

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

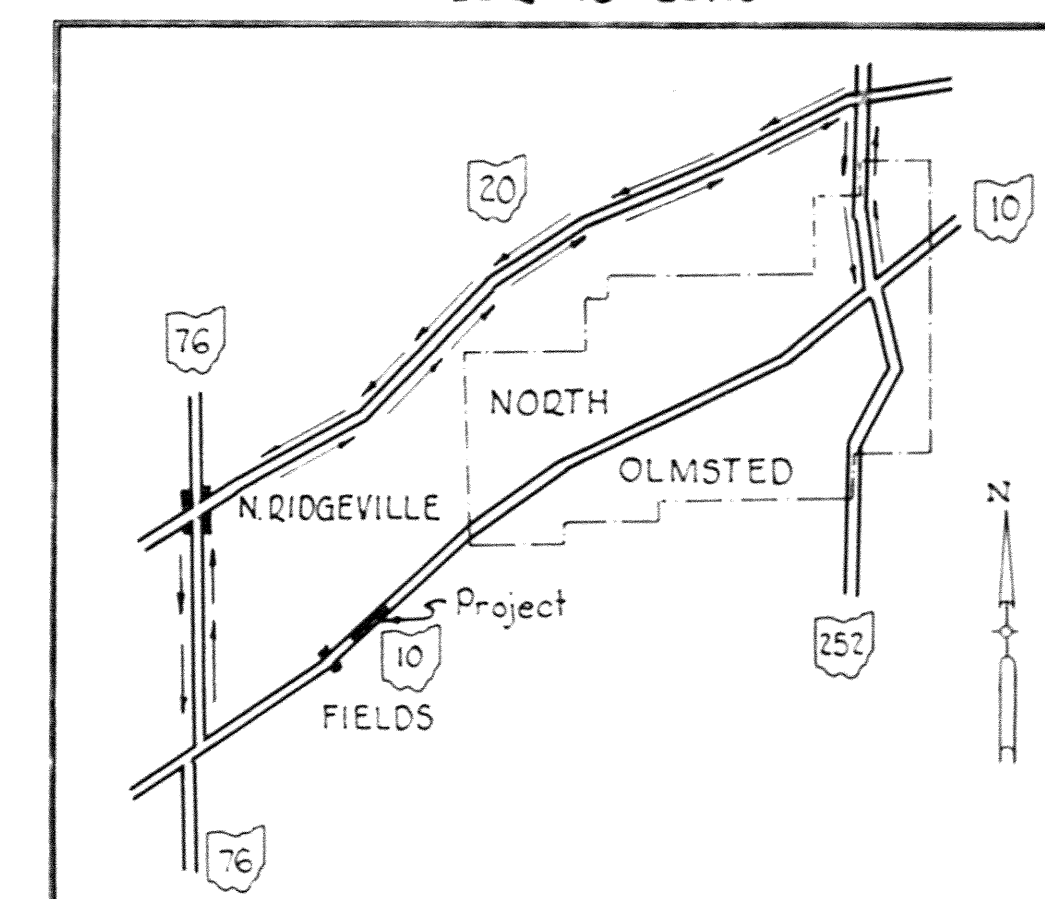
FG-308 (2)

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	FG-308 (2)	POST WAR

LOQ-10-20.19

1/28

LOQ-10-20.19
RECONSTRUCTION OF EXISTING SEPARATED
CROSSING WITH N.Y.C. R.R.
LORAIN COUNTY
RIDGEVILLE TOWNSHIP



DETOUR MAP
Scale 1" = 2 Miles

CONVENTIONAL SIGNS

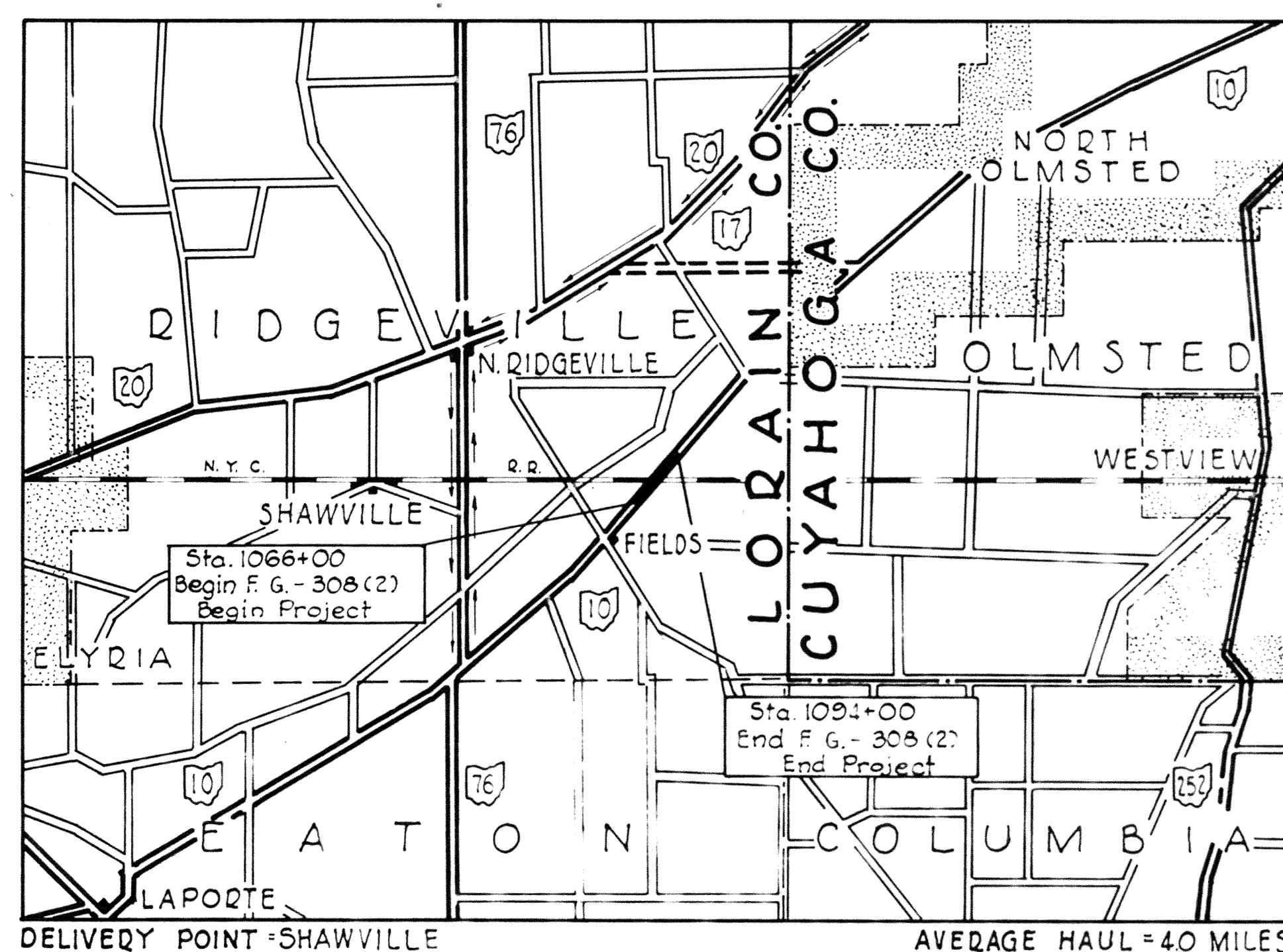
COUNTY LINES	_____
TOWNSHIP LINES	_____
CENTER LINE	_____
PROPERTY LINE	_____
CITY OR VILLAGE LINE	_____
FENCE LINE	_____
RAILROAD	_____
POWER LINES	⊕ ⊕ ⊕ ⊕ ⊕ ⊕ ⊕
TELEPHONE LINES	⊕ ⊕ ⊕ ⊕ ⊕ ⊕ ⊕
GUARD RAIL	_____

INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTION	2
CALCULATIONS-GENERAL NOTES-TABLES-GENERAL SUMMARY	3
PLAN & PROFILE	4-8
CROSS SECTIONS	9-17
BEFORE ROAD APPROACH & SIDE ROAD CULVERT	18
CULVERT & OUTLET STORM SEWERS	19
STRUCTURES OVER 20' SPAN	20-27
RAILROAD FORCE ACCOUNT WORK	28
CHANGE ORDER N° 2 (ADDED TO PLAN 12-8-52) KT	28-A, B, C.

LINE DATA

	WORK	PROJECT
BEGIN STA.	1065+00	1066+00
END STA.	1095+00	1094+00
GROSS LENGTH	3000.00 LIN. FT.	2800.00 LIN. FT.
ADD. OR DEDUCT.	NONE	NONE
NET LENGTH	3000.00 LIN. FT.	2800.00 LIN. FT.
MILES	0.568	0.530



PORTION TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS
DETOURS SHOWN THUS

SCALES

PLAN	1" = 50'
PROFILE VERTICAL	1" = 5'
PROFILE HORIZONTAL	1" = 50'
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 require the closing to Traffic of the Highway and that Detours will be provided as indicated on the Plans.

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

APPROVED J. A. Pomeroy
DATE 7-16-52 DEPUTY DIRECTOR OF DIVISION

APPROVED Norman H. Bickel
DATE 3-4-52 CHIEF ENGINEER BUREAU OF PLANNING & PROGRAMMING

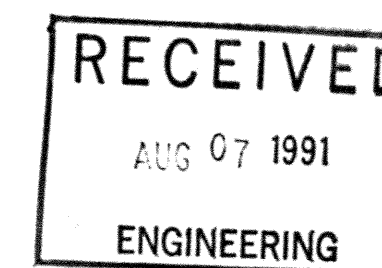
APPROVED W. J. H. H. H.
DATE 3-4-52 CHIEF ENGINEER BUREAU OF LOCATION & DESIGN

APPROVED W. J. H. H. H.
DATE 3-4-52 CHIEF ENGINEER BUREAU OF BRIDGES & R.R. CROSSINGS

APPROVED W. J. H. H. H.
DATE 3-4-52 FIRST ASSISTANT DIRECTOR & CHIEF ENGINEER

APPROVED W. J. H. H. H.
DATE 3-4-52 DIRECTOR OF HIGHWAYS

PRINTED E. A. Dougherty
DATE 2-12-52 CHIEF ENGINEER N.Y.C. R.R.



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER

DATE

APPROVED:

DIVISION ENGINEER

DATE

* Submitted to B.P.R. for Approval

STANDARD		CONSTRUCTION		DRAWINGS	
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE
* G-8.07	5-1-51	S-27 P.C. 3	2-20-45	AS-1-47, AS-2-47	7-27-49
* Q1-1	5-16-51	L-3 -A	4-1-50	L-1	4-1-50
L-3	4-1-50	* L.J. N°1	8-1-51	B-T-71 R	1-2-51
I-1, 2, 3, 4 & 5	2-20-45	* T.J. N°1	8-1-51	CSB-1-47 1/2	8-25-49
I-8 I-2A & B	1-2-51	* T.J. N°2	8-1-51	RB-1-47	7-27-49
I-15 N°2	6-17-49	* T.J. N°3	8-1-51	I-14-G	1-22-52
I-15 N°1	3-1-47	B.T. 50-70-71 E-N°1	10-1-47		

SUPPLEMENTAL		SPECIFICATIONS			
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE
5	5-28-48				
31	6-13-49				
T-171.19 Rev.	7-31-50				
M-110.25 Rev.	7-25-51				

FILE NO.	LOQ-10-20.19
DATE OF LETTING	
CONTRACT NO.	

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	FG-308(2)	POST WAR

2

28

Plan View Details:

- Bridge Length: 1066+00 to 1079+15.65 = 1315.65 LIN. FT.
- Approach Slab Length: 1082+05.35 to 1094+00 = 1194.65 LIN. FT.
- Total Length: 2510.30 LIN. FT.
- Clear Roadway: 14'
- Side Approaches: 6' I-17
- Stabilized Berm: 8' Ave. Thickness (I-17)
- Embankment Material: 4" Classified Embankment Material, Grading 'C' or 'D'
- Pavement: 9" Reinforced Portland Cement Concrete Pavement

Cross Section Details:

- Profile Grade: 3/8" per foot
- Embankment Material: 4" Classified Embankment Material, Grading 'C' or 'D'
- Stabilized Berm: 8' Ave. Thickness (I-17)
- Pavement: 9" Reinforced Portland Cement Concrete Pavement
- Approach Slab: 2 Layers 1/4" prem. Exp. Jt. Filler
- Side Approaches: 6' I-17

Legend:

- 1 T-71 9" Reinforced Portland Cement Concrete Pavement
- 2 SS-5 4" Classified Embankment Material, Grading 'C' or 'D'
- 3 I-17 8' Ave. Thickness, Stabilized Berm
- 4 I-17 6" Side Approaches, Mail Box Turnouts & Berm Material

Notes:

- 70' Min. or as shown on X-Sections
- Berms shall be 10' wide except where Guard Rail is used, then the width shall be increased to 12'.
- Fill Slopes Unless otherwise shown on Cross Sections
- 2:1 Over 5' Fill
- 4:1 to 2:1 from 1-5' Fill
- Unless otherwise shown on Cross Sections
- THIS SHEET REVISED 6-1-50 SKEW ANGLE CHANGED FROM 43° 30' TO 43° 35'

LOR-10-20.19

CALCULATIONS			
1	T-71	Reinforced Portland Cement Concrete Pavement	
2		Sta. 1066+00 to Sta. 1079 + 15.65 = 1315.65 Lin. Ft.	
3		From Line 2 1315.65 x 24 ÷ 9 =	3508.40
4		Sta. 1082+05.35 to Sta. 1094 + 00 = 1194.65 Lin. Ft.	
5		From Line 4 1194.65 x 24 ÷ 9 =	3185.73 Sq. Yds.
6		From Sheet 18 - Berea Road Approach =	540.00 Sq. Yds.
7		Total T-71	7234.13 Sq. Yds.
8		Use	7234 Sq. Yds.
9			
10	SS-5	Classified Embankment Material	
11		From Line 2 - 1315.65 x 26 x 4/12 ÷ 27 =	422.31 Cu. Yds.
12		From Line 4 - 1194.65 x 26 x 4/12 ÷ 27 =	383.47 Cu. Yds.
13		From Sheet No. 18 - Berea Road Approach	65.30 Cu. Yds.
14		From Sheet No. 2 - Bridge Approach Slabs	10.50 Cu. Yds.
15		Total	881.58 Cu. Yds.
16		Deduct on Rt. Sta. 1069 + 25.93 to Sta. 1070 + 47.45 = 121.52'	
17		From Line 16 121.52 x 1 x 4/12 ÷ 27 = Deduction	- 1.50 Cu. Yds.
18		Total SS-5	880.08 Cu. Yds.
19		Use	880 Cu. Yds.
20			
21	I-17	Stabilized Berms - Berm Material as per plan	
22		From Line 2 - 1315.65 x 2 x 4 x 4/12 ÷ 27 =	259.88 Cu. Yds.
23		From Line 4 - 1194.65 x 2 x 4 x 4/12 ÷ 27 =	235.98 Cu. Yds.
24		Along Appr. Slab edges 2(9+15) x 4 x 4/12 ÷ 27 =	2.77 Cu. Yds.
25		Total =	498.63 Cu. Yds.
26		Deduction Rt. at Berea Rd. Appr. = 95 x 4 x 4/12 ÷ 27 =	- 2.38 Cu. Yds.
27		Total =	489.25 Cu. Yds.
28		Add for 6 Mail Box Turnouts @ 3 Cu. Yds. =	18.00 Cu. Yds. *
29		Total =	507.25 Cu. Yds.
30		Total Berm Material Estimated = 507.25 x 1.30 = 659.4 Cu. Yds.	
31		Use	660 Cu. Yds.
32			
33	E-11	75798 x 5 ÷ 1000 = 378.99 M. Gals.	
34		Use	379 M. Gal.
35	T-30	Bituminous Tack Coat	
36		Transitions at beginning & end of project = 2(50 x $\frac{24+20}{2}$) ÷ 9 = 244.44 Sq. Yds.	
37		Area of 2 Approach Slabs = 89 Sq. Yds.	
38		244.44 + 89 = 333.44 @ 0.1 Gal. per sq. yd. = 33.34 Gal.	
		Use	34 Gal.

* The volume of 3 Cu. Yds. as estimated per Mail Box Turnout is computed over an area beyond the limits of Stab. Berm Mtl.

GENERAL NOTES

DESIGN SPEED - 70 miles per hour.

FIELD OFFICE - The Contractor shall provide a field office in accordance with Sec. 5-0.01.(b) of the Specifications. This field office will contain a minimum of 150 Sq. Ft. floor space and be provided with a telephone.

EXISTING PAVEMENT - The existing pavement is bituminous surface over traffic bound base, this also applies to the Berea Road. Where it is necessary to remove existing pavement, it is included with Item E-1 Roadway Excavation.

CLASSIFIED EMBANKMENT - Classified embankment material used on this project shall meet the requirements of grading "C" or "D" except that the percentage passing the No. 200 sieve shall be between 5 and 15 percent for grading "C" or between 5 and 20 percent for grading "D". The material need not meet SS-5 requirements as to the percent passing the No. 50 sieve.

STABILIZED SHOULDER - I-17 used in the construction of the stabilized shoulders shall be placed in 4 layers not to exceed 6" compacted depth. Initial compaction of the I-17 material shall be obtained by the use of crawler type tractors, or by one of the following types of rollers: tamping, pneumatic tired, trench, 2T, 3T, 3E or 3F. Final compaction shall be obtained by the use of pneumatic tired roller and one of the types of steel wheeled rollers as listed above. The finished course shall be of such density and composition that it will preclude the ready entrance of water and will not have loose aggregate on the surface. Where necessary to secure the desired compaction, water shall be added as directed by the Engineer. Cost of the water and its application shall be included in the price bid per cubic yard for I-17 as per Plan. Excavation for placing this material shall be measured and paid for as Item E-1 Roadway Excavation.

EXISTING GUARD RAIL - Is Steel Beam Type (Deep) with wood posts. The Item "Guard Rail Removed and Stored" shall include only the rail and hardware. The guard rail posts shall become the property of the Contractor and the cost of removal shall be included in the unit price bid for Item E-1 Roadway Excavation.

UTILITIES - Any and all work required for the adjustment of public or private utilities will be done by and at the expense of their respective owners unless otherwise noted.

CISTERNS - Wells and Basements and etc. appearing wholly or partly within the R/W limits shall be filled and compacted in accordance with the requirements of Sec. E-1.05 of the Specifications.

EXISTING MASONRY SLABS - Resulting from building removals etc. which lie wholly or partly within the R/W limits shall be disposed of as follows: Slabs which will be covered by embankments in excess of 2' depth may be left undisturbed. Slabs which will be covered by less than 2' depth shall be broken into pieces of 3 sq. ft. area or less and left in place; or be removed. Slabs which will be left exposed by construction operations shall be removed. Payment for above operations will be included in unit price bid for E-1 Excavation.

SEEDING AND PROTECTING - Type "A" - Quantities for seeding, Item L-9, are calculated for the soil areas between the lines ten feet (10') outside the work limits as shown on the cross sections or to the right of way line if such line is less than ten feet (10') from the work limits. The limits of seeding are indicated on the cross sections by the symbol X. All areas outside the calculated limits where the vegetative growth has been injuriously disturbed or destroyed by the Contractor shall be restored and seeded in accordance with the provisions of Item L-9 by the Contractor at his own expense. The seeding formula for the entire area shall consist of: 75% Alfa Fescue, 20% Kentucky Blue Grass, and 5% Alsike Clover. Commercial Fertilizer shall have a formula of 10-6-4.

EARTHWORK TABLE							
Sheet No.	STATION TO STATION	Rdway Excav.	Structure Excav.	Channel Excav.	Embank.	Embank. +20%	Borrow
		Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.
5		1143	85	2	13383	16060	
6		2100			41042	49250	
7		929			8740	10488	
	Totals	4172	85	2	63165	75798	71626

TREES AND STUMPS - The lump sum bid for tree and stump removal covers the approximate number and sizes listed below. Trees under 12" not listed.

Size	12"-18"	18"-24"	24"-30"	30"-36"	36"-42"	42"-48"
Number	25	15	5	4	1	-

Aggregate for Tree Root Aeration - Item L-8 3 Cu. Yds. for 16 Maple at Sta. 1089+46 - 38.5 Lt.

