

COMPUTATION - Area of Pavement

Types "A", "B", "C", "D", and "E" - Top Courses

1. Portion 16 ft. Wide Sq. Yds.

From Sta.	To Sta.	Sq. Yds.
19+00	93+74.2	13 287
106+80	132+17	4 510
I Total		17 797

2. Extra Pavement on Curves Sq. Yds.

From Sta.	To Sta.	Sq. Yds.
72+15.4	74+95.4	150
119+94.2	122+29.5	31
130+99.9	132+17	58
239		

3. Portion with Railway on ϕ (See page 7, (b) Total)

4 836

4. Special Sections (See page 7, (a) Total)

1 636

5. Extra Width on Bridge Sta. 125+60 (3 1/3 x 2 1/2 + 9)

8

6. Deduct for Bridge Floor Sta. 122+35.7 to Sta. 123+65.2

230

AREA TOP COURSE - Types "A", "B", "C", "D", "E"

24 286

Types "A", "B", "C", "D", "E" - Base Courses

Area	Sq. Yds.
Special Base Course	48 36
(b) Total (See page 7)	32 19
(c) " " " "	

AREA SPECIAL BASE - V Total

8 055

Railway Crossing - Sta. 124+72 (2 5/8)	14
Bridge Floor - Sta. 125+60 (2 1/3 x 2 1/2)	46

8 115

AREA REGULAR BASE COURSE

16 171

AREA SPECIAL " "

8 055

Total Area - Base Courses

24 226

Type "F" - Reinforced Concrete

Since no headers will be used with this type, the pavement will be 8" wider than the other types at those places where header is specified. This added to total area of base courses for other types will give the area of regular concrete pavement. Length of headers $823 \times 1/3 + 9 =$

61

AREA REGULAR CONCRETE PAV.

24 287

SPECIAL Over Bridge - Sta. 125+60 - $19 \times 1/3 \times 2 1/2 + 9$

46

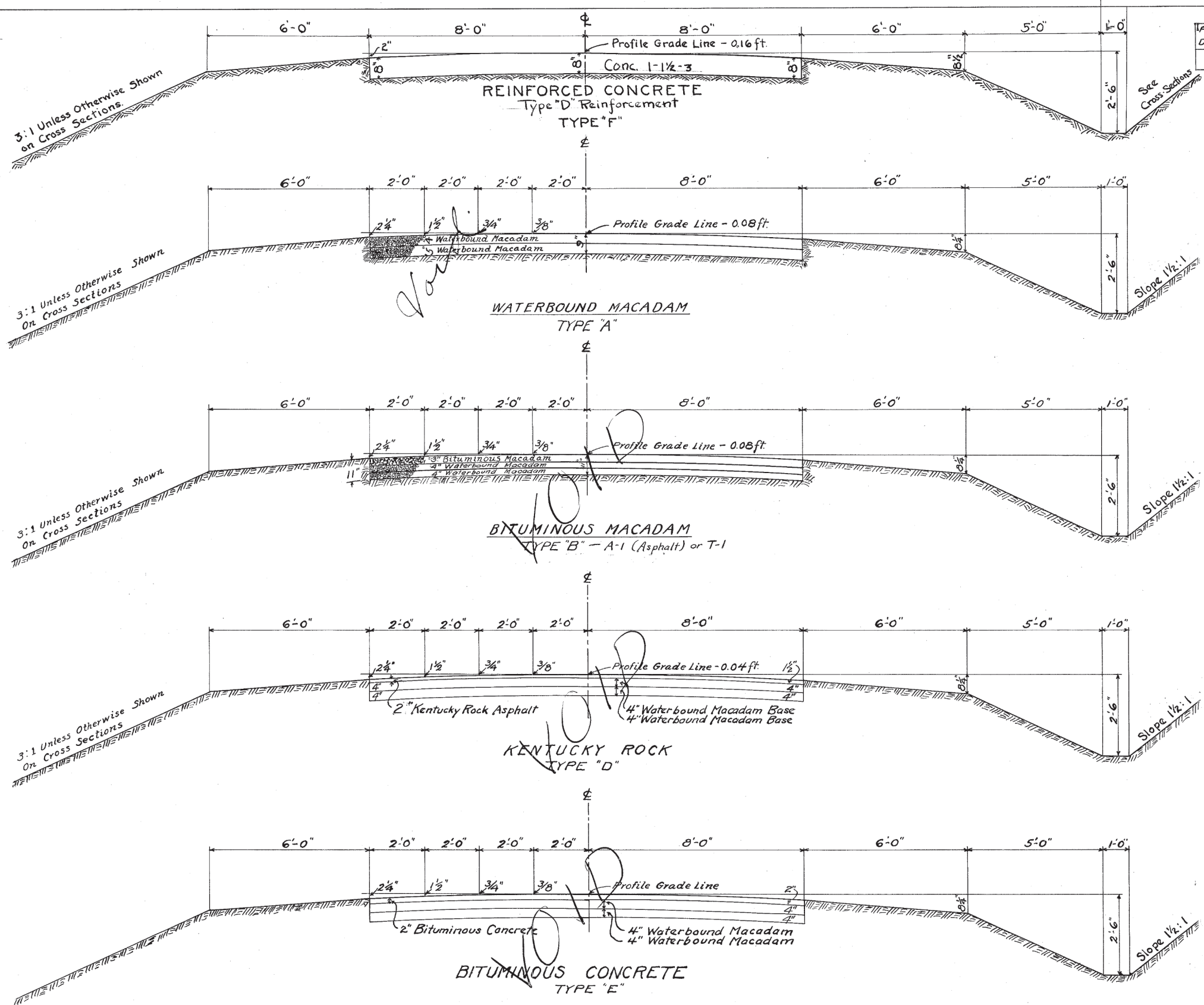
EXCAVATION

1. The grade line on this project has been so laid as to utilize the existing road metal (Gravel averaging 16 ft. wide and 7 inches deep) contemplating that over most of the project in actual construction the old road will be merely reshaped to the crown of the proposed improvement.

2. The templates used in draughting cross-sections had a thickness of 0.83 ft. at all points except Sta. 0+00 to Sta. 19+00 where 1.00 ft. was used. Hence, for the reason given in Par. 1, it is necessary to lower the grade line for each type according to the thickness of road metal shown on the typical sections is less than 0.83 ft. The grade line will not be lowered over those places as indicated on Page 7, where extra base is provided.

3. An inspection of the cross-sections shows that the average width of filled surface outside the paved strip in the center is 16 ft. for those parts where the old road is to be utilized as noted in Par. 1 above, covering 9050 ft. This means that for Type "F" where the grade line will be lowered 0.16 ft. (0.83 - 0.67) the fill will be reduced (9050 x 16 x 0.16 + 27) 858 cu. yds. The excavation will therefore be reduced by 118% of 858 cu. yds. or 1012 cu. yds. Similarly, this reduction will be for Types "A", "B", and "C" 506 cu. yds., Type "D", 253 cu. yds. and Type "E" nothing. On one haul section under the above classification, Sta. 52+00 to Sta. 54+50, there is already a large waste which will be increased by this lowering of the grade line. The average width of cut surface here is 26 ft., hence, the excavation is increased for Type "F" by (250 x 26 x 0.16 + 27) 38 cu. yds. And similarly, corresponding increases for the other types are: Types "A", "B", and "C", 19 cu. yds., Type "D", 9 cu. yds., Type "E", nothing.

(Continued on opposite side of page.)



TYPICAL CROSS SECTIONS

Note - For Types "A", "B", "C", "D", and "E" a deeper base course than here shown is used at several places as indicated on Page 7.

FED. RD. DIST. NO.	STATE	FED. AID PROJECT	FISCAL YEAR
10	OHIO	339	1923.

2
12

EXCAVATION (Continued)

4. On all sections where extra base is specified (See page 7) and a large amount of waste is shown, it is found that for Type "F", Sta. 0+00 to Sta. 15+00 this is (3000 sq. yds. x 1.00 - 0.67) 333 cu. yds., Sta. 90+50 to Sta. 106+80 (3274 x 0.83 - 0.67) 175 cu. yds., a total of 508 cu. yds. Similarly for Types "A", "B", "C", and "E" having the same thickness, 1.00 ft., where extra base is specified the waste is increased (3274 x 0.17 + 5) 186 cu. yds. For Type "D" the waste will be reduced, Sta. 0+00 to Sta. 15+00, by (3000 x 3) + 0 cu. yds. and increased Sta. 90+50 to Sta. 106+80 by (3274 x 0.25 - 0.67) 142 cu. yds. The excavation as summed up for each type is given in the following table.

	"F"	"E"	"D"	"A", "B", "C"
Original Calculation	7029	7029	7029	7029
Cut	7029	7029	7029	7029
Borrow	426	1958	9	1958
Par. 3	38	0	142	186
Par. 4	0	186	9/38	9/32
Deductions	7493	9/73	253	506
Par. 3	1012	0	40	0
Par. 4	508	0	293	506
Totals	1520	9/73	886	886
	5973			

Note - In addition to the above for each type there will be 1566 cu. yds. excavation for railway in the cost of which Federal Aid does not apply.

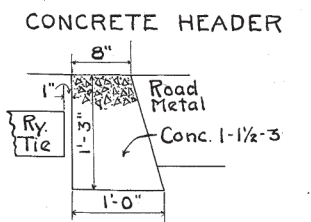
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR
10	OHIO	339	1925.

I.C.H. No 195 SEC. H
GREENE COUNTY

PLAN OF PAVEMENT
Sta. 14+75 to Sta. 19+00
Total Area of Pavement 824 Sq. Yds.

