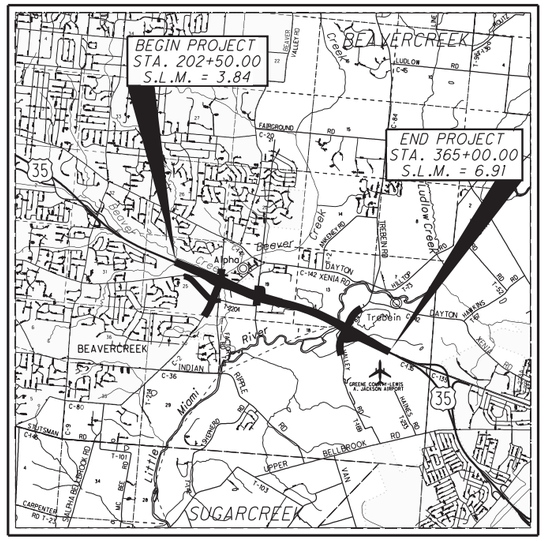


LOCATION MAP

LATITUDE: 39°42'10" LONGITUDE: 84°00'50"

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED

INTERSTATE HIGHWAY

FEDERAL ROUTES

STATE ROUTES

COUNTY & TOWNSHIP ROADS

OTHER ROADS

DESIGN DESIGNATION
(SEE SHEET 2)

DESIGN EXCEPTIONS
(SEE SHEET 2)

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

GRE-35-4.26

CITY OF BEAVERCREEK
BEAVERCREEK TOWNSHIP
GREENE COUNTY

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PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF RECONSTRUCTING US 35, REMOVING AT-GRADE INTERSECTIONS AND CONSTRUCTING TWO INTERCHANGES, WHILE MAINTAINING LOCAL ACCESS. THIS IMPROVEMENT INVOLVES UPGRADING APPROXIMATELY 3.08 MILES OF US 35 TO A LIMITED-ACCESS FACILITY, INCLUDING FOURTEEN HIGHWAY BRIDGE STRUCTURES, RETAINING WALLS, AND RECONSTRUCTION OF APPROXIMATELY 3.63 MILES OF SIDE ROADS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA _____ AC.

ESTIMATED CONTRACTOR EARTH DISTURBED AREA _____ AC.

NOTICE OF INTENT (NOI) EARTH DISTURBED AREA _____ AC.

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.

2013 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS SHOWN ON SHEETS NO. XXX-XXX, AND THAT THE PROVISIONS FOR MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OF LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
CH2MHILL
ONE SOUTH MAIN STREET
FIFTH THIRD CENTER, SUITE 1100
DAYTON, OHIO 45402

ENGINEERS SEAL:

SIGNED: _____
DATE: _____

ENGINEERS SEAL:

SIGNED: _____
DATE: _____

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

FEDERAL PROJECT NO. E060171

PID NO. 80468

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

GRE-35-4.26

1
876

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DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NO.
RAMP F		
STOPPING SIGHT DISTANCE - HORIZONTAL		483
RAMP H		
STOPPING SIGHT DISTANCE - HORIZONTAL		485
FACTORY ROAD		
STOPPING SIGHT DISTANCE - VERTICAL		440-441
HELLER DRIVE		
HORIZONTAL ALIGNMENT - DEGREE OF CURVE		474-475

DESIGN DESIGNATION (US 35)

CURRENT ADT (2018)	34,980
DESIGN YEAR ADT (2038)	41,810
DESIGN HOURLY VOLUME (2038)	3,770
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	12%
DESIGN SPEED	65 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN FREEWAY	
NHS PROJECT	YES

DESIGN DESIGNATION (ALPHA ROAD)

CURRENT ADT (2018)	920
DESIGN YEAR ADT (2038)	1,100
DESIGN HOURLY VOLUME (2038)	120
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN LOCAL ROAD	

DESIGN DESIGNATION (FACTORY ROAD)

CURRENT ADT (2018)	8,430
DESIGN YEAR ADT (2038)	10,050
DESIGN HOURLY VOLUME (2038)	1,010
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	2%
DESIGN SPEED	45 MPH
LEGAL SPEED	40 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN COLLECTOR	

DESIGN DESIGNATION (ORCHARD LANE)

CURRENT ADT (2018)	5,960
DESIGN YEAR ADT (2038)	7,550
DESIGN HOURLY VOLUME (2038)	760
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	7%
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN LOCAL ROAD	

DESIGN DESIGNATION (SHAKERTOWN ROAD)

CURRENT ADT (2018)	3,550
DESIGN YEAR ADT (2038)	4,110
DESIGN HOURLY VOLUME (2038)	450
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	45 MPH
LEGAL SPEED	40 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN COLLECTOR	

DESIGN DESIGNATION (HELLER DRIVE)

CURRENT ADT (2018)	2,330
DESIGN YEAR ADT (2038)	2,490
DESIGN HOURLY VOLUME (2038)	250
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	10%
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN LOCAL ROAD	

DESIGN DESIGNATION (NORTH FRONTAGE ROAD)

CURRENT ADT (2018)	5,480
DESIGN YEAR ADT (2038)	6,140
DESIGN HOURLY VOLUME (2038)	620
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	35 MPH
LEGAL SPEED	30 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN LOCAL ROAD	

DESIGN DESIGNATION (VALLEY-TREBEIN ROAD)

CURRENT ADT (2018)	6,980
DESIGN YEAR ADT (2038)	7,520
DESIGN HOURLY VOLUME (2038)	750
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	7%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MAJOR COLLECTOR	

DESIGN DESIGNATION (SOUTH FRONTAGE ROAD)

CURRENT ADT (2018)	4,970
DESIGN YEAR ADT (2038)	5,650
DESIGN HOURLY VOLUME (2038)	570
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	35 MPH
LEGAL SPEED	30 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN LOCAL ROAD	

CALCULATED | CHECKED

DESIGN DESIGNATION

GRE-35-4.26

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BEGIN WORK
STA. 187+00.00

BEGIN PROJECT
STA. 202+50.00
S.L.M. = 3.84

F.P.N. E060171

LITTLE BEAVER CREEK

120" CMPA

℄ CONSTRUCTION

US 35

48" RCP

48" RCP

FAIRBROOK SCHOOL TRIBUTARY

℄ CONSTRUCTION

SHAKERTOWN CONNECTOR

℄ CONSTRUCTION

OLD SHAKERTOWN ROAD

15"

SHAKERTOWN ROAD

℄ CONSTRUCTION
SHAKERTOWN ROAD

STRUCTURE NO.
GRE-T0048-00032

STRUCTURE NO.
GRE-035-0449

OVERHEAD ELECTRIC TRANSMISSION

STRUCTURE NO.
GRE-035-0420

℄ CONSTRUCTION

RAMP A

RAMP B

℄ CONSTRUCTION

RELIEF CHANNEL

STRUCTURE NO.
GRE-T0048-00018

10" PETROLEUM PIPELINE

48"

12'X4'

℄ CONSTRUCTION

FACTORY ROAD

℄ CONSTRUCTION

FACTORY ROAD

BIKE PATH CONNECTOR

℄ CONST.

BEAVER CREEK

CITY OF BEAVERCREEK

℄ CONSTRUCTION

CREEKSIDE TRAIL

STRUCTURE NO.
GRE-035-0451

STRUCTURE NO.
GRE-035-0454

STRUCTURE NO.
GRE-035-0455

℄ CONSTRUCTION

ALPHA ROAD

BEAVERCREEK TOWNSHIP

NORTH FRONTAGE ROAD

℄ CONSTRUCTION

SOUTH FRONTAGE ROAD

STRUCTURE NO.
GRE-035-0456

ALPHA COURT

BEAVER CREEK

STRUCTURE NO.
GRE-C0071-00421

YELLOW BRICK ROAD

30" CMP

OLD FACTORY ROAD

℄ CONSTRUCTION

FACTORY ROAD

BEAVERCREEK TOWNSHIP

CITY OF BEAVERCREEK

ALPHA-BELLBROOK ROAD

MATCH LINE STA. 256+00
SEE SHEET NO.

NOTES:
1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. X
2. FOR HORIZONTAL AND VERTICAL PROJECT CONTROL INFORMATION, SEE SHEET X

HORIZONTAL SCALE IN FEET
0 100 200 400

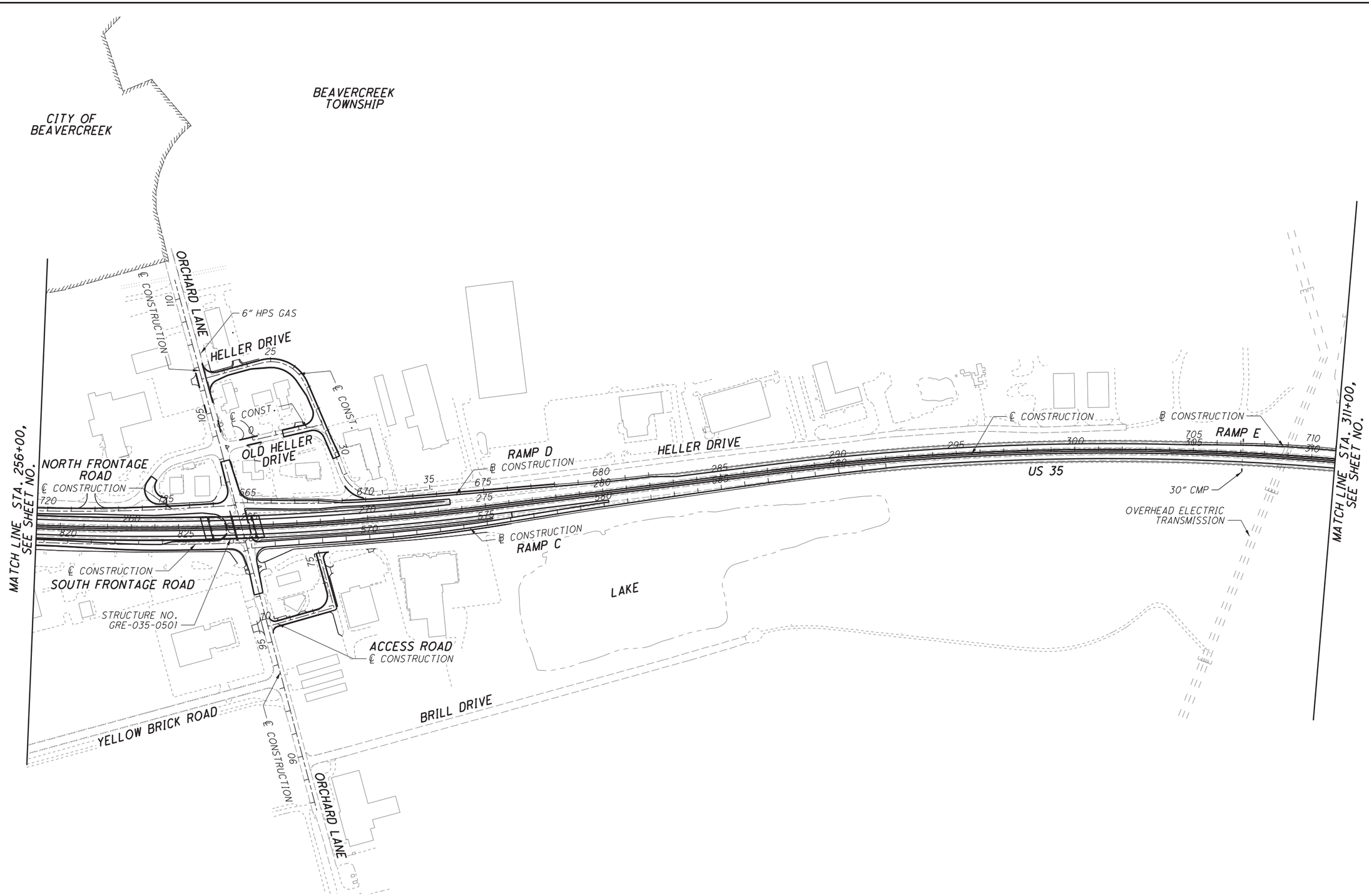
CALCULATED
CHECKED

SCHEMATIC PLAN
US 35 STA. 199+00 TO STA. 256+00

GRE-35-4.26

3
876

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NOTES:
1.FOR HORIZONTAL CURVE DATA, SEE SHEET NO. X
2.FOR HORIZONTAL AND VERTICAL PROJECT CONTROL INFORMATION, SEE SHEET X

N

0 100 200 400
HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

SCHEMATIC PLAN
US 35 STA. 256+00 TO STA. 311+00

GRE-35-4.26

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TREBEIN ROAD
℄ CONSTRUCTION
19'X30"
OVERHEAD ELECTRIC TRANSMISSION
MATCH LINE STA. 311+00
SEE SHEET NO.
STRUCTURE NO. GRE-035-0610
℄ CONSTRUCTION
RAMP E
℄ CONSTRUCTION
10'X7'
STRUCTURE NO. GRE-035-0614
LITTLE MIAMI RIVER
15"
30"
STRUCTURE NO. GRE-035-0627
QUARRY
BEAVERCREEK TOWNSHIP
RAMP H
℄ CONSTRUCTION
QUARRY
END WORK STA. 372+50.00
END PROJECT STA. 365+00.00
S.LM. = 6.91
F.N.P. E060171
℄ CONSTRUCTION
RAMP F
30"
2-72" CMP
US 35
℄ CONSTRUCTION
OVERHEAD ELECTRIC TRANSMISSION
℄ CONSTRUCTION
RAMP G
LMR-1
60" CPP
℄ CONSTRUCTION
VALLEY ROAD

NOTES:
1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. X
2. FOR HORIZONTAL AND VERTICAL PROJECT CONTROL INFORMATION, SEE SHEET NO. X.

N

0 100 200 400
HORIZONTAL SCALE IN FEET

CALCULATED | CHECKED

SCHEMATIC PLAN
US 35 STA. 311+00 TO STA. 368+00

GRE-35-4.26

5
876

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HORIZONTAL CURVE DATA

ALIGNMENT	CURVE NO.	P.I. STATION	P.I. COORDINATES		P.I. c1 STATION	P.I. c1 COORDINATES		P.I. c2 STATION	P.I. c2 COORDINATES		DELTA	DELTA c OR DELTA c1	DELTA c2	Dc OR Dc1	Dc2	R OR Rc1	Rc2	Ls	THETA s	LT	ST	Ec or Ec1	Ec2
			NORTH	EAST		NORTH	EAST		NORTH	EAST													
US-35	US35-1	265+07.23	625035.47	1540977.29							09°50'03" LT.			00°30'00"		11456.16'							
	US35-2	302+12.02	624183.85	1544587.85							14°51'04" RT.			00°30'00"		11456.16'							
	US35-3	373+95.76	620789.81	1550938.23							07°51'00" LT.			00°15'00"		22918.32'							
RAMP A	RAMPA-1	324+03.92	626700.47	1537226.19							02°24'56" LT.			01°00'00"		5729.58'							
	RAMPA-2	330+00.63	626500.84	1537788.56							02°24'40" RT.			00°45'00"		7639.44'							
RAMP B	RAMPB-1	425+02.33	626567.12	1537276.60	424+49.67	626587.78	1537228.16				11°10'47" RT.	09°40'47" RT.		01°30'00"		3819.72'		200.00'	01°30'00" RT.	133.34'	66.67'	13.87'	
	RAMPB-2	432+61.91	626137.87	1537906.19							11°29'27" LT.			04°00'00"		1432.39'							
RAMP C	RAMPC-1	572+23.52	624787.14	1541658.07							05°18'28" LT.			00°45'00"		7639.44'							
	RAMPC-2	579+12.98	624654.91	1542335.25							01°04'36" RT.			00°30'00"		11459.16'							
	RAMPC-3	589+70.72	624432.72	1543369.40							02°31'49" RT.			00°25'18"		13587.00'							
RAMP D	RAMPD-1	669+10.14	625028.76	1541395.20							05°29'03" LT.			01°10'00"		4911.07'							
	RAMPD-2	680+34.03	624726.21	1542477.96							02°20'24" LT.			00°39'00"		8814.74'							
RAMP E	RAMPE-1	708+57.61	623887.75	1545175.71							04°24'33" RT.			01°15'00"		4583.66'							
	RAMPE-2	723+87.32	623233.67	1546558.72							02°48'42" RT.			00°30'00"		11459.16'							
RAMP F	RAMPF-1				829+13.55	622864.20	1546964.69					06°14'56" RT.		01°00'00"		5729.58'		200.00'	23°00'00" RT.	131.62'	70.65'	8.53'	
	RAMPF-2							843+53.69	621772.26	1547869.94			148°38'51" RT.		22°00'00"		260.44'	200.00'	23°00'00" RT.	131.62'	70.65'		703.42'
RAMP G	RAMPG-1	932+41.14	622091.24	1547120.75							36°33'22" LT.			16°28'54"		347.63'							
	RAMPG-2	941+72.40	622262.97	1548044.02	941+14.69	622252.42	1547987.28				37°30'49" RT.	31°30'49" RT.		06°00'00"		954.93'		200.00'	06°00'00" RT.	133.41'	66.74'		37.28'
RAMP H	RAMPH-1	1039+50.74	622493.41	1547943.79							03°00'47" RT.			00°45'00"		7639.44'							
	RAMPH-2	1048+54.33	622026.14	1548717.29							03°00'47" LT.			01°00'00"		5729.58'							
VALLEY-TREBEIN ROAD	VALL-1	868+68.95	621769.46	1546623.50	867+75.96	621678.74	1546643.93				38°42'37" RT.	32°18'37" RT.		04°00'00"		1432.39'		320.00'	06°24'00" RT.	213.47'	106.79'	58.89'	
	VALL-2	892+64.47	623957.72	1547691.70	892+57.83	623941.05	1547709.35				34°44'42" RT.	28°20'42" RT.		04°00'00"		1432.39'		160.00'	03°12'00" RT.	106.68'	53.35'	44.97'	
	VALL-3	904+19.58	624535.60	1548724.18							43°35'53" LT.			05°05'14"		1126.26'							

HORIZONTAL CURVE DATA

	CURVE NO.	Tc OR Tc1	Tc2	T, T1, OR Ts	T2	L OR Lc OR Lc1	Lc2	E or Es	P.C./T.S. STATION	P.C./T.S. COORDINATES		S.C. STATION	S.C. COORDINATES		C.S. STATION	C.S. COORDINATES		P.C.C. STATION	P.C.C. COORDINATES		P.T./S.T. STATION	P.T./S.T. COORDINATES	
										NORTH	EAST		NORTH	EAST		NORTH	EAST		NORTH	EAST		NORTH	EAST
US-35	US35-1			985.59'		1966.33'		42.32'	255+21.65	625422.25	1540070.77										274+87.97	624809.21	1541936.56
	US35-2			1493.09'		2969.45'		96.89'	287+18.93	624526.62	1543134.64										316+88.38	623480.06	1545904.67
	US35-3			1572.46'		3140.00'		53.88'	358+23.30	621531.01	1549551.42										389+63.30	620244.96	1552413.28
RAMP A	RAMPA-1			120.80'		241.57'		1.27'	322+83.11	626745.65	1537114.15										325+24.68	626660.06	1537340.03
	RAMPA-2			160.76'		321.48'		1.69'	328+39.87	626554.62	1537637.06										331+61.35	626440.73	1537937.66
RAMP B	RAMPB-1	323.43'		376.09'	471.63'	645.31'		18.47'	421+26.24	626714.71	1536930.68				427+71.55	626412.65	1537500.06				429+71.55	626301.44	1537666.28
	RAMPB-2			144.12'		287.27'		7.23'	431+17.79	626219.06	1537787.11										434+05.06	626082.04	1538039.05
RAMP C	RAMPC-1			354.11'		707.72'		8.20'	568+69.41	624886.87	1541318.29										575+77.13	624719.28	1542005.62
	RAMPC-2			107.67'		215.34'		0.51'	578+05.31	624675.55	1542229.57										580+20.65	624632.29	1542440.52
	RAMPC-3			300.07'		600.04'		3.31'	586+70.65	624495.75	1543076.02										592+70.69	624356.80	1543659.71
RAMP D	RAMPD-1			235.21'		470.07'		5.63'	666+74.93	625113.42	1541175.75										671+45.00	624965.46	1541621.73
	RAMPD-2			180.03'		360.02'		1.84'	678+54.00	624774.66	1542304.57										682+14.01	624684.87	1542653.19
RAMP E	RAMPE-1			176.46'		352.74'		3.40'	706+81.15	623950.71	1545010.87										710+33.89	623812.31	1545335.23
	RAMPE-2			281.21'		562.31'		3.45'	721+06.10	623353.90	1546304.51										726+68.42	623101.12	1546806.74
RAMP F	RAMPF-1	312.76'				624.89'			826+00.79	623011.62	1546688.86	834+25.68	622553.81	1547369.57	832+25.68	622687.62	1547222.84						
	RAMPF-2		928.01'				675.67'					834+25.68	622553.81	1547369.57	832+25.68	622687.62	1547222.84				841+01.35	622179.35	1547035.99
RAMP G	RAMPG-1			114.82'		221.80'		18.47'	931+26.32	622141.61	1547017.57										933+48.12	622112.24	1547233.63
	RAMPG-2	269.44'		327.15'	421.97'	525.23'		54.48'	938+45.25	622203.15	1547722.39				943+70.48	622155.96	1548238.87				945+70.48	622071.55	1548420.07
RAMP H	RAMPH-1			200.91'		401.74'		2.64'	1037+49.83	622588.11	1547766.60										1041+51.56	622389.52	1548115.76
	RAMPH-2			150.68'		301.29'		1.98'	1047+03.64	622104.06	1548588.31										1050+04.94	621955.12	1548850.18
VALLEY-TREBEIN ROAD	VALL-1	414.93'		507.93'	659.38'	807.75'		87.39'	863+61.03	621273.95	1546735.09				871+68.78	622069.58	1546783.25				874+88.78	622362.01	1546912.76
	VALL-2	361.72'		528.35'	528.35'	708.62'		69.24'	887+36.11	623482.92	1547459.93	888+96.11	623625.35	1547532.77	896+04.74	624135.06	1548014.63				897+64.74	624215.77	1548152.76
	VALL-3			450.45'		857.00'		86.74'	899+69.13	624315.60	1548331.11										908+26.13	624965.98	1548857.13

CALCULATED | CHECKED

HORIZONTAL CURVE DATA

GRE-35-4.26

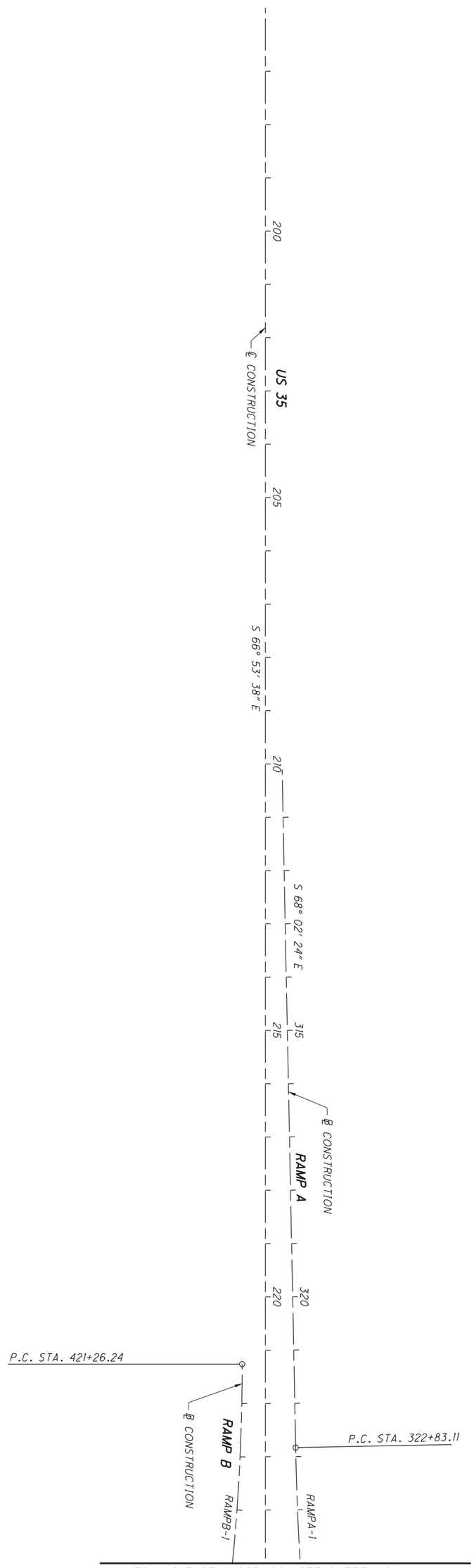
HORIZONTAL CURVE DATA																							
ALIGNMENT	CURVE NO.	P.O.B STATION	P.O.B. COORDINATES		P.I. STATION	P.I. COORDINATES		DELTA	Dc	R	T	L	E	P.C./P.C.C./ P.R.C. STA.	P.C. COORD. / P.C.C. COORD. / P.R.C. COORD.		P.T./P.C.C./P. R.C. STA.	P.T. COORD. / P.C.C. COORD. / P.R.C. COORD.		P.O.E STATION	P.O.E. COORDINATES	
			NORTH	EAST		NORTH	EAST								NORTH	EAST		NORTH	EAST		NORTH	EAST
ACCESS ROAD		70+00.00	624657.37	1540912.41	72+89.53	624634.48	1541201.04													75+39.53	624883.48'	1541223.40'
ALPHA ROAD		49+37.44	625816.35	1539319.45																52+02.99	625999.05'	1539512.16'
ALPHA COURT	ALPH-1				148+18.63	625589.50	1539076.62	46°37'24" RT.	44°00'00"	130.22'	56.11'	105.96'	11.58'	147+62.52	625533.41	1539074.94	148+68.48	625626.80	1539118.54			
BIKE PATH CONNECTOR	BIKEP-1				2+34.43	626607.55	1538484.69	86°50'56" RT.	121°54'21"	47.00'	44.48'	71.24'	17.71'	1+89.94	626600.09	1538528.54	2+61.19	626651.74	1538489.73			
	BIKEP-2				3+66.64	626756.52	1538501.67	86°14'02" RT.	229°10'59"	25.00'	23.41'	37.63'	9.25'	3+43.23	626733.26	1538499.02	3+80.86	626755.40	1538525.05			
	BIKEP-3				4+02.65	626754.36	1538546.83															
CREEKSIDE TRAIL	CRKT-2				75+82.06	626696.99	1538157.70	04°18'37" LT.	01°30'28"	3800.00'	143.01'	285.88'	2.69'	74+39.06	626745.20	1538023.06	77+24.94	626659.03	1538295.57			
	CRKT-3				77+58.24	626650.19	1538327.69	67°20'23" RT.	114°35'30"	50.00'	33.31'	58.76'	10.08'	77+24.94	626659.03	1538295.57	77+83.70	626617.15	1538331.90			
	CRKT-4				78+52.74	626548.66	1538340.63	56°33'55" LT.	114°35'30"	50.00'	26.90'	49.36'	6.78'	78+25.84	626575.35	1538337.23	78+75.20	626536.80	1538364.78			
	CRKT-5				80+56.22	626456.97	1538527.24	96°18'56" LT.	114°35'30"	50.00'	55.84'	84.05'	24.95'	80+00.38	626481.60	1538477.13	80+84.43	626509.49	1538546.21			
	CRKT-6				81+72.16	626592.01	1538576.00	79°48'11" RT.	114°35'30"	50.00'	41.81'	69.64'	15.18'	81+30.36	626552.69	1538561.80	82+00.00	626585.00	1538617.22			
FACTORY ROAD	FACT-1				38+29.65	624139.62	1537539.67	12°55'10" LT.	01°30'00"	3819.72'	432.48'	861.29'	24.41'	33+97.17	623788.48	1537287.22	42+58.46	624538.33	1537707.23			
	FACT-2				59+87.15	626132.00	1538376.97	17°37'41" LT.	05°00'00"	1145.92'	177.68'	352.56'	13.69'	58+09.46	625968.19	1538308.13	61+62.02	626308.96	1538392.97			
GLENN THOMPSON DRIVE	GTR-1				10+34.06	623553.36	1547406.50	78°11'30" RT.	114°35'30"	50.00'	40.63'	68.24'	14.43'	9+93.43	623521.27	1547381.58	10+61.67	623535.54	1547443.01			
HELLER DRIVE	HELL-1				25+95.21	625697.05	1541407.73	82°01'37" RT.	37°00'00"	154.85'	134.68'	221.69'	50.37'	24+60.45	625709.03	1541273.59	26+82.23	625562.55	1541414.48			
	HELL-2				32+02.04	625043.16	1541431.60	75°37'05" LT.	38°00'00"	150.78'	116.99'	198.99'	40.07'	30+85.05	625160.16	1541431.52	32+84.04	625014.18	1541544.94			
OLD HELLER DRIVE		0+00.00	625415.96	1541126.53							300.00'									3+00.00	625375.92'	1541423.85'
NORTH FRONTAGE ROAD	NFRON-1				703+16.43	626137.23	1538679.29	04°44'38" RT.	00°45'00"	7639.44'	316.43'	632.50'	6.55'	700+00.00	626259.43	1538387.41	706+32.50	625991.32	1538960.08			
	NFRON-2				709+22.89	625857.41	1539217.75	04°21'14" LT.	00°45'00"	7639.44'	290.39'	580.50'	5.52'	706+32.50	625991.32	1538960.08	712+13.01	625743.45	1539484.85			
	NFRON-3				721+72.01	625367.11	1540366.92	05°56'59" LT.	00°45'00"	7639.44'	397.00'	793.29'	10.31'	717+75.01	625522.90	154001.77	725+68.30	625250.00	1540746.26			
OLD SHAKERTOWN ROAD	EXSH-1				75+13.41	626507.23	1536450.58	05°47'21" RT.	03°00'00"	1909.86'	96.57'	192.97'	2.44'	74+16.84	626505.80	1536354.02	76+09.82	626498.91	1536546.79			
ORCHARD LANE		87+63.89	623857.36	1540835.04							1580.34'											
					103+44.22	625430.36	1540987.16				738.84'									110+83.06	626166.27'	1541052.80'
SHAKERTOWN ROAD	SHAK-1				105+66.01	626607.67	1536116.03	54°39'09" RT.	05°30'00"	1041.74'	538.29'	993.68'	130.85'	100+27.73	626538.36	1535582.22	110+21.41	626212.36	1536481.38			
	SHAK-2				128+90.64	624839.63	1537750.09	42°47'53" LT.	05°30'00"	1041.74'	408.23'	778.15'	77.13'	124+82.40	625139.43	1537473.01	132+60.55	624807.90	1538157.09			
SHAKERTOWN CONNECTOR ROAD		90+00.00	626322.76	1536362.08							208.35'									92+08.35	626504.24	1536464.43
SOUTH FRONTAGE ROAD	SFRON-1				808+16.12	625743.30	1539151.40	08°07'39" RT.	03°00'00"	1909.86'	135.68'	270.91'	4.81'	806+80.44	625778.37	1539020.32	809+51.35	625690.05	1539276.20			
	SFRON-2				822+70.11	625172.53	1540489.17	04°47'58" LT.	00°29'50"	11521.66'	482.83'	965.10'	10.11'	817+87.28	625362.00	1540045.07	827+52.38	625020.87	1540947.56			
RELIEF CHANNEL	RC-1				20+67.83	626616.57	1536914.63	79°37'56" RT.	150°46'42"	38.00'	31.68'	52.81'	11.47'	20+36.16	626599.10	1536941.06	20+88.97	626645.71	1536927.07			

CALCULATED

CHECKED

HORIZONTAL CURVE DATA

GRE-35-4.26



NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. x

8 876

GRE-35-4.26

INTERCHANGE GEOMETRIC LAYOUT
US 35 STA. 200+00 TO STA. 225+00

CALCULATED

CHECKED

0 50 100 200

HORIZONTAL SCALE IN FEET

NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. x

HORIZONTAL SCALE IN FEET
0 50 100 200

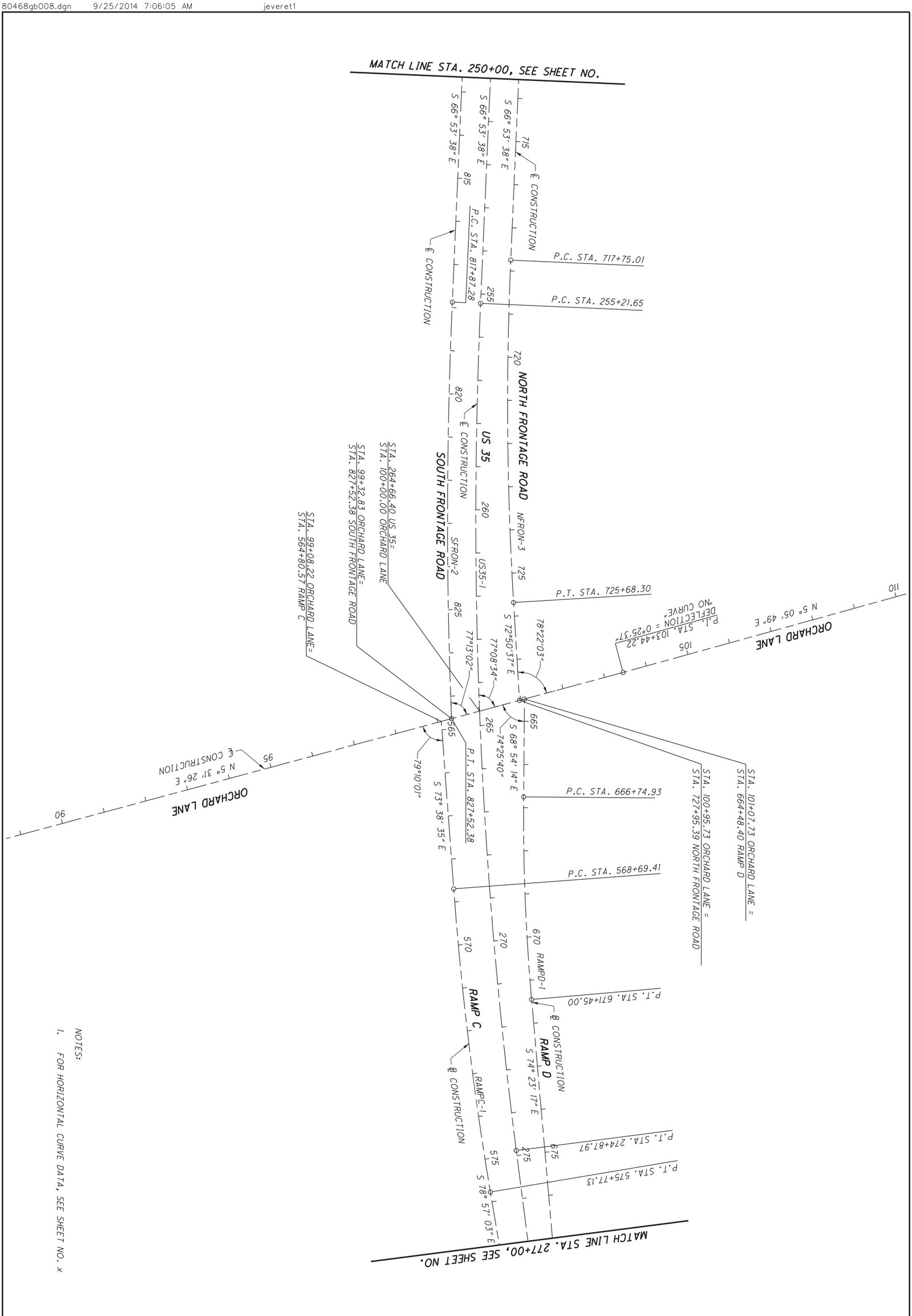
CALCULATED | CHECKED

INTERCHANGE GEMOMETRIC LAYOUT
US 35 STA. 225+00 TO STA. 250+00

GRE-35-4.26

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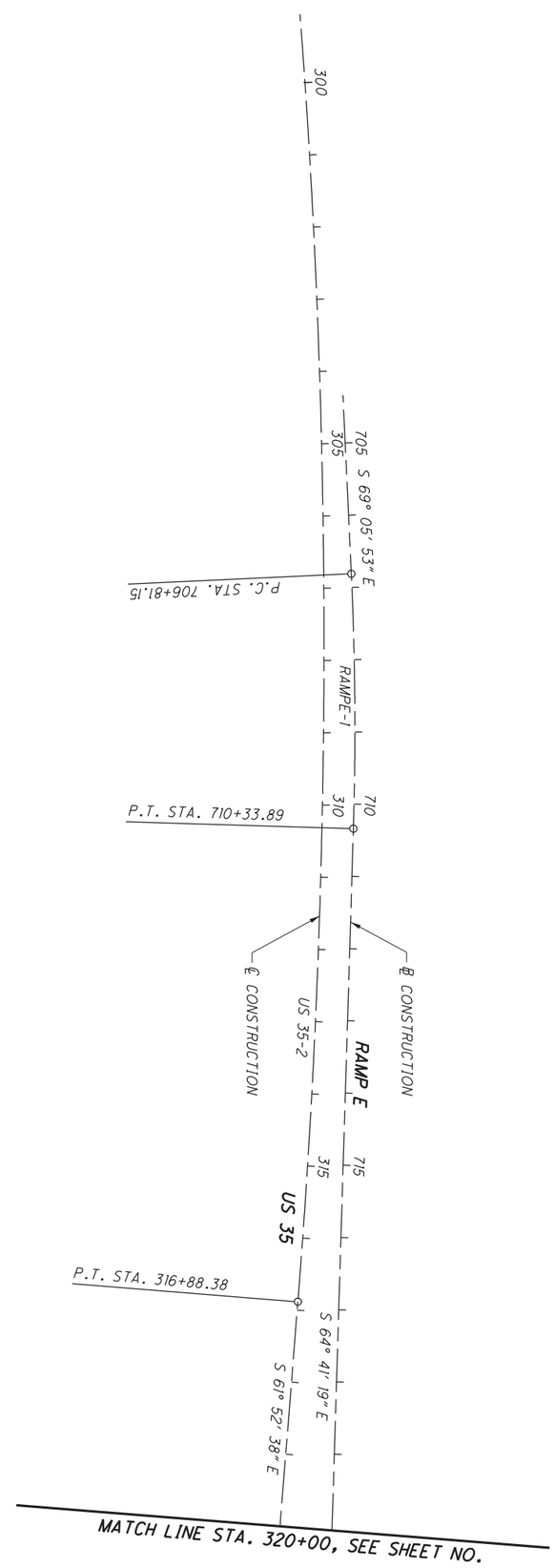
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NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. x

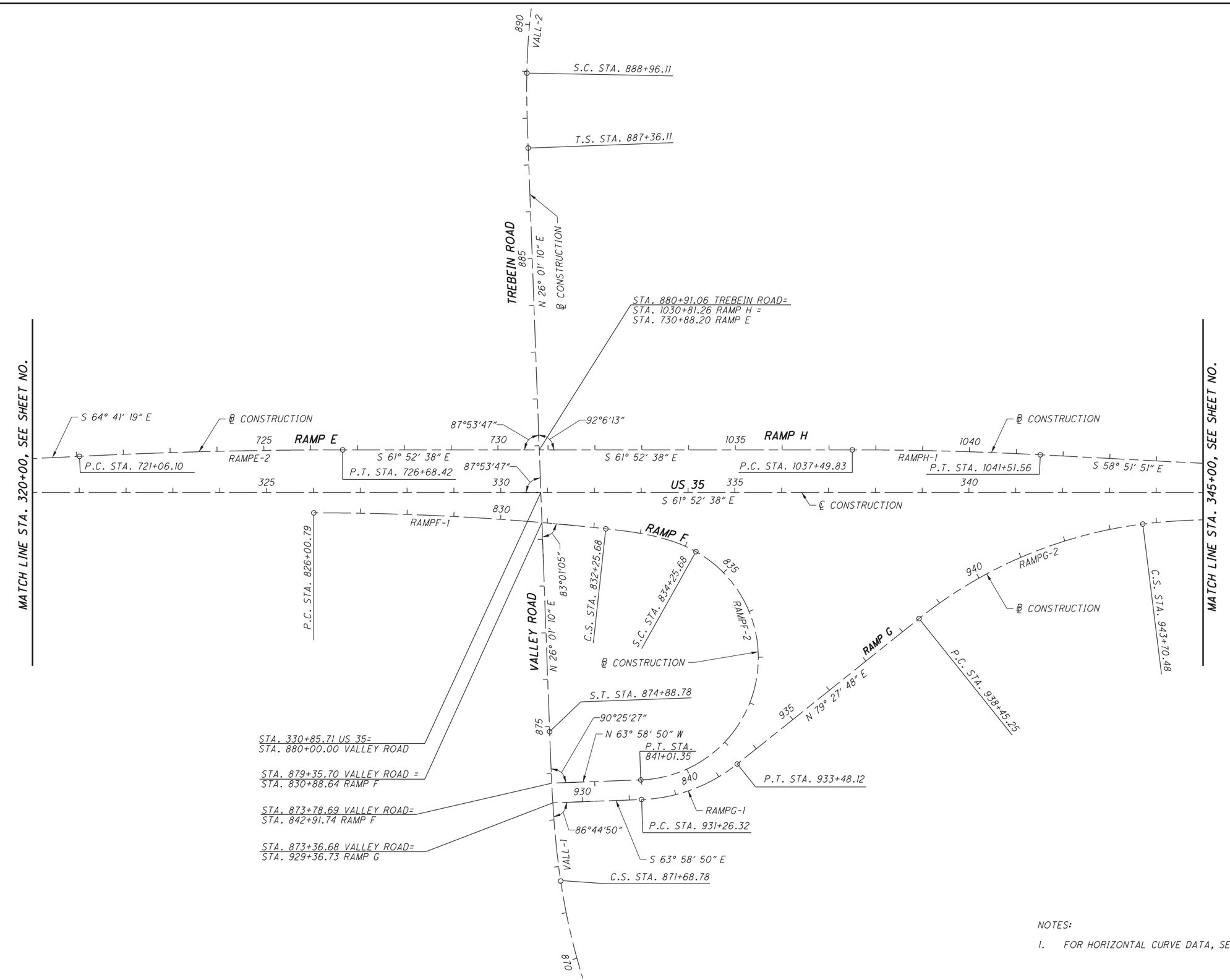
10 / 876	GRE-35-4.26	INTERCHANGE GEOMETRIC LAYOUT US 35 STA. 250+00 TO STA. 277+00	CALCULATED CHECKED 0 100 50 200 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. x

11 / 876	GRE-35-4.26	INTERCHANGE GEOMETRIC LAYOUT US 35 STA. 300+00 TO STA. 320+00	CALCULATED CHECKED	0 100 50 200 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. x

0 50 100 200 HORIZONTAL SCALE IN FEET

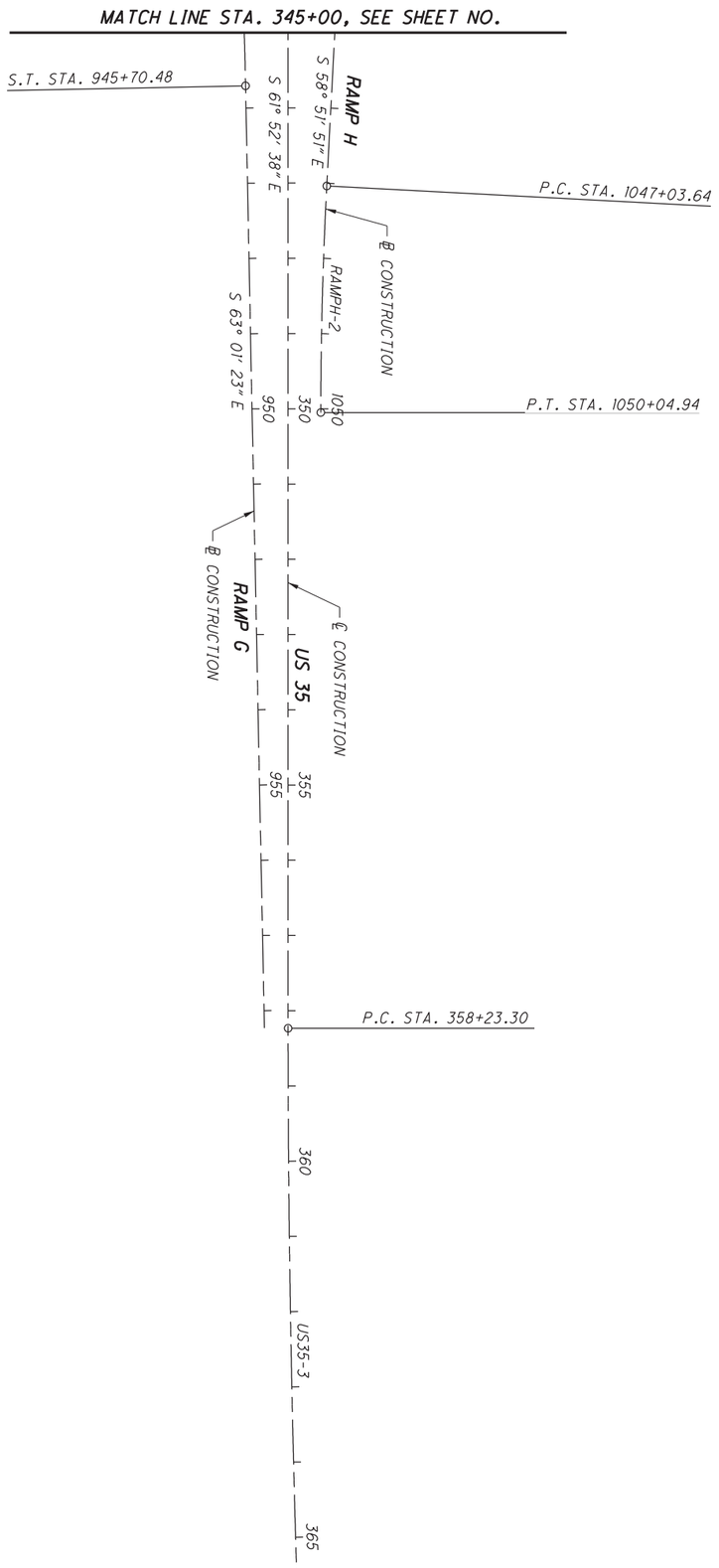
CALCULATED | CHECKED

INTERCHANGE GEOMETRIC LAYOUT
US 35 STA. 320+00 STA. 345+00

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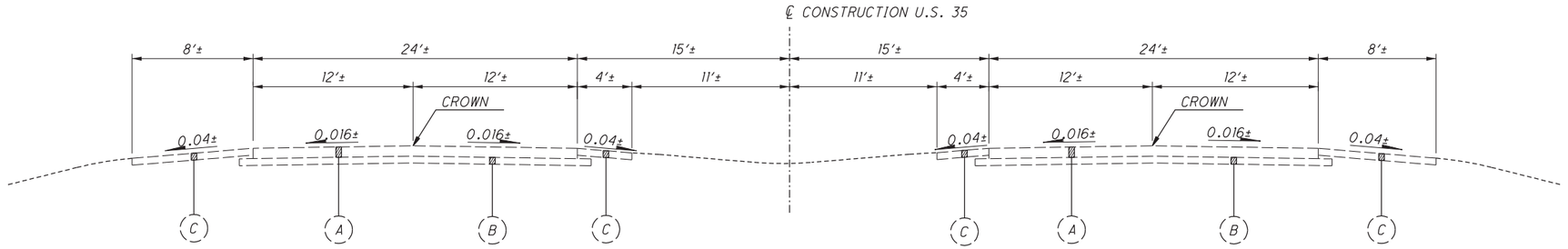
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NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET NO. x

13 / 876	GRE-35-4.26	INTERCHANGE GEOMETRIC LAYOUT US 35 STA. 345+00 TO STA. 365+00	CALCULATED CHECKED	0 100 50 200 HORIZONTAL SCALE IN FEET



EXISTING NORMAL SECTION - U.S. 35

STA. 202+50 TO STA. 230+60
STA. 240+80 TO STA. 241+20
STA. 251+30 TO STA. 259+35
STA. 270+05 TO STA. 322+35
STA. 334+25 TO STA. 365+00

EXISTING LEGEND

- (A) 16"± ASPHALT CONCRETE
- (B) 6"± AGGREGATE BASE
- (C) 11"± ASPHALT CONCRETE
- (D) VARIABLE DEPTH AGGREGATE BASE
- (E) 4"± UNDERDRAIN
- (F) VARIABLE DEPTH ASPHALT CONCRETE
- (G) 6"± BITUMINOUS AGGREGATE BASE
- (H) 9"± BITUMINOUS AGGREGATE BASE
- (I) 2 ½"± ASPHALT CONCRETE
- (J) 9"± CONCRETE BASE
- (K) 6" CURB
- (L) CONCRETE MEDIAN
- (M) COMBINATION CURB AND GUTTER
- (X) EXISTING PAVEMENT - TBD
- (Y) EXISTING APPROACH SLAB
- (Z) AGGREGATE BASE

PROPOSED LEGEND

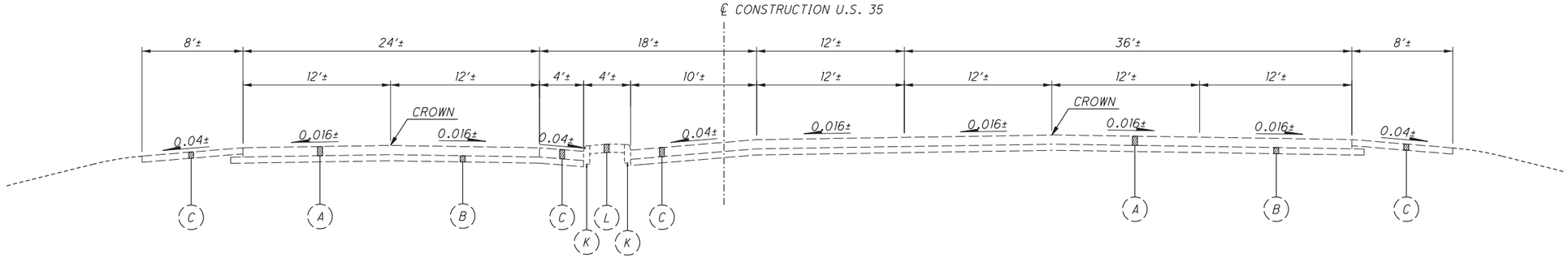
- (1) ITEM 601 - PAVED GUTTER, AS PER PLAN
- (2) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS, 707.31
- (3) ITEM 605 - 6" BASE PIPE UNDERDRAINS, 707.31
- (4) ITEM 606 - GUARDRAIL, BARRIER DESIGN, TYPE MGS
- (5) ITEM 608 - CONCRETE WALK
- (6) ITEM 609 - CURB, TYPE 4-C
- (7) ITEM 609 - CURB, TYPE 6
- (8) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- (9) ITEM 609 - CONCRETE MEDIAN
- (10) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
- (11) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C
- (12) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- (13) RETAINING WALL
- (14) ITEM 659 - SEEDING AND MULCHING
- (15) ITEM 606 - GUARDRAIL, TYPE MGS
- (16) U.S. 35 PROPOSED PAVEMENT DESIGN - TBD
- (17) RAMP PROPOSED PAVEMENT DESIGN - TBD
- (18) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=17"), AS PER PLAN A
- (19) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN A
- (20) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN B
- (21) ITEM 304 - 6" AGGREGATE BASE
- (22) ITEM 204 - SUBGRADE COMPACTION
- (23) NORTH/SOUTH FRONTAGE ROAD PAVEMENT DESIGN - TBD
- (24) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=17"), AS PER PLAN B
- (25) ITEM 601 - PAVED GUTTER, TYPE 5, AS PER PLAN
- (26) FACTORY ROAD PROPOSED PAVEMENT DESIGN - TBD
- (27) SHAKERTOWN ROAD PROPOSED PAVEMENT DESIGN - TBD
- (28) ITEM 448 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- (29) ITEM 448 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
- (30) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH, 3" MAX.
- (31) ITEM 407 - TACK COAT (0.075 GAL/SY)
- (32) ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (0.040 GAL/SY)
- (33) ITEM 617 - COMPACTED AGGREGATE, 4"
- (34) VALLEY ROAD/TREBEIN ROAD PROPOSED PAVEMENT DESIGN - TBD
- (35) ORCHARD LANE PROPOSED PAVEMENT DESIGN - TBD
- (36) HELLER DIVE PROPOSED PAVEMENT DESIGN - TBD
- (37) ALPHA ROAD PROPOSED PAVEMENT DESIGN - TBD
- (38) CREEKSIDE TRAIL AND CONNECTOR PROPOSED PAVEMENT DESIGN - TBD
- (39) GLENN THOMPSON DRIVE PROPOSED PAVEMENT DESIGN - TBD
- (40) SHAKERTOWN ROAD CONNECTOR PROPOSED PAVEMENT DESIGN - TBD
- (41) HELLER DRIVE REALIGNMENT PROPOSED PAVEMENT DESIGN - TBD
- (42) ALPHA COURT PROPOSED PAVEMENT DESIGN - TBD
- (43) ITEM 607 - FENCE MISC.: BIKE WAY FENCE
- (44) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=12")
- (45) NOT USED
- (46) ITEM 442 - 1¼" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm TYPE A, (446)
- (47) ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19.0 mm TYPE A (446)
- (48) ITEM 408 - PRIME COAT (0.04 GAL/SY)
- (49) ITEM 304 - 8" AGGREGATE BASE
- (50) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN C
- (51) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=17"), AS PER PLAN C
- (52) ACCESS ROAD PROPOSED PAVEMENT DESIGN - TBD

CALCULATED | CHECKED

EXISTING TYPICAL SECTIONS - US 35 AND LEGEND

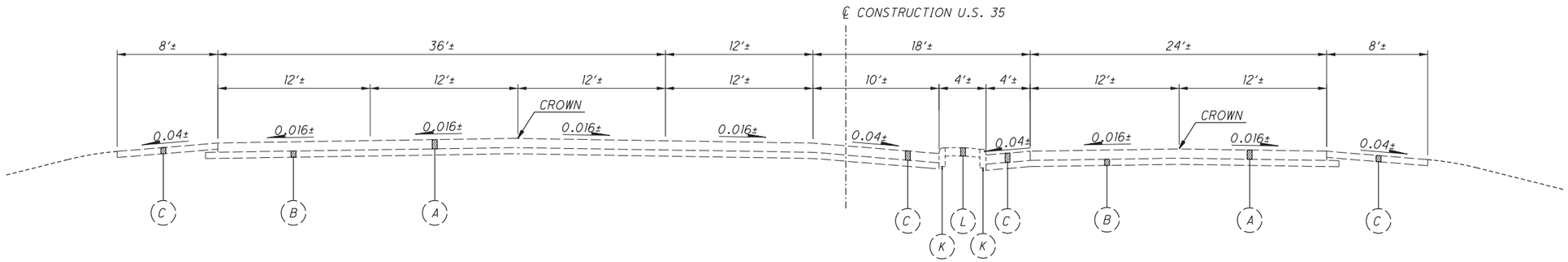
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EXISTING NORMAL SECTION - U.S. 35

STA. 230+60 TO STA. 236+80
STA. 241+20 TO STA. 246+40
STA. 259+35 TO STA. 264+70
STA. 322+35 TO STA. 323+30
STA. 325+85 TO STA. 328+45



EXISTING NORMAL SECTION - U.S. 35

STA. 236+80 TO STA. 239+20
STA. 246+40 TO STA. 251+30
STA. 264+70 TO STA. 270+05
STA. 328+45 TO STA. 334+25

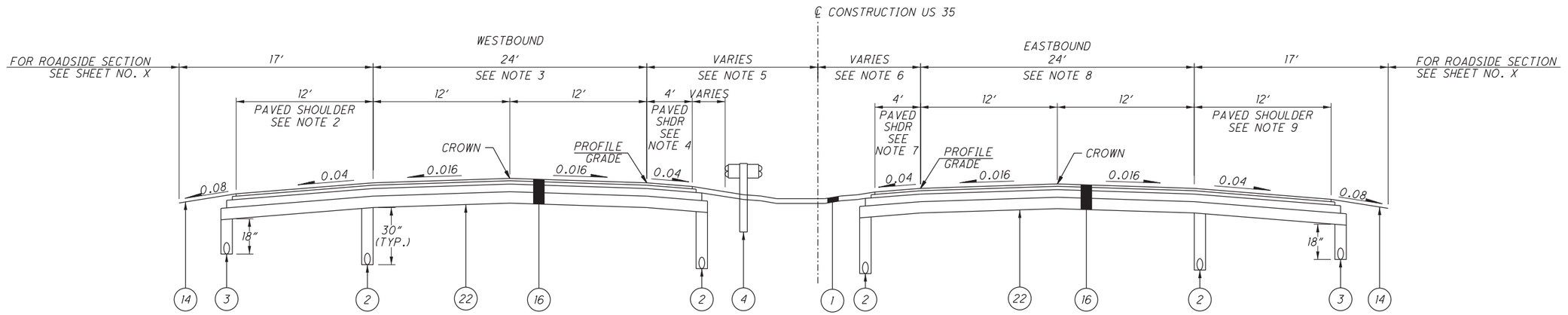
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EXISTING TYPICAL SECTIONS - US 35

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NORMAL SECTION - US 35

STA. 202+50.00 TO STA. 207+60.00 = 510 FT.
STA. 359+80.00 TO STA. 365+00.00 = 520 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 8.3′± AT STA. 202+50.00 TO 12′ AT STA. 205+13.00
   VARIES FROM 12′ AT STA. 362+00.00 TO 9.84′ AT STA. 363+00.00
   VARIES FROM 9.84′ AT STA. 363+00.00 TO 8.26′ AT STA. 365+00.00
3. VARIES FROM 23.9′± AT STA. 202+50.00 TO 24′ AT STA. 202+72.50
   VARIES FROM 24′ AT STA. 364+67.50 TO 24.1′± AT STA. 365+00.00
4. VARIES FROM 4′ AT STA. 207+07.75 TO 6.09′ AT STA. 207+60.00
   VARIES FROM 6.1′± AT STA. 359+80.00 TO 4′ AT STA. 360+32.25
   VARIES FROM 4′ AT STA. 364+67.50 TO 3.8′± AT STA. 365+00.00
5. VARIES FROM 15.3′± AT STA. 202+50.00 TO 15′ AT STA. 202+72.50
   VARIES FROM 15′ AT STA. 202+72.50 TO 7.5′ AT STA. 207+60.00
   VARIES FROM 7.5′ AT STA. 359+80.00 TO 15′ AT STA. 364+67.50
   VARIES FROM 15′ AT STA. 364+67.50 TO 15.4′± AT STA. 365+00.00
6. VARIES FROM 15.2′± AT STA. 202+50.00 TO 15′ AT STA. 202+72.50
   VARIES FROM 15′ AT STA. 202+72.50 TO 7.5′ AT STA. 207+60.00
   VARIES FROM 7.5′ AT STA. 359+80.00 TO 15′ AT STA. 364+67.50
   VARIES FROM 15′ AT STA. 364+67.50 TO 14.7′± AT STA. 365+00.00
7. VARIES FROM 4.3′± AT STA. 202+50.00 TO 4′ AT STA. 202+72.50
   VARIES FROM 4′ AT STA. 207+07.75 TO 6.09′ AT STA. 207+60.00
   VARIES FROM 6.1′± AT STA. 359+80.00 TO 4′ AT STA. 360+32.25
   VARIES FROM 4′ AT STA. 364+00.00 TO 10.1′± AT STA. 365+00.00
8. VARIES FROM 23.8′± AT STA. 202+50.00 TO 24′ AT STA. 202+72.50
   VARIES FROM 24′ AT STA. 364+67.50 TO 24.2′± AT STA. 365+00.00
9. VARIES FROM 8.2′ AT STA. 202+50.00 TO 12′ AT STA. 205+30.00
   VARIES FROM 12′ AT STA. 363+00.00 TO 8.5′± AT STA. 365+00.00

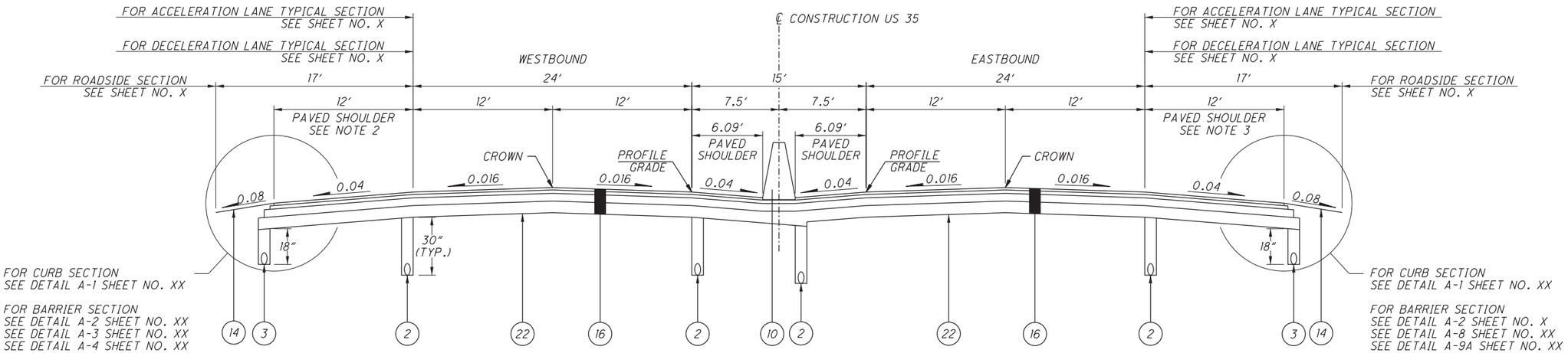
CALCULATED
CHECKED

TYPICAL SECTIONS - US 35

GRE-35-4.26

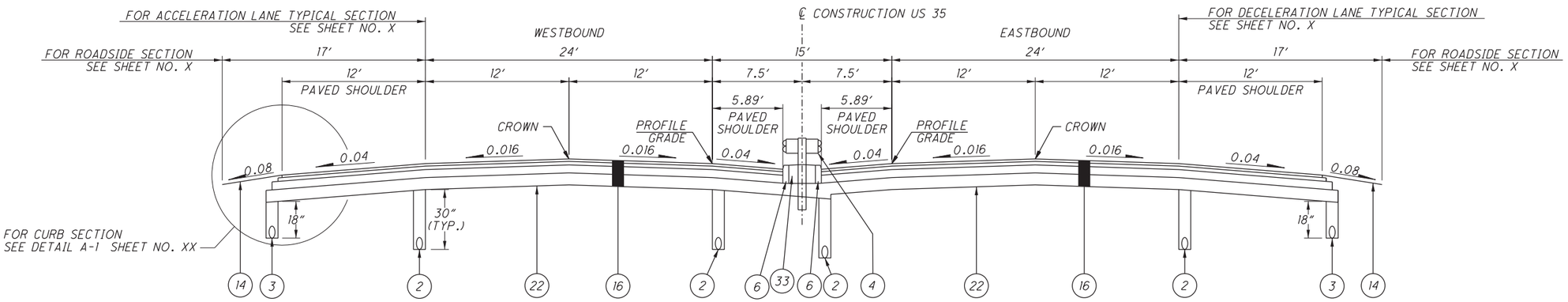
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NORMAL SECTION - US 35

STA. 207+60.00 TO STA. 220+49.50 = 1289.50 FT.
STA. 222+50.50 TO STA. 239+18.43 = 1667.93 FT.
STA. 240+80.93 TO STA. 251+00.00 = 1019.07 FT.
STA. 275+62.97 TO STA. 286+43.93 = 1080.96 FT.
STA. 323+00.03 TO STA. 323+30.03 = 30.00 FT.
STA. 325+85.20 TO STA. 359+80.00 = 3394.80 FT.



NORMAL SECTION - US 35

STA. 317+63.38 TO STA. 323+00.03 = 536.65 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 12′ AT STA. 231+00.00 TO 14′ AT STA. 231+50.00
3. VARIES FROM 12′ AT STA. 235+20.94 TO 14′ AT STA. 235+70.94
   VARIES FROM 17.5′± AT STA. 240+80.93 TO 12′ AT STA. 242+18.43
   VARIES FROM 12′ AT STA. 244+04.06 TO 14′ AT STA. 244+54.06

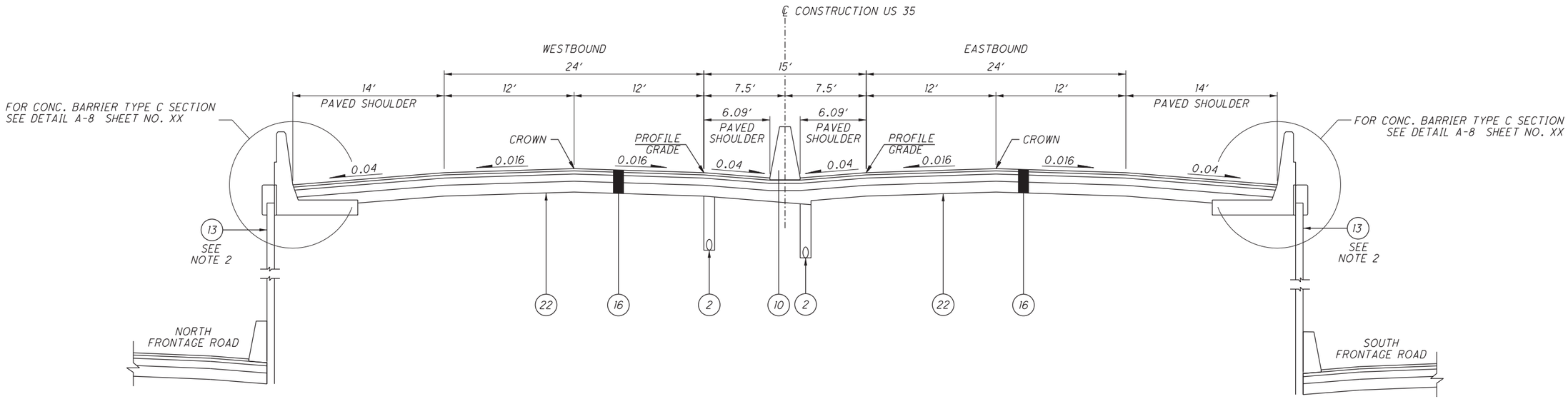
CALCULATED
CHECKED

TYPICAL SECTIONS - US 35

GRE-35-4.26

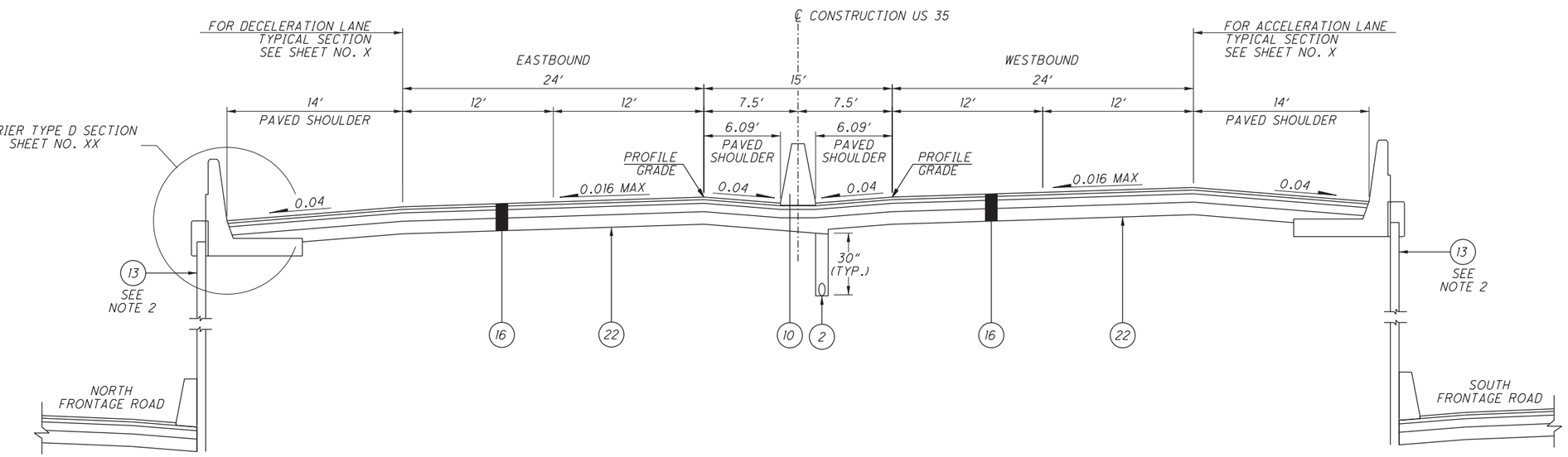
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876

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NORMAL SECTION - US 35

STA. 251+00.00 TO STA. 254+46.65 = 346.65 FT.



SUPERELEVATED SECTION - US 35

STA. 254+46.65 TO STA. 263+03.82 = 857.17 FT.
STA. 265+50.51 TO STA. 275+62.97 = 1012.46 FT.

NOTES:

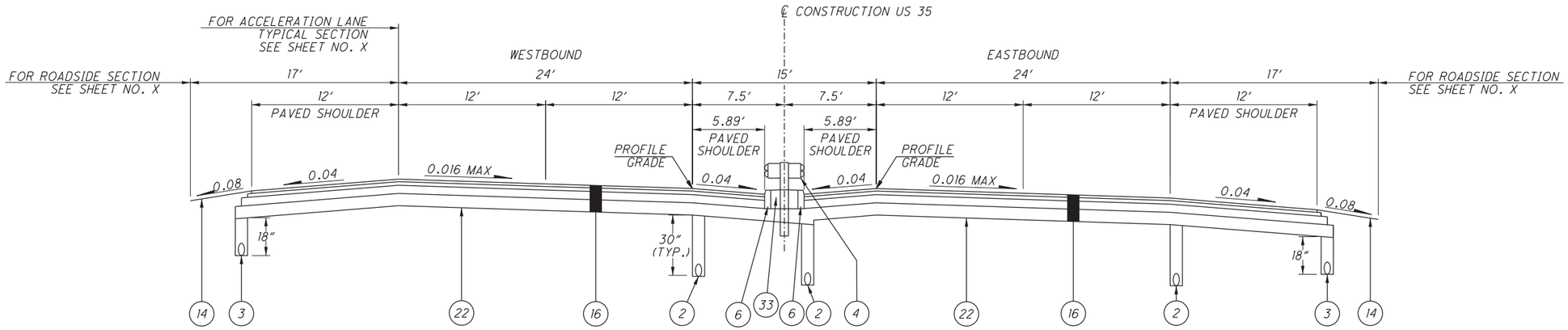
1. FOR LEGEND SEE SHEET NO. X
2. FOR WALL LIMTS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - US 35

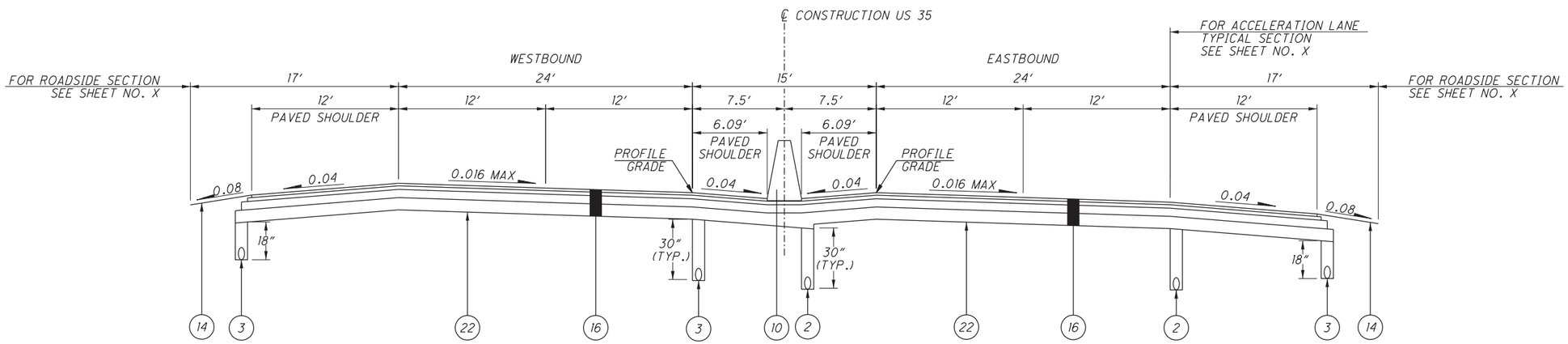
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SUPERELEVATED SECTION - US 35

STA. 304+00.00 TO STA. 317+63.38 = 1363.38 FT.



SUPERELEVATED SECTION - US 35

STA. 286+43.93 TO STA. 304+00.00 = 1756.07 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X

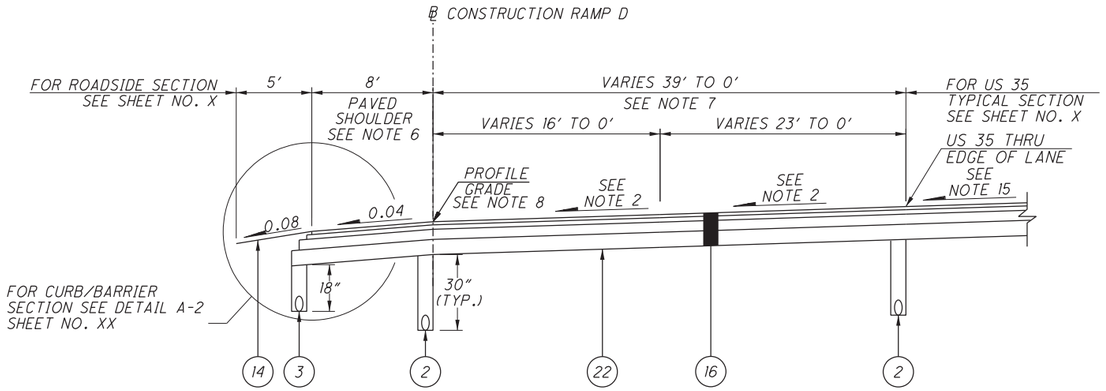
CALCULATED

CHECKED

TYPICAL SECTIONS - US 35

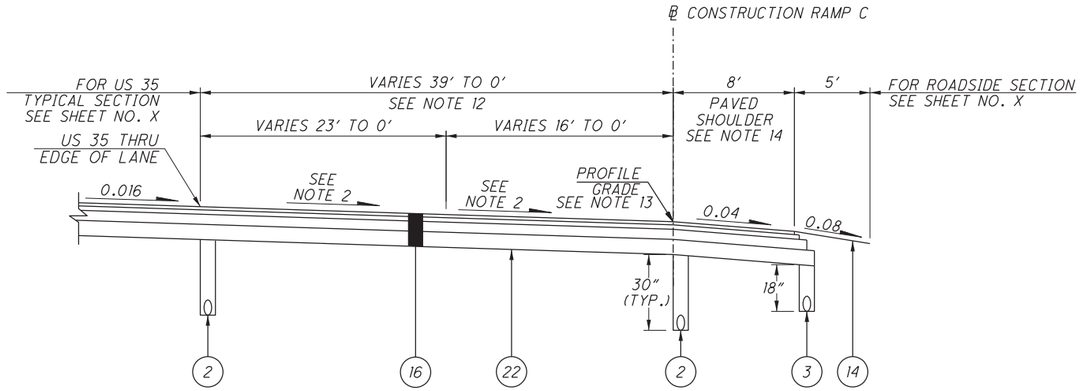
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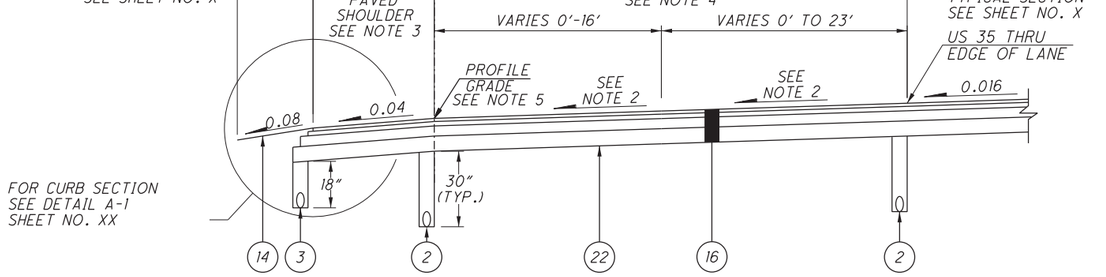
DECELERATION LANE - TRANSITION SECTION (WESTBOUND)

US 35 STA. 273+52.91 TO STA. 283+14.01 = 961.10 FT.



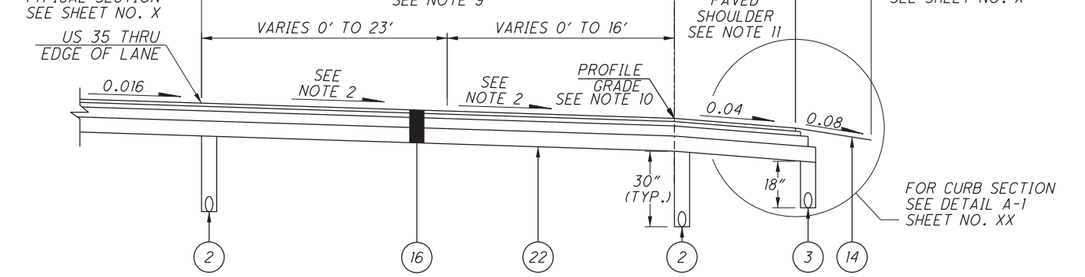
ACCELERATION LANE - TRANSITION SECTION (EASTBOUND)

US 35 STA. 276+05.91 TO STA. 292+70.69= 1664.78 FT.



ACCELERATION LANE - TRANSITION SECTION (WESTBOUND)

US 35 STA. 210+10.13 TO STA. 220+49.50 = 1039.37 FT.
US 35 STA. 222+50.50 TO STA. 225+82.66 = 332.16 FT.



DECELERATION LANE - TRANSITION SECTION (EASTBOUND)

US 35 STA. 216+80.00 TO STA. 220+49.50 = 369.50 FT.
US 35 STA. 222+50.50 TO STA. 225+80.56 = 330.06 FT.

NOTES:

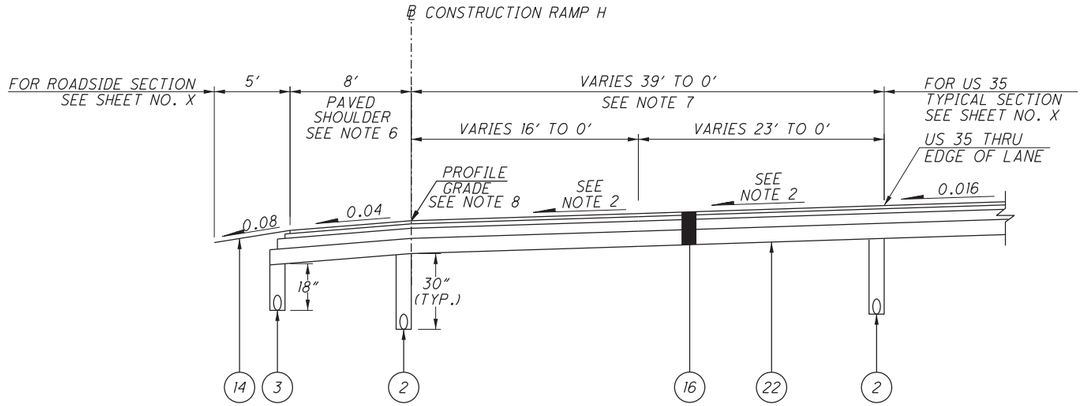
1. FOR LEGEND SEE SHEET NO. X
2. SLOPE VARIES, SEE PAVEMENT DETAILS, SHEET NO. X
3. VARIES FROM 12′ AT STA. 210+10.13 TO 8′ AT STA. 212+10.13
4. VARIES FROM 0′ AT STA. 210+10.13 TO 16′ AT STA. 218+10.13
   VARIES FROM 16′ AT STA. 218+10.13 TO 20.79′ AT STA. 220+49.50
   VARIES FROM 24.84′ AT STA. 222+50.50 TO 39′ AT STA. 225+82.86
5. WHERE NO RAMP A PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
6. VARIES FROM 8′ AT STA. 282+14.01 TO 12′ AT STA. 283+14.01
7. VARIES FROM 39′ AT STA. 273+52+91 TO 16′ AT STA. 279+48.25
   VARIES FROM 16′ AT STA. 279+48.25 TO 12′ AT STA. 282+14.01
   VARIES FROM 12′ AT STA. 282+14.01 TO 0′ AT STA. 283+14.01
8. WHERE NO RAMP D PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
9. VARIES FROM 0′ AT STA. 216+80.00 TO 12′ AT STA. 217+80.00
   12′ FROM STA. 217+80.00 TO STA. 220+49.50
   VARIES FROM 14.02′ AT STA. 222+50.50 TO 16′ AT STA. 223+01.37
   VARIES FROM 16′ AT STA. 223+01.37 TO 39′ AT STA. 225+80.56
10. WHERE NO RAMP B PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
11. VARIES FROM 12′ AT STA. 216+80.00 TO 8′ AT STA. 217+80.00
    8′ FROM STA. 217+80.00 TO STA. 220+49.50
    14.48′ FROM STA. 223+53.00 TO STA. 223+56.50
    VARIES FROM 14.48′ AT STA. 223+53.00 TO 8′ AT STA. 224+19.00
12. VARIES FROM 39′ AT STA. 276+05.91 TO 16′ AT STA. 284+68.85
    VARIES FROM 16′ AT STA. 284+68.85 TO 0′ AT STA. 292+70.69
13. WHERE NO RAMP C PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
14. VARIES FROM 8′ AT STA. 290+70.69 TO 12′ AT STA. 292+70.69
15. SEE US 35 SUPERELEVATION TABLE, SHEET NO. X

CALCULATED | CHECKED

SPEED CHANGE LANES RAMPS A, B, C AND D TYPICAL SECTIONS

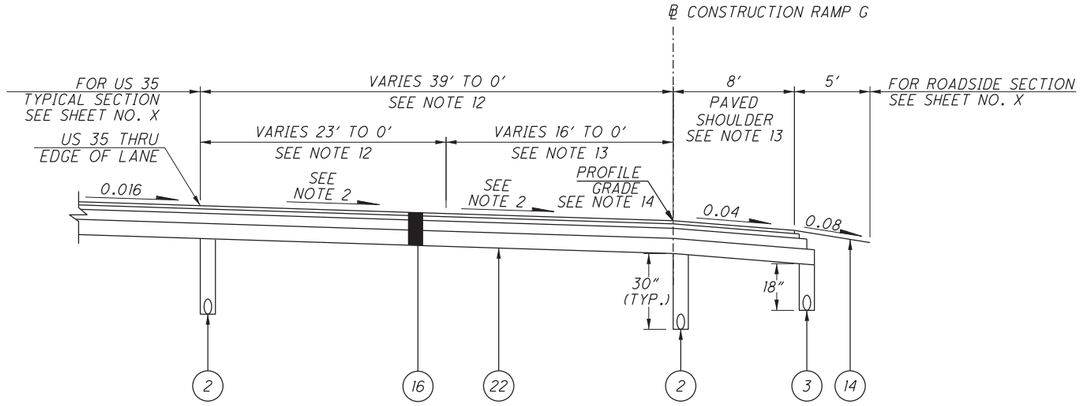
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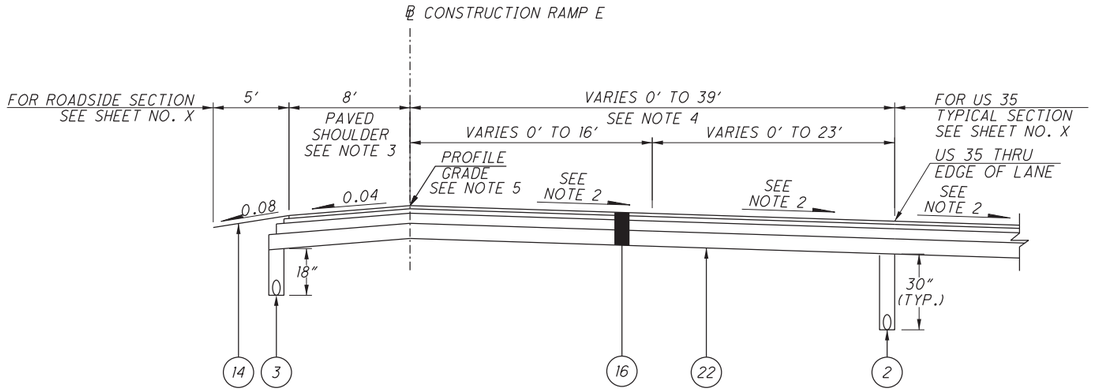
DECELERATION LANE - TRANSITION SECTION (WESTBOUND)

US 35 STA. 343+40.88 TO STA. 352+40.88 = 900.20 FT.



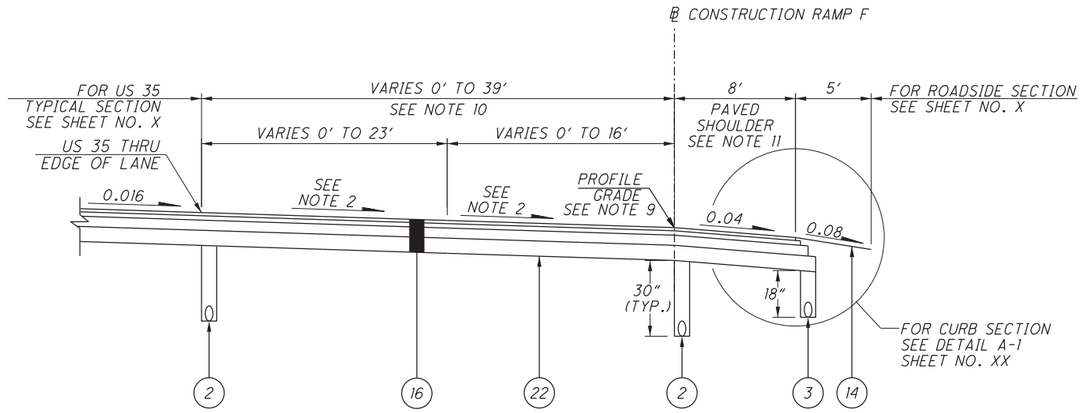
ACCELERATION LANE - TRANSITION SECTION (EASTBOUND)

US 35 STA. 343+48.21 TO STA. 358+22.96 = 1474.75 FT.



ACCELERATION LANE - TRANSITION SECTION (WESTBOUND)

US 35 STA. 304+33.70 TO STA. 319+64.32 = 1530.62



DECELERATION LANE - TRANSITION SECTION (EASTBOUND)

US 35 STA. 322+00.00 TO STA. 331+57.15 = 957.15 FT.

NOTES:

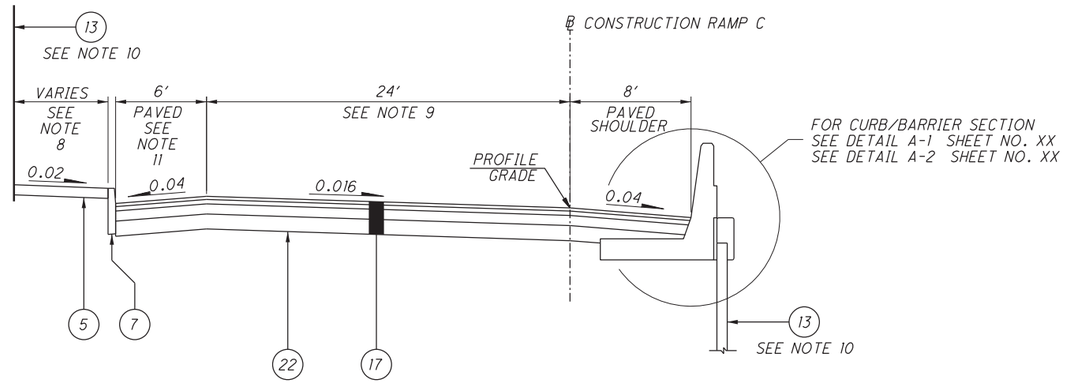
1. FOR LEGEND SEE SHEET NO. X
2. SLOPE VARIES, SEE PAVEMENT DETAILS, SHEET NO. X
3. VARIES FROM 12′ AT STA. 304+33.70 TO 8′ AT STA. 306+32.78
4. VARIES FROM 0′ AT STA. 304+33.70 TO 16′ AT STA. 314+42.99
   VARIES FROM 16′ AT STA. 314+42.99 TO 39′ AT STA. 319+64.32
5. WHERE NO RAMP E PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
6. VARIES FROM 8′ AT STA. 351+40.88 TO 12′ AT STA. 352+40.88
7. VARIES FROM 39′ AT STA. 343+40.88 TO 16′ AT STA. 347+90.59
   VARIES FROM 16′ AT STA. 347+90.59 TO 12′ AT STA. 350+04.94
   12′ FROM STA. 350+04.94 TO STA. 351+40.88
   VARIES FROM 12′ AT STA. 351+40.88 TO 0′ AT STA. 352+40.88
8. WHERE NO RAMP H PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
9. WHERE NO RAMP F PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X
10. VARIES FROM 0′ AT STA. 322+00.00 TO 12′ AT STA. 323+00.00
    12′ FROM STA. 323+00.00 TO STA. 323+30.03
    12′ FROM STA. 325+85.20 TO STA. 326+00.79
    VARIES FROM 12′ AT STA. 326+00.79 TO 16′ AT STA. 328+15.15
    VARIES FROM 16′ AT STA. 328+15.15 TO 39′ AT STA. 331+57.15
11. VARIES FROM 12′ AT STA. 322+00.00 TO 15.5′ AT STA. 323+00.00
    VARIES FROM 15.5′ AT STA. 326+00.79 TO 8′ AT STA. 327+88.29
12. VARIES FROM 39′ AT STA. 343+48.21 TO 16′ AT STA. 350+22.97
    VARIES FROM 16′ AT STA. 350+22.97 TO 0′ AT STA. 358+22.96
13. VARIES FROM 8′ AT STA. 356+22.96 TO 12′ AT STA. 358+22.96
14. WHERE NO RAMP G PROFILE IS SHOWN, SEE PAVEMENT DETAILS, SHEET NO. X

CALCULATED | CHECKED

SPEED CHANGE LANES RAMPS E, F, G AND H TYPICAL SECTIONS

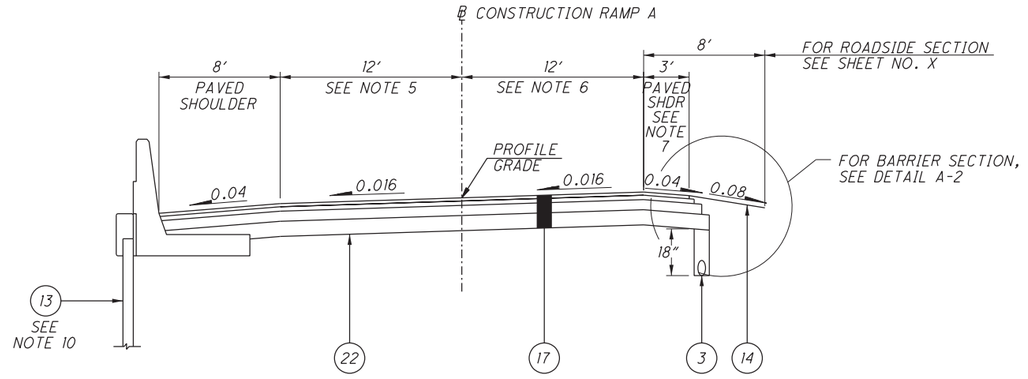
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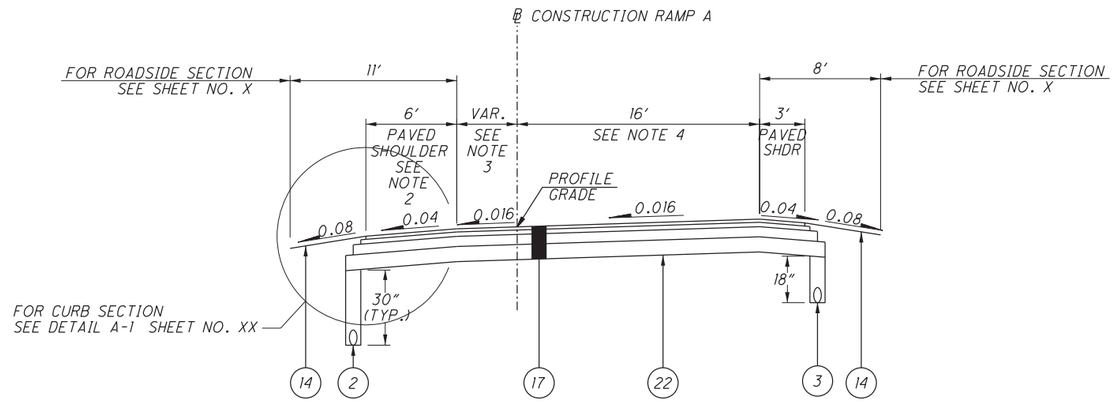
NORMAL SECTION - RAMP C

STA. 565+09.03 TO STA. 576+07.84 = 1098.81 FT.



NORMAL SECTION - RAMP A

STA. 330+77.50 TO STA. 336+21.48 = 543.98 FT.



NORMAL SECTION - RAMP A

STA. 325+82.45 TO STA. 330+77.50 = 495.05 FT.

NOTES:

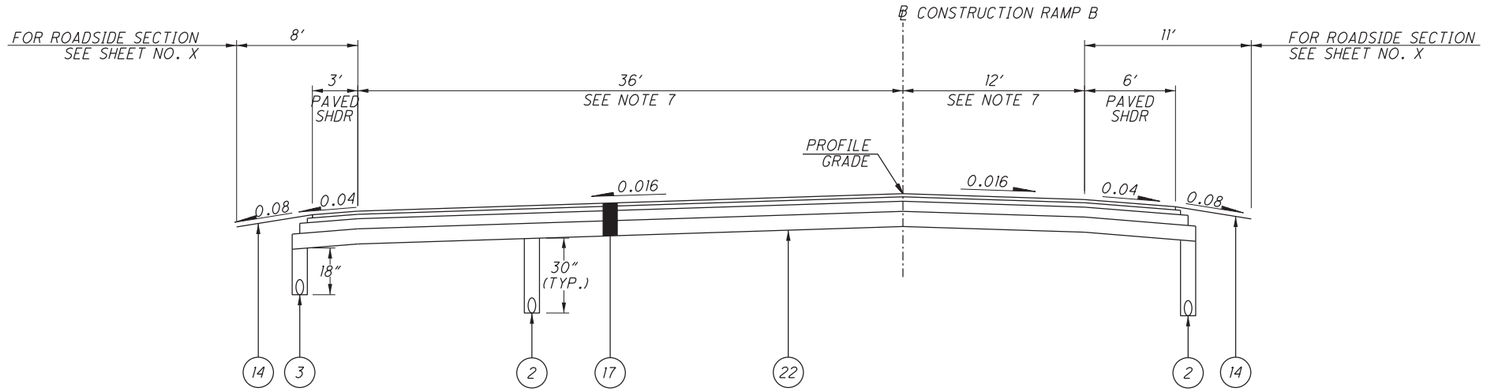
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 8′ AT STA. 325+82.45 TO 6′ AT STA. 326+32.45
   VARIES FROM 6′ AT STA. 330+25.00 TO 8′ AT STA. 330+75.00
3. VARIES FROM 0′ AT STA. 327+00.00 TO 7.55′ AT STA. 330+77.50
4. VARIES FROM 16′ AT STA. 327+00.00 TO 13.48′ AT STA. 330+77.50
5. VARIES FROM 7.55′ AT STA. 330+77.50 TO 12′ AT STA. 333+00.00
6. VARIES FROM 13.48′ AT STA. 330+77.50 TO 12′ AT STA. 333+00.00
7. VARIES FROM 3′ AT STA. 335+19.29 TO 6′ AT STA. 335+94.29
8. VARIES FROM 13.89′ AT STA. 565+28.15 TO 9.43′ 7AT STA. 565+44.15
   VARIES FROM 9.43′ AT STA. 565+44.15 TO 3.85′ AT STA. 575+26.98
9. VARIES FROM 24′ AT STA. 568+69.41 TO 16′ AT STA. 574+69.41
   16′ FROM STA. 574+69.41 TO STA. 576+07.84
10. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X
11. OR AS SHOWN ON INTERSECTION DETAIL, SHEET NO X

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP A AND RAMP C

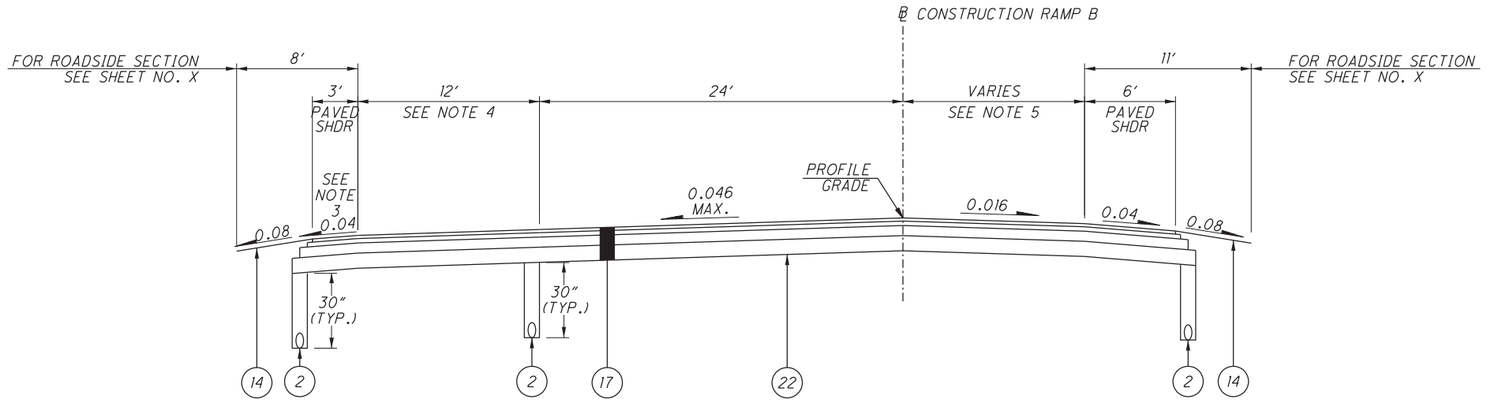
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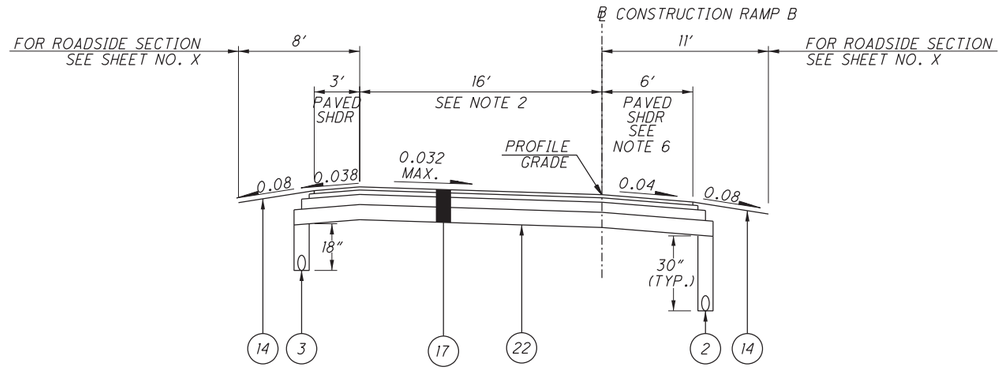
NORMAL SECTION - RAMP B

STA. 434+94.19 TO STA. 436+73.24 = 179.05 FT.



SUPERELEVATED SECTION - RAMP B

STA. 429+71.55 TO STA. 434+94.19 = 522.64 FT.



SUPERELEVATED SECTION - RAMP B

STA. 425+79.72 TO STA. 429+71.55 = 391.83 FT.

NOTES:

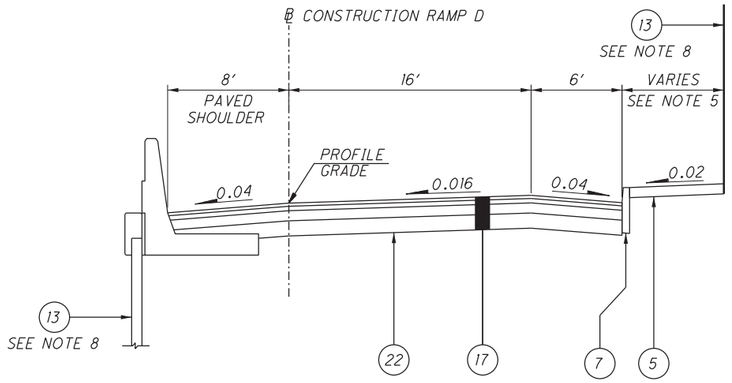
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 16′ AT STA. 428+00.00 TO 24′ AT STA. 428+50.00
3. 0.04 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER. SEE SUPERELEVATION TABLES, SHEET NO. X
4. VARIES FROM 0′ AT STA. 432+50.00 TO 12′ AT STA. 433+00.00
5. 0′ FROM STA. 429+71.55 TO STA. 433+50.00
   VARIES FROM 0′ AT STA. 433+50.00 TO 12′ AT STA. 434+00.00
   12′ FROM STA. 434+00.00 TO STA. 434+94.19
6. VARIES FROM 8′ AT STA. 425+79.72 TO 6′ AT STA. 726+29.72
7. OR AS SHOWN ON INTERSECTION DETAIL, SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP B

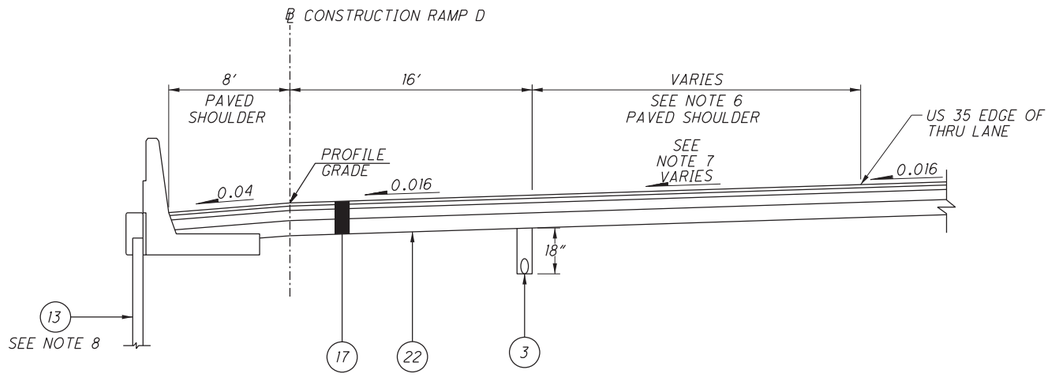
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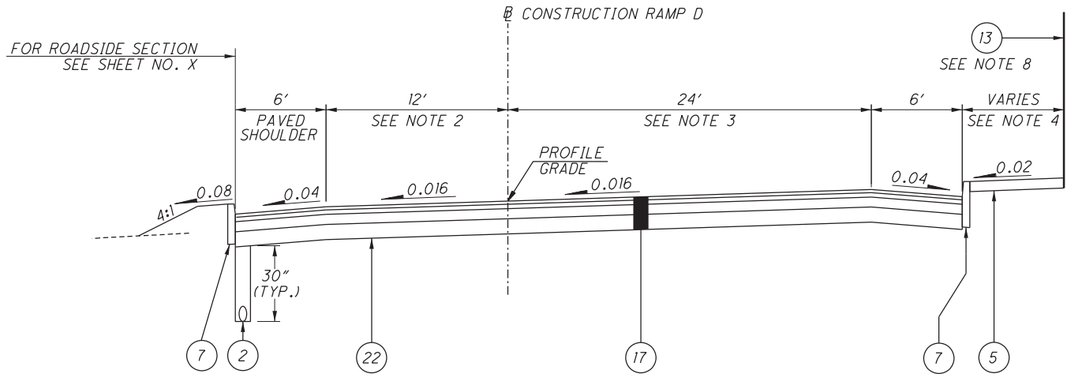
NORMAL SECTION - RAMP D

STA. 669+00.00 TO STA. 672+86.23 = 386.23 FT.



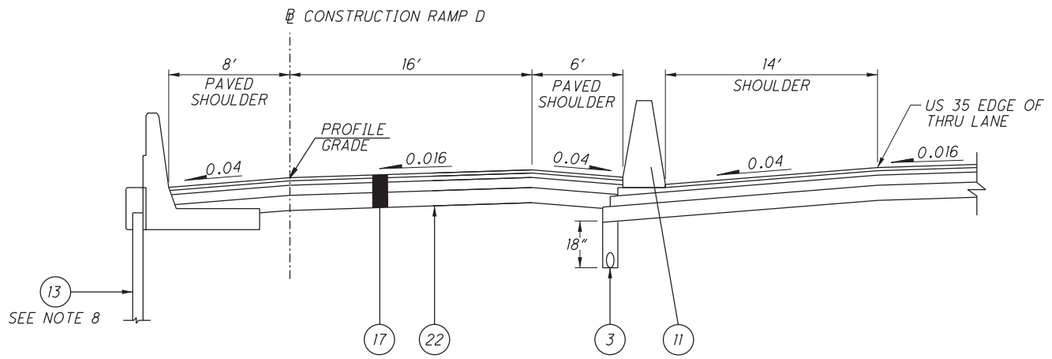
NORMAL SECTION - RAMP D

STA. 673+31.07 TO STA. 673+53.69 = 22.62 FT.



NORMAL SECTION - RAMP D

STA. 664+80.58 TO STA. 669+00.00 = 419.42 FT.



NORMAL SECTION - RAMP D

STA. 672+86.23 TO STA. 673+31.07 = 44.84 FT.

NOTES:

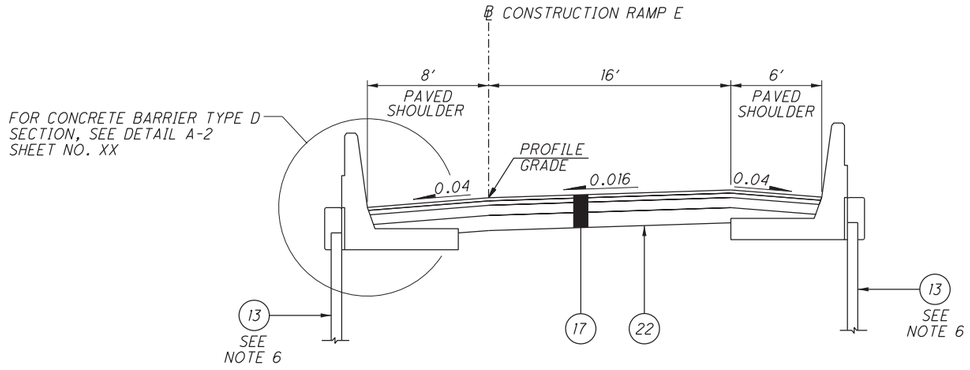
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 12′ AT STA. 668+00.00 TO 0′ AT STA. 669+00.00
3. VARIES FROM 24′ AT STA. 668+00.0 TO 16′ AT STA. 689+00.00
4. VARIES FROM 23.88′ AT STA. 664+80.58 TO 11.15′ AT STA. 669+00.00
5. VARIES FROM 11.15′ AT STA. 669+00.00 TO 2.64′ AT STA. 672+86.23
6. VARIES FROM 23.64′ AT STA. 673+31.06 TO 23′ AT STA. 673+53.96
7. SEE PAVEMENT ELEVATION DETAIL, SHEET NO. X
8. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP D

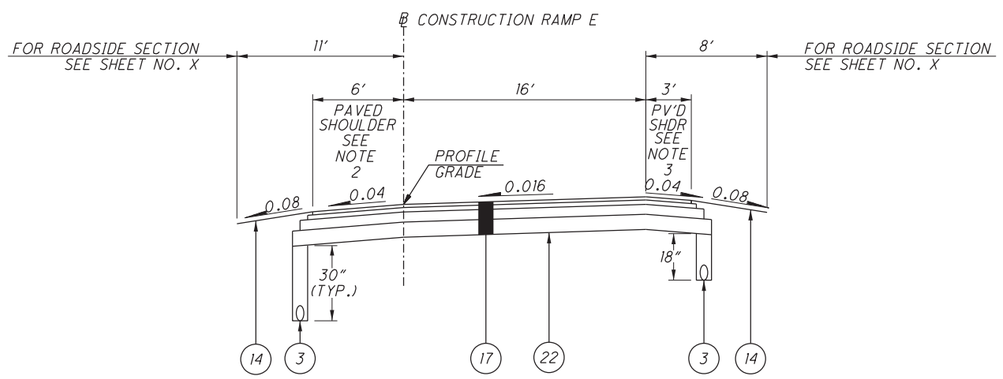
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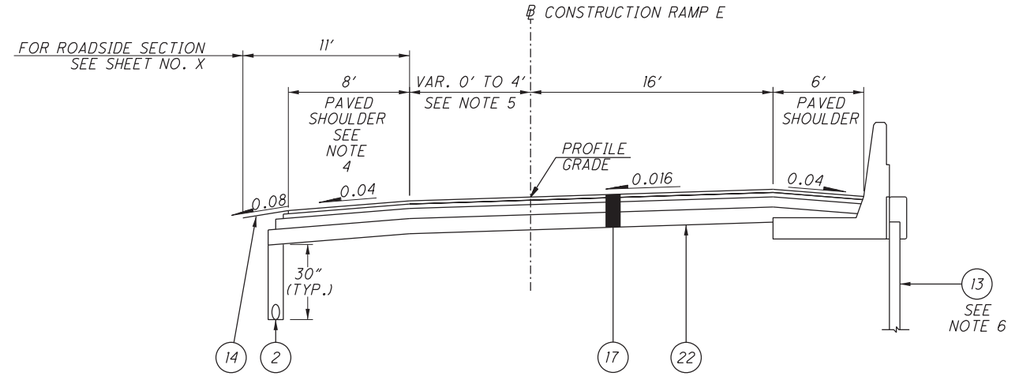
NORMAL SECTION - RAMP E

STA. 726+90.25 TO STA. 729+14.00 = 223.75 FT.



NORMAL SECTION - RAMP E

STA. 719+69.00 TO STA. 722+58.75 = 289.75 FT.



NORMAL SECTION - RAMP E

STA. 729+14.00 TO STA. 730+64.19 = 150.19 FT.

NOTES:

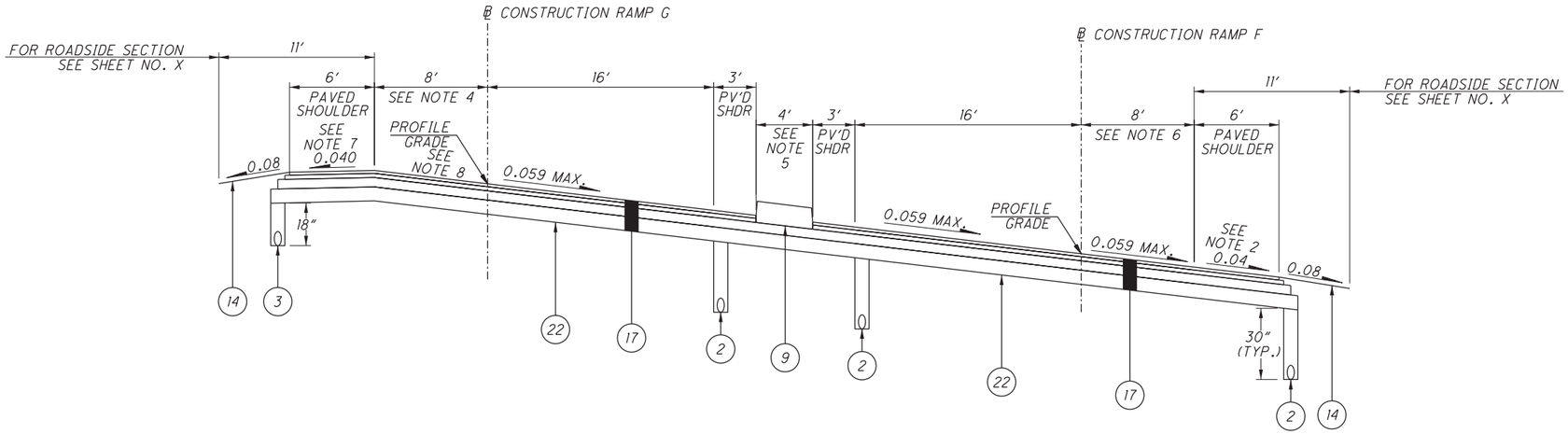
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 8′ AT STA. 719+69.00 TO 6′ AT STA. 720+19.00
   VARIES FROM 6′ AT STA. 722+00.00 TO 8′ AT STA. 722+50.00
3. VARIES FROM 3′ AT STA. 721+75.00 TO 6′ AT STA. 722+50.00
4. VARIES FROM 8′ AT STA. 729+67.78 TO 4′ AT STA. 730+07.78
5. VARIES FROM 0′ AT STA. 729+67.78 TO 4′ AT STA. 730+07.78
   OR AS SHOWN ON INTERSECTION DETAIL, SHEET NO. X
6. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP E

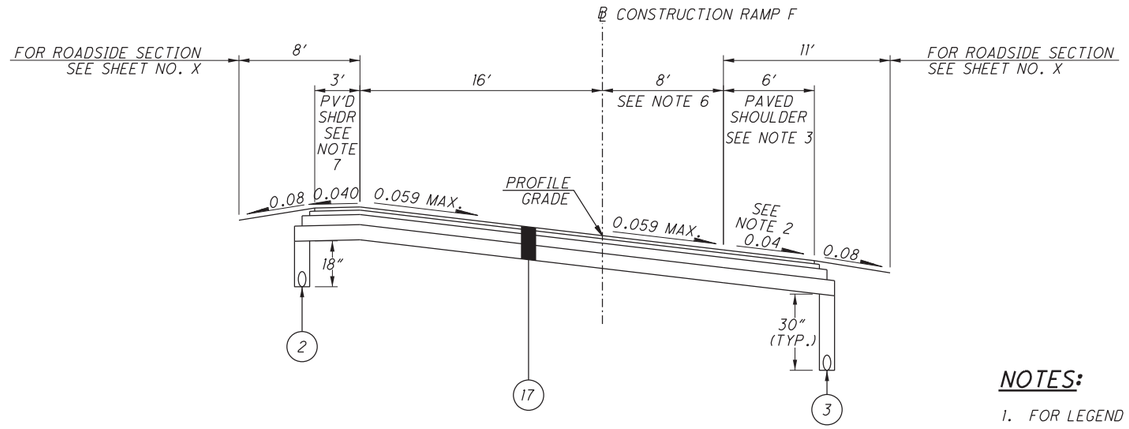
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SUPERELEVATED SECTION - RAMP F

STA. 839+22.55 TO STA. 841+94.99 = 272.44 FT.
STA. 841+94.99 TO STA. 842+68.93 = 73.94 FT. (OPPOSITE HAND)



SUPERELEVATED SECTION - RAMP F

STA. 831+56.47 TO STA. 839+22.55 = 766.08 FT.

NOTES:

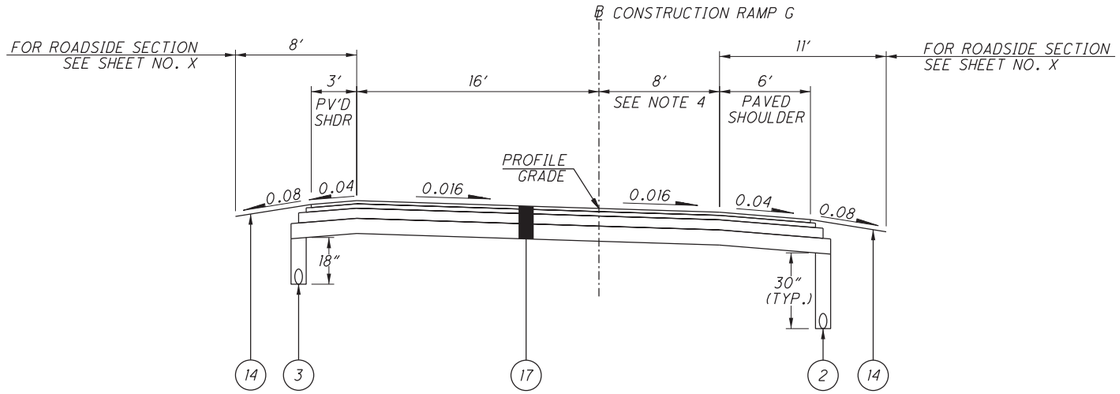
1. FOR LEGEND SEE SHEET NO. X
2. 0.04 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER. SEE SUPERELEVATION TABLES, SHEET NO. X
3. VARIES FROM 8′ AT STA. 831+56.47 TO 6′ AT STA. 832+06.47
4. VARIES FROM 8′ AT STA. 841+63.18 TO 12′ AT STA. 842+03.18 SEE INTERSECTION DETAIL SHEET NO. X
5. VARIES FROM 13′ AT STA. 839+22.55 TO 4′ AT STA. 841+01.35
6. VARIES FROM 0′ AT STA. 839+00.00 TO 8′ AT STA. 839+50.00 SEE INTERSECTION DETAIL SHEET NO. X
7. 0.04 OR AS SHOWN ON SUPERELEVATION TABLE
8. WHERE NO RAMP G PROFILE IS SHOWN, SEE INTERSECTION DETAIL SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP F

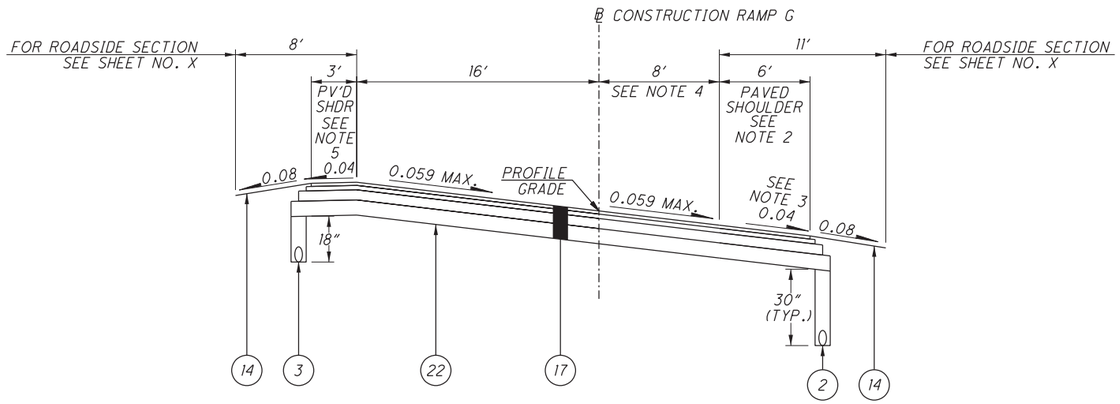
GRE-35-4.26

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NORMAL SECTION - RAMP G

STA. 934+84.11 TO STA. 937+51.92 = 267.81 FT.



SUPERELEVATED SECTION - RAMP G

STA. 937+51.92 TO STA. 943+49.70 = 597.78 FT.
STA. 933+34.65 TO STA. 934+84.11 = 149.46 FT. (OPPOSITE HAND)

NOTES:

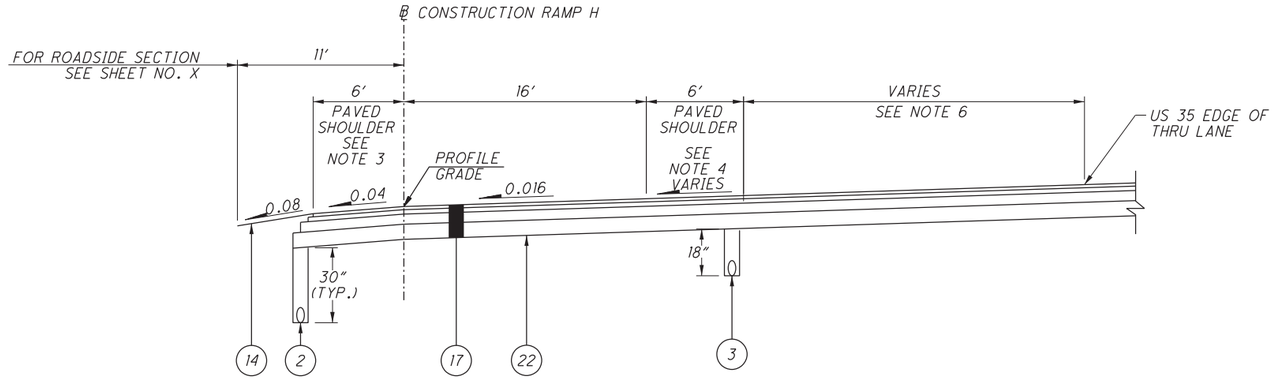
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 6′ AT STA. 942+99.70 TO 8′ AT STA. 943+49.70
3. 0.04 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER. SEE SUPERELEVATION TABLES, SHEET NO. X
4. VARIES FROM 8′ AT STA. 933+48.12 TO 0′ AT STA. 937+48.12
5. 0.04 OR AS SHOWN ON SUPERELEVATION TABLE

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP G

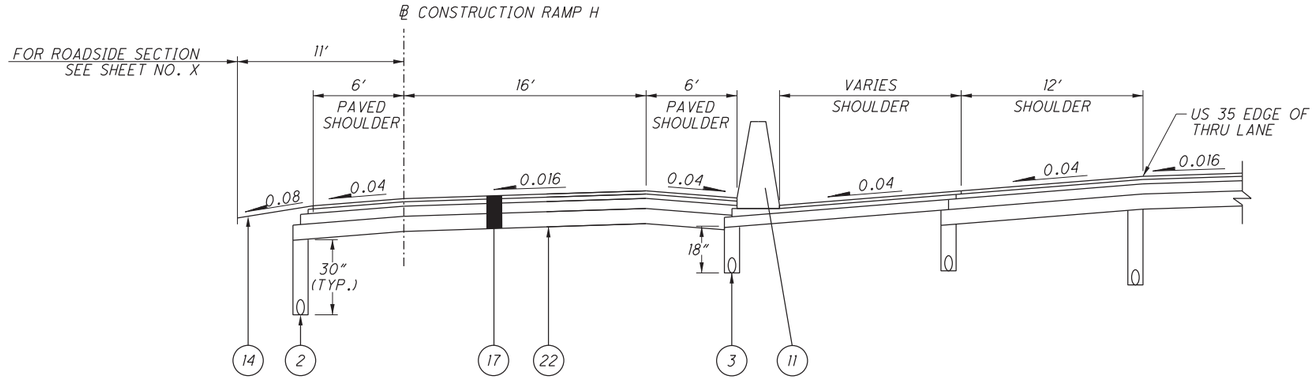
GRE-35-4.26

80468GY251.dgn 9/25/2014 7:08:17 AM jeveret1



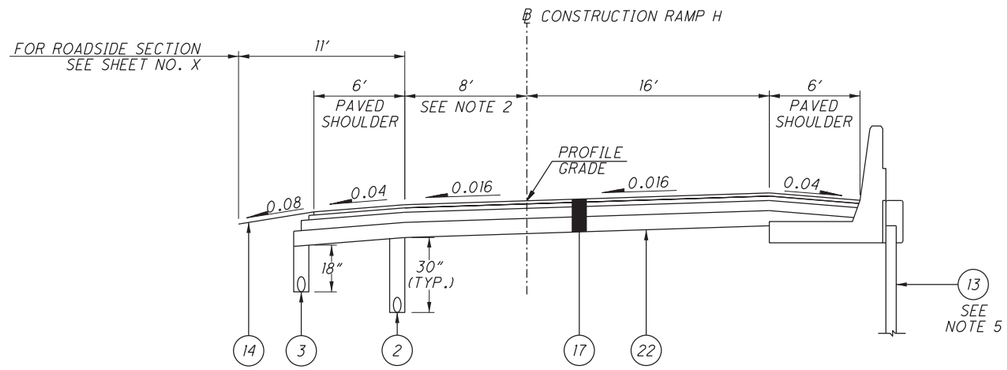
NORMAL SECTION - RAMP H

STA. 1042+90.44 TO STA. 1043+41.08 = 50.64 FT.



NORMAL SECTION - RAMP H

STA. 1039+09.46 TO STA. 1042+90.44 = 380.98 FT.



NORMAL SECTION - RAMP H

STA. 1031+09.28 TO STA. 1039+09.46 = 800.18 FT.

NOTES:

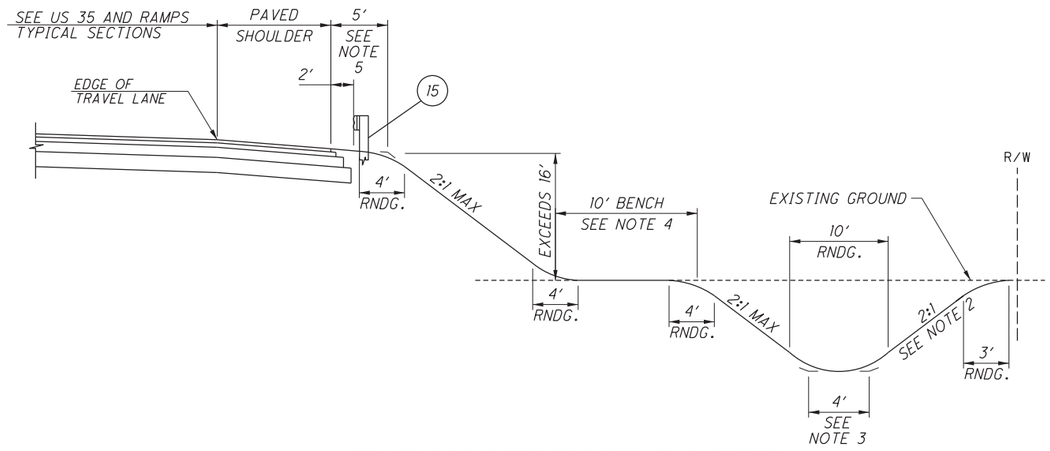
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 8′ AT STA. 1034+25.00 TO 0′ AT STA. 1034+75.00 SEE INTERSECTION DETAIL SHEET NO. X
3. VARIES FROM 6′ AT STA. 1042+91.08 TO 8′ AT STA. 1043+41.08
4. SEE PAVEMENT ELEVATION DETAIL, SHEET NO. X
5. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X
6. VARIES FROM 25.70′ AT STA. 1042+90.44 TO 23′ AT STA 1043+41.06

CALCULATED | CHECKED

TYPICAL SECTIONS - RAMP H

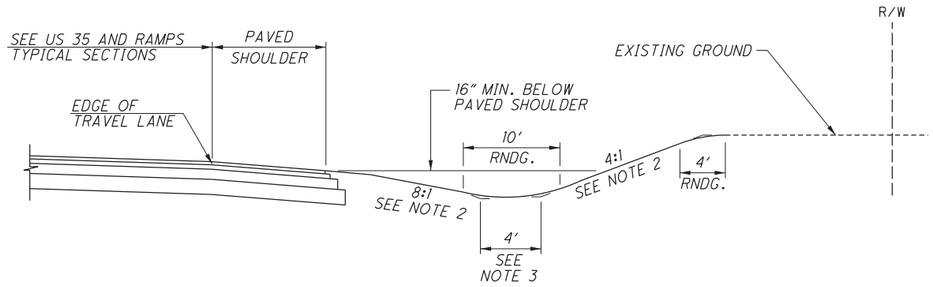
GRE-35-4.26

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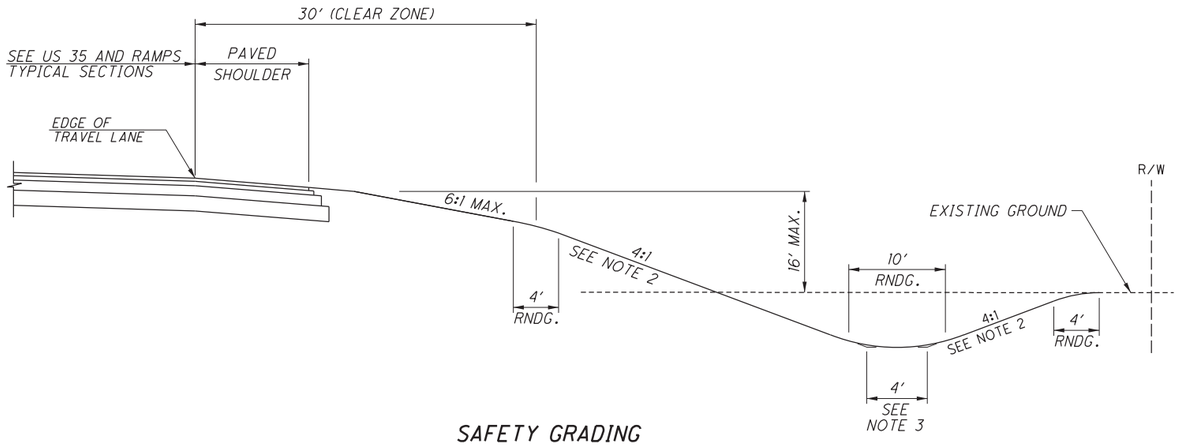
US 35 AND RAMP TYPICAL PLACEMENT OF GUARDRAIL AND BARRIER GRADING

OPPOSITE HAND ALSO, SEE CROSS SECTIONS



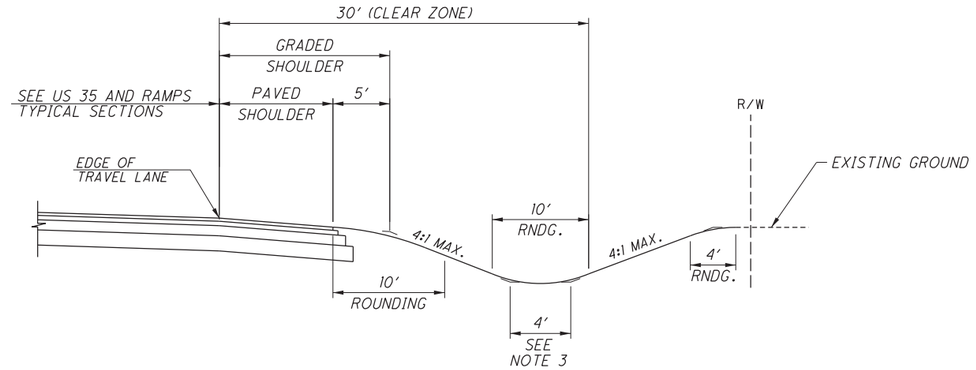
CUT SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS



SAFETY GRADING MEDIUM FILL SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS



CLEAR ZONE GRADING SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS

NOTES:

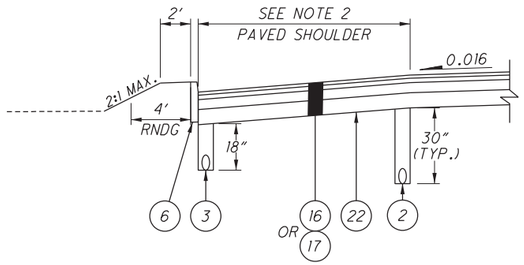
1. NO ROUNDING IS REQUIRED WHEN FORESLOPE IS 6:1 OR FLATTER.
2. SLOPE AS NOTED OR AS SHOWN ON CROSS SECTIONS.
3. 4' DITCH WIDTH OR AS SHOWN ON CROSS SECTIONS.
4. 10' OR AS SHOWN ON CROSS SECTIONS.
5. 5' OR AS SHOWN ON CROSS SECTIONS.

CALCULATED | CHECKED

ROADSIDE TYPICAL SECTIONS

GRE-35-4.26

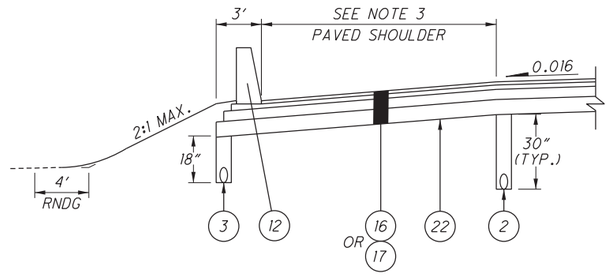
80468GY025.dgn 9/25/2014 7:08:36 AM jeveret1



DETAIL A-1

SHOULDER WIDTH AT CURB SECTION

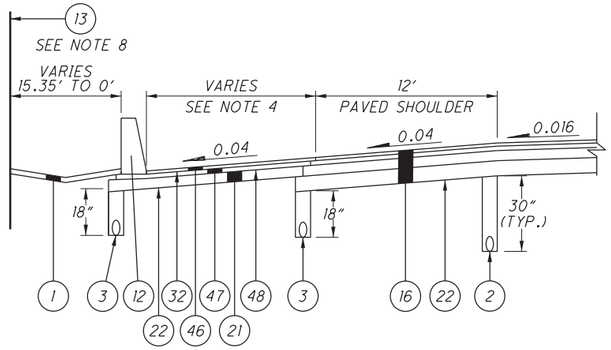
US 35 STA. 222+50.50 RT. TO STA. 222+53.00 RT. = 2.50 FT. (OPPOSITE HAND)
US 35 STA. 222+50.50 LT. TO STA. 222+68.65 LT. = 18.15 FT.
US 35 STA. 235+70.94 RT. TO STA. 235+89.09 RT. = 18.15 FT. (OPPOSITE HAND)
US 35 STA. 244+54.06 RT. TO STA. 244+72.21 RT. = 18.15 FT. (OPPSITE HAND)
US 35 STA. 278+00.48 LT. TO STA. 278+18.63 LT. = 18.15 FT.
US 35 STA. 319+64.32 LT. TO STA. 323+00.03 LT. = 335.71 FT.
US 35 STA. 323+00.03 LT. TO STA. 323+30.03 LT. = 30.00 FT.
US 35 STA. 323+11.88 RT. TO STA. 323+30.03 RT. = 18.15 FT. (OPPOSITE HAND)
RAMP A STA. 330+75.00 LT. TO STA. 330+77.50 LT. = 2.50 FT.
RAMP C STA. 565+09.03 RT. TO STA. 568+00.00 RT. = 290.97 FT. (OPPOSITE HAND)



DETAIL A-2

SHOULDER WIDTH AT CONCRETE BARRIER TYPE D SECTION

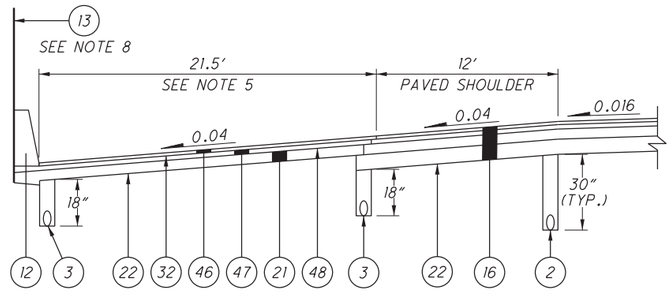
US 35 STA. 231+50.00 LT. TO STA. 233+25.00 LT. = 175.00 FT.
US 35 STA. 237+96.54 RT. TO STA. 239+18.43 RT. = 121.89 FT. (OPPOSITE HAND)
US 35 STA. 239+00.08 LT. TO STA. 239+18.43 LT. = 18.35 FT.
US 35 STA. 240+80.93 LT. TO STA. 240+98.67 LT. = 8.74 FT.
RAMP A STA. 335+94.29 RT. TO STA. 336+21.48 RT. = 27.19 FT. (OPPOSITE HAND)
RAMP C STA. 568+00.00 RT. TO STA. 569+25.00 RT. = 125.00 FT. (OPPOSITE HAND)
RAMP E STA. 729+00.00 LT. TO STA. 729+14.00 LT. = 14.00 FT.



DETAIL A-3

SHOULDER WIDTH AT CONCRETE BARRIER TYPE D PAVED GUTTER SECTION

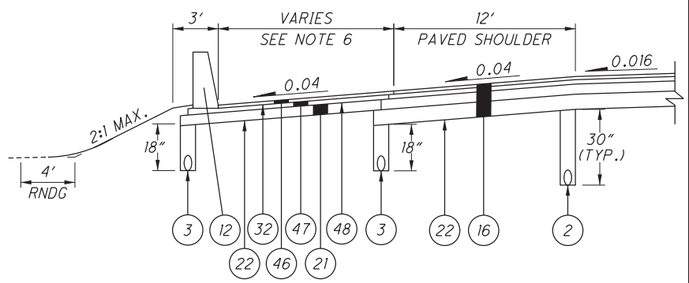
US 35 STA. 326+47.71 LT. TO STA. 329+32.00 LT. = 284.29 FT.



DETAIL A-4

SHOULDER WIDTH AT RETAINING WALL SECTION

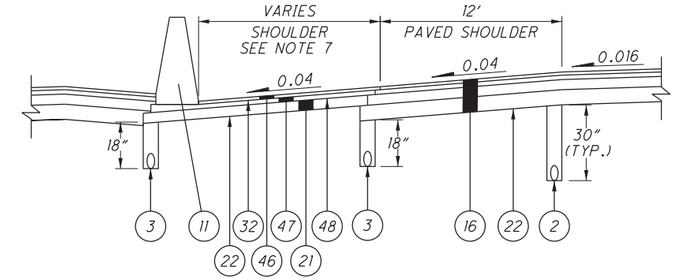
US 35 STA. 329+32.00 LT. TO STA. 339+10.00 LT. = 978.00 FT.



DETAIL A-5

SHOULDER WIDTH AT CONCRETE BARRIER TYPE D SECTION

US 35 STA. 325+85.20 LT. TO STA. 326+47.71 LT. = 62.51 FT.



DETAIL A-6

SHOULDER WIDTH AT CONCRETE BARRIER TYPE C SECTION

US 35 STA. 339+10.00 LT. TO STA. 342+90.00 LT. = 380.00 FT.

NOTES:

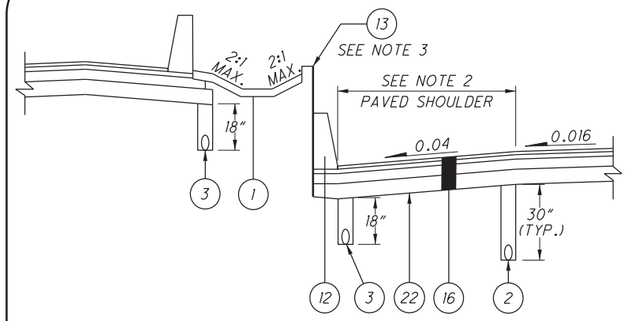
1. FOR LEGEND SEE SHEET NO. X
2. US 35: 14.47' FROM STA. 222+50.50 RT. TO STA. 222+53.00 RT.
   US 35: VARIES FROM 10' AT STA. 222+50.50 LT. TO 9.27' AT STA. 222+68.65 LT.
   US 35: 14' FROM STA. 235+70.94 RT. TO STA. 235+89.09 RT.
   US 35: 14' FROM STA. 244+54.06 RT. TO STA. 244+72.21 RT.
   US 35: 8' FROM STA. 278+00.48 LT. TO STA. 278+18.63 LT.
   US 35: 14' FROM STA. 319+64.32 LT. TO STA. 322+77.50 LT.
   US 35: VARIES FROM 14' AT STA. 322+77.50 LT. TO 14.9' AT STA. 323+00.03 LT.
   US 35: VARIES FROM 14.9' AT STA. 323+00.03 LT. TO 15.5' AT STA 323+15.00 LT.
   US 35: 15.5' FROM STA. 323+15.00 LT. TO STA. 323+30.03 LT.
   US 35: 8' FROM STA. 323+11.88 RT. TO STA. 323+30.03 RT.
   RAMP A: 8' FROM STA. 330+75.00 LT. TO STA. 330+77.50 LT.
   RAMP C: 8' FROM STA. 565+09.03 RT. TO STA. 568+00.00 RT.
3. US 35: 14' FROM STA. 231+50.00 LT. TO STA. 233+25.00 LT.
   US 35: 14' FROM STA. 237+96.54 RT. TO STA. 238+30.93 RT.
   US 35: VARIES FROM 14' AT STA. 238+30.93 RT. TO 17.50' AT STA. 239+18.43 RT.
   US 35: VARIES FROM 16.77' AT STA. 239+00.08 LT. TO 17.50' AT STA. 239+18.43 LT.
   US 35: VARIES FROM 17.50' AT STA. 240+89.93 LT. TO 16.79' AT STA 240+98.67 LT.
   RAMP A: 6' FROM STA. 335+94.29 RT. TO STA. 336+21.48 RT.
   RAMP C: 8' FROM STA. 568+00.00 RT. TO STA. 569+25.00 RT.
   RAMP E: 8' FROM STA. 729+00.00 LT. TO STA. 729+14.00 LT.
4. US 35: VARIES FROM 6.54' AT STA. 326+47.71 LT. TO 11.5' AT STA. 329+32.00 LT.
5. US 35: 21.5' FROM STA. 329+32.00 LT. TO STA. 337+50.92 LT.
   US 35: VARIES FROM 21.5' AT STA. 337+50.92 LT. TO 19.84' AT STA. 339+10.00 LT.
6. US 35: 3.5' FROM STA. 325+85.20 LT. TO STA. 325+90.00 LT.
   VARIES FROM 3.5' AT STA. 325+90.00 LT. TO 6.54' AT STA. 326+47.71 LT.
7. US 35: VARIES FROM 19.84' AT STA. 339+10.00 LT. TO 4.85' AT STA. 342+90.00 LT.
8. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTION - DETAILS

GRE-35-4.26

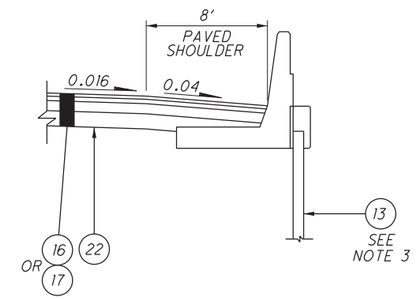
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DETAIL A-7

SHOULDER WIDTH AT RETAINING WALL SECTION

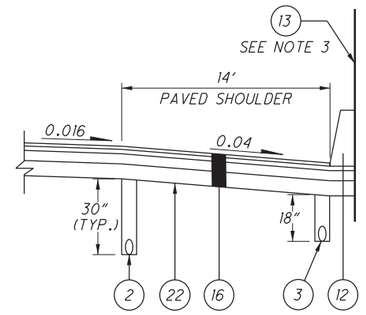
US 35 STA. 233+25.00 LT. TO STA. 239+18.43 LT. = 593.43 FT.
US 35 STA. 240+80.93 LT. TO STA. 245+00.00 LT. = 419.07 FT.



DETAIL A-9

SHOULDER WIDTH AT RETAINING WALL SECTION

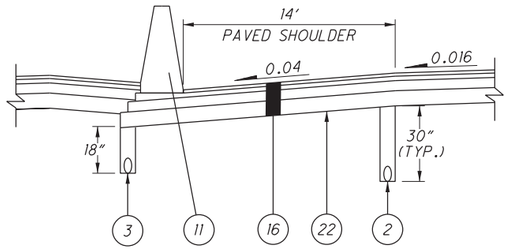
US 35 STA. 273+52.91 LT. TO STA. 275+62.97 LT. = 210.06 FT. (OPPOSITE HAND)
US 35 STA. 275+62.97 LT. TO STA. 278+00.48 LT. = 237.51 FT. (OPPOSITE HAND)
RAMP C STA. 569+25.00 RT. TO STA. 576+00.00 RT. = 675.00 FT.



DETAIL A-9A

SHOULDER WIDTH AT RETAINING WALL SECTION

US 35 STA. 235+89.09 RT. TO STA. 237+96.54 RT. = 207.45 FT.



DETAIL A-8

SHOULDER WIDTH AT CONCRETE BARRIER TYPE C SECTION

US 35 STA. 244+72.21 RT. TO STA. 252+50.00 RT. = 777.97 FT. (OPPOSITE HAND)
US 35 STA. 245+00.00 LT. TO STA. 253+00.00 LT. = 800.00 FT.
US 35 STA. 272+85.00 LT. TO STA. 273+30.00 LT. = 45.00 FT.

NOTES:

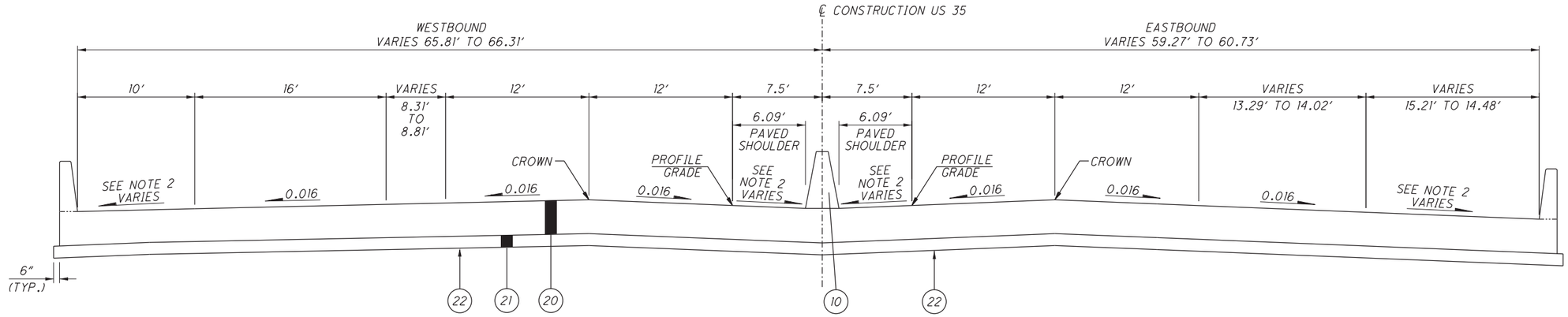
1. FOR LEGEND SEE SHEET NO. X
2. US 35: 14′ FROM STA. 233+25.00 LT. TO STA. 238+30.93 LT.
   US 35: VARIES FROM 14′ AT STA. 238+30.93 LT. TO 17.50′ AT STA. 239+18.43 LT.
   US 35: VARIES FROM 17.50′ AT STA. 240+89.93 LT. TO 14′ AT STA. 241+68.43 LT.
   US 35: 14′ FROM STA. 241+68.43 LT. TO STA. 245+00.00 LT.
3. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTION - DETAILS

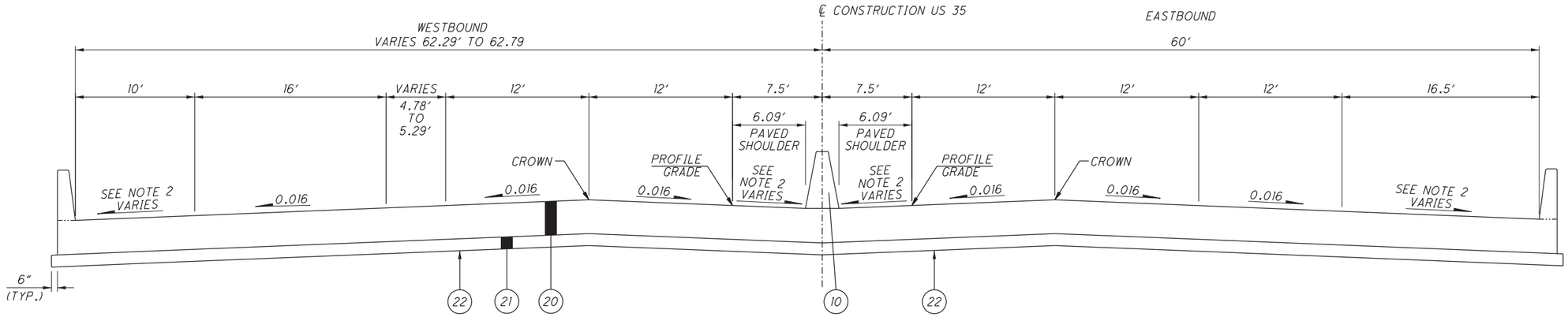
GRE-35-4.26

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APPROACH SLAB SECTION AT REAR ABUTMENT - US 35 OVER RELIEF CHANNEL

STA. 222+25.50 TO STA. 222+50.50 = 25.00 FT.



APPROACH SLAB SECTION AT FORWARD ABUTMENT - US 35 OVER RELIEF CHANNEL

STA. 220+49.50 TO STA. 220+74.50 = 25.00 FT.

NOTES:

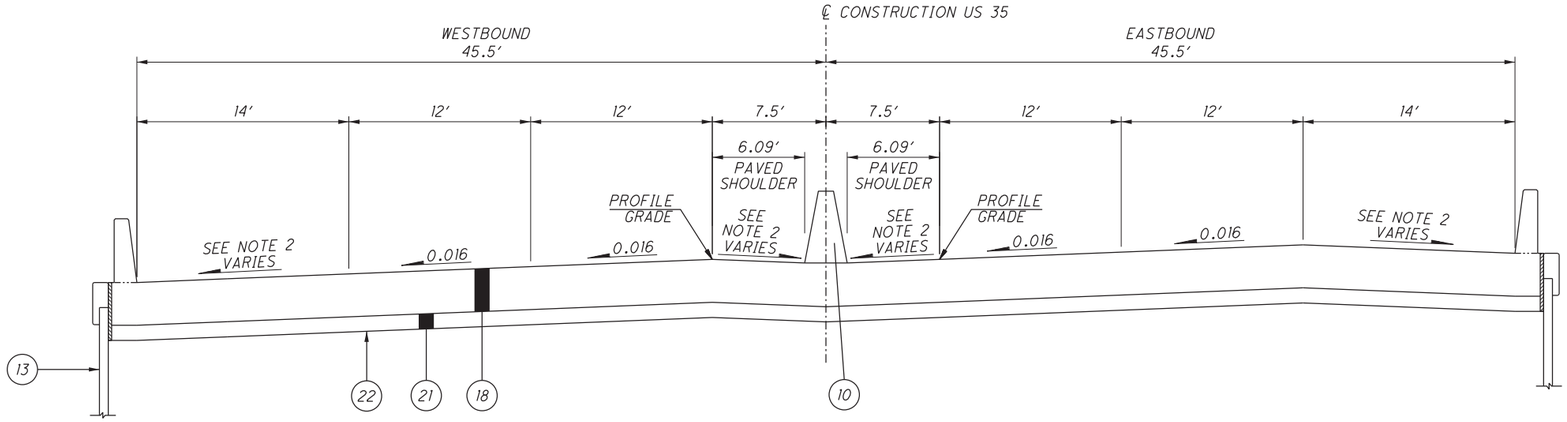
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 0.016 TO 0.04
3. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

APPROACH SLAB TYPICAL SECTIONS - US 35

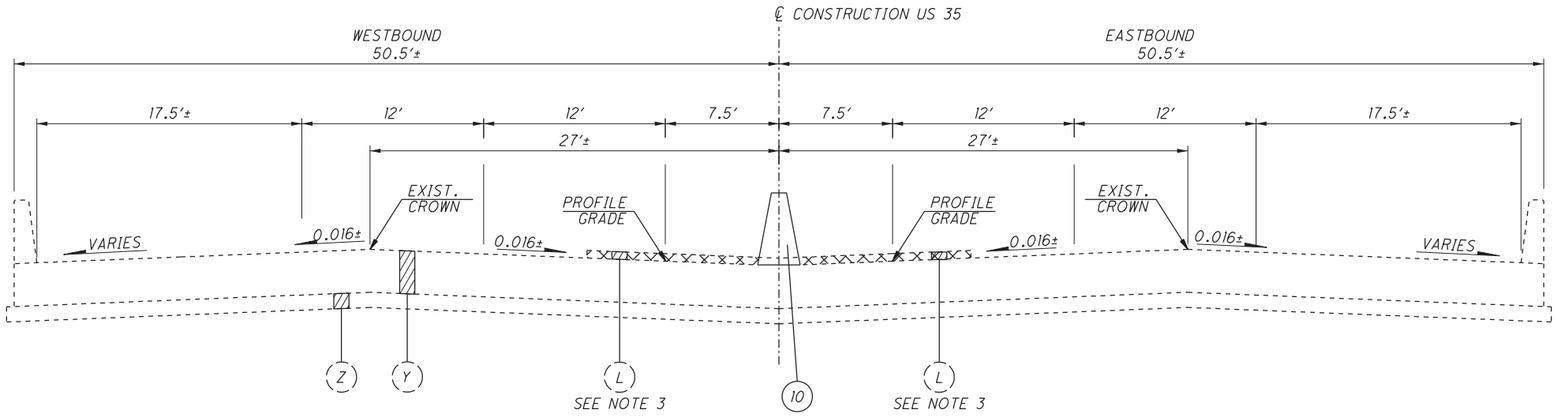
GRE-35-4.26

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APPROACH SLAB SECTION - US 35 OVER ORCHARD LANE

STA. 263+03.82 TO STA. 263+33.82 = 30.00 FT.
STA. 265+20.51 TO STA. 265+50.51 = 30.00 FT.



EXISTING APPROACH SLAB SECTION - US 35 OVER BEAVER CREEK

STA. 239+18.43 TO STA. 239+33.43 = 15.00 FT.
STA. 240+65.93 TO STA. 240+80.93 = 15.00 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. VARIES 0.04 TO 0.016
3. EXISTING CONCRETE MEDIAN TO BE REMOVED.

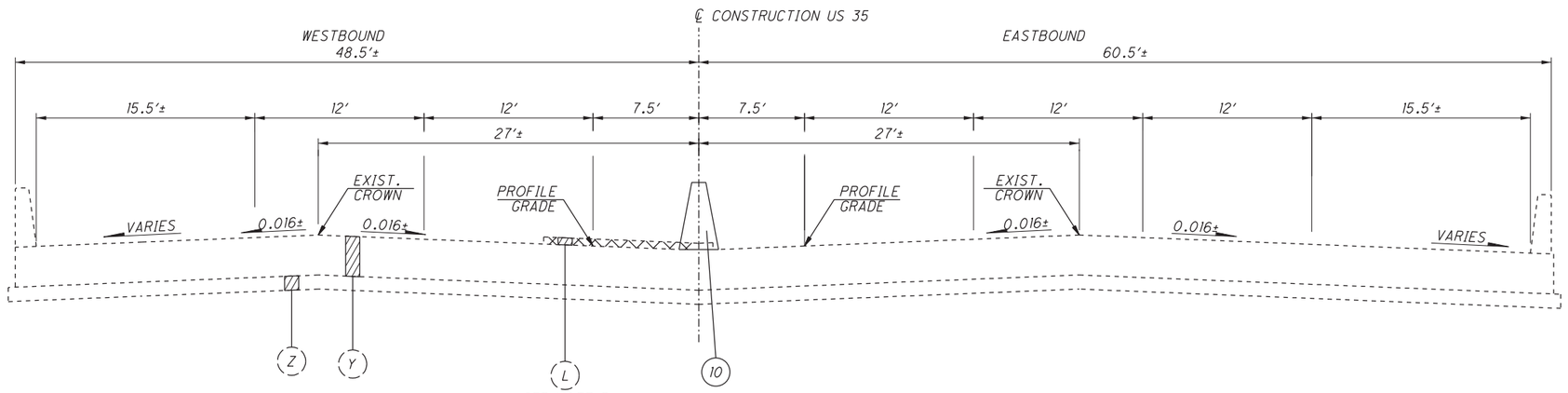
CALCULATED | CHECKED

APPROACH SLAB TYPICAL SECTIONS - US 35

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CALCULATED | CHECKED



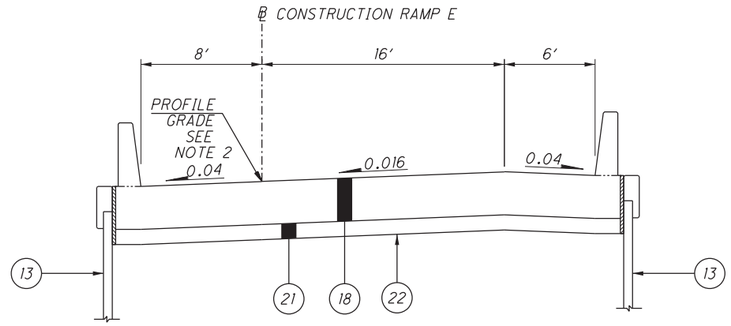
EXISTING APPROACH SLAB SECTION - US 35 OVER LITTLE MIAMI RIVER

STA. 323+30.03 TO STA. 323+45.03 = 15.00 FT.
STA. 325+70.20 TO STA. 325+85.20 = 15.00 FT.

NOTES:

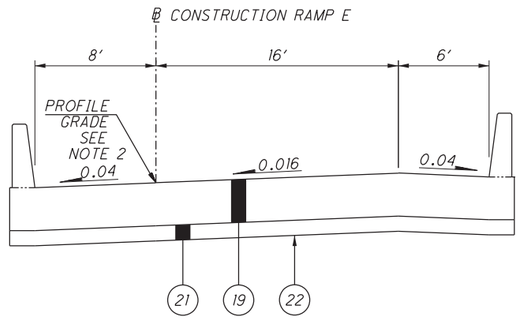
1. FOR LEGEND SEE SHEET NO. X
2. VARIES 0.04 TO 0.016
3. EXISTING CONCRETE MEDIAN TO BE REMOVED.

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APPROACH SLAB SECTION FORWARD ABUTMENT - RAMP E OVER LITTLE MIAMI RIVER

STA. 726+60.25 TO STA. 726+90.25 = 30.00 FT.



APPROACH SLAB SECTION AT REAR ABUTMENT - RAMP E OVER LITTLE MIAMI RIVER

STA. 722+58.75 TO STA. 722+83.75 = 25.00 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. SLOPE VARIES 0.016 TO 0.040

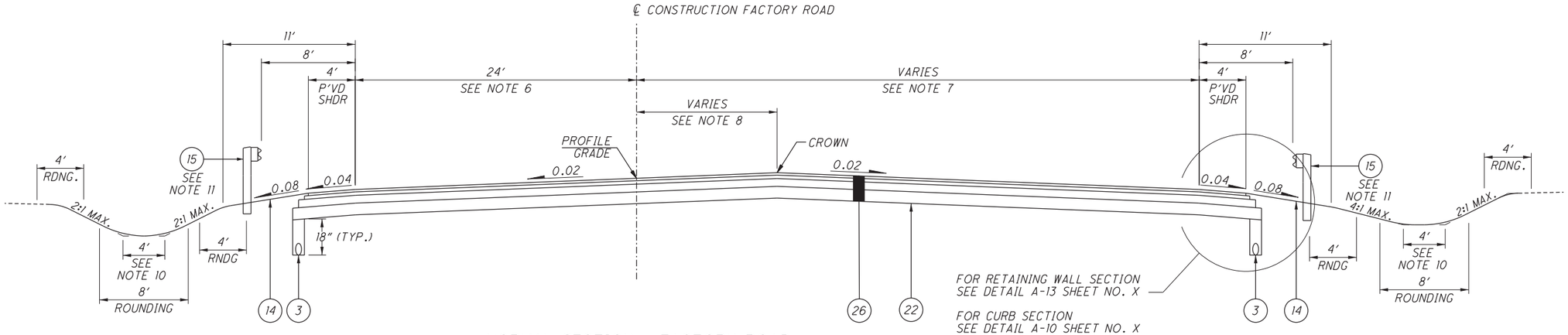
CALCULATED | CHECKED

APPROACH SLAB TYPICAL SECTIONS - RAMP E

GRE-35-4.26

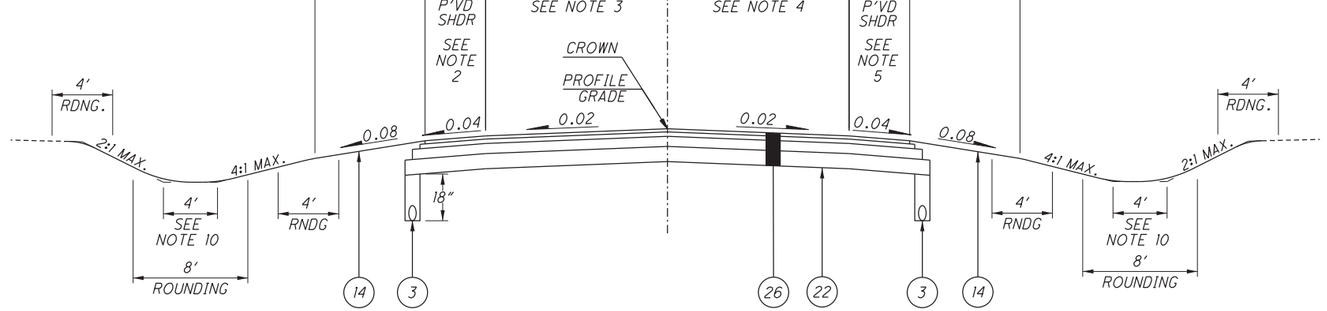
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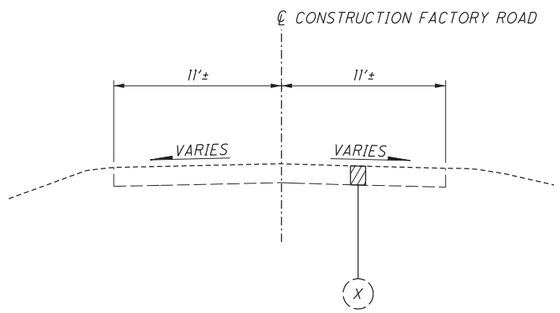
NORMAL SECTION - FACTORY ROAD

STA. 36+00.00 TO STA. 58+10.16 = 2210.16 FT.
STA. 66+33.71 TO STA. 68+00.00 = 166.29 FT.



NORMAL SECTION - FACTORY ROAD

STA. 33+00.00 TO STA. 36+00.00 = 300.00 FT.
STA. 68+00.00 TO STA. 68+50.00 = 50.00 FT.



EXISTING SECTION - FACTORY ROAD

NOTES:

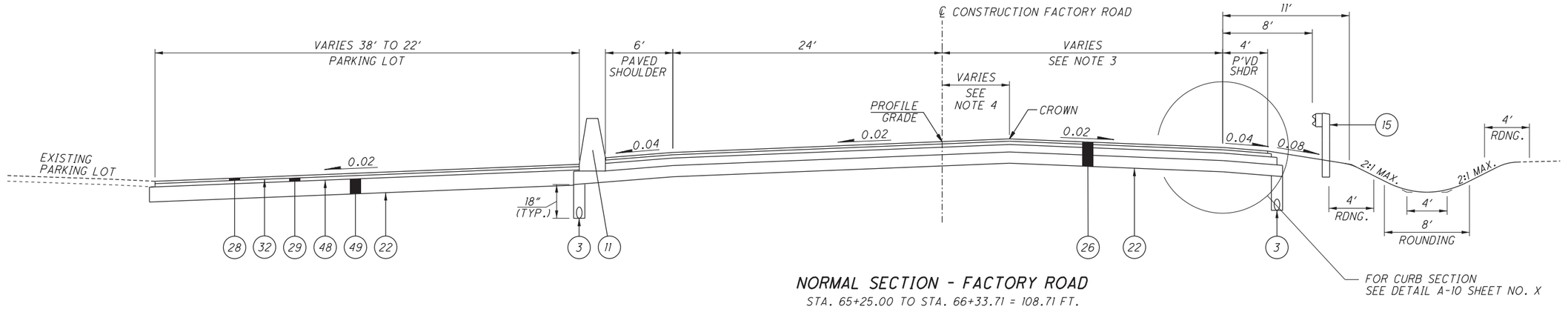
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 2′± AT STA. 33+00.00 TO 4′ AT STA. 33+50.00
   VARIES FROM 4′ AT STA. 68+00.00 TO 2′± AT STA. 68+50.00
3. VARIES FROM 11.3′± AT STA. 33+00.00 TO 12′ AT STA. 33+31.00
   VARIES FROM 12′ AT STA. 68+37.50 TO 11.6′± AT STA. 68+50.00
4. VARIES FROM 11.7′± AT STA. 33+00.00 TO 12′ AT STA. 33+31.00
   VARIES FROM 12′ AT STA. 33+97.17 TO 14.47′ AT STA. 36+00.00
   VARIES FROM 11.89′ AT STA. 68+00.00 TO 10.4′± AT STA. 68+50.00
5. VARIES FROM 2′± AT STA. 33+00.00 TO 4′ AT STA. 33+50.00
   VARIES FROM 4′ AT STA. 68+00.00 TO 2′± AT STA. 68+50.00
6. 12′ FROM STA. 36+00.00 TO STA. 39+95.00
   VARIES FROM 12′ AT STA. 39+95.00 TO 24′ AT STA. 44+00.00
   36′ FROM STA. 47+21.80 TO STA. 50+50.00
   VARIES FROM 36′ AT STA. 50+50.00 TO 24′ AT STA. 51+00.00
   VARIES FROM 24′ AT STA. 67+50.00 TO 12′ AT STA. 68+00.00
7. VARIES FROM 14.47′ AT STA. 36+00.00 TO 27.18′ AT STA. 36+50.00
   VARIES FROM 27.18′ AT STA. 36+50.00 TO 36′ AT STA. 43+10.78
   36′ FROM STA. 43+10.78 TO STA. 50+56.91
   VARIES FROM 36′ AT STA. 50+56.91 TO 44.59′ AT STA. 53+50.00
   VARIES FROM 44.59′ AT STA. 53+50.00 TO 59.81′ AT STA. 54+00.00
   VARIES FROM 59.81′ AT STA. 54+00.00 TO 86.67′ AT STA. 57+52.14
   VARIES FROM 28.77′ AT STA. 66+33.71 TO 11.89′ AT STA. 68+00.00
8. 0′ FROM STA. 36+00.00 TO STA. 54+07.86
   VARIES FROM 0′ AT STA. 54+07.86 TO 24′ AT STA. 57+12.52
   24′ FROM STA. 57+12.52 TO STA. 58+10.16
9. SEE INTERSECTION DETAIL, SHEET NO. X
10. 4′ UNLESS SHOWN IN CROSS SECTIONS
11. LIMITS AS SHOWN ON PLANS.

CALCULATED | CHECKED

TYPICAL SECTIONS - FACTORY ROAD

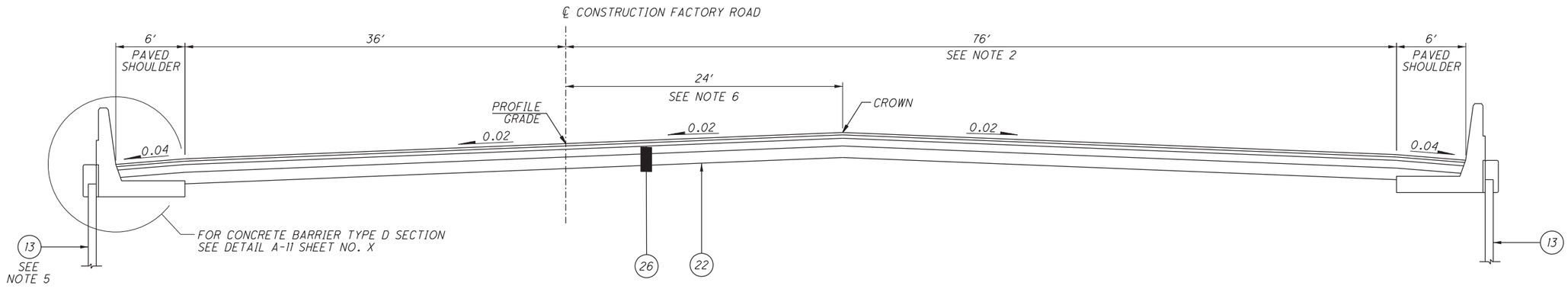
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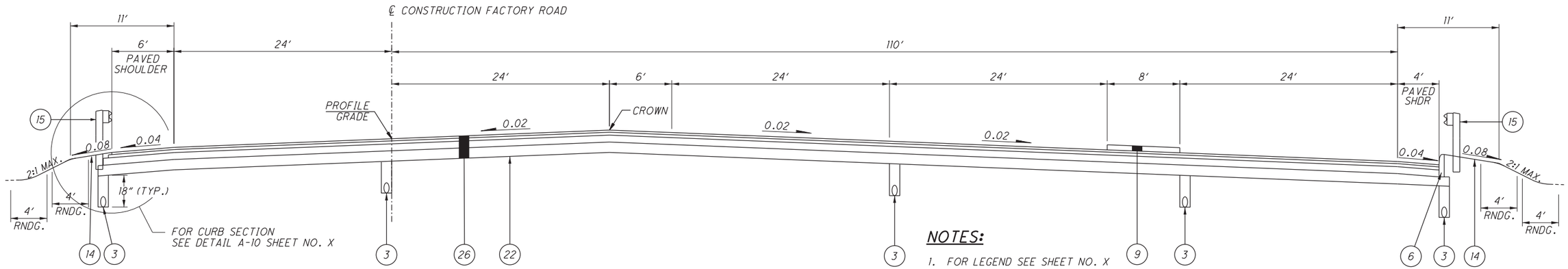
NORMAL SECTION - FACTORY ROAD

STA. 65+25.00 TO STA. 66+33.71 = 108.71 FT.



NORMAL SECTION - FACTORY ROAD

STA. 60+85.23 TO STA. 62+25.90 = 140.67 FT.
STA. 64+10.86 TO STA. 65+25.00 = 114.14 FT.



NORMAL SECTION - FACTORY ROAD

STA. 58+10.16 TO STA. 59+15.23 = 105.07 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 76' AT STA. 61+62.02 TO 75.50' AT STA. 61+96.92
   VARIES FROM 60.25' AT STA. 63+57.12 TO 34.78' AT STA. 64+91.64
   VARIES FROM 34.78' AT STA. 64+91.64 TO 28.77' AT STA. 65+25.00
3. VARIES FROM 28.77' AT STA. 65+25.00 TO 17.08' AT STA. 66+33.71
4. VARIES FROM 0.94'' AT STA. 65+25.00 TO 0' AT STA. 65+28.93
5. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X
6. VARIES FROM 24' AT STA. 64+28.93 TO 0.94' AT STA. 65+25.00
7. SEE INTERSECTOIN DETAILS, SHEET NO. X

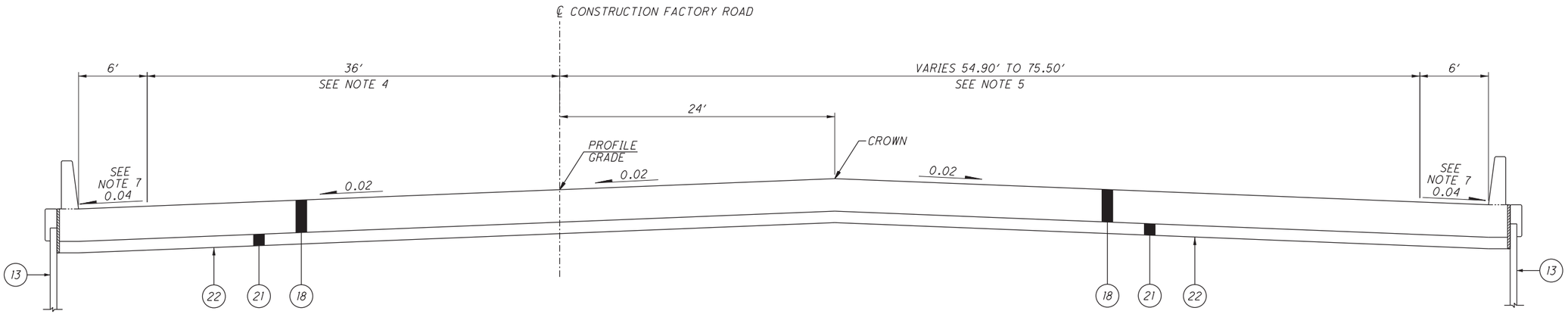
CALCULATED | CHECKED

TYPICAL SECTIONS - FACTORY ROAD

GRE-35-4.26

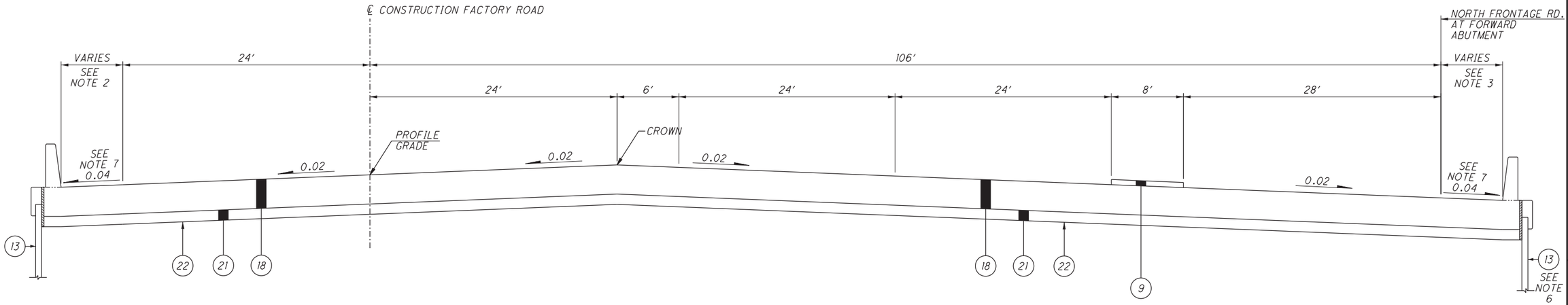
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APPROACH SLAB SECTION - FACTORY ROAD OVER LITTLE BEAVER CREEK

STA. 62+25.90 TO STA. 62+55.90 = 30.00 FT.
STA. 63+80.86 TO STA. 64+10.86 = 30.00 FT.



APPROACH SLAB SECTION - FACTORY ROAD OVER US 35

STA. 59+15.23 TO STA. 59+45.23 = 30.00 FT.
STA. 60+55.23 TO STA. 60+85.23 = 30.00 FT.

NOTES:

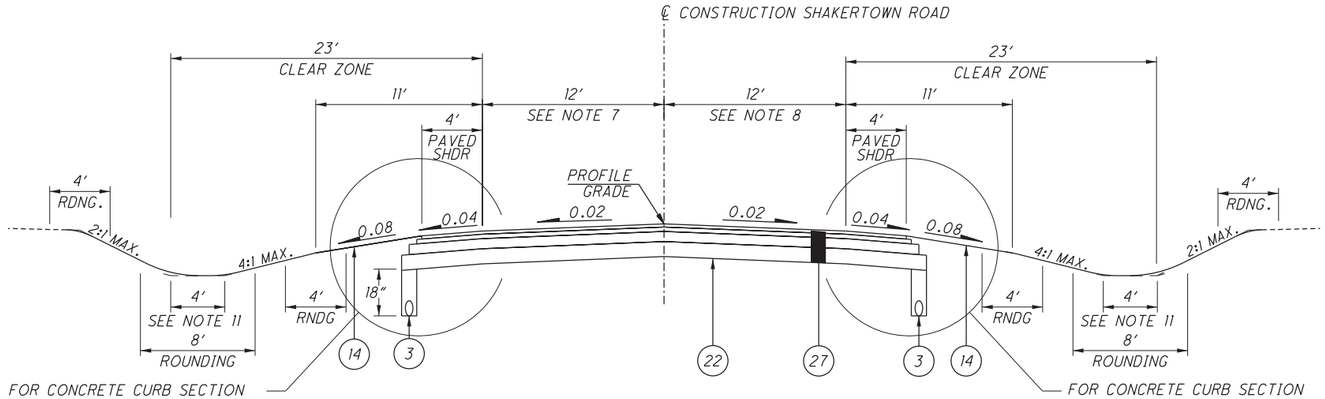
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 6′ AT STA. 59+15.23 TO 7.84′ AT STA. 59+49.31
   VARIES FROM 7.71′ AT STA. 60+63.51 TO 6′ AT STA. 60+92.93
3. VARIES FROM 4′ AT STA. 59+05.38 TO 7.19′ AT STA. 59+32.41
4. VARIES FROM 36′ AT STA. 64+09.93 TO 32.76′ AT STA. 64+23.44
5. VARIES FROM 75.50′ AT STA. 61+96.92 TO 74.25′ AT STA. 62+27.40
   VARIES FROM 60.25′ AT STA. 63+57.72 TO 54.90′ AT STA. 63+89.79
6. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X
7. VARIES 0.040 TO 0.020.

CALCULATED | CHECKED

APPROACH SLAB TYPICAL SECTIONS - FACTORY ROAD

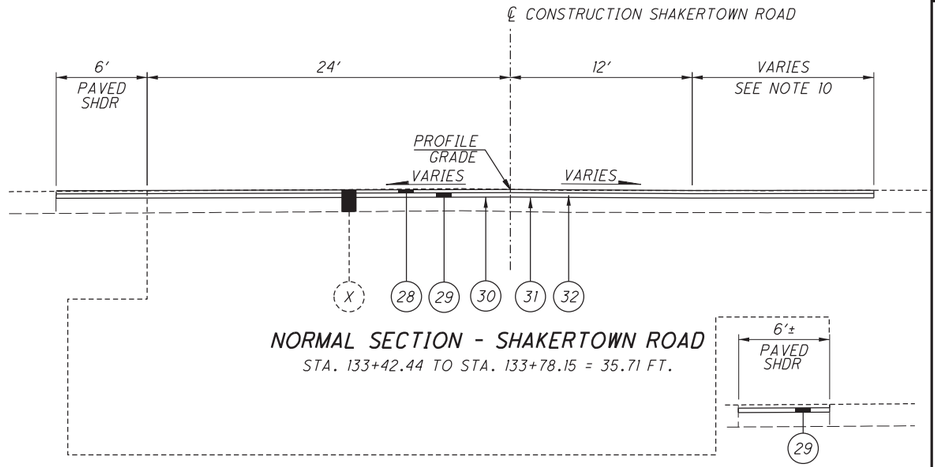
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NORMAL SECTION - SHAKERTOWN ROAD

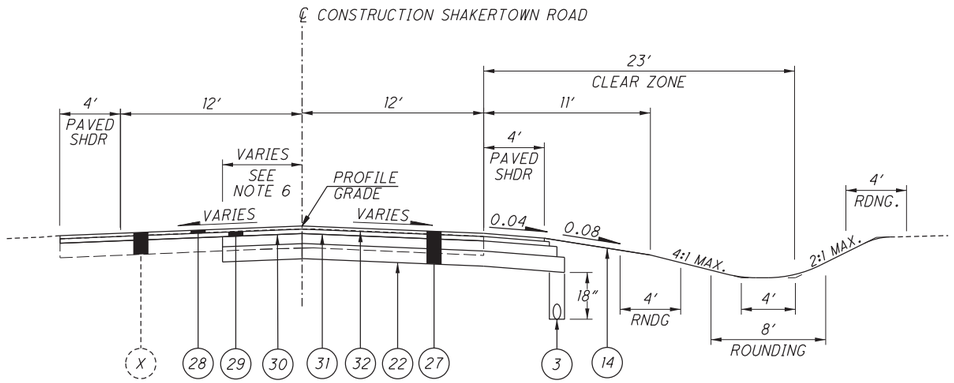
STA. 104+95.04 TO STA. 129+20.60 = 2425.56 FT.
STA. 129+80.62 TO STA. 130+83.25 = 102.63 FT.
STA. 132+55.00 TO STA. 133+42.44 = 87.44 FT.



NORMAL SECTION - SHAKERTOWN ROAD

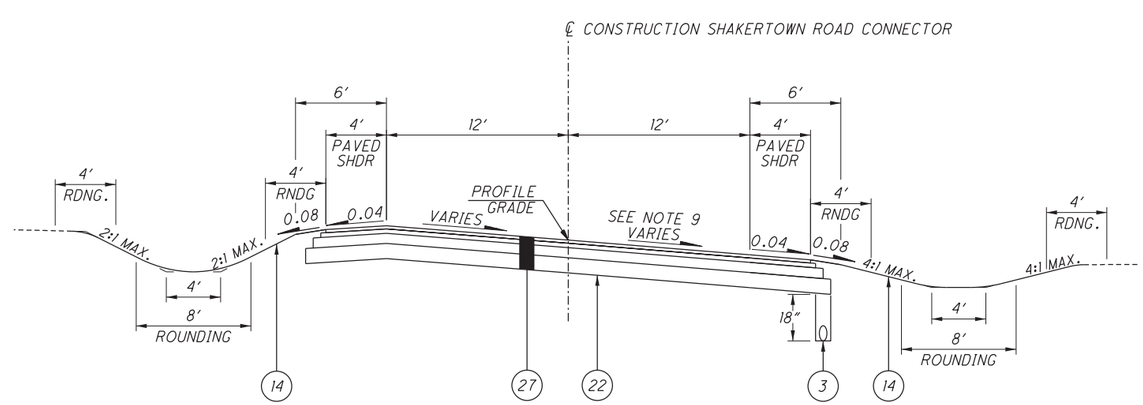
STA. 133+42.44 TO STA. 133+78.15 = 35.71 FT.

STA. 133+78.15 LT. TO STA. 134+25.30 LT. = 47.15 FT.



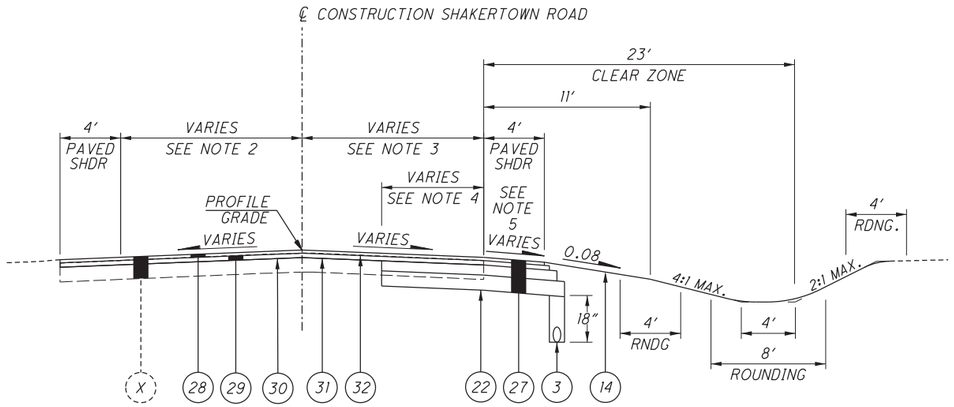
NORMAL SECTION - SHAKERTOWN ROAD

STA. 104+26.30 TO STA. 104+95.04 = 68.74 FT.



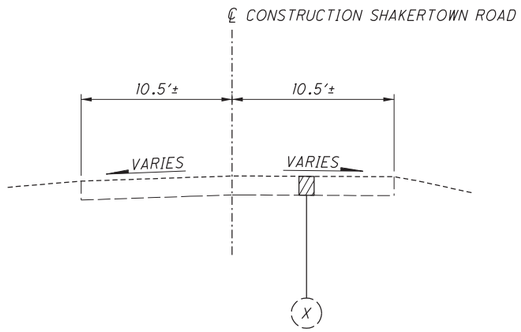
NORMAL SECTION - SHAKERTOWN ROAD CONNECTOR

STA. 90+12.14 TO STA. 91+91.90 = 179.76 FT.



NORMAL SECTION - SHAKERTOWN ROAD

STA. 102+75.00 TO STA. 104+26.30 = 151.30 FT.



EXISTING SECTION - SHAKERTOWN ROAD

NOTES:

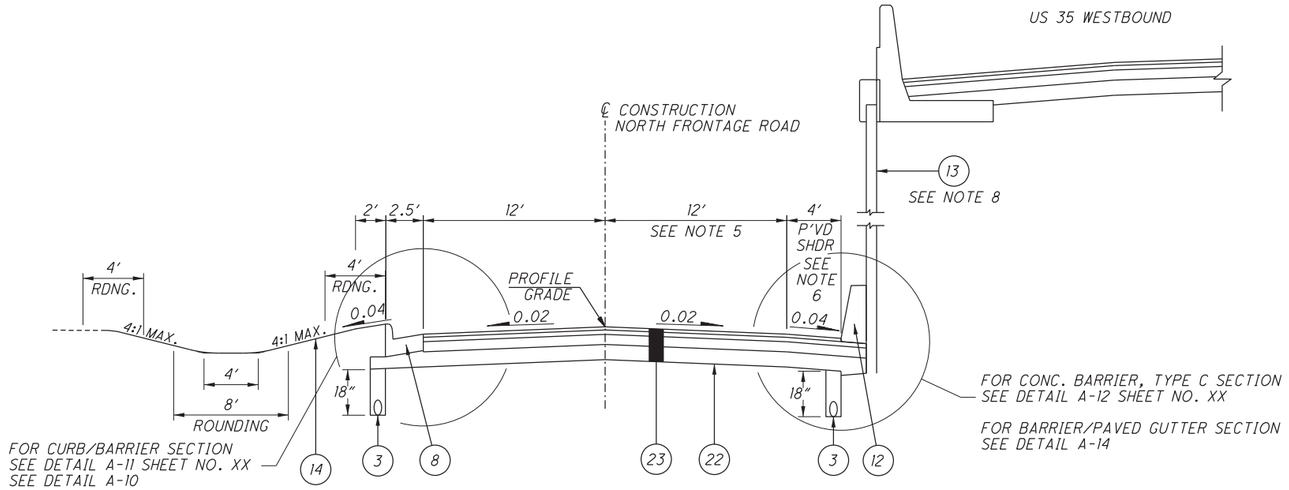
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 11.1′± AT STA. 102+75.00 TO 12′ AT STA. 103+60.00
3. VARIES FROM 10.1′± AT STA. 102+75.00 TO 12′ AT STA. 103+60.00
4. VARIES FROM 0′ AT STA. 102+75.00 TO 12′ AT STA. 104+26.30
5. VARIES FROM 2′ AT STA. 102+75.00 TO 4′ AT STA. 103+25.00
6. VARIES FROM 0′ AT STA. 104+26.30 TO 12′ AT STA. 104+95.04
7. 12′ OR AS SHOWN ON INTERSECTION DETAIL, SHEET NO. X
   24′ FROM STA. 129+80.62 TO STA. 133+42.44 OR AS SHOWN
   INTERSECTION DETAIL.
8. VARIES FROM 12′ AT STA. 126+50.00 TO 24′ AT STA. 127+00.00
   24′ FROM STA. 127+00.00 TO STA. 129+20.60
   OR AS SHOWN ON INTERSECTION DETAIL, SHEET NO. X
9. SEE INTERSECTION DETAIL, SHEET NO. X
10. SEE INTERSECTION DETAIL, SHEET NO. X
11. 4′ OR AS SHOWN ON CROSS SECTION.

