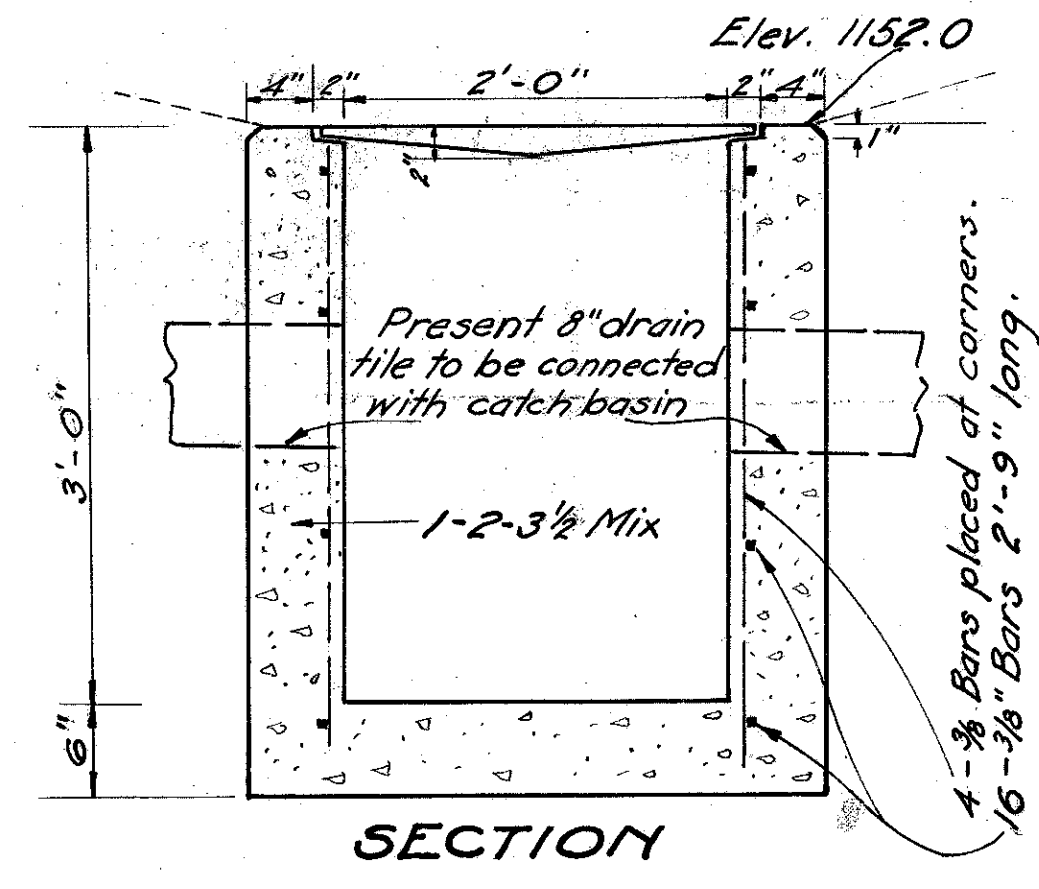
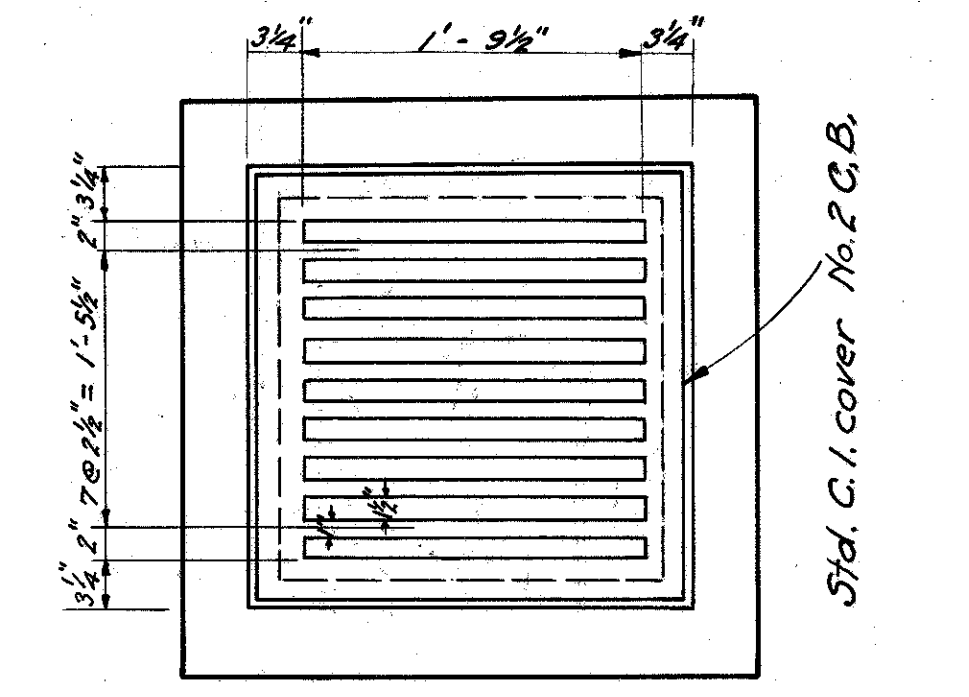