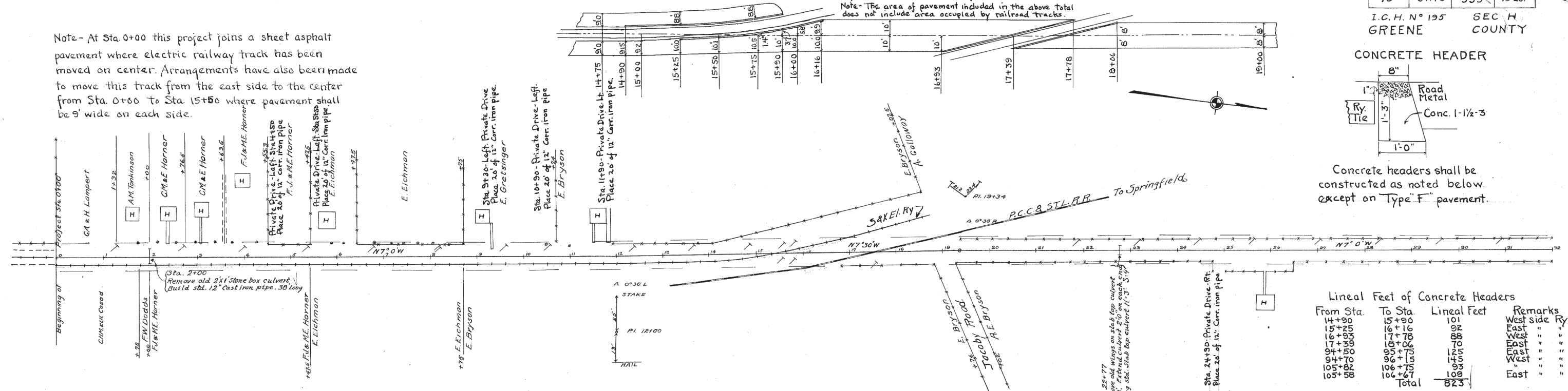
Note - The area of pavement included in the above total does not include area occupied by railroad tracks.

Note - At Sta. 0+00 this project joins a sheet asphalt pavement where electric railway track has been moved on center. Arrangements have also been made to move this track from the east side to the center from Sta. 0+00 to Sta. 15+50 where pavement shall be 9' wide on each side.



Concrete headers shall be constructed as noted below, except on Type 'F' pavement.

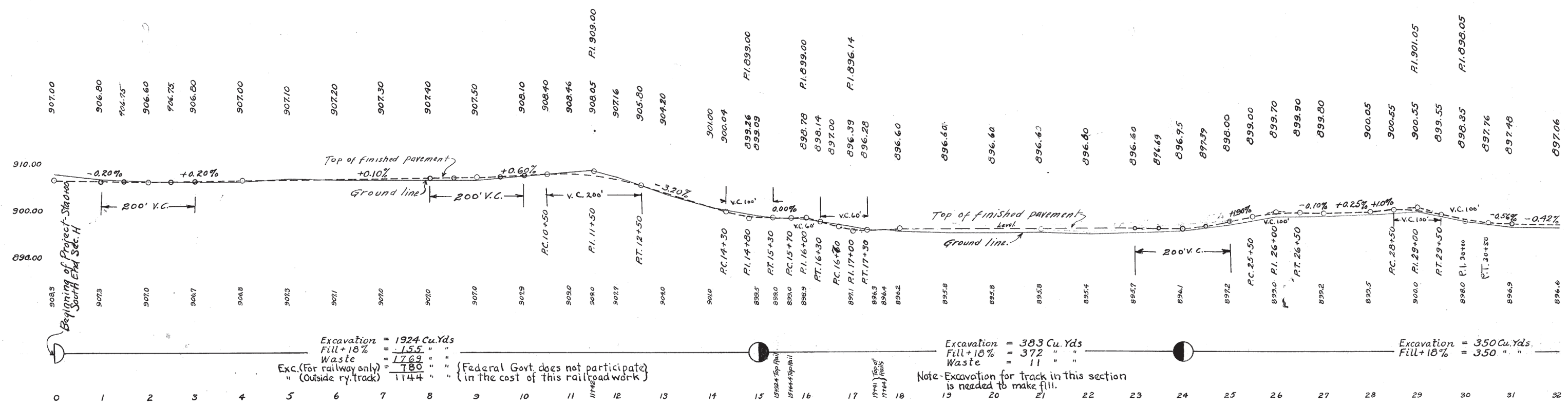
From Sta.	To Sta.	Lineal Feet	Remarks
14+90	15+90	101	West side Ry.
15+25	16+16	92	East "
16+95	17+78	88	West "
17+39	18+06	70	East "
19+50	19+75	25	East "
19+70	19+75	5	West "
105+82	106+75	93	" "
105+58	106+61	109	East "
	Total	823	



BM Sta. 1+60
SE Corner of Entrance
Walk 30' L. E.
Elev. 906.24

BM Sta. 9+16
Bottom of Floor Drain
Centered Pkch 70' L. E.
Elev. 910.72

BM Sta. 19+03
Top SE Corner Head-
wall 22' R. E.
Elev. 895.82



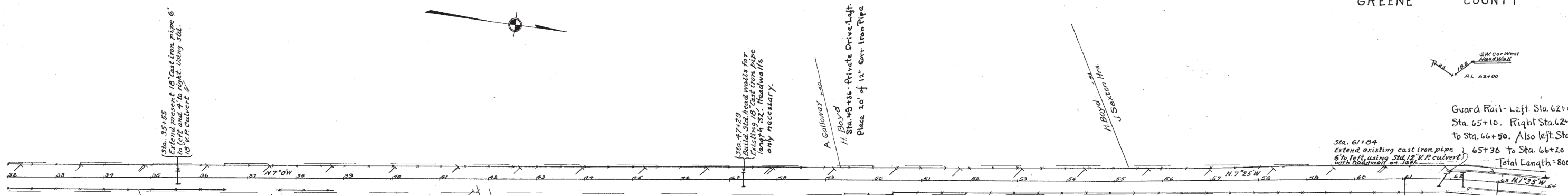
Excavation = 1924 Cu. Yds
Fill + 18% = 15.5 " "
Waste = 1763 " "
Exc. (For railway only) = 780 " "
" (Outside ry. track) = 1144 " "
{ Federal Govt. does not participate in the cost of this railroadwork }

Excavation = 383 Cu. Yds
Fill + 18% = 372 " "
Waste = 11 " "
Note - Excavation for track in this section is needed to make fill.

Excavation = 350 Cu. Yds
Fill + 18% = 350 " "

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR
10	OHIO	339	1923.

I.C.H. No 195 SEC H
GREENE COUNTY



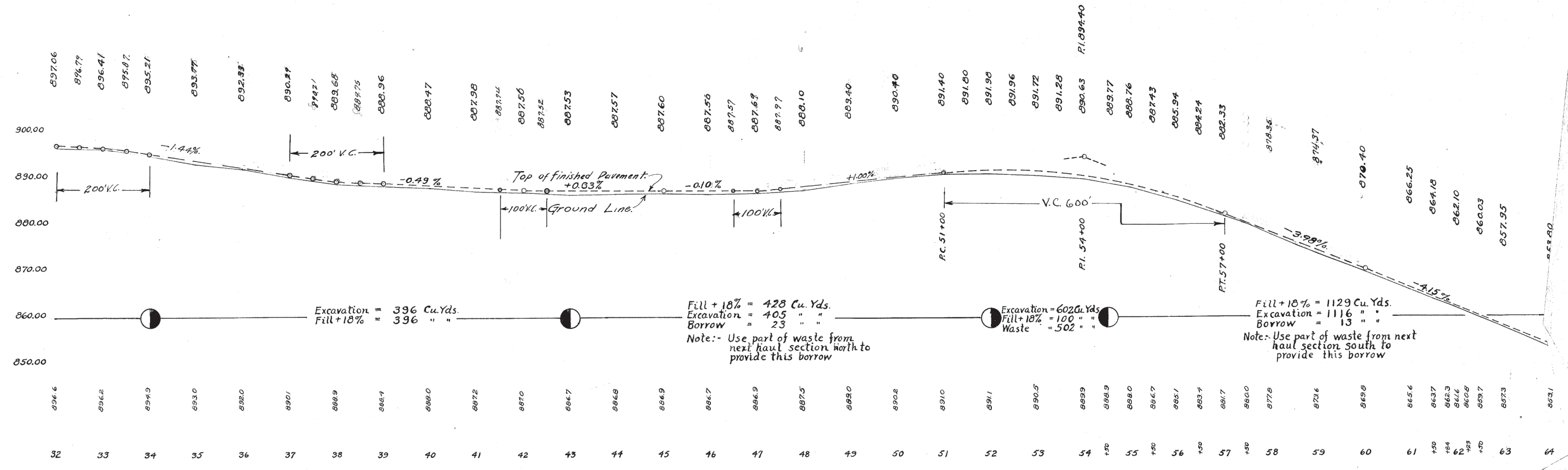
LEFT				RIGHT			
Edge of Pavement	Width	Station	Grade Elevation	Width	Edge of Pavement	Station	Grade Elevation
868.04	8.00	60+52.7	868.21	8.00	868.04	60+52.7	868.21
867.16	8.00	60+75	867.29	8.00	867.12	60+75	867.29
866.08	8.00	61+02.7	866.15	8.00	865.88	61+02.7	866.15
865.17	8.00	61+25	865.21	8.00	865.04	61+25	865.21
864.10	8.00	61+52.7	864.08	8.00	863.91	61+52.7	864.08
863.16	8.00	61+75	863.14	8.00	862.97	61+75	863.14
862.24	8.00	61+97.1	862.22	8.00	862.04	61+97.1	862.22
861.21	8.00	62+25	861.18	8.00	861.01	62+25	861.18
860.18	8.00	62+71	860.15	8.00	859.98	62+71	860.15
858.97	8.00	62+75	858.99	8.00	858.82	62+75	858.99
858.00	8.00	62+97.1	858.07	8.00	857.90	62+97.1	858.07
856.79	8.00	63+25	856.91	8.00	856.74	63+25	856.91
855.83	8.00	63+47.1	856.00	8.00	855.83	63+47.1	856.00

No Extra Pavement

B.M. Sta. 42+00
3 Nails West Side
Cotolpa 30" R &
Ele. 887.58

B.M. Sta. 54+00
X Nails W. Side 24"
Burr Oak 80" R &
Ele. 896.05

B.M. Sta. 62+23
S.W. Corner E. Headwall
of 24" Cor. Pipe 17" R &
Ele. 860.93



LEFT				RIGHT			
Page of	Width	Station	Grade	Width	Station	Grade	Edge of
Basement							Pavement
841.13	8.00	72+54	841.30	8.00	841.13		
841.07	8.10	72+25	841.24	8.00	841.15		
840.90	10.49	72+50	841.07	8.00	841.18		
840.80	12.23	72+54	840.97	8.00	841.21		
840.74	12.45	72+75	840.91	8.00	841.23		
839.94	15.44	73+00	840.11	8.00	840.63		
839.48	15.74	73+07	839.65	8.00	839.23		
838.51	15.17	73+12	838.68	8.00	839.08		
838.12	14.75	73+25	838.29	8.02	838.61		
837.53	12.33	73+28	837.70	9.93	837.68		
837.61	12.17	73+50	837.70	10.16	837.74		
837.70	11.06	73+59	837.70	11.07	837.70		
837.68	9.93	73+62	837.70	12.33	837.53		
837.76	9.37	73+75	837.70	13.02	837.53		
837.96	8.00	73+82	837.70	15.17	837.53		
838.14	8.00	74+00	837.71	15.28	837.54		
838.33	8.00	74+07	837.75	15.40	837.58		
838.36	8.00	74+13	837.88	14.93	837.71		
838.41	8.00	74+25	837.98	14.51	837.81		
838.73	8.00	74+41	838.47	12.33	838.30		
839.42	8.00	74+54	839.42	8.99	839.25		
839.61	8.00	74+54	839.78	8.00	839.61		

Sta. 73+25 - Present Structure -
58' of 30" cast iron pipe with masonry headwalls in good condition. No work required.

