

3014

STATE OF OHIO
 DEPARTMENT OF HIGHWAYS
LUC - 75 - (9.61-12.30)
 LUCAS COUNTY
 WASHINGTON TOWNSHIP
 CITY OF TOLEDO

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-75-6(44)209	53

LUC-75-(9.61-12.30)

I-75-6(44)209
 LIMITED ACCESS

This improvement is especially designed for thru traffic and has been declared a limited access highway or freeway by action of the Director of Highways in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio.

1971 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

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

I hereby approve these plans and declare that the making of this improvement will not require the closing of the Highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved: [Signature]
 Date: 3/2/70 [Signature] City Manager, City of Toledo

Approved: [Signature]
 Date: 3-24-1970 Division Deputy Director

Approved: C. H. Altwater
 Date: 4-20-70 Engineer of Bridges

Approved: R. E. Gattlin
 Date: 4-21-70 Engineer of Location & Design

Approved: George J. Shormyer
 Date: 4-21-70 Deputy Director of Design & Construction

Approved: _____
 Date: _____ Deputy Director of Right of Way

Approved: [Signature]
 Date: 4-30-70 Deputy Director of Planning & Programming

Approved: [Signature]
 Date: 5-1-70 First Assistant Director

Approved: [Signature]
 Date: 5-1-70 Director of Highways

CONVENTIONAL SIGNS

- County Line _____
- Township Line _____
- Section Line _____
- Corporation Line _____ or _____
- Fence Line (existing) -x-x- (proposed) -x-x-
- Center Line _____
- Trees (to be removed) [Symbol]
- Utility Poles: Telephone [Symbol], Power [Symbol], Light [Symbol]
- Limited Access (only) _____ LA _____
- Right of Way (only) _____ RW _____
- Limited Access & Right of Way _____ LA&RW _____
- Existing Right of Way _____
- Property Line _____ (in existing fence) -x-x-
- Railroad _____
- Guardrail (existing) [Symbol] (proposed) [Symbol]

INDEX OF SHEETS

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Sheet Nos. 43 & 44 not used

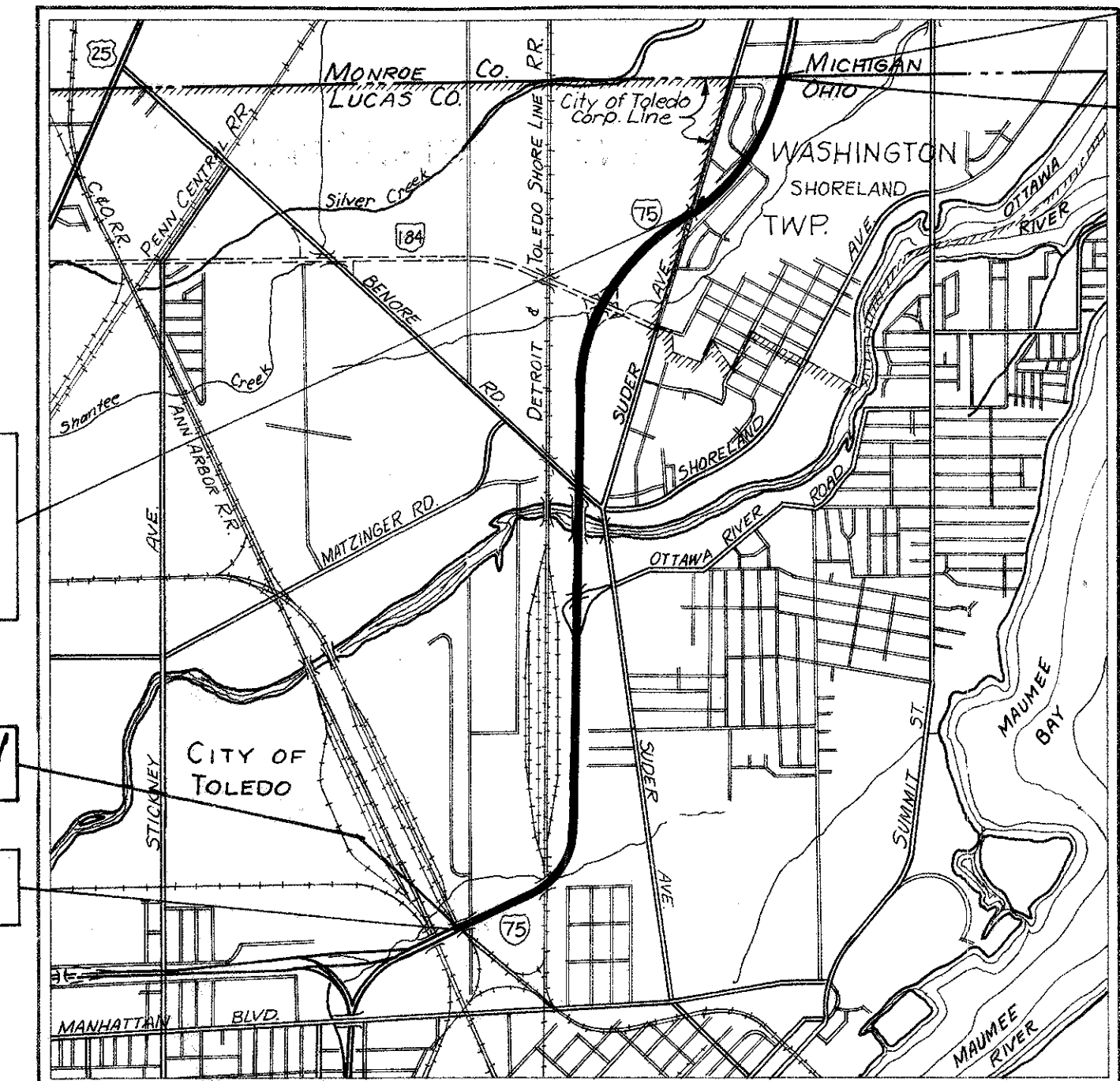
LINE DATA

MUNICIPAL
 Begin Project: Sta. 370+27.59
 End Project: Sta. 512+49.17
 Gross Length of Project = 14,221.58 Lin. Ft.
 Add for Station Equation = 131.52 Lin. Ft.
 Net Length of Project = 14,353.10 Lin. Ft. or 2.718 Mi.

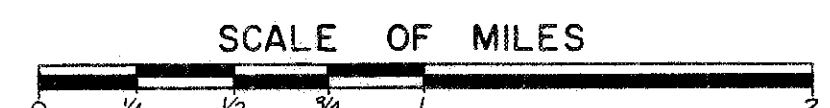
Begin Work: Sta. 370+00.00
 End Work: Sta. 512+49.17
 Gross Length of Work = 14,249.17 Lin. Ft.
 Add for Station Equation = 131.52 Lin. Ft.
 Net Length of Work = 14,380.69 Lin. Ft. or 2.723 Mi.

RURAL
 Begin Project = Sta. 512+49.17
 End Project = Sta. 540+81.76
 Gross & Net Length of Project = 2,832.59 Lin. Ft. or 0.536 Mi.
 Begin Work: Sta. 512+49.17
 End Work: Sta. 541+45.00
 Gross & Net Length of Work = 2,895.83 Lin. Ft. or 0.548 Mi.

Total Net Length of Project = 17,185.69 Lin. Ft. or 3.255 Mi.
 Total Net Length of Work = 17,276.52 Lin. Ft. or 3.272 Mi.

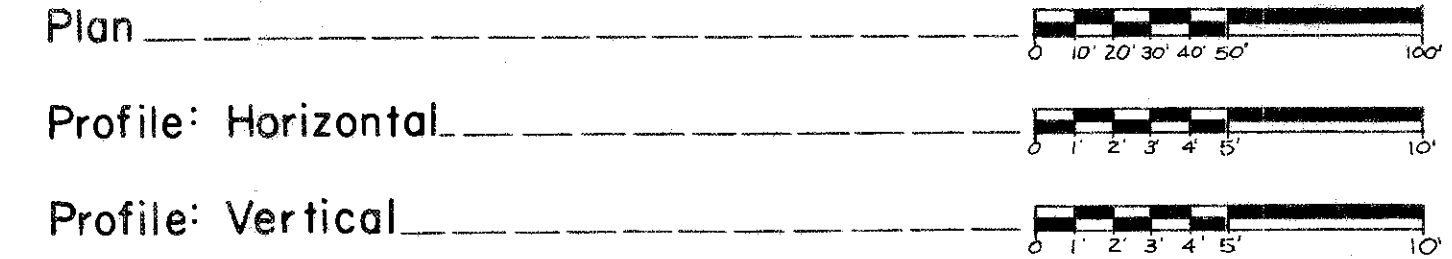


LOCATION MAP



- Portion to be improved _____
- State Roads _____
- Other Roads _____

SCALES



SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS					
BP-3	1-1-71	FACI-1	9-15-67	MH-1	10-1-68
BP-4	1-1-71	FACI-2	6-1-65	MH-1A	10-1-68
BP-5	1-1-71	GR-3	1-1-71	CS-1-65 sheet 1	6-1-65
BP-7	1-1-66	GR-2A	1-1-71		
CB-2-2A&B	6-1-65	GR-2B	1-1-71		
CB-3	6-1-65	GR-5	1-1-71		
CB-6	6-1-65	HW-4	1-1-70		
F-2	1-1-71	I-2A	6-6-69		
F-3	3-10-69	MC-1	6-13-69		
F-5	3-10-69	MC-3	6-20-69		
F-6	10-1-66	MC-4	6-13-69		
		MC-6	6-1-65		
		GR-4	1-1-71		

SUPPLEMENTAL SPECIFICATIONS	
1001	1-1-69

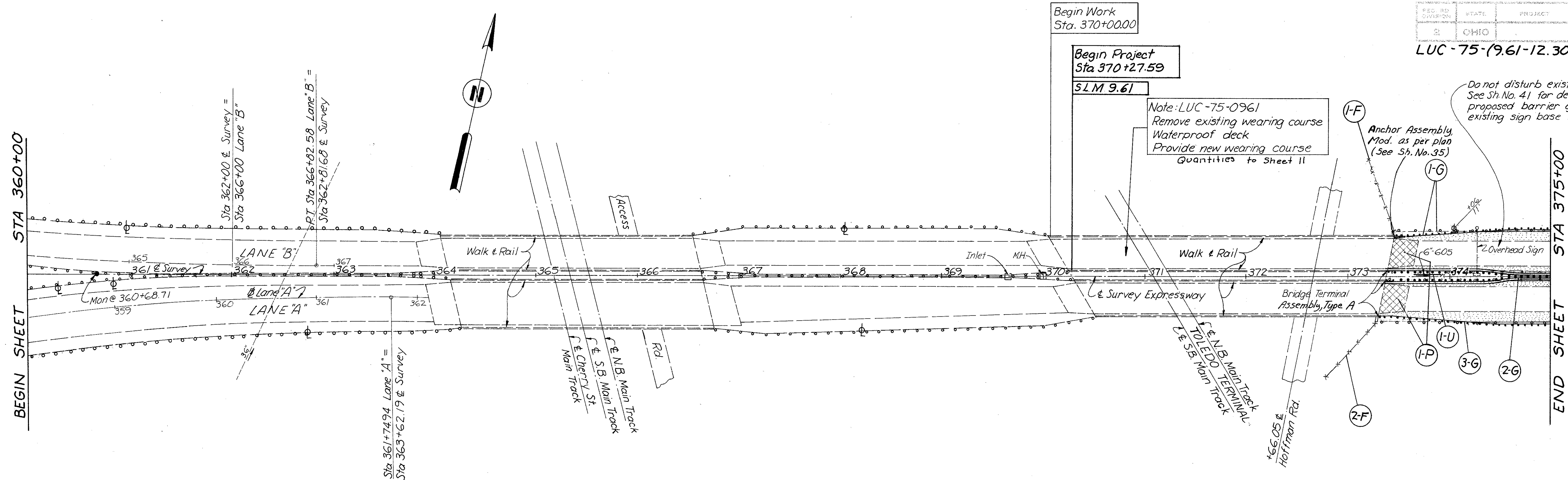
DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____