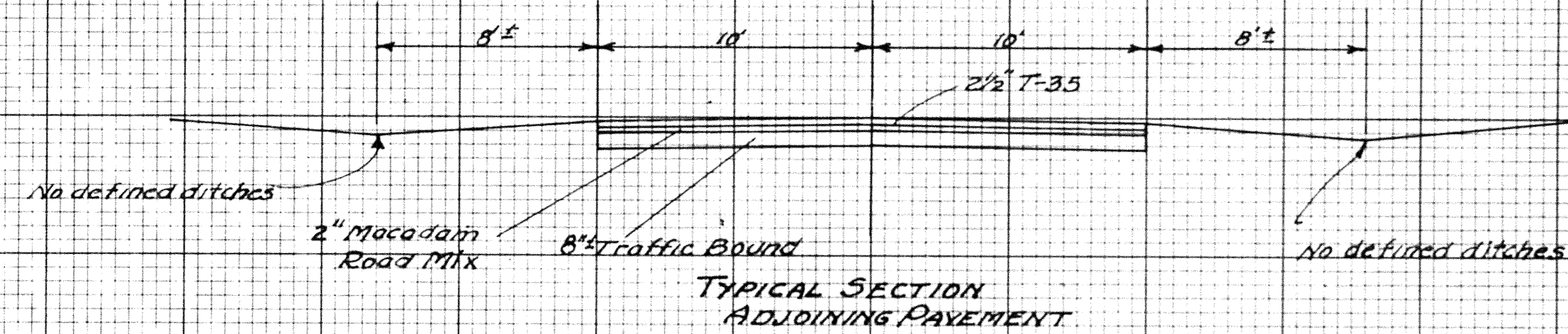
TYPE CODE 7221 SUMMARY OF QUANTITIES

Item No.	Quantity	Unit	Description	Reference	
				Line	Sheet
ROADWAY					
E-1	4172	Cu. Yds.	Roadway Excavation.		3
E-4	71626	Cu. Yds.	Borrow.		3
E-9	Lump	Lump	Removal of Trees and Stumps		3
E-11	379	M-Gals.	Water	33	3
I-15	2937.5	Lin. Ft.	Guard Rail Steel Beam Type (Deep)		5, 6, 7
I-15	776	Lin. Ft.	Guard Rail Removed and Stored, As per plan.		6
I-17	381	Cu. Yds.	Side Approaches, Mail Box Turnouts, and Berm Material		5, 7
I-17	660	cu. Yds.	Berm Material as per plan	31	3
L-9	33000	Sq. Yds.	Seeding and Protecting, Type 'A', As Per Plan		
L-9	2.97	Tons	Commercial Fertilizer, (10-6-4)		
L-8	3	Cu. Yds.	Aggregate for Tree Root Aeration.		3
DRAINAGE					
E-2	85	Cu. Yds.	Excavation for Structures.		5
E-3	2	Cu. Yds.	Channel Excavation.		5
I-1	188	Lin. Ft.	8" Pipe for Driveways.		5, 7
I-1	100	Lin. Ft.	12" Pipe for Driveways.		5, 7
I-2	168	Lin. Ft.	8" Storm Sewers.		5
I-2	306	Lin. Ft.	12" Storm Sewers.		7
I-2	145	Lin. Ft.	18" Storm Sewers.		5
I-5	1	Each	15" Pipe Special for Roadway Culvert.		5
I-8	4	Each	Standard No. 1-2A Catch Basins		5, 7
I-10	20	Sq. Yds.	Riprap (Type A Grouted.)		5, 7
S-27	250	Lin. Ft.	15" Pipe for Roadway Culverts		5
S-27	32	Lin. Ft.	18" Pipe for Roadway Culverts.		5
PAVEMENT					
T-71	7234	Sq. Yds.	9" Reinforced Portland Cement Concrete Pavement.	6	3
B-70	29	Sq. Yds.	8" Portland Cement Concrete Base Course.		5, 7
I-7	89	Sq. Yds.	Reinforced Concrete Approach Slab.		2
SS-5	880	Cu. Yds.	Classified Embankment Material, Grading 'C' or 'D' As per plan.	19	3
T-35	14	Cu. Yds.	Asphaltic Concrete Surface Course-Type 'A' or 'C' (70-80 or 85-100)		2, 5, 7
T-30	34	Gals.	Bituminous Tack Coat. Sec. M-5.5, M5-2 or SS-1	38	3
STRUCTURE OVER 20' SPAN					
For Estimated Quantities See Sheet No. 21					

R.R. Force Account Work by N.Y.C. R.R. Co.
See sheet No. 28

LOR-10-20.19

1054 1055 1056 1057 1058 1059 N 75°-42'E 1060 1061 1062 1063 1064



779.76 779.93 780.12 780.16 780.24 780.17 780.14 780.19 780.32 780.24 780.64

1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064

STA 1054+00 - STA 1064+00

Nail & Button
12" Cherry
P.I. Sta.
1070+59.87
Nail & Button

SIDE ROAD CULVERT - BEREA ROAD
On Rt. Sta. 1069+46 to Sta. 1071+00
See Sheet No. 18 for Details.

PIPE CULVERT - STA. 1072+53.19
See Sheet No. 19 for Details.

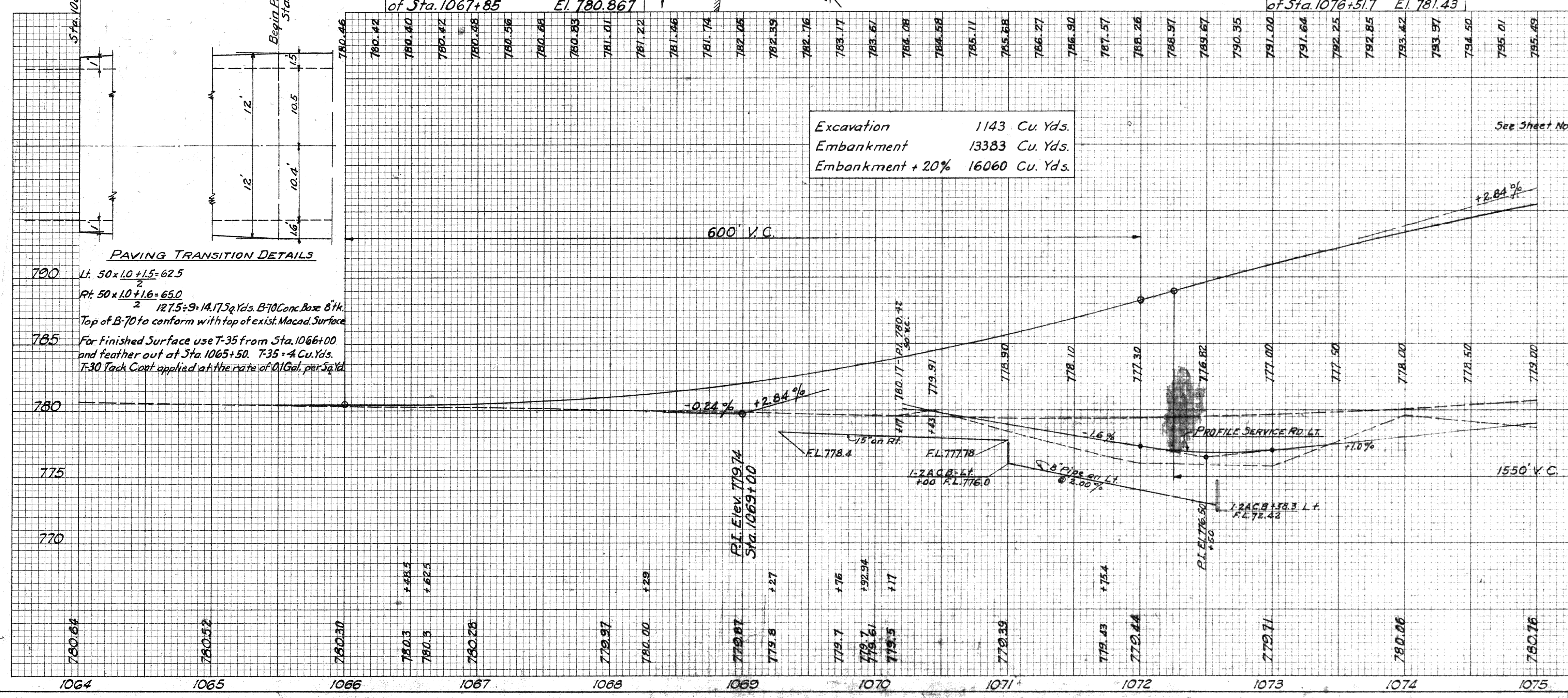
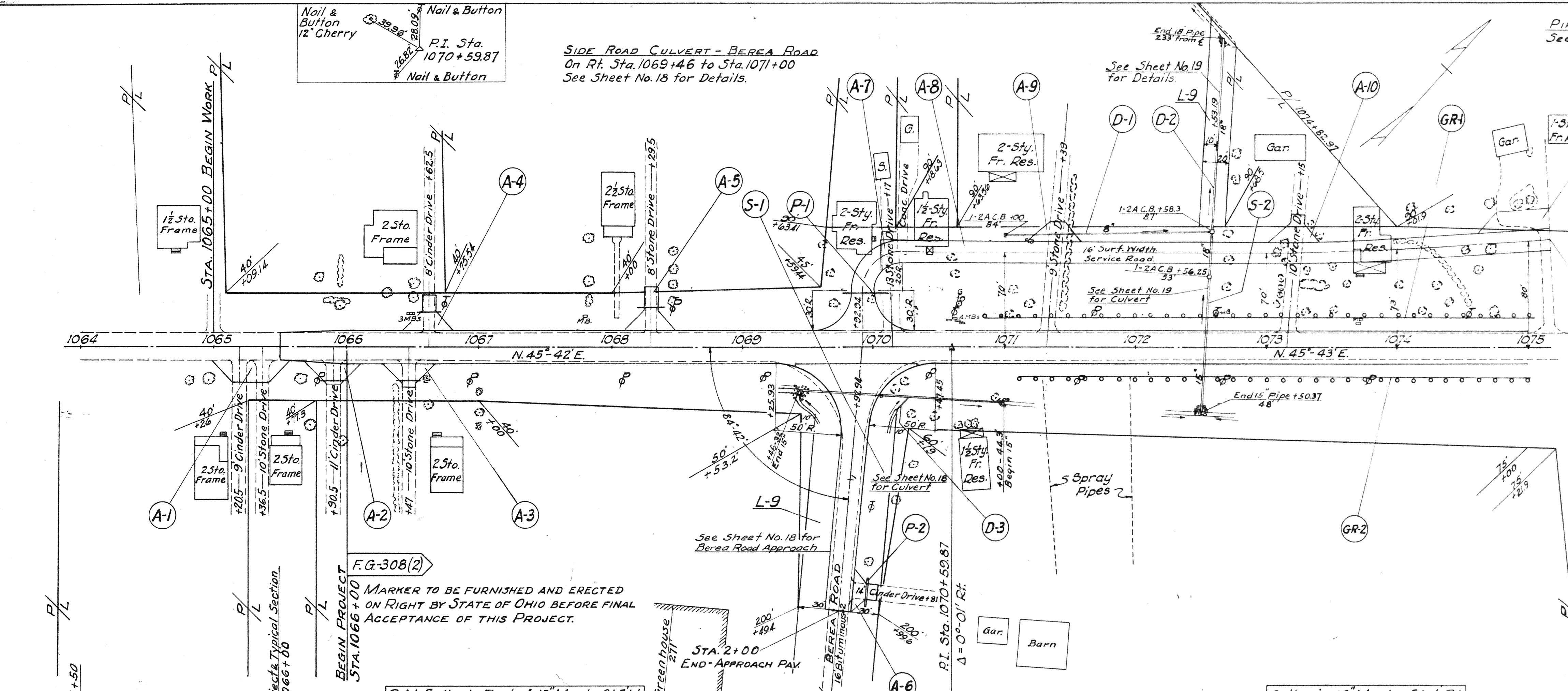
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS	5
2	OHIO	F.G.-308(2)	POST WAR	28

LOR-10-20.19

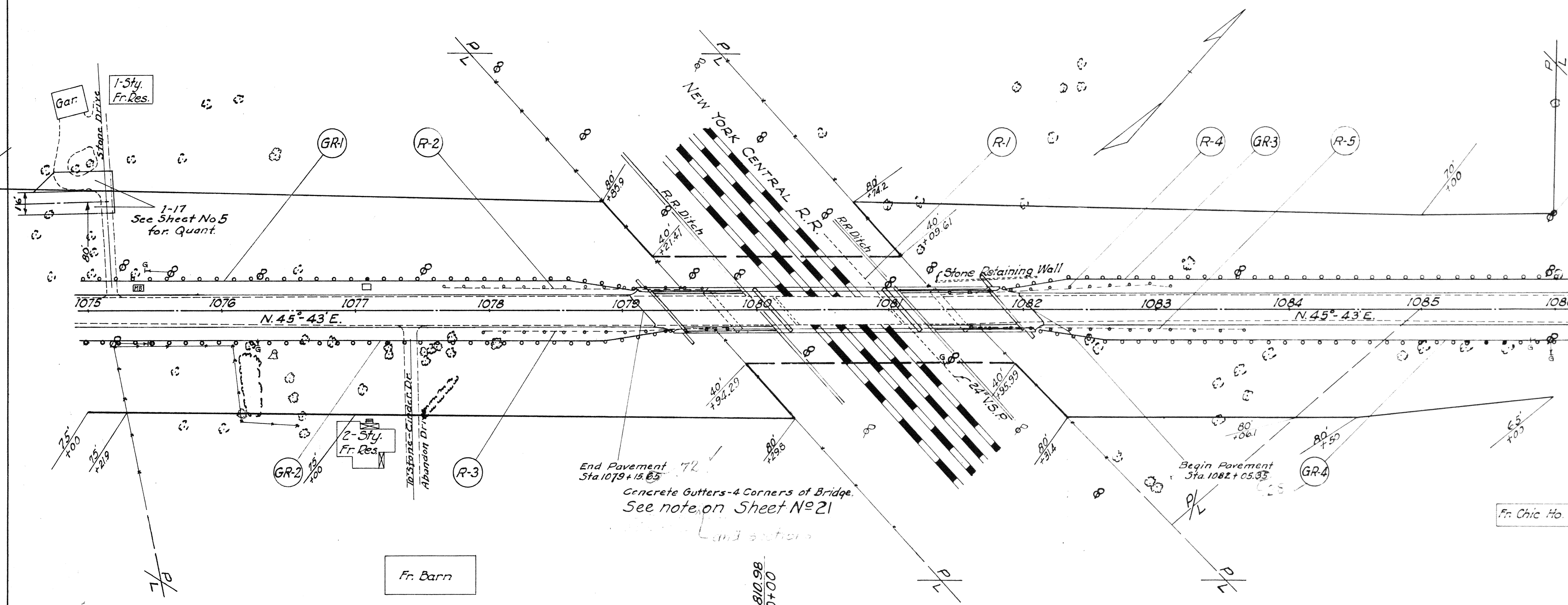
REF. No.	STATION	S-27 RDWAY CULVERTS Lin. Ft.	E-2 EXCAV. STRUCT. Cu. Yds.	E-3 EXCAV. CHANNEL Cu. Yds.	I-10 TYPE A RIP Sq. Yds.	I-5 PIPE SPEC. 15.8'Y Units	I-8 CATCH BASINS 1-2A Units
S-1	Side Road 1069+46-1071+00	150	25	2	3	1	
S-2	1072+53.19	100	32	60	4		1
Totals		250	32	85	2	7	1

REF. No.	STATION	I-17 AGGR. SIDE APPRS. Cu. Yds.	I-1 PIPE FOR DRIVEWAYS Lin. Ft.	I-15 GUARD RAIL Lin. Ft.
P-1	1069+72 - 1070+20		48	
P-2	Berea Rd. 1+81		22	
A-1	1065+20.5 and 20.5 Rt.	13		
A-2	1065+90.5 Rt.	7	20	
A-3	1066+47 Rt.	7	20	
A-4	1066+62.5 Lt.	8	20	
A-5	1068+29.5 Lt.	9	22	
A-6	Berea Rd. 1+81	6		
A-7	1069+92.94 Lt.	6		
A-8	Service Rd. Lt.	197		
A-9	1071+39 Lt.	8		
A-10	1073+15 Lt.	9		
A-11	1075+00 Lt.	15		
GR-1	1070+85 - 1075+00			415
GR-2	1071+11 - 1075+00			389
Totals		285	104 48	804

REF. No.	STATION	I-2 STORM SEWERS Lin. Ft.	I-8 CATCH BASINS Units	I-10 TYPE A RIP Sq. Yds.
D-1	1071+00 - 1072+58.3	158		
D-2	C.B. 1072+58.3 - Outlet	10		
D-3	1070+28 - Connect to Culvert			
Totals		168	145	3



STA. 1064+00 TO STA. 1075+00

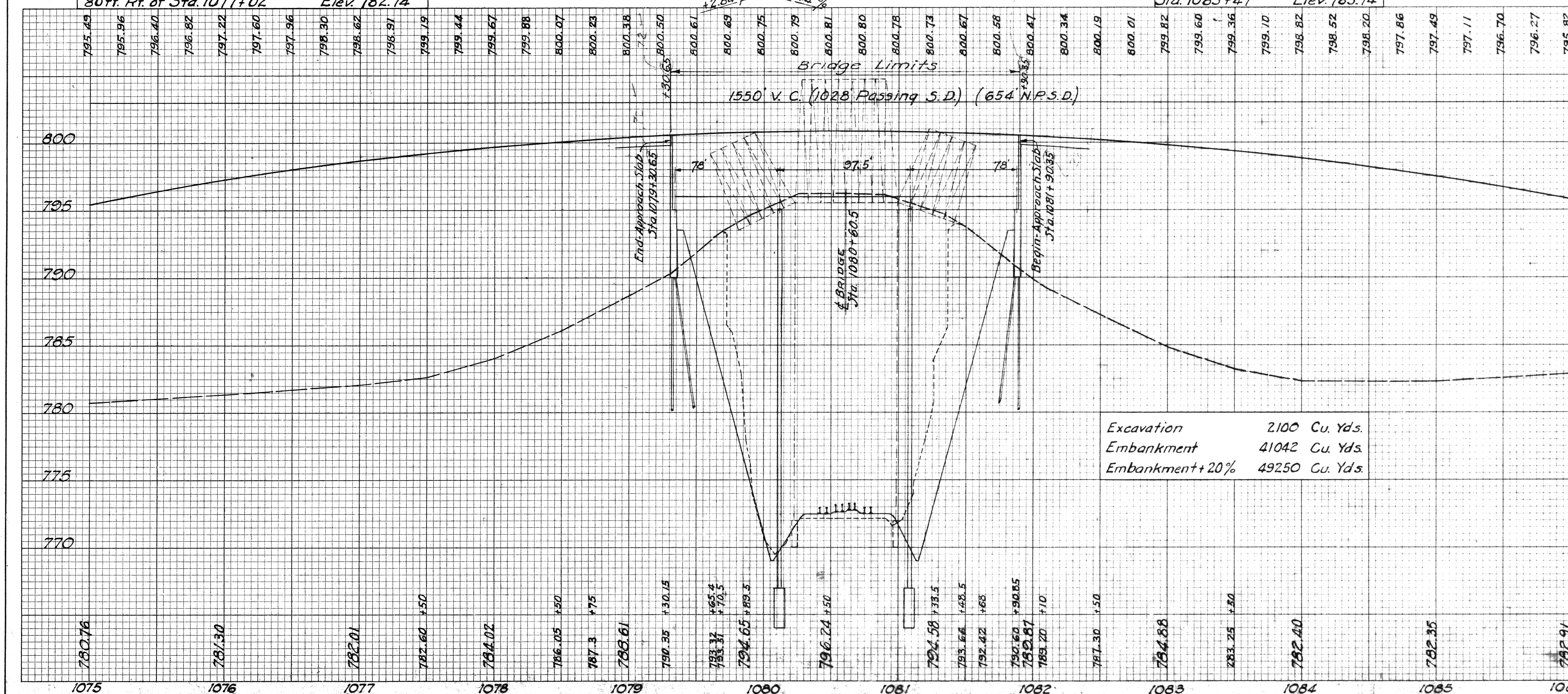


REF. No.	STATION	I-15 GUARD RAIL Lin. Ft.	I-15 GUARD RAIL REMOVED AND STORED Lin. Ft.
R-1	Under Bridge 1080+50 LF. 1081+50 RT.		
GR-1	1075+00-1079+10	410	
GR-2	1075+00-1079+36	436	
GR-3	1081+84-1086+00	416	
GR-4	1082+12-1086+00	388	
R-2	1077+63-1079+67		204
R-3	1077+92-1079+80		188
R-4	1081+44-1083+14		170
R-5	1081+56-1083+70		214
Totals		1650	776

For existing Guard Rail Removed and Stored - See General Notes.

