

# FRANKLIN COUNTY, OHIO OFFICE OF COUNTY ENGINEER FRA-CR122-0.00

## IMPROVEMENT OF ALUM CREEK DRIVE CORRIDOR FROM LONDON-GROVEPORT RD. (SR-317) TO GROVEPORT RD.

### HAMILTON TOWNSHIP FRANKLIN COUNTY

**PROJECT DESCRIPTION**

THIS PROJECT INCLUDES THE WIDENING OF EXISTING ALUM CREEK DRIVE (C.R. 122) FROM LONDON-GROVEPORT ROAD (S.R. 317) TO GROVEPORT ROAD. IMPROVEMENTS INCLUDE COMPLETE BRIDGE REPLACEMENT OVER BIG WALNUT CREEK, ROADWAY LIGHTING, PROPOSED DRAINAGE IMPROVEMENTS AS WELL AS ADDITIONAL ENHANCEMENTS TO PEDESTRIAN SAFETY WITH A SHARED-USE PATH AND CONCRETE WALK FACILITIES THE ENTIRE LENGTH OF THE CORRIDOR.

**EARTH DISTRIBUTED AREA**

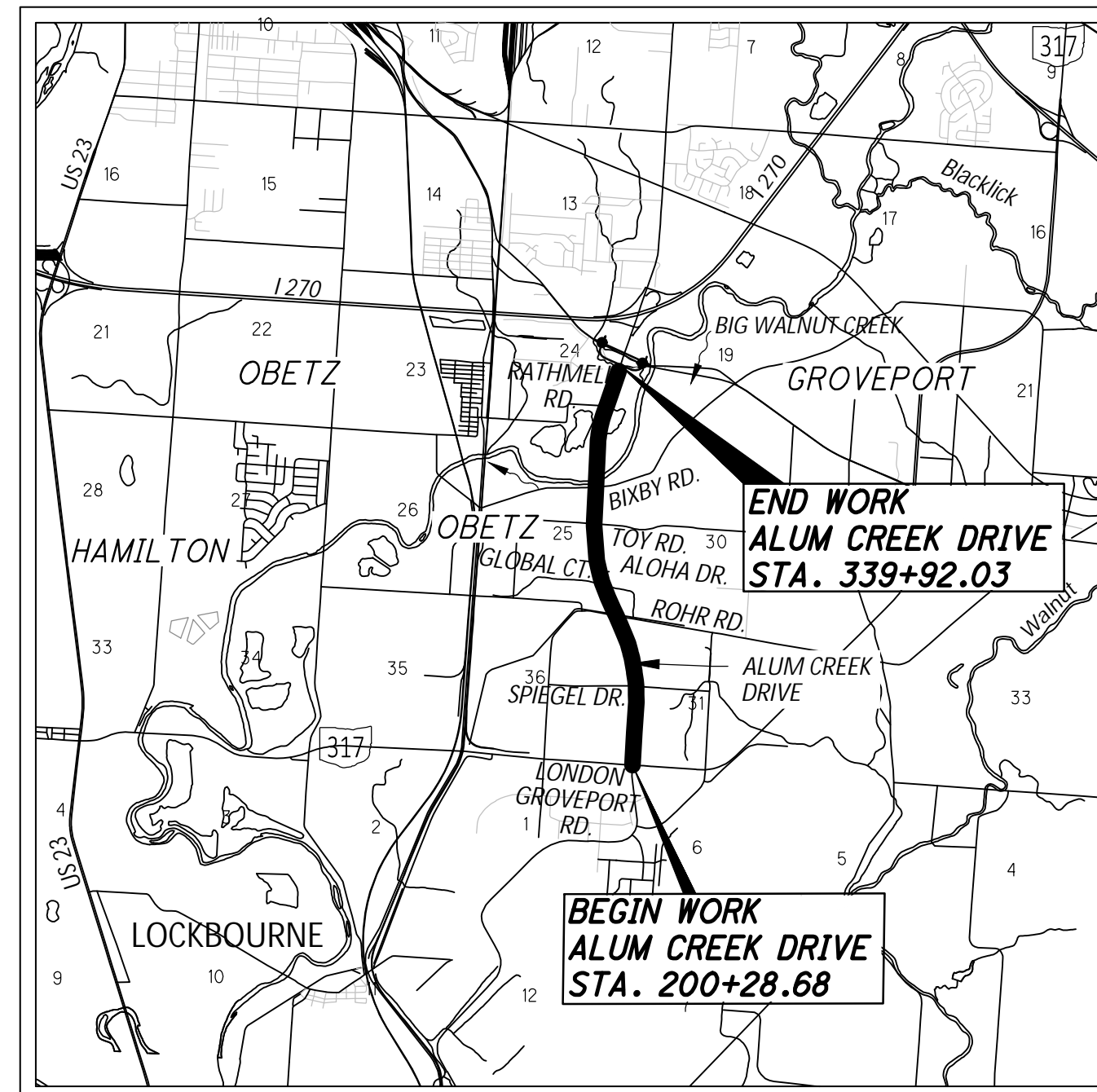
PROJECT EARTH DISTRIBUTED AREA: 43.58 ACRES  
ESTIMATED CONTRACTOR EARTH DISTRIBUTED AREA: 0.25 ACRES  
NOTICE OF INTENT EARTH DISTRIBUTED AREA: 43.83 ACRES

**LIMITED ACCESS**

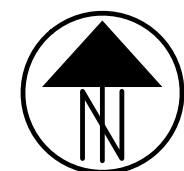
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE XXXXXX

**2023 SPECIFICATIONS**

THE 2023 STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.



**LOCATION MAP**  
LATITUDE: 39°49'48" LONGITUDE: -82°56'02"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	=====
STATE ROUTES	=====
COUNTY & TOWNSHIP ROADS	=====
OTHER ROADS	-----

**INDEX OF SHEETS:**

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FOR DESIGN DESIGNATION AND DESIGN EXCEPTIONS, SEE SCHEMATIC PLAN.

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:



ENGINEERS SEAL:

SIGNED: \_\_\_\_\_  
DATE: \_\_\_\_\_

ENGINEERS SEAL:

SIGNED: \_\_\_\_\_  
DATE: \_\_\_\_\_

**STAGE 1 REVIEW 04/19/2024**

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1				800... 01/19/24	
BP-4.1				813... ..	
BP-5.1				832... 07/21/23	
BP-7.1					
MGS-1.1					
MGS-2.1					
RM-1.1					
CB-2-2B					
CB-3					
CB-3A					
MH-3					
DM-1.1					
DM-1.2					
HW-2.2					

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DISTRICT DEPUTY DIRECTOR

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E220112  
PID NO. 115792  
CONSTRUCTION PROJECT NO. NONE  
RAILROAD INVOLVEMENT NONE  
FRA-CR122-0.00

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**DESIGN DESIGNATION**

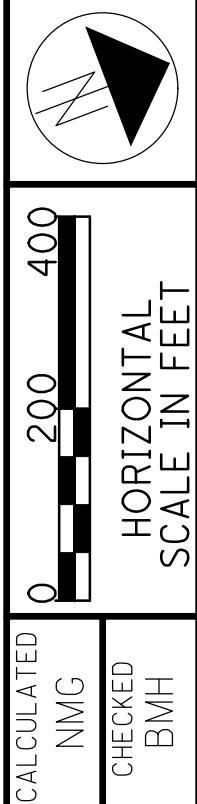
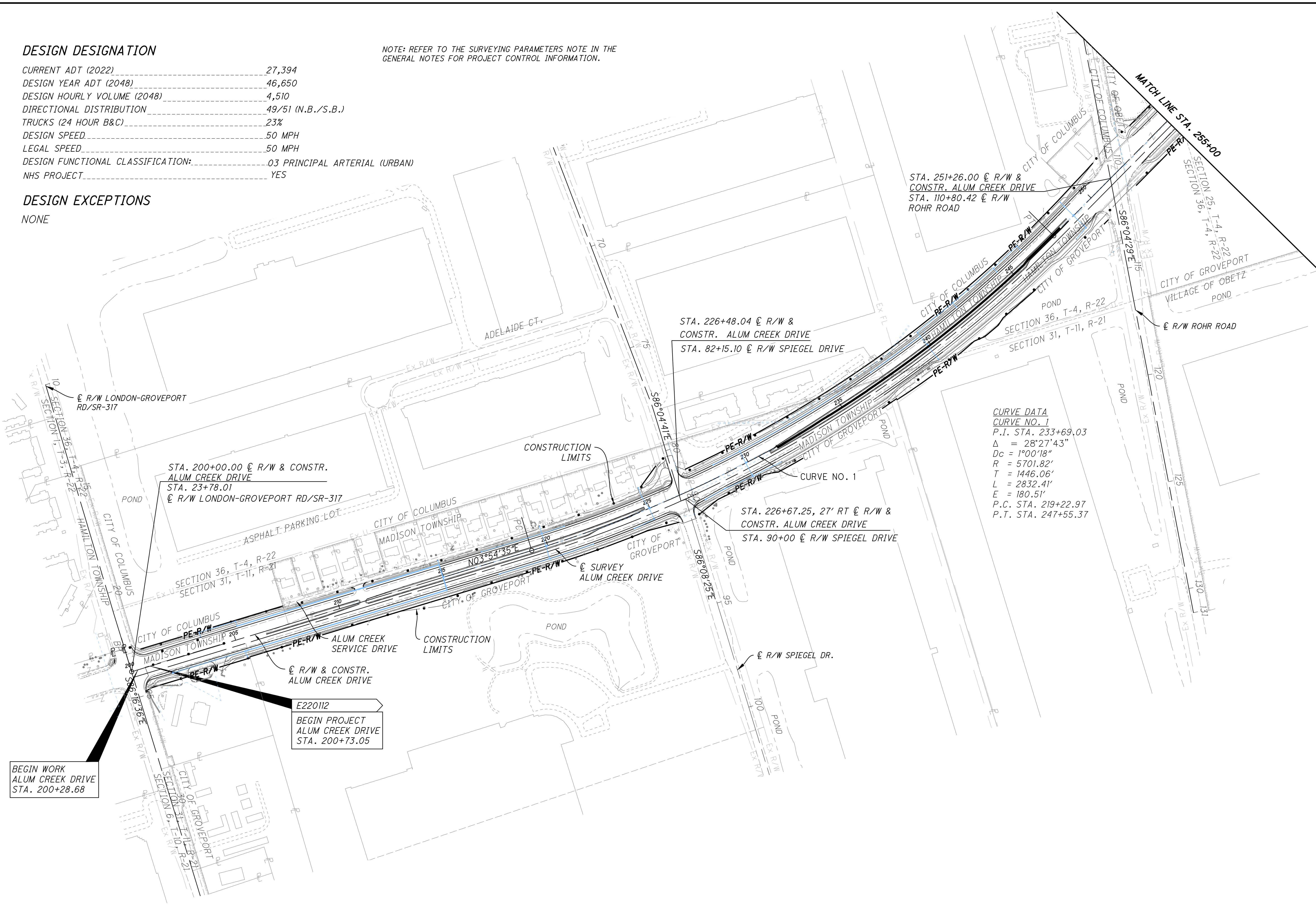
CURRENT ADT (2022)	27,394
DESIGN YEAR ADT (2048)	46,650
DESIGN HOURLY VOLUME (2048)	4,510
DIRECTIONAL DISTRIBUTION	49/51 (N.B./S.B.)
TRUCKS (24 HOUR B&C)	23%
DESIGN SPEED	50 MPH
LEGAL SPEED	50 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	03 PRINCIPAL ARTERIAL (URBAN)
NHS PROJECT	YES

NOTE: REFER TO THE SURVEYING PARAMETERS NOTE IN THE GENERAL NOTES FOR PROJECT CONTROL INFORMATION.

**DESIGN EXCEPTIONS**

NONE

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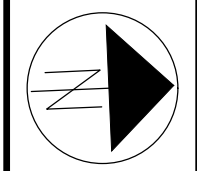


CALCULATED	NMG	CHECKED	BMH
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**SCHEMATIC PLAN**

FRA-CR122-0.00

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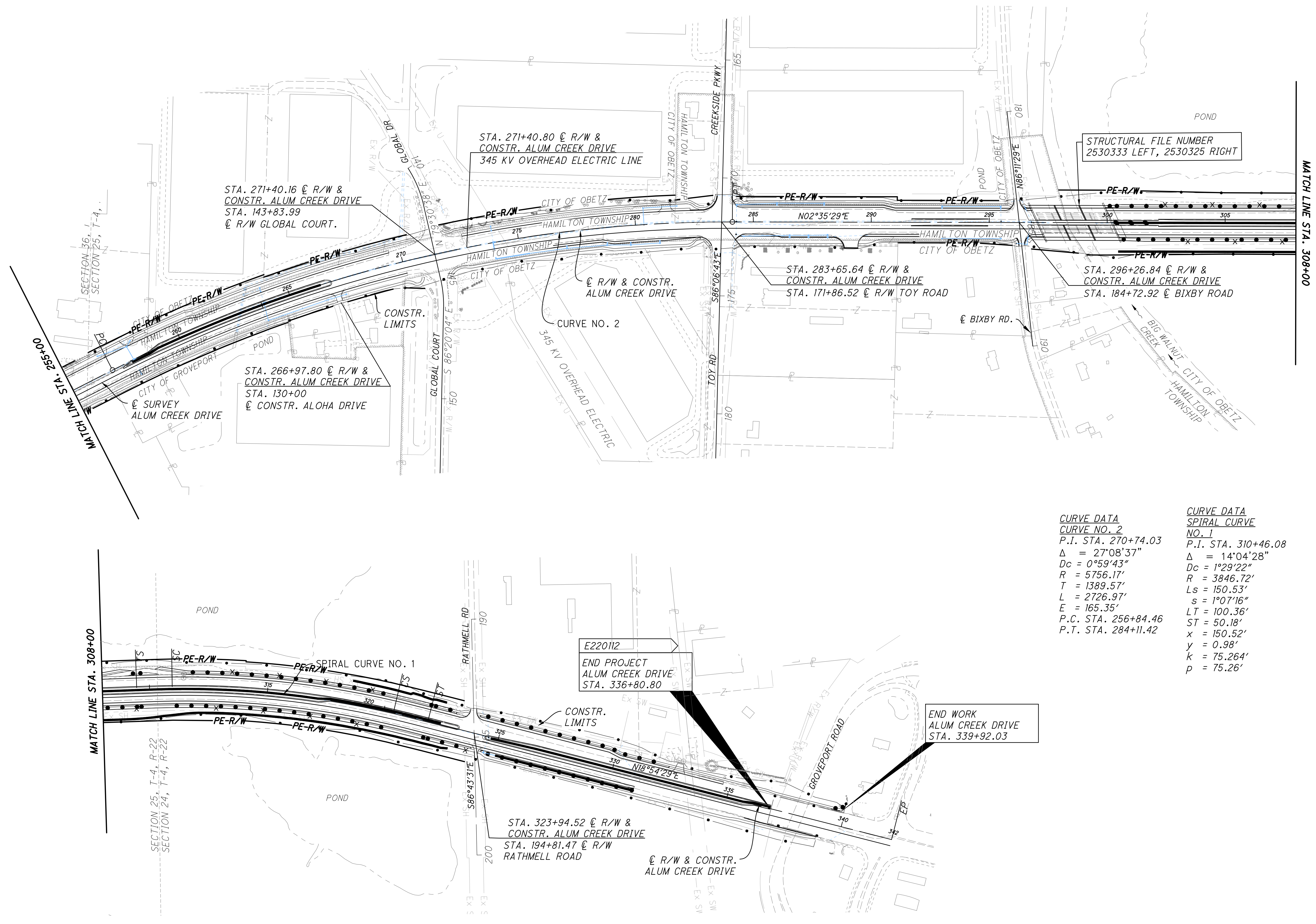


0 200 400  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
NMG  
CHECKED  
BMH

# SCHEMATIC PLAN

## FRA-CR122-0.00



CURVE DATA		CURVE DATA	
CURVE NO. 2		SPIRAL CURVE	
NO. 2		NO. 1	
P.I. STA.	270+74.03	P.I. STA.	310+46.08
$\Delta$	27°08'37"	$\Delta$	14°04'28"
Dc	0°59'43"	Dc	1°29'22"
R	5756.17'	R	3846.72'
T	1389.57'	Ls	150.53'
L	2726.97'	s	1°07'16"
E	165.35'	LT	100.36'
P.C. STA.	256+84.46	ST	50.18'
P.T. STA.	284+11.42	x	150.52'
		y	0.98'
		k	75.264'
		p	75.26'

E220112  
END PROJECT  
ALUM CREEK DRIVE  
STA. 336+80.80

END WORK  
ALUM CREEK DRIVE  
STA. 339+92.03

STA. 323+94.52 @ R/W &  
CONSTR. ALUM CREEK DRIVE  
STA. 194+81.47 @ R/W  
RATHMELL ROAD

@ R/W & CONSTR.  
ALUM CREEK DRIVE

STRUCTURAL FILE NUMBER  
2530333 LEFT, 2530325 RIGHT

STA. 271+40.16 @ R/W &  
CONSTR. ALUM CREEK DRIVE  
STA. 143+83.99  
@ R/W GLOBAL COURT.

STA. 266+97.80 @ R/W &  
CONSTR. ALUM CREEK DRIVE  
STA. 130+00  
@ CONSTR. ALOHA DRIVE

STA. 283+65.64 @ R/W &  
CONSTR. ALUM CREEK DRIVE  
STA. 171+86.52 @ R/W TOY ROAD

STA. 296+26.84 @ R/W &  
CONSTR. ALUM CREEK DRIVE  
STA. 184+72.92 @ BIXBY ROAD

STA. 271+40.80 @ R/W &  
CONSTR. ALUM CREEK DRIVE  
345 KV OVERHEAD ELECTRIC LINE

MATCH LINE STA. 256+00

MATCH LINE STA. 308+00

MATCH LINE STA. 308+00

SECTION 36, T-4  
SECTION 26, T-4

SECTION 25, T-4, R-22  
SECTION 24, T-4, R-22

CONSTR. LIMITS

CURVE NO. 2

SPIRAL CURVE NO. 1

POND

POND

POND

@ BIXBY RD.

BIG WALNUT CREEK

HAMILTON TOWNSHIP

HAMILTON TOWNSHIP

HAMILTON TOWNSHIP

CITY OF OBETZ

CITY OF OBETZ

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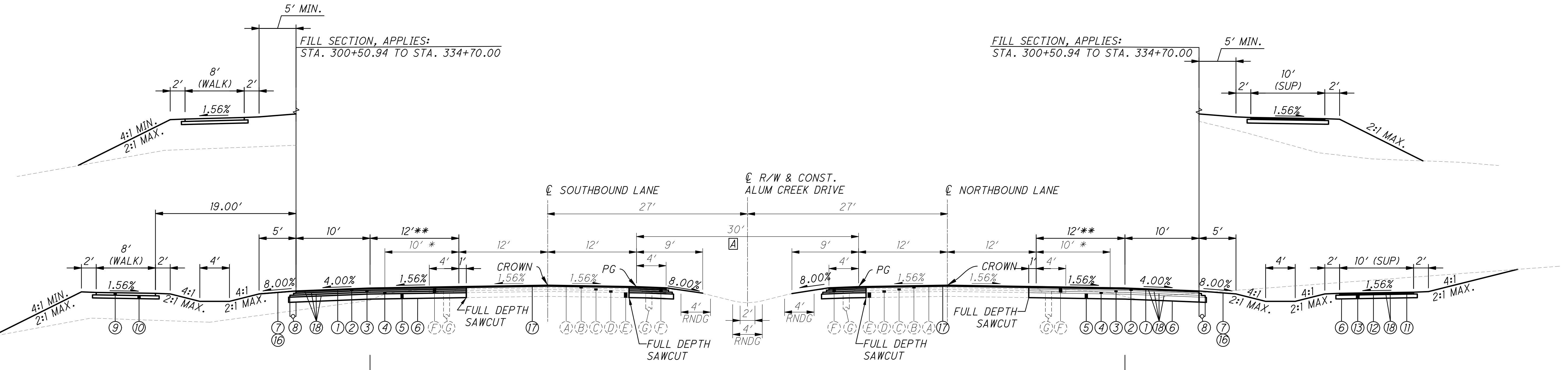
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FILL SECTION, APPLIES:  
STA. 300+50.94 TO STA. 334+70.00

FILL SECTION, APPLIES:  
STA. 300+50.94 TO STA. 334+70.00

**NORMAL SECTION - ALUM CREEK DRIVE**  
 STA. 200+73.07 TO STA. 217+46.30  
 STA. 249+32.04 TO STA. 255+07.79  
 STA. 285+88.09 TO STA. 308+65.72  
 STA. 322+71.72 TO STA. 334+70.00

**GRASS-MEDIAN DEVIATIONS [A]**  
 STA. 200+73.07 TO STA. 208+42.84 (CONC. MEDIAN)  
 STA. 211+00.00 TO STA. 211+23.85 (PAVED)  
 STA. 224+77.55 TO STA. 231+10.41 (CONC. MEDIAN)  
 STA. 248+51.71 TO STA. 253+43.38 (PAVED)  
 STA. 253+43.38 TO STA. 247+29.44 (CONC. MEDIAN)  
 STA. 267+33.18 TO STA. 269+52.58 (CONC. MEDIAN)  
 STA. 269+52.58 TO STA. 273+90.93 (PAVED)  
 STA. 273+90.93 TO STA. 279+67.49 (CONC. MEDIAN)  
 STA. 279+67.49 TO STA. 287+26.30 (PAVED)  
 STA. 287+26.30 TO STA. 291+71.84 (CONC. MEDIAN)  
 STA. 323+28.13 TO STA. 324+41.95 (PAVED)

PG: PROFILE GRADE

\* 12' WHERE GUARDRAIL IS USED

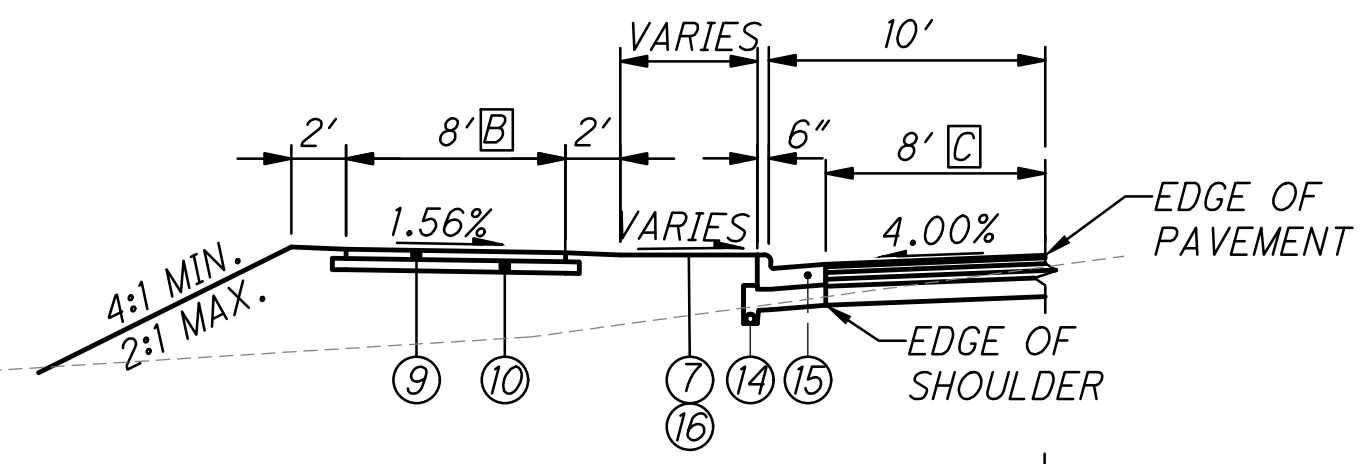
\*\* 24' FOR TURN LANES, RANGES BELOW:

STA. 247+10.00 TO STA. 249+39.50 (RT-SIDE)  
 STA. 253+38.51 TO STA. 260+58.00 (LT-SIDE)  
 STA. 279+06.00 TO STA. 282+74.56 (RT-SIDE)  
 STA. 284+45.77 TO STA. 290+50.00 (LT-SIDE)  
 STA. 286+20.00 TO STA. 288+36.21 (RT-SIDE)

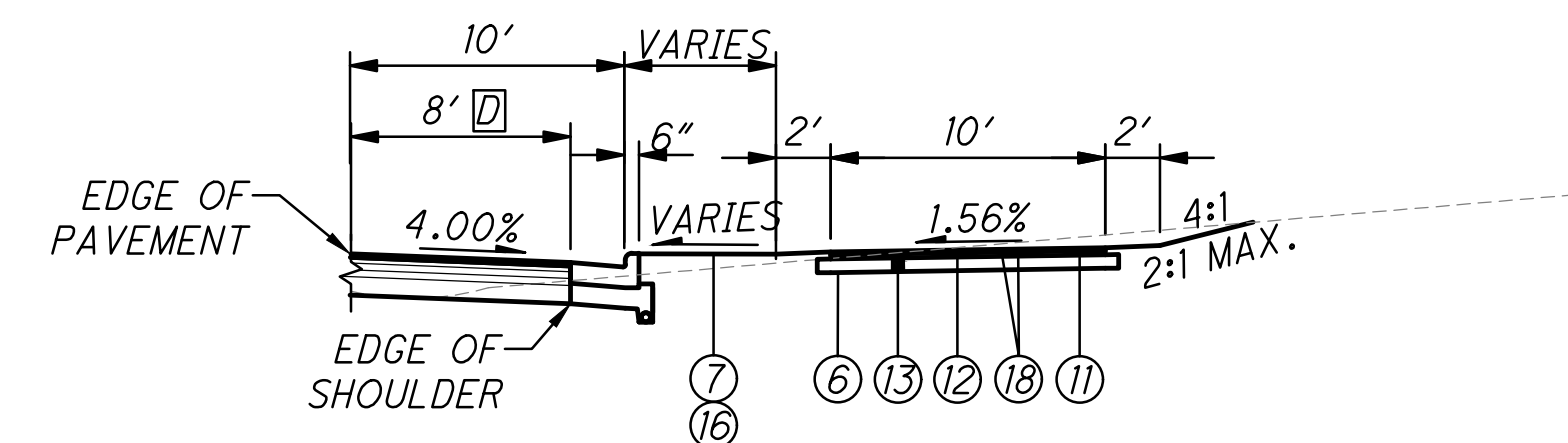
[B] 5' FROM STA. 207+75.00 TO STA. 226+42.42

[C] 0' FROM STA. 200+55.96 TO STA. 204+52.44

[D] 0' FROM STA. 335+94.17 TO STA. 339+05.16



**CURB AND GUTTER SECTION APPLIES:**  
 STA. 200+55.96 TO STA. 250+42.98  
 STA. 284+28.31 TO STA. 296+76.34  
 STA. 334+70.00 TO STA. 339+92.03 (WALK-ONLY)



**CURB AND GUTTER SECTION APPLIES:**  
 STA. 200+44.53 TO STA. 231+09.98  
 STA. 252+76.87 TO STA. 253+21.46  
 STA. 275+35.71 TO STA. 297+33.22  
 STA. 335+94.17 TO STA. 339+05.16 (PATH ONLY)

**LEGEND**

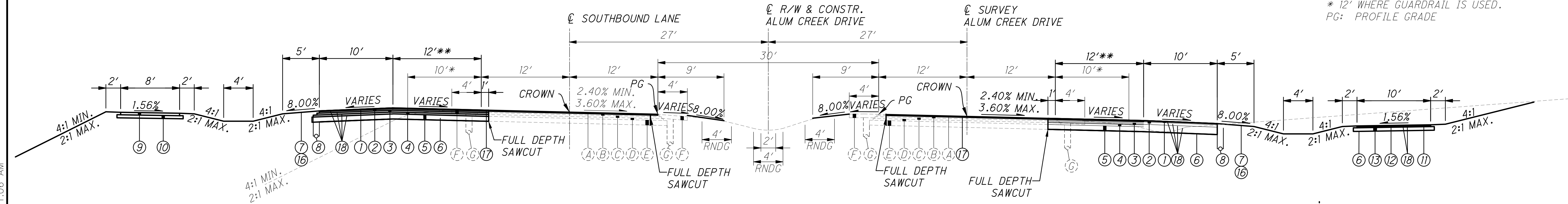
- |  |  |   |   |
|--|--|---|---|
| (A) - 1 1/2" ASPHALT SURFACE COURSE      | (1) - 1 1/2" ASPHALT SURFACE COURSE      | (8) - 4" PIPE UNDERDRAINS                   | (15) - COMBINATION CURB AND GUTTER, TYPE 2  |
| (B) - 2 1/2" ASPHALT INTERMEDIATE COURSE | (2) - 2 1/2" ASPHALT INTERMEDIATE COURSE | (9) - 4" CONCRETE WALK                      | (16) - SEEDING AND MUCHING  |
| (C) - 3" ASPHALT BASE COURSE             | (3) - 4.5" ASPHALT BASE COURSE           | (10) - 4" 203-EMBANKMENT USING NO. 57 STONE | (17) - 1 1/2" PAVEMENT PLANING  |
| (D) - 3" ASPHALT BASE COURSE             | (4) - 4.5" ASPHALT BASE COURSE           | (11) - 1 1/4" ASPHALT SURFACE COURSE        | (18) - NON-TRACKING TACK COAT (0.55 GAL/SY FOR MAINLINE)<br>(0.08 GAL/SY FOR SHARED-USE PATH) |
| (E) - 8" AGGREGATE BASE COURSE           | (5) - 8" AGGREGATE BASE COURSE           | (12) - 1 3/4" ASPHALT INTERMEDIATE COURSE   |   |
| (F) - 6" STABILIZED CRUSHED AGGREGATE    | (6) - SUBGRADE COMPACTION                | (13) - 6" AGGREGATE BASE COURSE             |   |
| (G) - 6" UNDERDRAIN                      | (7) - 4" TOPSOIL FURNISHED AND PLACED    | (14) - 4" PIPE UNDERDRAINS                  |   |

TYPICAL SECTIONS

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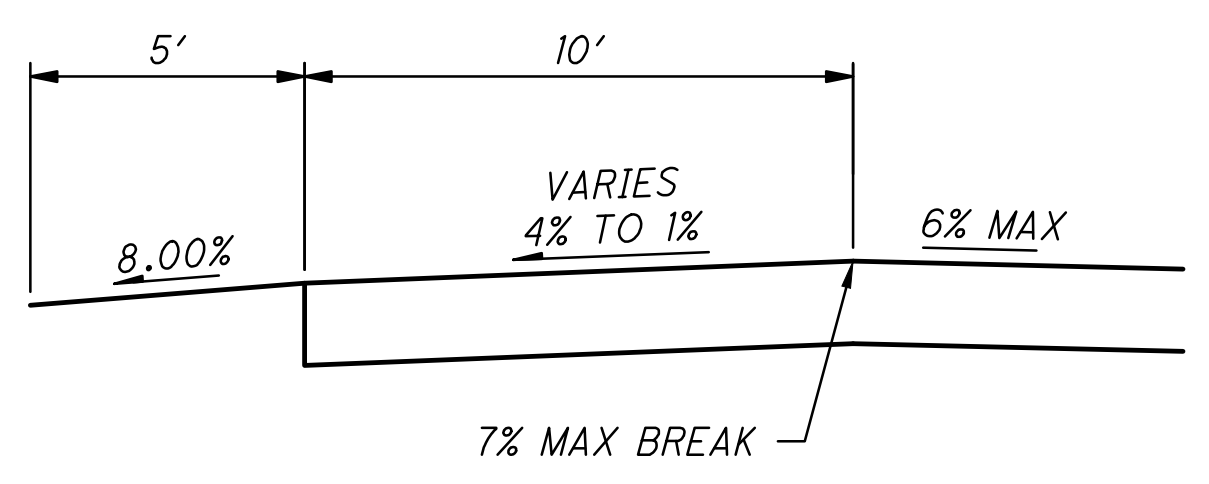
FOR ADDITIONAL DETAILS, SEE CROSS SECTIONS.

\* 12' WHERE GUARDRAIL IS USED.  
PG: PROFILE GRADE

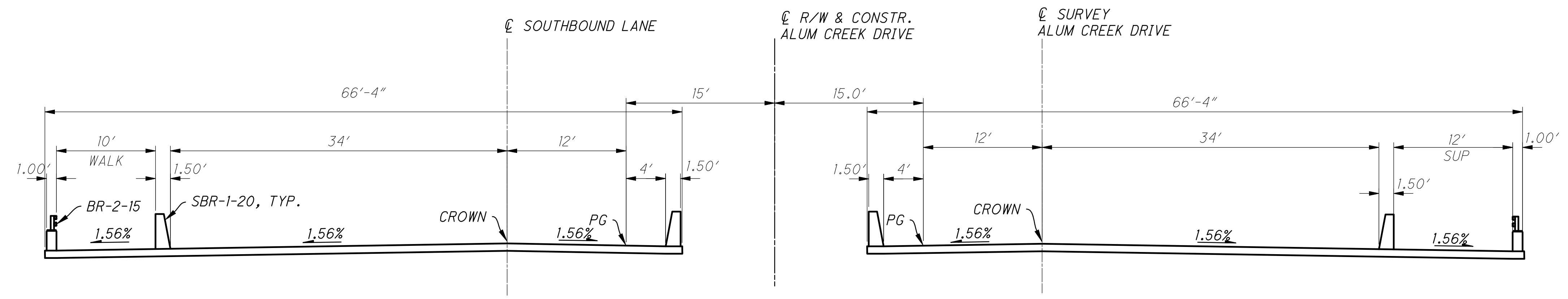


**SUPERELEVATED SECTION - ALUM CREEK DRIVE**  
 STA. 217+46.30 TO STA. 249+32.04  
 STA. 255+07.79 TO STA. 285+88.09  
 STA. 308+65.72 TO STA. 322+71.72  
 (FOR SUPERELEVATION TABLE, SEE SHEETS 173-177)

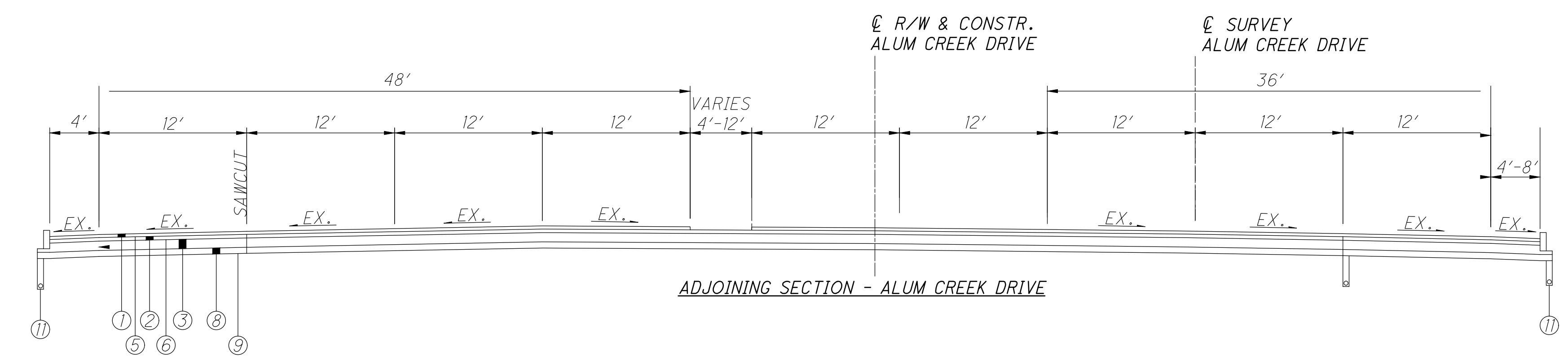
PG: PROFILE GRADE  
 \* 12' WHERE GUARDRAIL IS USED  
 \*\* 24' FOR TURN LANES, RANGES BELOW:  
 STA. 247+10.00 TO STA. 249+39.50 (RT-SIDE)  
 STA. 253+38.51 TO STA. 260+58.00 (LT-SIDE)  
 STA. 279+06.00 TO STA. 282+74.56 (RT-SIDE)  
 STA. 284+45.77 TO STA. 290+50.00 (LT-SIDE)  
 STA. 286+20.00 TO STA. 288+36.21 (RT-SIDE)



**HIGH SIDE SUPERELEVATION**



**APPROACH SLAB SECTION - ALUM CREEK DRIVE**  
 STA. 296+50 TO STA. 300+75.00  
 (FOR BRIDGE TYPICAL SECTION, SEE SHEETS 172)



**ADJOINING SECTION - ALUM CREEK DRIVE**

**LEGEND**

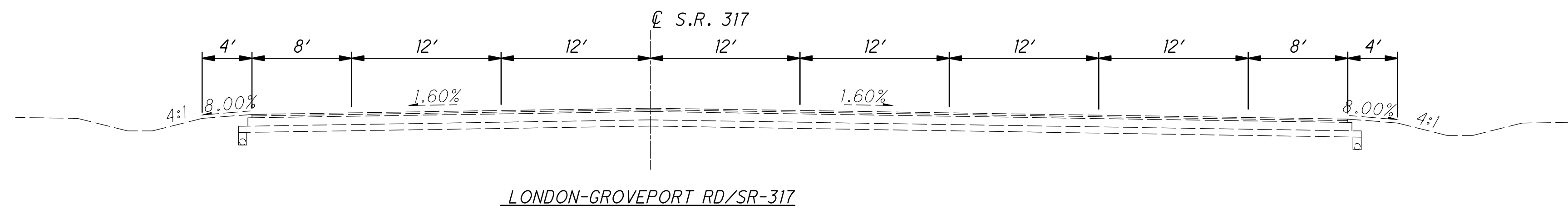
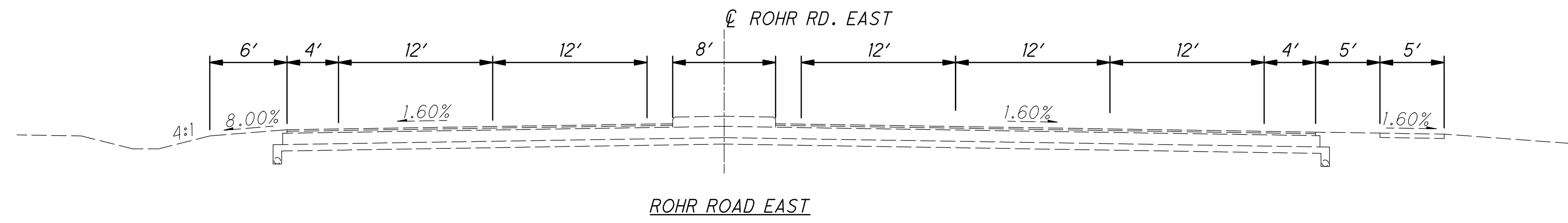
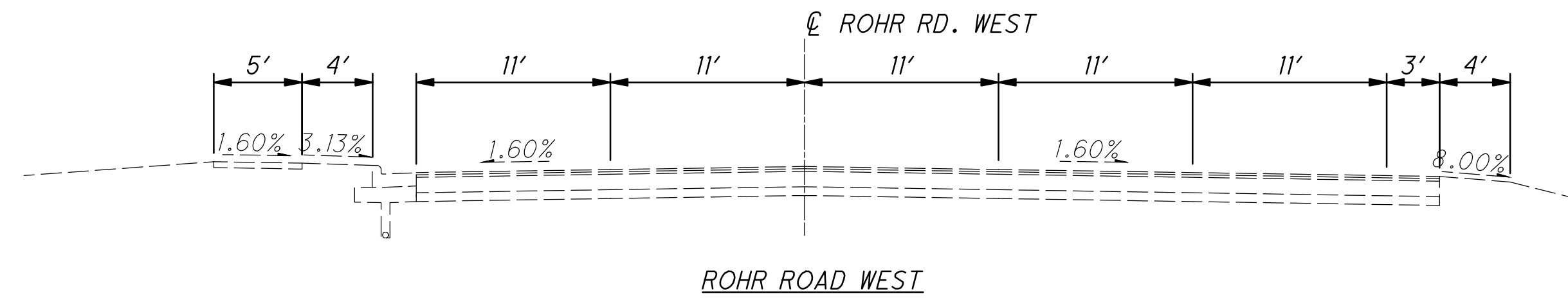
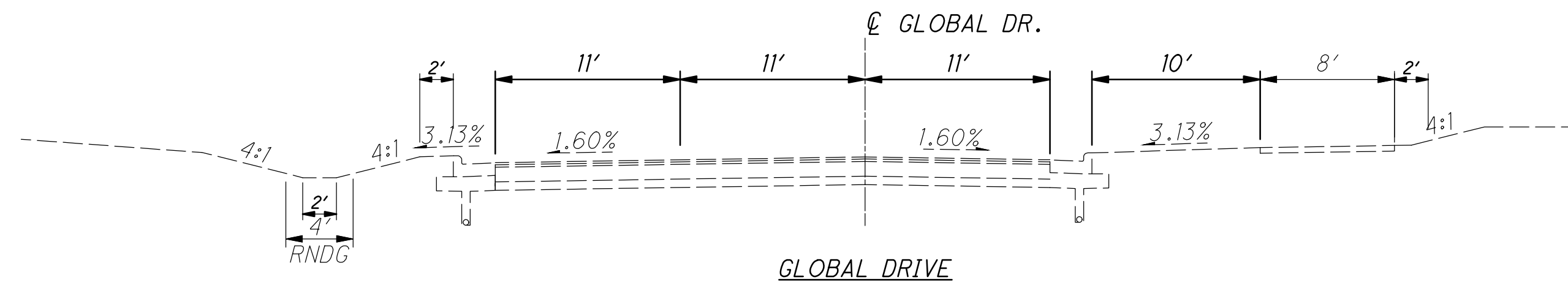
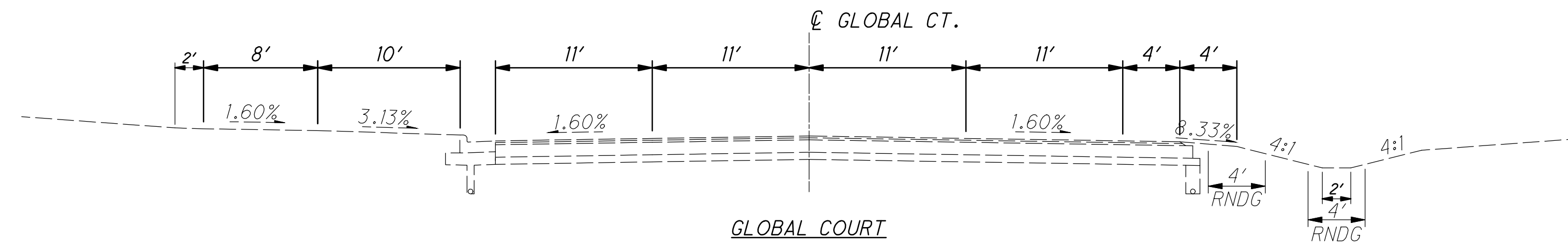
- |  |  |   |   |
|--|--|---|---|
| (A) - 1 1/2" ASPHALT SURFACE COURSE      | (1) - 1 1/2" ASPHALT SURFACE COURSE      | (8) - 4" PIPE UNDERDRAINS                   | (15) - COMBINATION CURB AND GUTTER, TYPE 2  |
| (B) - 2 1/2" ASPHALT INTERMEDIATE COURSE | (2) - 2 1/2" ASPHALT INTERMEDIATE COURSE | (9) - 4" CONCRETE WALK                      | (16) - SEEDING AND MUCHING  |
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| (F) - 6" STABILIZED CRUSHED AGGREGATE    | (6) - SUBGRADE COMPACTION                | (13) - 6" AGGREGATE BASE COURSE             |   |
| (G) - 6" UNDERDRAIN                      | (7) - 4" TOPSOIL FURNISHED AND PLACED    | (14) - 4" PIPE UNDERDRAINS                  |   |

TYPICAL SECTIONS

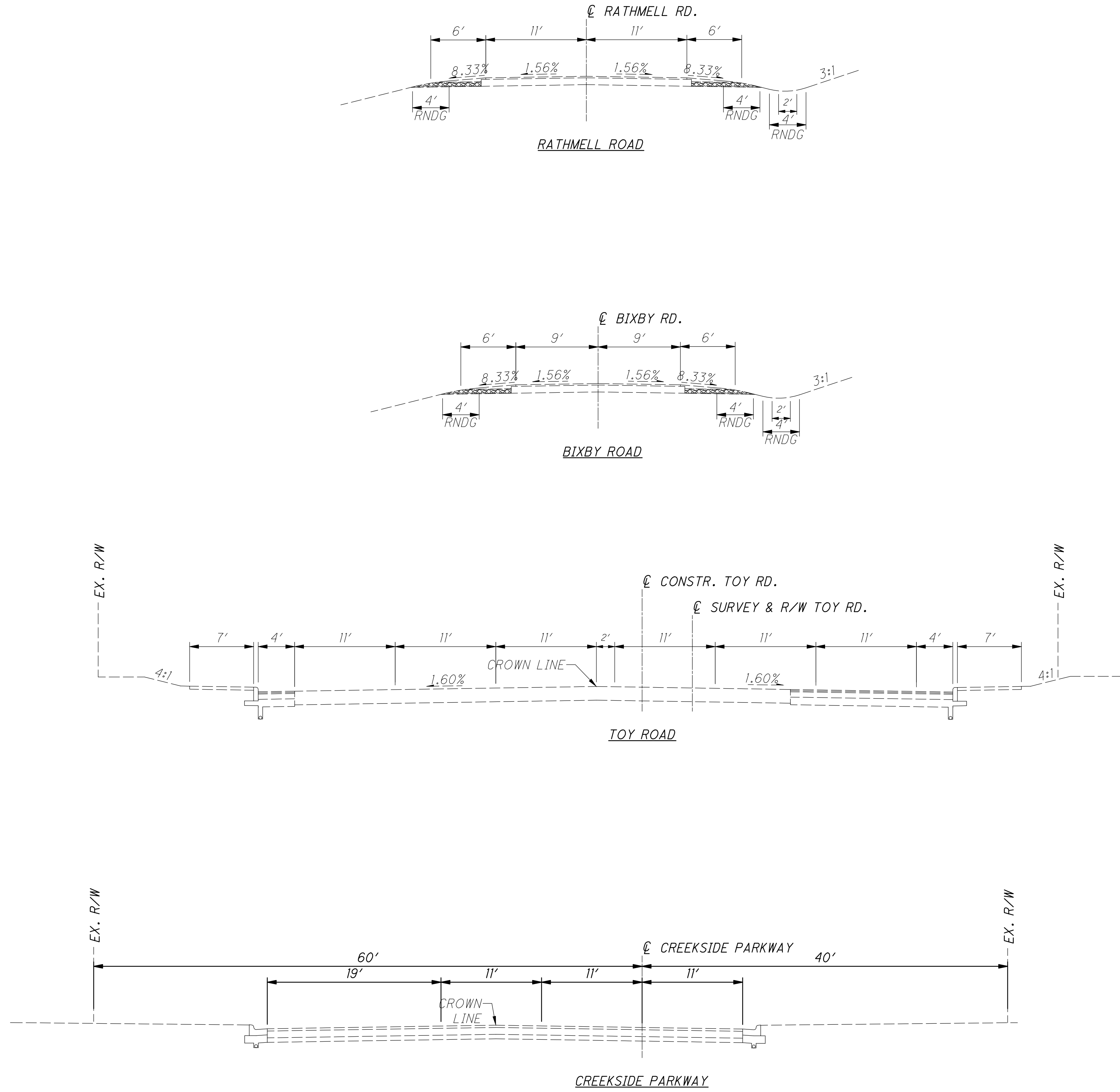
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ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AMERICAN ELECTRIC POWER (TRANSMISSION)  
700 MORRISON ROAD  
GAHANNA, OHIO 43230  
(614) 552-1893  
MICHAEL CARR

DIVISION OF WATER  
910 DUBLIN ROAD  
COLUMBUS, OHIO 43215  
(614) 645-7788

SOUTH CENTRAL POWER CO.  
720 MILL PARK DR.  
LANCASTER, OHIO 43130  
(740) 689-6168  
MIKE CHALFAN

CENTURYLINK  
441 WEST BROAD ST  
PATASKALA, OH 43062  
(740) 927-8282  
DEE REED

VERIZON BUSINESS (AKA MCI/XO)  
757 COMMERCE CT.  
LEWIS CENTER, OHIO 43035  
(614) 593-6685  
MAURICE JONES

DEL-CO WATER  
6773 OLENTANGY RIVER RD  
DELAWARE, OH 43015  
(740) 548-7746  
BILL HAMILTON  
DAVE WOLF

CITY OF OBETZ  
4175 ALUM CREEK RD.  
OBETZ, OHIO 43207  
(614) 491-1080  
MIKE CORBITT

FRONTIER COMMUNICATIONS  
1300 COLUMBUS-SANDUSKY ROAD  
MARION, OH 43302  
(740) 383-0551  
CHRIS AVERY  
AMY ROTH

UTILITY TECHNOLOGIES INT.  
4700 HOMER OHIO LANE  
GROVEPORT, OHIO 43125  
JLUCAS@UTI-CORP.COM  
JOHN LUCAS

WIDE OPEN WEST  
3765 CORPORATE DR  
COLUMBUS, OH 43231  
(614) 948-4653  
STEVE CALLAHAN

HORIZON  
1123 GOODALE BLVD, SUITE 550  
COLUMBUS, OHIO 43212  
(740) 772-8256  
JIM LUMP

AT&T OHIO  
155 COMMERCE PARK DR. STE. 1  
WESTERVILLE, OHIO 43082  
(614) 370-5414  
WILLIAM TAGGART

COLUMBIA GAS OF OHIO  
3550 JOHNNY APPLESEED CT.  
COLUMBUS, OH 43231  
(614) 370-1906  
ROB CALDWELL

DIVISION OF POWER  
3500 INDIANOLA AVE.  
COLUMBUS, OH 43214  
(614) 645-7569  
CHARLES HORNER

DIVISION OF SEWERAGE & DRAINAGE  
1250 FAIRWOOD AVE.  
COLUMBUS, OHIO 43206  
(614) 645-7102

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET \_ OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ORTN  
MONUMENT TYPE: "B"

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88  
GEOID: GEOID 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(2011)  
(EPOCH 2010.0)  
GRS80  
ELLIPSOID: LAMBERT CONFORMAL  
MAP PROJECTION: CONIC 2 STANDARD  
PARALLEL

COORDINATE SYSTEM:

OHIO STATE PLANE  
SOUTH ZONE  
COMBINED SCALE FACTOR: 0.9999388300  
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"			
30"			
48"			
60"			

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET NO. \_\_\_ FOR ADDITIONAL INFORMATION.

ITEM 204 - PROOF ROLLING \_\_\_ HOUR.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 19.4 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NUMBER \_\_\_ IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
OBSTRUCTION EVALUATION GROUP  
10101 HILLWOOD PARKWAY  
FORT WORTH, TX 76177  
FAX: (817) 222-5920  
HTTP://CEAAA.FAA.GOV  
OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235

FENCE LENGTHS

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

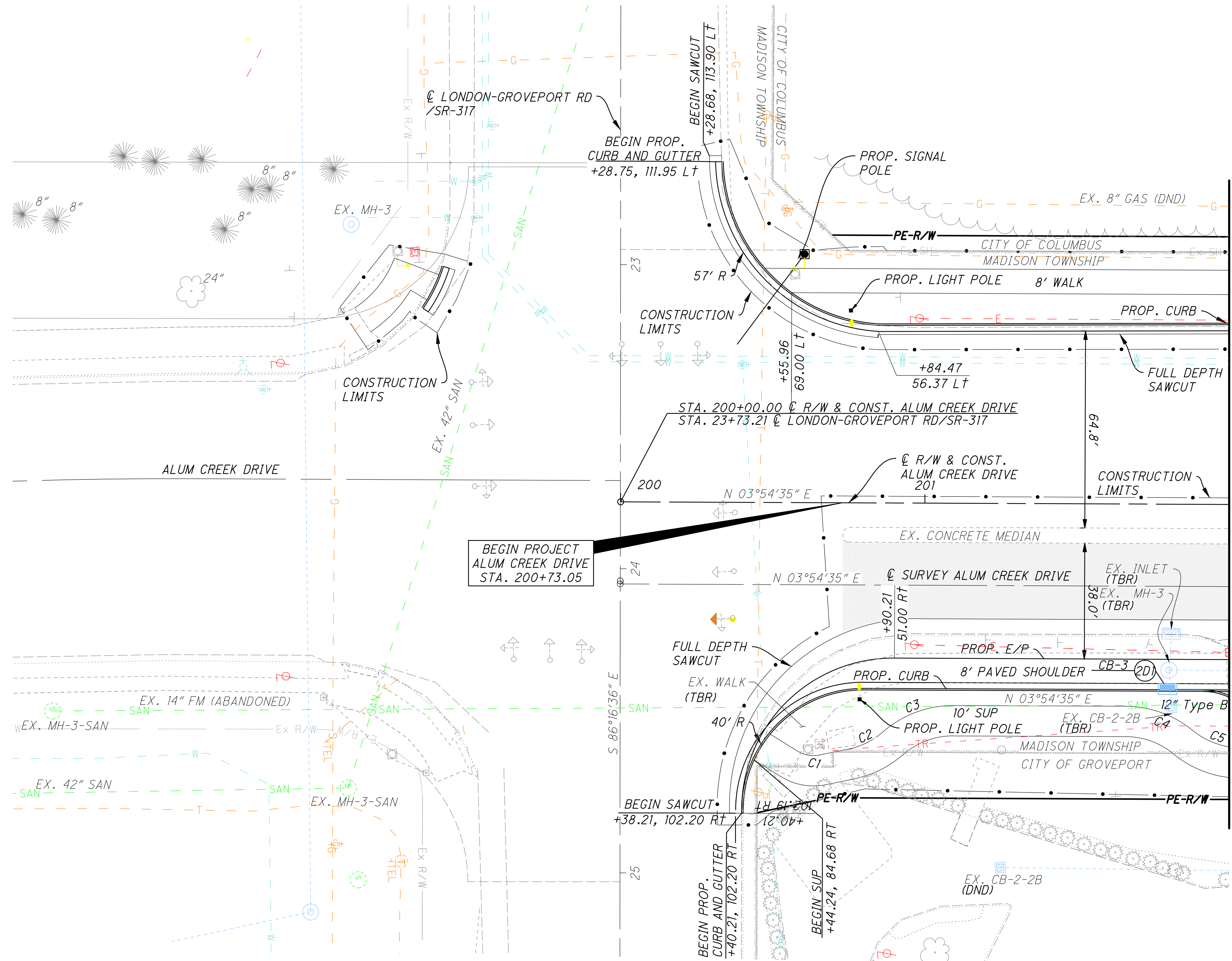
CALCULATED	CHECKED	BVH
GENERAL NOTES		
FRA-CR122-0.00		
8 XX		



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FOR INTERSECTION DETAILS, SEE SHEET 178.  
FOR STORM SEWER PROFILES, SEE SHEET 191.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 206.  
FOR SIGNAL PLAN, SEE SHEET 252.

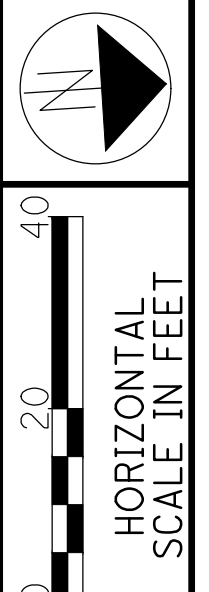
1 1/2" Pavement Planing, Asphalt Concrete



CURVE DATA (C1)	CURVE DATA (C2)	CURVE DATA (C3)	CURVE DATA (C4)	CURVE DATA (C5)
R= 10'	R= 25'	R= 35'	R= 35'	R= 25'
200+61.93	200+81.14	200+97.31	201+79.67	201+95.81
83.01' RT	78.91' RT	68.77' RT	66.78' RT	78.57' RT

REF NO.	STATION		SIDE
	FROM	TO	

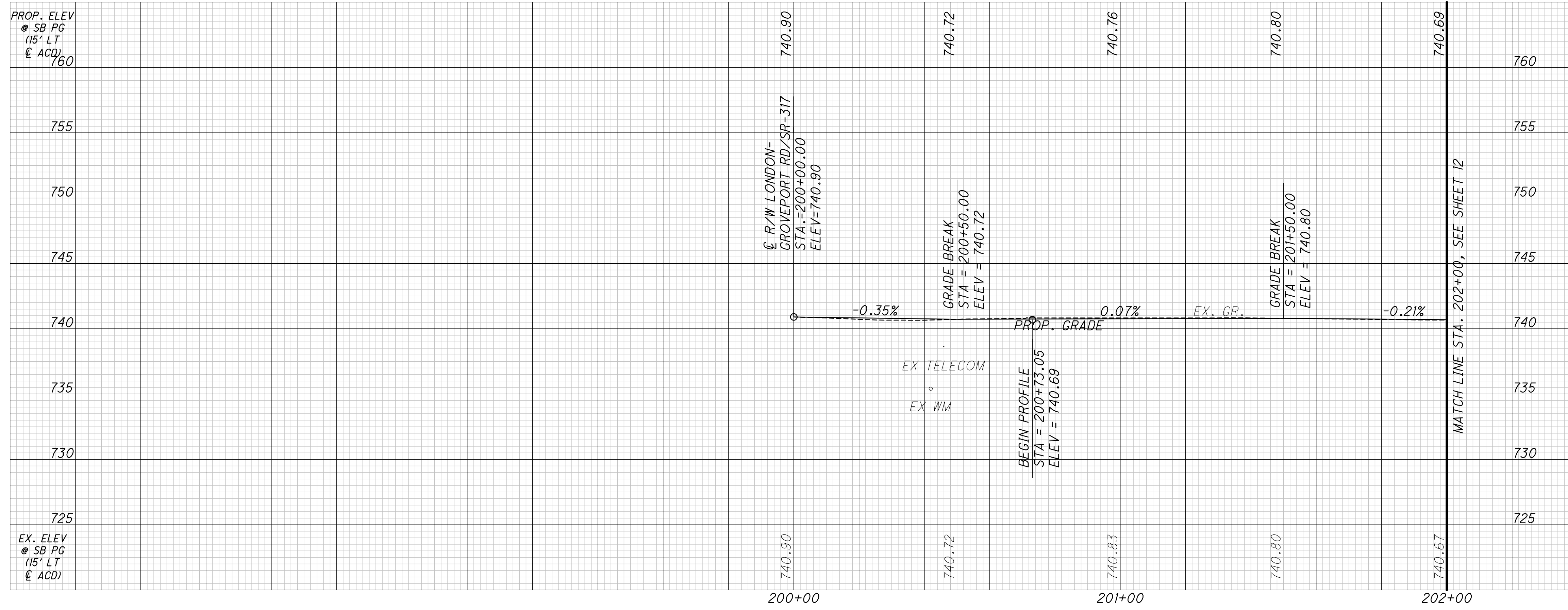
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 CHECKED BMH



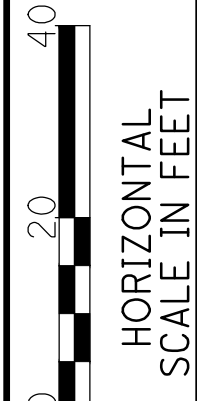
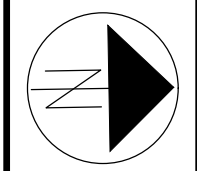
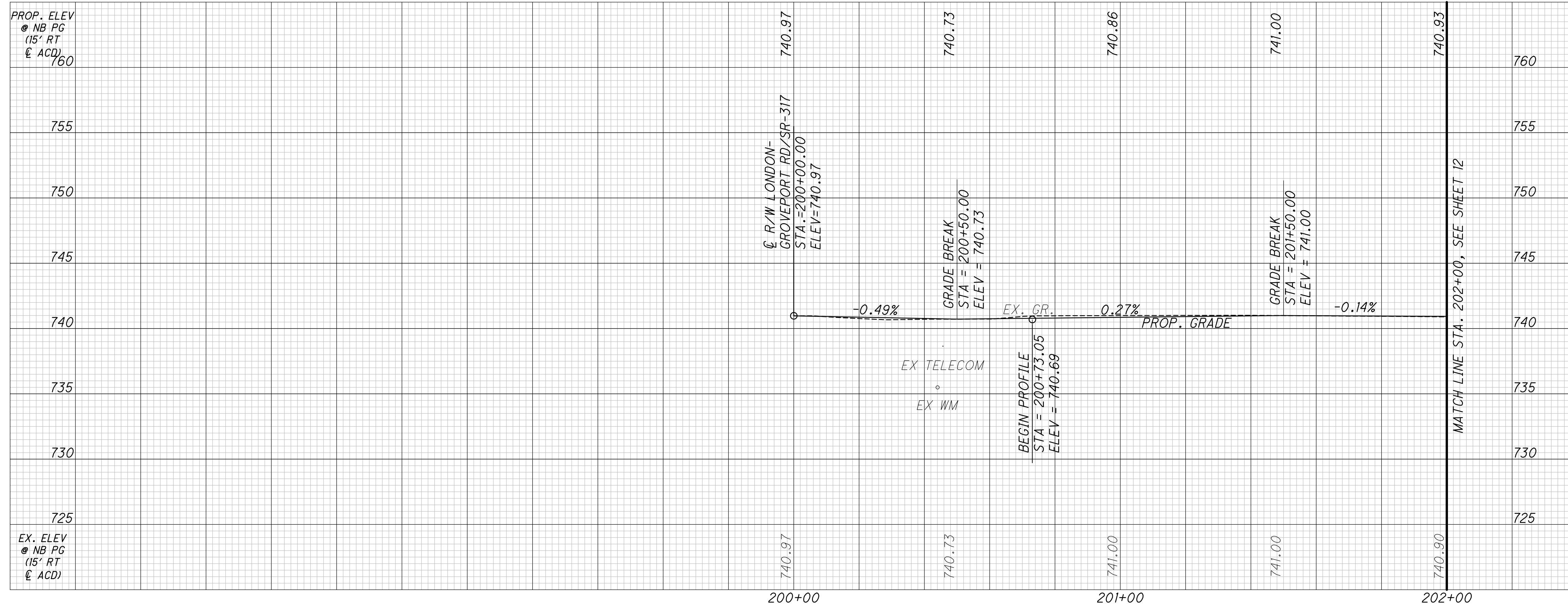
**PLAN - ALUM CREEK DRIVE**  
**STA. 200+00 TO STA. 202+00**

FRA-CR122-0.00

SOUTHBOUND PROFILE



NORTHBOUND PROFILE



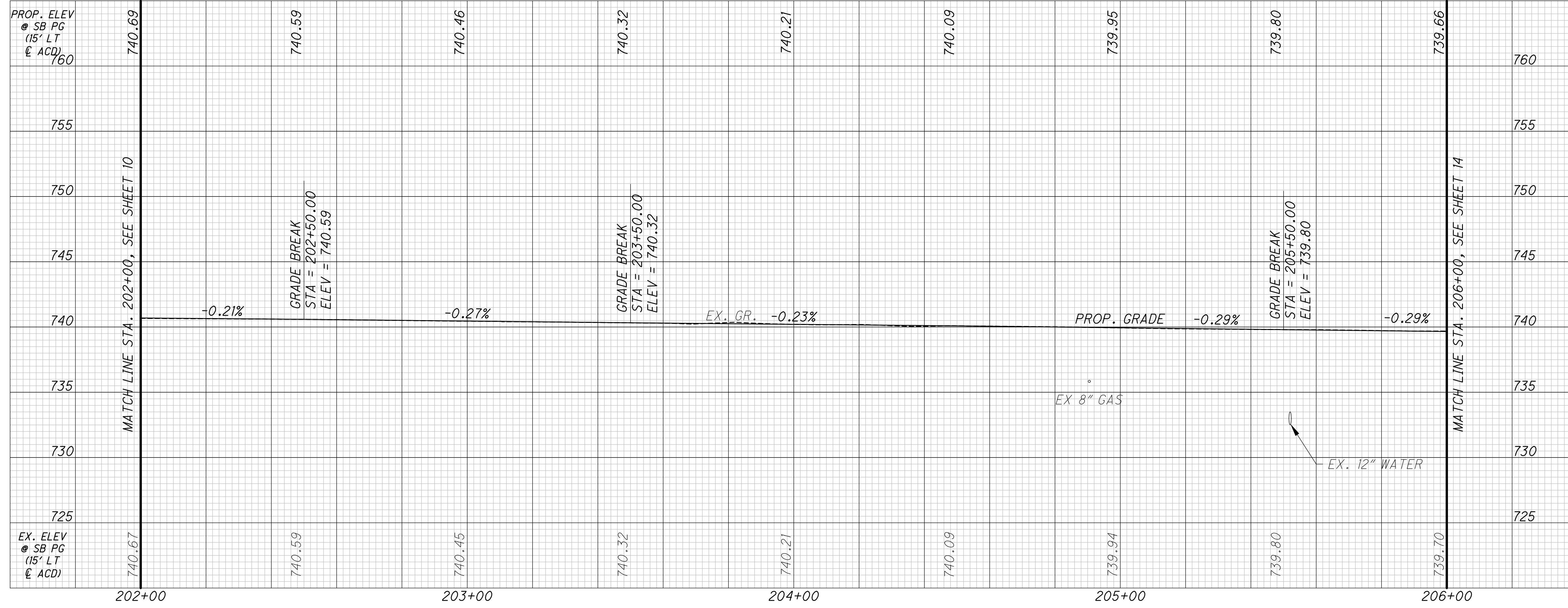
CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 200+00 TO STA. 202+00

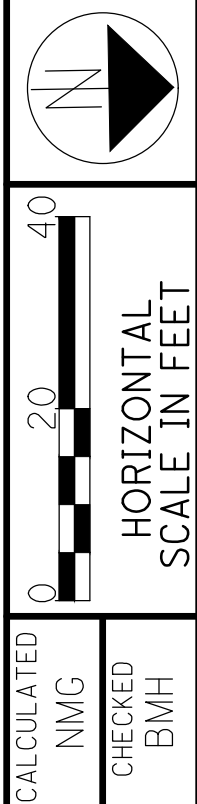
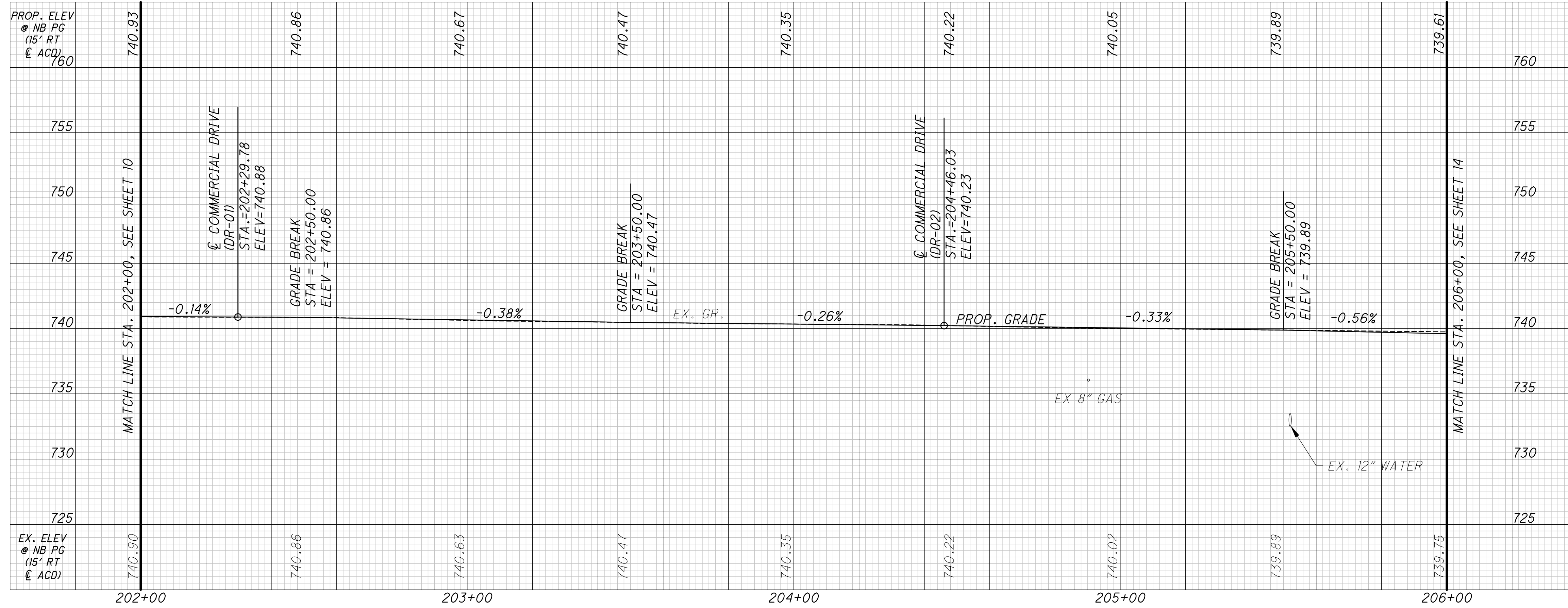
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE

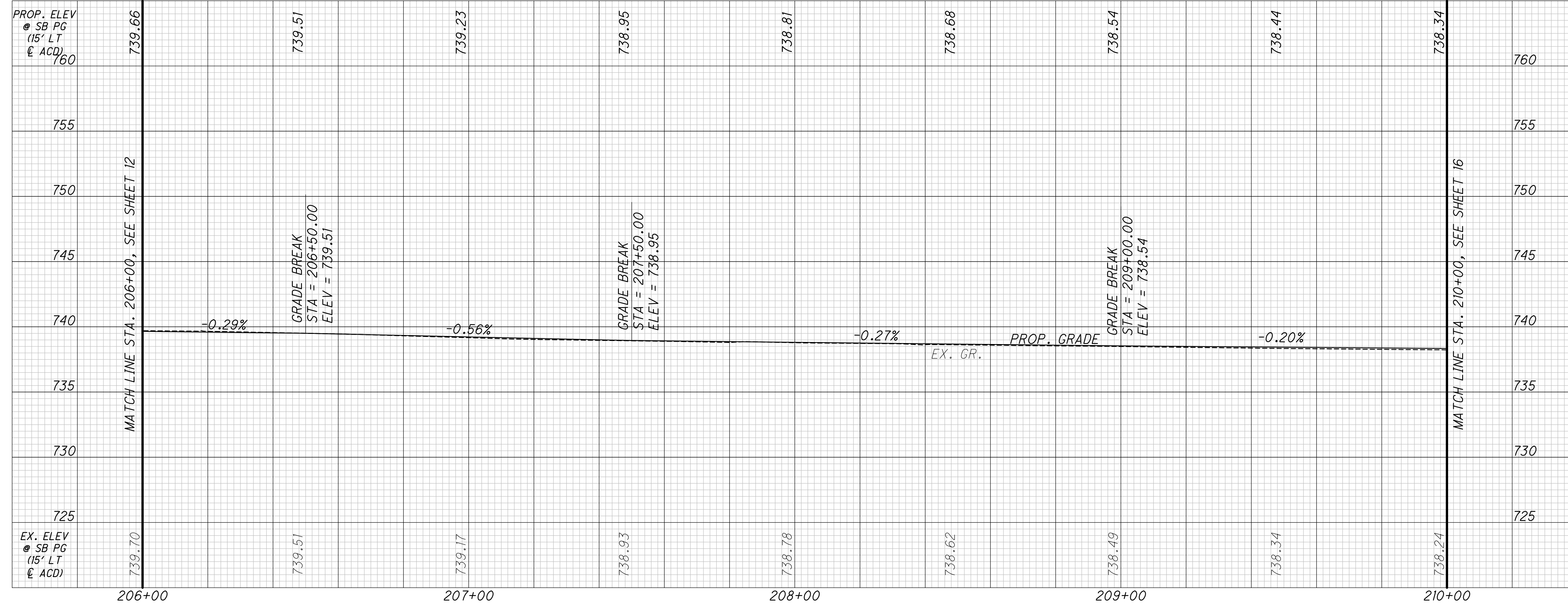


PROFILES - ALUM CREEK DRIVE  
STA. 202+00 TO STA. 206+00

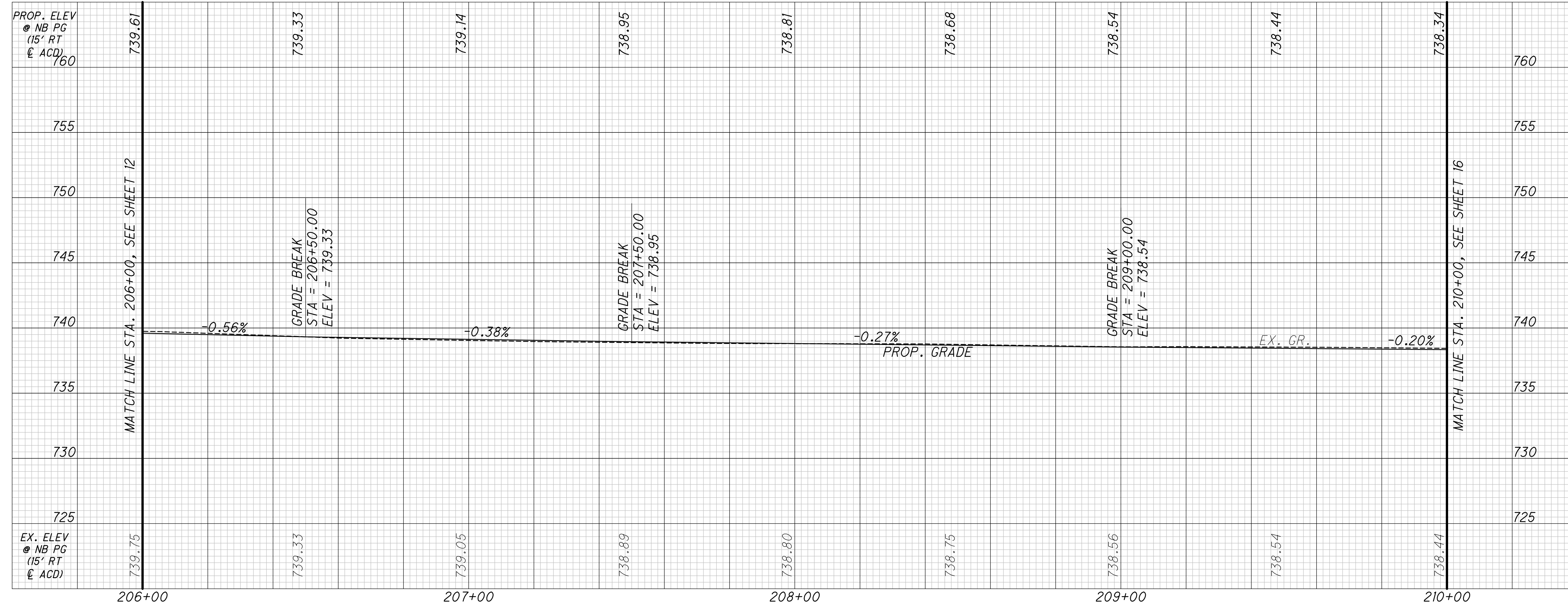
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

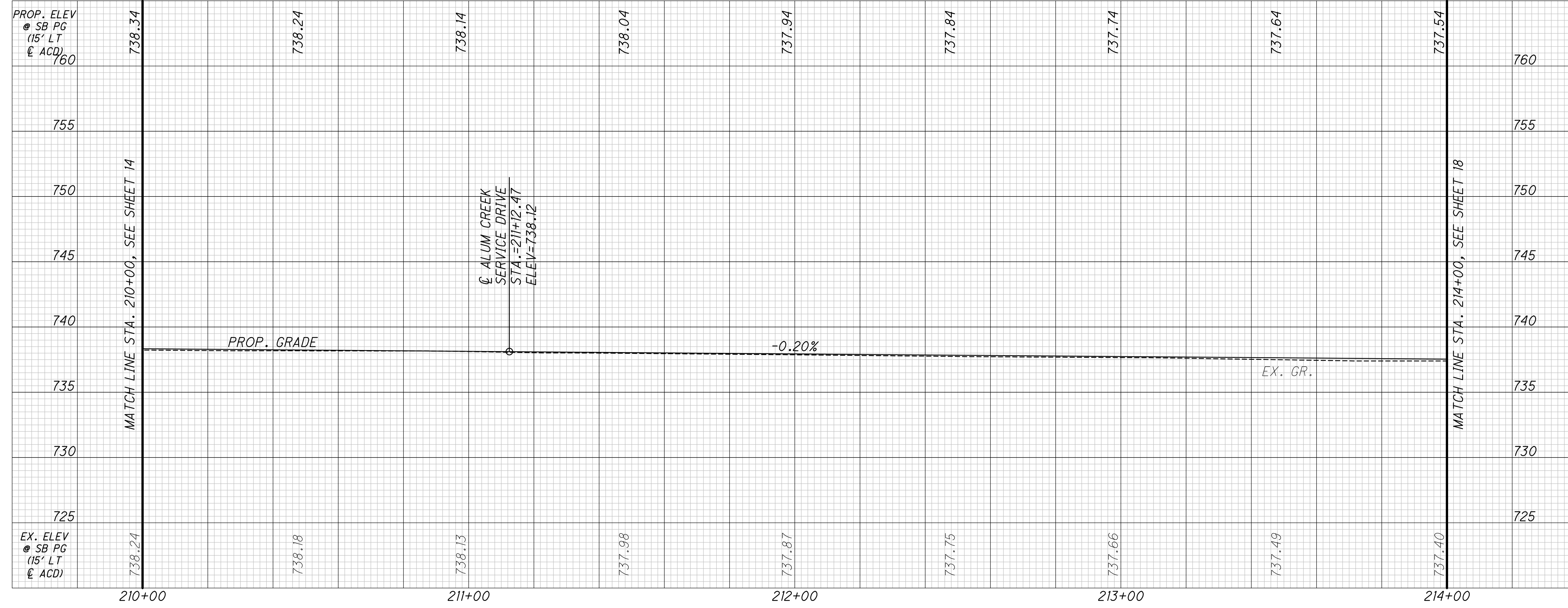
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 206+00 TO STA. 210+00

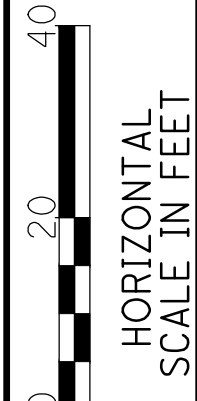
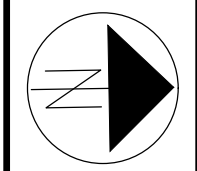


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE

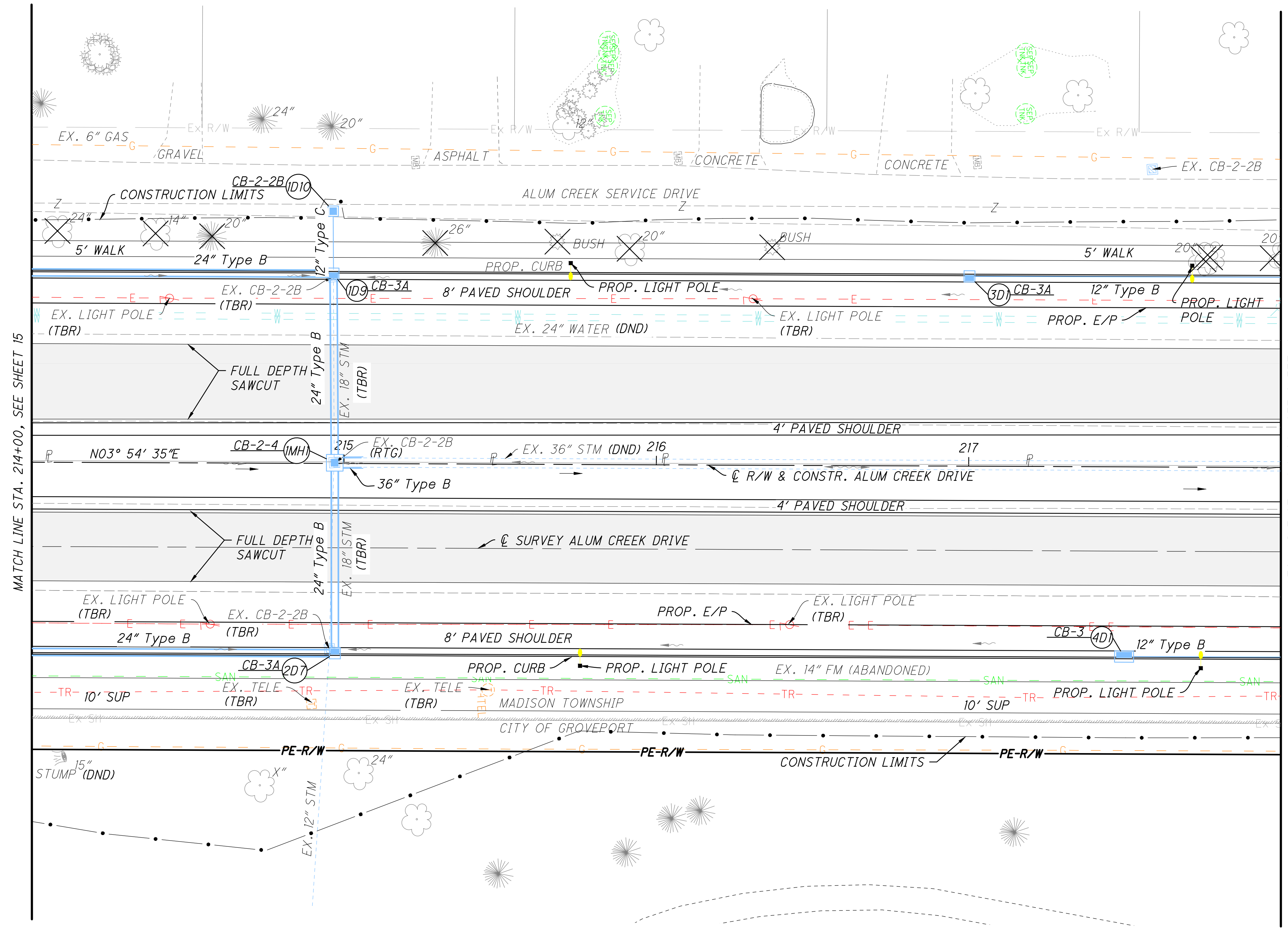


CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 210+00 TO STA. 214+00

FRA-CR122-0.00





MATCH LINE STA. 214+00, SEE SHEET 15

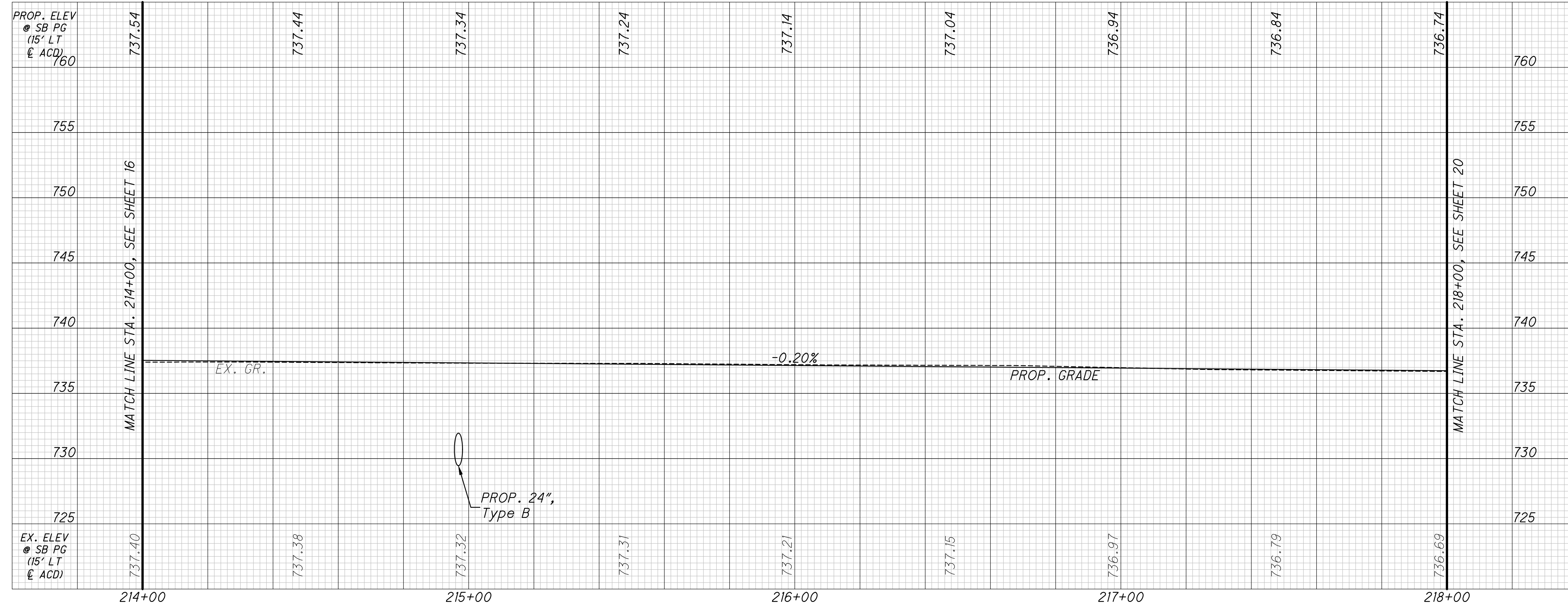
MATCH LINE STA. 218+00, SEE SHEET 19

FOR SCHEMATIC PLAN, SEE SHEET 2.  
 FOR STORM SEWER PROFILES, SEE SHEET 191-192.  
 FOR TRAFFIC CONTROL PLAN, SEE SHEET 210.

1 1/2" Pavement Planing, Asphalt Concrete

REF. NO.	STATION		SIDE
	FROM	TO	

SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

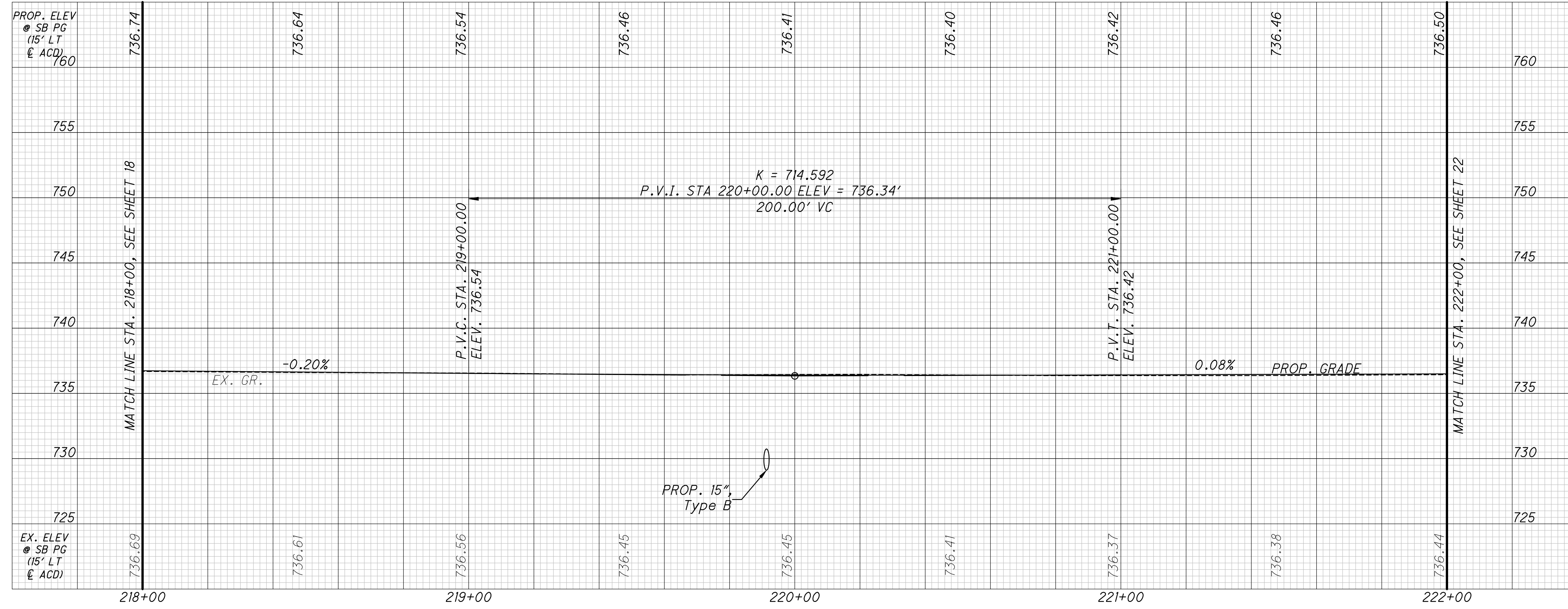
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 214+00 TO STA. 218+00

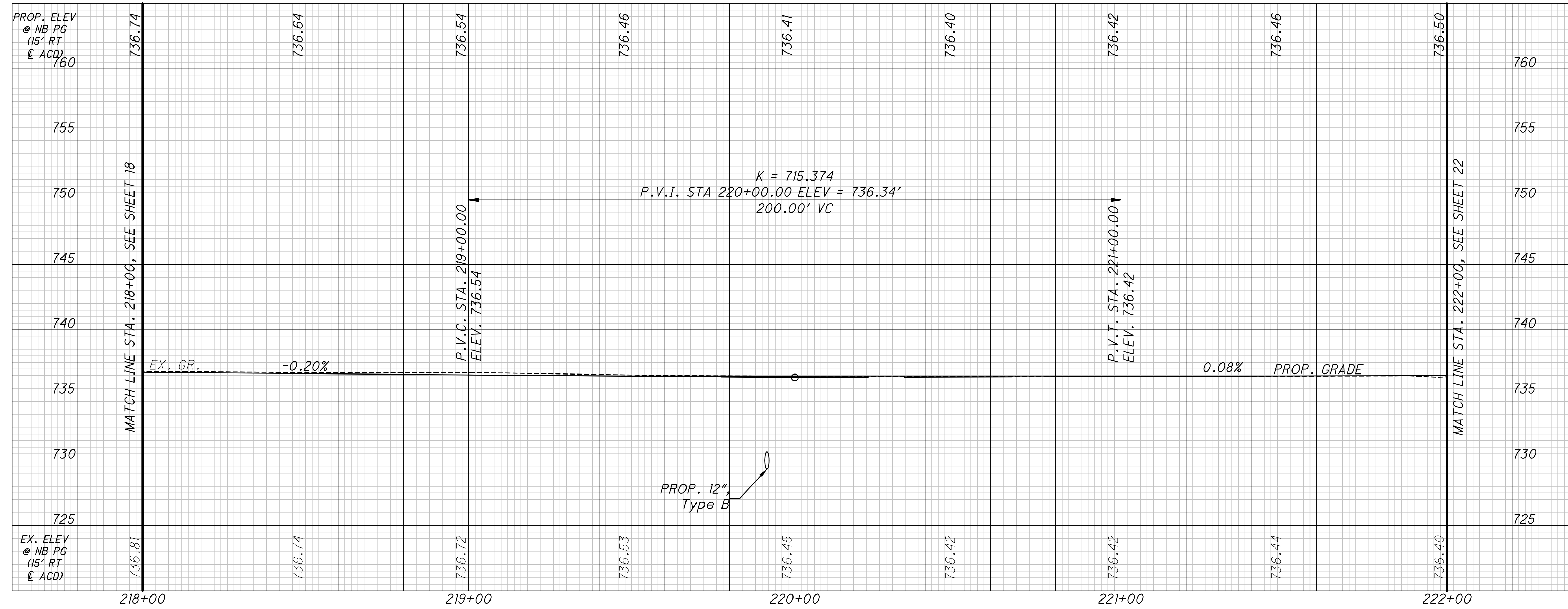
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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

HORIZONTAL SCALE IN FEET

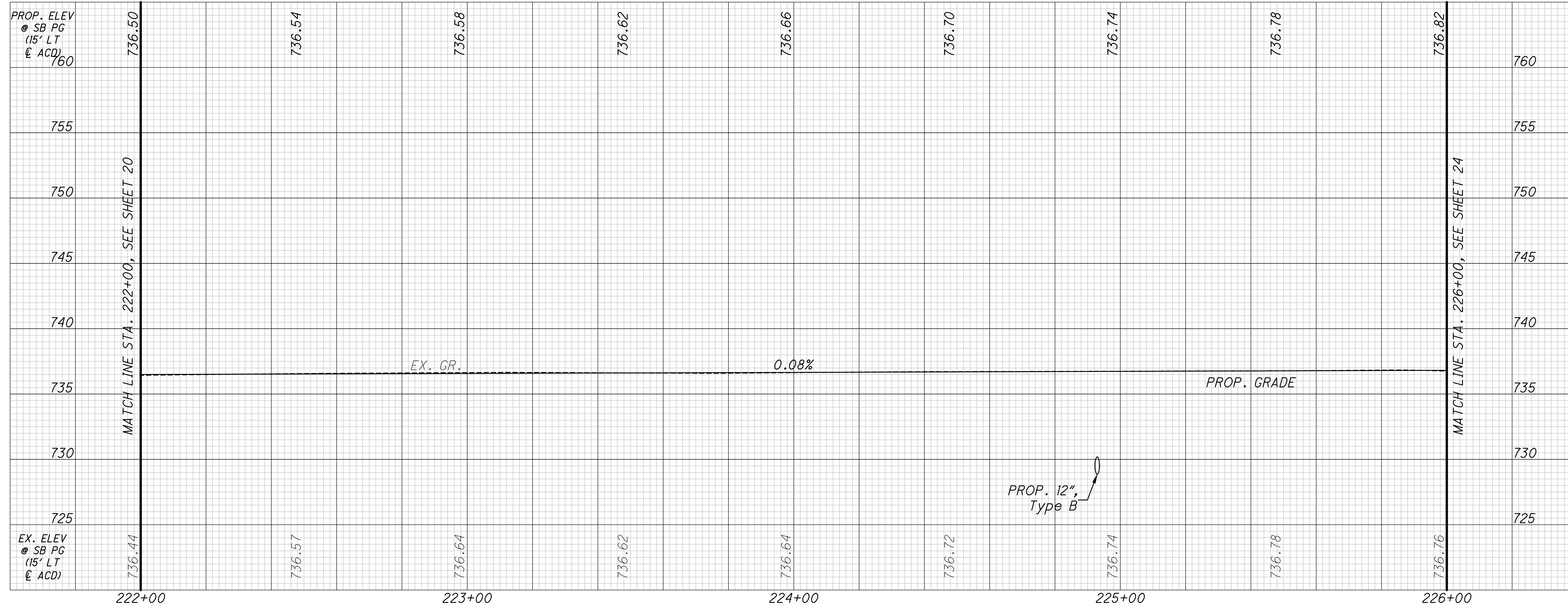
PROFILES - ALUM CREEK DRIVE  
STA. 218+00 TO STA. 222+00

FRA-CR122-0.00

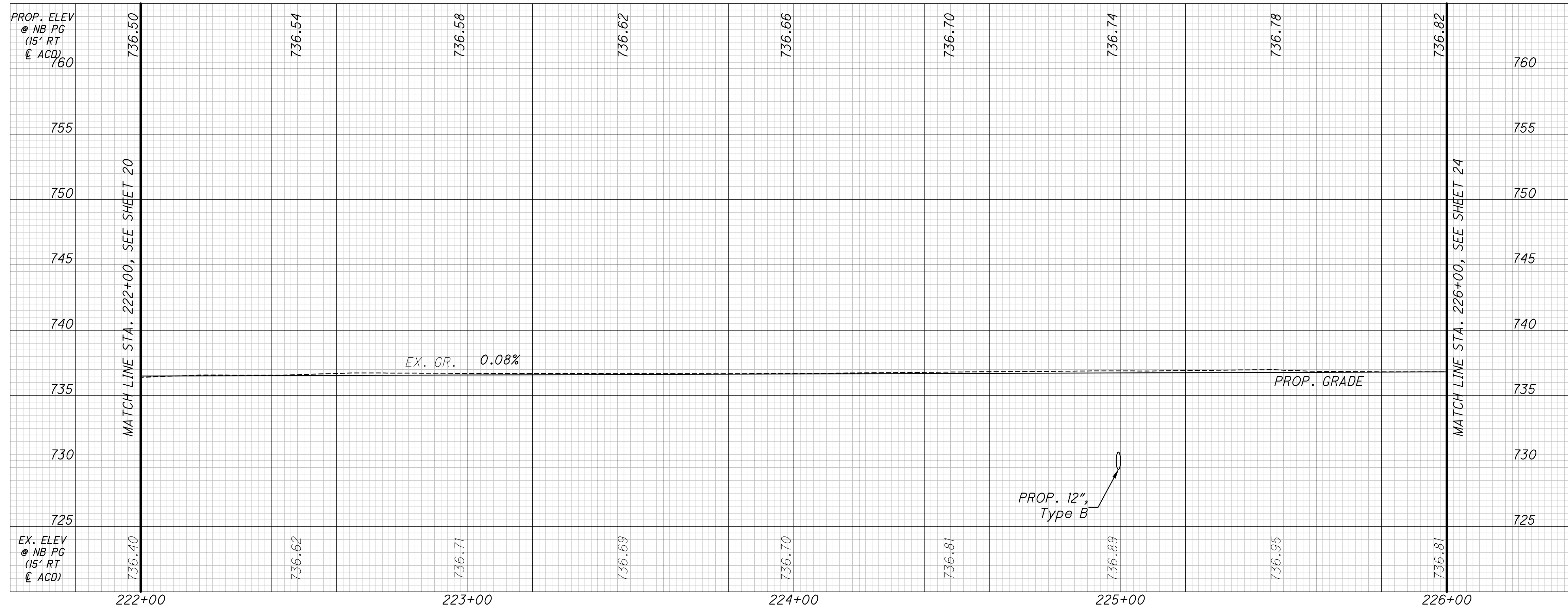


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
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HORIZONTAL SCALE IN FEET

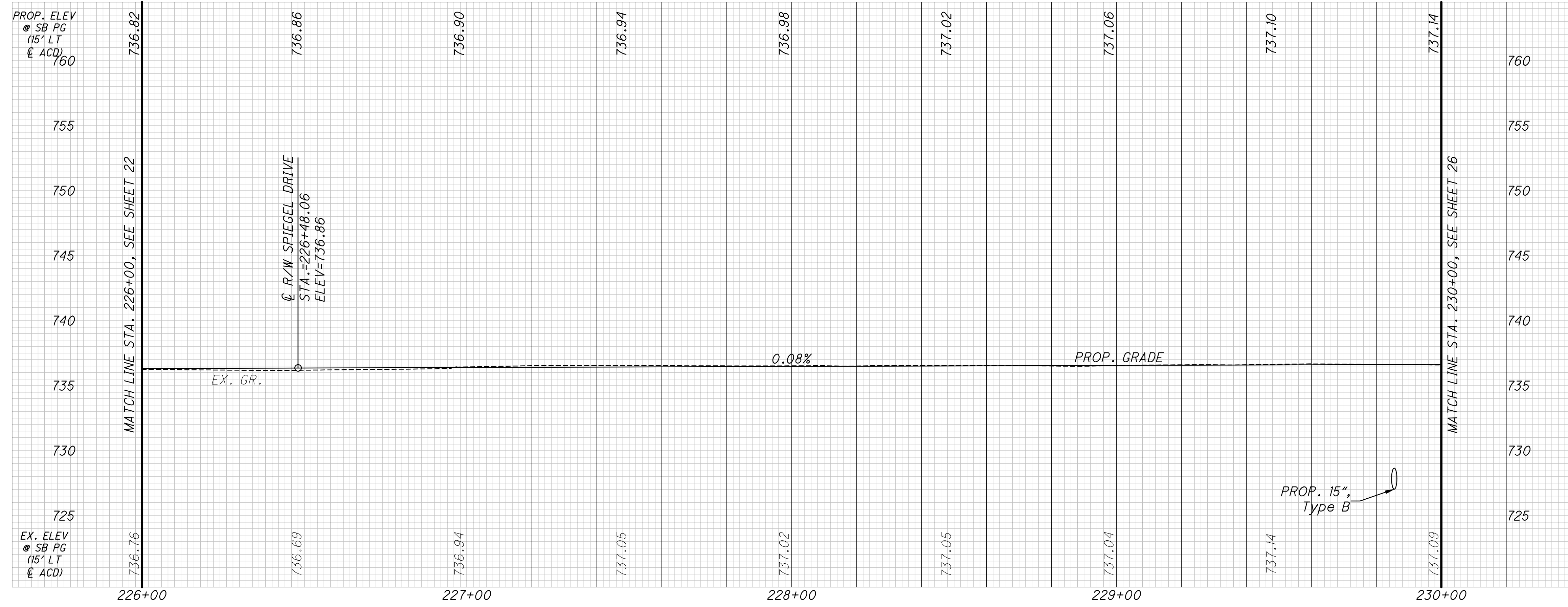
PROFILES - ALUM CREEK DRIVE  
 STA. 222+00 TO STA. 226+00

FRA-CR122-0.00

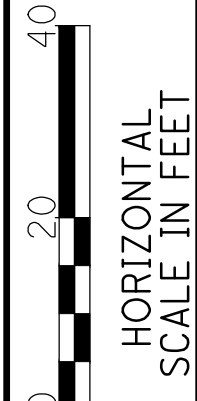
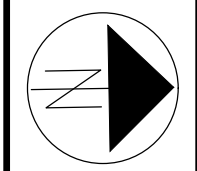
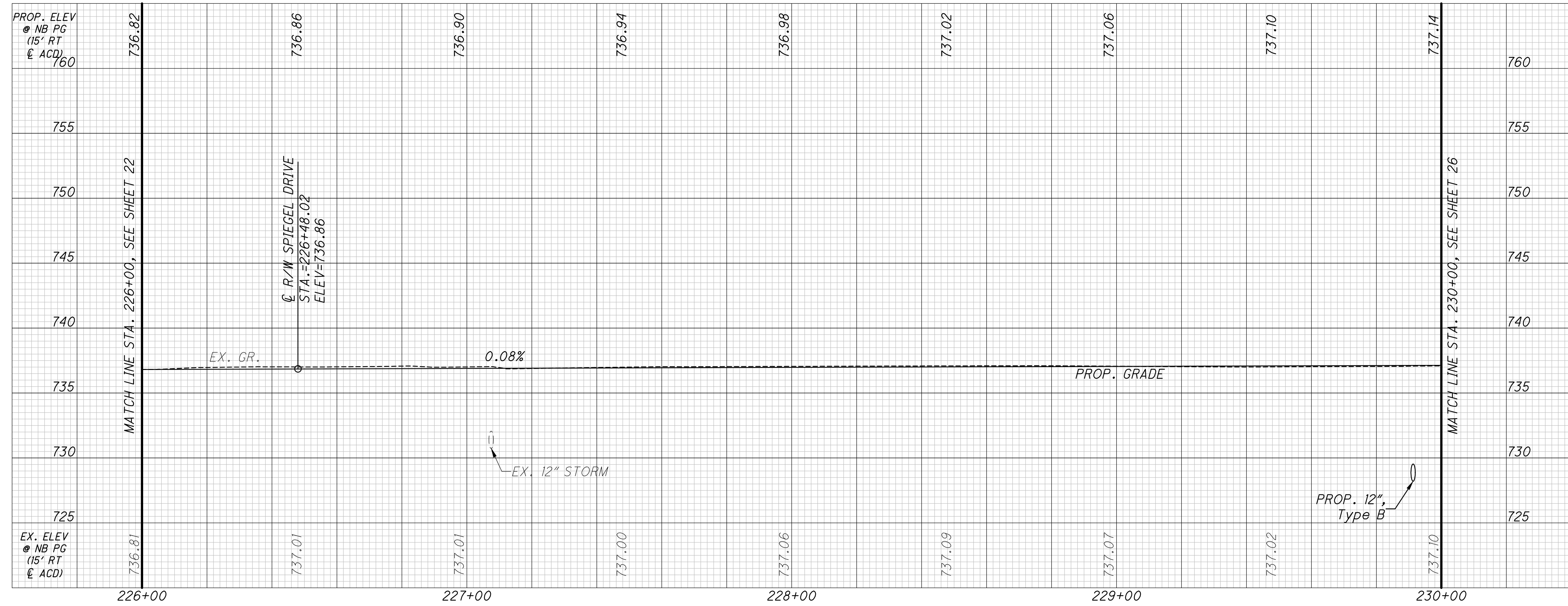


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### SOUTHBOUND PROFILE



### NORTHBOUND PROFILE



CALCULATED: NMG  
 CHECKED: BMH

PROFILES - ALUM CREEK DRIVE  
 STA. 226+00 TO STA. 230+00

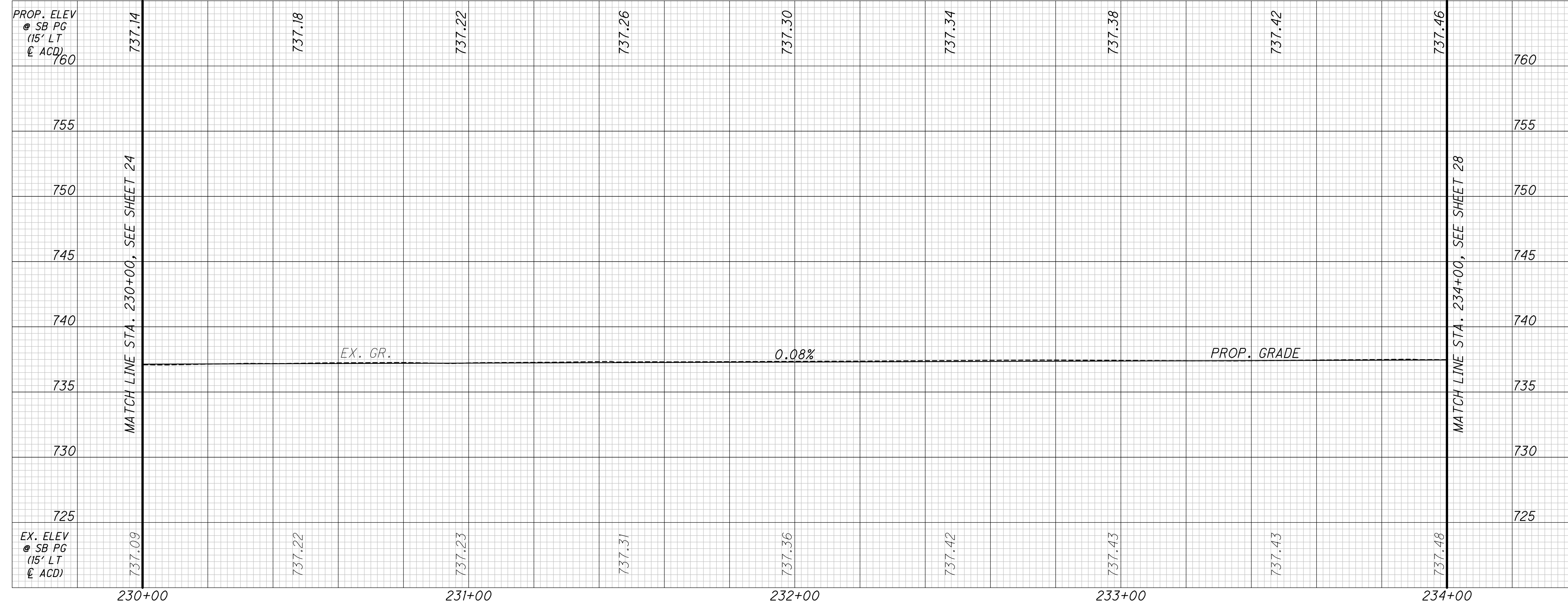
FRA-CR122-0.00



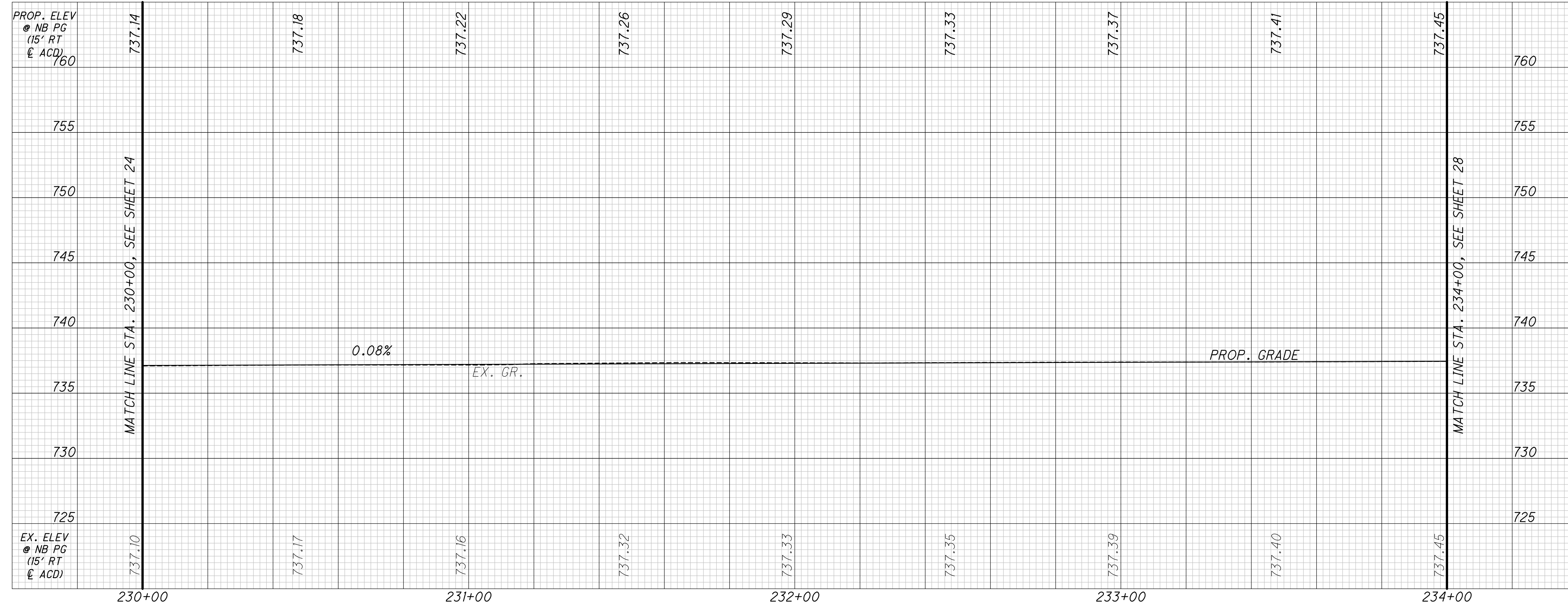


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

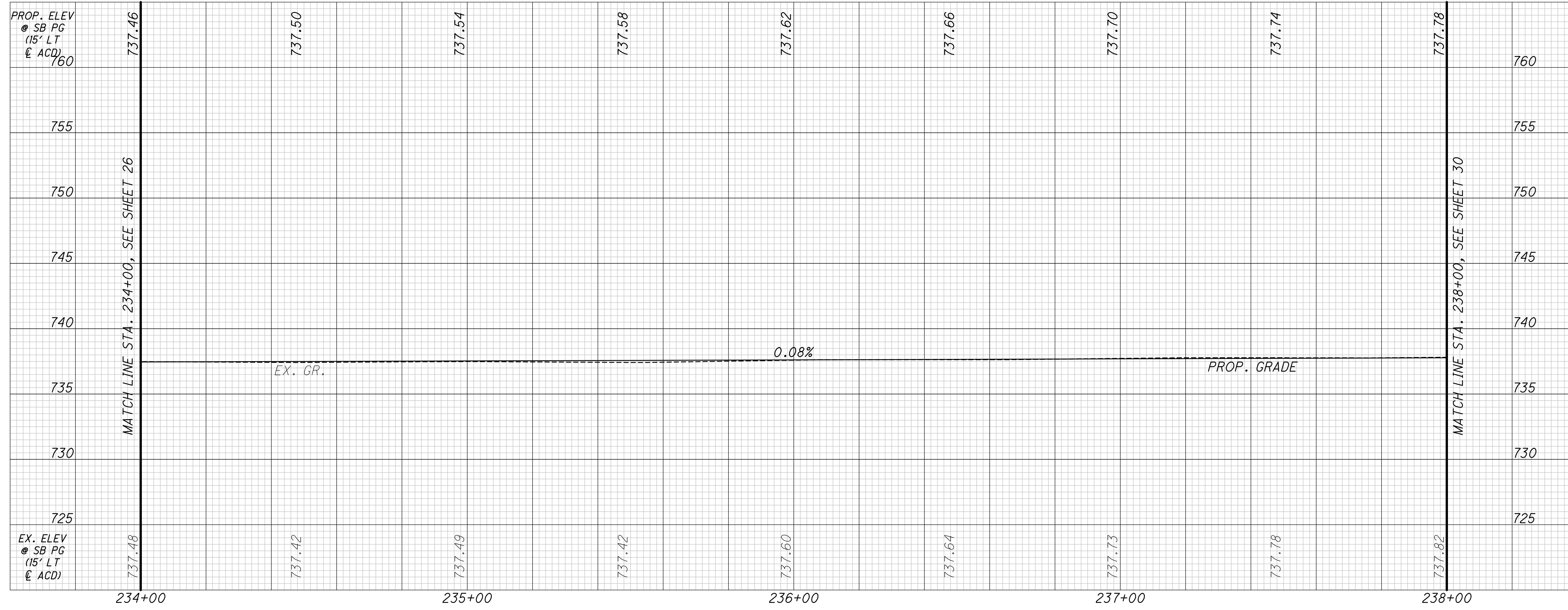
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 230+00 TO STA. 234+00

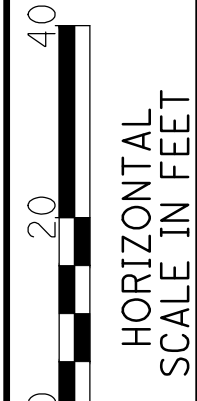
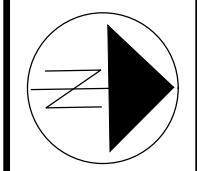
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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



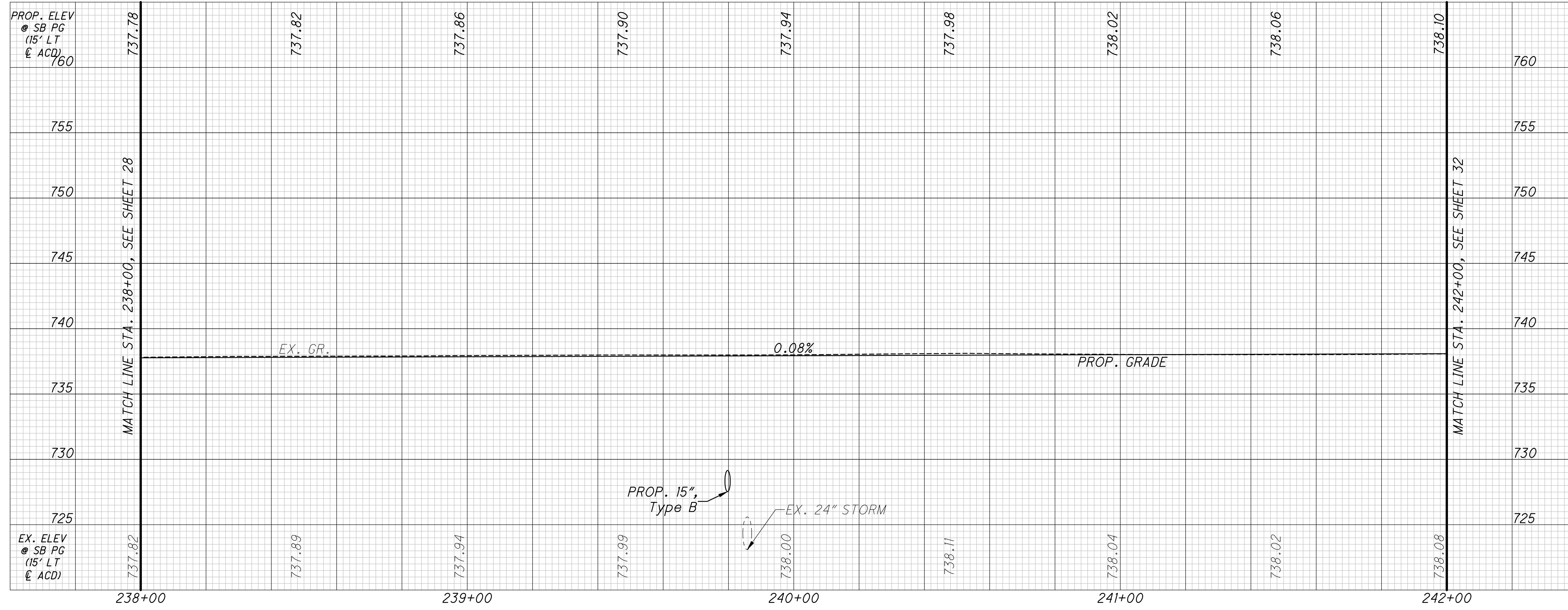
CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 234+00 TO STA. 238+00

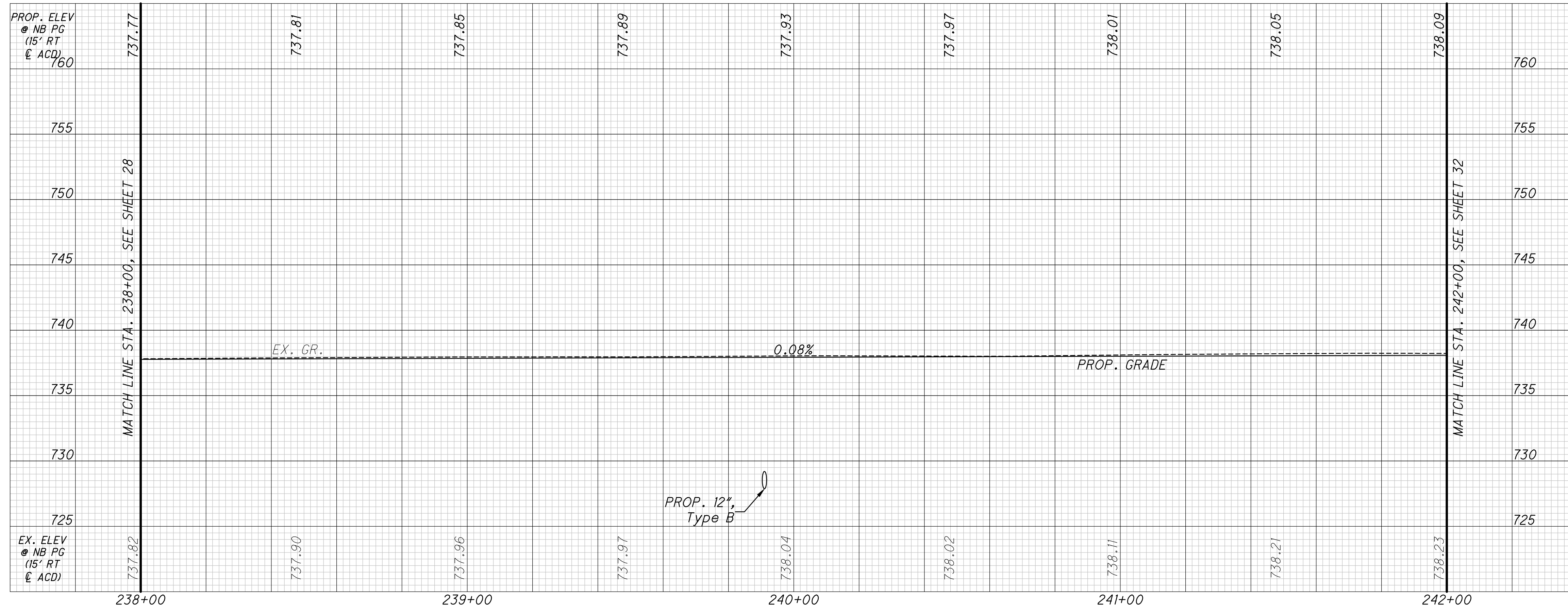
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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

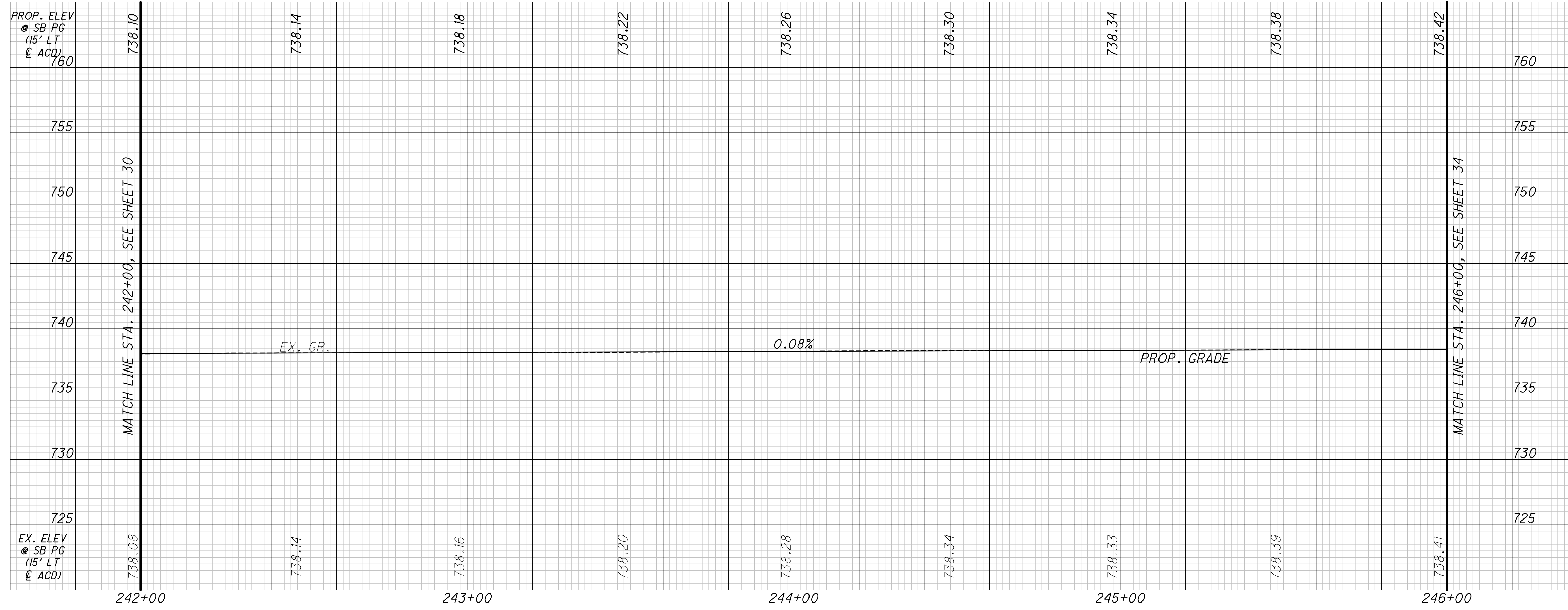
0 20 40  
 HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 238+00 TO STA. 242+00

FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

HORIZONTAL SCALE IN FEET

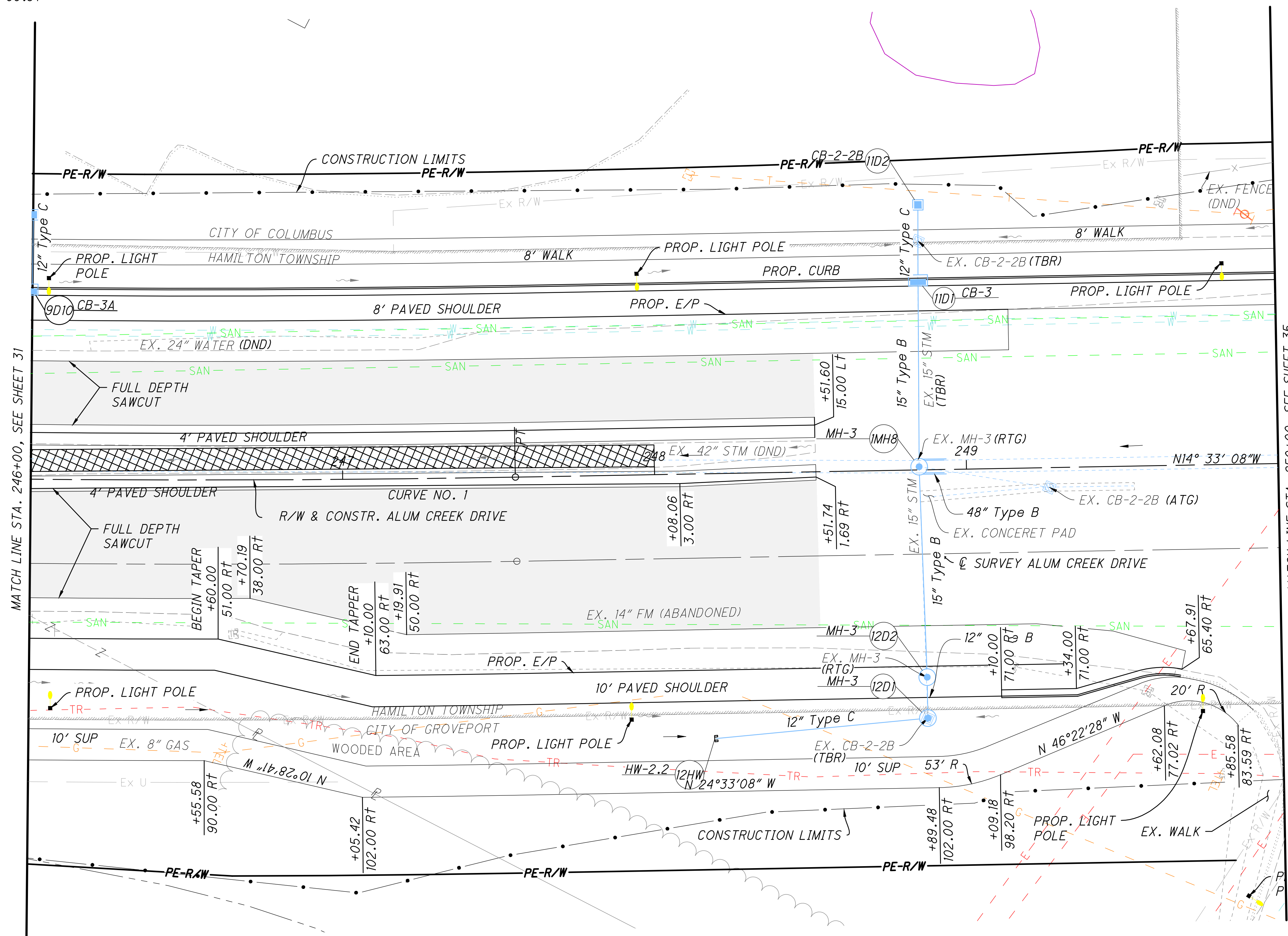
PROFILES - ALUM CREEK DRIVE  
 STA. 242+00 TO STA. 246+00

FRA-CR122-0.00



**CURVE DATA**  
CURVE NO. 1  
P.I. STA. 233+69.03  
 $\Delta = 28^\circ 27' 43''$   
 $D_c = 1^\circ 00' 18''$   
 $R = 5701.82'$   
 $T = 1446.06'$   
 $L = 2832.41'$   
 $E = 180.51'$   
P.C. STA. 219+22.97  
P.T. STA. 247+55.37

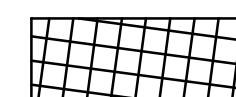
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MATCH LINE STA. 246+00, SEE SHEET 31

MATCH LINE STA. 250+00, SEE SHEET 35

FOR SCHEMATIC PLAN, SEE SHEET 2.  
FOR SUPERELEVATION TABLES, SEE SHEET 174.  
FOR STORM SEWER PROFILES, SEE SHEET 196 - 197.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 218.

