

VAN WERT COUNTY
S.H. 265, SEC. "E" (Pt.)
OHIO CITY & "B" (Pt.)

STATE OF OHIO DEPARTMENT OF HIGHWAYS

VAN WERT~ROCKFORD~SOUTH ROAD S.H. 265 SEC. "E" (Pt.) Ohio City & "B" (Pt.) VAN WERT COUNTY LIBERTY TOWNSHIP & VILLAGE OF OHIO CITY

CONVENTIONAL SIGNS

COUNTY LINE	_____
TOWNSHIP LINE	-----
SECTION LINE	-----
CORPORATION LINE	-----
PROPERTY LINE	-----
FENCE LINE	-----
CENTER LINE	-----
STEAM RAILROAD	-----
POLE LINE	-----
HEDGE	-----
DRAIN PIPE (NEW)	-----
DRAIN PIPE (OLD)	-----
GUARD RAIL (NEW)	-----

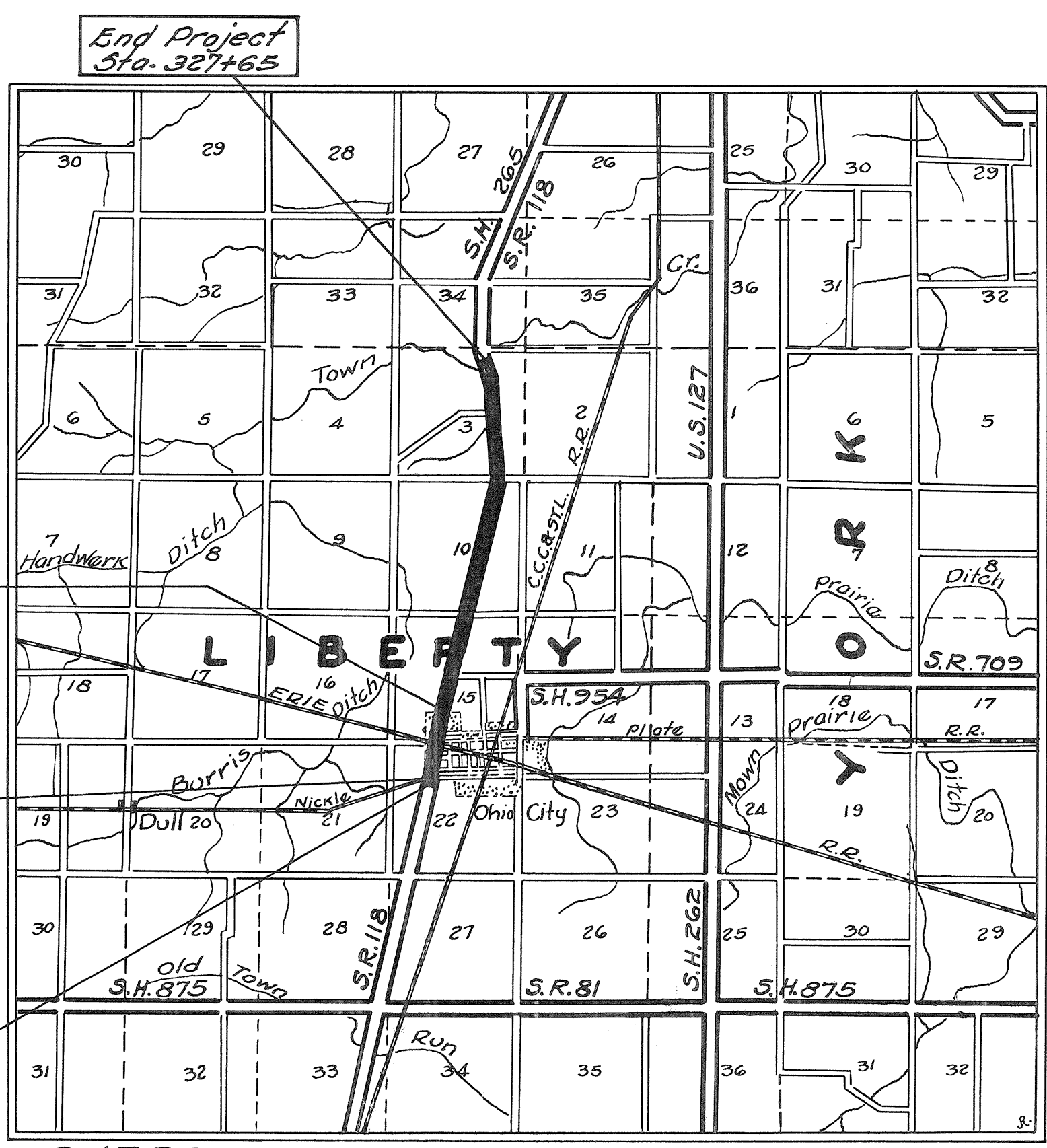
INDEX OF SHEETS

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LINE DATA

BEGIN PROJECT ~ STATION 153+00
 END PROJECT ~ STATION 327+65
 GROSS LENGTH OF PROJECT = 17,465.00 LIN. FT.
 DEDUCTIONS ~ For Railroad Tract (Sta. 154+33 to Sta. 154+43.60) = 10.60 Lin. Ft.
 For Railroad Tract (Sta. 167+35 to Sta. 167+81.65) = 46.65 Lin. Ft.
 Total Deductions = 57.25 Lin. Ft.
 Net Length of Project = 17407.75 Lin. Ft. or 3.296 Miles
 Gross Length of Municipal Section (Sta. 154+15.82 to Sta. 181+68.42) = 2752.60 Lin. Ft.
 Deductions from above = 57.25 Lin. Ft.
 Net Length of Municipal Section = 2695.35 Lin. Ft. or 0.510 Miles
 Net Length of Rural Section (Sta. 153+00 to Sta. 154+15.82) + (Sta. 181+68.42 to Sta. 327+65)
 115.82 + 14596.58 = 14712.40 Lin. Ft. or 2.786 Miles

STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
NUMBER	DATE	NUMBER	DATE
I-1,2,3,4 & 5	3-1-39	I-117	1-15-44
I-8,C,B, 1-2A & B	3-10-42	E-305	Rev. 5-1-41
G-7-07	6-1-42	178	Rev. 4-21-44
		M-102.12	8-2-43



AVERAGE HAUL ~ 1.6 MILES
 DELIVERY POINT ~ OHIO CITY

LOCATION PLAN

Scale 1" = 1 Mile
 PORTION TO BE IMPROVED
 STATE HIGHWAYS
 OTHER ROADS

SCALES

PLAN 1" = 50'
 PROFILE HORIZONTAL 1" = 50'
 PROFILE VERTICAL 1" = 5'
 CROSS SECTIONS 1" = 5'

The Standard Specifications of the State of Ohio, Department of Highways, including changes and Supplemental Specifications listed in the proposal shall govern this improvement.

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.

The right of way necessary for this improvement will be provided by the State of Ohio.

Approved: _____
 Date: 7-25-44 Resident Division Deputy Director

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

Approved: _____
 Date: _____ Chief Engineer, Bureau of Bridges & R.R. Crossings

Approved: Murray D. Shaffer
 Date: 7-24-44 Chief Engineer, Bureau of Location & Right of Way

Approved: _____
 Date: 7-24-44 First Assistant Director & Chief Engineer

Approved: _____
 Date: 7-25-44 Director of Highways

FILE VAN WERT COUNTY
 NO. S.H. 265, SEC. "E" (Pt.) OHIO CITY & "B" (Pt.)
 DATE OF LETTING
 CONTRACT No.

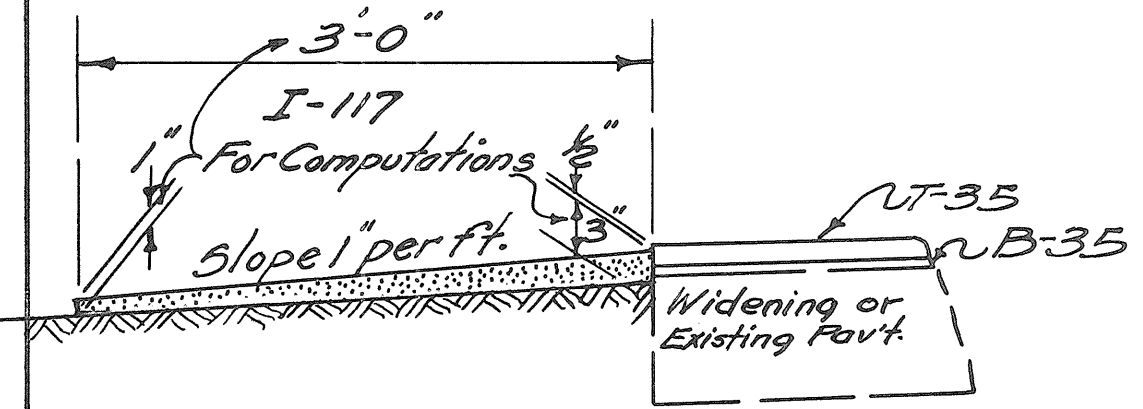
CONSTRUCTION BUREAU
 JUN 13 1955
 GROUND PHOTO LAB

TYPICAL SECTIONS

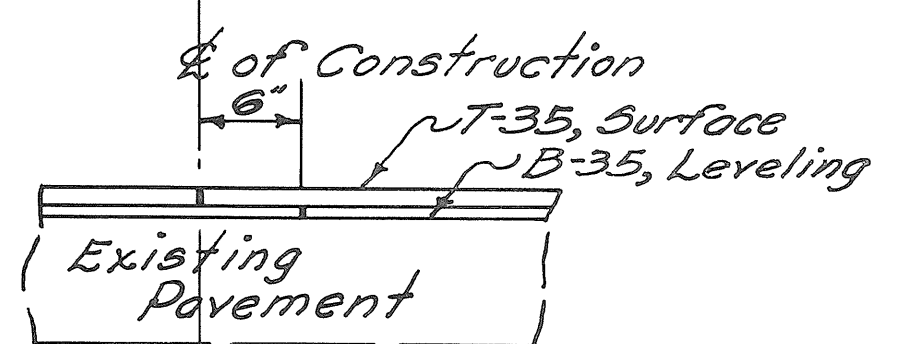
TYPE T-35

Scale: 1/2" = 1'-0"

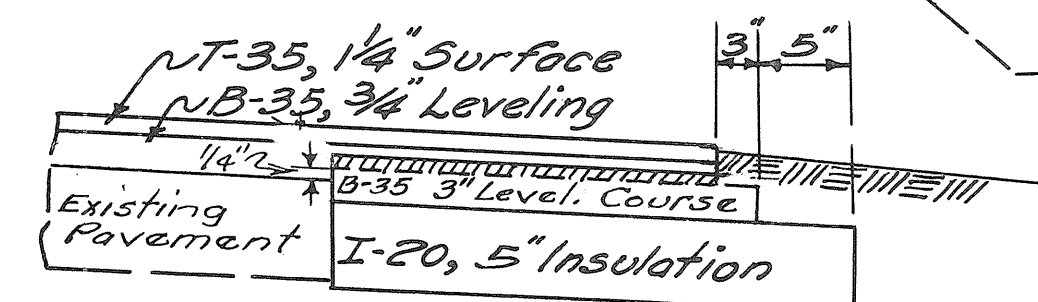
Existing pavement in Ohio City is an 8" Portland Cement Concrete. Average Crown 1 1/2"



DETAIL SHOWING BERM TREATMENT AT EDGE OF PAVEMENT (MUNICIPAL)
Scale: 1" = 1'-0"



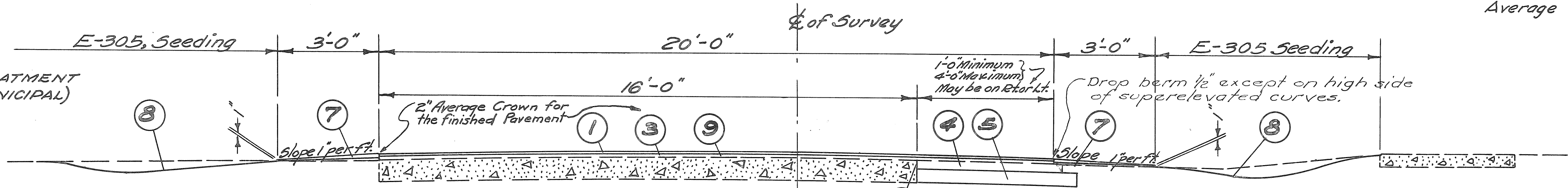
DETAIL OF LONGITUDINAL CONSTRUCTION JOINT
Scale 1" = 1'-0"



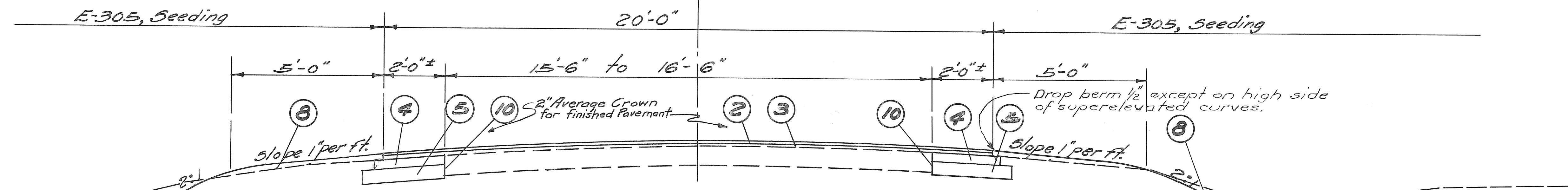
COURSE DETAIL FOR CONSTRUCTION WITHOUT SIDE FORMS.
Scale 1" = 1'-0"

Note:- The trench for the I-20, Coarse Graded Insulation Course shall be cut to neat lines and the supporting edge shall be rolled simultaneously with the I-20 Course.

Where the 3 inch leveling course in the widened area would finish more than 1/4 inch above the edge of the existing pavement, that portion below the dashed line shall be placed and compacted in a separate operation. The hatched portion above the dashed line shall be placed simultaneously with the full width leveling course.



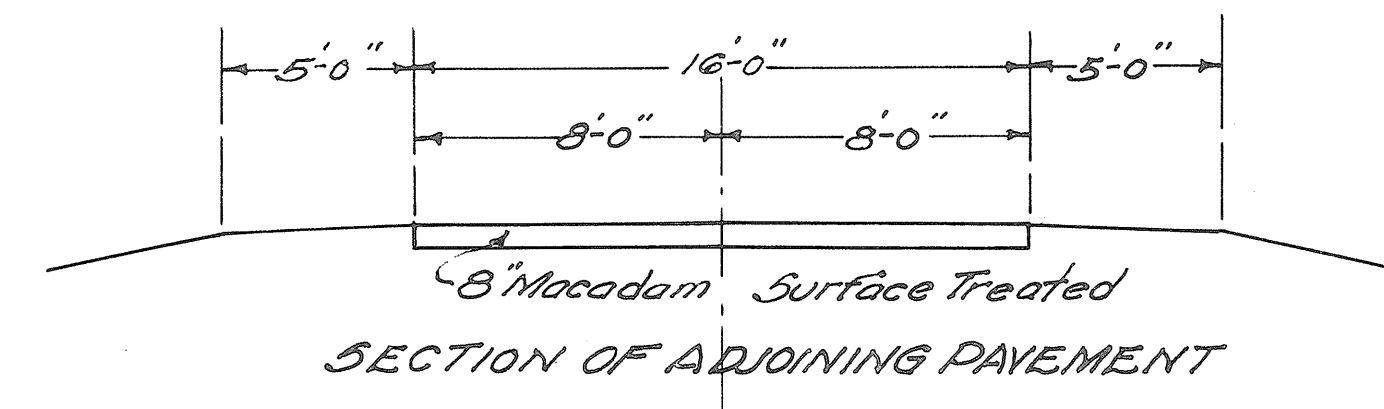
The above section is to be used from Sta. 154+15.82 to Sta. 154+33 = 17.18 Lin. Ft.
Sta. 154+43.60 to Sta. 167+35 = 1291.40 Lin. Ft.
Sta. 167+81.65 to Sta. 181+68.42 = 1386.77 Lin. Ft.
Total = 2695.35 Lin. Ft. (Municipal)



The above section is to be used from Sta. 153+00 to Sta. 154+15.82 = 115.82 Lin. Ft.
Sta. 181+68.42 to Sta. 322+77.40 = 14108.98 Lin. Ft.
Sta. 323+20.25 to Sta. 327+65 = 444.75 Lin. Ft.
Total = 14669.55 Lin. Ft. (Rural)

Existing pavement on Sec. E (Pt.) & B. is S.T. Macadam. Average Crown 2" to 3"

- ① Item T-35, 1/4" Asphaltic Concrete Surface Course, Type "B", or Type "B"-Modified as per special provisions.
- ② Item T-35, 1/4" Asphaltic Concrete Surface Course, Type "A"
- ③ Item B-35, 3/4" Minimum Thickness Asphaltic Concrete Leveling Course
- ④ Item B-35, 3" Asphaltic Concrete Leveling Course.
- ⑤ Item I-20, 5" Insulation Course, Coarse Graded Type
- ⑥ Item E-10, Sealing (Only) of Existing Pavement Edge
- ⑦ Item I-117, Side Approaches, Mail Box Turnouts, and Berm Material
- ⑧ Item E-305, Seeding and Protecting Roadway Areas
- ⑨ Item T-30, Bituminous Prime Coat using Bituminous Material, sec. M-5.12, AE-3 applied at the rate of 0.10 Gal. per Sq. Yd. including sand cover.
- ⑩ Item E-10, Cutting and Sealing of Edge of Existing Pavement.

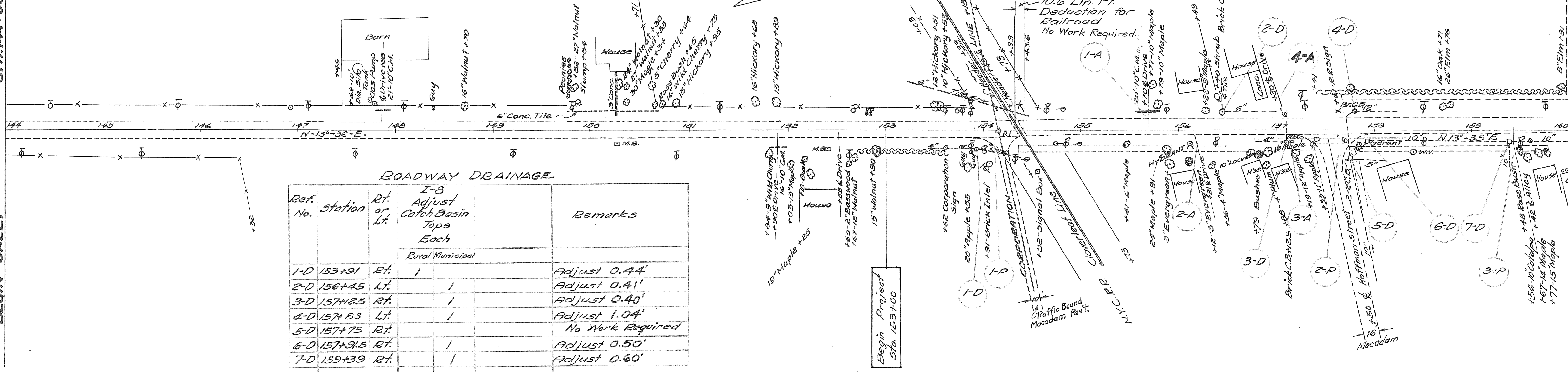


STA. 144+00

BEGIN SHEET

STA. 160+00

END SHEET



ROADWAY DRAINAGE

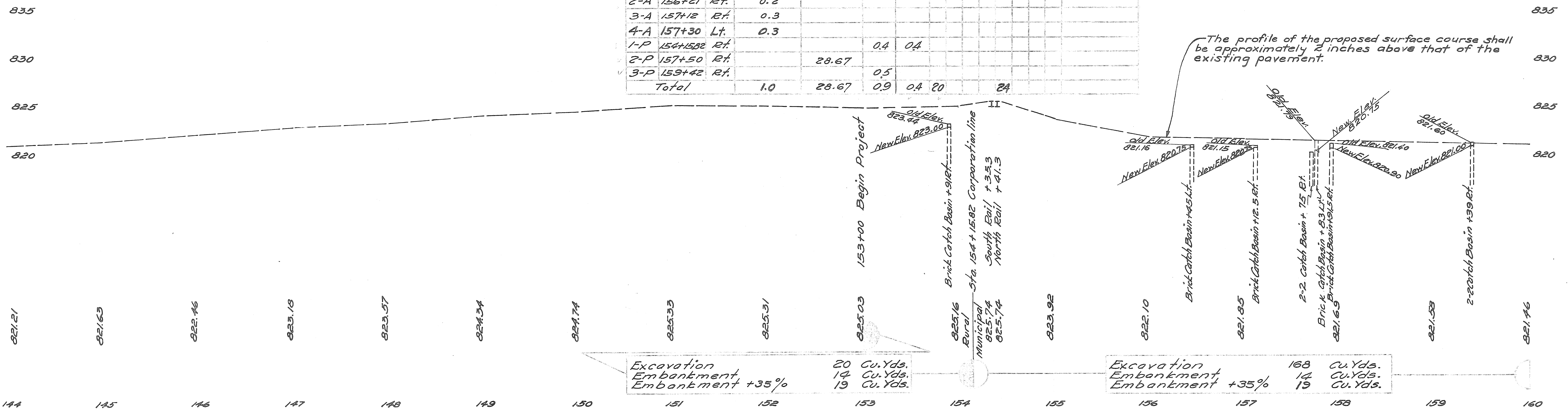
Ref. No.	Station	Rt. or Lt.	I-B Adjust Catch Basin Tops Each		Remarks
			Rural	Municipal	
1-D	153+91	Rt.	1		Adjust 0.44'
2-D	156+45	Lt.	1		Adjust 0.41'
3-D	157+25	Rt.	1		Adjust 0.40'
4-D	157+83	Lt.	1		Adjust 1.04'
5-D	157+73	Rt.			No Work Required
6-D	157+91.5	Rt.	1		Adjust 0.50'
7-D	159+39	Rt.	1		Adjust 0.60'
Total			1	5	

B.M. Spike in 16" Walnut Tree
 Sta. 148+70 on Lt. 30'
 Elev. 824.57

APPROACHES "A" & "P"