 DIVISION ENGINEER

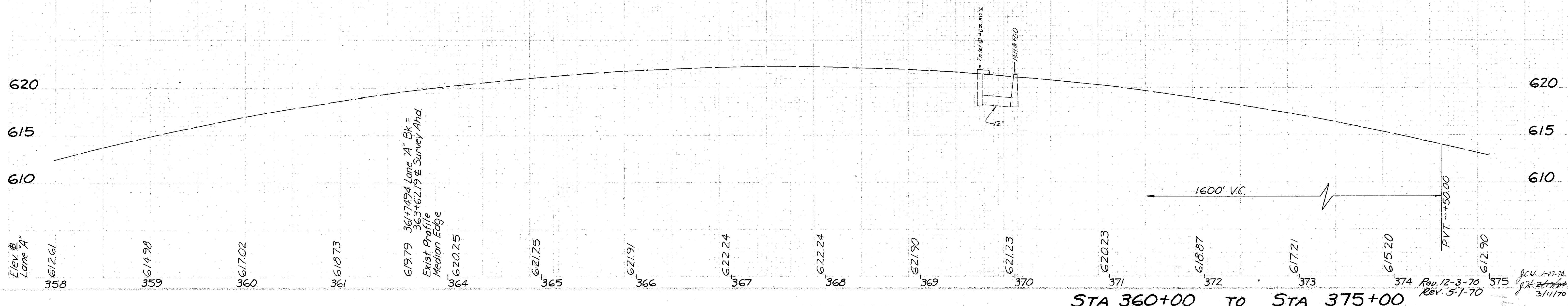
 DATE

Rev. 12-3-70 Rev. 5-1-70



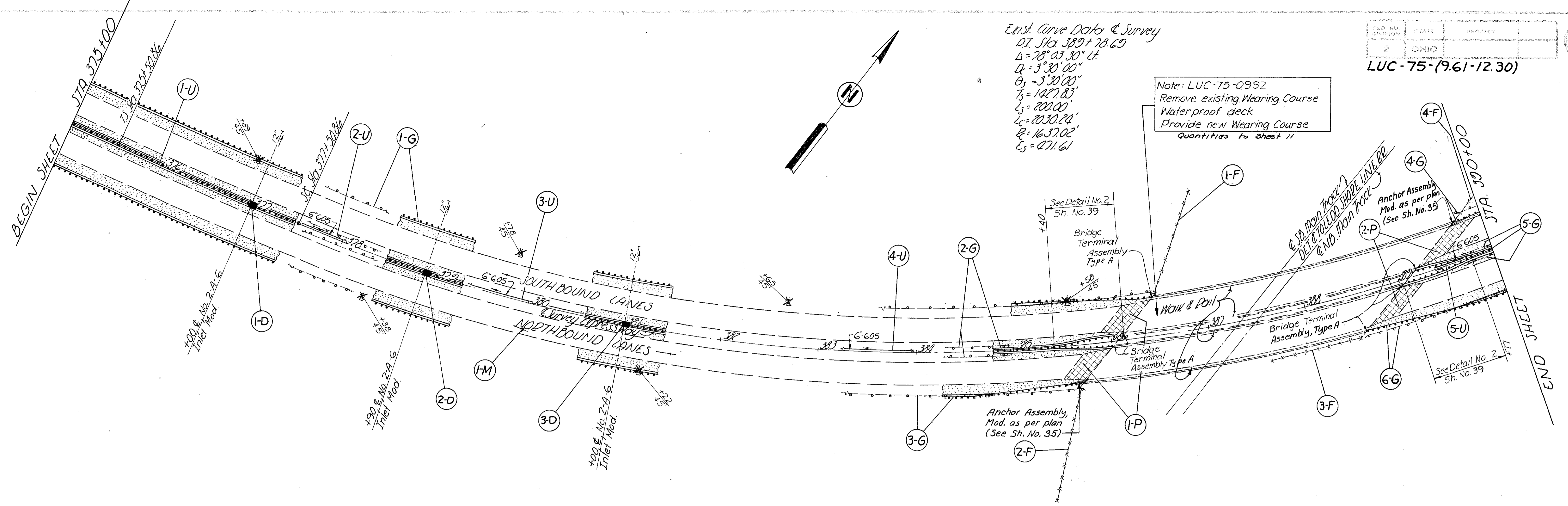
Note: See Sh. No. 5 for Pavement Legend

BERM & MEDIAN QUANTITIES ~ MUNICIPAL						
LOCATION	301	304	310	409	612	203
	Bituminous Aggregate Base	Aggregate Base	Subbase	Seal Coat	Concrete Median	Subgrade Compaction
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.
Lt. Side	10.4	20.8	20.8	125.0	-	125.0
Median	11.2	55.8	72.6	134.2	200.8	134.2
Rt. Side	11.8	23.6	23.6	141.7	-	141.7
Totals to Sh. No. 11	33.4	100.2	117.0	400.9	200.8	400.9

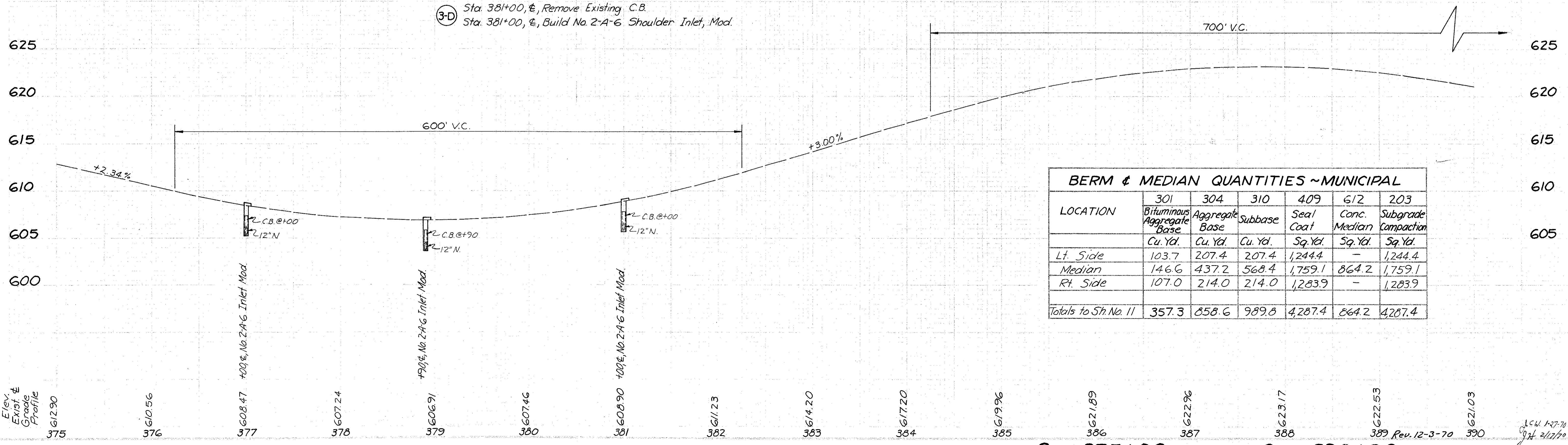


East Curve Data & Survey
 DI Sta 389+78.69
 $\Delta = 78^{\circ}03'30''$ Lt.
 $R = 3^{\circ}30'00''$
 $E_s = 330.00'$
 $T_s = 1427.83'$
 $L_c = 2030.24'$
 $E_c = 1637.02'$
 $E_s = 471.61'$

Note: LUC-75-0992
 Remove existing Wearing Course
 Waterproof deck
 Provide new Wearing Course
 Quantities to Sheet 11

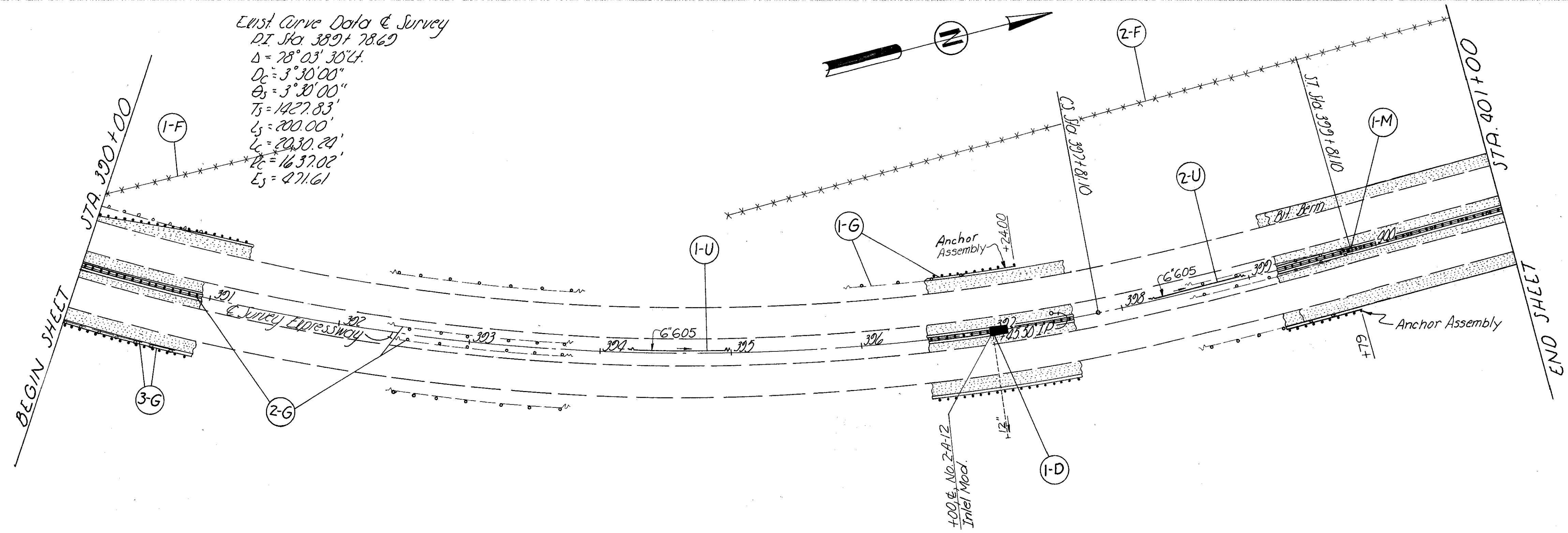


- (1-D) Sta. 377+00, &, Remove Existing C.B.
Sta. 377+00, &, Build No. 2-A-G Shoulder Inlet, Mod.
- (2-D) Sta. 378+90, &, Remove Existing C.B.
Sta. 378+90, &, Build No. 2-A-G Shoulder Inlet, Mod.
- (3-D) Sta. 381+00, &, Remove Existing C.B.
Sta. 381+00, &, Build No. 2-A-G Shoulder Inlet, Mod.



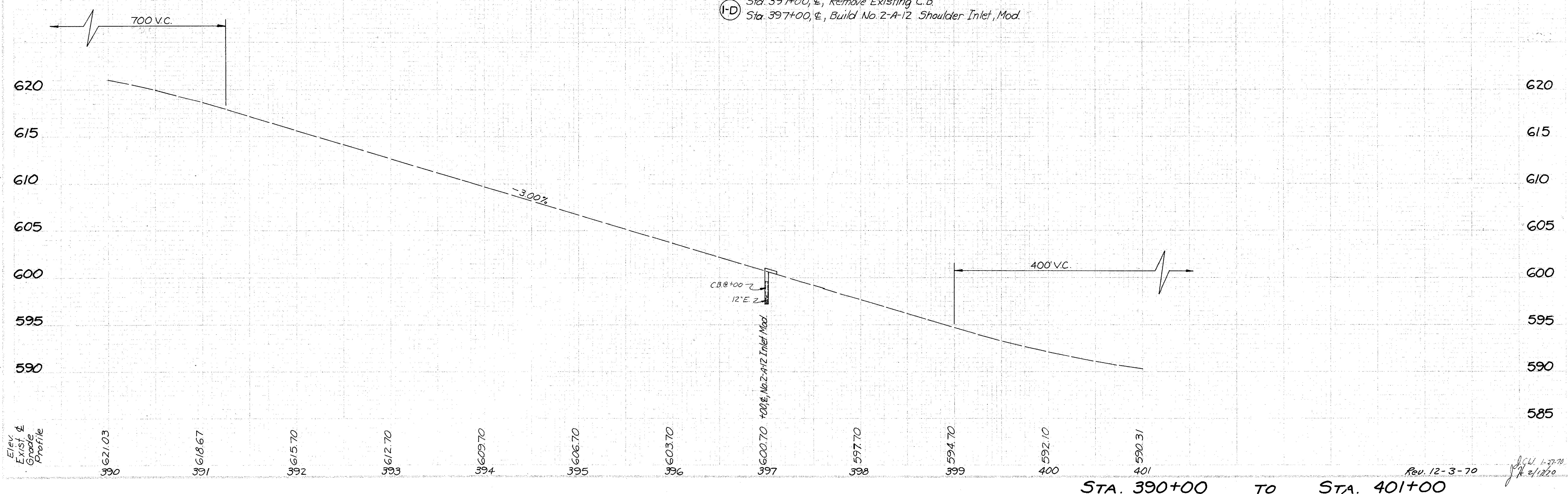
LUC-75-(9.61-12.30)