B.M. N.W. Cor. of Lowest Stone Step to House
80 ft. Rt. of Sta. 1077+02 Elev. 782.74

B.M. Spike in 30" Maple 84' Rt.
Sta. 1083+47 Elev. 783.74



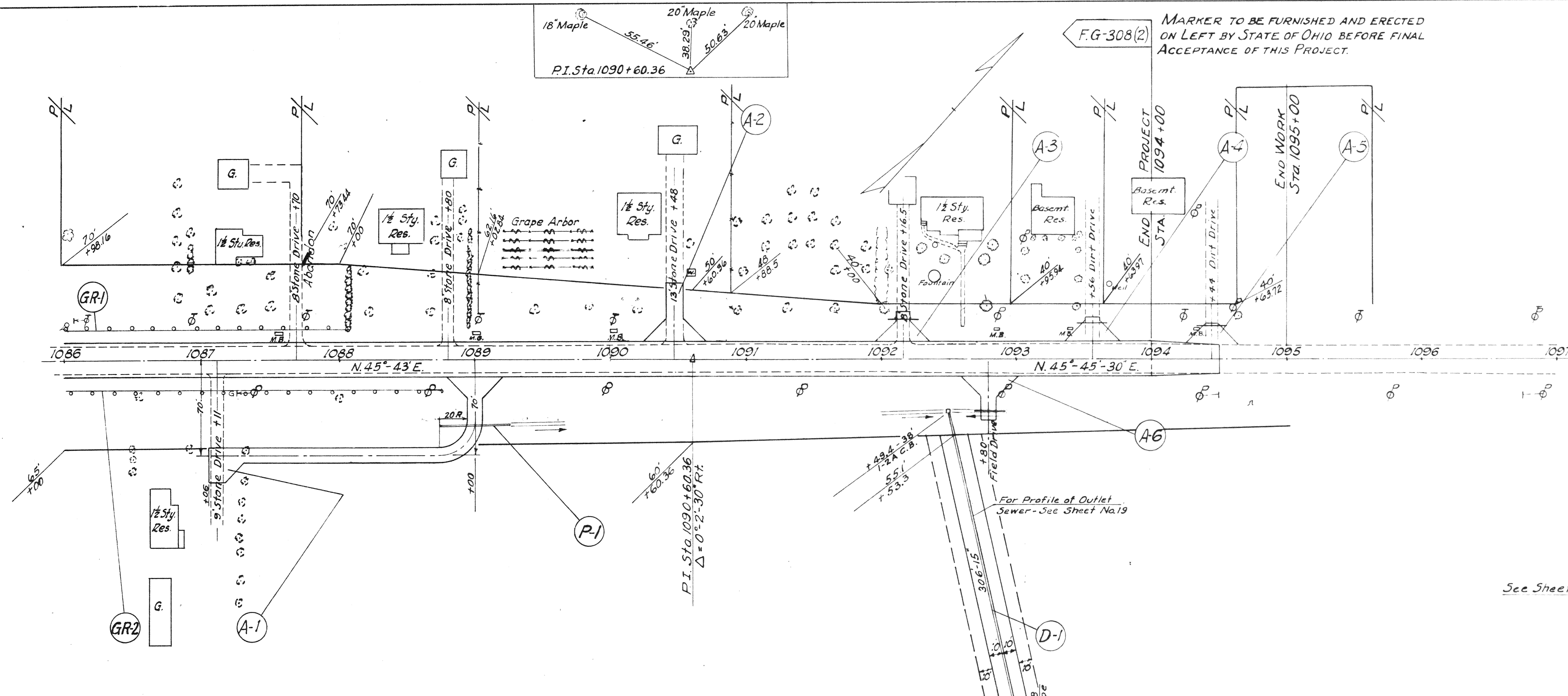
PROPOSED STRUCTURE DATA
 TYPE: Continuous steel girder bridge with concrete deck and Substructure.
 SPANS: 78'-97.5'-78' ¾ bearings.
 ROADWAY: 28' ½ of curbs with 1'-9" safety curbs.
 LOADING: S-20-46
 SKEW: 43°-30' R.F.
 SURFACE COURSE: Bituminous
 APPROACH SLABS: As shown
 TRACKS: Four
 VERTICAL CLEARANCE: 22' Minimum

EXISTING STRUCTURE DATA
 TYPE: 3 Spans (Low Truss)
 SPANS: 43'-76.5'-43' (¾ Length 175.5')
 ROADWAY: 18'-5"
 TYPE ABUTMENTS: Stone gravity.
 HEIGHT: Structure to tracks 21'-8"
 SKEW: 43°-30' R.F.
 LOADING: H-15
 (To Be Removed)

Excavation 2100 Cu. Yds.
 Embankment 41042 Cu. Yds.
 Embankment+20% 49250 Cu. Yds.

NOTE: THIS SHEET REMOVED 8-25-52
 SKEW ANGLE CHANGED FROM
 43°-30' TO 41°-58'

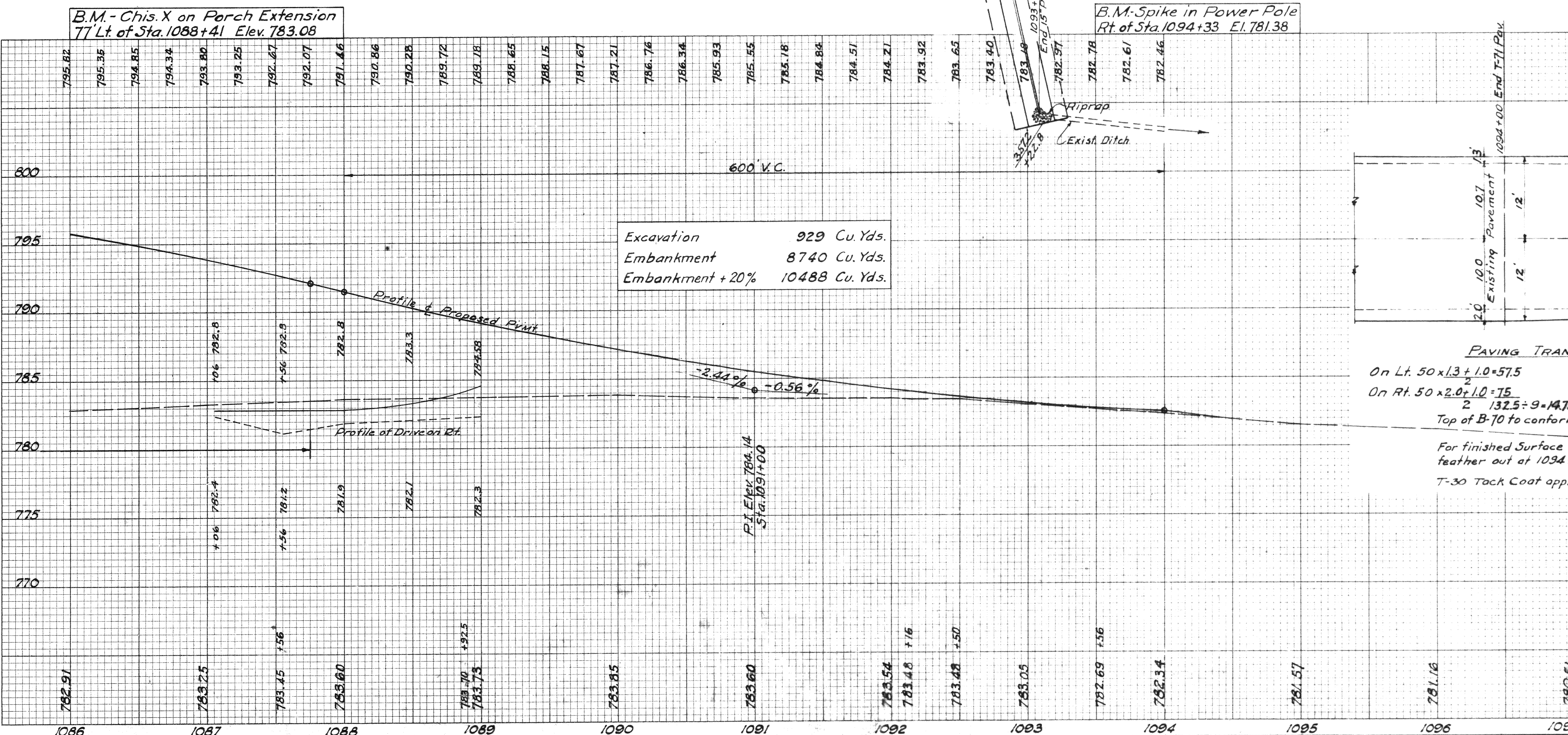
MARKER TO BE FURNISHED AND ERECTED ON LEFT BY STATE OF OHIO BEFORE FINAL ACCEPTANCE OF THIS PROJECT.



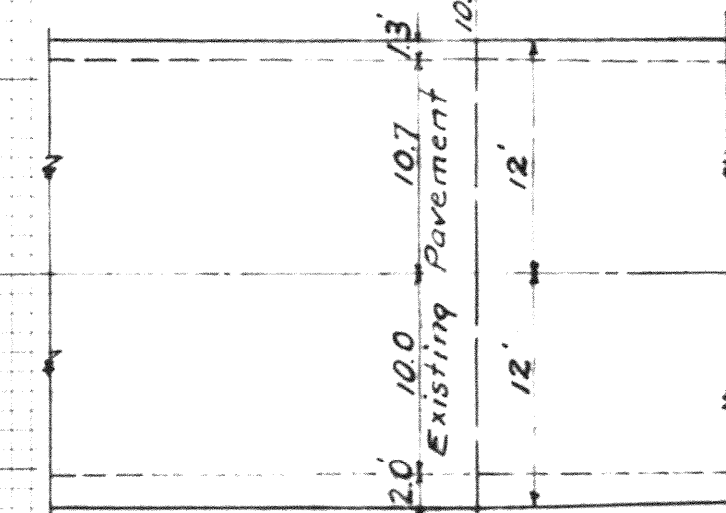
REF. No.	STATION	I-17 AGGR SIDE APPRS Cu.Yds	I-1 PIPE FOR DRIVEWAYS Lin. Ft.	I-15 GUARD RAIL Lin. Ft.
		12	8	
A-1	1087+00-1089+00	59		
A-2	1090+48 Lt.	15		
A-3	1092+16.5 Lt.	9	20	
A-4	1093+56 Lt.	8	20	
A-5	1094+44 Lt.	5	20	
P-1	1088+74-1089+26	52		
GR-1	1086+00-1088+09			209
GR-2	1086+00-1088+74.5			274.5
A-6	1092+80 Rt.		24	
Totals		96	52	84 483.5

REF. No.	STATION	I-2 STORM SEWERS Lin. Ft.	I-8 CATCH BASINS Units	I-10 Type A RAP RIP- RAP Grouted Sq.Yds
		12	I-2A	
D-1	Outlet Sewer	306	1	10
Totals		306	1	10

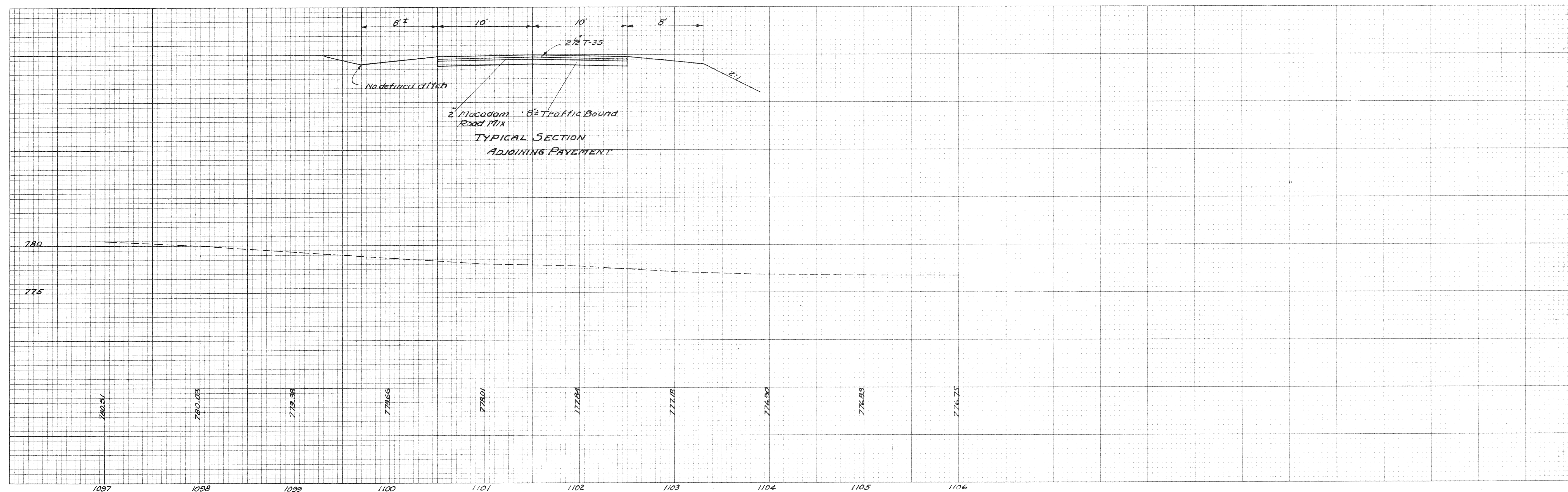
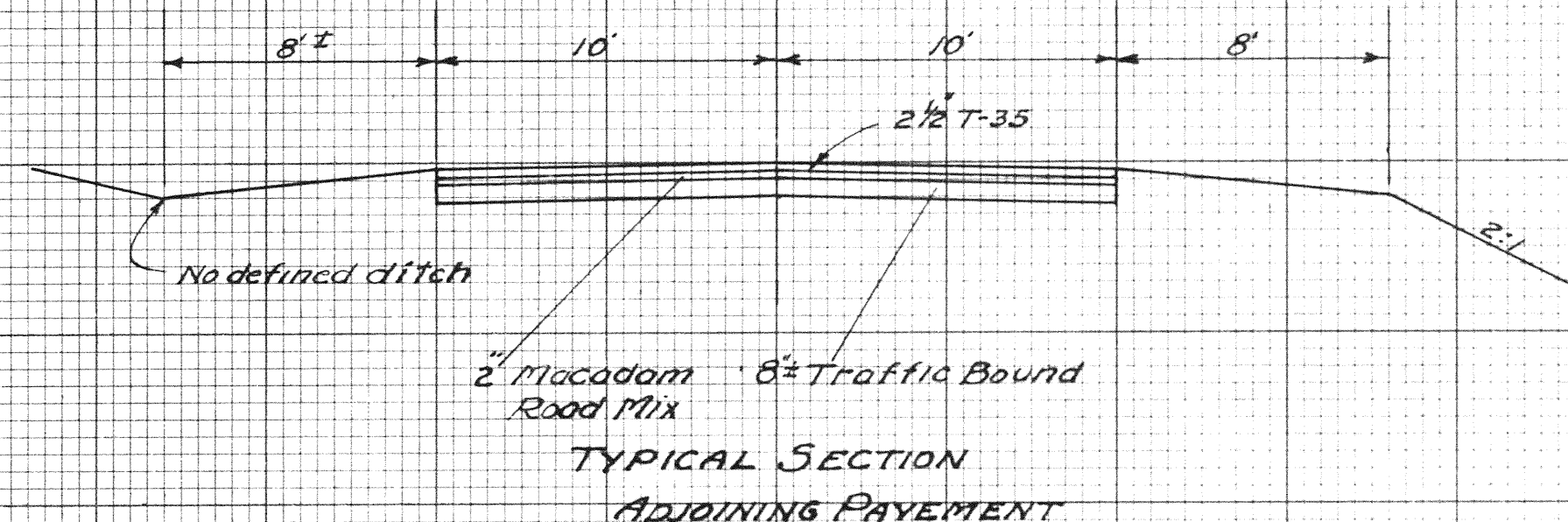
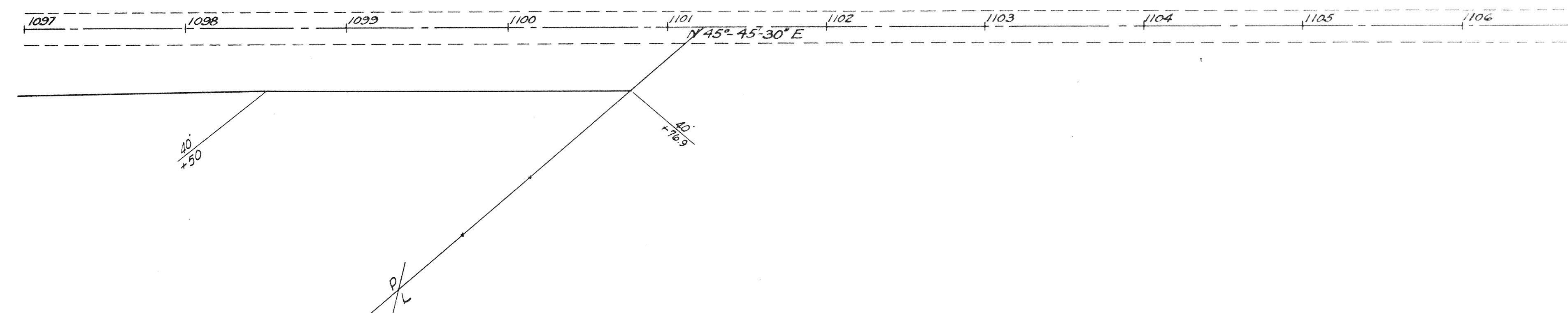
See Sheet No.19

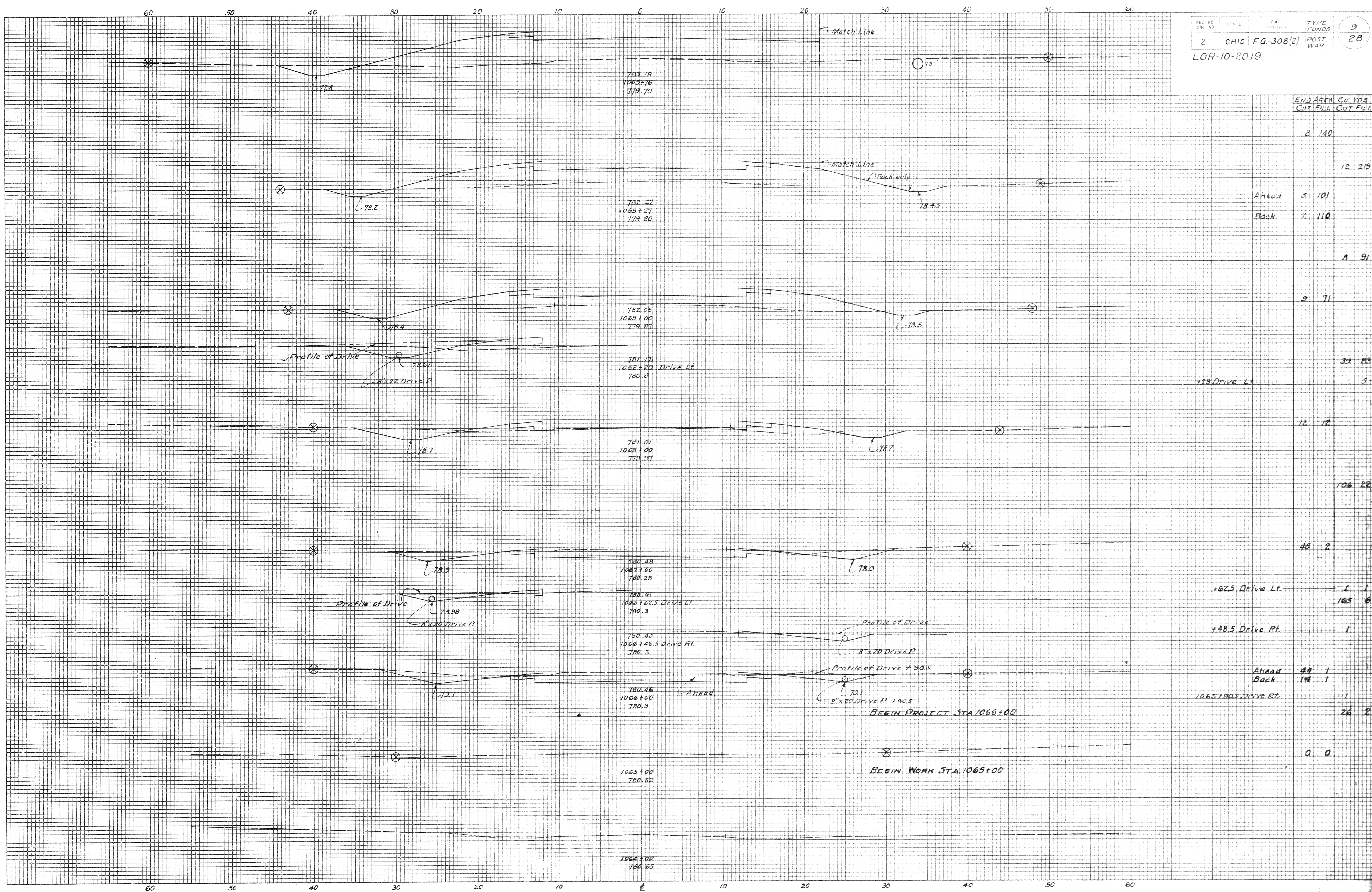


Excavation 929 Cu.Yds.
Embankment 8740 Cu.Yds.
Embankment + 20% 10488 Cu.Yds.