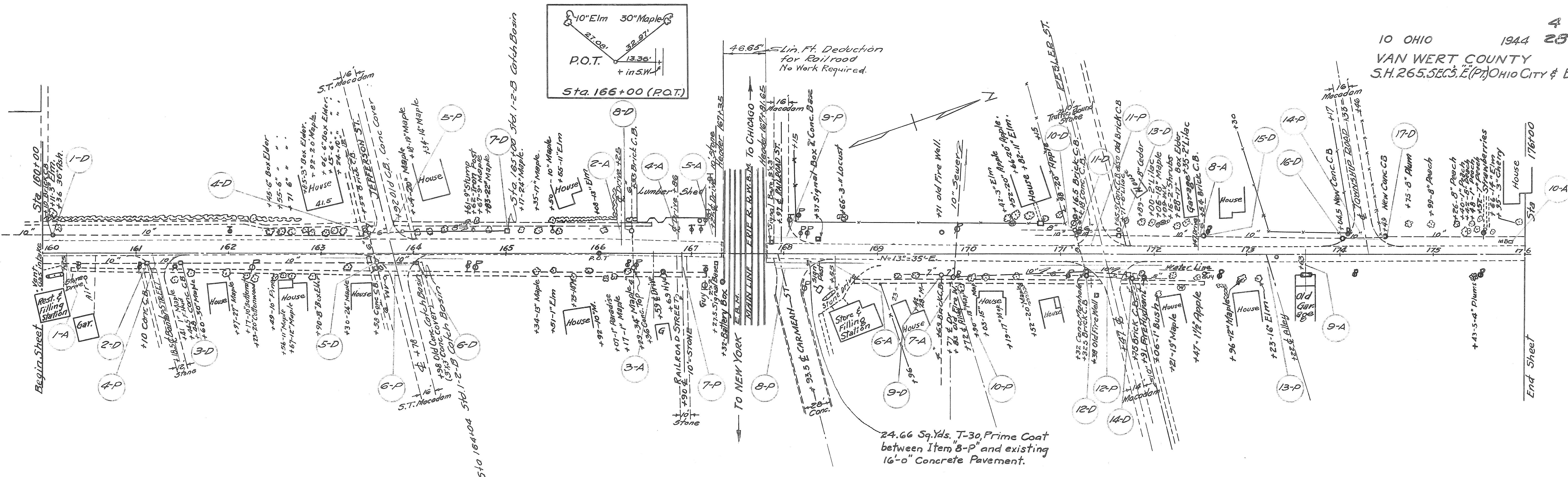
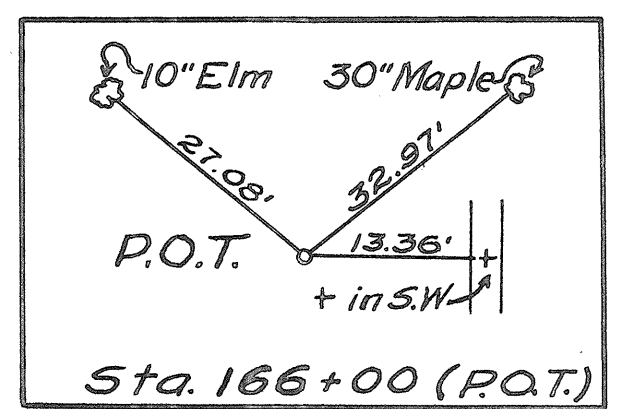
Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches		T-35 Asphaltic Concrete Surface Course		I-117 Aggregate for Intersections		E-12 Pipe removed and Stored		I-1 Pipe for Driveways		Remarks
			Municipal	Rural	Municipal	Rural	Lin. Ft.	Municipal	Municipal				
1-A	153+70	Lt.	0.2						20	24			
2-A	156+21	Rt.	0.2										
3-A	157+12	Rt.	0.3										
4-A	157+30	Lt.	0.3										
1-P	154+582	Rt.					0.4	0.4					
2-P	157+50	Rt.										28.67	
3-P	159+42	Rt.										0.5	
Total			1.0				0.9	0.4	20	24			

B.M. on Top of Fire Hydrant
 Sta. 156+10 on Rt. 30'
 Elev. 825.34



Excavation 20 Cu. Yds.
 Embankment 14 Cu. Yds.
 Embankment +35% 19 Cu. Yds.

Excavation 168 Cu. Yds.
 Embankment 14 Cu. Yds.
 Embankment +35% 19 Cu. Yds.



B.M. on top of Fire Hydrant
 STA. 161+44.5 on Rt. 30'
 Elev. 824.00

B.M. on top of Fire Hydrant
 STA. 166+69 on Rt. 20'
 Elev. 824.78

B.M. on top of Fire Hydrant
 STA. 171+90 on Rt. 24.6
 Elev. 822.94

ROADWAY DRAINAGE (Municipal)

Ref. No.	Station	Rt. or Lt.	I-8 Adjust. 8" Pipe Catch Basin way Tabs Drainage Each lin Ft.	I-3 8" Pipe Catch Basins Each	I-B Catch Basins Each	Remarks
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825

815

810

1-D	160+10	Lt.	1			Old Elev. 821.03 Adjust. .53' New Elev. 821.56
2-D	161+10	Rt.	1			Old Elev. 821.17 Adjust. .57' New Elev. 821.74
3-D	161+48	Rt.	1			Old Elev. 821.13 Adjust. .63' New Elev. 821.76
4-D	163+52	Lt.	1			Old Elev. 820.50 Adjust. .81' New Elev. 821.31
5-D	163+58	Rt.	1			Old Elev. 820.25 Adjust. .80' New Elev. 821.05
6-D	164+04	Rt.		10	1	Existing C.B. @ 164+04 to be removed in conformity with Item I-8.04
7-D	165+00	Lt.		112	1	No Work Required
8-D	166+35	Lt.				No Work Required
9-D	169+69	Rt.	1			Old Elev. 820.49 Adjust. .69' New Elev. 821.18
10-D	171+16	Lt.				No Work Required
11-D	171+18	Lt.	1			Old Elev. 819.85 Adjust. .50' New Elev. 819.35
12-D	171+32.5	Rt.	1			Old Elev. 820.17 Adjust. .77' New Elev. 820.94
13-D	171+65	Lt.	1			Old Elev. 820.05 Adjust. 1.03' New Elev. 821.08
14-D	171+75	Rt.	1			Old Elev. 820.16 Adjust. .86' New Elev. 819.30
15-D	172+54	Lt.	1			Old Elev. 820.22 Adjust. .77' New Elev. 819.45
16-D	174+04.5	Lt.	1			Old Elev. 820.56 Adjust. .56' New Elev. 820.00
17-D	174+49	Lt.	1			Old Elev. 820.69 Adjust. .69' New Elev. 821.38
Total			13	122	2	

821.46
821.30

821.16
821.10

Excavation 251 Cu. Yds.
 Embankment 5 Cu. Yds.
 Embankment +35% 7 Cu. Yds.

APPROACHES "A" & "P" (Municipal)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yds.	T-35 Asphaltic Concrete Surface Course Sq. Yds.	I-117 Aggregate for Intersections Cu. Yds.	Remarks
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825

820

815

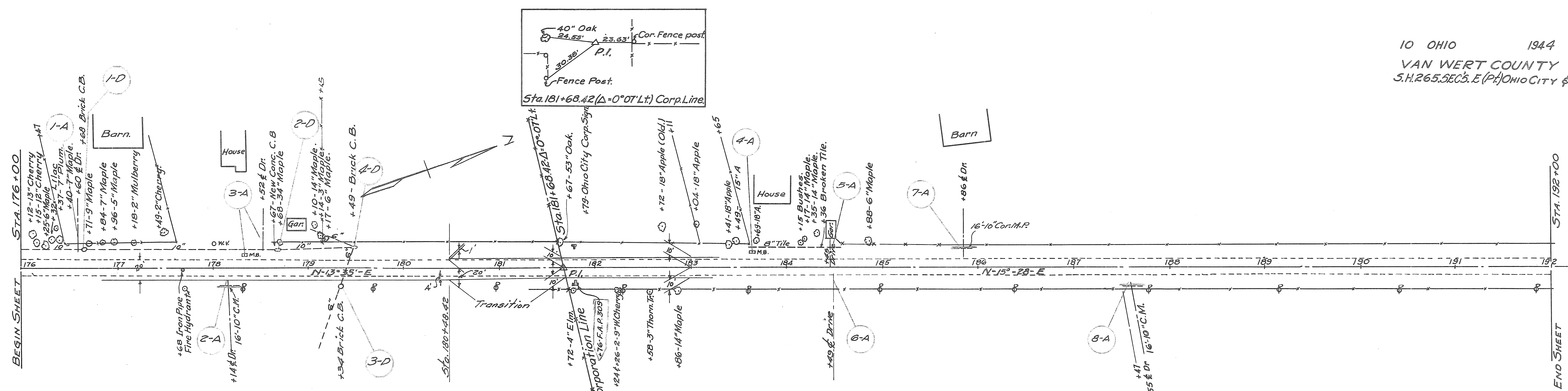
805

1-A	160+25	Rt.	0.2			
2-A	166+25	Lt.	0.2			
3-A	166+59	Rt.	0.2			
4-A	166+86	Lt.	0.2			
5-A	167+25	Lt.	0.2			
6-A	168+55	Rt.	0.2			
7-A	169+77	Rt.	0.2			
8-A	172+47	Lt.	0.2			
9-A	173+63	Rt.	0.2			
10-A	175+87	Lt.	0.3			
4-P	161+18.50	Rt.			0.9	
5-P	163+78	Lt.		29.34		
6-P	163+78	Rt.		27.34		
7-P	166+90	Rt.			0.5	
8-P	167+93.5	Rt.		28.34		
9-P	167+97	Lt.		22.67		
10-P	169+72	Rt.			0.5	
11-P	171+47	Lt.			1.4	
12-P	171+47	Rt.		35.00		
13-P	173+22	Rt.			0.5	
14-P	174+33	Lt.		35.00		
Total			2.1	177.69	3.8	

820.55
820.47

820.79
821.02

Excavation 454 Cu. Yds.
 Embankment 22 Cu. Yds.
 Embankment +35% 30 Cu. Yds.



ROADWAY DRAINAGE (Municipal)

Ref. No.	Station	Rt. or Lt.	I-8 Adjust Catch Basin Tops Each	Remarks
1-D	176+68	Lt.	1	Adjust 0.88'
2-D	178+67	Lt.	1	Adjust 0.73'
3-D	179+34	Rt.	1	Adjust 0.60'
4-D	179+49	Lt.	1	Adjust 0.51'
Total			4	

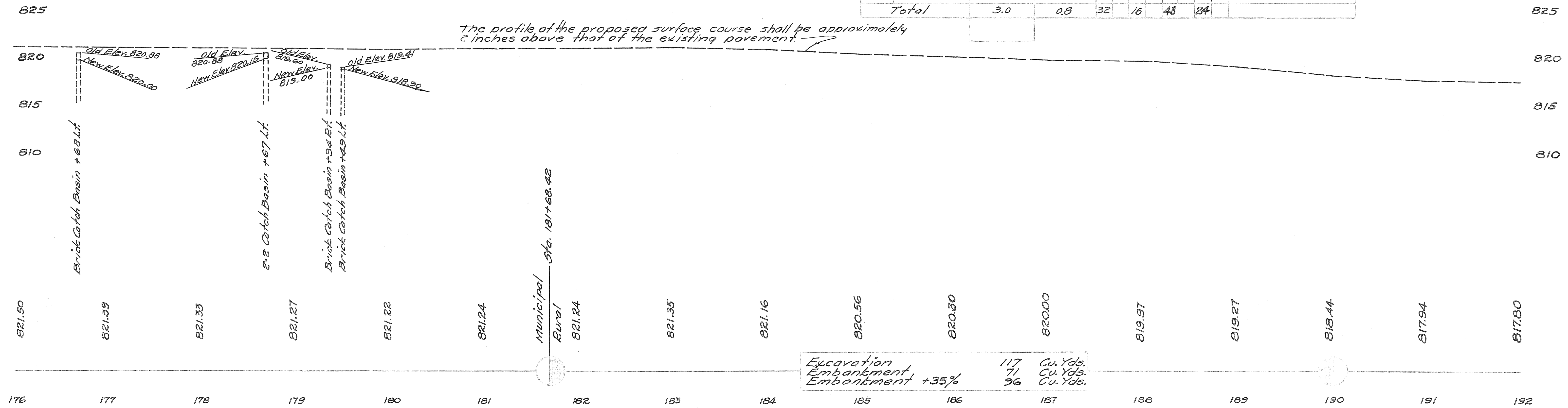
APPROACHES "A"

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches		E-12 Pipe removed and stored		I-1 Pipe for Driveways		Remarks
			Cu. Yds. Rural	Cu. Yds. Municipal	Rural Muni. Lin. Ft.	Muni. Lin. Ft.	Rural Muni. Lin. Ft.	Muni. Lin. Ft.	
1-A	176+60	Lt.		0.2					
2-A	178+14	Rt.		0.2		16		24	
3-A	178+52	Lt.		0.4					
4-A	183+63	Lt.	1.0						
5-A	184+45	Lt.	0.5						
6-A	184+49	Rt.	0.5						
7-A	185+86	Lt.	0.5		16			24	
8-A	187+55	Rt.	0.5		16			24	
Total			3.0	0.8	32	16	48	24	

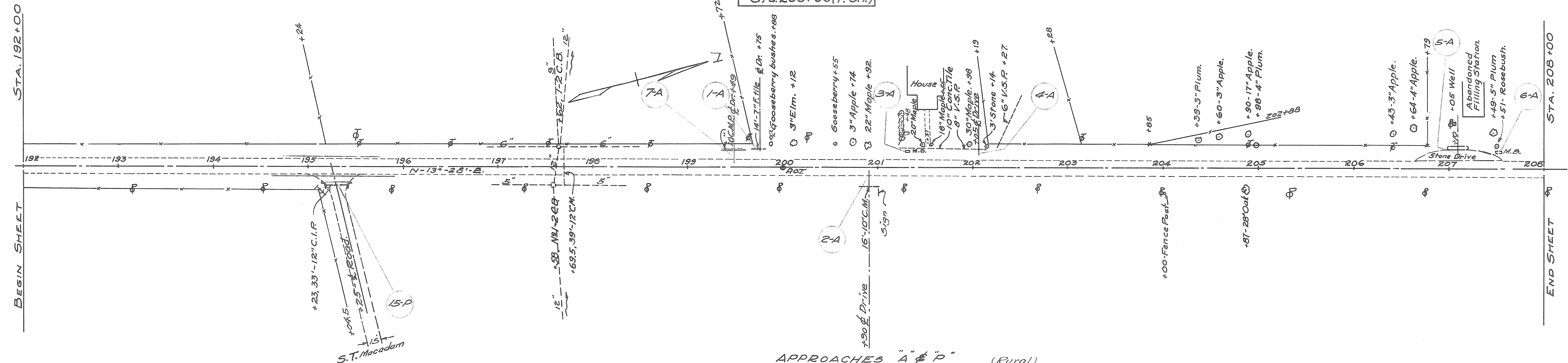
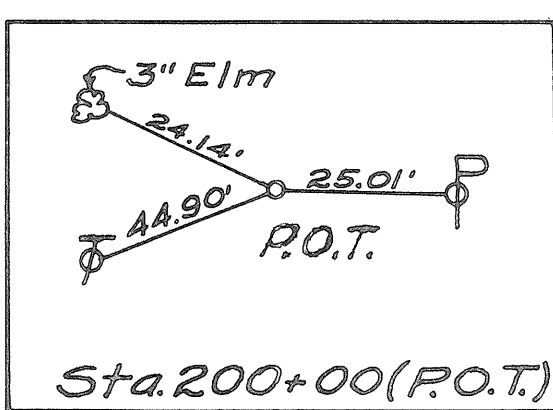
End Sec. "Ohio City"
 Begin Sec. "B"
 Sta. 181+68.42

B.M. Spike in 48" Oak Tree.
 Sta. 181+68 on Lt. 25'
 Elev. 822.84

The profile of the proposed surface course shall be approximately 2 inches above that of the existing pavement.



Excavation 117 Cu. Yds.
 Embankment 71 Cu. Yds.
 Embankment +35% 96 Cu. Yds.

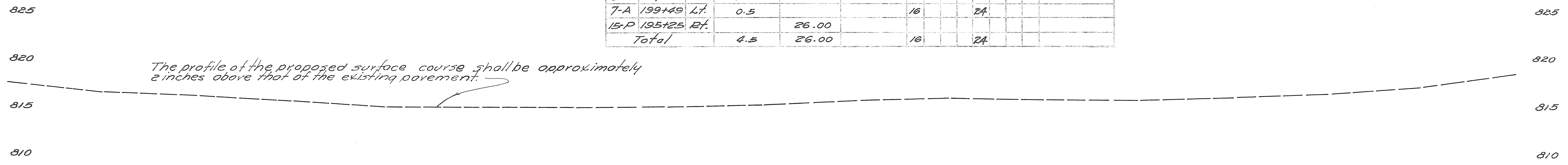


APPROACHES "A" & "P" (Rural)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yds.	7-35 Asphaltic Concrete Surface Course Sq. Yds.	E-12 Pipe removed and Stored Lin. Ft.	I-1 Pipe for Driveways Lin. Ft.	Remarks
1-A	199+75	Lt.	0.5				
2-A	200+90	Rt.	0.5				
3-A	201+30	Lt.	1.0				
4-A	202+05	Lt.	0.5				
5-A	207+10	Lt.	0.5				
6-A	207+53	Lt.	1.0				
7-A	199+49	Lt.	0.5		16	24	
15-P	195+25	Rt.		26.00			
Total			4.5	26.00	16	24	

B.M. Spike in 24" Hickory.
 STA. 196+75 on Rt. 200'
 Elev. 814.80

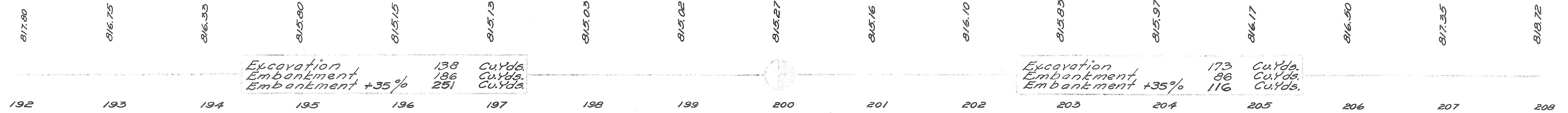
B.M. Spike in 28" Oak.
 STA. 204+87 on Rt. 25'
 Elev. 816.92.

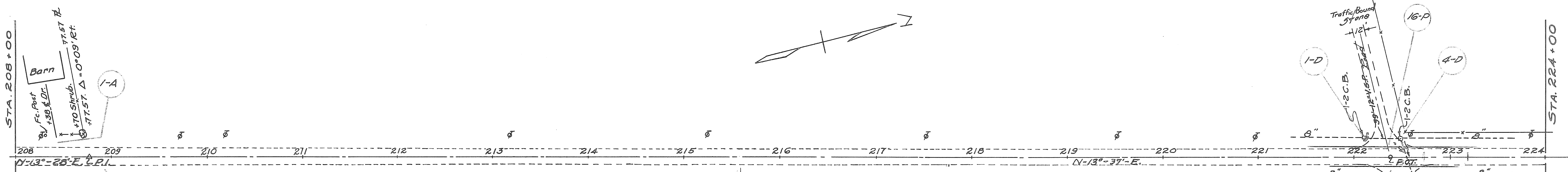
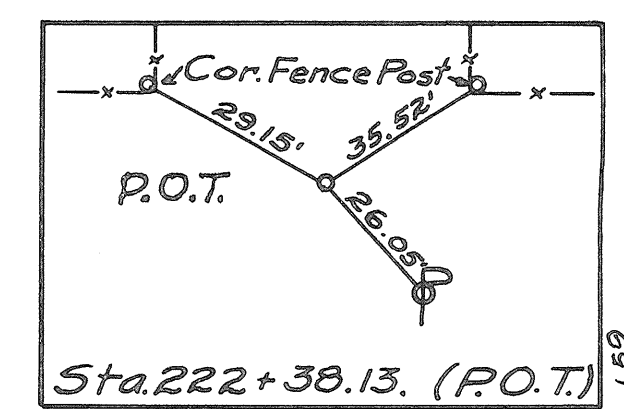
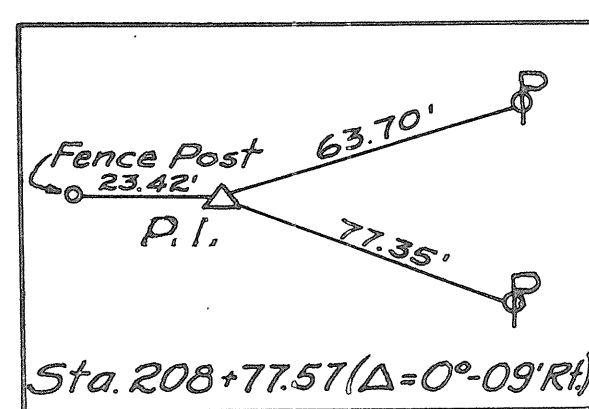


The profile of the proposed surface course shall be approximately 2 inches above that of the existing pavement.

Excavation	138	Cu. Yds.
Embankment	186	Cu. Yds.
Embankment +35%	251	Cu. Yds.

Excavation	173	Cu. Yds.
Embankment	86	Cu. Yds.
Embankment +35%	116	Cu. Yds.



