

STATE OF OHIO
DEPARTMENT OF HIGHWAYS.

FED. RD. DIV. NO.	STATE	PROJECT	FISCAL YEAR
2	OHIO		1946

WILLIAMS COUNTY
S.H. 306, SEC. PIONEER (Pt.)
S.H. 946, SEC. PIONEER.

BRYAN-PIONEER ROAD, S.H. 306, Sec. PIONEER (Pt.)
PIONEER-NETTLE LAKE ROAD, S.H. 946, Sec. PIONEER
WILLIAMS COUNTY
VILLAGE OF PIONEER

CONVENTIONAL SIGNS.

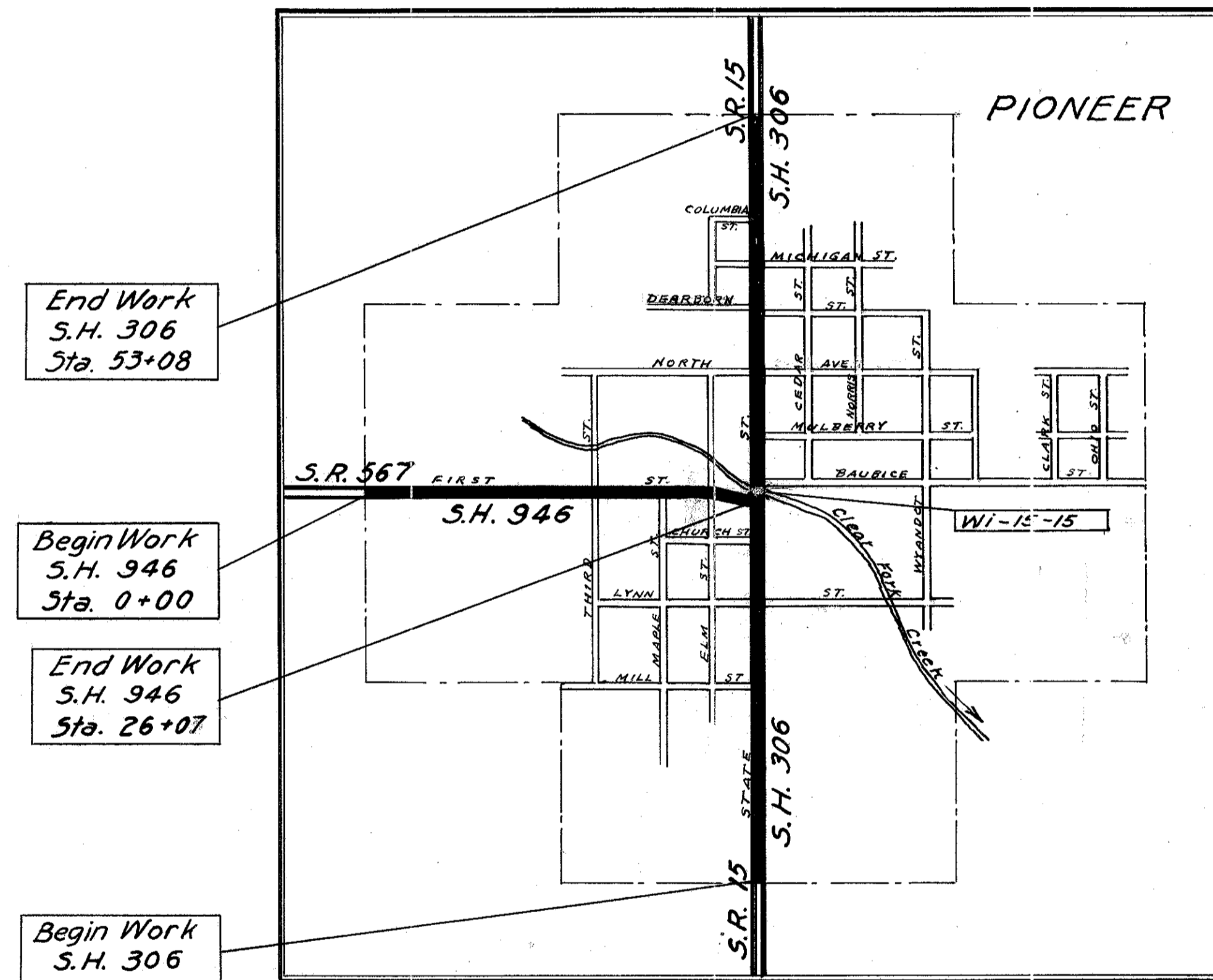
STATE LINE	-----
COUNTY LINE	-----
TOWNSHIP LINE	-----
SECTION LINE	-----
CENTER LINE	-----
PROPERTY LINE	-----
CITY OR VILLAGE LINE	-----
FENCE LINE	-x-x-x-x-
STEAM RAILROAD	=====
ELECTRIC RAILROAD	-----
POLE LINE	o-o-o-o
GUARD RAIL	o-o-o-o
DRAIN PIPE-NEW	-----
DRAIN PIPE-OLD	-----

INDEX OF SHEETS.

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LINE DATA.

Begin Work	S.H. 306, Sta. 0+00.	
End Work	S.H. 306, Sta. 53+08.	
Gross Length	=	5308 Lin. Ft.
Deduction for Bridge, Sta. 25+85 to Sta. 26+25	=	40 Lin. Ft.
Net Length S.H. 306	=	5268 Lin. Ft.
Begin Work	S.H. 946, Sta. 0+00	
End Work	S.H. 946, Sta. 26+07	
Gross Length - Net Length S.H. 946	=	2607 Lin. Ft.
Total Net Length = 5268 + 2607	=	7875 Lin. Ft.
	or	1.491 Miles.



LOCATION PLAN.

SCALE = 1" = 800'

PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER HIGHWAYS

SCALES

PLAN	1" = 50'
PROFILE - HORIZONTAL	1" = 50'
PROFILE - VERTICAL	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 of the highway and that traffic will be maintained as shown on the plans and estimates.

The Right-of-Way necessary for this improvement will be provided by the State of Ohio.

Approved: Amold V. Finch
Date 6/3/46 Assistant to the Chief Engineer.

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

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

Approved: Phoebe Enck
Date 6/28/46 Chief Engineer, Bureau of Location & Design.

Approved: Edwin W. Ellis
Date 6-28-46 First Ass't. Director & Chief Engineer.

Approved: Perry T. Ford
Date 6-28-46 Director of Highways.

STANDARD DRAWINGS.	
G-7.07	6-1-42

SUPPLEMENTAL SPECIFICATIONS	
None	

FILE NO.	WILLIAMS CO. S.H. 306 & S.H. 946, SEC. PIONEER
DATE OF LETTING	
CONTRACT NO.	

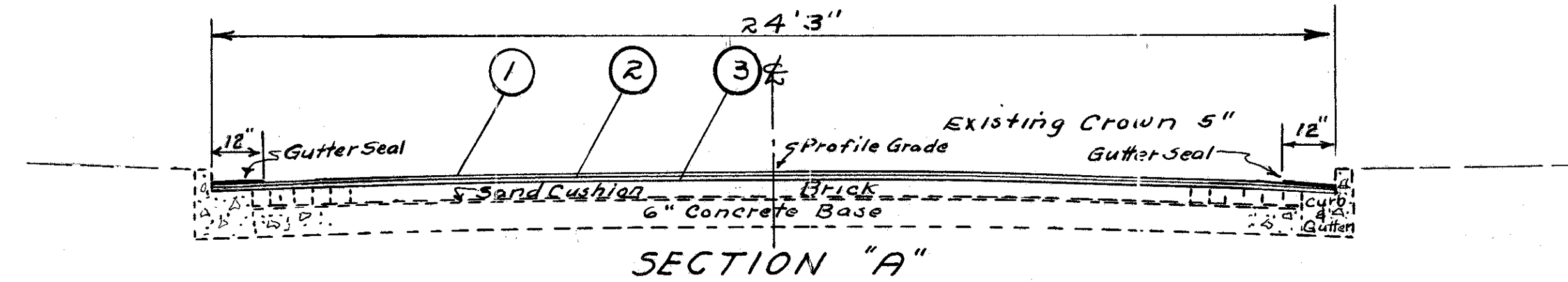
38

TYPICAL SECTIONS. TYPE T-35.