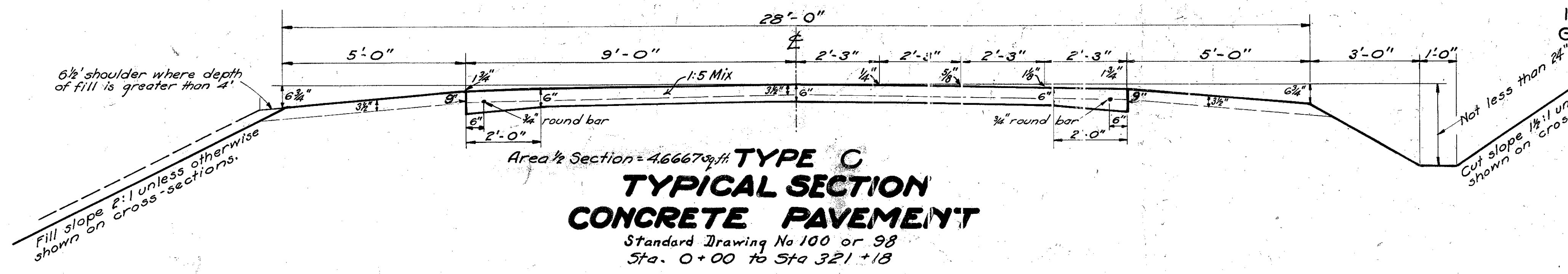
I.C.H. 324 SEC. F.
GEAUGA COUNTY



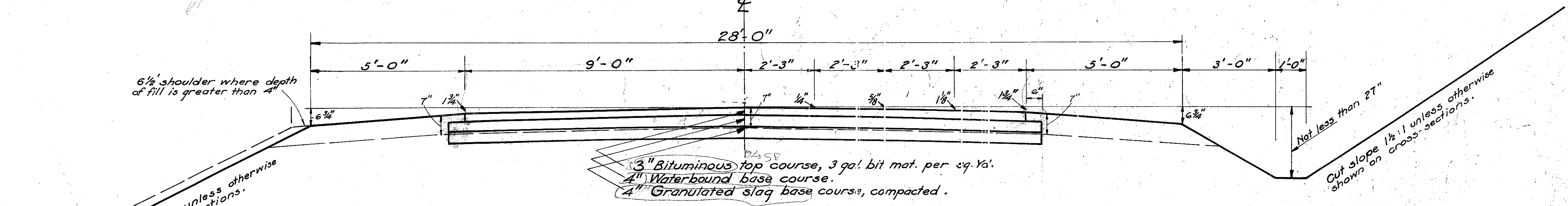
SECTION



PLAN
SPECIAL CATCH BASIN
STA. 278 + 61.
1 Req'd. complete.