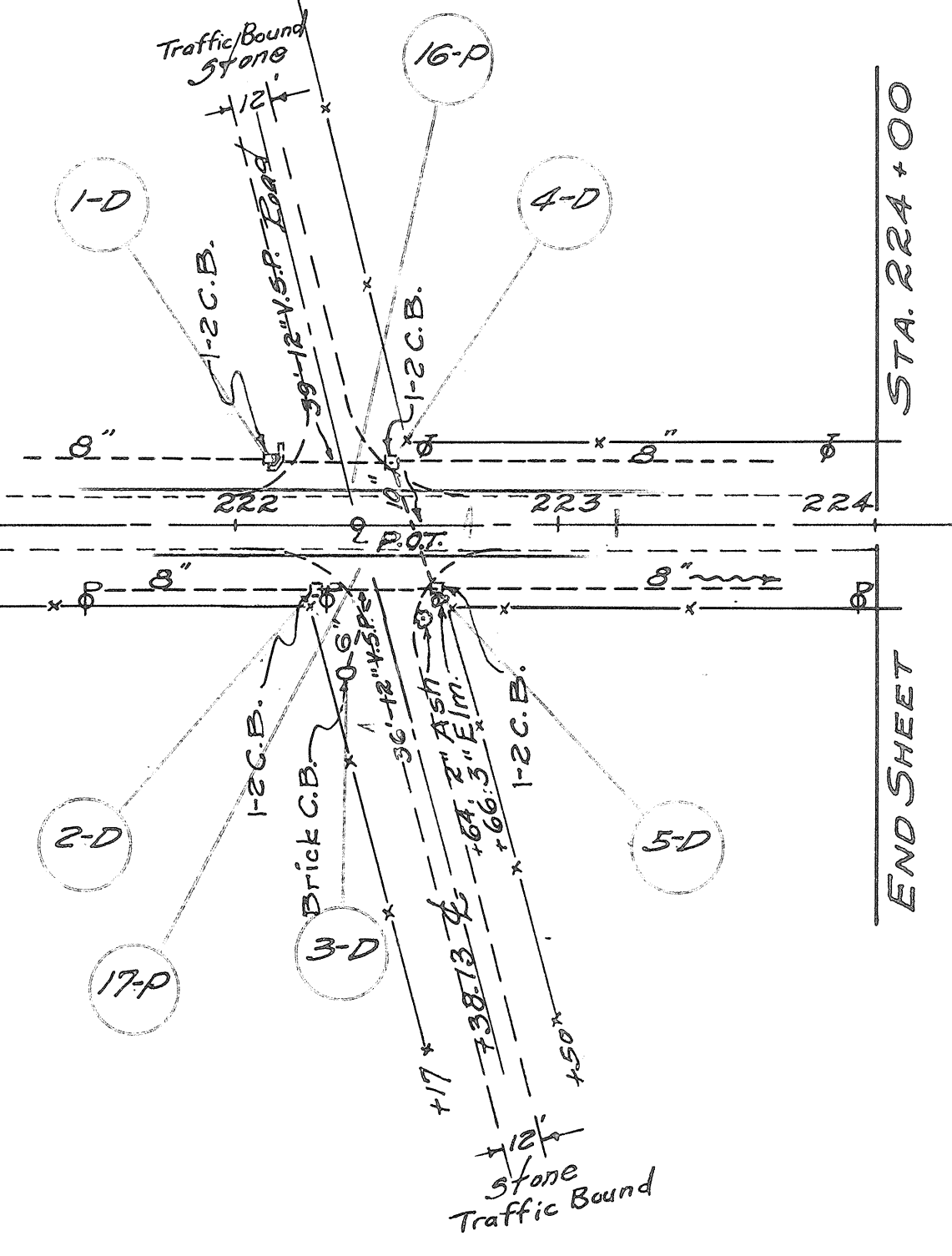


ROADWAY DRAINAGE (Rural)

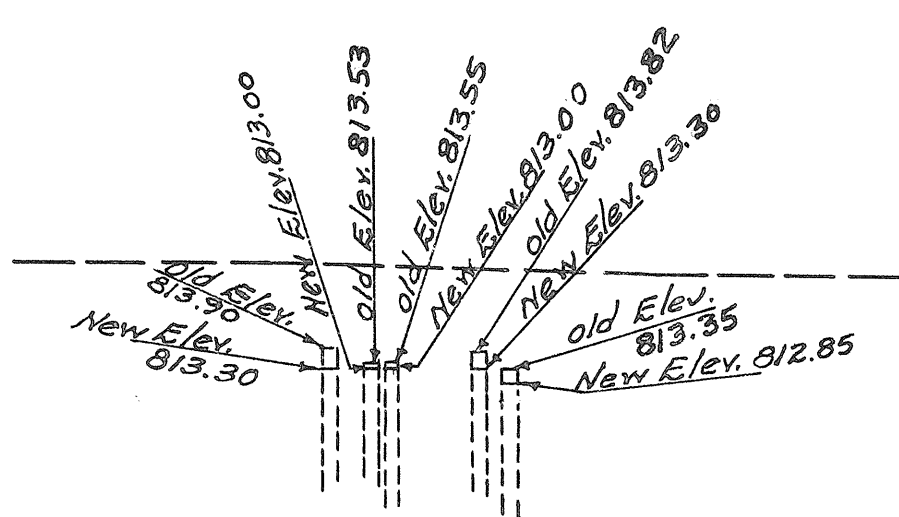
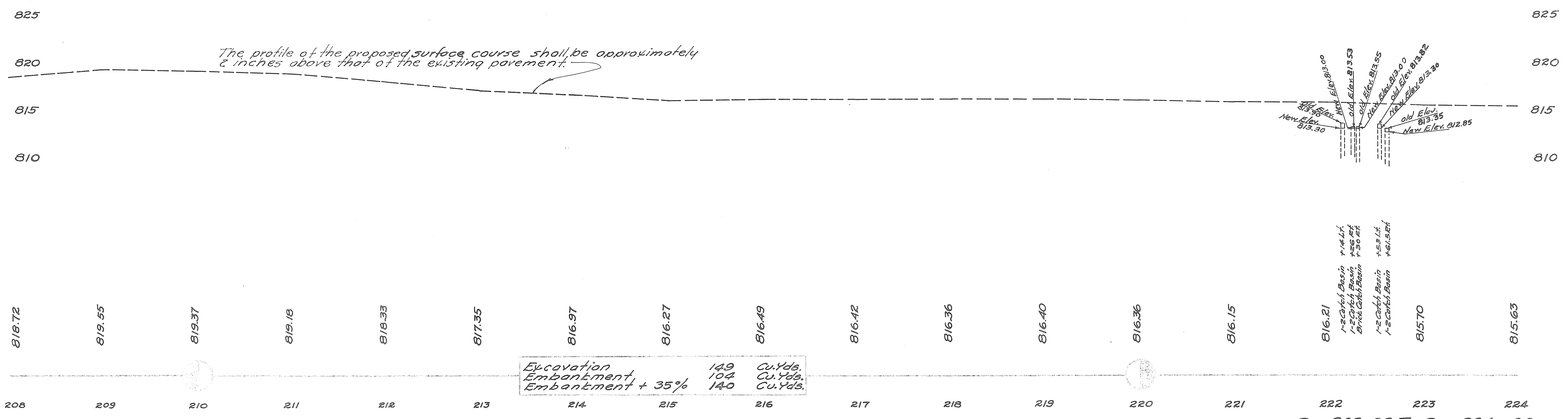
Ref. No.	Station	Rt. or Lt.	I-8 Adjust Catch Basin Tops Each	Remarks
1-D	222+14	Lt.	1	Adjust 0.60'
2-D	222+26	Rt.	1	Adjust 0.53'
3-D	222+30	Rt.	1	Adjust 0.50'
4-D	222+53	Lt.	1	Adjust 0.52'
5-D	222+61.5	Rt.	1	Adjust 0.50'
Total			5	

APPROACHES "A" & "P" (Rural)

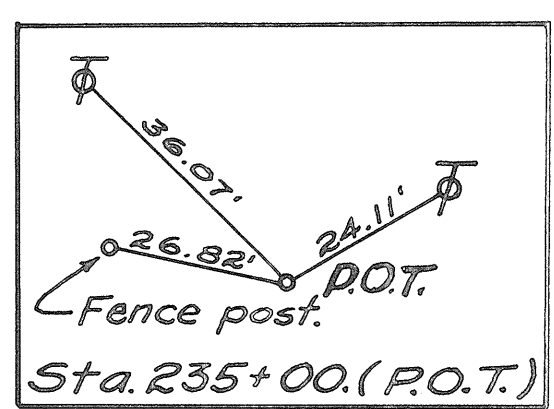
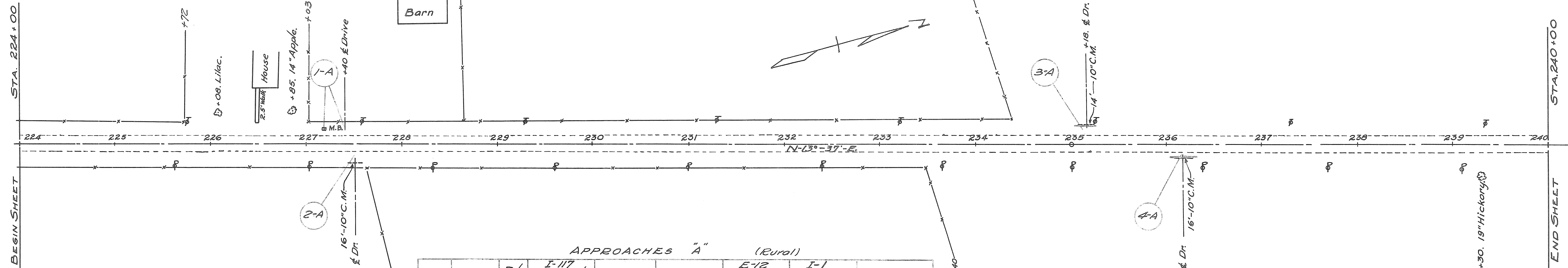
Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yds.	I-117 Aggregate for Intersections Cu. Yds.	Remarks
1-A	208+38	Lt.	0.5		
2-A	208+92	Rt.	0.5		
3-A	215+59	Rt.	0.5		
16-P	222+38.13	Lt.		1.7	
17-P	222+38.13	Rt.		1.6	
Total			1.5	3.3	



B.M. in South Headwall, W. End,
 STA. 222+15 on Lt. 20'
 Elev. 816.53.



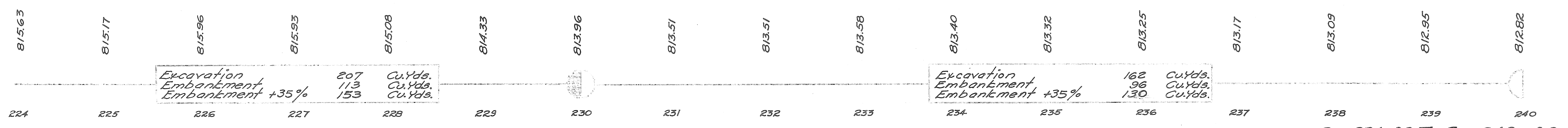
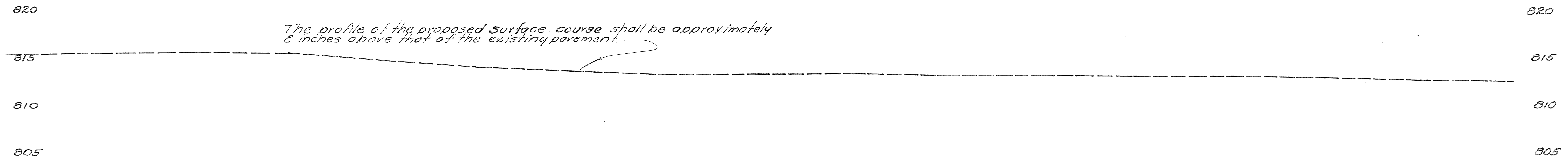
1-2 Catch Basin +14.4'
 1-2 Catch Basin +30.2'
 1-2 Catch Basin +53.1'
 1-2 Catch Basin +61.54'

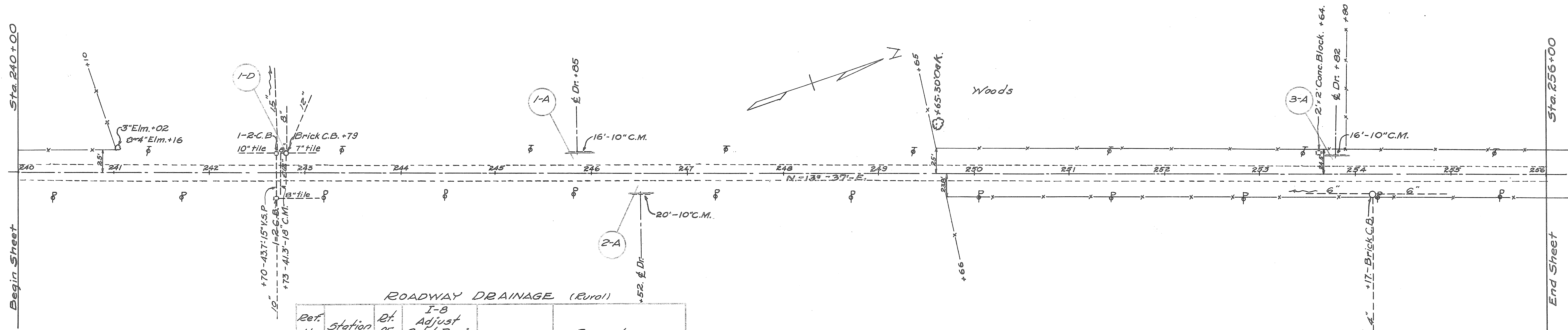


APPROACHES "A" (Rural)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yd.	E-12 Pipe Removed and Stored Lin. Ft.		I-1 Pipe for Driveways Lin. Ft.		Remarks
				10"	12"	12"	24"	
1-A	227+18	Lt.	1.1					
2-A	227+53	Rt.	0.5					
3-A	235+18	Lt.	0.5	14		24		
4-A	236+17	Rt.	0.5	16		24		
Total			2.6	30		48		

B.M. Spike in 19" Hickory.
 STA. 239+35 on Rt. 35
 Elev. 813.00





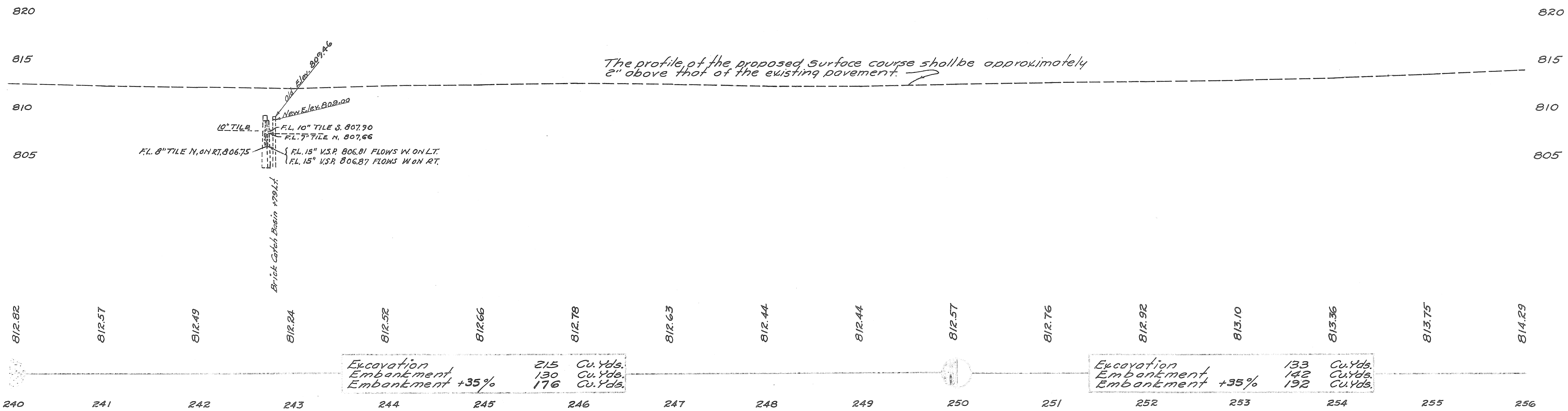
ROADWAY DRAINAGE (Rurol)

Ref. No.	Station	Rt. or Lt.	I-B Adjust Catch Basin Tops Each	Remarks
1-D	242+79	Lt.	1	Adjust 0.46'
Total			1	

APPROACHES A (Rurol)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yd.	E-12 Pipe removed and Stored Lin. Ft.		I-1 Pipe for Driveways Lin. Ft.		Remarks
				10"	12"	12"	24"	
1-A	245+85	Lt.	0.5	16		24		
2-A	246+52	Rt.	0.5	20		24		
3-A	253+82	Lt.	0.5	16		24		
Total			1.5	52		72		

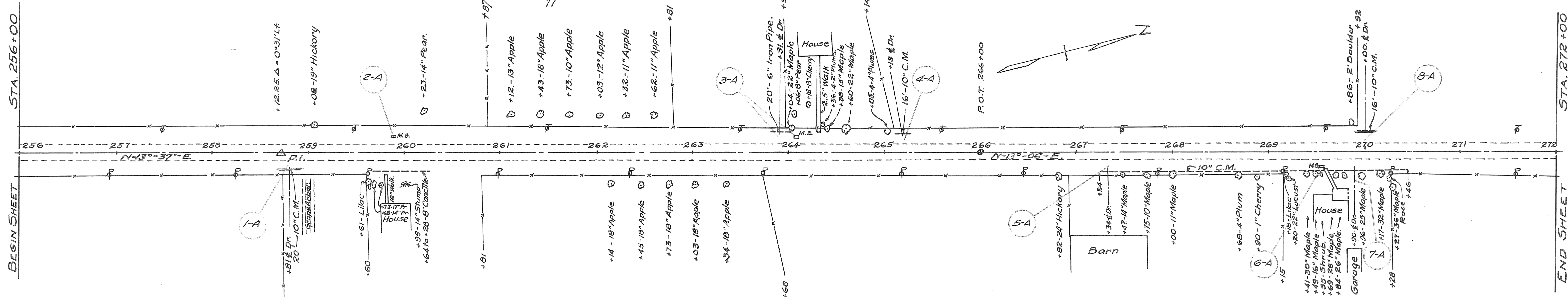
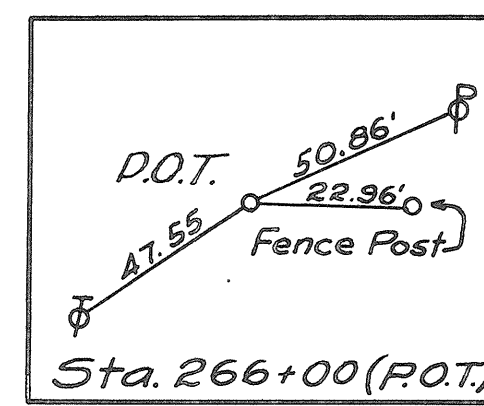
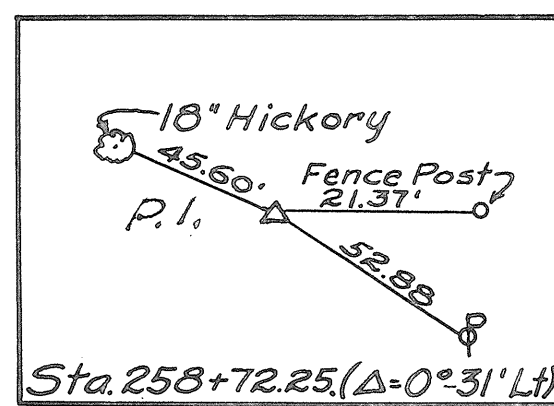
B.M. Spike in 30" Oak Tree.
 STA. 249+65 on Lt. 51'
 Elev. 812.02



Excavation	215	Cu. Yds.
Embankment	130	Cu. Yds.
Embankment +35%	176	Cu. Yds.

Excavation	133	Cu. Yds.
Embankment	142	Cu. Yds.
Embankment +35%	192	Cu. Yds.

STA. 240+00 To STA. 256+00



APPROACHES "A" (Rural)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives for Drives & Mail Box Approaches Cu. Yd.	E-12 Pipe removed and Stored Lin. Ft.		I-1 Pipe for Driveways Lin. Ft.	Remarks
				10"	12"		
1-A	258+81	Rt.	0.5	20	24		
2-A	259+90	Lt.	1.0				
3-A	263+91	Lt.	1.1				
4-A	265+19	Lt.	0.5				
5-A	267+34	Rt.	0.5				
6-A	269+55	Rt.	1.0				
7-A	269+90	Rt.	0.5				
8-A	270+00	Lt.	0.5	16	24		
Total			5.6	36	48		

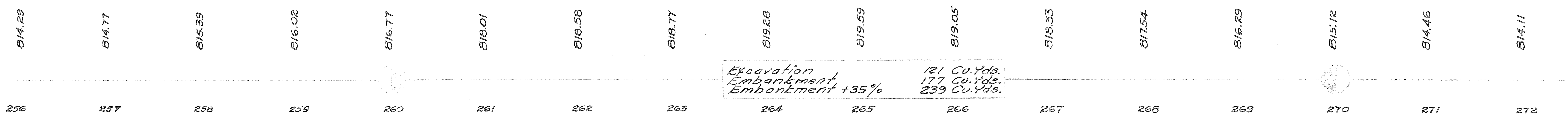
B.M. Spike in 15" Maple Tree.
 STA. 264+38 on Lt. 25'
 Elev. 819.41

820 The profile of the proposed surface course shall be approximately 2 inches above that of the existing pavement. 820

815 815

810 810

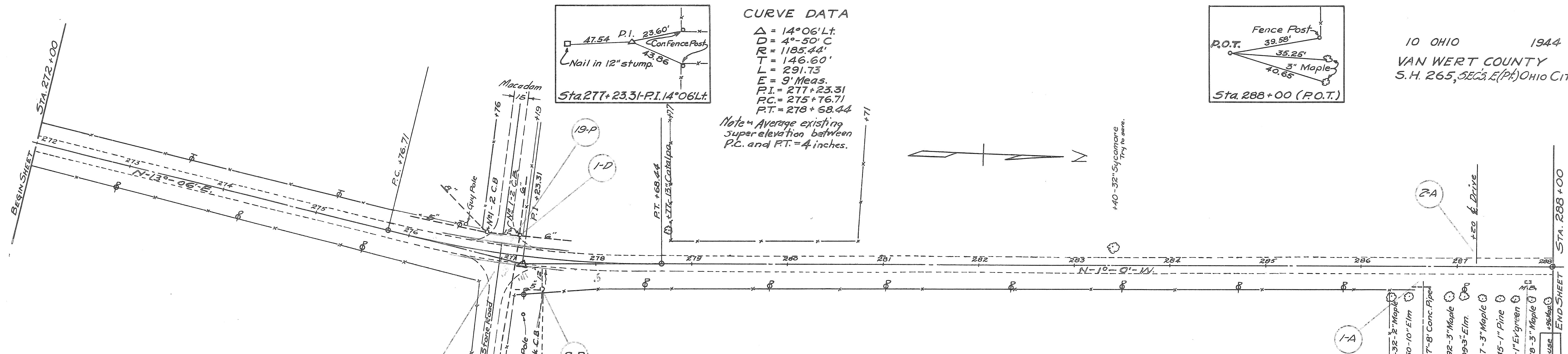
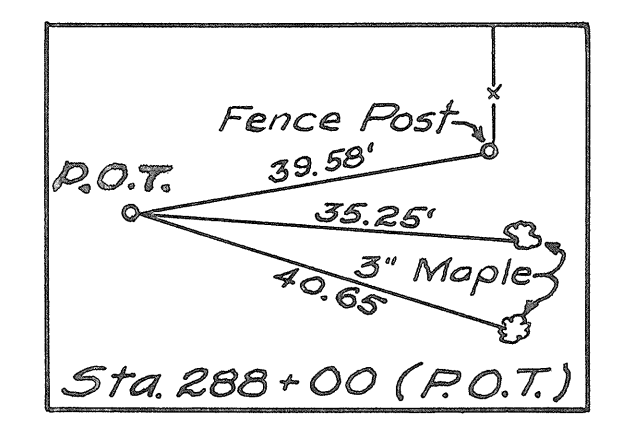
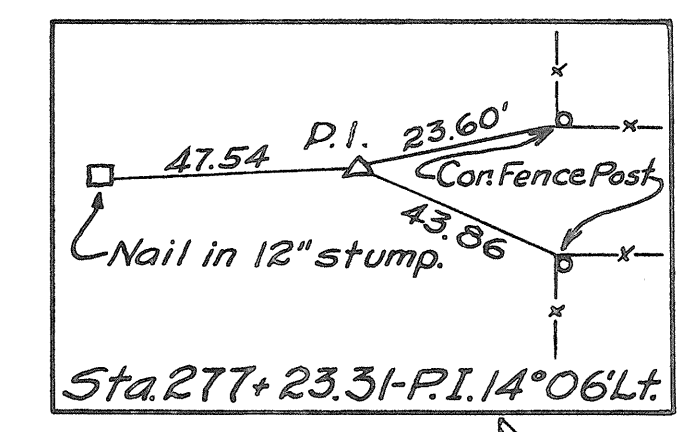
805 805



CURVE DATA

$\Delta = 14^{\circ}06' Lt.$
 $D = 4^{\circ}50' C$
 $R = 1185.44'$
 $T = 146.60'$
 $L = 291.73'$
 $E = 9' Meas.$
 $PI = 277+23.31$
 $PC = 275+76.71$
 $PT = 278+69.44$

Note: Average existing super-elevation between P.C. and P.T. = 4 inches.



