITEM | FROM STATION | TO STATION | SIDE | 12" V.S.P. D.S. | 12" V.S.P. SS. End. | 36" V.S.P. D.S. | 12" Corr. I.P. | | PIPE TO BE REMOVED * |
|---|---|---|---|---|---|---|---|---|---|
| 21-D | 22+18 | 22+47 | R | | | | 29' | | 16'-12" V.S.P. |
| 22-D | 22+47 | 23+21 | R | 74' | | | | | |
| 23-D | 23+05 | 24+10 | R | | | 105' | | | |
| 24-D | 24+26 | 24+78 | R | | | 52' | | | |
| 26-D | 22+54 | 24+22 | L | 168' | | | | | |
| 27-D | 24+22 | 24+94 | L | | | | 72' | | 72'-10" V.S.P. |
| 28-D | 26+01 | 26+41 | R | | | | 40' | | 40'-10" V.S.P. |
| 29-D | 26+41 | 26+77 | R | | 36 | | | | 36'-10" Corr. I.P. |
| 30-D | 26+77 | 37+37 | R | | | | 1060' | | 84'-10" Corr I.P & V.S.P. |
| 31-D | 26+30 | 26+78 | L | | 48' | | | | 48'-7" Cast I.P. & 10" V.S.P. |
| 32-D | 26+78 | 30+90 | L | | | | 412' | | 65'-10" V.S.P & Corr. I.P. |
| 33-D | 31+10 | 33+40 | L | | | | 230' | | 20'-6" Tile |
| | | | | | | | | | |
| | TOTALS | | | 242 | 84 | 157 | 1843 | | |

* Note:- All existing pipe is to be carefully removed and neatly piled along R/W for Maintenance Forces. Payment for removal of said pipe is to be included in unit bid price for new pipe

## SUMMARY OF INLETS (I)

| ITEM No. | STATION | SIDE | DISTANCE FROM ℄ | TYPE |
|---|---|---|---|---|
| 17-I | 22+17 | R | 15.5 | CURB INLET #2 |
| 18-I | 22+20 | L | 15.5 | CURB INLET #2 |
| 19-I | 22+22 | L | 26.0 | SIDE DITCH INLET #1 |
| 20-I | 24+00 | R | 15.5 | CURB INLET #2 |
| 21-I | 24+10 | L | 15.5 | CURB INLET #2 |
| 22-I | 24+23 | L | 25.0 | SIDE DITCH INLET #1 |
| 23-I | 24+70 | L | 15.5 | CURB INLET #2 |
| 24-I | 24+72 | L | 25.0 | SIDE DITCH INLET #1 |
| 25-I | 26+01 | R | 22.0 | CATCH BASIN INLET |
| 26-I | 26+30 | L | 23.0 | CATCH BASIN INLET |
| 27-I | 27+26 | R | 23.0 | CATCH BASIN INLET |
| 28-I | 27+65 | L | 23.0 | SIDE DITCH INLET #1 |
| 29-I | 29+22 | R | 20.0 | CATCH BASIN INLET |
| 30-I | 29+41 | L | 22.0 | SIDE DITCH INLET |
| 31-I | 30+85 | L | 23.0 | SIDE DITCH INLET |
| 32-I | 30+90 | R | 23.0 | SIDE DITCH INLET |
| 33-I | 31+80 | L | 22.0 | SIDE DITCH INLET |
| 34-I | 31+95 | R | 23.0 | SIDE DITCH INLET |
| 35-I | 33+00 | L | 22.0 | SIDE DITCH INLET |
| 36-I | 33+80 | R | 23.0 | SIDE DITCH INLET |
| 37-I | 35+62 | R | 23.0 | SIDE DITCH INLET |

TOTALS 4 C.B. INLETS No 2 - 12 S.D. #1 INLETS - 5 CURB IN. # 2.

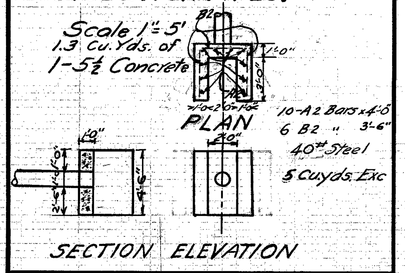



# SIDE DITCH DRAINAGE
# STA. 22+00 TO 37+37

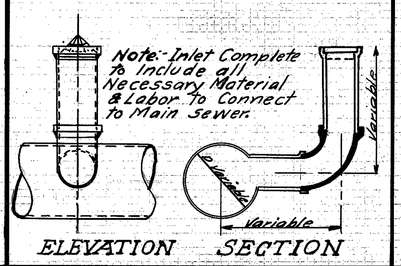
# SPECIAL DRAINAGE DETAILS IN WESTVILLE.

## DETAIL OF HEADWALL FOR SIDE DITCH PIPES.

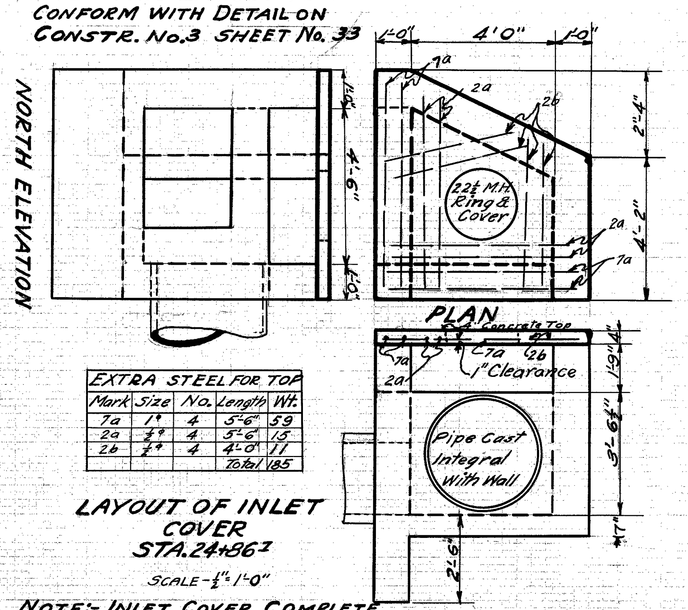
Scale 1"=5'
1.3 Cu. Yds. of 1-5½ Concrete




## DETAIL OF SIDE DITCH INLET NO. 1
SHOWING NECESSARY ELBOW




NOTE:- THIS LAYOUT TO CONFORM WITH DETAIL ON CONSTR. No.3 SHEET No. 33

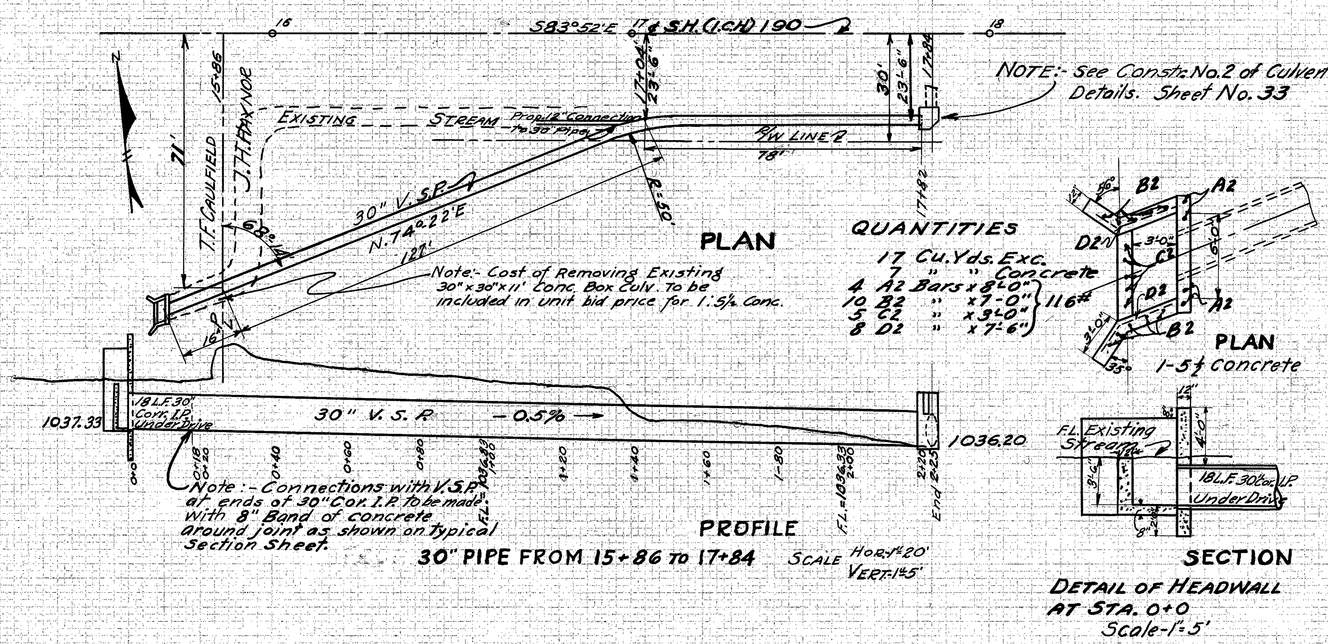



| EXTRA STEEL FOR TOP | | | | |
|---|---|---|---|---|
| Mark | Size | No. | Length | Wt. |
| 1a | 1" | 4 | 5'-6" | 59 |
| 2a | ¾" | 4 | 5'-6" | 15 |
| 2b | ¾" | 4 | 4'-0" | 11 |
| | | | Total | 185 |

## LAYOUT OF INLET COVER STA. 24+86¹
SCALE - ½" = 1'-0"

NOTE:- INLET COVER COMPLETE TO INCLUDE 1:5½ CONCRETE, REINFORCING STEEL, MANHOLE RING & COVER.

