

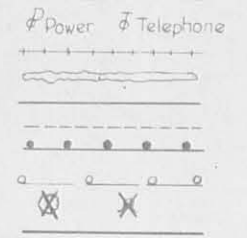
STATE OF OHIO DEPARTMENT OF HIGHWAYS LOG-368-3.28

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	1 23

LOGAN COUNTY
LOG-368-3.28

CONVENTIONAL SIGNS

- COUNTY LINE
- TOWNSHIP LINE
- SECTION LINE
- CORPORATION LINE
- PROPERTY LINE
- FENCE LINE
- CENTER LINE
- POLE LINE
- RAILROAD
- HEDGE
- DRAIN PIPE (NEW)
- DRAIN PIPE (OLD)
- GUARD RAIL (NEW)
- GUARD RAIL (OLD)
- TREES & STUMPS TO BE REMOVED
- R/W LINE (PROPOSED)



INDEX OF SHEETS

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GENERAL SUMMARY (1965 SPECIFICATIONS) 7-a	
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ROAD APPROACHES	18-19
STRUCTURES OVER 20 FT. SPAN	20-22
RIGHT OF WAY	23

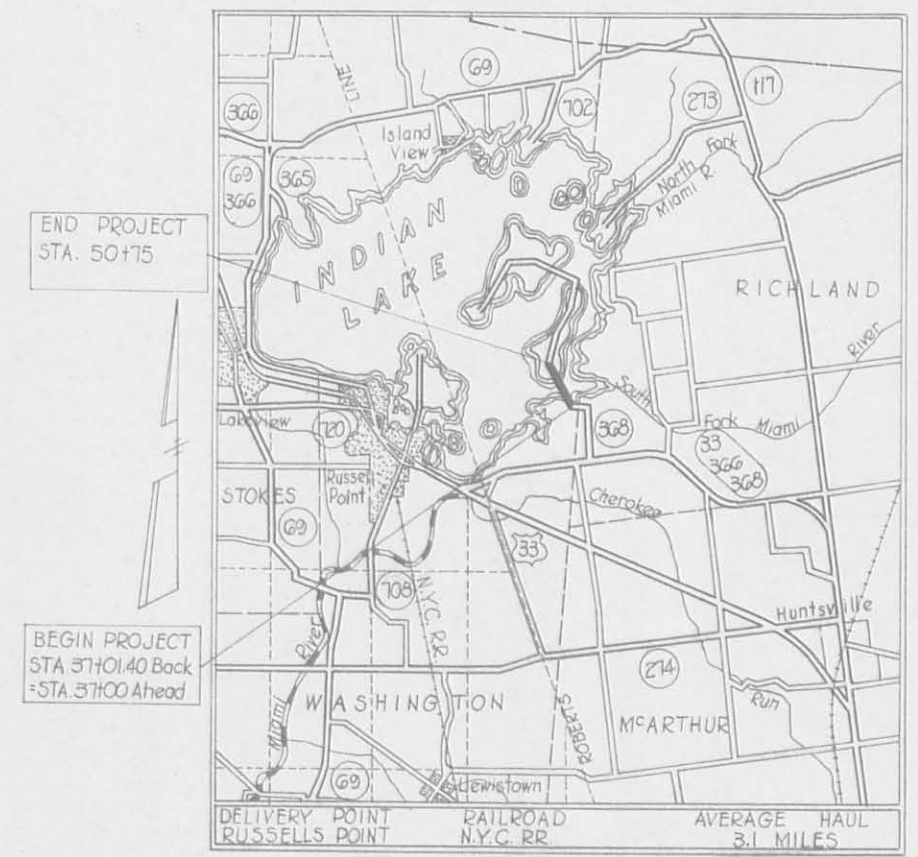
1965 SPECIFICATIONS (See General Note-Sheet No 3)

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

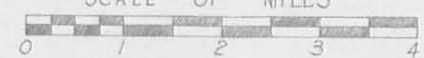
THE RIGHT OF WAY NECESSARY FOR THIS IMPROVEMENT WILL BE PROVIDED BY THE STATE OF OHIO.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