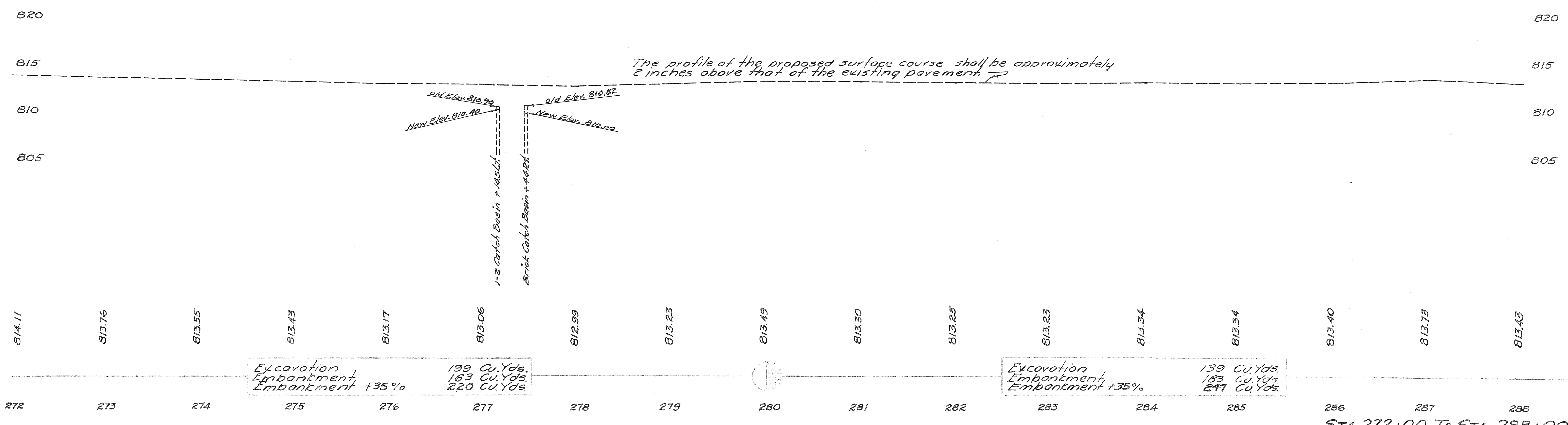
ROADWAY DRAINAGE (Rural)

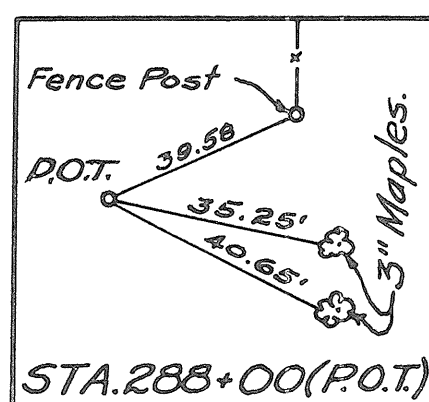
Ref. No.	Station	Ref. or Lt.	I-8 Adjust Catch Basin Tops Each	Remarks
1-D	277+14.5	Lt.	1	Adjust 0.50'
2-D	277+44	Rt.	1	Adjust 0.82'
Total			2	

APPROACHES "A" & "P" (Rural)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yds.	7-35 Asphaltic Concrete Surface Course Sq. Yds.	I-117 Aggregate for Intersections Cu. Yds.	Remarks
1-A	286+65	Rt.	0.5			
2-A	287+20	Lt.	0.5			
3-A	287+74	Rt.	1.0			
18-P	276+97.5	Rt.			2.2	
19-P	276+97.5	Lt.		30.33		
Total			2.0	30.33	2.2	

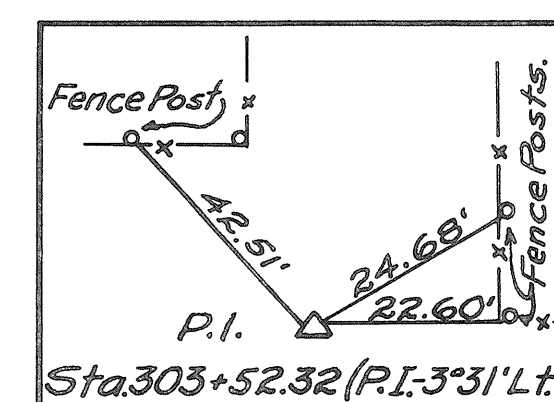
B.M. Spike in 32" Sycamore.
 STA. 283+40 on Lt. 19'
 Elev. 814.07.



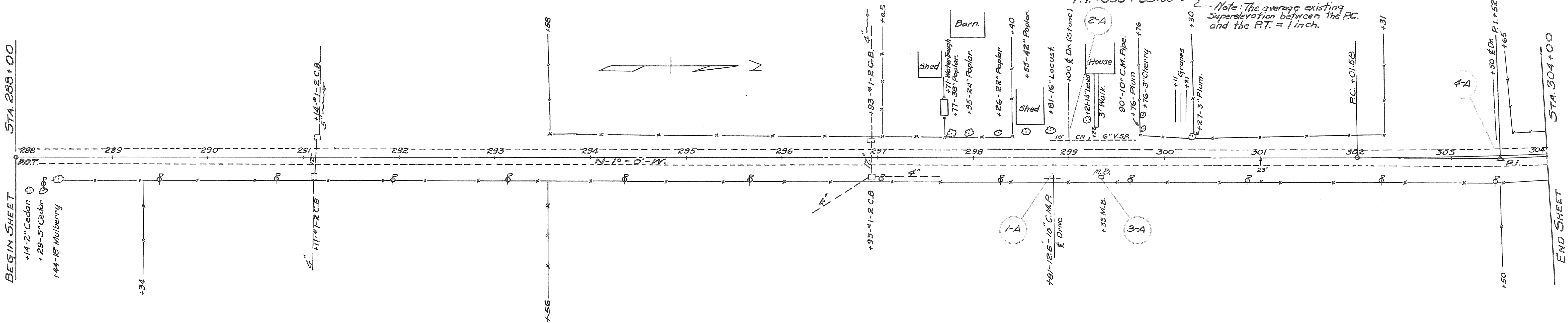


CURVE DATA

$\Delta = 3^\circ - 31' \text{ L.T.}$
 $D = 1^\circ - 10'$
 $R = 4910.93$
 $T = 150.74$
 $L = 301.42$
 $E = 2.4' \text{ Meas. } 231' \text{ Comp.}$
 $PI = 303 + 52.32$
 $PC = 302 + 01.58$
 $PT = 305 + 03.00$



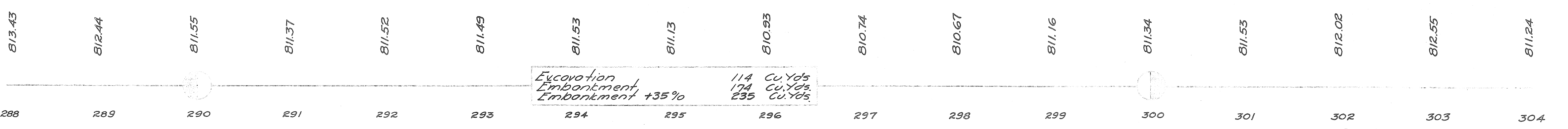
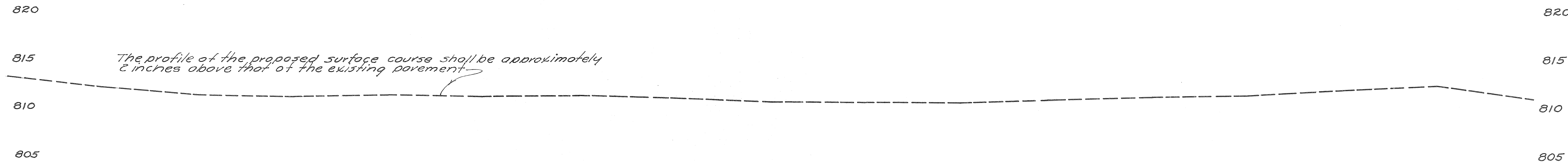
10 OHIO
 VAN WERT COUNTY
 S.H. 265.56C's. E(Pl.) OHIO CITY & B(Pl.)



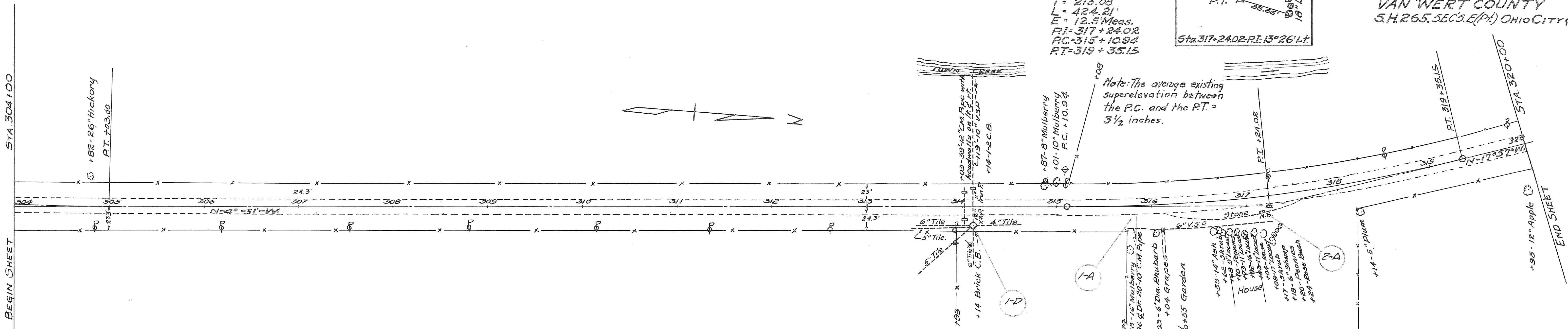
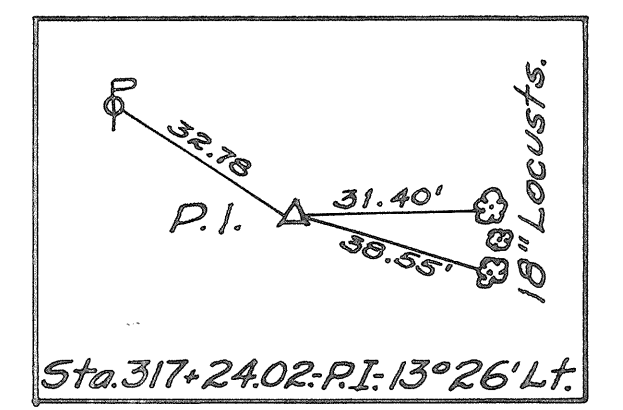
APPROACHES "A" (Rurol)

Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yds.	Remarks
1-A	298+81	Rt.	0.5	
2-A	299+00	Lt.	0.5	
3-A	299+35	Rt.	1.0	
4-A	303+50	Lt.	0.5	
Total			2.5	

B.M. Spike in 42" Poplar.
Sta. 298+55 on Lt. 24.5'
Elev. 810.99.



CURVE DATA
 $\Delta = 13^{\circ}-26' Lt.$
 $D = 3^{\circ}-10' C$
 $R = 1809.32$
 $T = 213.08$
 $L = 424.21'$
 $E = 12.5' Meas.$
 $P.I. = 317 + 24.02$
 $P.C. = 315 + 10.94$
 $P.T. = 319 + 35.15$



APPROACHES "A" (Rural)

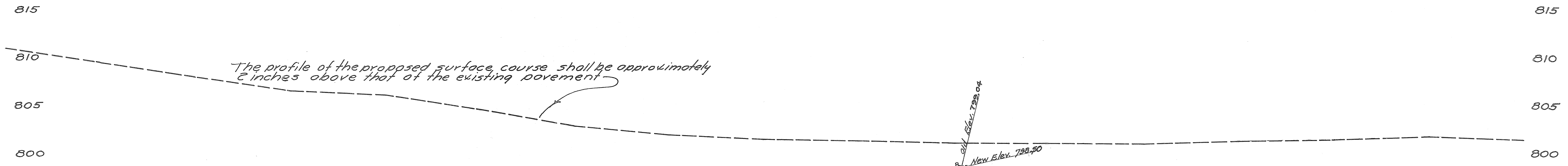
Ref. No.	Station	Rt. or Lt.	I-17 Aggregate for Drives & Mail Box Approaches Cu. Yds.	Remarks
1-A	315+86	Rt.	0.5	
2-A	317+17	Rt.	1.0	
Total			1.5	

ROADWAY DRAINAGE (Rural)

Ref. No.	Station	Rt. or Lt.	I-8 Adjust Catch Basin Tops Each	Remarks
1-D	314+14	Rt.	1	Adjust 0.54'
Total			1	

B.M. Spike in Root of 26" Hickory.
 STA 304+82 on Lt. 31.5
 Elev. 811.11

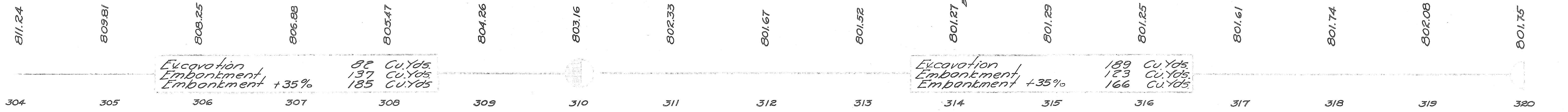
B.M. Spike in 18" Elder Tree.
 STA 315+78 on Rt. 47
 Elev. 803.15



New Elev. 798.50
 Top CB. 798.41 Lt.
 FL 12" C.M. P. LT. 798.25
 FL 12" C.M. P. RT. 798.22
 FL 12" V.S.P. ON LT. 796.73
 FL 10" C.M. P. E. 796.53 Lt.
 FL 6" TILE S. ON RT. 796.89
 FL 6" TILE S. ON RT. 796.89
 FL 6" TILE S. ON RT. 796.89
 FL 6" TILE S. ON RT. 796.89
 FL 6" TILE S. ON RT. 796.89
 FL 6" TILE S. ON RT. 796.89

Excavation
 Embankment +35%
 82 Cu. Yds.
 137 Cu. Yds.
 185 Cu. Yds.

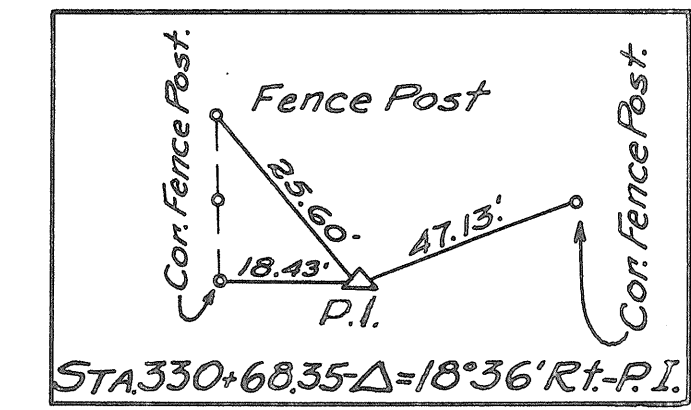
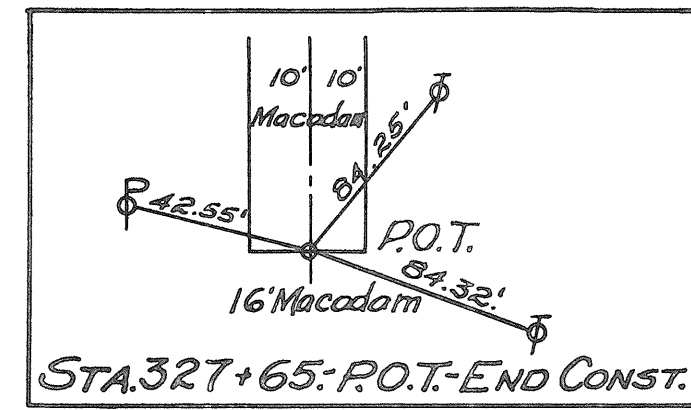
Excavation
 Embankment +35%
 189 Cu. Yds.
 123 Cu. Yds.
 166 Cu. Yds.



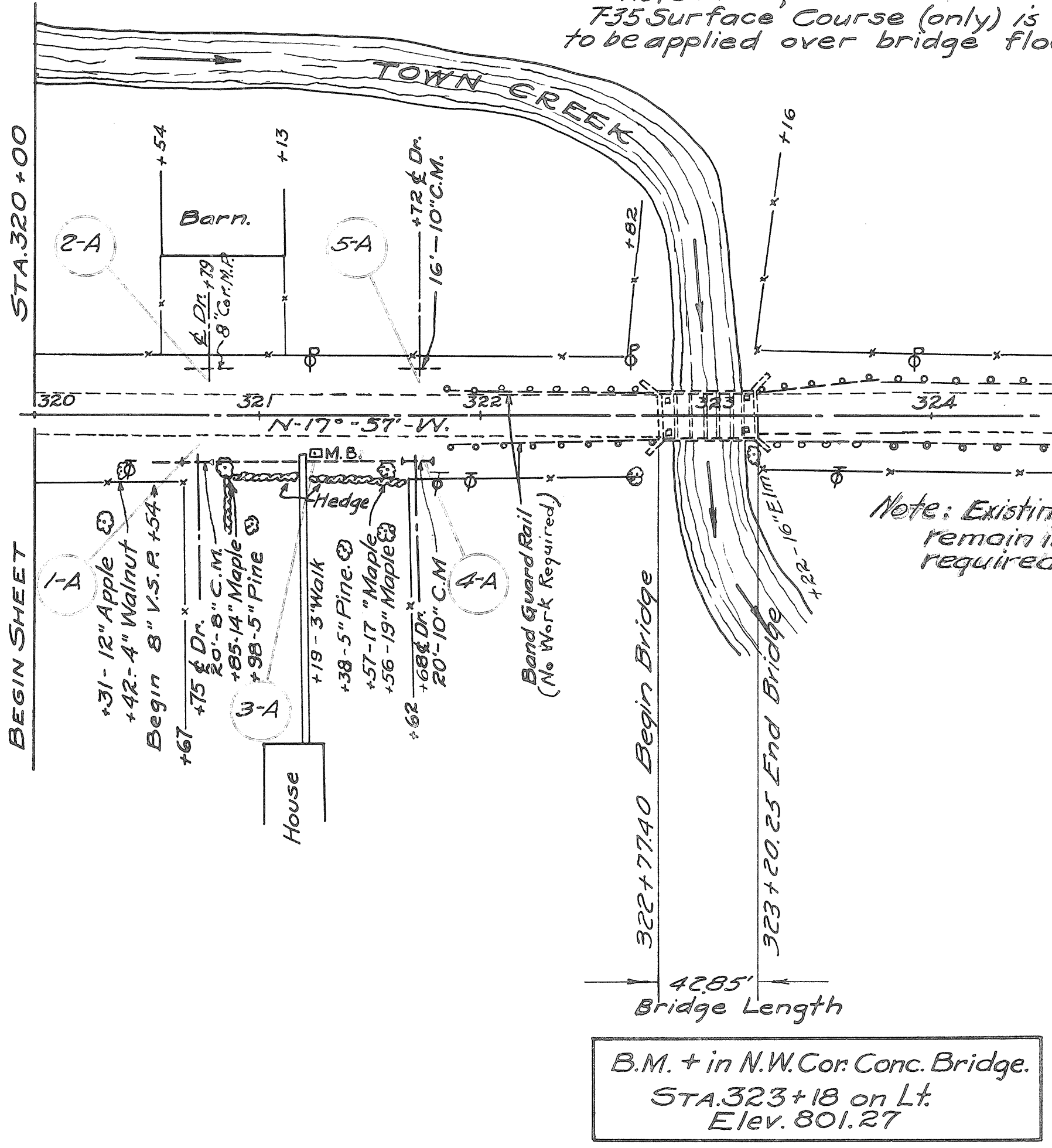
Bridge No. V.W. 118-60
Station 322+98.40

Data on Existing Structure:
Type-Concrete Thru Girder with a
Bituminous Type Wearing Course.
Concrete Abutments & Wings
Span 33'-6"
Roadway Width 19'-10"
Condition Good.
Note:
7.5 Surface Course (only) is
to be applied over bridge floor.