## PLAN & PROFILE OF 30" PIPE FROM STA. 15+86 TO 17+84




NOTE:- See Constr. No. 2 of Culvert Details. Sheet No. 33

QUANTITIES
17 Cu. Yds. Exc.
7 " " Concrete
4 A2 Bars x 8'-0"
10 B2 " x 7'-0" } 116#
5 C2 " x 3'-0"
8 D2 " x 7'-6"

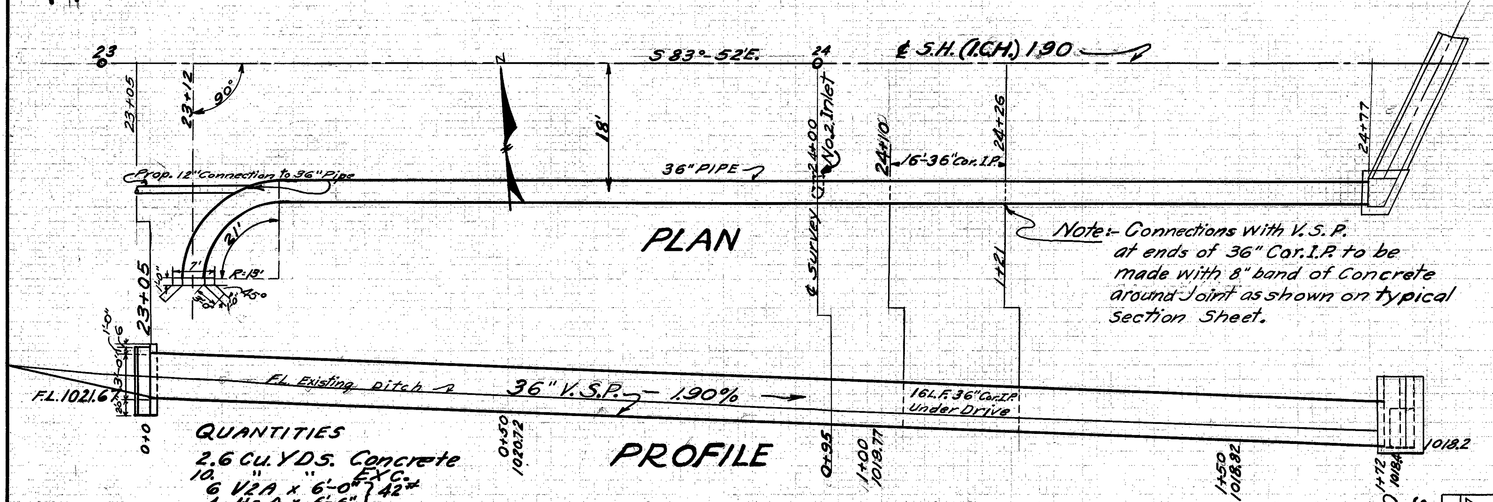






DETAIL OF HEADWALL AT STA. 0+0
Scale - 1" = 5'

## PLAN & PROFILE OF 36" PIPE FROM STA. 23+12 TO 24+84




QUANTITIES
2.6 Cu. YDS. Concrete
10 " " EXC.
6 V2A x 6'-0" } 42#
4 H2A x 6'-6" }

36" PIPE FROM STA. 23+12 TO 24+84

SCALE HOR 1"=10'
VERT: 1"=5'

CHAMPION COUNTY

SH (ICH) 190-SEC-D1F8

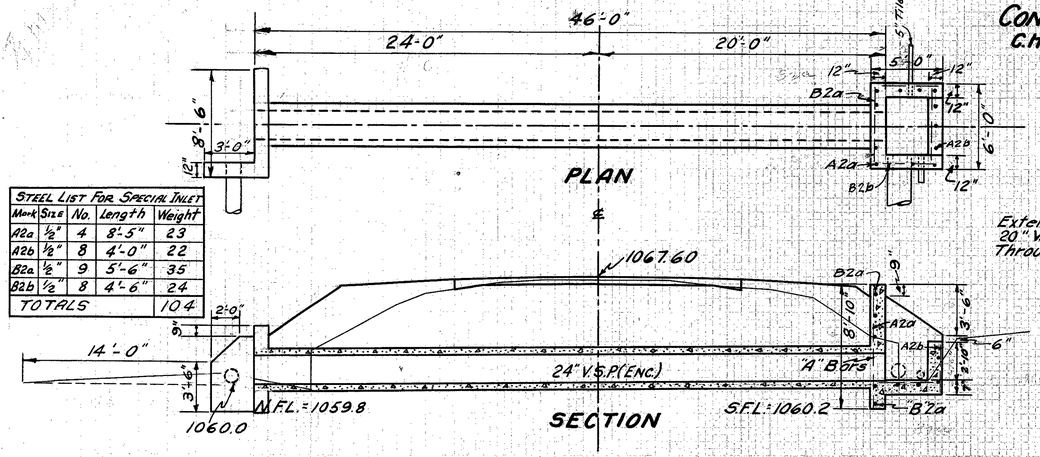
| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | Ohio | 637-D | 1932 | 32 | 39 |

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fical Year | Sheet No. |
|---|---|---|---|---|
| 10 | OHIO | 537-0 | 1932 | 33 / 39 |

SH (I.C.H.) 190 - SEC. "DIFB"
CHAMPAIGN COUNTY

## 8+44

CONSTR. No. 1
C.H. - 36 - 101




Extend Existing 20" V.S.P. & 5" V.S.P. Through Headwall

| STEEL LIST FOR SPECIAL INLET | | | | |
|---|---|---|---|---|
| Mark | Size | No. | Length | Weight |
| A2a | ½" | 4 | 8'-5" | 23 |
| A2b | ½" | 8 | 4'-0" | 22 |
| B2a | ½" | 9 | 5'-6" | 35 |
| B2b | ½" | 8 | 4'-6" | 24 |
| TOTALS | | | | 104 |

### CULVERT DATA

TYPE : Std. V.S.P.-S.S.(Enc.) Culv. With Special Headwall on R. End Dr. # 300

SIZE : 24" x 44'-0"

WORK REQ'D. Remove 15" x 41' V.S.P. Culvert Build Std. 24" x 44' V.S.P. S.S.(Enc.) Culvert Dr. # 300 With Special Inlet on Right End - Excavate Outlet End as Shown Above

### ESTIMATED QUANTITIES

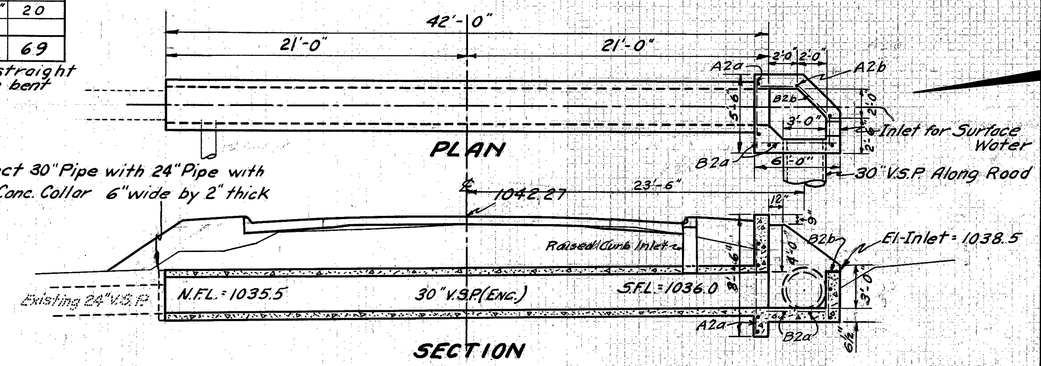
| | |
|---|---|
| EXCAV. | 65.0 Cu. Yds. |
| CONC. 1:5½ | 6.3 Cu. Yds. |
| REINF. STEEL | 160.0 Lbs. |
| 24" V.S.P.(S.S. ENC.) | 44.0 Lin. Ft. |

| STEEL LIST | | | | |
|---|---|---|---|---|
| Mark | Size | No | Length | Weight |
| A2a | ½" | 2 | 6'-6" | 9 |
| A2b | ½" | 4 | 4'-2" | 12 |
| B2a | ½" | 8 | 5'-2" | 28 |
| B2b | ½" | 3 | 9'-9" | 20 |
| | | | | |
| TOTAL | | | | 69 |

Note:- all bars straight B2b bars to be bent to fit in field.

## 17+84

CONSTR. No. 2
C.H. - 36 - 102




### CULVERT DATA

TYPE : Std. V.S.P. S.S.(Enc.) Culv. With Special Inlet on Right End Dr. # 300

SIZE : 30" x 42'

WORK REQ'D. Remove Existing 24" x 44' Corr. I.P. and V.S.P. Culv. - Build Standard 42" x 30" V.S.P. S.S. Enc. Culv. With Special Inlet on Right End Make Connection With 30" V.S.P. on Right and With Existing 24" V.S.P. on Left

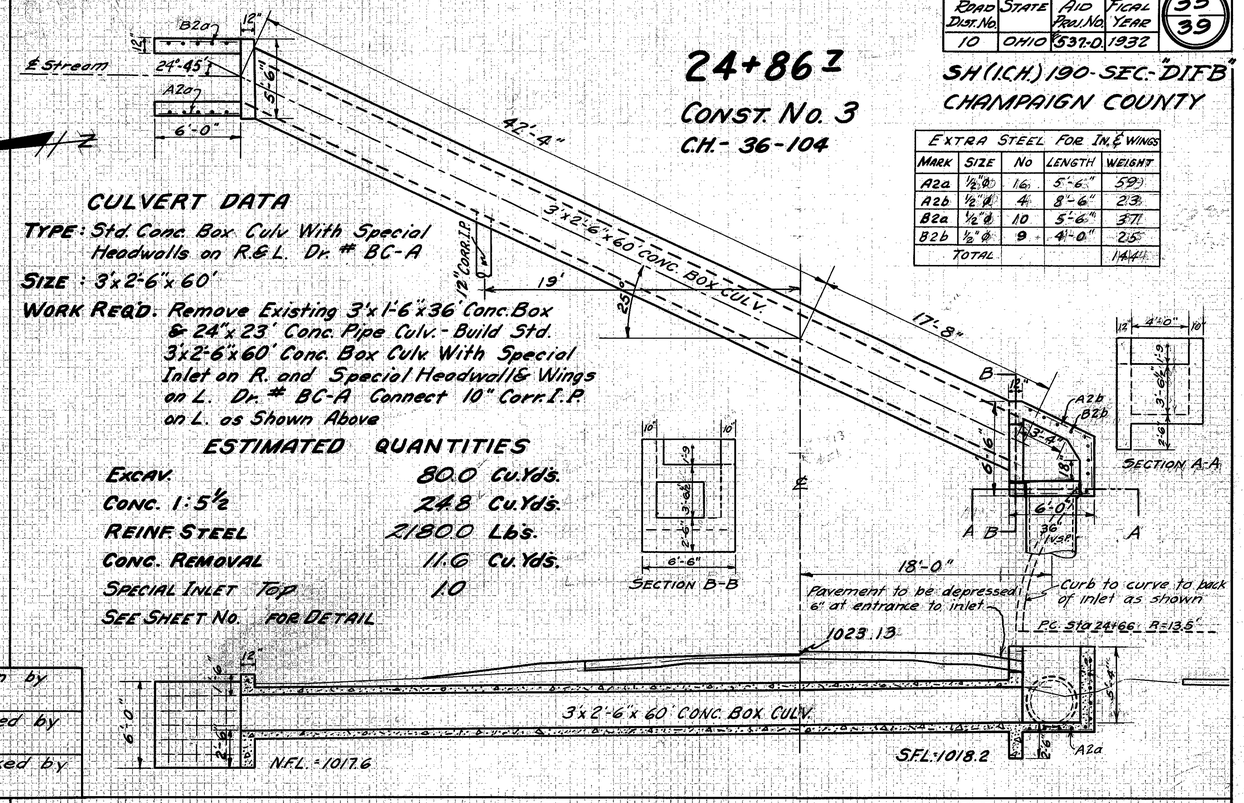
### ESTIMATED QUANTITIES

| | |
|---|---|
| EXCAV. | 75.0 Cu. Yd's. |
| CONC. 1:5½ | 3.4 Cu. Yds. |
| REINF. STEEL | 69.0 Lbs. |
| 30" V.S.P.(S.S. ENC.) | 42.0 Lin. Ft. |

| Drawn by | |
|---|---|
| Checked by | |
| Checked by | |

## 24+86.7

CONST. No. 3
C.H. - 36 - 104




| EXTRA STEEL FOR IN. & WINGS | | | | |
|---|---|---|---|---|
| MARK | SIZE | No | LENGTH | WEIGHT |
| A2a | ½"Ø | 16 | 5'-6" | 59 |
| A2b | ½"Ø | 4 | 8'-6" | 23 |
| B2a | ½"Ø | 10 | 5'-6" | 37 |
| B2b | ½"Ø | 9 | 4'-0" | 25 |
| TOTAL | | | | 144 |