WASHINGTON TOWNSHIP LOGAN COUNTY



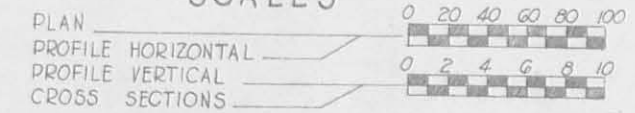
LOCATION MAP
SCALE OF MILES



PORTION TO BE IMPROVED
STATE HIGHWAYS

OTHER ROADS

SCALES



LINE DATA

BEGIN WORK	STA. 36+00
BEGIN PROJECT (EQUATION)	STA. 37+01.40 Back = STA. 37+00 Ahead
END PROJECT	STA. 50+75
END WORK	STA. 51+75
NO ADDITIONS OR DEDUCTIONS	
NET LENGTH OF PROJECT	1575 LIN. FT. or 0.260 Miles
NET LENGTH OF WORK	1576.4 LIN. FT. or 0.298 Miles

- | | | |
|---------------|---------|---|
| APPROVED DATE | 7-15-65 | DIVISION DEPUTY DIRECTOR |
| APPROVED DATE | 6-8-66 | ENGINEER OF BRIDGES |
| APPROVED DATE | 6-10-66 | ENGINEER OF LOCATION AND DESIGN |
| APPROVED DATE | 6-10-66 | DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION |
| APPROVED DATE | 6-14-66 | DEPUTY DIRECTOR OF RIGHT OF WAY |
| APPROVED DATE | 6-14-66 | DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING |
| APPROVED DATE | 6-14-66 | FIRST ASSISTANT DIRECTOR |
| APPROVED DATE | 6-14-66 | DIRECTOR OF HIGHWAYS |

STANDARD		DRAWINGS	
N ^o	Date	N ^o	Date
BP-6	6-1-65		
MC-3	5-1-66		
HW-E	6-1-65		
MC-4	6-1-65		
GE-1	6-1-65		
GE-2A	9-1-65		
L-1	6-1-65		
MC-1	6-1-65		
BP-3	6-1-65		
AS-1-54	8-10-65		
CS-1-65 (2 sheets)	6-1-65		
A-1-54	11-8-65		
P-1-54	11-8-65		
BP-3	6-1-65		

FILE NUMBER	LOGAN COUNTY - LOG-368-3.28	SUPPLEMENTAL SPECIFICATIONS	
DATE OF LETTING		N ^o	Date
CONTRACT N ^o		808	2-7-66
		825	7-22-65

7-50

7-50

RICHLAND TWP VMS ~9947

WASHINGTON TWP

VMS ~9946 ~9925 ~10121 STATE OF OHIO DEPT. OF NATURAL RESOURCES

FED. RD. DIVISION	STATE	PROJECT	23
2	OHIO	1964	23

LOGAN COUNTY LOG-368-3.28

NOV 25 1964

KATHRYN T. SHAFER,
DOROTHY IDLE, GEORGE K. TOLFORD JR.
MARGERY LAING, PHILLIP H. TOLFORD
& NAN ELIZABETH SANDERS
D.R. Vol. 255 pg. 272 12-18-58
D.R. Vol. 292 pg. 77 10-5-63

PROP. 0.65 Ac.
EXIST. None

FEE OWNER KATHRYN T. SHAFER ET AL. (SEE LEFT)
FRANK JAMES REPORT
ED LESSEE

STATE OF OHIO, DEPT. OF NATURAL RESOURCES
D.R. Vol. 293 pg. 357
11-30-63

STATE OF OHIO INDIAN LAKE
D.R. Vol. 270 pg. 132 9-14-60
PROP. 0.42 Ac.
EXIST. None



-CURVE DATA-
PI Sta. 30+82.80
D = 20'
T = 246.85'
R = 286.48'
L = 407.50'
E = 91.679'

-CURVE DATA-
PI Sta. 33+44.72
D = 20'
T = 289.1'
R = 286.48'
L = 57.63'
E = 1.455'

