

#5025

STATE OF OHIO  
 DEPARTMENT OF HIGHWAYS  
 SAN-590-(11.75-12.03)  
 SANDUSKY COUNTY  
 VILLAGE OF LINDSEY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	1/4

SAN-590-(11.75-12.03)

**PART 1**  
 FOR PART 2 SEE  
 SAN-600-(4.27-5.41)

CONVENTIONAL SIGNS

Center Line	—————
Corporation Line	—————
Property Line	—————
Pole Line	⌘ Telephone ⌘ Electric
Railroads	—————

End Work Sta. 642+07  
 End Project Sta. 641+84

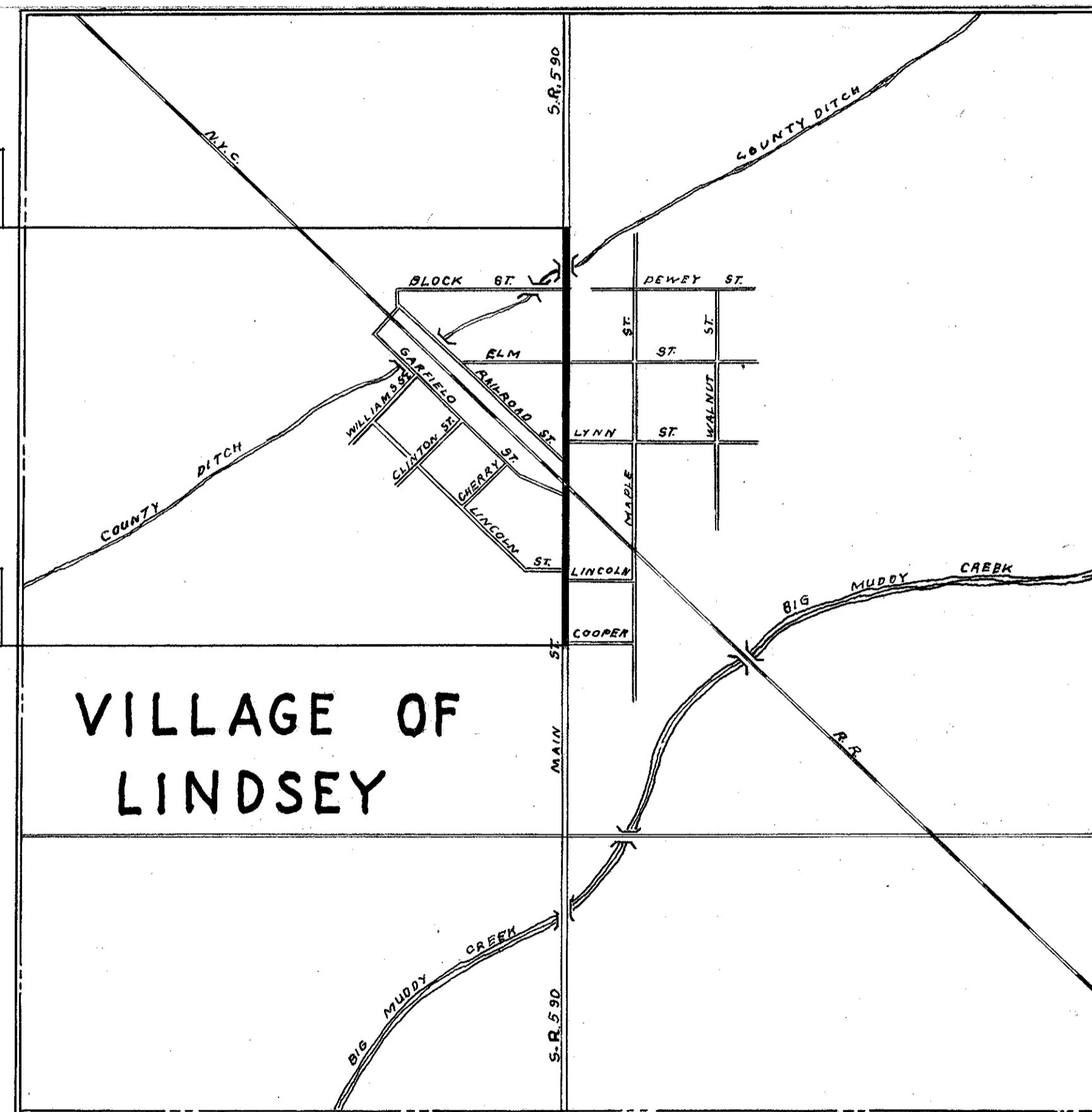
Begin Work Sta. 620+54.26  
 Begin Project Sta. 621+00

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LINE DATA

Begin Work Sta. 620+54.26  
 Begin Project Sta. 621+00  
 End Project Sta. 641+84  
 End Work Sta. 642+07  
 Gross Length of Project = 2084.00 Lin. Ft.  
 Deduct for Railroad Crossing  
 Sta. 628+87.45 to Sta. 629+08.60 = 21.15 Lin. Ft.  
 Net Length of Project = 2062.85 Lin. Ft. = 0.391 Mile  
 Gross Length of Work = 2152.74 Lin. Ft.  
 Deduct for Railroad = 21.15 Lin. Ft.  
 Net Length of Work = 2131.59 Lin. Ft. = 0.403 Miles



POINT OF DELIVERY: LINDSEY AVERAGE HAUL = 1/8 Mile

LOCATION PLAN Scale



PORTION TO BE IMPROVED  
 STATE HIGHWAYS  
 OTHER ROADS  
 DETOUR  
 NONE

The Standard Specification of The State of Ohio, Department of Highways, including changes and Supplemental Specifications listed in 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 maintenance and safety of traffic will be as set forth in these plans and estimates.

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

Approved George W. Ruben  
 Date June 20 55 Division Deputy Director

Approved John J. Weer  
 Date 6-28-55 Deputy Director of Planning & Programming

Approved [Signature]  
 Date 6-29-55 Engineer of Location & Design

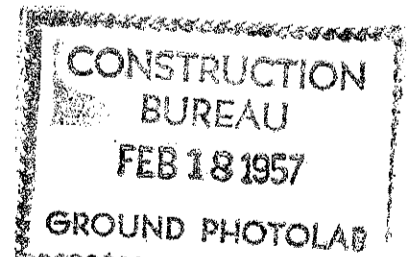
Approved Richard Orth  
 Date 6-24-55 Engineer of Bridges

Approved H. F. Seidl  
 Date 6-24-55 Deputy Director of Design & Construction

Approved V. F. Klaudt  
 Date 6-28-55 First Assistant Director

Approved [Signature]  
 Date 6-27-55 Director of Highways

Print Approved Paul G. Schneider  
 Date 6-21-55 Mayor of Lindsey

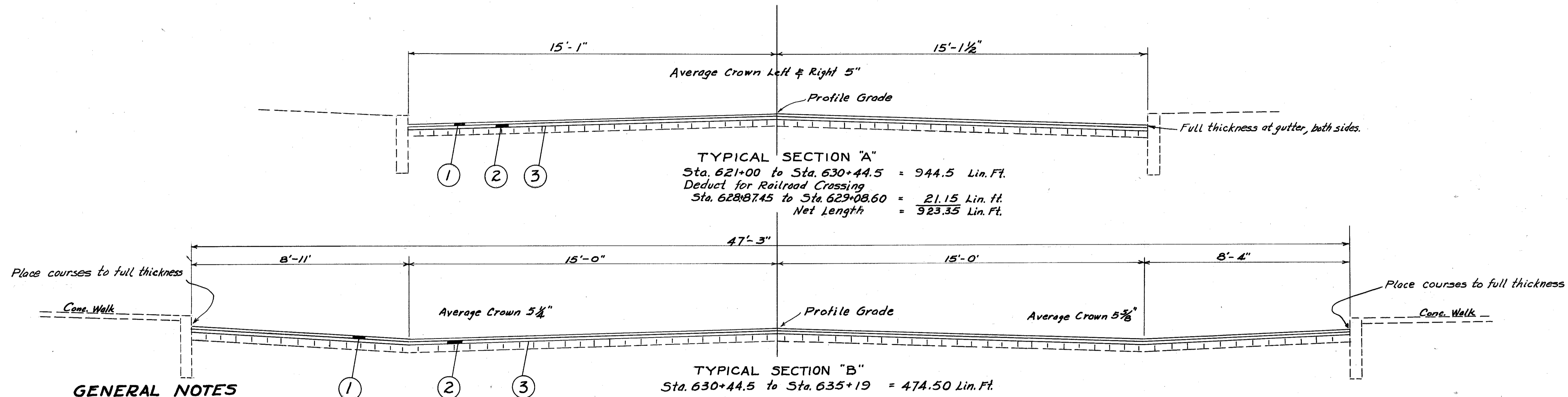


STANDARD DRAWINGS	SUPPLEMENTAL SPECIFICATIONS
T-35	10-1-52

File No.	Sandusky County SAN-590-(11.75-12.03)
Date of Letting	195
Contract No.	

# TYPICAL SECTION TYPE - T-35

Existing Pavement - Typical Section "A", "B", "C"  
brick with sand filler.