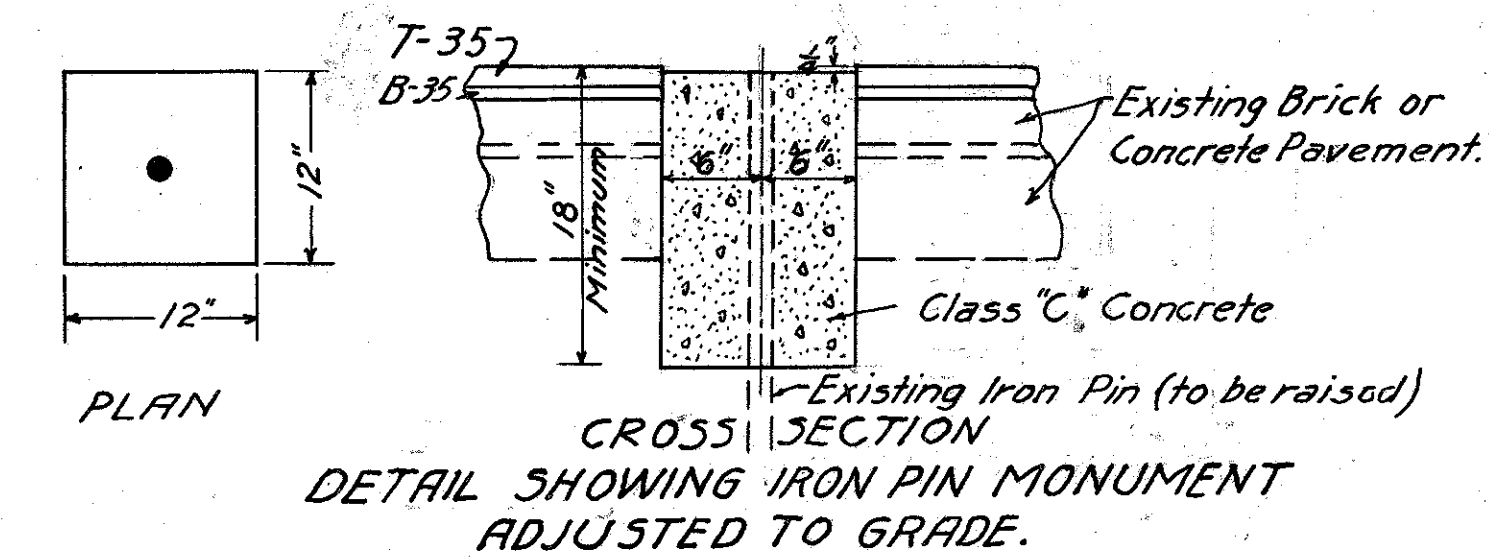
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WILLIAMS COUNTY
S.H. 306. Sec. PIONEER (Pr.)
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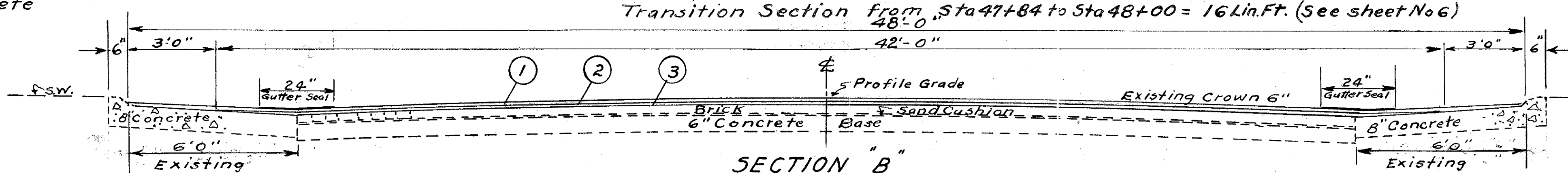


The above Typical Section applies on S.H. 306 from Sta. 0+00 to Sta. 22+72 = 2272 Lin. Ft.
S.H. 306 from Sta. 29+53 to Sta. 47+04 = 1831 Lin. Ft.
S.H. 946 from Sta. 13+15 to Sta. 22+55 = 940 Lin. Ft.
Total = 5043 Lin. Ft.
Transition Section from Sta. 47+84 to Sta. 48+00 = 16 Lin. Ft. (See sheet No 6)

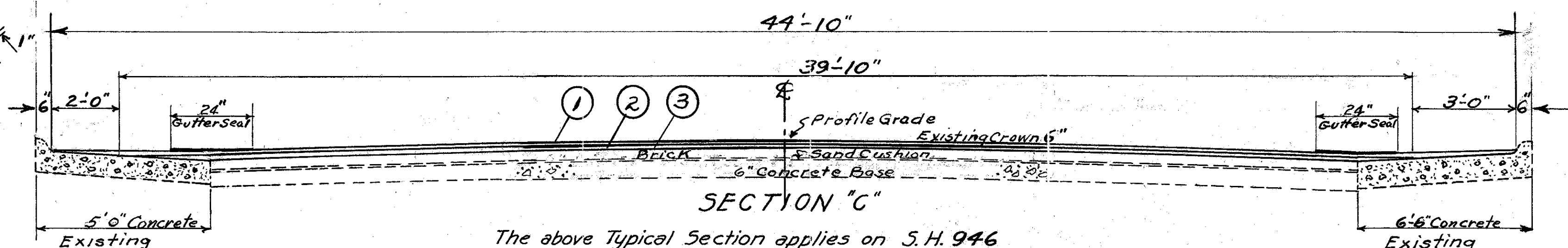
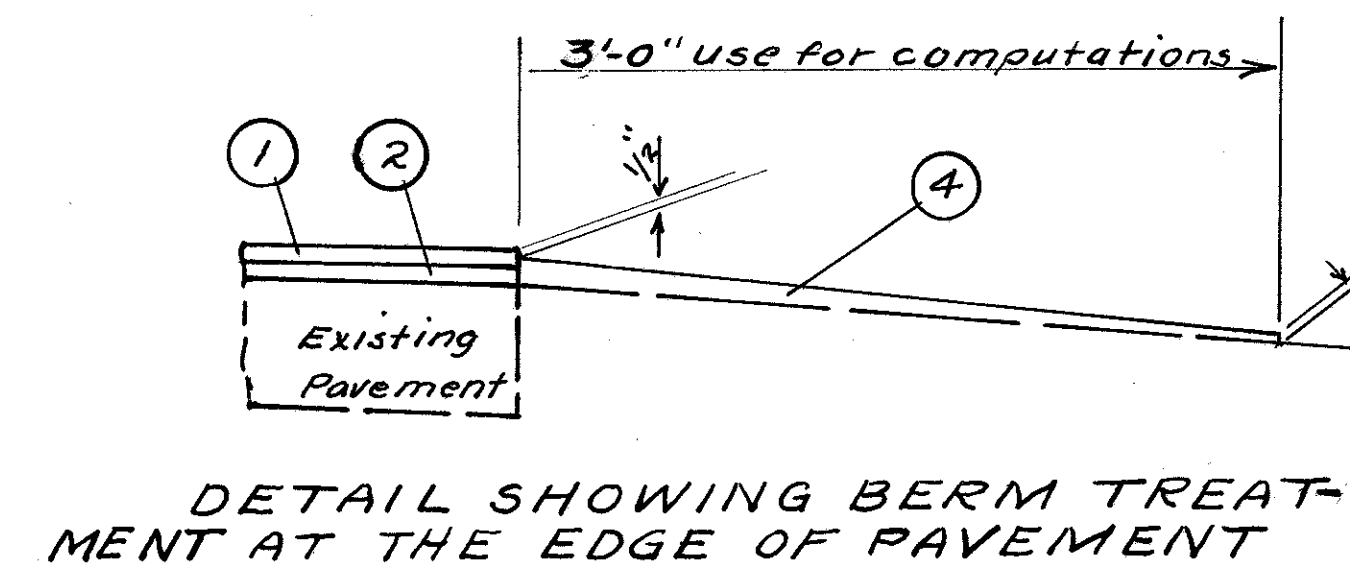


Note:- Cost of necessary Pavement Removal, Raising Iron Pin and Class "C" Concrete is included in the Unit Price for adjusting Monuments to Grade, Item 1-8.

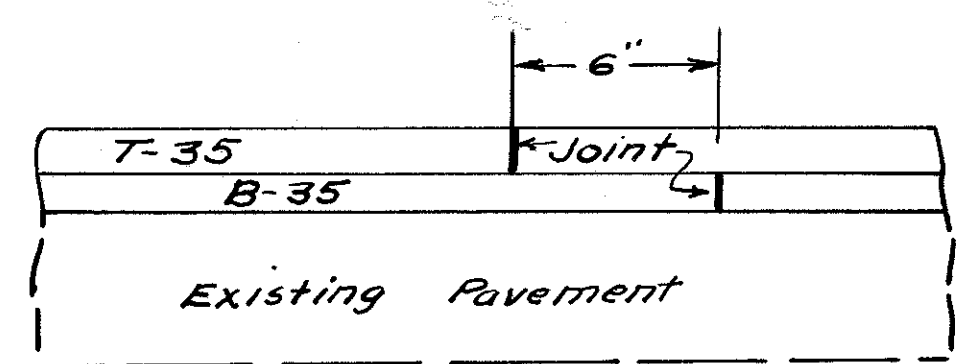
Note: Special care shall be exercised during construction to obtain maximum compaction of Bituminous Concrete in all gutters.