CALCULATED | CHECKED

TYPICAL SECTIONS - SHAKERTOWN ROAD AND CONNECTOR

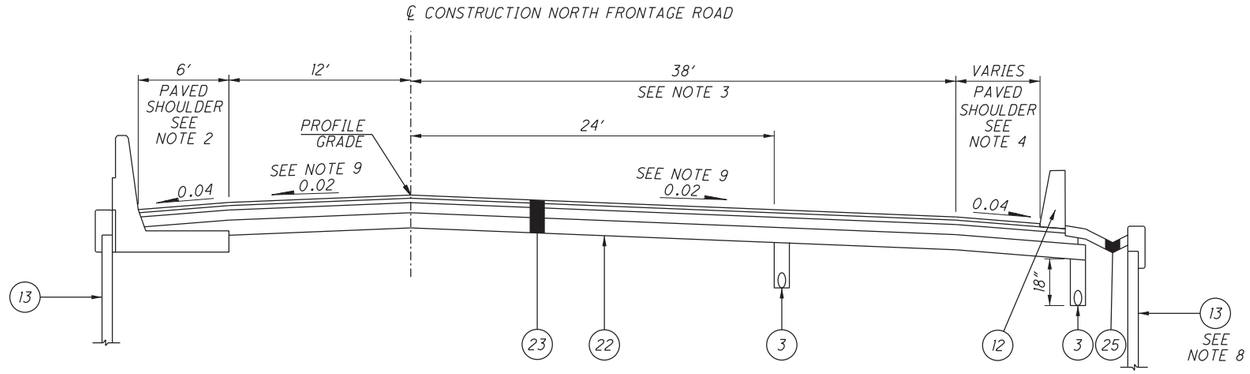
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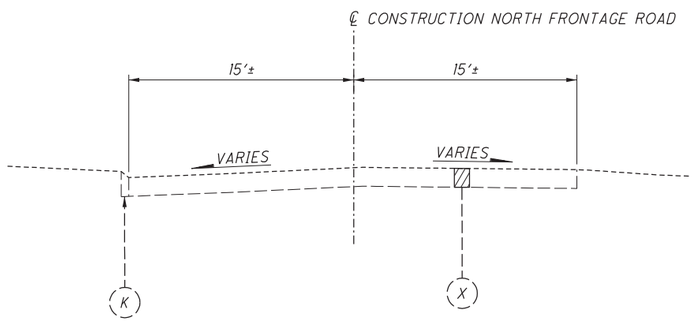
NORMAL SECTION - NORTH FRONTAGE ROAD

STA. 707+50.00 TO STA. 727+78.03 = 2028.03 FT.



NORMAL SECTION - NORTH FRONTAGE ROAD

STA. 700+78.63 TO STA. 702+20.43 = 141.80 FT.
STA. 704+93.11 TO STA. 707+50.00 = 256.89 FT.



EXISTING SECTION - NORTH FRONTAGE ROAD (EXISTING HELLER DRIVE)

NOTES:

1. FOR LEGEND SEE SHEET NO. X

   VARIES FROM 5.27' AT STA. 707+00.00 TO 14.05' AT STA. 707+50.00

5. VARIES FROM 12' AT STA. 722+05.00 TO 24' AT STA. 724+50.00
   24' FROM STA. 724+50.00 TO STA. 726+50.72
   VARIES FROM 24' AT STA. 726+50.72 TO 32' AT STA. 727+00.72

6. VARIES FROM 14.05' AT STA. 707+50.00 TO 8.31' AT STA. 708+57.15
   VARIES FROM 8.31' AT STA. 708+57.15 TO 10.74' AT STA. 709+22.13
   VARIES FROM 10.74' AT STA. 709+22.13 TO 5.19' AT STA. 712+13.01
   5.19' FROM STA. 712+13.01 TO STA. 716+36.34
   VARIES FROM 5.19' AT STA. 716+36.34 TO 4' AT STA. 716+56.34
   VARIES FROM 4' AT STA. 717+75.01 TO 11.41' AT STA. 722+05.00
   VARIES FROM 11.41' AT STA. 722+05.00 TO 7.47' AT STA. 724+50.00
   VARIES FROM 7.47' AT STA. 724+50.00 TO 15.55' AT STA. 726+50.72
   VARIES FROM 15.55' AT STA. 726+50.72 TO 9.25' AT STA. 727+00.72

7. SEE INTERSECTION DETAIL, SHEET NO. X

8. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

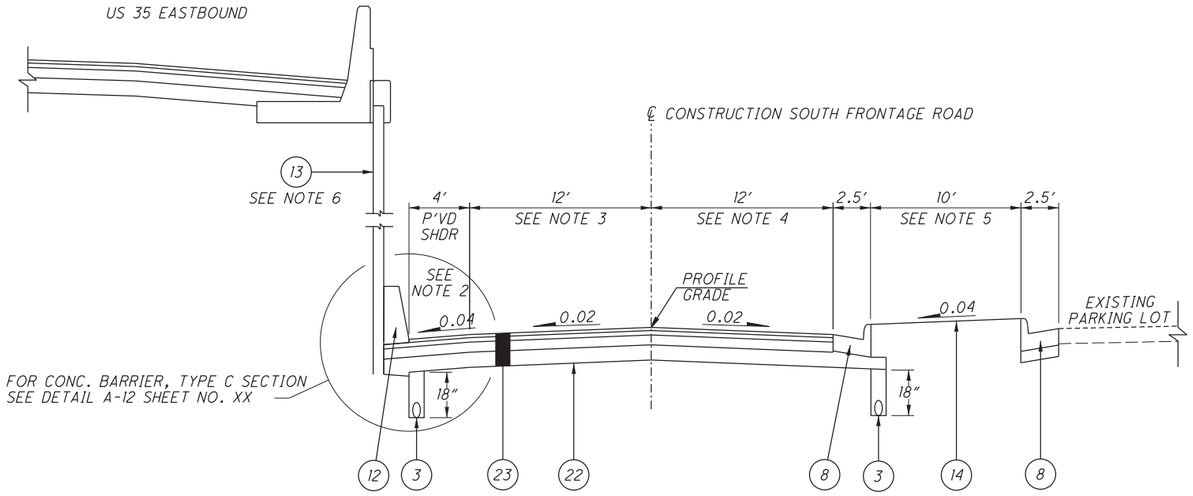
9. OR AS SHOWN ON INTERSECTION DETAIL SHEET NO. X.

CALCULATED
CHECKED

TYPICAL SECTIONS - NORTH FRONTAGE ROAD

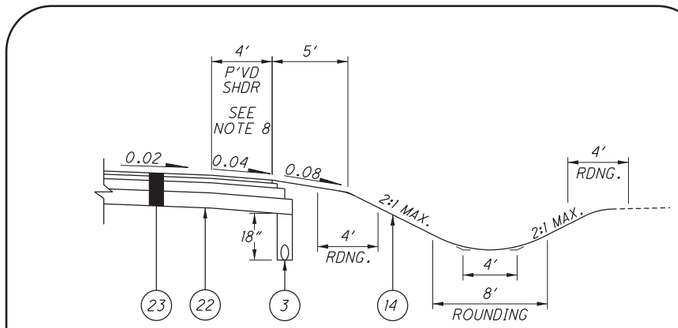
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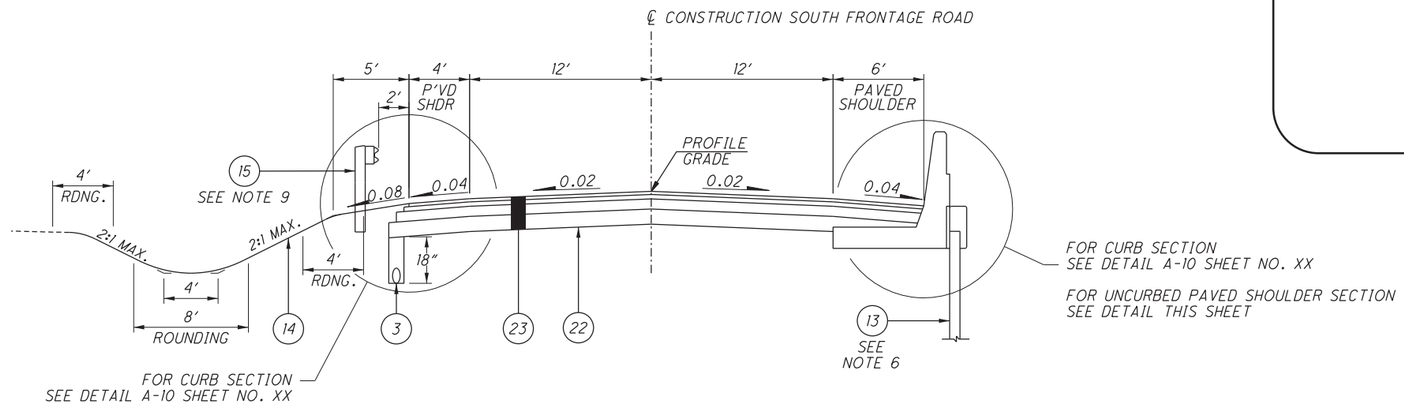
LANE NORMAL SECTION - SOUTH FRONTAGE ROAD

STA. 809+68.28 TO STA. 827+33.92 = 1765.64 FT.



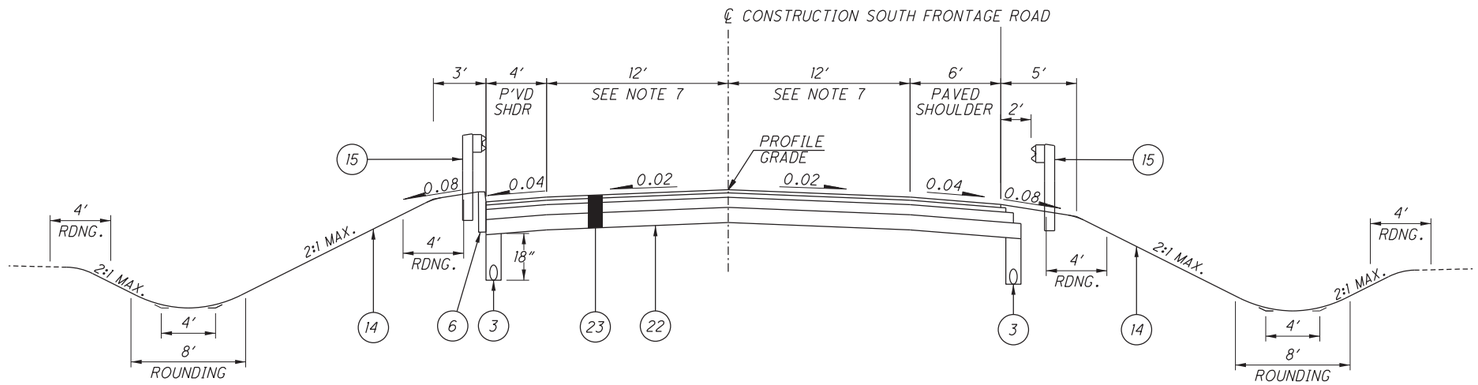
UNCURBED PAVED SHOULDER DETAIL

STA. 806+25.00 TO STA. 809+68.28 = 343.28 FT.



NORMAL SECTION - SOUTH FRONTAGE ROAD

STA. 804+30.33 TO STA. 809+68.28 = 537.95 FT.



NORMAL SECTION - SOUTH FRONTAGE ROAD

STA. 800+20.14 TO STA. 801+22.67 = 102.53 FT.

NOTES:

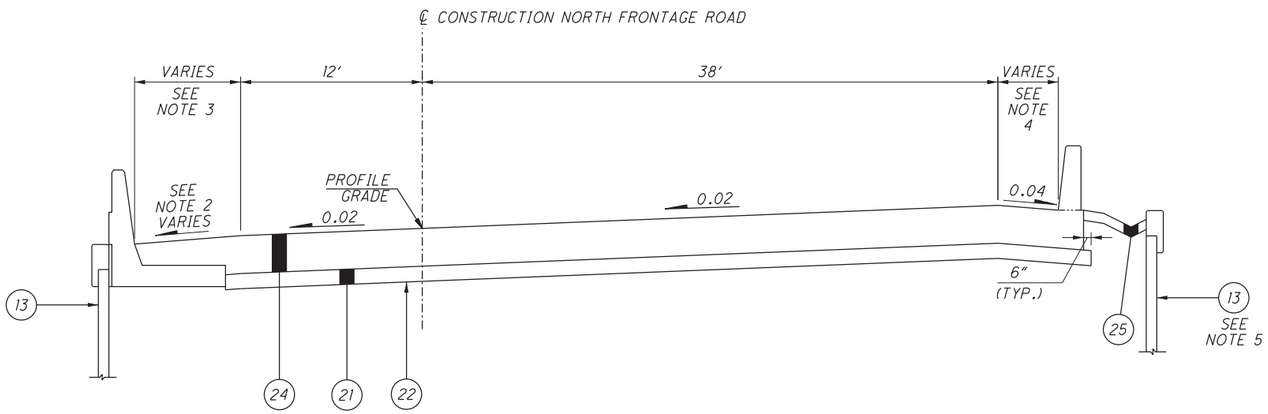
1. FOR LEGEND SEE SHEET NO. X
2. 5.19′ FROM STA. 809+68.28 TO STA. 814+95.64
   VARIES FROM 5.19′ AT STA. 814+95.64 TO 4′ AT STA. 815+15.64
   4′ FROM STA. 815+15.64 TO STA. 819+50.00
   VARIES FROM 4′ AT STA. 819+50.00 TO 16′ AT STA. 823+96.73
   VARIES FROM 16′ AT STA. 823+96.73 TO 4′ AT STA. 824+46.73
   4′ FROM STA. 824+46.73 TO STA. 826+33.20
3. VARIES FROM 12′ AT STA. 819+50.00 TO 0′ AT STA. 823+96.73
   VARIES FROM 0′ AT STA. 823+96.73 TO 12′ AT STA. 824+46.73
4. VARIES FROM 12′ AT STA. 819+50.00 TO 24′ AT STA. 823+96.73
5. VARIES FROM 14′ AT STA. 814+16.50 TO 14.96′ AT STA. 817+16.46
   VARIES FROM 15.50′ AT STA. 818+00.00 TO 16.67′ AT STA. 819+50.00
   VARIES FROM 16.67′ AT STA. 819+50.00 TO 16.24′ AT STA. 819+88.03
   VARIES FROM 16.24′ AT STA. 819+88.63 TO 7.57′ AT STA. 822+24.69
   VARIES FROM 7.57′ AT STA. 822+24.69 TO 6.53′ AT STA. 822+82.74
   VARIES FROM 6.53′ AT STA. 822+82.74 TO 5.79′ AT STA. 825+19.39
   VARIES FROM 5.79′ AT STA. 825+19.39 TO 6.44′ AT STA. 825+80.84
   VARIES FROM 6.44′ AT STA. 825+80.84 TO 7.96′ AT STA. 826+44.36
   VARIES FROM 7.96′ AT STA. 826+44.36 TO 6.69′ AT STA. 826+70.08
6. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X
7. OR AS SHOWN ON INTERSECTION DETAIILS, SHEET NO. X
8. VARIES FROM 6′ AT STA. 806+25.00 TO 4′ AT STA. 806+75.00
9. LIMITS AS SHOWN ON PLAN.

CALCULATED | CHECKED

TYPICAL SECTIONS - SOUTH FRONTAGE ROAD

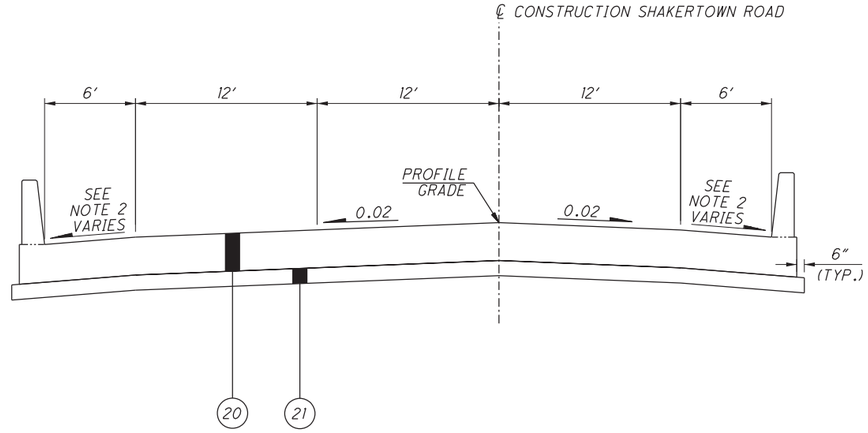
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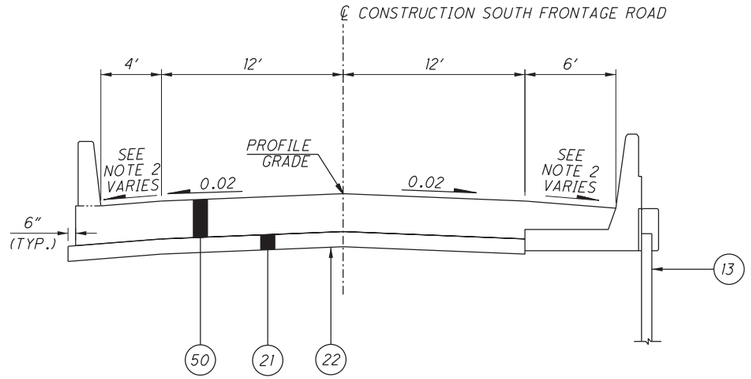
APPROACH SLAB SECTION - NORTH FRONTAGE ROAD

STA. 702+20.43 TO STA. 702+50.43 = 30.00 FT.
STA. 704+63.11 TO STA. 704+93.11 = 30.00 FT.



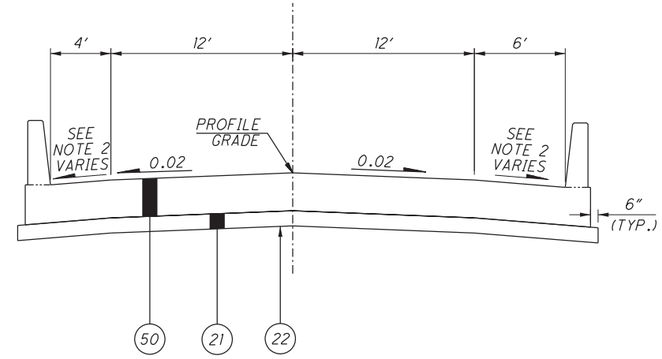
APPROACH SLAB SECTION - SHAKERTOWN ROAD

STA. 130+83.25 TO STA. 131+08.25 = 25.00 FT.
STA. 132+30.00 TO STA. 132+55.00 = 25.00 FT.



APPROACH SLAB SECTION AT FORWARD ABUTMENT - SOUTH FRONTAGE ROAD

STA. 804+05.33 TO STA. 804+30.33 = 25.00 FT.



APPROACH SLAB SECTION AT REAR ABUTMENT - SOUTH FRONTAGE ROAD

STA. 801+22.67 TO STA. 801+47.67 = 25.00 FT.

NOTES:

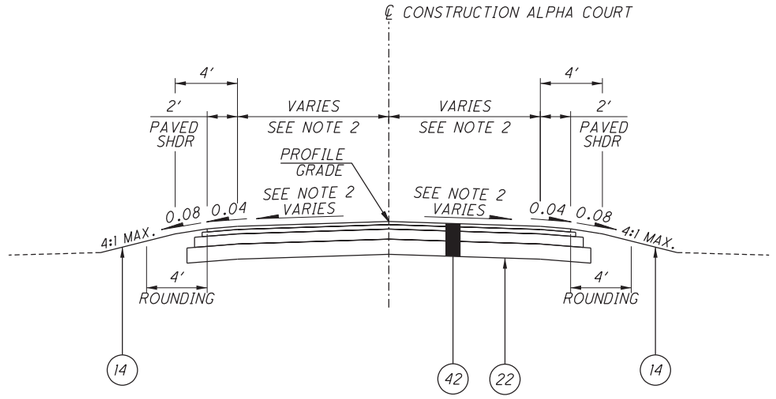
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 0.04 TO 0.02
3. VARIES FROM 7.21′ AT STA. 702+68.11 TO 6.74′ AT STA. 702+45.43
   VARIES FROM 6.79′ AT STA. 704+68.11 TO 7.27′ AT STA. 704+93.11
4. VARIES FROM 4.11′ AT STA. 702+20.43 TO 4.59′ AT STA. 702+45.43
   VARIES FROM 4.54′ AT STA. 704+68.11 TO 4.05′ AT STA. 704+93.11
5. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED | CHECKED

APPROACH SLAB TYPICAL SECTIONS NORTH AND SOUTH FRONTAGE ROAD AND SHAKERTOWN ROAD

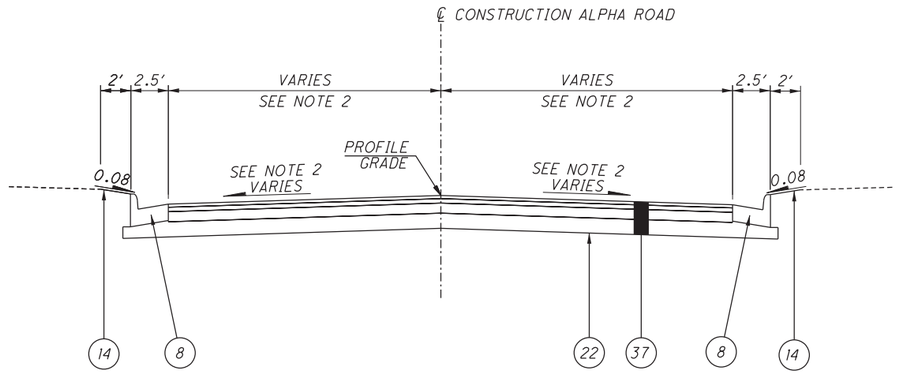
GRE-35-4.26

80468GY501.dgn 9/25/2014 7:10:11 AM jeveret1



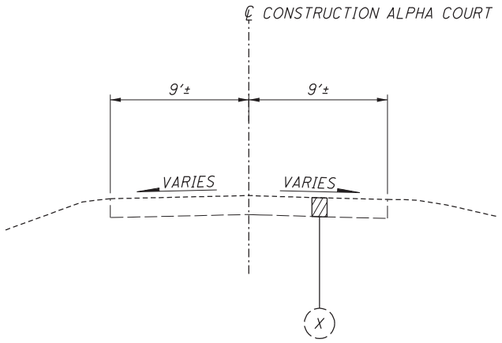
NORMAL SECTION - ALPHA COURT

STA. 148+79.40 TO STA. 149+86.50 = 107.10 FT.

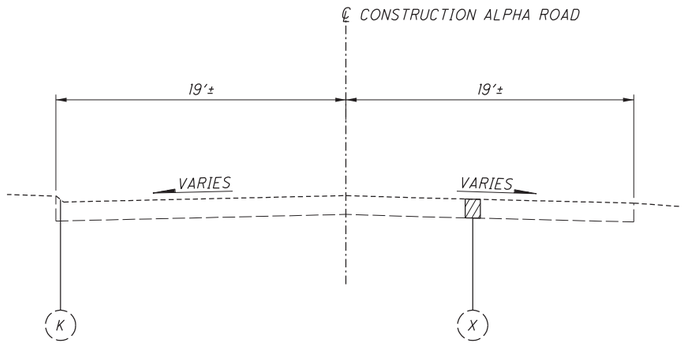


NORMAL SECTION - ALPHA ROAD

STA. 49+50.39 TO STA. 50+59.63 = 109.24 FT.



EXISTING SECTION - ALPHA COURT



EXISTING SECTION - ALPHA ROAD

NOTES:

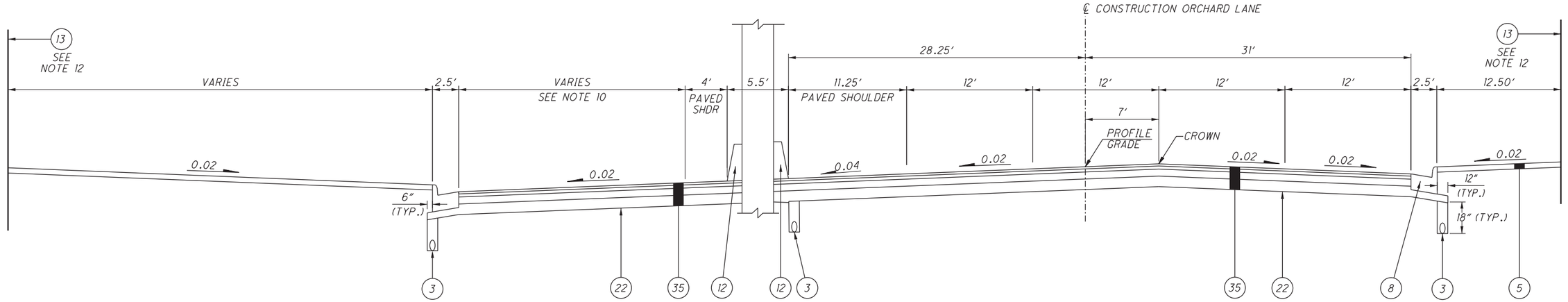
1. FOR LEGEND SEE SHEET NO. X
2. SEE INTERSECTION DETAIL, SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - ALPHA COURT AND ALPHA ROAD

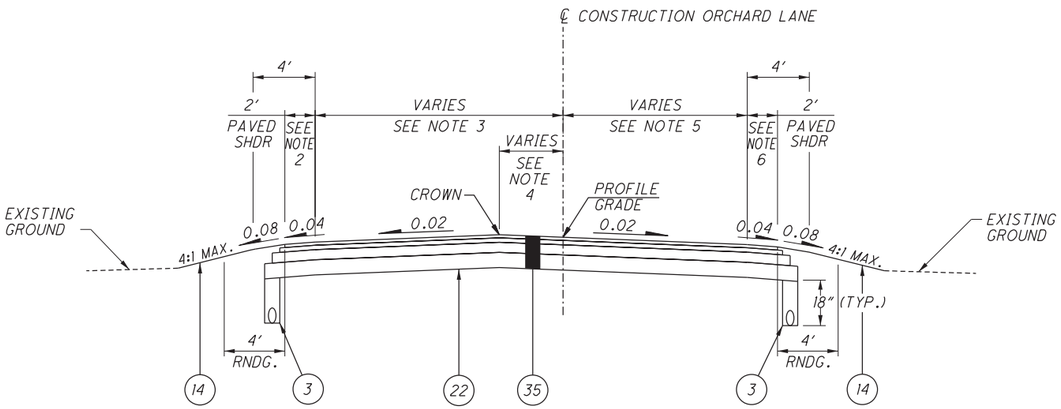
GRE-35-4.26

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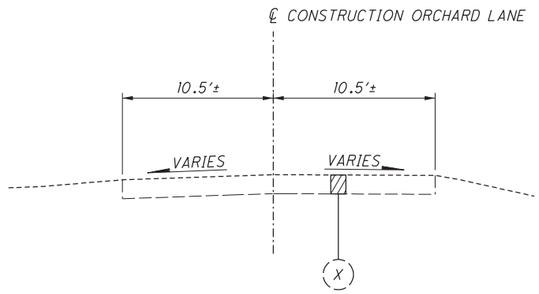
NORMAL SECTION - ORCHARD LANE

STA. 99+45.66 TO STA. 101+00.00 = 154.32 FT.

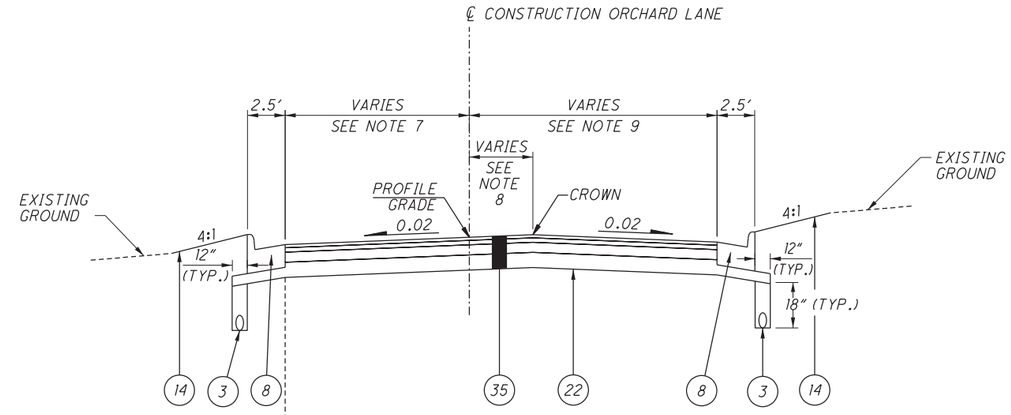


NORMAL SECTION - ORCHARD LANE

STA. 97+10.29 TO STA. 98+38.78 = 128.49 FT.

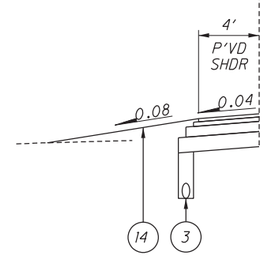


EXISTING SECTION - ORCHARD LANE



NORMAL SECTION - ORCHARD LANE

STA. 98+38.78 TO STA. 99+45.64 = 106.90 FT.
STA. 101+00.00 TO STA. 102+88.71 = 158.71 FT.



STA. 98+38.78 TO STA. 99+45.64

NOTES:

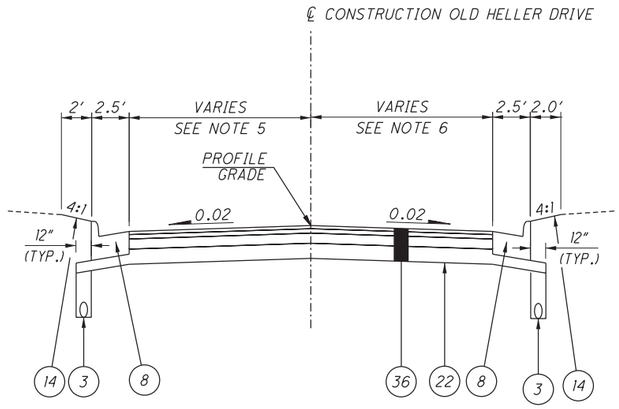
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 1.9′± AT STA. 97+10.29 TO 2′ AT STA. 97+25.00
3. VARIES FROM 21.5′± AT STA. 97+10.29 TO 16.64′ AT STA. 98+11.16
   VARIES FROM 16.64′ AT STA. 98+11.16 TO 19.40′ AT STA. 98+38.78
4. VARIES FROM 4.20′ AT STA. 97+10.29 TO 0′ AT STA. 98+38.78
5. VARIES FROM 15.6′± AT STA. 97+10.29 TO 24.05′ AT STA. 98+38.78
6. VARIES FROM 0.3′± AT STA. 97+10.29 TO 2′ AT STA. 97+52.00
7. VARIES FROM 19.40′ AT STA. 98+38.78 TO 22.68′ AT STA. 98+71.54
   VARIES FROM 15.85′ AT STA. 101+71.73 TO 13.86′ AT STA. 102+88.71
8. VARIES FROM 0′ AT STA. 98+38.78 TO 7′ AT STA. 99+45.66
   VARIES FROM 7′ AT STA. 101+00.00 TO 4.05′ AT STA. 102+88.71
9. VARIES FROM 24.05′ AT STA. 98+38.78 TO 24.55′ AT STA. 98+46.34
   VARIES FROM 28.79′ AT STA. 101+54.86 TO 22.33′ AT STA. 102+88.71
10. VARIES FROM 108.36′ AT STA. 99+75.44 TO 60.41′ AT STA. 100+15.85
    VARIES FROM 60.41′ AT STA. 100+22.43 TO 118.14′ AT STA. 100+79.26
11. SEE INTERSECTION DETAIL SHEET NO. X
12. FOR WALL LIMTS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED
CHECKED

TYPICAL SECTIONS - ORCHARD LANE

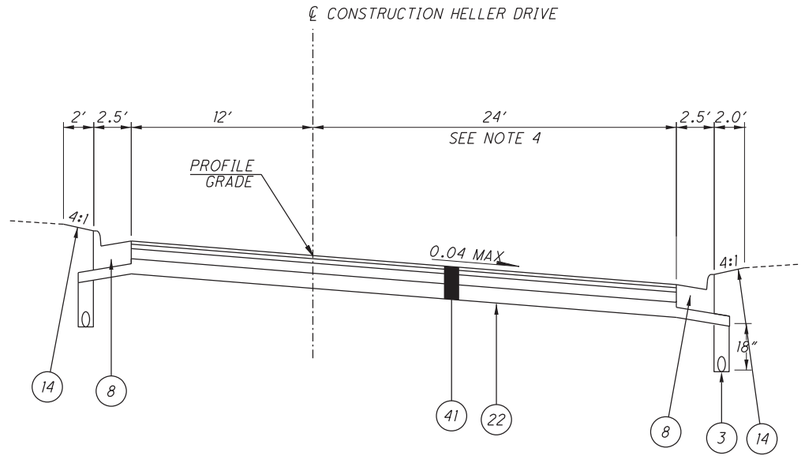
GRE-35-4.26

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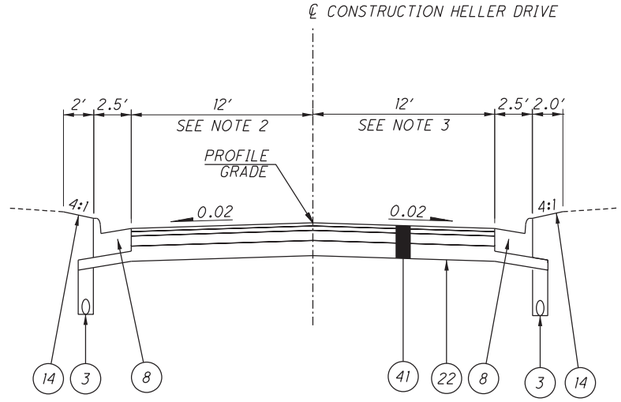
NORMAL SECTION - OLD HELLER DRIVE

STA. 1+30.00 TO STA. 2+87.79 = 157.79 FT.



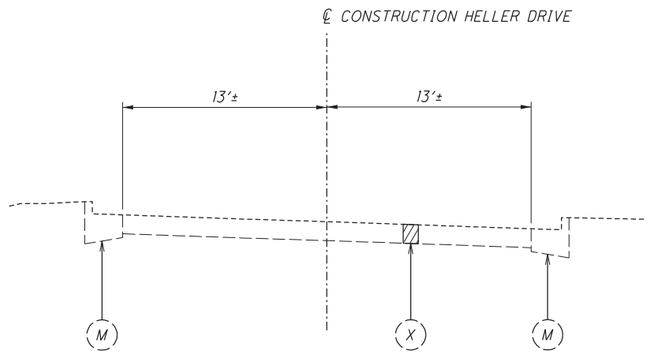
SUPERELEVATED SECTION - HELLER DRIVE

STA. 23+72.04 TO STA. 27+69.73 = 397.69 FT.



NORMAL SECTION - HELLER DRIVE

STA. 22+15.99 TO STA. 23+73.04 = 157.05 FT.
STA. 27+69.73 TO STA. 30+19.84 = 250.11 FT.



EXISTING SECTION - HELLER DRIVE

NOTES:

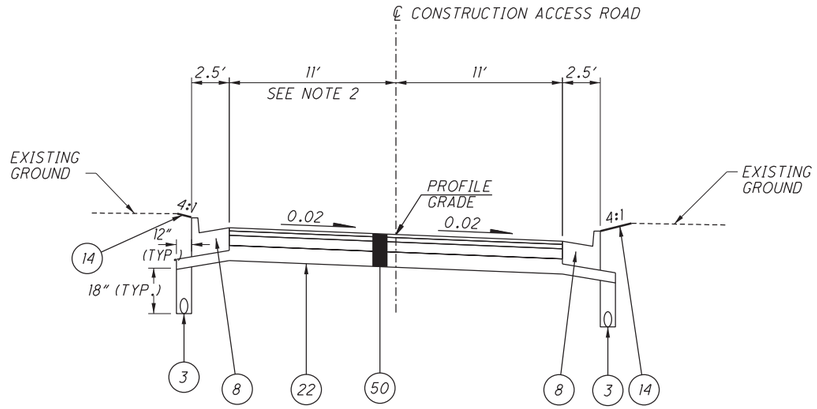
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 12′ AT STA. 29+31.61 TO 14.0′± AT STA. 30+19.84
3. VARIES FROM 20′ AT STA. 22+59.86 TO 12′ AT STA. 23+09.86
   14.02′ FROM STA. 29+21.73 TO STA. 30+19.84
4. 12′ FROM STA. 23+72.04 TO STA. 24+10.54
   VARIES FROM 12′ AT STA. 24+10.54 TO 24′ AT STA. 24+85.54
   VARIES FROM 24′ AT STA. 26+57.23 TO 12′ AT STA. 27+32.23
   12′ FROM STA. 27+32.23 TO STA. 27+69.73
5. VARIES FROM 13.5′± AT STA. 1+30.00 TO 14.19′ AT STA. 2+25.33
6. VARIES FROM 14.3′± AT STA. 1+30.00 TO 13.45′ AT STA. 2+46.37
7. SEE INTERSECTION DETAIL, SHEET NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - HELLER DRIVE AND OLD HELLER DRIVE

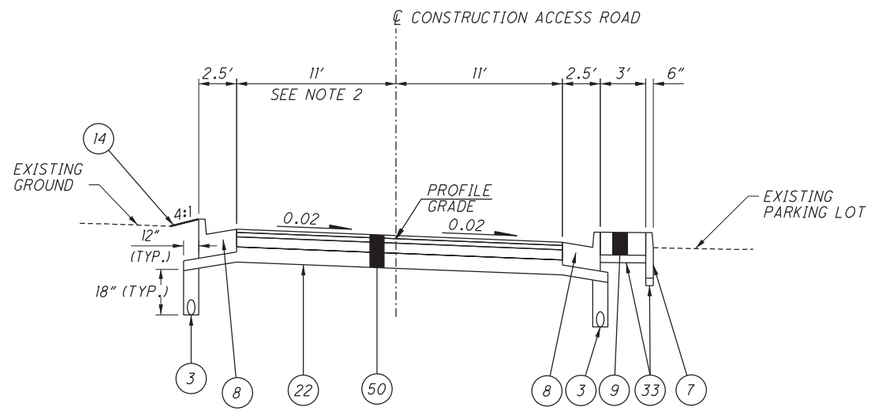
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NORMAL SECTION - ACCESS ROAD

STA. 70+14.67 TO STA. 72+89.53 = 274.86 FT.
STA. 74+15.80 TO STA. 75+28.81 = 113.01 FT.



NORMAL SECTION - ACCESS ROAD

STA. 72+89.53 TO STA. 74+15.80 = 126.27 FT.

NOTES:

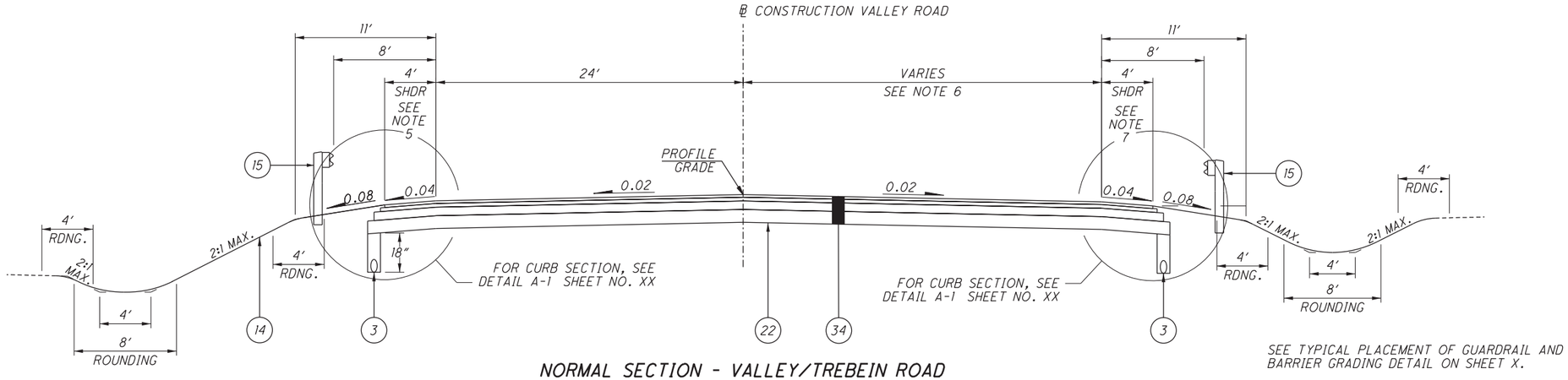
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 11.00′ AT STA. 72+19.17 WIDENING AROUND INTERSECTION, BACK TO 11.00′ AT STA. 73+59.80
3. SEE INTERSECTION DETAIL NO. X

CALCULATED | CHECKED

TYPICAL SECTIONS - ACCESS ROAD

GRE-35-4.26

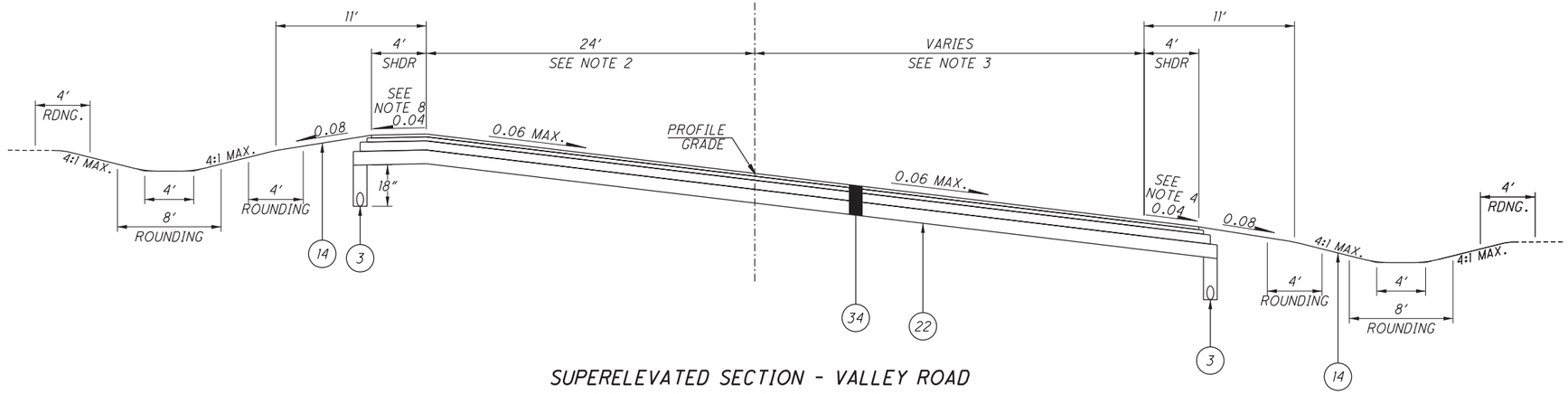
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NORMAL SECTION - VALLEY/TREBEIN ROAD

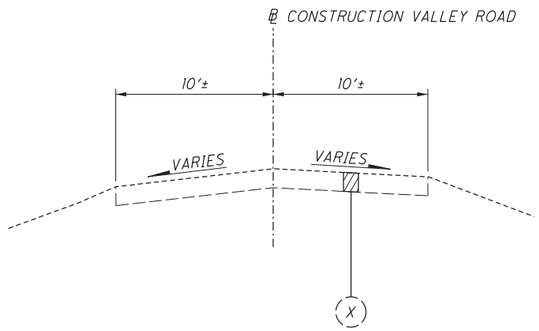
STA. 875+95.45 TO STA. 878+64.25 = 268.80 FT.
STA. 881+04.01 TO STA. 886+82.78 = 578.77 FT.

SEE TYPICAL PLACEMENT OF GUARDRAIL AND BARRIER GRADING DETAIL ON SHEET X.



SUPERELEVATED SECTION - VALLEY ROAD

STA. 862+00.00 TO STA. 875+95.45 = 1395.45 FT.
STA. 886+82.78 TO STA. 897+90.97 = 1108.19 FT.



EXISTING SECTION - VALLEY ROAD

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 10.4′± AT STA. 862+00.00 TO 12′ AT STA. 863+05.00
   12′ FROM STA. 863+05.00 TO STA. 863+61.03
   VARIES FROM 12′ AT STA. 863+61.03 TO 24′ AT STA. 870+81.03
   VARIES FROM 24′ AT STA. 897+43.00 TO 24.33′ AT STA. 897+90.97
3. VARIES FROM 10.3′± AT STA. 862+00.00 TO 12′ AT STA. 863+05.00
   12′ FROM STA. 863+05.00 TO STA. 863+61.03
   VARIES FROM 12′ AT STA. 863+61.03 TO 15.34′ AT STA. 870+00.00
   VARIES FROM 15.34′ AT STA. 870+00.00 TO 27.88′ AT STA. 870+50.00
   VARIES FROM 27.88′ AT STA. 870+50.00 TO 30.81 AT STA. 872+61.22
   VARIES FROM 32.33′ AT STA. 874+42.42 TO 25.20 AT STA. 874+92.63
   VARIES FROM 25.20′ AT STA. 874+92.63 TO 26.92′ AT STA. 875+95.45
   VARIES FROM 5.32′ AT STA. 886+82.78 TO 0′ AT STA. 888+96.11
   0′ FROM STA. 888+96.11 TO STA. 897+90.92
4. 0.04 OR RATE OF SUPERELEVATION, WHICHEVER IS GREATER.
5. VARIES FROM 4′ AT STA. 877+90.00 TO 6′ AT STA. 878+40.00
6. VARIES FROM 26.92′ AT STA. 875+95.45 TO 28′ AT STA. 876+60.63
   VARIES FROM 36.00′ AT STA. 881+45.83 TO 27.74′ AT STA. 881+95.83
   VARIES FROM 27.74′ AT STA. 881+95.83 TO 5.32′ AT STA. 886+82.78
7. VARIES FROM 4′ AT STA. 878+00.00 TO 12′ AT STA. 878+40.00
8. 0.04 OR AS SHOWN ON SUPEREVELATION TABLE, SHEET NO. X
9. SEE SUPERELEVATION TABLE, SHEET NO. X

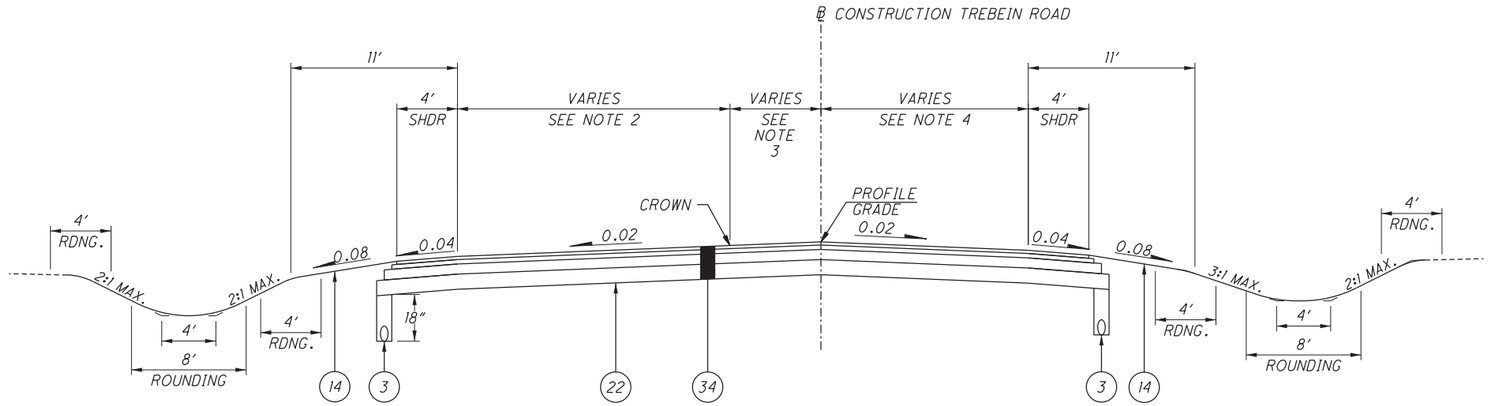
CALCULATED | CHECKED

TYPICAL SECTIONS - VALLEY ROAD

GRE-35-4.26

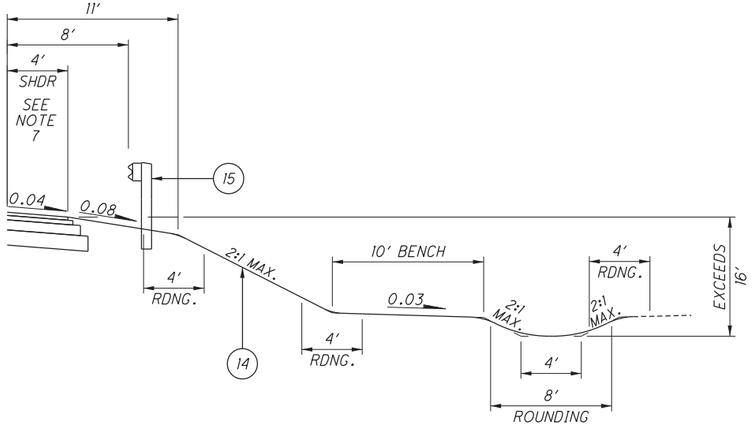
47
876

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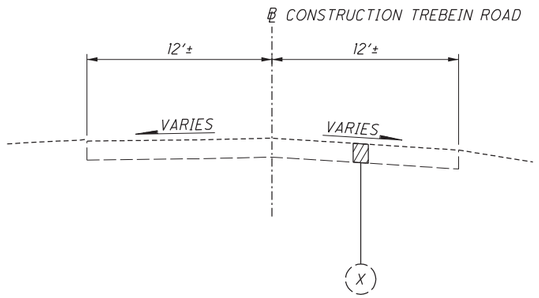


NORMAL SECTION - TREBEIN ROAD

STA. 885+66.37 TO STA. 886+82.78 = 116.41 FT.



TYPICAL PLACEMENT OF GUARDRAIL AND BARRIER GRADING



EXISTING SECTION - TREBEIN ROAD

NOTES:

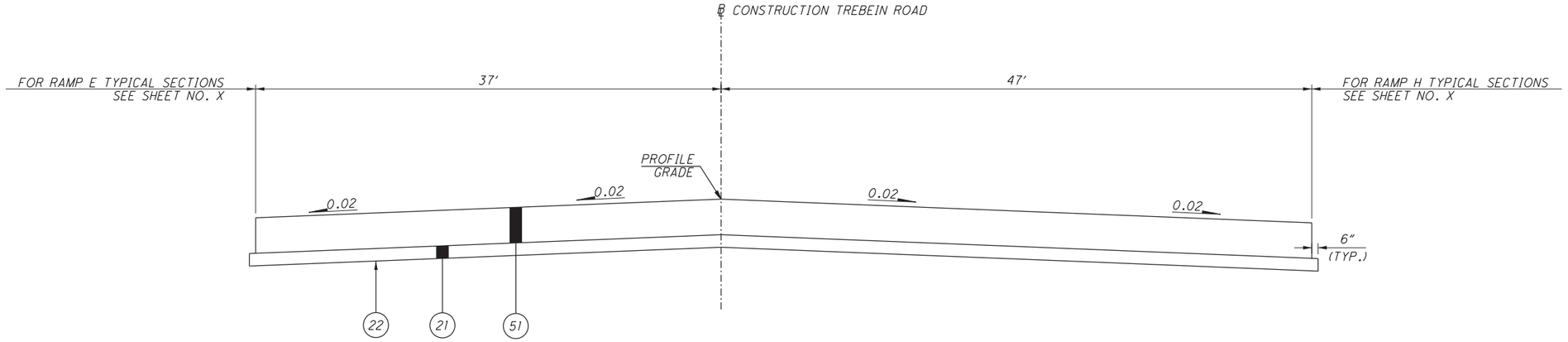
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 24′ AT STA. 885+66.37 TO 17.30′ AT STA. 886+82.78
3. VARIES FROM 0′ AT STA. 885+66.37 TO 6.70′ AT STA. 886+82.78
4. VARIES FROM 12.02′ AT STA. 885+66.37 TO 5.32′ AT STA. 895+82.78

CALCULATED | CHECKED

TYPICAL SECTIONS - TREBEIN ROAD

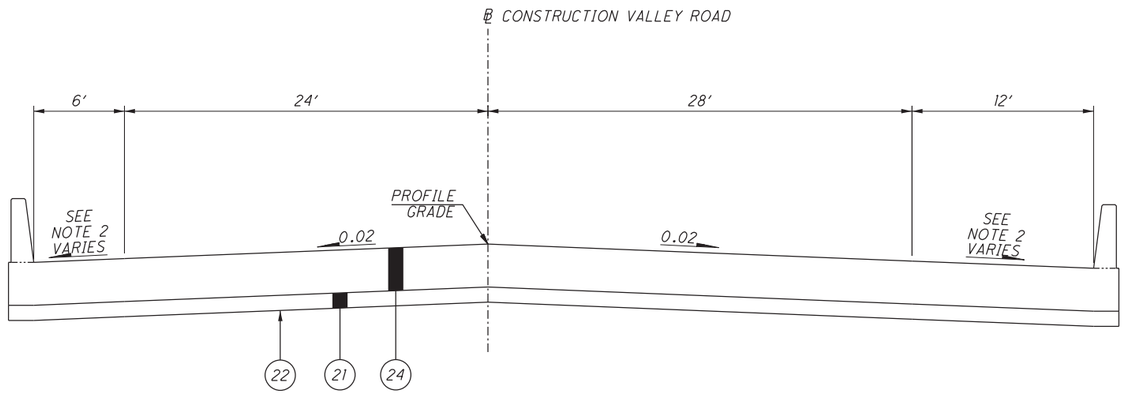
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APPROACH SLAB SECTION AT FORWARD ABUTMENT - TREBEIN ROAD OVER US 35

STA. 880+74.01 TO STA. 881+04.01 = 30.00 FT.



APPROACH SLAB SECTION AT REAR ABUTMENT - VALLEY ROAD OVER US 35

STA. 878+64.25 TO STA. 878+94.25 = 30.00 FT.

NOTES:

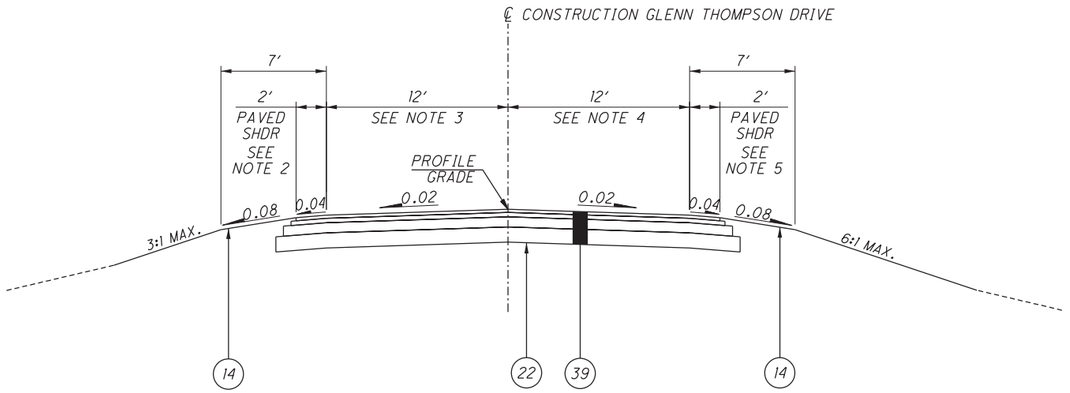
1. FOR LEGEND SEE SHEET NO. X
2. VARIES 0.040 TO 0.020

CALCULATED | CHECKED

APPROACH SLAB TYPICAL SECTIONS - VALLEY / TREBEIN ROAD

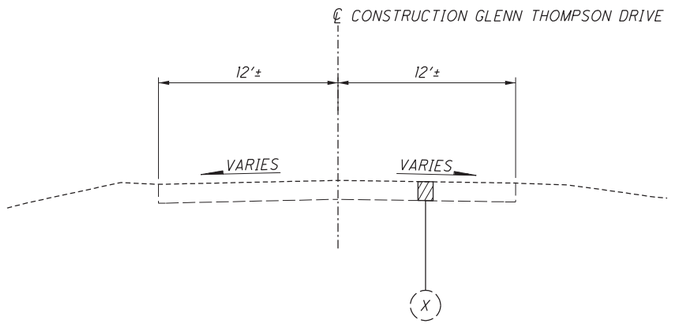
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NORMAL SECTION - GLENN THOMPSON DRIVE

STA. 7+50.00 TO STA. 10+76.00 = 326.00 FT.



EXISTING SECTION - GLENN THOMPSON DRIVE

NOTES:

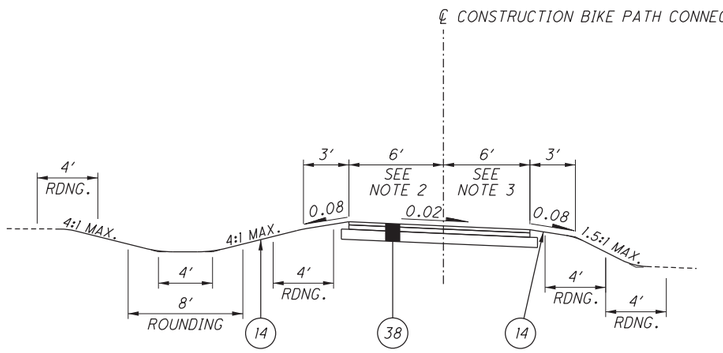
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 0' AT STA. 7+50.00 TO 2' AT STA. 7+60.00
   VARIES FROM 2' AT STA. 9+43.43 TO 4' AT STA. 9+93.43
3. VARIES FROM 12.7'± AT STA. 7+50.00 TO 12' AT STA. 7+60.00
   SEE INTERSECTION DETAIL SHEET NO. X
4. VARIES FROM 12.3'± AT STA. 7+50.00 TO 12' AT STA. 7+60.00
   SEE INTERSECTION DETAIL SHEET NO. X
5. VARIES FROM 0' AT STA. 7+50.00 TO 2' AT STA. 7+60.00
   VARIES FROM 2' AT STA. 9+43.43 TO 4' AT STA. 9+93.43

CALCULATED | CHECKED

TYPICAL SECTIONS - GLENN THOMPSON DRIVE

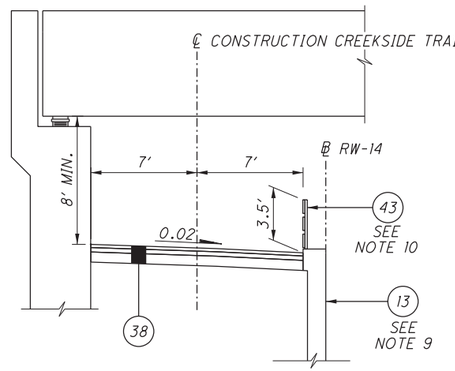
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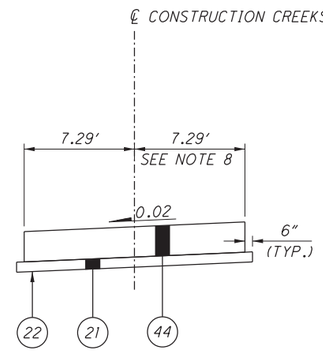
NORMAL SECTION - BIKE PATH CONNECTOR

STA. 1+15.25 TO STA. 3+86.64 = 271.39 FT.



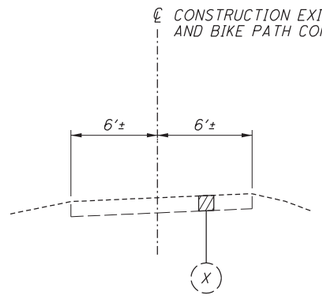
NORMAL SECTION - CREEKSIDE TRAIL

STA. 78+48.00 TO STA. 80+45.06 = 197.06 FT.

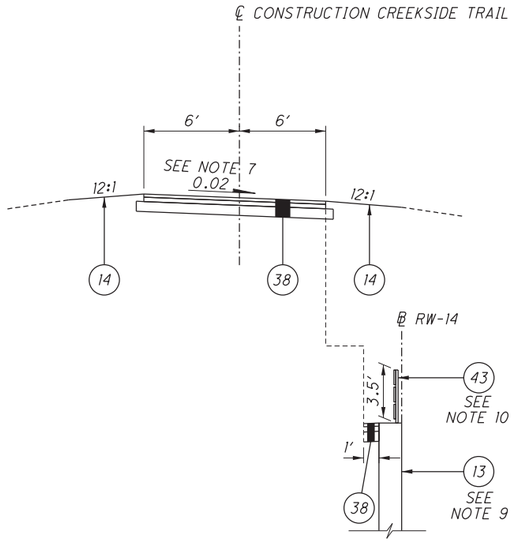


APPROACH SLAB SECTION - CREEKSIDE TRAIL OVER BEAVER CREEK

STA. 81+84.50 TO STA. 81+99.75 = 15.25 FT.
STA. 84+04.25 TO STA. 84+19.25 = 15.00 FT.



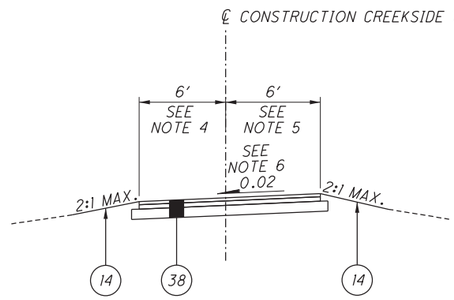
EXISTING SECTION - CREEKSIDE TRAIL AND BIKE PATH CONNECTOR



STA. 78+48.00 TO STA. 78+77.31 = 29.31 FT.
STA. 79+94.64 TO STA. 80+20.00 = 20.36 FT.

NORMAL SECTION - CREEKSIDE TRAIL

STA. 77+11.61 TO STA. 78+78.04 = 165.70 FT.
STA. 79+99.64 TO STA. 81+08.00 = 108.36 FT.



NORMAL SECTION - CREEKSIDE TRAIL

STA. 76+50.00 TO STA. 77+11.61 = 61.61 FT.
STA. 81+08.00 TO STA. 81+84.50 = 76.50 FT.
STA. 84+19.25 TO STA. 85+00.00 = 80.75 FT.

NOTES:

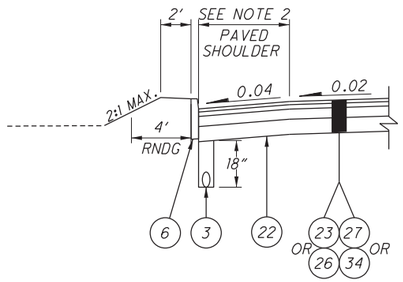
1. FOR LEGEND SEE SHEET NO. X
2. VARIES FROM 6′ AT STA. 3+43.23 TO 4.63′ AT STA. 3+78.46
   VARIES FROM 4.63′ AT STA. 3+78.46 TO 4.9′± AT STA. 3+86.64
3. VARIES FROM 6′ AT STA. 3+43.40 TO 4.47′ AT STA. 3+82.61
   VARIES FROM 4.47′ AT STA. 3+62.61 TO 4.5′± AT STA. 3+86.64
4. VARIES FROM 5.7′± AT STA. 76+50.00 TO 6′ AT STA. 76+55.00
5. VARIES FROM 6.8′± AT STA. 76+50.00 TO 6′ AT STA. 76+55.00
   VARIES FROM 6′ AT STA. 84+95.00 TO 5.9′± AT STA. 85+00.00
6. VARIES FROM 2% AT STA. 76+98.28 TO 0% AT STA. 77+11.61
   VARIES FROM 0% AT STA. 80+08.00 TO 2% AT STA. 81+28.00
7. VARIES FROM 0% AT 77+11.61 TO 2% AT 77+31.61
   VARIES FROM 2% AT 80+88.00 TO 0% AT 81+08.00
8. VARIES FROM 7.33′ AT STA. 81+84.50 TO 7.29′ AT STA. 81+99.70
9. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X
10. SEE STANDARD CONSTRUCTION DRAWING RM-5.2 FOR FENCE DETAILS

CALCULATED | CHECKED

TYPICAL SECTIONS - CREEKSIDE TRAIL AND CONNECTOR

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DETAIL A-10

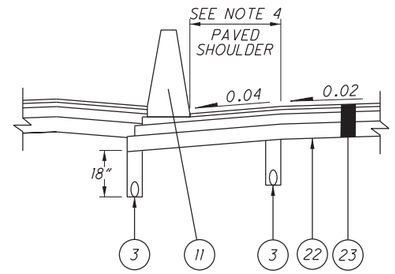
SHOULDER WIDTH AT CURB SECTION

VALLEY ROAD STA. 878+47.20 LT. TO STA. 878+65.35 LT. = 18.15 FT.
VALLEY ROAD STA. 878+44.63 RT. TO STA. 878+62.78 RT. = 18.15 FT. (OPPOSITE HAND)
SHAKERTOWN RD. STA. 130+65.10 LT. TO STA. 130+83.25 LT. = 18.15 FT.
SHAKERTOWN RD. STA. 130+65.10 RT. TO STA. 130+83.25 RT. = 18.15 FT.(OPPOSITE HAND)
SHAKERTOWN RD. STA. 132+55.00 LT. TO STA. 132+73.15 LT. = 18.15 FT.
SHAKERTOWN RD. STA. 132+55.00 RT. TO STA. 132+73.15 RT. = 18.15 FT. (OPPOSITE HAND)
SOUTH FRONTAGE ROAD STA. 801+11.00 RT. TO STA. 801+22.67 RT. = 11.67 FT. (OPPOSITE HAND)
SOUTH FRONTAGE ROAD STA. 804+30.33 LT. TO STA. 804+32.83 LT. = 2.50 FT.
SOUTH FRONTAGE ROAD STA. 806+22.50 RT. TO STA. 806+25.00 RT. = 2.50 FT.
NORTH FRONTAGE ROAD STA. 708+00.00 LT. TO STA. 709+41.87 LT. = 141.87 FT.
FACTORY ROAD STA. 58+10.16 RT. TO STA. 59+05.38 RT. = 95.22 FT. (OPPOSITE HAND)
FACTORY ROAD STA. 59+00.00 LT. TO STA. 59+18.25 LT. = 18.25 FT.
FACTORY ROAD STA. 65+25.00 RT. TO STA. 65+43.18 RT. = 18.18 FT. (OPPOSITE HAND)

DETAIL A-11

SHOULDER WIDTH AT CONCRETE BARRIER TYPE D SECTION

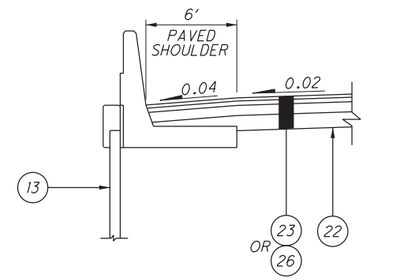
NORTH FRONTAGE ROAD STA. 707+50.00 LT. TO STA. 708+00.00 LT. = 50.00 FT.
FACTORY ROAD STA. 65+00.00 LT. TO STA. 65+25.00 LT. = 25.00 FT.



DETAIL A-12

SHOULDER WIDTH AT CONCRETE BARRIER TYPE C SECTION

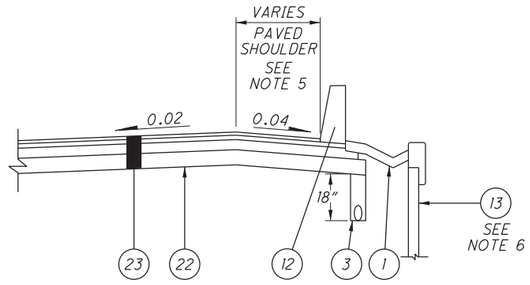
SOUTH FRONTAGE ROAD STA. 807+40.61 LT. TO STA. 815+15.64 LT. = 775.03 FT.
N. FRONTAGE RD. STA. 708+57.15 RT. TO STA. 716+56.34 RT. = 799.19 FT. (OPPOSITE HAND)



DETAIL A-13

SHOULDER WIDTH AT RETAINING WALL SECTION

S. FRONTAGE RD. STA. 804+30.33 RT. TO STA. 806+22.50 RT. = 192.17 FT. (OPPOSITE HAND)
FACTORY RD. STA. 63+87.34 RT. TO STA. 65+25.00 RT. = 137.66 FT. (OPPOSITE HAND)
FACTORY RD. STA. 64+25.61 LT. TO STA. 65+00.00 LT. = 74.39 FT.



DETAIL A-14

SHOULDER WIDTH AT RETAINING WALL SECTION

NORTH FRONTAGE ROAD STA. 707+50.00 RT. TO STA. 708+57.15 RT. = 107.15 FT.

NOTES:

1. FOR LEGEND SEE SHEET NO. X
2. VALLEY ROAD: 6' FROM STA. 878+47.20 LT. TO STA. 878+65.35 LT.
   VALLEY ROAD: 12' FROM STA. 878+44.63 RT. TO STA. 878+62.76 RT.
   SHAKERTOWN ROAD: 6' FROM STA. 130+65.10 LT. TO STA. 130+83.25 LT.
   SHAKERTOWN ROAD: 6' FROM STA. 130+65.00 RT. TO STA. 130+83.25 RT.
   SHAKERTOWN ROAD: 6' FROM STA. 132+55.00 LT. TO STA. 132+73.15 LT.
   SHAKERTOWN ROAD: 6' FROM STA. 132+55.00 RT. TO STA. 132+73.15 RT.
   SOUTH FRONTAGE ROAD: 6' FROM STA. 801+11.00 RT. TO STA. 801+22.67 RT.
   NORTH FRONTAGE ROAD: 4' FROM STA. 708+00.00 LT. TO STA. 709+41.87 LT.
   FACTORY ROAD: 4' FROM STA. 58+10.16 RT. TO STA. 58+97.75 RT.
   FACTORY ROAD: VARIES 4' FROM STA. 58+97.75 LT. TO 4.18' AT STA. 59+05.38 LT.
   FACTORY ROAD: 6' FROM STA. 59+00.00 LT. TO STA. 59+18.25 TT.
   FACTORY ROAD: 6' FROM STA. 65+25.00 RT. TO STA. 65+43.18 RT.
3. N. FRONT. RD.: VARIES FROM 6' AT STA. 707+50.00 LT. TO 4' AT STA. 708+00.00 LT.
   FACTORY ROAD: 6' FROM STA. 65+00.00 LT. TO STA. 65+25.00 LT.
4. S. FRONT. RD.: VARIES FROM 16.98' AT STA. 807+40.61 LT. TO 4' AT STA. 815+15.64 LT.
   N. FRONT. RD.: VARIES FROM 10.74' AT STA. 709+22.13 RT. TO 4' AT STA. 716+56.34 RT.
5. N. FRONT. RD.: VARIES FROM 14.05' AT STA. 707+50.00 RT. TO 8.31' AT STA. 708+57.15 RT.
6. FOR WALL LIMITS, SEE WALL SCHEMATIC PLAN SHEET NO. X

CALCULATED
CHECKED

TYPICAL SECTION - DETAILS

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UTILITIES

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

AT&T COMMUNICATIONS:
5980-G WILCOX PLACE
DUBLIN, OH 43016
CONTACT: MR. ED HUGHES
PHONE: (614) 760-8320

AT&T OHIO:
3233 WOODMAN DRIVE, ROOM 225
KETTERING, OH 45420
CONTACT: MR. JESSE WEAD
PHONE: (937) 296-3894

CITY OF BEAVERCREEK, ENGINEERING DIVISION:
1368 RESEARCH PARK DRIVE
BEAVERCREEK, OH: 45432
CONTACT: MR. JEFF MOORMAN
PHONE: (937) 427-5513

BEAVERCREEK TOWNSHIP:
1981 DAYTON XENIA ROAD
BEAVERCREEK, OH 45434
CONTACT: MR. TIM PARKS
PHONE: (937) 429-4472

CENTURYLINK COMMUNICATIONS (FORMERLY QWEST):
130 WEST SECOND STREET
DAYTON, OH 45402
CONTACT: MR. DENNIS LUDWIG
PHONE: (937) 228-5476

DAYTON POWER & LIGHT:
1900 DRYDEN ROAD
DAYTON, OH 45401
CONTACT: MR. GLEN FISHER
PHONE: (937) 232-3167

ENTERPRISE PRODUCTS OPERATING:
2700 HART ROAD
LEBANON, OH 45036
CONTACT: MR. BOB SAUNDERS
PHONE: (513) 304-0758

GREENE COUNTY SANITARY ENGINEERING:
667 DAYTON XENIA ROAD
XENIA, OH 45385
CONTACT: MR. RAY CUSICK
PHONE: (937) 562-7450

ODOT DISTRICT 8:
505 SOUTH STATE ROUTE 741
PO BOX 272
BUILDING 2801
LEBANON, OH 45036
CONTACT: MS. TAMMY CAMPBELL
PHONE: (513) 933-6694

TIME WARNER CABLE:
275 LEO STREET
DAYTON, OH 45404
CONTACT: MR. TIM KUSS
PHONE: (937) 425-8850

TW TELECOM - DAYTON:
1 SOUTH MAIN STREET
DAYTON, OH 45402
CONTACT: MR. WALTER TRACEY
PHONE: (937) 475-2005

VECTREN OF OHIO:
1335 EAST DAYTON-YELLOW SPRINGS ROAD
FAIRBORN, OH 45324
CONTACT: MR. DON SPEC
PHONE: (937) 312-2533

WINDSTREAM KDL INC.:
929 MARTHA'S WAY
HIAWATHA, IA 50223
CONTACT: MR. STEVE GRITMAN
PHONE: (319) 790-7510

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.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (513) 933-9472 OR EMAIL AT D08.PIO.FORM@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (513) 933-9472 OR EMAIL AT CHRISTOPHER.BASS@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

MAINTENANCE OF TRAFFIC

EITHER FACTORY ROAD OR ORCHARD LANE WILL BE OPEN TO TRAFFIC CROSSING US 35 THROUGHOUT CONSTRUCTION.

HISTORIC SITES

CONSTRUCTION OF THE PROJECT IN THE AREA OF THE HARBEIN INDUSTRIAL COMPLEX (BETWEEN FACTORY ROAD AND BEAVER CREEK) WILL NOT COMMENCE UNTIL THE DRP FIELD WORK IS COMPLETED, AND A MANAGEMENT SUMMARY IS SUBMITTED AND APPROVED BY THE ODOT AND THE OHIO STATE HISTORIC PRESERVATION OFFICE.

AREAS OF THE BEAVER CREEK FLOODPLAIN BEYOND THE PROJECT CONSTRUCTION LIMITS SHALL BE AVOIDED AND PROTECTED FROM ANCILLARY CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO BORROW OR WASTE AREAS.

IMPROVEMENTS PROPOSED IN THE AREA OF ALPHA COURT, NEAR THE HISTORICAL HARBEIN HOUSE, WILL BE LIMITED TO THE CONSTRUCTION LIMITS. NO STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT WILL OCCUR OUTSIDE OF THE PROJECT CONSTRUCTION LIMITS.

ECOLOGICAL

TREE CUTTING WILL OCCUR BETWEEN OCTOBER 1 AND MARCH 30 TO MINIMIZE POTENTIAL IMPACTS TO ENDANGERED BAT SPECIES. IF SUITABLE TREES MUST BE CUT DURING THE PERIOD OF APRIL 1 TO SEPTEMBER 30, A NET SURVEY WILL BE CONDUCTED IN MAY OR JUNE PRIOR TO CUTTING.

NO WORK WILL BE CONDUCTED BELOW THE BANKS OF THE LITTLE MIAMI RIVER. MINOR DREDGING REQUIRED TO MODIFY ROADSIDE DRAINAGE WILL BE CONDUCTED FROM ABOVE THE BANKS OF THE RIVER.

ALL WORKERS WILL BE INSTRUCTED NOT TO HARM OR KILL ANY SNAKES AND TO USE CAUTION.

DRINKING WATER WELL FIELDS

GREENE COUNTY PUBLIC WORKS MAINTAINS DRINKING WATER WELLFIELDS WEST OF THE LITTLE MIAMI RIVER AND WEST OF SHAKERTOWN ROAD. IN ORDER TO MINIMIZE THE POTENTIAL FOR A HAZARDOUS MATERIALS RELEASE IN WELLFIELD AREAS, ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES WILL BE PERFORMED BEYOND THE 1 AND 5 YEAR TRAVEL TIME ZONES OF ALL PUBLIC WATER SUPPLY WELLS IN THE PROJECT AREA. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIAL SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. REFUELING SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. SPILLS OF FUELS, OILS, CHEMICALS OR OTHER MATERIALS THAT COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR. IF A RELEASE IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CONTACT THE BEAVERCREEK FIRE DEPARTMENT AT (937) 426-1213.

PARKS

ACCESS TO THE BEAVERCREEK COMMUNITY PARK AND THE GLENN THOMPSON RESERVE WILL REMAIN OPEN THROUGHOUT CONSTRUCTION.

THE CREEKSIDE TRAIL AND THE TRAIL SPUR IN THE BEAVERCREEK COMMUNITY PARK WILL BE CLOSED DURING CONSTRUCTION AND A DETOUR PROVIDED. THE CONTRACTOR WILL INSTALL APPROPRIATE CLOSURE/DETOUR SIGNS IN AREAS THAT WILL BE VISIBLE TO USERS OF THE TRAILS DURING CONSTRUCTION TO MEET ALL LOCAL SPECIFICATIONS. THE DETOUR FOR BICYCLE TRAFFIC WILL BE SIGNED USING LOCAL STREETS AND OTHER BIKE TRAILS IN THE IMMEDIATE VICINITY, ON A ROUTE APPROVED BY GREENE COUNTY PARKS AND TRAILS AND THE CITY OF BEAVERCREEK. APPROPRIATE SIGNAGE AND NOTICES WILL BE POSTED ON THE TRAILS AT LEAST TWO WEEKS PRIOR TO THE DETOUR.

NO STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT WILL OCCUR OUTSIDE OF THE PROJECT CONSTRUCTION LIMITS WITHIN THE BEAVERCREEK COMMUNITY PARK, THE CREEKSIDE RESERVE, OR THE GLENN THOMPSON RESERVE, OR ALONG THE CREEKSIDE TRAIL.

WATERWAY PERMITS

WATERWAY PERMITS WILL BE OBTAINED BY ODOT BEFORE CONSTRUCTION FROM THE US ARMY CORPS OF ENGINEERS AND THE OHIO EPA. ALL CONDITIONS OF THE WATERWAY PERMITS SHALL BE ADHERED TO THROUGHOUT CONSTRUCTION. THE WATERWAY PERMIT IS INCLUDED IN THE SPECIAL PROVISIONS AND ALL SPECIAL PROVISIONS SET FORTH WITHIN THE PERMIT PACKAGE WILL BE FOLLOWED FOR THE DURATION OF THE PROJECT.

NO WORK WILL BE PERFORMED IN ANY STREAM OR WETLAND BEYOND THE LIMITS OF CONSTRUCTION AS SHOWN ON THE PLANS.

CALCULATED | CHECKED

GENERAL NOTES

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IT IS ASSUMED THE GRE-35-4.26 PROJECT WILL BE LET AS TWO SEPARATE CONTRACTS:

- CONTRACT NO. 1: FACTORY ROAD/ ORCHARD LANE INTERCHANGE CONSTRUCTION
- CONTRACT NO. 2: VALLEY/TREBEIN ROAD INTERCHANGE CONSTRUCTION

CONSTRUCTION OF THE PROJECT HAS BEEN DIVIDED INTO THREE (3) MAJOR CONSTRUCTION STAGES. FOR THIS PROJECT, A "CONSTRUCTION STAGE" DENOTES EACH ANTICIPATED CONSTRUCTION SEASON (YEAR). FOR EXAMPLE, CONSTRUCTION STAGE 2 EQUATES TO THE SECOND CONSTRUCTION SEASON.

A "TRAFFIC PHASE" DENOTES A TRAFFIC SWITCH TO A NEW LOCATION, WITHIN EACH CONSTRUCTION STAGE (TIME PERIOD), WHERE CHANGES IN TRAFFIC PATTERNS AND CONSTRUCTION ACTIVITIES ARE REQUIRED. A CONSECUTIVE NUMBERING SYSTEM IS USED FOR THE TRAFFIC PHASES.

THE ASSUMED CONSTRUCTION STAGING AND TRAFFIC PHASING SCHEMES WOULD REQUIRE SOME SEGMENTS OF THE ROADWAY ON THE SAME ALIGNMENT TO BE CONSTRUCTED IN SEPARATE STAGES AND PHASES. APPROXIMATE ALIGNMENT STATIONS FOR CONSTRUCTION STAGES HAVE BEEN PROVIDED IN THE PLANS. ACTUAL STATIONS SHALL BE APPROVED BY THE ENGINEER.

AN ASSUMED DURATION OF SPECIFIC TRAFFIC CONTROL SET UP AND RELATED CONSTRUCTION ACTIVITIES, AS SHOWN ON THE CONSTRUCTION SCHEDULE, HAS BEEN INCLUDED FOR INFORMATION ONLY. THE CONTRACTOR CAN ELECT TO COMPLETE INDIVIDUAL CONSTRUCTION STAGES AND TRAFFIC PHASES ANY TIME DURING THE PROJECT CONTRACT, PROVIDED THE PREREQUISITES HAVE BEEN MET, AND INTERIM AND FINAL COMPLETION DATES ARE MET.

PLACE FINAL PAVEMENT MARKINGS ON FINAL ROADWAY PAVEMENT SURFACE COURSE. IN INSTANCES WHERE WORK ZONE PAVEMENT MARKINGS ARE REQUIRED FOR MAINTAINING TRAFFIC, THEY SHALL BE PLACED ON INTERMEDIATE SURFACE COURSES, AS NOTED ON THE PLANS, OR OTHERWISE APPROVED BY THE ENGINEER. TEMPORARY TAPE SHALL BE USED FOR MAINTENANCE OF TRAFFIC ON THE FINAL ROADWAY PAVEMENT AND ON BRIDGE DECKS.

THE FOLLOWING NOTES AND THE SCHEMATIC PLANS, SUMMARIZE THE SEQUENCE OF CONSTRUCTION (CONSTRUCTION STAGES AND TRAFFIC PHASES). THESE NOTES HAVE BEEN DEVELOPED IN THE FOLLOWING TEXT OUTLINE:

- OBJECTIVE(S) THIS TRAFFIC PHASE
- TRAFFIC ROUTING THIS PHASE
- ROADWAY CLOSED THIS PHASE
- REMOVAL/DEMOLITION THIS PHASE
- CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
  - TEMPORARY ROADWAY (DIVERSIONS)
  - TEMPORARY WALLS
  - PERMANENT ROADWAY
  - PERMANENT BRIDGES
  - PERMANENT RETAINING WALLS
- CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE
  - TEMPORARY ROADWAY (DIVERSIONS)
  - TEMPORARY WALLS
  - PERMANENT ROADWAY
  - PERMANENT BRIDGES
  - PERMANENT RETAINING WALLS

CONSTRUCTION STAGE 1

FIRST CONSTRUCTION SEASON – OBJECTIVES:

- OPEN FACTORY ROAD
- OPEN FACTORY ROAD INTERCHANGE BY FIRST QUARTER OF SECOND CONSTRUCTION SEASON

TRAFFIC PHASE 1

TRAFFIC ROUTING – ALL TRAFFIC ON EXISTING FACILITIES EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:

- MAINTAIN LOCAL ACCESS ON EXISTING FACTORY ROAD (NORTH OF US 35)
- MAINTAIN LOCAL ACCESS ON EXISTING FACTORY ROAD (SOUTH OF YELLOW BRICK ROAD)

CLOSED TO TRAFFIC:

- EXISTING FACTORY ROAD (BETWEEN YELLOW BRICK ROAD AND THE BEAVERCREEK COMMUNITY PARK
- US 35/FACTORY RD INTERSECTION (LT & RT TURNS)

DETOUR/DIVERSION ROUTE:

- SIGN TO USE DAYTON XENIA ROAD AT FACTORY ROAD (NORTH OF US 35)
- SIGN TO USE YELLOW BRICK ROAD AT FACTORY ROAD (SOUTH OF US 35)
- SIGN TO USE INDIAN RIPPLE ROAD (SOUTH OF US 35)
- SIGN TO USE ORCHARD LANE AT US 35

FACTORY ROAD/ORCHARD LANE INTERCHANGE AREA

CONSTRUCTION CRITICAL TO TRAFFIC PHASE 1B

PERMANENT ROADWAY CONSTRUCTION

- FACTORY ROAD STA 44+00 TO 66+25
- CREEKSIDE TRAIL

PERMANENT BRIDGE CONSTRUCTION

- B-1: FACTORY ROAD OVER US 35
- B-2: FACTORY ROAD OVER BEAVER CREEK
- B-4: BIKE PATH OVER BEAVER CREEK
- B-13: FACTORY ROAD OVER RELIEF CULVERT

PERMANENT RETAINING WALL CONSTRUCTION

- RW-1: US 35/FACTORY RD
- RW-2: FACTORY ROAD
- RW-5: FACTORY ROAD
- RW-6: FACTORY ROAD
- RW-14: CREEKSIDE TRAIL

CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE

PERMANENT ROADWAY CONSTRUCTION

- RAMP A: STA 326+00 TO 355+50
- RAMP B: STA 427+00 TO 435+00
- NORTH FRONTAGE ROAD: STA 701+25 TO 709+75
- SOUTH FRONTAGE ROAD: STA 801+00 TO 807+00
- SHAKERTOWN ROAD: STA 105+25 TO 125+50

PERMANENT BRIDGE CONSTRUCTION

- B-5: NORTH FRONTAGE ROAD OVER BEAVER CREEK
- B-7: SOUTH FRONTAGE ROAD OVER BEAVER CREEK
- B-14: SHAKERTOWN ROAD OVER RELIEF CULVERT

PERMANENT RETAINING WALL CONSTRUCTION

- RW-2: RAMP A
- RW-3: NORTH FRONTAGE ROAD/US 35
- RW-4: SOUTH FRONTAGE ROAD

TRAFFIC PHASE 1A

OBJECTIVE: COMPLETE FACTORY ROAD CONSTRUCTION AND OPEN TO TRAFFIC

TRAFFIC ROUTING – SAME AS IN TRAFFIC PHASE 1 EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:

- MAINTAIN LOCAL ACCESS ON ALPHA BELLBROOK ROAD

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SEQUENCE OF CONSTRUCTION NOTES

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CLOSED TO TRAFFIC:

- ALPHA-BELLBROOK ROAD (BETWEEN EXISTING FACTORY ROAD AND STA 32+00

DETOUR/DIVERSION ROUTE:

- SIGN FOR ALPHA-BELLBROOK ROAD THRU TRAFFIC TO USE EXISTING FACTORY ROAD (BETWEEN YELLOW BRICK ROAD AND INDIAN RIPPLE ROAD)

CONSTRUCTION CRITICAL TO TRAFFIC PHASE 1B

PERMANENT ROADWAY CONSTRUCTION

FACTORY ROAD - NORTH OF US 35

STEP 1 – MAINTAIN LOCAL ACCESS

- FACTORY ROAD – STA 66+25 TO 68+50 RT

STEP 2 - MAINTAIN LOCAL ACCESS

- FACTORY ROAD – STA 66+25 TO 68+50 LT

FACTORY ROAD/ALPHA BELLBROOK RD– SOUTH OF US 35

STEP 1

- FACTORY ROAD – STA 36+00 TO 44+00

STEP 2

- FACTORY ROAD – STA 33+00 TO 36+00 RT

STEP 3

- FACTORY ROAD – STA 33+00 TO 36+00 LT

TRAFFIC PHASE 1B

OBJECTIVE: COMPLETE SHAKERTOWN ROAD EXTENSION

TRAFFIC ROUTING

OPEN TO TRAFFIC:

- NEWLY CONSTRUCTED FACTORY RD (THRU TRAFFIC WITH NO DIRECT CONNECTION TO/FROM US 35)

CLOSED TO TRAFFIC:

- US 35/FACTORY RD INTERSECTION (LT & RT TURNS)

DETOUR/DIVERSION ROUTE:

- SAME AS IN TRAFFIC PHASE 1

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE

PERMANENT ROADWAY CONSTRUCTION

- SHAKERTOWN ROAD EXTENSION

PERMANENT BRIDGE CONSTRUCTION

- B-14: SHAKERTOWN RD OVER RELIEF CULVERT

TRAFFIC PHASE 1C

OBJECTIVE: TEMPORARY PAVEMENT INSTALLATION ON US 35 MEDIAN (PRE-STAGE FOR STAGE 2 CONSTRUCTION)

TRAFFIC ROUTING – ALL TRAFFIC ON AS SHOWN IN PHASE 1B EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:

- NEWLY CONSTRUCTED FACTORY RD (THRU TRAFFIC WITH NO DIRECT CONNECTION TO/FROM US 35)
- SHAKERTOWN RD EXTENSION
- SHIFT US 35 TRAFFIC, WEST OF FACTORY ROAD, FOR TEMPORARY PAVEMENT INSTALLATION

CLOSED TO TRAFFIC:

- US 35/FACTORY RD INTERSECTION (LT & RT TURNS)
- US 35/ SHAKERTOWN ROAD INTERSECTION

DETOUR/DIVERSION ROUTE:

- SAME AS IN PHASE 1

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE

TEMPORARY ROADWAY (DIVERSIONS)

- DIVERSION NO. 1 – US 35 MEDIAN WIDENING – STA 213+00 TO STA 225+25; STA 226+25 TO STA 230+75
- CUL-DE-SAC AT EXISTING SHAKERTOWN ROAD

END OF FIRST CONSTRUCTION SEASON

TRAFFIC SHIFTS ARE NOT ALLOWED DURING WINTER

CONSTRUCTION AVAILABLE DURING WINTER MONTHS

ALL WORK COMMENCED DURING STAGE 1

CONSTRUCTION STAGE 2

SECOND CONSTRUCTION SEASON – OBJECTIVES

- OPEN FACTORY ROAD INTERCHANGE BY FIRST QUARTER OF SECOND CONSTRUCTION SEASON
- OPEN ORCHARD LANE INTERCHANGE

TRAFFIC PHASE 2

TRAFFIC ROUTING – ALL TRAFFIC ON EXISTING FACILITIES EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:

- SHIFT US 35 TRAFFIC, EAST OF FACTORY ROAD, FOR TEMPORARY PAVEMENT INSTALLATION (REBUILD EXISTING OUTSIDE SHOULDER AND PAVEMENT WIDENING)
- NEWLY CONSTRUCTED FACTORY RD (THRU TRAFFIC WITH NO DIRECT CONNECTION TO/FROM US 35)
- SHAKERTOWN ROAD EXTENSION
- CUL-DE-SAC AT EXISTING SHAKERTOWN ROAD

CONSTRUCTION CRITICAL TO TRAFFIC PHASE 3

TEMPORARY ROADWAY (DIVERSIONS)

- DIVERSION NO. 2 – US 35 OUTSIDE SHOULDER/PAVEMENT WIDENING – STA 197+25 TO STA 220+50 LT
- DIVERSION NO. 2A – US 35 OUTSIDE SHOULDER/ PAVEMENT WIDENING – STA 197+25 TO STA 220+50 RT

PERMANENT ROADWAY CONSTRUCTION

- RAMP A: STA 322+25 TO 335+50
- RAMP B: STA 422+25 TO 435+00
- NORTH FRONTAGE ROAD: STA 701+25 TO 709+75
- SOUTH FRONTAGE ROAD: STA 801+00 TO 807+00
- SOUTH FRONTAGE ROAD/ALPHA ROAD INTERSECTION (ASSUMED DURATION: 10 CALENDAR DAYS)

PERMANENT BRIDGE CONSTRUCTION

- B-5: NORTH FRONTAGE ROAD OVER BEAVER CREEK
- B-7: SOUTH FRONTAGE ROAD OVER BEAVER CREEK
- B-12: US 35 OVER RELIEF CULVERT (LT & RT)

PERMANENT RETAINING WALL CONSTRUCTION

- RW-2: RAMP A
- RW-3: NORTH FRONTAGE ROAD/US 35
- RW-4: SOUTH FRONTAGE ROAD
- RW-14: CREEKSIDE TRAIL

TRAFFIC PHASE 2A

OBJECTIVES:

- INSTALL TEMPORARY PAVEMENT (SHOULDER WIDENING) ON US 35 AT ORCHARD LANE (PRE-STAGE FOR PHASE 2B)
- INSTALL TEMPORARY PAVEMENT ON NORTH FRONTAGE ROAD (PRE-STAGE FOR PHASE 2B

TRAFFIC ROUTING – ALL TRAFFIC AS SHOWN IN PHASE 2 EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:

- SOUTH FRONTAGE ROAD/ALPHA ROAD INTERSECTION
- SHIFT US 35 TRAFFIC, WEST OF FACTORY ROAD, FOR TEMPORARY PAVEMENT INSTALLATION (REBUILD EXISTING OUTSIDE SHOULDER AND PAVEMENT WIDENING)

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SEQUENCE OF CONSTRUCTION NOTES

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CLOSED TO TRAFFIC:
- ALPHA RD AND US 35 INTERSECTION (NORTH OF US 35)

DETOUR/DIVERSION ROUTE:
- SIGN ALPHA ROAD TO USE HELLER DR
- SIGN US 35 TO USE ORCHARD LANE

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE

TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 3 – NORTH FRONTAGE ROAD – STA 709+50 TO STA 712+00
- DIVERSION NO. 3A – US 35 OUTSIDE EXISTING SHOULDER RECONSTRUCTION – STA 255+50 TO STA 275+25 LT

TRAFFIC PHASE 2B

OBJECTIVE: INSTALL TEMPORARY PAVEMENT ON US 35 MEDIAN (PRE-STAGE FOR PHASE 3)

TRAFFIC ROUTING – ALL TRAFFIC AS SHOWN IN PHASE 2A EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:
- SHIFT US 35 TRAFFIC, EAST OF FACTORY ROAD, FOR TEMPORARY PAVEMENT INSTALLATION ON US 35 MEDIAN WIDENING

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE

TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 4 – US 35 STA 246+75 TO STA287+25 (MEDIAN WIDENING)

TRAFFIC PHASE 3

OBJECTIVE: COMPLETE SOUTH FRONTAGE ROAD AND RAMP C

TRAFFIC ROUTING

OPEN TO TRAFFIC:
- US 35 WB SHIFTED TO RAMP A/NORTH FRONTAGE ROAD
- US 35 EB SHIFTED TO RAMP B/SOUTH FRONTAGE ROAD AND EXISTING US 35 WB LANES
- FACTORY ROAD
- SHAKERTOWN ROAD EXTENSION
- ORCHARD LANE ON EXISTING FACILITIES. INSTALL TEMPORARY TRAFFIC SIGNALS
- TEXAS U-TURN AT FACTORY ROAD
- ALPHA ROAD AT US 35 INTERSECTION (SOUTH OF US 35)

CLOSED TO TRAFFIC:
- ALPHA ROAD AT US 35 INTERSECTION (NORTH OF US 35)

DETOUR/DIVERSION ROUTE:
- SIGN TO USE DAYTON XENIA ROAD AT FACTORY ROAD (NORTH OF US 35)
- SIGN TO USE HELLER DR VIA ORCHARD LANE AT US 35

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE

TEMPORARY ROADWAY CONSTRUCTION
- DIVERSION NO. 5A: SOUTH FRONTAGE RD CONNECTION TO ORCHARD LANE
- DIVERSION NO. 5B : RAMP C CONNECTION TO ORCHARD LANE

PERMANENT ROADWAY CONSTRUCTION
- SOUTH FRONTAGE ROAD - STA 809+50 TO STA 827+25
- RAMP C – STA 565+00 TO STA 587+00
- US 35 – STA 275+00 TO STA 287+00 RT

PERMANENT RETAINING WALL CONSTRUCTION
- RW-8: SOUTH FRONTAGE RD LT
- RW-9: RAMP C LT
- RW-10: RAMP C RT

CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE

TEMPORARY ROADWAY CONSTRUCTION
- DIVERSION 6: US 35 STA 198+00 TO STA 202+50 (MEDIAN)

TEMPORARY RETAINING WALL CONSTRUCTION
- TW-1: US 35 MEDIAN
- TW-2: US 35 MEDIAN

PERMANENT ROADWAY CONSTRUCTION
- US 35: STA 202+50 TO STA 245+00 (MEDIAN)
- US 35: STA 251+00 TO STA 275+00 RT

PERMANENT BRIDGE CONSTRUCTION
- B-12: US 35 OVER RELIEF CULVERT (MEDIAN)
- B-6: US 35 OVER BEAVER CREEK
- B-8: US 35 EB OVER ORCHARD LANE

TRAFFIC PHASE 4

OBJECTIVES: COMPLETE THE FOLLOWING SEGMENTS OF ROADWAY TO FACILITATE CROSSOVER OF US 35 WB TO EB LANES:
- US 35 STA 202+50 TO STA 247+00
- US 35: STA 247+00 TO STA 275+00 RT
- B-8: US 35 EB OVER ORCHARD LANE

TRAFFIC ROUTING

OPEN TO TRAFFIC:
- MAINTAIN US 35 WB ON RAMP A/NORTH FRONTAGE ROAD
- US 35 EB SHIFTED TO RAMP B/SOUTH FRONTAGE ROAD/RAMP C
- MAINTAIN LOCAL STREETS TRAFFIC AS SHOWN IN TRAFFIC PHASE 3

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE

TEMPORARY ROADWAY CONSTRUCTION
- DIVERSION NO. 5C: US 35 WB CROSSOVER CONNECTION
- DIVERSION NO. 6: US 35 STA 198+00 TO STA 202+50 (MEDIAN)

TEMPORARY RETAINING WALL CONSTRUCTION
- TW-1: US 35 MEDIAN
- TW-2: US 35 MEDIAN

PERMANENT ROADWAY CONSTRUCTION
- US 35: STA 202+50 TO STA 247+00 (MEDIAN)
- US 35: STA 247+00 TO STA 275+00 RT

PERMANENT BRIDGE CONSTRUCTION
- B-12: US 35 OVER RELIEF CULVERT (MEDIAN)
- B-6: US 35 OVER BEAVER CREEK
- B-8: US 35 EB OVER ORCHARD LANE

TRAFFIC PHASE 5

OBJECTIVES:
- COMPLETE NORTH FRONTAGE ROAD EXTENSION
- COMPLETE US 35 WEST OF FACTORY ROAD

TRAFFIC ROUTING

OPEN TO TRAFFIC:
- MAINTAIN US 35 WB ON RAMP A/NORTH FRONTAGE ROAD
- CROSSOVER US 35 WB TO USE US 35 EB LANES BETWEEN ALPHA ROAD AND STA 287+00
- CONTINUE TO MAINTAIN US 35 EB VIA SOUTH FRONTAGE ROAD/RAMP C AS SHOWN IN TRAFFIC PHASE 4
- CONTINUE TO MAINTAIN LOCAL STREETS TRAFFIC PER TRAFFIC PHASE 3 EXCEPT RESTRICT EXISTING HELLER DR TO 1-LANE (STA 719+00 TO 727+75 LT)

REMOVAL/DEMOLITION THIS PHASE

DIVERSION NOS. 2 & 2A: US 35 STA 197+00 TO STA 320+25

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SEQUENCE OF CONSTRUCTION NOTES

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CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
TEMPORARY ROADWAY CONSTRUCTION
- DIVERSION 5D: NORTH FRONTAGE ROAD CONNECTION AT ORCHARD LANE

PERMANENT ROADWAY CONSTRUCTION
- US 35: STA 202+50 TO STA 245+00 (OUTSIDE LT & RT)
- NORTH FRONTAGE ROAD: STA 709+75 TO STA 727+75
- HELLER DR TO GAS STATION (PARTIAL)

PERMANENT RETAINING WALL CONSTRUCTION
- RW-8B: SOUTH FRONTAGE RD/US 35 WB

CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE
TEMPORARY RETAINING WALL CONSTRUCTION
- TW-3: US 35 WB AT ORCHARD LANE

PERMANENT ROADWAY CONSTRUCTION
- US 35: STA 251+00 TO STA 287+00 (MEDIAN)
- RAMP D

PERMANENT BRIDGE CONSTRUCTION
- B-8: US 35 WB OVER ORCHARD LANE

PERMANENT RETAINING WALL CONSTRUCTION
- RW-9B: RAMP D/US 35 WB
- RW-11: RAMP D/HELLER DR

TRAFFIC PHASE 5, STEP 2

OBJECTIVE:
- COMPLETE HELLER DR TO GAS STATION
- COMPLETE RECONSTRUCTION OF EXISTING DRIVEWAYS AT NORTH FRONTAGE ROAD (HELLER DRIVE)
- COMPLETE ALPHA ROAD/HELLER DR INTERSECTION

TRAFFIC ROUTING
OPEN TO TRAFFIC
- RESTRICT EXISTING HELLER DR TO 1-LANE (STA 709+75 TO 727+75)
- NORTH FRONTAGE ROAD (RESTRICT TO 1-LANE TO COMPLETE DRIVEWAYS OFF OF NORTH FRONTAGE ROAD (HELLER DR). CLOSURE OF EXISTING DRIVEWAY IS PERMITTED PROVIDED NO MORE THAN ONE DRIVEWAY IS CLOSED AT A TIME, AND LOCAL ACCESS IS PROVIDED OFF OF THE NORTH FRONTAGE ROAD (HELLER DR) AT ALL TIMES

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
- ALPHA RD/HELLER DR INTERSECTION (NORTH OF US 35)
- DRIVEWAY AT NORTH FRONTAGE ROAD STA 715+50 LT
- DRIVEWAY AT NORTH FRONTAGE ROAD STA 718+50 LT
- DRIVEWAY AT NORTH FRONTAGE ROAD STA 721+75 LT

END OF SECOND CONSTRUCTION SEASON

TRAFFIC SHIFTS ARE NOT ALLOWED DURING WINTER

CONSTRUCTION AVAILABLE DURING WINTER MONTHS
ALL WORK COMMENCED DURING STAGE 2

CONSTRUCTION STAGE 3

THIRD CONSTRUCTION SEASON – OBJECTIVES
- COMPLETE US 35 RECONSTRUCTION
- RECONSTRUCT ORCHARD LANE
- OPEN HELLER DRIVE EXTENSION

TRAFFIC PHASE 5A

OBJECTIVES:
- COMPLETE US 35 STA 247+00 TO 287+00 LT
- COMPLETE RAMP D

TRAFFIC ROUTING
OPEN TO TRAFFIC:
- US 35 WB ON WB LANES (WEST OF FACTORY RD)
- RAMP A
- ALPHA RD/US 35 INTERSECTION (SOUTH OF US 35)
- ALPHA RD/US 35 INTERSECTION (NORTH OF US 35)
- NORTH FRONTAGE ROAD (HELLER DR)
- CONTINUE TO MAINTAIN US 35 EB VIA SOUTH FRONTAGE RD/RAMP C PER TRAFFIC PHASE 4

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
TEMPORARY ROADWAY CONSTRUCTION
- DIVERSION 5E: RAMP D CONNECTION AT ORCHARD LANE

PERMANENT ROADWAY CONSTRUCTION
- US 35: STA 247+00 TO STA 262+90 LT
- US 35: STA 265+25 TO STA 287+00 LT
- RAMP D
- ALPHA RD/HELLER DR INTERSECTION (NORTH OF US 35)
- DRIVEWAY AT NORTH FRONTAGE ROAD STA 715+50 LT
- DRIVEWAY AT NORTH FRONTAGE ROAD STA 718+50 LT
- DRIVEWAY AT NORTH FRONTAGE ROAD STA 721+75 LT

PERMANENT BRIDGE CONSTRUCTION
- B-8: US 35 WB OVER ORCHARD LANE

PERMANENT RETAINING WALL CONSTRUCTION
- RW-9B: RAMP D/US 35 WB
- RW-11: RAMP D/HELLER DR

TRAFFIC PHASE 5B

OBJECTIVE: COMPLETE US 35 STA 262+90 TO 287+00 MEDIAN

TRAFFIC ROUTING
OPEN TO TRAFFIC:
- US 35 WB ON WB LANES (WEST OF FACTORY ROAD)
- US 35 EB ON EB LANES
- RAMP A
- NORTH FRONTAGE ROAD
- RAMP D
- RAMP B
- SOUTH FRONTAGE ROAD
- RAMP C
- ALPHA RD (NORTH OF US 35)
- ALPHA RD (SOUTH OF US 35)
- FACTORY ROAD
- SHAKERTOWN ROAD EXTENSION
- ORCHARD LANE ON EXISTING FACILITIES

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- US 35: STA 262+90 TO STA 287+00 MEDIAN

PERMANENT BRIDGE CONSTRUCTION
- B-8: US 35 MEDIAN OVER ORCHARD LANE

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SEQUENCE OF CONSTRUCTION NOTES

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TRAFFIC PHASE 6

OBJECTIVE: COMPLETE ORCHARD LANE

TRAFFIC ROUTING
- ALL TRAFFIC ONTO FINAL ALIGNMENT, EXCEPT AT ORCHARD LANE

OPEN TO TRAFFIC:
- ORCHARD LANE ON EXISTING FACILITY
- HELLER DR ON EXISTING FACILITY
- TEXAS U-TURN AT ORCHARD LANE

PHASE 6, STEP 1

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- HELLER DRIVE EXTENSION STA 22+16 TO STA 29+16
- DRIVEWAY AT STA 106+50 LT

PHASE 6, STEP 2

TRAFFIC ROUTING
OPEN TO TRAFFIC:
- HELLER DRIVE EXTENSION
- RESTRICT ORCHARD TO 1-LANE (SOUTHBOUND) BETWEEN HELLER DR AND STA 97+00
- TEXAS U-TURN AT ORCHARD LANE
- RESTRICT SOUTH FRONTAGE ROAD/RAMP C TO 1-LANE TO COMPLETE INTERSECTION (NIGHT TIME WORK)

DETOUR/DIVERSION ROUTE:
- SIGN ORCHARD LANE TO DAYTON XENIA ROAD (NORTH OF US 35)
- SIGN ORCHARD LANE TO YELLOW BRICK ROAD (SOUTH OF US 35)

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- ORCHARD LANE STA 97+50 TO 103+00 LT
- RESTRICT SOUTH FRONTAGE ROAD/RAMP C TO 1-LANE TO COMPLETE INTERSECTION (NIGHT TIME WORK)

TRAFFIC PHASE 7

US 35 AND OTHER ROADWAYS

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- PLACE ASPHALT WEARING SURFACE ON ALL ROADWAYS
- FINAL SAFETY DELINEATION FOR ENTIRE CORRIDOR

PHASE 6, STEP 3

TRAFFIC ROUTING
OPEN TO TRAFFIC:
- HELLER DRIVE EXTENSION
- RESTRICT ORCHARD TO 1-LANE (NORTHBOUND) BETWEEN HELLER DR AND STA 97+00
- TEXAS U-TURN AT ORCHARD LANE

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VALLEY/TREBEIN ROAD INTERCHANGE AREA

CONSTRUCTION STAGE 1

OBJECTIVES:
- OPEN NEW VALLEY/TREBEIN ROAD BRIDGE OVERPASS
- OPEN RAMP G
- OPEN RAMP F (PARTIAL)
- OPEN RAMP H BY FIRST QUARTER OF SECOND CONSTRUCTION SEASON

TRAFFIC PHASE 1

TRAFFIC ROUTING – ALL TRAFFIC ON EXISTING FACILITIES EXCEPT AS NOTED BELOW:

OPEN TO TRAFFIC:
- MAINTAIN LOCAL ACCESS ON VALLEY/TREBEIN RD

<u>CONSTRUCTION CRITICAL TO TRAFFIC PHASE 2</u>

TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 10 – TEMPORARY RAMP F CONNECTION
- DIVERSION NO. 11 – TEMPORARY RAMP G CONNECTION

PERMANENT ROADWAY CONSTRUCTION
- VALLEY/TREBEIN ROAD STA 867+50 TO 889+00
- RAMP F STA 829+75 TO 843+00
- RAMP G STA 929+50 TO 945+00

PERMANENT BRIDGE CONSTRUCTION
- B-11: VALLEY/TREBEIN ROAD OVER US 35

PERMANENT RETAINING WALL CONSTRUCTION
- RW-12: TREBEIN ROAD – SOUTH ABUTMENT
- RW-13: TREBEIN ROAD – NORTH ABUTMENT

<u>CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE</u>

PERMANENT ROADWAY CONSTRUCTION
- RAMP H STA 1030+90 TO 1045+00
- RAMP E STA 721+00 TO 727+50

PERMANENT BRIDGE CONSTRUCTION
- B-10: RAMP E OVER LITTLE MIAMI RIVER

TRAFFIC PHASE 1A

OBJECTIVE: COMPLETE VALLEY/TREBEIN ROAD IN 4 STEPS

PHASE 1A, STEP 1

TRAFFIC ROUTING:

MAINTAIN EXISTING VALLEY/TREBEIN ROAD

<u>CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE</u>

TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 8 – WIDEN EXISTING PAVEMENT AT TREBEIN ROAD LT (NORTH OF US 35)
- DIVERSION NO. 9 – WIDEN EXISTING PAVEMENT AT VALLEY ROAD LT (SOUTH OF US 35)

PHASE 1A, STEP 2

TRAFFIC ROUTING:
- RESTRICT EXISTING TREBEIN ROAD (STA 5+00 TO 900+00) TO 1 LANE TO MAINTAIN LOCAL ACCESS.
- RESTRICT EXISTING VALLEY RD (STA 860+00 TO 868+00) TO 1 LANE TO MAINTAIN LOCAL ACCESS. INSTALL TEMPORARY TRAFFIC SIGNALS FOR ONE LANE TWO-WAY TRAFFIC OPERATION AT VALLEY ROAD.

DETOUR/DIVERSION ROUTE:
- SIGN FOR TREBEIN RD (NORTH OF US 35) TO USE DAYTON XENIA ROAD
- SIGN FOR TREBEIN RD (SOUTH OF US 35) TO USE UPPPER BELLBROOK ROAD

<u>CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE</u>

TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 12 – TEMPORARY TREBEIN RD. CONNECTION – NORTH OF US 35
- DIVERSION NO. 13 – TEMPORARY VALLEY RD. CONNECTION – SOUTH OF US 35
- DIVERSION NO. 14 – TEMPORARY VALLEY RD/ INTERSECTION CONNECTION – SOUTH OF US 35

PERMANENT ROADWAY CONSTRUCTION
- VALLEY/TREBEIN ROAD STA 889+00 TO 898+00 RT
- VALLEY/TREBEIN ROAD STA 860+00 TO 867+50 RT

PHASE 1A, STEP 3

TRAFFIC ROUTING:
- RESTRICT EXISTING TREBEIN ROAD (STA 5+00 TO 900+00) TO 1 LANE TO MAINTAIN LOCAL ACCESS.
- RESTRICT EXISTING VALLEY RD (STA 860+00 TO 868+00) TO 1 LANE TO MAINTAIN LOCAL ACCESS. ADJUST AND MAINTAIN TEMPORARY TRAFFIC SIGNALS FOR ONE LANE TWO-WAY TRAFFIC OPERATION AT VALLEY ROAD.
- MAINTAIN LOCAL ACCESS ON NEWLY CONSTRUCTED VALLEY/TREBEIN ROAD OVERPASS

CLOSED TO TRAFFIC:
- EXISTING TREBEIN ROAD (NORTH OF US 35), EXCEPT FOR LOCAL ACCESS TO PARK FACILITIES

- US 35 WESTBOUND (RIGHT TURN LANE) TO TREBEIN ROAD (NORTH OF US 35)
- US 35 EASTBOUND (LEFT TURN LANE) TO TREBEIN ROAD (NORTH OF US 35)

DETOUR/DIVERSION ROUTE:
- SIGN FOR US 35 WB TO TREBEIN RD TO USE DAYTON XENIA ROAD (NORTH OF US 35)
- SIGN FOR US 35 WB TO TREBEIN RD TO USE EXISTING VALLEY ROAD VIA NEW OVERPASS (SOUTH OF US 35) FOR LOCAL ACCESS. EXISTING TREBEIN RD CLOSED TO THRU TRAFFIC FROM US 35 WB & EB
- SIGN FOR US 35 EB TO TREBEIN RD TO USE EXISTING VALLEY ROAD VIA NEW OVERPASS (SOUTH OF US 35)

<u>CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE</u>

PERMANENT ROADWAY CONSTRUCTION
- VALLEY_TREBEIN ROAD STA 889+00 TO 898+00 LT
- VALLEY_TREBEIN ROAD STA 860+00 TO 867+50 LT

PHASE 1A, STEP 4

OBJECTIVE: COMPLETE RECONSTRUCTION OF DRIVEWAY TO PARK FACILITIES

TRAFFIC ROUTING

OPEN TO TRAFFIC:
- MAINTAIN LOCAL ACCESS ON NEWLY CONSTRUCTED VALLEY/TREBEIN ROAD OVERPASS

CLOSED TO TRAFFIC:
- US 35 WESTBOUND (RIGHT TURN LANE) TO TREBEIN ROAD (NORTH OF US 35), EXCEPT FOR LOCAL ACCESS TO PARK
- US 35 EASTBOUND (LEFT TURN LANE) TO TREBEIN ROAD (NORTH OF US 35),), EXCEPT FOR LOCAL ACCESS TO PARK

DETOUR/DIVERSION ROUTE:
- MAINTAIN SIGN FOR US 35 WB TO TREBEIN RD TO USE DAYTON XENIA ROAD (NORTH OF US 35)
- MAINTAIN SIGN FOR US 35 EB TO TREBEIN RD TO EXISTING VALLEY ROAD VIA NEW OVERPASS (SOUTH OF US 35)
- MAINTAIN SIGN FOR US 35 EB TO TREBEIN RD TO USE EXISTING VALLEY ROAD VIA NEW OVERPASS (SOUTH OF US 35)

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION NOTES

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CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- DRIVEWAY (TREBEIN ROAD AT STA 888+75)

TRAFFIC PHASE 2

OBJECTIVE: OPEN RAMP H

TRAFFIC ROUTING
OPEN TO TRAFFIC:
- US 35
- RAMP F – EB EXIT RAMP OPEN
- RAMP G – EB ENTRANCE RAMP OPEN
- NEW VALLEY/TREBEIN ROAD
- EXISTING TREBEIN ROAD AT US 35 INTERSECTION (NORTH)

CLOSED TO TRAFFIC:
- EXISTING VALLEY ROAD AT US 35 INTERSECTION (SOUTH)

PHASE 2, STEP 1
CONSTRUCTION CRITICAL TO PHASE 2, STEP 2
TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 14 – US 35 WB MEDIAN WIDENING, WEST OF VALLEY/TREBEIN ROAD
- DIVERSION NO. 15 – US 35 WB MEDIAN WIDENING, EAST OF VALLEY/TREBEIN ROAD
- DRIVEWAY (VALLEY ROAD AT STA 869+00)

CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- RAMP H STA 1030+90 TO 1045+00
- RAMP E STA 721+00 TO 727+50

PERMANENT BRIDGE CONSTRUCTION
- B-10: RAMP E OVER LITTLE MIAMI RIVER

PERMANENT RETAINING WALL CONSTRUCTION
- RW-13: RAMP H

PHASE 2, STEP 2
OBJECTIVE: OPEN RAMP H

CONSTRUCTION CRITICAL TO PHASE 2, STEP 3
TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 16 – US 35 WB WIDENING, EAST OF VALLEY/TREBEIN ROAD

PERMANENT ROADWAY CONSTRUCTION
- RAMP H STA 1030+90 TO 1052+50

CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- RAMP E STA 721+00 TO 727+50

PERMANENT BRIDGE CONSTRUCTION
- B-10: RAMP E OVER LITTLE MIAMI RIVER

END STAGE 1 CONSTRUCTION

TRAFFIC SHIFTS ARE NOT ALLOWED DURING WINTER

CONSTRUCTION AVAILABLE DURING WINTER
ALL WORK COMMENCED DURING STAGE 1

CONSTRUCTION STAGE 2

OBJECTIVE: COMPLETE NEW VALLEY/TREBEIN ROAD INTERCHANGE RAMPS AND US 35 RECONSTRUCTION

PHASE 2, STEP 3
TRAFFIC ROUTING: MAINTAIN TRAFFIC FROM PHASE 2 STEPS 1 & 2, AND ALSO OPEN TO TRAFFIC:
- RAMP H

CLOSED TO TRAFFC
- EXISTING VALLEY/TREBEIN RD AT US 35 INTERSECTION

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
TEMPORARY ROADWAY (DIVERSIONS)
- DIVERSION NO. 17 – US 35 WB WIDENING, EAST OF VALLEY/TREBEIN ROAD

PERMANENT ROADWAY CONSTRUCTION
- RAMP E STA 705+00 TO 730+50

PERMANENT BRIDGE CONSTRUCTION
- B-10: RAMP E OVER LITTLE MIAMI RIVER

TRAFFIC PHASE 3

OBJECTIVE: COMPLETE US 35 MAINLINE EB RECONSTRUCTION

TRAFFIC ROUTING:
OPEN TO TRAFFIC:
- RAMPS E, F, G & H
- NEW VALLEY/TREBEIN ROAD
- DIVERT US 35 WB TO USE NEWLY CONSTRUCTED RAMP E & RAMP H
- CROSSOVER US 35 EB TO USE WESTBOUND LANES
- US 35 EB EXIT RAMP
- US 35 EB ENTRANCE RAMP

PHASE 3, STEP 1
CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- US 35 EB STA 287+00 TO 365+00

CONSTRUCTION AVAILABLE THIS TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- US 35 EB STA 332+25 TO 344+00

PHASE 3, STEP 2
PERMANENT ROADWAY CONSTRUCTION
- COMPLETE US 35 EB STA 328+25 TO 352+00

TRAFFIC PHASE 4

OBJECTIVE: COMPLETE US 35 MAINLINE WB RECONSTRUCTION

TRAFFIC ROUTING
- US 35 EB SHIFTED BACK TO EASTBOUND LANES
- MAINTAIN US 35 WB VIA RAMPS E & H

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- US 35 WB STA 287+00 TO 365+00

TRAFFIC PHASE 5

OBJECTIVE: COMPLETE VALLEY/TREBEIN ROAD INTERCHANGE PROJECT

TRAFFIC ROUTING
- ALL TRAFFIC ONTO FINAL ALIGNMENT

REMOVAL/DEMOLITION THIS PHASE
- TEMPORARY PAVEMENT REMOVAL

CONSTRUCTION CRITICAL TO NEXT TRAFFIC PHASE
PERMANENT ROADWAY CONSTRUCTION
- PLACE ASPHALT WEARING SURFACE ON ALL ROADWAYS

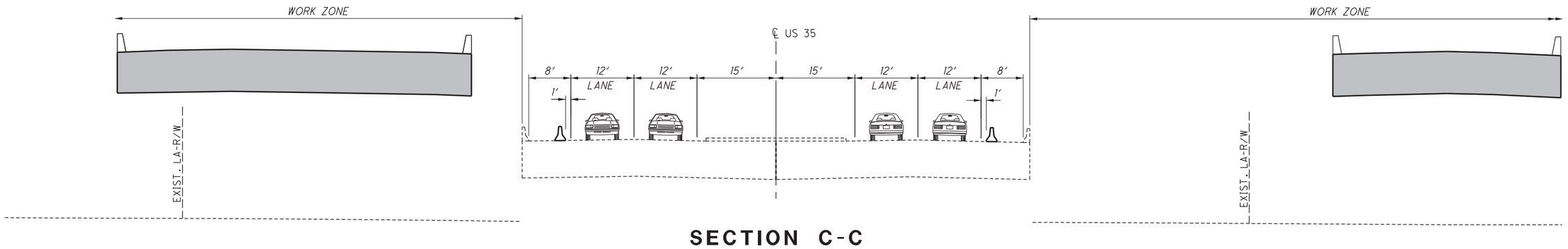
FINAL SAFETY DELINEATION FOR VALLEY/TREBEIN ROAD INTERCHANGE CORRIDOR

CALCULATED | CHECKED

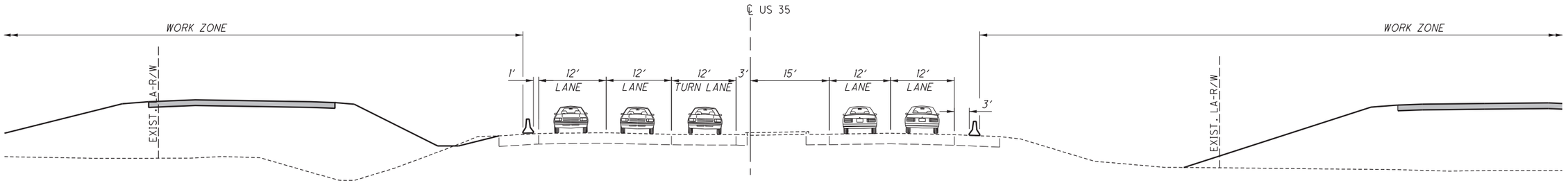
MAINTENANCE OF TRAFFIC
SEQUENCE OF CONSTRUCTION NOTES

GRE-35-4.26

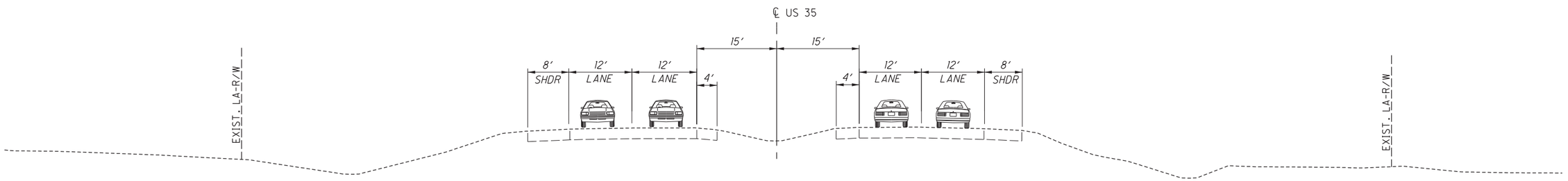
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SECTION C-C



SECTION B-B



SECTION A-A

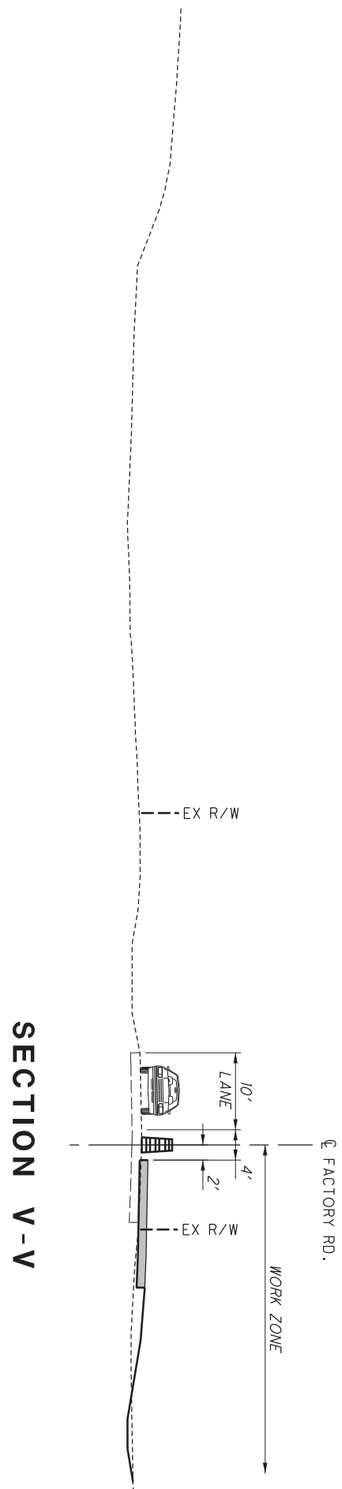
MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

CALCULATED

CHECKED

GRE-35-4.26

80468my100.dgn 9/25/2014 7:13:55 AM jeveret1



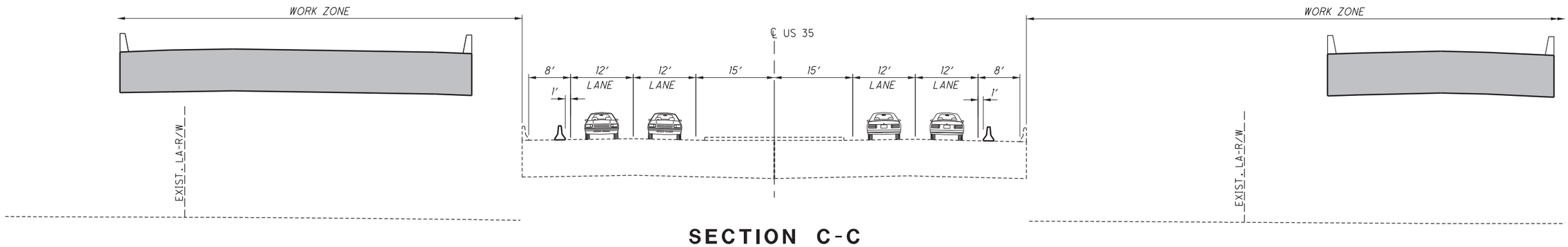
SECTION V-V

GRE-35-4.26

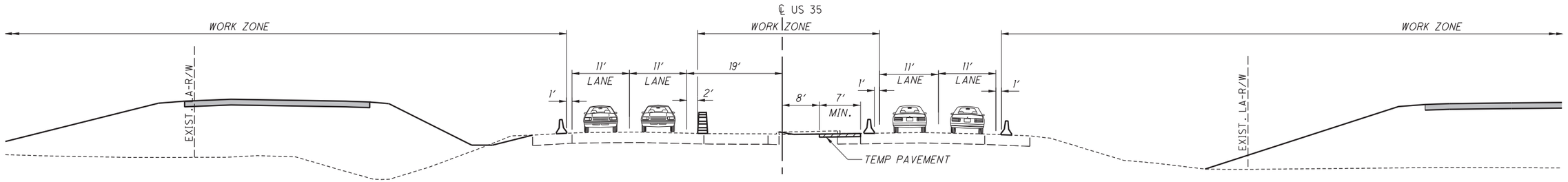
MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

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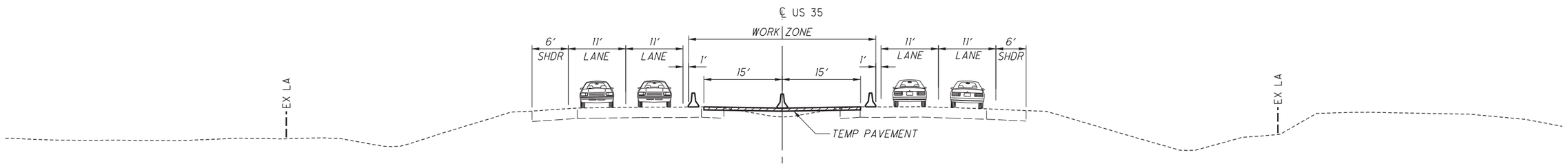
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SECTION C-C



SECTION B-B



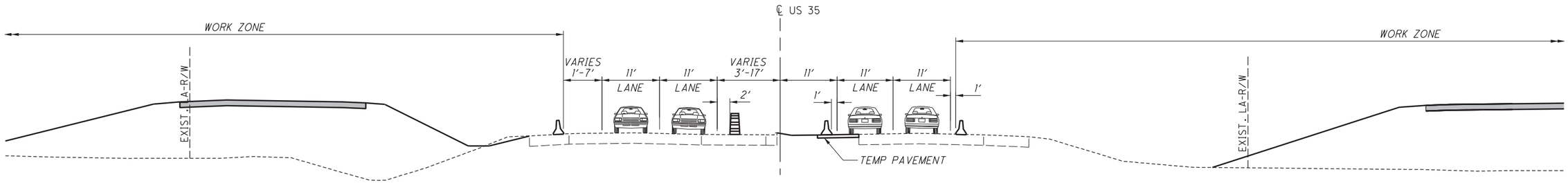
SECTION A1-A1

CALCULATED | CHECKED

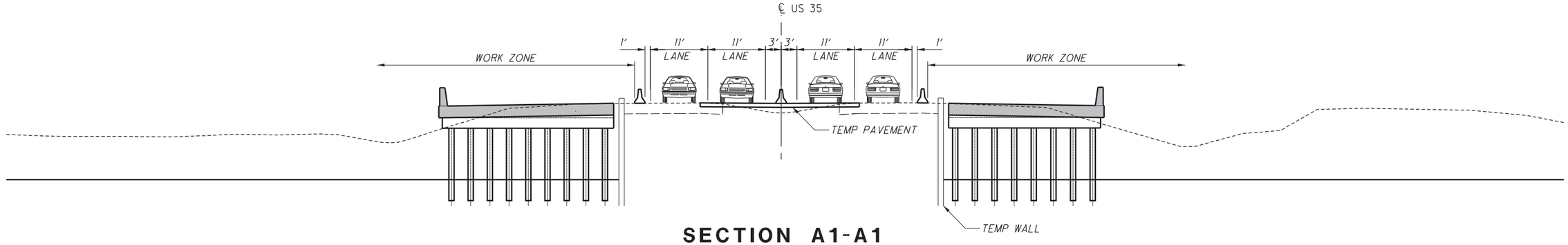
MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1C
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

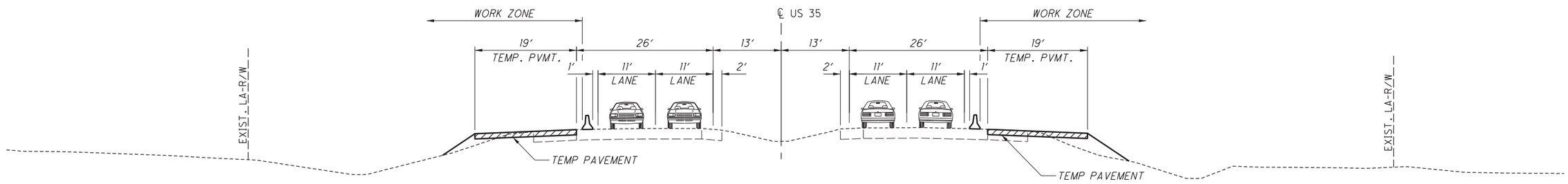
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SECTION B-B



SECTION A1-A1



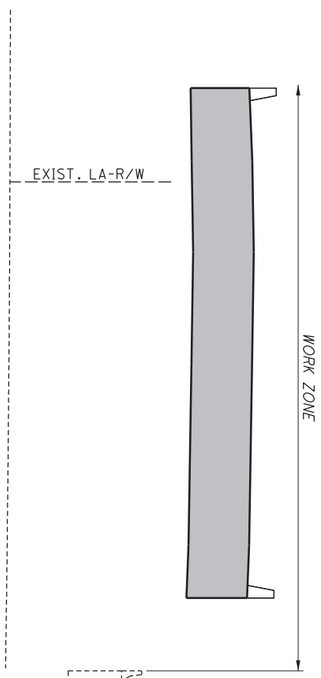
SECTION A-A

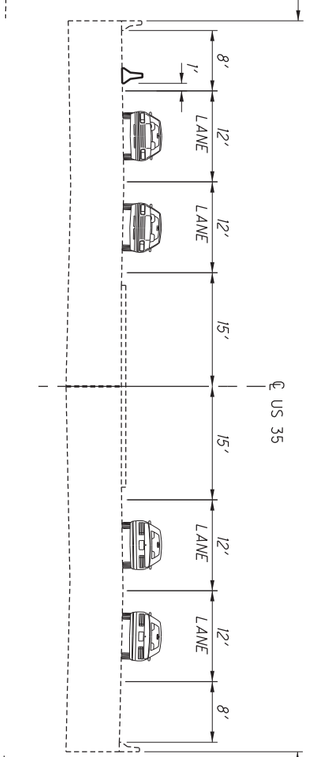
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MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

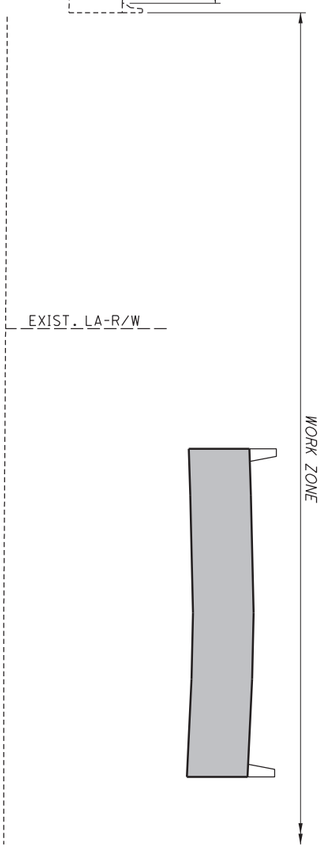
GRE-35-4.26

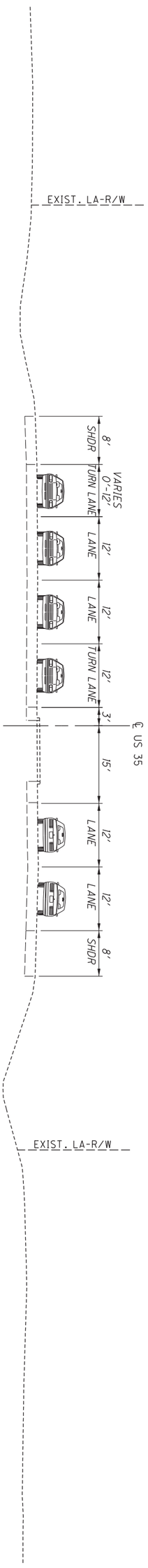
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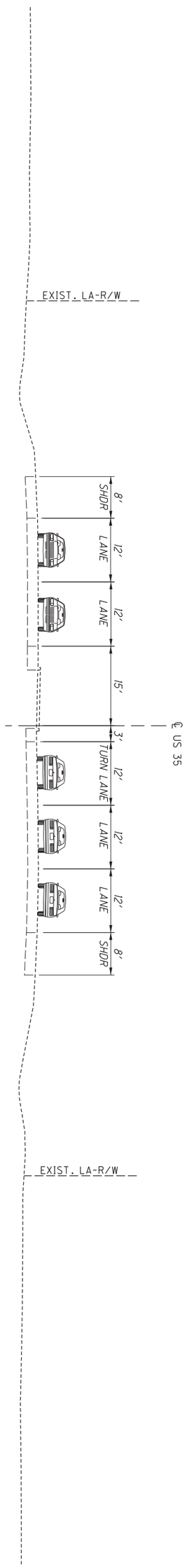


SECTION C-C





SECTION D-D

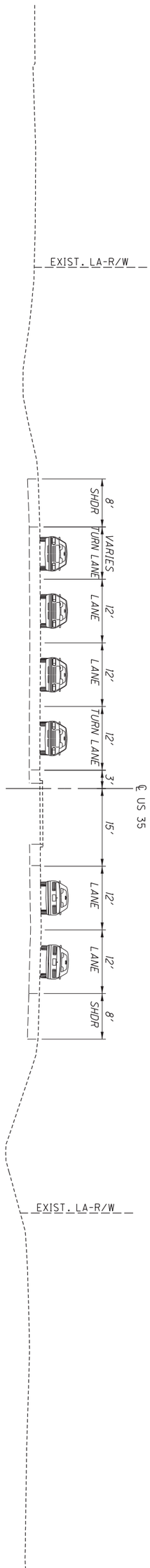


SECTION E-E

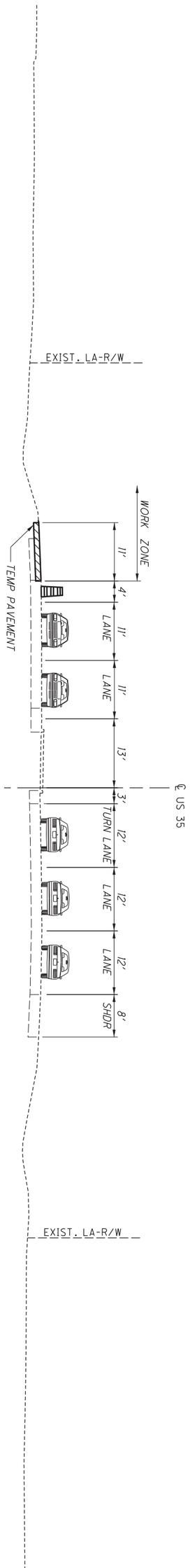
65 / 876	GRE-35-4.26	MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

CALCULATED

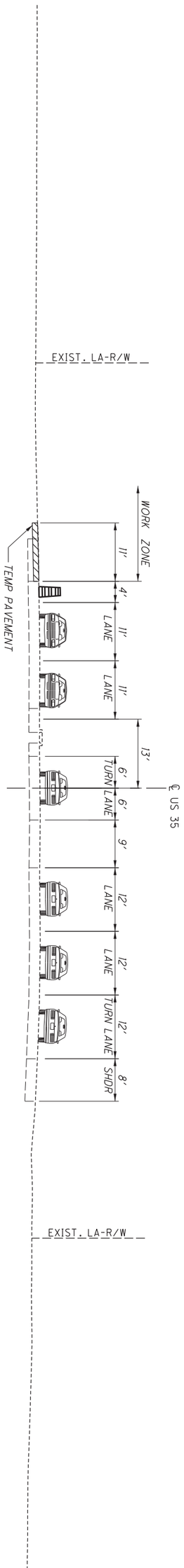
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SECTION D-D



SECTION E-E

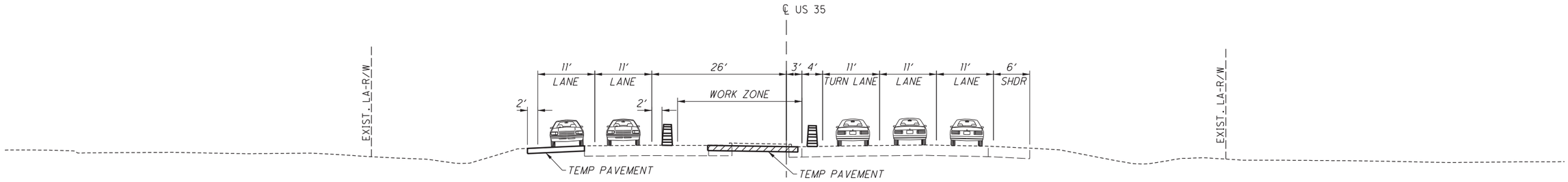


SECTION Y-Y

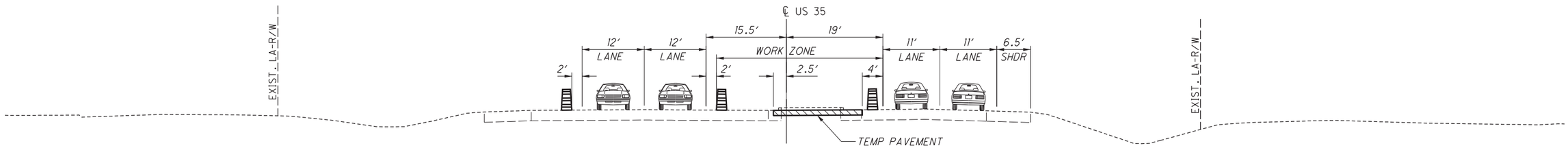
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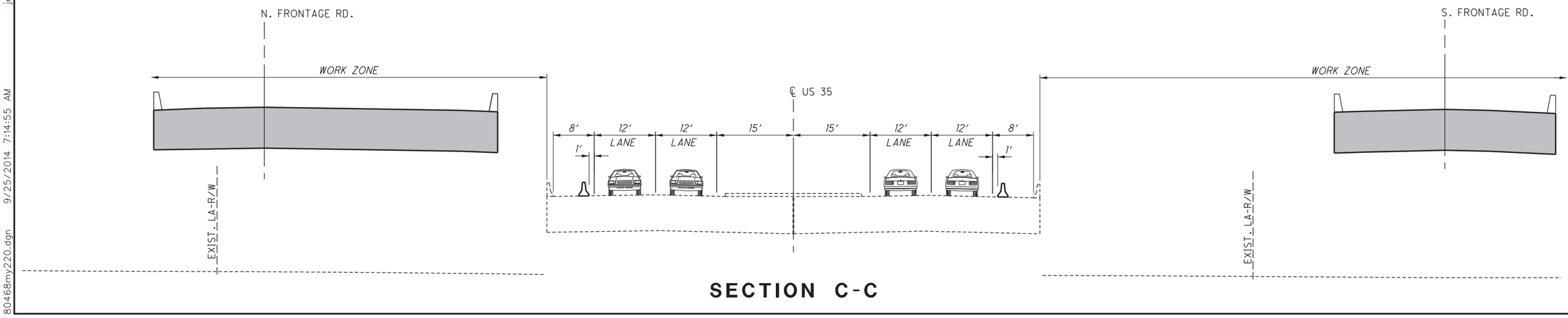
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SECTION E-E



SECTION D-D



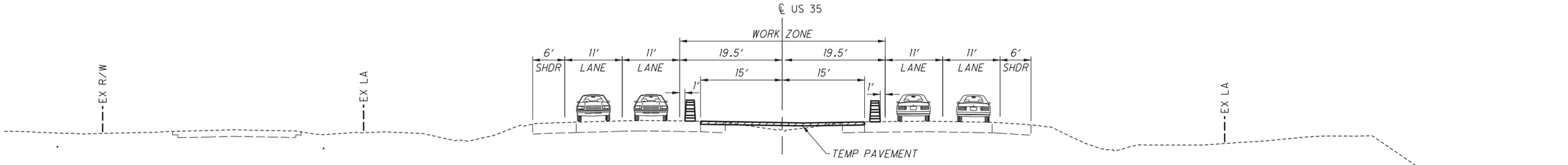
SECTION C-C

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2B
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

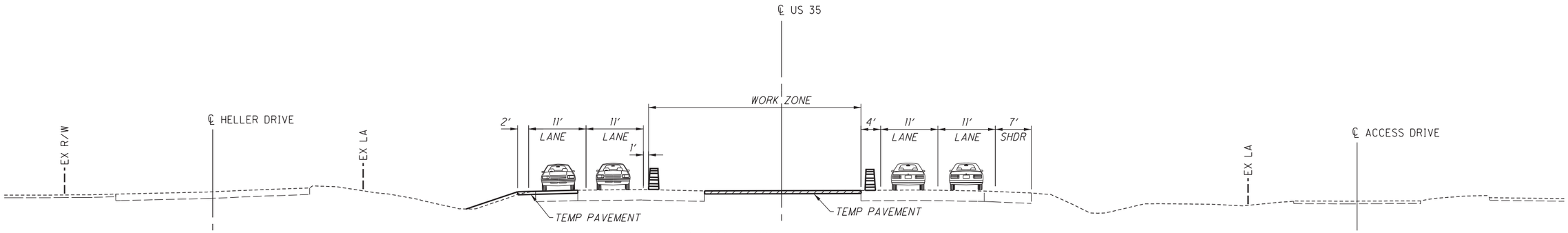
GRE-35-4.26

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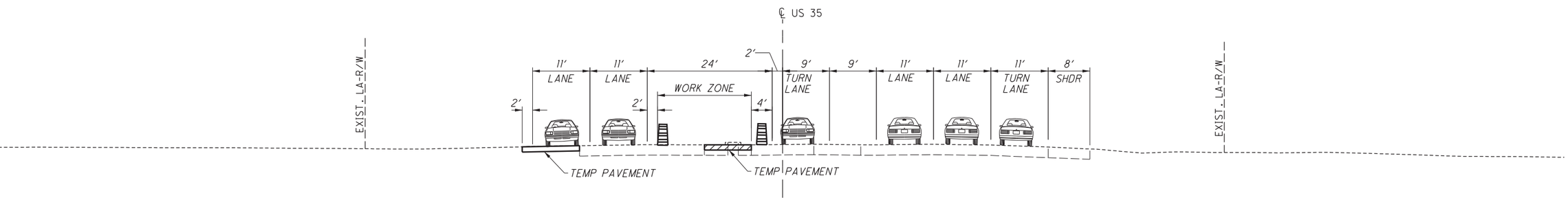
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SECTION Z-Z



SECTION Y2-Y2



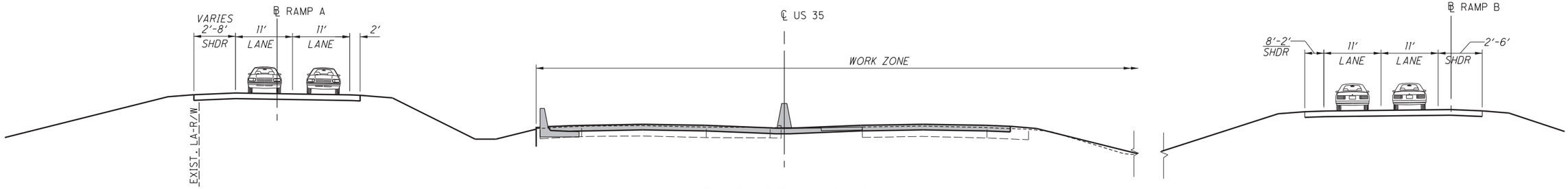
SECTION Y-Y

CALCULATED | CHECKED

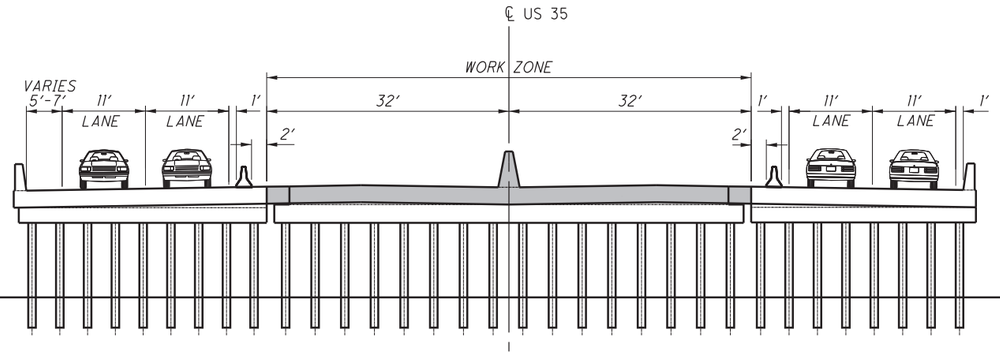
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2B
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

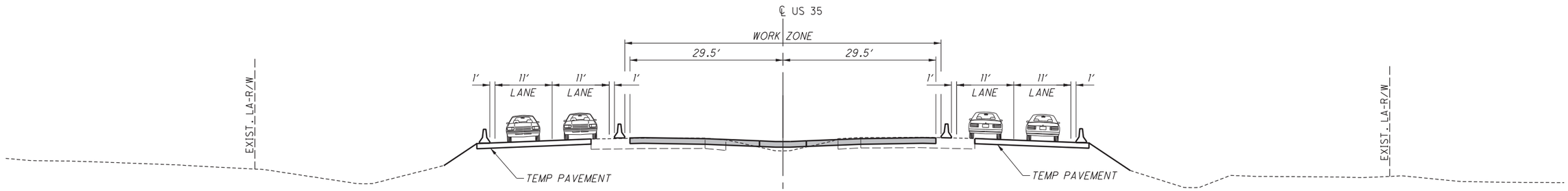
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SECTION B-B



SECTION A1-A1



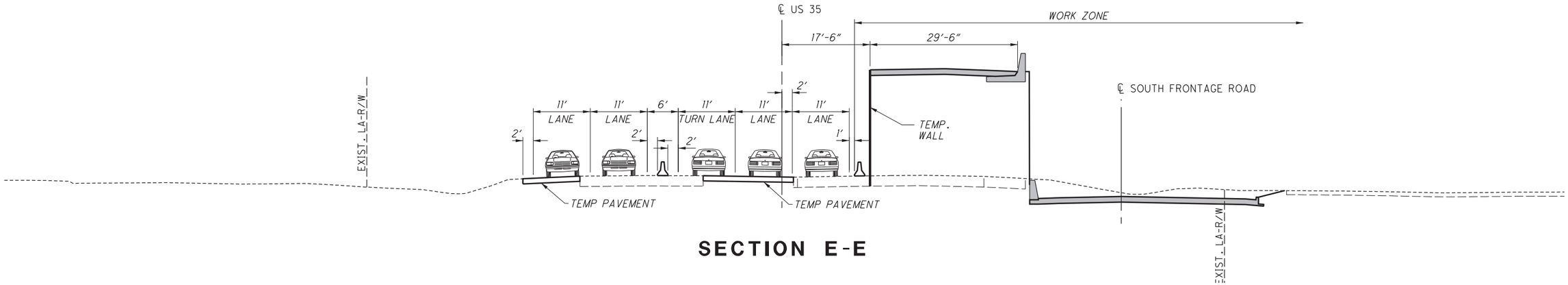
SECTION A-A

CALCULATED | CHECKED

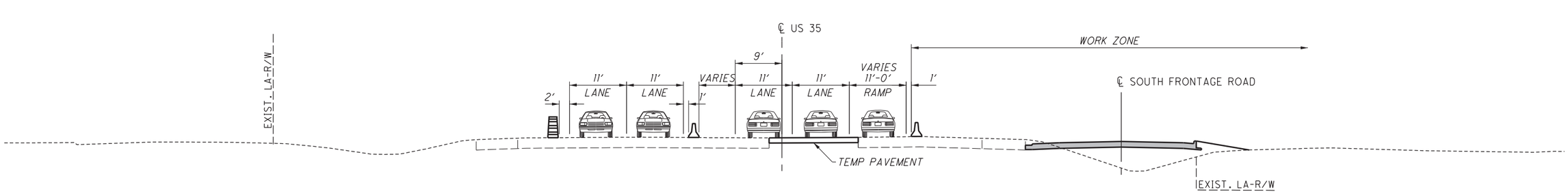
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

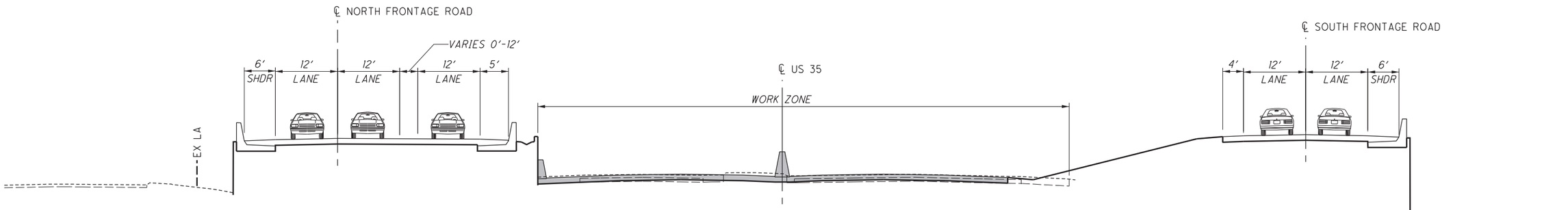
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SECTION E-E



SECTION D-D



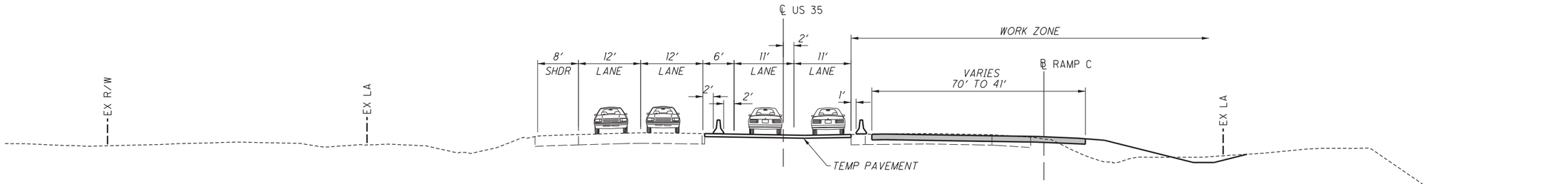
SECTION C1-C1

CALCULATED | CHECKED

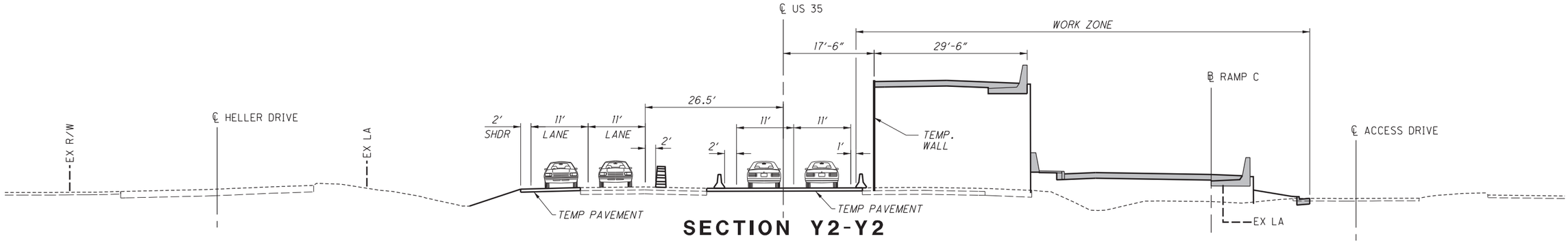
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

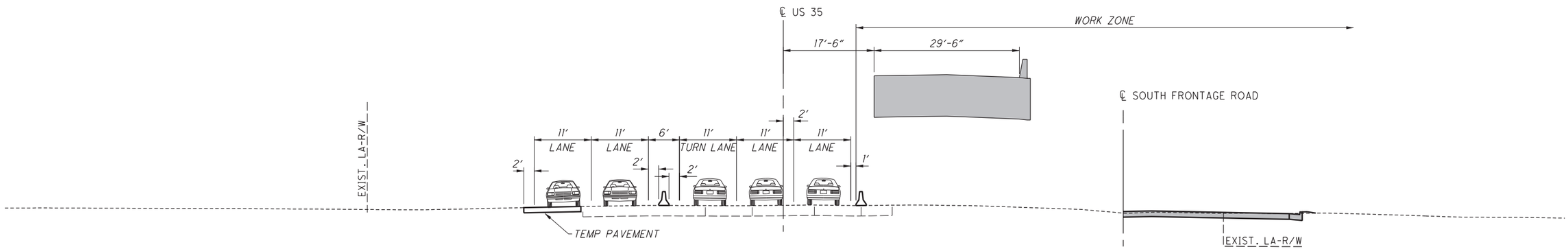
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SECTION Z-Z



SECTION Y2-Y2



SECTION Y-Y

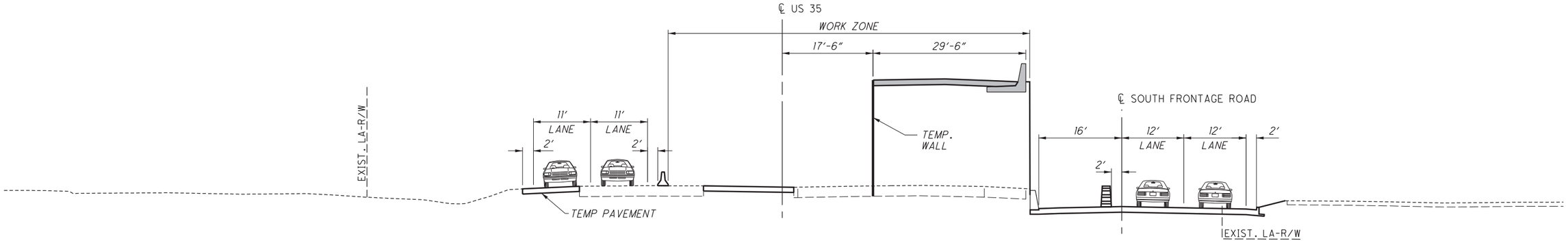
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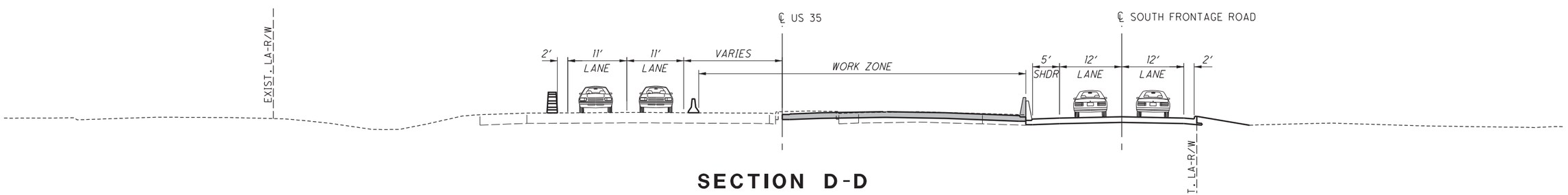
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

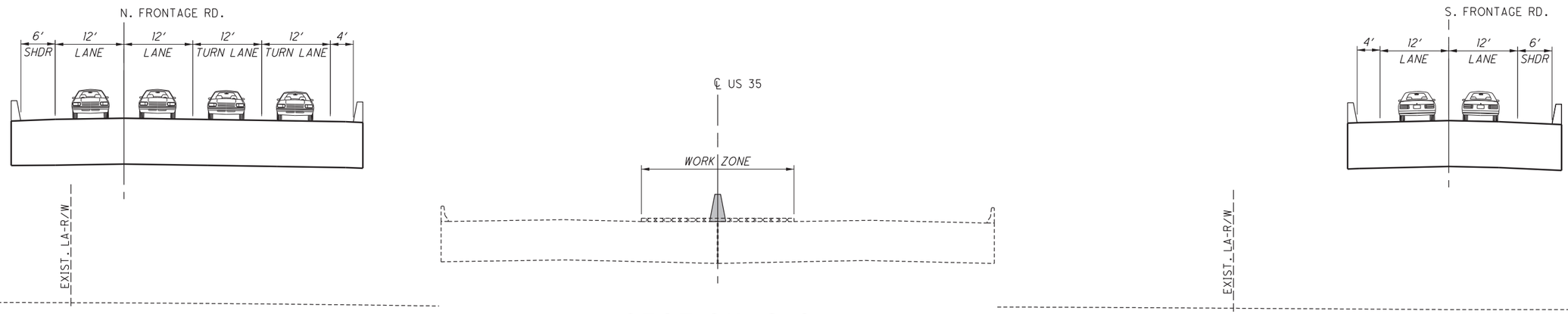
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SECTION E-E



SECTION D-D



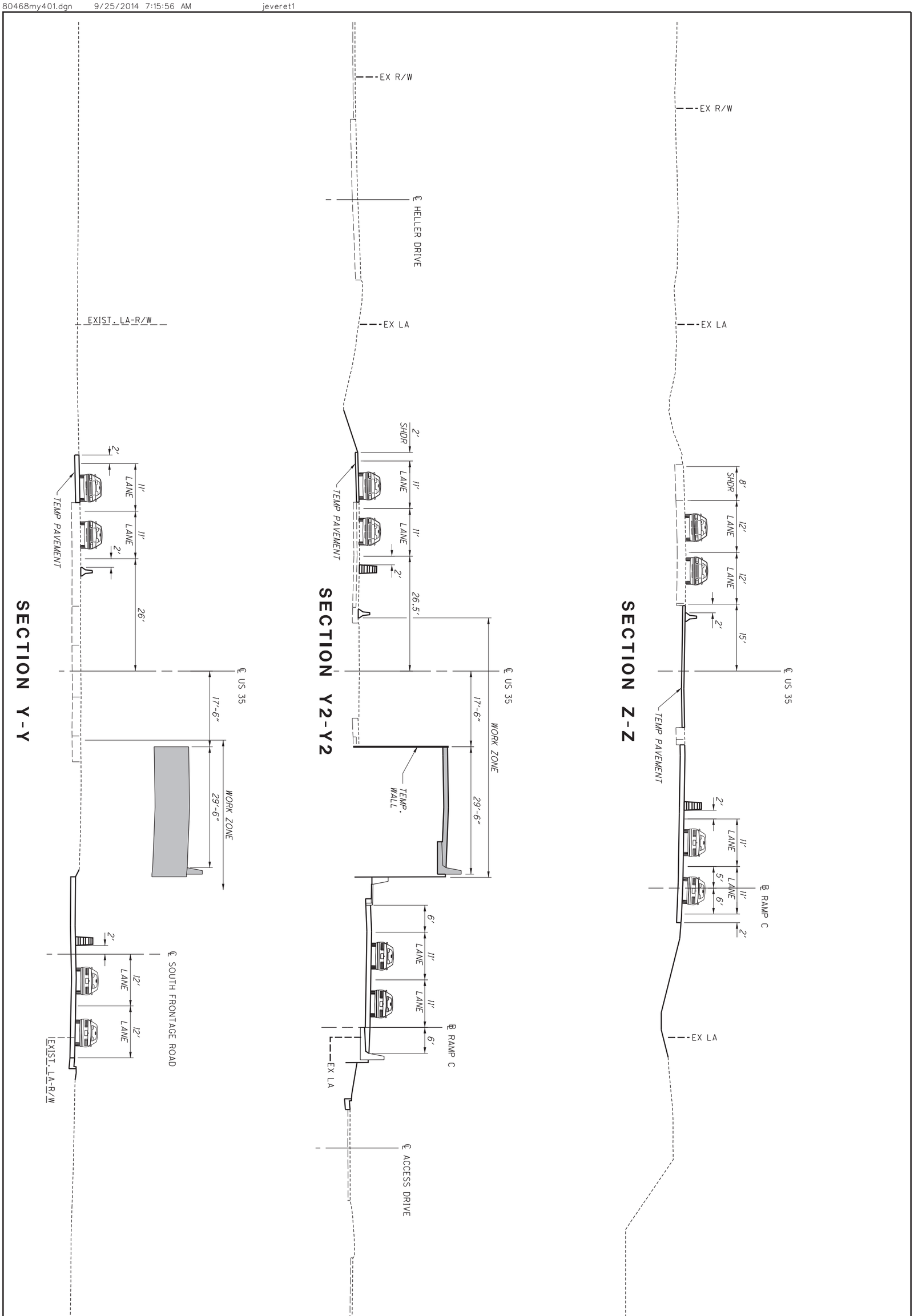
SECTION C-C

CALCULATED | CHECKED

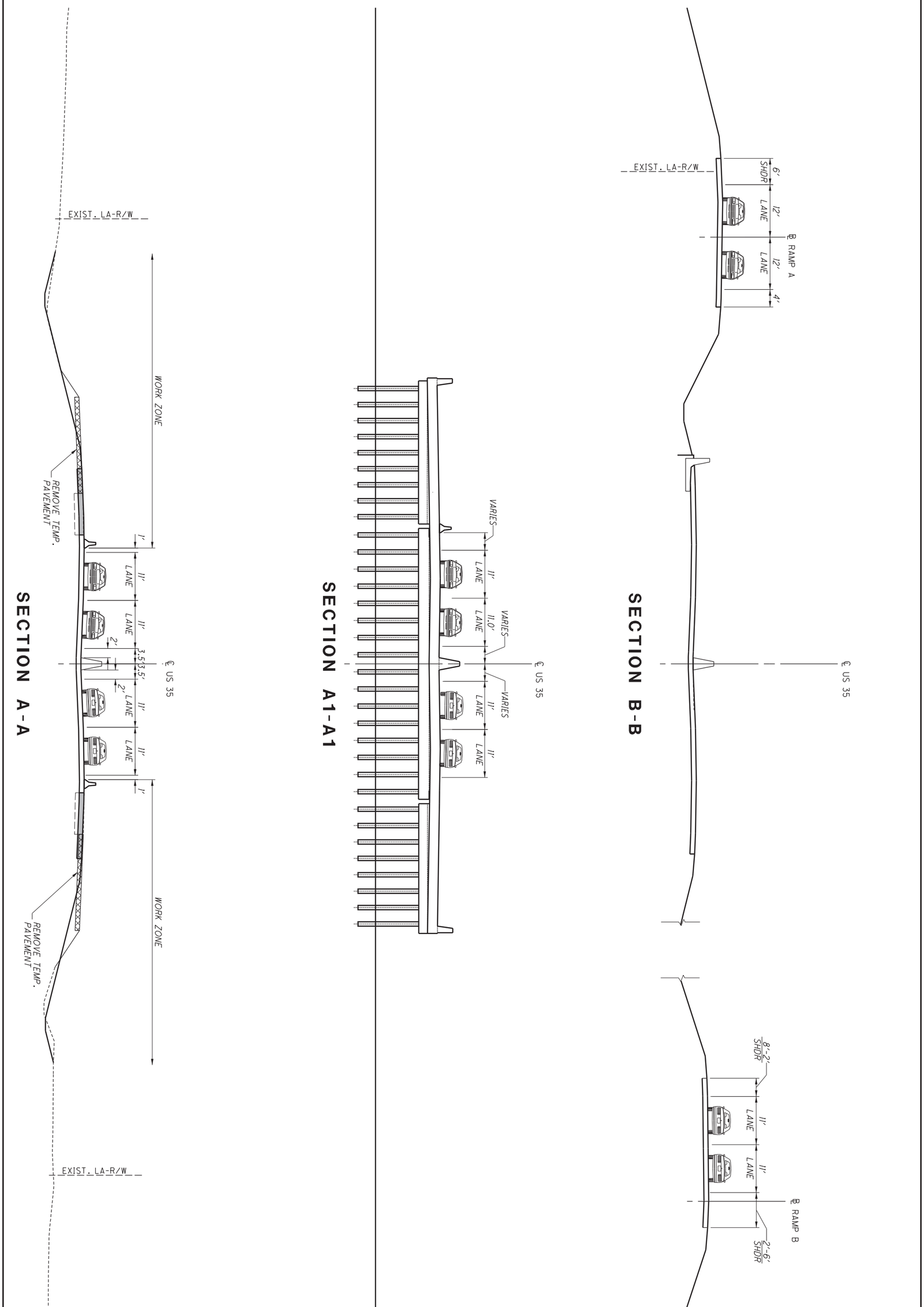
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 4
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

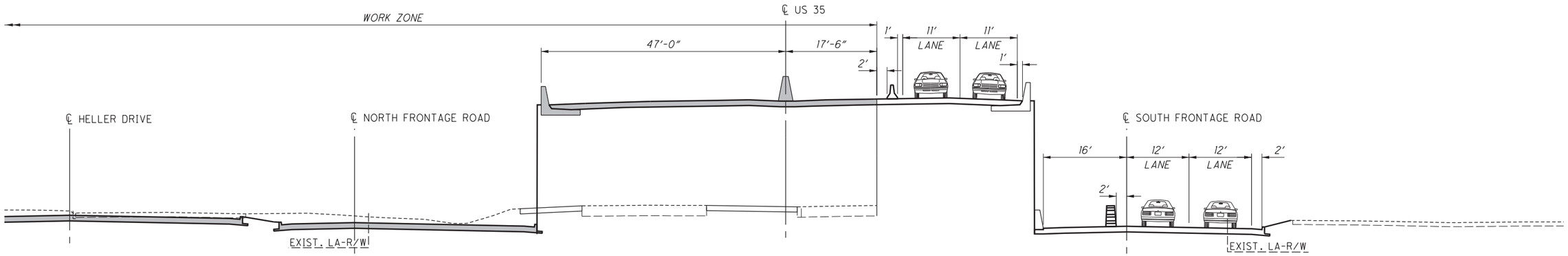
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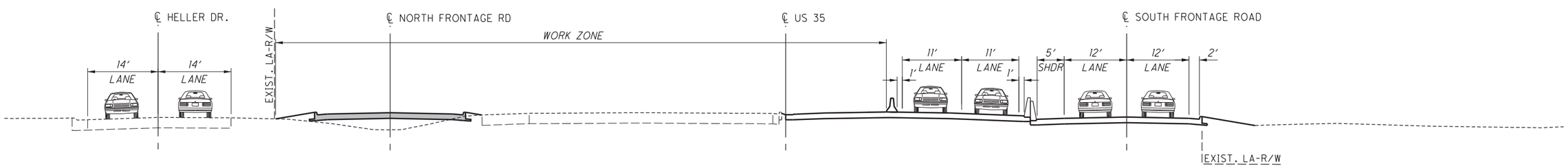
73/876	GRE-35-4.26	MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 4 TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE	CALCULATED CHECKED



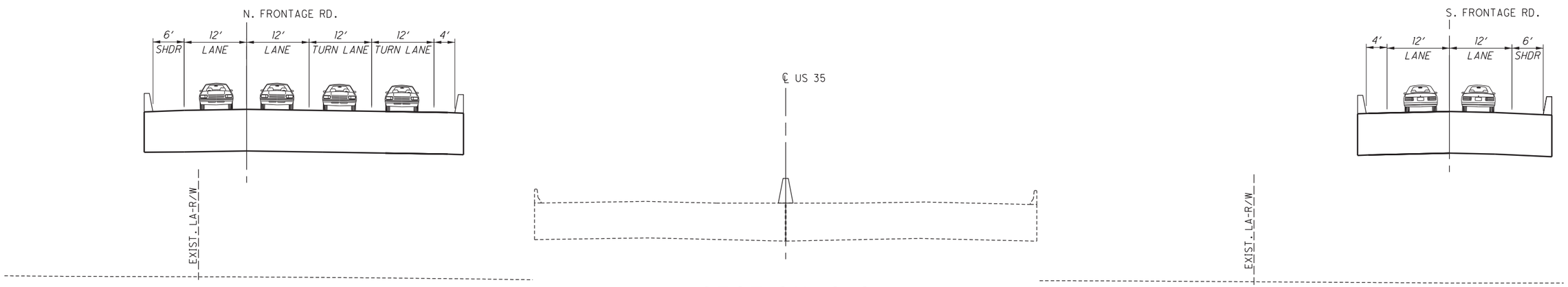
74/876	GRE-35-4.26	MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5 TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE	CALCULATED CHECKED



SECTION E-E



SECTION D-D



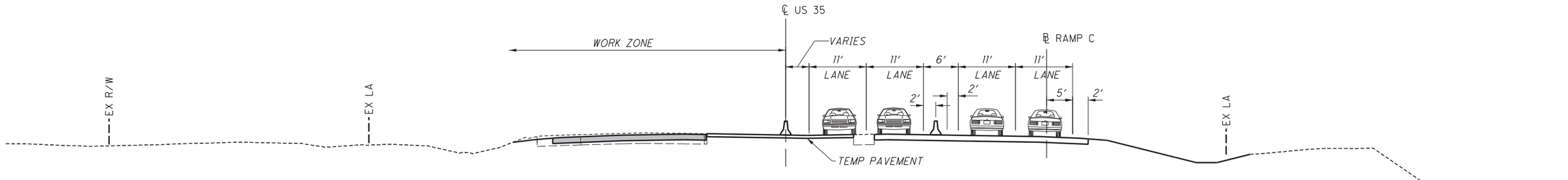
SECTION C-C

CALCULATED | CHECKED

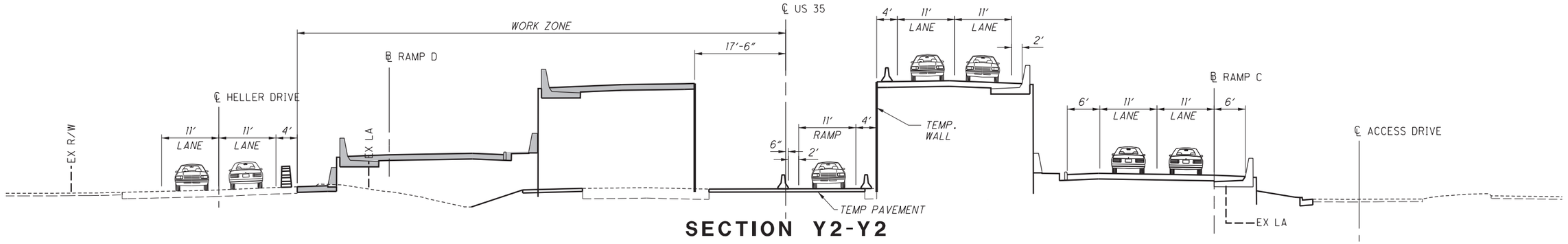
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

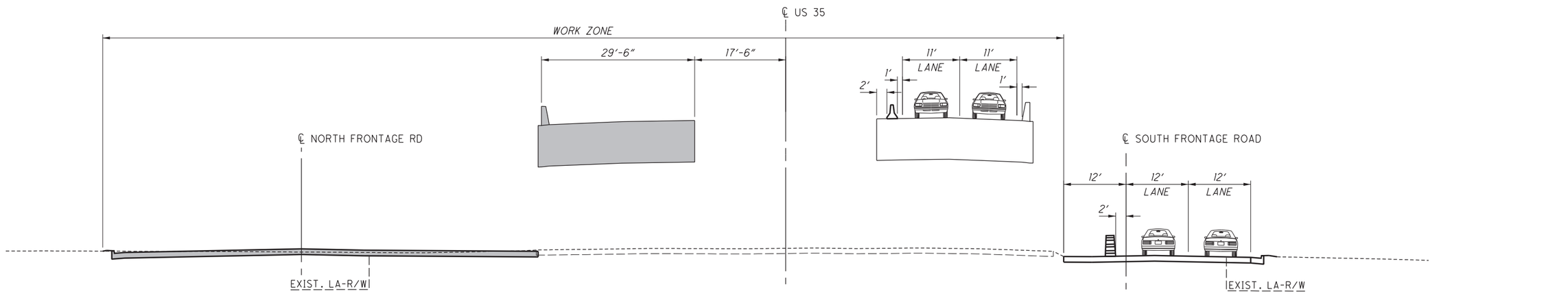
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SECTION Z-Z



SECTION Y2-Y2



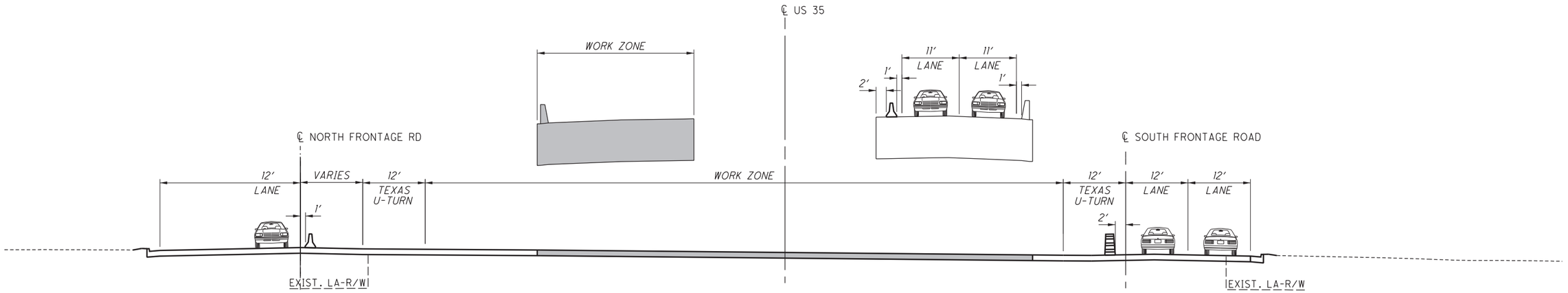
SECTION Y-Y

CALCULATED | CHECKED

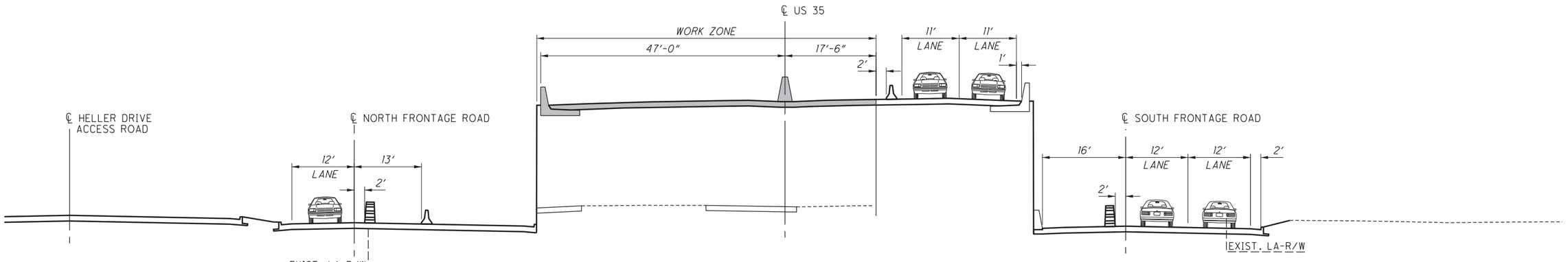
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

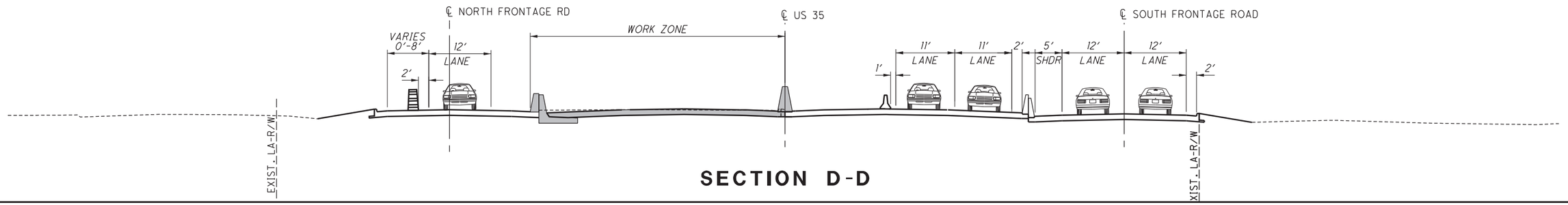
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SECTION Y-Y



SECTION E-E



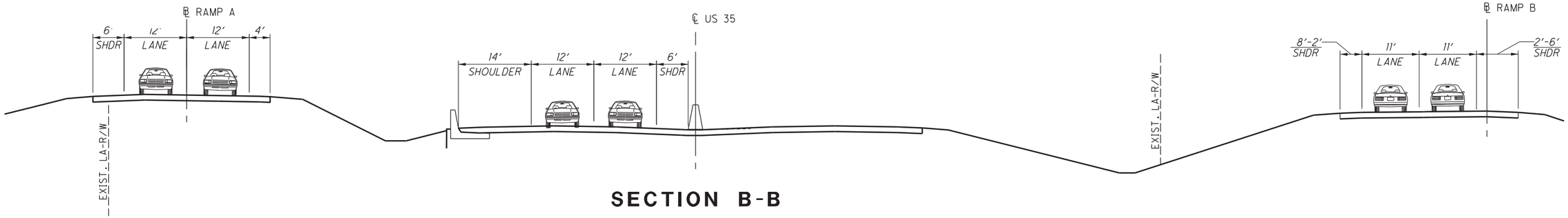
SECTION D-D

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5 - STEP 2
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

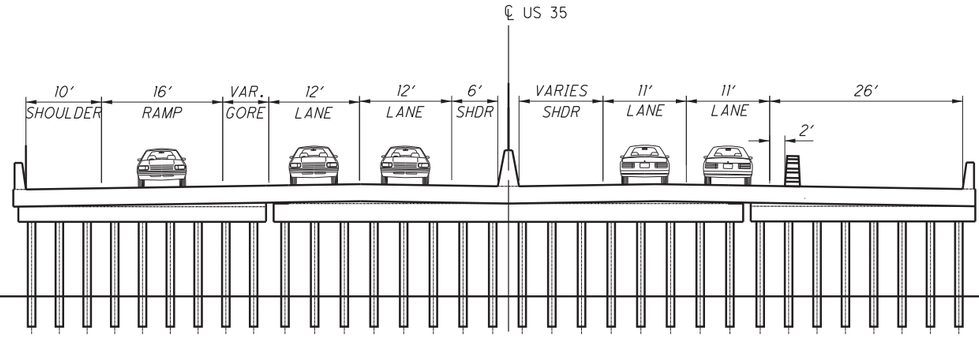
CALCULATED | CHECKED

GRE-35-4.26

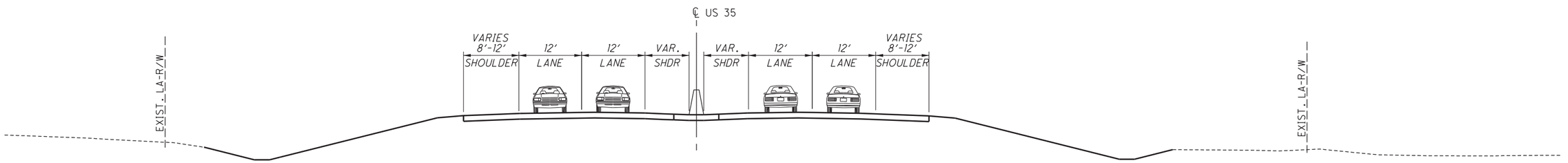
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SECTION B-B



SECTION A1-A1



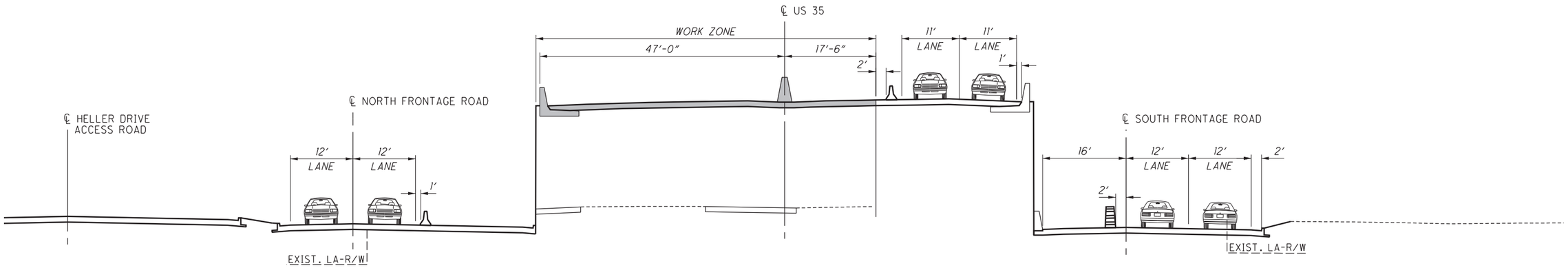
SECTION A-A

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5A
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

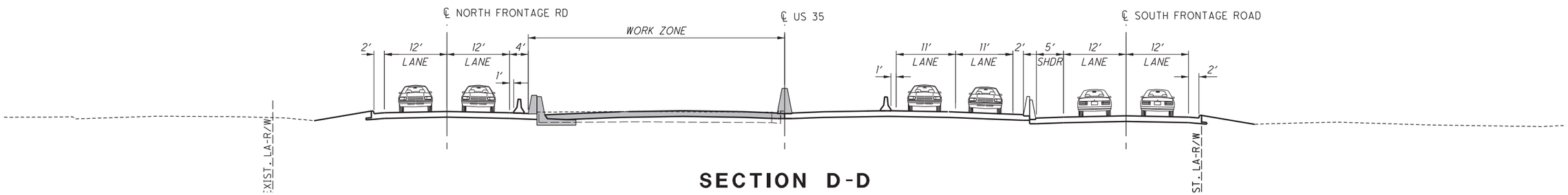
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GRE-35-4.26

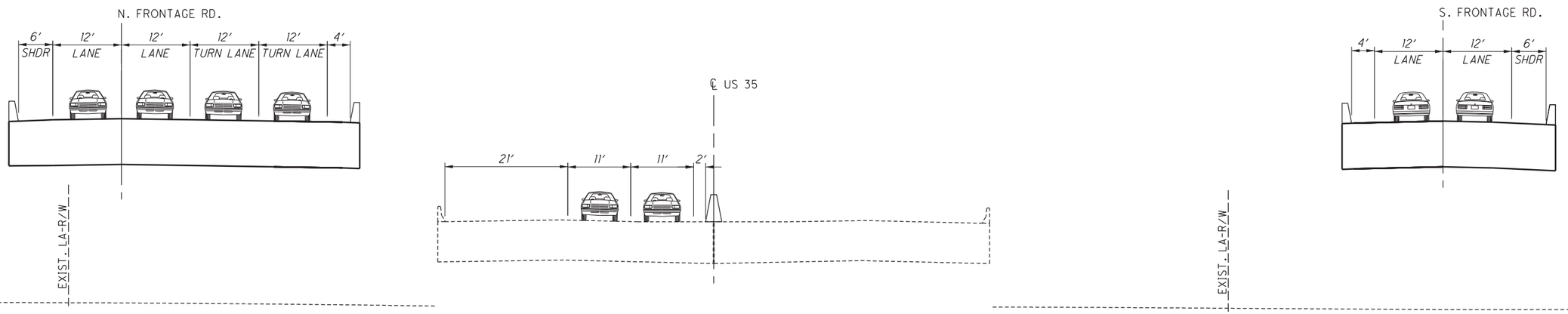
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SECTION E-E