### CULVERT DATA

TYPE : Std. Conc. Box Culv With Special Headwalls on R. & L. Dr. # BC-A

SIZE : 3'x 2'-6" x 60'

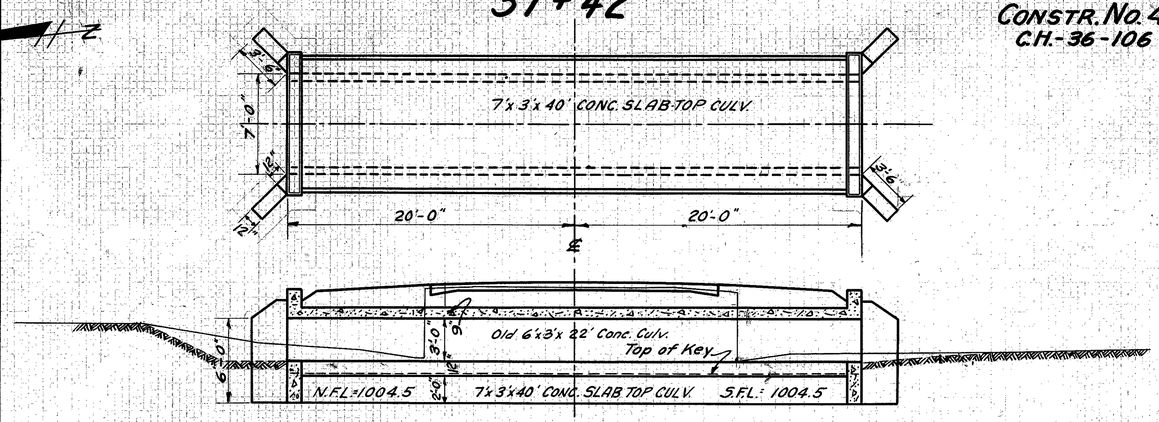
WORK REQ'D. Remove Existing 3'x 1'-6" x 36' Conc. Box & 24" x 23' Conc. Pipe Culv. - Build Std. 3'x 2'-6" x 60' Conc. Box Culv With Special Inlet on R. and Special Headwall & Wings on L. Dr. # BC-A Connect 10" Corr. I.P. on L. as Shown Above

### ESTIMATED QUANTITIES

| | |
|---|---|
| EXCAV. | 80.0 Cu. Yds. |
| CONC. 1:5½ | 24.8 Cu. Yds. |
| REINF. STEEL | 2180.0 Lbs. |
| CONC. REMOVAL | 11.6 Cu. Yds. |
| SPECIAL INLET TOP | 1.0 |
| SEE SHEET NO. FOR DETAIL | |

## 37+42

CONSTR. No. 4
C.H. - 36 - 106




### CULVERT DATA

TYPE : Std. Conc. Slab Top Culv. With Special Wing on Right End Dr. # SC-A

SIZE : 7'x 3'x 40'

WORK REQ'D. Remove Existing 6'x3'x 22' Conc. Culv. - Build Std. 7'x3'x40' Conc. Slab Top Culv. Dr. # SC-A.

### ESTIMATED QUANTITIES

| | |
|---|---|
| EXCAV. | 65.0 Cu. Yds. |
| CONC. 1:5½ | 30.0 Cu. Yds. |
| CONC. 1:6½ | 10.8 Cu. Yds. |
| REINF. STEEL | 2450.0 Lbs. |
| CONC. REMOVAL | 25.0 Cu. Yds. |

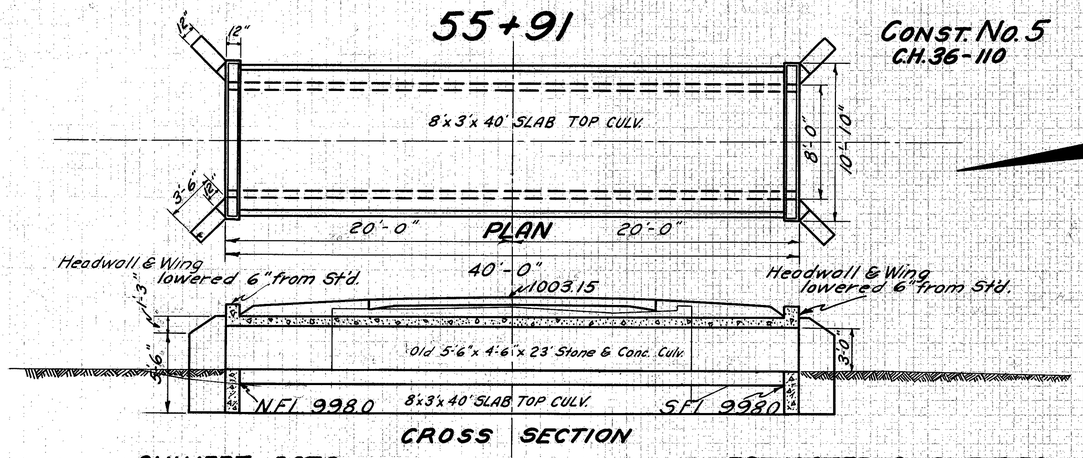
PLATE 5 - CONCRETE FOR USE A.S.H.O. STANDARD

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet No. |
|---|---|---|---|---|
| 10 | OHIO | 537 D | 1932 | 34 / 39 |

SH. (I.C.H.) 190 SEC. "DIF B"
CHAMPAIGN COUNTY.

## 55+91

CONST. No. 5
C.H. 36-110




**CULVERT DATA**

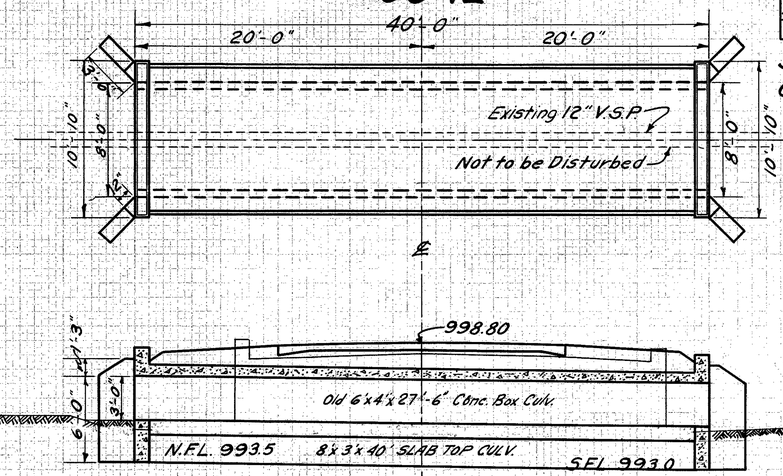
TYPE: Std. Conc. Slab Top Culv. Dr. # SC-A
SIZE: 8'x3'x40'
WORK REQ'D Remove Existing 5'-6"x4'-6"x23' Stone & Conc. Slab Top Culv. Build Std. 8'x3'x40' Conc. Slab Top Culv. Dr. # SC-A

**ESTIMATED QUANTITIES**

| | | |
|---|---|---|
| EXCAV. | 90.0 | Cu.Yd's. |
| CONC 1:5½ | 28.6 | Cu.Yd's. |
| CONC 1:6½ | 10.8 | Cu.Yd's. |
| REINF. STEEL | 2410.0 | Lb's. |
| CONC. REMOVAL | 10.0 | Cu.Yd's. |

## 86+12

CONST. No. 8
C.H.-36-116




**CULVERT DATA**

TYPE: Std. Conc. Slab Top Culv. Dr. # SC-A
SIZE: 8'x3'x40'
WORK REQ'D. Remove Existing 6'x4'x27'-6" Conc. Box Culv. - Build Std. 8'x3'x40' Slab Top Culv. Dr. # SC-A

**ESTIMATED QUANTITIES**

| | | |
|---|---|---|
| EXCAV. | 90.0 | Cu.Yds. |
| CONC. 1:5½ | 29.2 | Cu.Yds. |
| CONC. 1:6½ | 10.8 | Cu.Yds. |
| REINF. STEEL | 2410.0 | Lb's. |
| CONC. REMOVAL | 25.6 | Cu.Yds. |

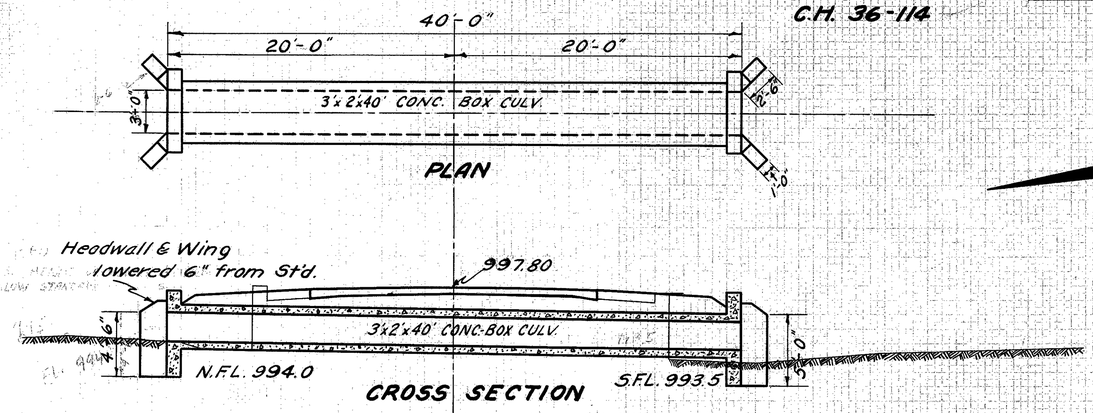
## 63+58.8 TO 64+50.8 ANDERSON CREEK BRIDGE
NO WORK REQUIRED