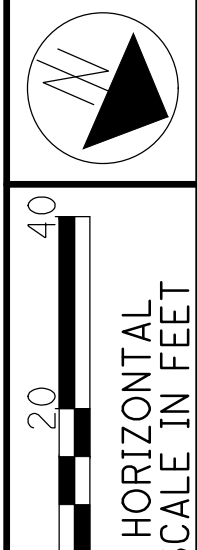


DITCH EROSION PROTECTION  
VEG. BIOFILTER



1 1/2" Pavement Planing, Asphalt Concrete

REF. NO.	STATION		SIDE
	FROM	TO	



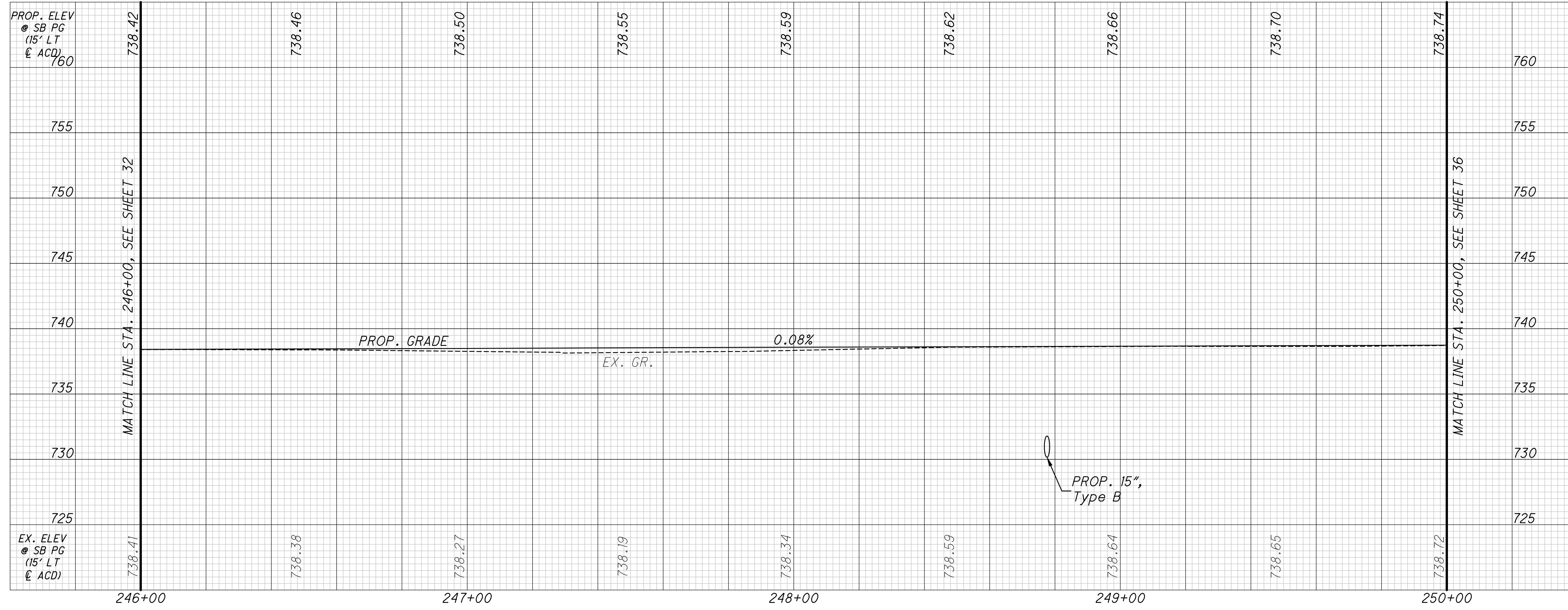
CALCULATED NMG  
CHECKED BMH

**PLAN - ALUM CREEK DRIVE**  
STA. 246+00 TO STA. 250+00

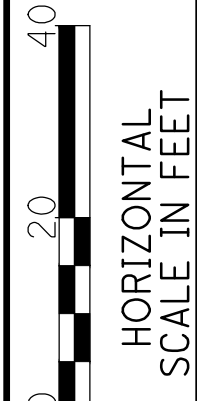
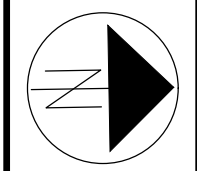
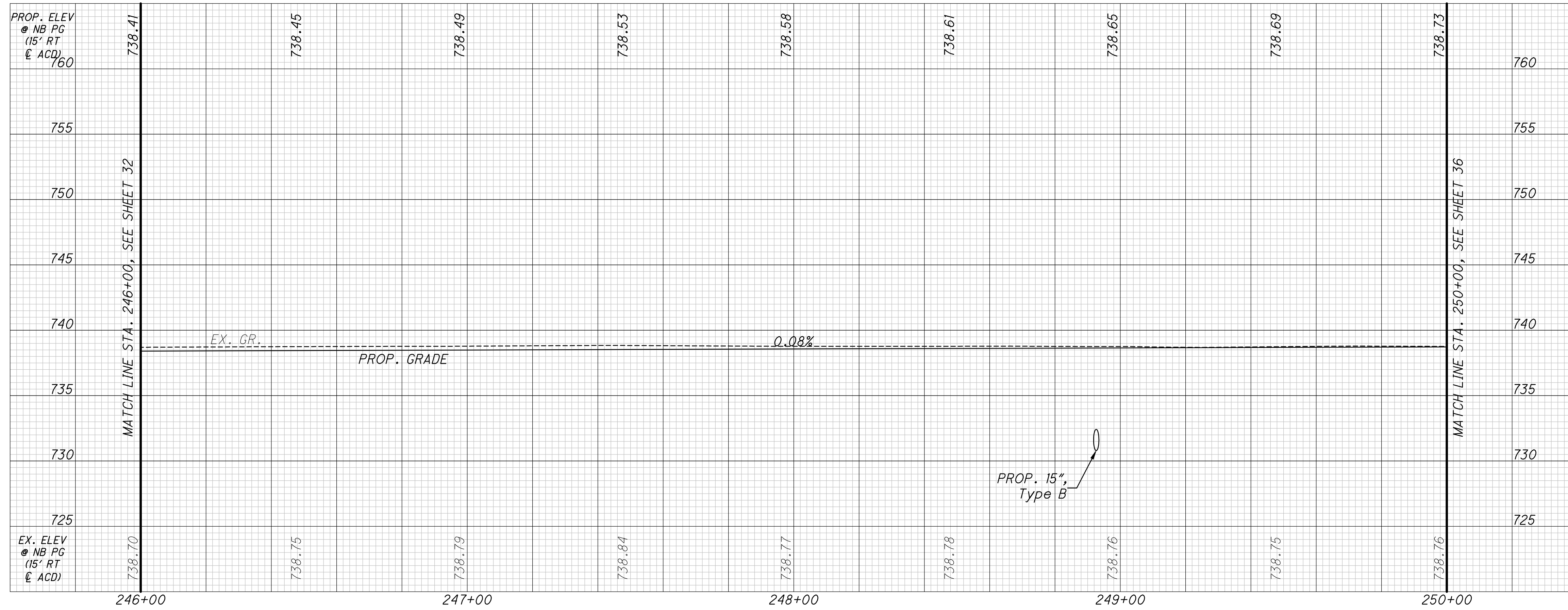
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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

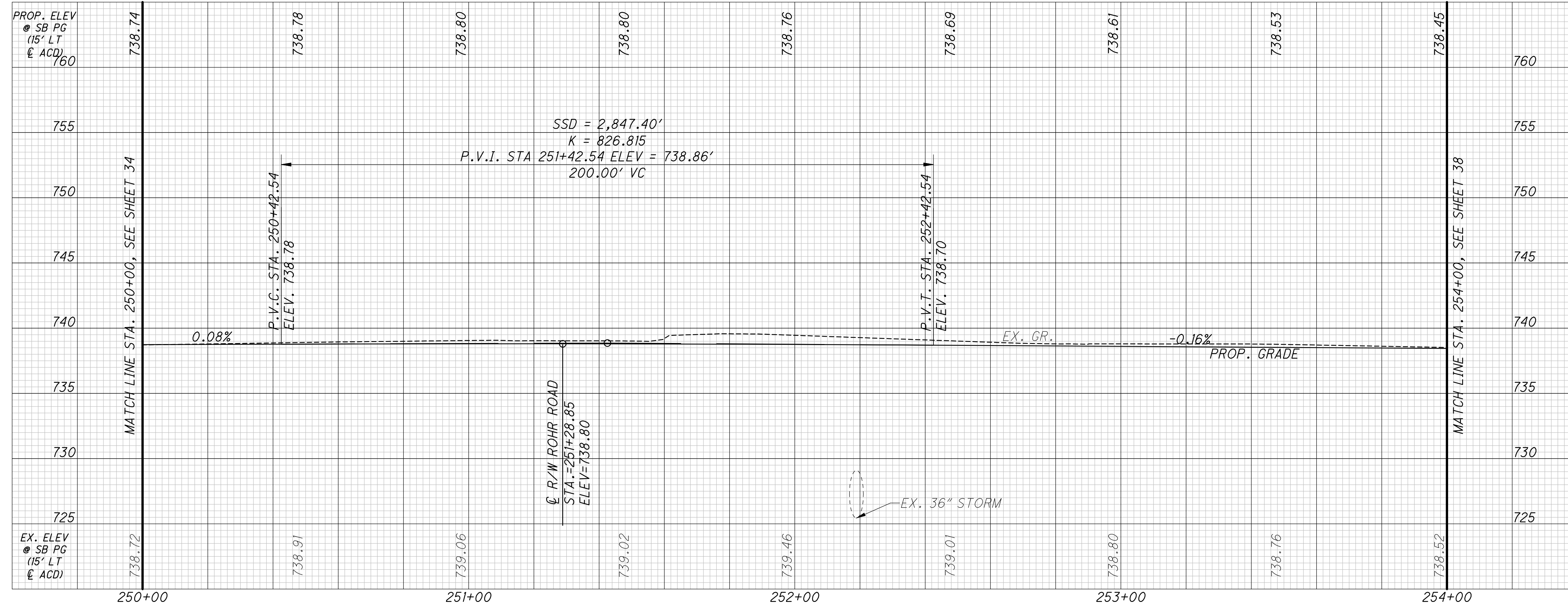
PROFILES - ALUM CREEK DRIVE  
STA. 246+00 TO STA. 250+00

FRA-CR122-0.00

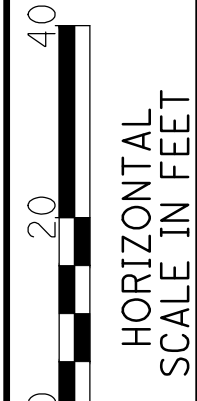
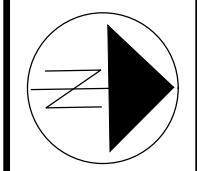
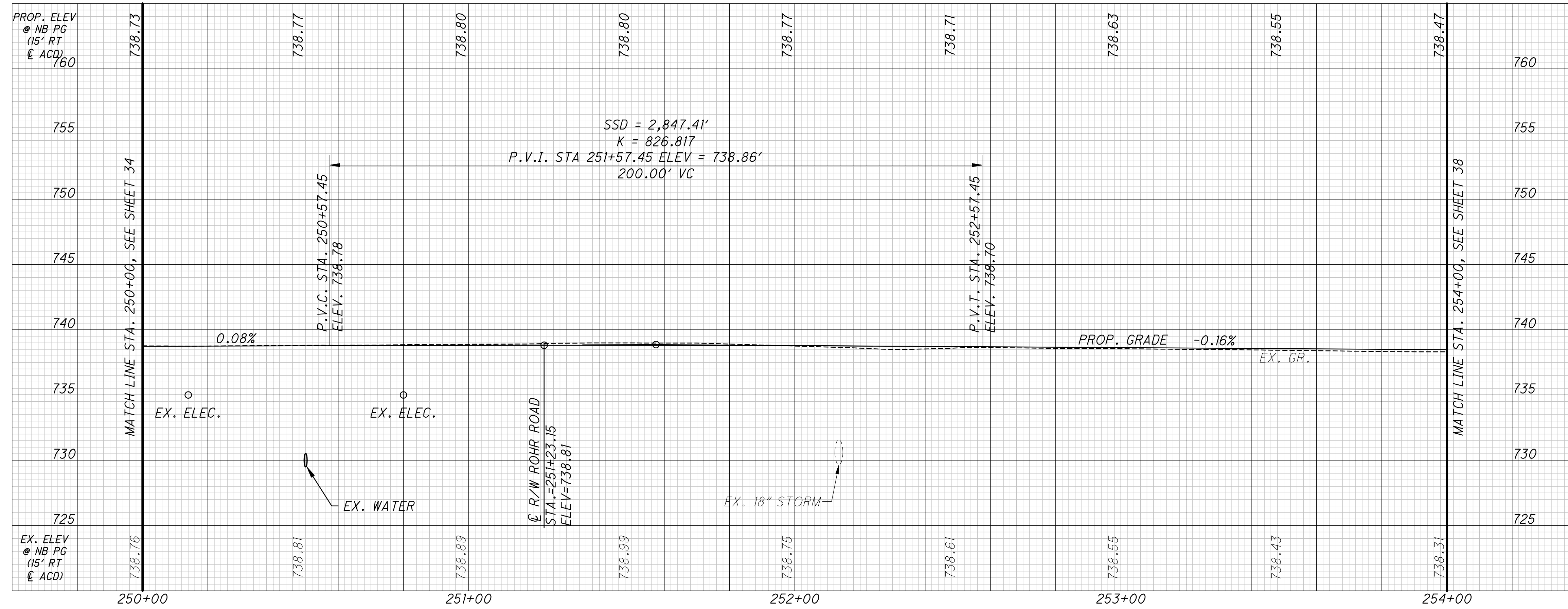


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



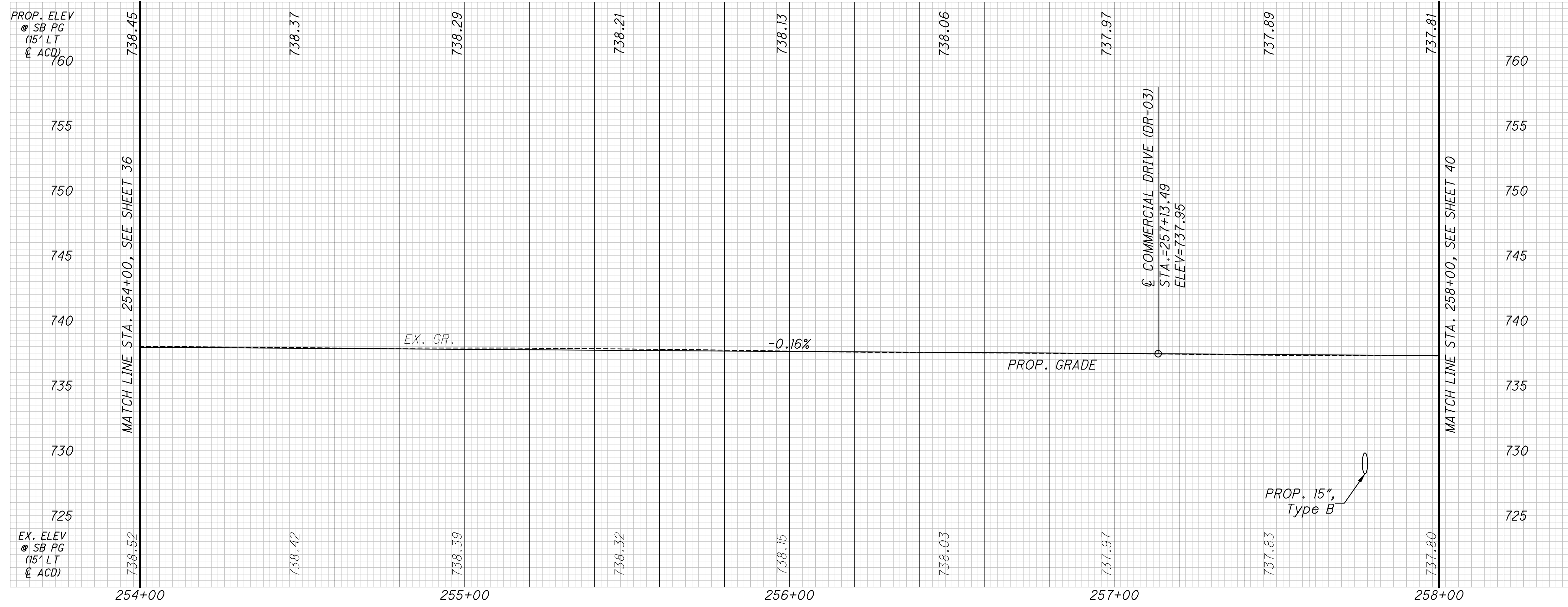
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CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 250+00 TO STA. 254+00

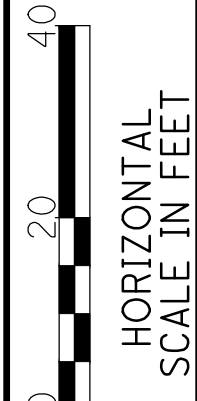
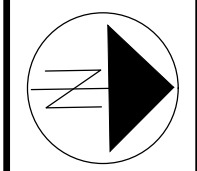
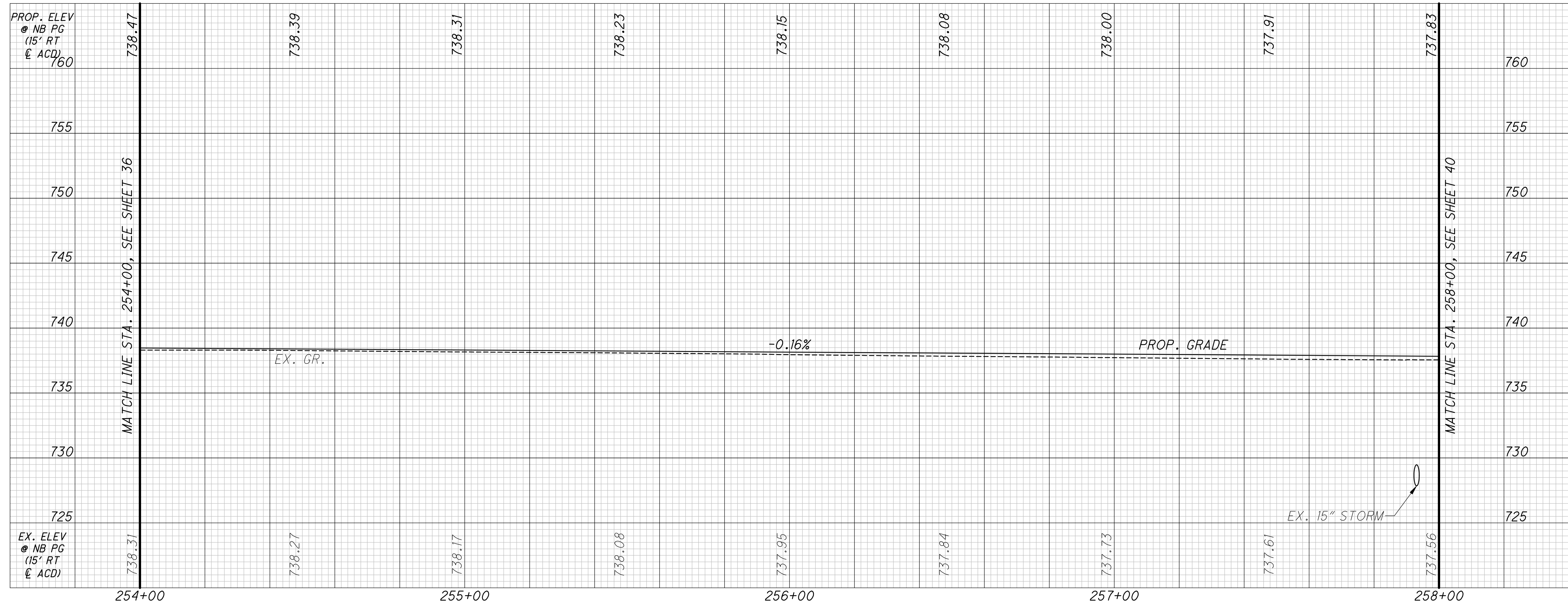
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

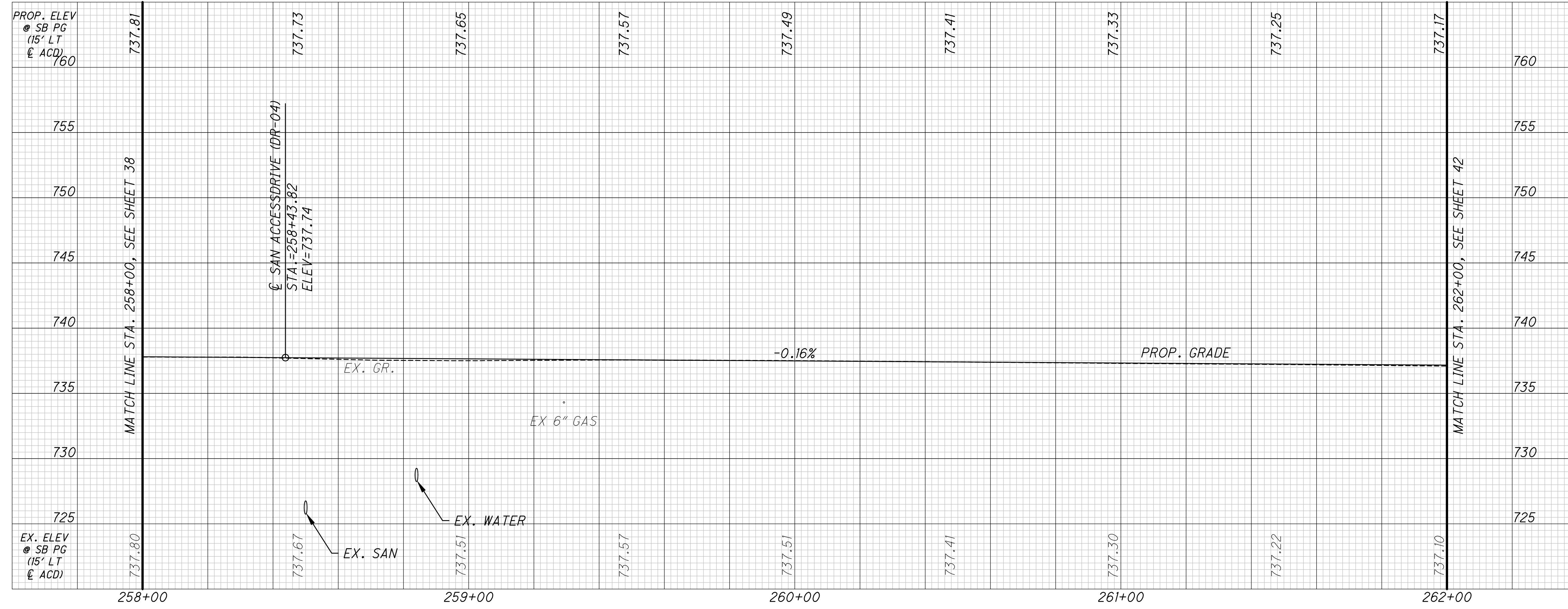
PROFILES - ALUM CREEK DRIVE  
STA. 254+00 TO STA. 258+00

FRA-CR122-0.00

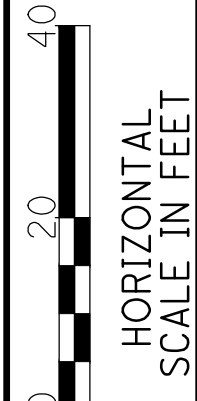
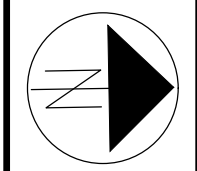
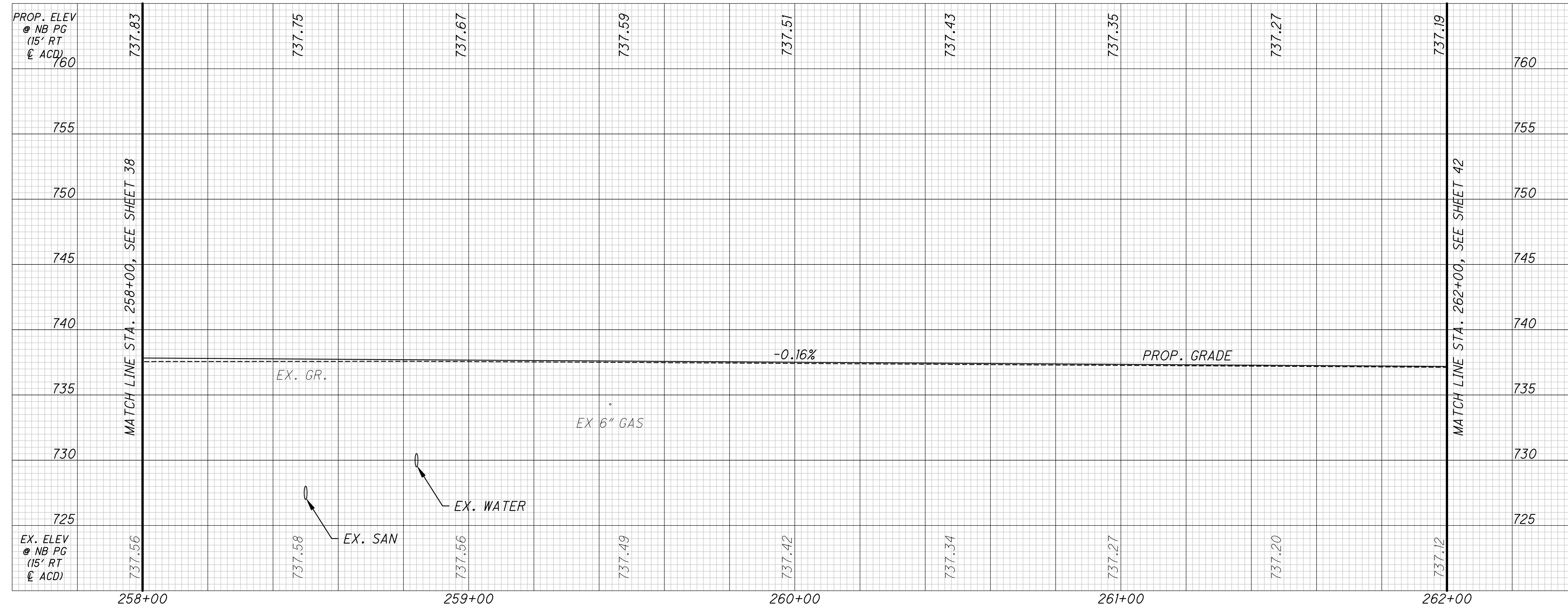


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### SOUTHBOUND PROFILE



### NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

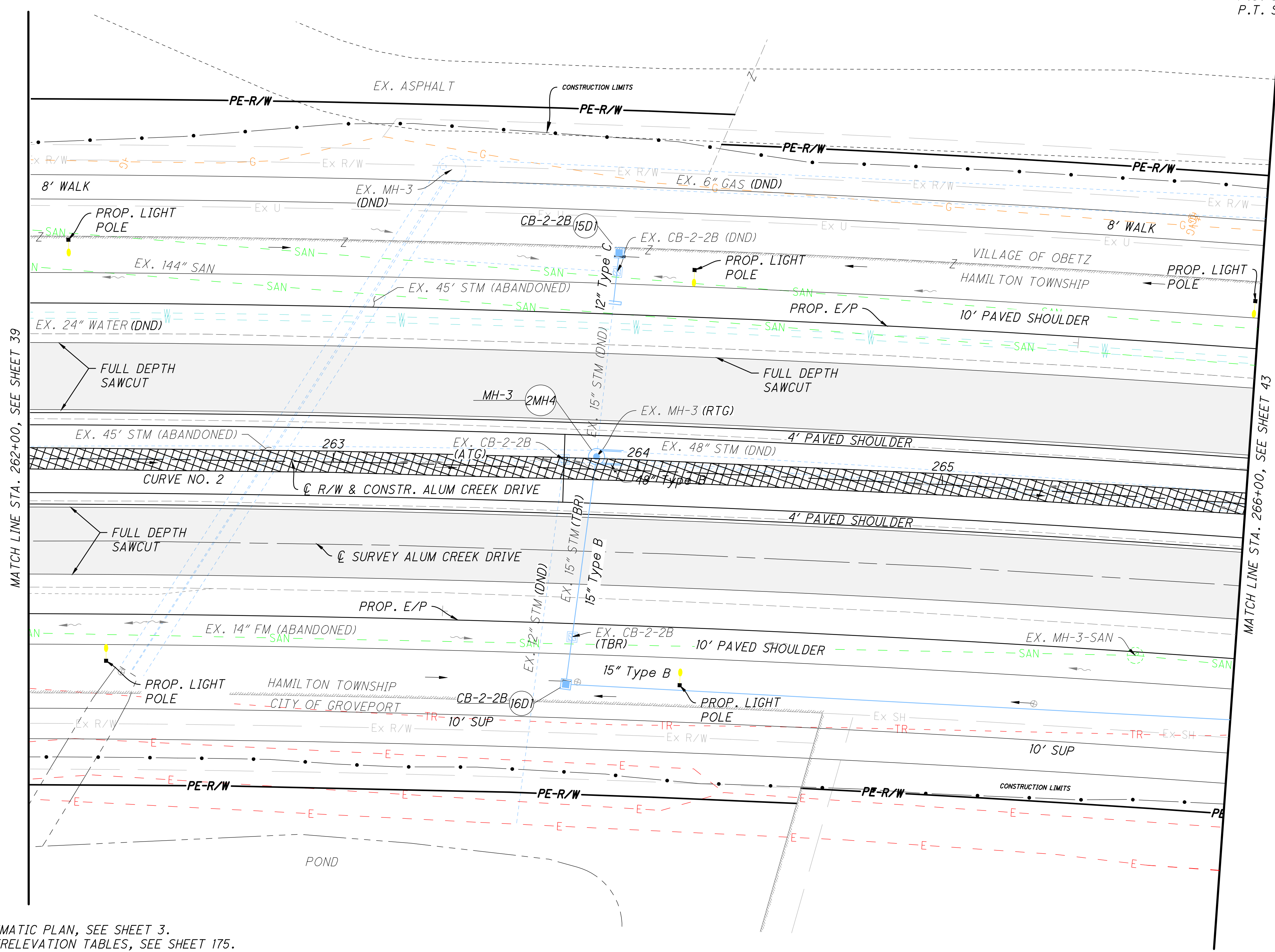
PROFILES - ALUM CREEK DRIVE  
 STA. 258+00 TO STA. 262+00

FRA-CR122-0.00



c:\pw\_working\infra01\spharrai\d0165401\115792\_GP017.dwg LAST SAVED BY: agaskins, 4/18/2024 12:16 PM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:59 AM

**CURVE DATA**  
**CURVE NO. 2**  
P.I. STA. 270+74.03  
 $\Delta = 27^{\circ}08'37''$   
 $D_c = 0^{\circ}59'43''$   
 $R = 5756.17'$   
 $T = 1389.57'$   
 $L = 2726.97'$   
 $E = 165.35'$   
P.C. STA. 256+84.46  
P.T. STA. 284+11.42

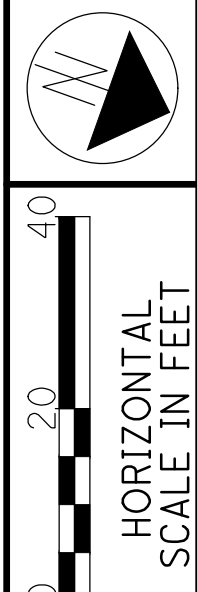


MATCH LINE STA. 262+00, SEE SHEET 39

MATCH LINE STA. 266+00, SEE SHEET 43

FOR SCHEMATIC PLAN, SEE SHEET 3.  
FOR SUPERELEVATION TABLES, SEE SHEET 175.  
FOR STORM SEWER PROFILES, SEE SHEET 199.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 222.

- DITCH EROSION PROTECTION VEG. BIOFILTER
- 1 1/2" Pavement Planing, Asphalt Concrete



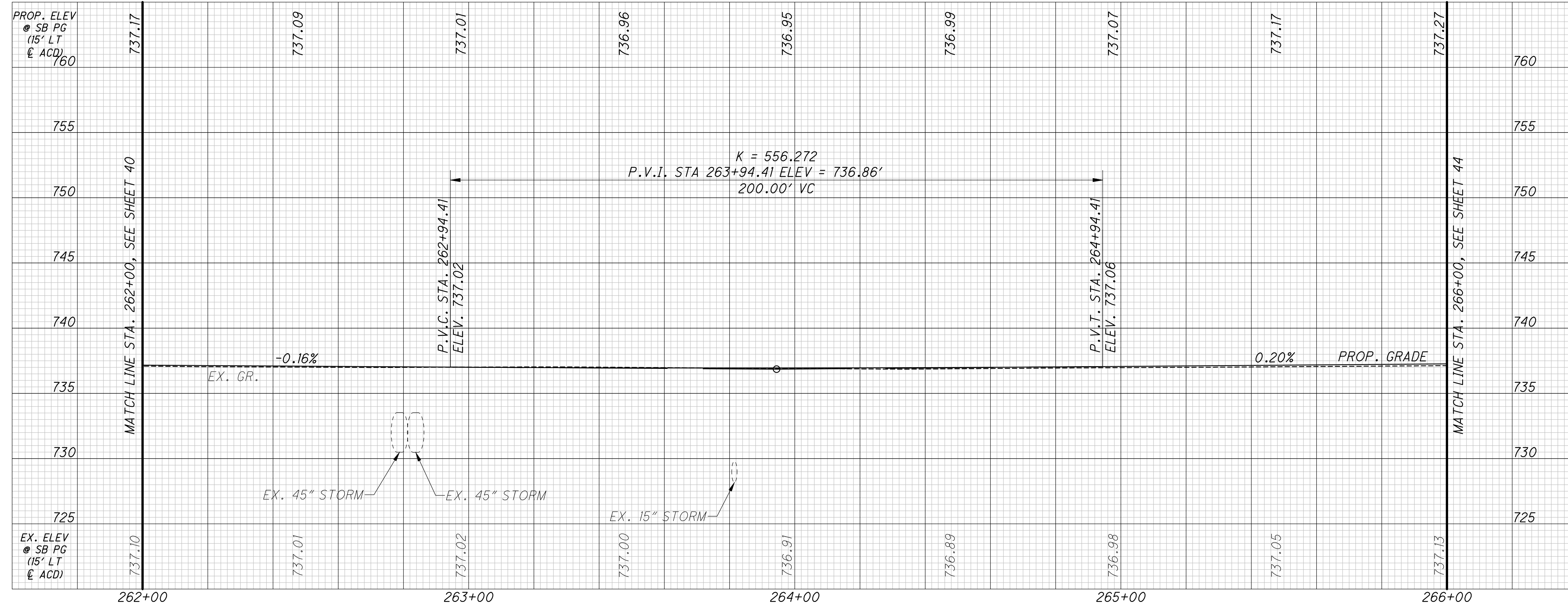
REF NO.	STATION		SIDE
	FROM	TO	

CALCULATED NMG CHECKED BMH

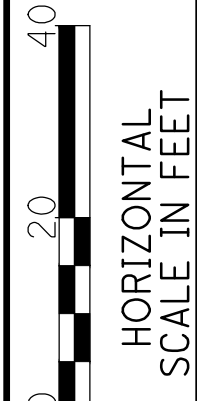
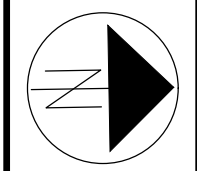
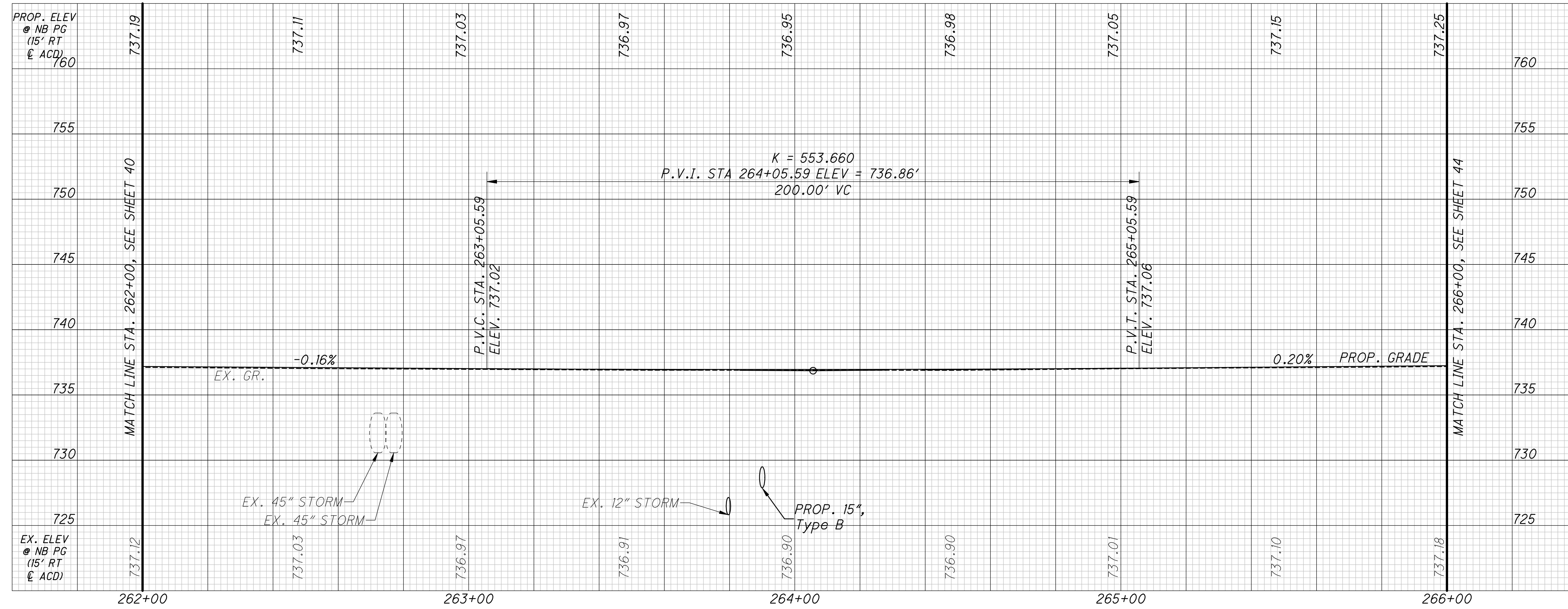
PLAN - ALUM CREEK DRIVE  
STA. 262+00 TO STA. 266+00

FRA-CR122-0-00

SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 262+00 TO STA. 266+00

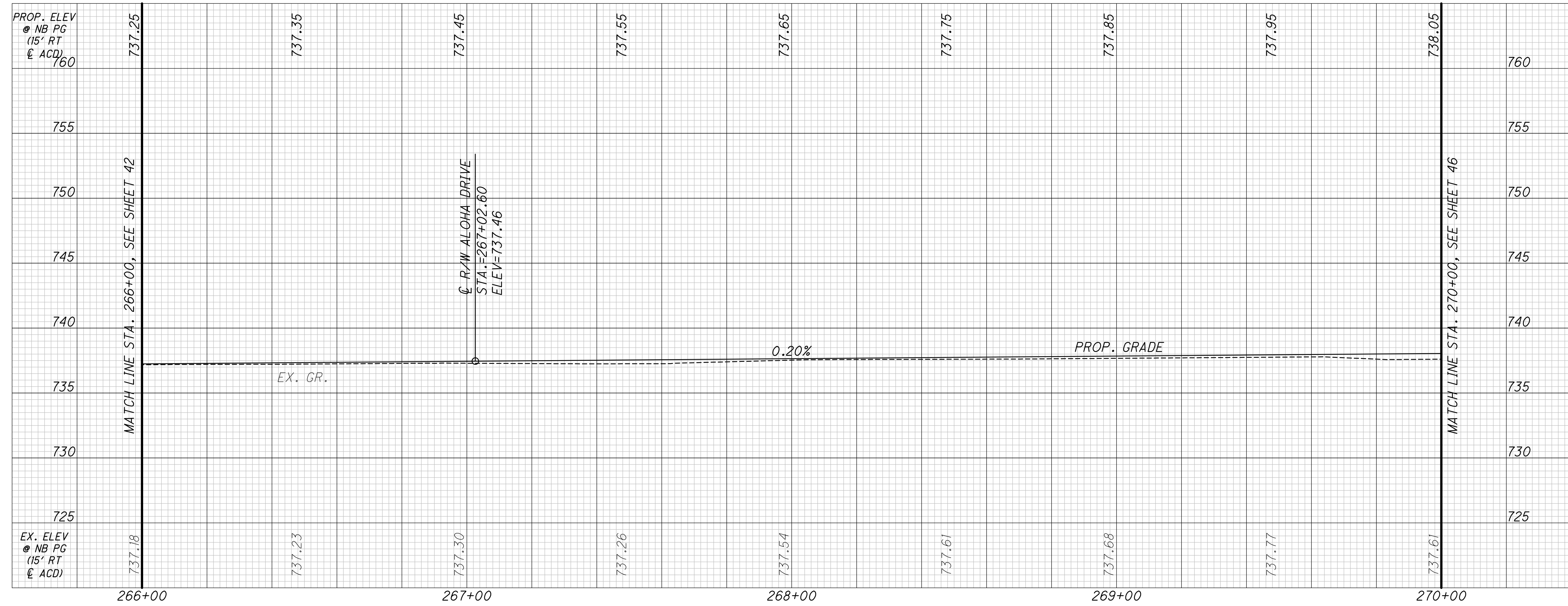
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



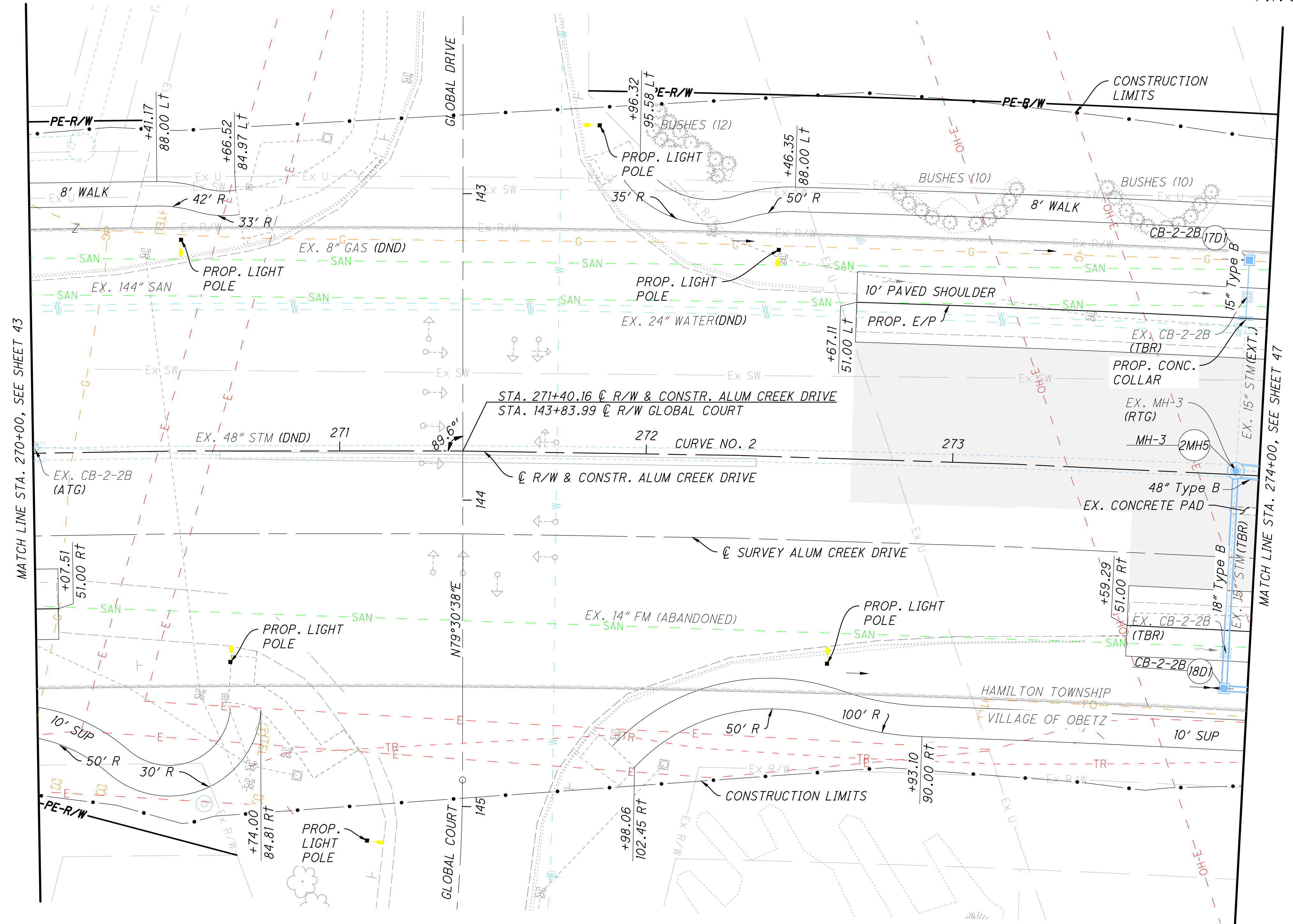
CALCULATED NMG  
CHECKED BMH

HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 266+00 TO STA. 270+00

FRA-CR122-0.00

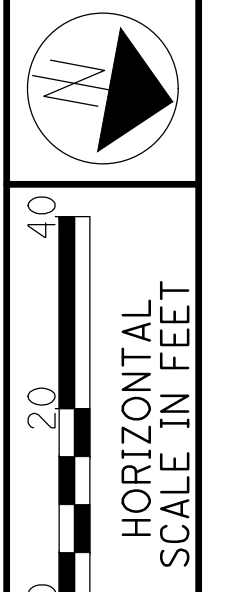
CURVE DATA  
CURVE NO. 2  
P.I. STA. 270+74.03  
Δ = 27°08'37"  
Dc = 0°59'43"  
R = 5756.17'  
T = 1389.57'  
L = 2726.97'  
E = 165.35'  
P.C. STA. 256+84.46  
P.T. STA. 284+11.42



FOR SCHEMATIC PLAN, SEE SHEET 3.  
FOR SUPERELEVATION TABLES, SEE SHEET 175.  
FOR STORM SEWER PROFILES, SEE SHEET 200-201.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 224.

1 1/2" Pavement Planing, Asphalt Concrete

REF. NO.	STATION		SIDE
	FROM	TO	



CALCULATED NMG  
CHECKED BMH

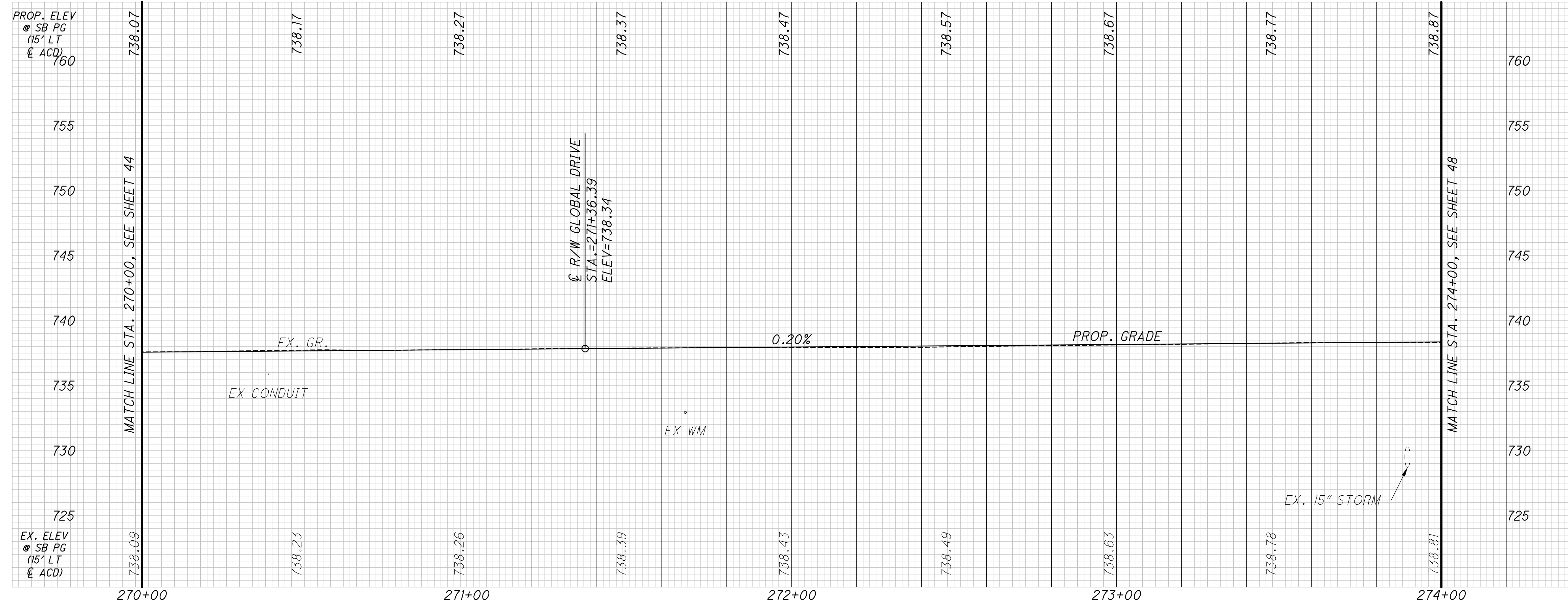
PLAN - ALUM CREEK DRIVE  
STA. 270+00 TO STA. 274+00

FRA-CR122-0-00

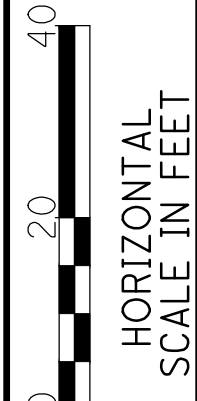
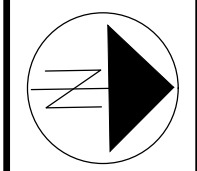
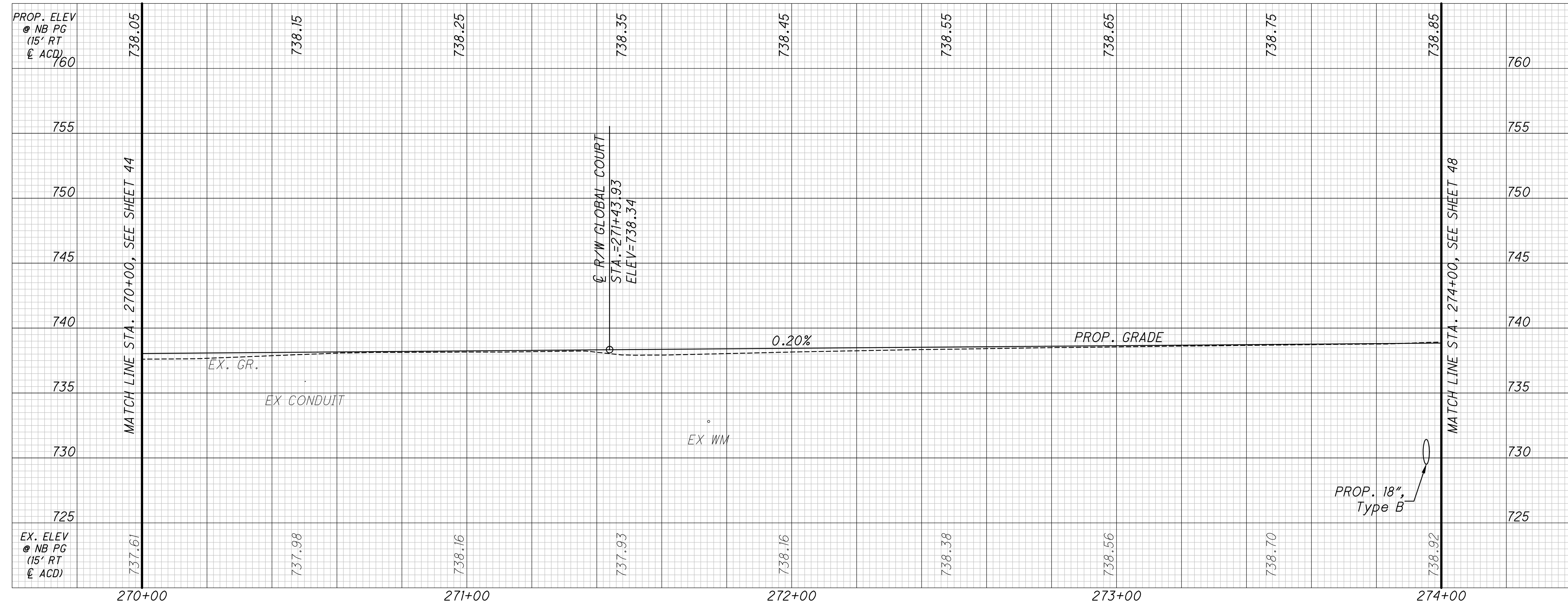
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### SOUTHBOUND PROFILE



### NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
 STA. 270+00 TO STA. 274+00

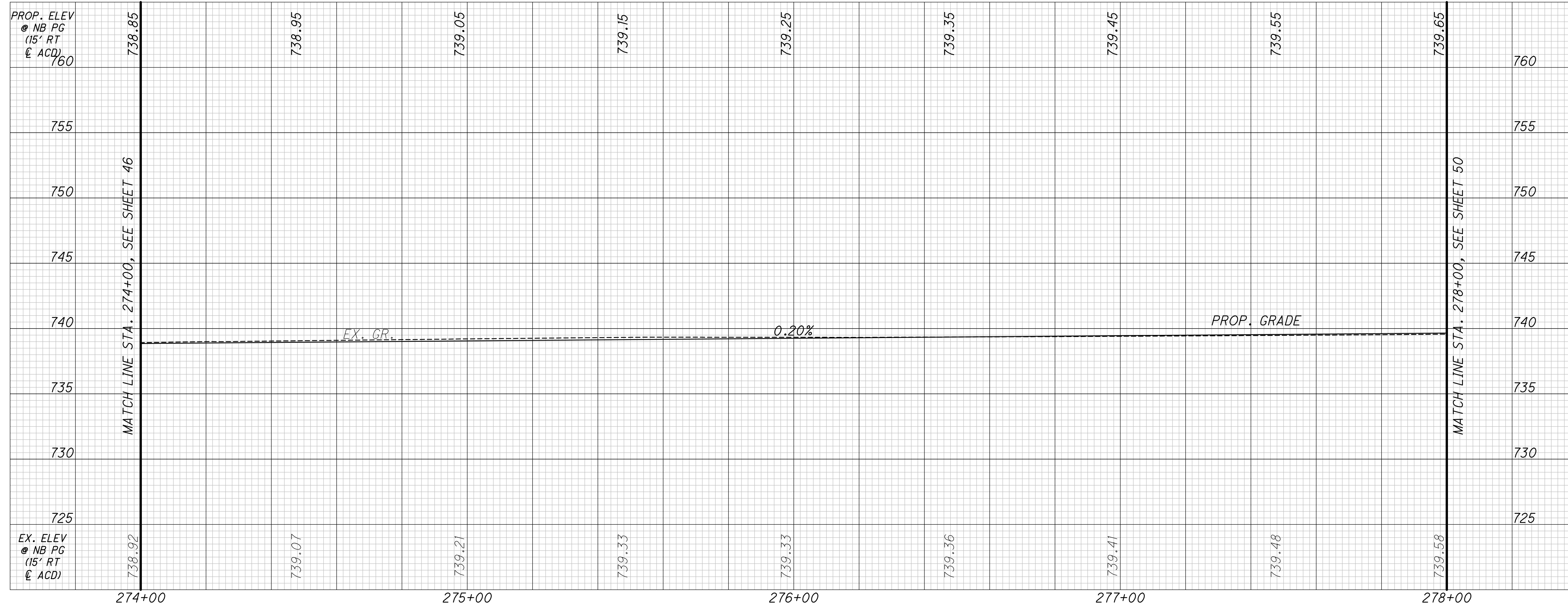
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

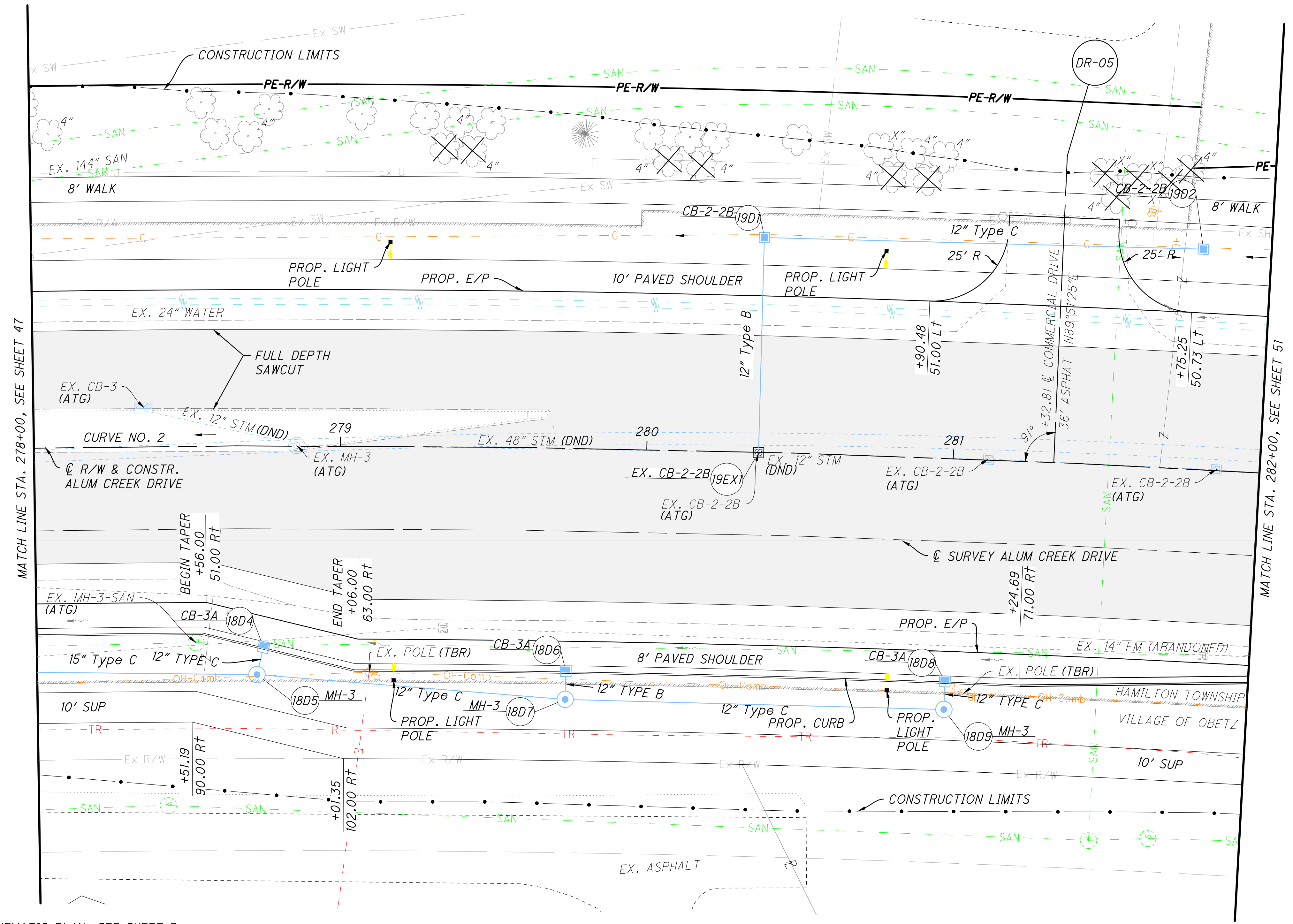
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 274+00 TO STA. 278+00

FRA-CR122-0.00



**CURVE DATA**  
**CURVE NO. 2**  
 P.I. STA. 270+74.03  
 $\Delta = 27^{\circ}08'37''$   
 $D_c = 0^{\circ}59'43''$   
 $R = 5756.17'$   
 $T = 1389.57'$   
 $L = 2726.97'$   
 $E = 165.35'$   
 P.C. STA. 256+84.46  
 P.T. STA. 284+11.42

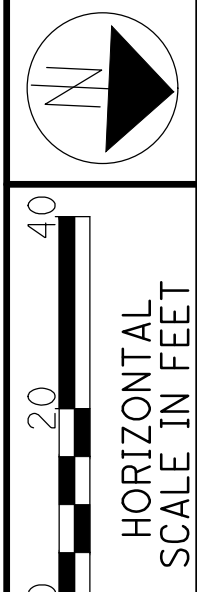


MATCH LINE STA. 278+00, SEE SHEET 47

MATCH LINE STA. 282+00, SEE SHEET 51

FOR SCHEMATIC PLAN, SEE SHEET 3.  
 FOR SUPERELEVATION TABLES, SEE SHEET 175-176.  
 FOR DRIVEWAY DETAILS, SEE SHEET 187.  
 FOR STORM SEWER PROFILES, SEE SHEET 200-202.  
 FOR TRAFFIC CONTROL PLAN, SEE SHEET 226.

1 1/2" Pavement Planing, Asphalt Concrete



CALCULATED	
NMG	
CHECKED	
BMH	

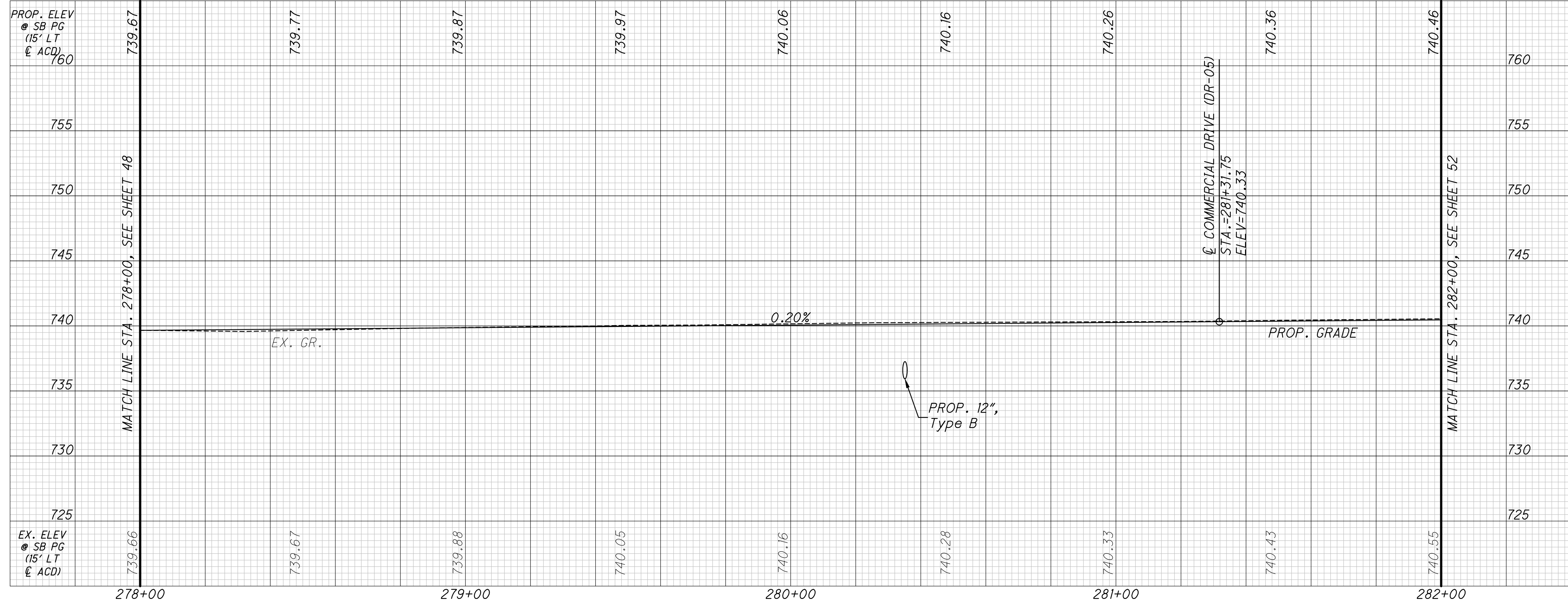
**PLAN - ALUM CREEK DRIVE**  
 STA. 278+00 TO STA. 282+00

REF. NO.	STATION		SIDE
	FROM	TO	

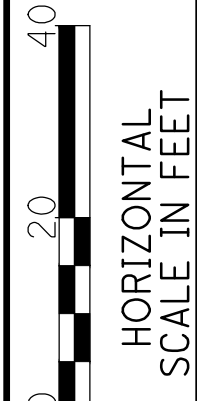
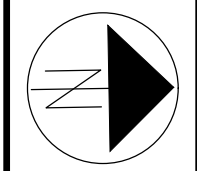
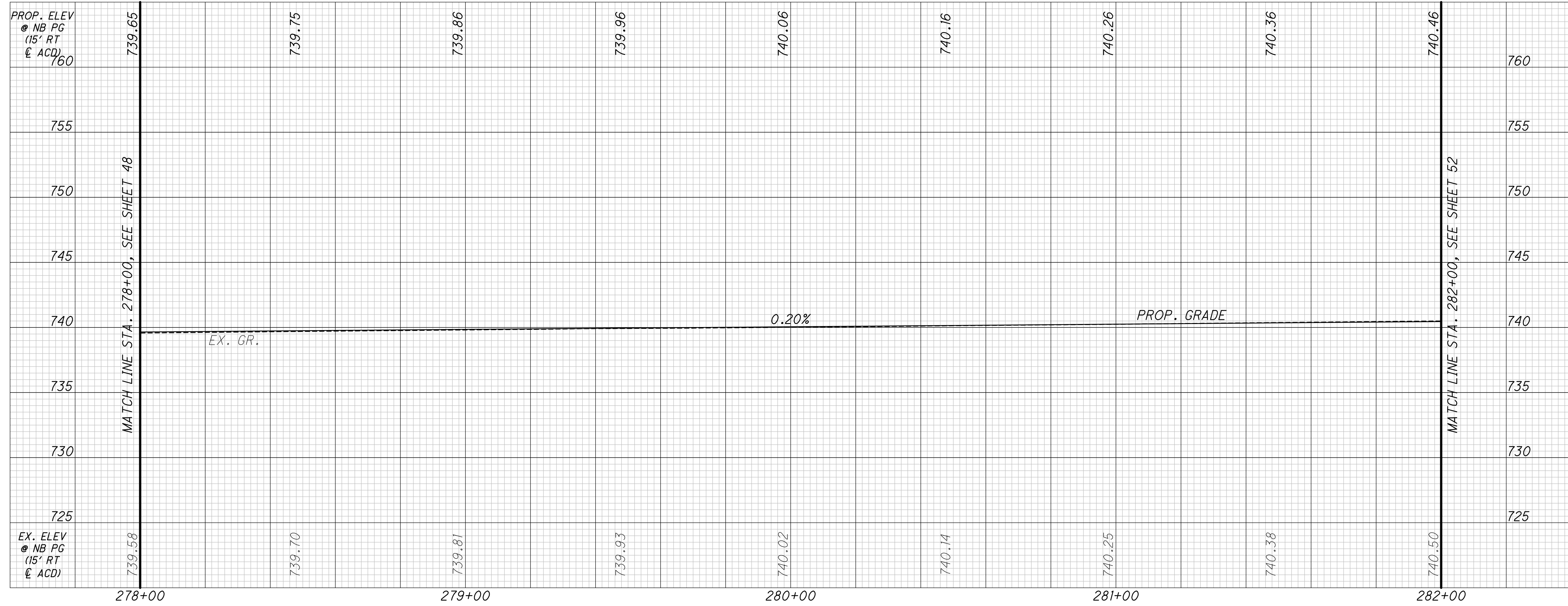
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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

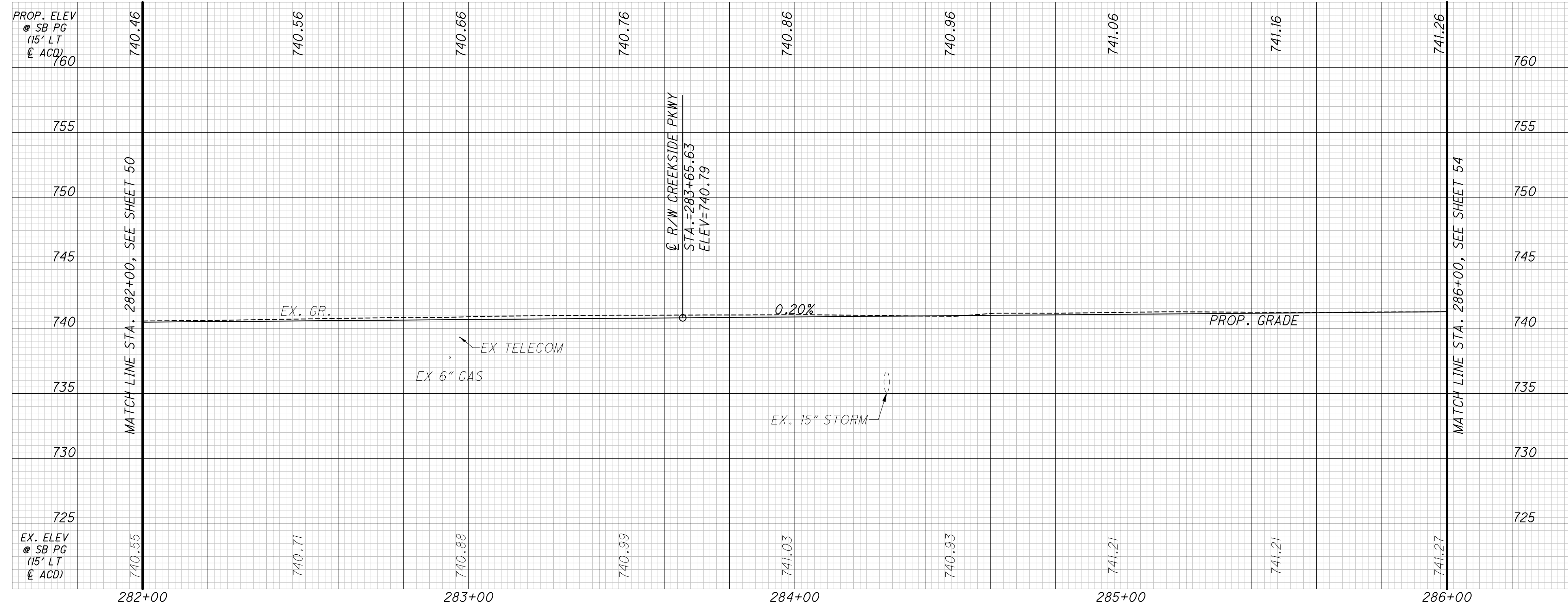
PROFILES - ALUM CREEK DRIVE  
STA. 278+00 TO STA. 282+00

FRA-CR122-0.00

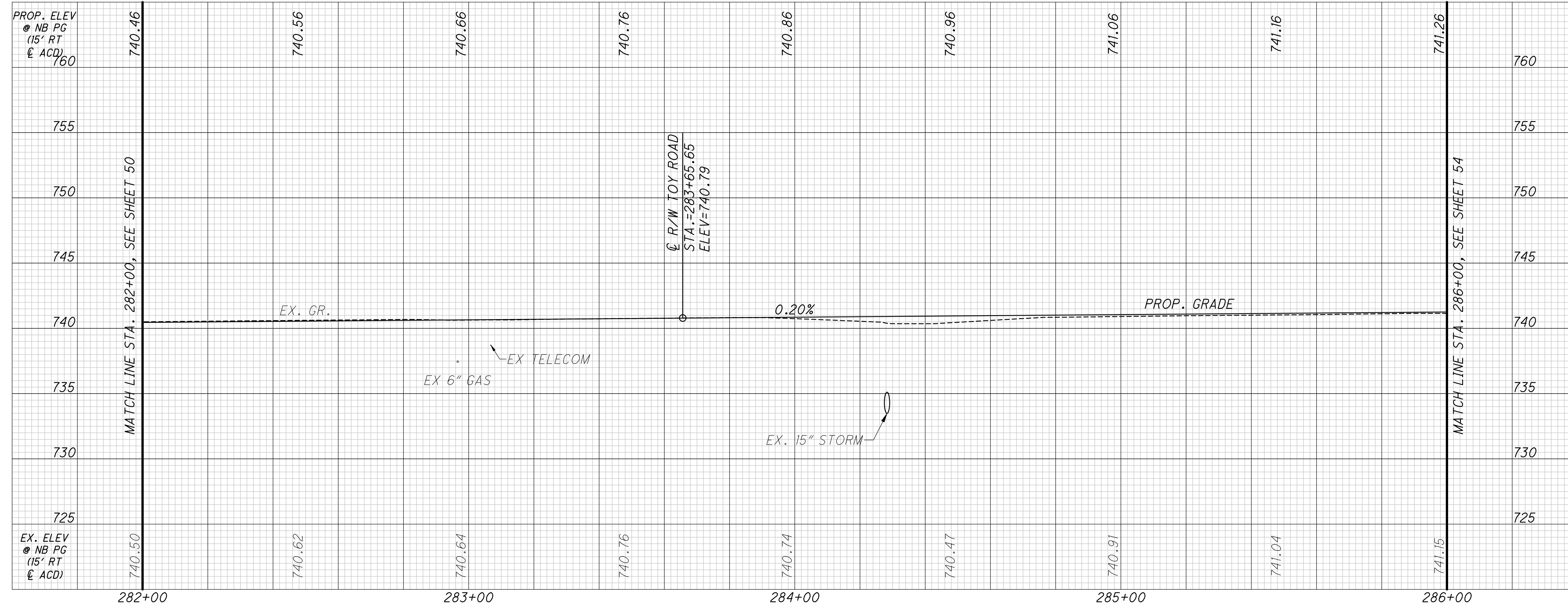


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### SOUTHBOUND PROFILE



### NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

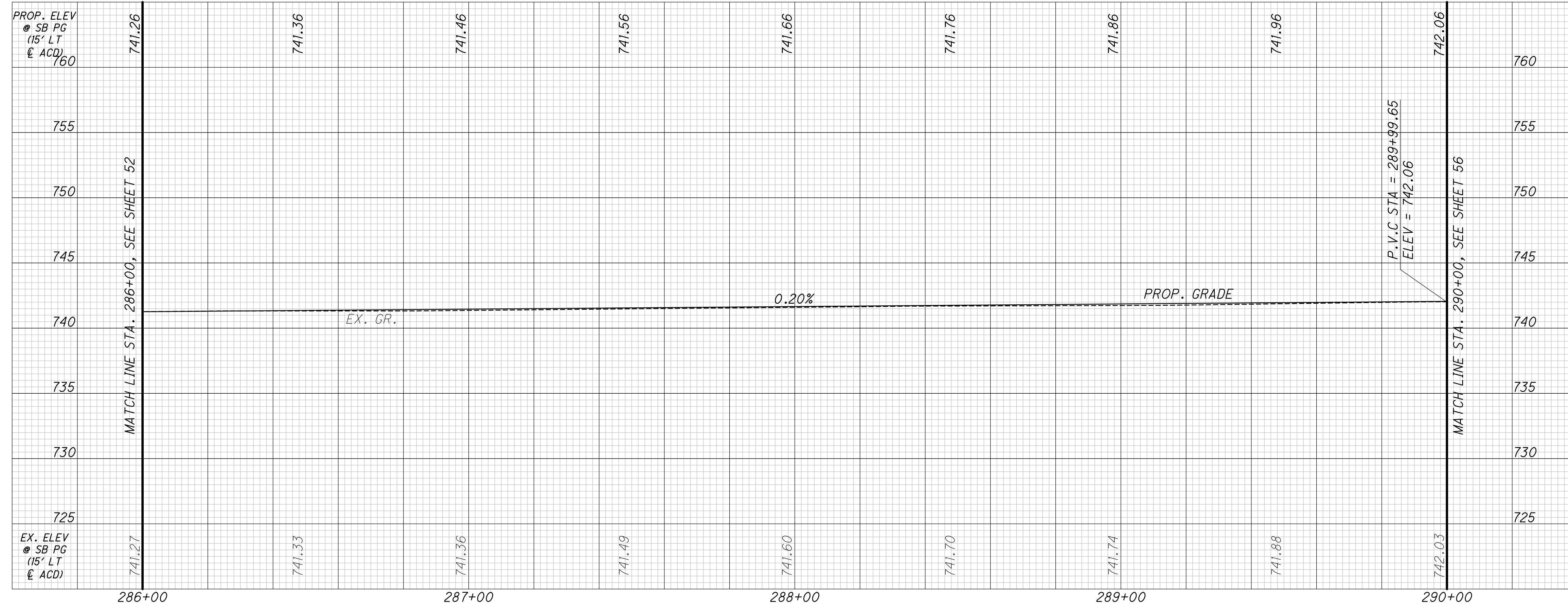
0 20 40  
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 282+00 TO STA. 286+00

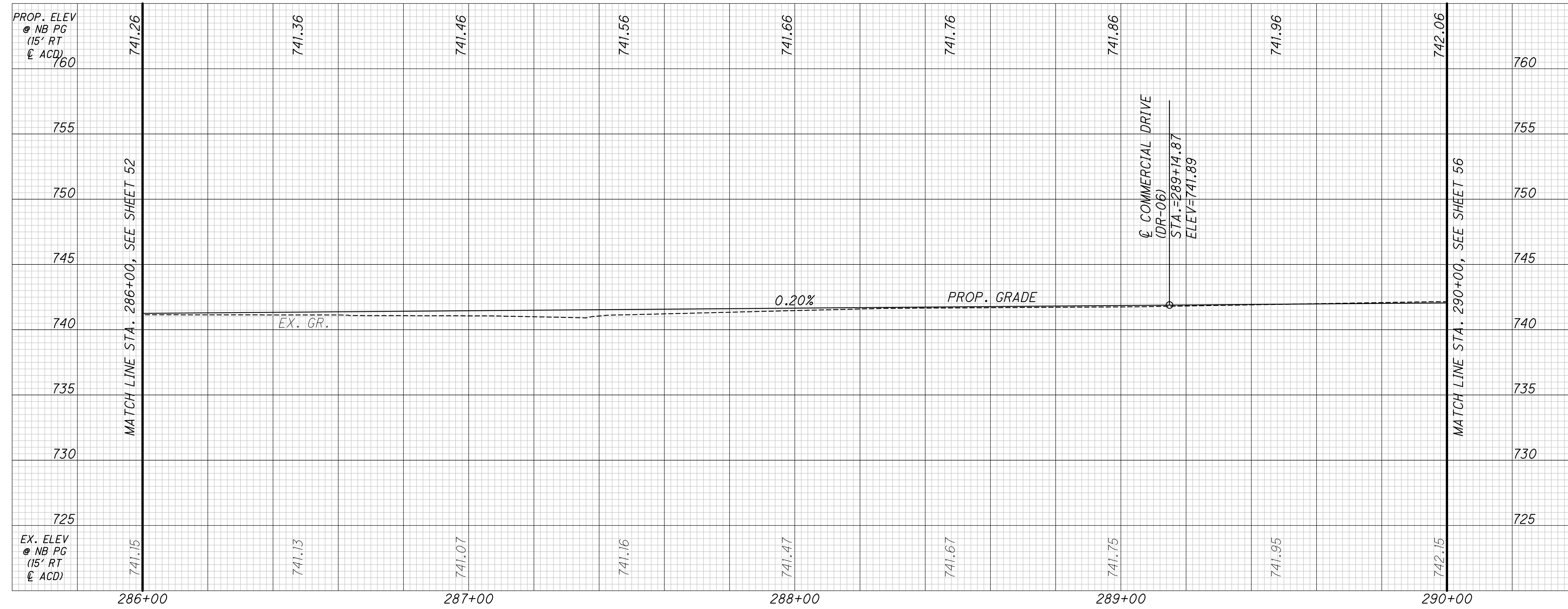
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SOUTHBOUND PROFILE



NORTHBOUND PROFILE

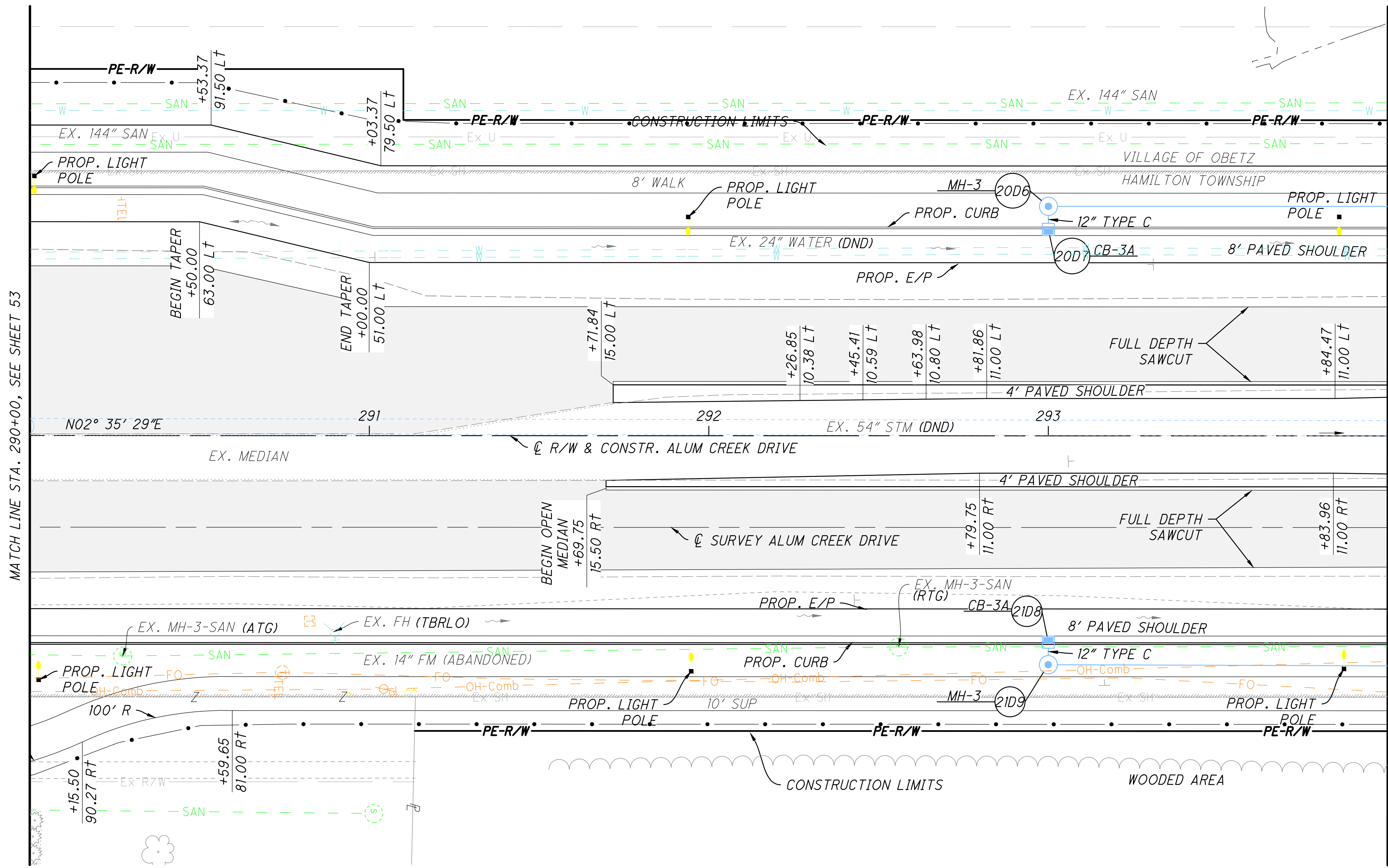


CALCULATED NMG  
 CHECKED BMH

HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 286+00 TO STA. 290+00

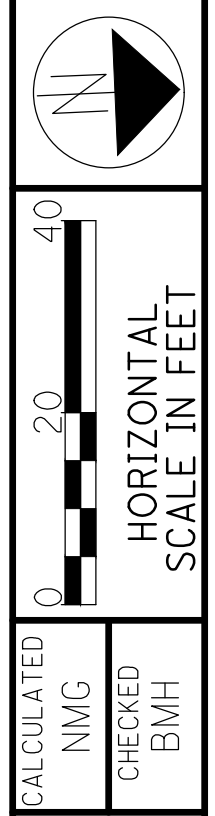
FRA-CR122-0.00



FOR SCHEMATIC PLAN, SEE SHEET 3.  
FOR STORM SEWER PROFILES, SEE SHEET 203-204.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 229.

1 1/2" Pavement Planing, Asphalt Concrete

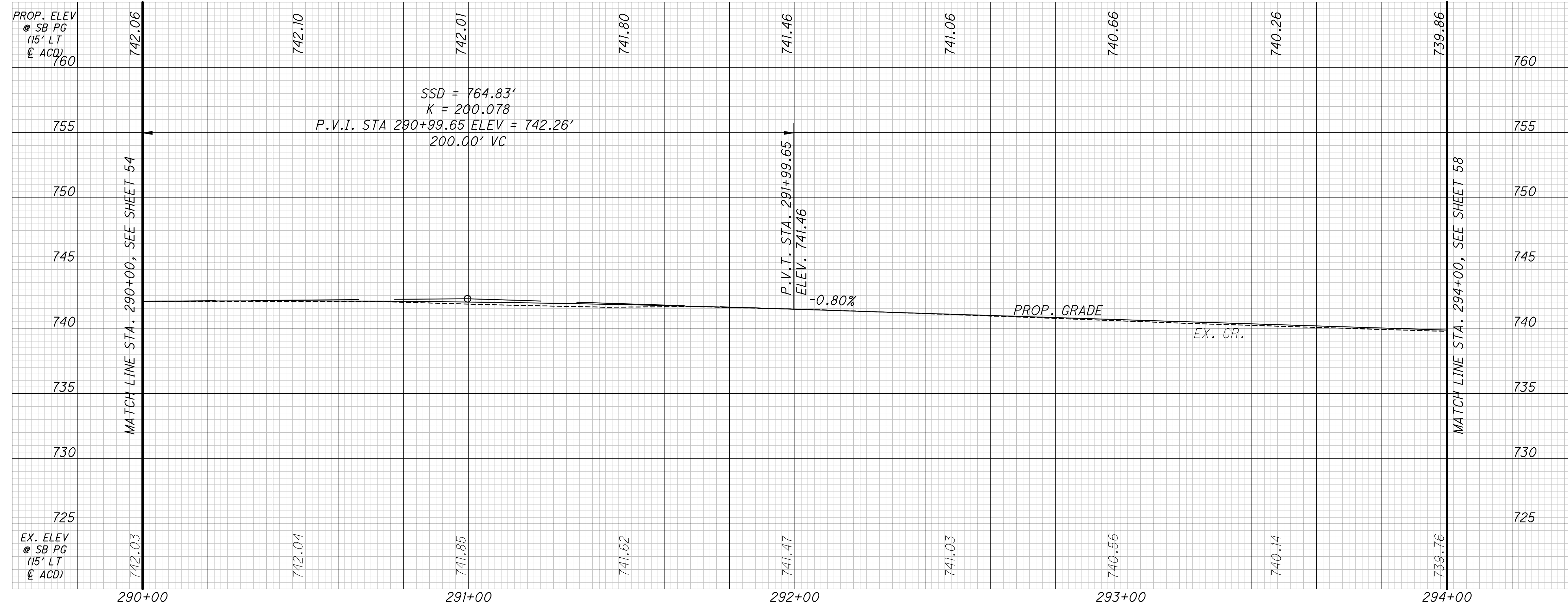
REF. NO.	STATION																		
	FROM	TO																	
		SIDE																	



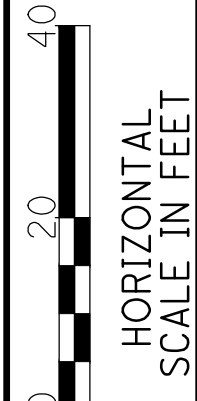
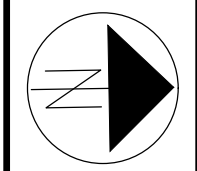
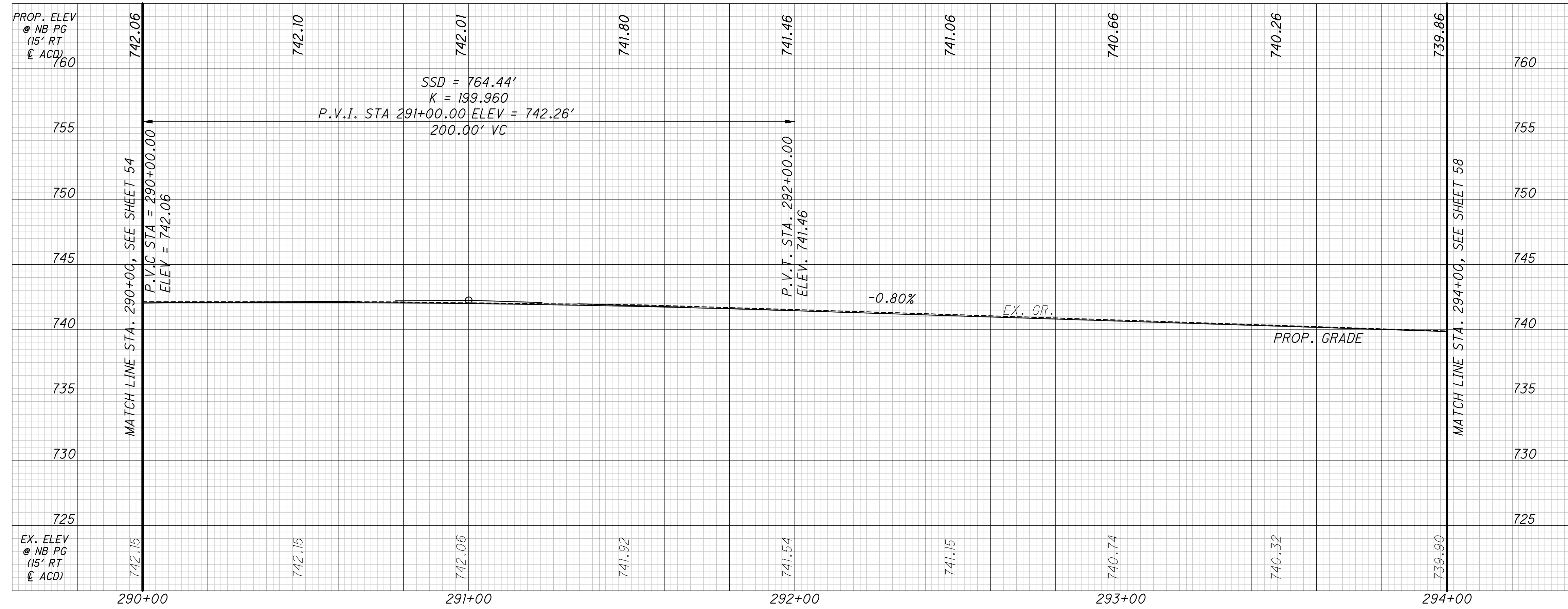
PLAN - ALUM CREEK DRIVE  
STA. 290+00 TO STA. 294+00

FRA-CR122-0.00

SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 290+00 TO STA. 294+00

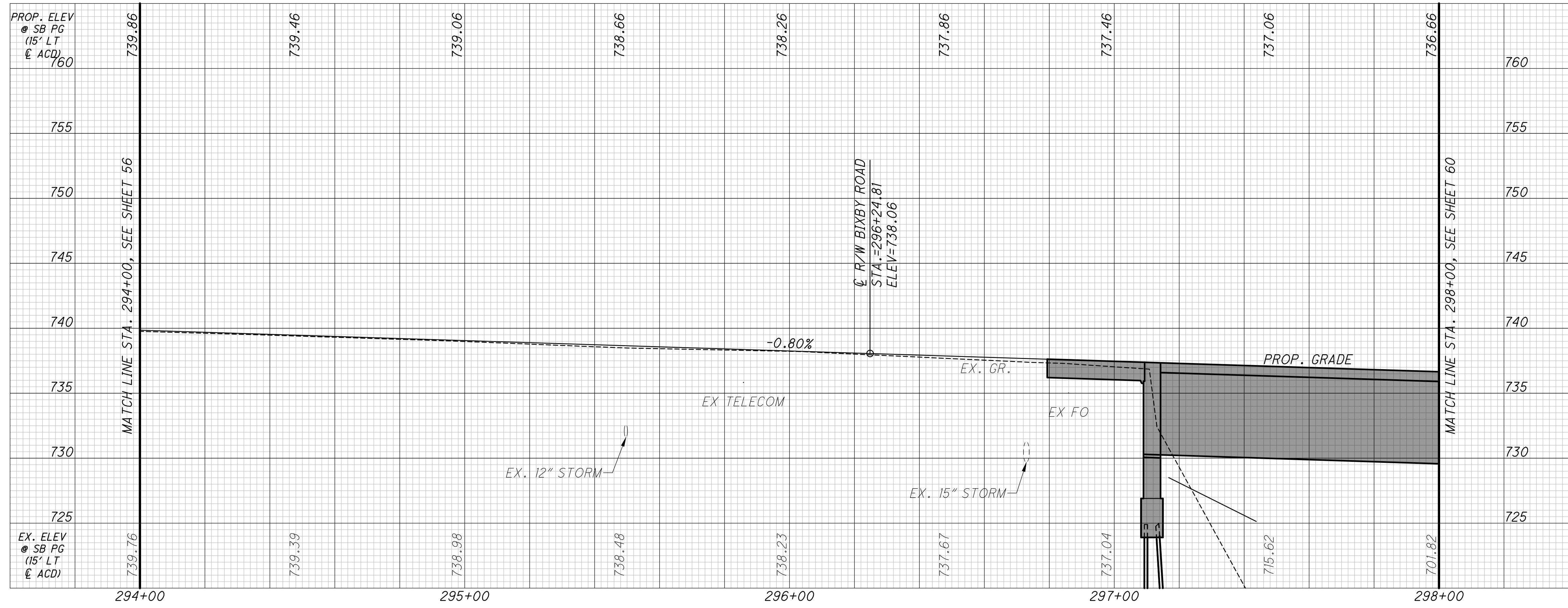
FRA-CR122-0.00



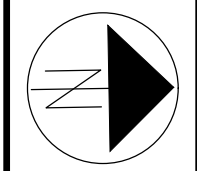
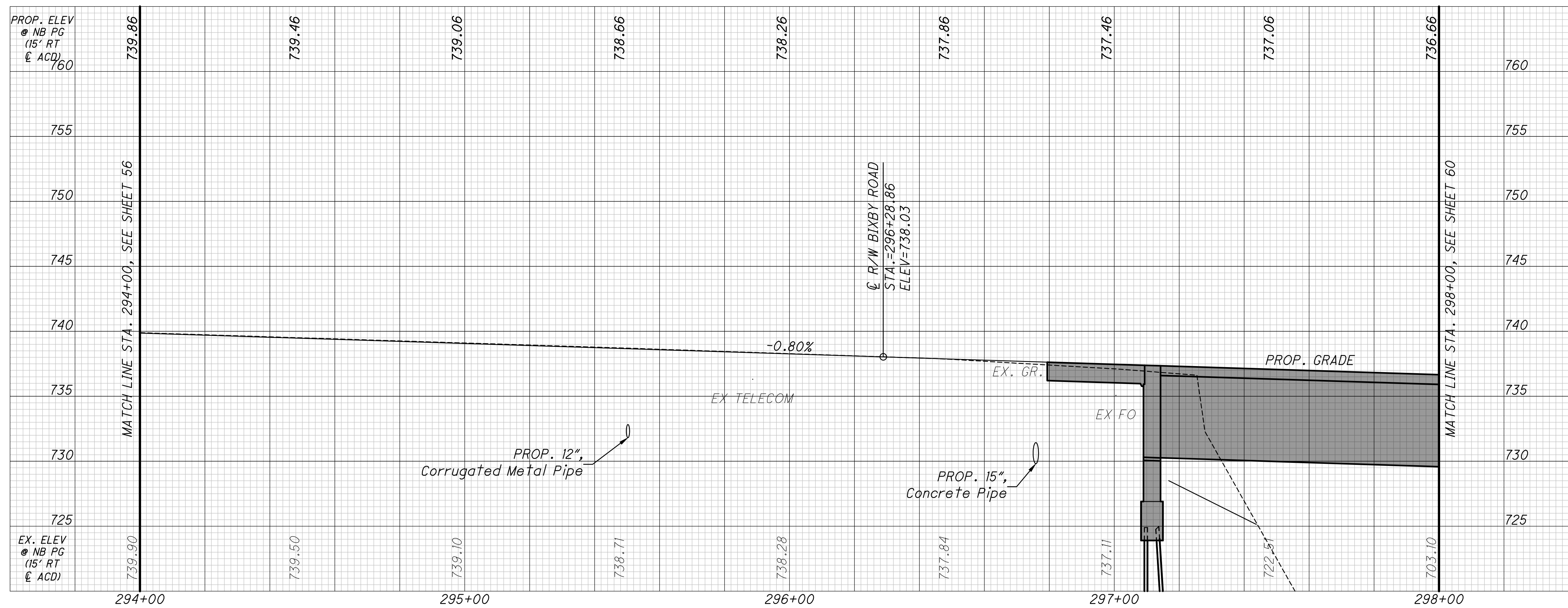


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

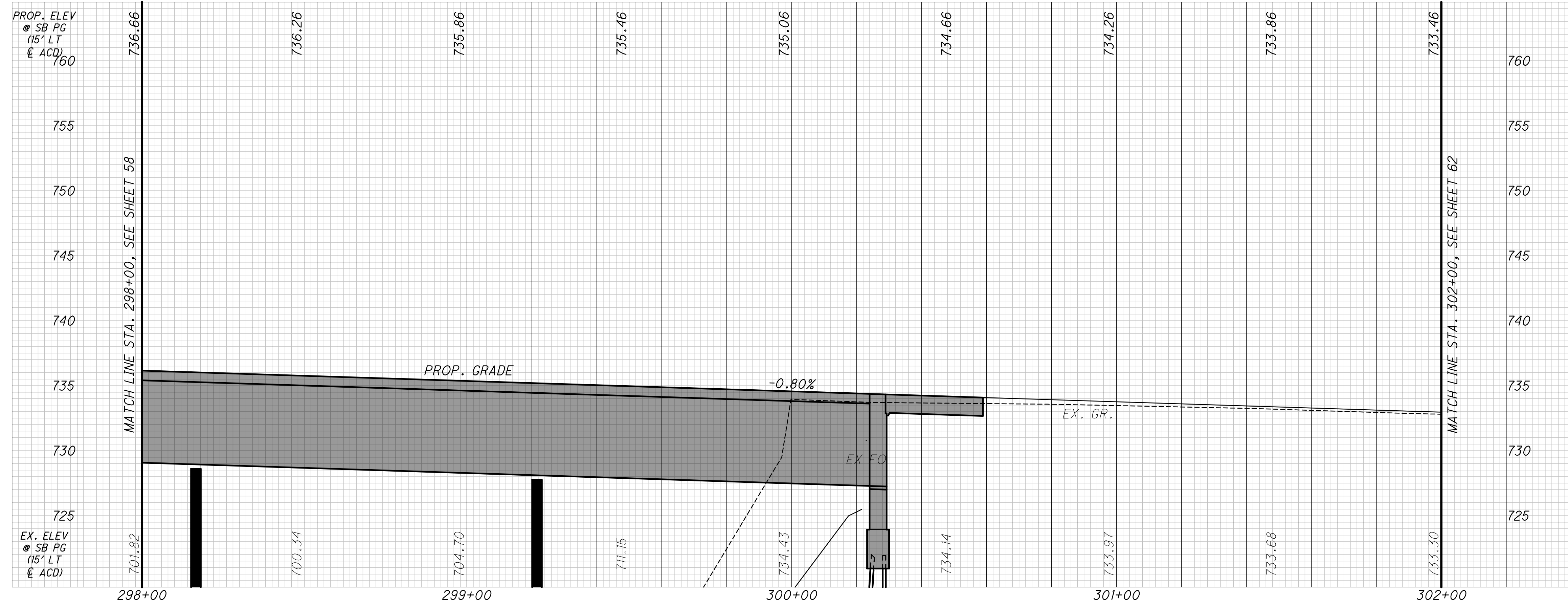
PROFILES - ALUM CREEK DRIVE  
 STA. 294+00 TO STA. 298+00

FRA-CR122-0.00

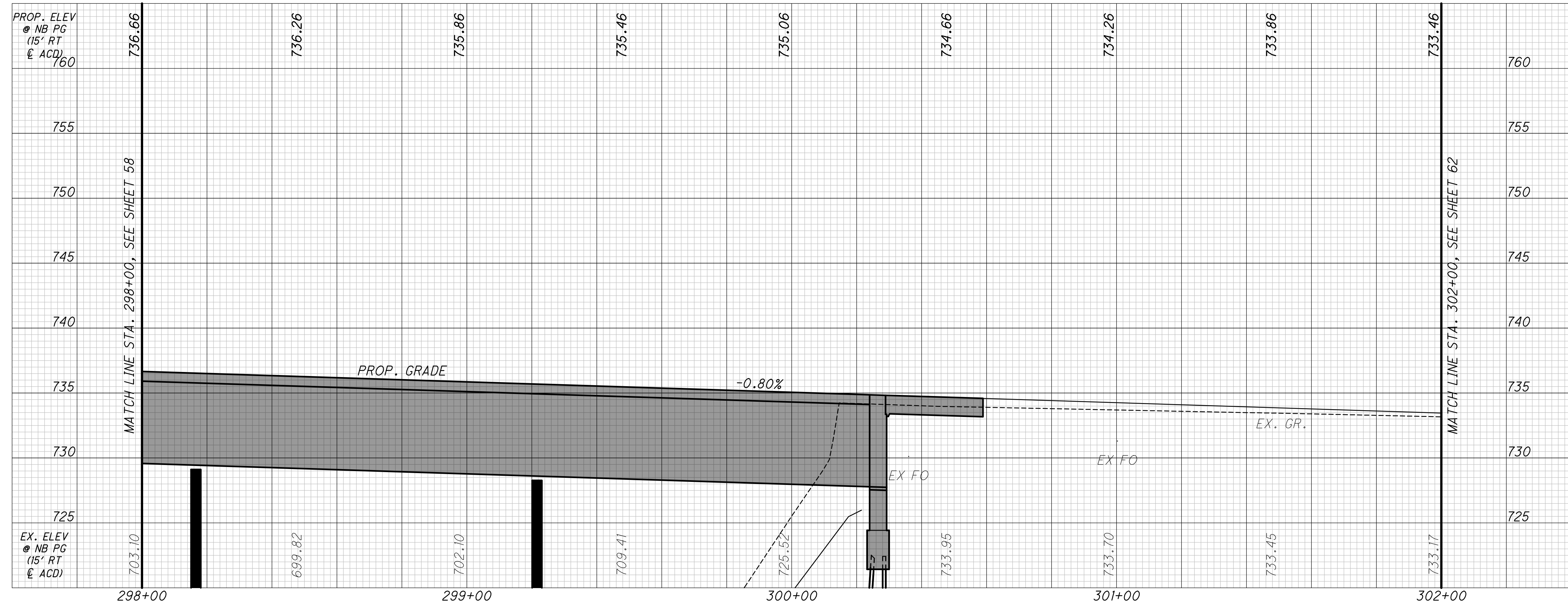


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### SOUTHBOUND PROFILE



### NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

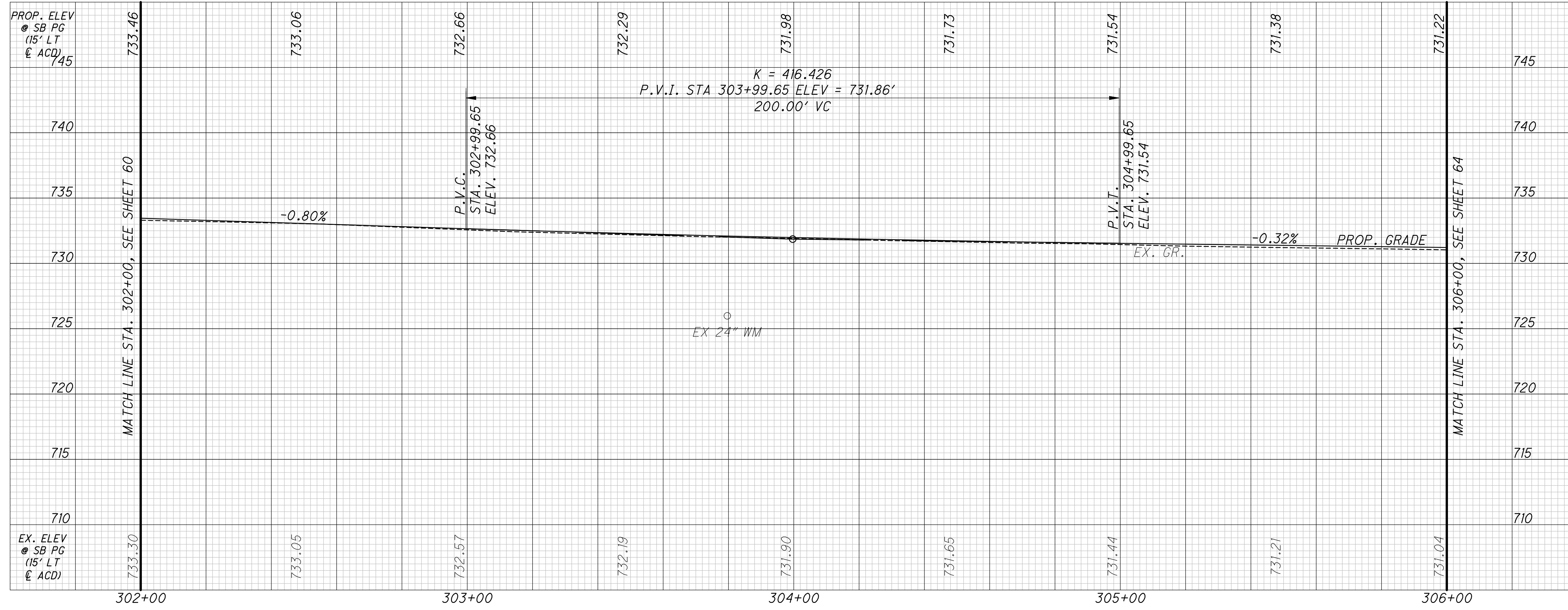
0 20 40  
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 298+00 TO STA. 302+00

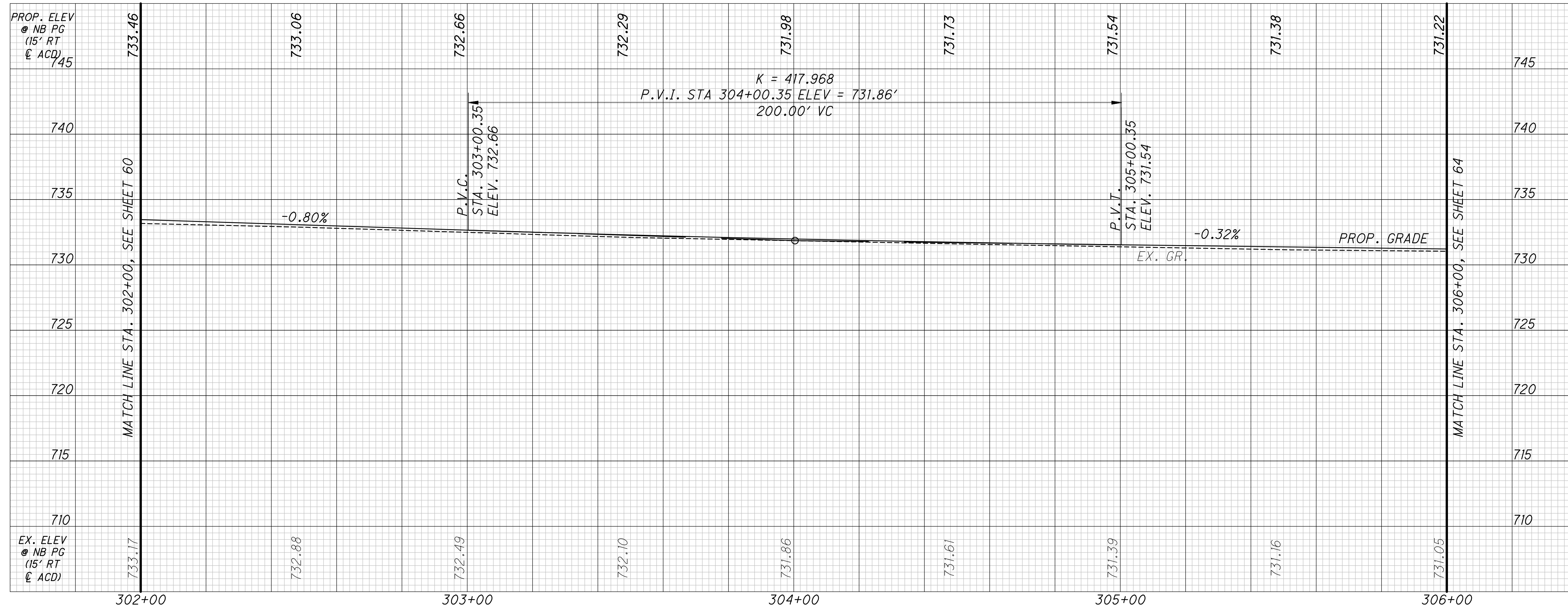
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

0 20 40  
 HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 302+00 TO STA. 306+00

FRA-CR122-0.00

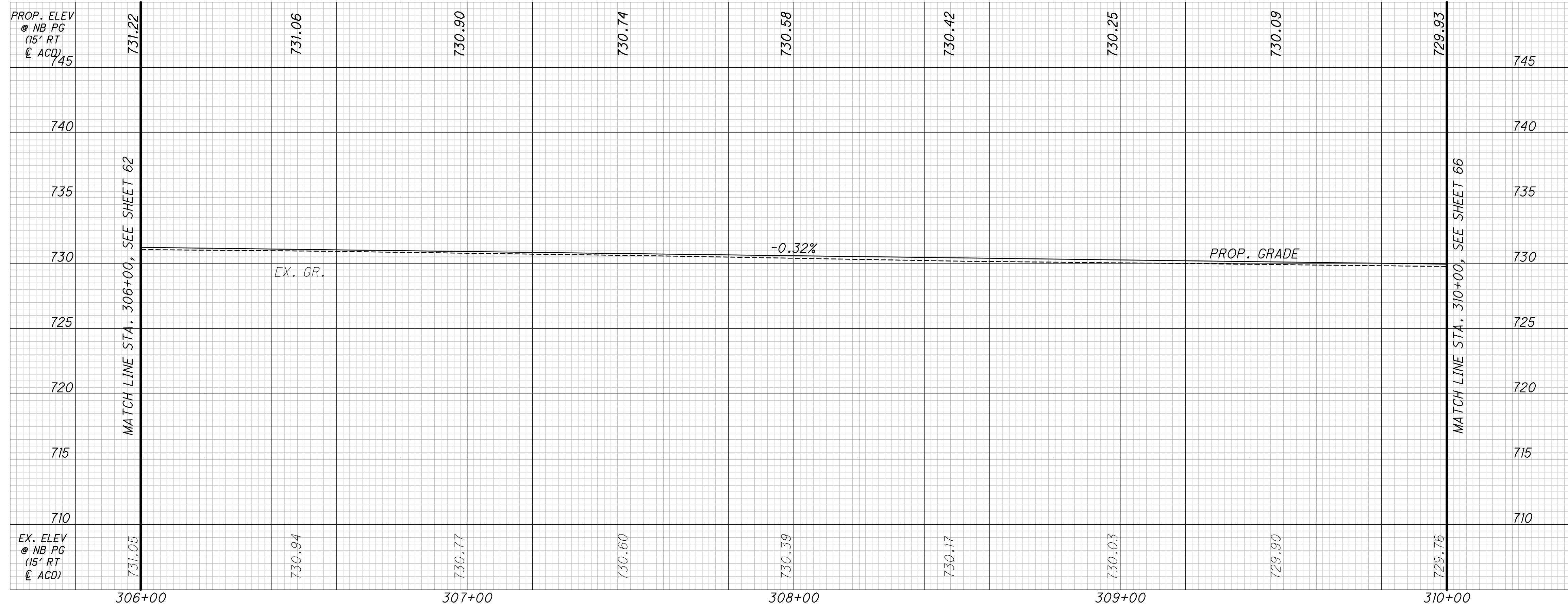


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

HORIZONTAL SCALE IN FEET

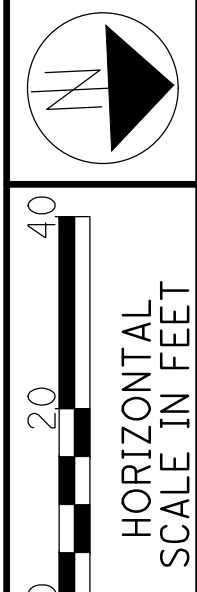
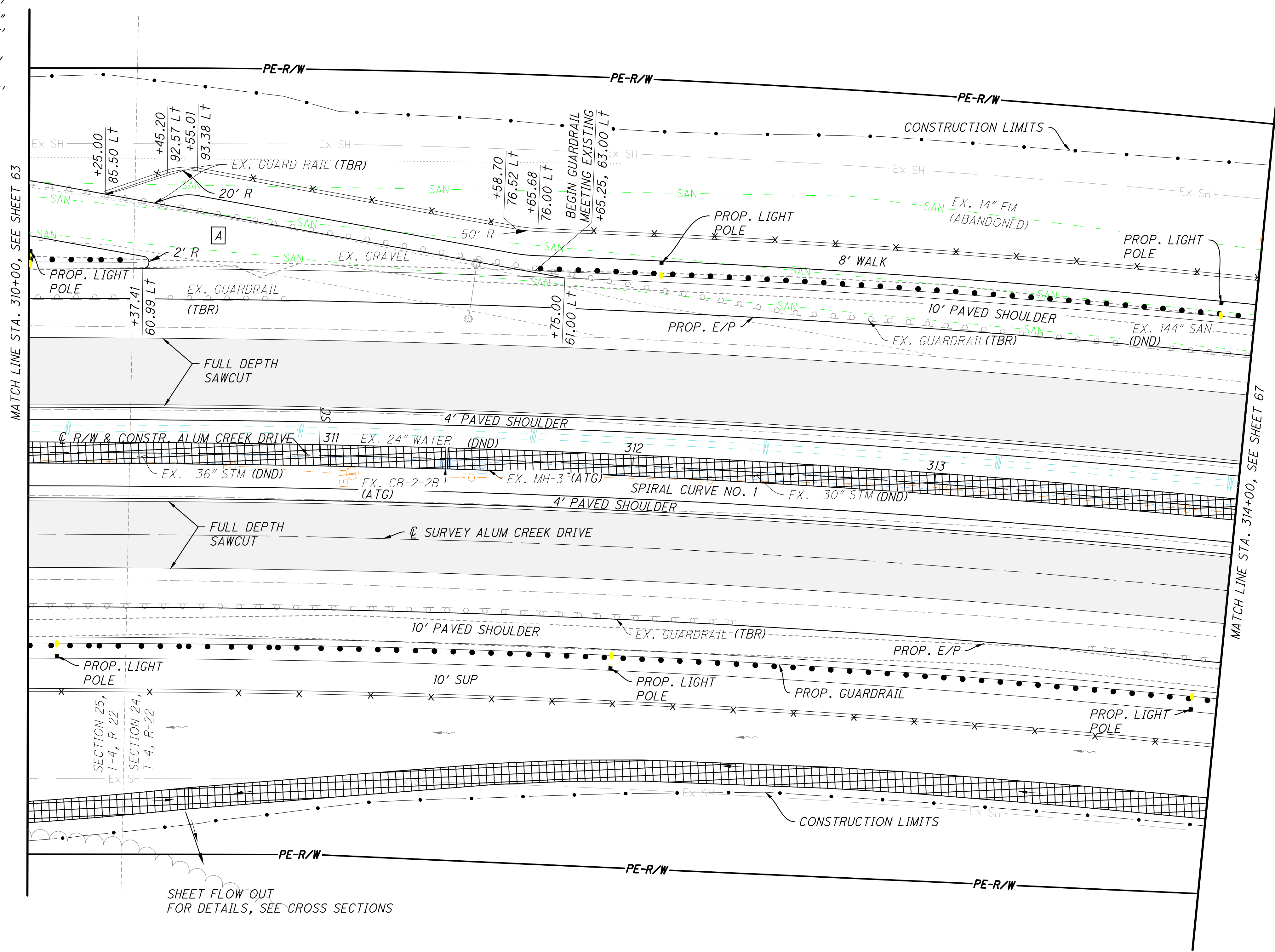
PROFILES - ALUM CREEK DRIVE  
STA. 306+00 TO STA.310+00

FRA-CR122-0.00



CURVE DATA  
 SPIRAL CURVE  
 NO. 1  
 P.I. STA. 310+46.08  
 Δ = 14°04'28"  
 Dc = 1°29'22"  
 R = 3846.72'  
 Ls = 150.53'  
 s = 1°07'16"  
 LT = 100.36'  
 ST = 50.18'  
 x = 150.52'  
 y = 0.98'  
 k = 75.264'  
 p = 75.26'

A DRIVEWAY/ACCESS POINT TO BE RE-EVALUATED IN DETAILED DESIGN.



CALCULATED: NMG  
 CHECKED: BMH

PLAN - ALUM CREEK DRIVE  
 STA. 310+00 TO STA. 314+00

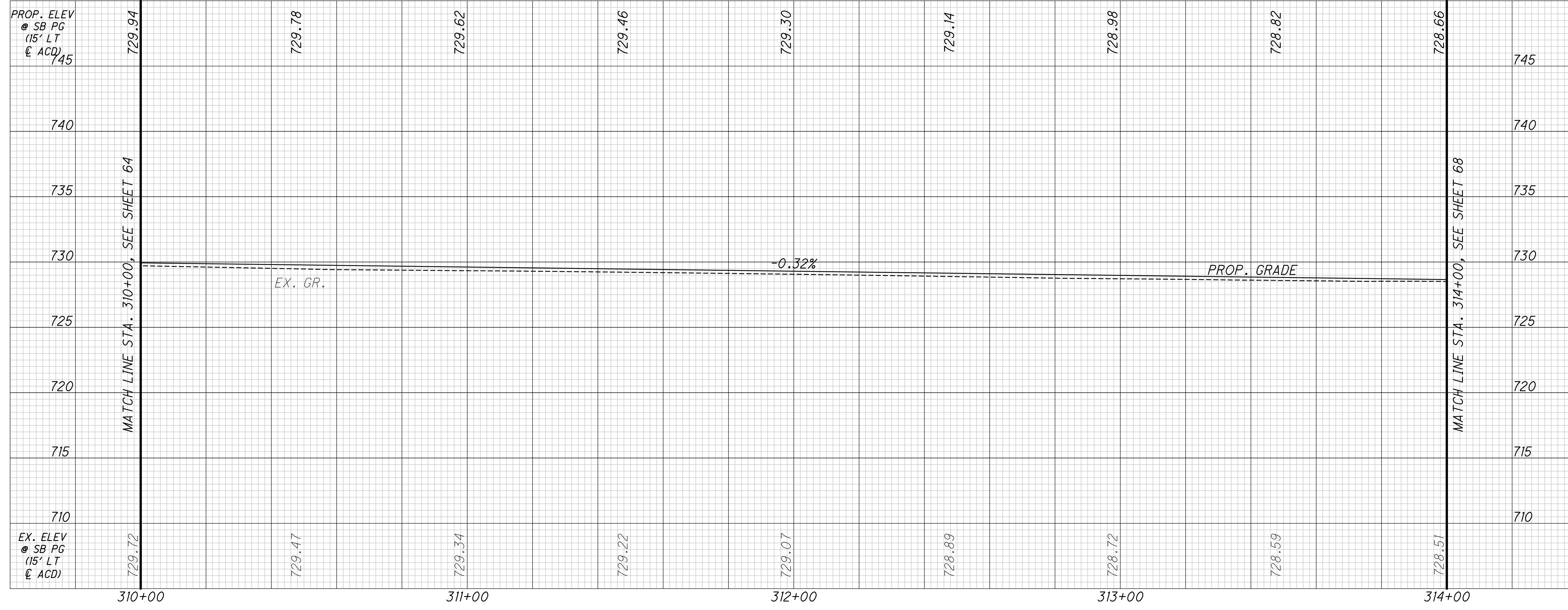
FOR SCHEMATIC PLAN, SEE SHEET 3.  
 FOR SUPERELEVATION TABLES, SEE SHEET 177.  
 FOR TRAFFIC CONTROL PLAN, SEE SHEET 234

DITCH EROSION PROTECTION VEG. BIOFILTER  
 1 1/2" Pavement Planing, Asphalt Concrete

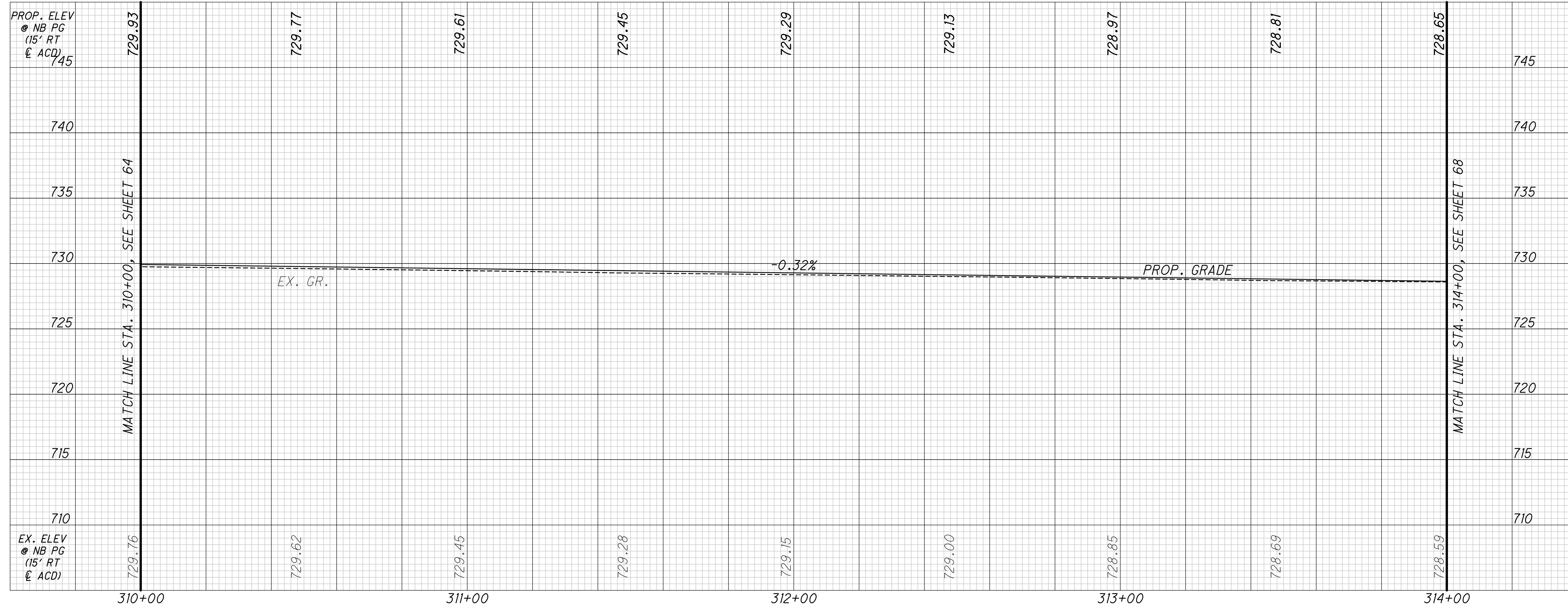
REF. NO.	STATION		SIDE
	FROM	TO	

FRA-CR122-0-00

SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

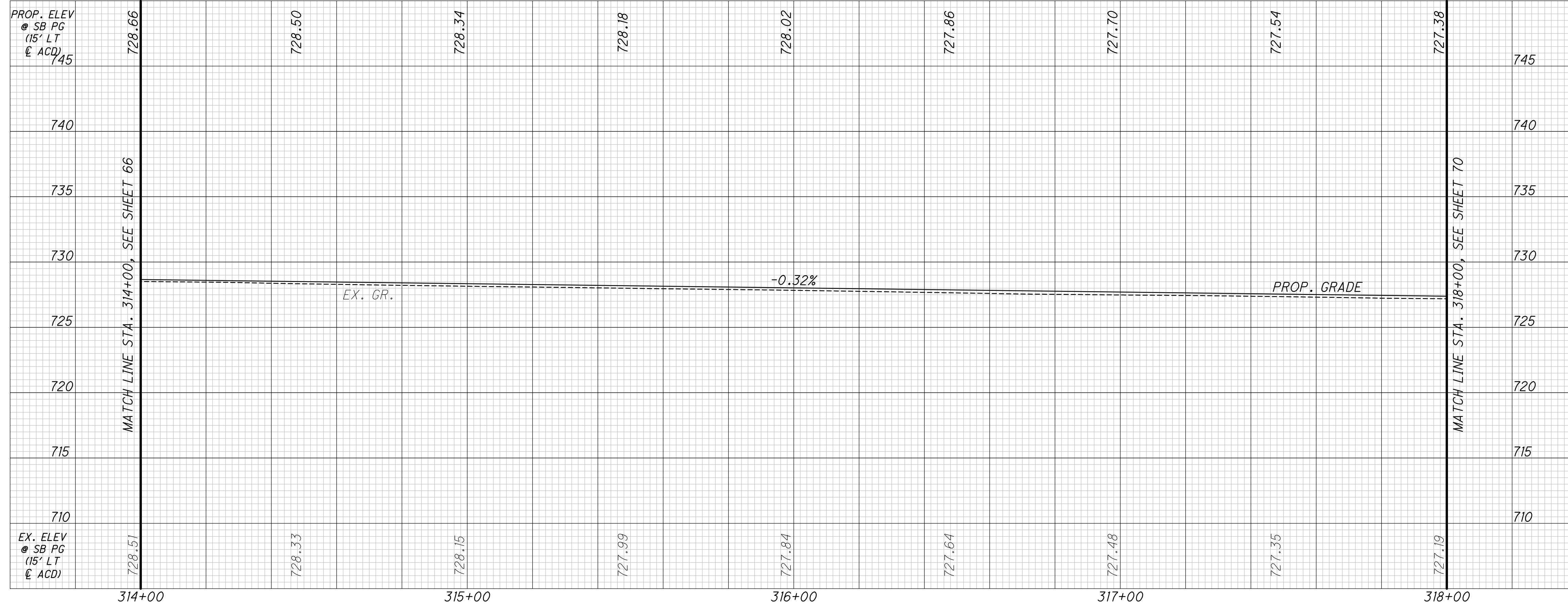
0 20 40  
 HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 310+00 TO STA. 314+00

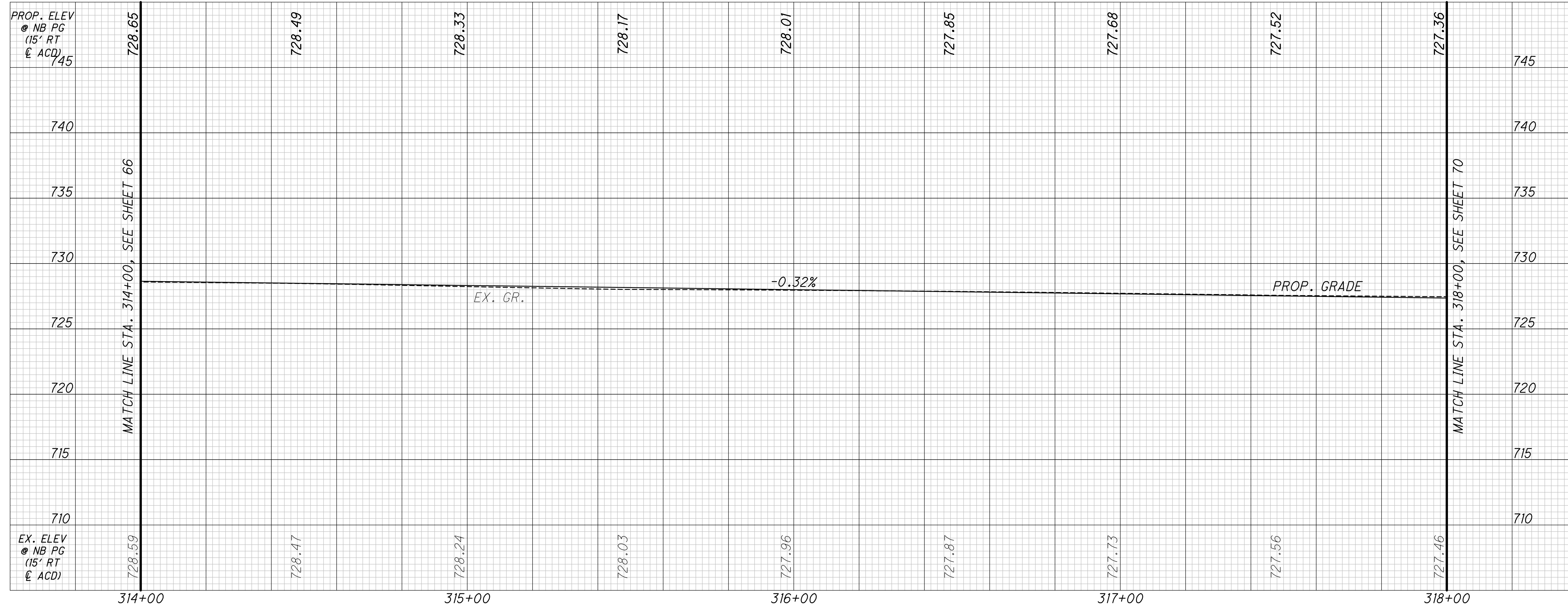
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 314+00 TO STA. 318+00

FRA-CR122-0.00

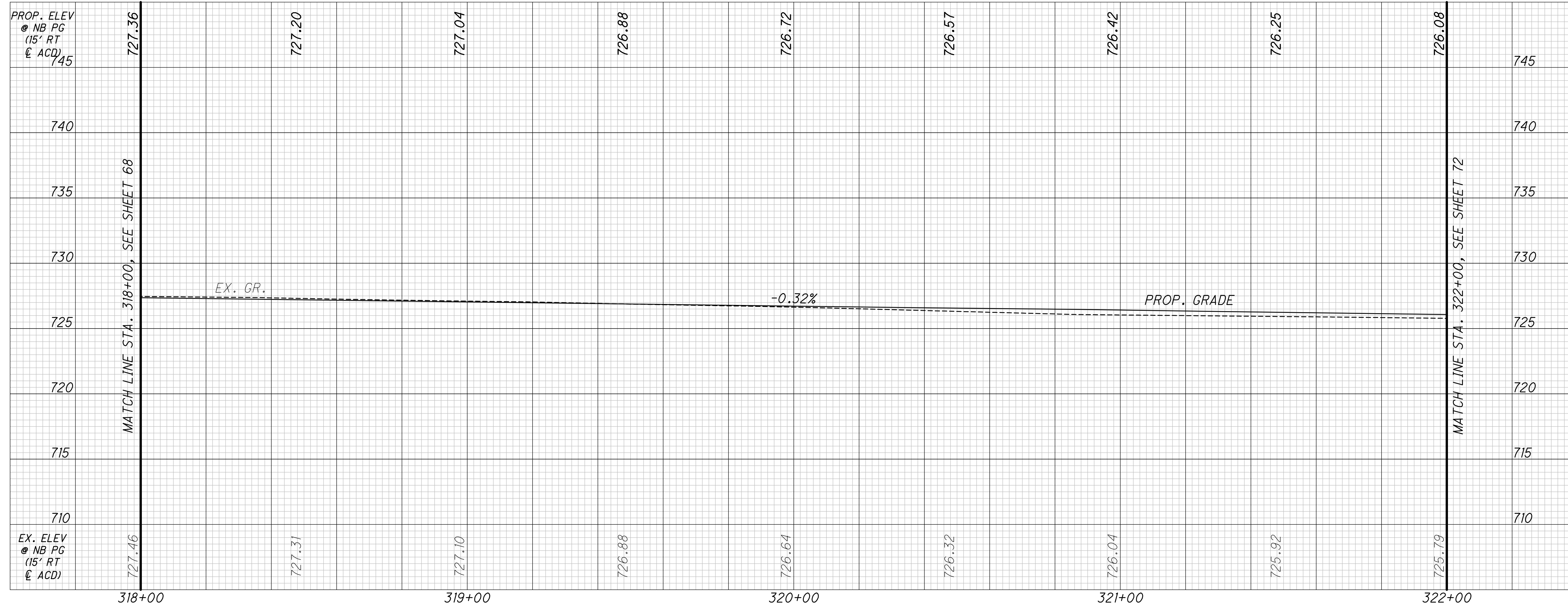


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

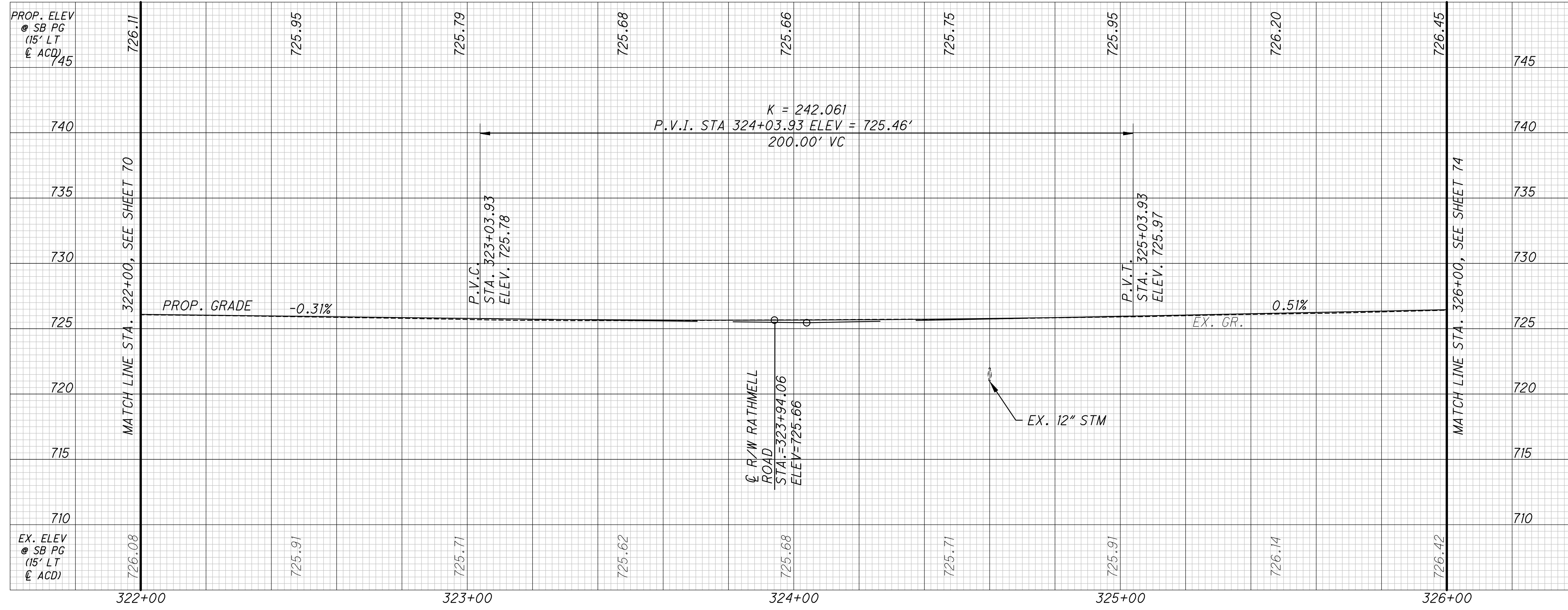
HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
STA. 318+00 TO STA. 322+00

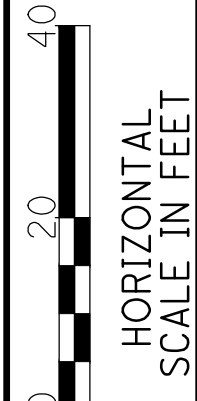
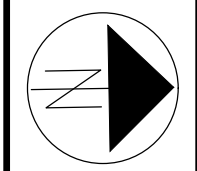
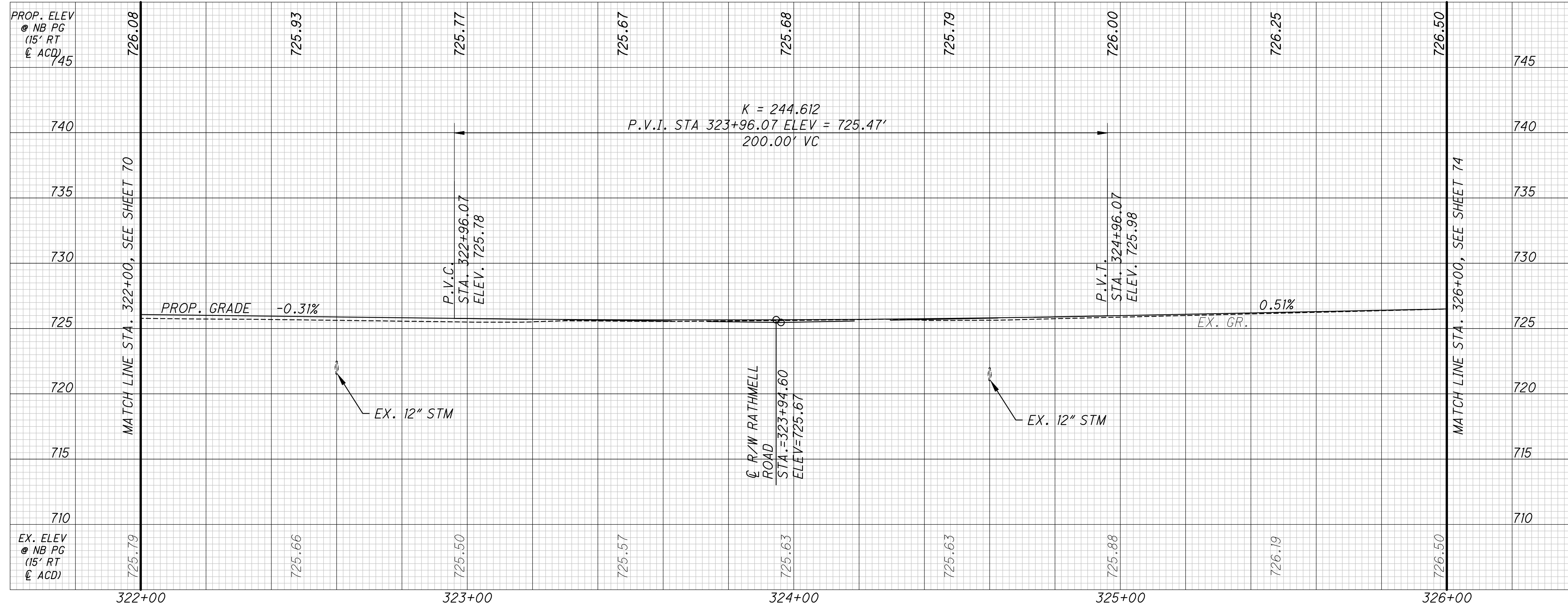
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 322+00 TO STA. 326+00