SECTION D-D



SECTION C-C

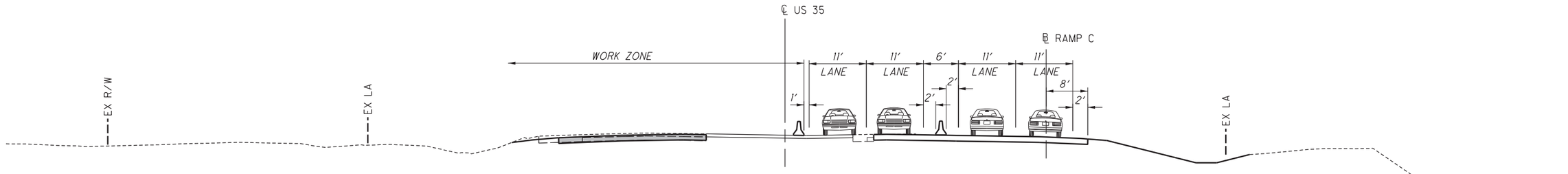
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5A
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

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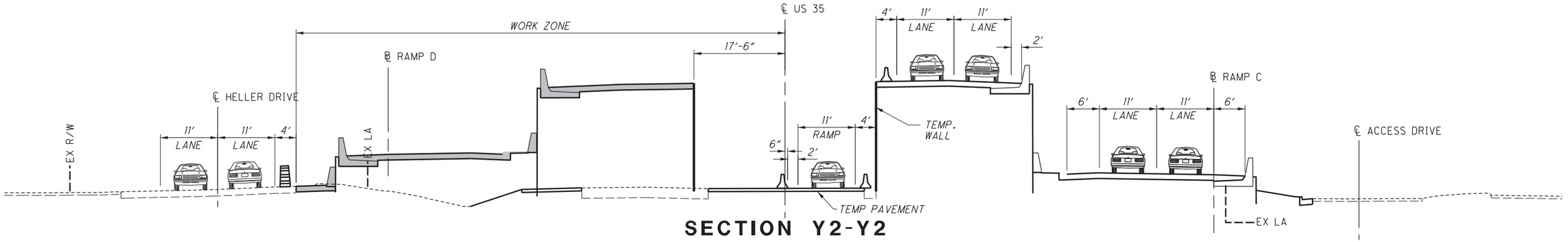
CHECKED

GRE-35-4.26

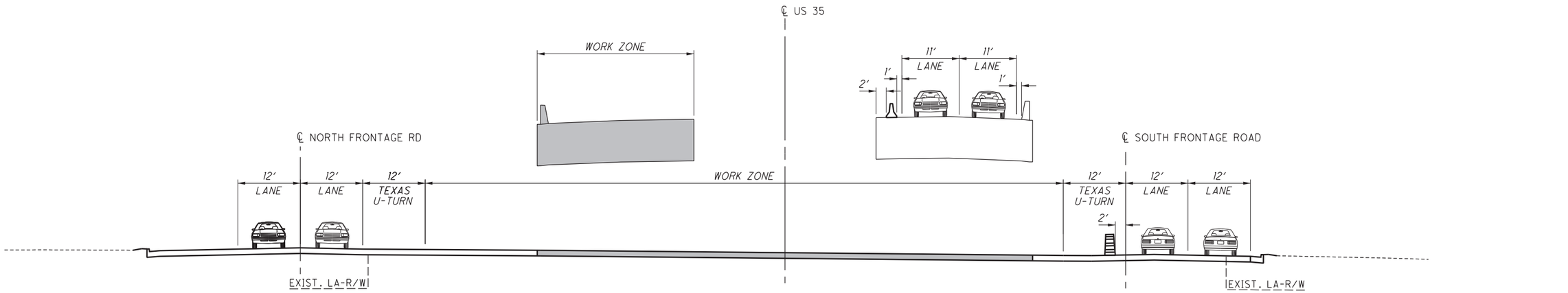
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SECTION Z-Z



SECTION Y2-Y2



SECTION Y-Y

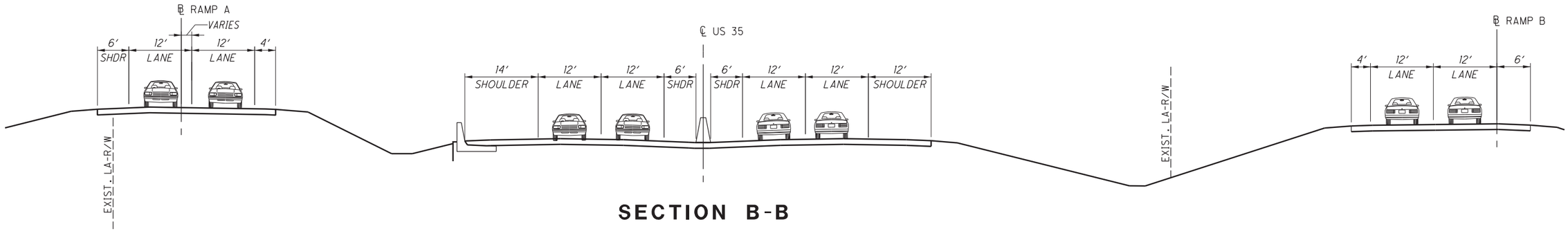
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5A
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

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CHECKED

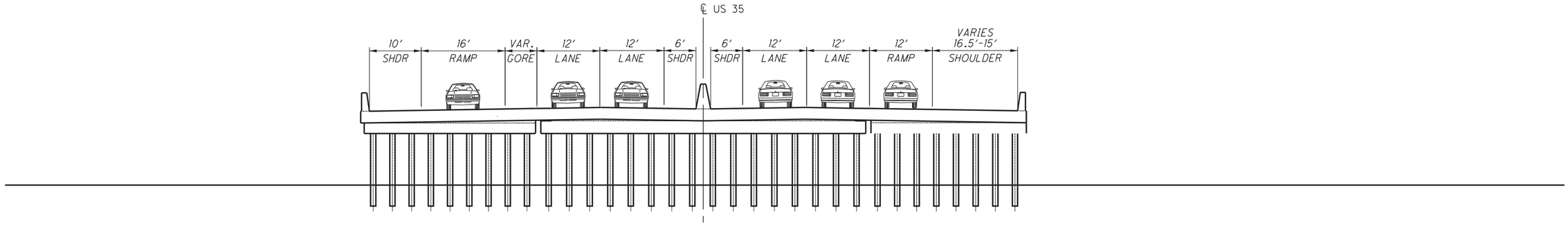
GRE-35-4.26

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876

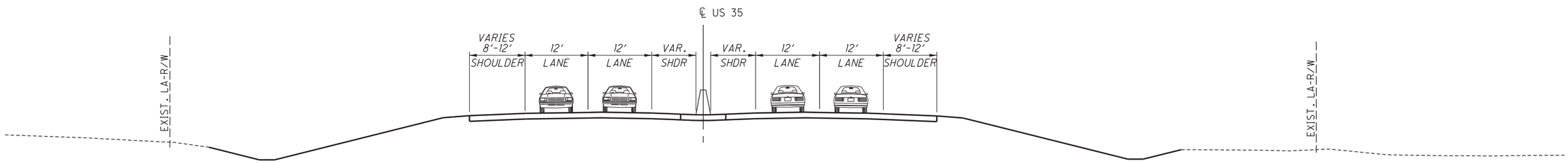
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SECTION B-B



SECTION A1-A1



SECTION A-A

CALCULATED | CHECKED

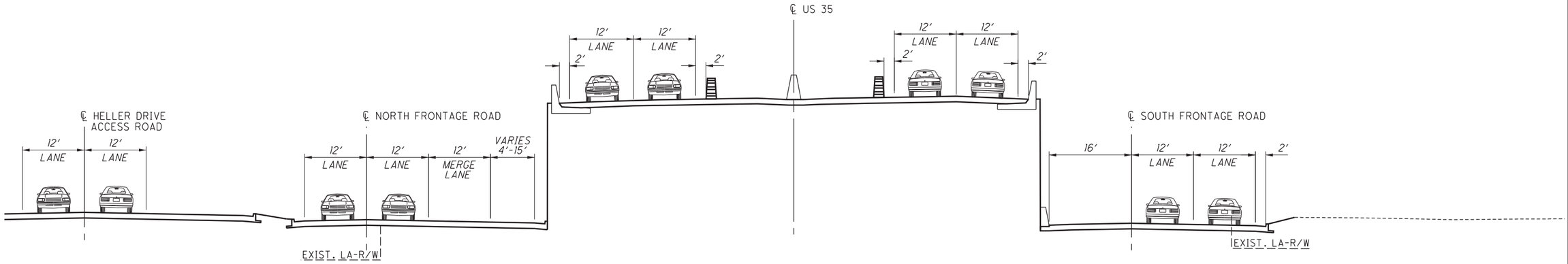
TRAFFIC - STAGE 3 - PHASE 5B
- FACTORY ROAD/ORCHARD LANE

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

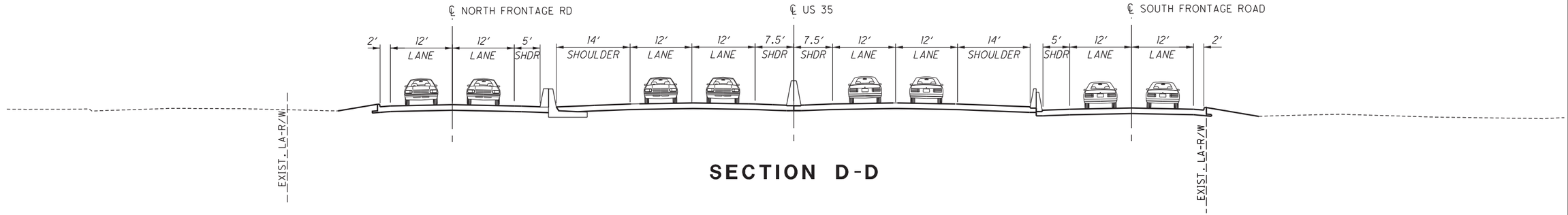
GRE-35-4.26

81
876

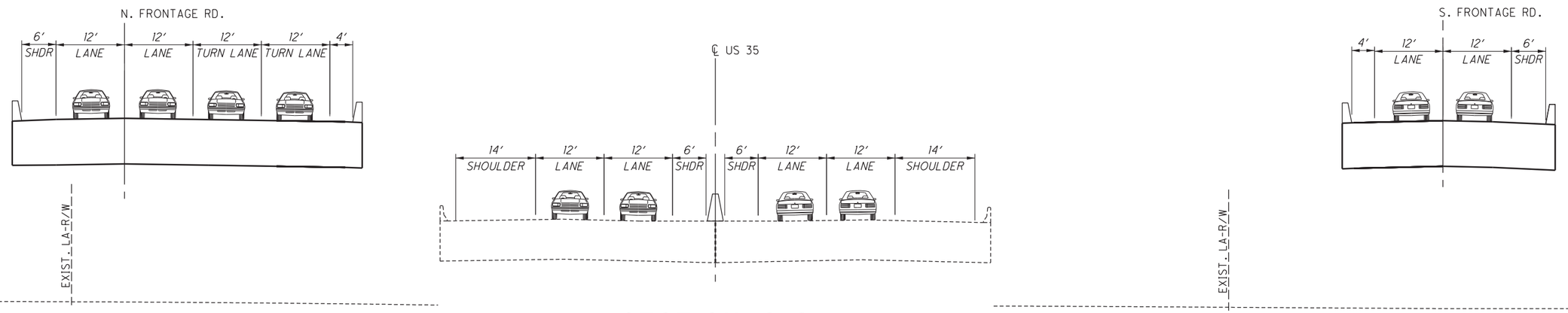
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SECTION E-E



SECTION D-D



SECTION C-C

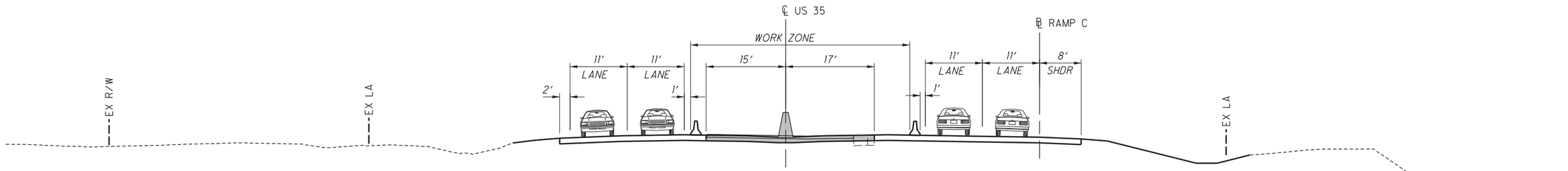
MAINTENANCE OF TRAFFIC - STAGE 3 - PHASE 5B
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

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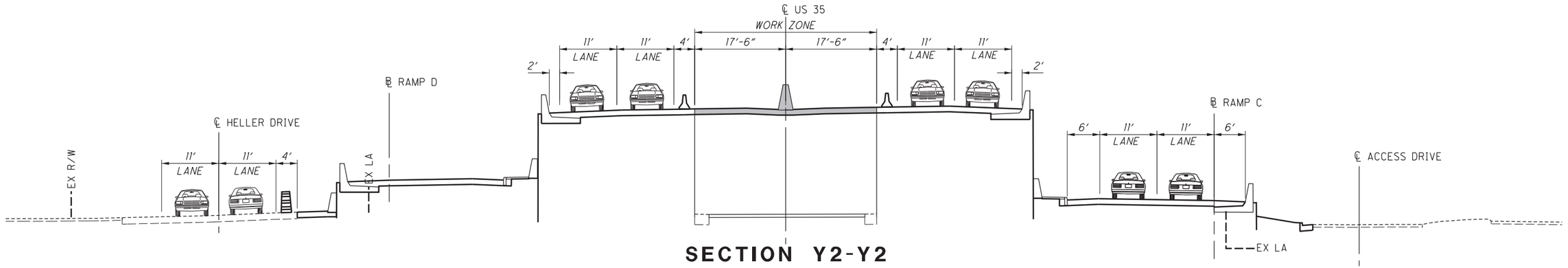
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GRE-35-4.26

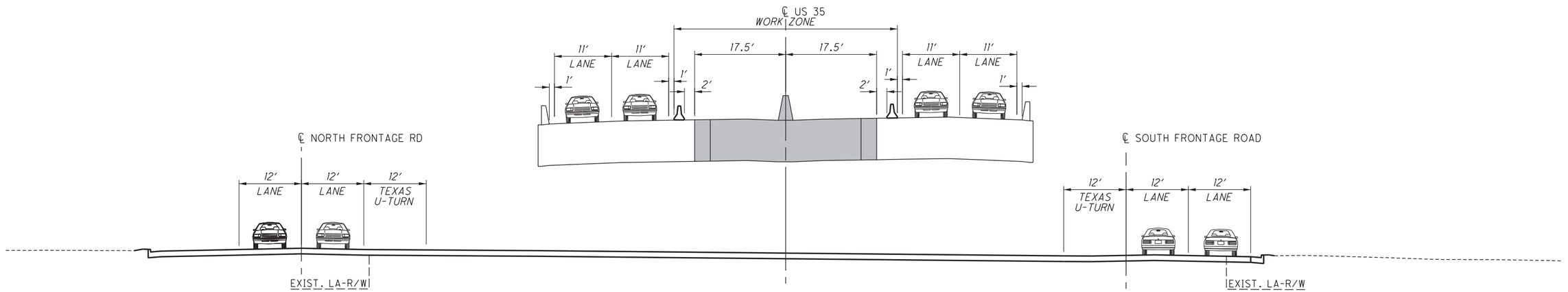
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SECTION Z-Z



SECTION Y2-Y2



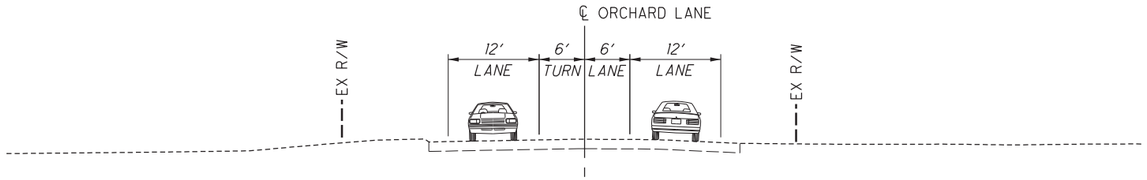
SECTION Y-Y

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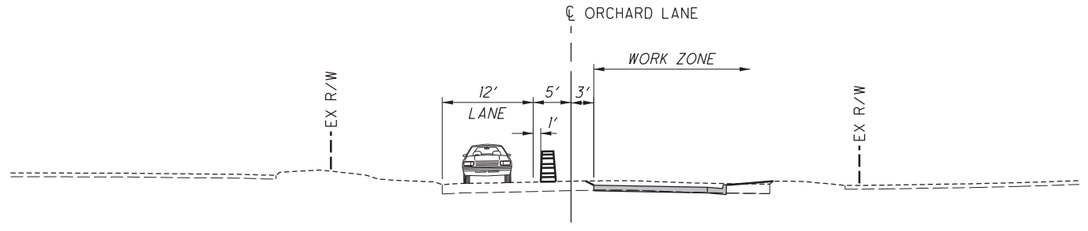
MAINTENANCE OF TRAFFIC - STAGE 3 - PHASE 5B
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

GRE-35-4.26

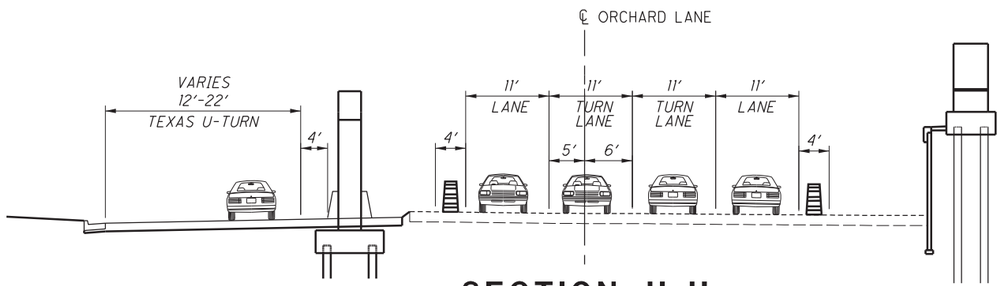
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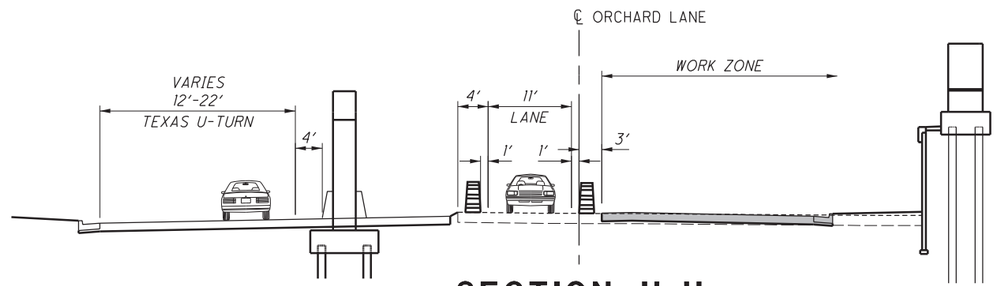
SECTION U1-U1
STEP 1



SECTION U1-U1
STEP 2



SECTION U-U
STEP 1



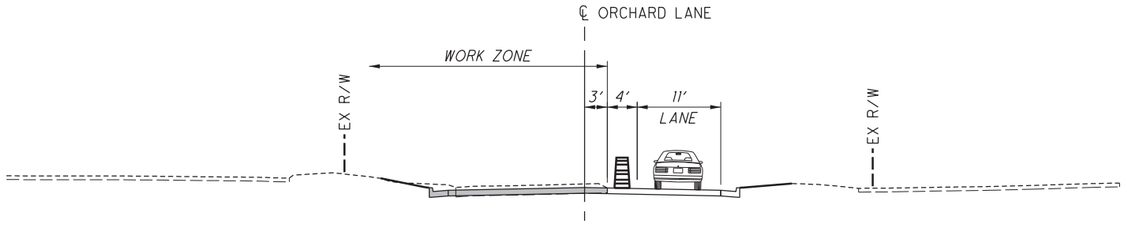
SECTION U-U
STEP 2

MAINTENANCE OF TRAFFIC - STAGE 3 - PHASE 6 - STEPS 1-2
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

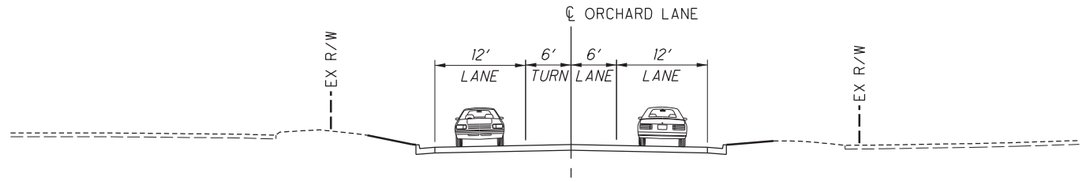
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GRE-35-4.26

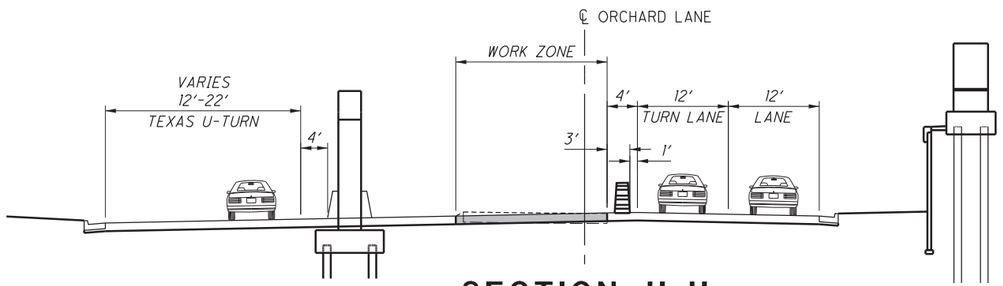
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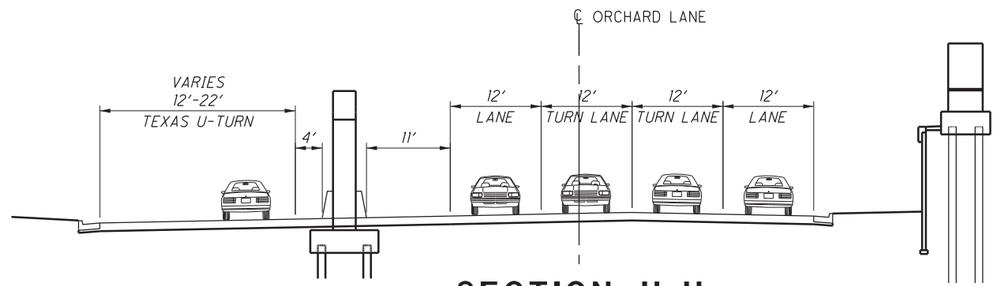
SECTION U1-U1
STEP 3



SECTION U1-U1
STEP 4



SECTION U-U
STEP 3



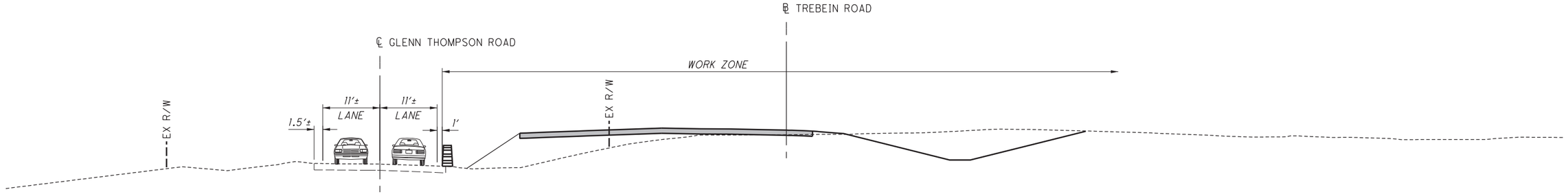
SECTION U-U
STEP 4

MAINTENANCE OF TRAFFIC - STAGE 3 - PHASE 6 - STEPS 3-4
TYPICAL SECTIONS - FACTORY ROAD/ORCHARD LANE

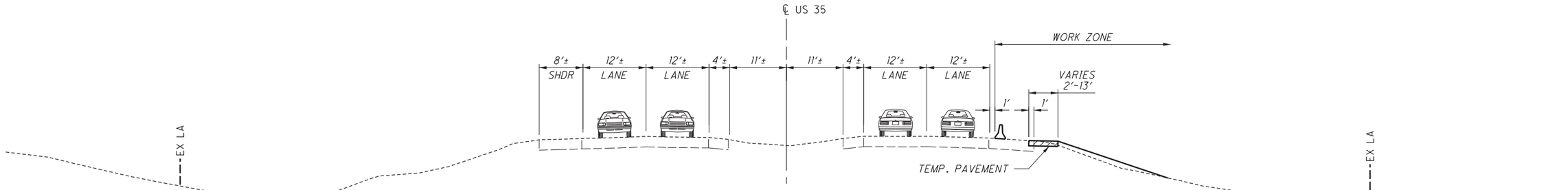
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GRE-35-4.26

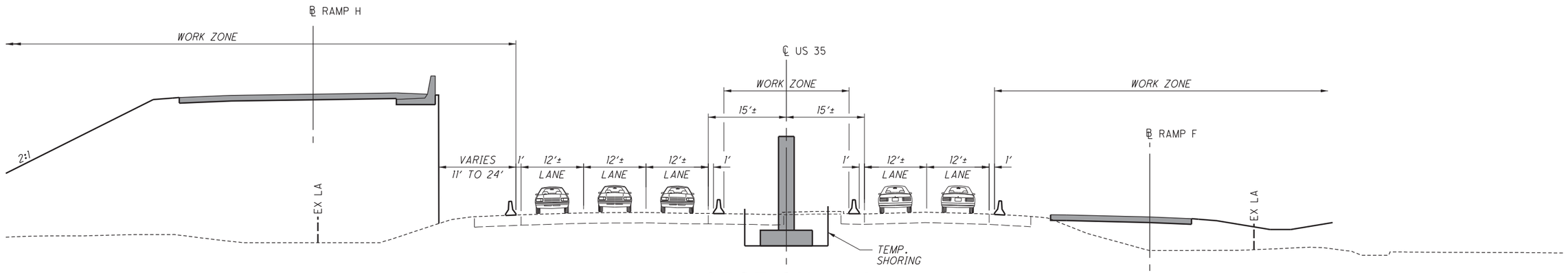
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SECTION M-M



SECTION L-L



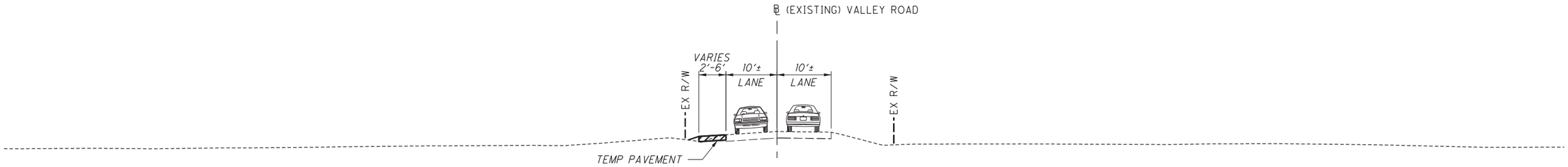
SECTION J-J

80468my105.dgn 9/25/2014 7:17:57 AM jeveret1

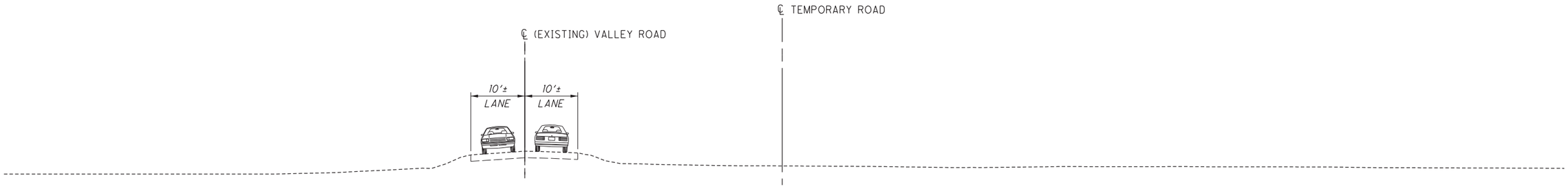
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

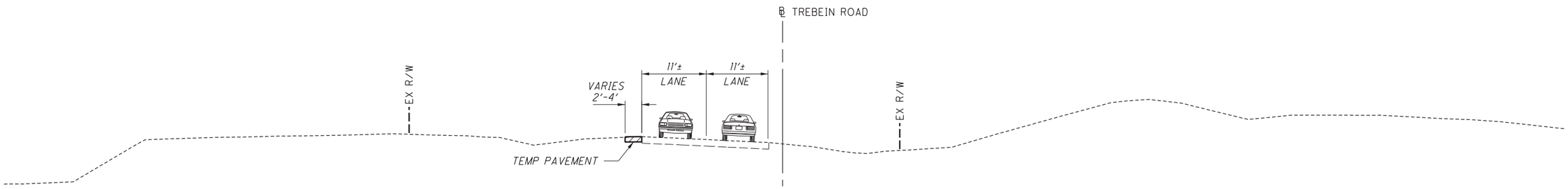
GRE-35-4.26



SECTION P-P



SECTION N-N



SECTION O-O

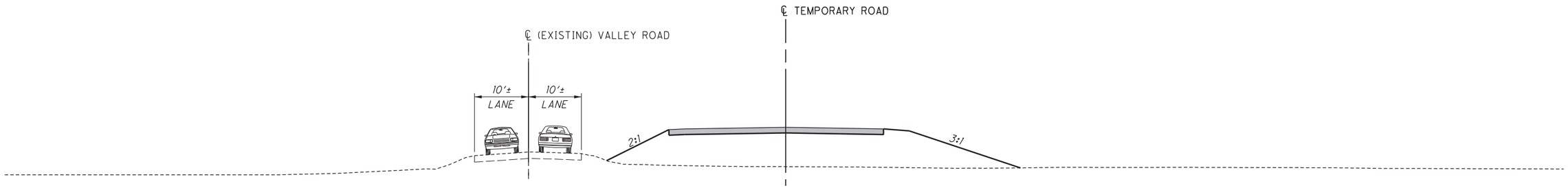
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MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A - STEP 1
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

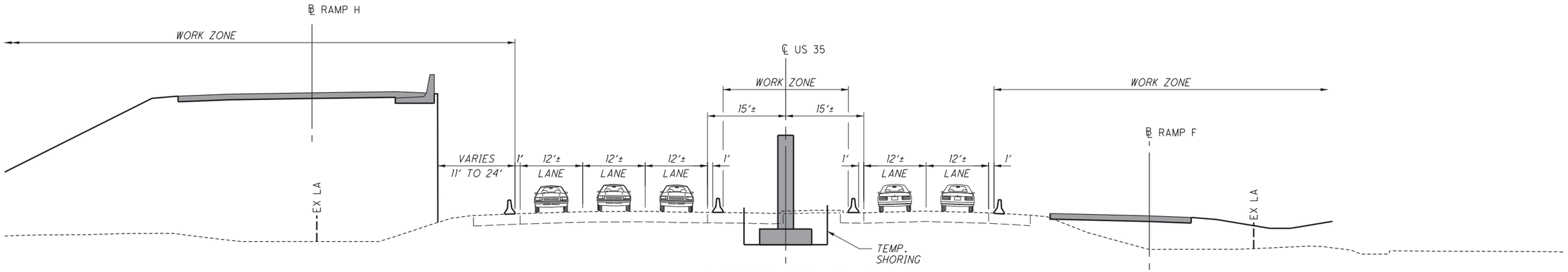
GRE-35-4.26

87
876

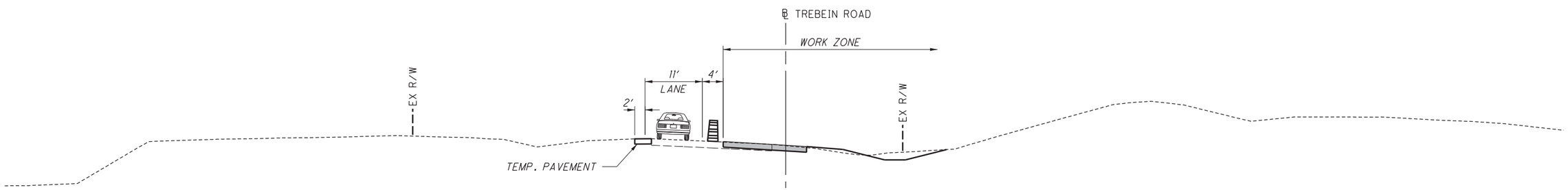
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SECTION N-N



SECTION J-J



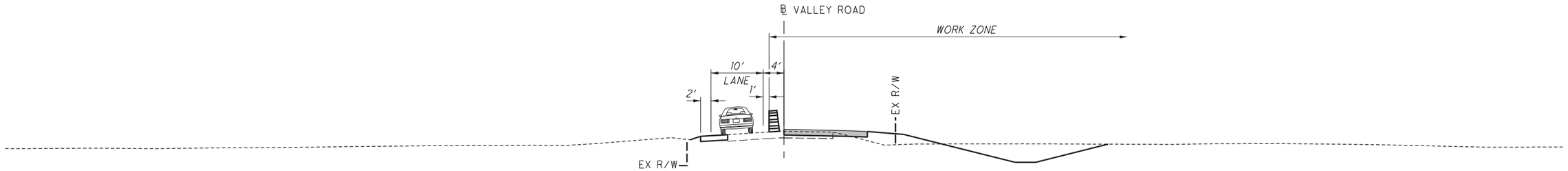
SECTION O-O

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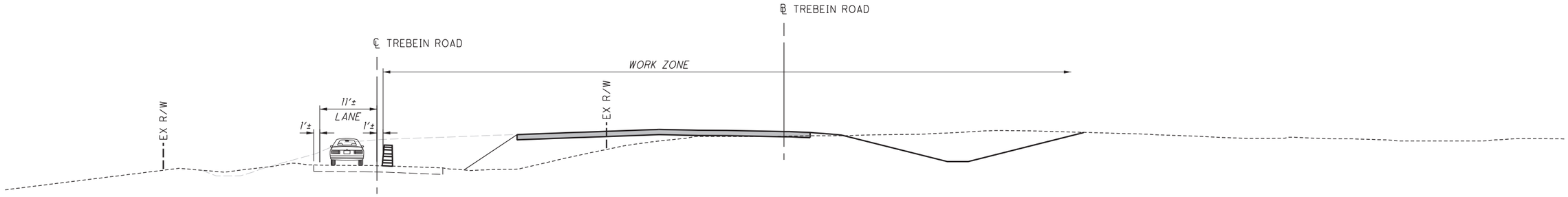
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MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A - STEP 2
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

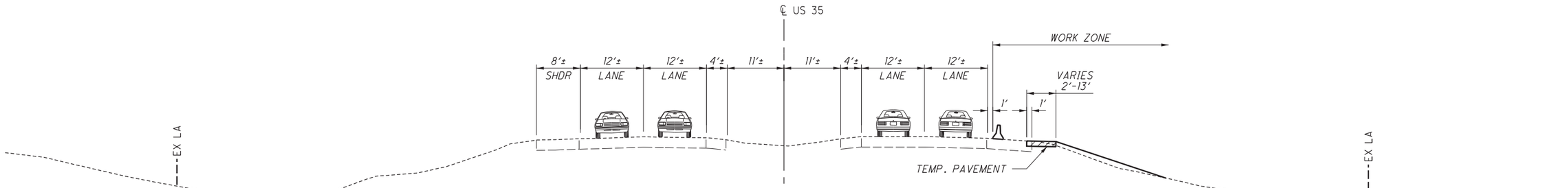
GRE-35-4.26



SECTION P-P



SECTION M-M



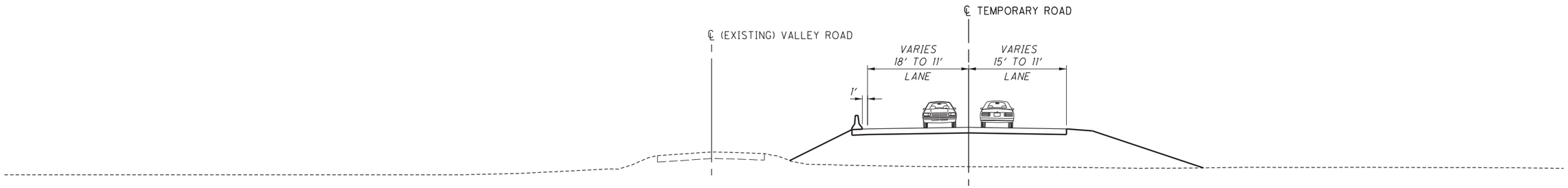
SECTION L-L

MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A - STEP 2
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

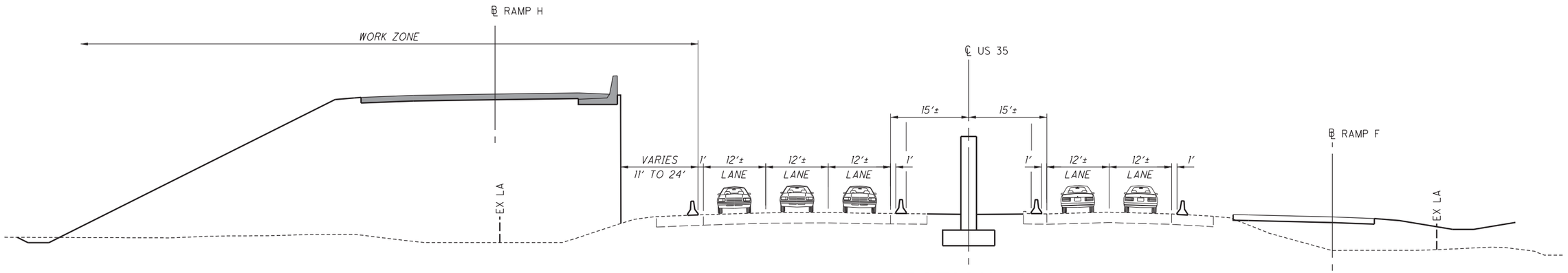
CALCULATED | CHECKED

GRE-35-4.26

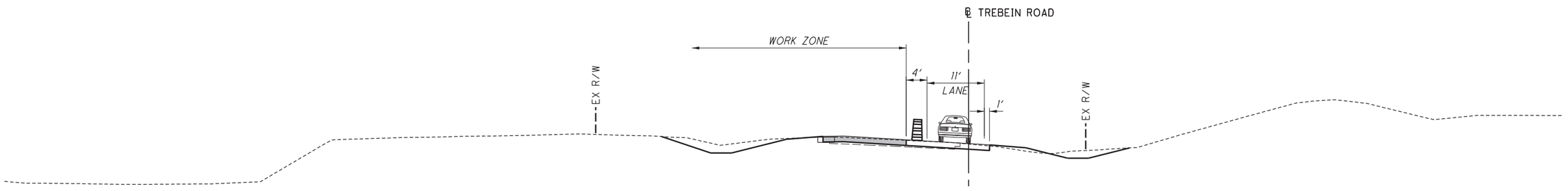
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SECTION N-N



SECTION J-J



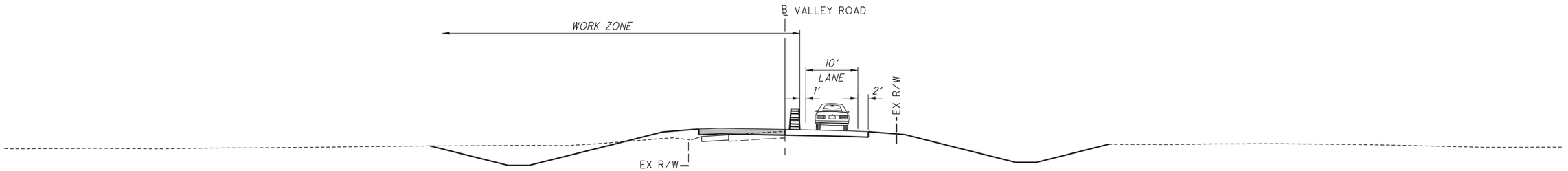
SECTION O-O

MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A - STEP 3
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

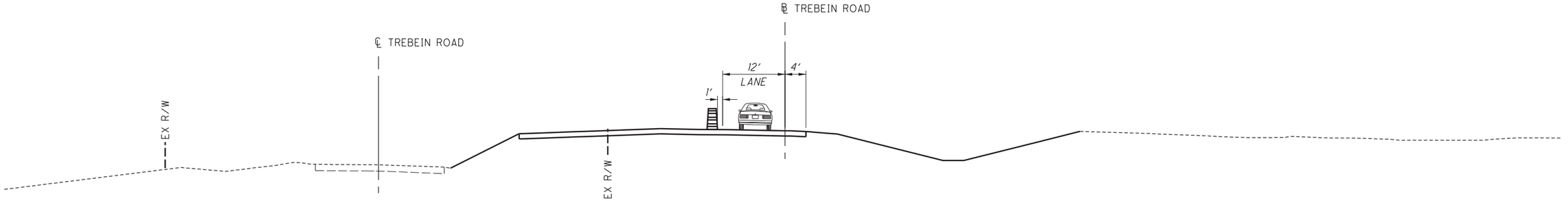
CALCULATED | CHECKED

GRE-35-4.26

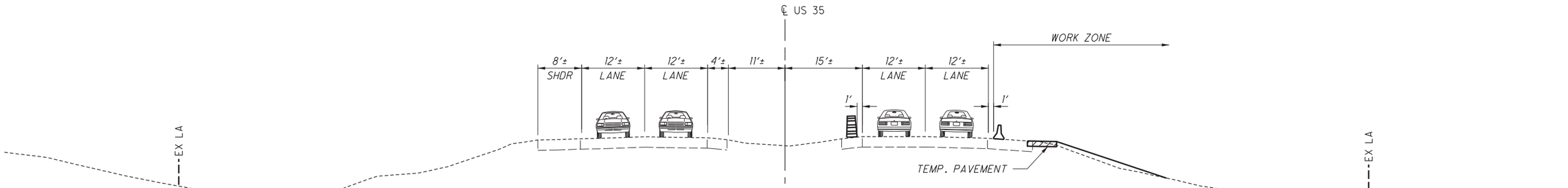
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SECTION P-P



SECTION M-M



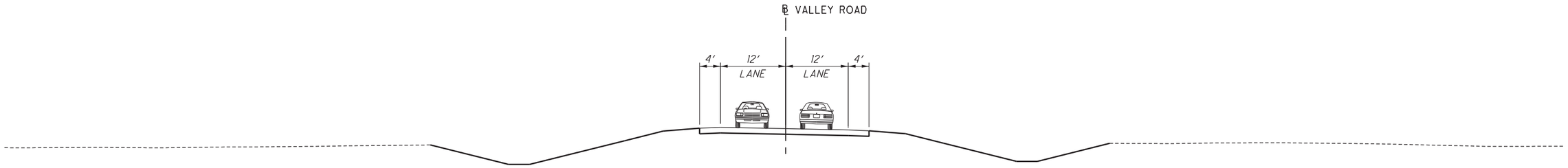
SECTION L-L

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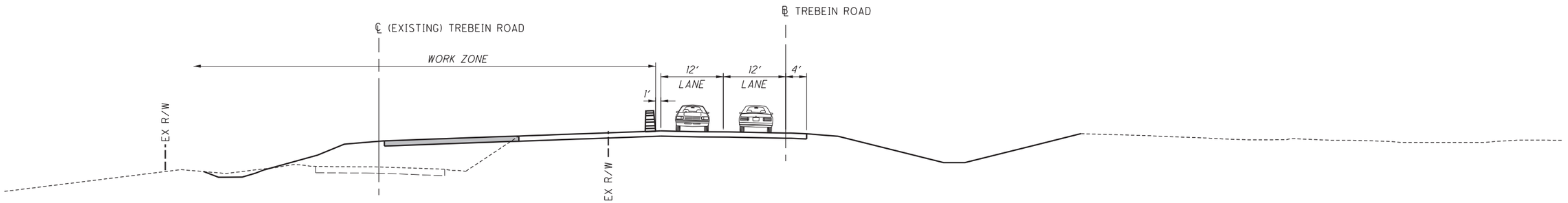
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MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A - STEP 3
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

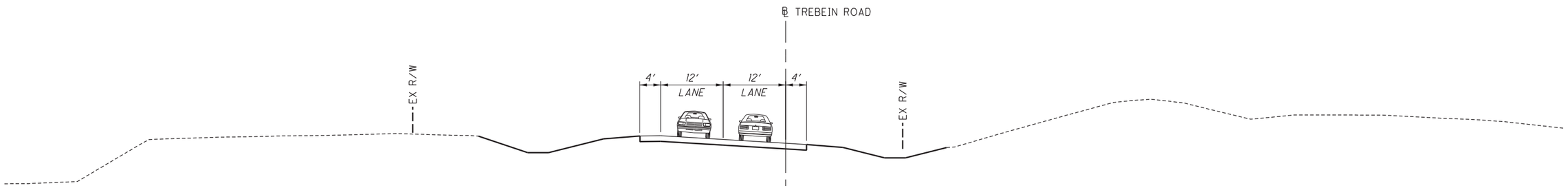
GRE-35-4.26



SECTION P-P



SECTION M-M



SECTION O-O

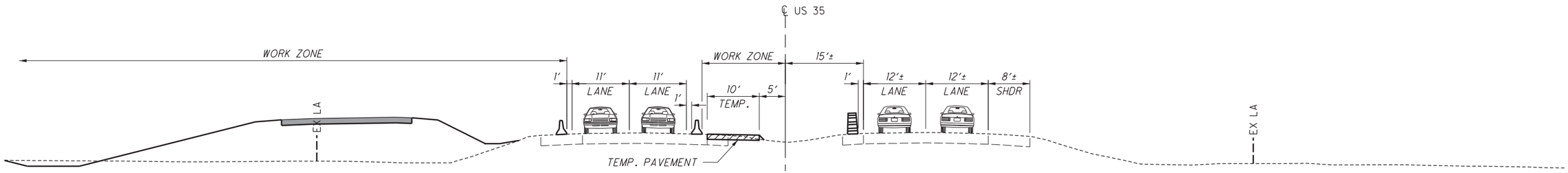
MAINTENANCE OF TRAFFIC - STAGE 1 - PHASE 1A - STEP 4
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

CALCULATED | CHECKED

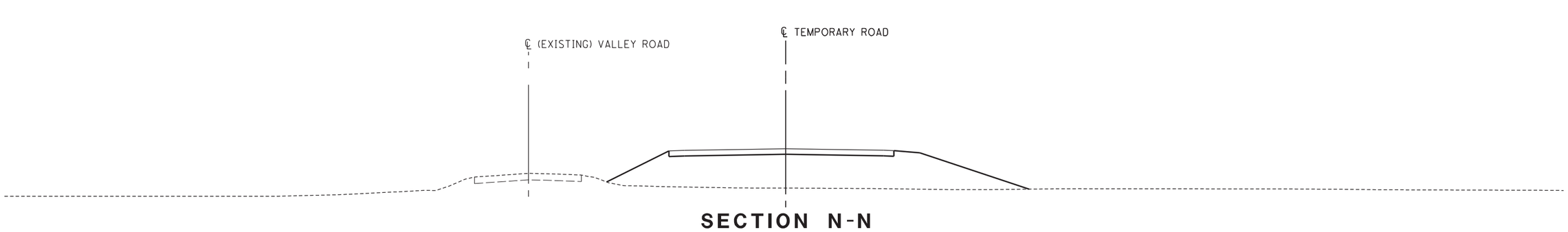
GRE-35-4.26

92
876

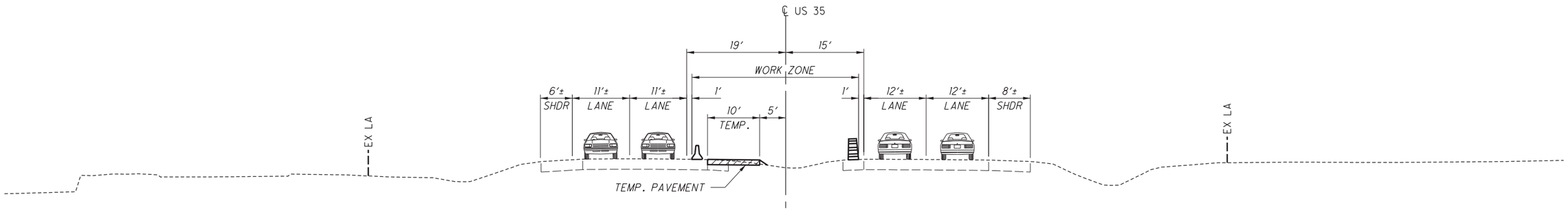
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SECTION K-K



SECTION N-N



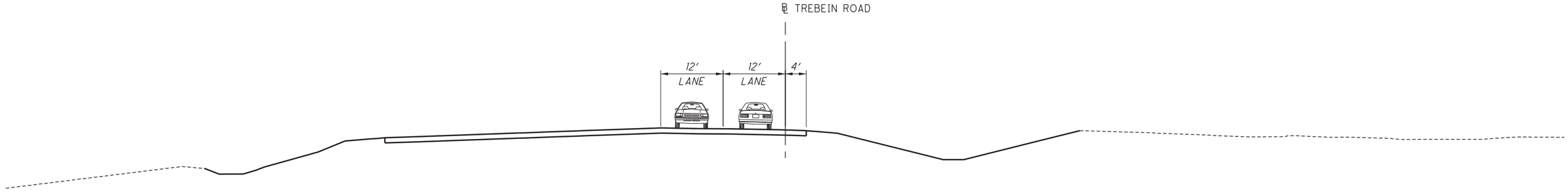
SECTION G-G

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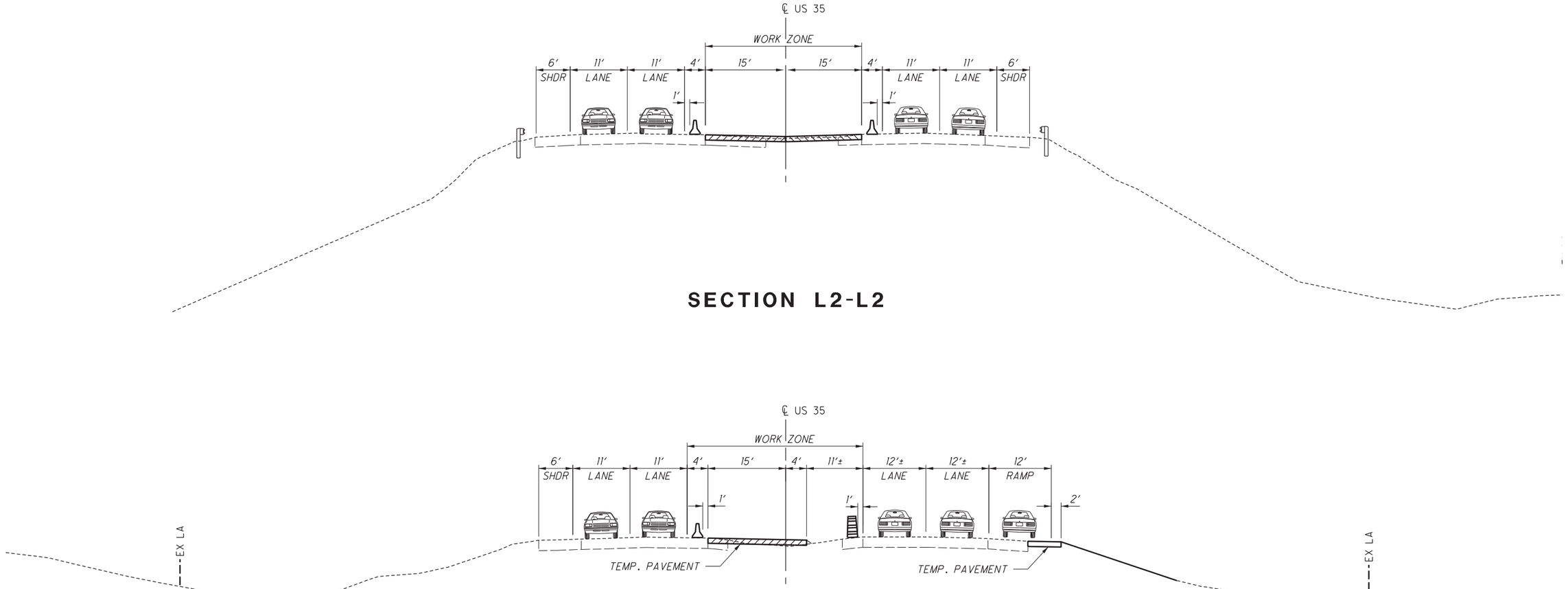
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 - STEP 1
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

80468my205.dgn 9/25/2014 7:19:04 AM jeveret1



SECTION M-M



SECTION L2-L2

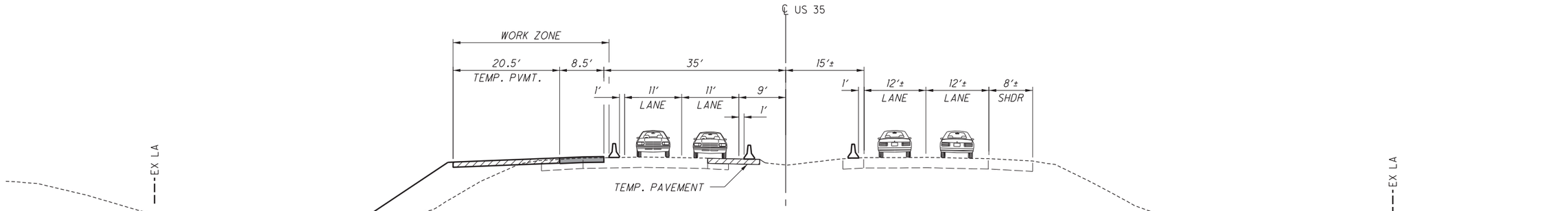
SECTION L-L

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 - STEP 1
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

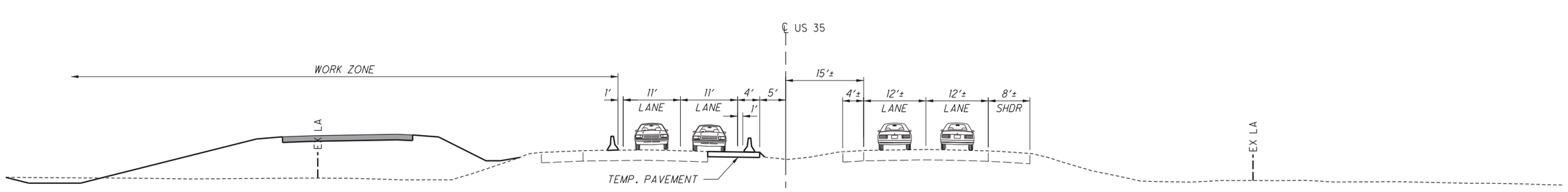
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GRE-35-4.26

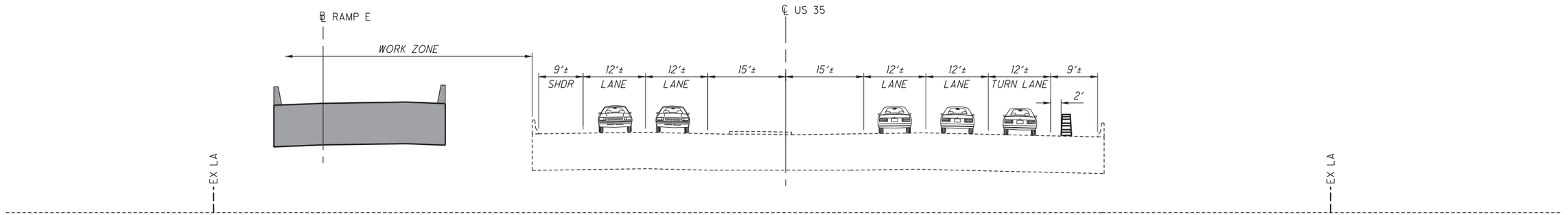
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SECTION L-L



SECTION K-K



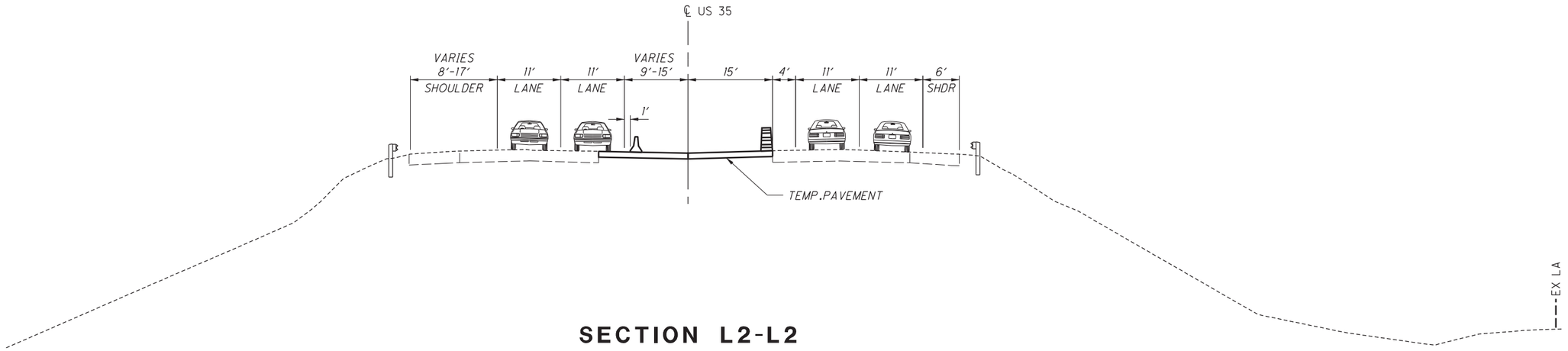
SECTION H-H

CALCULATED | CHECKED

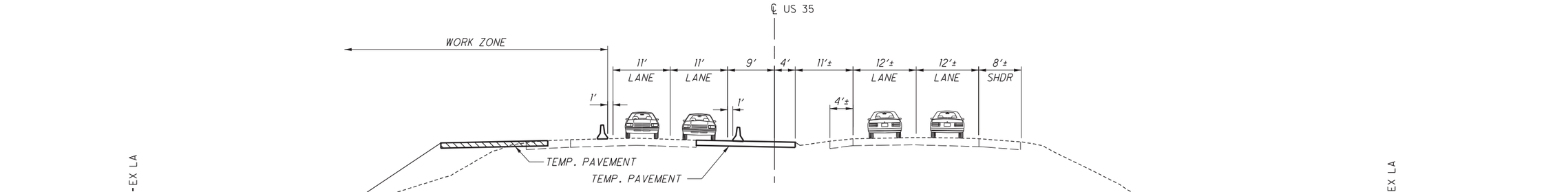
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 - STEP 2
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

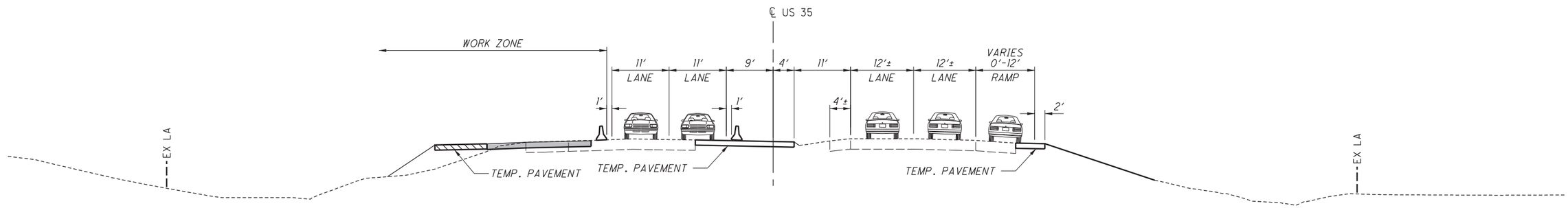
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SECTION L2-L2



SECTION L1-L1



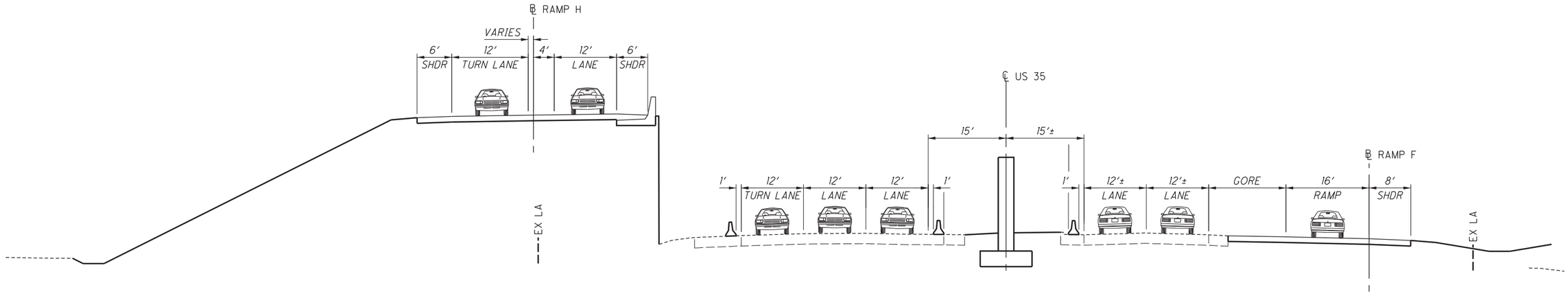
SECTION L-L

CALCULATED | CHECKED

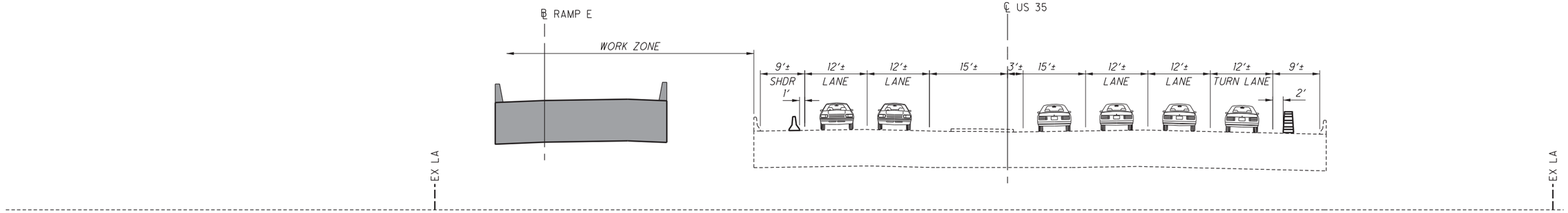
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 - STEP 2
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

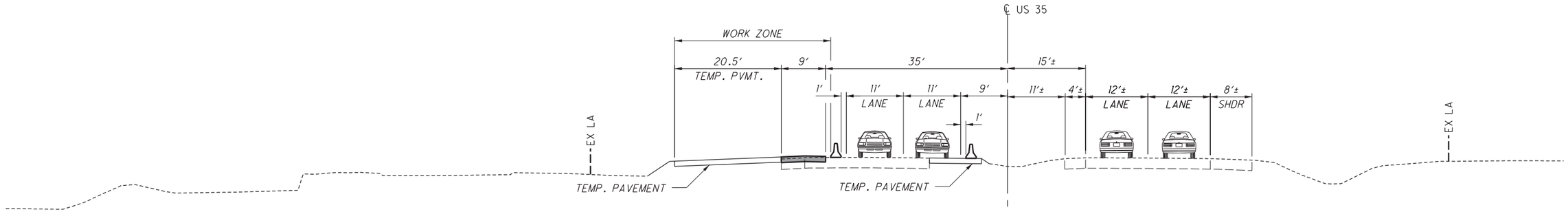
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SECTION J-J



SECTION H-H



SECTION G-G

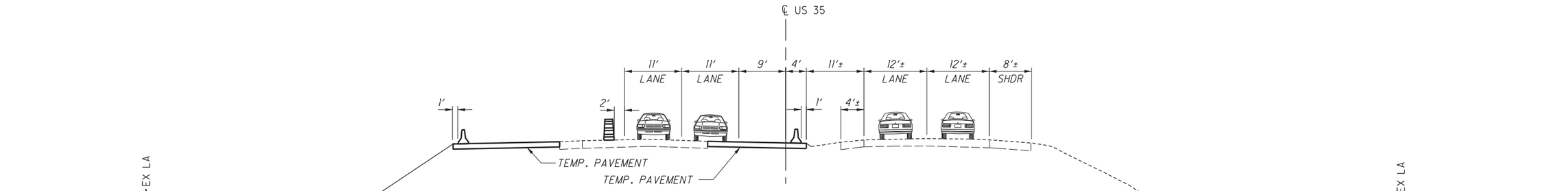
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MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 - STEP 3
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

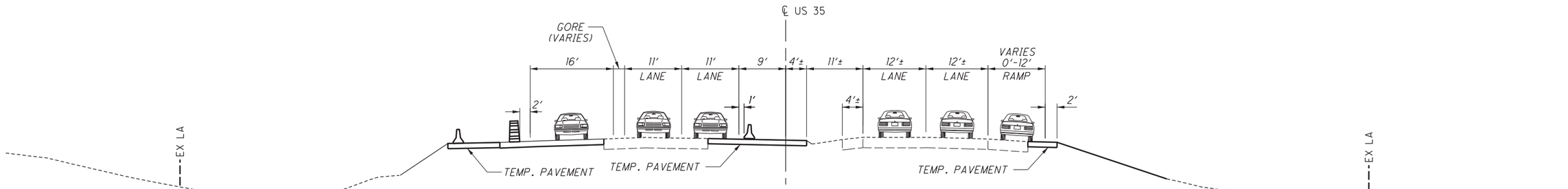
GRE-35-4.26

97
876

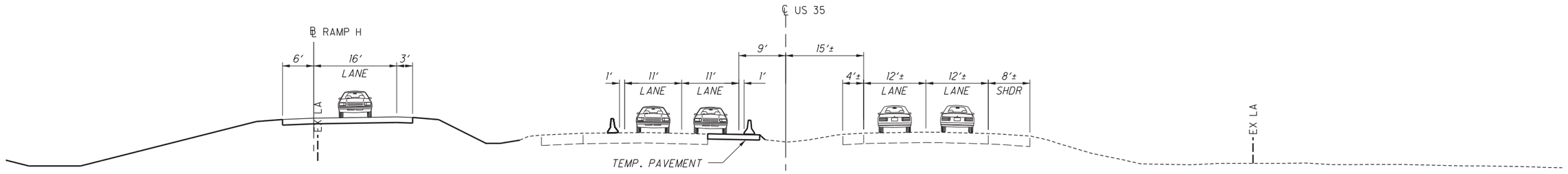
80468my225.dgn 9/25/2014 7:19:40 AM jeveret1



SECTION L1-L1



SECTION L-L



SECTION K-K

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 2 - STEP 3
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

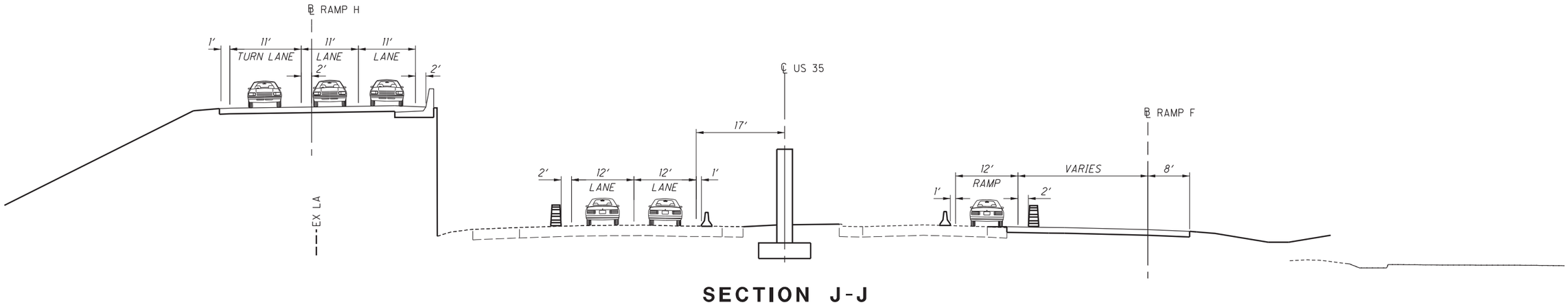
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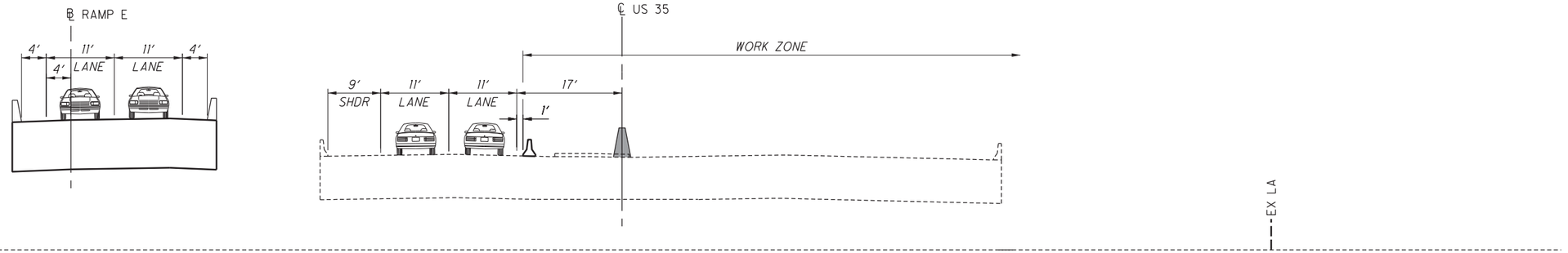
GRE-35-4.26

98
876

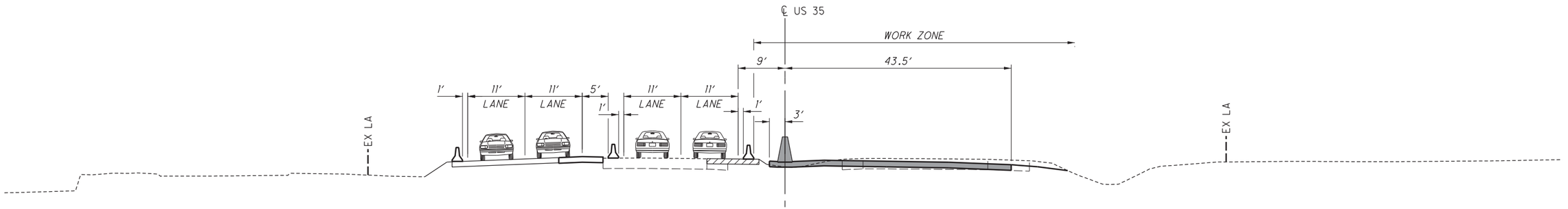
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SECTION J-J



SECTION H-H



SECTION G-G

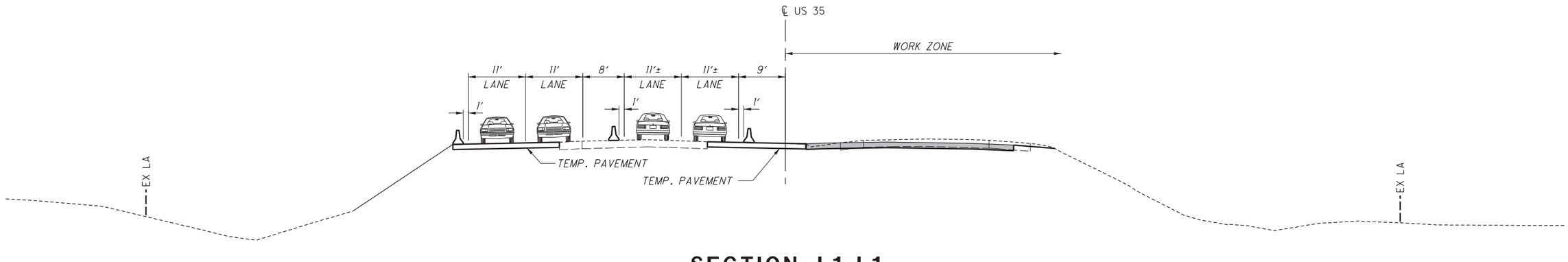
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3 - STEP 1
TYPICAL SECTIONS - VALLEY/TREBEIN

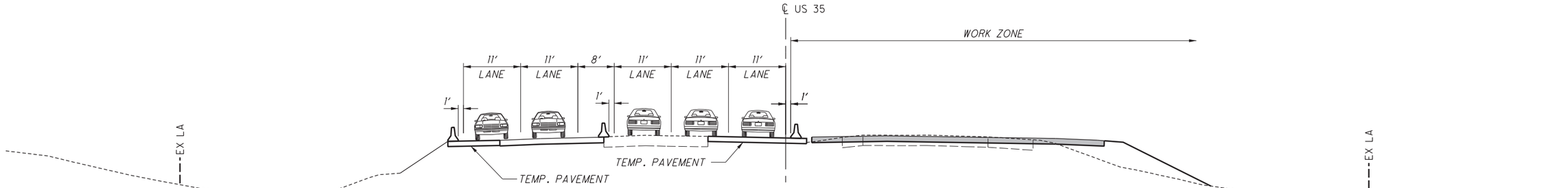
GRE-35-4.26

99
876

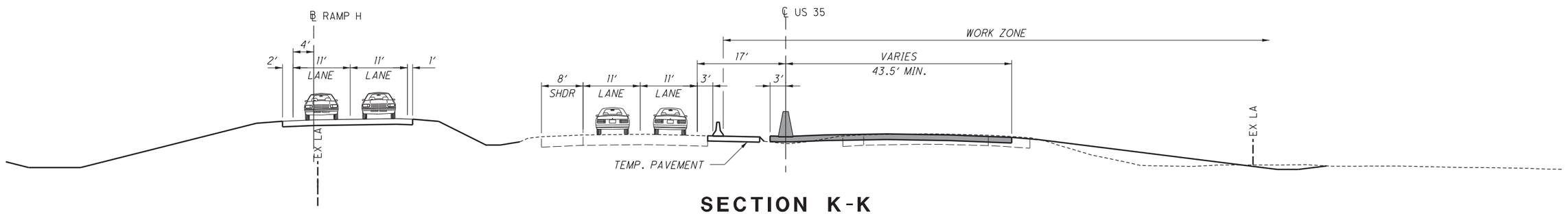
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SECTION L1-L1



SECTION L-L



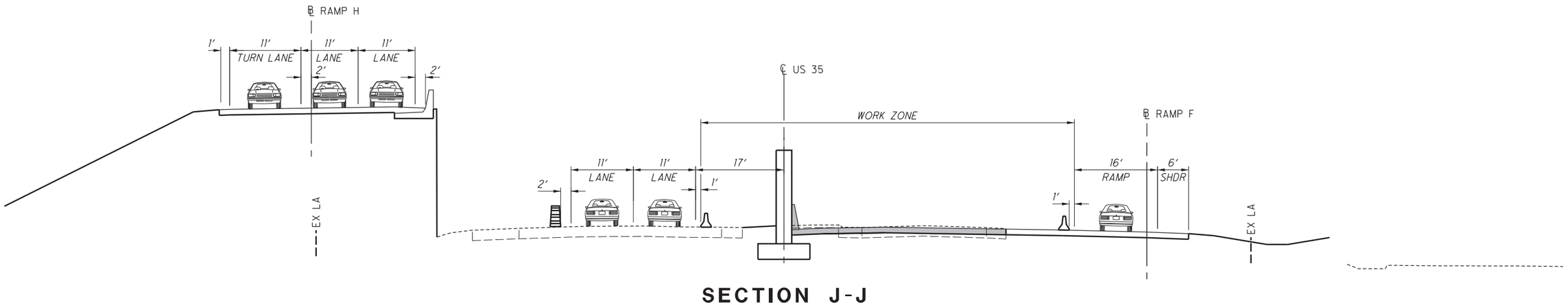
SECTION K-K

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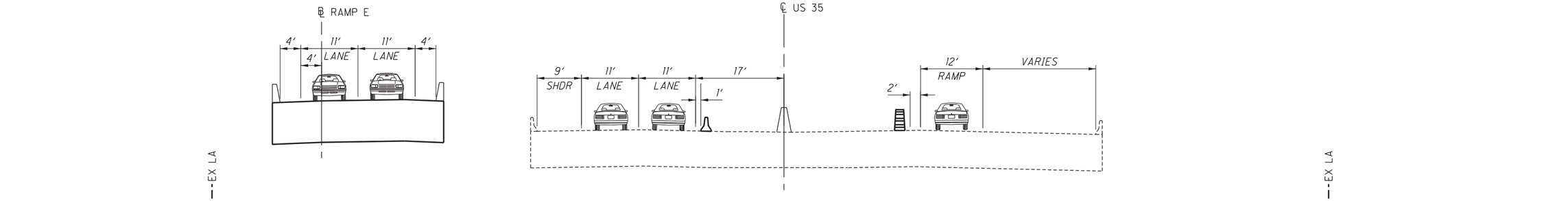
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3 - STEP 1
TYPICAL SECTIONS - VALLEY/TREBEIN

CALCULATED
CHECKED

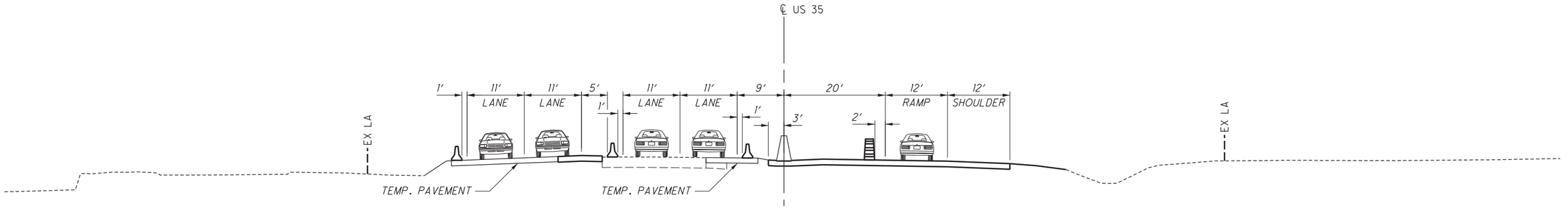
GRE-35-4.26



SECTION J-J



SECTION H-H



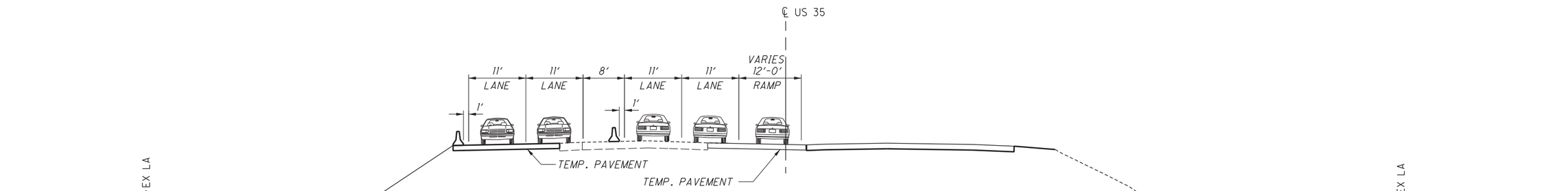
SECTION G-G

CALCULATED | CHECKED

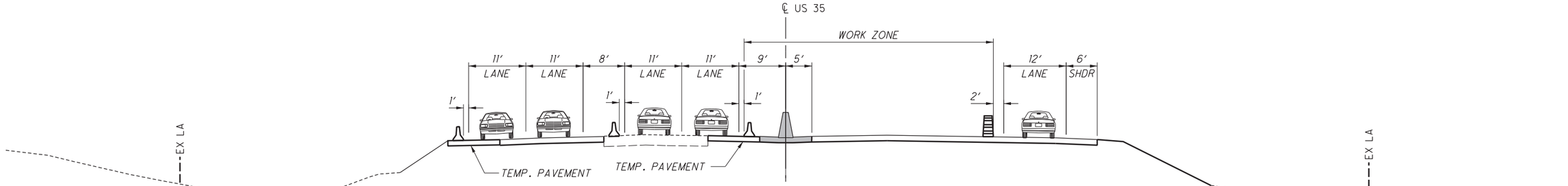
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3 - STEP 2
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

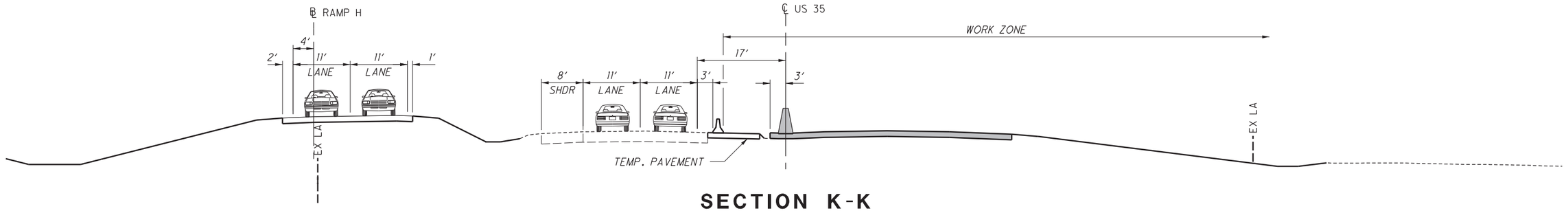
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SECTION L1-L1



SECTION L-L



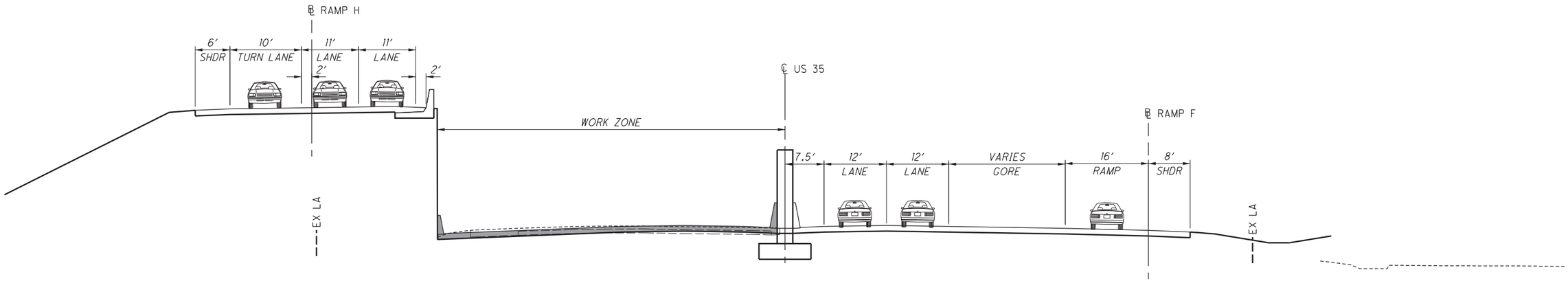
SECTION K-K

CALCULATED | CHECKED

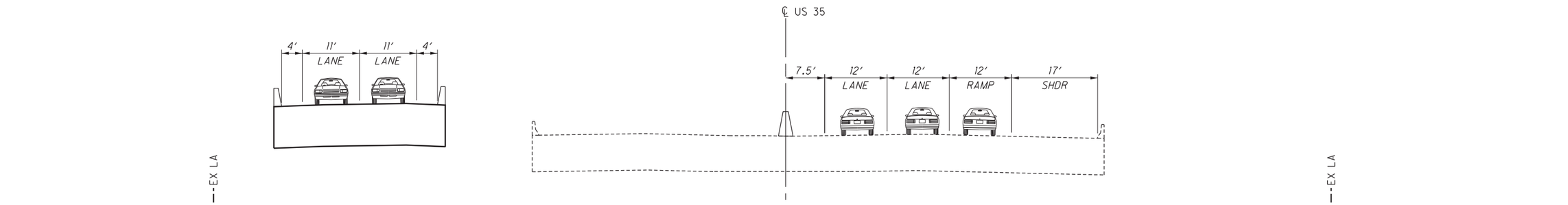
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 3 - STEP 2
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

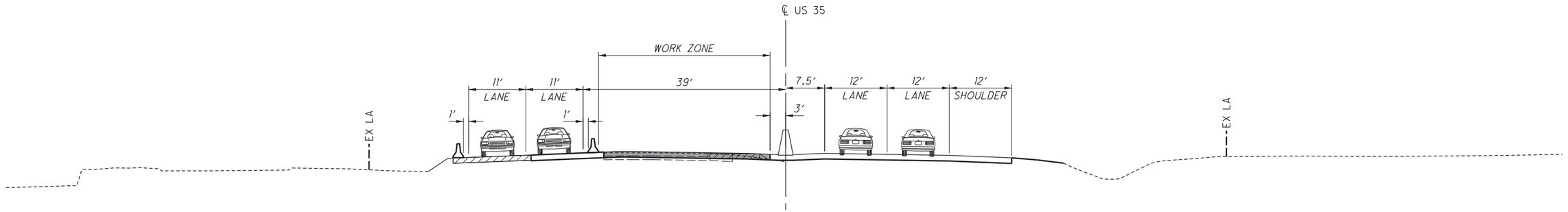
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SECTION J-J



SECTION H-H



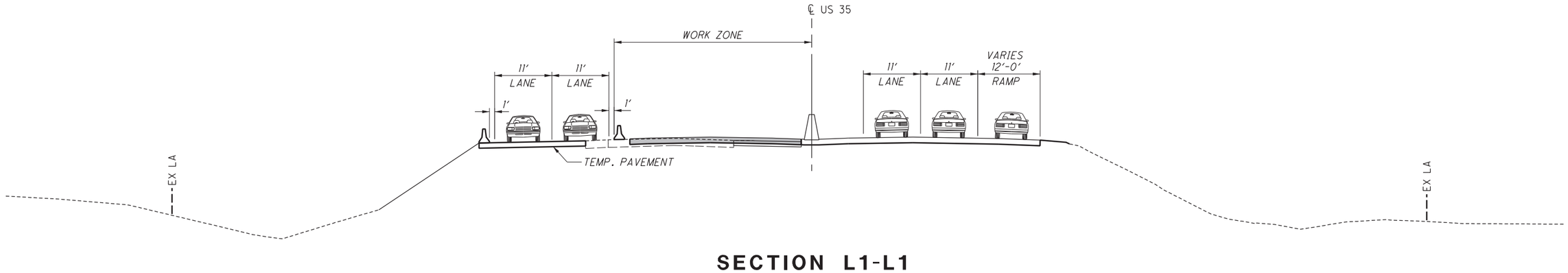
SECTION G-G

CALCULATED | CHECKED

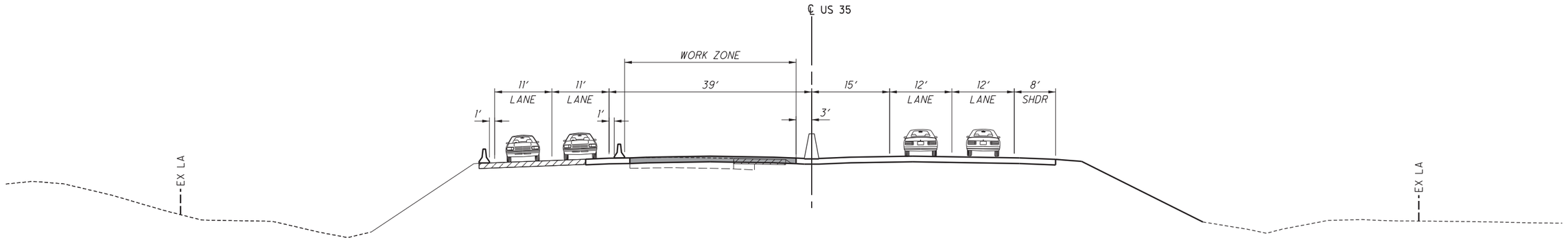
MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 4
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

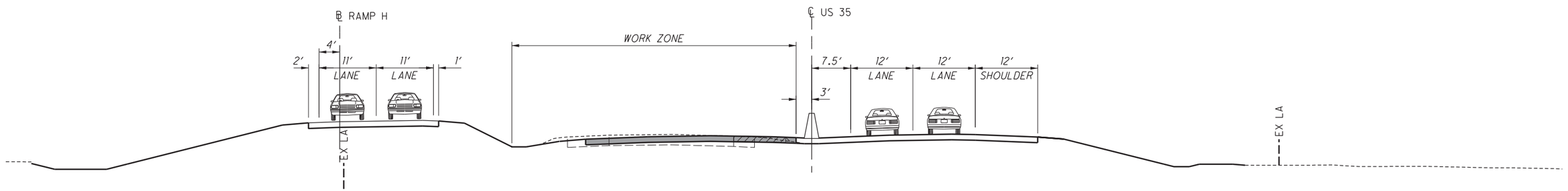
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SECTION L1-L1



SECTION L-L



SECTION K-K

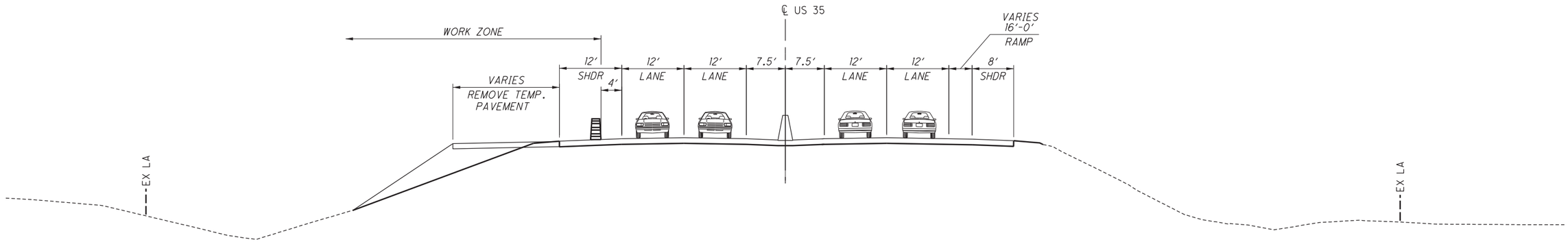
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 4
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

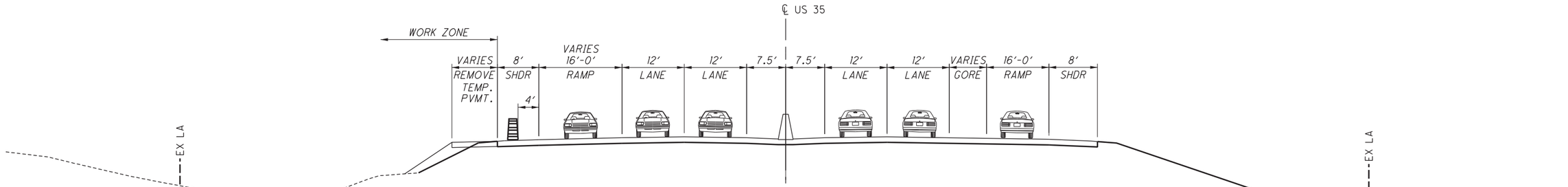
GRE-35-4.26

104
876

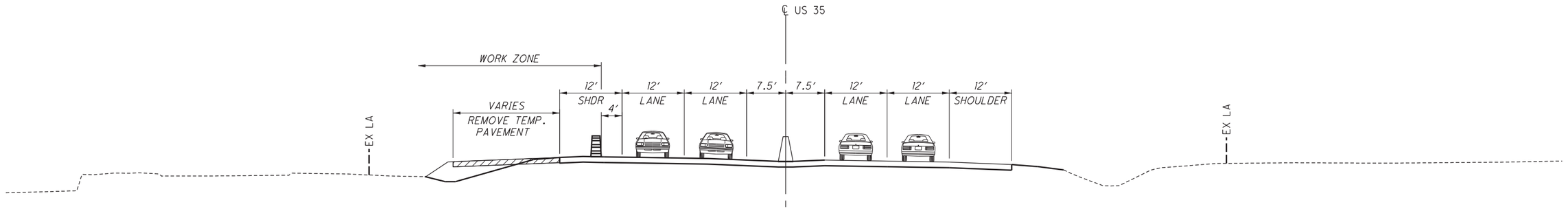
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SECTION L1-L1



SECTION L-L



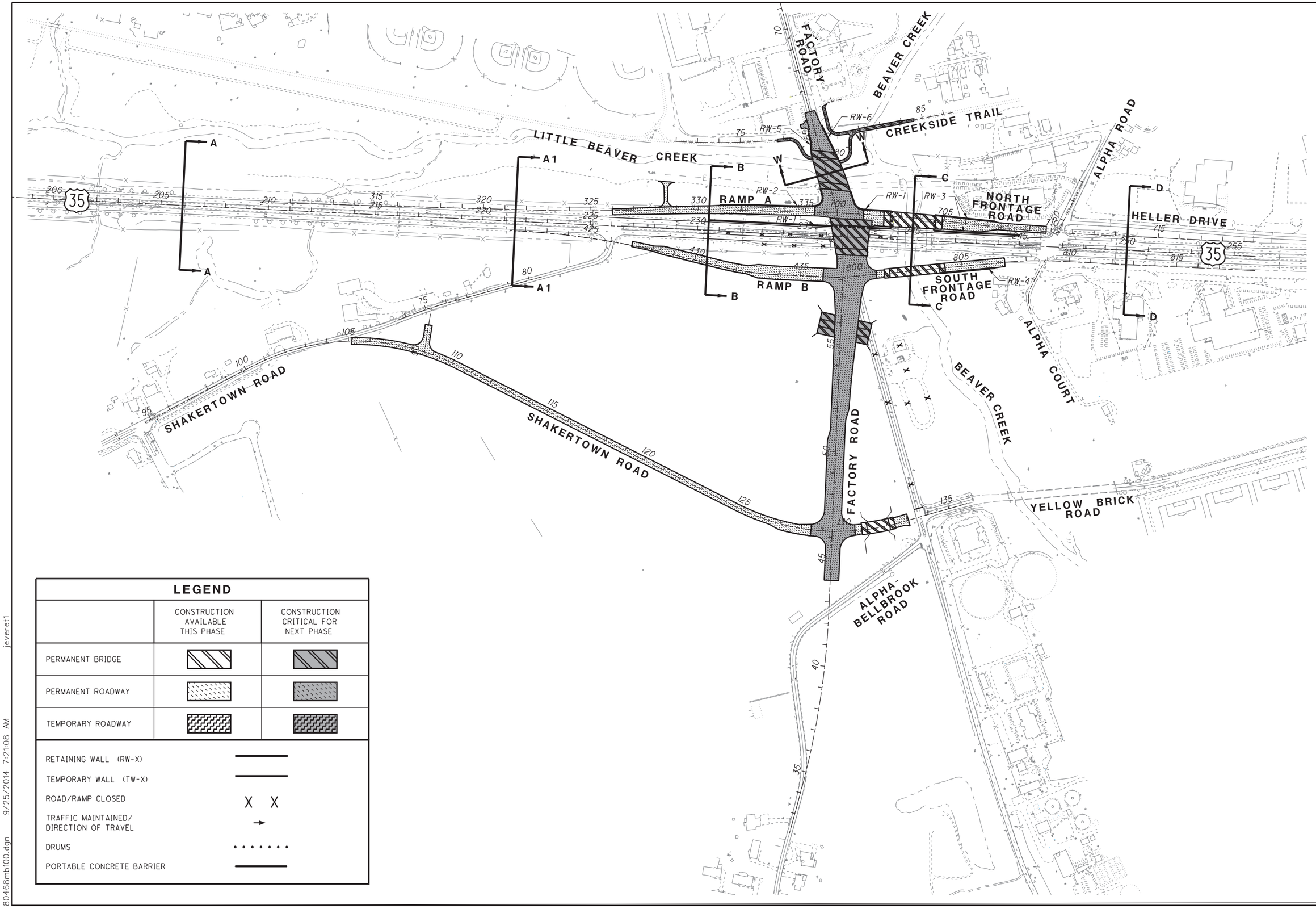
SECTION G-G

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC - STAGE 2 - PHASE 5
TYPICAL SECTIONS - VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

80468my505.dgn 9/25/2014 7:20:56 AM jeveret1



LEGEND

	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY ROADWAY		

RETAINING WALL (RW-X)	———
TEMPORARY WALL (TW-X)	———
ROAD/RAMP CLOSED	X X
TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL	→
DRUMS	• • • • • • •
PORTABLE CONCRETE BARRIER	———

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED | CHECKED

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 1

GRE-35-4.26

106
876

80468mb100.dgn 9/25/2014 7:21:08 AM jeverett

LITTLE BEAVER CREEK
SHAKERTOWN ROAD
SHAKERTOWN ROAD
FACTORY ROAD
BEAVER CREEK
CREEKSIDE TRAIL
ALPHA ROAD
HELLER DRIVE
NORTH FRONTAGE ROAD
SOUTH FRONTAGE ROAD
RAMP A
RAMP B
ALPHA COURT
BEAVER CREEK
FACTORY ROAD
YELLOW BRICK ROAD
ALPHA-BELLBROOK ROAD
35
RW-1
RW-2
RW-3
RW-4
RW-5
RW-6

NOTES:

1. FOR LEGEND SEE SHEET NO. X

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED
CHECKED

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 1A

GRE-35-4.26

107
876

80468mb110.dgn 9/25/2014 7:21:20 AM jeverett

LITTLE BEAVER CREEK
RAMP A
RAMP B
NORTH FRONTAGE ROAD
SOUTH FRONTAGE ROAD
CREEKSIDE TRAIL
HELLER DRIVE
ALPHA ROAD
ALPHA COURT
BEAVER CREEK
FACTORY ROAD
SHAKERTOWN ROAD
YELLOW BRICK ROAD
ALPHA-BELLBROOK ROAD
35

NOTES:

1. FOR LEGEND SEE SHEET NO. X

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED
CHECKED

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 1B

GRE-35-4.26

108
876

80468mb120.dgn 9/25/2014 7:21:35 AM jeveret1

LITTLE BEAVER CREEK
RAMP A
RAMP B
NORTH FRONTAGE ROAD
SOUTH FRONTAGE ROAD
CREEKSIDE TRAIL
HELLER DRIVE
ALPHA ROAD
ALPHA COURT
BEAVER CREEK
FACTORY ROAD
SHAKERTOWN ROAD
YELLOW BRICK ROAD
ALPHA-BELLBROOK ROAD
35

NOTES:

1. FOR LEGEND SEE SHEET NO. X

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED
CHECKED

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 1C

GRE-35-4.26

109
876

80468mb130.dgn 9/25/2014 7:21:49 AM jeveret1

NOTES:

1. FOR LEGEND SEE SHEET NO. X

HORIZONTAL SCALE IN FEET
0 100 200 400

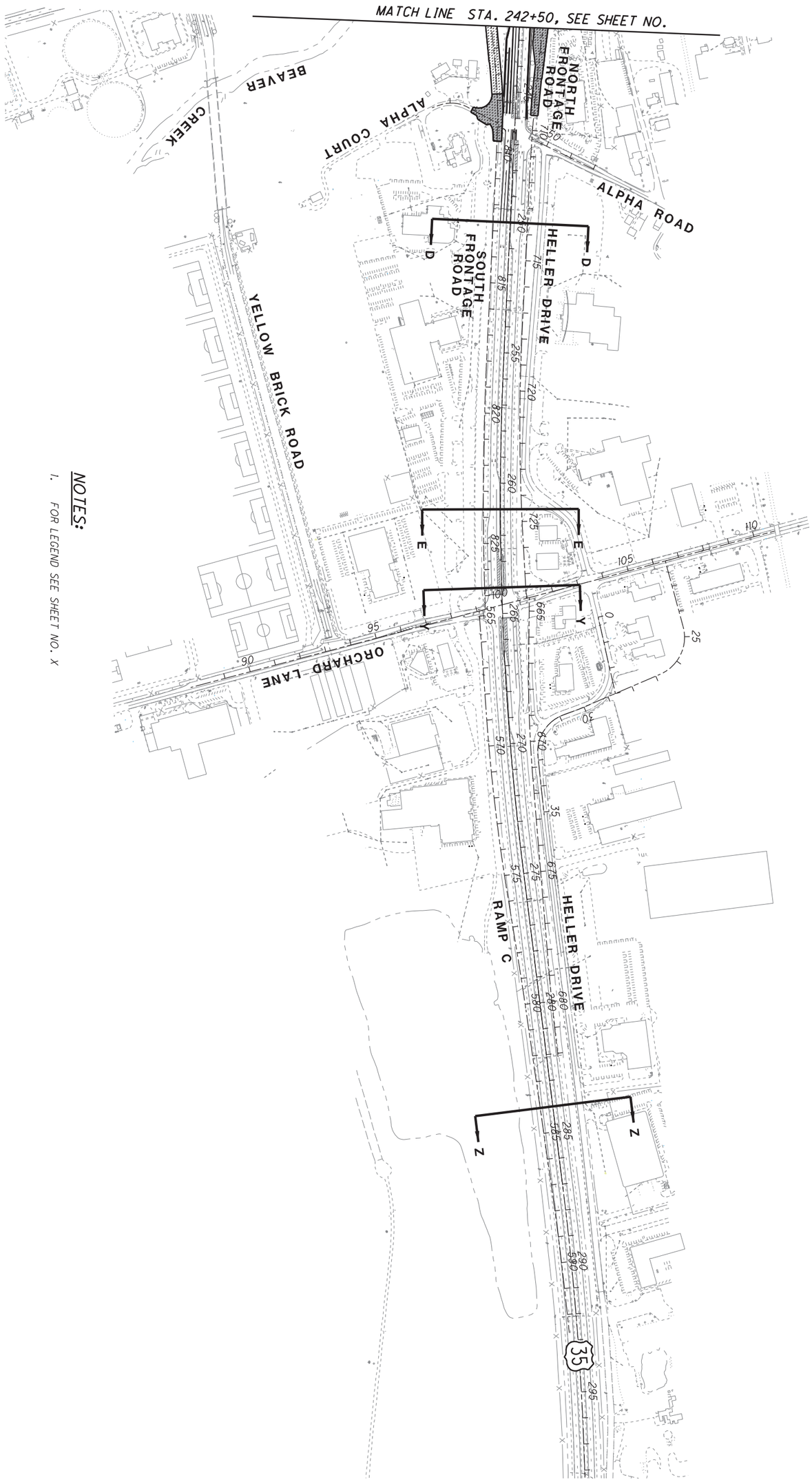
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 2

GRE-35-4.26

110
876

80468mb200.dgn 9/25/2014 7:22:05 AM jeveret1



NOTES:

1. FOR LEGEND SEE SHEET NO. X

111 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1 - PHASE 2	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. *FOR LEGEND SEE SHEET NO. X*

0 100 200 400 HORIZONTAL SCALE IN FEET

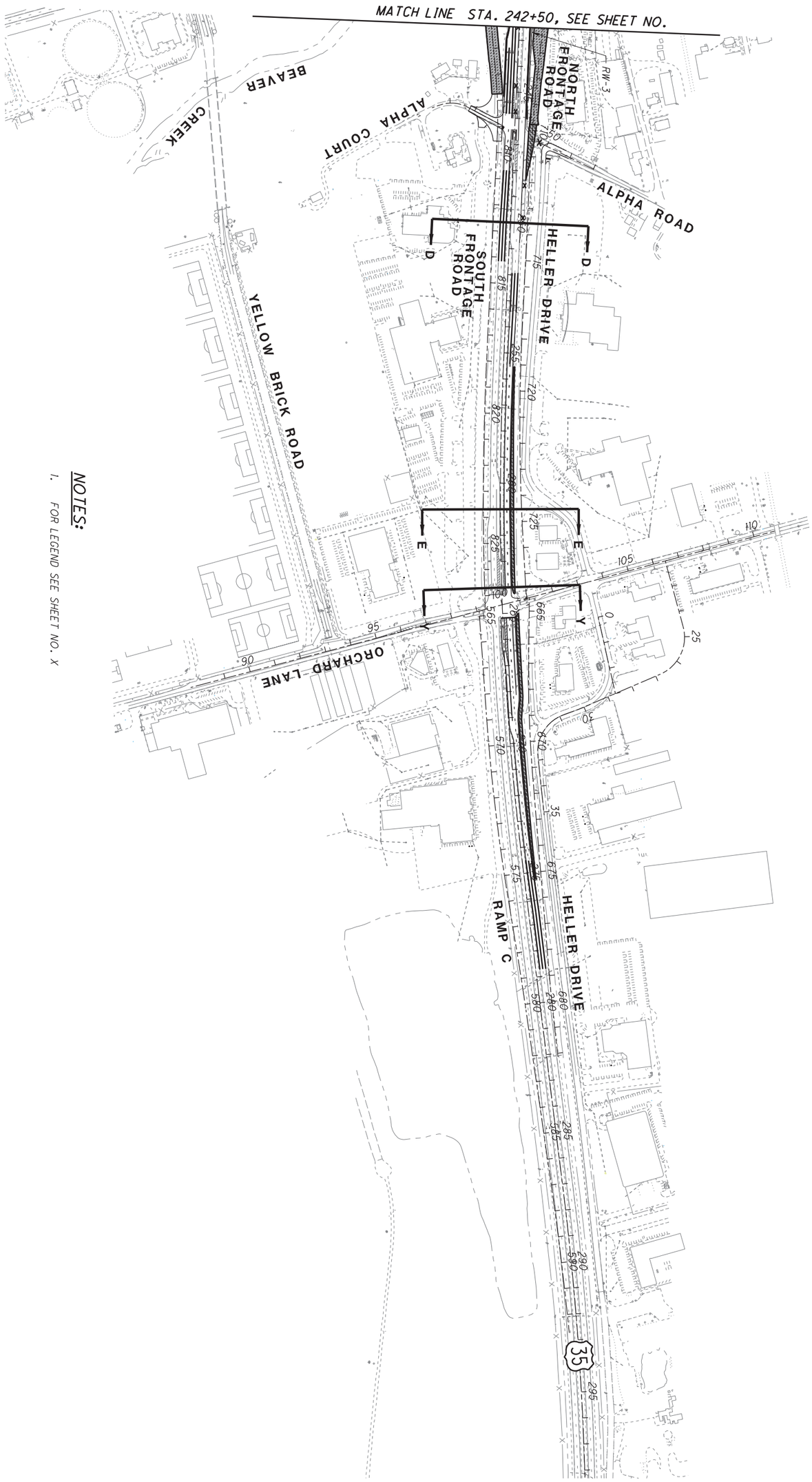
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 2A

GRE-35-4.26

112
876

80468mb210.dgn 9/25/2014 7:22:31 AM jeveret1



NOTES:

1. FOR LEGEND SEE SHEET NO. X

113 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1 - PHASE 2A	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. FOR LEGEND SEE SHEET NO. X

N

0 100 200 400
HORIZONTAL SCALE IN FEET

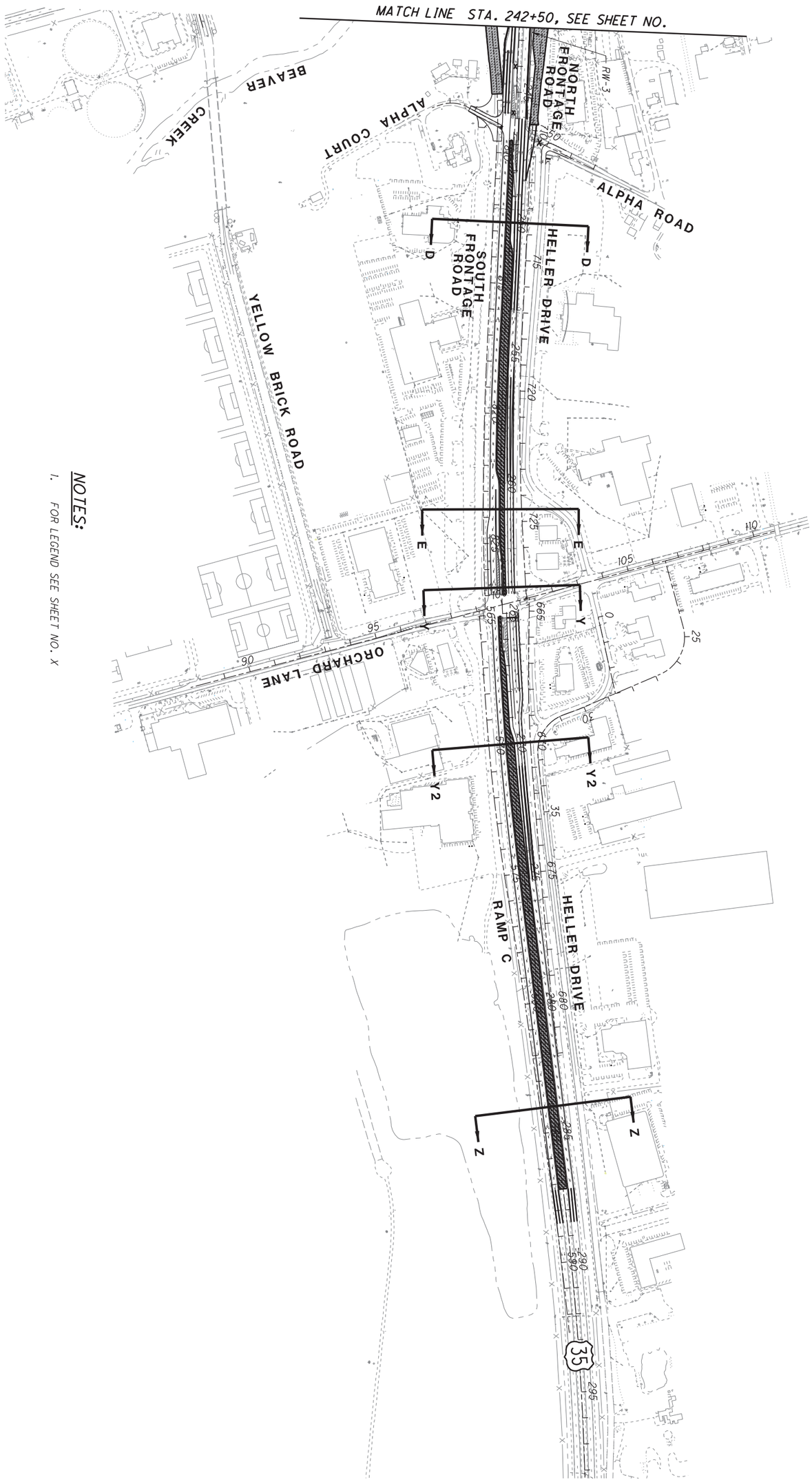
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 2B

GRE-35-4.26

114
876

80468mb220.dgn 9/25/2014 7:22:57 AM jeveret1

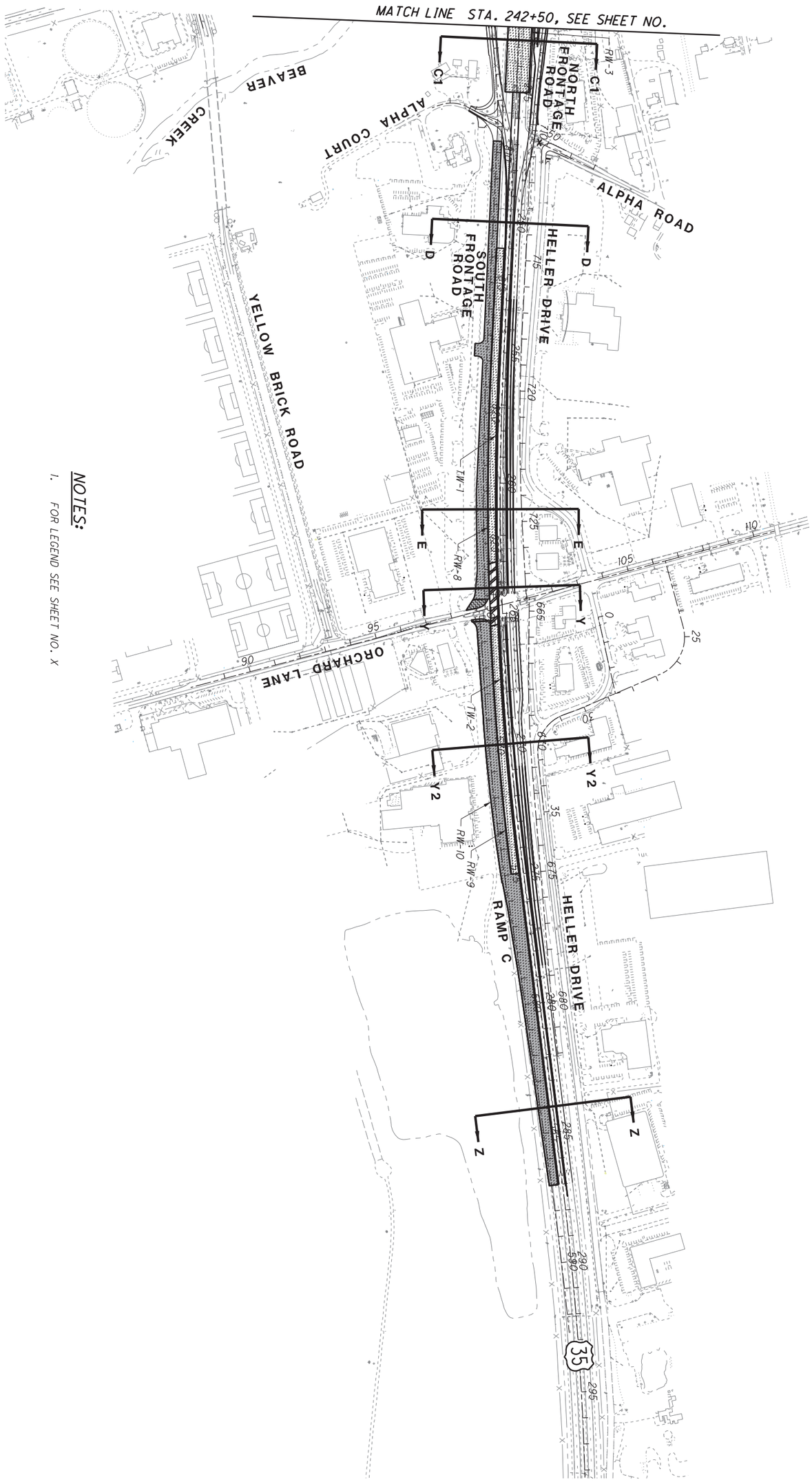


NOTES:

1. FOR LEGEND SEE SHEET NO. X

115 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1 - PHASE 2B	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

A
A
A1
A1
B
B
C
C
W
W
35
185
190
195
200
205
315
320
325
330
335
340
345
350
355
360
365
370
375
380
385
390
395
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405
410
415
420
425
430
435
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445
450
455
460
465
470
475
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485
490
495
500
505
510



NOTES:

1. FOR LEGEND SEE SHEET NO. X

117 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1 - PHASE 3	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. *FOR LEGEND SEE SHEET NO. X*

N

0 100 200 400
HORIZONTAL SCALE IN FEET

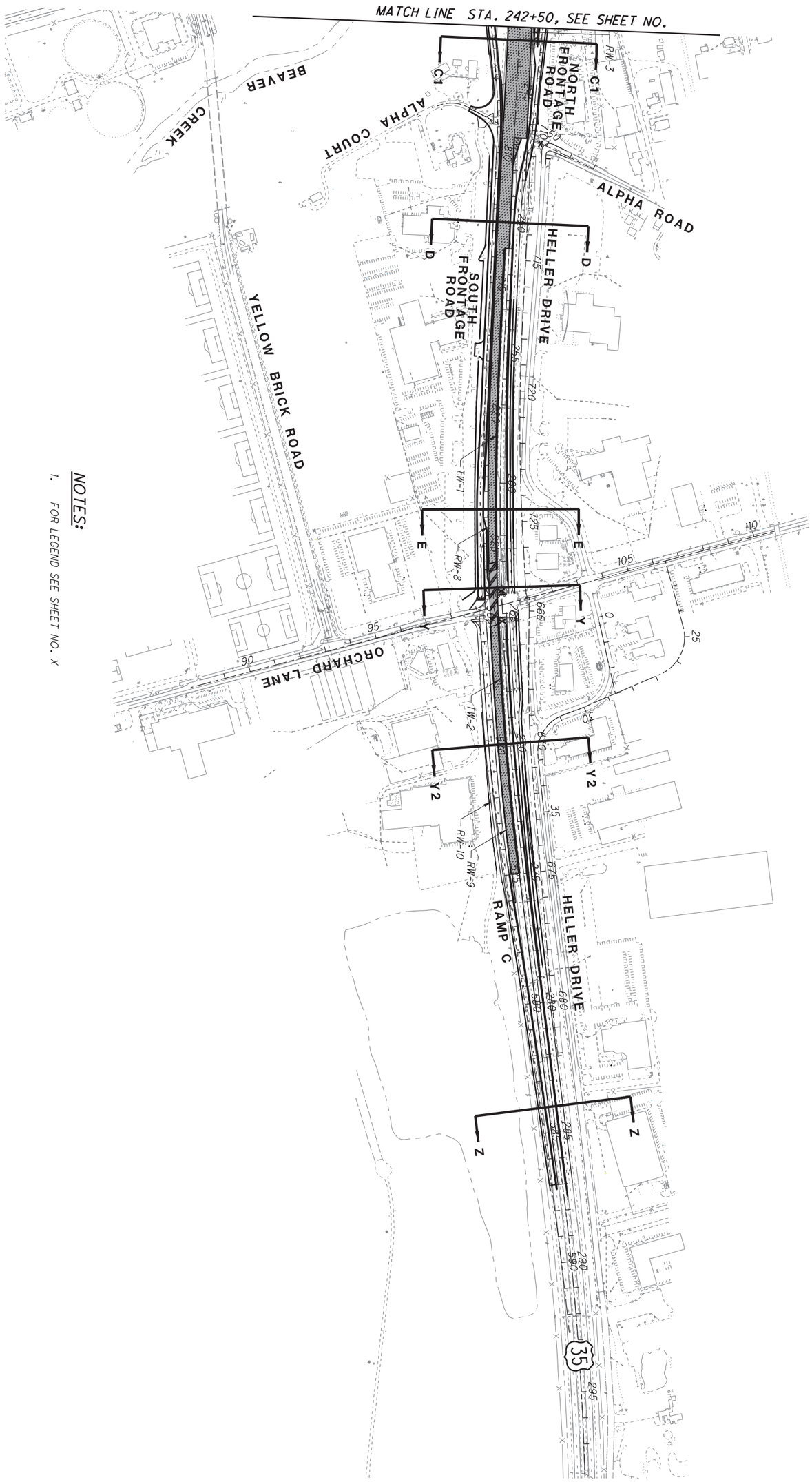
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2 - PHASE 4

GRE-35-4.26

118
876

80468mb400.dgn 9/25/2014 7:23:54 AM jeveret1



NOTES:

1. FOR LEGEND SEE SHEET NO. X

876 / 119	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2 - PHASE 4	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. *FOR LEGEND SEE SHEET NO. X*

0 100 200 400 HORIZONTAL SCALE IN FEET

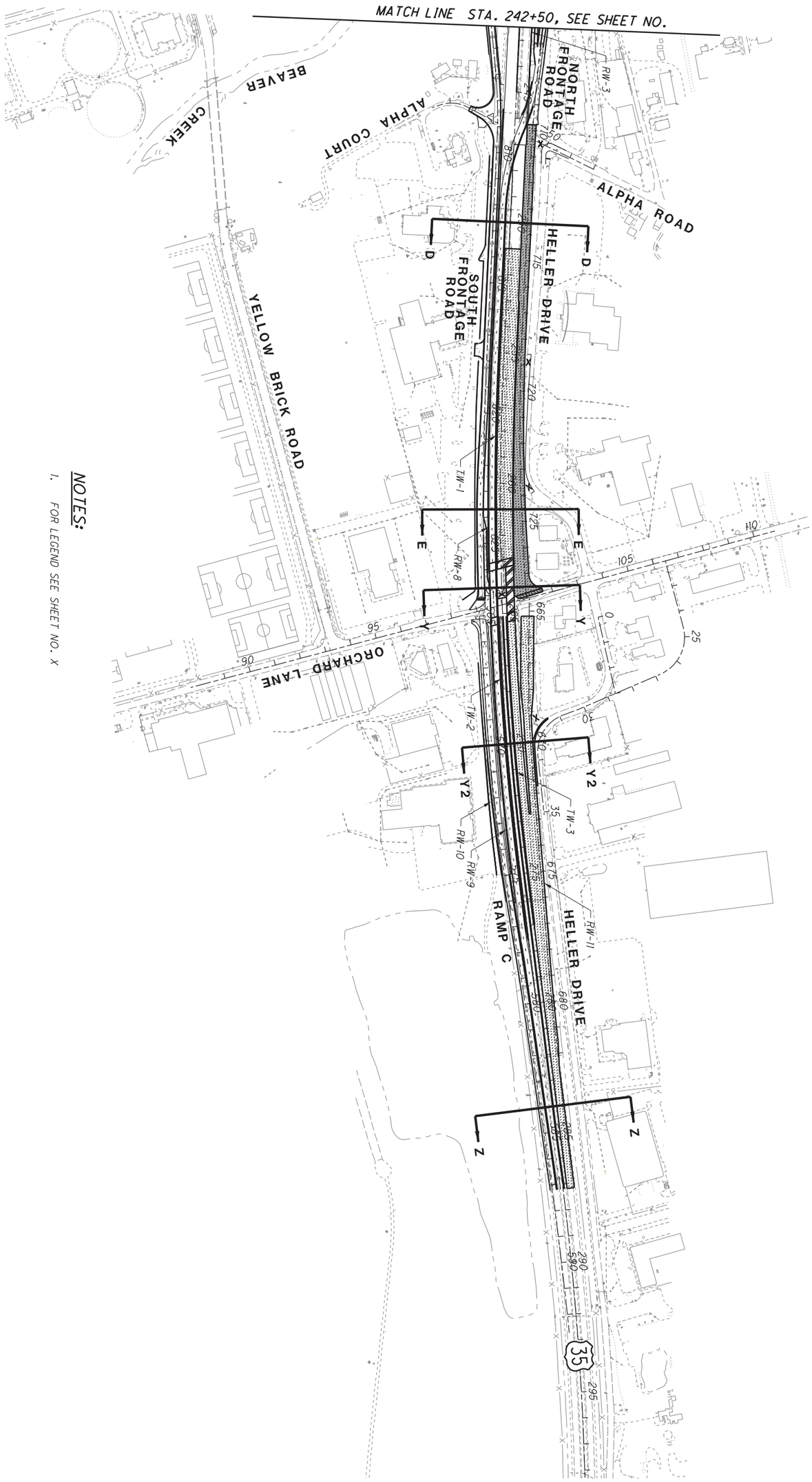
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2 - PHASE 5

GRE-35-4.26

120
876

80468mb500.dgn 9/25/2014 7:24:23 AM jeveret1



NOTES:

1. FOR LEGEND SEE SHEET NO. X

121 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2 - PHASE 5	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

LITTLE BEAVER CREEK

BEAVER CREEK

FACTORY ROAD

CREEKSIDE TRAIL

RAMP A

RAMP B

NORTH FRONTAGE ROAD

SOUTH FRONTAGE ROAD

SHAKERTOWN ROAD

FACTORY ROAD

YELLOW BRICK ROAD

ALPHA-BELLBROOK ROAD

35

A

A1

B

C

W

RW-1

RW-2

RW-3

RW-5

RW-6

MATCH LINE STA. 242+50, SEE SHEET NO.

NOTES:

1. FOR LEGEND SEE SHEET NO. X

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED

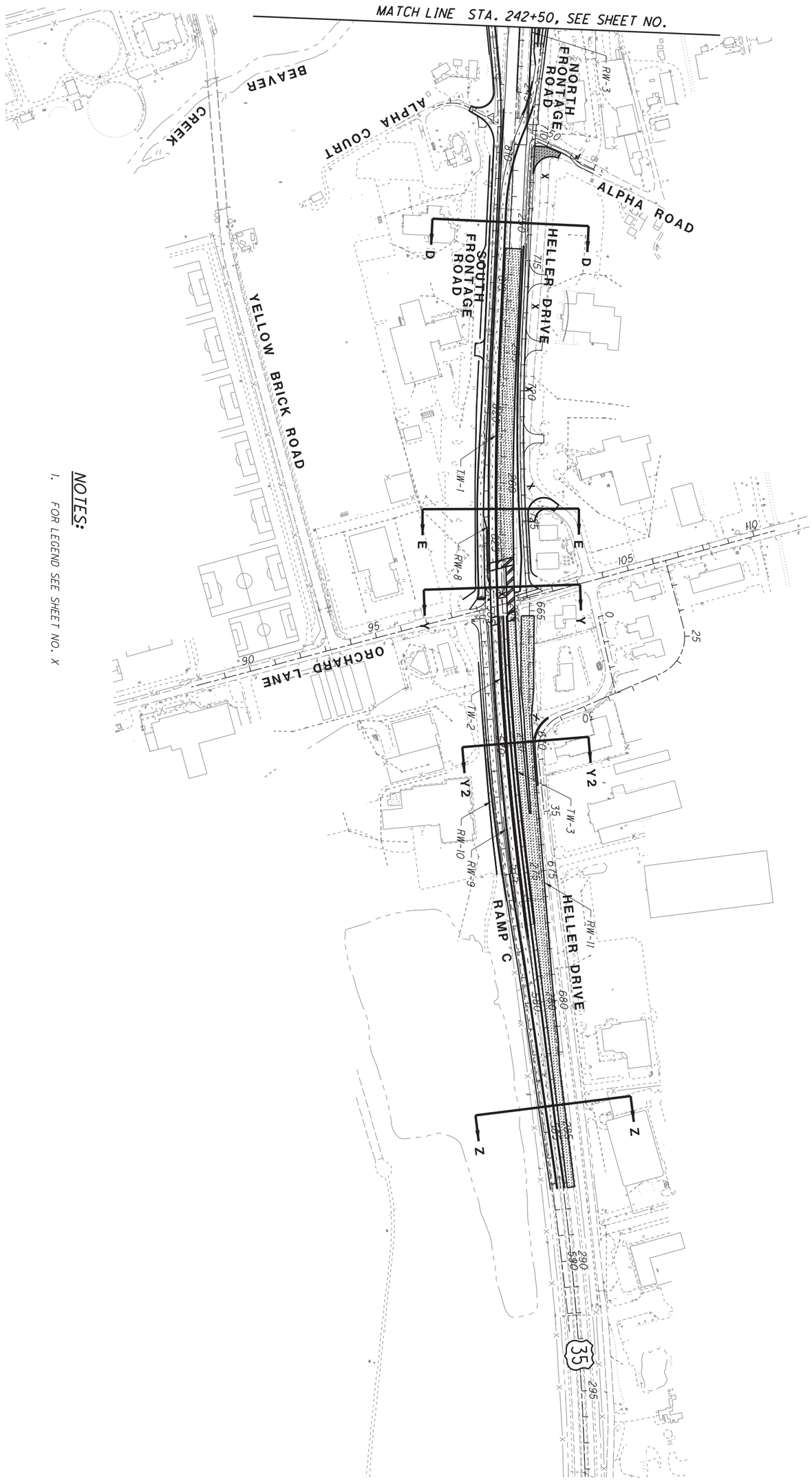
CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN-STAGE 2-PHASE 5-STEP 2

GRE-35-4.26

122
876

80468mb510.dgn 9/25/2014 7:24:53 AM jeveret1



NOTES:

1. FOR LEGEND SEE SHEET NO. X

123 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN-STAGE 2-PHASE 5-STEP 2	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. *FOR LEGEND SEE SHEET NO. X*

HORIZONTAL SCALE IN FEET
0 100 200 400

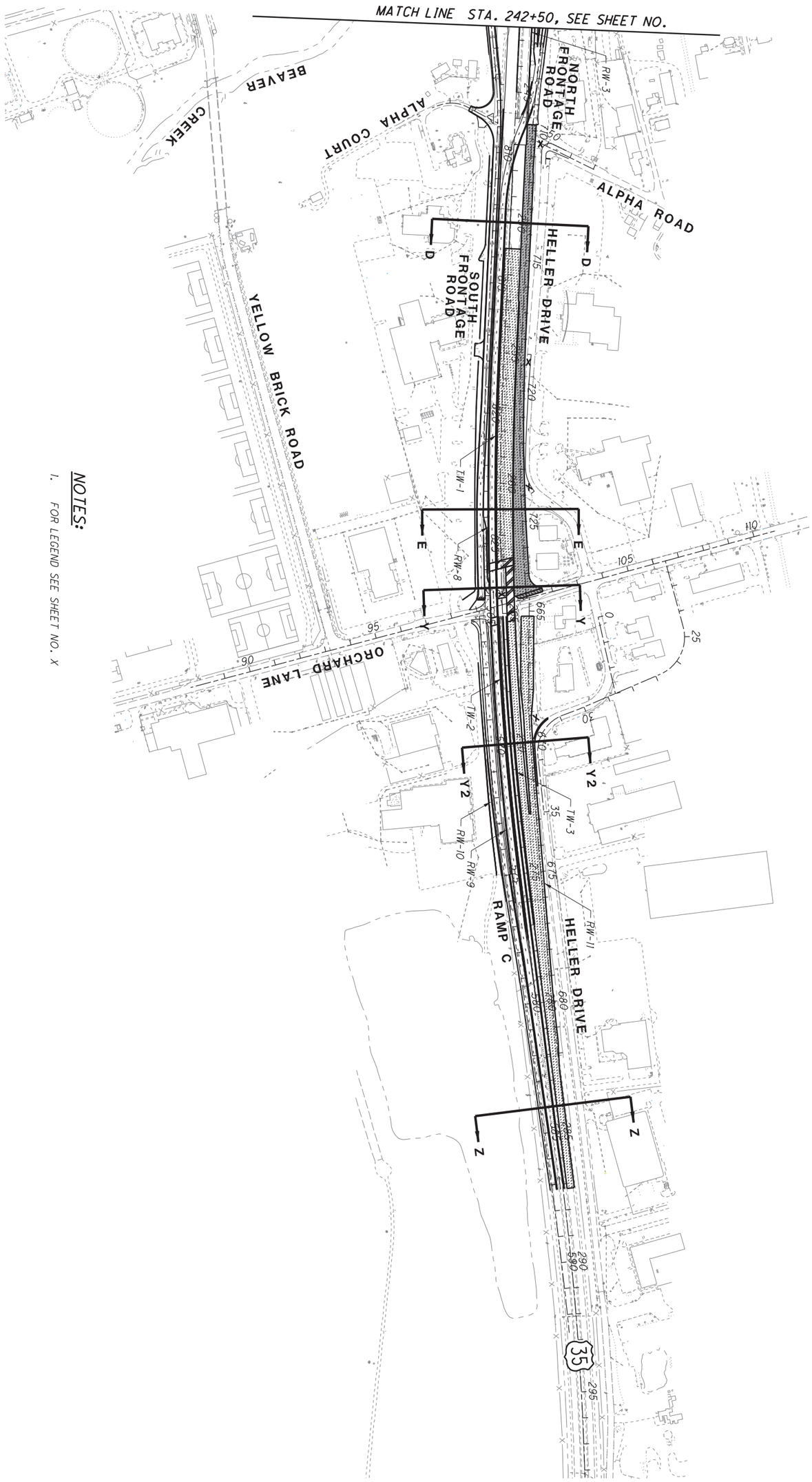
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2 - PHASE 5A

GRE-35-4.26

124
876

80468mb520.dgn 9/25/2014 7:25:18 AM jeveret1



NOTES:

1. FOR LEGEND SEE SHEET NO. X

125 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2 - PHASE 5A	CALCULATED / CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. *FOR LEGEND SEE SHEET NO. X*

80468mb530.dgn 9/25/2014 7:25:42 AM jeverett

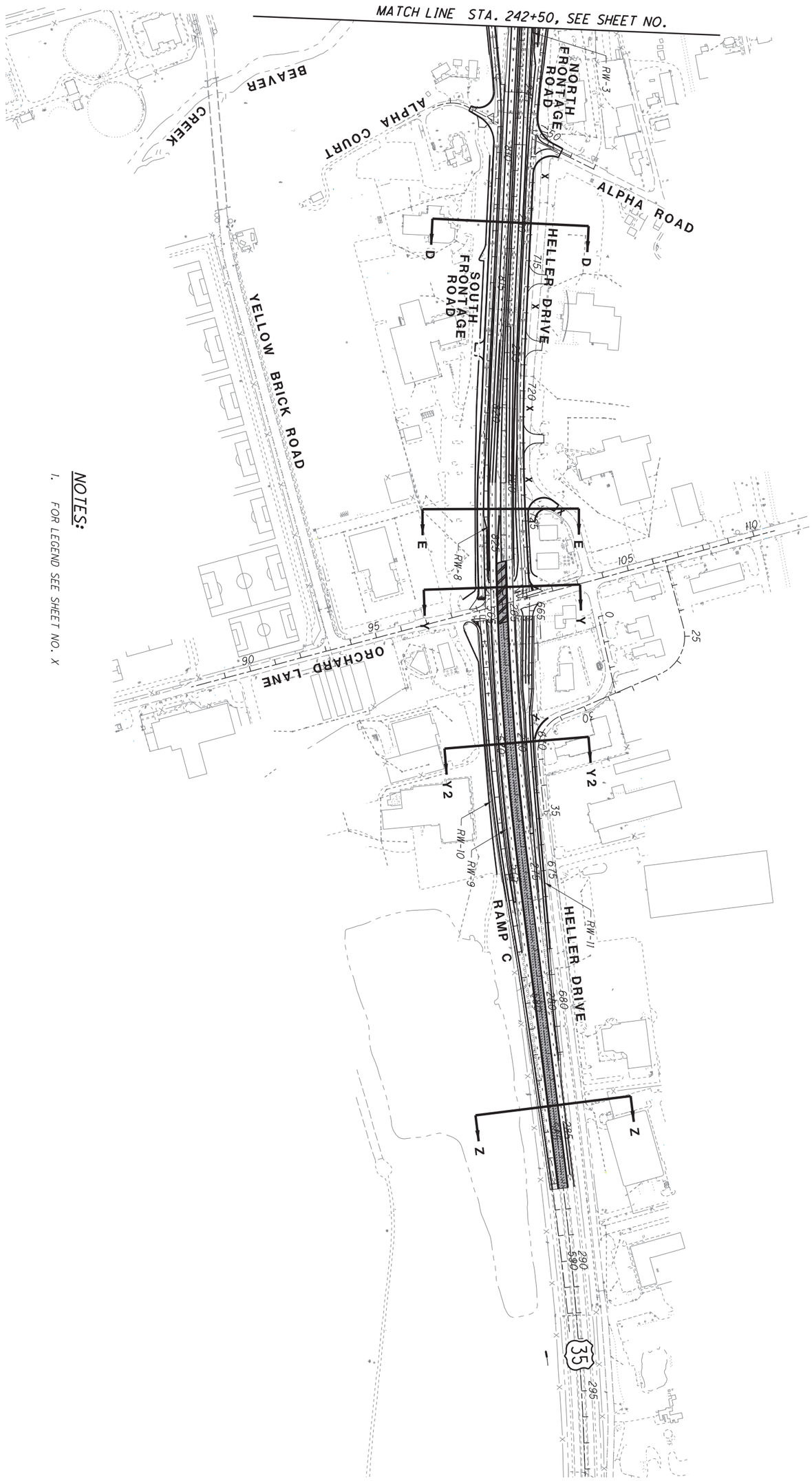
HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 3 - PHASE 5B

GRE-35-4.26

126
876



NOTES:

1. FOR LEGEND SEE SHEET NO. X

127 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 3 - PHASE 5B	CALCULATED / CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

NOTES:

1. *FOR LEGEND SEE SHEET NO. X*

80468mb600.dgn 9/25/2014 7:26:04 AM jeveret1

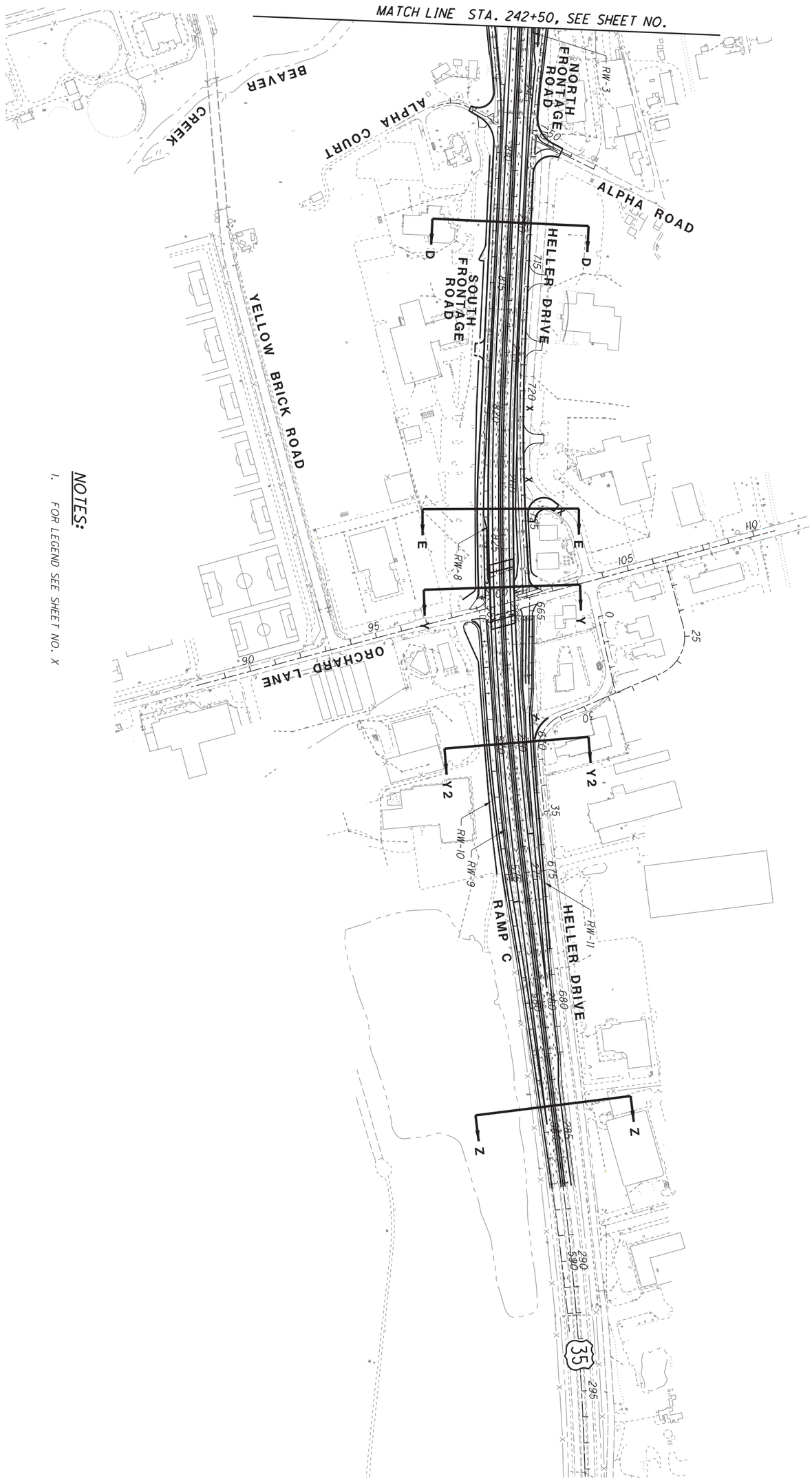
HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
SCHEMATIC PLAN - STAGE 3 - PHASE 6

GRE-35-4.26

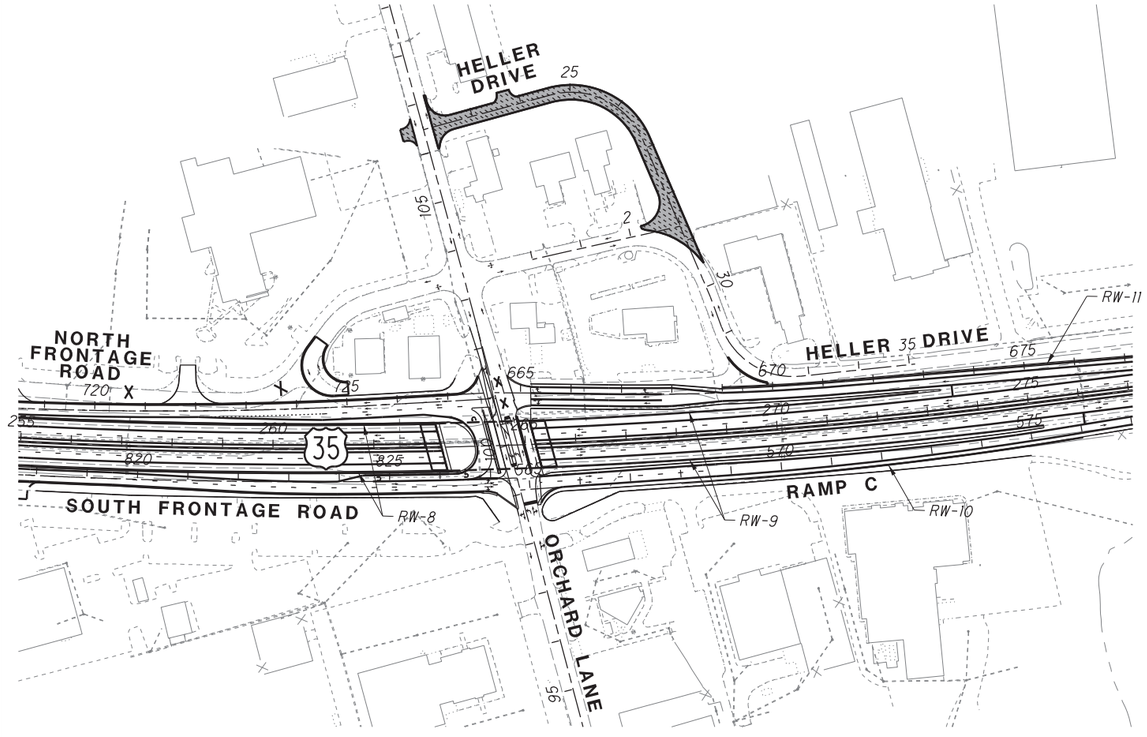
128
876



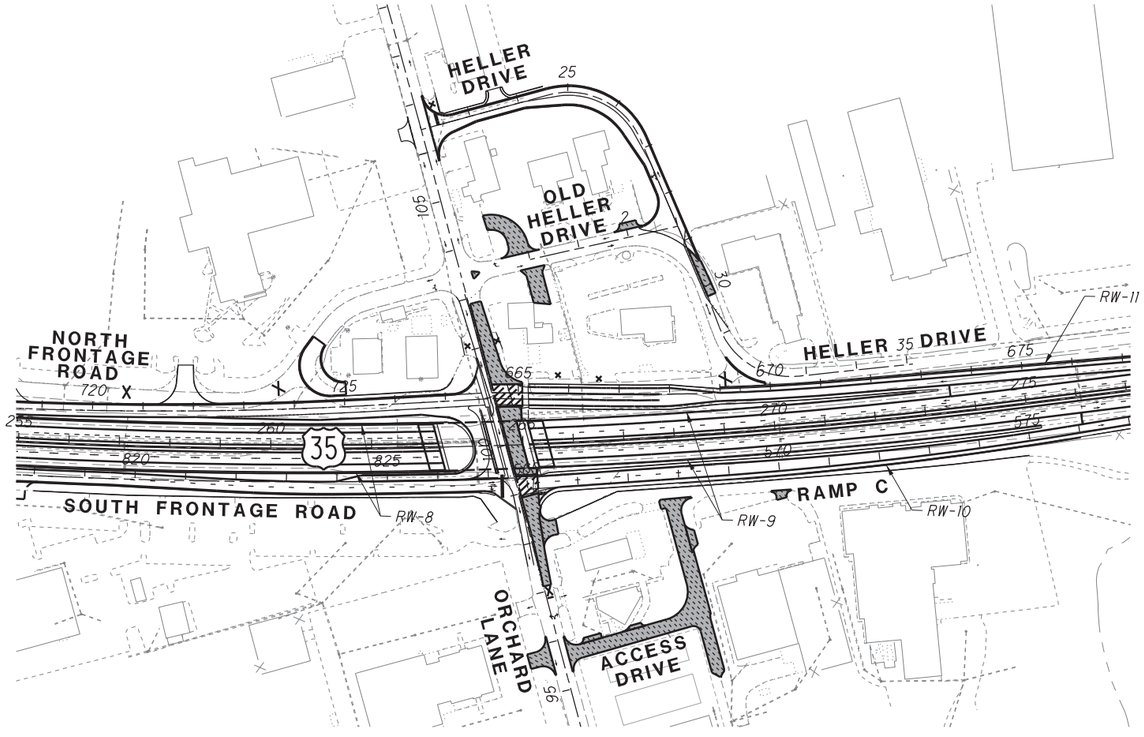
NOTES:

1. FOR LEGEND SEE SHEET NO. X

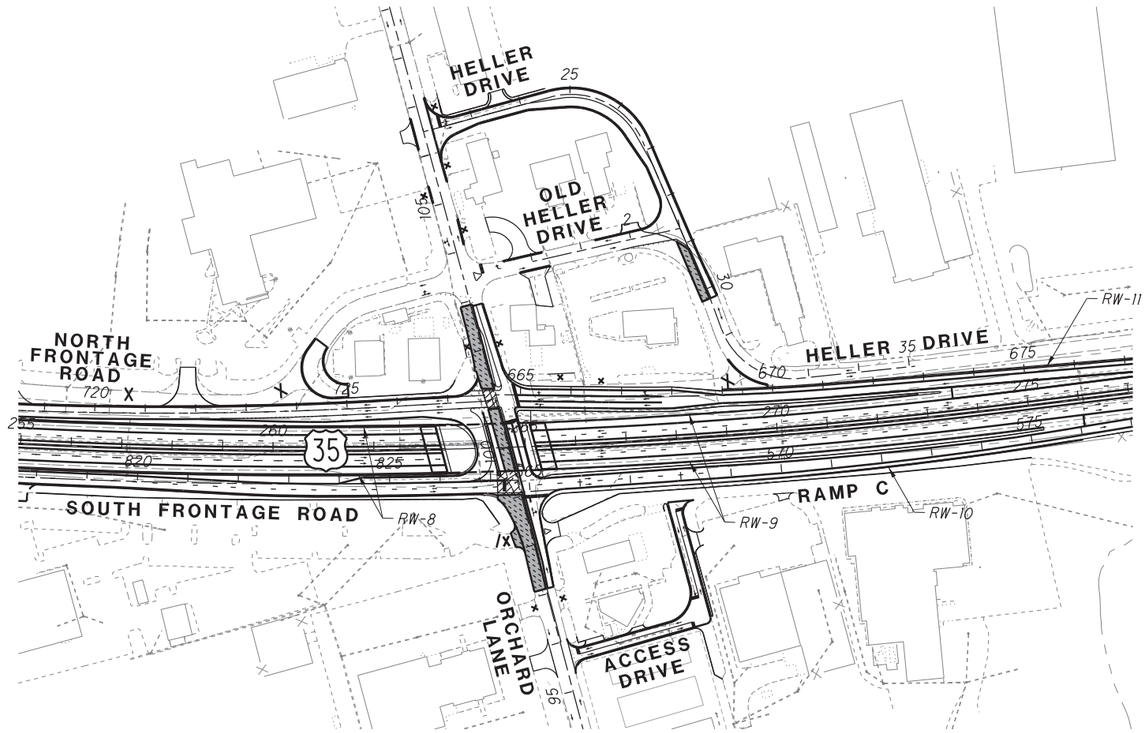
129 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 3 - PHASE 6	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



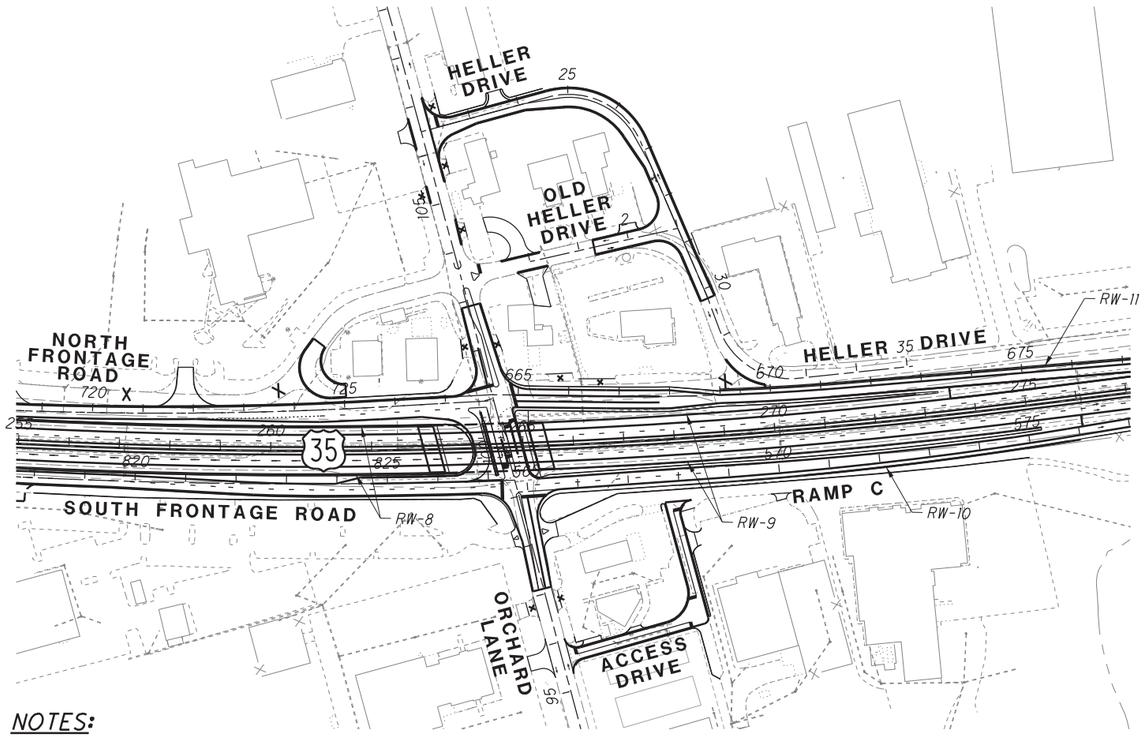
STAGE 3 - PHASE 6 - STEP 1



STAGE 3 - PHASE 6 - STEP 2



STAGE 3 - PHASE 6 - STEP 3



STAGE 3 - PHASE 6 - STEP 4

NOTES:

1. FOR LEGEND SEE SHEET NO. X

0 100 200 400 HORIZONTAL SCALE IN FEET

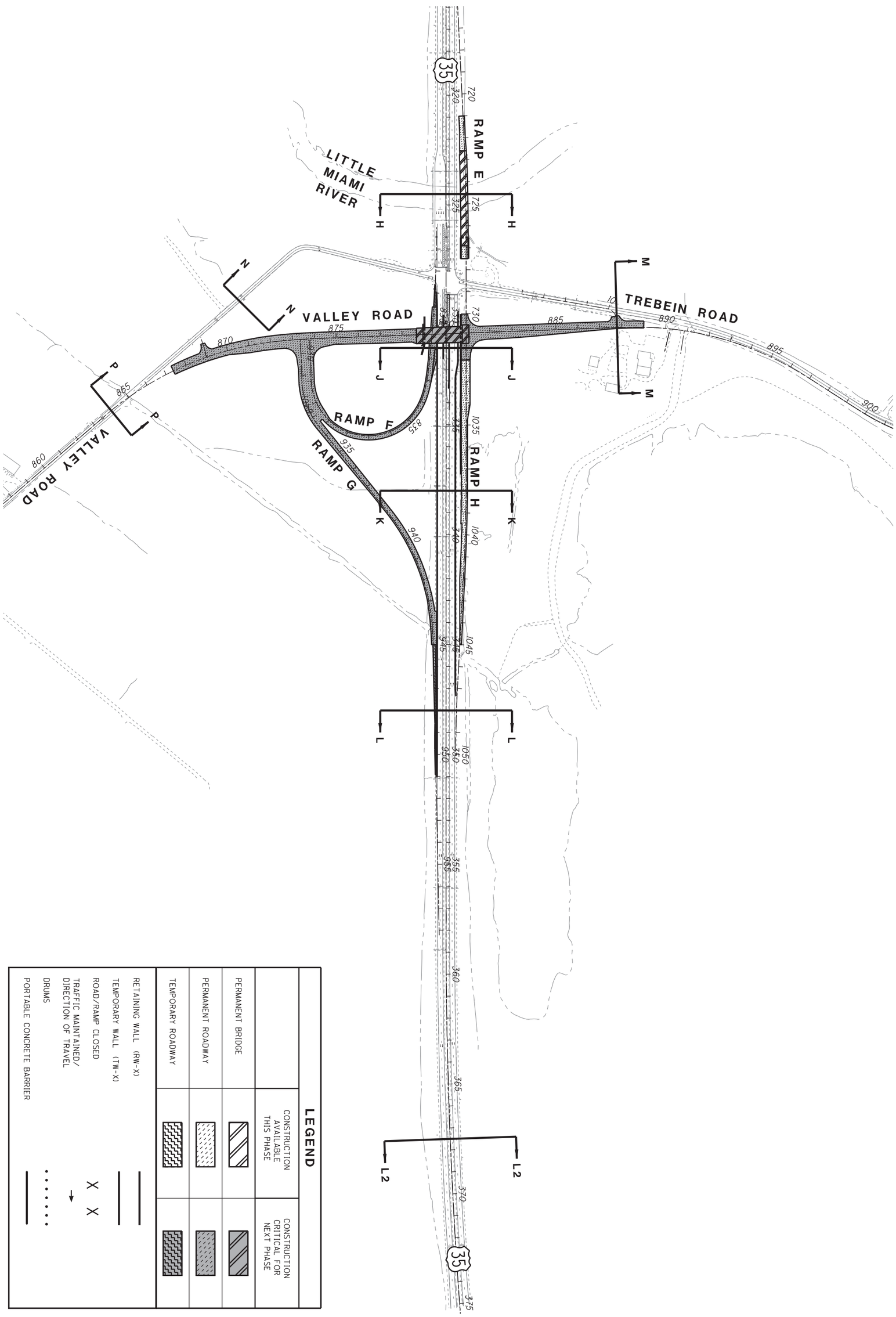
CALCULATED | CHECKED

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN-STAGE 3-PHASE 6-STEPS 1-4

GRE-35-4.26

130
876

80468mb610.dgn 9/25/2014 12:25:25 PM mpierce



LEGEND

	CONSTRUCTION AVAILABLE THIS PHASE	CONSTRUCTION CRITICAL FOR NEXT PHASE
PERMANENT BRIDGE		
PERMANENT ROADWAY		
TEMPORARY ROADWAY		

RETAINING WALL (RW-X)

TEMPORARY WALL (TW-X)

ROAD/RAMP CLOSED

TRAFFIC MAINTAINED/ DIRECTION OF TRAVEL

DRUMS

PORTABLE CONCRETE BARRIER

131
876

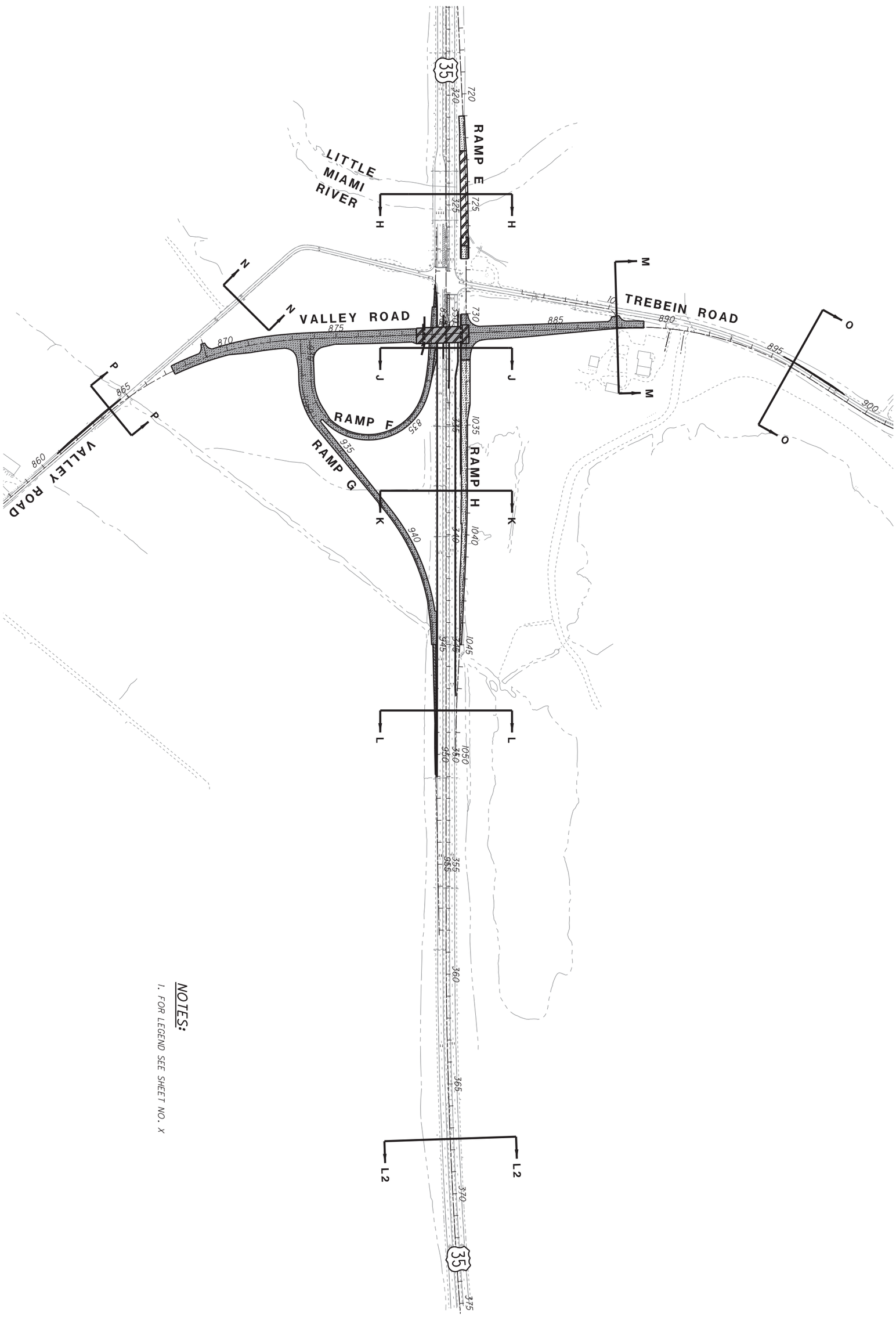
GRE-35-4.26

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 1 - PHASE 1

CALCULATED

CHECKED

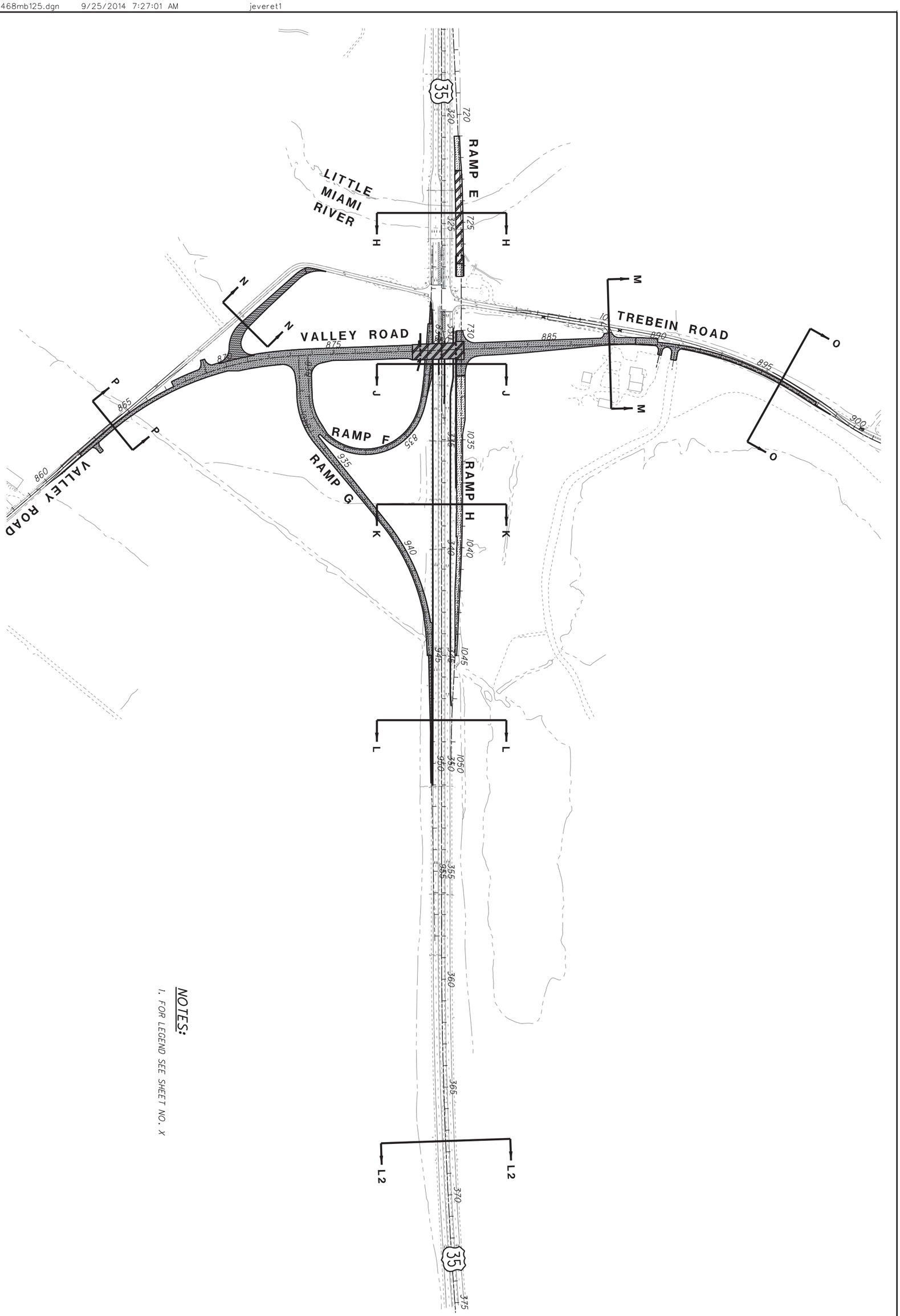
0 100 200 400
HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

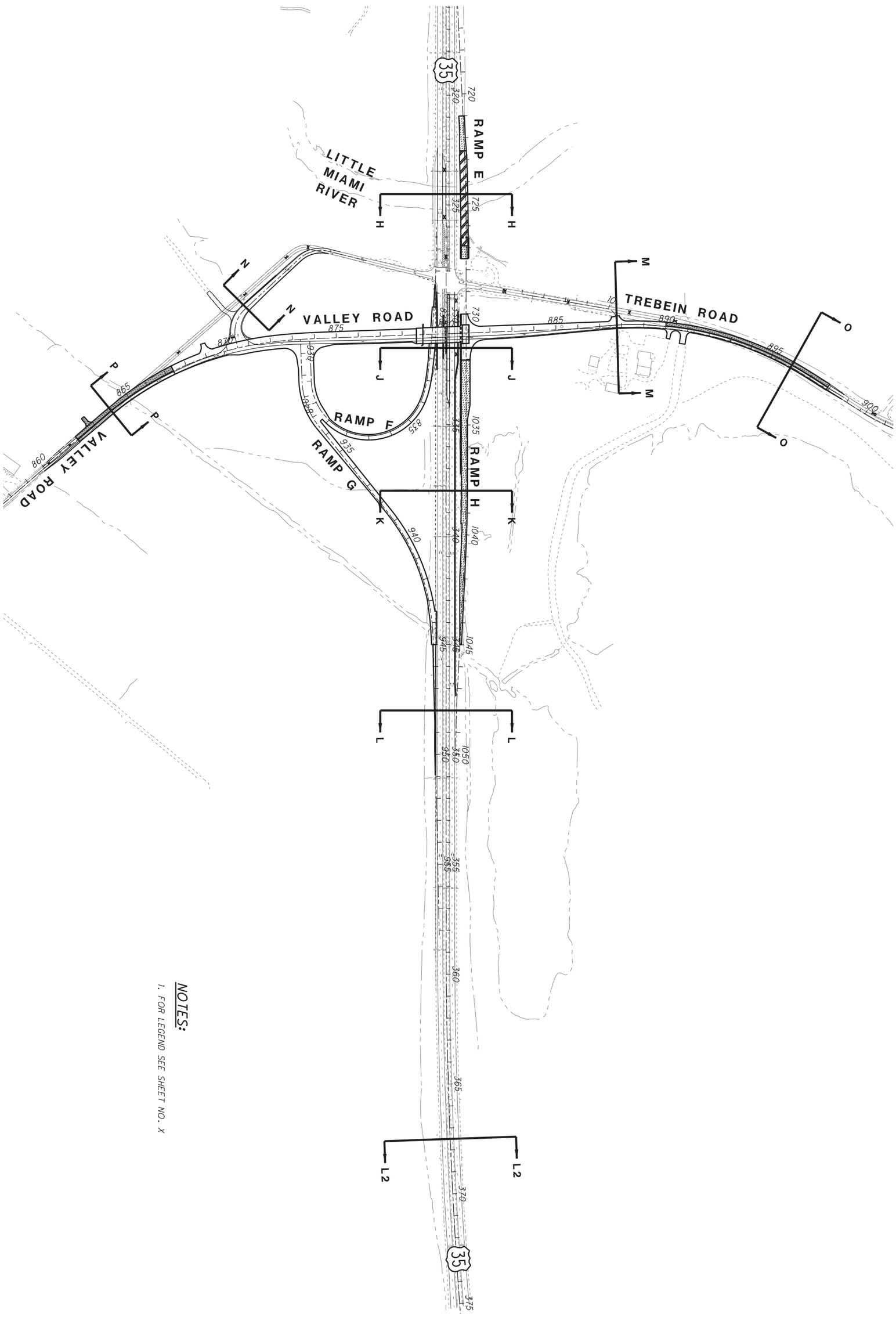
132 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 1A-STEP 1	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

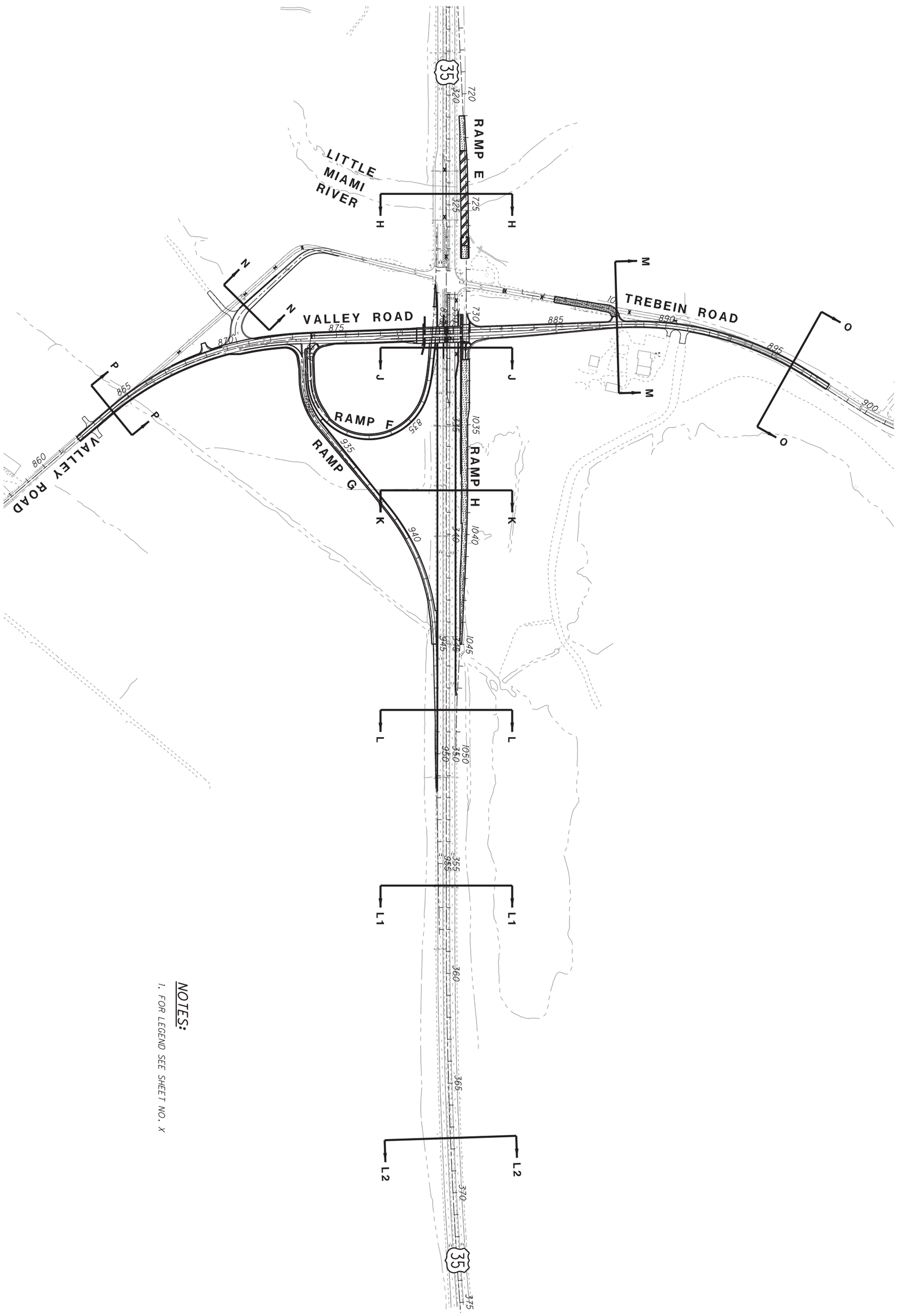
133 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 1A-STEP 2	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

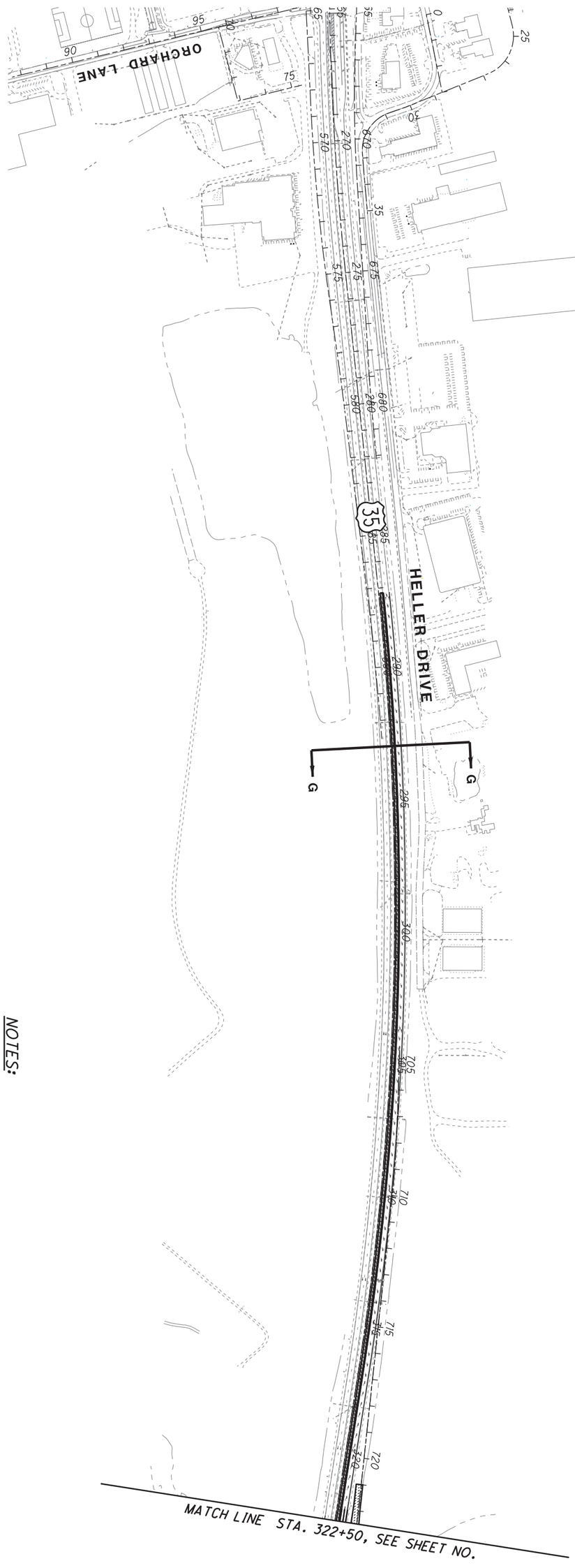
134 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 1A-STEP 3	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

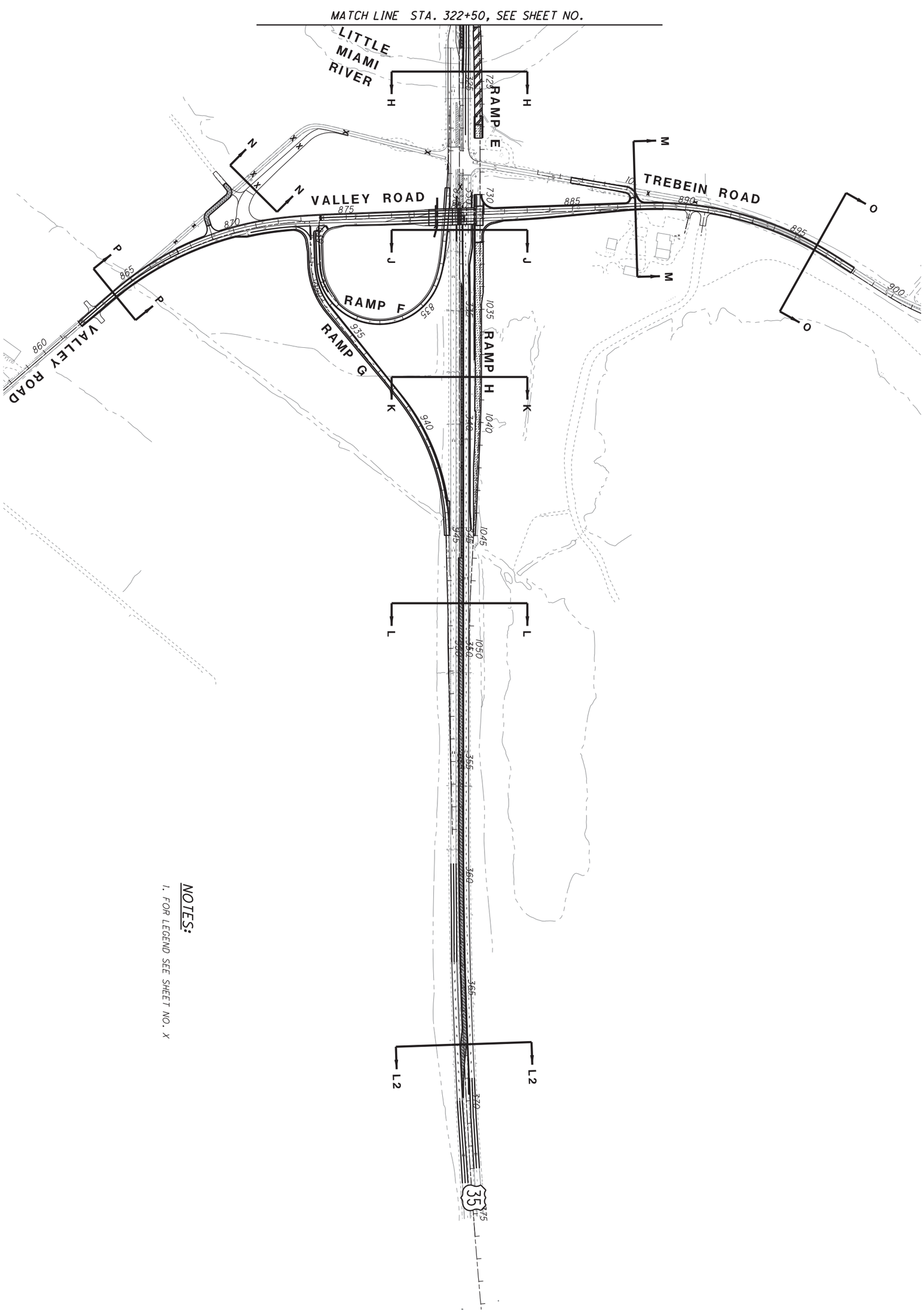
135 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 1A-STEP 4	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

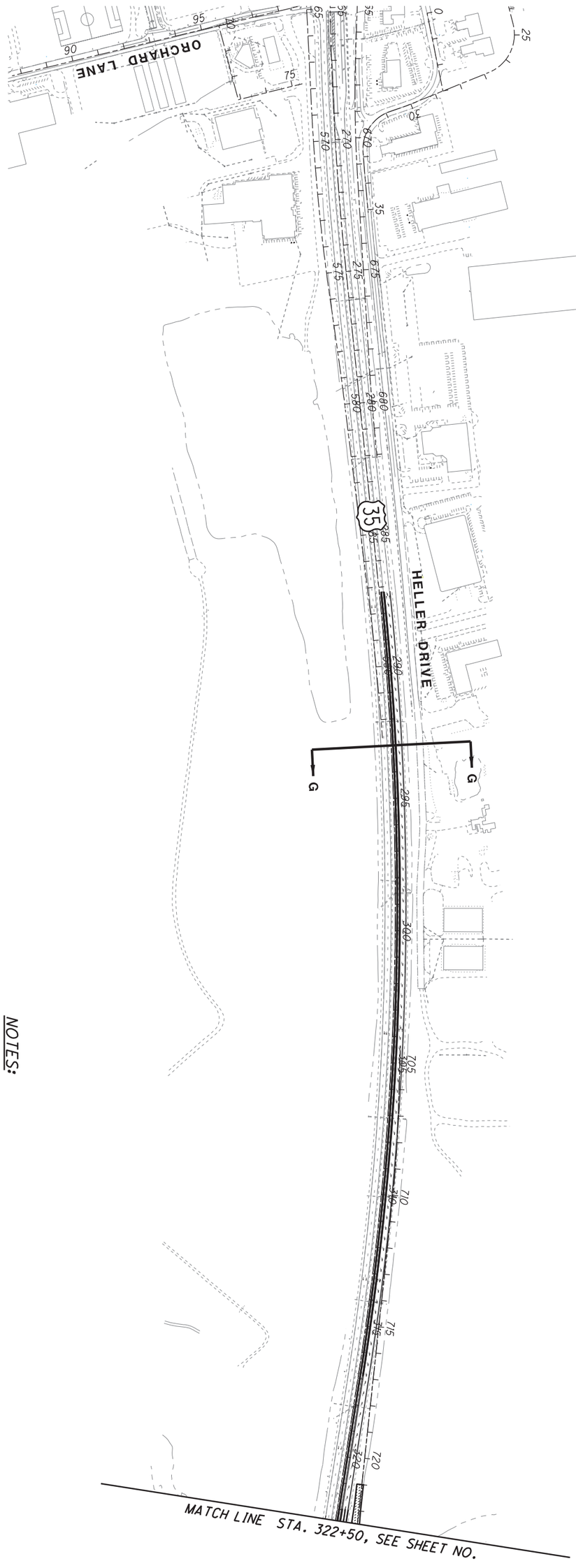
136 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 2-STEP 1	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

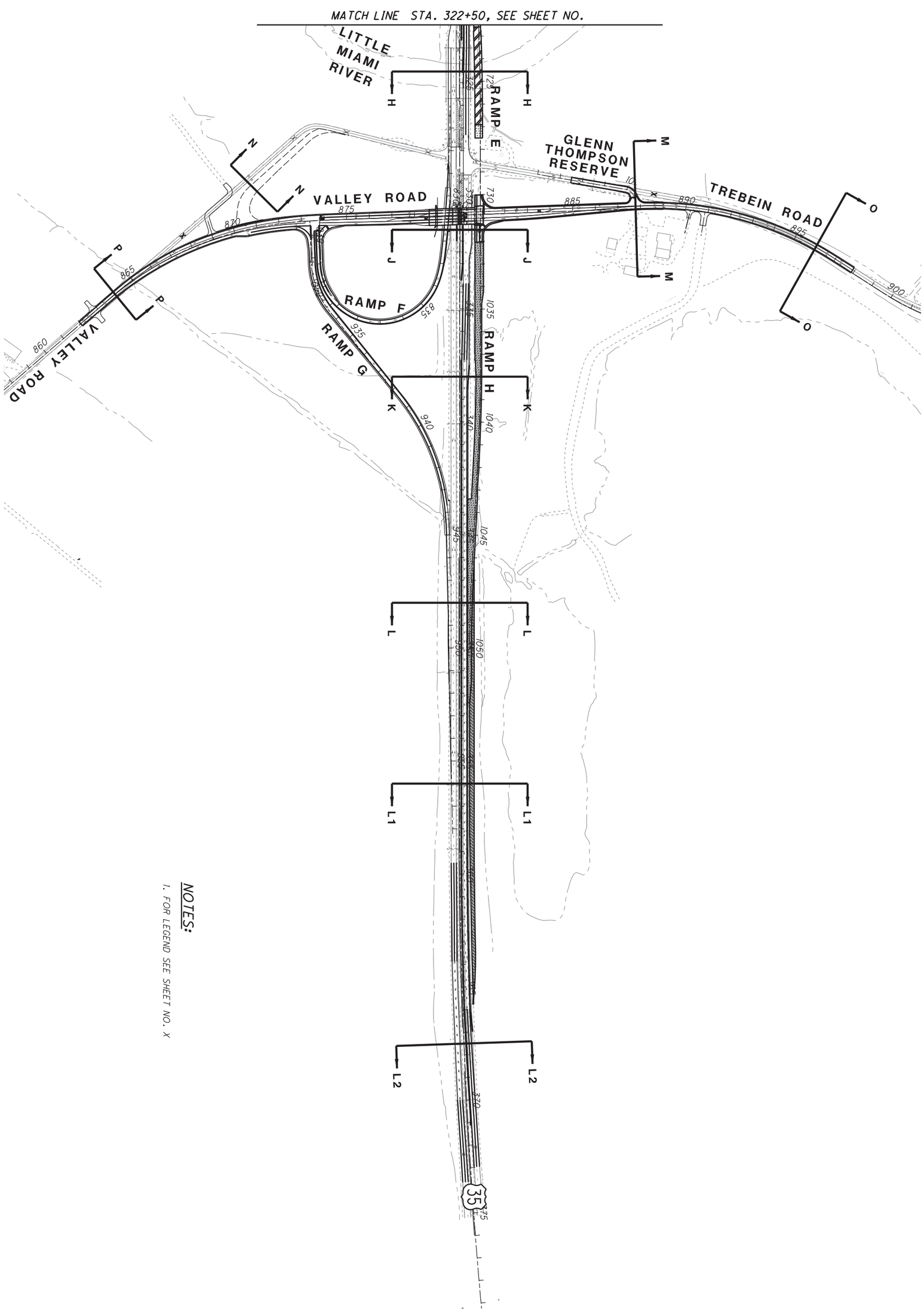
137 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 2-STEP 1	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

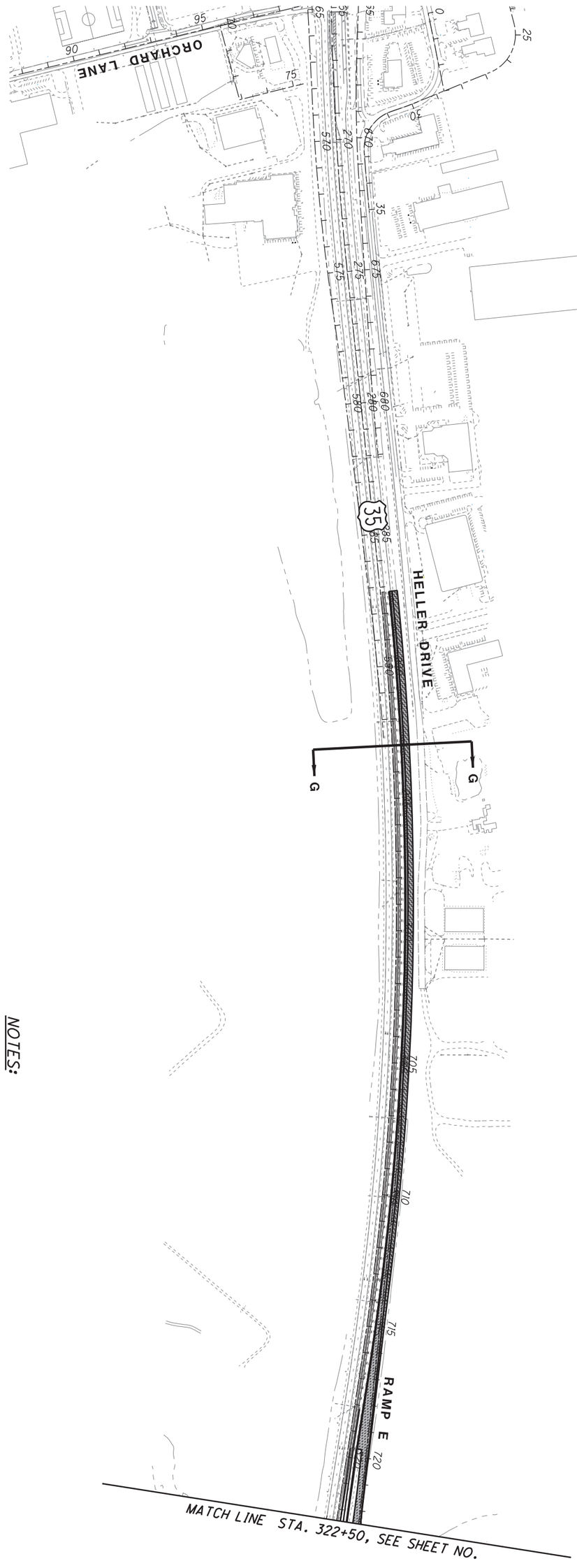
138 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 2-STEP 2	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