150 Sq Yds. Extra Pavement	5 Regular Base	145 Extra
----------------------------	----------------	-----------

RI = 74+12.1
Δ = 68°56'
D = 284.5'
T = 45.9'
L = 62.5'
L = 75.13'

RI = 73+15
Δ = 110°
D = 49.6'
T = 41.0'
L = 83.3'

B.M. Sta. 73+10
Large Spike in Guy Pole 31' P.I.
Elev. 840.72

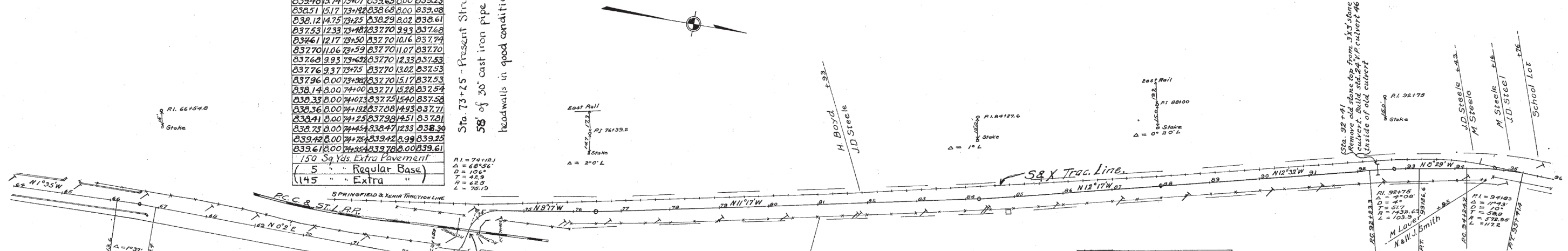
B.M. Sta. 79+10
X Nails in Double Stump 60' P.I.
Elev. 838.43

LEFT				RIGHT			
Edge of	Width	Station	Grade	Width	Station	Grade	Edge of
Basement							Pavement
833.78	8.00	91+73	833.97	8.00	833.78		
833.86	8.00	92+00	833.88	8.00	833.69		
833.95	8.00	92+33	833.80	8.00	833.61		
834.02	8.00	92+50	833.71	8.00	833.52		
834.12	8.00	92+73	833.64	8.00	833.45		
834.11	8.00	92+76	833.63	8.00	833.44		
833.86	8.00	93+00	833.55	8.00	833.36		
833.61	8.00	93+24	833.46	8.00	833.27		
833.36	8.00	93+50	833.38	8.00	833.19		
832.83	8.00	93+64	833.02	8.00	832.83		

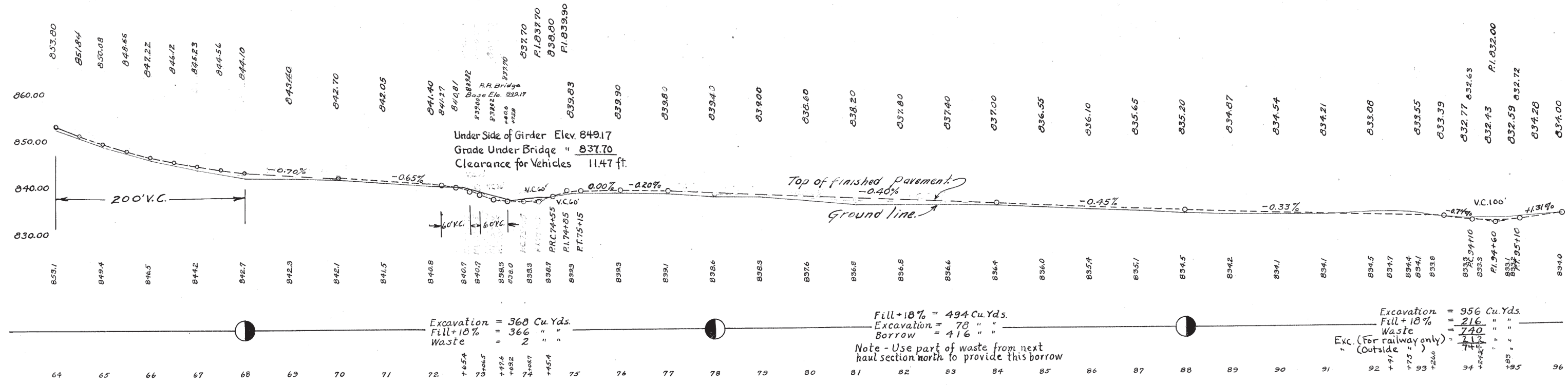
No Extra Pavement.

LEFT				RIGHT			
Edge of	Width	Station	Grade	Width	Station	Grade	Edge of
Basement							Pavement
832.86	8.00	93+74	833.05	8.00	832.86		
832.58	8.00	94+00	832.77	8.77	832.58		
832.83	8.00	94+22	832.60	10.16	832.41		
832.83	8.00	94+50	832.43	11.44	832.24		
832.86	8.00	94+74	832.36	12.00	832.17		
832.85	8.00	94+91	832.50	12.00	832.31		
833.15	8.00	95+25	832.93	11.06	832.74		
833.26	8.00	95+44	833.16	10.16	832.97		
833.53	8.00	95+75	833.62	8.35	833.43		
833.69	8.00	95+94	833.88	9.00	833.69		

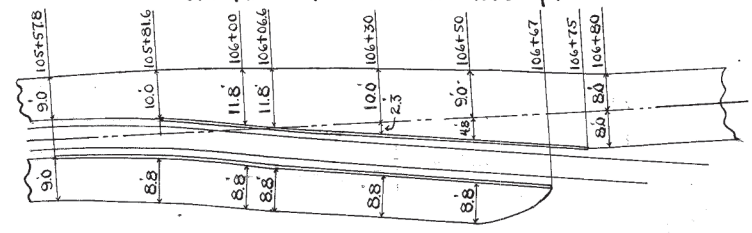
See Page 7 for area of extra pavement.



Distance between Walls - 40ft.



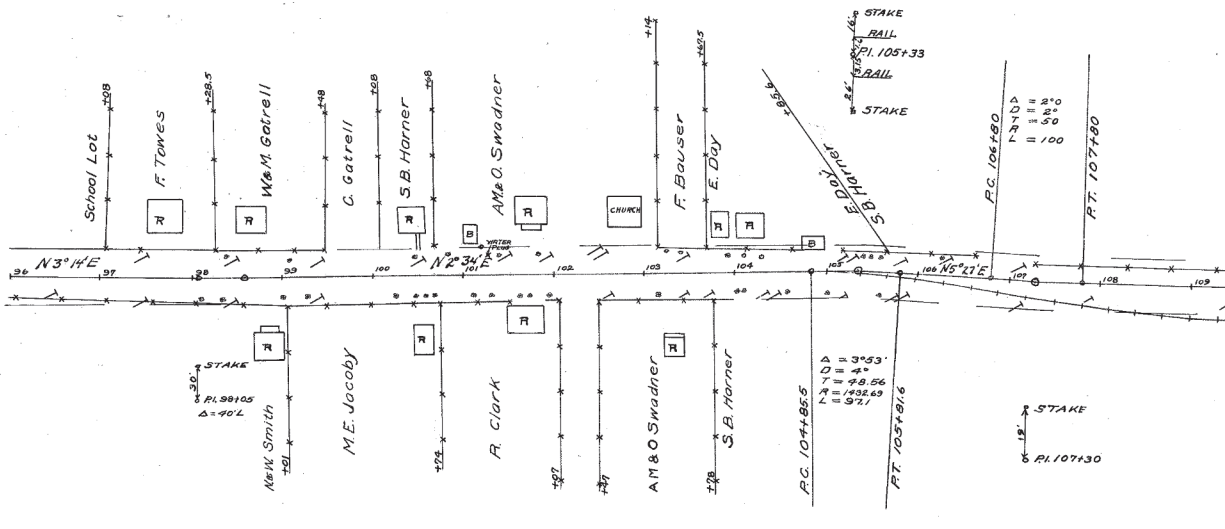
PLAN OF PAVEMENT
Sta. 105+57.8 to Sta. 106+80
Total Area of Pavement = 273 Sq. Yds.



Note - In computing area of pavement above deduction was made for part occupied by Ry.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR
10	OHIO	339	1923.

I. C. H. N. 195
GREENE
SEC. H. COUNTY



Sta. 123 - Present Structure Steel Bridge - Span 125' Wood Block Floor. Good Condition Steel Truss to be cleaned and painted. Special walls at each end (See special plan p. 7) to be done by State Highway Dept. Sta. 127 +46 - Overflow Pipe 30" Cor. Pipe encased in 6" Concrete. In good condition. No work required.