Exist. Curve Data & Survey
 P.I. Sta. 389+78.69
 $\Delta = 78^{\circ}03'30''$
 $D_c = 3^{\circ}30'00''$
 $T_s = 1427.83'$
 $L_s = 200.00'$
 $L_c = 2230.20'$
 $E_c = 1637.02'$
 $E_s = 271.61'$



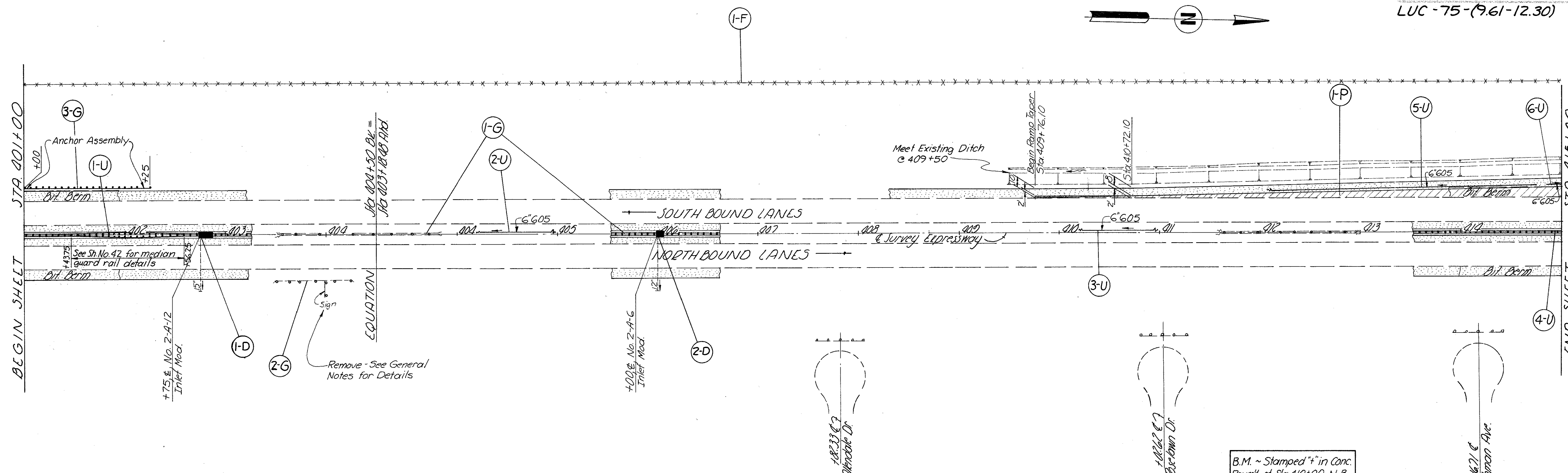
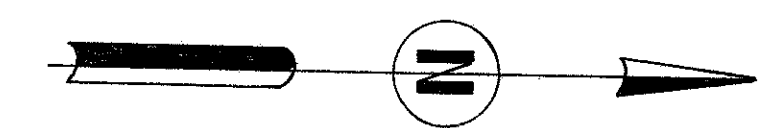
LOCATION	301	304	310	409	612	203
	Bit. Agg. Base Cu. Yd.	Agg. Base Cu. Yd.	Subbase Cu. Yd.	Seal Coat Sq. Yd.	Conc. Median Sq. Yd.	Subgrade Compaction Sq. Yd.
Lt. Side	101.9	203.8	203.8	1,222.2	-	1,222.2
Median	142.6	407.4	529.6	1,711.1	733.3	1,711.1
Rt. Side	101.9	203.8	203.8	1,222.2	-	1,222.2
Totals to Sh. No. 11	346.4	815.0	937.2	4,155.5	733.3	4,155.5

(1-D) Sta. 397+00, E, Remove Existing C.B.
 Sta. 397+00, E, Build No. 2-A-12 Shoulder Inlet, Mod.



STA. 390+00 TO STA. 401+00

2/1/82

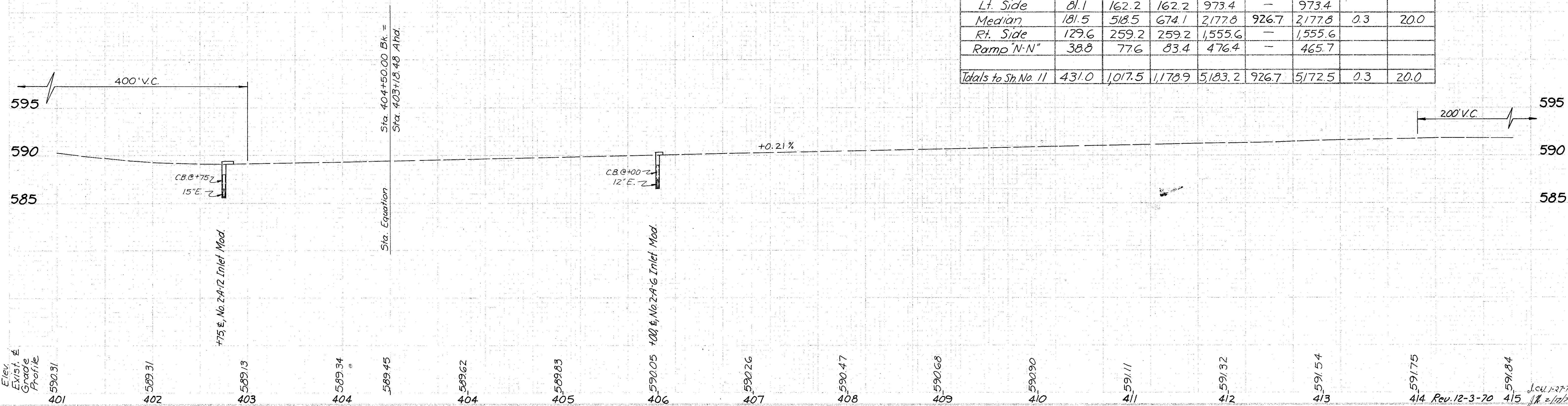


(1-D) Sta. 402+75, E, Remove Existing C.B.
Sta. 402+75, E, Build No. 2-A-12 Shoulder Inlet, Mod.

(2-D) Sta. 406+00, E, Remove Existing C.B.
Sta. 406+00, E, Build No. 2-A-6 Shoulder Inlet, Mod.

BERM & MEDIAN QUANTITIES ~ MUNICIPAL

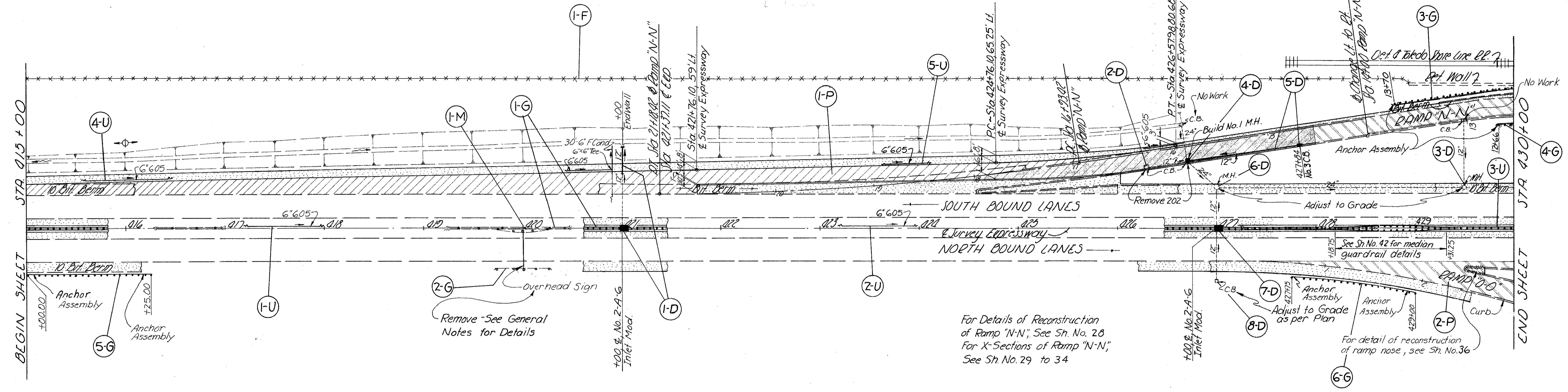
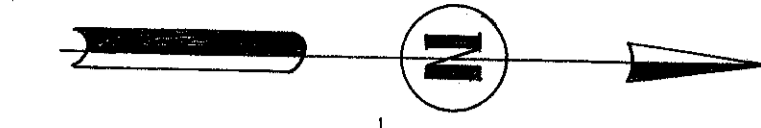
LOCATION	301	304	310	409	612	203	404	609
	Bituminous Aggregate Base	Aggregate Base	Subbase	Seal Coat	Conc. Median	Subgrade Compaction	Asphalt Concrete	Curb Type G
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Lin. Ft.
Lt. Side	81.1	162.2	162.2	973.4	-	973.4		
Median	181.5	518.5	674.1	2177.8	926.7	2177.8	0.3	20.0
Rt. Side	129.6	259.2	259.2	1,555.6	-	1,555.6		
Ramp "N-N"	38.8	77.6	83.4	476.4	-	465.7		
Totals to Sh. No. 11	431.0	1,017.5	1,178.9	5,183.2	926.7	5,172.5	0.3	20.0



STA. 401+00 TO STA. 415+00

J.C.U. 1-27-70
11/2/70

EXISTING CURVE DATA - RAMP "N-N"
 P.I. ~ Sta. 19+06.31 "N-N" ~ Sta. 423+50.00 & Exp.
 $\Delta = 8^{\circ} - 30' - 00''$
 $D = 2^{\circ} - 00' - 00''$
 $R = 2,064.79'$
 $T = 212.89'$
 $L = 425.00'$



For Details of Reconstruction of Ramp "N-N", See Sh. No. 28
 For X-Sections of Ramp "N-N", See Sh. No. 29 to 34

B.M. ~ Stamped "+" in Conc. Pavmt. at Sta. 416+00, N.B. Lanes Elev. 591.69

B.M. ~ Stamped "+" in Conc. Pavmt. at Sta. 422+00, N.B. Lanes Elev. 590.22

B.M. ~ Stamped "+" in Conc. Pavmt. at Sta. 428+00, N.B. Lanes Elev. 588.71

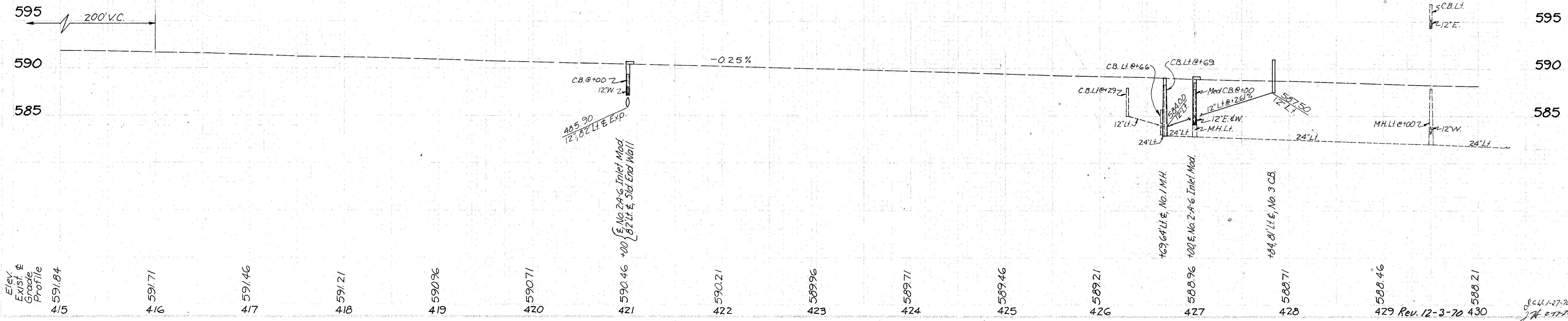
BERM & MEDIAN QUANTITIES ~ MUNICIPAL

LOCATION	301	304	310	409	612	203	404	609
	Bituminous Aggregate Base	Aggregate Base	Subbase	Seal Coat	Concrete Median	Subgrade Compaction	Asphalt Concrete	Curb Type 6
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Lin. Ft.
Lt. Side	88.8	177.6	228.7	1,065.2	-	1,065.2	-	-
Median	194.4	555.6	722.2	2,333.3	993.3	2,333.3	0.3	20.0
Rt. Side	135.2	270.4	270.4	1,622.7	-	1,622.7	-	-
Ramp "N-N"	91.1	182.2	200.5	1,092.8	-	1,026.1	-	-
Totals to Sh. No. 11	509.5	1185.8	1,421.8	6,114.0	993.3	6,047.3	0.3	20.0