PROP. 0.41 Ac.
EXIST. None
STATE OF OHIO DEPT. OF NATURAL RESOURCES
CURVE DATA
PI Sta. 38+70.44
Δ = 23° 04' 30"
Ls = 150'
D = 13'
Ts = 165.33'
Es = 11.26'
Os = 9.75'
Xc = 149.51'

PROP. 0.02 Ac.
EXIST. None
STATE OF OHIO DEPT. OF NATURAL RESOURCES
CURVE DATA
PI Sta. 38+10.44
Δ = 23° 04' 30"
Lc = 27.50'
p = 2.13'
k = 74.93'
L.T. = 100.15'
S.T. = 50.14'
L.C. = 149.81'

WASHINGTON TWP V.M.S. 9946, 9925, 10121

RICHLAND TWP

V.M.S. ~9968 WASHINGTON TWP

V.M.S. 9946, 9925, 10121

LOTS 1 & 2, R5 ARE OF WOLFS FIRST SUBDIVISION

CURVE DATA
PI Sta. 51+13.92 LOT 2
Δ = 56° 43' 45" R = 154.67'
D = 20' L = 283.65'
R = 286.48' E = 39.09'

STATE OF OHIO DEPT. OF NATURAL RESOURCES

PROP. 0.03 Ac.
EXIST. NONE

UMA CLARKE
WOLF AKA UMA
PROP. 0.42 Ac. C. WOLF
EXIST. 0.36 Ac. D.R. Vol. 175 Pg 445 2-17-48

LAKE RIDGE ISLAND

STATE BOAT RAMP

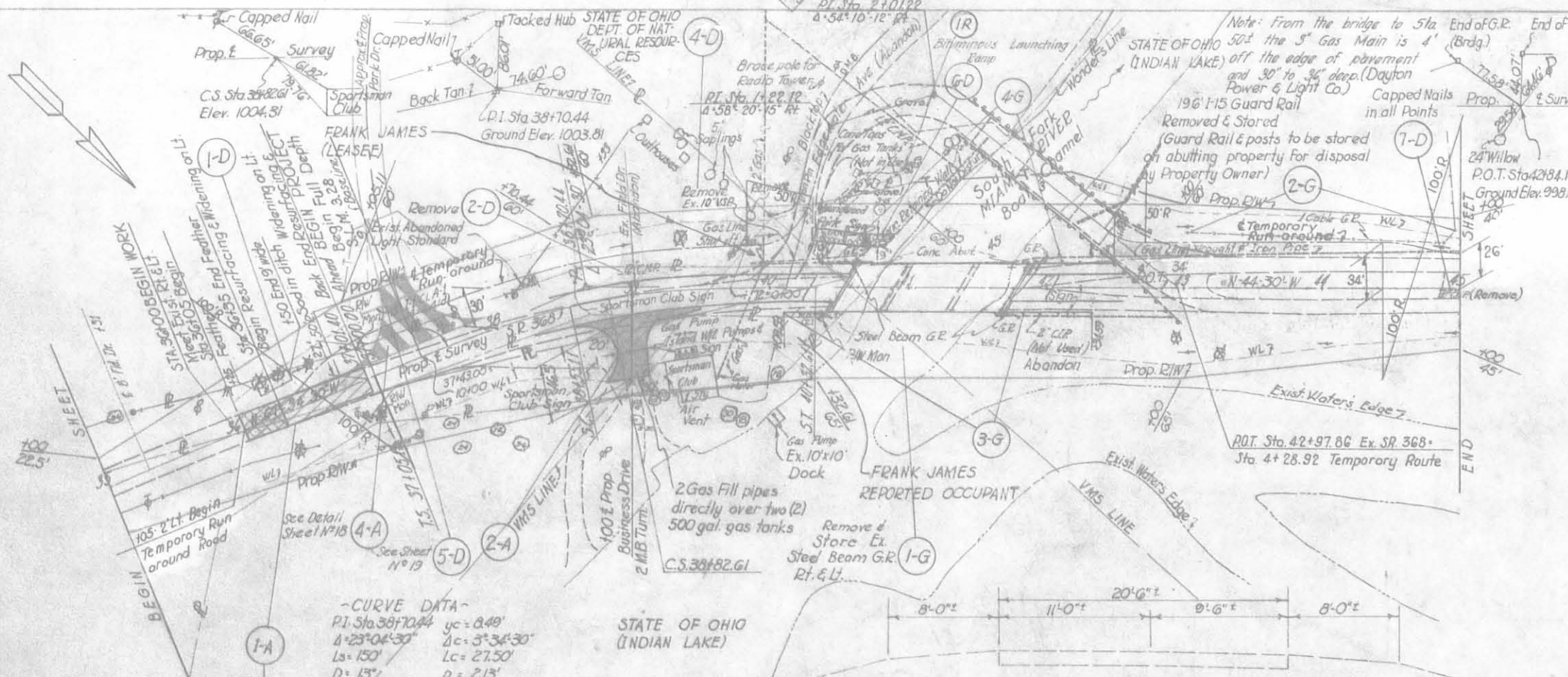
Scale - 1" = 40'