### GENERAL NOTES

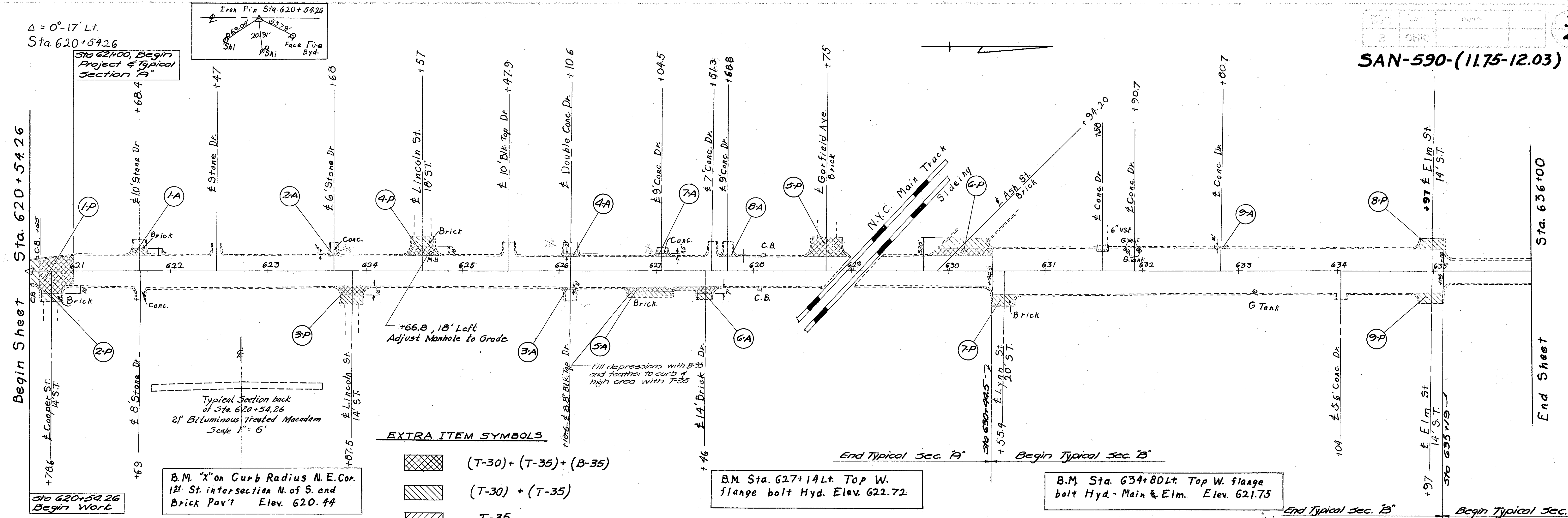
- CONTROL POINTS:** Before construction operations begin, the Engineer will reference all existing monuments, railroad spikes, iron bolts, etc on the survey line. Upon completion of the surface, the Engineer will reestablish all these control points in the new pavement.
- ALIGNMENT & PROFILE:** This Project proposes no change in the alignment of the existing construction on the length now proposed for resurfacing. The profile of the proposed surface course shall be approximately 2 1/4 inches above that of the existing pavement.
- UTILITIES:** All work required to relocate and/or adjust, etc. all gas, telephone, electric, water and other services to conform to the new grade shall be done by the utilities in question.
- TRAFFIC:** Traffic shall be maintained at all times. The length of one-way traffic zone shall be kept to a minimum consistent with the specification requirements for the protection of the wearing course.
- FILLING MAJOR DEPRESSIONS:** Major depressions in the existing pavement shall be filled and compacted with bituminous concrete material in advance of placing the regular leveling course. These depressions shall be filled in layers not to exceed 3" in depth when compacted.
- FEATHERING:** The new surface course shall be feathered to meet existing catch basins, flume inlets, railroad crossings and at driveways, approach pavements and at beginning and end of work.
- DRIVEWAYS:** No work shall be done on resident or commercial driveways except where shown otherwise in the plan.
- UTILITY OWNERSHIP:**

Electric Toledo Edison Co. - Toledo, Ohio.  
Telephone Ohio Bell Telephone Co - Fremont, Ohio.

- ① Item T-35, 1" Asphaltic Concrete Surface Course, Type "C" (70-80)
- ② Item B-35, 1 1/4" Minimum Thickness Asphaltic Concrete Leveling Course, (70-80).
- ③ Item T-30, Bituminous Tack Coat, Sec. M-5.5 MS-2 or RS-1, or Sec. M-5.2 RC-1 or RC-2 applied at the rate of 0.10 gal per sq. yd. See note in proposal

### GENERAL SUMMARY

Item	Quantities	Unit	Description
<b>Roadway &amp; Pavement</b>			
I-8	1	Each	Manhole adjusted to grade.
B-35	375	Cu. Yds.	Asphaltic Concrete Leveling Course (70-80)
T-35	227	Cu. Yds.	Asphaltic Concrete Surface Course, Type "C" (70-80)
T-30	822	Gals.	Bituminous Tack Coat, as per plan



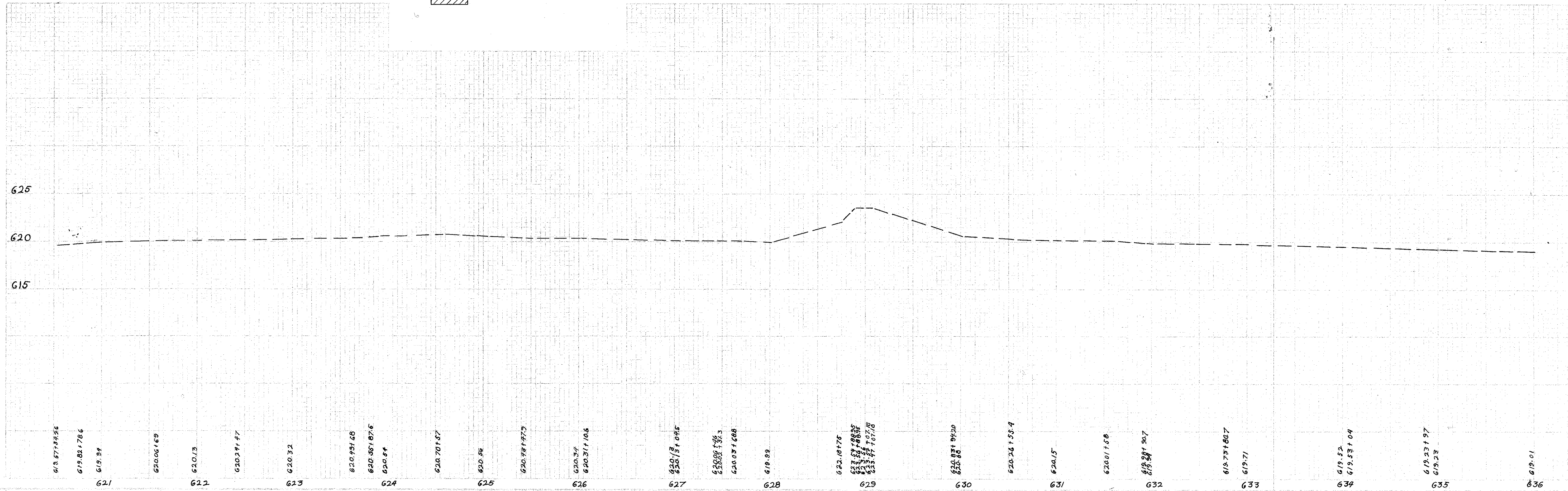
Typical Section back of Sta. 620+54.26  
2' Bituminous Treated Macadam  
Scale 1" = 6'

B.M. "x" on Curb Radius N.E. Cor.  
13' St. intersection N. of S. end  
Brick Pav't Elev. 620.44

- EXTRA ITEM SYMBOLS**
- (T-30) + (T-35) + (B-35)
  - (T-30) + (T-35)
  - T-35

B.M. Sta. 627+14L+ Top W.  
flange bolt Hyd. Elev. 622.72

B.M. Sta. 634+80L+ Top W. flange  
bolt Hyd. - Main & Elm. Elev. 621.75



Sta. 620+54.26 to Sta. 636+00

### PAVEMENT COMPUTATION

Net Length from Typical Sections.  
 Section "A" = 923.35 Ft.  
 Section "B" = 474.50 Ft.  
 Section "C" = 665.00 Ft.

#### Item T-35, Asphaltic Concrete Surface Course.

Section "A"  
 Width = 15.08 + 15.12 = 30.20 Ft.  
 Area  $923.35 \times 30.20 \div 9 = 3098.35$  sq. yds.  
 $(3098.35 + 36) \div 4 = 86.06$  cu. yds.

Section "B"  
 Width = 47.25 Ft.  
 Area  $474.50 \times 47.25 \div 9 = 2491.02$  sq. yds.  
 $(2491.02 + 36) \div 4 = 69.20$  cu. yds.

Section "C"  
 Width 12.22 + 12.06 = 24.28 Ft.  
 Area  $665.00 \times 24.28 \div 9 = 1794.05$  sq. yds.  
 $(1794.05 + 36) \div 4 = 49.83$  cu. yds.

Subtotal = 205.09 cu. yds.  
 Add from Extra Pavement Item (1-P to 12-P) = 17.07 cu. yds.  
 Add from Driveways (1-A to 14-A) = 4.05 cu. yds.  
 Total = 226.21 cu. yds.  
 Use 227 cu. yds.

#### Item B-35, Asphaltic Concrete Leveling Course.

(Area same as for T-35 quantities)

Section "A"  
 Area = 3098.35 sq. yds.  
 $(3098.35 + 36) \div 4 = 107.58$  cu. yds.