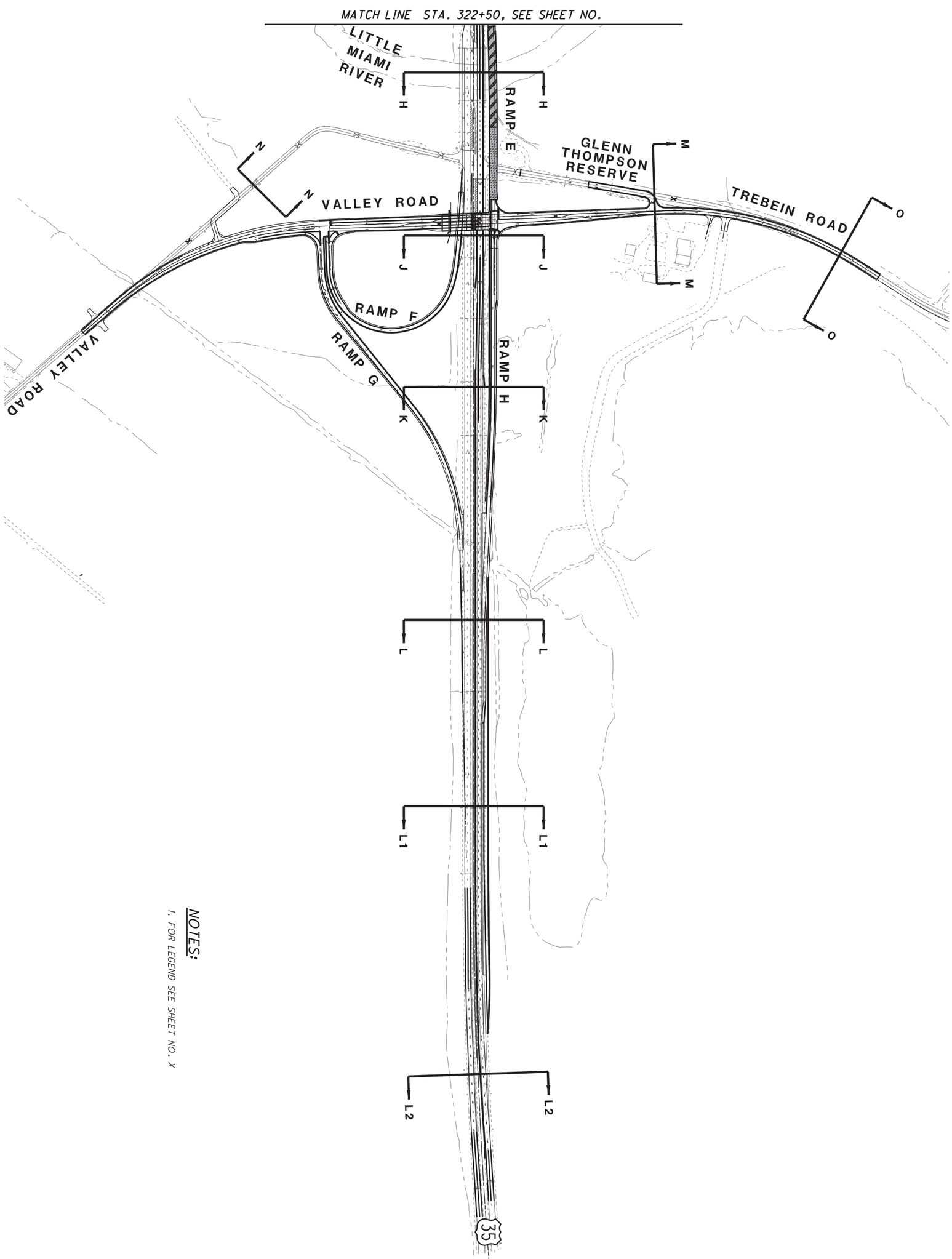
139 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 1-PHASE 2-STEP 2	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

140 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2-PHASE 2-STEP 3	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

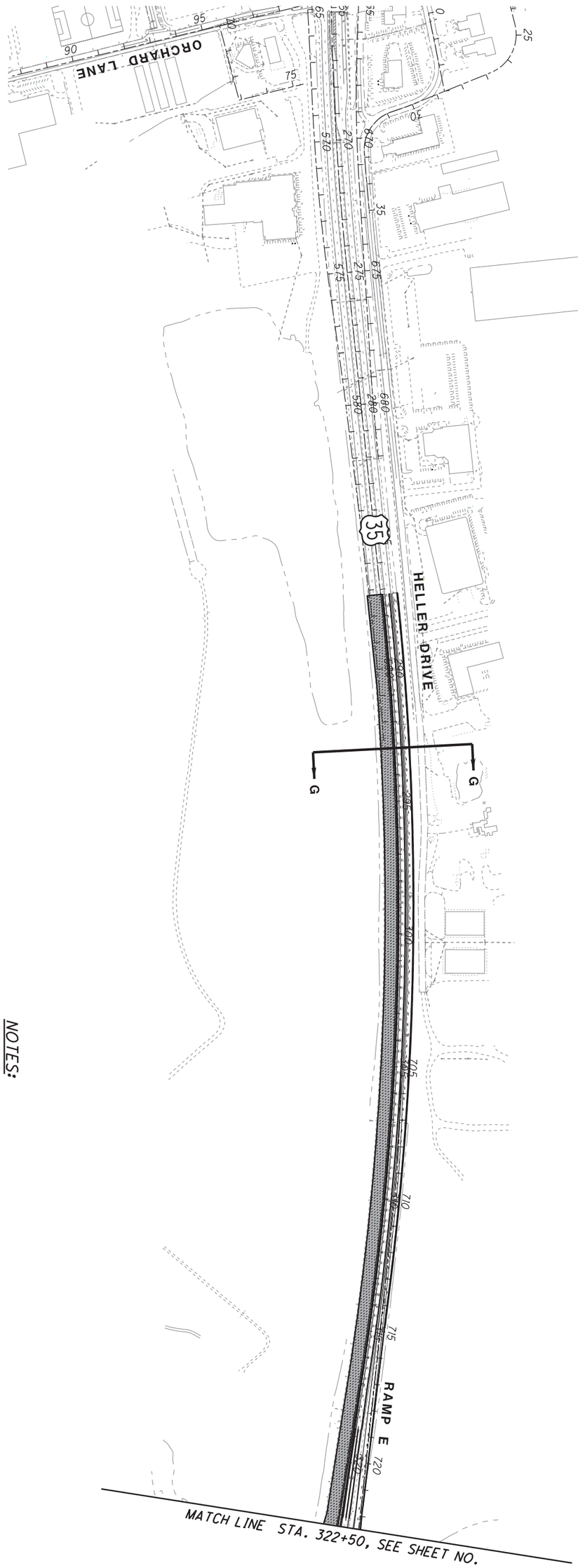
141
876

GRE-35-4.26

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2-PHASE 2-STEP 3

CALCULATED
CHECKED

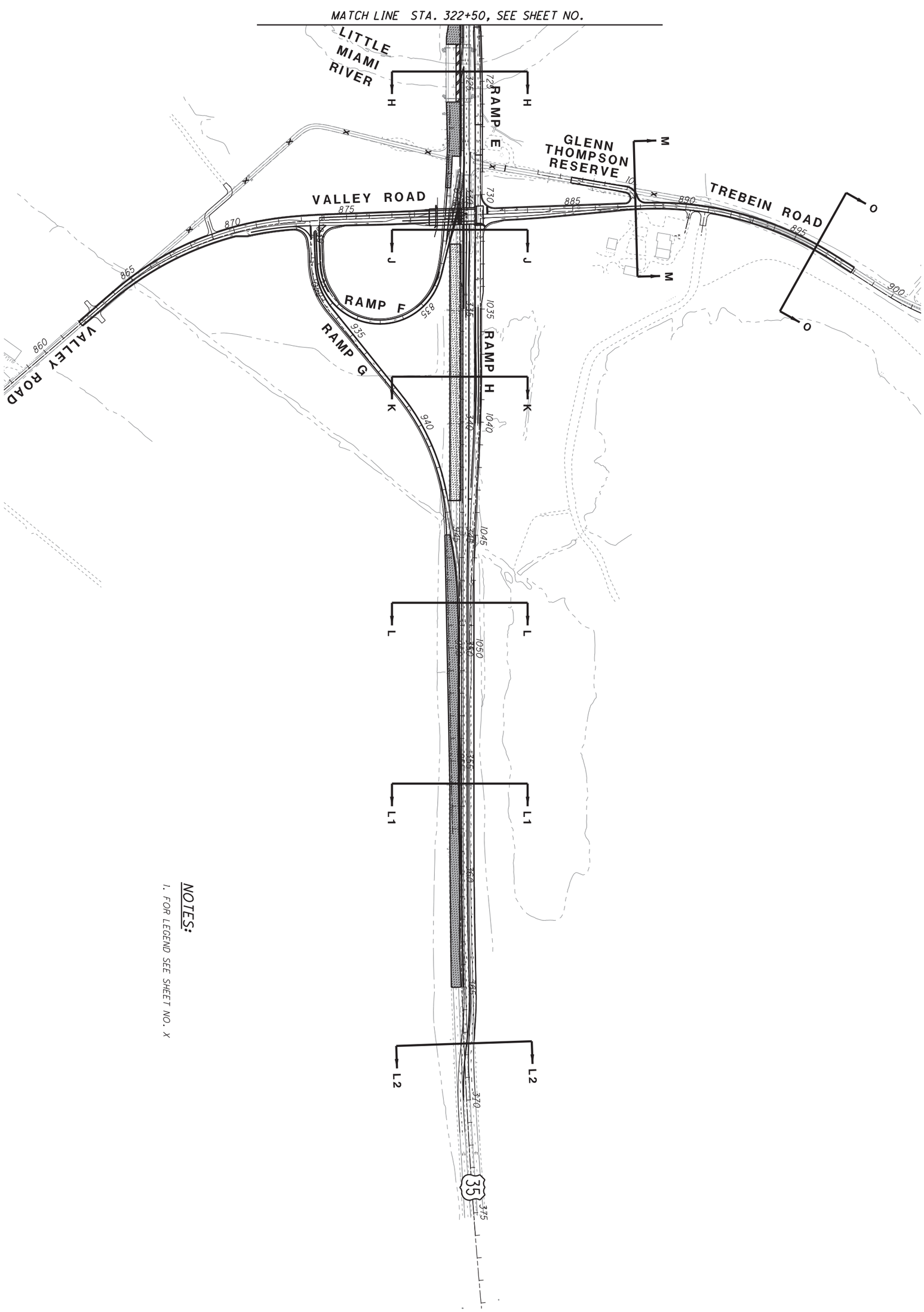
0 200
100 400
HORIZONTAL SCALE IN FEET



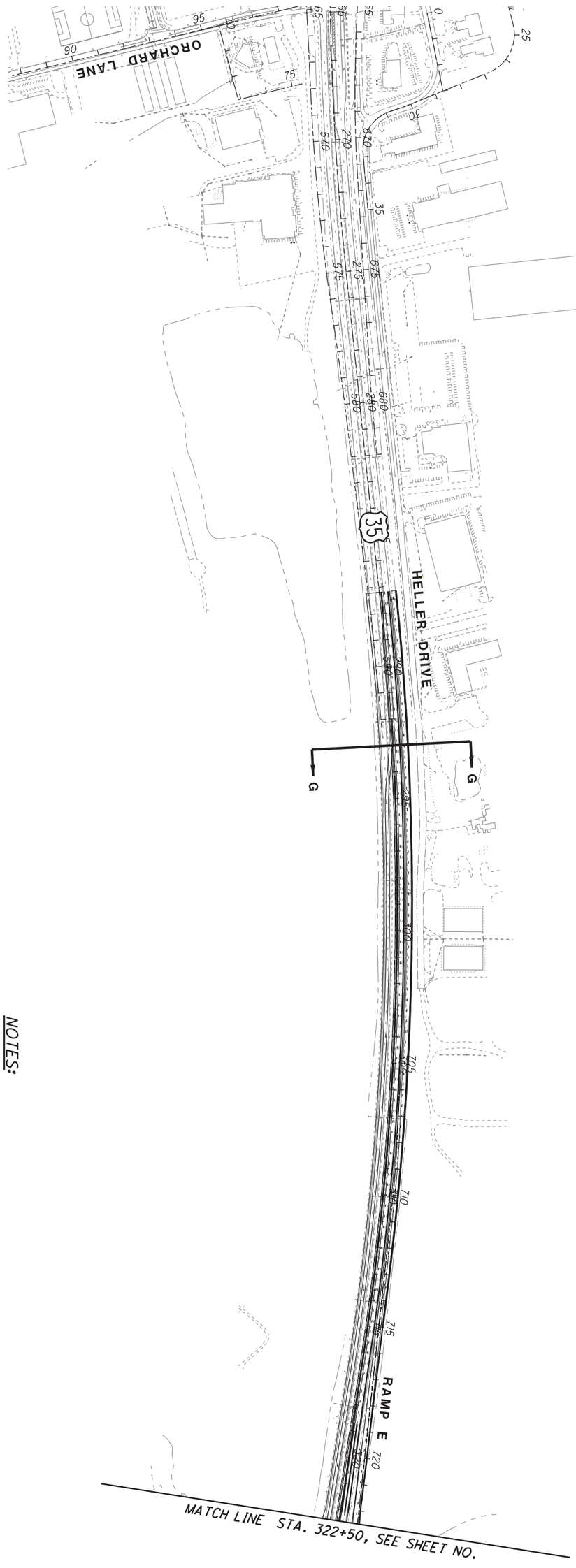
NOTES:

1. FOR LEGEND SEE SHEET NO. X

142 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2-PHASE 3-STEP 1	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



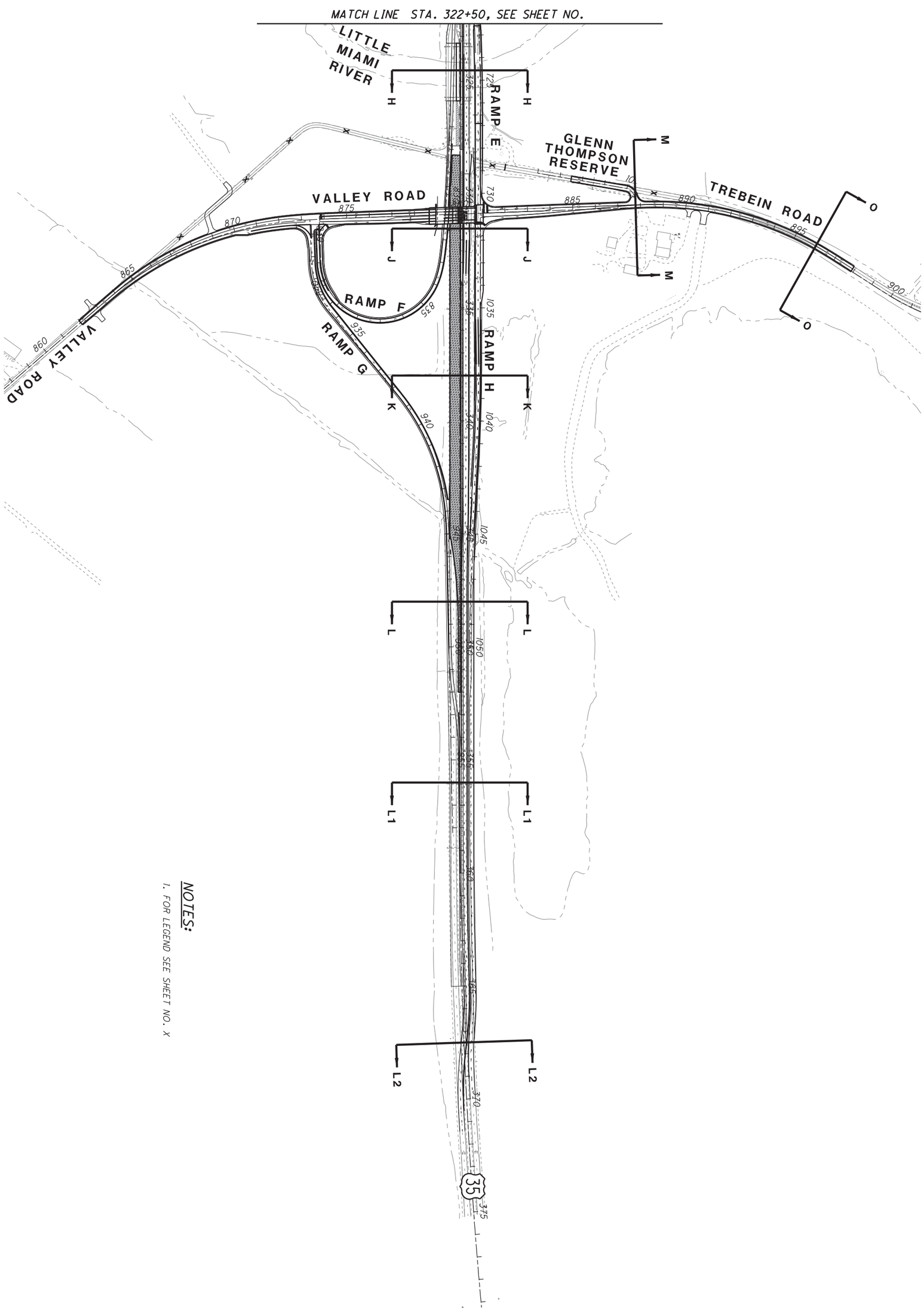
143 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2-PHASE 3-STEP 1	CALCULATED / CHECKED	0 100 200 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

144 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2-PHASE 3-STEP 2	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET

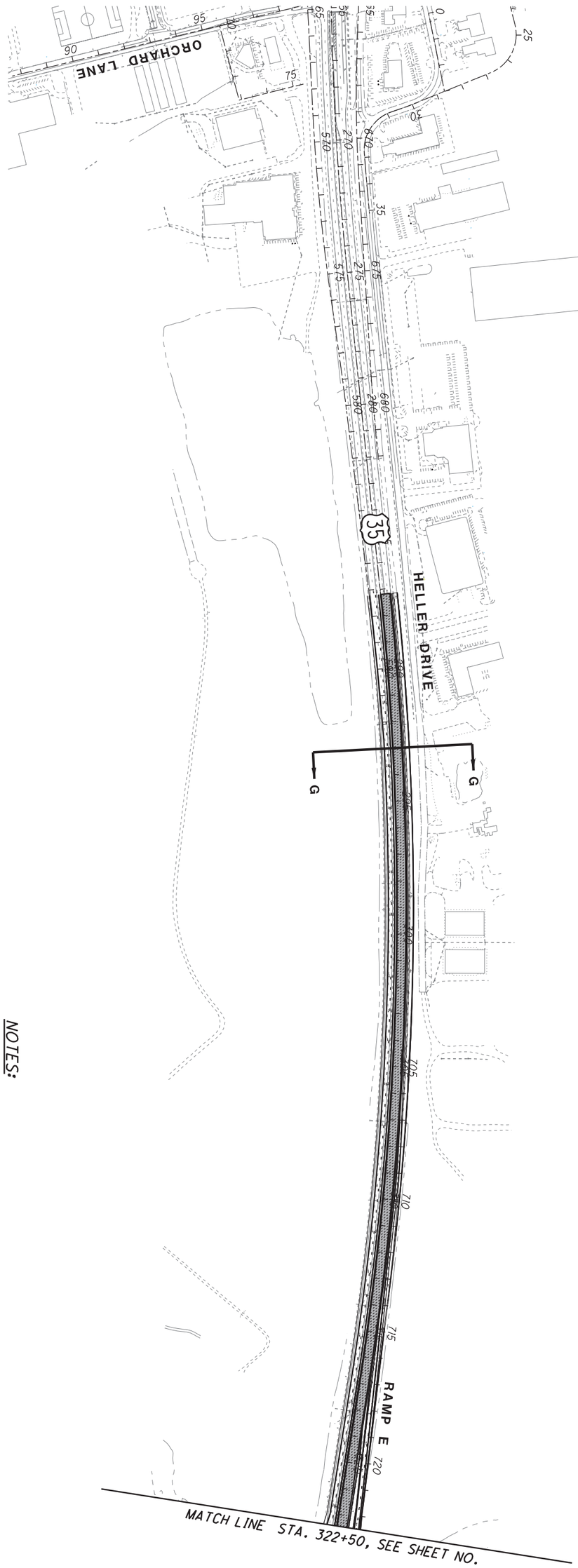


GRE-35-4.26

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2-PHASE 2-STEP 3

CALCULATED
CHECKED

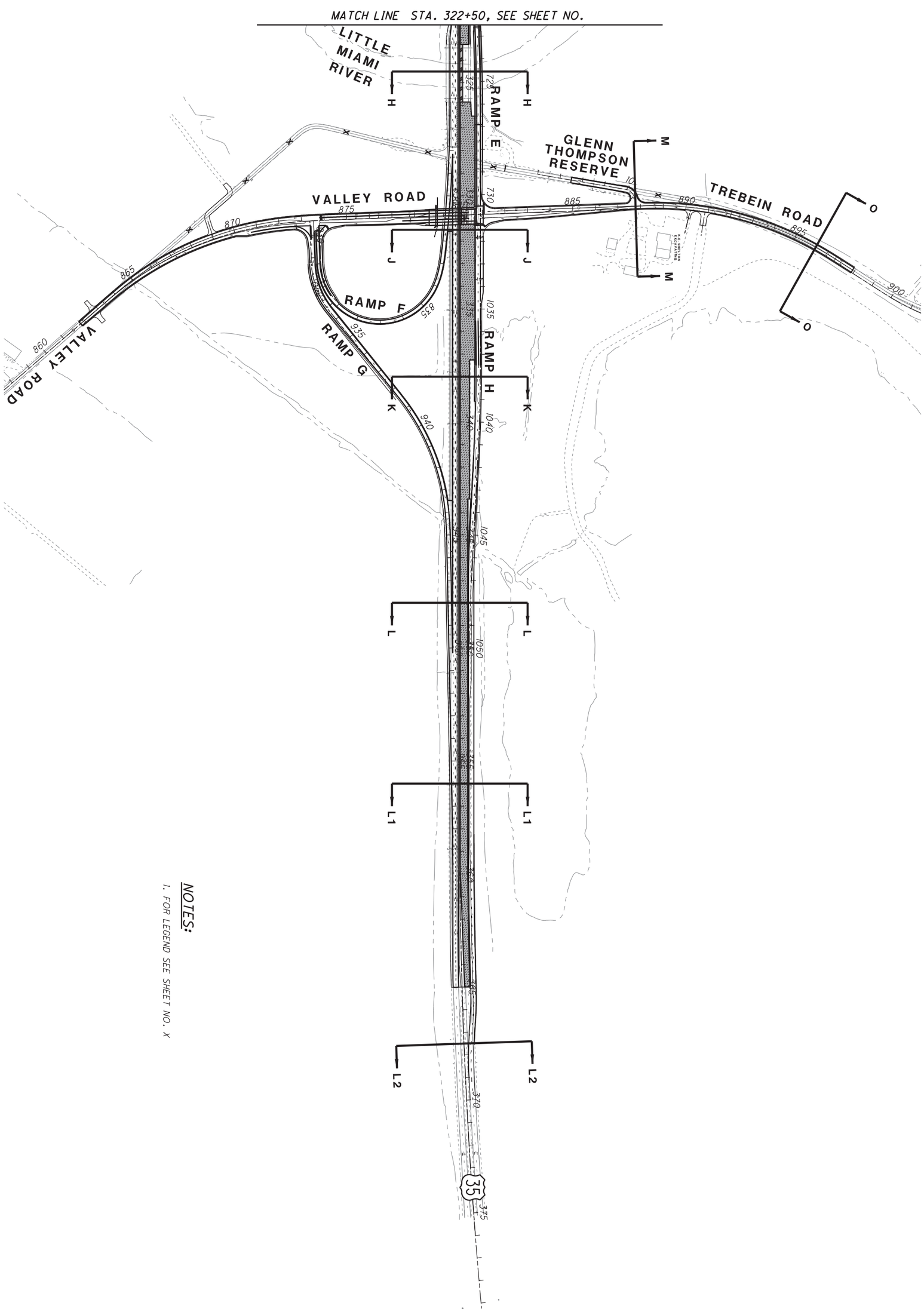
0 100 200 400
HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

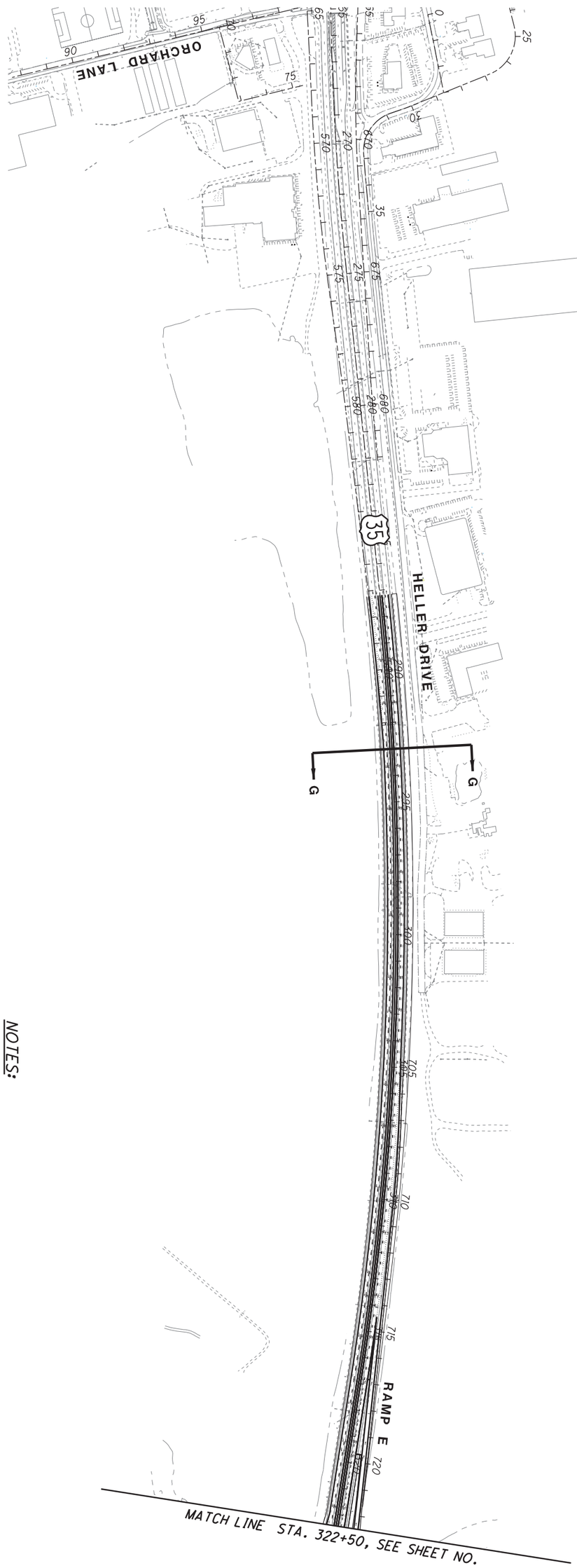
146 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2 - PHASE 4	CALCULATED CHECKED	0 200 100 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

147 / 876	GRE-35-4.26	MAINTENACE OF TRAFFIC SCHEMATIC PLAN - STAGE 2 - PHASE 4	CALCULATED / CHECKED	0 100 200 400 HORIZONTAL SCALE IN FEET



NOTES:

1. FOR LEGEND SEE SHEET NO. X

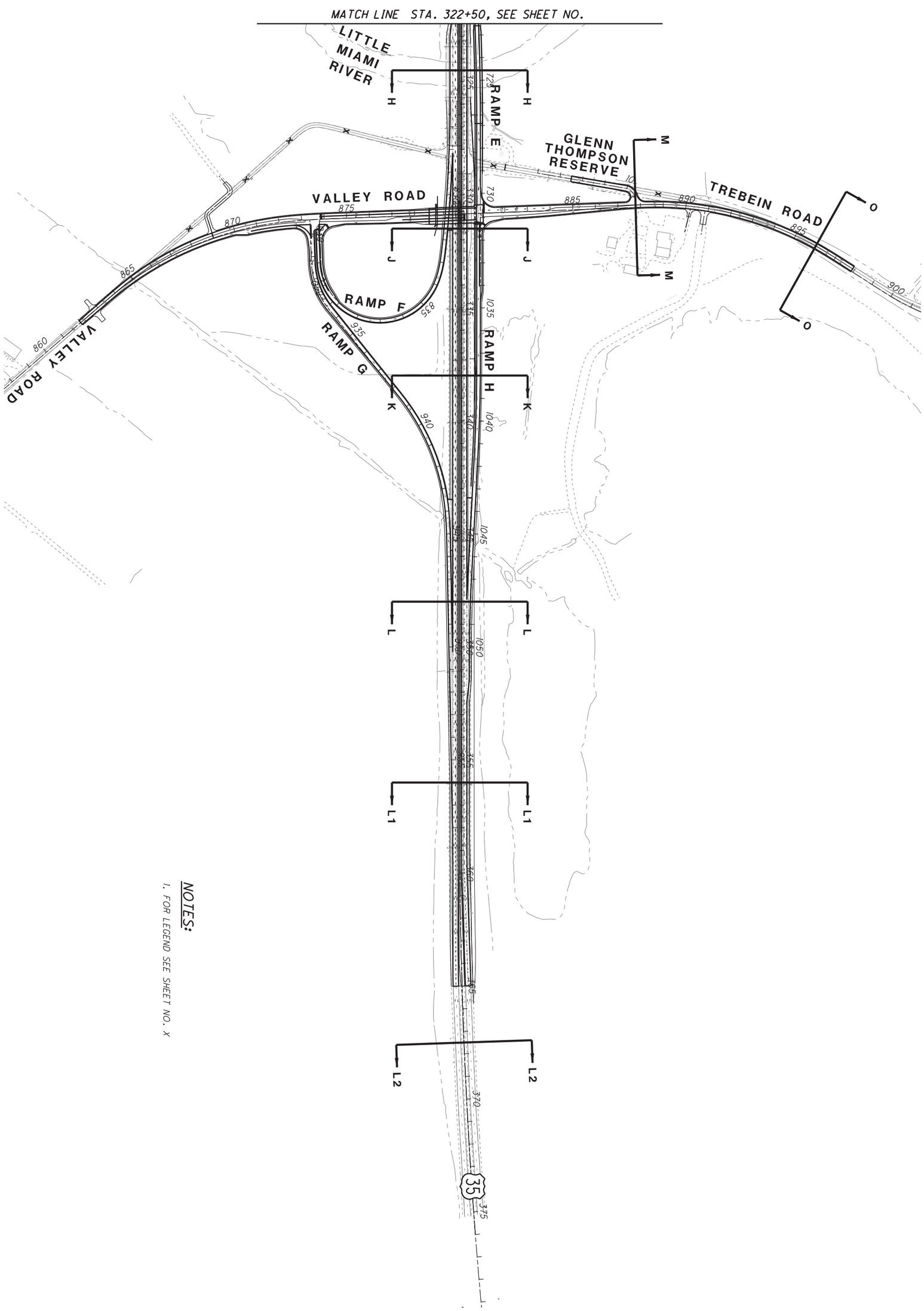
148
876

GRE-35-4.26

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2 - PHASE 5

CALCULATED
CHECKED

0 100 200 400
HORIZONTAL SCALE IN FEET

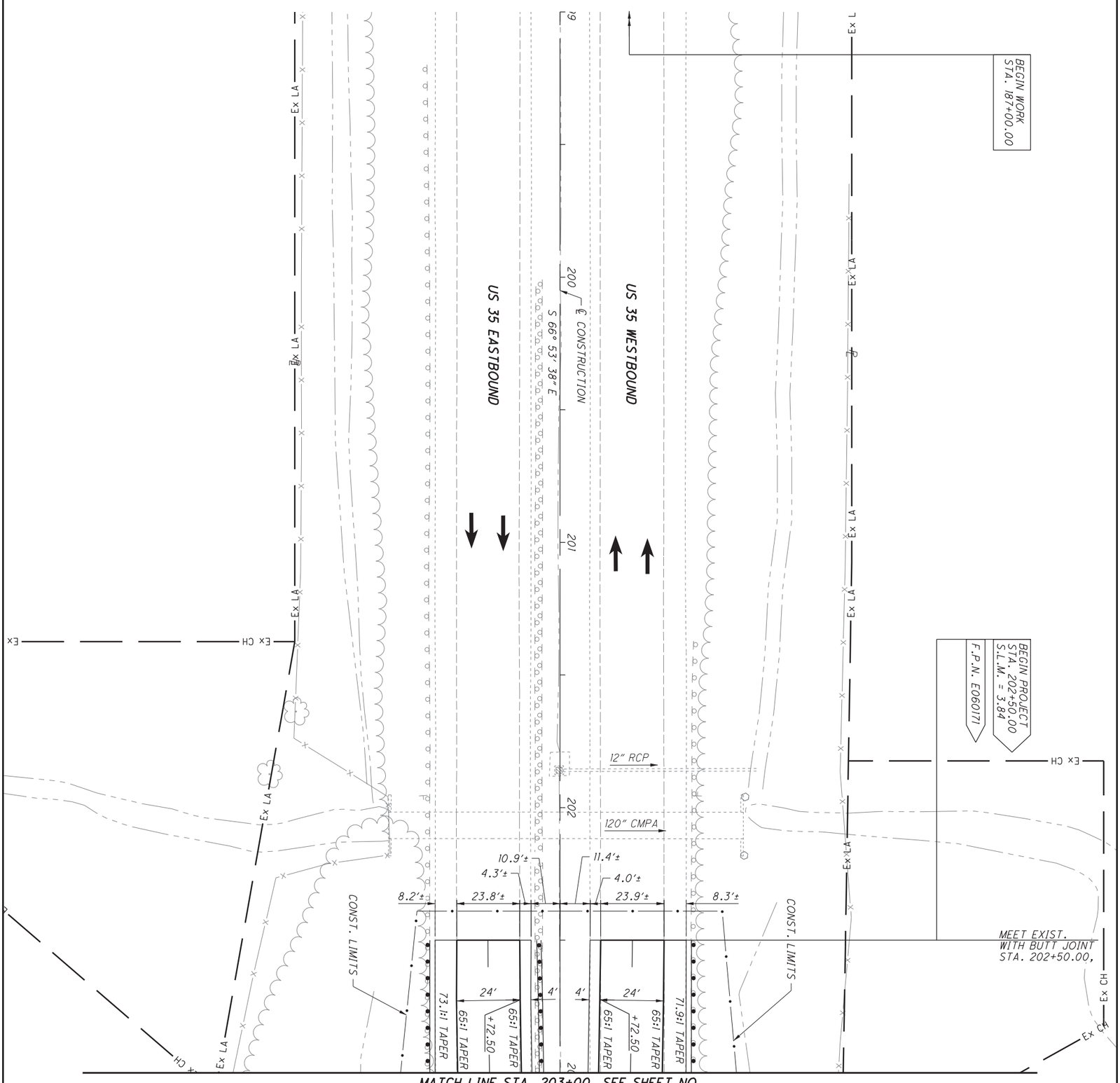


GRE-35-4.26

MAINTENACE OF TRAFFIC
SCHEMATIC PLAN - STAGE 2 - PHASE 5

CALCULATED
CHECKED

0 100 200 400
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

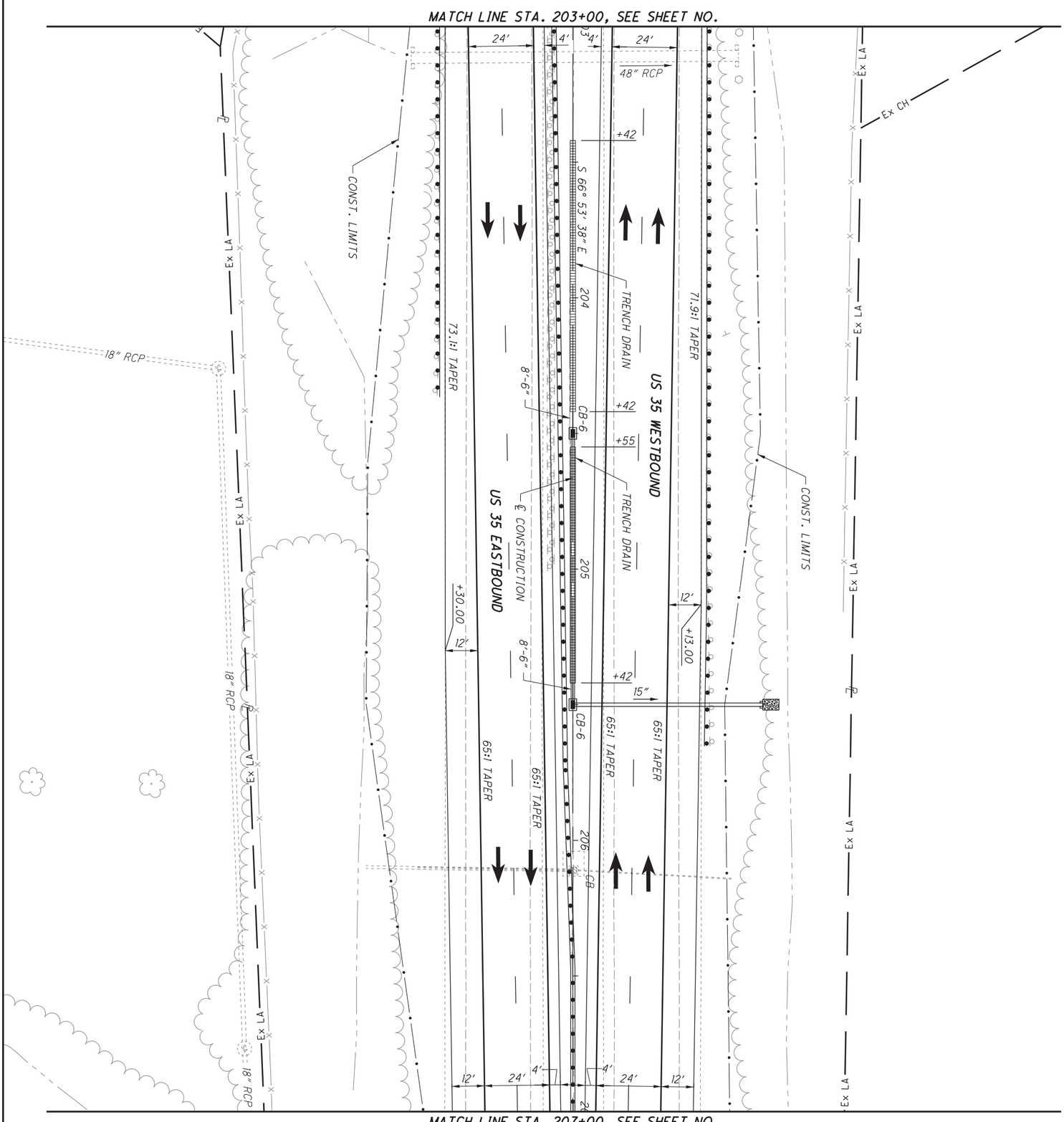
876 150

GRE-35-4.26

PLAN - US 35
STA. 199+00 TO STA. 203+00

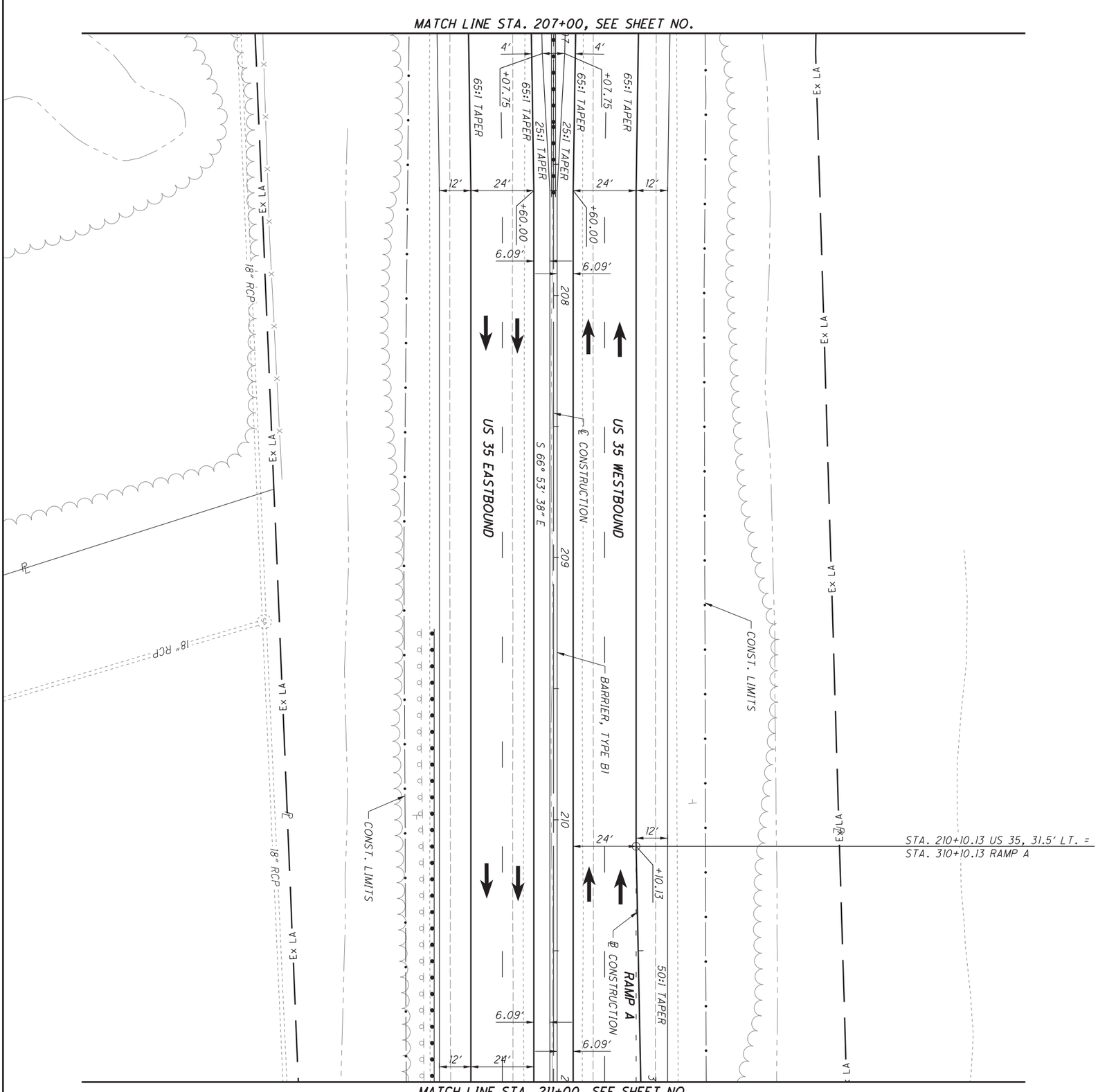
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

151 / 876	GRE-35-4.26	PLAN - US 35 STA. 203+00 TO STA. 207+00	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

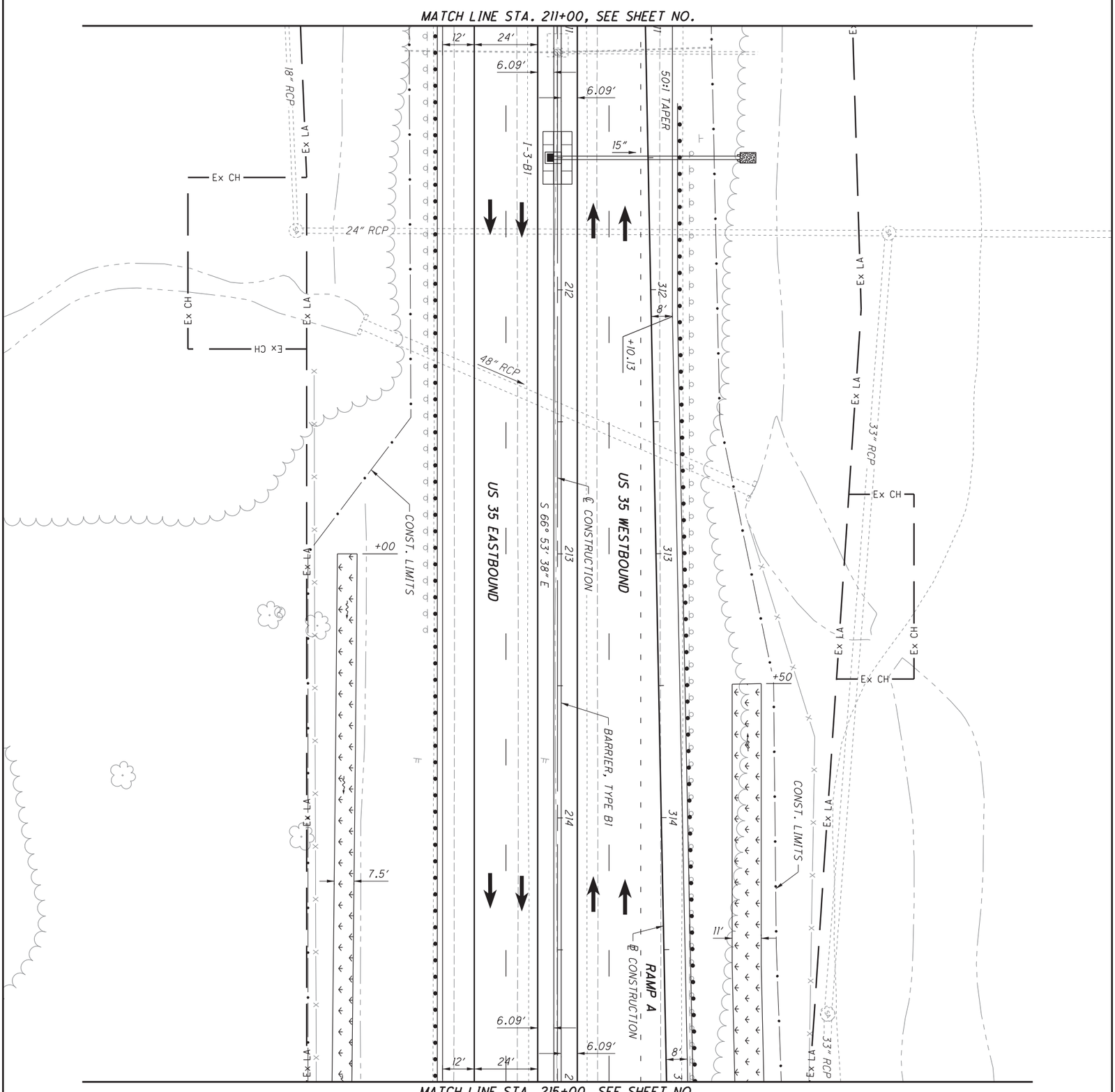
876 152

GRE-35-4.26

PLAN - US 35
STA. 207+00 TO STA. 211+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

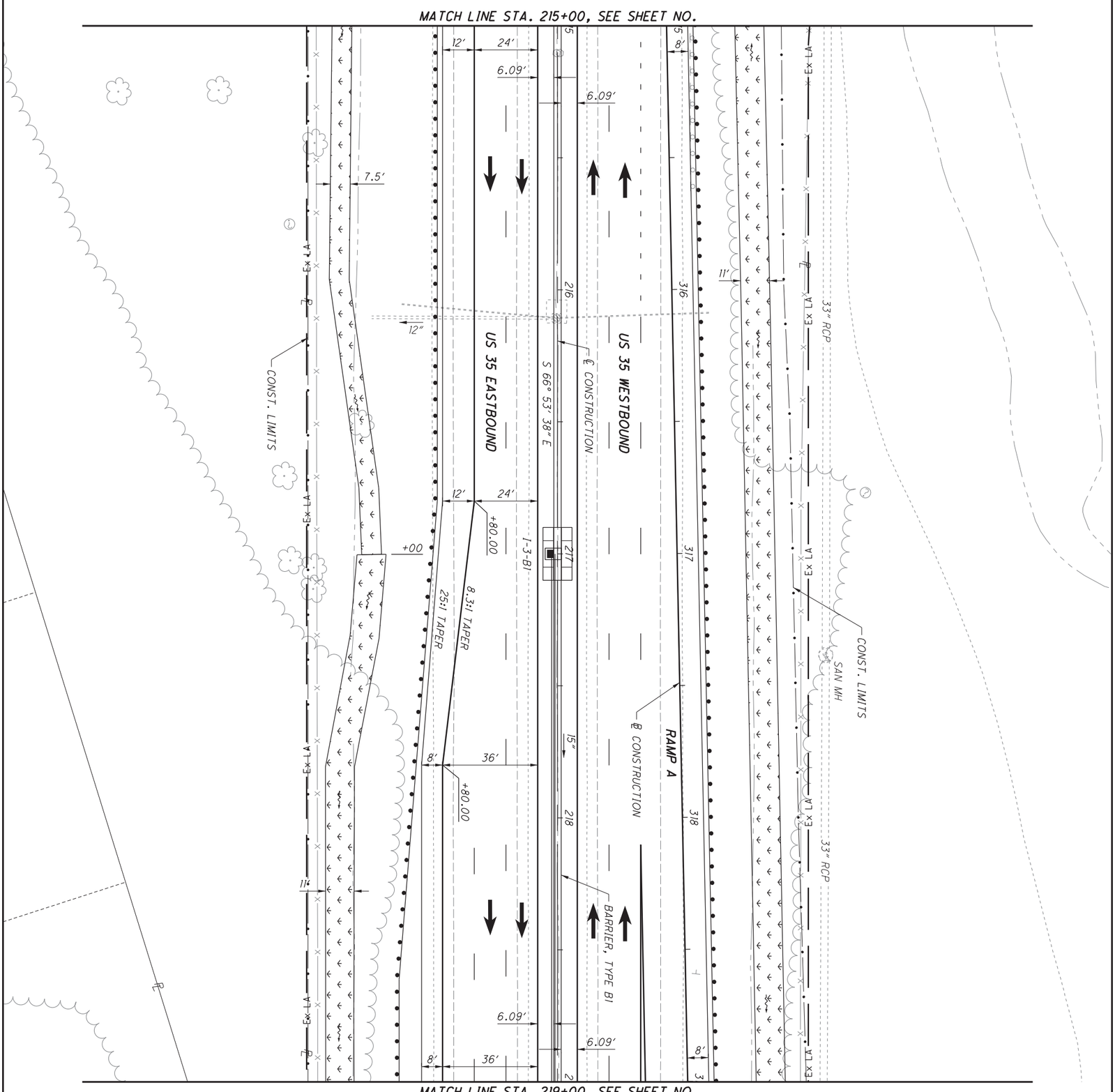
153
876

GRE-35-4.26

PLAN - US 35
STA. 211+00 TO STA. 215+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

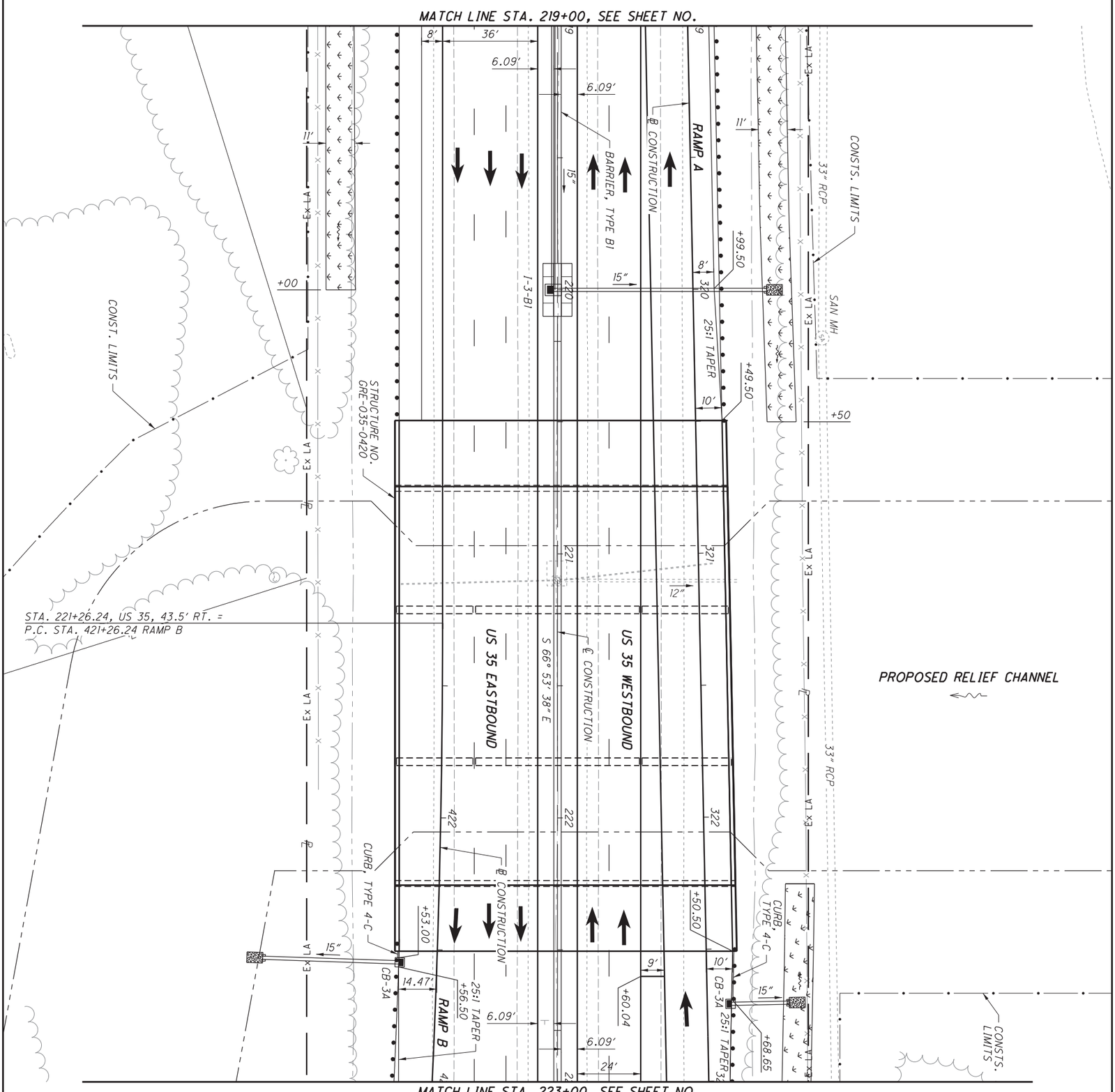
876 154

GRE-35-4.26

PLAN - US 35
STA. 215+00 TO STA. 219+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

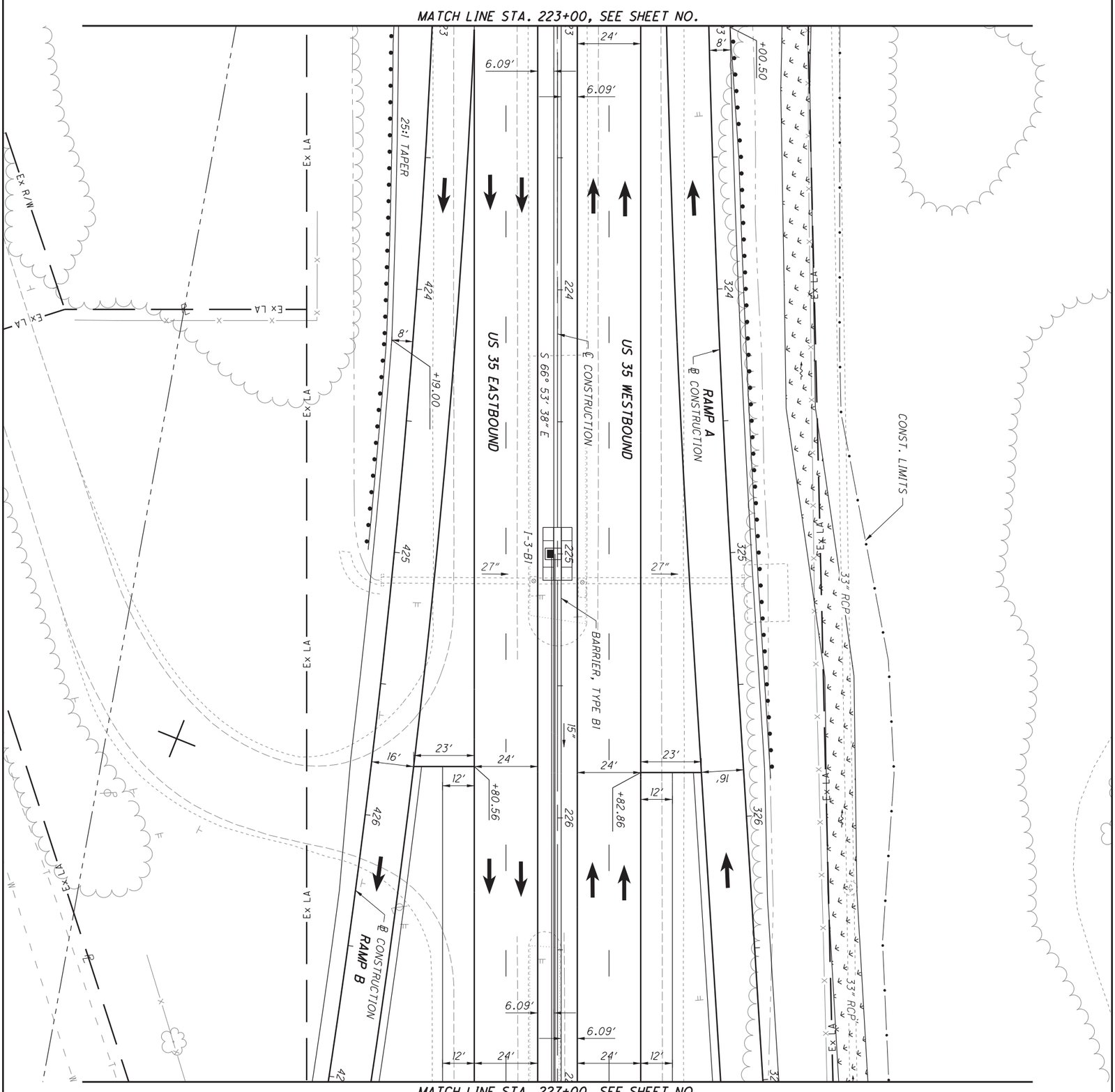
155
876

GRE-35-4.26

PLAN - US 35
STA. 219+00 TO STA. 223+00

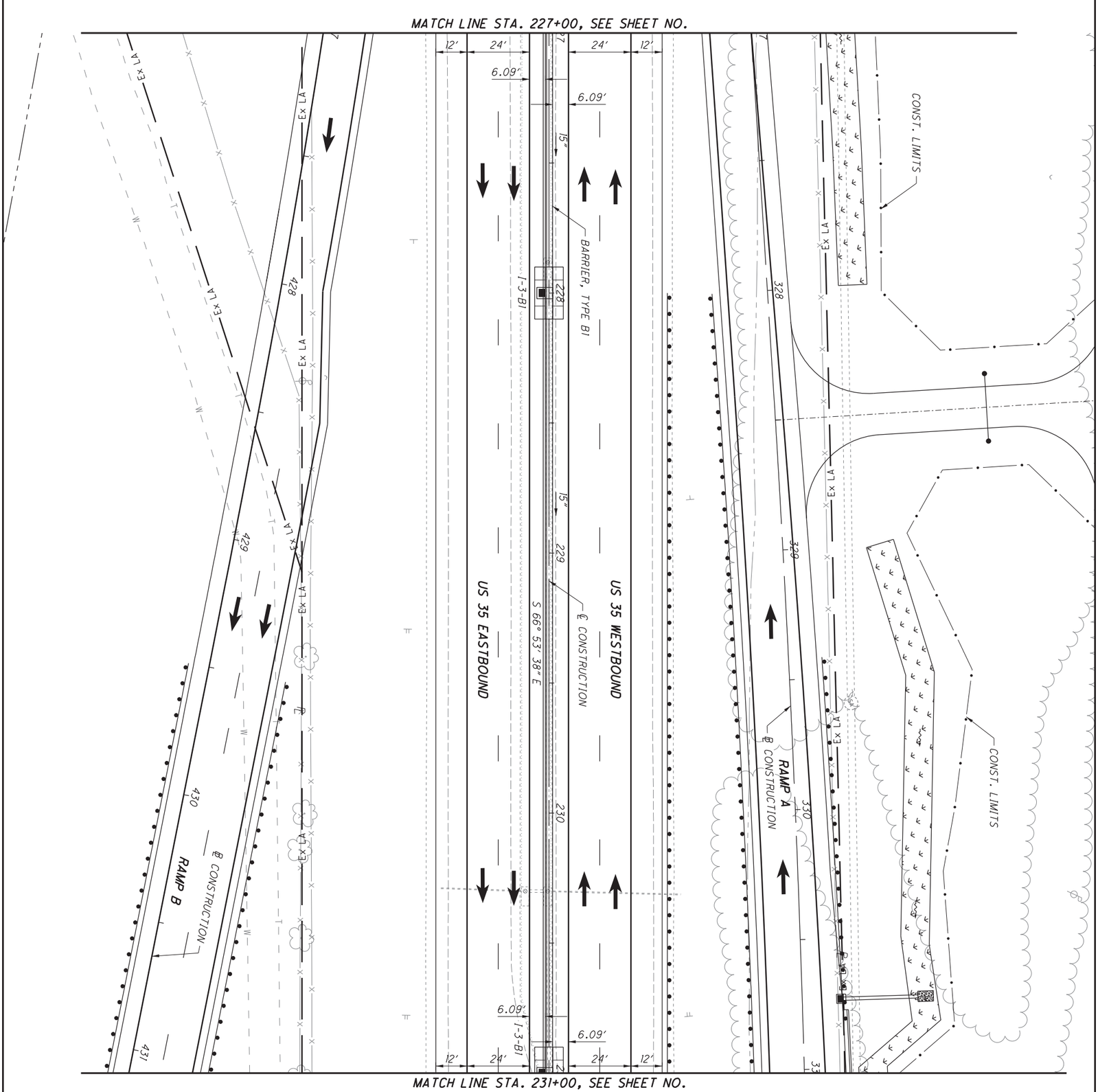
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



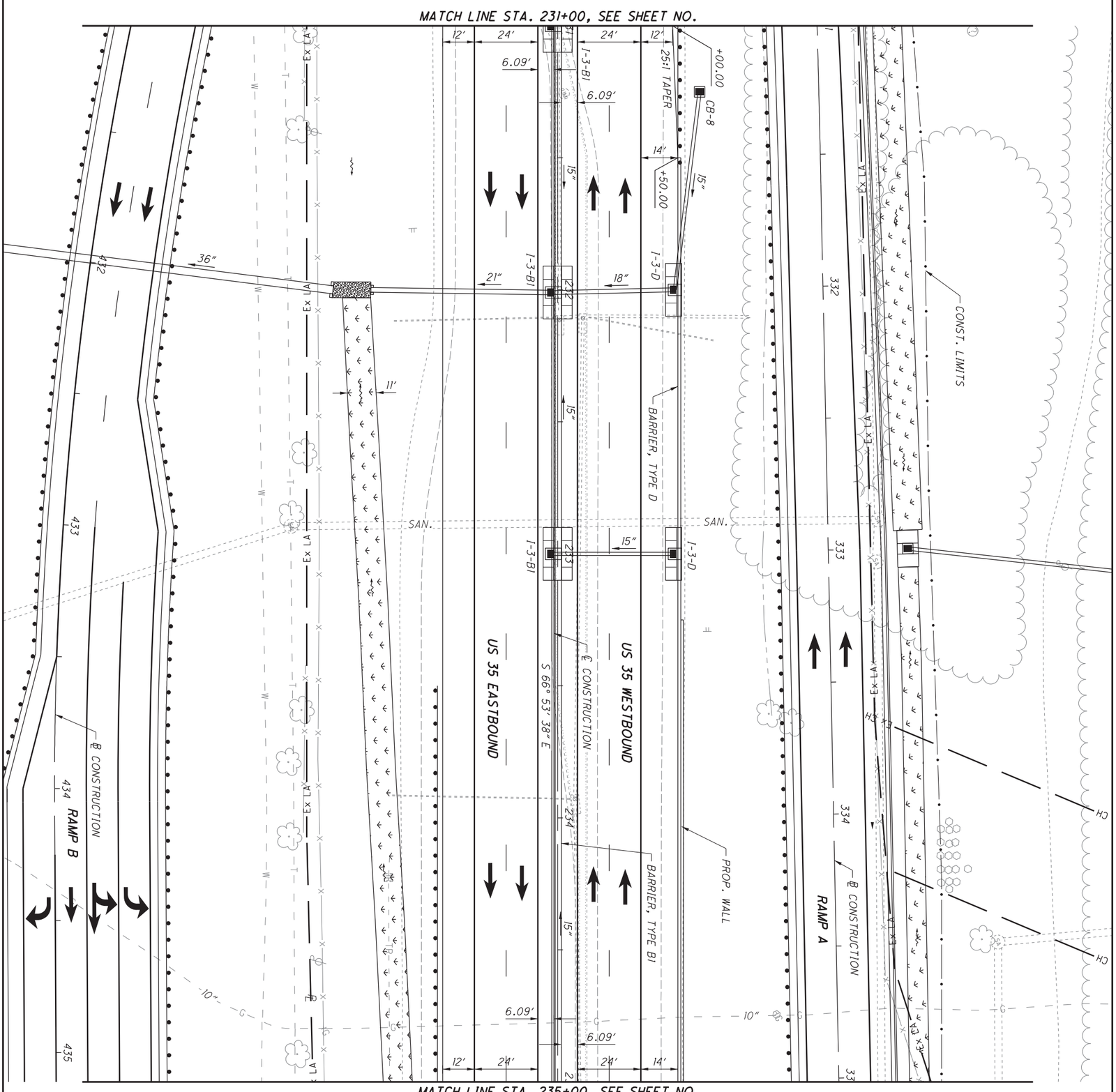
REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

156 / 876	GRE-35-4.26	PLAN - US 35 STA. 223+00 TO STA. 227+00	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

157 / 876	GRE-35-4.26	PLAN - US 35 STA. 227+00 TO STA. 231+00	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

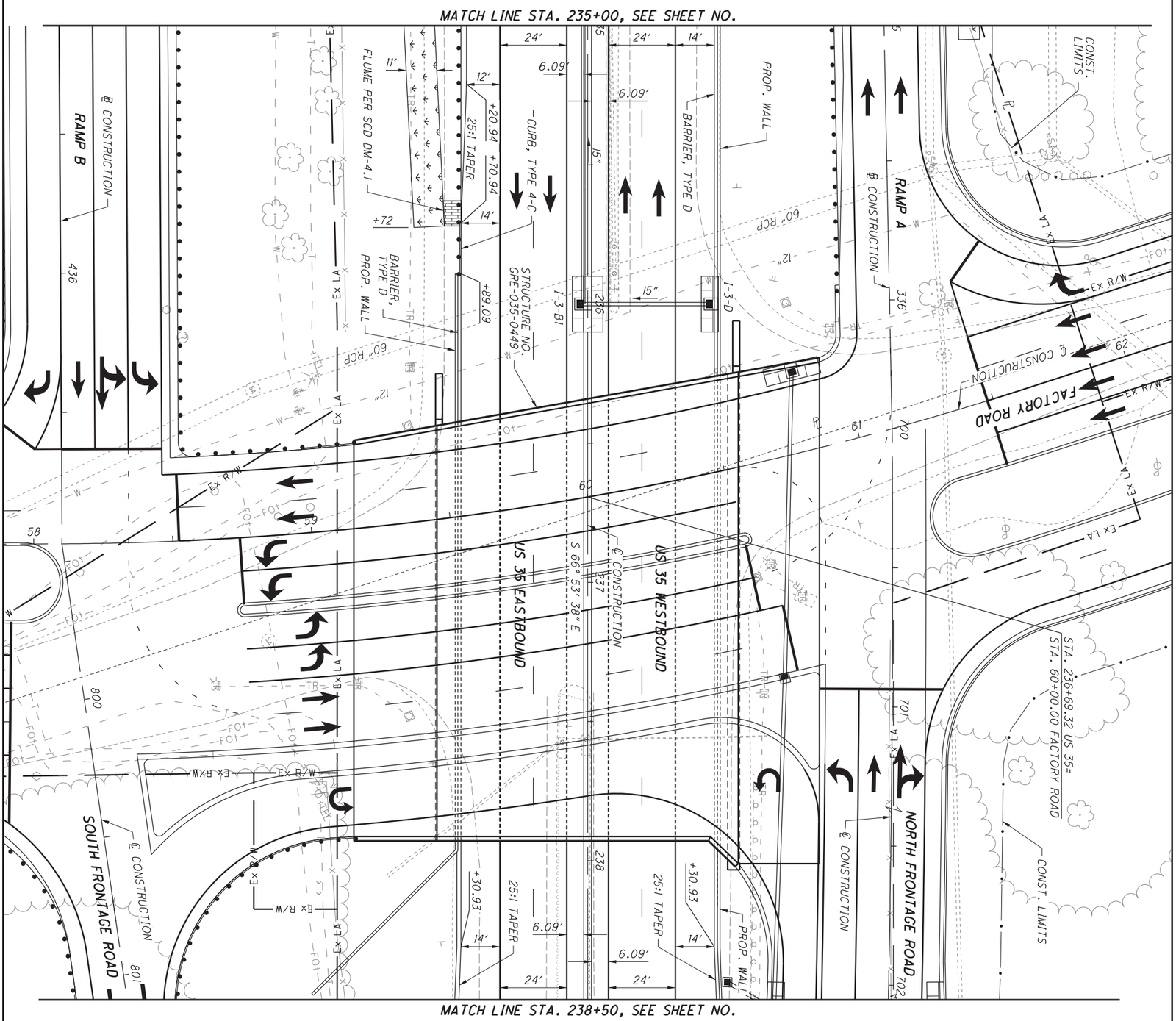
158
876

GRE-35-4.26

PLAN - US 35
STA. 231+00 TO STA. 235+00

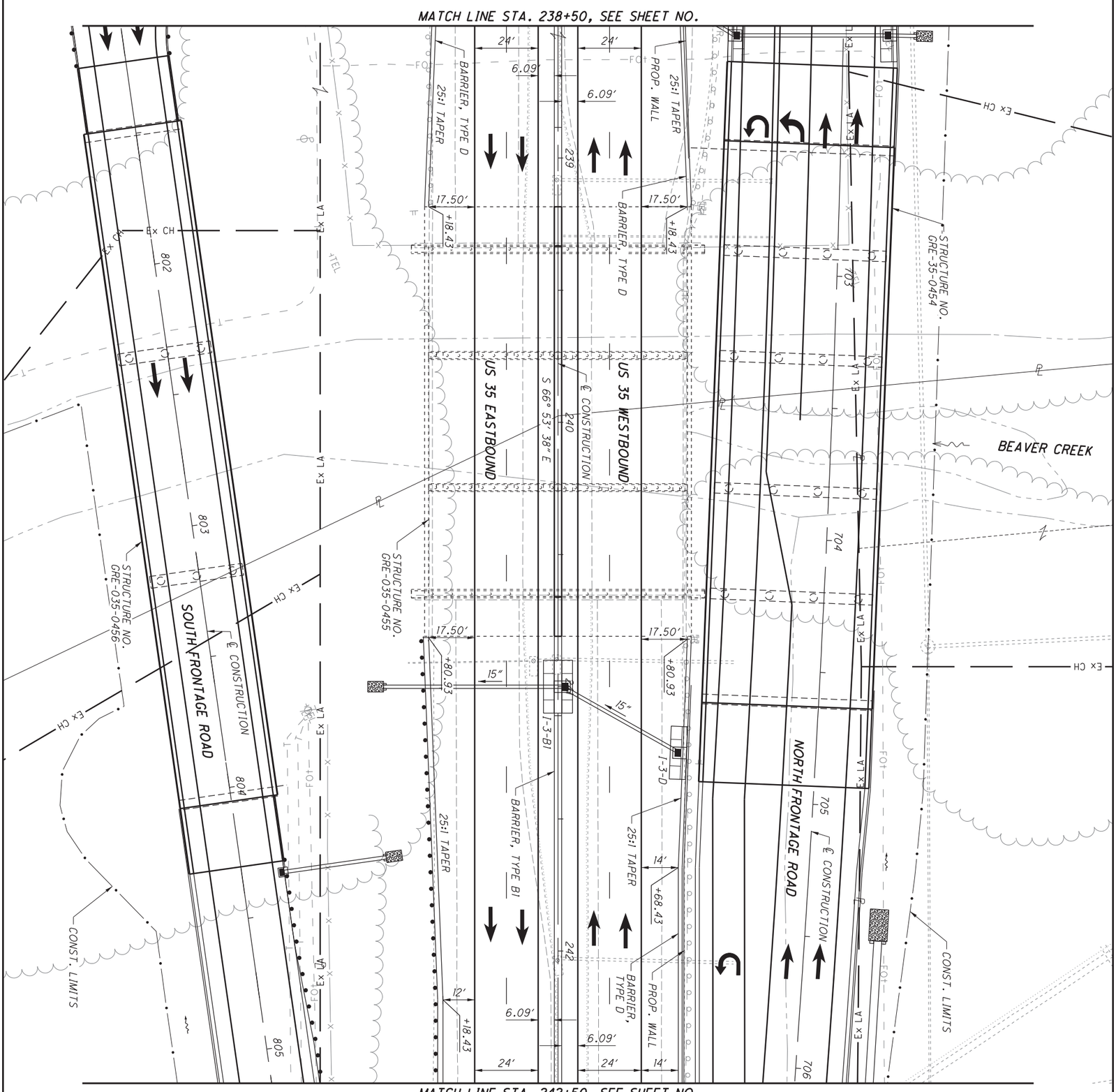
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 / 159	GRE-35-4.26	PLAN - US 35 STA. 235+00 TO STA. 238+50	CALCULATED CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

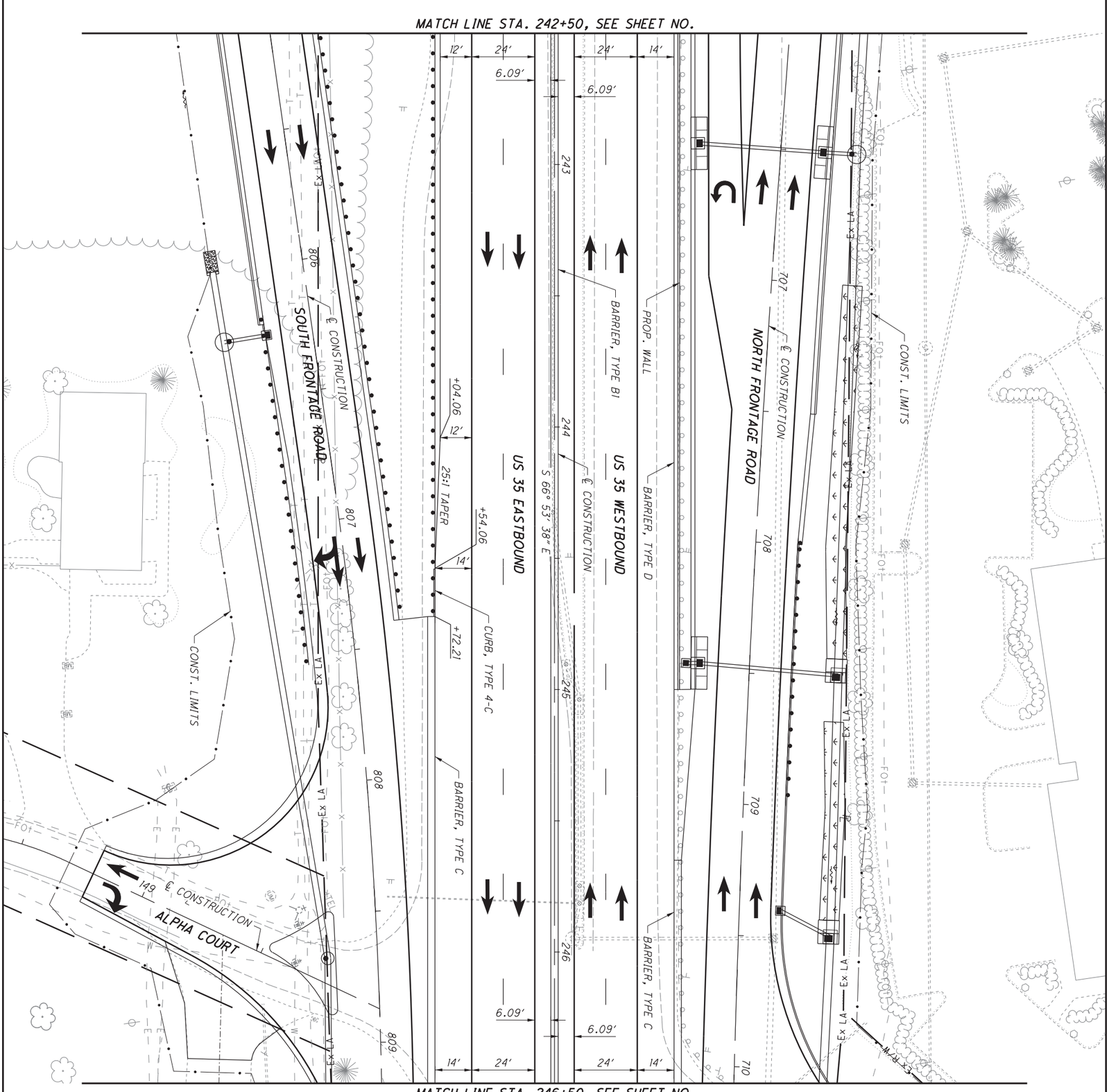
876 160

GRE-35-4.26

PLAN - US 35
STA. 238+50 TO STA. 242+50

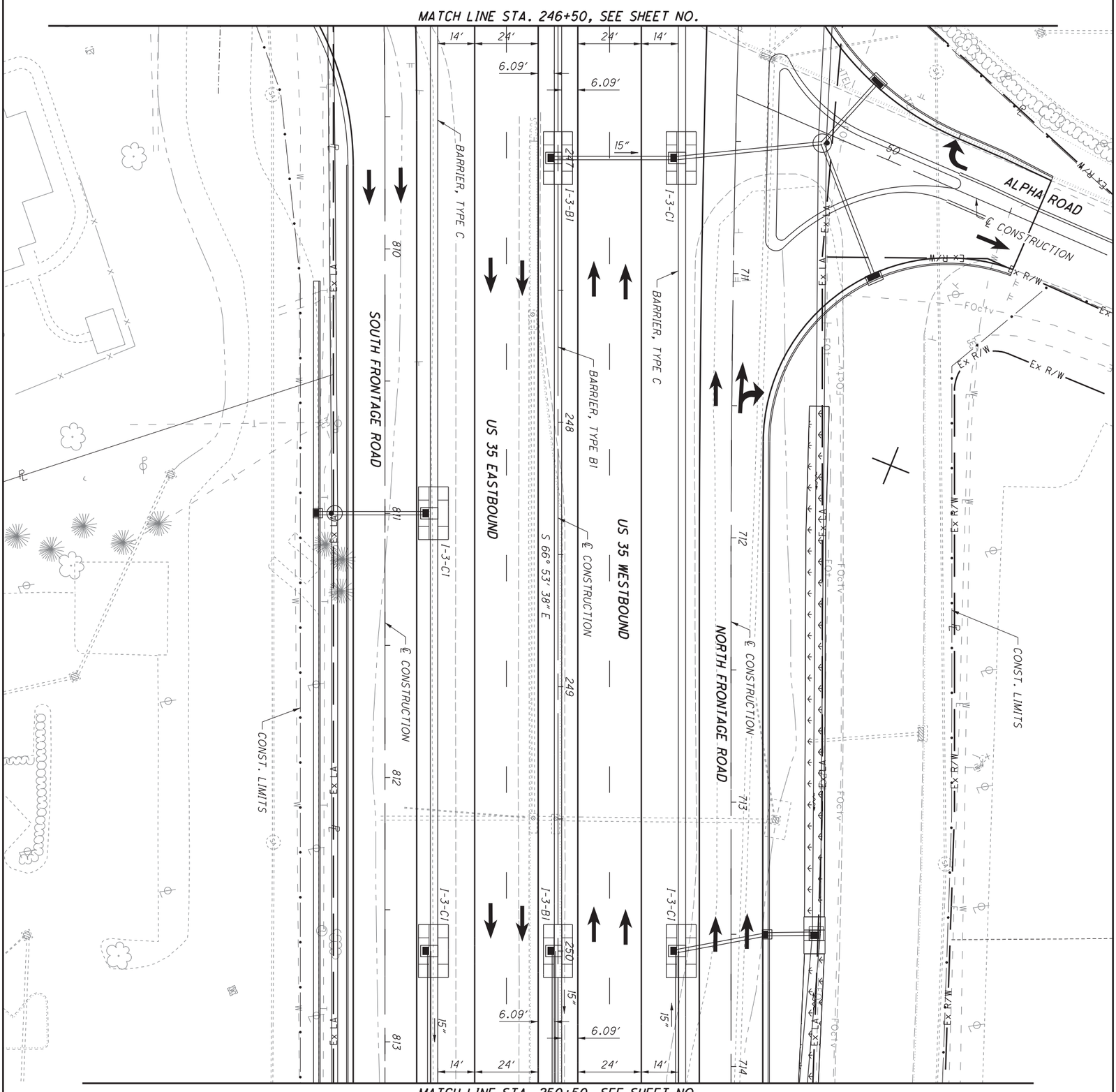
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



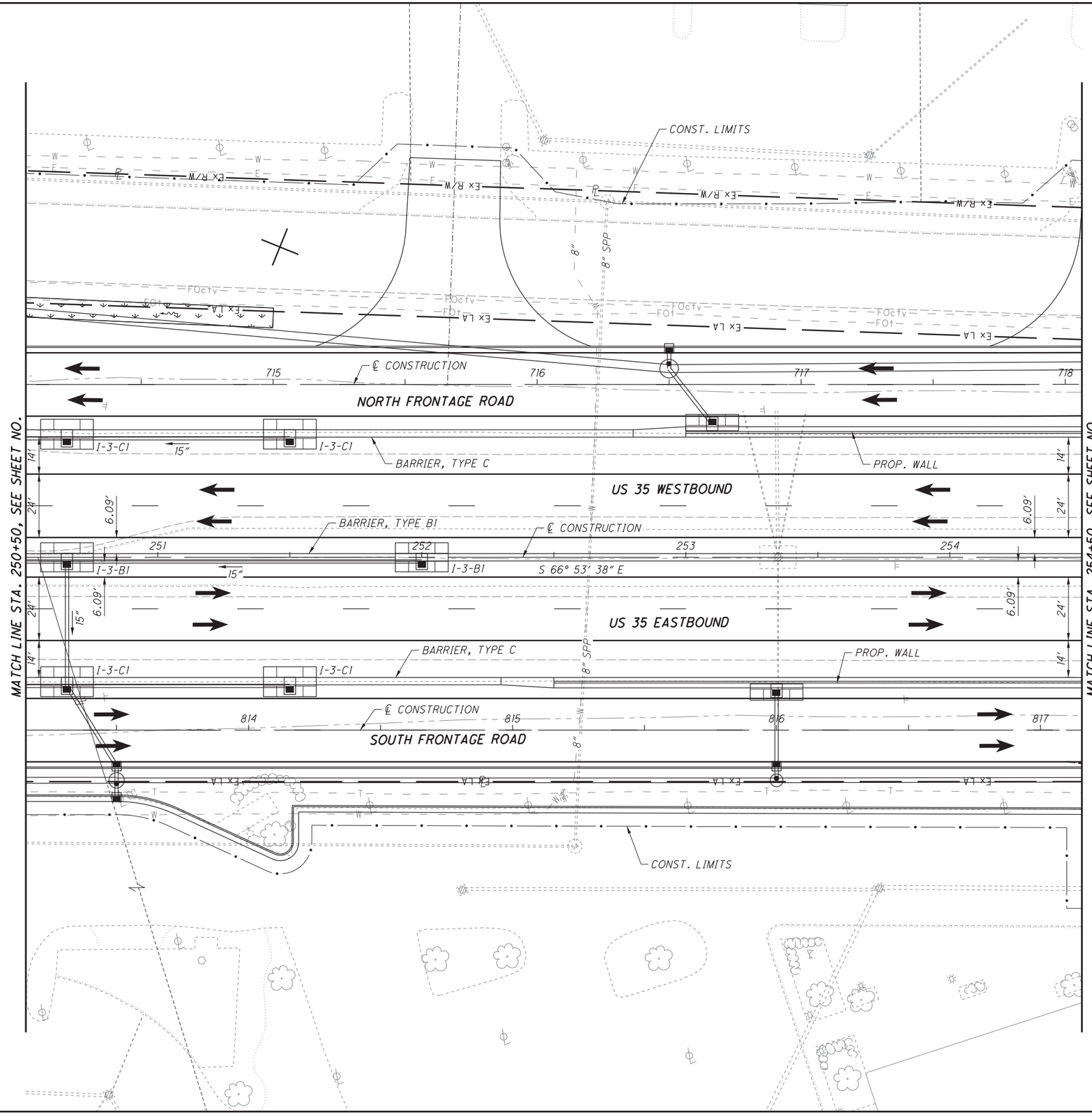
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

878 / 161	GRE-35-4.26	PLAN - US 35 STA. 242+50 TO STA. 246+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 / 162	GRE-35-4.26	PLAN - US 35 STA. 246+50 TO STA. 250+50	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET	N



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

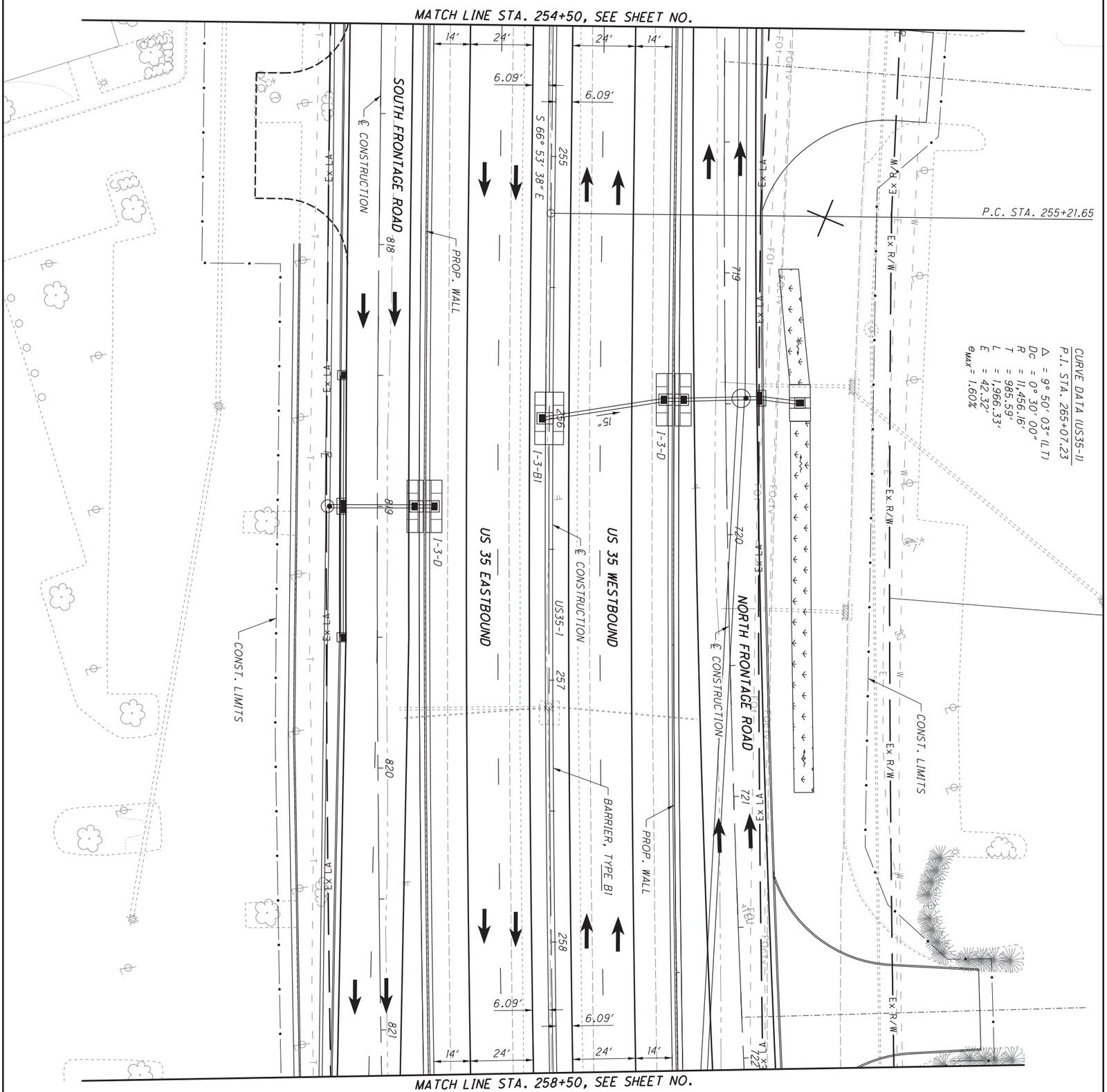
CHECKED

PLAN - US 35
STA. 250+50 TO STA. 254+00

GRE-35-4.26

163
876

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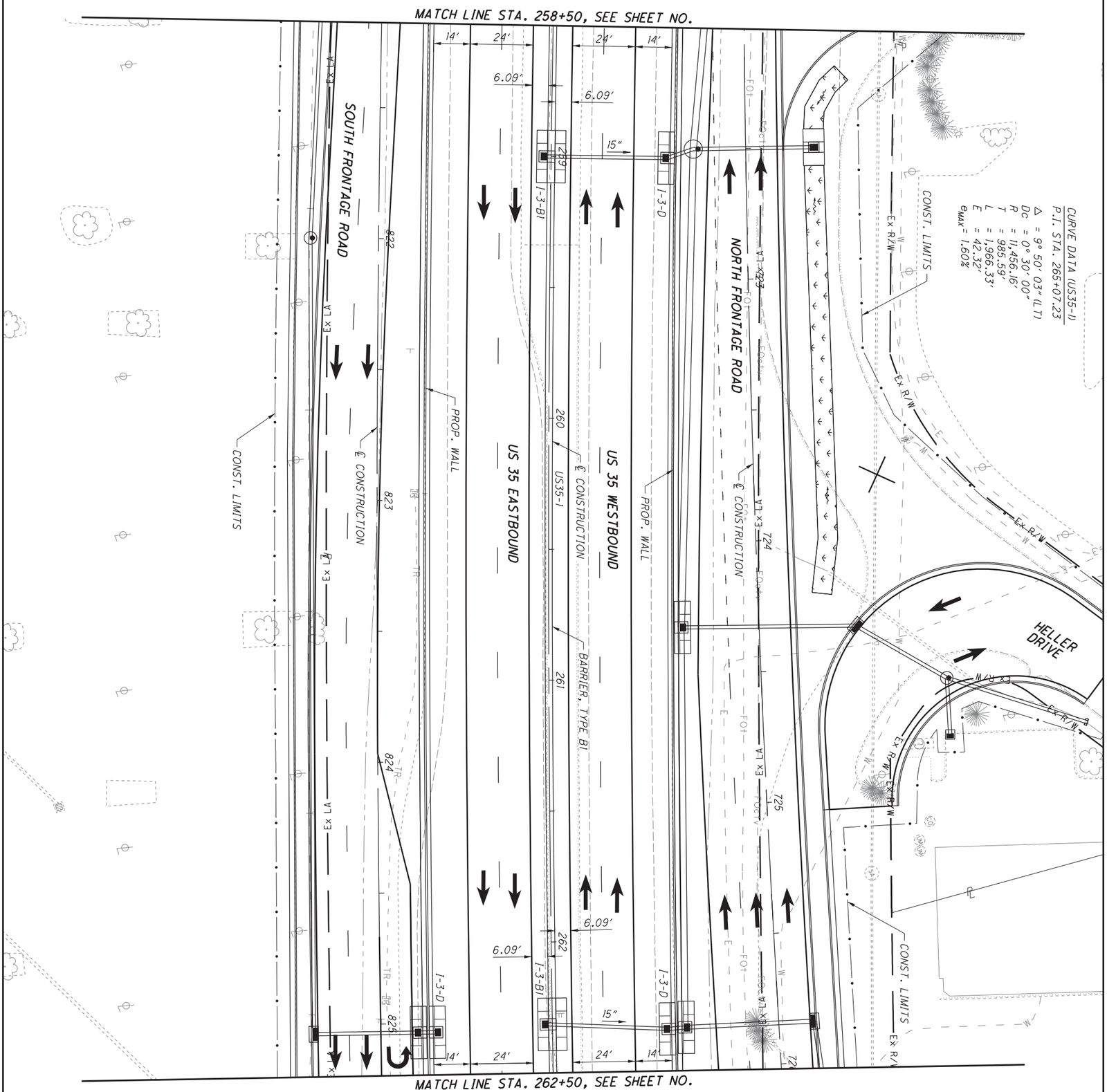
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

GRE-35-4.26

PLAN - US 35
STA. 254+50 TO STA. 258+50

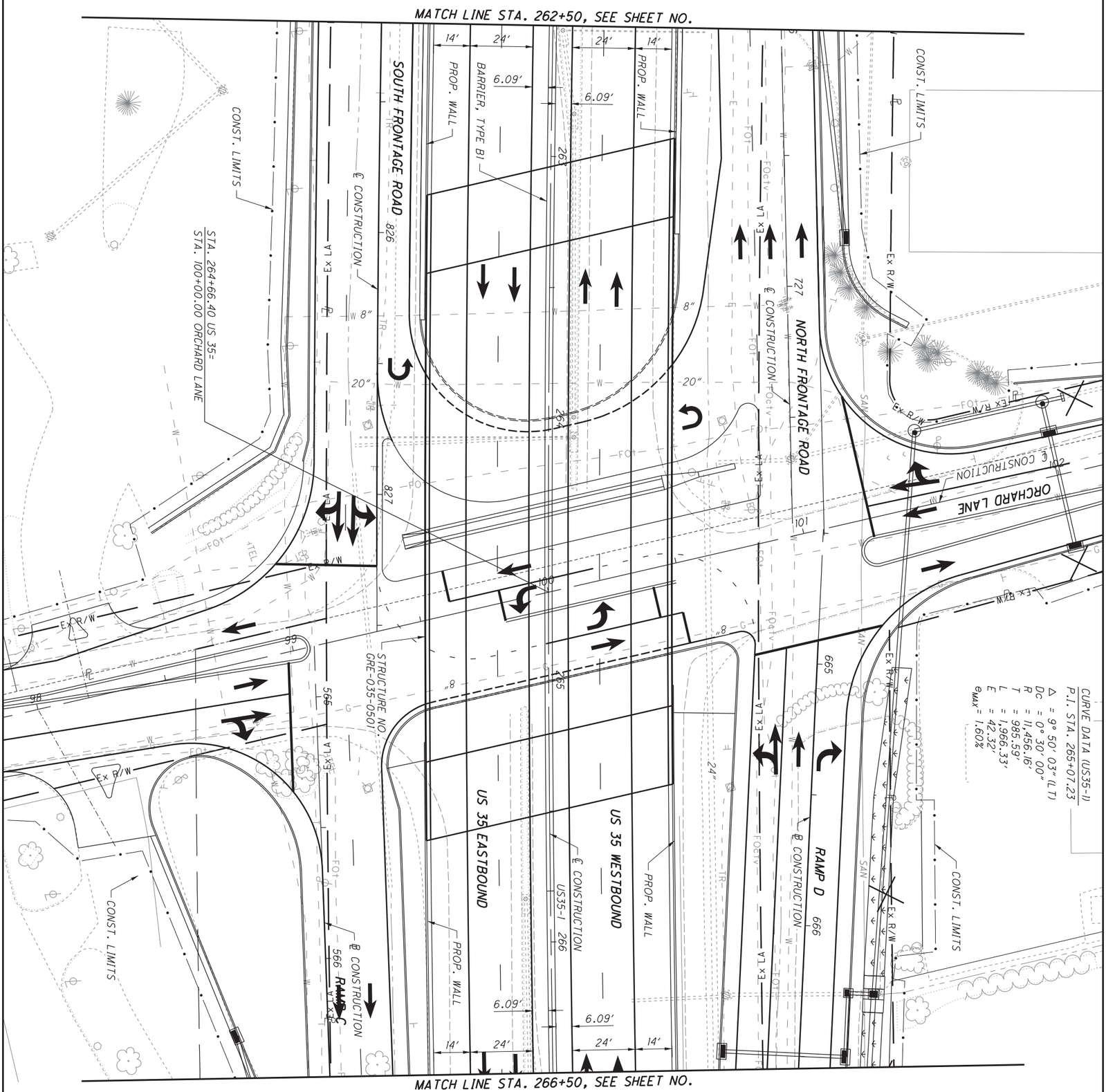
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



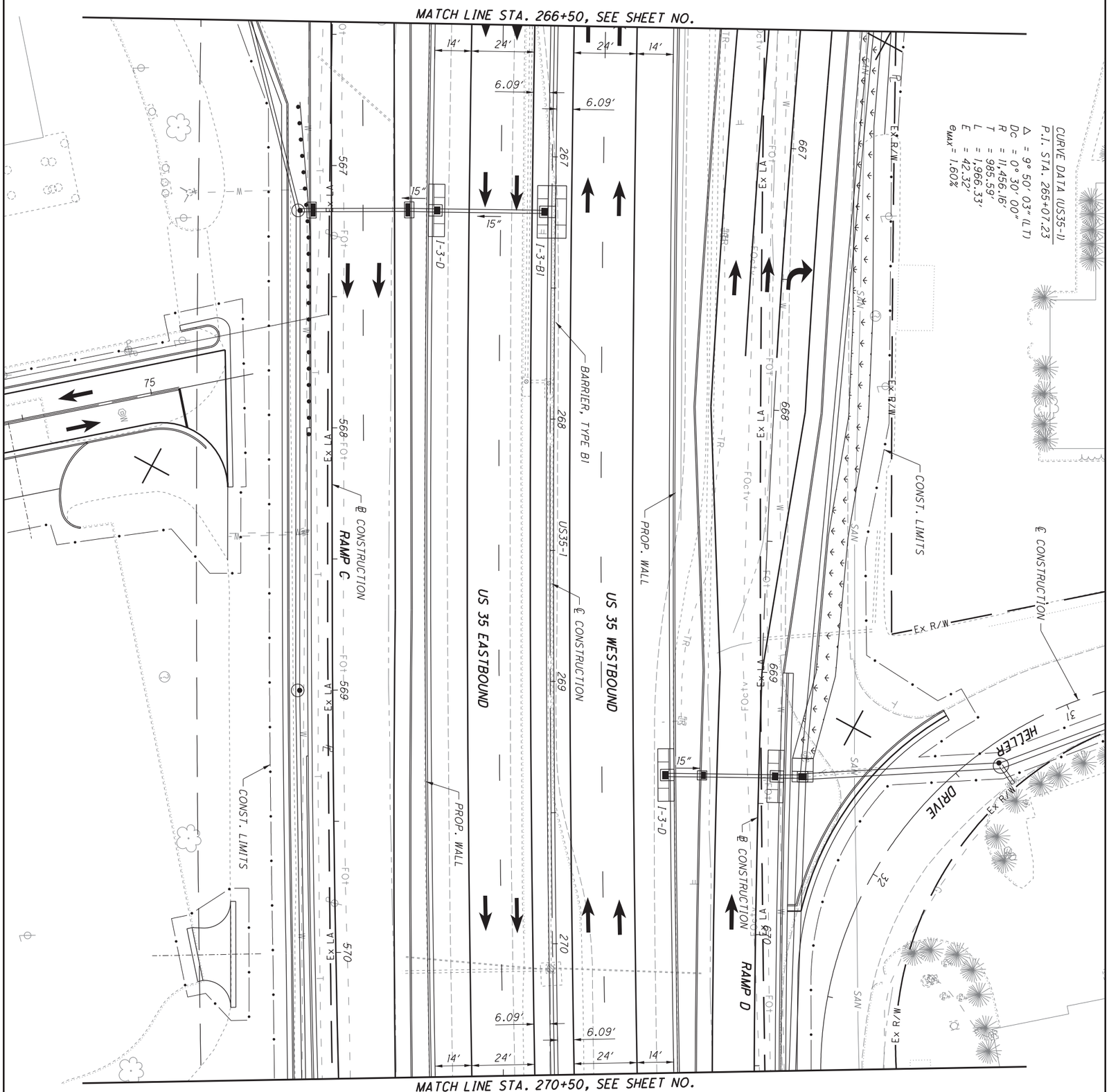
REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

165 / 876	GRE-35-4.26	PLAN - US 35 STA. 258+50 TO STA. 262+50	CALCULATED CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

166 / 876	GRE-35-4.26	PLAN - US 35 STA. 262+50 TO STA. 266+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

CURVE DATA (US35-1)
P.I. STA. 265+07.23

Δ = 9° 50' 03" (LT)
Dc = 0° 30' 00"
R = 11,456.16'
T = 985.59'
L = 1,966.33'
E = 42.32'
e_{MAX} = 1.60%

MATCH LINE STA. 270+50, SEE SHEET NO.

MATCH LINE STA. 274+50, SEE SHEET NO.

Ex R/W
SAN
℄ CONSTRUCTION
CONST. LIMITS
HELLER DRIVE
RAMP D
PROP. WALL
I-3-D
US 35 WESTBOUND
BARRIER, TYPE C
+52.91
US35-1
I-3-B1
US 35 EASTBOUND
BARRIER, TYPE B1
RAMP C
FOt
Ex LA
33
34
35
271
272
273
274
571
572
573
574
672
673
674
14'
24'
23'
16'
8'
6.09'
15"

TOTALS CARRIED TO GENERAL SUMMARY

REF NO.	STATION FROM	STATION TO	SIDE

CALCULATED
CHECKED

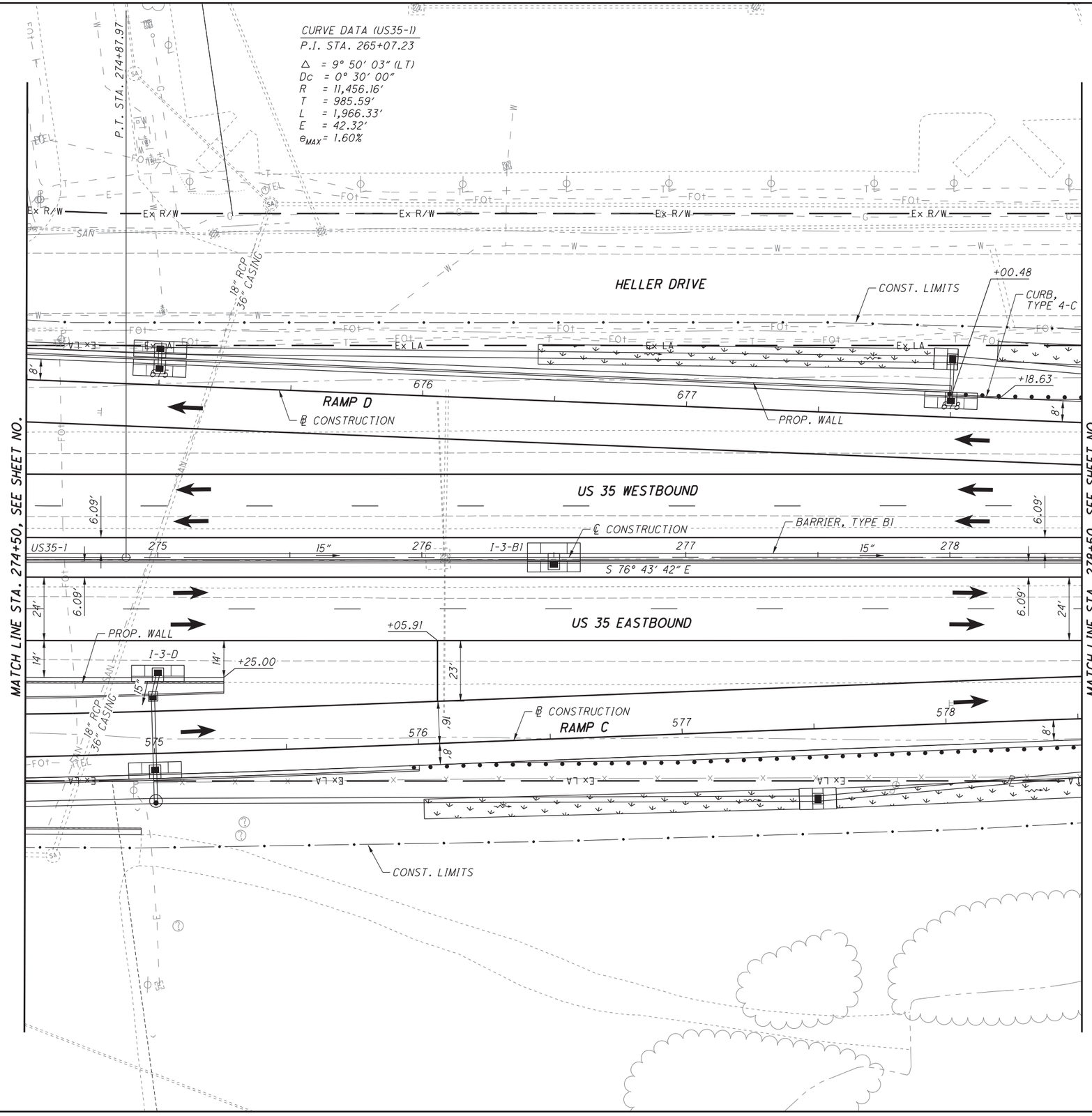
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN - US 35
STA. 270+50 TO STA. 274+50

GRE-35-4.26

168
876

80468gp019.dgn 9/25/2014 7:35:44 AM jeverett



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

N

0 10 20 40 HORIZONTAL SCALE IN FEET

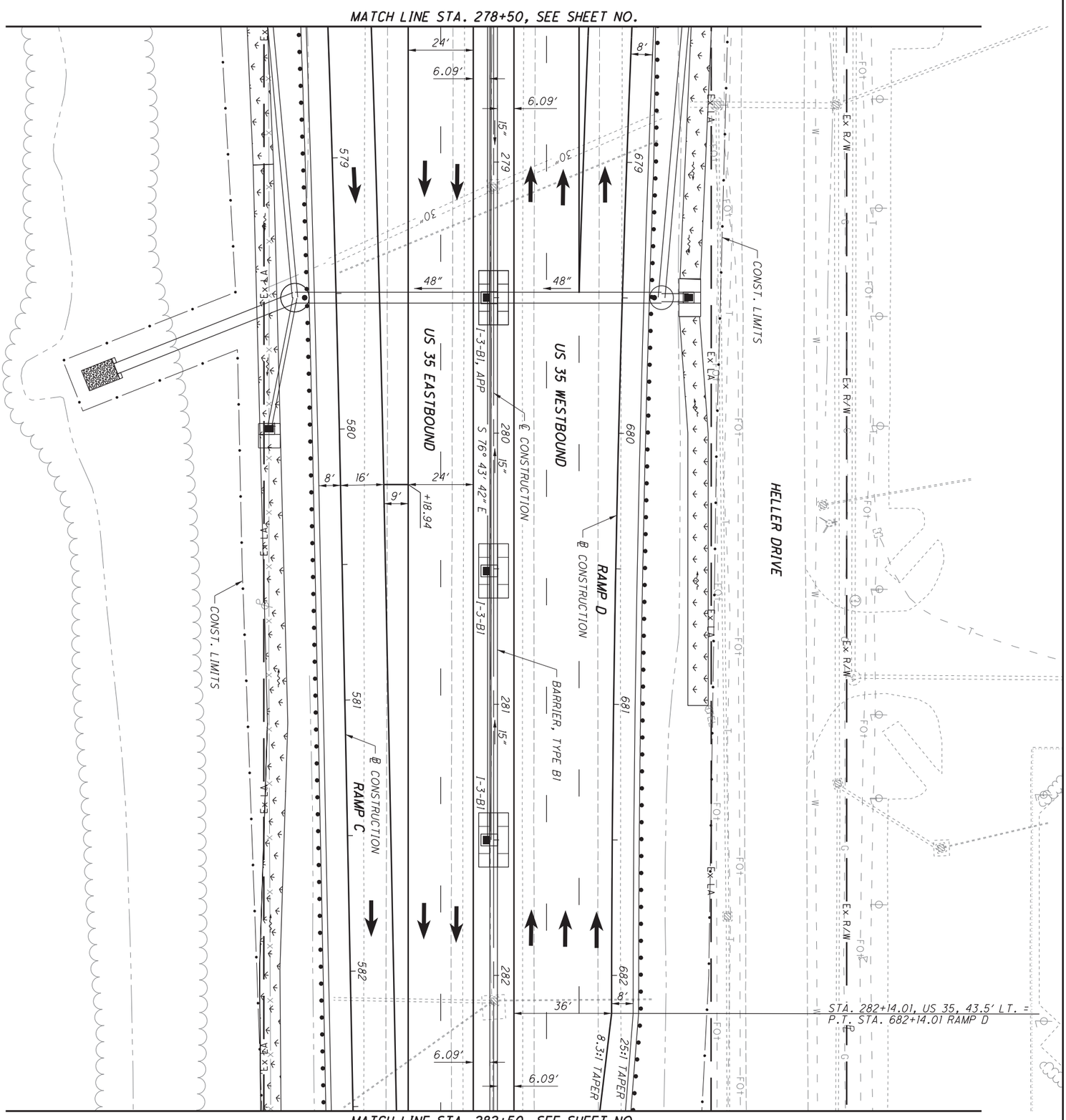
CALCULATED | CHECKED

PLAN - US 35
STA. 274+50 TO STA. 278+50

GRE-35-4.26

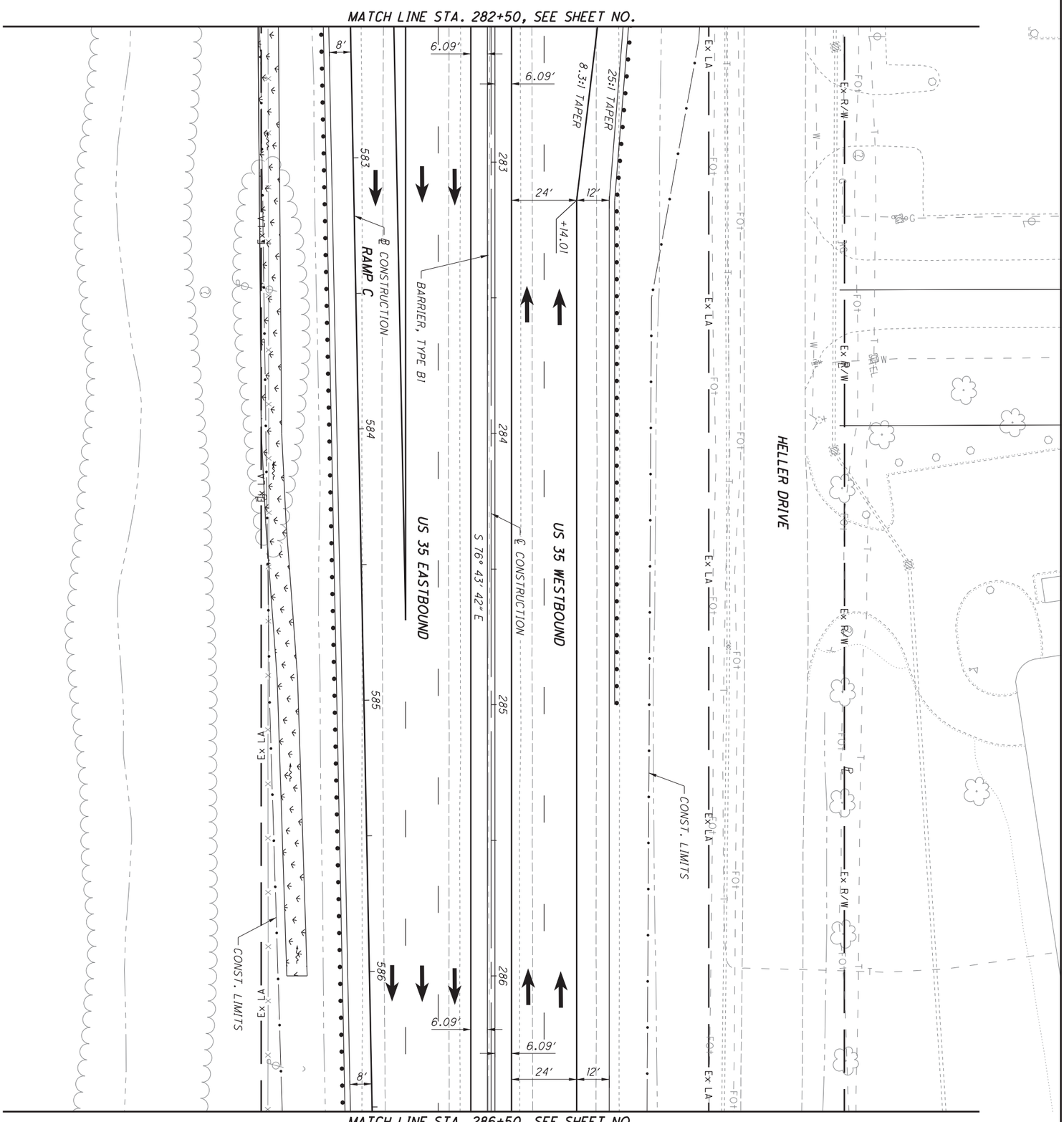
169
876

80468gp020.dgn 9/25/2014 7:35:57 AM jeveret1



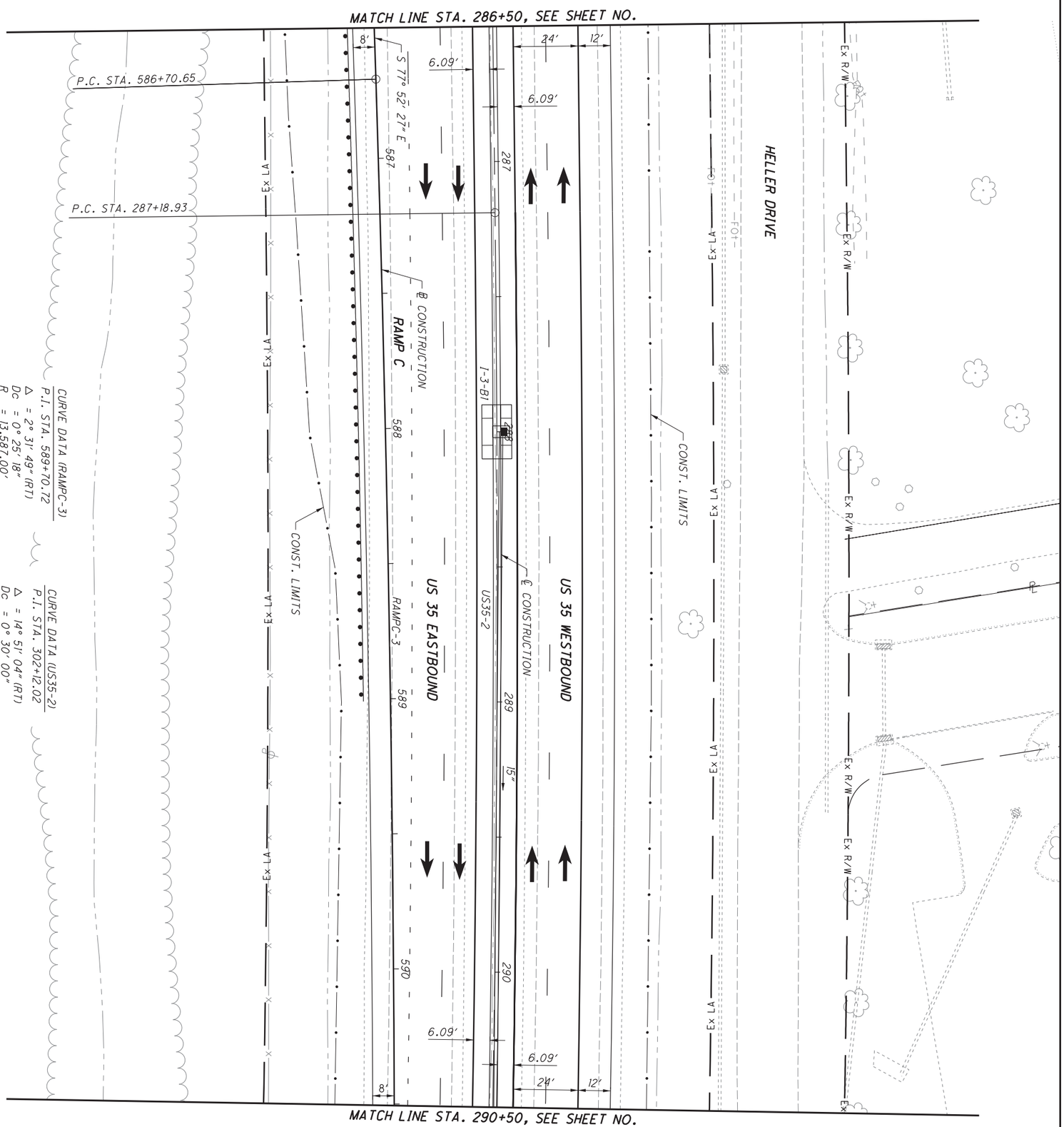
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

170 / 876	GRE-35-4.26	PLAN - US 35 STA. 278+50 TO STA. 282+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



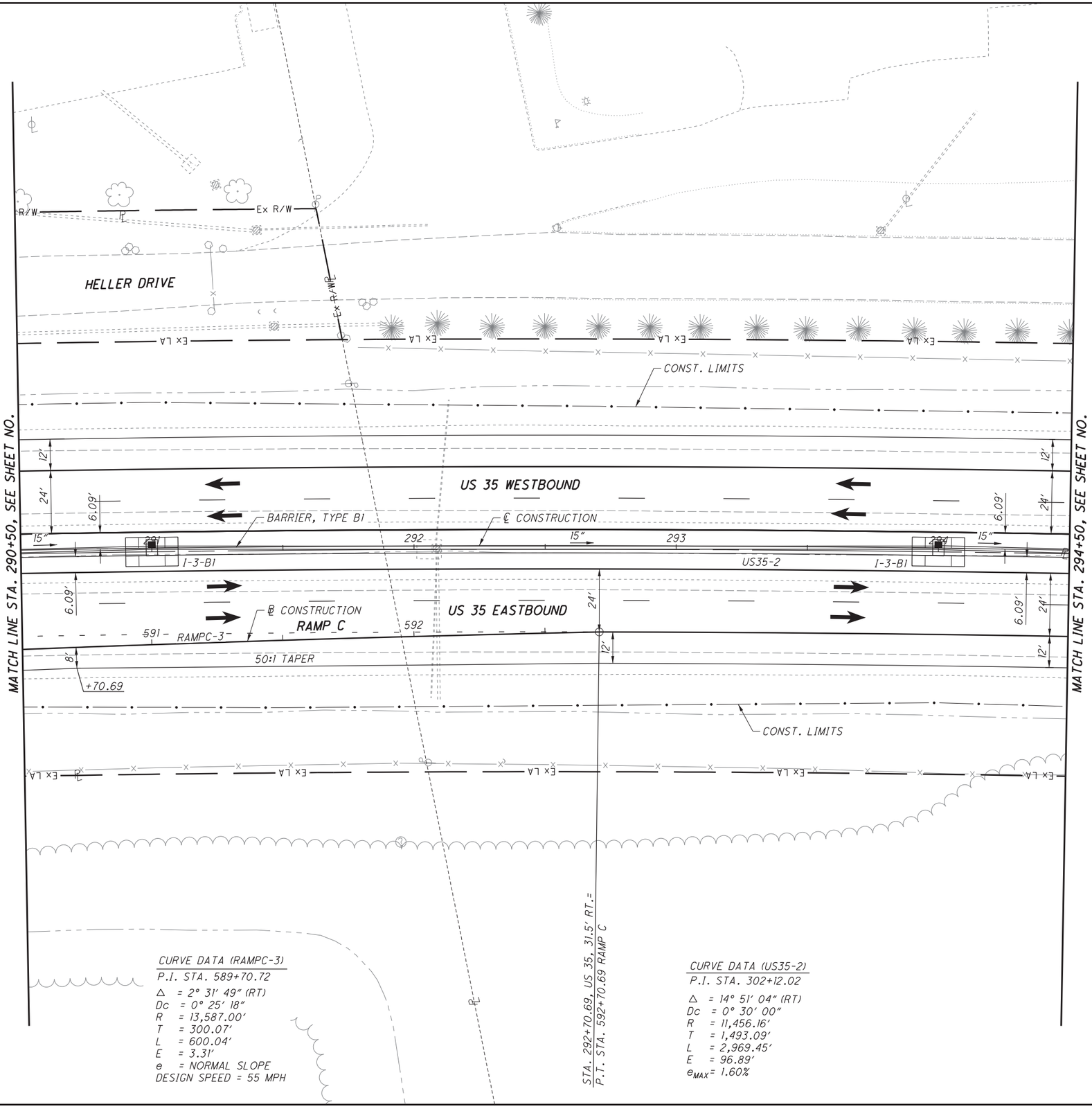
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

171 / 876	GRE-35-4.26	PLAN - US 35 STA. 282+50 TO STA. 286+50	CALCULATED CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

172 / 876	GRE-35-4.26	PLAN - US 35 STA. 286+50 TO STA. 290+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

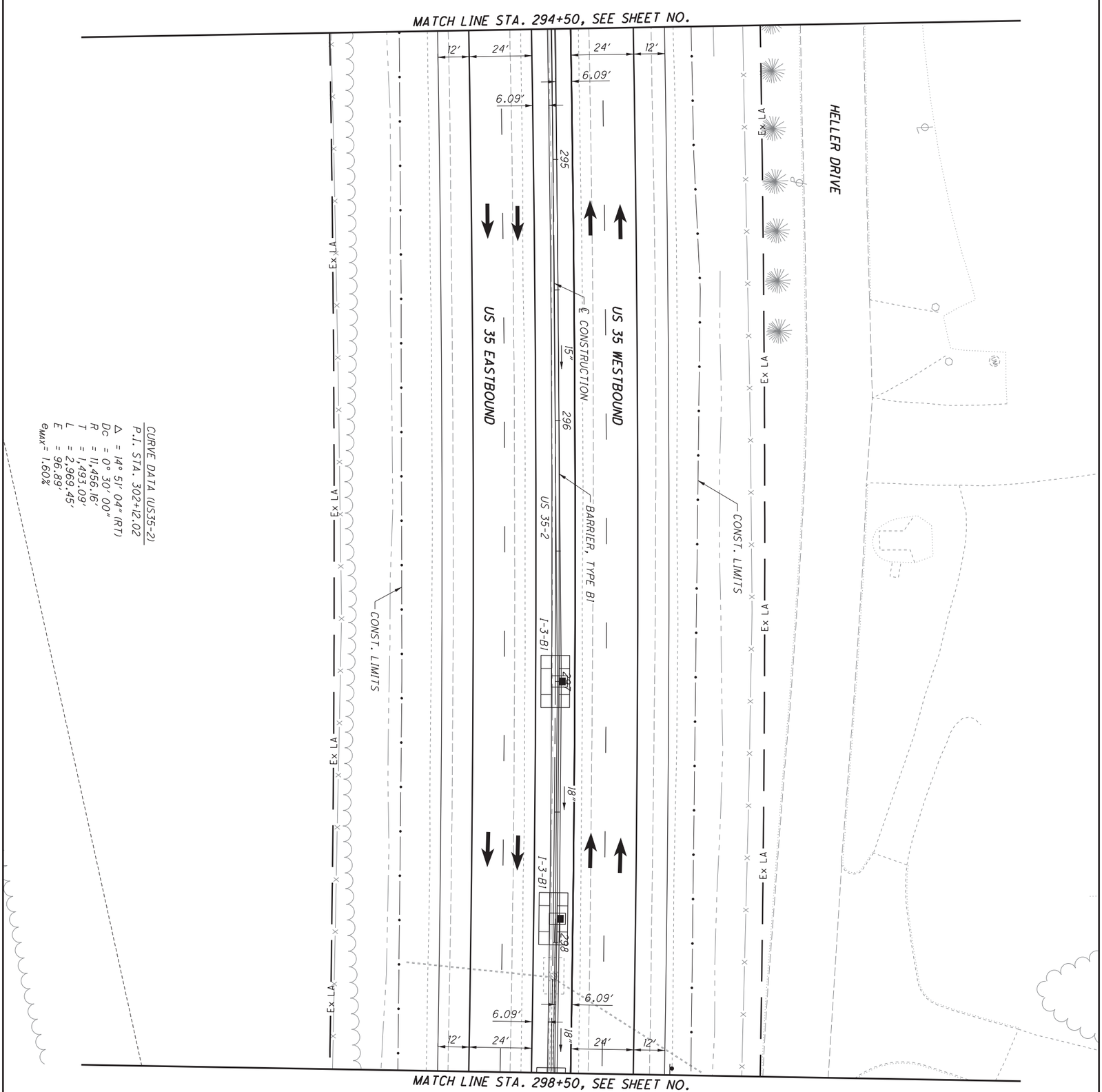
CALCULATED | CHECKED

PLAN - US 35
STA. 290+50 TO STA. 294+50

GRE-35-4.26

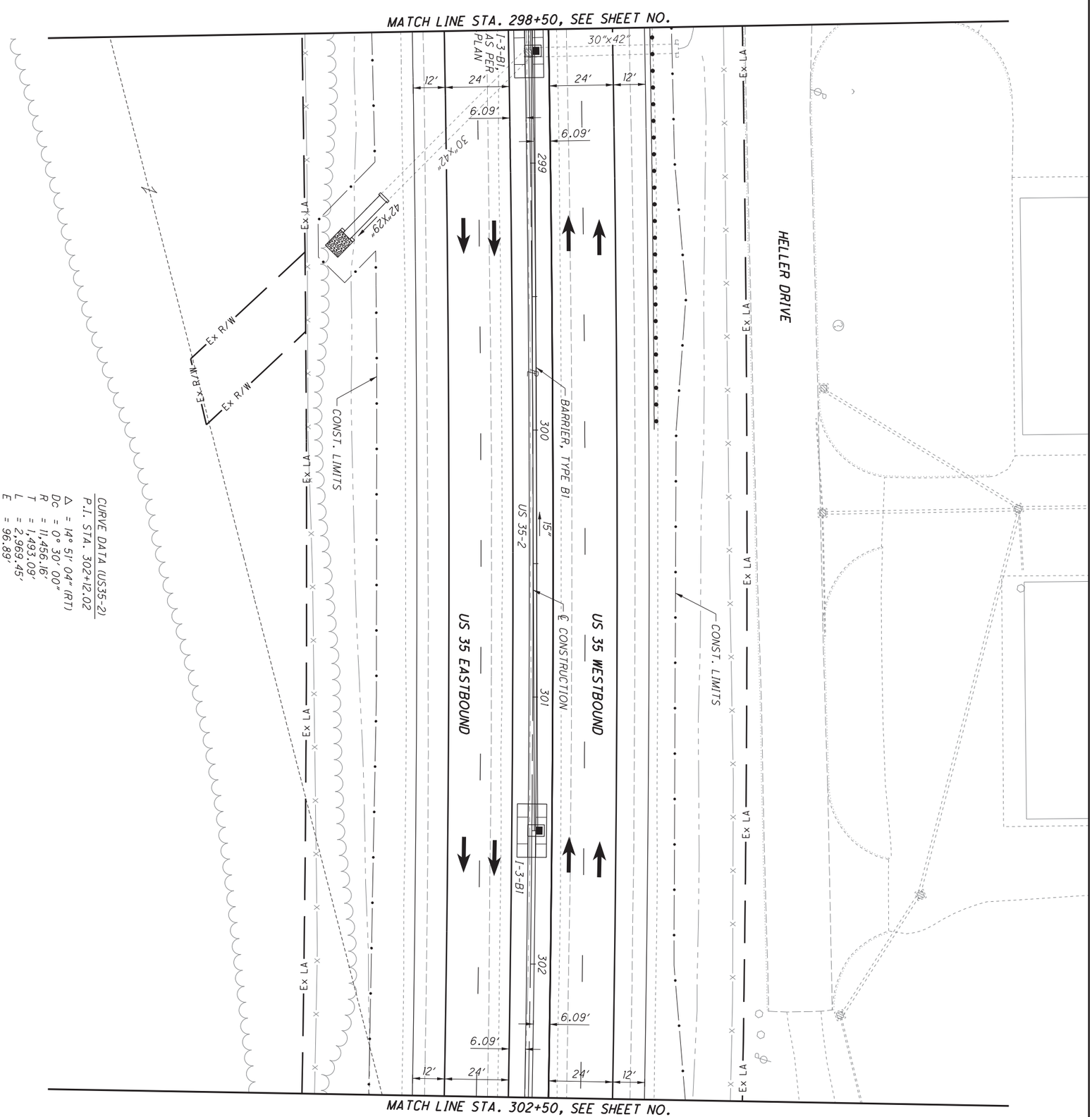
173
876

80468gp024.dgn 9/25/2014 7:36:52 AM jeverett



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

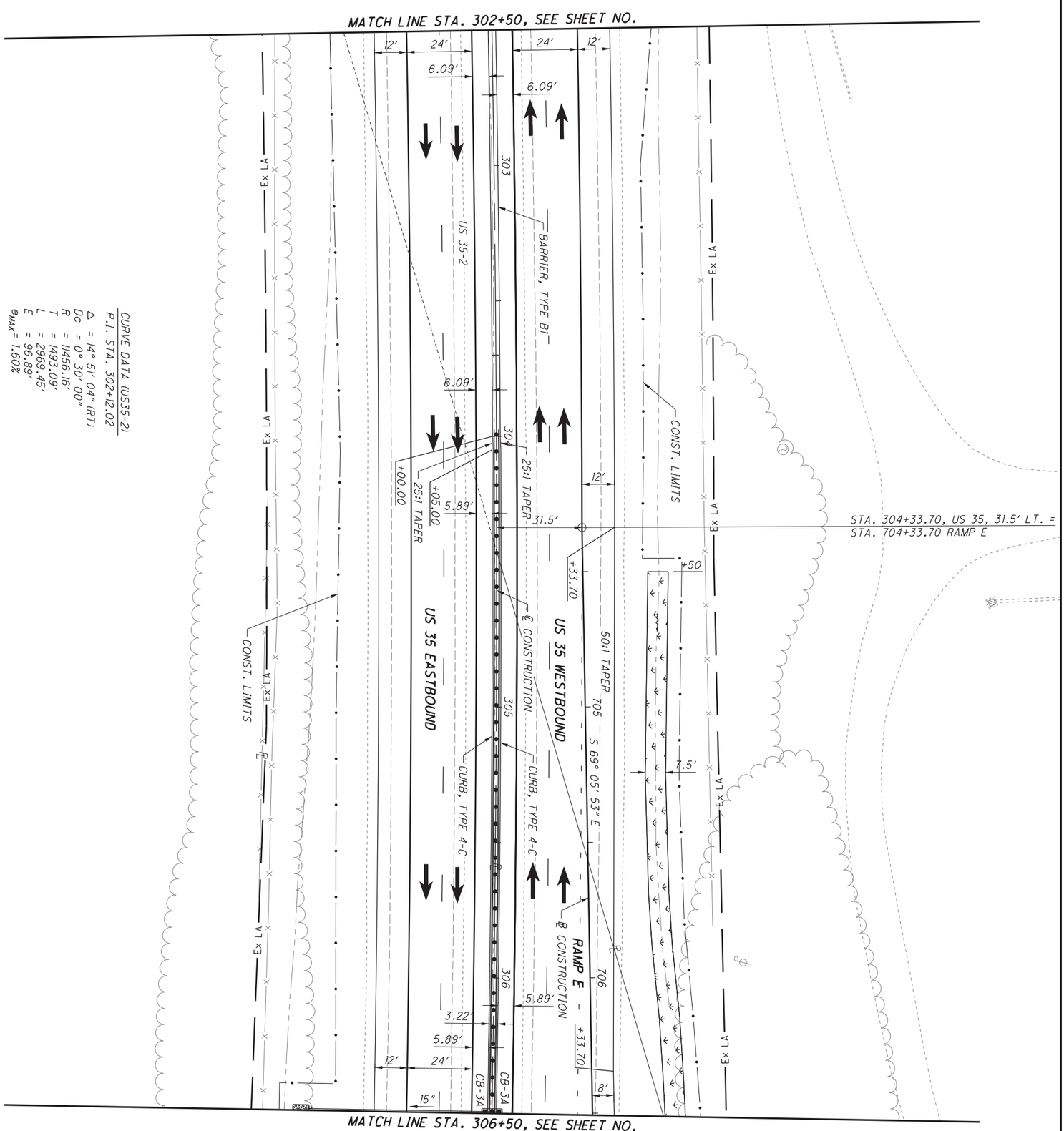
174 / 876	GRE-35-4.26	PLAN - US 35 STA. 294+50 TO STA. 298+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



CURVE DATA (US35-2)
P.I. STA. 302+12.02
Δ = 14° 51' 04" (RT)
Dc = 0° 30' 00"
R = 11,456.16'
T = 1,493.09'
L = 2,969.45'
E = 96.89'
e_{max} = 1.60%

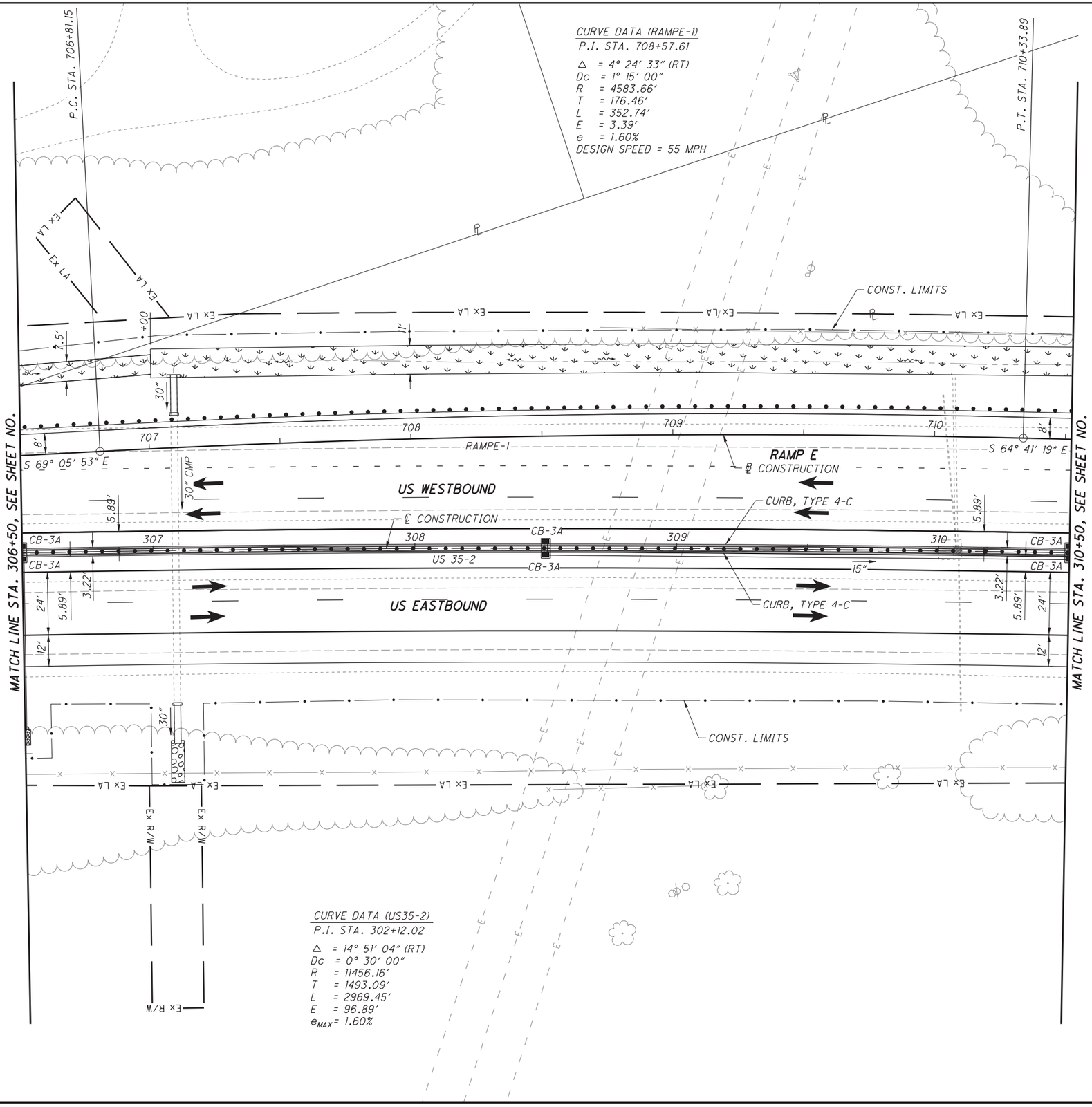
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

175 / 876	GRE-35-4.26	PLAN - US 35 STA. 298+50 TO STA. 302+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

176 / 876	GRE-35-4.26	PLAN - US 35 STA. 302+50 TO STA. 306+50	CALCULATED CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

CALCULATED | CHECKED

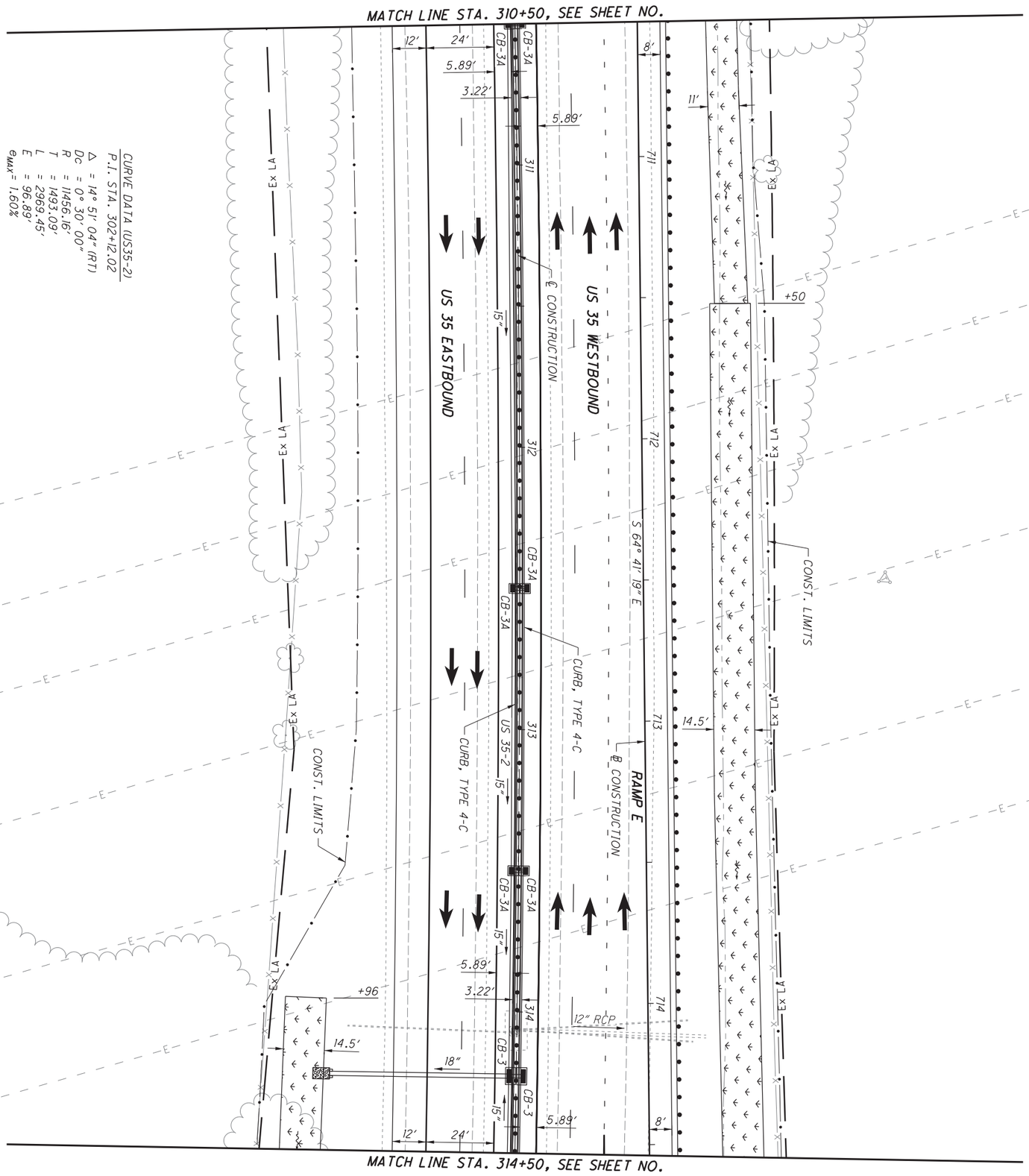
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN - US 35
STA. 306+50 TO STA. 310+50

GRE-35-4.26

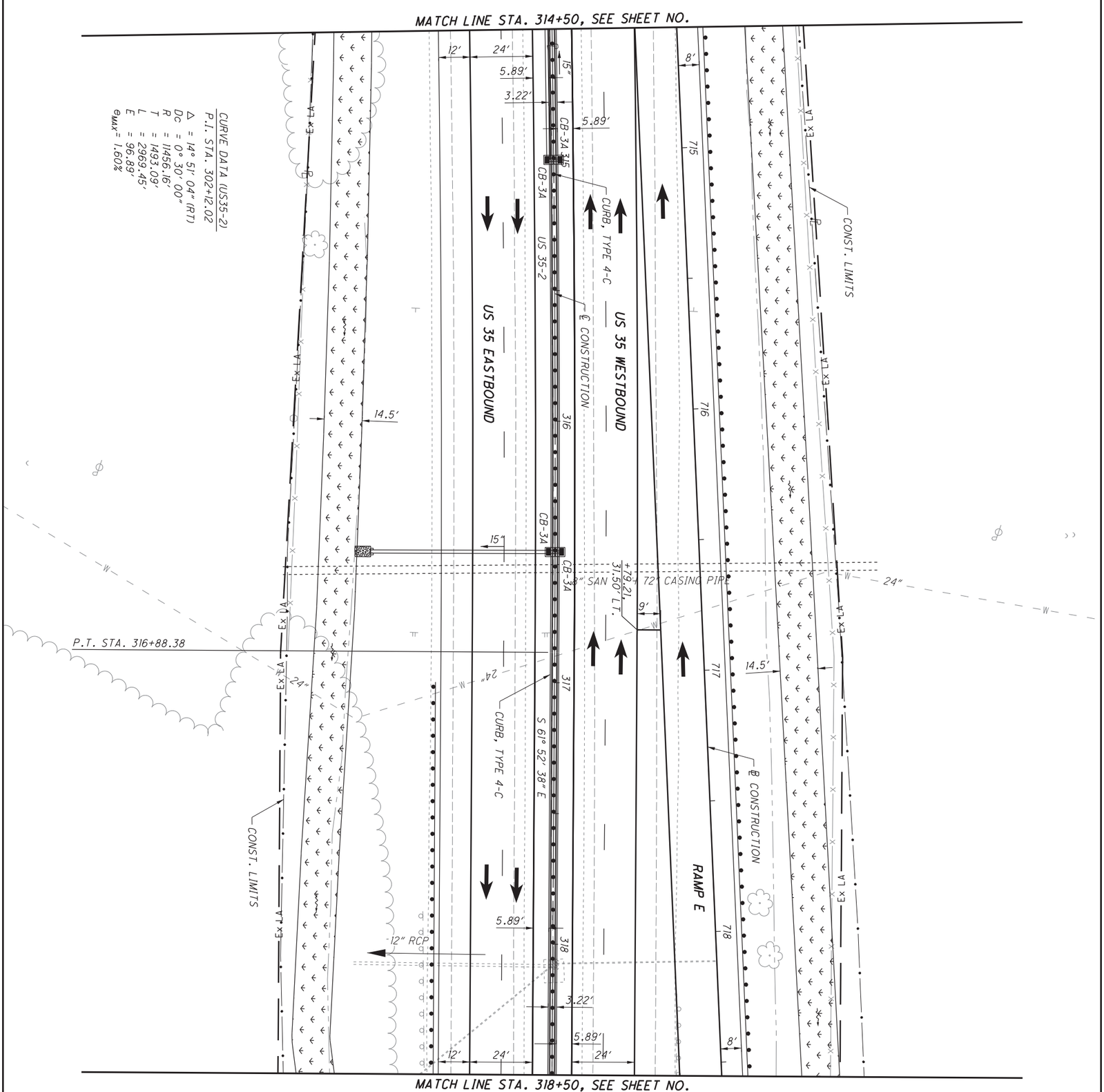
177
876

80468gp028.dgn 9/25/2014 7:37:50 AM jeveret1



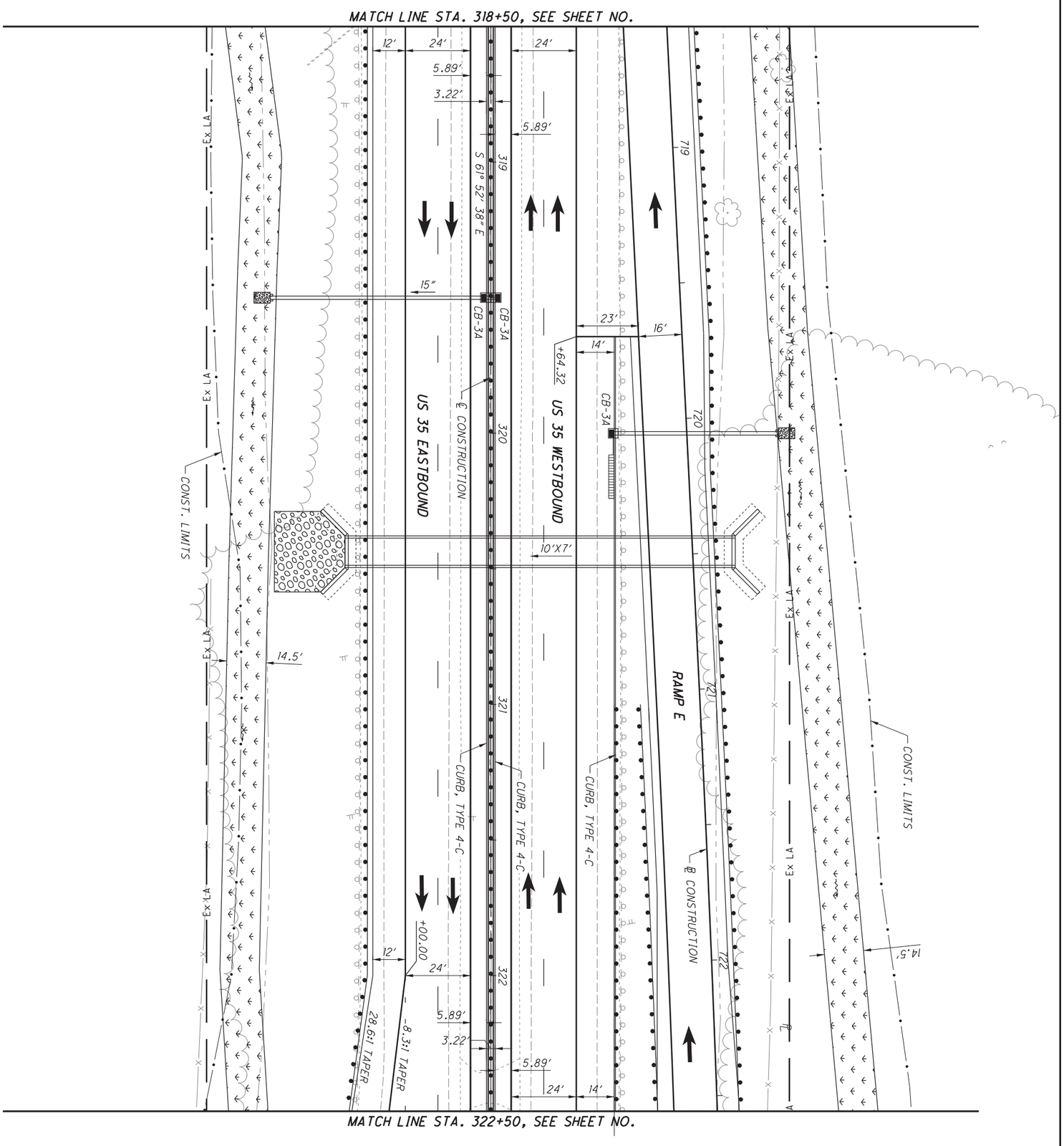
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

178 / 876	GRE-35-4.26	PLAN - US 35 STA. 310+50 TO STA. 314+50	CALCULATED CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



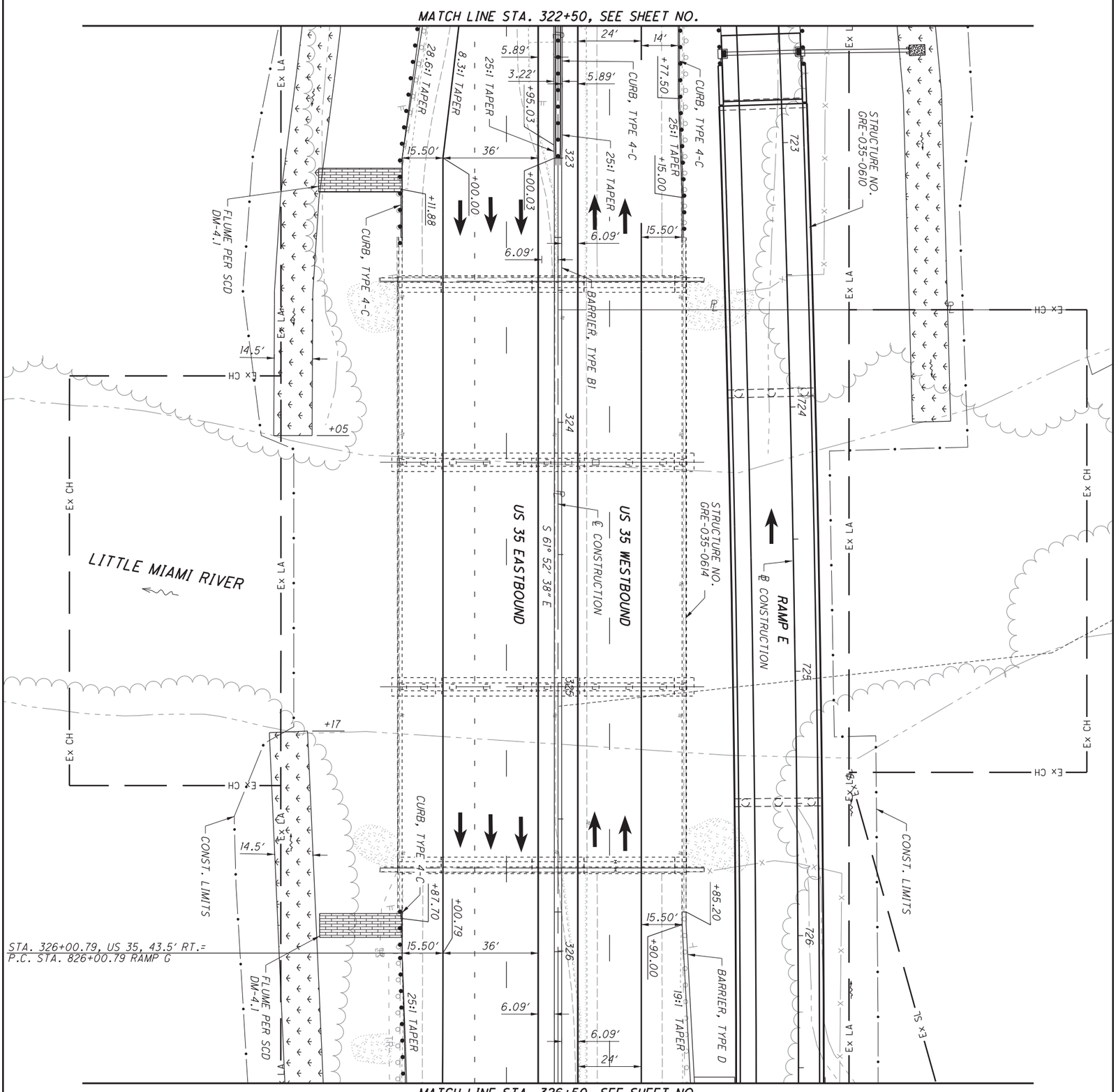
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

179 / 876	GRE-35-4.26	PLAN - US 35 STA. 314+50 TO STA. 318+50	CALCULATED CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

180 / 876	GRE-35-4.26	PLAN - US 35 STA. 318+50 TO STA. 322+50	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

181
876

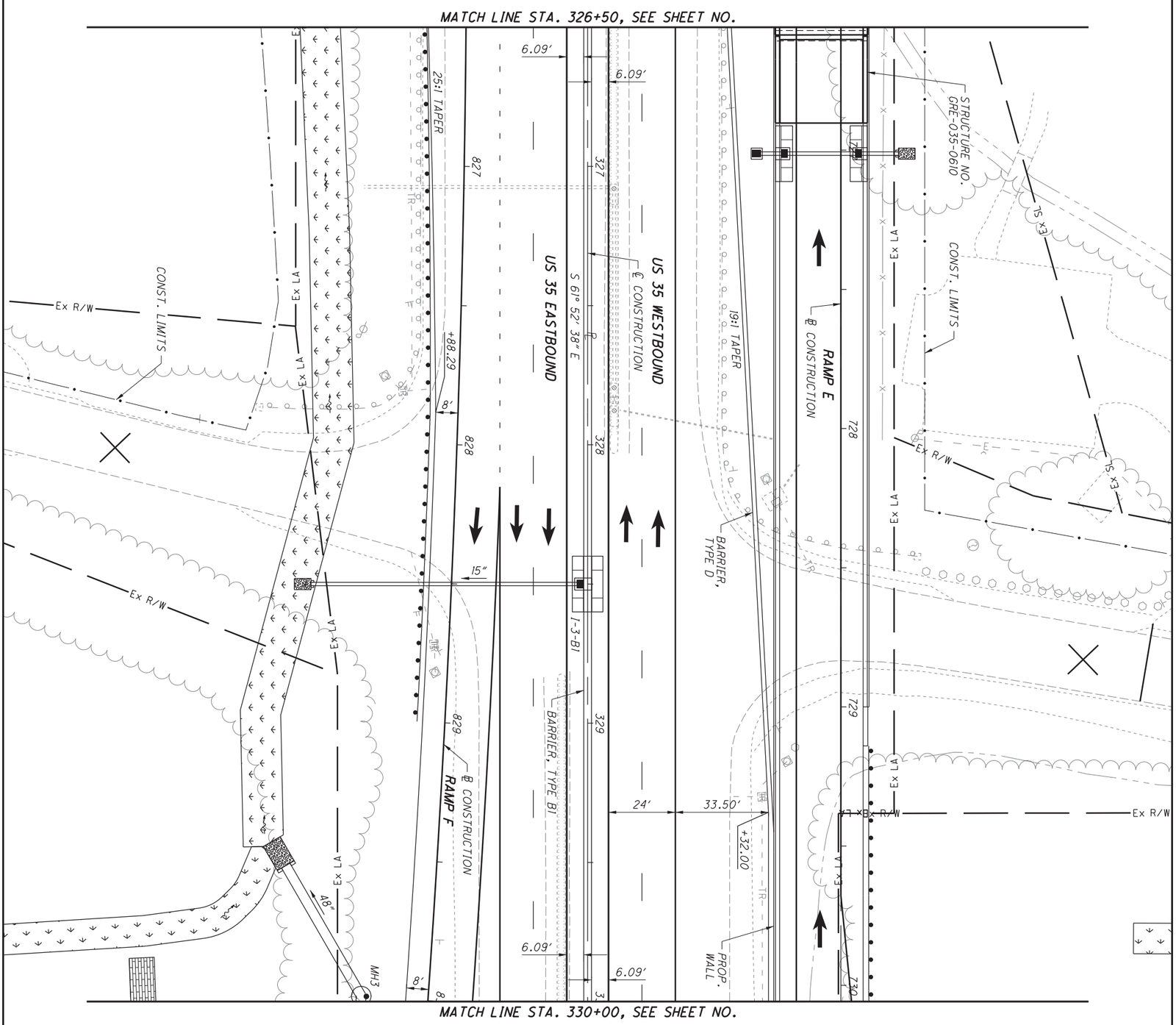
GRE-35-4.26

PLAN - US 35
STA. 322+50 TO STA. 326+50

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

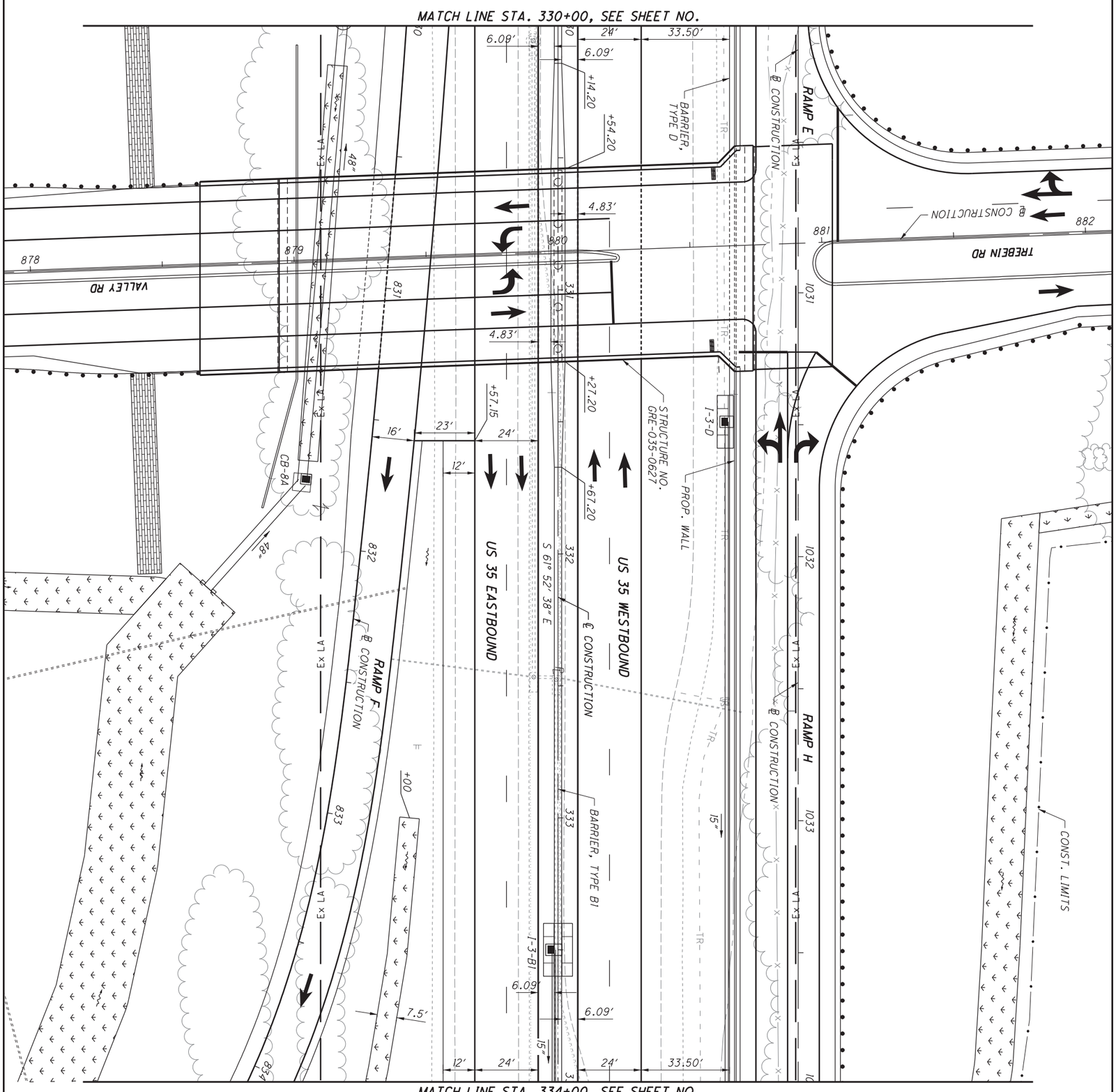
80468gp033.dgn 9/25/2014 7:39:00 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

182 / 876	GRE-35-4.26	PLAN - US 35 STA. 326+50 TO STA. 330+00	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET

80468gp034.dgn 9/25/2014 7:39:15 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

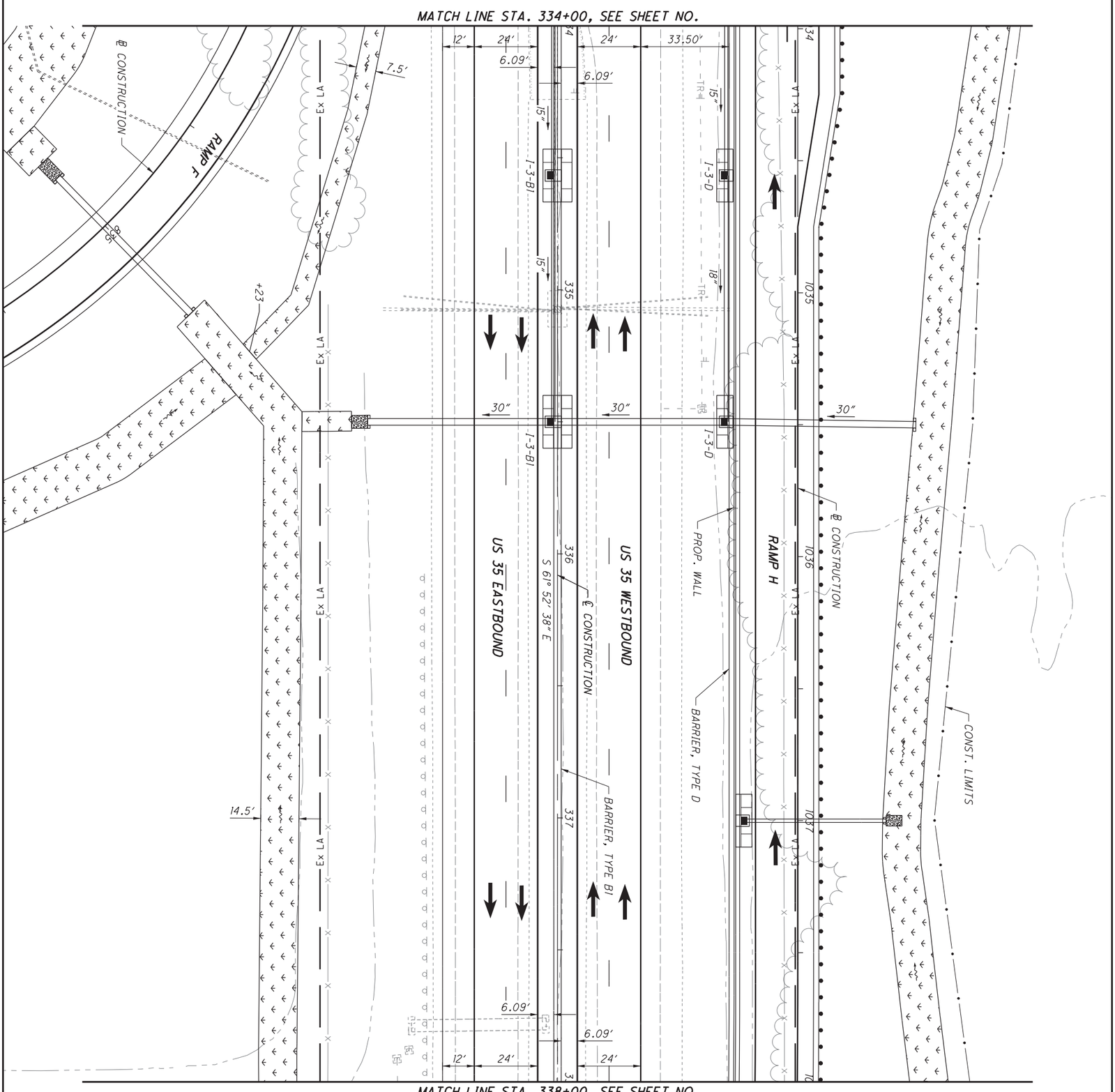
876 183

GRE-35-4.26

PLAN - US 35
STA. 330+00 TO STA. 334+00

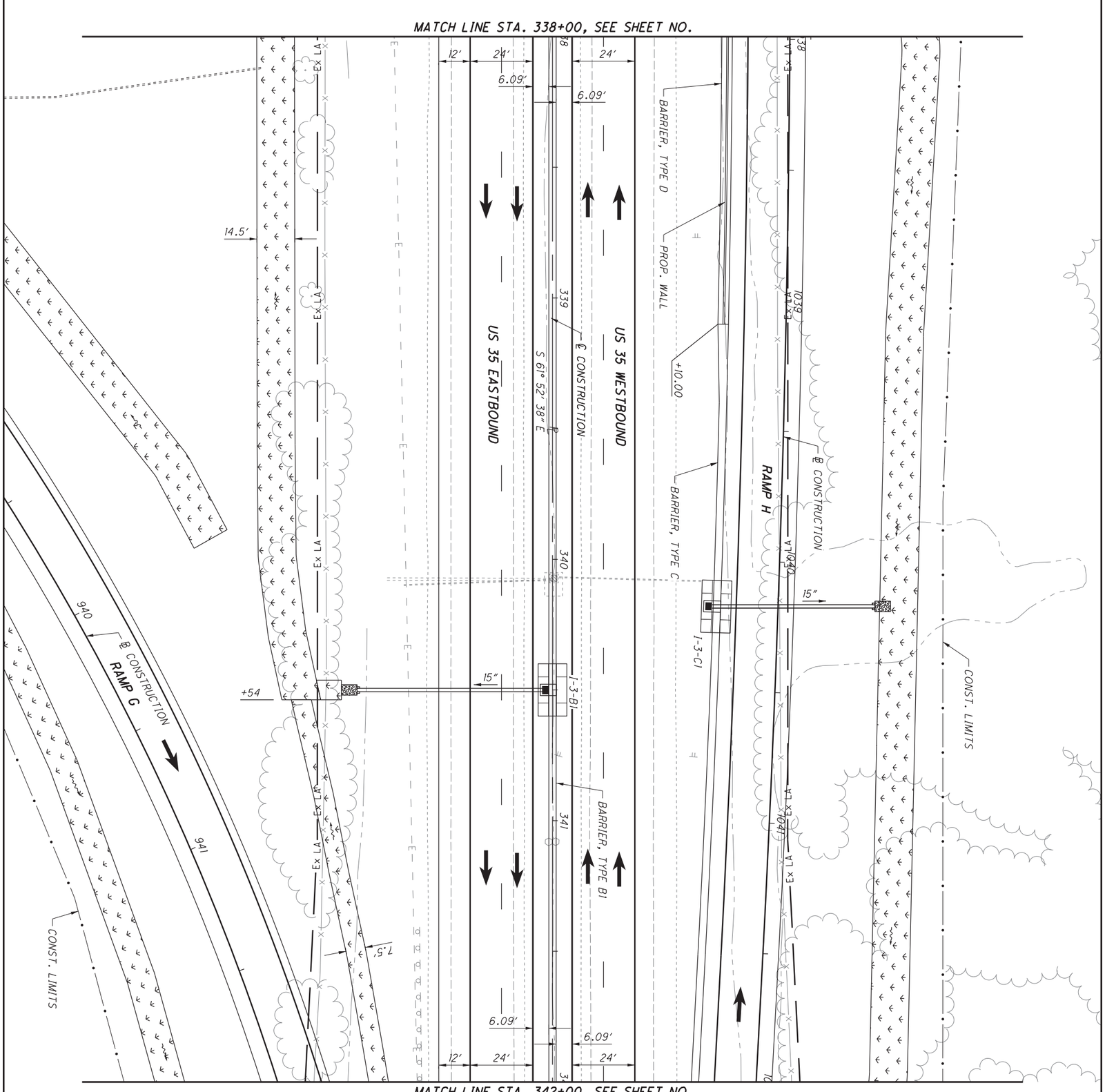
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



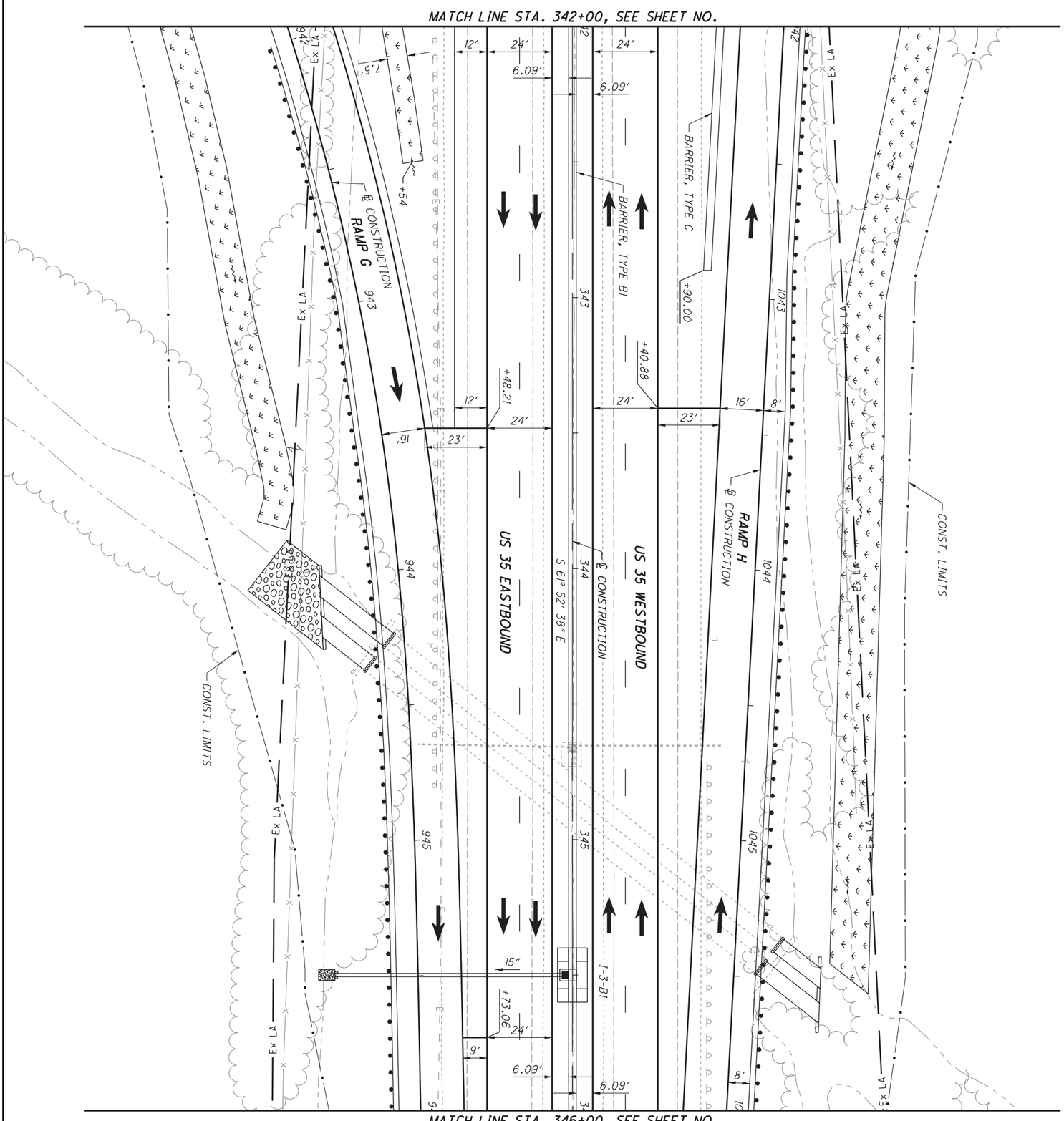
REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

184 / 876	GRE-35-4.26	PLAN - US 35 STA. 334+00 TO STA. 338+00	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

185 / 876	GRE-35-4.26	PLAN - US 35 STA. 338+00 TO STA. 342+00	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

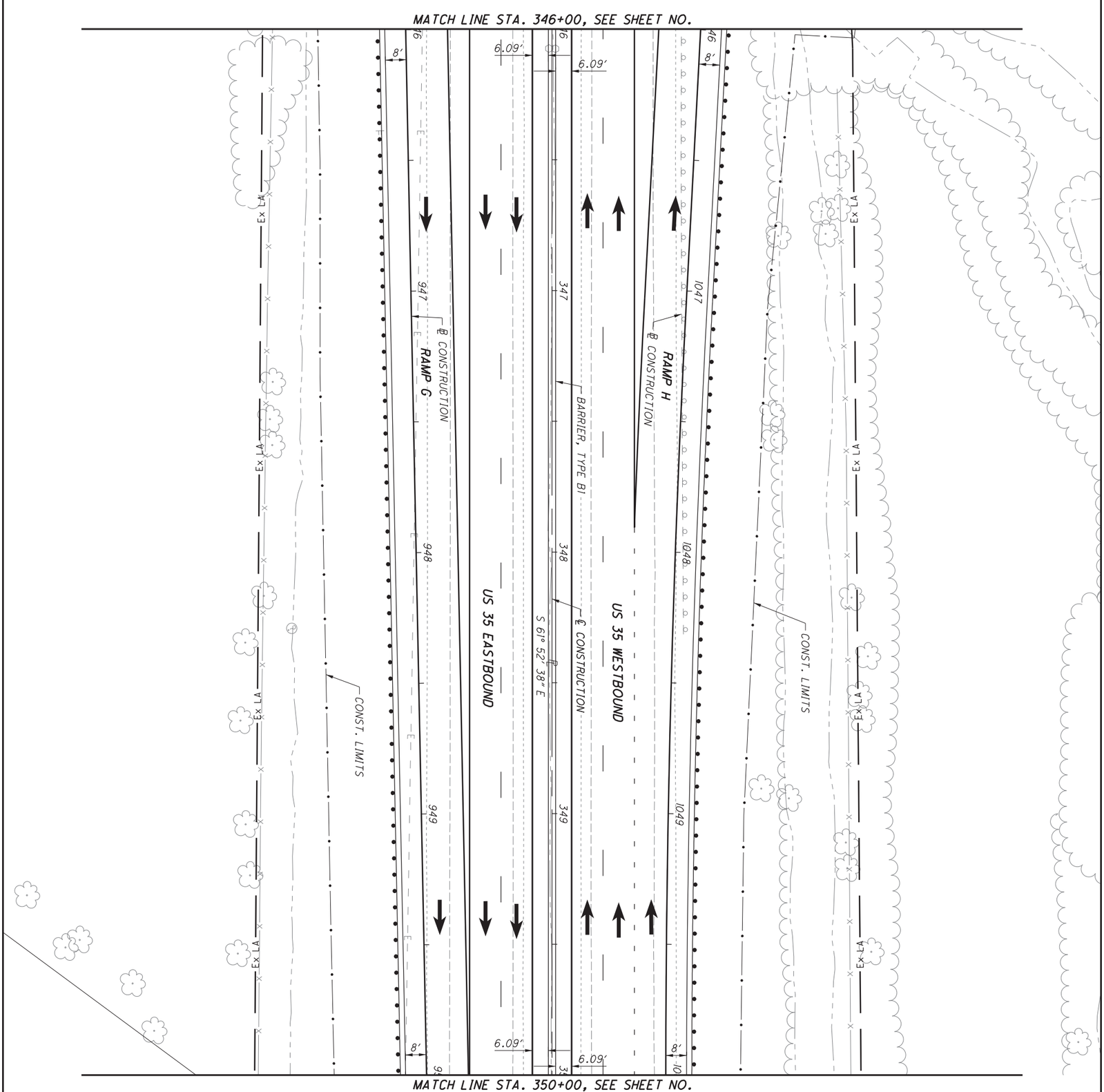
876 186

GRE-35-4.26

PLAN - US 35
STA. 342+00 TO STA. 346+00

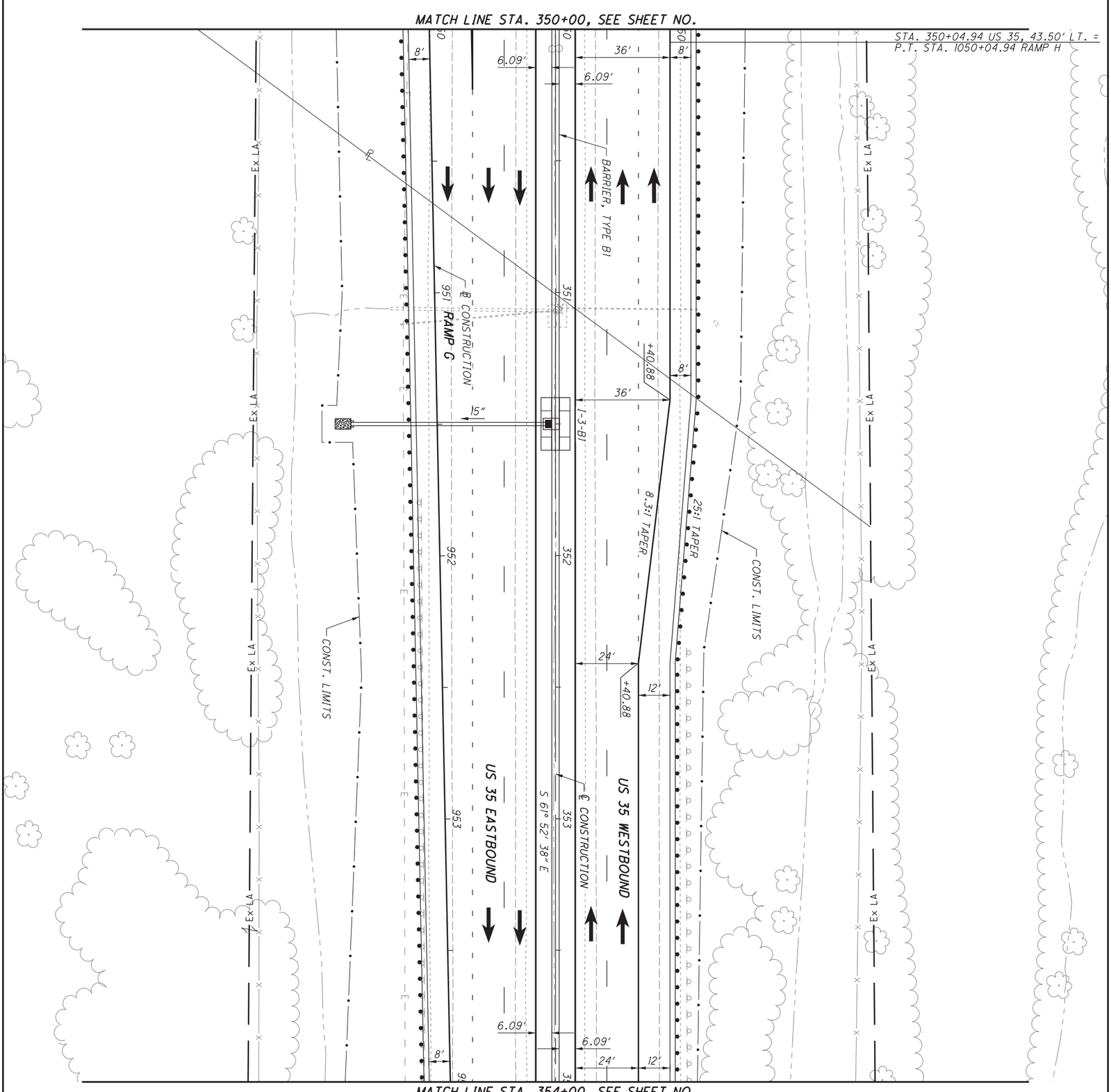
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



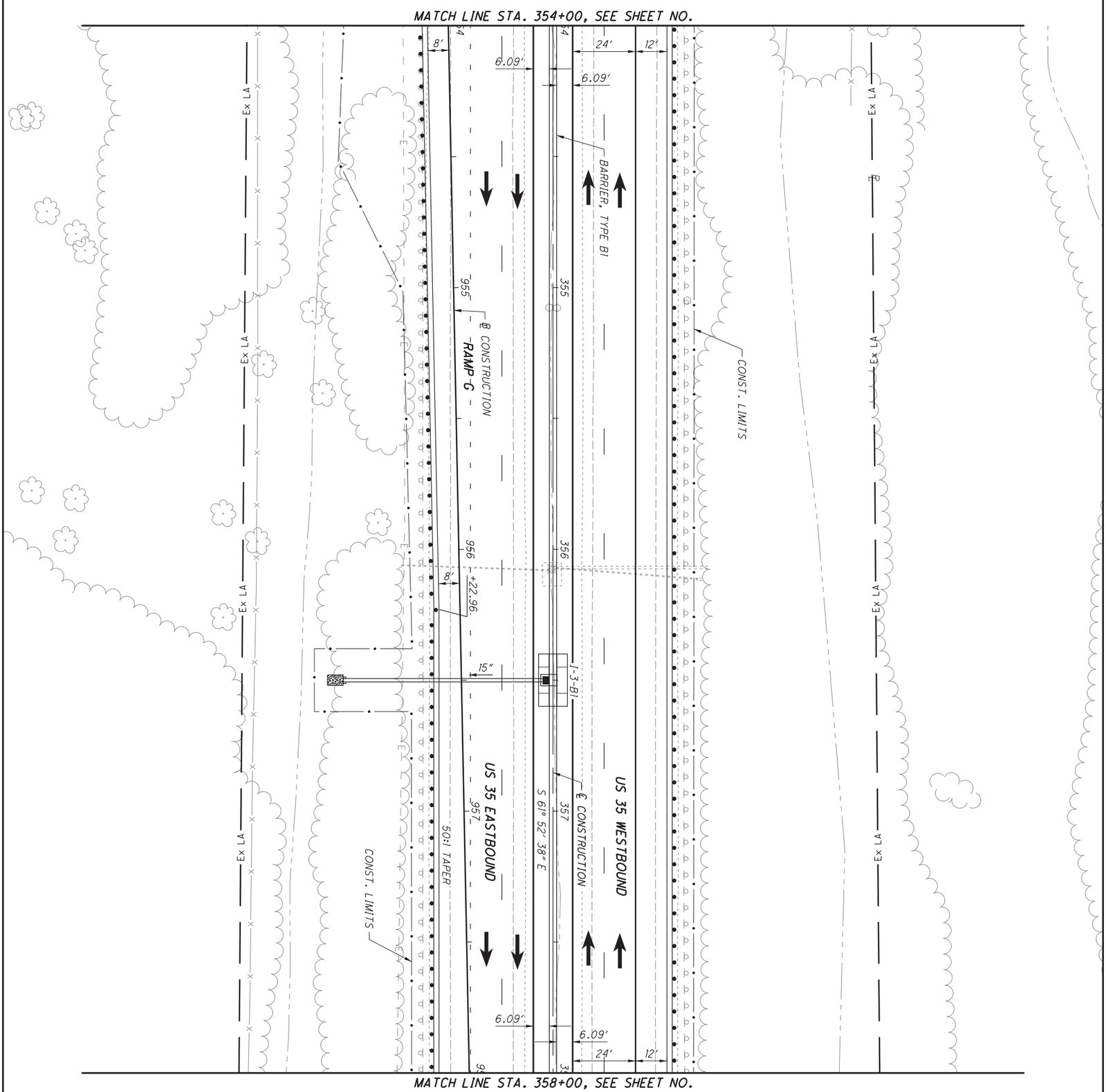
REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

187 / 876	GRE-35-4.26	PLAN - US 35 STA. 346+00 TO STA. 350+00	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