CONST. No. 6
C.H.-36-112

| Drawn by | |
|---|---|
| Checked by | |
| Checked by | |

## 74+97

CONST. No. 7
C.H. 36-114




**CULVERT DATA**

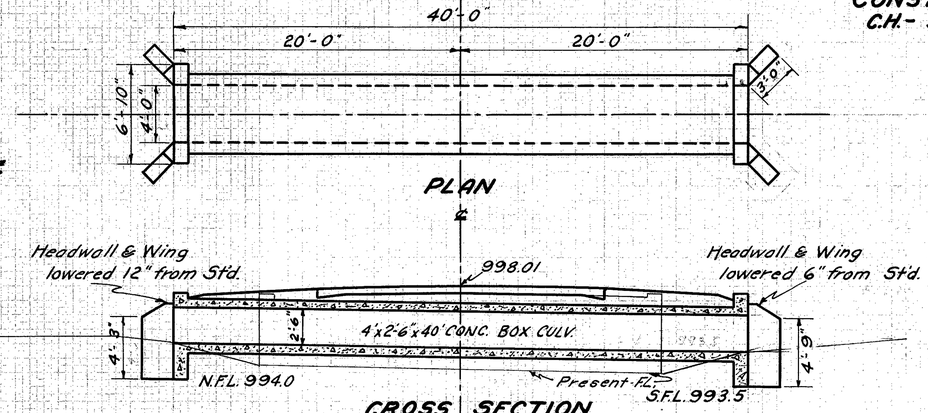
TYPE: Std. Conc. Box Culv. Dr. # BC-A
SIZE: 3'x2'x40'
WORK REQ'D. Remove Existing 2'-6"x2'-6"x29' Conc. Box Culv. Build Std. 3'x2'x40' Conc. Box Culv. Dr. # BC-A

**ESTIMATED QUANTITIES**

| | | |
|---|---|---|
| EXCAV. | 20.0 | Cu.Yd's. |
| CONC 1:5½ | 14.6 | Cu.Yd's. |
| REINF. STEEL | 1320.0 | Lb's. |
| CONC. REMOVAL | 11.6 | Cu.Yds. |

## 106+30

CONST. No. 9
C.H.-36-120




**CULVERT DATA**

TYPE: Std. Conc. Box Culv. Dr. # BC-A
SIZE: 4'x2'-6"x40'
WORK REQ'D:- Remove Existing 3'x3'x26' Conc. Box Culv. - Build Std. 4'x2'-6"x40' Conc. Box Culv. Dr. # BC-A

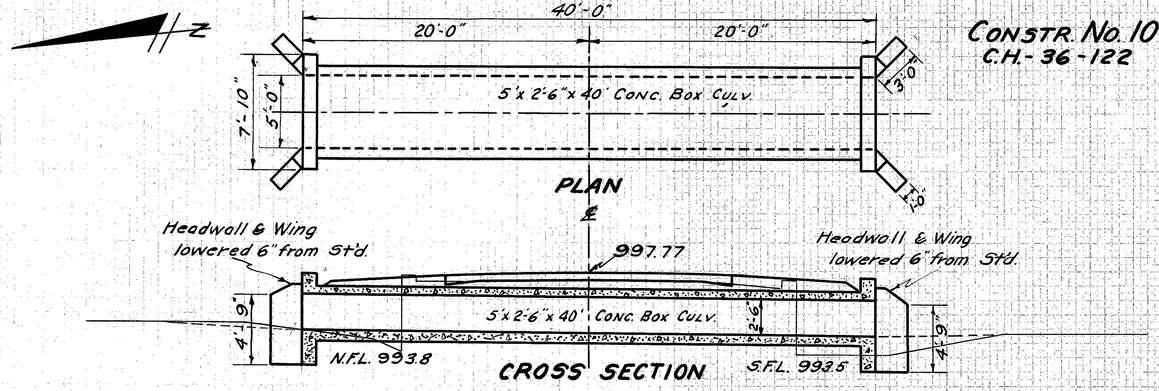
**ESTIMATED QUANTITIES**

| | | |
|---|---|---|
| EXCAV. | 45.0 | Cu.Yds. |
| CONC. 1:5½ | 18.0 | Cu.Yds. |
| REINF. STEEL | 1780.0 | Lb's. |
| CONC. REMOVAL | 10.0 | Cu.Yds. |

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | Sheet No. |
|---|---|---|---|---|
| 10 | Ohio | 537-D | 1932 | 35 / 39 |

SH. (I.CH.) 190 - SEC. "DIFB"
CHAMPAIGN COUNTY.

## 119+85




CONSTR. No. 10
C.H.-36-122

### CULVERT DATA

TYPE : Std. Conc. Box Culv. Dr. # BC-A
SIZE : 5'x 2'-6"x 40'
WORK REQ'D. Remove Existing 4'x 3'x 26' Conc. Box Culv. - Build Std. 5'x 2'-6"x 40' Conc. Box Culv. Dr. # BC-A

### ESTIMATED QUANTITIES

| | |
|---|---|
| EXCAV. | 45.0 Cu. Yds. |
| CONC. 1:5½ | 21.6 Cu. Yds. |
| REINF. STEEL | 2170.0 Lb's. |
| CONC. REMOVAL | 11.5 Cu. Yds. |

## 160+99
## SLAB BRIDGE

NO WORK REQUIRED.

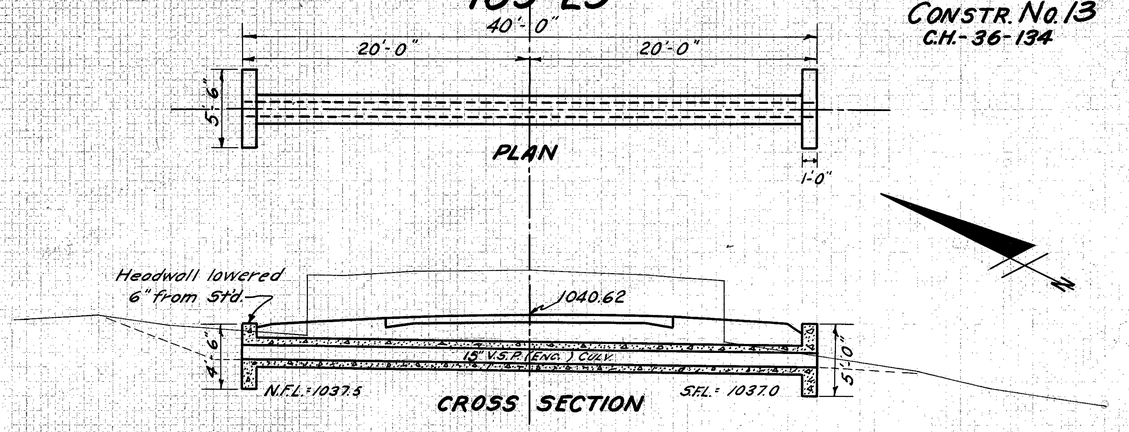
CONST. No. 12
CH-36-130

## 132+94± TO 134+92± MAD-RIVER BRIDGE NO WORK REQUIRED

CONST. NO. 11
C.H.-36-125

| |
|---|
| Drawn by |
| Checked by |
| Checked by |

## 183+25




CONSTR. No. 13
C.H.-36-134

### CULVERT DATA

TYPE : Std. V.S.P. (S.S. Enc.) Culv. Dr. # 300
SIZE : 15" x 40'
WORK REQ'D. Remove Existing 2'x 16"x 29' Stone Box Culv. - Build Std. 15"x 40' V.S.P. (S.S. Enc.) Culvert Dr. # 300 Excavote Inlet And Outlet Ends as Shown Above

### ESTIMATED QUANTITIES

| | |
|---|---|
| EXCAV. | 45.0 Cu. Yds. |
| CONC. 1:5½ | 2.3 Cu. Yds. |
| REINF. STEEL | 70.0 Lb's. |
| 15" V.S.P. (S.S. Enc.) | 40.0 Lin. Ft. |

PLATE 3—CROSS SECTIONS OF P. C. C. & St. L. STRUCTURES
BOMAR PRINTING CO., N.Y.C.

192+04

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | 36 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537-D | 1932 | |