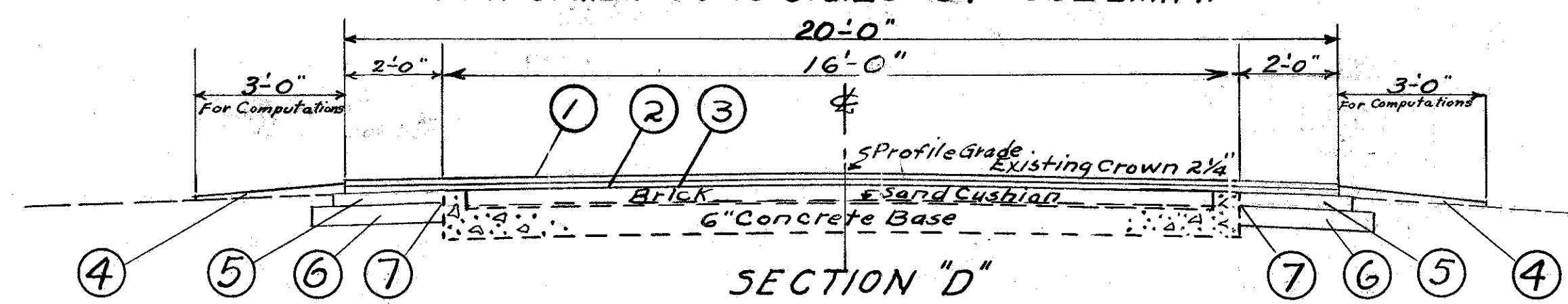
The above Typical Section applies on S.H. 306 from Sta. 22+72 to Sta. 23+53 = 681 Lin. Ft.
Deduction for Bridge, Sta. 25+85 to Sta. 26+25 - S.H. 306 = 40 Lin. Ft.
Net Length Total = 641 Lin. Ft.



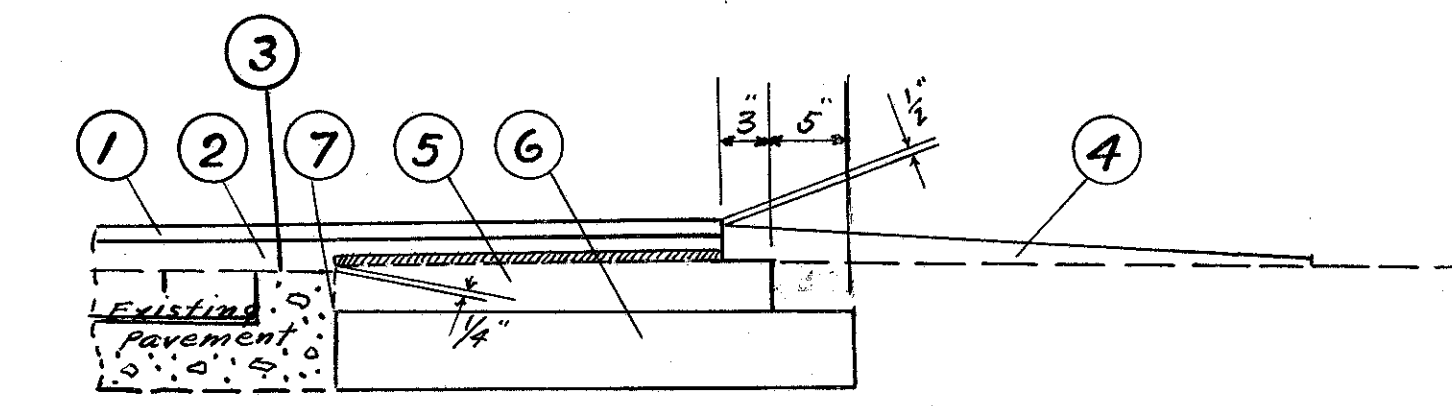
The above Typical Section applies on S.H. 946 from Sta. 22+55 to Sta. 26+07 = 352 Lin. Ft.



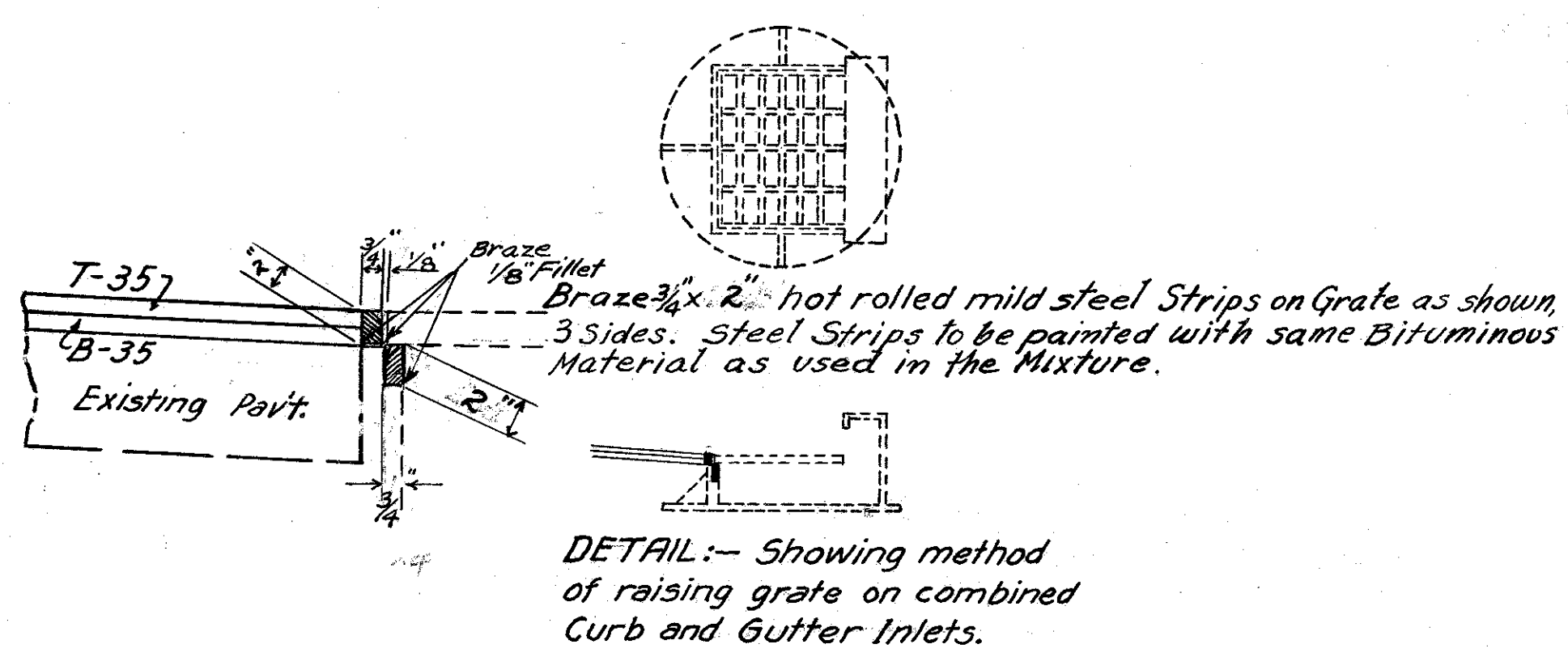
DETAIL SHOWING METHOD OF LAPPING LONGITUDINAL JOINTS IN BITUMINOUS CONSTRUCTION



The above Typical Section applies on S.H. 946 from Sta. 0+00 to Sta. 12+97 = 1297 Lin. Ft.
and S.H. 306 from Sta. 48+00 to Sta. 53+08 = 508 Lin. Ft.
Total 1805 Lin. Ft.
Transition Section from Sta. 12+97 to Sta. 13+15 = 18 Lin. Ft. (See Sheet No 8)



NOTE: 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 of Leveling Course.



DETAIL:- Showing method of raising grate on combined Curb and Gutter Inlets.

- ① Item T-35, 1" Asphaltic Concrete Surface Course Type "C".
- ② Item B-35, 1" Minimum Thickness, Asphaltic Concrete Leveling Course.
- ③ Item T-30, Bituminous Tack Coat, using Bituminous Material Sec. 5.5, M5-1, applied at the rate of 0.10 of gal. per Sq. Yd., including Sand Cover.
- ④ Item I-17 Side Approaches, Mail Box Turnouts and Berm Material.
- ⑤ Item B-35 3" Asphaltic Concrete Leveling Course.
- ⑥ Item I-20 5" Insulation Course, (Coarse Graded Type)
- ⑦ Item E-8 Sealing (only) of Existing Pavement Edge.

This method to be optional. Contractor may suggest other methods for approval by Engineer.

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. The item of maintaining Traffic shall include furnishing lights, signs, barricades and watchmen to secure the flow of Traffic twenty-four (24) hours daily.

EARTHWORK:— Watering embankments, benching, density requirements and the removal of sod from the shoulder will not be required. However Item E-1 & E-4 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.

No provisions of the specifications will be waived for that portion of the subgrade which supports any portion of the new pavement or forms.

PROFILE:— The Profile of the proposed surface course shall be approximately 2" above that of the existing pavement.

TACK COAT INCLUDING SAND COVER:— Bituminous Tack Coat, Sec. M-55, MS-1 shall be applied by distributor or by brooms at the rate of 0.10 gals. per sq. yd. 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 the 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.

RESETTING CASTINGS:— This item shall be performed after completion of the leveling course and prior to placing the surface course. Compaction of the material around castings inaccessible to rollers shall be in accordance with the requirements of Section T-50.21. Side walls of existing Man-holes, catch basins, etc. shall be built up with masonry or concrete at the option of the Contractor. Existing pavement shall be replaced full depth with Class "C" Concrete. The cost of the labor, materials, equipment, etc. required to complete this item shall be included in the unit price bid for Item E-8, Resting Castings.