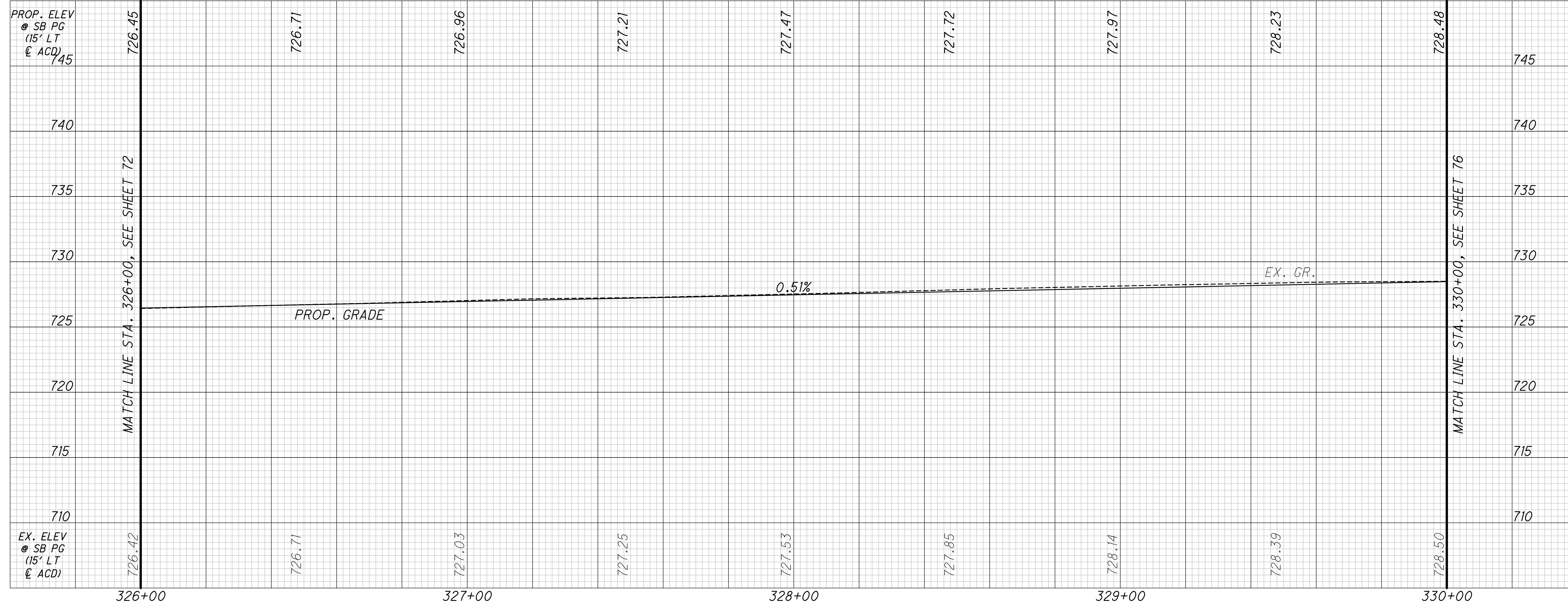
FRA-CR122-0.00



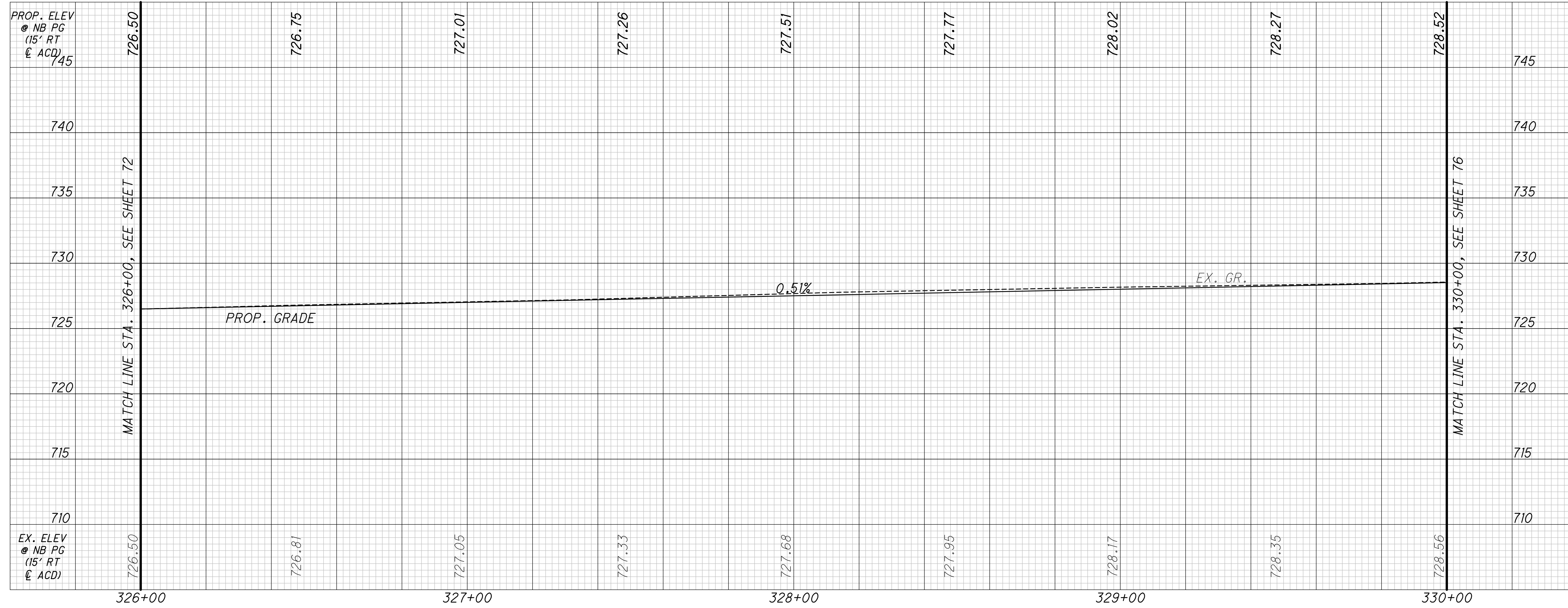


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

HORIZONTAL SCALE IN FEET

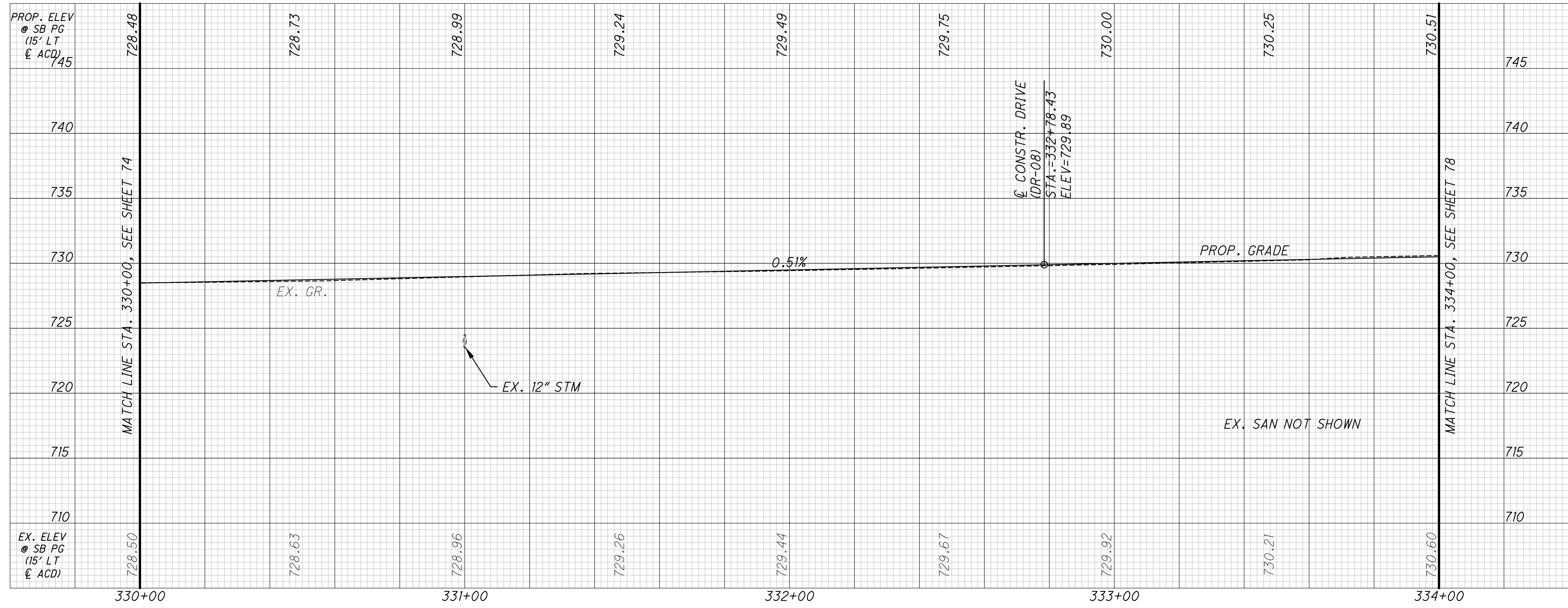
PROFILES - ALUM CREEK DRIVE  
 STA. 326+00 TO STA. 330+00

FRA-CR122-0.00

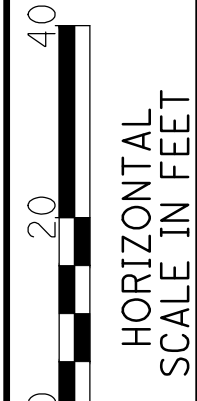
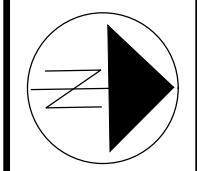
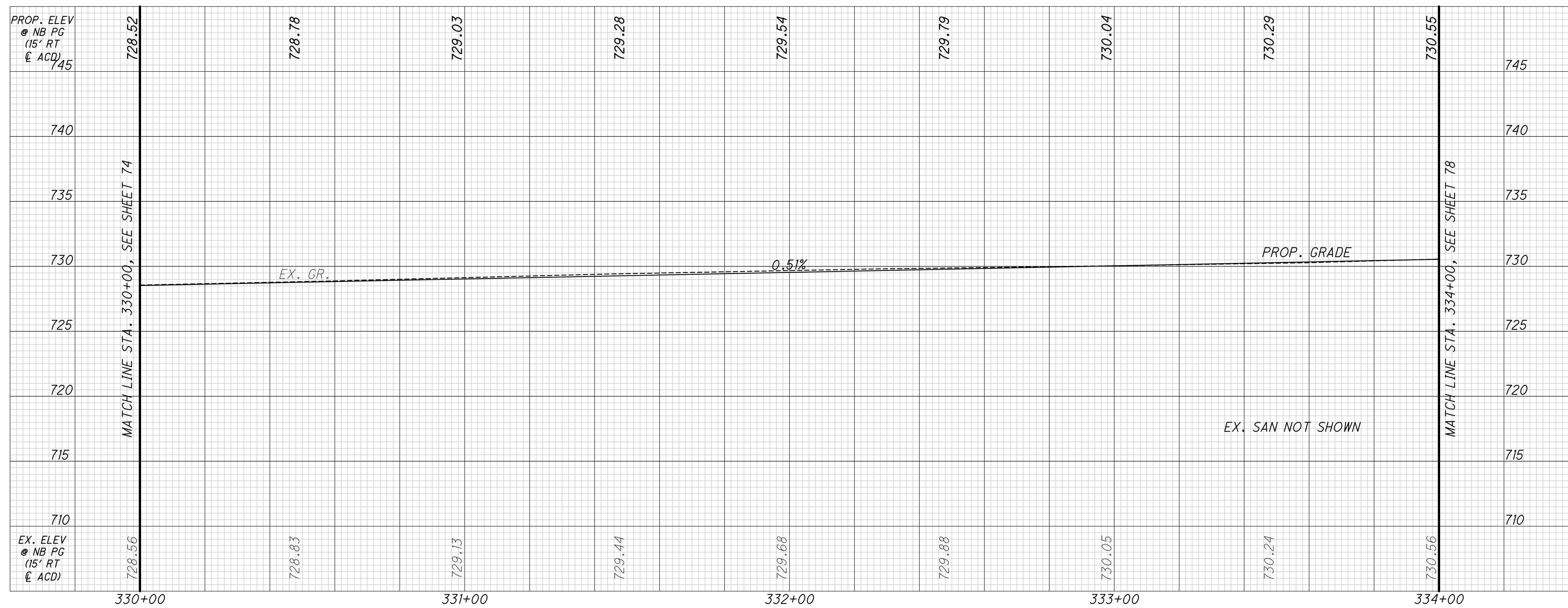


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SOUTHBOUND PROFILE



NORTHBOUND PROFILE



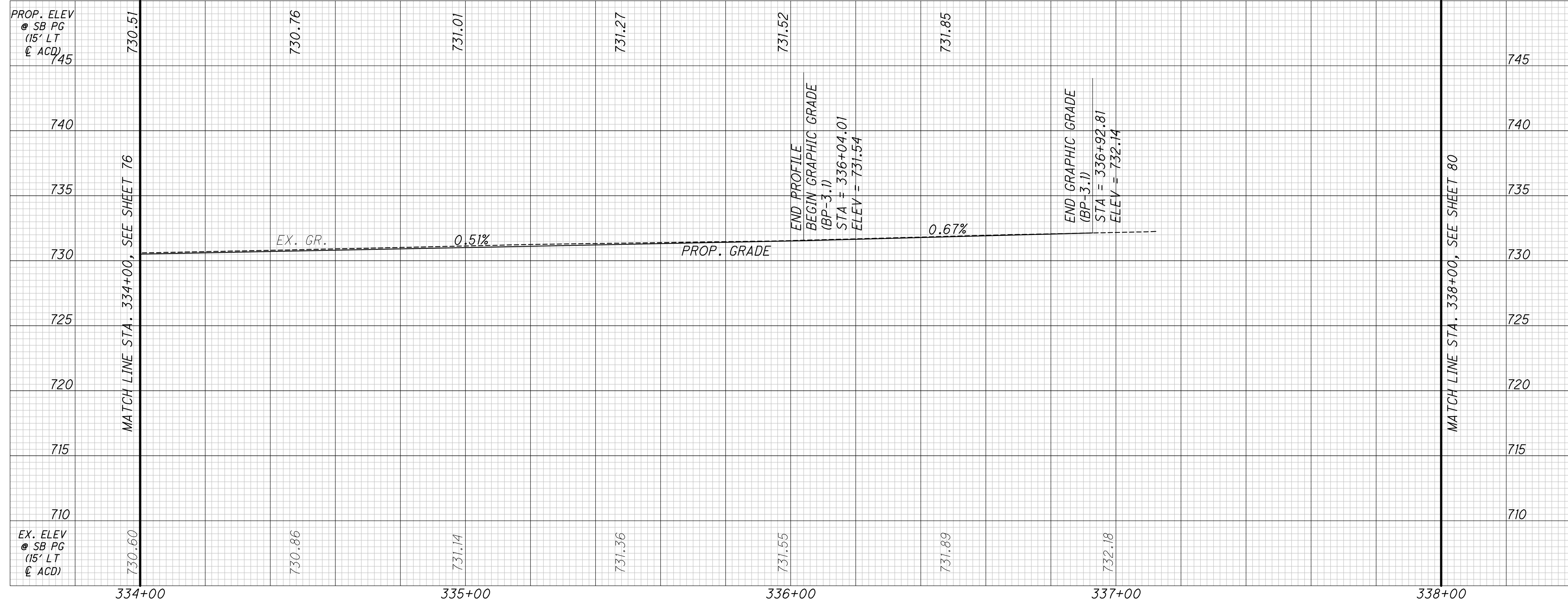
CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 330+00 TO STA. 334+00

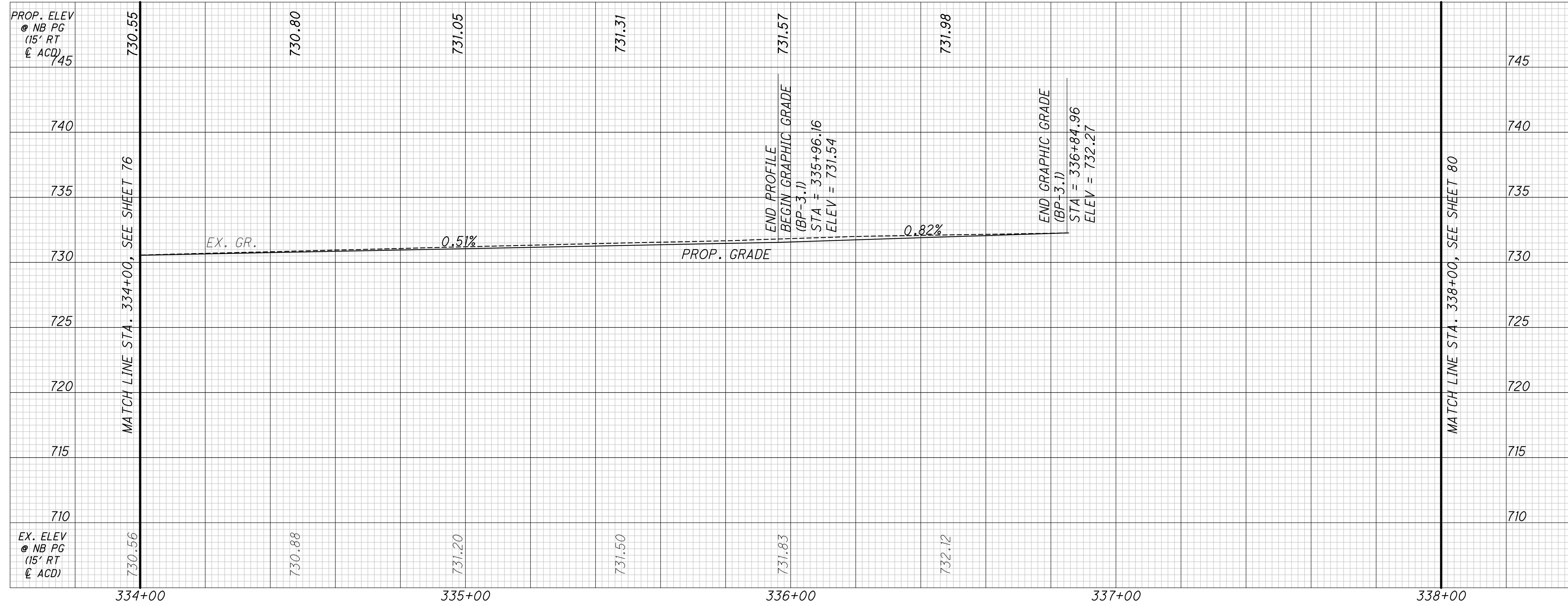
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
 CHECKED BMH

HORIZONTAL SCALE IN FEET

PROFILES - ALUM CREEK DRIVE  
 STA. 334+00 TO STA. 338+00

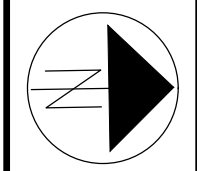
FRA-CR122-0.00



SOUTHBOUND PROFILE



NORTHBOUND PROFILE



CALCULATED NMG  
CHECKED BMH

PROFILES - ALUM CREEK DRIVE  
STA. 338+00 TO END OF PROJECT

FRA-CR122-0.00

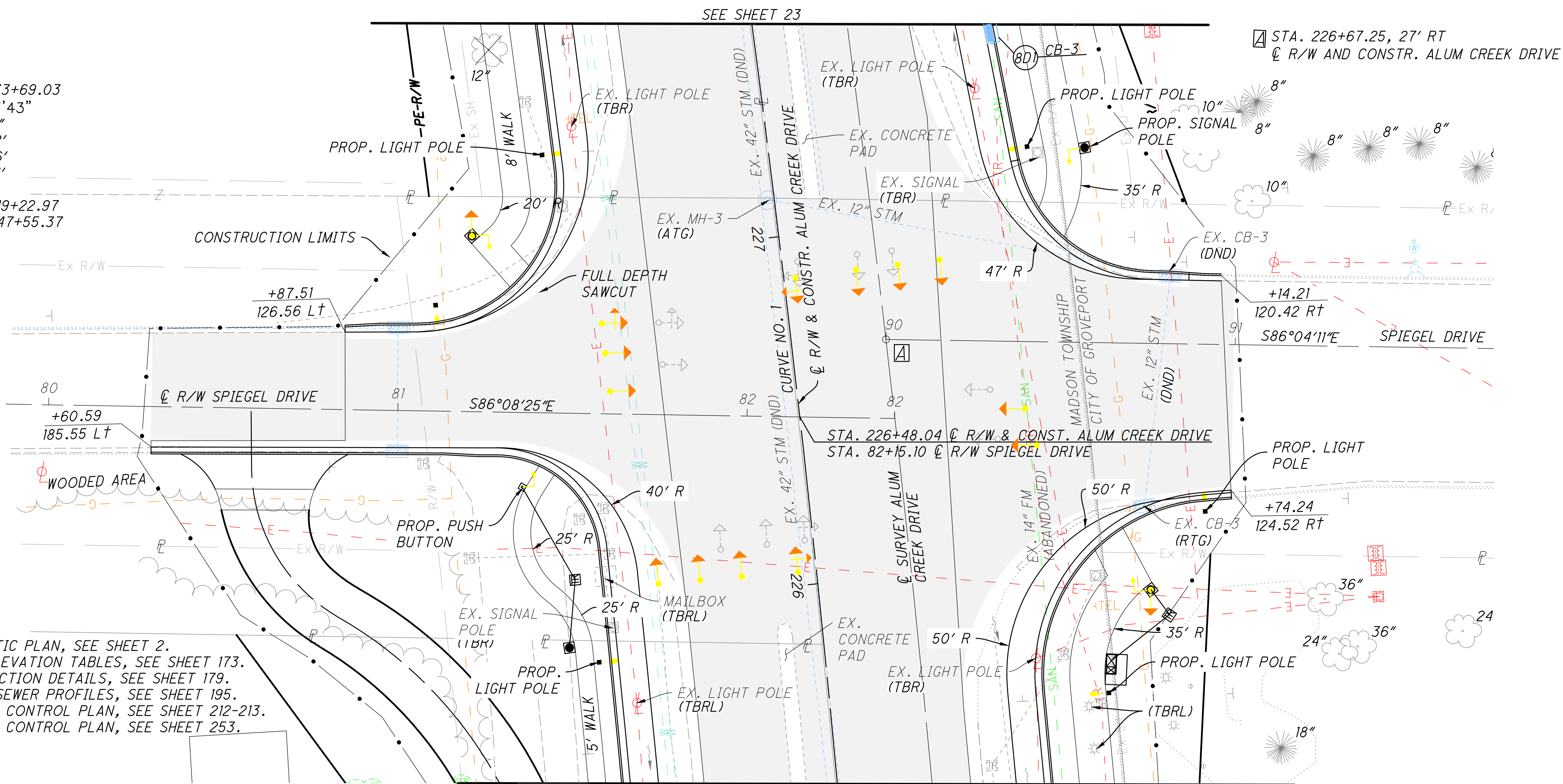
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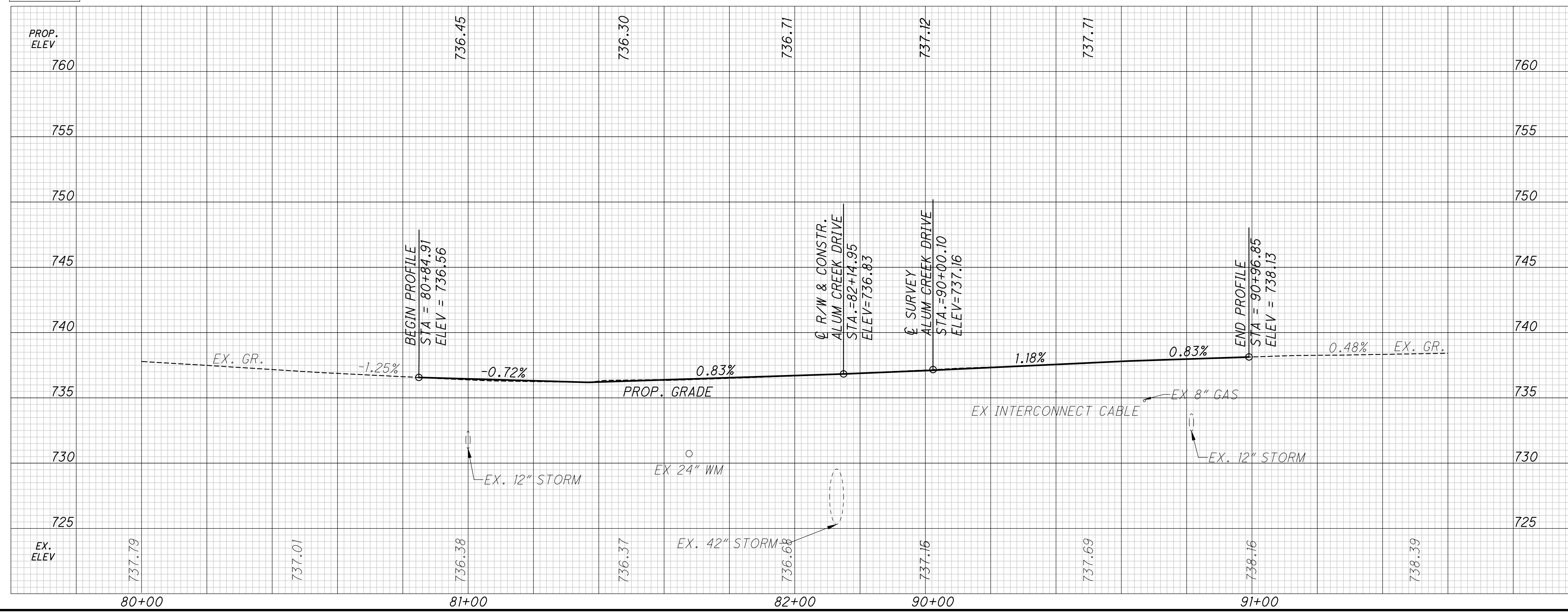
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**CURVE DATA**  
 CURVE NO. 1  
 P.I. STA. 233+69.03  
 $\Delta = 28^\circ 27' 43"$   
 $D_c = 1^\circ 00' 18"$   
 $R = 5701.82'$   
 $T = 1446.06'$   
 $L = 2832.41'$   
 $E = 180.51'$   
 P.C. STA. 219+22.97  
 P.T. STA. 247+55.37



FOR SCHEMATIC PLAN, SEE SHEET 2.  
 FOR SUPERELEVATION TABLES, SEE SHEET 173.  
 FOR INTERSECTION DETAILS, SEE SHEET 179.  
 FOR STORM SEWER PROFILES, SEE SHEET 195.  
 FOR TRAFFIC CONTROL PLAN, SEE SHEET 212-213.  
 FOR TRAFFIC CONTROL PLAN, SEE SHEET 253.

1 1/2" Pavement Planing, Asphalt Concrete



**PLAN AND PROFILE**  
**SPIEGEL DRIVE**

**FRA-CR122-0.00**

40'  
20'  
0'  
HORIZONTAL SCALE IN FEET

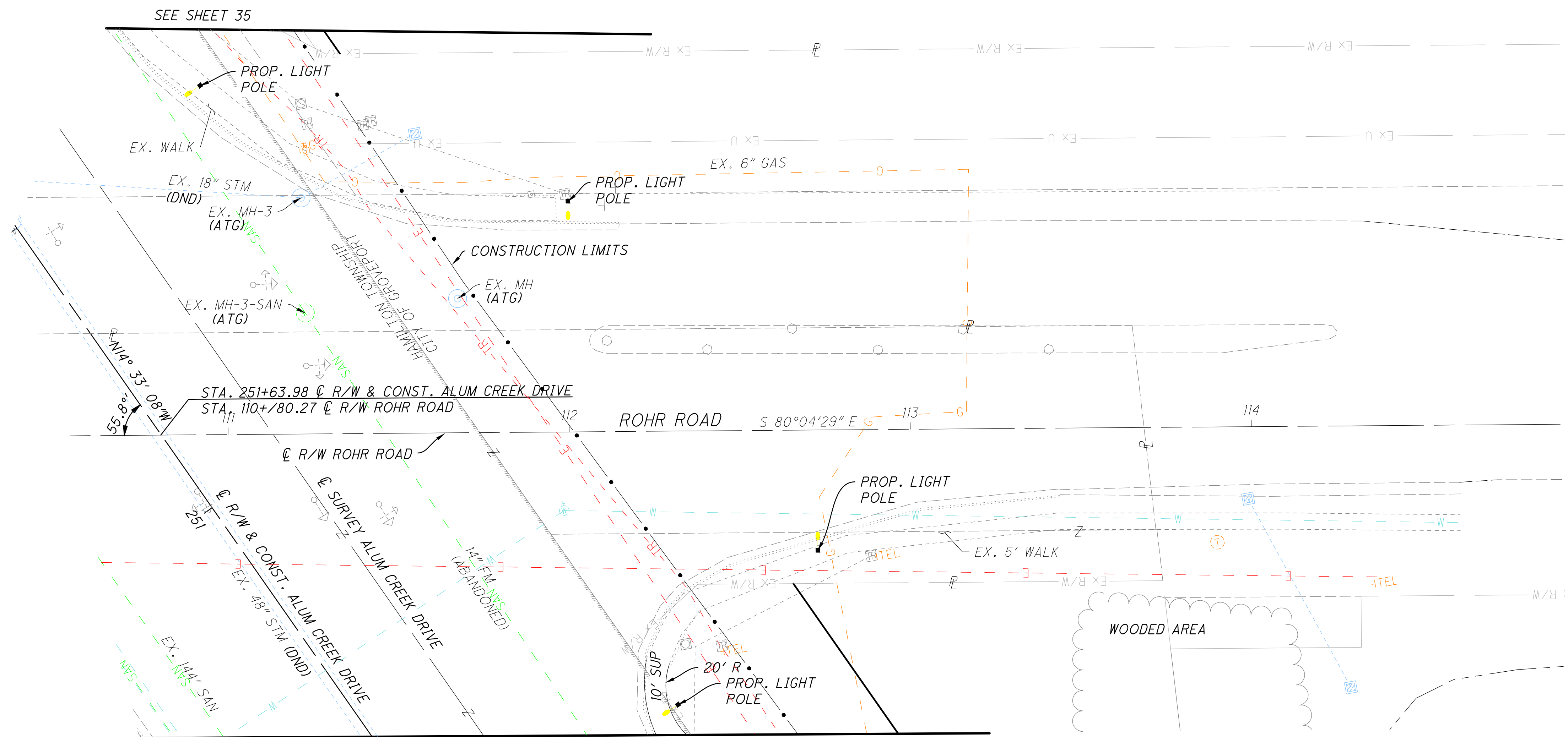
CALCULATED	NMG	CHECKED	BMH

REF. NO.	STATION		SIDE
	FROM	TO	

82  
256

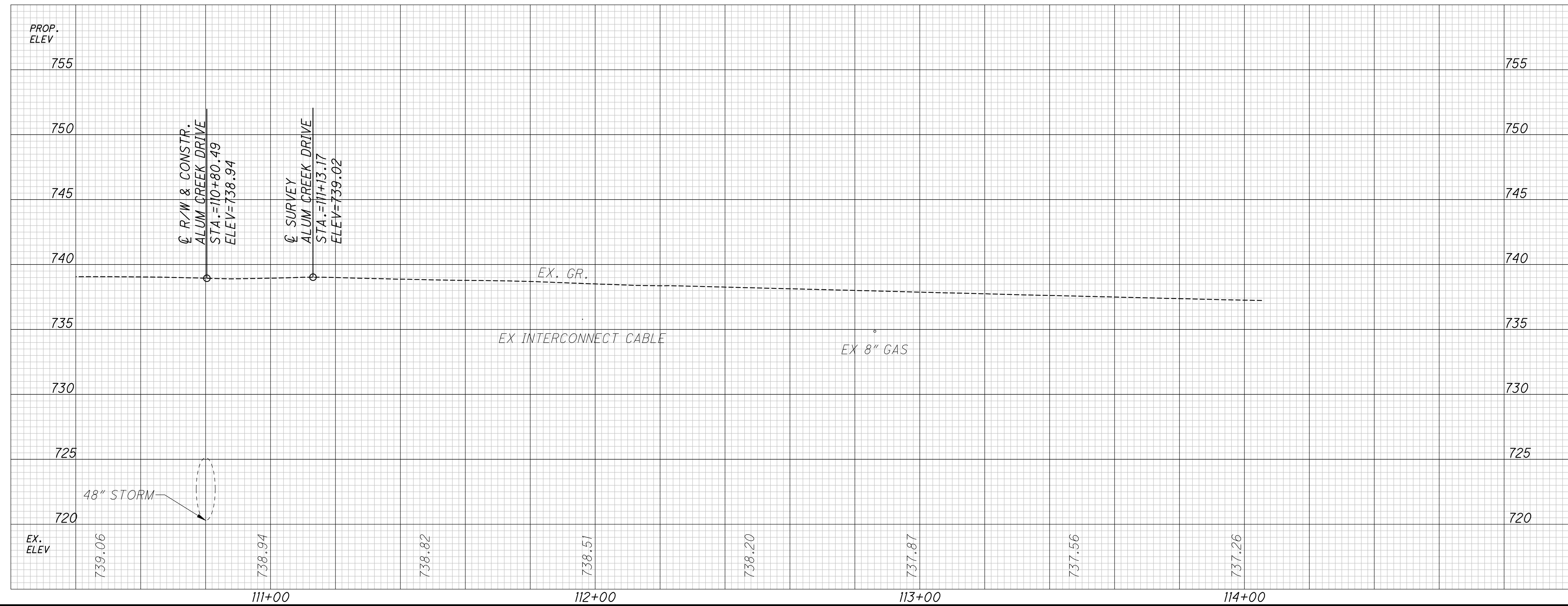


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FOR SCHEMATIC PLAN, SEE SHEET 2.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 219.  
FOR SIGNAL PLAN, SEE SHEET 254.

1 1/2" Pavement Planing, Asphalt Concrete



REF NO.	STATION		SIDE
	FROM	TO	

CALCULATED  
NMG  
CHECKED  
BMH

0 20 40  
HORIZONTAL  
SCALE IN FEET

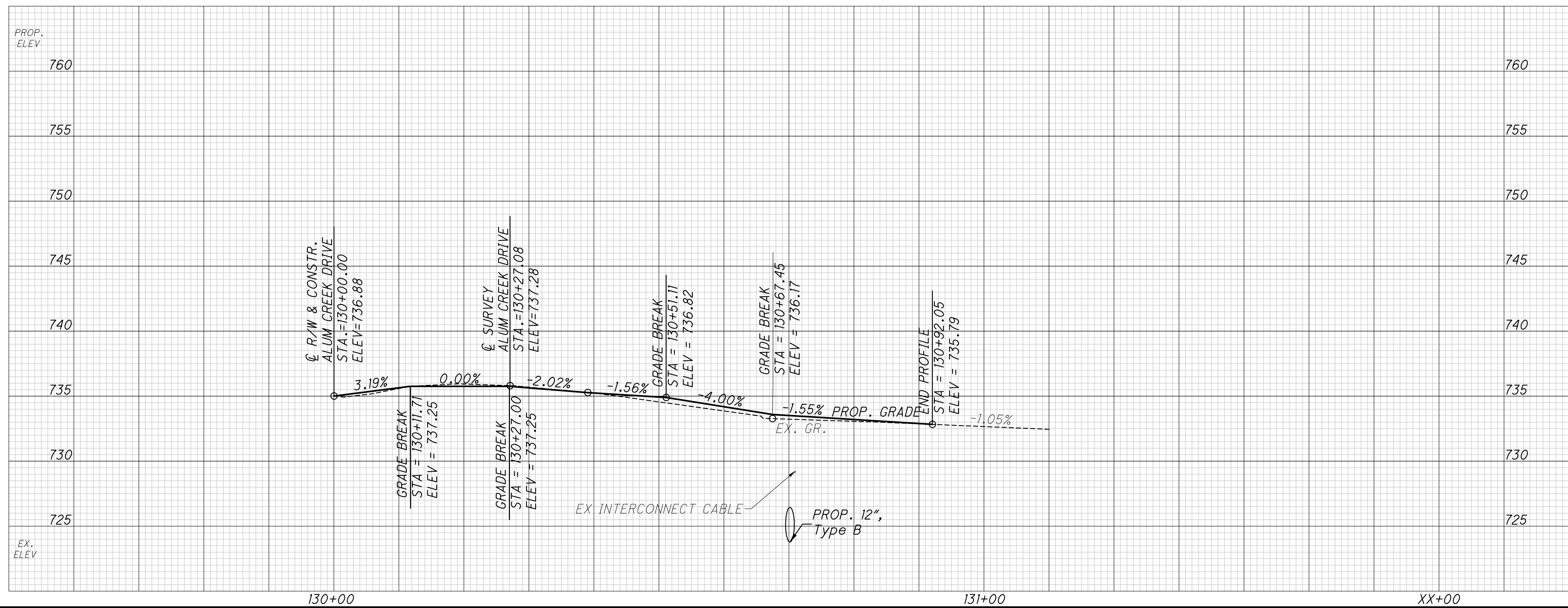
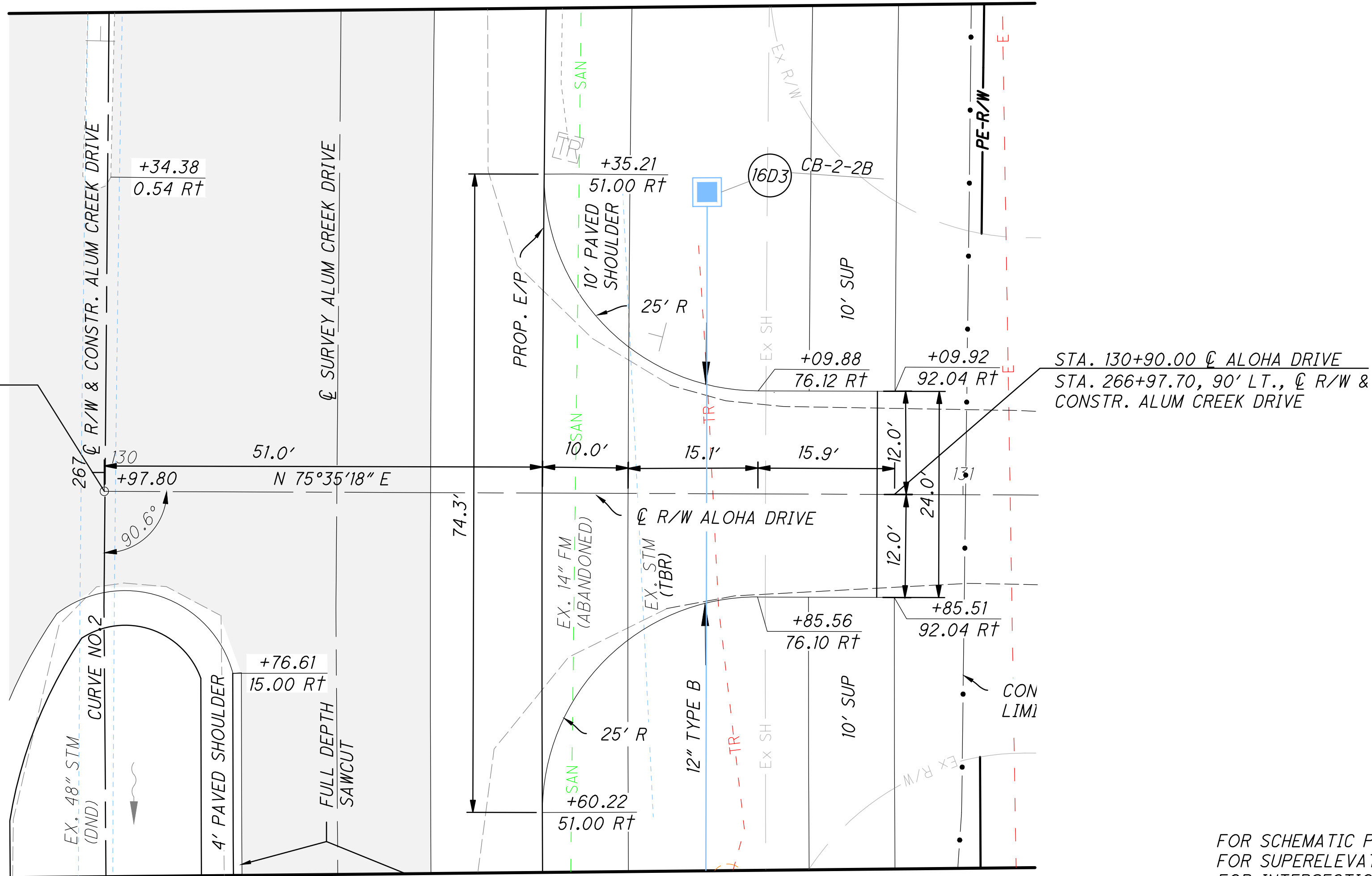
# PLAN AND PROFILE ROHR ROAD - EAST

FRA-CR122-0-00

83  
256

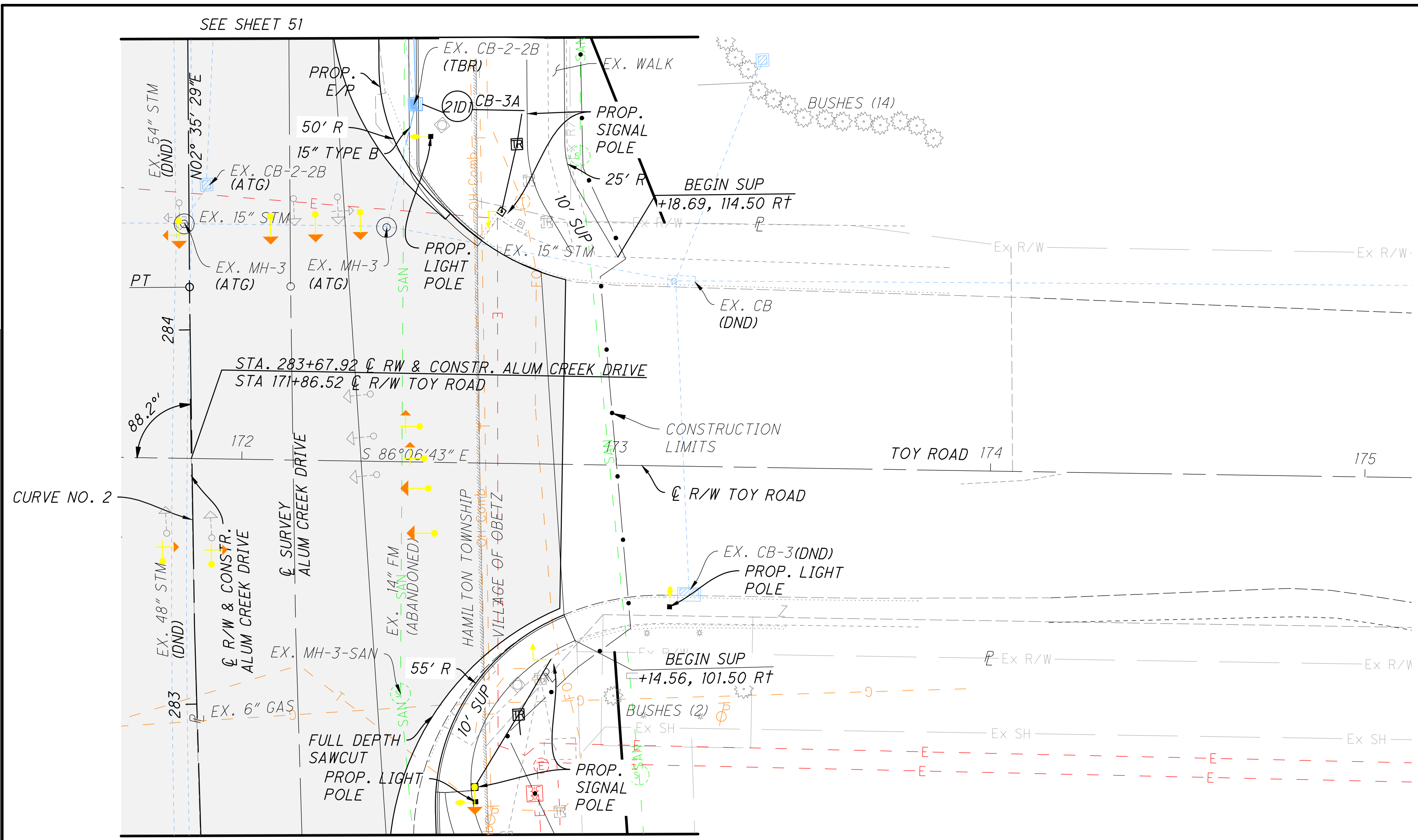
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**CURVE NO. 2**  
P.I. STA. 270+74.03  
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 $D_c = 0^{\circ}59'43''$   
 $R = 5756.17'$   
 $T = 1389.57'$   
 $L = 2726.97'$   
 $E = 165.35'$   
P.C. STA. 256+84.46  
P.T. STA. 284+11.42

STA. 130+00 @ ALOHA DRIVE  
STA. 267+97.80 @ R/W & CONSTR.  
ALUM CREEK DRIVE



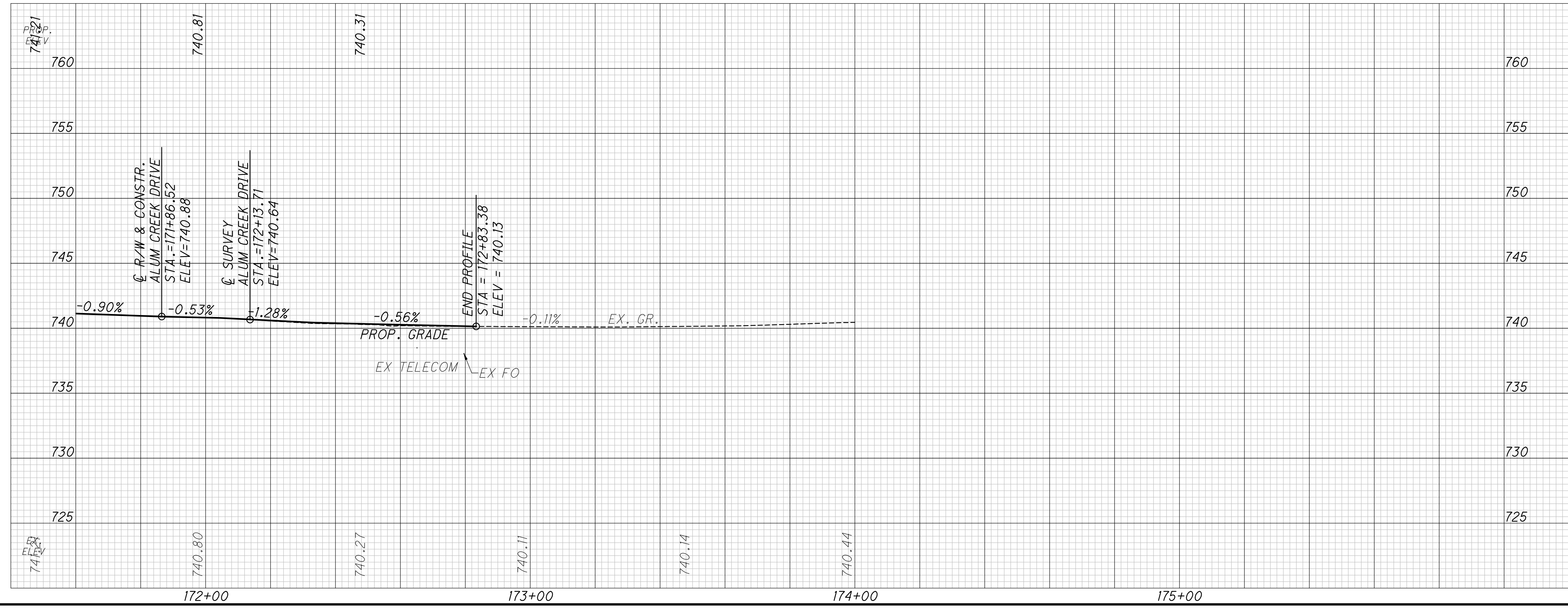
REF. NO.	STATION		SIDE	VERTICAL CURVE DATA													
	FROM	TO		1	2	3	4	5	6	7	8	9	10				

c:\pw\_working\infra01\sbatarrai\d0165401\115792\_GPO43.dwg LAST SAVED BY: sbatarrai, 4/17/2024 1:54 PM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 1:27 PM



FOR SCHEMATIC PLAN, SEE SHEET 3.  
 FOR SUPERELEVATION TABLES, SEE SHEET 176.  
 FOR INTERSECTION DETAILS, SEE SHEET 181.  
 FOR STORM SEWER PROFILES, SEE SHEET 203.  
 FOR TRAFFIC CONTROL PLAN, SEE SHEET 249.  
 FOR SIGNAL PLAN, SEE SHEET 255.

1 1/2" Pavement Planing, Asphalt Concrete



REF NO.	STATION		SIDE
	FROM	TO	

**PLAN AND PROFILE TOY RD**

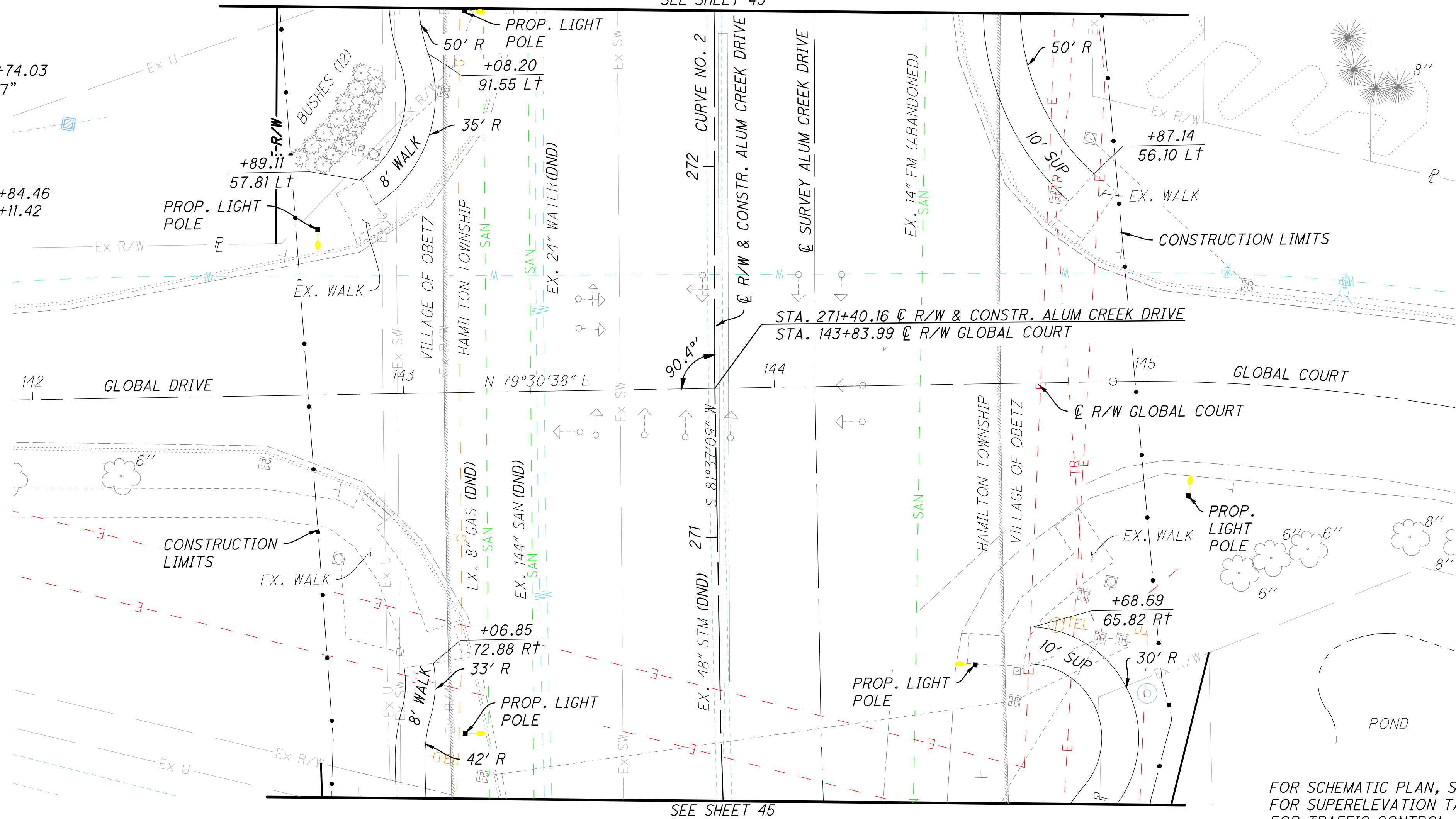
FRA-CR122-0-00

87 / 256

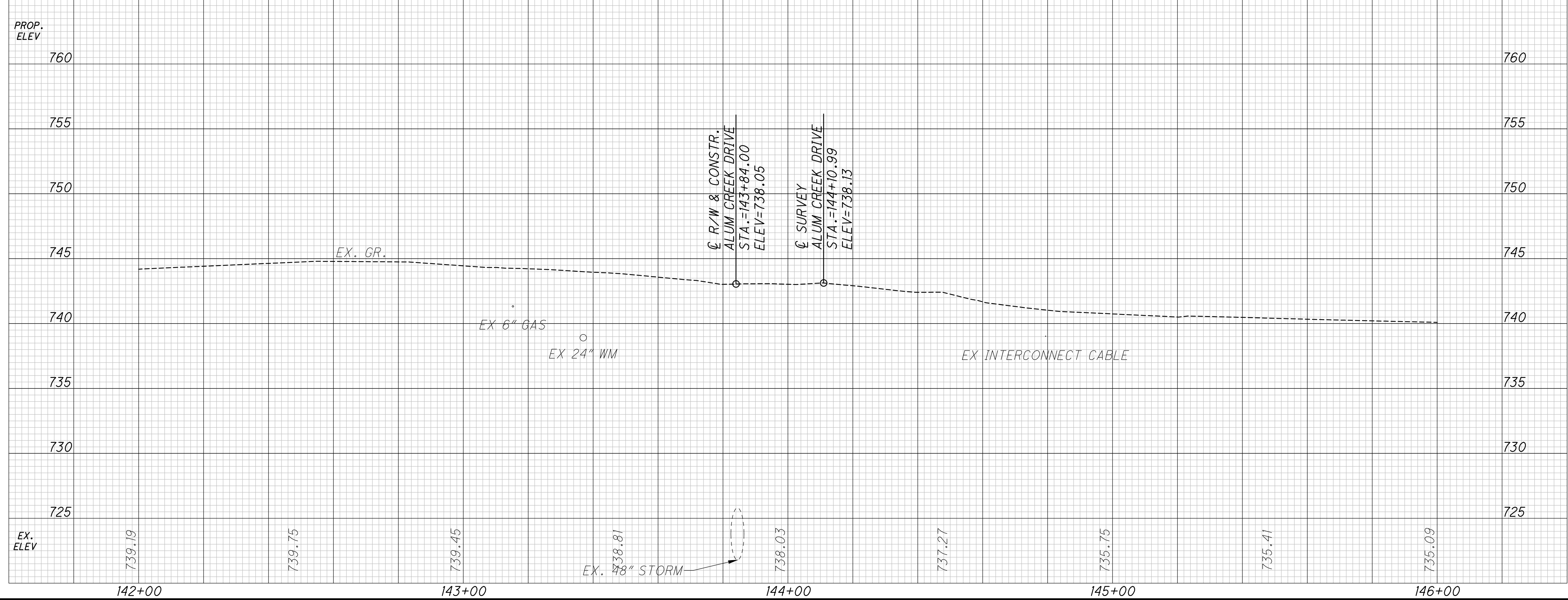
HORIZONTAL SCALE IN FEET

CALCULATED NMG CHECKED BMH

**CURVE DATA**  
CURVE NO. 2  
P.I. STA. 270+74.03  
Δ = 27°08'37"  
Dc = 0°59'43"  
R = 5756.17'  
T = 1389.57'  
L = 2726.97'  
E = 165.35'  
P.C. STA. 256+84.46  
P.T. STA. 284+11.42



FOR SCHEMATIC PLAN, SEE SHEET 3.  
FOR SUPERELEVATION TABLES, SEE SHEET 175.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 247.



REF NO.	STATION		SIDE
	FROM	TO	

PLAN AND PROFILE  
GLOBAL COURT

FRA-CR122-0.00

86  
256

CALCULATED NMG CHECKED BMH

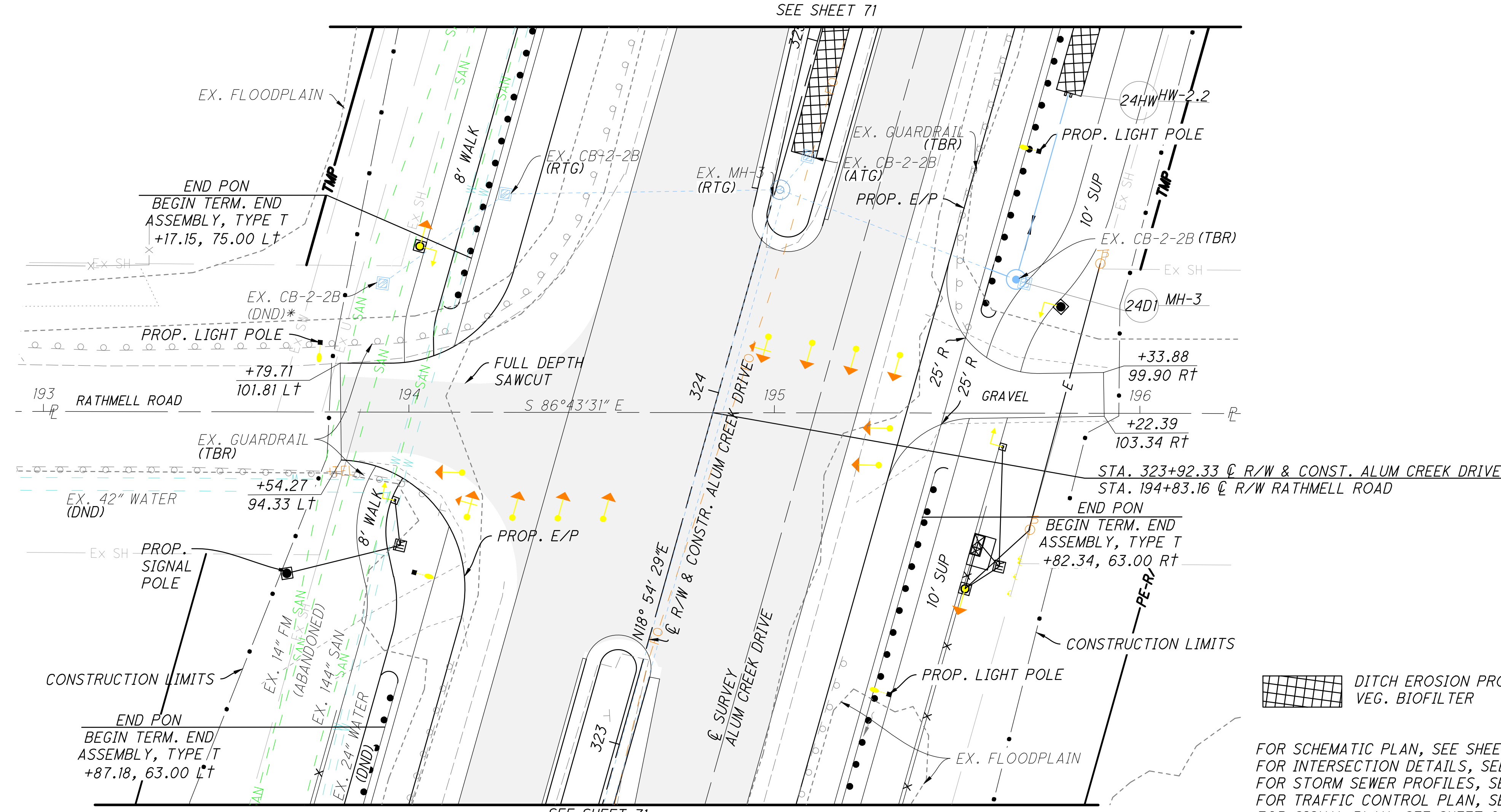
HORIZONTAL SCALE IN FEET







c:\pw\_working\infra01\sbatarrai\d0165401\115792\_GPO46.dwg LAST SAVED BY: sbhatarrai, 4/17/2024 2:07 PM LAST PRINTED BY: Bhattarai, Shruti, 4/19/2024 1:41 PM



SEE SHEET 71

SEE SHEET 71

1 1/2" Pavement Planing, Asphalt Concrete

DITCH EROSION PROTECTION  
VEG. BIOFILTER

FOR SCHEMATIC PLAN, SEE SHEET 3.  
FOR INTERSECTION DETAILS, SEE SHEET NO. 183.  
FOR STORM SEWER PROFILES, SEE SHEET NO. 205.  
FOR TRAFFIC CONTROL PLAN, SEE SHEET 251.  
FOR SIGNAL PLAN, SEE SHEET 256.

PROP. ELEV.	PROF. GRADE		EX GR.		EX FO		EX. ELEV.
745	725.49	725.80	725.69	725.35			745
740							740
735							735
730	0.53%	0.07%	1.46%	-1.53%	-1.05%	0.94%	730
725							725
720							720
715							715
710							710
	193+00	194+00	195+00	196+00			



SCALE  
HORIZONTAL  
SCALE IN FEET

PLANITANA ROAD  
RATHMELL ROAD

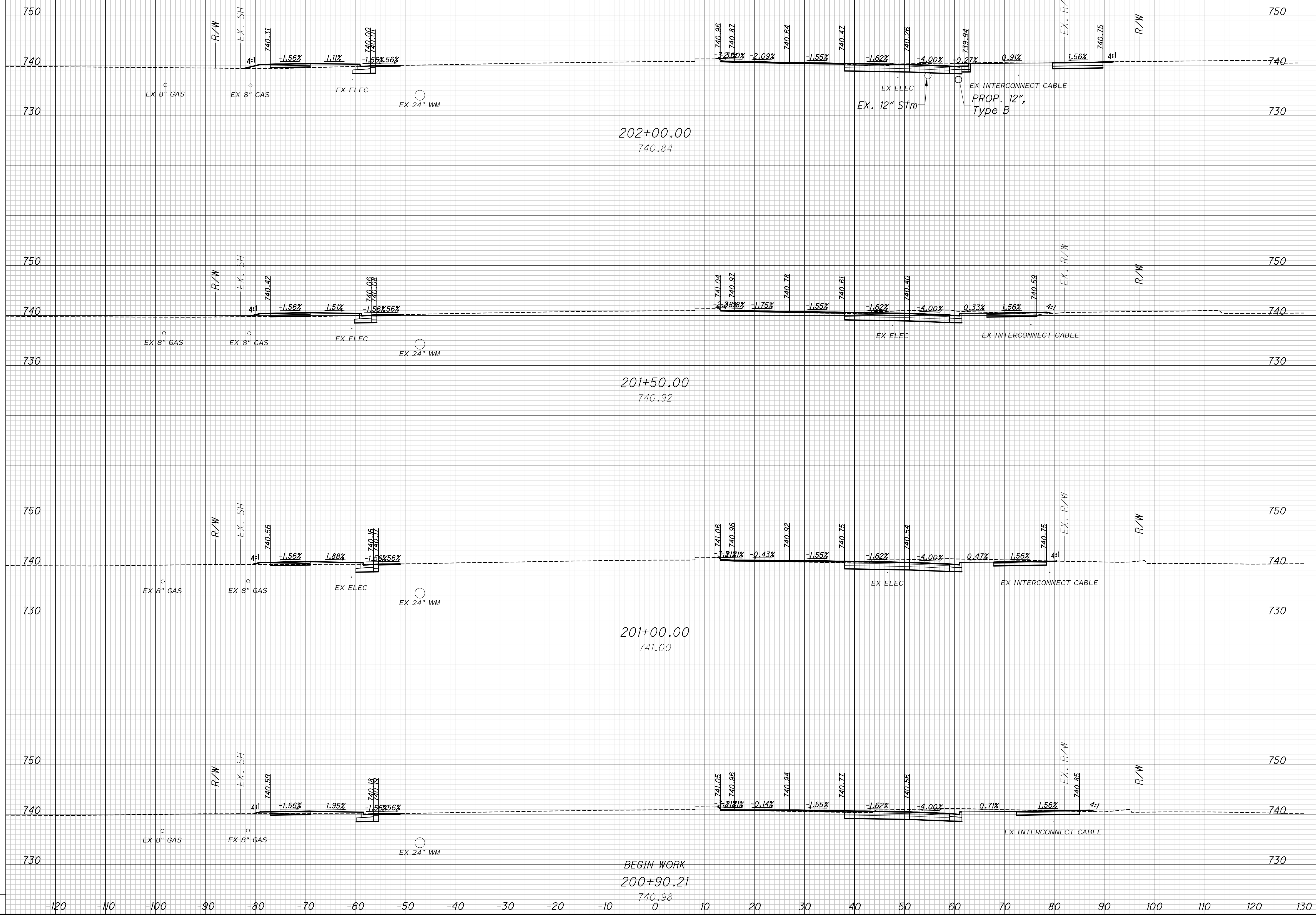
FRATOR 12287000

SUBSHEET OF SHEET NO. 256 TOTAL

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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED NMG  
CHECKED BMH



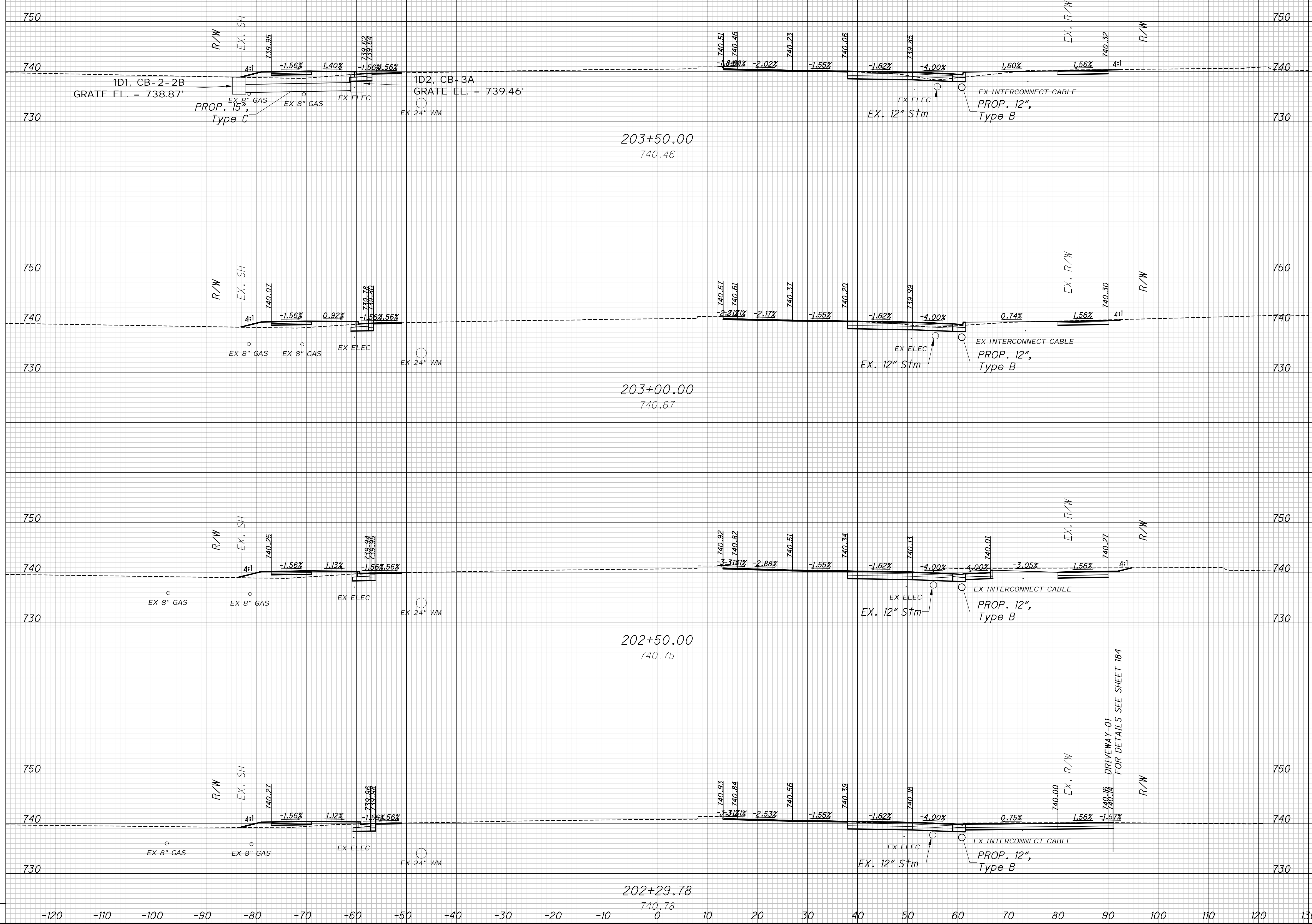
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 200+90.21 TO STA. 202+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattara\0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 10:46 AM

SEEDING	
END WIDTH	SO. YDS.

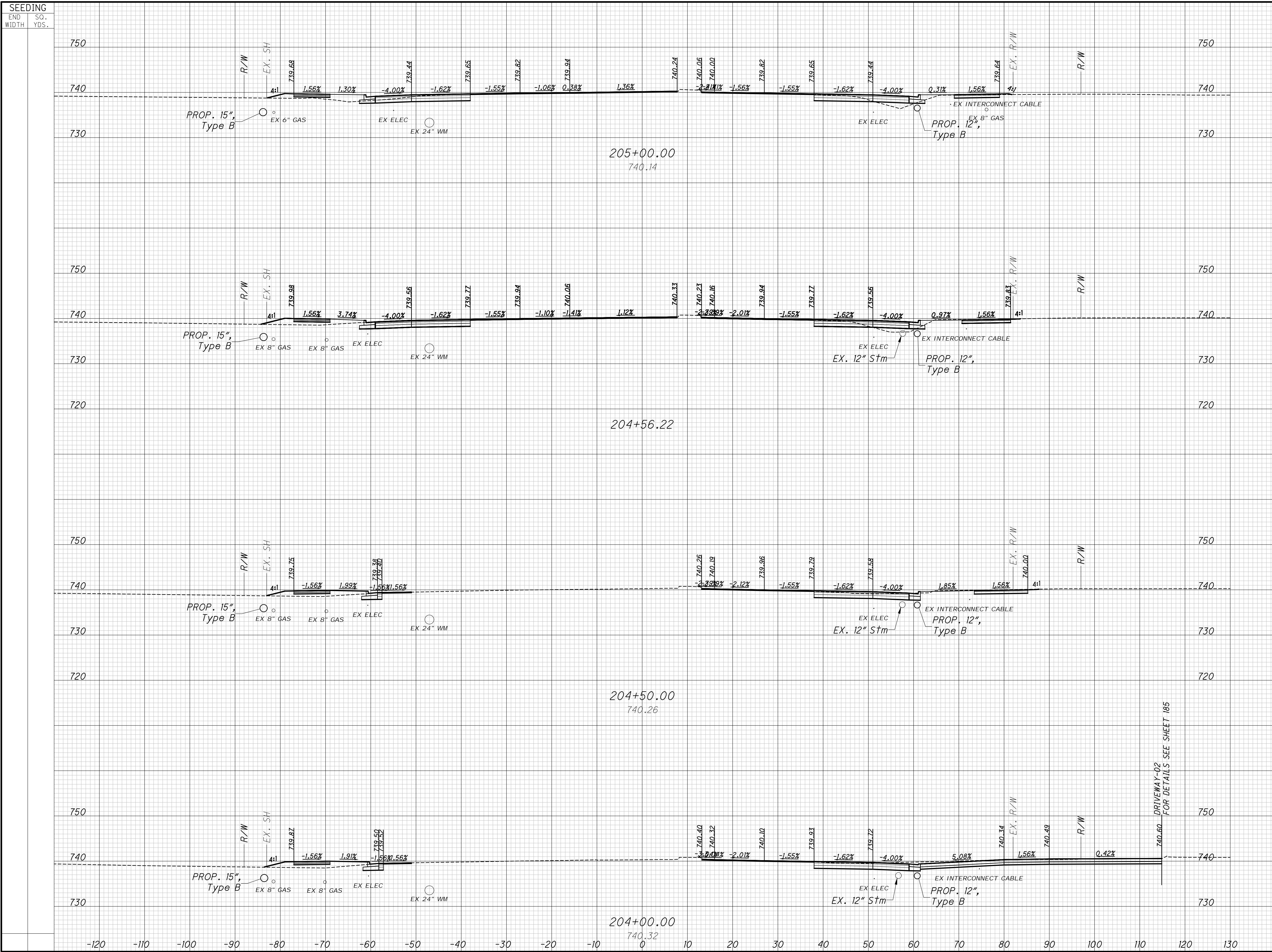
END AREA		VOLUME		CALCULATED NMG	CHECKED BMH
CUT	FILL	CUT	FILL		



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 202+29.78 TO STA. 203+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:47 AM



SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	NMG	BMT

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 204+00 TO STA. 205+00

FRA-CR122-0.00

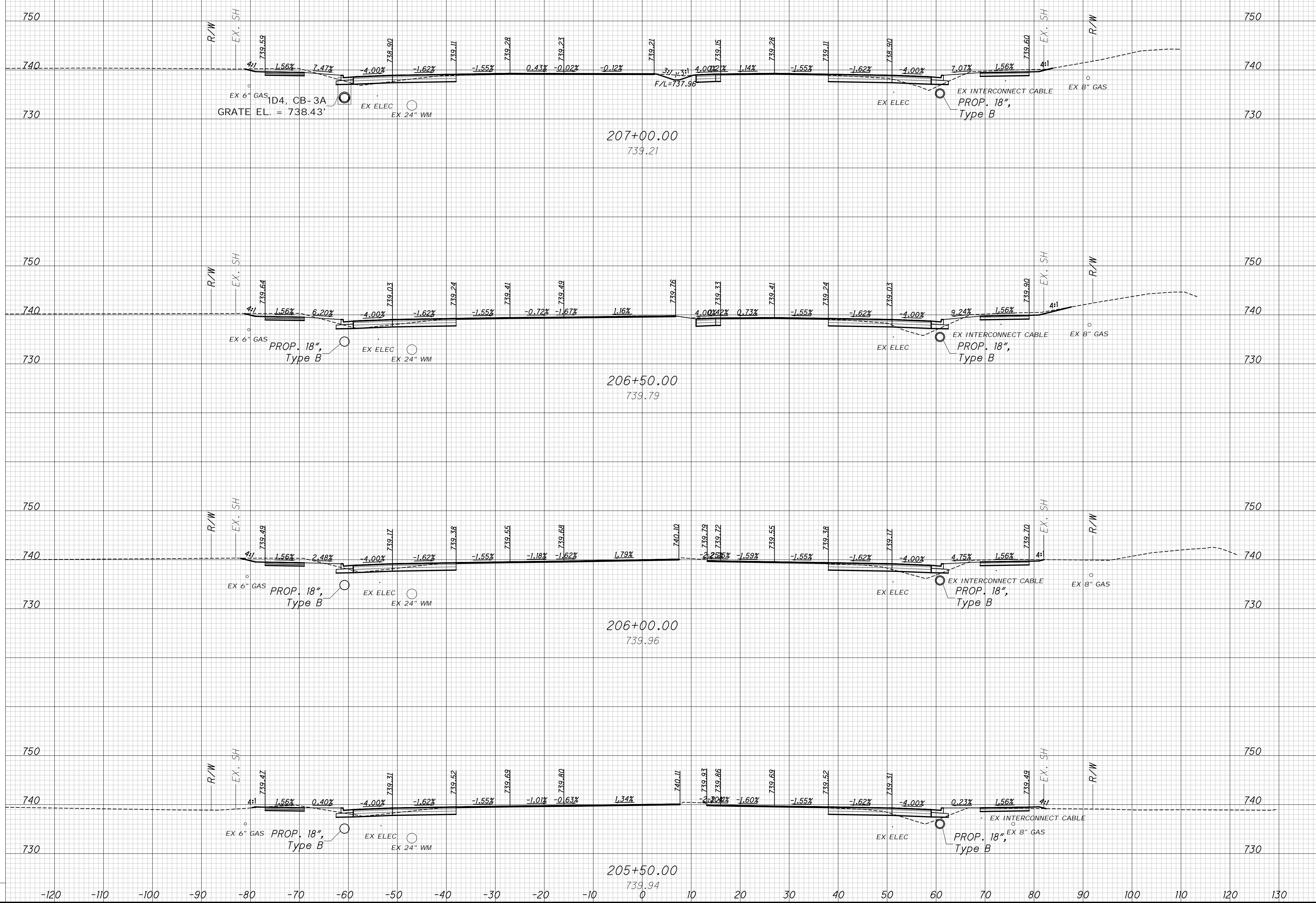
93  
256

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:47 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
N/MG	B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 205+50 TO STA. 207+00

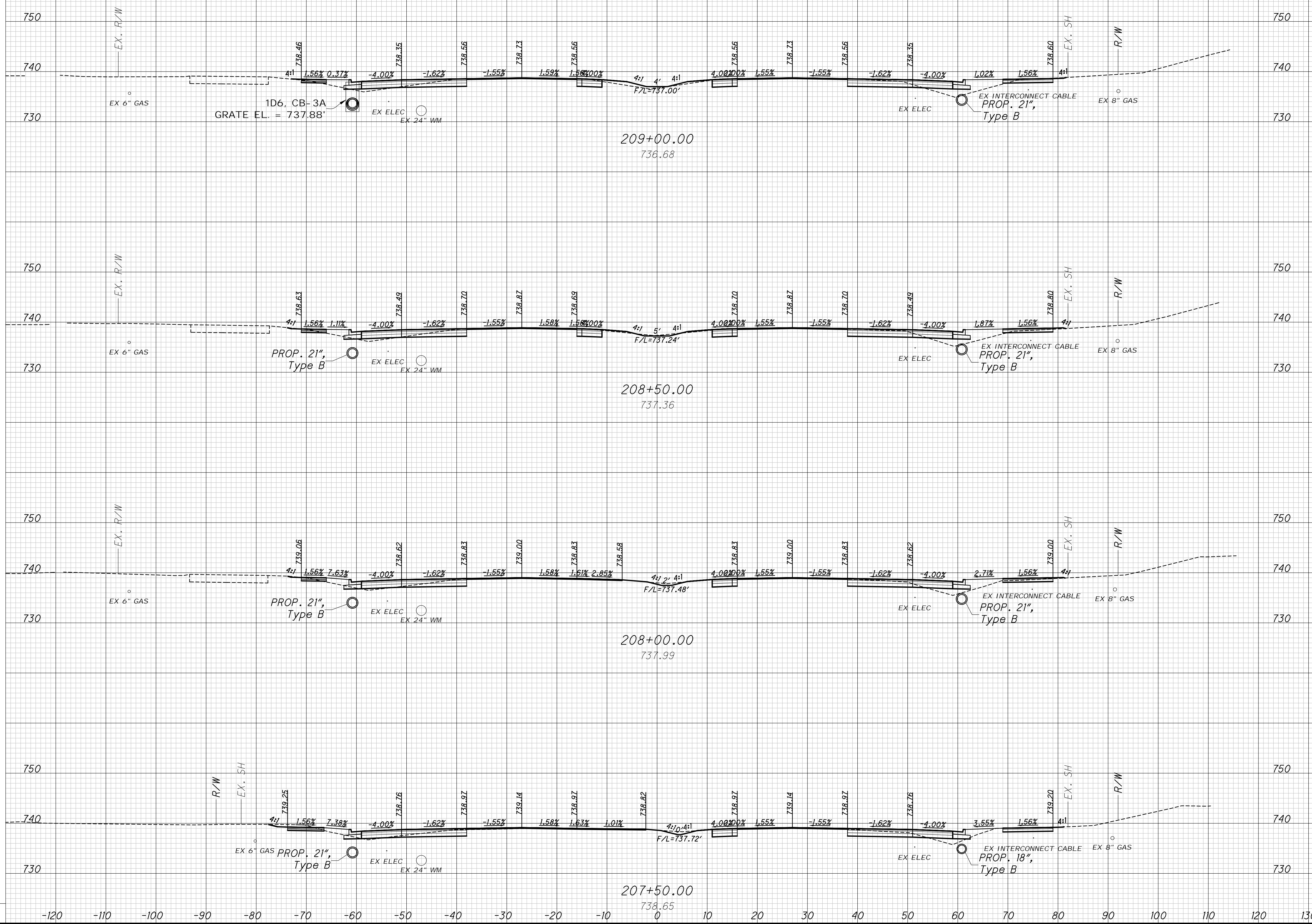
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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	N/MG
CHECKED	B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 207+50 TO STA. 209+00

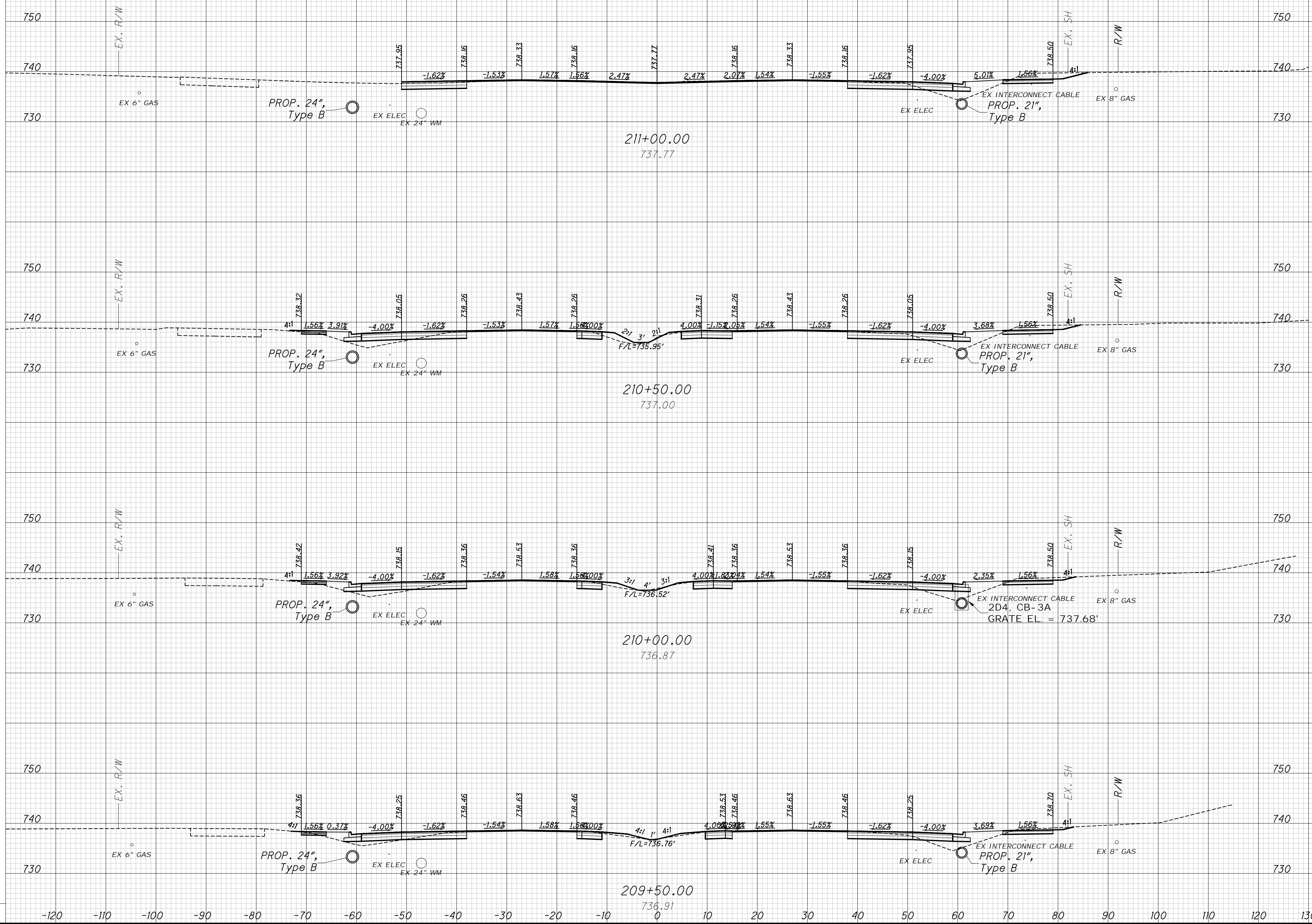
FRA-CR122-0.00

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED NMG	CHECKED BMT
----------------	-------------



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 209+50 TO STA. 211+00

FRA-CR122-0.00

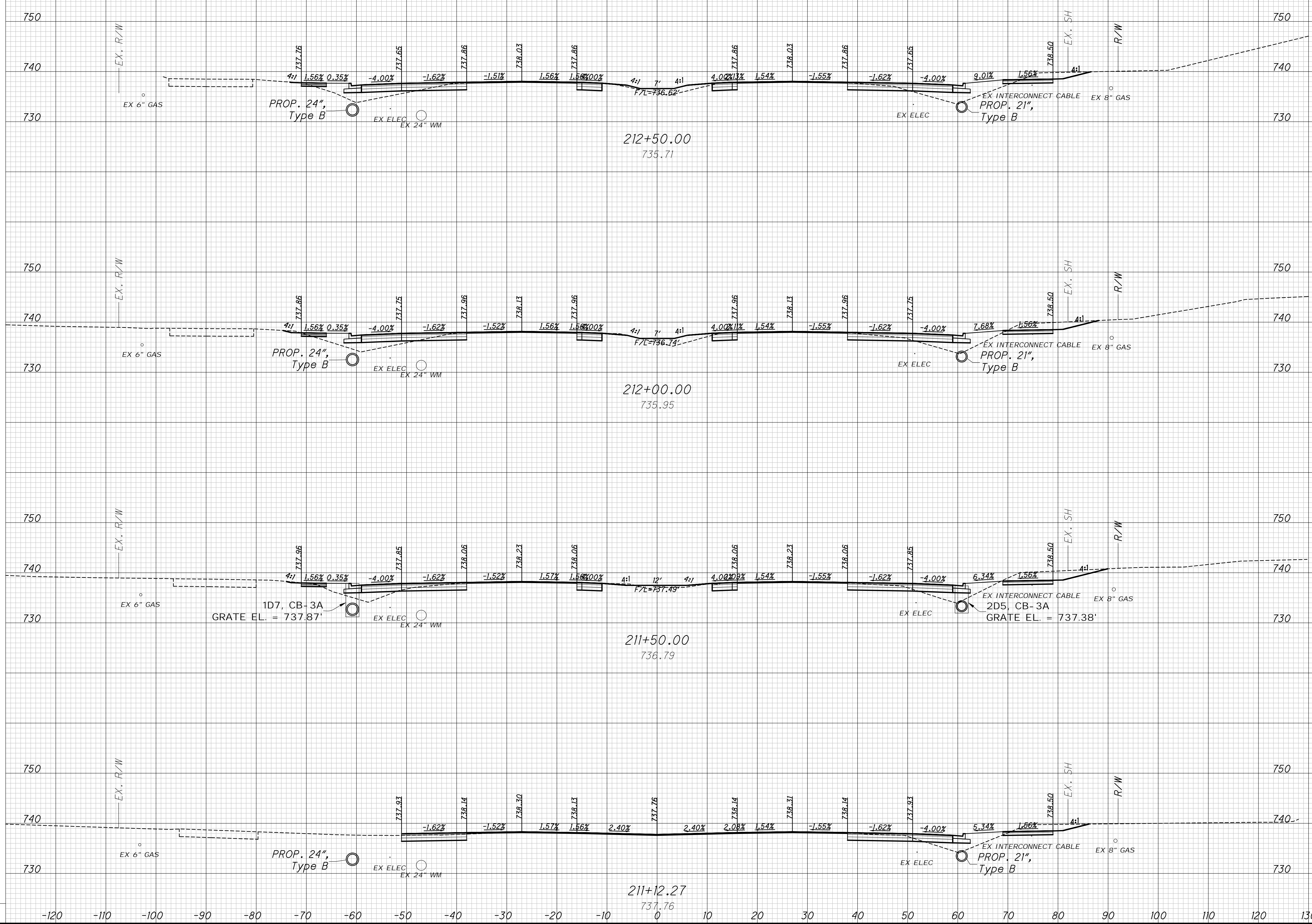


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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
NMG  
CHECKED  
BMH



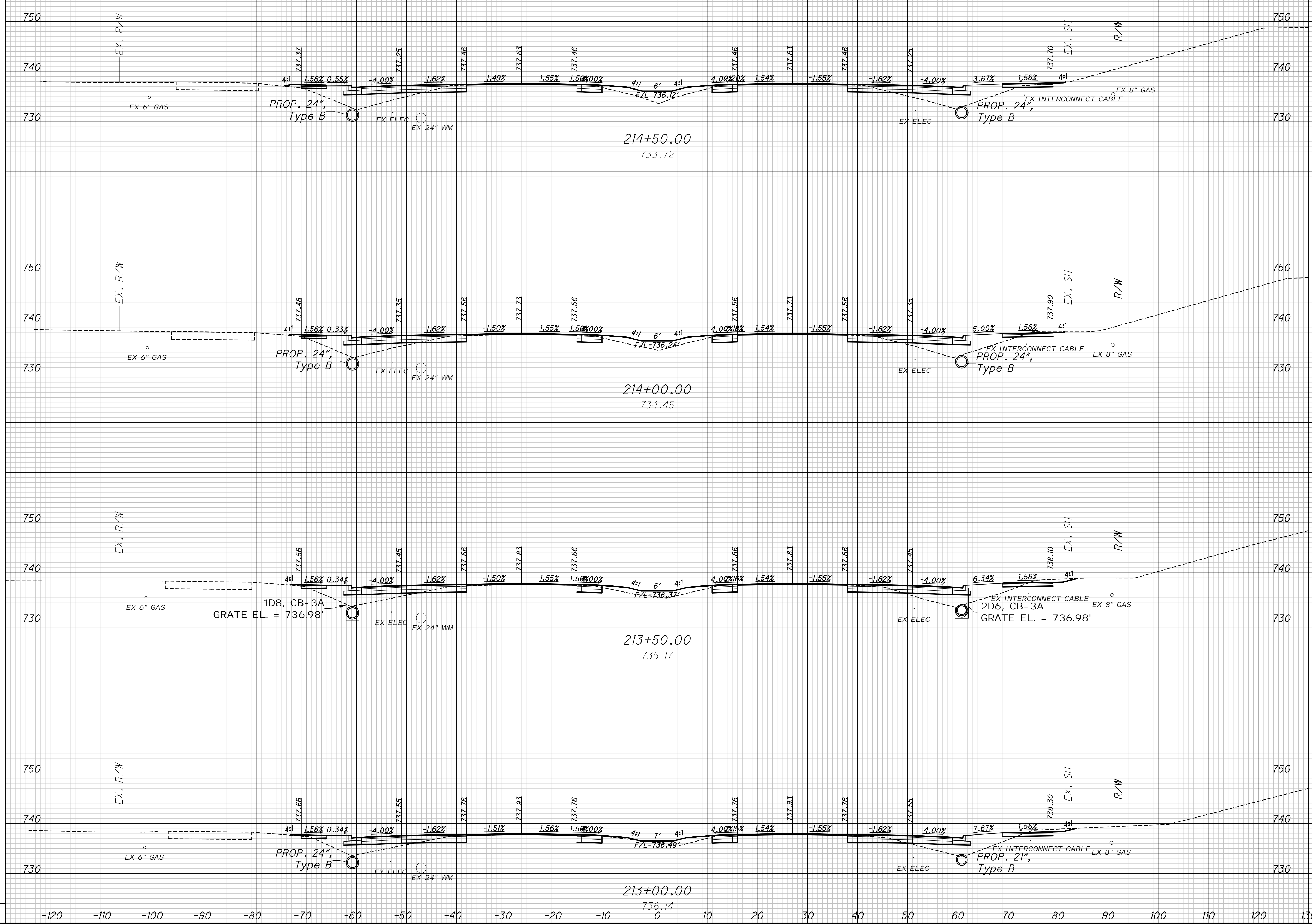
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 211+12.27 TO STA. 212+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:49 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
NMG  
CHECKED  
BMH



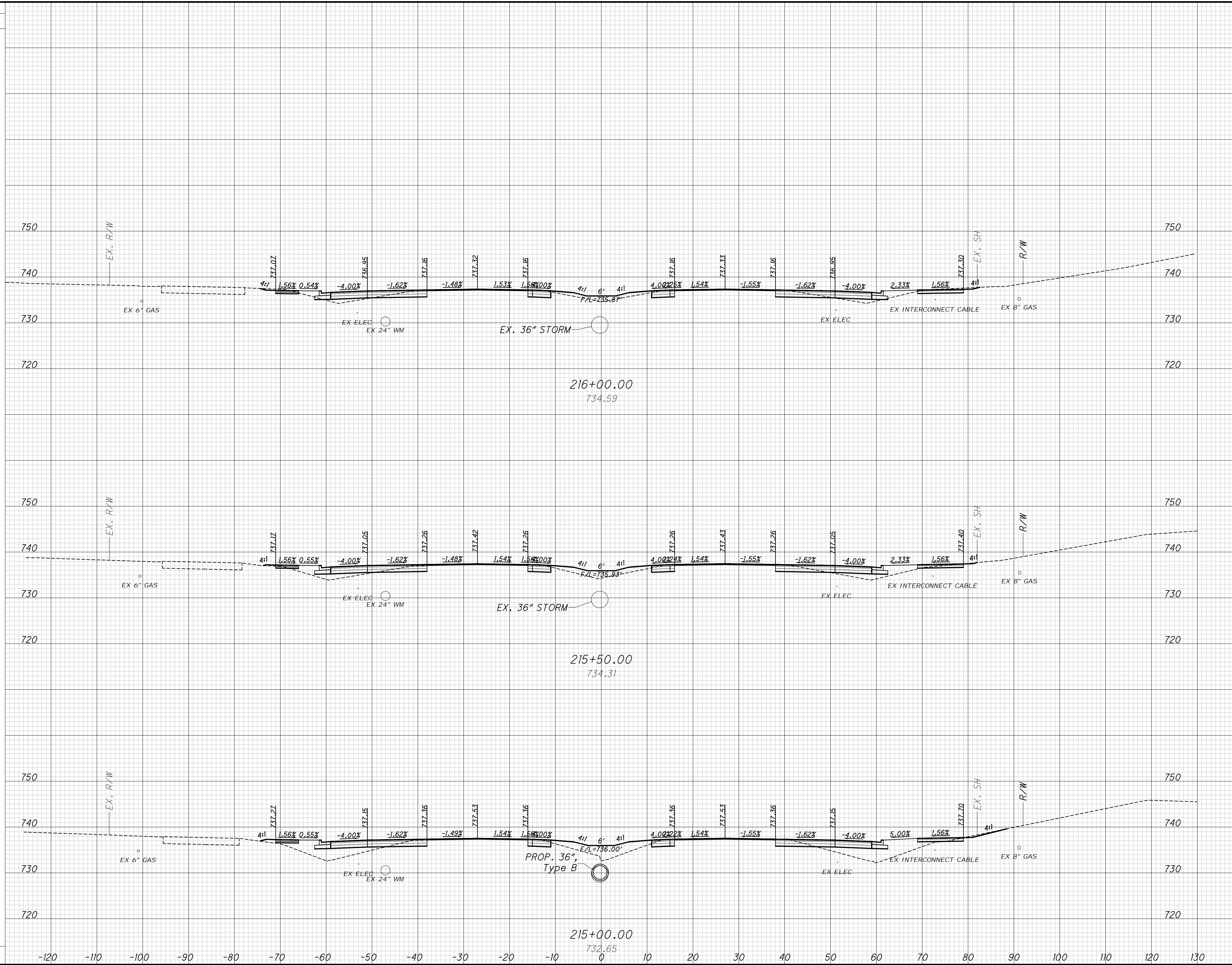
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 213+00 TO STA. 214+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbsattara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:50 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



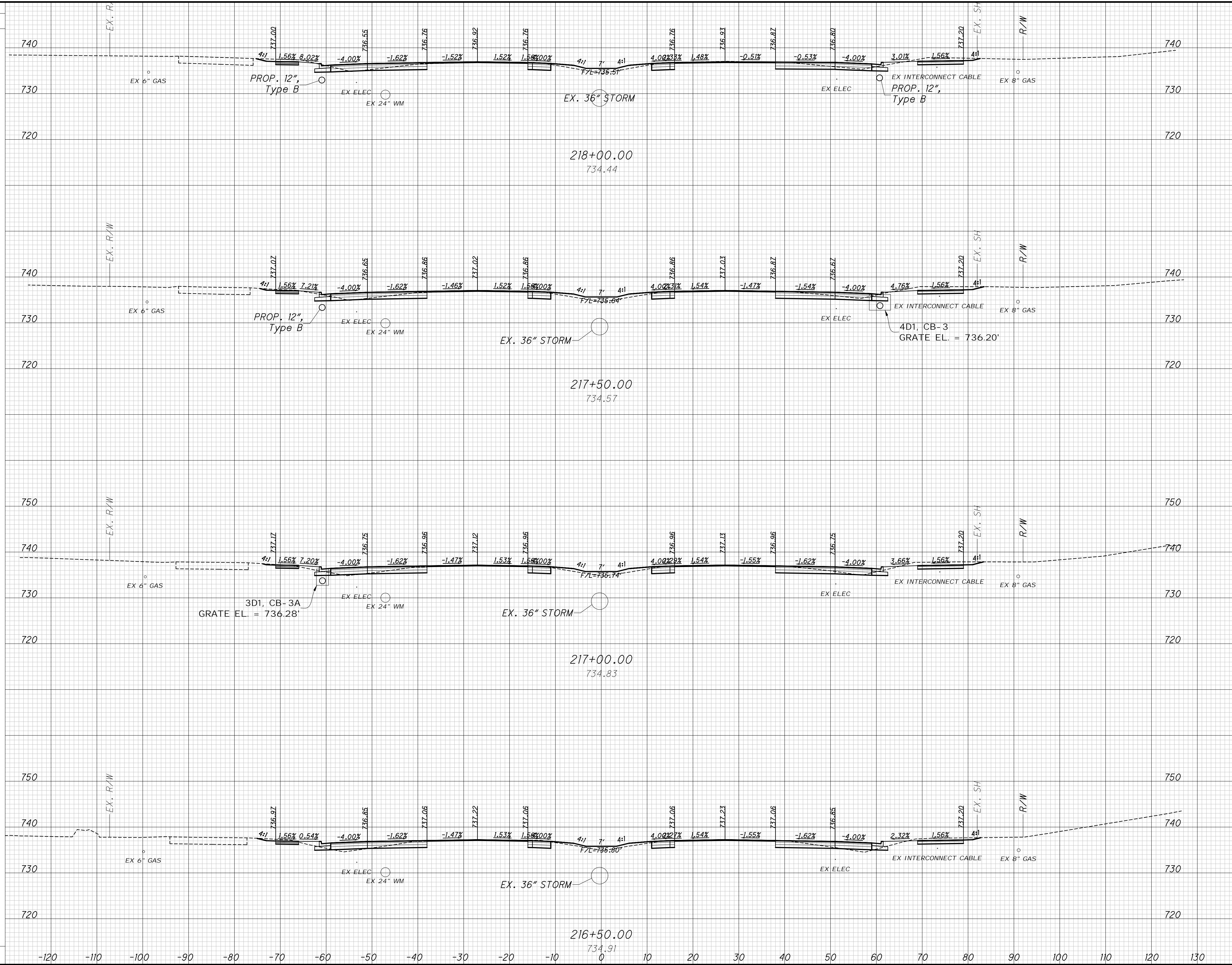
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 215+00 TO STA. 216+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:51 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
N/MG  
B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 216+50 TO STA. 218+00

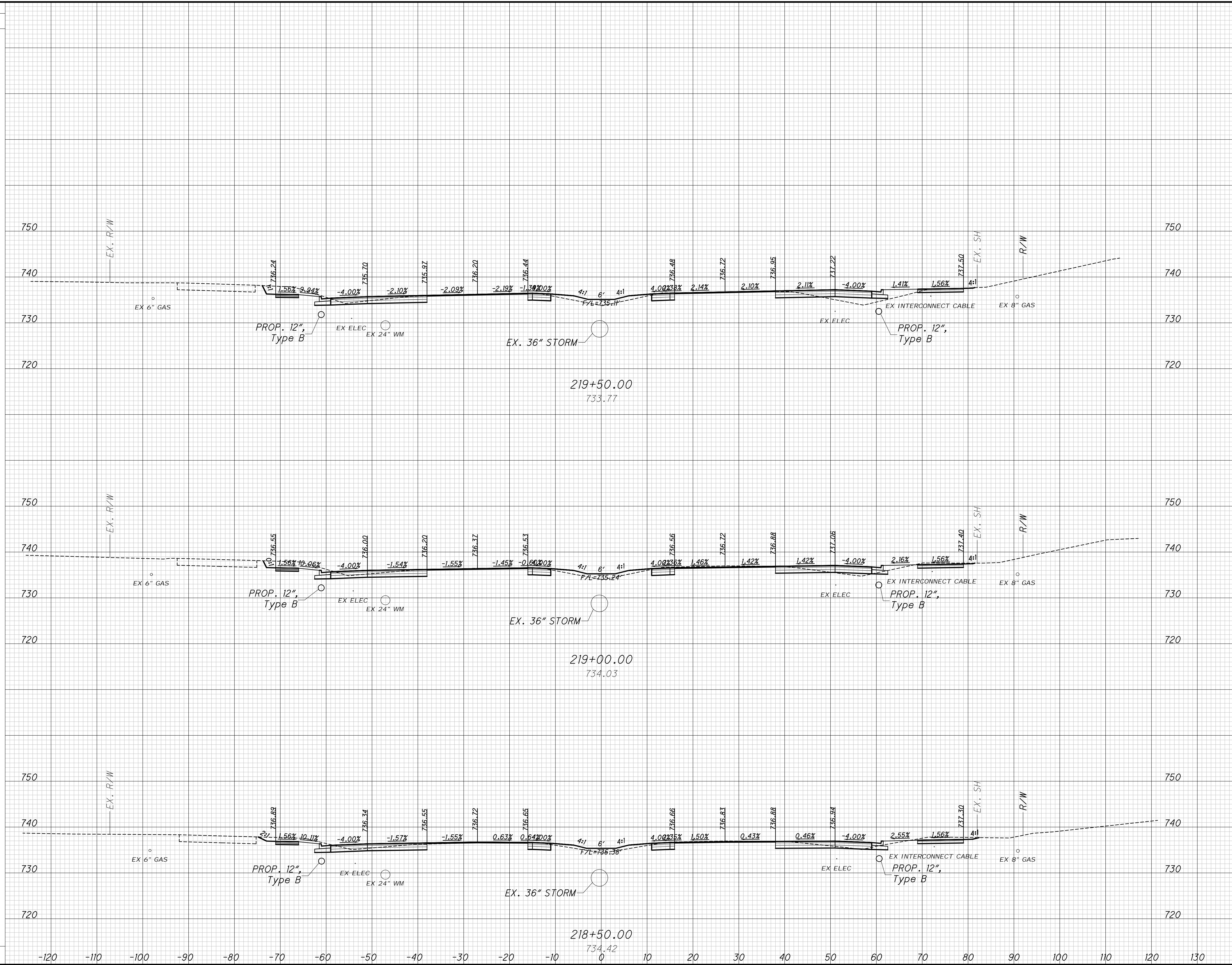
FRA-CR122-0.00

100  
256

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	N/MG	B/MH



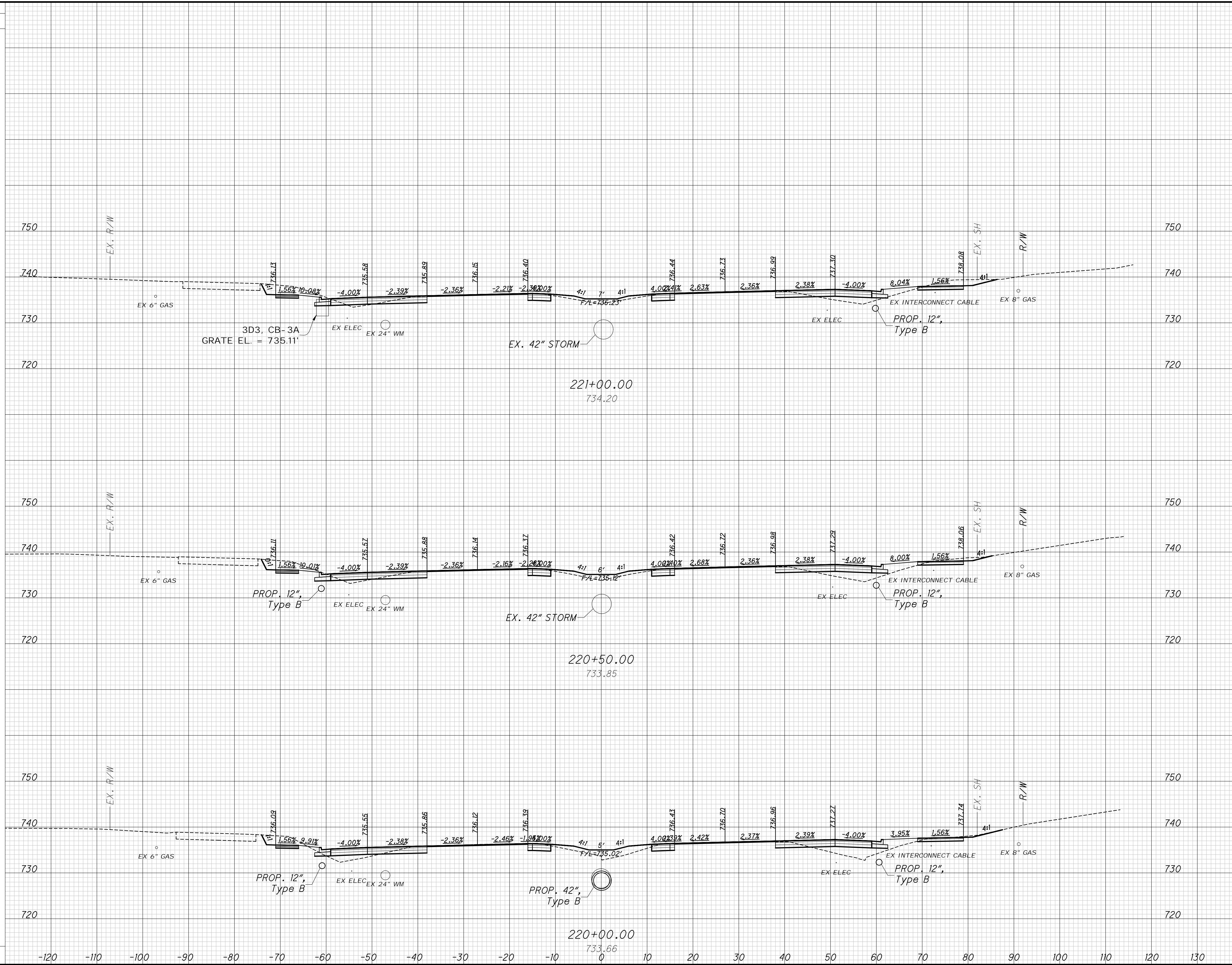
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 218+50 TO STA. 219+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:52 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 220+00 TO STA. 221+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:52 AM

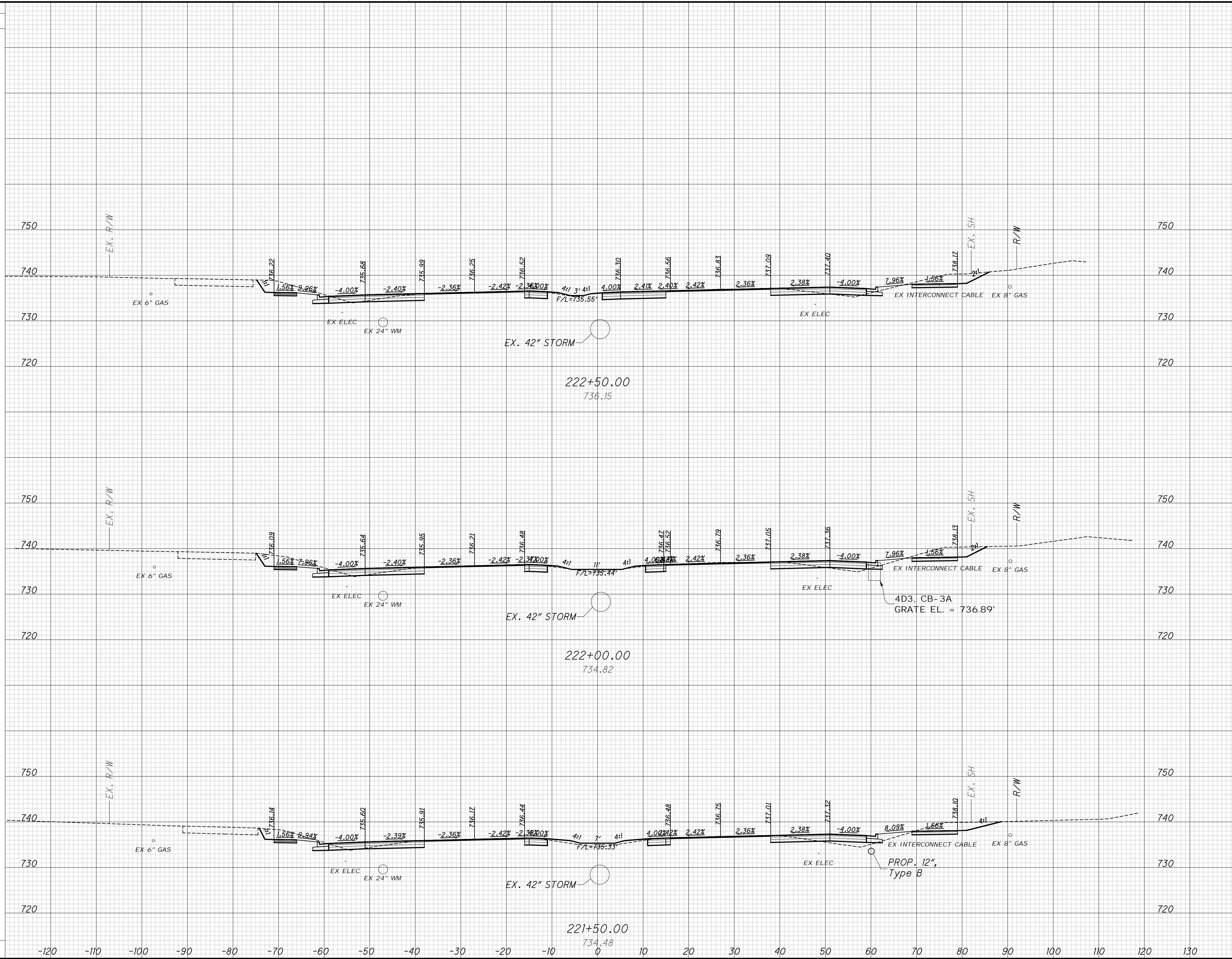
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
N/MG	B/MH

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 221+50 TO STA. 222+50

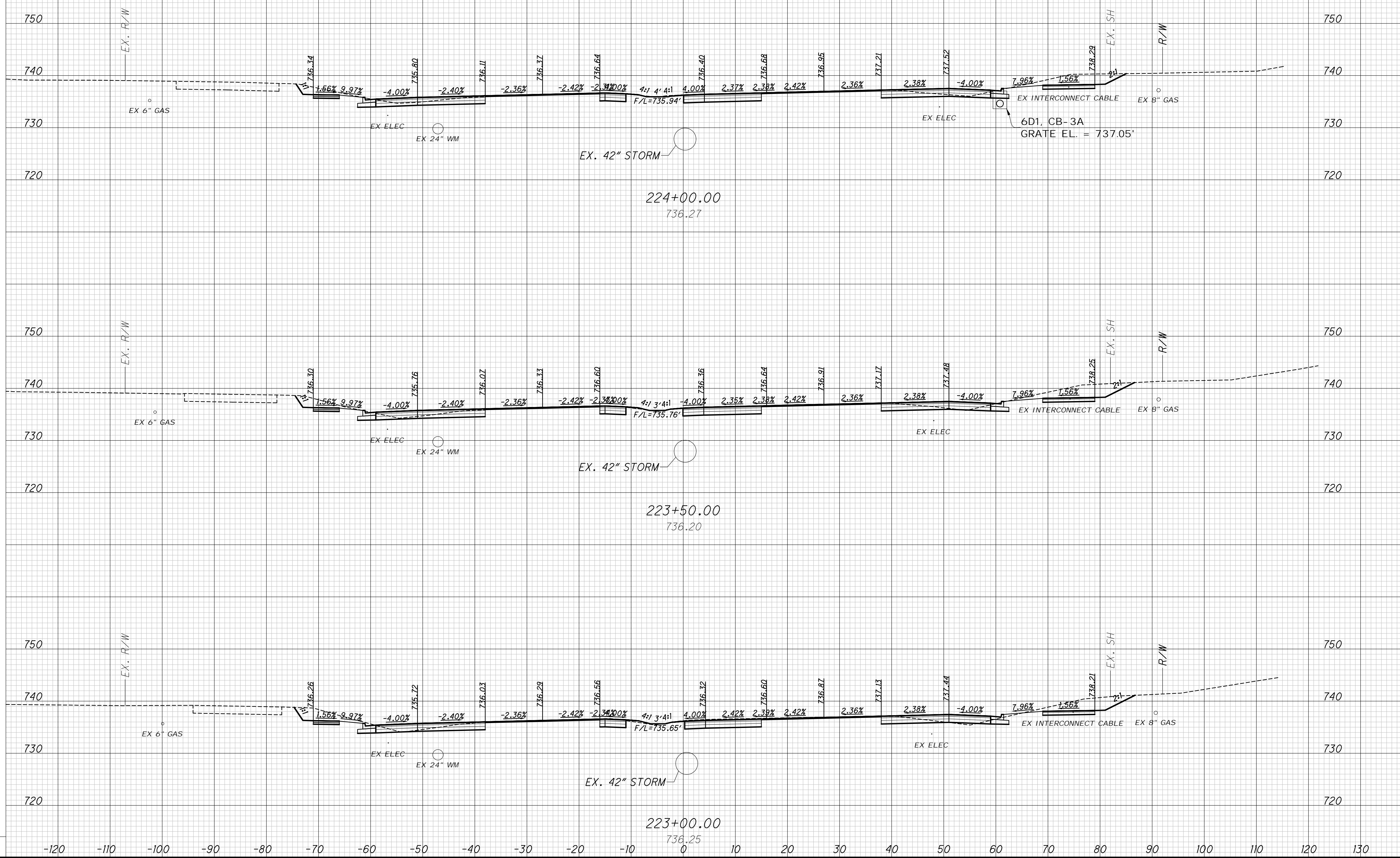
FRA-CR122-0.00



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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
NMG  
CHECKED  
BMH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 223+00 TO STA. 224+00

FRA-CR122-0.00

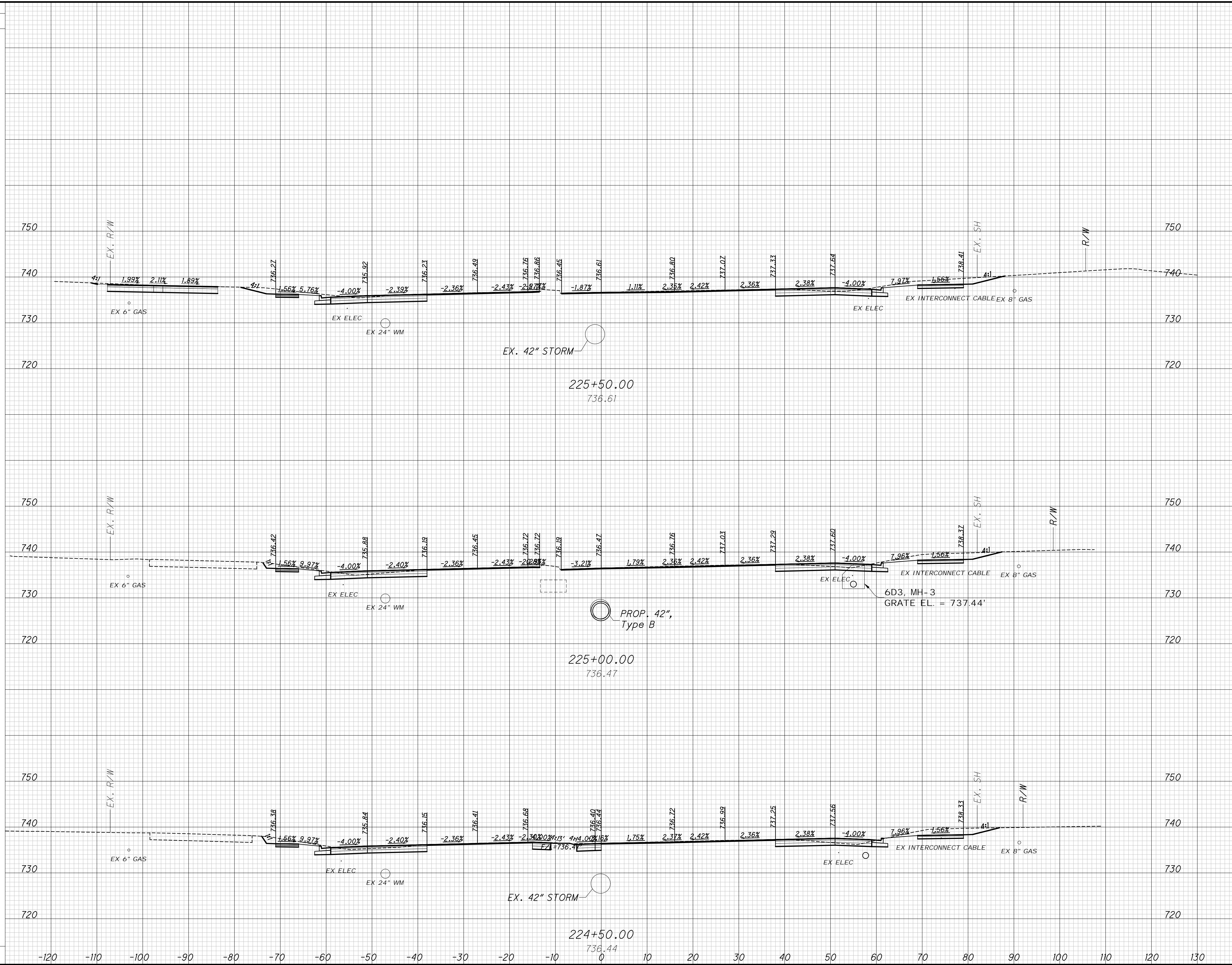
104  
256



c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:53 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BMT
CUT	FILL	CUT	FILL		



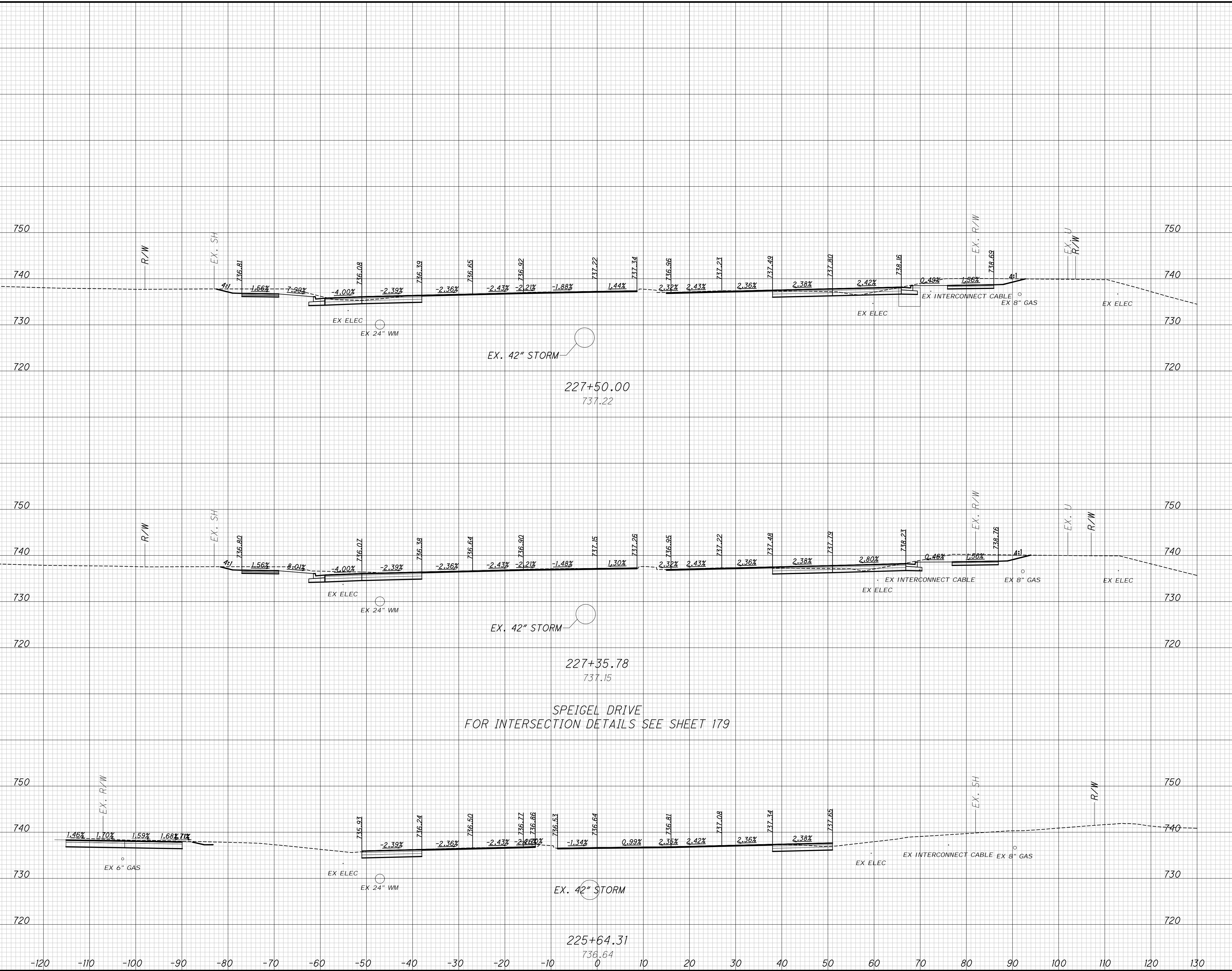
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 224+50 TO STA. 225+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:54 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
NMG  
CHECKED  
BMH



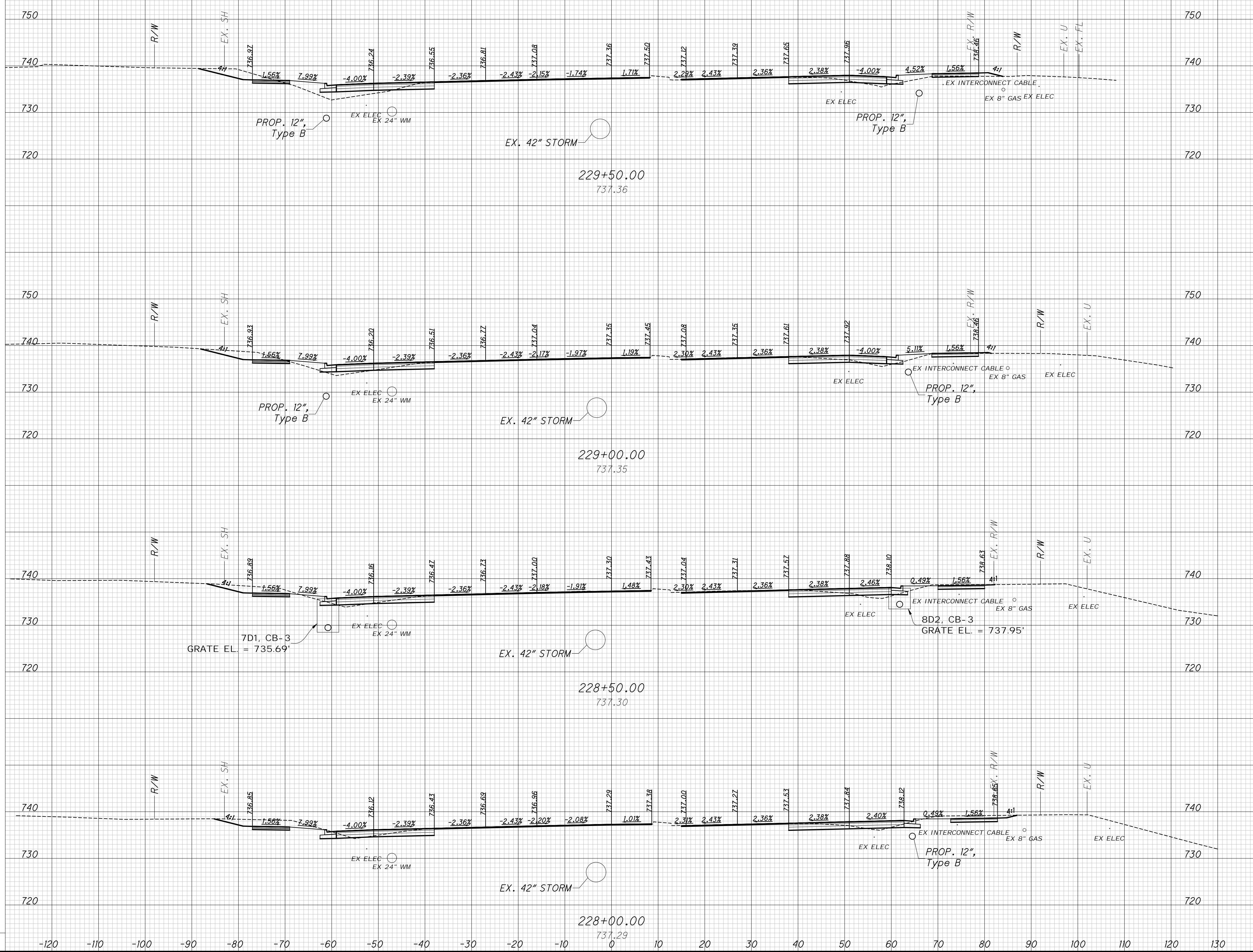
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 225+64.31 TO STA. 227+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:54 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
NMG  
BMH



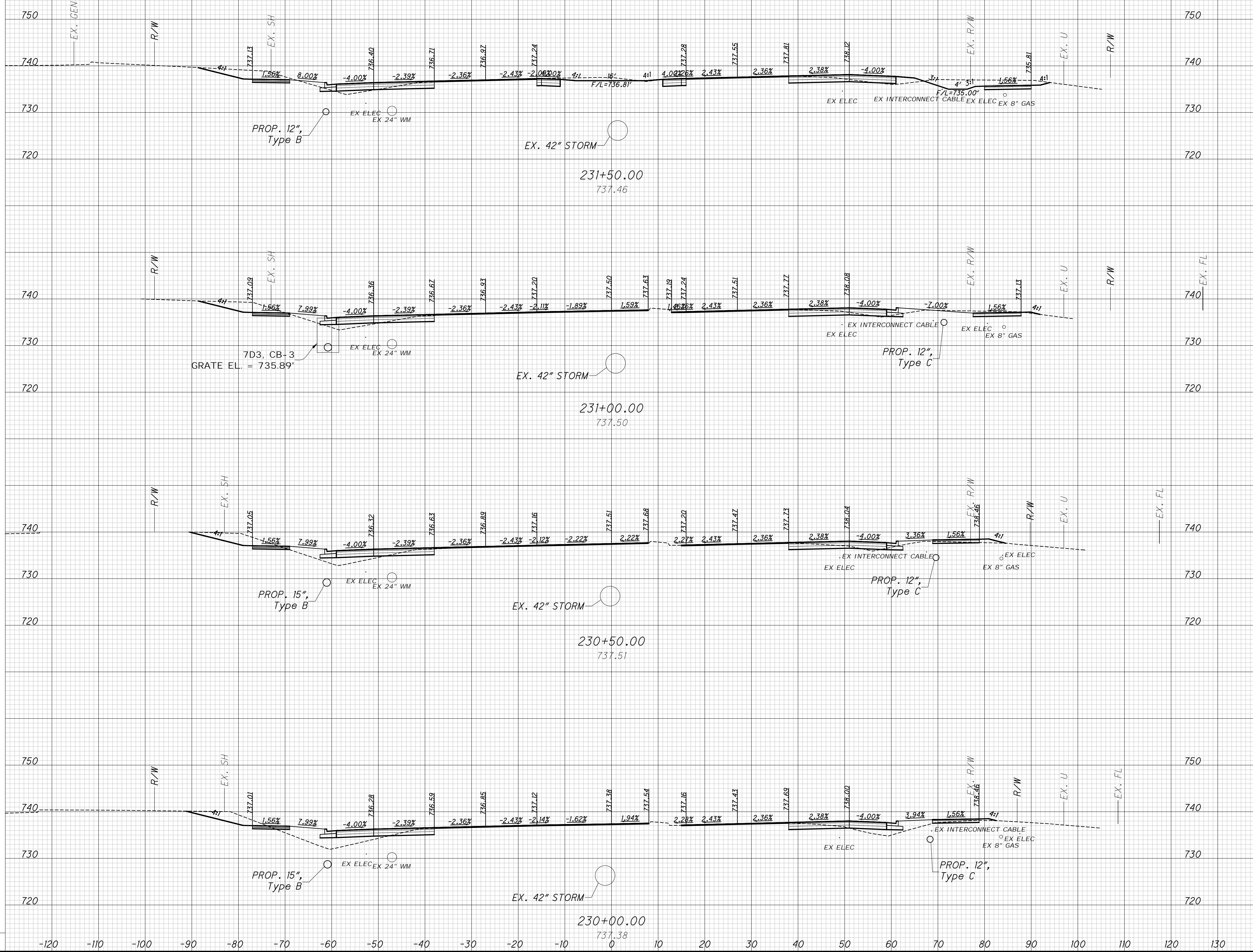
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 228+00 TO STA. 229+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:55 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
NMG  
CHECKED  
BMH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 230+00 TO STA. 231+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:55 AM

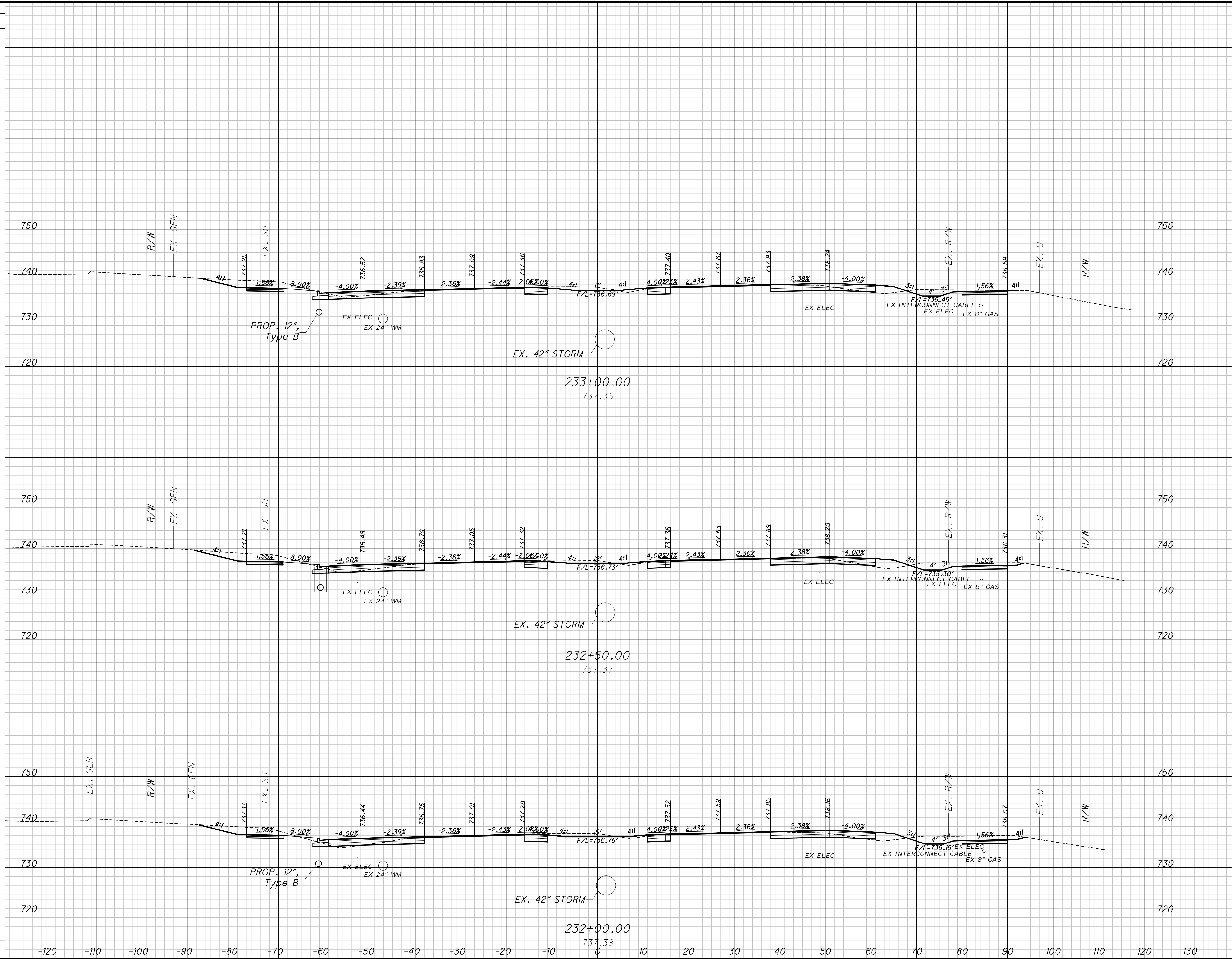
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
N/MG	B/MH