LEFT	RIGHT
Edge of Pavement	Edge of Pavement
823.00 8.00 119+94.2 823.19 8.00 823.00	823.03 8.52 120+25 823.22 8.00 823.26
823.05 9.08 120+42 823.24 8.00 823.43	823.09 9.25 120+50 823.26 8.00 823.49
823.19 9.90 120+75 823.38 8.00 823.79	823.51 10.00 120+94.2 823.70 8.00 824.26
824.30 10.00 121+29.5 824.49 8.00 825.05	824.93 9.81 121+50 825.12 8.00 825.53
825.76 9.21 121+75 825.95 8.00 826.18	825.89 9.08 121+79.5 826.08 8.00 826.25
826.35 8.49 122+00 826.54 8.00 826.57	826.44 8.38 122+04.5 826.63 8.00 826.63
826.66 8.01 122+25 826.85 8.00 826.70	826.68 8.00 122+29.5 826.87 8.00 826.68

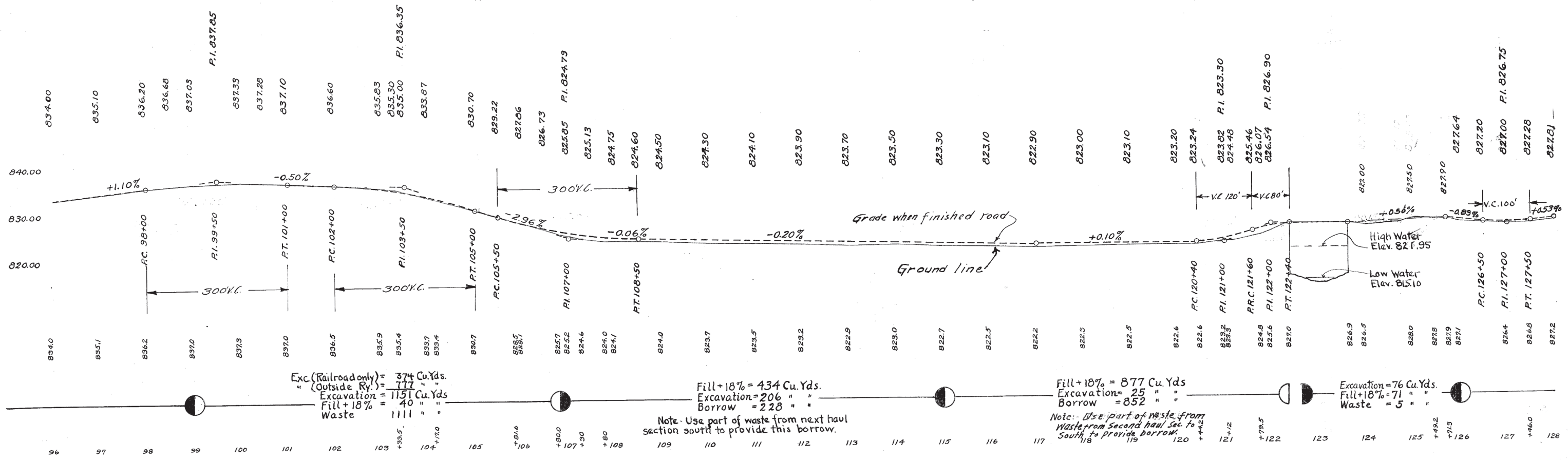
LEFT	RIGHT
Edge of Pavement	Edge of Pavement
823.00 8.00 119+94.2 823.19 8.00 823.00	823.03 8.52 120+25 823.22 8.00 823.26
823.05 9.08 120+42 823.24 8.00 823.43	823.09 9.25 120+50 823.26 8.00 823.49
823.19 9.90 120+75 823.38 8.00 823.79	823.51 10.00 120+94.2 823.70 8.00 824.26
824.30 10.00 121+29.5 824.49 8.00 825.05	824.93 9.81 121+50 825.12 8.00 825.53
825.76 9.21 121+75 825.95 8.00 826.18	825.89 9.08 121+79.5 826.08 8.00 826.25
826.35 8.49 122+00 826.54 8.00 826.57	826.44 8.38 122+04.5 826.63 8.00 826.63
826.66 8.01 122+25 826.85 8.00 826.70	826.68 8.00 122+29.5 826.87 8.00 826.68

Guard Rail - Left - Sta. 121+00 to Sta. 122+36 - Length 136ft

Guard Rail - Left - Sta. 126+30 to Sta. 129+25. Right 127+33 to Sta. 127+59 - Total Length 321ft.

B.M. Sta. 102+75
S.W. Cor. Top Step
M.E. Church #424
Elev. 839.09

B.M. Sta. 123+63
Top Face Line N. Abutment
& W. Wing 13' L &
Elev. 826.40



Exc. (Railroad only) = 374 Cu. Yds.
Exc. (Outside Ry.) = 777 " "
Excavation = 1151 Cu. Yds.
Fill + 18% = 40 " "
Waste = 1111 " "

Fill + 18% = 434 Cu. Yds.
Excavation = 206 " "
Borrow = 228 " "

Fill + 18% = 877 Cu. Yds.
Excavation = 25 " "
Borrow = 852 " "

Excavation = 76 Cu. Yds.
Fill + 18% = 71 " "
Waste = 5 " "

Note - Use part of waste from next haul section south to provide this borrow.

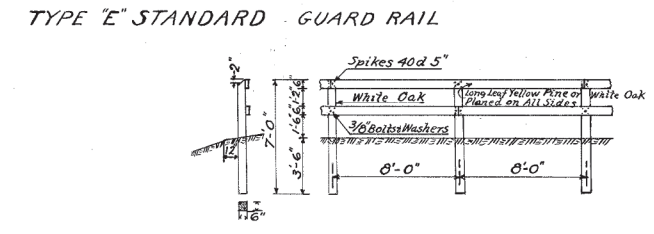
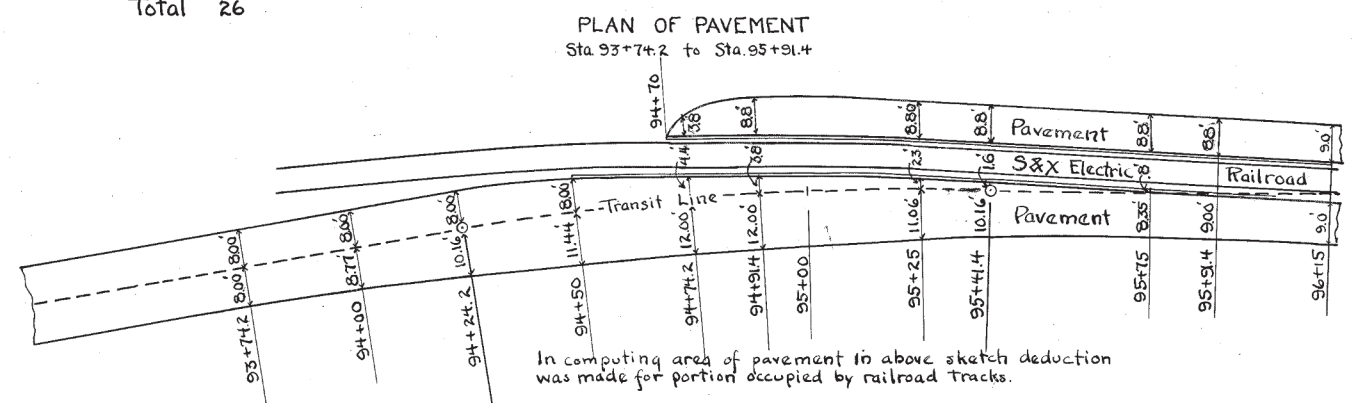
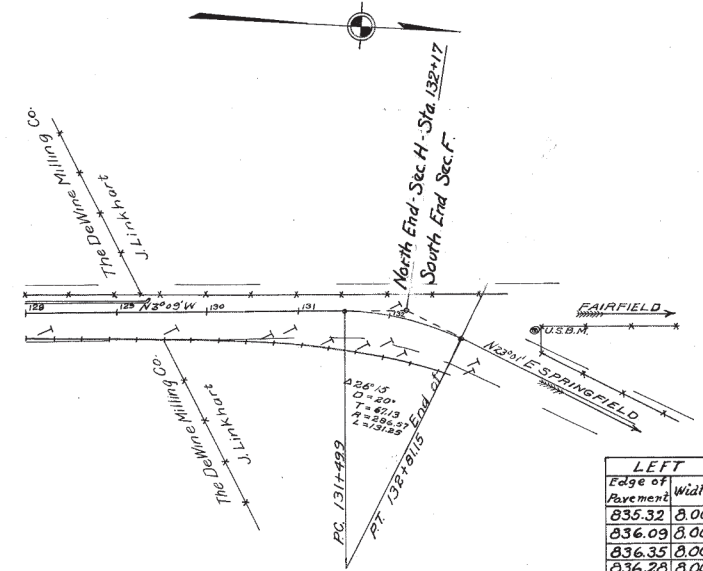
Note - Use part of waste from next haul section south to provide borrow.

96 97 98 99 100 101 102 103 +30.5 104 +120 105 106 81.6 107 +80.0 108 +80 109 110 111 112 113 114 115 116 117 118 119 120 +442 121 +12 122 +79.5 123 124 125 +492 126 +713 127 128 +460

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR
10	OHIO	339	1923.
I. C. H. No 195		SEC H GREENE COUNTY	

INTERSECTIONS
Bank run gravel shall be placed at the following intersections as directed by the engineer.

Station	Cu. Yds.
19+00	6
102+10	8
132+00	12
Total	26



NOTE:
All Surfaces in Contact to be Painted Before Assembling And All Exposed Surfaces to have 2) Coats of White Lead And Linseed Oil Paint.
Posts to be Set Vertical, in Line, and with Tops Parallel to Grade Line Top of Posts to be Sawed Off at an Angle Which Will Leave Front Edge 2" Higher Than Back Edge.
Rail to be Secured to Posts as Shown, without Spilling. The Lower 4" of All Posts Shall be Soaked at least 24 Hours in Grease Oil (See 42) In Order to Secure Proper Alignment and Grade, Bolt Nuts Shall be Bored and Top of Posts Trimmed After the Posts are Set & Rails Nailed to Them.