STATE OF OHIO DEPT. OF NATURAL RESOURCES
WASHINGTON TWP V.M.S. 9946, 9925, 10121

V.M.S. 12270

REVISED
DRAWN
SCALE ~ 1" = 50'

R/W PLAN STA. 28+00 TO STA. 55+00 ~ SHEET 1 OF 1



LOGAN COUNTY
LOG-368-3.28

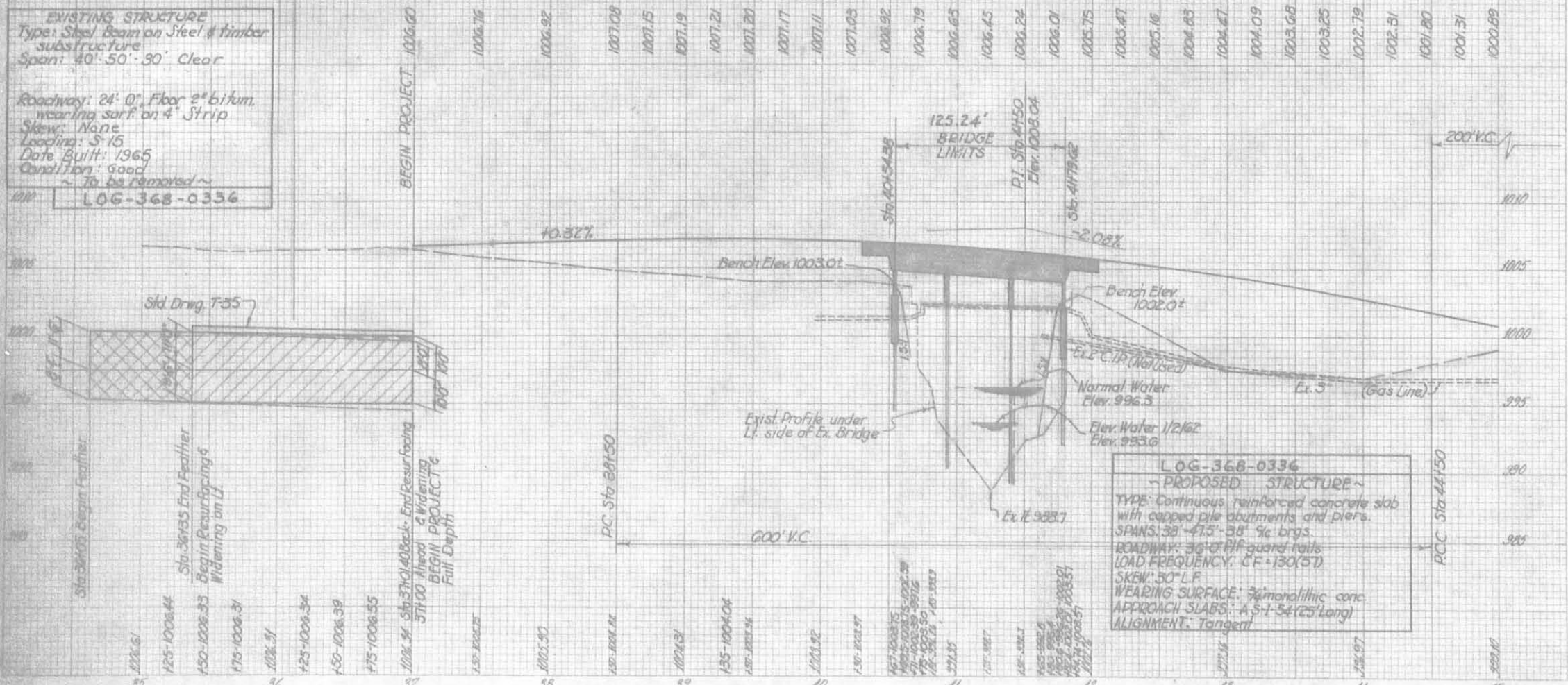
2	OHIO		9
			23

-CURVE DATA-
 PI Sta 38+70.44 $\gamma_c = 8.49'$
 $\Delta = 23^\circ 04' 30''$ $\Delta c = 3^\circ 34' 30''$
