

DESIGN	DESIGNATION
1984 ADT	= 6400
2004 ADT	= 9000
DHV	= 900
D	= 50%
T	= 28%
V	= 60 MPH

No PID
C No. 840923

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ASD - 30 - (3.87) (12.84)

VERMILLION AND MOHICAN TOWNSHIPS
ASHLAND COUNTY

ASD - 30 - (3.87) (12.84)	OHIO FHWA REGION 5 FEDERAL PROJECT	1 55
---------------------------	--	---------

Completion Date 9/30/85 L&D

CONVENTIONAL SIGNS

County Line	-----	Limited Access (only)	-----	LA
Township Line	-----	Right of Way (only)	-----	RW
Section Line	-----	Limited Access & Right of Way	-----	LA & RW
Corporation Line	----- or -----	Existing Right of Way	-----	
Fence Line (existing)	-x-x- (proposed) -x-x-	Property Line	----- (in existing fence) -x-x-	
Center Line	----- 352 ----- 353 -----	Railroad	----- or -----	
Trees, Stumps, (to be removed)	⊗ ⊗ ⊗	Guardrail (existing)	----- (proposed) -----	
Utility Poles: Telephone ♂, Power ♂, Light ♂				

INDEX OF SHEETS

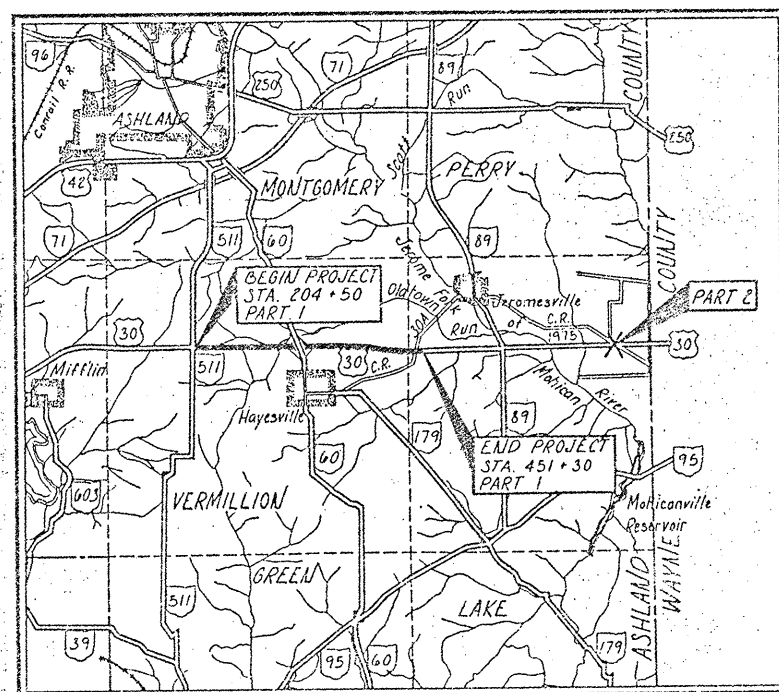
TITLE SHEET	1
SCHEMATIC PLAN	2 & 3
TYPICAL SECTIONS	4 & 5
GENERAL NOTES	6 - 8, 8A
GENERAL SUMMARY	9 & 10
RESURFACING CALCULATIONS	11
CONSTRUCTION DETAILS	12 - 16
PLAN SHEETS: PART 1	17 - 21
PART 2	22
CULVERT EXTENSION & GRADING DETAILS	23 - 26
TRAFFIC CONTROL: SIGNING	27 - 29
PAVEMENT MARKING	30 - 32 & 34
BRIDGES: DECK OVERLAYS & REPAIRS	35 - 47
TRAFFIC MAINTENANCE DETAILS	48 - 55

SHEET 33 DELETED

LINE DATA

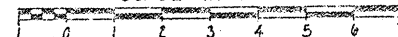
PROJECT	WORK
PART 1 (ASD-30-3.87):	
BEGIN STA. 204+50	STA. 203+50
END STA. 451+30	STA. 451+30
GROSS LENGTH 24,680.00 LIN. FT.	24,780.00 LIN. FT.
ADD FOR SIDE ROADS (FROM SHEET 2)	2,085.00 LIN. FT.
NET LENGTH 24,680.00 LIN. FT.	26,865.00 LIN. FT.
PART 2 (ASD-30-12.84):	
BEGIN STA. 11+70	
END STA. 18+50	
NET LENGTH	680.00 LIN. FT.
TOTAL PROJECT:	
NET LENGTH 24,680.00 LIN. FT.	27,545.00 LIN. FT.
OR 4.674 MILES	OR 5.217 MILES

Plan Prepared By:
DISTRICT 3 DESIGN



LOCATION MAP

SCALE IN MILES



Portion to be improved: _____
State & Federal Routes _____
Other Roads _____

SCALES

Plan _____
Profile: _____ Horizontal _____, Vertical _____
Cross Section: Horizontal _____, Vertical _____

SUPPLEMENTAL SPECIFICATIONS			
803	5-27-83	824	10-8-82
812	11-7-83	939	5-28-82
847	10-17-83	933	8-21-80
947	10-17-83	661	9-9-83
		931	9-9-83
848	2-17-83		

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS			
BP-5	7-16-81	MC-4	7-26-76
GR-1	2-5-82	MC-10	5-1-76
GR-2B	2-5-82		
GR-3	2-5-82	BP-2	12-6-76
GR-3A	2-5-82	BP-3	12-6-76
GR-4	2-5-82	BP-8	5-20-70
GR-4A	2-5-82		
GR-5	2-5-82		
GR-6	2-5-82	CB-6	5-1-79
GR-6A	2-5-82	HW-4A	4-1-80
GR-7	2-5-82	HW-4B	4-1-80
DBR-2-73	4-10-73	TC-61.10	4-5-82
		TC-71.10	4-9-79
		TC-72.20	2-25-82
		TC-72.20	4-3-79
		TC-41.10	12-23-81
		TC-41.20	3-26-79
		TC-42.10	8-19-77
		TC-42.20	3-26-79

Approved: _____
Date 4/6/84 District Deputy Director of Transportation

Approved: _____
Date 5-21-84 Engineer, Bureau of Bridges and Structural Design

Approved: _____
Date 8-1-84 Chief Engineer, Planning and Design

Approved: _____
Date 8-1-84 Director, Department of Transportation

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

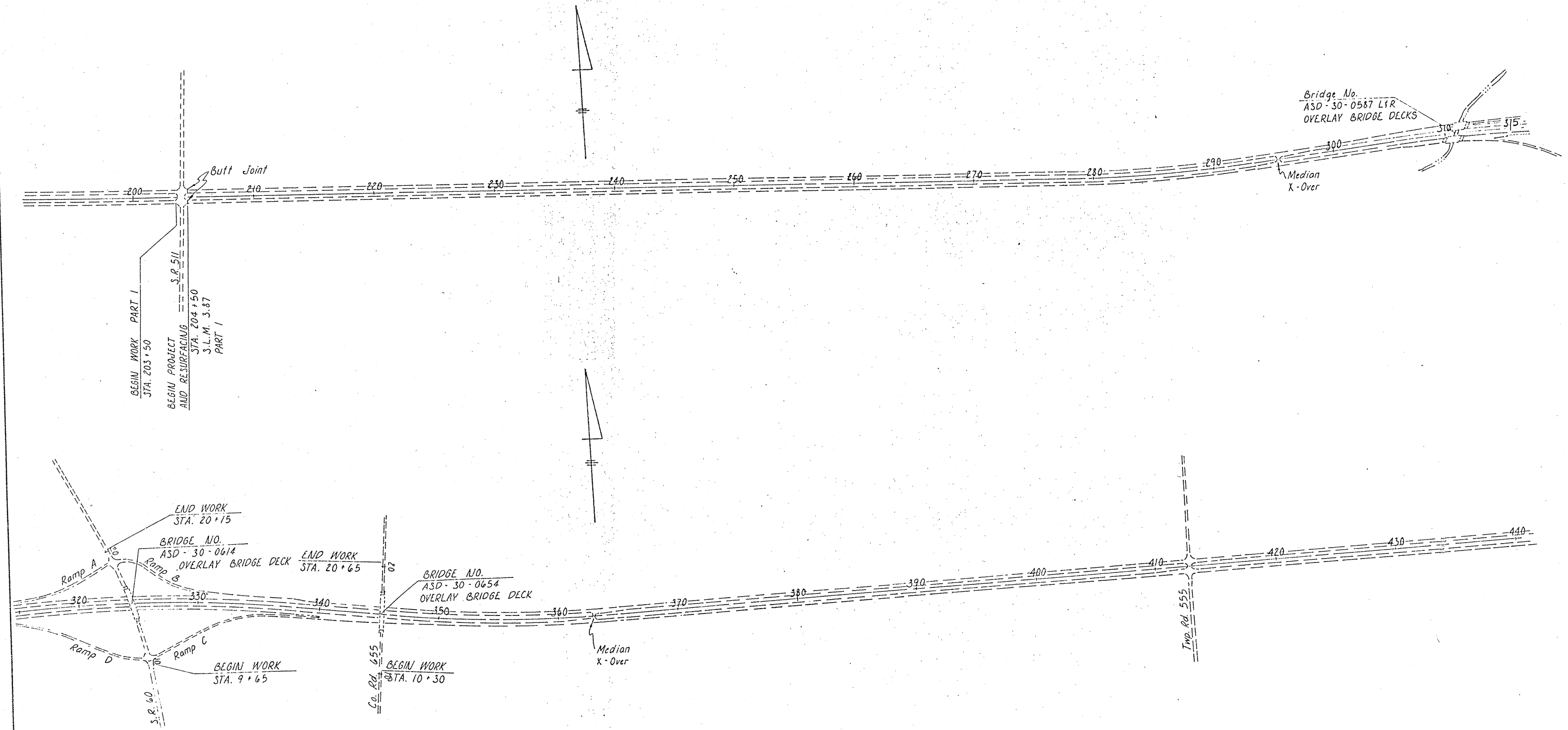
Project: ASD - 30 - (3.87) (12.84)

Date of Letting _____, Contract No. _____

DRAWN BY: MGA

SEAL

SCHEMATIC PLAN



WORK LENGTH ON SIDE ROAD GRADE SEPARATIONS - PART I

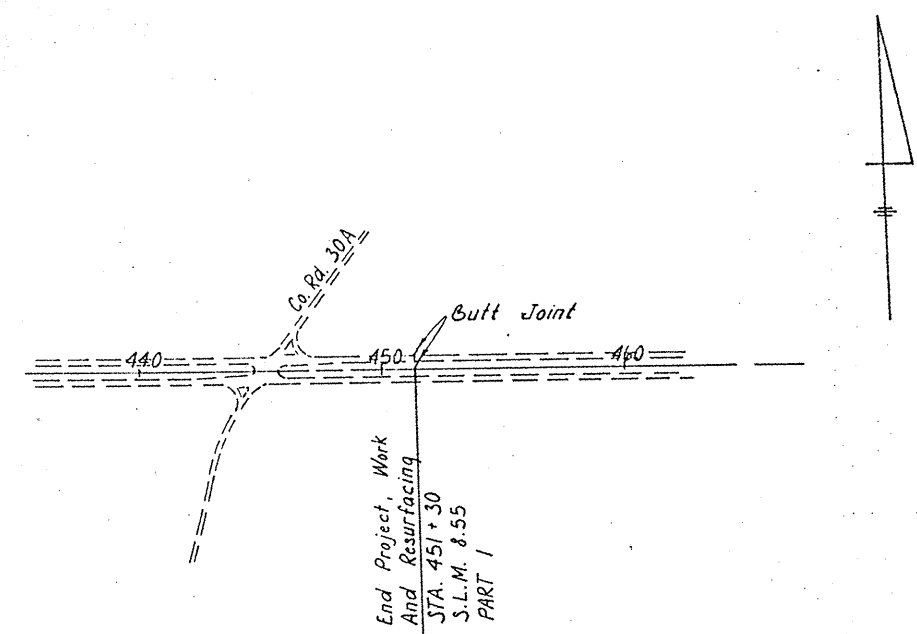
S.R. 60:	STA. 9+65 TO STA. 20+15	= 1050 LIN.FT.
Co.Rd. 655:	STA. 10+30 TO STA. 20+65	= 1035 LIN.FT.
	PART I TOTAL	= 2085 LIN.FT.

SCHEMATIC PLAN

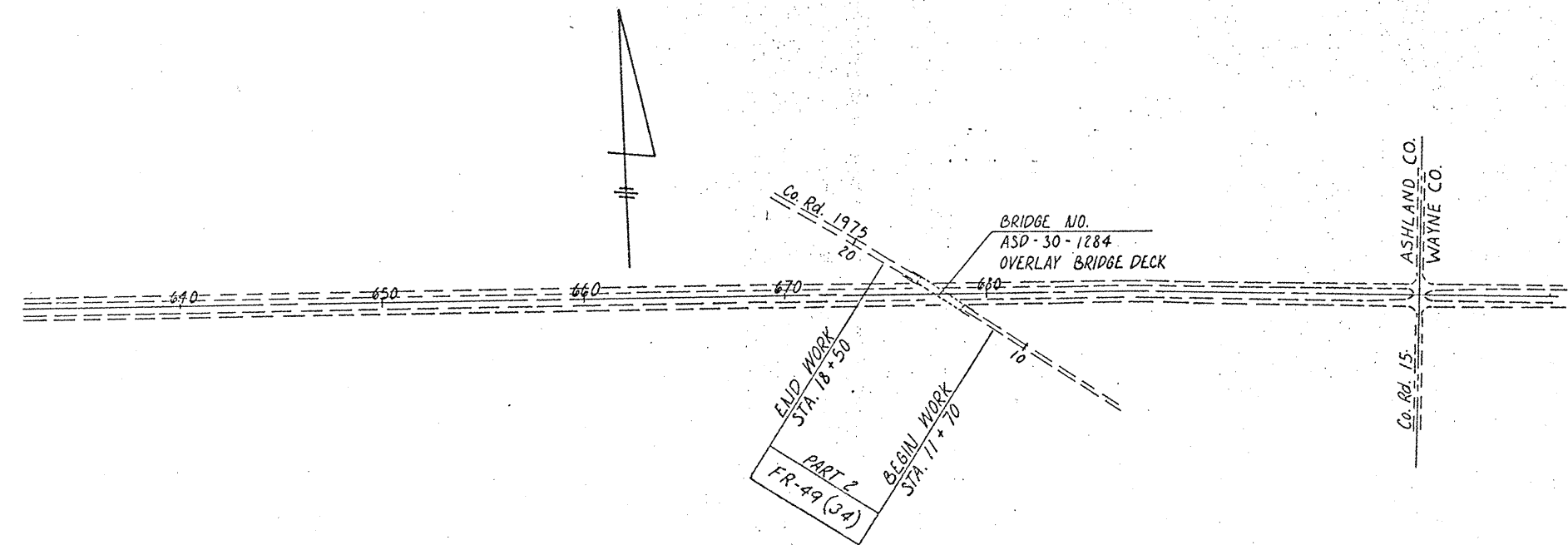
FITWA REGION	STATE	PROJECT	
5	OHIO		

ASD-30-(3.87)(12.84)

3
55



PART 1



PART - 2

VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGE ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND OHIO.