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 232+00 TO STA. 233+00

FRA-CR122-0.00



c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:56 AM

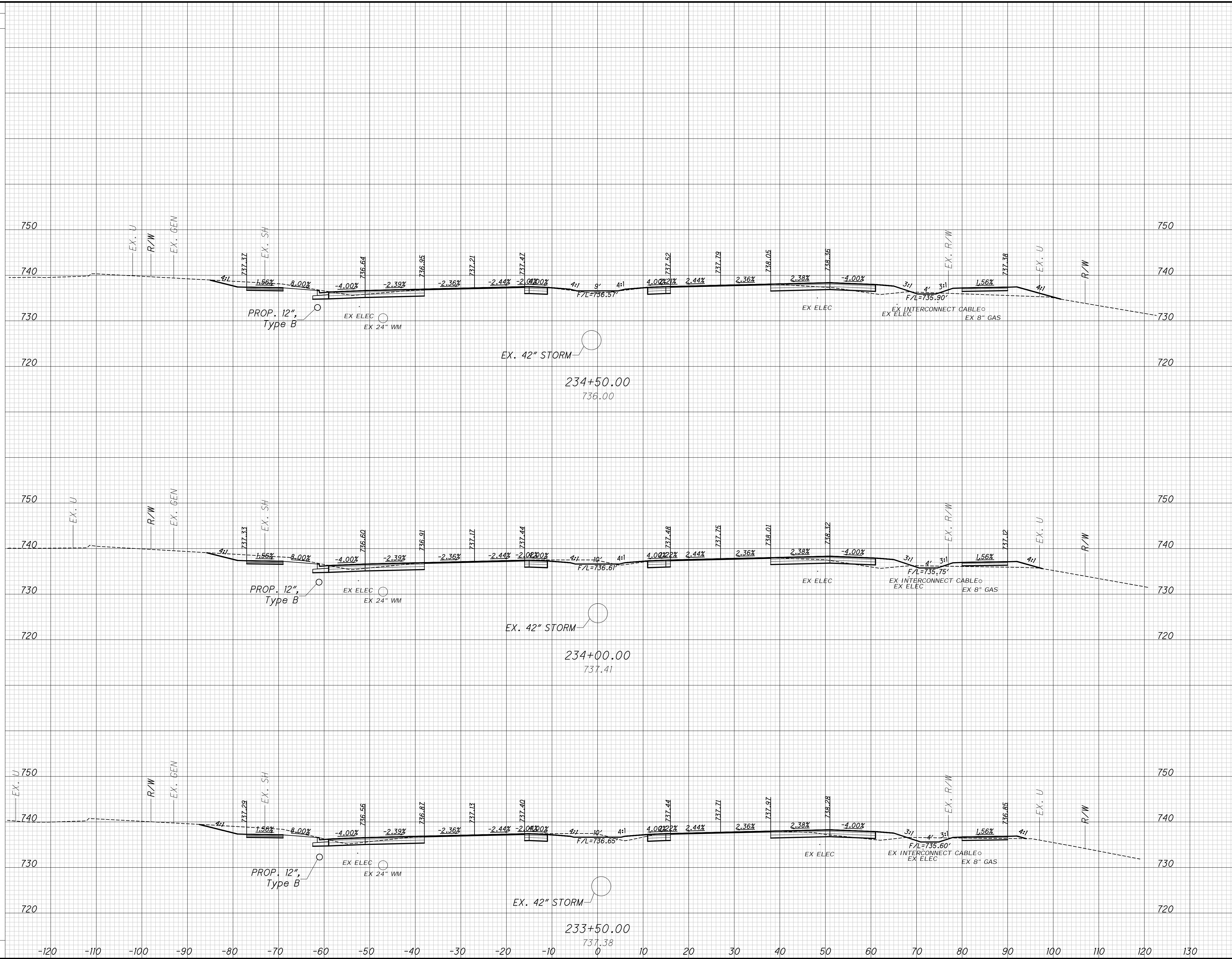
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
N/MG	B/MH

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 233+50 TO STA. 234+50

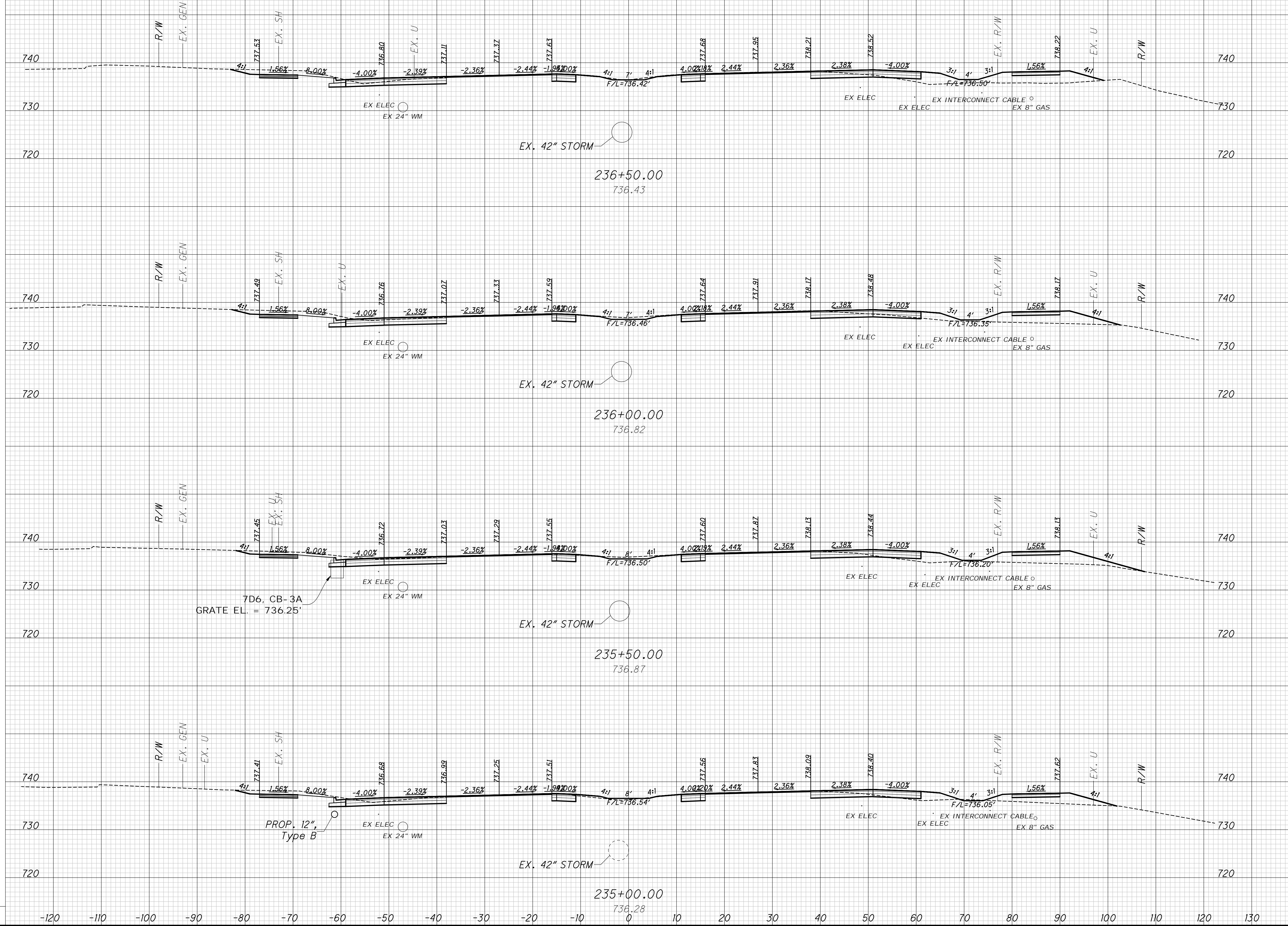
FRA-CR122-0.00



c:\pw\_working\infra01\sbhattara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 10:56 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
NMG  
BMH



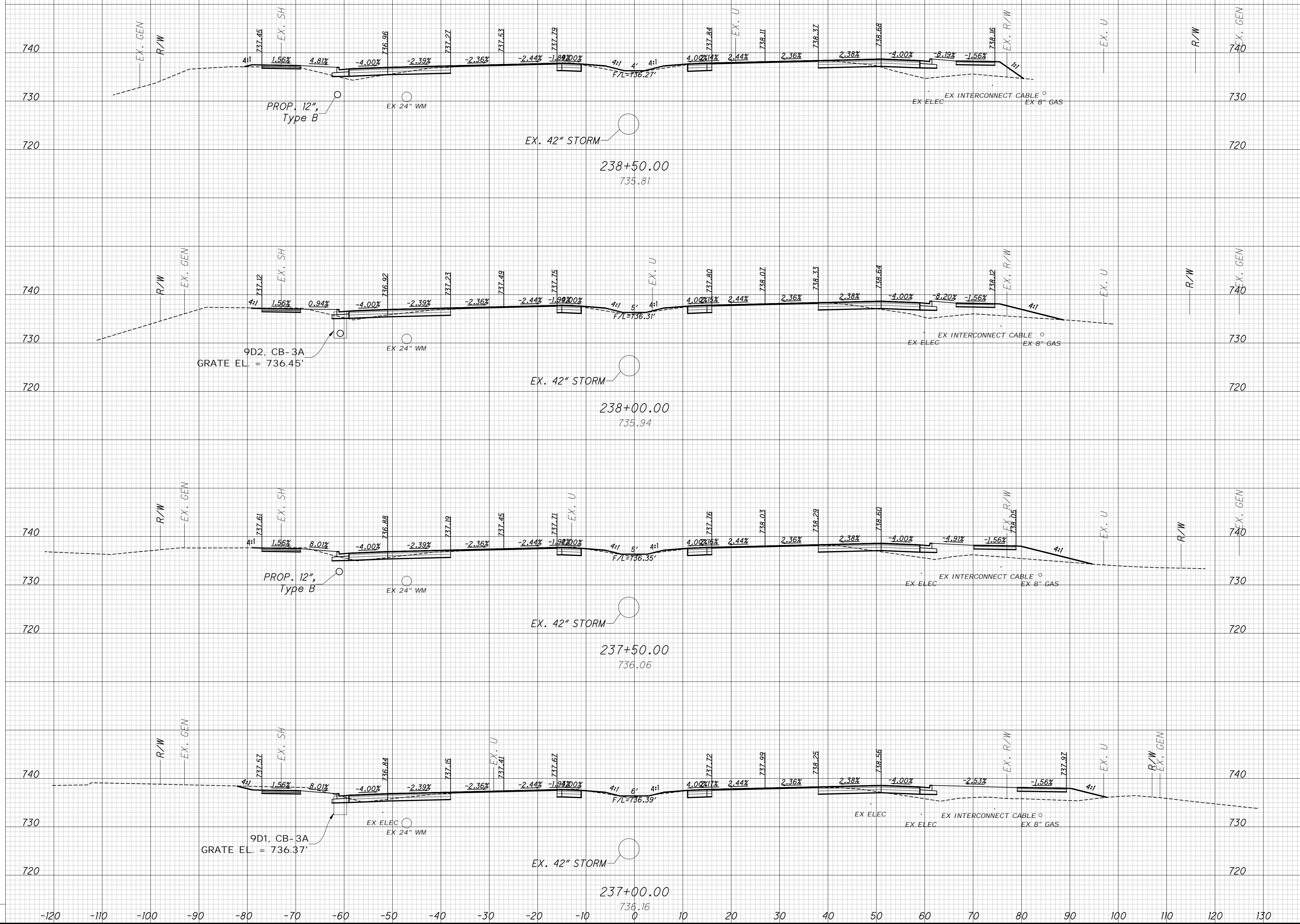
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 235+00 TO STA. 236+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:57 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
NMG  
BMH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 237+00 TO STA. 238+50

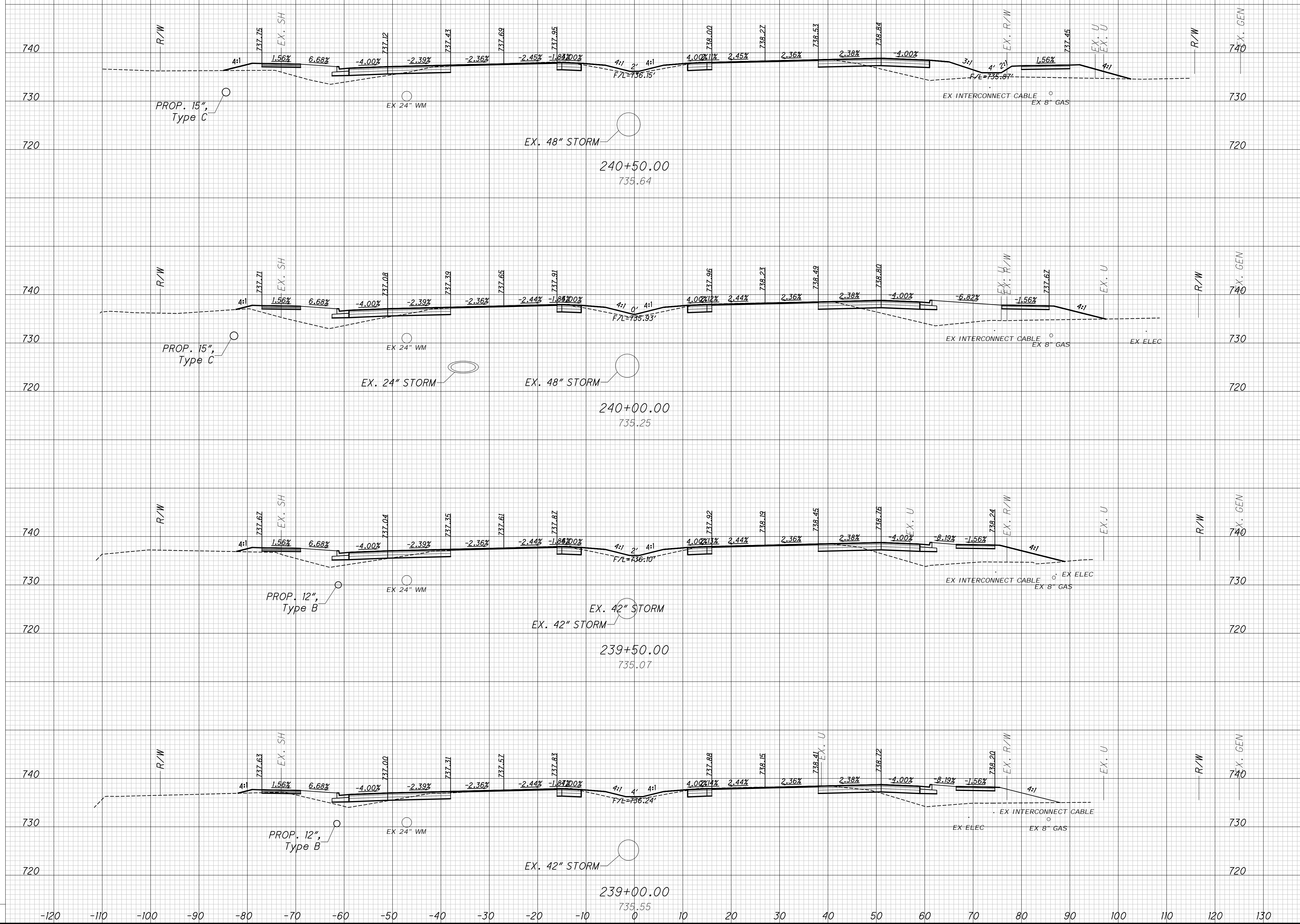
FRA-CR122-0.00



c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:57 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
NMG  
BMH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 239+00 TO STA. 240+50

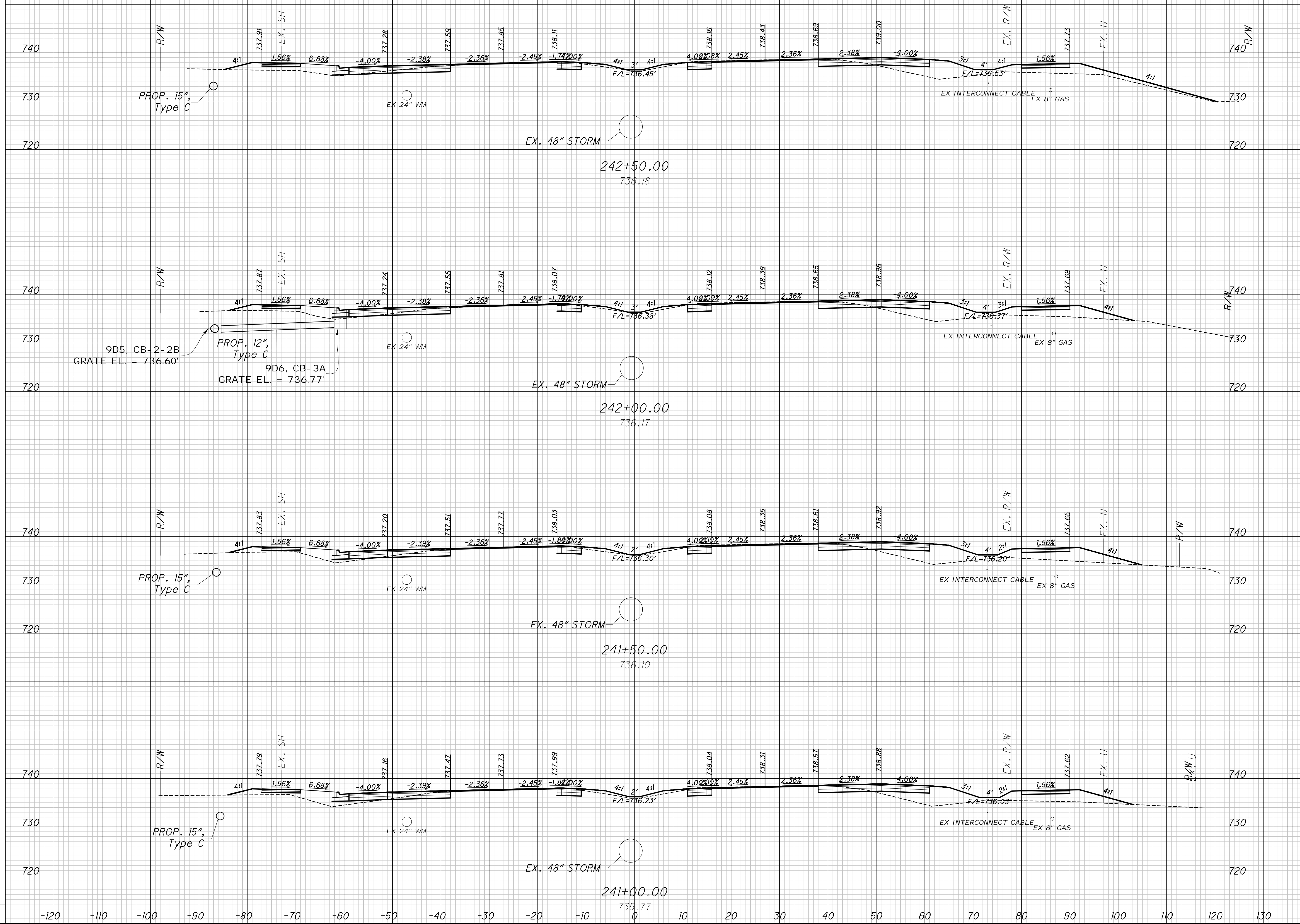
FRA-CR122-0.00

c:\pw\_working\infra01\sbhattara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 10:58 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
N/M	B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 241+00 TO STA. 242+50

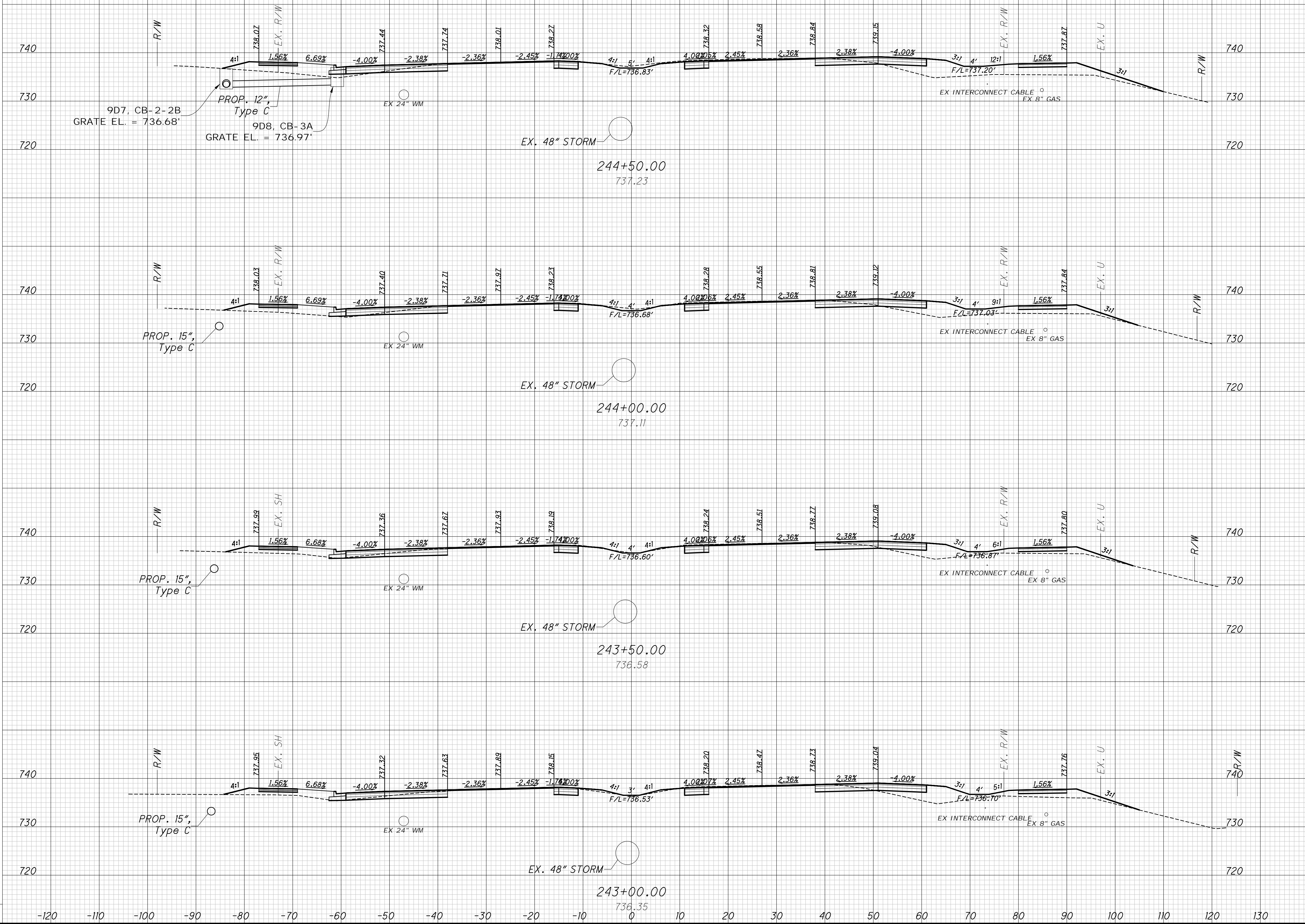
FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:58 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
NMG  
CHECKED  
BMH



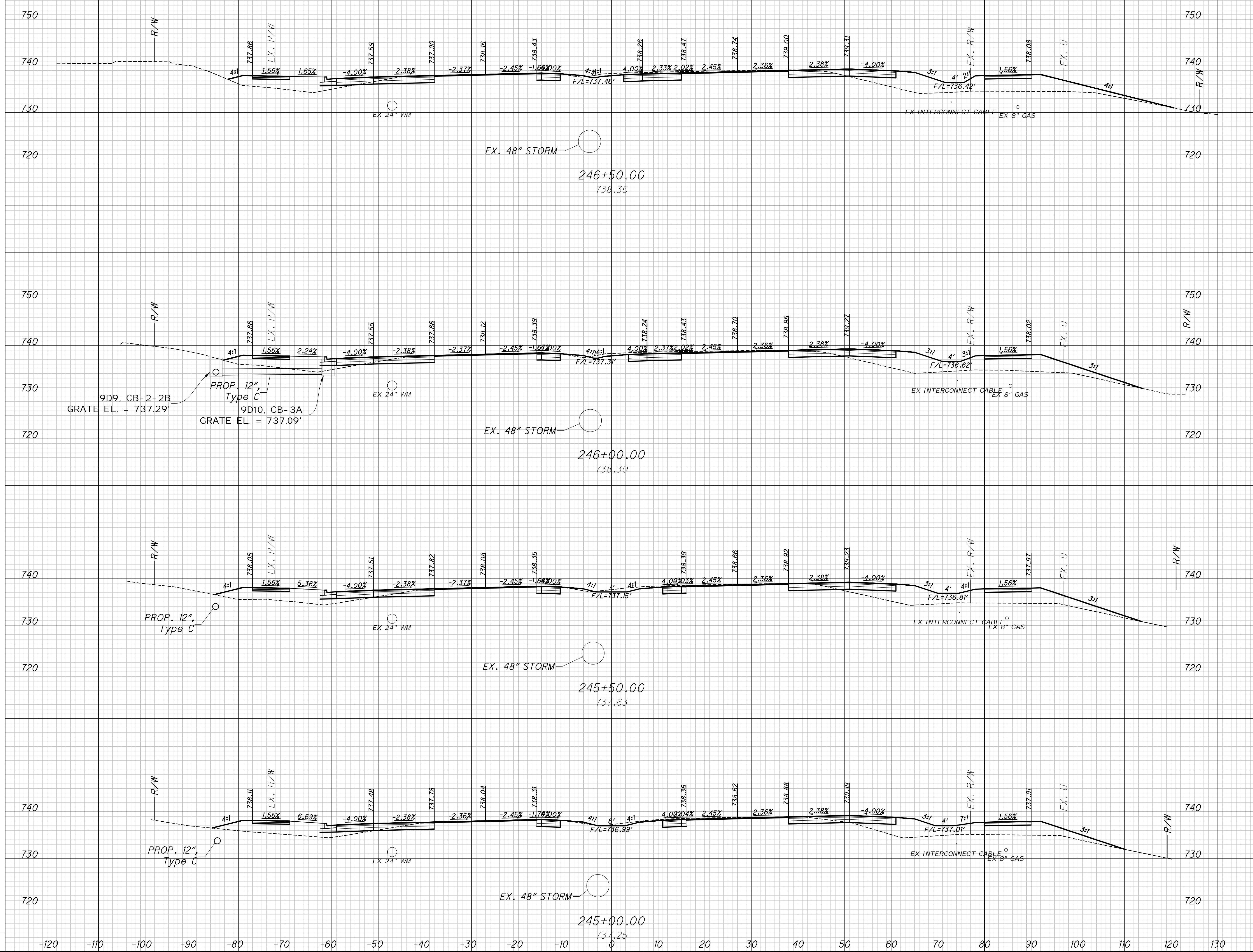
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 243+00 TO STA. 244+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:59 AM

SEEDING  
END SO.  
WIDTH YDS.

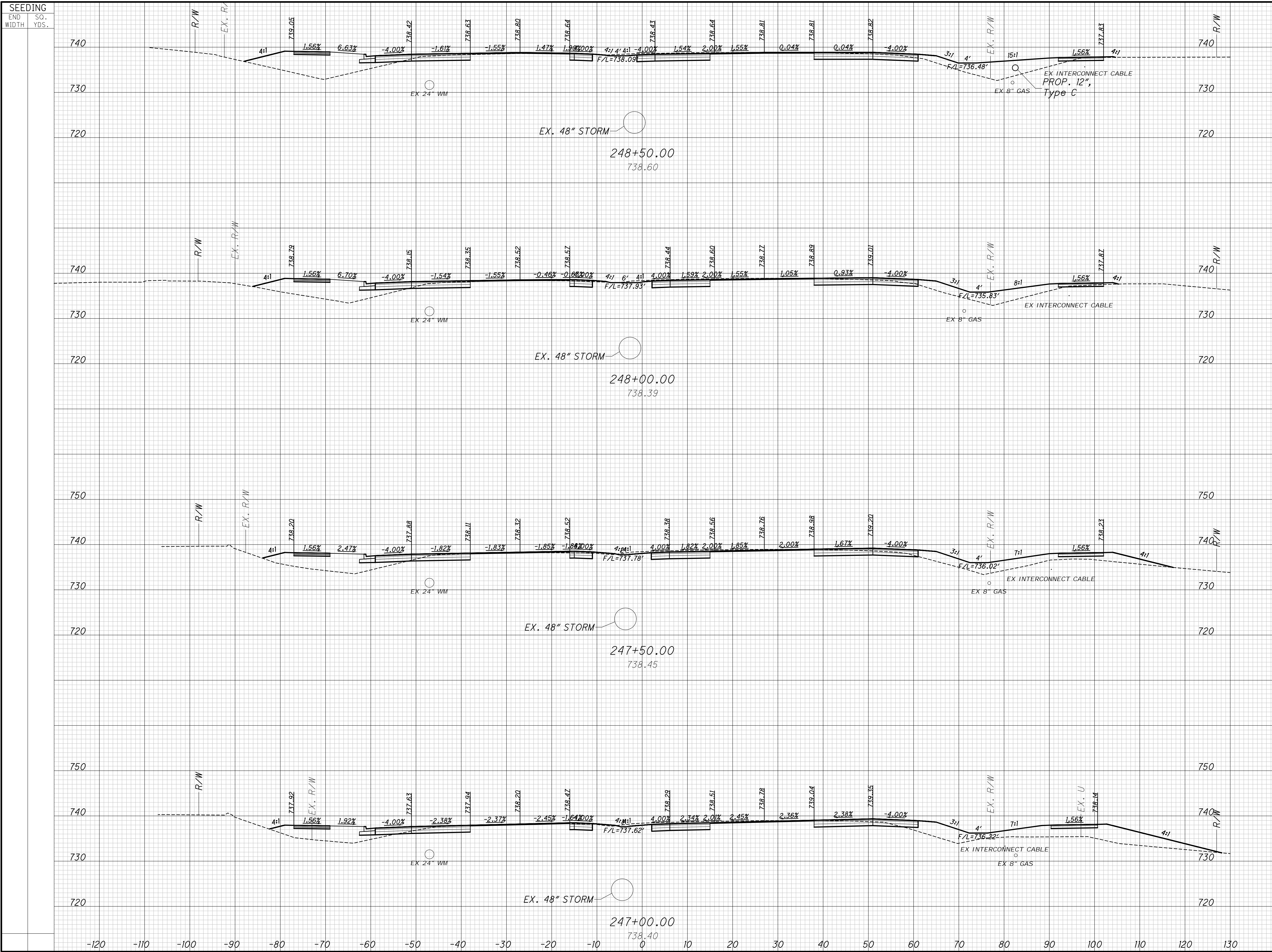
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED NMG  
CHECKED BMM



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 245+00 TO STA. 246+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 10:59 AM



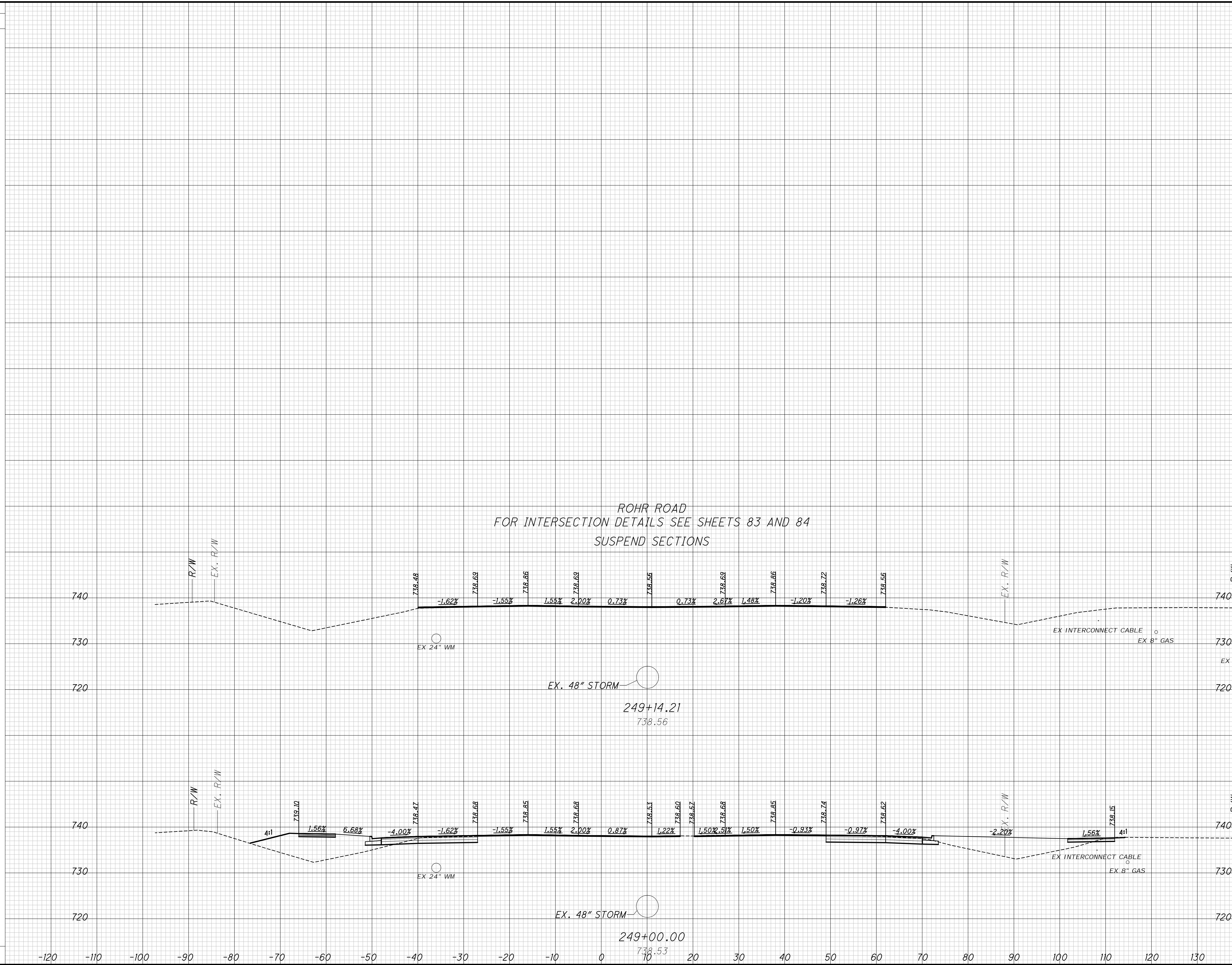
SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	N/MG	B/MH	N/MG	B/MH

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 247+00 TO STA. 248+50

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part 1.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:13 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:00 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



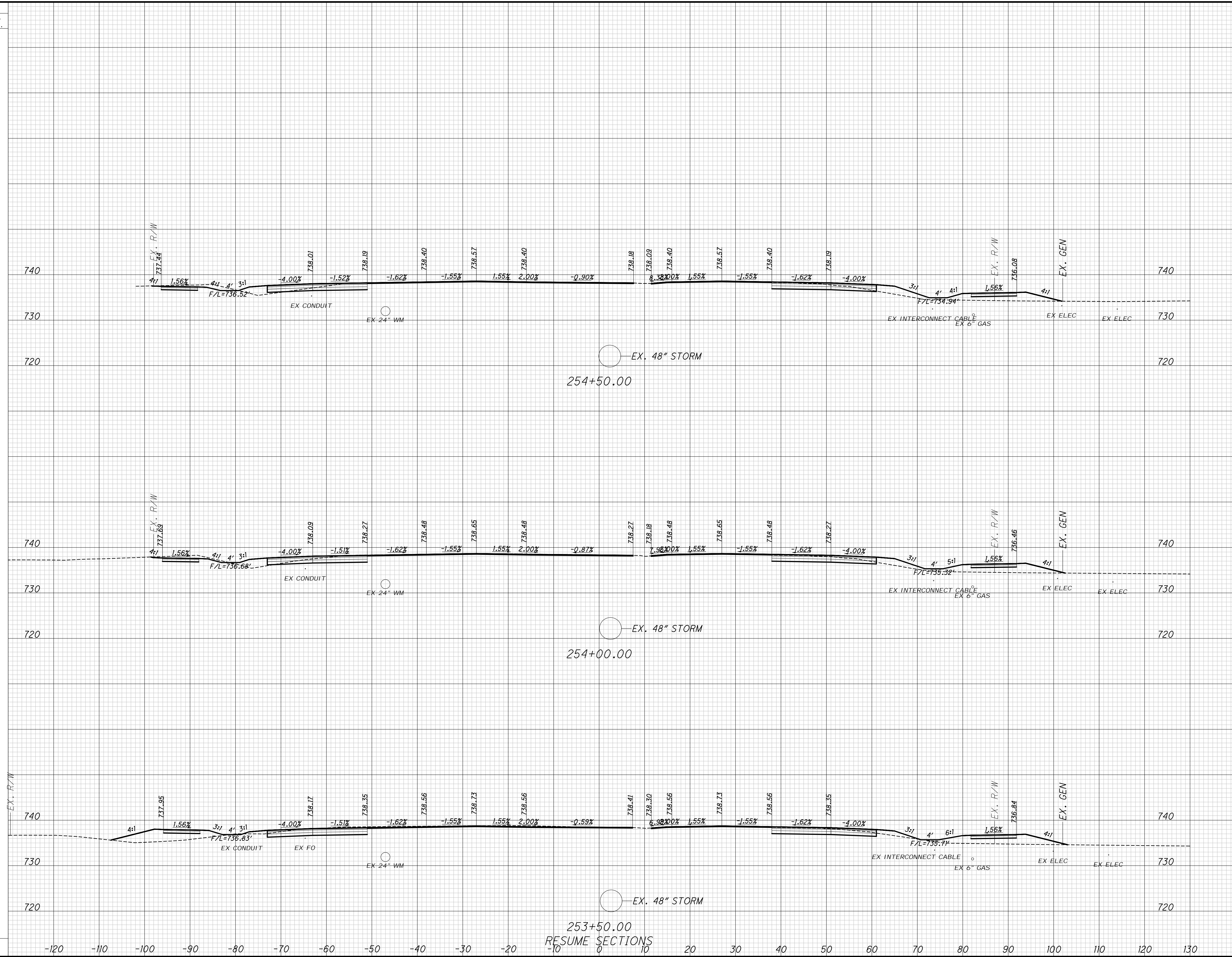
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 249+00 TO STA. 249+14.21

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:01 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
N/MG  
B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 253+50 TO STA. 254+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:02 AM

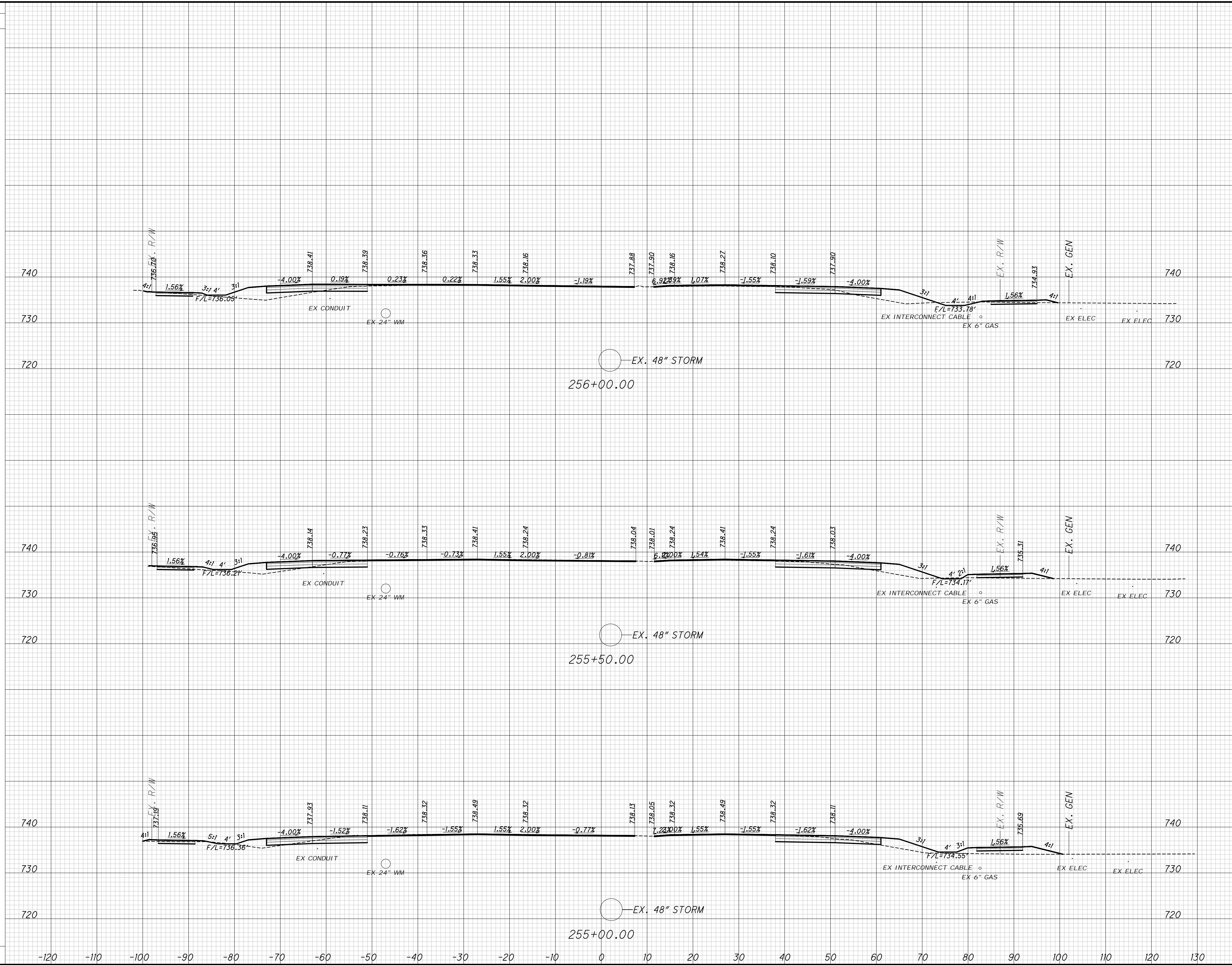
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 255+00 TO STA. 256+00

FRA-CR122-0.00

120  
256

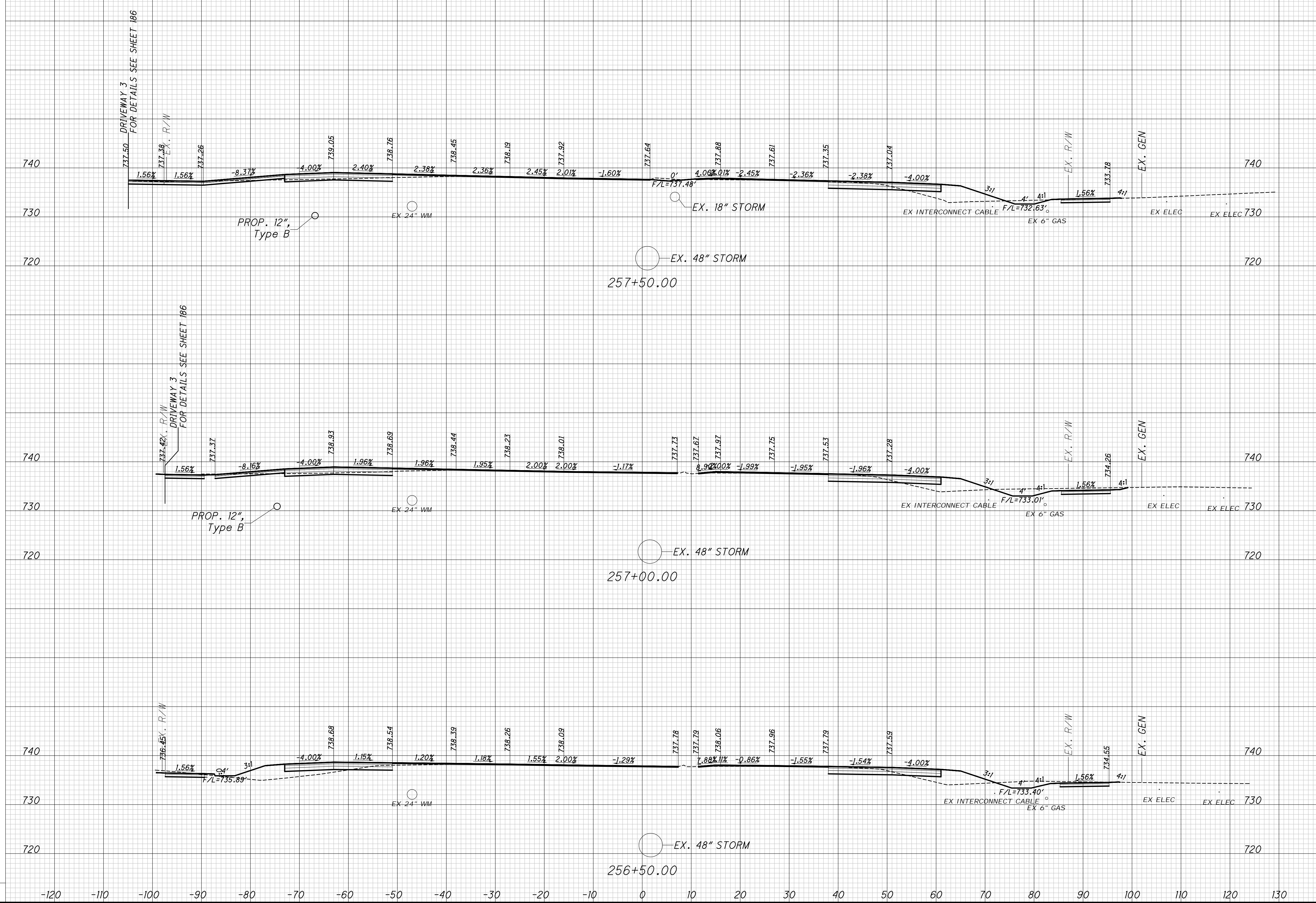




c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:02 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BY
CUT	FILL	CUT	FILL		



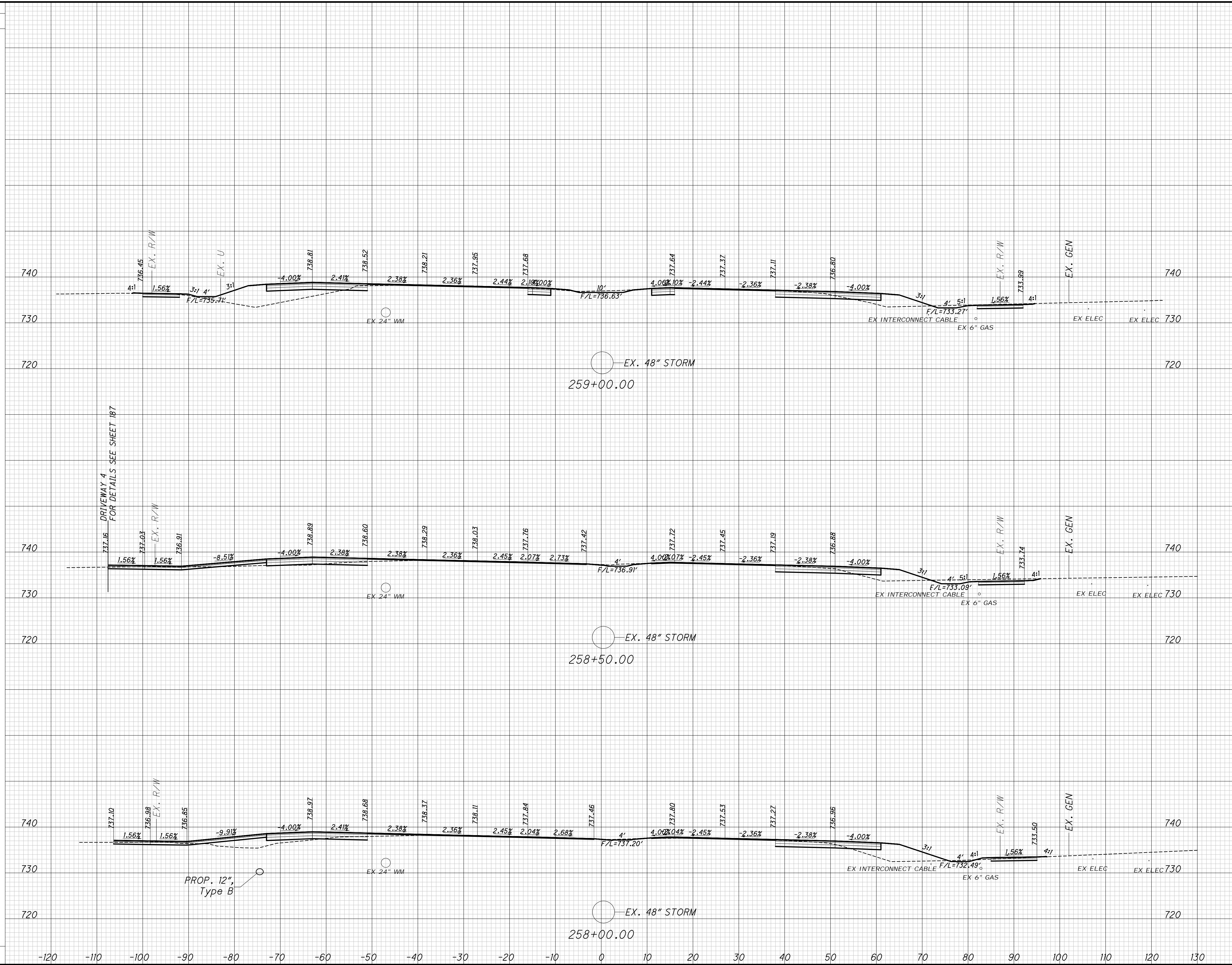
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 256+50 TO STA. 257+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 11:03 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BMT
CUT	FILL	CUT	FILL		



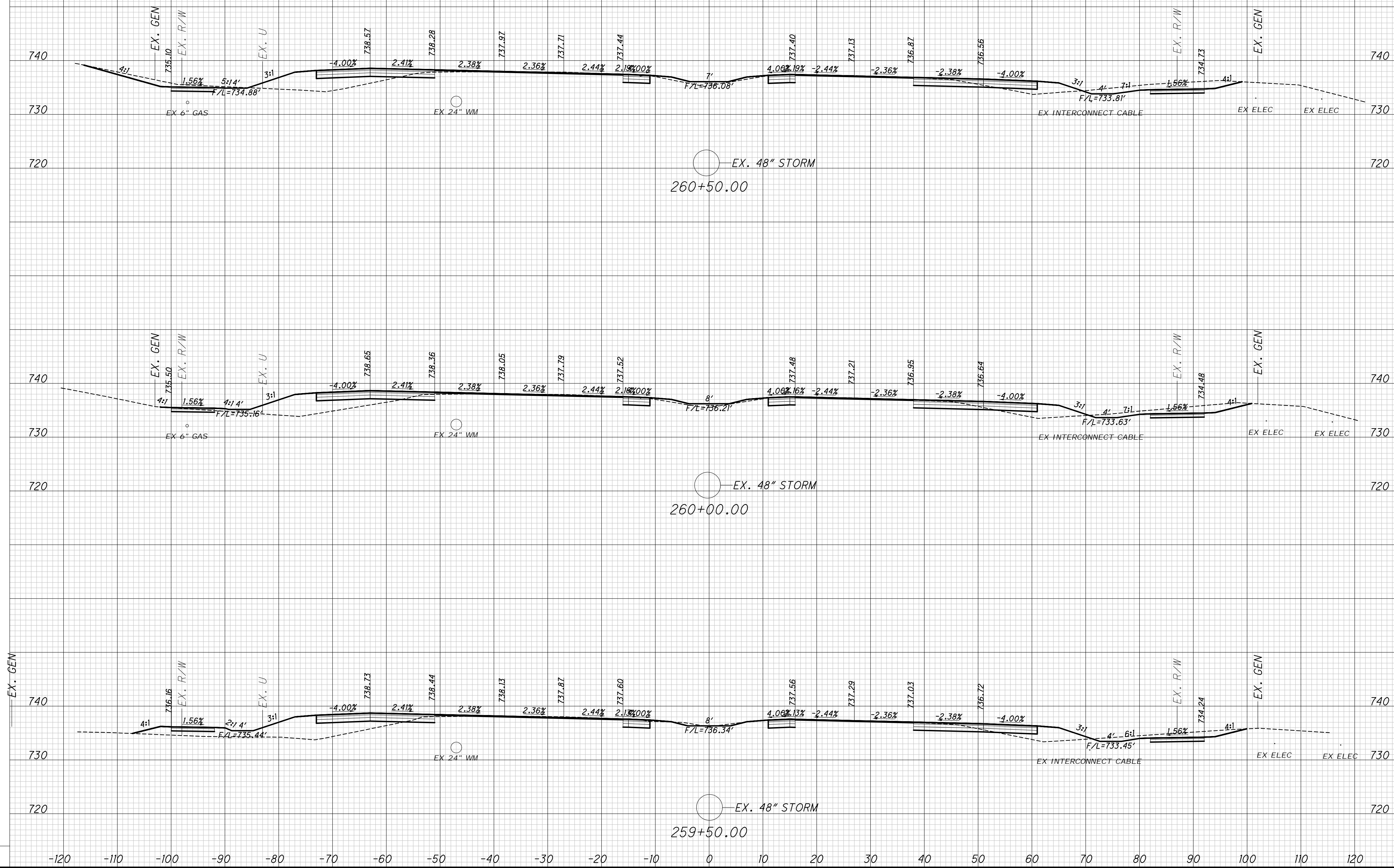
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 258+00 TO STA. 259+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattarai\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:03 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED B/MH
CUT	FILL	CUT	FILL		



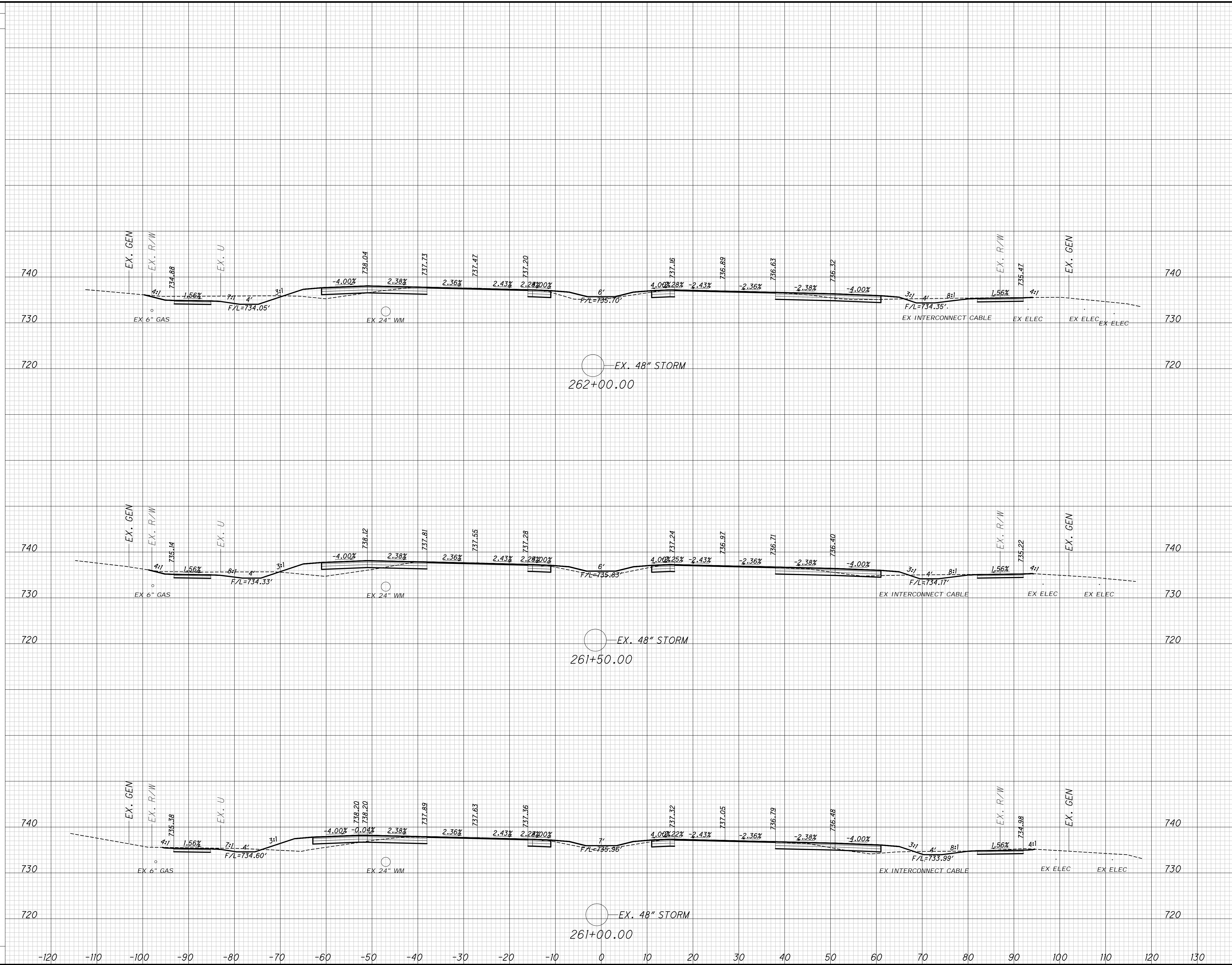
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 259+50 TO STA. 260+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattara\0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 11:04 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BY
CUT	FILL	CUT	FILL		



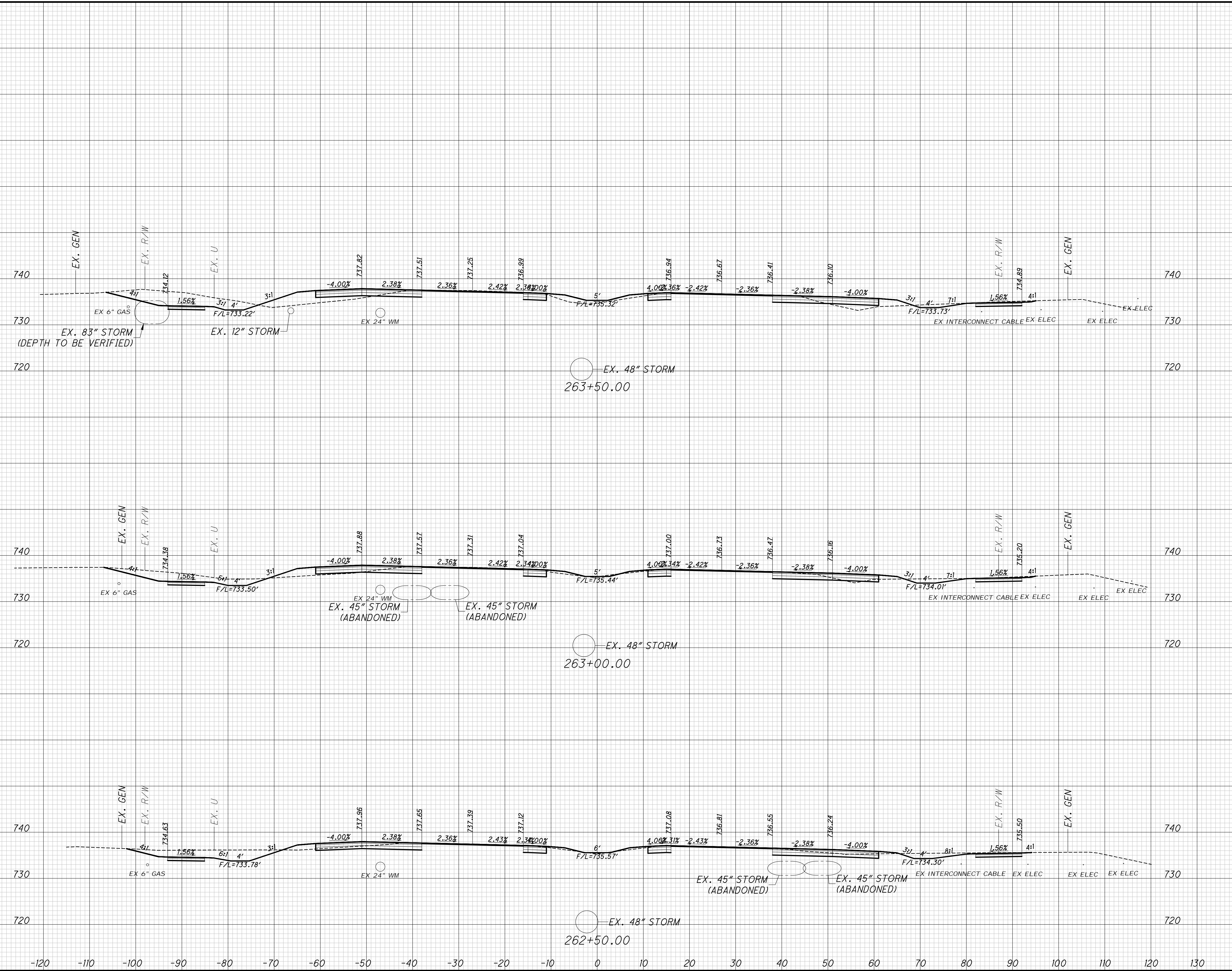
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 261+00 TO STA. 262+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 11:04 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED B/MH
CUT	FILL	CUT	FILL		



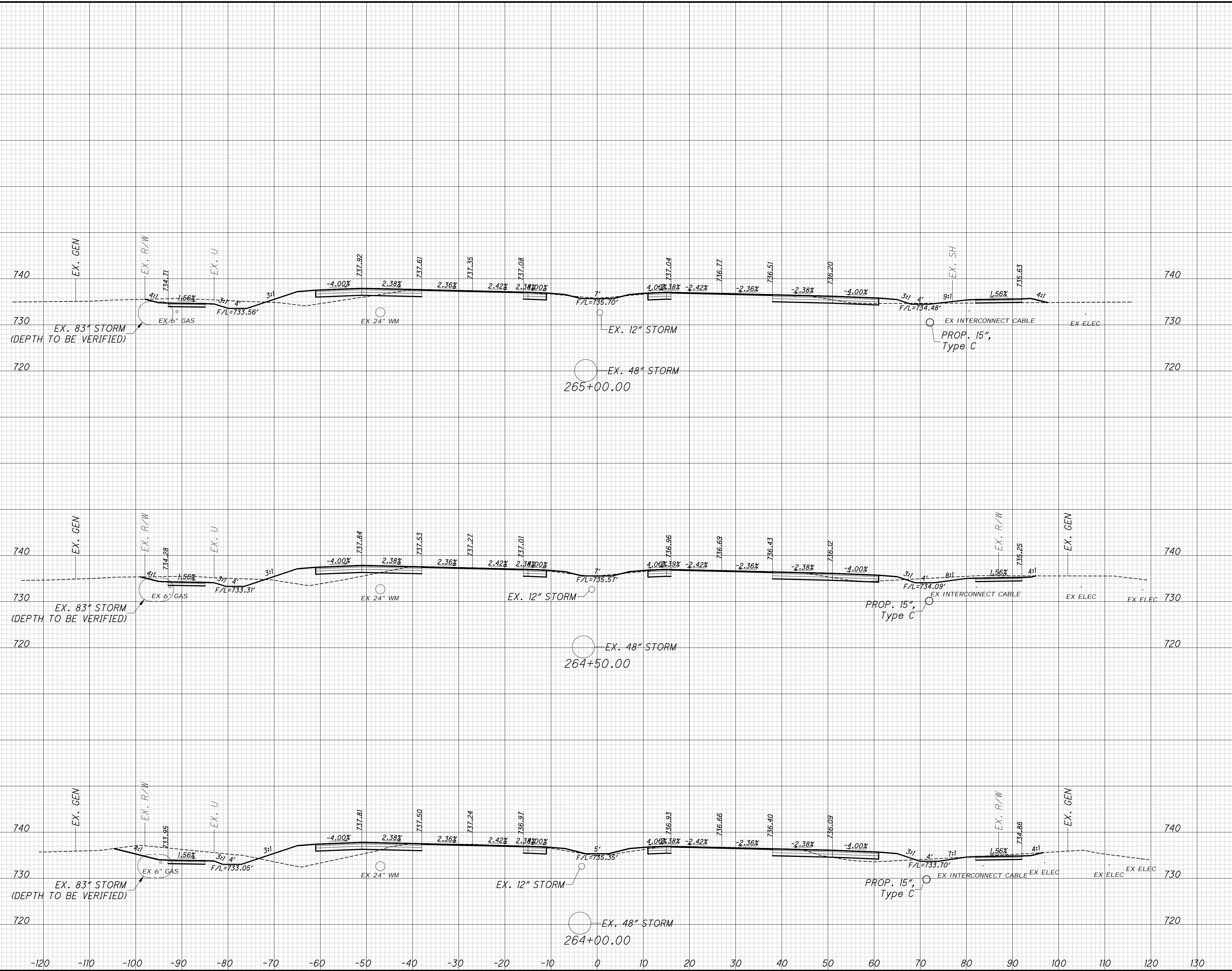
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 262+50 TO STA. 263+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattara, Shristi, 4/19/2024 11:05 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 264+00 TO STA. 265+00

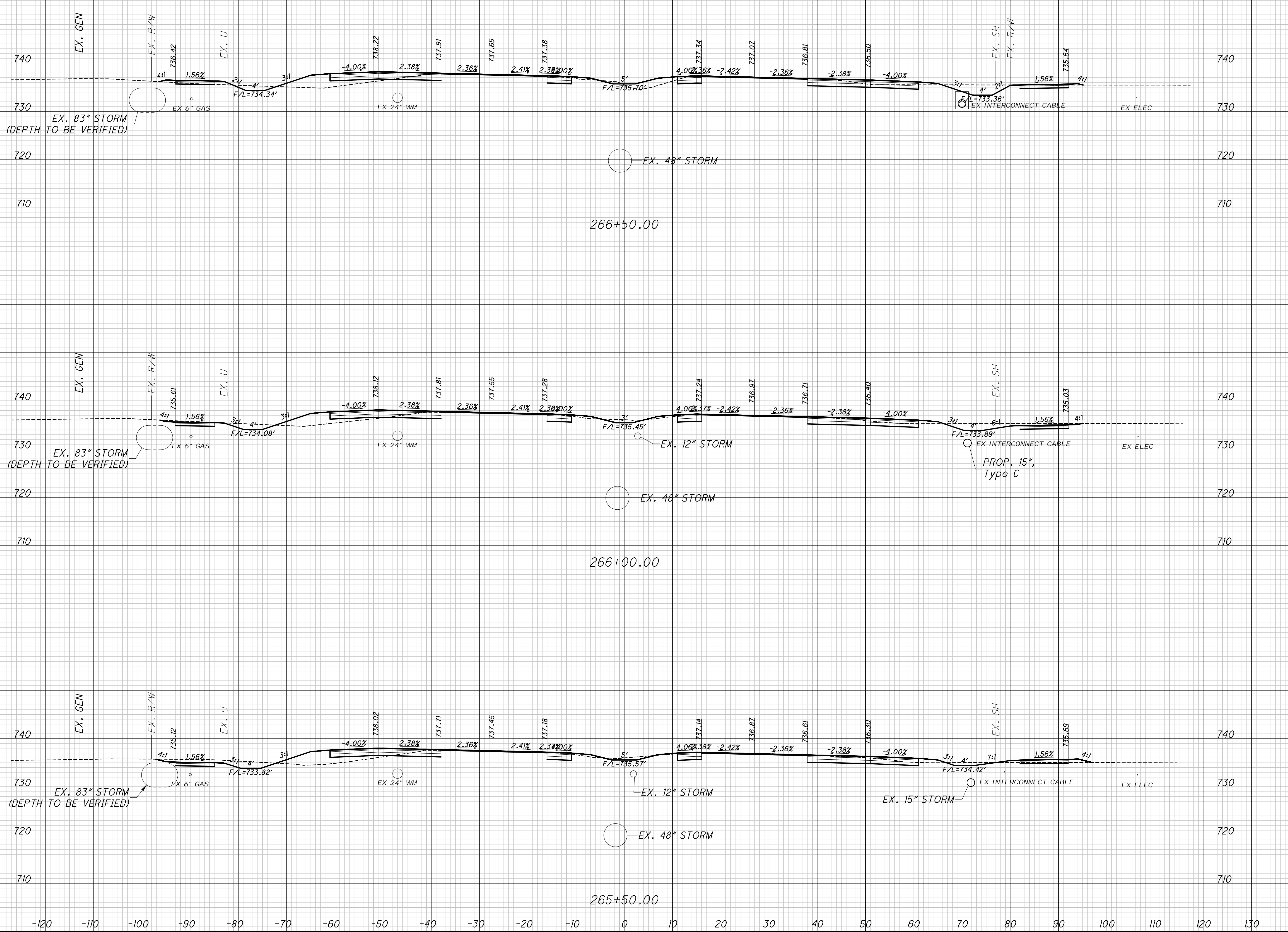
FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:05 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
N/M/G	B/M/H



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 265+50 TO STA. 266+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:06 AM

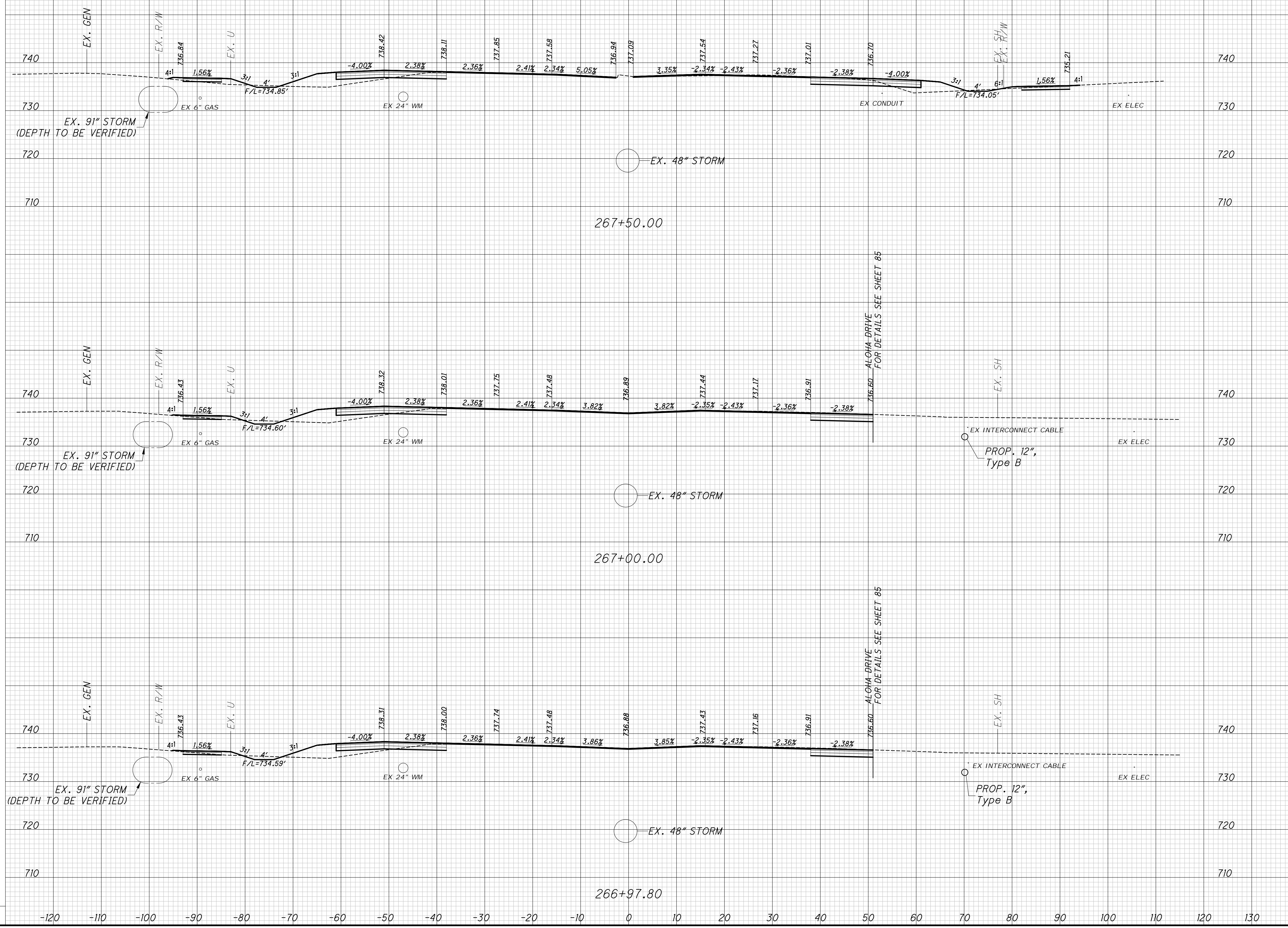
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

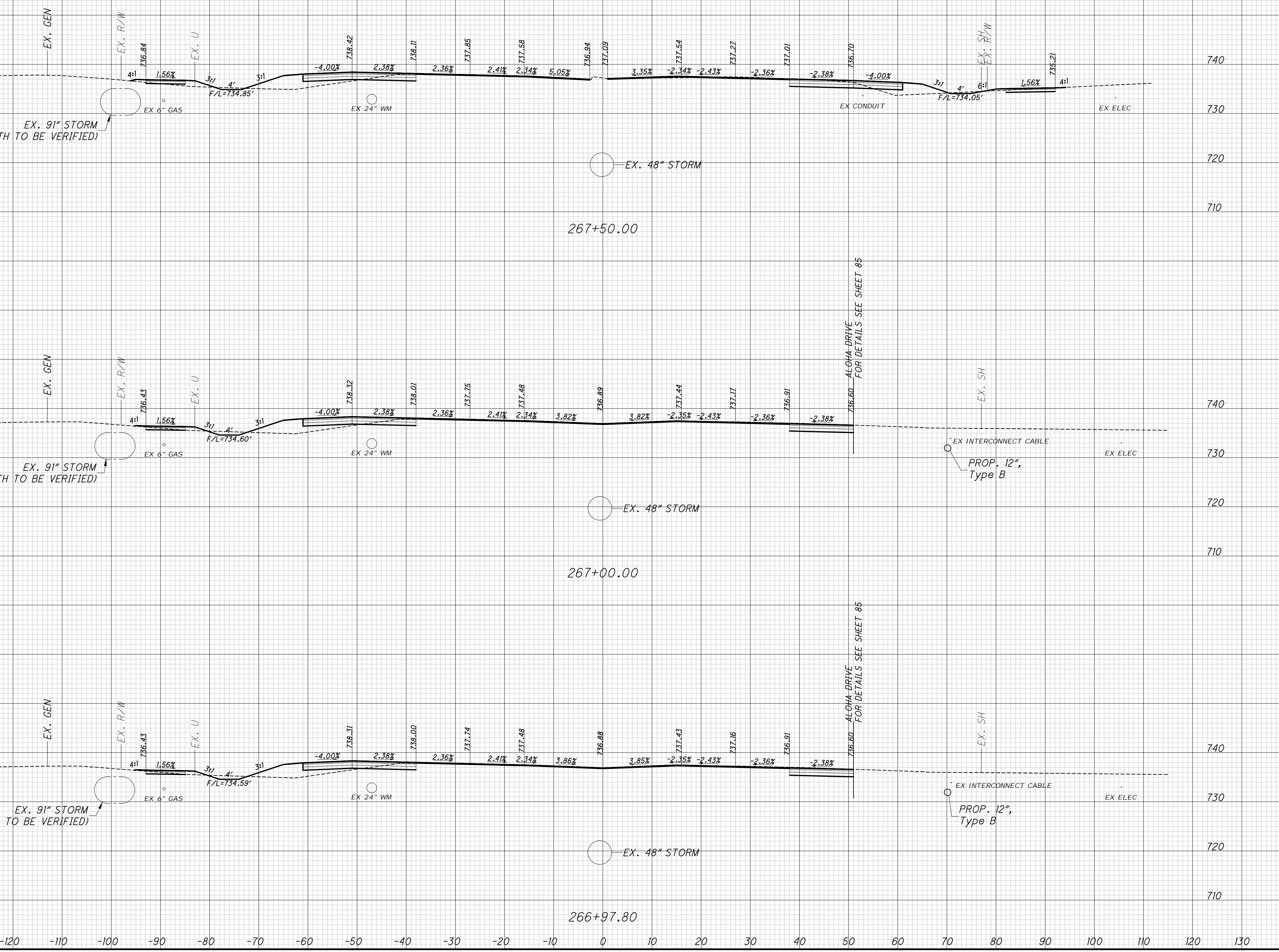
CALCULATED	CHECKED
N/M/G	B/M/H

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 266+97.80 TO STA. 267+50

FRA-CR122-0.00



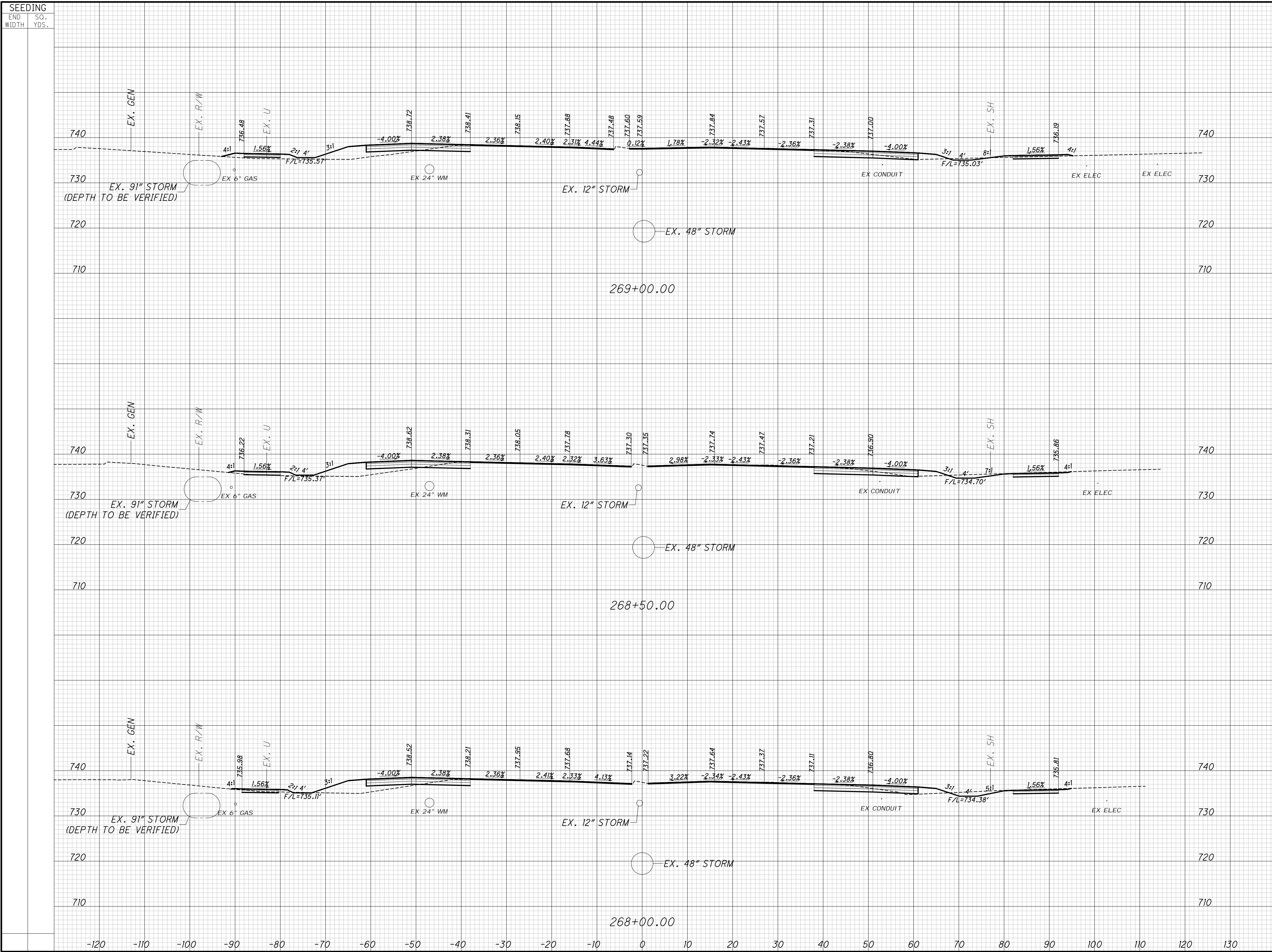
EX. GEN  
EX. R/W  
EX. U  
EX. 91" STORM (DEPTH TO BE VERIFIED)  
EX. 6" GAS  
EX. 24" WM  
EX. 48" STORM  
EX. SH  
EX INTERCONNECT CABLE  
PROP. 12", Type B  
EX ELEC



-120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130



c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:06 AM



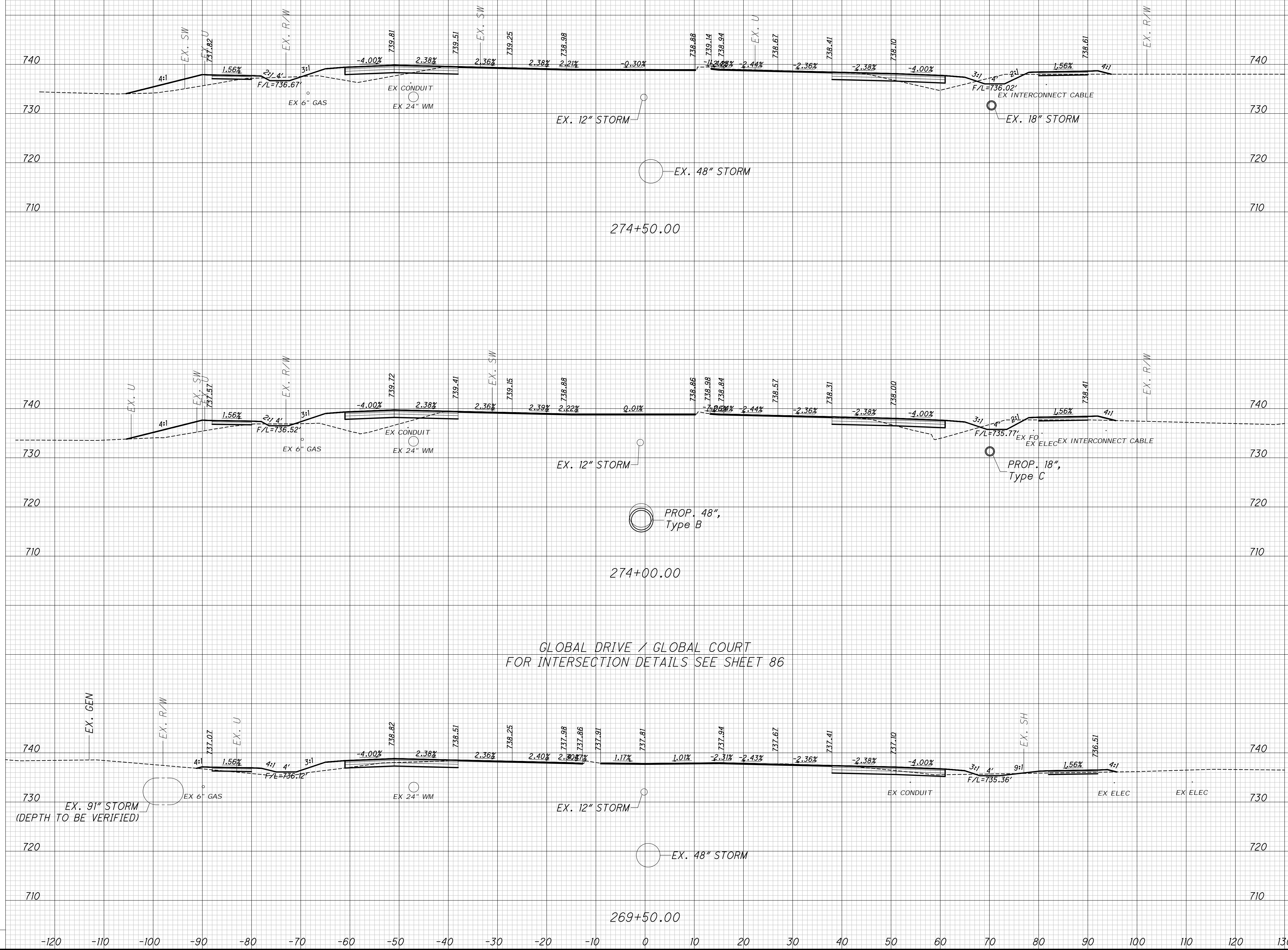
SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	N/MG	B/MH

CROSS SECTIONS - ALUM CREEK DRIVE  
 STA. 268+00 TO STA. 269+00  
 FRA-CR122-0.00  
 129  
 256

c:\pw\_working\infra01\sbhattarai\0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:07 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
NMG  
CHECKED  
BMH



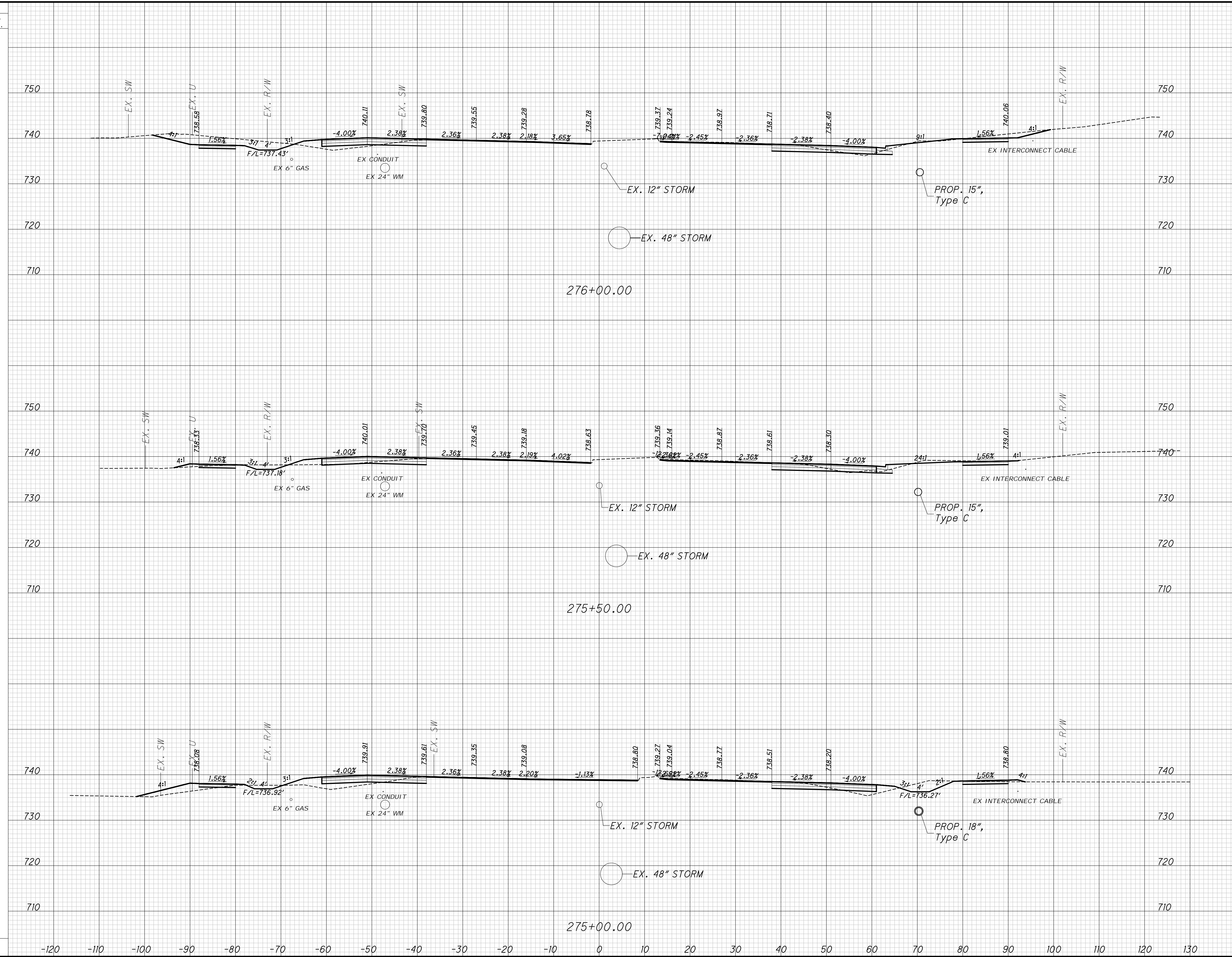
GLOBAL DRIVE / GLOBAL COURT  
FOR INTERSECTION DETAILS SEE SHEET 86

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 269+50 TO STA. 274+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:08 AM

SEEDING	
END WIDTH	SO. YDS.

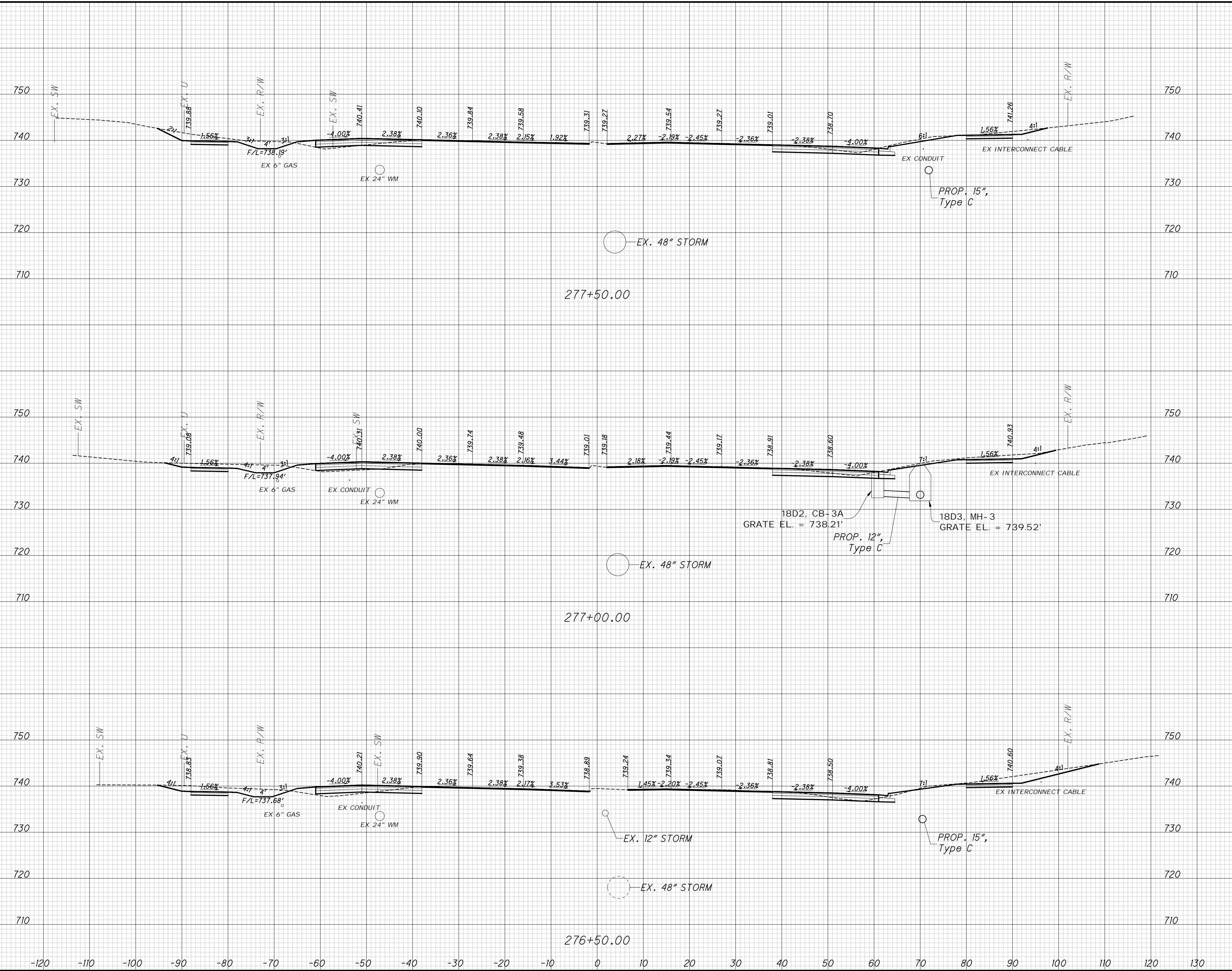


END AREA	VOLUME	CALCULATED NMG	CHECKED BMT				
				CUT	FILL	CUT	FILL

**CROSS SECTIONS - ALUM CREEK DRIVE**  
**STA. 275+00 TO STA. 276+00**  
**FRA-CR122-0.00**  
 131  
 256

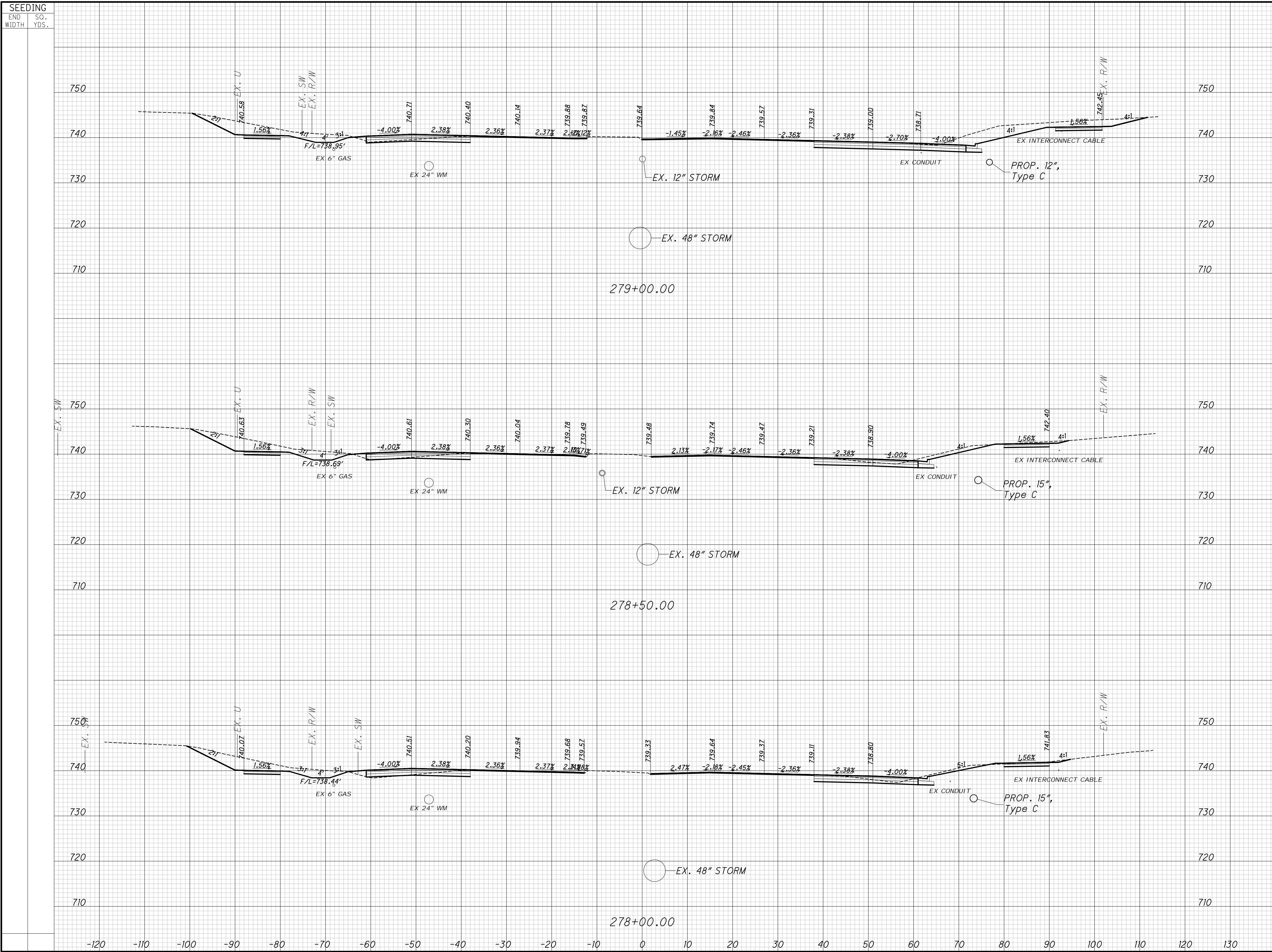
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BY/HT
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - ALUM CREEK DRIVE**  
**STA. 276+50 TO STA. 277+50**

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:09 AM



SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	N/MG	B/MH

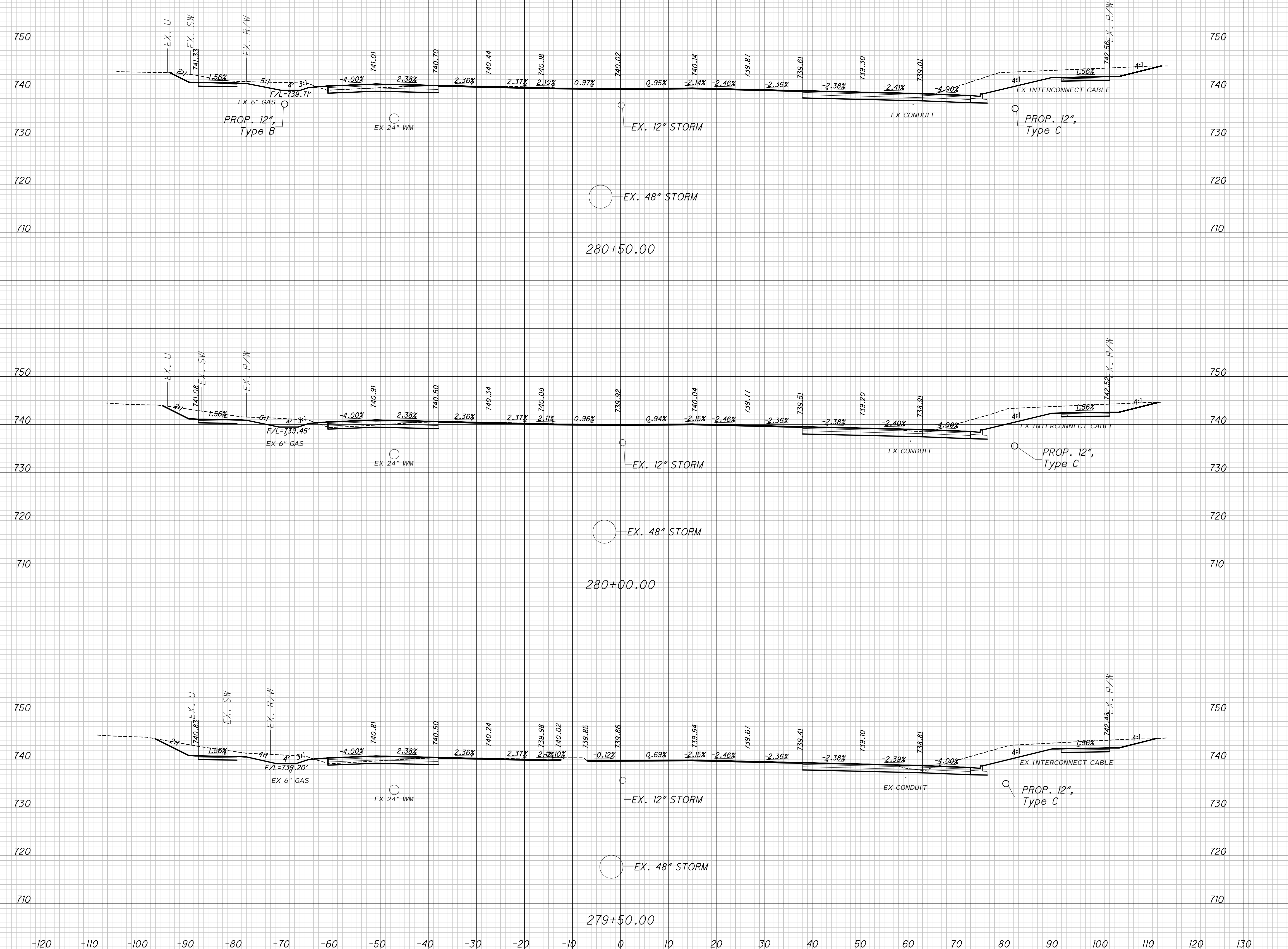
**CROSS SECTIONS - ALUM CREEK DRIVE**  
**STA. 278+00 TO STA. 279+00**  
**FRA-CR122-0.00**  
 133  
 256

c:\pw\_working\infra01\sbatara\d0172820\model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:09 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED  
N/MG  
B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 279+50 TO STA. 280+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\_model\_Part 2.dwg LAST SAVED BY: ngoodman, 4/19/2024 9:27 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:10 AM

SEEDING  
END SO.  
WIDTH YDS.

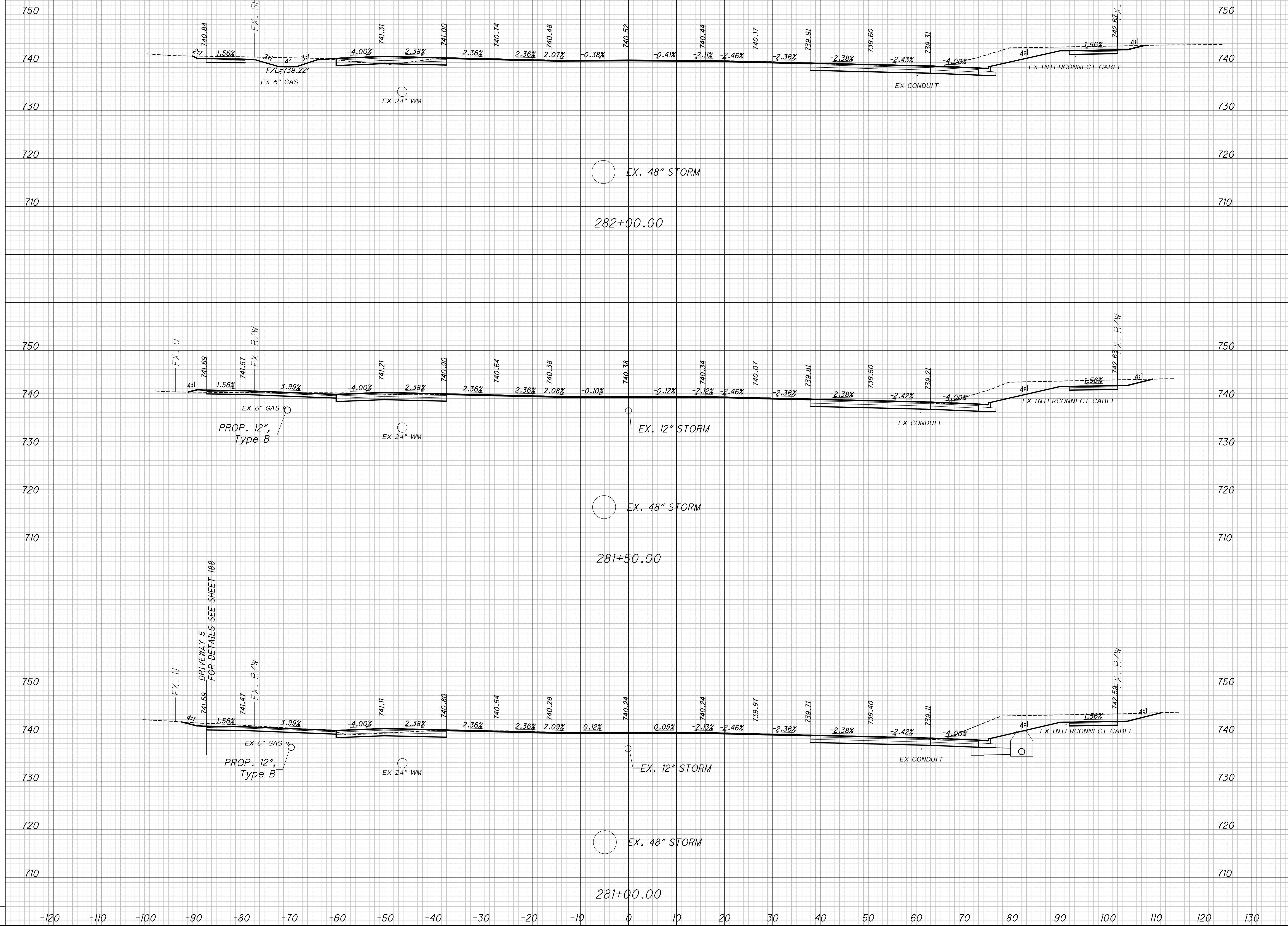
TOY ROAD  
FOR INTERSECTION SEE SHEET 181  
SUSPEND SECTIONS

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
N/MG

CHECKED  
B/MH

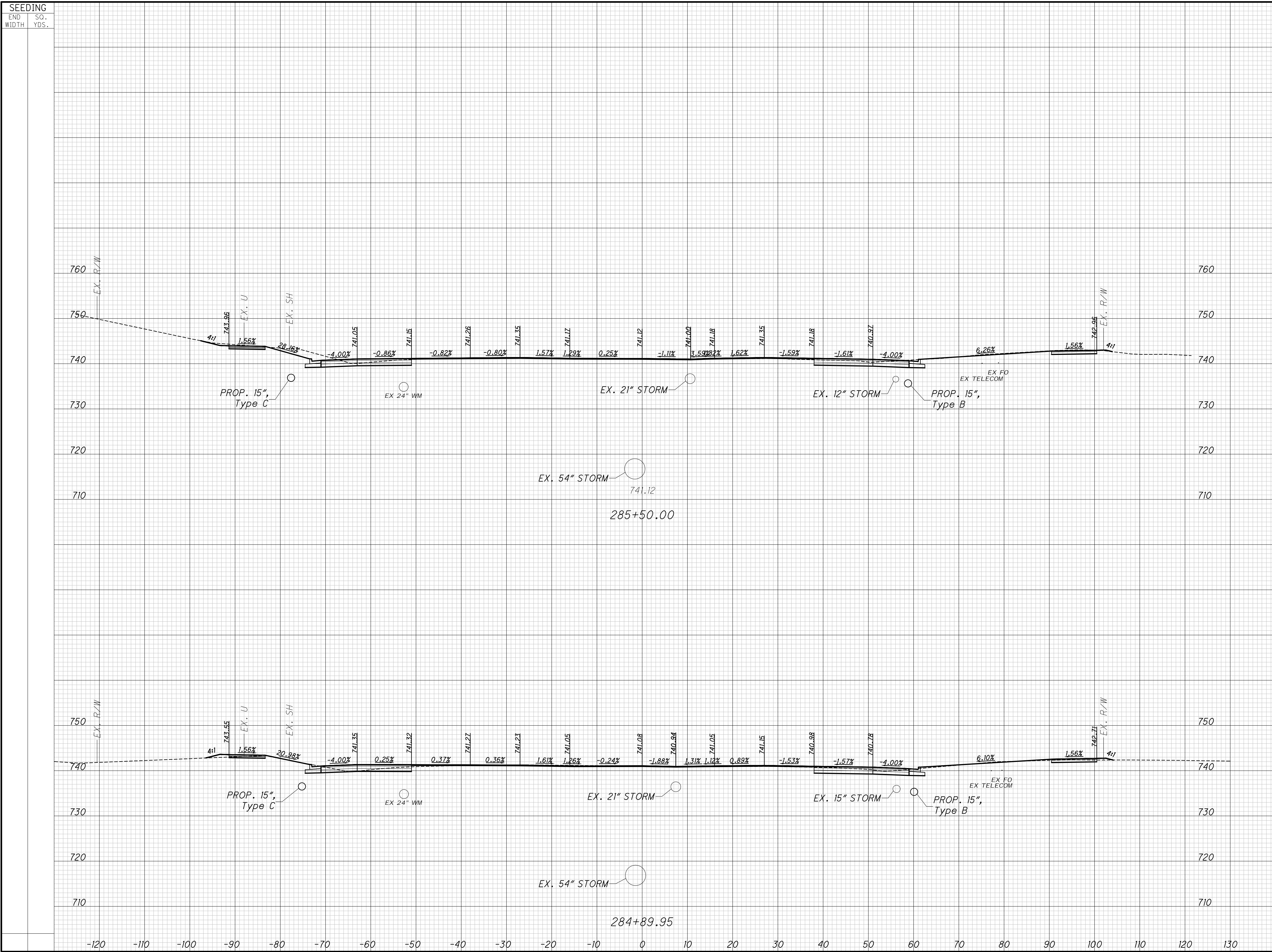


CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 281+00 TO STA. 282+00

FRA-CR122-0.00

135  
256

c:\pw\_working\infra01\sphattara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:11 AM



SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	N/MG	CHECKED
							B/MH

CROSS SECTIONS - ALUM CREEK DRIVE  
 STA. 284+89.95 TO STA. 285+50

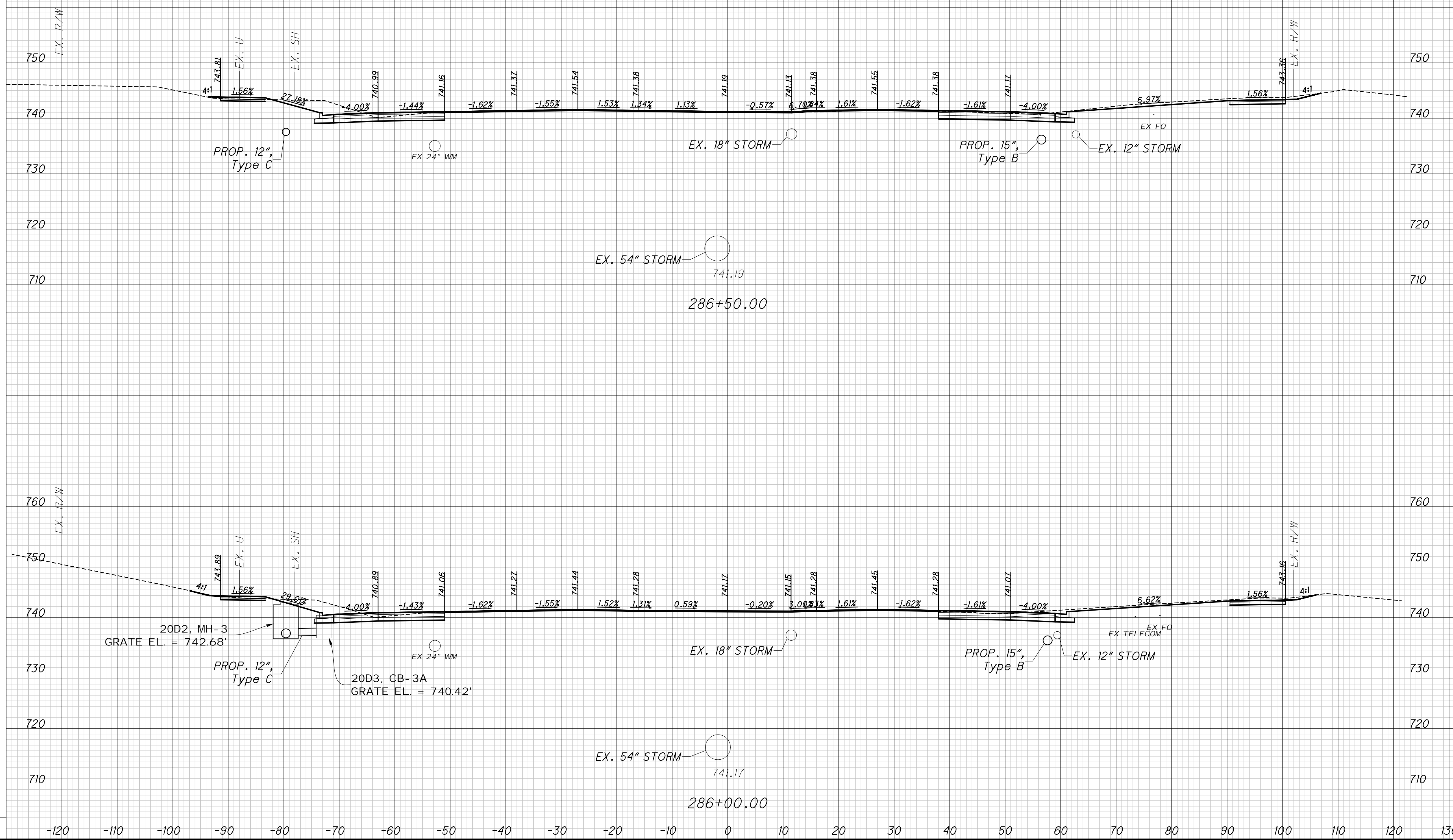
FRA-CR122-0.00



c:\pw\_working\infra01\sbatara\d0172820\_model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatara, Shristi, 4/19/2024 11:11 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



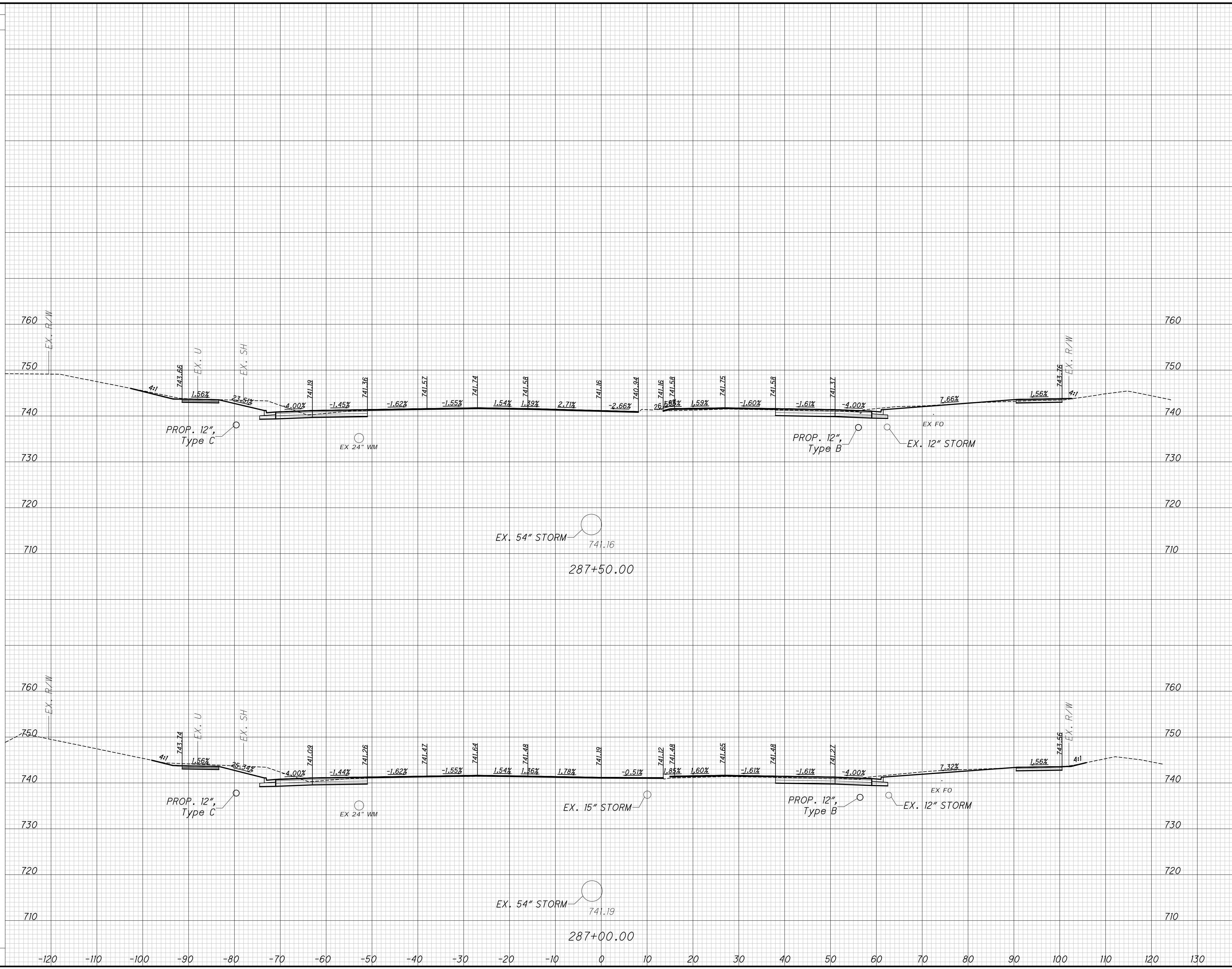
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 286+00 TO STA. 286+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\d0172820\_model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:12 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	N/MG	B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 287+00 TO STA. 287+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatara\d0172820\_model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:12 AM

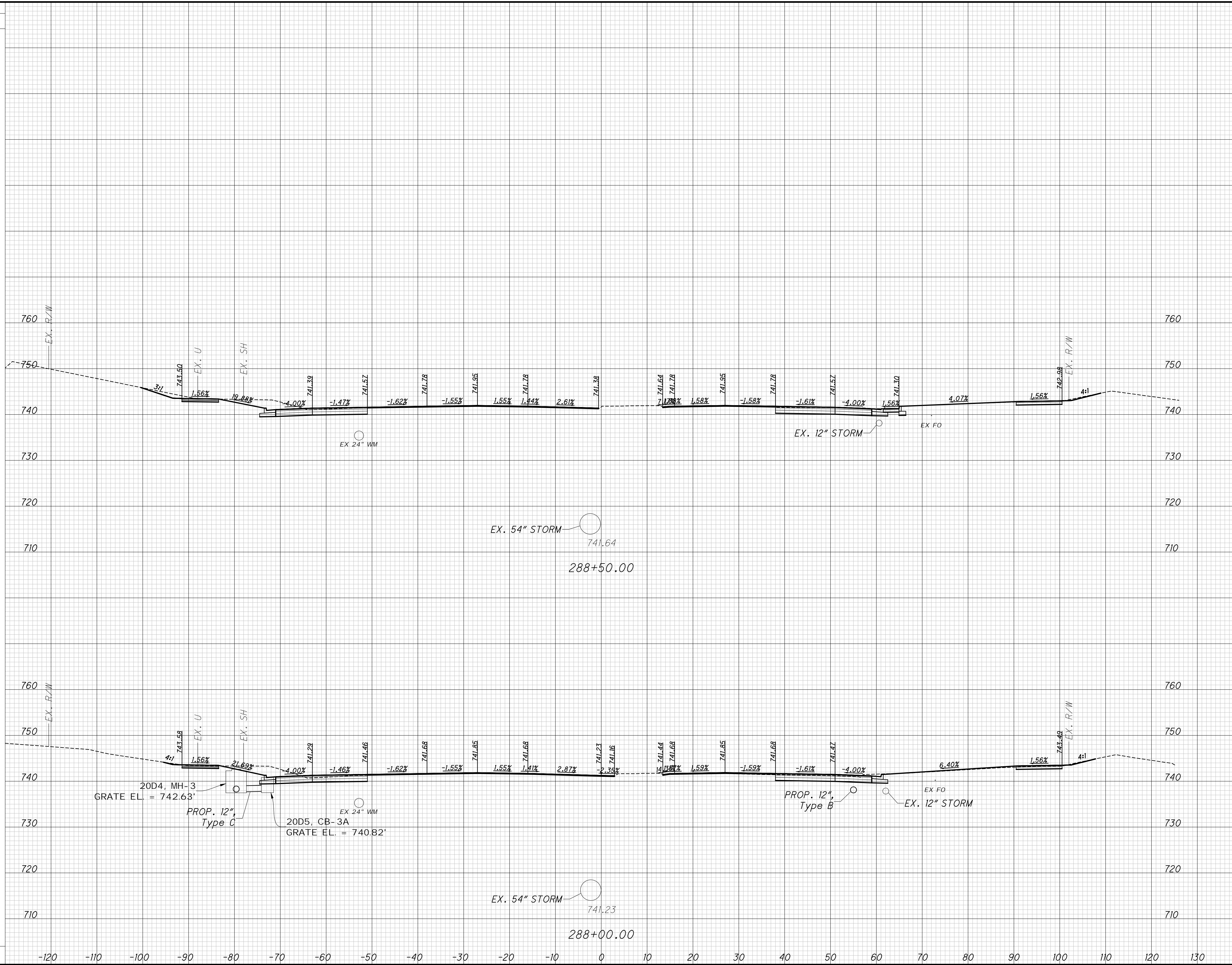
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED NMG	CHECKED BMH

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 288+00 TO STA. 288+50

FRA-CR122-0.00

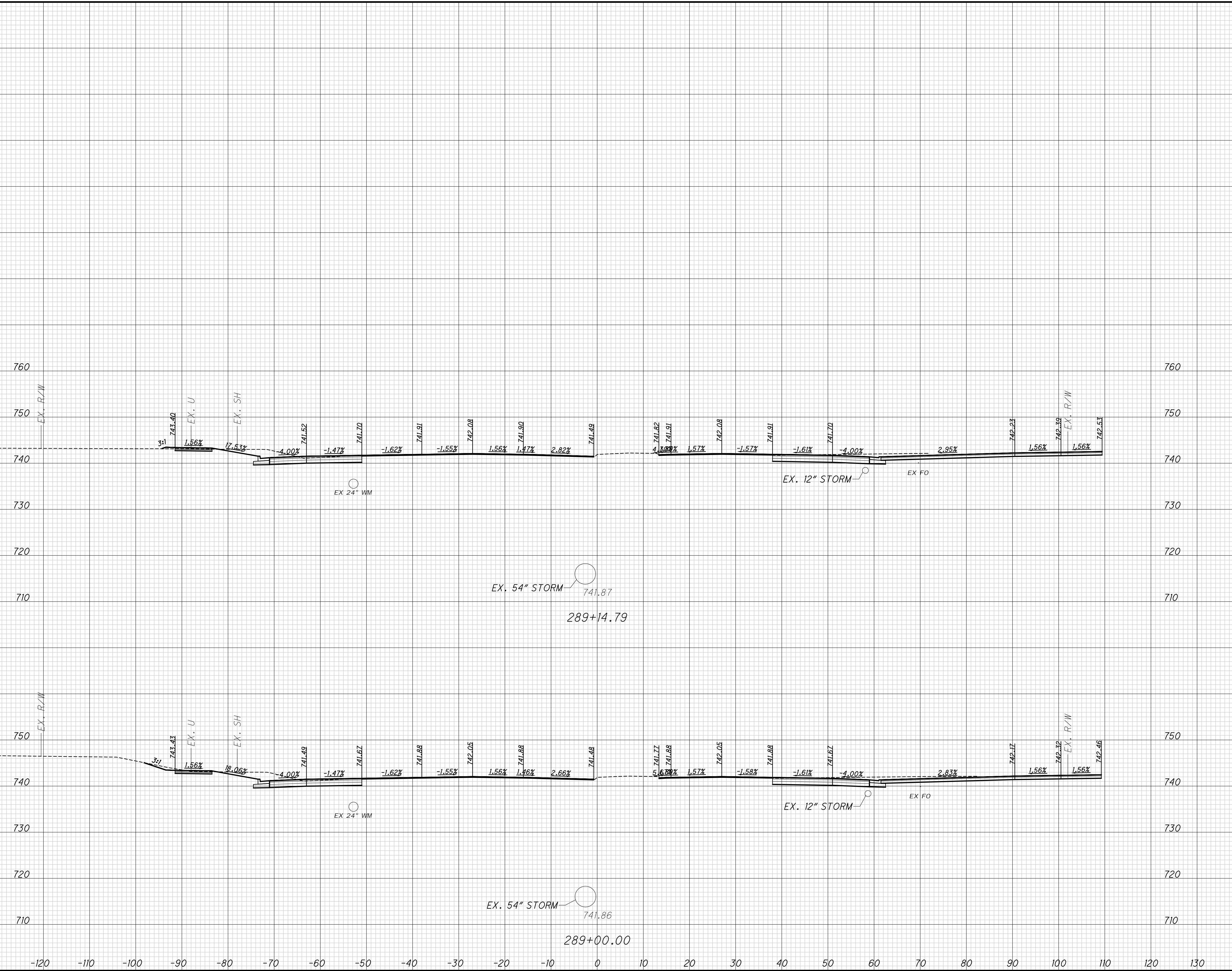


c:\pw\_working\infra01\sphattara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:12 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
NMG  
CHECKED  
BMH



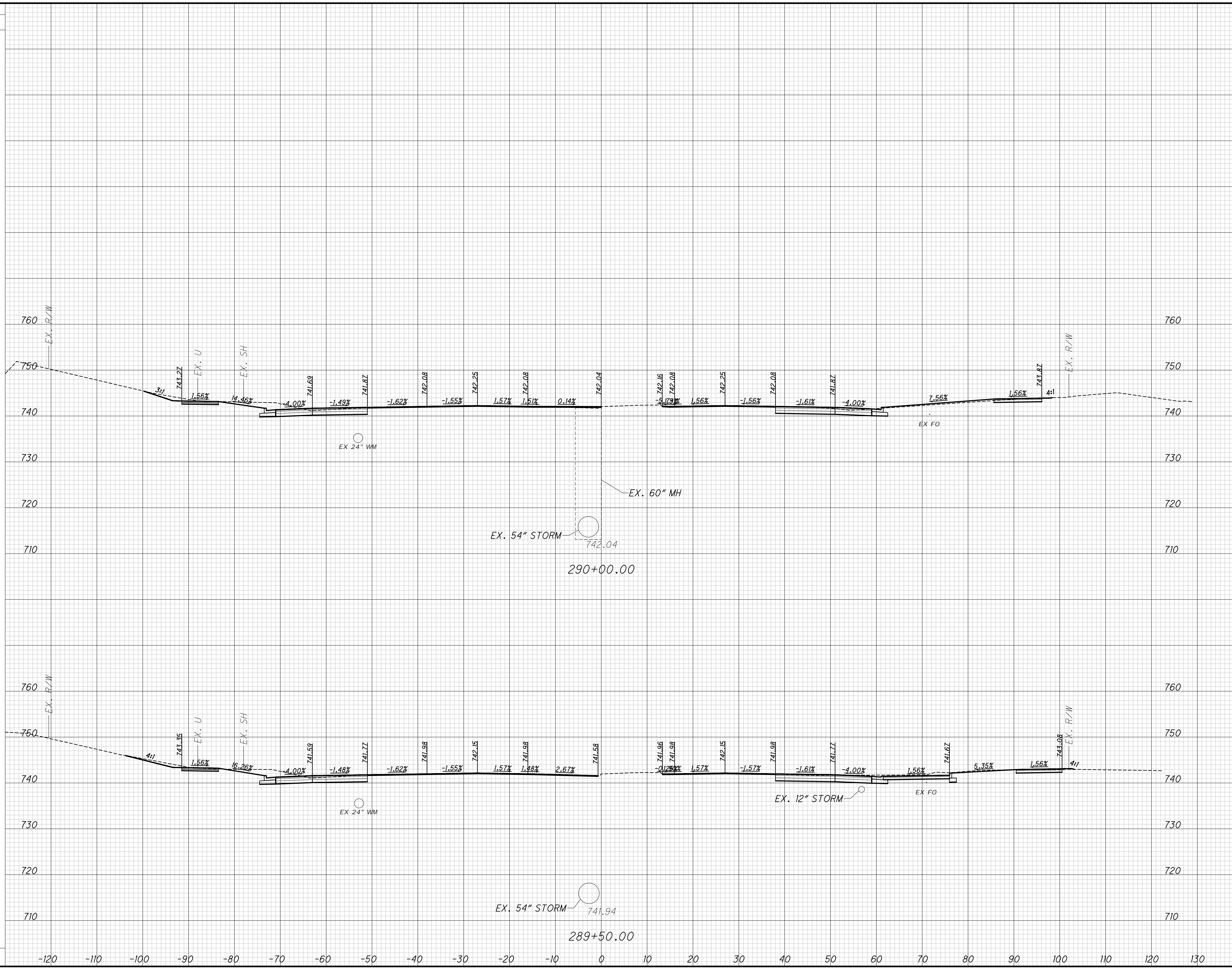
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 289+00 TO STA. 289+14.79

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\d0172820\_model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:13 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
NMG BWH



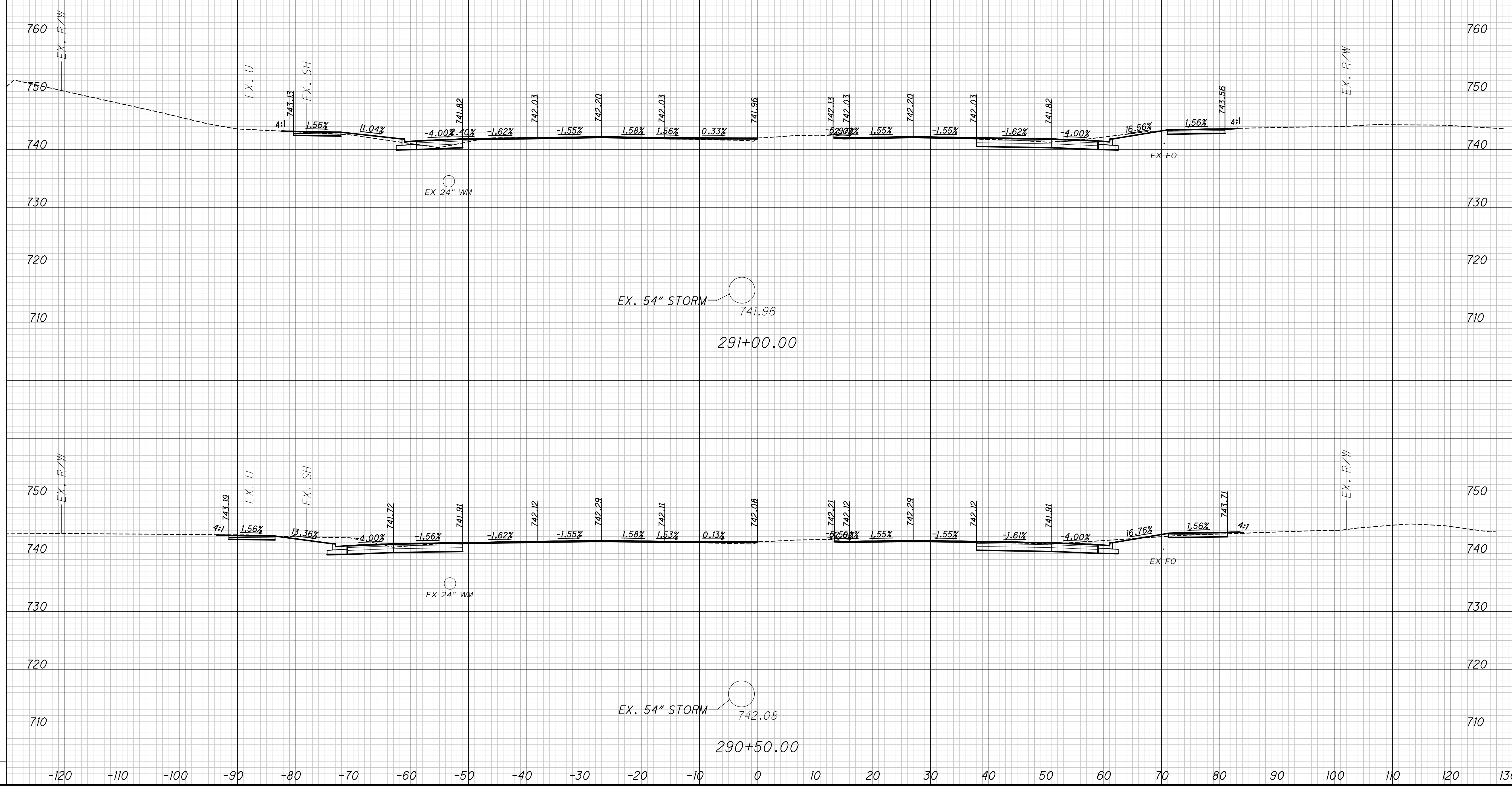
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 289+50 TO STA. 290+00

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:13 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	N/MG	B/MH