SEALING EXISTING EDGES:— Vertical faces of existing work, such as castings, curbs, etc. against which the new bituminous concrete is to be placed shall be painted or sealed with the same bituminous material contained in the mixture and applied at a temperature from 300 Deg. F. to 350 Deg. F. The cost of such operation and material shall be included in the unit price bid for bituminous concrete.

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 surface course. The cost of such operation and material shall be included in the unit price bid for bituminous concrete.

GUTTER SEAL:— After placing and compacting the bituminous concrete surface course, the gutter surface shall be sealed with the same bituminous material contained in the mixture. Only enough shall be applied to coat the surface for a distance of 12 inches from the curb or 24 inches for a "V" gutter. The material shall be applied by an approved method at a temperature of from 300 Deg. F. 350 Deg. F. The cost of such operation and material shall be included in the price bid for bituminous concrete.

CLEANING EXISTING PAVEMENT:— As a part of the work required by Section T-35.16, the Contractor shall remove all accumulations of material built up at all joints or cracks before spreading any bituminous materials.

CONTROL POINTS:— Before construction operations begin the Engineer will reference all existing Manu-ments, railroad spikes, iron bolts etc., in the survey line. Upon completion of the surfacing, the Engineer will re-check all these control points in the new pavement.

UTILITIES:— All work required to relocate and adjust etc., all gas, oil, telegraph, telephone, electric, water or other services to conform to the new grade and alignment shall be completed by the Utilities in question or the Village of Pioneer.

DISPOSAL OF WASTE MATERIAL:— All waste material shall be disposed of by the Contractor outside the limits of the project.

COMPACTION OF SUBGRADE:— Loosening and watering of subgrade in cuts according to Section E-108 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 recompaction to the density required by the specifications.

PAVEMENT COMPUTATIONS

FED. RD. DIV. NO.	STATE	PROJECT	FISCAL YEAR	3 9
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WILLIAMS COUNTY
S.H. 306. Sec. PIONEER (Pr.)
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Net Length, Typical Section "A" (Width 24.25') = 5043 Lin. Ft.
 Area (5043 X 24.25) ÷ 9 = 13,588 Sq. Yd.
 Net Length, Typical Section "B" (Width 48') = 641 Lin. Ft.
 Area (641 X 48) ÷ 9 = 3419 Sq. Yd.
 Net Length, Typical Section "C" (Width 44.83) = 352 Lin. Ft.
 Area (352 X 44.83) ÷ 9 = 1753 Sq. Yd.
 Net Length, Typical Section "D" (Width 20') = 1805 Lin. Ft.
 Area (1805 X 20) ÷ 9 = 4011 Sq. Yd.
 Total Area 13,588 + 3419 + 1753 + 4,011 = 22,771 Sq. Yd.

Item T-35, 1" Asphaltic Concrete Surface Course
 Area from total Typical Sections = 22,771 Sq. Yd.
 Add from table "P" = 1,609 Sq. Yd.
 Add from table "A" = 348 Sq. Yd.
 Total = 24,728 Sq. Yd.
 Volume (24,728 X 1) ÷ 36 = 687 Cu. Yd.

Item B-35, 1" Asphaltic Concrete Leveling Course
 Area from Typical Section "A" & "D" = 17,599 Sq. Yd.
 Typical Section "B" Average Width 39' X 64' ÷ 9 = 2778 Sq. Yd.
 Typical Section "C" Average Width 37.08' X 352' ÷ 9 = 1450 Sq. Yd.
 Add from Table "A" (190) & "P" (1200) = 1390 Sq. Yd.
 Total = 23,217 Sq. Yd.
 Volume (23,217 X 1) ÷ 36 = 645 Cu. Yd.

Item T-30, Bituminous Tack Coat
 Net Length Typical Section "D" (Width 16' Exist. Pavt.) = 1805 Lin. Ft.
 Area (1805 X 16) ÷ 9 = 3,209 Sq. Yd.
 Area from Typical Section "A", "B" & "C" = 18,760 Sq. Yd.
 Add from table "P" = 1490 Sq. Yd.
 Add from table "A" = 348 Sq. Yd.
 Total Area = 23,807 Sq. Yd.
 Volume 23807 X 0.10 Gal. per sq. Yd. = 2381 Gal.

Item B-35, 3" Asphaltic Concrete Leveling Course
 Net Length Typical Section "D" (Width 2'3", 2 sides) = 1805 Lin. Ft.
 Area (1805 X 2.25 X 2) ÷ 9 = 902 Sq. Yd.
 Add from table "P" = 13 Sq. Yd.
 Total Area = 915 Sq. Yd.
 Volume (915 X 3) ÷ 36 = 76 Cu. Yd.

Item I-20, 5" Insulation Course, Coarse Graded Type
 Net Length Typical Section (Width 2'8", 2 sides) = 1805 Lin. Ft.
 Area (1805 X 2 X 2.67) ÷ 9 = 1071 Sq. Yd.
 Add from table "P" = 17 Sq. Yd.
 Total Area = 1088 Sq. Yd.

Item B-35, Asphaltic Concrete Leveling Course
 Volume of 1" Asphaltic Concrete Leveling Course, from above = 645 Cu. Yd.
 Extra leveling material to strengthen weak areas between Sta 0+00 and Sta 3+00 (S.H. 946) = 20 Cu. Yd.
 Extra leveling to correct intersecting Street crowns, as directed by Engineer = 10 Cu. Yd.
 Extra leveling to strengthen other weak areas, as directed by the engineer = 170 Cu. Yd.
 Extra leveling to remove surface irregularities = 180 Cu. Yd.
 Total Leveling Material = 1025 Cu. Yd.

Item I-17, Side Approaches, Mail Box Turnouts and Berm Material
 Net Length Sta 47+84 to Sta 53+08 (S.H. 306) = 524 Lin. Ft.
 Net Length Sta 0+00 to Sta 13+15 (S.H. 946) = 1315 Lin. Ft.
 Total Net Length = 1839 Lin. Ft.

Estimated Average depth 2", Width 3"
 Volume [(1839 X 3 X 2) ÷ 9] X 2/36 = 68 Cu. Yd.
 Add from table "A" = 7 Cu. Yd.
 Total = 75 Cu. Yd.
 Add 15% for compaction 75 X 115% = 86 Cu. Yd.

Item E-1, Roadway Excavation (Unclassified)
 Sta 47+84 to Sta 53+08 (S.H. 306), Sta 0+00 to Sta 13+15 (S.H. 946)
 Net Length 1839 Lin. Ft., Depth 8", Width 2'8"
 Volume [(1839 X 2.67 X 2) ÷ 9] X 8/36 = 242 Cu. Yd.

Item E-8, Removal and Disposal of Existing Bituminous
 * Wearing Surface (Estimated) = 1300 Sq. Yd.
 Add from table "P" = 57 Sq. Yd.
 Total = 1357 Sq. Yd.

Item E-8, Removal and Disposal of Existing Concrete Curb
 From table "P" = 68 Lin. Ft.

Item E-8, Sealing (only) of Existing Pavement Edge
 Sta 47+84 to Sta 53+08 (S.H. 306), Sta 0+00 to Sta 13+15 (S.H. 946)
 Net Length 1839 X 2 sides = 3678 Lin. Ft.

** Item E-8, Removal and Disposal of Existing Brick Surface (Estimated) = 100 Sq. Yd.

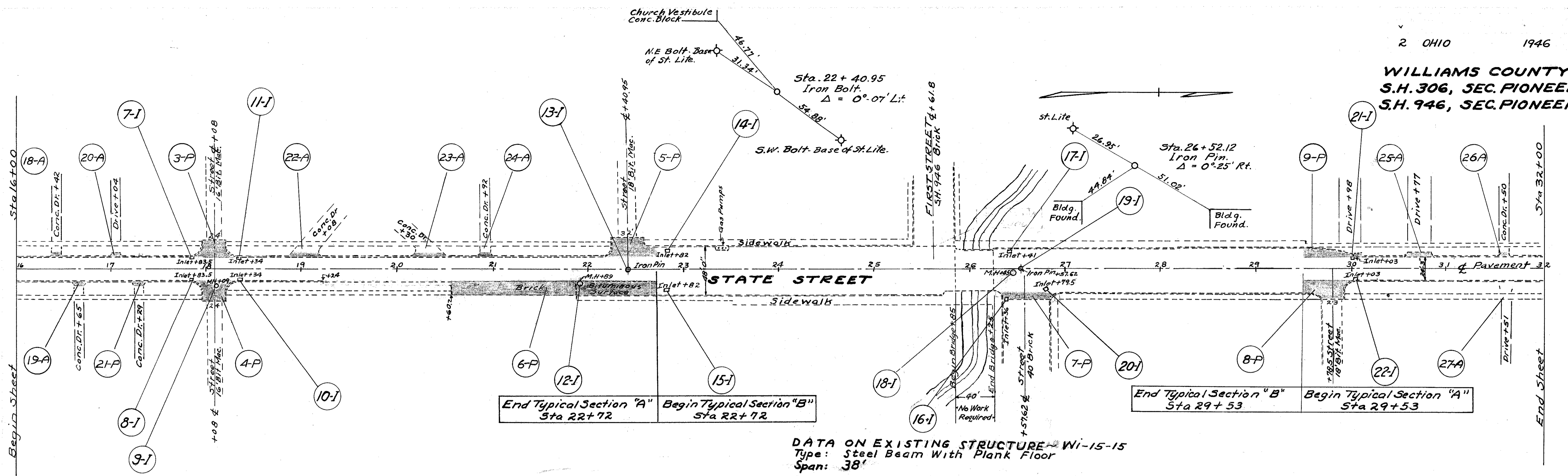
* Note:— Removal and Disposal of Existing Bituminous Wearing Surfaces on S.H. 306 shall be done at the direction of the Engineer.