CONTRACT BID PRICES SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

WORK LIMITATIONS:

NO CONCRETE DECK OVERLAYS SHALL BE PLACED BEFORE APRIL 15, 1985.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO THAT ALL DECK OVERLAYS ARE PLACED BEFORE OCTOBER 15. IF FOR SOME UNFORESEEN CIRCUMSTANCES THE DECK OVERLAYS OR PORTIONS OF DECK OVERLAY ARE NOT PLACED BY OCTOBER 15,

REGARDLESS OF THE WORK REMAINING, THE FULL DEPTH REPAIRS SHALL BE COMPLETED AS PER 511 AND THE UNFINISHED DECK SHALL BE RESURFACED WITH ITEM 404 ASPHALT CONCRETE AND OPENED TO TRAFFIC. THE CONTRACTOR SHALL PLACE AND MAINTAIN AT HIS EXPENSE THE ASPHALT WEARING SURFACE UNTIL REMOVED AT HIS EXPENSE THE FOLLOWING SPRING WHEN THE DECK OVERLAY CAN BE PLACED AFTER APRIL 15.

TEMPORARY WEDGE:

AFTER THE CONCRETE OVERLAY HAS BEEN PLACED AND BEFORE THE BRIDGE IS OPENED TO TRAFFIC A TEMPORARY WEDGE WILL BE INSTALLED TO MAINTAIN TRAFFIC IF THE PERMANENT ASPHALT IS NOT IN PLACE. THE TEMPORARY WEDGE WILL BE 404 ASPHALT CONCRETE BUILT AS PER STANDARD DRAWING BP-5, EXCEPT NO TACK COAT WILL BE REQUIRED. THE TEMPORARY WEDGE WILL BE FEATHERED AT ONE INCH PER TWENTY-FIVE FEET OR AS DIRECTED BY THE ENGINEER. THE TEMPORARY WEDGE WILL BE COMPLETELY REMOVED JUST BEFORE ANY NEW ROADWAY ASPHALT IS INSTALLED AND IN NO CASE SHALL TRAFFIC BE ALLOWED TO CROSS AN END DAM WITHOUT AN APPROVED TEMPORARY WEDGE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

SUPERPLASTICIZED DENSE CONCRETE OVERLAY:

SEE PROPOSAL NOTE.

IN ADDITION TO THE PROPOSAL NOTE THE FOLLOWING SHALL APPLY.

COARSE AGGREGATE SHALL BE LIMESTONE OR SLAG.

PLACEMENT OF THE OVERLAY SHALL BE COMPLETED DURING THE NIGHT BETWEEN OFFICIAL SUNSET AND SUNRISE. THE CONTRACTOR SHALL SUBMIT A PLAN FOR PROVIDING ADEQUATE LIGHTING FOR THE WORK AREA AT LEAST FIFTEEN (15) CALENDAR DAYS IN ADVANCE, AND RECEIVE WRITTEN APPROVAL FROM THE DISTRICT CONSTRUCTION ENGINEER, BEFORE PLACEMENT OF THE CONCRETE. THE LIGHTS SHALL BE SO DIRECTED THAT THEY DO NOT AFFECT OR DISTRACT APPROACHING TRAFFIC. IN EARLY SPRING OR LATE FALL THE OVERLAYS MAY BE PLACED DURING DAYLIGHT HOURS BY PERMISSION OF THE ENGINEER, IF ALL OF THE FOLLOWING CONDITIONS ARE MET AND DOCUMENTED:

WIND SPEED.....10 MPH OR LESS

RELATIVE HUMIDITY.....40% OR GREATER

EXISTING CONCRETE DECK TEMPERATURE.....70 DEG F OR LESS

AIR TEMPERATURE.....70 DEG F OR LESS

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL, SUPERPLASTICIZED DENSE CONCRETE OVERLAY WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL, ASPHALT PAVEMENT PLANING

ALL ASPHALT, SEALS, AND WATERPROOFING SHALL BE PLANED FROM THE BRIDGE BEFORE ANY DECK OVERLAY WORK MAY BEGIN. THE CONCRETE DECK SHALL NOT BE SCARIFIED AT THE SAME TIME AS THE ASPHALT IS PLANED. THE ASPHALT ON THE BRIDGE SHALL NOT BE PLANED UNTIL THE CONTRACTOR IS READY TO BEGIN DECK WORK ON THE BRIDGE WITHIN THREE (3) DAYS.

FOR ALL ASPHALT PLANING REQUIREMENTS SEE GENERAL NOTE ON SHEET NO.8

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL, ASPHALT PAVEMENT PLANING WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL, SUBSURFACE DRAIN

A DRAIN SHALL BE CONSTRUCTED AS PER DETAILS ON SHEET NO. 41 .

THE FILTER FABRIC SHALL BE TYPE B AS PER SUPPLEMENTAL SPECIFICATION 939. DURING ALL PERIODS OF SHIPMENT AND STORAGE THE CLOTH SHALL BE WRAPPED IN A HEAVY DUTY PROTECTIVE COVERING TO PROTECT IT FROM DIRECT SUNLIGHT, MUD, DIRT, DUST, AND OTHER DEBRIS.

THE FILTER FABRIC SHALL BE CONTINUOUS EXCEPT AT THE CENTER JOINT. ALL JOINTS SHALL BE LAPPED AT A MINIMUM OF TWO (2) FEET. THE SUBSURFACE DRAIN SHALL SLOPE 1/2 INCH PER FOOT TO DRAIN. THE AGGREGATE SHALL BE NO. 57 CRUSHED GRAVEL.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LINEAR FOOT, FOR ITEM SPECIAL, SUBSURFACE DRAIN WHICH SHALL INCLUDE THE REMOVAL AND DISPOSAL OF EXISTING PAVED BERM, SUBBASE AND EMBANKMENT MATERIAL, REPLACING THE PAVED BERM, FURNISHING ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 PAVEMENT REMOVED, AS PER PLAN

PORTIONS OF THE EXISTING APPROACH SLABS SHALL BE REMOVED FOR STRUCTURES ASD-30-0587L&R AS PER DETAILS ON SHEET NO.41 . THE USE OF A HOE RAM TO PERFORM THIS WORK WILL NOT BE PERMITTED. WHEN REMOVING THE LIP ON THE BACKWALL, CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35-POUND CLASS. CARE SHOULD BE TAKEN NOT TO DAMAGE THE EXISTING REINFORCING STEEL DURING THE REMOVAL OF THE CONCRETE. IF THE EXISTING REINFORCING STEEL, WHICH IS TO BE SALVAGED, IS DAMAGED, THE CONTRACTOR SHALL ADD DOWELS AT HIS OWN EXPENSE. ALSO INCLUDED IN THIS ITEM WILL BE THE REMOVAL OF THE POROUS BACKFILL AND DIRT AS PER DETAIL ON SHEET NO. 41 .

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 202 PAVEMENT REMOVED AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511 CLASS S CONCRETE, APPROACH SLAB, AS PER PLAN

WITHIN TWENTY-FOUR (24) HOURS BEFORE PLACING CONCRETE, THE SURFACE OF THE EXISTING BACKWALL AND APPROACH SLAB AGAINST WHICH THE CONCRETE SHALL BE PLACED AND EXISTING REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING. THE EXISTING CONCRETE SURFACE AGAINST WHICH CONCRETE SHALL BE POURED SHALL BE KEPT WET FOR AT LEAST ONE (1) HOUR BEFORE PLACING CONCRETE, AND APPROACHING DRYNESS AT THE TIME OF THE PLACING OF THE CONCRETE TO FACILITATE THE BOND.

IN LIEU OF THE PROPORTIONING SPECIFIED IN 499.03 AND 511.02, THE FOLLOWING TABLE SHALL BE USED TO ESTABLISH THE QUANTITIES PER CUBIC YARD. COARSE AGGREGATE SHALL BE NO.8 LIMESTONE AND SHALL BE TESTED IN ACCORDANCE WITH THE REQUIREMENTS OF 703.02 OF THE SPECIFICATIONS.

FINE AGG. (LB)	COARSE AGG. (LB)	TOTAL (LB)	CEMENT CONTENT (LB)	WATER CEMENT RATIO
1555	1100	2655	715	0.44

AIR CONTENT 8% PLUS OR MINUS 2%

ALL OTHER PROVISIONS OF ITEM 511 SHALL REMAIN IN EFFECT.

AFTER THE CONCRETE HAS BEEN PLACED THE JOINT BETWEEN THE BACKWALL AND THE APPROACH SLAB SHALL BE SAW CUT AS SHOWN ON SHEET NO. 41 . THE JOINT SHALL BE SAWED AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR ITEM 511 CLASS S CONCRETE, APPROACH SLAB, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 516 VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINTS, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL THE WORK REQUIRED TO REMOVE PORTIONS OF STRUCTURES IN CURBS, REMOVE EXISTING VERTICAL EXTENSION BARS AS REQUIRED, TRIM EXISTING ANGLES, PROVIDE ALL ANCHORS, STUDS, STEEL EXTRUSIONS, STEEL BARS, NEOPRENE EXTRUSION, PREFORMED EXPANSION JOINT FILLER AND REPLACEMENT CONCRETE IN ACCORDANCE WITH DETAILS ON SHEET NO. 39.

THE STEEL EXTRUSION SHALL BE EITHER TYPE E WITH S300E NEOPRENE EXTRUSION OR TYPE A WITH S300E NEOPRENE EXTRUSION AS MANUFACTURED BY WATSON BOWMAN ASSOCIATES, INC., 1280 NIAGARASTREET, BUFFALO, NEW YORK, 14213.

THE STEEL EXTRUSION SHALL BE PROVIDED IN MAXIMUM LENGTHS POSSIBLE TO ALLOW FOR TRAFFIC MAINTENANCE AND SHALL BE WELDED TOGETHER TO FORM A WATERTIGHT JOINT. THE NEOPRENE EXTRUSION SHALL BE ONE CONTINUOUS PIECE. THE NEOPRENE SHALL NOT BE INSTALLED UNTIL ALL OTHER WORK IS COMPLETE UPON THE STRUCTURE. AN ADHESIVE SHALL BE USED TO FACILITATE PLACEMENT OF THE NEOPRENE EXTRUSION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.

PHYSICAL PROPERTIES:

A. THE STEEL EXTRUSION SHALL CONFORM TO ASTM A242, A36 OR, A588.

B. ADHESIVES SHALL BE ONE-PART MOISTURE CURING POLYURETHANE AND HYDRO-CARBON MIXTURES AS DISTRIBUTED UNDER THE TRADE NAME BONALASTIC BY WATSON BOWMAN ASSOCIATES, INC., OF BUFFALO, NEW YORK; OR AN APPROVED EQUIVALENT.

C. THE NOEPRENE EXTRUSION SHALL CONFORM TO THE PHYSICAL PROPERTIES SPECIFIED FOR AASHO M220 EXCEPT FOR THE RECOVERY TEST.

D. SET SCREWS FOR FASTENING OF SPLIT EXTRUSION SHALL BE STAINLESS STEEL.

**** NOTE CONTINUED ON NEXT SHEET ****

ALTERNATE DESIGNED - THESE DETAILS AND PROVISIONS ARE BASED ON WABO-MAURER STRIP SEAL BY WATSON BOWMAN ASSOCIATES, INC., OF BUFFALO, NEW YORK.

ACME TYPE E EXTRUSION WITH AS-3LP SEAL OR ACME TYPE A EXTRUSION WITH AS-300 SEAL, BY ACME HIGHWAY PRODUCTS, INC., 33 CHANDLER STREET, BUFFALO, NEW YORK, WILL BE ACCEPTED AS ALTERNATES. THE D.S. BROWN COMPANY, P.O. BOX 58, NORTH BALTIMORE, OHIO 45872, WILL ALSO BE ACCEPTED AS AN ALTERNATE. THE STEEL EXTRUSION SHALL BE TYPE SS-E WITH SS 300 SEAL. THE CONTRACTOR SHALL FURNISH MATERIAL SPECIFICATION, CERTIFIED MATERIAL TEST RESULTS, CERTIFICATION THAT THE PRODUCT MEETS SPECIFICATIONS, APPROPRIATE INSTALLATION PROCEDURES NECESSARY TO ACCOMMODATE THE ALTERNATE DESIGN.