S.H. (I.C.H.) 190 - SEC. "DIFB"
CHAMPAIGN COUNTY

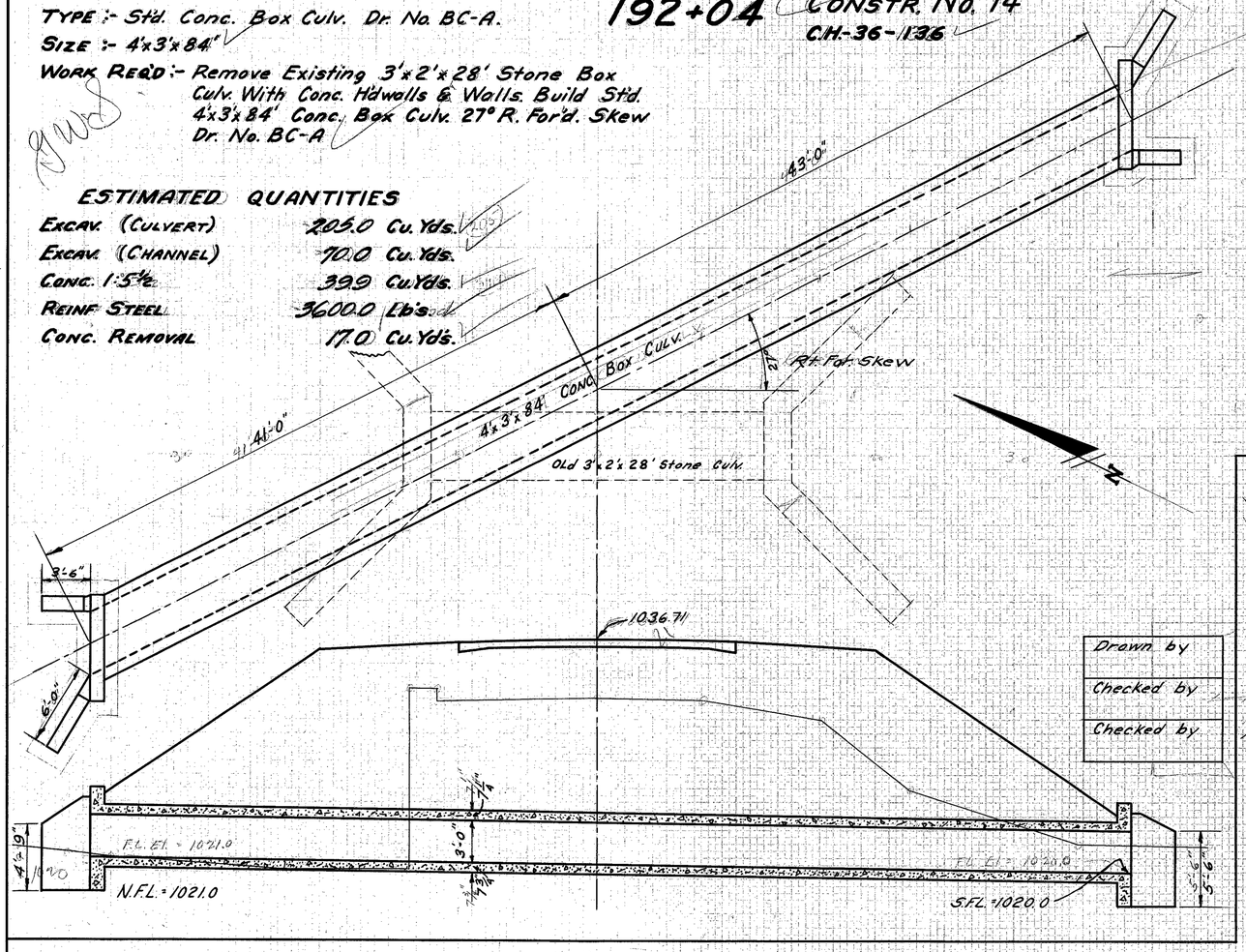
## CULVERT DATA

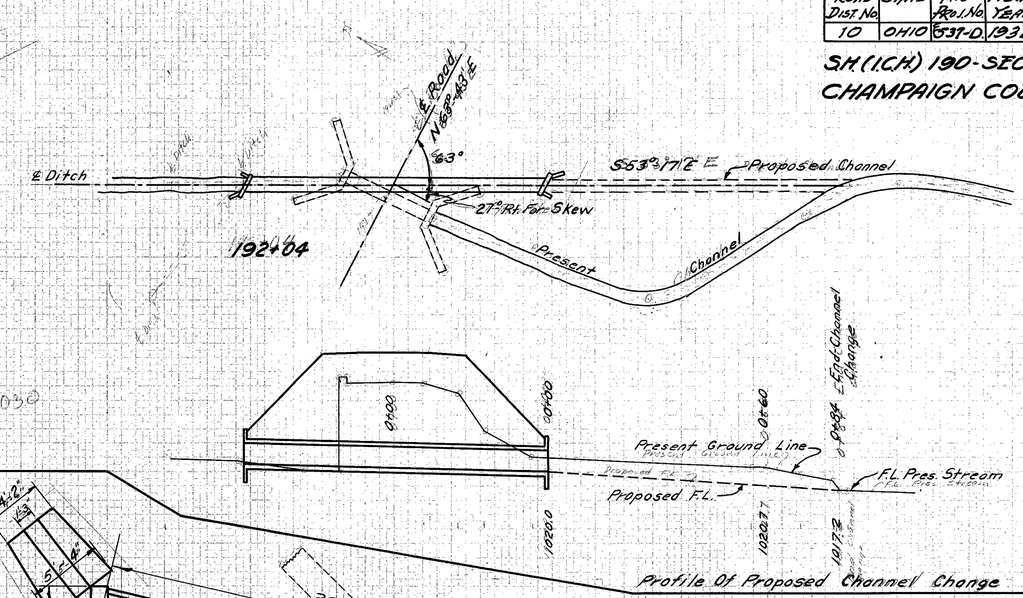
TYPE :- Std. Conc. Box Culv. Dr. No. BC-A.
SIZE :- 4'x3'x84'
WORK REQ'D :- Remove Existing 3'x2'x28' Stone Box Culv. With Conc. Hdwalls & Walls. Build Std. 4'x3'x84' Conc. Box Culv. 27° R. For'd. Skew Dr. No. BC-A

## ESTIMATED QUANTITIES

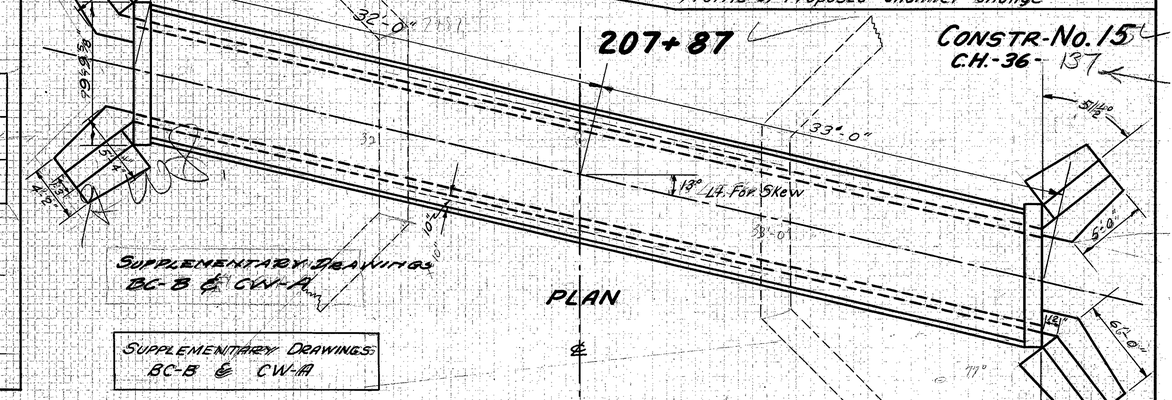
| | |
|---|---|
| EXCAV. (CULVERT) | 205.0 Cu. Yds. |
| EXCAV. (CHANNEL) | 70.0 Cu. Yds. |
| CONC. 1:5½ | 39.9 Cu. Yds. |
| REINF. STEEL | 3600.0 Lb's. |
| CONC. REMOVAL | 17.0 Cu. Yd's. |

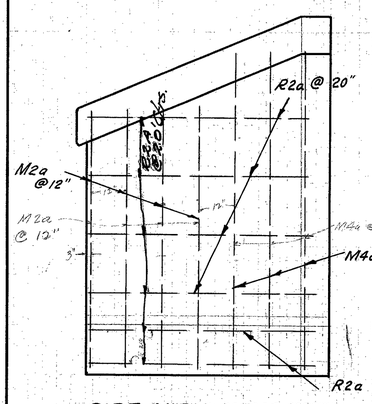
192+04 CONSTR. No. 14
C.H.-36-136

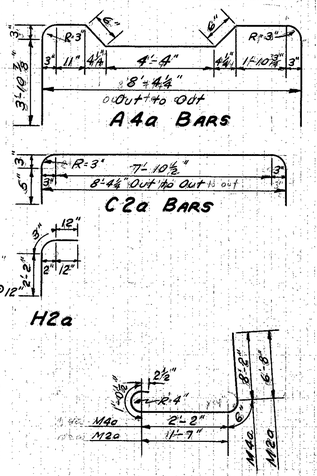



| Drawn by | |
|---|---|
| Checked by | |
| Checked by | |




## STEEL LIST

| Mark | Size | No | Length | Spacing | Shape | Wght Lbs |
|---|---|---|---|---|---|---|
| A4a | ⅝" ϕ | 190 | 16'-9" | 5½" & 11" | | 3318 |
| B4a | ⅝" ϕ | 94 | 8'-3" | 16½" | | 810 |
| C2a | ½" ϕ | 94 | 9'-6" | 11& 16½" | | 546 |
| D2a | ½" ϕ | 94 | 6'-0" | 16½" | | 348 |
| E4a | ⅝" ϕ | 1378 | 23'-2" | as Shown | | 3330 |
| H2a | ½" ϕ | 36 | 3'-5" | 12" | | 53 |
| H2b | ½" ϕ | 8 | 9'-5" | as Shown | | 51 |
| M4a | ⅝" ϕ | 112 | 12'-1" | 12" | | 1356 |
| M2a | ½" ϕ | 16 | 10'-0" | 12" | | 107 |
| R2a | ½" ϕ | 28 | 3'-6" | 1'-5" | | 103 |

## CULVERT DATA

TYPE :- Std. Conc. Box Culv. Dr. # BC-B
SIZE :- 7'x5'x65'
WORK REQ'D :- Remove Existing 8'x3'x28' Stone Arch Culv. With Conc. Hdwalls & Wings Build Std. 7'x5'x65' Conc. Box Culv. 13° Left Forward Skew Dr. No. BC-B

## ESTIMATED QUAN.

| | |
|---|---|
| EXCAV. | 150.0 Cu. Yds. |
| CONC. 1:5½ | 72.1 Cu. Yds. |
| REINF. STEEL | 8830.0 Lbs. |
| TYPE "B" WATERPROOF. 36" WIDE 24 Oz. COPPER STRIP 12" WIDE | 140 Sq. Yds. |
| CONC. REMOVAL | 32.0 Lin. Ft. |
| | 24.0 Cu. Yds. |

# SUMMARY OF QUANTITIES

| FEDERAL ROAD DISTRICT NO | STATE | FEDERAL AID PROJECT NO | FISCAL YEAR |
|---|---|---|---|
| 10 | OHIO | 537D | 1932 |