10 OHIO 1944 28
VAN WERT COUNTY
S.H. 265 SEC. 3, E. (Pt.) OHIO CITY & "B" (Pt.)

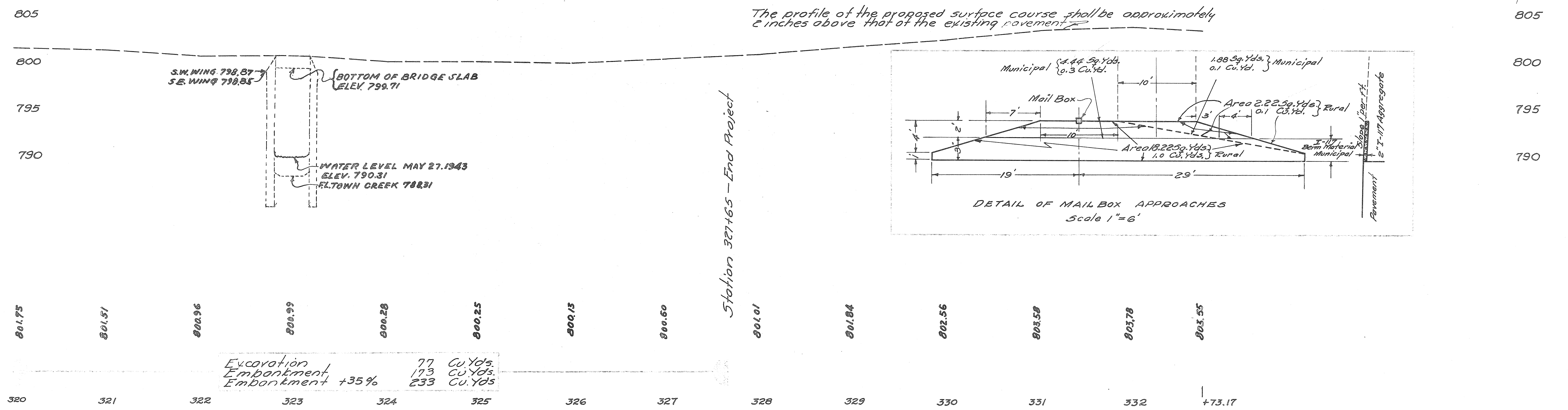
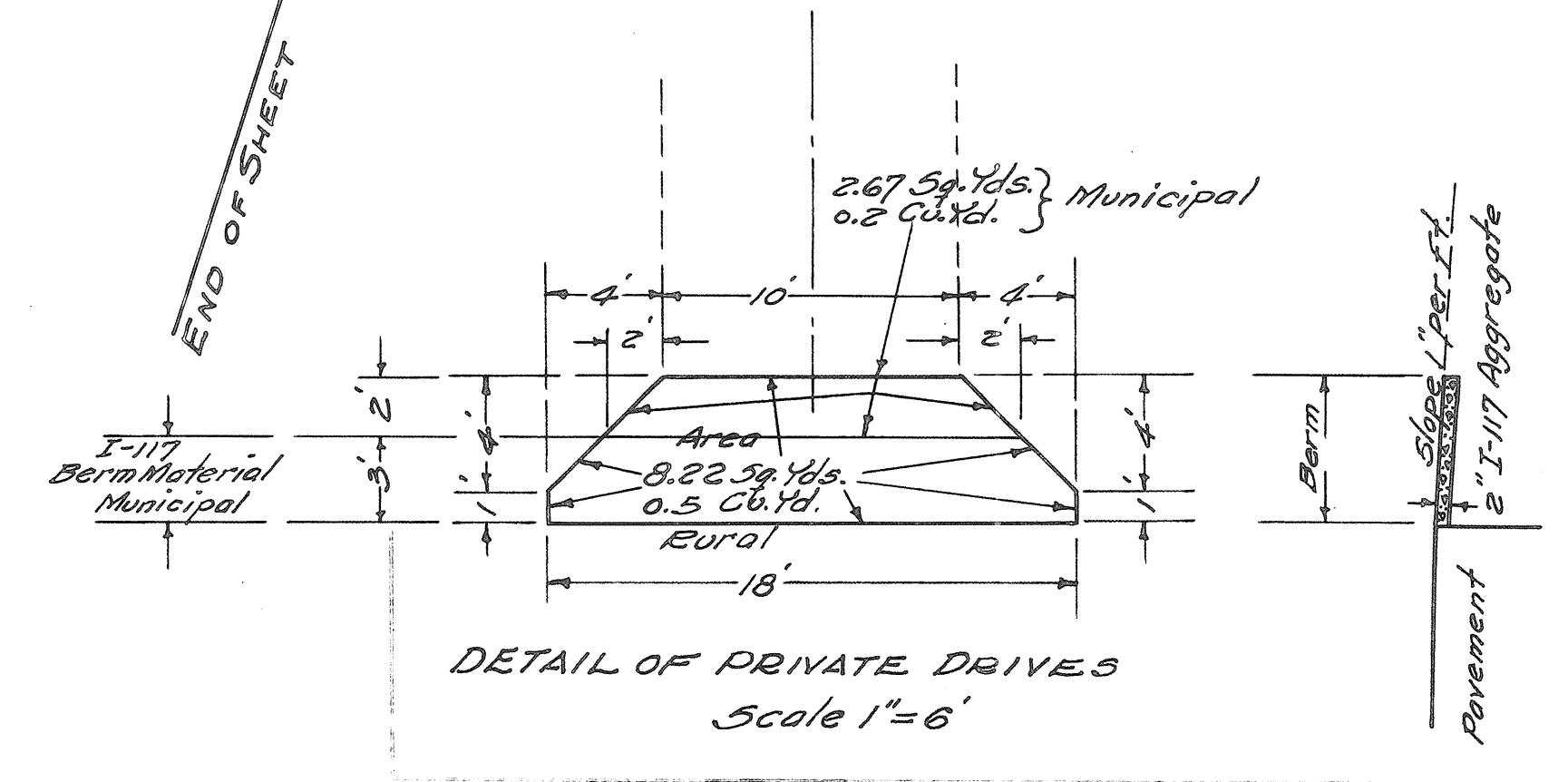
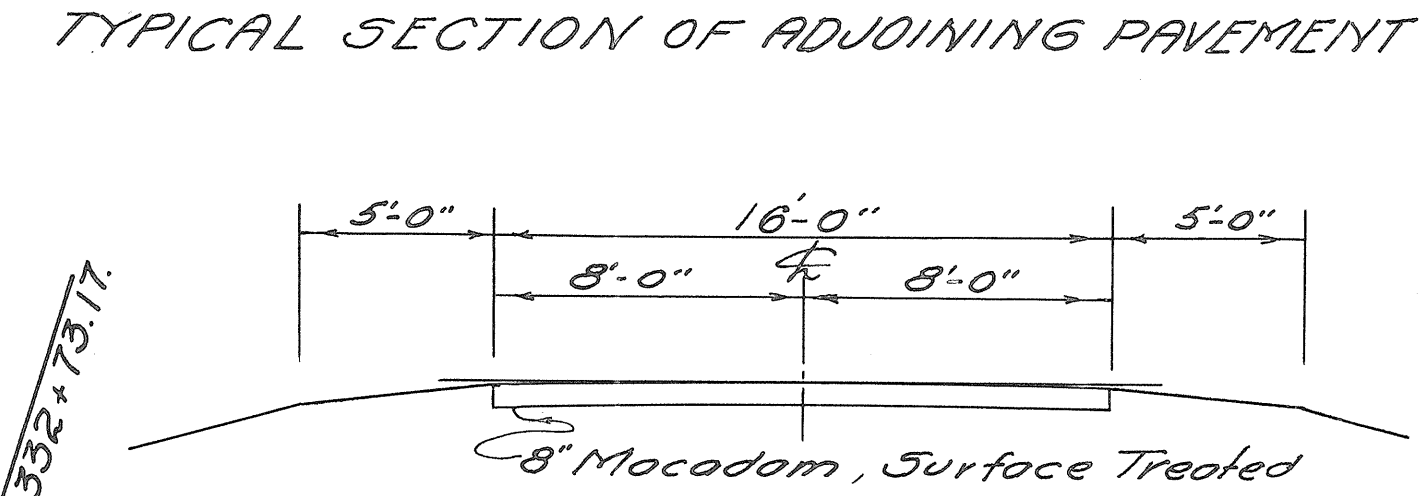


CURVE DATA
Δ = 18° 36' Rt.
D = 4°-30'
R = 1273.24'
T = 208.51'
L = 413.33'
E = 16.96'
P.I. = 330 + 68.35
P.C. = 328 + 59.84
P.T. = 332 + 73.17



APPROACHES "A" (Rural)

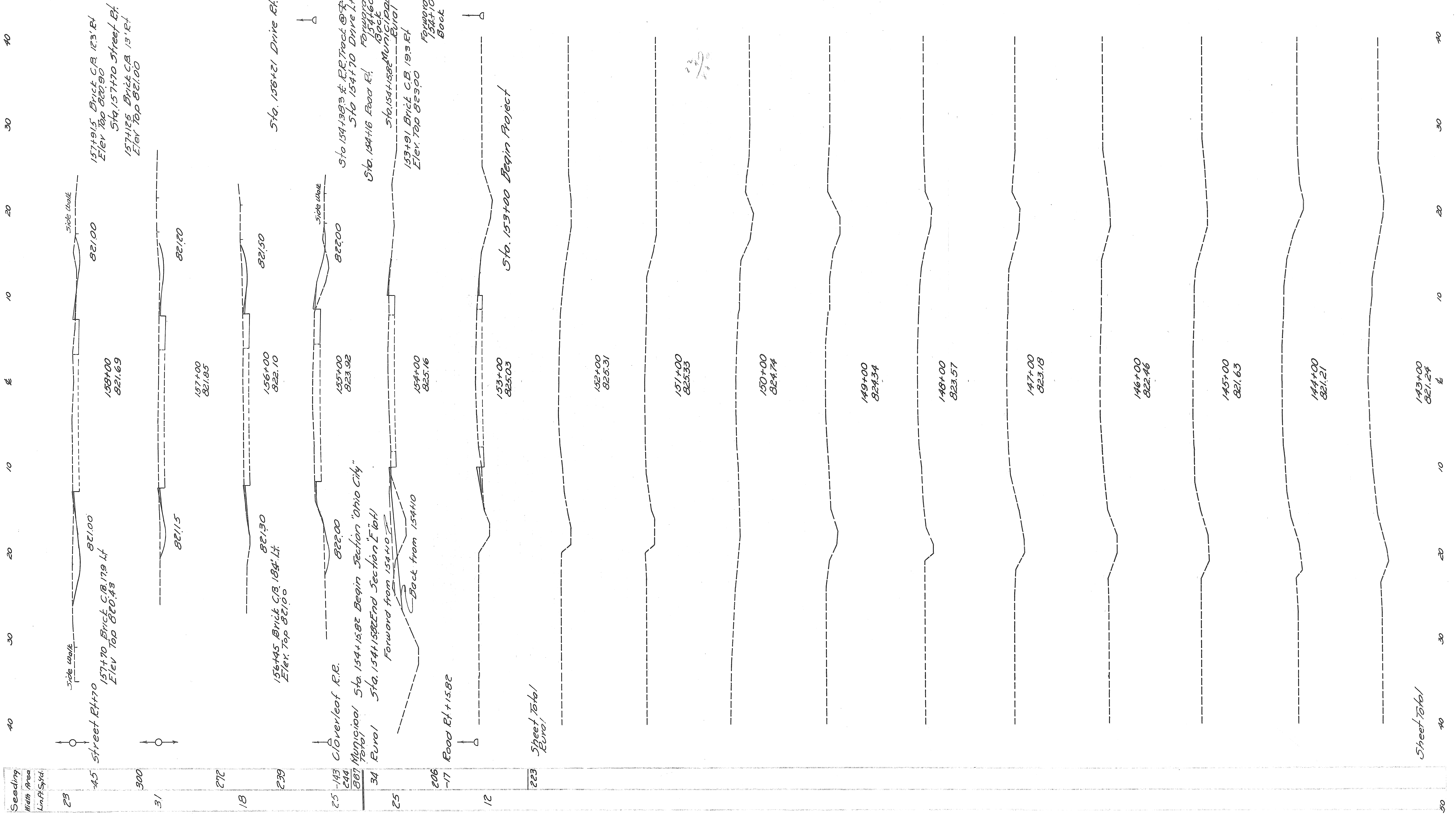
Ref. No.	Station	Rt. or Lt.	I-117 Aggregate for Drives & Mail Box Approaches Cu. Yds.	Remarks
1-A	320+75	Rt.	0.5	
2-A	320+79	Lt.	0.5	
3-A	321+25	Rt.	1.0	
4-A	321+68	Rt.	0.5	
5-A	321+78	Lt.	0.5	
Total			3.0	

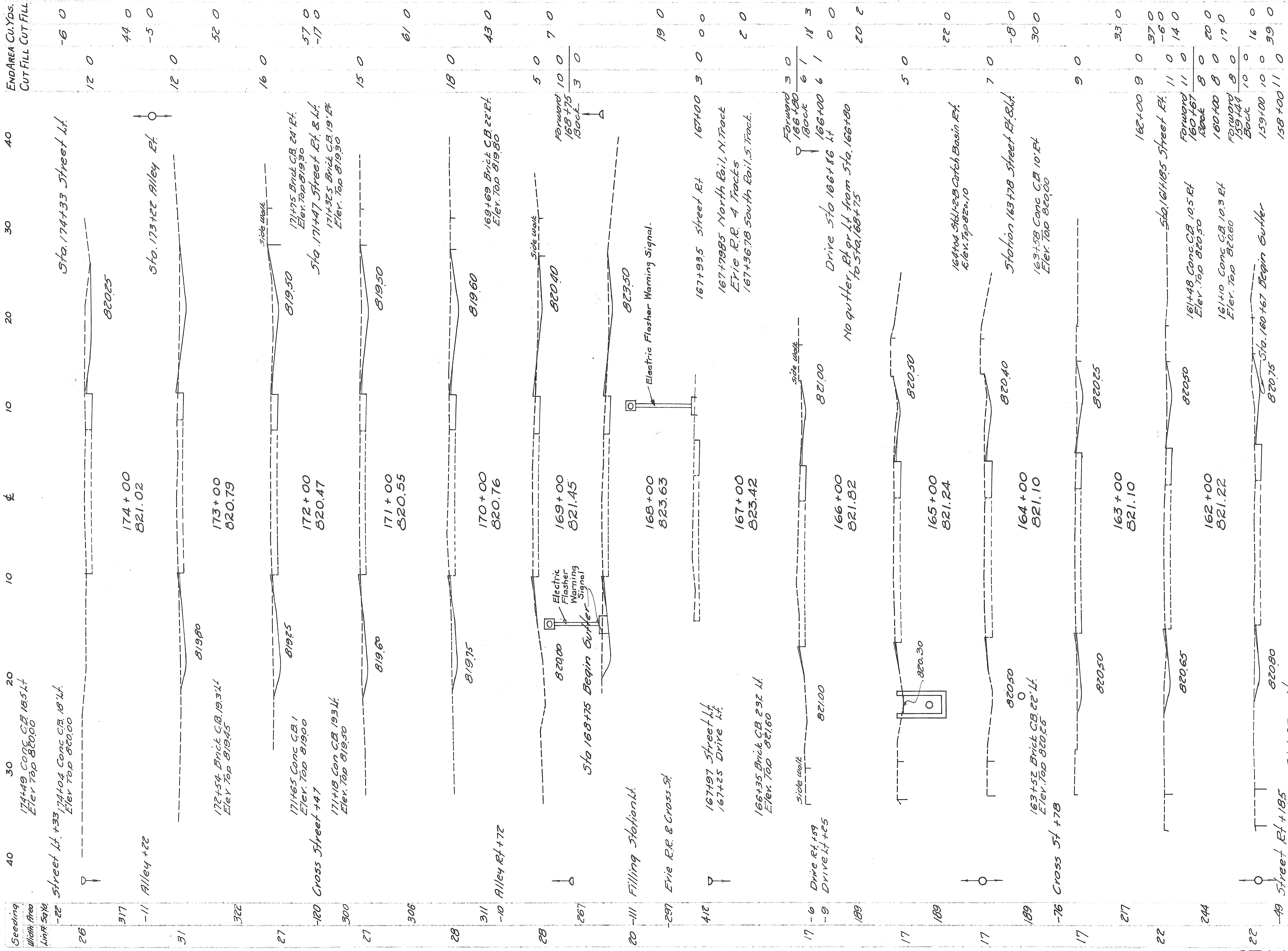


STA. 320+00 To STA. 332+73.17

Stationing	Cut	Fill	Cut	Fill	End Area	CU. Yds.
157+00	11	0			11	0
157+125			9	0		0
157+170			7	0		0
157+175			6	4		-3
157+179			6	4		9
157+180			5	0		5
157+182			3	0		1
157+185			3	0		0
157+188			6	7		19
157+191			3	0		14
157+195						
157+200						
157+205						
157+210						
157+215						
157+220						
157+225						
157+230						
157+235						
157+240						
157+245						
157+250						
157+255						
157+260						
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157+975						
157+980						
157+985						
157+990						
157+995						
158+000						

10 OHIO 1944 15
 VAN WERT COUNTY 28
 S.H. 265, SEC. 5, E. (PA), OHIO CITY & B. (PA)





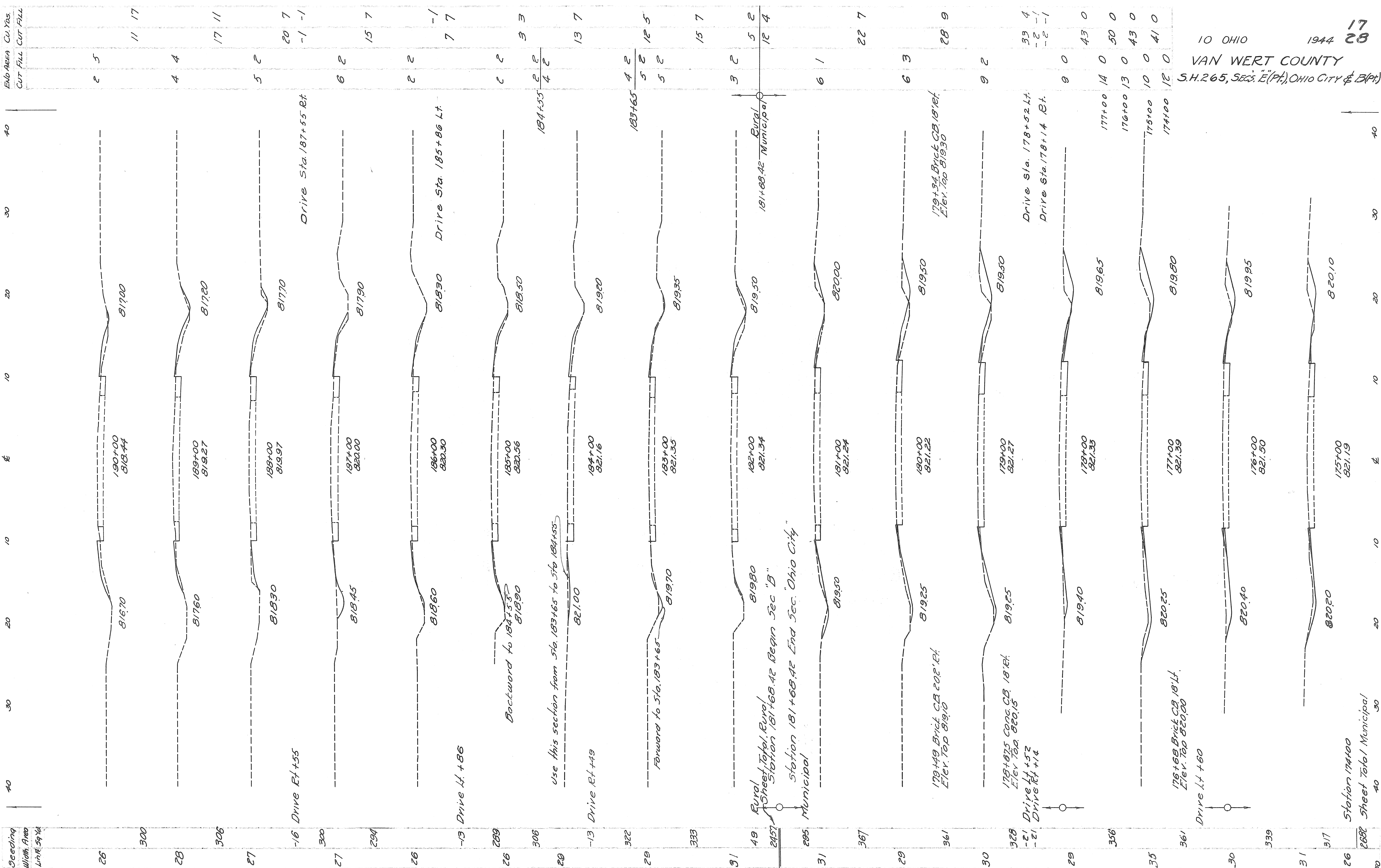
Station	Width Area	Initial	Final	End Area	Cu. Yds. Cut	Cu. Yds. Fill
174+00	820.25	12	0	-6	0	0
173+00	820.79	12	0	44	0	0
172+00	820.47	12	0	-5	0	0
171+00	820.55	16	0	52	0	0
170+00	820.76	18	0	43	0	0
169+00	821.45	5	0	7	0	0
168+00	823.63	10	0	19	0	0
167+00	823.42	3	0	0	0	0
166+00	821.82	6	1	18	3	0
165+00	821.24	5	0	22	0	0
164+00	821.10	7	0	-8	0	0
163+00	821.10	9	0	33	0	0
162+00	821.22	11	0	37	0	0
161+00	821.30	8	0	-6	0	0
160+00	821.46	8	0	14	0	0
159+00	820.85	10	0	16	0	0
158+00	820.85	10	0	39	0	0
159+00	821.58	11	0	0	0	0
158+00	821.58	11	0	0	0	0