 $L_s = 150'$ $L_c = 27.50'$
 $D = 13'$ $p = 2.13'$
 $T_s = 165.33'$ $k = 74.93'$
 $E_s = 11.26'$ $LT = 100.15'$
 $\theta_s = 9.75'$ $ST = 50.14'$
 $X_c = 149.57'$ $LC = 149.81'$

BENCH MARK N°3
 Boat Spike in Power Pole 27.4' Lt.
 Sta 35+80.5 Elev. 1002.16

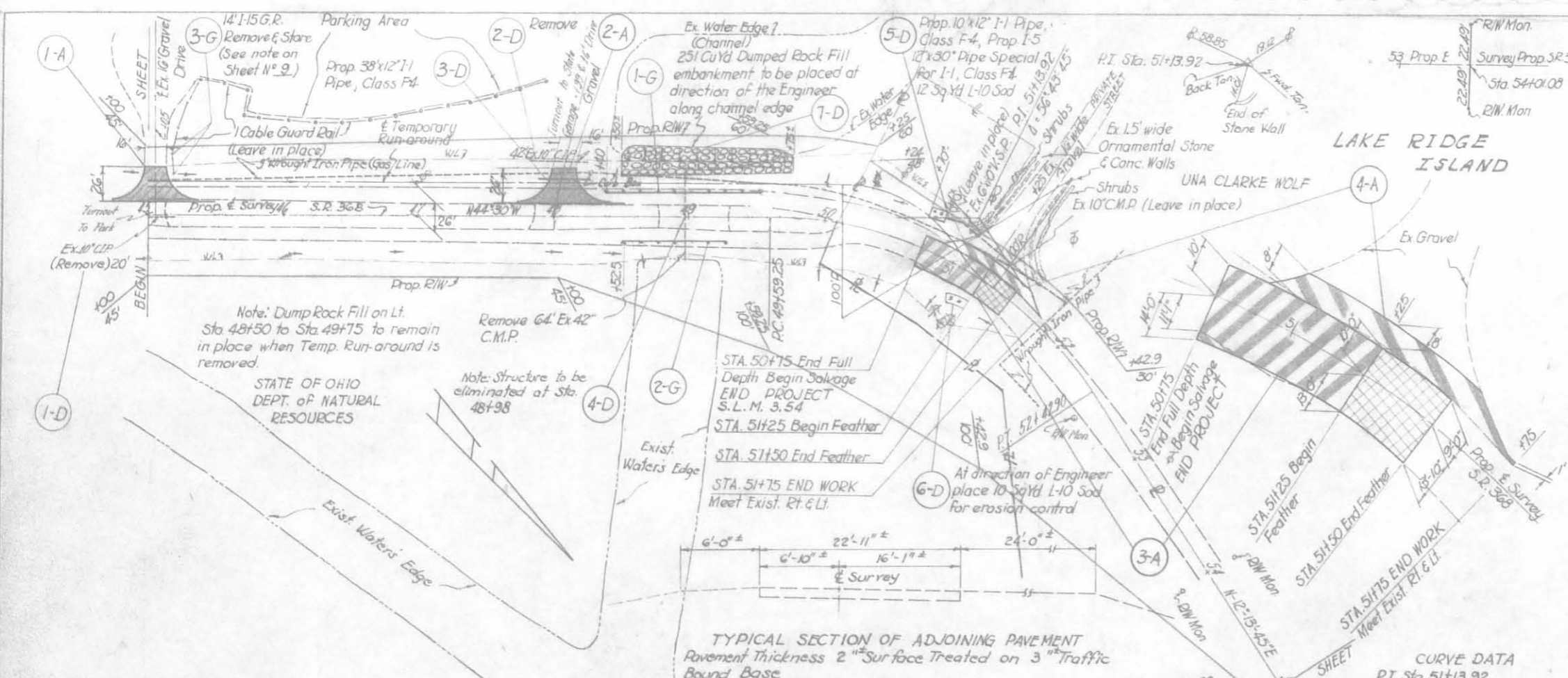
BENCH MARK N°4
 Chisled + on S.W. Cor. S. Abut. of Bridge
 17.8' Lt Sta 40+68.5 Elev. 1004.09