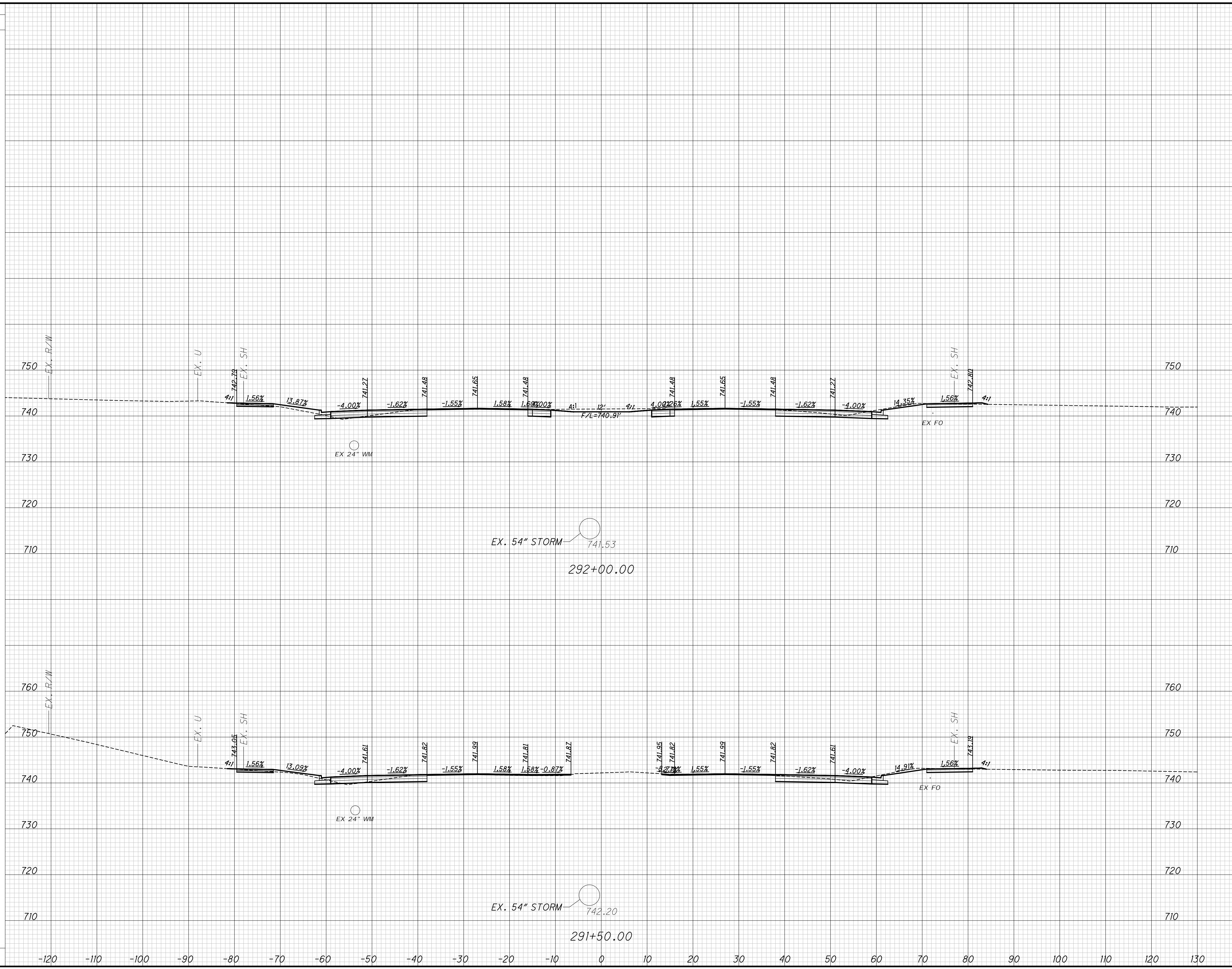
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:13 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



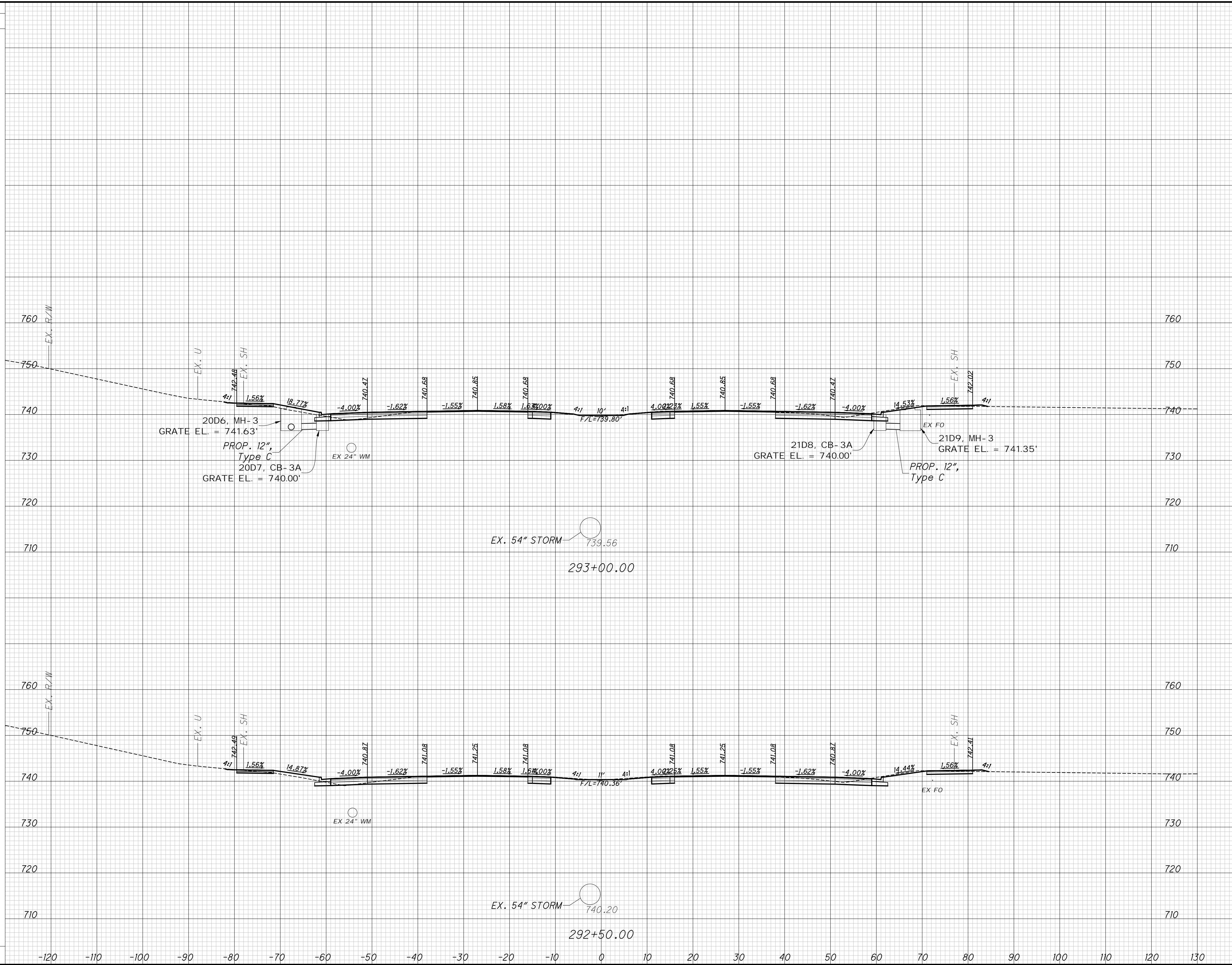
CROSS SECTIONS - ALUM CREEK DRIVE  
 STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:14 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BMH
CUT	FILL	CUT	FILL		

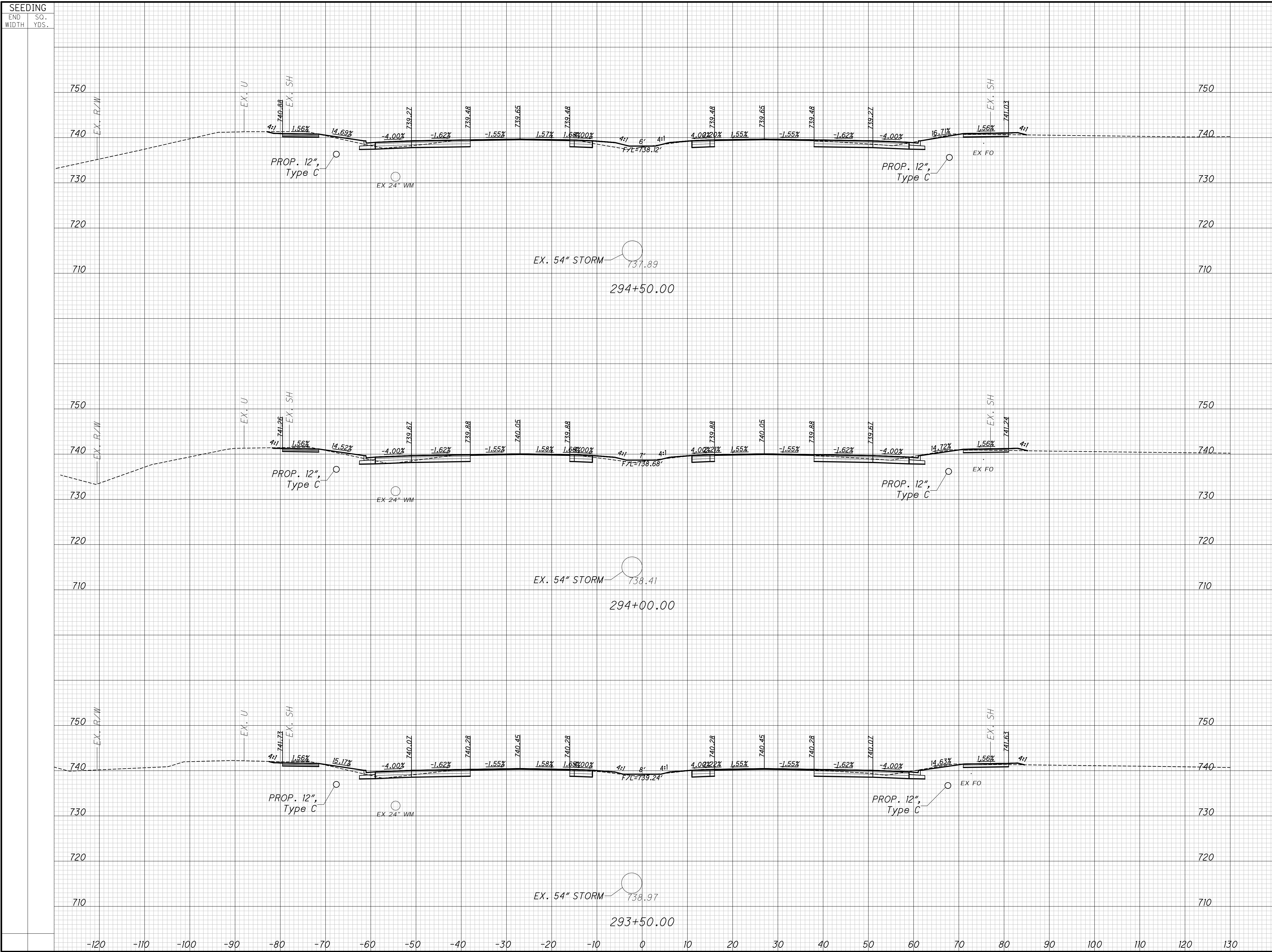


**CROSS SECTIONS - ALUM CREEK DRIVE**  
**STA. 284+89.95 TO STA. 285+50**

**FRA-CR122-0.00**



c:\pw\_working\infra01\sphatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:14 AM



SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	N/MG	CHECKED
							B/MH

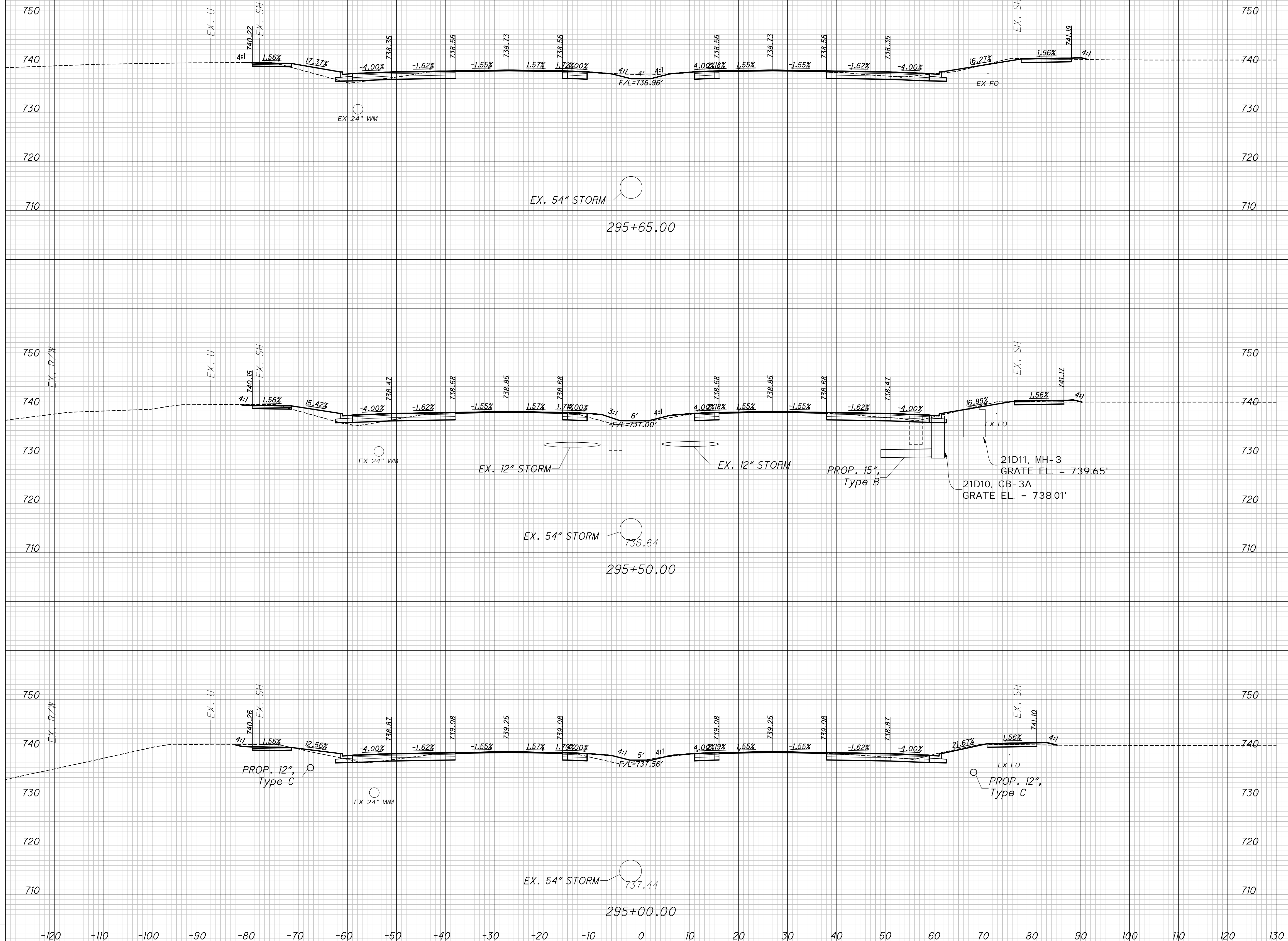
CROSS SECTIONS - ALUM CREEK DRIVE  
 STA. 284+89.95 TO STA. 285+50  
 FRA-CR122-0.00  
 145  
 256

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
N/MG B/MH

BRIDGES  
FRA-CR122-0186L AND FRA-CR122-0187R  
SUSPEND SECTIONS

c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnara, Shristi, 4/19/2024 11:14 AM



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

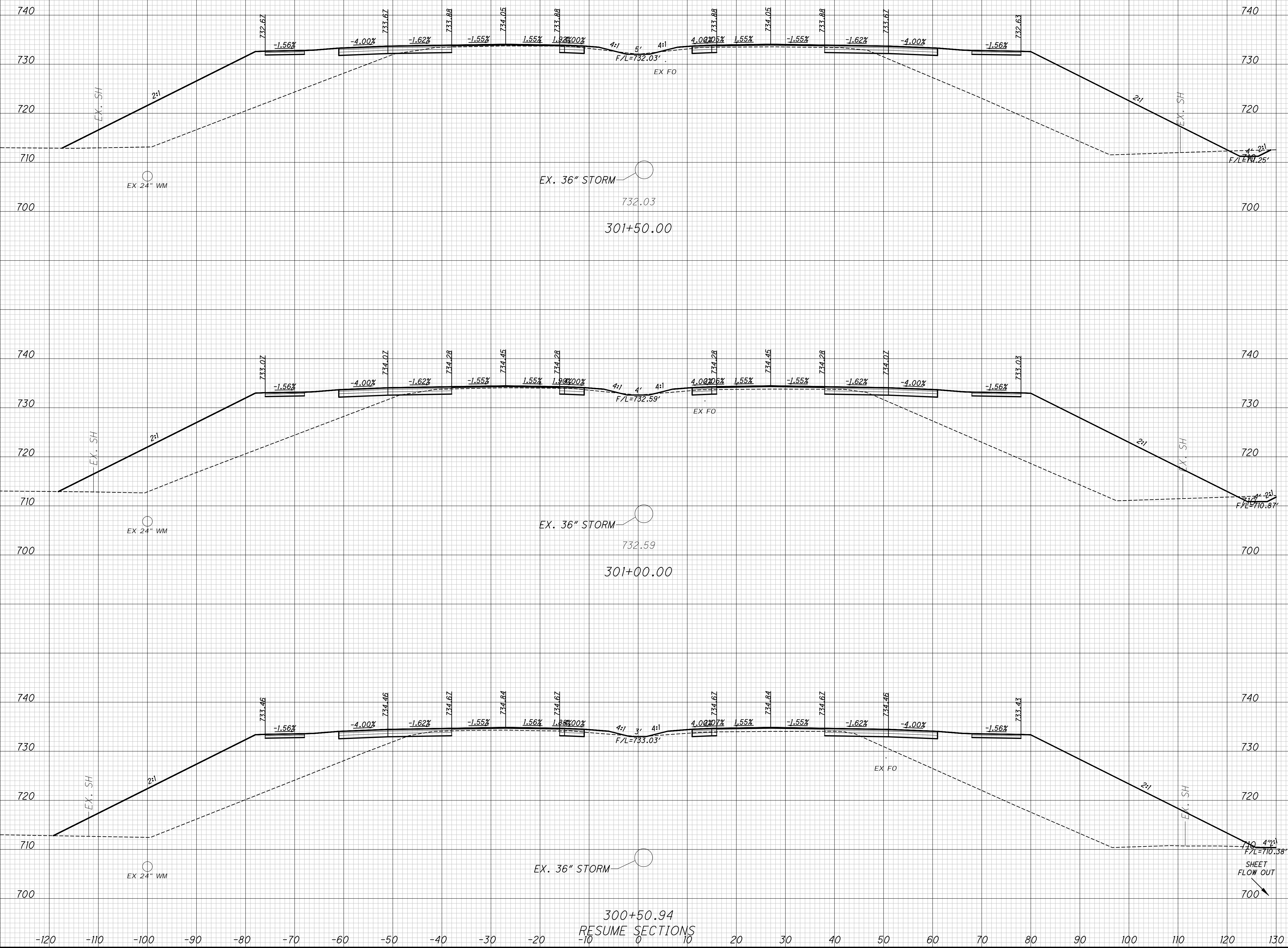
146  
256

c:\pw\_working\infra01\sphatarai\d0172820\_model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:15 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
NMG  
CHECKED  
BMH



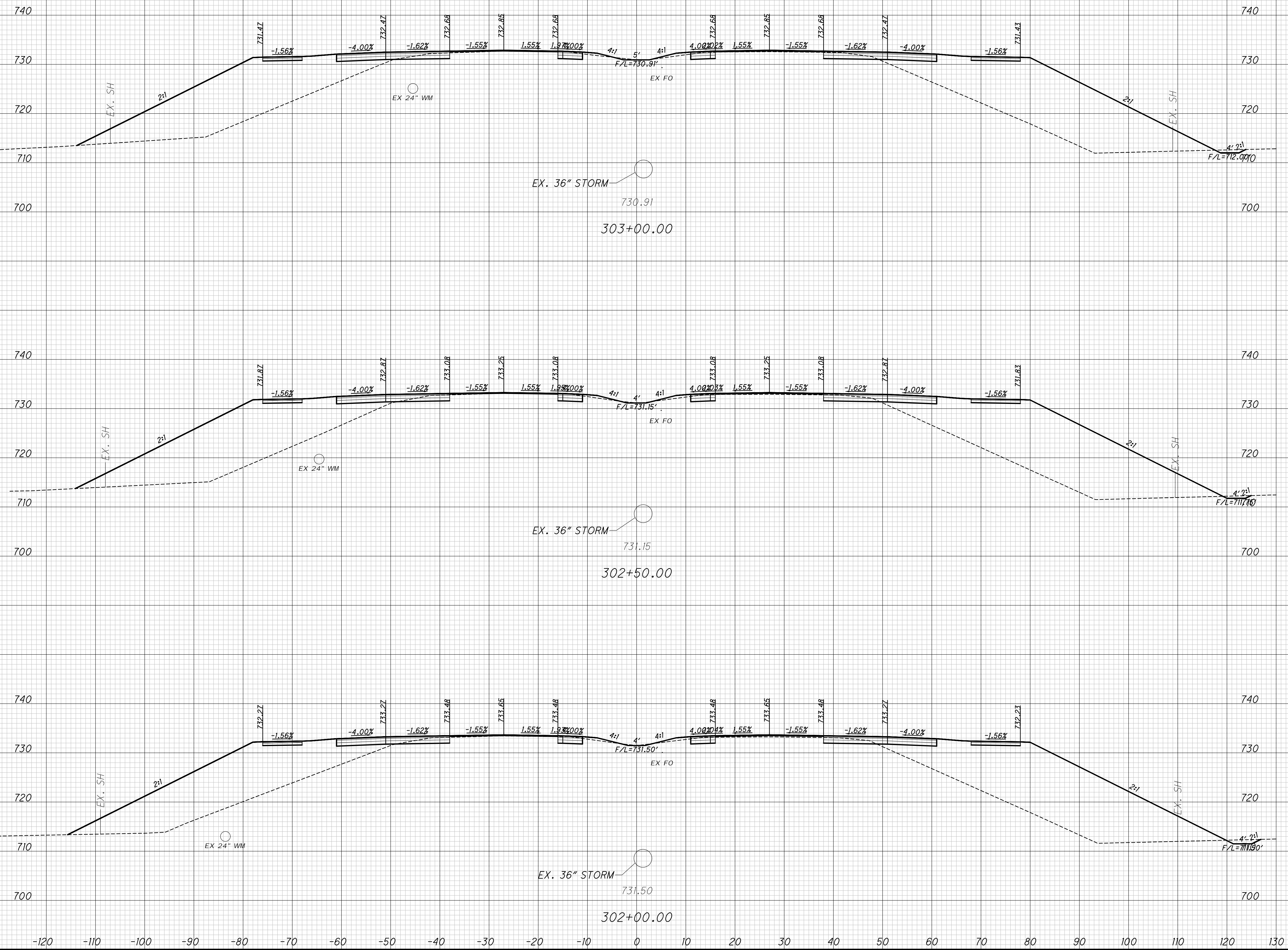
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MG	CHECKED

c:\pw\_working\infra01\sphattara\0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:15 AM



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

c:\pw\_working\infra01\sbsattara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:15 AM

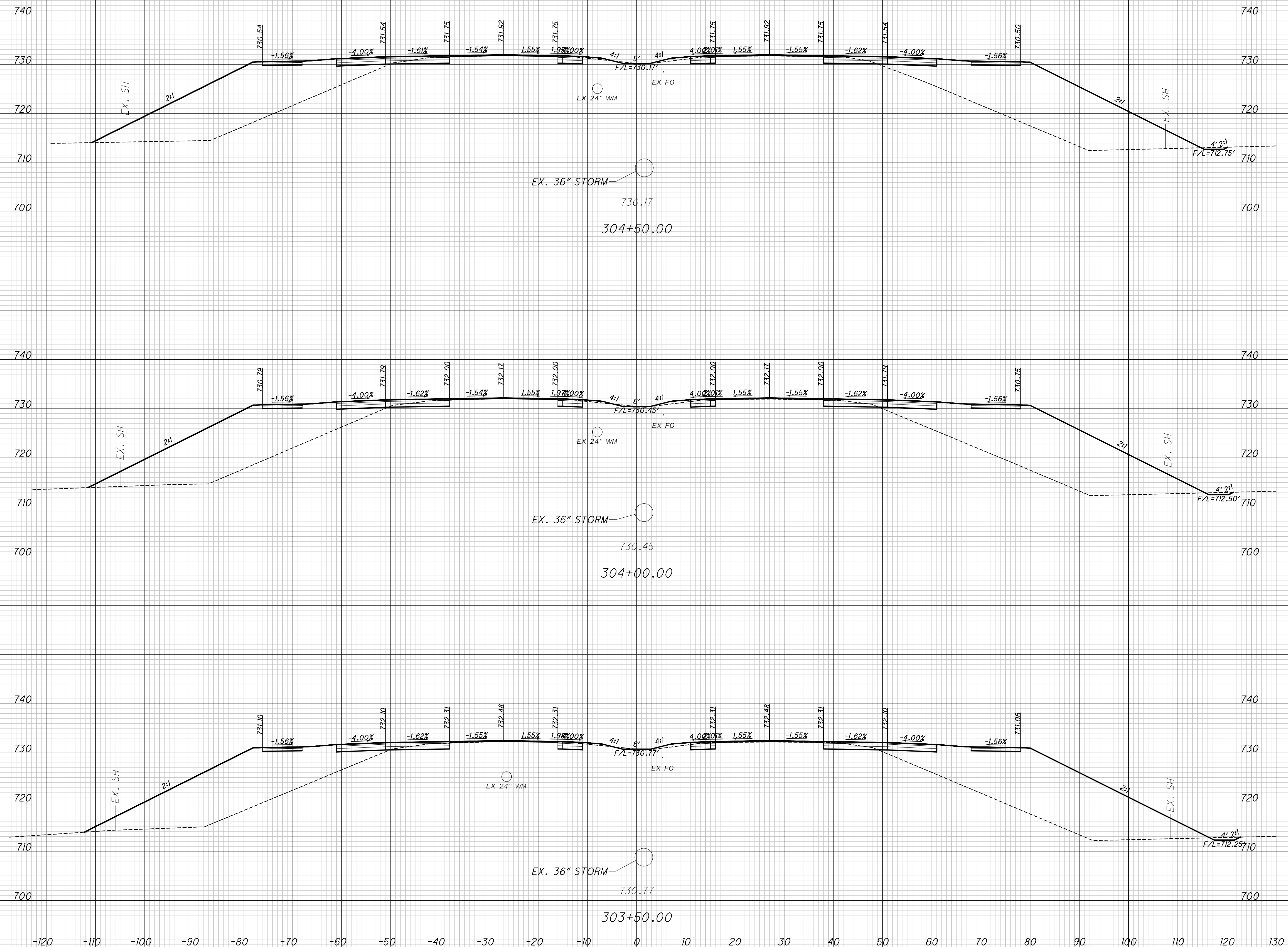
SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
NMG

CHECKED  
BMH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

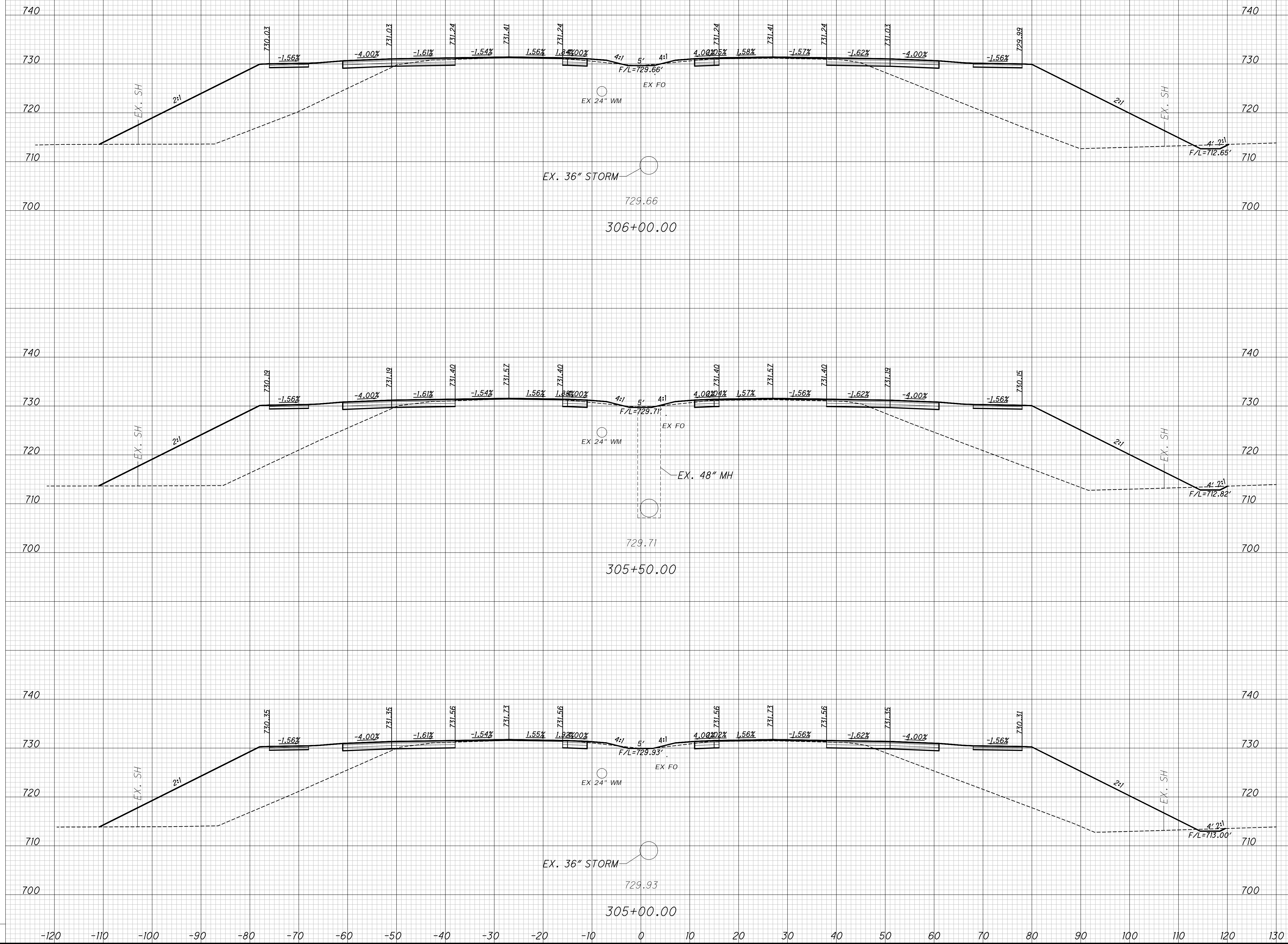
FRA-CR122-0.00

149  
256

c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:16 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
N/MG B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 305+00 TO STA. 306+00

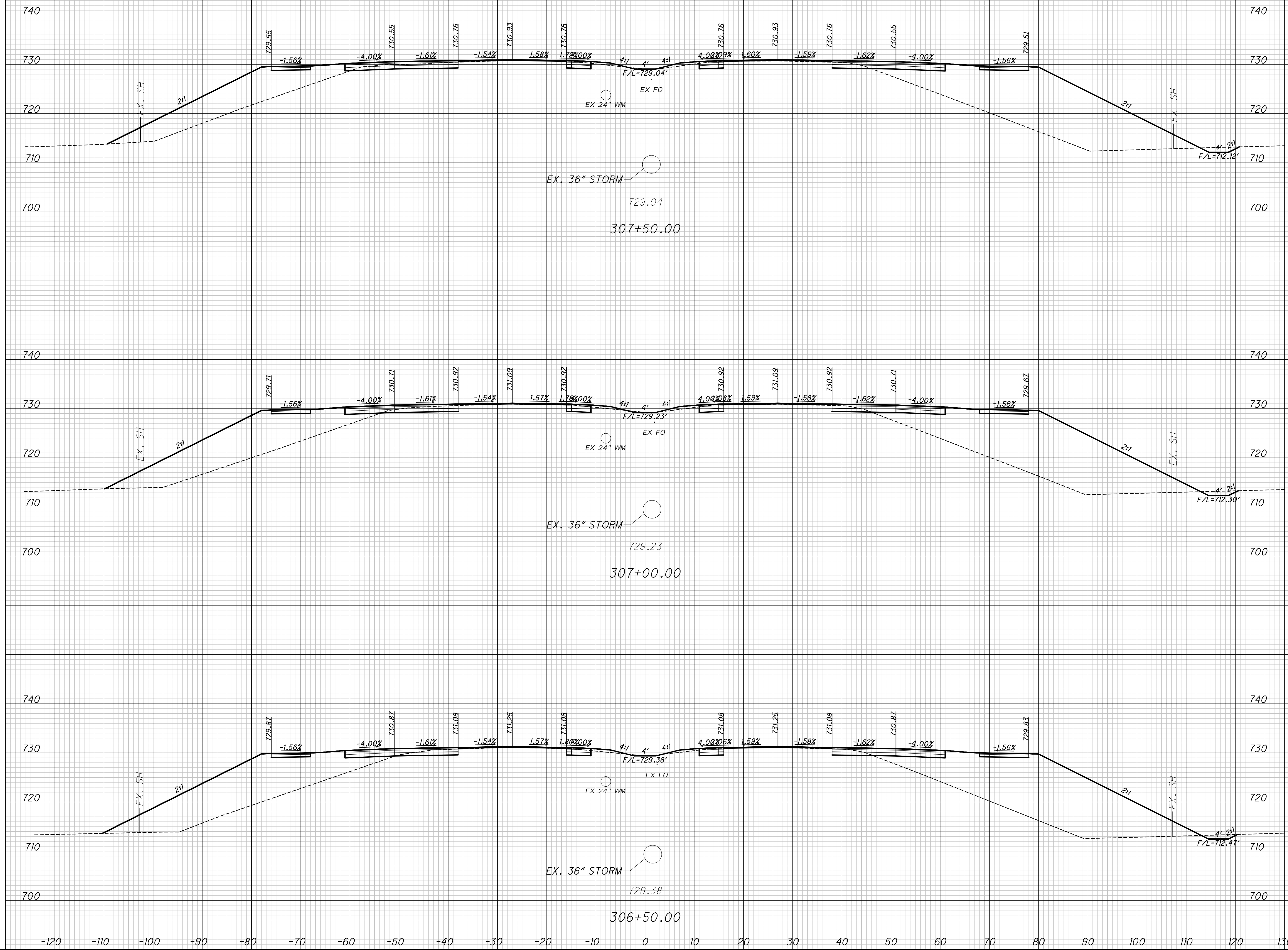
FRA-CR122-0.00

150  
256

c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatara, Shristi, 4/19/2024 11:16 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
N/MG B/MH



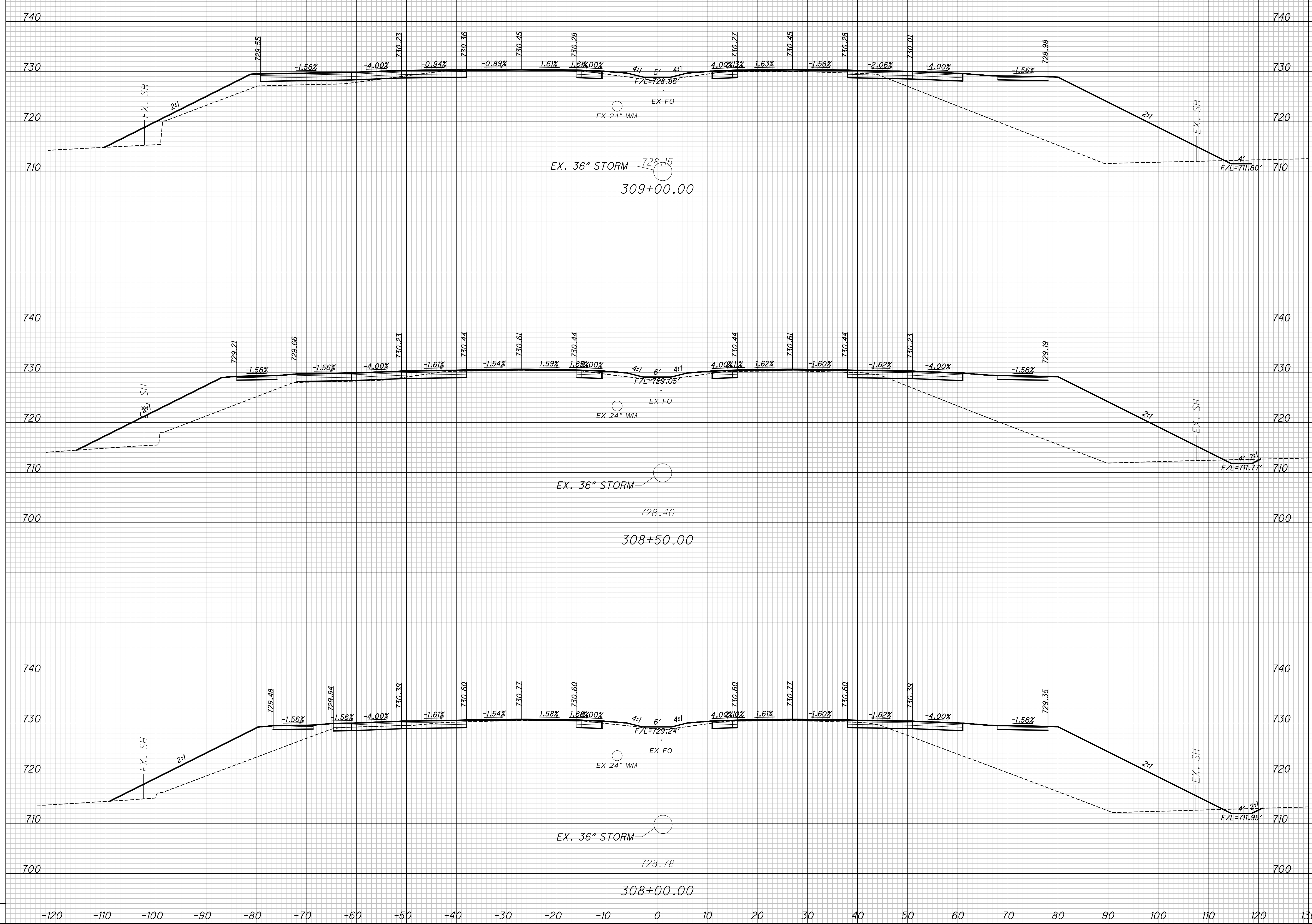
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:16 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
N/MG  
B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

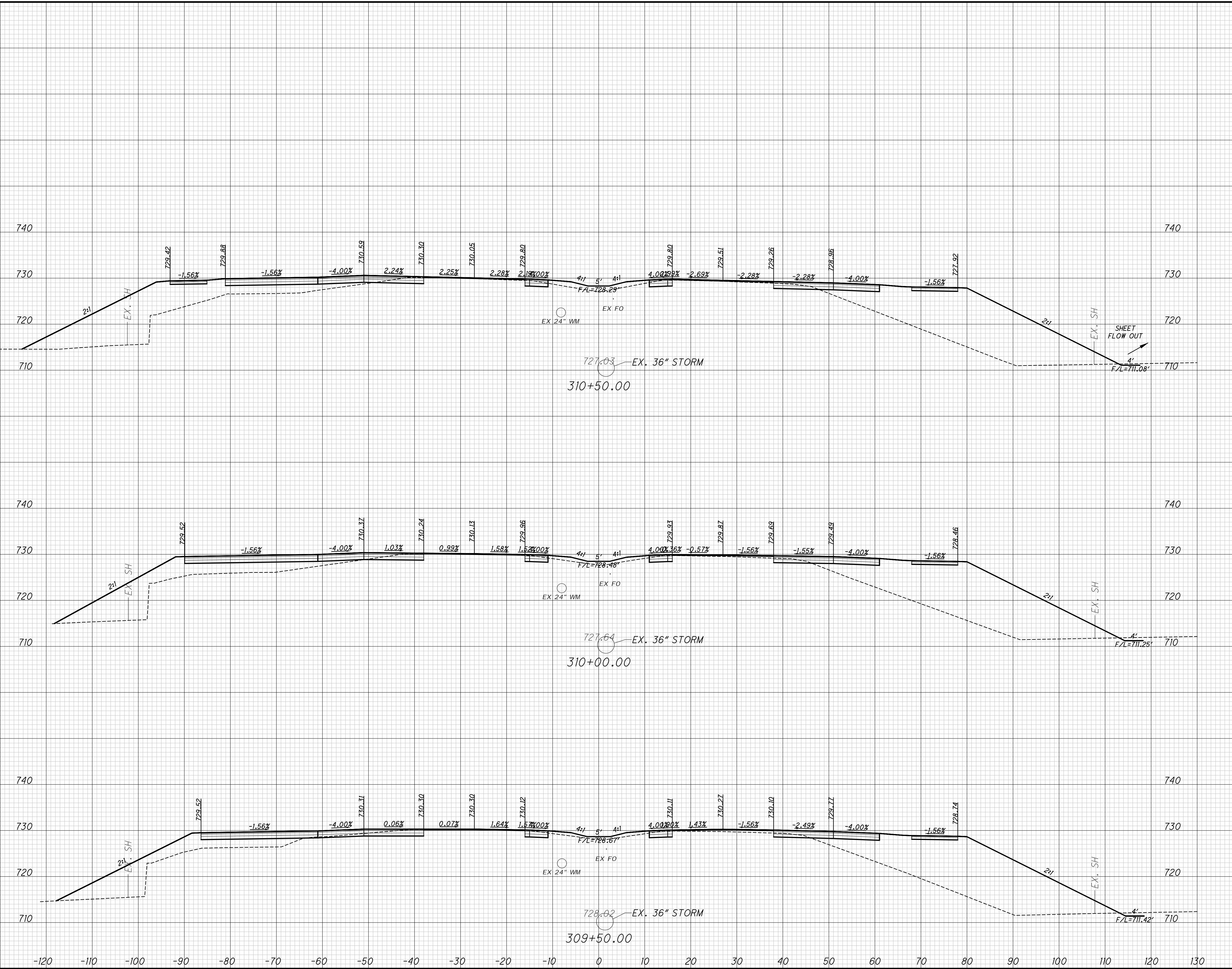
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c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:17 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BMH
CUT	FILL	CUT	FILL		



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

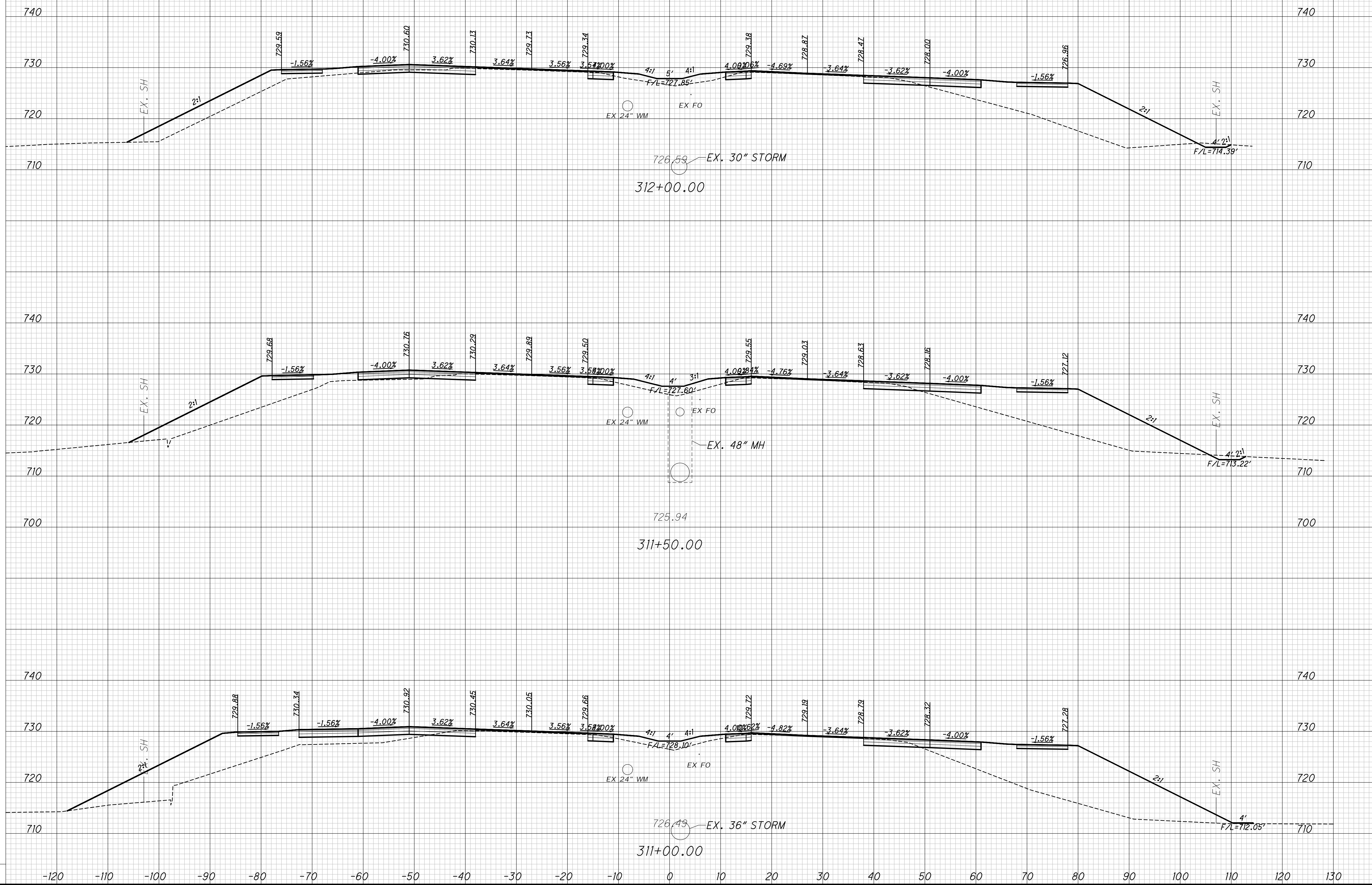
FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:17 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
NMG  
CHECKED  
BMH



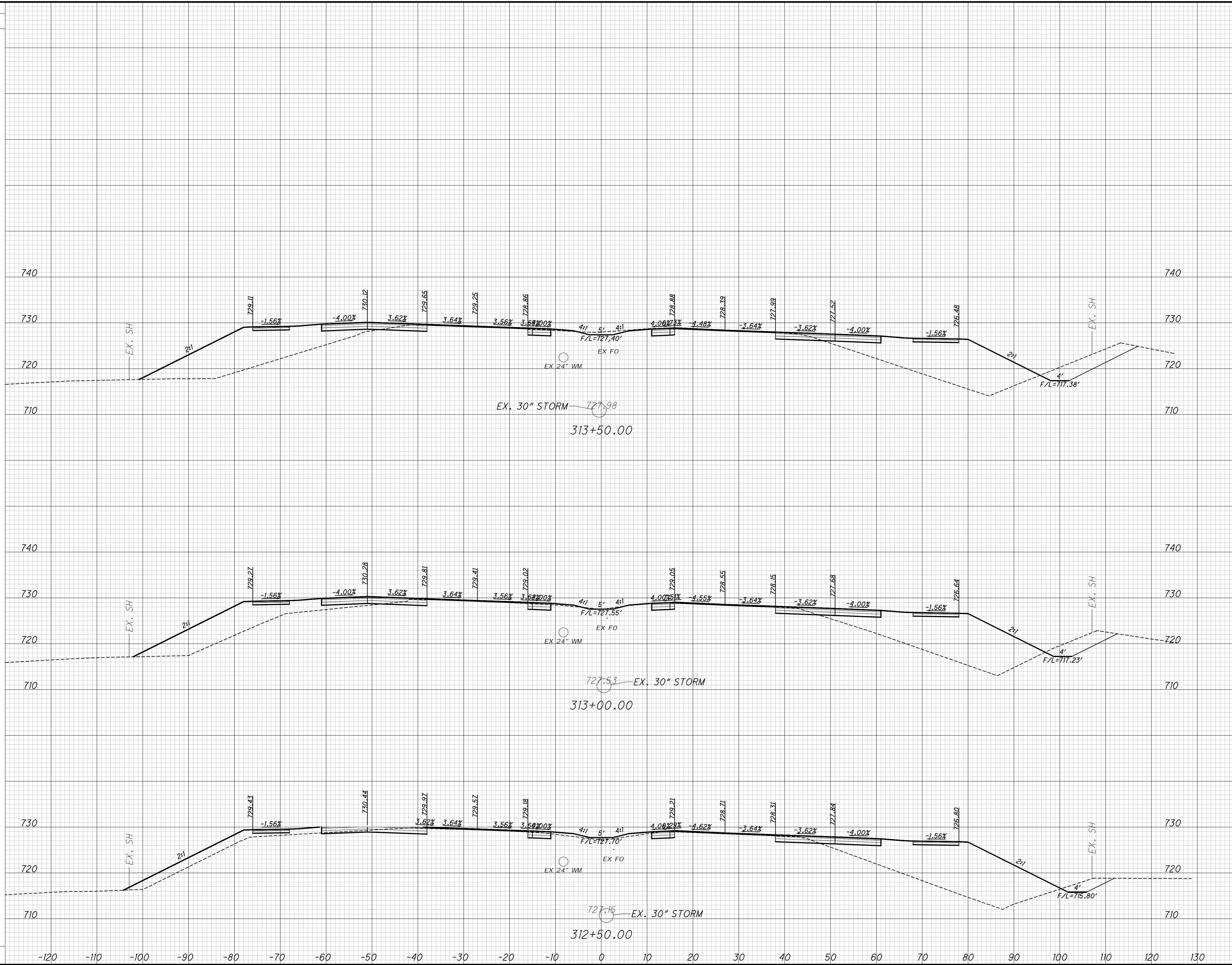
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:17 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MG	CHECKED



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 284+89.95 TO STA. 285+50

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:18 AM

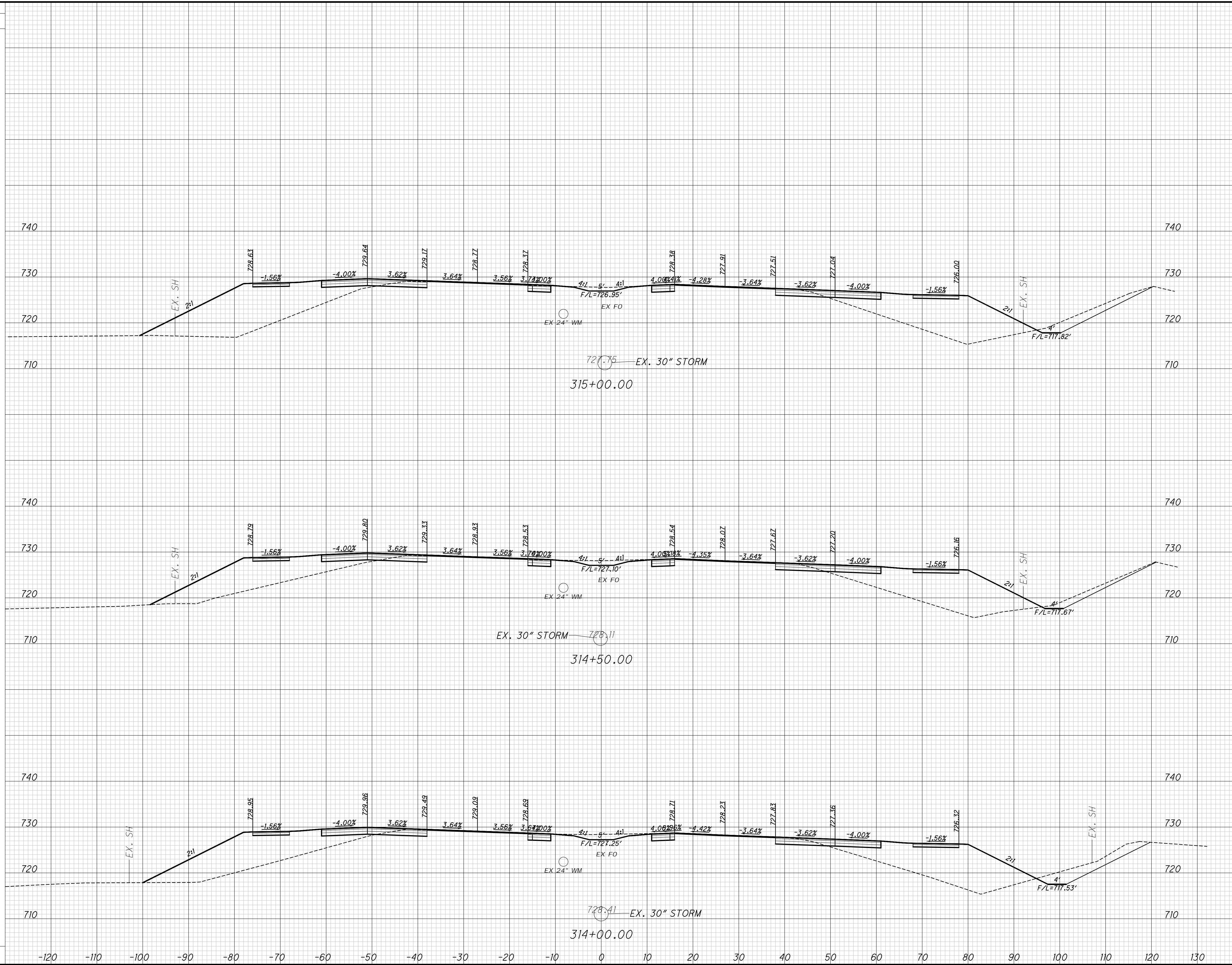
SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
NMG

CHECKED  
BMH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 314+00 TO STA. 315+00

FRA-CR122-0.00

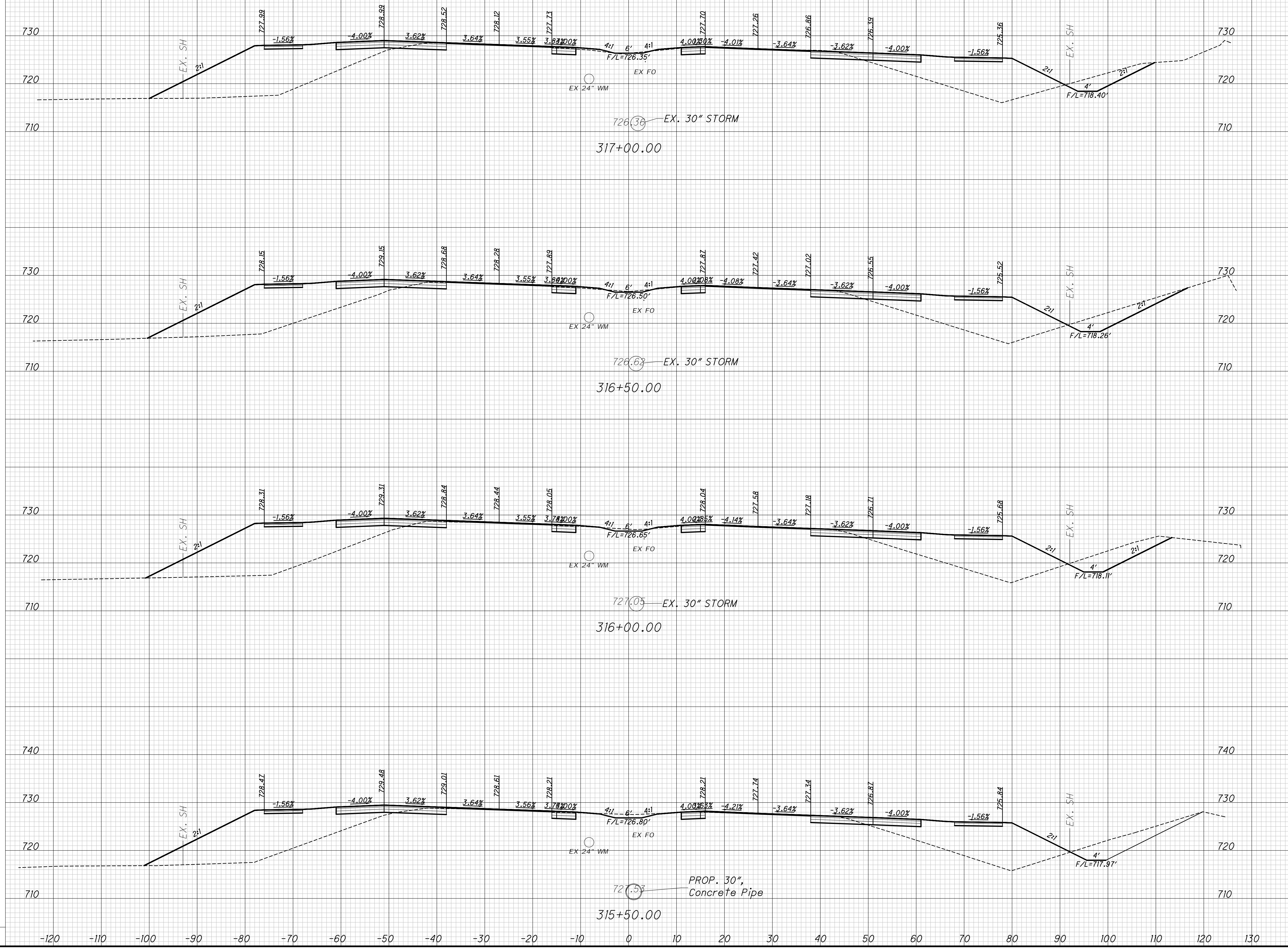
c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatara, Shristi, 4/19/2024 11:18 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MG	

CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 315+50 TO STA. 317+00

FRA-CR122-0.00

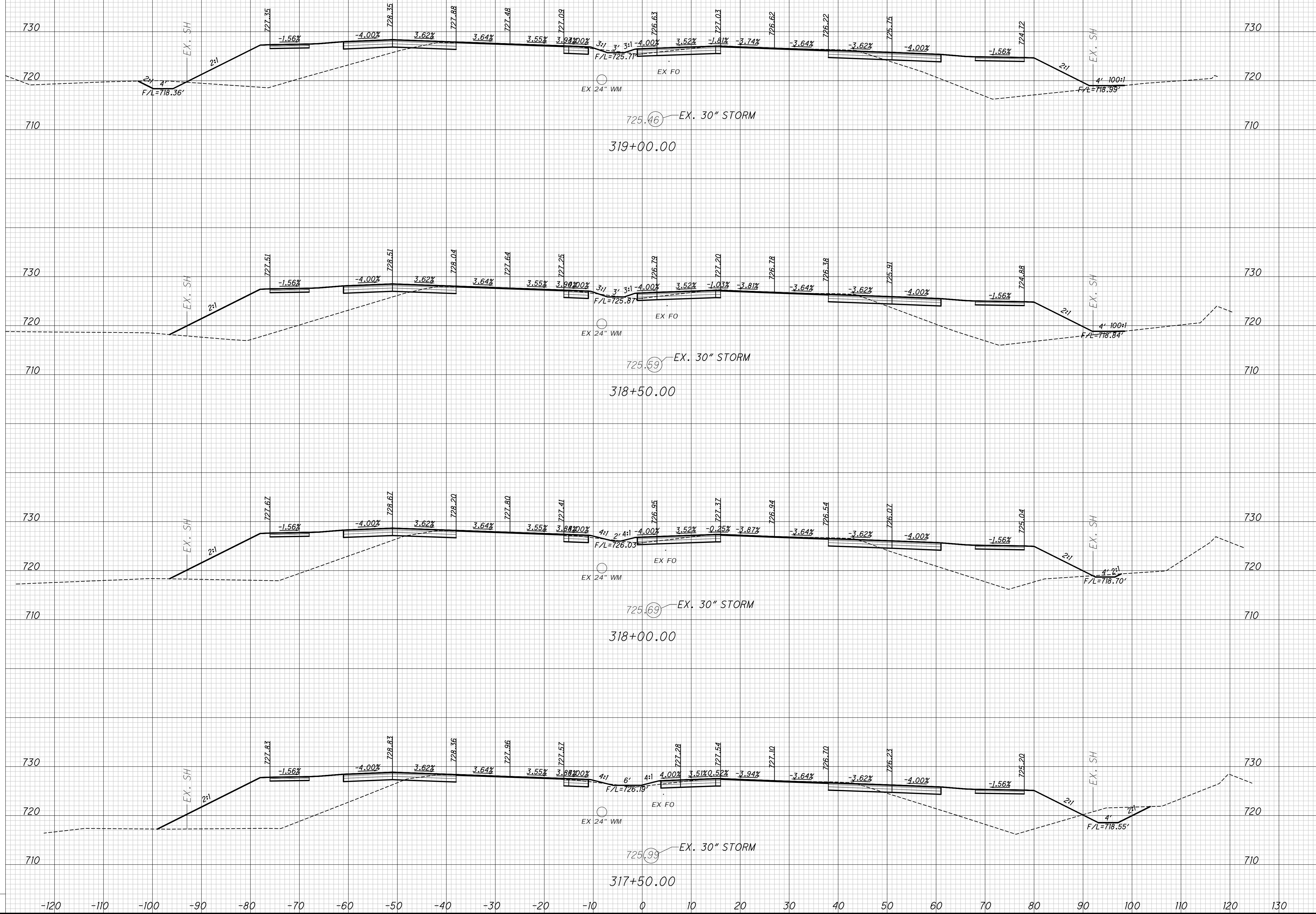


-120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130

c:\pw\_working\infra01\sbatirai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatirai, Shristi, 4/19/2024 11:18 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



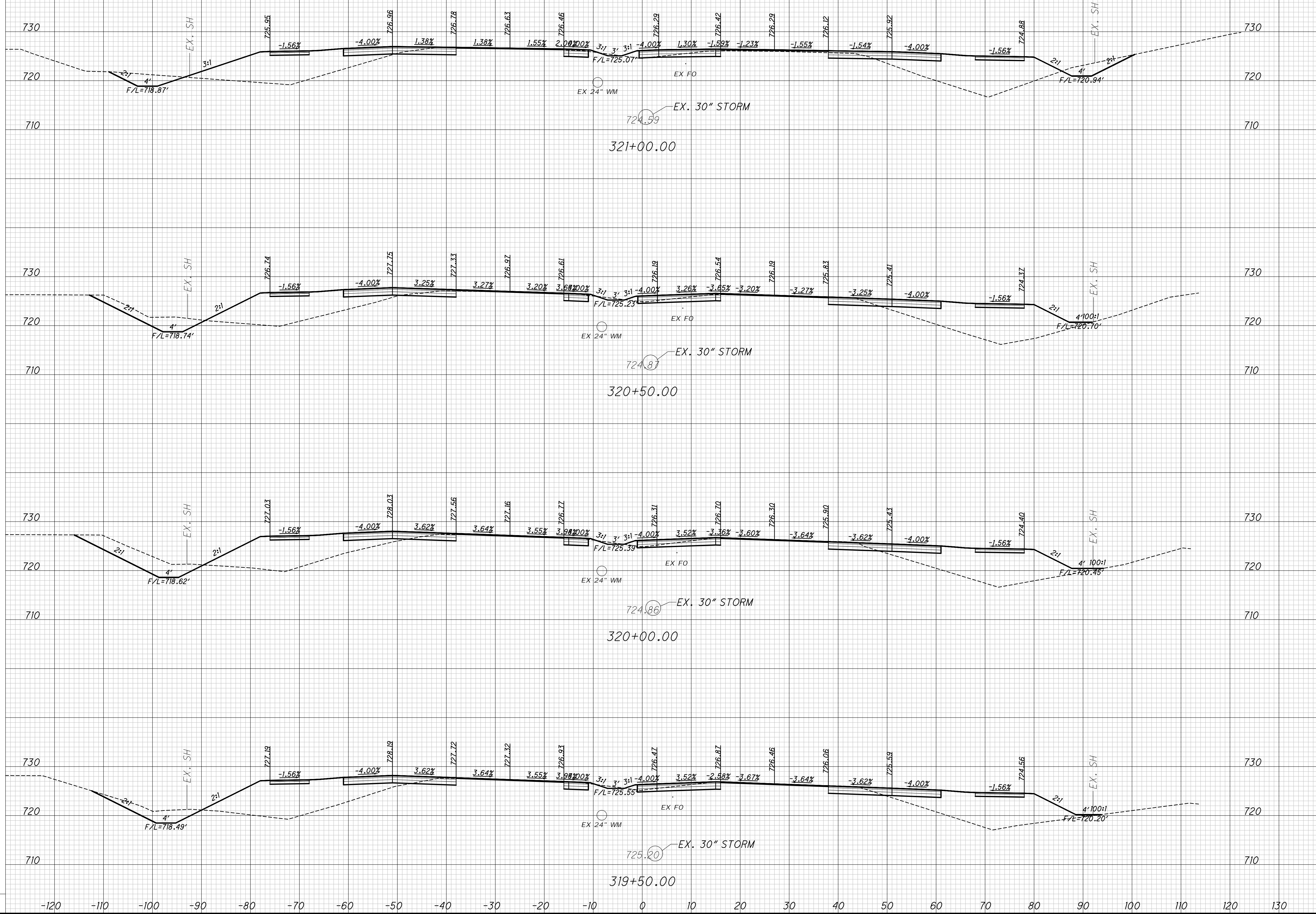
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 317+50 TO STA. 319+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:19 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED  
NMG  
BMH



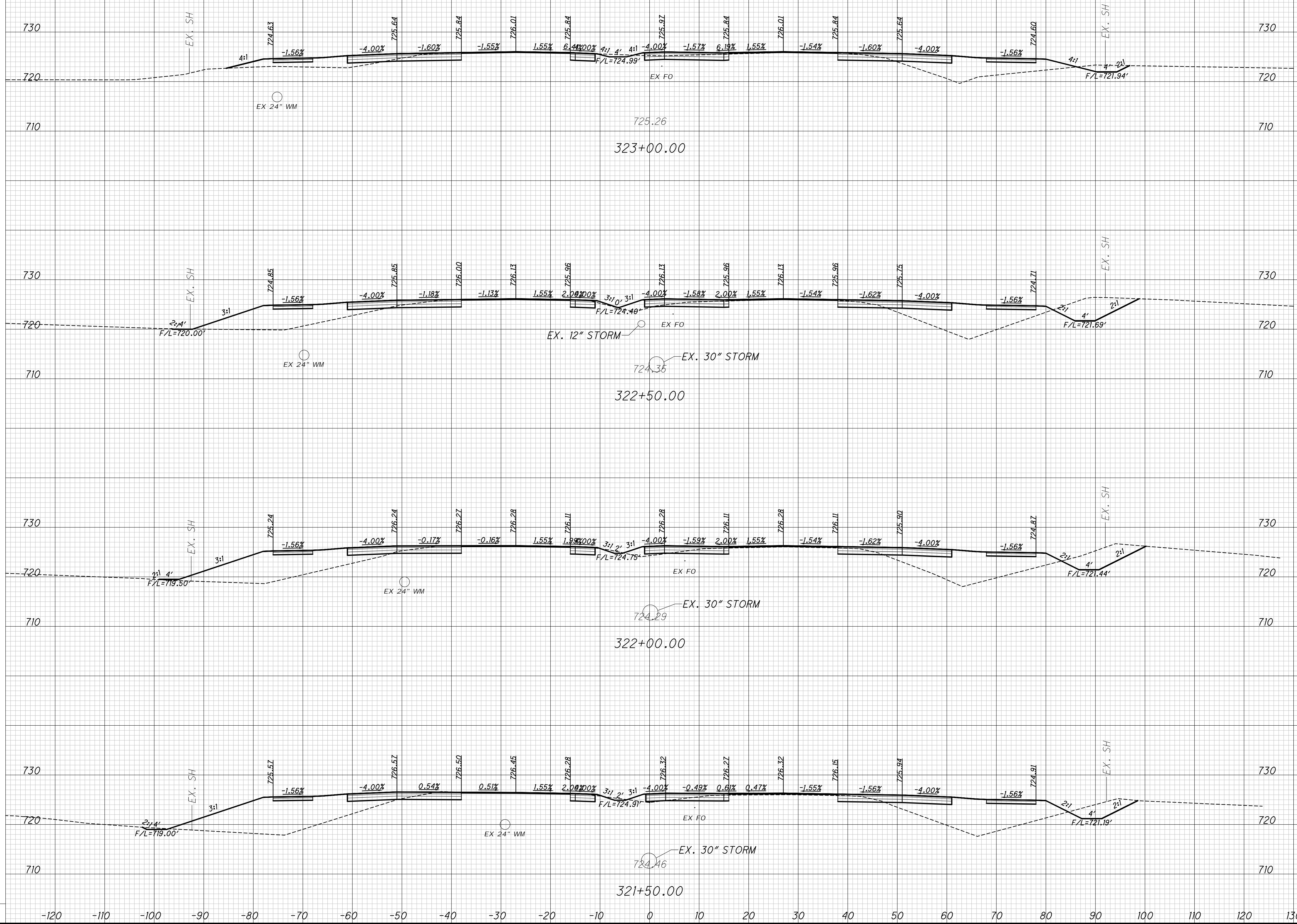
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 319+50 TO STA. 321+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatara, Shristi, 4/19/2024 11:19 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED NMG	CHECKED BWH
CUT	FILL	CUT	FILL		



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 321+50 TO STA. 323+00

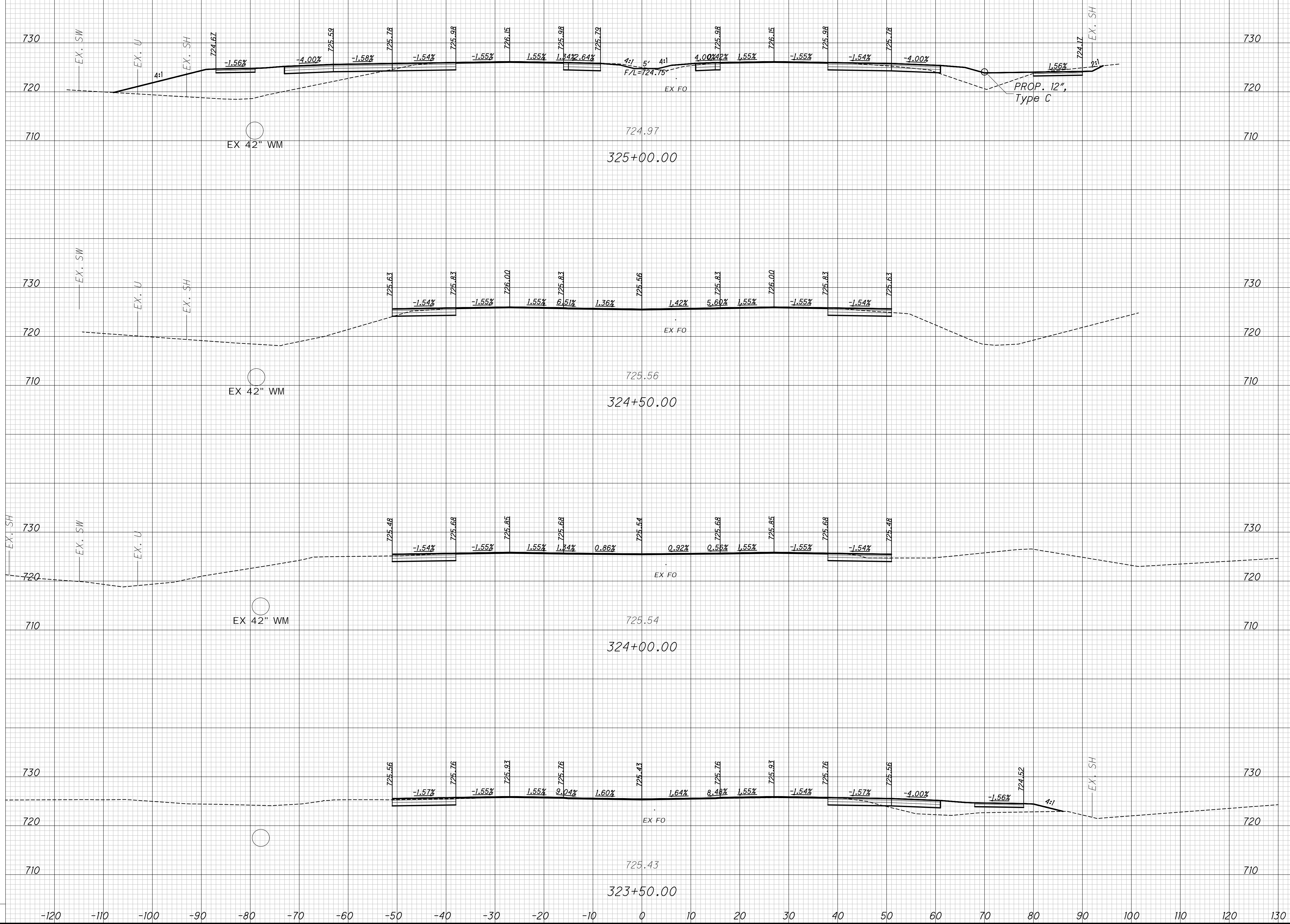
FRA-CR122-0.00



c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:19 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
N/MG  
CHECKED  
B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 323+50 TO STA. 325+00

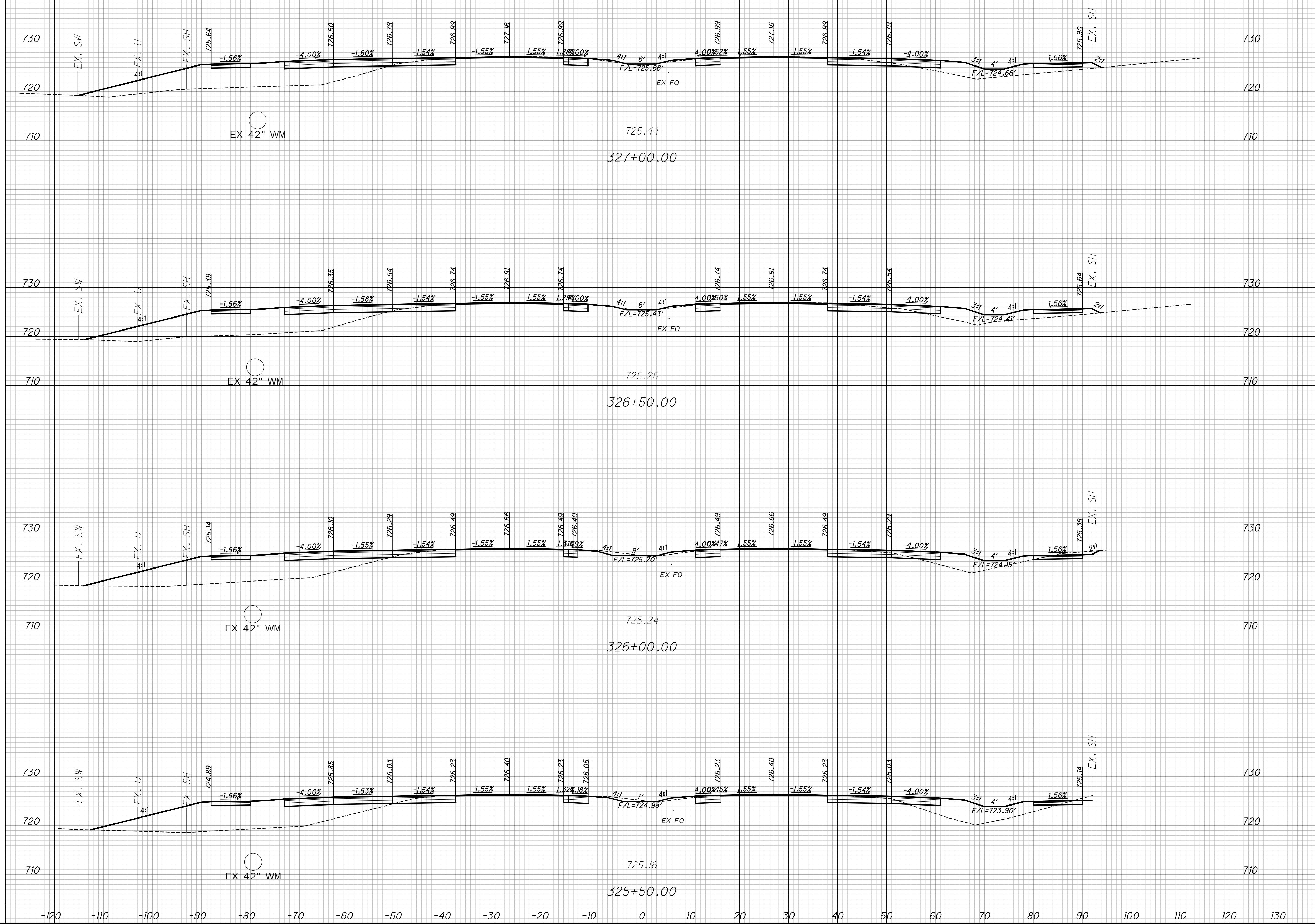
FRA-CR122-0.00

c:\pw\_working\infra01\sbhattarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:20 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED NMG	CHECKED B/MH
----------------	--------------



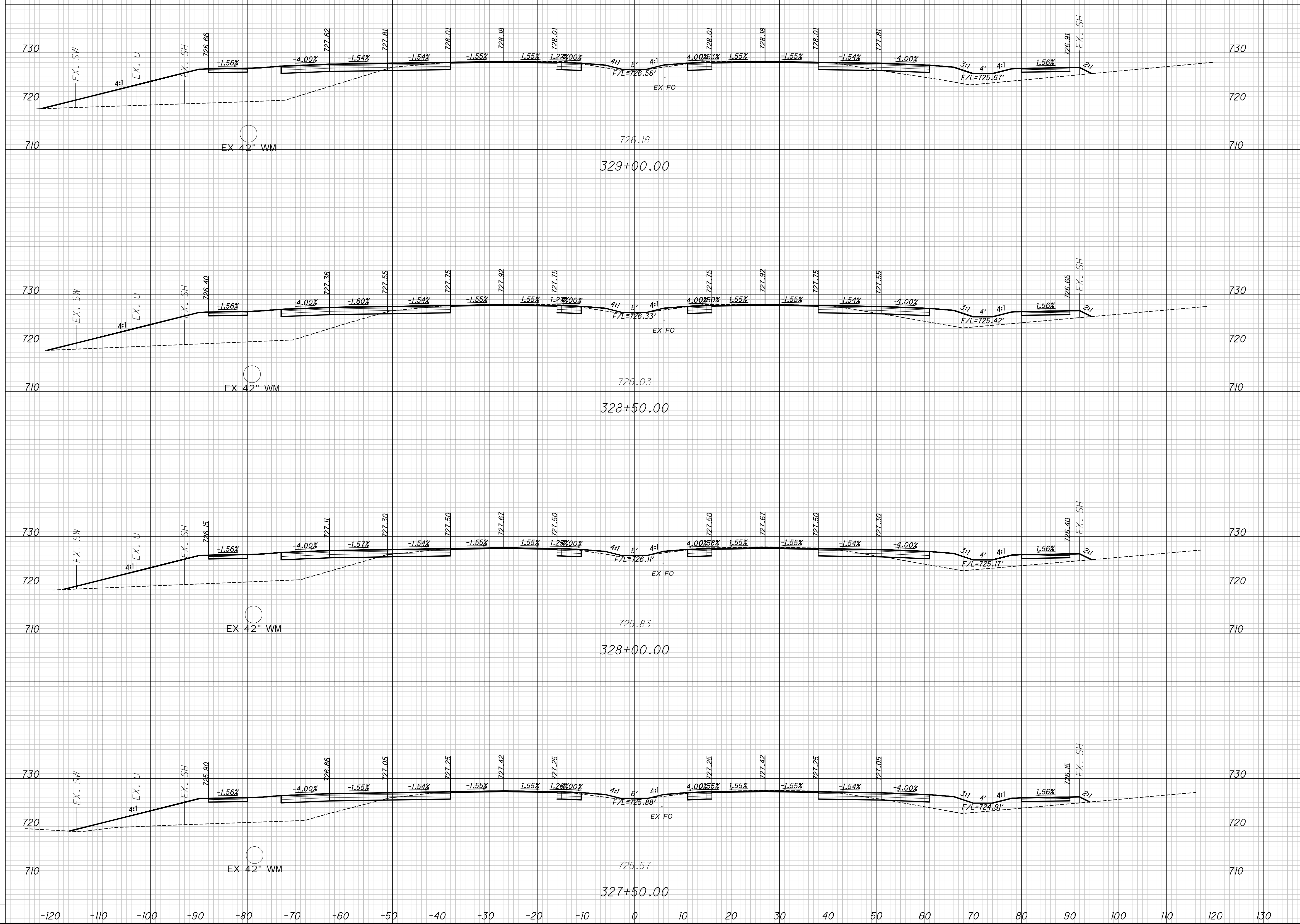
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 325+50 TO STA. 327+00

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:20 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MG	BMH



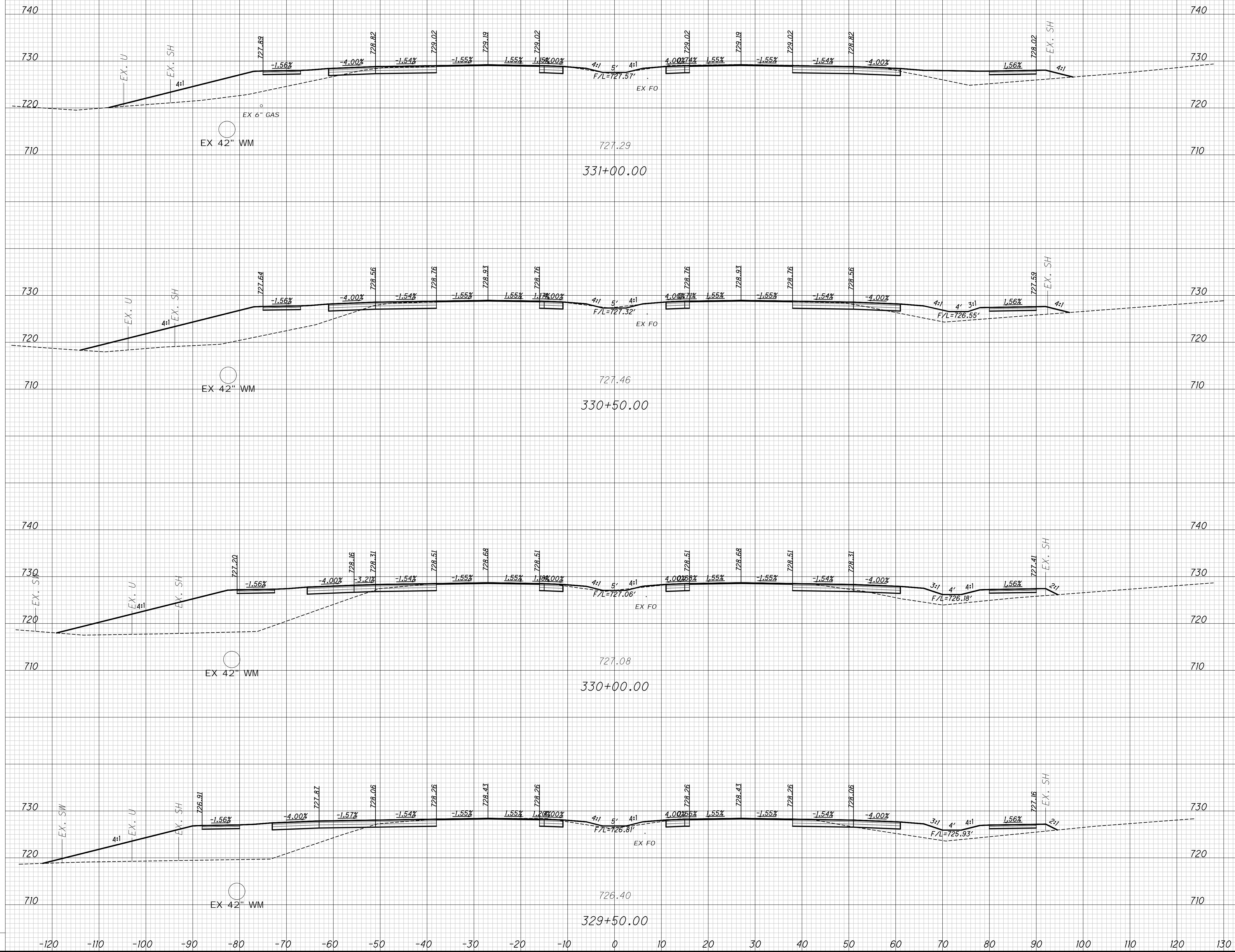
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 327+50 TO STA. 329+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbatara\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatara, Shristi, 4/19/2024 11:20 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MG	BMH



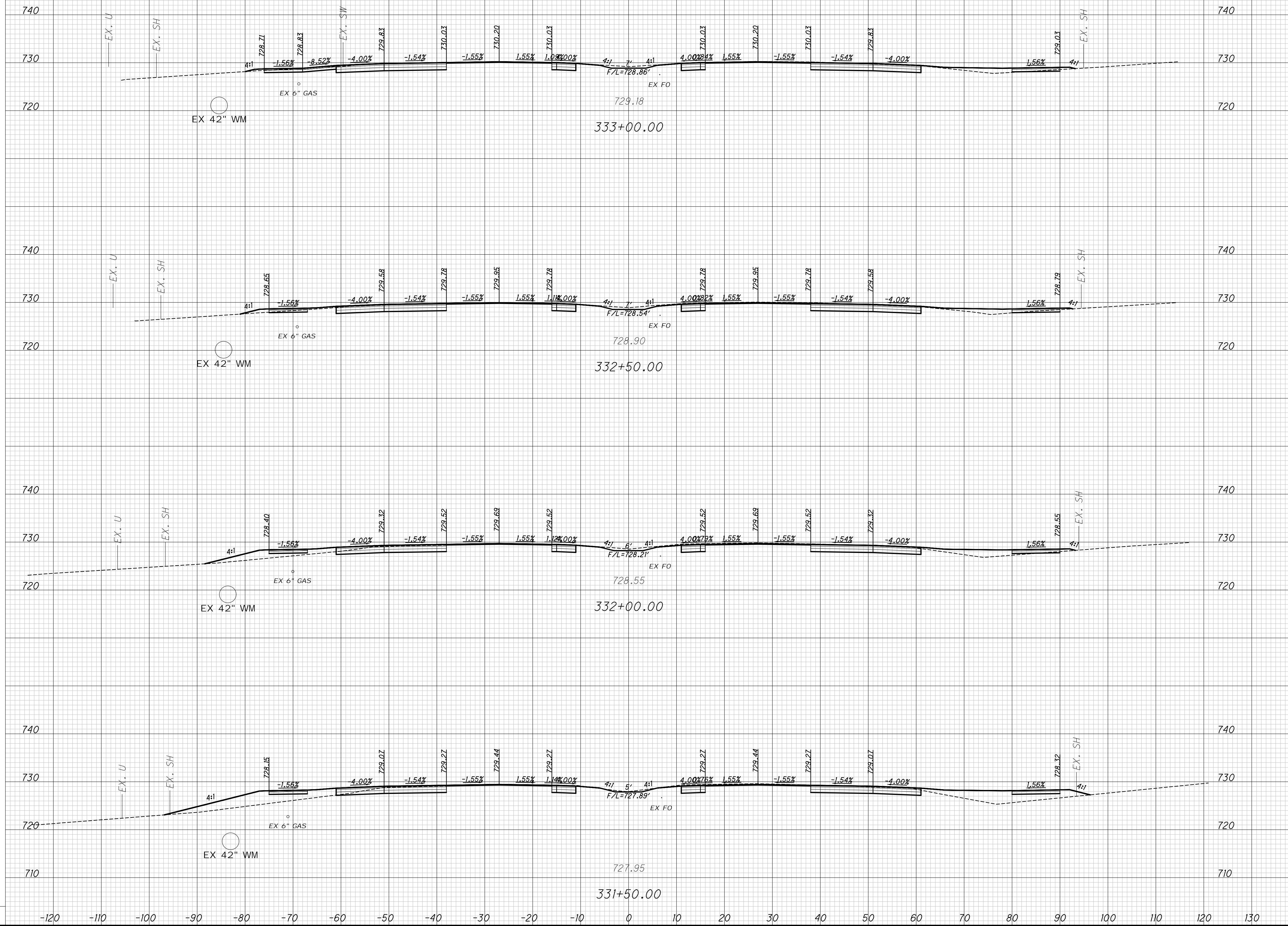
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 329+50 TO STA. 331+00

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:21 AM

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MC	CHECKED



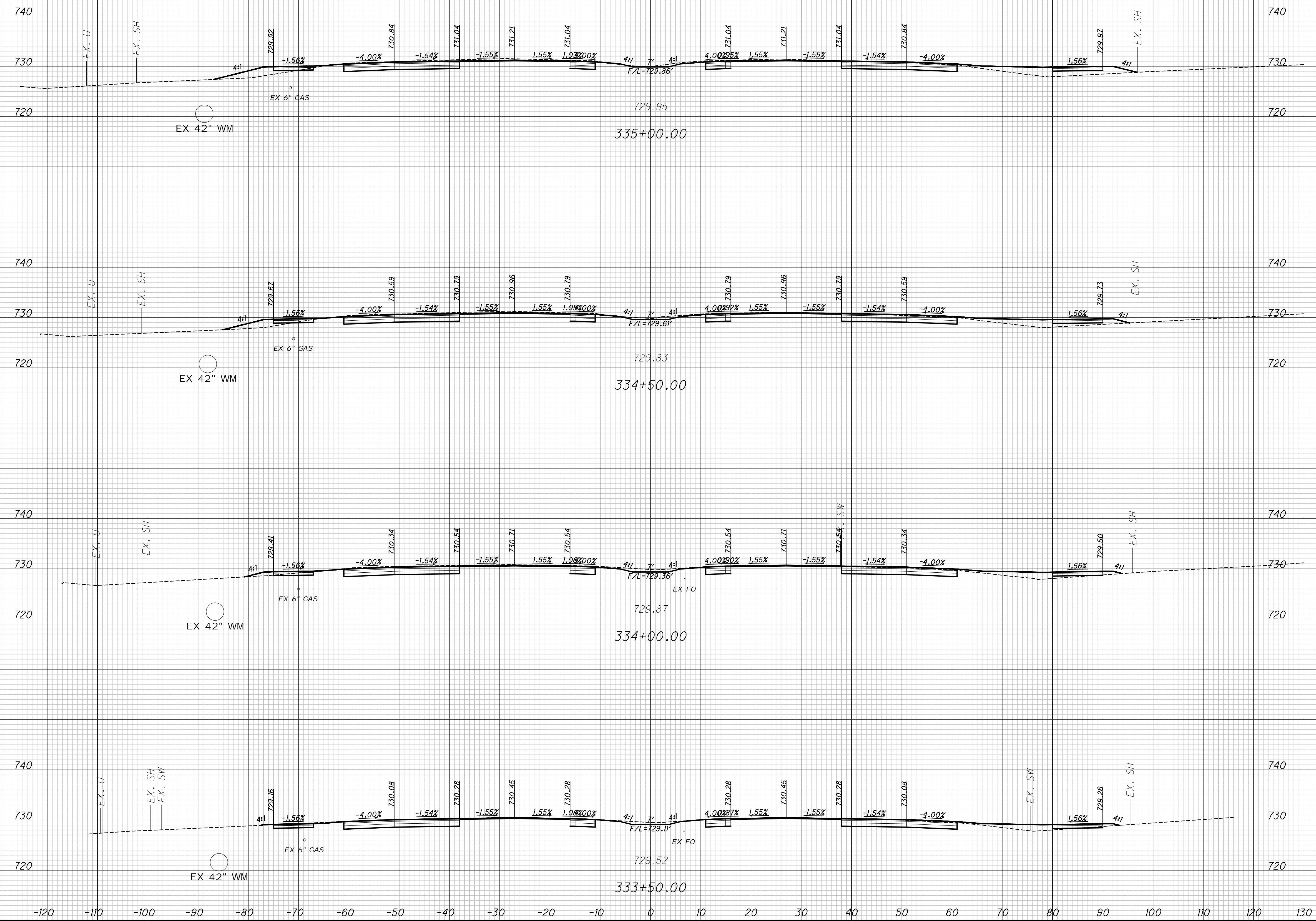
CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 331+50 TO STA. 333+00

FRA-CR122-0.00

c:\pw\_working\infra01\sbhattarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:21 AM

SEEDING	
END WIDTH	SO. YDS.

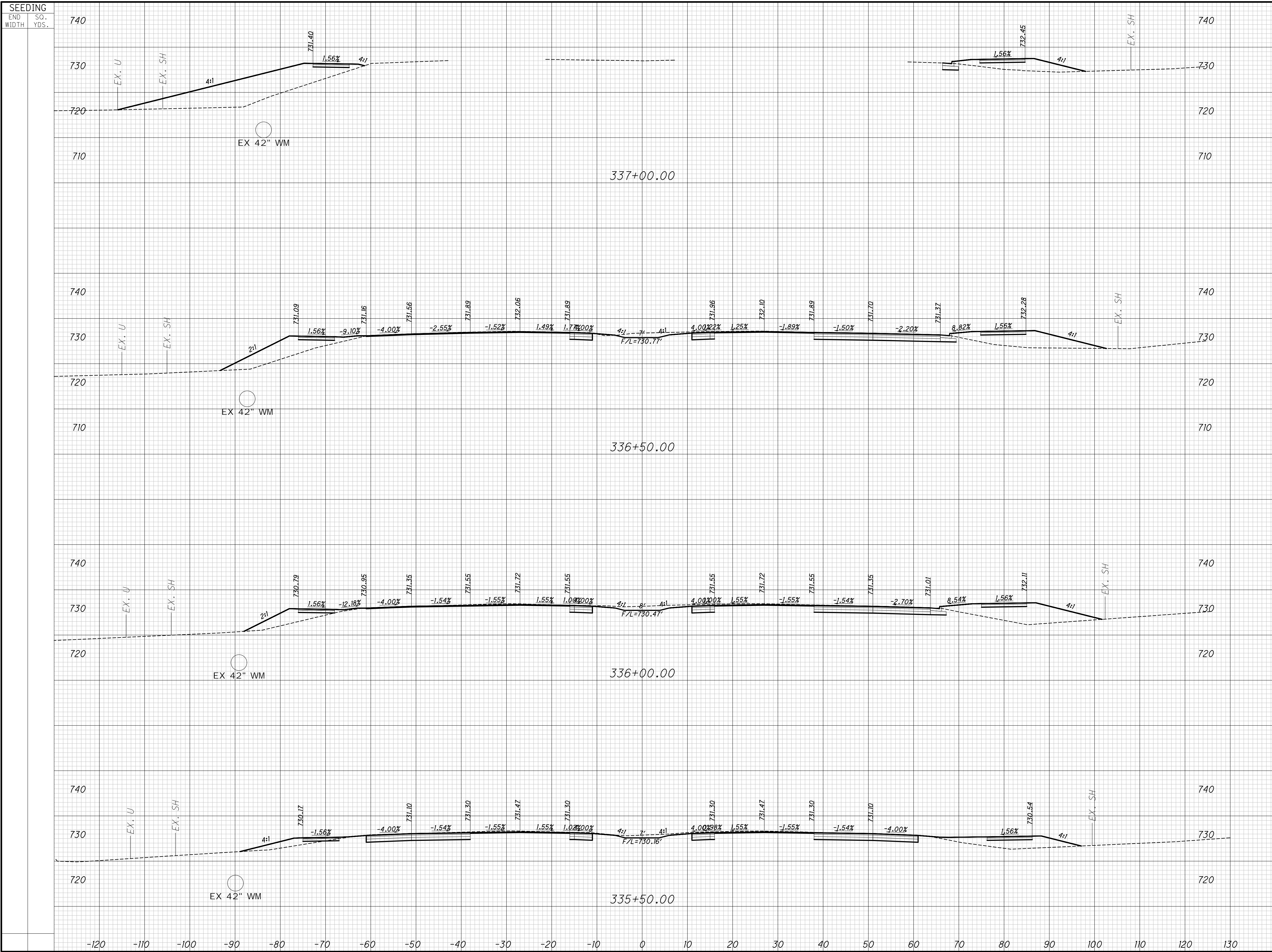
END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	N/MG	CHECKED



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 333+50 TO STA. 335+00

FRA-CR122-0.00

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhatnari, Shristi, 4/19/2024 11:21 AM



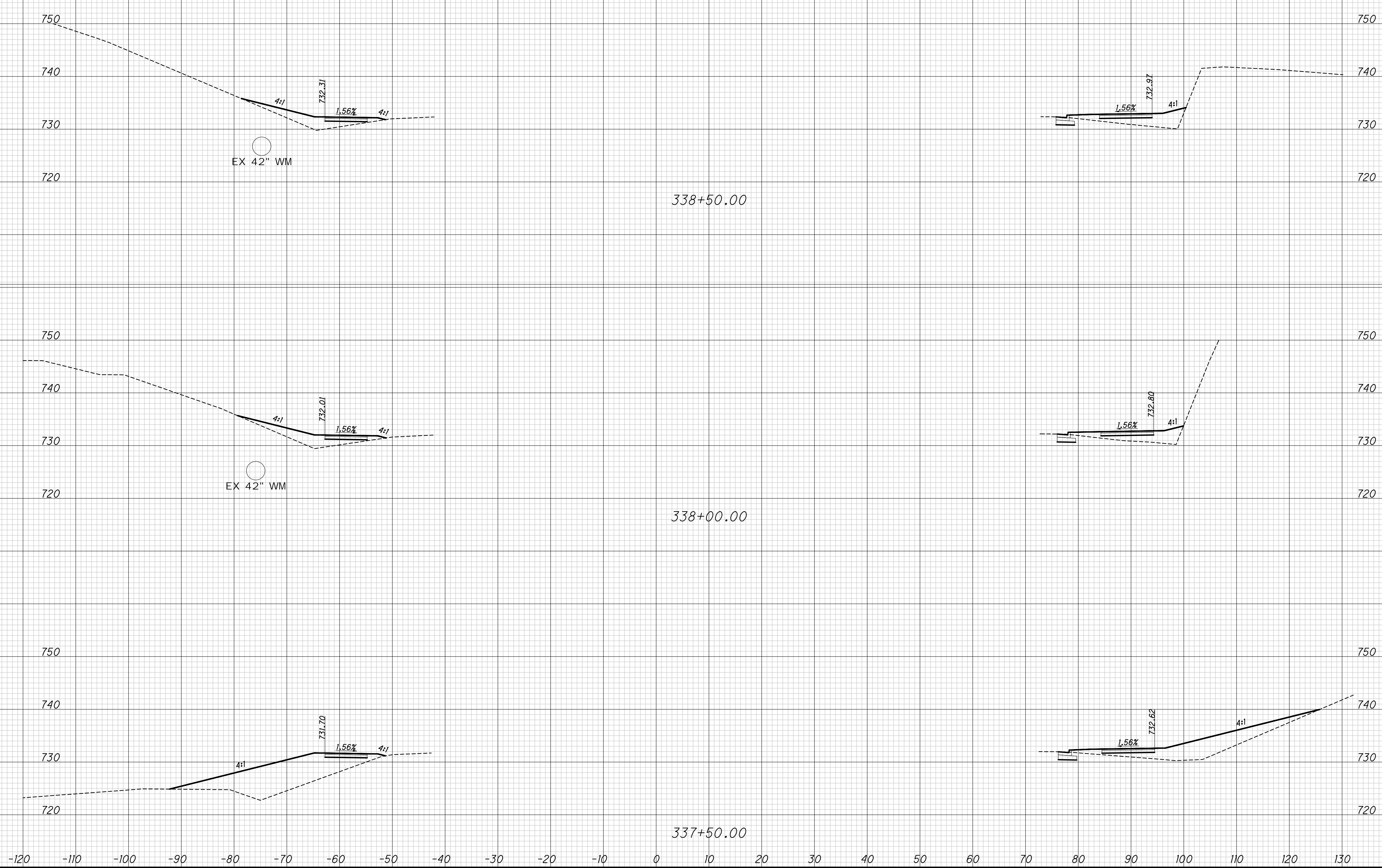
SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	N/MG	CHECKED
							B/MH

**CROSS SECTIONS - ALUM CREEK DRIVE**  
**STA. 335+50 TO STA. 337+00**  
**FRA-CR122-0.00**  
 167  
 256

c:\pw\_working\infra01\sphatarai\d0172820\model\_Part\_3.dwg LAST SAVED BY: ngoodman, 4/19/2024 10:23 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 11:22 AM

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
N/MG  
CHECKED  
B/MH



CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 337+50 TO STA. 338+50

FRA-CR122-0.00

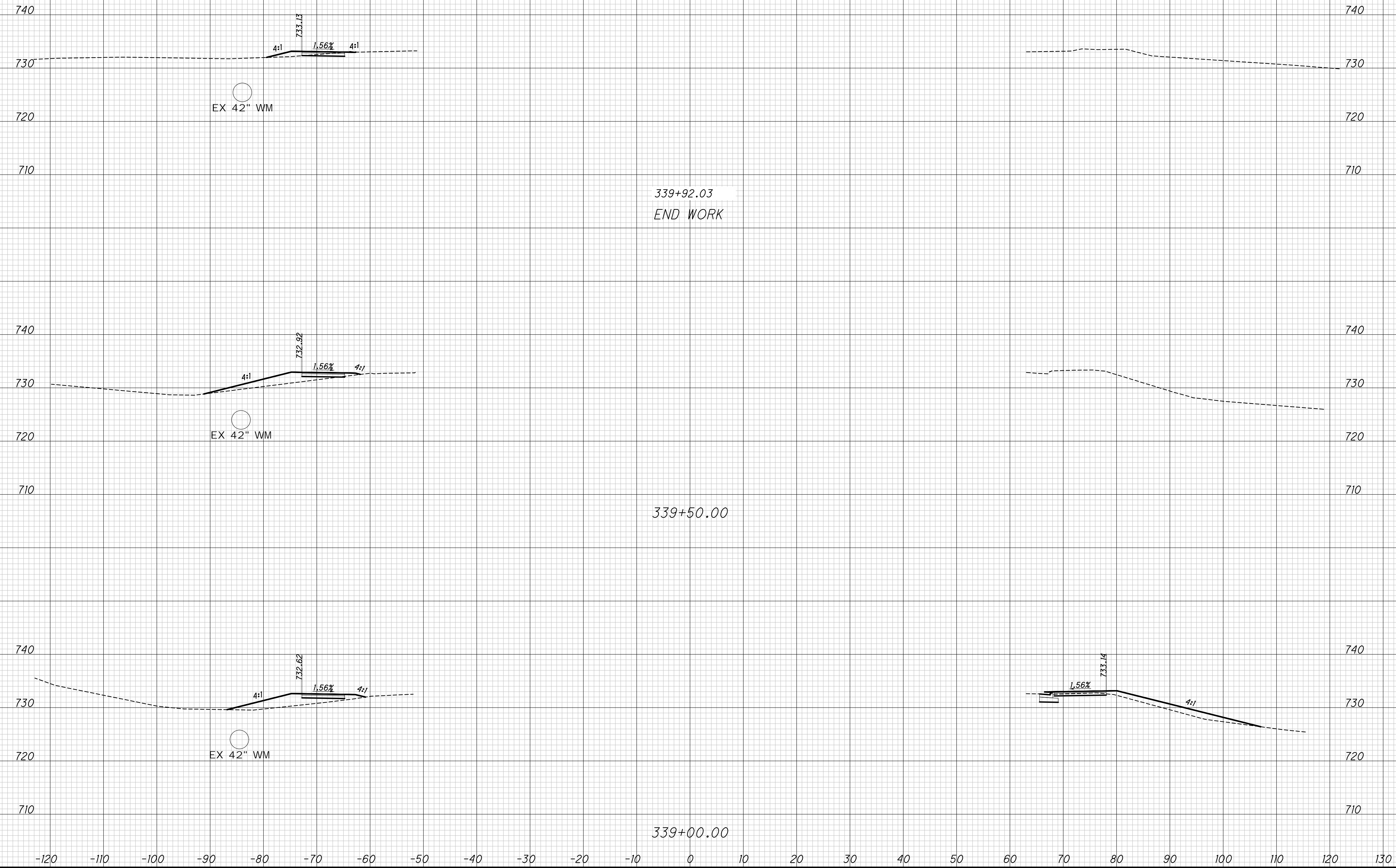


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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
NMG  
CHECKED  
BMH

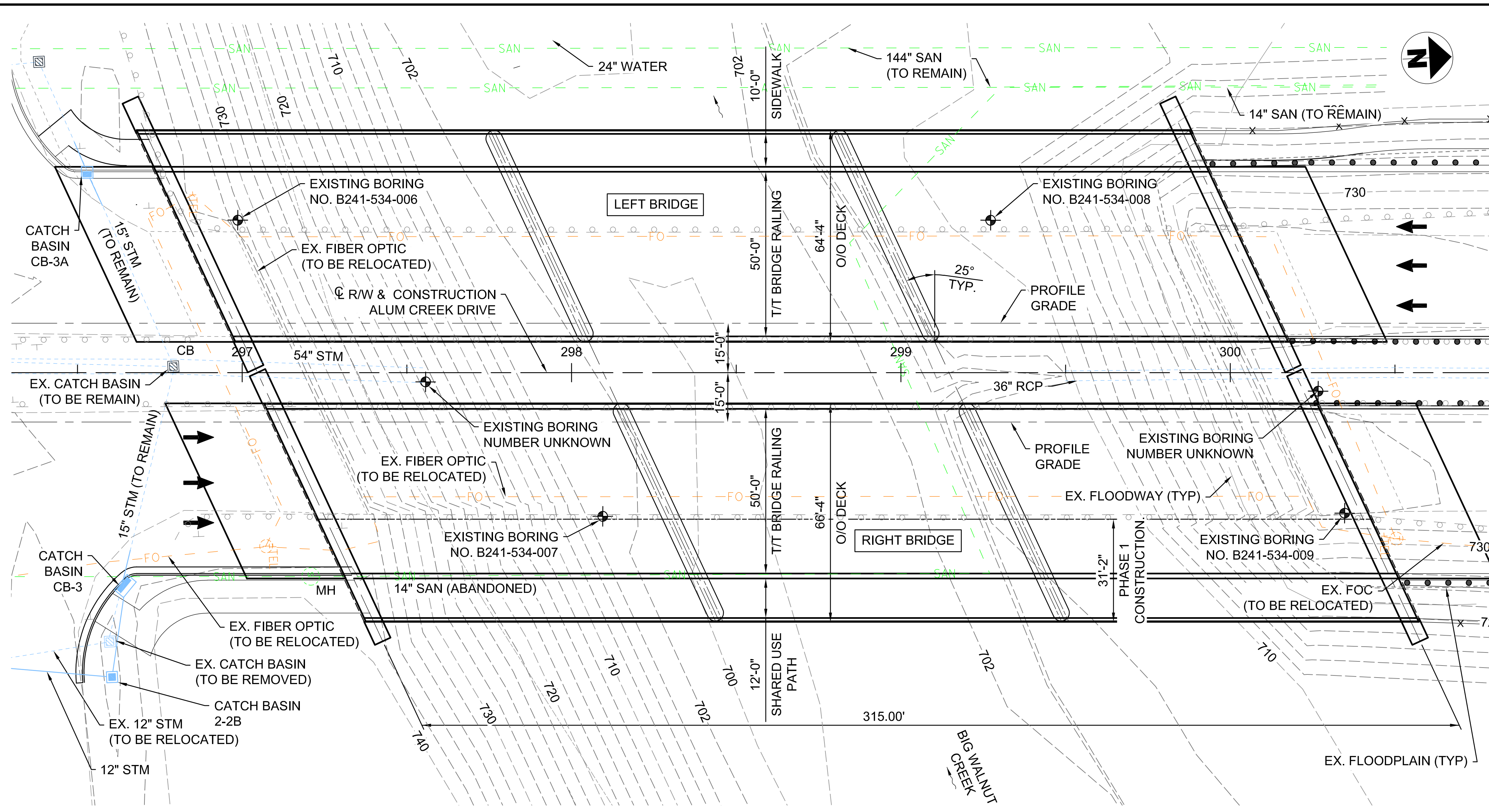


CROSS SECTIONS - ALUM CREEK DRIVE  
STA. 339+00 TO STA. 339+83.37

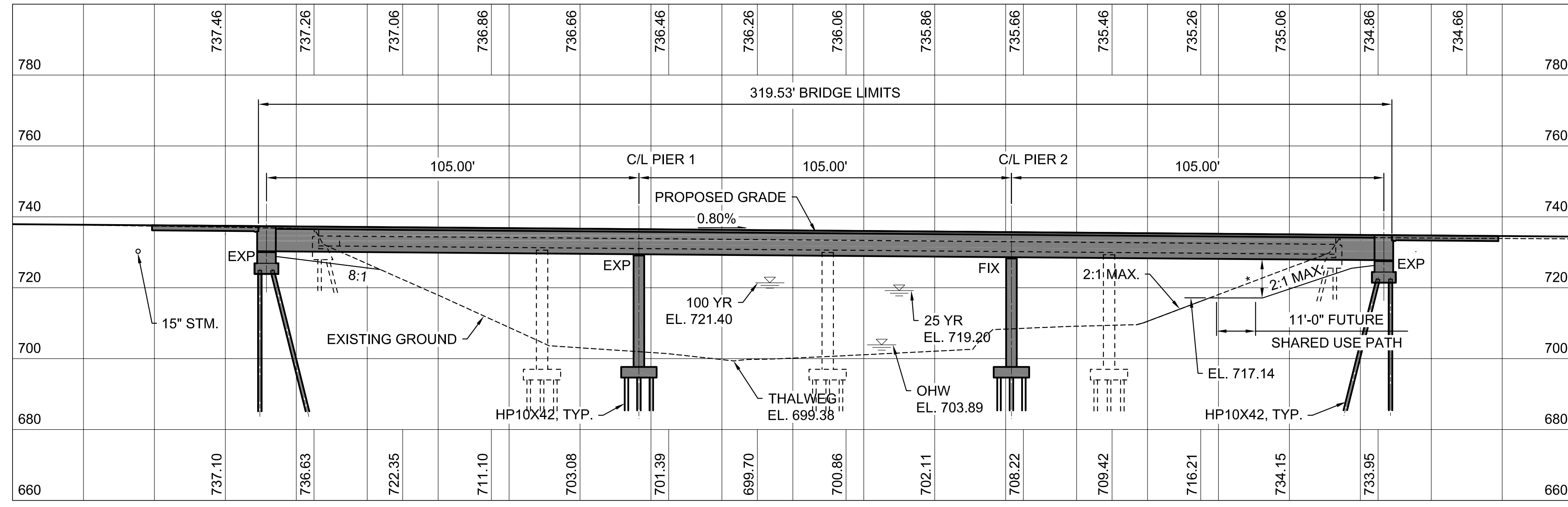
FRA-CR122-0.00

168  
256

C:\pw\_working\infra01\bmeneal\0181967\115792\_SPO01.dwg 17-Apr-24 3:15 PM



PLAN



PROFILE

NOTE:  
HISTORIC BORING INFORMATION DID NOT REACH ROCK ABOVE ELEVATION 660. BORINGS TERMINATED PRIOR TO ENCOUNTERING ROCK.

\* - 10'-0" MINIMUM CLEARANCE

**BENCHMARK DATA**

BM #1 STA.	_____	ELEV.	_____	OFFSET	_____
BM #2 STA.	_____	ELEV.	_____	OFFSET	_____
BM #3 STA.	_____	ELEV.	_____	OFFSET	_____
BM #4 STA.	_____	ELEV.	_____	OFFSET	_____

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

**NOTES**

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

RIGHT BRIDGE TRAFFIC:  
2022 ADT = 17,523 2022 ADTT = 4,343  
2048 ADT = 22,030 2048 ADTT = 5,445

LEFT BRIDGE TRAFFIC:  
2022 ADT = 18,716 2022 ADTT = 4,358  
2048 ADT = 23,620 2048 ADTT = 5,500

**LEGEND**

✦ EXISTING BORING LOCATION

**HYDRAULIC DATA**

DRAINAGE AREA = 540 SQ. MILES  
Q (100) = 30,700 CFS, FIS V (100) = 8.25 FT/S, FIS  
Q (25) = 21,300 CFS, FIS V (25) = 6.58 FT/S, FIS  
PROPOSED STRUCTURE CLEARS THE 25 YEAR DESIGN HW BY 8.18 FEET.

**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.  
SPANS: 63.45'± - 80'± - 80'± - 64'-0"± C/C BEARINGS  
ROADWAY: 32'-0" FACE TO FACE OF GUARDRAIL  
LOADING: HS 20-44  
SKEW: 25°± RF  
WEARING SURFACE: MICRO-SILICA MODIFIED CONCRETE OVERLAY (3")  
APPROACH SLABS: 25'± LONG, 13"± THICK, AS-1-54  
ALIGNMENT: TANGENT  
CROWN: VARIES FT/FT  
STRUCTURE FILE NUMBER: LEFT BRIDGE = 2530333  
RIGHT BRIDGE = 2530325  
DATE BUILT: 1959  
DISPOSITION: TO BE DEMOLISHED

**PROPOSED STRUCTURE**

TYPE: 3-SPAN PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED BY SEMI-INTEGRAL ABUTMENTS AND REINFORCED CONCRETE WALL TYPE PIERS SUPPORTED ON STEEL H-PILES.  
SPANS: 103.92' - 102.83' - 103.92' MEASURED C/C BEARINGS  
ROADWAY: 50'-0" TOE TO TOE BARRIER  
SIDEWALK: 10'-0" LT. BRIDGE  
LOADING: HL-93 AND 60 PSF FUTURE WEARING SURFACE  
SKEW: 25° RIGHT FORWARD  
WEARING SURFACE: 1" MONOLITHIC CONCRETE  
APPROACH SLABS: 30'-0" LONG, 17" THICK(AS-1-15)  
ALIGNMENT: TANGENT  
CROWN: 0.016 FT/FT  
DECK AREA: 21,195 SF  
COORDINATES: LATITUDE 39°51'21.88" N  
LONGITUDE 82°56'17.96" W

DESIGN AGENCY: **Stanlec Consulting Services Inc.**  
1500 Lake Shore Drive, Suite 100  
Columbus, Ohio 43204  
(614) 486-9383

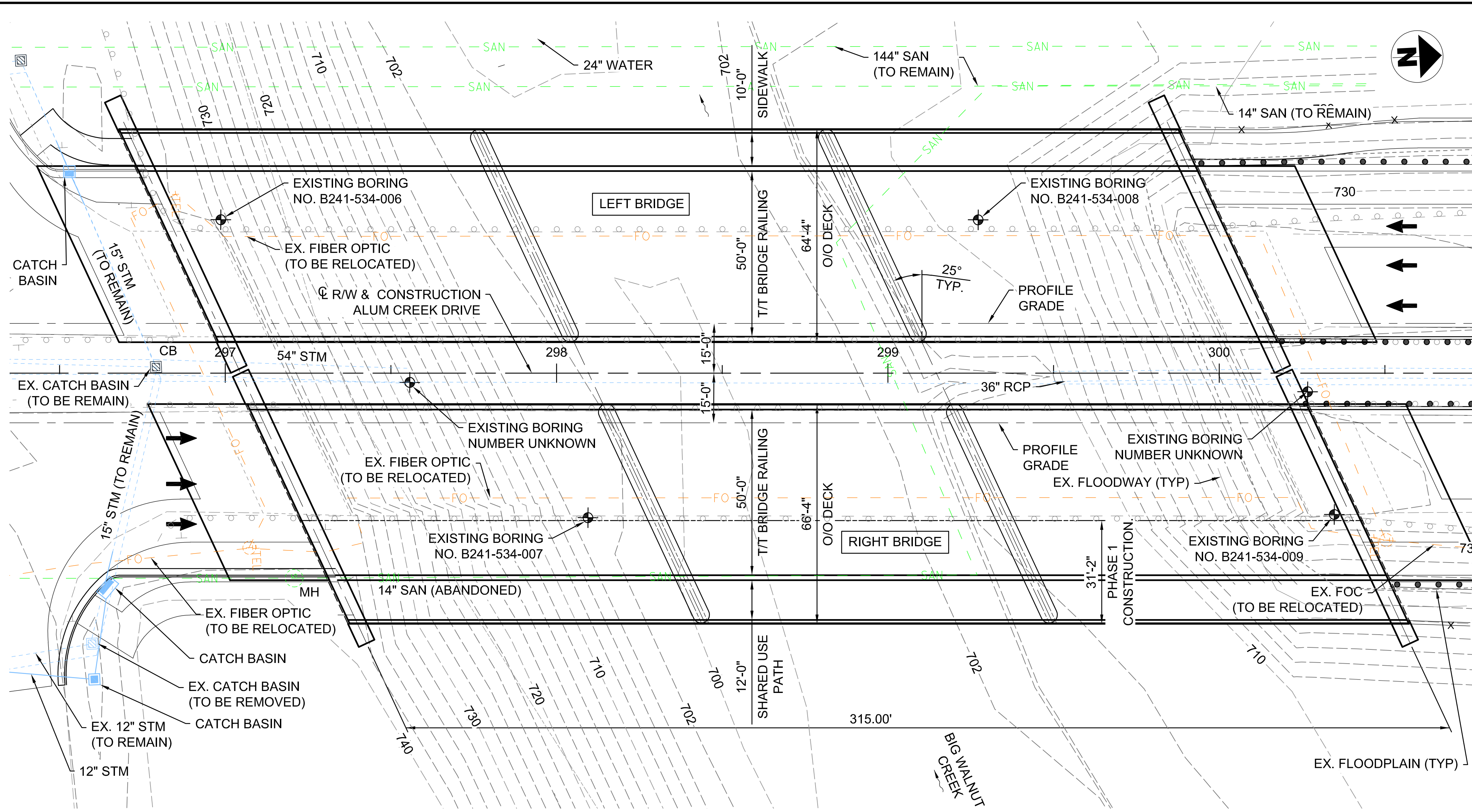
DATE: 12/2023  
REVIEWED: EDA  
DRAWN: JWS  
DESIGNED: BSM  
FRANKLIN COUNTY  
STA. 297+04.78  
STA. 300+19.47

SITE PLAN  
BRIDGE NO. FRA-CR122-0187R  
ALUM CREEK DRIVE OVER BIG WALNUT CREEK

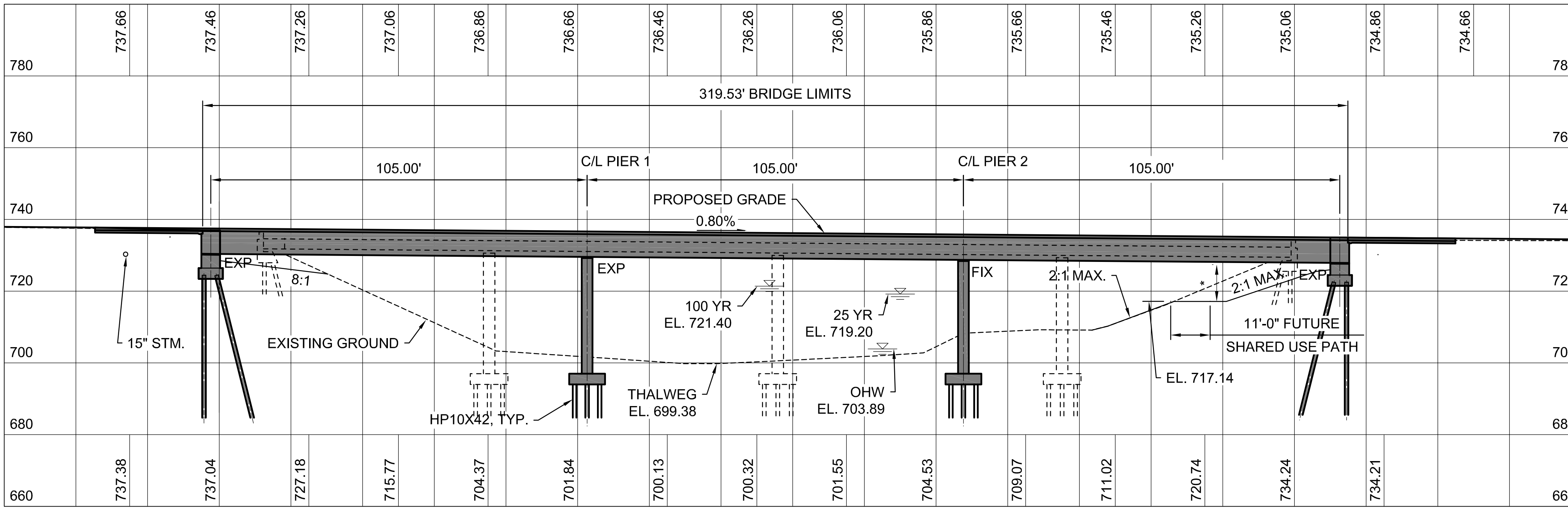
FRA-CR122-0.00  
PID No. 115792

1 / 3  
170  
256

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PLAN



PROFILE

NOTE:  
HISTORIC BORING INFORMATION DID NOT REACH ROCK ABOVE ELEVATION 660. BORINGS TERMINATED PRIOR TO ENCOUNTERING ROCK.

\* - 10'-0" MINIMUM CLEARANCE

**BENCHMARK DATA**

BM #1 STA.	_____	ELEV.	_____	OFFSET	_____
BM #2 STA.	_____	ELEV.	_____	OFFSET	_____
BM #3 STA.	_____	ELEV.	_____	OFFSET	_____
BM #4 STA.	_____	ELEV.	_____	OFFSET	_____

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

**NOTES**

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

RIGHT BRIDGE TRAFFIC:  
2022 ADT = 17,523 2022 ADTT = 4,343  
2048 ADT = 22,030 2048 ADTT = 5,445

LEFT BRIDGE TRAFFIC:  
2022 ADT = 18,716 2022 ADTT = 4,358  
2048 ADT = 23,620 2048 ADTT = 5,500

**LEGEND**

✦ EXISTING BORING LOCATION

**HYDRAULIC DATA**

DRAINAGE AREA = 540 SQ. MILES  
Q (100) = 30,700 CFS, FIS V (100) = 8.25 FT/S, FIS  
Q (25) = 21,300 CFS, FIS V (25) = 6.58 FT/S, FIS  
PROPOSED STRUCTURE CLEARS THE 25 YEAR DESIGN HW BY 8.18 FEET.