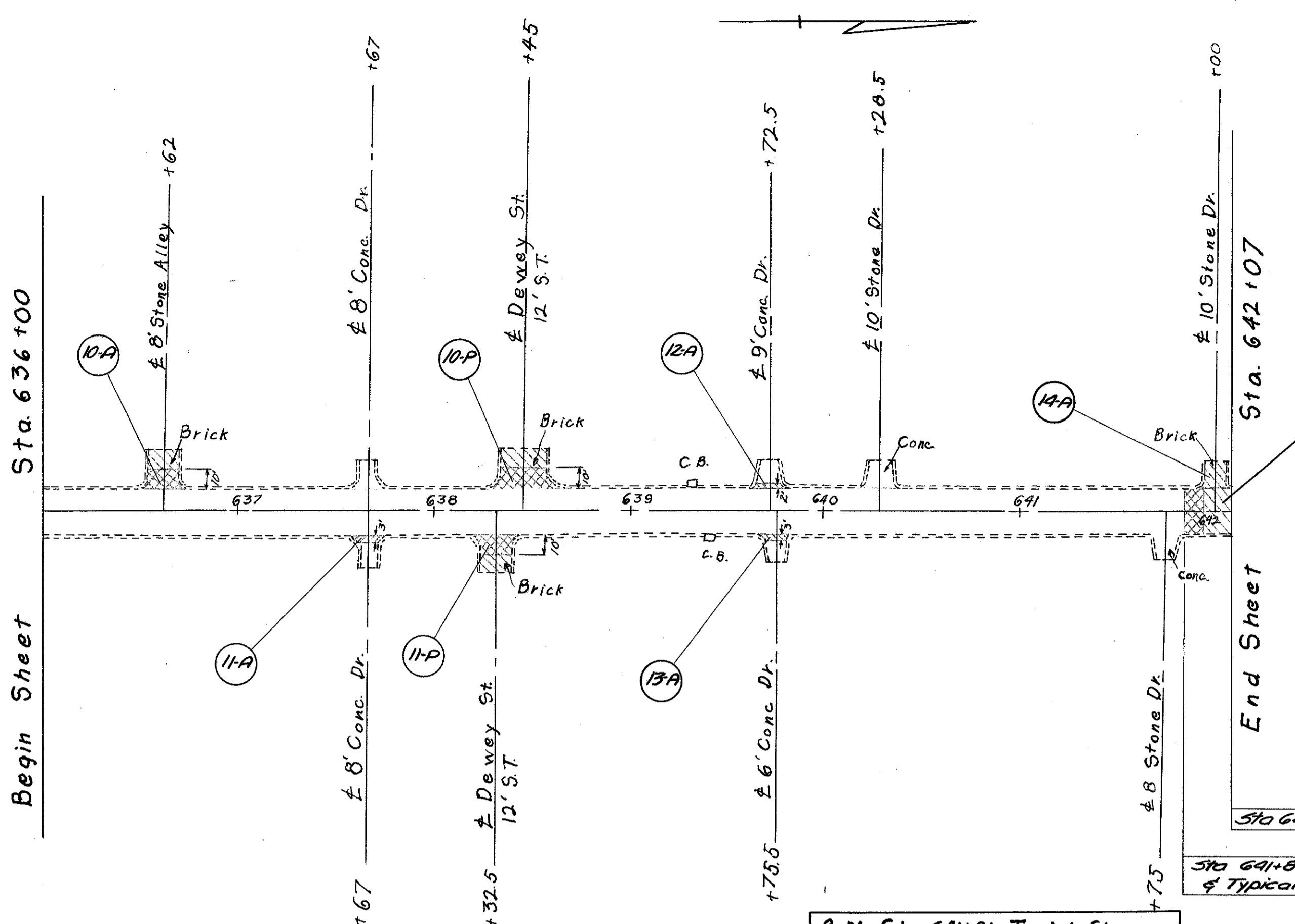
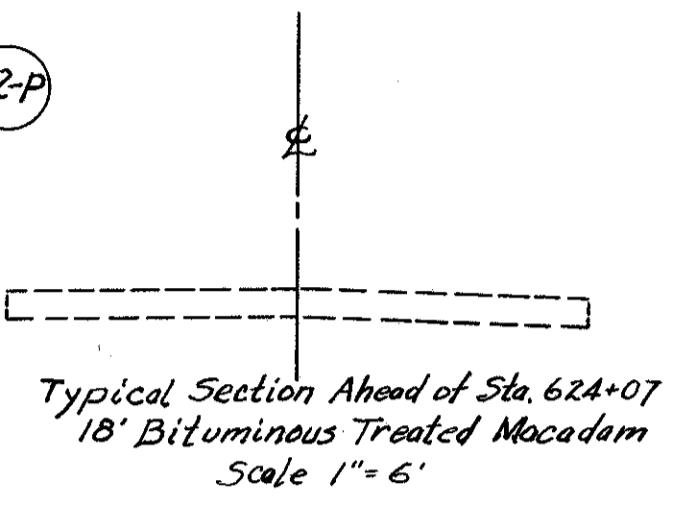
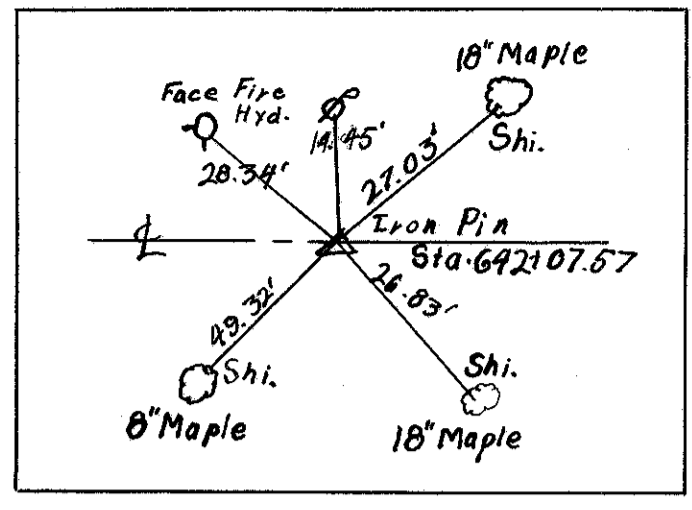
Section "B"  
 Area = 2491.02 sq. yds.  
 $(2491.02 + 36) \div 4 = 86.50$  cu. yds.

Section "C"  
 Area = 1794.05 sq. yds.  
 $(1794.05 + 36) \div 4 = 62.29$  cu. yds.

Subtotal = 256.37 cu. yds.  
 Add from Extra Pavement (1-P to 12-P) = 13.54 cu. yds.  
 Add from Driveways (1-A to 14-A) = 2.51 cu. yds.  
 Add for Surface Irregularities = 102.00 cu. yds.  
 Total = 374.42 cu. yds.  
 Use 375 cu. yds.

#### Item T-30, Bituminous Tack Coat

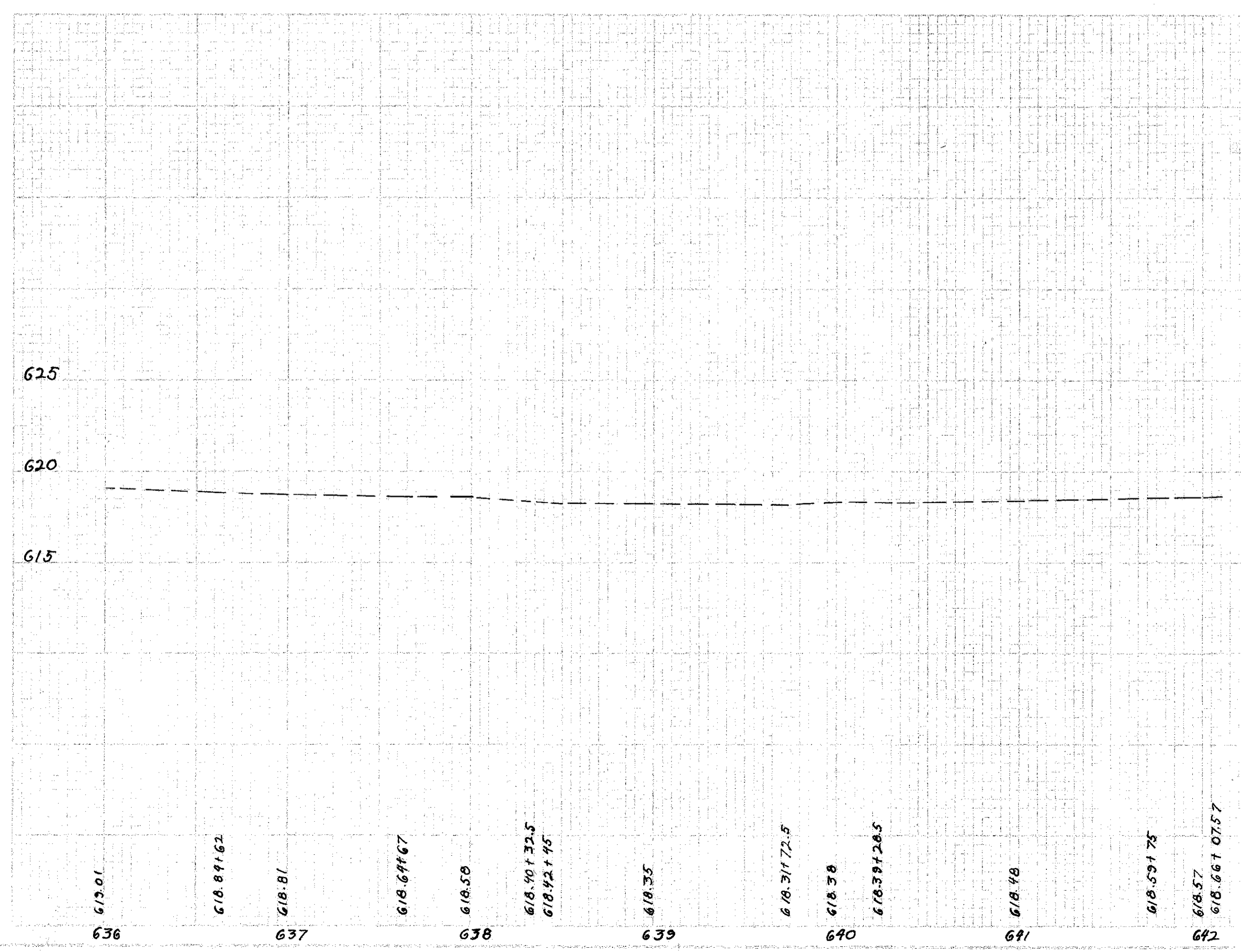
Section "A" Area = 3098.22 sq. yds.  
 Section "B" Area = 2491.02 sq. yds.  
 Section "C" Area = 1794.05 sq. yds.  
 Total Area = 7383.42 sq. yds.  
 $7383.42 \times 0.10 = 738.34$  gals.  
 Add from Extra Pavement (1-P to 12-P) = 68.40 gals.  
 Add from Driveways (1-A to 14-A) = 14.90 gals.  
 Total = 821.64 gals.  
 Use 822 gals.