BILL OF MATERIALS FOR TWO PANELS	
2 Wood Rails	2 1/2
2 Posts	6 1/2
6 Carriage	3/8
6 Washers	3/8
27 1/2 lbs. Spikes 40d	5

LEFT		RIGHT	
Edge of Pavement	Width Station	Grade Elevation	Width Edge of Pavement
035.32	0.00 130+99.90	035.49	0.00 035.32
036.09	0.00 131+25	035.81	0.50 035.64
036.35	0.00 131+49.90	035.62	12.33 035.45
036.20	0.00 131+75	035.70	14.05 034.93
036.24	0.00 132+00	034.61	16.00 034.44
036.02	0.00 132+31.20	034.39	16.00 034.22
036.02	0.00 132+50	034.73	15.26 034.56
036.11	0.00 132+75	035.07	13.05 035.10
036.20	0.00 132+101.5	035.47	12.33 035.30
036.14	0.00 133+00	035.75	10.11 035.58
035.99	0.00 133+25	036.05	0.07 035.08
035.85	0.00 133+31.15	036.02	0.00 035.85

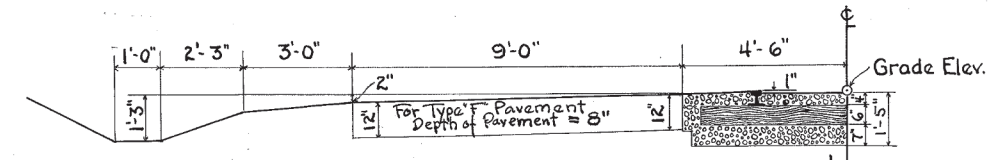
116 Sq. Yds. Extra Pavement

Note - A similar method of widening pavement is used where the electric line turns off the ϕ of the pavement at two other locations. Following is the total area of pavement between the stations indicated:

From Sta.	To Sta.	Length Feet	Sq. Yds
93+7+2	96+15	240.8	539
105+57.8	106+80	122.2	273
14+75	19+00	425.0	824
(a) Total		788.0	1636

LOCATION OF GUARD RAIL

From Sta.	To Sta.	Side	Length
62+00	65+10	Right	310
62+50	64+50	Left	400
65+30	66+20	Left	90
121+00	122+36	Left	136
127+33	127+59	Right	26
126+30	129+25	Left	295
Total			1257



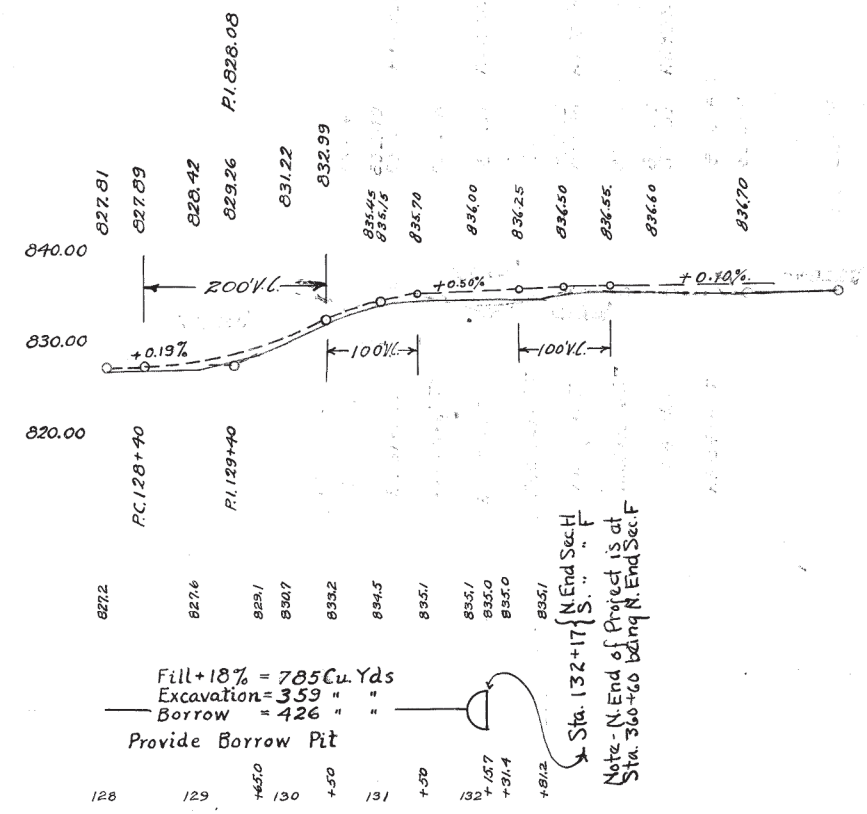
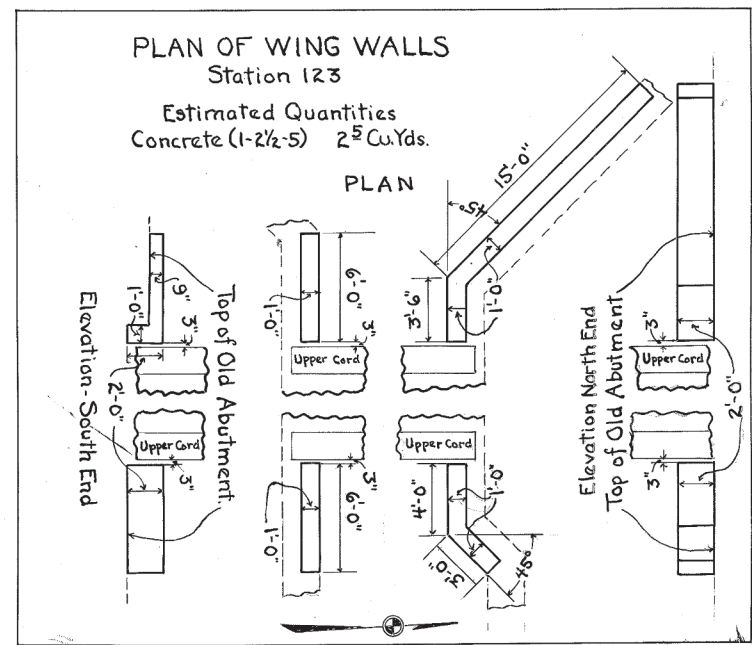
The above section shall be used in the following locations:
From Sta. 0+00 to Sta. 14+75 Length 1475.0 feet or 2950.0 Sq. Yds.
" " 96+15 " " 105+57.8 " " 942.8 " " 1885.6 "

(b) Totals 2417.8 " " 4836 "

For all types of pavement the top course shall have the same thickness as shown on Typical Cross Sections, Page 2.
Base courses shall be constructed as follows:
Type "A" - Use two 4" Waterbound Macadam Courses.
" "B" - " one 4" and one 5" " " " "
" "C" - " " 4" " " 5" " " " "
" "D" - " two 5" " " " " "
" "E" - " " 5" " " " " "

The thickness of top and base courses above noted shall also be used at the following locations:
From Sta. 90+50 to Sta. 93+74.2 - Length 324.2 ft. or 576 Sq. Yds.
" " 72+50 " " 75+00 - " 250.0 " " 589 " "
" " 123+65 " " 126+00 - " 235.0 " " 418 " "
At railroad crossings (See pages 3, 6, and 7) 788.0 " " 1636 " "
(c) Total 1597.2 " " 3219 " "