**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.  
SPANS: 63.45'± - 80'± - 80'± - 64'-0"± C/C BEARINGS  
ROADWAY: 32'-0" FACE TO FACE OF GUARDRAIL  
LOADING: HS 20-44  
SKEW: 25°± RF  
WEARING SURFACE: MICRO-SILICA MODIFIED CONCRETE OVERLAY (3")  
APPROACH SLABS: 25'± LONG, 13"± THICK, AS-1-54  
ALIGNMENT: TANGENT  
CROWN: VARIES FT/FT  
STRUCTURE FILE NUMBER: LEFT BRIDGE = 2530333  
RIGHT BRIDGE = 2530325  
DATE BUILT: 1959  
DISPOSITION: TO BE DEMOLISHED

**PROPOSED STRUCTURE**

TYPE: 3-SPAN PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED BY SEMI-INTEGRAL ABUTMENTS AND REINFORCED CONCRETE WALL TYPE PIERS SUPPORTED ON STEEL H-PILES.  
SPANS: 103.92' - 102.83' - 103.92' MEASURED C/C BEARINGS  
ROADWAY: 50'-0" TOE TO TOE BARRIER  
SIDEWALK: 10'-0" LT. BRIDGE, 12'-0" RT. BRIDGE  
LOADING: HL-93 AND 60 PSF FUTURE WEARING SURFACE  
SKEW: 25° RIGHT FORWARD  
WEARING SURFACE: 1" MONOLITHIC CONCRETE  
APPROACH SLABS: 30'-0" LONG, 17" THICK(AS-1-15)  
ALIGNMENT: TANGENT  
CROWN: 0.016 FT/FT  
DECK AREA: 21,195 SF  
COORDINATES: LATITUDE 39°51'21.65" N  
LONGITUDE 82°56'18.67" W

DESIGN AGENCY: **Stanlec Consulting Services Inc.**  
1500 Lake Shore Drive, Suite 100  
Columbus, Ohio 43204  
(614) 486-9383

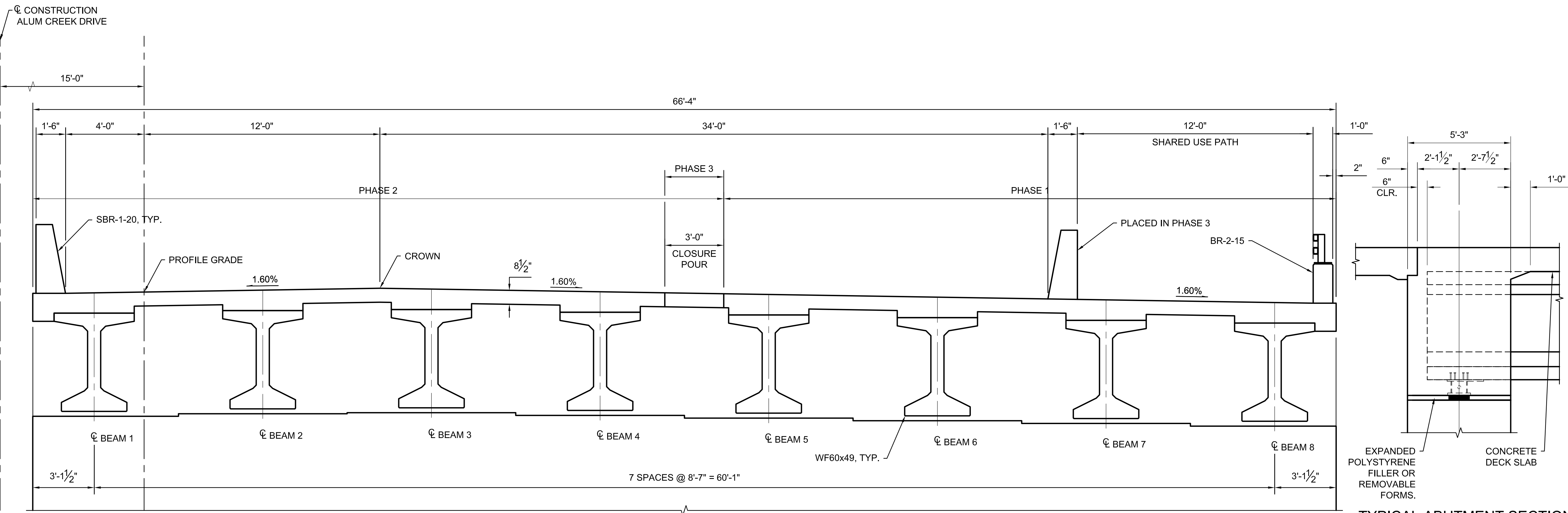
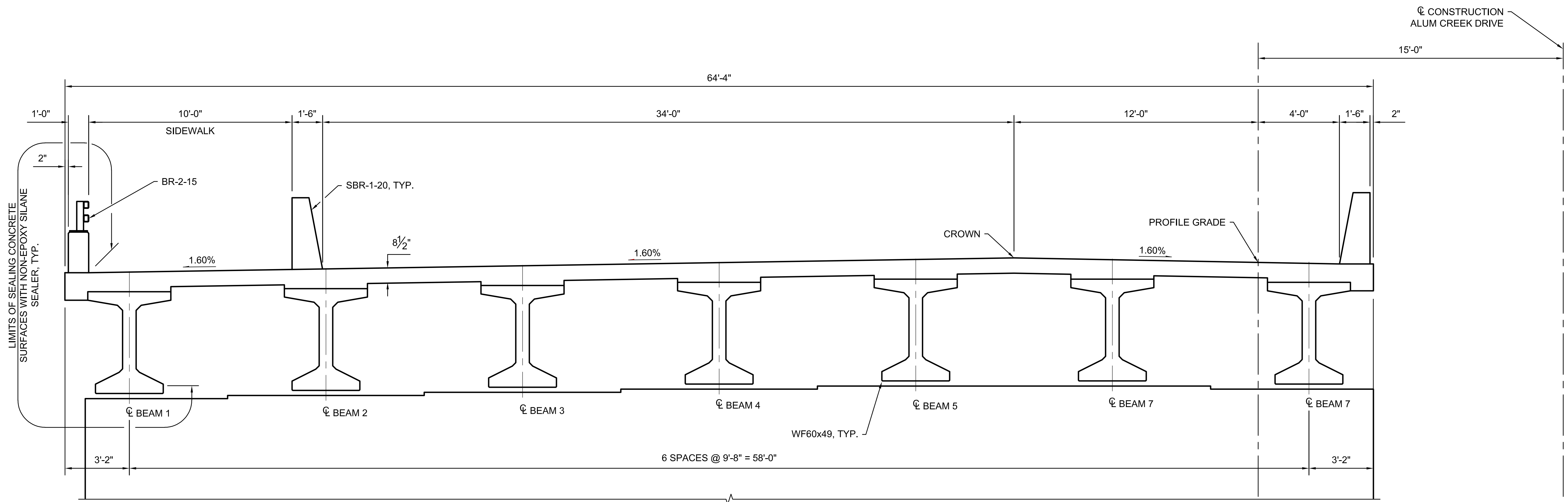
DATE: 12/2023  
REVIEWED: EDA  
DRAWN: JWS  
DESIGNED: BSM  
FRANKLIN COUNTY  
STA. 297+04.78  
STA. 300+19.47

SITE PLAN  
BRIDGE NO. FRA-CR122-0186L  
ALUM CREEK DRIVE OVER BIG WALNUT CREEK

FRA-CR122-0.00  
PID No. 115792

2 / 3  
171  
256

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TYPICAL ABUTMENT SECTION

DESIGN AGENCY  
Stanlec Consulting Services Inc.  
1500 Lake Shore Drive, Suite 100  
Columbus, Ohio 43204  
(614) 486-9383



DESIGNED	BSM	CHECKED	MRS
DRAWN	JWS	REVISED	
REVIEWED	EDA	DATE	12/2023
STRUCTURE FILE NUMBER			

**ALTERNATIVE 3 - BRIDGE TYPICAL SECTION**  
 BRIDGE NO. FRA-CR122-0186L AND FRA-CR122-0187R  
 ALUM CREEK DRIVE OVER BIG WALNUT CREEK

**FRA-CR122-0.00**  
 PID No. 115792

**SUPERELEVATION TABLE: CURVE NO. 1**

P.I. STATION=233+69.03

Dc = 01°00'18"

CALCULATED  
N/MG  
CHECKED  
B/MH

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LEFT SIDE-OUTSIDE EDGE-51'					LEFT SIDE-OUTSIDE EDGE-27'					CENTERLINE CONTROL			RIGHT SIDE-OUTSIDE EDGE-27'					RIGHT SIDE-OUTSIDE EDGE-51'					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION (PG): -15'	STATION	EDGE ELEVATION (PG): +15'	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
736.66	↑	-0.37	-0.0156	24	737.04	↑	0.19	0.0156	12	736.85	217+46.30	736.85	12	0.0156	0.19	↑	737.04	24	-0.0156	-0.37	↑	736.66	NC (A)
736.65		-0.37	-0.0156	24	737.03		0.19	0.0156	12	736.84	217+50.00	736.84	12	0.0156	0.19		737.03	24	-0.0149	-0.36		736.67	
736.60		-0.37	-0.0156	24	736.98		0.19	0.0156	12	736.79	217+75.00	736.79	12	0.0156	0.19		736.98	24	-0.0100	-0.24		736.74	
736.55		-0.37	-0.0156	24	736.93		0.19	0.0156	12	736.74	218+00.00	736.74	12	0.0156	0.19		736.93	24	-0.0051	-0.12		736.80	
736.50		-0.37	-0.0156	24	736.88		0.19	0.0156	12	736.69	218+25.00	736.69	12	0.0156	0.19		736.88	24	-0.0003	-0.01		736.87	
736.49		-0.37	-0.0156	24	736.87		0.19	0.0156	12	736.68	218+26.30	736.68	12	0.0156	0.19		736.87	24	0.0000	0.00		736.87	ANC (B)
736.34		-0.37	-0.0156	24	736.72		0.08	0.0064	12	736.64	218+50.00	736.64	12	0.0156	0.19		736.83	24	0.0046	0.11		736.94	
736.24		-0.37	-0.0156	24	736.61		0.00	0.0000	12	736.61	218+66.30	736.61	12	0.0156	0.19		736.80	24	0.0078	0.19		736.98	ANC (C)
736.17		-0.37	-0.0156	24	736.55		-0.04	-0.0034	12	736.59	218+75.00	736.59	12	0.0156	0.19		736.78	24	0.0095	0.23		737.01	
736.01		-0.37	-0.0156	24	736.38		-0.16	-0.0131	12	736.54	219+00.00	736.54	12	0.0156	0.19		736.73	24	0.0144	0.34		737.07	
735.96		-0.37	-0.0156	24	736.33		-0.19	-0.0156	12	736.52	219+06.30	736.52	12	0.0156	0.19		736.71	24	0.0156	0.37		737.08	R.C (D)
735.86		-0.43	-0.0178	24	736.29		-0.21	-0.0178	12	736.50	219+22.97	736.50	12	0.0178	0.21		736.71	24	0.0178	0.43		737.14	PC
735.85		-0.43	-0.0180	24	736.28		-0.22	-0.0180	12	736.49	219+25.00	736.49	12	0.0180	0.22		736.71	24	0.0180	0.43		737.14	
735.69		-0.51	-0.0212	24	736.20		-0.25	-0.0212	12	736.46	219+50.00	736.46	12	0.0212	0.25		736.71	24	0.0212	0.51		737.22	
735.57		-0.58	-0.0240	24	736.14		-0.29	-0.0240	12	736.43	219+71.30	736.43	12	0.0240	0.29		736.72	24	0.0240	0.58		737.29	F.S (E)
735.55		-0.58	-0.0240	24	736.12		-0.29	-0.0240	12	736.41	220+00.00	736.41	12	0.0240	0.29		736.70	24	0.0240	0.58		737.27	
735.53		-0.58	-0.0240	24	736.11		-0.29	-0.0240	12	736.40	220+50.00	736.40	12	0.0240	0.29		736.69	24	0.0240	0.58		737.26	
735.56		-0.58	-0.0240	24	736.13		-0.29	-0.0240	12	736.42	221+00.00	736.42	12	0.0240	0.29		736.71	24	0.0240	0.58		737.28	
735.60		-0.58	-0.0240	24	736.17		-0.29	-0.0240	12	736.46	221+50.00	736.46	12	0.0240	0.29		736.75	24	0.0240	0.58		737.32	
735.64		-0.58	-0.0240	24	736.21		-0.29	-0.0240	12	736.50	222+00.00	736.50	12	0.0240	0.29		736.79	24	0.0240	0.58		737.36	
735.68		-0.58	-0.0240	24	736.25		-0.29	-0.0240	12	736.54	222+50.00	736.54	12	0.0240	0.29		736.83	24	0.0240	0.58		737.40	
735.72		-0.58	-0.0240	24	736.29		-0.29	-0.0240	12	736.58	223+00.00	736.58	12	0.0240	0.29		736.87	24	0.0240	0.58		737.44	
735.76		-0.58	-0.0240	24	736.33		-0.29	-0.0240	12	736.62	223+50.00	736.62	12	0.0240	0.29		736.91	24	0.0240	0.58		737.48	
735.80		-0.58	-0.0240	24	736.37		-0.29	-0.0240	12	736.66	224+00.00	736.66	12	0.0240	0.29		736.95	24	0.0240	0.58		737.52	
735.84		-0.58	-0.0240	24	736.41		-0.29	-0.0240	12	736.70	224+50.00	736.70	12	0.0240	0.29		736.99	24	0.0240	0.58		737.56	
735.88		-0.58	-0.0240	24	736.45		-0.29	-0.0240	12	736.74	225+00.00	736.74	12	0.0240	0.29		737.03	24	0.0240	0.58		737.60	
735.92		-0.58	-0.0240	24	736.49		-0.29	-0.0240	12	736.78	225+50.00	736.78	12	0.0240	0.29		737.07	24	0.0240	0.58		737.64	
735.96		-0.58	-0.0240	24	736.53		-0.29	-0.0240	12	736.82	226+00.00	736.82	12	0.0240	0.29		737.11	24	0.0240	0.58		737.68	
736.00		-0.58	-0.0240	24	736.57		-0.29	-0.0240	12	736.86	226+50.00	736.86	12	0.0240	0.29		737.15	24	0.0240	0.58		737.72	
736.04		-0.58	-0.0240	24	736.61		-0.29	-0.0240	12	736.90	227+00.00	736.90	12	0.0240	0.29		737.19	24	0.0240	0.58		737.76	
736.08	2/3:1	-0.58	-0.0240	24	736.65	2/3:1	-0.29	-0.0240	12	736.94	227+50.00	736.94	12	0.0240	0.29	2/3:1	737.23	24	0.0240	0.58	2/3:1	737.80	
736.12		-0.58	-0.0240	24	736.69		-0.29	-0.0240	12	736.98	228+00.00	736.98	12	0.0240	0.29		737.27	24	0.0240	0.58		737.84	
736.16		-0.58	-0.0240	24	736.73		-0.29	-0.0240	12	737.02	228+50.00	737.02	12	0.0240	0.29		737.31	24	0.0240	0.58		737.88	
736.20		-0.58	-0.0240	24	736.77		-0.29	-0.0240	12	737.06	229+00.00	737.06	12	0.0240	0.29		737.35	24	0.0240	0.58		737.92	
736.24		-0.58	-0.0240	24	736.81		-0.29	-0.0240	12	737.10	229+50.00	737.10	12	0.0240	0.29		737.39	24	0.0240	0.58		737.96	
736.28		-0.58	-0.0240	24	736.85		-0.29	-0.0240	12	737.14	230+00.00	737.14	12	0.0240	0.29		737.43	24	0.0240	0.58		738.00	
736.32		-0.58	-0.0240	24	736.89		-0.29	-0.0240	12	737.18	230+50.00	737.18	12	0.0240	0.29		737.47	24	0.0240	0.58		738.04	
736.36		-0.58	-0.0240	24	736.93		-0.29	-0.0240	12	737.22	231+00.00	737.22	12	0.0240	0.29		737.51	24	0.0240	0.58		738.08	
736.40		-0.58	-0.0240	24	736.97		-0.29	-0.0240	12	737.26	231+50.00	737.26	12	0.0240	0.29		737.55	24	0.0240	0.58		738.12	
736.44		-0.58	-0.0240	24	737.01		-0.29	-0.0240	12	737.30	232+00.00	737.30	12	0.0240	0.29		737.59	24	0.0240	0.58		738.16	
736.48		-0.58	-0.0240	24	737.05		-0.29	-0.0240	12	737.34	232+50.00	737.34	12	0.0240	0.29		737.63	24	0.0240	0.58		738.20	
736.52		-0.58	-0.0240	24	737.09		-0.29	-0.0240	12	737.38	233+00.00	737.38	12	0.0240	0.29		737.67	24	0.0240	0.58		738.24	
736.56		-0.58	-0.0240	24	737.13		-0.29	-0.0240	12	737.42	233+50.00	737.42	12	0.0240	0.29		737.71	24	0.0240	0.58		738.28	
736.60		-0.58	-0.0240	24	737.17		-0.29	-0.0240	12	737.46	234+00.00	737.46	12	0.0240	0.29		737.75	24	0.0240	0.58		738.32	
736.64		-0.58	-0.0240	24	737.21		-0.29	-0.0240	12	737.50	234+50.00	737.50	12	0.0240	0.29		737.79	24	0.0240	0.58		738.36	
736.68		-0.58	-0.0240	24	737.25		-0.29	-0.0240	12	737.54	235+00.00	737.54	12	0.0240	0.29		737.83	24	0.0240	0.58		738.40	
736.72		-0.58	-0.0240	24	737.29		-0.29	-0.0240	12	737.58	235+50.00	737.58	12	0.0240	0.29		737.87	24	0.0240	0.58		738.44	
736.76		-0.58	-0.0240	24	737.33		-0.29	-0.0240	12	737.62	236+00.00	737.62	12	0.0240	0.29		737.91	24	0.0240	0.58		738.48	
736.80		-0.58	-0.0240	24	737.37		-0.29	-0.0240	12	737.66	236+50.00	737.66	12	0.0240	0.29		737.95	24	0.0240	0.58		738.52	
736.84		-0.58	-0.0240	24	737.41		-0.29	-0.0240	12	737.70	237+00.00	737.70	12	0.0240	0.29		737.99	24	0.0240	0.58		738.56	
736.88		-0.58	-0.0240	24	737.45		-0.29	-0.0240	12	737.74	237+50.00	737.74	12	0.0240	0.29		738.03	24	0.0240	0.58		738.60	
736.92		-0.58	-0.0240	24	737.49		-0.29	-0.0240	12	737.78	238+00.00	737.78	12	0.0240	0.29		738.07	24	0.0240	0.58		738.64	
736.96		-0.58	-0.0240	24	737.53		-0.29	-0.0240	12	737.82	238+50.00	737.82	12	0.0240	0.29		738.11	24	0.0240	0.58		738.68	
737.00		-0.58	-0.0240	24	737.57		-0.29	-0.0240	12	737.86	239+00.00	737.86	12	0.0240	0.29		738.15	24	0.0240	0.58		738.72	
737.04		-0.58	-0.0240	24	737.61		-0.29	-0.0240	12	737.90	239+50.00	737.90	12										

SUPERELEVATION TABLE: CURVE NO. 1

P.I. STATION=233+69.03

Dc = 01°00'18"

CALCULATED  
NMG  
CHECKED  
BMH

c:\pw\_working\infra01\sphatarai\d0165401\115792\_GS001.dwg LAST SAVED BY: sphatarai\_4/2/2024 1:24 PM LAST PRINTED BY: Bhattarai\_Shrsti\_4/19/2024 1:42 PM

LEFT SIDE-OUTSIDE EDGE-51'					LEFT SIDE-OUTSIDE EDGE-27'					CENTERLINE CONTROL			RIGHT SIDE-OUTSIDE EDGE-27'					RIGHT SIDE-OUTSIDE EDGE-51'					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION (PG): -15'	STATION	EDGE ELEVATION (PG): +15'	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
737.36	↑	-0.58	-0.0240	24	737.93	↑	-0.29	-0.0240	12	738.22	243+50.00	738.22	12	0.0240	0.29	↑	738.51	24	0.0240	0.58	↑	739.08	
737.40		-0.58	-0.0240	24	737.97		-0.29	-0.0240	12	738.26	244+00.00	738.26	12	0.0240	0.29		738.55	24	0.0240	0.58		739.12	
737.44		-0.58	-0.0240	24	738.01		-0.29	-0.0240	12	738.30	244+50.00	738.30	12	0.0240	0.29		738.59	24	0.0240	0.58		739.16	
737.48		-0.58	-0.0240	24	738.05		-0.29	-0.0240	12	738.34	245+00.00	738.34	12	0.0240	0.29		738.63	24	0.0240	0.58		739.20	
737.52		-0.58	-0.0240	24	738.09		-0.29	-0.0240	12	738.38	245+50.00	738.38	12	0.0240	0.29		738.67	24	0.0240	0.58		739.24	
737.56		-0.58	-0.0240	24	738.13		-0.29	-0.0240	12	738.42	246+00.00	738.42	12	0.0240	0.29		738.71	24	0.0240	0.58		739.28	
737.60		-0.58	-0.0240	24	738.17		-0.29	-0.0240	12	738.46	246+50.00	738.46	12	0.0240	0.29		738.75	24	0.0240	0.58		739.32	
737.64		-0.58	-0.0240	24	738.21		-0.29	-0.0240	12	738.50	247+00.00	738.50	12	0.0240	0.29		738.79	24	0.0240	0.58		739.36	
737.64		-0.58	-0.0240	24	738.21		-0.29	-0.0240	12	738.50	247+07.04	738.50	12	0.0240	0.29		738.79	24	0.0240	0.58		739.36	F.S (E)
737.74		-0.52	-0.0217	24	738.26		-0.26	-0.0217	12	738.52	247+25.00	738.52	12	0.0217	0.26		738.78	24	0.0217	0.52		739.30	
737.88	2/3:1	-0.44	-0.0184	24	738.32	2/3:1	-0.22	-0.0184	12	738.54	247+50.00	738.54	12	0.0184	0.22	2/3:1	738.76	24	0.0184	0.44	2/3:1	739.20	
737.90		-0.43	-0.0178	24	738.33		-0.21	-0.0178	12	738.54	247+55.37	738.54	12	0.0178	0.21		738.75	24	0.0178	0.43		739.18	PT
738.00		-0.37	-0.0156	24	738.37		-0.19	-0.0156	12	738.56	247+72.04	738.56	12	0.0156	0.19		738.75	24	0.0156	0.37		739.12	R.C (D)
738.01		-0.37	-0.0156	24	738.39		-0.17	-0.0144	12	738.56	247+75.00	738.56	12	0.0156	0.19		738.75	24	0.0150	0.36		739.11	
738.15		-0.37	-0.0156	24	738.52		-0.06	-0.0047	12	738.58	248+00.00	738.58	12	0.0156	0.19		738.77	24	0.0101	0.24		739.01	
738.22		-0.37	-0.0156	24	738.59		0.00	0.0000	12	738.59	248+12.04	738.59	12	0.0156	0.19		738.78	24	0.0078	0.19		738.96	ANC (C)
738.29		-0.37	-0.0156	24	738.66		0.06	0.0051	12	738.60	248+25.00	738.60	12	0.0156	0.19		738.79	24	0.0053	0.13		738.91	
738.42		-0.37	-0.0156	24	738.80		0.18	0.0148	12	738.62	248+50.00	738.62	12	0.0156	0.19		738.81	24	0.0004	0.01		738.82	
738.43		-0.37	-0.0156	24	738.81		0.19	0.0156	12	738.62	248+52.04	738.62	12	0.0156	0.19		738.81	24	0.0000	0.00		738.81	ANC (B)
738.45		-0.37	-0.0156	24	738.83		0.19	0.0156	12	738.64	248+75.00	738.64	12	0.0156	0.19		738.83	24	-0.0045	-0.11		738.72	
738.47		-0.37	-0.0156	24	738.85		0.19	0.0156	12	738.66	249+00.00	738.66	12	0.0156	0.19		738.85	24	-0.0094	-0.22		738.62	
738.49		-0.37	-0.0156	24	738.87		0.19	0.0156	12	738.68	249+25.00	738.68	12	0.0156	0.19		738.87	24	-0.0142	-0.34		738.53	
738.49	↓	-0.37	-0.0156	24	738.87	↓	0.19	0.0156	12	738.68	249+32.04	738.68	12	0.0156	0.19	↓	738.87	24	-0.0156	-0.37	↓	738.49	NC (A)

SUPERELEVATION TABLE

FRA-CR122-0.00

SUPERELEVATION TABLE: CURVE NO. 2

P.I. STATION=270+74.03

DC = 00°59'43"

LEFT SIDE-OUTSIDE EDGE-51'					LEFT SIDE-OUTSIDE EDGE-27'					CENTERLINE CONTROL			RIGHT SIDE-OUTSIDE EDGE-27'					RIGHT SIDE-OUTSIDE EDGE-51'					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION (PG): -15'	STATION	EDGE ELEVATION (PG): +15'	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
738.10	↑	-0.37	-0.0156	24	738.48	↑	0.19	0.0156	12	738.29	255+07.79	738.29	12	0.0156	0.19	↑	738.48	24	-0.0156	-0.37	↑	738.10	NC (A)
738.15		-0.29	-0.0122	24	738.45		0.19	0.0156	12	738.26	255+25.00	738.26	12	0.0156	0.19		738.45	24	-0.0156	-0.37		738.07	
738.23		-0.18	-0.0074	24	738.41		0.19	0.0156	12	738.22	255+50.00	738.22	12	0.0156	0.19		738.41	24	-0.0156	-0.37		738.03	
738.31		-0.06	-0.0025	24	738.37		0.19	0.0156	12	738.18	255+75.00	738.18	12	0.0156	0.19		738.37	24	-0.0156	-0.37		737.99	
738.35		0.00	0.0000	24	738.35		0.19	0.0156	12	738.16	255+87.79	738.16	12	0.0156	0.19		738.35	24	-0.0156	-0.37		737.97	ANC (B)
738.38		0.06	0.0024	24	738.33		0.19	0.0156	12	738.14	256+00.00	738.14	12	0.0108	0.13		738.27	24	-0.0156	-0.37		737.90	
738.46		0.17	0.0073	24	738.29		0.19	0.0156	12	738.10	256+25.00	738.10	12	0.0011	0.01		738.11	24	-0.0156	-0.37		737.74	
738.47		0.19	0.0078	24	738.29		0.19	0.0156	12	738.10	256+27.79	738.10	12	0.0000	0.00		738.10	24	-0.0156	-0.37		737.73	ANC (C)
738.54		0.29	0.0121	24	738.25		0.19	0.0156	12	738.06	256+50.00	738.06	12	-0.0087	-0.10		737.96	24	-0.0156	-0.37		737.58	
738.60		0.37	0.0156	24	738.23		0.19	0.0156	12	738.04	256+67.79	738.04	12	-0.0156	-0.19		737.85	24	-0.0156	-0.37		737.48	R.C (D)
738.62		0.40	0.0165	24	738.22		0.20	0.0165	12	738.02	256+75.00	738.02	12	-0.0165	-0.20		737.82	24	-0.0165	-0.40		737.42	
738.64		0.43	0.0178	24	738.21		0.21	0.0178	12	738.00	256+84.46	738.00	12	-0.0178	-0.21		737.79	24	-0.0178	-0.43		737.36	PC
738.69		0.47	0.0198	24	738.22		0.24	0.0198	12	737.98	257+00.00	737.98	12	-0.0198	-0.24		737.74	24	-0.0198	-0.47		737.27	
738.77		0.55	0.0230	24	738.22		0.28	0.0230	12	737.94	257+25.00	737.94	12	-0.0230	-0.28		737.66	24	-0.0230	-0.55		737.11	
738.79		0.58	0.0240	24	738.22		0.29	0.0240	12	737.93	257+32.79	737.93	12	-0.0240	-0.29		737.64	24	-0.0240	-0.58		737.07	F.S (E)
738.76		0.58	0.0240	24	738.19		0.29	0.0240	12	737.90	257+50.00	737.90	12	-0.0240	-0.29		737.61	24	-0.0240	-0.58		737.04	
738.68		0.58	0.0240	24	738.11		0.29	0.0240	12	737.82	258+00.00	737.82	12	-0.0240	-0.29		737.53	24	-0.0240	-0.58		736.96	
738.60		0.58	0.0240	24	738.03		0.29	0.0240	12	737.74	258+50.00	737.74	12	-0.0240	-0.29		737.45	24	-0.0240	-0.58		736.88	
738.52		0.58	0.0240	24	737.95		0.29	0.0240	12	737.66	259+00.00	737.66	12	-0.0240	-0.29		737.37	24	-0.0240	-0.58		736.80	
738.44		0.58	0.0240	24	737.87		0.29	0.0240	12	737.58	259+50.00	737.58	12	-0.0240	-0.29		737.29	24	-0.0240	-0.58		736.72	
738.36		0.58	0.0240	24	737.79		0.29	0.0240	12	737.50	260+00.00	737.50	12	-0.0240	-0.29		737.21	24	-0.0240	-0.58		736.64	
738.28		0.58	0.0240	24	737.71		0.29	0.0240	12	737.42	260+50.00	737.42	12	-0.0240	-0.29		737.13	24	-0.0240	-0.58		736.56	
738.20		0.58	0.0240	24	737.63		0.29	0.0240	12	737.34	261+00.00	737.34	12	-0.0240	-0.29		737.05	24	-0.0240	-0.58		736.48	
738.12		0.58	0.0240	24	737.55		0.29	0.0240	12	737.26	261+50.00	737.26	12	-0.0240	-0.29		736.97	24	-0.0240	-0.58		736.40	
738.04		0.58	0.0240	24	737.47		0.29	0.0240	12	737.18	262+00.00	737.18	12	-0.0240	-0.29		736.89	24	-0.0240	-0.58		736.32	
737.96		0.58	0.0240	24	737.39		0.29	0.0240	12	737.10	262+50.00	737.10	12	-0.0240	-0.29		736.81	24	-0.0240	-0.58		736.24	
737.88		0.58	0.0240	24	737.31		0.29	0.0240	12	737.02	263+00.00	737.02	12	-0.0240	-0.29		736.73	24	-0.0240	-0.58		736.16	
737.83		0.58	0.0240	24	737.25		0.29	0.0240	12	736.96	263+50.00	736.96	12	-0.0240	-0.29		736.67	24	-0.0240	-0.58		736.10	
737.81		0.58	0.0240	24	737.24		0.29	0.0240	12	736.95	264+00.00	736.95	12	-0.0240	-0.29		736.66	24	-0.0240	-0.58		736.09	
737.85		0.58	0.0240	24	737.27		0.29	0.0240	12	736.98	264+50.00	736.98	12	-0.0240	-0.29		736.70	24	-0.0240	-0.58		736.12	
737.92	2/3:1	0.58	0.0240	24	737.35	2/3:1	0.29	0.0240	12	737.06	265+00.00	737.06	12	-0.0240	-0.29	2/3:1	736.77	24	-0.0240	-0.58	2/3:1	736.20	
738.02	2/3:1	0.58	0.0240	24	737.45	2/3:1	0.29	0.0240	12	737.16	265+50.00	737.16	12	-0.0240	-0.29	2/3:1	736.87	24	-0.0240	-0.58	2/3:1	736.30	
738.12		0.58	0.0240	24	737.55		0.29	0.0240	12	737.26	266+00.00	737.26	12	-0.0240	-0.29		736.97	24	-0.0240	-0.58		736.40	
738.22		0.58	0.0240	24	737.65		0.29	0.0240	12	737.36	266+50.00	737.36	12	-0.0240	-0.29		737.07	24	-0.0240	-0.58		736.50	
738.32		0.58	0.0240	24	737.75		0.29	0.0240	12	737.46	267+00.00	737.46	12	-0.0240	-0.29		737.17	24	-0.0240	-0.58		736.60	
738.42		0.58	0.0240	24	737.85		0.29	0.0240	12	737.56	267+50.00	737.56	12	-0.0240	-0.29		737.27	24	-0.0240	-0.58		736.70	
738.52		0.58	0.0240	24	737.95		0.29	0.0240	12	737.66	268+00.00	737.66	12	-0.0240	-0.29		737.37	24	-0.0240	-0.58		736.80	
738.62		0.58	0.0240	24	738.05		0.29	0.0240	12	737.76	268+50.00	737.76	12	-0.0240	-0.29		737.47	24	-0.0240	-0.58		736.90	
738.72		0.58	0.0240	24	738.15		0.29	0.0240	12	737.86	269+00.00	737.86	12	-0.0240	-0.29		737.57	24	-0.0240	-0.58		737.00	
738.82		0.58	0.0240	24	738.25		0.29	0.0240	12	737.96	269+50.00	737.96	12	-0.0240	-0.29		737.67	24	-0.0240	-0.58		737.10	
738.92		0.58	0.0240	24	738.35		0.29	0.0240	12	738.06	270+00.00	738.06	12	-0.0240	-0.29		737.77	24	-0.0240	-0.58		737.20	
739.02		0.58	0.0240	24	738.45		0.29	0.0240	12	738.16	270+50.00	738.16	12	-0.0240	-0.29		737.87	24	-0.0240	-0.58		737.30	
739.12		0.58	0.0240	24	738.55		0.29	0.0240	12	738.26	271+00.00	738.26	12	-0.0240	-0.29		737.97	24	-0.0240	-0.58		737.40	
739.22		0.58	0.0240	24	738.65		0.29	0.0240	12	738.36	271+50.00	738.36	12	-0.0240	-0.29		738.07	24	-0.0240	-0.58		737.50	
739.32		0.58	0.0240	24	738.75		0.29	0.0240	12	738.46	272+00.00	738.46	12	-0.0240	-0.29		738.17	24	-0.0240	-0.58		737.60	
739.42		0.58	0.0240	24	738.85		0.29	0.0240	12	738.56	272+50.00	738.56	12	-0.0240	-0.29		738.27	24	-0.0240	-0.58		737.70	
739.52		0.58	0.0240	24	738.95		0.29	0.0240	12	738.66	273+00.00	738.66	12	-0.0240	-0.29		738.37	24	-0.0240	-0.58		737.80	
739.62		0.58	0.0240	24	739.05		0.29	0.0240	12	738.76	273+50.00	738.76	12	-0.0240	-0.29		738.47	24	-0.0240	-0.58		737.90	
739.72		0.58	0.0240	24	739.15		0.29	0.0240	12	738.86	274+00.00	738.86	12	-0.0240	-0.29		738.57	24	-0.0240	-0.58		738.00	
739.82		0.58	0.0240	24	739.25		0.29	0.0240	12	738.96	274+50.00	738.96	12	-0.0240	-0.29		738.67	24	-0.0240	-0.58		738.10	
739.92		0.58	0.0240	24	739.35		0.29	0.0240	12	739.06	275+00.00	739.06	12	-0.0240	-0.29		738.77	24	-0.0240	-0.58		738.20	
740.02		0.58	0.0240	24	739.45		0.29	0.0240	12	739.16	275+50.00	739.16	12	-0.0240	-0.29		738.87	24	-0.0240	-0.58		738.30	
740.12		0.58	0.0240	24	739.55		0.29	0.0240	12	739.26	276+00.00	739.26	12	-0.0240	-0.29		738.97	24	-0.0240	-0.58		738.40	
740.22		0.58	0.0240	24	739.65		0.29	0.0240	12	739.36	276+50.00	739.36	12	-0.0240	-0.29		739.07	24	-0.0240	-0.58		738.50	
740.32		0.58	0.0240	24	739.75		0.29	0.0240	12	739.46	277+00.00	739.46	12	-0.0240	-0.29		739.17	24	-0.0240	-0.58		738.60	
740.42		0.58	0.0240	24	739.85		0.2																

SUPERELEVATION TABLE: CURVE NO. 2

P.I. STATION=270+74.03

DC = 00°59'43"

CALCULATED  
NMG  
CHECKED  
BMH

c:\pw\_working\infra01\sphatarai\0165401\115792\_GS001.dwg LAST SAVED BY: sphatarai\_4/2/2024 1:24 PM LAST PRINTED BY: Bhattarai\_Shruti\_4/19/2024 1:42 PM

LEFT SIDE-OUTSIDE EDGE-51'					LEFT SIDE-OUTSIDE EDGE-27'					CENTERLINE CONTROL			RIGHT SIDE-OUTSIDE EDGE-27'					RIGHT SIDE-OUTSIDE EDGE-51'					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION (PG): -15'	STATION	EDGE ELEVATION (PG): +15'	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
741.12		0.58	0.0240	24	740.55		0.29	0.0240	12	740.26	281+00.00	740.26	12	-0.0240	-0.29		739.97	24	-0.0240	-0.58		739.40	
741.22		0.58	0.0240	24	740.65		0.29	0.0240	12	740.36	281+50.00	740.36	12	-0.0240	-0.29		740.07	24	-0.0240	-0.58		739.50	
741.32		0.58	0.0240	24	740.75		0.29	0.0240	12	740.46	282+00.00	740.46	12	-0.0240	-0.29		740.17	24	-0.0240	-0.58		739.60	
741.42		0.58	0.0240	24	740.85		0.29	0.0240	12	740.56	282+50.00	740.56	12	-0.0240	-0.29		740.27	24	-0.0240	-0.58		739.70	
741.52		0.58	0.0240	24	740.95		0.29	0.0240	12	740.66	283+00.00	740.66	12	-0.0240	-0.29		740.37	24	-0.0240	-0.58		739.80	
741.62		0.58	0.0240	24	741.05		0.29	0.0240	12	740.76	283+50.00	740.76	12	-0.0240	-0.29		740.47	24	-0.0240	-0.58		739.90	
741.64		0.58	0.0240	24	741.07		0.29	0.0240	12	740.78	283+63.09	740.78	12	-0.0240	-0.29		740.49	24	-0.0240	-0.58		739.92	F.S (E)
741.62		0.54	0.0225	24	741.08		0.27	0.0225	12	740.81	283+75.00	740.81	12	-0.0225	-0.27		740.54	24	-0.0225	-0.54		740.00	
741.55		0.46	0.0192	24	741.09		0.23	0.0192	12	740.86	284+00.00	740.86	12	-0.0192	-0.23		740.63	24	-0.0192	-0.46		740.17	
741.52		0.43	0.0178	24	741.09		0.21	0.0178	12	740.88	284+11.42	740.88	12	-0.0178	-0.21		740.67	24	-0.0178	-0.43		740.24	PT
741.49	2/3:1	0.38	0.0160	24	741.10	2/3:1	0.19	0.0160	12	740.91	284+25.00	740.91	12	-0.0160	-0.19		740.72	24	-0.0160	-0.38		740.33	
741.48		0.37	0.0156	24	741.11		0.19	0.0156	12	740.92	284+28.09	740.92	12	-0.0156	-0.19		740.73	24	-0.0156	-0.37		740.36	R.C (D)
741.42		0.27	0.0113	24	741.15		0.19	0.0156	12	740.96	284+50.00	740.96	12	-0.0071	-0.08		740.88	24	-0.0156	-0.37		740.50	
741.36		0.19	0.0078	24	741.18		0.19	0.0156	12	740.99	284+68.09	740.99	12	0.0000	0.00		740.99	24	-0.0156	-0.37		740.62	ANC (C)
741.35		0.15	0.0065	24	741.20		0.19	0.0156	12	741.01	284+75.00	741.01	12	0.0027	0.03		741.04	24	-0.0156	-0.37		740.67	
741.29		0.04	0.0016	24	741.25		0.19	0.0156	12	741.06	285+00.00	741.06	12	0.0124	0.15		741.21	24	-0.0156	-0.37		740.83	
741.27		0.00	0.0000	24	741.27		0.19	0.0156	12	741.08	285+08.09	741.08	12	0.0156	0.19		741.27	24	-0.0156	-0.37		740.89	ANC (B)
741.22		-0.08	-0.0033	24	741.30		0.19	0.0156	12	741.11	285+25.00	741.11	12	0.0156	0.19		741.30	24	-0.0156	-0.37		740.92	
741.15		-0.20	-0.0082	24	741.35		0.19	0.0156	12	741.16	285+50.00	741.16	12	0.0156	0.19		741.35	24	-0.0156	-0.37		740.97	
741.08		-0.31	-0.0130	24	741.40		0.19	0.0156	12	741.21	285+75.00	741.21	12	0.0156	0.19		741.40	24	-0.0156	-0.37		741.02	
741.04		-0.37	-0.0156	24	741.42		0.19	0.0156	12	741.23	285+88.09	741.23	12	0.0156	0.19		741.42	24	-0.0156	-0.37		741.04	NC (A)

SUPERELEVATION TABLE

FRA-CR122-0.00



SUPERELEVATION TABLE: CURVE NO. 3

P.I. STATION=315+71.11

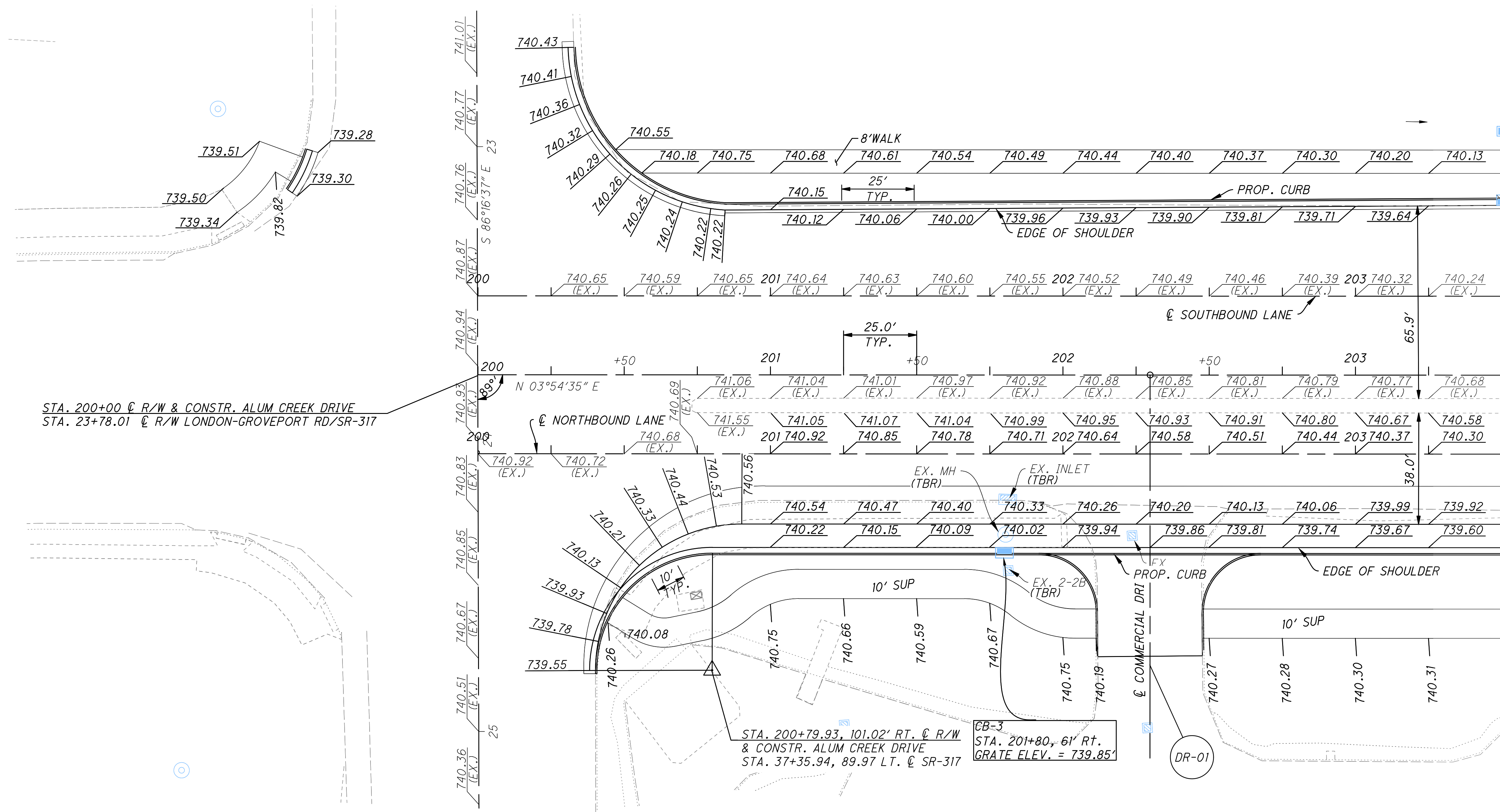
Dc = 01°29'22"

LEFT SIDE-OUTSIDE EDGE-51'					LEFT SIDE-OUTSIDE EDGE-27'					CENTERLINE CONTROL			RIGHT SIDE-OUTSIDE EDGE-27'					RIGHT SIDE-OUTSIDE EDGE-51'					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION (PG): -15'	STATION	EDGE ELEVATION (PG): +15'	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
730.18	↑	-0.37	-0.0156	24	730.56	↑	0.19	0.0156	12	730.37	308+65.72	730.37	12	0.0156	0.19	↑	730.56	24	-0.0156	-0.37	↑	730.18	NC (A)
730.20		-0.33	-0.0138	24	730.53		0.19	0.0156	12	730.34	308+75.00	730.34	12	0.0156	0.19		730.53	24	-0.0156	-0.37		730.15	
730.23		-0.21	-0.0089	24	730.45		0.19	0.0156	12	730.26	309+00.00	730.26	12	0.0156	0.19		730.45	24	-0.0156	-0.37		730.07	
730.27		-0.10	-0.0040	24	730.37		0.19	0.0156	12	730.18	309+25.00	730.18	12	0.0156	0.19		730.37	24	-0.0156	-0.37		729.99	
730.31		0.00	0.0000	24	730.31		0.19	0.0156	12	730.12	309+45.72	730.12	12	0.0156	0.19		730.31	24	-0.0156	-0.37		729.93	ANC/TS (B)
730.31		0.02	0.0008	24	730.29		0.19	0.0156	12	730.10	309+50.00	730.10	12	0.0139	0.17		730.27	24	-0.0156	-0.37		729.89	
730.34		0.14	0.0057	24	730.21		0.19	0.0156	12	730.02	309+75.00	730.02	12	0.0042	0.05		730.07	24	-0.0156	-0.37		729.70	
730.35		0.19	0.0078	24	730.17		0.19	0.0156	12	729.98	309+85.72	729.98	12	0.0000	0.00		729.98	24	-0.0156	-0.37		729.61	ANC (C)
730.38		0.25	0.0106	24	730.13		0.19	0.0156	12	729.94	310+00.00	729.94	12	-0.0056	-0.07		729.87	24	-0.0156	-0.37		729.50	
730.42		0.37	0.0155	24	730.05		0.19	0.0156	12	729.86	310+25.00	729.86	12	-0.0153	-0.18		729.68	24	-0.0156	-0.37		729.30	
730.42		0.37	0.0156	24	730.05		0.19	0.0156	12	729.86	310+25.72	729.86	12	-0.0156	-0.19		729.67	24	-0.0156	-0.37		729.30	R.C (D)
730.59		0.54	0.0226	24	730.05		0.27	0.0226	12	729.78	310+50.00	729.78	12	-0.0226	-0.27		729.51	24	-0.0226	-0.54		728.97	
730.77		0.72	0.0299	24	730.06		0.36	0.0299	12	729.70	310+75.00	729.70	12	-0.0299	-0.36		729.34	24	-0.0299	-0.72		728.63	
730.93		0.86	0.0360	24	730.06		0.43	0.0360	12	729.63	310+96.25	729.63	12	-0.0360	-0.43		729.20	24	-0.0360	-0.86		728.33	FS/SC (E)
730.92		0.86	0.0360	24	730.05		0.43	0.0360	12	729.62	311+00.00	729.62	12	-0.0360	-0.43		729.19	24	-0.0360	-0.86		728.32	
730.76		0.86	0.0360	24	729.89		0.43	0.0360	12	729.46	311+50.00	729.46	12	-0.0360	-0.43		729.03	24	-0.0360	-0.86		728.16	
730.60		0.86	0.0360	24	729.73		0.43	0.0360	12	729.30	312+00.00	729.30	12	-0.0360	-0.43		728.87	24	-0.0360	-0.86		728.00	
730.44		0.86	0.0360	24	729.57		0.43	0.0360	12	729.14	312+50.00	729.14	12	-0.0360	-0.43		728.71	24	-0.0360	-0.86		727.84	
730.28		0.86	0.0360	24	729.41		0.43	0.0360	12	728.98	313+00.00	728.98	12	-0.0360	-0.43		728.55	24	-0.0360	-0.86		727.68	
730.12		0.86	0.0360	24	729.25		0.43	0.0360	12	728.82	313+50.00	728.82	12	-0.0360	-0.43		728.39	24	-0.0360	-0.86		727.52	
729.96		0.86	0.0360	24	729.09		0.43	0.0360	12	728.66	314+00.00	728.66	12	-0.0360	-0.43		728.23	24	-0.0360	-0.86		727.36	
729.80		0.86	0.0360	24	728.93		0.43	0.0360	12	728.50	314+50.00	728.50	12	-0.0360	-0.43		728.07	24	-0.0360	-0.86		727.20	
729.64		0.86	0.0360	24	728.77		0.43	0.0360	12	728.34	315+00.00	728.34	12	-0.0360	-0.43		727.91	24	-0.0360	-0.86		727.04	
729.48	2/13:1	0.86	0.0360	24	728.61	2/13:1	0.43	0.0360	12	728.18	315+50.00	728.18	12	-0.0360	-0.43	2/13:1	727.75	24	-0.0360	-0.86	2/13:1	726.88	
729.32		0.86	0.0360	24	728.45		0.43	0.0360	12	728.02	316+00.00	728.02	12	-0.0360	-0.43		727.59	24	-0.0360	-0.86		726.72	
729.16		0.86	0.0360	24	728.29		0.43	0.0360	12	727.86	316+50.00	727.86	12	-0.0360	-0.43		727.43	24	-0.0360	-0.86		726.56	
729.00		0.86	0.0360	24	728.13		0.43	0.0360	12	727.70	317+00.00	727.70	12	-0.0360	-0.43		727.27	24	-0.0360	-0.86		726.40	
728.84		0.86	0.0360	24	727.97		0.43	0.0360	12	727.54	317+50.00	727.54	12	-0.0360	-0.43		727.11	24	-0.0360	-0.86		726.24	
728.68		0.86	0.0360	24	727.81		0.43	0.0360	12	727.38	318+00.00	727.38	12	-0.0360	-0.43		726.95	24	-0.0360	-0.86		726.08	
728.52		0.86	0.0360	24	727.65		0.43	0.0360	12	727.22	318+50.00	727.22	12	-0.0360	-0.43		726.79	24	-0.0360	-0.86		725.92	
728.36		0.86	0.0360	24	727.49		0.43	0.0360	12	727.06	319+00.00	727.06	12	-0.0360	-0.43		726.63	24	-0.0360	-0.86		725.76	
728.20		0.86	0.0360	24	727.33		0.43	0.0360	12	726.90	319+50.00	726.90	12	-0.0360	-0.43		726.47	24	-0.0360	-0.86		725.60	
728.04		0.86	0.0360	24	727.17		0.43	0.0360	12	726.74	320+00.00	726.74	12	-0.0360	-0.43		726.31	24	-0.0360	-0.86		725.44	
727.90		0.86	0.0360	24	727.03		0.43	0.0360	12	726.60	320+41.19	726.60	12	-0.0360	-0.43		726.17	24	-0.0360	-0.86		725.30	FS/SC (E)
727.75		0.78	0.0324	24	726.97		0.39	0.0324	12	726.58	320+50.00	726.58	12	-0.0324	-0.39		726.19	24	-0.0324	-0.78		725.41	
727.30		0.54	0.0224	24	726.77		0.27	0.0224	12	726.50	320+75.00	726.50	12	-0.0224	-0.27		726.23	24	-0.0224	-0.54		725.70	
727.03		0.37	0.0156	24	726.66		0.19	0.0156	12	726.47	320+91.72	726.47	12	-0.0156	-0.19		726.28	24	-0.0156	-0.37		725.91	ANC (C)
726.94		0.34	0.0140	24	726.61		0.19	0.0156	12	726.42	321+00.00	726.42	12	-0.0124	-0.15		726.27	24	-0.0156	-0.37		725.90	
726.75		0.22	0.0091	24	726.53		0.19	0.0156	12	726.34	321+25.00	726.34	12	-0.0026	-0.03		726.31	24	-0.0156	-0.37		725.93	
726.69		0.19	0.0078	24	726.51		0.19	0.0156	12	726.32	321+31.72	726.32	12	0.0000	0.00		726.32	24	-0.0156	-0.37		725.95	ANC (C)
726.59		0.14	0.0059	24	726.45		0.19	0.0156	12	726.26	321+50.00	726.26	12	0.0048	0.06		726.32	24	-0.0156	-0.37		725.94	
726.42		0.05	0.0022	24	726.37		0.19	0.0156	12	726.18	321+75.00	726.18	12	0.0113	0.14		726.32	24	-0.0156	-0.37		725.94	
726.31		0.00	0.0000	24	726.31		0.19	0.0156	12	726.12	321+91.72	726.12	12	0.0156	0.19		726.31	24	-0.0156	-0.37		725.93	ANC/TS (B)
726.25		-0.04	-0.0016	24	726.29		0.19	0.0156	12	726.10	322+00.00	726.10	12	0.0156	0.19		726.29	24	-0.0156	-0.37		725.91	
726.05		-0.16	-0.0065	24	726.21		0.19	0.0156	12	726.02	322+25.00	726.02	12	0.0156	0.19		726.21	24	-0.0156	-0.37		725.83	
725.85		-0.27	-0.0114	24	726.13		0.19	0.0156	12	725.94	322+50.00	725.94	12	0.0156	0.19		726.13	24	-0.0156	-0.37		725.75	
725.68	↓	-0.37	-0.0156	24	726.06	↓	0.19	0.0156	12	725.87	322+71.72	725.87	12	0.0156	0.19	↓	726.06	24	-0.0156	-0.37	↓	725.68	NC (A)

CALCULATED	N/MG	CHECKED	B/MH
SUPERELEVATION TABLE			
FRA-CR122-0.00			
177 256			

c:\pw\_working\infra01\sbhattarai\0165401\115792\_GS001.dwg LAST SAVED BY: sbhattarai\_4/2/2024 1:24 PM LAST PRINTED BY: sbhattarai\_Shruti\_4/19/2024 1:42 PM

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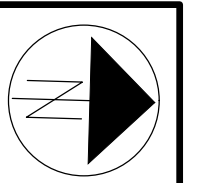


STA. 200+00  $\odot$  R/W & CONSTR. ALUM CREEK DRIVE  
 STA. 23+78.01  $\odot$  R/W LONDON-GROVEPORT RD/SR-317

STA. 200+79.93, 101.02' RT.  $\odot$  R/W  
 & CONSTR. ALUM CREEK DRIVE  
 STA. 37+35.94, 89.97 LT.  $\odot$  SR-317

CB-3  
 STA. 201+80, 6' RT.  
 GRATE ELEV. = 739.85'

NOTES:  
 FOR SCHEMATIC PLAN, SEE SHEET NO. 2.  
 FOR DRIVEWAY DETAIL, SEE SHEET NO. 184.  
 FOR STORM SEWER PROFILES, SEE SHEET 191.  
 ALL ELEVATIONS DENOTE EDGE OF PAVEMENT UNLESS OTHERWISE STATED.  
 ALL ELEVATIONS ALONG MAINLINE DENOTED ACCORDING TO THE FOLLOWING LEGEND;  
 27 LT OF  $\odot$  R/W & CONSTR. ALUM CREEK DRIVE -  $\odot$  OF SOUTHBOUND ALUM CREEK DRIVE.  
 27 LT OF  $\odot$  R/W & CONSTR. ALUM CREEK DRIVE -  $\odot$  OF NORTHBOUND ALUM CREEK DRIVE.



0 20 40  
 HORIZONTAL SCALE IN FEET

CALCULATED -  
 CHECKED BMH

INTERSECTION DETAILS - ALUM CREEK DRIVE AND  
 LONDON-GROVEPORT/SR-317

**CURVE DATA**  
**CURVE NO. 1**  
 P.I. STA. 233+69.03  
 $\Delta = 28^{\circ}27'43''$   
 $D_c = 1^{\circ}00'18''$   
 $R = 5701.82'$   
 $T = 1446.06'$   
 $L = 2832.41'$   
 $E = 180.51'$   
 P.C. STA. 219+22.97  
 P.T. STA. 247+55.37

STA. 26+05.26, 64.21' LT.  $\phi$  SOUTHBOUND LANE  
 STA. 81+29.51, 52.17 RT.  $\phi$  SPIEGEL DRIVE  
 $D = 83^{\circ}51'05''$   
 $R = 40.00'$   
 $L = 58.54'$

STA. 227+31.93, 73.97' LT.  $\phi$  SOUTHBOUND LANE  
 STA. 81+03.33, 72.56 LT.  $\phi$  SPIEGEL DRIVE  
 $D = 95^{\circ}52'58''$   
 $R = 50.00'$   
 $L = 83.70'$

CB-2-2B  
 STA. 224+87, ' Lt.  
 GRATE ELEV. = 737.75'

CB-3A  
 STA. 224+86, ' Lt.  
 GRATE ELEV. = 735.40'

CB-3  
 STA. 228+50, ' Lt.  
 GRATE ELEV. = 735.69'

MH-3  
 STA. 224+97, 0' Lt.  
 GRATE ELEV. = 736.48'

CB-3A  
 STA. 224+00, 61' Rt.  
 GRATE ELEV. = 737.05'

MH-3  
 STA. 225+00, 55' Rt.  
 GRATE ELEV. = 737.44'

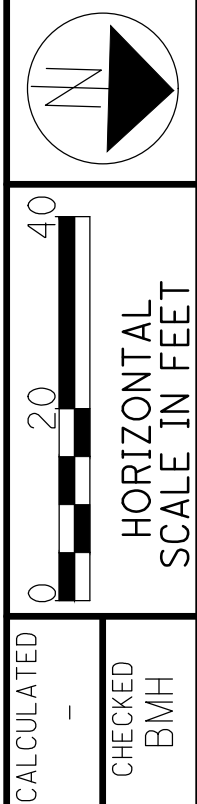
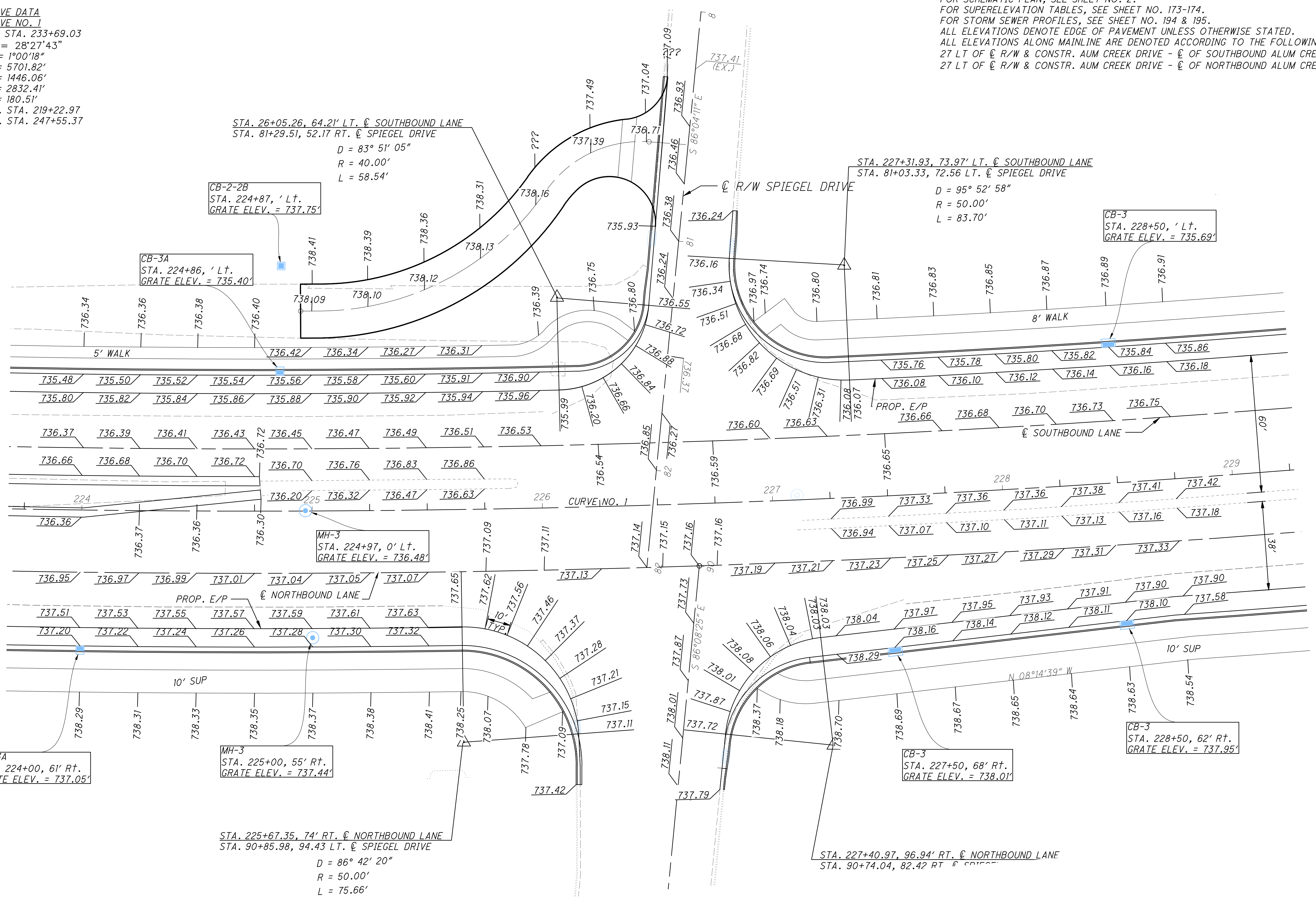
CB-3  
 STA. 227+50, 68' Rt.  
 GRATE ELEV. = 738.01'

CB-3  
 STA. 228+50, 62' Rt.  
 GRATE ELEV. = 737.95'

STA. 225+67.35, 74' RT.  $\phi$  NORTHBOUND LANE  
 STA. 90+85.98, 94.43 LT.  $\phi$  SPIEGEL DRIVE  
 $D = 86^{\circ}42'20''$   
 $R = 50.00'$   
 $L = 75.66'$

STA. 227+40.97, 96.94' RT.  $\phi$  NORTHBOUND LANE  
 STA. 90+74.04, 82.42 RT.  $\phi$  SPIEGEL DRIVE

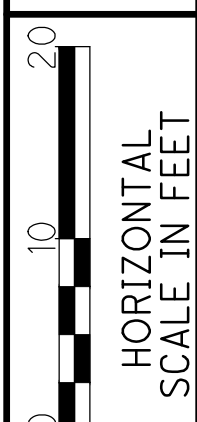
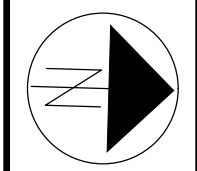
NOTES:  
 FOR SCHEMATIC PLAN, SEE SHEET NO. 2.  
 FOR SUPERELEVATION TABLES, SEE SHEET NO. 173-174.  
 FOR STORM SEWER PROFILES, SEE SHEET NO. 194 & 195.  
 ALL ELEVATIONS DENOTE EDGE OF PAVEMENT UNLESS OTHERWISE STATED.  
 ALL ELEVATIONS ALONG MAINLINE ARE DENOTED ACCORDING TO THE FOLLOWING LEGEND;  
 27 LT OF  $\phi$  R/W & CONSTR. ALUM CREEK DRIVE -  $\phi$  OF SOUTHBOUND ALUM CREEK DRIVE.  
 27 LT OF  $\phi$  R/W & CONSTR. ALUM CREEK DRIVE -  $\phi$  OF NORTHBOUND ALUM CREEK DRIVE.



INTERSECTION DETAILS - ALUM CREEK DRIVE AND SPIEGEL DRIVE

FRA-CR122-0.00

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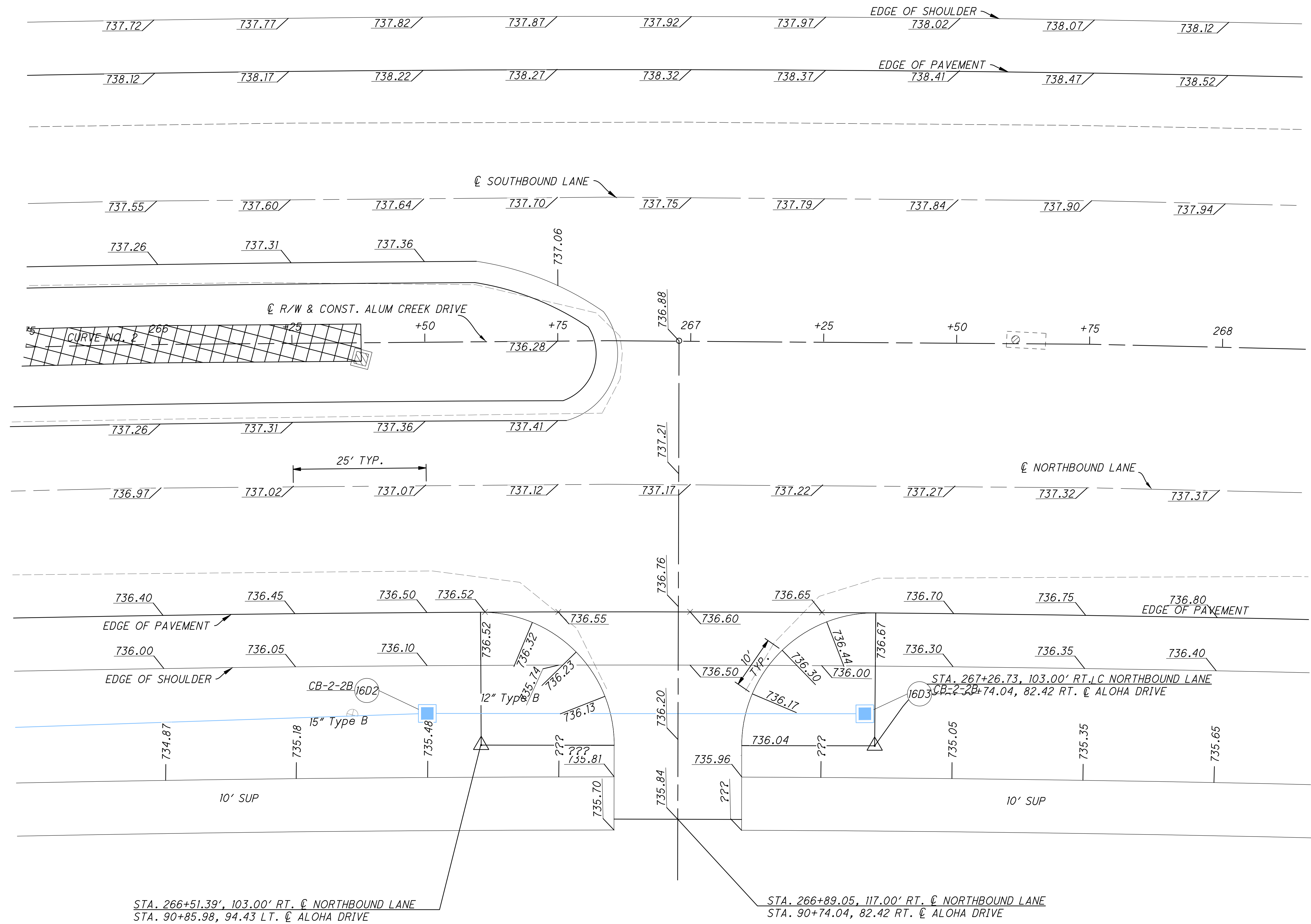
CALCULATED  
-  
CHECKED  
BMH

INTERSECTION DETAILS - ALUM CREEK DRIVE AND ALOHA DRIVE

FRA-CR122-0.00

180  
256

**CURVE DATA**  
CURVE NO. 2  
P.I. STA. 270+74.03  
 $\Delta = 27^{\circ}08'37''$   
 $D_c = 0^{\circ}59'43''$   
 $R = 5756.17'$   
 $T = 1389.57'$   
 $L = 2726.97'$   
 $E = 165.35'$   
P.C. STA. 256+84.46  
P.T. STA. 284+11.42



STA. 266+51.39', 103.00' RT.  $\phi$  NORTHBOUND LANE  
STA. 90+85.98, 94.43 LT.  $\phi$  ALOHA DRIVE

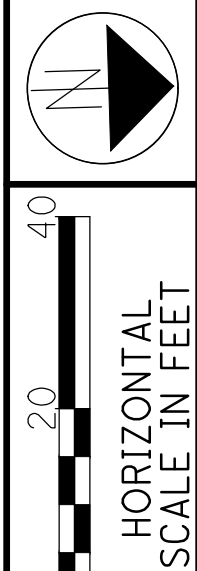
STA. 266+89.05, 117.00' RT.  $\phi$  NORTHBOUND LANE  
STA. 90+74.04, 82.42 RT.  $\phi$  ALOHA DRIVE

**NOTES:**  
FOR SCHEMATIC PLAN, SEE SHEET NO. 3.  
FOR SUPERELEVATION TABLES, SEE SHEET NO. 175-176.  
FOR STORM SEWER PROFILES, SEE SHEET NO. 199.  
ALL ELEVATIONS DENOTE EDGE OF PAVEMENT UNLESS OTHERWISE STATED.  
ALL ELEVATIONS ALONG MAINLINE ARE DENOTED ACCORDING TO THE FOLLOWING LEGEND;  
27 LT OF  $\phi$  R/W & CONSTR. AUM CREEK DRIVE -  $\phi$  OF SOUTHBOUND ALUM CREEK DRIVE.  
27 LT OF  $\phi$  R/W & CONSTR. AUM CREEK DRIVE -  $\phi$  OF NORTHBOUND ALUM CREEK DRIVE.

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**CURVE DATA**  
 CURVE NO. 2  
 P.I. STA. 270+74.03  
 $\Delta = 27^{\circ}08'37''$   
 $Dc = 0^{\circ}59'43''$   
 $R = 5756.17'$   
 $T = 1389.57'$   
 $L = 2726.97'$   
 $E = 165.35'$   
 P.C. STA. 256+84.46  
 P.T. STA. 284+11.42

Curve Table: Alignments					
Curve #	Radius	Length	Delta	Chord Length	Chord Directio



**NOTES:**  
 FOR SCHEMATIC PLAN, SEE SHEET NO. 2.  
 FOR DRIVEWAY DETAILS, SEE SHEET NO. 187.  
 FOR SUPERELEVATION TABLES, SEE SHEET NO. 173-174.  
 FOR STORM SEWER PROFILES, SEE SHEET NO. 200-203.  
 ALL ELEVATIONS DENOTE EDGE OF PAVEMENT UNLESS OTHERWISE STATED.  
 ALL ELEVATIONS ALONG MAINLINE ARE DENOTED ACCORDING TO THE FOLLOWING LEGEND;  
 27 LT OF  $\varnothing$  R/W & CONSTR. AUM CREEK DRIVE -  $\varnothing$  OF SOUTHBOUND ALUM CREEK DRIVE.  
 27 LT OF  $\varnothing$  R/W & CONSTR. AUM CREEK DRIVE -  $\varnothing$  OF NORTHBOUND ALUM CREEK DRIVE.

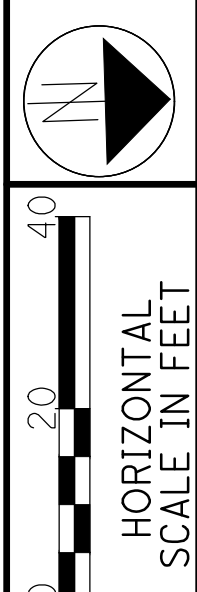
FOR DRIVEWAY DETAIL, SEE SHEET NO. 186.

INTERSECTION DETAILS - ALUM CREEK DRIVE AND TOY ROAD/CREEKSIDE PARKWAY

FRA-CR122-0.00

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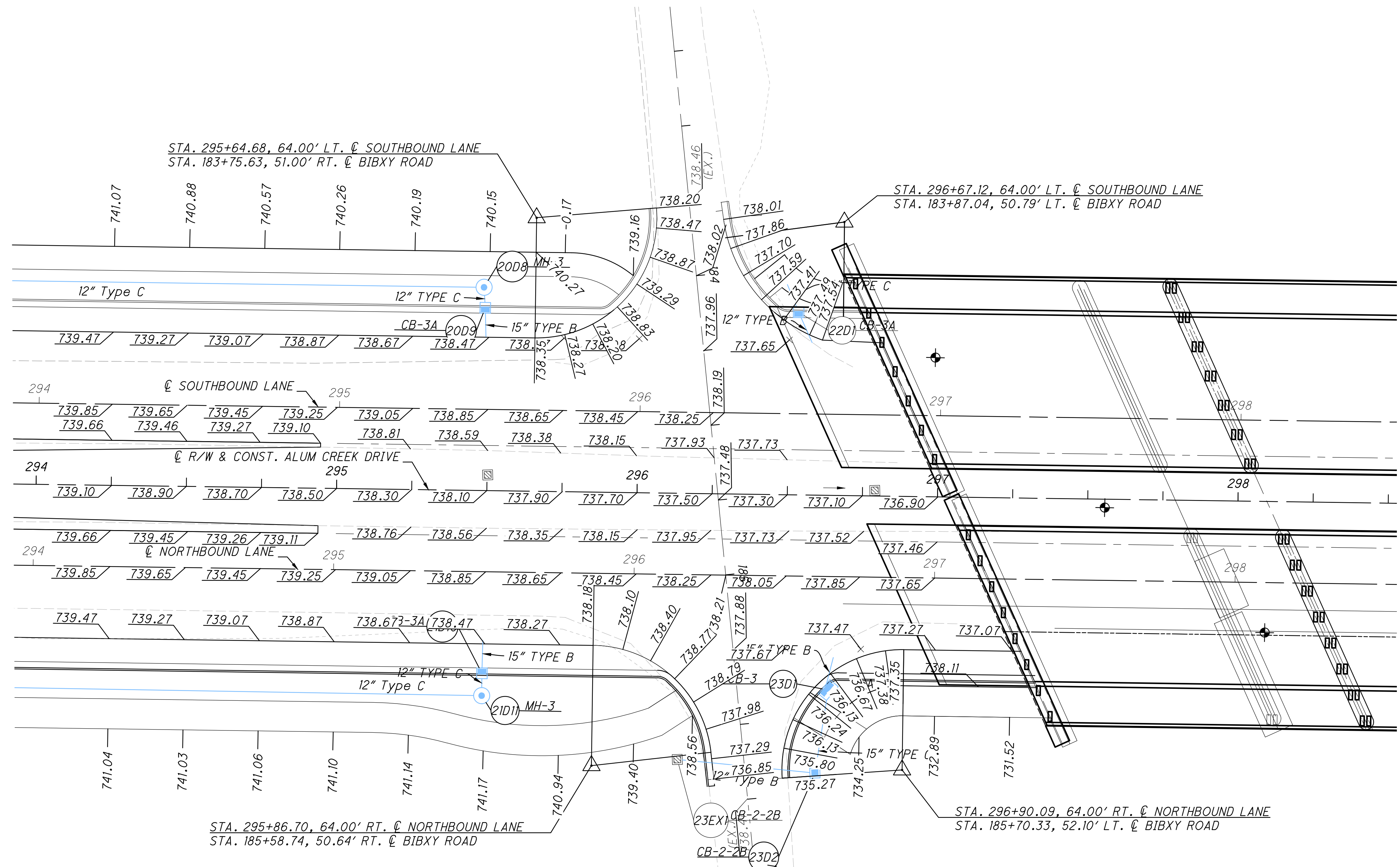
**CURVE DATA**  
**CURVE NO. 2**  
 P.I. STA. 270+74.03  
 $\Delta = 27^{\circ}08'37''$   
 $Dc = 0^{\circ}59'43''$   
 $R = 5756.17'$   
 $T = 1389.57'$   
 $L = 2726.97'$   
 $E = 165.35'$   
 P.C. STA. 256+84.46  
 P.T. STA. 284+11.42



CALCULATED  
 -  
 CHECKED  
 BMH

INTERSECTION DETAILS - ALUM CREEK DRIVE AND  
 BIBXY ROAD

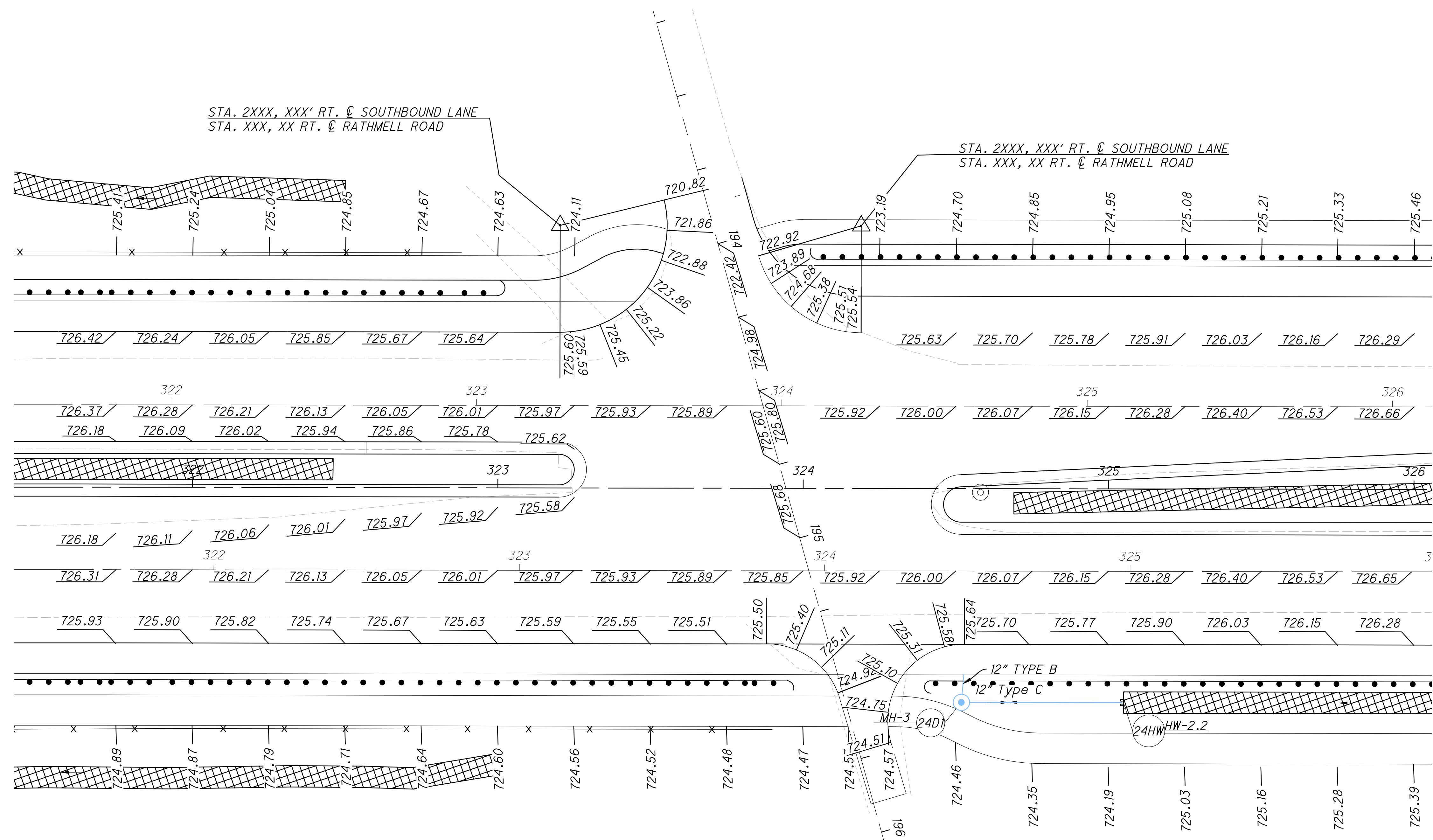
FRA-CR122-0.00



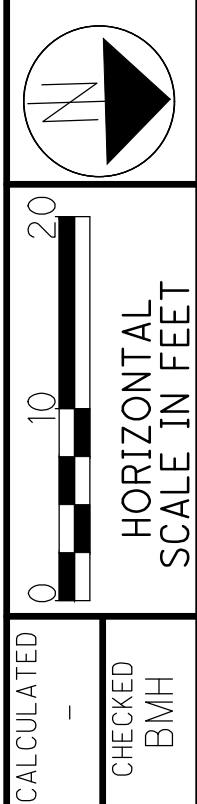
**NOTES:**  
 FOR SCHEMATIC PLAN, SEE SHEET NO. 2.  
 FOR SUPERELEVATION TABLES, SEE SHEET NO. 173-174.  
 FOR STORM SEWER PROFILES, SEE SHEET NO. 203-204.  
 FOR STRUCTURAL SITE PLAN, SEE SHEET 170-171.  
 ALL ELEVATIONS DENOTE EDGE OF PAVEMENT UNLESS OTHERWISE STATED.  
 ALL ELEVATIONS ALONG MAINLINE ARE DENOTED ACCORDING TO THE FOLLOWING LEGEND;  
 27 LT OF  $\text{\textcircled{C}}$  R/W & CONSTR. AUM CREEK DRIVE -  $\text{\textcircled{C}}$  OF SOUTHBOUND ALUM CREEK DRIVE.  
 27 LT OF  $\text{\textcircled{C}}$  R/W & CONSTR. AUM CREEK DRIVE -  $\text{\textcircled{C}}$  OF NORTHBOUND ALUM CREEK DRIVE.

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CURVE DATA  
 SPIRAL CURVE  
 NO. 1  
 P.I. STA. 310+46.08  
 $\Delta = 14^{\circ}04'28''$   
 $D_c = 1^{\circ}29'22''$   
 $R = 3846.72'$   
 $L_s = 150.53'$   
 $s = 1^{\circ}07'16''$   
 $LT = 100.36'$   
 $ST = 50.18'$   
 $x = 150.52'$   
 $y = 0.98'$   
 $k = 75.264'$   
 $p = 75.26'$



NOTES:  
 FOR SCHEMATIC PLAN, SEE SHEET NO. 3.  
 FOR SUPERELEVATION TABLES, SEE SHEET NO. 177.  
 FOR STORM SEWER PROFILES, SEE SHEET NO. 205.  
 ALL ELEVATIONS DENOTE EDGE OF PAVEMENT UNLESS OTHERWISE STATED.  
 ALL ELEVATIONS ALONG MAINLINE ARE DENOTED ACCORDING TO THE FOLLOWING LEGEND;  
 27 LT OF CL R/W & CONSTR. ALUM CREEK DRIVE - CL OF SOUTHBOUND ALUM CREEK DRIVE.  
 27 LT OF CL R/W & CONSTR. ALUM CREEK DRIVE - CL OF NORTHBOUND ALUM CREEK DRIVE.

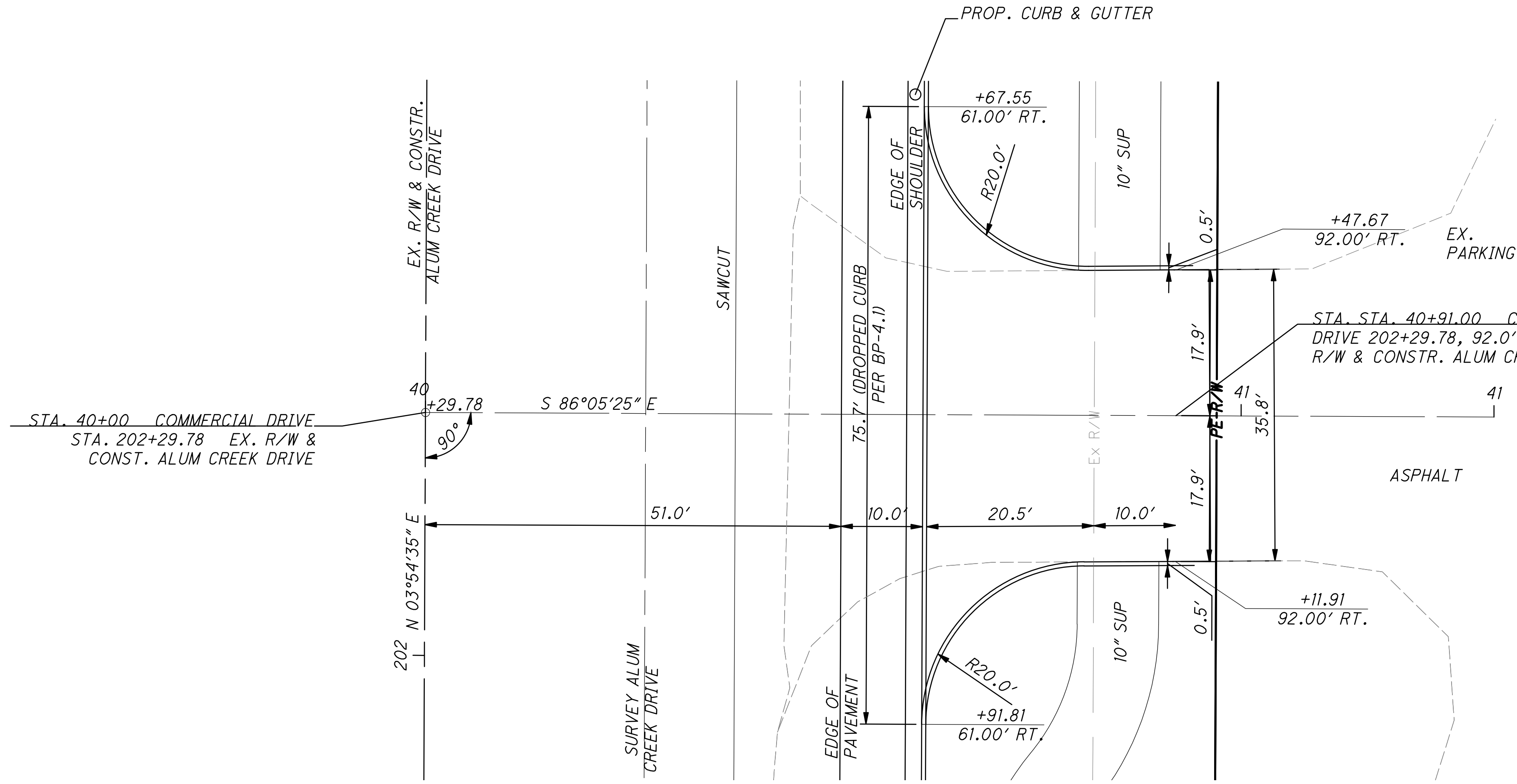


CALCULATED  
 CHECKED  
 BMH

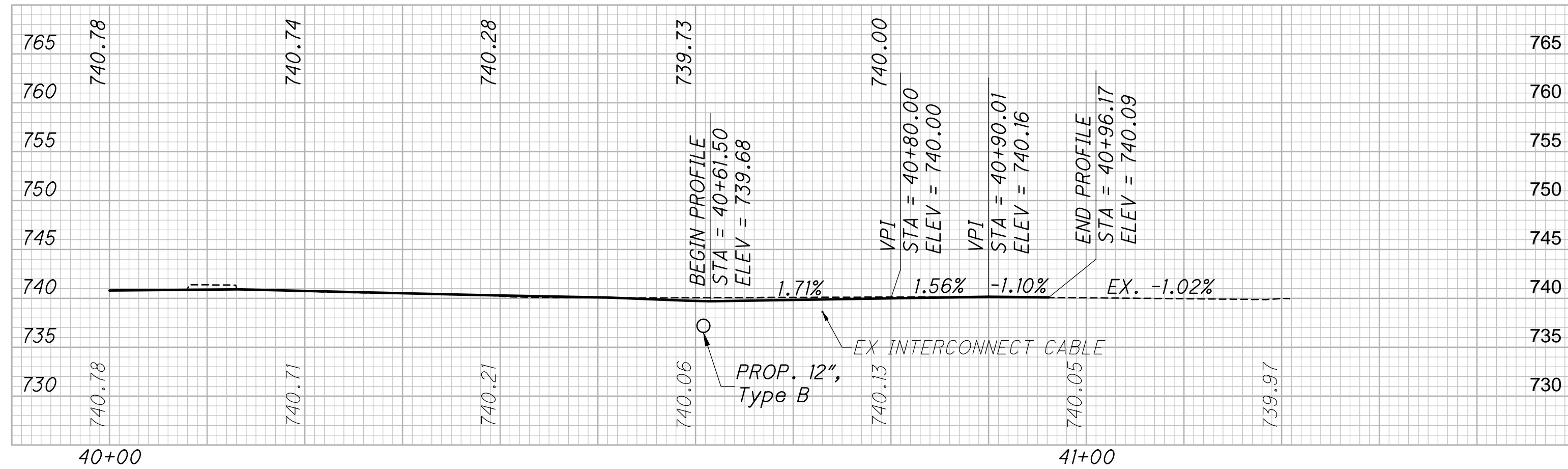
INTERSECTION DETAILS - ALUM CREEK DRIVE AND  
 RATHMELL ROAD

FRA-CR122-0.00

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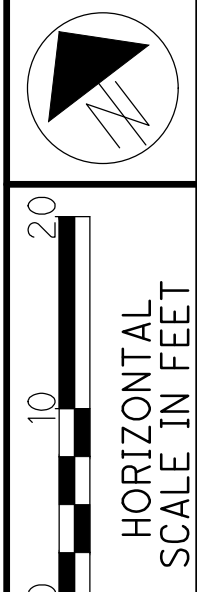
NOTE:  
 PLAN VIEW STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE. UNLESS NOTED OTHERWISE.



COMMERCIAL DRIVE (DR-01)-STA.202+29.78



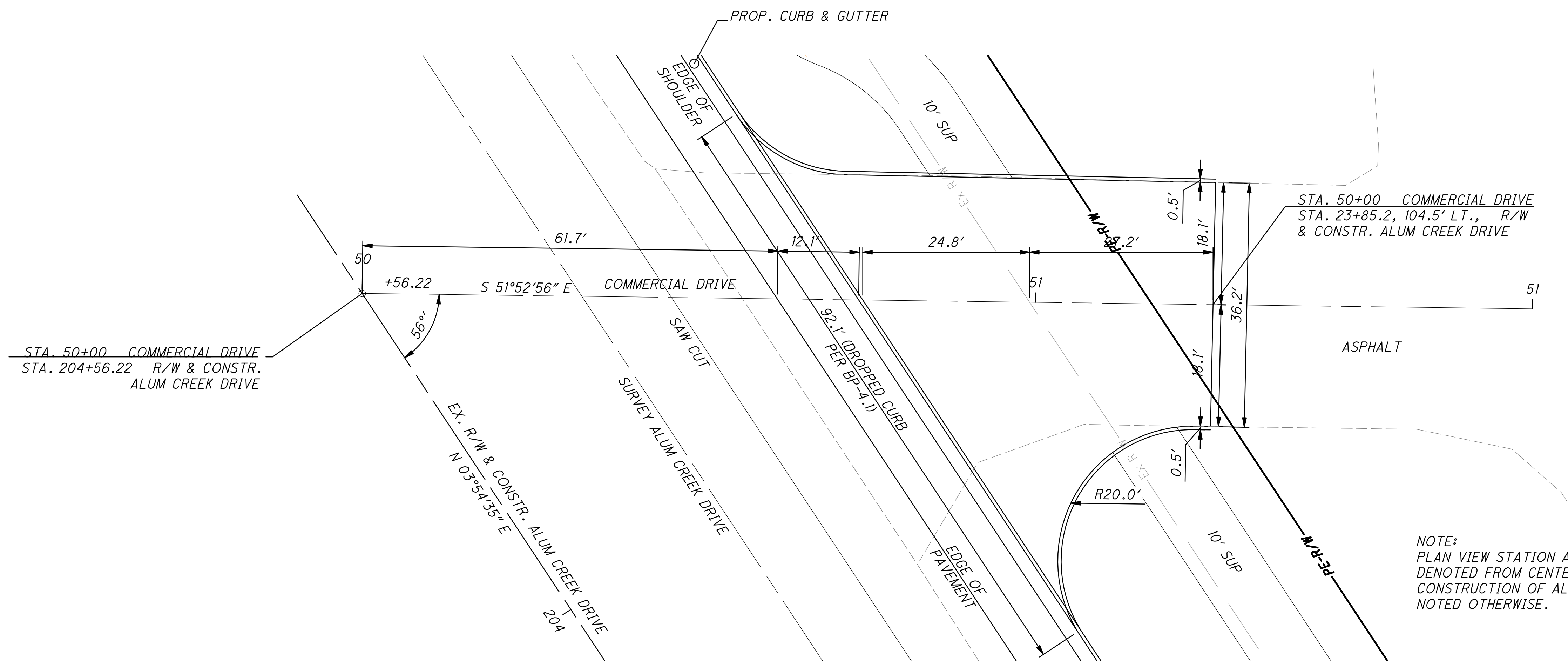
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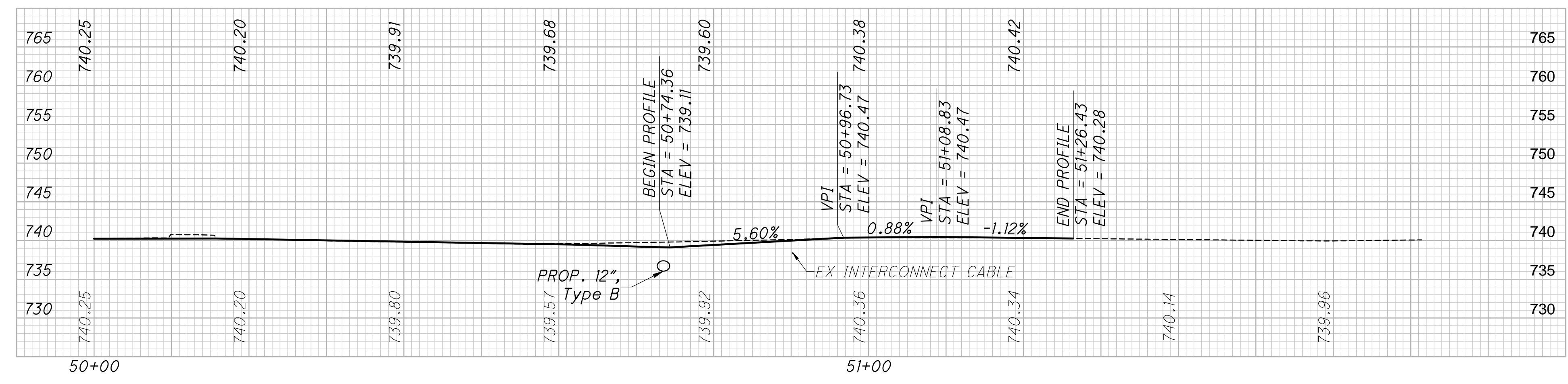
CALCULATED  
CHECKED  
BY: BMH

DRIVEWAY DETAILS

FRA-CR122-0.00

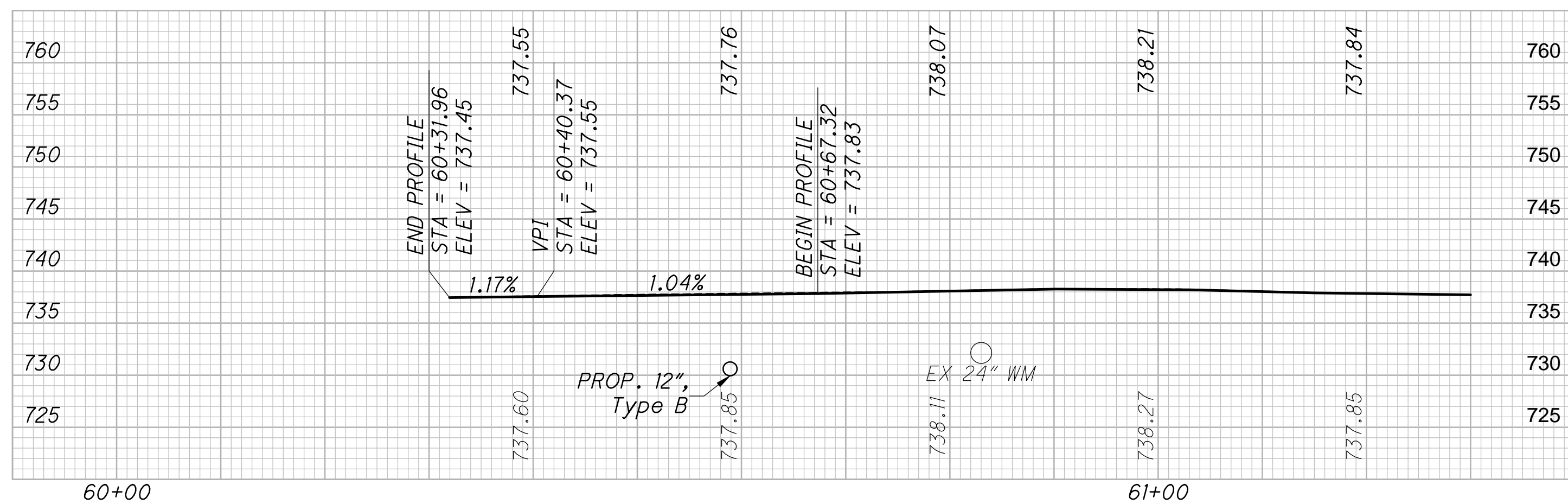
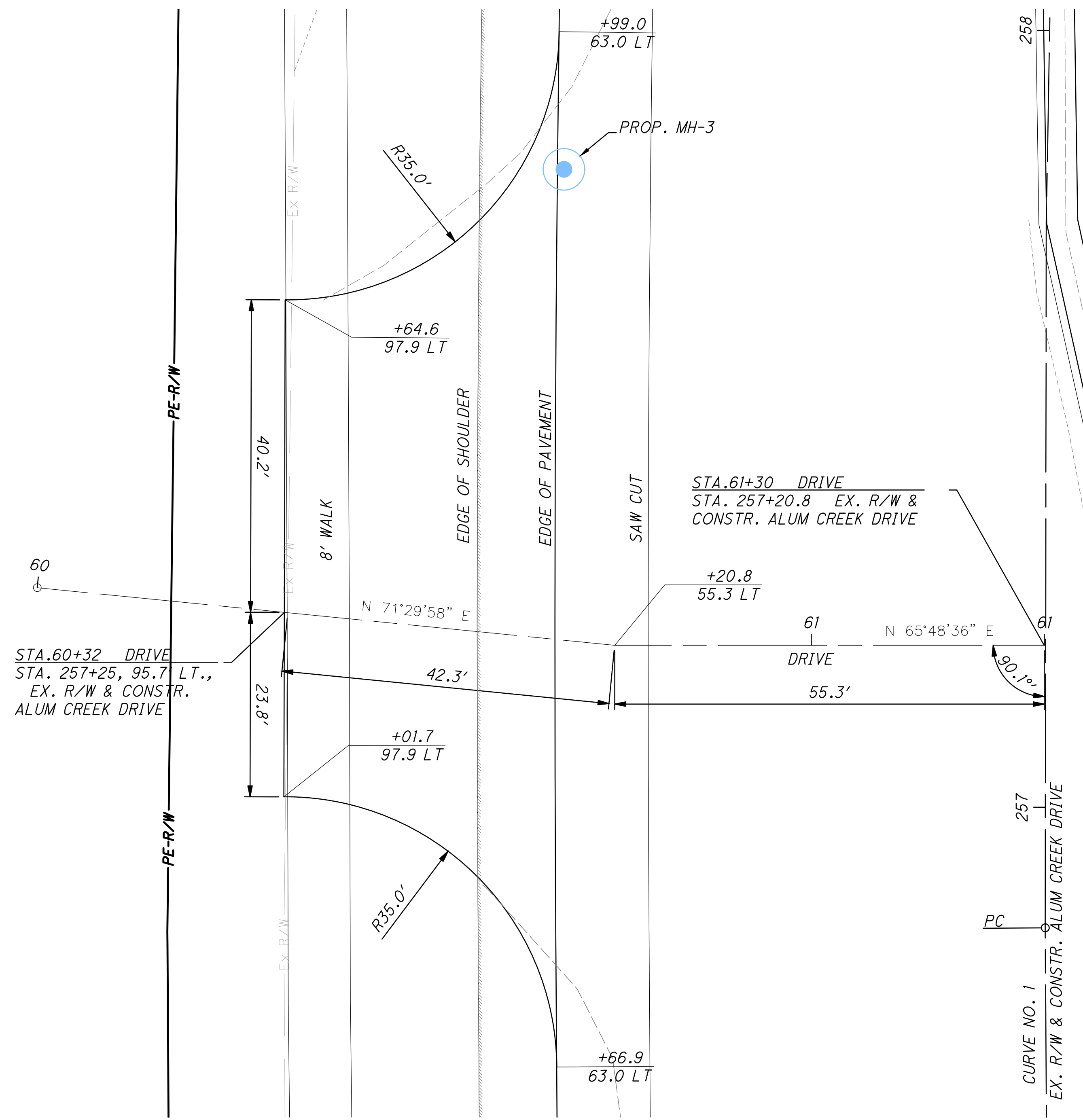


NOTE:  
PLAN VIEW STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE. UNLESS NOTED OTHERWISE.

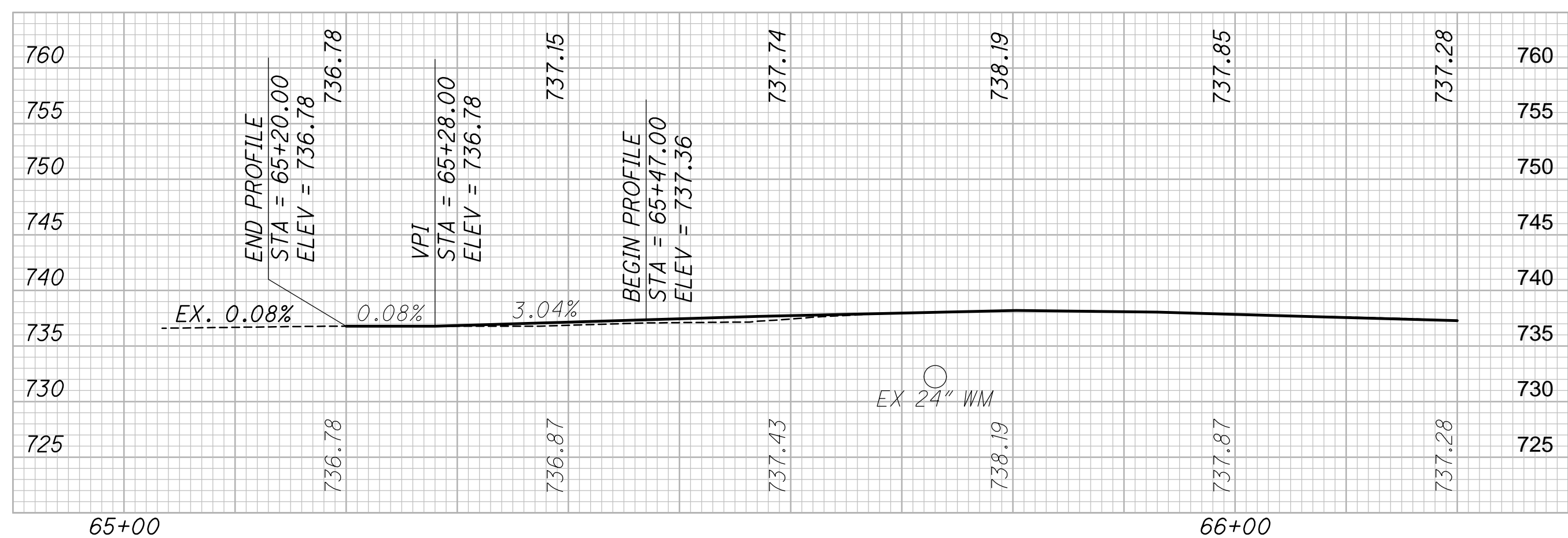
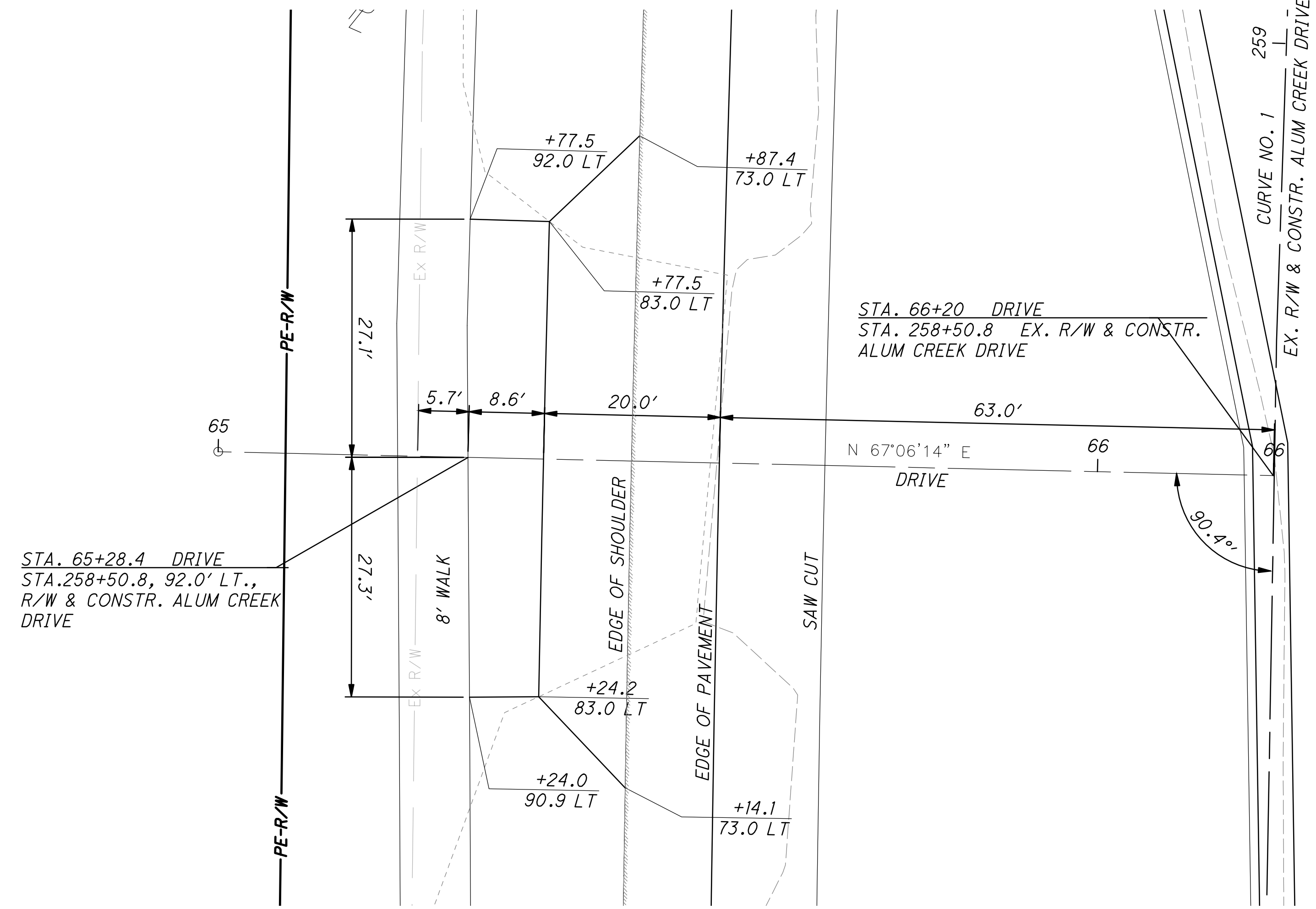


COMMERCIAL DRIVE (DR-02)-STA. 204+56.22

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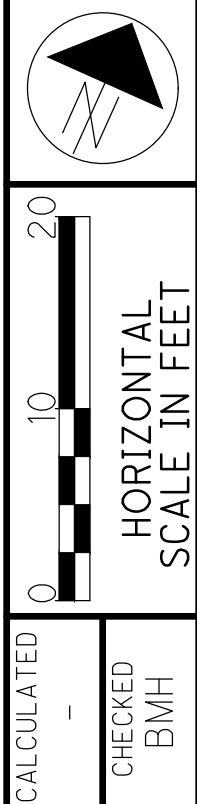


COMMERCIAL DRIVE (DR-03) - STA.257+20.8



COMMERCIAL DRIVE (DR-04) - STA.258+50.8

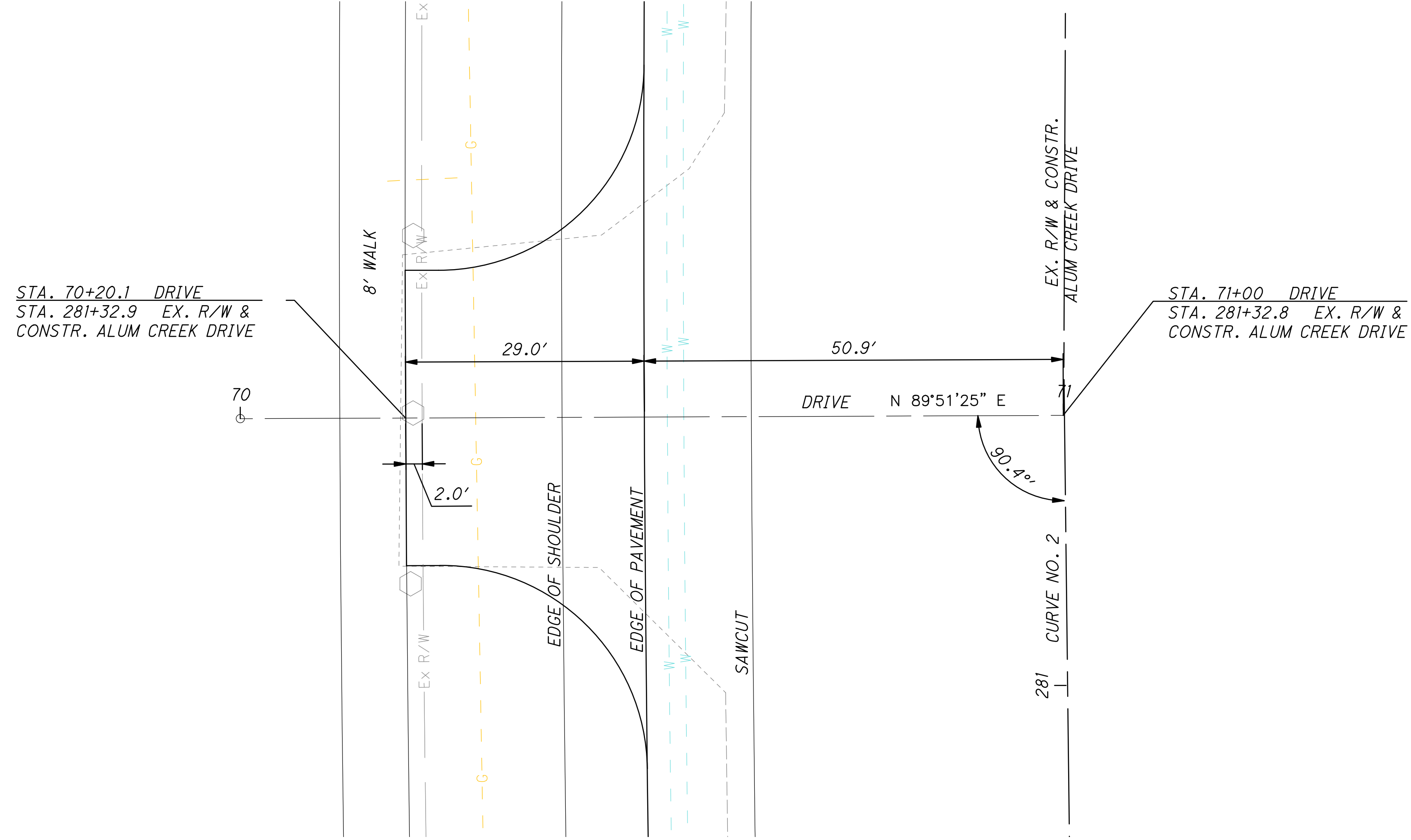
NOTE:  
PLAN VIEW STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE. UNLESS NOTED OTHERWISE.



DRIVEWAY DETAILS

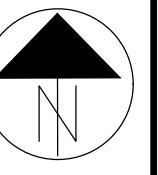
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745												745
740												740
735												735

COMMERCIAL DRIVE (DR-05) - STA. 281+32.81



0 10 20  
HORIZONTAL  
SCALE IN FEET

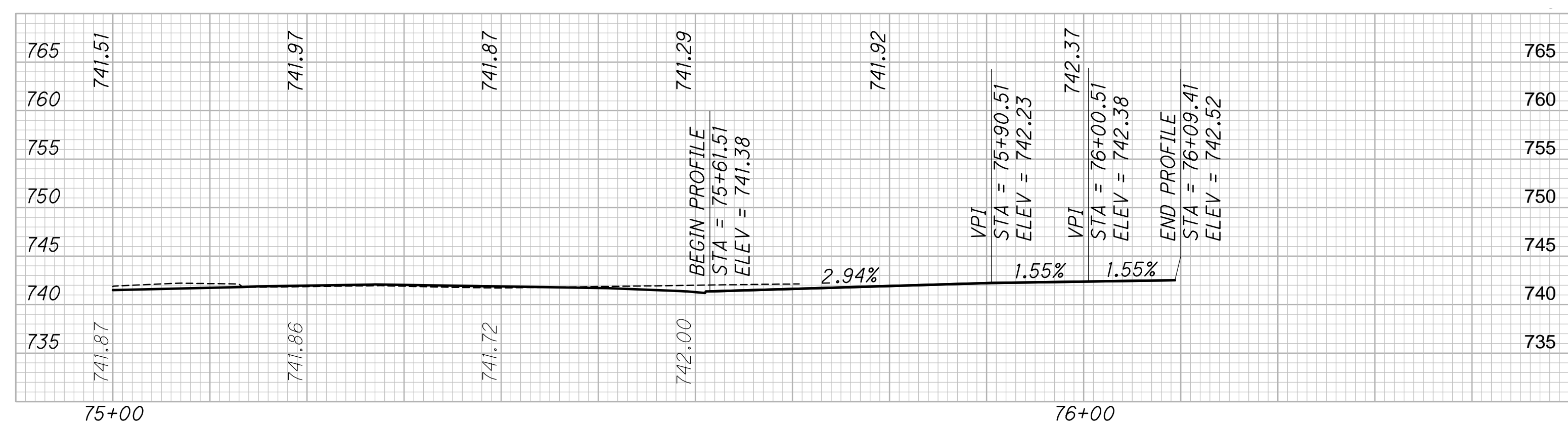
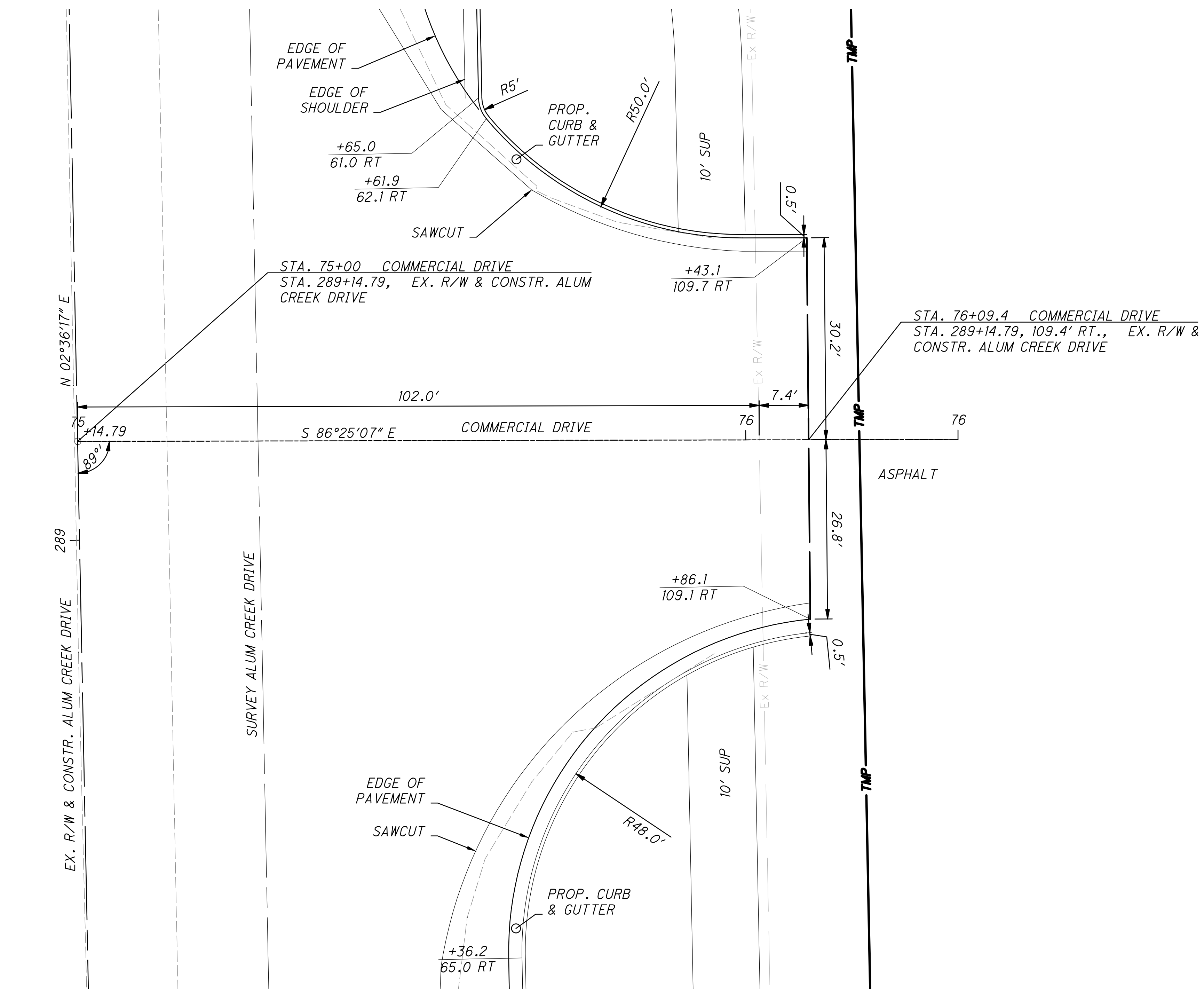
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DRIVEWAY DETAILS

FRA-CR122-0.00

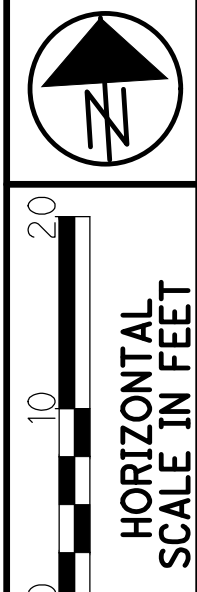
187  
256

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COMMERCIAL DRIVE (DR-06)-STA.289+14.79

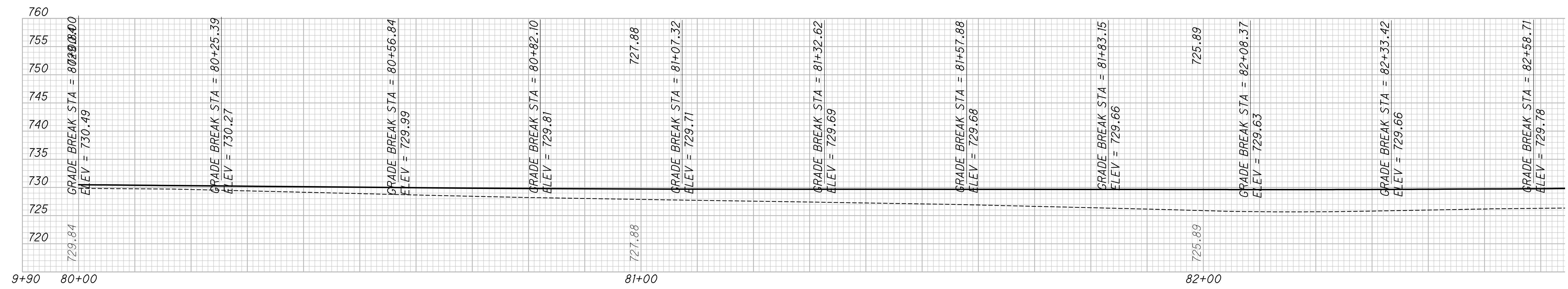
CALCULATED  
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BMH



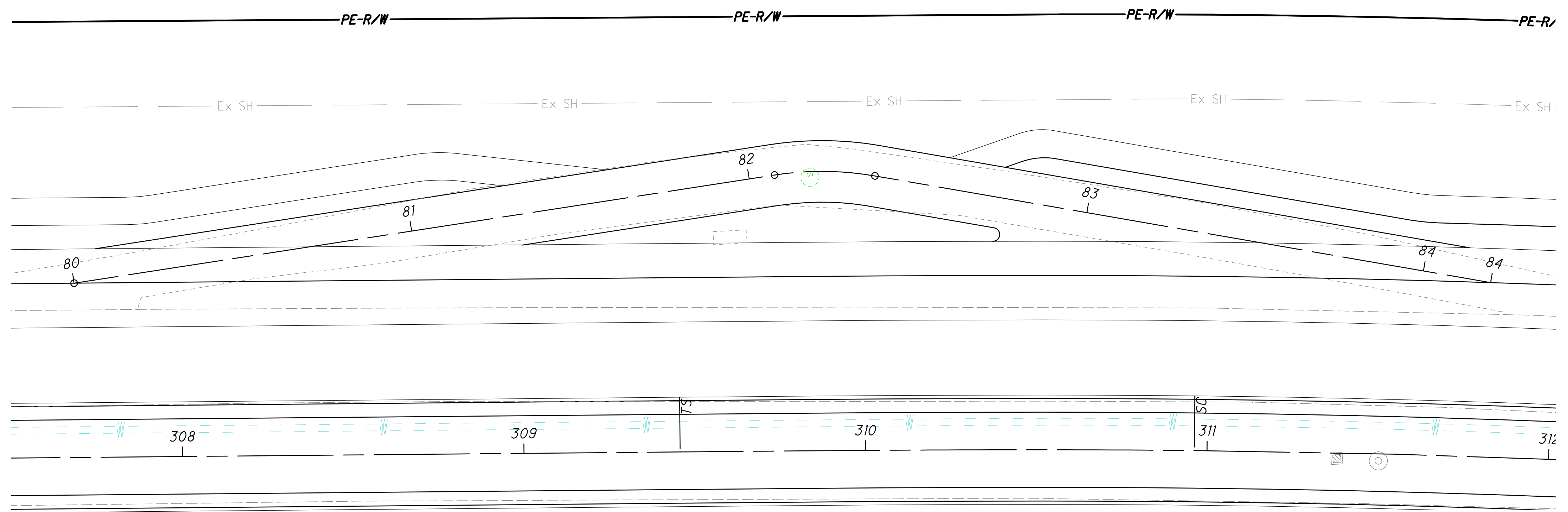
DRIVEWAY DETAILS

FRA-CR122-0.00

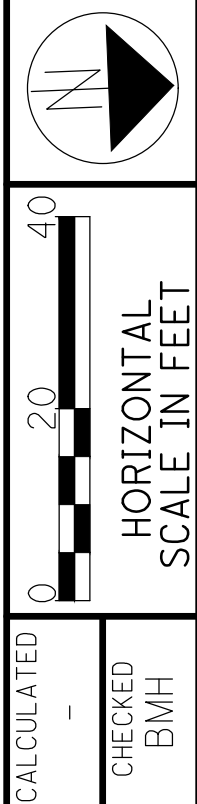
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COMMERCIAL DRIVE (DR-07) - STA.307+68.75

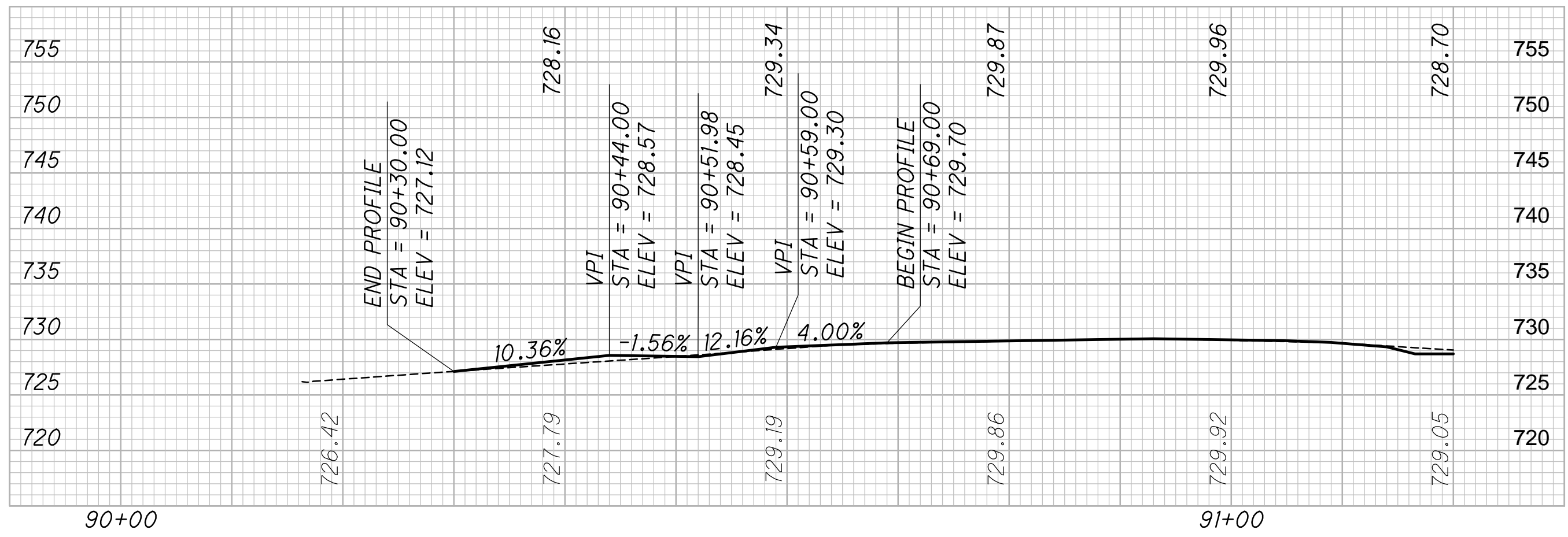
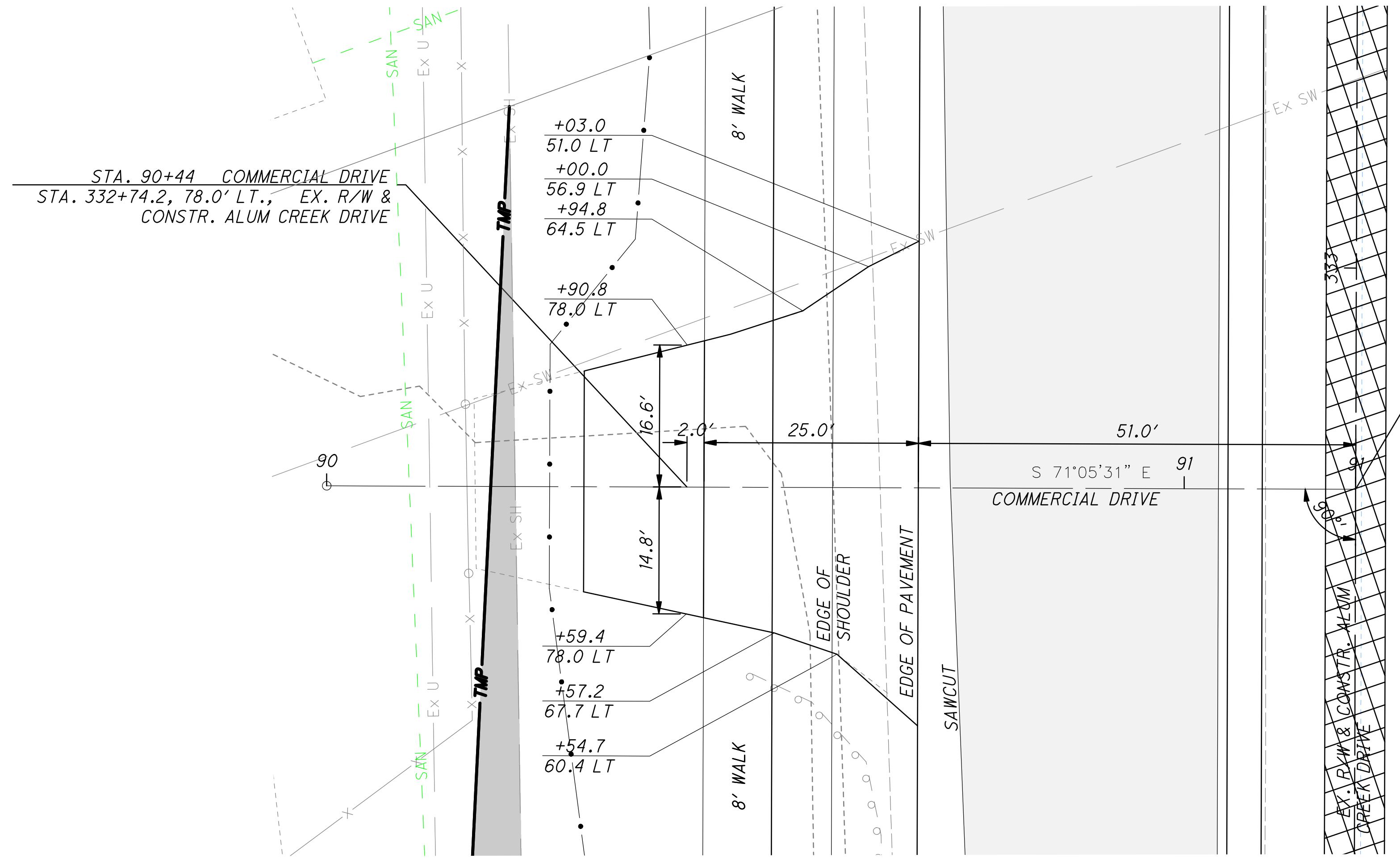


NOTE:  
 PLAN VIEW STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W  
 AND CONSTRUCTION OF ALUM CREEK DRIVE. UNLESS NOTED OTHERWISE.