TYPICAL SECTION ADJOINING PAVEMENT
 Existing 3" Bituminous Course
 on 3" Traffic Bound Base



LOG-368-0336
-PROPOSED STRUCTURE-
 TYPE: Continuous reinforced concrete slab with capped pile abutments and piers.
 SPANS: 38'-41.5'-38' 9" brgs.
 ROADWAY: 36'-0" w/ guard rails
 LOAD FREQUENCY: CF = 130(57)
 SKEW: 50' L.F.
 WEARING SURFACE: 2" monolithic conc.
 APPROACH SLABS: 4'-5" (25' long)
 ALIGNMENT: Tangent

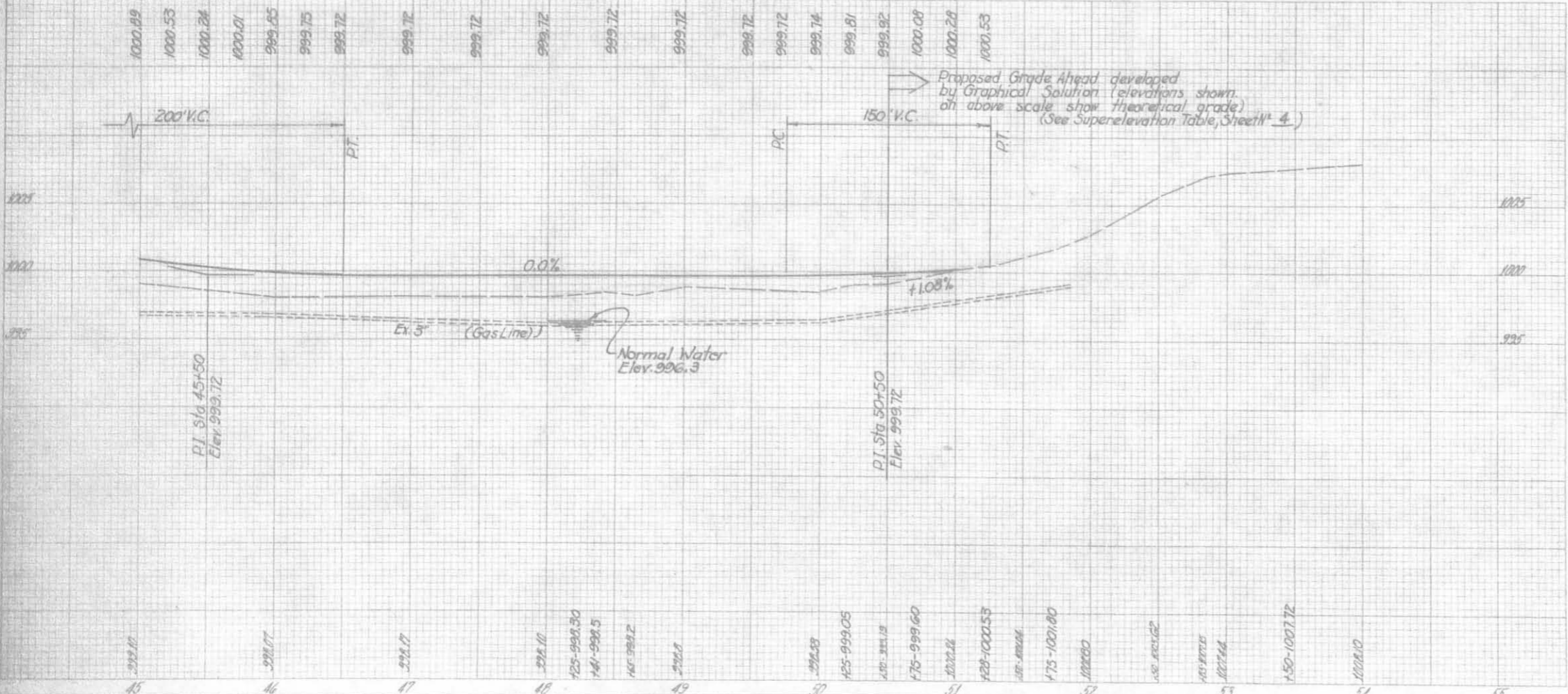
REF. NO.	STATION TO STATION	SIDE	ESTIMATED QUANTITIES
1-D	36+25 to 36+50	Lf	20
2-D	36+50	Lf	82
4-D	39+96 to 40+168	Lf	14
5-D	40+168 to 40+300	Lf	
6-D	40+300 to 44+186	Lf	
7-D	44+186 to 45+100	Lf	
1-A	35+00 to 37+101.48	Rt	
2-A	39+100	Rt	
4-A	Approach Lt. Sta 37+43	Lt	
1-G	40+35 to 42+11	Rt	
2-G	43+03 to 44+96	Lt	
3-G	40+03.59 to 42+54.59	Rt	
4-G	40+36.91 to 42+49.41	Lt	
1-R	40+70	Lt	
F-10		Sq. Yd.	25
F-11		Lin. Ft.	62
F-12		Lin. Ft.	20
F-13		Lin. Ft.	82
F-14		Lin. Ft.	14
F-15		Lin. Ft.	196
F-16		Lin. Ft.	61.26
F-17		Gal.	21.4
F-18		Cu. Yd.	11.6
F-19		Cu. Yd.	2.6
F-20		Cu. Yd.	14.0
F-21		Cu. Yd.	337
F-22		Cu. Yd.	21.4
F-23		Cu. Yd.	240
F-24		Cu. Yd.	240
F-25		Cu. Yd.	259
F-26		Cu. Yd.	187.02
F-27		Cu. Yd.	62
F-28		Cu. Yd.	25
F-29		Cu. Yd.	62
F-30		Cu. Yd.	116