1-I Sta. 421+00, &, Remove Existing C.B.
 Sta. 421+00, &, Build No. 2-A-6 Shoulder Inlet Mod.
 Sta. 421+00, 56' Lt. to 82' Lt. & Exp. Lay 26'-12" B Cond.
 82' Lt. & Exp. Build Std. End Wall as per HW-4

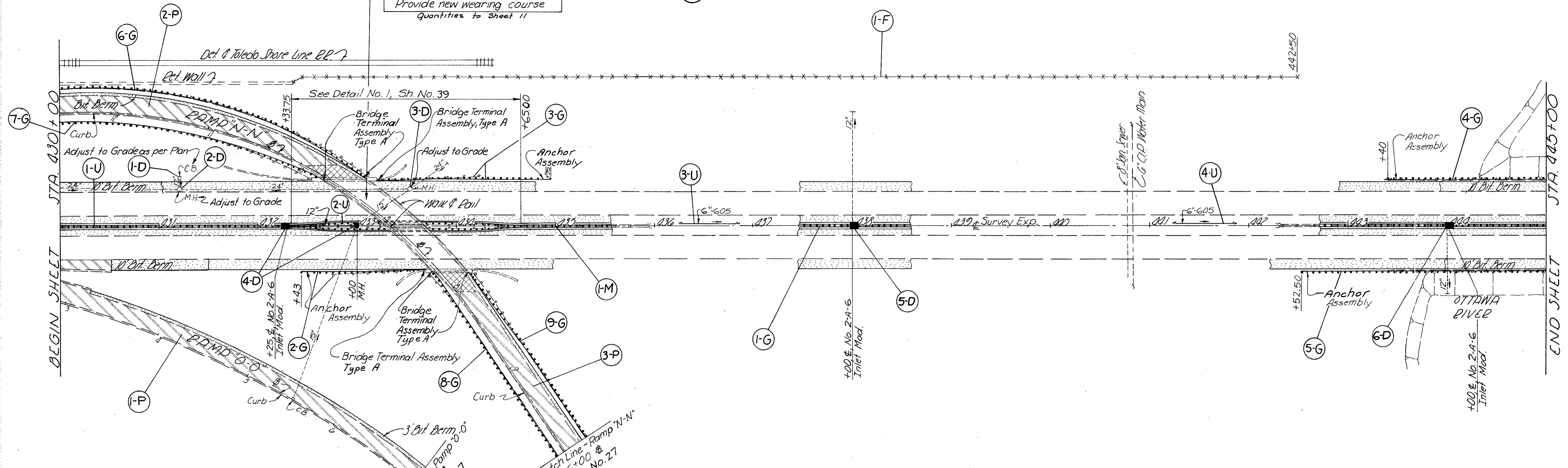
2-D Sta. 426+29, 58' Lt. & Exp., Remove Existing C.B. Connect Pipe Thru ~~in~~ pipes outlet into C.B.
 3-D Sta. 429+50, 40.5' Lt. & Exp., Adjust Existing M.H. to Grade.
 4-D Sta. 426+69, 64' Lt. & Exp., Remove Existing C.B. Build No. 1 M.H. with Heavy Cslg.
 5-D Sta. 426+69 to Sta. 427+84, Lt. & Exp. Lay 115'-12" B Cond. Sta. 427+84, 81' Lt. & Exp. Build No. 3 C.B.

6-D Sta. 427+00, 40.5' Lt. & Exp., Adjust Existing M.H. to Grade.
 7-D Sta. 427+00, &, Remove Existing C.B.
 Sta. 427+00, &, Build No. 2-A-6 Shoulder Inlet Mod.
 8-D Sta. 427+00, 53' Rt. & Exp., ~~Remove~~ Existing C.B. to Grade, as per Plan



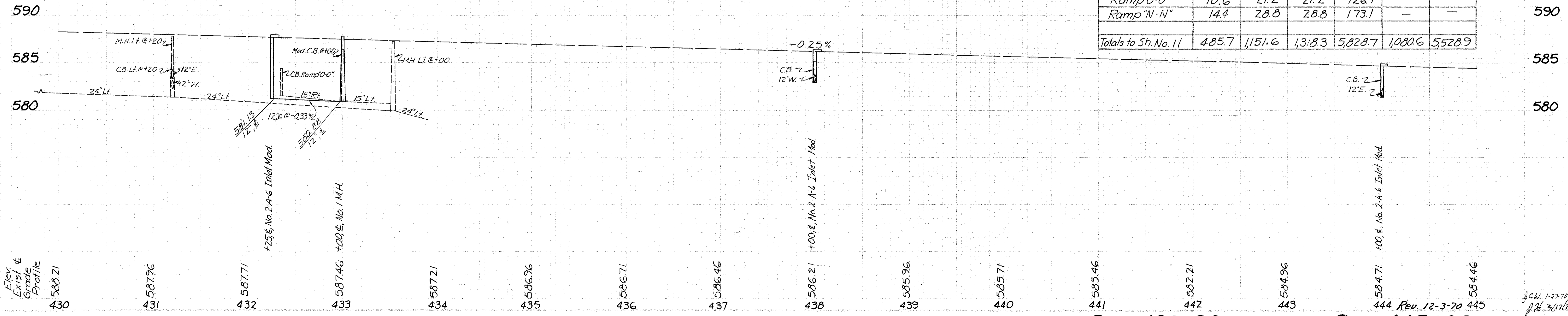
8-11-27-78
JH 2-17-78

Note: LUC-75-1080
Remove existing wearing Course
Waterproof deck
Provide new wearing course
Quantities to Sheet 11



- 1-D Sta. 431+20, 48' Lt. & Exp. ~~Reconstruct~~ Existing C.B. to Grade as per Plan.
- 2-D Sta. 431+20, 37' Lt. & Exp., Adjust Existing M.H. to Grade.
- 3-D Sta. 433+53, 37' Lt. & Exp., Adjust Existing M.H. to Grade.
- 4-D Sta. 432+25 to Sta. 433+00
Sta. 432+25, &, Build No. 2-A-6 Shoulder Inlet Mod.
Sta. 432+25 to Sta. 433+00, &, Lay 75'-12" B Cond.
Sta. 433+00, &, Remove Existing C.B.
Sta. 433+00, &, Build No. 1 M.H. with Light Casting
- 5-D Sta. 438+00, &, Remove Existing C.B.
Sta. 438+00, &, Build No. 2-A-6 Shoulder Inlet Mod.
- 6-D Sta. 444+00, &, Remove Existing C.B.
Sta. 444+00, &, Build No. 2-A-6 Shoulder Inlet Mod.

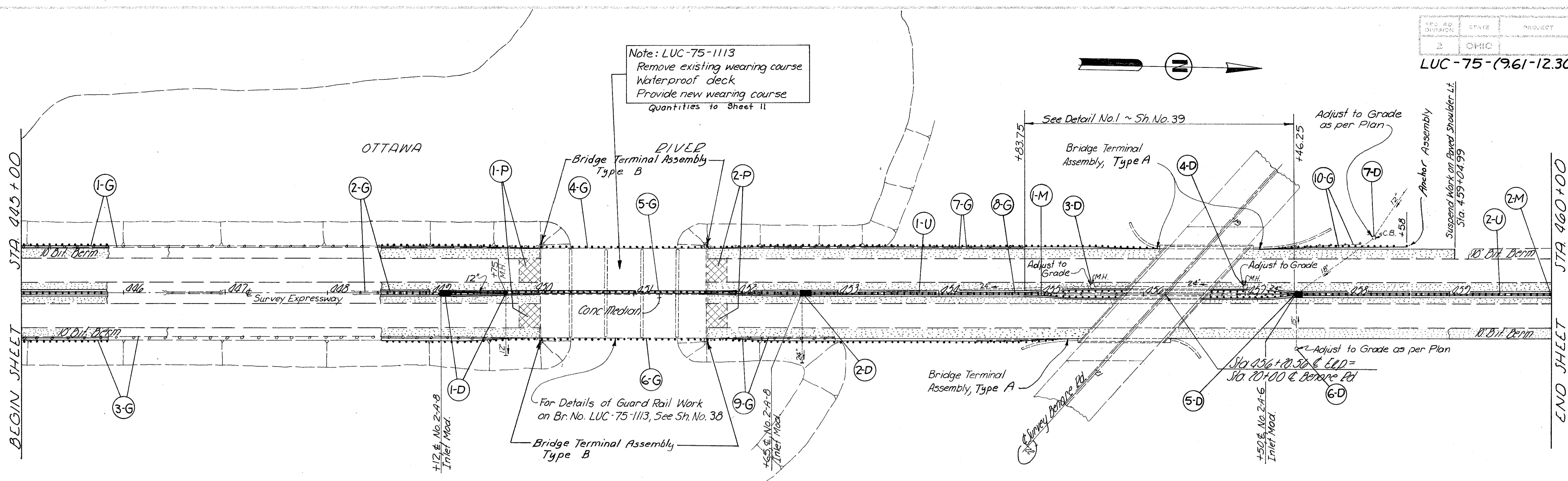
BERM & MEDIAN QUANTITIES ~ MUNICIPAL						
LOCATION	301	304	310	409	612	203
	Bituminous Aggregate Base	Aggregate Base	Subbase	Seal Coat	Concrete Median	Subgrade Compaction
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.
Lt. Side	138.9	277.8	277.8	1,666.7	-	1,666.7
Median	187.7	555.6	722.3	2,252.7	1,080.6	2,252.7
Rt. Side	134.1	268.2	268.2	1,609.5	-	1,609.5
Ramp '0-0'	10.6	21.2	21.2	126.7	-	-
Ramp 'N-N'	14.4	28.8	28.8	173.1	-	-
Totals to Sh. No. 11	485.7	1,151.6	1,318.3	5,828.7	1,080.6	5,528.9



Elev. Exist. & Grade Profile
588.21 587.96 587.71 587.46 587.21 586.96 586.71 586.46 586.21 585.96 585.71 585.46 585.21 584.96 584.71 584.46