THE APPROVAL OF AN ALTERNATE JOINT SEAL DESIGN AND THE ISSUANCE OF REVISED PROJECT PLANS SHALL BE BASED ON THE UNDERSTANDING THAT SUCH PROJECT MODIFICATIONS WILL BE DONE WITHOUT COST TO THE STATE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LINEAL FOOT FOR ITEM 516, VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINTS, AS PER PLAN, WHICH SHALL INCLUDE ALL THE LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR ALL THE VARIOUS MODIFICATIONS OF THE TYPE A, TYPE E, AND TYRE SS-E EXTRUSIONS AS DETAILED.

ITEM 519 PATCHING CONCRETE STRUCTURES, AS PER PLAN

THIS ITEM SHALL BE USED TO REPAIR CURBS, PARAPETS, ABUTMENTS, WING-WALLS, PIERS AND OTHER PARTS OF THE SUPERSTRUCTURE AS DIRECTED BY THE ENGINEER.

WITHIN TWENTY-FOUR (24) HOURS BEFORE PLACING CONCRETE, THE EXISTING SURFACE AGAINST WHICH THE CONCRETE SHALL BE PLACED, AND EXISTING REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING. SANDBLASTING SHALL BE AT LEAST EQUAL TO SA2 "THOROUGH BLAST CLEANING" AS OUTLINED IN ASTM D-2200 OR SSPC-SP6. ALL LOOSE AND DETERIORATED CONCRETE AND CALCIUM CARBONATE DEPOSITS SHALL BE REMOVED WITH HAND TOOLS BEFORE SANDBLASTING. CONCRETE QUANTITIES SHALL BE ADJUSTED TO INCLUDE ADDITIONAL VOLUMES REQUIRED. SOUND CONCRETE SHALL BE REMOVED TO A DEPTH OF AT LEAST TWO (2) INCHES BELOW ANY EXPOSED REINFORCING STEEL.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE FOOT FOR ITEM 519 PATCHING CONCRETE STRUCTURES, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 609 ASPHALT CONCRETE CURB, AS PER PLAN

THIS ITEM SHALL BE PLACED AS SHOWN IN DETAILS ON SHEET NO. 46

PAYMENT SHALL BE AT THE UNIT PRICE BID PER LINEAL FOOT FOR ITEM 609 ASPHALT CONCRETE CURB, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, EXCAVATION AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL, SCUPPER EXTENSION AND BAR REMOVAL

THIS ITEM SHALL INCLUDE RAISING THE EDGE OF THE SCUPPERS AND REMOVING THE BARS AS SHOWN IN DETAILS ON SHEET NO. 43

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL, SCUPPER EXTENSION AND BAR REMOVAL, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL- JOINT SEAL

THE JOINT BETWEEN THE BACKWALL AND THE APPROACH SLAB ON STRUCTURES ASD-30-0587 L&R; THE PARAPET EXPANSION JOINTS AND THE GAP BETWEEN THE APPROACH SLAB AND THE PARAPET AND BACKWALL ON STRUCTURES ASD-30-0614, ASD-30-0654 AND ASD-30-1284 SHALL BE SEALED AS PER DETAILS ON SHEET NO. 41 & 42.

THE JOINT SEAL SHALL BE EVAZOTE 50 AS MANUFACTURED BY E-POXY INDUSTRIES INC., 14 WEST SHORE STREET, RAVENNA, NEW YORK 12143, TELEPHONE (518) 756-6193 OR E.V.A. AS MANUFACTURED BY THERMAL-CHEM INC., 1400 LOUIS AVE, ELK GROVE VILLAGE, IL. 60007 USA, TELERHONE (323)-364-0364.

THE SEAL SHALL BE CEMENTED IN WITH AN ADHESIVE AS RECOMMENDED BY THE MANUFACTURER OF THE JOINT SEAL. ALL LAITANCIES OR SURFACE CONTAMINANTS SHALL BE REMOVED TO INSURE MAXIMUM ADHESION. THE CONTRACTOR SHALL ESTABLISH THE JOINT SIZE AND INSTALL THE APPROPRIATE SEAL AS RECOMMENDED BY THE MANUFACTURER.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM SPECIAL, JOINT SEAL, WHICH SHALL INCLUDE THE SAW CUT, THE SURFACE PREPERATION, ADHESIVE AND ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL-PILE ENCASEMENT

THE PILES ON STRUCTURES ASD-30-0587 L&R SHALL BE ENCASED WITH CONCRETE AS PER DETAILS ON SHEET NO. 45. WITHIN FORTY-EIGHT (48) HOURS BEFORE PLACING CONCRETE, THE SURFACE OF THE EXISTING PILES AGAINST WHICH THE CONCRETE SHALL BE PLACED SHALL BE THOROUGHLY CLEANED BY SANDBLASTING.

THE CONCRETE SHALL BE CLASS C AS PER ITEM 511. IN LIEU OF THE PROPORTIONING SPECIFIED IN 499.03 AND 511.02, THE FOLLOWING TABLE SHALL BE USED TO ESTABLISH THE QUANTITIES PER CUBIC YARD. COARSE AGGREGATE SHALL BE NO.8 LIMESTONE AND SHALL BE TESTED IN ACCORDANCE WITH THE REQUIREMENTS OF 703.02 OF THE SPECIFICATIONS.

FINE AGG. (LB)	COARSE AGG. (LB)	TOTAL (LB)	CEMENT CONTENT (LB)	WATER/ CEMENT RATIO
1555	1100	2655	715	0.50

AIR CONTENT 8% PLUS OR MINUS 2%

ALL OTHER PROVISIONS OF ITEM 511 SHALL REMAIN IN EFFECT.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM SPECIAL, PILE ENCASEMENT, WHICH SHALL INCLUDE ALL EXCAVATING AND BACKFILL AND ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL-NEOPRENE EXTRUSION AND STEEL BAR

THE EXISTING NEOPRENE EXTRUSIONS SHALL BE REMOVED FROM STRUCTURES ASD-30-0587 L&R. THE EXISTING STEEL EXTRUSION SHALL BE THOROUGHLY CLEANED BY SANDBLASTING TO REMOVE ALL OLD ADHESIVE, DIRT, AND RUST. A BAR SHALL BE WELDED TO THE END DAM ANGLE AND STEEL EXTRUSION AS PER THE DETAIL ON SHEET NO. 40. A NEW PIECE OF STEEL EXTRUSION SHALL ALSO BE WELDED TO THE ENDS OF THE EXISTING STEEL EXTRUSION AS PER DETAIL ON SHEET NO. 40, SECTION C-C.

SINCE THE EXISTING STEEL EXTRUSION WAS MANUFACTURED BY WATSON BOWMAN, THE NEW STEEL EXTRUSION AND NEOPRENE EXTRUSION SHALL ALSO BE MANUFACTURED BY WATSON BOWMAN ASSOCIATES, INC., 1280 NIAGRA STREET, BUFFALO, NEW YORK 14213. THE STEEL EXTRUSION SHALL BE TYPE A-2 WITH S-300 NEOPRENE EXTRUSION. THE NEOPRENE EXTRUSION SHALL BE ONE CONTINUOUS PIECE. THE NEOPRENE SHALL NOT BE INSTALLED UNTIL ALL OTHER WORK IS COMPLETE UPON THE STRUCTURE. AN ADHESIVE SHALL BE USED TO FACILITATE PLACEMENT OF THE NEOPRENE EXTRUSION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.

FOR MATERIAL REQUIREMENTS SEE THE GENERAL NOTE FOR ITEM 516 VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINTS, AS PER PLAN.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LINEAR FOOT OF NEOPRENE EXTRUSION FOR ITEM SPECIAL, NEOPRENE EXTRUSION AND STEEL BAR WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL-STEEL EXTRUSION REPAIR

APPROXIMATELY FOUR (4) FEET OF THE EXISTING STEEL EXTRUSION ON STRUCTURE ASD-30-0587R IS DAMAGED AT THE LOCATION SHOWN ON SHEET NO. 40. THE DAMAGED LENGTH OF STEEL EXTRUSION SHALL BE REMOVED AND REPLACED AS PER DETAIL ON SHEET NO. 40. SECTION D-D.

SINCE THE EXISTING STEEL EXTRUSION WAS MANUFACTURED BY WATSON BOWMAN, THE NEW STEEL EXTRUSION SHALL BE MANUFACTURED BY WATSON BOWMAN. THE STEEL EXTRUSION SHALL BE TYPE A-2.

FOR MATERIAL REQUIREMENTS SEE THE GENERAL NOTE FOR ITEM 516 VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINTS, AS PER PLAN.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM SPECIAL, STEEL EXTRUSION REPAIR WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

* AS PER PLAN (SEE PROPOSAL NOTE)
† INCLUDES APPROACHES

FIHWA REGION	STATE	PROJECT	
5	OHIO		

A circular logo with a horizontal line. The number '37' is above the line and '55' is below the line.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	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	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	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	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	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	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

1634

CALCULATED BY KW 11-3-83
CHECKED BY MS 2-27-84

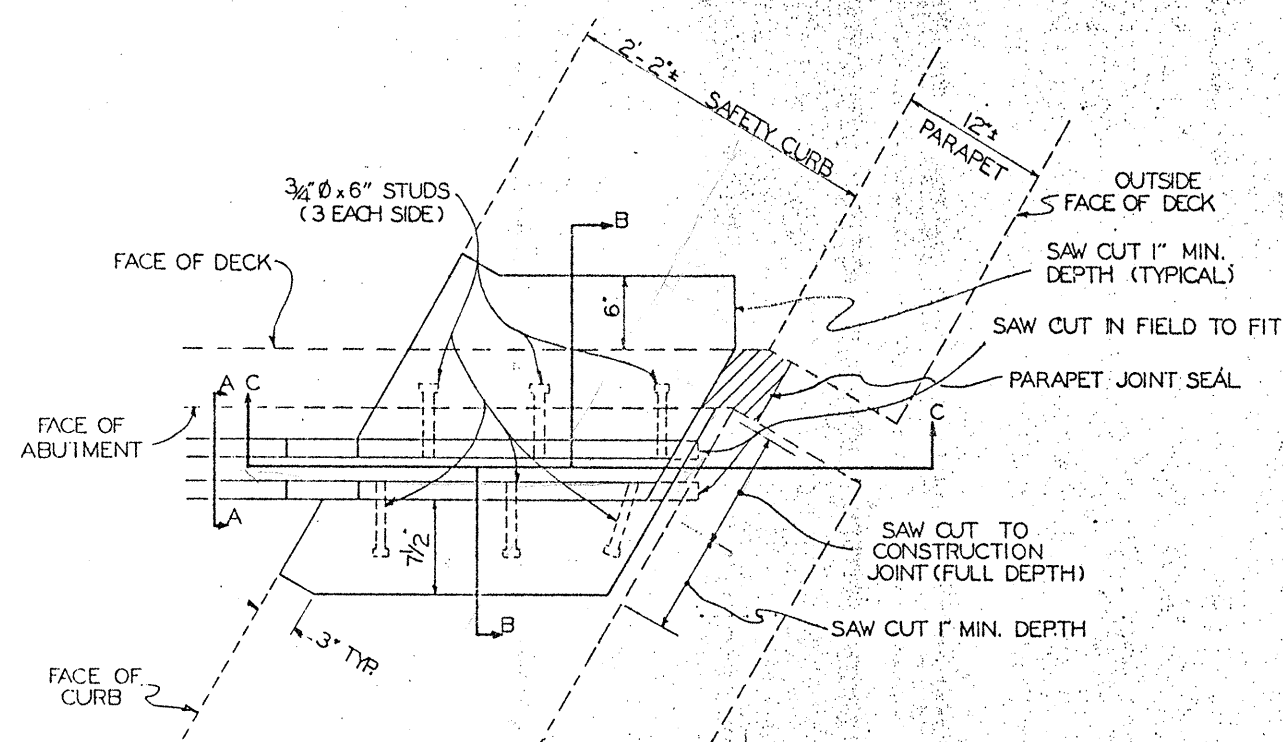
FED. RD. DIVISION	STATE	PROJECT	
5	OHIO		

ASD-30(03.87)(12.84)

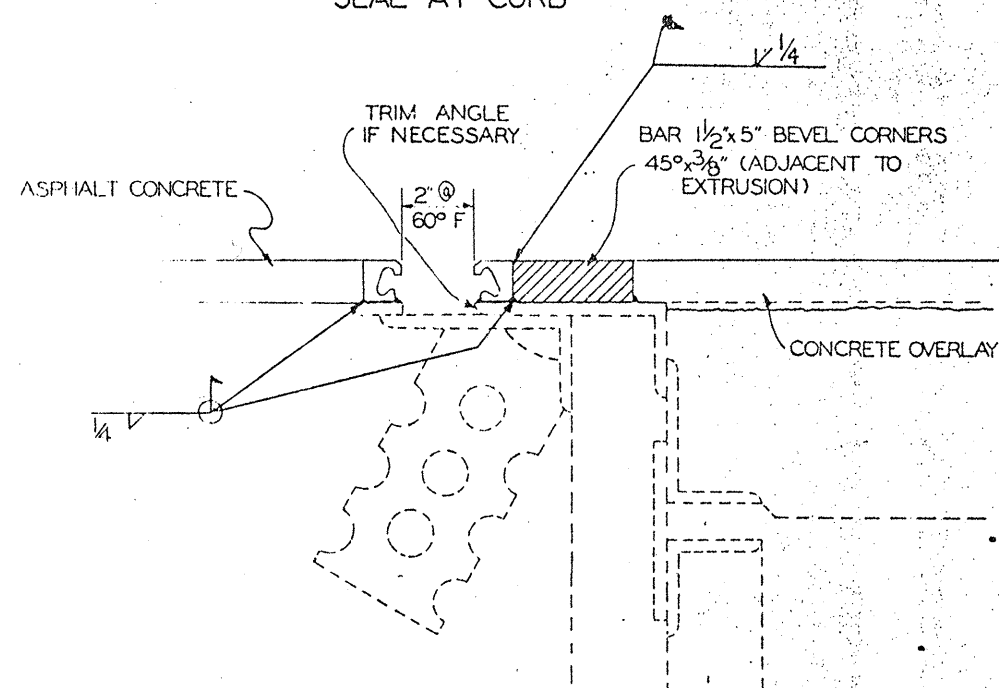
BRIDGE QUANTITIES (CONTINUED)