F-31		Cu. Yd.	25
F-32		Cu. Yd.	62
F-33		Cu. Yd.	116
F-34		Cu. Yd.	25
F-35		Cu. Yd.	62
F-36		Cu. Yd.	116
F-37		Cu. Yd.	25
F-38		Cu. Yd.	62
F-39		Cu. Yd.	116
F-40		Cu. Yd.	25
F-41		Cu. Yd.	62
F-42		Cu. Yd.	116
F-43		Cu. Yd.	25
F-44		Cu. Yd.	62
F-45		Cu. Yd.	116
F-46		Cu. Yd.	25
F-47		Cu. Yd.	62
F-48		Cu. Yd.	116
F-49		Cu. Yd.	25
F-50		Cu. Yd.	62
F-51		Cu. Yd.	116
F-52		Cu. Yd.	25
F-53		Cu. Yd.	62
F-54		Cu. Yd.	116
F-55		Cu. Yd.	25
F-56		Cu. Yd.	62
F-57		Cu. Yd.	116
F-58		Cu. Yd.	25
F-59		Cu. Yd.	62
F-60		Cu. Yd.	116
F-61		Cu. Yd.	25
F-62		Cu. Yd.	62
F-63		Cu. Yd.	116
F-64		Cu. Yd.	25
F-65		Cu. Yd.	62
F-66		Cu. Yd.	116
F-67		Cu. Yd.	25
F-68		Cu. Yd.	62
F-69		Cu. Yd.	116
F-70		Cu. Yd.	25
F-71		Cu. Yd.	62
F-72		Cu. Yd.	116
F-73		Cu. Yd.	25
F-74		Cu. Yd.	62
F-75		Cu. Yd.	116
F-76		Cu. Yd.	25
F-77		Cu. Yd.	62
F-78		Cu. Yd.	116
F-79		Cu. Yd.	25
F-80		Cu. Yd.	62
F-81		Cu. Yd.	116
F-82		Cu. Yd.	25
F-83		Cu. Yd.	62
F-84		Cu. Yd.	116
F-85		Cu. Yd.	25
F-86		Cu. Yd.	62
F-87		Cu. Yd.	116
F-88		Cu. Yd.	25
F-89		Cu. Yd.	62
F-90		Cu. Yd.	116
F-91		Cu. Yd.	25
F-92		Cu. Yd.	62
F-93		Cu. Yd.	116
F-94		Cu. Yd.	25
F-95		Cu. Yd.	62
F-96		Cu. Yd.	116
F-97		Cu. Yd.	25
F-98		Cu. Yd.	62
F-99		Cu. Yd.	116
F-100		Cu. Yd.	25