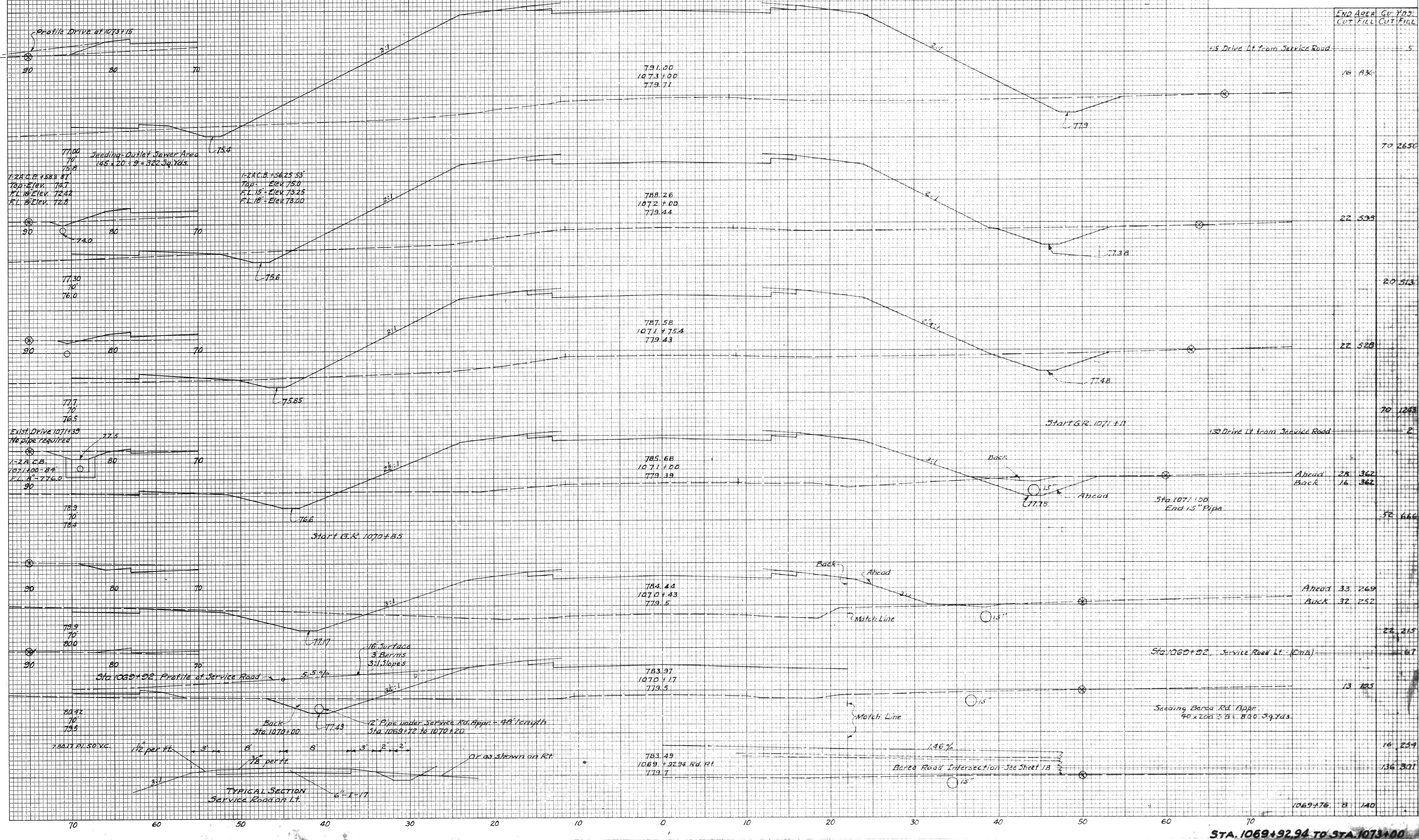


PAVING TRANSITION DETAILS.
On Lt. 50' x 13' x 1.0' = 57.5
On Rt. 50' x 2.0' x 1.0' = 75
2 132.5 ÷ 9 = 14.72 Sq. Yds. B-70 Conc. Base 8" thick.
Top of B-70 to conform with top of exist. Macad. Surface.
For finished Surface use T-35 from 1094+00 to feather out at 1094+50. T-35 = 3.5 Cu. Yds.
T-30 Tack Coat applied at rate of 0.1 Gal. per Sq. Yd.





END AREA	CUT	FILL	CUT	FILL
8	140			
12	219			
Ahead	5	101		
Back	7	110		
8	91			
9	71			
33	83			
129 Drive Lt				
12	12			
106	22			
48	2			
162.5 Drive Lt				
163	6			
148.5 Drive Pt				
Ahead	48	1		
Back	14	1		
1065+30.5 Drive Rt				
26	2			
0	0			



END AREA	CUT	FILL	CUT	FILL

EARTHWORK LIMITS

STA. 1079+29.96 to STA. 1081+91.04

Except for spill fill and excavation West Side From Sheet No. 13

793.583

1120 Sq Yds Seeding
Under Bridge West End

600.52
1079+29.96 Along back of Abut. on SKEW.
790.35

0 1328

2 2443

100 between tops of slopes
used 50' for earthwork
Sta. 1078+75 to 1079+29.96

2 1316

600.23
1078+75
787.3

3 1239

600.07
1078+150
786.05

5 1352

NOTE: THIS SHEET REVISED 12-20-52
SKEW ANGLE CHANGED FROM
43°30' TO 41°50'

11 2536

Sta 1078+00 7 1379

STA. 1078+50 TO STA. 1079+29.96

END AREA CU YDS
CUT FILL CUT FILL

0 0

0 Section
83' Lt. along back
of W. Abut. Line

7 204

Back of W. Abut. on Shew

For Seeding Quantities
under Bridge - See Sheet No. 12

10 276

43' Lt. along back
of W. Abut. Line

780

770

15 180

22' Lt. along back
of W. Abut. Line

780

770

30 98

194 52

4 W. Abut. on
back Line
Sta. 1079 + 29.96

780

770

185 29

240 15

23' Rt. along back
of W. Abut. Line

780

770

211 47

182 78

50' Rt. along back
of W. Abut. Line

780

770

90 25

103 0

67' Rt. along back
of W. Abut. Line

780

770

160 0

52 0

122' Rt. along back
of W. Abut. Line

780

770

35 0

0 0

0 Section
158' Rt. along back
of W. Abut. Line

TOTALS 793 583

These Totals entered on Sheet No. 12

END AREA CU YDS
CUT FILL CUT FILL

0 0

58 0

Back of E. Abut. on Shew

780

770

104 0

142 0

128 0

240 68

253 104

132 29

295 15

239 13

350 21

131 28

121 80

41 136

13 380

9 248

0 155

0 86

0 0

TOTALS 992 606

These Totals entered on Sheet No. 14

0 Section
130' Lt. along back
of E. Abut. Line

100' Lt. along back
of E. Abut. Line

For Seeding Quantities
under Bridge - See Sheet No. 14

67' Lt. along back
of E. Abut. Line

33' Lt. along back
of E. Abut. Line

20' Lt. along back
of E. Abut. Line

4 E. Abut. on back Line
Sta. 1081 + 31.06

15' Rt. along back
of E. Abut. Line

31' Rt. along back
of E. Abut. Line

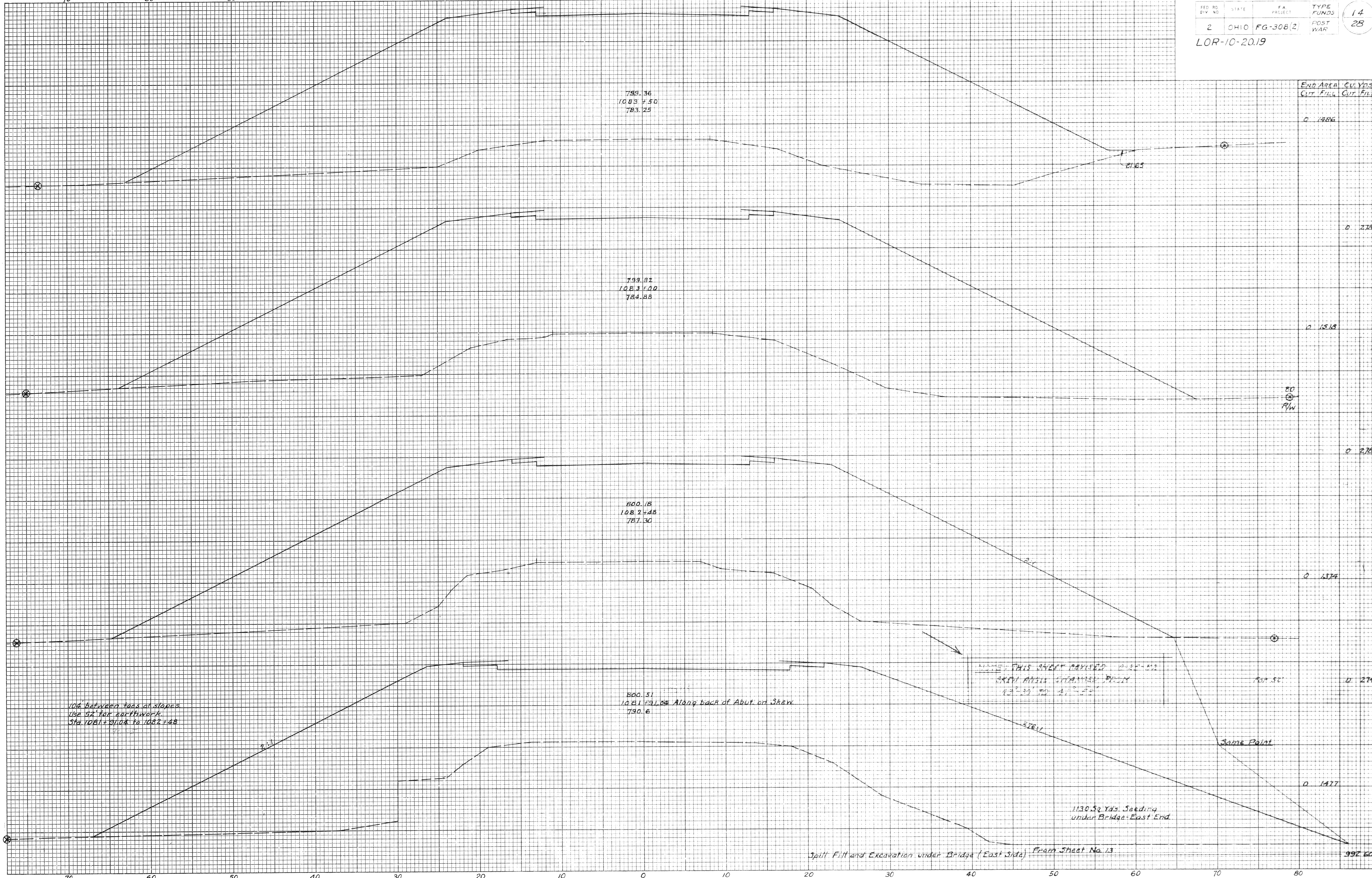
56' Rt. along back
of E. Abut. Line

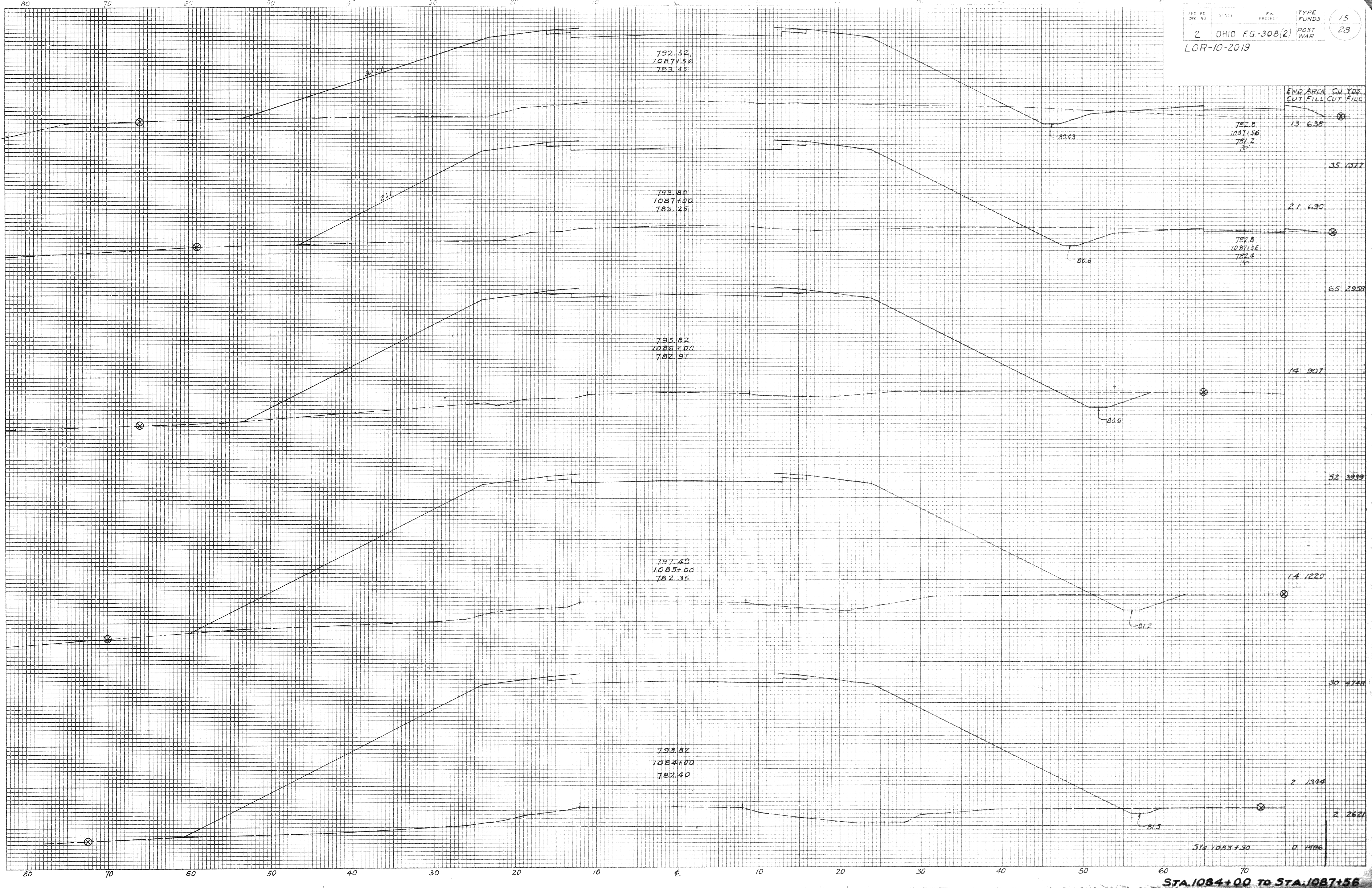
0 Section
86' Rt. along back
of E. Abut. Line

