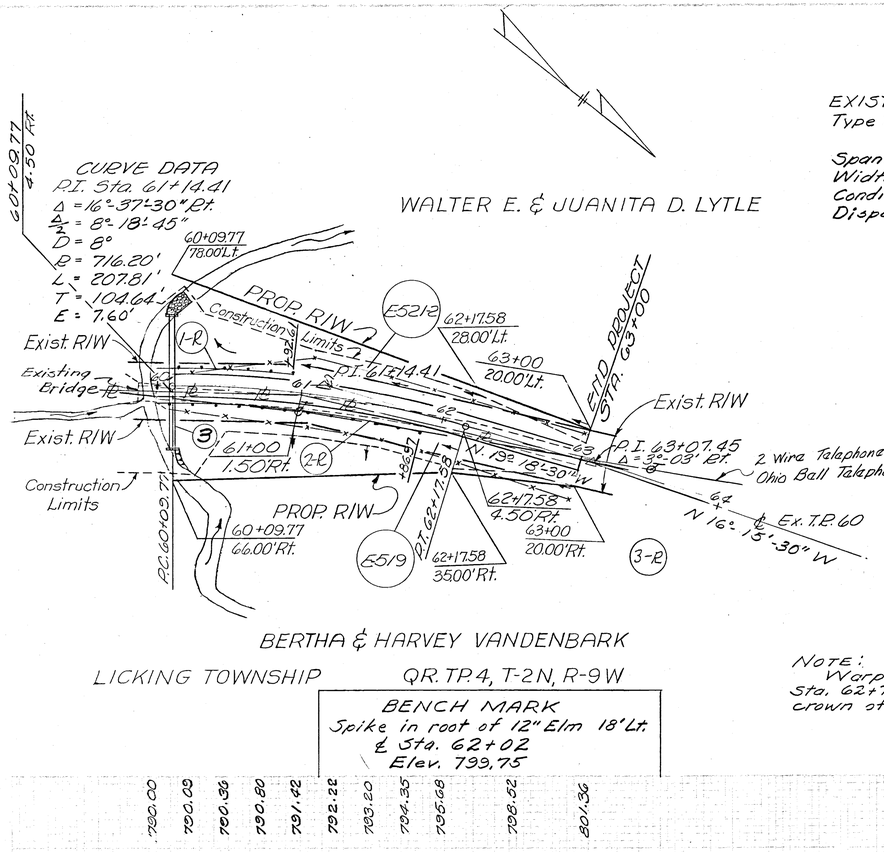
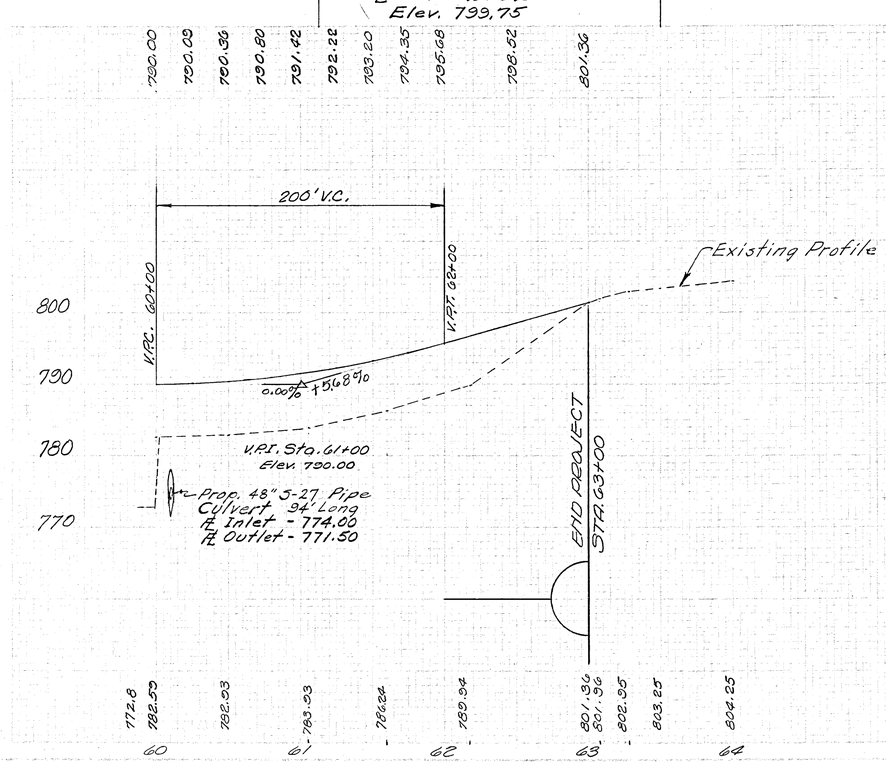
MUSKINGUM COUNTY
TOWNSHIP ROADS Nº 47 & 60



EXISTING STRUCTURE DATA
Type: Wood plank floor with steel beams and stone abutments.
Span: 12.5' clear span
Width: 12.5' roadway
Condition: Poor
Disposition: To be removed

NOTE:
Warp proposed pavement from Sta. 62+75 to Sta. 63+00 to meet crown of existing pavement.

BENCH MARK
Spike in root of 12" Elm 18' Lt.
℄ Sta. 62+02
Elev. 799.75



ESTIMATED QUANTITIES

Reference Number	Station to Station	Side	I-15 Guard Rail Wire Cable Type (2 Cables) or Woven Wire Type (2 Tape)	Special Relocating Existing Telephone Lines
			Lin. Ft.	Lump
1-R	60+00 to 60+92.61	Lt.	94	
2-R	60+00 to 61+86.97	Rt.	184	
3-R	57+80 to 63+00			Lump
3	See Sheet Nº 25			
	TOTALS		278	Lump

REVISION	DATE	DESCRIPTION	BY

U. S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.

DRAWN BY:
TRACED BY:
CHECKED BY: SEW
SUBMITTED BY: Elmer S. Barrett
ELMER S. BARRETT ASSOCIATES
RECOMMENDED: James Y. Barnes
CHIEF ENG. DIV.
APPROVED: R. J. Seidmore
COL. C.E. DISTRICT ENGINEER

LICKING RIVER
DILLON RESERVOIR PROJECT
RELOCATION OF TOWNSHIP ROAD NO. 47
SECTION I (MT-47-1)
READJUSTMENT OF TOWNSHIP ROAD NO. 60
SECTION I (MT-60-1)

DATE: AUGUST 1959

ELMER S. BARRETT ASSOCIATES
CONSULTING ENGINEERS
CHILLICOTHE, OHIO

SCALE: Horz. 1" = 50' Vert 1" = 10'
SPEC. NO.
DRAWING NUMBER 027f-UD10-68/19
SHEET 19 OF 26

PLAN & PROFILE – TWP. RD. NO. 60 – STA. 60+00 TO STA. 64+00