		STRUCTURE NUMBER	516				SPECIAL				SPECIAL				519				609				848				SPECIAL				SPECIAL							
			VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINTS, AS PER PLAN				NEOPRENE EXTRUSION AND STEEL BAR				STEEL EXTRUSION REPAIR				PATCHING CONCRETE STRUCTURES, AS PER PLAN				ASPHALT CONCRETE CURB, AS PER PLAN				ASPHALT CONCRETE SURFACE COURSE, TYPE I, AS PER PLAN				JOINT SEAL				SCUPPER EXTENSION AND BAR REMOVAL							
			LIN. FT.				LIN. FT.				LIN. FT.				SQ. FT.				LIN. FT.				CU. YD.				LIN. FT.				EACH							
			FR-				FR-				FR-				FR-	100% STATE			FR-				FR-				FR-				FR-							
		ASD-30-0587L	—					140.7					—				98	98			—				—				108				—					
		ASD-30-0587R	—					122.0					4				98	98			—				—				88				—					
		ASD-30-0614	73.3					—				—				10	10			120				5				122				5						
		ASD-30-0654	58.1					—				—				—	—			40				1				121				12						
		ASD-30-1284	106.5					—				—				—	—			40				8				211				10						

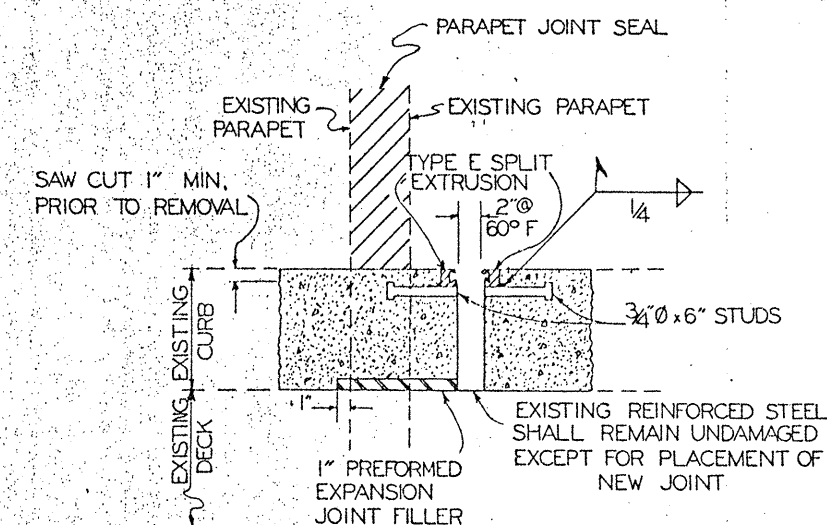
BRIDGE QUANTITIES (CONTINUED)



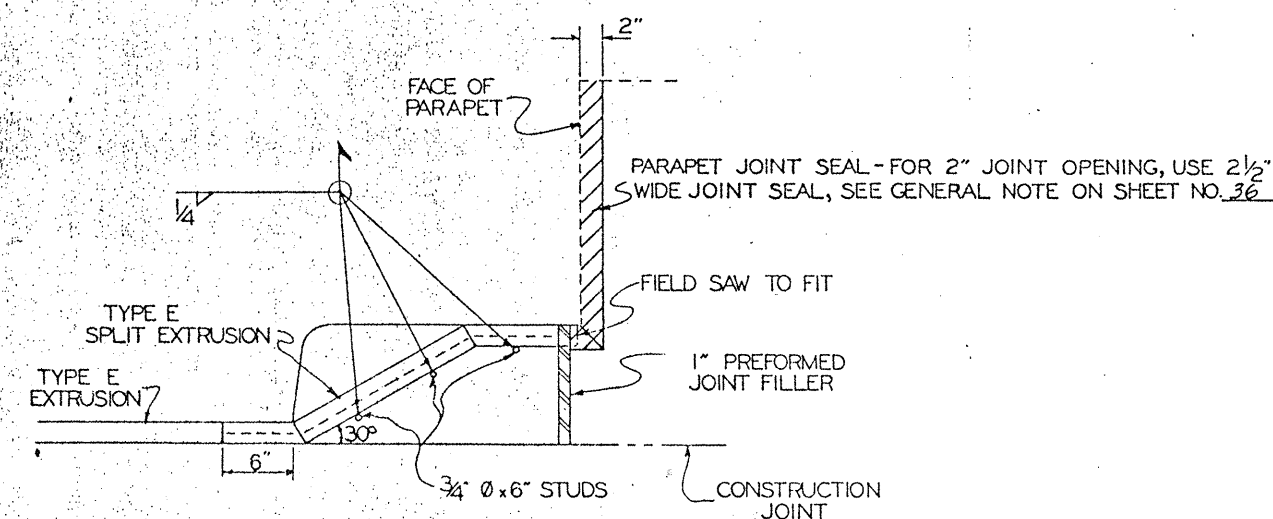
EXPANSION JOINT PLAN VIEW
SEAL AT CURB



SECTION A-A
JOINT NORMAL THROUGH ROADWAY



SECTION B-B
JOINT NORMAL THROUGH CURB



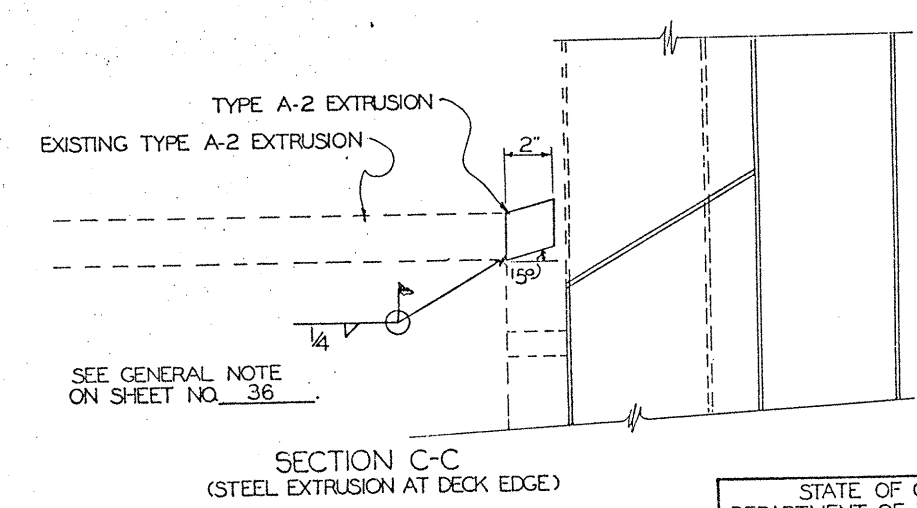
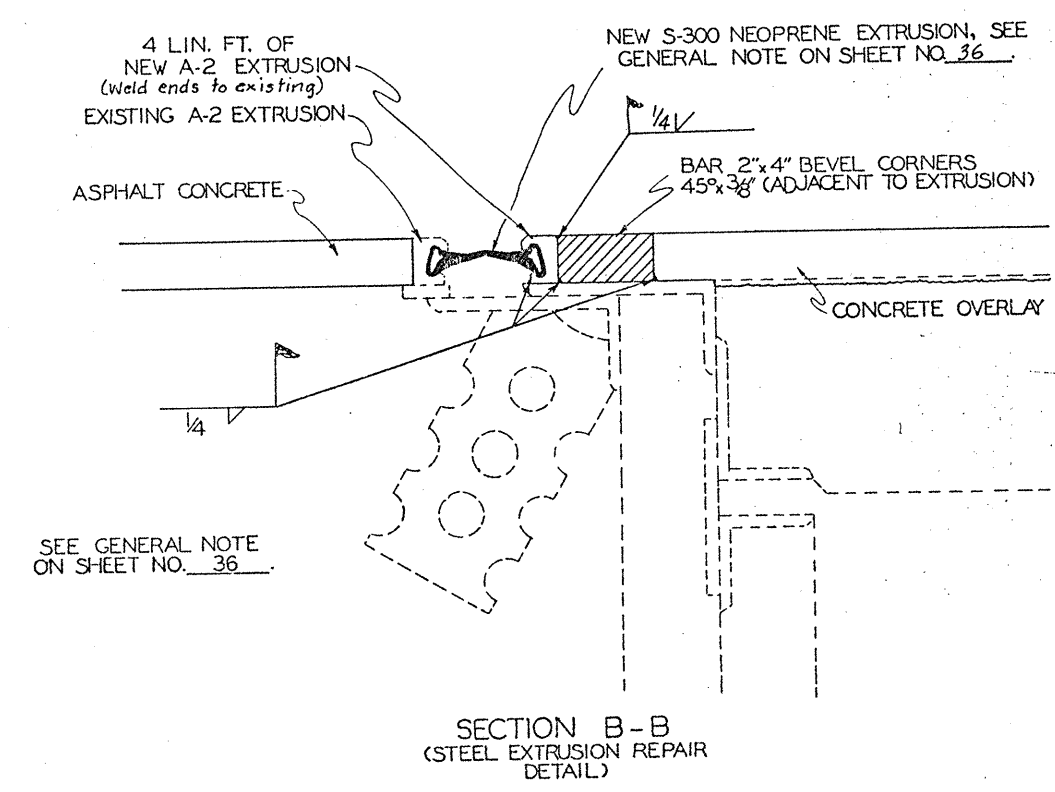
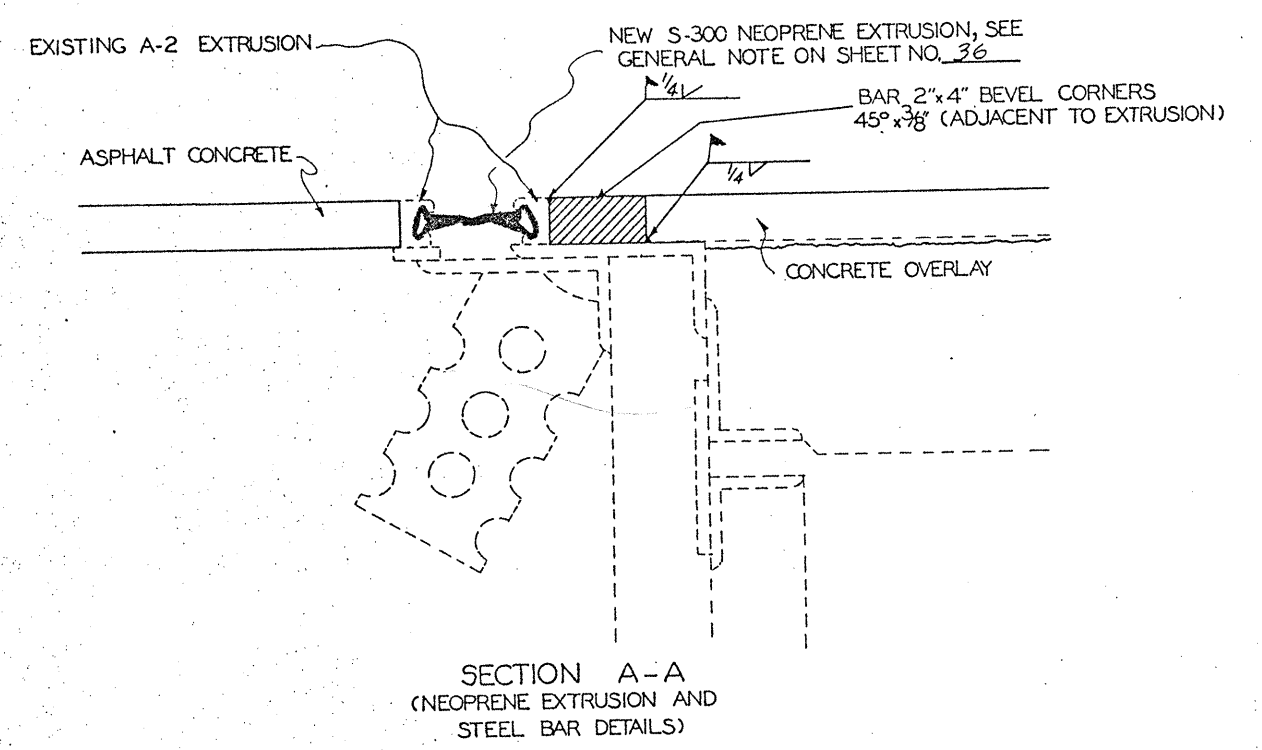
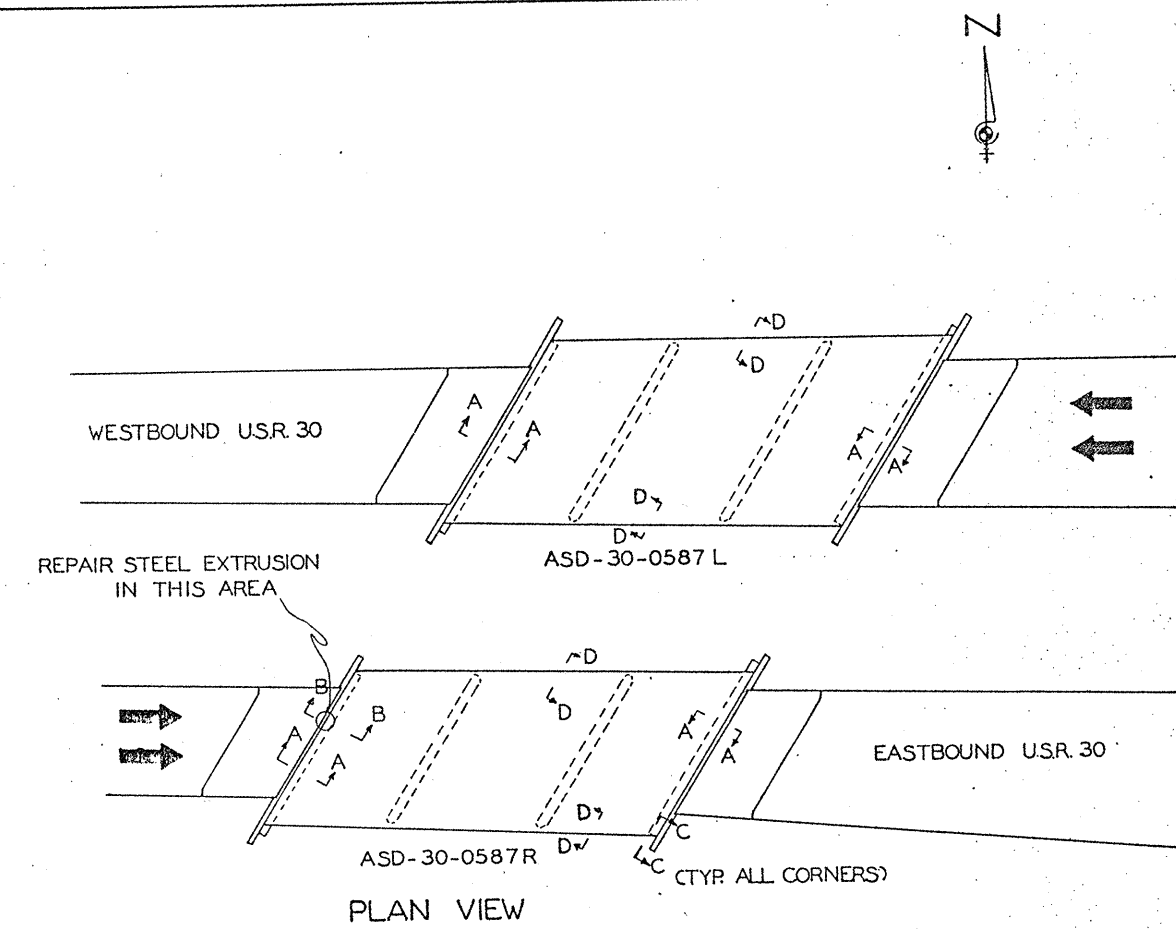
SECTION C-C
JOINT TRANSVERSE THROUGH CURB