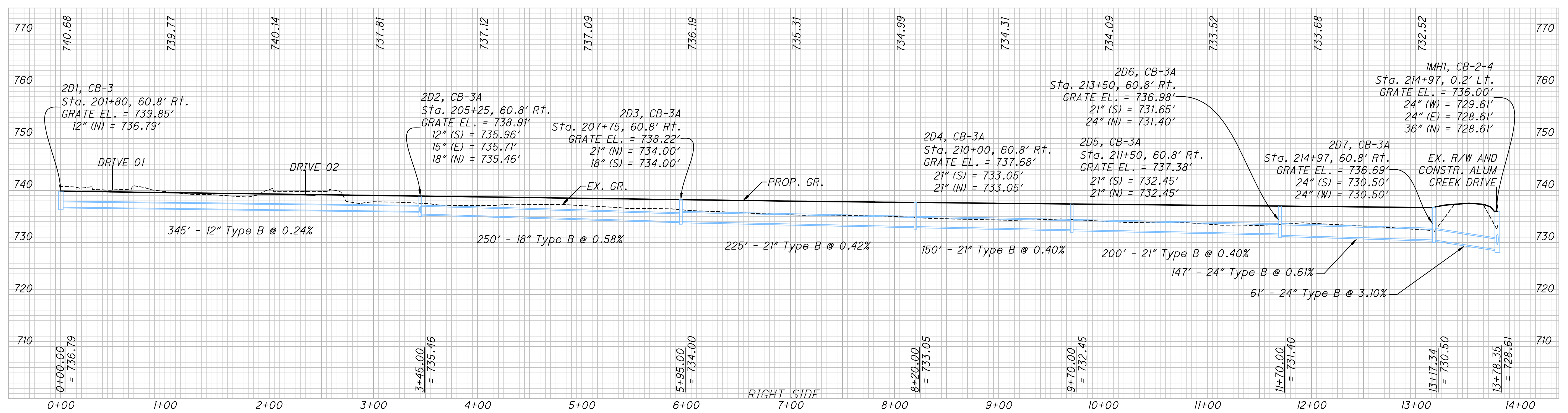
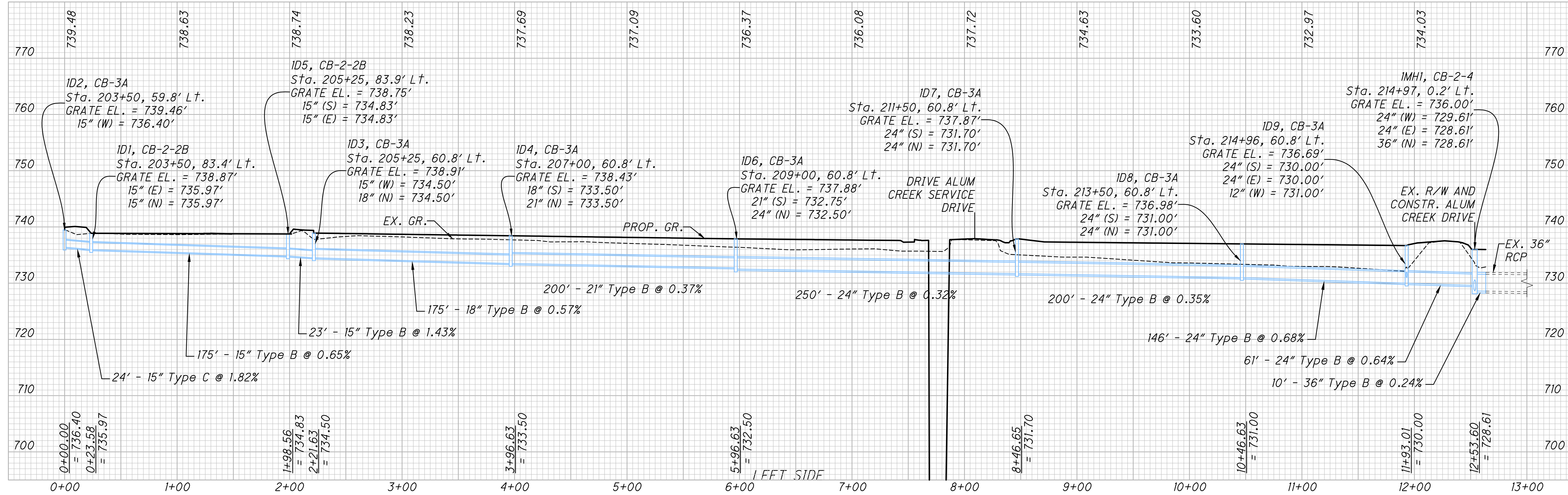
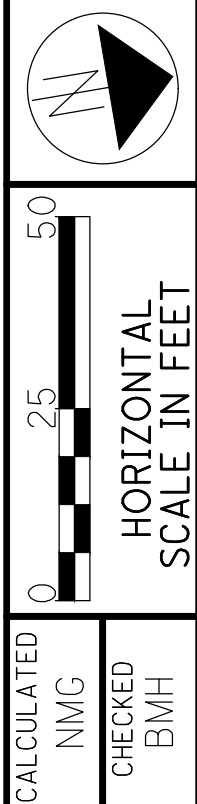
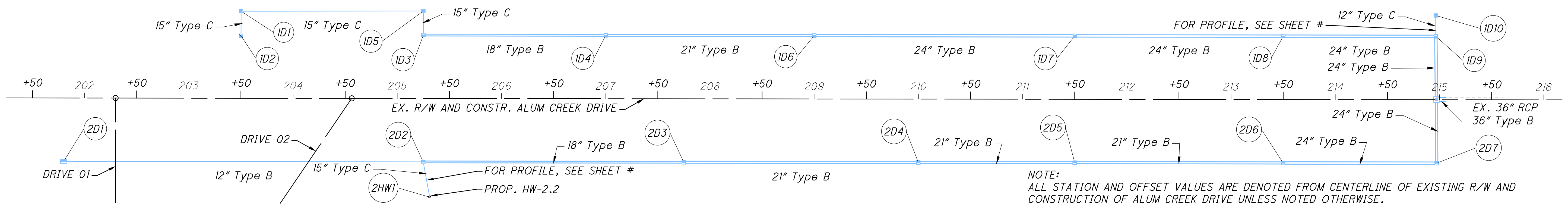
DRIVEWAY DETAILS

FRA-CR122-0.00



DRIVEWAY (DR-08) - STA.332+32.81

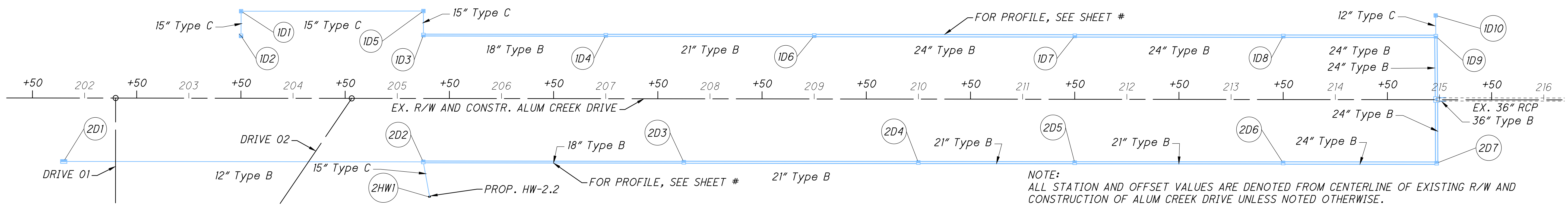
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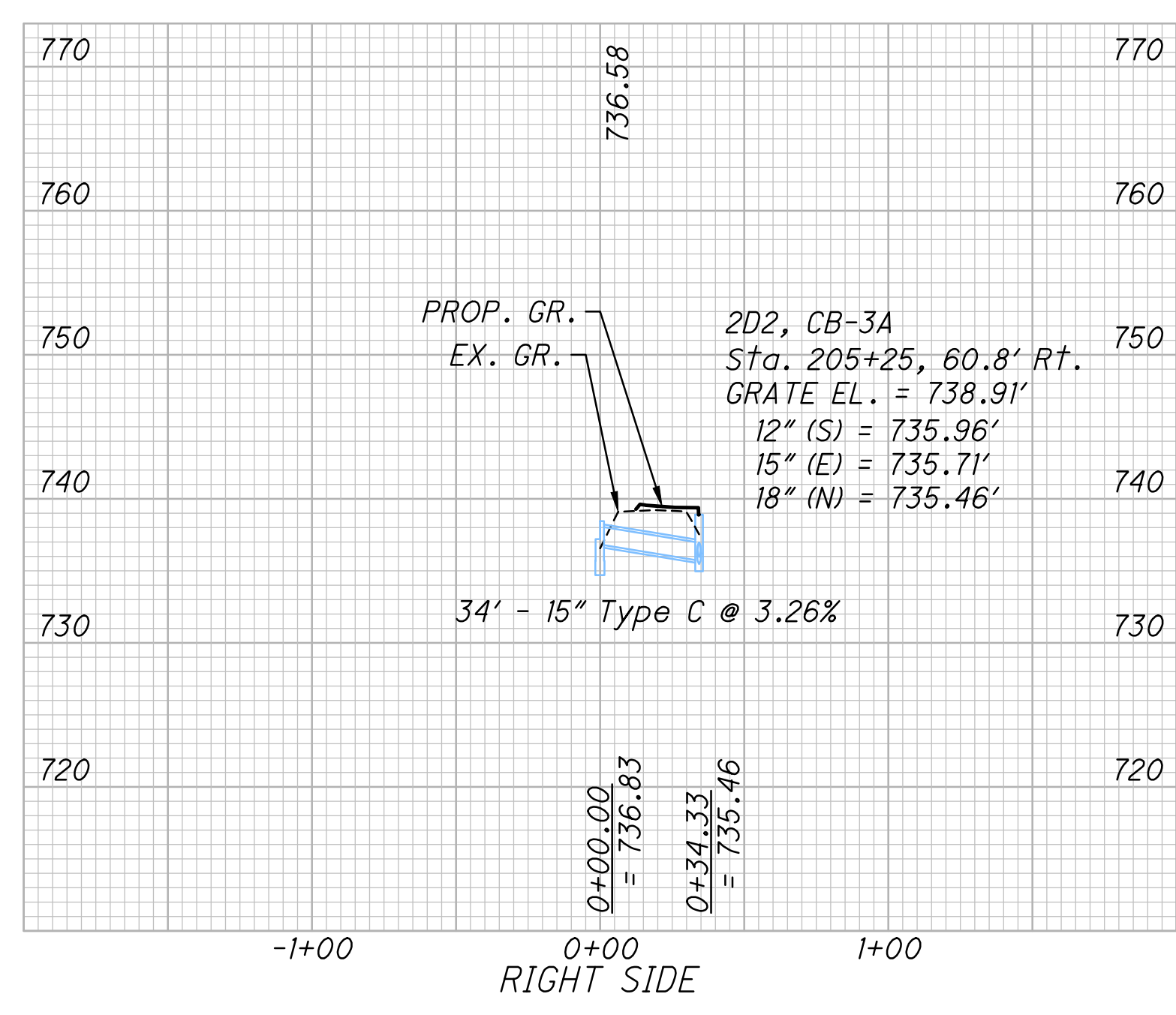
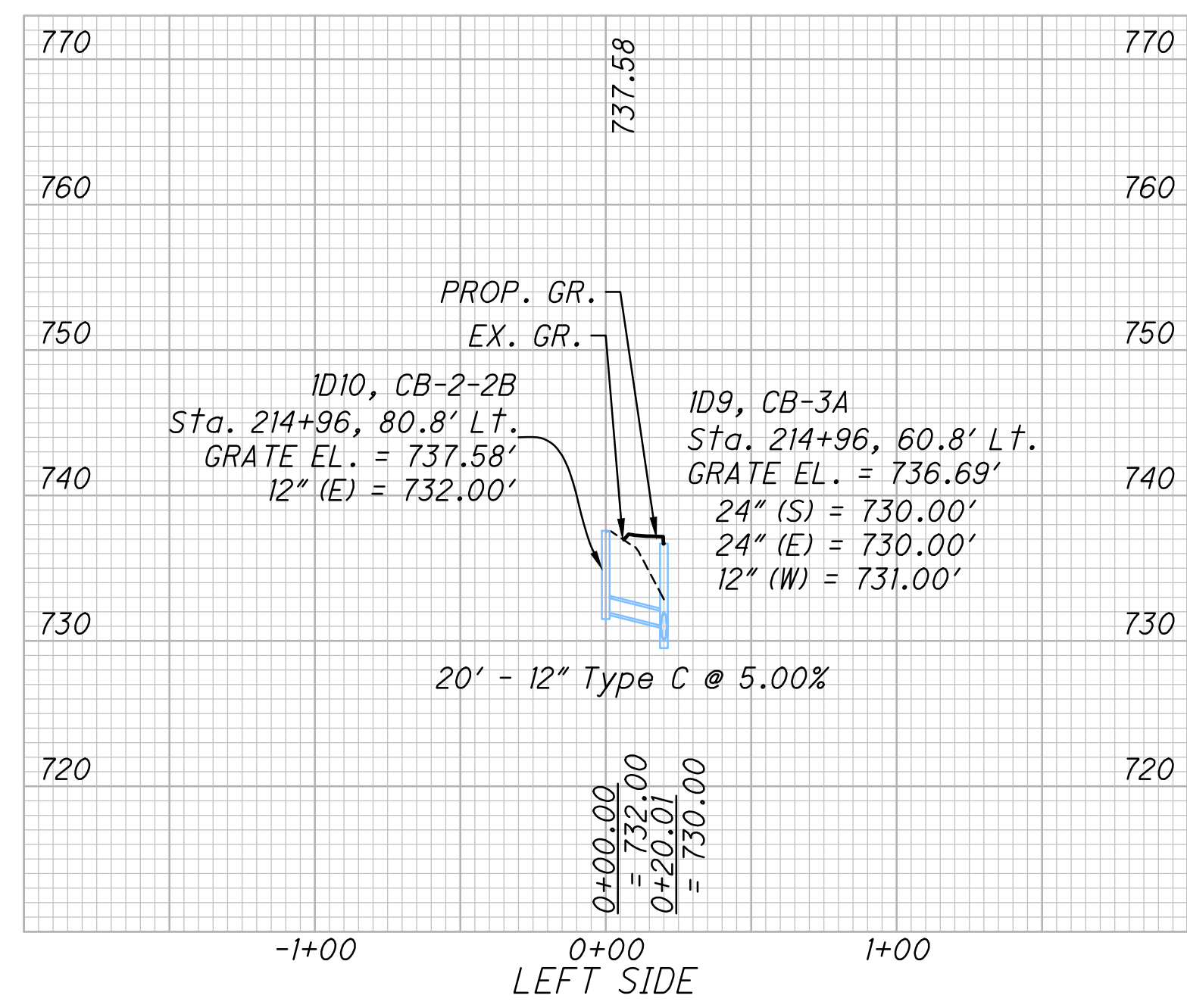
STORM SEWER PROFILES  
STA. 201+80 TO STA. 214+97

FRA-CR122-0.00

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HORIZONTAL SCALE IN FEET  
 CALCULATED NMG  
 CHECKED BMH

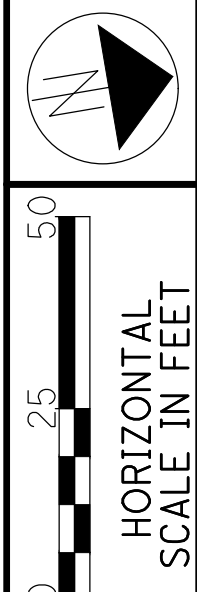


**STORM SEWER PROFILES**  
**STA. 201+80 TO STA. 214+97**

FRA-CR122-0.00



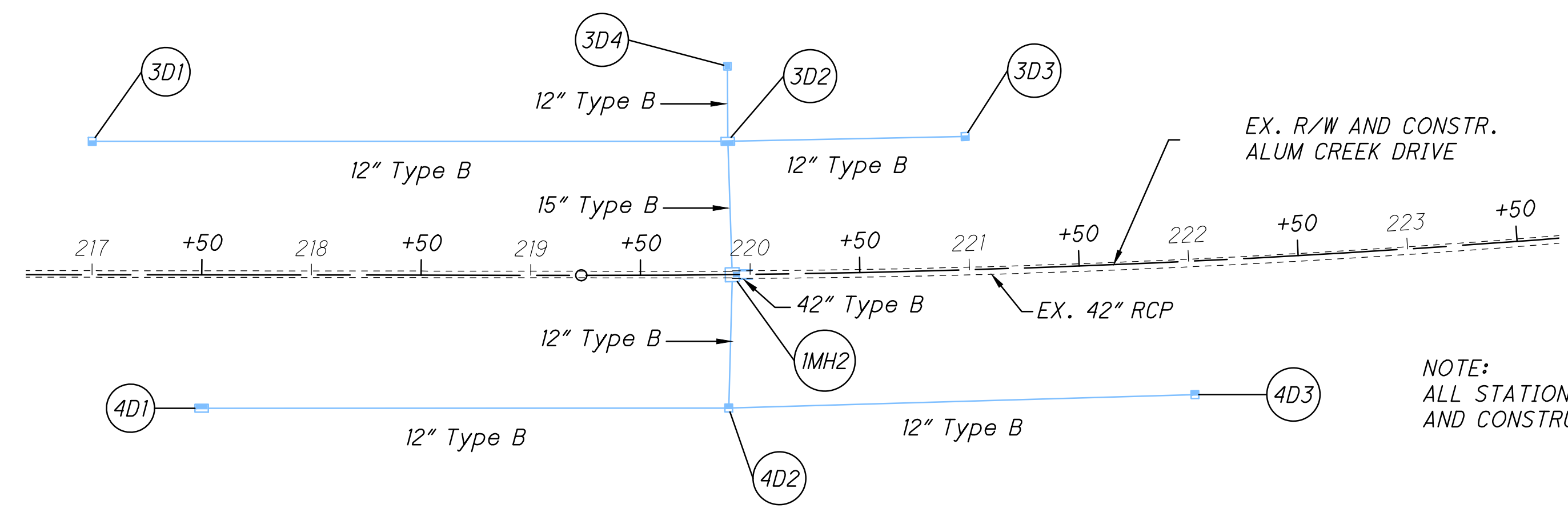
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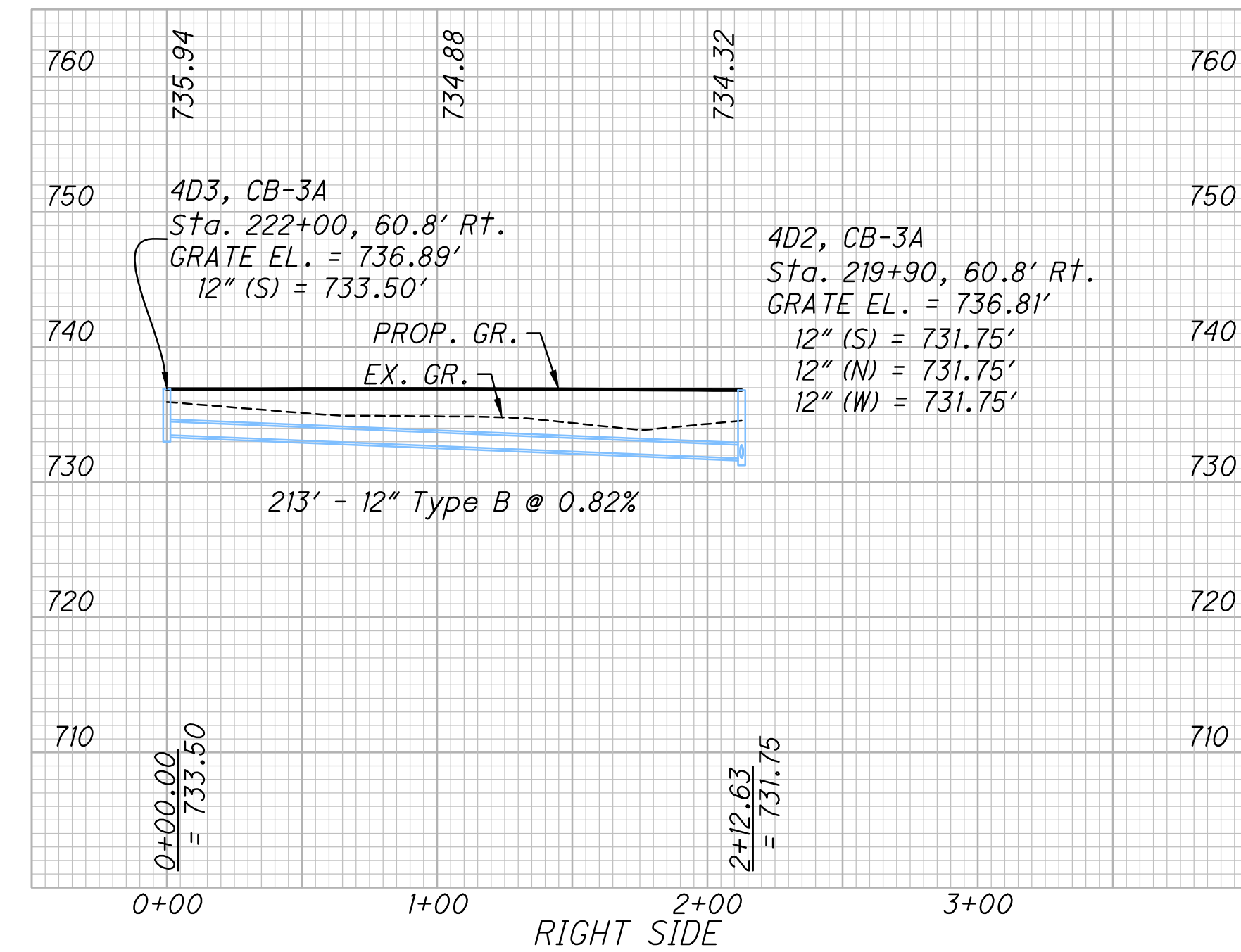
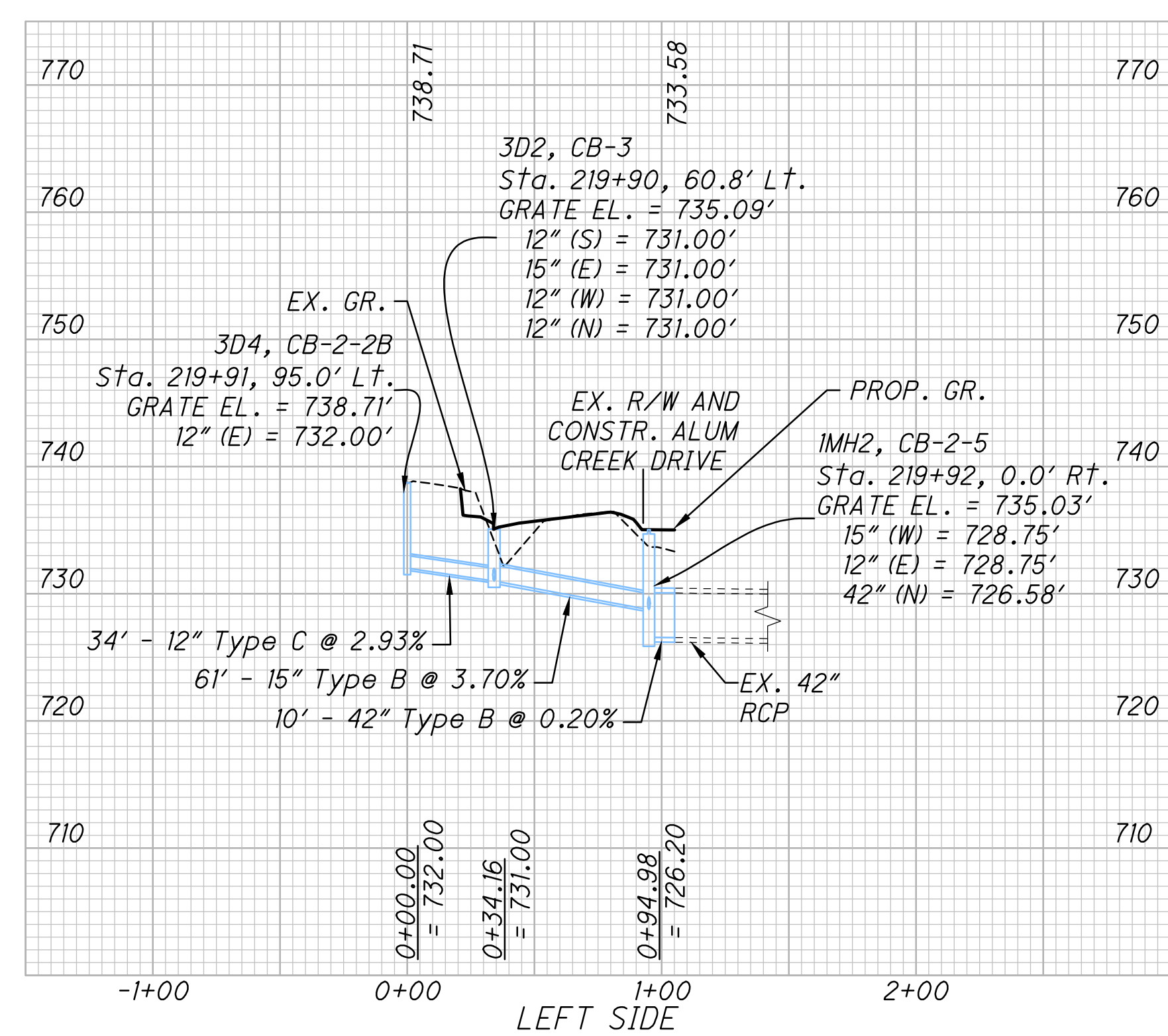
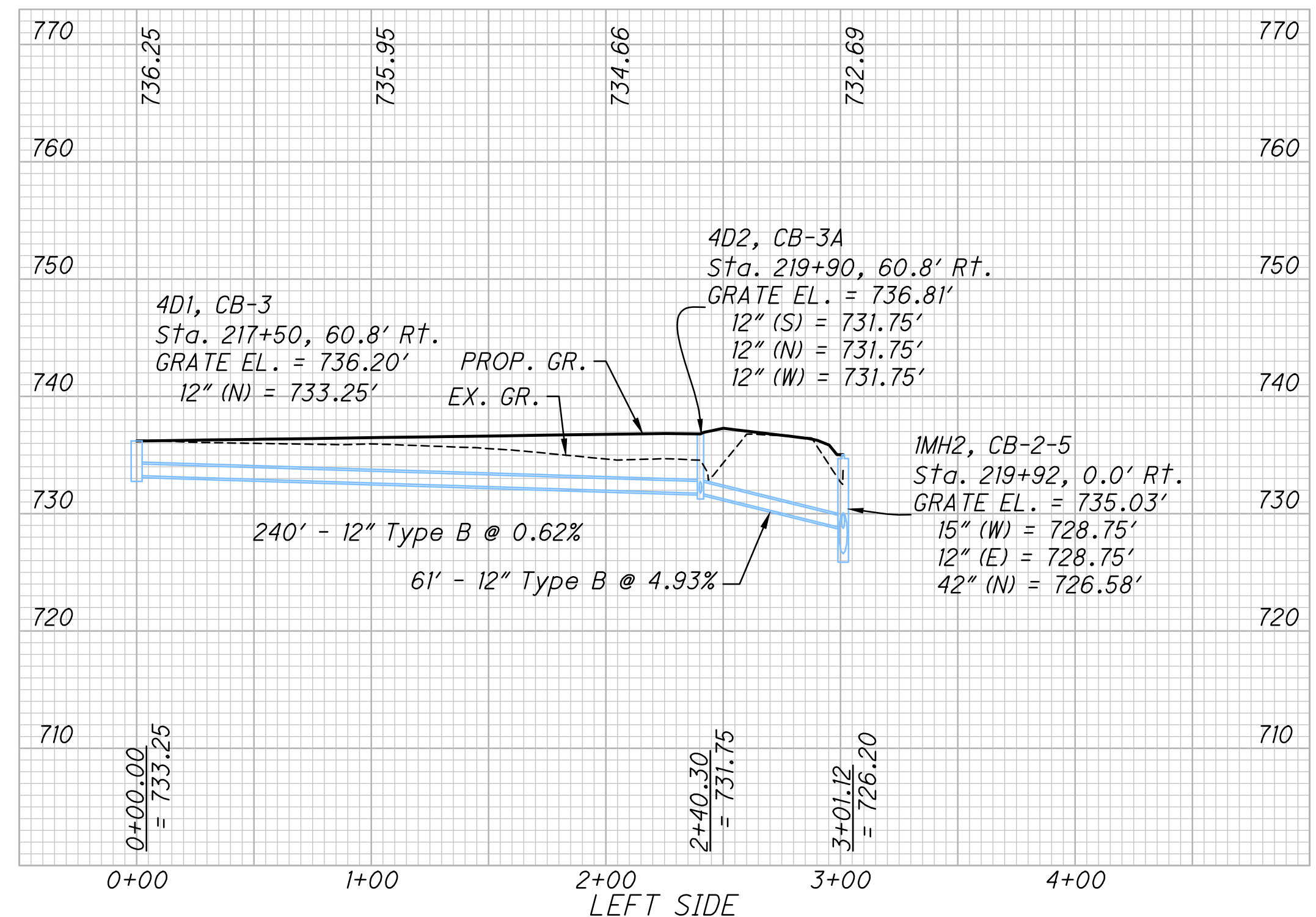
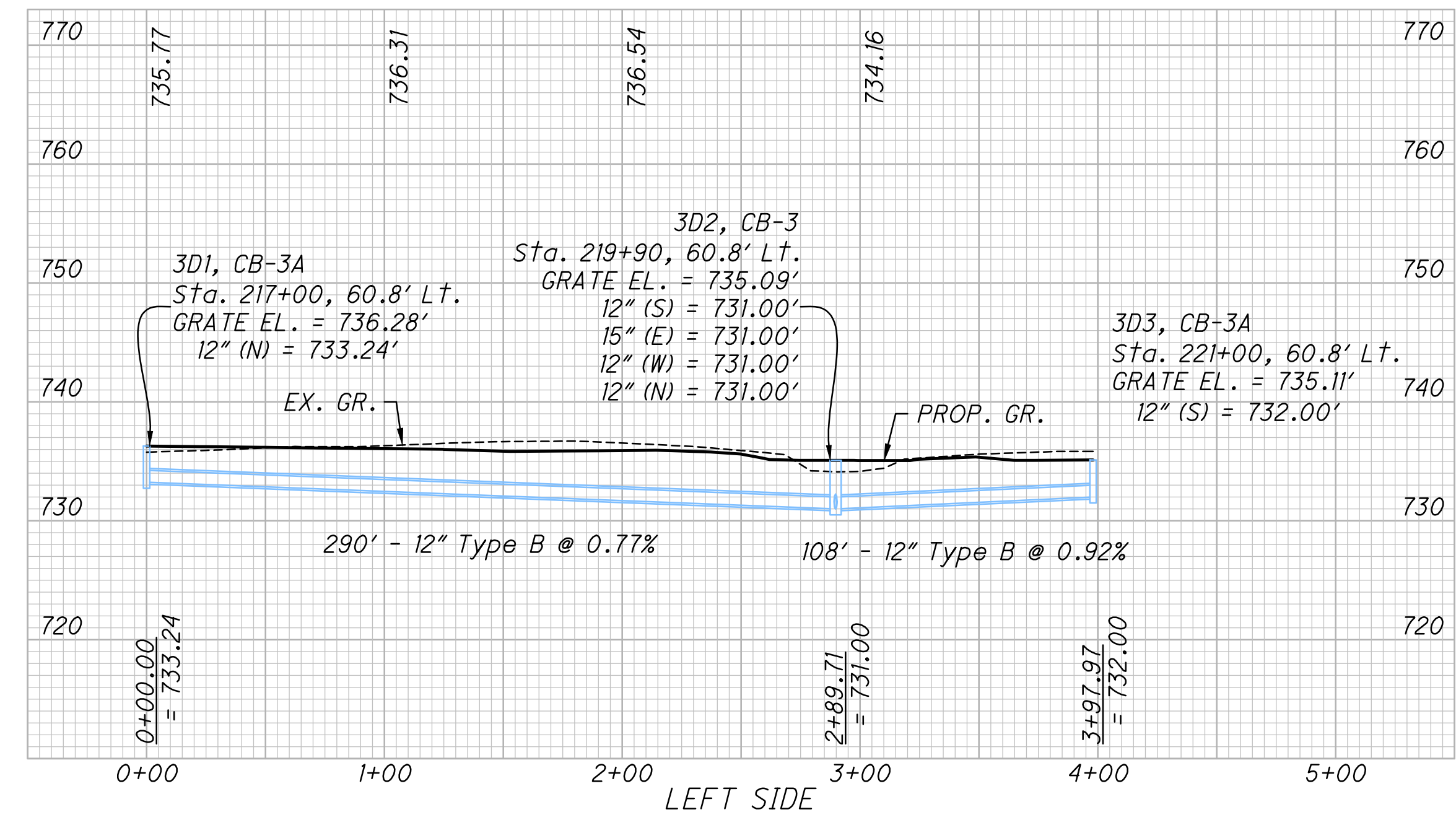
CALCULATED  
NMG  
CHECKED  
BMH

STORM SEWER PROFILES  
STA. 217+00 TO STA. 220+00

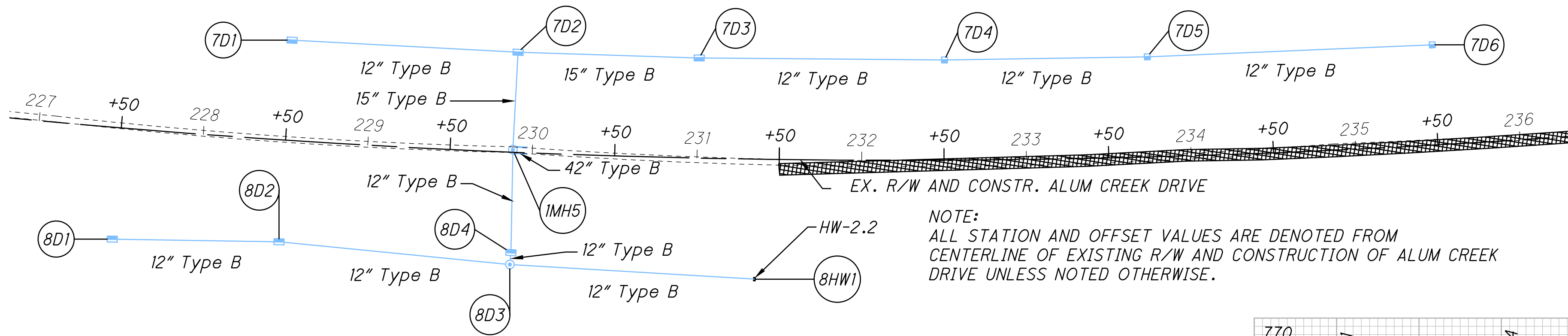
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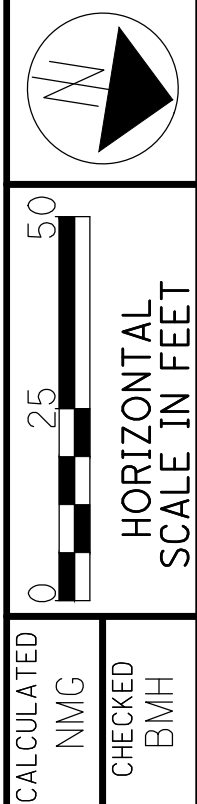
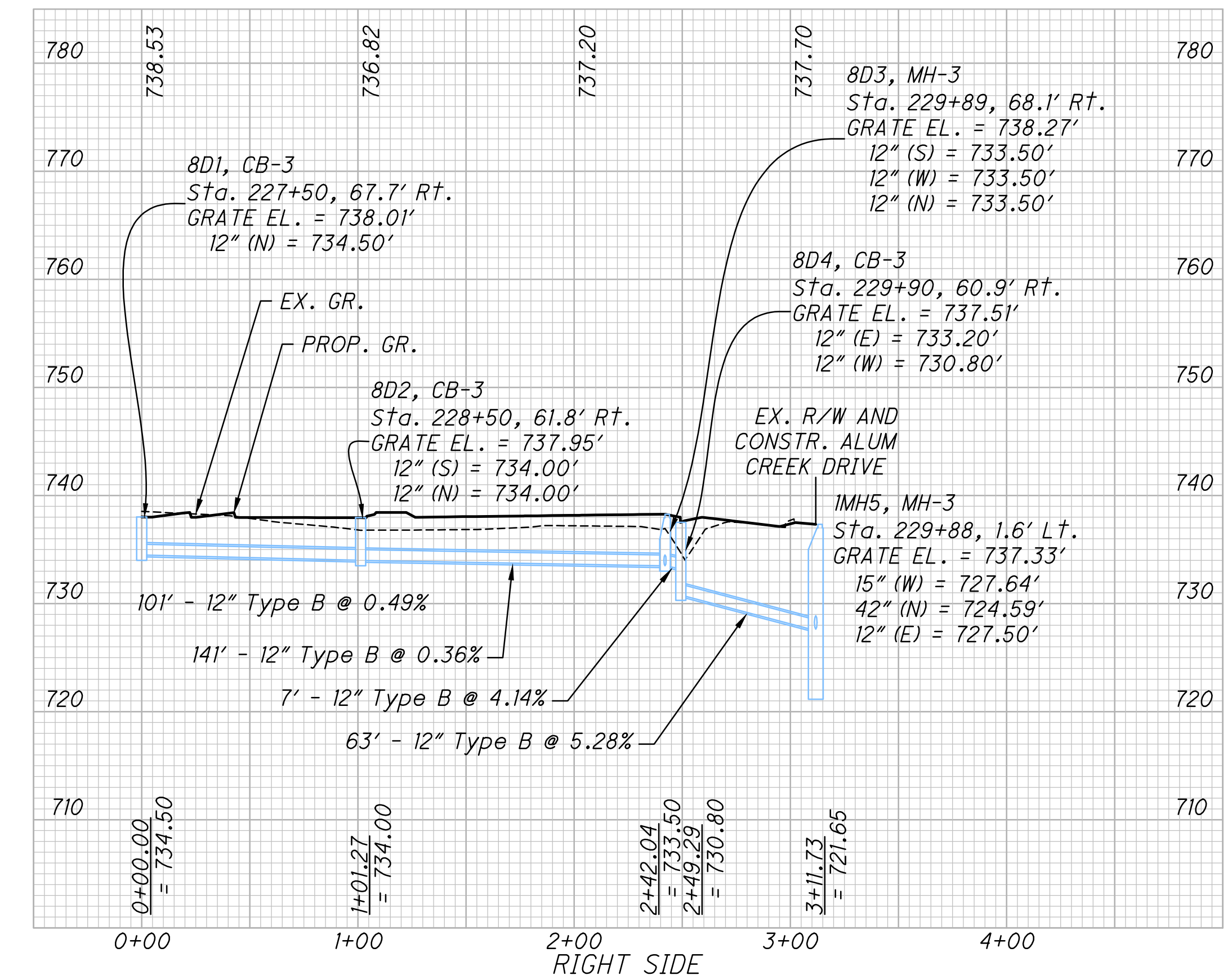
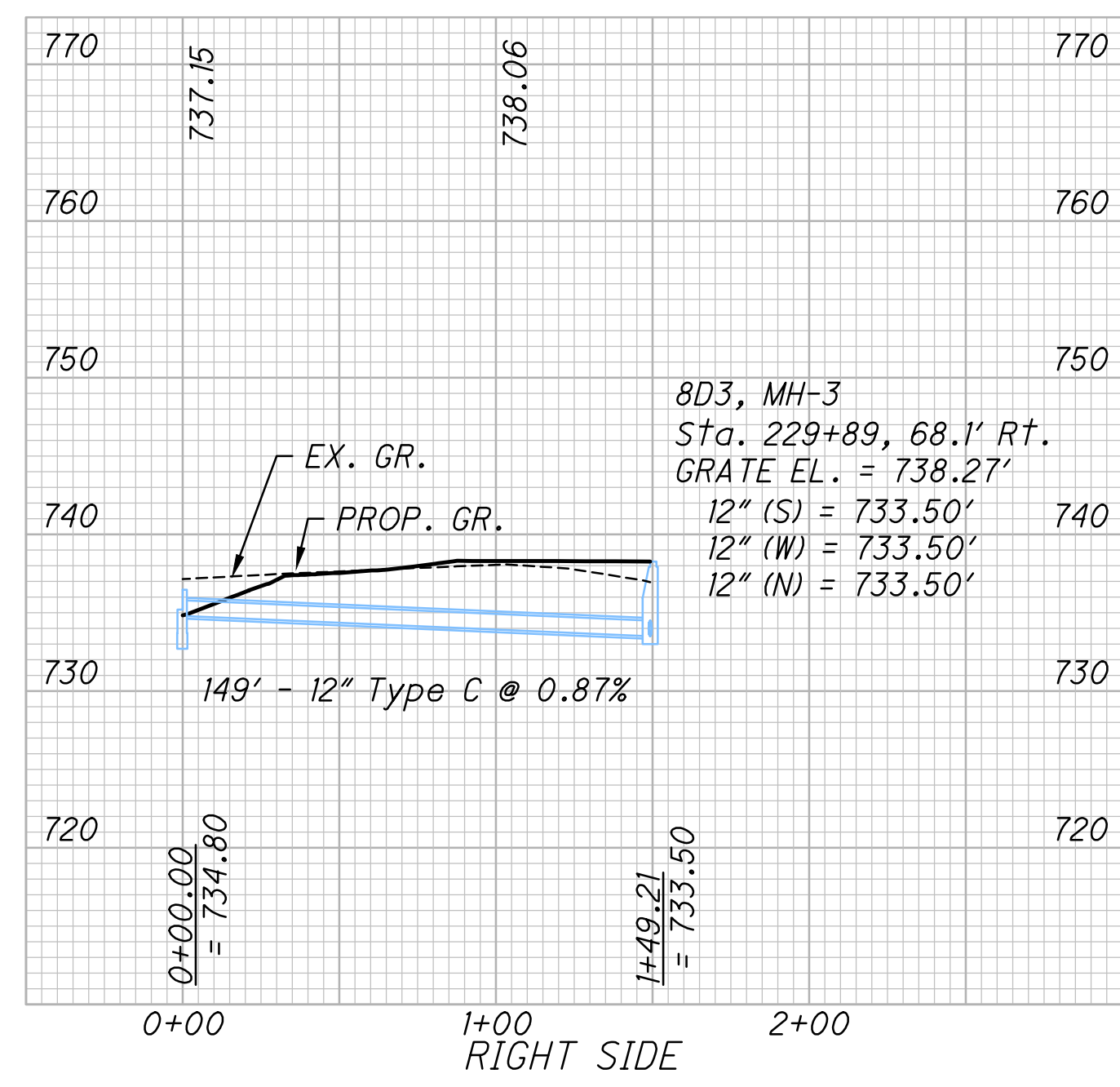
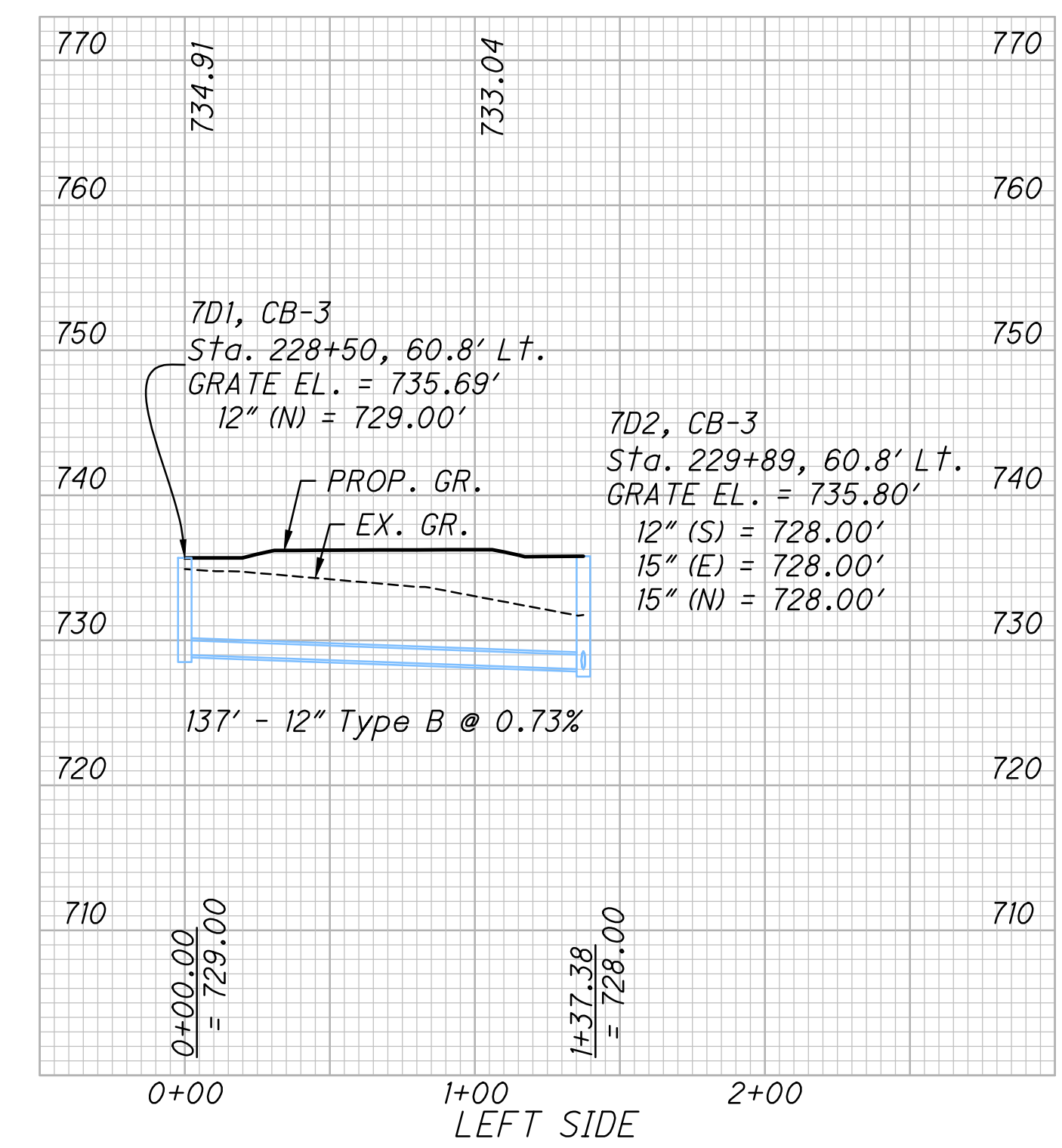
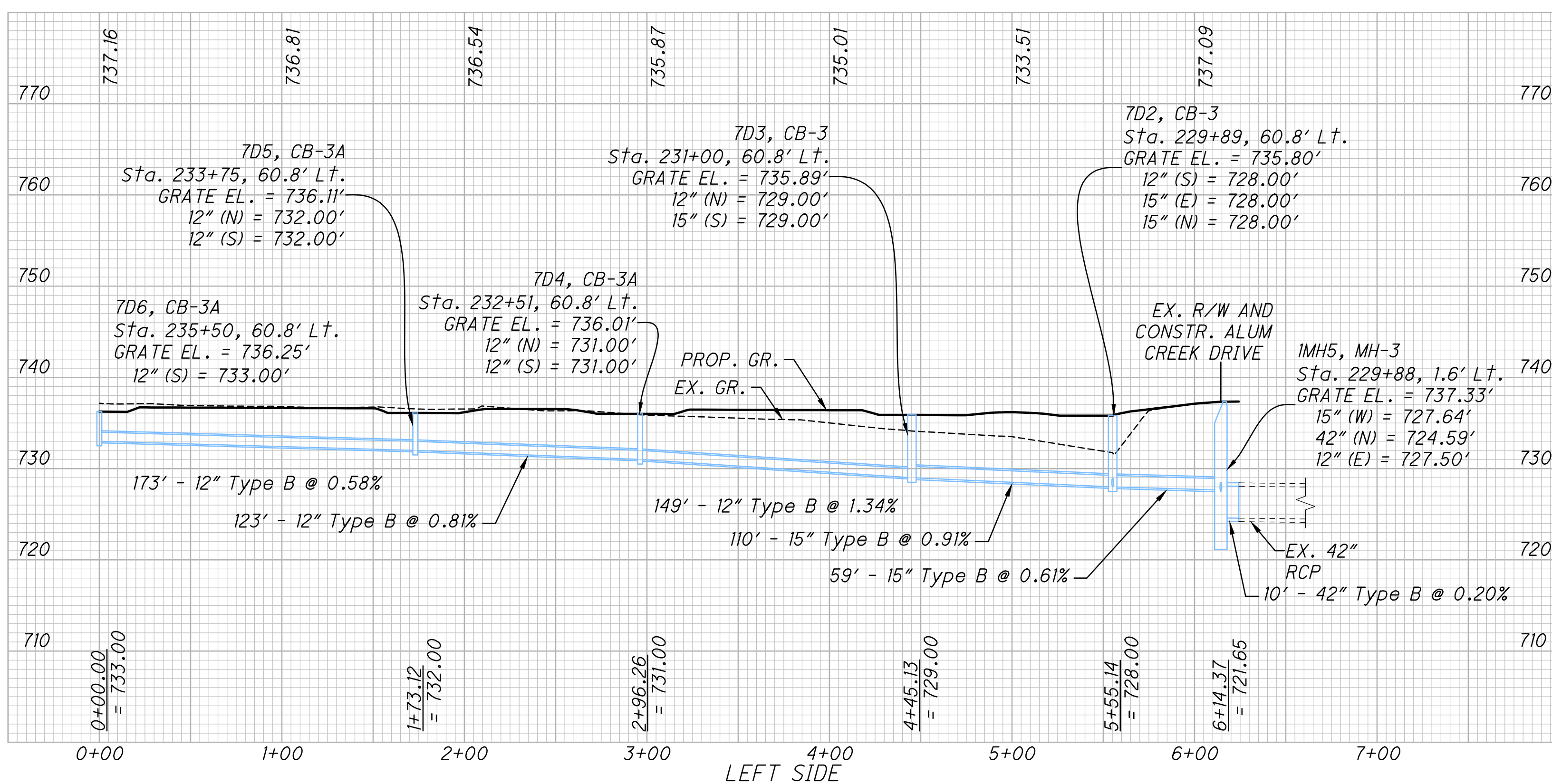
NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.



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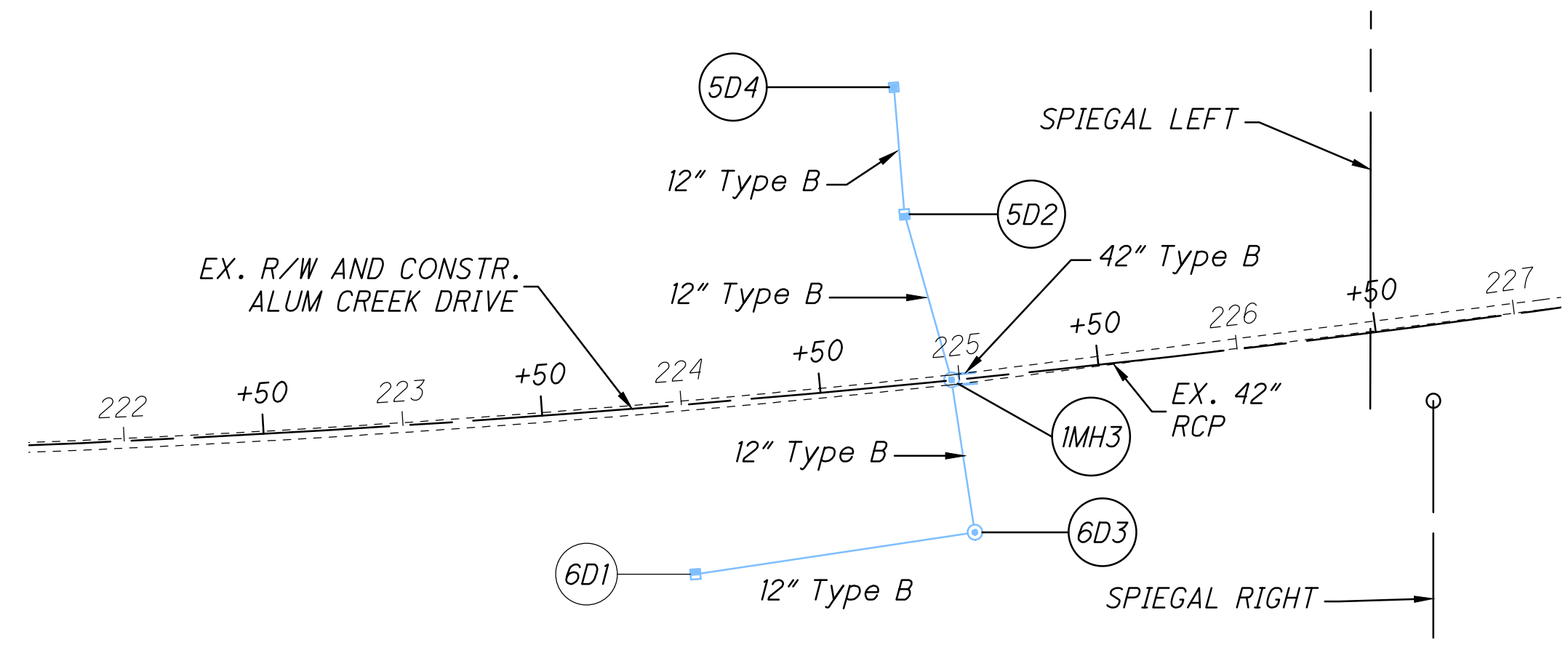
NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.



STORM SEWER PROFILES  
STA. 227+50 TO STA. 235+50

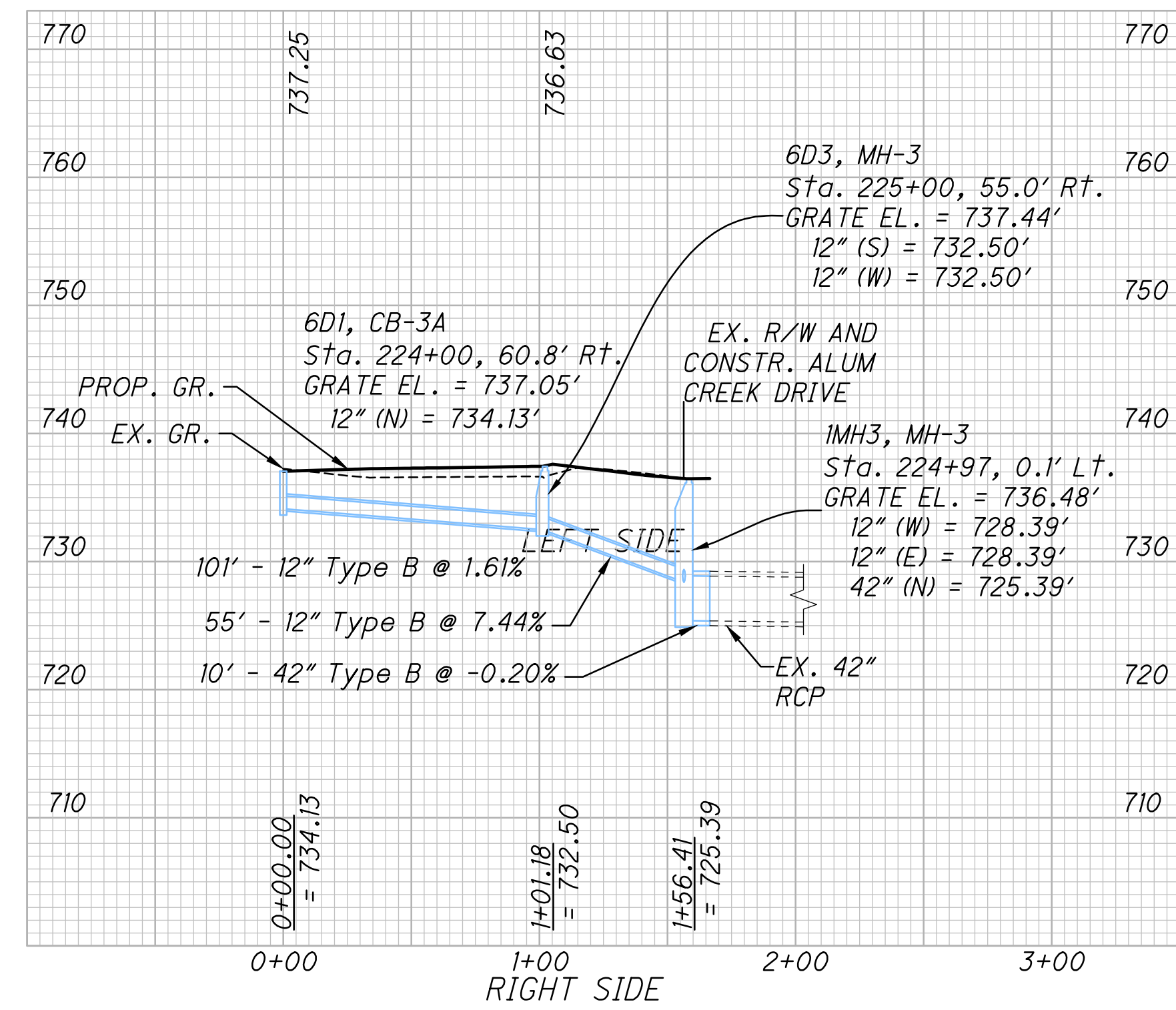
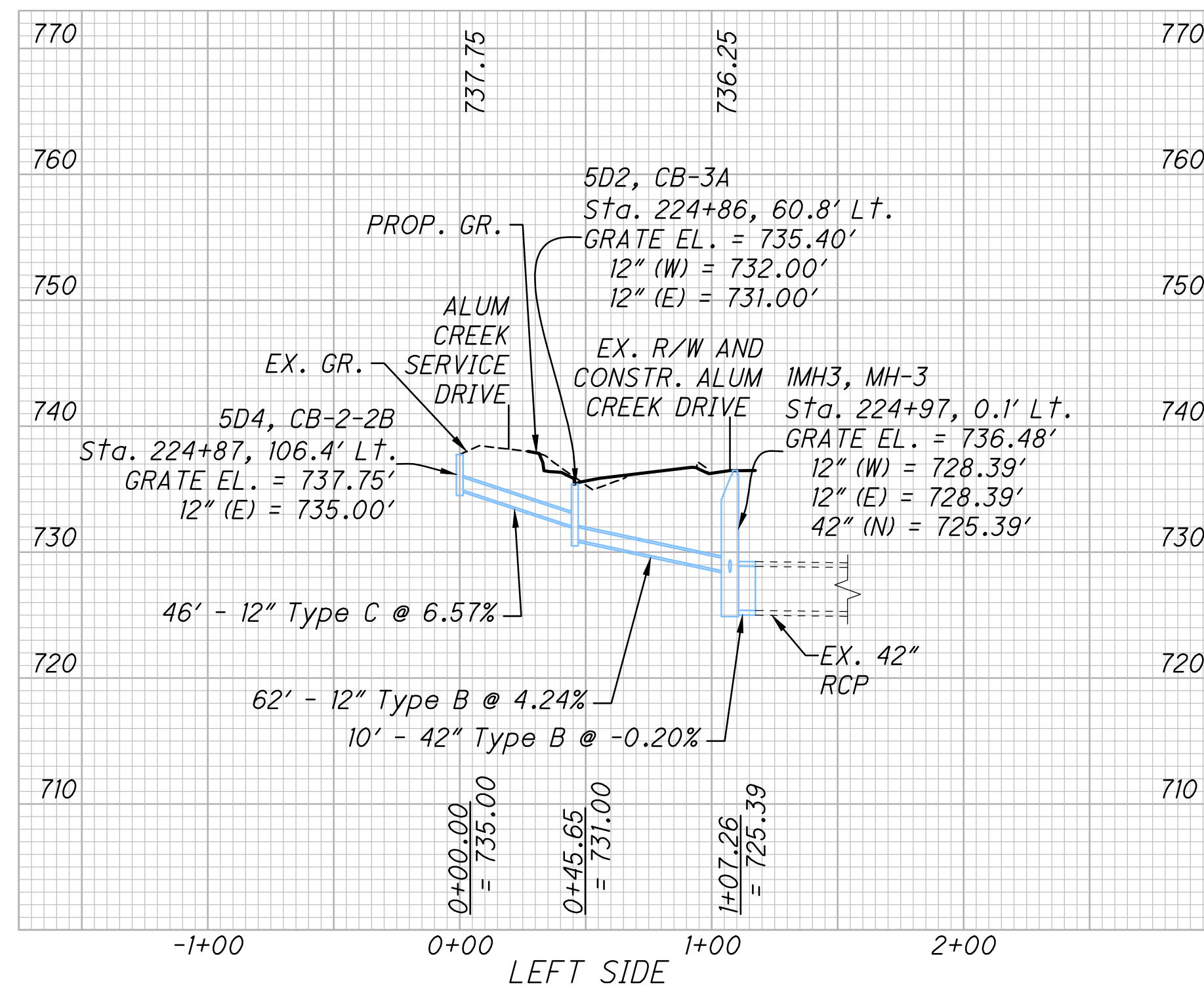
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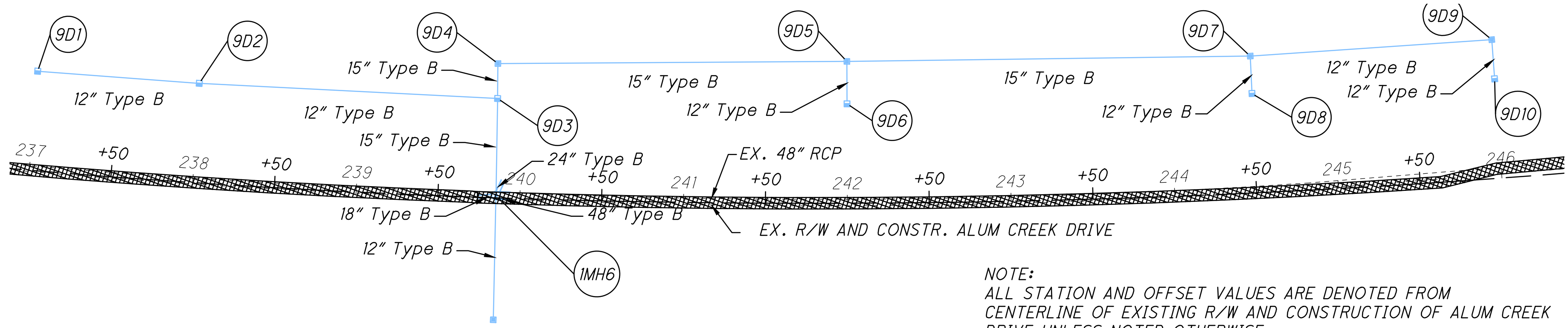
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CHECKED  
BMH

0 25 50  
HORIZONTAL  
SCALE IN FEET



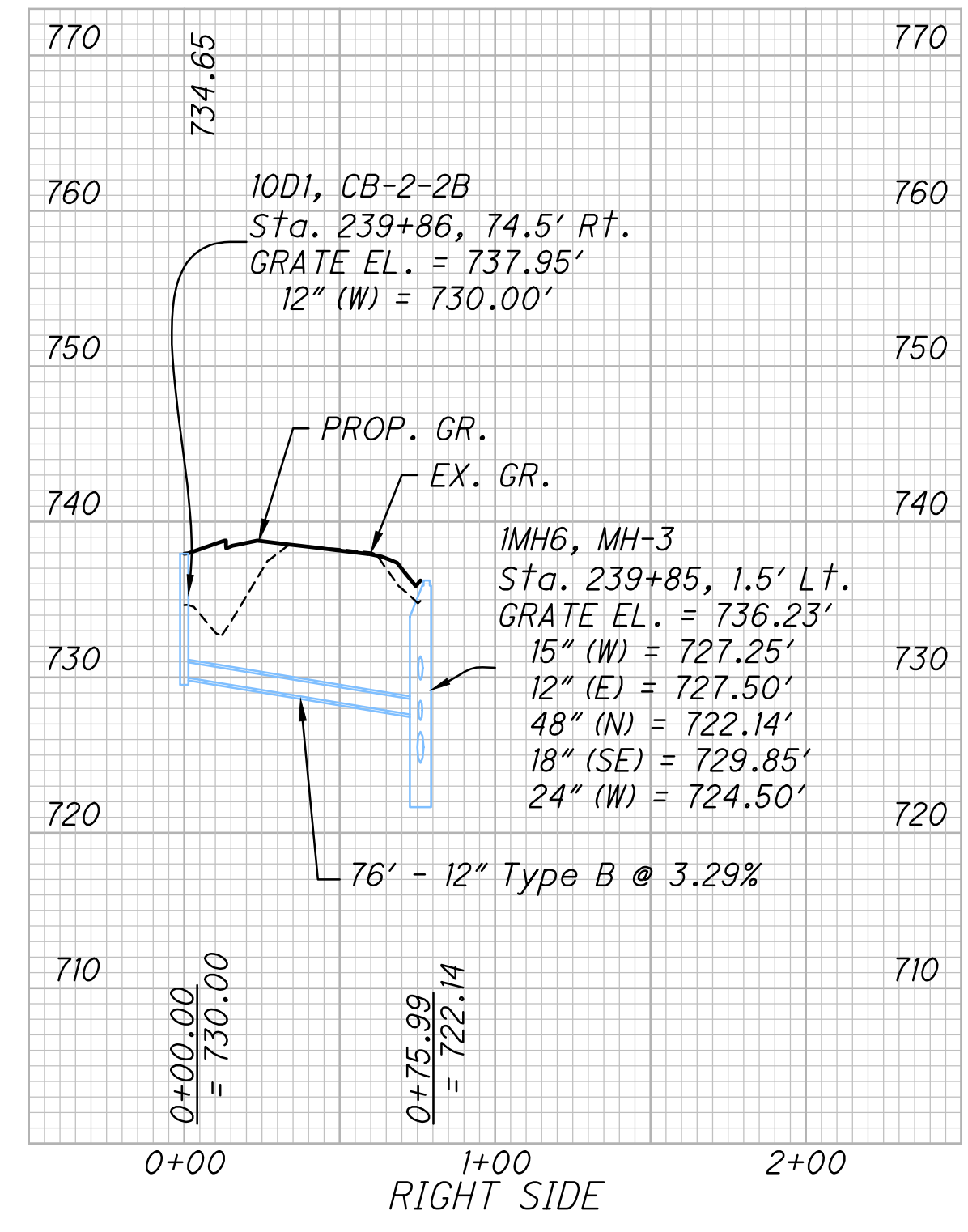
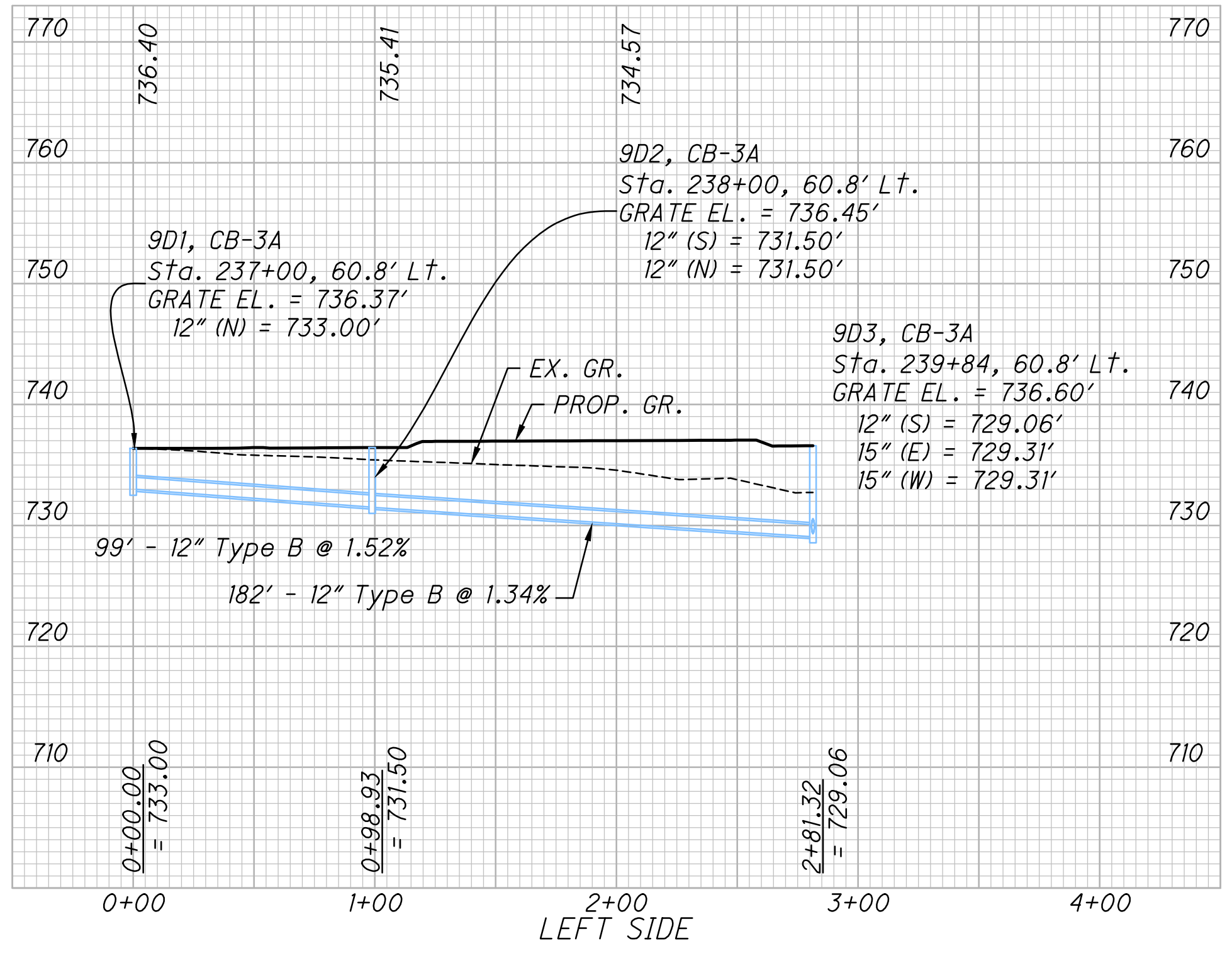
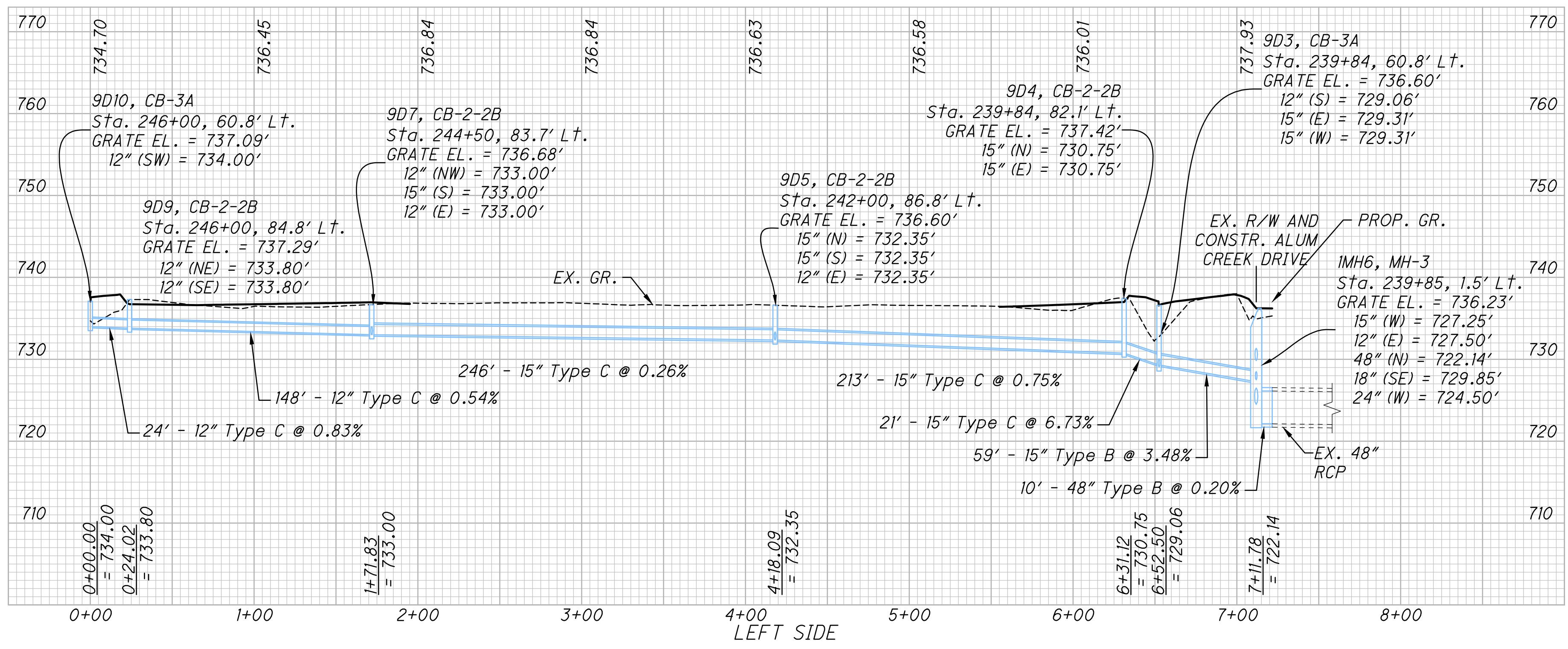
STORM SEWER PROFILES  
STA. 224+00 TO STA. 225+00

FRA-CR122-0.00



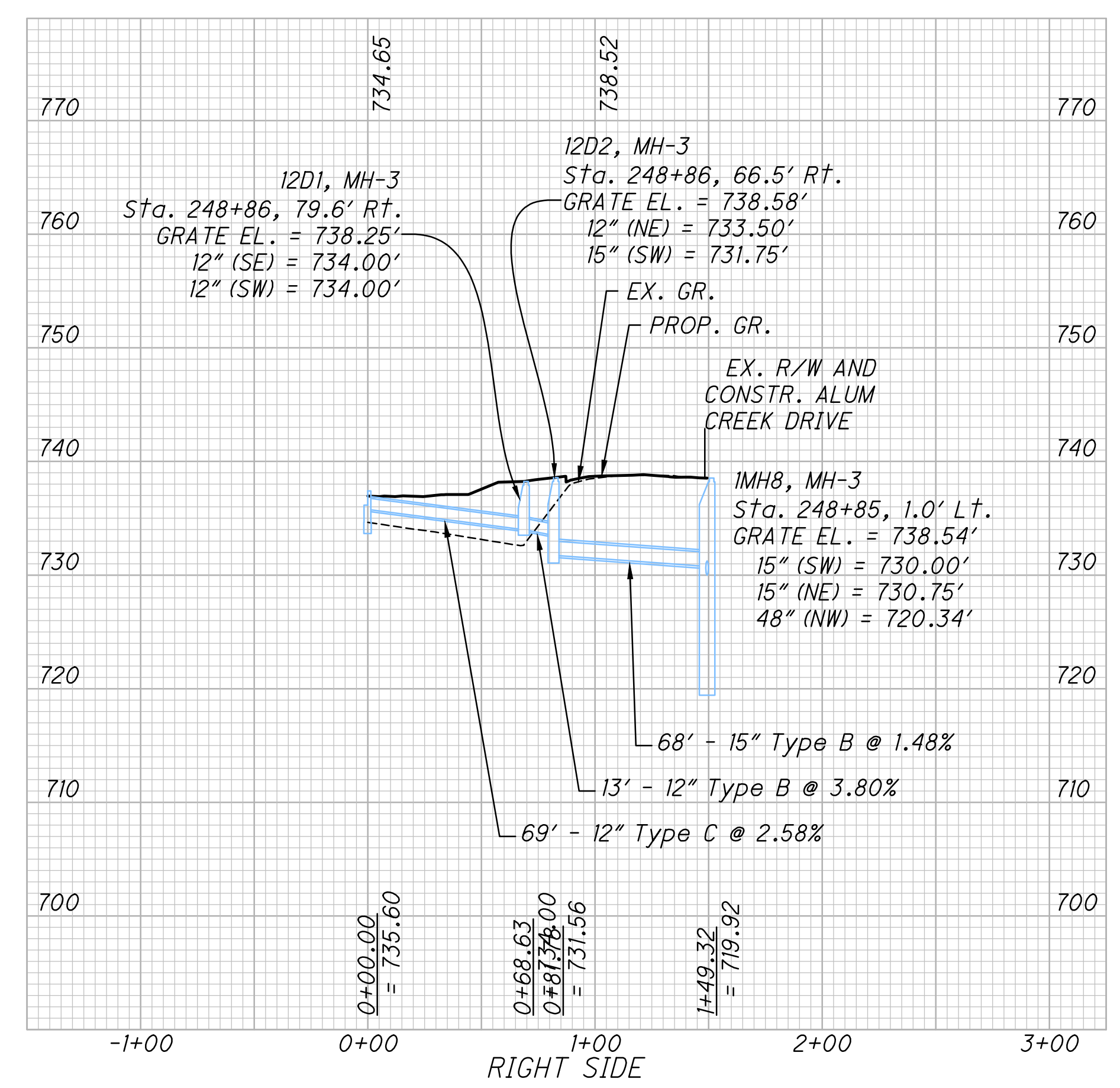
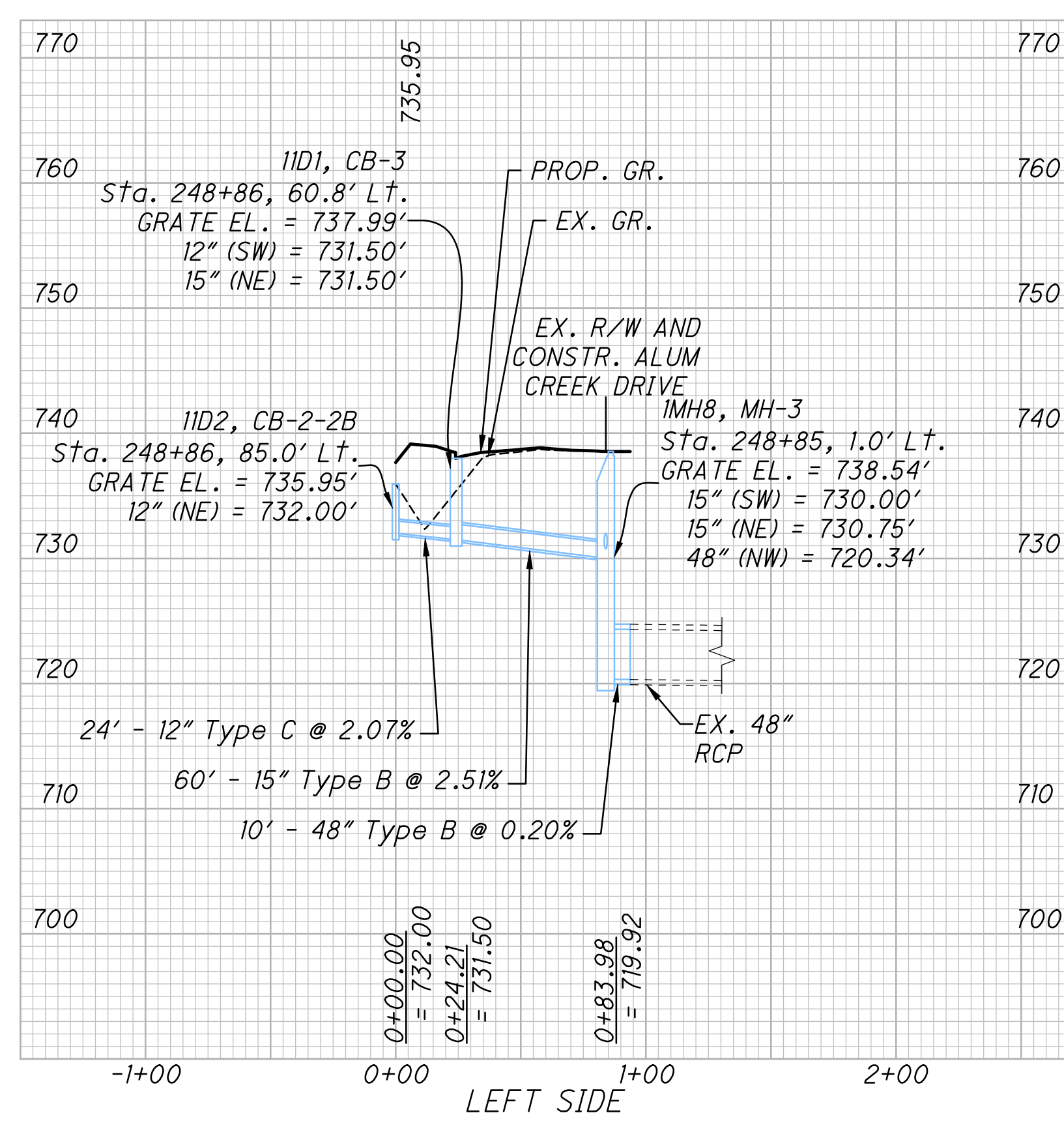
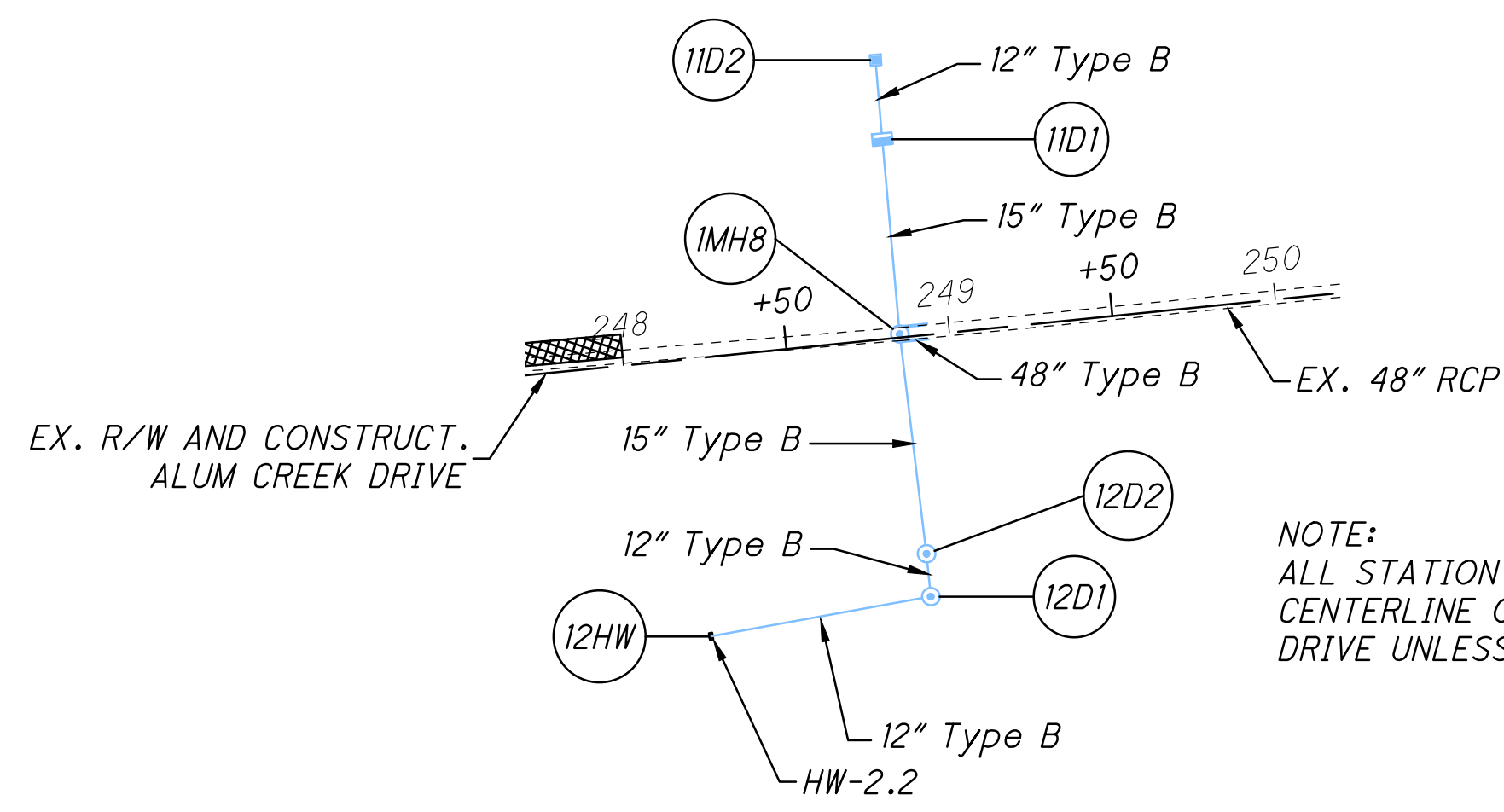
CALCULATED  
NMG  
CHECKED  
BMH

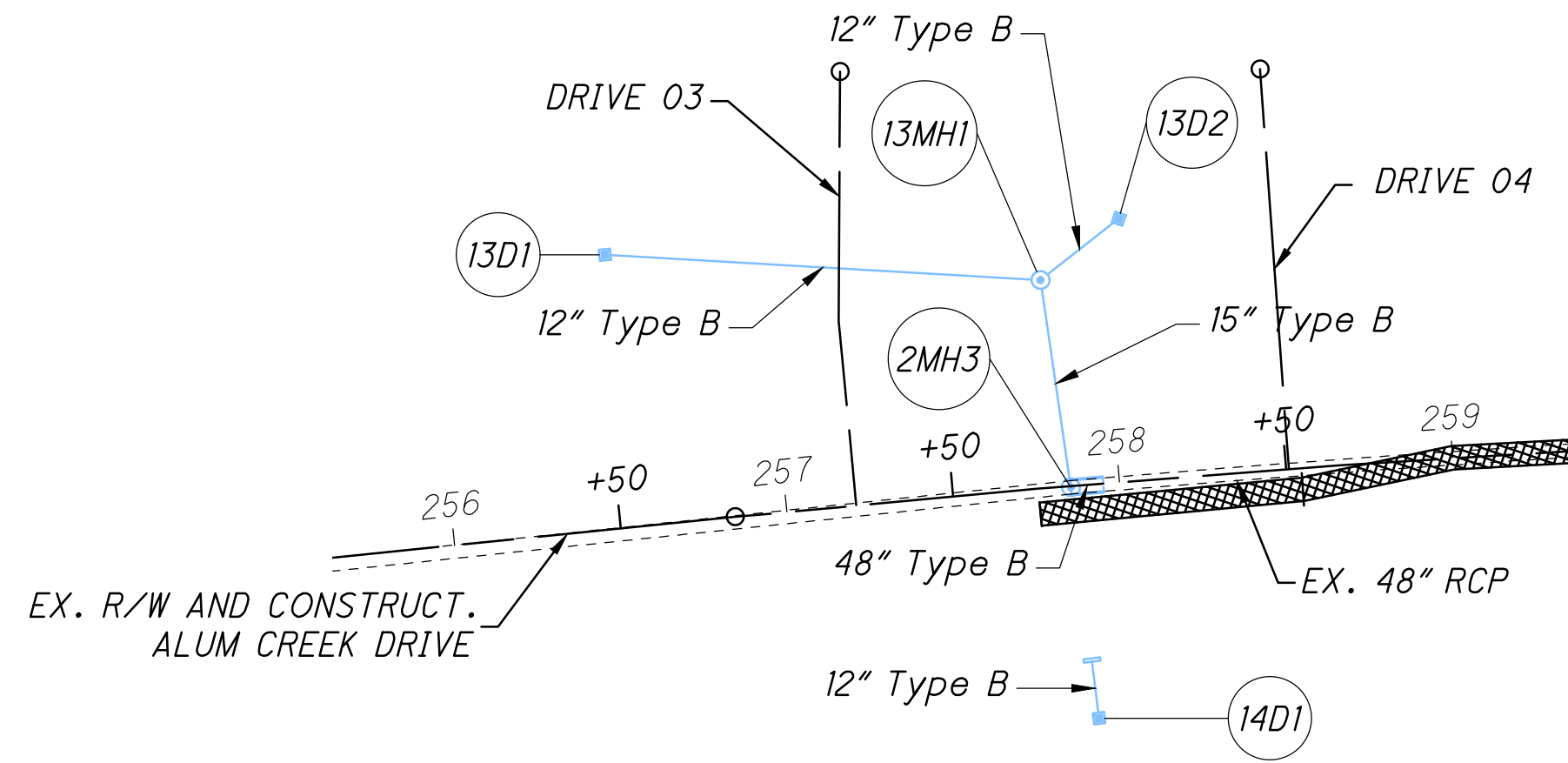
0 25 50  
HORIZONTAL  
SCALE IN FEET



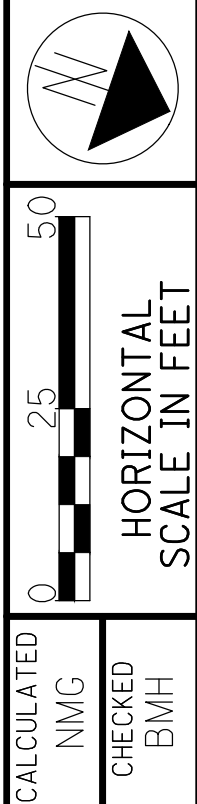
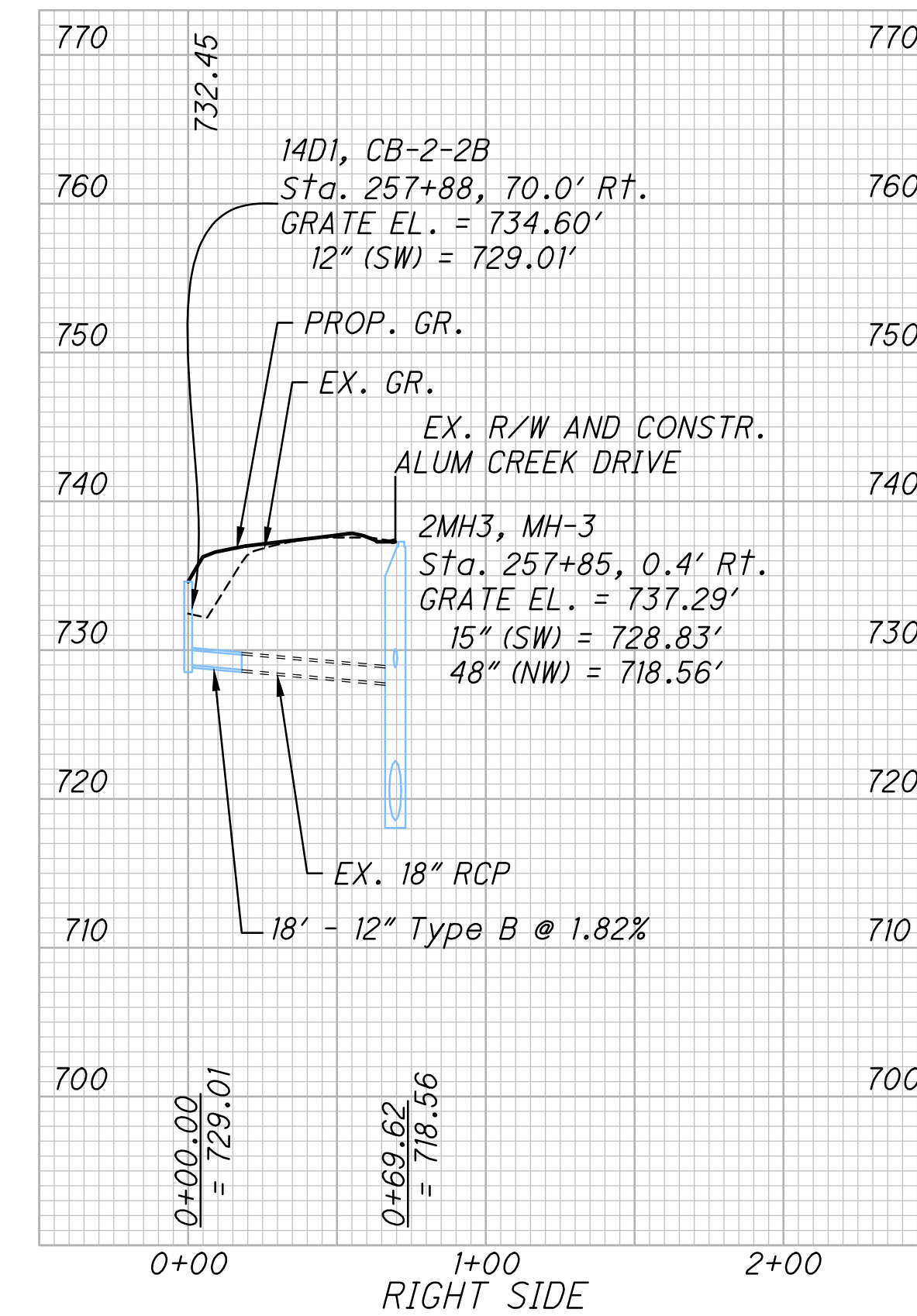
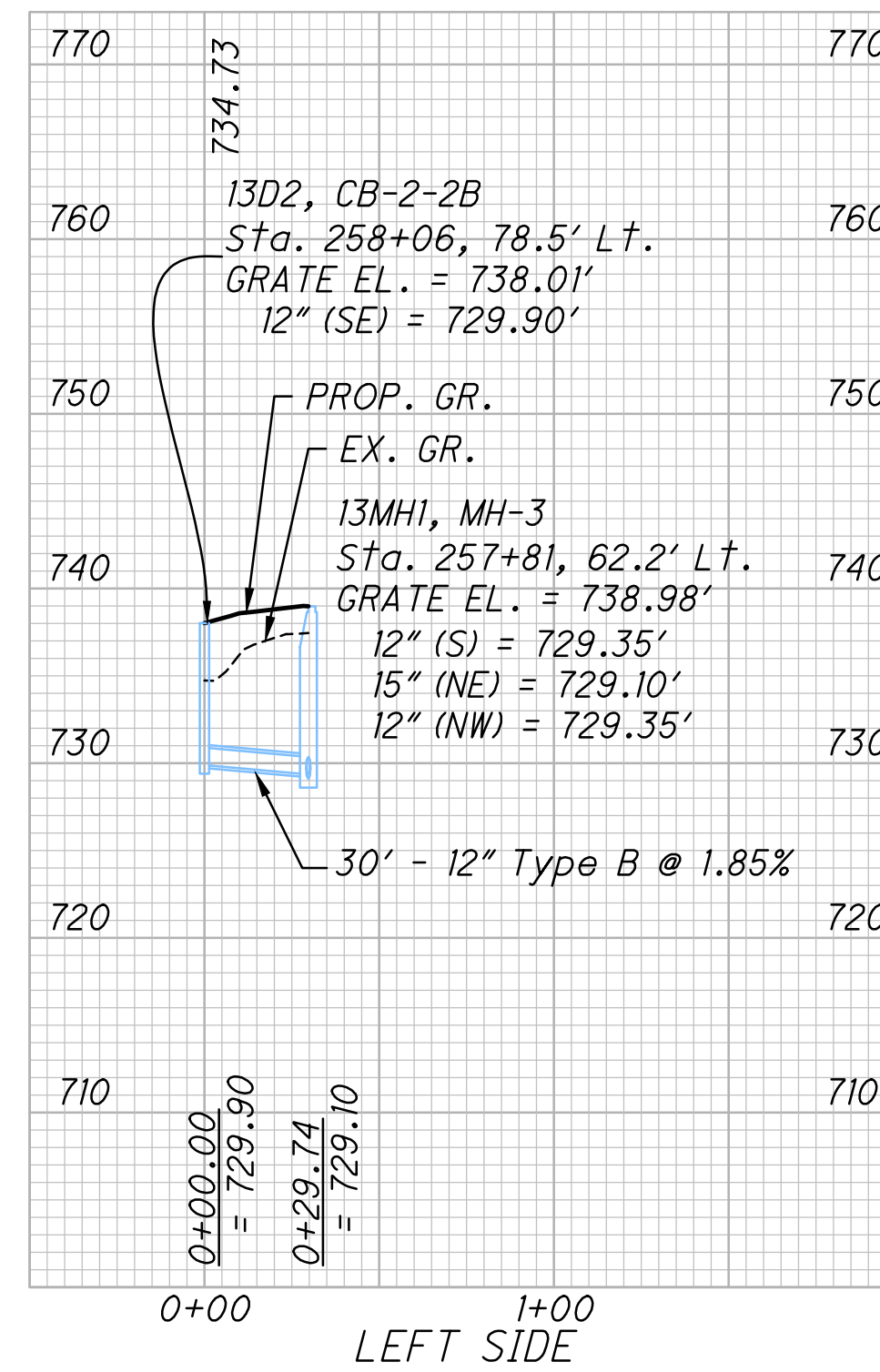
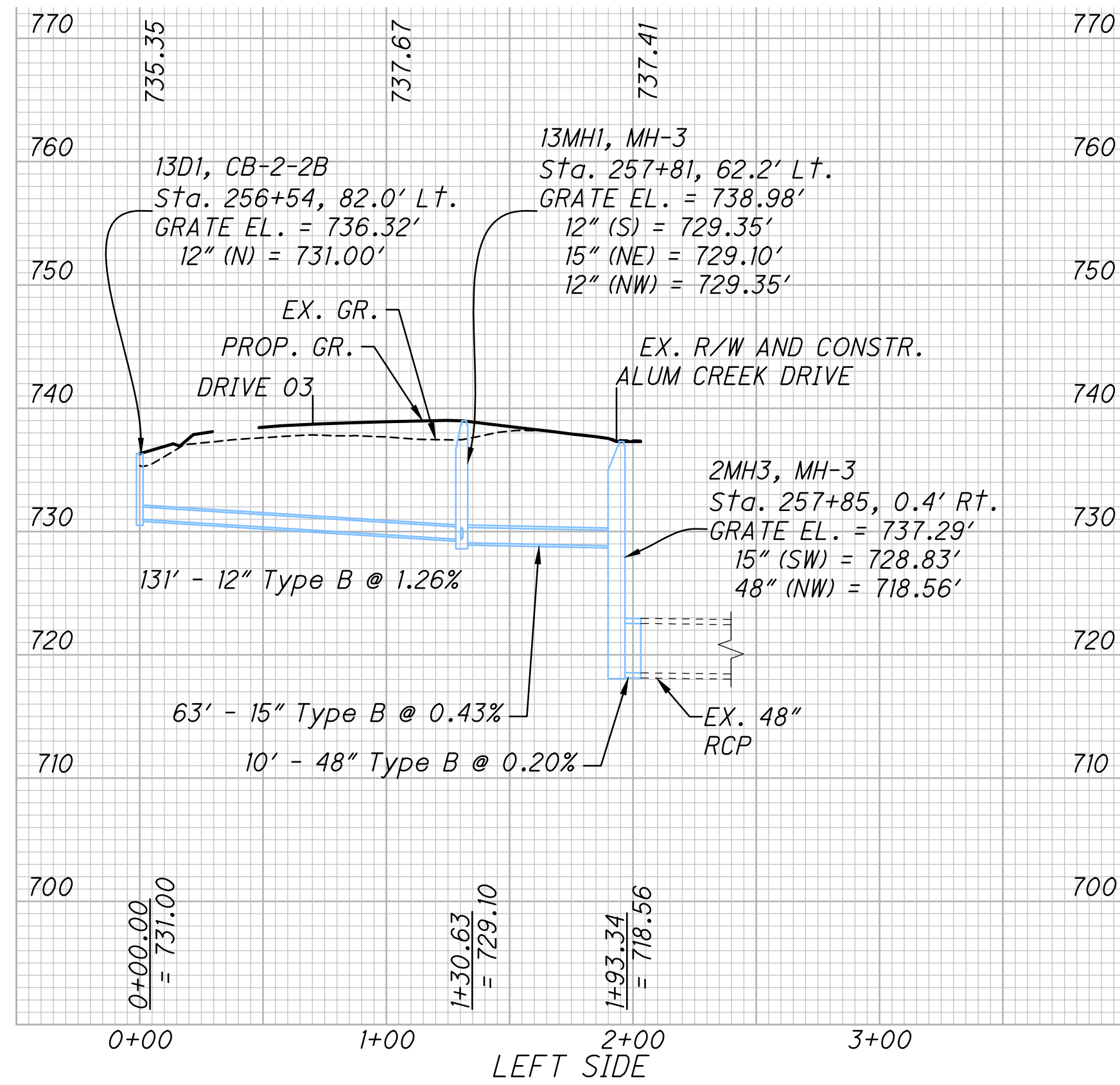
STORM SEWER PROFILES  
STA. 237+00 TO STA. 246+00

FRA-CR122-0.00



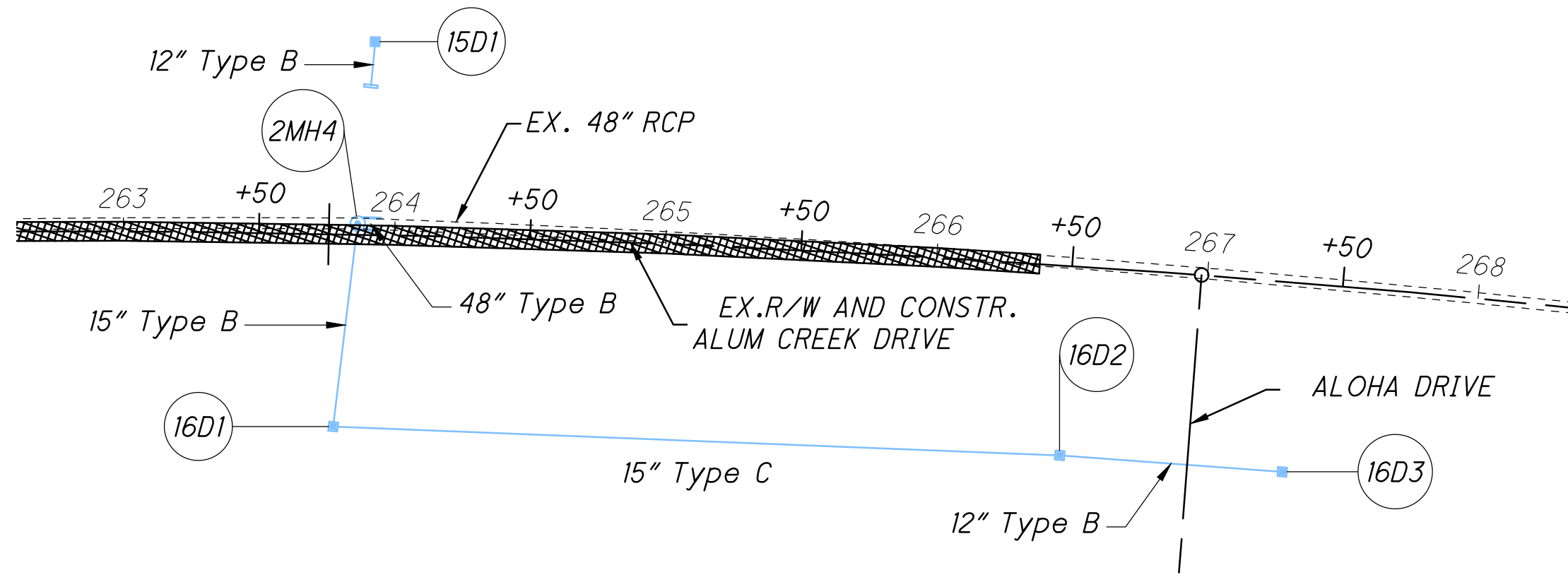


NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.

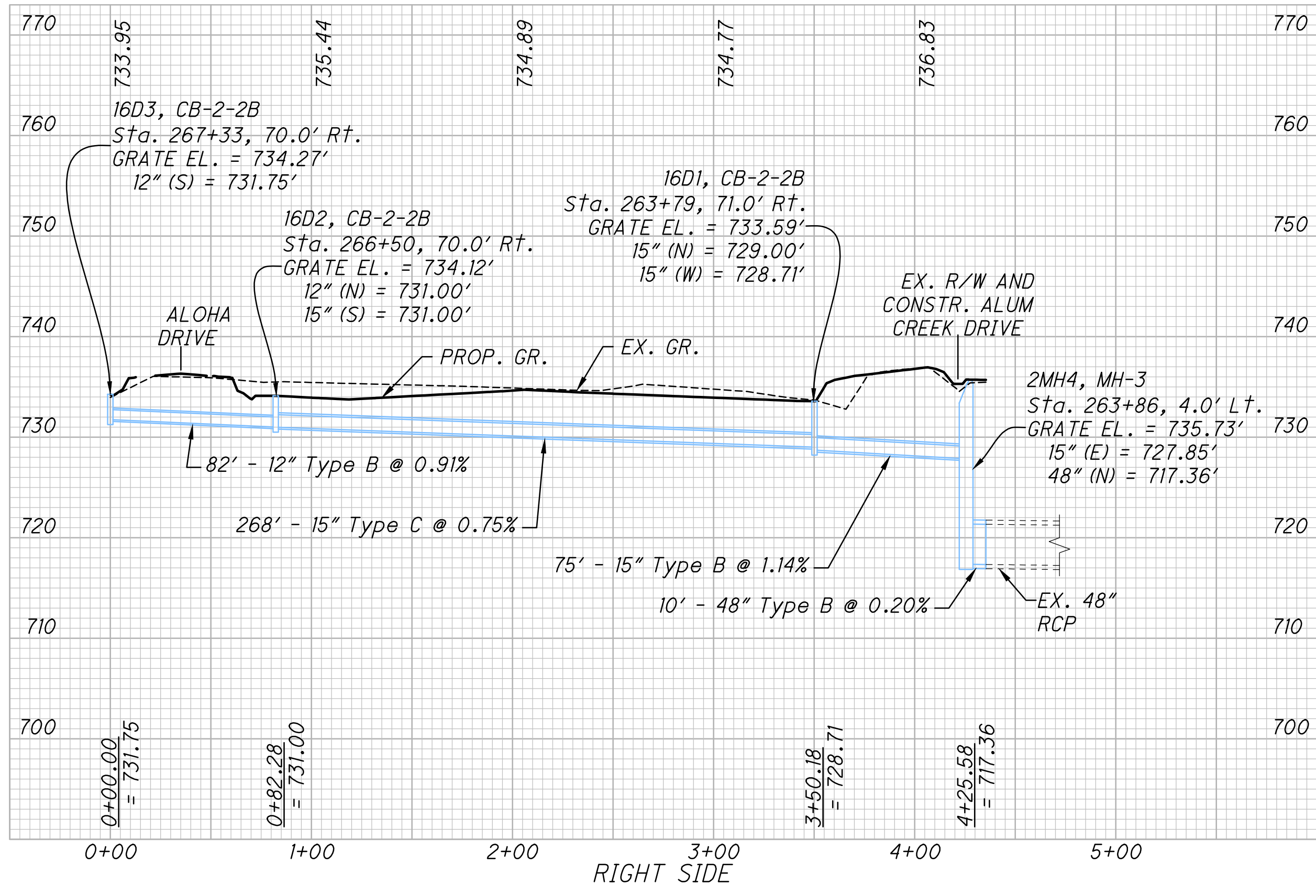
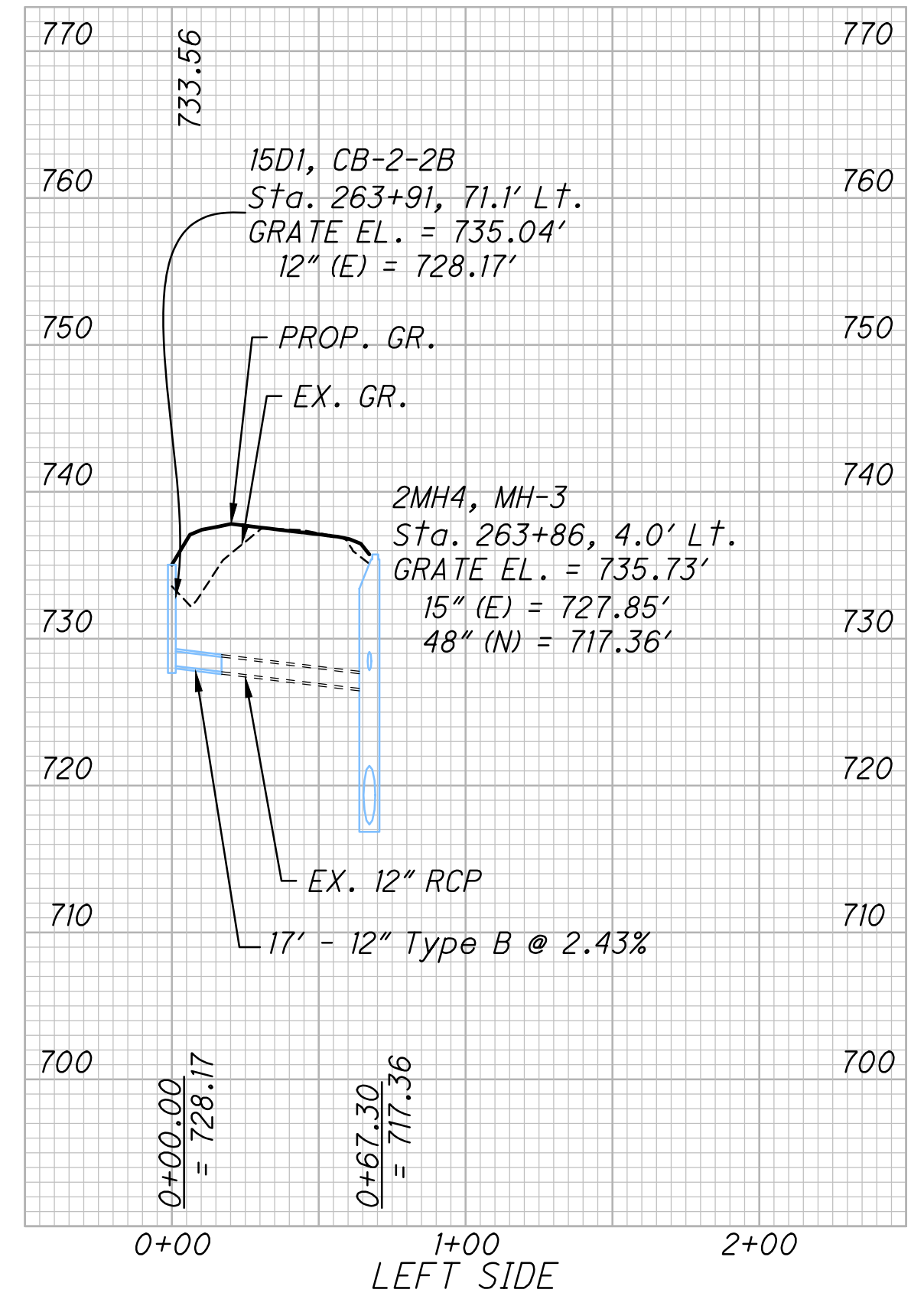


**STORM SEWER PROFILES**  
**STA. 256+54 TO STA. 258+06**

FRA-CR122-0.00

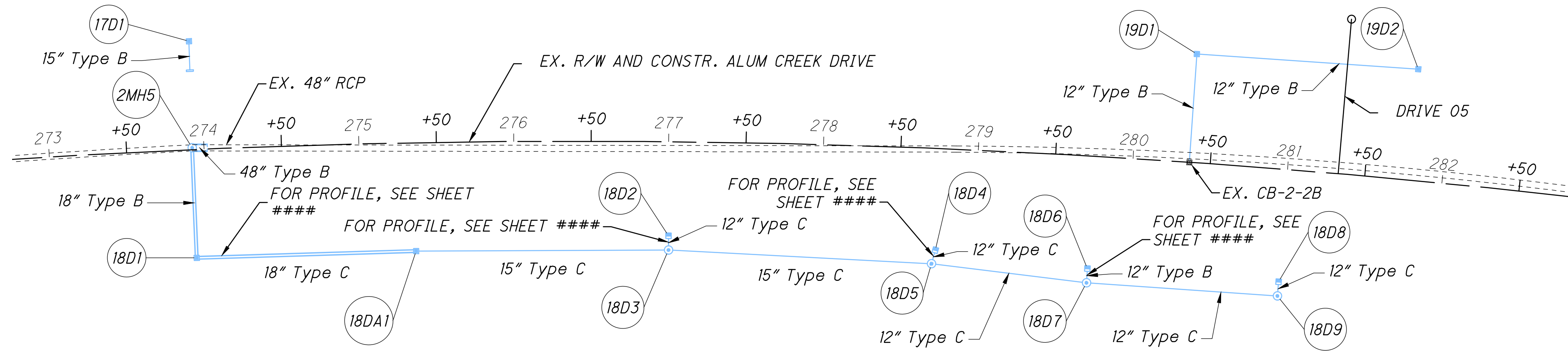


NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.

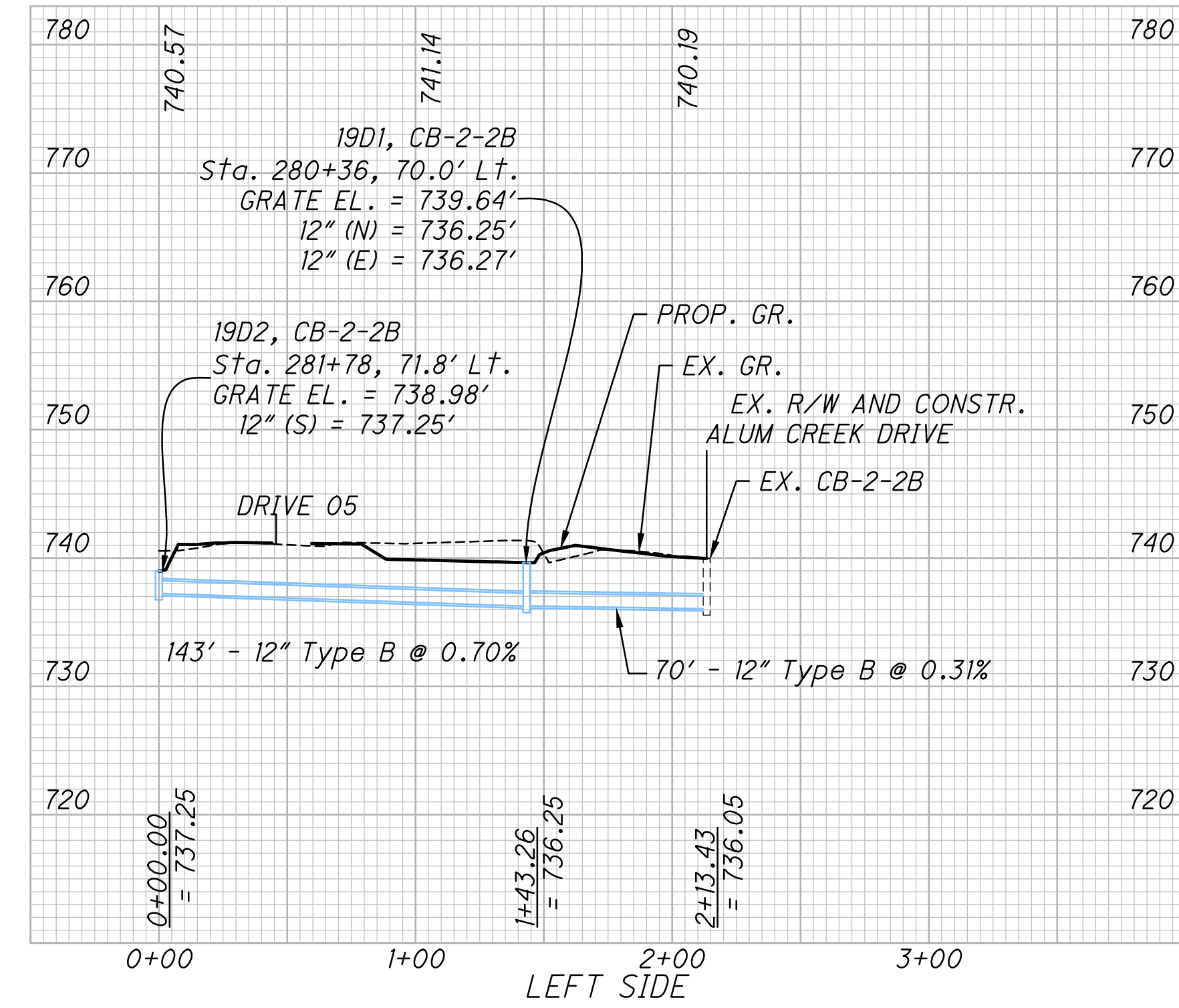
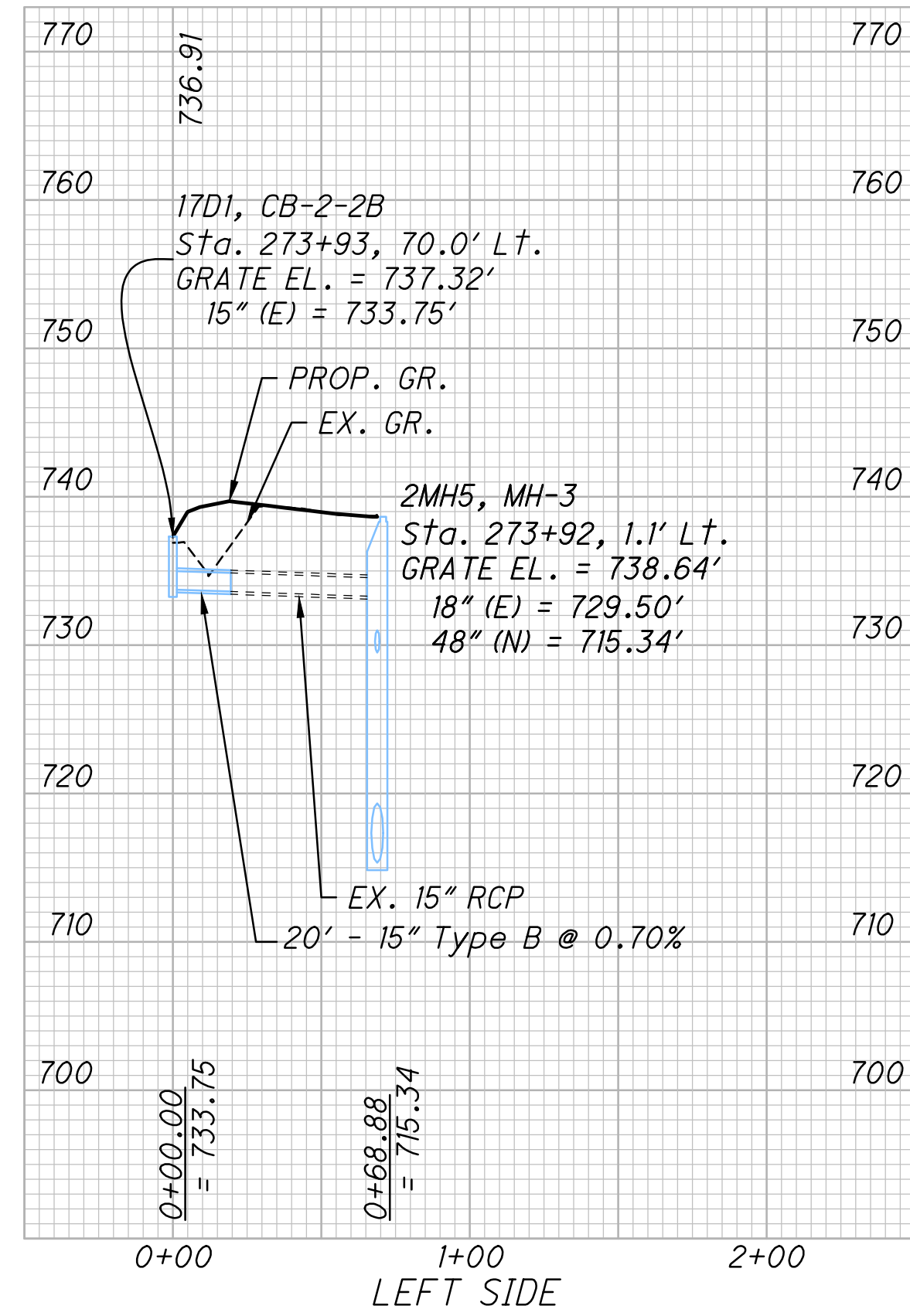


STORM SEWER PROFILES  
STA. 263+79 TO STA. 267+33

FRA-CR122-0.00



NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.



CALCULATED  
NMG  
CHECKED  
BMH

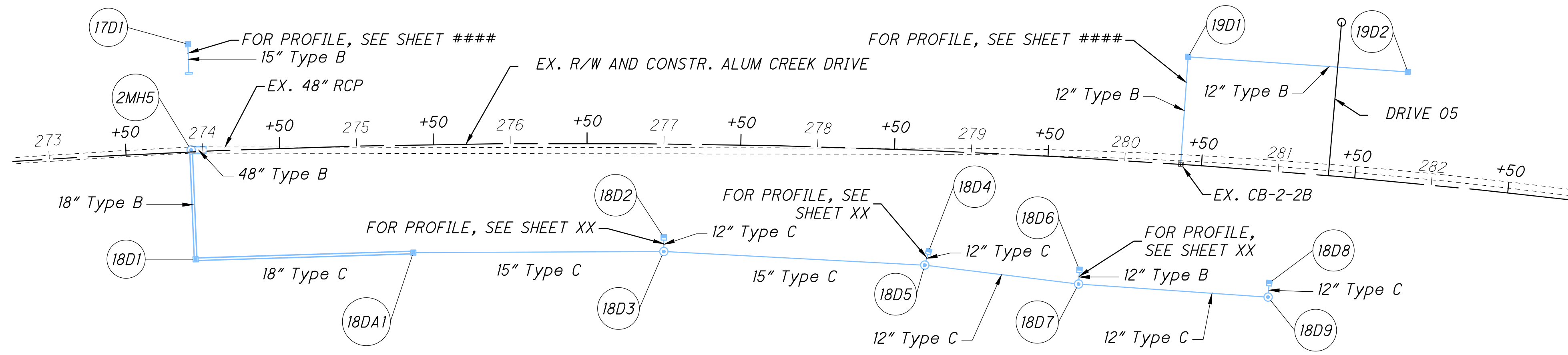
0 25 50  
HORIZONTAL  
SCALE IN FEET

STORM SEWER PROFILES  
STA. 273+92 TO STA. 281+78

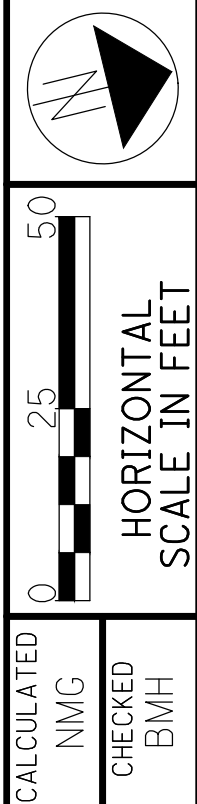
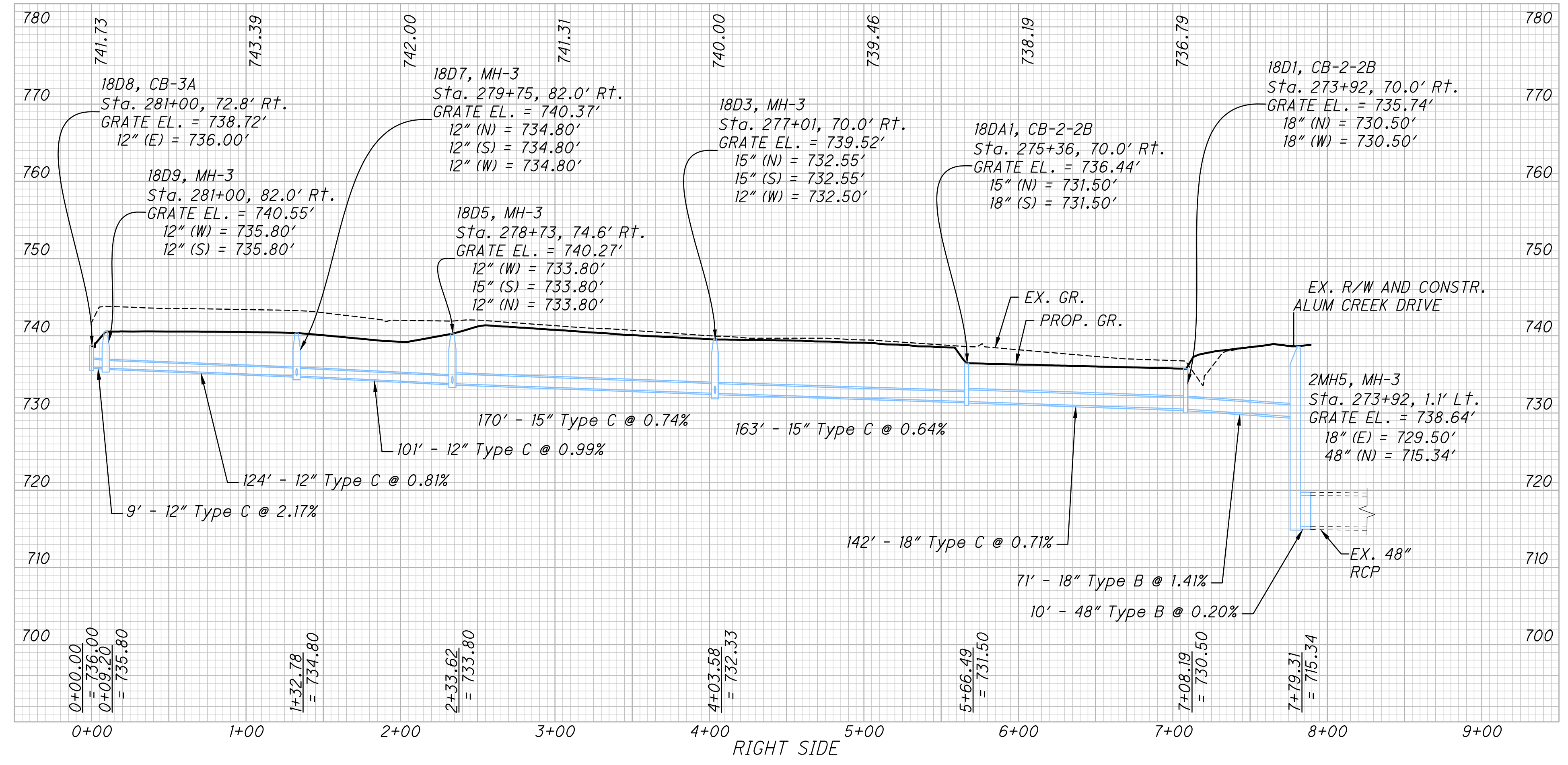
FRA-CR122-0.00



c:\pw\_working\infra01\sbhattarai\0165380\115792\_DP011.dwg LAST SAVED BY: ogaskins, 4/5/2024 8:42 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 2:16 PM



NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.

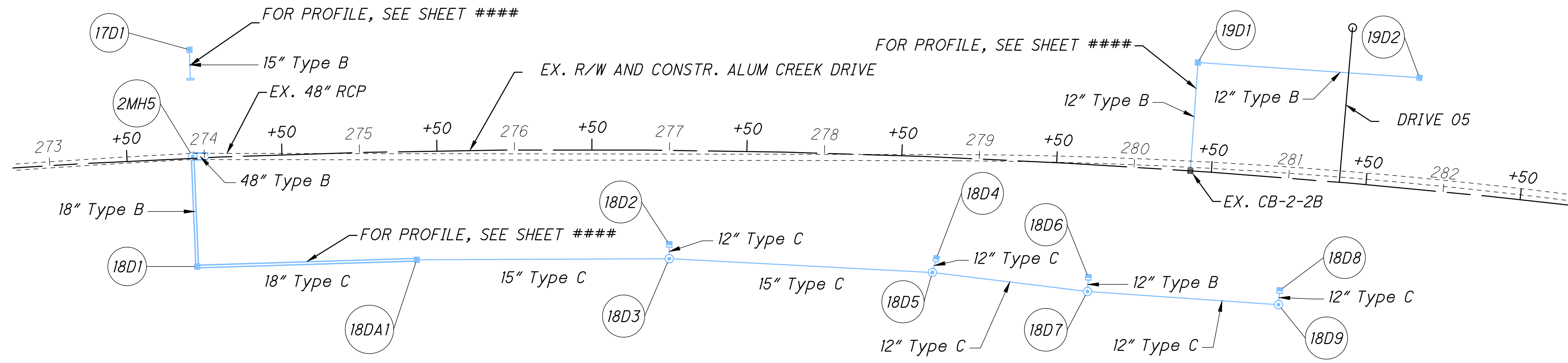


CALCULATED  
NMG  
CHECKED  
BMH

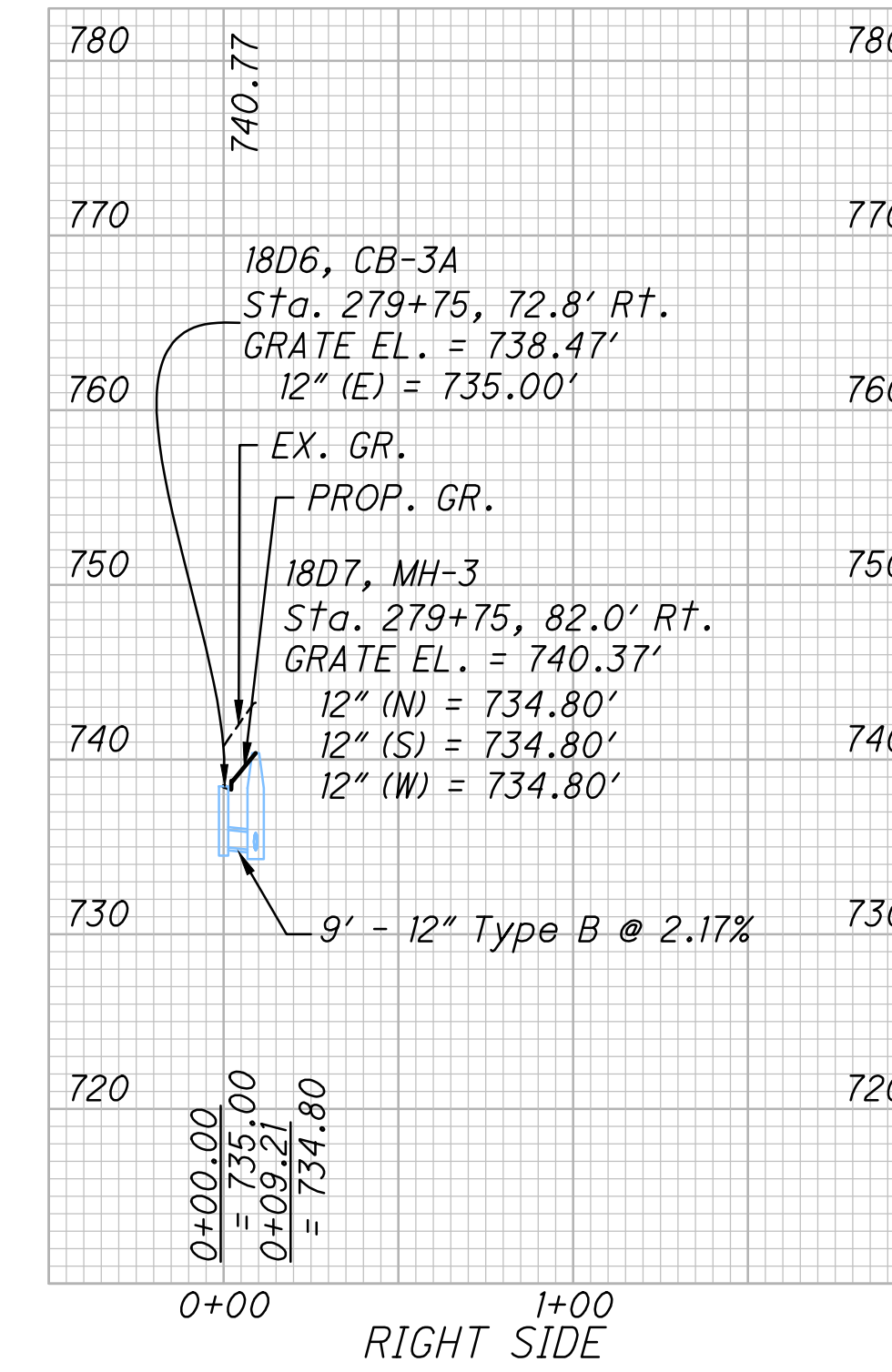
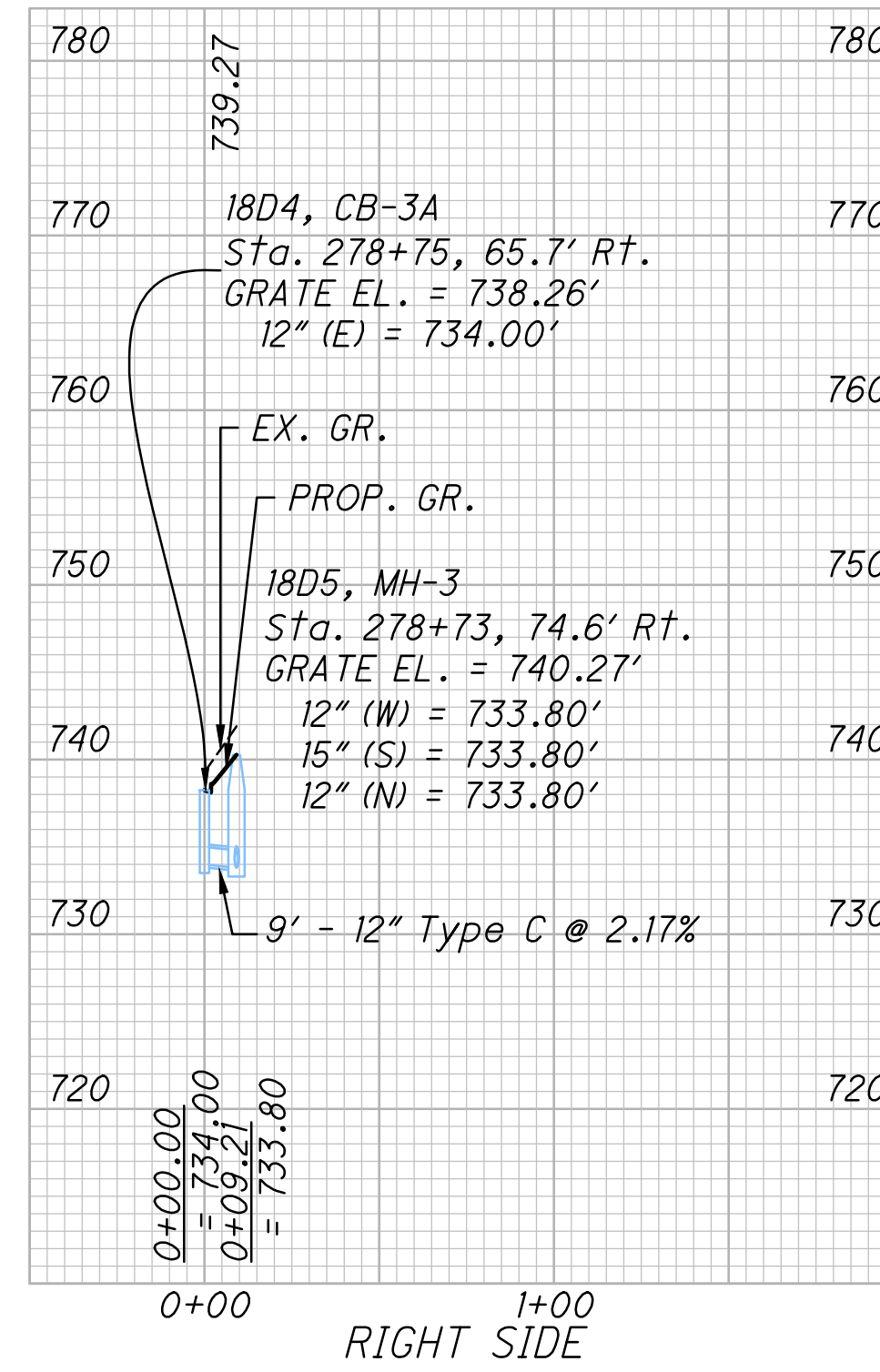
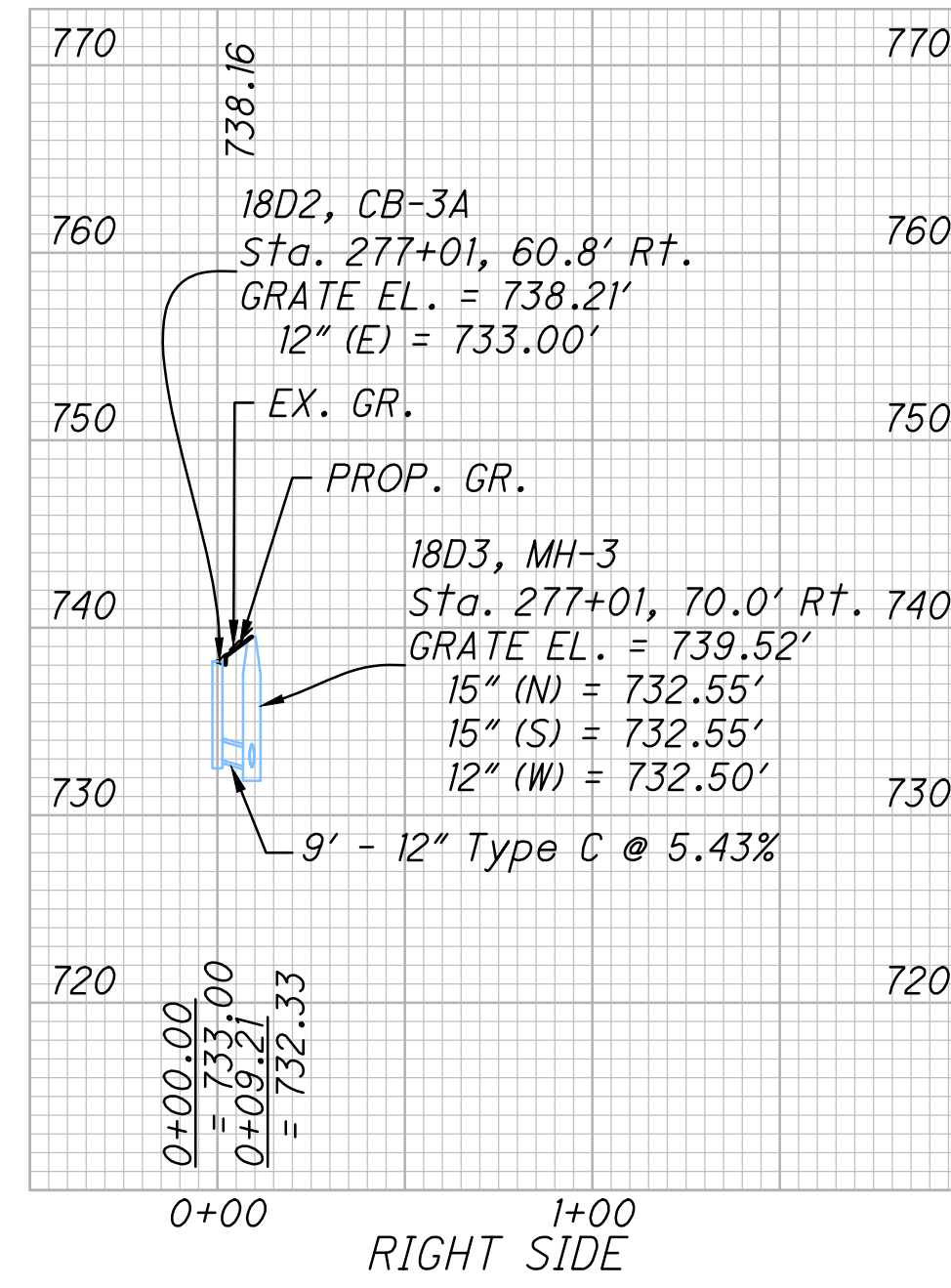
STORM SEWER PROFILES  
STA. 273+92 TO STA. 281+00

FRA-CR122-0.00

c:\pw\_working\infra01\sphattara\0165380\115792\_DP012.dwg LAST SAVED BY: ogaskins, 4/5/2024 8:42 AM LAST PRINTED BY: Bhattarai, Shristi, 4/19/2024 2:16 PM



NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.