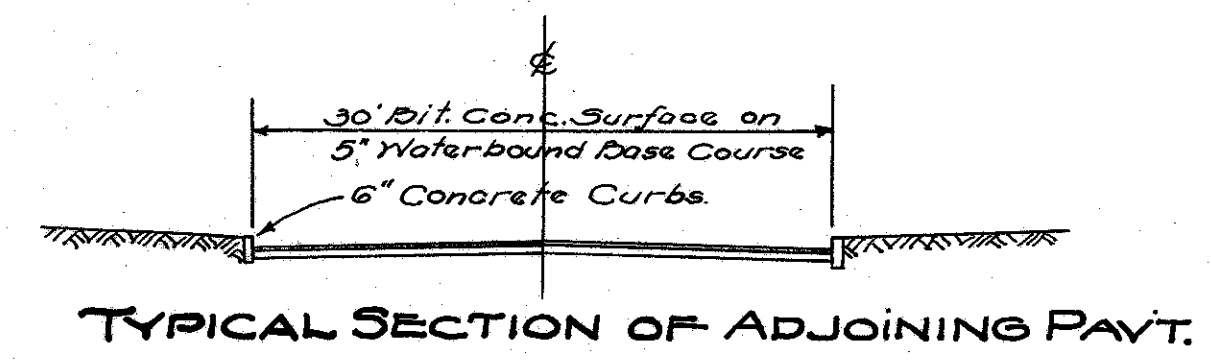
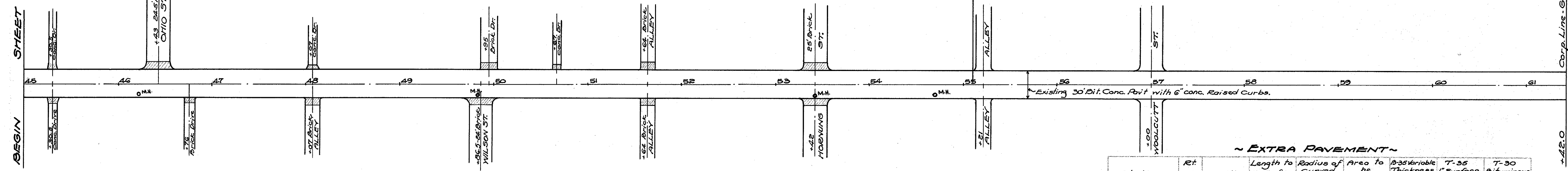


B.M. Sta. 641+91 Top W. Flange  
 bolt Hyd. Elev. 621.13

Sta. 642+07, End Work

Sta. 641+84, End Project  
 of Typical Section "C"





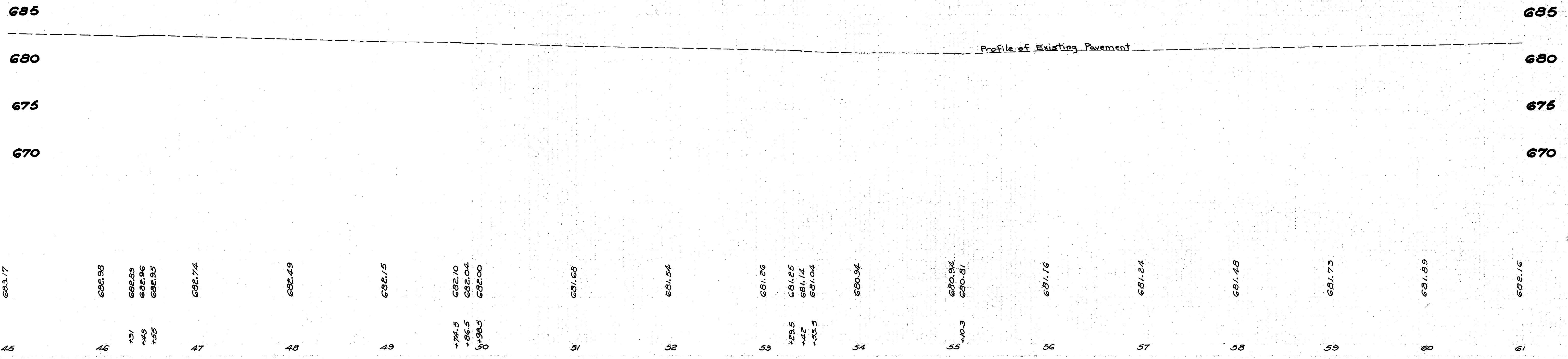
MANHOLE TOPS AND POOL GRATE INLETS ADJUSTED TO GRADE

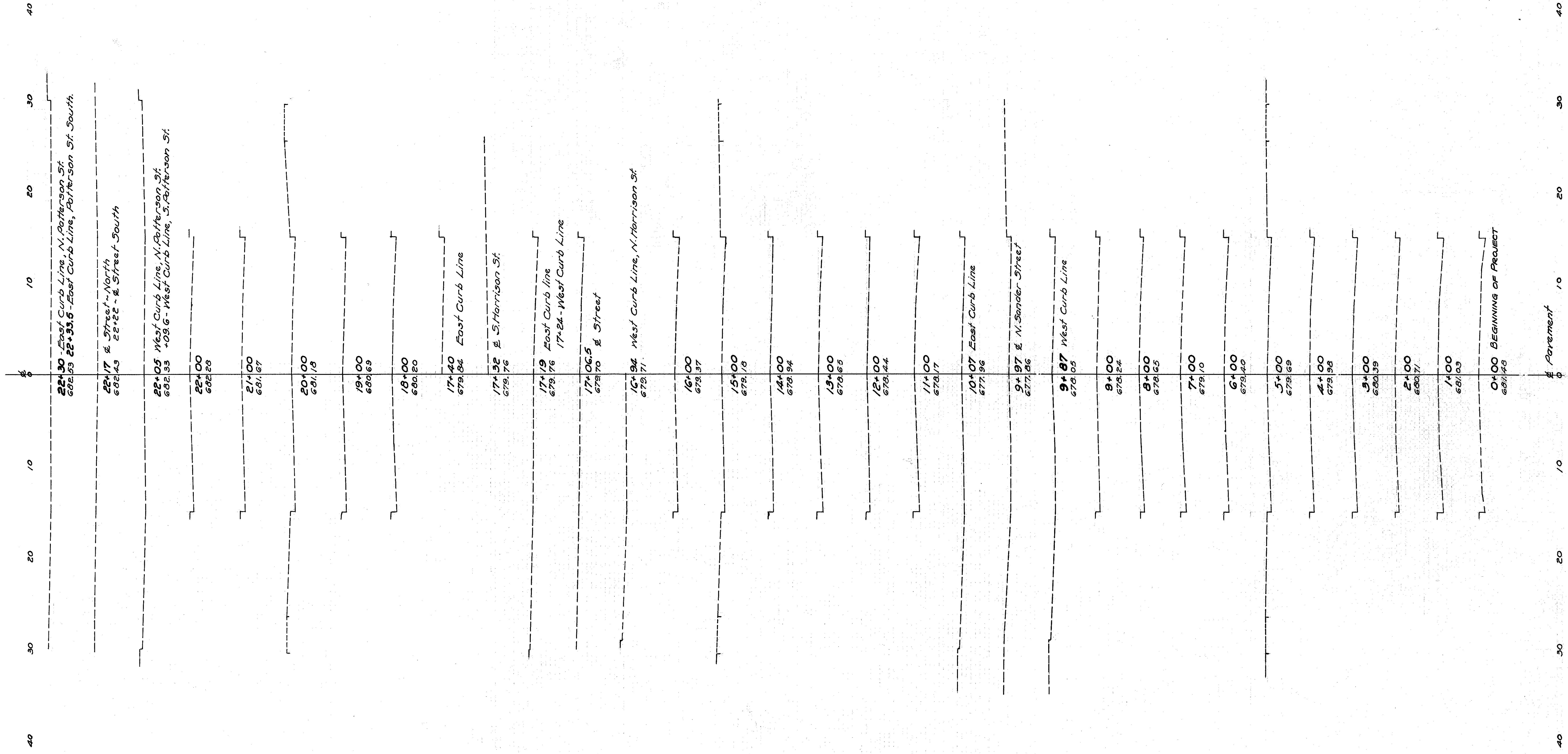
Station	Rt. or Lt.	Existing M.H. Tops Adjusted to Grade - Each	Existing Pool Grates Adjusted to Grade - Each
46+21	Rt.	1	
49+86	Rt.	1	
53+42	Rt.	1	
54+70	Rt.	1	
Totals		4	