430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445

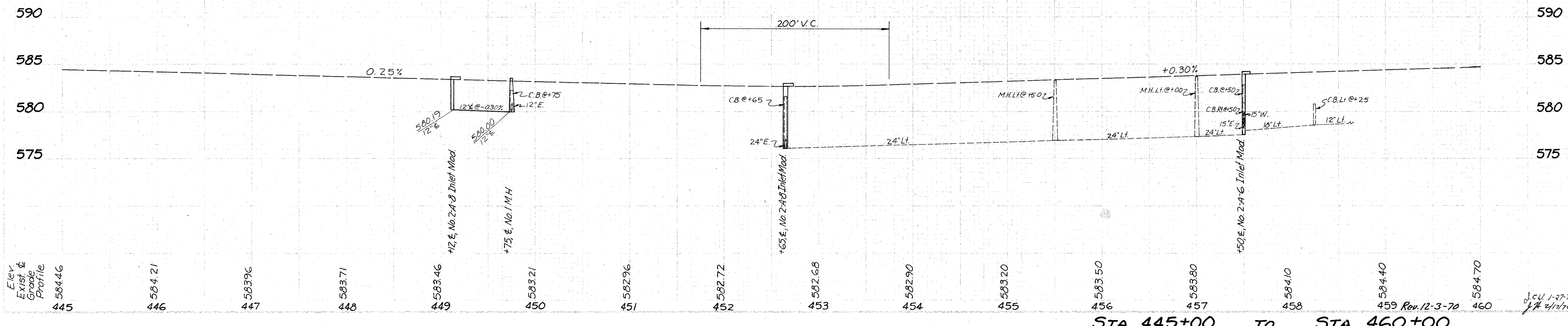
STA. 430+00 TO STA. 445+00

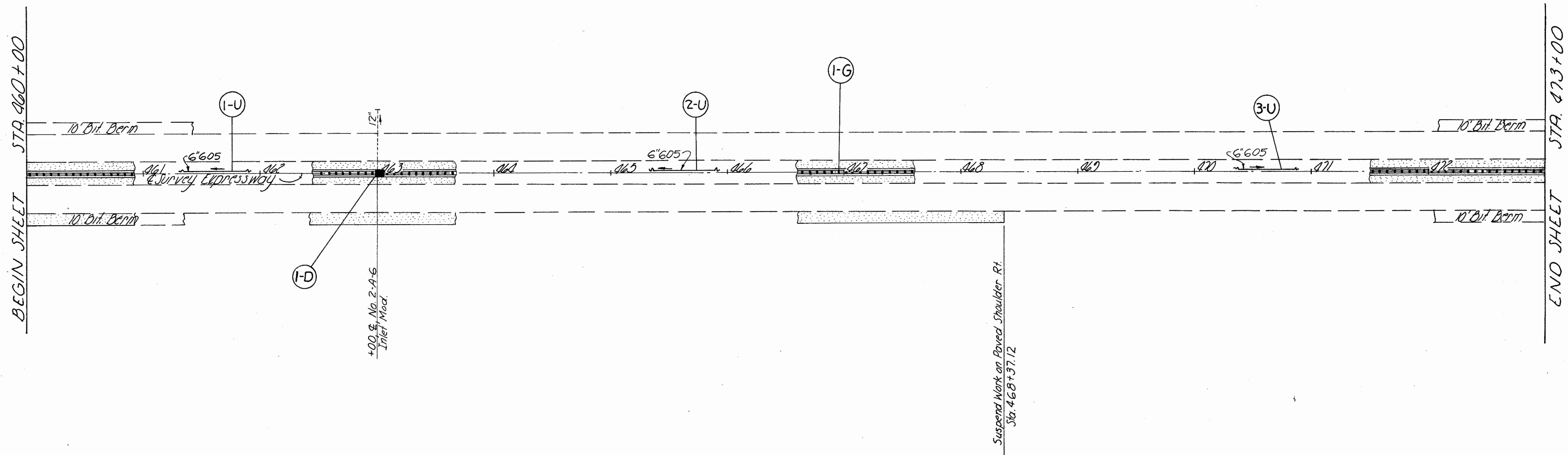
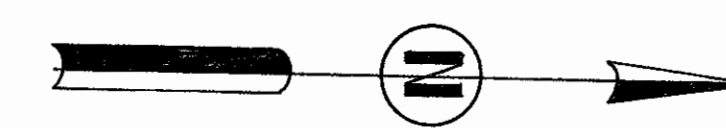


BERM & MEDIAN QUANTITIES ~ MUNICIPAL

LOCATION	301 Bit. Agg. Base	304 Agg. Base	310 Subbase	409 Seal Coat	612 Conc. Median	203 Subgrade Preparation	404 Asphalt Conc.	407 Tack Coat
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Gal.
Lt. Side	115.1	230.2	230.2	1,381.7	-	1,381.7	1.8	4.2
Median	165.6	495.7	644.4	1,987.6	986.8	1,987.6	-	-
Rt. Side	123.9	247.8	247.8	1,487.2	-	1,487.2	-	-
Totals to Sh. No. 11	404.6	973.7	1,122.4	4,856.5	986.8	4,856.5	1.8	4.2

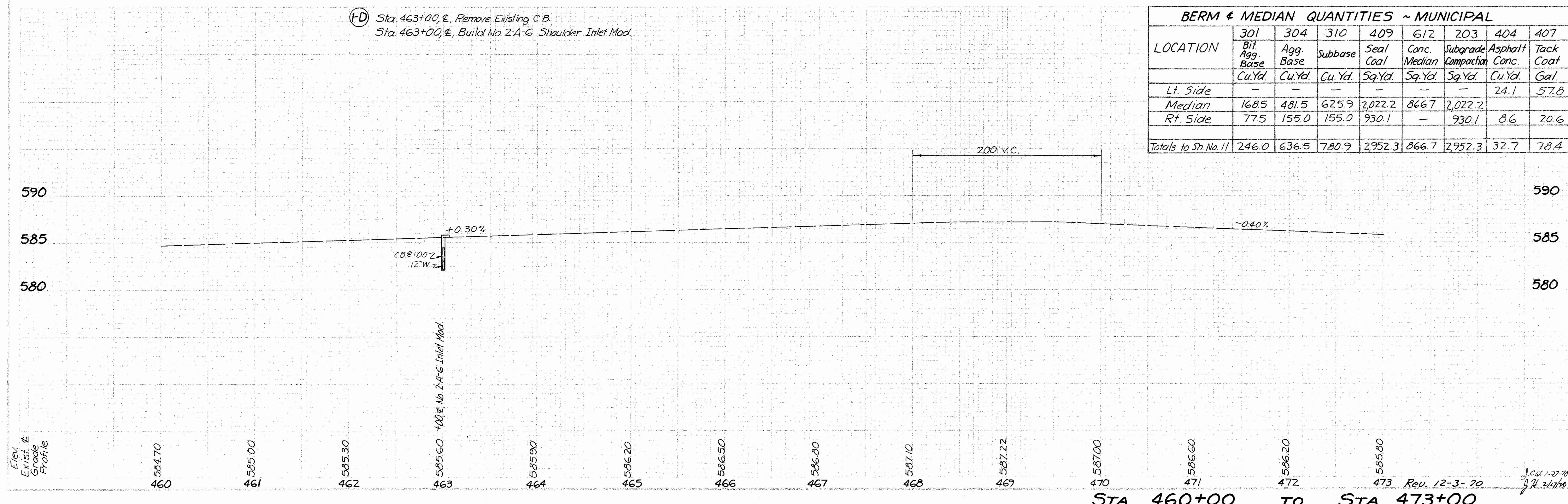
- (1-D) Sta. 449+12 to Sta. 449+75
Sta. 449+12, E, Build No. 2-A-8 Shoulder Inlet Mod.
Sta. 449+12 to Sta. 449+75, E, Lay 63'-12" B. Conc.
Sta. 449+75, E, Remove Existing C.B.
Sta. 449+75, E, Build No. 1 M.H. with Light Casting
- (2-D) Sta. 452+65, E, Remove Existing C.B.
Sta. 452+65, E, Build No. 2-A-8 Shoulder Inlet Mod.
- (3-D) Sta. 455+50, 7' Lt. & Exp., Adjust Existing M.H. to Grade.
- (4-D) Sta. 457+00, 7' Lt. & Exp., Adjust Existing M.H. to Grade.
- (5-D) Sta. 457+50, E, Remove Existing C.B.
Sta. 457+50, E, Build No. 2-A-6 Shoulder Inlet Mod.
- (6-D) Sta. 457+50, 53' Rt. & Exp. ~~Reconst.~~ Existing C.B. to Grade, as per Plan.
- (7-D) Sta. 458+25, 55' Lt. & Exp. ~~Reconst.~~ Existing C.B. to Grade, as per Plan.



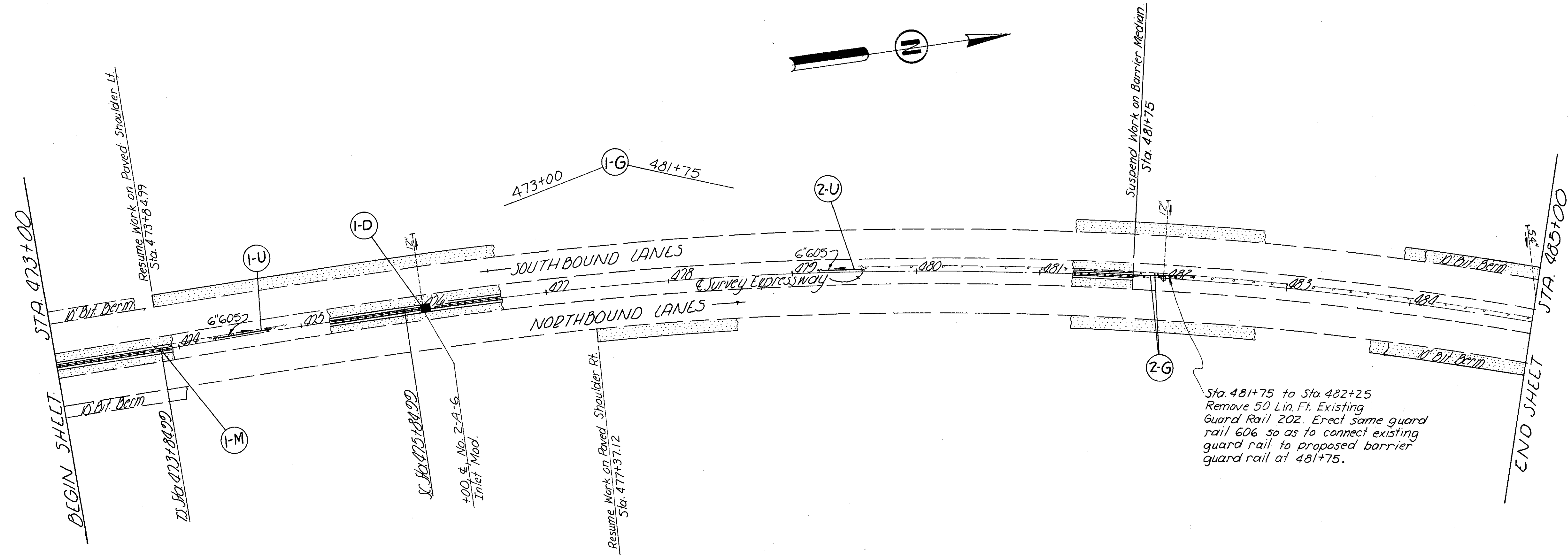


(1-D) Sta. 463+00, E, Remove Existing C.B.
Sta. 463+00, E, Build No. 2-A-G Shoulder Inlet Mod.

LOCATION	301 Bit. Agg. Base	304 Agg. Base	310 Subbase	409 Seal Coat	612 Conc. Median	203 Subgrade Compaction	404 Asphalt Conc.	407 Tack Coat
	Cu.Yd.	Cu.Yd.	Cu.Yd.	Sq.Yd.	Sq.Yd.	Sq.Yd.	Cu.Yd.	Gal.
Lt. Side	-	-	-	-	-	-	24.1	57.8
Median	168.5	481.5	625.9	2,022.2	866.7	2,022.2	-	-
Rt. Side	77.5	155.0	155.0	930.1	-	930.1	8.6	20.6
Totals to Sh. No. 11	246.0	636.5	780.9	2,952.3	866.7	2,952.3	32.7	78.4