** Note: To correct crown of intersecting pavements as directed by the Engineer.

GENERAL SUMMARY

ITEM	QUAN-TITY	UNIT	DESCRIPTION
E-1	242	Cu. Yd.	Roadway Excavation (Unclassified)
E-8	1357	Sq. Yd.	Removal and Disposal of Existing Bituminous Wearing Surface
E-8	68	Lin. Ft.	Removal and Disposal of Existing Concrete Curb
E-8	3678	Lin. Ft.	Sealing (only) of Existing Pavement Edge
I-8	8	Each	Manhole Castings, adjusted to grade
I-8	6	Each	Monuments (Iron Pins), adjusted to grade
I-8	21	Each	Curb Inlet Grates, adjusted to grade
I-8	8	Each	Pool Inlet Castings, adjusted to grade
I-17	86	Cu. Yd.	Side Approaches, Mail Box Turnouts and Berm Material
E-8	100	Sq. Yd.	Removal and Disposal of Existing Brick Surface Course
T-30	2381	Gal.	Bituminous Tack Coat, Sec. M-55, MS-1, including Sand Cover
B-35	1101	Cu. Yd.	Asphaltic Concrete Leveling Course
T-35	687	Cu. Yd.	Asphaltic Concrete Surface Course, Type "C"
I-20	1088	Sq. Yd.	5" Insulation Course

WILLIAMS COUNTY
S.H. 306, SEC. PIONEER (Pr)
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End Typical Section "A" Sta 22+72
Begin Typical Section "B" Sta 22+72

End Typical Section "B" Sta 29+53
Begin Typical Section "A" Sta 29+53

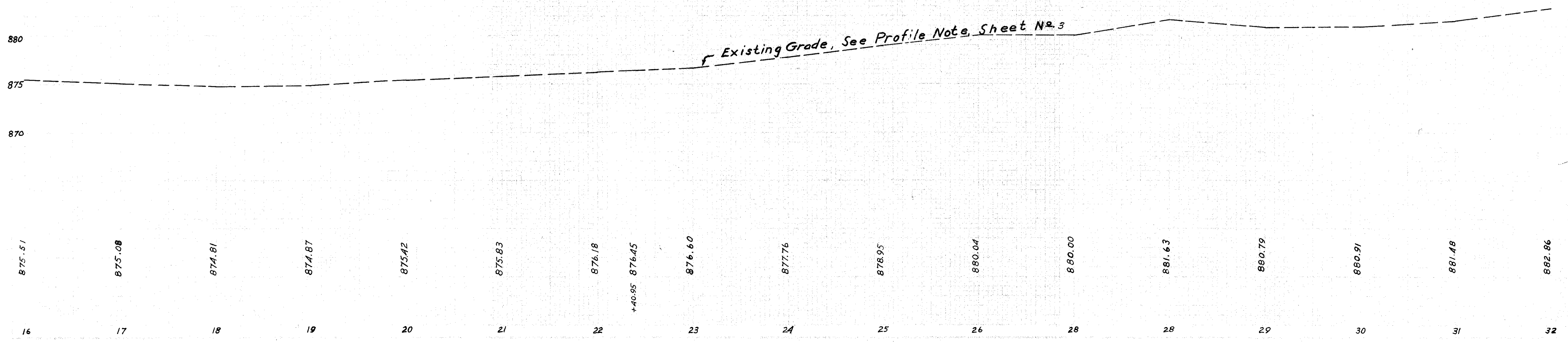
DATA ON EXISTING STRUCTURE WI-15-15
Type: Steel Beam With Plank Floor
Span: 38'
Roadway: 42', Side walks 12' Lt. & 9' Rt.
Skew: None, Approach Slabs None.
Work: No work required within limits of Bridge Structure.

Note: Summary of "A", "P" & "I" Items see sheet No 9

BM. No 4 NE Cor Slab to House
Sta. 20+71 - 31' Lt
Elev. 876.75

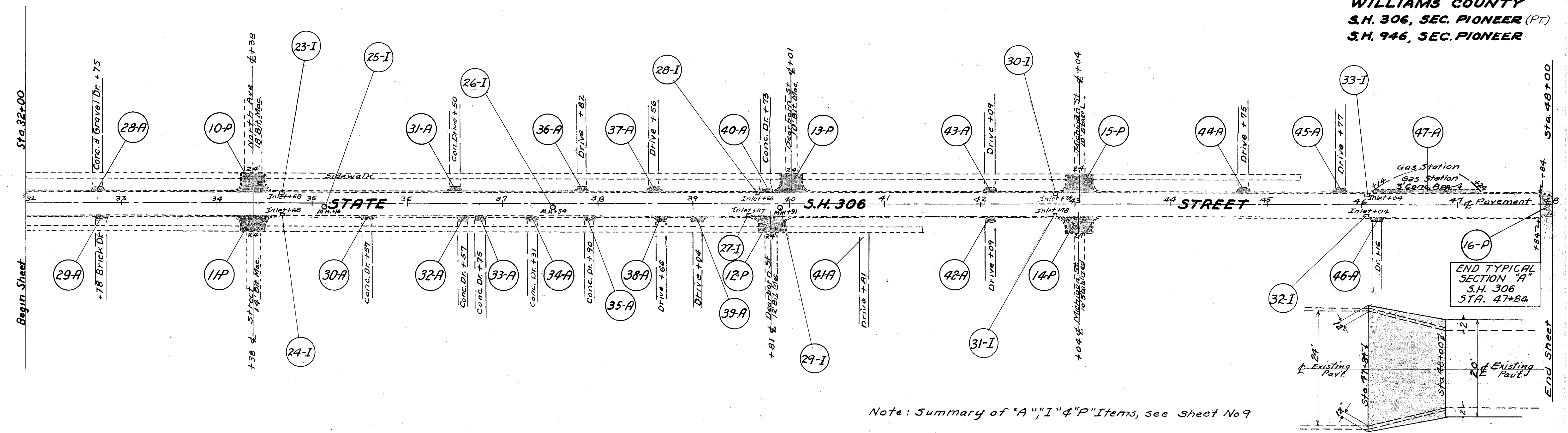
BM. No 5 Top of 1/2" Iron Pipe
Sta. -26+64 - 22' Lt
Elev. 880.11

Existing Grade, See Profile Note, Sheet No. 3



875.51	875.08	874.81	874.87	875.42	875.83	876.18	+40.95 876.45	876.60	877.76	878.95	880.04	880.00	881.63	880.79	880.91	881.48	882.86
16	17	18	19	20	21	22		23	24	25	26	28	28	29	30	31	32