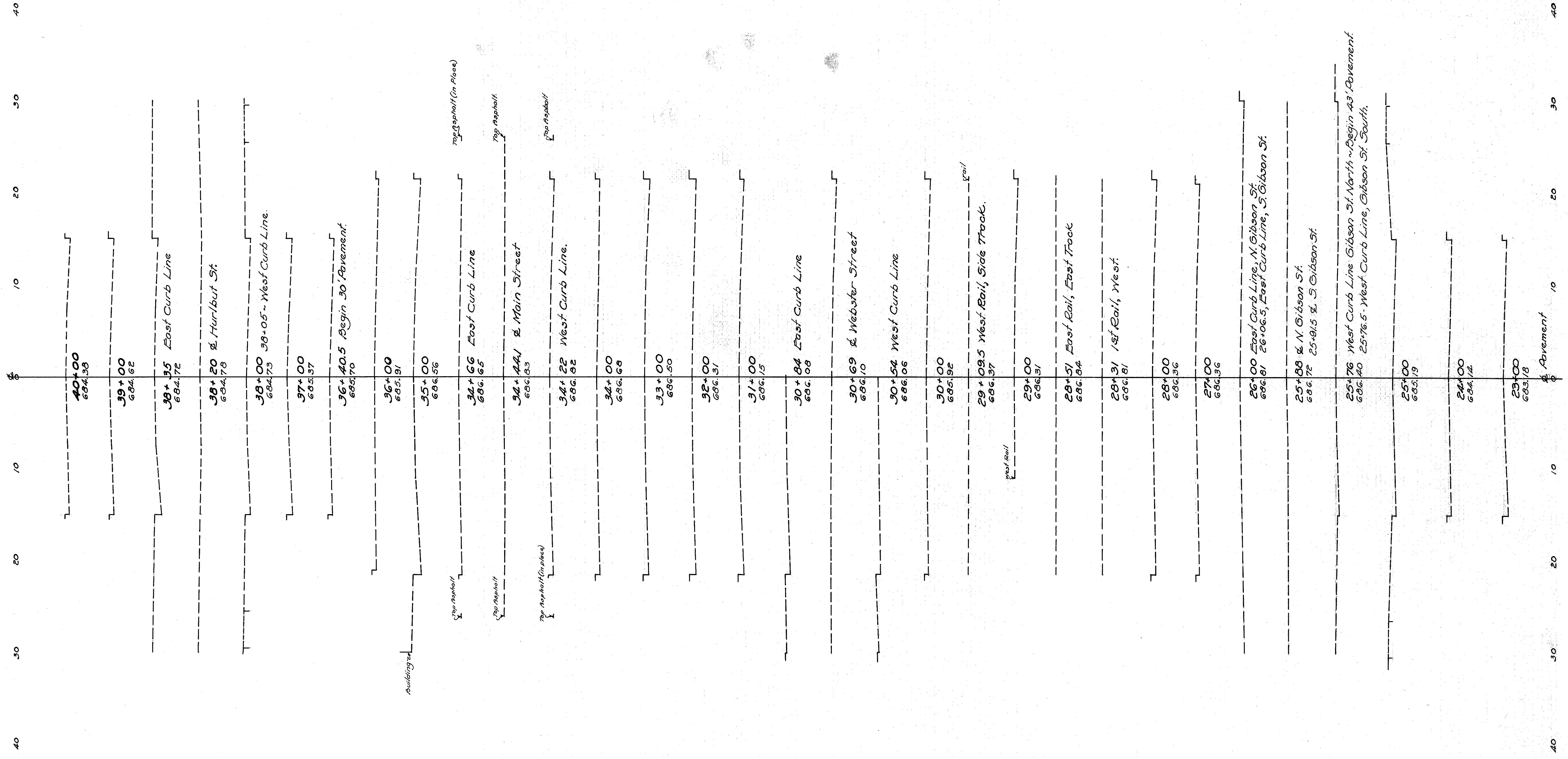
B.M. N.E. Cor. 1st Step-Residence #605 E. Madison St.  
 Elev. 682.35

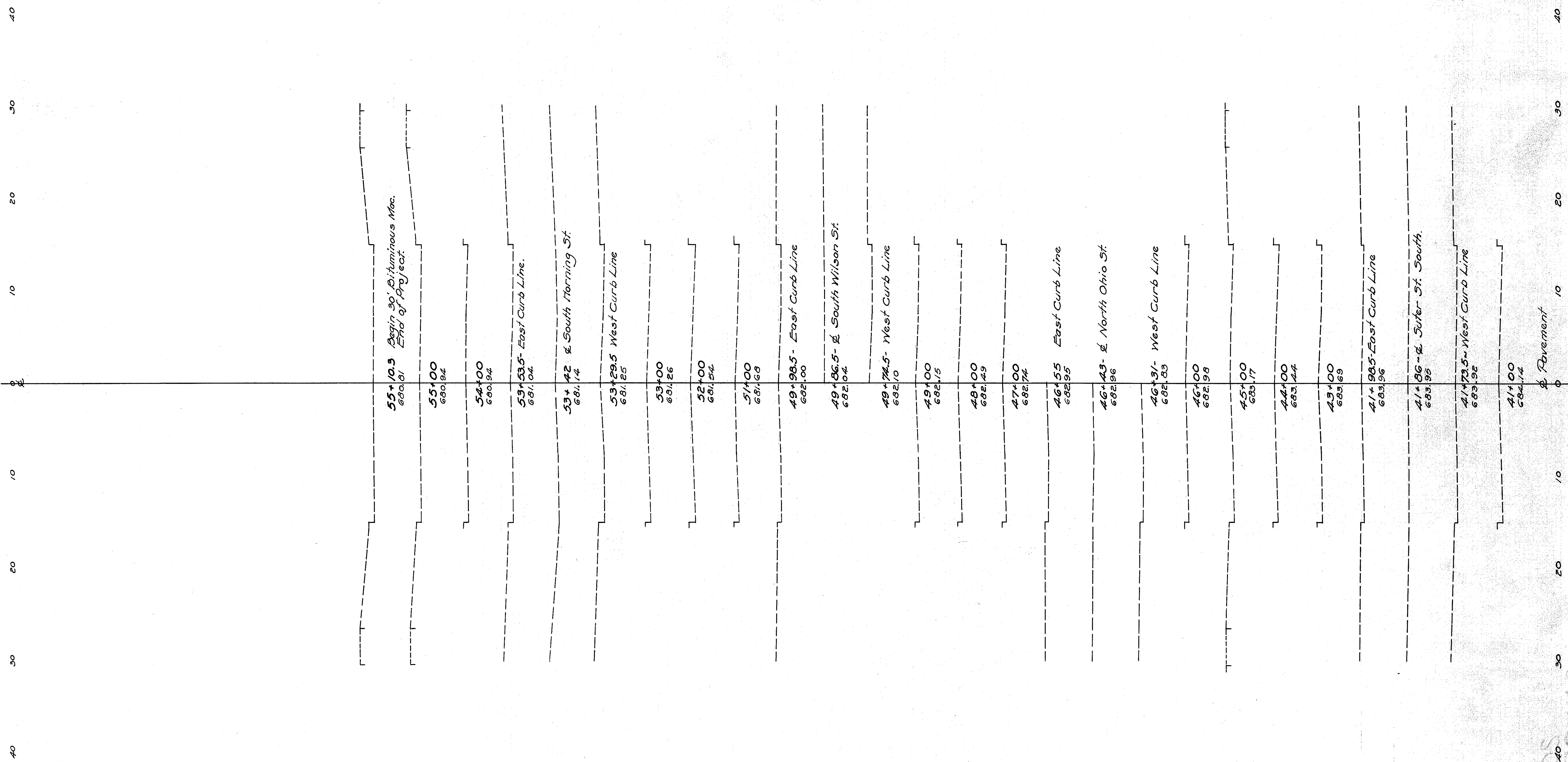
EXTRA PAVEMENT

Station	Rt. or Lt.	Width Lin. Ft.	Length to be Surfaced Lin. Ft.	Radius of Curved Curbs Lin. Ft.	Area to be Surfaced Sq. Yds.	Thickness of Leveling Course Cu. Yds.	T-35 Surface Course Cu. Yds.	T-30 Bituminous Prime Coat Gal.
45+30.5	Rt.	10.0	6	2	7.0	0.15	0.19	0.7
45+30.5	Lt.	8.0	6	1	5.6	0.10	0.16	0.6
46+43	Lt.	24.5	8	3	25.0	0.50	0.70	2.5
46+76	Rt.	10.5	6	2	7.0	0.15	0.19	0.7
48+07	Rt.	15.0	8	1	13.5	0.25	0.38	1.4
48+07	Lt.	12.0	4	1	5.3	0.10	0.16	0.6
49+36.5	Rt.	24.0	8	3	24.5	0.50	0.68	2.5
49+36.5	Lt.	17.5	6	1	11.5	0.20	0.32	1.2
50+67	Lt.	7.0	6	1	5.0	0.10	0.14	0.5
51+64	Rt.	15.0	8	1	13.5	0.25	0.38	1.4
51+64	Lt.	15.0	8	1	13.5	0.25	0.38	1.4
53+42	Rt.	25.0	8	3	25.5	0.50	0.71	2.6
53+42	Lt.	25.0	8	3	25.5	0.50	0.71	2.6
Totals					182.5	3.55	5.10	18.7









303 92-112



#5025

3

FED. RD. DIST. NO.	STATE	PROJECT	FISCAL YEAR
10	OHIO		1939

SANDUSKY COUNTY  
S.H. 931 SEC. "GIBSONBURG"(PT.)