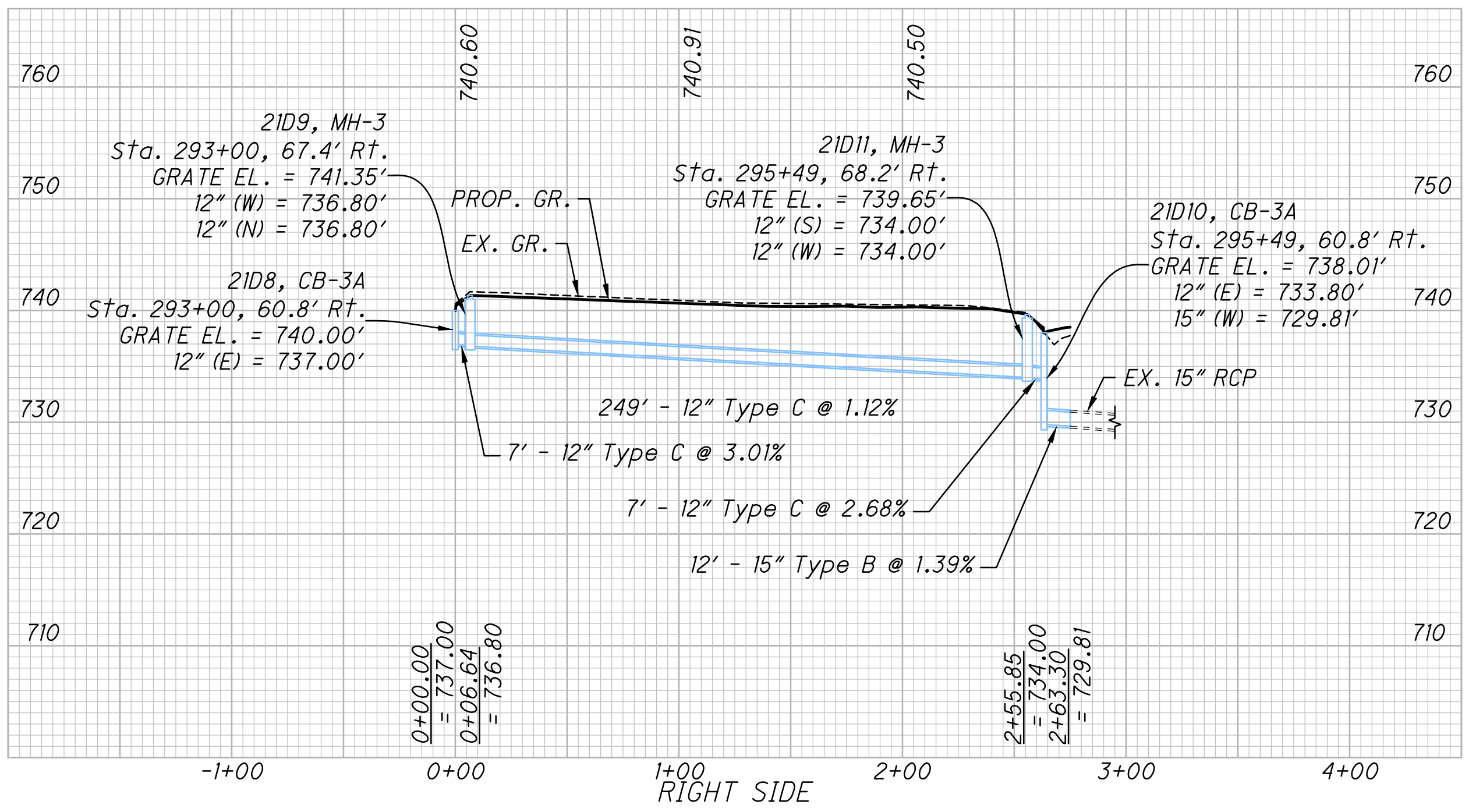
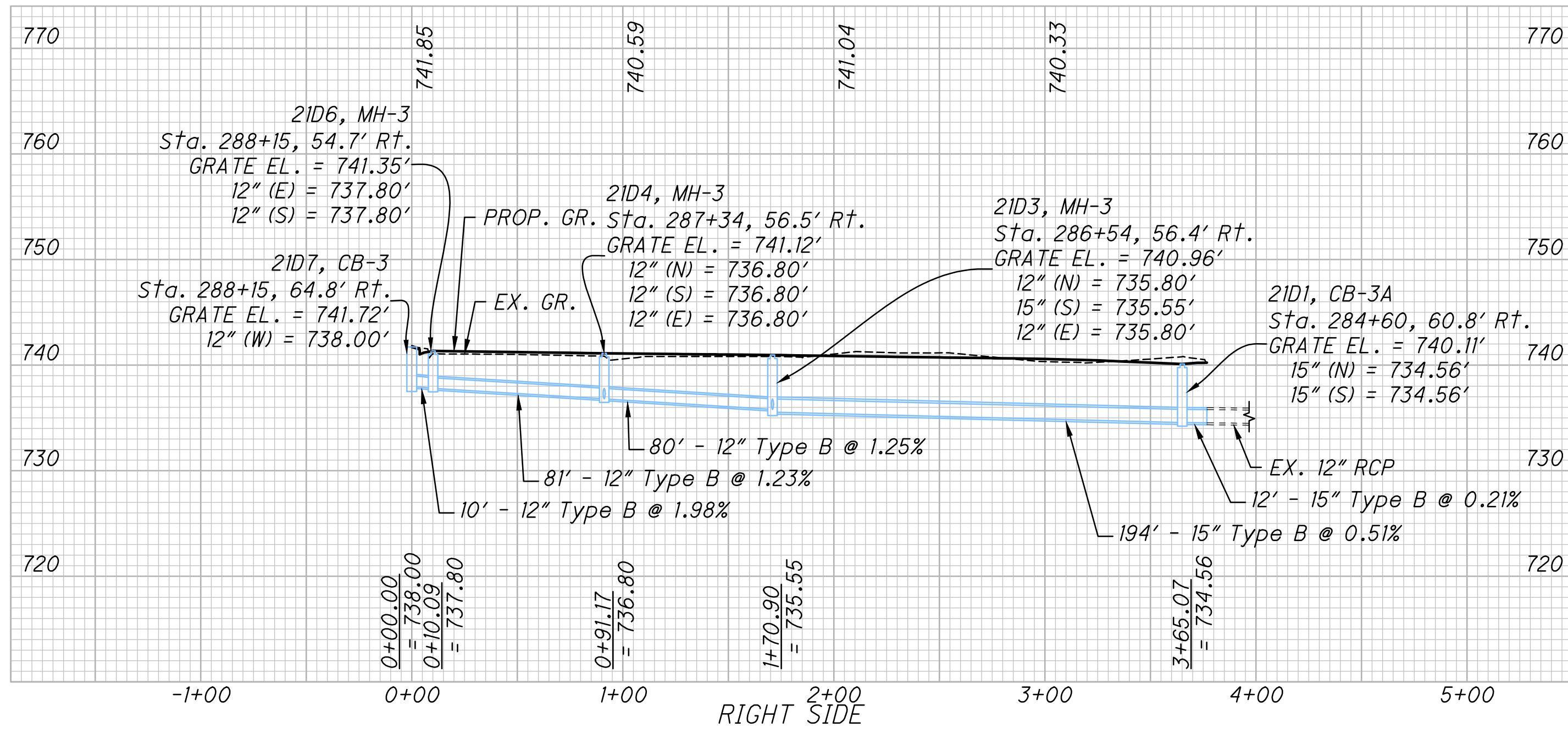
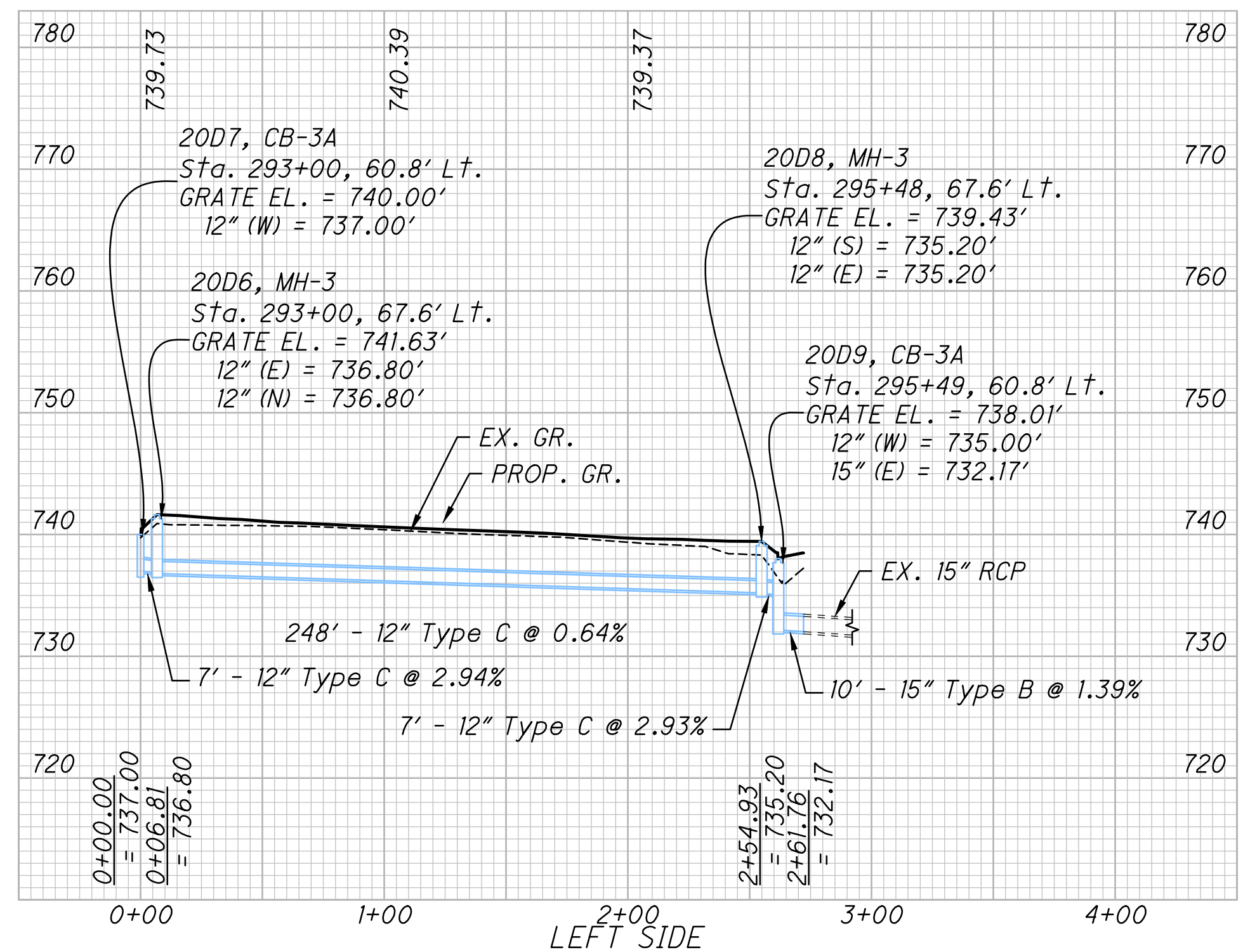
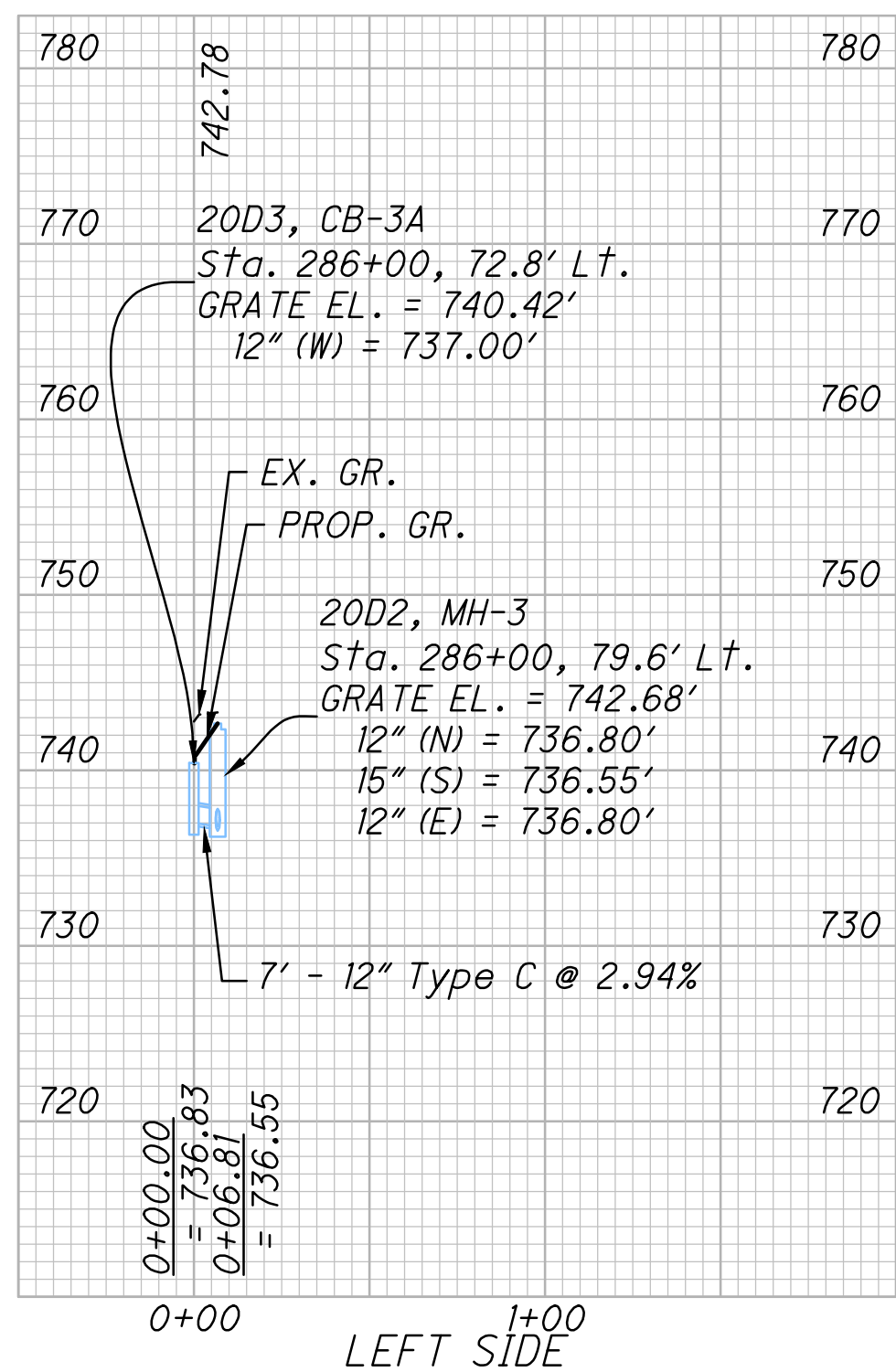
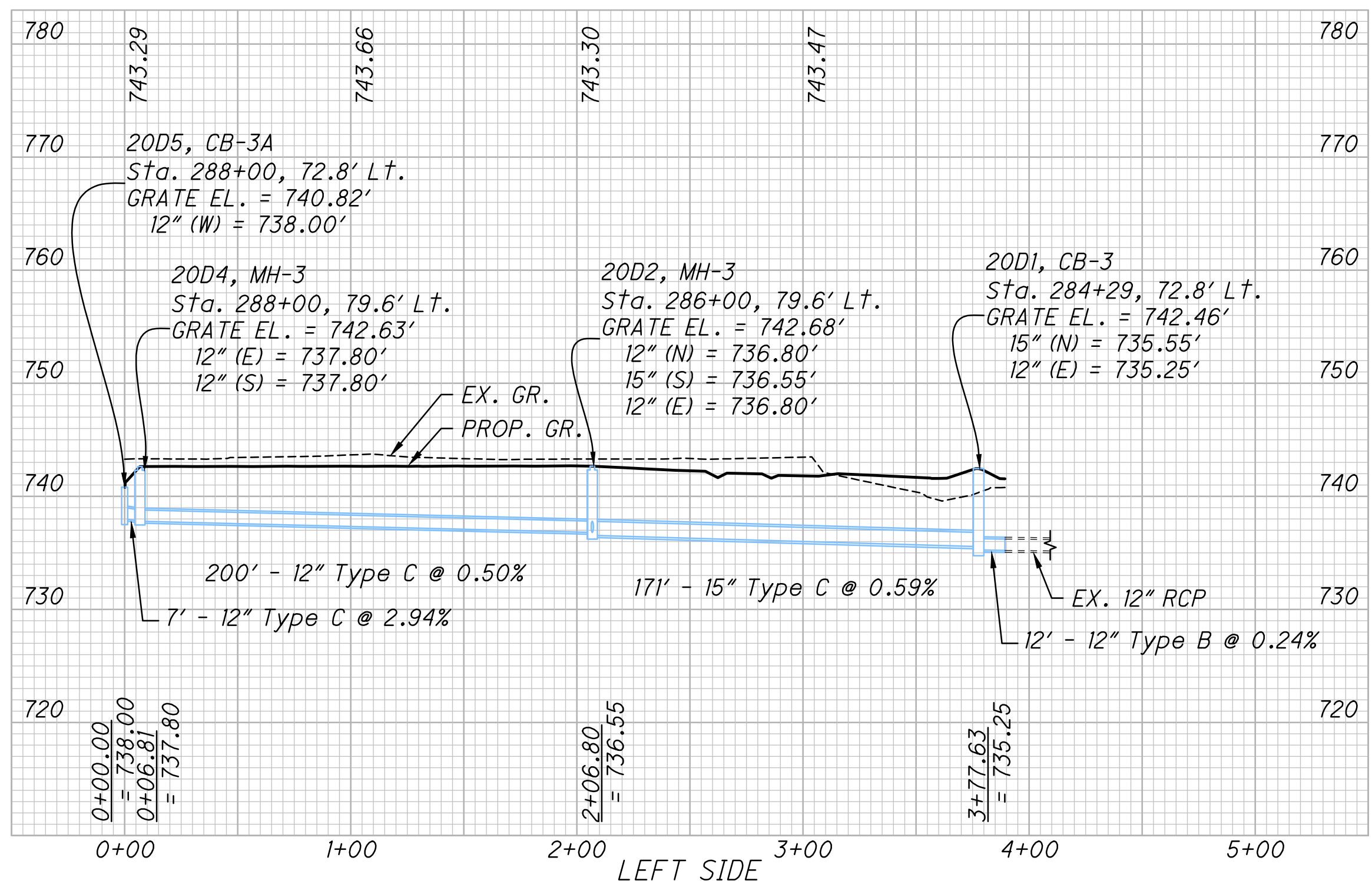
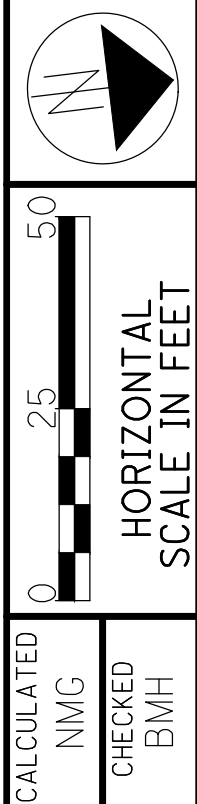
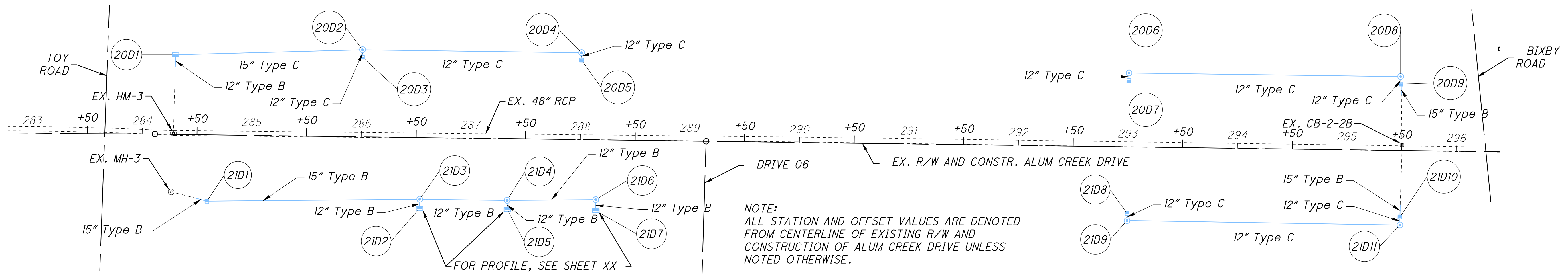
CALCULATED  
NMG  
CHECKED  
BMH

0 25 50  
HORIZONTAL  
SCALE IN FEET

STORM SEWER PROFILES  
STA. 277+01 TO STA. 279+75

FRA-CR122-0.00

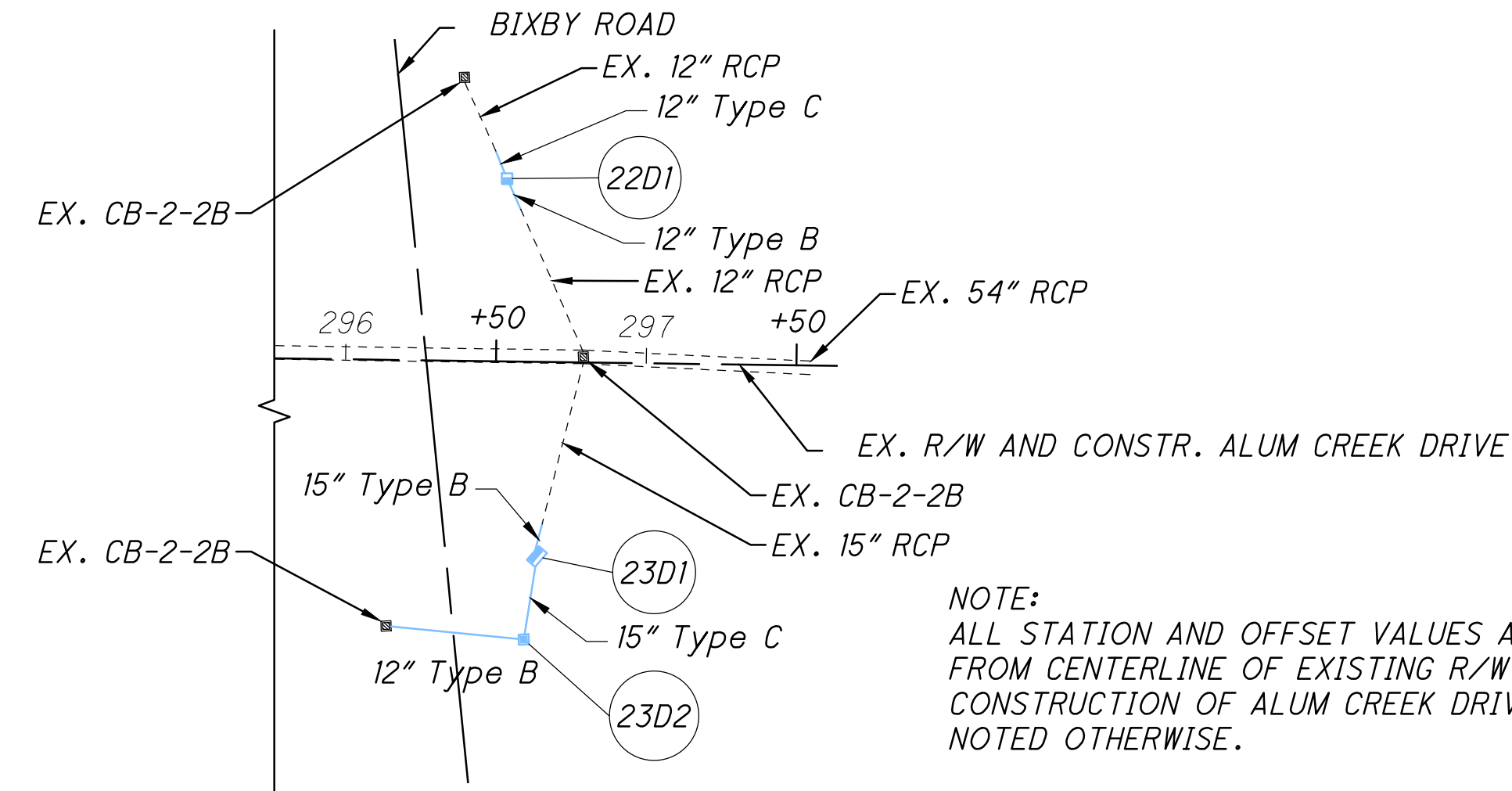
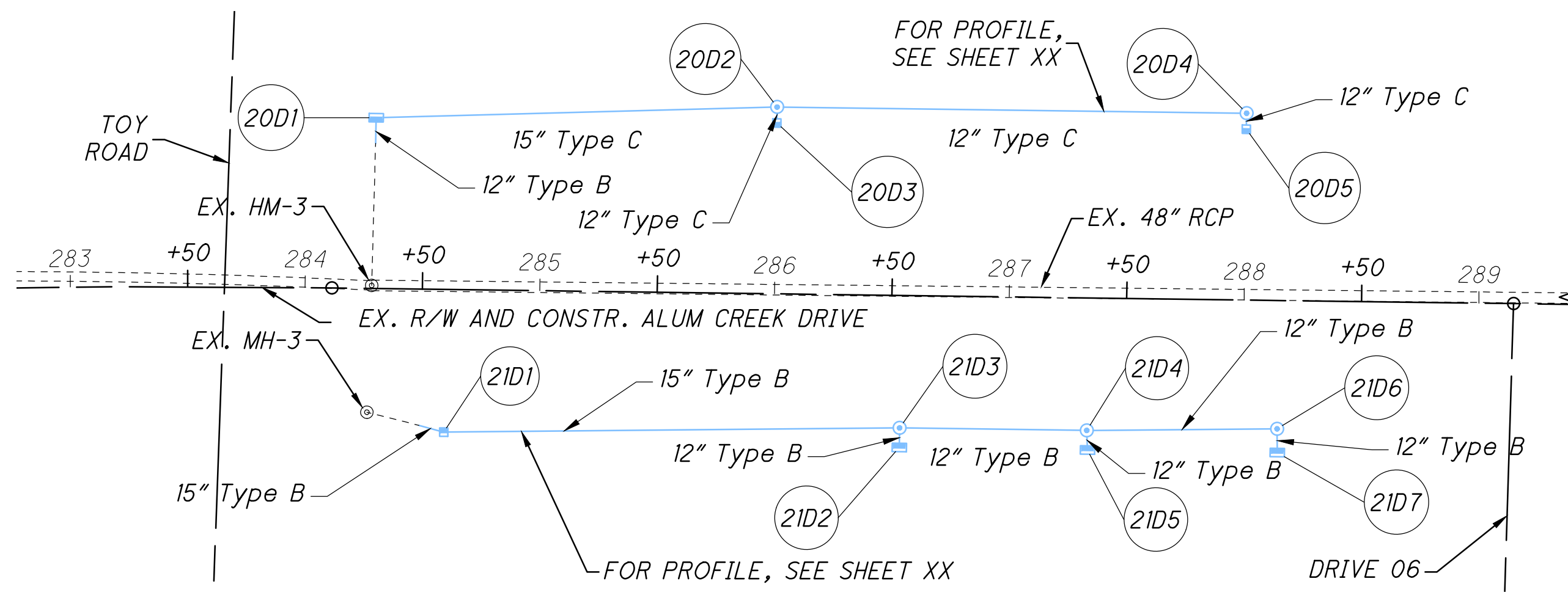
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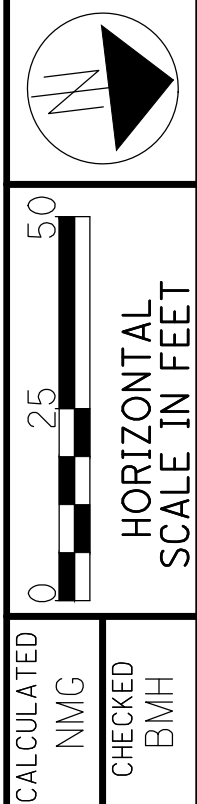
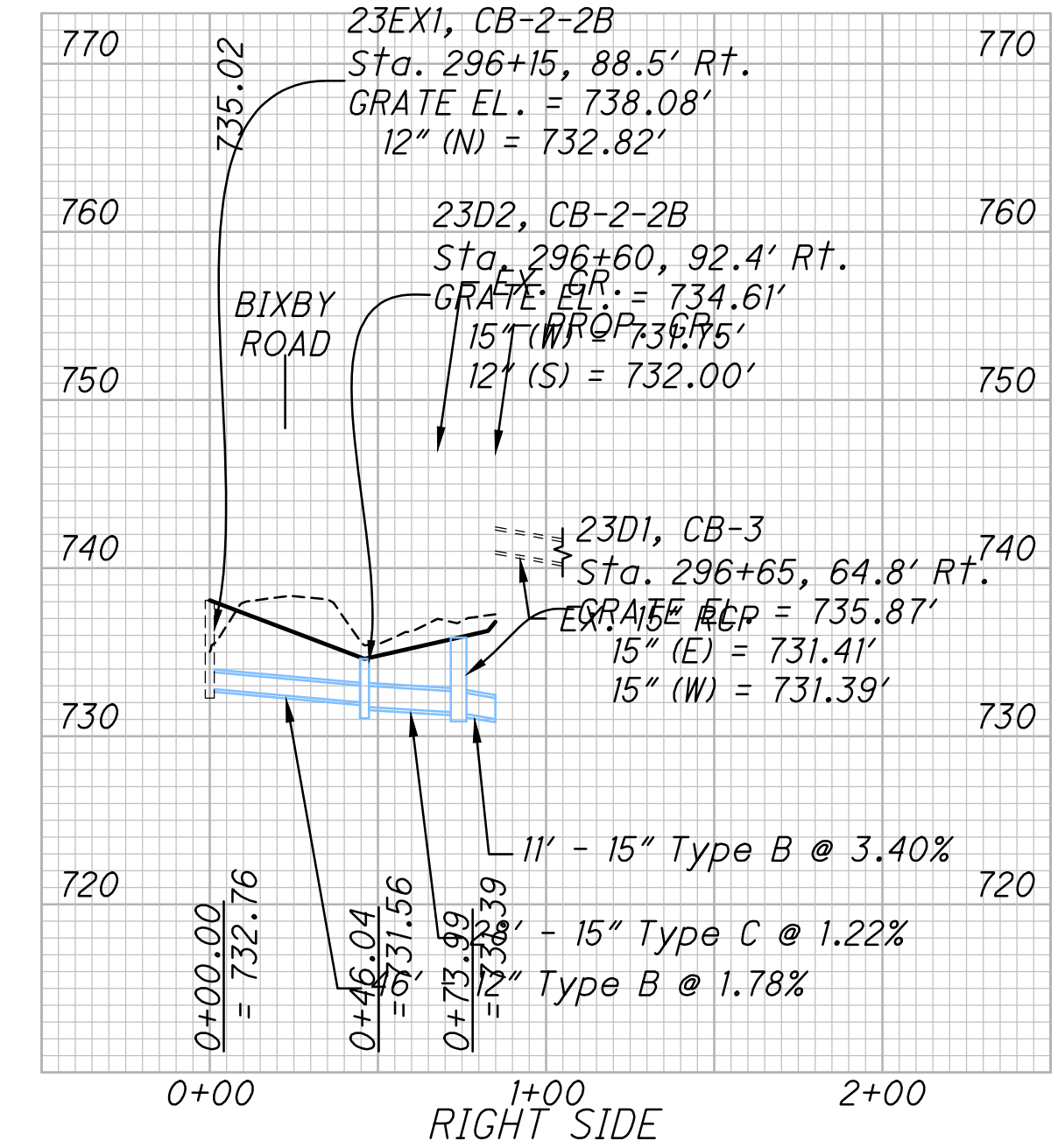
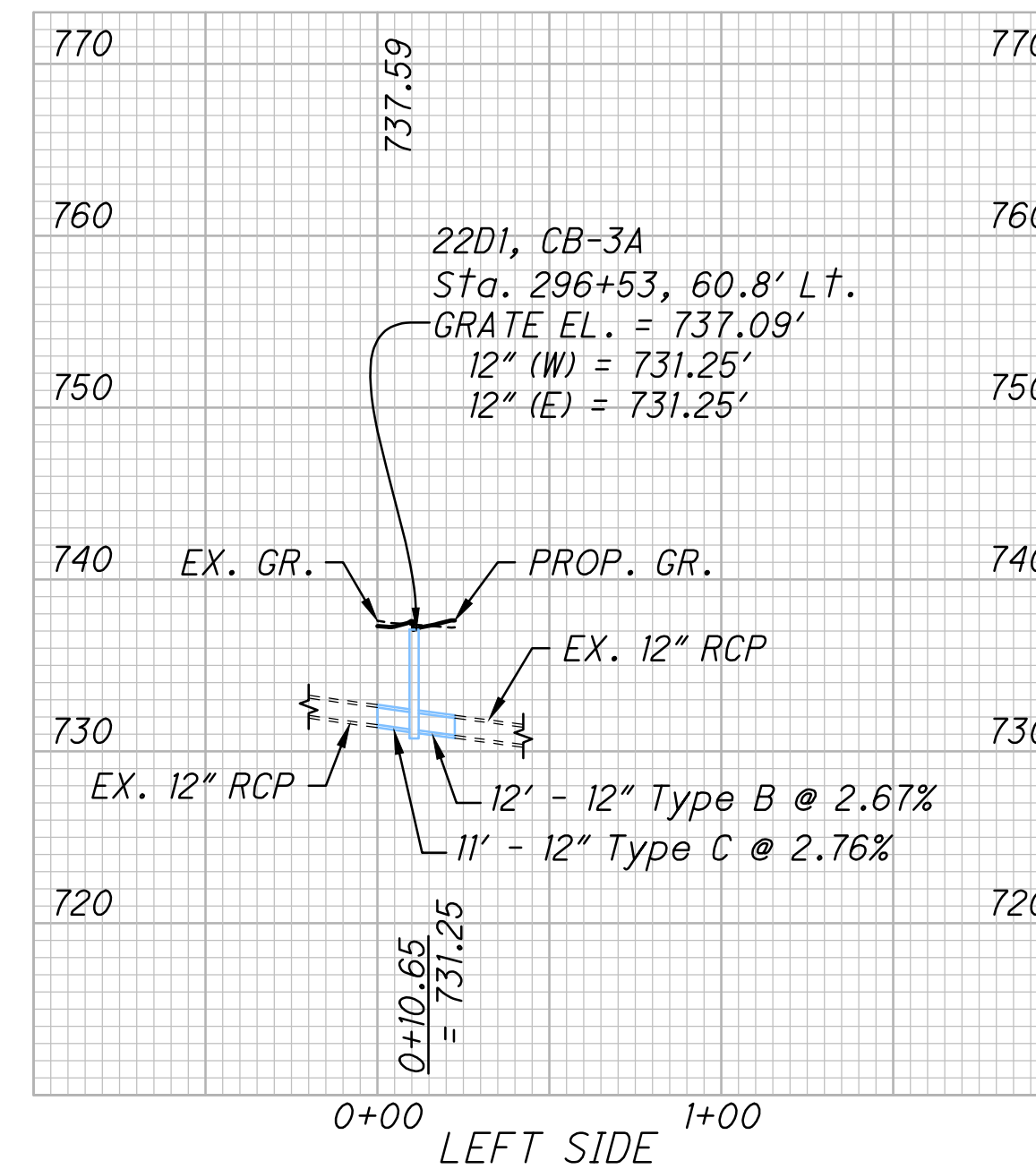
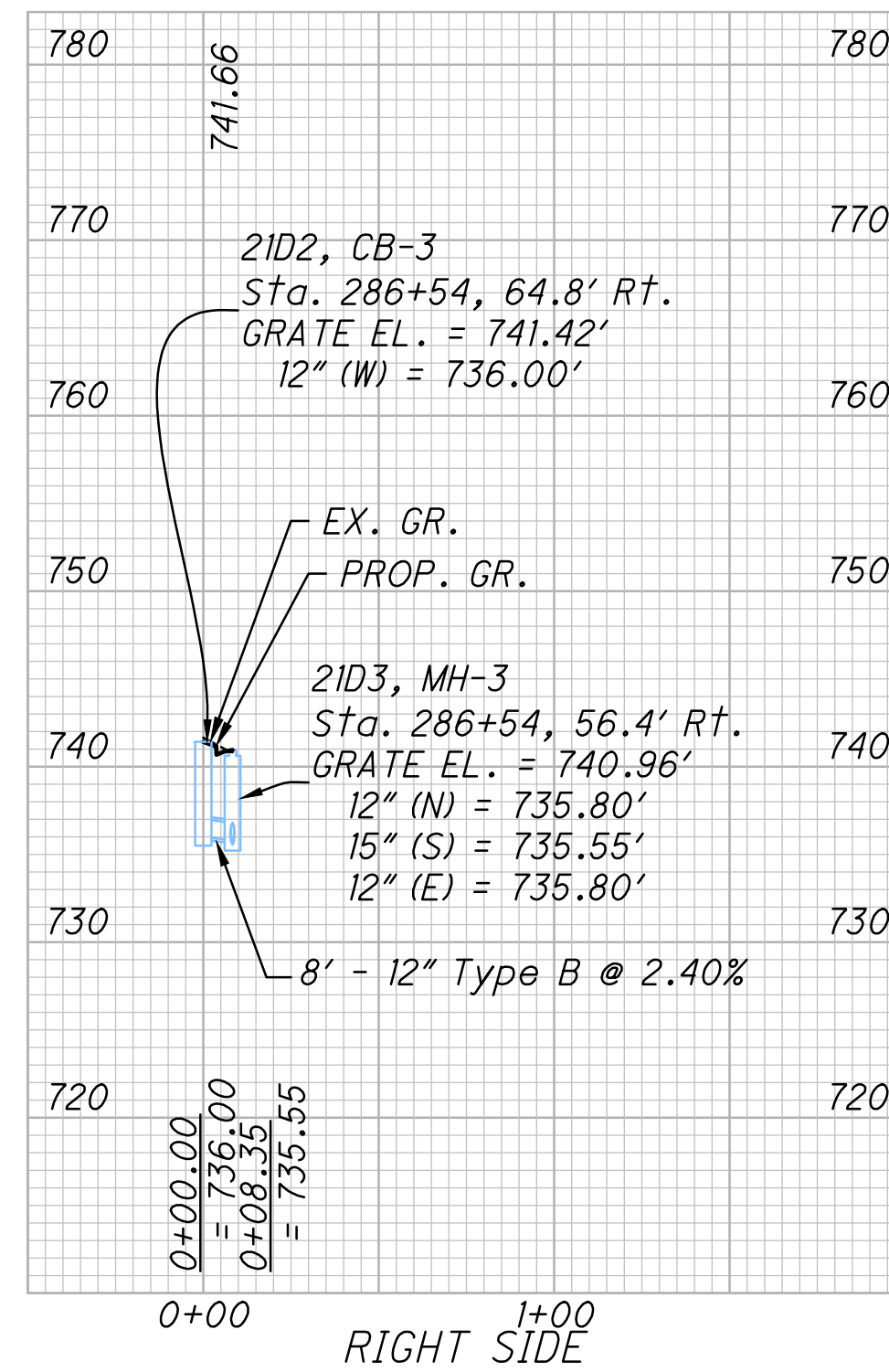
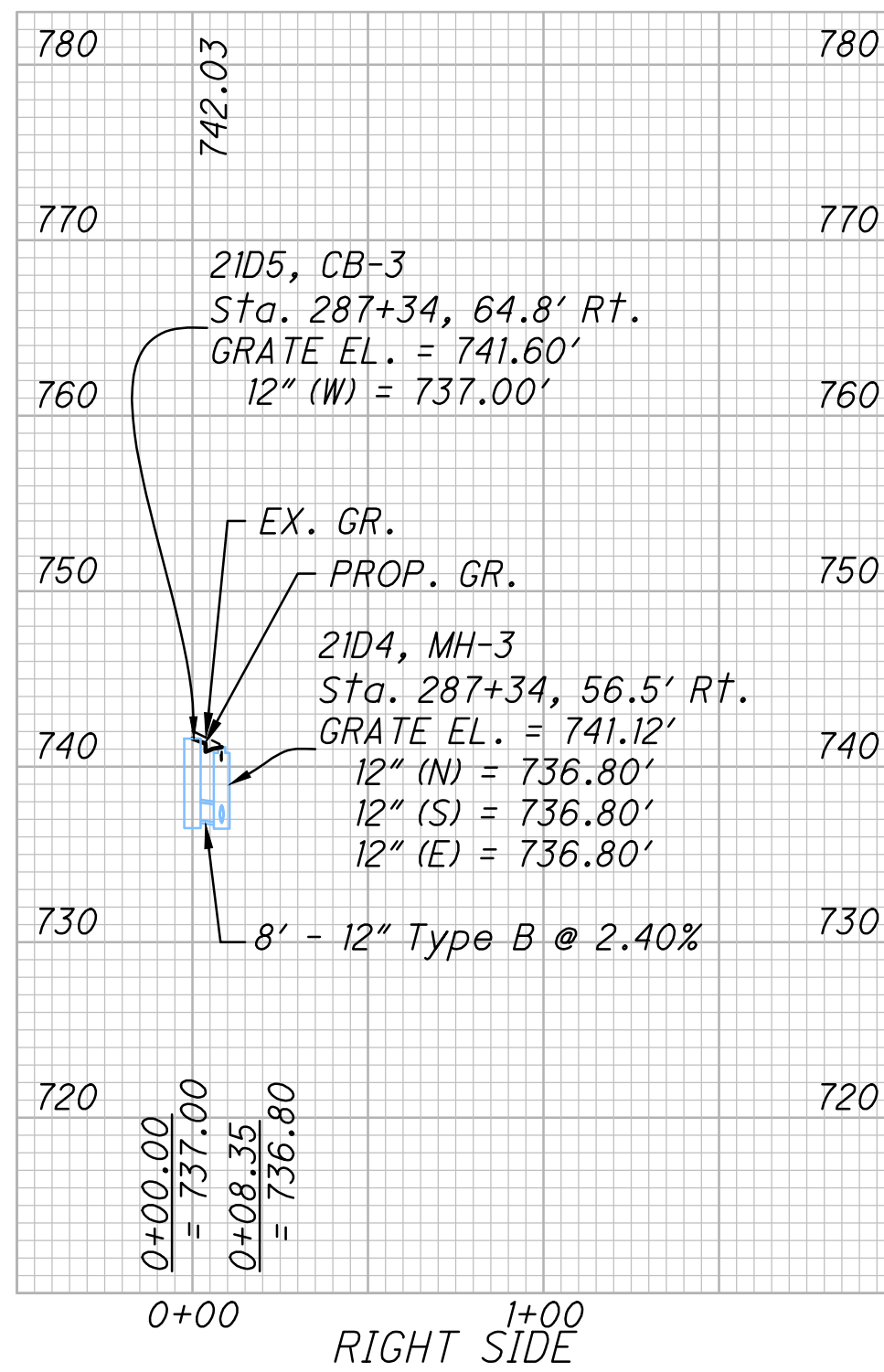
STORM SEWER PROFILES  
STA. 284+29 TO STA. 295+49

FRA-CR122-0.00

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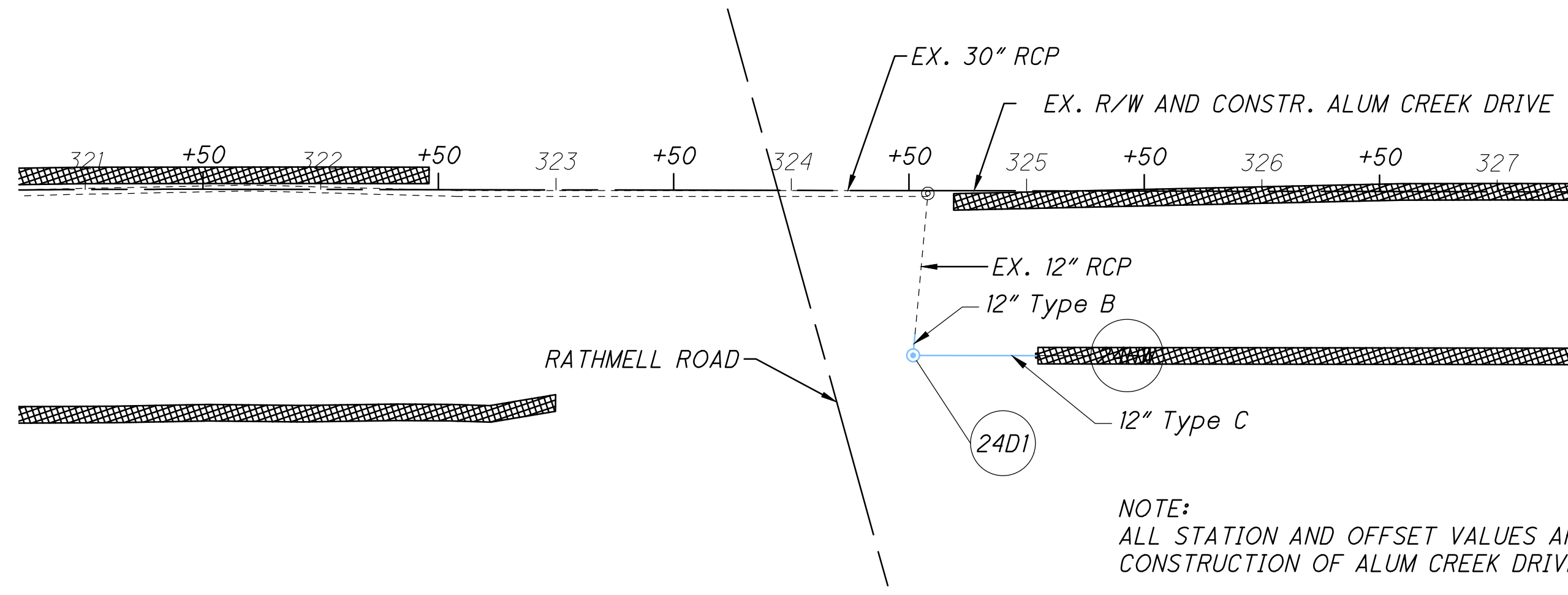


NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.

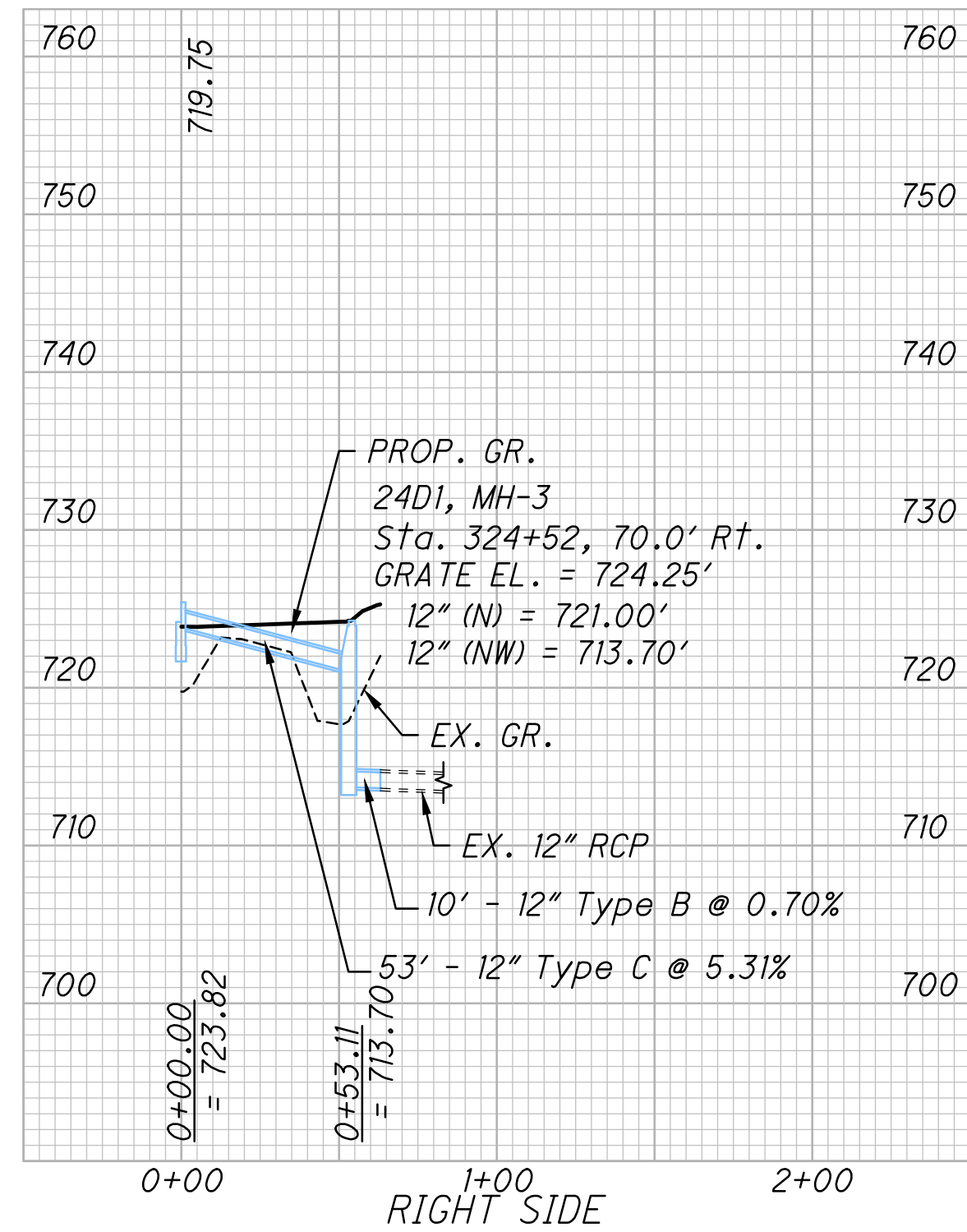


STORM SEWER PROFILES  
STA. 284+29 TO STA. 296+65

FRA-CR122-0.00



NOTE:  
ALL STATION AND OFFSET VALUES ARE DENOTED FROM CENTERLINE OF EXISTING R/W AND CONSTRUCTION OF ALUM CREEK DRIVE UNLESS NOTED OTHERWISE.

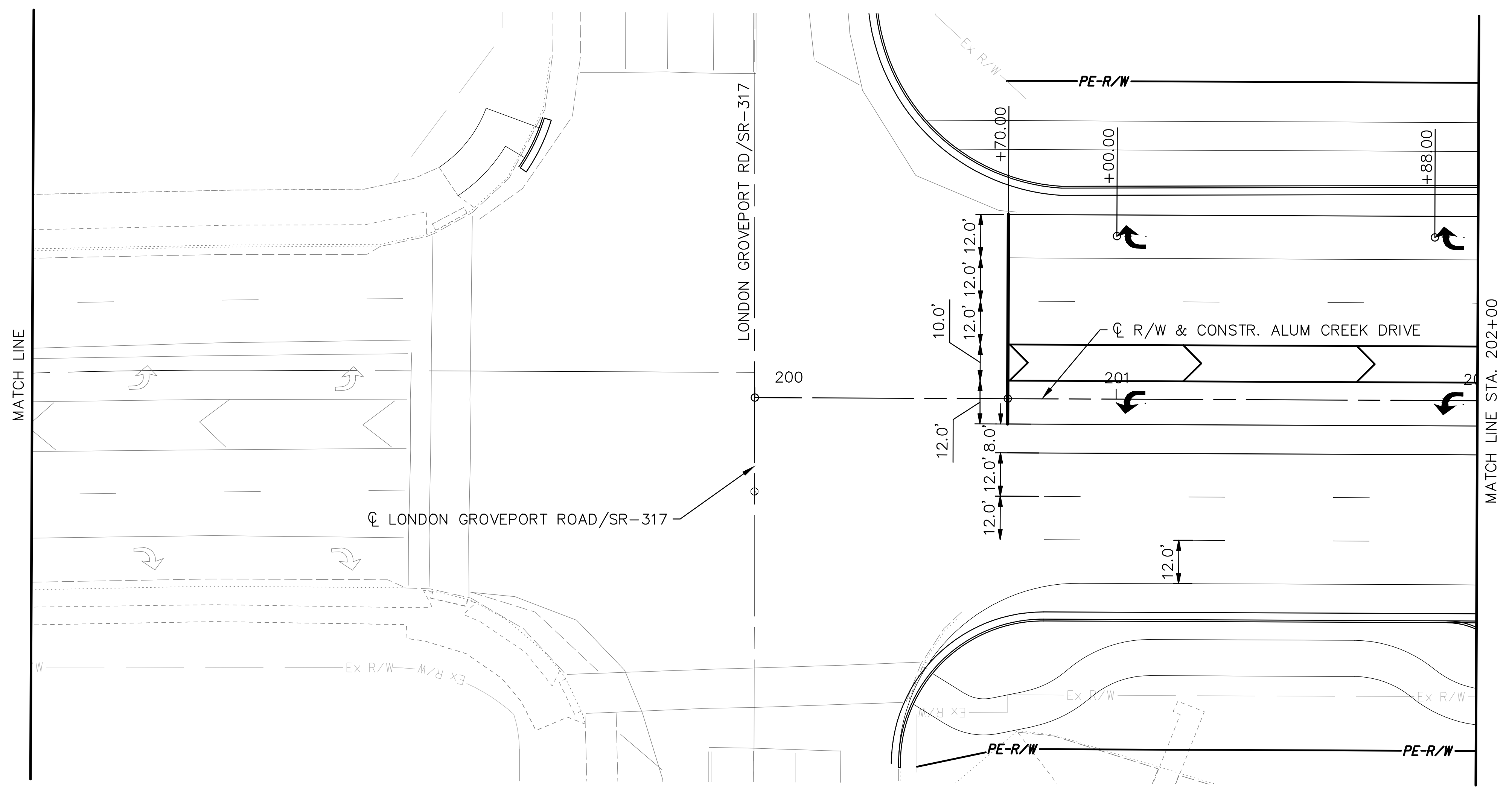


CALCULATED  
NMG  
CHECKED  
BMH

0 25 50  
HORIZONTAL  
SCALE IN FEET

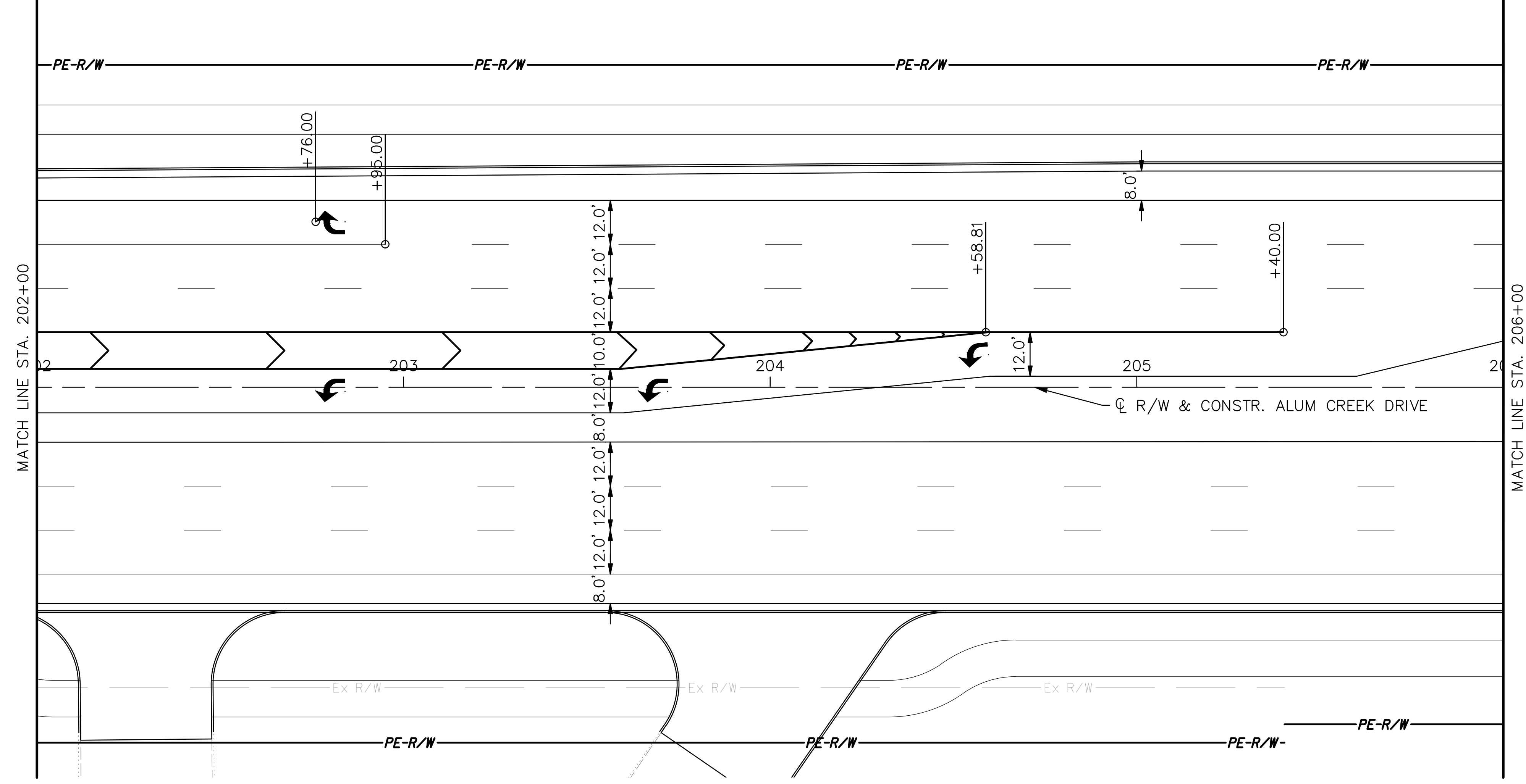
**STORM SEWER PROFILES**  
**STA. 324+52 TO STA. 325+05**

FRA-CR122-0.00



REF NO.	STATION		SIDE
	FROM	TO	

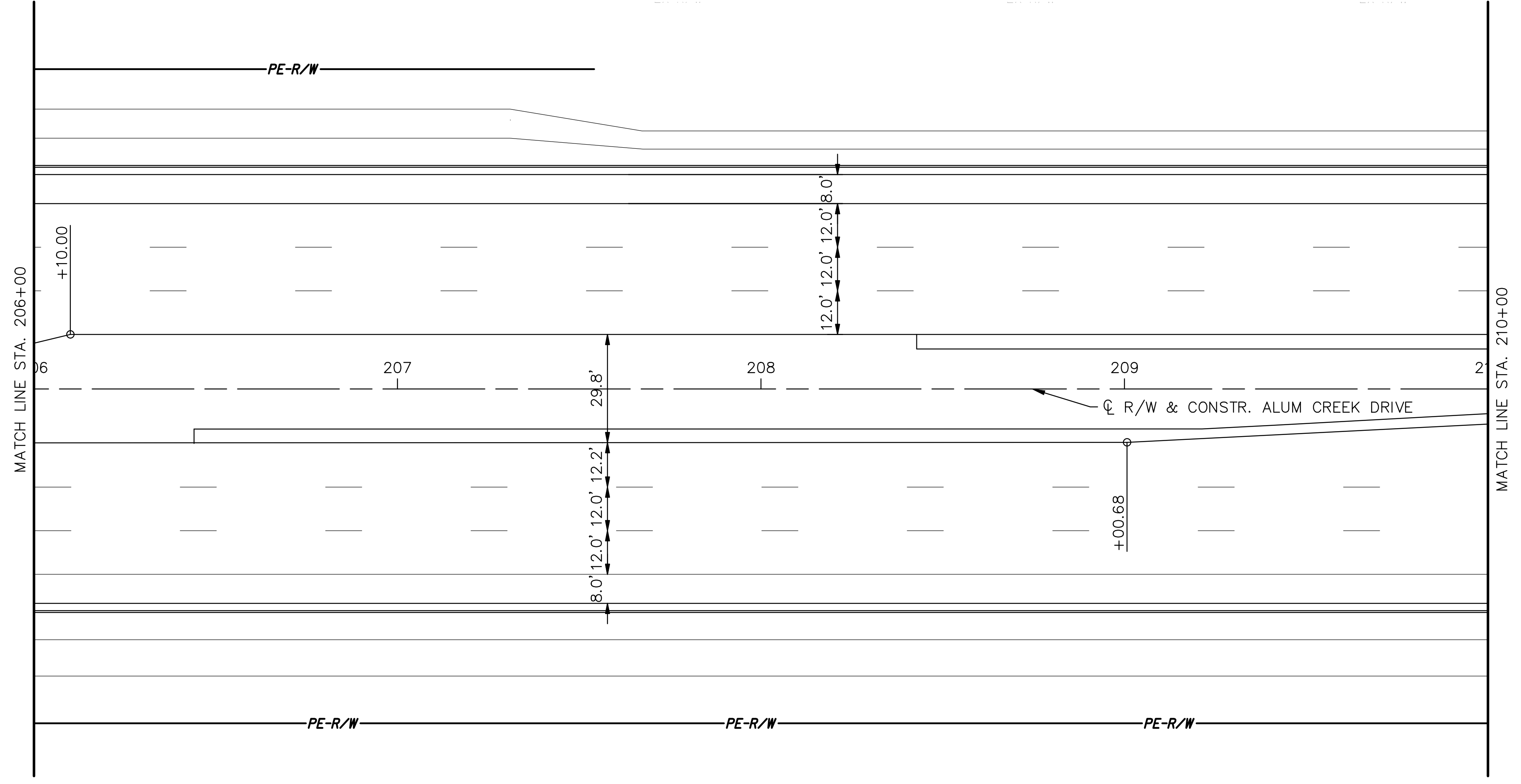
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REF NO.	STATION		SIDE	DESCRIPTION
	FROM	TO		

 CALCULATED LHM CHECKED B/WG	<b>TRAFFIC CONTROL</b> STA. 202+00 TO STA. 206+00	 HORIZONTAL SCALE IN FEET
FRA-CR122-0.00 207 256		

c:\pw\_working\infra01\luke.houseworth\d0165457\115792\_TP100.dwg LAST SAVED BY: luke.houseworth, 4/18/2024 2:58 PM LAST PRINTED BY: Houseworth, Luke, 4/18/2024 4:00 PM



REF NO.	STATION		SIDE							
	FROM	TO								

208  
256

TRAFFIC CONTROL

STA. 206+00 TO STA. 210+00

CALCULATED	
LIMH	
CHECKED	
BWG	

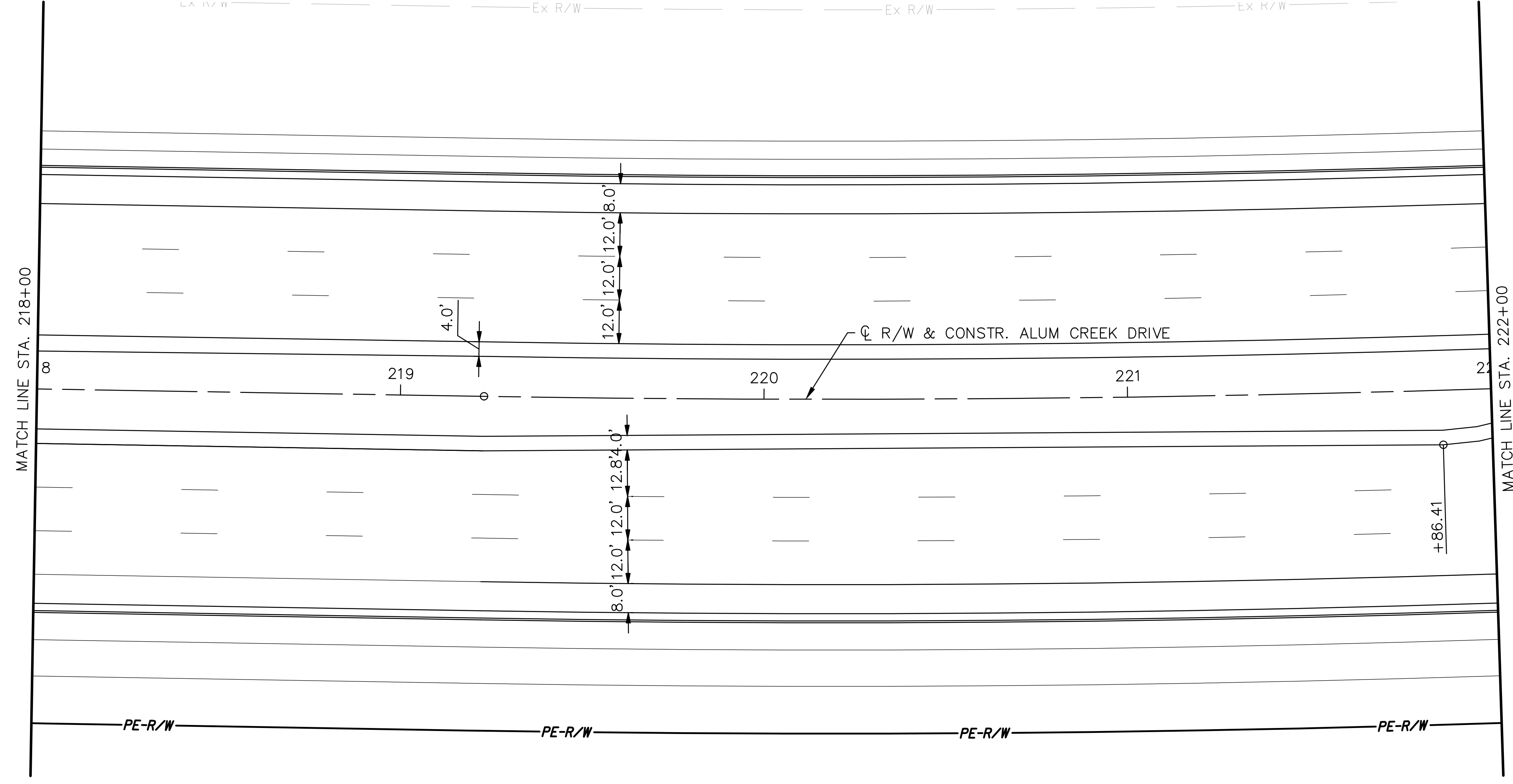
HORIZONTAL SCALE IN FEET

0 20 40





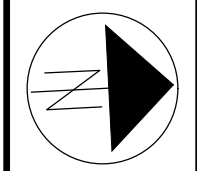


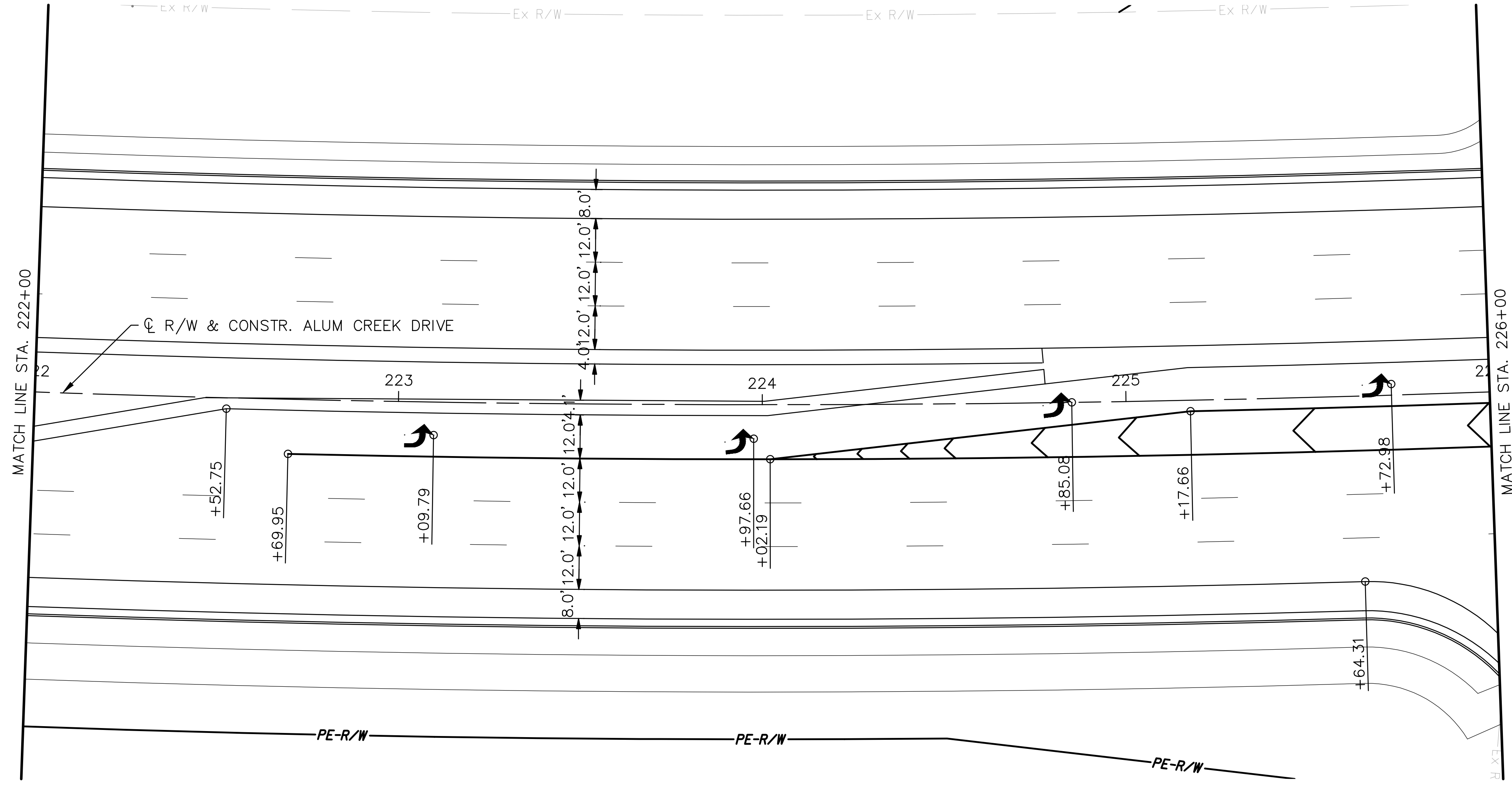


REF NO.	STATION		SIDE																
	FROM	TO																	

CALCULATED  
LIMB  
CHECKED  
BVG

TRAFFIC CONTROL  
STA. 218+00 TO STA. 222+00





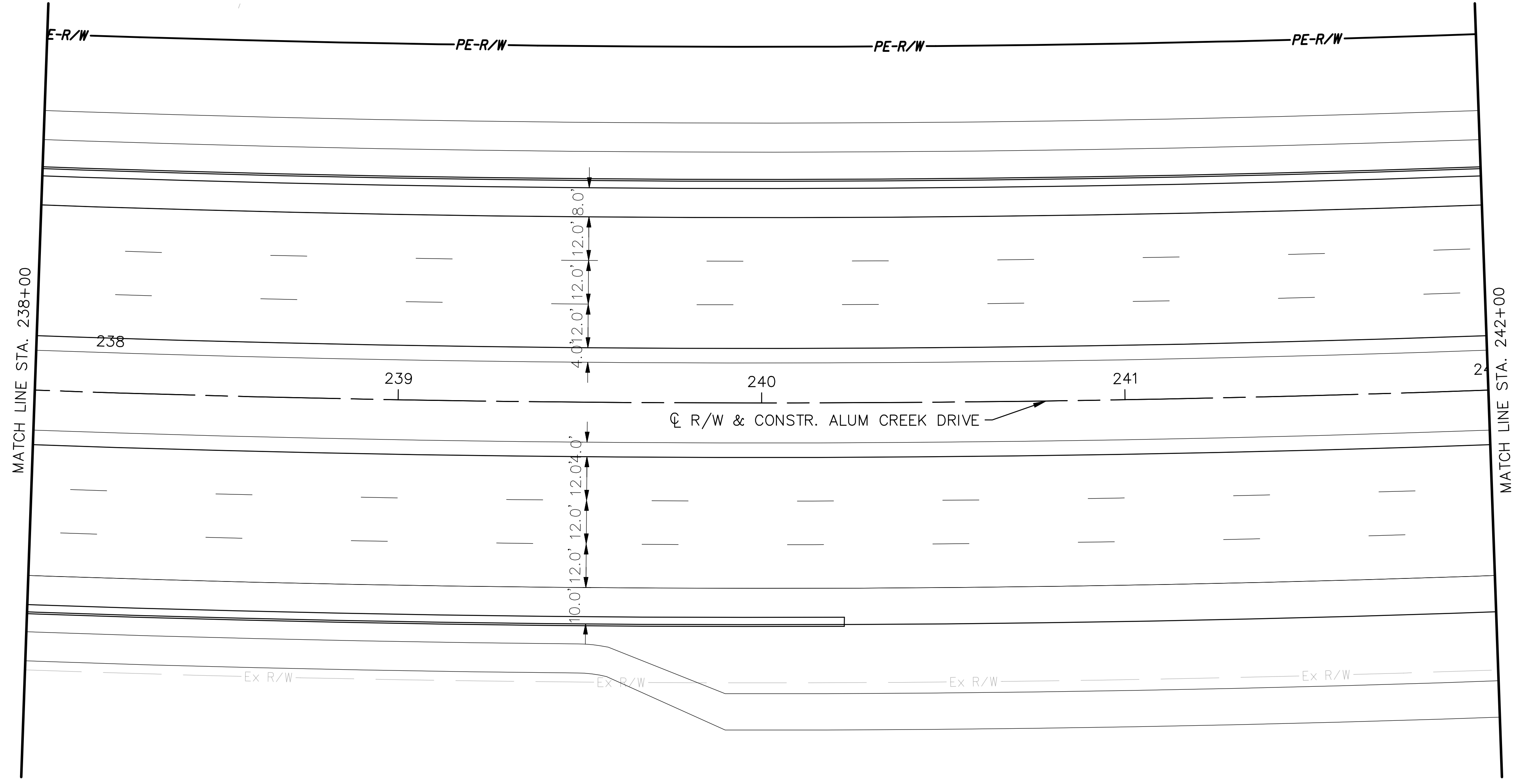
REF NO.	STATION		SIDE															
	FROM	TO																







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REF NO.	STATION		SIDE	CALCULATED LMH CHECKED B/WG
	FROM	TO		

216  
256

TRAFFIC CONTROL

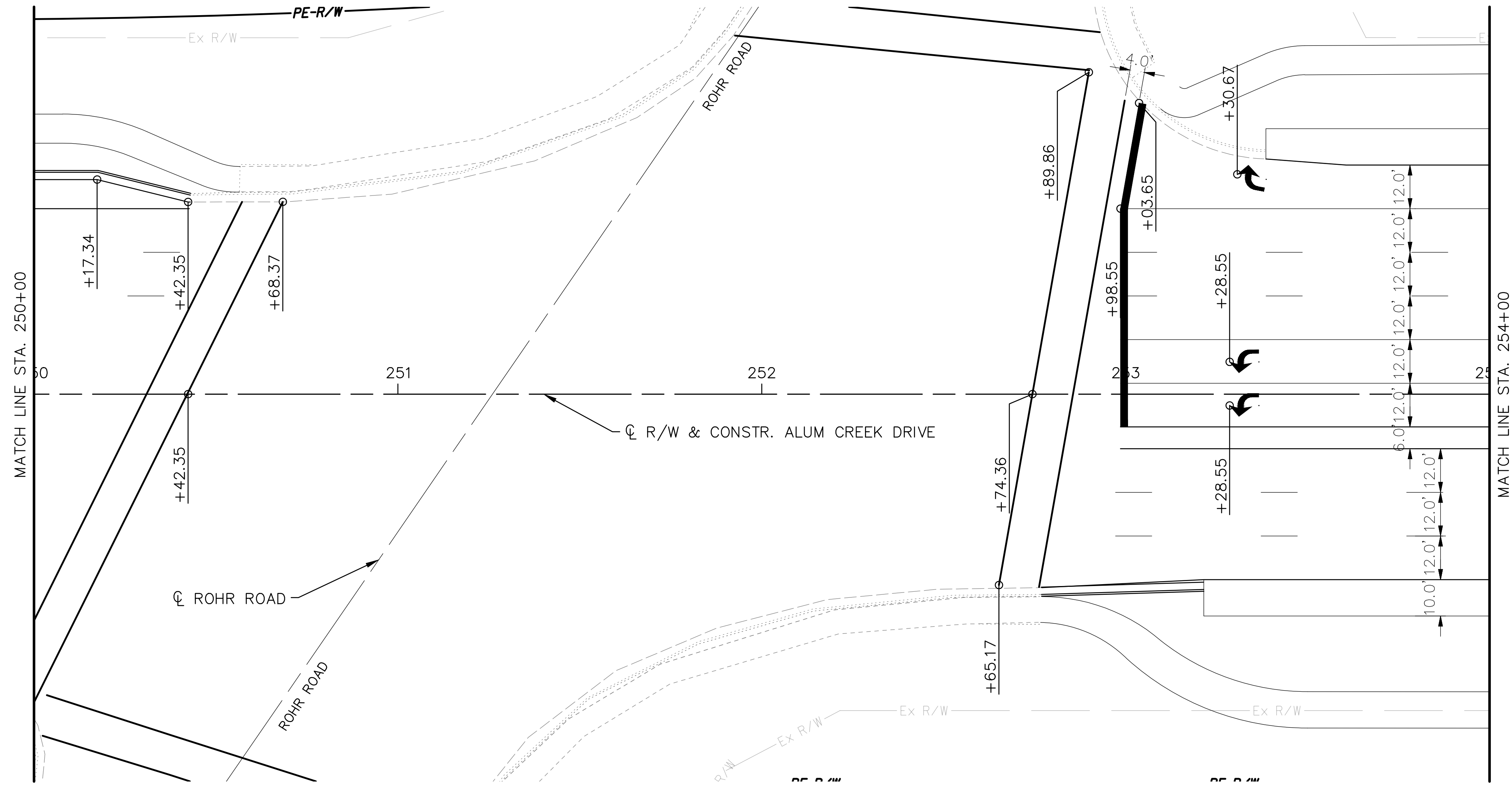
STA. 238+00 TO STA. 242+00

HORIZONTAL SCALE IN FEET









REF NO.	STATION		SIDE
	FROM	TO	

219  
 256

FRA-CR122-0.00

TRAFFIC CONTROL

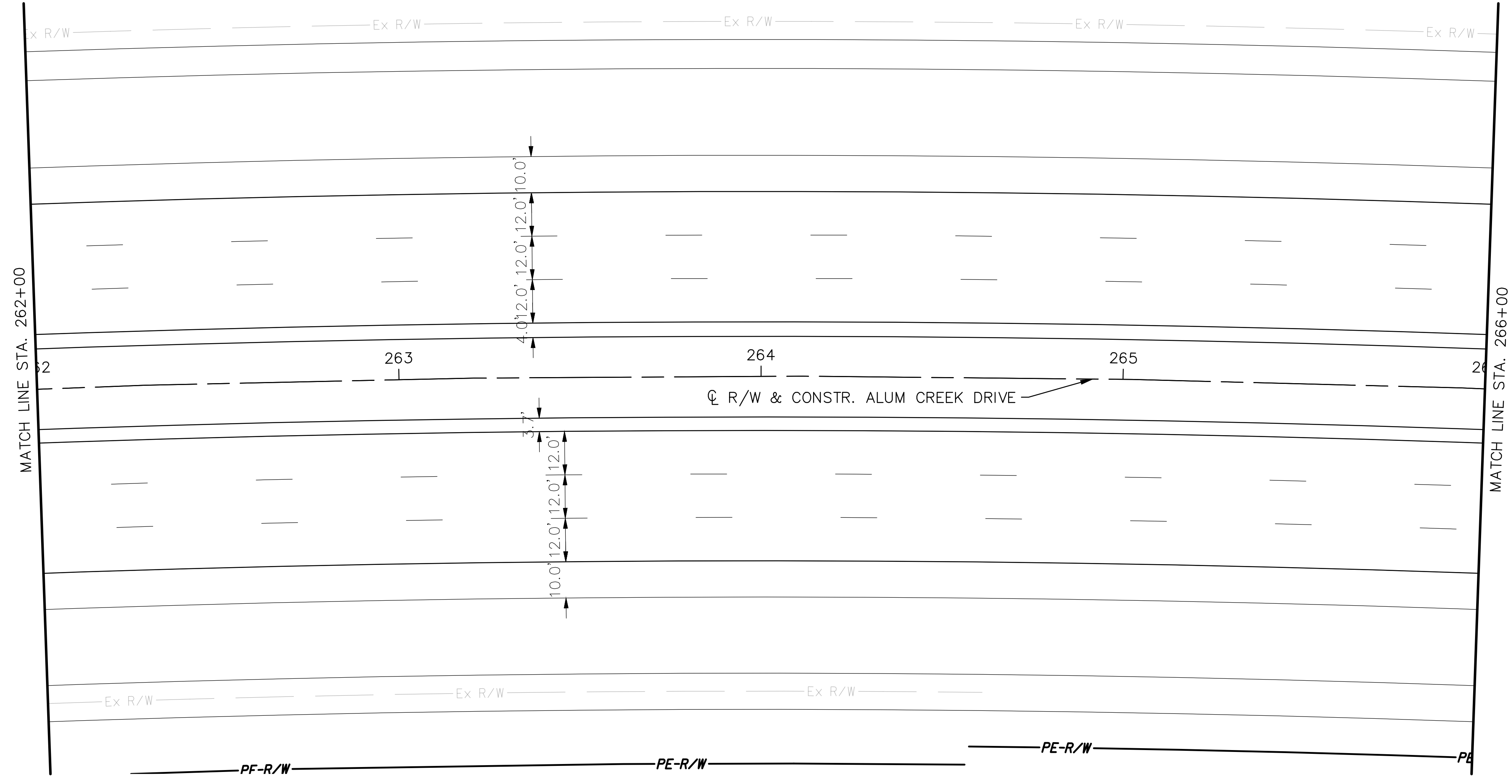
STA. 250+00 TO STA. 254+00

CALCULATED LMH  
CHECKED BWG

HORIZONTAL SCALE IN FEET  
 0 20 40



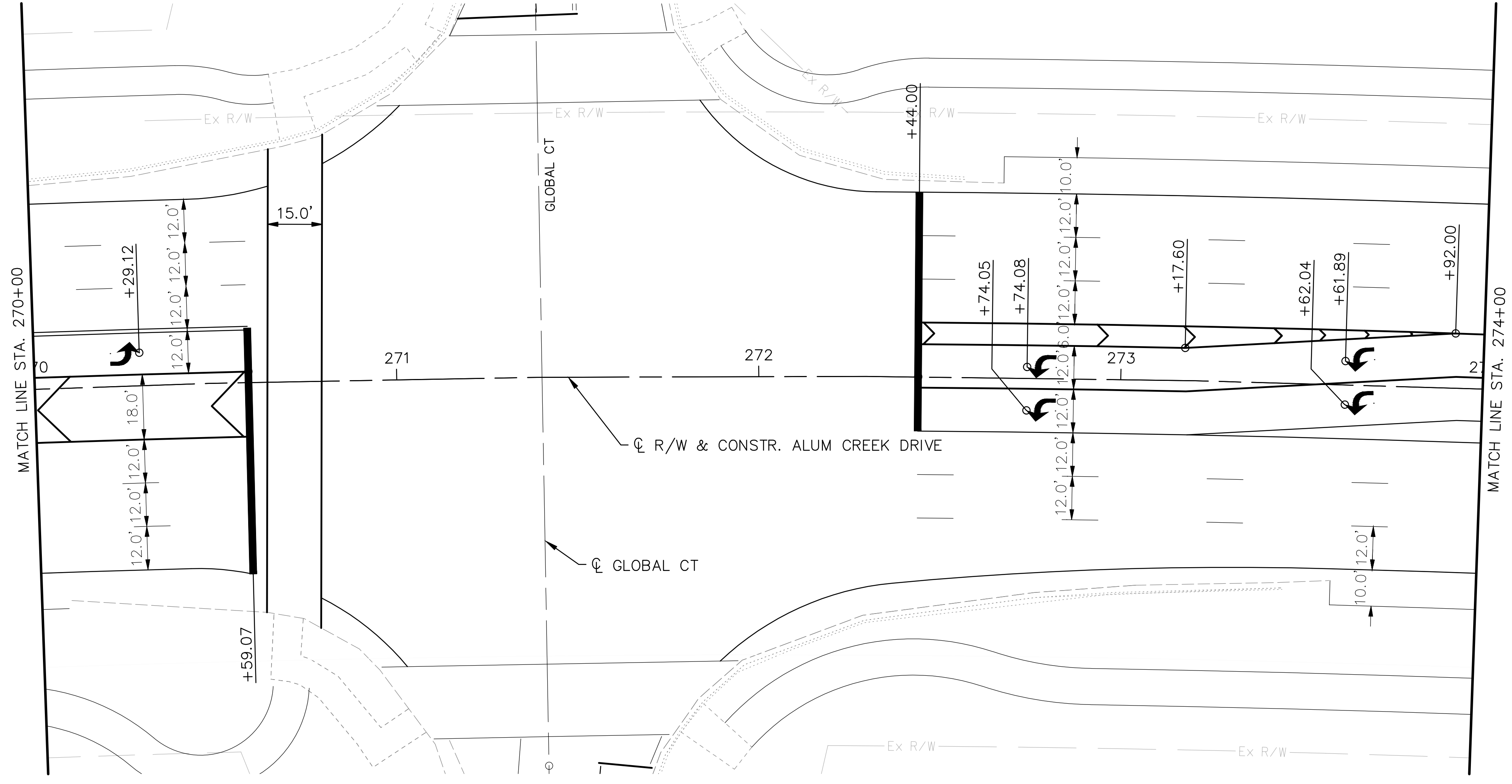




REF NO.	STATION		SIDE
	FROM	TO	



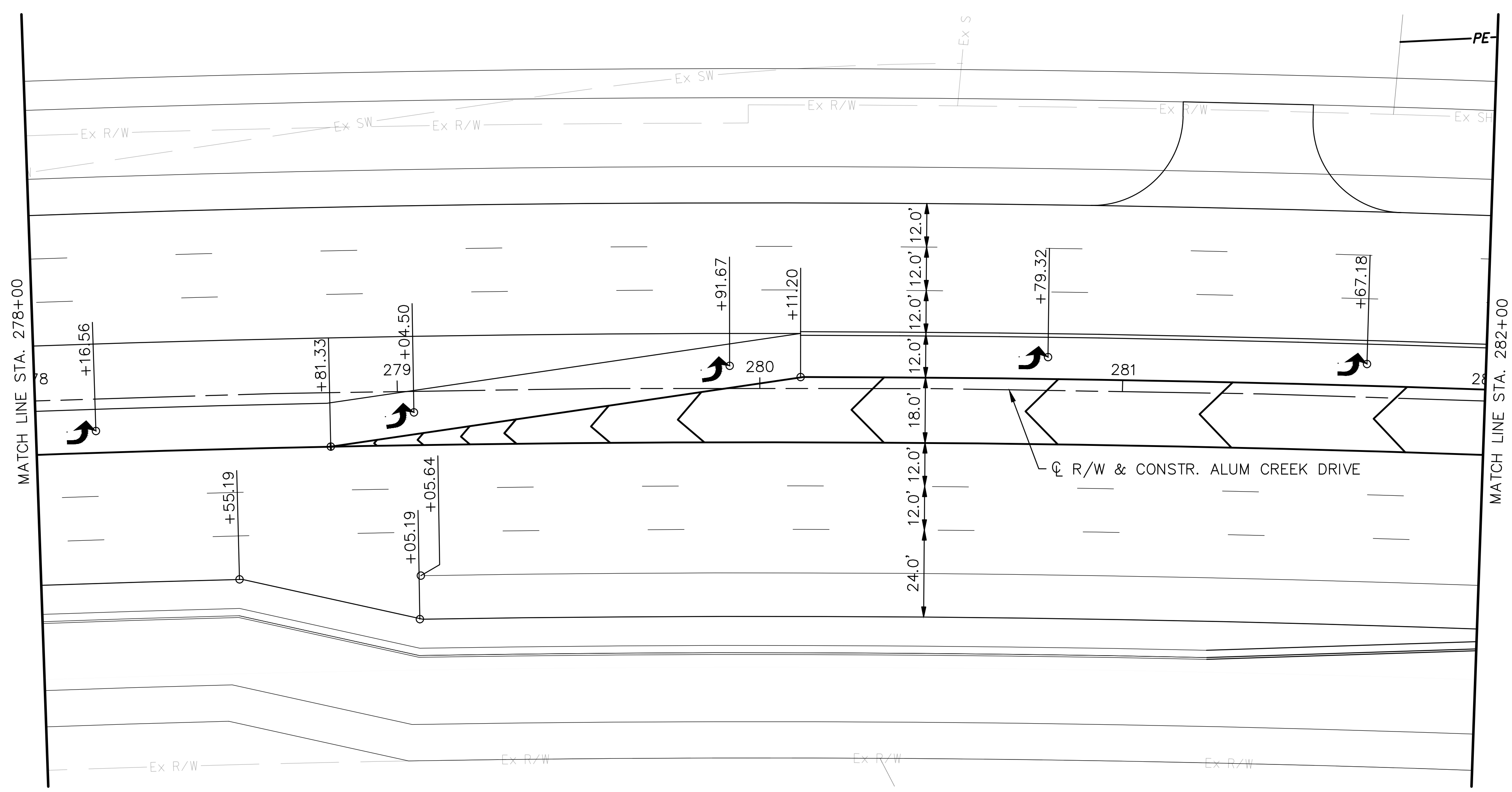
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REF NO.	STATION		SIDE
	FROM	TO	







REF. NO.	STATION		SIDE	NOTES
	FROM	TO		

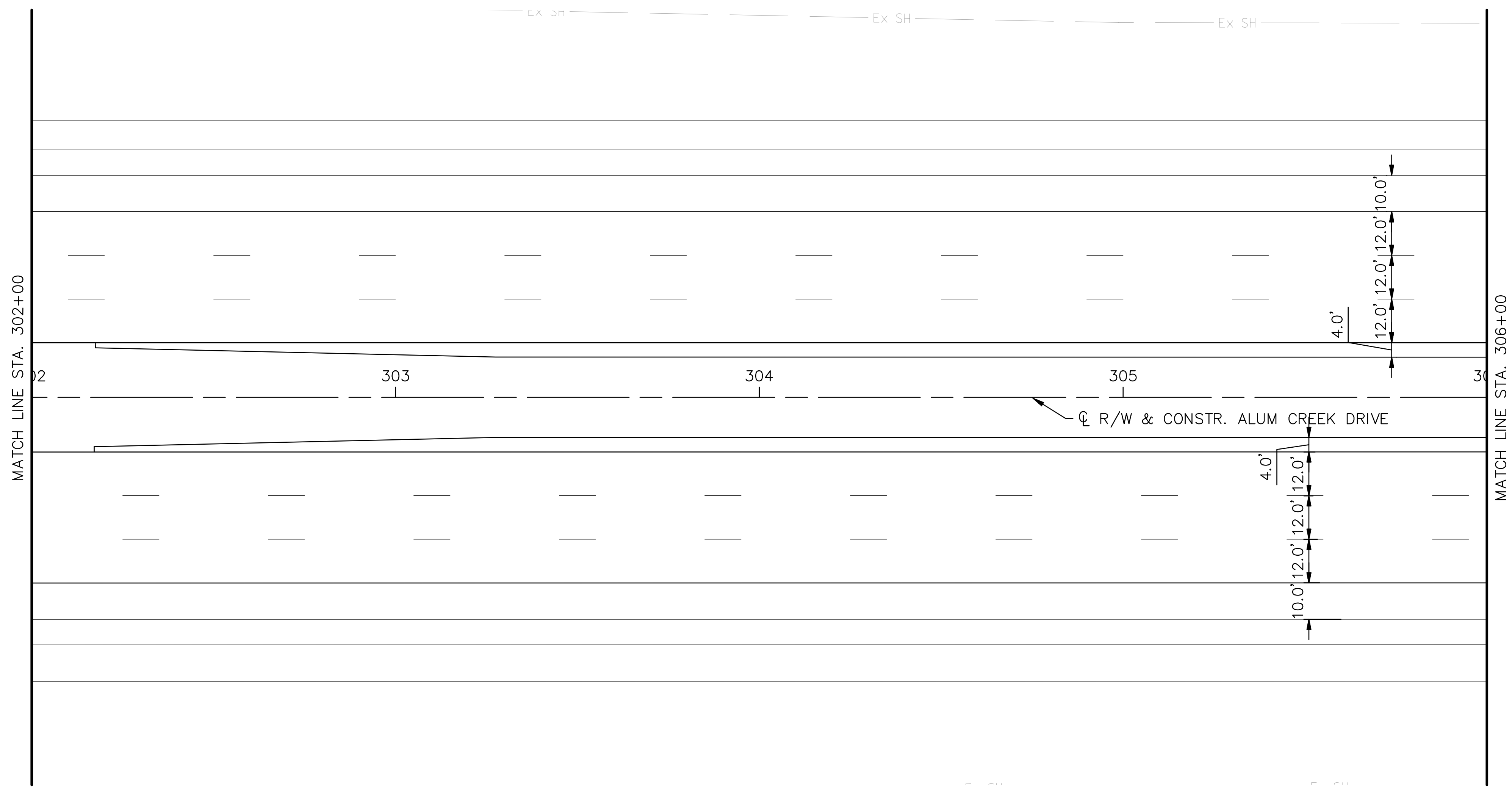




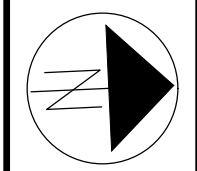






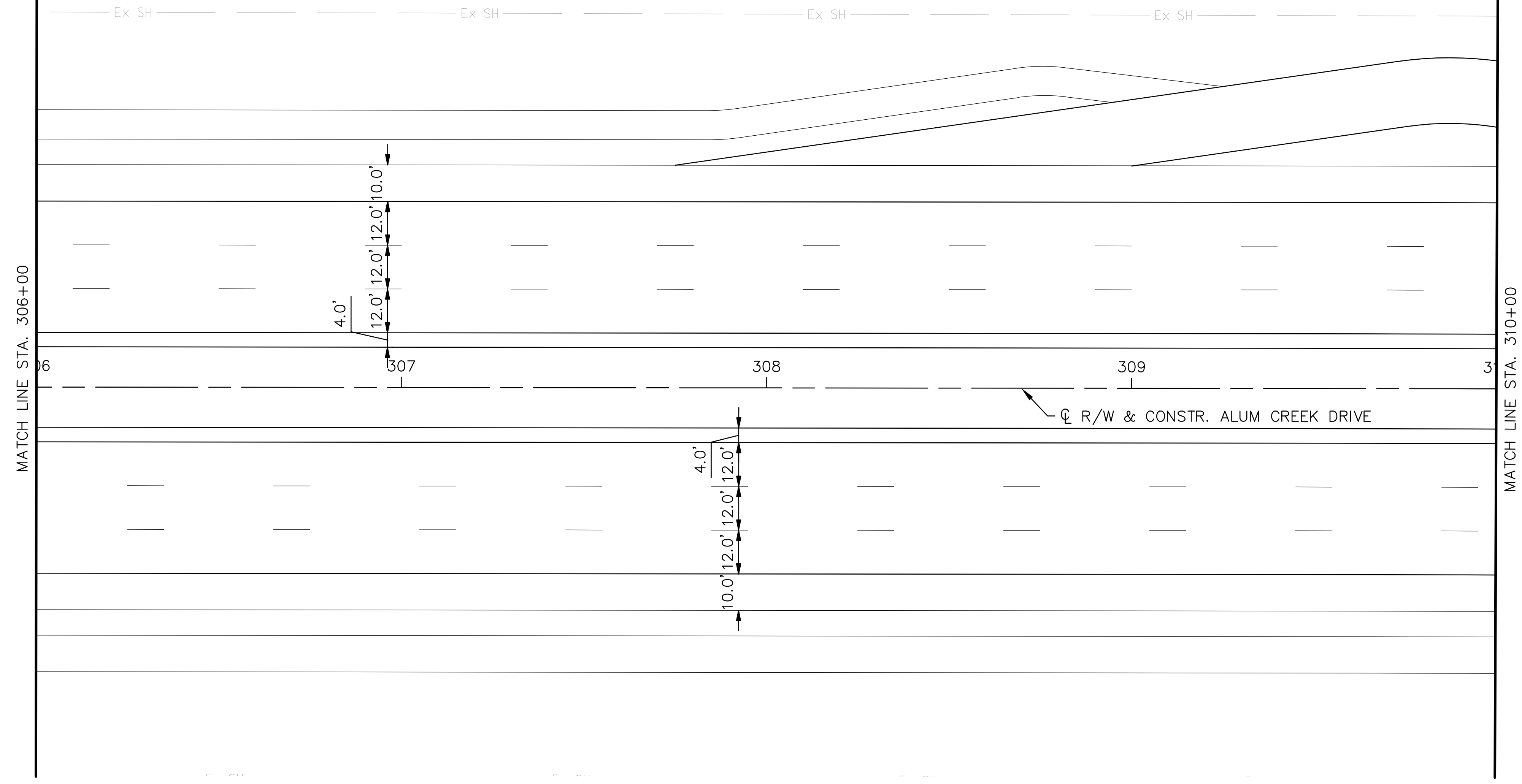


REF NO.	STATION		SIDE	CALCULATED LMH	CHECKED BWG
	FROM	TO			



TRAFFIC CONTROL  
STA. 302+00 TO STA. 306+00





REF NO.	STATION		SIDE													
	FROM	TO														

233  
256

FRA-CR122-0.00

TRAFFIC CONTROL

STA. 306+00 TO STA. 310+00

CALCULATED	0
LIVH	
CHECKED	
BWG	

HORIZONTAL SCALE IN FEET



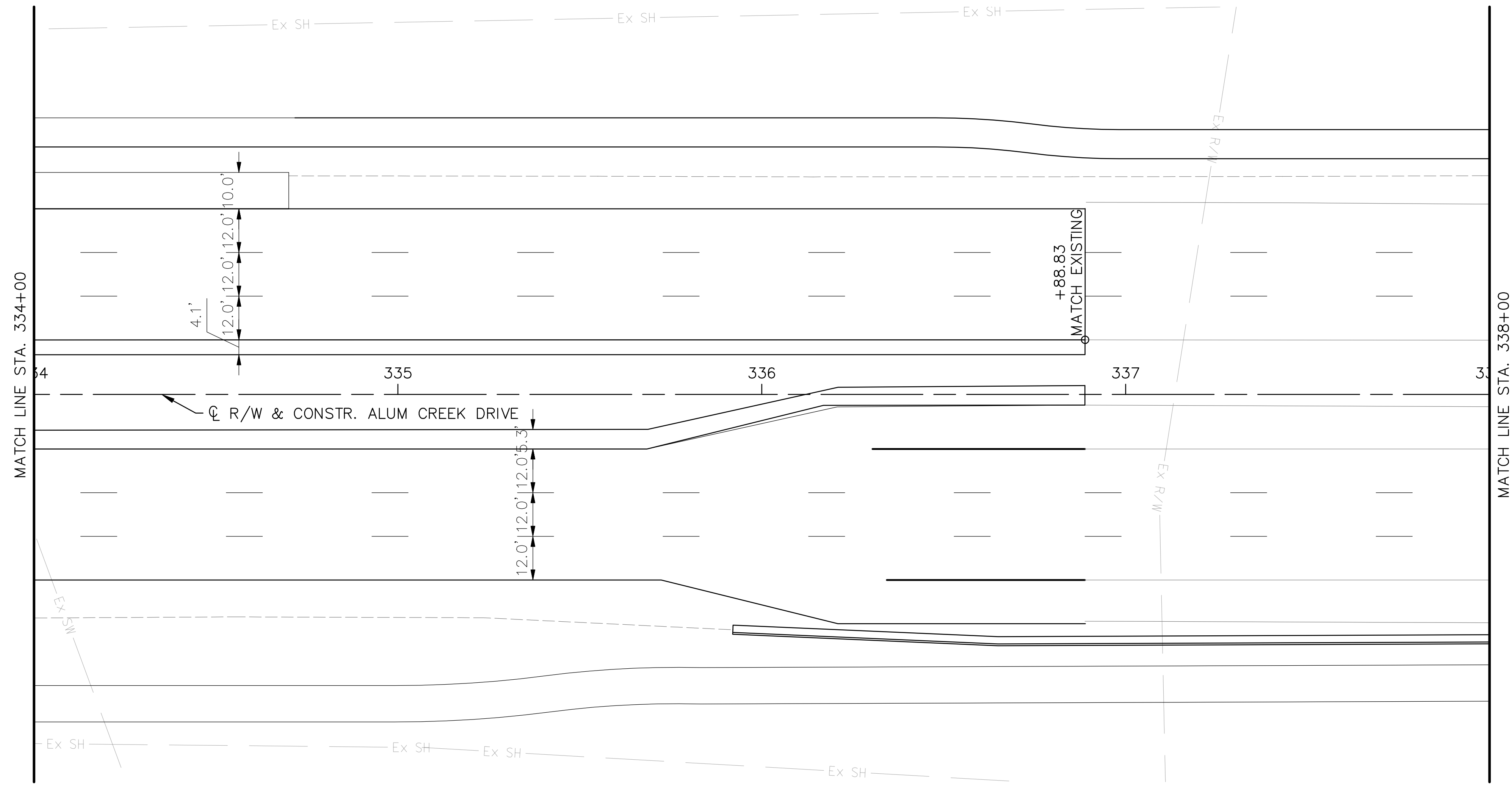












REF NO.	STATION		SIDE	TRAFFIC CONTROL														
	FROM	TO																

FRA-CR122-0.00

TRAFFIC CONTROL

STA. 334+00 TO STA. 338+00

CALCULATED  
 LMH  
 CHECKED  
 BWG

0 20 40  
 HORIZONTAL SCALE IN FEET

240  
 256





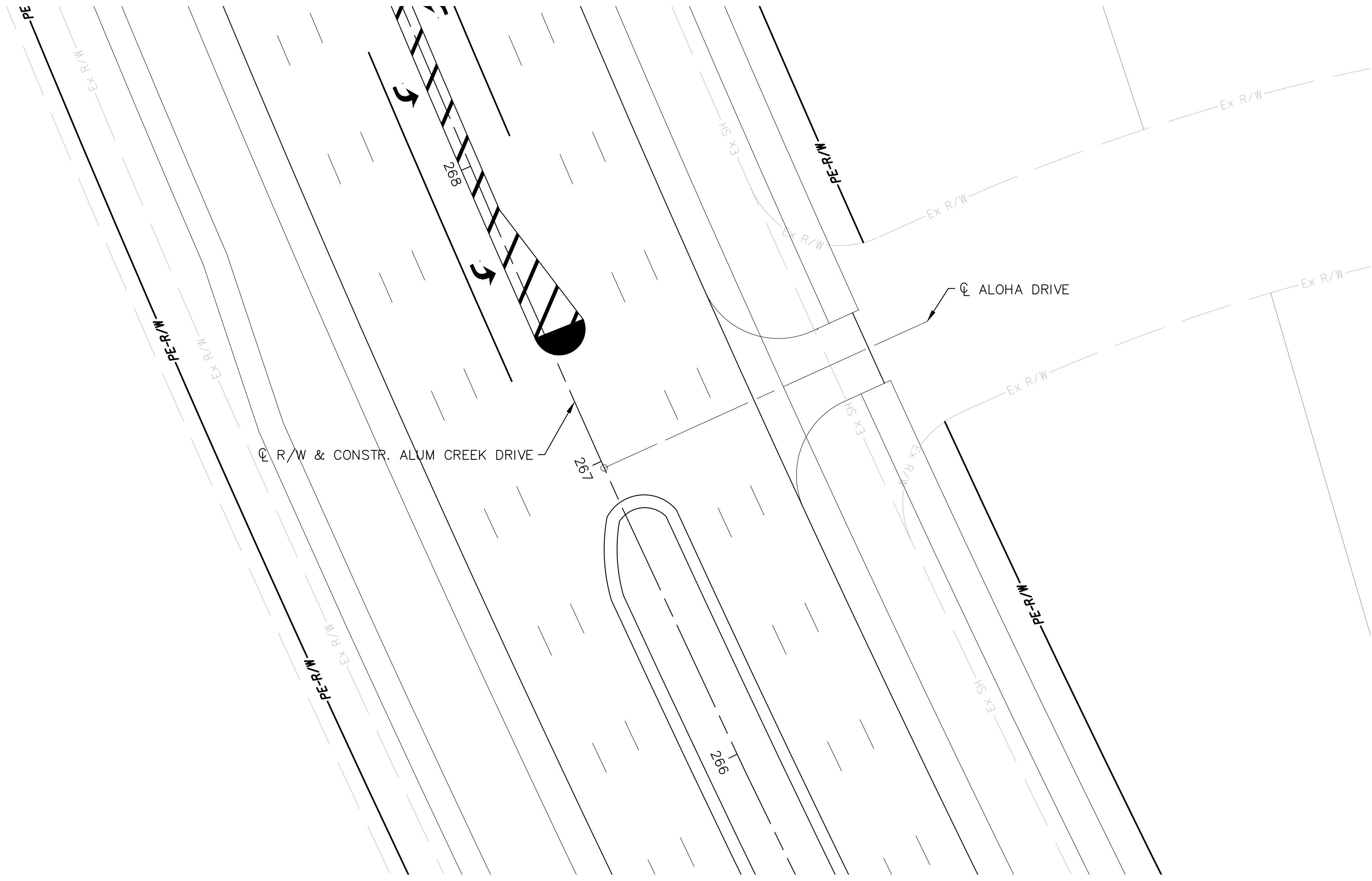








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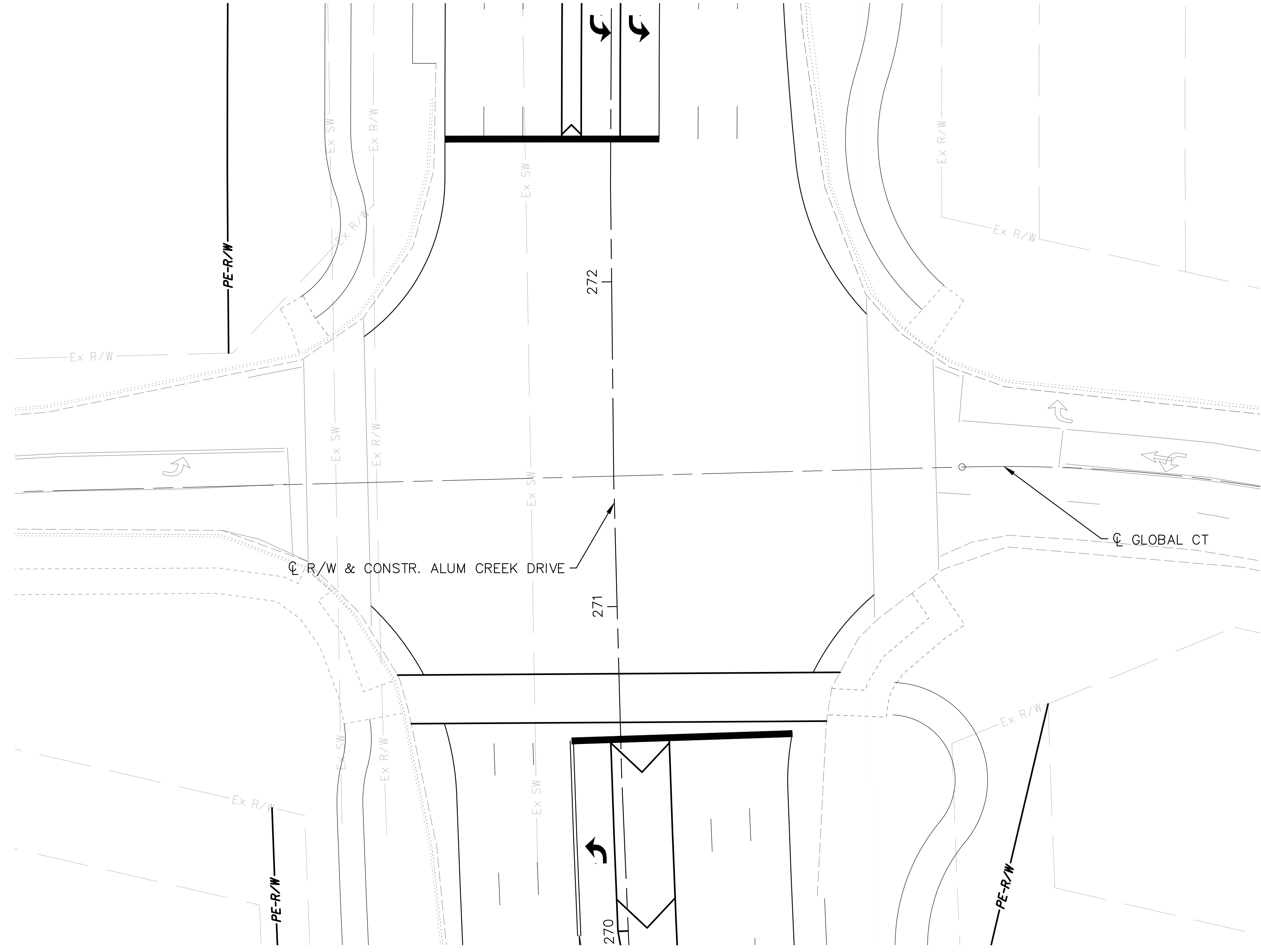
REF NO.	STATION		SIDE															
	FROM	TO																

CALCULATED  
LIMB  
CHECKED  
B/WG

0 20 40  
HORIZONTAL  
SCALE IN FEET

TRAFFIC CONTROL  
ALOHA DRIVE

FRA-CR122-0.00



REF NO.	STATION		SIDE																	
	FROM	TO																		

CALCULATED LIMH	CHECKED BVG
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HORIZONTAL  
SCALE IN FEET

TRAFFIC CONTROL  
GLOBAL CT

FRA-CR122-0.00

247  
256











c:\pw\_working\infra01\luke.houseworth\d0165436\115792\_CP001.dwg LAST SAVED BY: luke.houseworth, 4/18/2024 2:42 PM LAST PRINTED BY: Houseworth, Luke, 4/18/2024 4:06 PM

EX. SIGNAL SUPPORT POLE  
W/(1)-PR. PED. SIGNAL HEAD  
STA. 22+95.7, 73.28' RT  
CL LONDON-GROVEPORT RD/SR-317

EX. PEDESTAL SUPPORT  
STA. 23+15.5, 91.8' RT  
CL LONDON-GROVEPORT  
RD/SR-317

EX. PEDESTAL SUPPORT  
STA. 24+42.5, 97.5' RT  
CL LONDON-GROVEPORT  
RD/SR-317

EX. SIGNAL SUPPORT POLE  
STA. 24+61.0, 74.9' RT  
CL LONDON-GROVEPORT  
RD/SR-317

EX. PEDESTAL SUPPORT  
STA. 24+67.2, 63.7' RT  
CL LONDON-GROVEPORT  
RD/SR-317

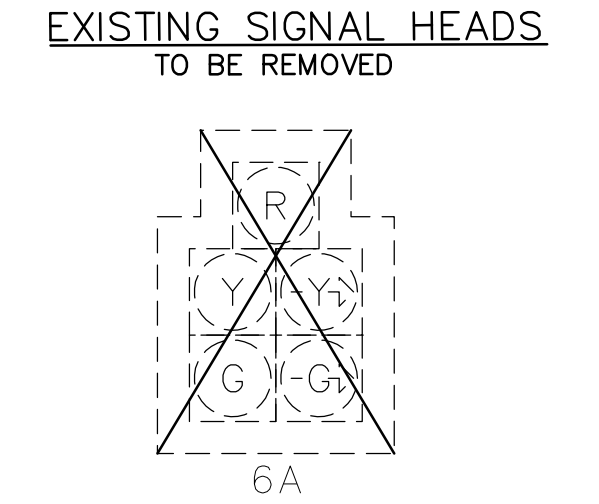
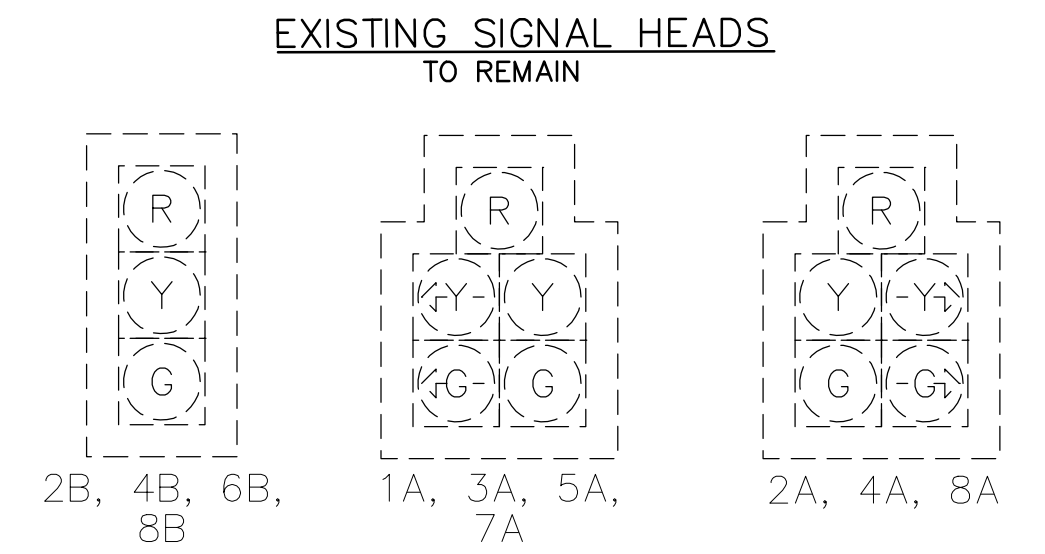
SP-1 SIGNAL SUPPORT POLE  
W/(1)-PED. SIGNAL HEAD  
STA. 200+60.0, 81.6' LT

EX. SIGNAL SUPPORT POLE TO BE REMOVED  
BRACE OR PROVIDE TEMPORARY SUPPORT  
PRIOR TO INSTALLING SP-1  
STA. 200+57.0, 75.1' LT

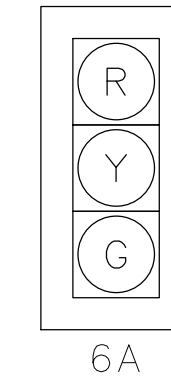
EX. PULL BOX  
STA. 200+65.9, 79.4' RT

EX. SIGNAL SUPPORT POLE  
STA. 200+62.0, 81.1' RT

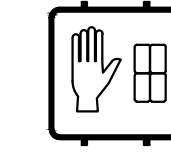
\*\*\*STA. 200+00.00 CL R/W & CONST. ALUM CREEK DRIVE=  
STA. 23+78.01 CL LONDON-GROVEPORT RD/SR-317



PROPOSED SIGNAL HEADS  
12" BLACK POLYCARBONATE LED W/  
YELLOW BACKPLATES



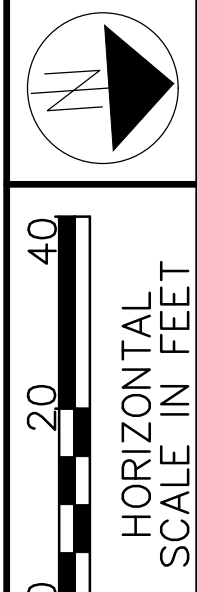
PROPOSED PEDESTRIAN HEADS



LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 3 UNIT, 12"		
TRAFFIC SIGNAL, 5 UNIT HEAD, 12"		
SIGNAL SUPPORT POLE		
CONTROLLER CABINET AND WORK PAD (TS-2)		
TRAFFIC PULL BOX		
ETHERNET RADIO		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP-LINE RADAR DETECTION UNIT		
DETECTION ZONE		
PEDESTRIAN HEAD		
PEDESTAL SUPPORT		

NOTE: UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE REFERENCED FROM CL R/W & CONST. ALUM CREEK DRIVE



CALCULATED CCT CHECKED NRB

TRAFFIC SIGNAL MODIFICATION PLAN  
ALUM CREEK DRIVE AT LONDON GROVEPORT RD.

FRA-CR122-0.00

252  
256

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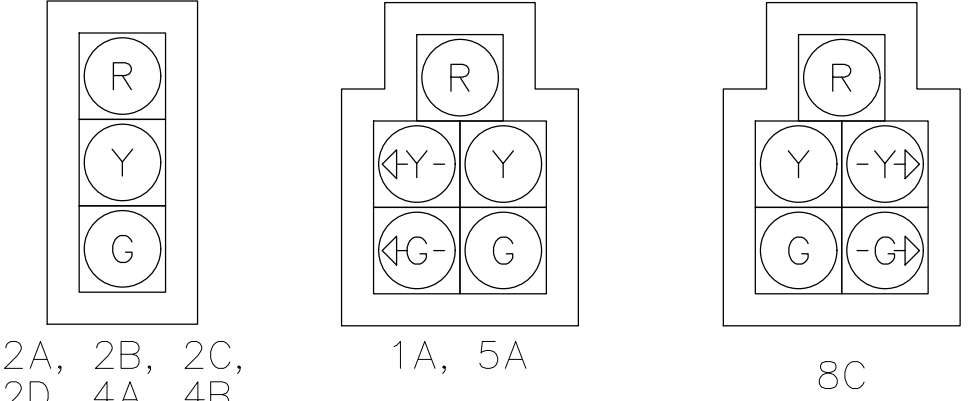
PS-1 PEDESTRIAN PEDESTAL  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 226+36.8, 81.2' LT

PULL BOX 24"  
STA. 226+08.4, 69.0' LT

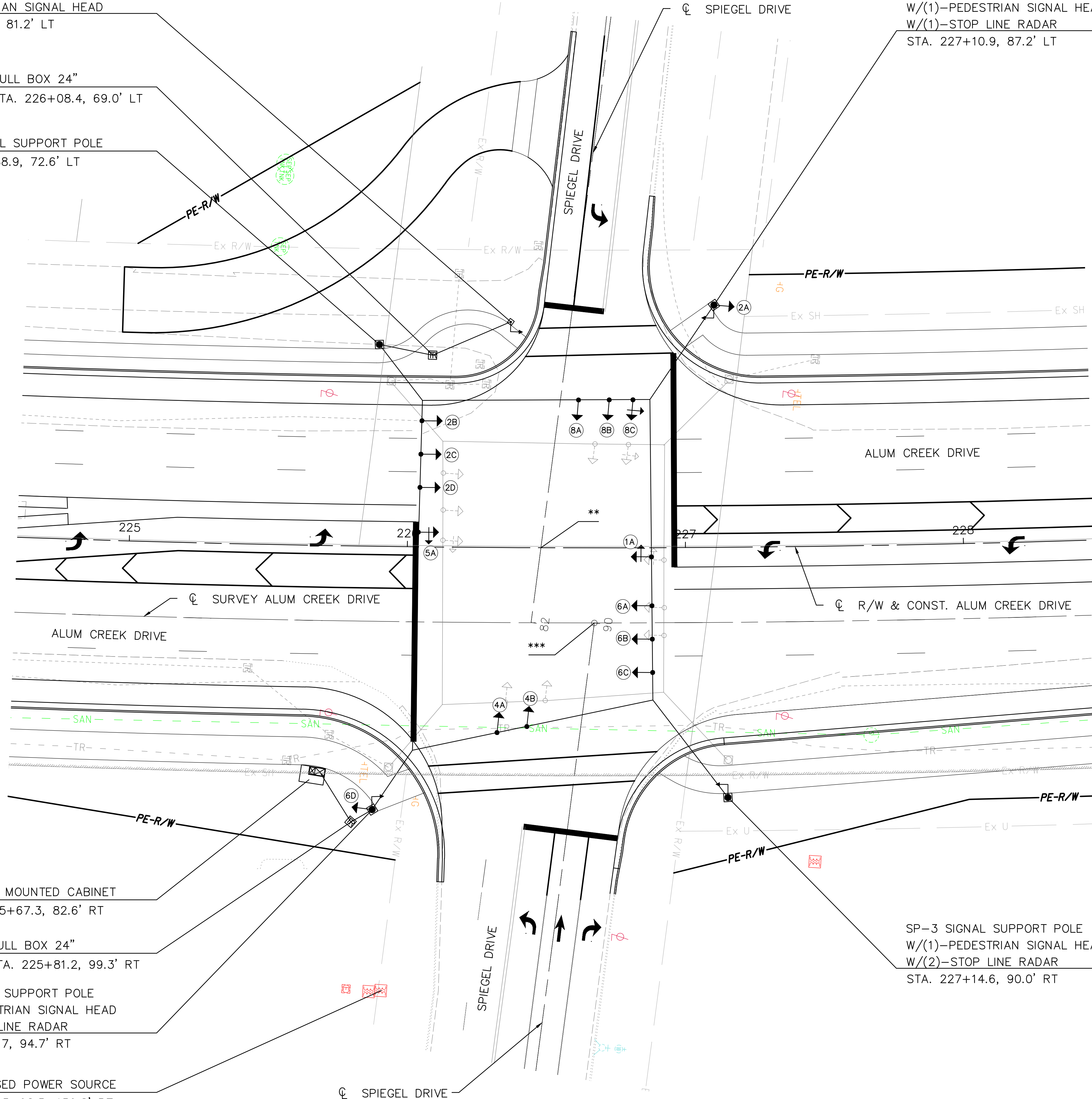
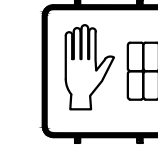
SP-1 SIGNAL SUPPORT POLE  
STA. 225+88.9, 72.6' LT

SP-2 SIGNAL SUPPORT POLE  
W/(1)-PEDESTRIAN SIGNAL HEAD  
W/(1)-STOP LINE RADAR  
STA. 227+10.9, 87.2' LT

PROPOSED SIGNAL HEADS  
12" BLACK POLYCARBONATE LED W/  
YELLOW BACKPLATES



PROPOSED PEDESTRIAN HEADS



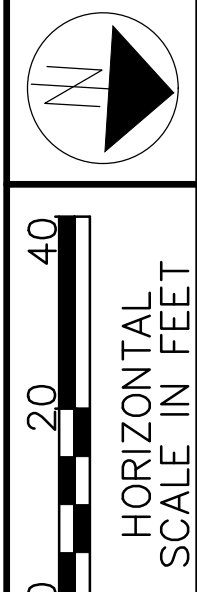
\*\*STA. 226+48.04  $\phi$  R/W & CONST. ALUM CREEK DRIVE =  
STA. 82+15.10  $\phi$  SPIEGEL DRIVE

\*\*\*STA. 226+67.25  $\phi$  SURVEY ALUM CREEK DRIVE =  
STA. 90+00.00  $\phi$  SPIEGEL DRIVE

LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 3 UNIT, 12"		
TRAFFIC SIGNAL, 5 UNIT HEAD, 12"		
SIGNAL SUPPORT POLE		
CONTROLLER CABINET AND WORK PAD (TS-2)		
TRAFFIC PULL BOX		
ETHERNET RADIO		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP-LINE RADAR DETECTION UNIT		
DETECTION ZONE		
PEDESTRIAN HEAD		
PEDESTAL SUPPORT		

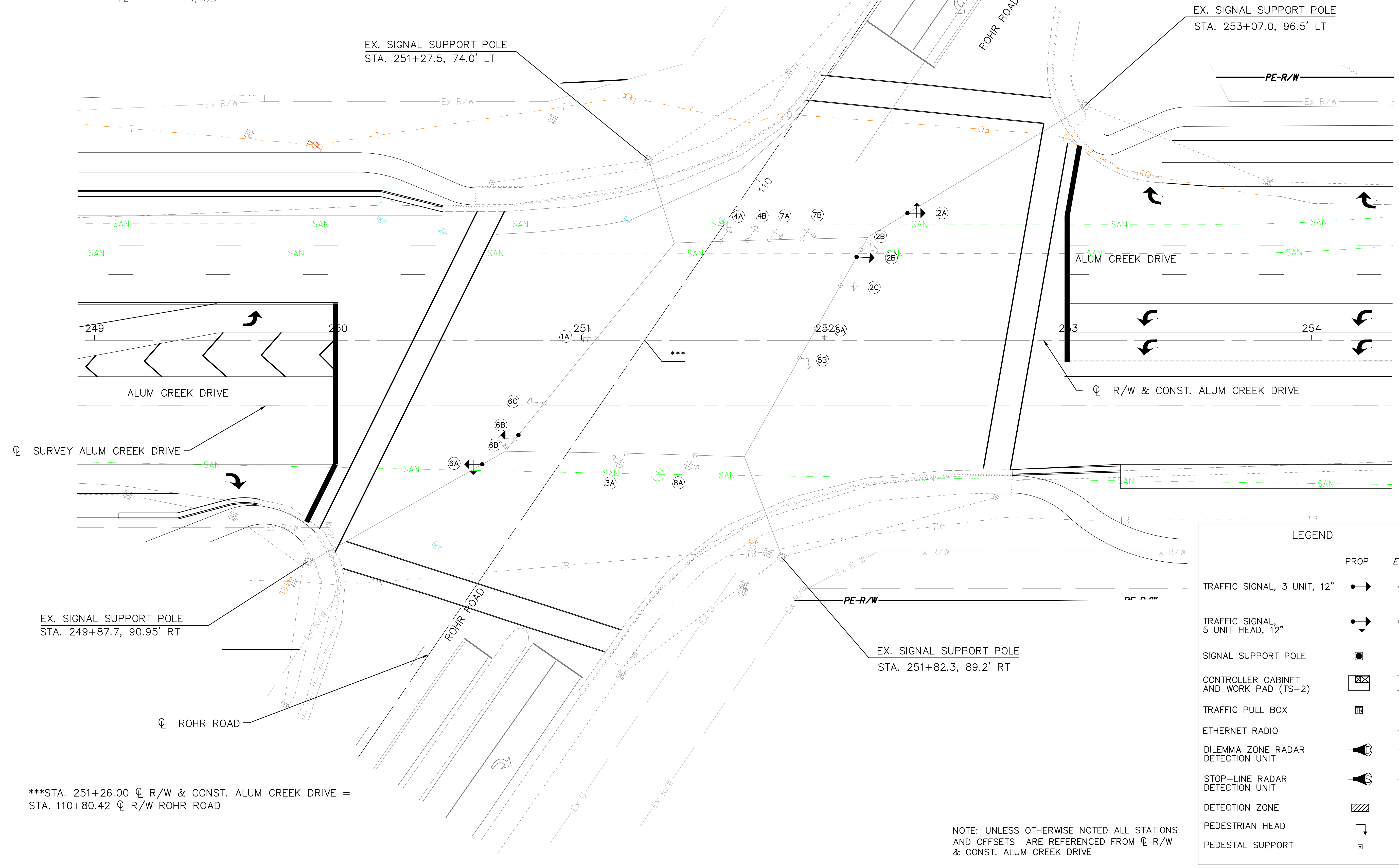
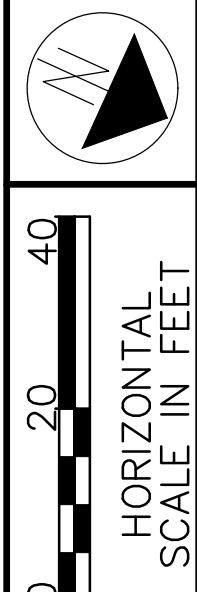
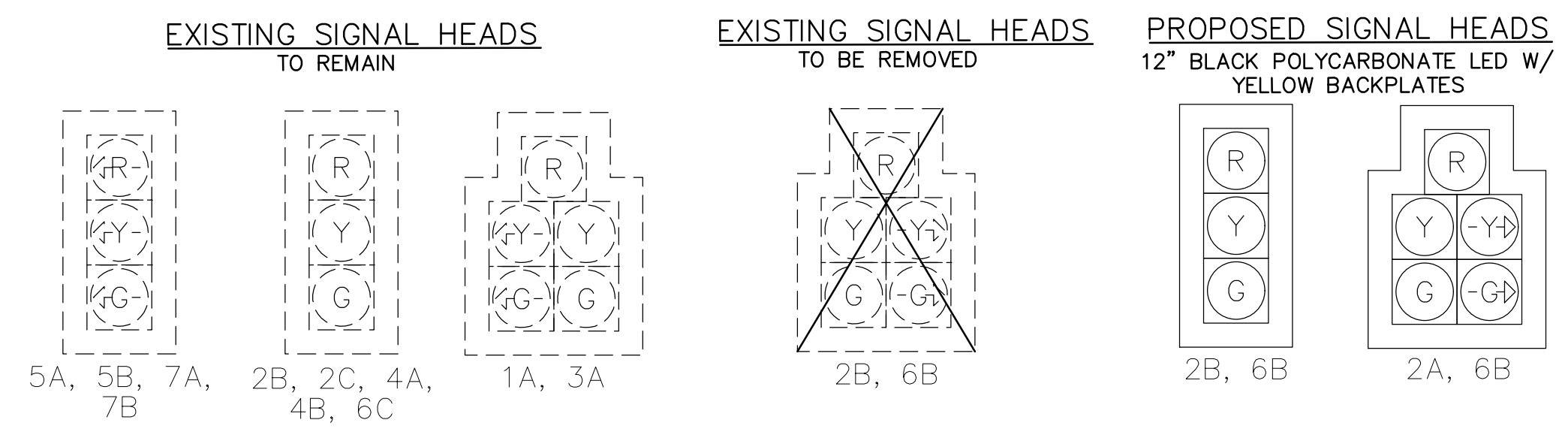
NOTE: UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE REFERENCED FROM  $\phi$  R/W & CONST. ALUM CREEK DRIVE



TRAFFIC SIGNAL INSTALLATION PLAN  
ALUM CREEK DRIVE AT SPIEGEL DRIVE

FRA-CR122-0.00

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\*\*\*STA. 251+26.00 CL R/W & CONST. ALUM CREEK DRIVE = STA. 110+80.42 CL R/W ROHR ROAD

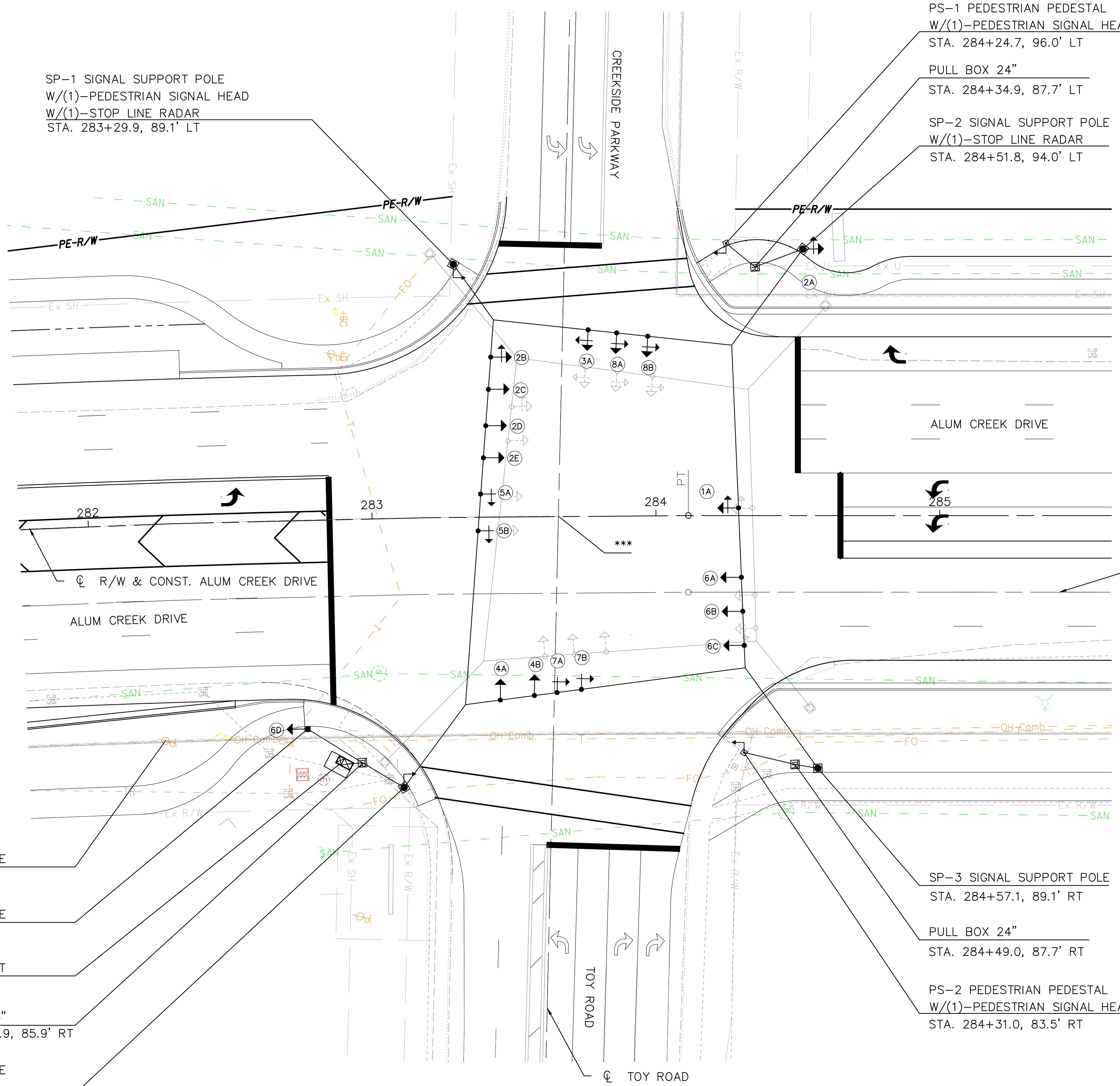
NOTE: UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE REFERENCED FROM CL R/W & CONST. ALUM CREEK DRIVE

LEGEND	
PROP	EXIST
TRAFFIC SIGNAL, 3 UNIT, 12"	TRAFFIC SIGNAL, 3 UNIT, 12"
TRAFFIC SIGNAL, 5 UNIT HEAD, 12"	TRAFFIC SIGNAL, 5 UNIT HEAD, 12"
SIGNAL SUPPORT POLE	SIGNAL SUPPORT POLE
CONTROLLER CABINET AND WORK PAD (TS-2)	CONTROLLER CABINET AND WORK PAD (TS-2)
TRAFFIC PULL BOX	TRAFFIC PULL BOX
ETHERNET RADIO	ETHERNET RADIO
DILEMMA ZONE RADAR DETECTION UNIT	DILEMMA ZONE RADAR DETECTION UNIT
STOP-LINE RADAR DETECTION UNIT	STOP-LINE RADAR DETECTION UNIT
DETECTION ZONE	DETECTION ZONE
PEDESTRIAN HEAD	PEDESTRIAN HEAD
PEDESTAL SUPPORT	PEDESTAL SUPPORT

TRAFFIC SIGNAL MODIFICATION PLAN  
 ALUM CREEK DRIVE AT ROHR ROAD

FRA-CR122-0.00

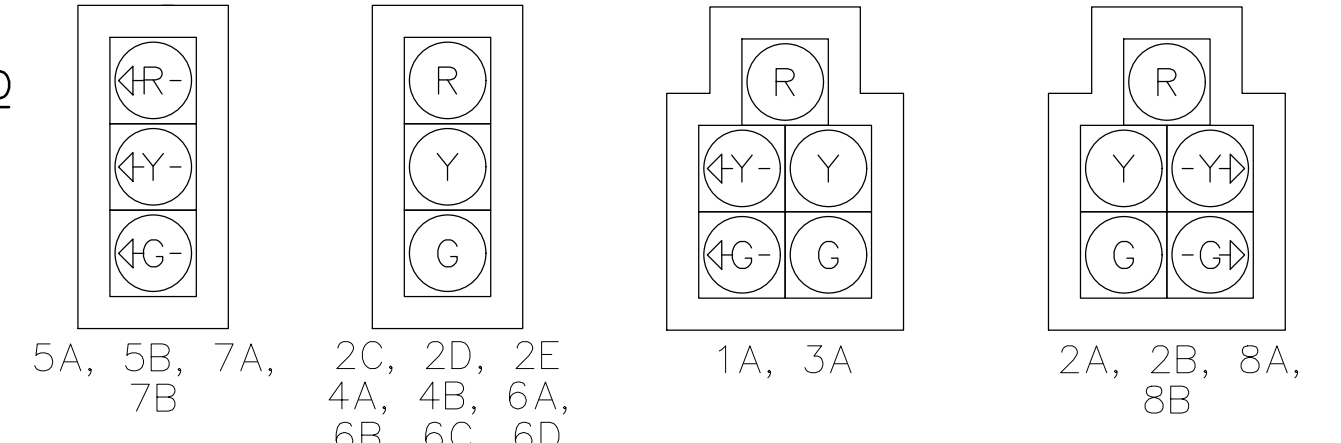
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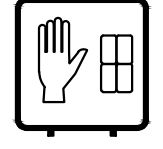
SP-1 SIGNAL SUPPORT POLE  
W/(1)-PEDESTRIAN SIGNAL HEAD  
W/(1)-STOP LINE RADAR  
STA. 283+29.9, 89.1' LT

PS-1 PEDESTRIAN PEDESTAL  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 284+24.7, 96.0' LT  
PULL BOX 24"  
STA. 284+34.9, 87.7' LT  
SP-2 SIGNAL SUPPORT POLE  
W/(1)-STOP LINE RADAR  
STA. 284+51.8, 94.0' LT

PROPOSED SIGNAL HEADS  
12" BLACK POLYCARBONATE LED W/  
YELLOW BACKPLATES



PROPOSED PEDESTRIAN HEADS



PROPOSED POWER SOURCE  
STA. 282+24.7, 76.4' RT

SP-5 SIGNAL SUPPORT POLE  
STA. 282+75.6, 73.6' RT

GROUND MOUNTED CABINET  
STA. 282+86.5, 86.4' RT

PULL BOX 24"  
STA. 282+94.9, 85.9' RT

SP-4 SIGNAL SUPPORT POLE  
W/(2)-STOP LINE RADAR  
STA. 283+09.6, 94.9' RT

SP-3 SIGNAL SUPPORT POLE  
STA. 284+57.1, 89.1' RT

PULL BOX 24"  
STA. 284+49.0, 87.7' RT

PS-2 PEDESTRIAN PEDESTAL  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 284+31.0, 83.5' RT

\*\*\*STA. 283+65.64  $\phi$  R/W & CONST. ALUM CREEK DRIVE =  
STA. 171+86.52  $\phi$  TOY ROAD

LEGEND		
	PROP	EXIST
TRAFFIC SIGNAL, 3 UNIT, 12"		
TRAFFIC SIGNAL, 5 UNIT HEAD, 12"		
SIGNAL SUPPORT POLE		
CONTROLLER CABINET AND WORK PAD (TS-2)		
TRAFFIC PULL BOX		
ETHERNET RADIO		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP-LINE RADAR DETECTION UNIT		
DETECTION ZONE		
PEDESTRIAN HEAD		
PEDESTAL SUPPORT		

NOTE: UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE REFERENCED FROM  $\phi$  R/W & CONST. ALUM CREEK DRIVE

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PS-1 PEDESTRIAN PEDESTAL  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 323+47.7, 77.2' LT

SP-1 SIGNAL SUPPORT POLE  
W/(1)-PEDESTRIAN SIGNAL HEAD  
W/(1)-STOP LINE RADAR  
STA. 323+20.4, 100.3' LT

PULL BOX 24"  
STA. 323+36.1, 72.5' LT

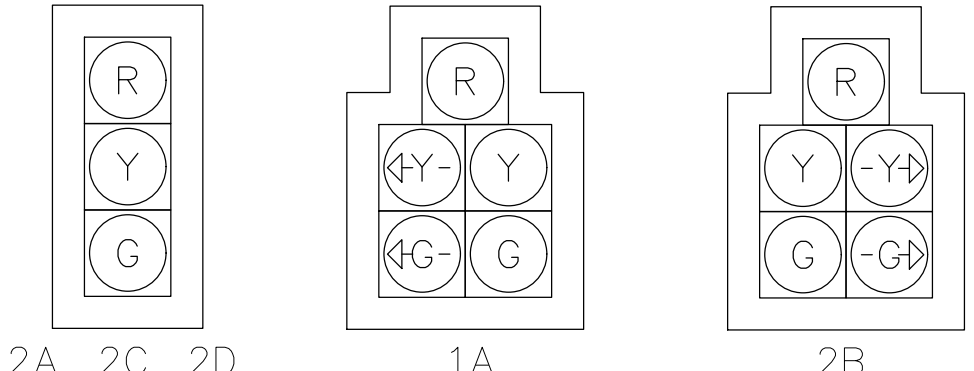
PE-R/W

CL RATHMELL ROAD

RATHMELL ROAD

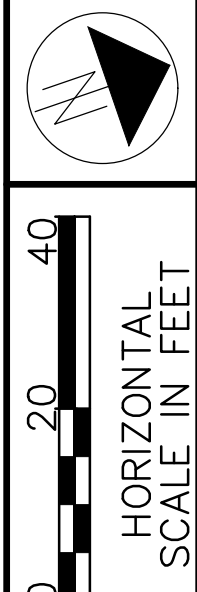
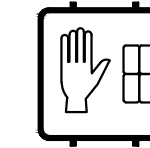
SP-2 SIGNAL SUPPORT POLE  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 324+16.4, 89.5' LT

PROPOSED SIGNAL HEADS  
12" BLACK POLYCARBONATE LED W/  
YELLOW BACKPLATES



2A, 2C, 2D,  
2E, 4A, 4B,  
4C, 6A, 6B,  
6C, 6D

PROPOSED PEDESTRIAN HEADS



CALCULATED CCT  
CHECKED NIRB

TRAFFIC SIGNAL INSTALLATION PLAN  
ALUM CREEK DRIVE AT RATHMELL ROAD

FRA-CR122-0.00

256  
256

CL R/W & CONST. ALUM CREEK DRIVE

ALUM CREEK DRIVE

CL SURVEY ALUM CREEK DRIVE

SP-4 SIGNAL SUPPORT POLE  
W/(1)-STOP LINE RADAR  
STA. 323+66.6, 79.5' RT

GROUND MOUNTED CABINET  
STA. 323+77.6, 81.0' RT  
PULL BOX 24"  
STA. 323+75.0, 86.8' RT  
PR. AERIAL SERVICE CABLE

\*\*\*STA. 323+94.33 CL R/W & CONST. ALUM CREEK DRIVE =  
STA. 194+83.16 CL RATHMELL ROAD

PROPOSED POWER SOURCE  
STA. 324+62.3, 91.0' RT

SP-3 SIGNAL SUPPORT POLE  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 324+48.0, 83.8' RT

PS-2 PEDESTRIAN PEDESTAL  
W/(1)-PEDESTRIAN SIGNAL HEAD  
STA. 324+06.8, 78.9' RT

LEGEND

	PROP	EXIST
TRAFFIC SIGNAL, 3 UNIT, 12"		
TRAFFIC SIGNAL, 5 UNIT HEAD, 12"		
SIGNAL SUPPORT POLE		
CONTROLLER CABINET AND WORK PAD (TS-2)		
TRAFFIC PULL BOX		
ETHERNET RADIO		
DILEMMA ZONE RADAR DETECTION UNIT		
STOP-LINE RADAR DETECTION UNIT		
DETECTION ZONE		
PEDESTRIAN HEAD		
PEDESTAL SUPPORT		

NOTE: UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE REFERENCED FROM CL R/W & CONST. ALUM CREEK DRIVE