WILLIAMS COUNTY
S.H. 306, SEC. PIONEER (Pt.)
S.H. 946, SEC. PIONEER



END TYPICAL SECTION "A"
S.H. 306
STA. 47+84

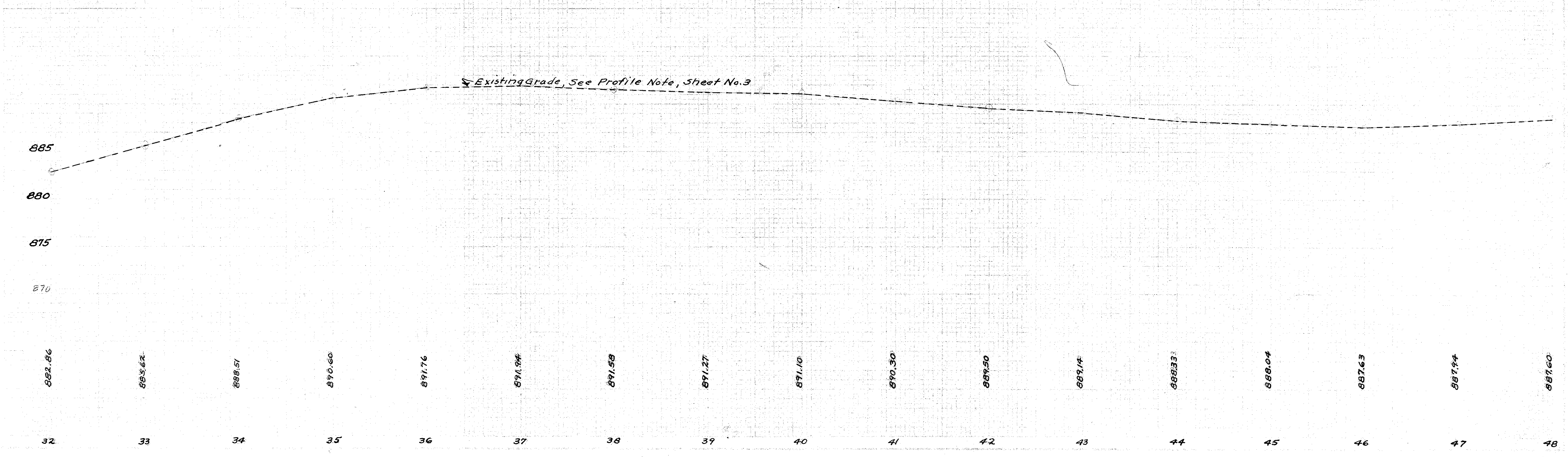
EXTRA PAVEMENT - 16-P

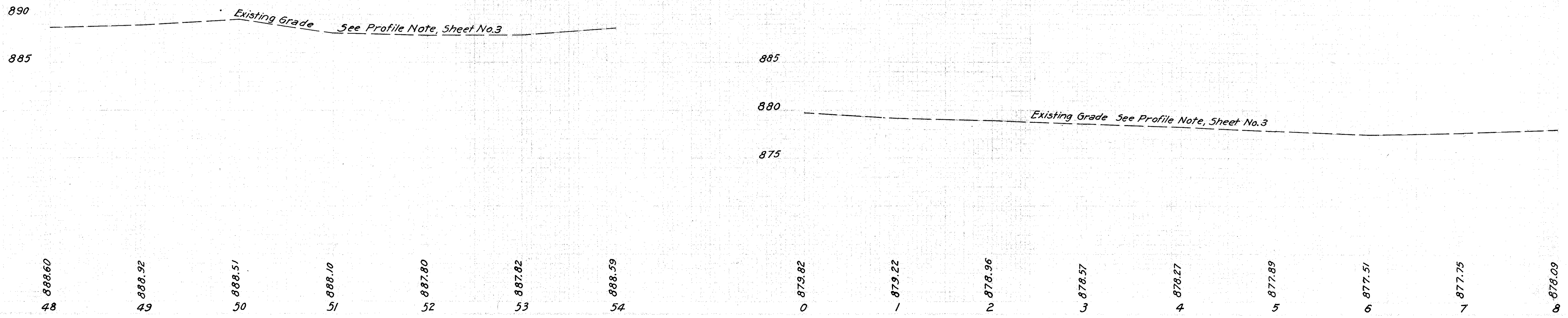
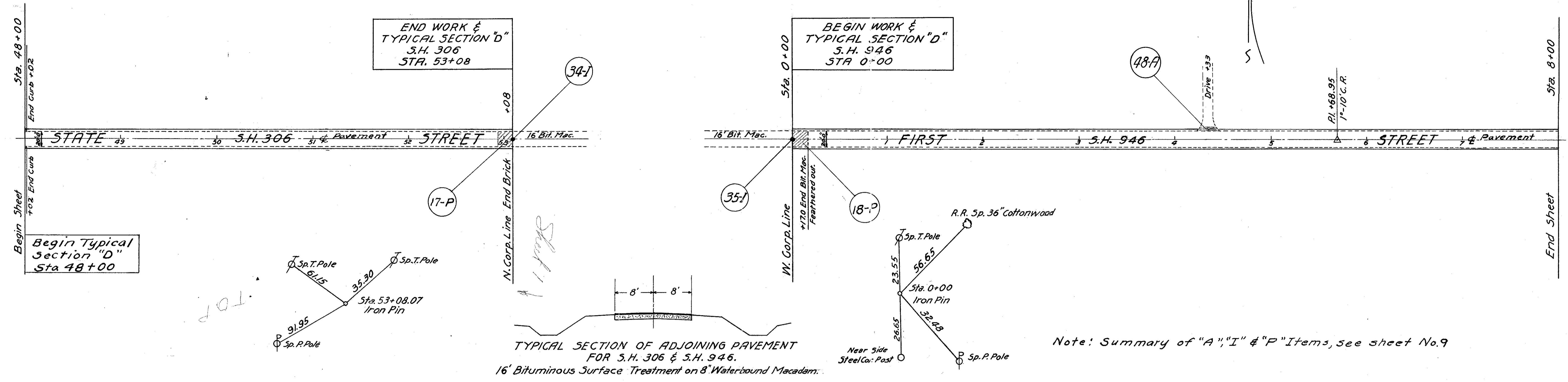
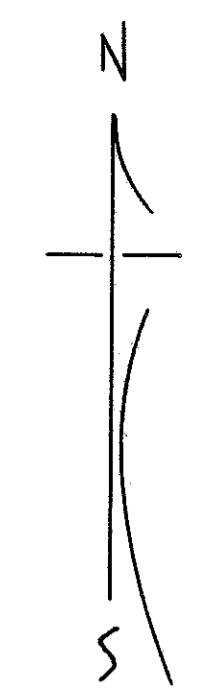
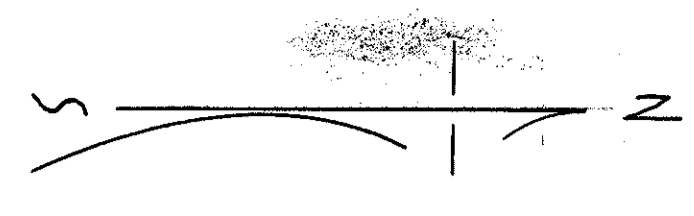
Note: Summary of "A", "I" & "P" Items, see Sheet No 9

B.M. #6, Top NW Bolt Base St. Light
Sta 32+67 Rt 14'
Elev. 885.31

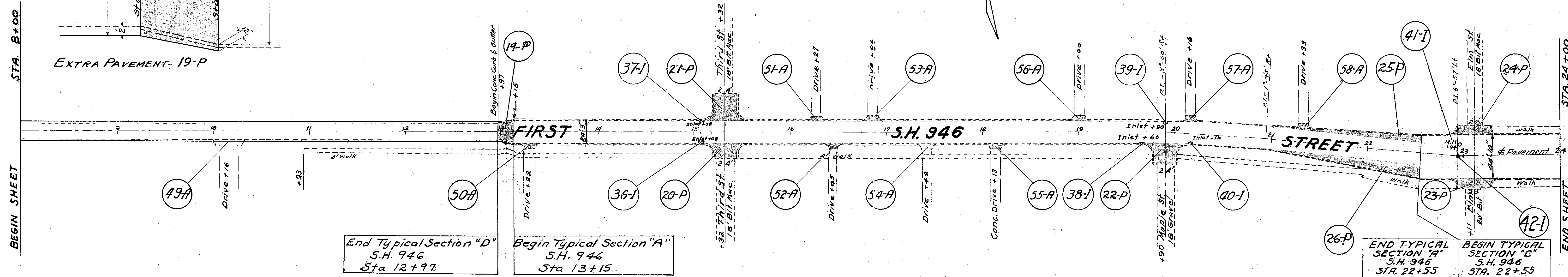
B.M. #7, Top NW Bolt Base St. Light
Sta 38+61 Rt 14'
Elev. 892.15

B.M. #8, Top NW Bolt Base St. Light
Sta 45+20 Lt. 14'
Elev. 888.49





WILLIAMS COUNTY
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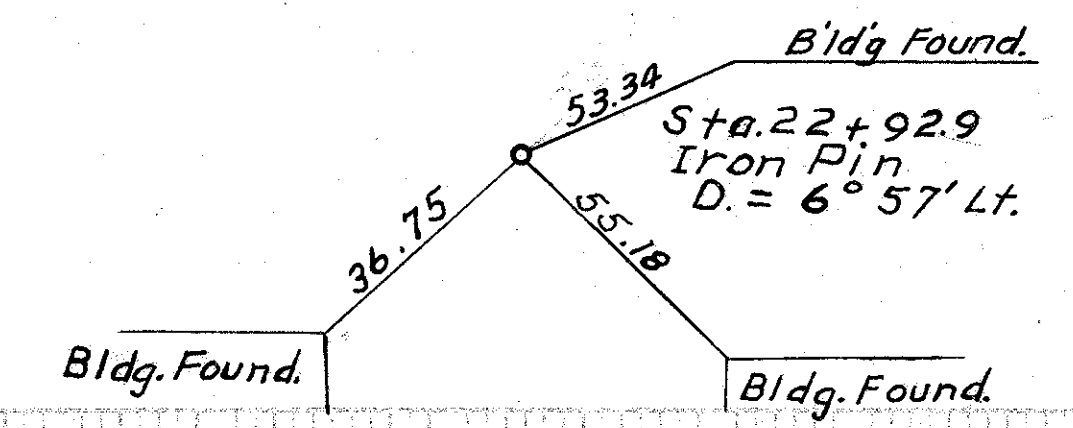
End Typical Section "D"
S.H. 946
Sta. 12+97