37
39

S.H.(I.C.H.) 190-SEC. "D.I.F.B."
CHAMPAIGN COUNTY

## STRUCTURES 20FT. & UNDER

| CONST. NO. | STATE CULV. NO. | STATION | TYPE | SIZE | LENGTH | CU. YDS. EXCAV. CULV. | CU. YDS. EXCAV. CHAN | CONC. REMOVAL CU. YDS. | CU. YDS. CONCRETE 1:5½ | CU. YDS. CONCRETE 1:6½ FOOTER | V.S.P.(S.S.) ENCASEMENT LIN. FT. INCLUDED 12" | 15" | 24" | 30" | 24 OZ. COPPER STRIP 12" WIDE LIN. FT. | SPECIAL INLET TOP | REINF. STEEL LBS. | TYPE B W. PROOF SQ. YDS. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1-C | C.H.36-101 | 8+44 | Std.V.S.P.(enc.) | 24" | 44'-0" | 65 | | | 6.3 | | | | 44 | | | | 160 | | Remove 15'x41' V.S.P. Build Std. 24"x 44" V.S.P.(S.S.enc.) Culv. Dr. #300 Special Inlet on Right |
| 2-C | C.H.36-102 | 17+84 | Std.V.S.P.(enc.) | 30" | 42'-0" | 75 | | | 3.4 | | | | | 42 | | | 69 | | Remove existing 24"x 44' Corr. I.P. & V.S.P. Culv. Build Standard 30"x 42' V.S.P.(S.S.enc.) Culv. With Special Inlet on Right |
| 3-C | C.H.36-104 | 24+86 | Std. Conc. Box | 3'x 2'-6" | 60'-0" | 80 | | 11.6 | 24.8 | | | | | | | 1 | 2180 | | Remove existing 3'x 1'-6"x 36' Conc. Box Culv. & 24"x 23' Conc. Pipe Culv. Build 3'x 2'-6"x 60' Conc. Box Culv. Spec. Inleton R & Spec. Hdw. & Wing L |
| 4-C | C.H.36-106 | 37+42 | Std. Slab Top | 7'x 3' | 40'-0" | 65 | | 25.0 | 30.0 | 10.8 | | | | | | | 2450 | | Remove existing 6'x 3'x 22' Conc. Culv. Build Std. 7'x 3'x 40' Conc. Slab Top Culv. With Special Wing on Right |
| 5-C | C.H.36-110 | 55+91 | Std. Slab Top | 8'x 3' | 40'-0" | 90 | | 10.0 | 28.6 | 10.8 | | | | | | | 2410 | | Remove existing 5'-6"x 4'-6"x 23' Stone & Conc. Slab Top Culv. Build Std. 8'x 3'x 40' Conc. Slab Top Culv. Dr. # SC-A |
| 6-C | C.H.36-112 | 64+04 | Bridge (Anderson Ck.) | | | | | | | | | | | | | | | | No Work Required |
| 7-C | C.H.36-114 | 74+97 | Std. Conc. Box | 3'x 2' | 40'-0" | 20 | | 11.6 | 14.6 | | | | | | | | 1320 | | Remove existing 2'-6"x 2'-6"x 29' Conc. Box Culv. Build Std. 3'x 2'x 40' Conc. Box Culv. Dr. # BC-A |
| 8-C | C.H.36-116 | 86+12 | Std. Slab Top | 8'x 3' | 40'-0" | 90 | | 25.6 | 29.2 | 10.8 | | | | | | | 2410 | | Remove existing 6'x 4'x 27'-6" Conc Box Culv. Build Std. 8'x 3'x 40' Slab Top Culv. Dr. # SC-A |
| 9-C | C.H.36-120 | 106+30 | Std. Conc. Box | 4'x 2'-6" | 40'-0" | 45 | | 10.0 | 18.0 | | | | | | | | 1780 | | Remove existing 3'x 3'x 26' Conc Box Culv. Build Std. 4'x 2'-6"x 40' Conc. Box Culv. Dr. # BC-A |
| 10-C | C.H.36-122 | 119+85 | Std. Conc. Box | 5'x 2'-6" | 40'-0" | 45 | | 11.5 | 21.6 | | | | | | | | 2170 | | Remove existing 4'x 3'x 26' Conc. Box Culv. Build Std. 5'x 2'-6"x 40' Conc. Box Culv. Dr. # BC-A |
| 11-C | C.H.36-125 | 133+93 | Bridge (Mad-River) | | | | | | | | | | | | | | | | No Work Required |
| | | | | | | | | | | | | | | | | | | | |
| 12-C | C.H.36-130 | 160+99 | Existing Slab Bridge | | | | | | | | | | | | | | | | No Work Required |
| 13-C | C.H.36-134 | 183+25 | Std.V.S.P.(enc.) | 15" | 40'-0" | 45 | | | 2.3 | | | 40 | | | | | 70 | | Remove existing 2'x 16"x 29' Stone Box Culv. Build Std. 15"x 40' V.S.P.(S.S.enc.) Culv. Excav. Inlet & Outlet Ends. |
| 14-C | C.H.36-136 | 192+04 | Std. Conc. Box. 27° R.F.S. | 4'x 3' | 84'-0" | 205 | 70 | 17.0 | 39.9 | | | | | | 32 | | 3600 | | Remove existing 3'x 2'x 28' Stone Box Culv. with Conc. Hdwalls. Build Std. 4'x 3'x 84' Conc. Box Culv. 27° R. For. Skew |
| 15-C | C.H.36-137 | 207+87 | Std. Conc. Box. 13° L.F.S. | 7'x 5' | 65'-0" | 150 | | 24.0 | 72.1 | | | | | | | | 8830 | 11.0 | Remove existing 8'x 3'x 28' Stone Arch Culv. with Conc. Hdwalls & Wings. Build Std. 7'x 5'x 65' Conc. Box Culv. 13° L. For. Skew |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | 975 | 70 | 146.3 | 290.8 | 32.4 | | 40 | 44 | 42 | 32 | 1 | 27449 | 11.0 | |

# SUMMARY OF MISCELLANEOUS ITEMS.

## Summary of Pipe for Road Side Drains

| ITEM NO. | STATION FROM | STATION TO | SIDE | NEW WORK V.S.P (D.S.) LIN. FT. 12" | 24" | 30" | 36" | CORR.I.P. 12" | 30" | V.S.P. S.S.(Enc.) 12" | CONC. 1:5½ CU.YDS. | REINF. STEEL LBS. | HDWLL EXCAV. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1-D | 0+00 | 0+16 | R | 16 | | | | | | | | | | |
| 2-D | 0+34 | 1+36 | R | 102 | | | | | | | | | | |
| 3-D | 1+54 | 2+40 | R | 86 | | | | | | | 1.3 | 40 | 5 | Hdwall Sta 2+10 |
| 4-D | 5+54 | 8+32 | L | 278 | | | | | | | 1.3 | 40 | 5 | Hdwall Sta 5+28 |
| 5-D | 6+80 | 7+96 | R | | 116 | | | | | | 1.8 | 40 | 5 | Hdwall Sta 6+80 |
| 6-D | 8+14 | 8+42 | R | | 28 | | | | | | | | | |
| 7-D | 10+16 | 14+80 | R | | | | | 464 | | | 1.3 | 40 | 5 | Hdwall Sta 10+16 |
| 8-D | 14+80 | 15+72 | R | 92 | | | | | | | 1.3 | 40 | 5 | Hdwall Sta 10+41 |
| 9-D | 15+92 | 17+04 | R | 112 | | | | | | | 7.0 | 116 | 17 | Hdwall Sta 15+77 |
| 10-D | 15+61 | 15+77 | R | | | | | | 16 | | | | | |
| 11-D | 15+77 | 17+82 | R | | | 205 | | | | | | | | |
| 12-D | 10+41 | 17+83 | L | | | | | 742 | | | | | | |
| 13-D | 18+99 | 19+55 | R | | | | | 56 | | | | | | |
| 14-D | 19+56 | 20+29 | R | | | | | 73 | | | | | | |
| 15-D | 20+35 | 20+39 | R | | | | | 04 | | | | | | |
| 16-D | 20+42 | 20+54 | R | | | | | 12 | | | | | | |
| 17-D | 20+56 | 20+68 | R | | | | | 12 | | | | | | |
| 18-D | 20+70 | 20+82 | R | | | | | 12 | | | | | | |
| 19-D | 20+86 | 21+14 | R | | | | | 28 | | | | | | |
| 20-D | 21+18 | 22+16 | R | | | | | 102 | | | | | | |
| 21-D | 22+18 | 22+47 | R | | | | | 29 | | | | | | |
| 22-D | 22+47 | 23+21 | R | 74 | | | | | | | | | | |
| 23-D | 23+05 | 24+10 | R | | | | 105 | | | | 2.6 | 42 | 10 | Hdwall & Wings Sta 23+05 |
| 24-D | 24+26 | 24+78 | R | | | | 52 | | | | | | | |
| 25-D | 19+08 | 22+24 | L | 316 | | | | | | | | | | |
| 26-D | 22+54 | 24+22 | L | 168 | | | | | | | | | | |
| 27-D | 24+22 | 24+94 | L | | | | | 72 | | | | | | |
| 28-D | 26+01 | 26+41 | R | | | | | 40 | | | | | | |
| 29-D | 26+41 | 26+77 | R | | | | | | | 36 | | | | |
| 30-D | 26+77 | 37+37 | R | | | | | 1060 | | | | | | |
| 31-D | 26+90 | 26+78 | L | | | | | | | 48 | | | | |
| 32-D | 26+78 | 30+90 | L | | | | | 412 | | | | | | |
| 33-D | 31+10 | 33+40 | L | | | | | 230 | | | 1.3 | 40 | 5 | Hdwall Sta 33+40 |
| TOTALS | | | | 1244 | 144 | 205 | 157 | 3244 | 16 | 84 | 17.9 | 398 | 57 | |

## Summary of Inlets

| ITEM No. | STATION | SIDE | DISTANCE FROM ℄ | SIDE DITCH INLET No. 1 | RAISED CURB INLET No. 2 | CATCH BASIN INLET No. 2 |
|---|---|---|---|---|---|---|
| 1-I | 1+38 | L | | 1 | | |
| 2-I | 7+90 | R | 24.5 | 1 | | |
| 3-I | 11+54 | R | 20.5 | 1 | | |
| 4-I | 12+50 | L | 21.0 | 1 | | |
| 5-I | 13+08 | R | 17.0 | 1 | | |
| 6-I | 13+73 | R | 15.5 | 1 | | |
| 7-I | 13+88 | L | 21.0 | 1 | | |
| 8-I | 14+91 | L | 22.0 | 1 | | |
| 9-I | 15+70 | R | 15.5 | | 1 | |
| 10-I | 15+72 | R | 29.5 | 1 | | |
| 11-I | 16+85 | L | 23.0 | 1 | | |
| 12-I | 17+84 | R | 15.5 | | 1 | |
| 13-I | 18+72 | L | 15.5 | | 1 | |
| 14-I | 18+99 | R | 15.5 | | 1 | |
| 15-I | 20+50 | L | 15.5 | | 1 | |
| 16-I | 20+83 | R | 15.5 | | 1 | |
| 17-I | 22+17 | R | 15.5 | | 1 | |
| 18-I | 22+20 | L | 15.5 | | 1 | |
| 19-I | 22+22 | L | 26.0 | 1 | | |
| 20-I | 24+00 | R | 15.5 | | 1 | |
| 21-I | 24+10 | L | 15.5 | | 1 | |
| 22-I | 24+23 | L | 25.0 | 1 | | |
| 23-I | 24+70 | L | 15.5 | | 1 | |
| 24-I | 24+72 | L | 25.0 | 1 | | |
| 25-I | 26+01 | R | 22.0 | | | 1 |
| 26-I | 26+30 | L | 23.0 | | | 1 |
| 27-I | 27+26 | R | 23.0 | | | 1 |
| 28-I | 27+65 | L | 23.0 | 1 | | |
| 29-I | 29+22 | R | 20.0 | | | 1 |
| 30 I | 29+41 | L | 22.0 | 1 | | |
| 31-I | 30+85 | L | 23.0 | 1 | | |
| 32-I | 30+90 | R | 23.0 | 1 | | |
| 33-I | 31+80 | L | 22.0 | 1 | | |
| 34-I | 31+95 | R | 23.0 | 1 | | |
| 35-I | 33+00 | L | 22.0 | 1 | | |
| 36-I | 33+80 | R | 23.0 | 1 | | |
| 37-I | 35+62 | R | 23.0 | 1 | | |
| | | | | | | |
| | | | | | | |
| TOTALS | | | | 22 | 11 | 4 |

| Federal Road Dist. No. | State | Federal Aid Proj. No. | Fiscal Year | 38 / 39 |
|---|---|---|---|---|
| 10 | OHIO | 537 D | 1932 | |