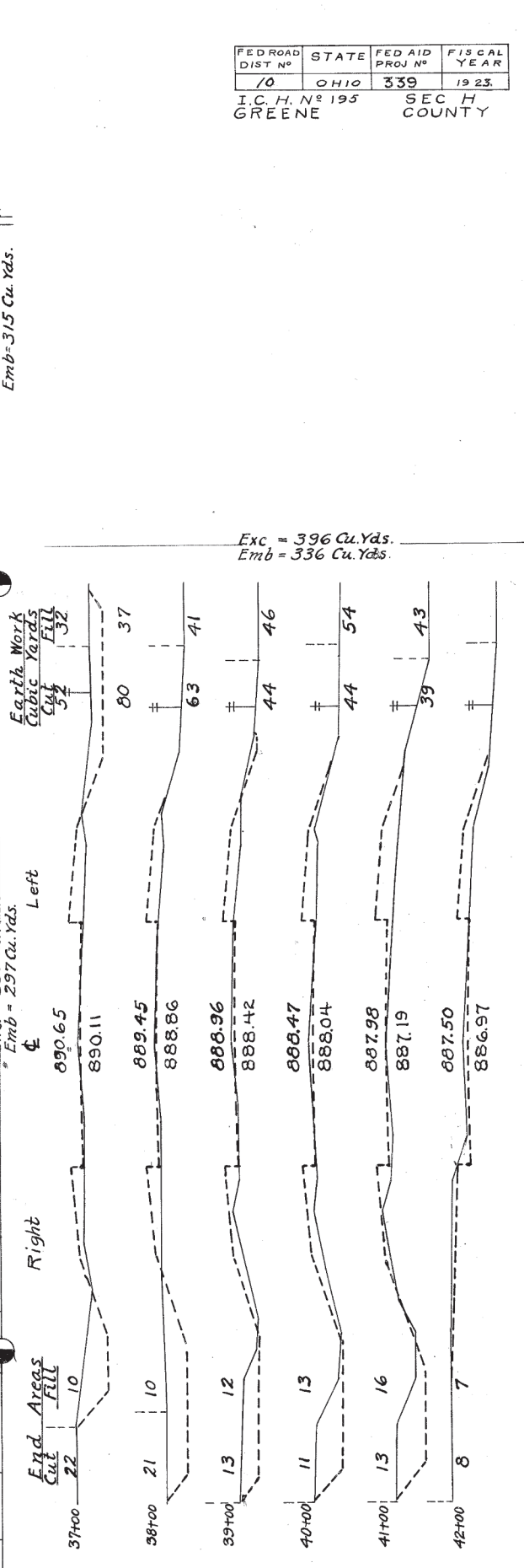
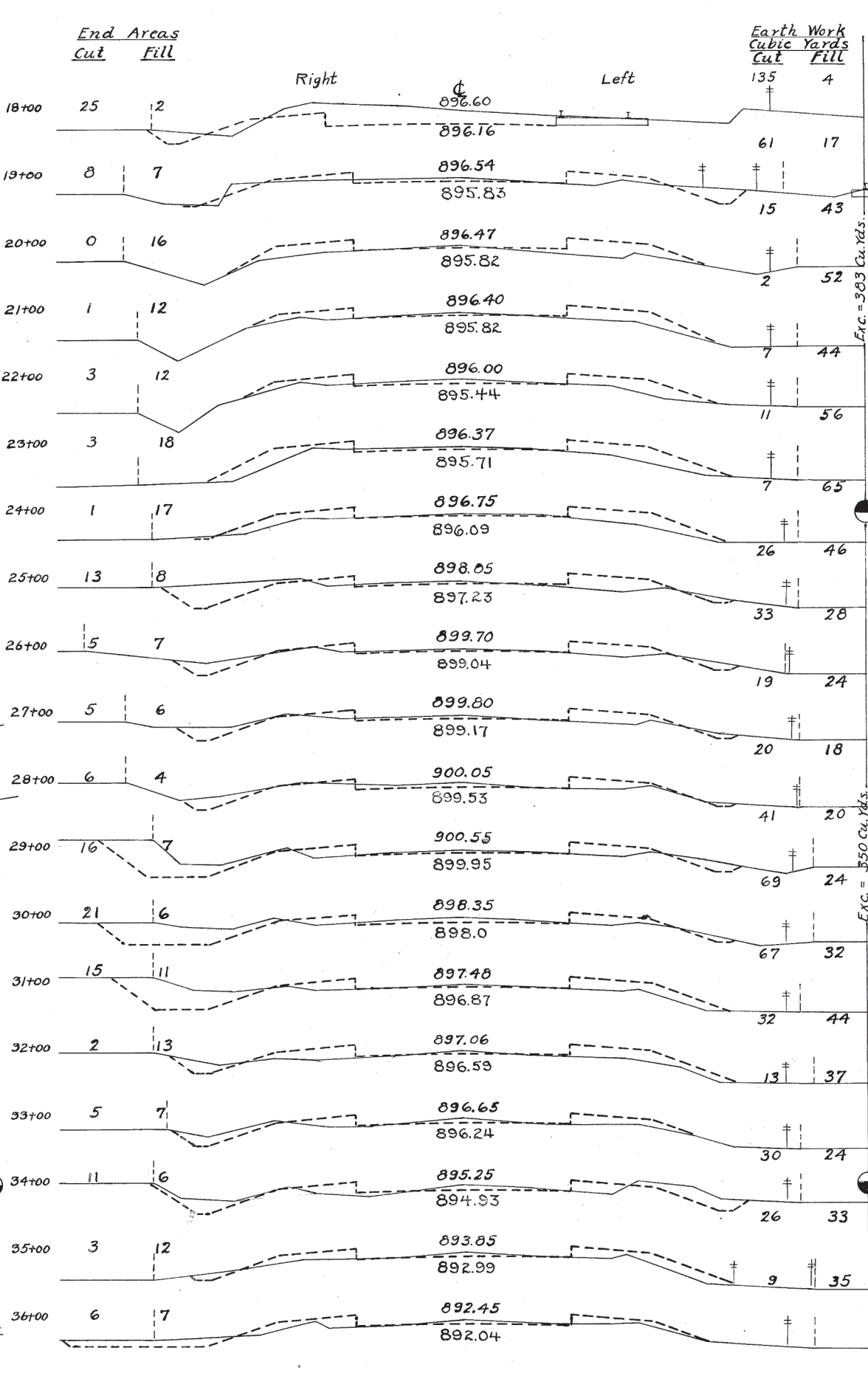
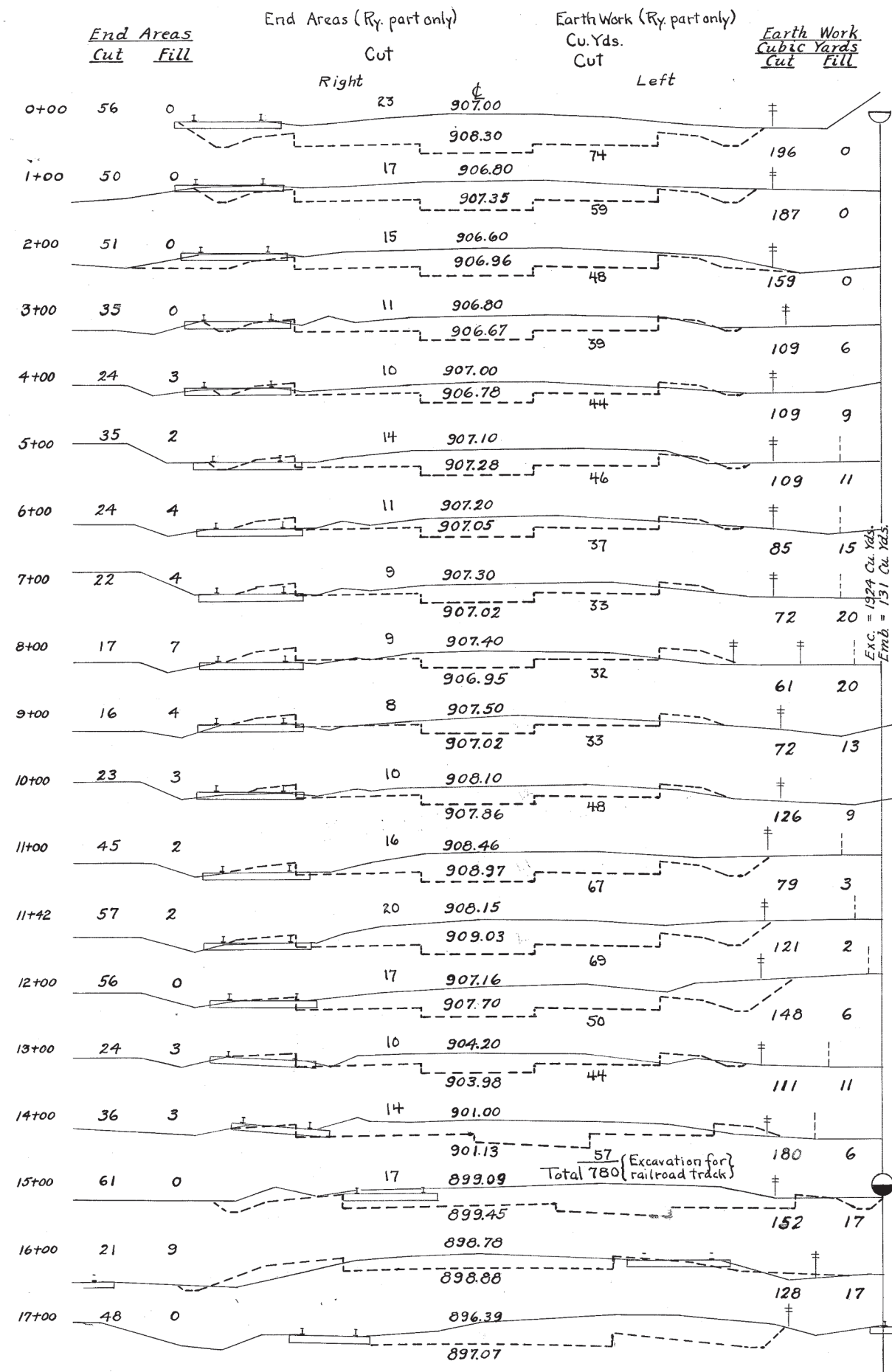
Note - Arrangements have been made between the Commissioners of Greene County and The Springfield and Xenia Traction Co. whereby the latter is to do all work and furnish all materials necessary for track where railway is on ϕ except excavation.
The Federal Government will not participate in the cost of excavation for railway track.



Fill + 18% = 785 Cu. Yds.
Excavation = 359 " "
Borrow = 426 " "
Provide Borrow Pit

Sta. 132+17 N. End Sec. H
Sta. 360+60 S. End Sec. F
Note - N. End of Project is at Sta. 360+60 being N. End Sec. F

FED ROAD DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR
10	OHIO	339	1923
I.C.H. N° 195			SEC H
GREENE			COUNTY

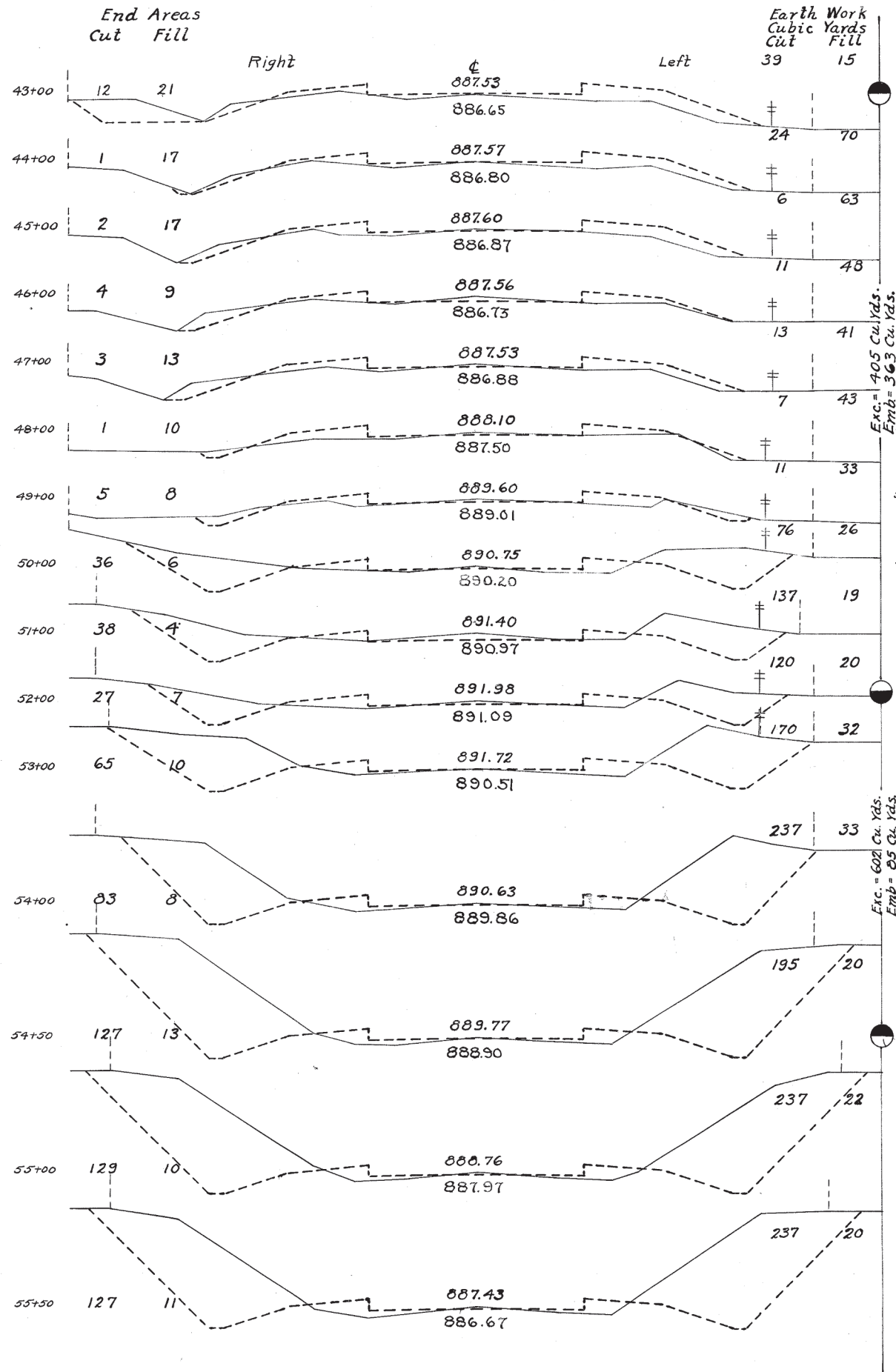


Exc = 1924 Cu. Yds.
Emb = 151 Cu. Yds.

Exc = 393 Cu. Yds.
Emb = 315 Cu. Yds.