Begin Typical Section "A"
S.H. 946
Sta. 13+15

END TYPICAL SECTION "A"
S.H. 946
STA. 22+55

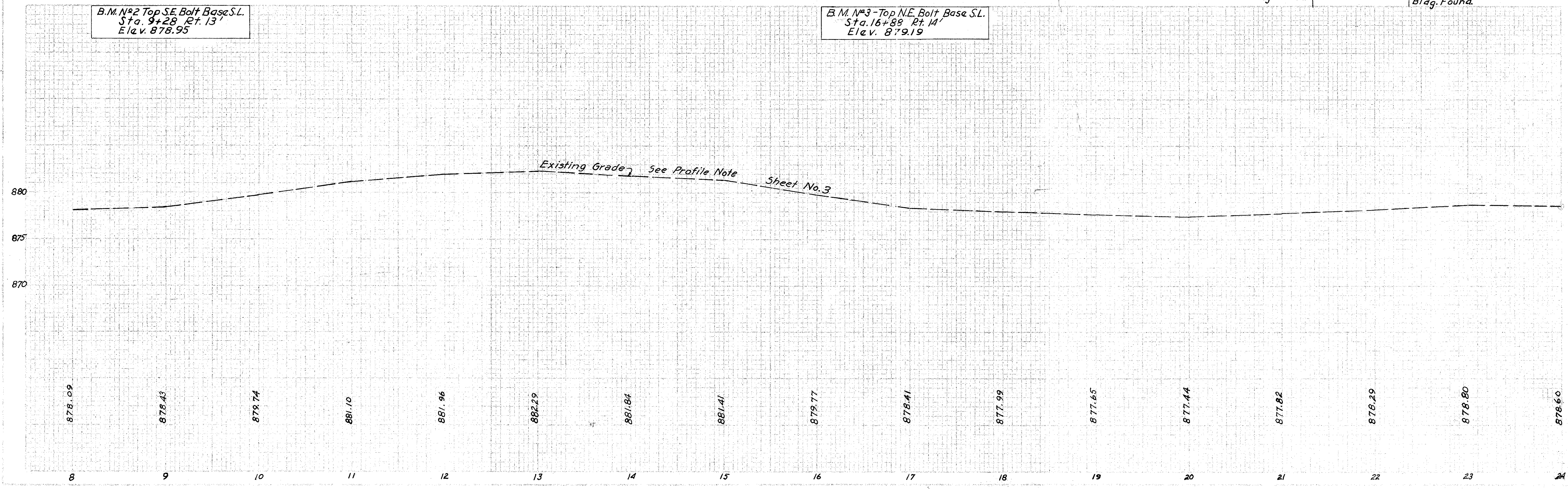
BEGIN TYPICAL SECTION "C"
S.H. 946
STA. 22+55

Note: Summary of "A", "I" & "P" Items, see sheet No. 9



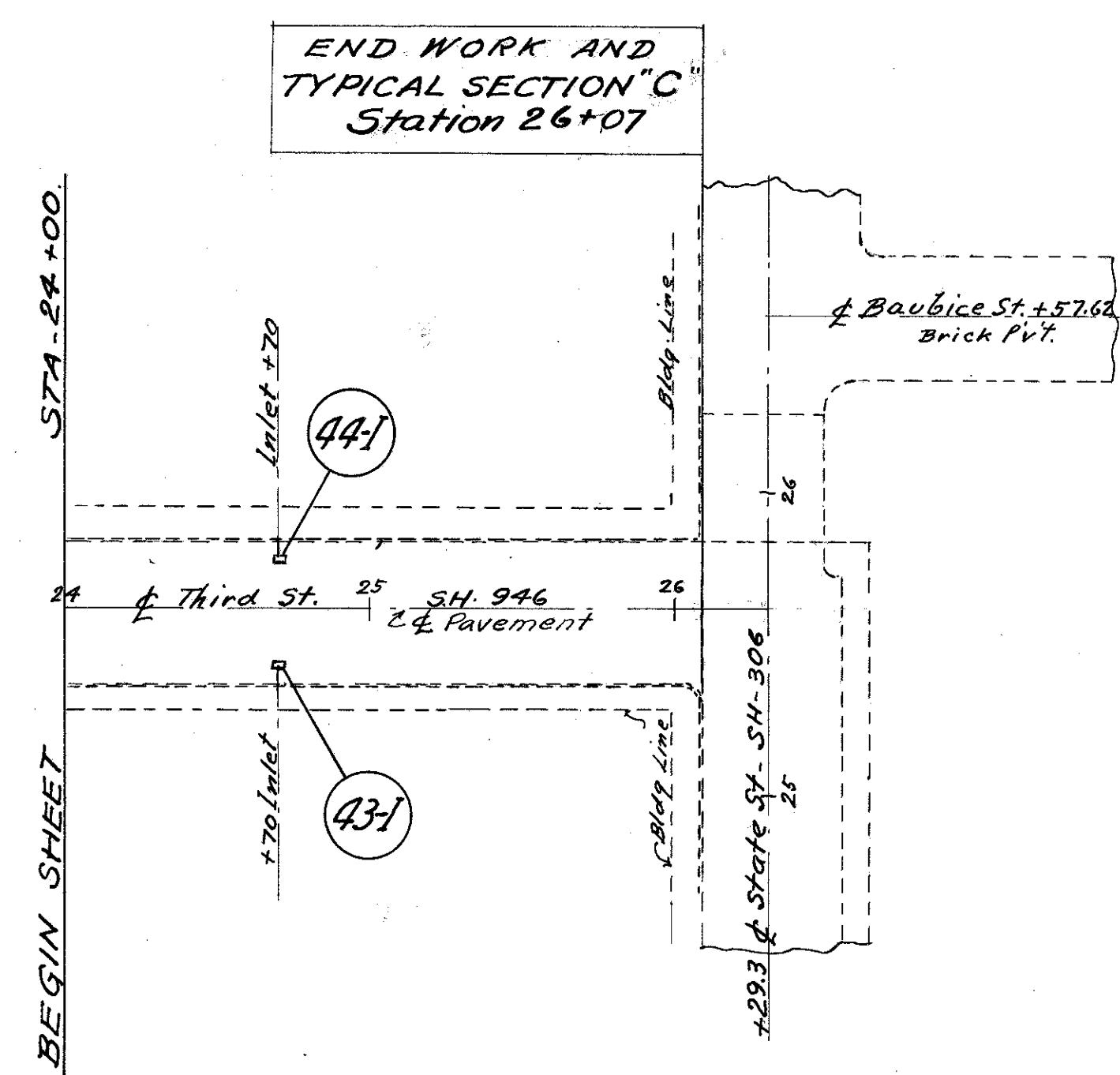
B.M. No. 2 - Top SE Bolt Base S.L.
Sta. 9+28 Rt. 13
Elev. 878.95

B.M. No. 3 - Top NE Bolt Base S.L.
Sta. 16+88 Rt. 14
Elev. 879.19

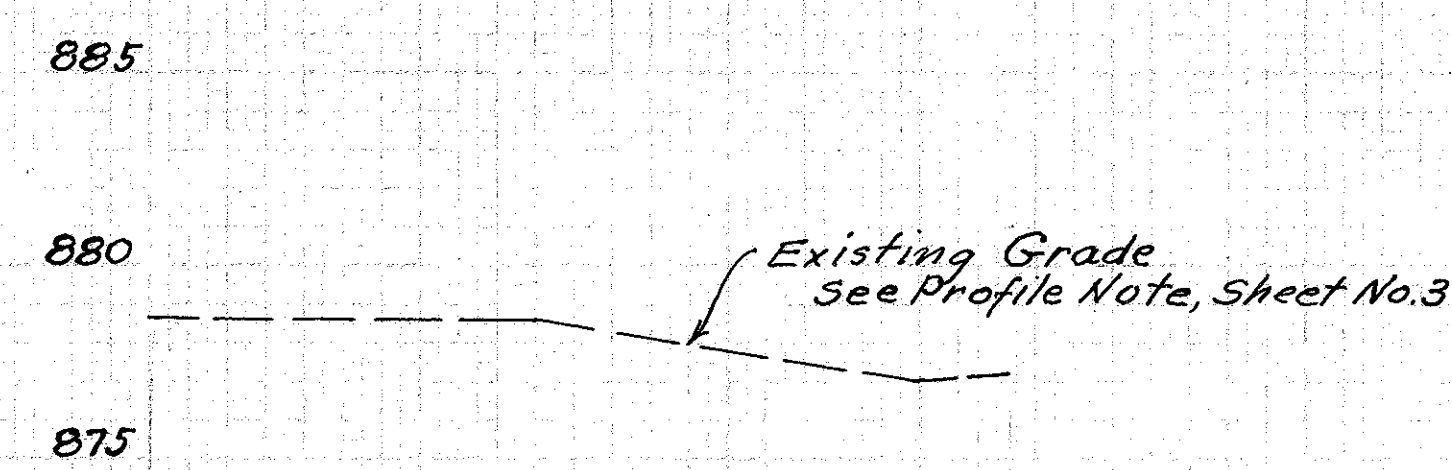


SIDE APPROACHES "A"

WILLIAMS COUNTY.
S.H. 306, SEC. PIONEER (PT.)
S.H. 946, SEC. PIONEER.