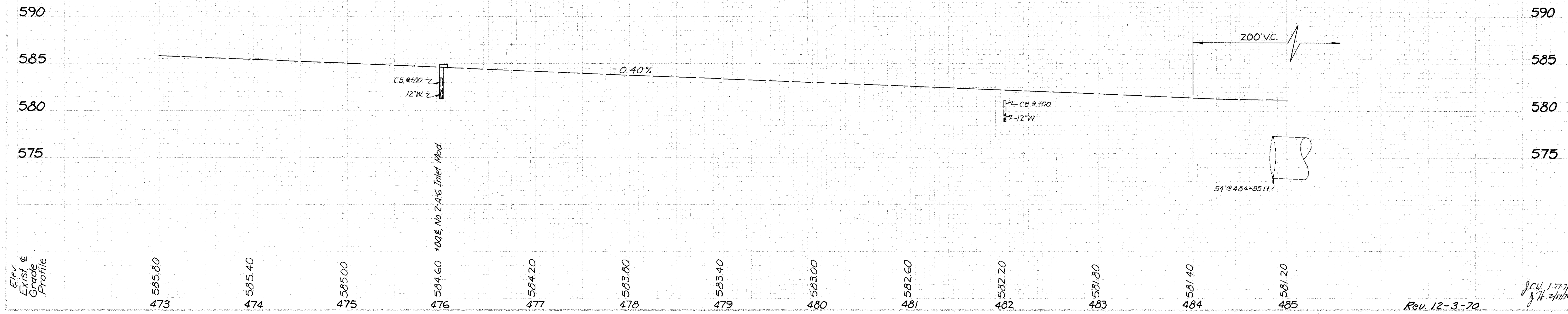
STA. 460+00 TO STA. 473+00



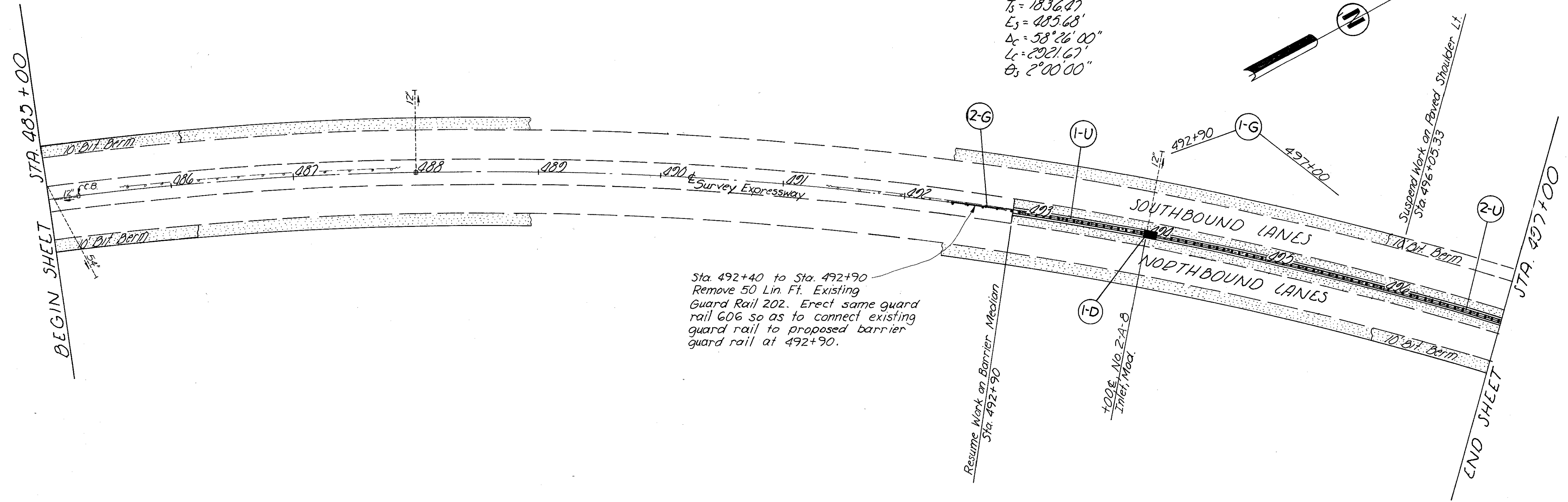
Sta. 481+75 to Sta. 482+25
Remove 50 Lin. Ft. Existing Guard Rail 202. Erect same guard rail 606 so as to connect existing guard rail to proposed barrier guard rail at 481+75.

(I-D) Sta. 476+00, E., Remove Existing C.B.
Sta. 476+00, E., Build No. 2-A-6 Shoulder Inlet, Mod.

BERM & MEDIAN QUANTITIES ~ MUNICIPAL								
LOCATION	301	304	310	409	612	203	404	407
	Bit. Agg. Base	Agg. Base	Subbase	Seal Coat	Conc. Median	Subgrade Compaction	Asphalt Conc.	Tack Coat
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Gal.
Lt. Side	103.2	206.4	206.4	1,238.9	-	1,238.9	1.6	3.8
Median	113.4	324.1	421.3	1,361.1	583.3	1,361.1	12.0	28.9
Rt. Side	70.6	141.2	141.2	847.6	-	847.6	8.1	19.4
Totals to Sh. No. 11	287.2	671.7	768.9	3447.6	583.3	3447.6	21.7	52.1



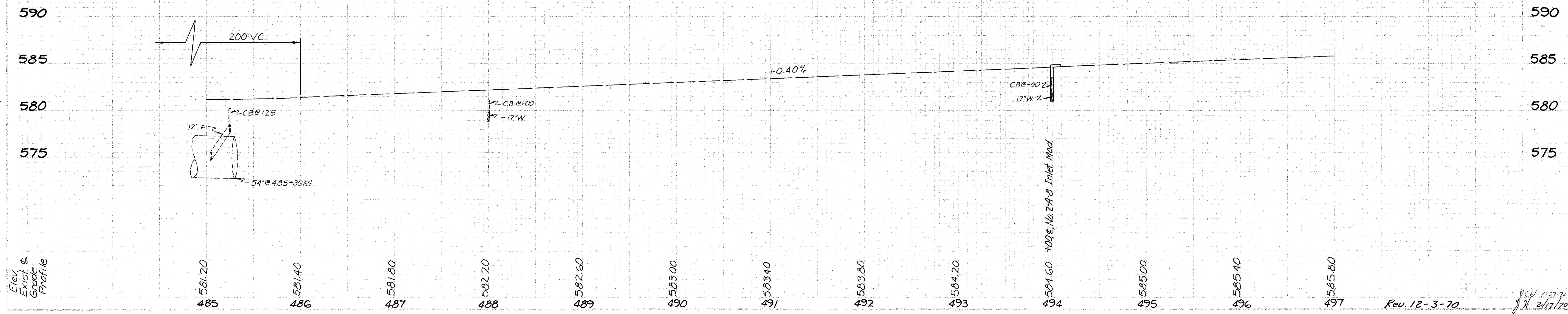
East Curve Data & Expressway
 PI Sta. 492+01.46
 $\Delta = 62^{\circ}26'00''$
 $D_c = 2^{\circ}00'00''$
 $R_c = 2864.75'$
 $L_s = 200.00'$
 $T_s = 183.647'$
 $E_s = 485.68'$
 $\Delta_c = 58^{\circ}26'00''$
 $L_c = 2921.67'$
 $\theta_s = 2^{\circ}00'00''$



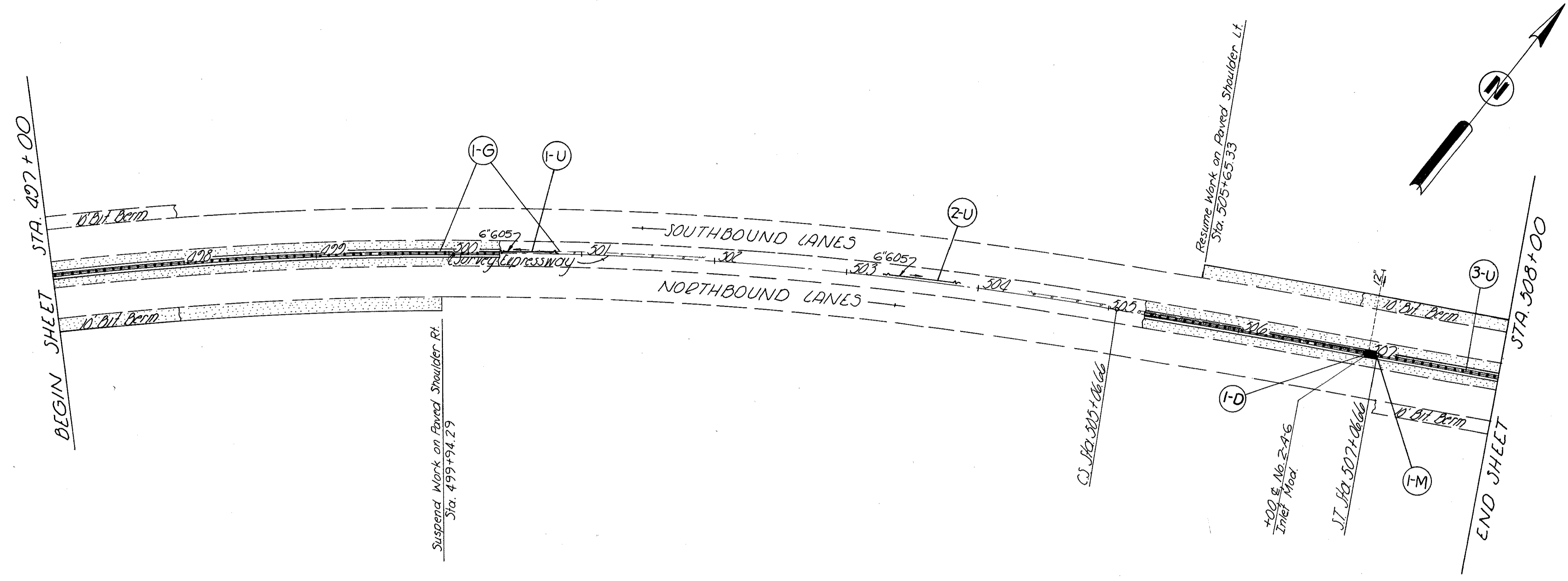
Sta. 492+40 to Sta. 492+90
 Remove 50 Lin. Ft. Existing Guard Rail 202. Erect same guard rail 606 so as to connect existing guard rail to proposed barrier guard rail at 492+90.

BERM & MEDIAN QUANTITIES ~ MUNICIPAL								
LOCATION	301	304	310	409	612	203	404	407
	Bit. Agg. Base	Agg. Base	Subbase	Seal Coat	Conc. Median	Subgrade Compaction	Asphalt Conc.	Tack Coat
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Gal.
Lt. Side	102.3	204.6	204.6	1,228.1	-	1,228.1	1.8	4.2
Median	53.2	151.9	197.4	637.8	273.3	637.8	29.3	70.2
Rt. Side	111.1	222.2	222.2	1,333.3	-	1,333.3		-
Totals to Sh. No. 11	266.6	578.7	624.2	3,199.2	273.3	3,199.2	31.1	74.4

(I-D) Sta. 494+00, E, Remove Existing C.B.
 Sta. 494+00, E, Build No. 2-A-8 Shoulder Inlet Mod.

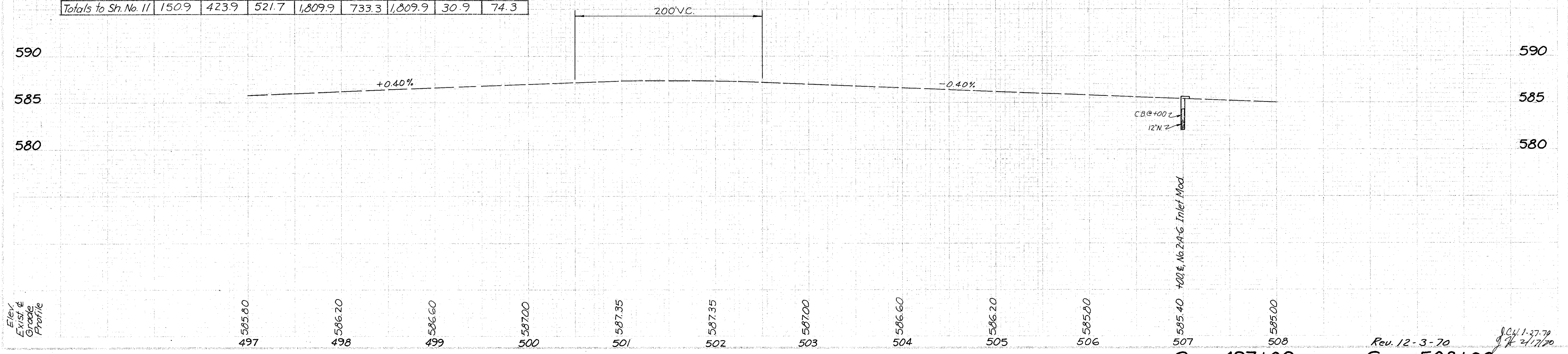


Exist. Curve Data Expressway
 P.I. Sta. 497+21.46
 $\Delta = 62^{\circ}26'00''$
 $D_c = 2^{\circ}00'00''$
 $R_c = 2864.29$
 $L_s = 200.00$
 $T_s = 18.36.47$
 $E_s = 485.68$
 $\Delta_c = 58^{\circ}26'00''$
 $L_c = 2921.67'$
 $\theta_s = 2^{\circ}00'00''$



LOCATION	301	304	310	409	612	203	404	407
	Bit. Agg. Base	Agg. Base	Subbase	Seal Coat	Conc. Median	Subgrade Compaction	Asphalt Conc.	Tack Coat
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Gal
Lt. Side	21.7	43.4	43.4	260.7	-	260.7	16.0	38.5
Median	101.9	325.9	423.7	1,222.2	733.3	1,222.2	-	-
Rt. Side	27.3	54.6	54.6	327.0	-	327.0	14.9	35.8
Totals to Sh. No. 11	150.9	423.9	521.7	1,809.9	733.3	1,809.9	30.9	74.3