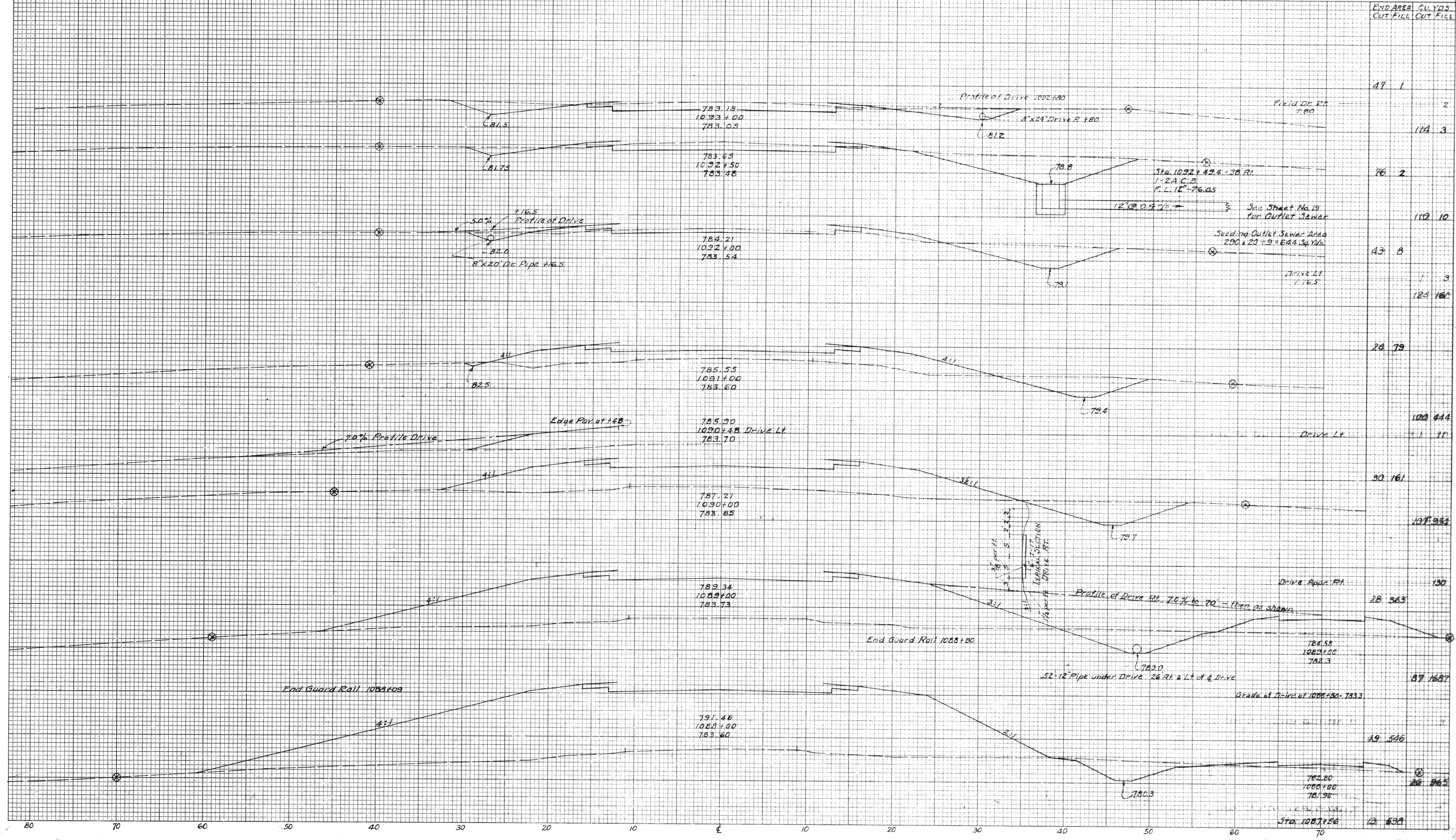
LOR-10-2019

SECTIONS WITHIN BRIDGE LIMITS STA 1079+29.96 TO STA 1081+31.04

LOR-10-20.19



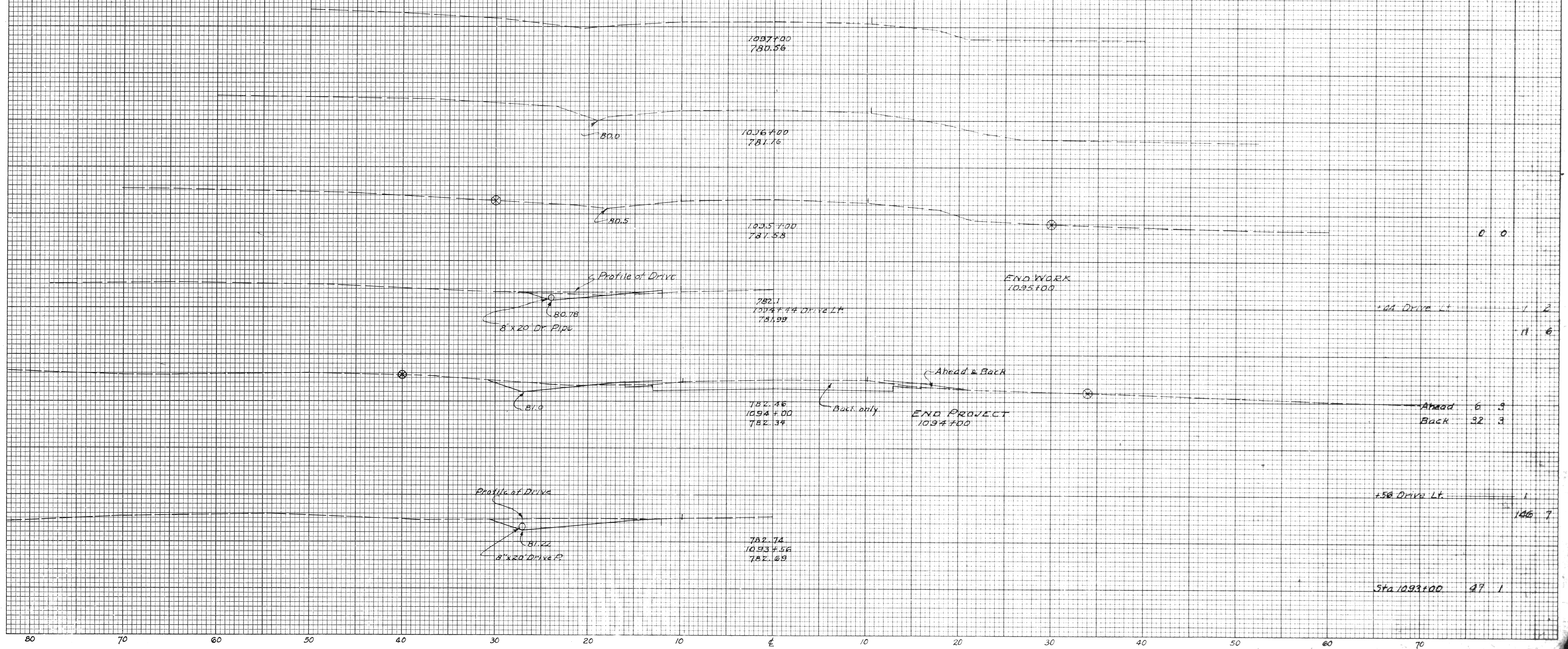




END AREA	CUT	FILL	CUT	FILL
47	1			2
			114	3
76	2			
			112	10
43	8			
			124	10
24	79			
			100	444
			30	161
			107	934
			28	363
			87	1687
			49	546
			20	265
			12	638

LOR-10-2019

END AREA	Cu Yds.
CUT	FILL



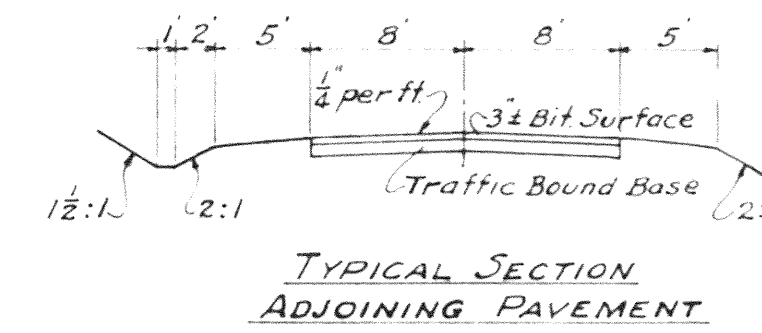
1094 Drive Lt. 1 2
11 6

Ahead 6 3
Back 32 3

1095 Drive Lt. 1
146 7

Sta 1093+00 47 1

STA. 1093+56 TO STA. 1097+00



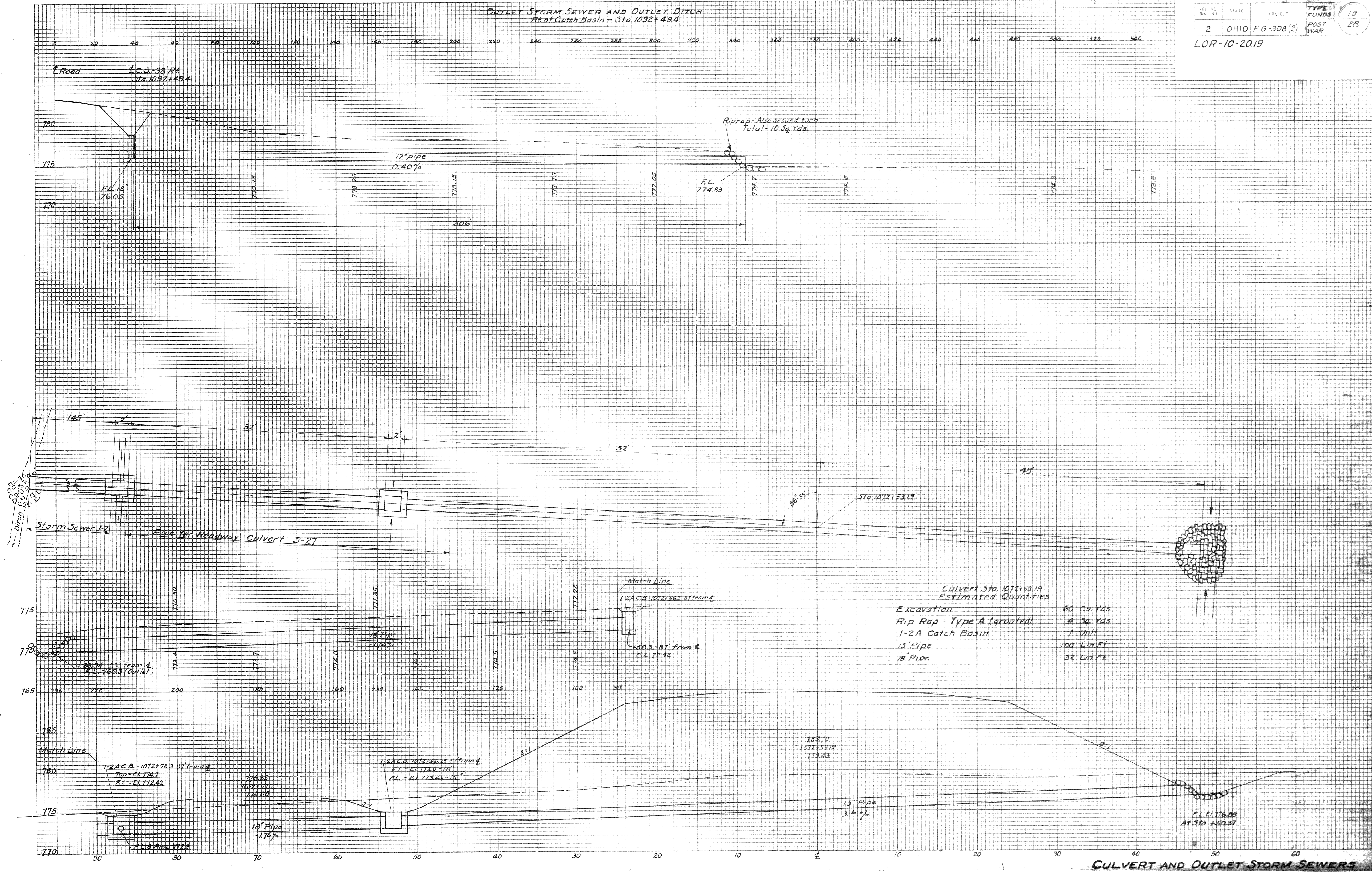
Carried to Sheet No. 5

TYPICAL SECTION
ADJOINING PAVEMENT



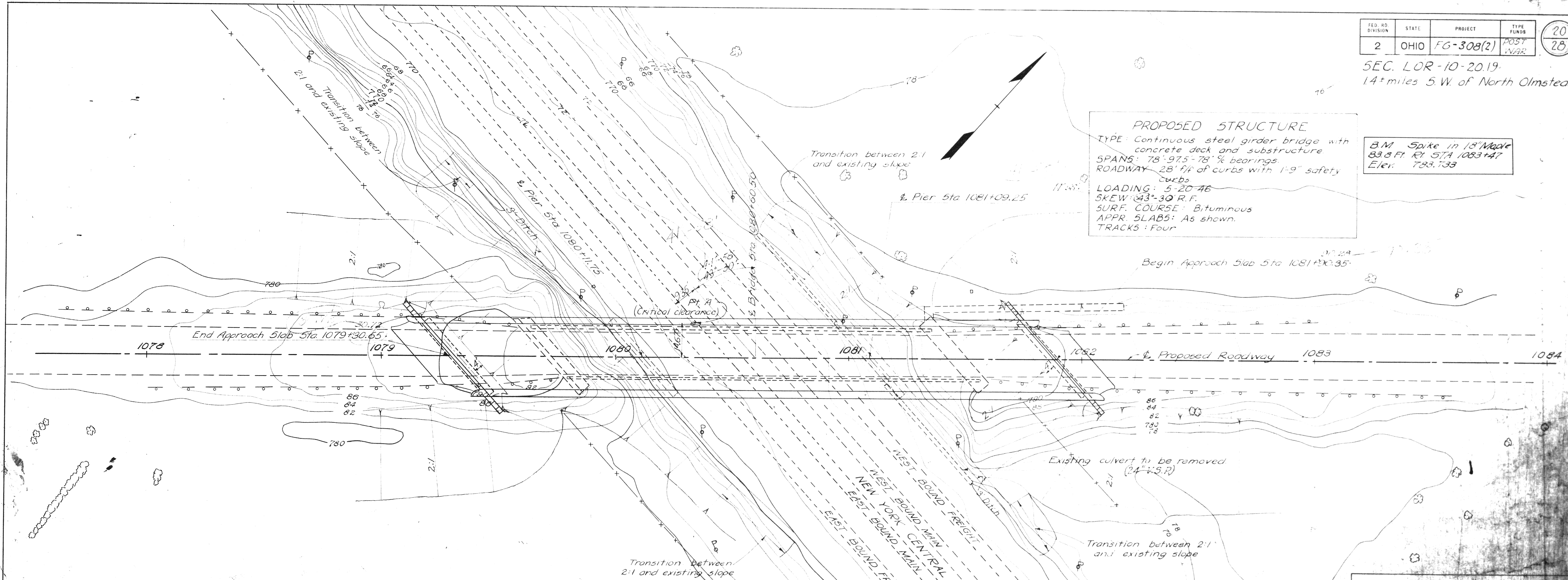
FED RD DIR NO	STATE	PROJECT	TYPE FUNDS	19
2	OHIO	FG-308 (2)	POST WAR	28

LOR-10-2019



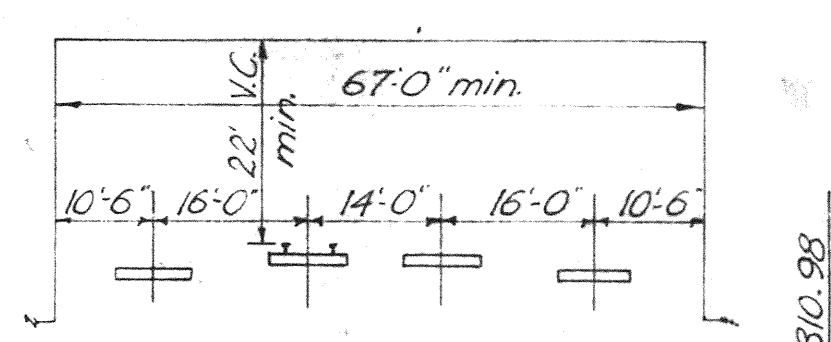
PROPOSED STRUCTURE
 TYPE: Continuous steel girder bridge with concrete deck and substructure.
 SPANS: 78'-97.5'-78' % bearings.
 ROADWAY: 28' f/a of curbs with 1'-9" safety curbs.
 LOADING: 5-20-46
 SKEW: 43°-30' R.F.
 SURF. COURSE: Bituminous
 APPR. SLAB5: As shown.
 TRACKS: Four

B.M. Spike in 18" Mole
 83.8 FT. R.L. STA 1083+47
 Elev. 793.733



Rail Number	1	2	3	4	5	6	7	8
Rail Elev on E. of Survey	772.43	772.62	773.25	773.25	773.39	773.38	772.83	772.89
Rail Elev on Offset 60' R.L. E. to E.	772.63	772.84	773.49	773.48	773.66	773.68	773.11	773.16
Rail Elev on Offset 60' L.L. E. to E.	772.31	772.36	773.06	773.10	773.19	773.18	772.68	772.74
Rail Stations on E. Survey Sta. 1080	+30.6	+37.6	+48.6	+55.2	+65.7	+72.6	+83.4	+90.3

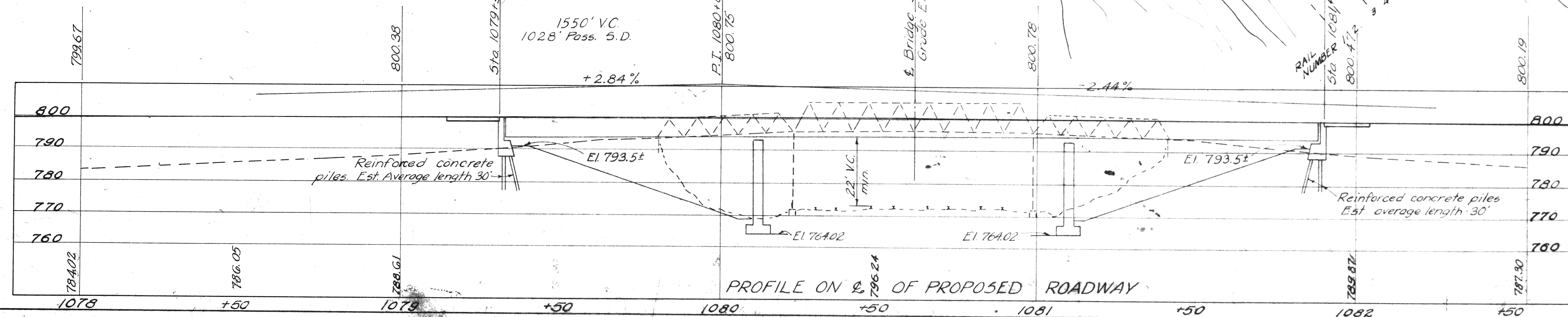
FUTURE TRACK CENTERS WITH CLEARANCES



Foundation design and foundation quantities are based on a study of rod soundings and soil sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in an abridged form in the Division Office, but the State assumes no responsibility for the accuracy thereof.

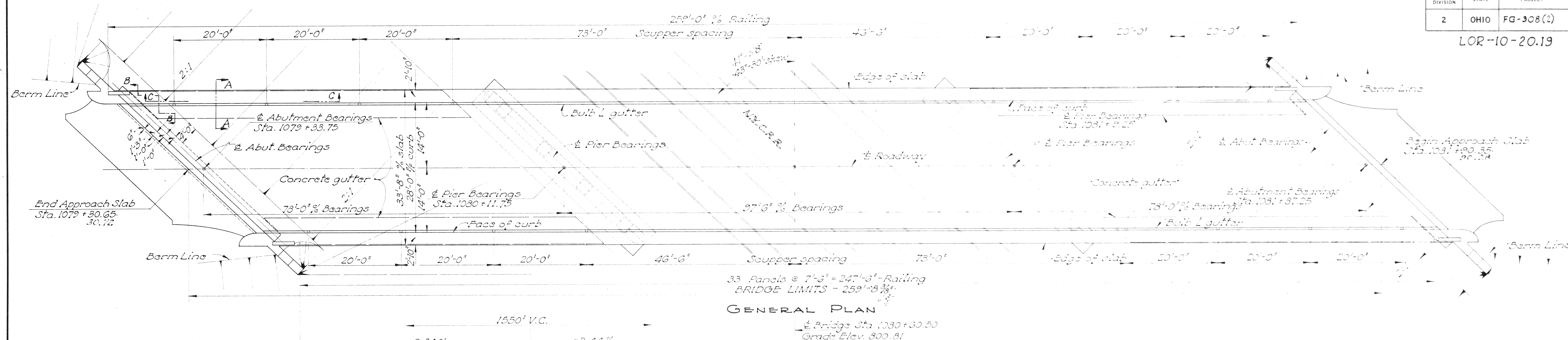
EXISTING STRUCTURE DATA
 TYPE: 3 spans (Low Truss)
 SPAN: 2 @ 43', 1 @ 76'-6" (% Length 173'-6")
 ROADWAY: 18'-9"
 TYPE ABUTMENTS: Stone, Gravity
 HEIGHT Structure to Track 21' 8"
 SKEW: 43°-30'
 LOADING: H-15

NOTE: THIS SHEET REVISED 8-25-52
 SKEW ANGLE CHANGED FROM 43°-30' TO 41°-58'

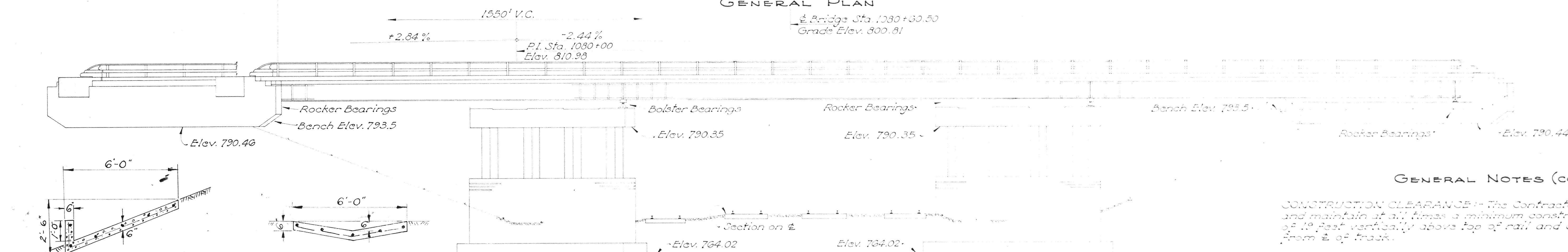
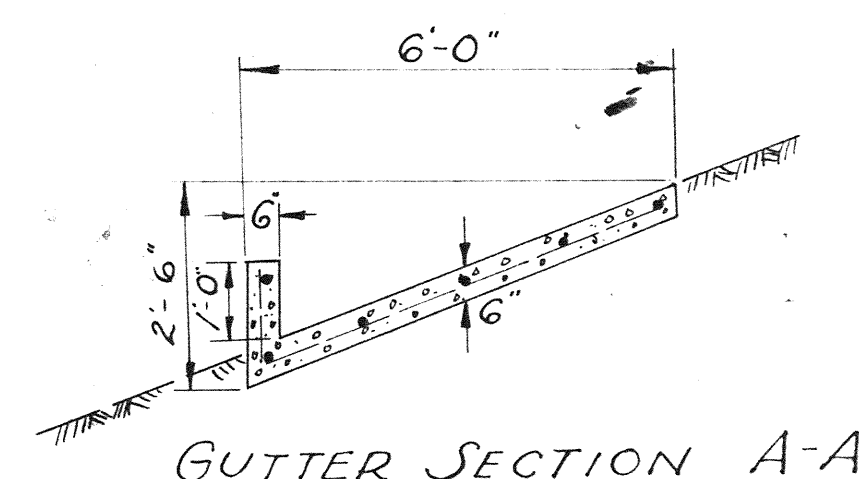


STATE OF OHIO
 DEPARTMENT OF HIGHWAYS
 BUREAU OF BRIDGES
SITE PLAN
 BRIDGE NO. LOR-10-204
 Over New York Central R.R.
 LORAIN COUNTY
 SEC. LOR-10-20.19 STA 1080+60.5
 SCALE: 1"=20'

LOR-10-20.19

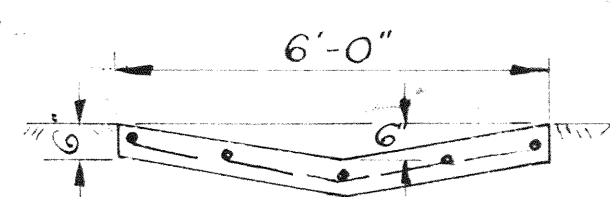


GENERAL PLAN

33 Panels @ 7'-6" = 247'-6" - Railing
BRIDGE LIMITS - 259'-8 1/2"
Elev. 800.81

ELEVATION
Abutment piling not shown


GUTTER SECTION A-A

NOTE: Walled side of gutter shall be on the east side for gutters at North Abutment and on the west side for gutters at the South Abutment.