# STATE OF OHIO DEPARTMENT OF HIGHWAYS

## HESSVILLE-GIBSONBURG-WEST ROAD

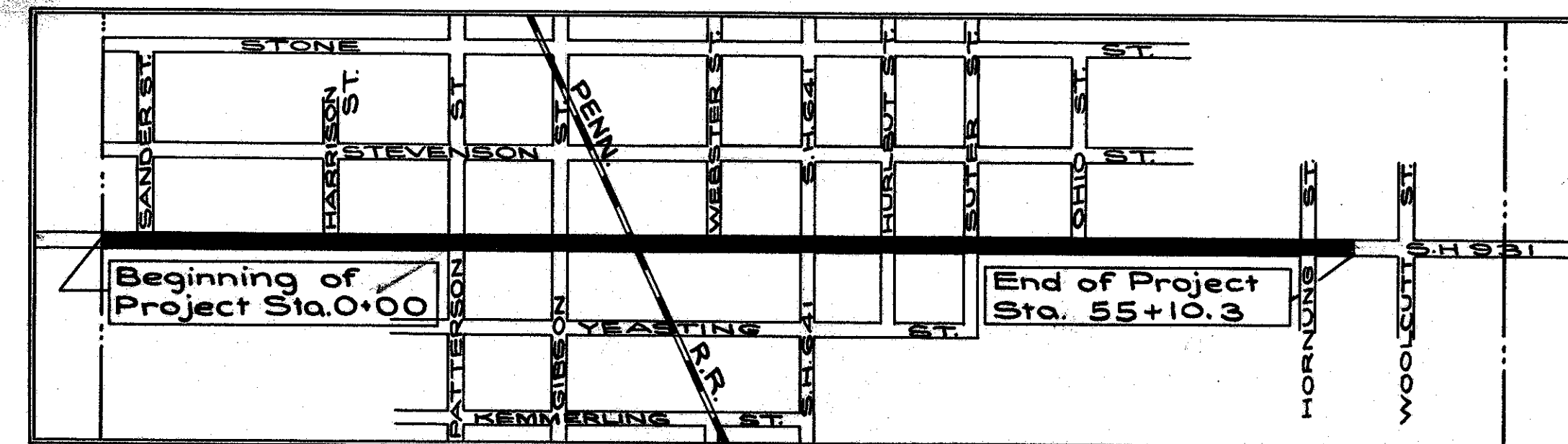
### S.H. 931 SEC. "GIBSONBURG"(PT.)

## SANDUSKY COUNTY

### VILLAGE OF GIBSONBURG

#### CONVENTIONAL SIGNS

Township Line	-----
Section Line	- - - - -
City or Village Line	-----
Property Line	-----
Fence	- x - x -
Center Line	-----
Steam Railroad	====
Pole Line-Electric	E E E
Pole Line-Telephone	T T T



PART OF VILLAGE OF GIBSONBURG  
Scale 1 inch = 500 ft.

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.

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

Approved \_\_\_\_\_  
Date \_\_\_\_\_ Resident District Deputy Director

Approved T. S. Adams  
Date 8/1/39 Resident Division Deputy Director

Approved \_\_\_\_\_  
Date \_\_\_\_\_ Chief Engineer, Bureau of Maintenance

Approved Albogue P.E. 25  
Date 8-18-39 Chief Engineer, Location and Right-of-Way

Approved F. J. Jones  
Date 8-19-39 First Asst. Director & Chief Engineer

Approved Robt. D. Beyletta  
Date 8-19-39 Director of Highways

#### INDEX OF SHEETS

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PLAN AND PROFILE	3
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SUMMARY	5

1  
2  
3  
4  
5

#### LINE DATA

Beginning of Project Sta. 0+00  
 End of Project Sta. 55+10.3  
 Gross Length of Project = 5510.3 Lin. Ft.  
 Deductions:-  
 Railroad Crossing (Sta. 28+29.5 to 28+52.5) = 23.0 Lin. Ft.  
 Railroad Crossing (Sta. 29+07 to 29+16.5) = 9.5 Lin. Ft.  
 Total Deduction = 32.5 Lin. Ft.  
 Net Length of Project = 5477.8 Lin. Ft. or 1.037 Miles.



Delivery Point ~ Gibsonburg  
Average Haul ~ 0.50 Mile  
LOCATION PLAN

Portion to be improved **=====**  
 State highways **=====**  
 Other roads **=====**

STANDARD NUMBER	DRAWINGS DATE
G-7.07	10-1933

#### SCALES

Plan 1" = 50'  
 Profile-Horizontal 1" = 50'  
 Vertical 1" = 5'  
 Cross Sections 1" = 5'

CONSTRUCTION BUREAU  
 JUL 13 1955  
 GROUND PHOTOGRAPH

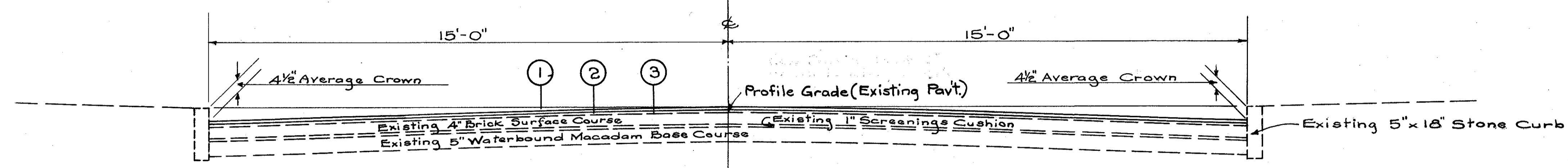
SUPPLEMENTAL SPECIFICATIONS  
-None-

315

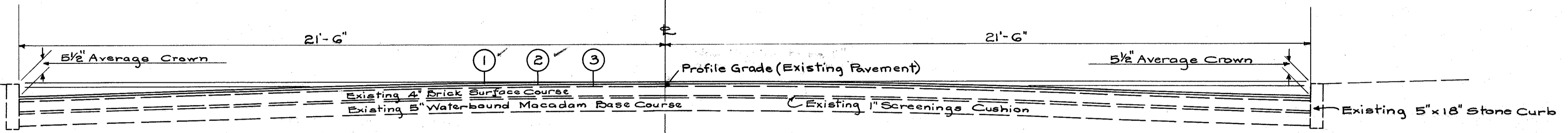
File No.	Sandusky County S.H. 931 Sec. "Gibsonburg"(Pt.)
Date of Letting	
Contract No.	

# TYPICAL SECTION

## TYPE - T-35



Typical Section :- Station 0+00 to Station 25+76 = 2576.0 Lin. Ft.  
 Station 36+40.5 to Station 55+10.3 = 1869.8 Lin. Ft.  
 Net Length = 4445.8 Lin. Ft.



Typical Section :- Station 25+76 to Station 36+40.5 = 1064.5 Lin. Ft.  
 Deductions :- Double Railroad Tracks (Sta. 28+29.5 to 28+52.5) = 23.0 Lin. Ft.  
 Single Railroad Track (Sta. 29+07 to 29+16.5) = 9.5 Lin. Ft.  
 Total Deductions = 32.5 Lin. Ft.  
 Net Length of Typical Section as above = 1032.0 Lin. Ft.

**~ PAVEMENT COMPUTATIONS ~**  
 Beginning of Project Sta. 0+00. End of Project Sta. 55+10.3  
 Gross Length of Project = 5510.3 Lin. Ft.  
 Deductions :-  
 Double Track Railroad Crossing (Sta. 28+29.5 to 28+52.5) = 23.0 Lin. Ft.  
 Single Track Railroad Crossing (Sta. 29+07 to 29+16.5) = 9.5 Lin. Ft.  
 Total Deductions = 32.5 Lin. Ft.  
 Net Length of Project = 5477.8 Lin. Ft. or 1.037 Miles.  
 Net Length of 30' Pavement (from Typical Section) = 4445.8 Lin. Ft.  
 Area of 30' Pavement = (4445.8 x 30) ÷ 9 = 14819.33 Sq. Yds.  
 Net Length of 43' Pavement (from Typical Section) = 1032.0 Lin. Ft.  
 Area of 43' Pavement = (1032.0 x 43) ÷ 9 = 4930.67 Sq. Yds.  
 Area of 30' Pavement + Area 43' Pavement = 19750.0 Sq. Yds.

Item T-30 Bituminous Prime Coat (0.10 Gal. per Sq. Yd.) applied only to area of Existing Pavement to be resurfaced =  
 19750 x 0.10 = 1,975.0 Gals.  
 Add for Intersections and Drives (From Summary) = 94.0 Gals.  
 Total T-30 = 2069.0 Gals.

Item B-35 Variable Thickness Leveling Course (1" Minimum Thickness).  
 (19750 x 1) ÷ 36 = 548.61 Cu. Yds.  
 Estimated Volume of Extra Leveling Course Material required to shape up from existing crown to new crown, to fill depressions in existing pavement, etc. = 125.0 Cu. Yds.  
 Estimated Volume of Extra Leveling Course Material required at intersections and drives (From Summary) = 18.31 Cu. Yds.  
 Total Variable Thickness, B-35 = 691.92 Cu. Yds.  
 Use 692 Cu. Yds.

Item T-35 1" Surface Course, Type "B"  
 (19750 x 1) ÷ 36 = 548.61 Cu. Yds.  
 Add for Intersections and Drives (Summary) = 25.78 Cu. Yds.  
 Total T-35 = 574.39 Cu. Yds.  
 Use 575 Cu. Yds.

- ① Item T-35, 1" Asphaltic Concrete Surface Course, Type "B"
- ② Item B-35, 1" Minimum Thickness Asphaltic Concrete Leveling Course
- ③ Item T-30, Bituminous Prime Coat using Bituminous Material, Sec. M-5.12 A.E. 3 applied at the rate of not more than 0.1 gal. per Sq. Yd. and Sand Cover, 4 to 7 lbs. per Sq. Yd.

**~ GENERAL NOTES ~**

**TRAFFIC** - Traffic shall be maintained at all times to the satisfaction of the Division Engineer. The item of maintaining shall include furnishing lights, signs, barricades and watchmen necessary to secure the unimpeded flow of traffic twenty-four (24) hours daily.

**SANDING** - Bituminous Prime Coat, Item T-30, of Bituminous Material Sec. M-5.12 A.E. 3, applied by Distributor or by Brooms at the rate of not more than 0.1 Gal. per Sq. Yd. and Sand Cover applied at the rate of 4 to 7 lbs. per Sq. Yd. After the Bituminous Material has been applied any material not required to give a uniform coating to the surface shall be swept into all open joints before the Sand Cover is placed. Payment for Sand Cover is included in the price bid per gallon for Bituminous Material.