STA. 159+00 TO STA. 174+00

10 OHIO
 VAN WERT COUNTY
 S.H. 265, SEC. 3, E. (Pt.), OHIO CITY & B. (Pt.)
 1944 28
 16

Seeding
Width Area
Unit Sq Yd

End Area
Cut Fill
Cut Fill



10 OHIO
VAN WERT COUNTY
S.H. 265, SECS. E (Pt.), OHIO CITY & B (Pt.)

17
28

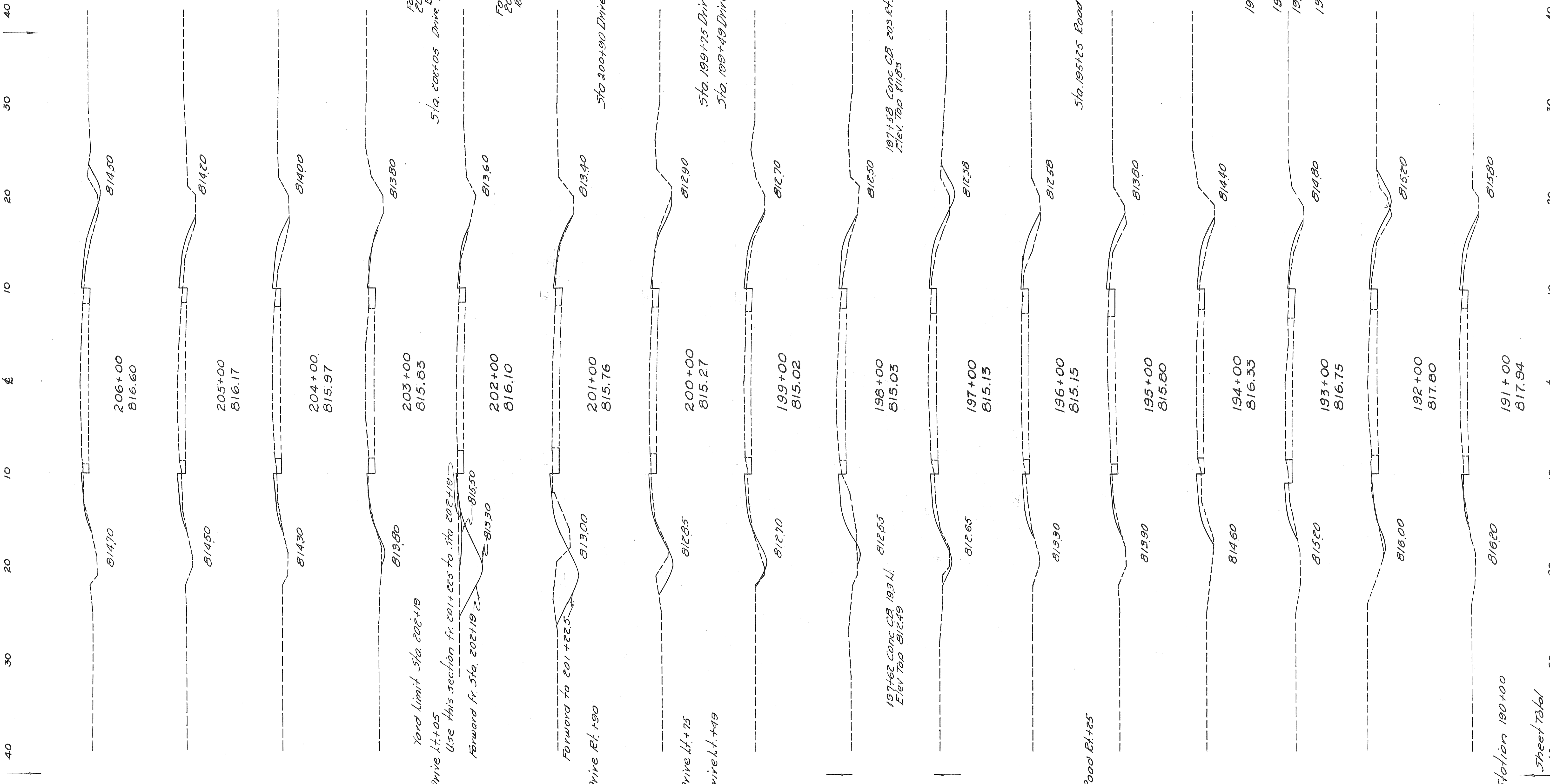
Sta. 175+00 to Sta. 190+00

Station 174+00
Sheet Total Municipal

26	300	82	306	16	Drive Lt +55	2	5	11	17
28	306	12	294	13	Drive Lt +86	6	2	15	7
29	306	92	306	13	Drive Lt +60	2	2	7	7
30	306	20	306	13	Drive Lt +49	2	2	3	3
31	306	22	322	13	Drive Lt +49	4	2	12	5
32	306	62	333	13	Drive Lt +49	5	2	15	7
33	306	13	357	13	Drive Lt +49	3	2	5	2
34	306	13	367	13	Drive Lt +49	6	1	22	7
35	306	62	361	13	Drive Lt +49	6	3	28	9
36	306	30	378	13	Drive Lt +49	9	2	39	4
37	306	26	394	13	Drive Lt +49	9	0	43	0
38	306	26	420	13	Drive Lt +49	14	0	50	0
39	306	30	450	13	Drive Lt +49	13	0	43	0
40	306	31	481	13	Drive Lt +49	10	0	41	0
41	306	26	507	13	Drive Lt +49	12	0	41	0

Seeding
 Width Area
 Limit Sq Yd

END AREA CU. YDS.
 CUT FILL CUT FILL



4 3
 11 15
 2 5
 7 19
 2 5
 9 8
 3 0
 30 2
 17 1
 3 1
 0 0
 11 4
 13 5
 4 15
 -1 -1
 15 30
 7 2
 20 9
 -2 -2
 4 3
 11 24
 2 10
 15 30
 6 6
 17 22
 3 6
 11 19
 0 -2
 3 4
 11 19
 3 6
 13 20
 4 5
 20 15
 7 3
 17 13
 2 4
 7 17
 2 5

10 OHIO
 VAN WERT COUNTY
 S.H. 265, SEC. 5, E. (PH), OHIO CITY & B (PH)
 1944
 18
 28

STA. 191+00 To STA. 206+00

Station 190+00

Sheet Total

40

40

30

20

10

0

10

20

30

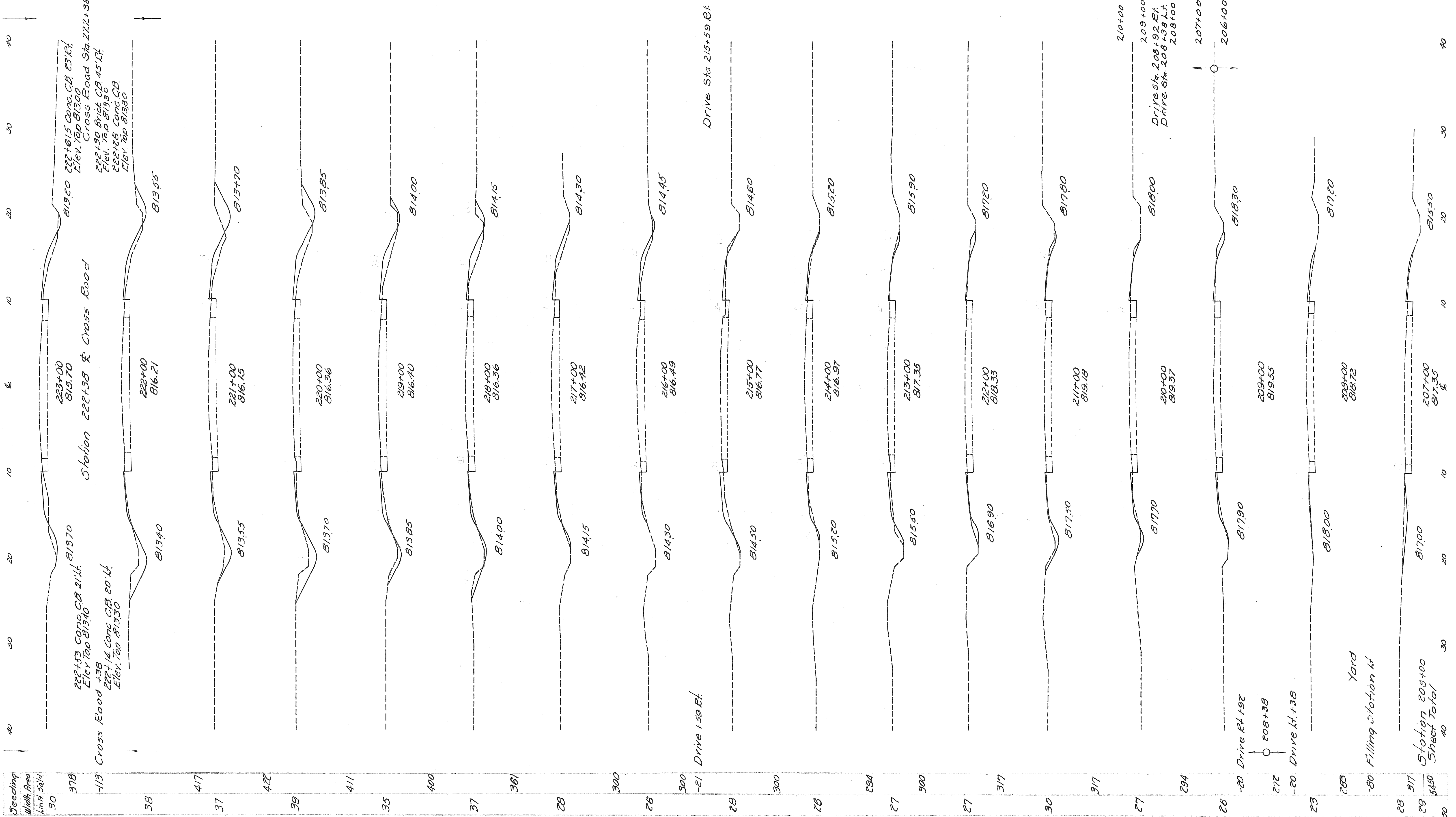
40

40

Seedling
Width Area
in ft. Sq. ft.

END AREA CU. YDS.
CUT FILL CUT FILL

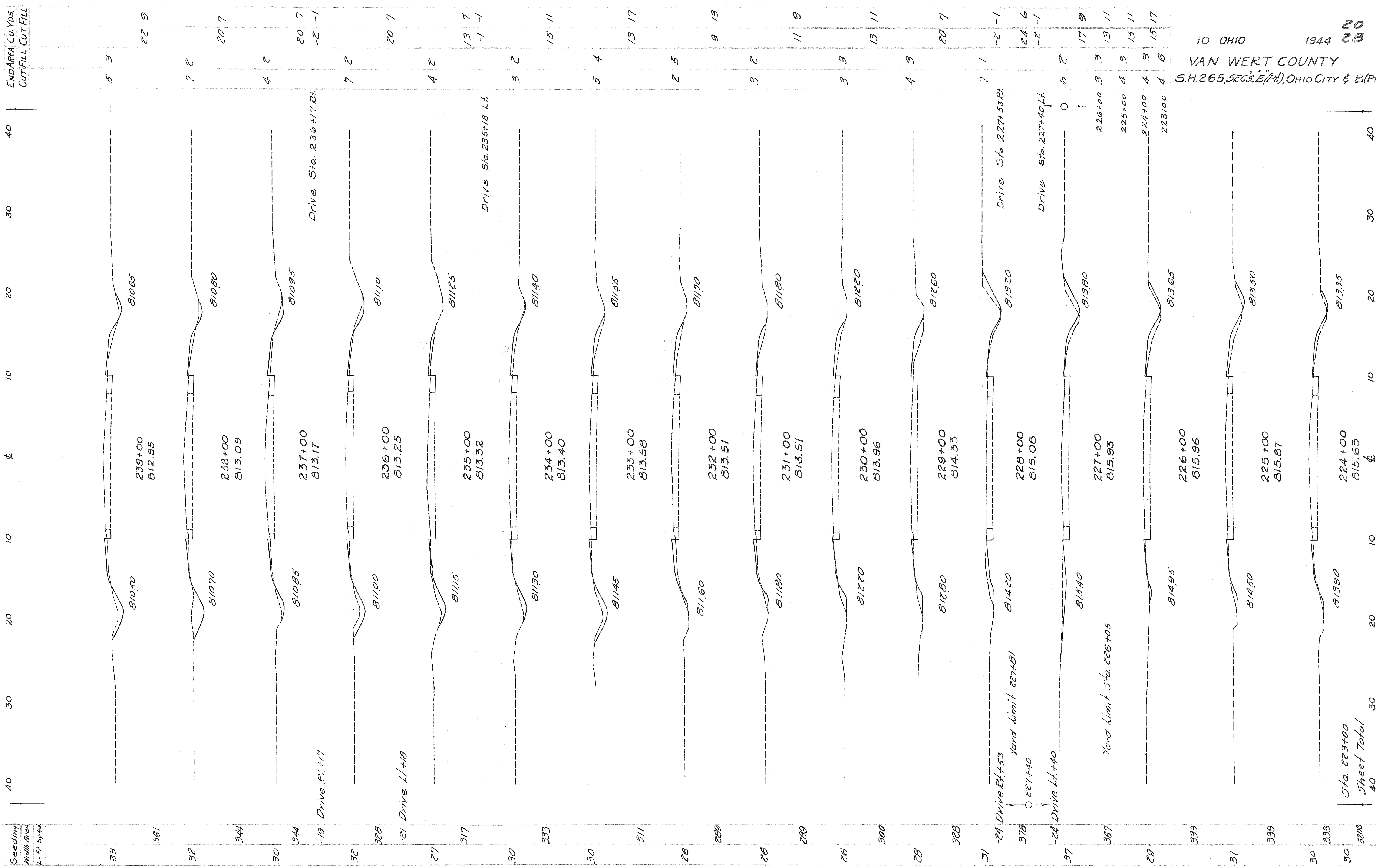
30	378	4	26	17
38	417	10	3	35
37	422	9	4	39
39	411	12	5	31
35	400	5	6	19
37	361	5	4	13
28	300	2	4	7
28	300	2	3	15
28	300	2	5	13
26	294	3	2	13
27	300	4	1	15
27	317	4	0	19
30	317	6	0	17
27	294	3	1	11
28	272	3	1	11
23	283	3	1	15
28	28	5	1	17
29	348	4	3	7



10 OHIO
VAN WERT COUNTY
S.H. 265, SECS. 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

Sta. 207+00 to Sta. 223+00

Seeding
Width Area
Lin. Ft. Sp. Ft.



STA. 224+00 TO STA. 239+00

10 OHIO
VAN WERT COUNTY
S.H. 265, SEC. 5, E. (Pt.), OHIO CITY & B. (Pt.)
1944 28

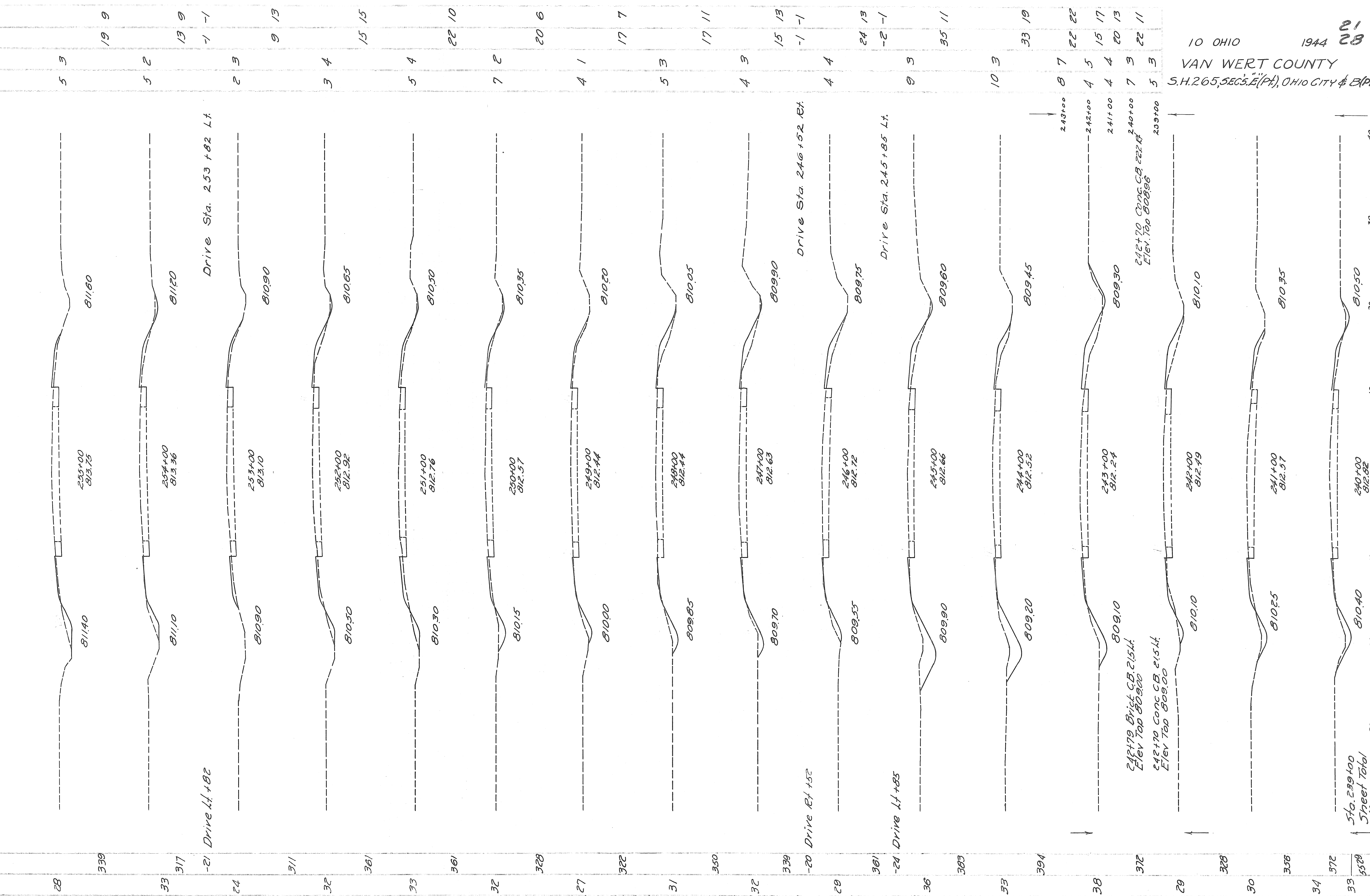
20
28

Sta. 223+00
Sheet Total
40

Seeding
Width Area
L/100 Sq. Yds.

40
30
20
10
0
10
20
30
40

END AREA CU. YDS.
CUT FILL CUT FILL



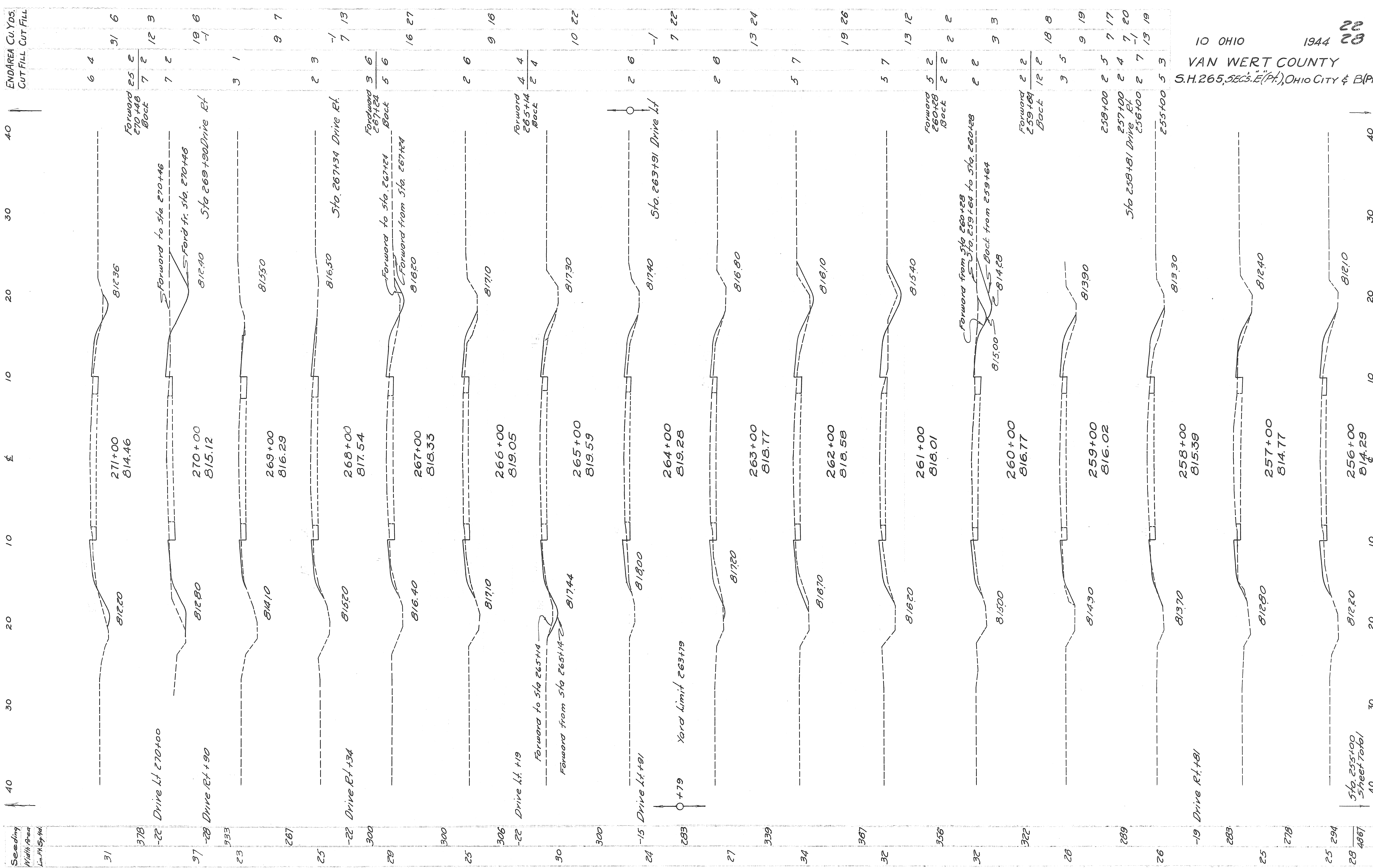
10 OHIO
1944
VAN WERT COUNTY
S.H. 265, SECS. 5, 6 (Pt.), OHIO CITY & B (Pt.)

Sta. 240+00 to Sta. 255+00

21
28

Seeding
Width Area
Lim. Sp. Sq. ft.