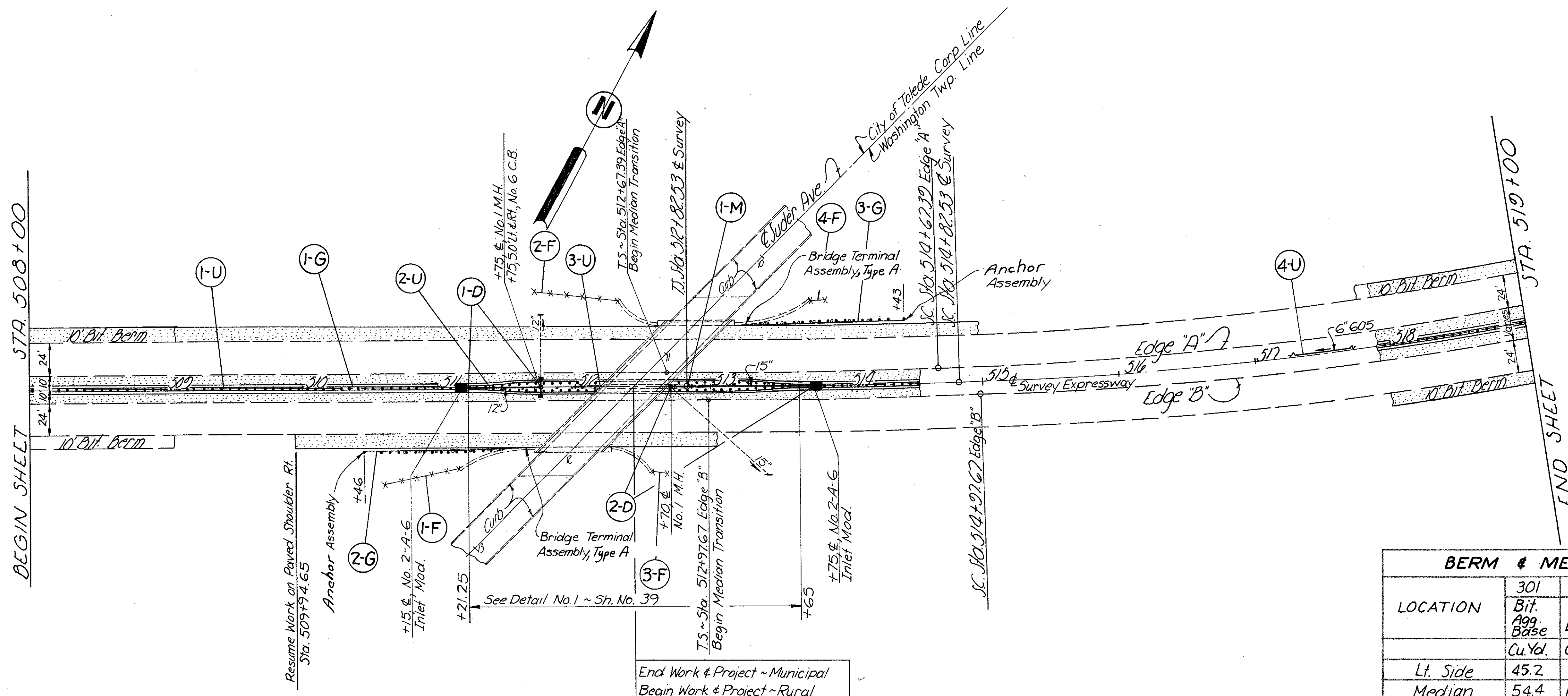
(I-D) Sta. 507+00 &, Remove Existing C.B.
 Sta. 507+00 &, Build No. 2-A-6 Shoulder Inlet Mod.



Exist. Curve Data & Survey
 D.I. Sta. 526+36.08
 $\Delta = 49^\circ 15' 20''$
 $D_c = 2^\circ 00' 00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^\circ 15' 20''$
 $L_c = 2262.78'$
 $\theta_s = 2^\circ 00' 00''$

Exist. Curve Data Edge 'A'
 D.I. Sta. 526+80.94
 $\Delta = 49^\circ 15' 20''$
 $D_c = 2^\circ 00' 00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^\circ 15' 20''$
 $L_c = 2262.78'$
 $\theta_s = 2^\circ 00' 00''$

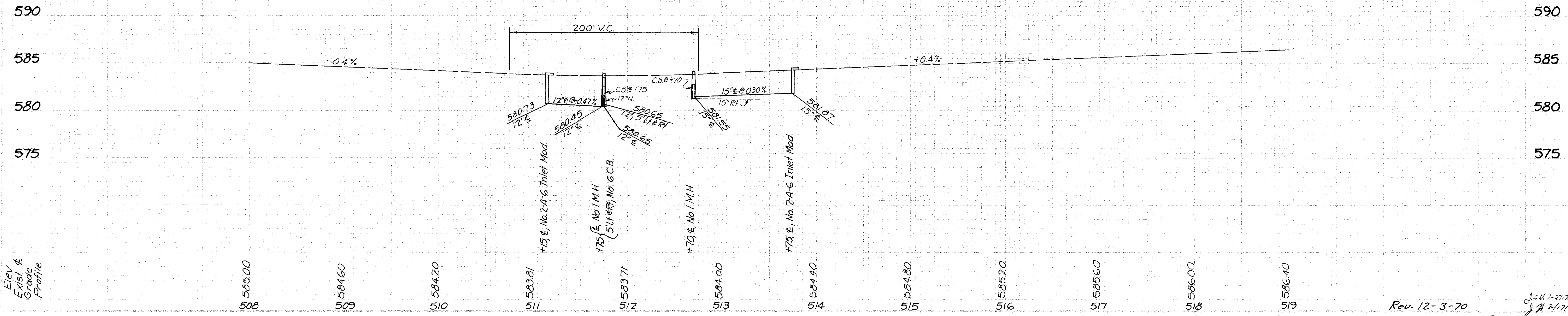
Exist. Curve Data Edge 'B'
 D.I. Sta. 527+11.22
 $\Delta = 49^\circ 15' 20''$
 $D_c = 2^\circ 00' 00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^\circ 15' 20''$
 $L_c = 2262.78'$
 $\theta_s = 2^\circ 00' 00''$



(I-D) Sta. 511+15 to Sta. 511+75
 Sta. 511+15, &, Build No. 2-A-G Shoulder Inlet Mod.
 Sta. 511+15 to Sta. 511+75, &, Lay 60'-12" B Cond.
 Sta. 511+75, &, Build No. 1 M.H. with Light Casting
 Sta. 511+75, 5' Lt. & Rt., Build No. 6 C.B. (Construct 6CB on left on existing conduit.)
 Sta. 511+75, 5' Rt. to & Lay 5'-12" B Cond.
 Sta. 511+75, &, Remove Existing C.B.

(2-D) Sta. 512+70 to Sta. 513+75
 Sta. 512+70, &, Remove Existing C.B.
 Sta. 512+70, &, Build No. 1 M.H. with Light Casting
 Sta. 513+75, &, Build No. 2-A-G Shoulder Inlet Mod.
 Sta. 512+70 to 513+75, &, Lay 105'-15" B Cond.

BERM & MEDIAN QUANTITIES ~ MUNICIPAL								
LOCATION	301	304	310	409	612	203	404	407
	Bit. Agg. Base	Agg. Base	Subbase	Seal Coat	Conc. Median	Subgrade Compaction	Asphalt Conc.	Tack Coat
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Gal.
Lt. Side	45.2	90.4	90.4	542.3	-	542.3	-	-
Median	54.4	166.4	216.3	652.9	345.2	652.9	-	-
Rt. Side	20.0	40.0	40.0	239.6	-	239.6	3.6	8.7
Totals to Sh. No. 11	119.6	296.8	346.7	1434.8	345.2	1434.8	3.6	8.7
~ RURAL ~								
Lt. Side	56.7	113.4	113.4	680.0	-	680.0	-	-
Median	93.1	265.2	344.7	1116.6	474.3	1116.6	-	-
Rt. Side	63.9	127.8	127.8	766.3	-	766.3	-	-
Totals to Sh. No. 11	213.7	506.4	585.9	2562.9	474.3	2562.9	-	-

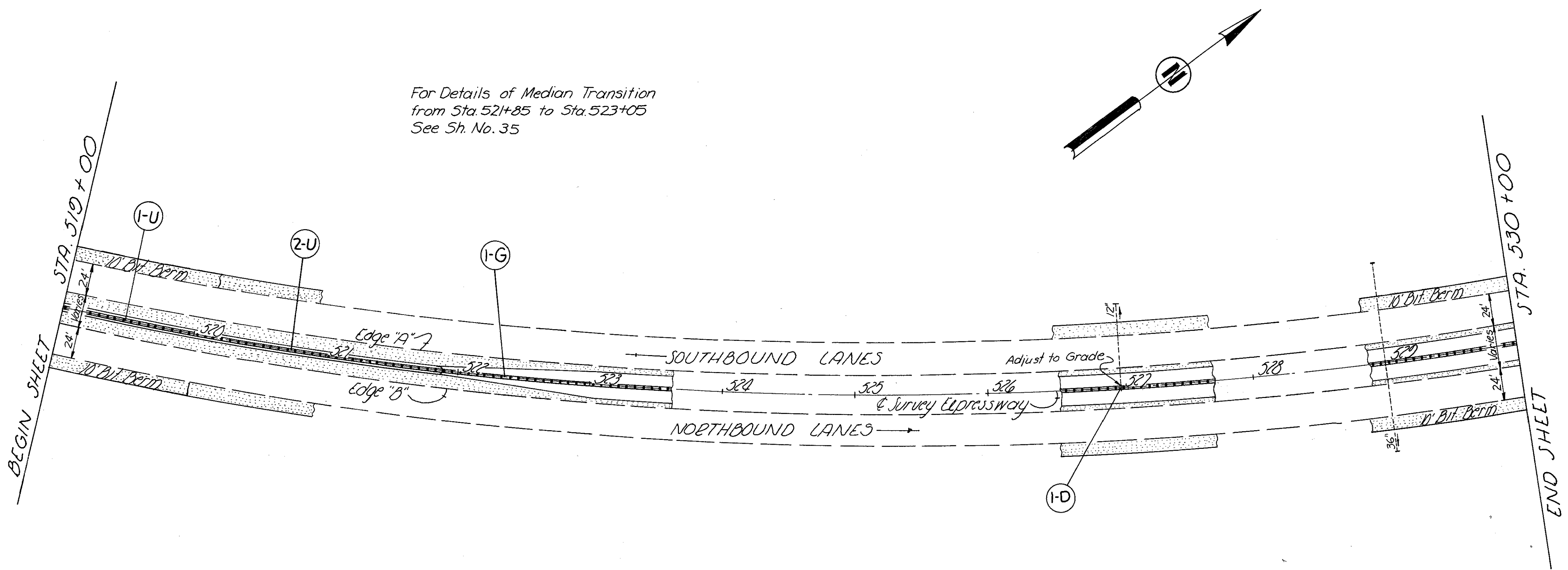


Exist. Curve Data @ Survey
 P.I. Sta. 526+36.08
 $\Delta = 49^{\circ}15'20''$
 $D_c = 2^{\circ}00'00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^{\circ}15'20''$
 $L_c = 2262.78'$
 $\theta_s = 2^{\circ}00'00''$

Exist. Curve Data Edge "A"
 P.I. Sta. 526+80.94
 $\Delta = 49^{\circ}15'20''$
 $D_c = 2^{\circ}00'00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^{\circ}15'20''$
 $L_c = 2262.78'$
 $\theta_s = 2^{\circ}00'00''$

Exist. Curve Data Edge "B"
 P.I. Sta. 527+11.22
 $\Delta = 49^{\circ}15'20''$
 $D_c = 2^{\circ}00'00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^{\circ}15'20''$
 $L_c = 2262.78'$
 $\theta_s = 2^{\circ}00'00''$