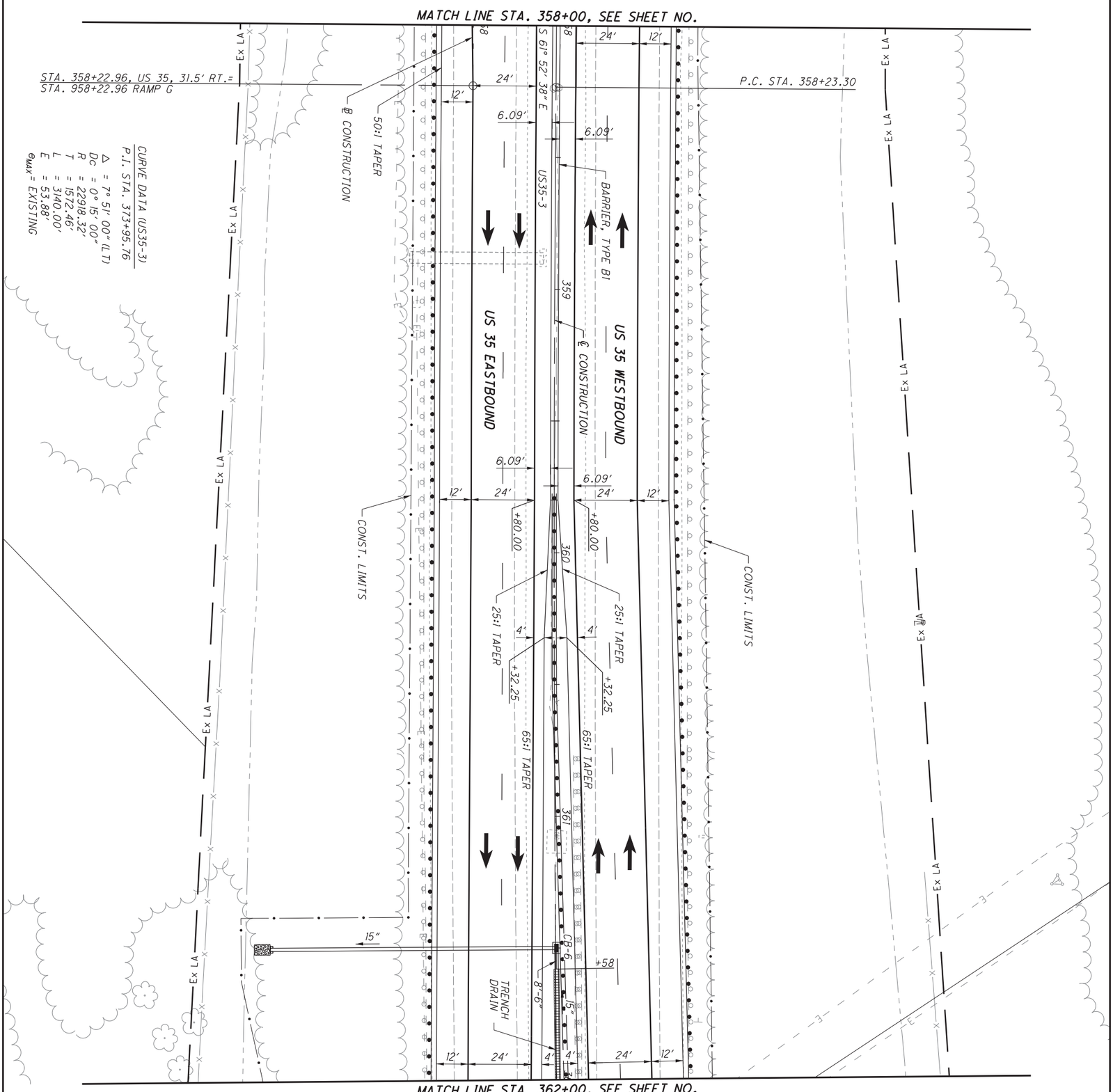
REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

188 / 876	GRE-35-4.26	PLAN - US 35 STA. 350+00 TO STA. 354+00	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

878 / 1889	GRE-35-4.26	PLAN - US 35 STA. 354+00 TO STA. 358+00	CALCULATED CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

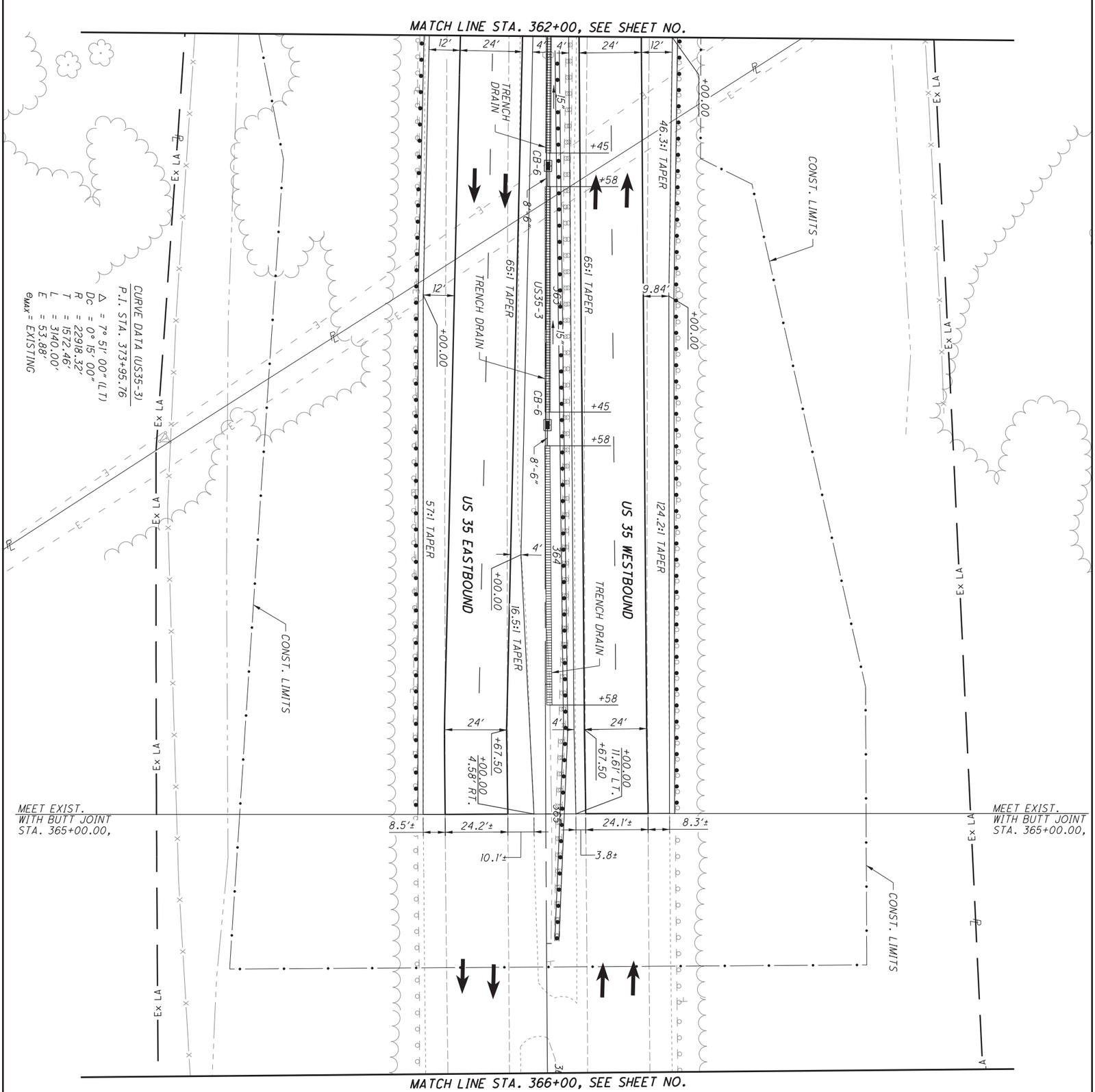
876 190

GRE-35-4.26

PLAN - US 35
STA. 358+00 TO STA. 362+00

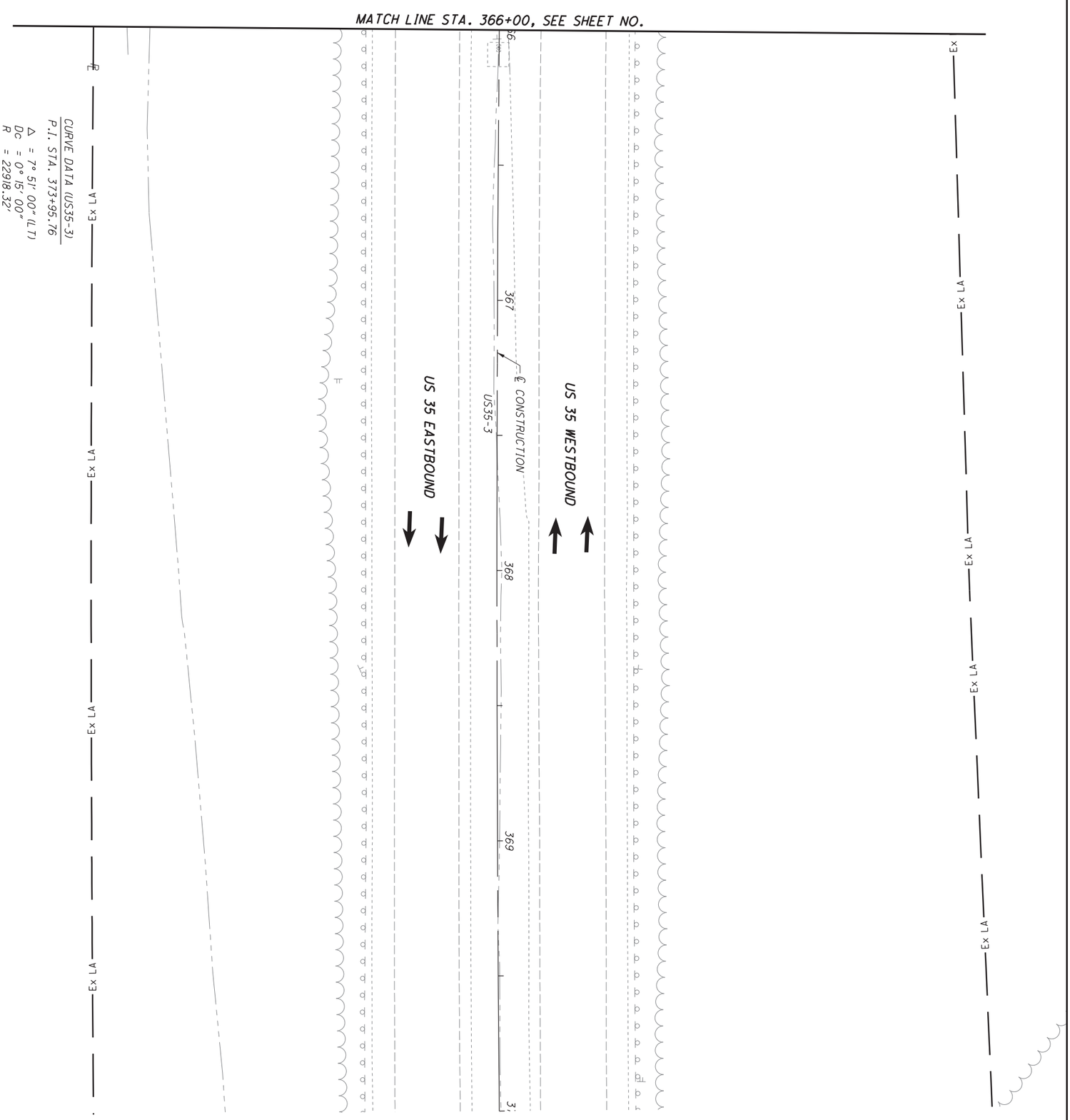
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

191 / 876	GRE-35-4.26	PLAN - US 35 STA. 362+00 TO STA. 366+00	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

192
876

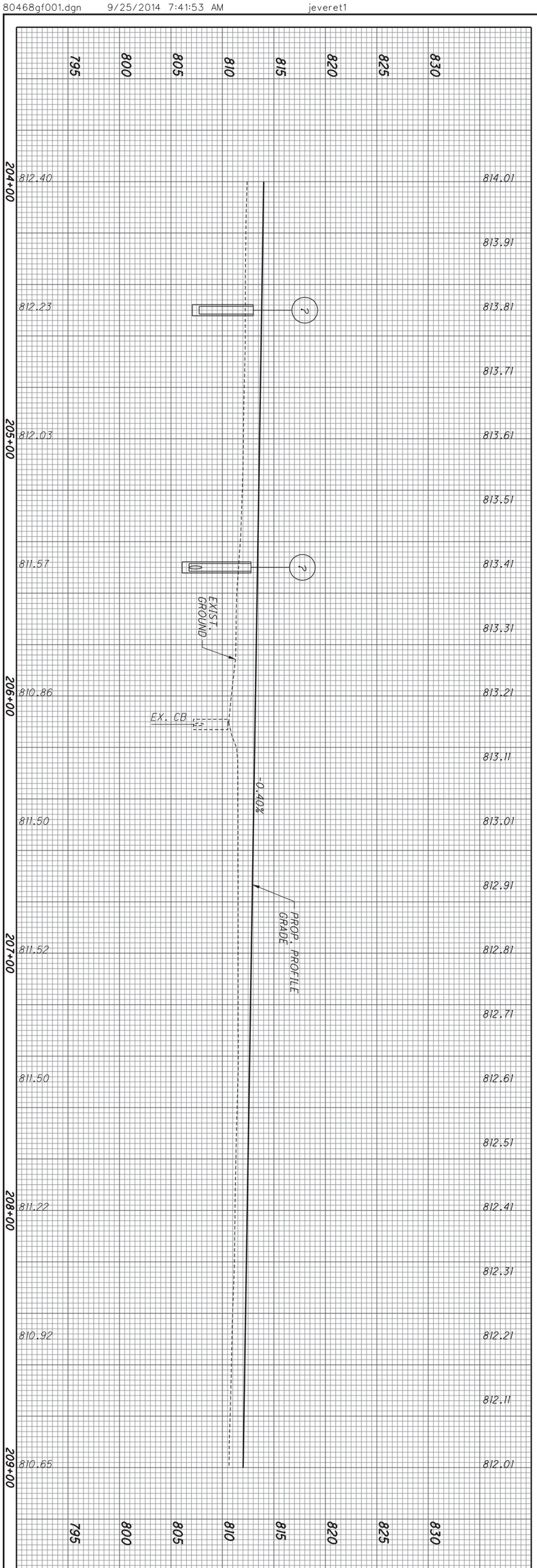
GRE-35-4.26

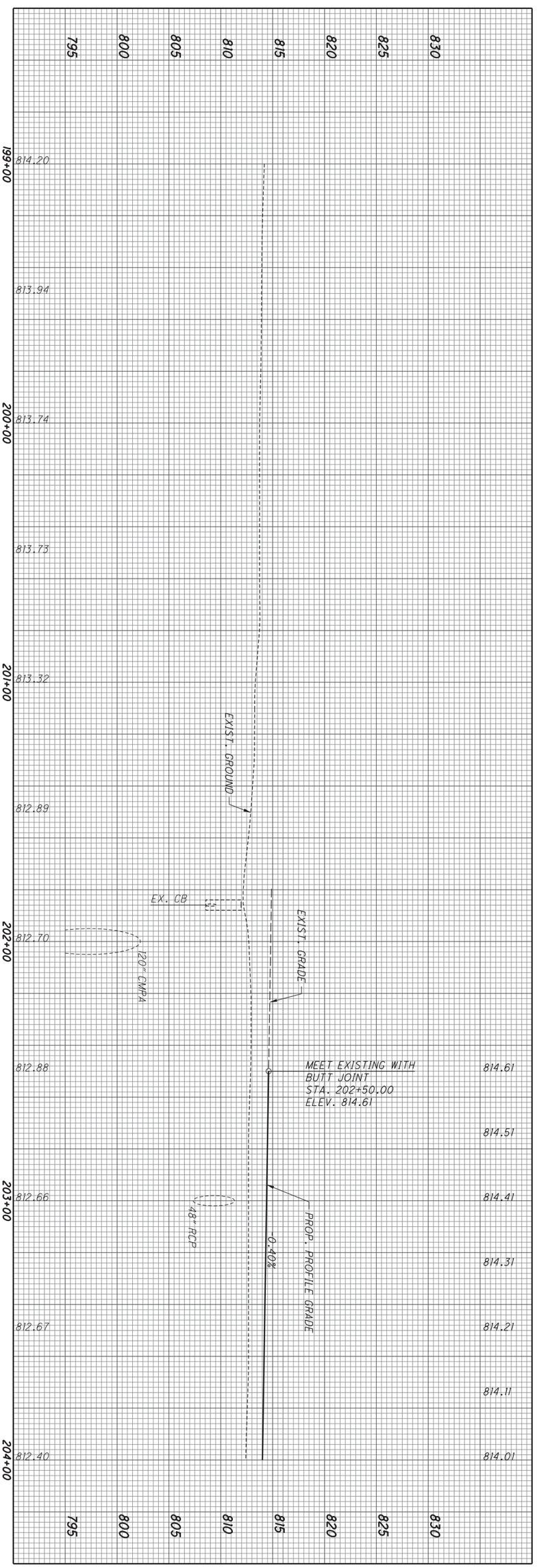
PLAN - US 35
STA. 366+00 TO STA. 370+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468gf001.dgn 9/25/2014 7:41:53 AM jeveret1





193
876

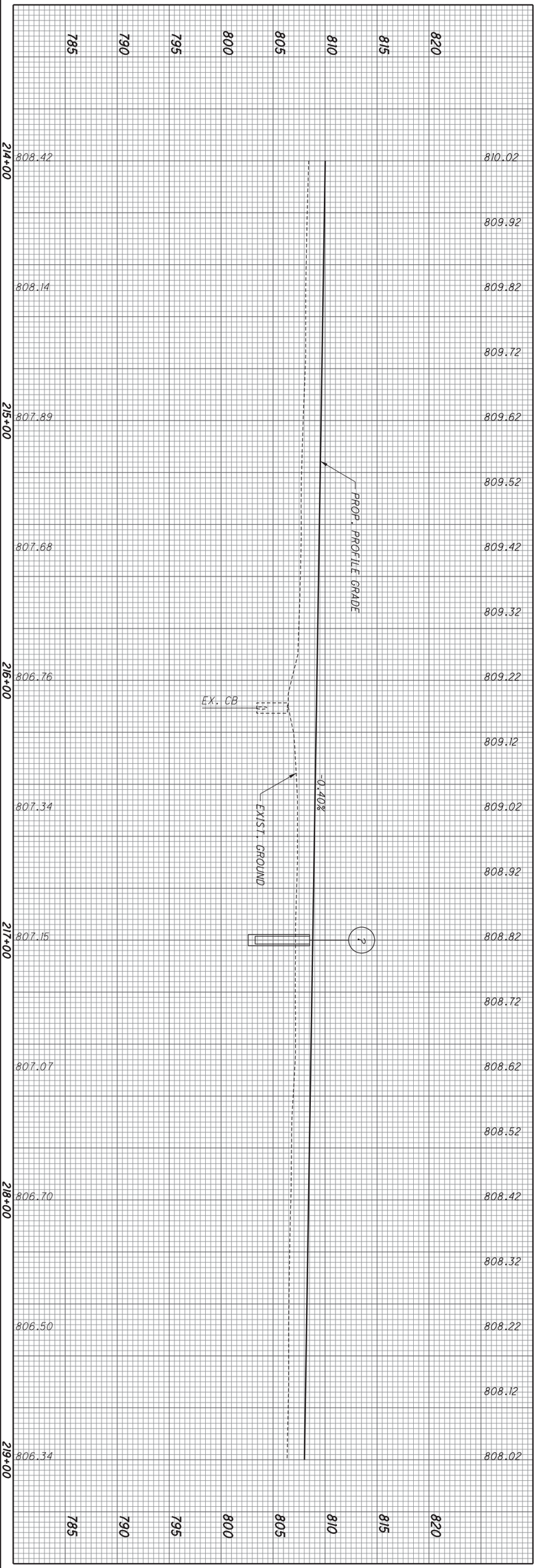
GRE-35-4.26

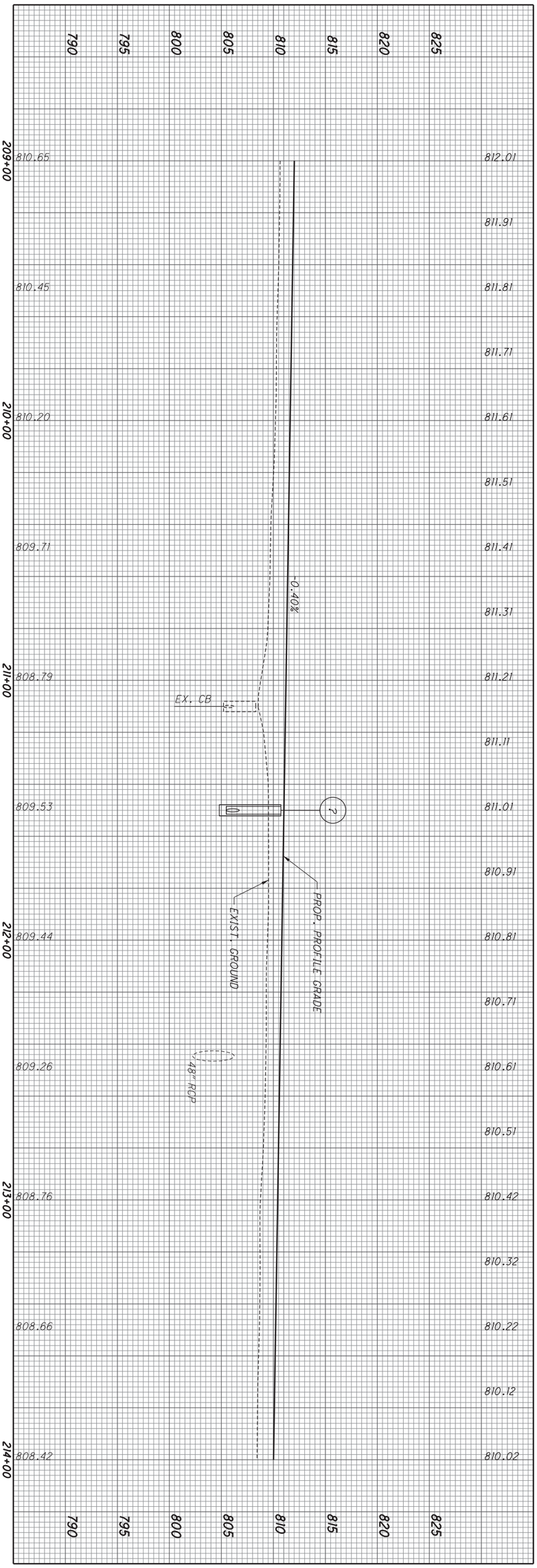
PROFILE - US 35
STA. 199+00 TO STA. 209+00

CALCULATED

CHECKED

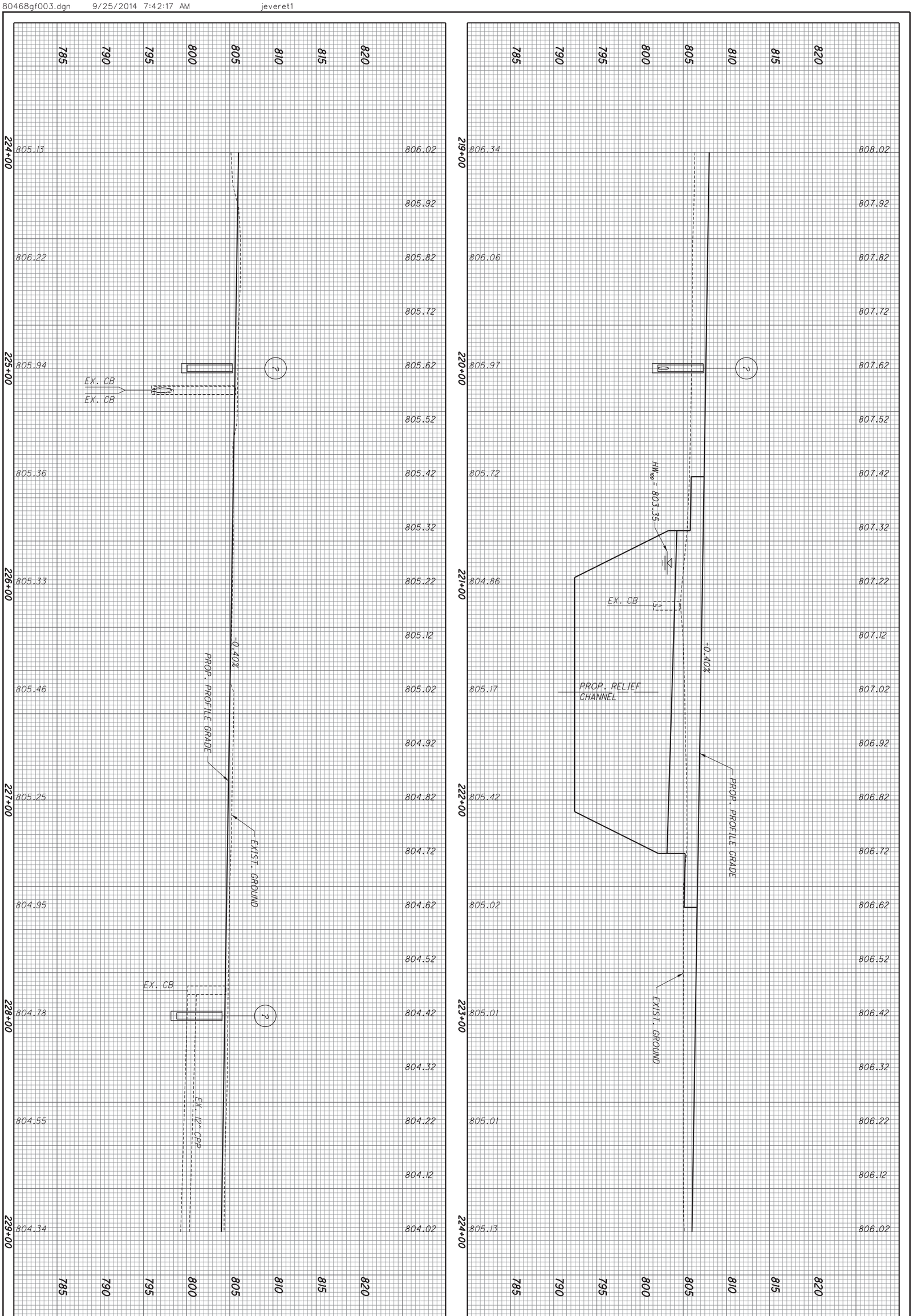
80468gf002.dgn 9/25/2014 7:42:05 AM jeveret1





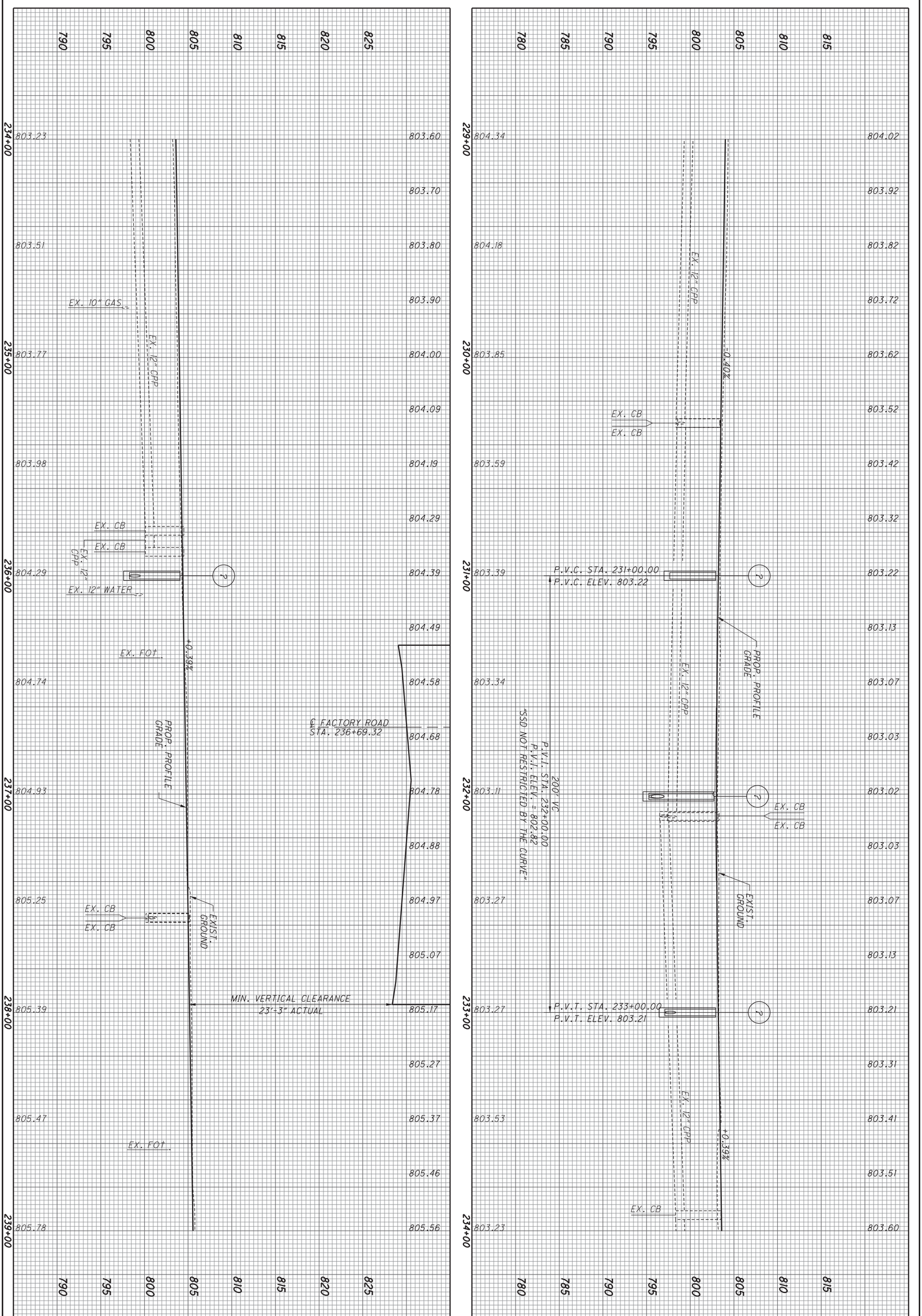
194 / 876	GRE-35-4.26	PROFILE - US 35 STA. 209+00 TO STA. 219+00	CALCULATED CHECKED

80468gf003.dgn 9/25/2014 7:42:17 AM jeveret1



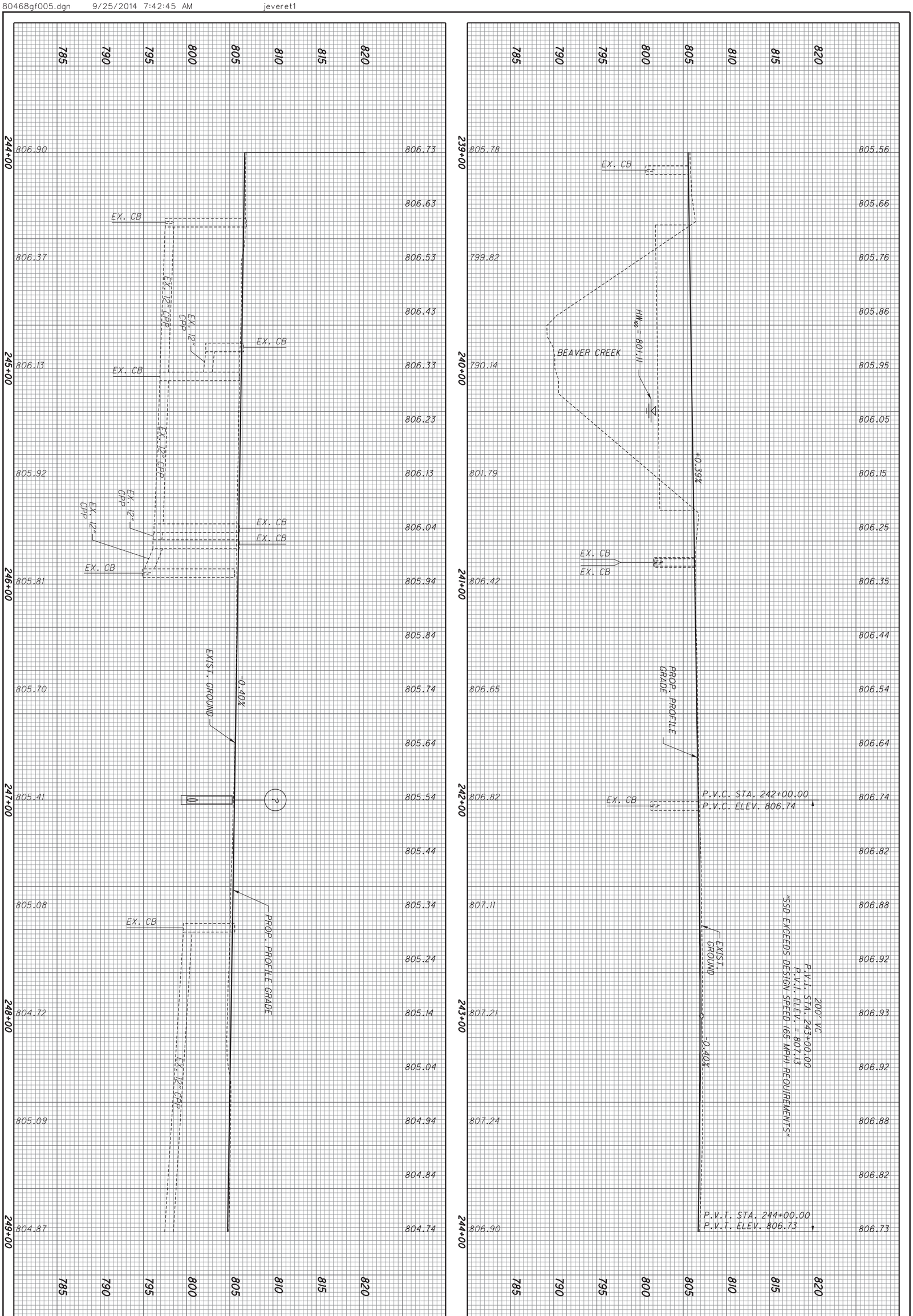
195 / 876	GRE-35-4.26	PROFILE - US 35 STA. 219+00 TO STA. 229+00	CALCULATED CHECKED

80468gf004.dgn 9/25/2014 7:42:30 AM jeveret1



196 / 876	GRE-35-4.26	PROFILE - US 35 STA. 229+00 TO STA. 239+00	CALCULATED CHECKED

80468gf005.dgn 9/25/2014 7:42:45 AM jeveret1

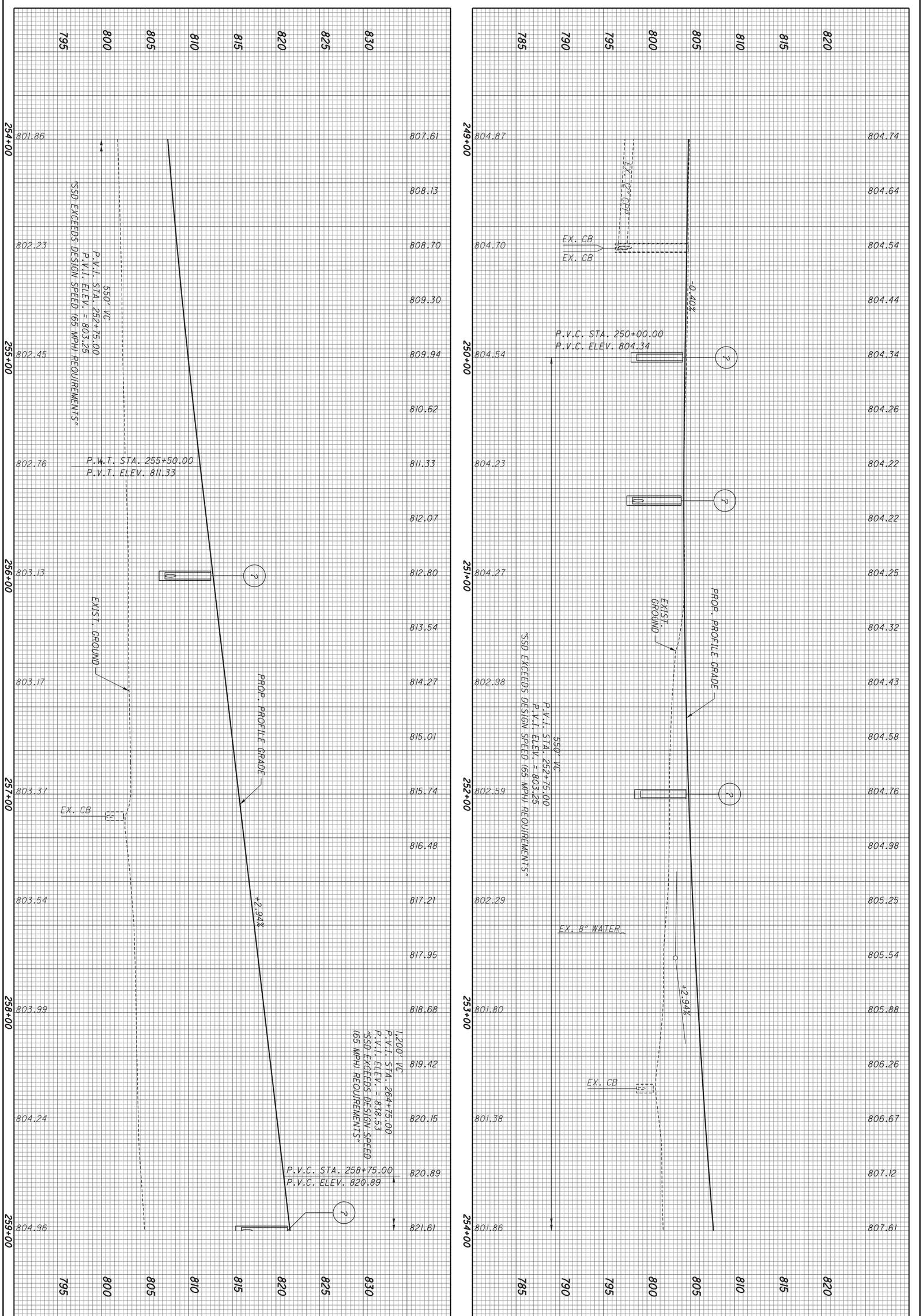


197 / 876	GRE-35-4.26	PROFILE - US 35 STA. 239+00 TO STA. 249+00

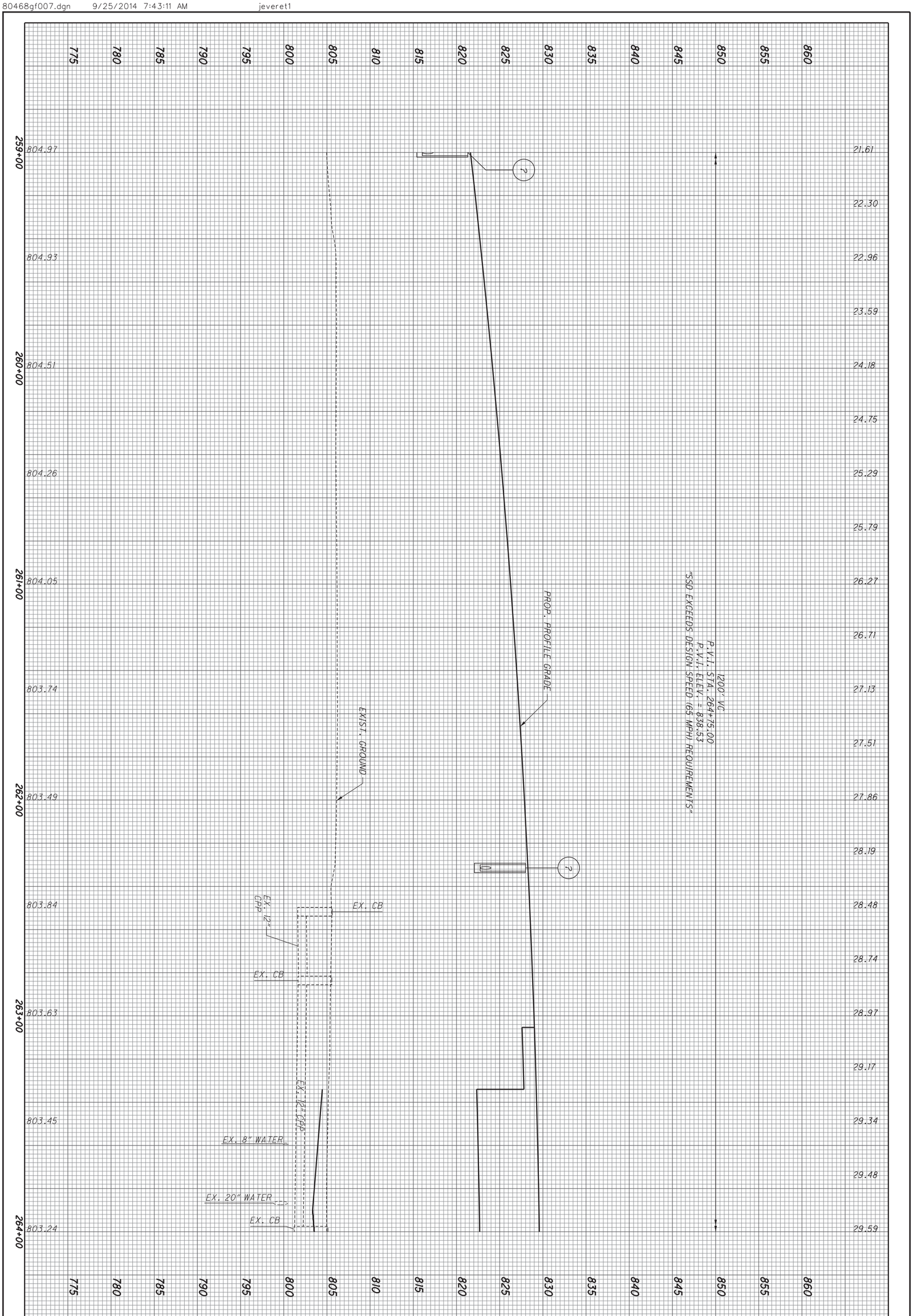
CALCULATED

CHECKED

80468gf006.dgn 9/25/2014 7:42:59 AM jeveret1

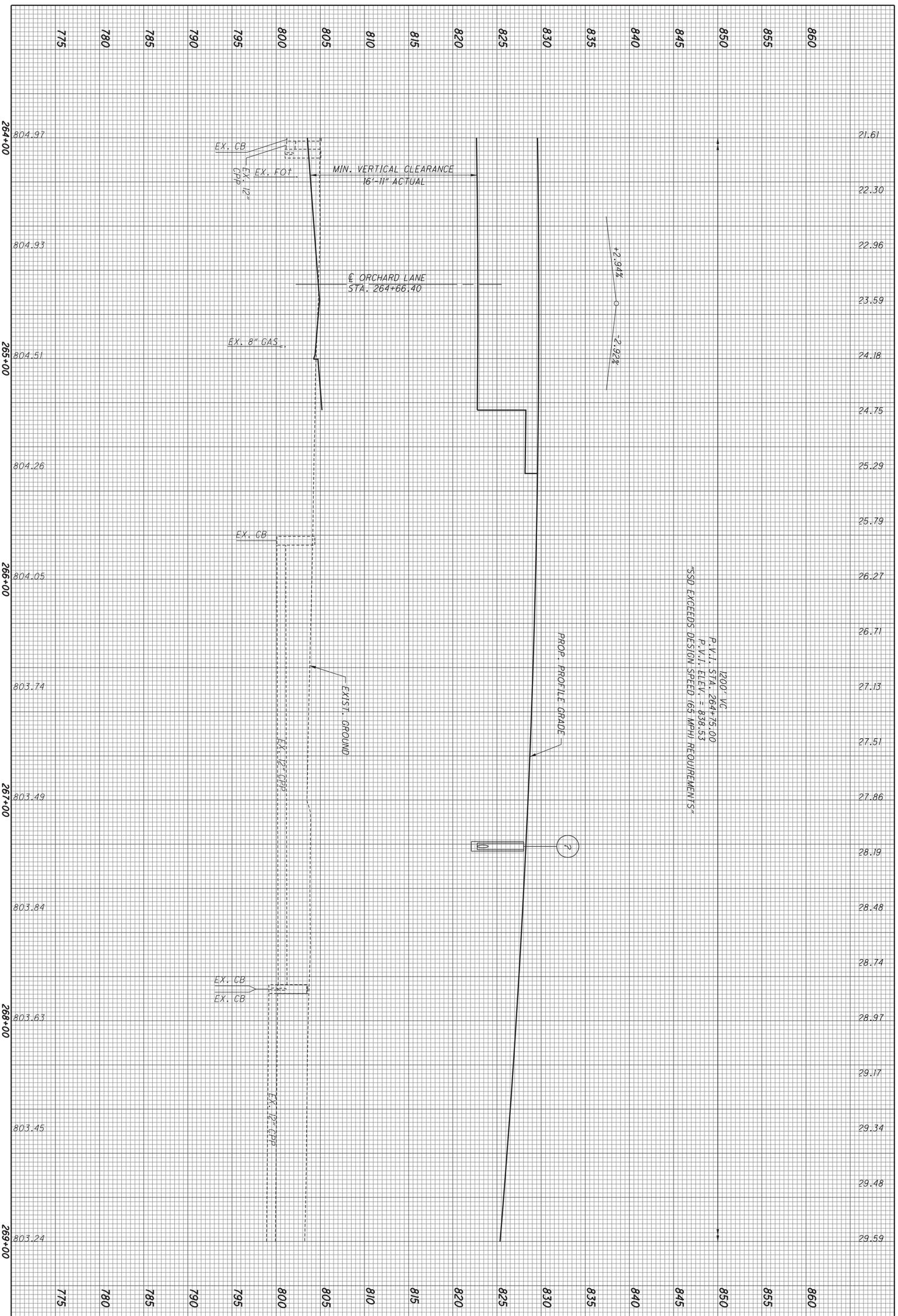


198 876	GRE-35-4.26	PROFILE - US 35 STA. 249+00 TO STA. 259+00	CALCULATED CHECKED

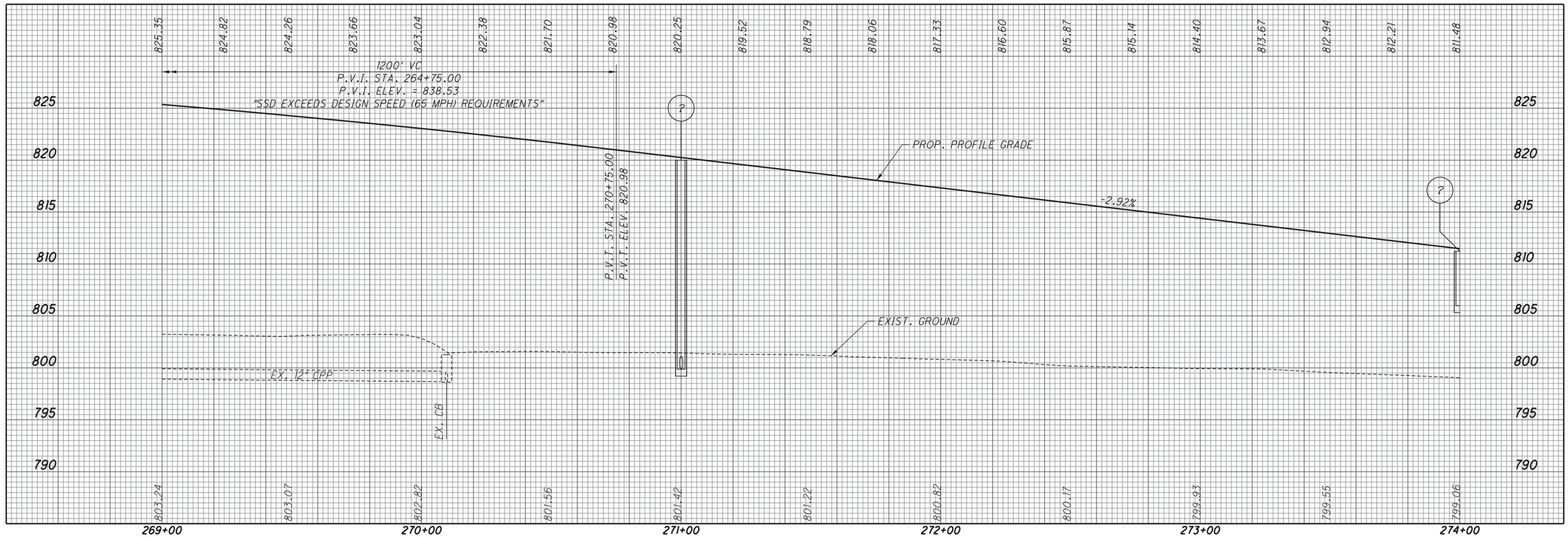


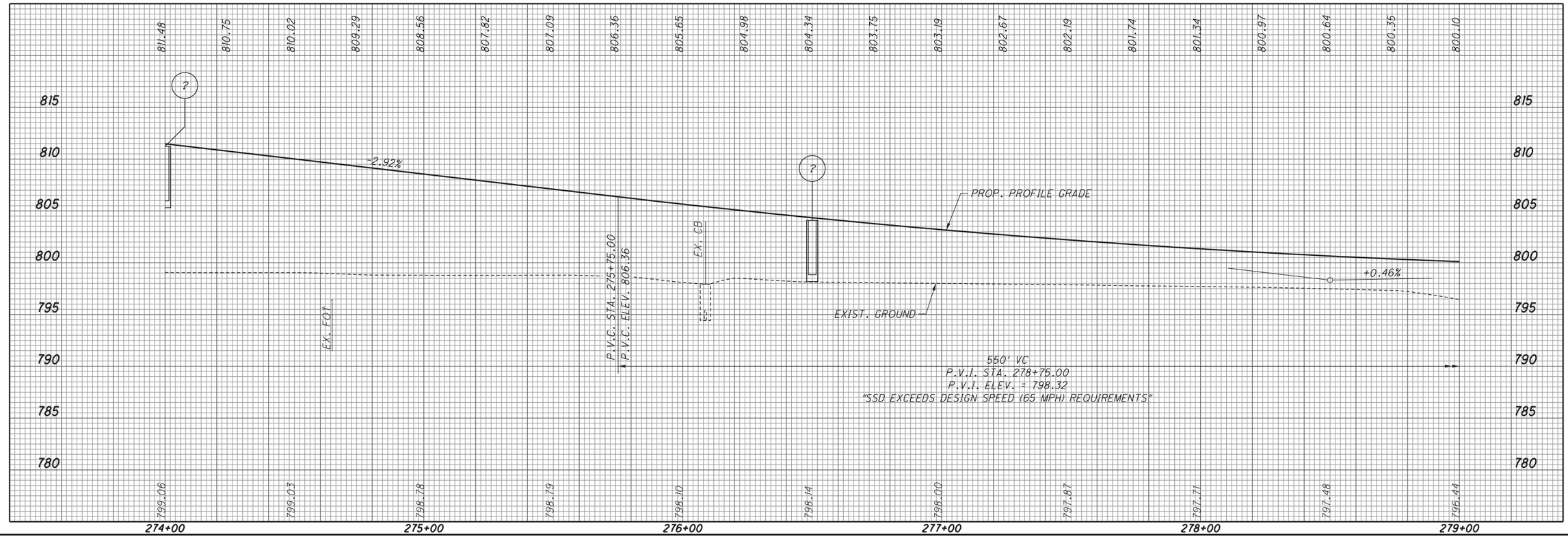
876 / 199	GRE-35-4.26	PROFILE - US 35 STA. 259+00 TO STA. 264+00	CALCULATED CHECKED

80468gf008.dgn 9/25/2014 7:43:23 AM jeveret1



200 / 876	GRE-35-4.26	PROFILE - US 35 STA. 264+00 TO STA. 269+00	CALCULATED CHECKED





PROFILE - US 35
STA. 269+00 TO STA. 279+00

CALCULATED | CHECKED

GRE-35-4.26

201
876

80468g1009.dgn 9/25/2014 7:43:36 AM jeveret1

CALCULATED | CHECKED

PROFILE - US 35
STA. 279+00 TO STA. 289+00

jeveret1
9/25/2014 7:43:50 AM
80468g1010.dgn

GRE-35-4.26

CALCULATED | CHECKED

PROFILE - US 35
STA. 289+00 TO STA. 299+00

GRE-35-4.26

203
876

80468g1011.dgn 9/25/2014 7:44:05 AM jeveret1

CALCULATED | CHECKED

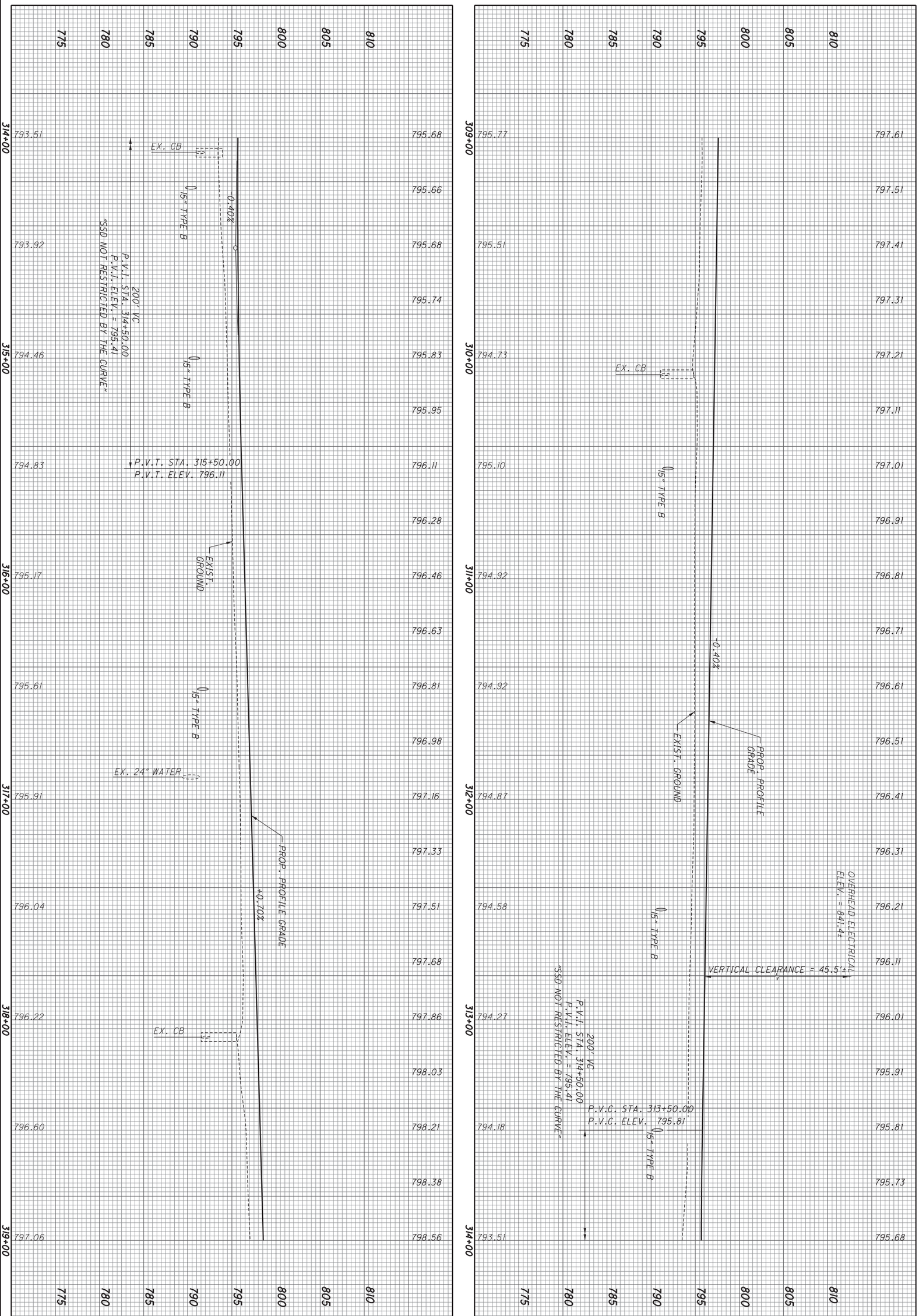
PROFILE - US 35
STA. 299+00 TO STA. 309+00

GRE-35-4.26

204
876

80468g1012.dgn 9/25/2014 7:44:18 AM jeveret1

80468gf013.dgn 9/25/2014 7:44:31 AM jeveret1

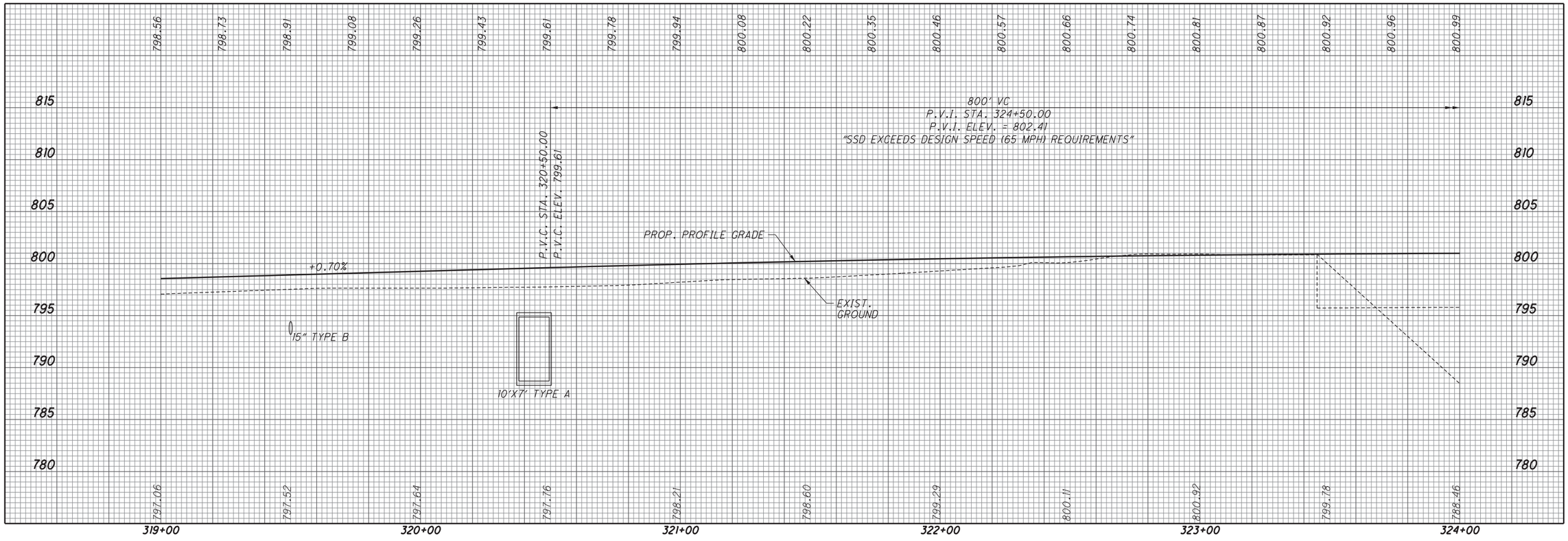


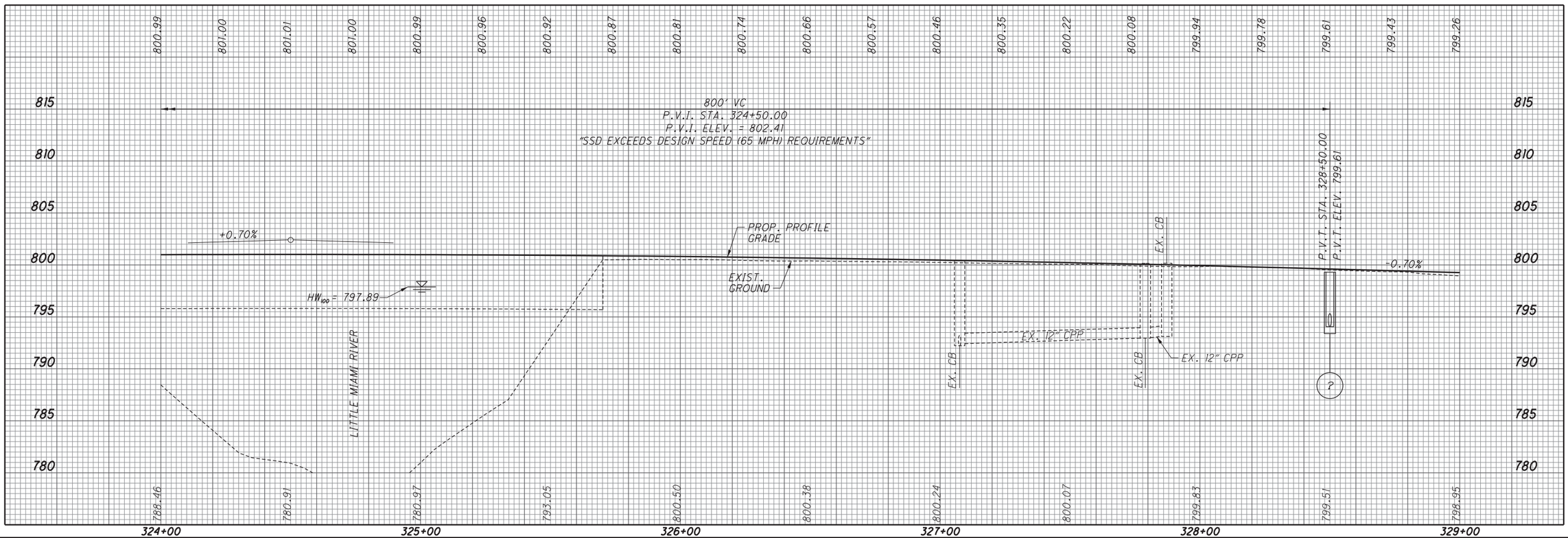
205
876

GRE-35-4.26

PROFILE - US 35
STA. 309+00 TO STA. 319+00

CALCULATED
CHECKED





CALCULATED | CHECKED

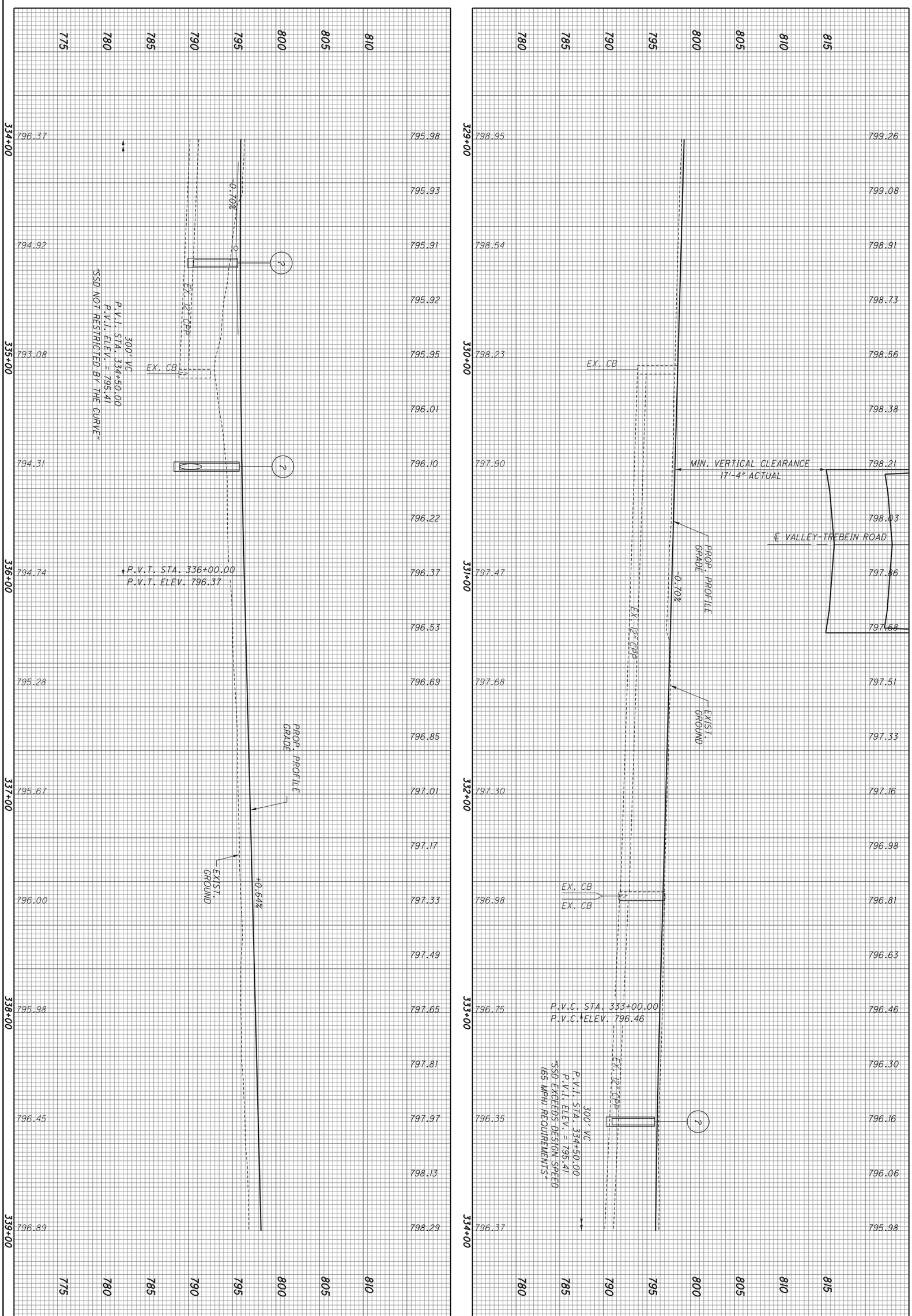
PROFILE - US 35
STA. 319+00 TO STA. 329+00

GRE-35-4.26

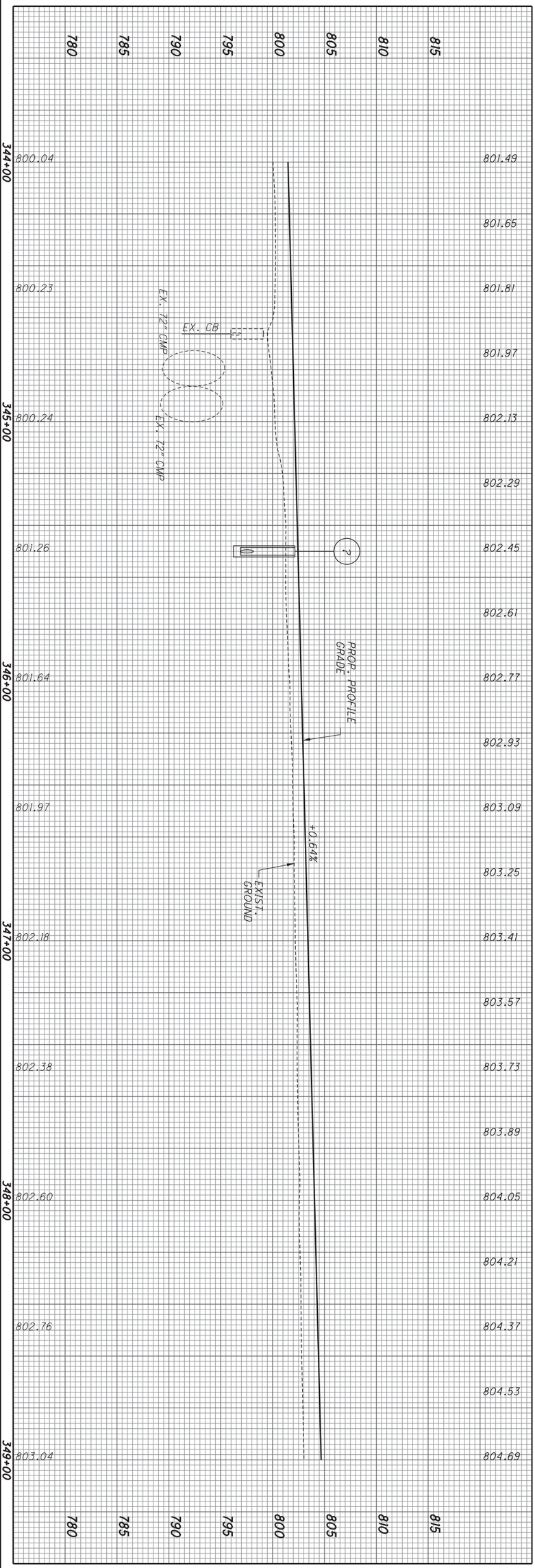
206
876

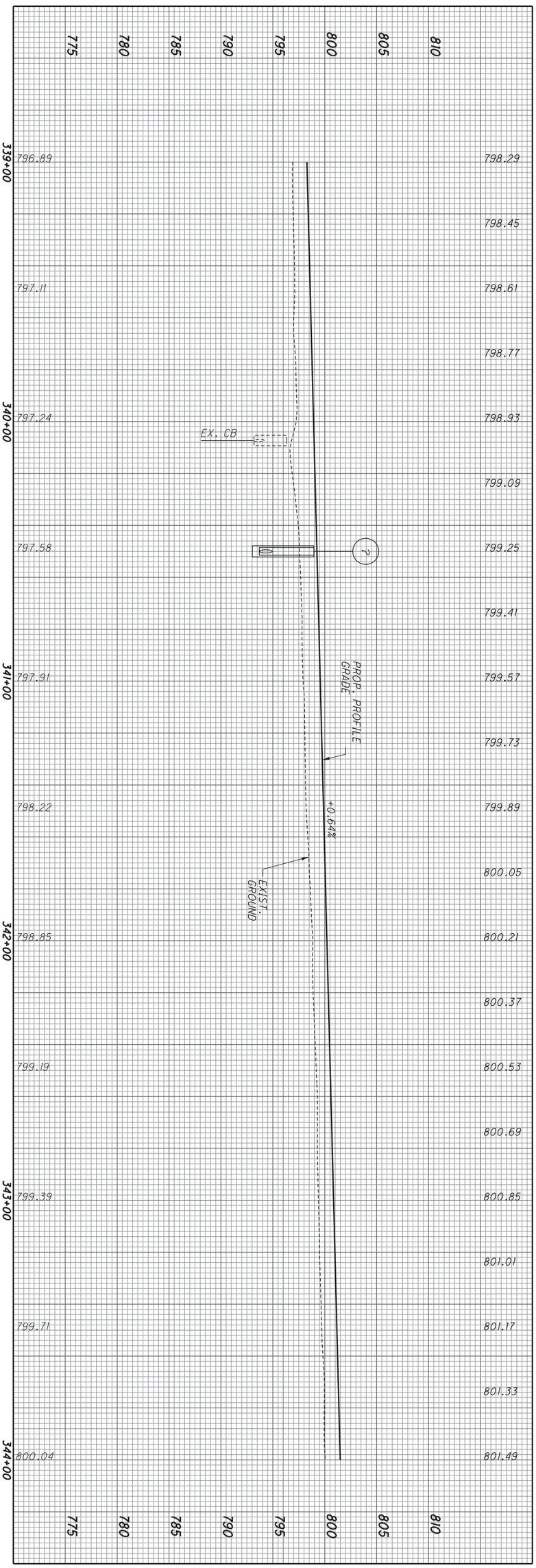
80468gf014.dgn 9/25/2014 7:44:44 AM jeveret1

80468gf015.dgn 9/25/2014 7:44:58 AM jeveret1



207 / 876	GRE-35-4.26	PROFILE - US 35 STA. 329+00 TO STA. 339+00	CALCULATED CHECKED





208
876

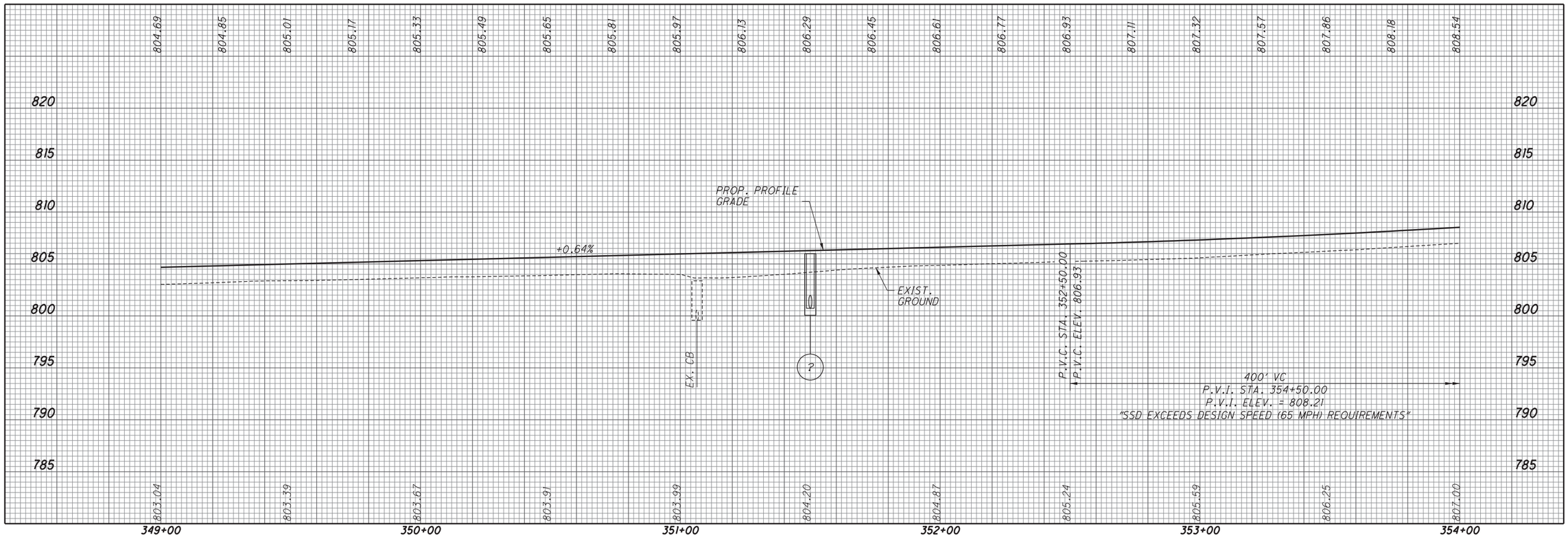
GRE-35-4.26

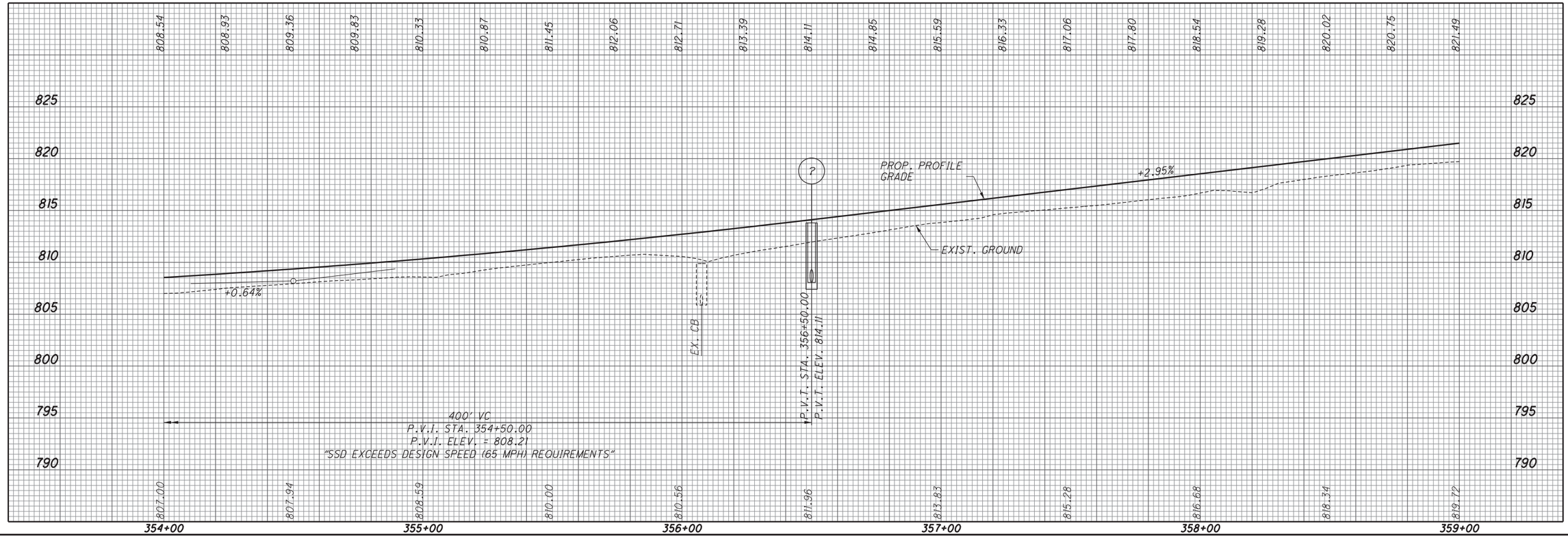
PROFILE - US 35

STA. 339+00 TO STA. 349+00

CALCULATED

CHECKED





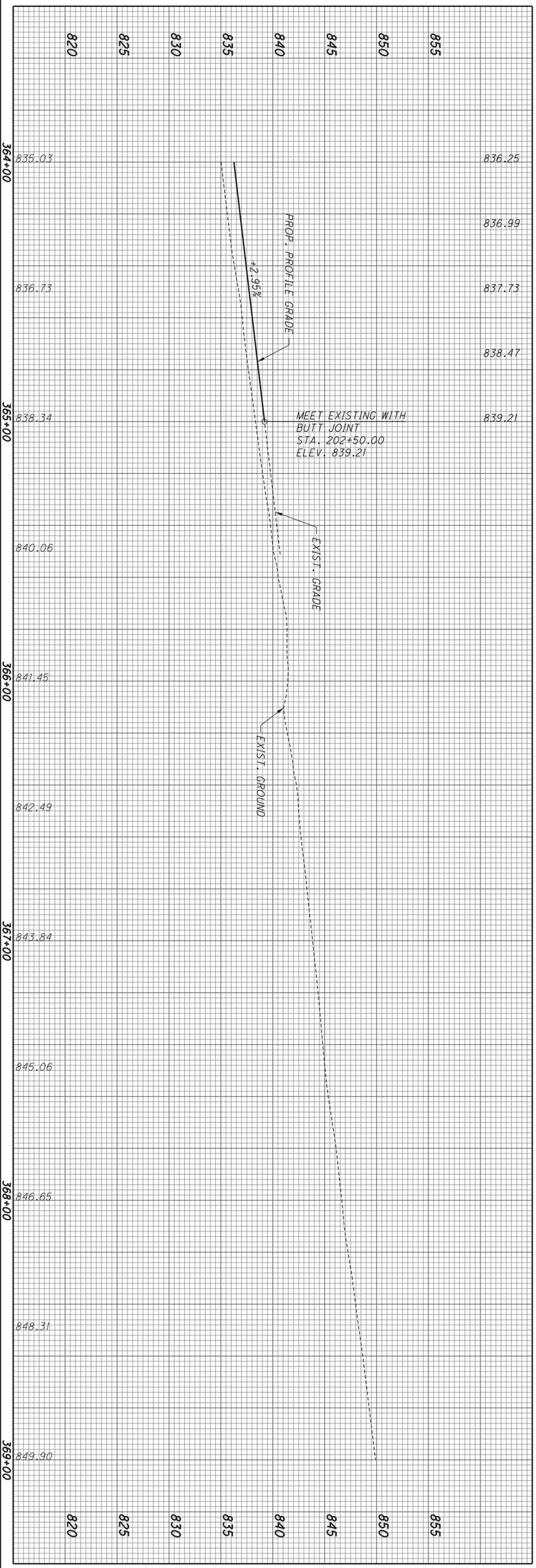
CALCULATED | CHECKED

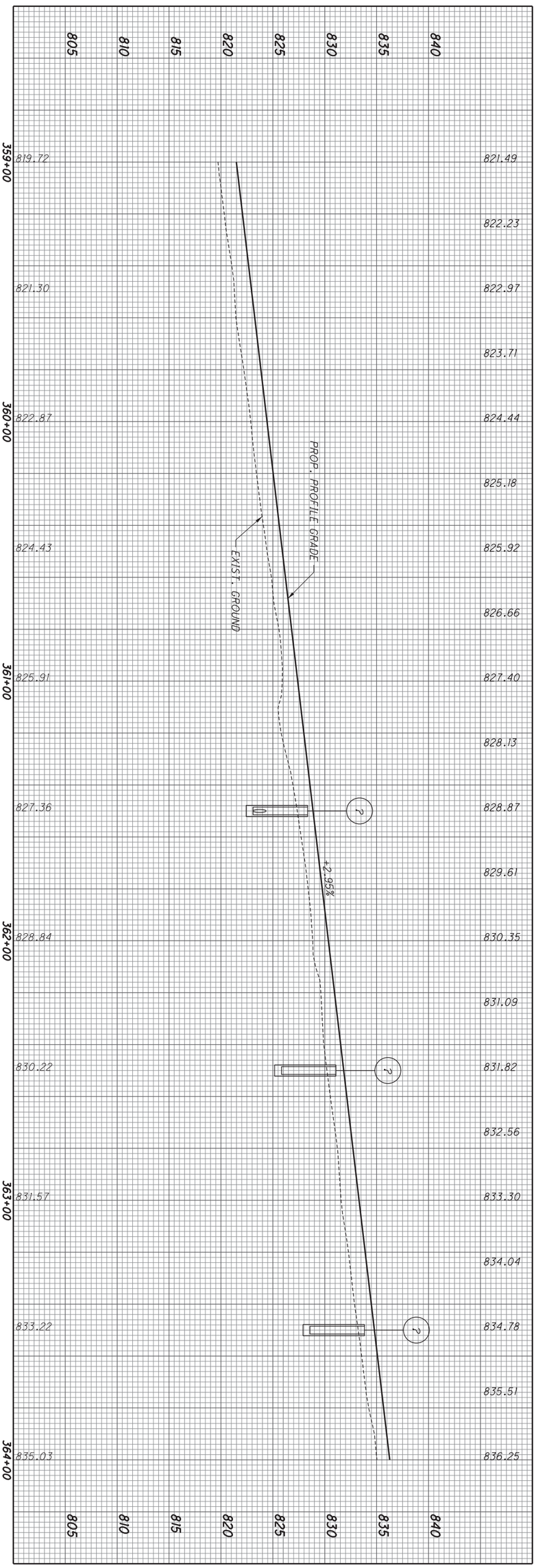
PROFILE - US 35
STA. 349+00 TO STA. 359+00

GRE-35-4.26

209
876

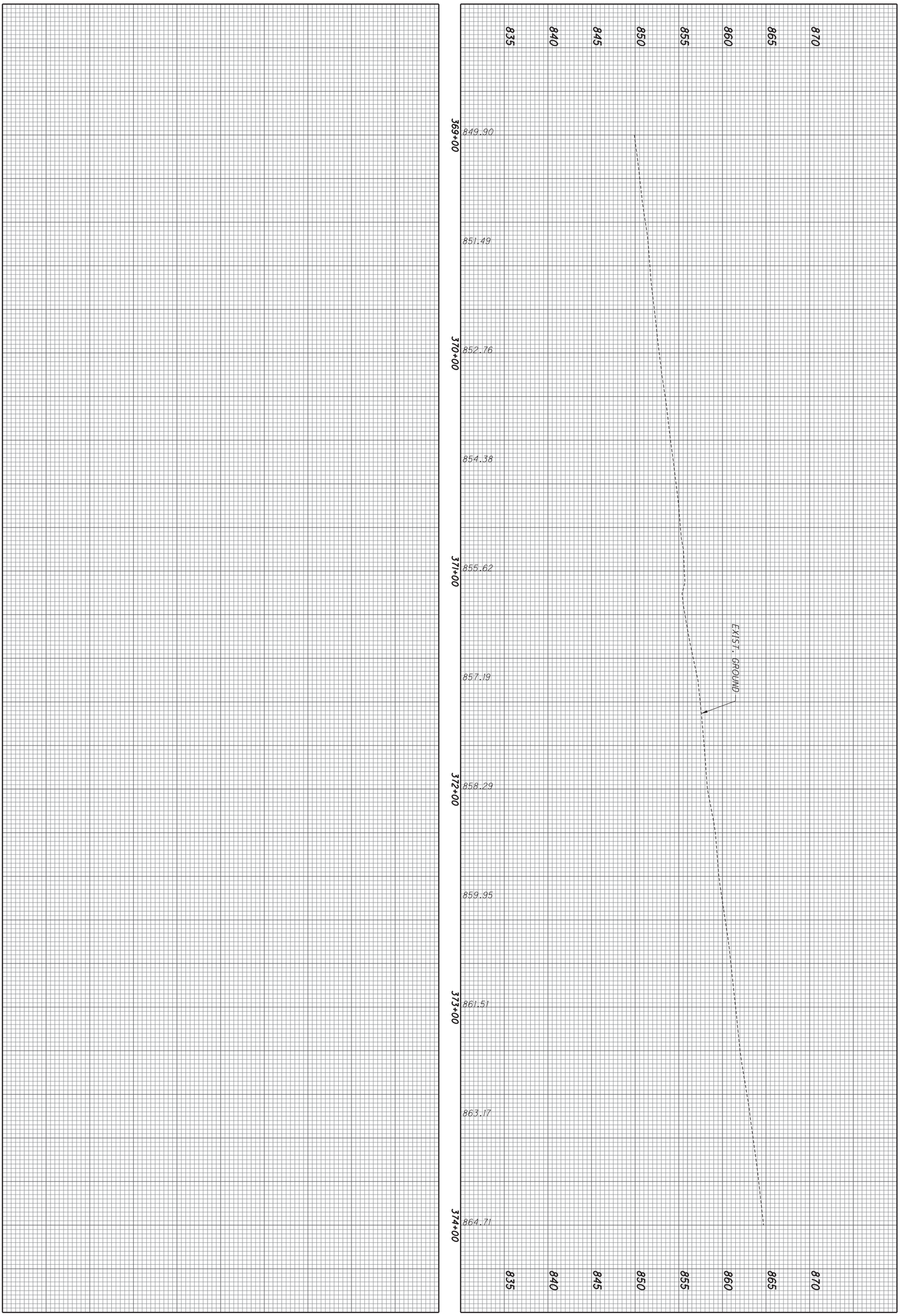
80468gf017.dgn 9/25/2014 7:45:23 AM jeveret1





210 / 876	GRE-35-4.26	PROFILE - US 35 STA. 359+00 TO STA. 369+00	CALCULATED CHECKED

80468gf019.dgn 9/25/2014 7:45:47 AM jeveret1



211
876

GRE-35-4.26

PROFILE - US 35

STA. 369+00 TO STA. 374+00

CALCULATED

CHECKED

CONST. LIMITS
33" RCP
SAN MH
+50
33" RCP
PROPOSED
RELIEF CHANNEL
Ex LA
STRUCTURE NO.
GRE-035-0420
11'
18
319
320
321
℄ CONSTRUCTION
RAMP A
S 68° 02' 24" E
15"
US 35 WESTBOUND
℄ CONSTRUCTION
8
219
220
221
US 35 EASTBOUND
MATCH LINE STA. 322+00, SEE SHEET NO.

830
820
810
800
790
780
770
807.82
807.60
807.36
807.12
806.83
806.40
805.85
805.34
804.67
15" TYPE B
EXIST. GROUND
EX. 12" STM.
318+00
319+00
320+00
321+00
322+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

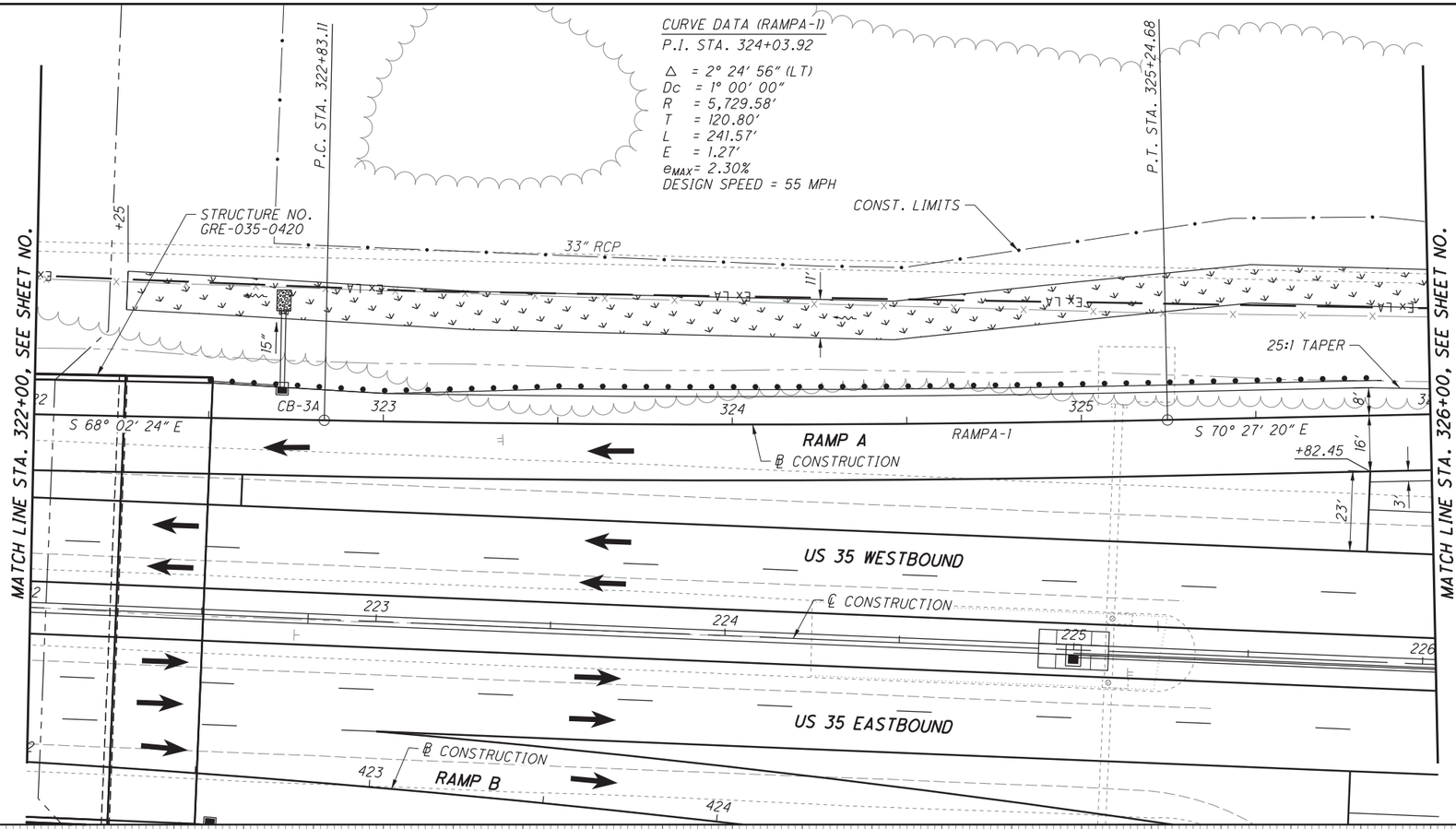
PLAN AND PROFILE - RAMP A
STA. 318+00 TO STA. 322+00

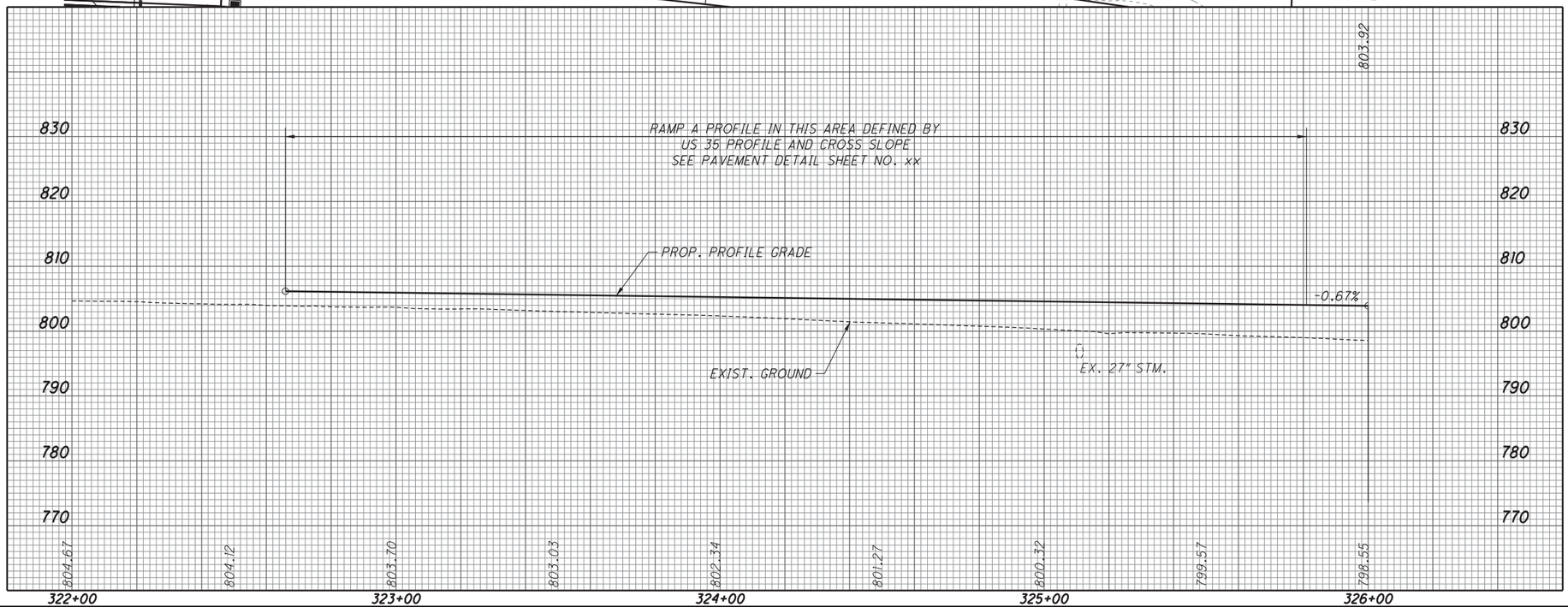
GRE-35-4.26

212
876

80466GP101.dgn 9/25/2014 7:46:06 AM jeveret1

CURVE DATA (RAMPA-1)
P.I. STA. 324+03.92
△ = 2° 24′ 56″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 120.80′
L = 241.57′
E = 1.27′
e_{MAX} = 2.30%
DESIGN SPEED = 55 MPH





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

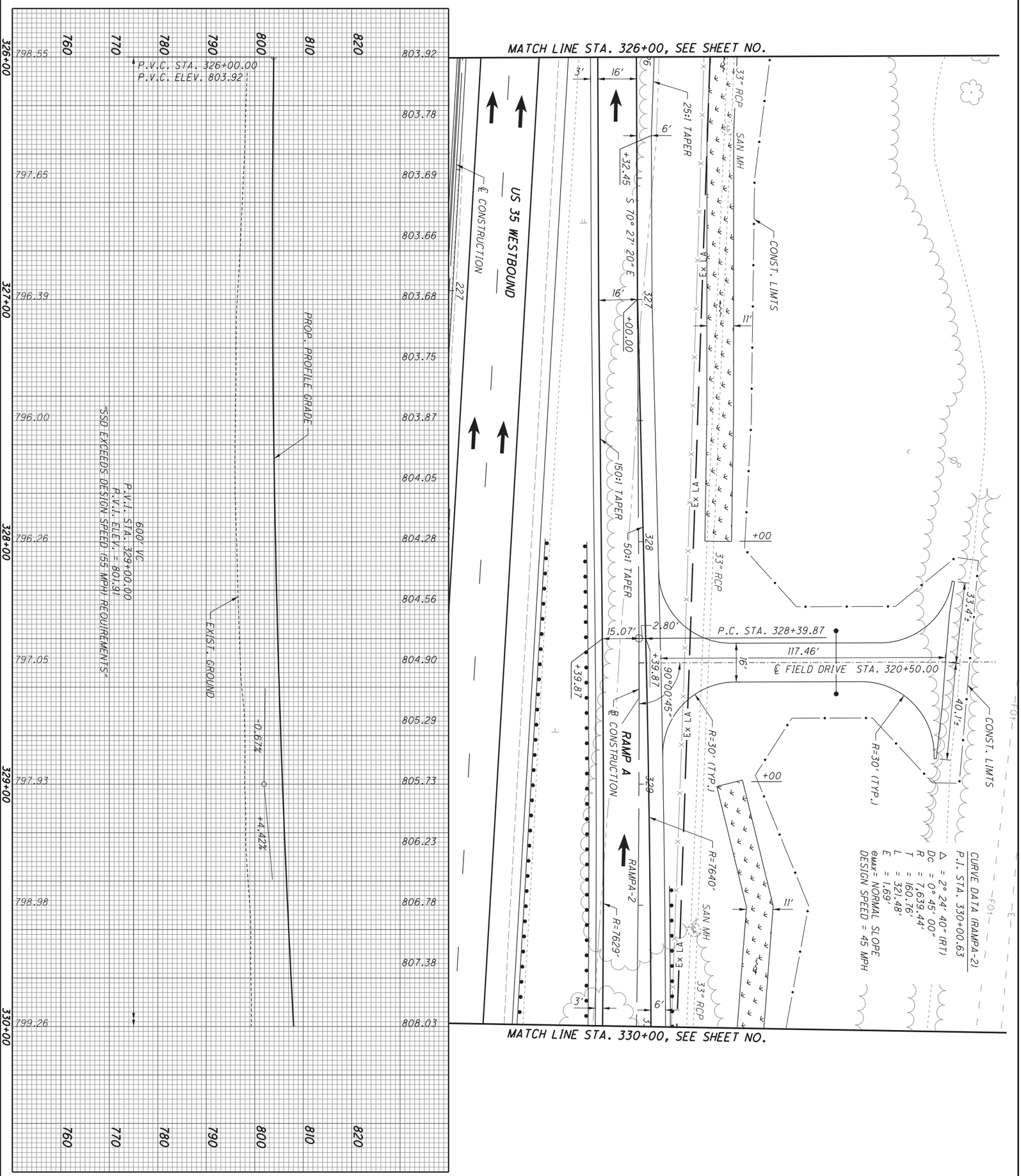
PLAN AND PROFILE - RAMP A
STA. 322+00 TO STA. 326+00

GRE-35-4.26

213
876

80468GP102.dgn 9/25/2014 7:46:24 AM jeveret1

80468GP103.dgn 9/25/2014 7:46:41 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

214
876

GRE-35-4.26

PLAN AND PROFILE - RAMP A
STA. 326+00 TO STA. 330+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

CURVE DATA (RAMPA-2)
P.I. STA. 330+00.63
△ = 2° 24′ 40″ (RT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 160.76′
L = 321.48′
E = 1.69′
e_{MAX}= NORMAL SLOPE
DESIGN SPEED = 45 MPH

MATCH LINE STA. 330+00, SEE SHEET NO.

MATCH LINE STA. 334+00, SEE SHEET NO.

P.T. STA. 331+61.35

CURB, TYPE 4-C

CONST. LIMITS

PROP. WALL

CB-8

CB-3A

33″ RCP

SAN MH

+75.00

+77.50

+61.06

+25.00

+00.00

25:1 TAPER

50:1 TAPER

150:1 TAPER

RAMP A

℄ CONSTRUCTION

RAMPA-2

R=7640′

R=7629′

S 68° 02′ 40″ E

331

332

333

+61.51

BARRIER, TYPE D

PROP. WALL

US 35 WESTBOUND

US 35 EASTBOUND

℄ CONSTRUCTION

231

232

233

808.03 808.74 809.50 810.32 811.18 812.10 813.08 814.10 815.18 816.29 817.40 818.50 819.61 820.71 821.82 822.93 824.03

830 820 810 800 790 780 770

PROP. PROFILE GRADE

+4.42%

EXIST. GROUND

P.V.I. STA. 332+00.00
P.V.I. ELEV. 815.18

EX. 12″ STM.

EX. 33″ RCP

EX. 33″ RCP

EX. SAN. MH

600′ VC
P.V.I. STA. 329+00.00
P.V.I. ELEV. = 801.91
"SSD EXCEEDS DESIGN SPEED (55 MPH) REQUIREMENTS"

799.26 798.93 798.82 798.23 798.42 796.79 796.61 796.40 797.69

330+00 331+00 332+00 333+00 334+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE - RAMP A
STA. 330+00 TO STA. 334+00

GRE-35-4.26

215
876

80468gp104.dgn 9/25/2014 7:46:58 AM jeveret1

MATCH LINE STA. 334+00, SEE SHEET NO.

STA. 336+46.26 RAMP A =
STA. 61+12.18 FACTORY ROAD=
STA. 700+00.00 NORTH FRONTAGE ROAD

FACTORY ROAD
℄ CONSTRUCTION
CONST. LIMITS
SAN MH
33" RCP
18" RCP
10"
Ex CH
FO†
Ex R/W
Ex LA
PROP. WALL
7.5'
+00
15" RCP
RAMP A
335
S 68° 02' 40" E
336
+38.86
+11.96
+19.29
+94.29
25:1 TAPER
BARRIER, TYPE D
STRUCTURE NO.
GRE-035-0449
PROP. WALL
700
701
NORTH FRONTAGE ROAD
US 35 WESTBOUND
60" RCP
235
236
237
12'
8'
3'
9'
19'

150' V.C.
P.V.I. STA. 335+00.00
P.V.I. ELEV. = 828.46
"SSD EXCEEDS DESIGN SPEED (45 MPH) REQUIREMENTS"
+4.42%
+3.11%
PROP. PROFILE GRADE
EXIST. GROUND
P.V.C. STA. 334+25.00
P.V.C. ELEV. 825.14
P.V.I. STA. 335+75.00
P.V.I. ELEV. 830.79
℄ FACTORY ROAD
STA. 336+46.26
ELEV. = 833.00
824.03
825.14
826.22
827.24
828.21
829.12
829.98
830.79
831.57
832.34
797.69
798.93
799.78
800.43
802.36
830
820
810
800
790
780
770
334+00
335+00
336+00
EX. 10" GAS
EX. 33" RCP
EX. SAN. MH
EX. 12" WATER
EX. 15" RCP
EX. TRAFFIC INTERCONNECT
EX. FO†

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

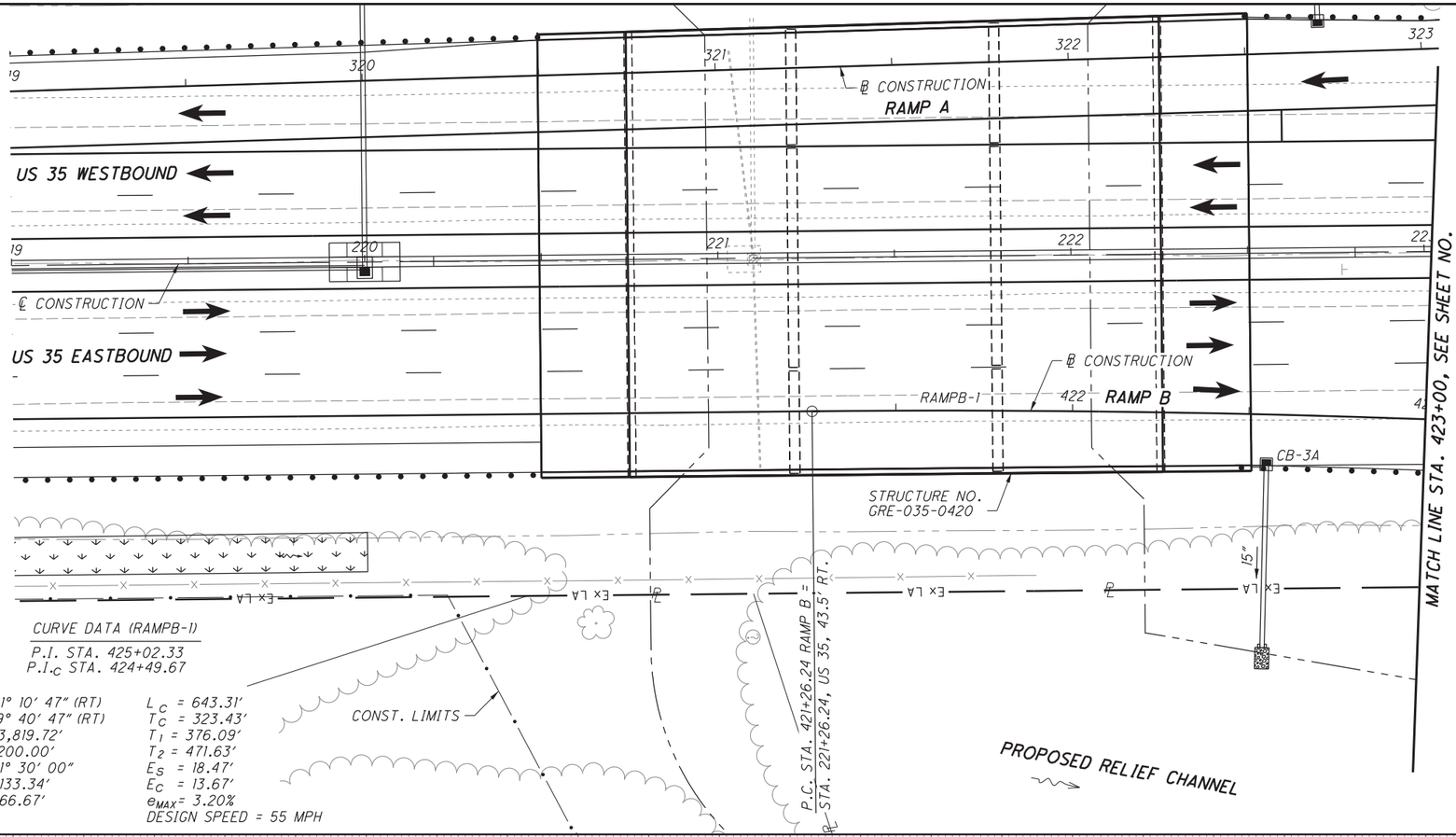
HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED
CHECKED

PLAN AND PROFILE - RAMP A
STA. 334+00 TO STA. 336+46.26

GRE-35-4.26

216
876

80468gp105.dgn 9/25/2014 7:47:16 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED

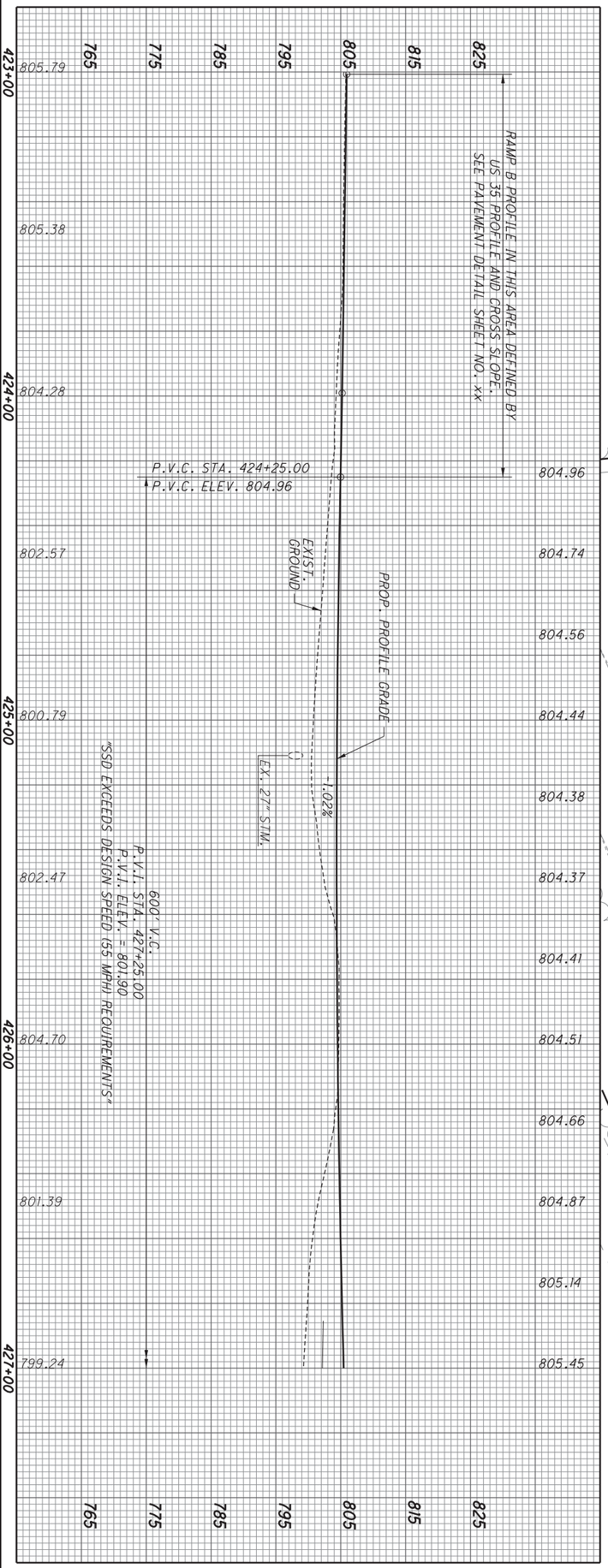
PLAN AND PROFILE - RAMP B
STA. 421+26.24 TO STA. 423+00

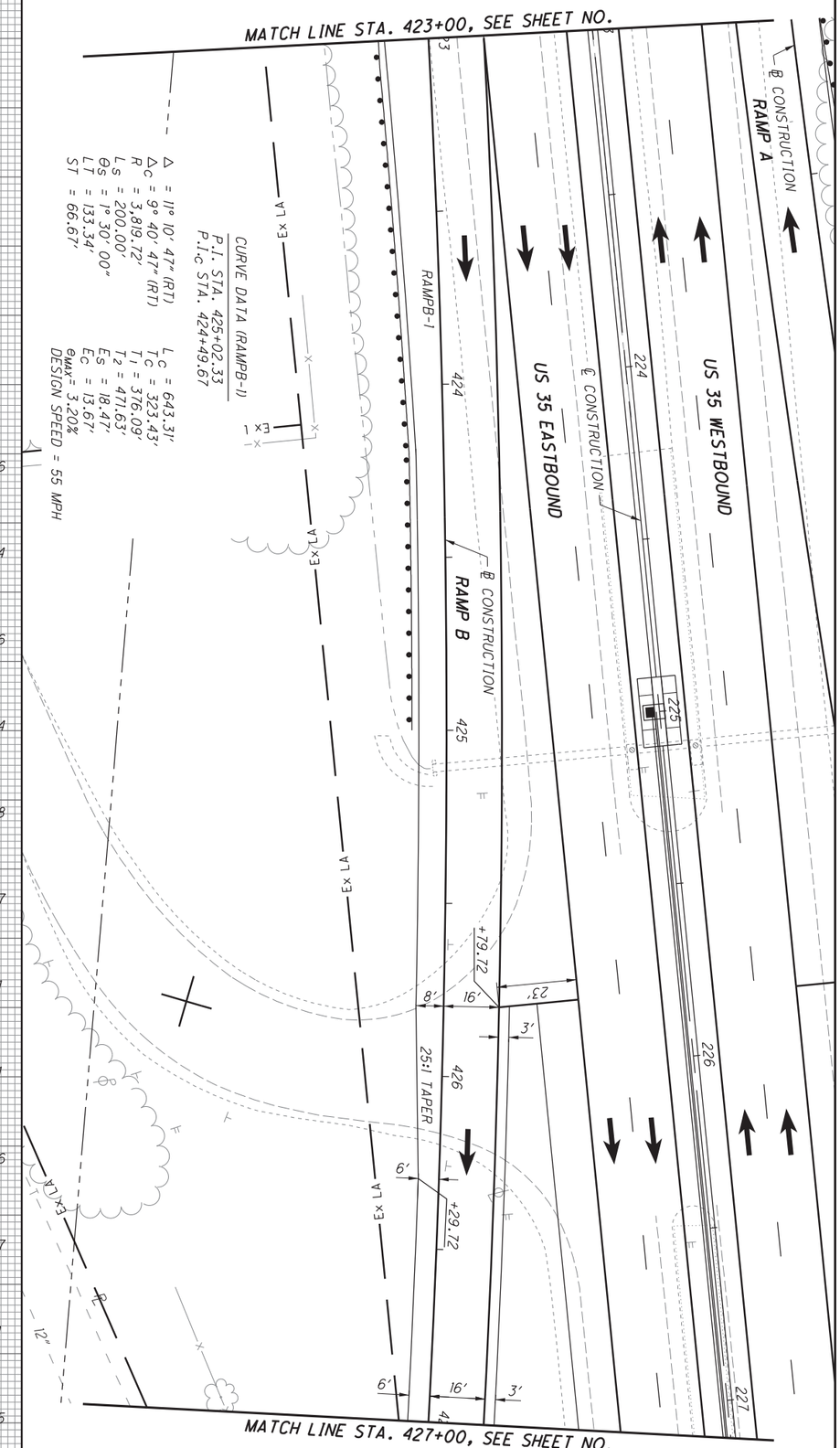
GRE-35-4.26

217
876

80468GP126.dgn 9/25/2014 7:47:32 AM jeveret1

80468GP127.dgn 9/25/2014 7:47:48 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

218
876

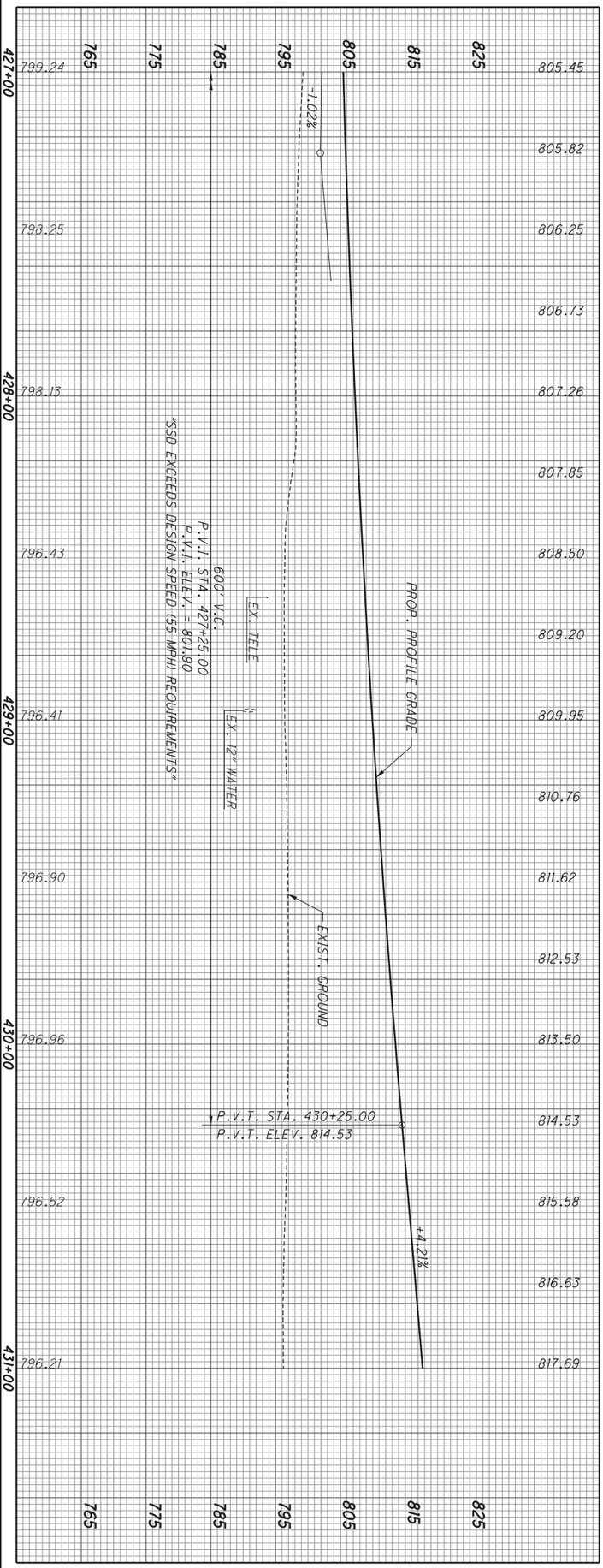
GRE-35-4.26

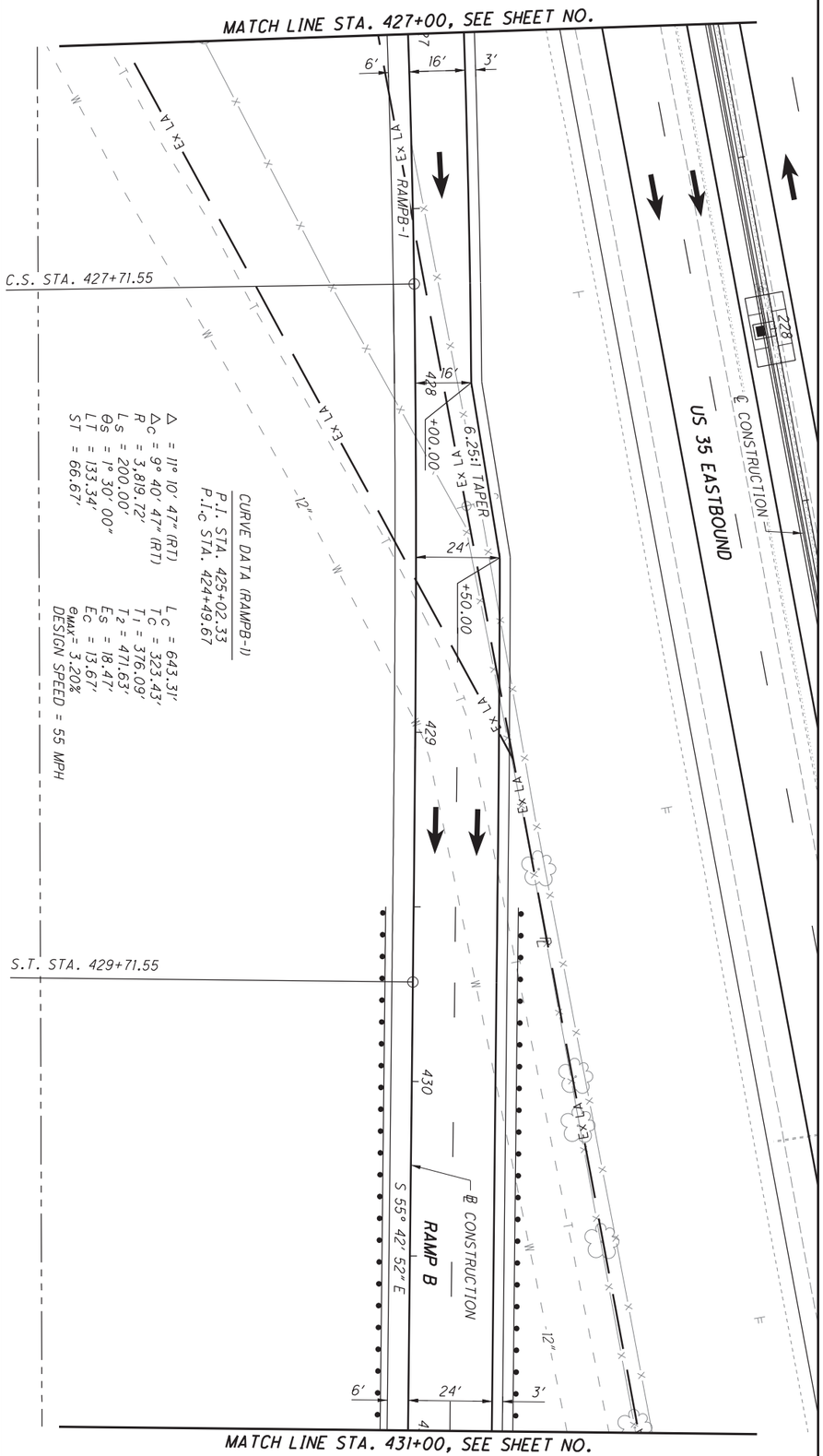
PLAN AND PROFILE - RAMP B
STA. 423+00 TO STA. 427+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468gp128.dgn 9/25/2014 7:48:04 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

219
876

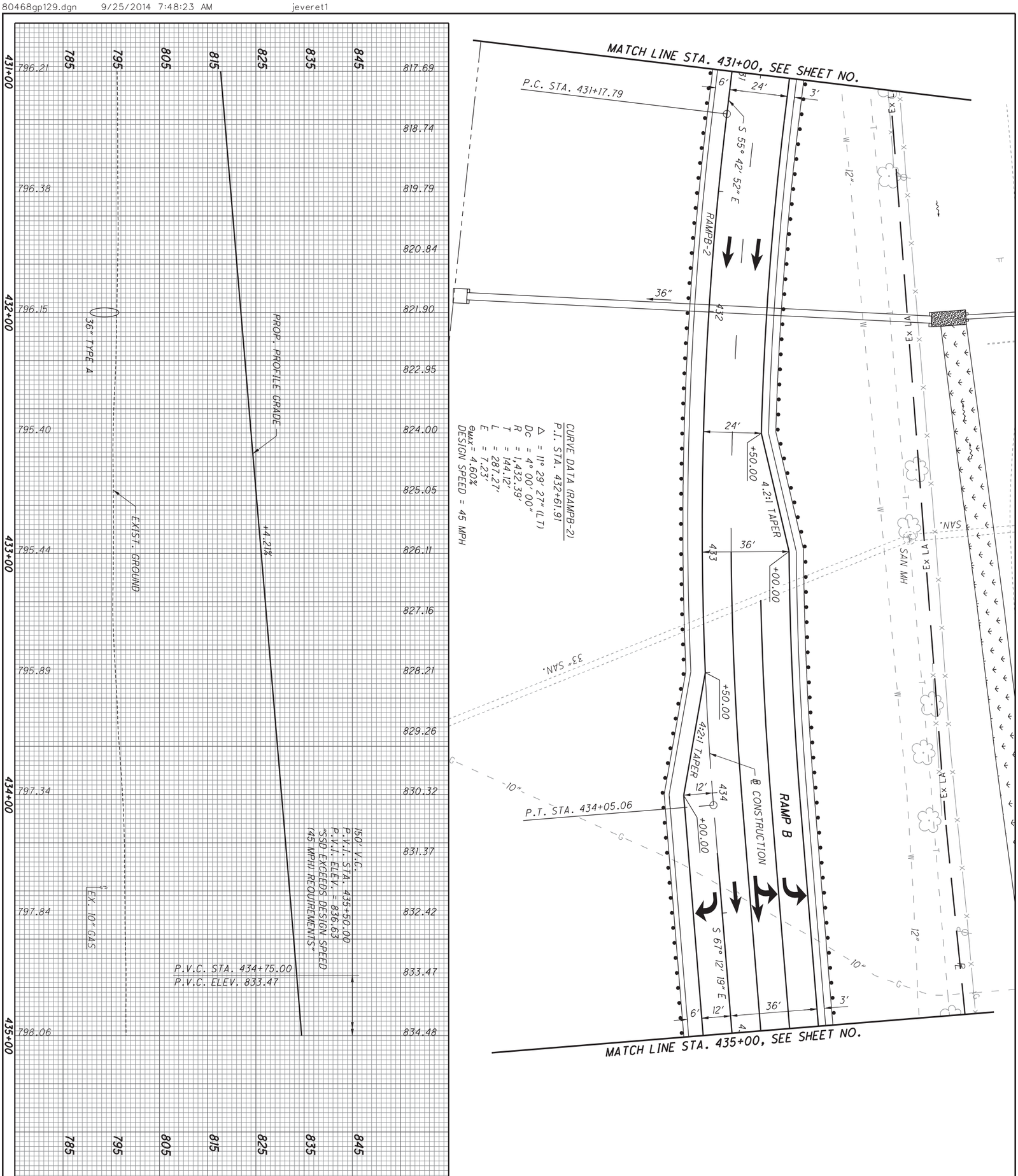
GRE-35-4.26

PLAN AND PROFILE - RAMP B
STA. 427+00 TO STA. 431+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468gp129.dgn 9/25/2014 7:48:23 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

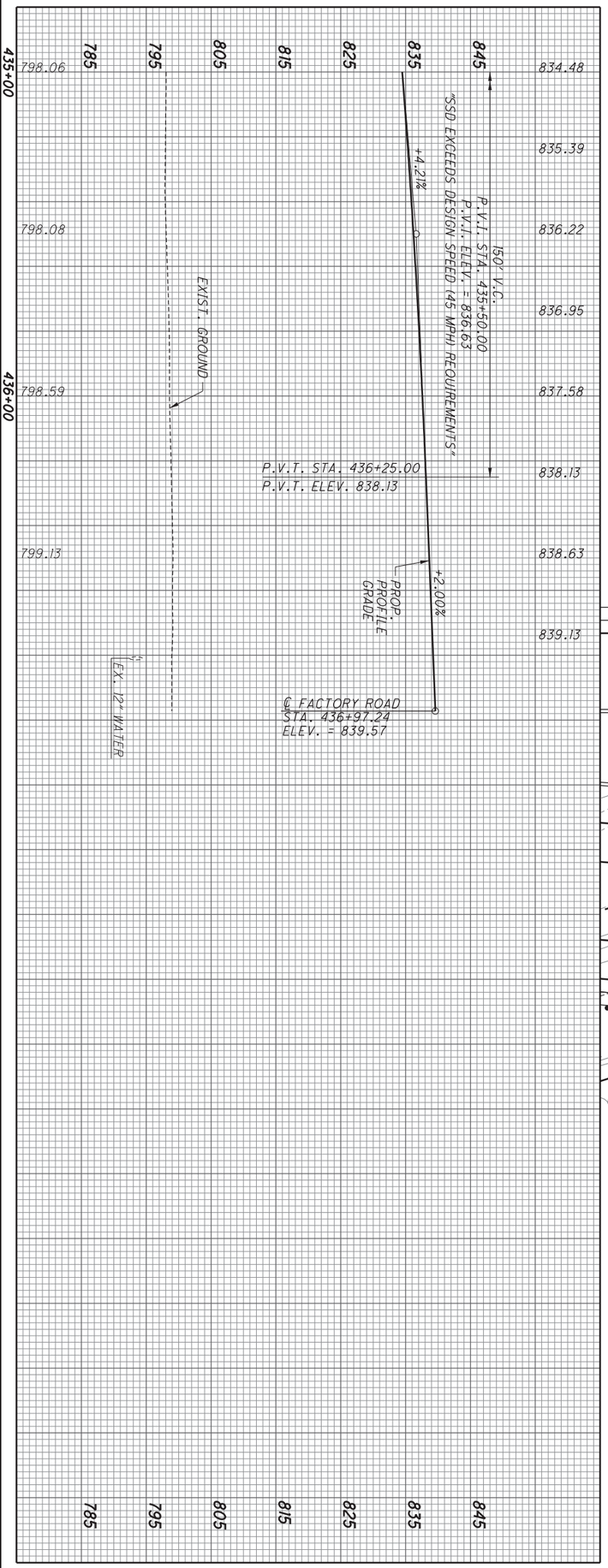
220
876

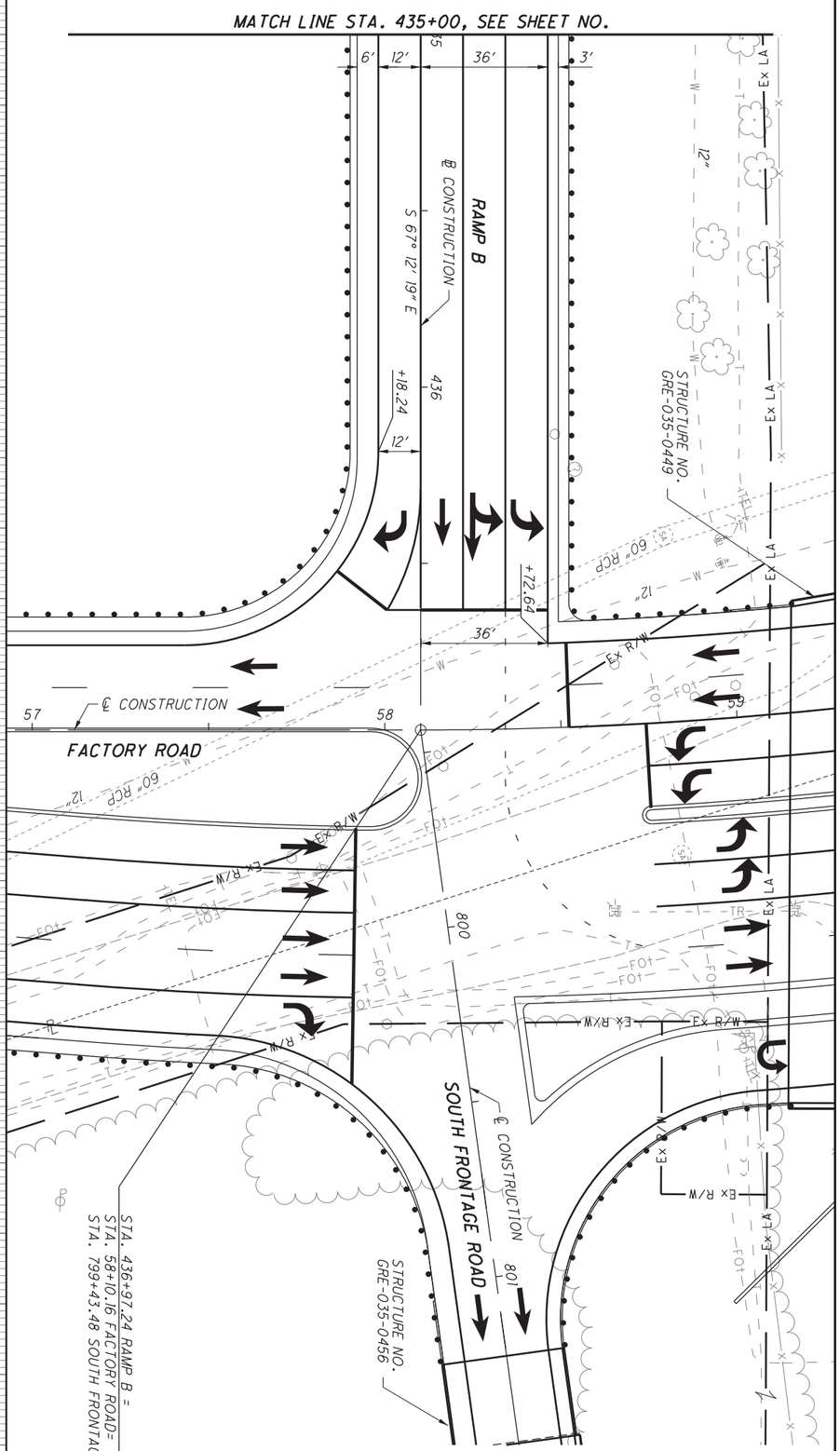
GRE-35-4.26

PLAN AND PROFILE - RAMP B
STA. 431+00 TO STA. 435+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

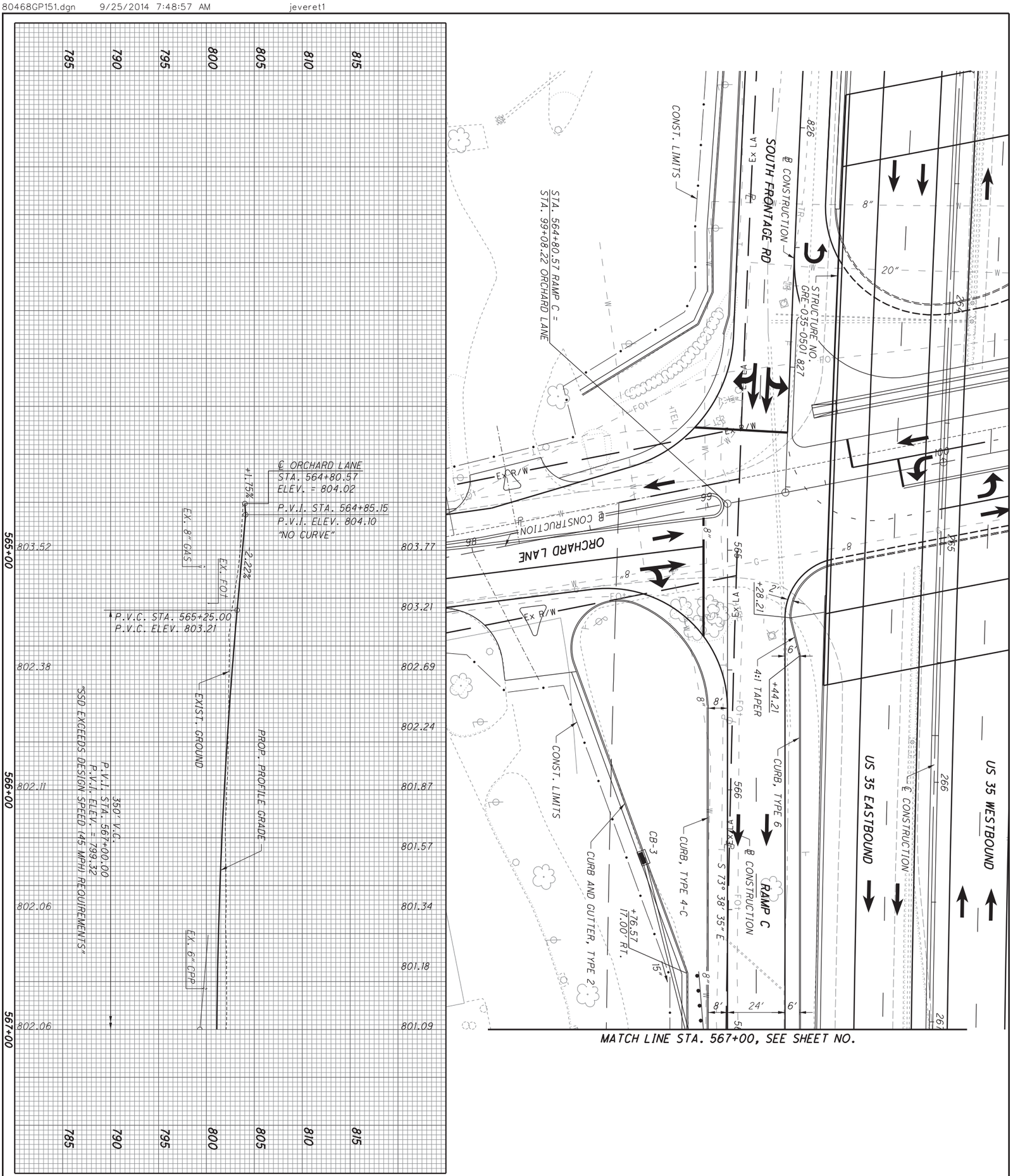
221
876

GRE-35-4.26

PLAN AND PROFILE - RAMP B
STA. 435+00 TO STA. 439+97.24

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

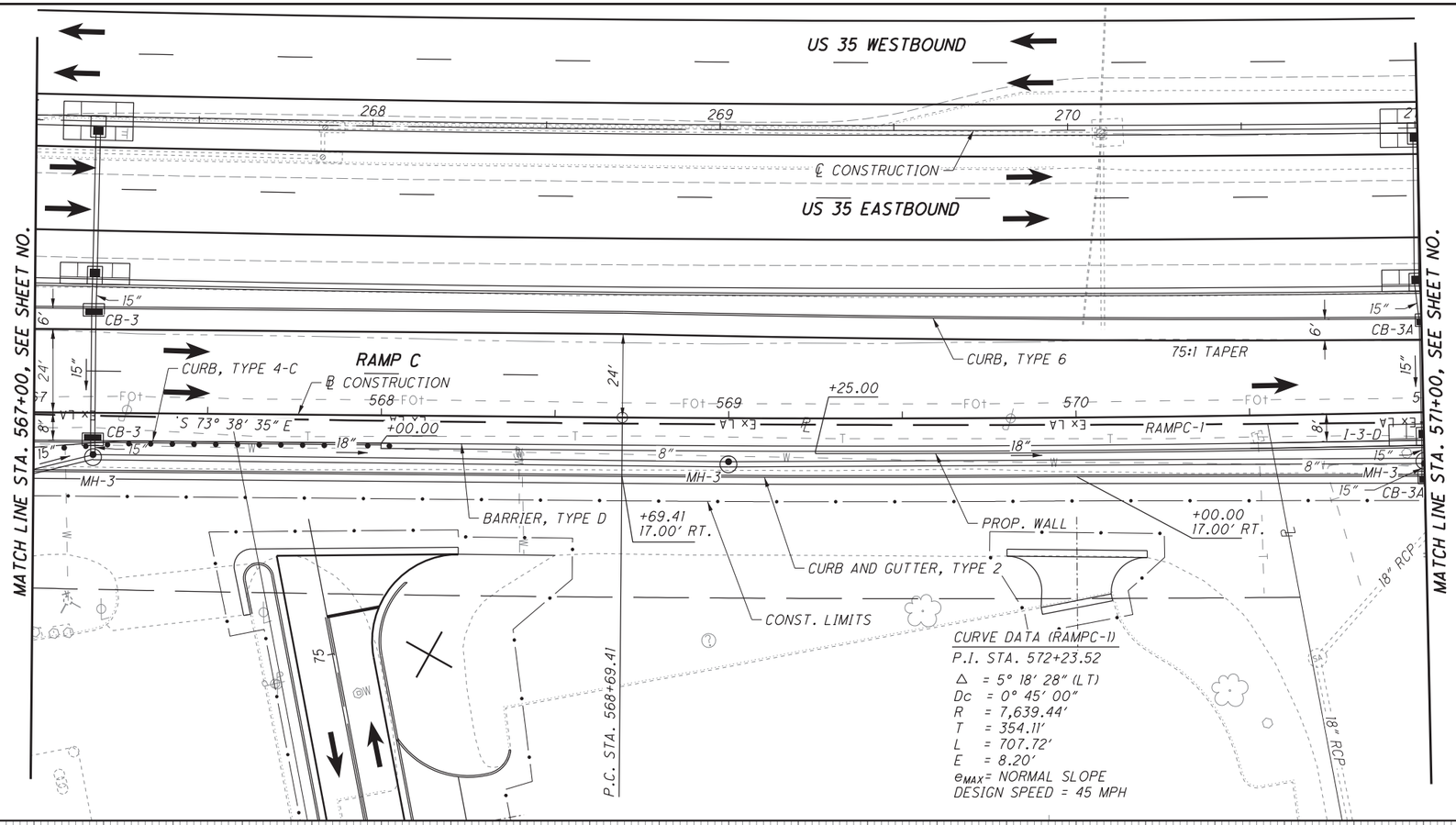
222
876

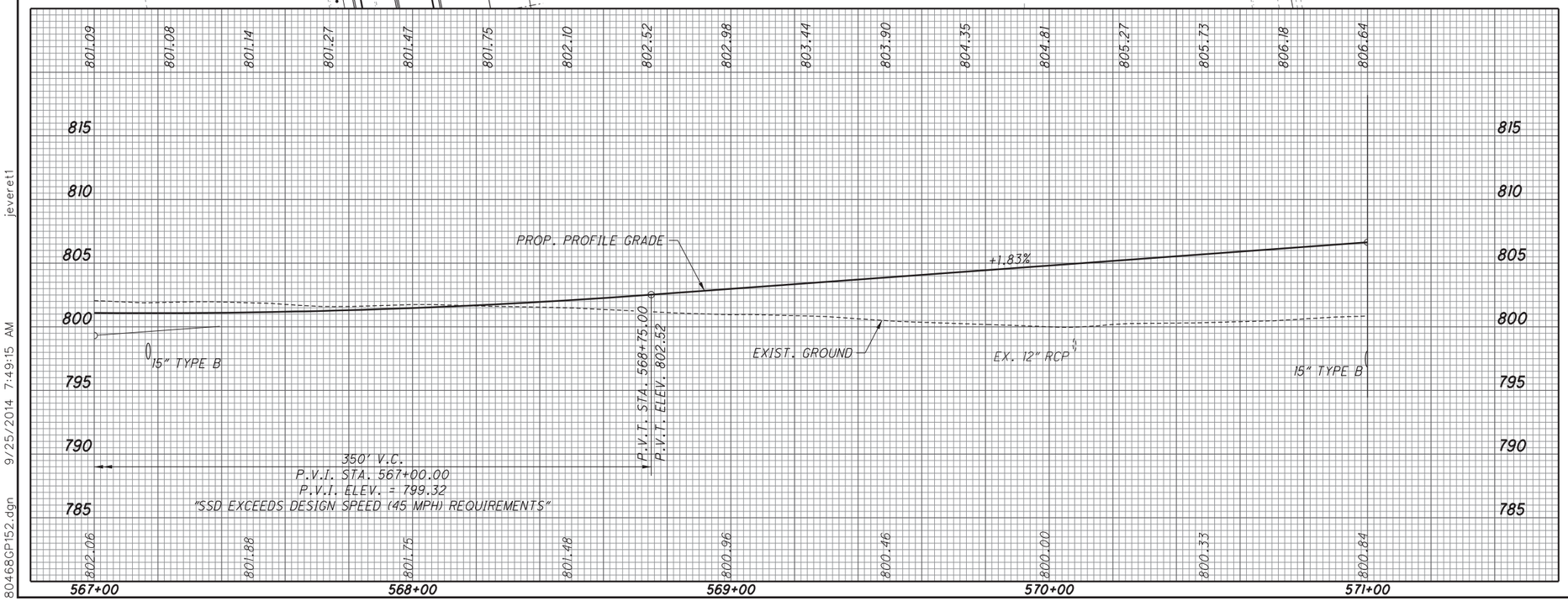
GRE-35-4.26

PLAN AND PROFILE - RAMP C
STA. 564+80.57 TO STA. 567+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

N

HORIZONTAL SCALE IN FEET
0 10 20 40

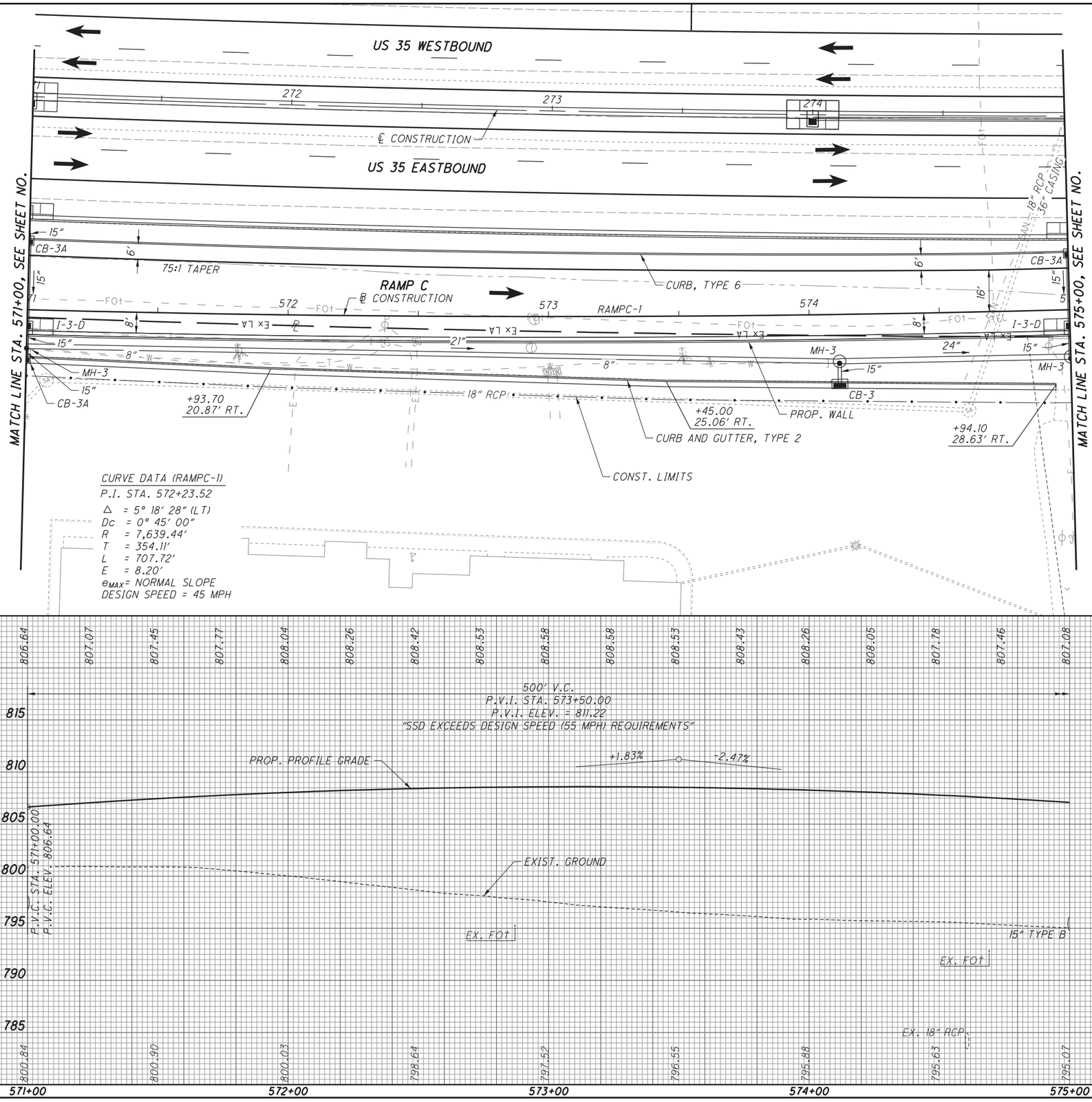
CALCULATED | CHECKED

PLAN AND PROFILE - RAMP C STA. 567+00 TO STA. 571+00

GRE-35-4.26

223
876

80468GP152.dgn 9/25/2014 7:49:15 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

CALCULATED | CHECKED

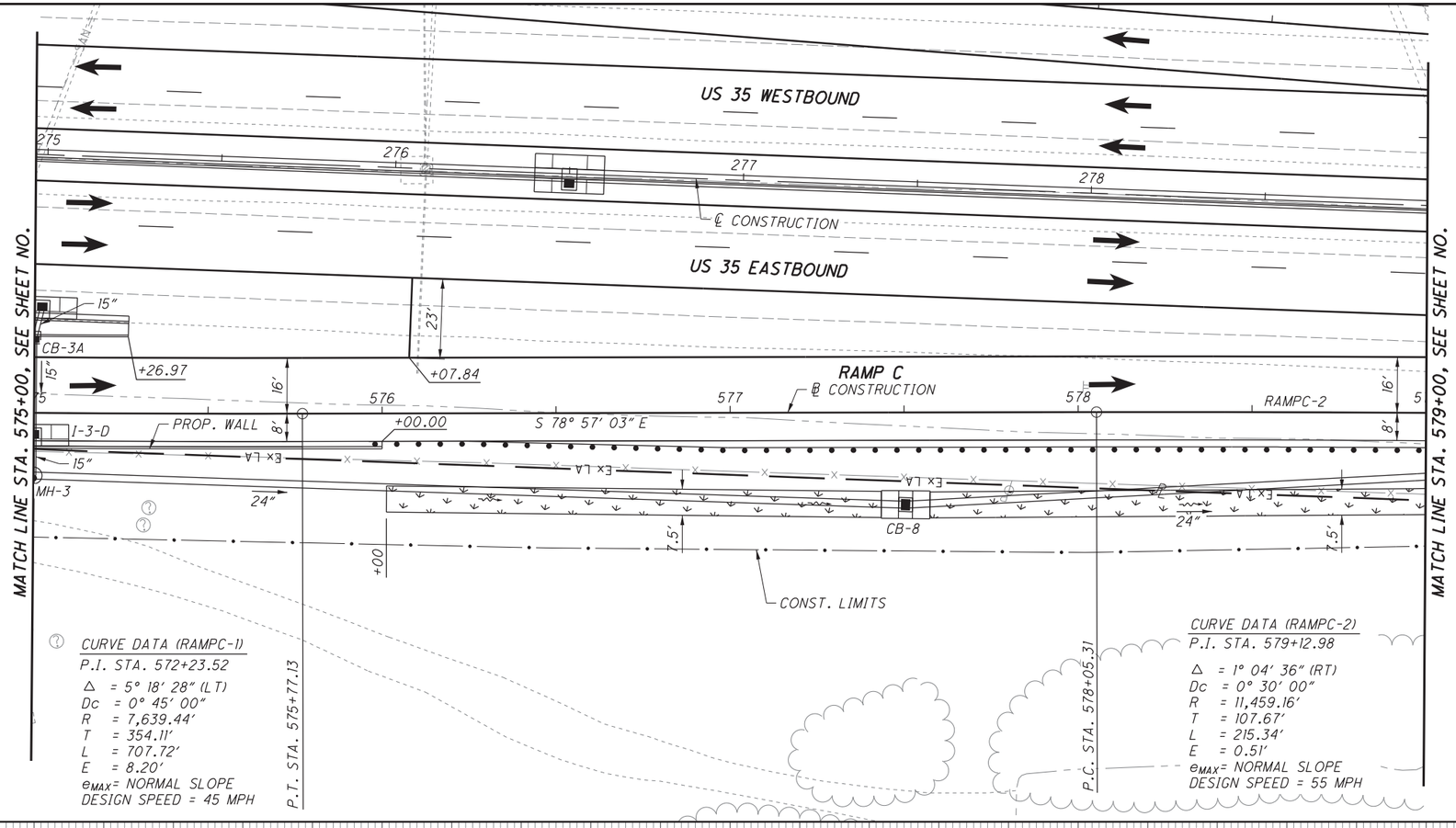
HORIZONTAL SCALE IN FEET
0 10 20 40

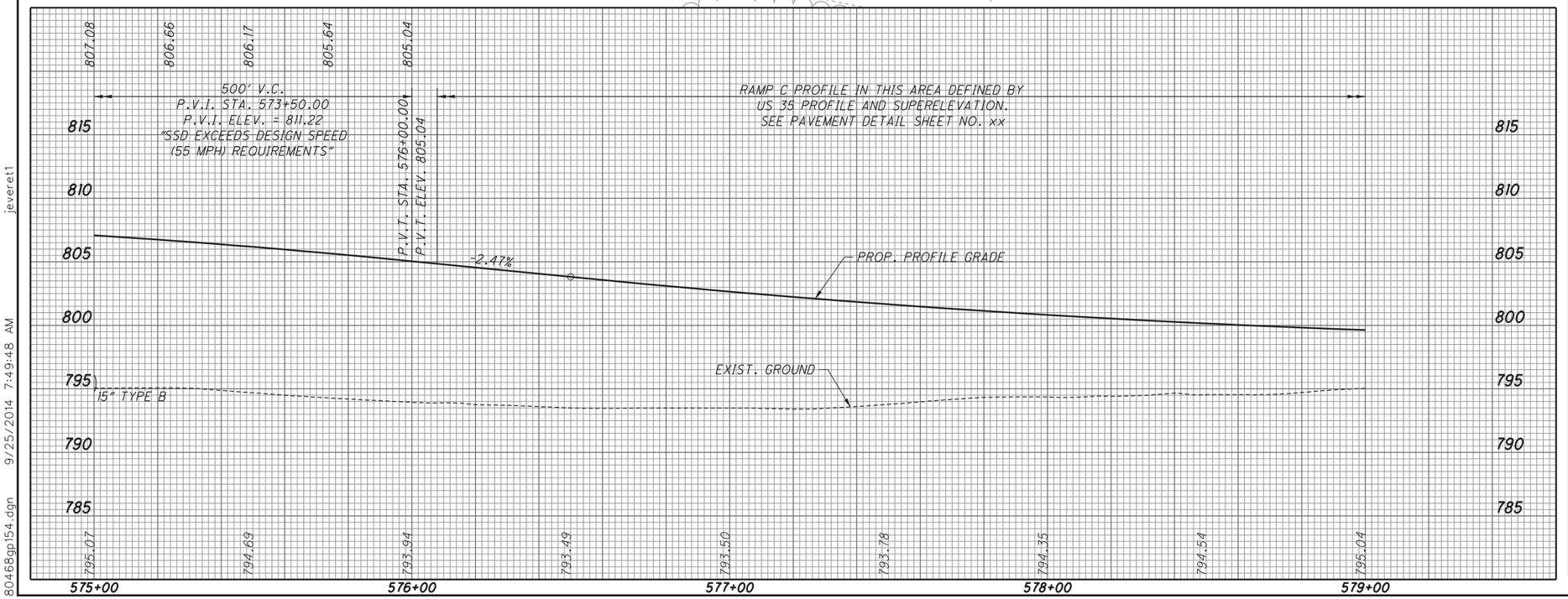
PLAN AND PROFILE - RAMP C
STA. 571+00 TO STA. 575+00

GRE-35-4.26

224
876

80466GP153.dgn 9/25/2014 7:49:31 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

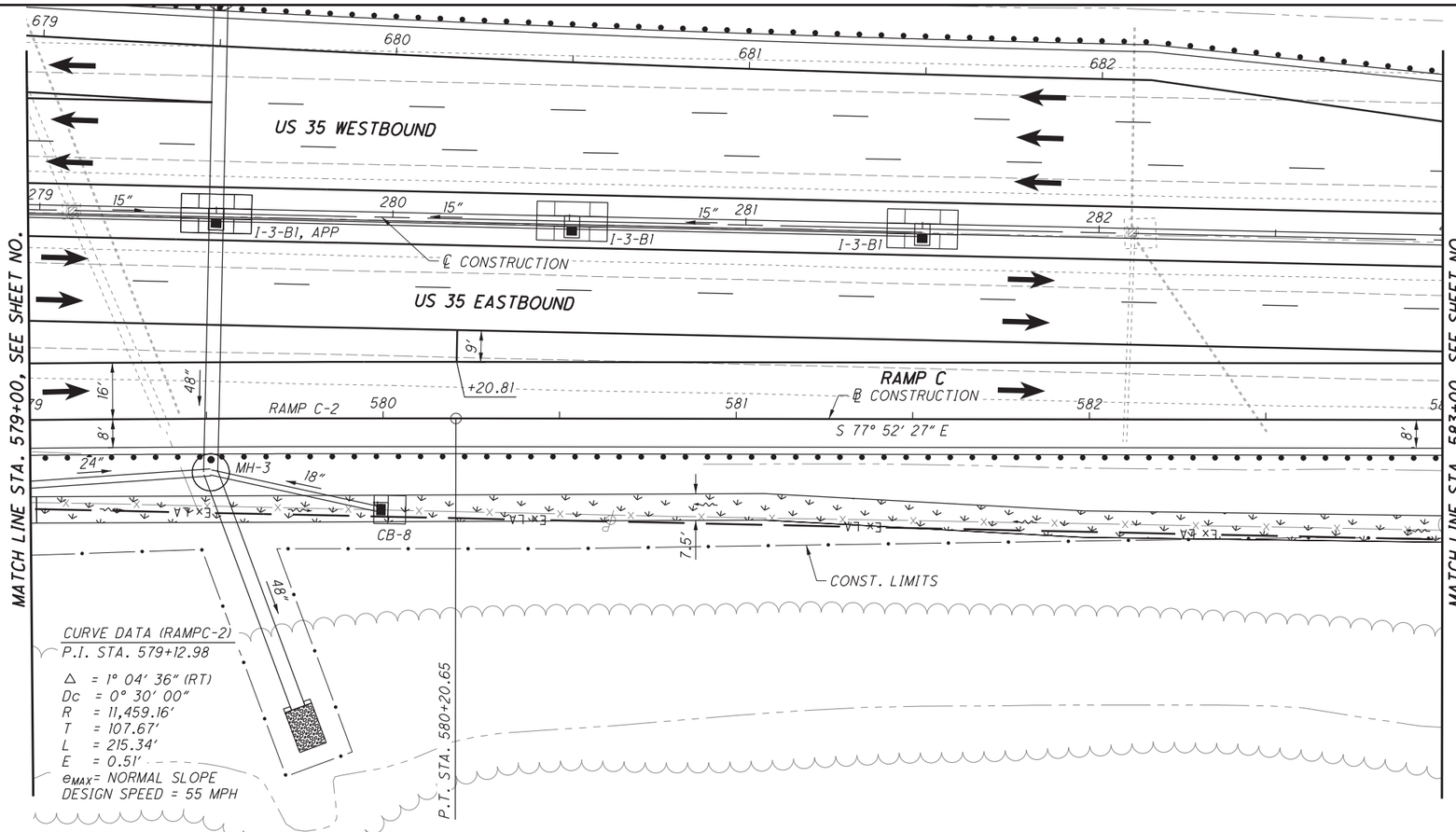
CHECKED

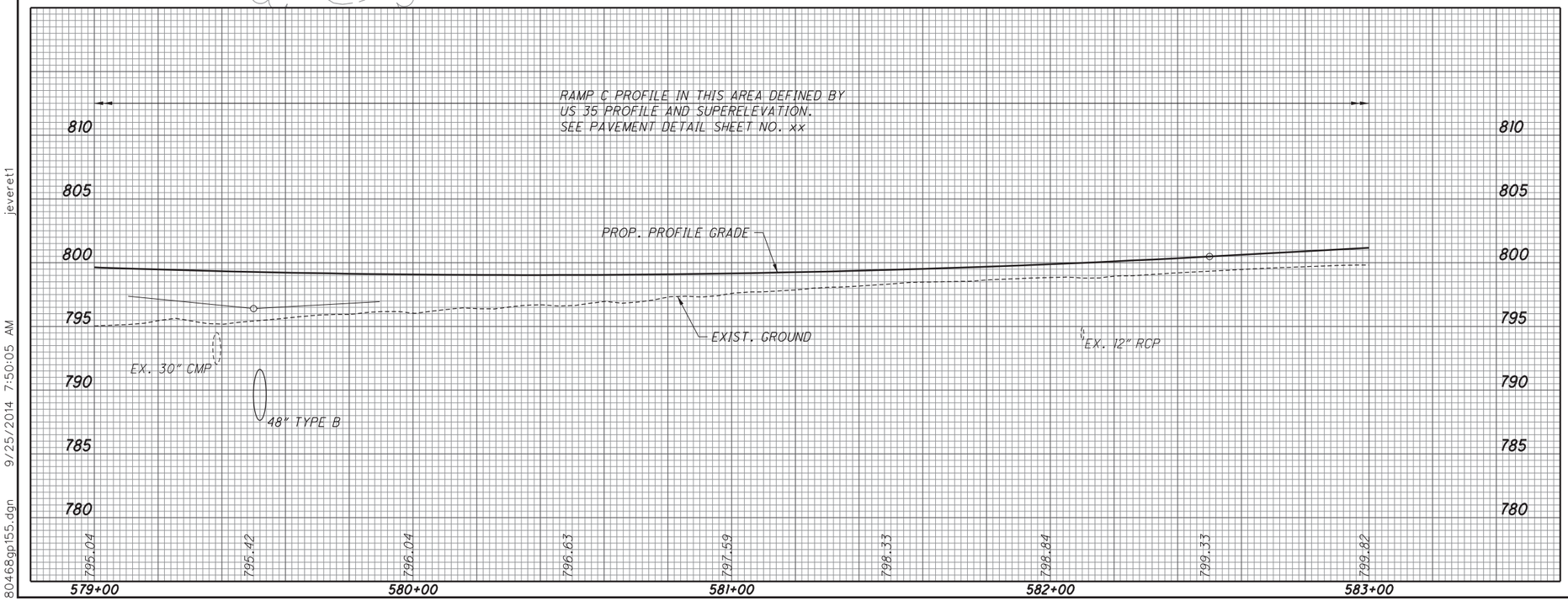
PLAN AND PROFILE - RAMP C
STA. 575+00 TO STA. 579+00

GRE-35-4.26

225
876

jeveret1
9/25/2014 7:49:48 AM
80468gp154.dgn





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY



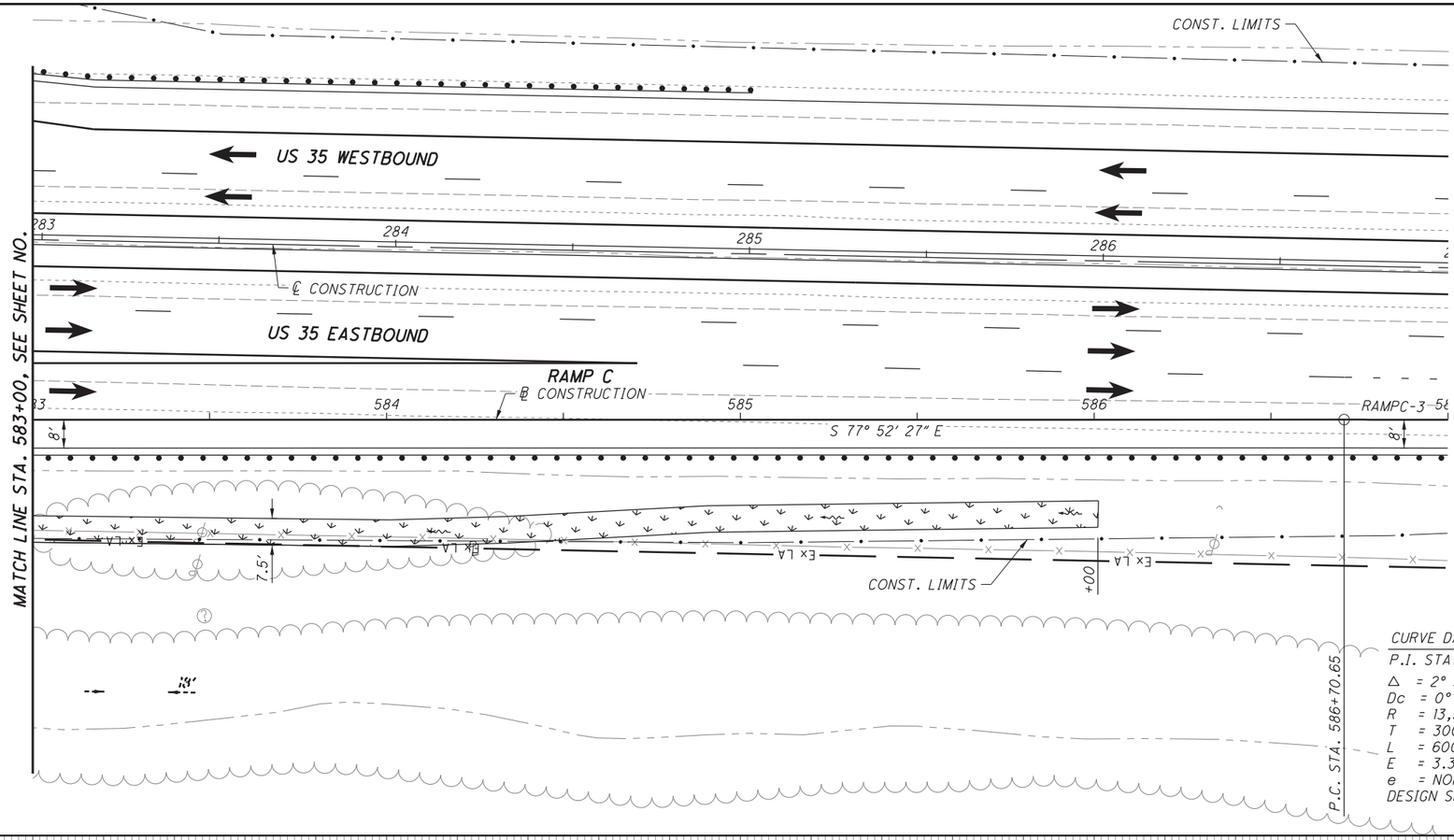
CALCULATED

CHECKED

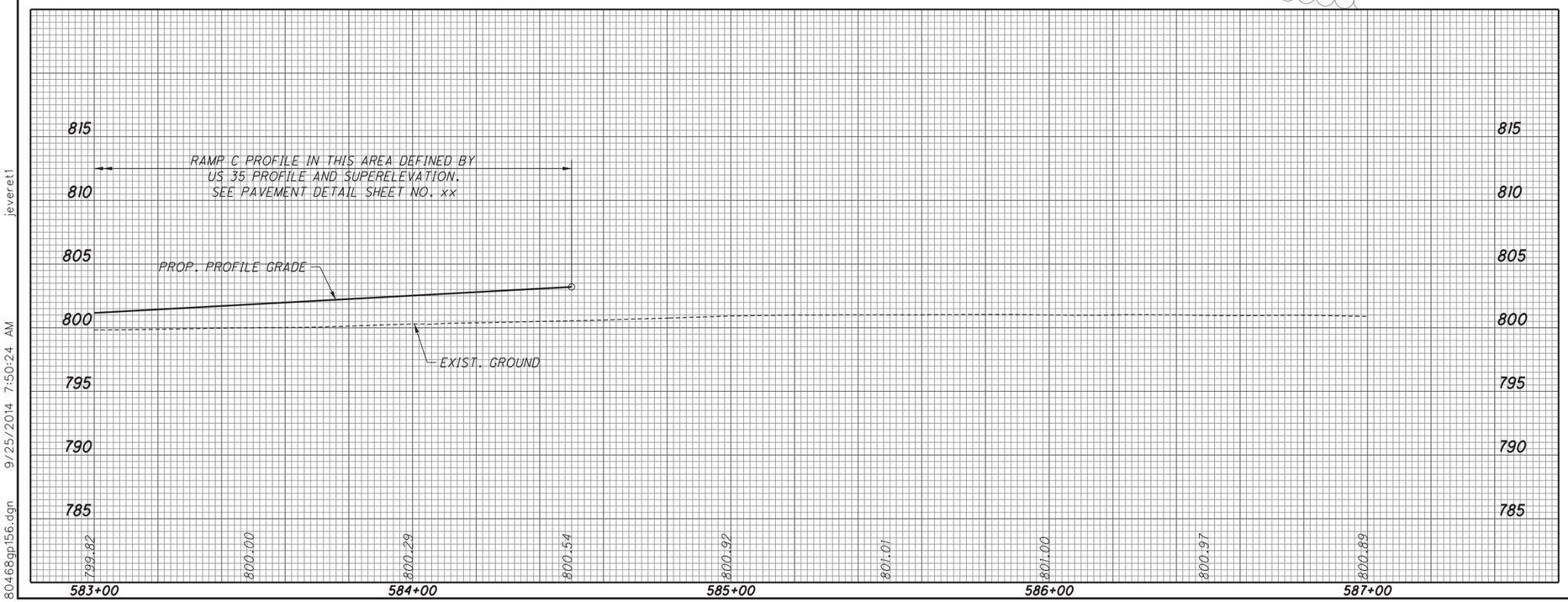
PLAN AND PROFILE - RAMP C
STA. 579+00 TO STA. 583+00

GRE-35-4.26

80468gp155.dgn 9/25/2014 7:50:05 AM jeveret1



CURVE DATA (RAMPC-3)
P.I. STA. 589+70.72
△ = 2° 31' 49" (RT)
Dc = 0° 25' 18"
R = 13,587.00'
T = 300.07'
L = 600.04'
E = 3.31'
e = NORMAL CROWN
DESIGN SPEED = 55 MPH



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

N

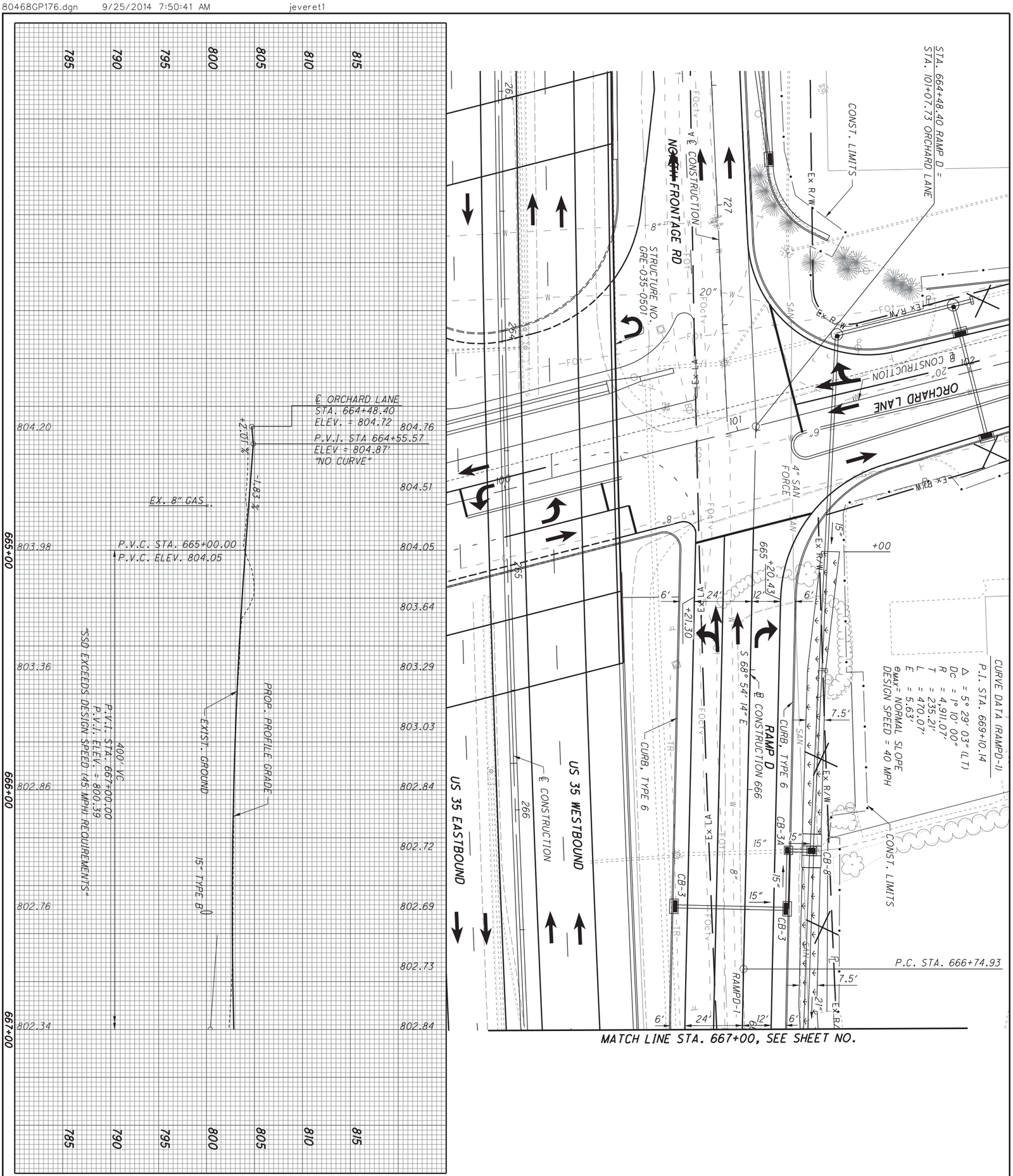
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED

PLAN AND PROFILE - RAMP C STA. 583+00 TO STA. 587+00

GRE-35-4.26

80468gp156.dgn 9/25/2014 7:50:24 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

228
876

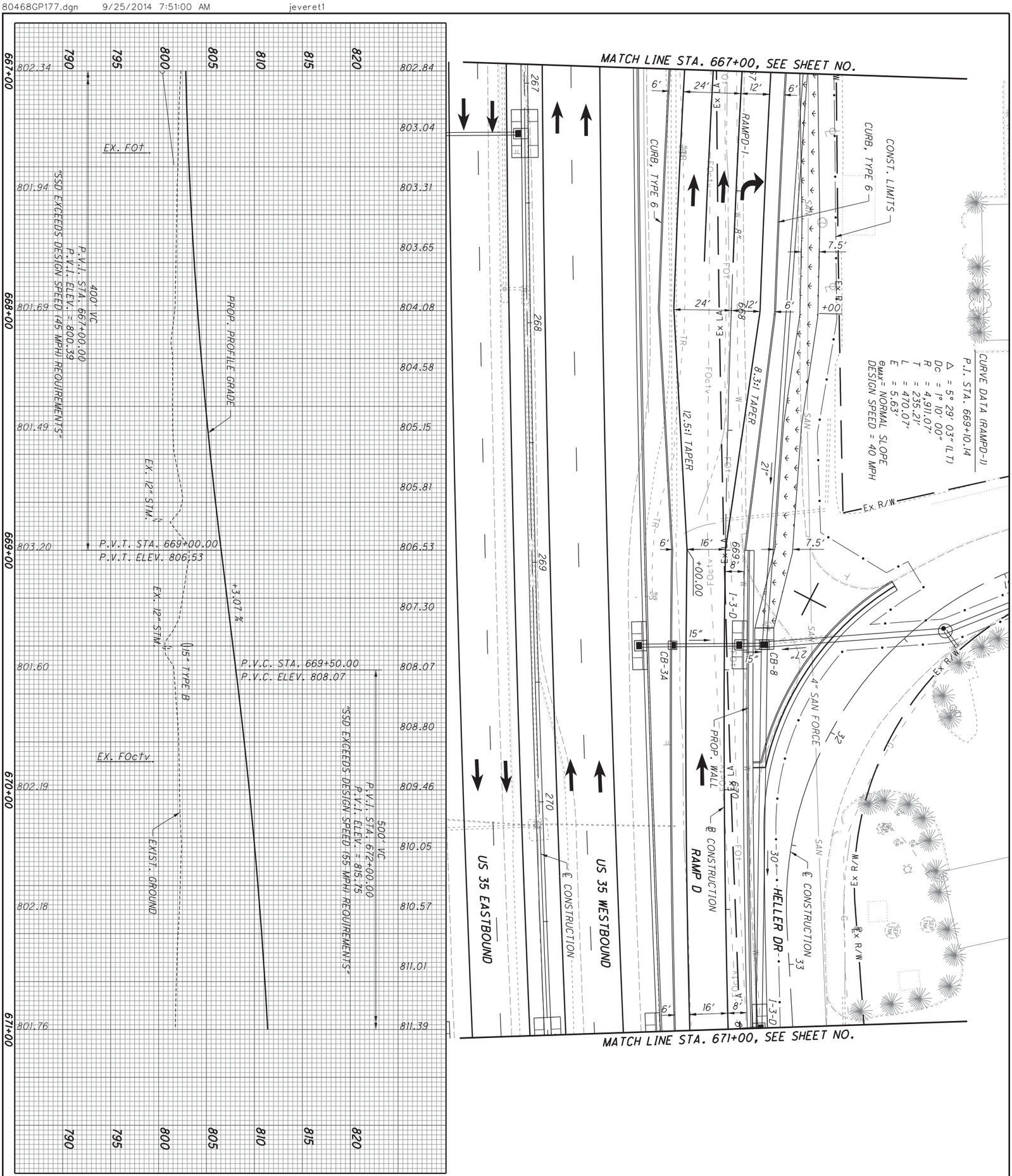
GRE-35-4.26

PLAN AND PROFILE - RAMP D
STA. 664+51.26 TO STA. 667+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

80468GP177.dgn 9/25/2014 7:51:00 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

229
876

GRE-35-4.26

PLAN AND PROFILE - RAMP D
STA. 667+00 TO STA. 671+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

CURVE DATA (RAMPD-1)

P.I. STA. 669+10.14

Δ = 5° 29′ 03″ (LT)
Dc = 1° 10′ 00″
R = 4,911.07′
T = 235.21′
L = 470.07′
E = 5.63′
e_{MAX} = NORMAL SLOPE
DESIGN SPEED = 40 MPH

P.T. STA. 671+45.00

MATCH LINE STA. 671+00, SEE SHEET NO.

MATCH LINE STA. 675+00, SEE SHEET NO.

Ex R/W

℄ CONSTRUCTION

CONST. LIMITS

HELLER DR

PROP. WALL

CURB, TYPE 6

I-3-D

S 74° 23′ 17″ E

+86.22

+31.06

+53.69

RAMP D

℄ CONSTRUCTION

US 35 WESTBOUND

US 35 EASTBOUND

34 35 271 272 273 274 672 673 674

16′ 6′ 8′ 15″ 23′ 30″ 8″

SAN FOT Ex LA

500′ VC
P.V.I. STA. 672+00.00
P.V.I. ELEV. = 815.75
"SSD EXCEEDS DESIGN SPEED (55 MPH) REQUIREMENTS"

+3.07 % -2.66 %

PROP. PROFILE GRADE

P.V.T. STA. 674+50.00
P.V.T. ELEV. 809.10

811.39 811.69 811.92 812.08 812.17 812.18 812.13 812.00 811.80 811.53 811.19 810.78 810.29 809.73 809.10

820 815 810 805 800 795 790

RAMP D PROFILE IN THIS AREA DEFINED BY US 35 PROFILE AND SUPERELEVATION. SEE PAVEMENT DETAIL SHEET NO. xx

15″ TYPE B

15″ TYPE B

EXIST. GROUND

EX. FOT.

801.76 801.56 800.81 800.03 798.51 797.97 796.77 795.68 794.61

671+00 672+00 673+00 674+00 675+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

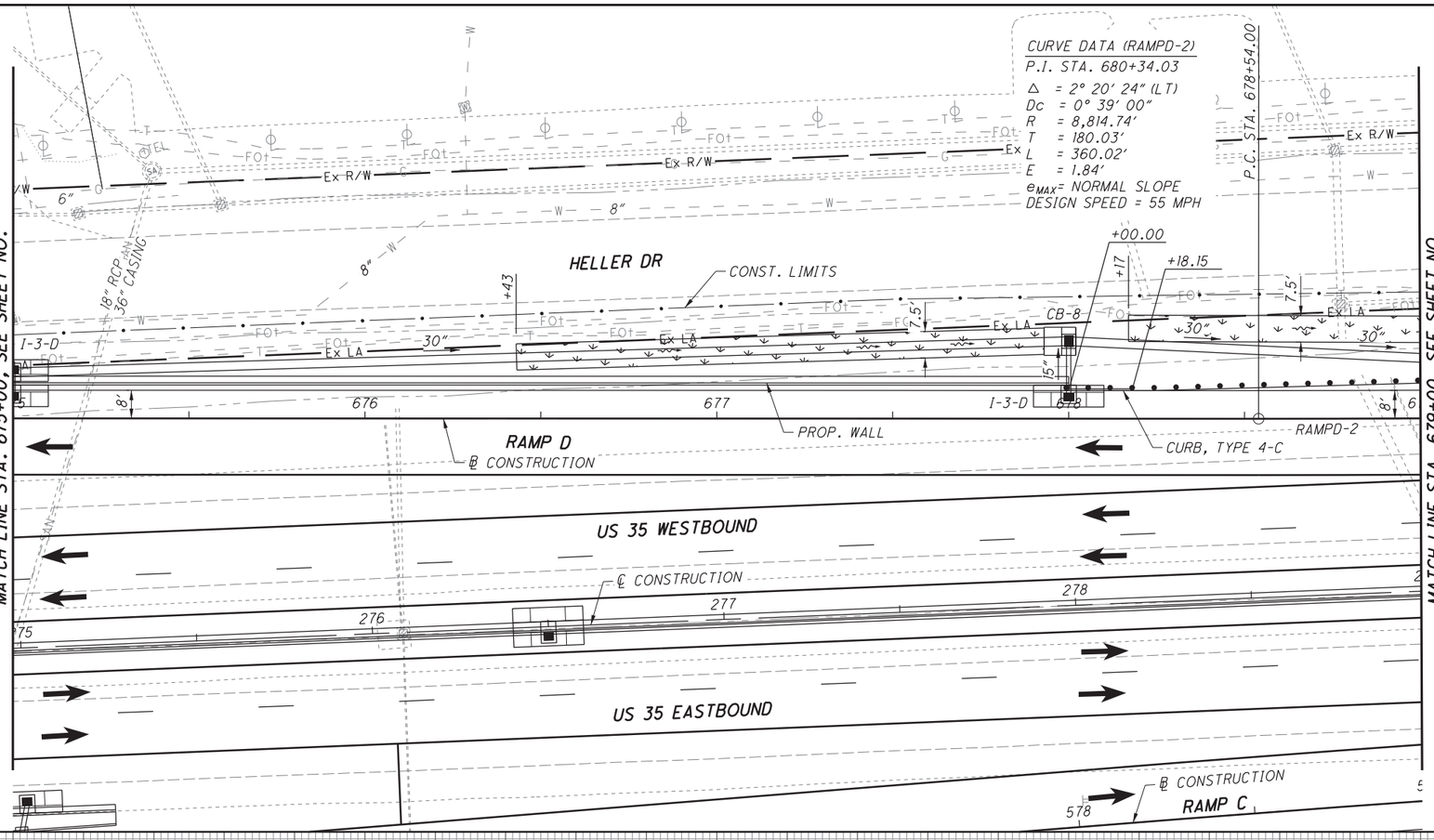
CALCULATED | CHECKED

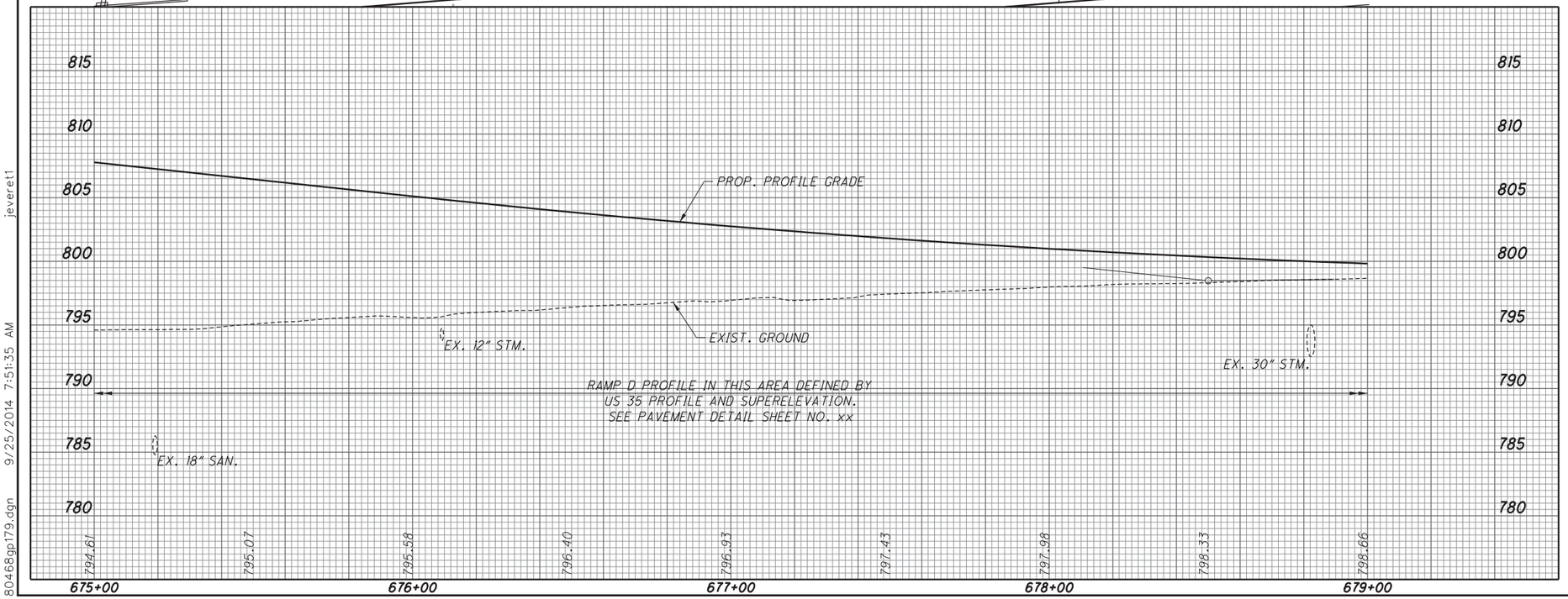
PLAN AND PROFILE - RAMP D
STA. 671+00 TO STA. 675+00

GRE-35-4.26

230
876

80468gp178.dgn 9/25/2014 7:51:18 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE - RAMP D
STA. 675+00 TO STA. 679+00

GRE-35-4.26

231
876

80468gp179.dgn 9/25/2014 7:51:35 AM jeveret1

CURVE DATA (RAMPD-2)
P.I. STA. 680+34.03
△ = 2° 20' 24" (LT)
Dc = 0° 39' 00"
R = 8,814.74'
T = 180.03'
L = 360.02'
E = 1.84'
e_{MAX} = NORMAL SLOPE
DESIGN SPEED = 55 MPH

HELLER DR

P.T. STA. 682+14.01 RAMP D = STA. 282+14.01, US 35, 43.5' LT.

CONST. LIMITS

MATCH LINE STA. 679+00, SEE SHEET NO.