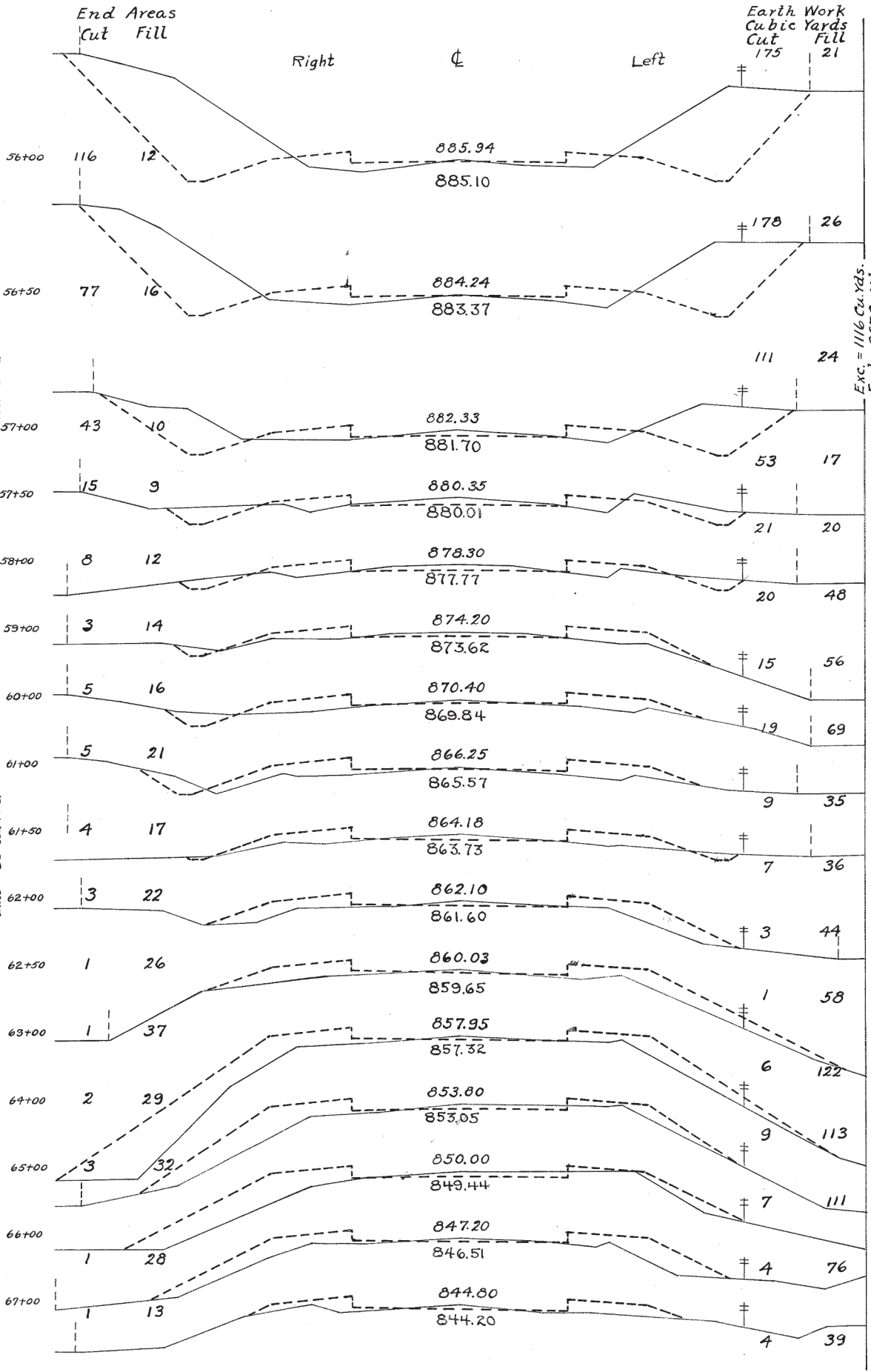
Exc = 396 Cu. Yds.
Emb = 336 Cu. Yds.

57 (Excavation for railroad track)
Total 780

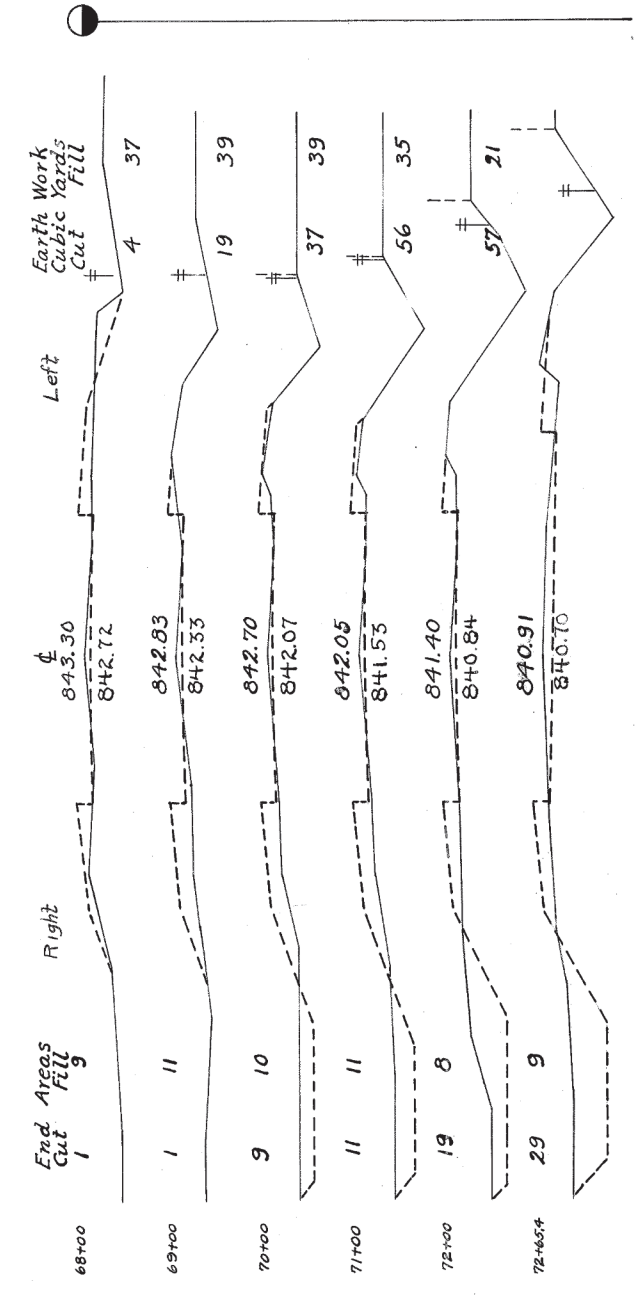


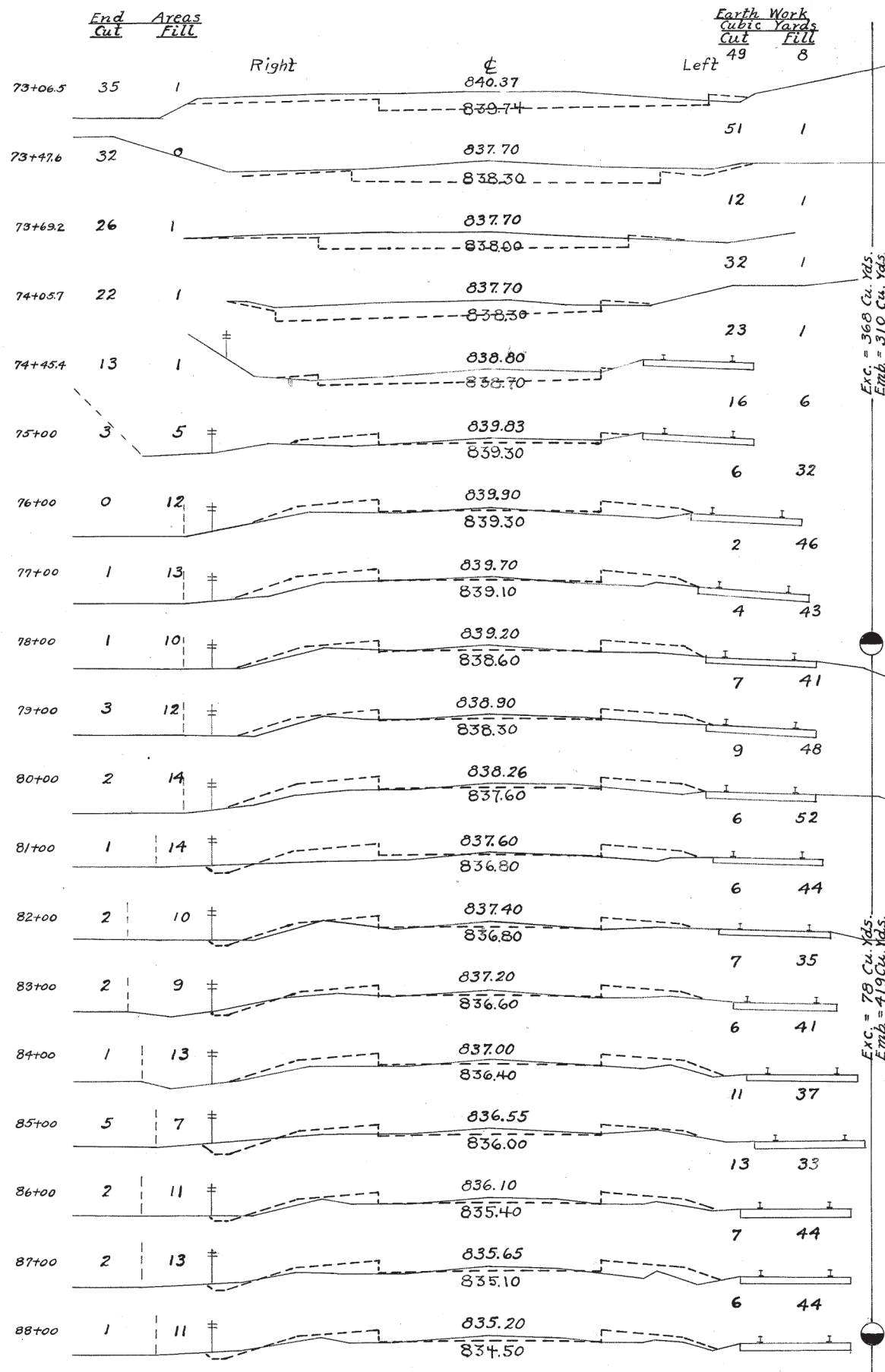
Exc. = 405 Cu. Yds.
Emb. = 363 Cu. Yds.

Exc. = 602 Cu. Yds.
Emb. = 85 Cu. Yds.