SECTION B-B
Gutter section on benches


SECTION C-C

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Superst	Piers	Abuts	General	As Built
E-2	Lump	Sum	Cofferdams, cribs and sheeting				Lump	
E-2	340	Cu.yd.	Unclassified excavation		243	92		
S-1	255	Cu.yd.	Class 'C' concrete, superstructure	255				
S-1	128	Cu.yd.	Class 'E' concrete, abutments			128		
S-1	193	Cu.yd.	Class 'C' concrete, pier caps, columns and walls		193			
S-1	81	Cu.yd.	Class 'E' concrete, pier footings		81			
S-3	785	Sq.yd.	Type 'C' waterproofing	785				
S-4	65043	Lbs.	Reinforcing steel	65043	12343	11227	46	88,865
S-7	387000	Lbs.	Structural steel	387000				416,143
S-8	387000	Lbs.	Field painting of structural steel as per plan	387000				116,143
S-14	518	Lin.ft.	Railing (steel with concrete and steel end posts)	518				
S-16	Lump	Sum	First test pile				Lump	
S-18	660	Lin.ft.	12" reinforced concrete piling, cast-in-place or precast			660		416
S-24	Lump	Sum	Removal of existing structure				Lump	
S-29	510	Lin.ft.	Subdrainage for wearing surface course	510				
I-14	309	Lin.ft.	Concrete gutter				309	
T-35	54	Cu.yd.	Asphaltic concrete surface course, Type 'A' or 'C' (70-80) or (85-100)	54				
E-12	150	Lin.ft.	Culvert pipe removed and stored				150	

GENERAL NOTES

REFERENCE shall be made to Standard Drawings 358-1-47 revised 3-25-49, and R3-1-47 revised 7-27-49.

REMOVAL OF EXISTING BRIDGE: Existing structure shall be removed and become the property of the Contractor. Substructure shall be removed to 1'-0" below the finished ground line.

EXISTING CULVERT PIPE located in old ditch of west-bound freight track shall be removed and stored in railroad right-of-way for disposal by the railroad.

EXCAVATION quantity includes the removal of all material between top of earth bench and bottom of abutment.

PILING shall be driven to a minimum bearing capacity of 35 tons.

WELDING shall be Class 'A' except as shown.

SURFACE FINISH OF CONCRETE: Railing and posts, curb faces and fascias of deck shall receive a rubbed surface finish. All other exposed surfaces shall be governed by the provisions of Item 5-1.

CONCRETE GUTTERS shall be 6 ft wide and 3 in. thick, and shall be depressed 3 in. at the center. They shall extend from face of abutment down to Elev. 739.01 and shall be centered under scuppers. Reinforcing bars 1/2" @ 1' to center, both directions, included in price per lin. ft.

BITUMINOUS SURFACE COURSE: Asphaltic concrete surface course, Item T-35, laid in two 1 1/4" courses.

SHEETING AND BRACING: Before construction is begun, plans of sheeting and bracing adjacent to tracks shall be submitted to the Director of Highways for highway and railroad approval.

GENERAL NOTES (cont.)

CONSTRUCTION CLEARANCE: The Contractor shall provide and maintain at all times a minimum construction clearance of 10 feet vertically above top of rail and 3 feet horizontally from E of track.

SPECIAL PROVISION is hereby made as follows: After the Contractor has complied with the requirements in Sections E-2.04 and E-2.07 of the Construction and Material Specifications in that he has completed all excavation and backfill adjacent to the railroad tracks subject to the supervision of the railroad company and has sufficiently braced excavation to insure the proper support of roadbed and tracks, nothing in Sections E-2.04, E-2.07 or G-9.07 of the Specifications shall be construed to hold the Contractor liable for the aligning and resurfacing of tracks. These are items of work necessary to be done after the Contractor's operations adjacent to the track are completed, and are set up as force account items to be performed by the railroad company with its own forces.

SUBDRAINAGE FOR WEARING SURFACE COURSE shall conform to Item 5-29.07 except that either copper tubes or steel pipe may be used.

END FINISH, STEEL GUTTERS AND SCUPPERS need not be copper bearing steel.

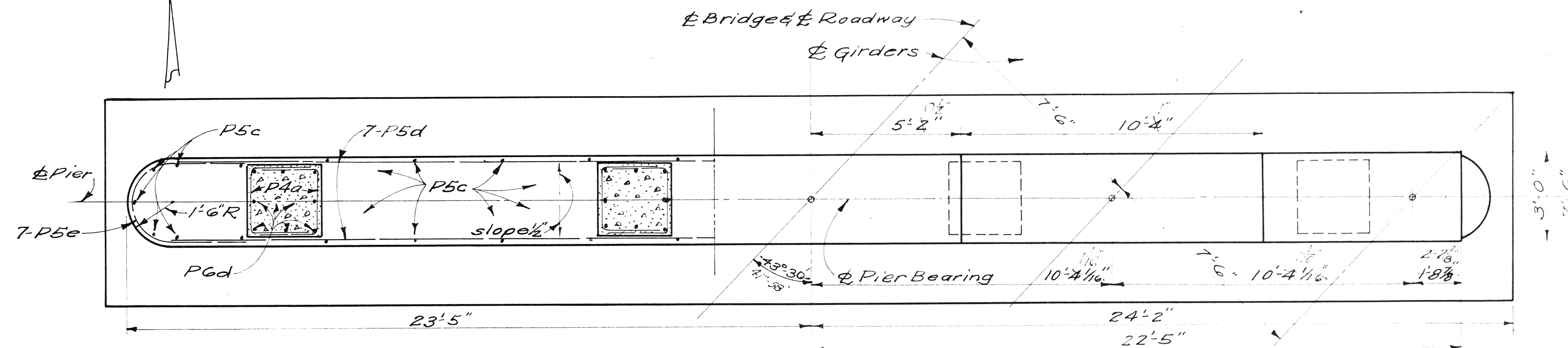
NOTE: THIS SHEET REVISED 3'-25"-5'2"
SKEW ANGLE CHANGED FROM
43'-30" to 41'-58"

Revised As-Built 1-4-50, J.C.

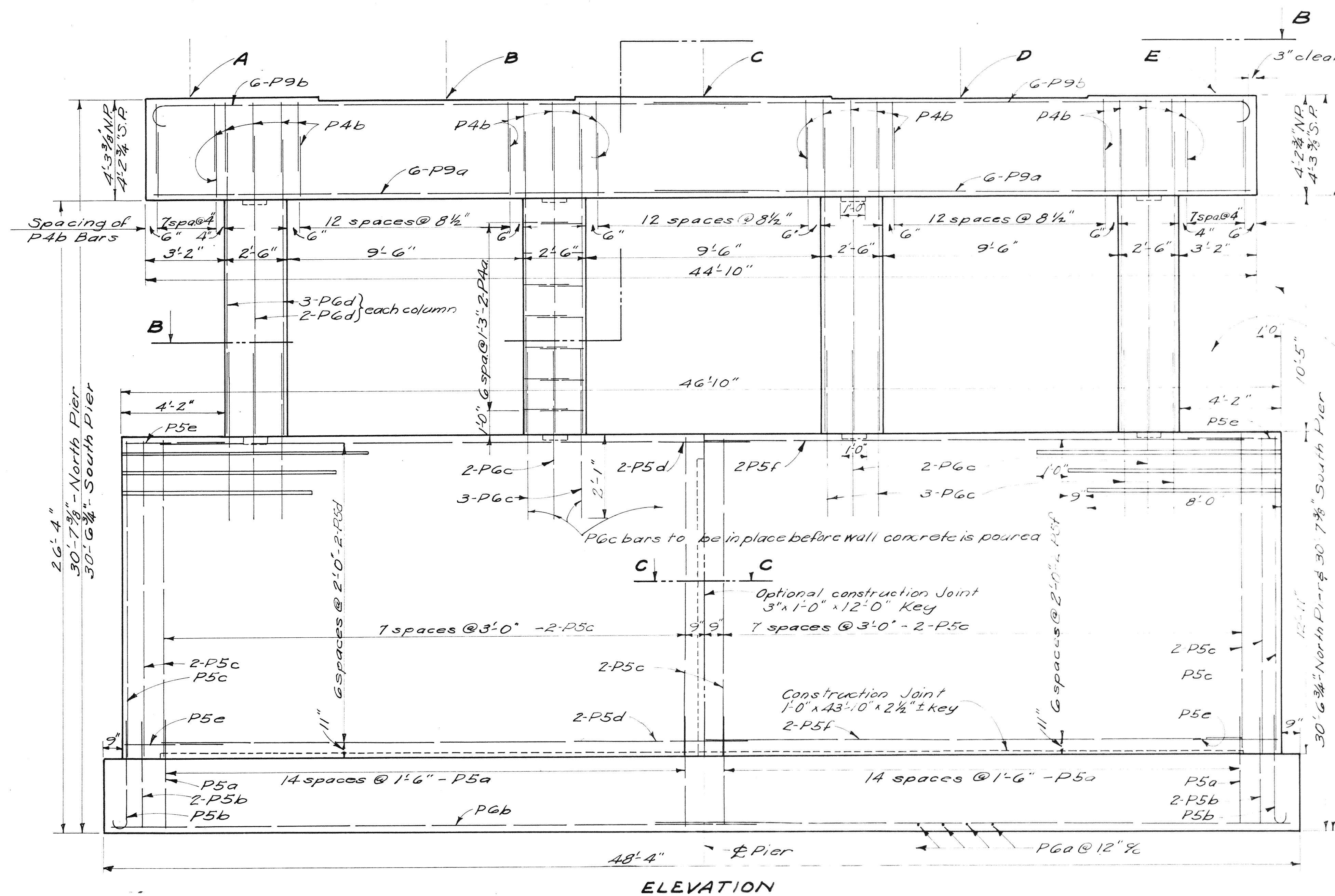
DESIGNED CR. MPB	DRAWN MPB	TRACED JAMES	CHECKED W.C.K.	REVIEWED BFG	DATE 12-31-51	REVISION 1-10-52 2-8-52
------------------------	--------------	-----------------	-------------------	-----------------	------------------	-------------------------------

LOR-10-20.19

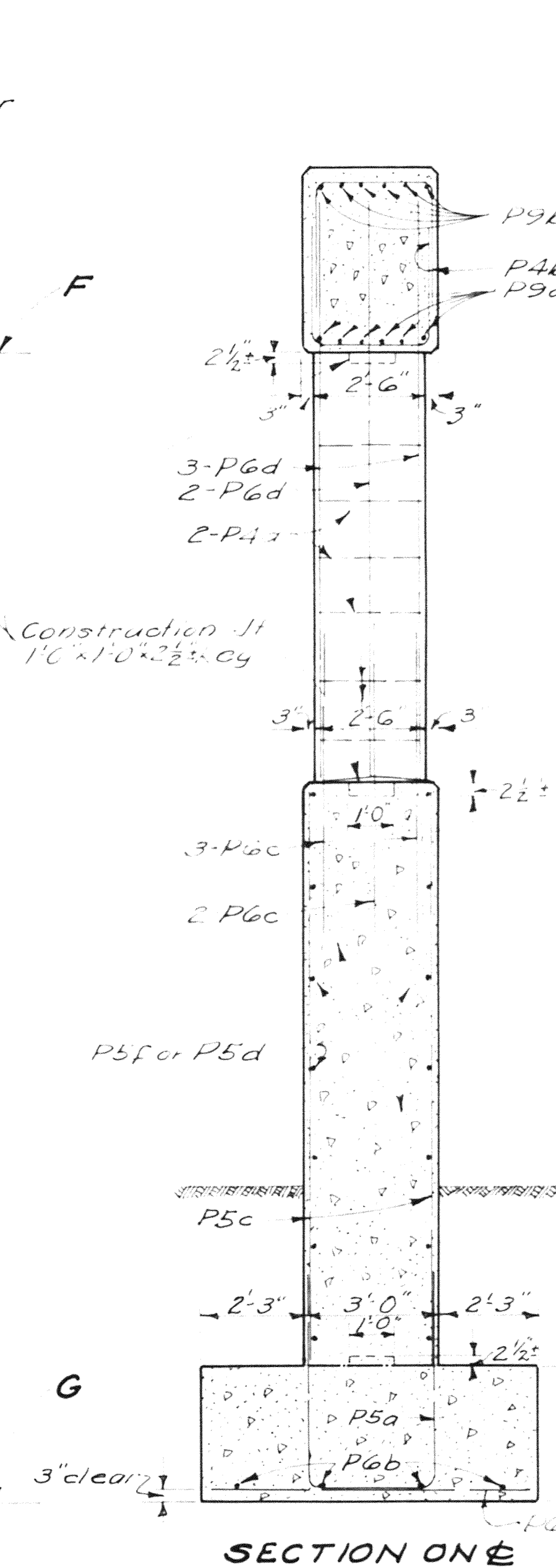
ELEVATIONS							
LOCATION	A	B	C	D	E	F	G
North Pier	794.63	794.42	794.53	794.40	794.58	790.35	764.02
South Pier	794.58	794.40	794.53	794.43	794.63	790.35	764.02



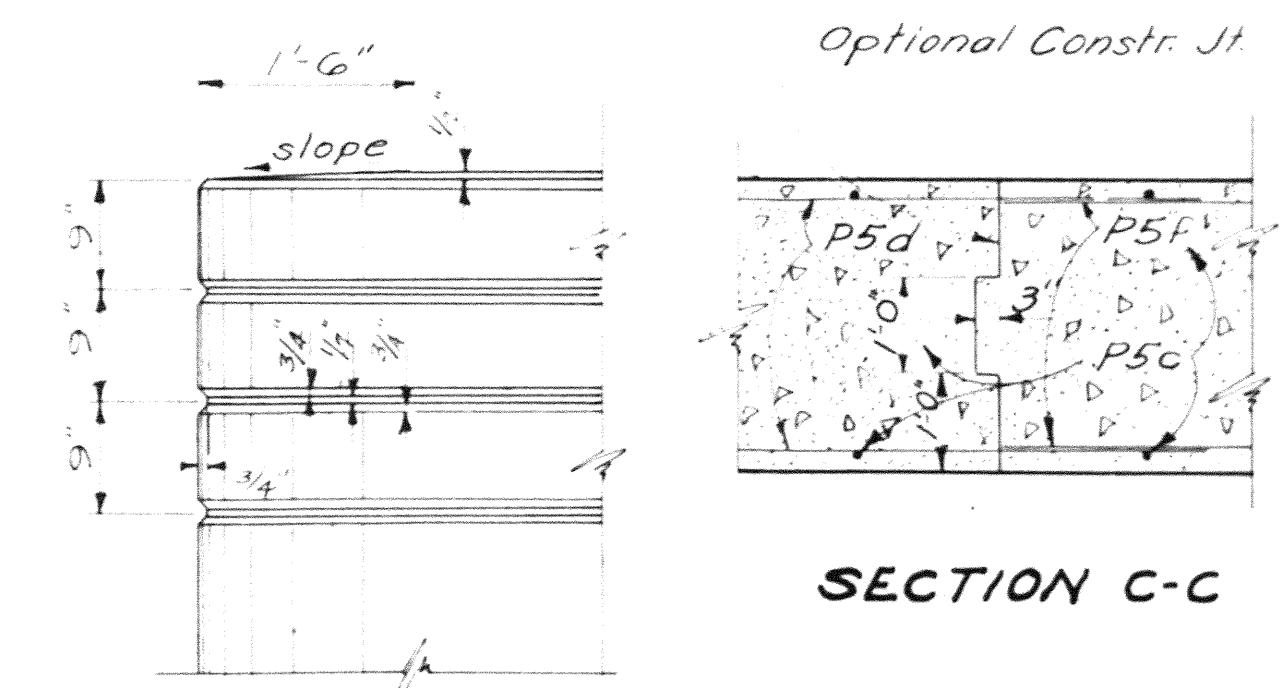
PLAN VIEW B-B



ELEVATION



SECTION ONE



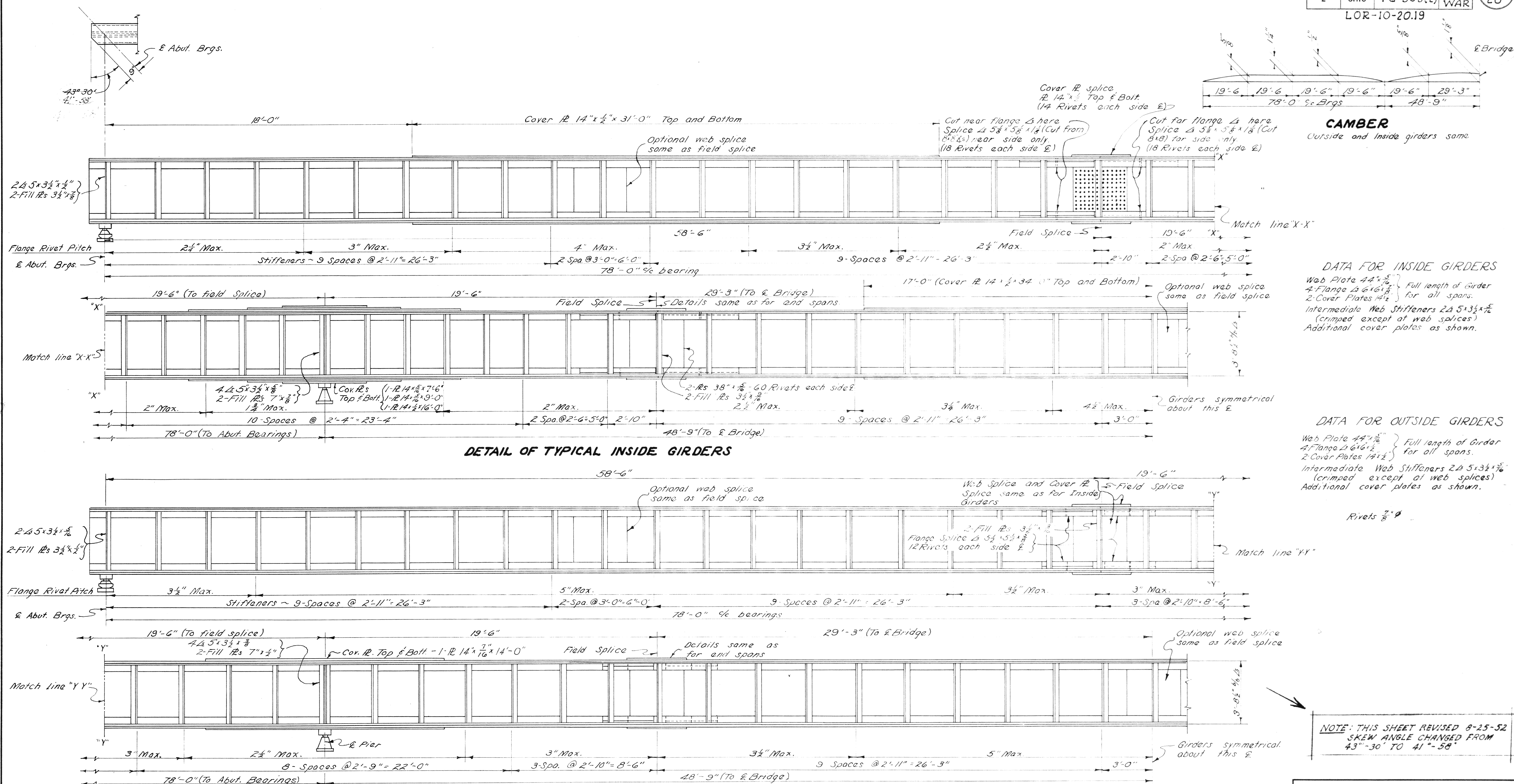
SECTION C-C

RUSTICATION DETAIL

NOTE THIS SHEET REVISED 8-25-52
SHELVING ANGLE CHANGED FROM
43° 30' TO 41° 58'

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS						
PIER DETAILS BRIDGE NO. LOR-10-204 OVER NEW YORK CENTRAL R.R. LORAIN COUNTY LOR-10-20.19						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
K.P.B.	M.P.B.	J.N.P.	W.C.K.	W.C.K.	12-31-51	

LOR-10-20.19



DATA FOR INSIDE GIRDERS
 Web Plate 44" x 1/2" Full length of Girder
 4" Flange 2 1/2" x 1/2" for all spans.
 2" Cover Plates 14" x 1/2"
 Intermediate Web Stiffeners 24 5x3 1/2 x 1/2
 (crimped except at web splices)
 Additional cover plates as shown.