CB-8

MH-3

RAMPD-2

RAMP D
℄ CONSTRUCTION

US 35 WESTBOUND

℄ CONSTRUCTION

US 35 EASTBOUND

℄ CONSTRUCTION
RAMP C

6" Ex R/W
8" W
Ex R/W
Ex LA
30"
36"
48"
7.5'
8'
+00

679 680 681 682 280 281 282 580 581 582

PROP. PROFILE GRADE

EXIST. GROUND

48" TYPE B

RAMP D PROFILE IN THIS AREA DEFINED BY US 35 PROFILE AND SUPERELEVATION. SEE PAVEMENT DETAIL SHEET NO. xx

END RAMP D STA. 682+14.01

815 810 805 800 795 790 785 780

798.66 799.02 799.15 799.34 799.48 799.71 799.97

679+00 680+00 681+00 682+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

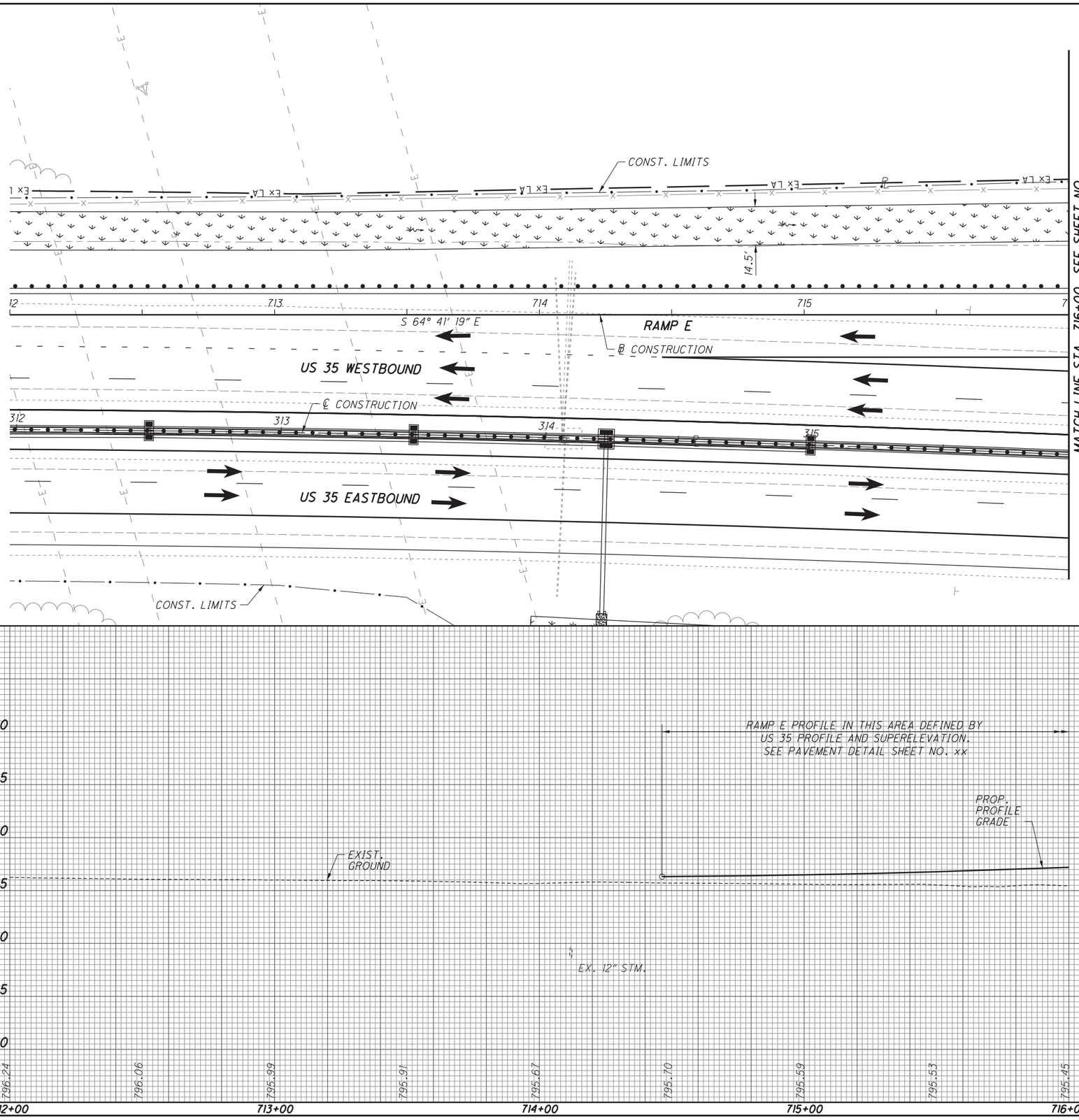
CALCULATED
CHECKED

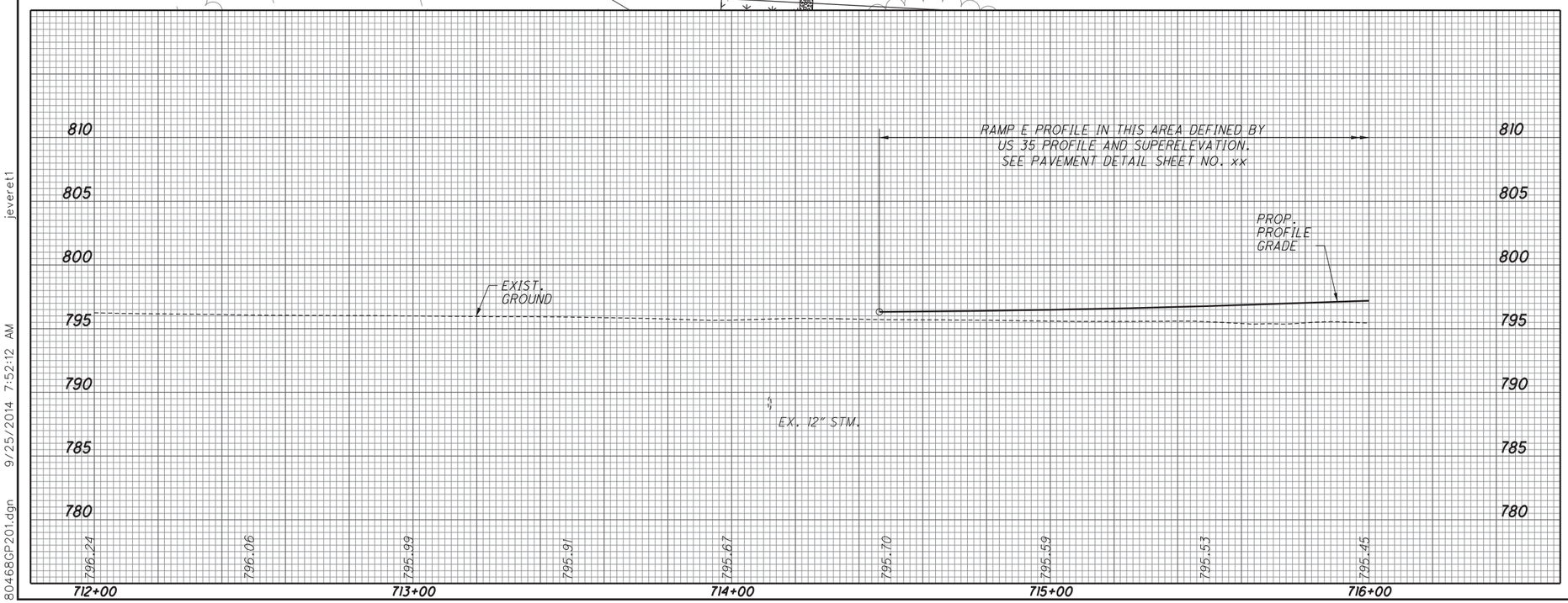
PLAN AND PROFILE - RAMP D
STA. 679+00 TO 682+14.01

GRE-35-4.26

232
876

80468gp180.dgn 9/25/2014 7:51:53 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

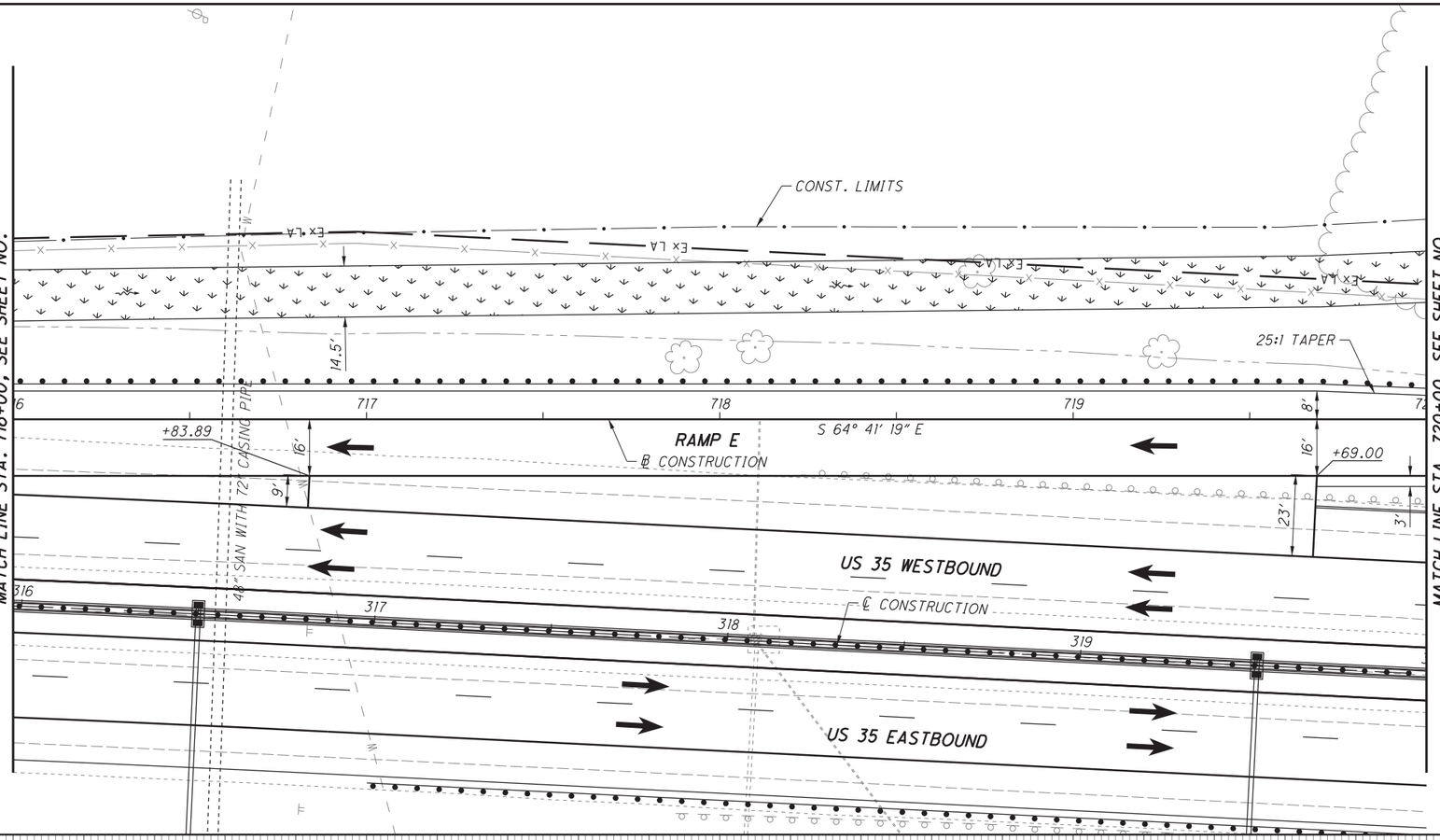
CALCULATED
CHECKED

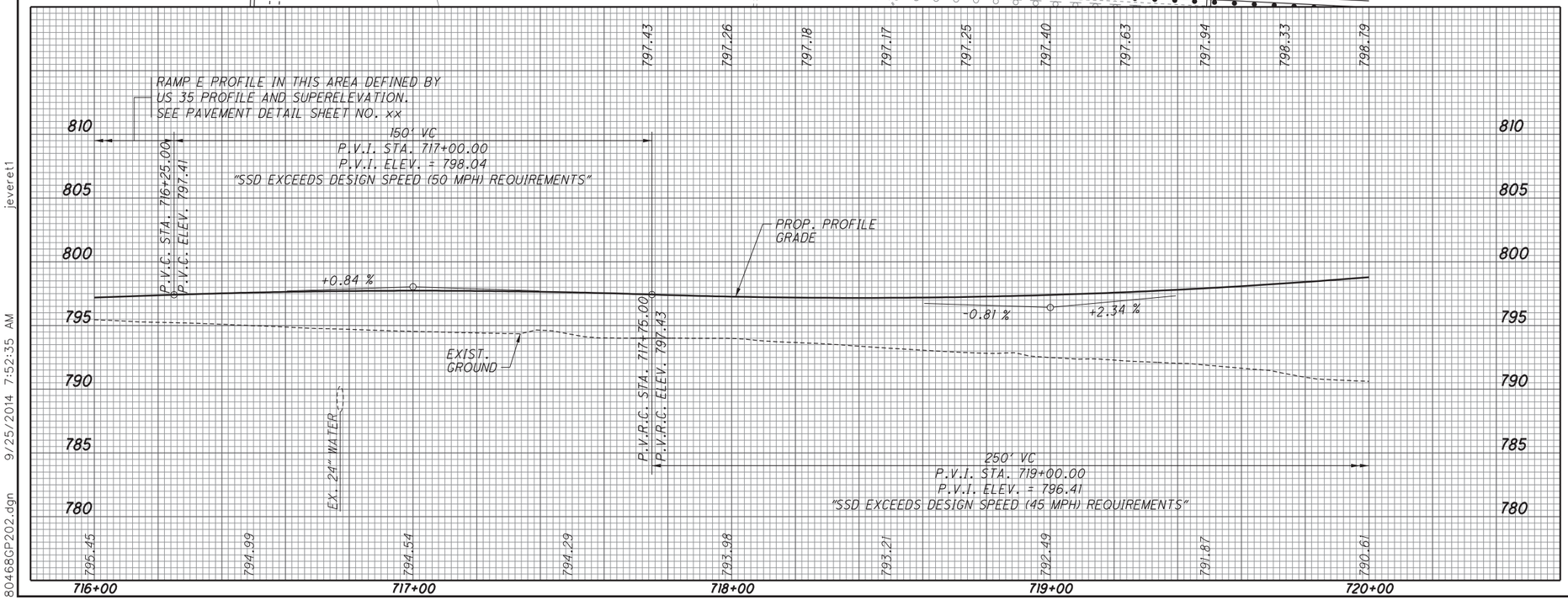
PLAN AND PROFILE - RAMP E STA. 712+00 TO 716+00

GRE-35-4.26

233
876

80466GP201.dgn 9/25/2014 7:52:12 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

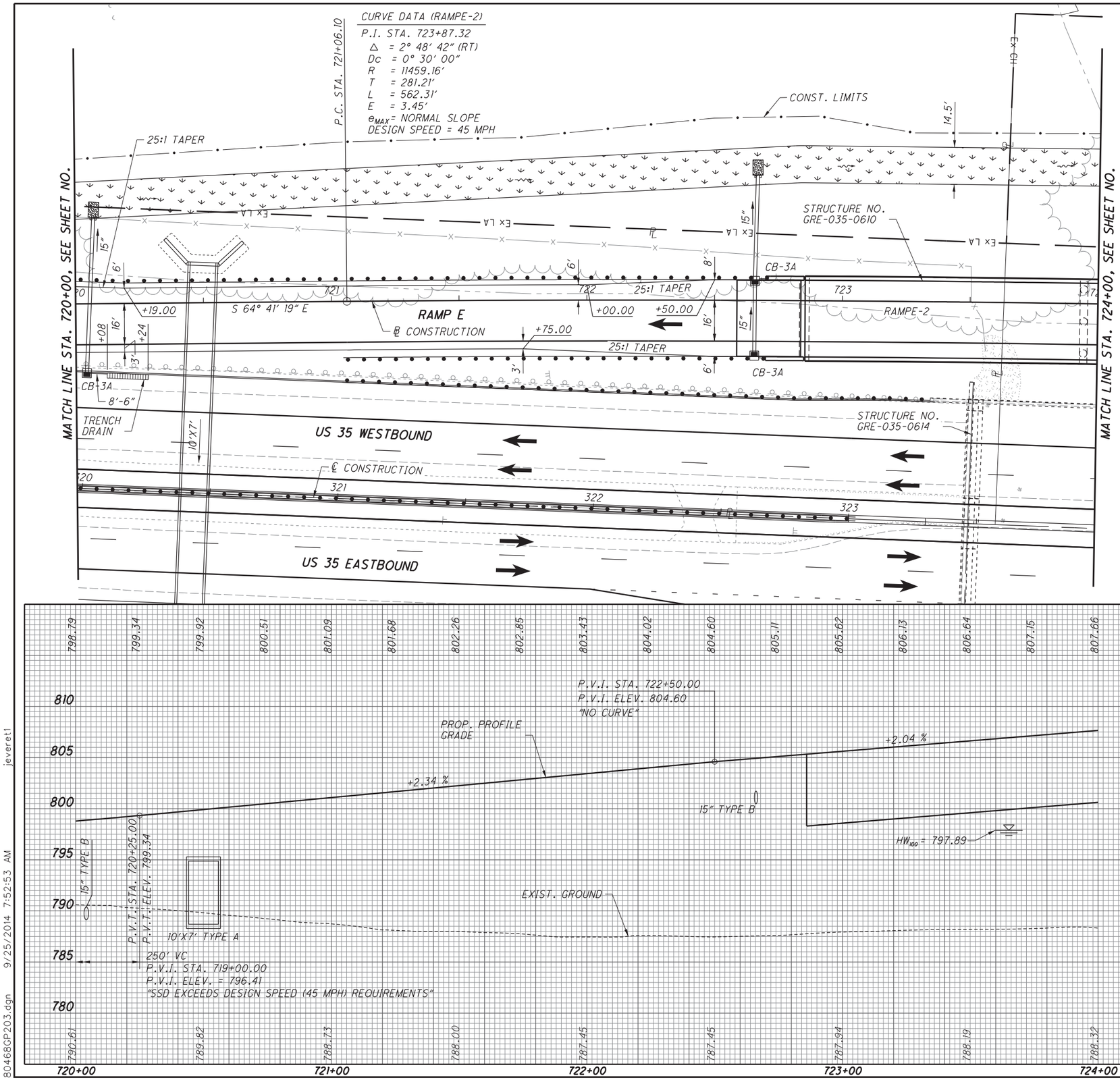
CALCULATED | CHECKED

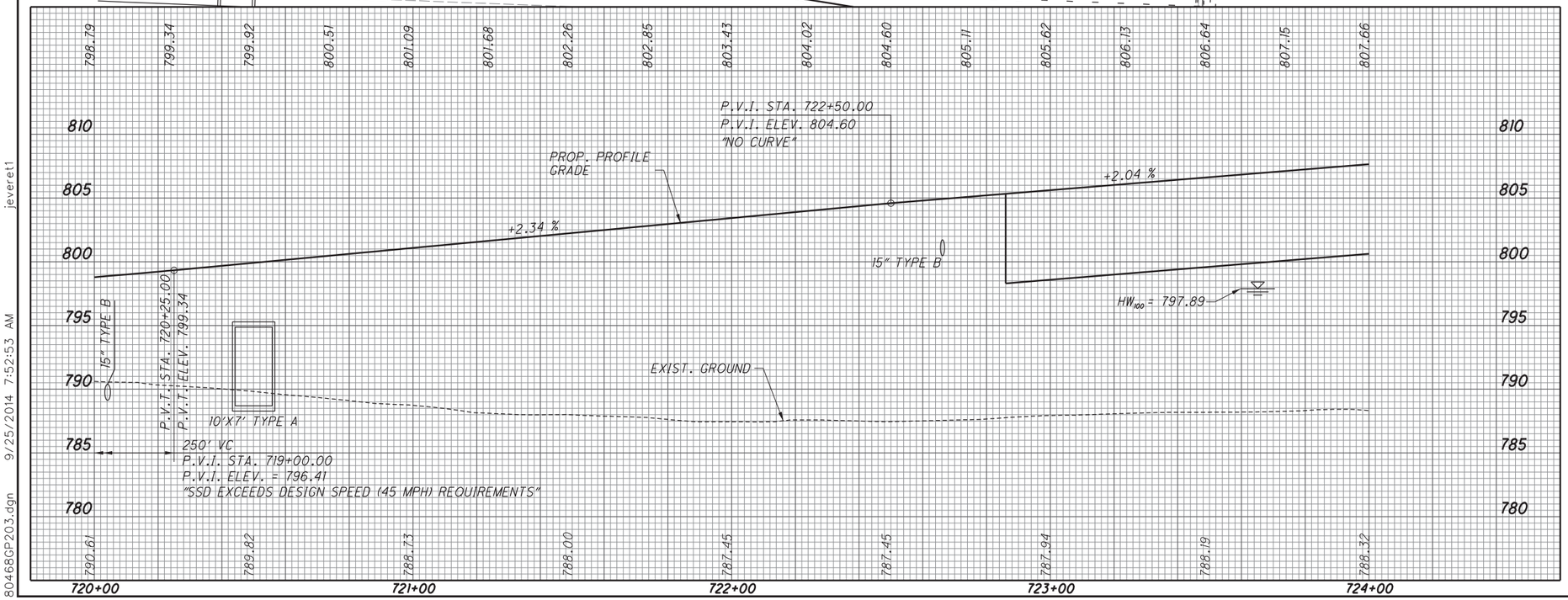
PLAN AND PROFILE - RAMP E STA. 716+00 TO STA. 720+00

GRE-35-4.26

234
876

80468GP202.dgn 9/25/2014 7:52:35 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

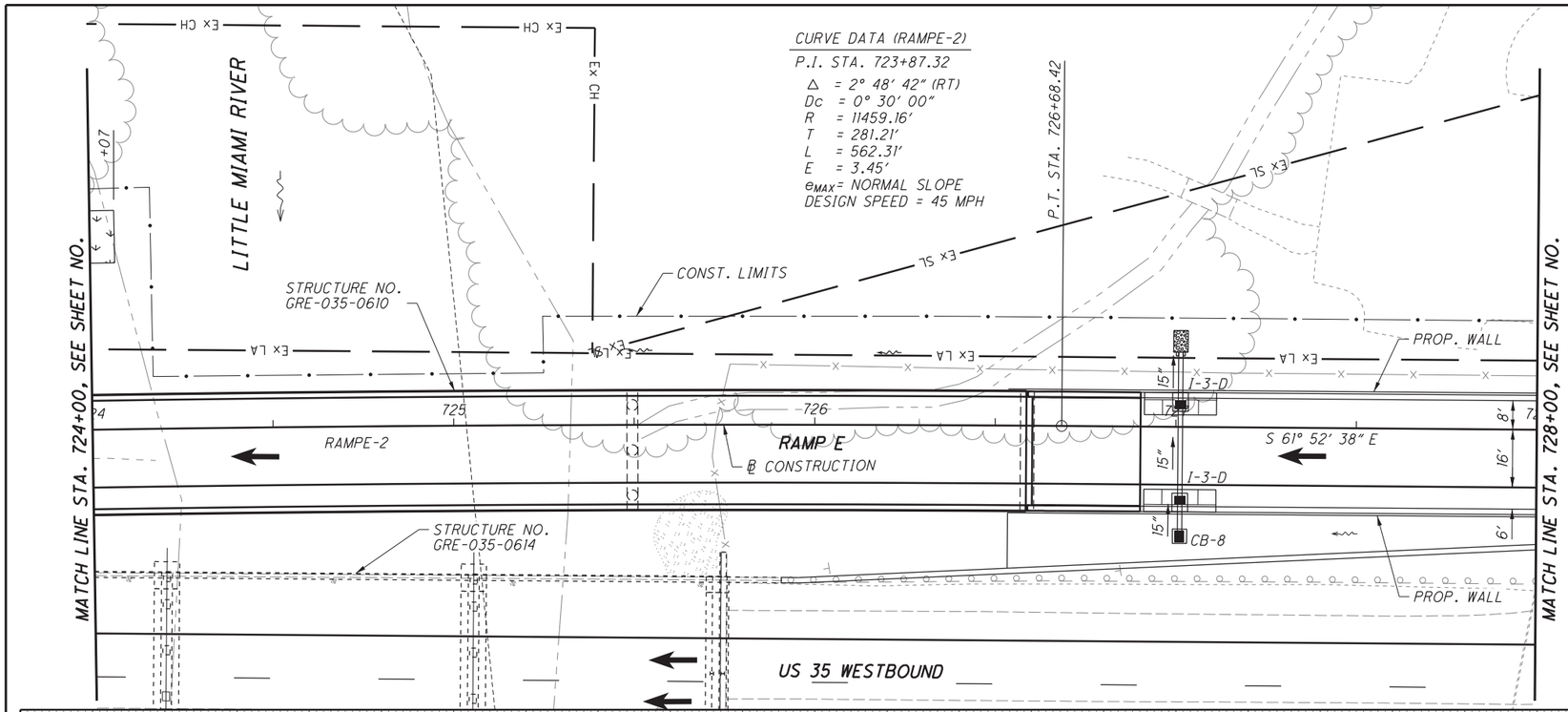
CALCULATED | CHECKED

PLAN AND PROFILE - RAMP E STA. 720+00 TO STA. 724+00

GRE-35-4.26

235
876

80468GP203.dgn 9/25/2014 7:52:53 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET

CALCULATED

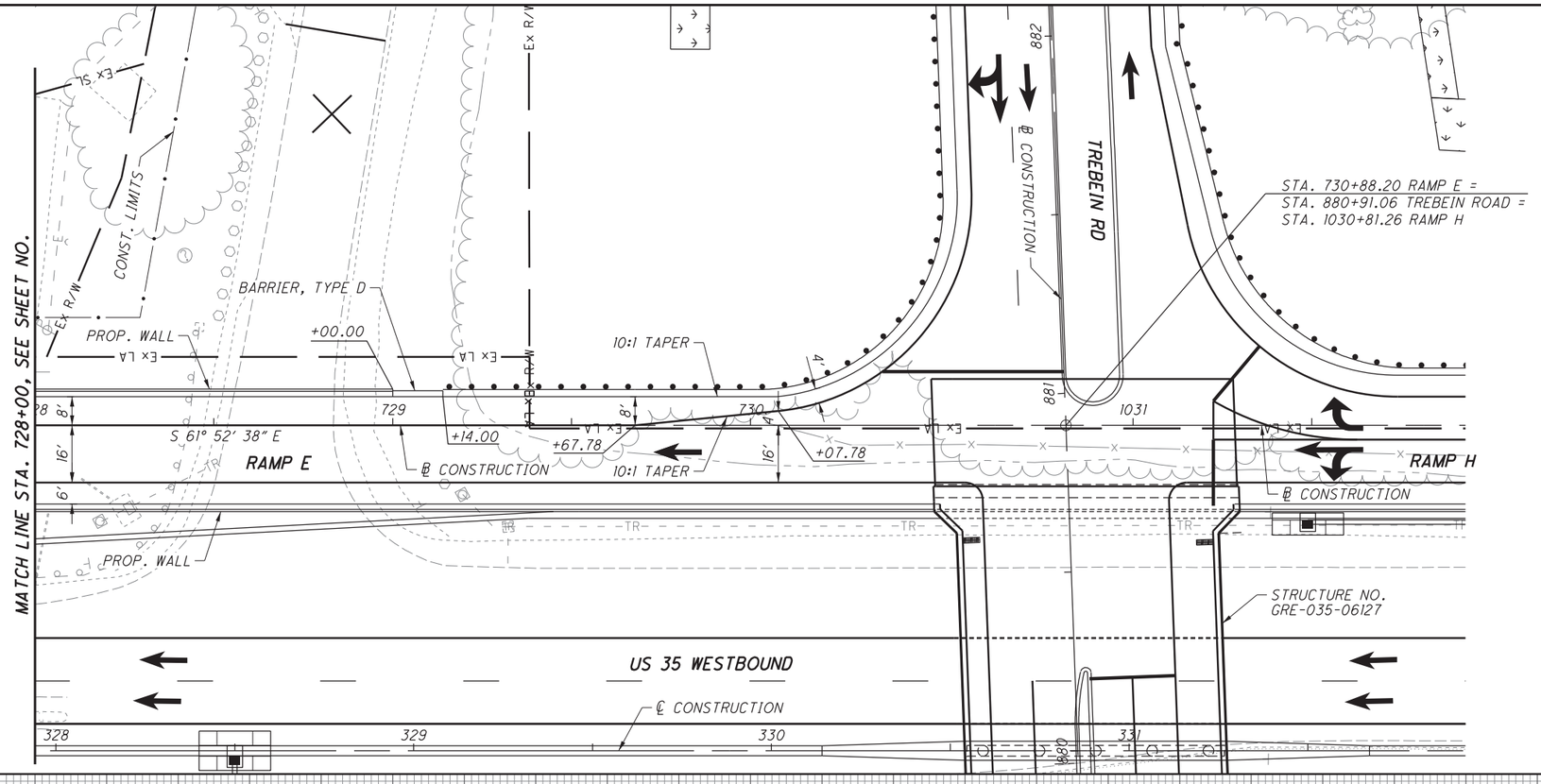
CHECKED

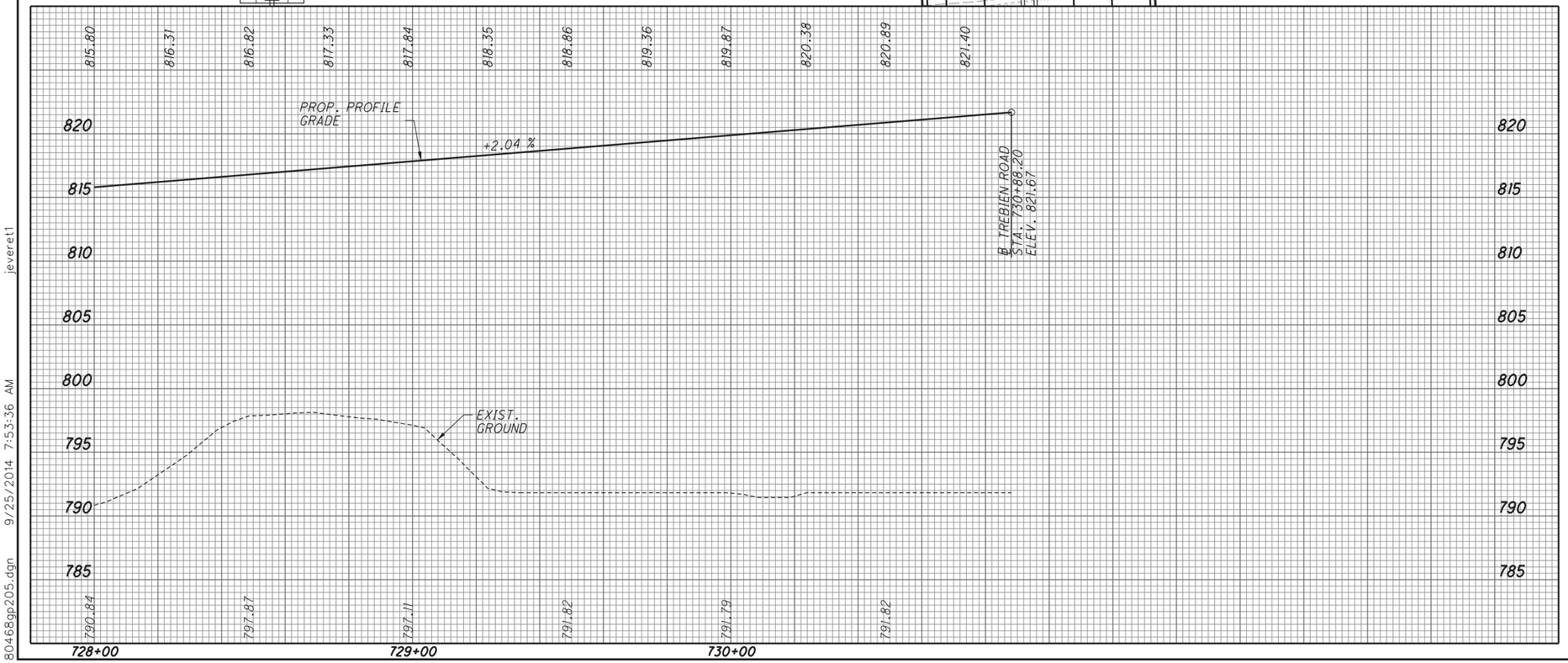
PLAN AND PROFILE - RAMP E STA. 724+00 TO STA. 728+00

GRE-35-4.26

236
876

80468gp204.dgn 9/25/2014 7:53:12 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

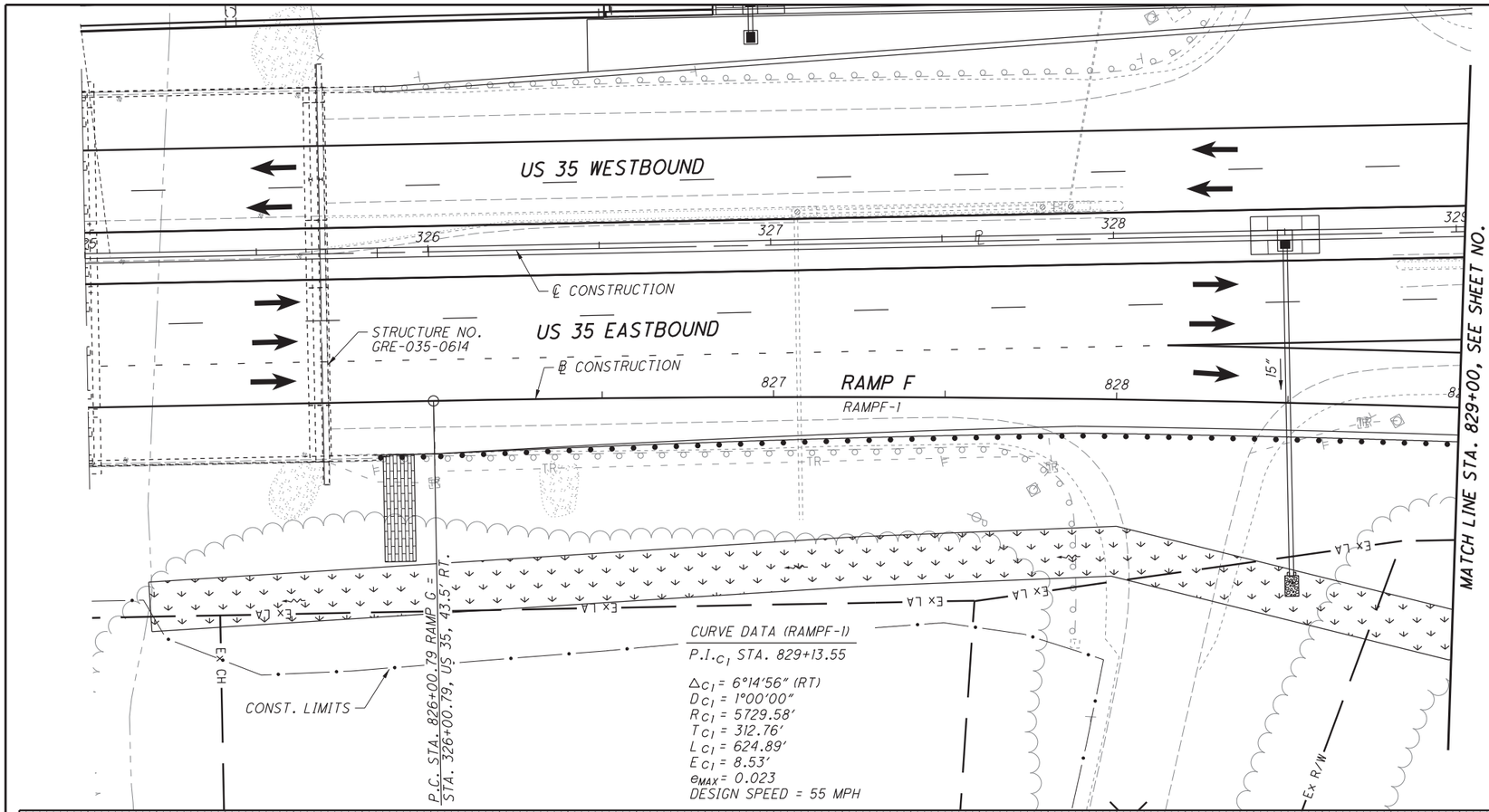
CHECKED

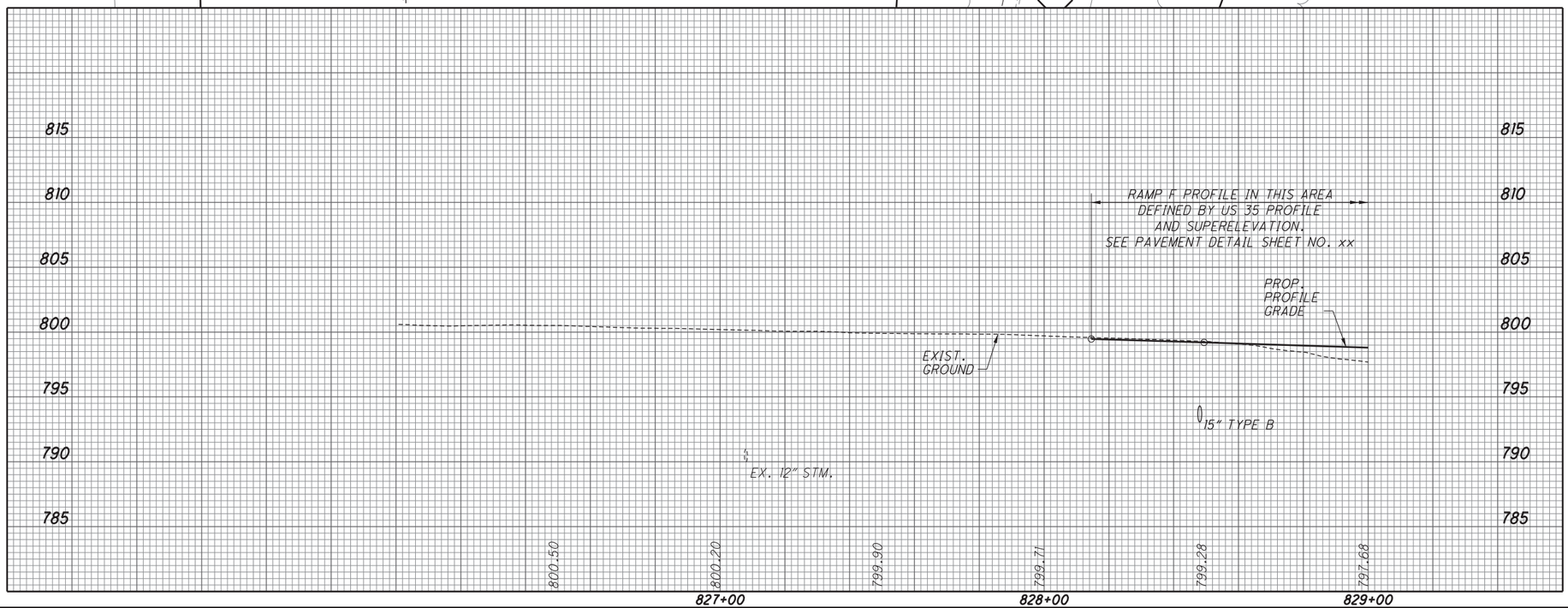
PLAN AND PROFILE - RAMP E
STA. 728+00 TO STA. 730+88.20

GRE-35-4.26

237
876

80468gp205.dgn 9/25/2014 7:53:36 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE - RAMP F
STA. 826+00.79 TO STA. 829+00

GRE-35-4.26

238
876

80468GP226.dgn 9/25/2014 7:53:58 AM jeveret1

CURVE DATA (RAMPF-1 AND RAMPF-2)

Δ = 23°00'00" (RT)
D_{C_1} = 1°00'00"
D_{C_2} = 22°00'00"
R_{C_1} = 5729.58'
R_{C_2} = 260.44'
L_S = 200.00'

Δ_{C_1} = 6°14'56" (RT)
Δ_{C_2} = 148°38'51" (RT)
T_{C_1} = 131.62' LT
T_{C_2} = 70.65' ST
E_{C_1} = 8.53'
E_{C_2} = 703.42'
e_{MAX} = 0.059
DESIGN SPEED = 55 MPH

STRUCTURE NO. GRE-035-0627

US 35 WESTBOUND

US 35 EASTBOUND

℄ CONSTRUCTION

℄ CONSTRUCTION

RAMP F

RAMPF-1

MATCH LINE STA. 829+00, SEE SHEET NO.

MATCH LINE STA. 833+00, SEE SHEET NO.

MH-3

CB-8A

48"

Ex LA

23'

16'

8'

3'

+56.47

+06.47

25:1 TAPER

6'

7.5'

+17

C.S. STA. 832+25.68

28'

℄ CONSTRUCTION

VALLEY RD

CURVE DATA (RAMPF-1)

P.I.$_{C_1}$ STA. 829+13.55

Δ_{C_1} = 6°14'56" (RT)
D_{C_1} = 1°00'00"
R_{C_1} = 5729.58'
T_{C_1} = 312.76'
L_{C_1} = 624.89'
E_{C_1} = 8.53'
e_{MAX} = 0.023
DESIGN SPEED = 55 MPH

RAMP F PROFILE IN THIS AREA DEFINED BY US 35 PROFILE AND SUPERELEVATION. SEE PAVEMENT DETAIL SHEET NO. xx

PROP. PROFILE GRADE

EXIST. GROUND

-0.81 %

805 800 795 790 785 780 775

797.68 796.02 794.48 793.19 792.15 790.34 790.19 789.98 789.78

796.57 796.37 796.17 795.96 795.76 795.56

829+00 830+00 831+00 832+00 833+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

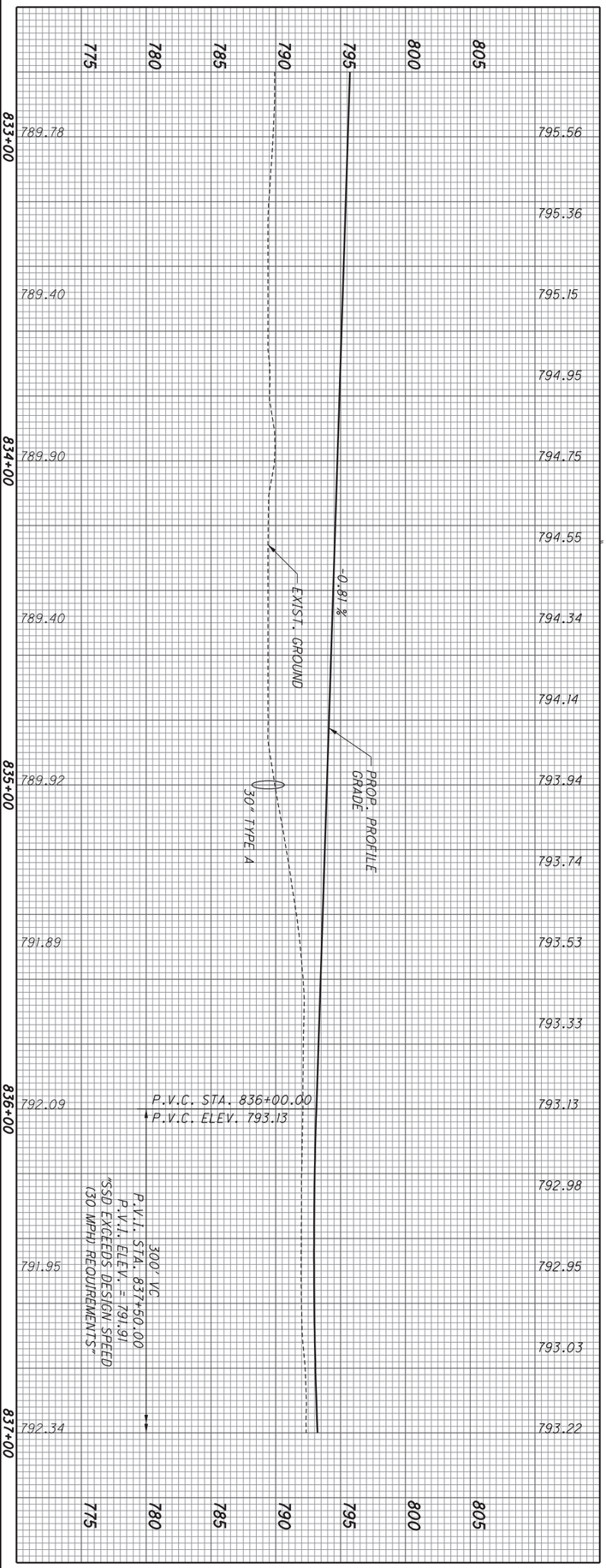
PLAN AND PROFILE - RAMP F STA. 829+00 TO STA. 833+00

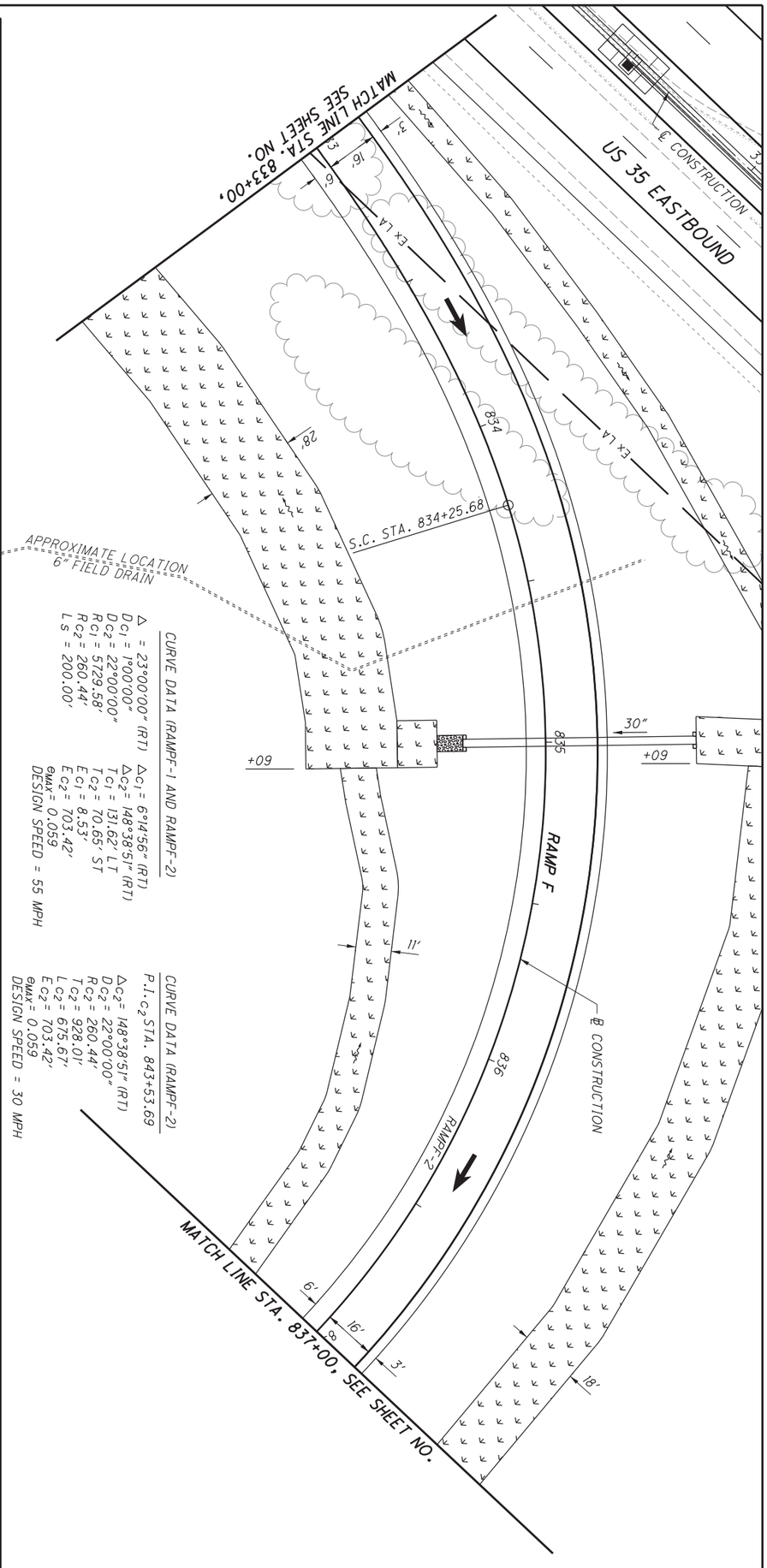
GRE-35-4.26

239
876

80468GP227.dgn 9/25/2014 7:54:17 AM jeveret1

80468gp228.dgn 9/25/2014 7:54:36 AM jeveret1





CURVE DATA (RAMPF-1 AND RAMPF-2)

Δ = 23°00'00" (RT) Δ_{C_1} = 6°14'56" (RT)
D_{C_1} = 1°00'00" Δ_{C_2} = 148°38'51" (RT)
D_{C_2} = 22°00'00" T_{C_1} = 131.62' LT
R_{C_1} = 5729.58' T_{C_2} = 701.65' ST
R_{C_2} = 260.44' E_{C_1} = 8.53'
L_S = 200.00' E_{C_2} = 703.42'
e_{MAX} = 0.059
DESIGN SPEED = 55 MPH

CURVE DATA (RAMPF-2)

P.I.-C_2 STA. 843+53.69
Δ_{C_2} = 148°38'51" (RT)
D_{C_2} = 22°00'00"
R_{C_2} = 260.44'
T_{C_2} = 928.01'
L_{C_2} = 675.67'
E_{C_2} = 703.42'
e_{MAX} = 0.059
DESIGN SPEED = 30 MPH

REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

240
876

GRE-35-4.26

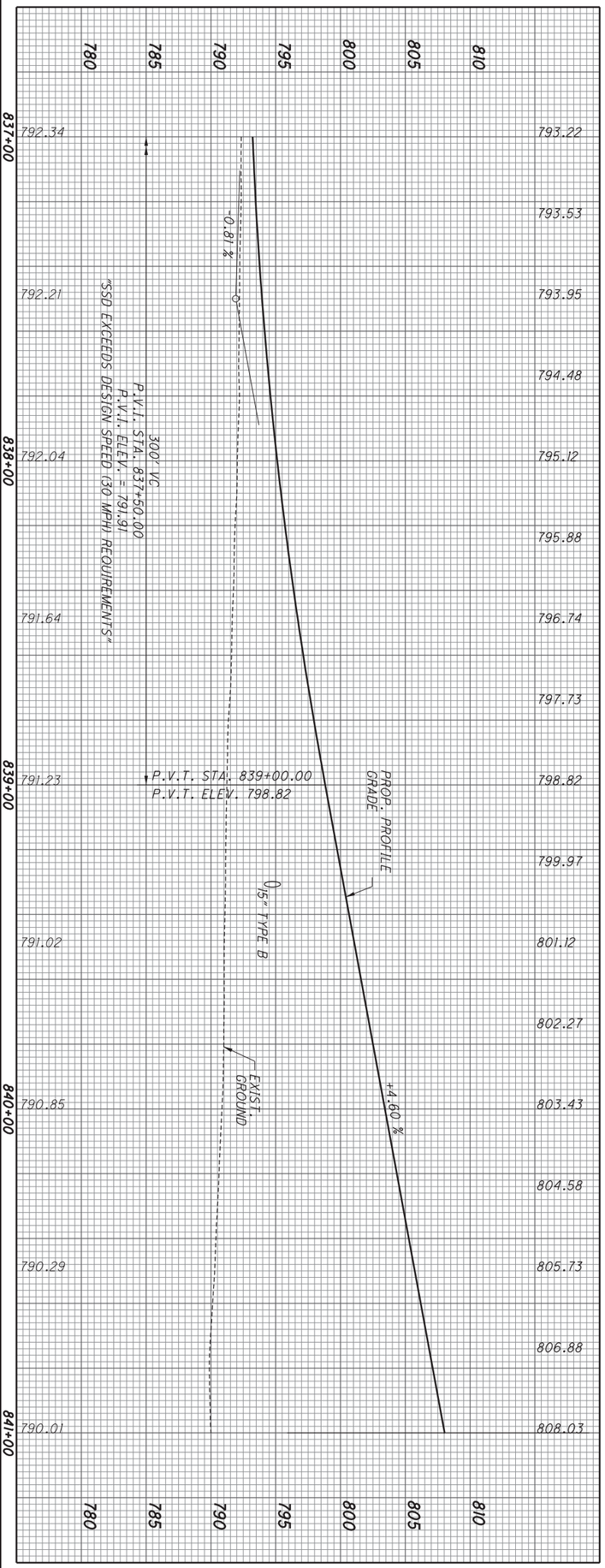
PLAN AND PROFILE - RAMP F
STA. 833+00 TO STA. 837+00

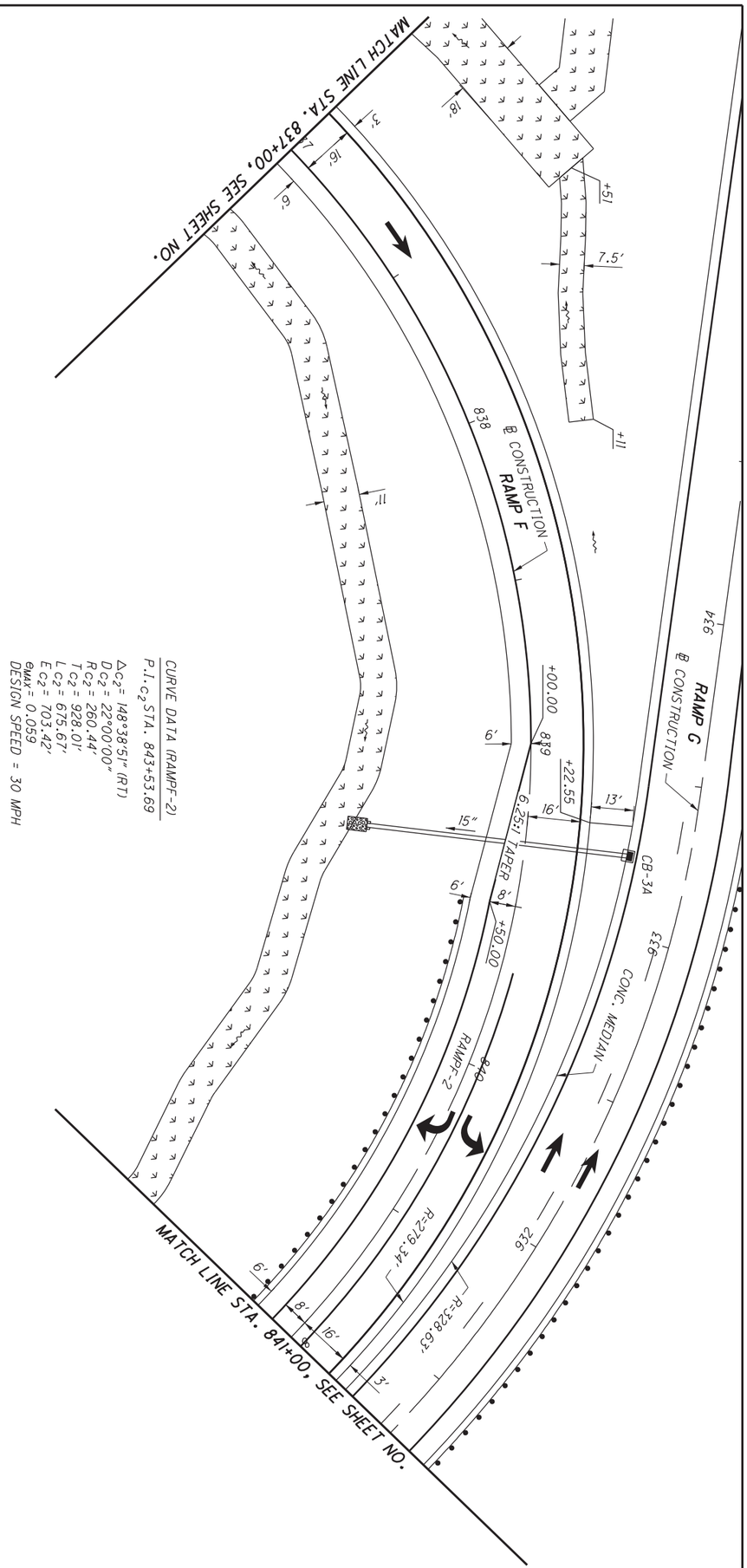
CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

N

80468gp229.dgn 9/25/2014 7:54:55 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

241
876

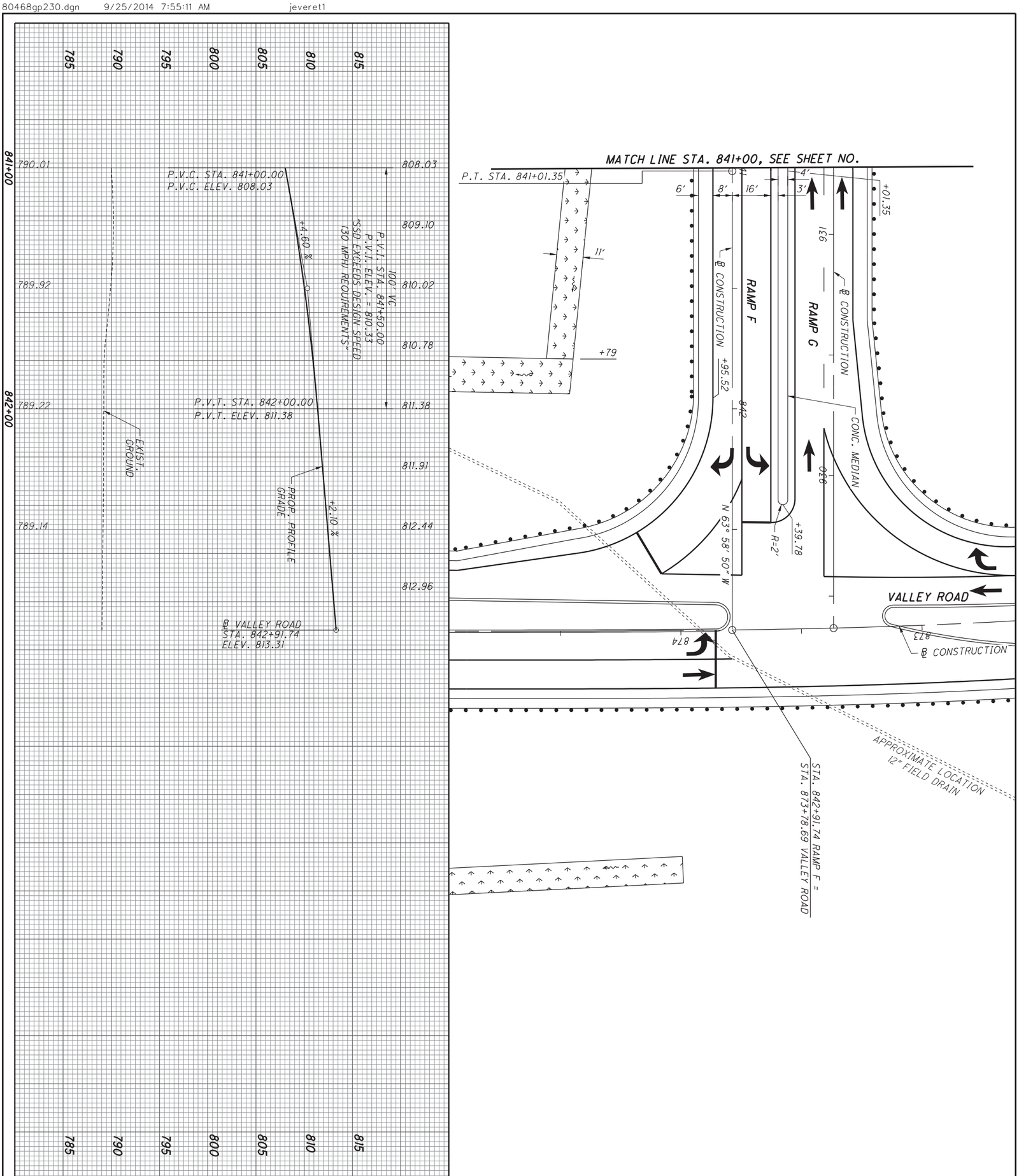
GRE-35-4.26

PLAN AND PROFILE - RAMP F
STA. 837+00 TO STA. 841+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

242
876

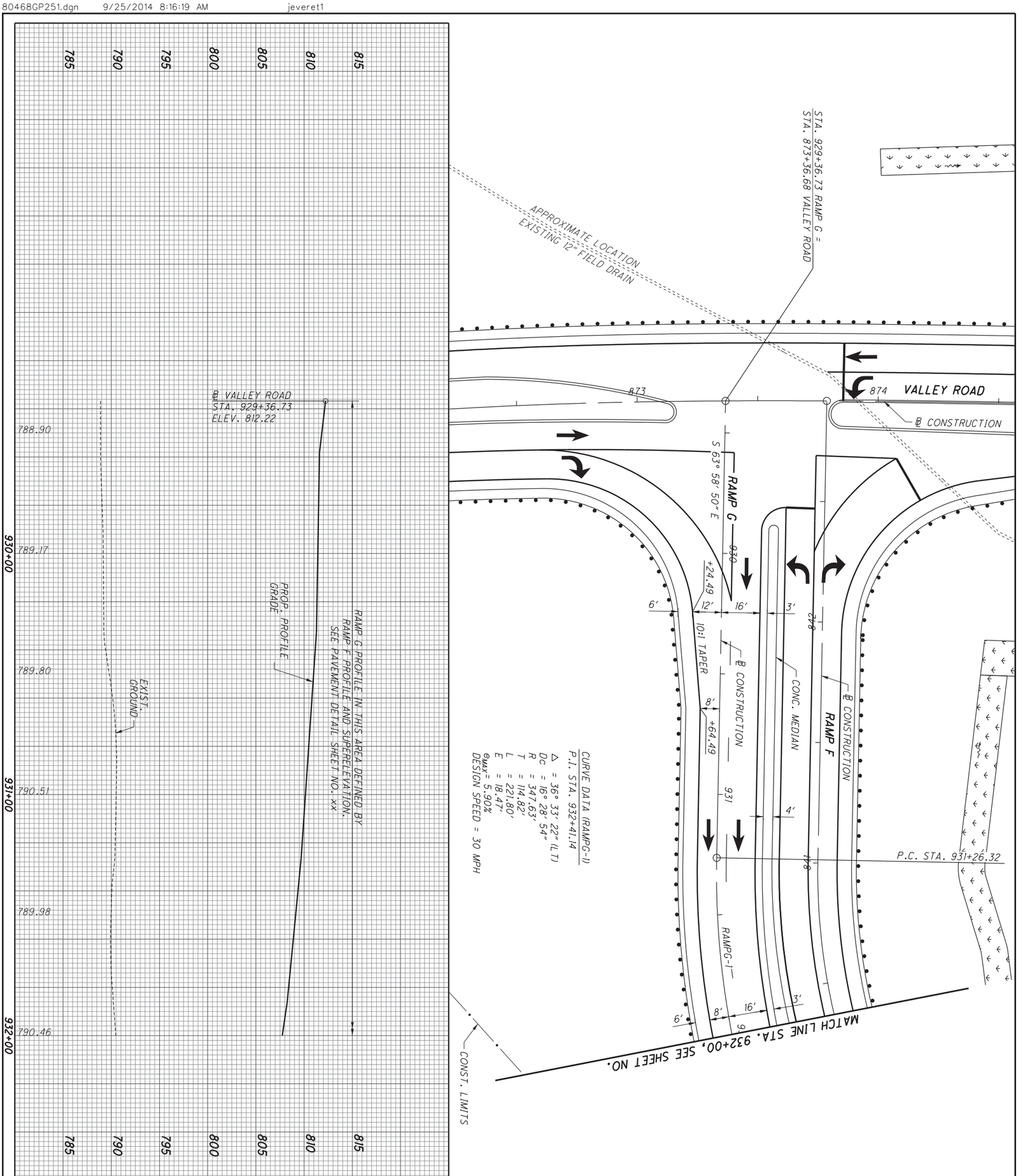
GRE-35-4.26

PLAN AND PROFILE - RAMP F
STA. 841+00 TO STA. 842+91.74

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP251.dgn 9/25/2014 8:16:19 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

243
876

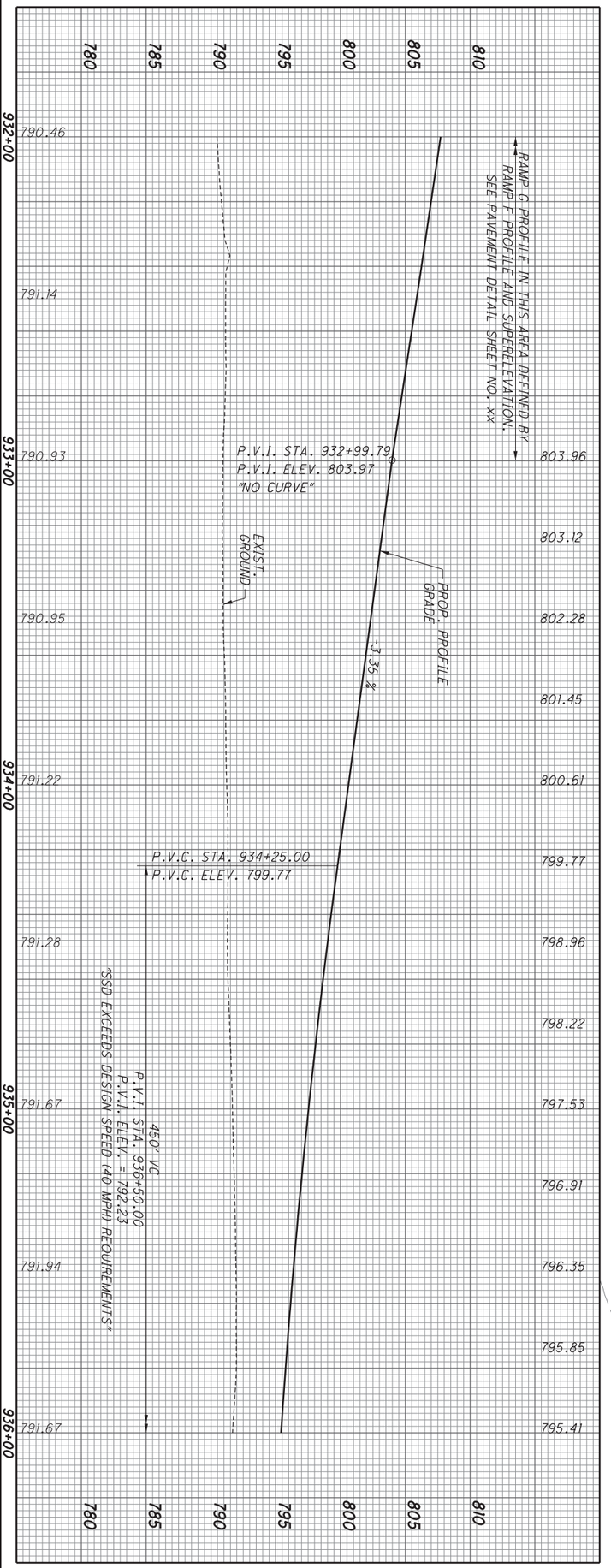
GRE-35-4.26

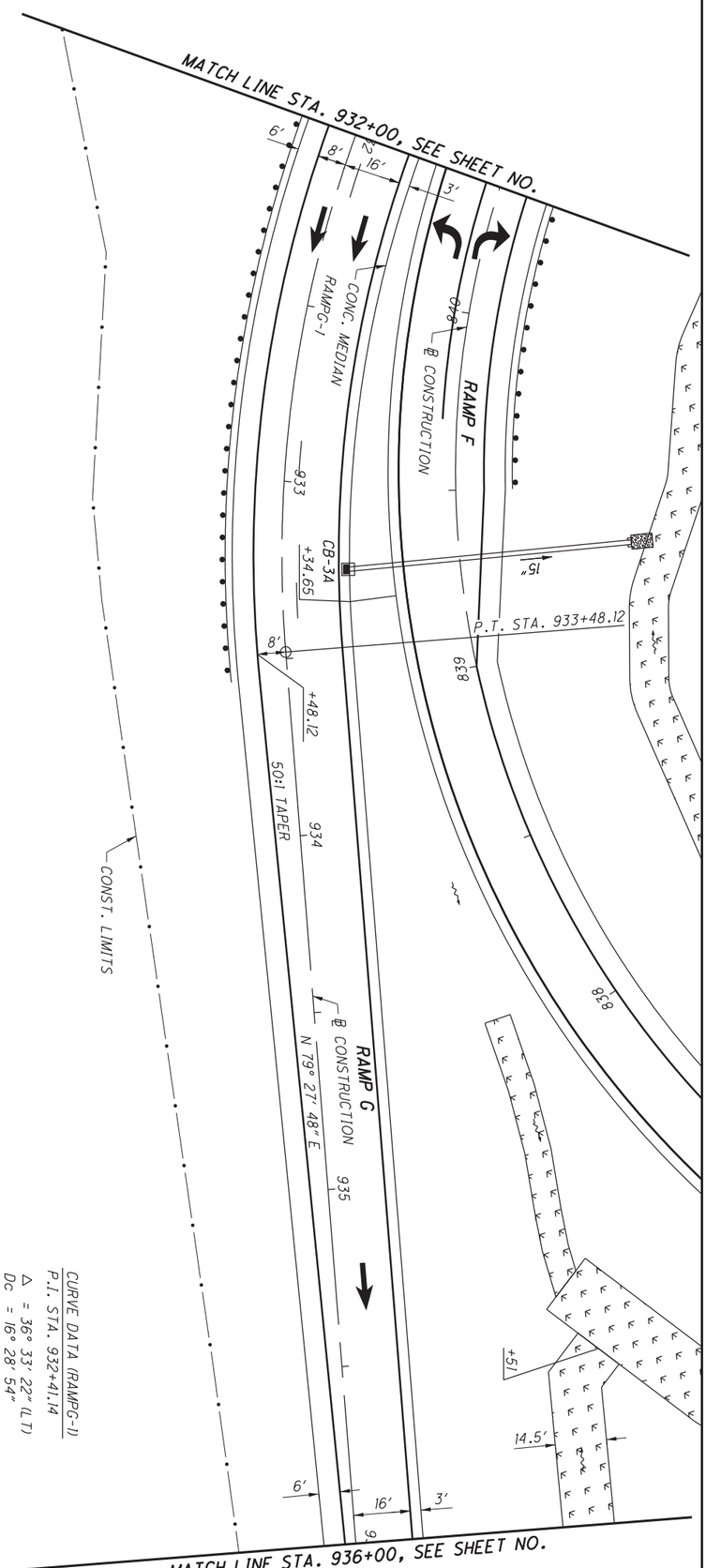
PLAN AND PROFILE - RAMP G
STA. 929+36.73 TO STA. 932+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

80468GP252.dgn 9/25/2014 8:16:33 AM jeveret1





CURVE DATA (RAMP C-1)
P.I. STA. 932+41.14
Δ = 36° 33' 22" (LT)
Dc = 16° 28' 54"
R = 347.63'
T = 114.82'
L = 221.80'
E = 18.47'
e_{MAX} = 5.90%
DESIGN SPEED = 30 MPH

REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

244
876

GRE-35-4.26

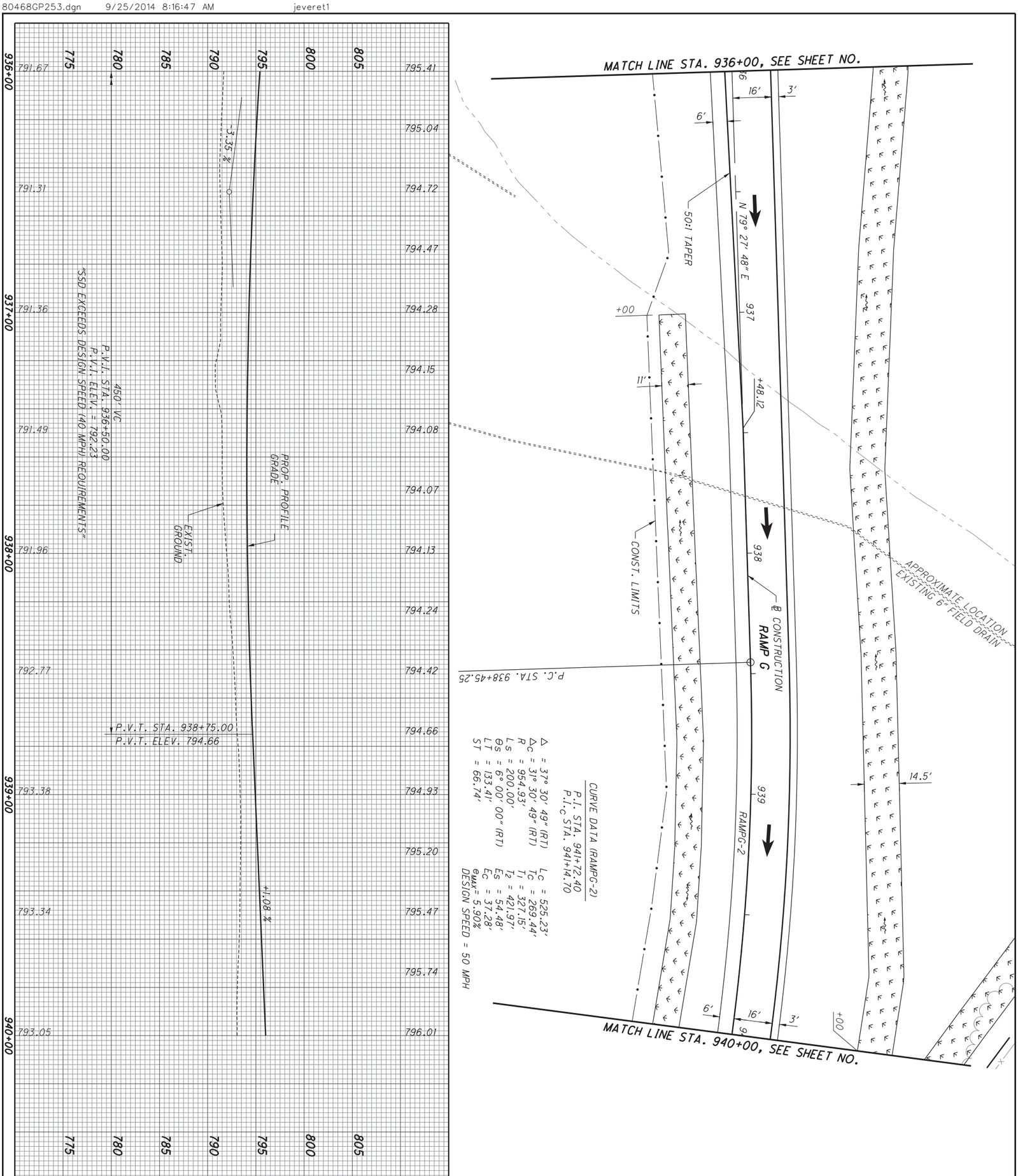
PLAN AND PROFILE - RAMP G
STA. 932+00 TO STA. 936+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468GP253.dgn 9/25/2014 8:16:47 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

245
876

GRE-35-4.26

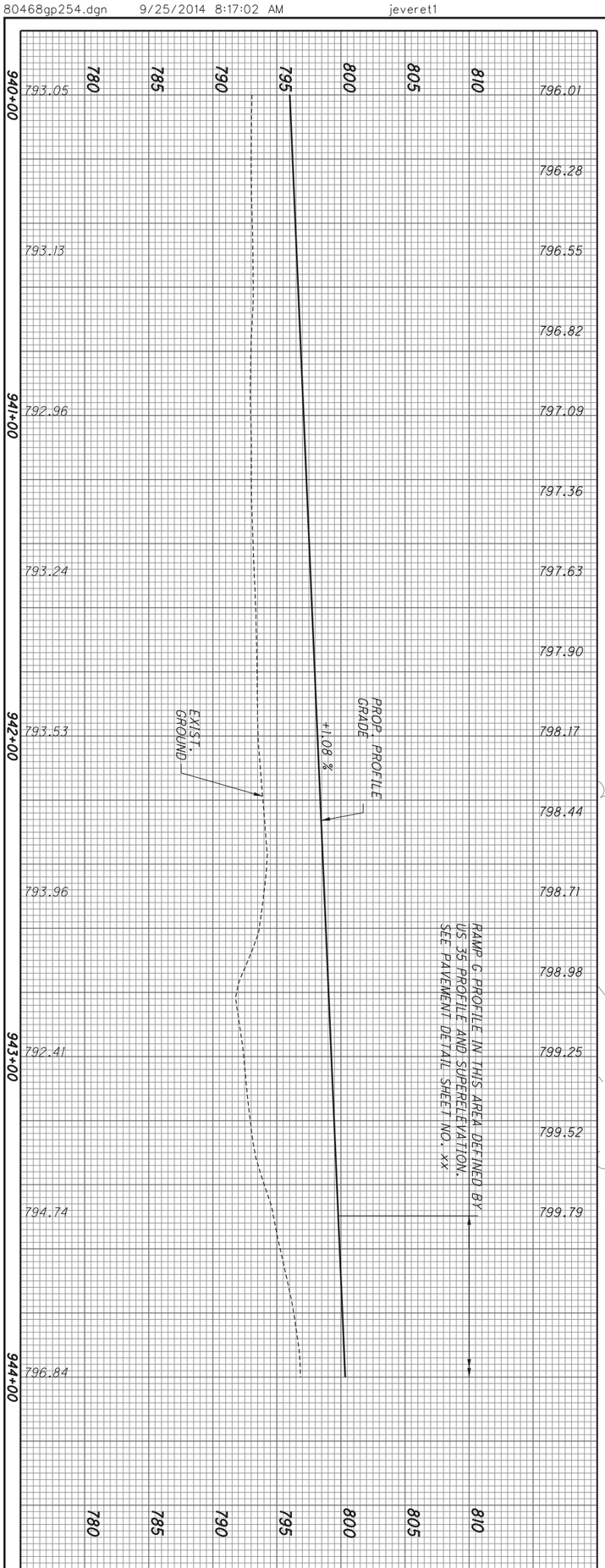
PLAN AND PROFILE - RAMP G
STA. 936+00 TO STA. 940+00

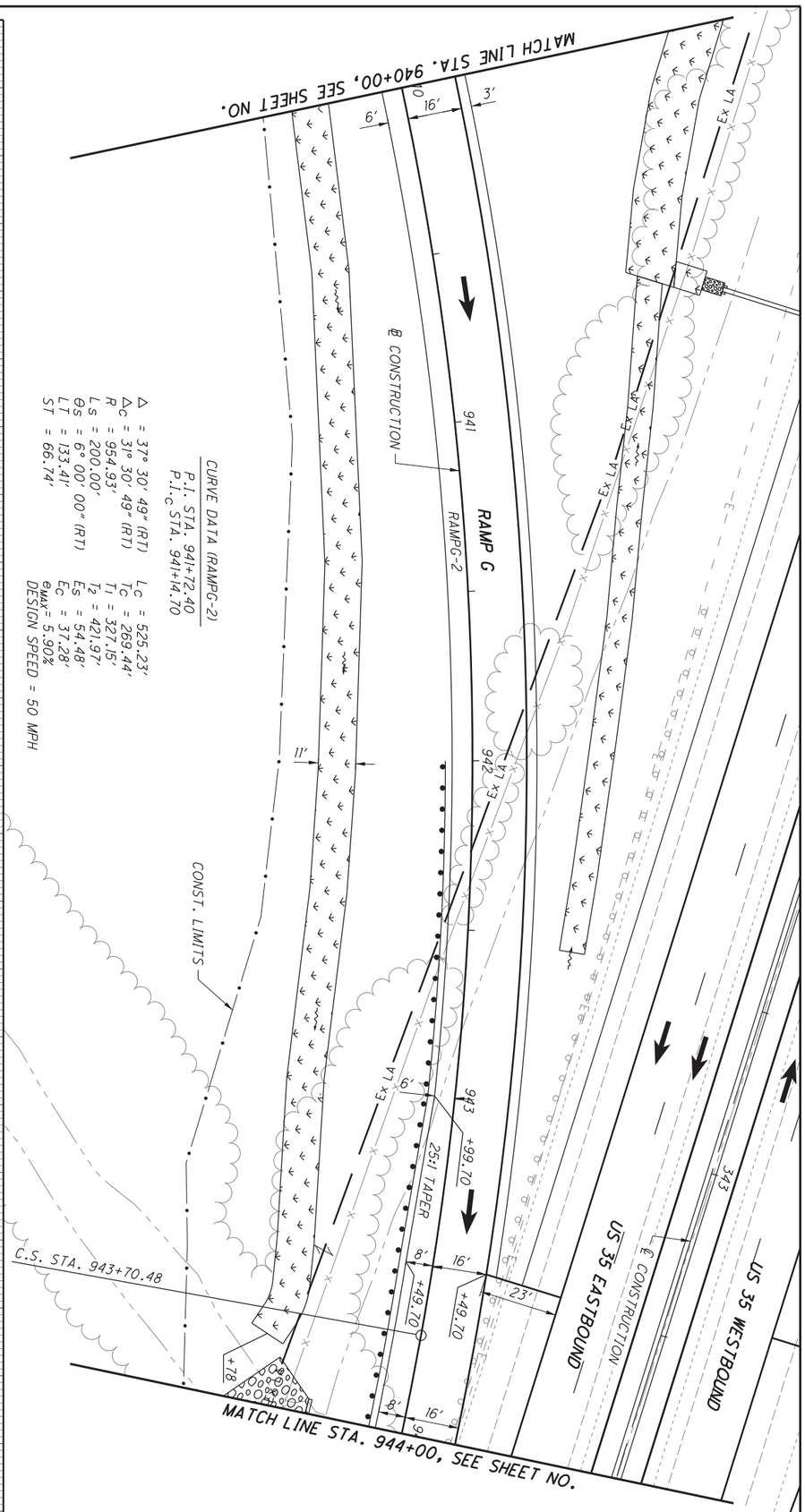
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468gp254.dgn 9/25/2014 8:17:02 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

246
876

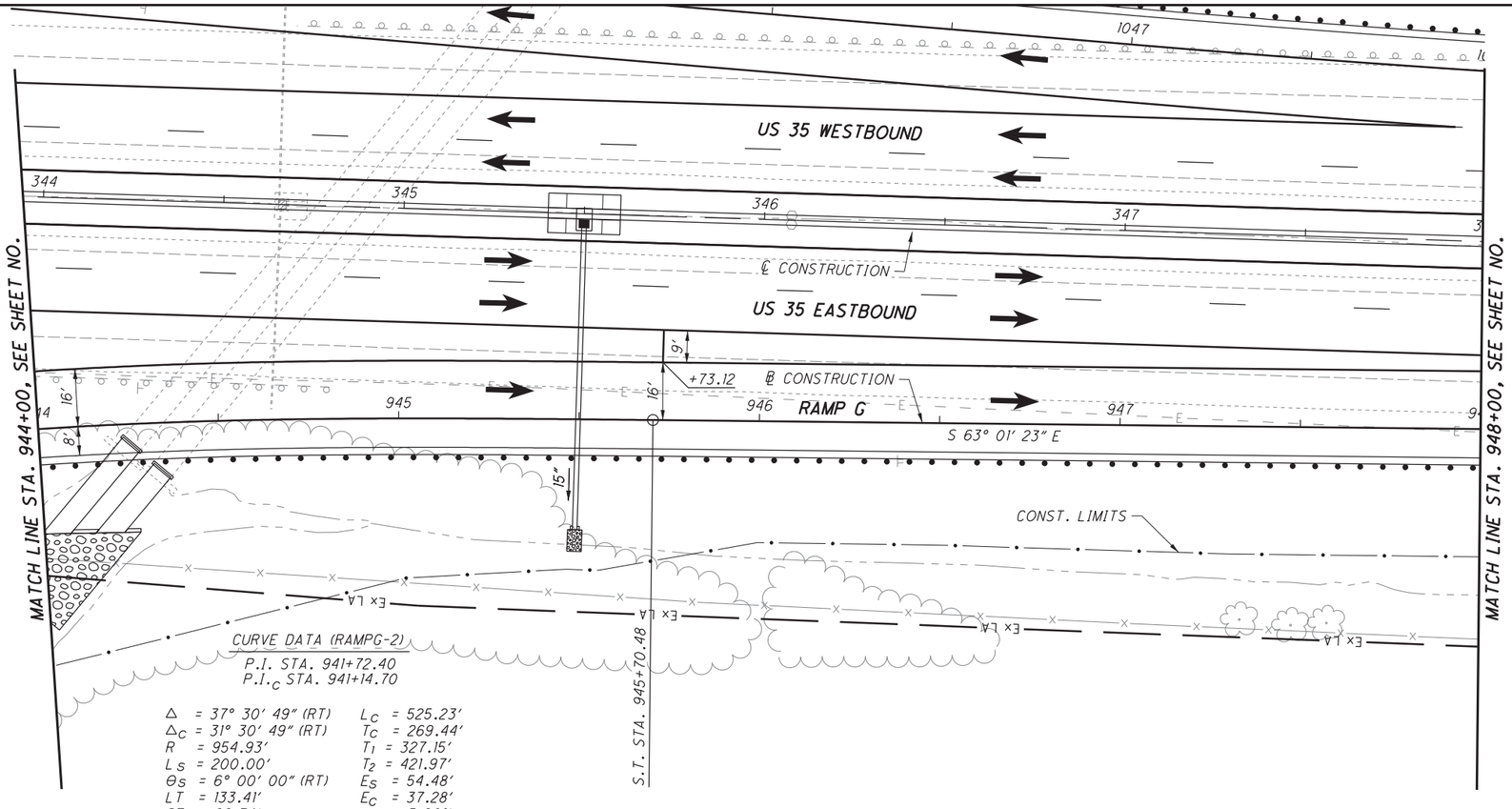
GRE-35-4.26

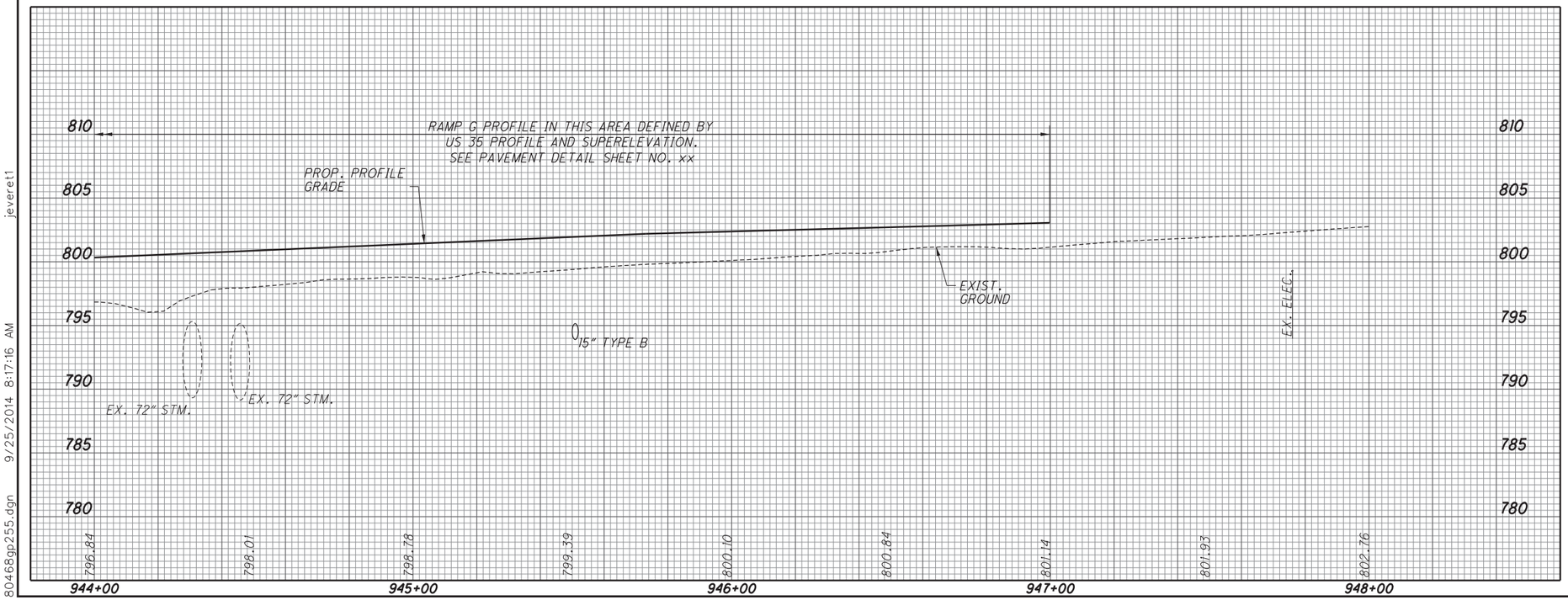
PLAN AND PROFILE - RAMP G
STA. 940+00 TO STA. 944+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

CALCULATED

CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

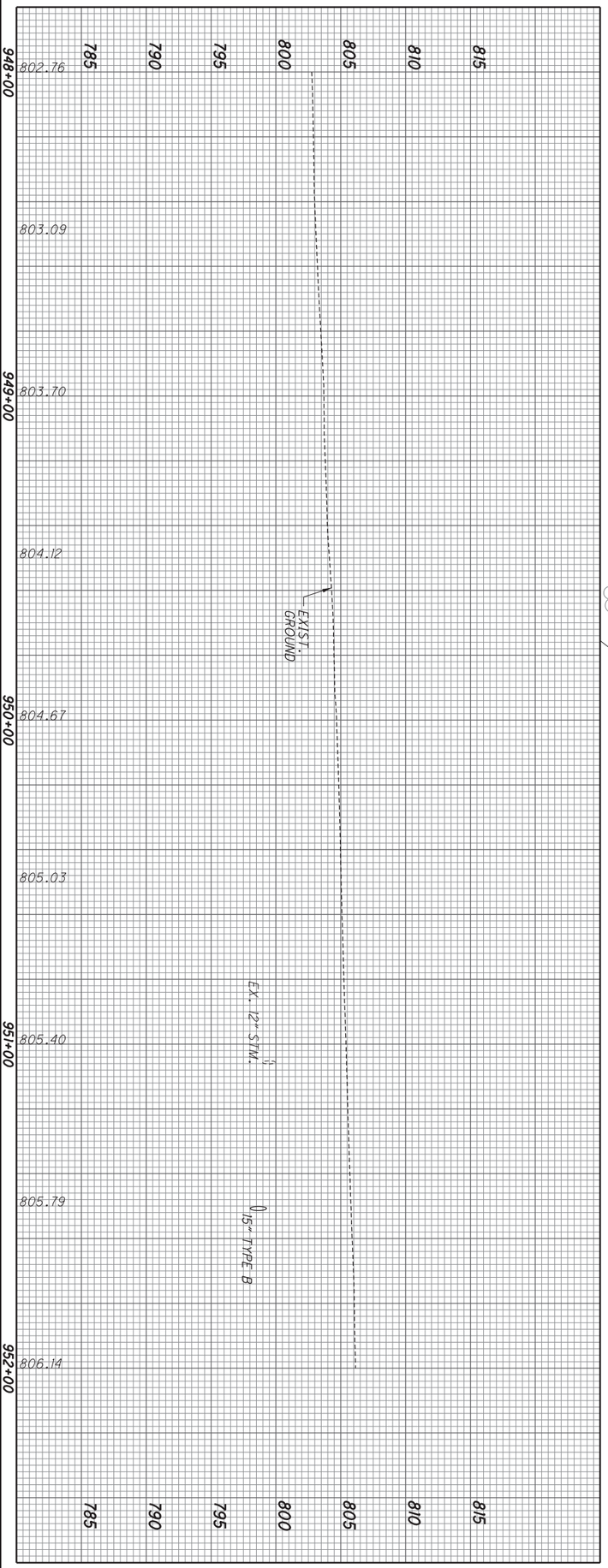
PLAN AND PROFILE - RAMP G
STA. 944+00 TO STA. 948+00

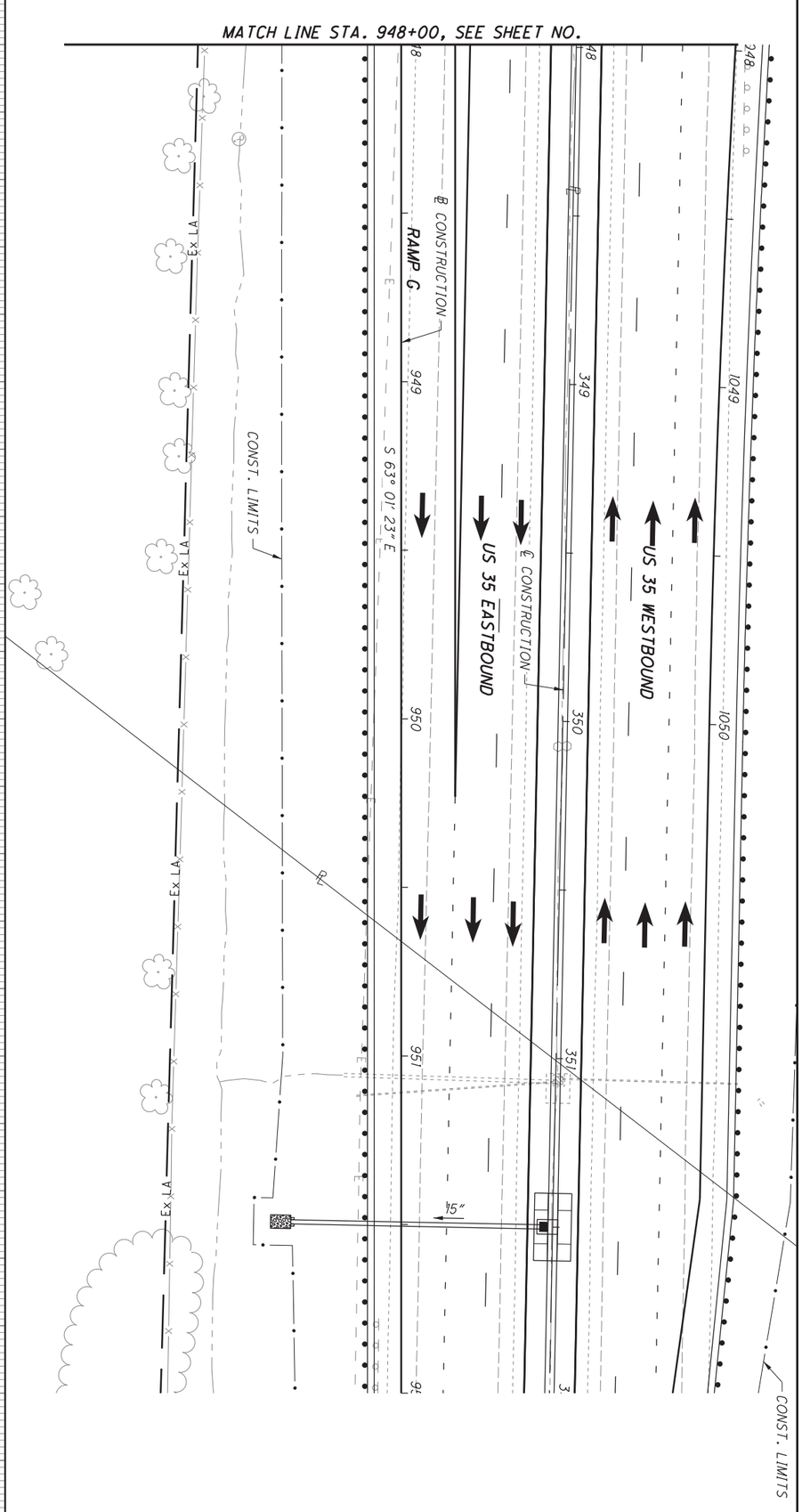
GRE-35-4.26

247
876

80468gp255.dgn 9/25/2014 8:17:16 AM jeveret1

80468gp256.dgn 9/25/2014 8:17:32 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

248
876

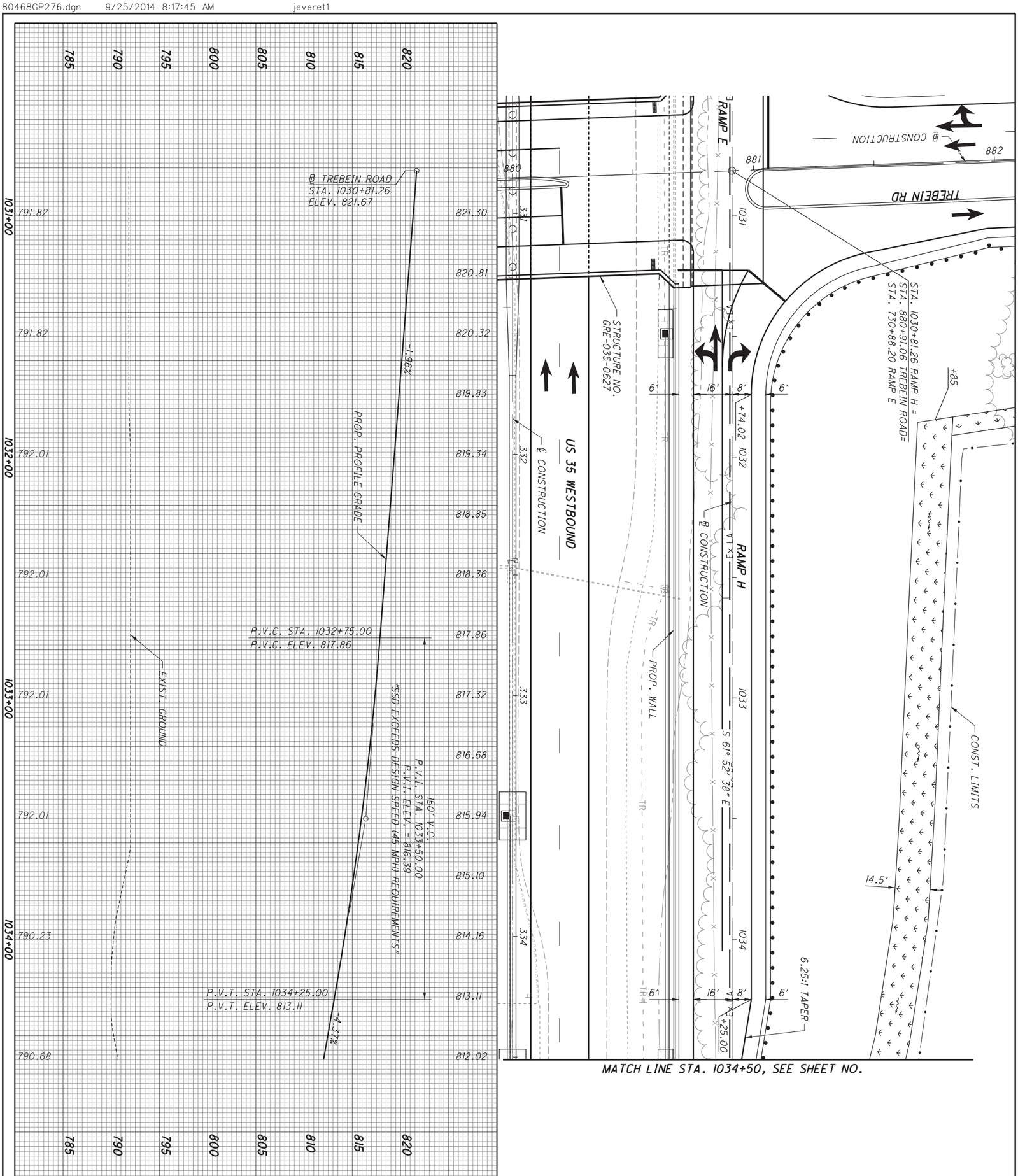
GRE-35-4.26

PLAN AND PROFILE - RAMP G
STA. 948+00 TO STA. 952+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP276.dgn 9/25/2014 8:17:45 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

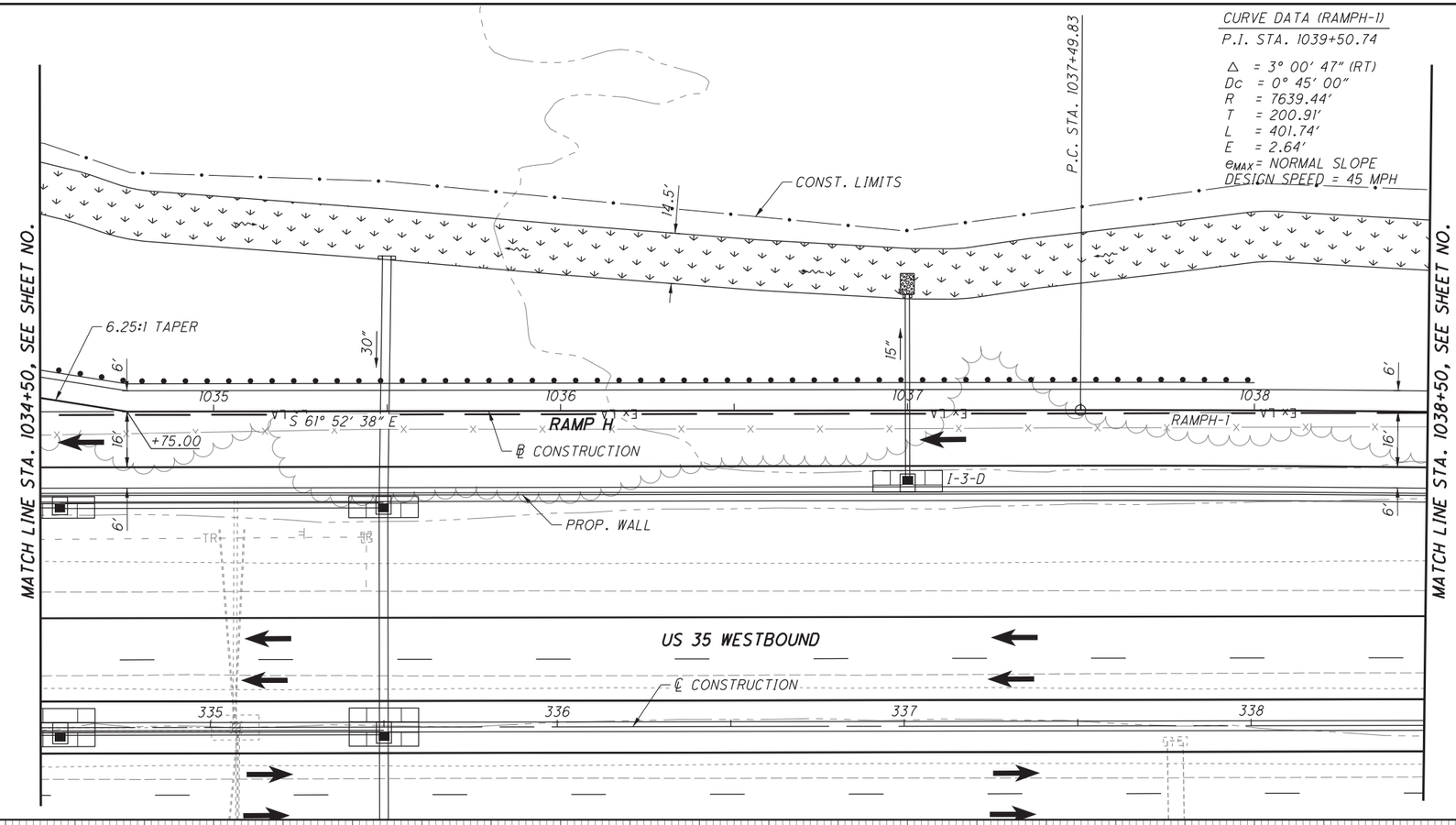
249
876

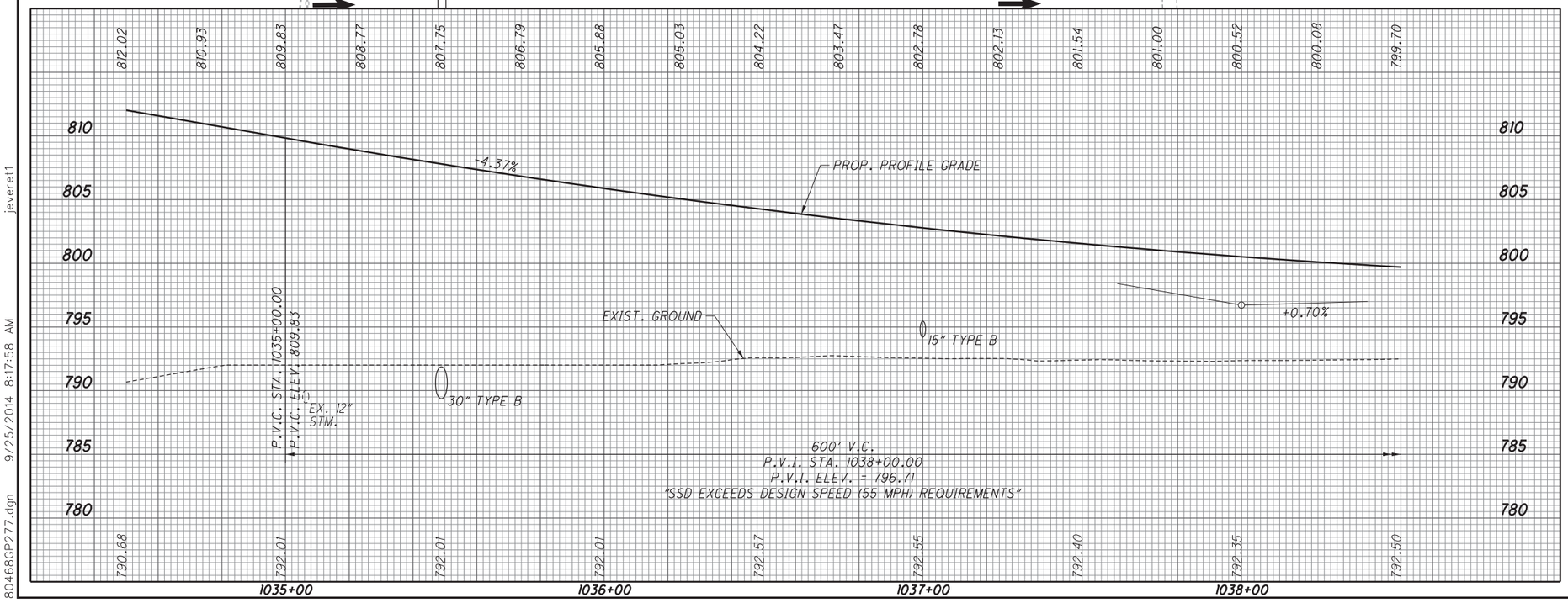
GRE-35-4.26

PLAN AND PROFILE - RAMP H
STA. 1030+81.26 TO STA. 1034+50

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE - RAMP H
STA. 1034+50 TO STA. 1038+50

GRE-35-4.26

250
876

80468GP277.dgn 9/25/2014 8:17:58 AM jeveret1

CURVE DATA (RAMPH-1)
P.I. STA. 1039+50.74
△ = 3° 00′ 47″ (RT)
Dc = 0° 45′ 00″
R = 7639.44′
T = 200.91′
L = 401.74′
E = 2.64′
e_{MAX} = NORMAL SLOPE
DESIGN SPEED = 45 MPH

CONST. LIMITS
P.T. STA. 1041+51.56
14.5′
6′
15″
16′
RAMP H
RAMP-1
+09.46
℄ CONSTRUCTION
BARRIER, TYPE C
S 58° 51′ 51″ E
1-3-C1
EX LA
1039
1040
1041
1042
MATCH LINE STA. 1038+50, SEE SHEET NO.
MATCH LINE STA. 1042+50, SEE SHEET NO.
US 35 WESTBOUND
US 35 EASTBOUND
℄ CONSTRUCTION
339
340
341
342

799.70 799.38 799.10 798.88 798.71 798.59 798.53 798.52 798.56 798.66 798.80 798.98 799.15 799.33 799.50 799.68 799.85

810 805 800 795 790 785 780

PROP. PROFILE GRADE
+0.70%
EXIST. GROUND
15″ TYPE B
P.V.T. STA. 1041+00.00
P.V.T. ELEV. 798.80
600′ V.C.
P.V.I. STA. 1038+00.00
P.V.I. ELEV. = 796.71
"SSD EXCEEDS DESIGN SPEED (55 MPH) REQUIREMENTS"

792.50 792.64 792.77 792.78 792.75 792.75 792.75 792.35 792.85

1039+00 1040+00 1041+00 1042+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

N

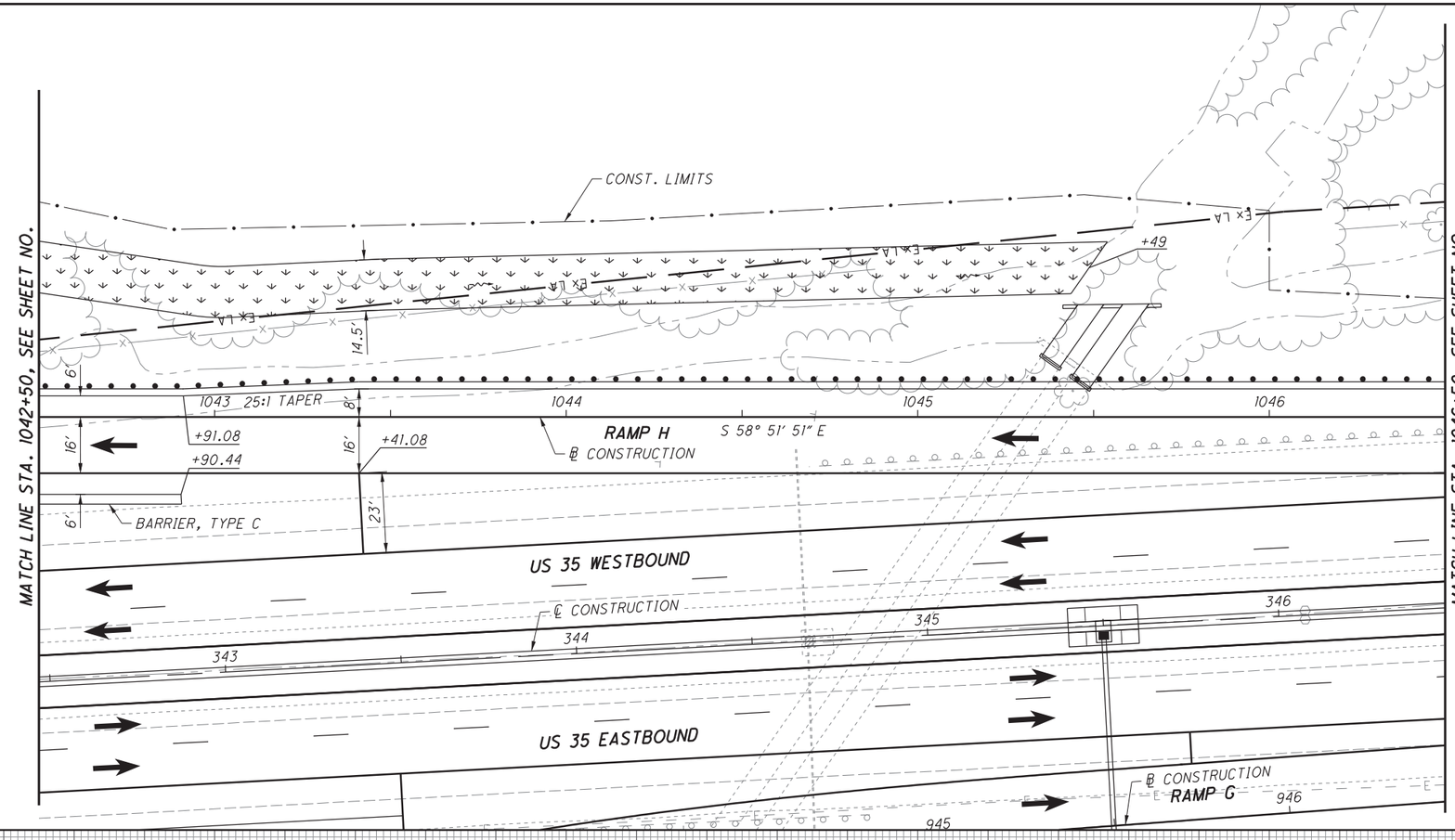
0 10 20 40 HORIZONTAL SCALE IN FEET

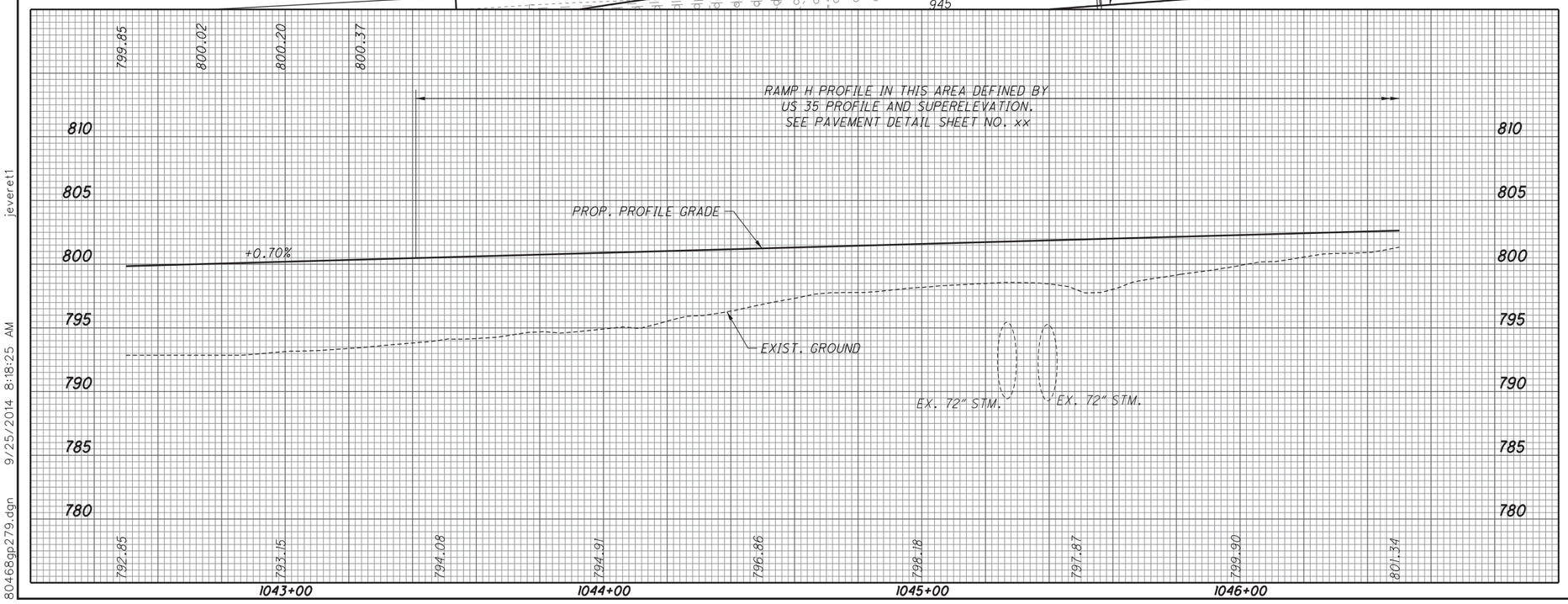
CALCULATED | CHECKED

PLAN AND PROFILE - RAMP H
STA. 1038+50 TO STA. 1042+50

GRE-35-4.26

80468gp278.dgn 9/25/2014 8:18:11 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

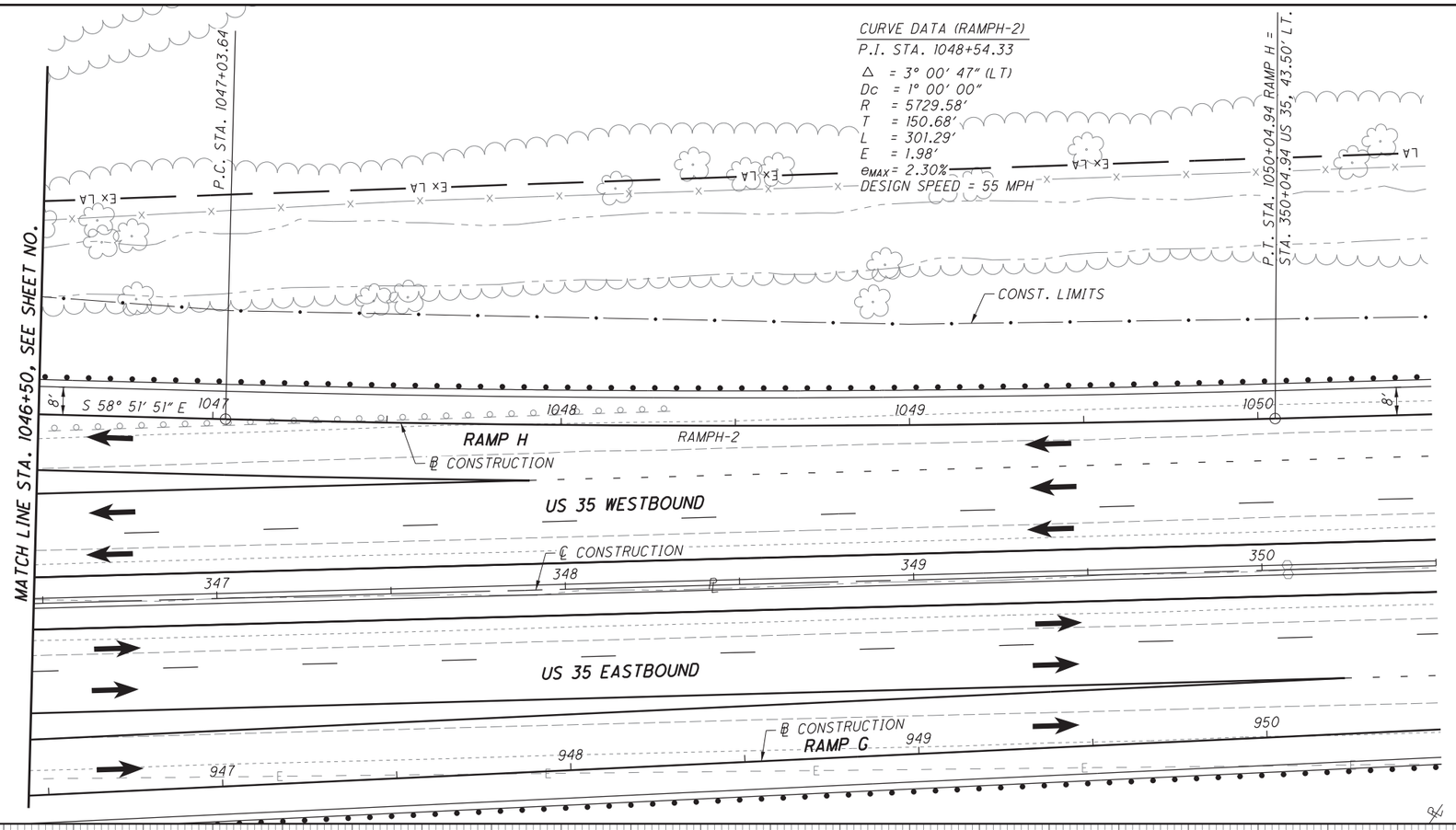
CHECKED

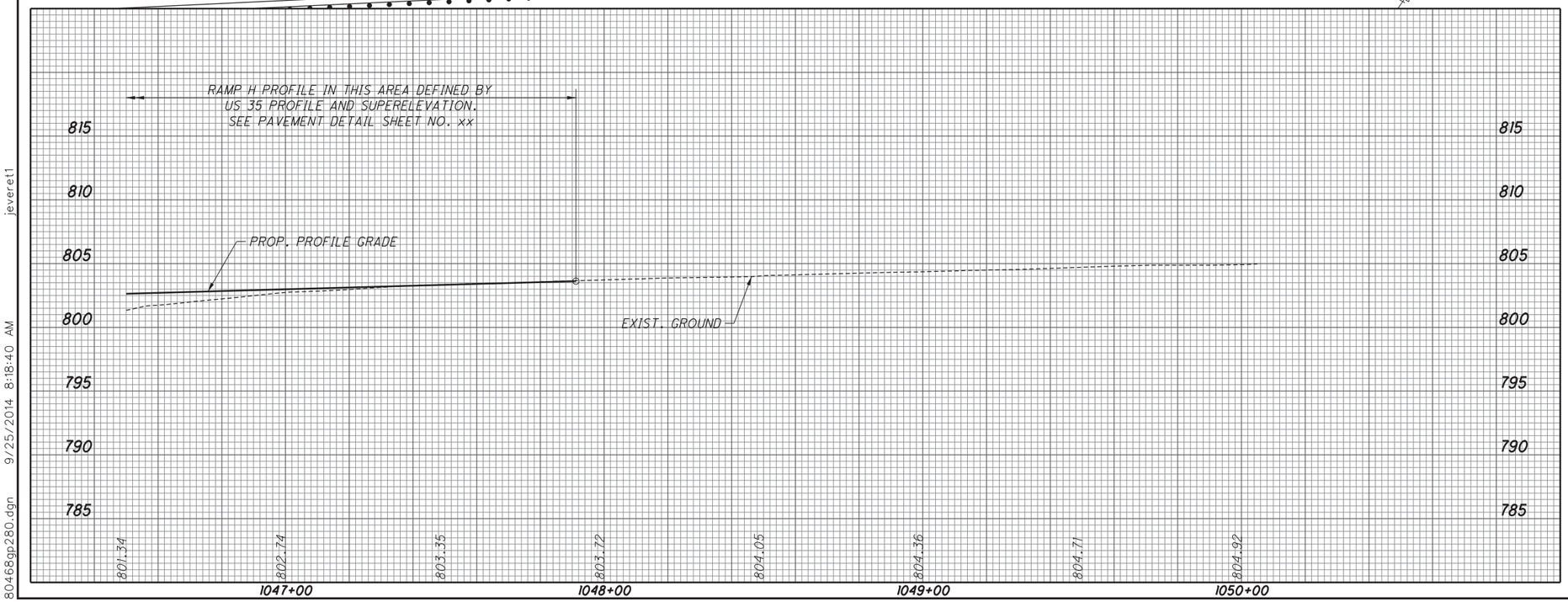
PLAN AND PROFILE - RAMP H STA. 1042+50 TO STA. 1046+50

GRE-35-4.26

252
876

80468gp279.dgn 9/25/2014 8:18:25 AM jeverett1





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED

PLAN AND PROFILE - RAMP H STA. 1045+50 TO STA. 1050+04.94

GRE-35-4.26

253
876

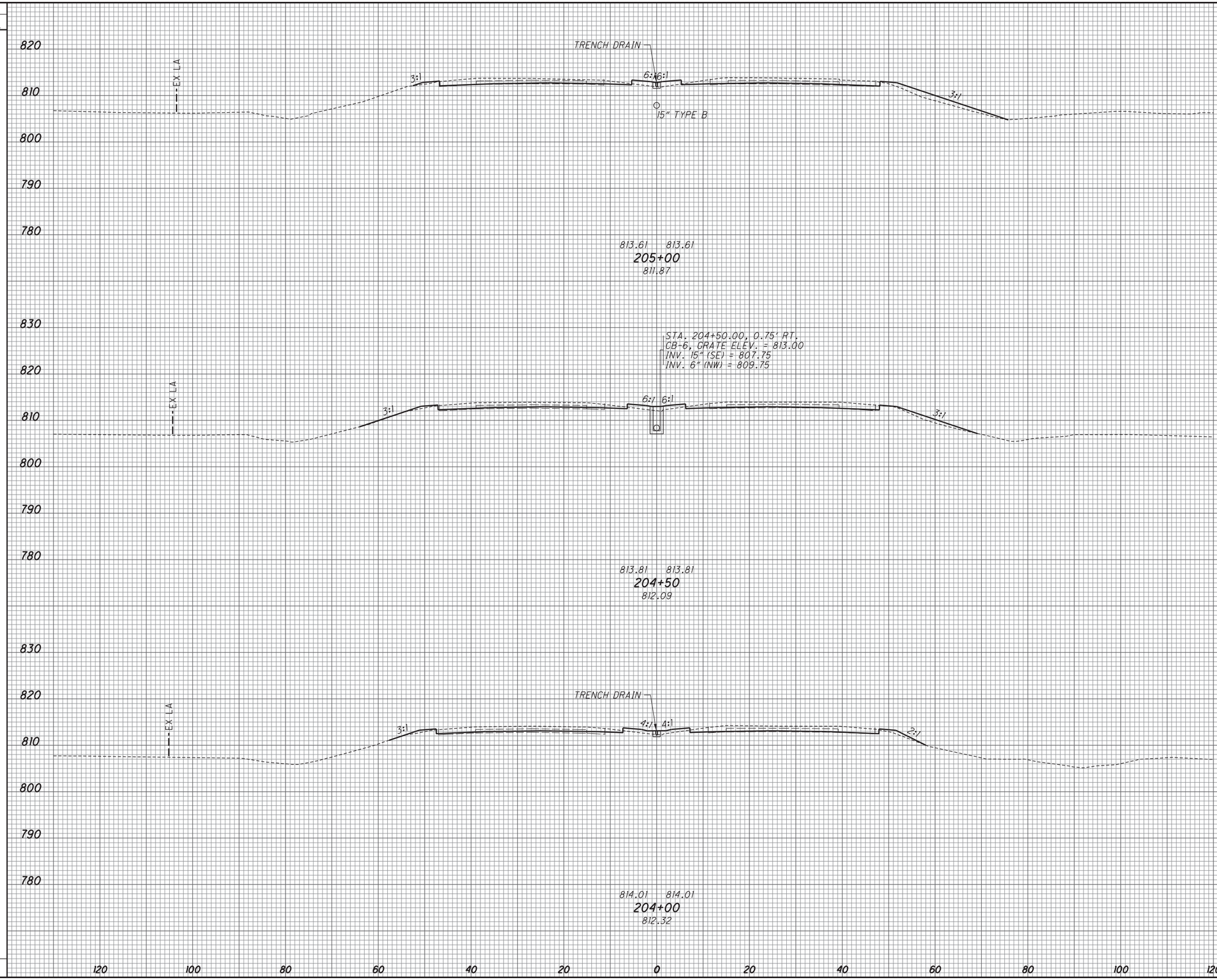
80468gp280.dgn 9/25/2014 8:18:40 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 204+00 TO STA. 205+00

GRE-35-4.26

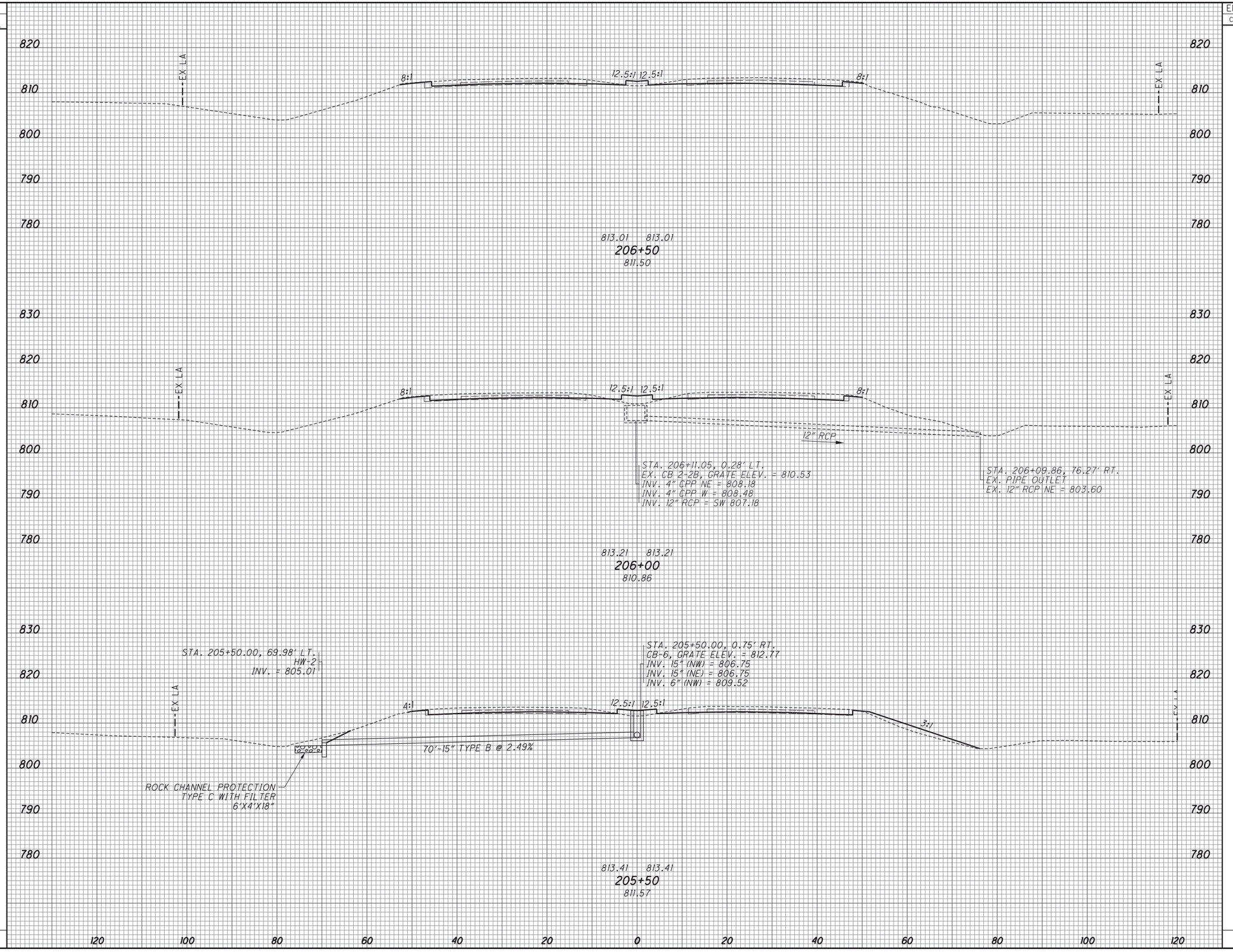
80468xs001.dgn 9/25/2014 8:20:55 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 205+50 TO STA. 206+50

GRE-35-4.26

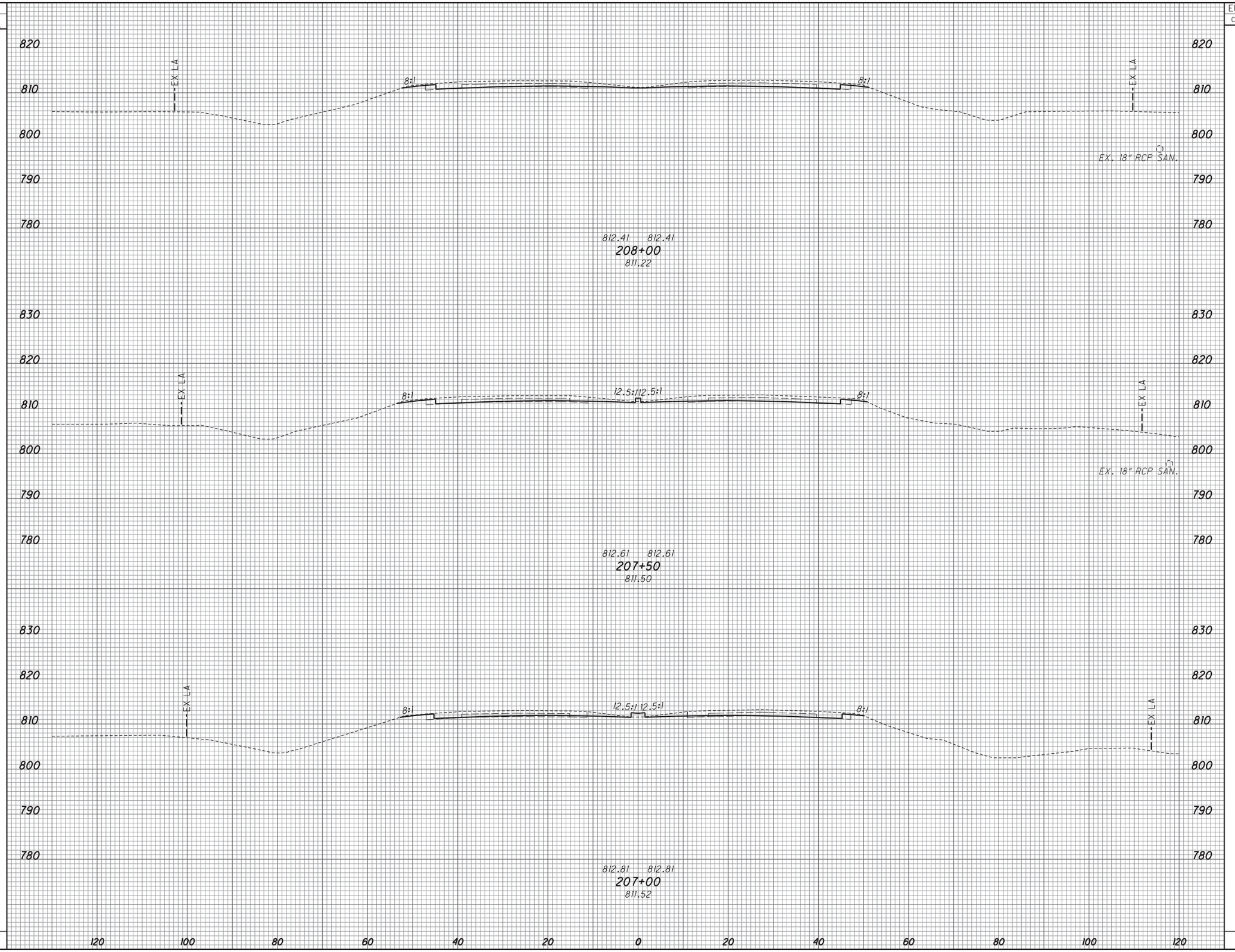
80468xs001.dgn 9/25/2014 8:21:10 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 207+00 TO STA. 208+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:21:27 AM jeveret1

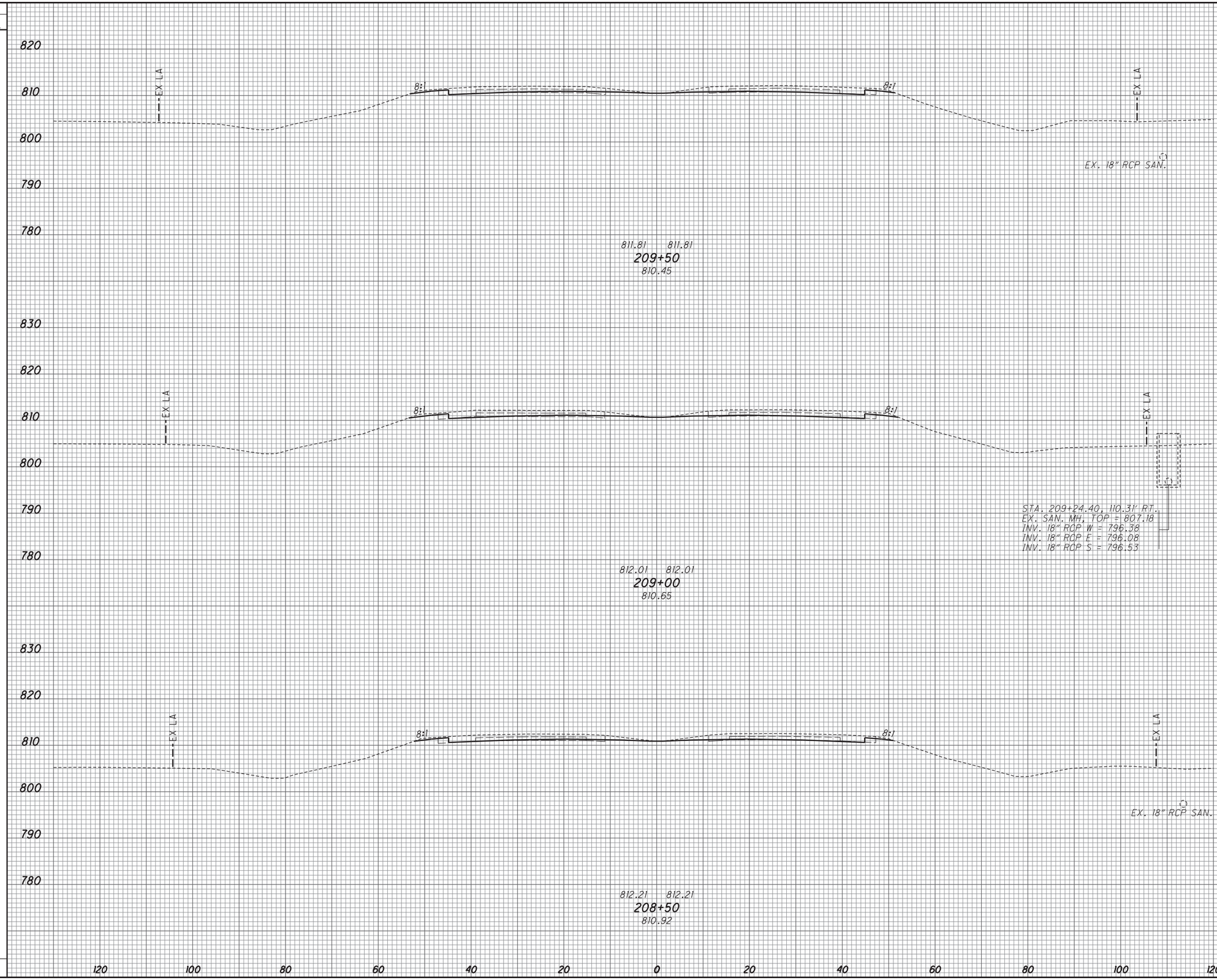
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 208+50 TO STA. 209+50

GRE-35-4.26

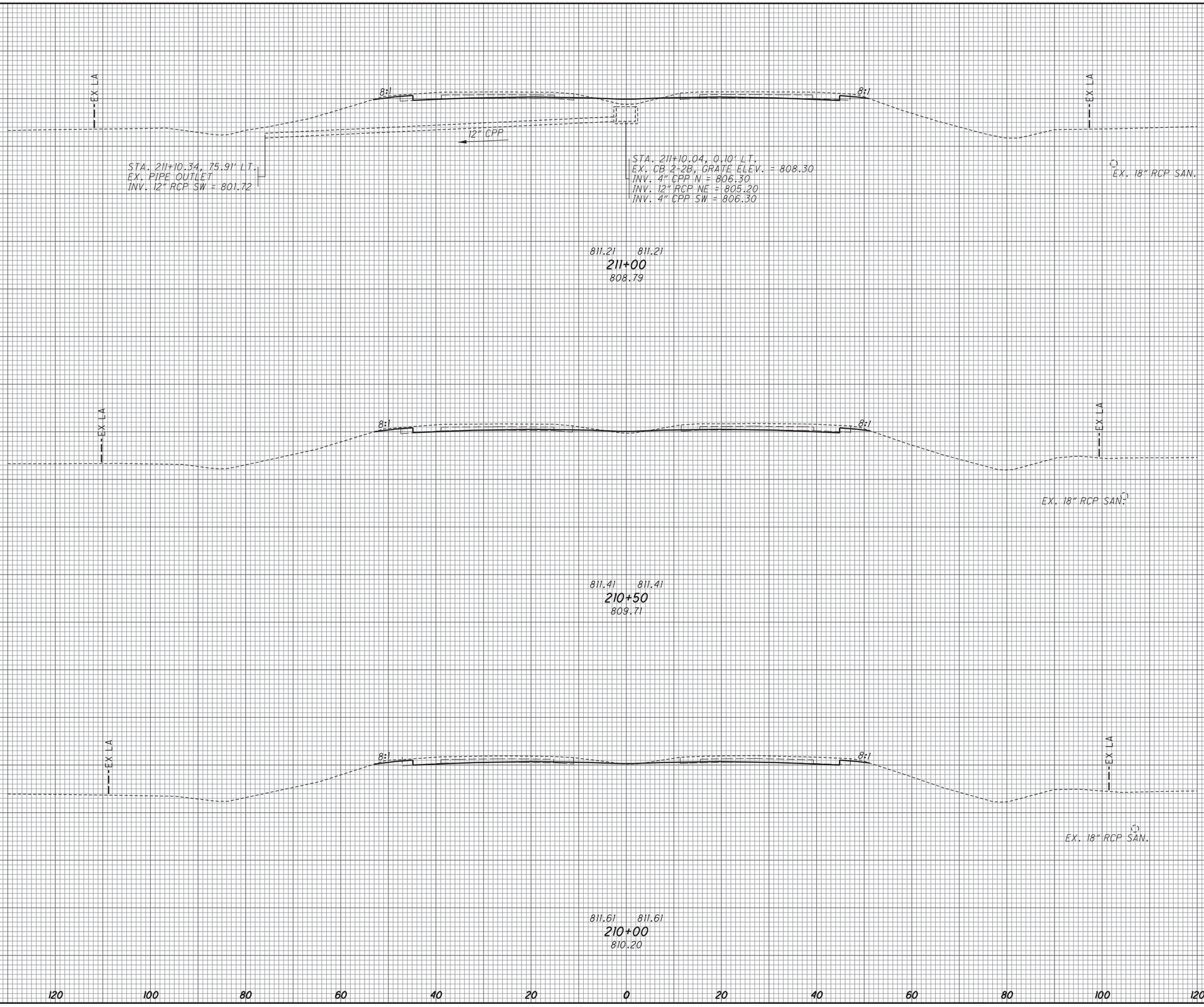
80468xs001.dgn 9/25/2014 8:21:45 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 210+00 TO STA. 211+00

GRE-35-4.26

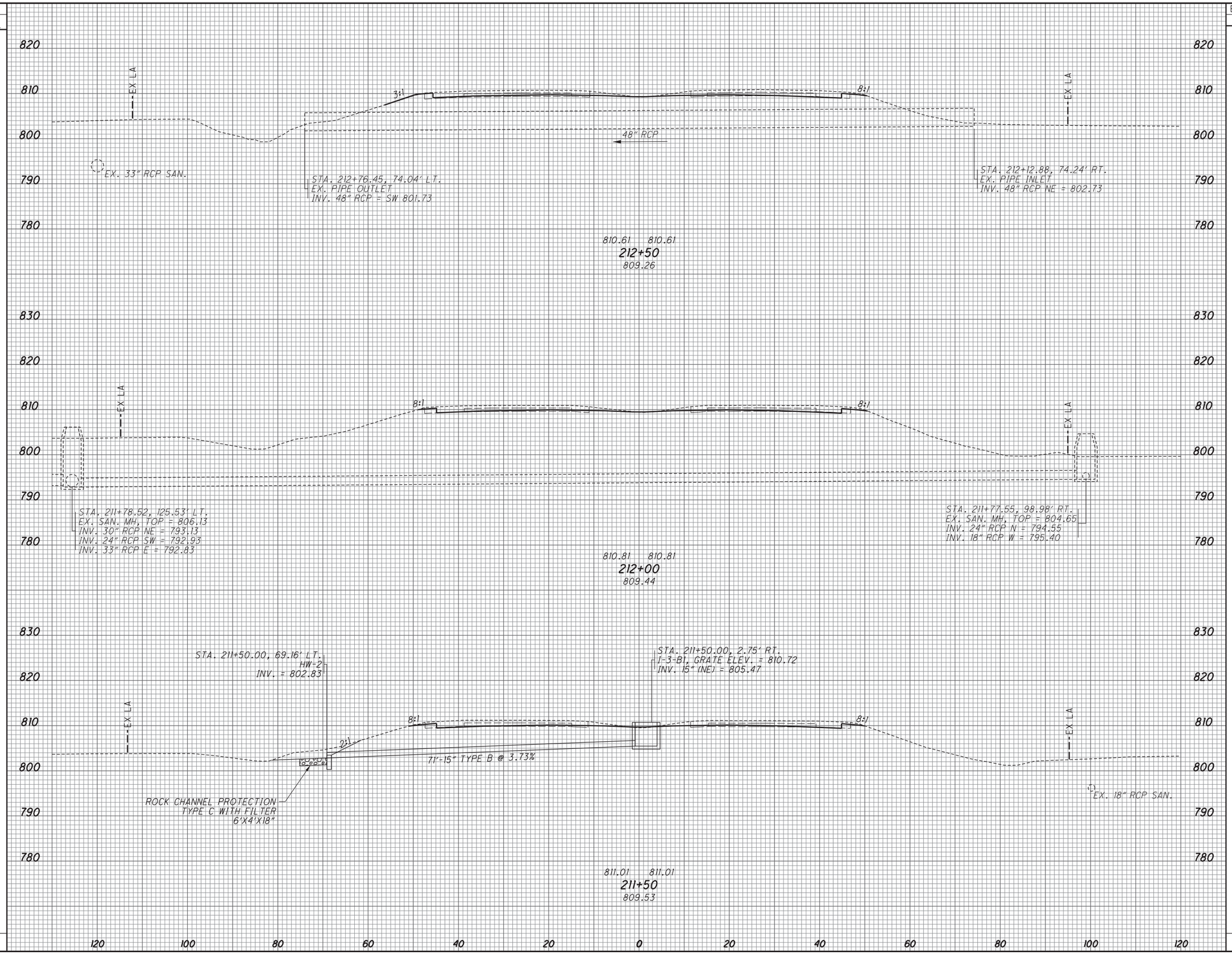
80468xs001.dgn 9/25/2014 8:22:01 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 211+50 TO STA. 212+50

GRE-35-4.26

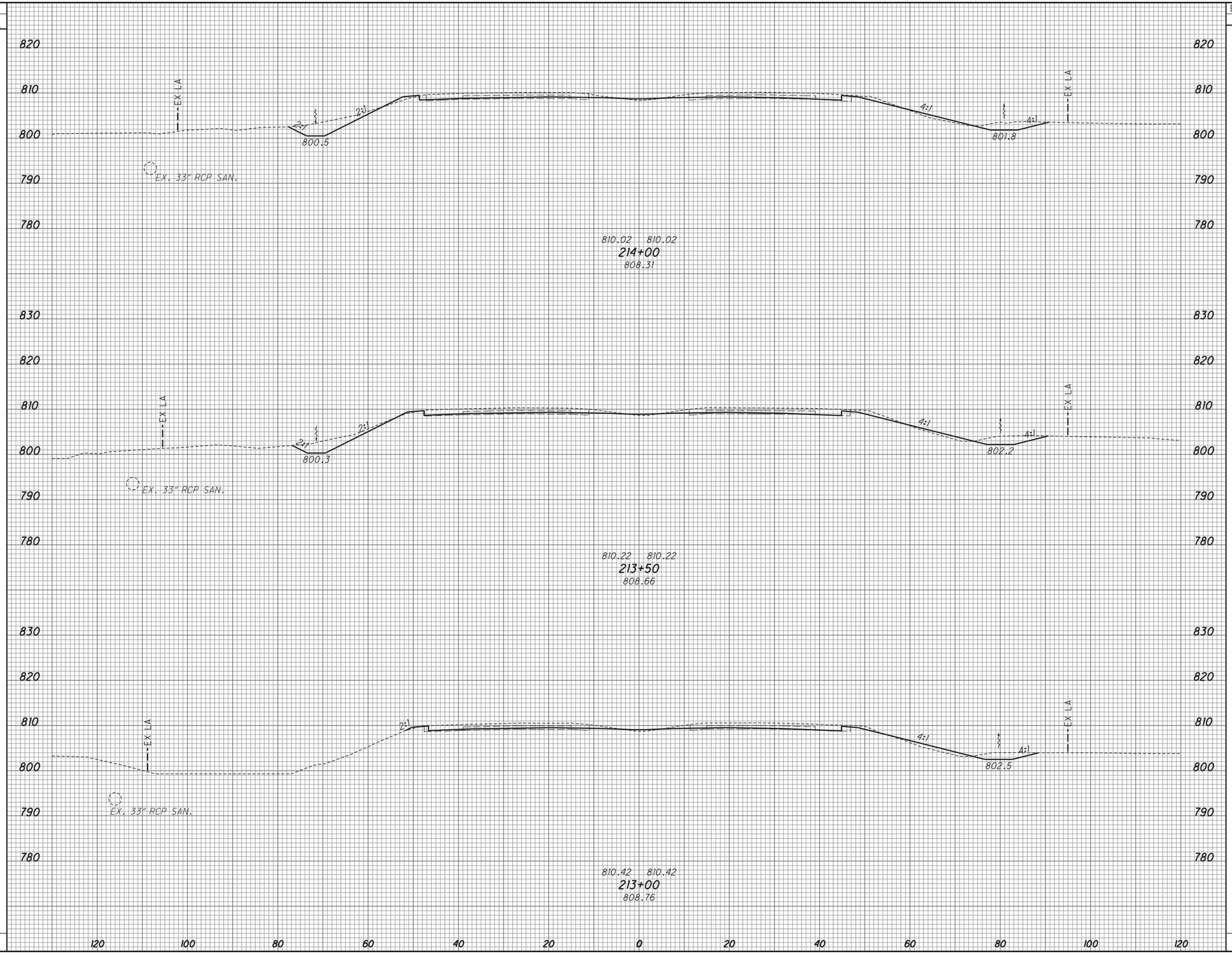
80468xs001.dgn 9/25/2014 8:22:18 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 213+00 TO STA. 214+00

GRE-35-4.26

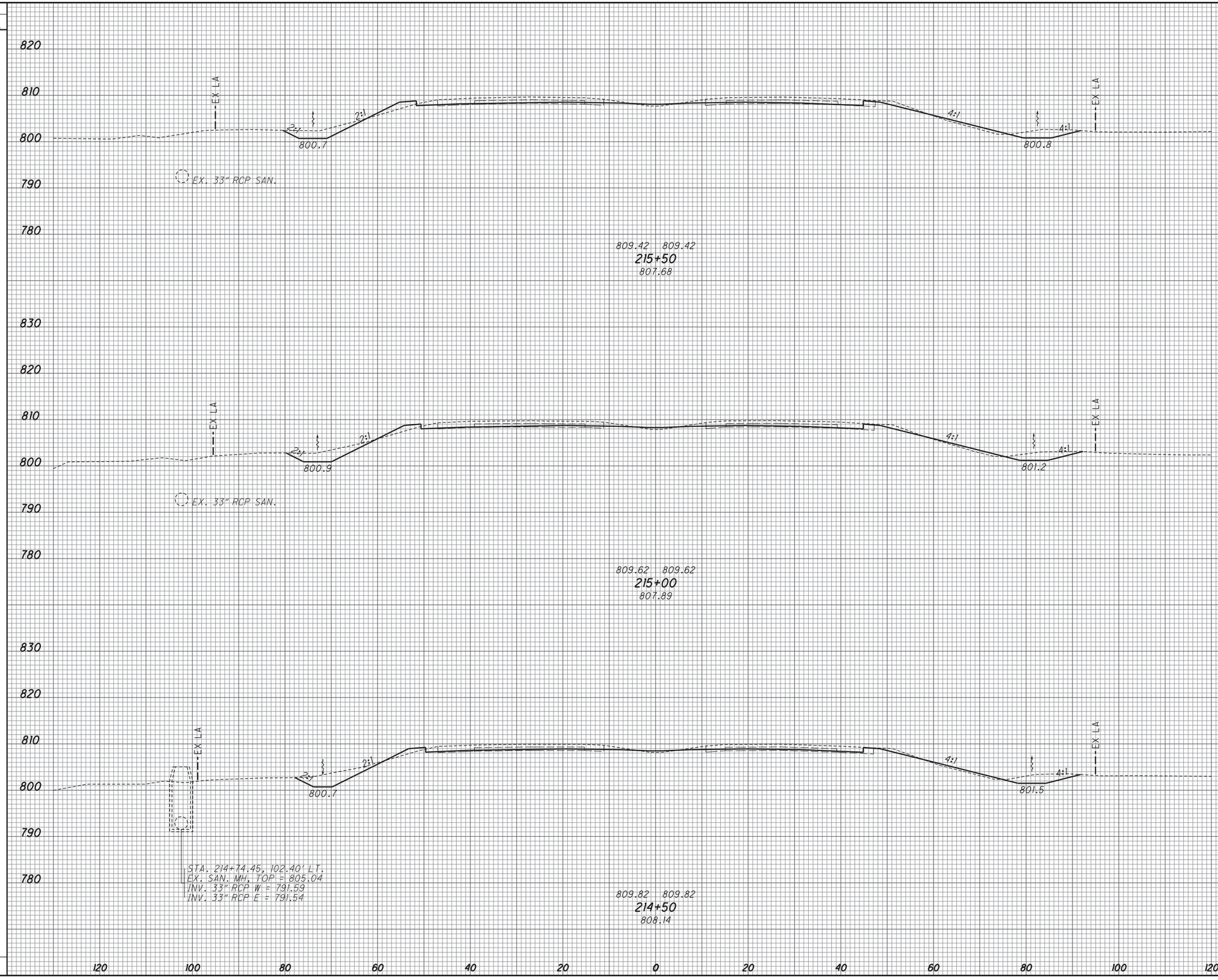
80468xs001.dgn 9/25/2014 8:22:35 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 214+50 TO STA. 215+50

GRE-35-4.26

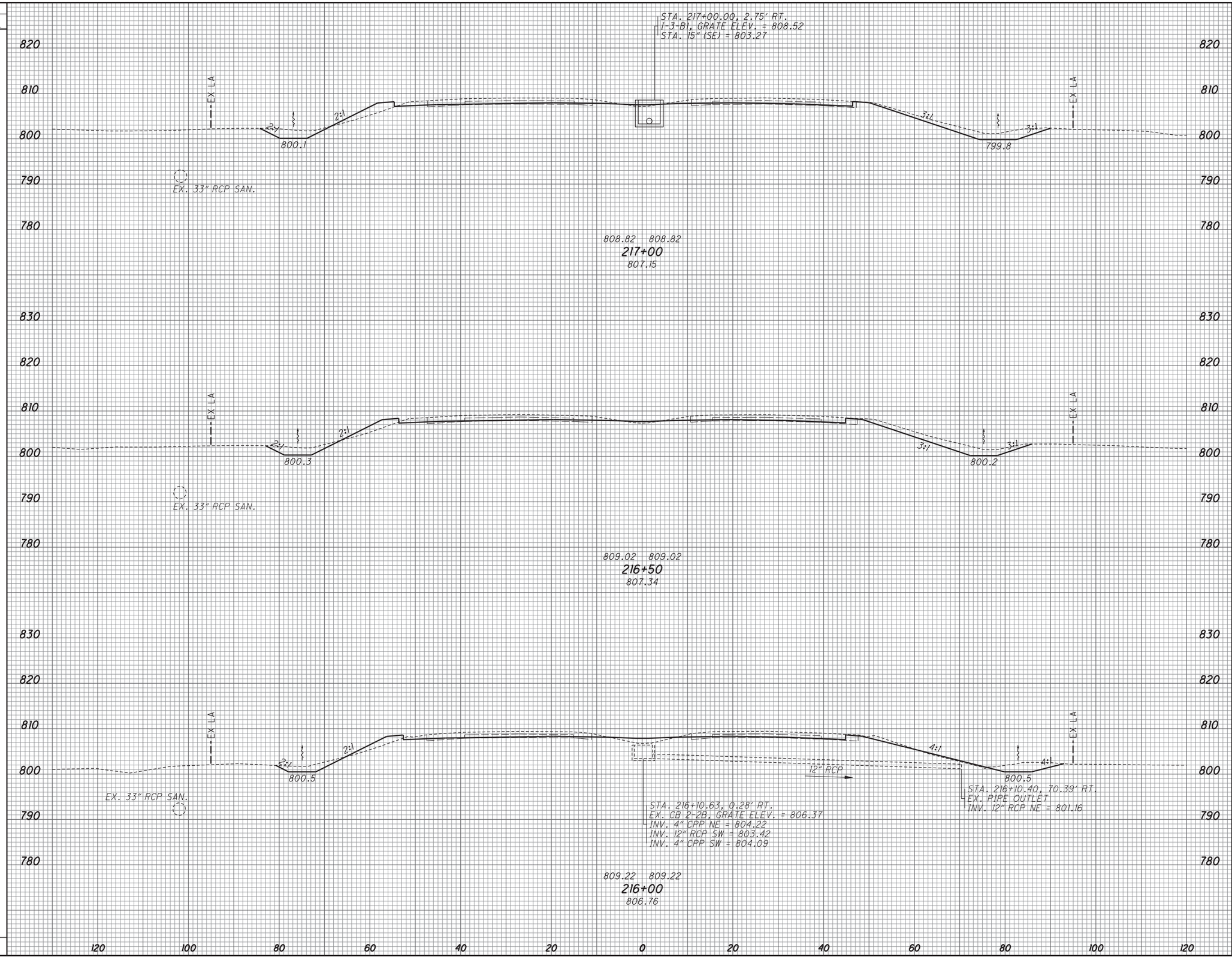
80468xs001.dgn 9/25/2014 8:22:52 AM jeverett

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 216+00 TO STA. 217+00

GRE-35-4.26

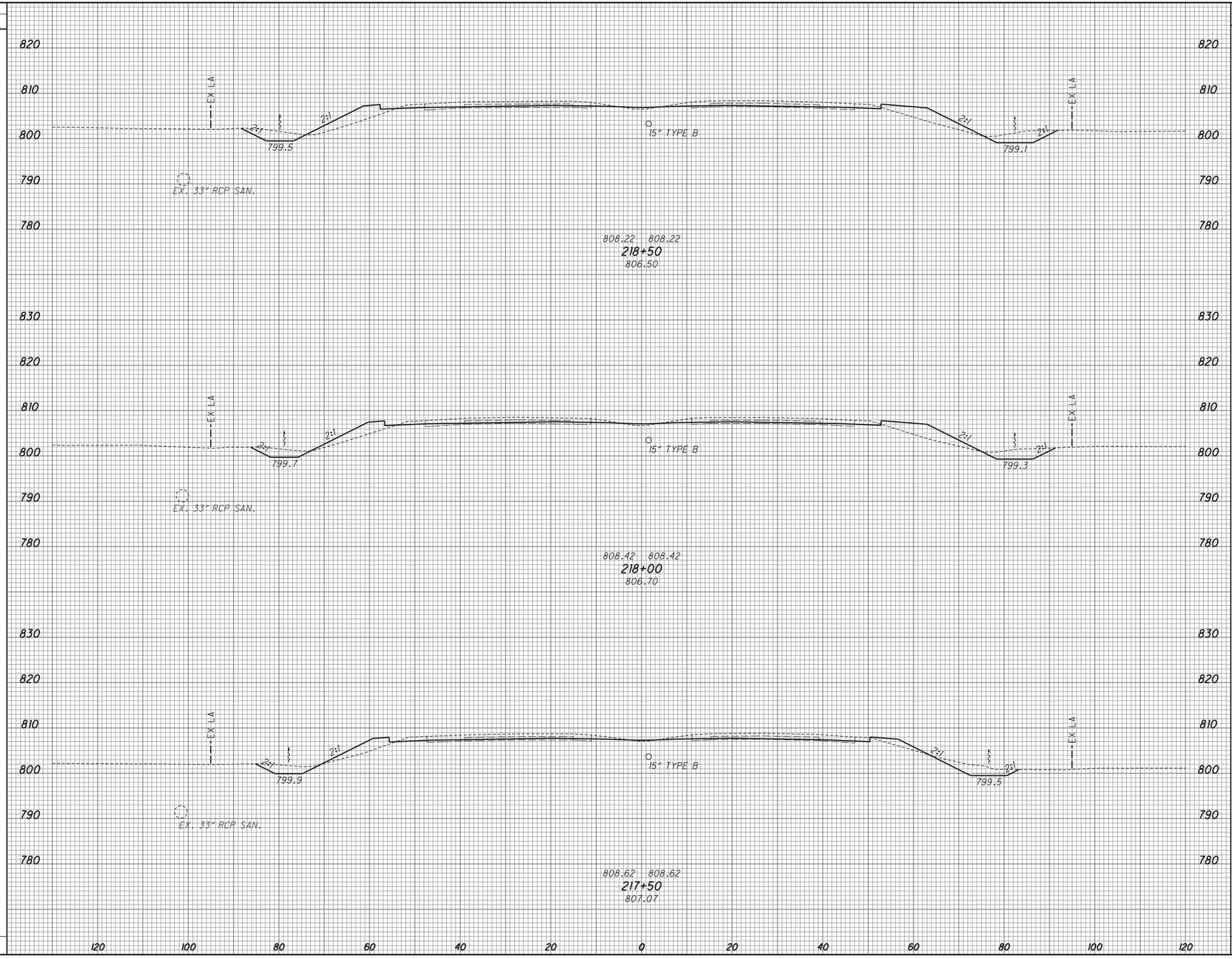
80468xs001.dgn 9/25/2014 8:23:07 AM jeverett

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 217+50 TO STA. 218+50

GRE-35-4.26

263
876

80468xs001.dgn 9/25/2014 8:23:23 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

STA. 220+00.00, 79.19' LT.
HW-2
INV. = 798.92

STA. 220+00.00, 2.75' RT.
I-3-B1, GRATE ELEV. = 807.32
INV. 15" (NW) = 802.07
INV. 15" (NE) = 802.07

EX LA

2:1

798.9

81'-15" TYPE B @ 3.90%

798.5

ROCK CHANNEL PROTECTION
TYPE C WITH FILTER
6'X4'X18"

STA. 220+18.27, 100.19' LT.
EX. SAN. MH, TOP = 805.41
INV. 33" RCP W = 788.91
INV. 33" RCP E = 788.81

807.62 807.62
220+00
805.81

799.1

15" TYPE B

798.7

EX. 33" RCP SAN.

807.82 807.82
219+50
806.06

799.3

798.9

EX. 33" RCP SAN.

808.02 808.02
219+00
806.34

820 810 800 790 780 830

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

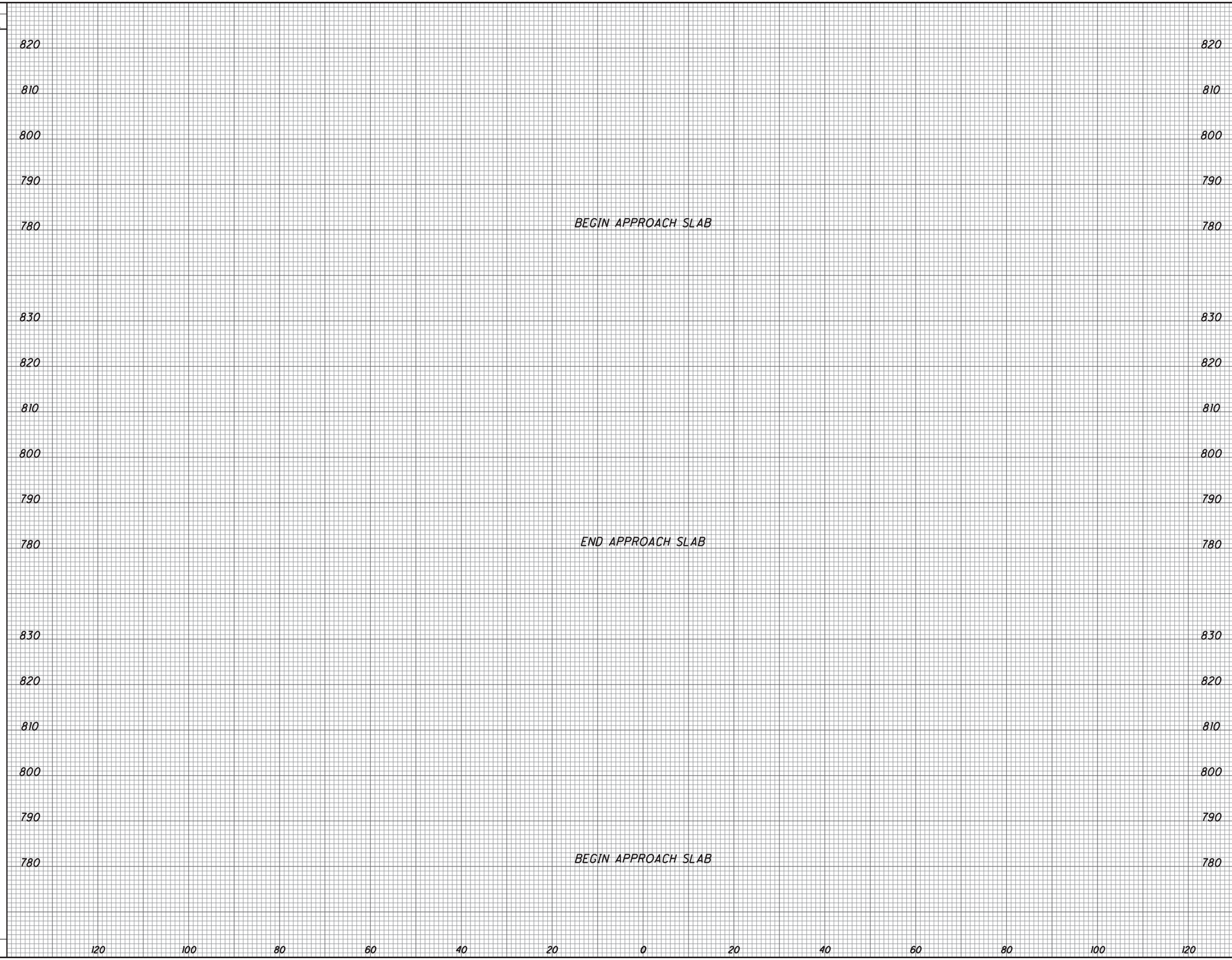
CROSS SECTIONS - US 35
STA. 219+00 TO STA. 220+00

GRE-35-4.26

264
876

80468xs001.dgn 9/25/2014 8:23:38 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 220+50 TO STA. 222+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:23:55 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 222+50 TO STA. 223+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:24:13 AM jeveret1

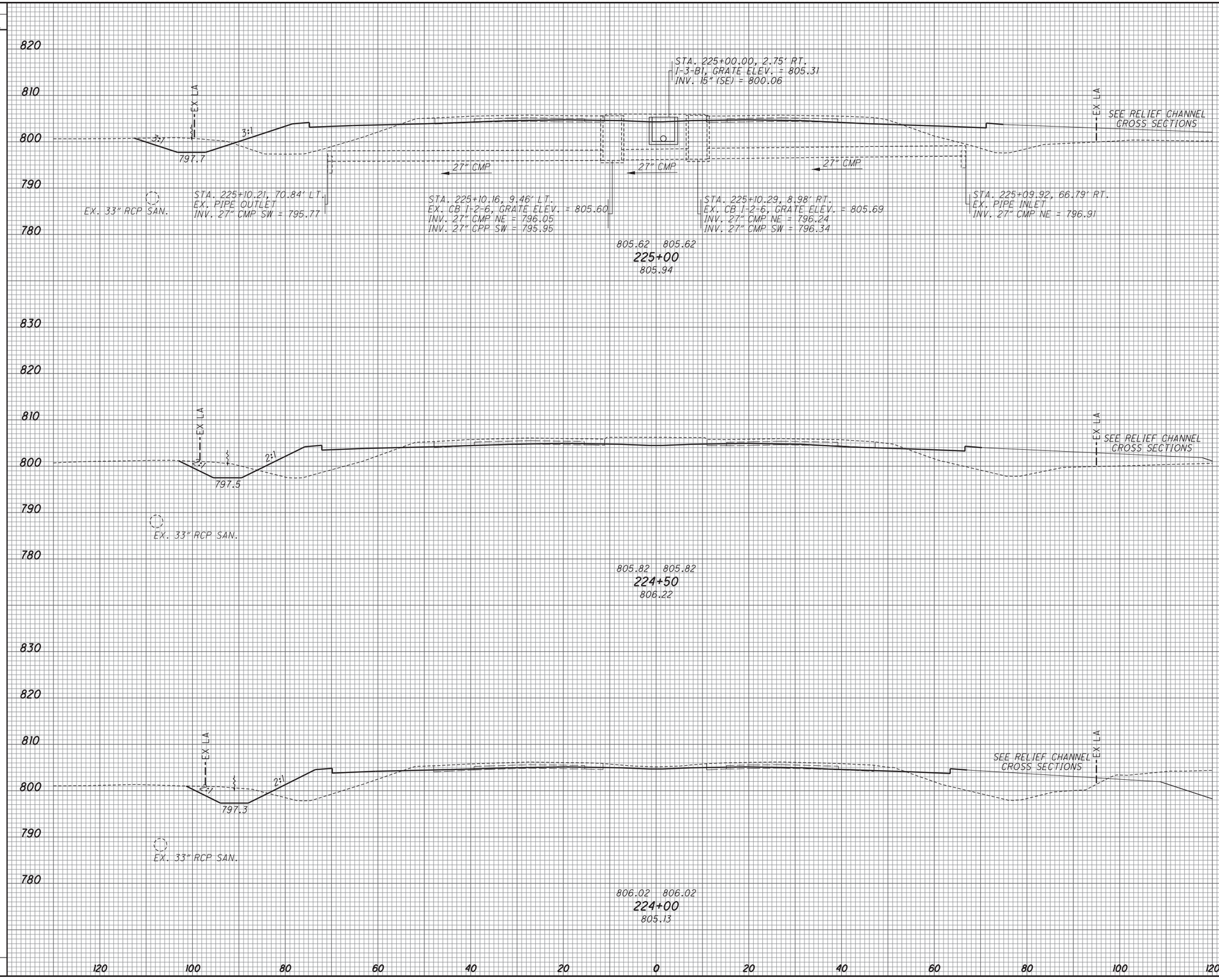
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 224+00 TO STA. 225+00

GRE-35-4.26

267
876

80468xs001.dgn 9/25/2014 8:24:29 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830

EX LA

8:1

803.6

4:1

804.1

15" TYPE B

EX. 33" RCP SAN.

805.02 805.02

226+50

805.48

EX LA

8:1

804.1

6:1

804.4

15" TYPE B

EX. 33" RCP SAN.

805.22 805.22

226+00

805.33

EX LA

4:1

4:1

797.9

SEE RELIEF CHANNEL CROSS SECTIONS

15" TYPE B

EX. 33" RCP SAN.

805.42 805.42

225+50

805.36

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 225+50 TO STA. 226+50

GRE-35-4.26

268
876

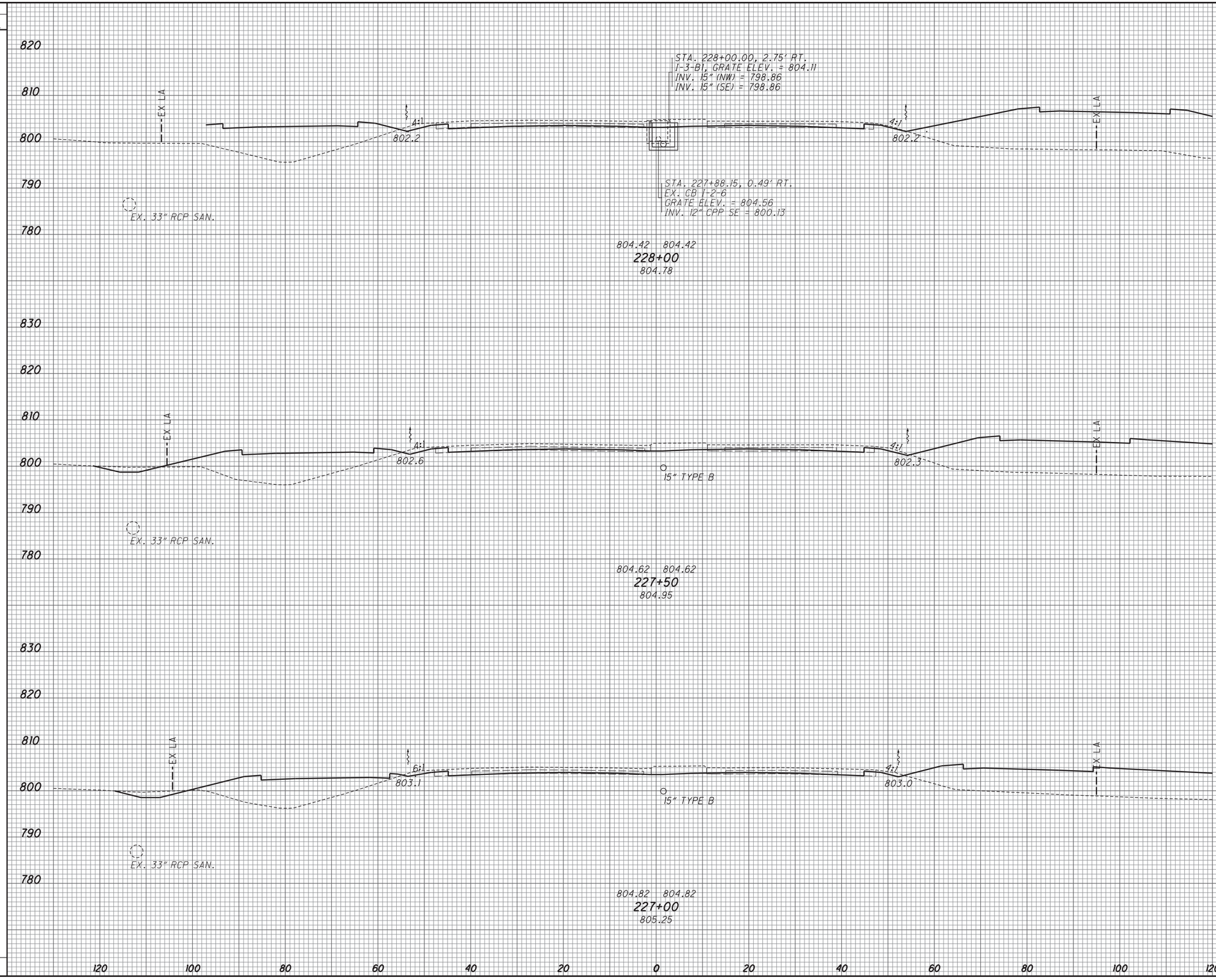
80468xs001.dgn 9/25/2014 8:24:45 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 227+00 TO STA. 228+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:25:02 AM jeveret1

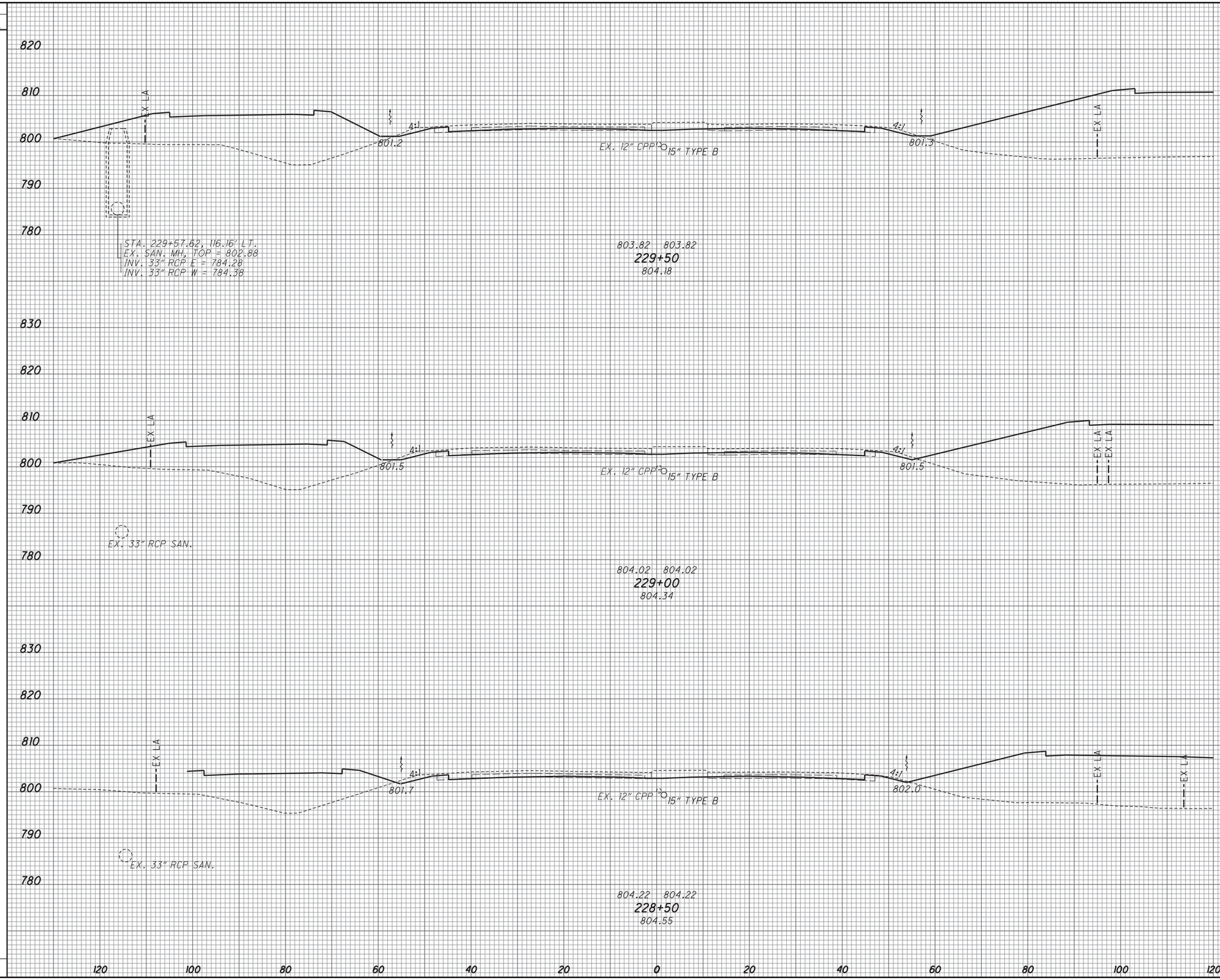
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 228+50 TO STA. 229+50

GRE-35-4.26

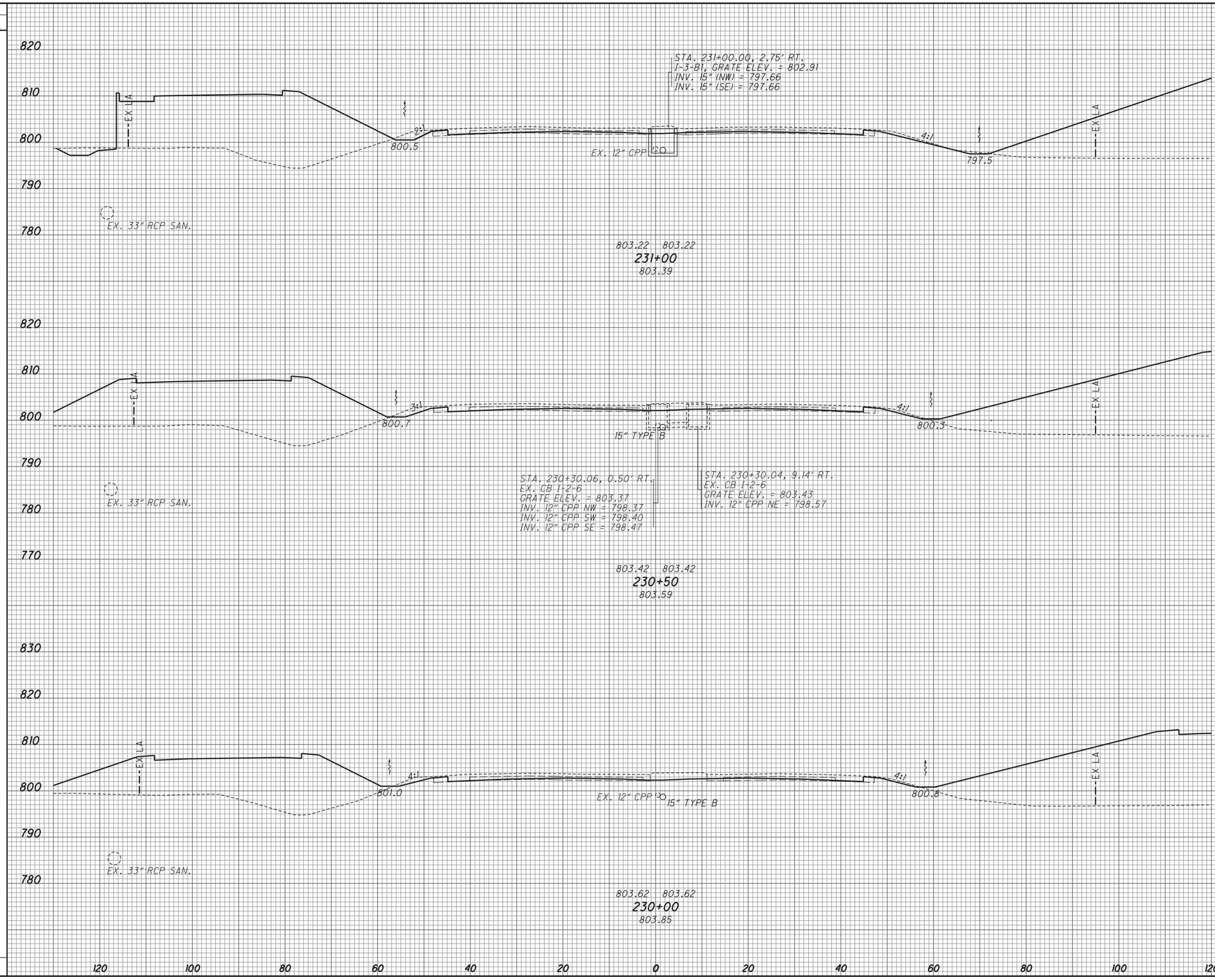
80468xs001.dgn 9/25/2014 8:25:20 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 230+00 TO STA. 231+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:25:35 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820 / 810 / 800 / 790 / 780

EX LA

EX. 33" RCP SAN.

2:1

801.9

15" TYPE B

4:1

796.8

EX LA

803.07 803.07

232+50

803.27

820 / 810 / 800 / 790 / 780

EX LA

INV. STA. 232+00.00, 43.75' LT.
I-3-D, GRATE ELEV. = 802.41
INV. 15" (NW) = 795.99
INV. 18" (S) = 795.74

2:1

801.2

12" CCP

46'-18" TYPE B @ 0.50%

12" CCP

INV. STA. 232+01.02, 2.75' RT.
I-3-B1, GRATE ELEV. = 802.71
INV. 15" (NW) = 795.76
INV. 18" (N) = 795.51
INV. 21" (SW) = 795.26
INV. 15" (SE) = 795.76

69'-21" TYPE B @ 0.88%

4:1

STA. 232+00.00, 69.98' RT.
HW-2
INV. = 794.65

796.0

EX LA

ROCK CHANNEL PROTECTION
TYPE C WITH FILTER
14'X6'X18"

EX. 33" RCP SAN.

STA. 232+10.22, 72.69' LT.
EX. PIPE OUTLET
INV. 12" RCP SW = 793.63

STA. 232+09.99, 9.59' LT.
EX. CB I-2-6
GRATE ELEV. = 803.30
INV. 12" CPP NE = 796.50
INV. 12" CPP SW 796.60
INV. 12" CPP SE 796.55
INV. 4" CPP NE 798.18

STA. 232+10.42, 0.86' LT.
EX. CB I-2-6
GRATE ELEV. = 803.18
INV. 12" CPP NE = 797.40
INV. 12" CPP NW = 797.43
INV. 4" CPP SW = 798.58

770

803.02 803.02

232+00

803.11

830 / 820 / 810 / 800 / 790 / 780

EX LA

2:1

800.1

EX. 12" CPP

15" TYPE B

4:1

796.8

EX LA

15" TYPE C

EX. 33" RCP SAN.

803.07 803.07

231+50

803.34

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 231+50 TO STA. 232+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:25:52 AM jeveret1

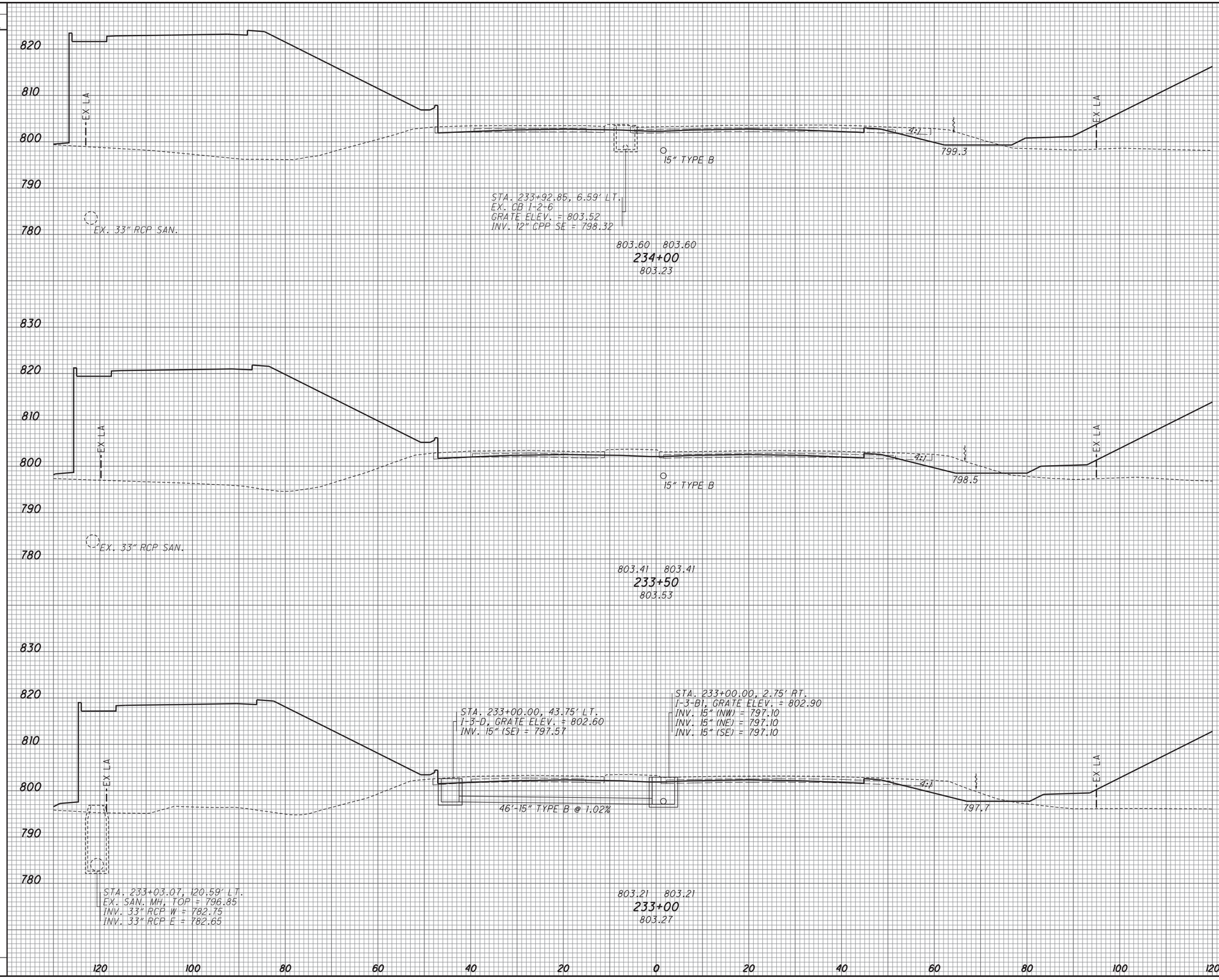
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 233+00 TO STA. 234+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:26:08 AM jeveret1

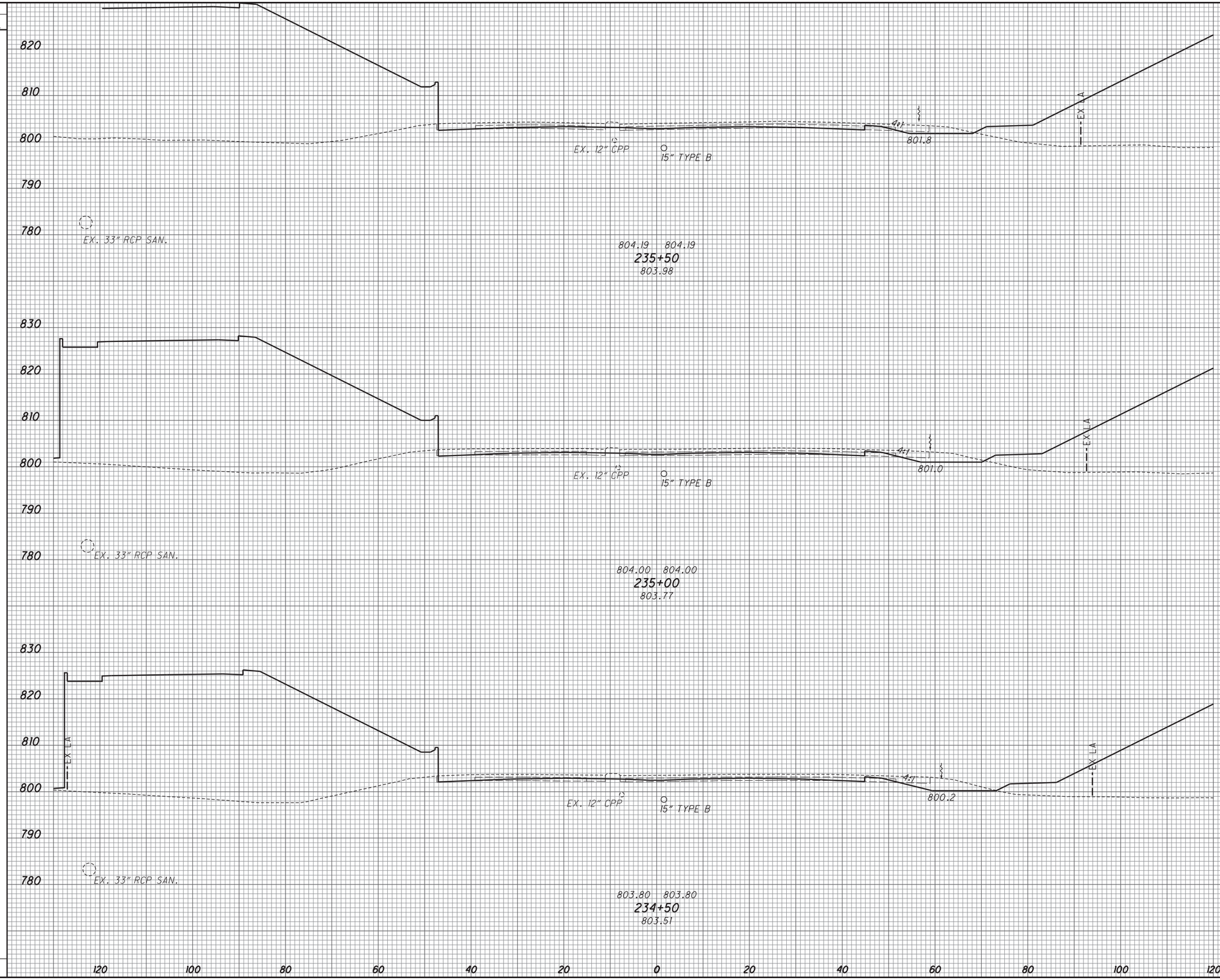
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 234+50 TO STA. 235+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:26:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830
820
810
800
790
780

EX. 15" RCP SAN.