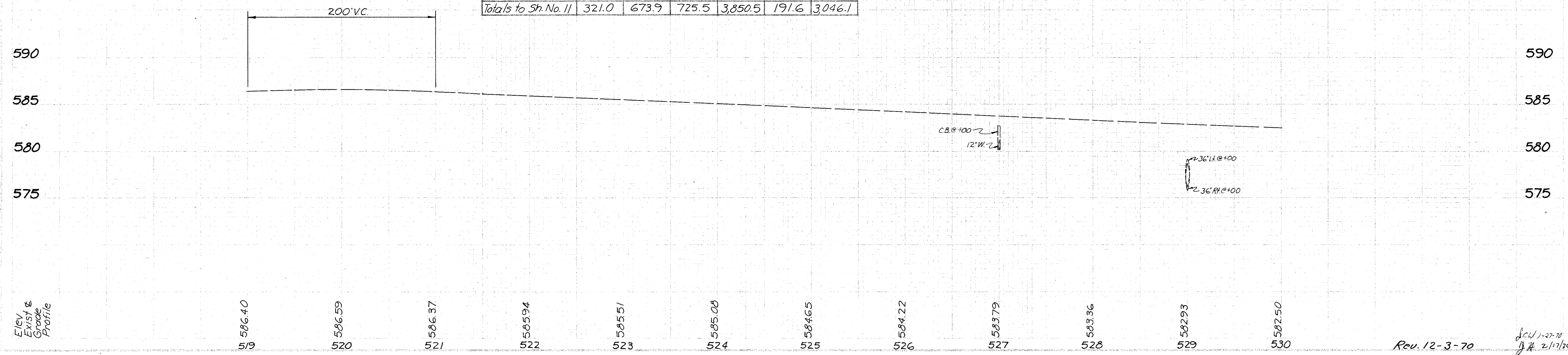
For Details of Median Transition
 from Sta. 524+85 to Sta. 523+05
 See Sh. No. 35



BERM & MEDIAN QUANTITIES ~ RURAL

LOCATION	301	304	310	409	612	203
	Bit. Agg. Base Cu. Yd.	Agg. Base Cu. Yd.	Subbase Cu. Yd.	Seal Coat Sq. Yd.	Conc. Median Sq. Yd.	Subgrade Compaction Sq. Yd.
Lt. Side	101.9	203.8	203.8	1,222.2	—	1,222.2
Median	117.2	266.3	317.9	1,406.1	191.6	601.7
Rt. Side	101.9	203.8	203.8	1,222.2	—	1,222.2
Totals to Sh. No. 11	321.0	673.9	725.5	3,850.5	191.6	3,046.1

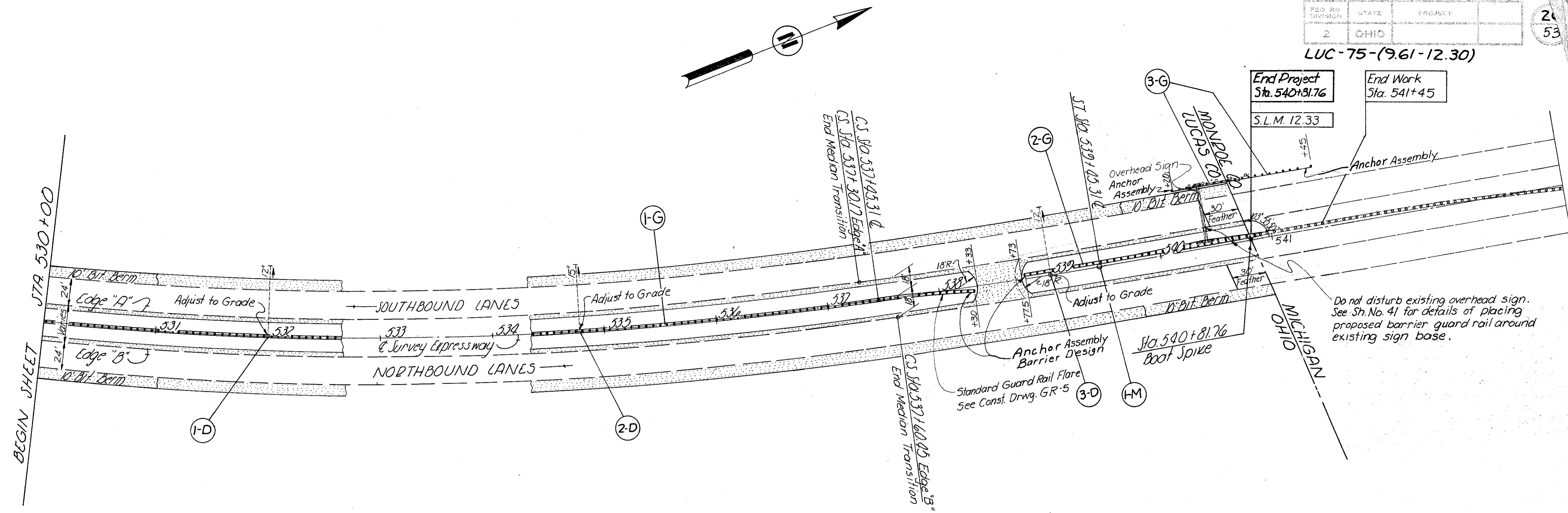
(I-D) Sta. 527+00, & Reconst. Existing C.B. to Grade, as per Plan



Exist. Curve Data & Survey
 P.I. Sta. 526+96.08
 $\Delta = 49^{\circ}15'20''$
 $Q_c = 2^{\circ}00'00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^{\circ}15'20''$
 $L_c = 2262.78'$
 $\theta_s = 2^{\circ}00'00''$

Exist. Curve Data Edge "A"
 P.I. Sta. 526+80.94
 $\Delta = 49^{\circ}15'20''$
 $Q_c = 2^{\circ}00'00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^{\circ}15'20''$
 $L_c = 2262.78'$
 $\theta_s = 2^{\circ}00'00''$

Exist. Curve Data Edge "B"
 P.I. Sta. 527+11.22
 $\Delta = 49^{\circ}15'20''$
 $Q_c = 2^{\circ}00'00''$
 $R = 2864.79'$
 $L_s = 200.00'$
 $T_s = 1413.55'$
 $E_s = 287.32'$
 $\Delta_c = 45^{\circ}15'20''$
 $L_c = 2262.78'$
 $\theta_s = 2^{\circ}00'00''$



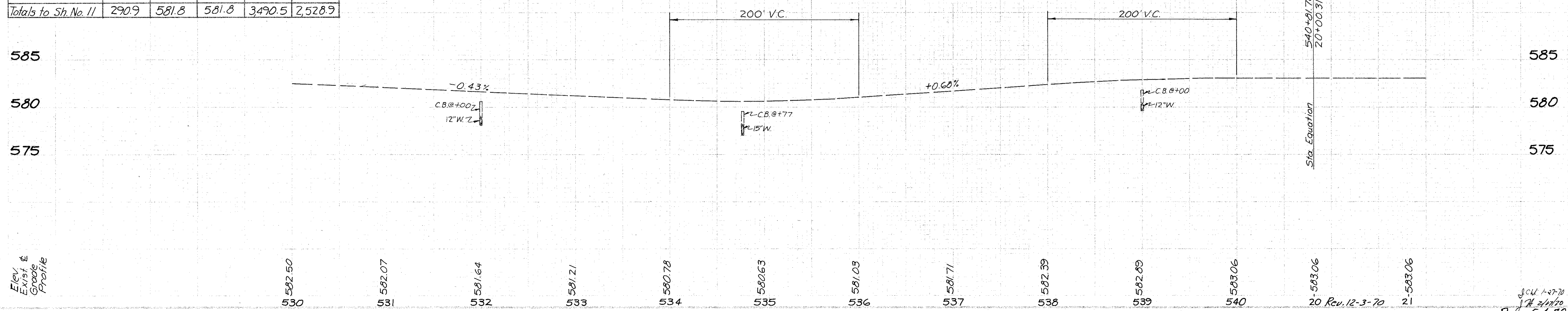
Do not disturb existing overhead sign. See Sh. No. 41 for details of placing proposed barrier guard rail around existing sign base.

(1-D) Sta. 532+00, & Reconst Existing C.B. to Grade, as per Plan

(2-D) Sta. 534+77, & Reconst Existing C.B. to Grade, as per Plan

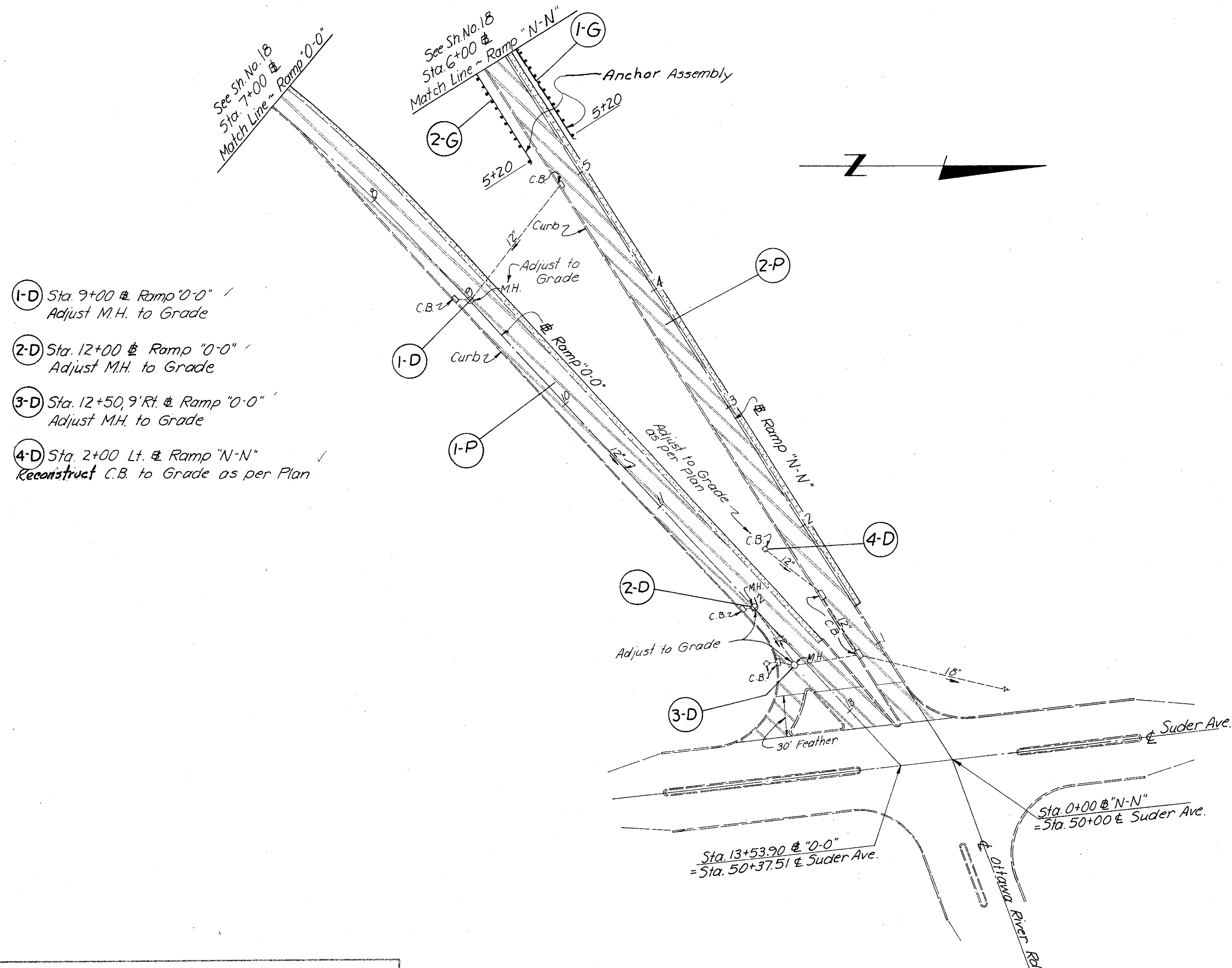
(3-D) Sta. 539+00, & Reconst Existing C.B. to Grade, as per Plan

BERM & MEDIAN QUANTITIES ~ RURAL					
LOCATION	301	304	310	409	203
	Bit. Agg. Base	Agg. Base	Subbase	Seal Coat	Subgrade Compaction
	Cu. Yd.	Cu. Yd.	Cu. Yd.	Sq. Yd.	Sq. Yd.
Lt. Side	99.1	198.2	198.2	1,189.0	1,189.0
Median	90.6	181.2	181.2	1,086.6	1,250.0
Rt. Side	101.2	202.4	202.4	1,214.9	1,214.9
Totals to Sh. No. 11	290.9	581.8	581.8	3,490.5	2,528.9



Elev. Exist. & Grade Profile

Rev. 5-1-10



BERM & MEDIAN QUANTITIES ~ MUNICIPAL

LOCATION	301	304	310	409
	Bit Agg. Base Cu. Yd.	Agg. Base Cu. Yd.	Subbase Cu. Yd.	Seal Coat Sq. Yd.
Ramp "O-O"	15.3	30.6	30.6	183.3
Ramp "N-N"	13.1	26.1	26.1	156.7
Totals to Sh. No. 11	28.4	56.7	56.7	340.0

BRUNING 44560 10943

Rev. 12-3-70

JCW 1-27-70
JH 2-17-70