SH. (ICH) 190-SEC "D" RB
CHAMPAIGN COUNTY

# SUMMARY OF MISCELLANEOUS ITEMS
## — CONTINUED —

### SUMMARY-OF-CORR. I.P. & No.46 GRAVEL-FOR DRIVES

| ITEM No. | STATION | CORR. I. PIPE 10" | 12" | 20" | 36" | RELAY 12" | No.46 GRAVEL |
|---|---|---|---|---|---|---|---|
| 1-A | 0+25 | | 18' | | | | 2 |
| 2-A | 1+46 | | 18' | | | | 2 |
| 3-A | 3+40 | | 18' | | | | 2 |
| 4-A | 3+55 | | 18' | | | | 2 |
| 5-A | 4+66 | | 18' | | | | 2 |
| 6-A | 5+41 | | 26' | | | | 3 |
| 7-A | 8+04 | | | 18' | | | 2 |
| 8-A | 8+87 | 18' | | | | | 2 |
| 9-A | 9+07 | | | | | | 2 |
| 10-A | 9+50 | 18 | | | | | 2 |
| 11-A | 11+67 | | | | | | 2 |
| 12-A | 13+20 | | | | | | 2 |
| 13-A | 13+83 | | | | | | 2 |
| 14-A | 14+00 | | | | | | 2 |
| 15-A | 14+83 | | | | | | 2 |
| 16-A | 15+09 | | | | | | 2 |
| 17-A | 15+83 | | | | | 20 | 2 |
| 18-A | 16+99 | | | | | | 2 |
| 19-A | 18+86 | | 18 | | | | 2 |
| 20-A | 18+98 | | 18 | | | | 2 |
| 21-A | 19+17 | | | | | | 2 |
| 22-A | 20+93 | | | | | | 2 |
| 23-A | 22+25 | | | | | | 2 |
| 24-A | 22+37 | | | | | | 2 |
| 25-A | 22+38 | | | | | 30 | 3 |
| 26-A | 24+18 | | | | 16 | | 2 |
| 27-A | 24+32 | | | | | | 2 |
| 28-A | 24+88 | | | | | | 2 |
| 29-A | 24+92 | | | | | | 2 |
| 30-A | 25+21 | | | | | | 2 |
| 31-A | 25+73 | | | | | | 2 |
| 32-A | 25+95 | | | | | | 2 |
| 33-A | 27+17 | | | | | | 2 |
| 34-A | 27+35 | | | | | | 2 |
| 35-A | 27+75 | | | | | | 2 |
| 36-A | 27+85 | | | | | | 2 |
| 37-A | 28+79 | | | | | | 2 |
| 38-A | 28+89 | | | | | | 2 |
| 39-A | 29+31 | | | | | | 2 |
| 40-A | 29+51 | | | | | | 2 |
| 41-A | 29+51 | | | | | | 2 |
| 42-A | 31+00 | | | | | 20 | 3 |
| 43-A | 31+00 | | | | | | 2 |
| 44-A | 31+92 | | | | | | 2 |
| 45-A | 33+05 | | | | | | 2 |
| 46-A | 33+25 | | | | | | 2 |
| 47-A | 34+24 | | | | | | 2 |
| 48-A | 34+39 | | | | | | 2 |
| 49-A | 35+57 | | | | | | 2 |
| 50-A | 36+01 | | | | | | 2 |
| 51-A | 36+15 | | | | | | 2 |
| 52-A | 41+48 | | | | | | 2 |
| 53-A | 41+54 | | | | | | 2 |
| 54-A | 51+22 | | | | | | 2 |
| 55-A | 55+60 | | 18 | | | | 2 |
| 56-A | 60+07 | 30 | | | | | 4 |
| 57-A | 62+51 | | 16 | | | | 2 |
| TOTAL | | | 18 | | 16 | | |

### SUMMARY-OF-CORR. I.P. & No.46 GRAVEL-FOR DRIVES

| ITEM No. | STATION | CORR. I. PIPE 10" | 12" | SIDE | #46 GRAVEL CU. YDS | TAKE UP & RELAY 10" | 12" | 20" |
|---|---|---|---|---|---|---|---|---|
| 58-A | 67+59 | | 24' | R | 3 | | | |
| 59-A | 69+76 | | 20' | L | 3 | | | |
| 60-A | 69+79 | | 18 | R | 2 | | | |
| 61-A | 79+41 | | | R | 8 | | | |
| 62-A | 79+65 | | | R | 2 | | | |
| 63-A | 91+43 | | 16 | R | 2 | | | |
| 64-A | 95+03 | | 16 | R | 2 | | | |
| 65-A | 95+21 | | 16 | L | 2 | | | |
| 66-A | 96+70 | | 16 | L | 2 | | | |
| 67-A | 99+85 | | | R | 2 | | | |
| 68-A | 100+97 | 36 | | R | 4 | | | |
| 69-A | 101+77 | 16 | | L | 2 | | | |
| 70-A | 104+16 | 18 | | R | 3 | | | |
| 71-A | 109+75 | | 16 | L | 2 | | | |
| 72-A | 127+51 | | 16 | R | 2 | | | |
| 73-A | 129+50 | | 16 | R | 2 | | | |
| 74-A | 132+52 | | | R | No Work Reqd | | | |
| 75-A | 132+54 | | | L | No Work Reqd | | | |
| 76-A | 141+97 | | | L | 3 | | | |
| 77-A | 146+83 | 16 | | R | 2 | | | |
| 78-A | 147+06 | 16 | | L | 2 | | | |
| 79-A | 148+76 | 16 | | R | 2 | | | |
| 80-A | 153+65 | | | L | 2 | | | |
| 81-A | 161+30 | | 16 | R | 2 | | | |
| 82-A | 174+28 | | | R | 15 | | | |
| 83-A | 184+60 | | 18 | L | 6 | | | |
| 84-A | 196+32 | | 16 | R | 2 | | | |
| 85-A | 202+50 | | 20 | L | 3 | | | |
| 86-A | 205+37 | | 26 | L | 3 | | | |
| 87-A | 210+80 | | | R | 8 | | | |
| 88-A | 211+96 | | 16 | L | 2 | | | |
| 89-A | 212+23 | 16 | | R | 2 | | | |
| 90-A | 214+80 | | | R | 8 | 36 | | |
| 91-A | 216+24 | | | R | 3 | | | |
| 92-A | 216+83 | | | R | 3 | | | |
| | TOTALS | 200 | 472 | | 230 | 36 | 70 | |

### TYPE "D" GUARD RAIL - NEW & RESET

| ITEM No. | STA. TO STA. | SIDE | LINEAL FEET NEW | LINEAL FEET RESET |
|---|---|---|---|---|
| 1-G | 5+36 to 7+68 | R | | 232 |
| 2-G | 6+56 to 8+72 | L | | 216 |
| 3-G | 14+70 to 15+74 | R | | 104 |
| 4G | 15+90 to 17+98 | R | 208 | |
| 5G | 52+93 to 53+89 | R | | 96 |
| 6G | 52+90 to 54+42 | L | | 152 |
| 7G | 174+19 to 178+03 | L | | 384 |
| 8G | 175+00 to 178+36 | R | | 336 |
| 9G | 190+50 to 193+78 | L | 328 | |
| 10G | 190+50 to 193+78 | R | 328 | |
| 11G | 205+50 to 209+98 | L | 448 | |
| 12G | 206+22 to 209+98 | R | 376 | |
| | TOTALS | | 1688 | 1520 |

### REMOVAL OF TREES & STUMPS

| ITEM No. | STATION | SIDE | KIND | SIZE IN | No. |
|---|---|---|---|---|---|
| 1-T | 16+80 | R | Tree | 10" | 1 |
| 2-T | 120+20 | R | Stump | 24" | 1 |
| 3-T | 121+69 | R | " | 30" | 1 |
| 4-T | 123+16 | R | " | 20" | 1 |
| 5-T | 123+58 | R | " | 27" | 1 |
| 6-T | 124+79 | R | " | 18" | 1 |
| 7-T | 128+02 | R | " | 27" | 1 |
| TOTAL | | | | | 7 |

### SUMMARY-OF-FLARE WIDENING 9" UNIFORM

| ITEM No. | STA. TO STA. | SIDE | SQ. YDS. |
|---|---|---|---|
| 1-F | 13+90 to 14+80 | L | 32.5 |
| 2-F | 13+90 to 14+80 | R | 32.5 |
| 3-F | 26+83 to 27+73 | L | 30.0 |
| 4-F | 26+83 to 27+73 | R | 30.0 |
| 5-F | 217+66⅔ to 218+67⅔ | L | 65.0 |
| 6-F | 217+66⅔ to 218+56⅔ | R | 56.0 |
| TOTALS | | | 245.0 |

### EXTRA PAVEMENT AT INTERSECTION

| | Sq. Yds. |
|---|---|
| TOTAL OF 9" UNIFORM PAVEMENT STA-26+58 | 143.7 |

### SUMMARY OF EXCAVATION AND EMBANKMENT

| FROM STA. | TO STA. | CUBIC YARDS EXCAV. | EMB. | EMB + 22% | BORROW | REMARKS |
|---|---|---|---|---|---|---|
| 0+00 | 10+00 | 309 | 1289 | 1573 | 1264 | |
| 10+00 | 20+00 | 106 | 1049 | 1280 | 1174 | |
| 20+00 | 30+00 | 293 | 761 | 928 | 635 | |
| 30+00 | 40+00 | 124 | 844 | 1030 | 906 | |
| 40+00 | 50+00 | 160 | 1198 | 1462 | 1302 | |
| 50+00 | 60+00 | 656 | 780 | 952 | 296 | |
| 60+00 | 63+59 | 21 | 243 | 296 | 275 | |
| 64+51 | 70+00 | 28 | 509 | 621 | 593 | |
| 70+00 | 80+00 | 19 | 1505 | 1836 | 1817 | |
| 80+00 | 90+00 | 67 | 1481 | 1807 | 1740 | |
| 90+00 | 100+00 | 45 | 1610 | 1975 | 1930 | |
| 100+00 | 110+00 | 23 | 1271 | 1551 | 1528 | |
| 110+00 | 120+00 | 12 | 636 | 776 | 764 | |
| 120+00 | 130+04⅐ | 101 | 797 | 972 | 871 | |
| 137+96 | 150+00 | 347 | 841 | 1026 | 679 | |
| 150+00 | 159+08 | 24 | 773 | 943 | 919 | |
| 159+08 | 186+84⅝ | 6009 | 4926 | 6009 | | |
| 186+84⅝ | 191+18 | 911 | 747 | 911 | | |
| 191+18 | 201+49⅝ | 4063 | 3320 | 4063 | | |
| 201+49⅝ | 209+33⅝ | 3090 | 2533 | 3090 | | |
| 209+33⅝ | 218+56⅔ | 807 | 662 | 807 | | |
| TOTALS | | 17215 | 27784 | 33908 | 16603 | |