EX LA

804.78 804.78
237+00
804.93

EX LA

EX R/W

EX. 15" RCP SAN.

804.58 804.58
236+50
804.74

STA. 236+00.00, 43.75' LT.
I-3-D, GRATE ELEV. = 803.78
INV. 15" (SE) = 798.51

STA. 236+00.00, 2.75' RT.
I-3-BI, GRATE ELEV. = 804.08
INV. 15" (NW) = 798.28
INV. 15" (NE) = 798.28

EX LA

46'-15" TYPE B @ 0.50%

STA. 235+79.40, 9.53' LT.
EX. CB I-2-6
GRATE ELEV. = 804.51
INV. 12" CPP NW = 800.11
INV. 12" CPP SE = 800.21

STA. 236+18.53, 128.02' LT.
EX. SAN. MH, TOP = 802.82
INV. 15" RCP NW = 783.27
INV. 15" RCP SE = 783.37

804.39 804.39
236+00
804.29

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 236+00 TO STA. 237+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:26:41 AM jeveret1

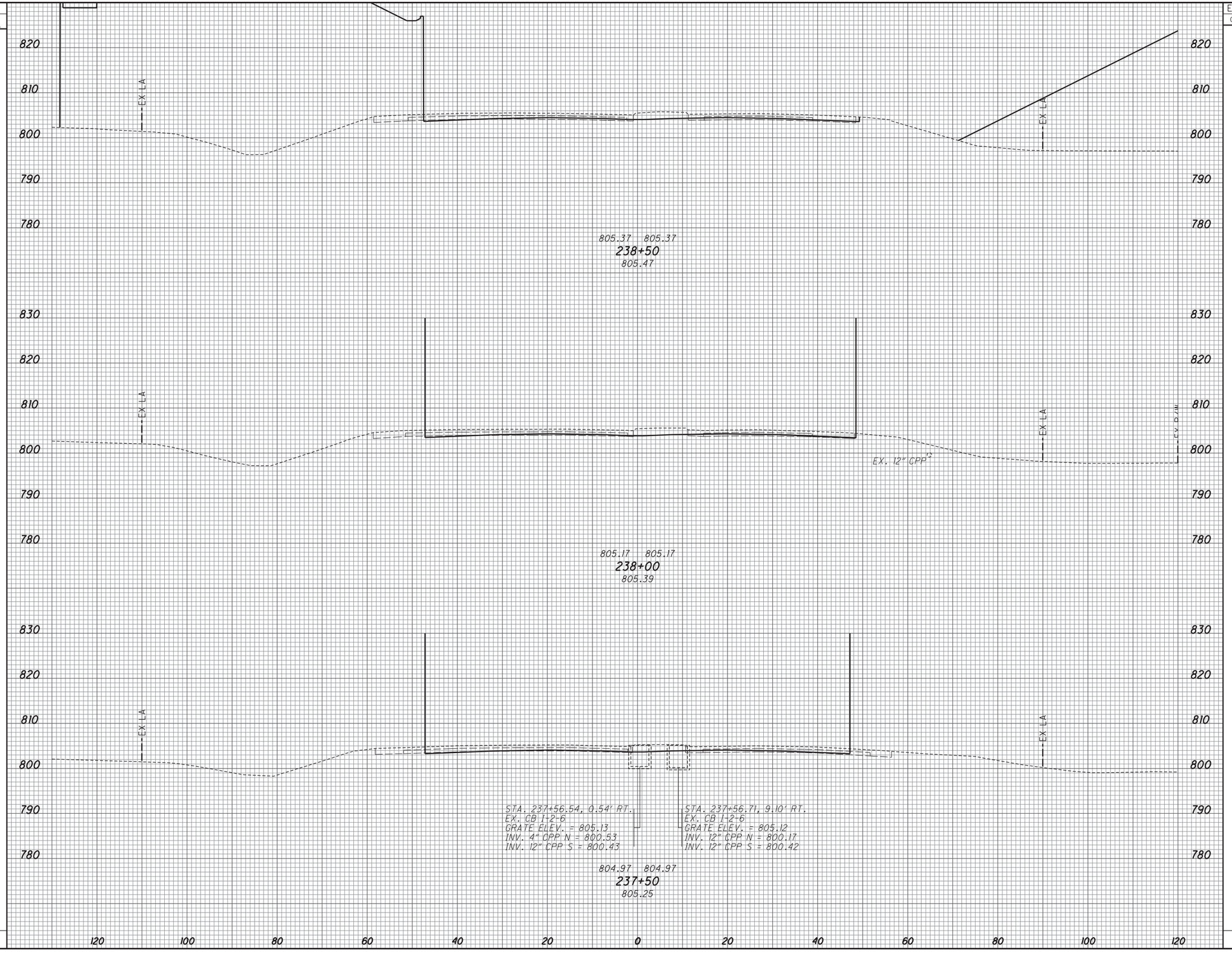
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

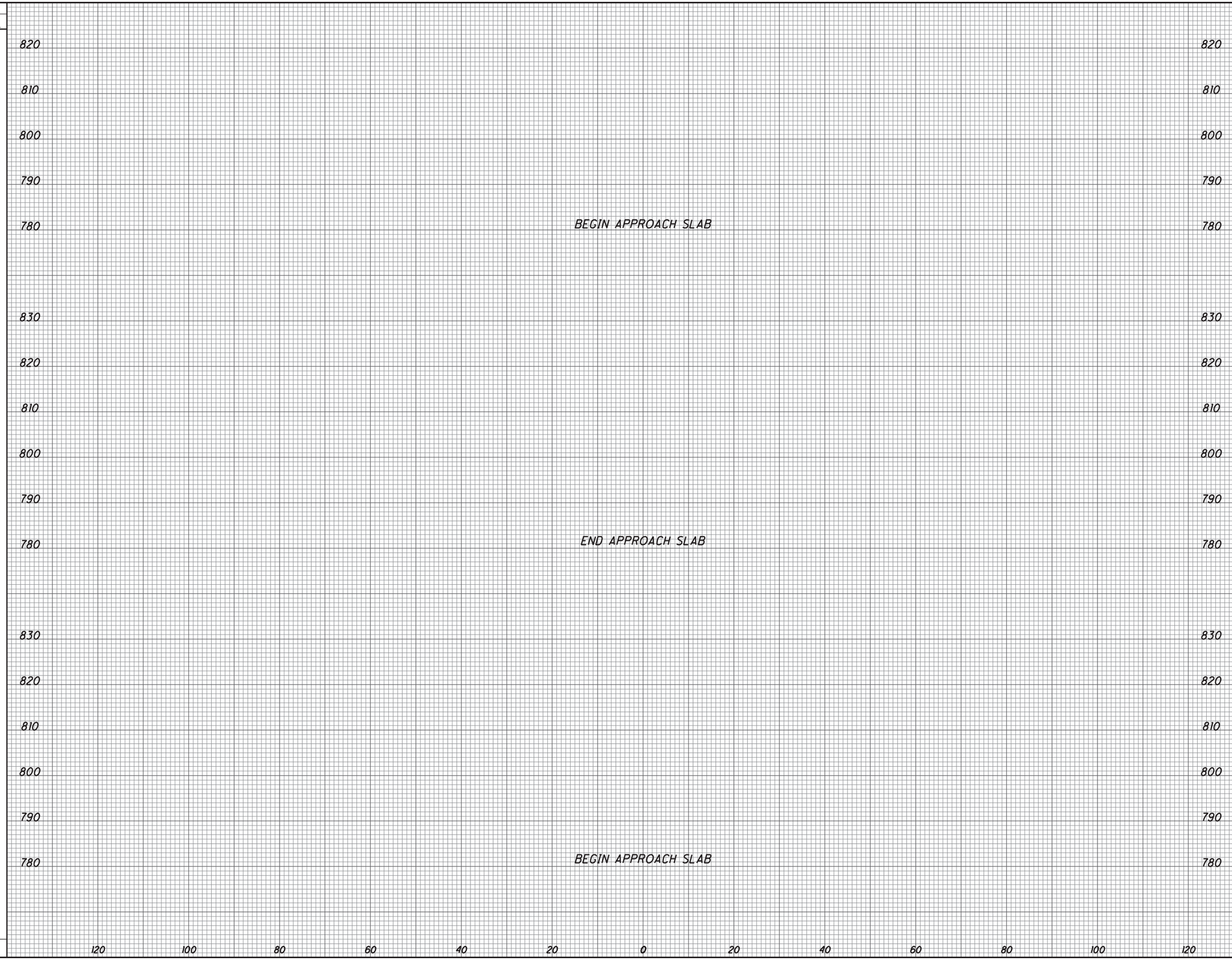


CROSS SECTIONS - US 35
STA. 237+50 TO STA. 238+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:26:57 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

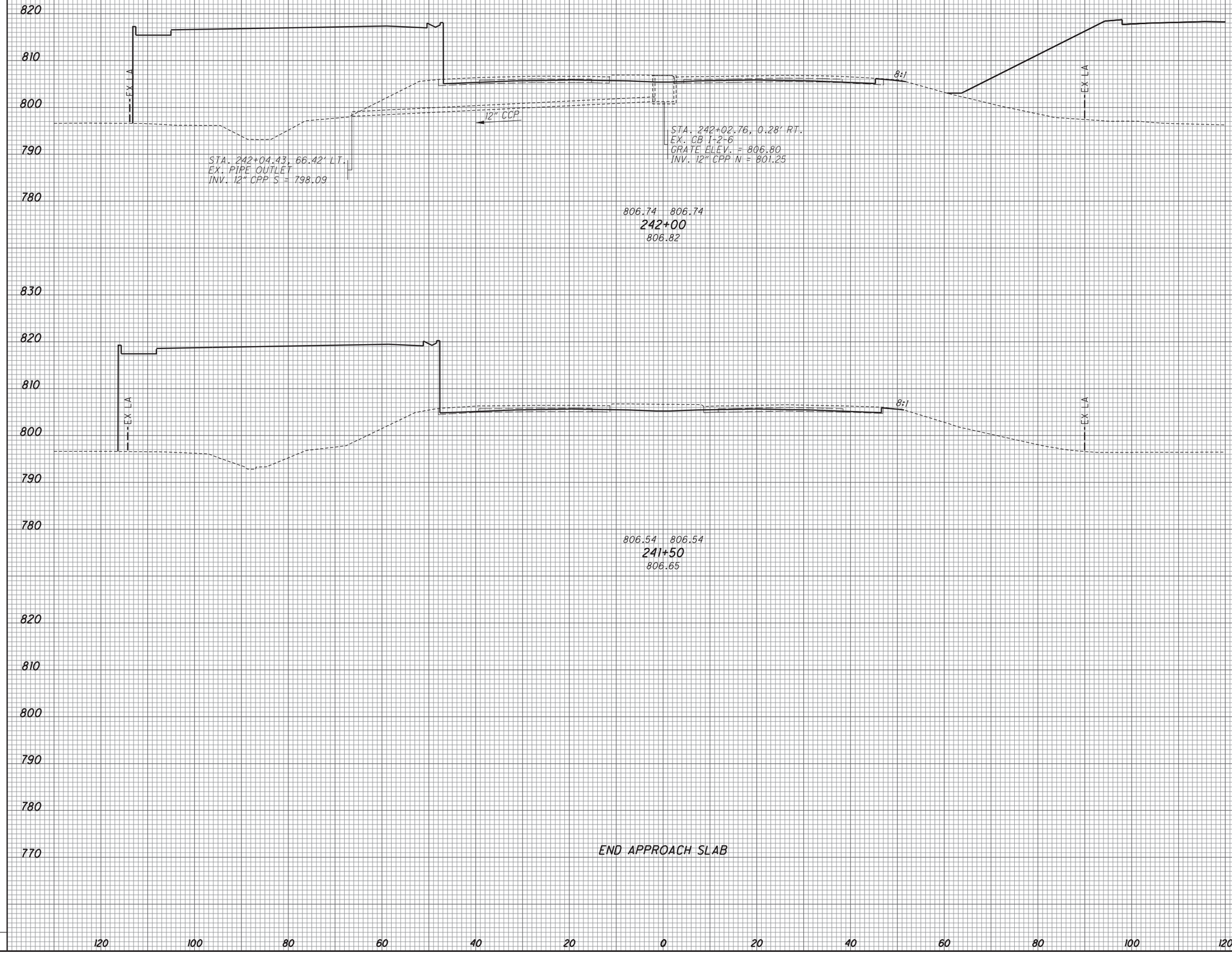
CROSS SECTIONS - US 35
STA. 239+00 TO STA. 240+50

GRE-35-4.26

277
876

80468xs001.dgn 9/25/2014 8:27:13 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 241+00 TO STA. 242+00

GRE-35-4.26

278
876

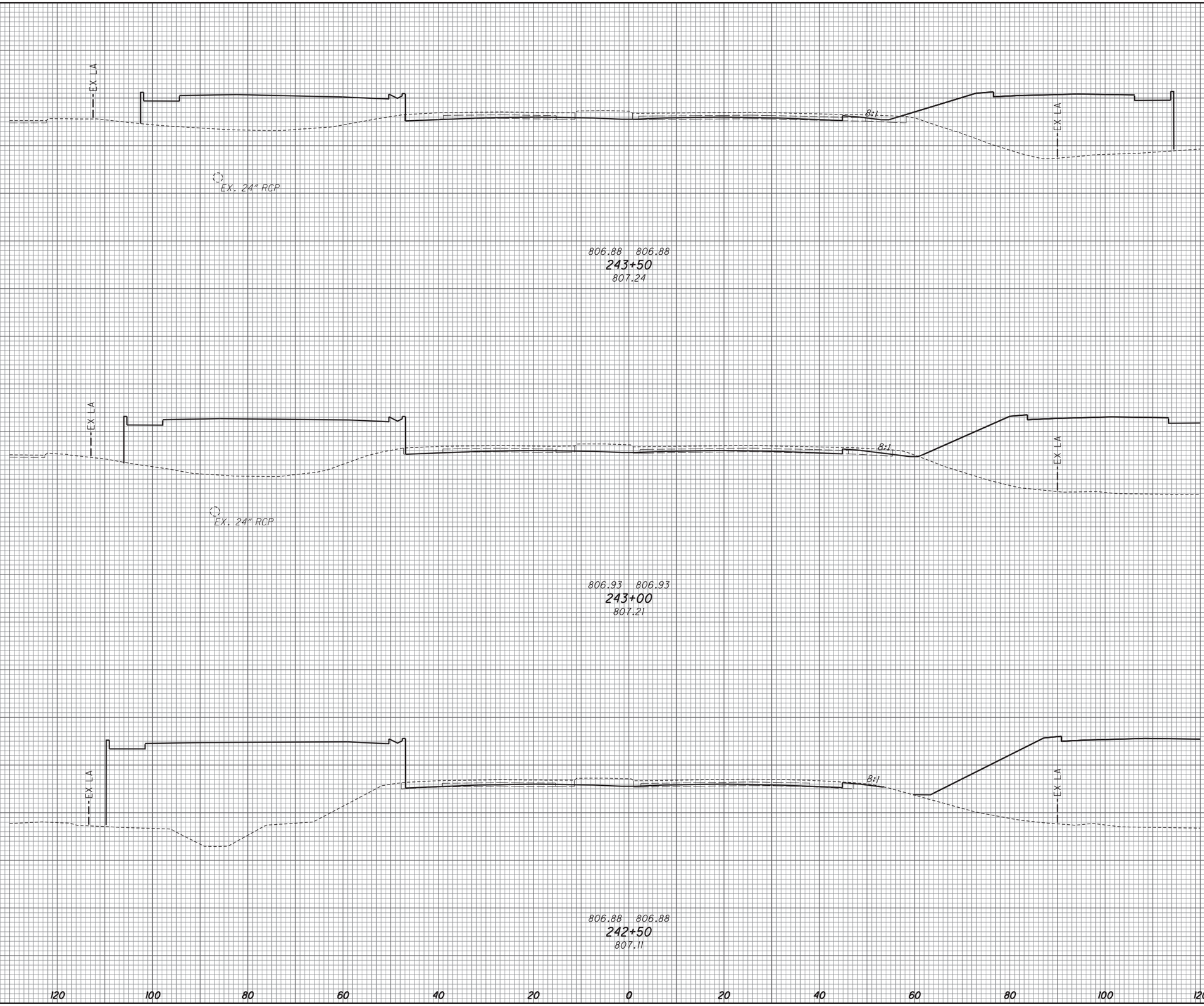
80468xs001.dgn 9/25/2014 8:27:32 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 242+50 TO STA. 243+50

GRE-35-4.26

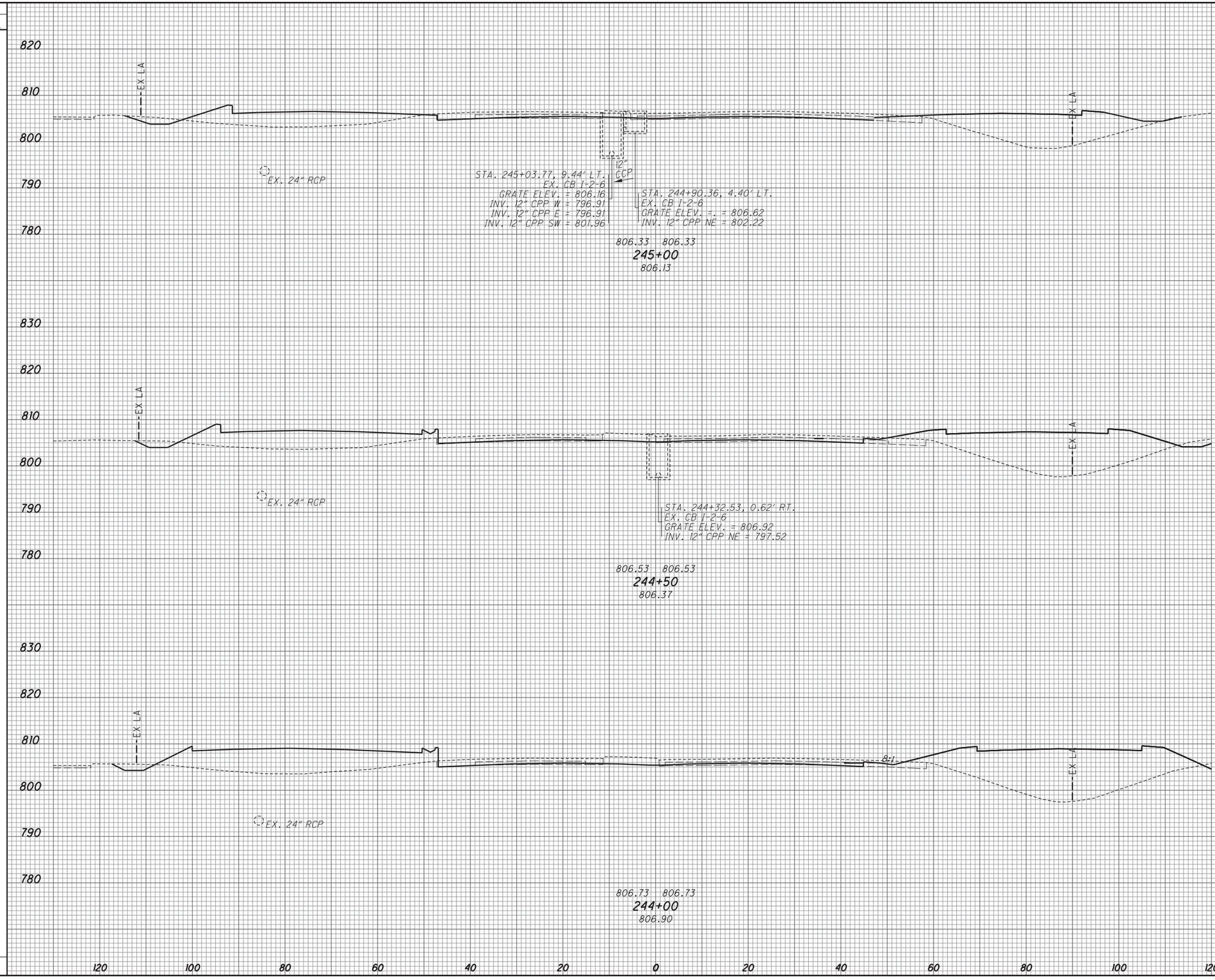
80468xs001.dgn 9/25/2014 8:27:47 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 244+00 TO STA. 245+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:28:04 AM jeveret1

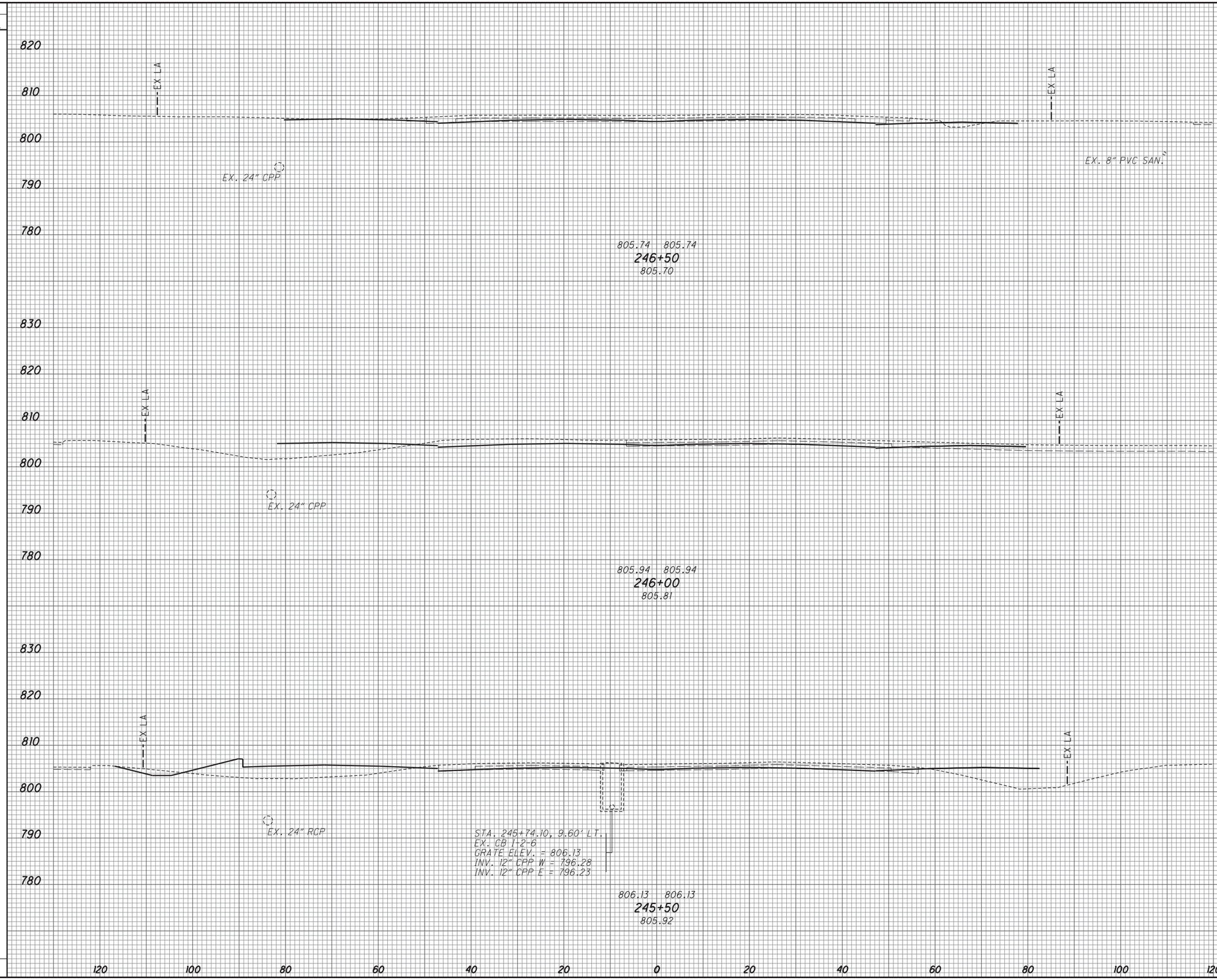
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 245+50 TO STA. 246+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:28:20 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830
820
810
800
790
780
830
820
810
800
790
780

EX LA

EX. 24" CPP

EX. 12" CPP

EX. 8" PVC SAN.

805.14 805.14
248+00
804.72

EX LA

EX. 24" CPP

STA. 247+59.18, 9.59' RT.
EX. CB I-2-6
GRATE ELEV. = 805.58
INV. 12" CPP E = 799.63

EX. 8" PVC SAN.

805.34 805.34
247+50
805.08

EX LA

STA. 247+00.00, 43.74' LT.
I-3-C1, GRATE ELEV. = 804.91
INV. 15" (N) = 799.66
INV. 15" (S) = 799.66

STA. 247+00.00, 2.75' RT.
I-3-B1, GRATE ELEV. = 805.28
INV. 15" (NE) = 800.03

55'-15" TYPE B @ 1.99%

47'-15" TYPE B @ 0.79%

EX. 24" CPP

EX LA

STA. 246+76.05, 108.10' RT.
EX. SAN. MH, TOP = 804.02
INV. 8" PVC W = 797.18
INV. 8" PVC E = 797.06

805.54 805.54
247+00
805.40

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 247+00 TO STA. 248+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:28:38 AM jeveret1

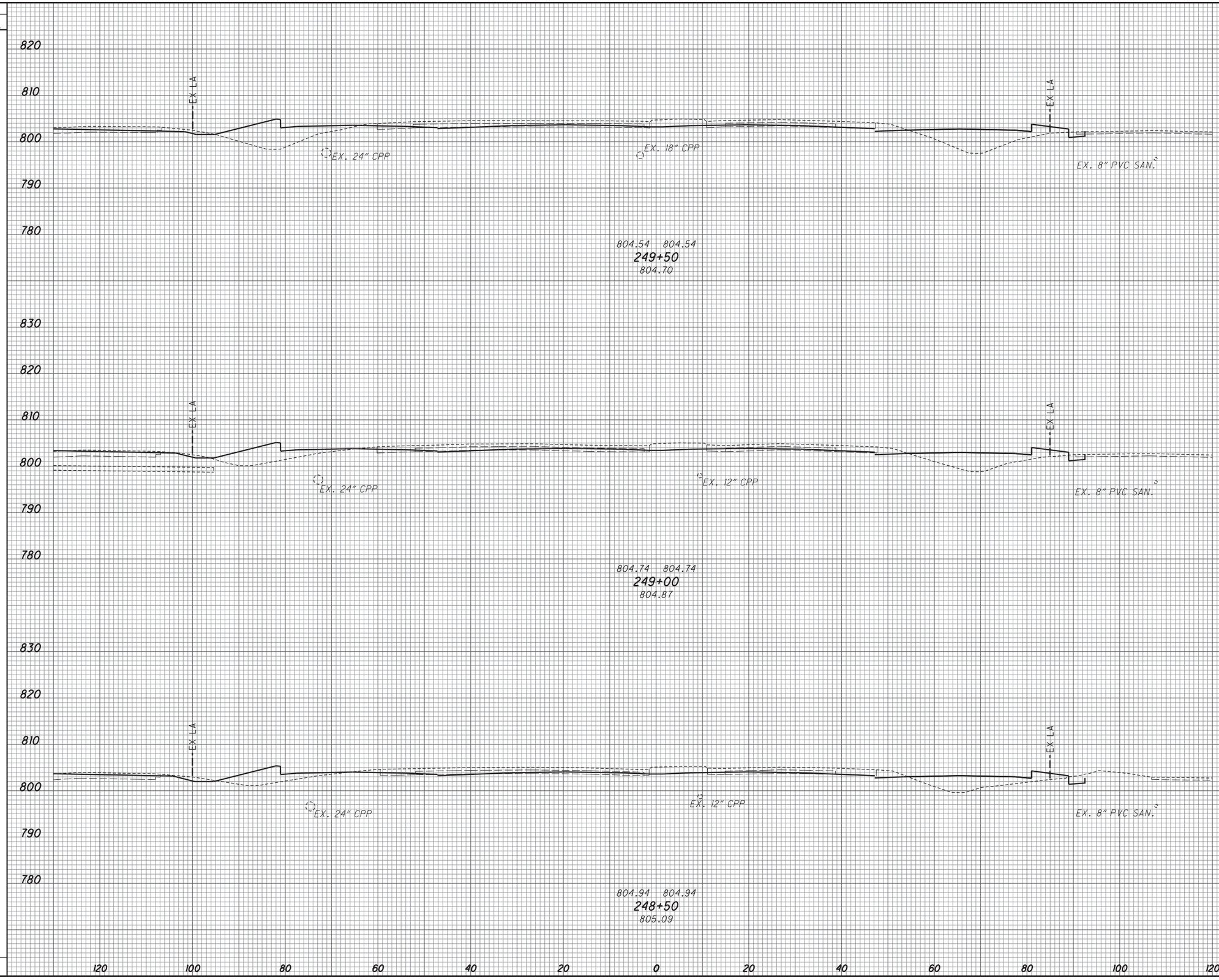
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 248+50 TO STA. 249+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:28:54 AM jeveret1

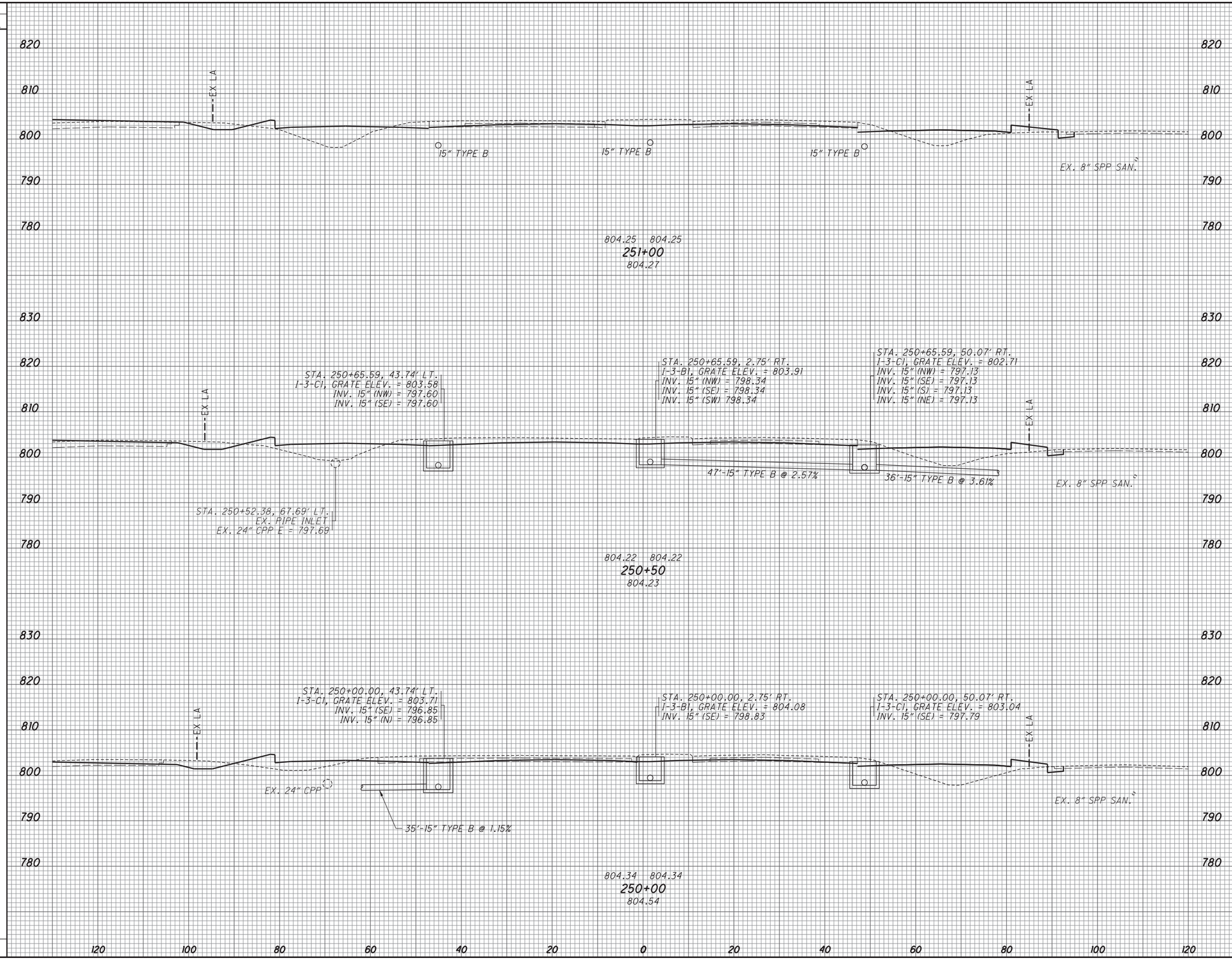
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 250+00 TO STA. 251+00

GRE-35-4.26

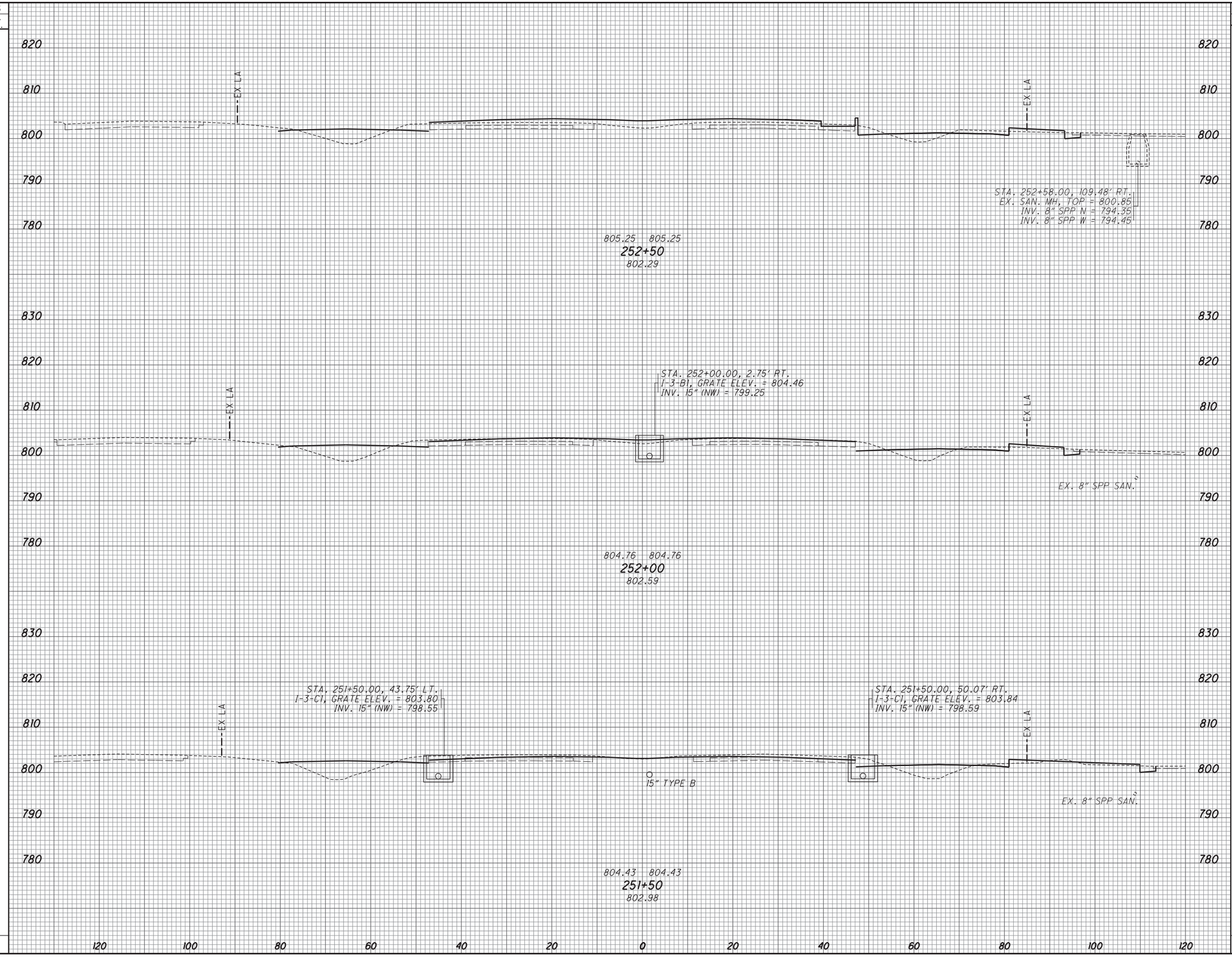
80468xs001.dgn 9/25/2014 8:29:09 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 251+50 TO STA. 252+50

GRE-35-4.26

285
876

80468xs001.dgn 9/25/2014 8:29:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 253+00 TO STA. 254+00

GRE-35-4.26

286
876

80468xs001.dgn 9/25/2014 8:29:43 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 254+50 TO STA. 255+50

GRE-35-4.26

287
876

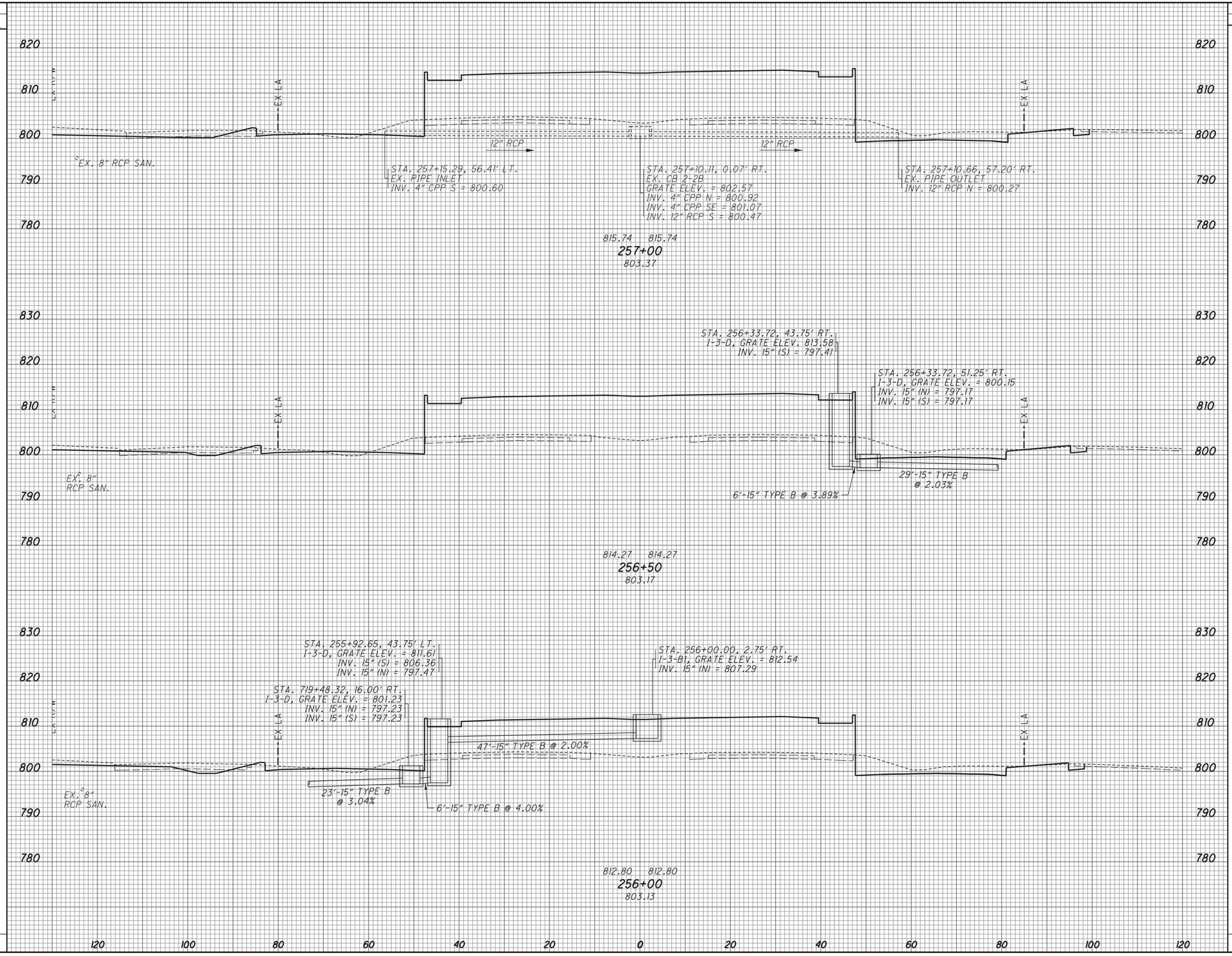
80468xs001.dgn 9/25/2014 8:29:59 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 256+00 TO STA. 257+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:30:18 AM jeveret1

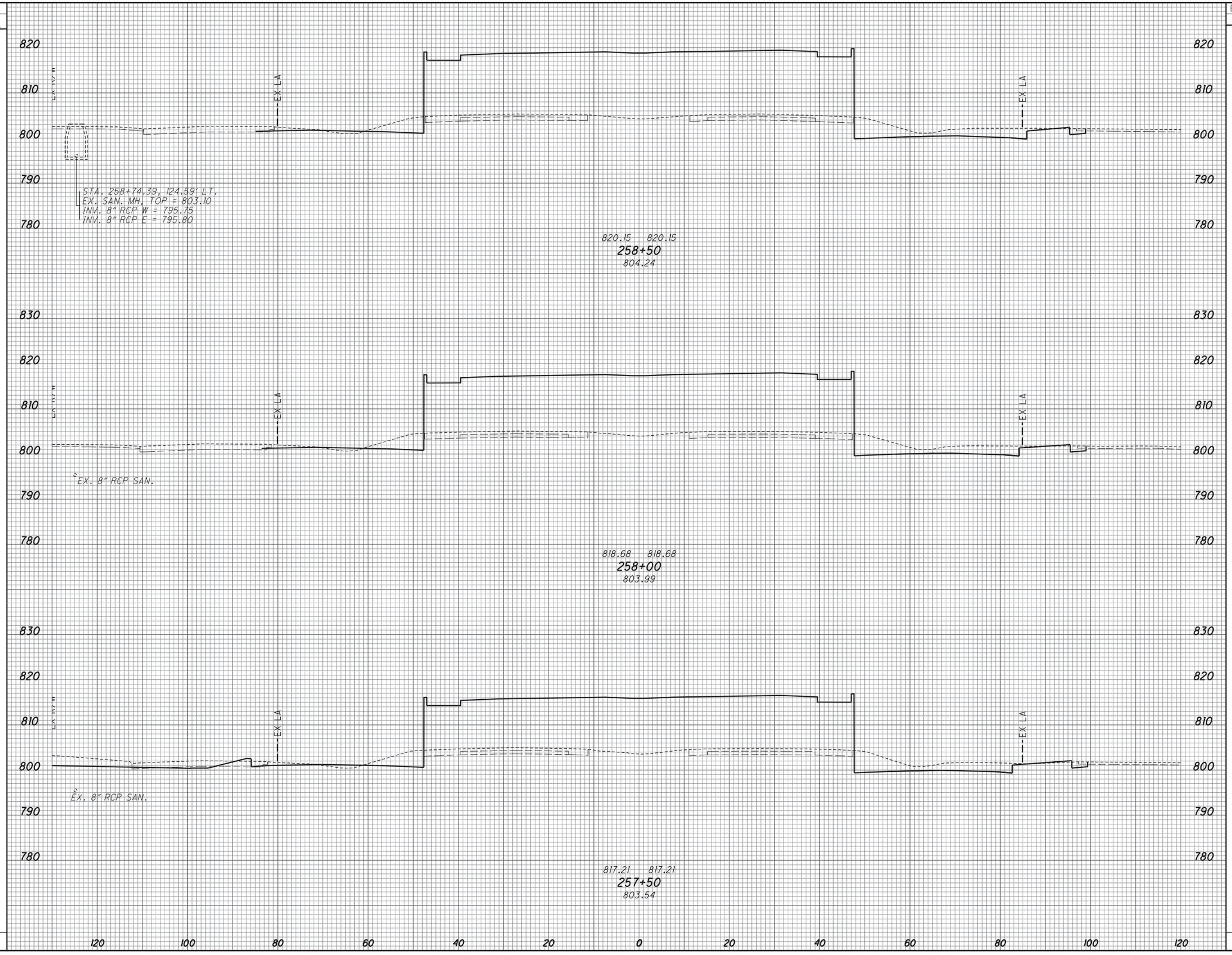
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 257+50 TO STA. 258+50

GRE-35-4.26

289
876

80468xs001.dgn 9/25/2014 8:30:34 AM jeveret1

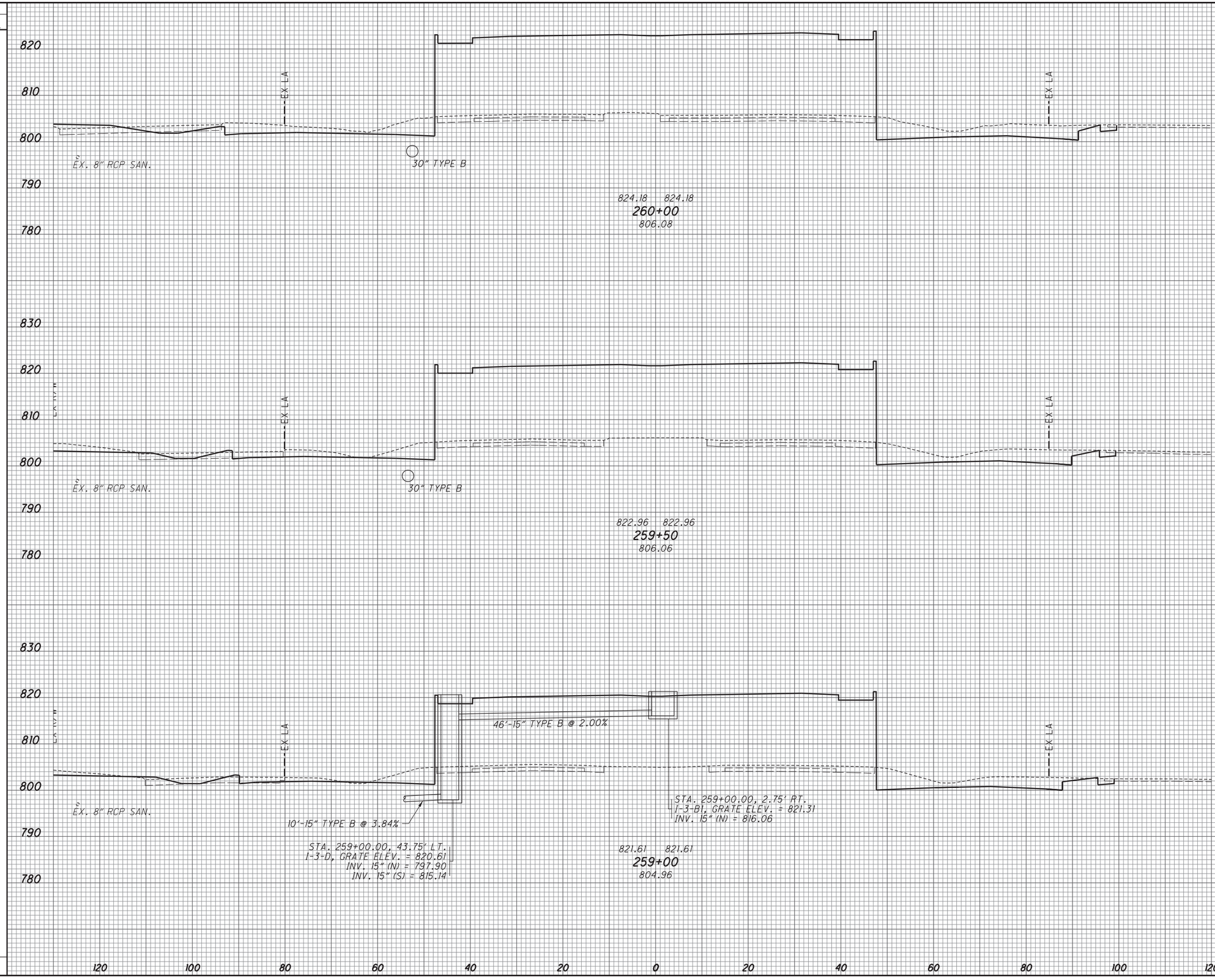
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 259+00 TO STA. 260+00

GRE-35-4.26

290
876

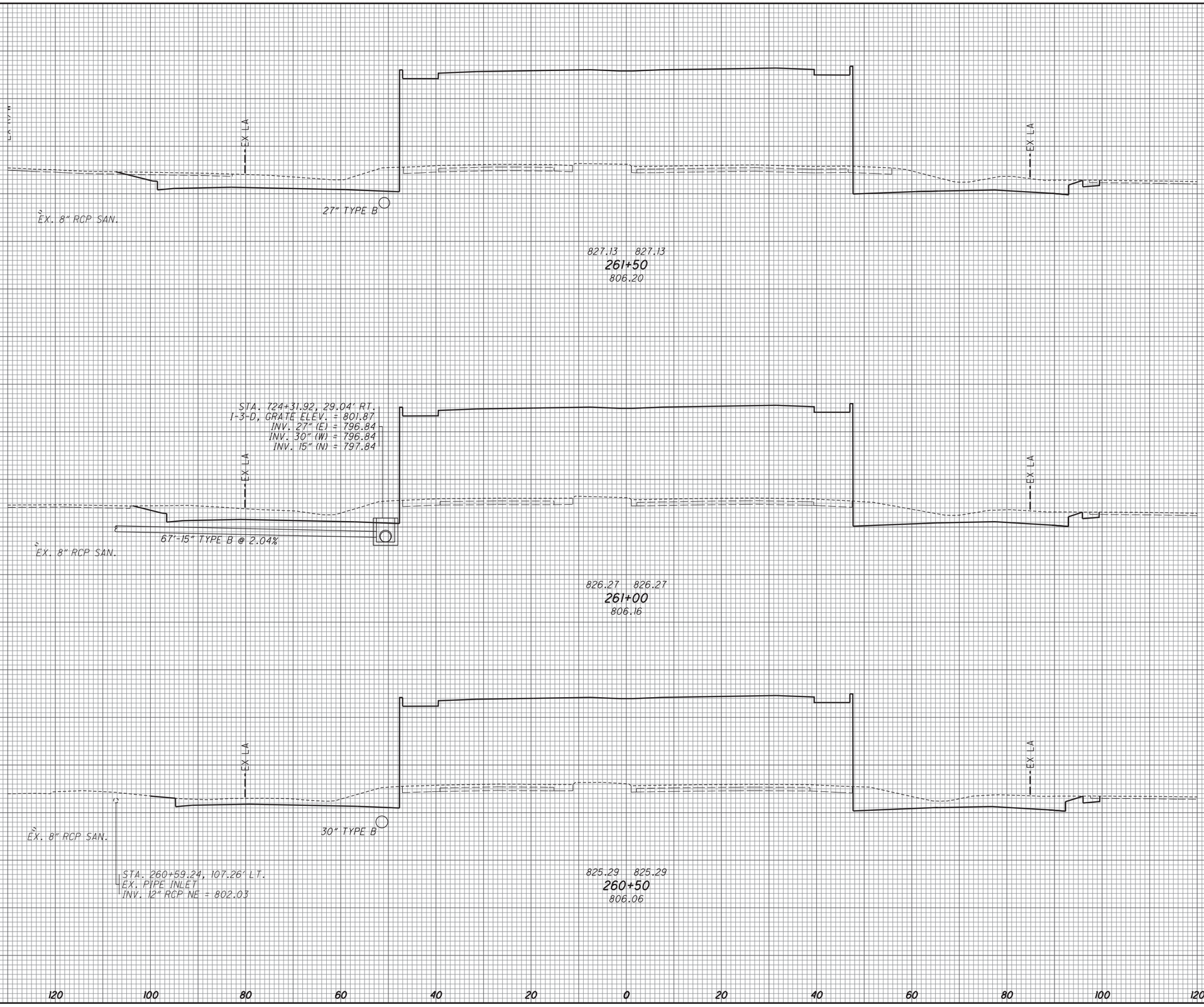
80468xs001.dgn 9/25/2014 8:30:55 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 260+50 TO STA. 261+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:31:10 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 262+00 TO STA. 263+00

GRE-35-4.26

BEGIN APPROACH SLAB

STA. 725+84.00, 35.18' RT.
I-3-D, GRATE ELEV. = 801.15
INV. 27" (W) = 797.15
INV. 18" (N) = 798.15
INV. 15" (S) = 798.15

46'-15" TYPE B @ 2.00%

STA. 262+31.44, 2.75' RT.
I-3-B1, GRATE ELEV. = 827.99
INV. 15" (N) = 822.74

EX. 8" RCP SAN.

49'-18" TYPE B @ 0.83%

6'-15" TYPE B @ 4.00%

STA. 262+33.91, 43.75' LT.
INV. I-3-D, GRATE ELEV. = 827.13
INV. 15" (S) = 821.82
INV. 15" (N) = 798.39

STA. 262+50.47, 1.57' LT.
EX. CB I-2-6
GRATE ELEV. = 805.07
INV. 12" CPP E = 801.61

828.48 828.48
262+50
805.54

27" TYPE B

STA. 261+75.03, 122.73' LT.
EX. SAN. MH, TOP = 805.06
INV. 8" RCP W = 796.71
INV. 8" RCP E = 796.76

827.86 827.86
262+00
806.12

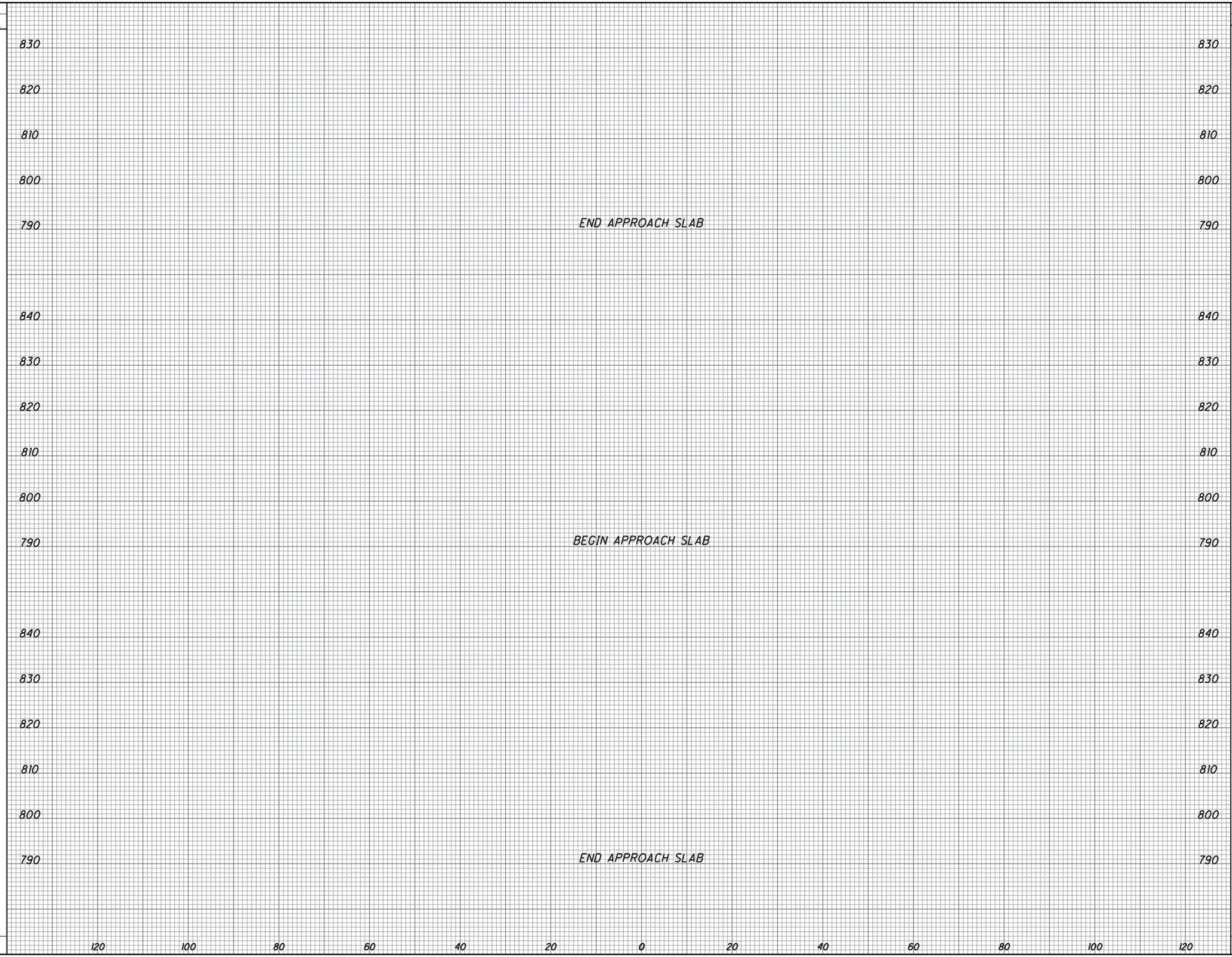
EX LA

830 820 810 800 790 840

120 100 80 60 40 20 0 20 40 60 80 100 120

80468xs001.dgn 9/25/2014 8:31:28 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 263+50 TO STA. 265+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:31:44 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

STA. 267+21.00, 2.75' RT.
I-3-B1, GRATE ELEV. = 828.02
INV. 15" (S) = 822.77

STA. 267+20.93, 43.75' RT.
I-3-D, GRATE ELEV. = 828.06
INV. 15" (N) = 821.91
INV. 15" (S) = 798.05

43'-15" TYPE B @ 2.01%

STA. 567+16.97, 8.00' RT.
CB-3, GRATE ELEV. = 800.59
INV. 15" (N) = 797.28
INV. 15" (S) = 797.28

STA. 567+16.97, 30.00' LT.
CB-3, GRATE ELEV. = 801.05
INV. 15" (S) = 797.65
INV. 15" (N) = 797.65

EX LA

21" TYPE C

EX. 24" CMP

EX. 12" CPP

37'-15" TYPE B @ 0.99%

5'-15" TYPE B @ 3.90%

10'-15" TYPE C @ 4.02%

STA. 567+17.09, 12.75' RT.
MH-3, RIM ELEV. = 802.03
INV. 15" (N) = 797.08
INV. 15" (W) = 797.08
INV. 18" (E) = 796.83

828.51 828.51
267+00
803.49

STA 666+49.43, 30.00' RT
CB-3, GRATE ELEV 802.66
15" (N) 799.21

STA 666+49.43, 18.00' LT
CB-3, GRATE ELEV 802.09
15" (W) 798.97
15" (S) 798.97

STA 566+28.21, 34.70' RT
CB-3, GRATE ELEV 802.08
15" (E) 798.42

21" TYPE C

47'-15" TYPE B @ 0.51%

EX. 24" CMP

EX. 12" CPP

829.00 829.00
266+50
803.74

15" TYPE B

EX. 24" CMP

EX. 12" CPP

829.36 829.36
266+00
804.05

830 820 810 800 790 840

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 266+00 TO STA. 267+00

GRE-35-4.26

294
876

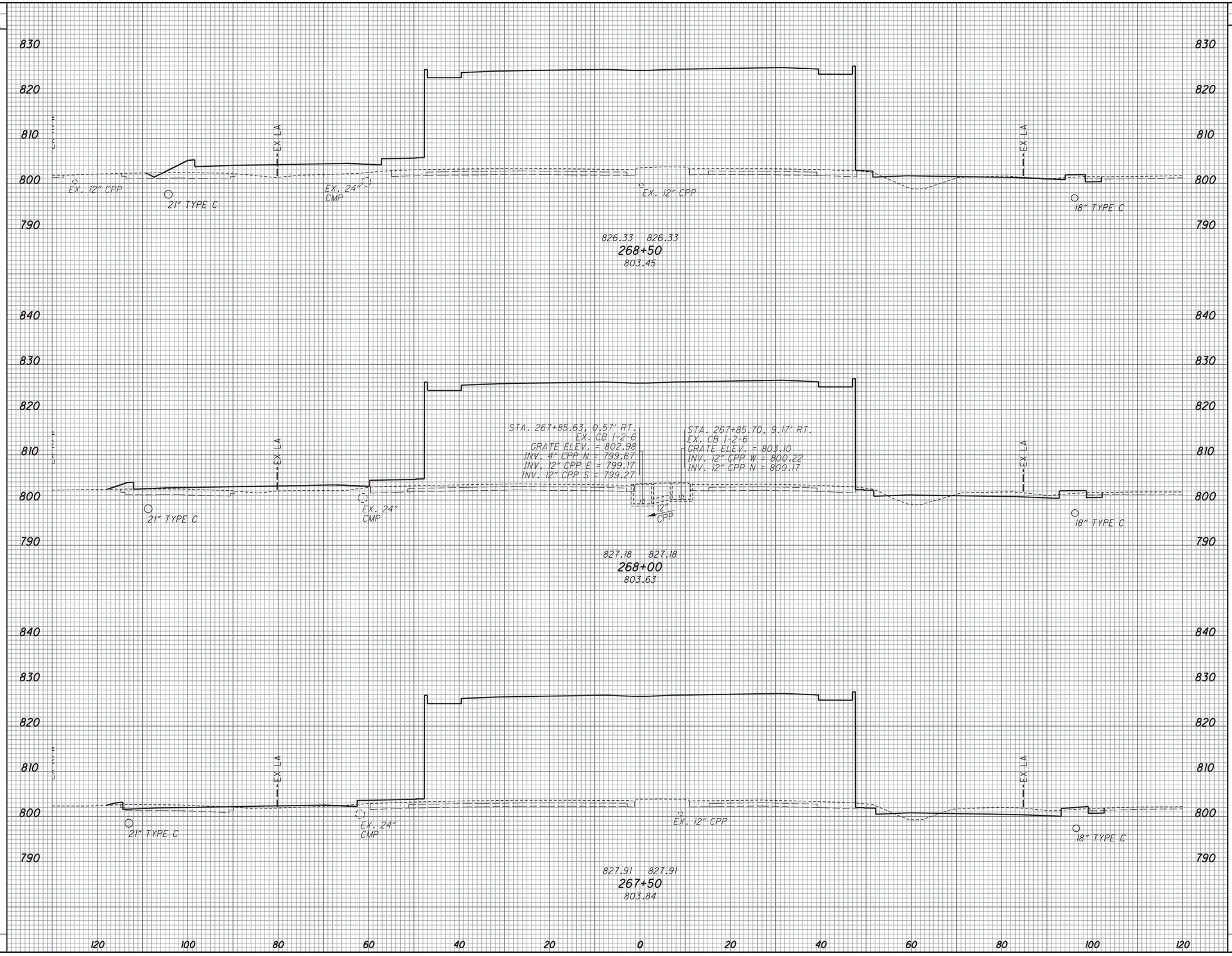
80468xs001.dgn 9/25/2014 8:31:59 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 267+50 TO STA. 268+50

GRE-35-4.26

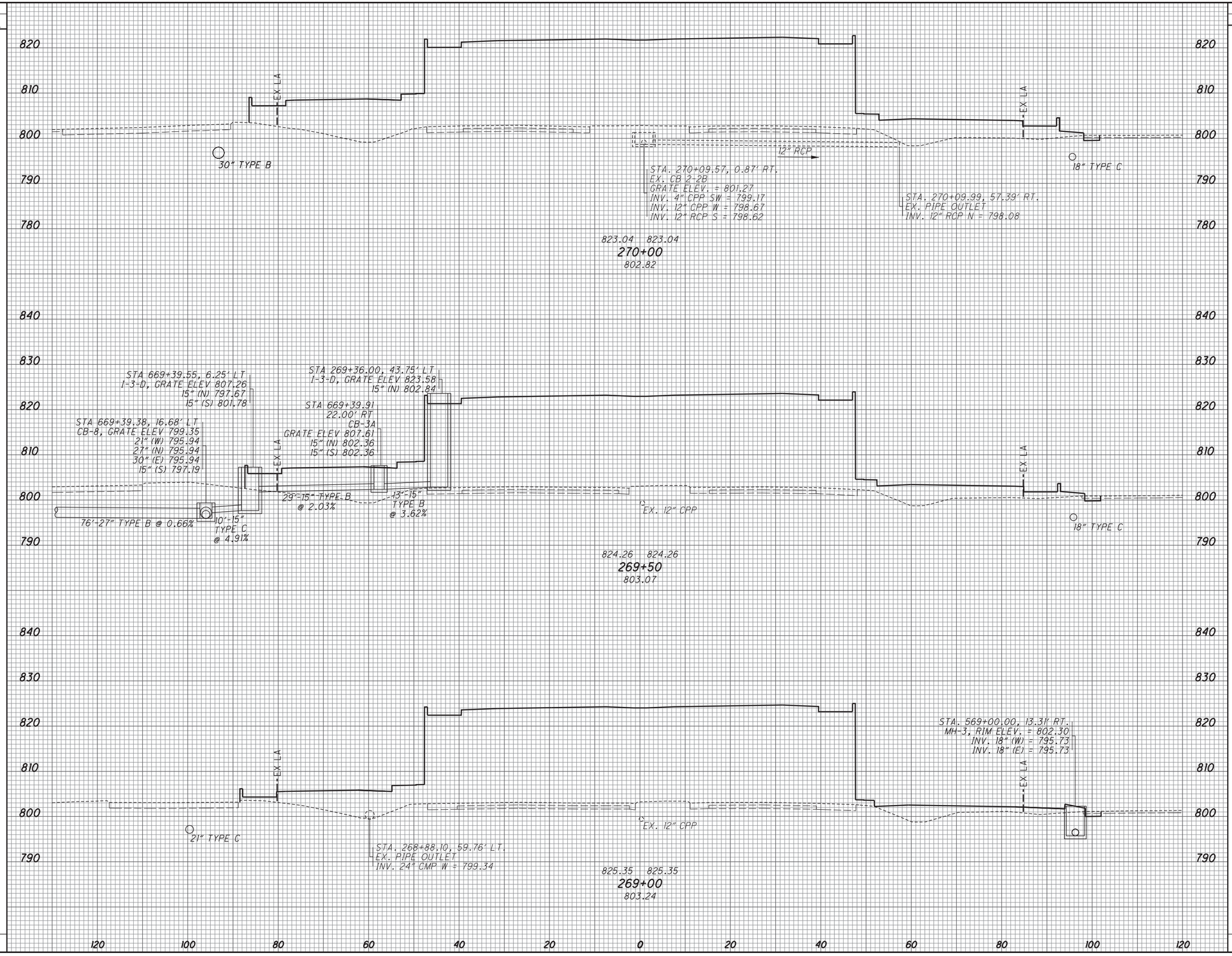
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 269+00 TO STA. 270+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:32:30 AM jeveret1

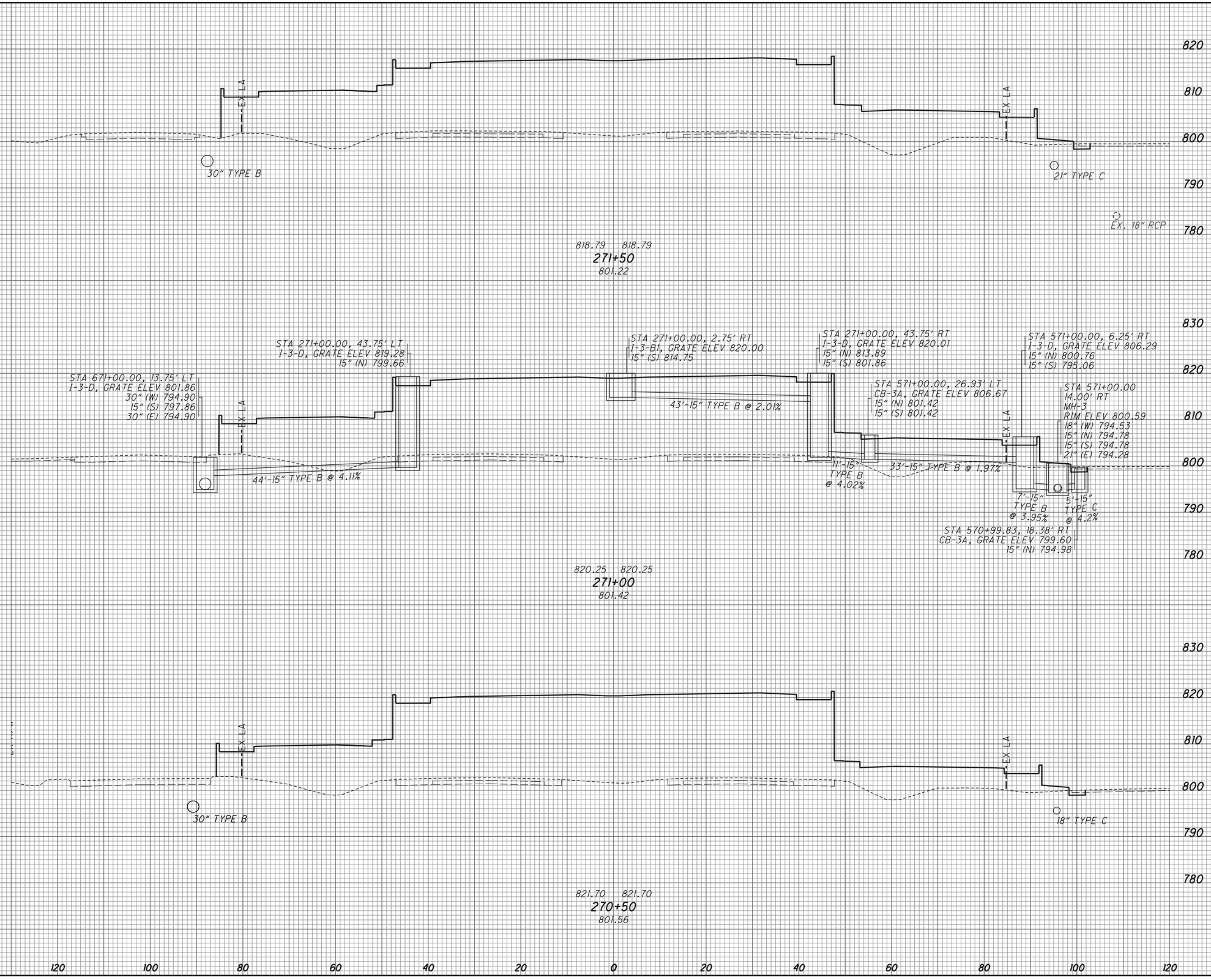
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 270+50 TO STA. 271+50

GRE-35-4.26

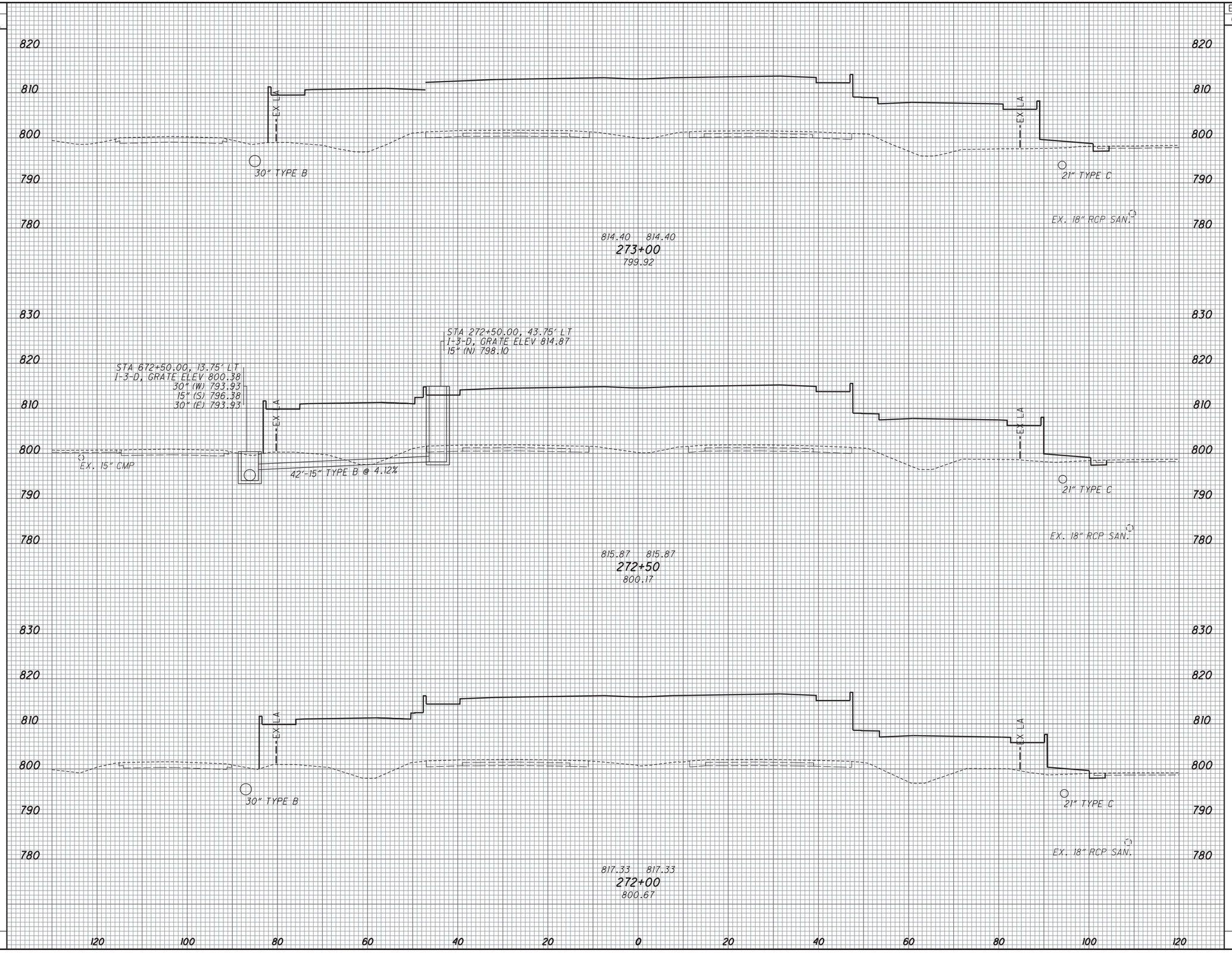
80468xs001.dgn 9/25/2014 8:32:45 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 272+00 TO STA. 273+00

GRE-35-4.26

298
876

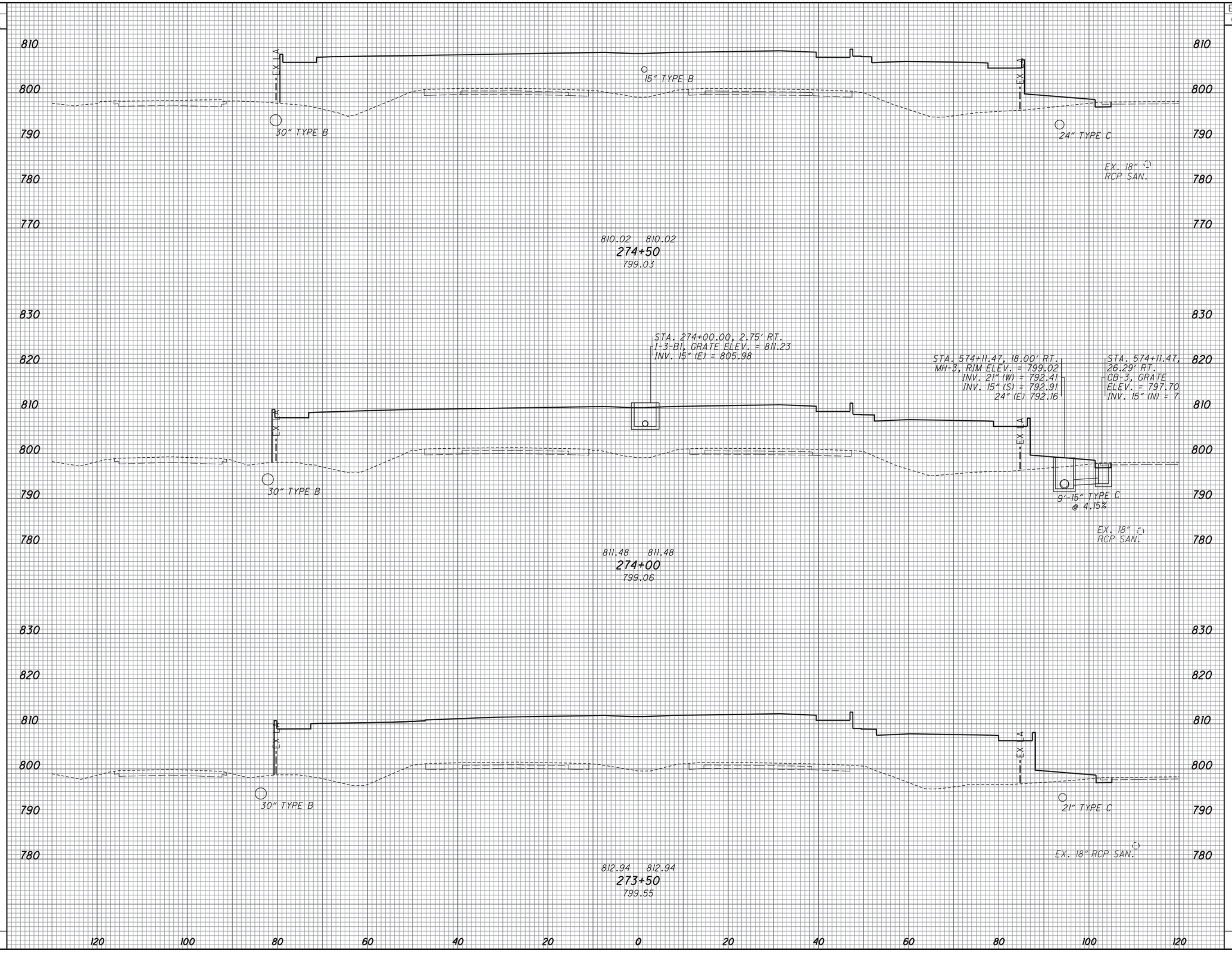
80468xs001.dgn 9/25/2014 8:33:02 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 273+50 TO STA. 274+50

GRE-35-4.26

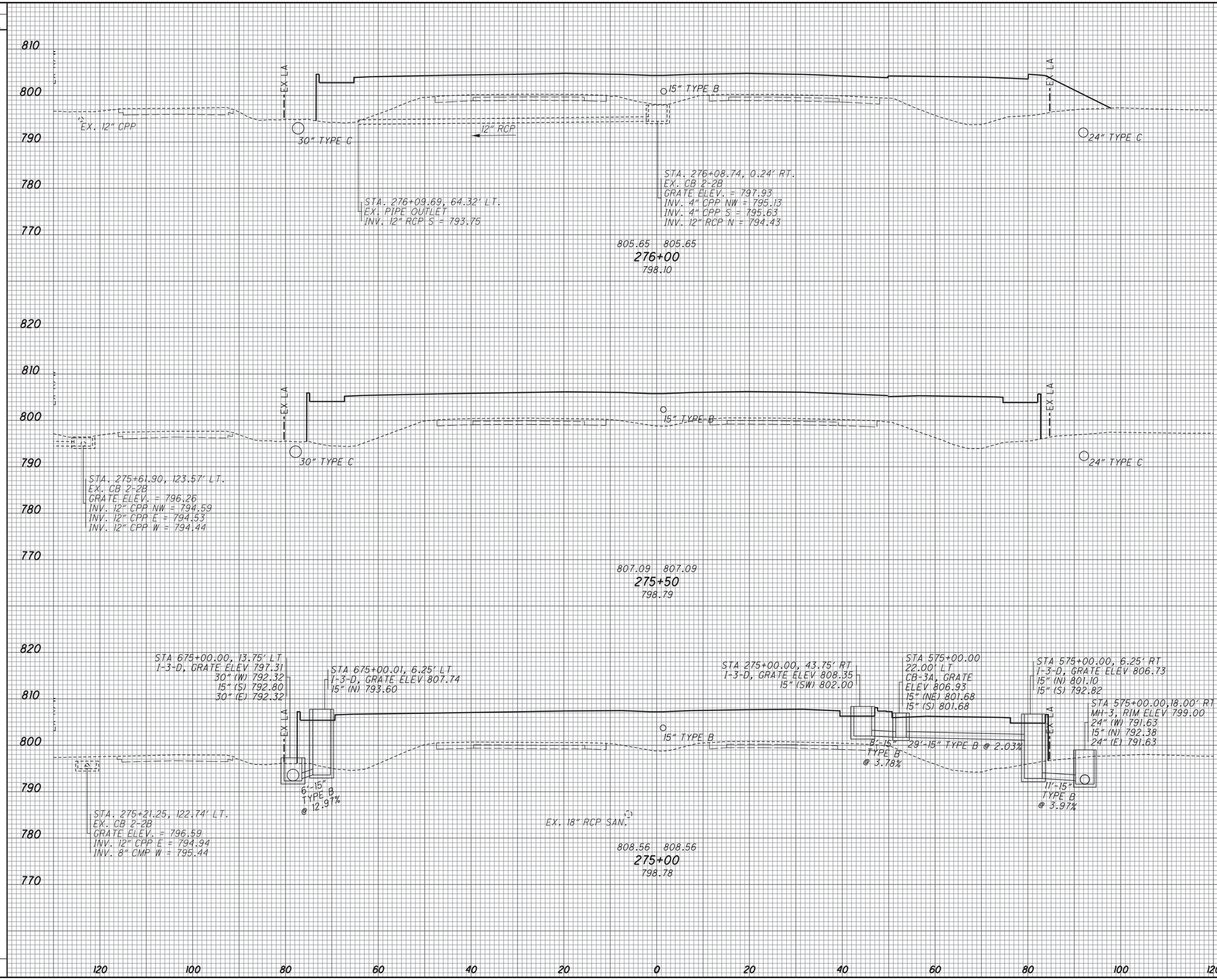
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 275+00 TO STA. 276+00

GRE-35-4.26

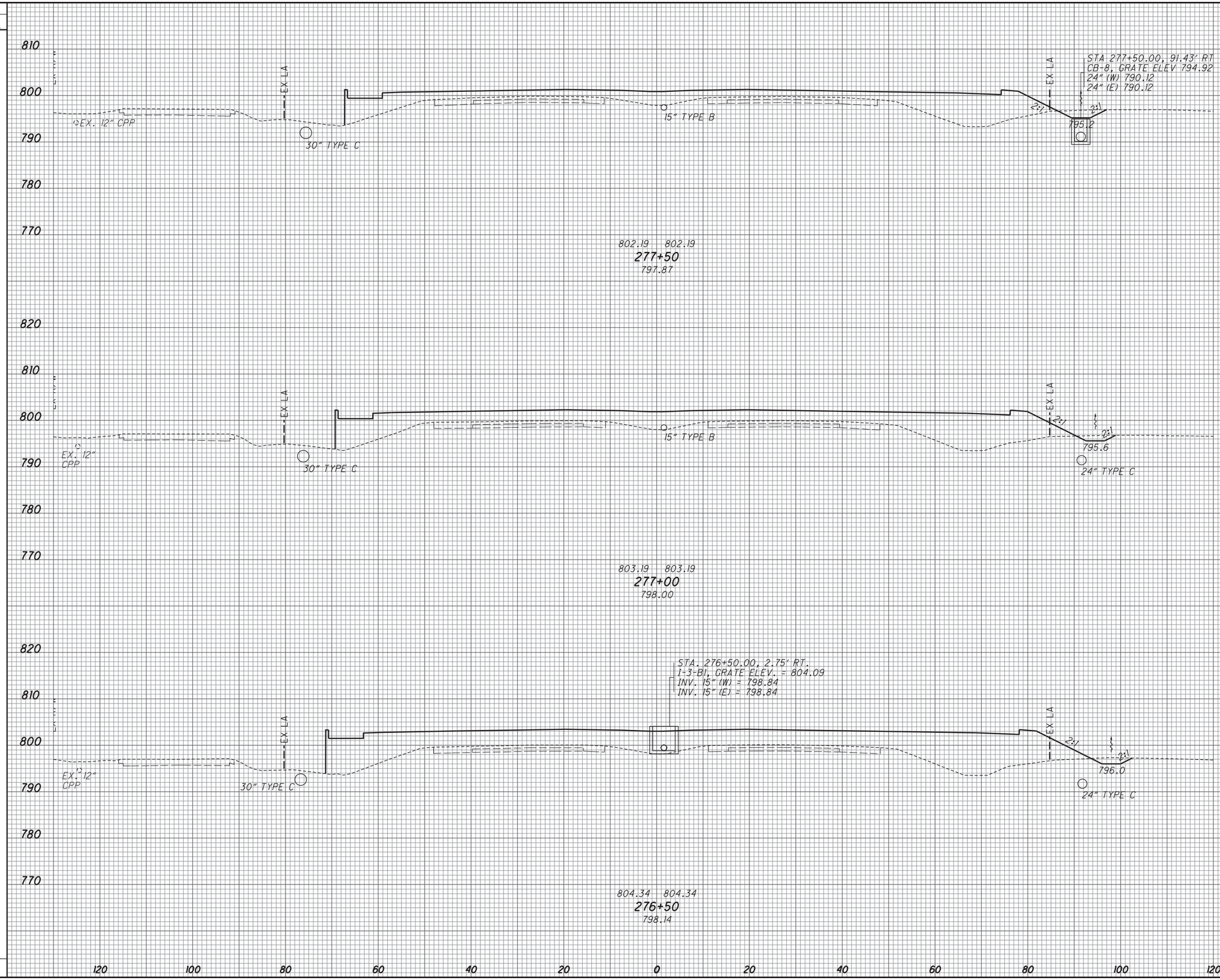
80468xs001.dgn 9/25/2014 8:33:34 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 276+50 TO STA. 277+50

GRE-35-4.26

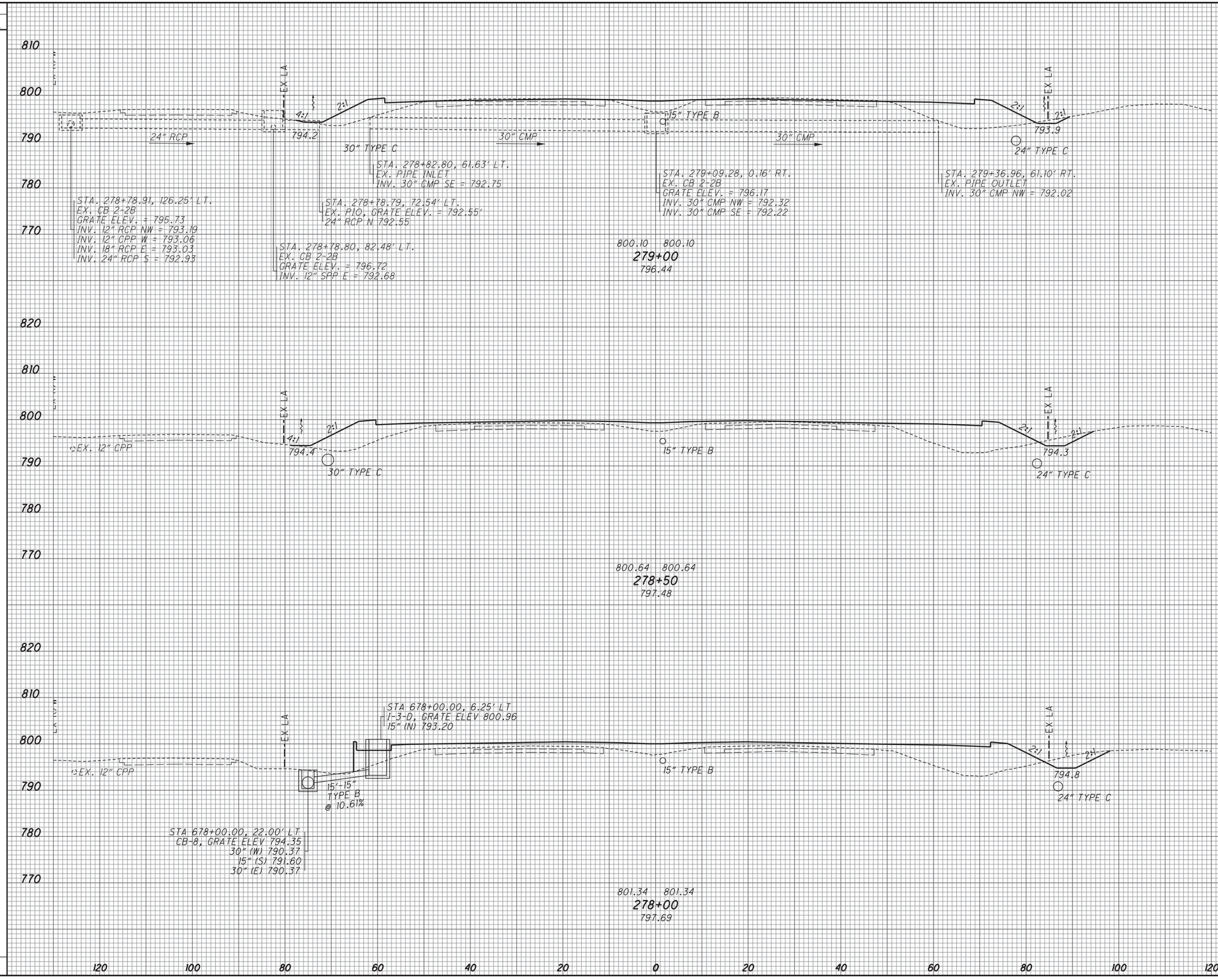
80468xs001.dgn 9/25/2014 8:33:49 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 278+00 TO STA. 279+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:34:06 AM jeveret1

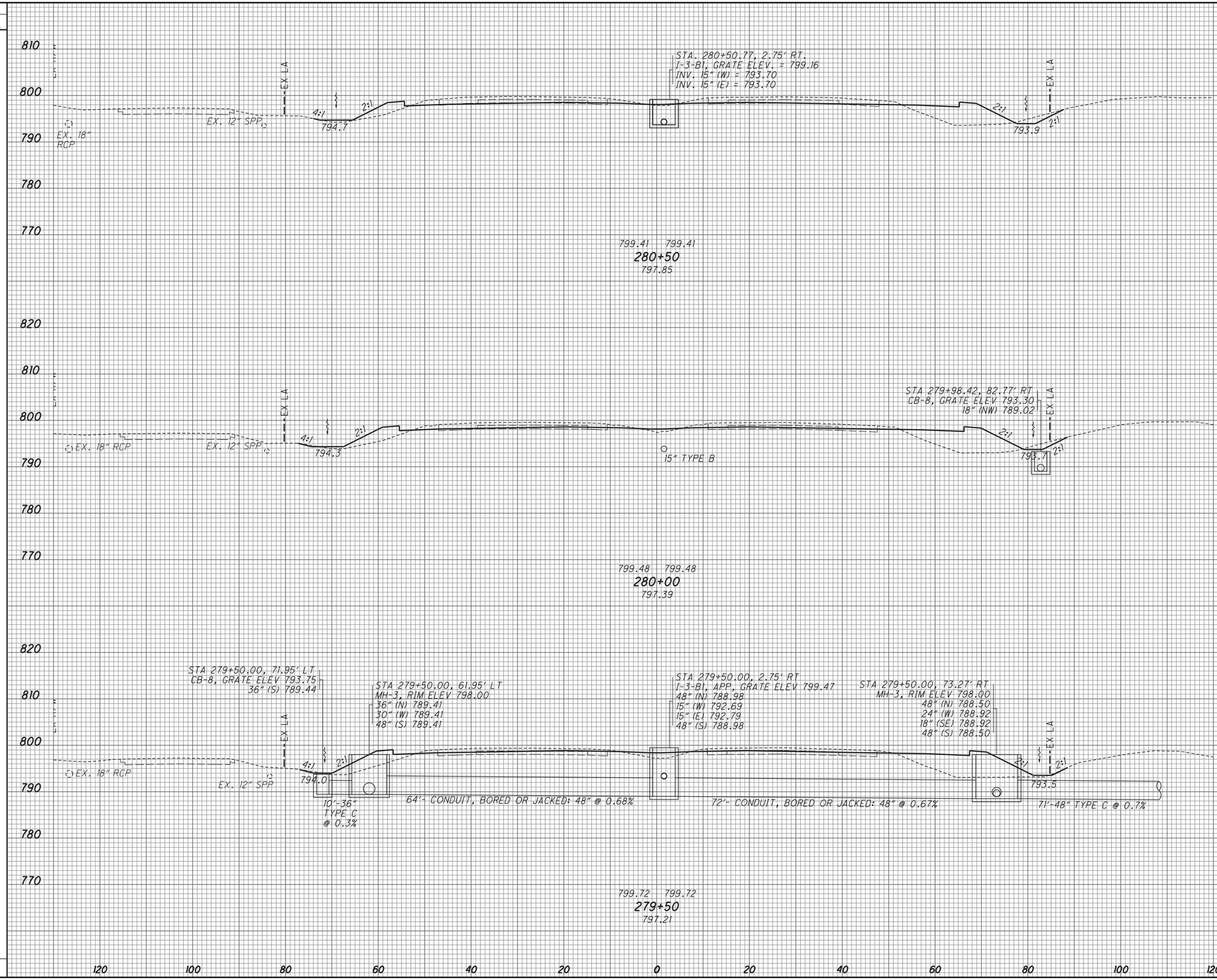
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 279+50 TO STA. 280+50

GRE-35-4.26

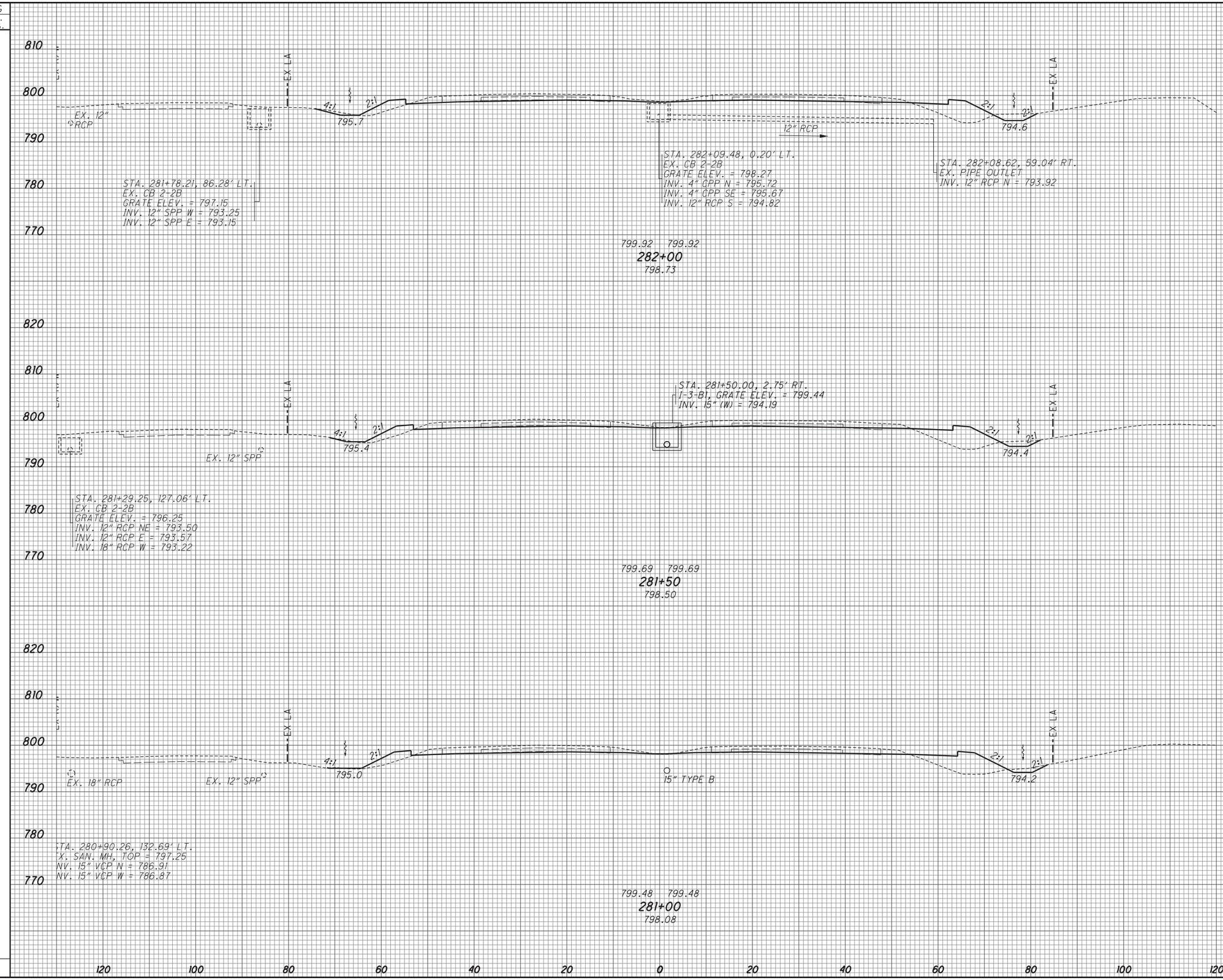
80468xs001.dgn 9/25/2014 8:34:21 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 281+00 TO STA. 282+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:34:37 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 282+50 TO STA. 283+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:34:53 AM jeveret1

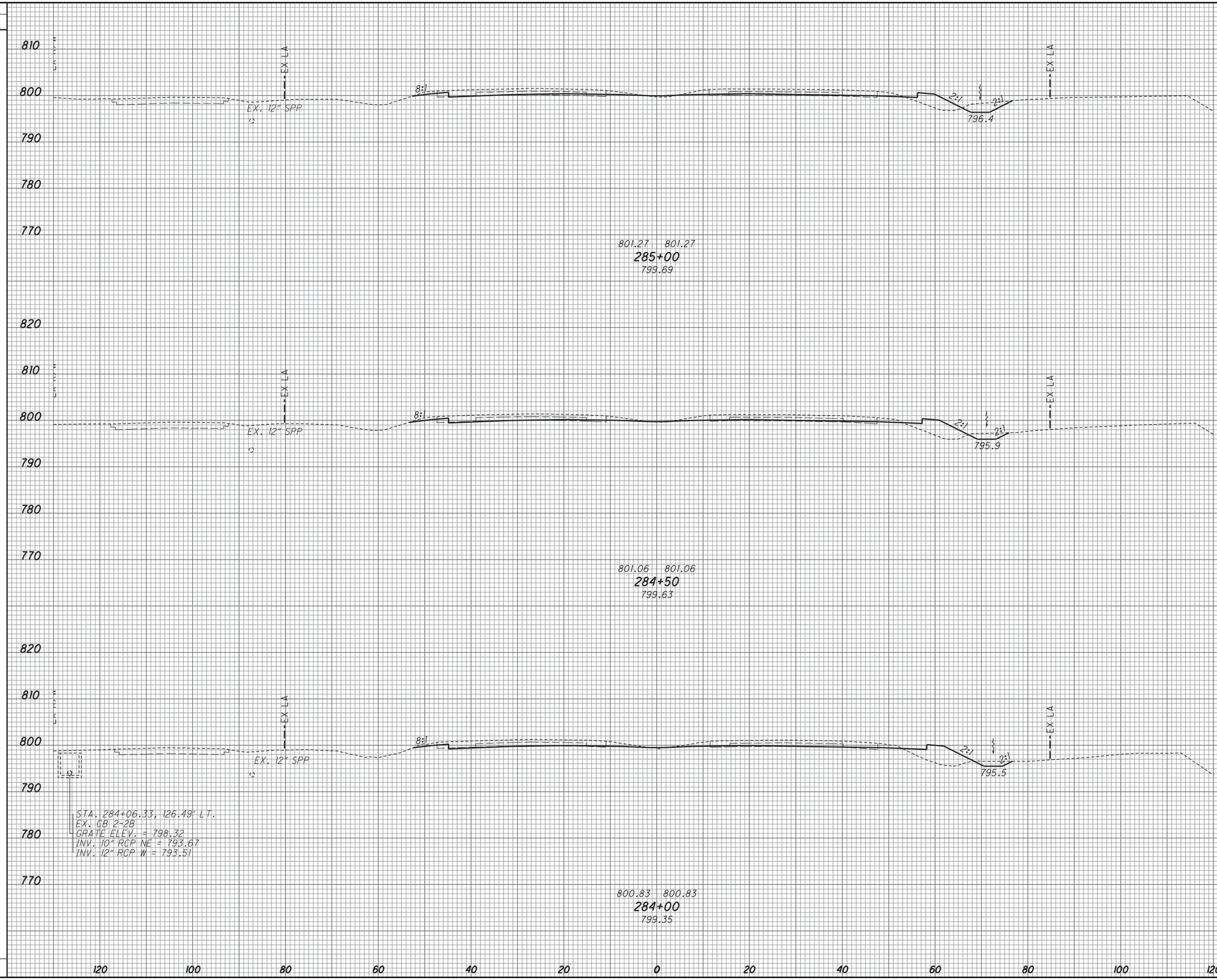
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 284+00 TO STA. 285+00

GRE-35-4.26

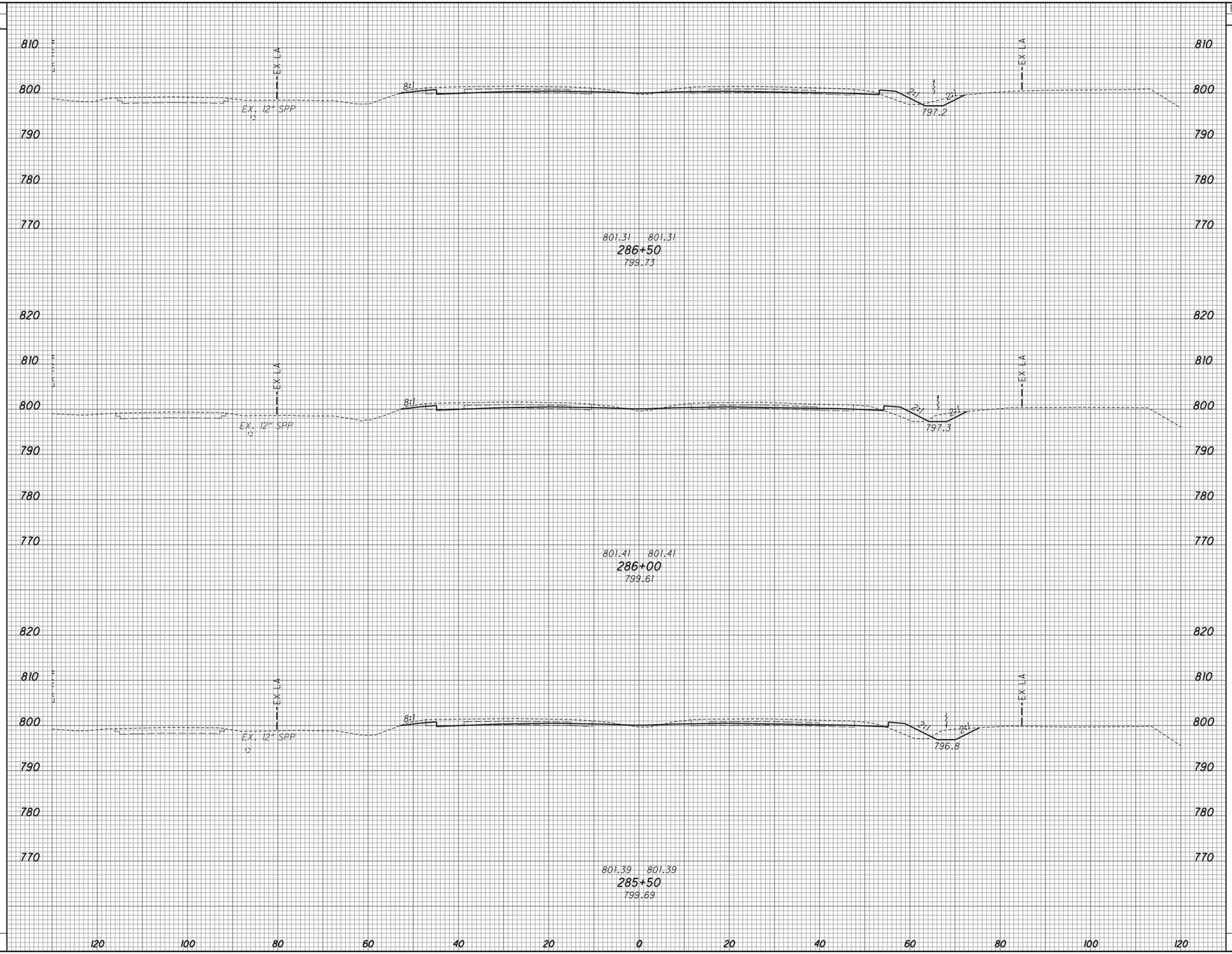
80468xs001.dgn 9/25/2014 8:35:10 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

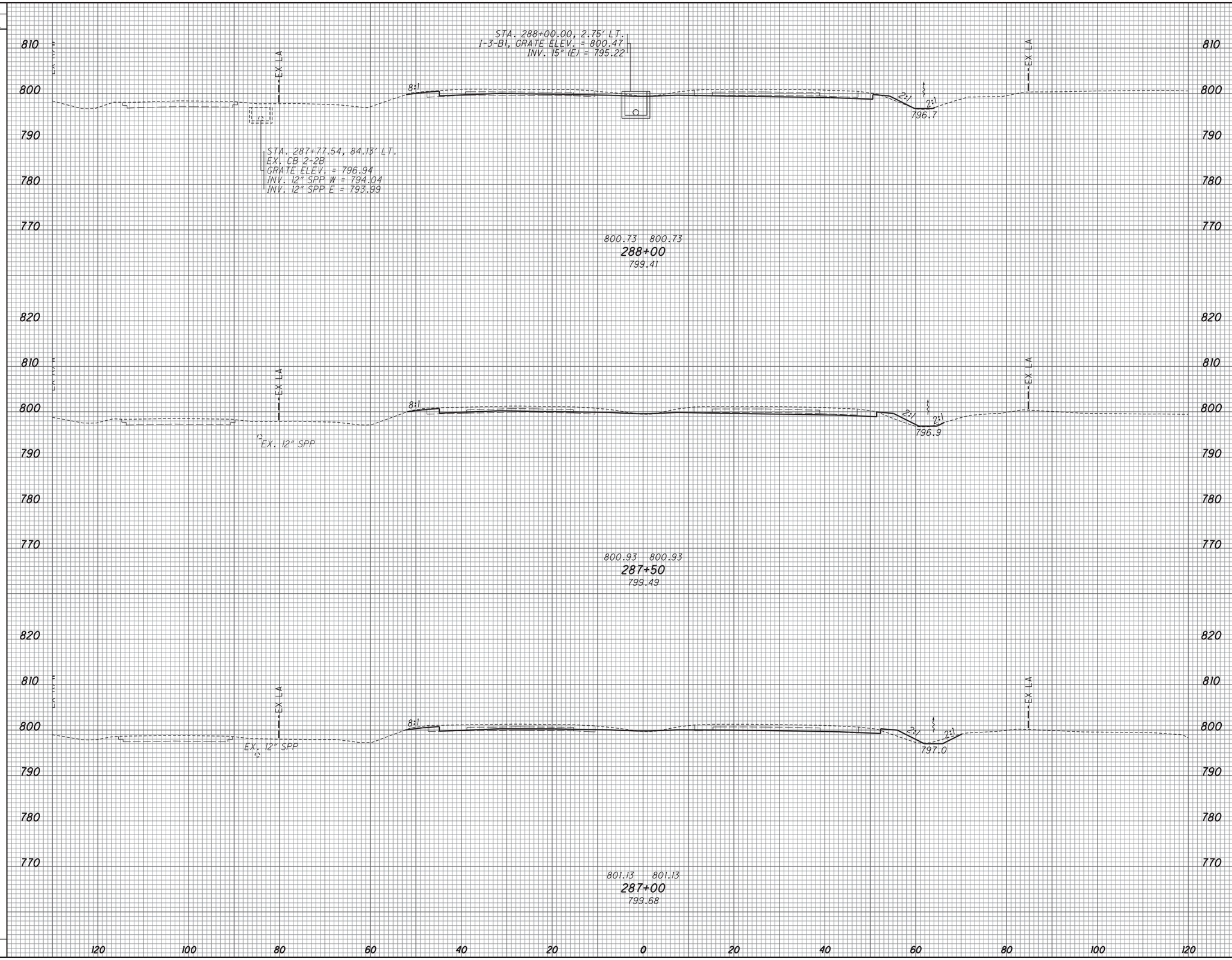


CROSS SECTIONS - US 35
STA. 285+50 TO STA. 286+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:35:26 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 287+00 TO STA. 288+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:35:42 AM jeveret1

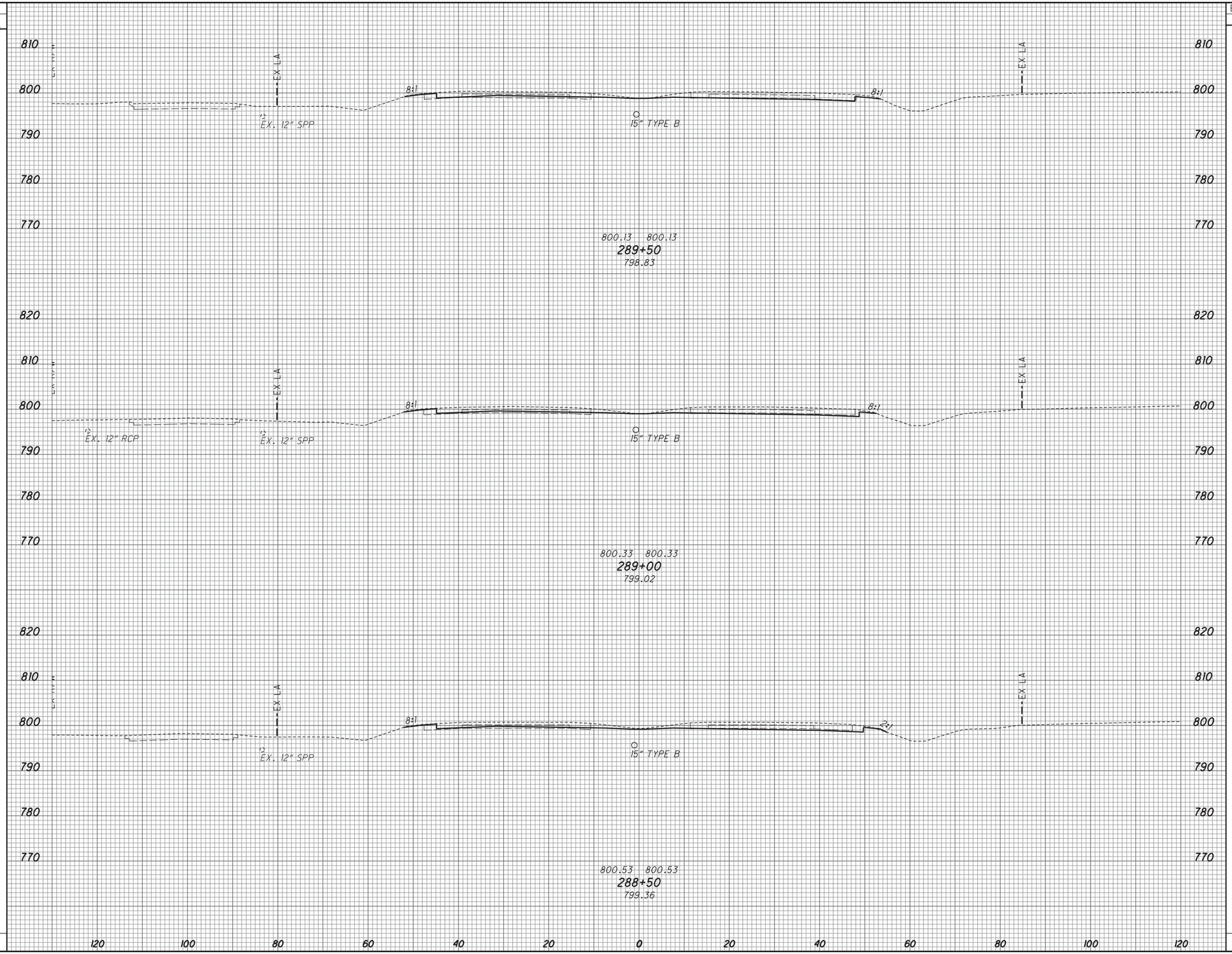
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



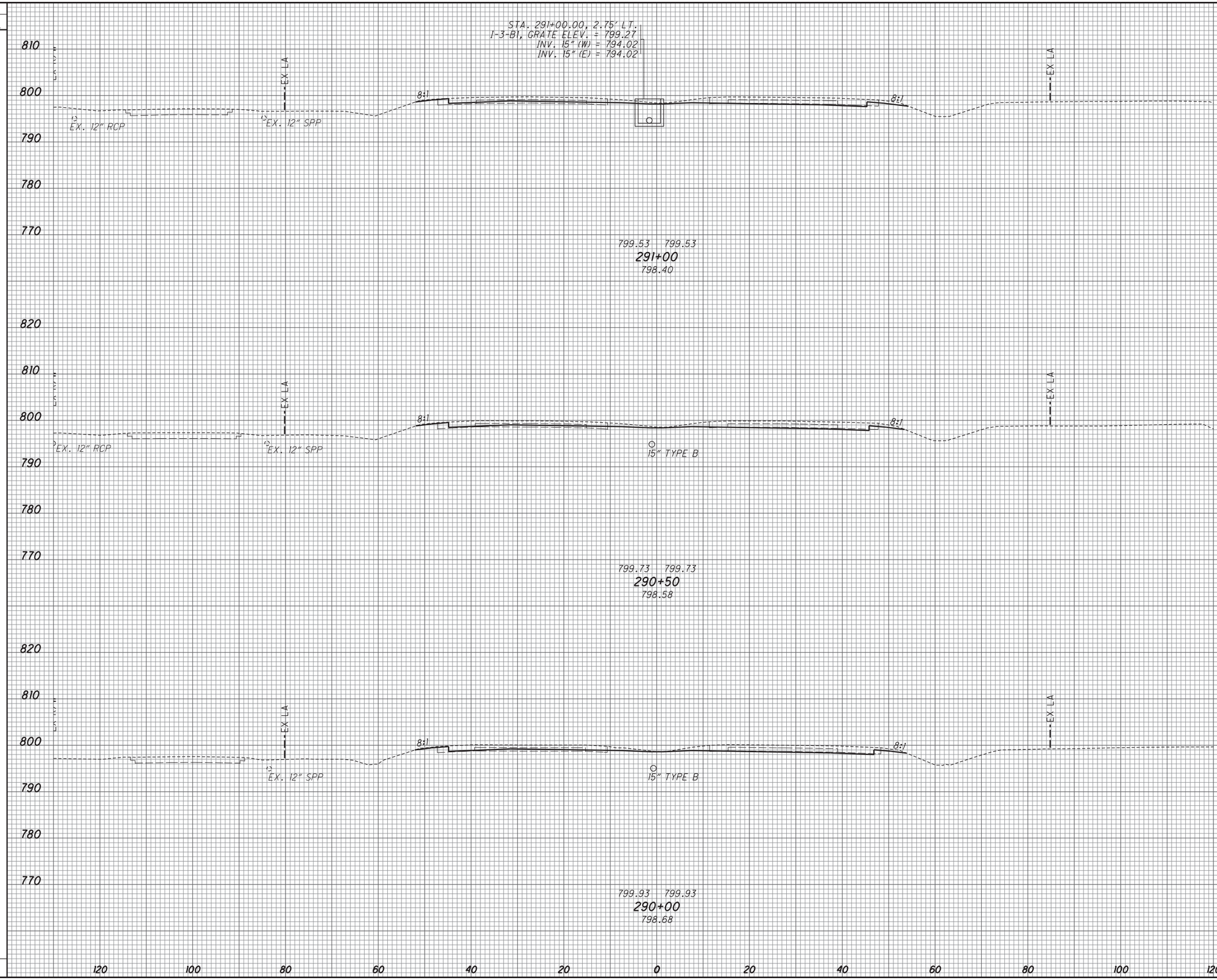
CROSS SECTIONS - US 35
STA. 288+50 TO STA. 289+50

GRE-35-4.26

309
876

80468xs001.dgn 9/25/2014 8:35:58 AM jeverett

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 290+00 TO STA. 291+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:36:15 AM jeveret1

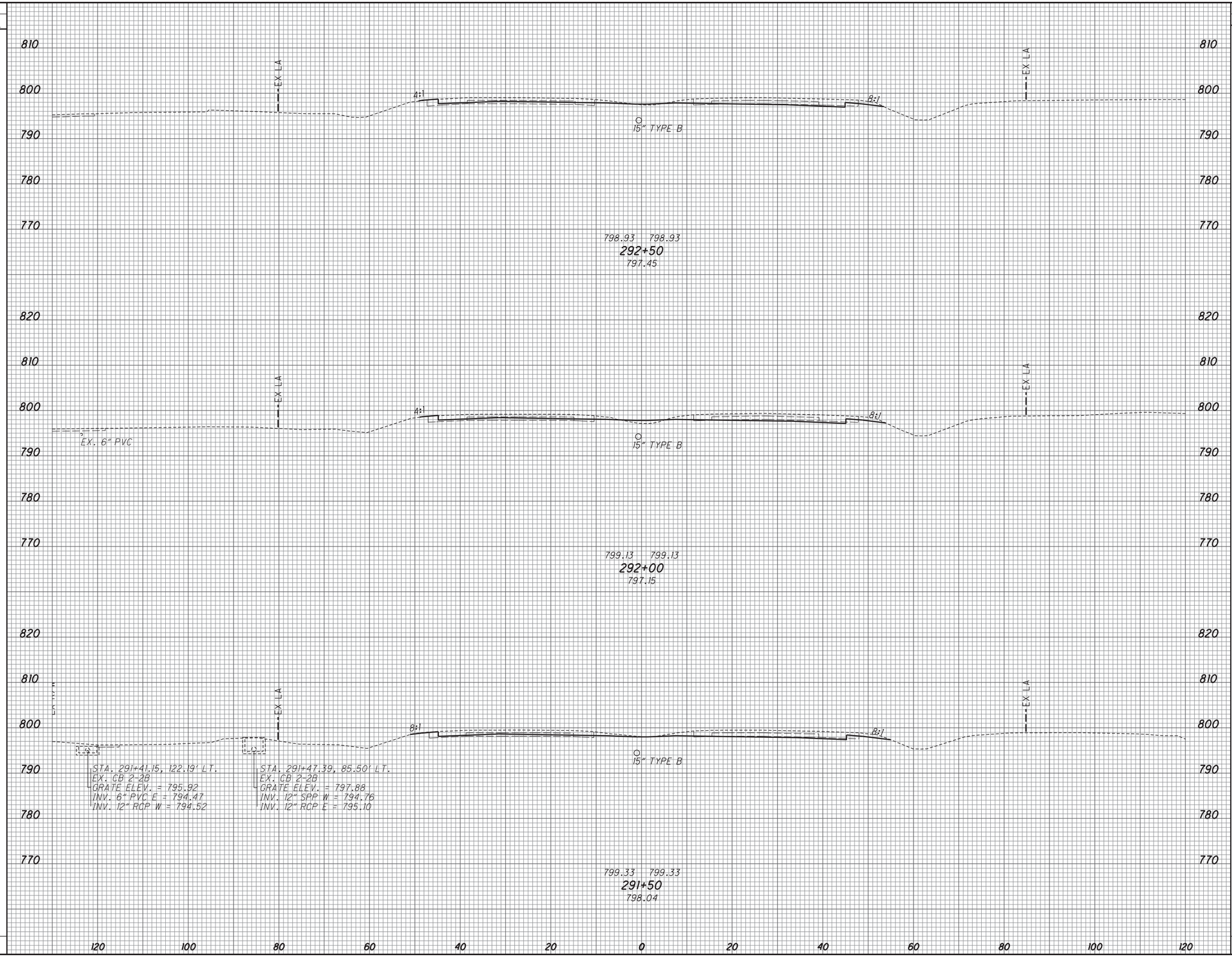
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

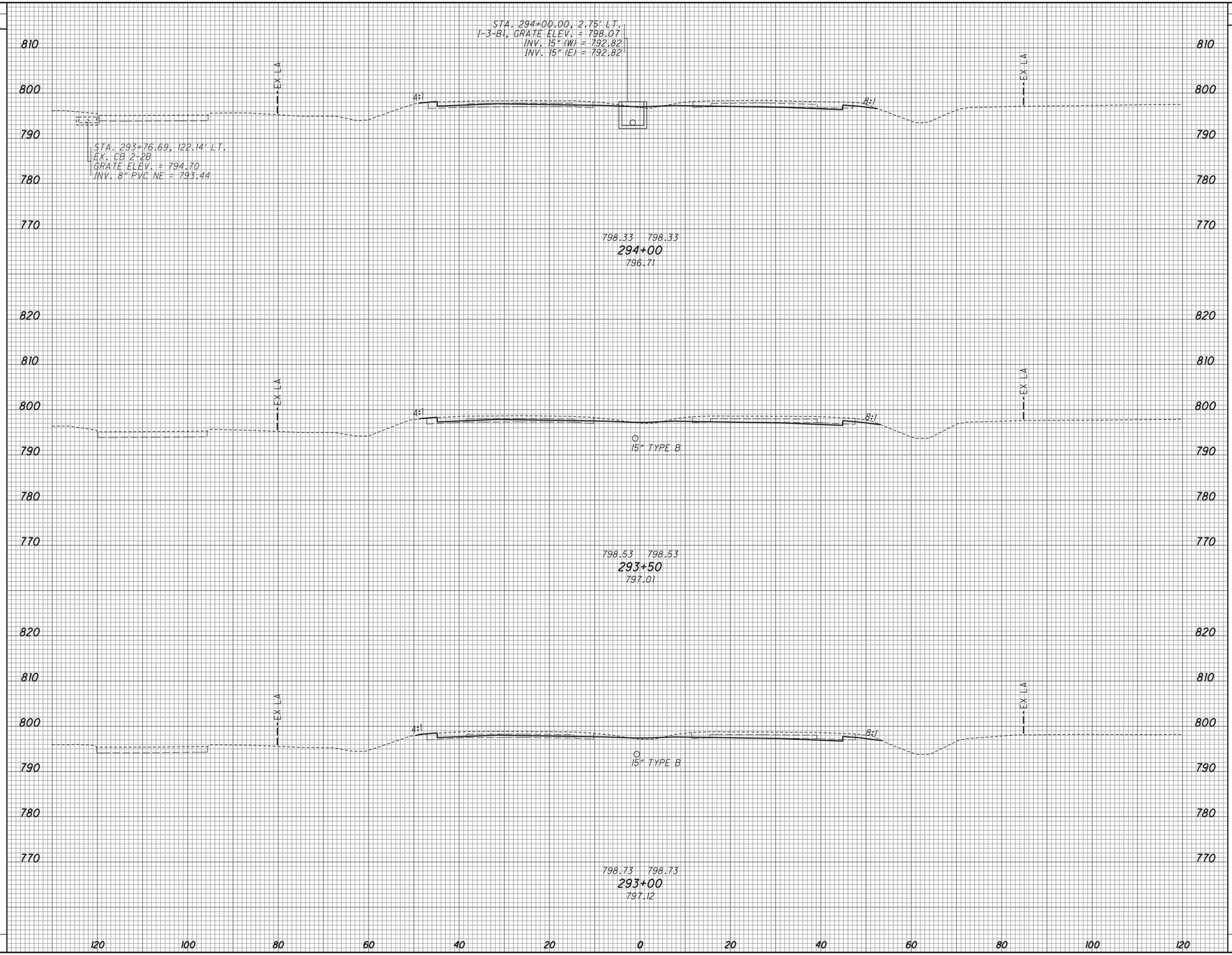


CROSS SECTIONS - US 35
STA. 291+50 TO STA. 292+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:36:31 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 293+00 TO STA. 294+00

GRE-35-4.26

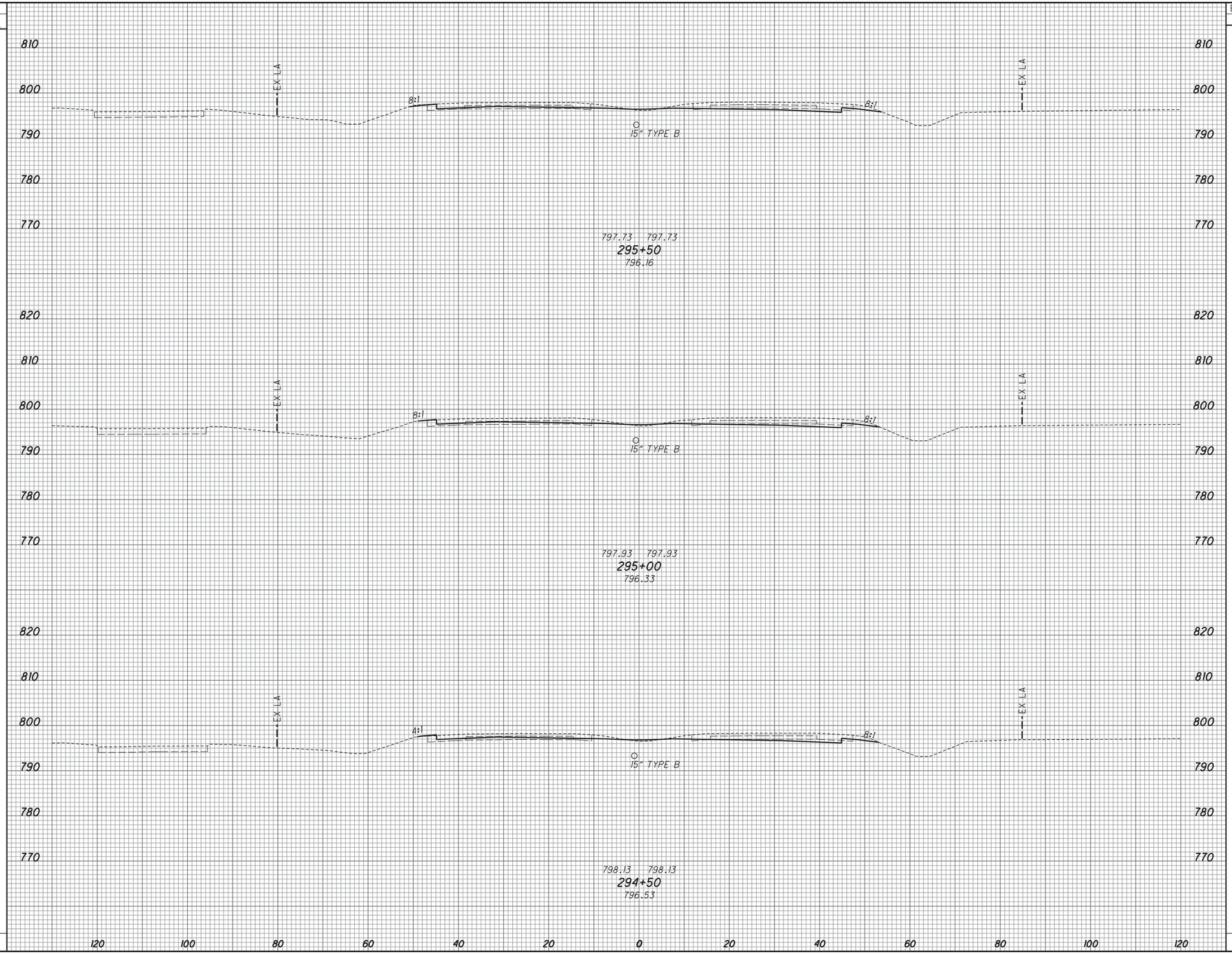
80468xs001.dgn 9/25/2014 8:36:46 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 294+50 TO STA. 295+50

GRE-35-4.26

313
876

80468xs001.dgn 9/25/2014 8:37:01 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

STA. 297+00.00, 2.75' LT.
I-3-B1, GRATE ELEV. = 796.87
INV. 15" (W) = 791.89
INV. 18" (E) = 791.81

EX LA

4:1

8:1

797.13 797.13
297+00
795.48

15" TYPE B

797.33 797.33
296+50
795.81

797.53 797.53
296+00
796.01

810 800 790 780 770 820

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

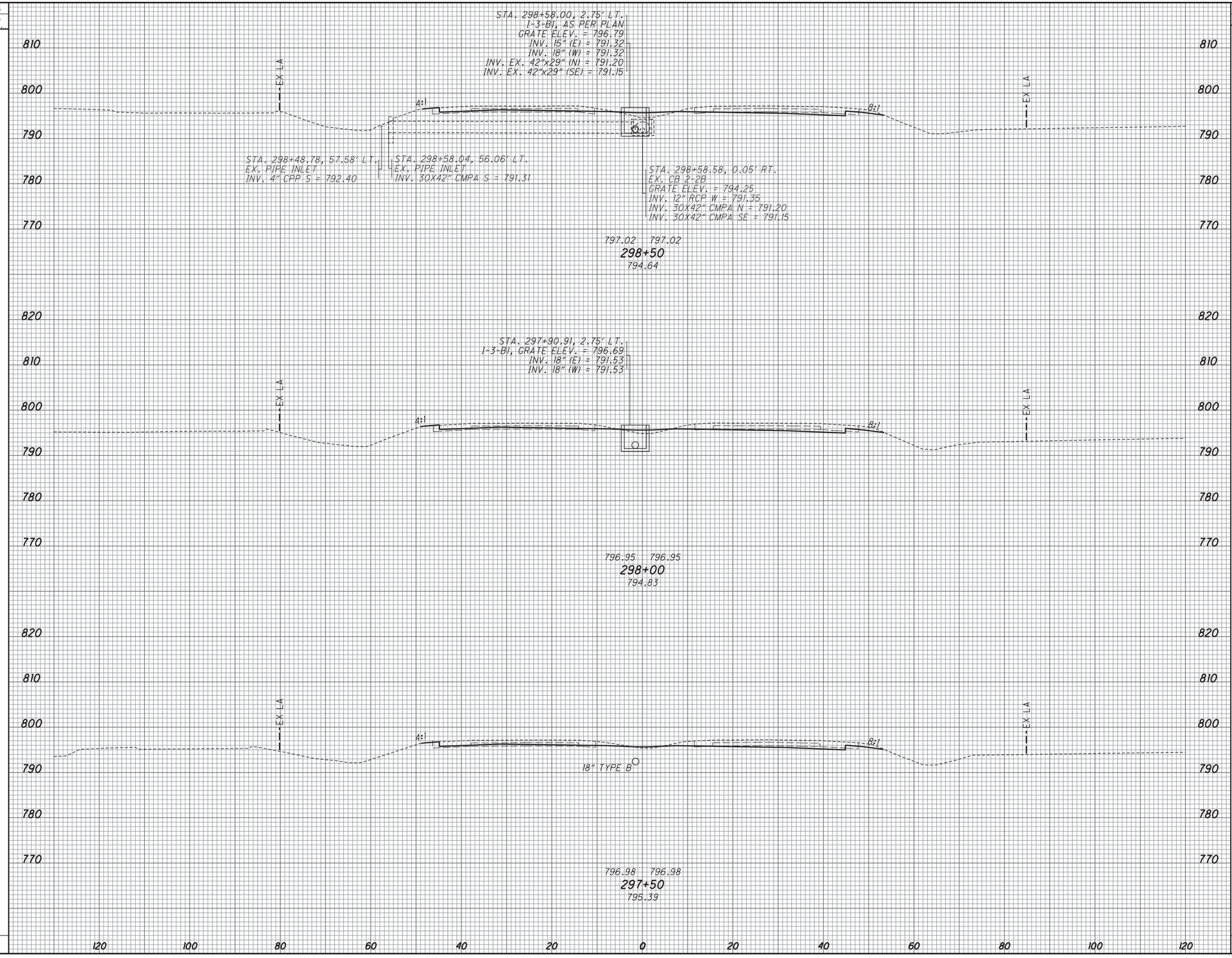
CHECKED

CROSS SECTIONS - US 35
STA. 296+00 TO STA. 297+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:37:19 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 297+50 TO STA. 298+50

GRE-35-4.26

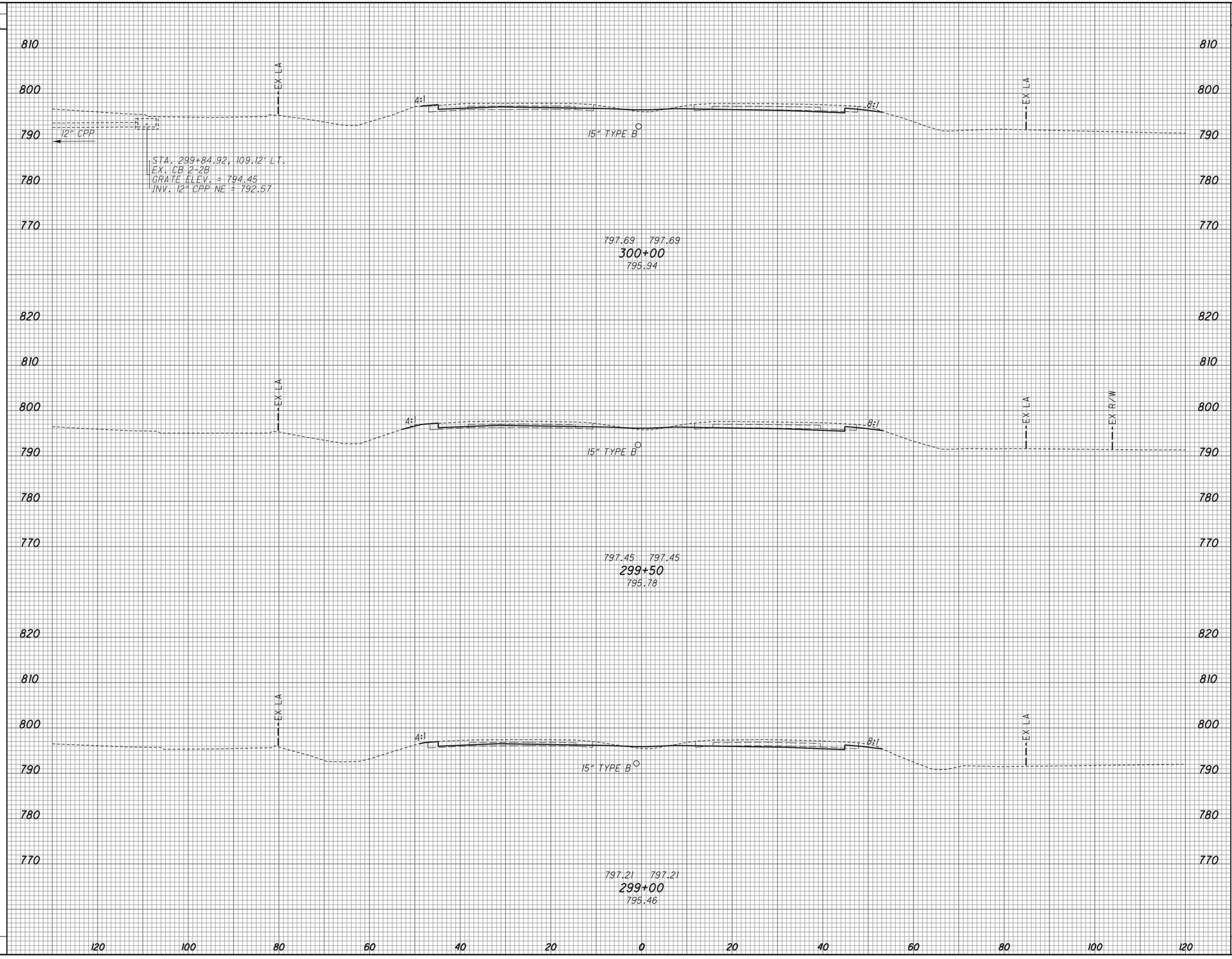
80468xs001.dgn 9/25/2014 8:37:34 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 299+00 TO STA. 300+00

GRE-35-4.26

316
876

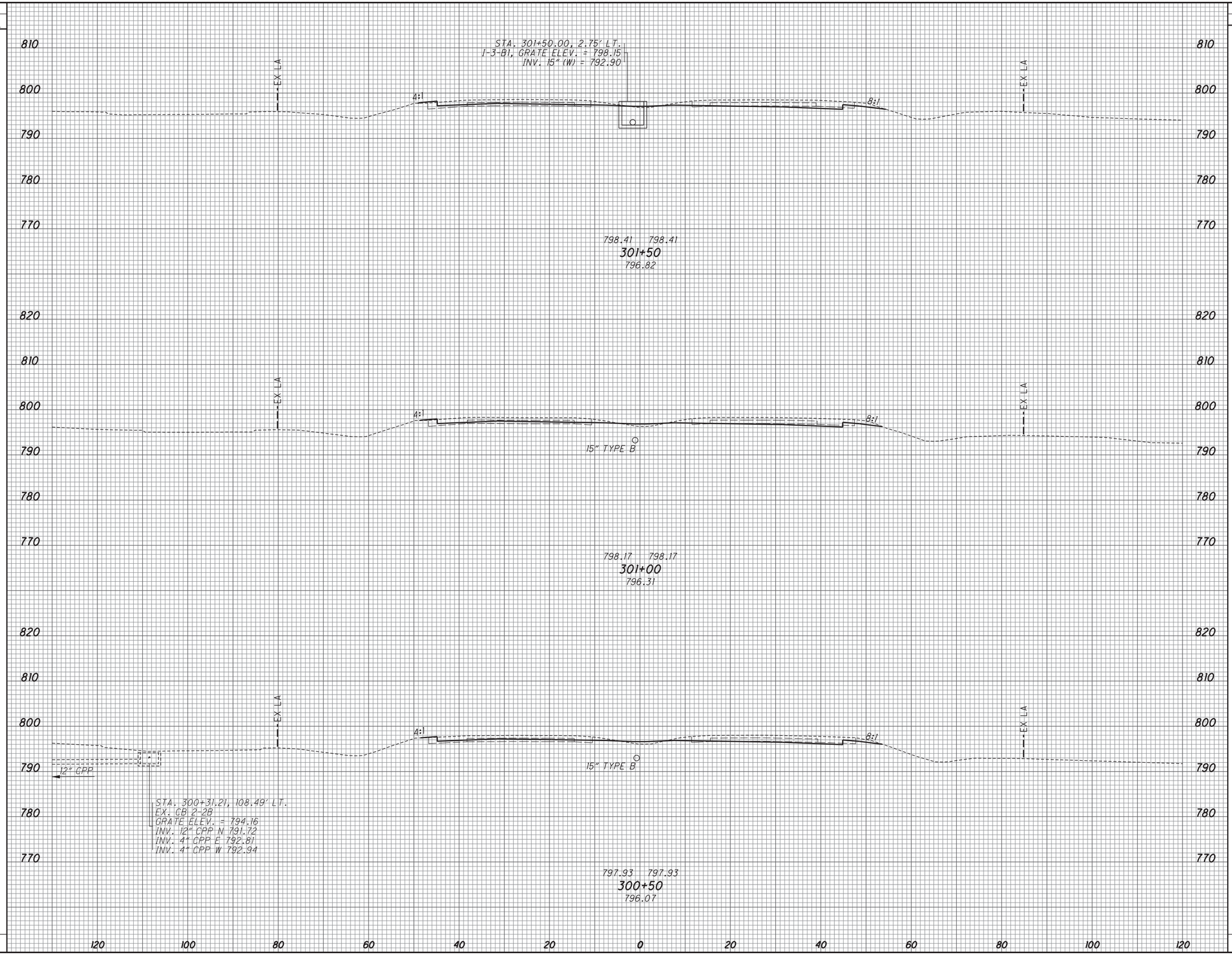
80468xs001.dgn 9/25/2014 8:37:50 AM jeverett

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 300+50 TO STA. 301+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:38:06 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 302+00 TO STA. 303+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:38:22 AM jeveretl

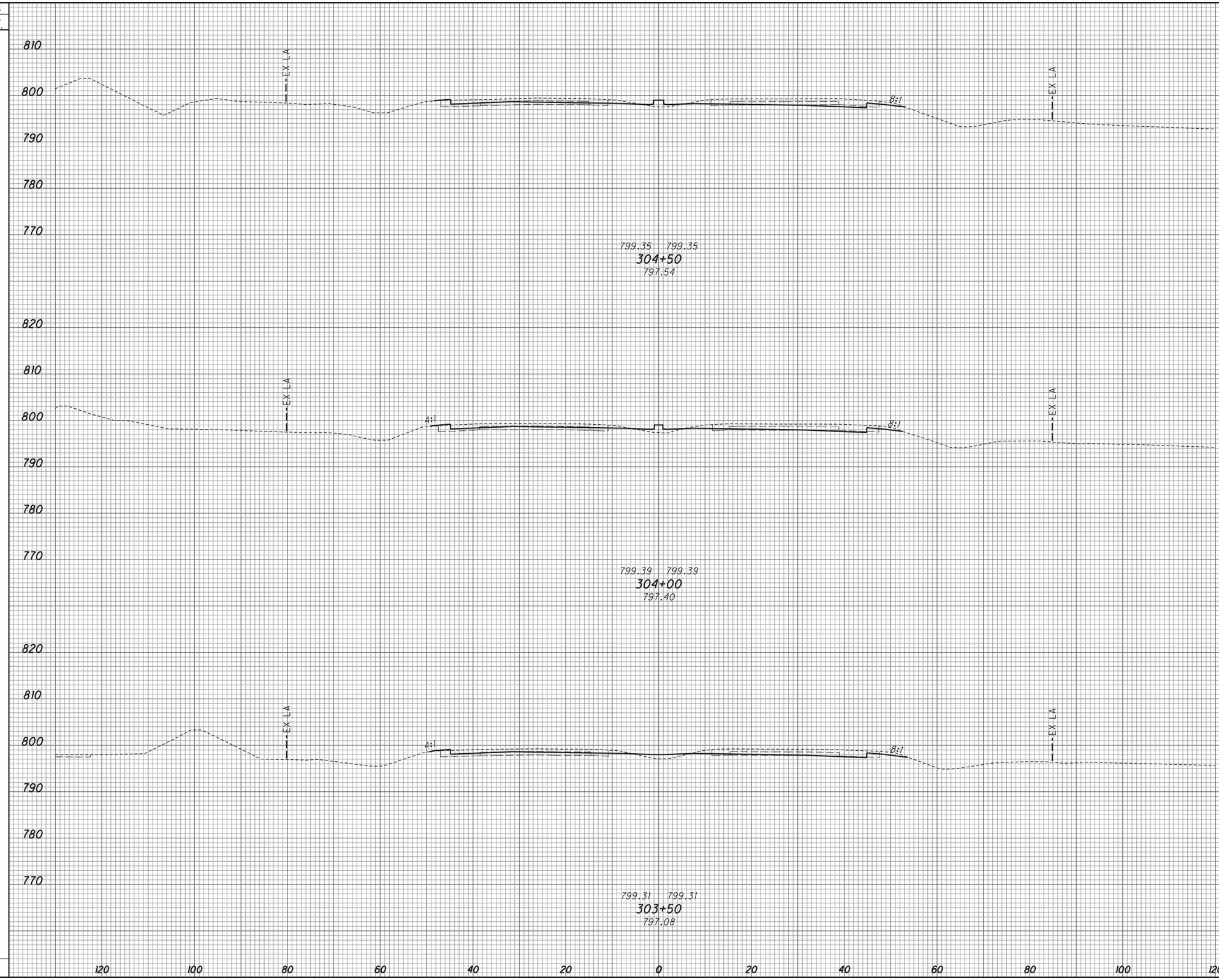
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 303+50 TO STA. 304+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:38:38 AM jeveret1

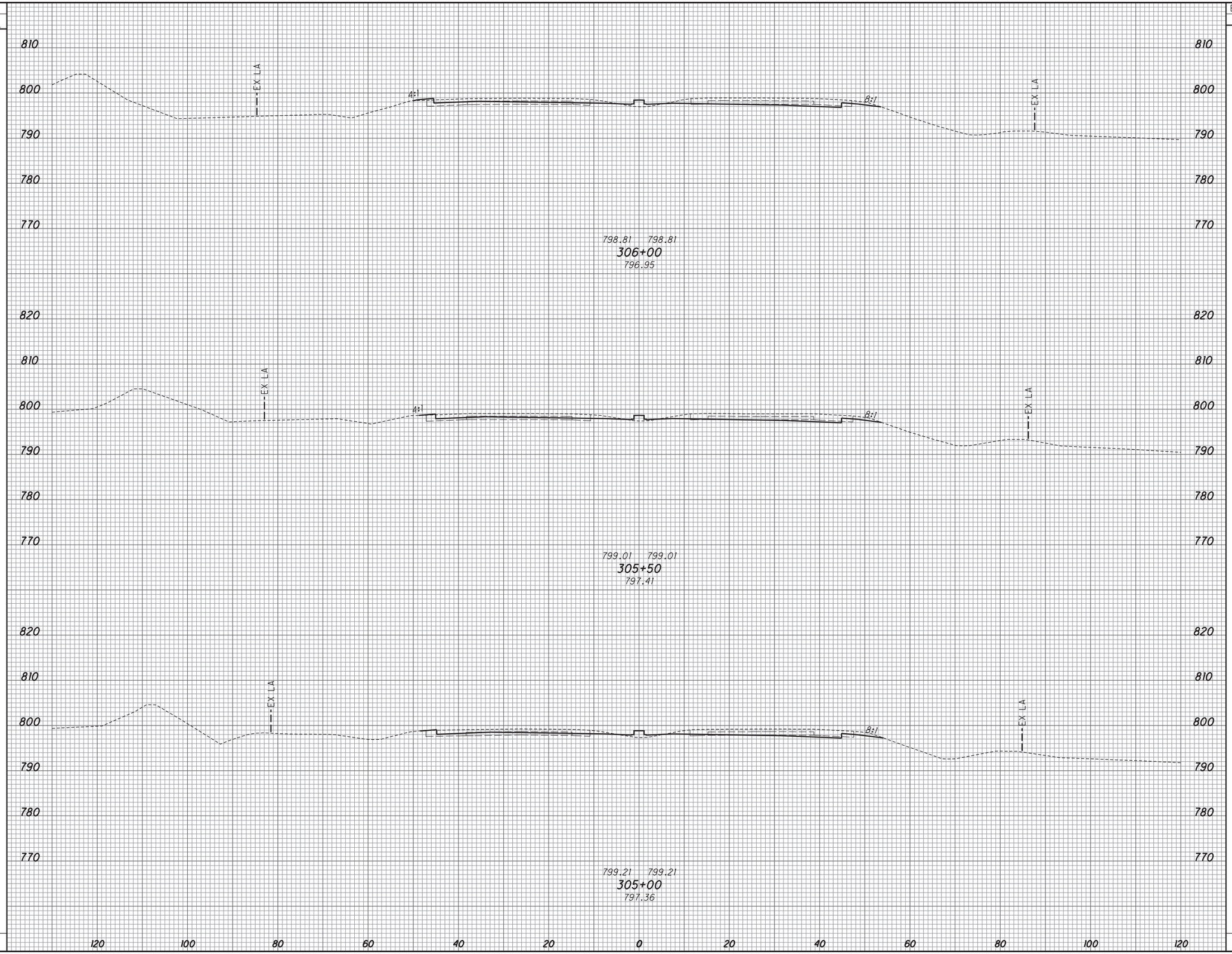
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 305+00 TO STA. 306+00

GRE-35-4.26

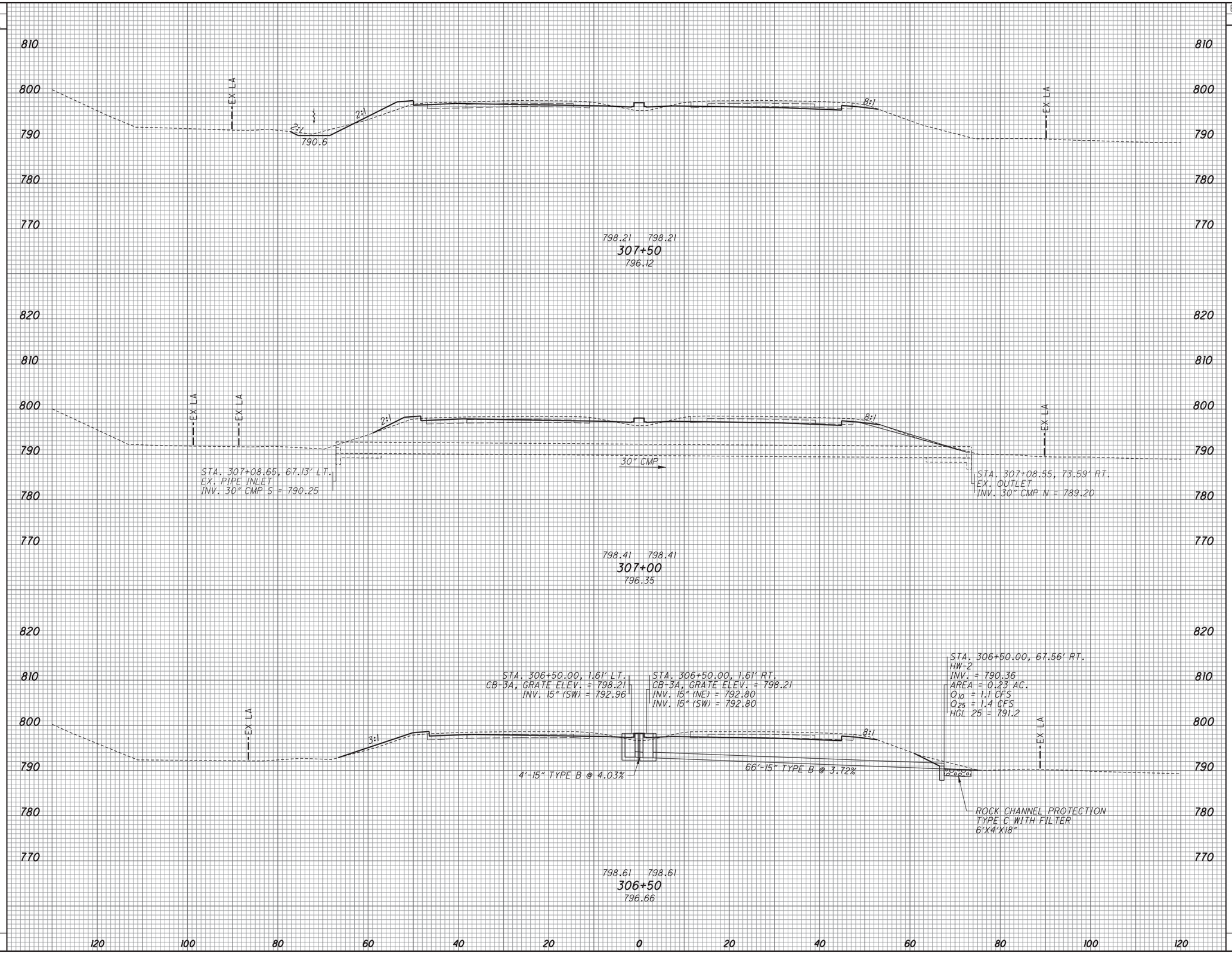
80468xs001.dgn 9/25/2014 8:38:54 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 306+50 TO STA. 307+50

GRE-35-4.26

321
876

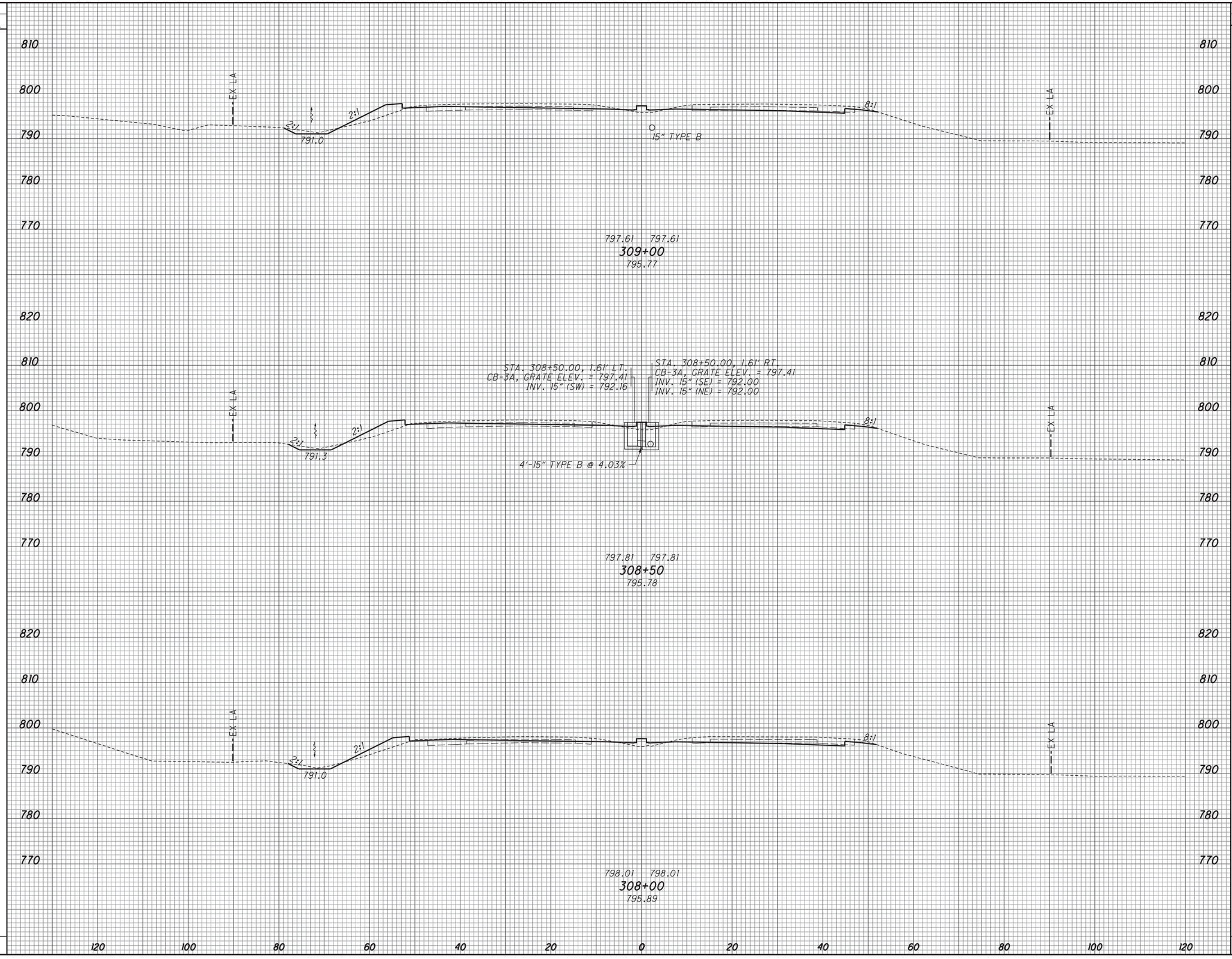
80468xs001.dgn 9/25/2014 8:39:10 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 308+00 TO STA. 309+00

GRE-35-4.26

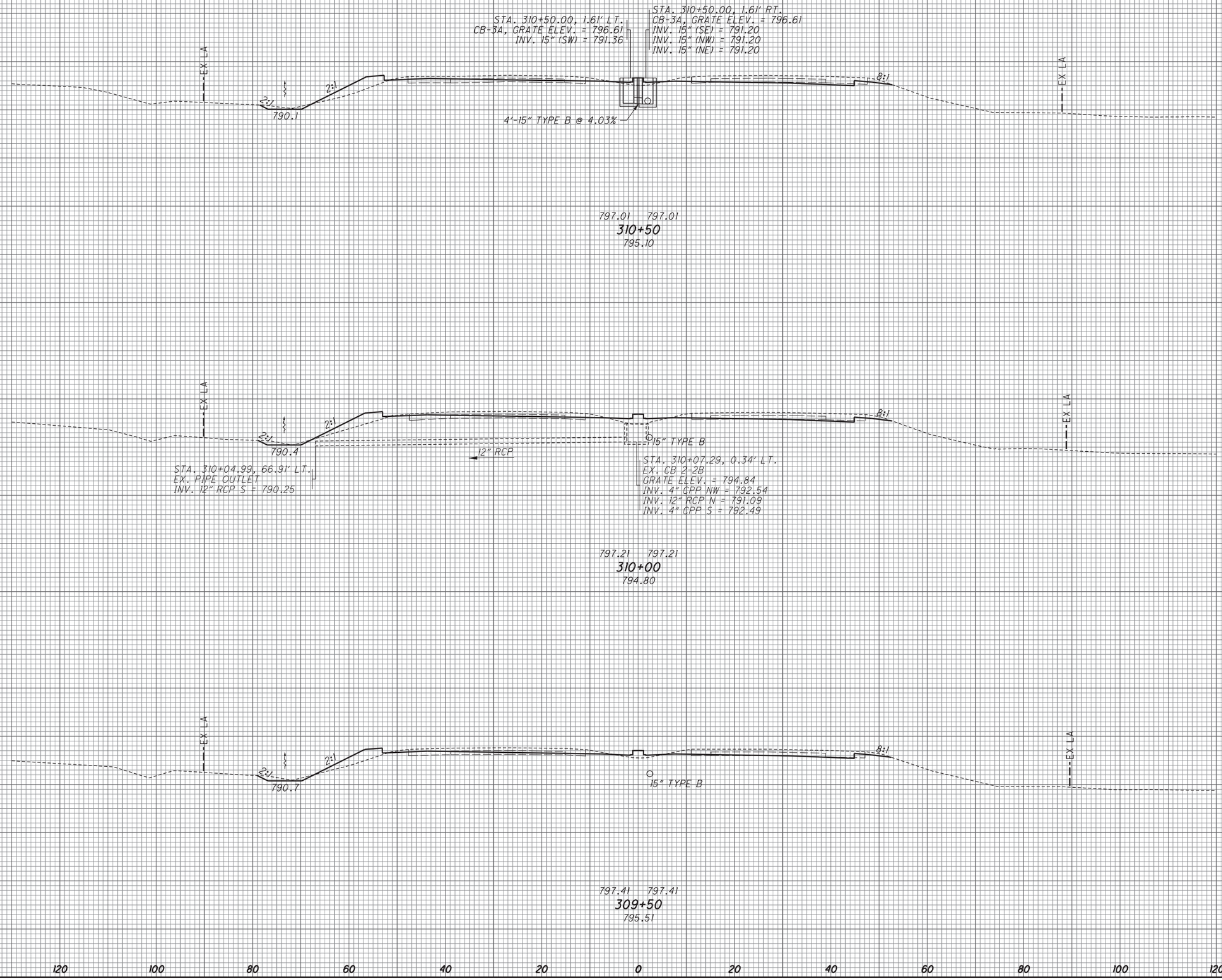
80468xs001.dgn 9/25/2014 8:39:26 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 309+50 TO STA. 310+50

GRE-35-4.26

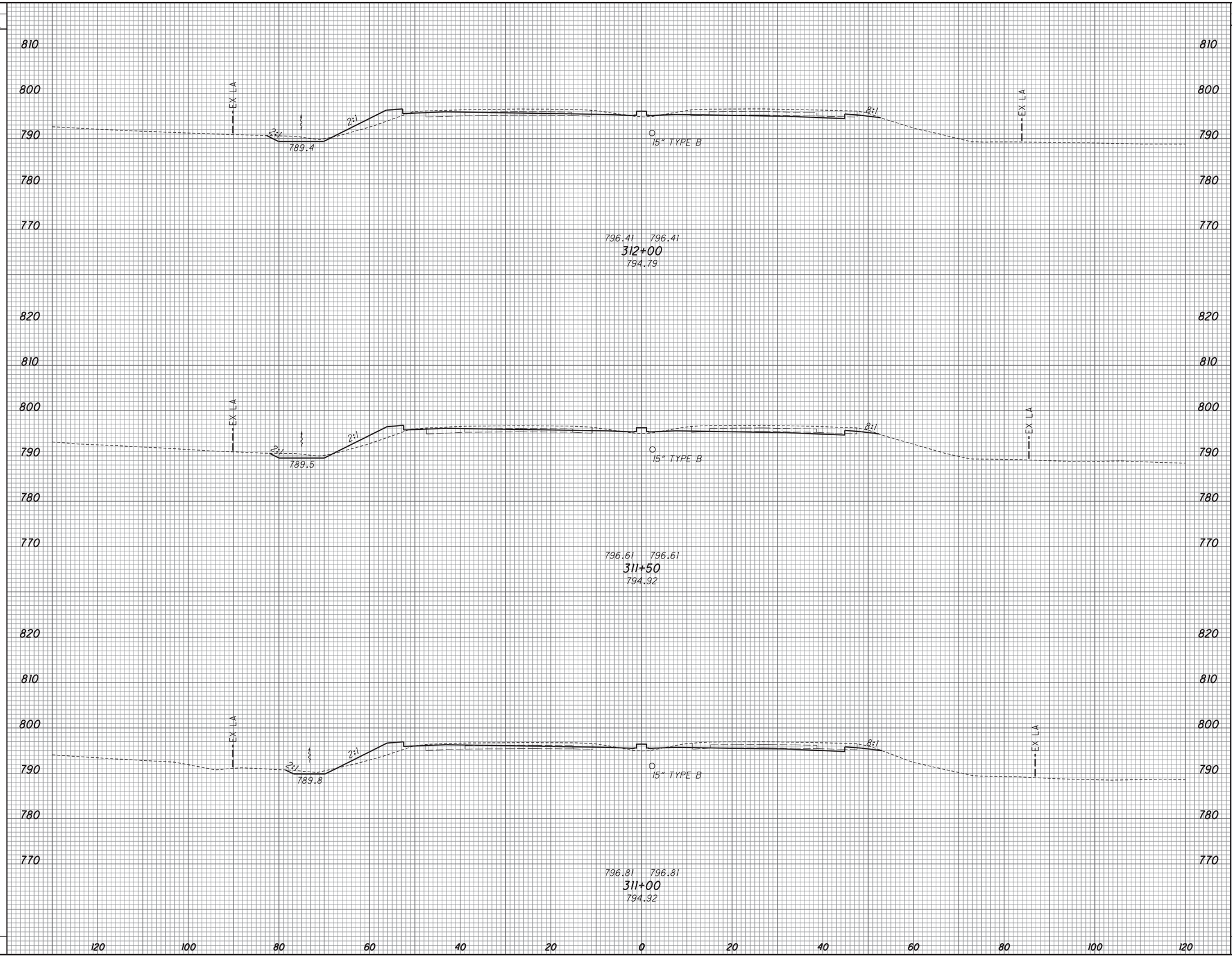
80468xs001.dgn 9/25/2014 8:39:43 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 311+00 TO STA. 312+00

GRE-35-4.26

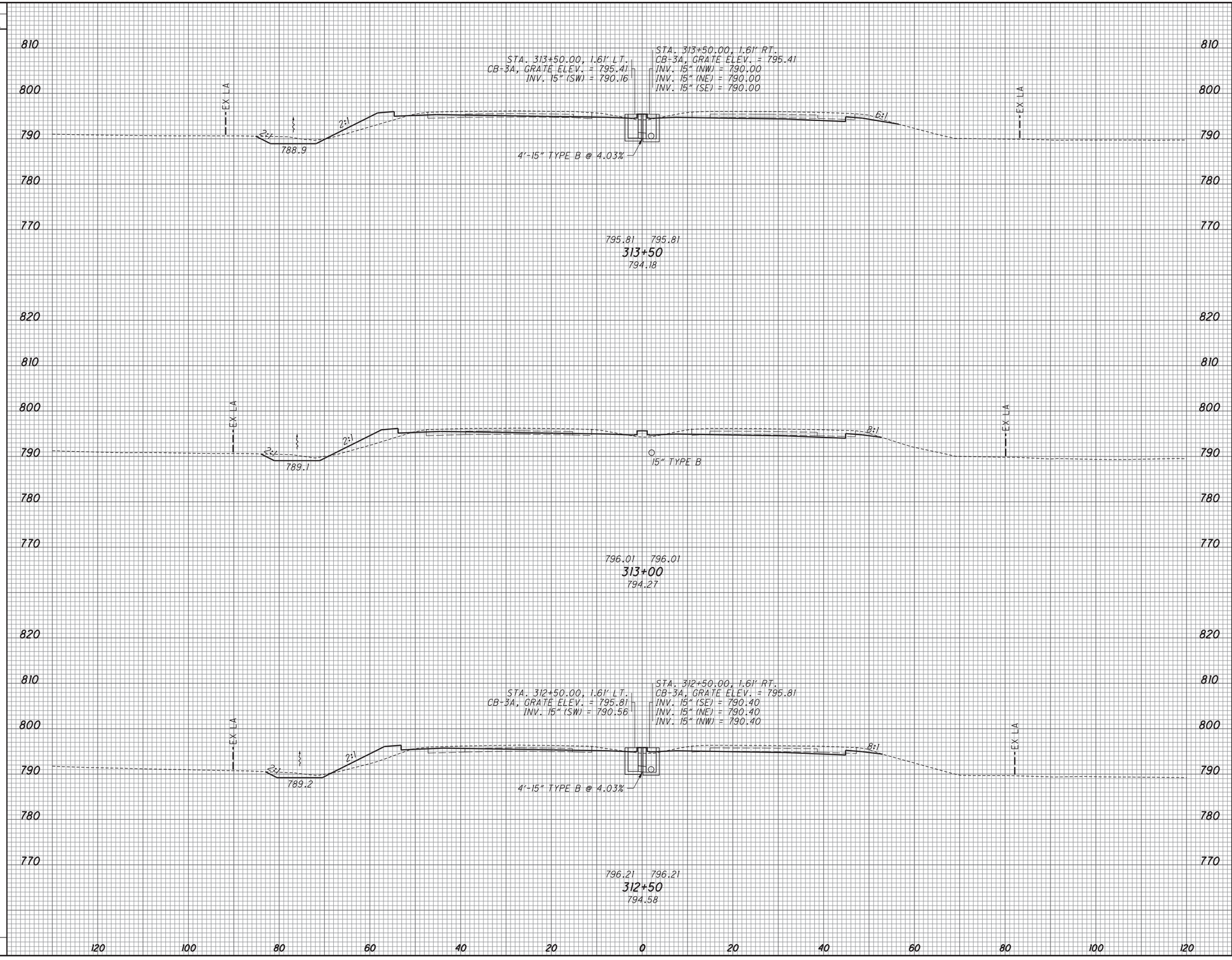
80468xs001.dgn 9/25/2014 8:40:03 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 312+50 TO STA. 313+50

GRE-35-4.26

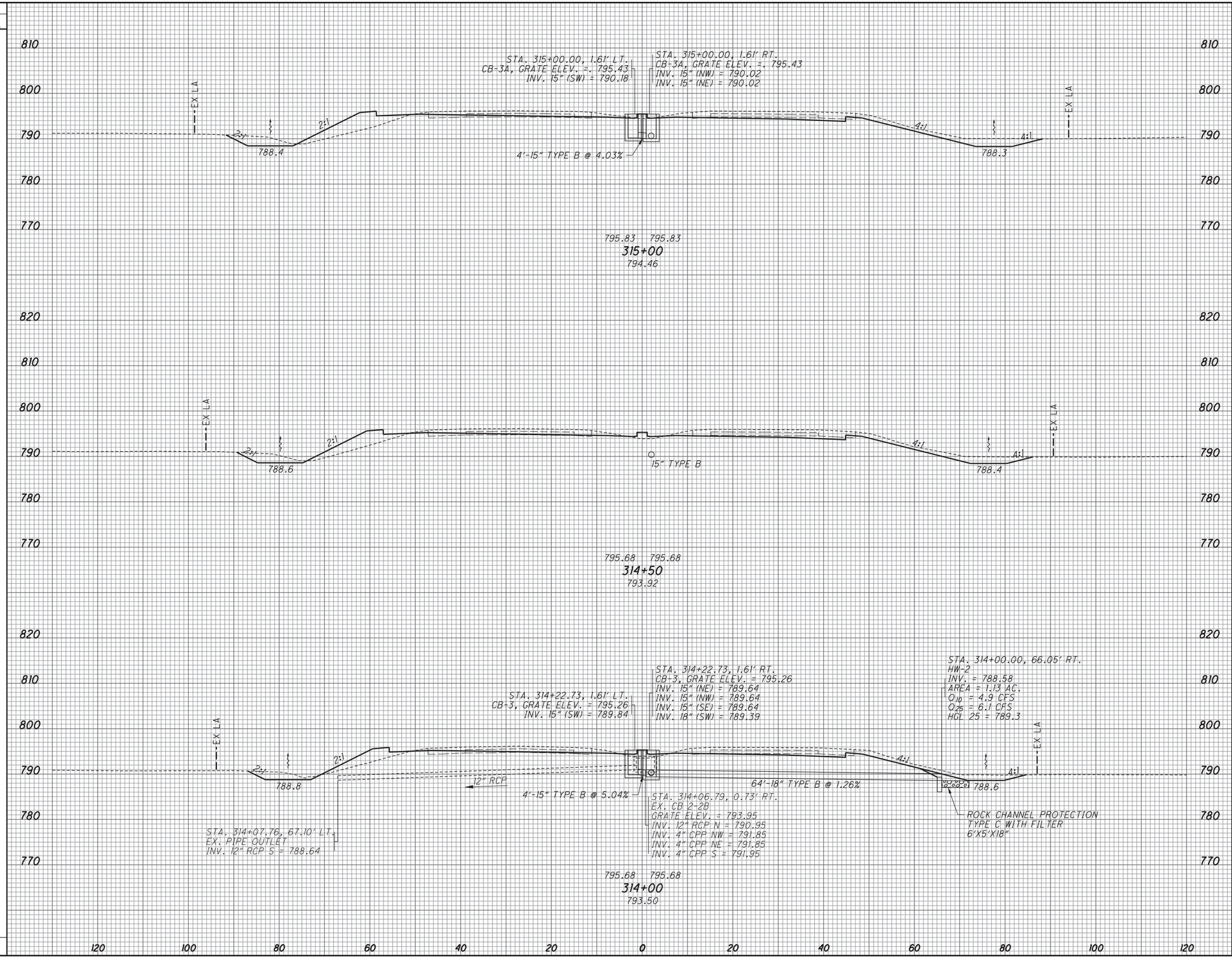
80468xs001.dgn 9/25/2014 8:40:19 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 314+00 TO STA. 315+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:40:36 AM jeveret1

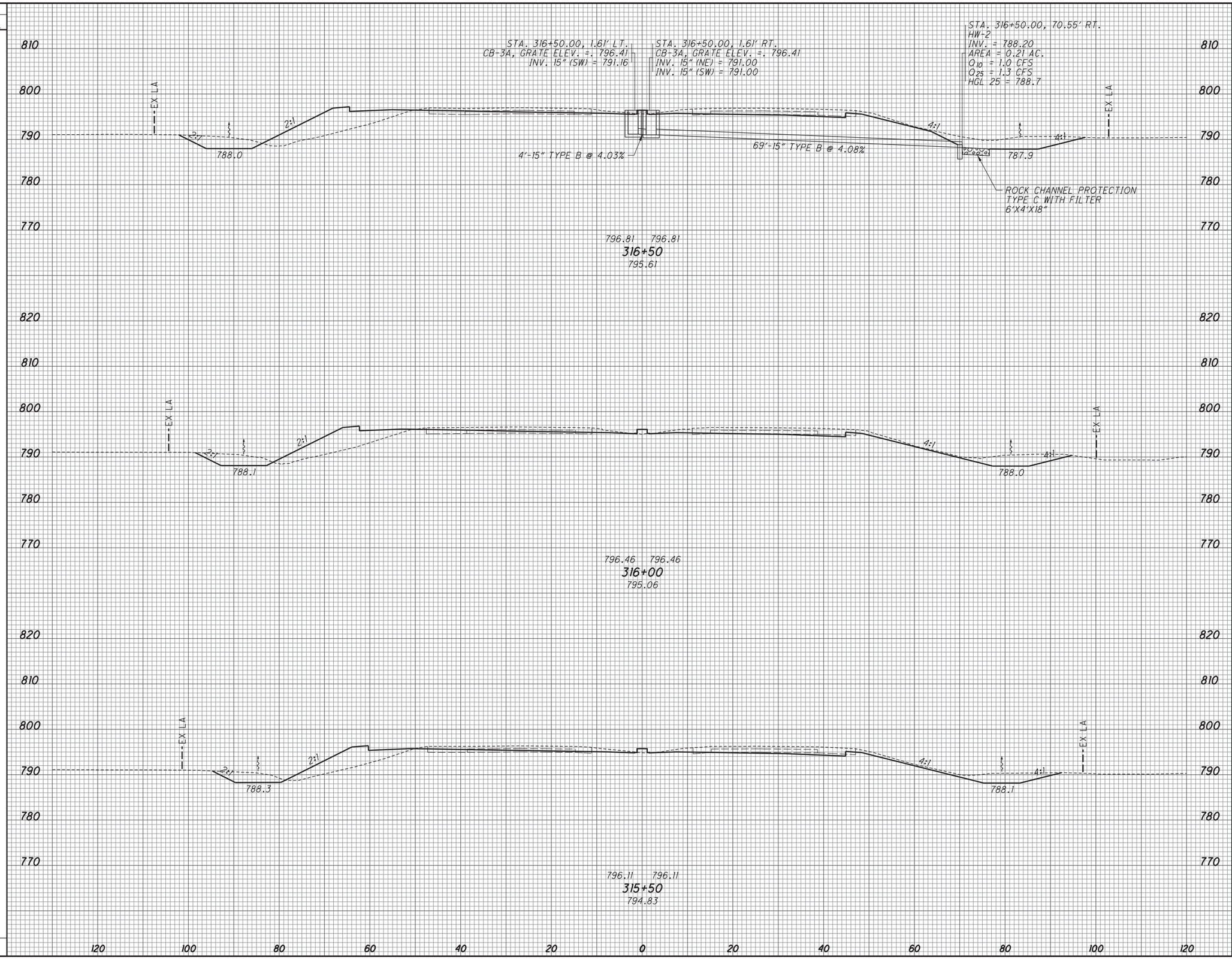
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 315+50 TO STA. 316+50

GRE-35-4.26

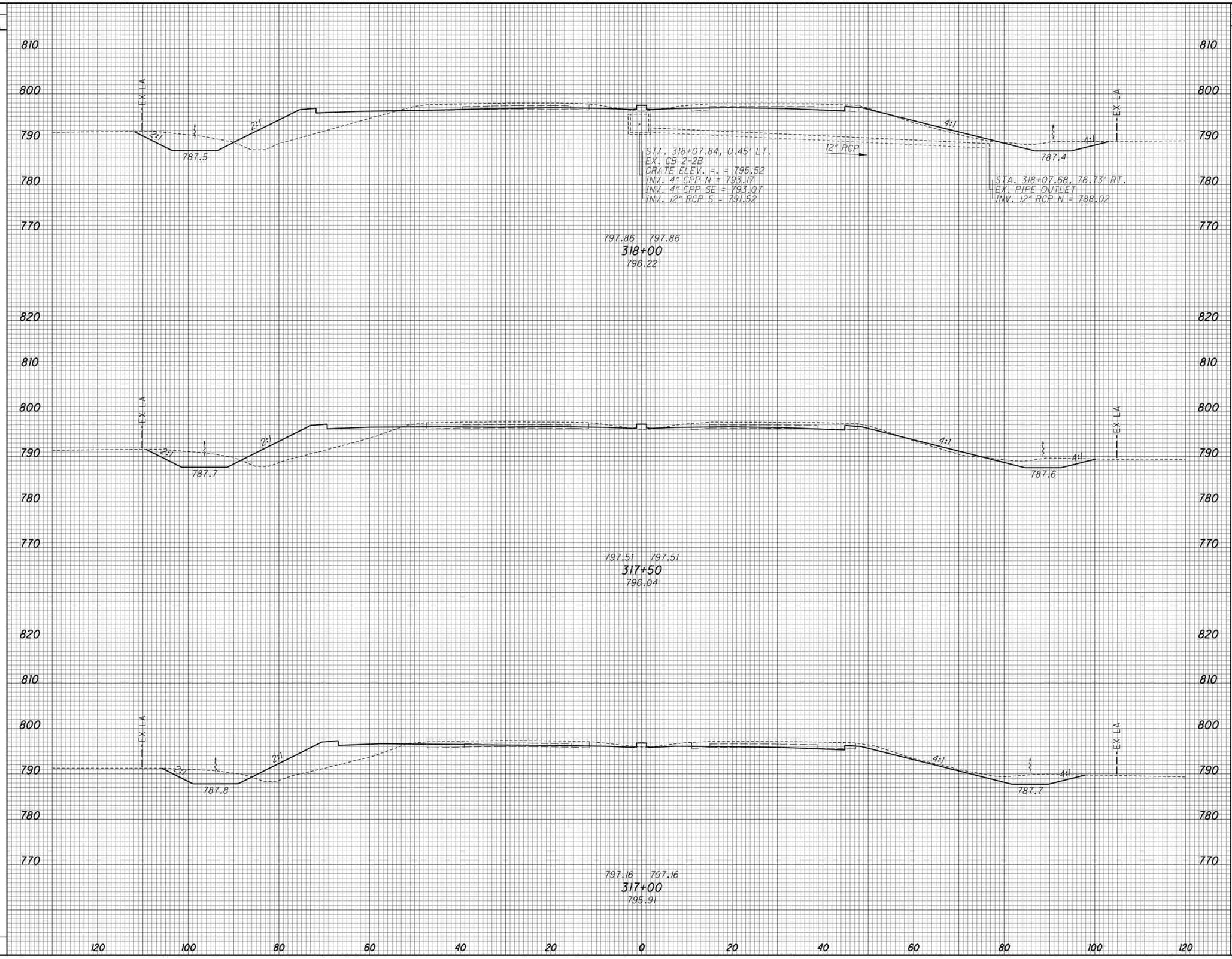
80468xs001.dgn 9/25/2014 8:40:53 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 317+00 TO STA. 318+00

GRE-35-4.26

328
876

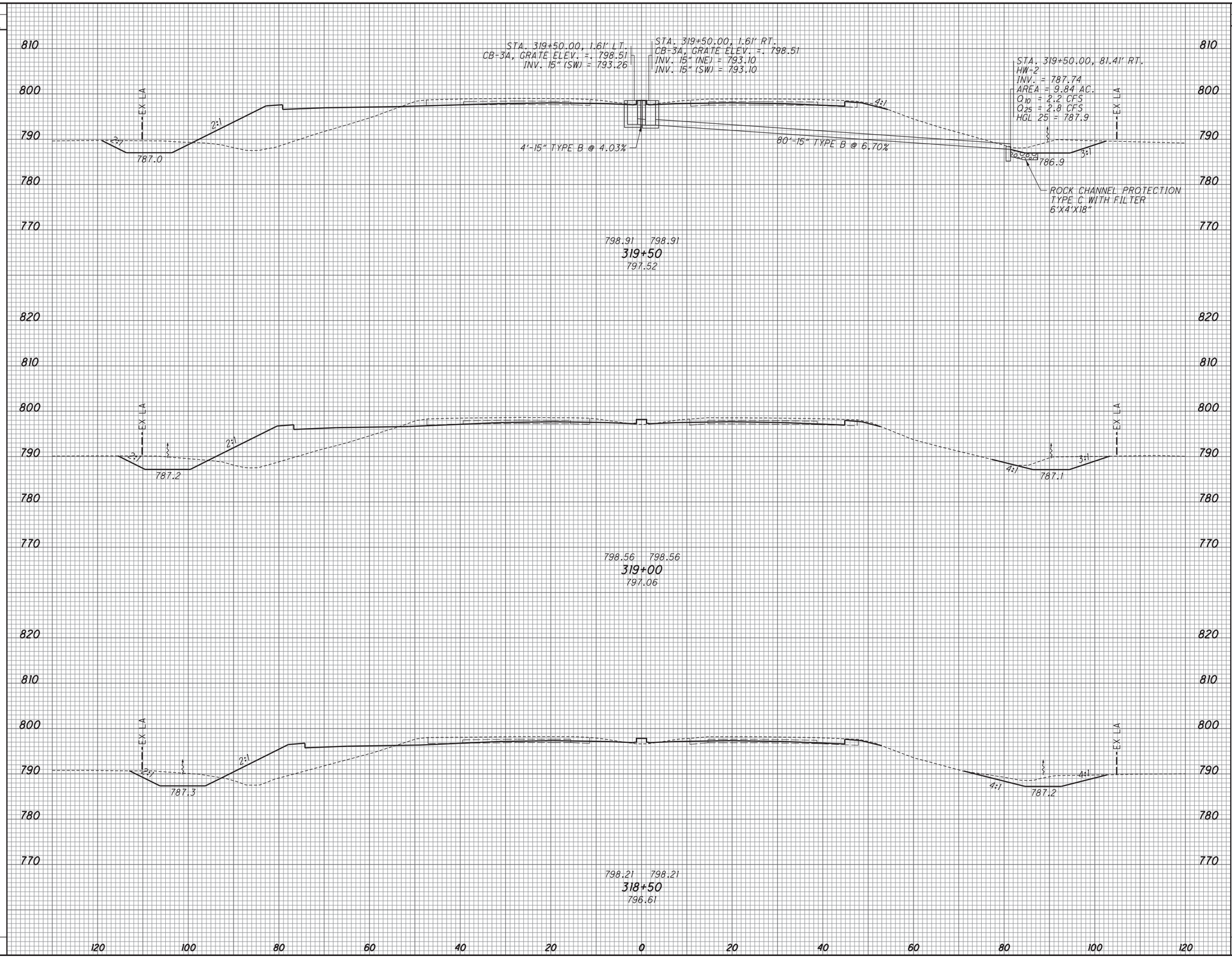
80468xs001.dgn 9/25/2014 8:41:10 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 318+50 TO STA. 319+50