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

EXPANSION JOINT DETAILS

ASD-30-0614
ASD-30-0654
ASD-30-1284

DESIGNED	DRAWN	CHECKED	IN CHARGE	DATE	BY
KW	DES	DES	MJ	2-84	

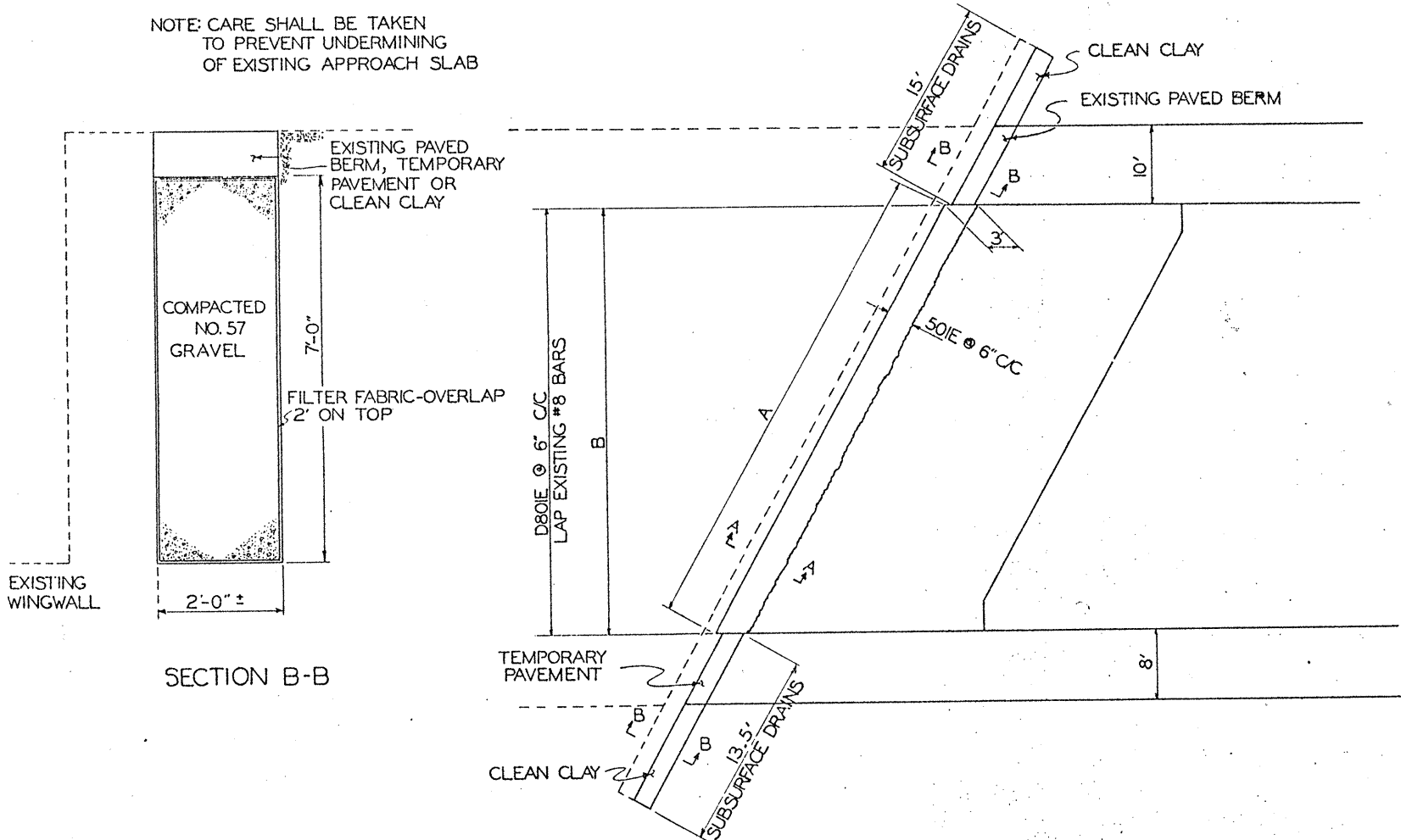


NOTE: FOR SECTION D-D, SEE SHEET NO. 42

STATE OF OHIO DEPARTMENT OF TRANSPORTATION DISTRICT THREE						
EXPANSION JOINT DETAILS						
ASD-30-0587 L & R						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
KW	DES	DES	MJ	JEC	2-84	
	1-18-84	1-18-84				

ASD-30(03.87)(12.84)

NOTE: CARE SHALL BE TAKEN
TO PREVENT UNDERMINING
OF EXISTING APPROACH SLAB

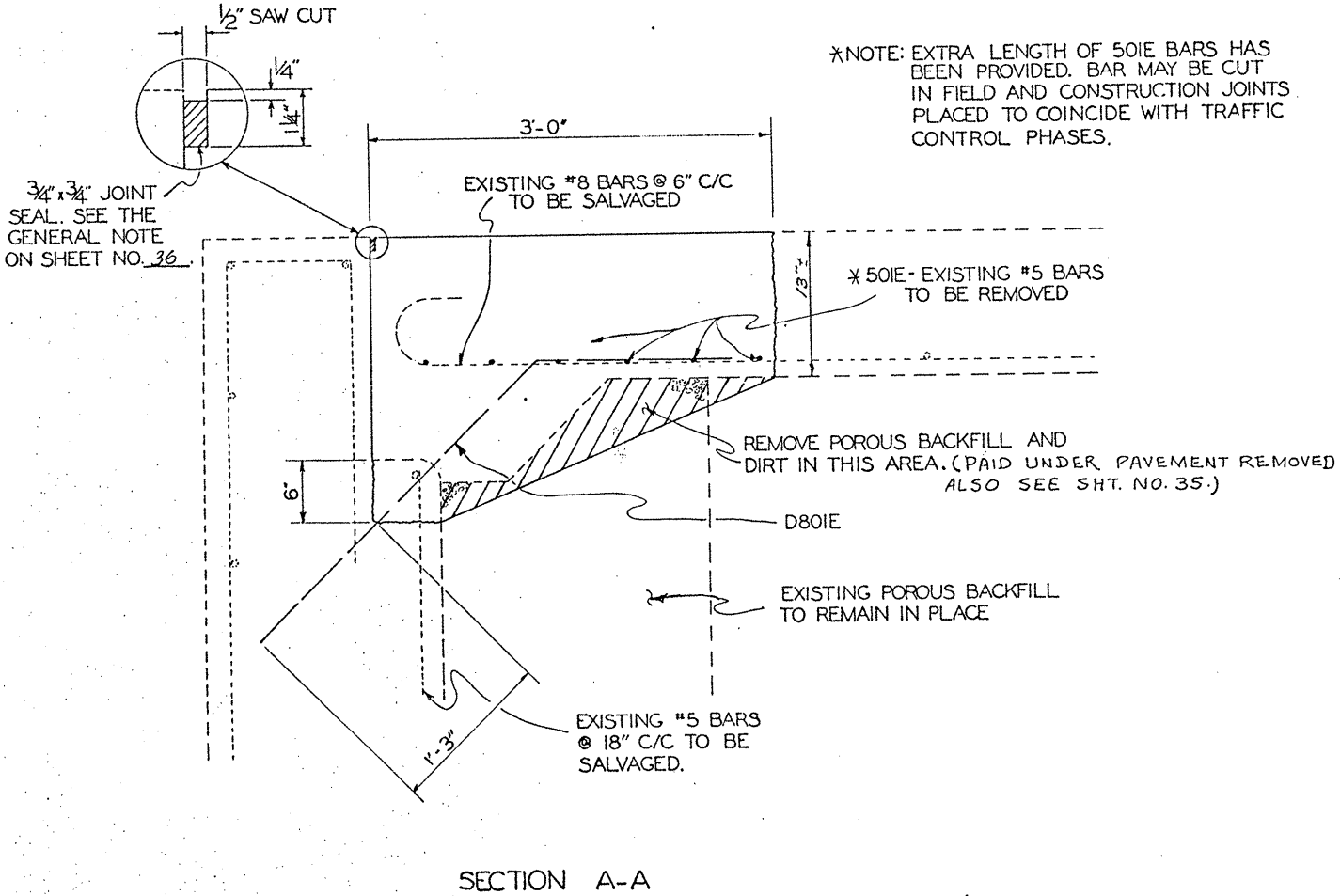
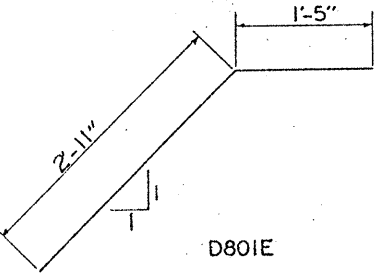


SECTION B-B

APPROACH SLAB REPAIR DETAILS

		A	B
ASD-30-0587 R	REAR	42'-1"	36'-5"
	FWD	46'-1"	36'-2"
ASD-30-0587 L	REAR	52'-8"	45'-8"
	FWD	55'-5"	48'-1"

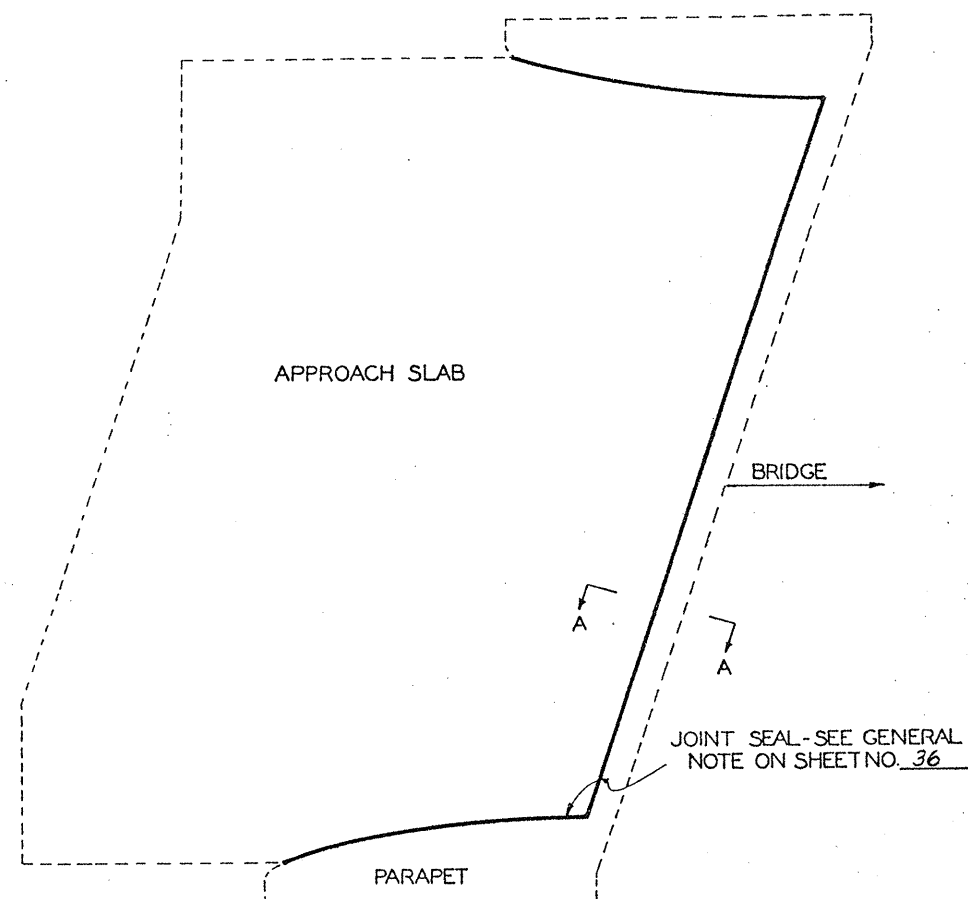
MARK	NUMBER				TOTAL NO.	LENGTH	SHAPE	WEIGHT
	ASD-30-0587R		ASD-30-0587L					
	REAR	FWD	REAR	FWD				
501E	18	18	18	18	72	22'-0"	Str.	1652
D801E	69	69	87	93	318	4'-4"	Bent	3679
							TOTAL	5331