END AREA CU. YDS.
CUT FILL CUT FILL



STA. 256+00 To STA. 271+00

10 OHIO
VAN WERT COUNTY
S.H. 265, SECS. E (PA), OHIO CITY & B (PA)

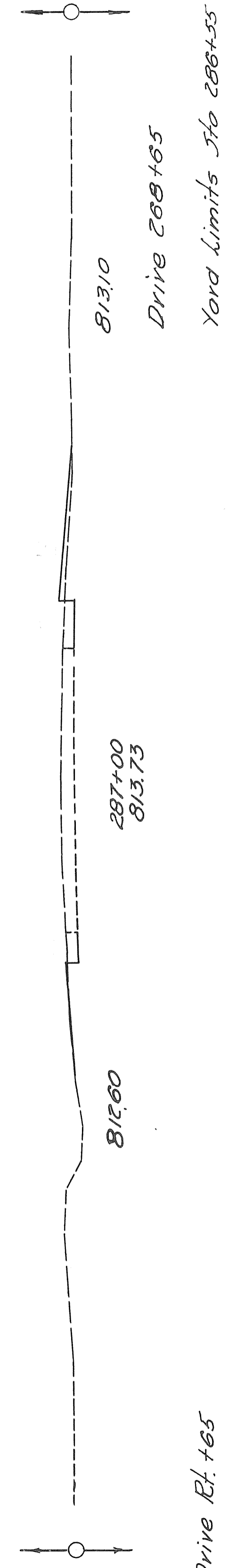
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Sta. 255+00
Sheet Total

Seeding
Width Area
Lim. P. Area

END AREA Cu. Yds.
CUT FILL CUT FILL

-15 Drive Lt. 420

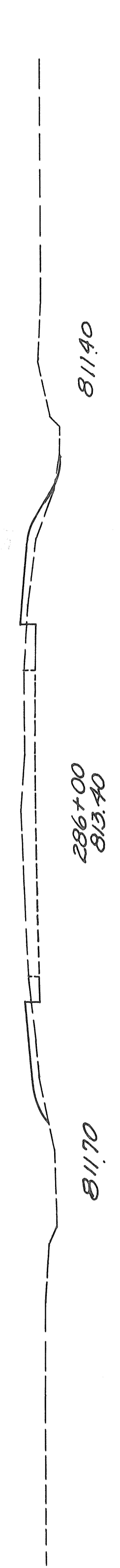


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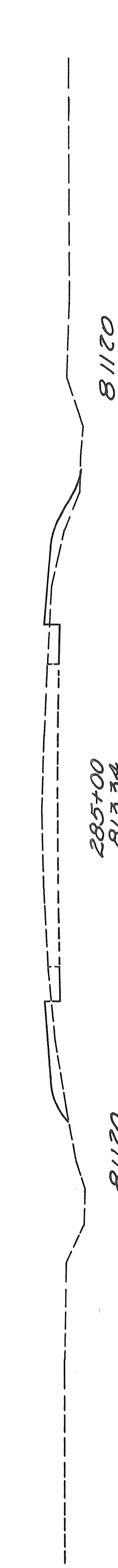
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24

3 6

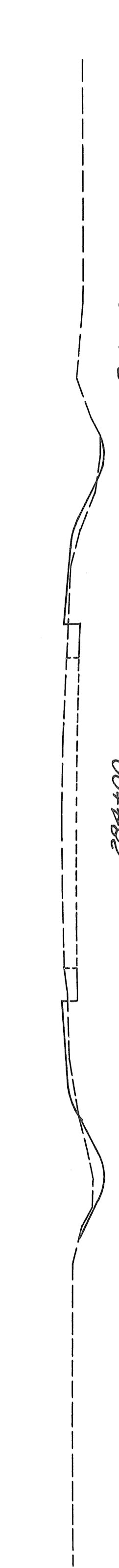
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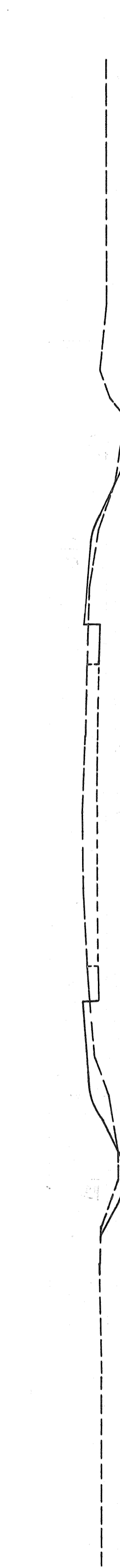
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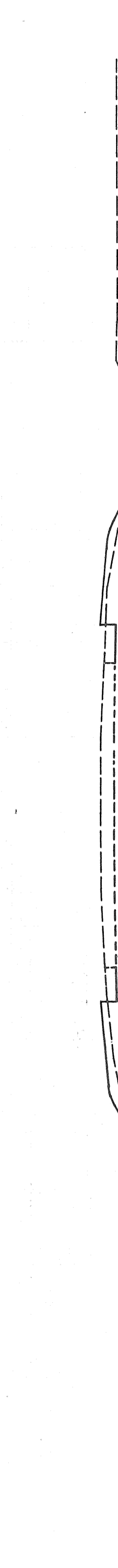
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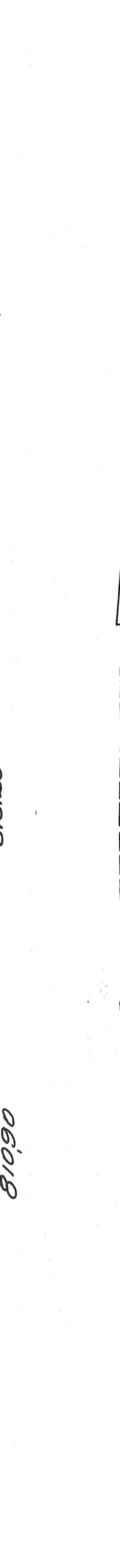
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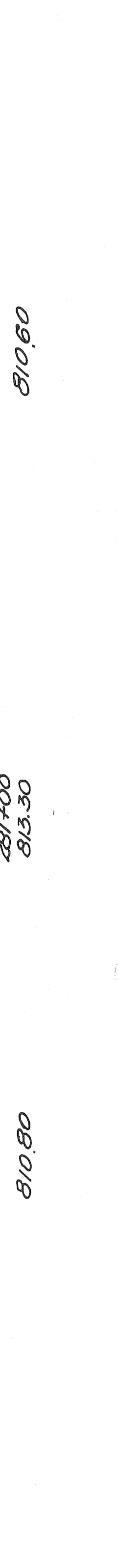
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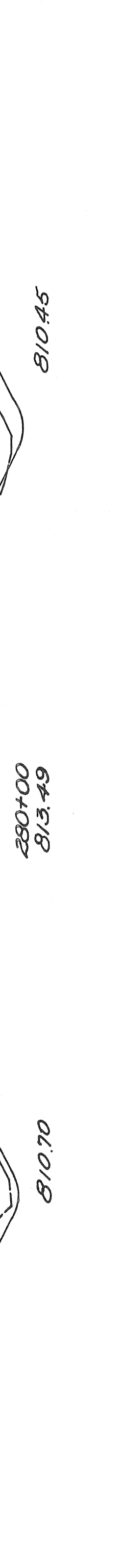
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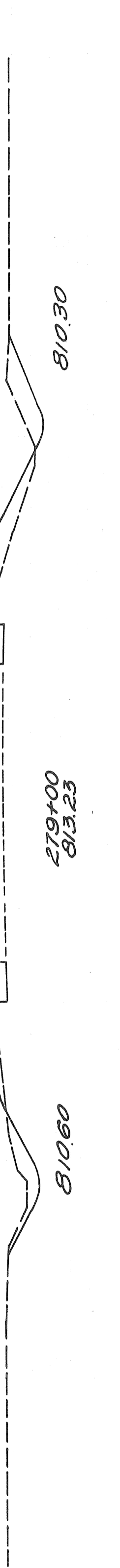
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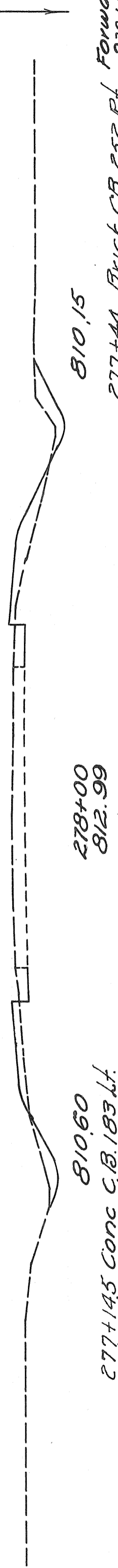
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35

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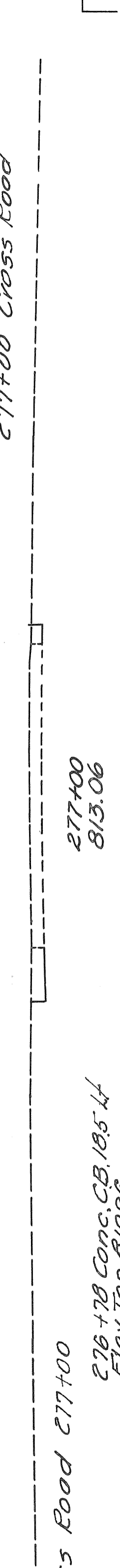
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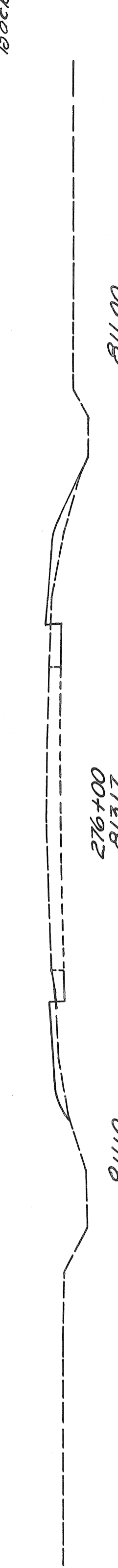
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2 5

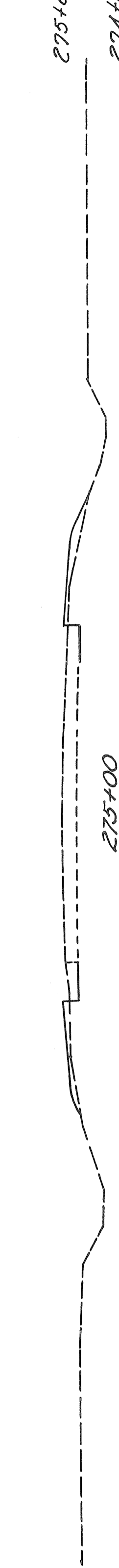
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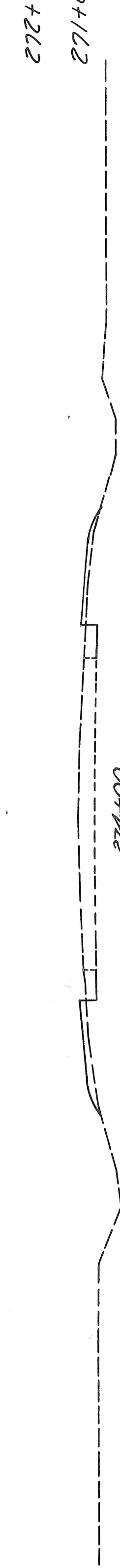
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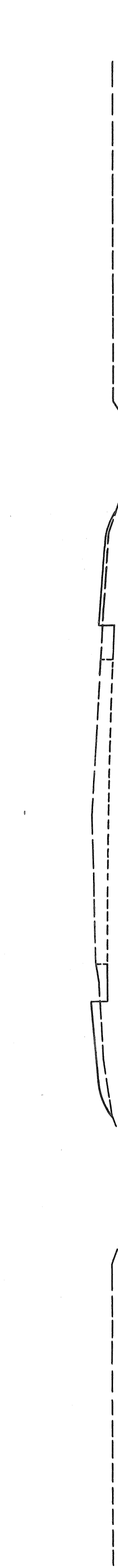
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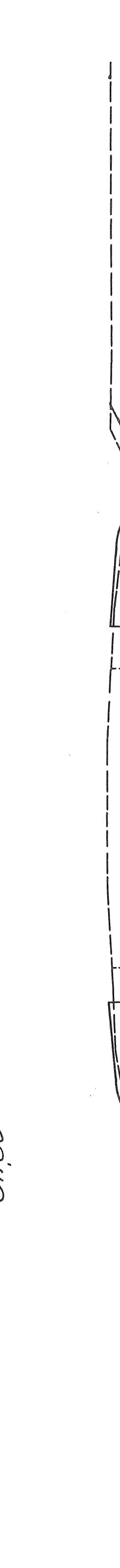
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6 4

Sheet Total



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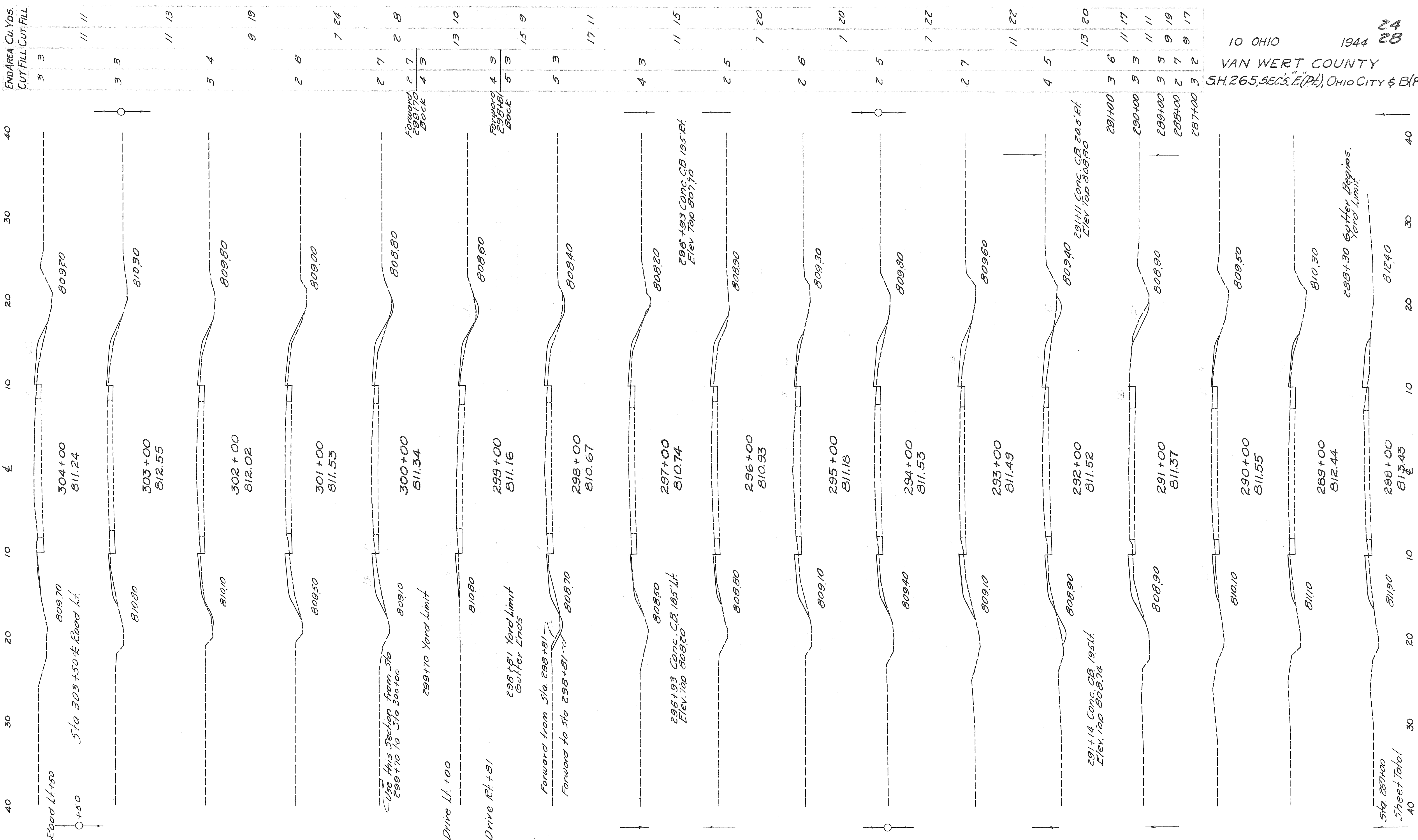
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Sta. 272+00 to Sta. 287+00

10 OHIO
VAN WERT COUNTY
S.H. 265, SEG. 5, E. (PH), OHIO CITY & B. (PH)

1944 23
28

Seeding Width Area Lin. Ft. Sp. Hds. 23 25 27 29 300 306 308 310 312 314 316 318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348 350 352 354 356 358 360 362 364 366 368 370 372 374 376 378 380 382 384 386 388 390 392 394 396 398 400



STA. 288+00 TO STA. 304+00

10 OHIO
 VAN WERT COUNTY
 SH. 265, SECS. E (PA), OHIO CITY & B (PA)

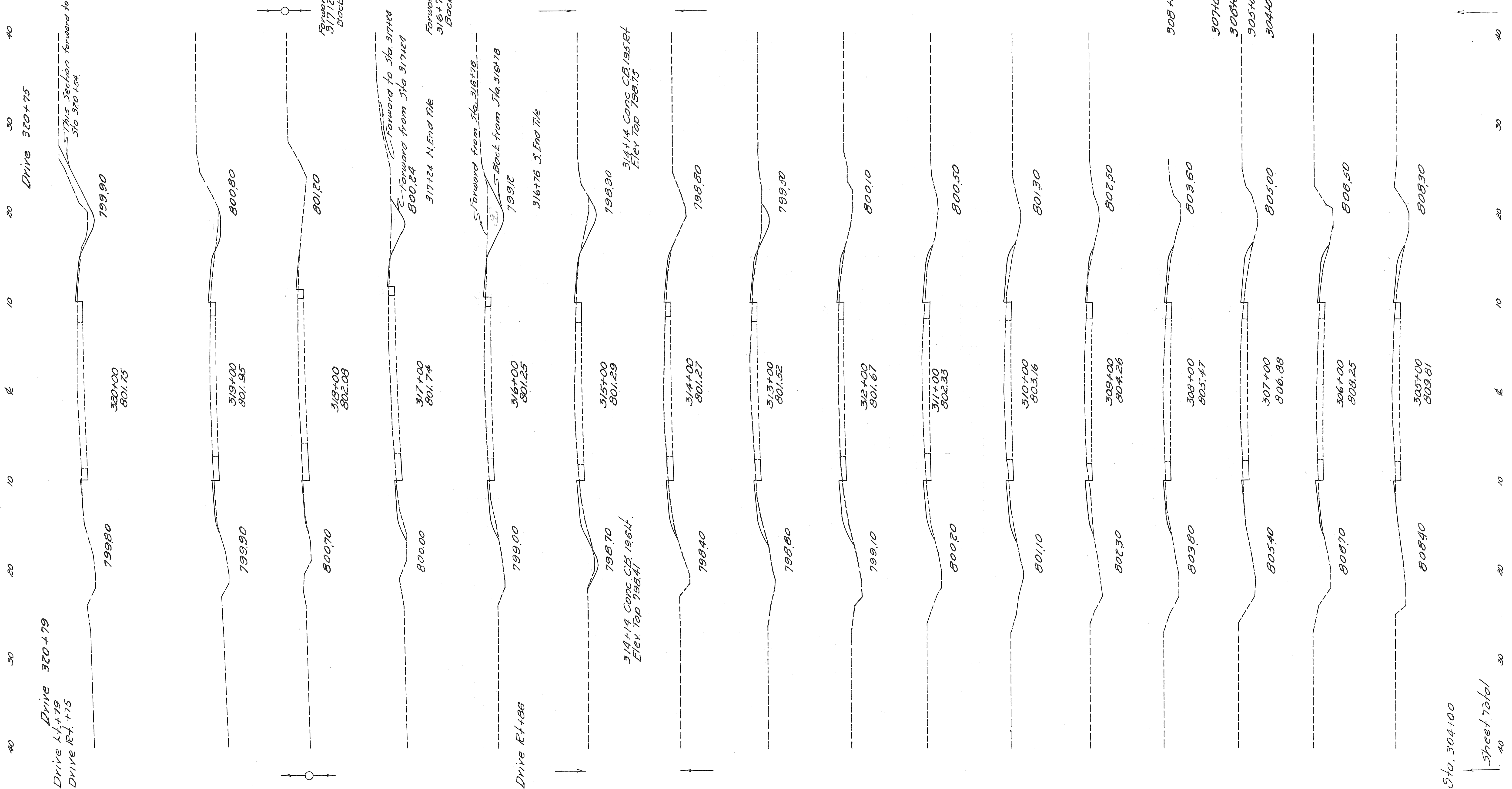
24
 1944
 28

288+30 Gutter Begins. Yard Limit.