SEE TABLE-RIGHT FOR ADDITIONAL YARDAGE

### Fed. Aid Project No. 537-A Reopened

#### SUMMARY-OF-EXCAVA. & EMBANKMENT

| FROM STA. | TO STA. | CUBIC YARDS EXCA | EMB | +22% | BORROW |
|---|---|---|---|---|---|
| 130+04.7 | 137+96.7 | 32 | 87 | 106 | 74 |
| TOTAL | | 32 | 87 | 106 | 74 |

#### SUMMARY-CONCRETE REMOVAL

| FROM STA. | TO STA. | LIN. FT. | SQ. YDS. |
|---|---|---|---|
| 136+48 | 137+50 | 102.0 | 204.0 |

NOTE-PAVEMENT 9"-7'-9" & 18' WIDE

#### SUMMARY OF NEW PAVEMENT

| FROM STA. | TO STA. | SIDE | TYPE | SQ YDS |
|---|---|---|---|---|
| 130+04.7 | 132+62.2 | L | 12"x12" WIDENING | 28.7 |
| 130+04.7 | 132+62.2 | R | 12"x12" WIDENING | 28.7 |
| 135+24 | 136+48 | L | 12"x12" WIDENING | 13.8 |
| 135+24 | 136+48 | R | 12"x12" WIDENING | 13.8 |
| 136+48 | 137+96.7 | 9'-7'-9" | x 20' | 328.9 |
| TOTALS, 12"x12" = | | | | 85.0 |
| " 9'-7'-9" - 20' = | | | | 328.9 |

#### SUMMARY-OF BERMS, SLOPES & DITCHES

| TOTAL LENGTH FROM STA. | TO STA. | LIN. FT. | TOTAL LIN. FT. |
|---|---|---|---|
| 130+04.7 | 137+96.7 | | 792.0 |
| DEDUCTIONS | | | |
| 132+62 | 135+24 | 261.3 | |
| TOTAL DEDUCTIONS | | | 262.0 |
| NET TOTAL | | | 530.0 |

### SUMMARY OF PAVEMENT FED. GOV. PARTICIPATING

| TOTAL LENGTH | LIN. FT. | LIN. FT. | SQ. YDS. | REMARKS |
|---|---|---|---|---|
| STA. 0+00 to 218+56.3 | | 21,856.3 | | |
| DEDUCTIONS | | | | |
| Sta. 63+50 to 64+51 | 92.0 | | | Bridge |
| Sta. 130+04.7 to 137+96.7 | 792.0 | | | Bridge |
| Sta. 160+94 to 161+04 | 10.0 | | | Bridge |
| TOTAL DEDUCTIONS | | 894.0 | | (1291.1 Sq. Yds. - 9'-7'-9") |
| | | 20,963 | 46,584.4 | 33673.3 Sq Yds. 9-6-9 |
| NET TOTAL | | | 46,584.4 | |

### STATIONING OF PAVM'T. TYPES

| STA. TO STA. | LIN. FT. 9-6.9 | 9-7-9 | SQ. YDS. 9-6-9 | 9-7-9 |
|---|---|---|---|---|
| 0+00 to 37+50 | 3750 | | 83333 | |
| 37+50 to 40+50 | | 300 | | 666.6 |
| 40+50 to 50+00 | 950 | | 2111.1 | |
| 50+00 to 53+50 | | 350 | | 777.8 |
| 53+50 to 63+59 | 1009 | | 22422 | |
| 64+51 to 130+05 | 6554 | | 145644 | |
| 136+48 to 143+00 | | 652 | | 1449.0 |
| 143+00 to 160+94 | 1794 | | 3896.7 | |
| 161+04 to 172+00 | 1096 | | 2435.6 | |
| 172+00 to 218+56 | | 4656 | | 10346.6 |
| TOTALS | 15153 | 5958 | 336733 | 13240 |

### SUMMARY OF GRAVEL FOR WALK

| STA. TO STA. | SIDE | No.46 Gravel CU. YDS. |
|---|---|---|
| 14+80 - 26+33 | L | 28 |
| 14+80 - 26+33 | R | 28 |
| TOTAL | | 56 |

### SUMMARY OF BERMS, SLOPES & DITCHES

| TOTAL LENGTH FROM STA. | TO STA | LIN FT. | TOTAL LIN. FT. | REMARKS |
|---|---|---|---|---|
| 0+00 | 218+56.3 | | 21856.3 | |
| DEDUCTIONS | | | | |
| 26+48 | 26+68 | 20.0 | | Intersection to be paved |
| 63+59 | 64+51 | 92.0 | | Bridge |
| 130+04.7 | 137+96.7 | 792.0 | | Bridge |
| 160+94 | 161+04 | 10.0 | | Bridge |
| TOTAL DEDUCTIONS | | | 914.0 | |
| NET TOTAL | | | 20,943.0 | Lin. Ft. to be paid for |

### SUMMARY-CONCRETE REMOVAL

| FROM STA. | TO STA. | LIN. FT. | SQ. YDS. |
|---|---|---|---|
| 139+25 | 140+61 | 136 | 242 |

NOTE. PAVEMENT 8"x16'-0" WIDE

### SUMMARY OF CURB & GUTTER

| ITEM NO. | STA to STA | SIDE | LIN. FT. |
|---|---|---|---|
| 1C&G | 14+80 to 26+33 | L | 1153 |
| 2C&G | 14+80 to 26+33 | R | 1153 |
| | TOTAL | | 2306 |

# GENERAL-SUMMARY.

## S.H.-(I.C.H.)190-SECTIONS:-DIFB.

| ITEM NO. | ROADWAY ITEMS | QUANTITIES | |
|---|---|---|---|
| E-1 | EXCAVATION (UNCLASSIFIED) | 17247.0 | CU.YDS. |
| E-4 | BORROW 16693 | 16767.0 | CU. YDS. |
| E-5 | BERMS, SLOPES & DITCHES (BOTH SIDES) 20943 | 21473.0 | LIN. FT. |
| I-14 | TREE REMOVAL | 7.0 | UNIT |
| I-4 | 10" CORRUGATED IRON PIPE NEW (FOR DRIVES) | 200.0 | LIN. FT. |
| I-4 | 12" CORRUGATED IRON PIPE NEW (FOR DRIVES) | 472.0 | LIN. FT. |
| I-4 | 21" CORRUGATED IRON PIPE NEW (FOR DRIVES) | 18.0 | LIN. FT. |
| I-12 | 12" CORRUGATED IRON PIPE RELAID (FOR DRIVES) | 70.0 | LIN. FT. |
| I-4 | 36" CORRUGATED IRON PIPE (FOR DRIVE) | 16.0 | LIN. FT. |
| I-1 | GRAVEL OR STONE-#6 SIZE-(FOR DRIVES) & SIDE WALKS | 286.0 | CU. YDS. |
| I-7 | TYPE "D" GUARD RAIL (NEW) | 1688.0 | LIN. FT. |
| I-7 | TYPE "D" GUARD RAIL (RESET) | 1520.0 | LIN. FT. |
| S-27 or 30 | 12" VITRIFIED SEWER PIPE (ENCASED) | 84.0 | LIN. FT. |
| S-27 or 31 | 12" VITRIFIED SEWER PIPE (CEMENTED JOINTS) | 1244.0 | LIN. FT. |
| S-27 or 31 | 21" " " " " " | 144.0 | LIN. FT. |
| S-27 or 31 | 30" " " " " " | 205.0 | LIN. FT. |
| S-27 or 31 | 36" " " " " " | 157.0 | LIN. FT. |
| I-9 | NO. 1 SIDE DITCH INLET | 22.0 | UNIT |
| I-9 | NO. 2 RAISED CURB INLET | 11.0 | UNIT |
| I-9 | NO. 2 SIDE INLET CATCH BASIN | 4.0 | UNIT |
| S-1 | 1:5½ CONCRETE | 17.9 | CU. YDS. |
| S-4 | REINFORCING STEEL | 398.0 | POUNDS |
| E-2 | EXCAVATION CULVERT (DRY) | 57.0 | CU. YDS. |
| S-22 | 18' CONCRETE PAVEMENT REMOVAL 9"-7"-9" Out | 204.0 | SQ. YDS. |
| S-22 | 16' CONCRETE PAVEMENT REMOVAL 7"-8"-7" | 242.0 | SQ. YDS. |
| I-4 | 30" CORRUGATED IRON PIPE (UNDER DRAINS) | 16.0 | LIN. FT. |
| I-4 | 12" CORRUGATED IRON PIPE (UNDER DRAINS) | 3346.6 | LIN. FT. |
| I-12 | 10" CORRUGATED IRON PIPE-RELAID (FOR DRIVES) | 36.0 | LIN. FT. |
| I-12 | | | |
| | | | |

| ITEM NO. | PAVEMENT ITEMS | QUANTITIES | |
|---|---|---|---|
| I-7 | CONCRETE PAVEMENT 9-6-9 | 33673.3 | SQ. YDS. |
| I-7 | CONCRETE PAVEMENT 9" UNIFORM | 388.7 | SQ. YDS. |
| I-6 | CONCRETE CURB & GUTTER AS PER PLAN | 2306.0 | LIN. FT. |
| I-8 Out | 12"x12" CONCRETE PAVEMENT WIDENING AS PER PLAN | 85.0 | SQ. YDS. Out |
| I-7 | CONCRETE PAVEMENT 9"-7"-9" | 13240.0 | SQ. YDS. |
| | | 12911.1 | |

S.H. (I.C.H.) 190 SEC. "DIFB" CHAMPAIGN COUNTY.

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| 10 | OHIO | 837-D | 1932 | 39 |