SECTION A-A

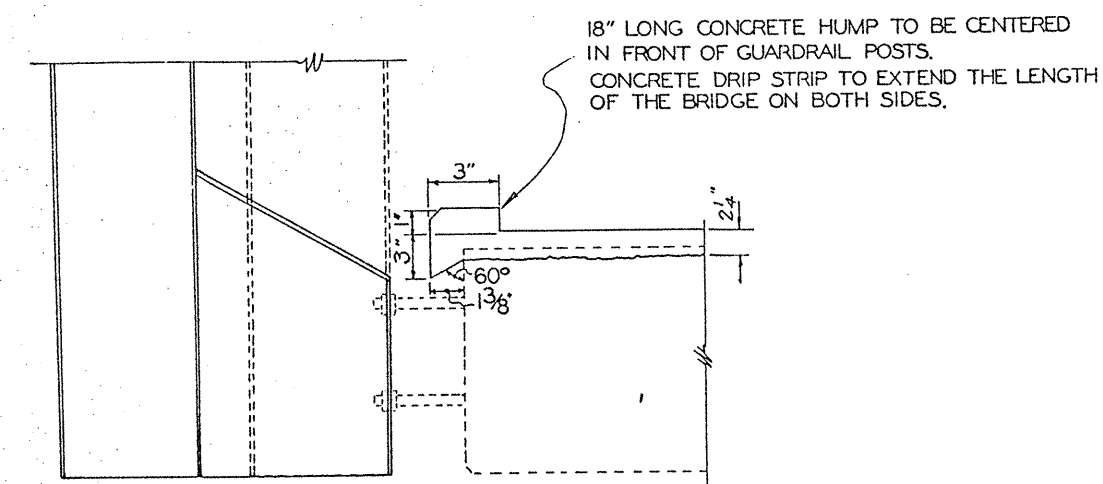
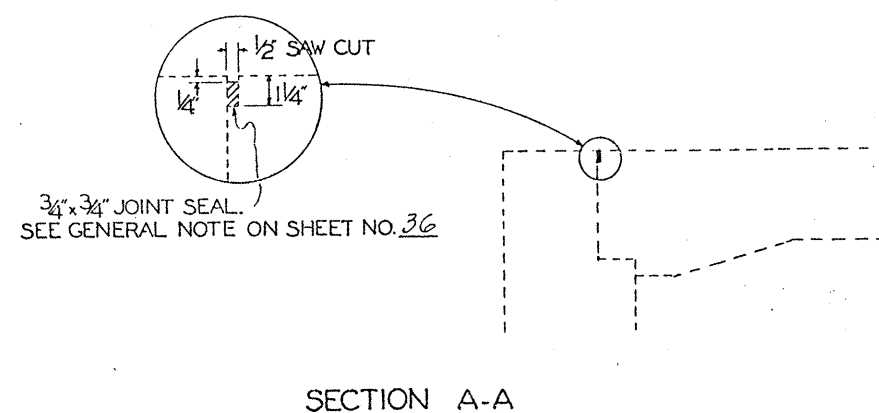
ITEM	QUANTITY	UNIT	DESCRIPTION
202	66	SQ.YD.	PAVEMENT REMOVED, AS PER PLAN
510	318	EACH	DOWEL HOLES
511	38	CU.YD.	CLASS S CONCRETE, APPROACH SLAB, AS PER PLAN
824	5331	LB.	EPOXY COATED REINFORCING STEEL
SPECIAL	114	LIN.FT.	SUBSURFACE DRAIN

STATE OF OHIO DEPARTMENT OF TRANSPORTATION DISTRICT THREE						
APPROACH SLAB REPAIR DETAILS ASD-30-0587 L&R						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
<i>KW</i>	<i>DES</i>	<i>DES</i>	<i>MJ</i>	<i>DEC</i>	2-84	



APPROACH SLAB JOINT SEAL DETAILS

FOR STRUCTURES:
ASD-30-0614
ASD-30-0654
ASD-30-1284

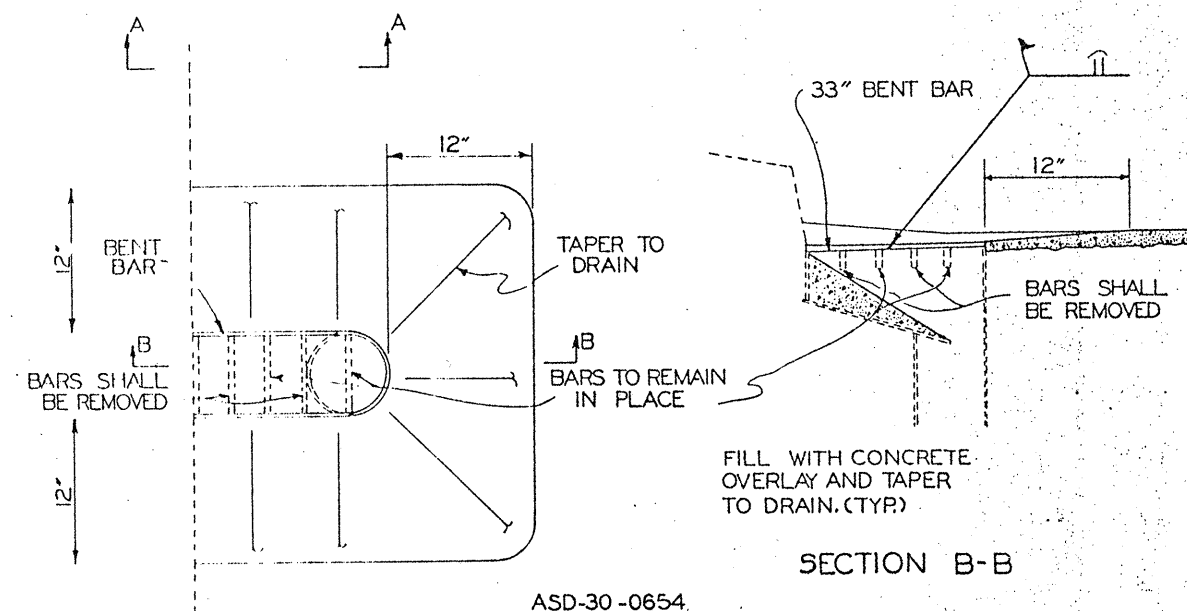


SECTION D-D
(EDGE DETAIL FOR ASD-30-0587 R&L)

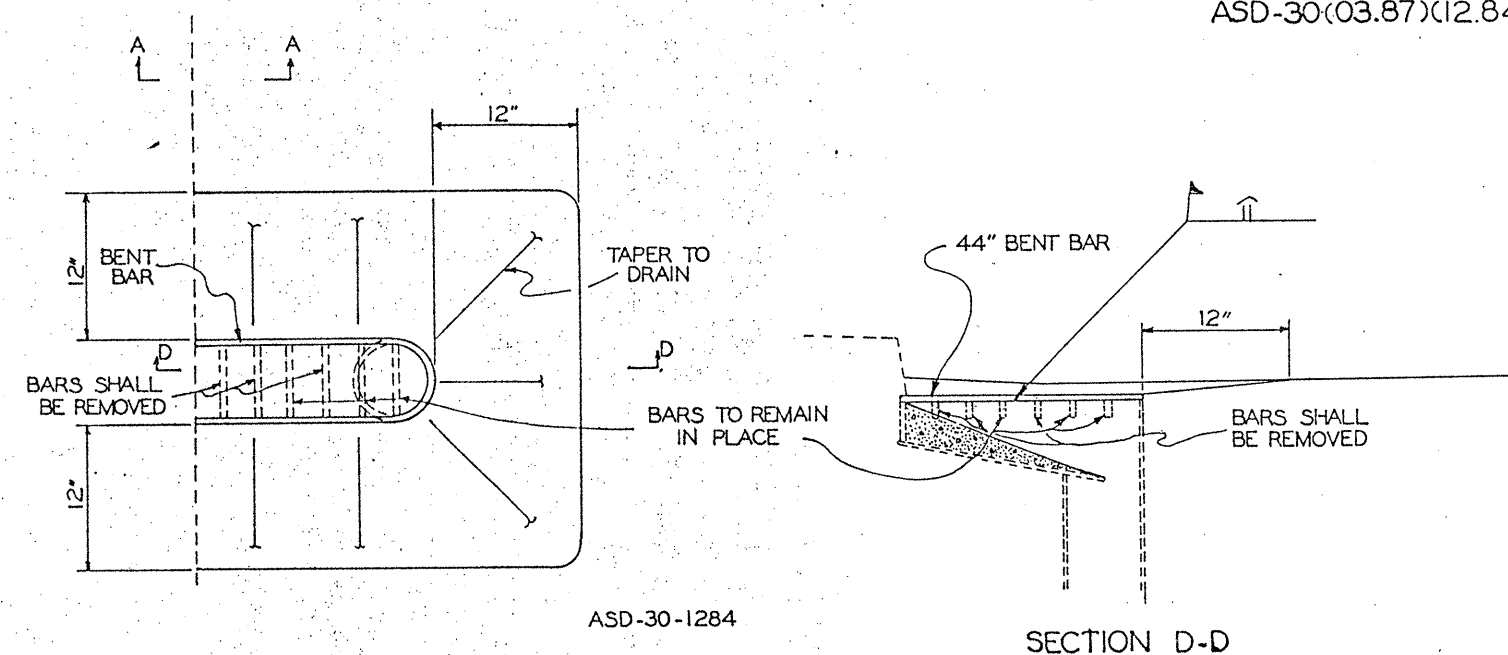
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

APPROACH SLAB JOINT DETAILS AND DECK EDGE DETAILS

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
KW	DES	DES	MD	ELC	2-84	



ASD-30-0654

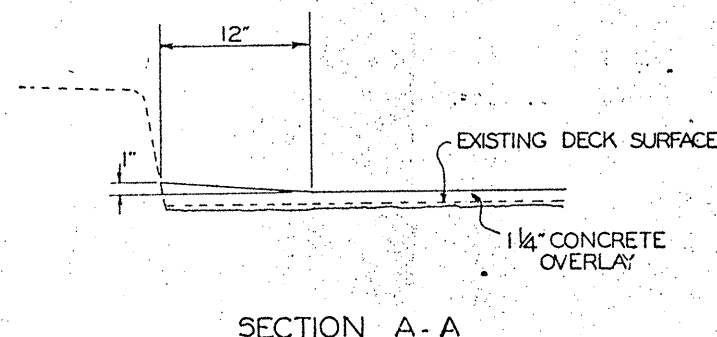


ASD-30-1284

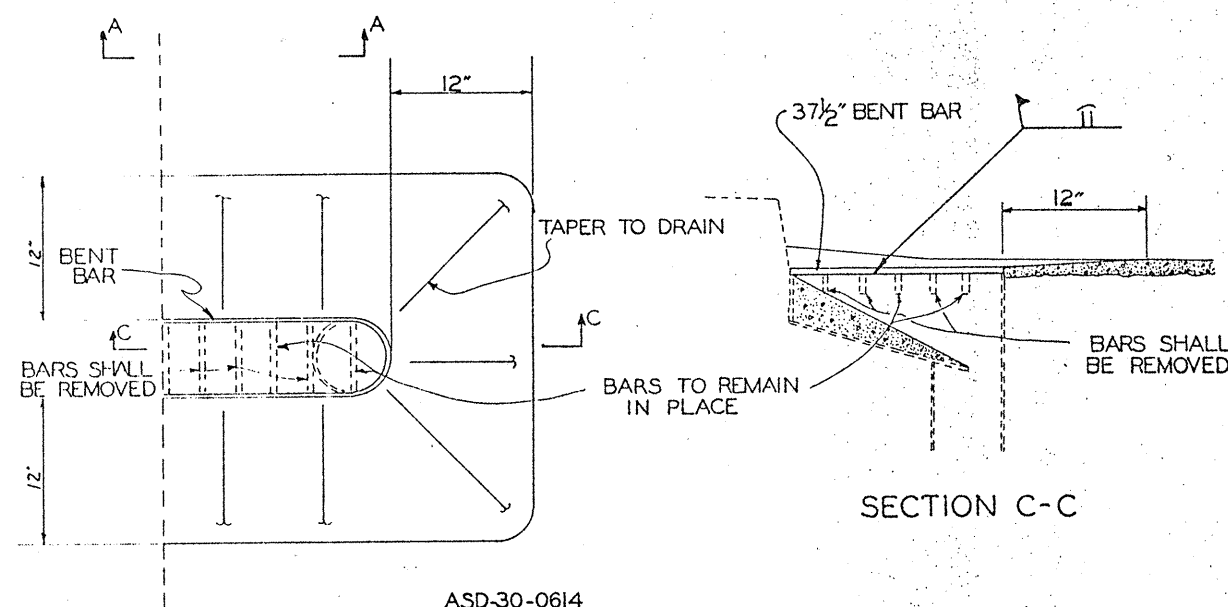
SECTION D-D

NOTE: A BAR SHALL BE BENT TO CONFORM WITH SCUPPER EDGE AND WELDED IN PLACE AFTER EXISTING SURFACE HAS BEEN CLEANED TO THE ENGINEER'S SATISFACTION. A $\frac{1}{2} \times \frac{3}{8}$ " (SEE DRAWINGS FOR LENGTH) BAR SHALL BE USED. (TYP)

NOTE: CONTRACTOR SHALL CLEAN ALL SURFACES, WHICH NEW CONCRETE IS TO BE PLACED AGAINST, TO THE ENGINEER'S SATISFACTION. (TYP)