B.M. No. 4 Top S.E. Bolt, Base S.L.
Station 25+15 Lt. 23'
Elev. 879.01



Sheet No.	Ref No.	Station	Side	T-30 sq. yds.	B-35 sq. yds.	T-35 sq. yds.	I-17 cu. yds.
4	1-A	1 + 10	Lt.	5	3	5	
4	2-A	2 + 37	Lt.	5	3	5	
4	3-A	2 + 67	Rt.	5	3	5	
4	4-A	3 + 21	Lt.	6	3	6	
4	5-A	4 + 76	Lt.	5	3	5	
4	6-A	4 + 93	Rt.	5	3	5	
4	7-A	5 + 57.5	Lt.	5	3	5	
4	8-A	6 + 66	Lt.	5	3	5	
4	9-A	7 + 28	Lt.	5	3	5	
4	10-A	8 + 78	Lt.	10	6	10	.5
4	11-A	9 + 36	Lt.	5	3	5	
4	12-A	9 + 36	Rt.	5	3	5	
4	13-A	10 + 06	Lt.	5	3	5	
4	14-A	11 + 61.5	Rt.				2.0
4	15-A	14 + 19	Lt.	6	3	6	
4	16-A	14 + 48	Rt.	10	6	10	
4	17-A	15 + 42	Lt.	5	3	5	
5	18-A	16 + 42	Lt.	5	3	5	
5	19-A	16 + 65	Rt.	5	3	5	
5	20-A	17 + 04	Lt.	4	2	4	
5	21-A	17 + 29	Rt.	5	3	5	
5	22-A	19 + 08	Lt.	11	6	11	
5	23-A	20 + 30	Lt.	11	6	11	
5	24-A	20 + 92	Lt.	5	3	5	
5	25-A	30 + 77	Lt.	11	6	11	
5	26-A	31 + 50	Lt.	5	3	5	
5	27-A	31 + 51	Rt.				.5
6	28-A	32 + 75	Lt.	8	4	8	
6	29-A	32 + 78	Rt.	6	3	6	
6	30-A	35 + 57	Rt.	6	3	6	
6	31-A	35 + 50	Lt.	6	3	6	
6	32-A	36 + 57	Rt.	6	3	6	
6	33-A	36 + 75	Rt.	5	3	5	
6	34-A	37 + 31	Rt.	6	3	6	
6	35-A	37 + 82	Lt.	6	3	6	
6	36-A	37 + 90	Rt.	6	3	6	
6	37-A	38 + 56	Lt.	6	3	6	
6	38-A	38 + 66	Rt.	6	3	6	
6	39-A	39 + 04	Rt.	6	3	6	
6	40-A	39 + 73	Lt.	6	3	6	
6	41-A	40 + 81	Rt.	6	3	6	
6	42-A	42 + 09	Rt.	6	3	6	
6	43-A	42 + 09	Lt.	6	3	6	
6	44-A	44 + 75	Lt.	6	3	6	
6	45-A	45 + 77	Lt.	6	3	6	
6	46-A	46 + 16	Rt.	6	3	6	
6	47-A	46 + 59	Lt.	37	19	37	2
7	48-A	1 + 33	Lt.				.5
8	49-A	10 + 16	Rt.				1.0
8	50-A	19 + 22	Rt.	6	3	6	
8	51-A	16 + 27	Lt.	4	2	4	
8	52-A	16 + 45	Rt.	7	4	7	
8	53-A	16 + 86	Lt.	5	3	5	
8	54-A	17 + 42	Rt.				.5
8	55-A	18 + 13	Rt.	5	3	5	
8	56-A	19 + 00	Lt.	5	3	5	
8	57-A	20 + 16	Lt.	5	3	5	
8	58-A	21 + 33	Lt.	5	3	5	
Totals				348	190	348	7.0

CURB INLETS, CATCH BASINS, MANHOLES & MONUMENTS (CONTINUED)

Sheet No.	Ref No.	Station	Side	I-8-Each	Description	Adjusted to Grade
8	40-I	20 + 16	Rt.	1	Curb Inlet	Adjusted to Grade
8	41-I	22 + 94	11' Lt.	1	Manhole	" " "
8	42-I	22 + 92.90	Center	1	Monument (Iron Pin)	" " "
9	43-I	24 + 70	19' Rt.	1	Pool Inlet	" " "
9	44-I	24 + 70	19' Lt.	1	Pool Inlet	" " "
Totals				43		

EXTRA PAVEMENT "P"

Sheet No.	Ref No.	Station From	Station To	Side	B-35 Leveling Course sq. yds.	T-30 sq. yds.	B-35 Leveling Course sq. yds.	T-35 sq. yds.	I-20 5" Insula- tion Course sq. yds.	F-8 Removal & Disposal Bituminous Wearing Surface sq. yds.	F-8 Removal & Disposal Conc. Curb Lin. Ft.
4	1-P	12 + 68	13 + 08	Rt.		27	18	27			
4	2-P	12 + 90		Lt.		54	36	54			
5	3-P	18 + 08		Lt.		54	36	54			
5	4-P	18 + 08		Rt.		58	38	58			
5	5-P	22 + 40.95		Lt.		83	55	83			
5	6-P	20 + 60	22 + 72	Rt.		212	272	342			
5	7-P	26 + 57.63		Rt.		35	15	35			
5	8-P	29 + 53	30 + 03	Rt.		74	50	74			
5	9-P	29 + 53	30 + 10	Lt.		32	32	32			
6	10-P	34 + 38		Lt.		56	37	56			
6	11-P	34 + 38		Rt.		56	37	56			
6	12-P	39 + 81		Rt.		54	36	54			
6	13-P	40 + 01		Lt.		55	36	55			
6	14-P	43 + 04		Rt.		56	37	56			
6	15-P	43 + 04		Lt.		54	36	54			
6	16-P	47 + 84	48 + 00	Lt.	6	36	40	40	8	37	32
7	17-P	52 + 90	53 + 08	Rt.							
7	18-P	52 + 90	53 + 08	Lt.							
8	19-P	12 + 97	13 + 18	Rt.	7	40	44	44	9	30	36
8	20-P	15 + 32		Rt.		56	37	56			
8	21-P	15 + 32		Lt.		71	48	71			
8	22-P	19 + 90		Rt.		64	42	64			
8	23-P	23 + 11		Rt.		41	17	41			
8	24-P	23 + 11		Lt.		38	17	38			
8	25-P	21 + 00	22 + 55	Lt.		66	66	66			
8	26-P	21 + 00	22 + 55	Rt.		118	118	118			
Totals					13	1490	1200	1609	17	57	68

CURB INLETS, CATCH BASINS, MANHOLES & MONUMENTS "I"

Sheet No.	Ref No.	Station	Side	I-8-Each	Description	Adjusted to Grade
4	1-I	0 + 00	Center	1	Monument (Iron Pin) - S.H.-306	Adjusted to Grade
4	2-I	5 + 67	Lt.	1	Curb Inlet	" " "
4	3-I	5 + 67	Rt.	1	Curb Inlet	" " "
4	4-I	12 + 63.5	Lt.	1	Curb Inlet	" " "
4	5-I	12 + 63.5	Rt.	1	Curb Inlet	" " "
4	6-I	12 + 63.5	08' Lt.	1	Manhole	" " "
5	7-I	17 + 83.5	Lt.	1	Curb Inlet	" " "
5	8-I	17 + 83.5	Rt.	1	Curb Inlet	" " "
5	9-I	18 + 09	18' Rt.	1	Manhole	" " "
5	10-I	18 + 34	Rt.	1	Curb Inlet	" " "
5	11-I	18 + 34	Lt.	1	Curb Inlet	" " "
5	12-I	21 + 89	16' Rt.	1	Manhole	" " "
5	13-I	22 + 40.95	Center	1	Monument (Iron Pin) - S.H.-306	" " "
5	14-I	22 + 82	19' Lt.	1	Pool Inlet	" " "
5	15-I	22 + 82	21' Rt.	1	Pool Inlet	" " "
5	16-I	26 + 36	32' Rt.	1	Pool Inlet	" " "
5	17-I	26 + 41	18' Lt.	1	Pool Inlet	No work required Adjusted to Grade
5	18-I	26 + 45	09' Rt.	1	Manhole	" " "
5	19-I	26 + 57.62	Center	1	Monument (Iron Pin) - S.H.-306	" " "
5	20-I	26 + 79.5	21' Rt.	1	Pool Inlet	" " "
5	21-I	30 + 03	Lt.	1	Pool Inlet	" " "
5	22-I	30 + 03	Rt.	1	Pool Inlet	" " "
6	23-I	34 + 68	Lt.	1	Curb Inlet	" " "
6	24-I	34 + 68	Rt.	1	Curb Inlet	" " "
6	25-I	35 + 16	05' Rt.	1	Manhole	" " "
6	26-I	37 + 54	05' Rt.	1	Manhole	" " "
6	27-I	39 + 57	Rt.	1	Curb Inlet	" " "
6	28-I	39 + 66	Lt.	1	Curb Inlet	" " "
6	29-I	39 + 91	05' Rt.	1	Manhole	" " "
6	30-I	42 + 78	Lt.	1	Curb Inlet	" " "
6	31-I	42 + 78	Rt.	1	Curb Inlet	" " "
6	32-I	46 + 04	Rt.	1	Curb Inlet	" " "
6	33-I	46 + 04	Lt.	1	Curb Inlet	" " "
7	34-I	53 + 08	Center	1	Monument (Iron Pin) S.H.-306	" " "
7	35-I	0 + 00	Center	1	Monument (Iron Pin) S.H.-946	" " "
8	36-I	15 + 08	Rt.	1	Curb Inlet	" " "
8	37-I	15 + 08	Lt.	1	Curb Inlet	" " "
8	38-I	19 + 66	Rt.	1	Curb Inlet	" " "
8	39-I	19 + 90	Lt.	1	Curb Inlet	" " "

← continued in Table at Left.