Note: - T-35 Surface Course is to be feathered out at Railroad Crossings and at junction with existing pavements at beginning and end of project and at intersecting streets and private drives in the manner directed by the Engineer in Charge.

**UTILITIES** - Water Valve Boxes in the resurfaced areas shall be adjusted to the new grade by the Village of Gibsonburg.

**MANHOLE & POOL GRATE CASTINGS ADJUSTED TO GRADE** - Existing Manhole and Pool Grate Castings within the pavement area shall be adjusted to the surface level of the new Asphaltic Concrete Surface in a manner approved by the Engineer in Charge. Average adjustment equals approximately two (2) inches. The unit price bid per Existing Manhole and Pool Grate Castings Adjusted to Grade includes the payment for the necessary removal and reconstruction of existing pavement adjacent to the Manhole or Pool Grate Castings.

**SUMMARY OF EXTRA PAVEMENT**

Sheet No.	Area to be Surfaced Sq. Yds.	B-35 Variable Thickness Leveling Course Cu. Yds.	T-35 1" Surface Course Cu. Yds.	T-30 Bituminous Prime Coat Gals.
3	163.5	3.52	4.58	16.8
4	242.5	4.86	6.76	24.7
5	334.5	6.58	9.34	33.9
6	182.5	3.55	5.10	18.7
Totals	923.0	18.51	25.78	94.1

**SUMMARY OF PAVEMENT REMOVAL**

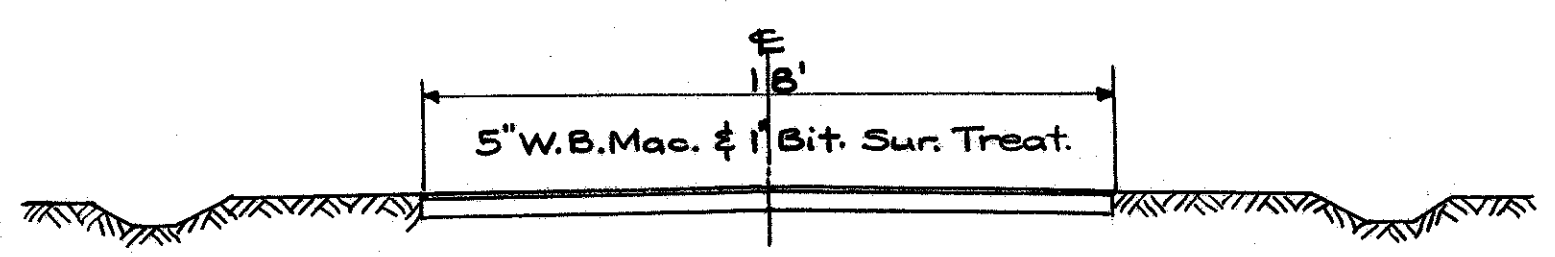
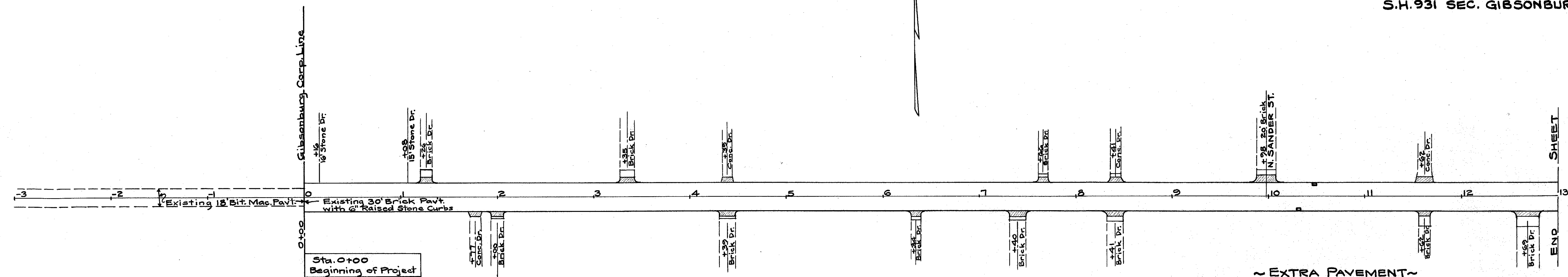
Sheet No.	Removal of Existing Bituminous Macadam Surface Course Sq. Yds.
3	15
4	
5	
6	
Total	15

**SUMMARY OF MANHOLE TOPS & POOL GRATES ADJUSTED TO GRADE**

Sheet No.	Existing Manhole Tops Adjusted to Grade Each	Existing Pool Grates Adjusted to Grade Each
3		2
4	1	
5	7	6
6	4	
Totals	12	8

**~ GENERAL SUMMARY ~**

Item	Description	Quantity	Unit
<b>Roadway</b>			
E-8	Removal of Existing Bituminous Macadam Surface Course	15	Sq. Yds.
I-8	Existing Pool Grate Inlet Castings Adjusted to Grade	8	Each
I-8	Existing Manhole Castings Adjusted to Grade	12	Each
<b>Pavement</b>			
T-30	Bituminous Prime Coat (Sec. M-5.12, A.E. 3) including sand cover	2069	Gal.
B-35	1" Minimum Thickness Asphaltic Concrete Leveling Course	692	Cu. Yds.
T-35	1" Asphaltic Concrete Surface Course, Type "B"	575	Cu. Yds.



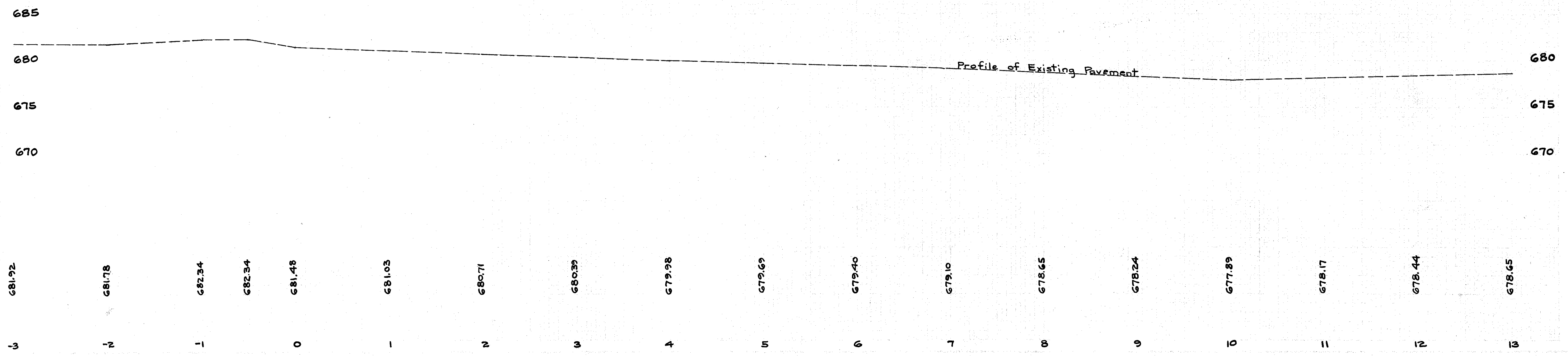
TYPICAL SECTION ADJOINING PAVEMENT

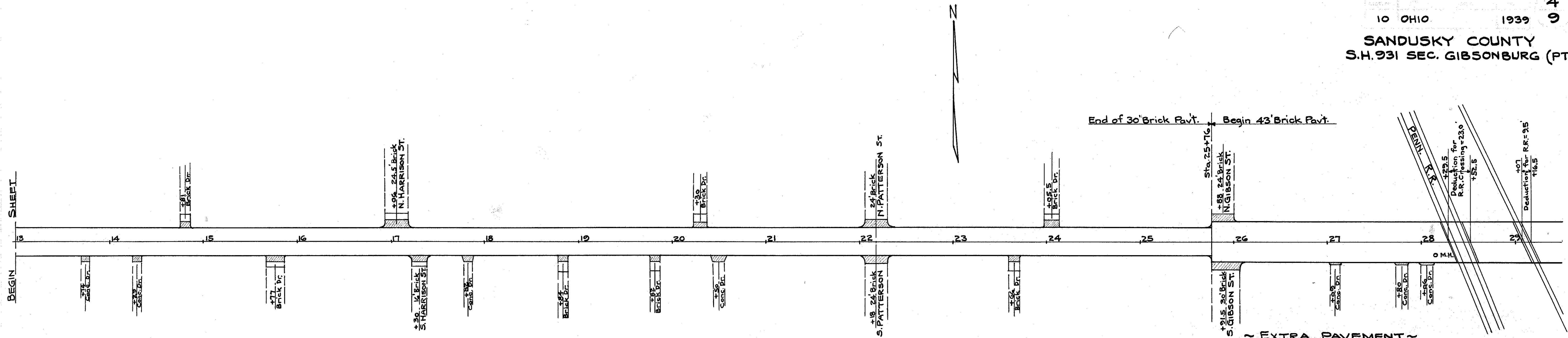
B.M. North Bolt Hydrant, Lt. of Sta. 0+55  
 Elev. 683.13

Station	From	To	Removal of Existing Bit. Mac. Surface Course Sq. Yds.
	0+00	0+04.5	15
<b>Total</b>			<b>15</b>

Station	Rt. or Lt.	Existing Pool Grates Adjusted to Grade ~ Each
10+39	Rt.	1
10+49	Lt.	1
<b>Total</b>		<b>2</b>