SECTION A-A



ASD-30-0614

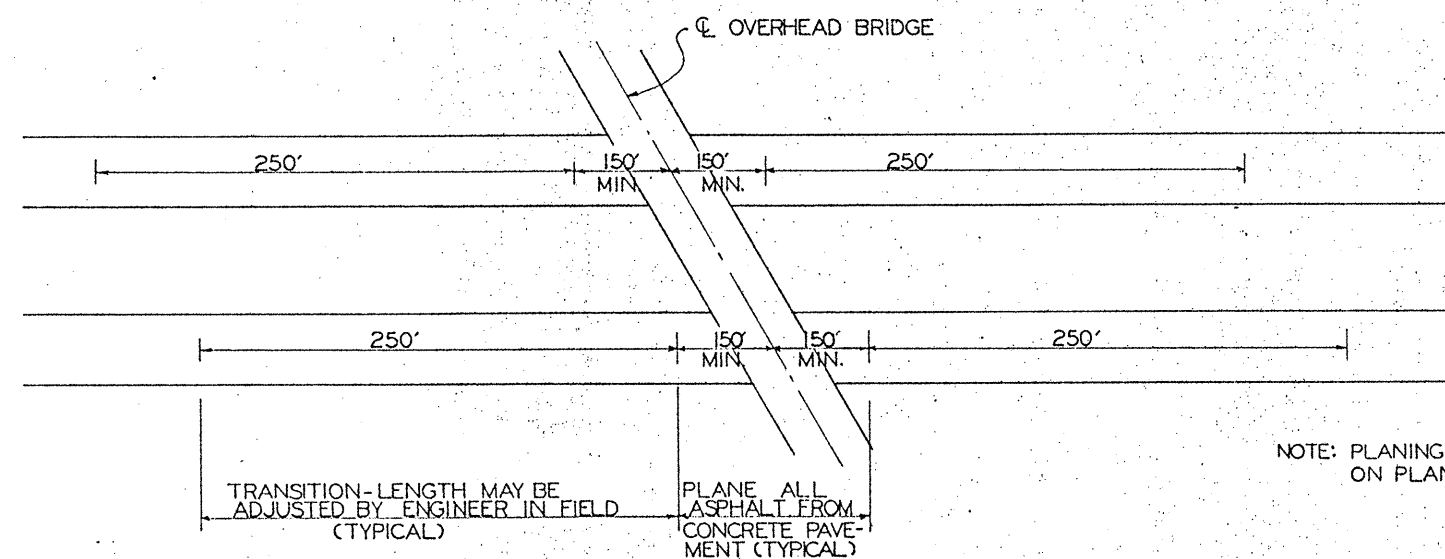
SECTION C-C

SCUPPER EXTENSION AND BAR REMOVAL DETAILS

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

SCUPPER EXTENSION AND
BAR REMOVAL DETAILS

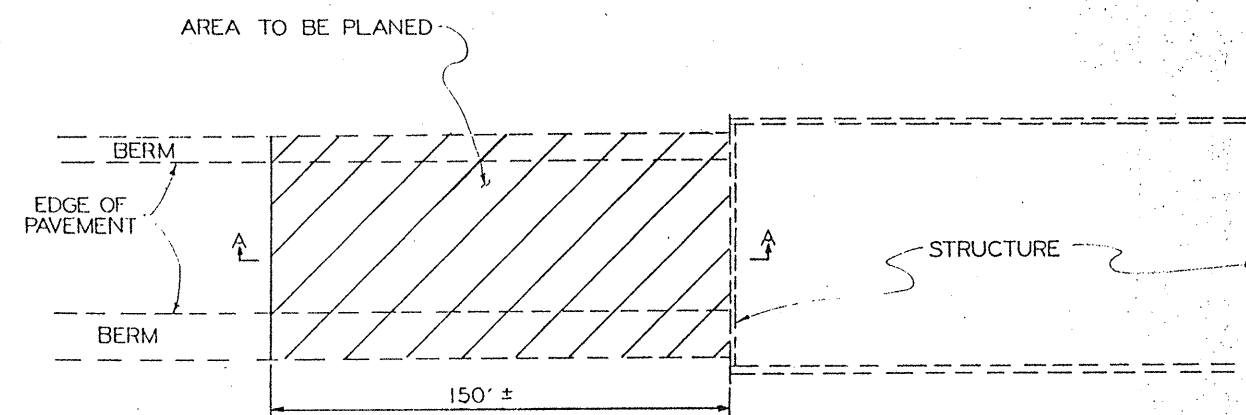
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
KW	SES	SES	MJ	SEC	2-87	



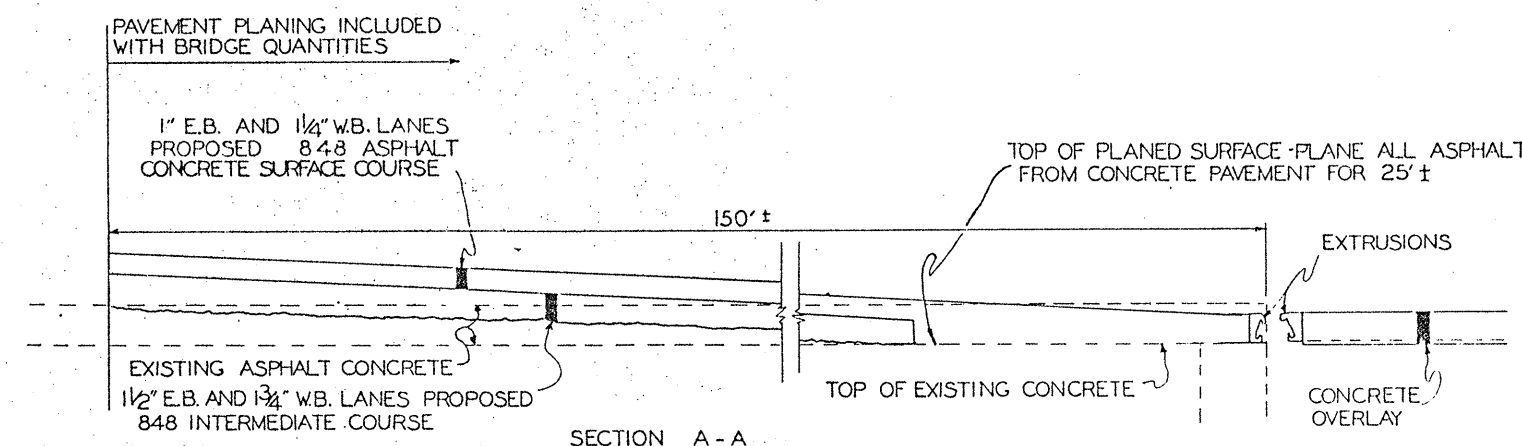
NOTE: THE NEWLY PLANED CONCRETE PAVEMENT SURFACE SHALL BE CLEANED OF LOOSE MATERIAL AT CRACKS AND JOINTS. PARTIAL DEPTH PAVEMENT REPAIRS SHALL BE MADE PRIOR TO REOPENING THE PAVEMENT TO TRAFFIC.

NOTE: PLANING QUANTITIES CARRIED ON PLAN SHEETS

PLANING UNDER OVERHEAD BRIDGES (ASD-30-0614(0654))



DETAILS FOR PLANING ON BRIDGE APPROACHES (ASD-30-0587 L & R)



MAINLINE BRIDGE

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PLANING DETAILS FOR UNDER
OVERHEAD BRIDGES
AND
ON BRIDGE APPROACHES
ASD-30-0587 L&R

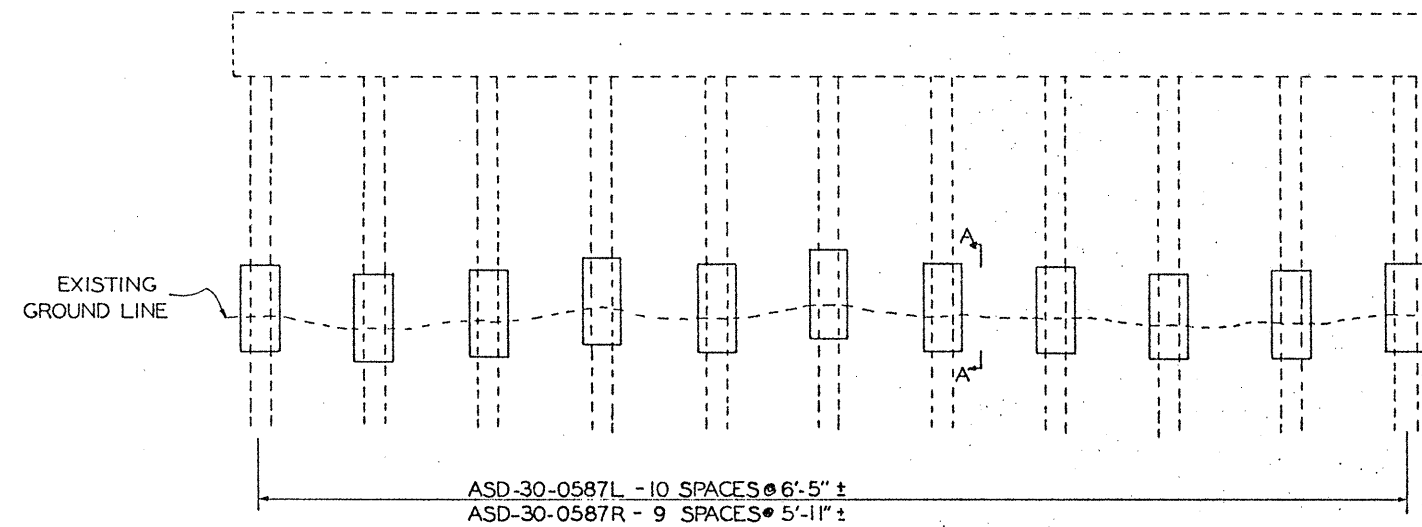
DESIGNED	DRAWN	CHECKED	REVIEWED	DATE	BY
KW	DES	DES	MC	DEC	2-84

CALC. BY *kw*
CHECKED BY *MA* 2-21-84

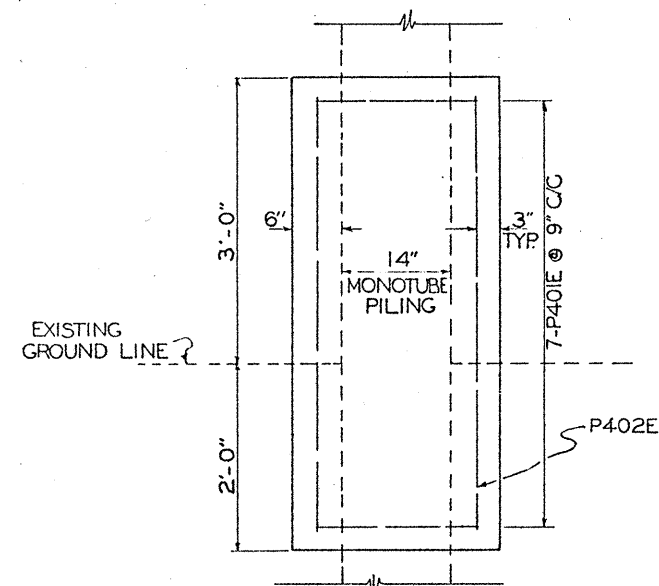
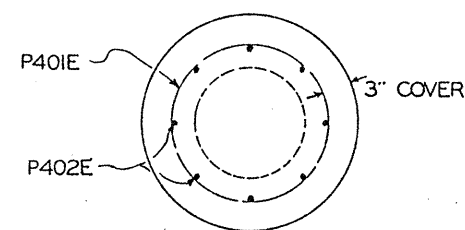
FHWA REGION	STATE	PROJECT
5	OHIO	

45
55

ASD-30 (03.87)(12.84)



ELEVATION VIEW

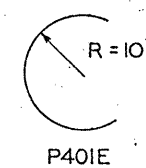


SECTION A-A

REINFORCING STEEL

MARK	NO. PER ENCASEMENT	TOTAL NO.	LENGTH	SHAPE	WEIGHT
P401E	7	294	4'-0"	B	786
P402E	8	336	4'-6"	S	1010
TOTAL -					1796

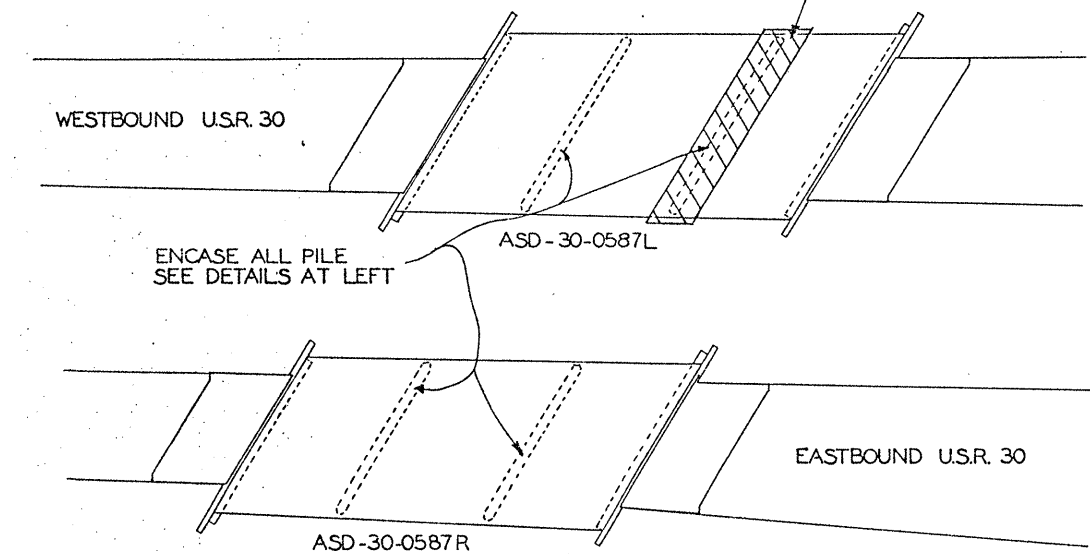
BENDING DIAGRAM



ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
824	1796	LB.	EPOXY COATED REINFORCING STEEL
SPECIAL	210	LIN. FT.	PILE ENCASEMENT
601	36	CU. YD.	DUMPED ROCK FILL, TYPE C

SEE GENERAL NOTE FOR ADDITIONAL ENCASEMENT REQUIREMENTS



PLAN VIEW

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

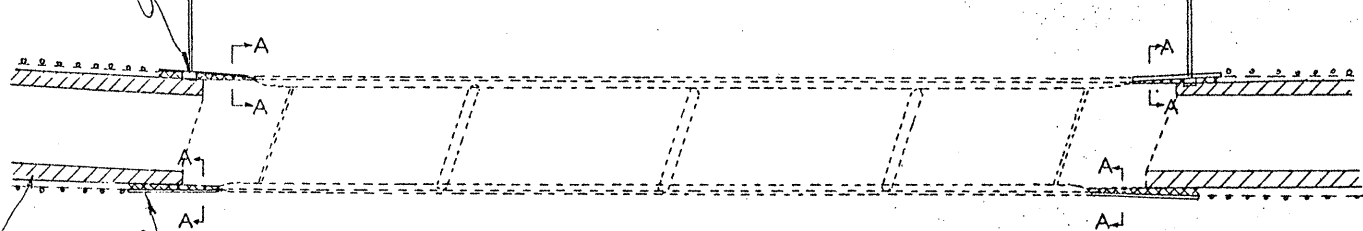
PILE ENCASEMENT DETAILS

DUMPED ROCK FILL

ASD-30-0587 L&R

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
<i>kw</i>	<i>DES</i>	<i>DES</i>	<i>MJ</i>	<i>JEC</i>	2-84	

FOR DETAILS SEE SHEET NO. 47.
STANDARD NO. 6
CATCH BASIN
(TYP.)