DATA FOR OUTSIDE GIRDERS
 Web Plate 44" x 1/2" Full length of Girder
 4" Flange 2 1/2" x 1/2" for all spans.
 2" Cover Plates 14" x 1/2"
 Intermediate Web Stiffeners 24 5x3 1/2 x 1/2
 (crimped except at web splices)
 Additional cover plates as shown.

Rivets 7/8" Ø

NOTE: THIS SHEET REVISED 8-25-52
 SKEW ANGLE CHANGED FROM
 43°-30' TO 41°-58'

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS					
GIRDER DETAILS BRIDGE NO. 10-204 OVER NEW YORK CENTRAL R.R.					
LORAIN COUNTY SEC. LOR-10-20.19 Sta 1080+60.50					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
C.R.	C.R.	W.J.R.	W.C.K.	B.F.G.	12-31-51

LOR-10-20-19

REINFORCING STEEL LIST					
MARK	NO.	LENGTH	WEIGHT	SHP	BENDING DIAGRAMS
SUPERSTRUCTURE					
S6a	283	34'-2"	14,525	B	Dim. A
S6a ₁	2	2'-11"	9	B	2'-3"
S6a ₂	2	3'-9"	11	B	3'-7"
S6a ₃	2	4'-7"	14	B	3'-11"
S6a ₄	2	5'-5"	16	B	4'-9"
S6a ₅	2	6'-3"	19	B	5'-7"
S6a ₆	2	7'-1"	21	B	6'-5"
S6a ₇	2	7'-11"	24	B	7'-3"
S6a ₈	2	8'-9"	26	B	8'-1"
S6a ₉	2	9'-7"	29	B	8'-11"
S6a ₁₀	2	10'-5"	32	B	9'-9"
S6a ₁₁	2	11'-3"	34	B	10'-7"
S6a ₁₂	2	12'-1"	37	B	11'-5"
S6a ₁₃	2	12'-11"	39	B	12'-3"
S6a ₁₄	2	13'-9"	42	B	13'-1"
S6a ₁₅	2	14'-7"	44	B	13'-11"
S6a ₁₆	2	15'-5"	47	B	14'-9"
S6a ₁₇	2	16'-3"	49	B	15'-7"
S6a ₁₈	2	17'-1"	52	B	16'-5"
S6a ₁₉	2	17'-11"	54	B	17'-3"
S6a ₂₀	2	18'-9"	57	B	18'-1"
S6a ₂₁	2	19'-7"	59	B	18'-11"
S6a ₂₂	2	20'-5"	62	B	19'-9"
S6a ₂₃	2	21'-3"	65	B	20'-7"
S6a ₂₄	2	22'-1"	67	B	21'-5"
S6a ₂₅	2	22'-11"	70	B	22'-3"
S6a ₂₆	2	23'-9"	72	B	23'-1"
S6a ₂₇	2	24'-7"	75	B	23'-11"
S6a ₂₈	2	25'-5"	77	B	24'-9"
S6a ₂₉	2	26'-3"	80	B	25'-7"
S6a ₃₀	2	27'-1"	82	B	26'-5"
S6a ₃₁	2	27'-11"	85	B	27'-3"
S6a ₃₂	2	28'-9"	87	B	28'-1"
S6a ₃₃	2	29'-7"	90	B	28'-11"
S6a ₃₄	2	30'-5"	92	B	29'-9"
S6a ₃₅	2	31'-3"	95	B	30'-7"
S6a ₃₆	2	32'-1"	97	B	31'-5"
S6a ₃₇	2	32'-11"	100	B	32'-3"
S6b	885	32'-9"	18,938	S	
S6b ₁	2	2'-6"	8	S	
S6b ₂	2	3'-3"	10	S	
S6b ₃	2	3'-9"	11	S	
S6b ₄	2	4'-6"	14	S	
S6b ₅	2	5'-0"	15	S	
S6b ₆	2	5'-9"	17	S	
S6b ₇	2	6'-3"	19	S	
S6b ₈	2	7'-0"	21	S	
S6b ₉	2	7'-6"	23	S	
S6b ₁₀	2	8'-3"	25	S	
S6b ₁₁	2	8'-9"	27	S	
S6b ₁₂	2	9'-6"	29	S	
S6b ₁₃	2	10'-0"	30	S	
S6b ₁₄	2	10'-6"	32	S	
S6b ₁₅	2	11'-3"	34	S	
S6b ₁₆	2	11'-9"	36	S	
S6b ₁₇	2	12'-6"	38	S	
S6b ₁₈	2	13'-0"	39	S	
S6b ₁₉	2	13'-9"	42	S	
S6b ₂₀	2	14'-3"	43	S	
S6b ₂₁	2	15'-0"	45	S	
S6b ₂₂	2	15'-6"	47	S	
S6b ₂₃	2	16'-0"	49	S	
S6b ₂₄	2	16'-9"	51	S	
S6b ₂₅	2	17'-3"	53	S	
S6b ₂₆	2	18'-0"	55	S	
S6b ₂₇	2	18'-6"	56	S	
S6b ₂₈	2	19'-3"	58	S	
S6b ₂₉	2	19'-9"	60	S	
S6b ₃₀	2	20'-6"	62	S	
S6b ₃₁	2	21'-0"	64	S	
S6b ₃₂	2	21'-9"	66	S	
S6b ₃₃	2	22'-3"	68	S	
S6b ₃₄	2	23'-0"	70	S	
S6b ₃₅	2	23'-6"	71	S	
S6b ₃₆	2	24'-0"	73	S	
S6b ₃₇	2	24'-9"	75	S	

REINFORCING STEEL LIST					
MARK	NO.	LENGTH	WEIGHT	SHP	BENDING DIAGRAMS
PIER					
P9a	24	23'-11"	1952	St.	
P9b	24	24'-11"	2033	Bt.	
P6a	98	7'-0"	1030	St.	
P6b	16	25'-3"	607	St.	
P6c	64	4'-7"	440	St.	
P6d	64	12'-6"	1202	St.	
P5a	60	12'-0"	750	Bt.	
P5b	12	5'-5"	68	Bt.	
P5c	76	12'-9"	1011	St.	
P5d	28	24'-0"	701	St.	
P5e	28	8'-6"	248	Bt.	
P5f	28	21'-11"	640	St.	
P4a	112	5'-9"	430	Bt.	
P4b	244	7'-7"	1236	Bt.	

REINFORCING STEEL LIST					
MARK	NO.	LENGTH	WEIGHT	SHP	BENDING DIAGRAMS
SUPERSTRUCTURE					
S6a ₃₈	2	25'-3"	77	S	
S6a ₃₉	2	26'-0"	79	S	
S6a ₄₀	2	26'-6"	81	S	
S6a ₄₁	2	27'-3"	83	S	
S6a ₄₂	2	27'-9"	84	S	
S6a ₄₃	2	28'-6"	87	S	
S6a ₄₄	2	29'-0"	88	S	
S6a ₄₅	2	29'-9"	90	S	
S6a ₄₆	2	30'-3"	92	S	
S6a ₄₇	2	30'-9"	93	S	
S6a ₄₈	2	31'-6"	96	S	
S6a ₄₉	2	32'-3"	98	S	
S6c	44	34'-0"	22,470	S	
S6d	48	39'-0"	28,12	S	
Sta.	340	4'-0"	908	B	
S4b	340	3'-6"	795	B	
ABUTMENTS					
A9a	56	25'-0"	4,760	S	
A9b	8	34'-2"	929	S	
A9c	2	13'-9"	94	S	
A6a	52	14'-9"	1,152	B	
A6b	66	11'-2"	1,107	B	
A6c	66	9'-11"	983	B	
A5a	16	33'-7"	560	S	
A5c	88	8'-8"	795	B	
A5d	4	7'-1"	30	S	
A5e	4	9'-7"	40	S	
A5f	4	12'-1"	50	S	
A5g	16	10'-3"	171	S	
A5h	12	8'-0"	100	S	
A5j	8	5'-9"	48	S	
A5k	4	7'-3"	30	S	
A5m	4	5'-6"	23	S	
A5o	4	10'-6"	44	S	
A5p	8	8'-3"	69	S	
A5r	4	5'-10"	24	S	
A5s	6	12'-6"	75	B	
A5n	12	3'-8"	43	S	
A5u	6	5'-9"	34	B	
REPLACEMENT BARS					
RE9	1	7'-9"	26	S	
RE6	4	6'-6"	10	S	
RE5	1	6'-1"	6	S	
RE4	1	5'-8"	4	S	

NOTE: In the reinforcing steel bar marks, the numeral following the first letter is the Bar Number which indicates the size of the bar.

NOTE: THIS SHEET
REVISED 9-5-52
SKEW ANGLE
CHANGED FROM
43° 30' TO 41° 58'

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES AND RAILROAD CROSSINGS

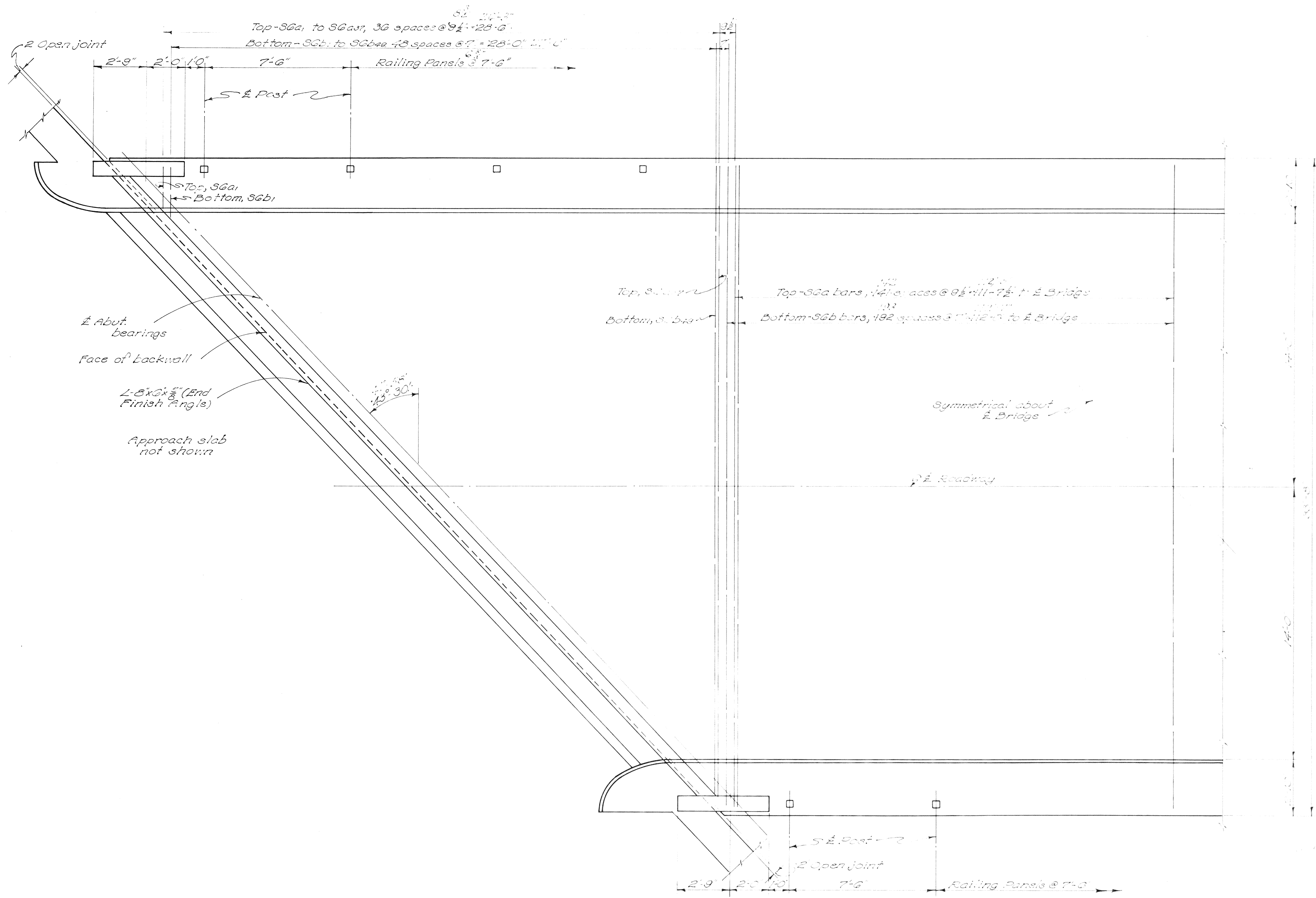
REINFORCING STEEL LIST
BRIDGE NO. 10-10-204
NEW YORK CENTRAL R.R.

LORAIN COUNTY
LOR-10-20-19

STA 1080+60.50

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
CR.	CR.	J.N.P.	W.C.K.	BFG	12-31-51	2-5-52

LOR-10-20.19



SLAB REINFORCEMENT PLAN

NOTE: THIS SHEET REVISED 9-5-52
 SHOWING CHANGES FROM
 LOR-10-20.18

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS						
SUPERSTRUCTURE DETAILS BRIDGE NO. 10-10-204 OVER NEW YORK CENTRAL R.R. LORAIN COUNTY SEC. 10-10-20.19 STA. 1080+60.00						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
C.R.	C.R.	C.E.T.	W.C.K.	BFG	12-31-51	

LOR-10-20.19

106	128	243	270	227	179	186	204	224	242
87	88	114	150	81	52	88	34		
71	72	51	32	138	134	81	91	91	92
115	12	104	133	241	235	18	140	121	122
TRACK									

COMMUNICATION
EXISTING AND PERMANENT

BLW	R1XRE3	201.1NHR3	201.1HR2	201.1DR1	202.2DR1	202.2HR1	202.2NHR2	R3XRE3
40.1WOP	40.1WCH	203.3NHR3	203.3HR2	203.3DR1	203.4DR1	203.4HR1	203.4NHR2	

SIGNAL
EXISTING AND PERMANENT

FORCE ACCOUNT WORK

by
The New York Central Railroad Company
Construction Engineering and Inspection
Temporary Bridge Warnings
Protection of R.R. Traffic
Communication Line Changes
Signal Line Changes
Insurance
Accounting

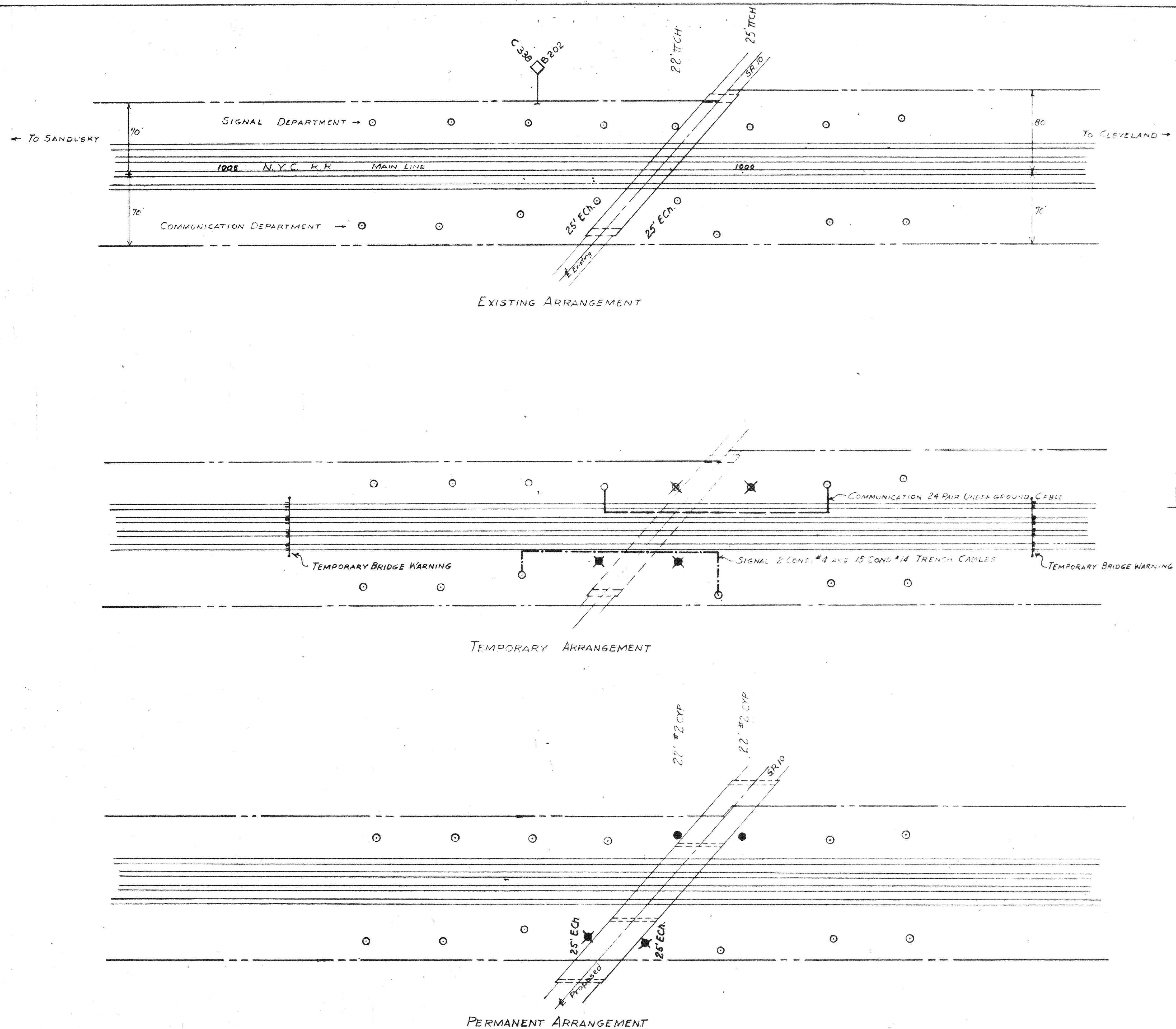
LEGEND:

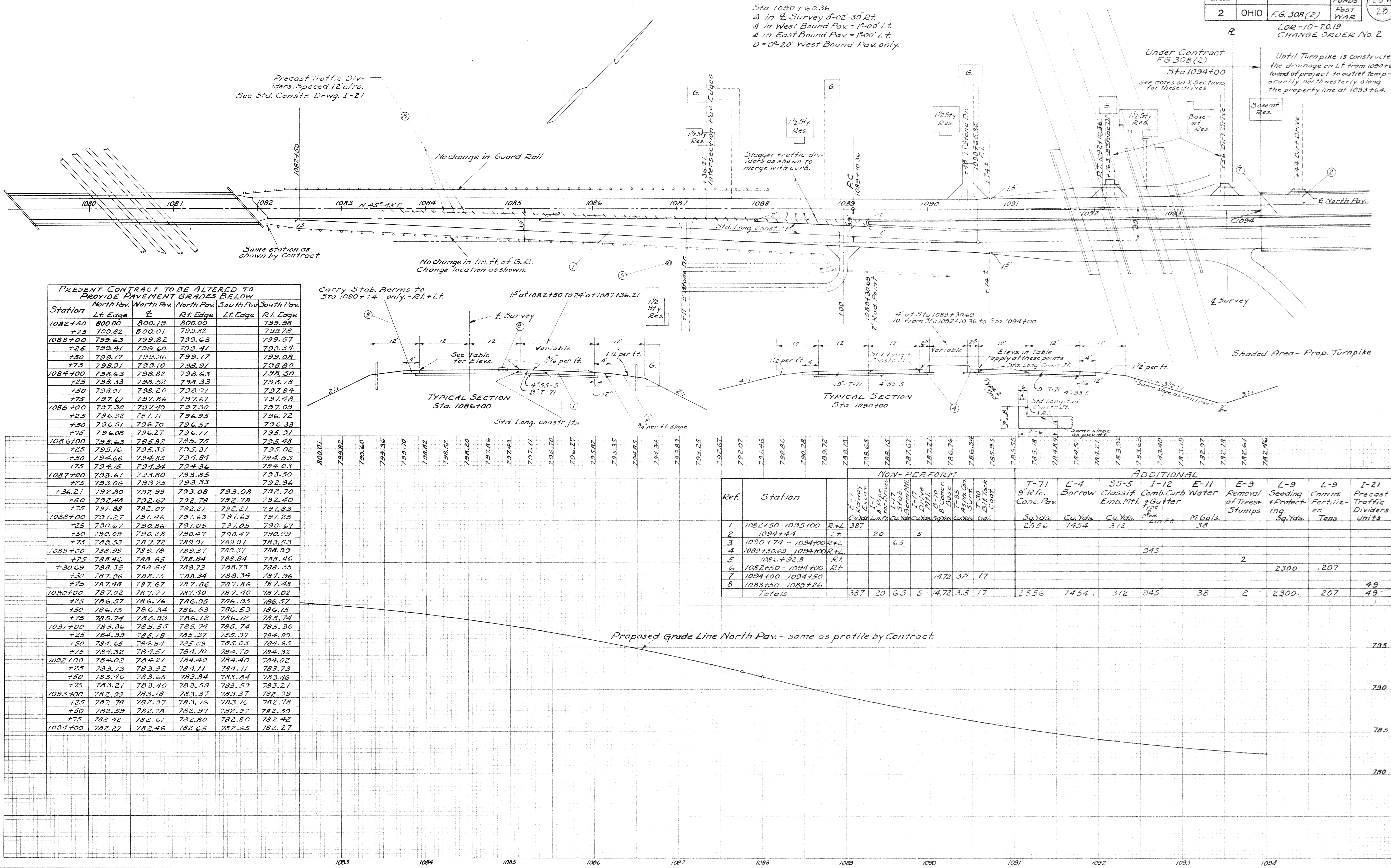
- EXISTING POLE
- ✕ POLE TO REMOVE
- ✱ POLE TO REMOVE AND REUSE
- NEW POLE

ALL LABOR AND THE FURNISHING OF MATERIAL IN CONNECTION WITH LINE CHANGES AS SHOWN ON THIS SHEET AND CALLED FOR IN THE ESTIMATE WILL BE PERFORMED BY THE N.Y.C. RAILROAD FORCE ACCOUNT.