Station	Rt. or Lt.	Width Lin. Ft.	Length to be Surfaced Lin. Ft.	Radius of Curved Curbs Lin. Ft.	Area to be Surfaced Sq. Yds.	B-35 Variable Thickness Leveling Course Cu. Yds.	T-35 Surface Course Cu. Yds.	T-30 Bituminous Prime Coat Gals.
0+16	Lt.				0			
1+08	Lt.				0			
1+26	Lt.	12.5	6	5	9.5	0.20	0.27	1.0
1+77	Rt.	8.0	6	3	5.5	0.10	0.16	0.6
2+00	Rt.	12.0	6	6	9.5	0.20	0.27	1.0
3+35	Lt.	15.0	6	6	11.5	0.25	0.32	1.2
4+39	Rt.	17.0	6	5	12.5	0.25	0.35	1.3
4+39	Lt.	8.0	6	5	5.5	0.10	0.16	0.6
6+34	Rt.	10.0	6	5	8.0	0.18	0.22	0.8
7+40	Rt.	17.0	6	5	12.5	0.25	0.35	1.3
7+66	Lt.	10.0	6	5	8.0	0.18	0.22	0.8
8+41	Lt.	10.0	6	3	8.0	0.18	0.22	0.8
8+41	Rt.	17.0	6	5	12.5	0.25	0.35	1.3
9+98	Lt.	20.0	6	8	21.0	0.40	0.59	2.1
11+62	Rt.	11.5	6	3	8.0	0.18	0.22	0.8
11+62	Lt.	18.0	6	3	12.5	0.25	0.35	1.3
12+69	Rt.	24.0	6	8	19.0	0.35	0.53	1.9
<b>Totals</b>					<b>163.5</b>	<b>3.32</b>	<b>4.58</b>	<b>16.8</b>



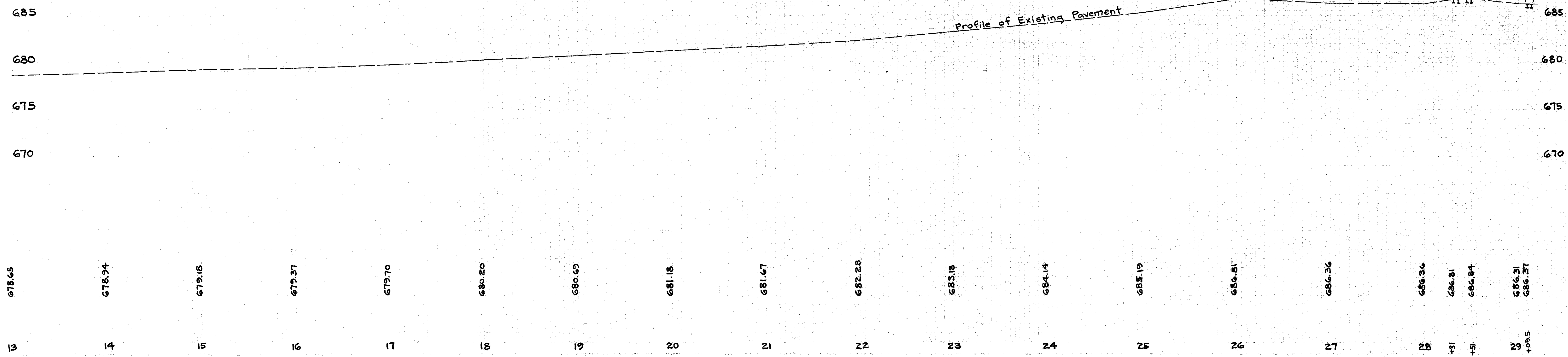


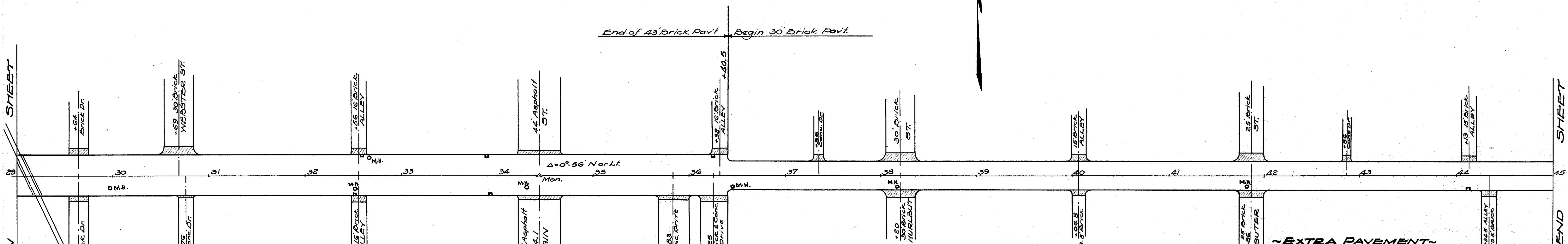
MANHOLE TOPS ADJUSTED TO GRADE

Station	Rt. or Lt.	Existing M.H. Tops Adjusted to Grade - Each
28+15	Rt.	1
Total		1

EXTRA PAVEMENT

Station	Rt. or Lt.	Width Lin. Ft.	Length to be Surfaced Lin. Ft.	Radius of Curved Curbs Lin. Ft.	Area to be Surfaced Sq. Yds.	B-35 Variable Thickness Leveling Course Cu. Yds.	T-35 Surface Course Cu. Yds.	T-30 Bituminous Prime Coat Cu. Yds.
13+74	Rt.	8.0	6	2	5.5	0.10	0.16	0.6
14+29	Rt.	9.0	6	2	6.0	0.10	0.17	0.6
14+81	Lt.	10.5	6	1	7.0	0.15	0.19	0.7
15+77	Rt.	19.5	6	1	13.0	0.25	0.36	1.3
17+06	Lt.	24.5	8	8	25.0	0.50	0.70	2.5
17+30	Rt.	16.0	6	6	12.5	0.25	0.35	1.3
17+82	Rt.	8.0	6	2	5.5	0.10	0.16	0.6
18+84	Rt.	9.5	6	1	6.5	0.15	0.18	0.7
19+82	Rt.	10.5	6	1	7.0	0.15	0.19	0.7
20+30	Lt.	11.5	6	1	10.0	0.20	0.28	1.0
20+50	Rt.	17.0	6	6	8.5	0.18	0.24	0.9
22+18	Rt.	24.0	8	8	24.5	0.50	0.68	2.5
22+18	Lt.	24.0	8	8	24.5	0.50	0.68	2.5
23+66	Rt.	11.5	6	1	8.0	0.18	0.22	0.8
24+05.5	Lt.	15.5	8	2	14.0	0.30	0.39	1.4
25+88	Lt.	24.0	8	8	24.5	0.50	0.68	2.5
25+91.5	Rt.	30.0	8	8	30.0	0.60	0.84	3.0
27+09	Rt.	14.0	8	8	3.0	0.05	0.08	0.3
27+80	Rt.	15.0	8	8	3.0	0.05	0.08	0.4
28+06	Rt.	16.0	8	8	4.0	0.05	0.11	0.4
Totals					242.5	4.86	6.76	24.7





MANHOLE TOPS AND POOL GRATE INLETS ADJUSTED TO GRADE

Station	Rt. or Lt.	Existing M.H. or Top Adjusted to Grade-Each	Existing Pool Grates Adjusted to Grade-Each
29+97	Rt.	1	
32+52	Rt.		1
32+53	Rt.	1	
32+60	Lt.		1
32+66	Lt.	1	
33+90	Lt.		1
33+94	Rt.		1
34+34	Rt.	1	
36+24	Lt.		1
36+46	Rt.	1	
38+18	Rt.	1	
41+82	Rt.	1	
44+11	Rt.		1
Totals		7	6

~EXTRA PAVEMENT~

Station	Rt. or Lt.	Width Lin. Ft.	Length to be Surfaced Lin. Ft.	Radius of Curbs Lin. Ft.	Area to be Surfaced Sq. Yds.	3-35 Variable Thickness Leveling Course Cu. Yds.	7-35 Surface Course Cu. Yds.	7-30 Bituminous Prime Coat Gals.
29+64	Rt.	20.0	6	1	13.5	0.25	0.38	7.4
29+64	Lt.	20.0	6	1	13.5	0.25	0.38	7.4
30+69	Lt.	30.0	8	8	30.0	0.60	0.84	3.0
30+76	Rt.	17.5	2	1	4.0	0.05	0.11	0.4
32+56	Rt.	16.0	6	1	10.5	0.20	0.29	1.1
32+56	Lt.	16.0	6	1	10.5	0.20	0.29	1.1
34+44.1	Rt.	44.0	4	4	20.0	0.40	0.56	2.0
34+44.1	Lt.	44.0	4	4	20.0	0.40	0.56	2.0
35+83	Rt.	36.0	4	2	16.5	0.35	0.46	1.7
36+25	Rt.	28.0	6	6	20.5	0.40	0.57	2.1
36+32	Lt.	16.0	6	6	12.5	0.25	0.35	1.3
37+35	Lt.	10.0	6	1	7.0	0.15	0.19	0.7
38+20	Rt.	30.0	8	8	30.0	0.60	0.84	3.0
38+20	Lt.	30.0	8	8	30.0	0.60	0.84	3.0
40+06.5	Rt.	13.5	6	1	9.0	0.18	0.25	0.9
40+06.5	Lt.	15.0	6	1	10.0	0.20	0.28	1.0
41+86	Rt.	25.0	8	8	25.5	0.50	0.71	2.6
41+86	Lt.	25.0	8	8	25.5	0.50	0.71	2.6
42+86	Lt.	8.0	6	2	5.5	0.10	0.16	0.6
44+13	Lt.	15.0	6	1	10.0	0.20	0.28	1.0
44+34.5	Rt.	15.5	6	1	10.5	0.20	0.29	1.0
Totals					334.5	6.58	9.34	33.9

D.M. West Nut Light Pole, S.E. Cor. Main and Madison St.  
 Elev. 687.03