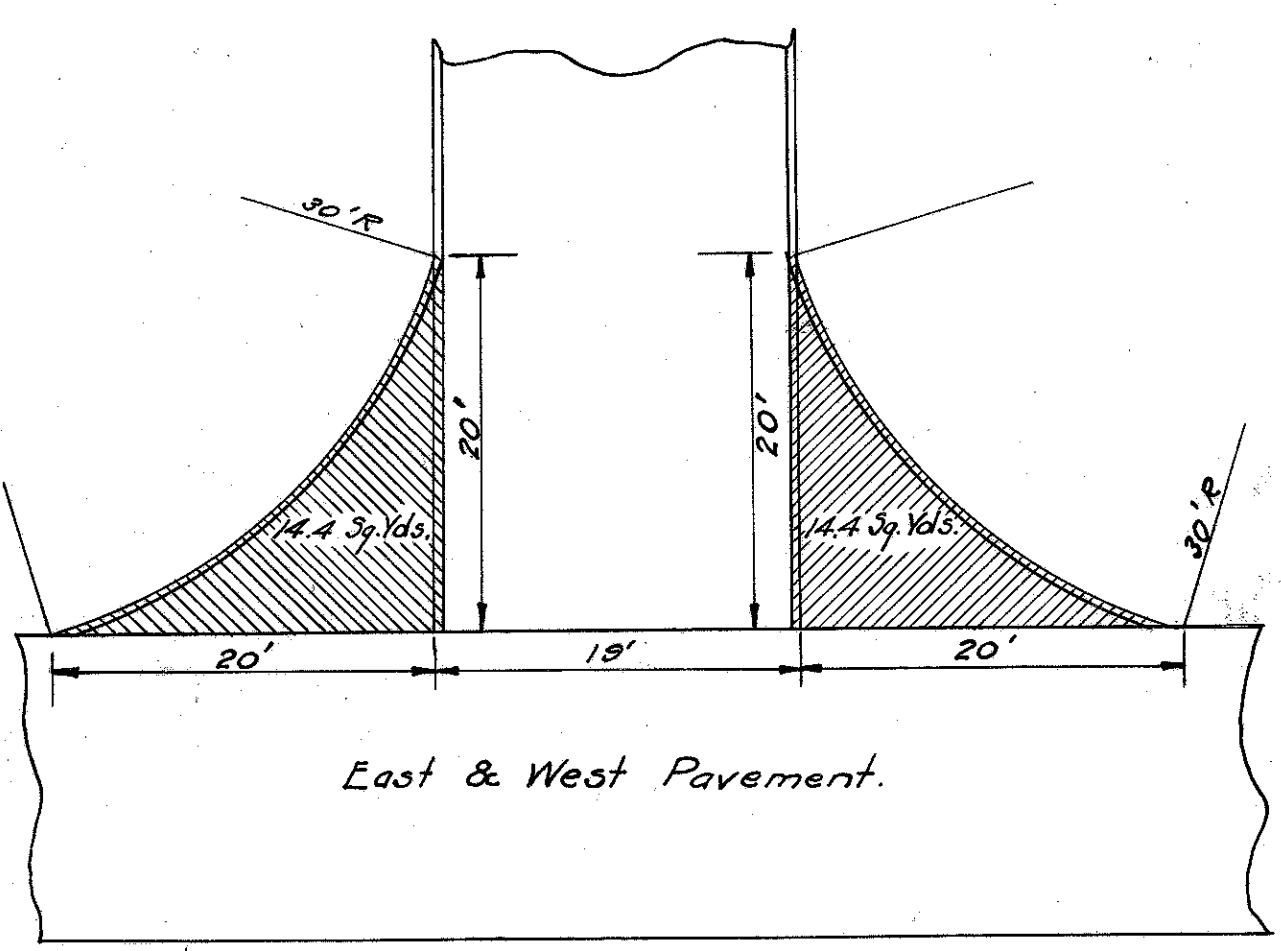
TYPE C
TYPICAL SECTION
CONCRETE PAVEMENT
Standard Drawing No 100 or 98
Sta. 0+00 to Sta 321+18



TYPE M(B)
TYPICAL SECTION
BITUMINOUS MACADAM PAVEMENT
Sta. 0+00 to Sta. 321+18



Note:- 1st. Base Course consisting of granulated slag, shall be first rolled with a light horse drawn roller until partially compacted. This shall be followed by rolling with a 5 ton power roller until course is thoroughly compacted. Not more than 1000 ft. of first Base Course shall be placed ahead of the second Base Course. Spreaders for second Course shall be run on boards if necessary to prevent disturbing first Course. Granulated Slag shall be of such quality that it will uniformly compact and solidify under rolling.



CROSS-ROAD
EXTRA PAVEMENT
Station 0+00 = 28.8 Sq. Yds. Base & Top.
Station 321+18 = 28.8 Sq. Yds. Base & Top.

Note:- Rough grading will be completed to the cross-section indicated by dashed line. Pavement trench will be excavated and shoulders built immediately preceding placing of pavement.

Note:- Pavement on all curves will be superelevated and on all curves where the degree of curvature is 5° or more will be widened. See tables on alignment sheets. Computed according to 1922 Std.

GRUBBING
Grubbing includes the clearing of the roadway between slope lines of all brush, trees, fences, boulders etc., and is covered by the excavation item.

DRIVEWAY PIPE
Pipe shall be corrugated iron in 16' foot lengths and of diameter sizes shown on the plan of the road. Work required shall consist of placing pipe at proper elevation in ditch line, of making acceptable grade in driveway and backfill over pipe.

Note:- All materials removed from roadway which are not to be used as per contract shall be piled neatly on right-of-way not more than 300 feet from place of removal for the use of County Commissioners.

Note:- Overhanging portions of new fill where roller cannot be used shall be built up in layers, and, where directed, thoroughly flushed or puddled to secure a uniform compact mass.

COMPUTATIONS.
Average depth of Type M(B) Pavement 0.9167'
" " " " " " 0.519'
Difference in depth 0.3977'
Lower grade for Type C 0.2606'
Less depth of trench for Type C 0.1371'
Decreased cut for Type C
(18 * 0.1371) + (1 * 0.66) = 3.127 Sq. ft.
Increased cut for Type C
(9 * 0.2606) + (2 * 2 * 0.2606) = 3.127 Sq. ft.
Excavation remains the same
Note:- Excavation quantities calculated from cross-sections as plotted for Type M(B) pavement. Excavation for Type C pavement remains the same by lowering the elevation of the roadbed below the grade line shown. Grade of ditch remains the same.