BENCH MARK N°5
Boat Spike in Guard Rail Post 70.2' Lt.
Sta. 46+22.5 Elev. 999.58

BENCH MARK N°6
Boat Spike in Telephone Pole 32' Lt.
Sta. 51+82.5 Elev. 1001.52

CURVE DATA
P.I. Sta. 51+13.92
 $\Delta = 56^\circ 43' 45''$ Rt. $T = 154.67$
 $D = 20^\circ$ $L = 283.65$
 $R = 286.18$ $E = 39.09$



SEE SHEET NO.	QUANTITY	UNIT	AMOUNT
T-15 Guard Rail (Store)	112.5	Lin. Ft.	187.5
T-22 Subbase	9.0	Cu. Yd.	18.4
B-35 Agri. Conc. Curbing (66'-80')	7.5	Cu. Yd.	10.8
B-19 Aggregate Base Course	15.8	Cu. Yd.	52.1
T-30 Bitum. Crump Coat	32.6	Gal.	131.7
T-15 Bitum. Surf. (66'-80')	4.5	Cu. Yd.	17.7
T-30 Bituminous Tack Coat	4.5	Gal.	131.7
T-30 Bituminous Tack Coat	6.4	Gal.	19.5
T-30 Bituminous Tack Coat	2.3	Gal.	7.0
T-5 Pipe Special	1	Each	1
T-10 Dumped Rock Back Fill	251	Cu. Yd.	251
T-1 Pipe Class F-4	38	Lin. Ft.	46
T-15 Guard Rail Remove Store	14	Lin. Ft.	14
L-10 Scabbling	12	Sq. Yd.	22
E-12 Pipe Removed Under 15"	64	Lin. Ft.	64
E-12 Pipe Removed Under 15"	20	Lin. Ft.	20
E-12 Pipe Removed Under 15"	42	Lin. Ft.	42
STATION TO STATION	45+00 to 45+20	Rt.	
	47+82 to 48+24	Lt.	
	47+89 to 48+27	Lt.	
	48+198	Lt.	
	50+70 to 50+93±	Lt.	
	51+205 to 51+75±	Rt.	
	48+150± to 49+75±	Lt.	
	45+05	Lt.	
	47+199	Lt.	
	50+75 to 51+75	Lt.	
	50+188 to 51+75	Lt.	
	48+140 to 49+52.5	Lt.	
	48+152.5 to 49+27.5	Rt.	
	45+10±	Lt.	
TOTALS to General Summary			62