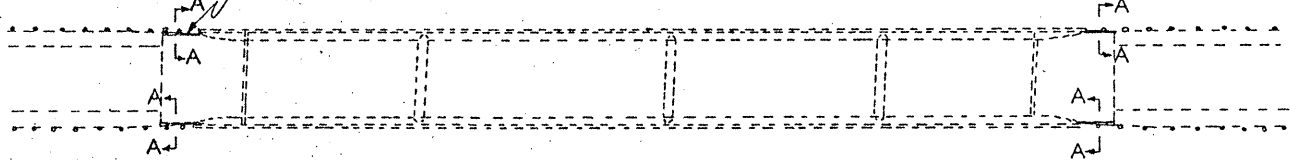


30 LIN. FT. TYPE I ASPHALT
CONCRETE CURB. TYPICAL ALL
CORNERS THIS STRUCTURE.

ASD-30-0614

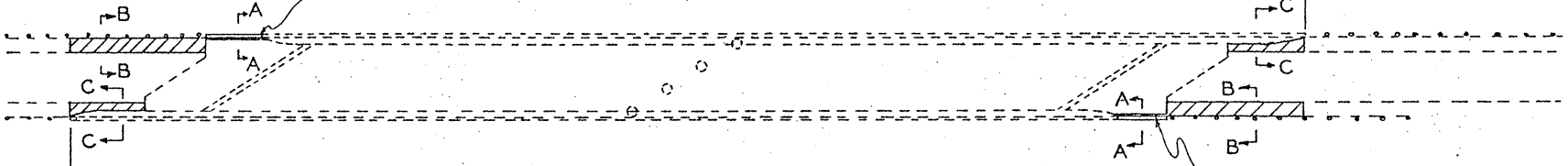
TEMPORARY PAVEMENT
SEE SHEET NO. 51
FOR QUANTITIES

10 LIN. FT. TYPE I ASPHALT
CONCRETE CURB. TYPICAL ALL
CORNERS THIS STRUCTURE.



ASD-30-0654

20 LIN. FT. TYPE I ASPHALT
CONCRETE CURB.



ASD-30-1284

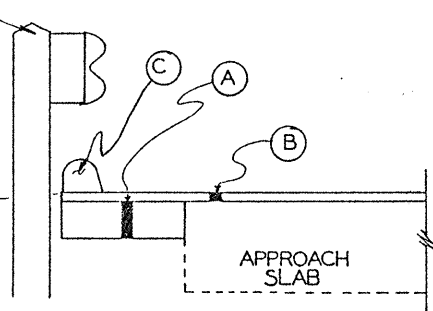
20 LIN. FT. TYPE I ASPHALT
CONCRETE CURB

Proposed
Guardrail

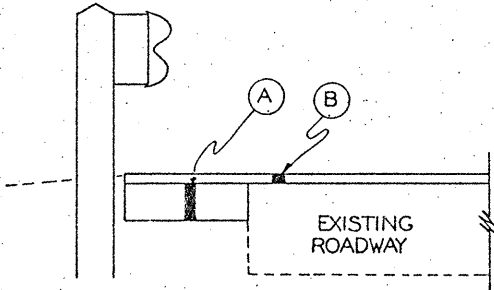
(A) 4"-848 ASPHALT CONCRETE,
SEE SHEET NO. 38 FOR
QUANTITIES.

(B) 848 SURFACE COURSE

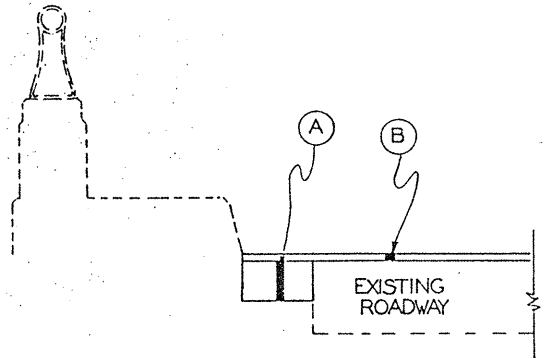
(C) TYPE I ASPHALT CONCRETE
CURB-REFER TO STANDARD DRAWING
BP-5. THE CURB SHALL BE PLACED
AS PER 609.06, EXCEPT IT MAY BE HAND
TAMPED. THE CURB FACE SHALL NOT
EXTEND BEYOND THE GUARDRAIL FACE.
(TYP) SEE SHEET NO. 35 FOR QUANTITIES.



SECTION A-A



SECTION B-B



SECTION C-C

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

ASPHALT CONCRETE CURB

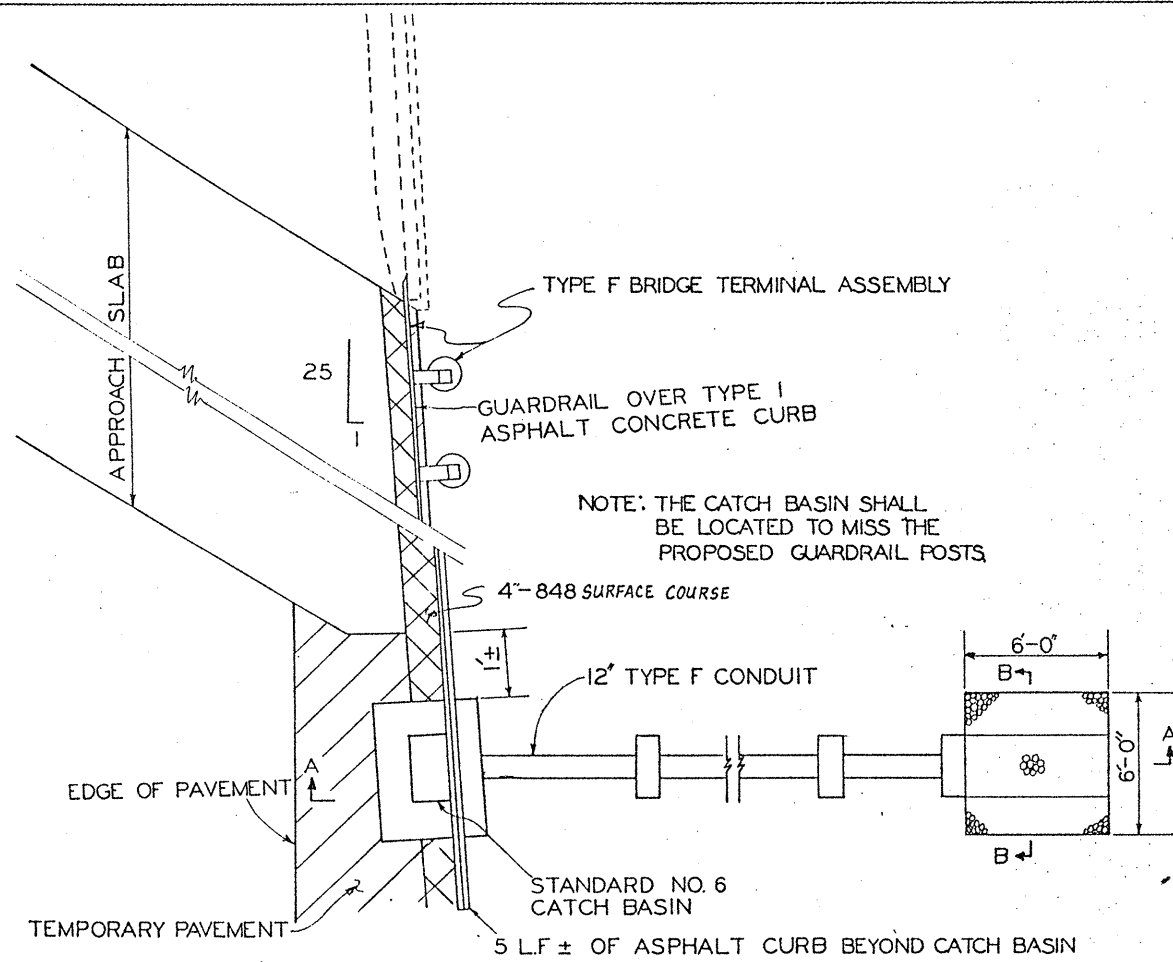
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
KW	DES	DES	MJ	SEC	2-88	
1-13-88	1-13-88					

CALC. BY *XW*
CHECKED BY *MJ* 2-27-84

FHWA REGION	STATE	PROJECT
5	OHIO	

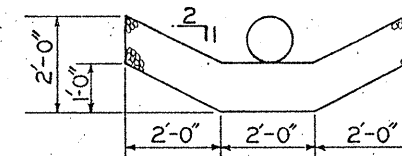
47
55

ASD-30-03.87(12.84)

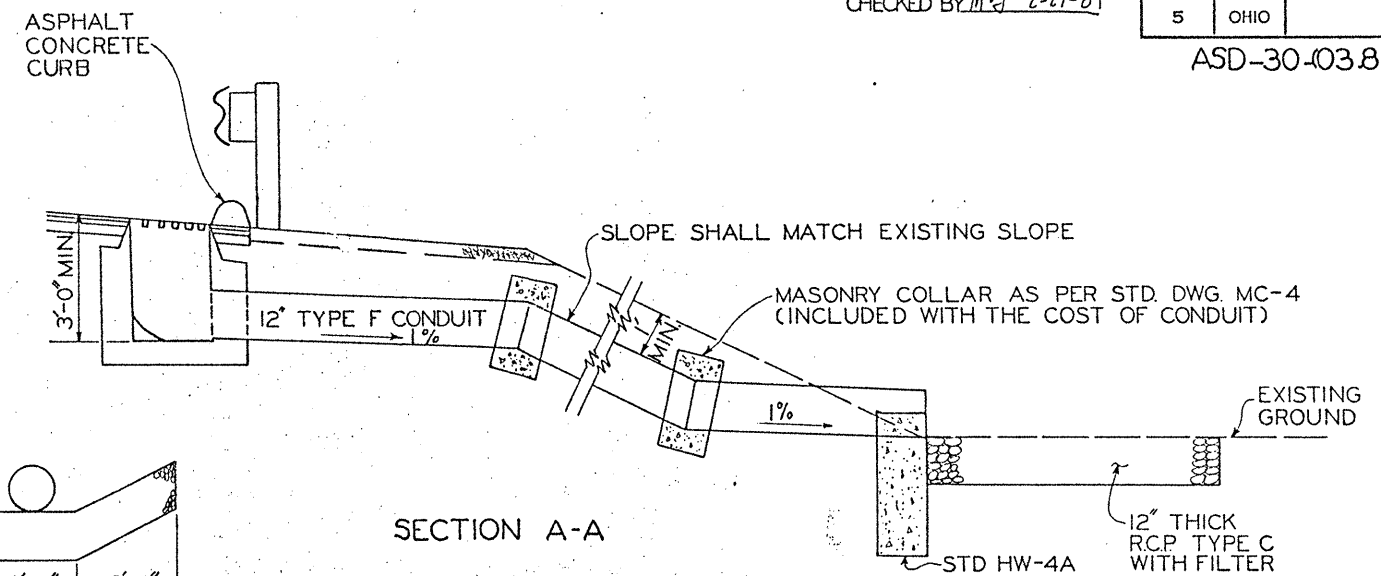


CATCH BASIN DETAILS
(NOT TO SCALE)

SEE PREVIOUS SHEET FOR LOCATIONS



SECTION B-B



SECTION A-A

ESTIMATED QUANTITIES (For 2 Locations)			
ITEM	QUANT	UNIT	DESCRIPTION
601	2.7	CU.YD.	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER
602	0.42	CU.YD.	CONCRETE MASONRY
603	34	LINEAL FT.	12" CONDUIT, TYPE F
604	2	EACH	CATCH BASIN, STANDARD NO. 6

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

CATCH BASIN DETAILS

ASD-30-0614

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
<i>XW</i>	<i>DES</i>	<i>BOM</i>	<i>MJ</i>	<i>JEC</i>	2-84	