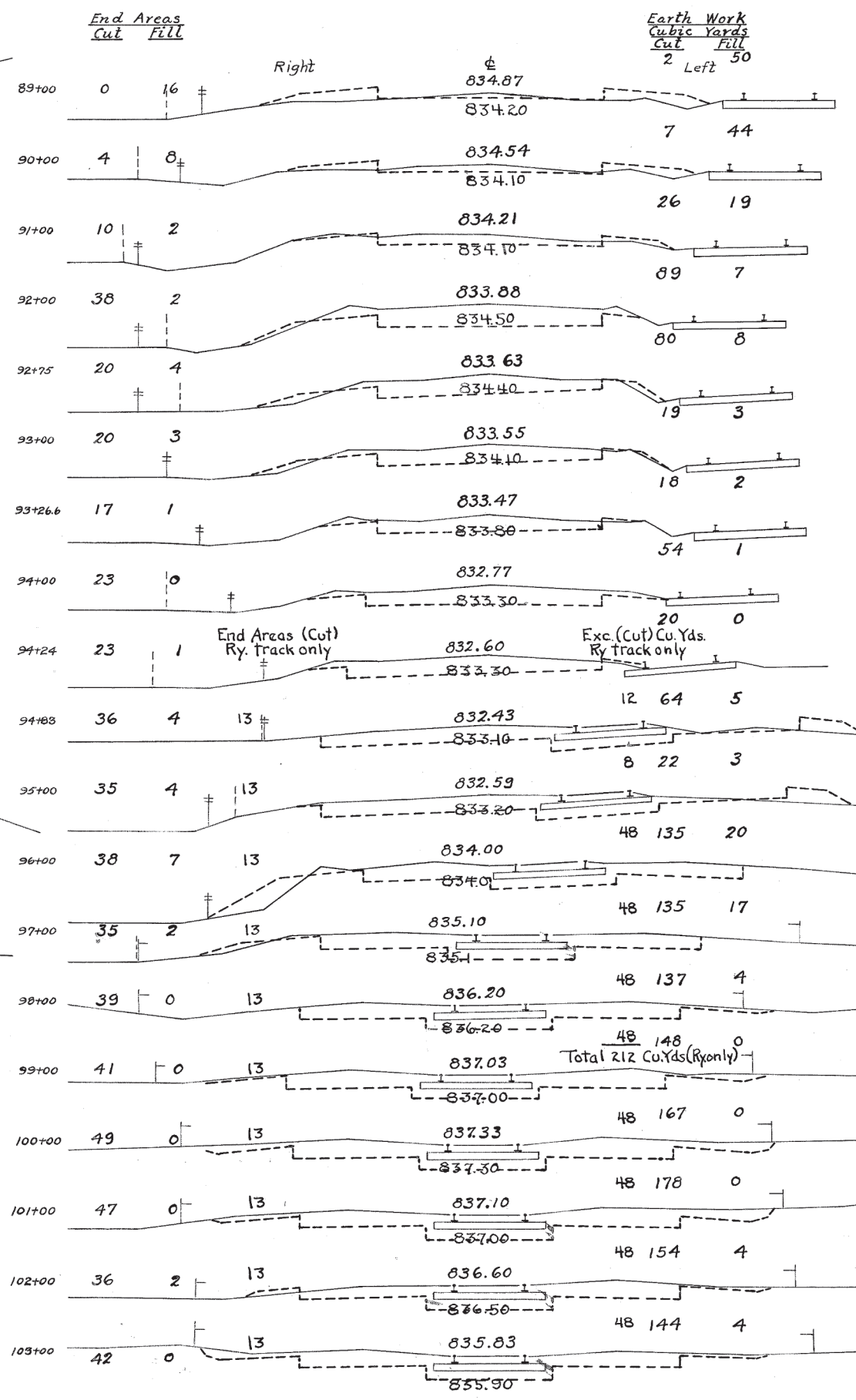
Exc. = 1116 Cu. Yds.
Emb. = 957 Cu. Yds.





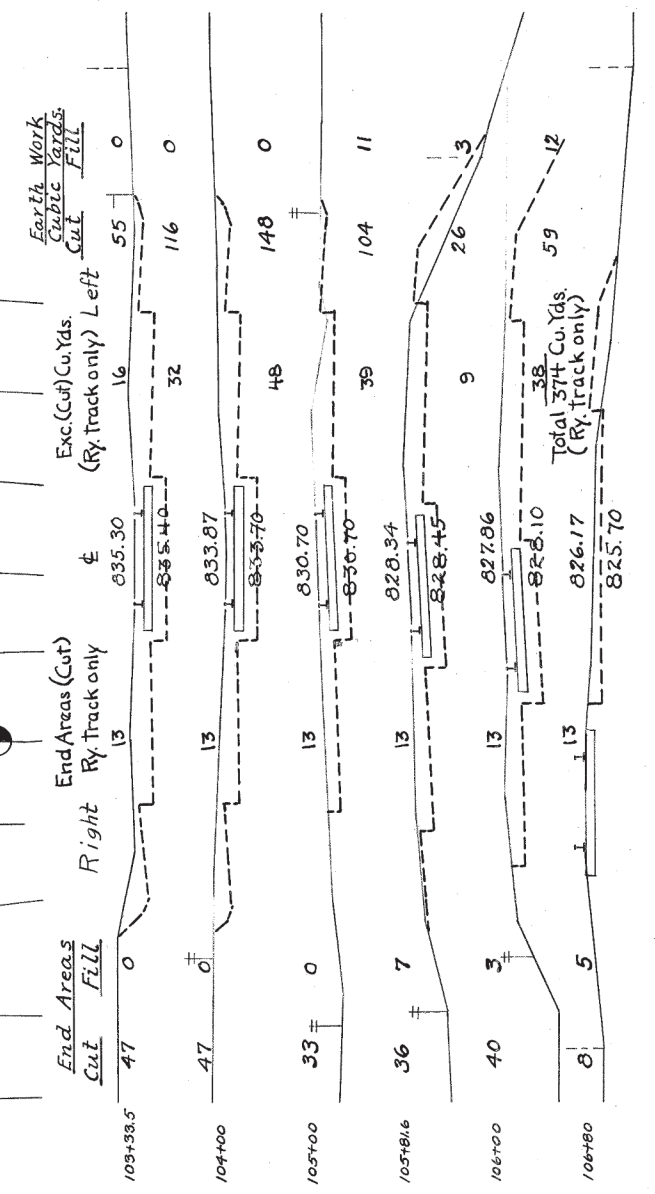
Exc. = 368 Cu. Yds.
Emb. = 310 Cu. Yds.

Exc. = 78 Cu. Yds.
Emb. = 419 Cu. Yds.



Exc. = 956 Cu. Yds.
Emb. = 183 Cu. Yds.

Exc. = 1151 Cu. Yds.
Emb. = 34 Cu. Yds.



BRIDGES & CULVERTS

SUMMARY OF QUANTITIES

STATION	TYPE	SIZE	EXCAVATION		CONCRETE			REINF	VITRIFIED PIPE			C.I.P.	Corrugated Iron Pipe 12"	CONC. RAILING Type "G"	Re-pointing Abutment	PAINTING BRIDGE	REMARKS
			WET	DRY	1-2-4	1-2½-5	1-3-6	STEEL	12"	18"	24"	12"					
			CU.YDS.	CU.YDS.	CU.YDS.	CU.YDS.	CU.YDS.	LBS	LIN.FT	LIN.FT	LIN.FT	LIN.FT					
STRUCTURES UNDER 20FT																	
2+00	Cast Iron Pipe	12" x 38'		8 ⁰	1 ³			40				38					Remove old 2'x1' stone box culvert. Build standard 12" cast iron pipe 38' long.
22+77	Slab Top Culvert	H=3' S=4'		8 ⁰	1 ³	5 ⁰		53						300			Remove old wings on slab top culvert 4'x3'. Extend culvert 2'-0" on each end using standard slab top culvert. H=3' S=4'.
35+55	Vitrified Pipe "	18"x10' (Ext.)		2 ⁰	2 ^I		1 ³	80		10							Extend present 18" cast iron pipe 6' to left and 4' to right using standard 18" V.P. culvert.
47+29	Cast Iron Pipe	18" Headwalls only		1 ⁰	1 ⁰			50									Build standard headwalls for existing 18" cast iron pipe.
61+84	Vitrified Pipe Culv.	12"x6' (Ext.)		1 ⁰	1 ⁰		0 ⁴	38	6								Extend existing cast iron pipe 6' to left using standard 12" V.P. culvert.
92+41	" " "	24" x 46'		15 ⁰	3 ⁵		9 ^I	105		46							Remove old stone top from old 3'x3' stone culvert. Build standard 24" V.P. culvert 46' long inside of old culvert.
125+60	Slab Top Bridge	S=19' H=4'	30 ⁰		20 ⁵	10 ^I	7 ^I	2436						42			Remove old concrete slab and 23' of old retaining wall on each side of millrace. Build standard slab top bridge, span 19'-0", roadway 20', also two abutments each 23'-0" long without wings which are unnecessary because of existing retaining walls.
73+25	Cast Iron Pipe	58" x 30"															Present Structure - 58' of 30" cast iron pipe with masonry headwalls in good condition. No work required.
127+47	Corr. Iron (Enc. Con)	40" x 30"															Overflow Pipe - 30" Corr. Pipe encased in 6" Concrete. In good condition. No work required.
TOTAL OF QUANTITIES			30 ⁰	35 ⁰	32 ⁵	16 ⁵	18 ⁴	2802	6	10	46	38		42	300		
STRUCTURES OVER 20 FT.																	
123+00	High Steel Truss	Span 125' Rd 17				2 ⁵											✓ Present Structure - Steel Bridge - Span 125' Wood Deck Floor. Good Condition. Steel Truss to be cleaned and painted. Special Walls at each end. Fed Aid does not apply. See Proposal No. 2.
TOTAL OF QUANTITIES						2 ⁵											✓
PIPE FOR PRIVATE DRIVES																	
See Below													200				
TOTAL OF QUANTITIES													200				

Excavation _____ cu. yds
 Borrow _____ cu. yds
 Pavement _____ sq. yds
 Base Course _____ sq. yds
 Rip Rap _____ sq. yds
 Guard Rail _____ cut

PIPE FOR PRIVATE DRIVES
 At each of the locations noted below there shall be laid 20' of 12" corrugated iron pipe.

Station	Side of Road	Length
4+40	Left	20'
5+50	"	20'
9+30	"	20'
10+90	"	20'
11+90	"	20'
24+90	Right	20'
37+50	"	20'
50+50	"	20'
49+36	Left	20'
49+36	Right	20'
		Total 200 ✓