BRIDGE No. LO-10-204

N.Y.C. SYSTEM	OFFICE OF CHIEF ENGINEER	CHICAGO, ILL.
PROPOSED RECONSTRUCTION OVERHEAD BRIDGE No. 188 (SANDUSKY)		
STATE ROUTE 10		
COMMUNICATION AND SIGNAL LINE CHANGES		
SHAWVILLE OHIO		
N.Y.C. R.R.	TOLEDO DIVISION	PLAN No. 4978
SCALE 1"=50'	JULY 9, 1951	VAL. SECT. 206
		FILE No. 181-86

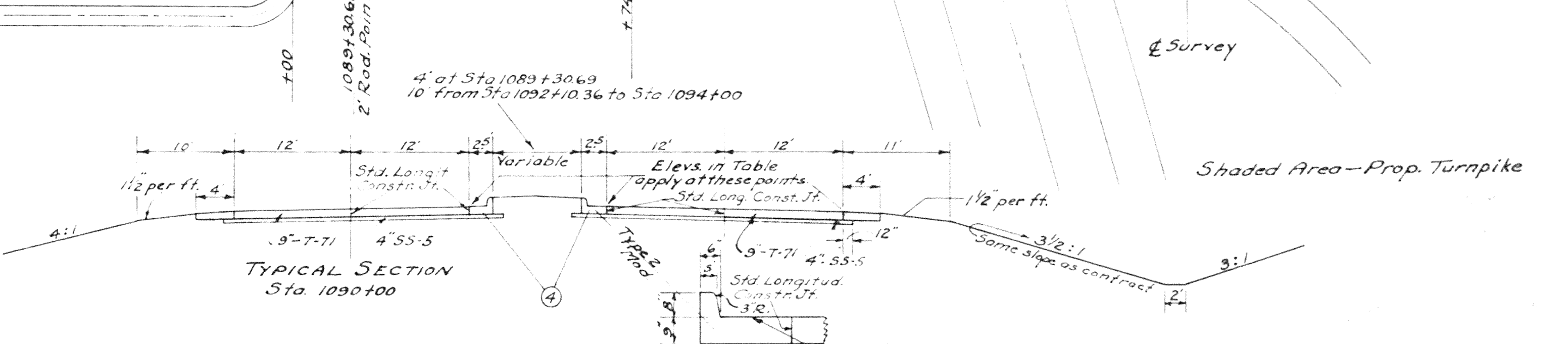
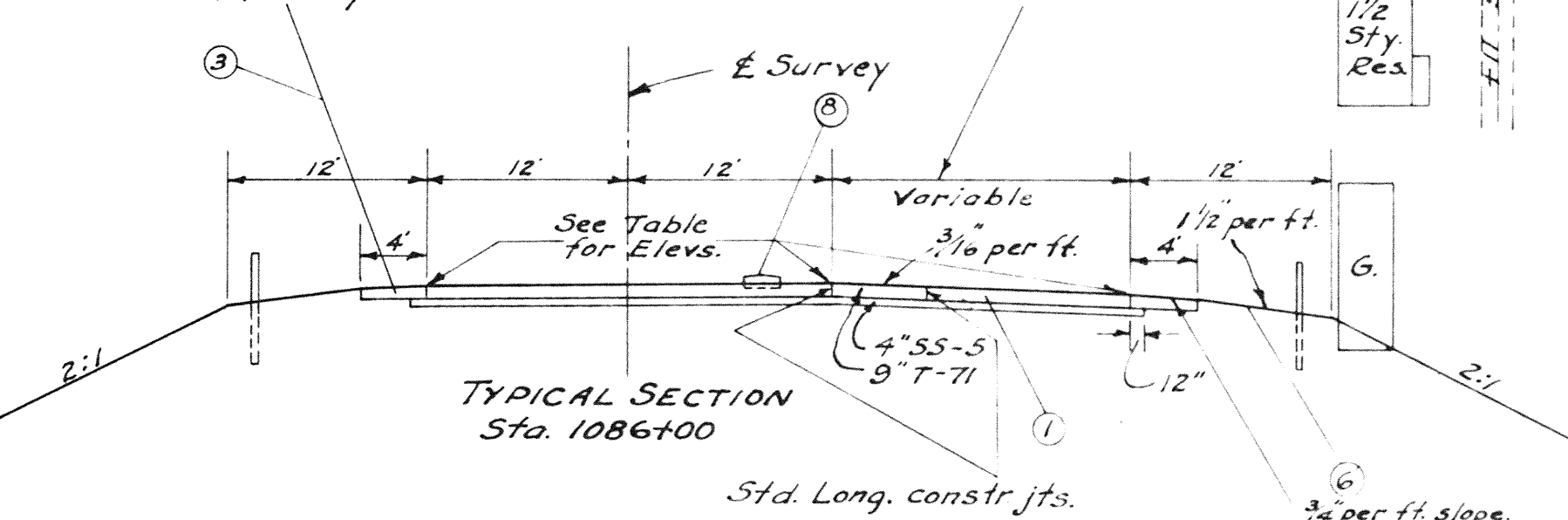




PRESENT CONTRACT TO BE ALTERED TO PROVIDE PAVEMENT GRADES BELOW

Station	North Pav. Lt. Edge	North Pav. C.	North Pav. Rt. Edge	South Pav. Lt. Edge	South Pav. Rt. Edge
1082+50	800.00	800.19	800.00	799.98	799.98
+75	799.82	800.01	799.82	799.78	799.78
1083+00	799.63	799.82	799.63	799.57	799.57
+25	799.41	799.60	799.41	799.34	799.34
+50	799.17	799.36	799.17	799.08	799.08
+75	798.91	799.10	798.91	798.80	798.80
1084+00	798.63	798.82	798.63	798.50	798.50
+25	798.33	798.52	798.33	798.18	798.18
+50	798.01	798.20	798.01	797.84	797.84
+75	797.67	797.86	797.67	797.48	797.48
1085+00	797.30	797.49	797.30	797.09	797.09
+25	796.92	797.11	796.92	796.72	796.72
+50	796.51	796.70	796.51	796.33	796.33
+75	796.08	796.27	796.08	795.91	795.91
1086+00	795.63	795.82	795.63	795.48	795.48
+25	795.16	795.35	795.16	795.02	795.02
+50	794.66	794.85	794.66	794.53	794.53
+75	794.15	794.34	794.15	794.03	794.03
1087+00	793.61	793.80	793.61	793.50	793.50
+25	793.06	793.25	793.06	792.96	792.96
+36.21	792.80	792.99	792.80	792.70	792.70
+50	792.48	792.67	792.48	792.40	792.40
+75	791.88	792.07	791.88	791.83	791.83
1088+00	791.27	791.46	791.27	791.25	791.25
+25	790.67	790.86	790.67	790.67	790.67
+50	790.09	790.28	790.09	790.09	790.09
+75	789.53	789.72	789.53	789.53	789.53
1089+00	788.99	789.18	788.99	788.99	788.99
+25	788.46	788.65	788.46	788.46	788.46
+30.69	788.35	788.54	788.35	788.35	788.35
+50	787.96	788.15	787.96	787.96	787.96
+75	787.48	787.67	787.48	787.48	787.48
1090+00	787.02	787.21	787.02	787.02	787.02
+25	786.57	786.76	786.57	786.57	786.57
+50	786.15	786.34	786.15	786.15	786.15
+75	785.74	785.93	785.74	785.74	785.74
1091+00	785.36	785.55	785.36	785.36	785.36
+25	784.99	785.18	784.99	784.99	784.99
+50	784.63	784.84	784.63	784.63	784.63
+75	784.32	784.51	784.32	784.32	784.32
1092+00	784.02	784.21	784.02	784.02	784.02
+25	783.73	783.92	783.73	783.73	783.73
+50	783.46	783.65	783.46	783.46	783.46
+75	783.21	783.40	783.21	783.21	783.21
1093+00	782.99	783.18	782.99	782.99	782.99
+25	782.78	782.97	782.78	782.78	782.78
+50	782.59	782.78	782.59	782.59	782.59
+75	782.42	782.61	782.42	782.42	782.42
1094+00	782.27	782.46	782.27	782.27	782.27

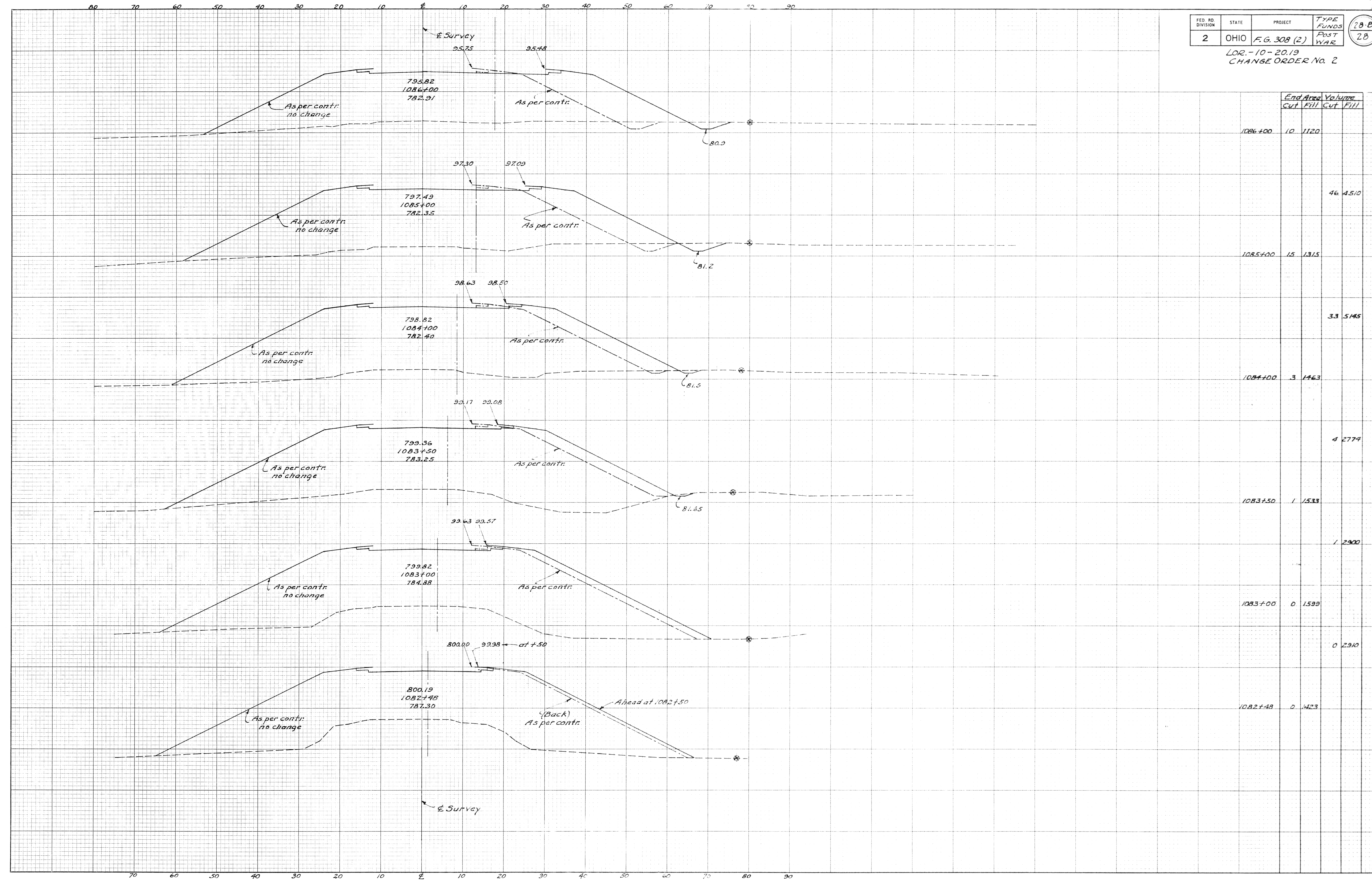
Carry Stab. Berms to Sta. 1090+74 only - Rt. + Lt.



		NON-PERFORM										ADDITIONAL									
Ref.	Station	E-1 Rwy Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	I-1 Pipe Excav.	T-71 9" Rtc. Conc. Pav.	E-4 Borrow	SS-5 Classif. Emb. Mtl.	I-12 Comb. Curb & Gutter	E-11 Water	E-9 Removal of Trees & Stumps	L-9 Seeding & Protecting	L-9 Comm. Fertiliz- er	I-21 Precas Traffic Dividers		
		Cu.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Sq.Yds.	Cu.Yds.	Cu.Yds.	Cu.Yds.	Sq.Yds.	M.Gals.	Sq.Yds.	Tons	Units		
1	1082+50-1095+00	R+L	387								2556	7454	312	945	38						
2	1094+44	Lt.		20			5														
3	1090+74 - 1094+00	R+L				65															
4	1089+30.69 - 1094+00	R+L																			
5	1086+92.8	Rt.														2					
6	1082+50 - 1094+00	Rt.															2300	.207			
7	1094+00 - 1094+50																				
8	1083+50 - 1089+26																				
Totals			387	20	65	5	14.72	3.5	17		2556	7454	312	945	38	2	2300	.207	49		

Proposed Grade Line North Pav. - same as profile by Contract

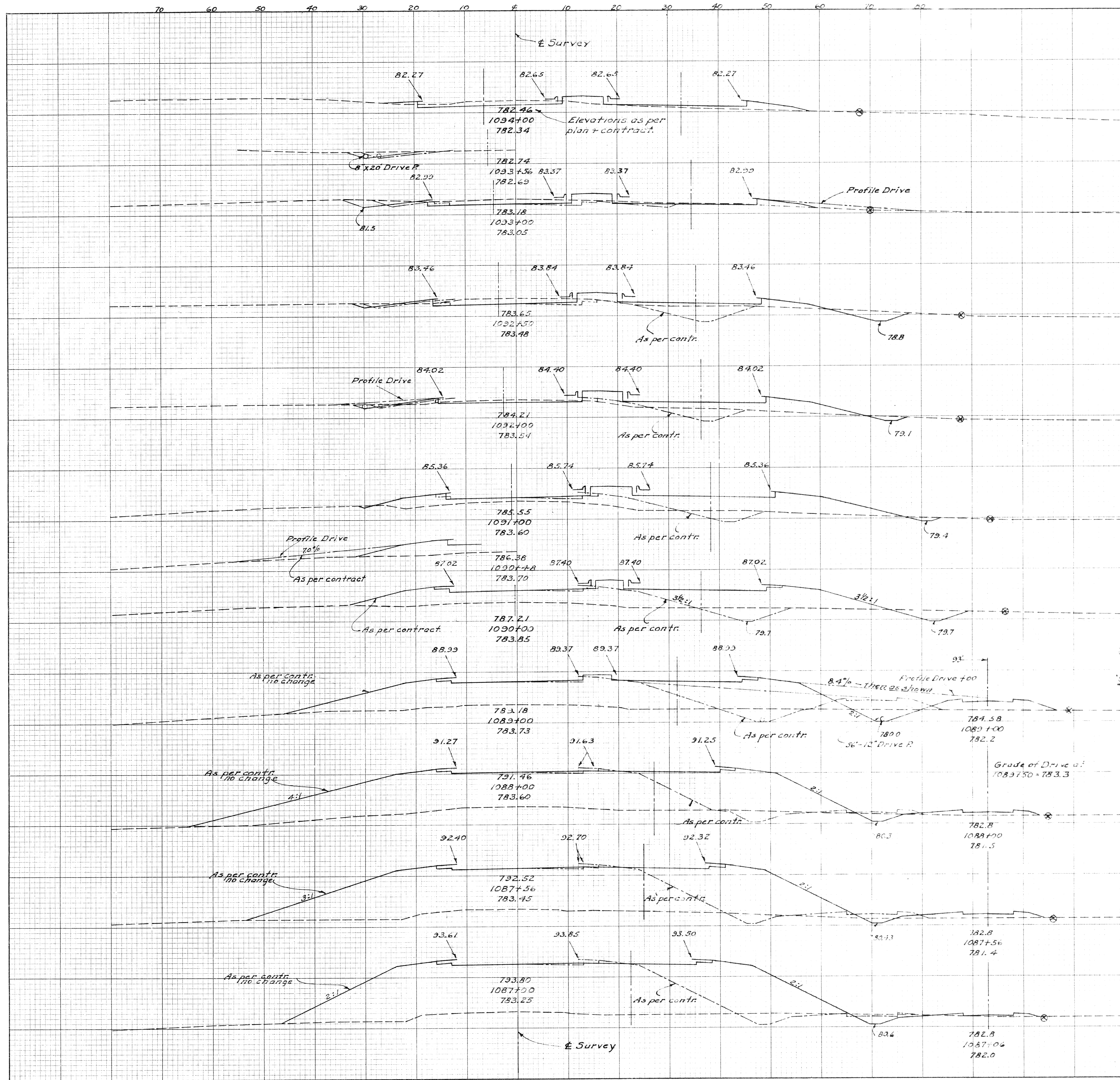
LOR.-10-20.19
CHANGE ORDER No. 2



Station	Cut	Fill	End Area		Volume	
			Cut	Fill	Cut	Fill

1086+00	10	1120				
1085+00	15	1315			46	4510
1084+00	3	1463			33	5145
1083+50	1	1533			4	2774
1083+00	0	1599			1	2900
1082+50	0	1623			0	2910
1082+48	0	1423				

LOR-10-2019
CHANGE ORDER No. 2



Notes
The 8"x20" Drive Pipe at Sta 1094+44 on Lt. to be non-performed.
The 8"x20" Drive Pipe at Sta 1093+56 and the 8"x20" Drive Pipe at Sta 1092+16.5 may or may not be non-performed depending upon the date of Turnpike Construction.

	Area		Vol.	
	Cut	Fill	Cut	Fill
1094+00	24	33		
Drive Lt. 1093+56			1	
Drive Rt. 1092+80			120	34
1093+00	41	18		
			85	60
1092+50	51	46		
			67	128
Drive Lt. 1092+16.5			5	
1092+00	21	92		
			46	336
1091+00	4	230		
			85	1074
Drive Lt. 1090+48			14	
1090+00	15	330		
Drive Appa +00			120	
			61	1637
1089+00	18	534		
			50	2493
1088+00	3	812		
			11	1379
1087+56	4	881		
			20	1872
1087+00	15	324		
			46	3785
1086+00	10	1120		