Sta. 287+00
 Sheet Total

END AREA	Cu. Yds.	CUT	FILL	CUT	FILL
3	3			3	3
3	3			3	3
3	4			3	4
2	6			2	6
2	7			2	7
2	7			2	7
4	3			4	3
2	5			2	5
2	5			2	5
2	7			2	7
2	6			2	6
2	5			2	5
2	7			2	7
2	7			2	7
4	5			4	5
3	6			3	6
3	3			3	3
3	3			3	3
2	7			2	7
3	2			3	2

Sheet No.	Width Area	Length	Area
26	32	10	320
27	32	10	320
28	32	10	320
29	32	10	320
30	32	10	320
31	32	10	320
32	32	10	320
33	32	10	320
34	32	10	320
35	32	10	320
36	32	10	320
37	32	10	320
38	32	10	320
39	32	10	320
40	32	10	320
41	32	10	320
42	32	10	320
43	32	10	320
44	32	10	320
45	32	10	320
46	32	10	320
47	32	10	320
48	32	10	320
49	32	10	320
50	32	10	320
Sheet Total	447	40	17880



Sta.	Width Area	Length	Area	Cu Yds. CUT-FILL	CUT-FILL
305+00	32	10	320	9	1
306+00	32	10	320	22	6
307+00	32	10	320	3	2
308+00	32	10	320	4	1
309+00	32	10	320	8	3
310+00	32	10	320	2	2
311+00	32	10	320	2	2
312+00	32	10	320	2	2
313+00	32	10	320	2	2
314+00	32	10	320	11	3
315+00	32	10	320	11	3
316+00	32	10	320	7	4
317+00	32	10	320	3	4
318+00	32	10	320	5	4
319+00	32	10	320	3	5
320+00	32	10	320	3	4
321+00	32	10	320	2	5
322+00	32	10	320	2	3
323+00	32	10	320	3	2
324+00	32	10	320	7	11
325+00	32	10	320	7	11
326+00	32	10	320	7	11
327+00	32	10	320	7	11
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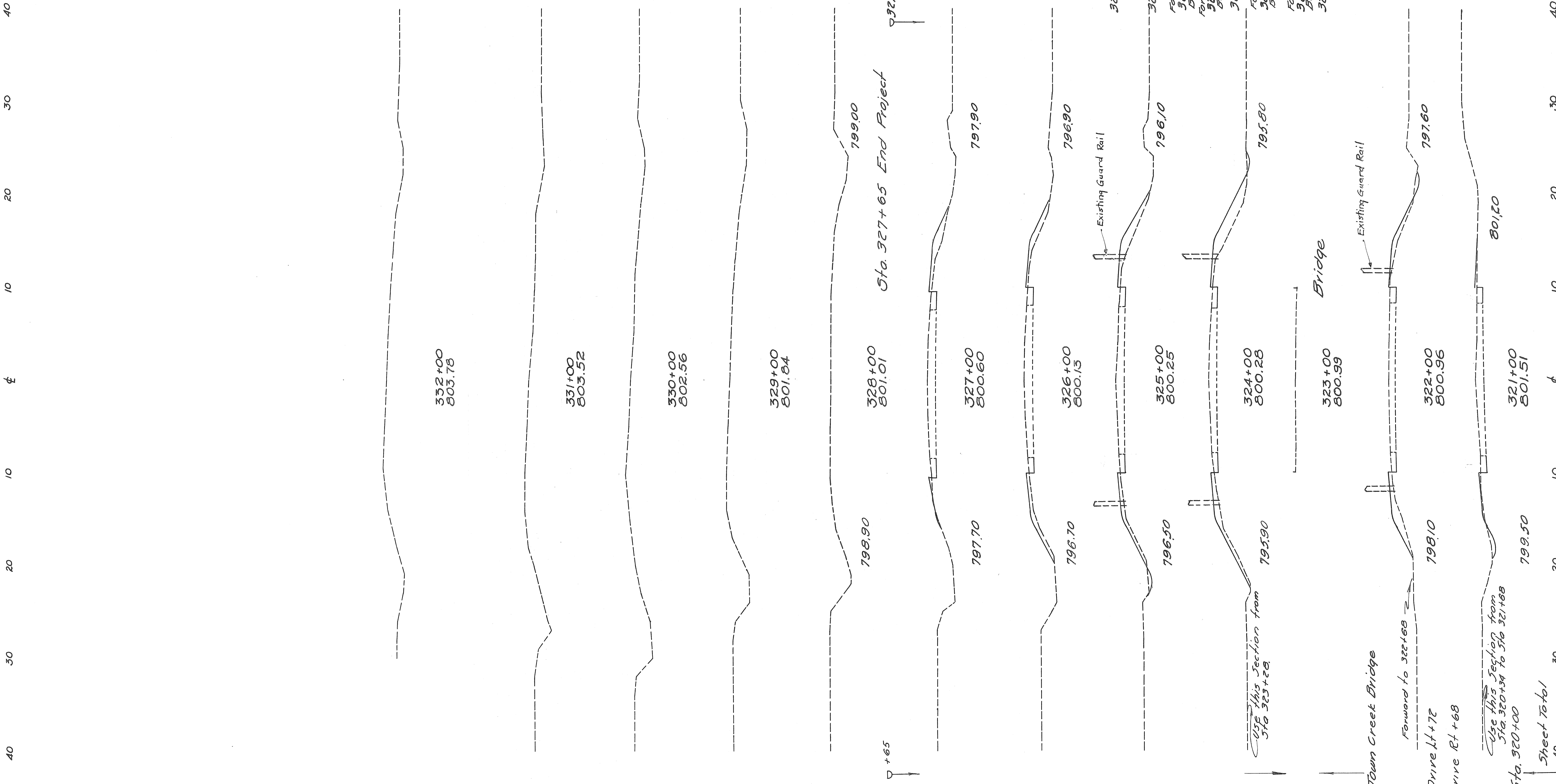
10 OHIO
 VAN WERT COUNTY
 S.H. 265, SEC. 3, E. (PA), OHIO CITY & B. (PA)

1944
 25
 28

Sta. 305+00 to Sta. 320+00

Seeding
Width Area
Lin. Ft. Sq. Ft.

END AREA Cu. Yds.
CUT FILL CUT FILL



STA. 321+00 To STA. 332+00

Sheet Total

GENERAL NOTES

TRAFFIC - Traffic shall be maintained at all times. The length of one way traffic zones shall be kept to a minimum consistent with the requirements of Sec. T-35.23.

In addition to the requirements of Sec. G-7.07, Barricades, Danger and Warning Signs, the Contractor shall display one "PLEASE - MEN WORKING ON ROAD" sign furnished by the State at each end of each one way zone and in such a position as to be visible to traffic approaching the one way zone. The Contractor shall be responsible for the preservation of these signs, shall advance the signs as the work progresses and shall return the signs to the State at the completion of work.

The item of "Maintaining Traffic" shall include furnishing lights, signs, (other than those mentioned above) barricades and watchmen, plus the displaying and advancing of the "PLEASE - MEN WORKING ON ROAD" signs to secure the flow of traffic twenty-four (24) hours daily.

EARTHWORK - Before placing any embankment material the shoulders shall be harrowed or disced with an ordinary farm disc, or loosened by other approved method, to a depth of not less than three (3) inches. Earth resulting from Roadway Excavation shall be placed to complete the Roadway in accordance with the Typical Sections and Cross-sections (Payment included in Item E-1)

Watering embankment, benching, density requirements and the removal of sod from the shoulder will not be required for roadway sections to be widened. However, the Earthwork Item E-1, shall include the thorough compaction of embankment in layers not exceeding eight inches compacted thickness, and shall include any operations of grading necessary to finish the shoulders and slopes substantially to the lines indicated on the Typical Sections and Cross-sections. The provisions of Section E-1.12 will be waived providing lines of berms and slopes have been finished in a uniform, slightly condition. No provisions of the specifications will be waived for embankment which supports any portion of the new pavement or forms. It is the intent of the Plan that Roadway Embankment be constructed of material resulting from Roadway Excavation.

COMPACTION OF SUBGRADE - Loosening and watering of subgrade in cuts according to Section E-1.11 will not be required if density requirements can be met by additional rolling. However, if at any time the subgrade contains an excess of moisture as indicated by distortion under the roller, the subgrade shall be aerated by discing or other suitable means until the moisture content has been reduced sufficiently to permit recompact-ion to the density required by the specifications.

PRIME COAT INCLUDING SAND COVER - Bituminous Prime Coat, Section M-5.12 AE-3 shall be applied by distributor or by brooms at the rate of 0.10 gal. per square yard. After the bituminous material has been applied all material not required to give a uniform coating to the surface shall be swept into all cracks and open joints before the sand cover is placed. Sand cover shall be uniformly spread at a rate of from 2 to 5 pounds per square yard. The sand shall be spread at such time and shall be in such condition that it will adhere to the bituminous material. Payment for sand cover is included in the price bid per gallon for bituminous material.

FILLING MAJOR DEPRESSIONS - Major depressions in existing pavement shall be filled and compacted with bituminous concrete leveling material in advance of placing the regular leveling course. These depressions shall be filled in layers not to exceed 3 inches in depth when compacted.

TIME INTERVAL BETWEEN PLACING LEVELING AND SURFACE COURSES - In general no leveling course shall remain without being covered by surface course for more than 72 hours except in municipal construction where the time shall be determined by the Engineer on the basis of incidental construction items.

TREATMENT OF FEATHERED AREA - Where directed the new surface course shall be feathered. The area upon which less than one (1) inch of surface course is to be placed shall be considered as the area to be feathered. A paint coat of the same bituminous material used in the mix shall be applied to this area, before placing the bituminous concrete surface course. The cost of such operation and material shall be included in the unit price bid for bituminous concrete.

RAILROAD CROSSING - The new surface course shall be feathered to meet the rail grades if necessary.

PLACING LEVELING MATERIAL - The maximum depth of leveling material in any course placed in one operation shall not exceed three inches when compacted. Where the depth of leveling material in any course would exceed this depth the material shall be placed in two or more courses.

PROFILE - The profile of the proposed surface course shall be approximately two (2) inches above that of the existing pavement.

PAVEMENT COMPUTATIONS

FED. RD. DIST. NO.	STATE	PROJECT	FISCAL YEAR
10	OHIO		1944

27
28

VAN WERT COUNTY
SH 265 SEC. E (PT) OHIO CITY & B (PT)

MUNICIPAL

Begin Sta. 154+15.82
End Sta. 180+48.42 = 2632.60 Lin. Ft.

Begin Sta. 180+48.42
End Sta. 181+68.42 (Transition) = 120.00 Lin. Ft.
Gross Length = 2752.60 Lin. Ft.

Deduction ~ For Railroad Sta. 154+33 to Sta. 154+43.60 = 10.60 Lin. Ft.
Deduction ~ For Railroad Sta. 167+35 to Sta. 167+41.65 = 46.65 Lin. Ft.
Total Deduction = 57.25 Lin. Ft.
Net Length 2752.60 - 57.25 = 2695.35 Lin. Ft.
or .510 Miles

Net Length ~ Transition = 2695.35 - 120.00 = 2575.35 Lin. Ft.
Concrete Approach (B-P) = 45 Lin. Ft. (No Base Widening Required)

I-20, 5" Insulation $[(2575.35 \times .45) \times 4.66] \div 9 = 1310.16$ Sq. Yds.
Transition $[(2 \pm 1 + .66) \times 120] \div 9 = 28.80$ Sq. Yds.
Transition $[(2 \pm 4 + .66) \times 120] \div 9 = 48.80$ Sq. Yds.
Total = 1387.76 Sq. Yds.

T-30, Prime Coat (2695.35 x 16) ÷ 9 = 4791.73 Sq. Yds.
(From Summary P 206.36) + (2466 and Item B-P Sheet No. 4) = 231.02 Sq. Yds.
Total = 5022.75 Sq. Yds.
5022.75 x 0.10 Gal. = 502.28 Gals.

E-10, Sealing (only) Edge of Existing Pavement
Rt. Edge = 2575.35 - 45 = 2530.35 Lin. Ft.
Transition = 120 x 2 = 240.00 Lin. Ft.
Total = 2770.35 Lin. Ft.

I-117, Side Approaches, Mail Box Turnouts & Berm Material
 $(2695.35 \times 3 \times .17) \div 27 = 101.82$ Cu. Yds.
From ("A" & "P" Schedules) = 8.60 Cu. Yds.
Total = 110.42 Cu. Yds.
Add 15% for Compaction 110.42 x 1.15 = 126.98 Cu. Yds.
Use 127 Cu. Yds.

B-35, 3" Asphaltic Concrete Leveling Course
 $[(2575.35 \times .25) \times 4.25] \div 9 = 1194.89$ Sq. Yds.
Transition $[(2 \pm 1 + .25) \times 120] \div 9 = 23.33$ Sq. Yds.
Transition $[(2 \pm 4 + .25) \times 120] \div 9 = 43.33$ Sq. Yds.
Total = 1261.55 Sq. Yds.
Volume 1261.55 x 36 = 105.13 Cu. Yds.

B-35, 3/4" Minimum Thickness Asphaltic Concrete Leveling Course
 $(2575.35 \times 20) \div 9 = 5723.00$ Sq. Yds.
Transition $[(2 \pm 1 + 2 \pm 4 + 16) \times 120] \div 9 = 273.33$ Sq. Yds.
From ("P" Schedule) = 206.36 Sq. Yds.
Total Area = 6202.69 Sq. Yds.
Volume (6202.69 x 1 1/2) ÷ 36 = 215.37 Cu. Yds.

E-8, Removal and Disposal of Existing Bituminous Concrete Surface Course (Estimated) = 100 Sq. Yds.

RURAL

Begin Sta. 153+00
End Sta. 154+15.82 = 115.82 Lin. Ft.

Begin Sta. 181+68.42
End Sta. 322+77.40 = 14108.98 Lin. Ft.

Begin Sta. 323+20.25
End Sta. 327+65 = 444.75 Lin. Ft.
Gross Length - Bridge Length = 14669.55 Lin. Ft.
or 2.778 Mi.
Begin Bridge Sta. 322+77.40
End Bridge Sta. 323+20.25 = 42.85 Lin. Ft.

I-20, 5" Insulation (14669.55 x 5.33) ÷ 9 = 8687.63 Sq. Yds.

T-30, Prime Coat - None.

E-10, Cutting and Sealing of Edge of Existing Pavement
14669.55 x 2 = 29339.10 Lin. Ft.

I-117, Side Approaches & Mail Box Turnouts
From "A" & "P" (Schedules) = 33.6 Cu. Yds.
Add 15% for Compaction 33.6 x 1.15 = 38.64 Cu. Yds.

B-35, 3" Asphaltic Concrete Leveling Course
 $[(14669.55 \times 2.25) \div 9] \times 2 = 7334.78$ Sq. Yds.
Volume 7334.78 x 36 = 611.23 Cu. Yds.

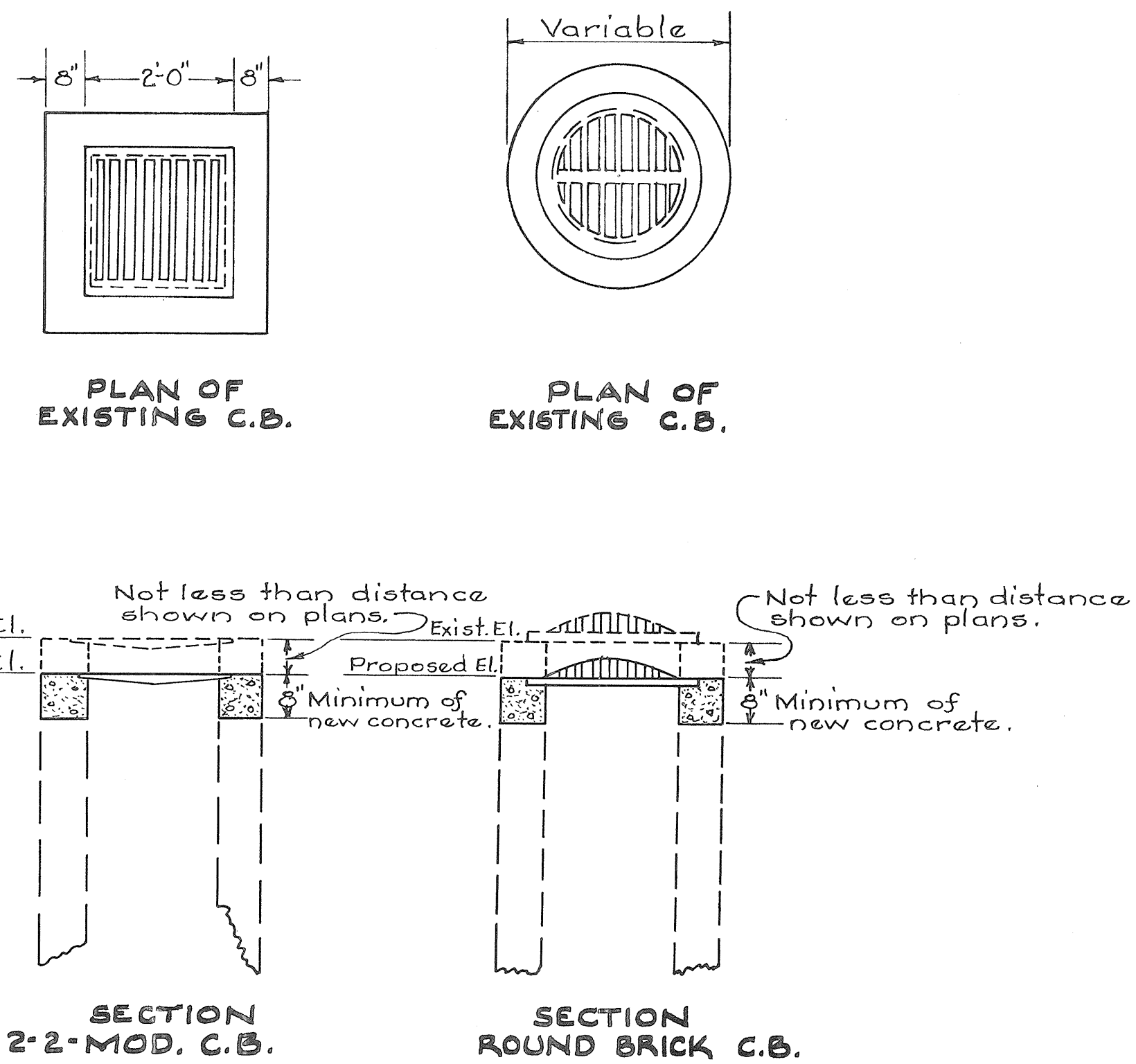
B-35, 3/4" Minimum Thickness Asphaltic Concrete Leveling Course
 $(14669.55 \times 20) \div 9 = 32599.00$ Sq. Yds.
From ("P" Schedule) = 56.33 Sq. Yds.
Total Area = 32655.33 Sq. Yds.
Volume (32655.33 x 3/4) ÷ 36 = 680.32 Cu. Yds.
Add 200 Cu. Yds. per Mile to remove surface irregularities and to decrease Crown
200 x 2.778 Mi. = 555.60 Cu. Yds.
Estimated Volume to correct superelevation = 150.00 Cu. Yds.
Total Volume = 1385.92 Cu. Yds.

T-35, 1 1/2" Asphaltic Concrete Surface Course Type "A"
 $(14669.55 \times 20) \div 9 = 32599.00$ Sq. Yds.
Bridge (42.85 x 19.83) ÷ 9 = 94.41 Sq. Yds.
From ("P" Schedule) = 56.33 Sq. Yds.
Total Area = 32749.74 Sq. Yds.
Volume (32749.74 x 1 1/2) ÷ 36 = 1137.14 Cu. Yds.

PIPE STORAGE - All pipe removed and stored in accordance with Item E-12, shall be deposited within Right-of-Way and between Sta. 329 and Sta. 330 for removal by State Forces.

LOCATION OF BASE WIDENING - The cross-sections show the location of Base Widening. See sheets 15 to 26 inclusive.

DETAIL OF METHOD FOR CATCH BASIN ADJUSTMENT



Work required in making adjustment:-
A - Remove for reuse the existing castings.
B - Remove a sufficient portion of old Catch Basin so that grate may be set at desired elevation and that an 8" minimum height of new wall can be constructed.

GENERAL SUMMARY

ITEM	DESCRIPTION	MUNICIPAL	RURAL	TOTAL	UNIT
E-1	Excavation (Unclassified)	873	2235	3108	Cu. Yds.
E-10	Cutting and Sealing of Existing Pavement Edge		29339	29339	Lin. Ft.
E-10	Sealing (only) of Existing Pavement Edge	2770		2770	Lin. Ft.
E-12	10" Pipe Removed and Stored	36	166	202	Lin. Ft.
I-3	8" Pipe for Roadway Drainage	122		122	Lin. Ft.
I-1	12" Pipe for Driveways	48	240	288	Lin. Ft.
I-8	Standard No. 1-2-B Catch Basins	2		2	Each
I-8	Catch Basins Adjusted to Grade as per plan	22	10	32	Each
I-117	Side Approaches, Mail Box Turnouts and Berm Material	127	39	166	Cu. Yds.
E-8	Removal and Disposal of Existing Bituminous Concrete Surface Course	100		100	Sq. Yds.
T-30	Bituminous Prime Coat Section M-5.12 AE-3, including sand cover	502		502	Gal.
T-35	Asphaltic Concrete Surface Course, Type "B", or Type "B" Modified, as per special provisions.	216		216	Cu. Yds.
T-35	Asphaltic Concrete Surface Course, Type "A"		1137	1137	Cu. Yds.
B-35	Asphaltic Concrete Leveling Course	311	1997	2308	Cu. Yds.
I-20	5" Insulation Course (Coarse Graded Type)	1388	8688	10076	Sq. Yds.
E-305	Seeding and Protecting Roadway Areas	6688	45669	52357	Sq. Yds.

EXTRA PAVEMENT "P"

Sheet No.	Reference No.	T-35 Surface Course Sq. Yds.		I-117 Side Approaches Cu. Yds.	
		From	To	Municipal	Rural
3	1-P	3-P		28.67	0.9
4	4-P	14-P		177.69	3.8
6	15-P				26.00
7	16-P	17-P			3.3
11	18-P	19-P		30.33	2.2
Totals				206.36	56.33

SIDE APPROACHES "A"

Sheet No.	Reference No.	E-12 Pipe Removed and Stored 10" Lin. Ft.		I-1 12" Pipe for Driveways Lin. Ft.		I-117 Side Approaches Cu. Yds.	
		From	To	Municipal	Rural	Municipal	Rural
3	1-A	3-A		20		1.0	
4	1-A	10-A				2.1	
5	1-A	8-A		16	32	0.8	3.0
6	1-A	7-A		16			4.5
7	1-A	3-A					1.5
8	1-A	4-A		30			2.6
9	1-A	3-A		52			1.5
10	1-A	8-A		36			5.6
11	1-A	3-A					2.0
12	1-A	4-A					2.5
13	1-A	2-A					1.5
14	1-A	5-A					3.0
Totals				36	166	48	240

EARTHWORK

Sheet No.	Station	Excavation Cu. Yds.		Embankment Cu. Yds.		Embankment + 35% Cu. Yds.	
		From	To	Municipal	Rural	Municipal	Rural
3	153+00	154+15.82		20	14		19
3	154+15.82	160+00	168		14		19
4	160+00	170+00	251		5		7
4	170+00	181+68.42	454		22		30
5	181+68.42	190+00		117	71		96
6	190+00	200+00		138	186		251
6	200+00	210+00		173	86		116
7	210+00	220+00		149	104		140
8	220+00	230+00		207	113		153
8	230+00	240+00		162	96		130
9	240+00	250+00		215	130		176
9	250+00	260+00		133	142		192
10	260+00	270+00		121	177		239
11	270+00	280+00		199	163		220
11	280+00	290+00		139	183		247
12	290+00	300+00		114	174		235
13	300+00	310+00		82	137		185
13	310+00	320+00		189	123		166
14	320+00	327+65		77	173		233
Totals				873	2235	41	2072
Project Totals				3108	2113	56	2798

SEEDING

Sheet No.	E-305 Seeding Sq. Yds.	
	Municipal	Rural
15	867	223
16	3139	
17	2682	2457
18	5055	
19	5450	
20	5206	
21	5529	
22	4867	
23	5141	
24	4844	
25	4472	
26	2425	
Totals		6688 45669

EARTHWORK COMPUTATIONS

Total Excavation (Municipal and Rural) = 3108 Cu. Yds.
 Total Embankment + 35% (Municipal and Rural) = 2854 Cu. Yds.
 Waste = 254 Cu. Yds.

ROADWAY DRAINAGE "D"

Sheet No.	Reference No.	From	To	I-3 8" Pipe for Roadway Drainage Lin. Ft.		I-8 1-2B Catch Basins Adjust to Grade Each		I-8 1-8 Catch Basins Adjust to Grade Each	
				Municipal	Rural	Municipal	Rural	Municipal	Rural
3	1-D	7-D					5	1	
4	1-D	17-D			122	2	13		
5	1-D	4-D					4		
7	1-D	5-D						5	
9	1-D							1	
11	1-D	2-D						2	
13	1-D							1	
Totals						122	2	22	10