GRE-35-4.26

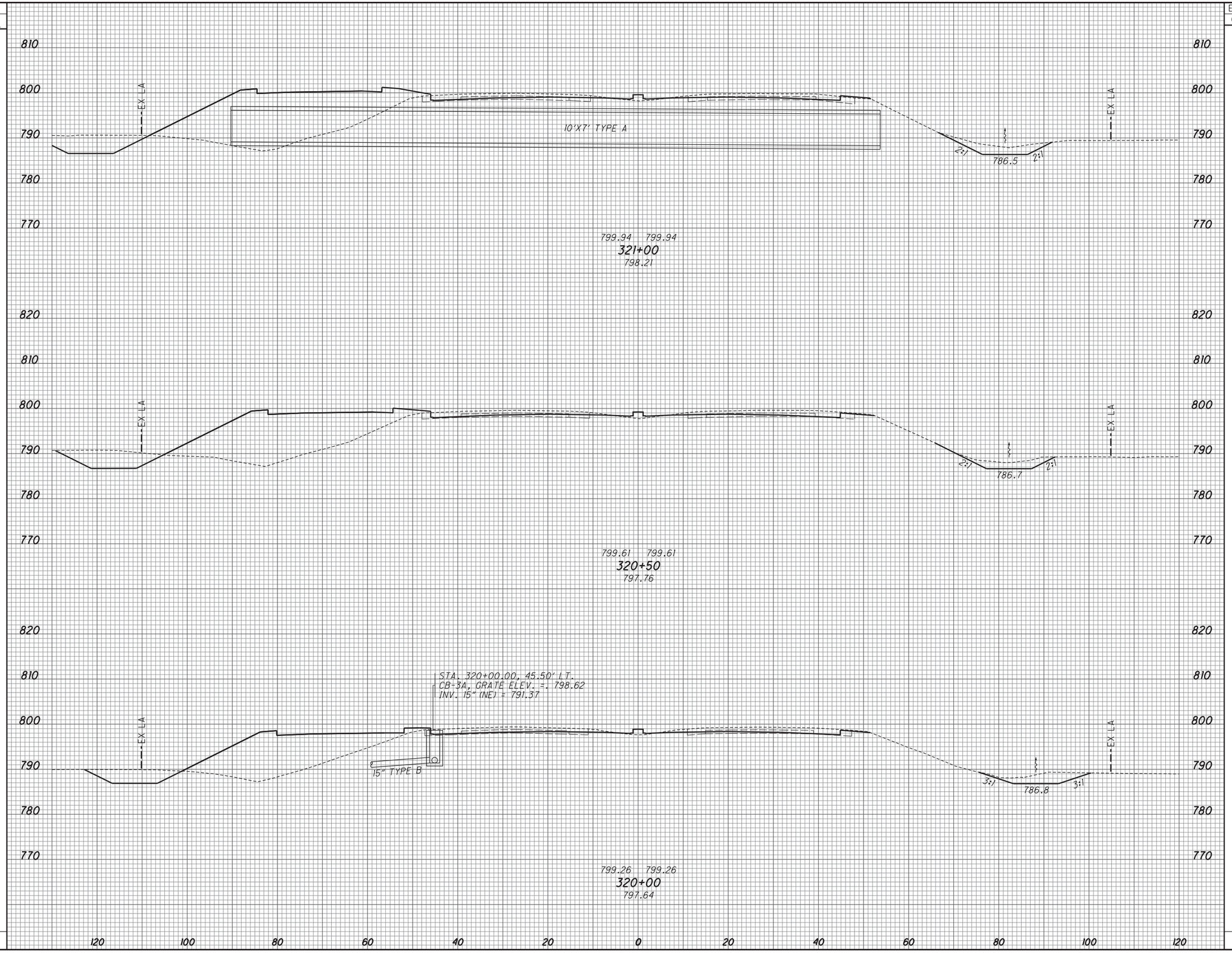
80468xs001.dgn 9/25/2014 8:41:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 320+00 TO STA. 321+00

GRE-35-4.26

330
876

80468xs001.dgn 9/25/2014 8:41:42 AM jeveret1

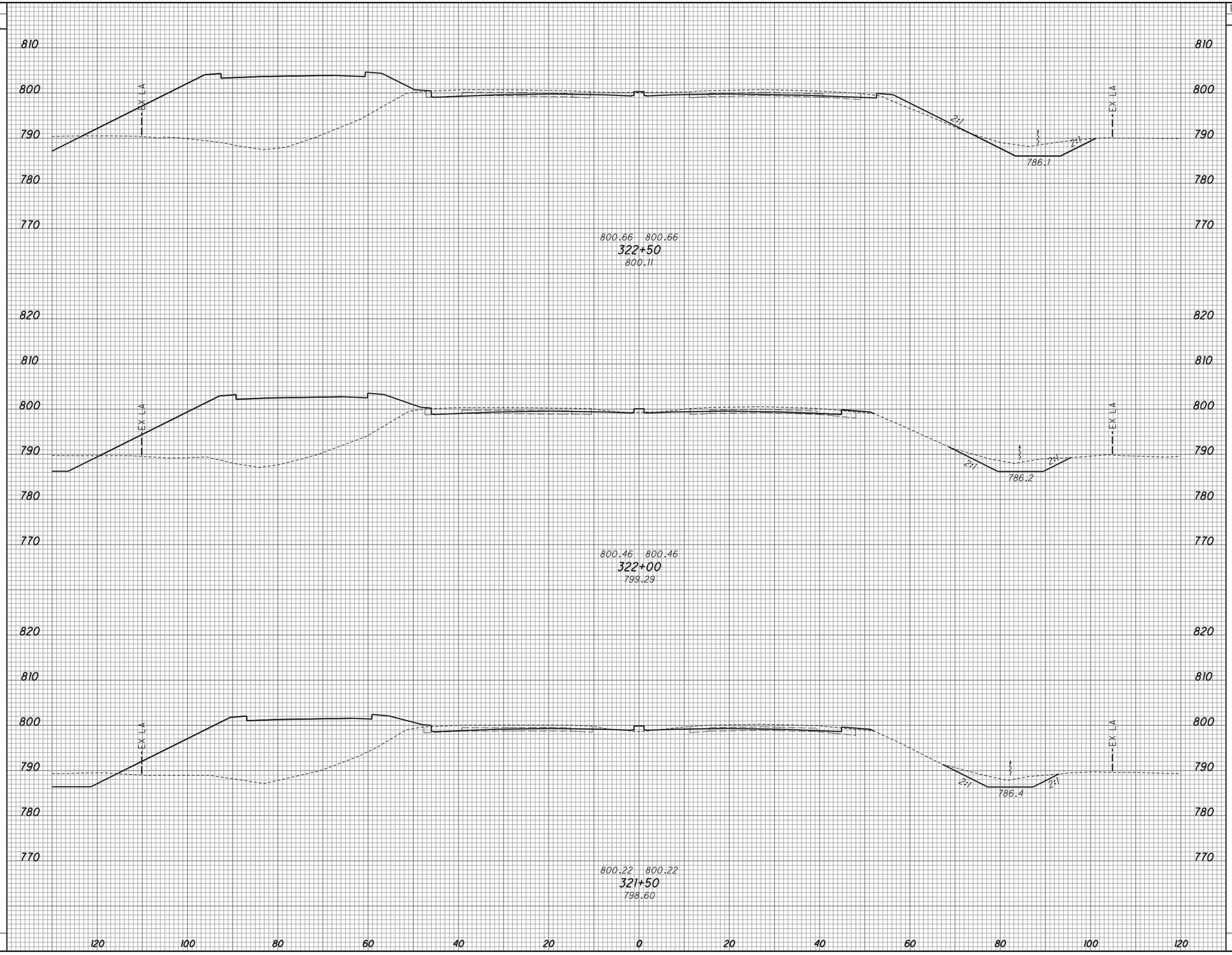
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

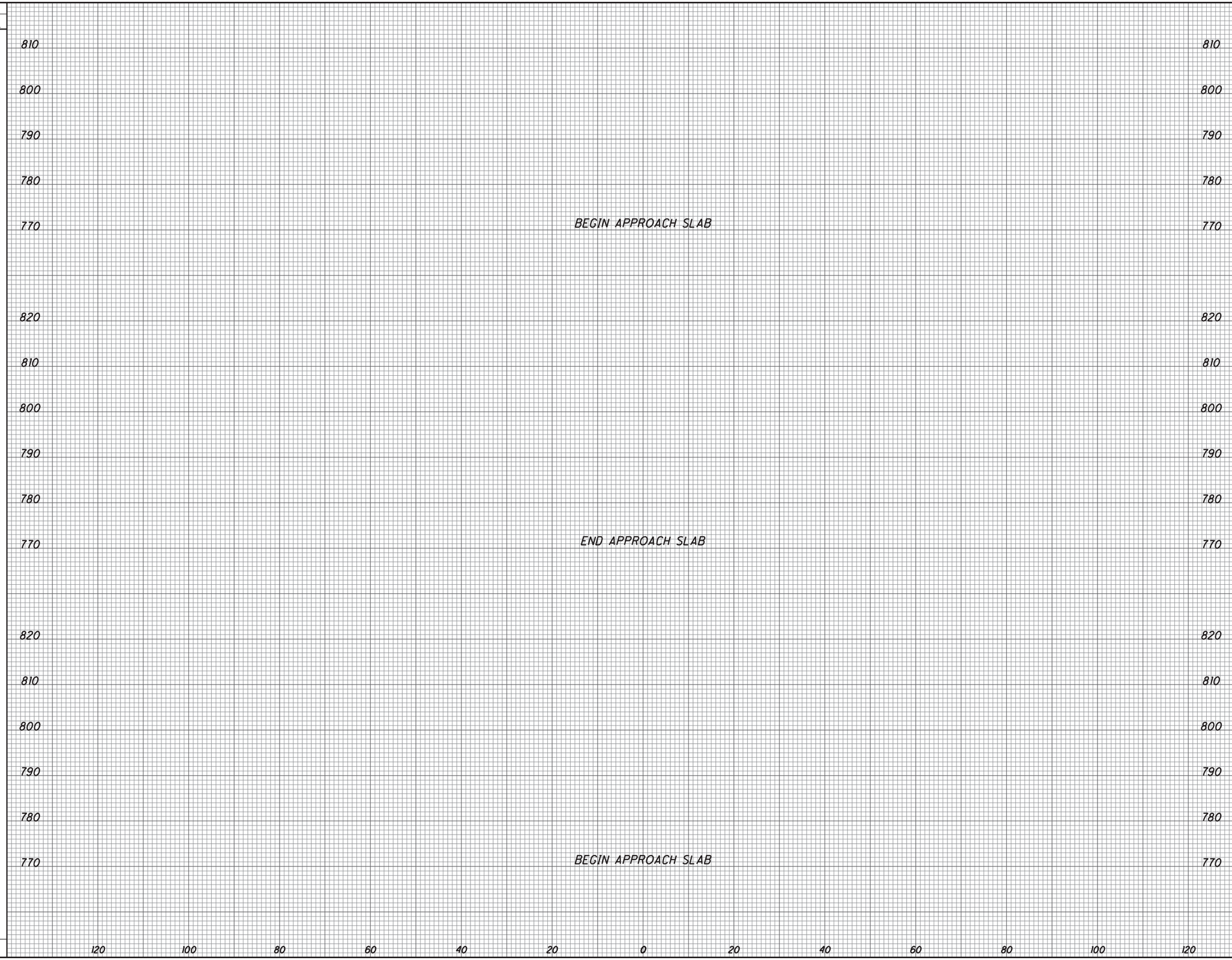


CROSS SECTIONS - US 35
STA. 321+50 TO STA. 322+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:41:59 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

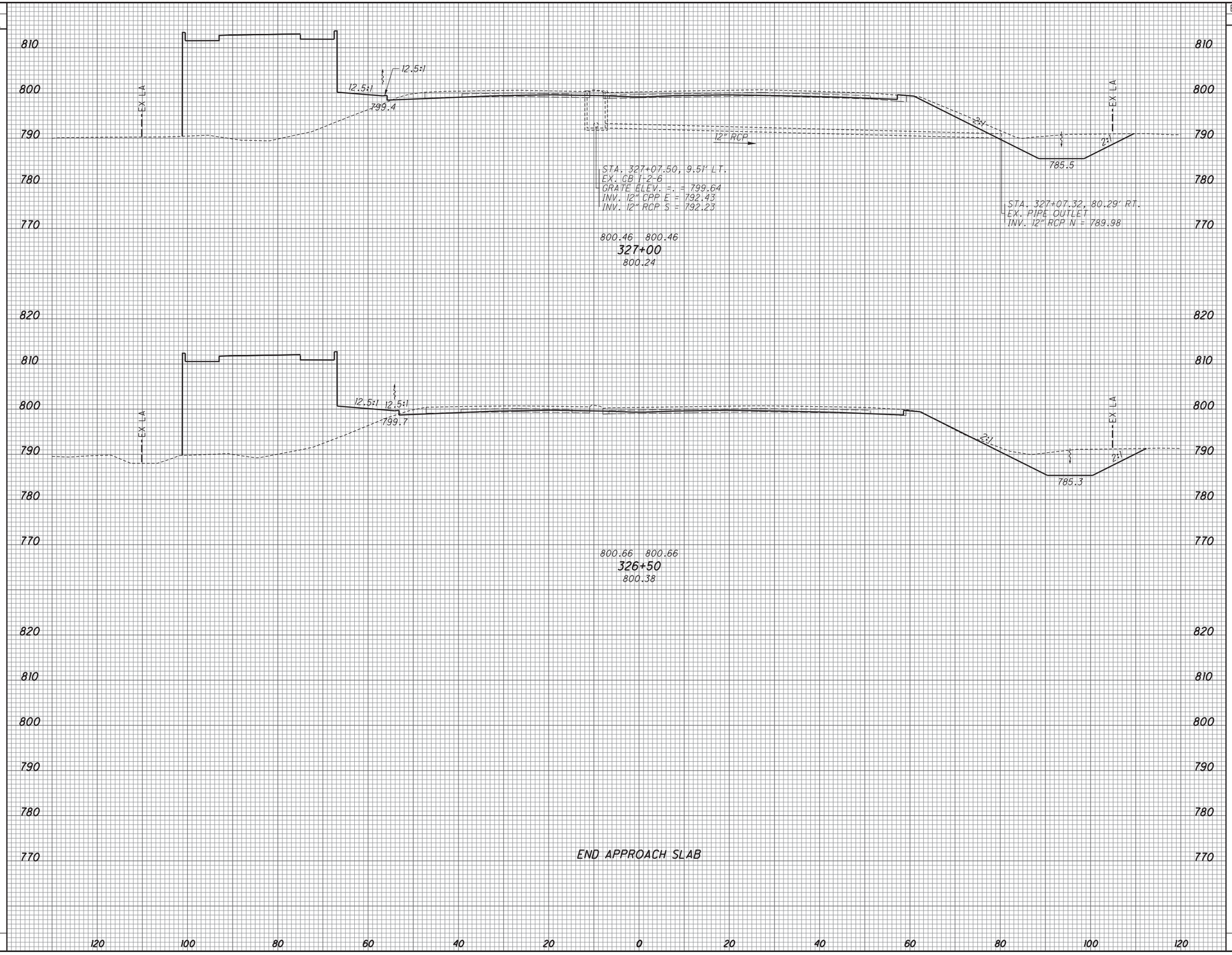
CROSS SECTIONS - US 35
STA. 323+00 TO STA. 325+50

GRE-35-4.26

332
876

80468xs001.dgn 9/25/2014 8:42:15 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

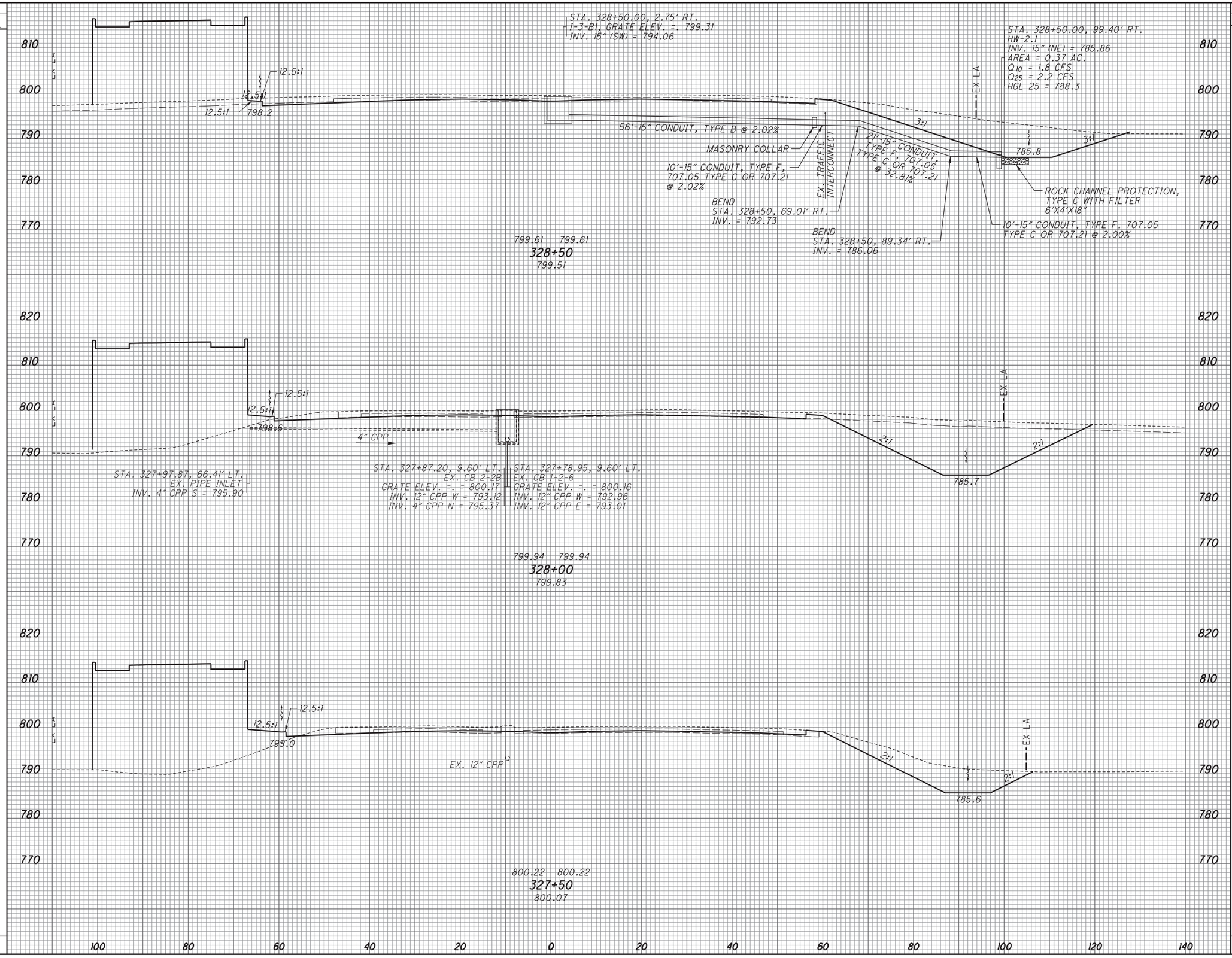
CROSS SECTIONS - US 35
STA. 326+00 TO STA. 327+00

GRE-35-4.26

333
876

80468xs001.dgn 9/25/2014 8:42:30 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 327+50 TO STA. 328+50

GRE-35-4.26

334
876

80468xs001.dgn 9/25/2014 8:42:46 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 329+00 TO STA. 330+00

GRE-35-4.26

335
876

80468xs001.dgn 9/25/2014 8:43:03 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

STA. 331+50.00, 63.25' LT.
I-3-D, GRATE ELEV. =. 796.11
INV. 15" (SE) = 793.11

EX LA

EX. 12" CPP

6:1

6:1

794.3

797.51 797.51
331+50
797.68

EX LA

6:1

6:1

794.8

EX. 12" CPP

797.86 797.86
331+00
797.47

EX LA

6:1

6:1

795.2

EX. 12" CPP

798.21 798.21
330+50
797.90

810 800 790 780 770 820

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 330+50 TO STA. 331+50

GRE-35-4.26

336
876

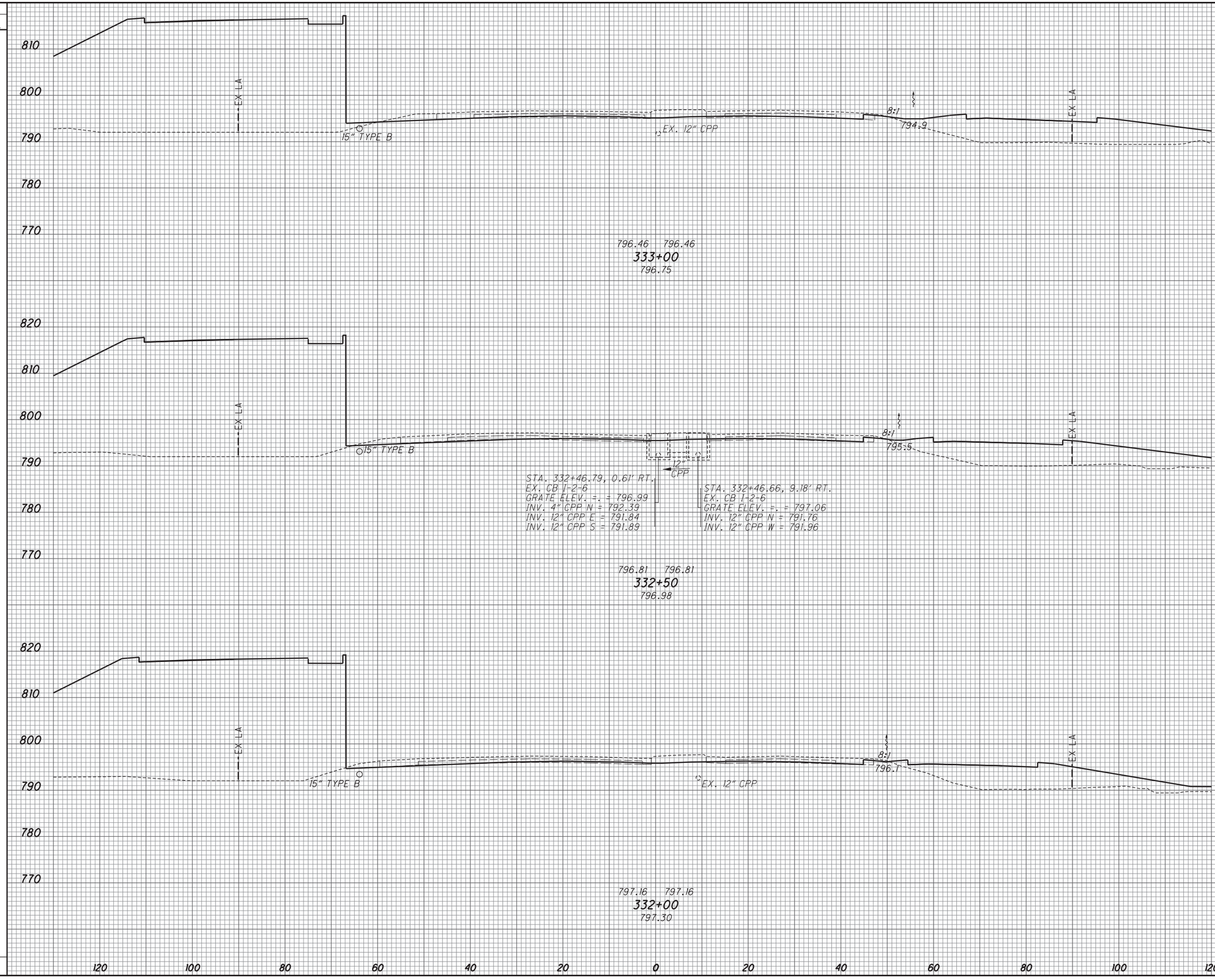
80468xs001.dgn 9/25/2014 8:43:18 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 332+00 TO STA. 333+00

GRE-35-4.26

337
876

80468xs001.dgn 9/25/2014 8:43:34 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 333+50 TO STA. 334+50

GRE-35-4.26

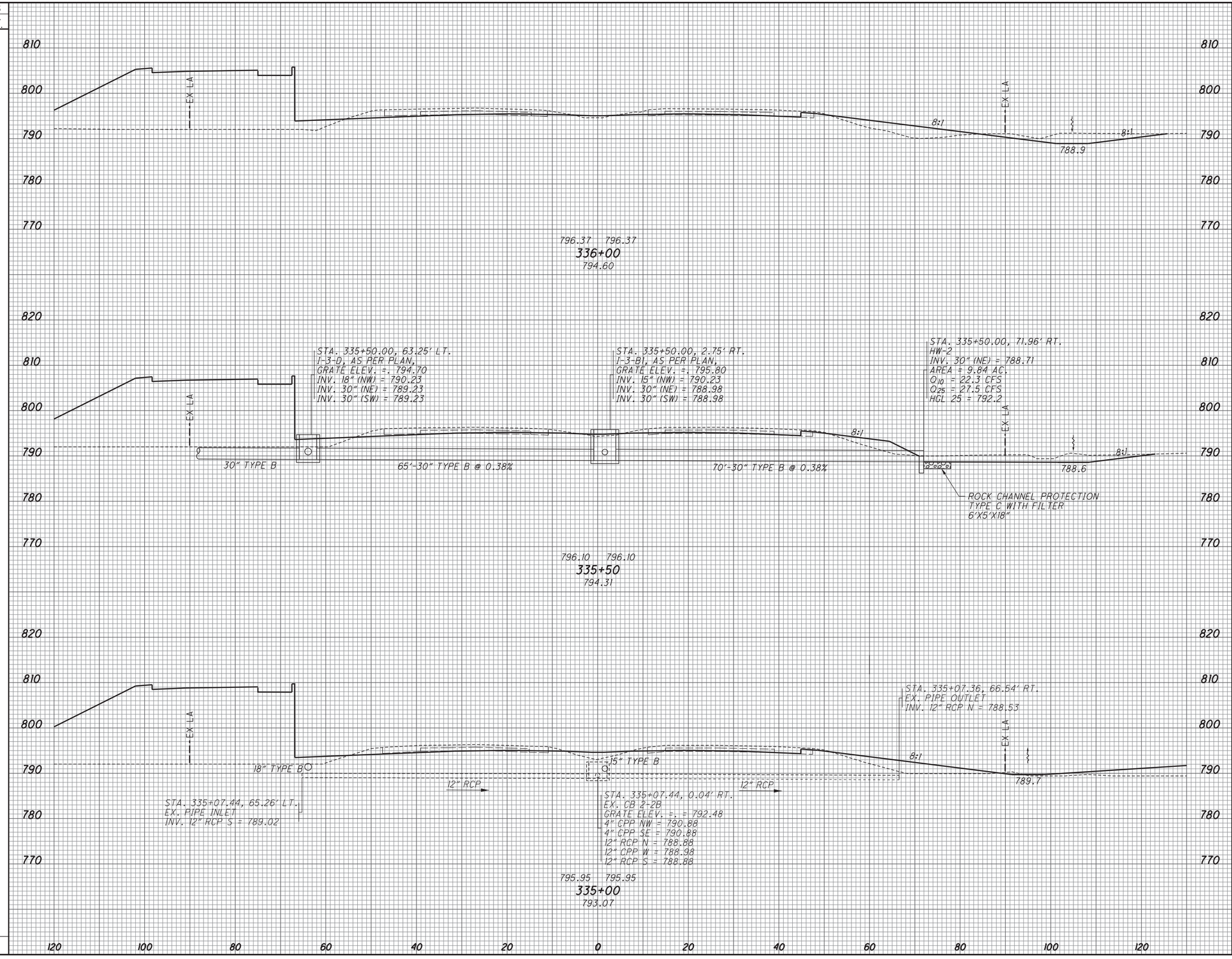
80468xs001.dgn 9/25/2014 8:43:50 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 335+00 TO STA. 336+00

GRE-35-4.26

339
876

80468xs001.dgn 9/25/2014 8:44:08 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 336+50 TO STA. 337+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:44:24 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

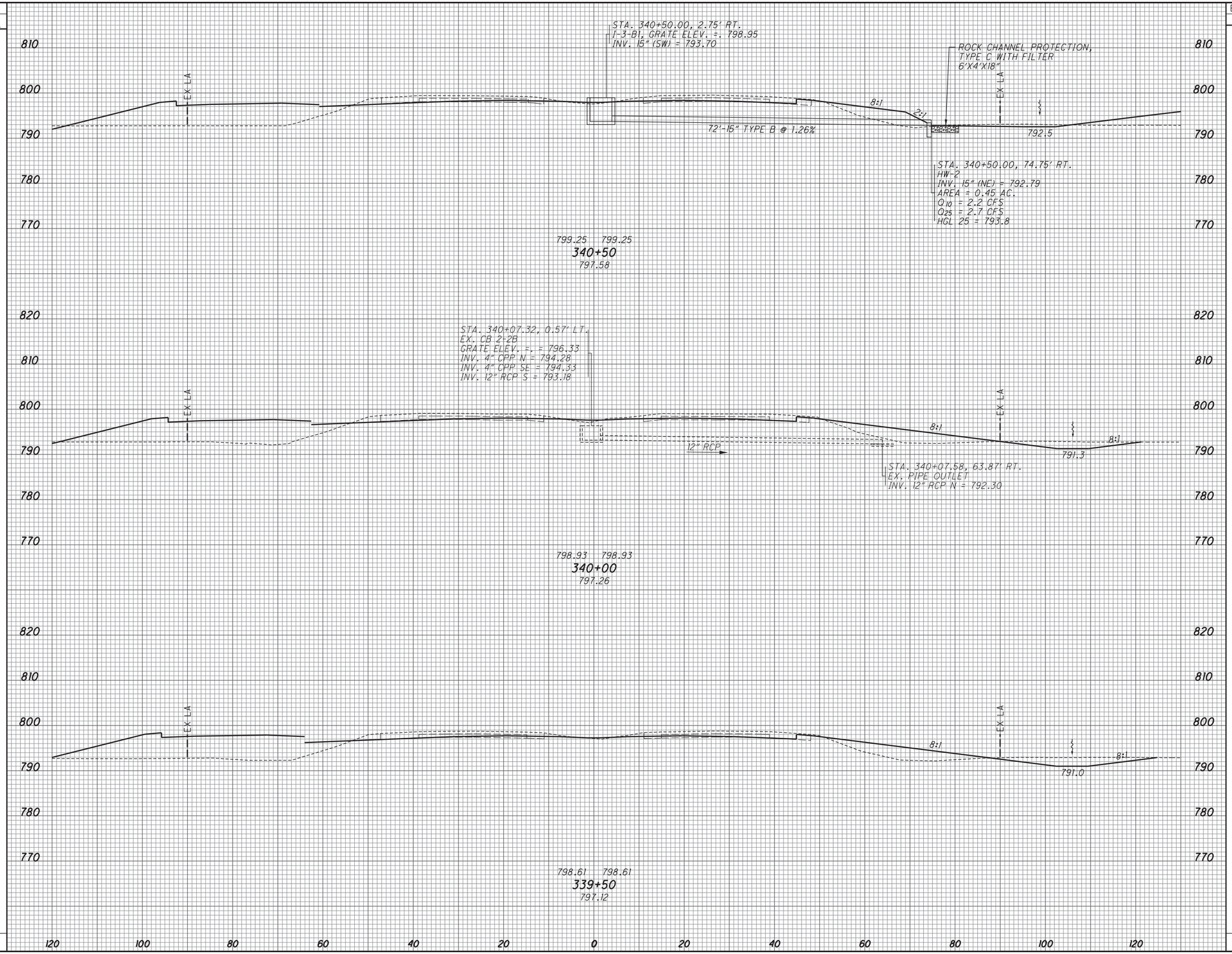
CHECKED

CROSS SECTIONS - US 35
STA. 338+00 TO STA. 339+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:44:39 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 339+50 TO STA. 340+50

GRE-35-4.26

342
876

80468xs001.dgn 9/25/2014 8:44:55 AM jeveret1

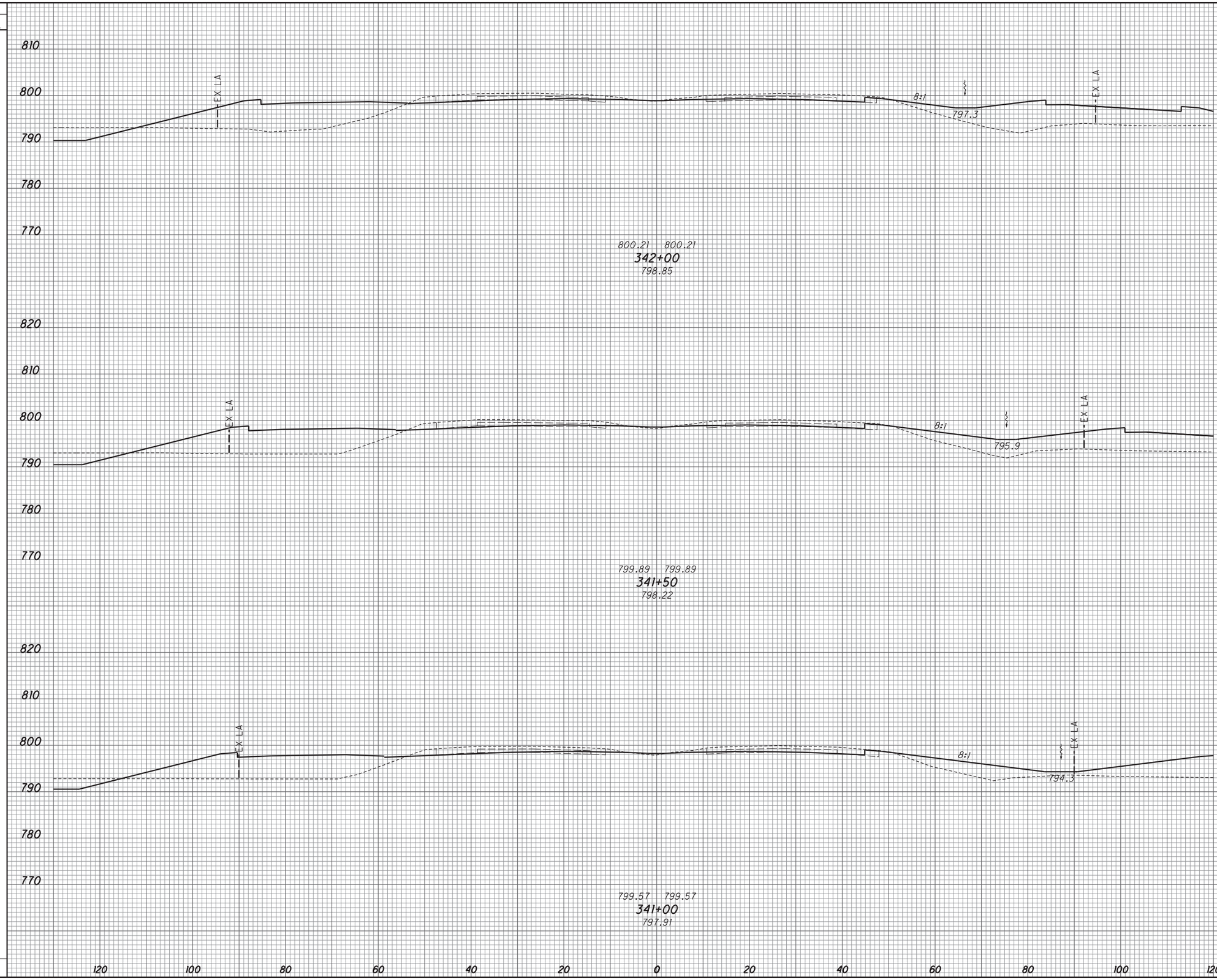
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 341+00 TO STA. 342+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:45:13 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 342+50 TO STA. 343+50

GRE-35-4.26

344
876

80468xs001.dgn 9/25/2014 8:45:29 AM jeverett

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 344+00 TO STA. 345+00

GRE-35-4.26

345
876

80468xs001.dgn 9/25/2014 8:45:44 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830
820
810
800
790
780
770

EX LA

2:1

803.09 803.09
346+50
801.96

802.77 802.77
346+00
801.64

802.45 802.45
345+50
801.26

STA. 345+50.00, 2.75' RT.
I-3-B1, GRATE ELEV. = 802.15
INV. 15" (SW) = 796.90

85'-15" TYPE B @ 5.51%

STA. 345+50.00, 87.61' RT.
HW-2
INV. 15" (NE) = 792.22
AREA = 0.54 AC.
Q_{10} = 2.6 CFS
Q_{25} = 3.2 CFS
HGL 25 = 793.2

ROCK CHANNEL PROTE
TYPE C WITH FILTER
6'X4'X18"

STA. 345+41.44, 78.93' LT.
EX. PIPE INLET
TOP 72" CMP SW = 789.46

STA. 345+49.61, 72.56' LT.
EX. PIPE INLET
TOP 72" CMP SW = 789.28

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 345+50 TO STA. 346+50

GRE-35-4.26

346
876

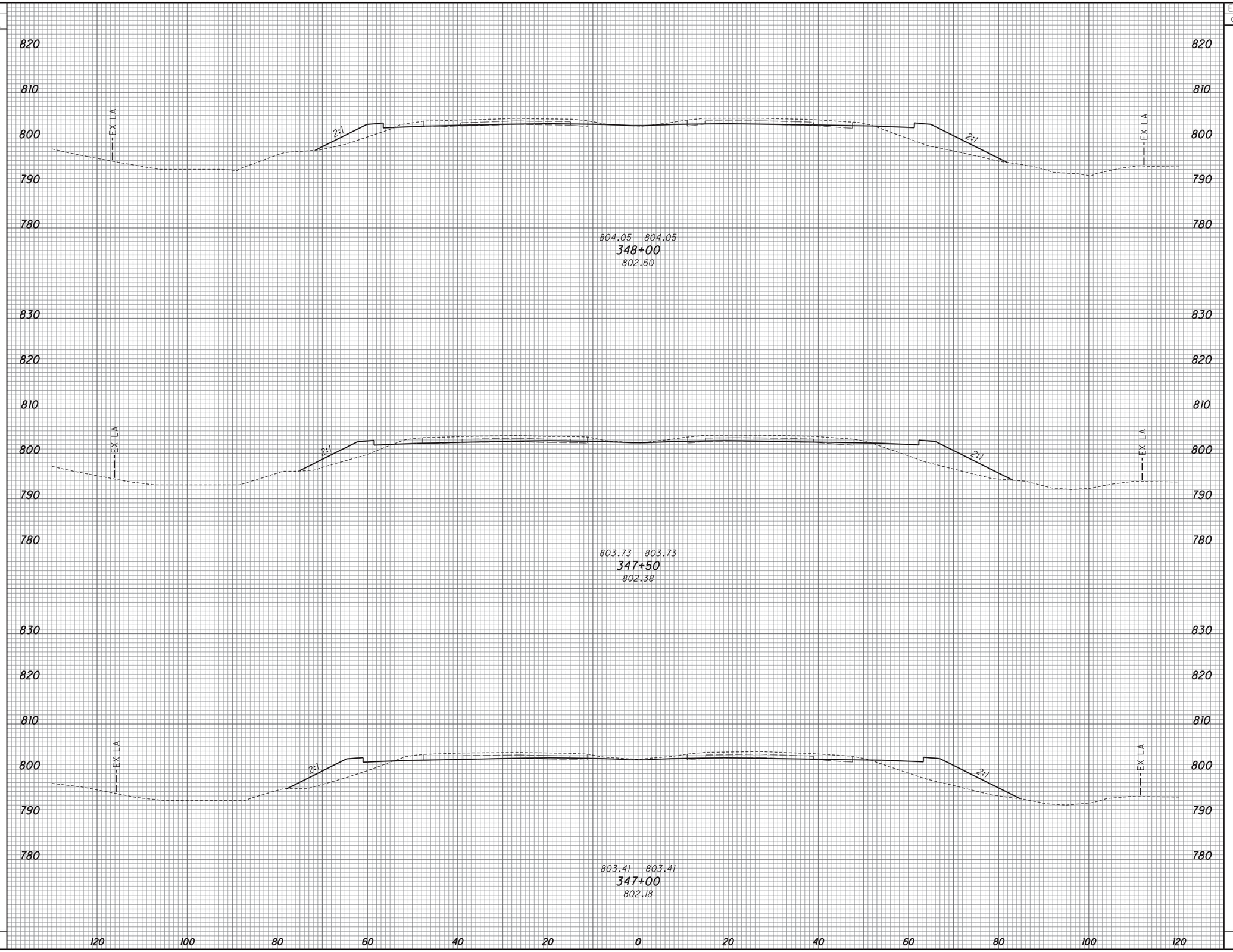
80468xs001.dgn 9/25/2014 8:46:00 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 347+00 TO STA. 348+00

GRE-35-4.26

347
876

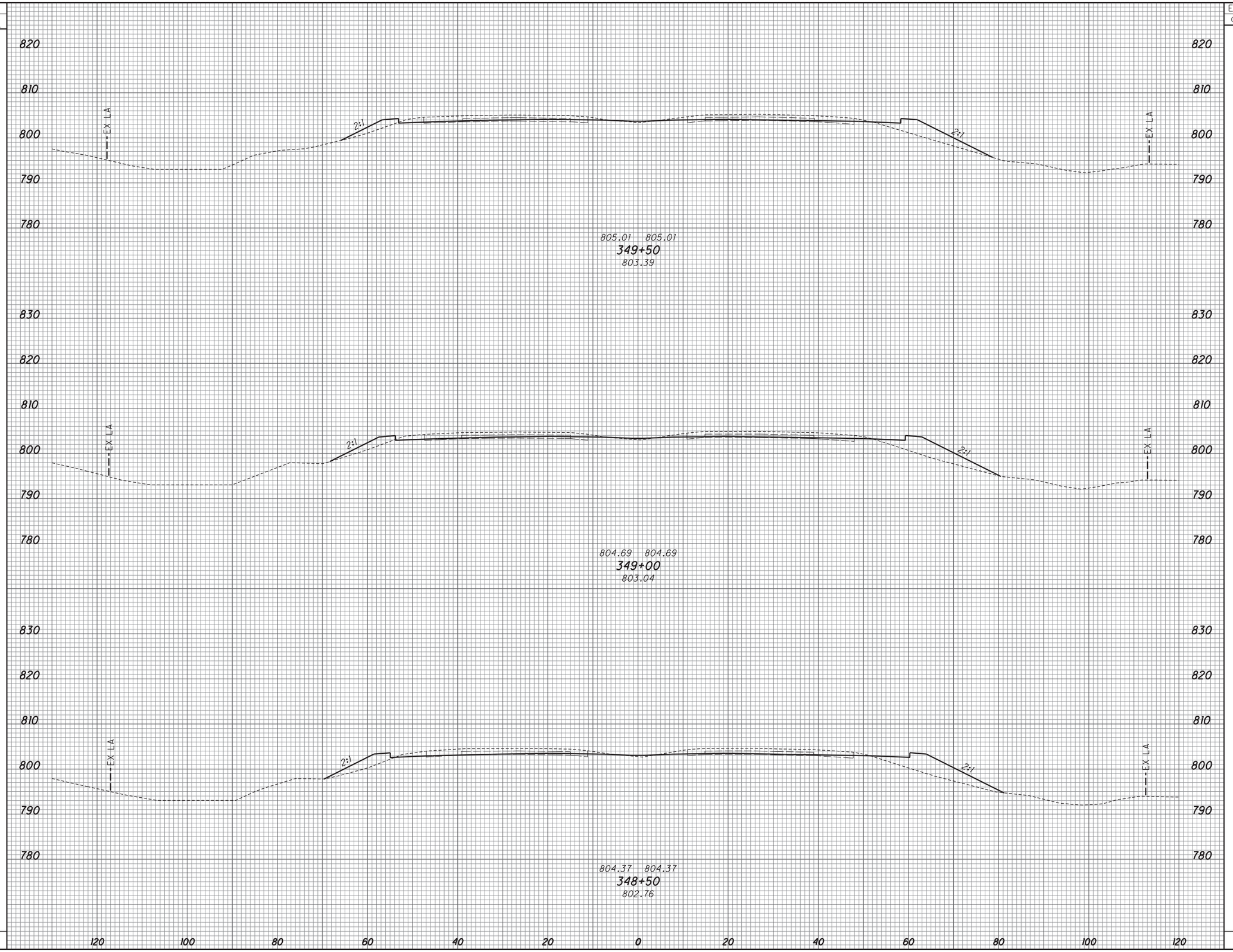
80468xs001.dgn 9/25/2014 8:46:20 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 348+50 TO STA. 349+50

GRE-35-4.26

348
876

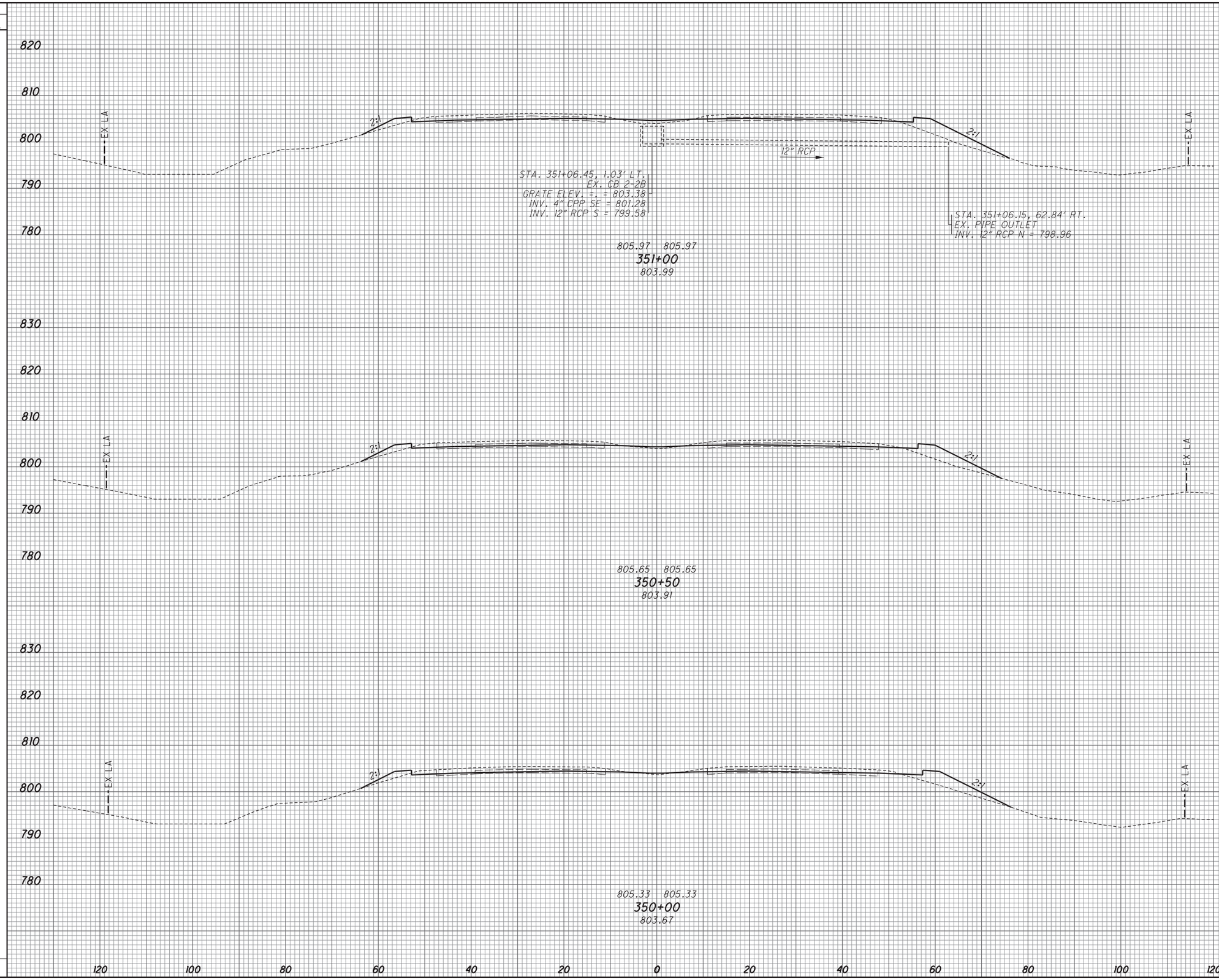
80468xs001.dgn 9/25/2014 8:46:36 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 350+00 TO STA. 351+00

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:46:51 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830
820
810
800
790
780
830
820
810
800
790
780

EX LA

8:1

2:1

806.93 806.93
352+50
805.24

806.61 806.61
352+00
804.87

STA. 351+50.00, 2.75' RT.
I-3-B1, GRATE ELEV. = 805.99
INV. 15" (SW) = 800.74

75'-15" TYPE B @ 7.24%

STA. 351+50.00, 77.75' RT.
HW-2
INV. 15" (NE) = 795.31
AREA = 0.45 AC.
Q_{10} = 2.2 CFS
Q_{25} = 2.7 CFS
HGL 25 = 796.3

ROCK CHANNEL PROTECTION, TYPE C WITH FILTER 6'X4'X18"

806.29 806.29
351+50
804.20

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35
STA. 351+50 TO STA. 352+50

GRE-35-4.26

350
876

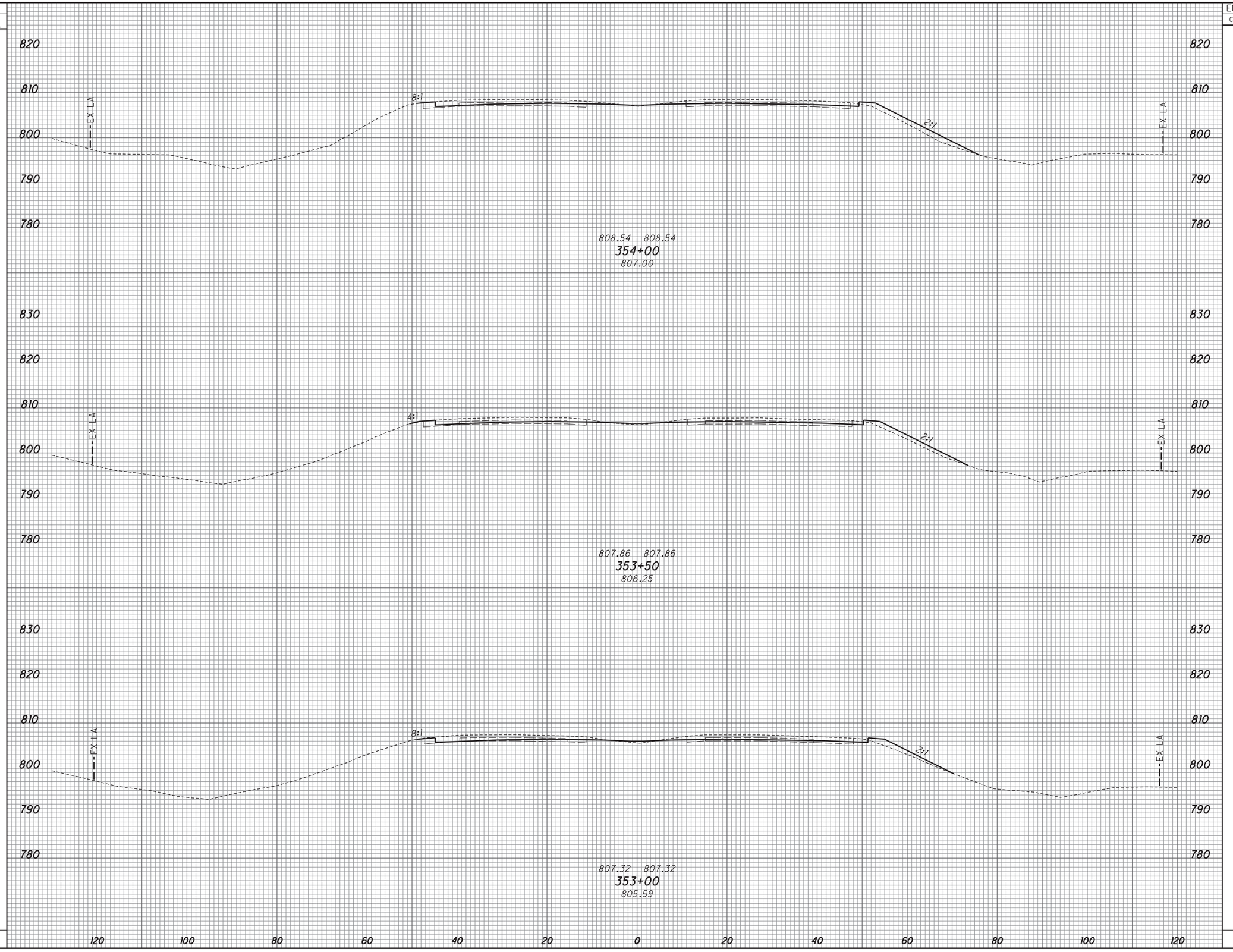
80468xs001.dgn 9/25/2014 8:47:07 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 353+00 TO STA. 354+00

GRE-35-4.26

351
876

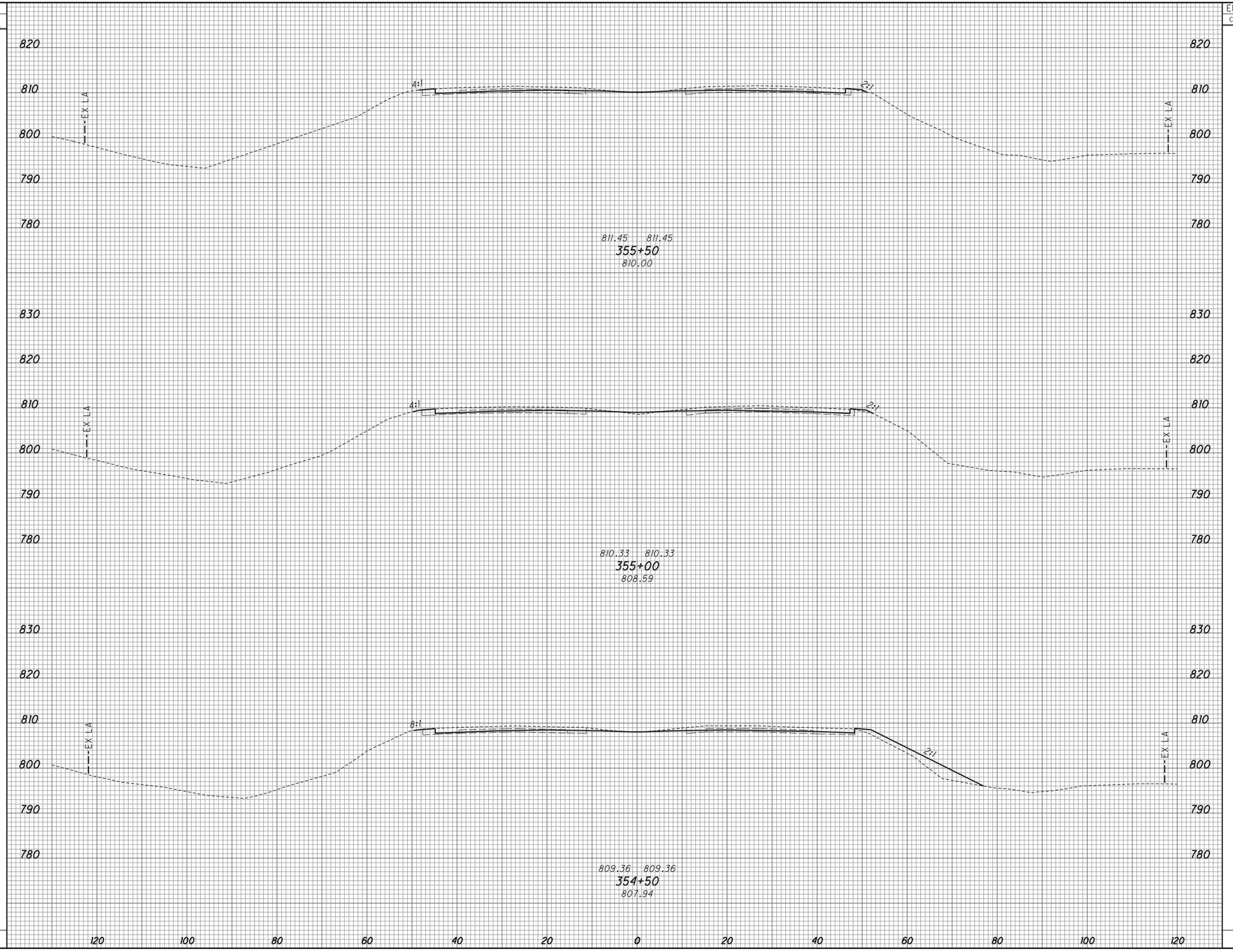
80468xs001.dgn 9/25/2014 8:47:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 354+50 TO STA. 355+50

GRE-35-4.26

352
876

80468xs001.dgn 9/25/2014 8:47:40 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 356+00 TO STA. 357+00

GRE-35-4.26

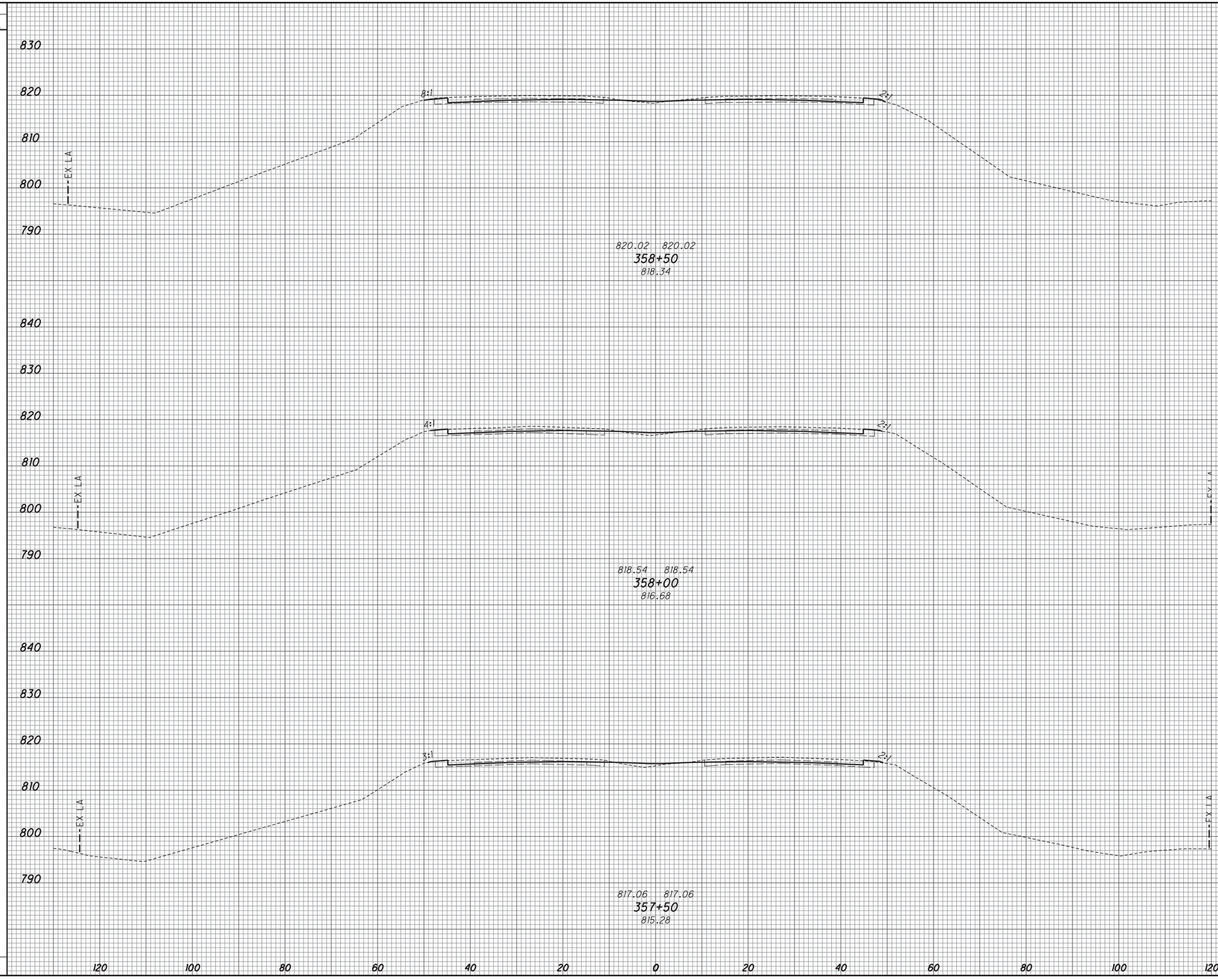
80468xs001.dgn 9/25/2014 8:47:56 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



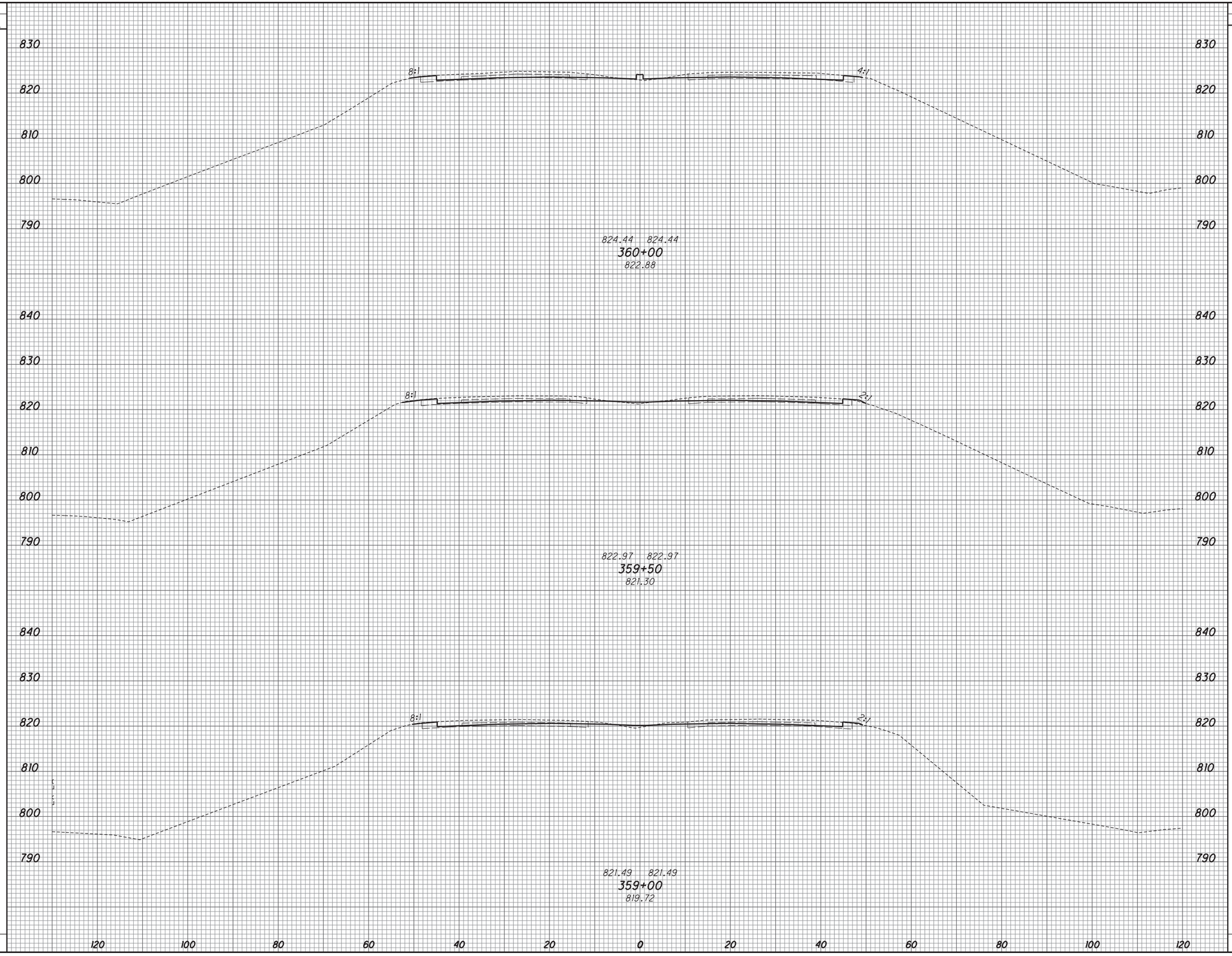
CROSS SECTIONS - US 35
STA. 357+50 TO STA. 358+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:48:14 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED

CHECKED

CROSS SECTIONS - US 35
STA. 359+00 TO STA. 360+00

GRE-35-4.26

355
876

80468xs001.dgn 9/25/2014 8:48:33 AM jeveret1

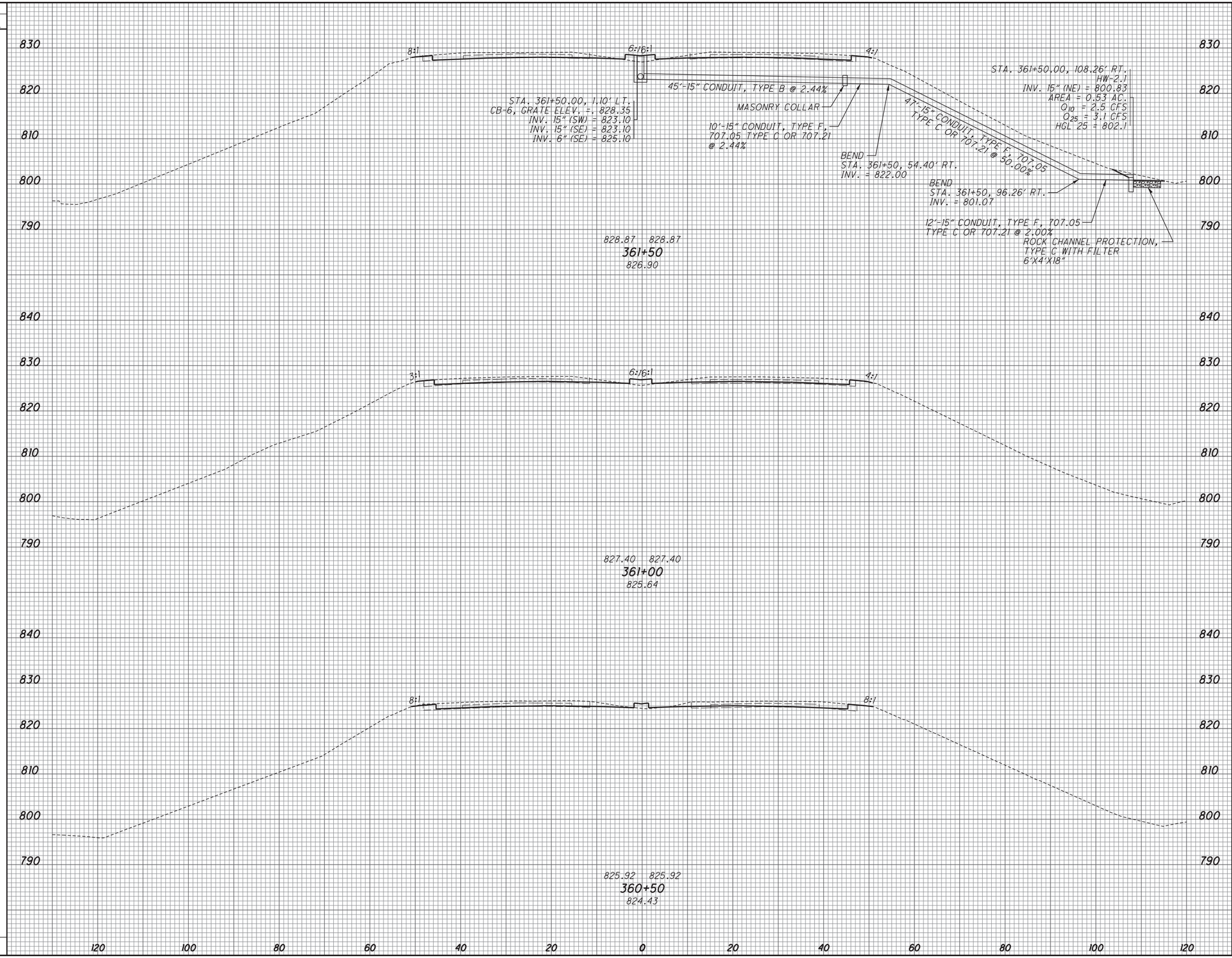
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 360+50 TO STA. 361+50

GRE-35-4.26

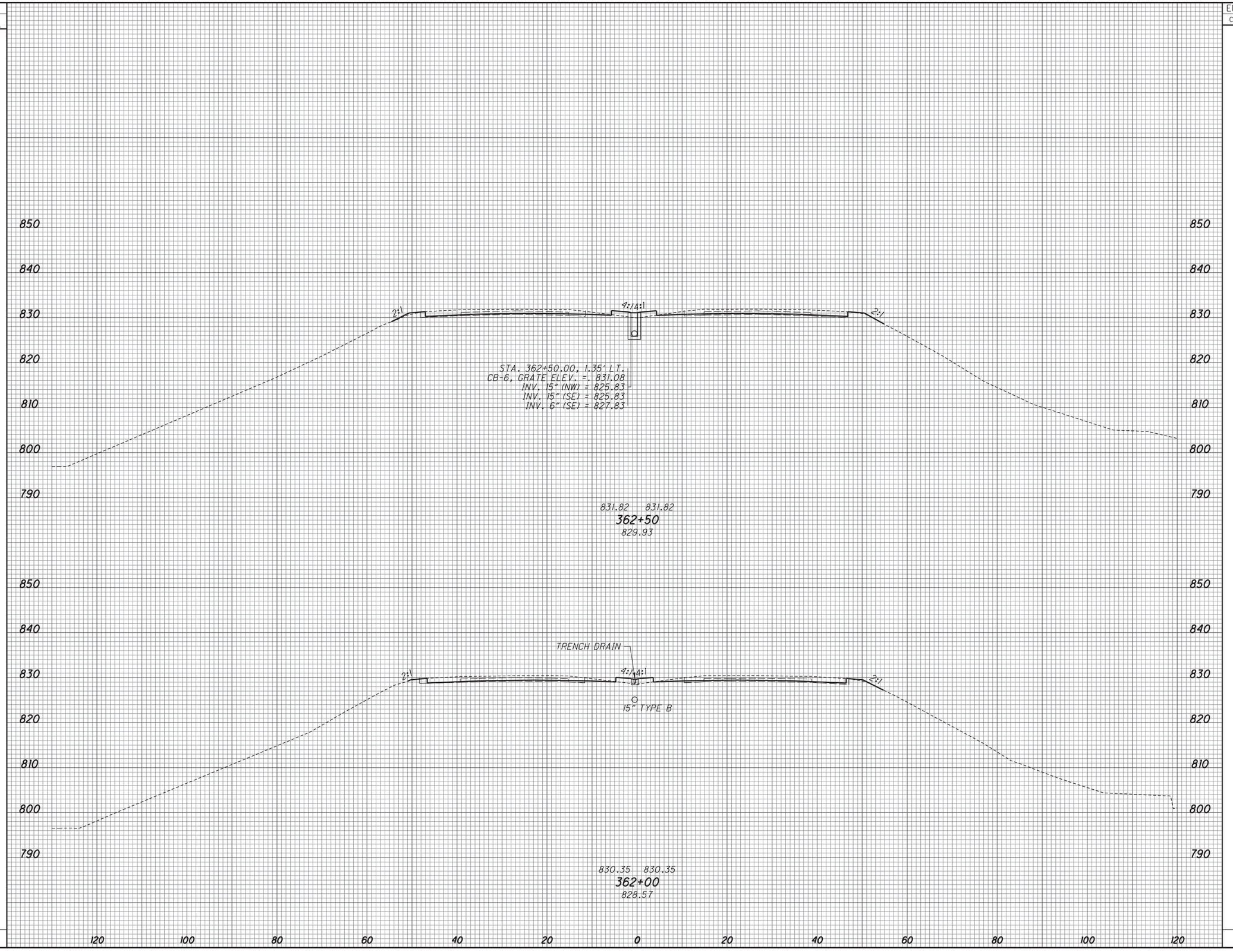
80468xs001.dgn 9/25/2014 8:48:50 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 362+00 TO STA. 362+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:49:06 AM jeveret1

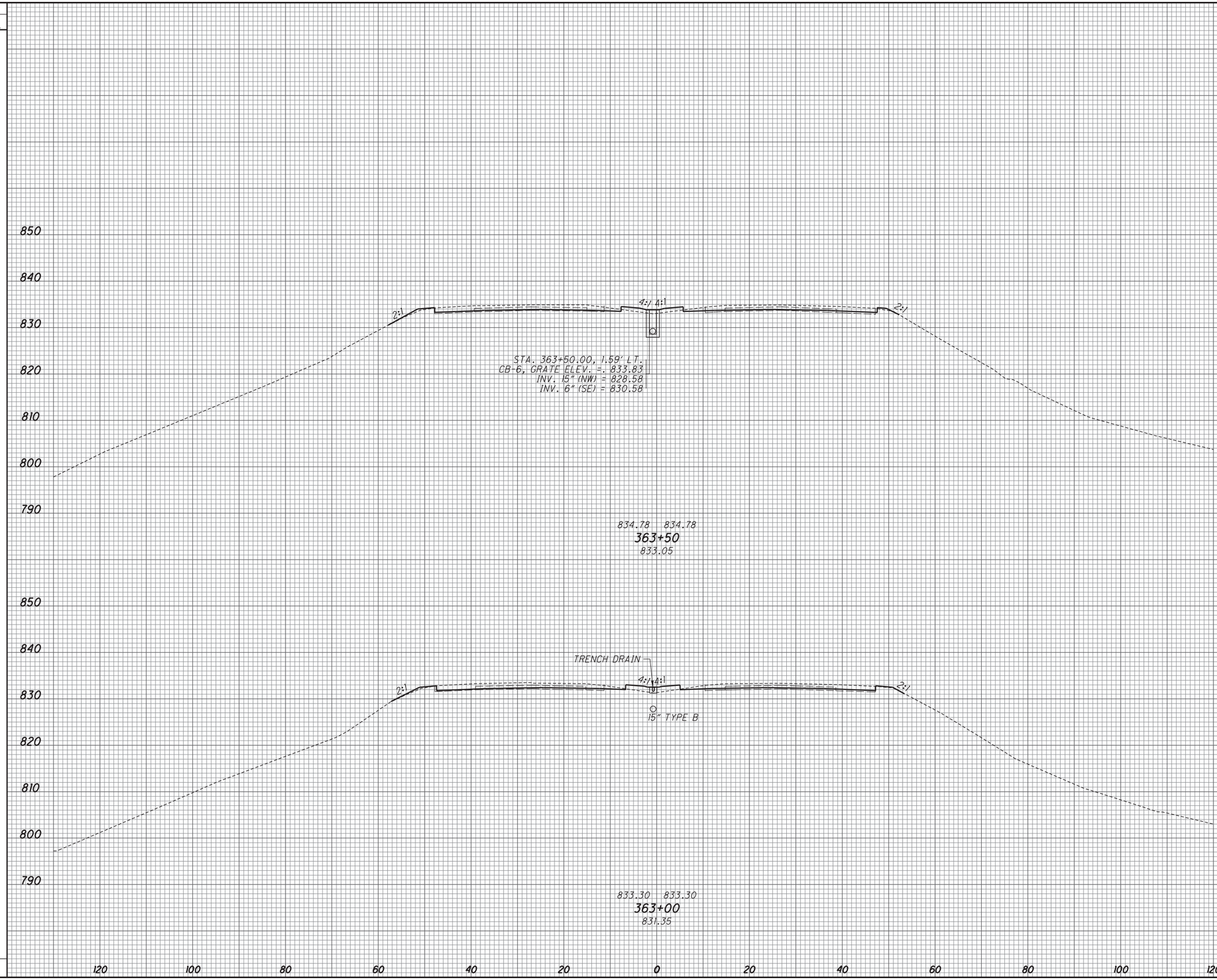
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 363+00 TO STA. 363+50

GRE-35-4.26

80468xs001.dgn 9/25/2014 8:49:21 AM jeveret1

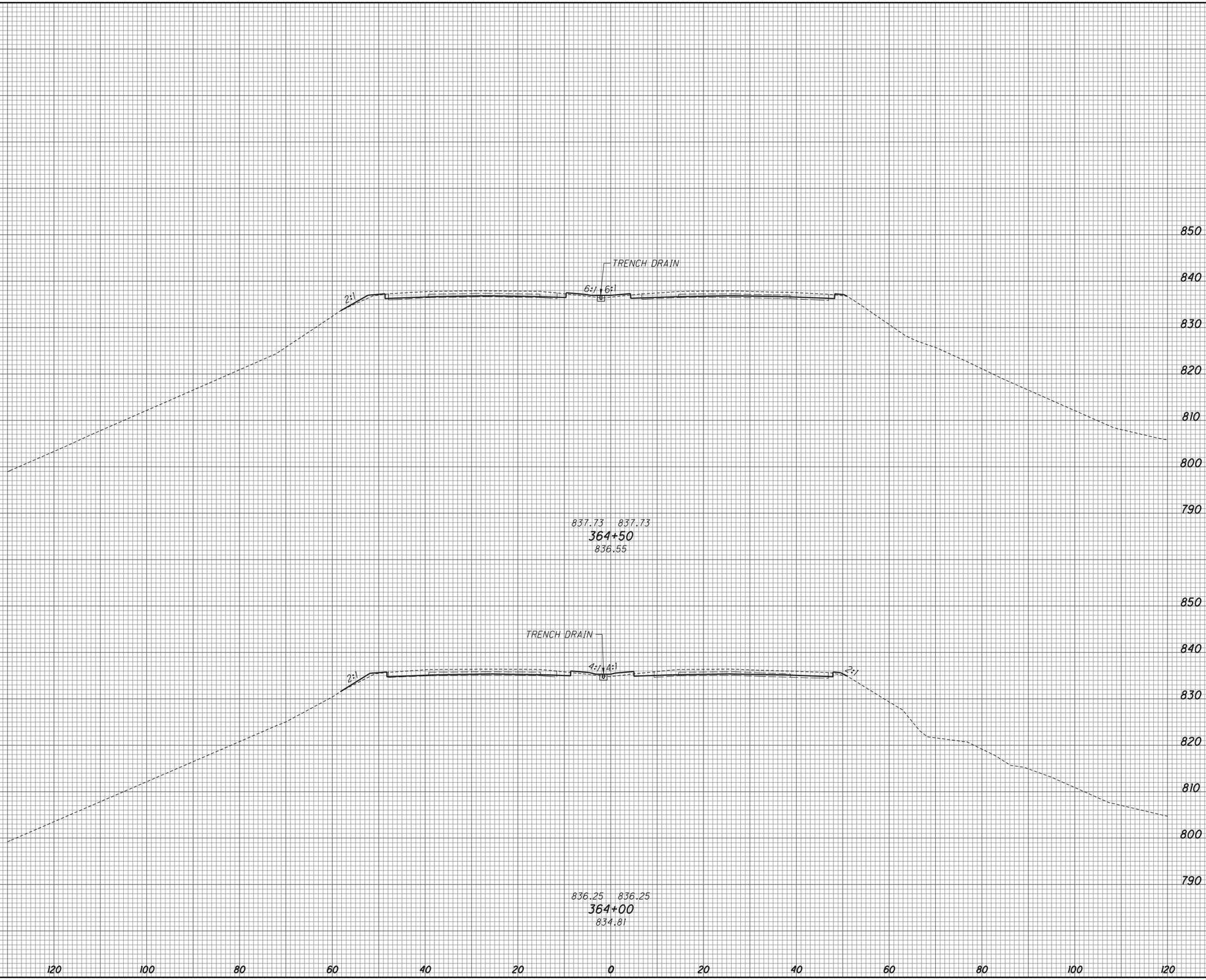
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 364+00 TO STA. 364+50

GRE-35-4.26

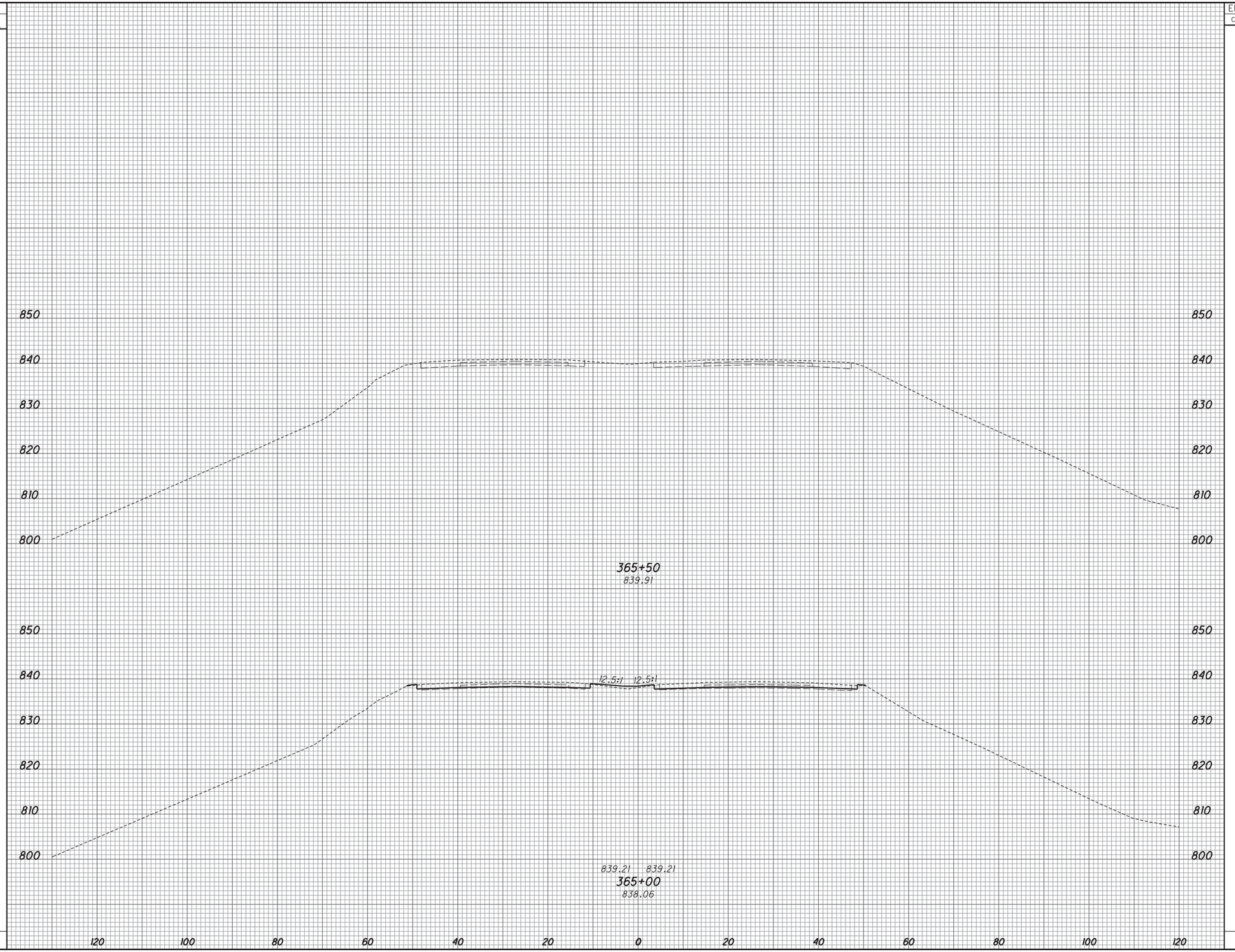
80468xs001.dgn 9/25/2014 8:49:39 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 365+00 TO STA. 365+50

GRE-35-4.26

360
876

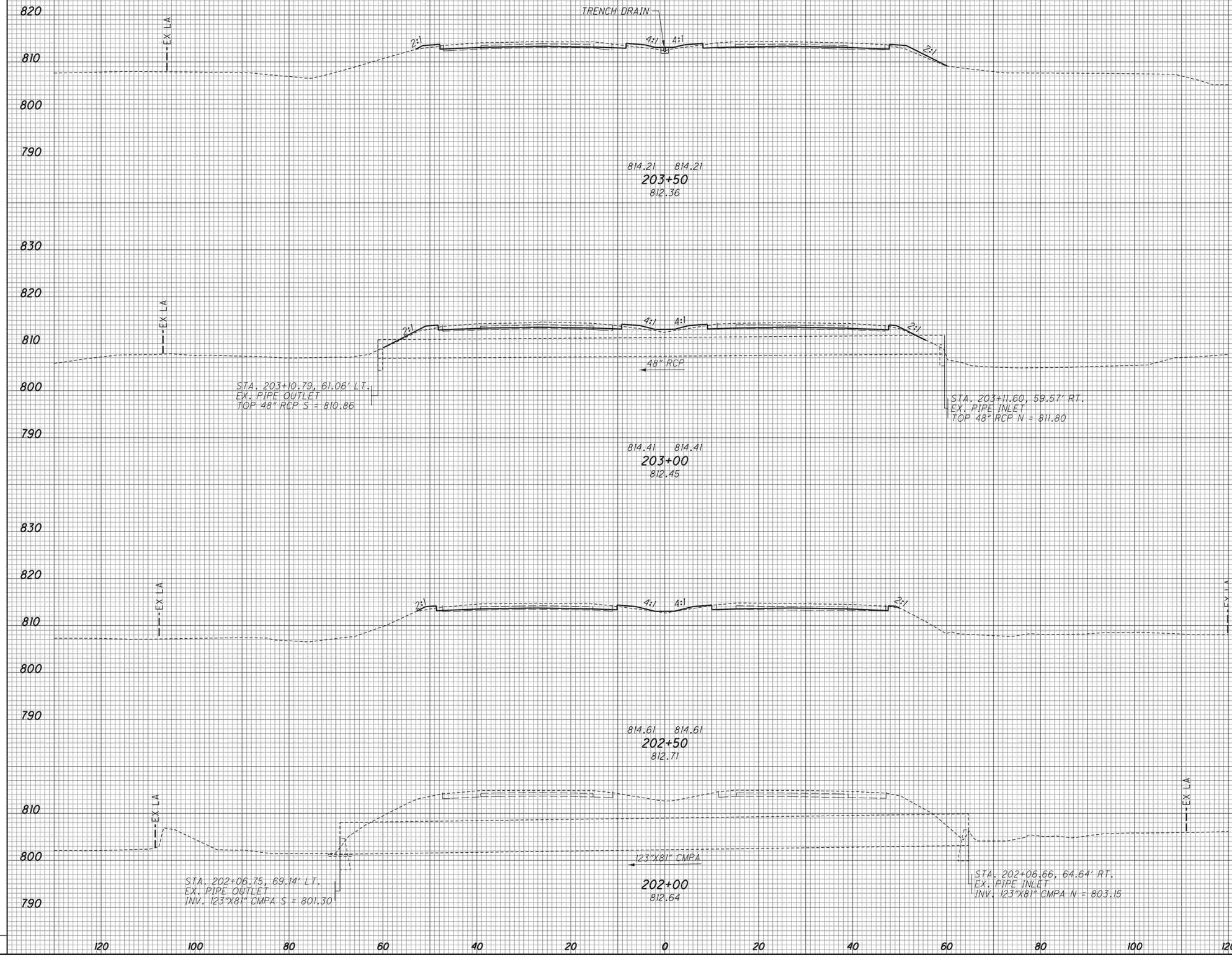
80468xs001.dgn 9/25/2014 8:49:57 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - US 35
STA. 202+00 TO STA. 203+50

GRE-35-4.26

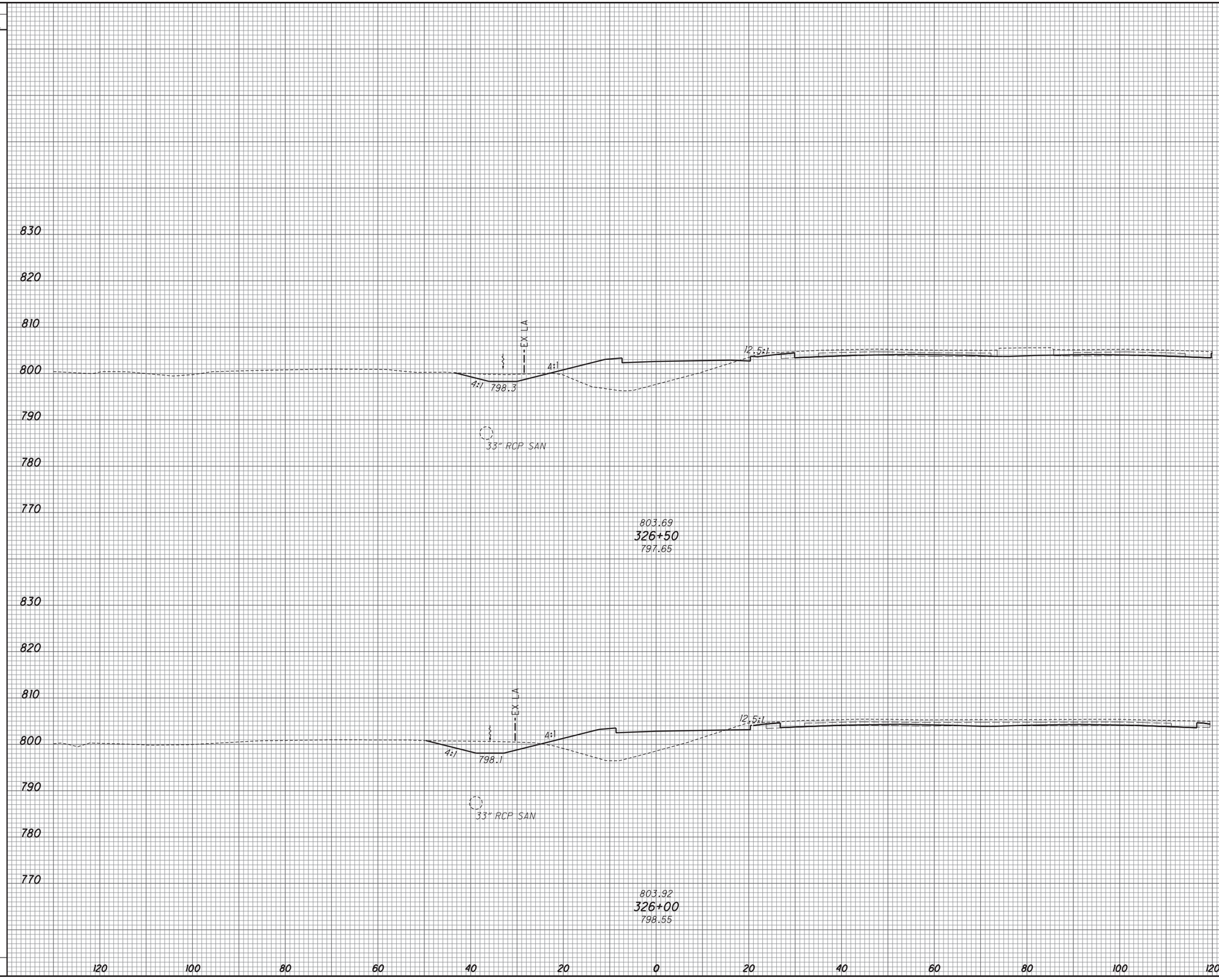
80468xs001.dgn 9/25/2014 8:50:13 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP A
STA. 326+00 TO STA. 326+50

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:32 AM jeveret1

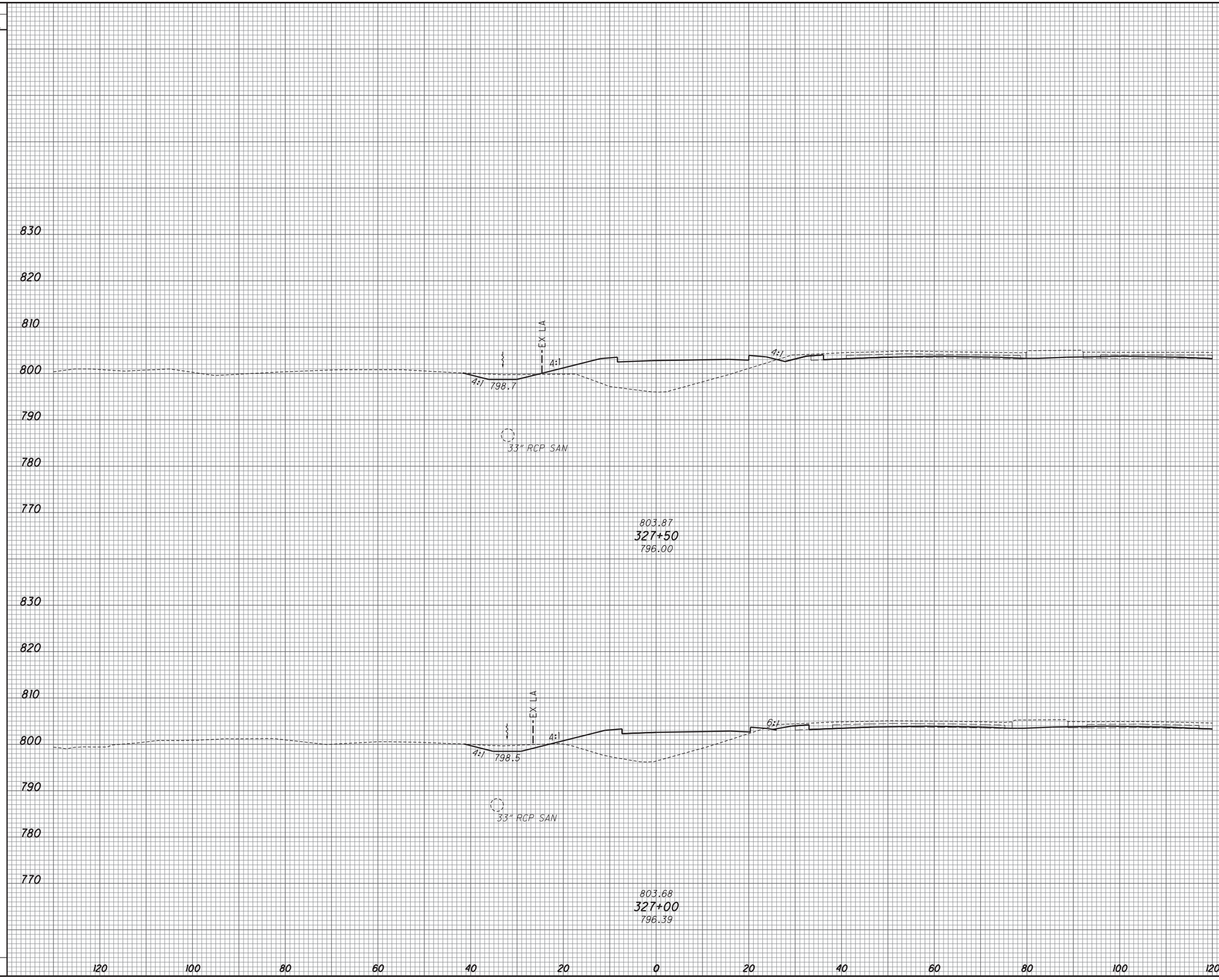
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP A
STA. 327+00 TO STA. 327+50

GRE-35-4.26

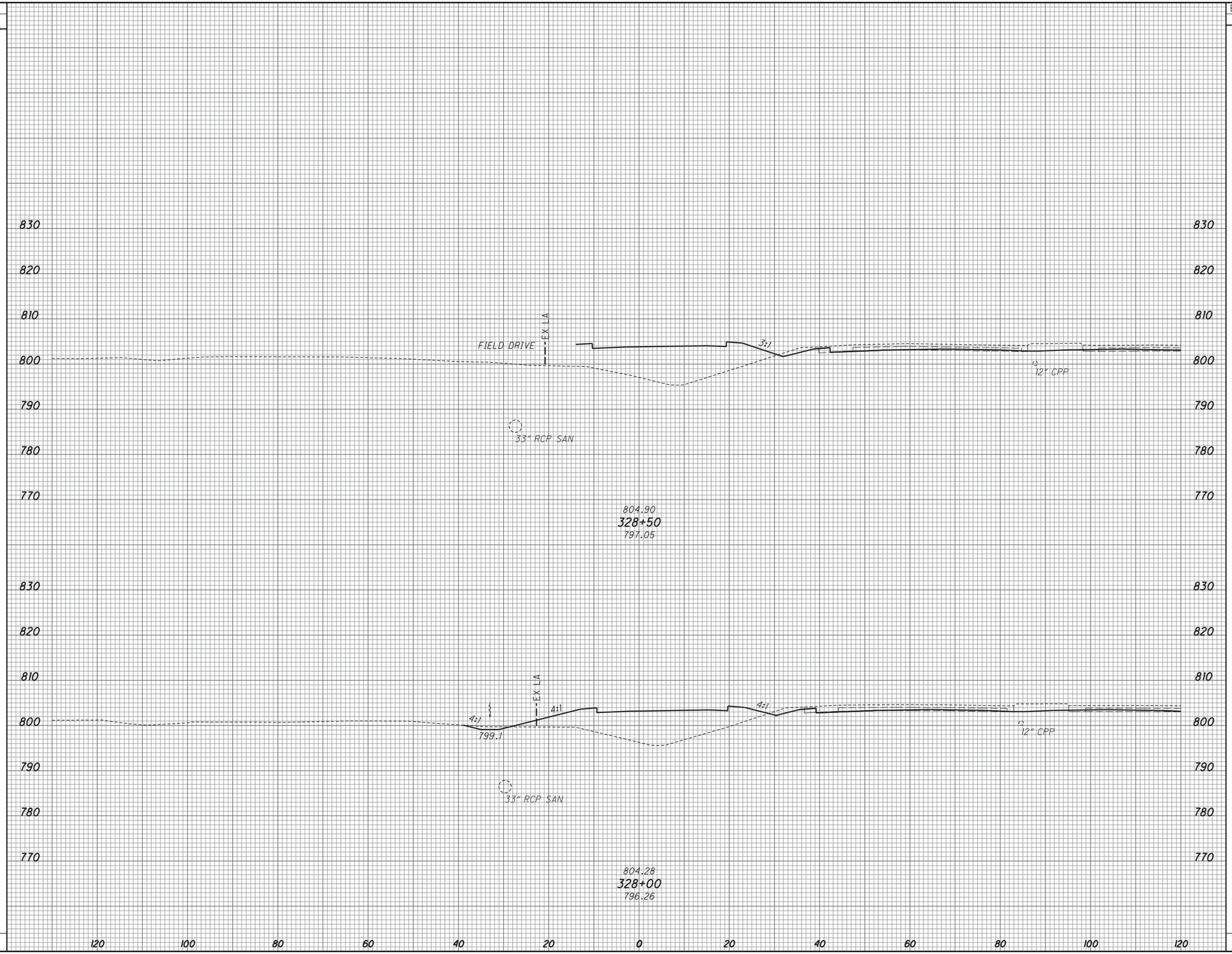
80468xs101.dgn 9/25/2014 8:50:35 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP A
STA. 328+00 TO STA. 328+50

GRE-35-4.26

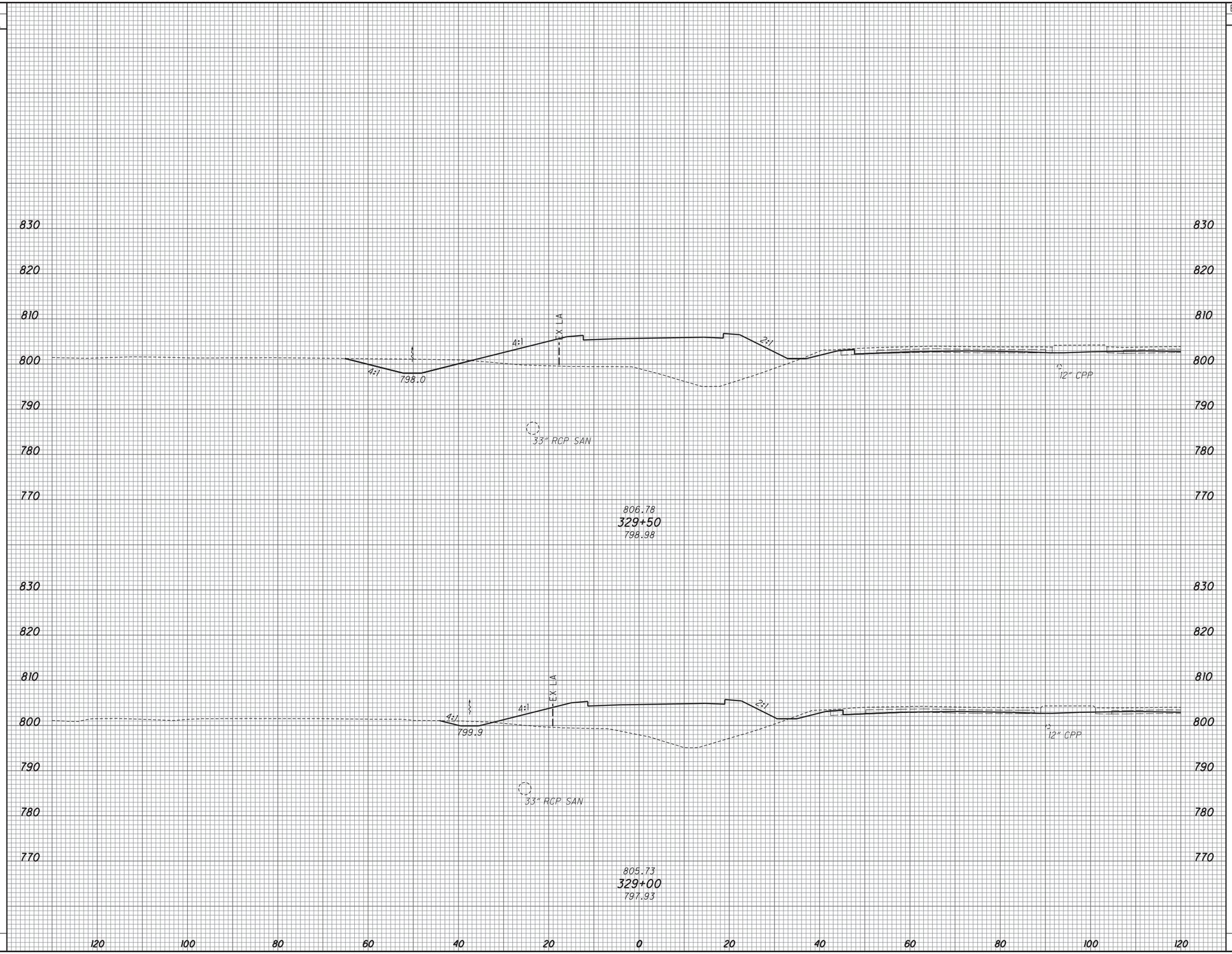
80468xs101.dgn 9/25/2014 8:50:38 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP A
STA. 329+00 TO STA. 329+50

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:40 AM jeveret1

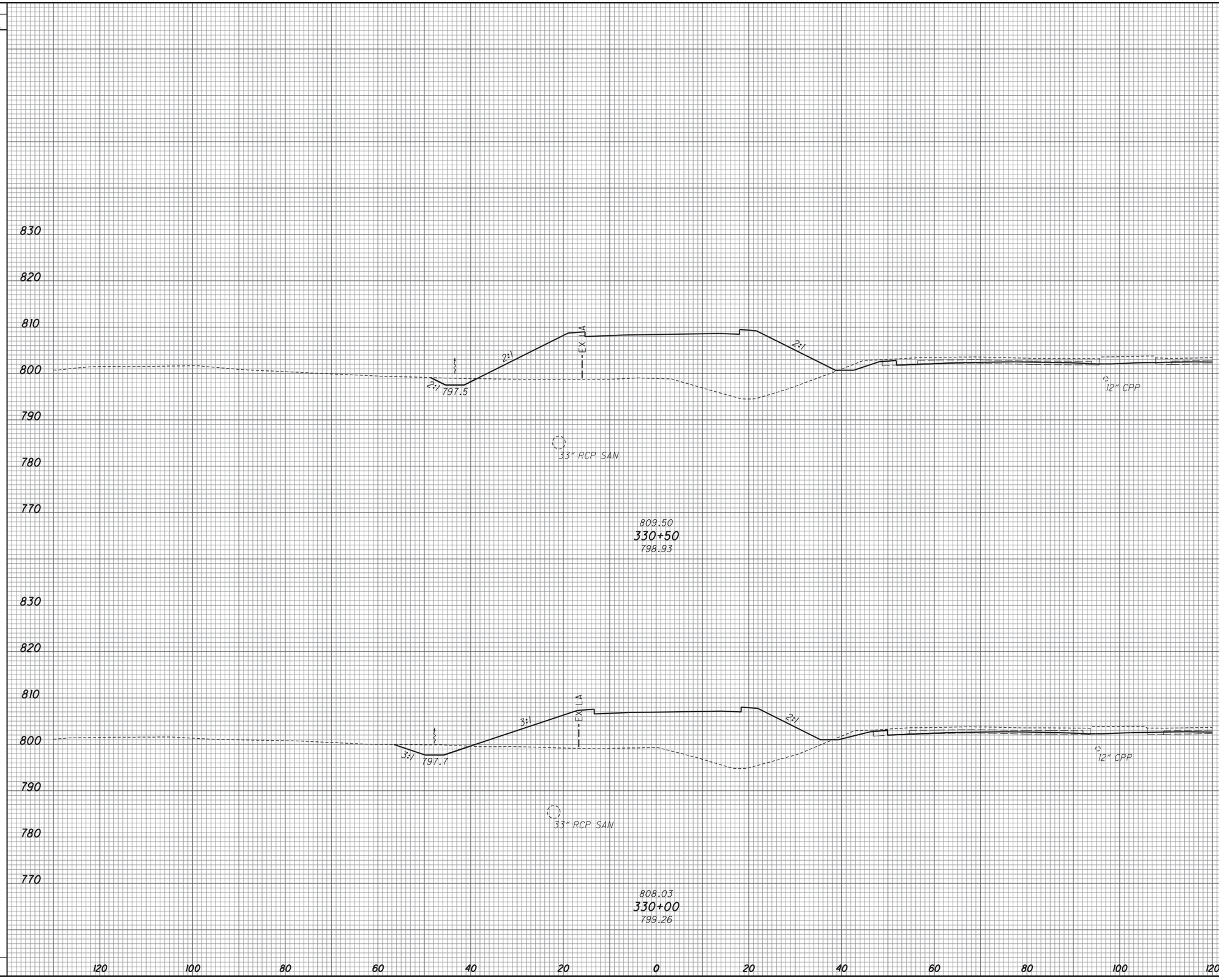
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP A
STA. 330+00 TO STA. 330+50

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:42 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP A
STA. 331+00 TO STA. 331+50

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:44 AM jeveret1

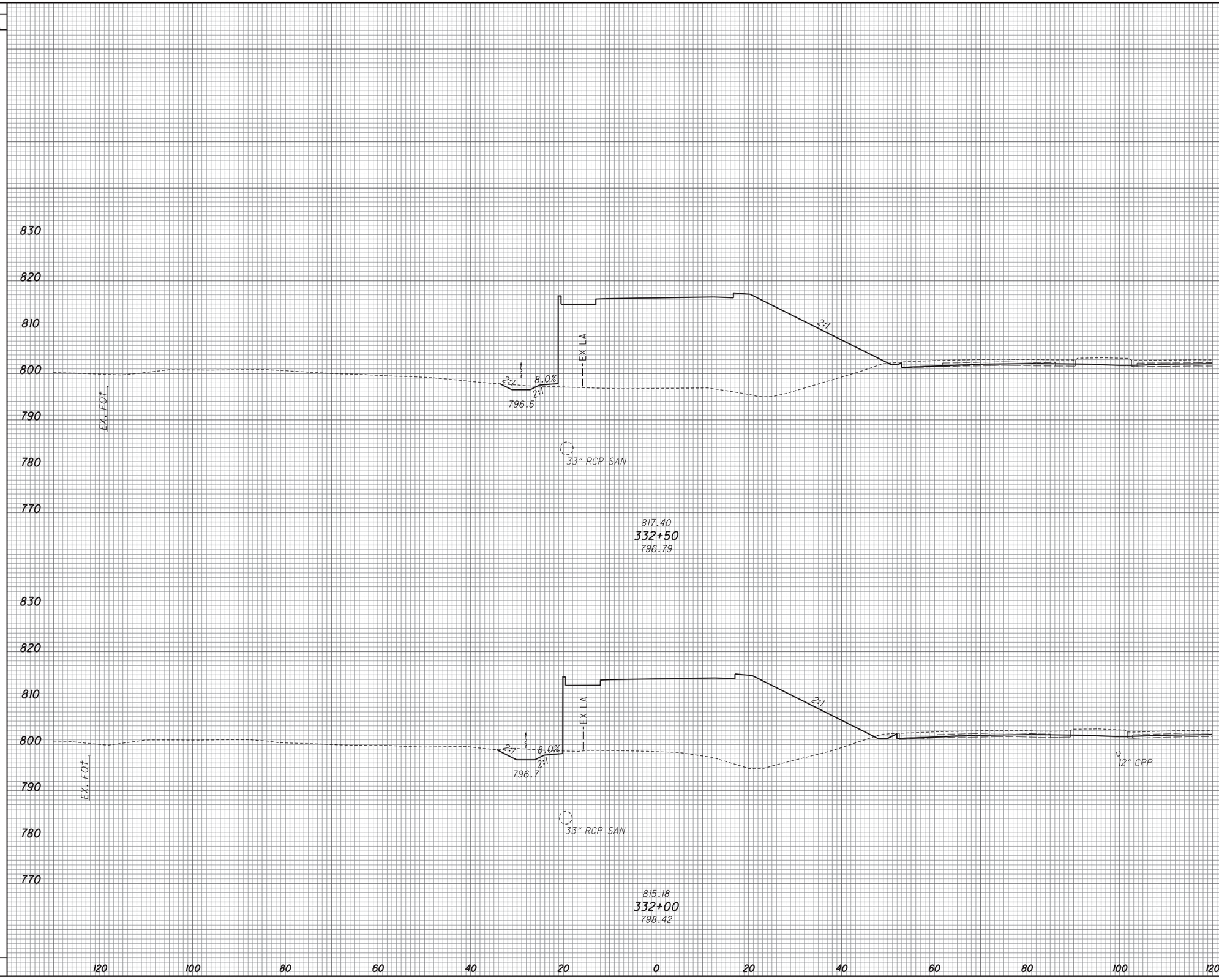
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP A
STA. 332+00 TO STA. 332+50

GRE-35-4.26

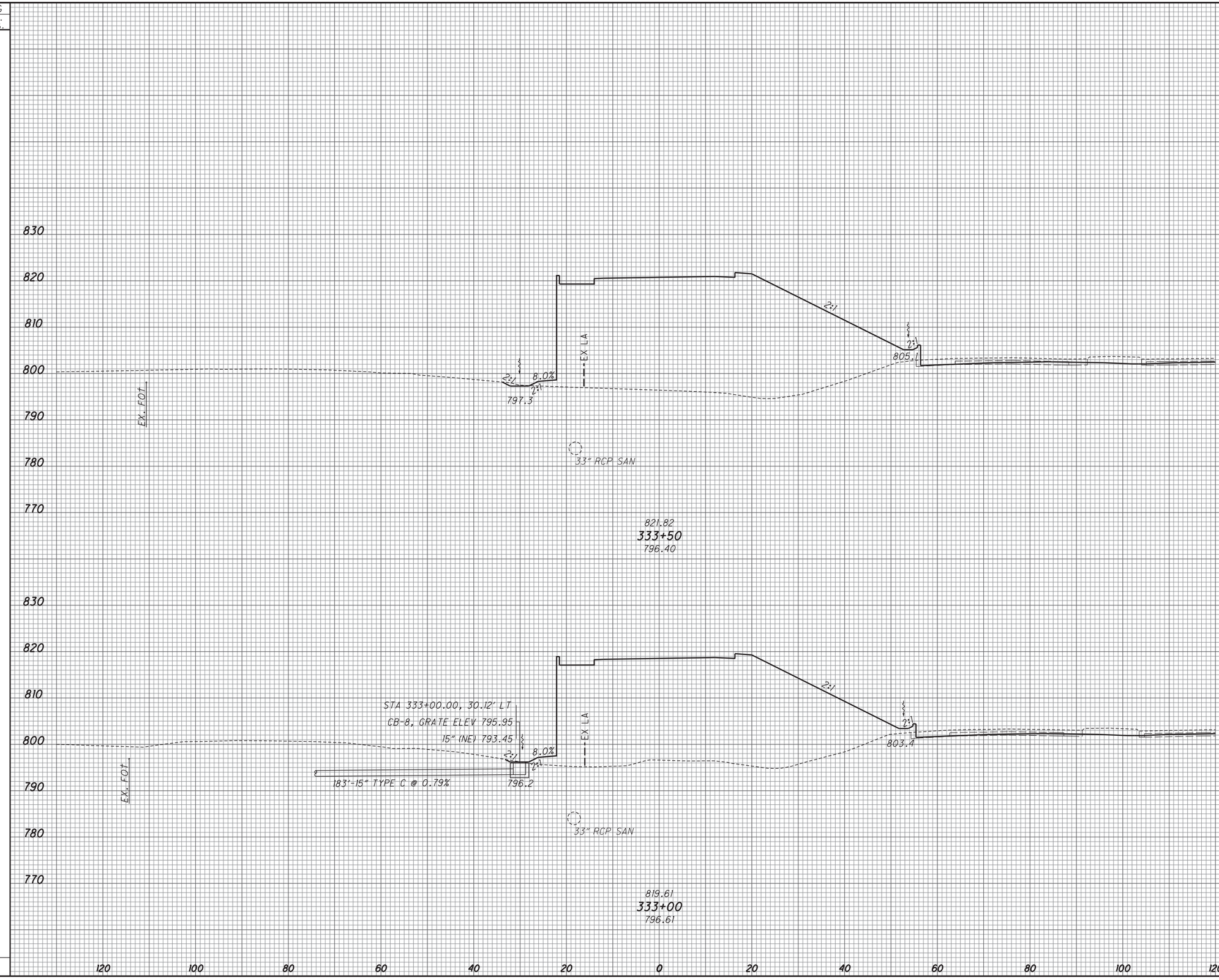
80468xs101.dgn 9/25/2014 8:50:46 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

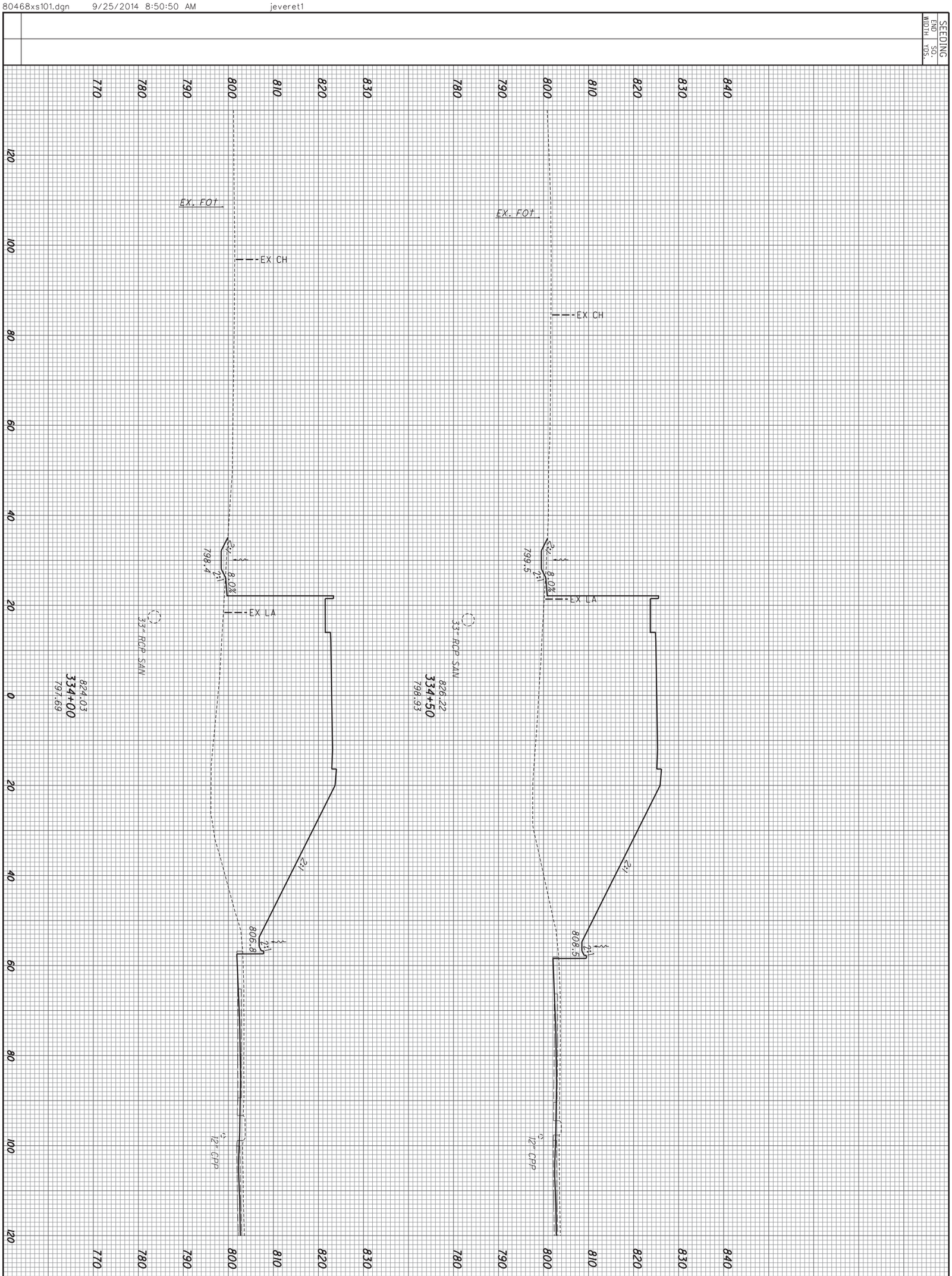


CROSS SECTIONS - RAMP A
STA. 333+00 TO STA. 333+50

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:48 AM jeveret1

80468xs101.dgn 9/25/2014 8:50:50 AM jeveret1



370
876

GRE-35-4.26

CROSS SECTIONS - RAMP A
STA. 334+00 TO STA. 334+50

CALCULATED

CHECKED

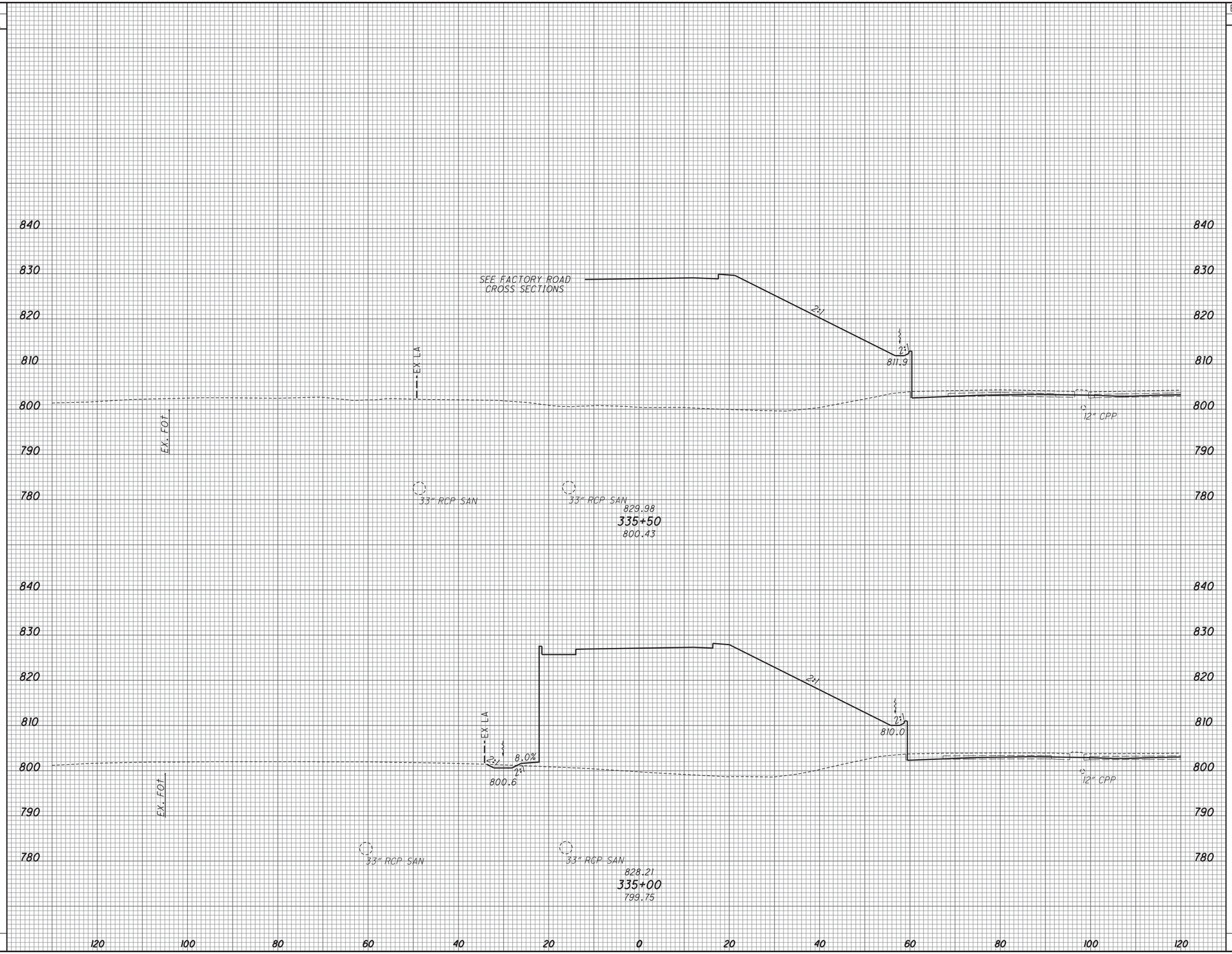
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP A
STA. 335+00 TO STA. 335+50

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:52 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

SEE FACTORY ROAD CROSS SECTIONS

2:1

2:1

813.2

EX. LA

EX. LA

EX. FOT

EX. FOT

EX. 12" WATER

EX. 12" WATER

36" RCP SAN

831.57

336+00

802.36

840 830 820 810 800 790 780

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP A

STA. 336+00

GRE-35-4.26

80468xs101.dgn 9/25/2014 8:50:55 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP B
STA. 426+00 TO STA. 426+50

GRE-35-4.26

80468xs126.dgn 9/25/2014 8:51:15 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP B
STA. 427+00 TO STA. 427+50

GRE-35-4.26

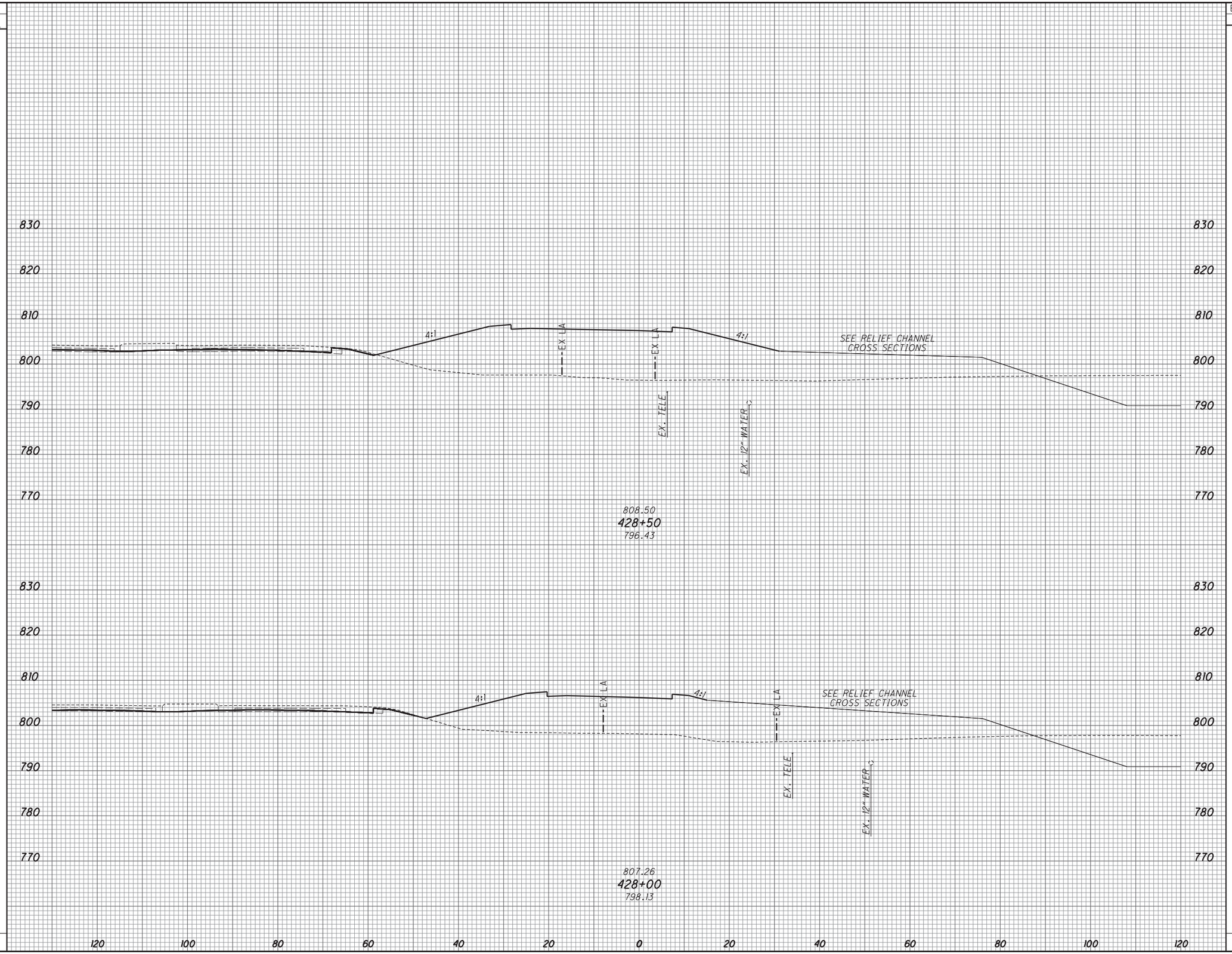
80468xs126.dgn 9/25/2014 8:51:17 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP B
STA. 428+00 TO STA. 428+50

GRE-35-4.26

80468xs126.dgn 9/25/2014 8:51:19 AM jeveret1

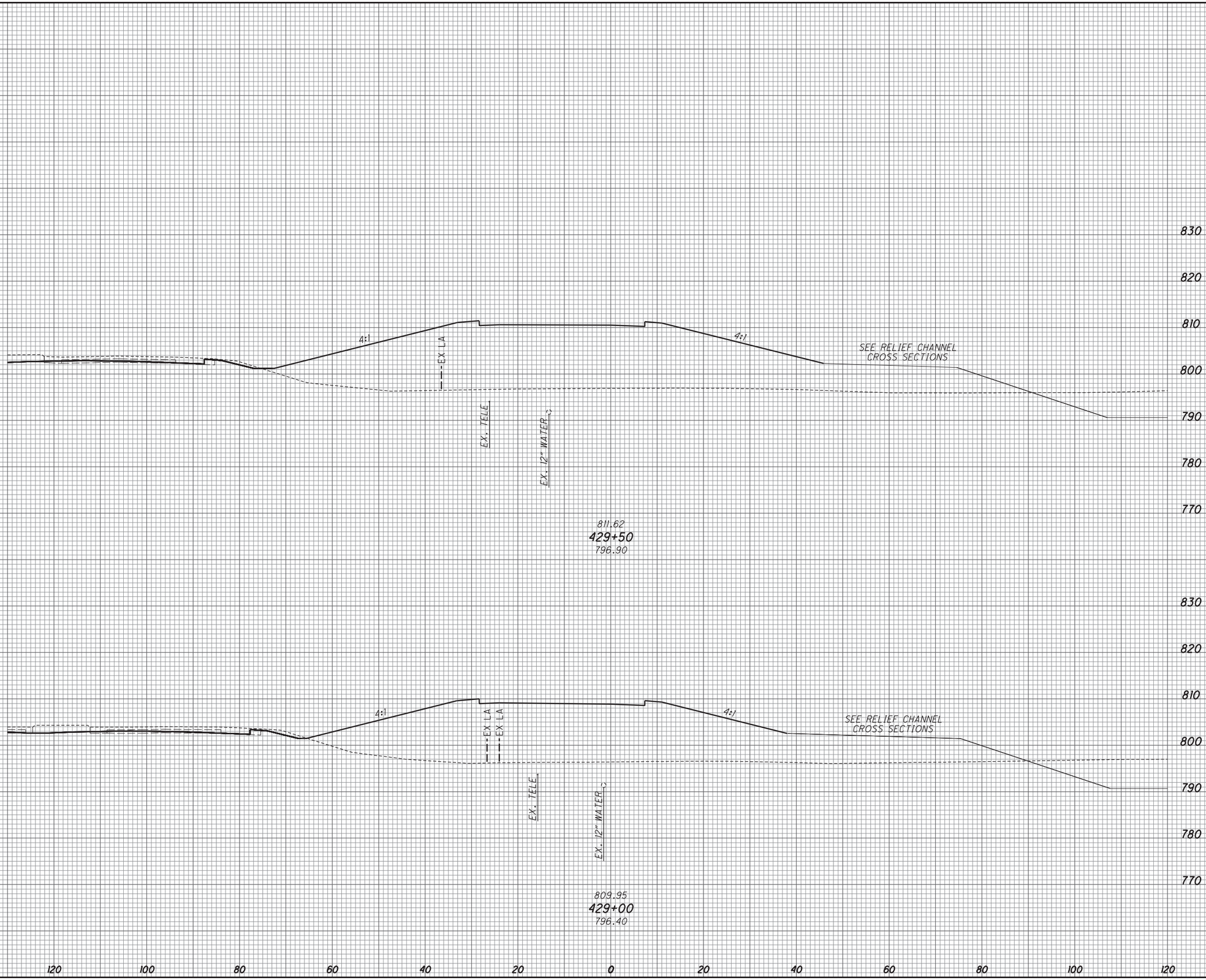
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP B
STA. 429+00 TO STA. 429+50

GRE-35-4.26

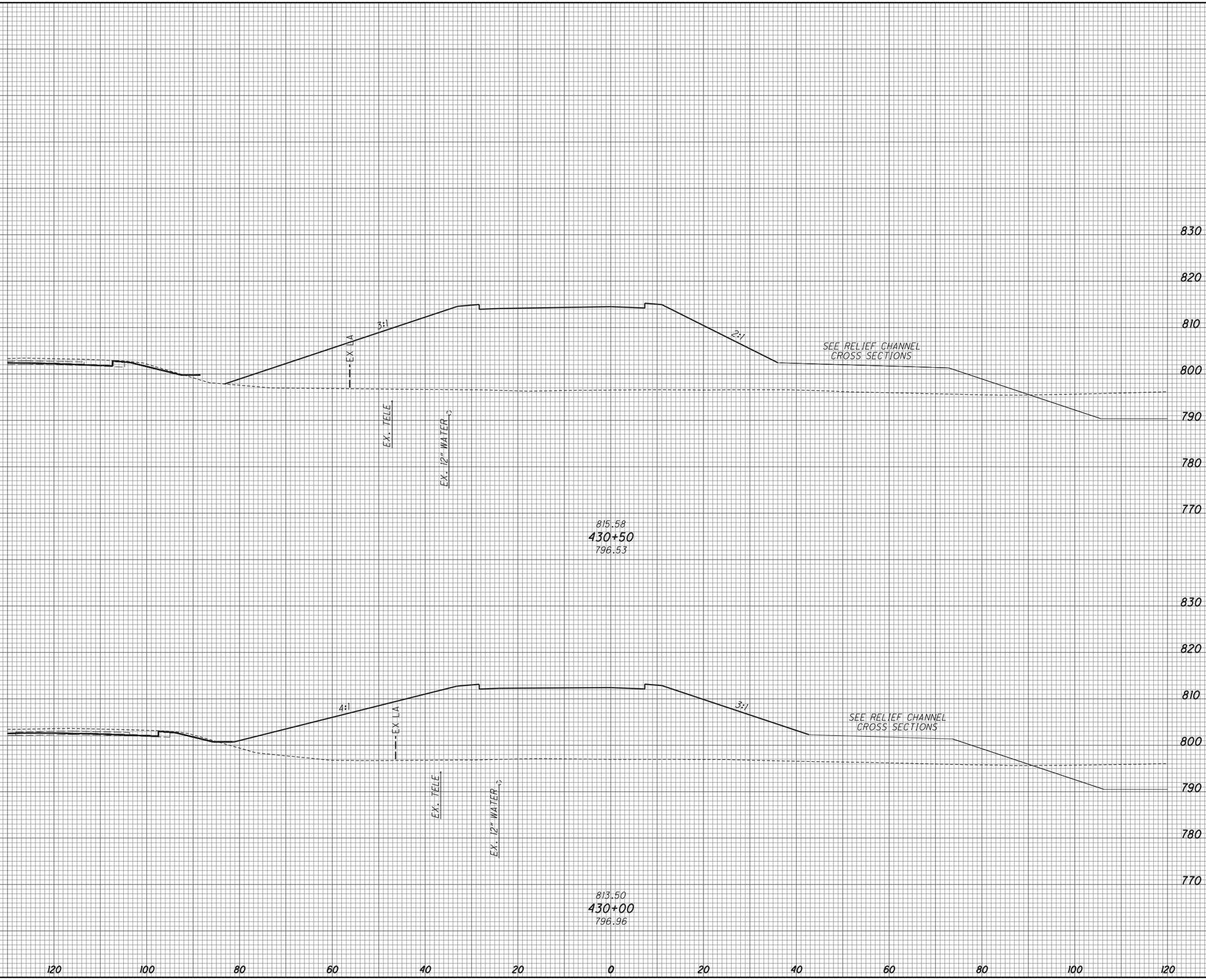
80468xs126.dgn 9/25/2014 8:51:21 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP B
STA. 430+00 TO STA. 430+50

GRE-35-4.26

377
876

80468xs126.dgn 9/25/2014 8:51:23 AM jeveret1

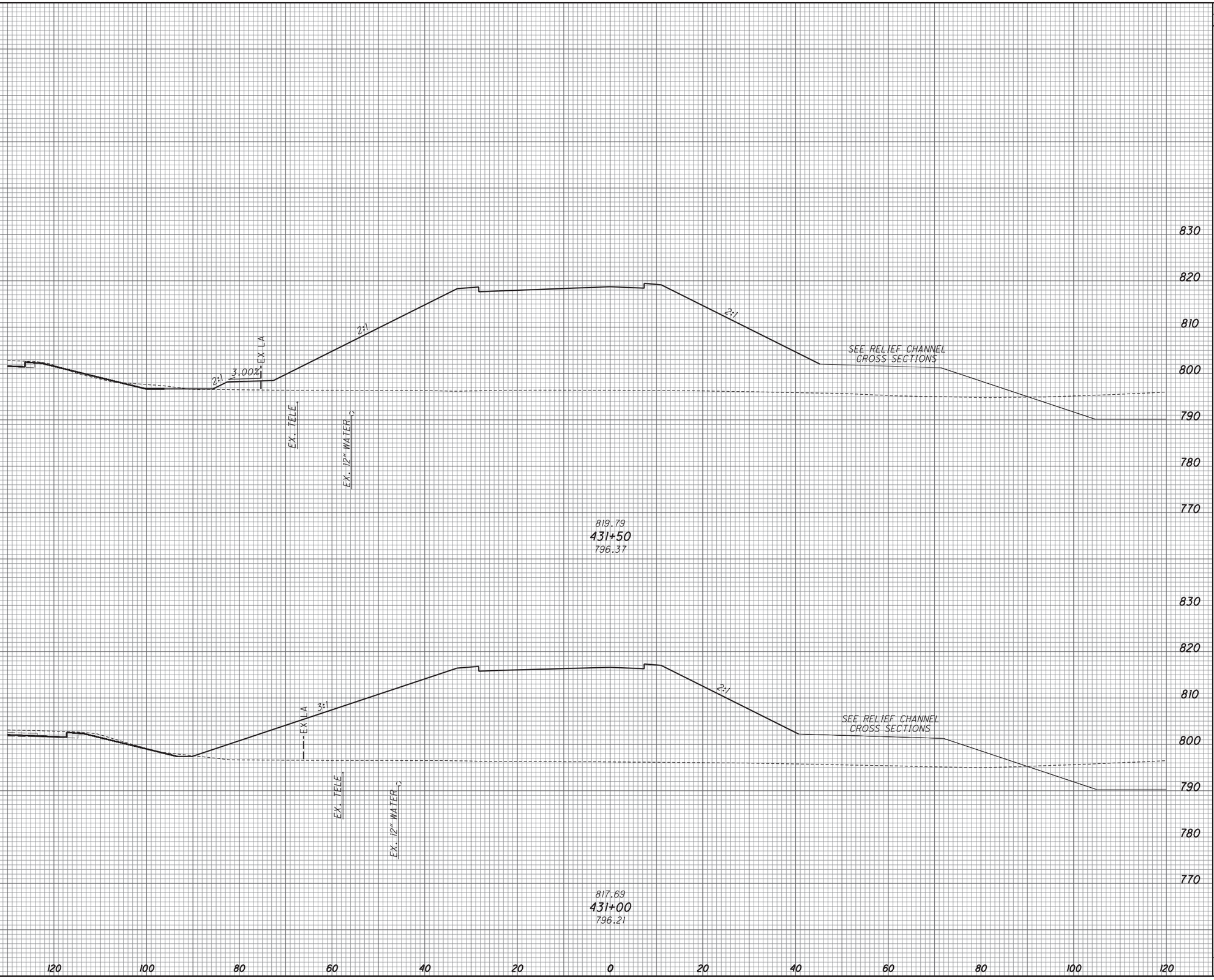
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP B
STA. 431+00 TO STA. 431+50

GRE-35-4.26

80468xs126.dgn 9/25/2014 8:51:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP B
STA. 432+00 TO STA. 432+50

GRE-35-4.26

80468xs126.dgn 9/25/2014 8:51:28 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP B
STA. 433+00 TO STA. 433+50

GRE-35-4.26

380
876

80468xs126.dgn 9/25/2014 8:51:30 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP B
STA. 434+00 TO STA. 434+50

GRE-35-4.26

80468xs126.dgn 9/25/2014 8:51:32 AM jeveret1

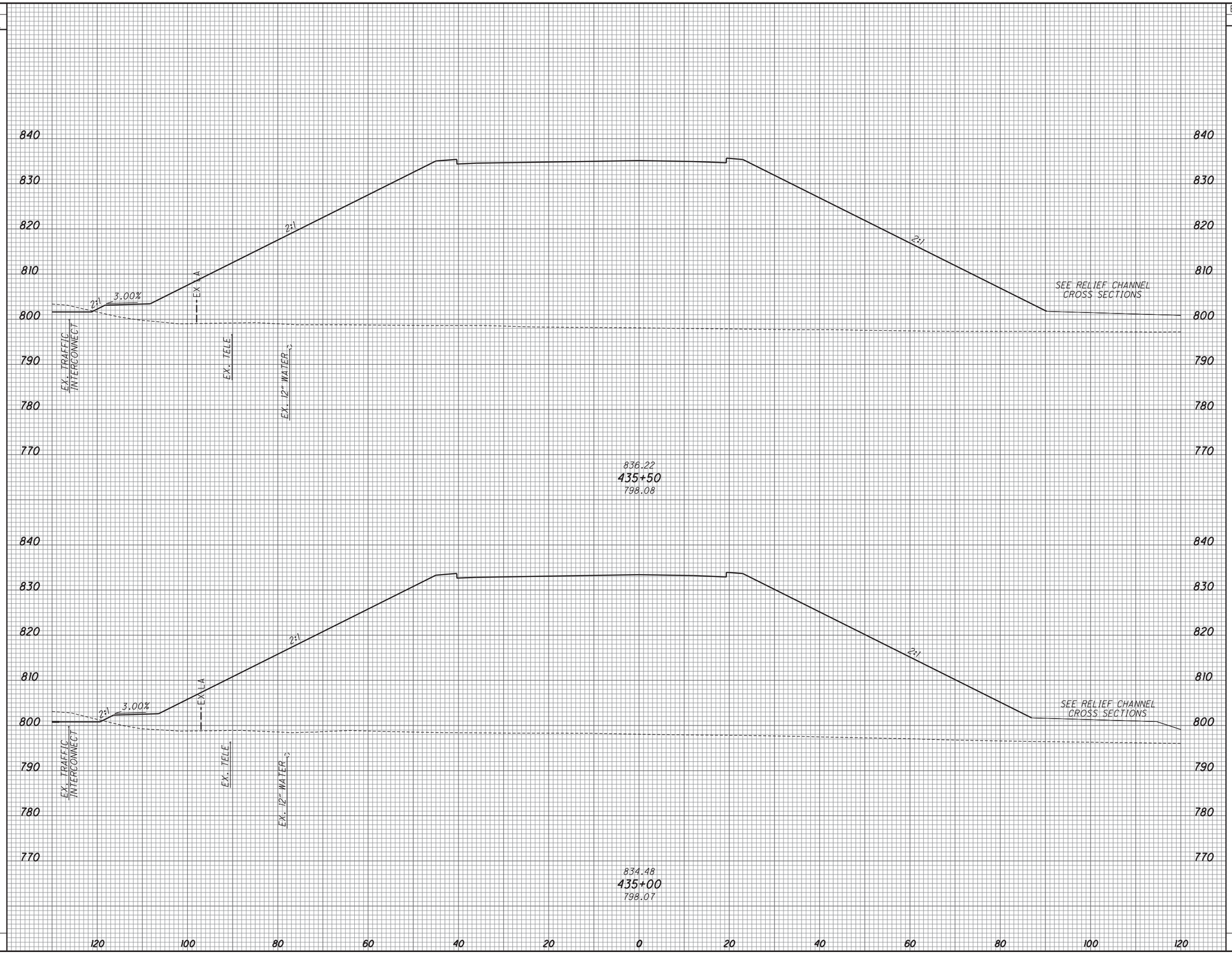
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP B
STA. 435+00 TO STA. 435+50

GRE-35-4.26

382
876

80468xs126.dgn 9/25/2014 8:51:34 AM jeveret1

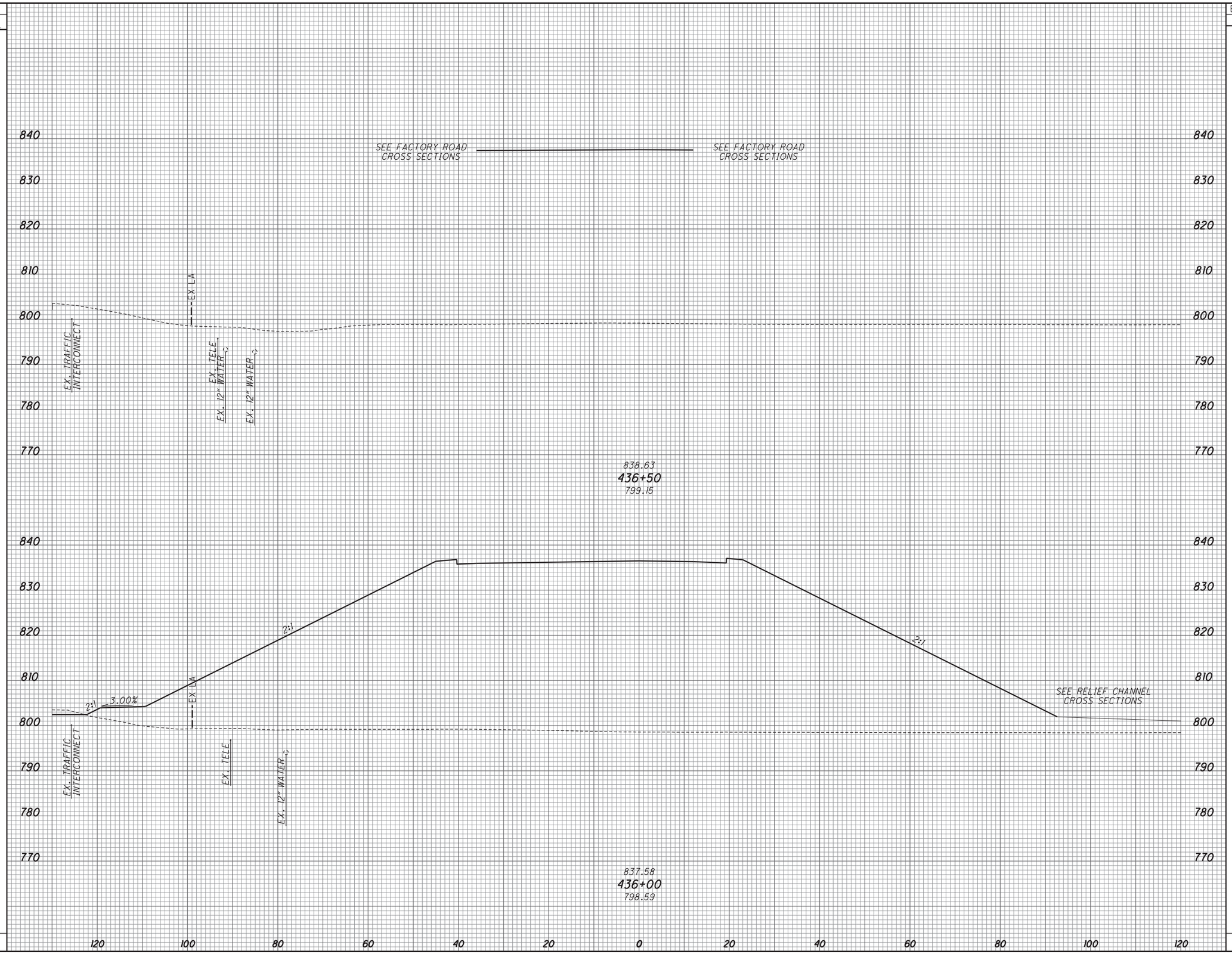
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP B
STA. 436+00 TO STA. 436+50

GRE-35-4.26

383
876

80468xs126.dgn 9/25/2014 8:51:36 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

830
820
810
800
790
780
770

EX. LA

1.50%

EX. FOT.

EX. TELE

EX. 8" WATER

802.22
566+00
802.11

EX. 15" RCP

4:1

EX. UNKNOWN UTILITY

803.02
565+50
802.38

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP C
STA. 565+50 TO STA. 566+00

GRE-35-4.26

384
876

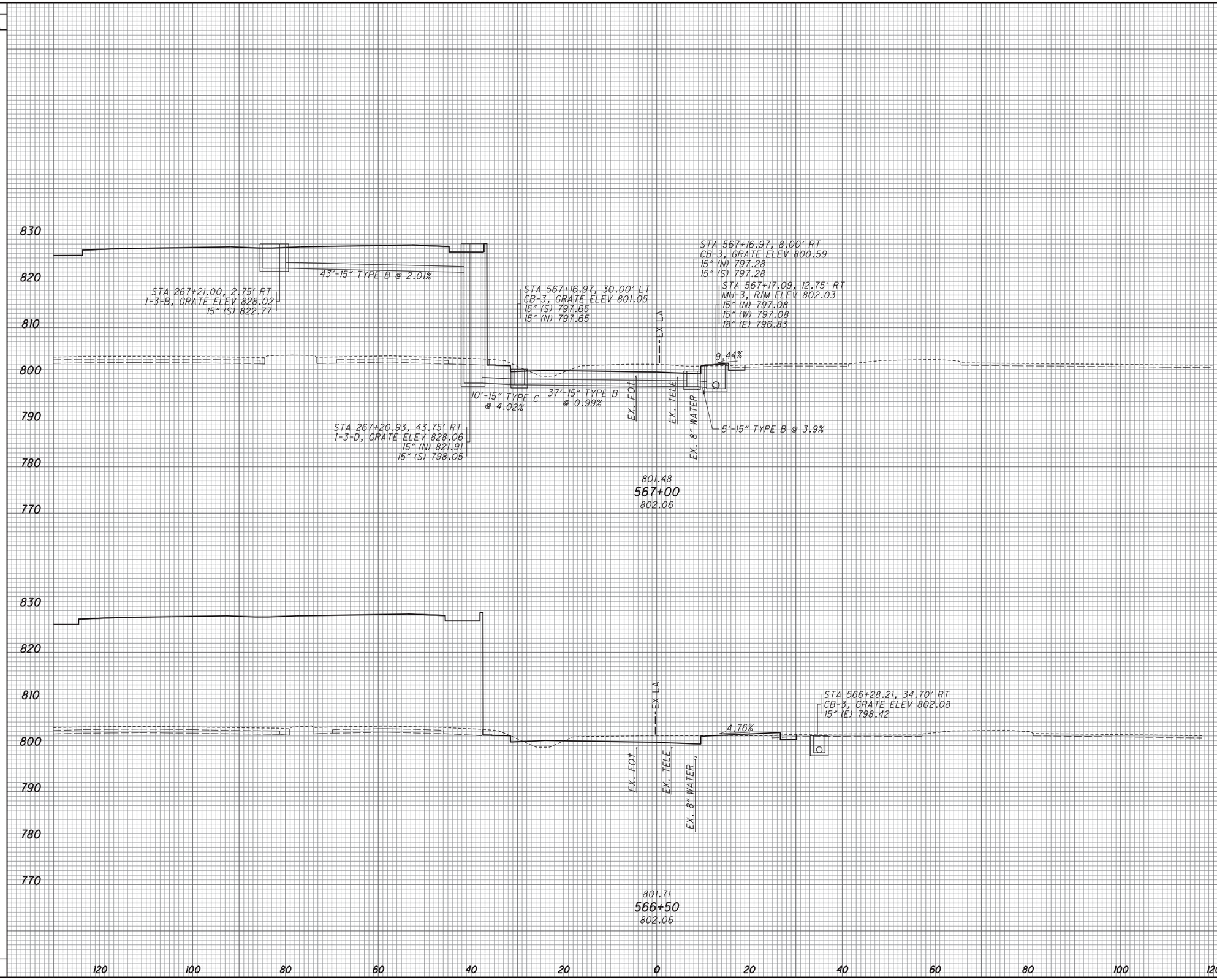
80468xs151.dgn 9/25/2014 8:51:55 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

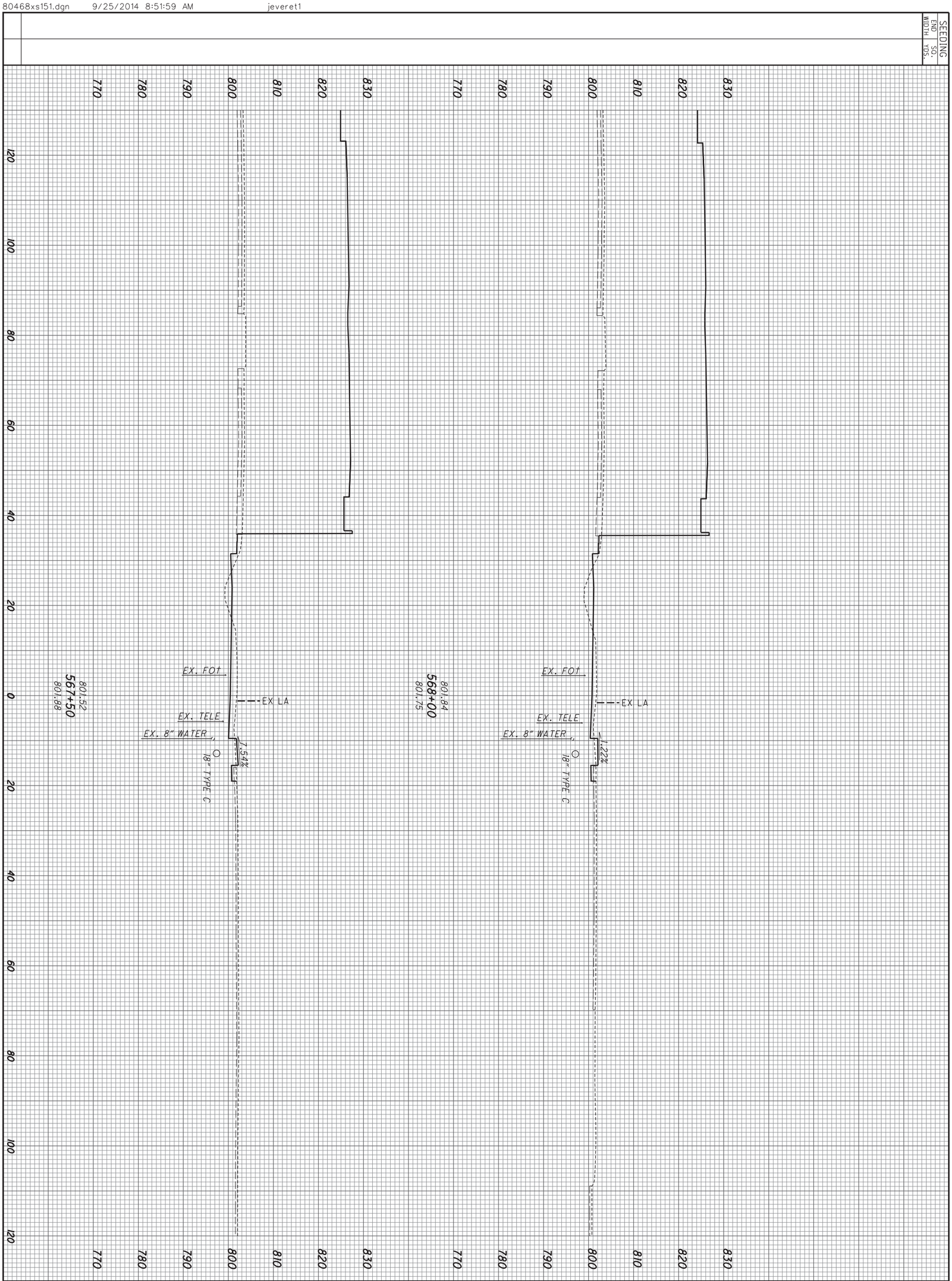


CROSS SECTIONS - RAMP C
STA. 566+50 TO STA. 567+00

GRE-35-4.26

80468xs151.dgn 9/25/2014 8:51:57 AM jeveret1

80468xs151.dgn 9/25/2014 8:51:59 AM jeveret1



386
876

GRE-35-4.26

CROSS SECTIONS - RAMP C
STA. 567+50 TO STA. 568+00

CALCULATED

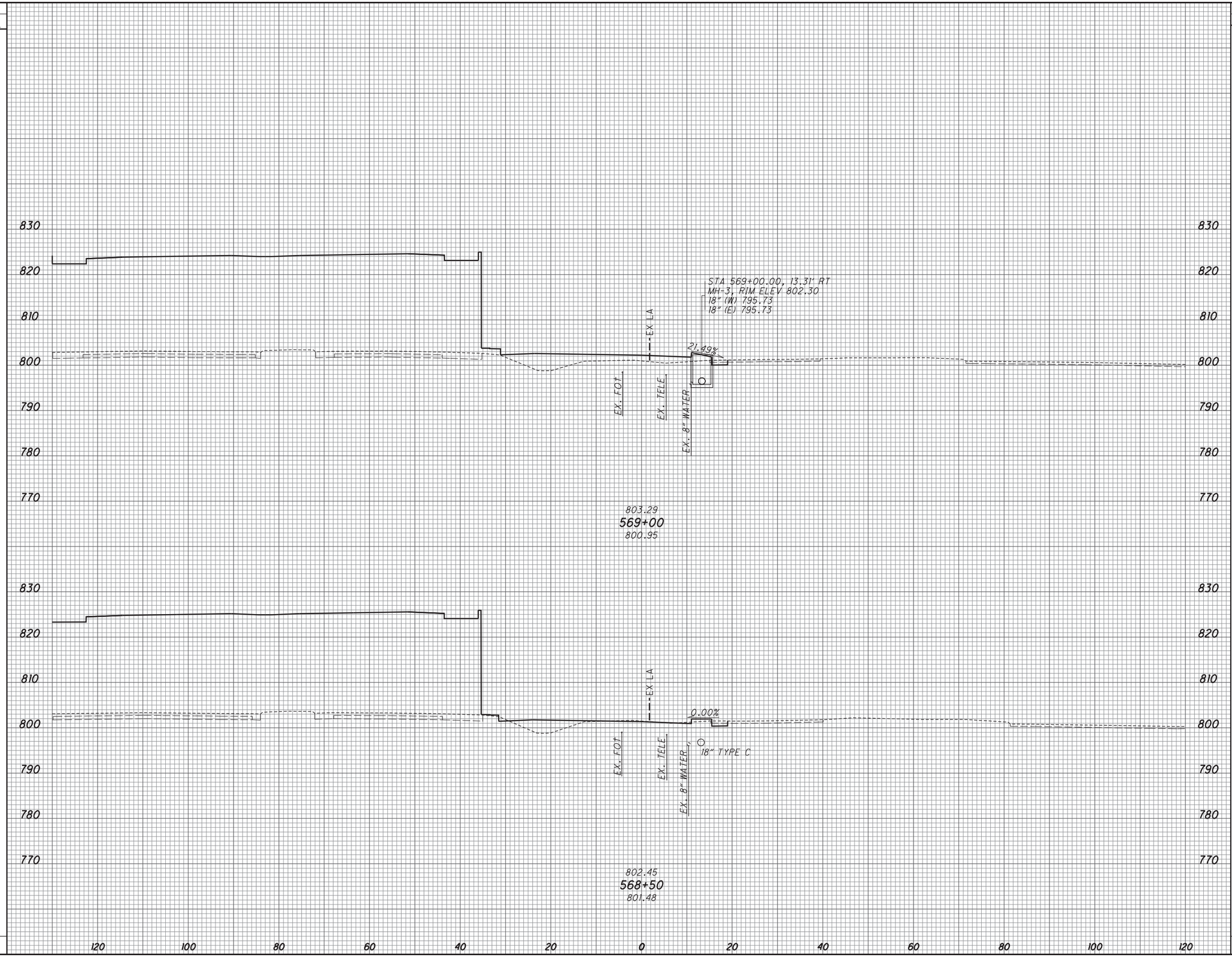
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP C
STA. 568+50 TO STA. 569+00

GRE-35-4.26

80468xs151.dgn 9/25/2014 8:52:02 AM jeveret1

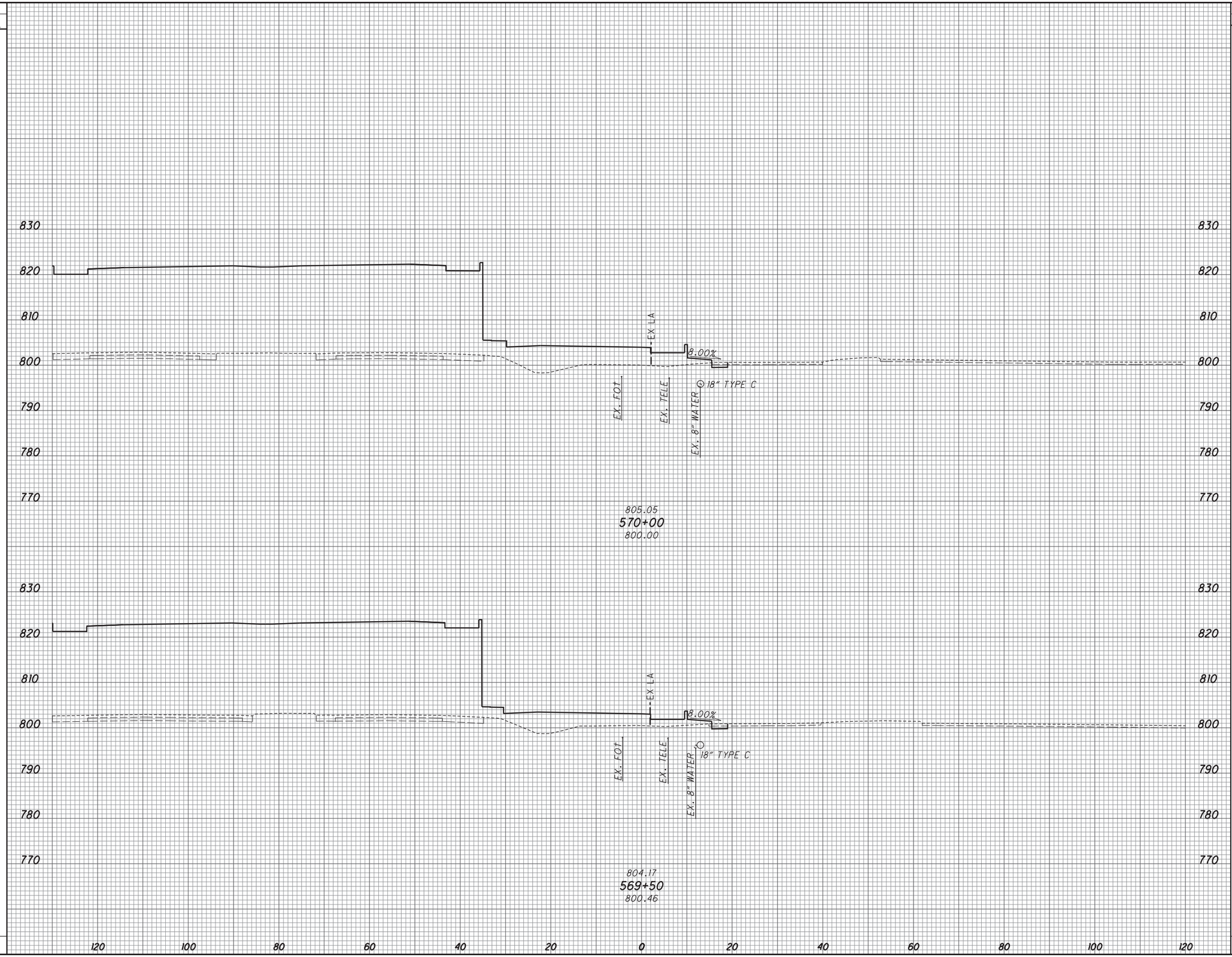
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP C
STA. 569+50 TO STA. 570+00

GRE-35-4.26

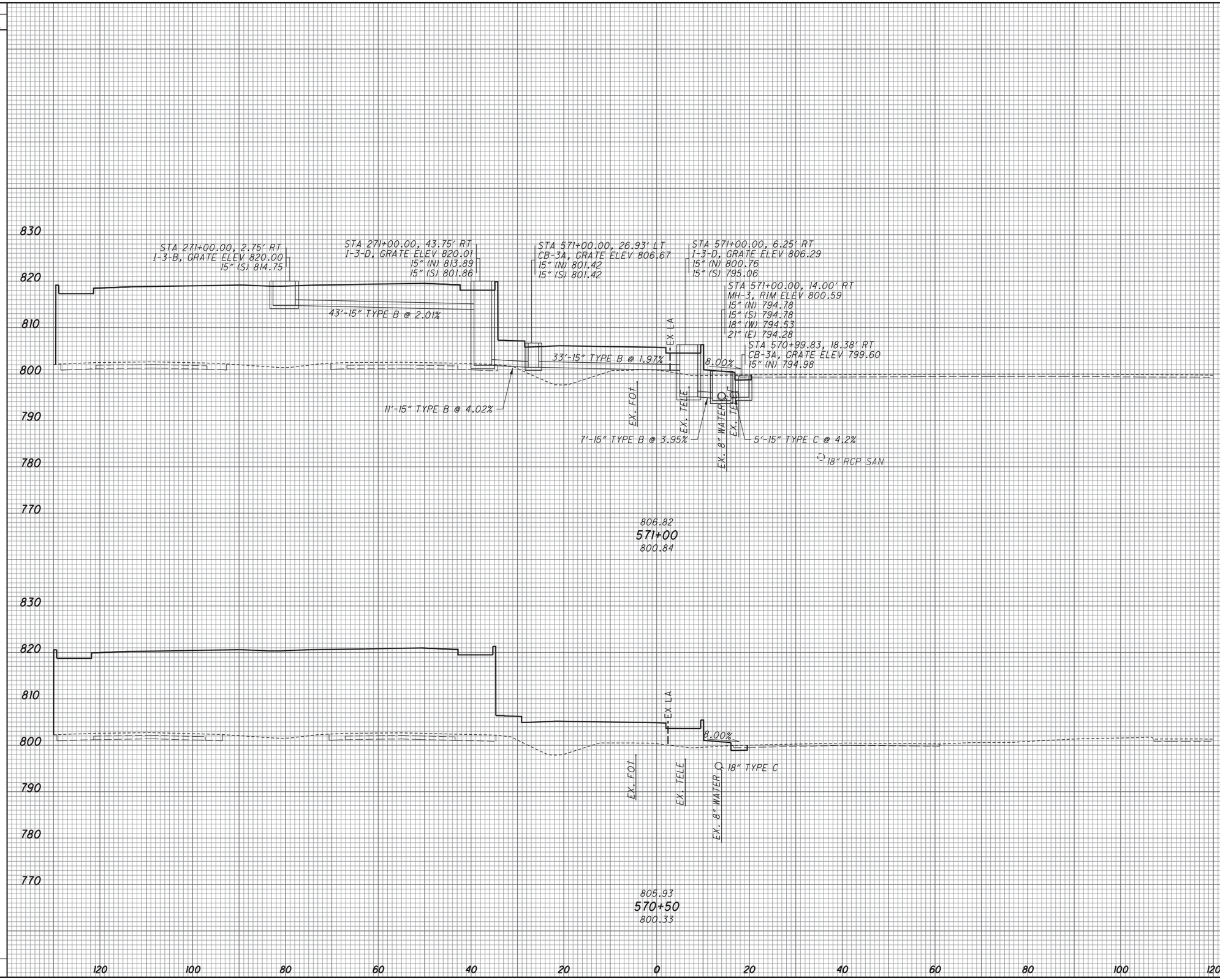
80468xs151.dgn 9/25/2014 8:52:04 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP C
STA. 570+50 TO STA. 571+00

GRE-35-4.26

80468xs151.dgn 9/25/2014 8:52:06 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP C
STA. 571+50 TO STA. 572+00

GRE-35-4.26

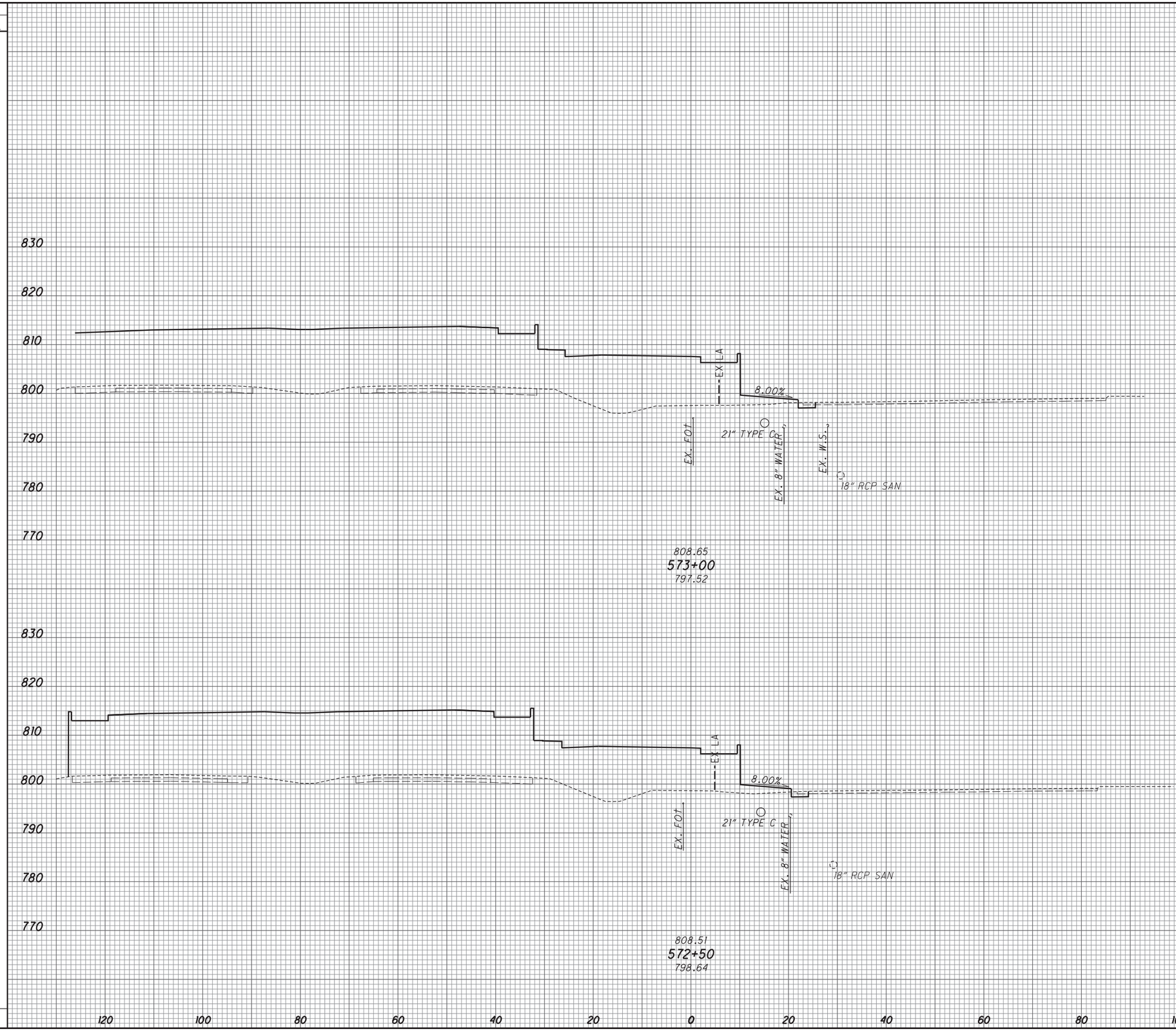
80468xs151.dgn 9/25/2014 8:52:08 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP C
STA. 572+50 TO STA. 573+00

GRE-35-4.26

80468xs151.dgn 9/25/2014 8:52:10 AM jeveret1

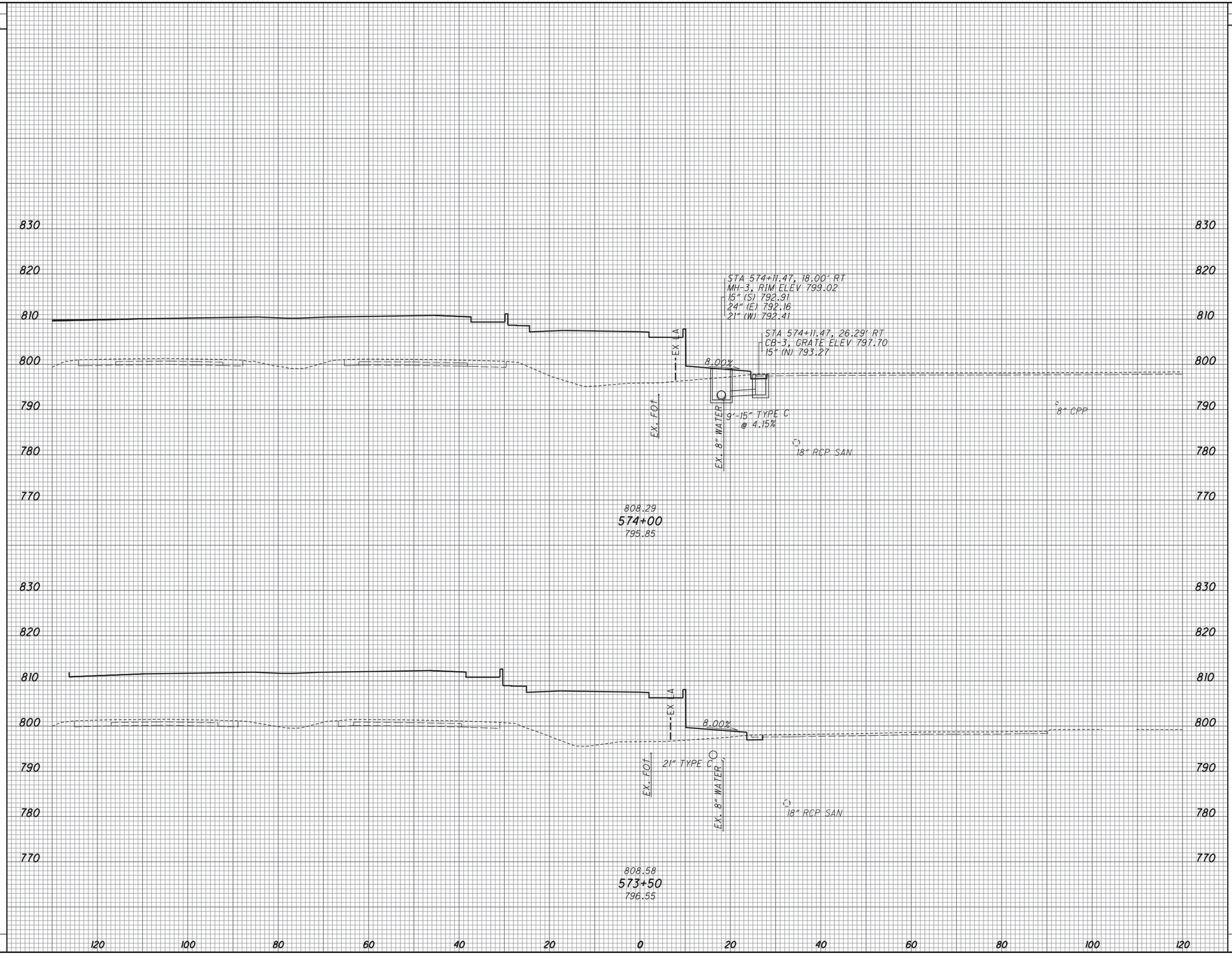
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP C
STA. 573+50 TO STA. 574+00

GRE-35-4.26

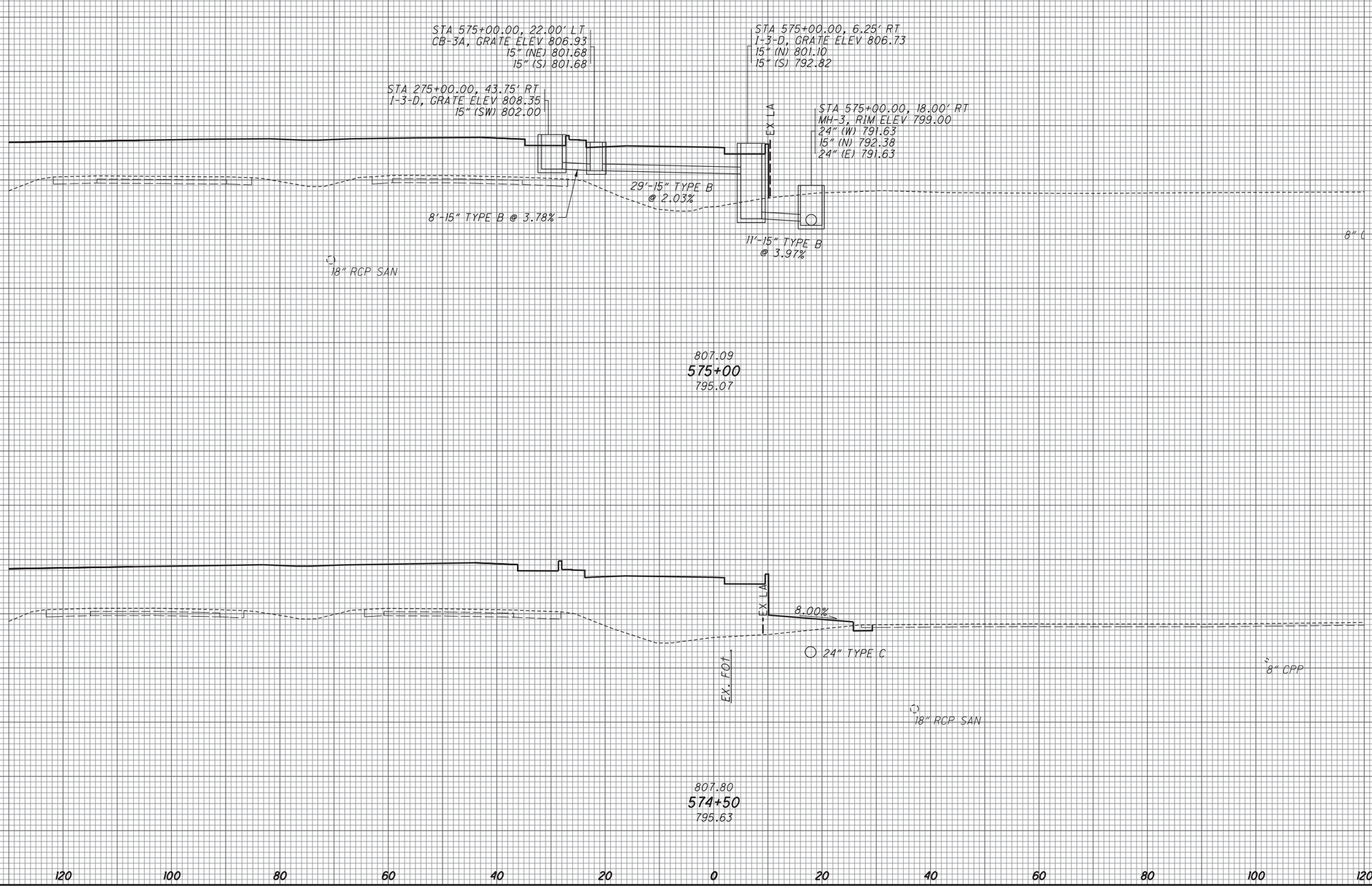
80468xs151.dgn 9/25/2014 8:52:12 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP C
STA. 574+50 TO STA. 575+00

GRE-35-4.26

80468xs151.dgn 9/25/2014 8:52:15 AM jeveret1

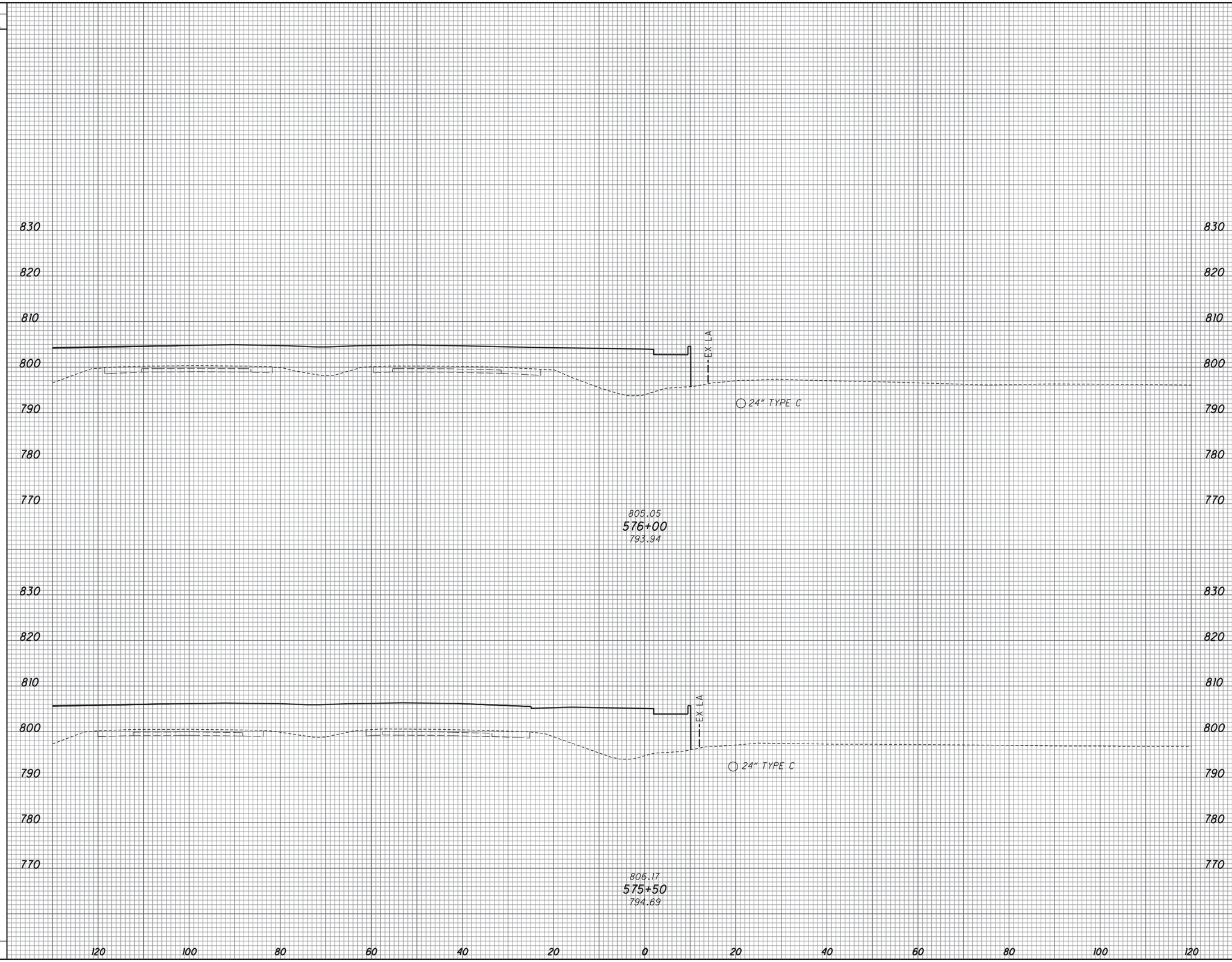
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

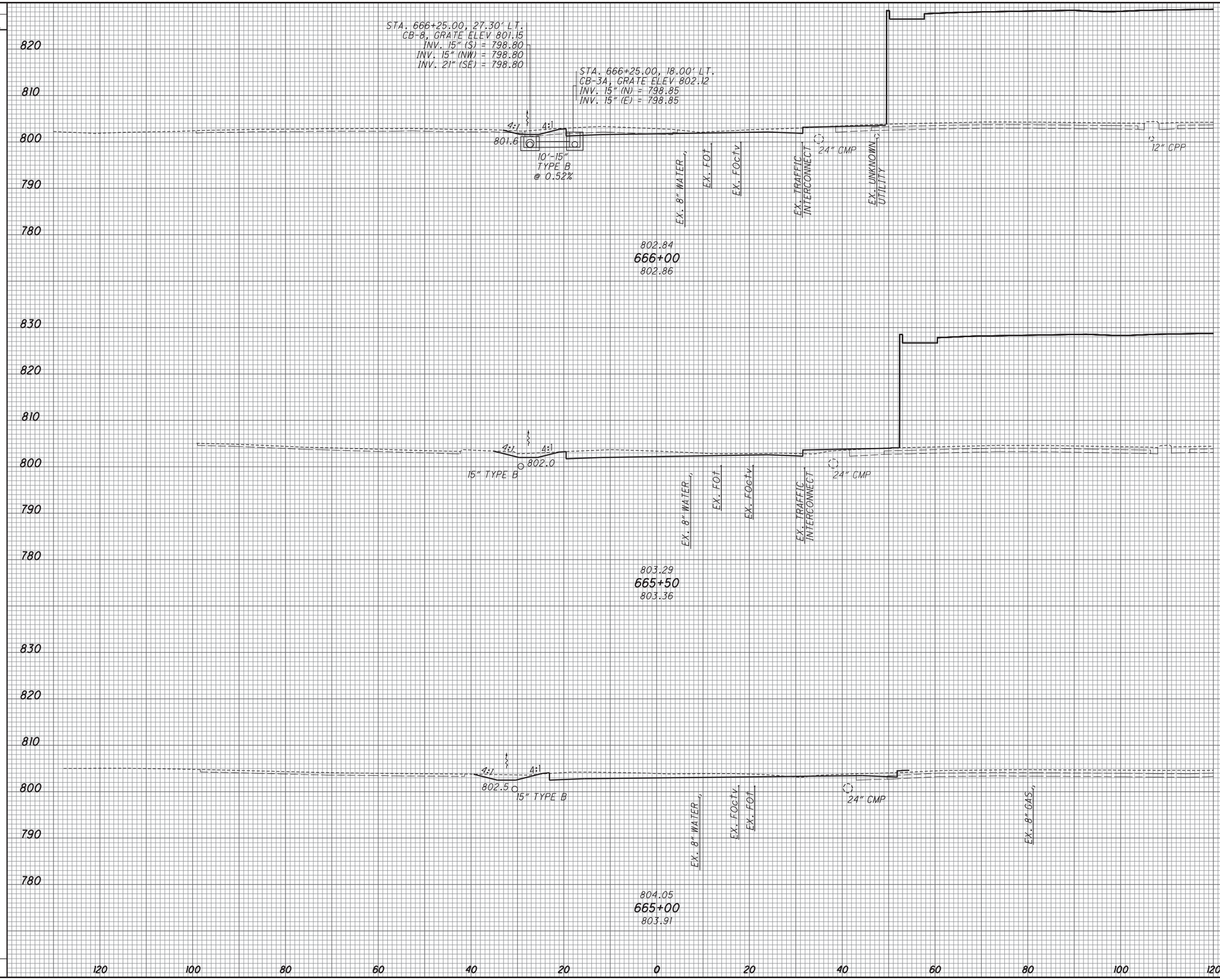


CROSS SECTIONS - RAMP C
STA. 575+50 TO STA. 576+00

GRE-35-4.26

80468xs151.dgn 9/25/2014 8:52:17 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP D
STA. 665+00 TO STA. 666+00

GRE-35-4.26

80468xs176.dgn 9/25/2014 8:52:34 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP D
STA. 666+50 TO STA. 667+50

GRE-35-4.26

396
876

80468xs176.dgn 9/25/2014 8:52:36 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820 810 800 790 780

799.9
21" TYPE C
2:1
2:1
EX. 8" WATER
EX. FOT
EX. FOctv
EX. TRAFFIC INTERCONNECT
12" CPP

806.53
669+00
803.20

830 820 810 800 790 780

12" CPP
800.3
21" TYPE C
2:1
2:1
EX. 8" WATER
EX. FOT
EX. FOctv
EX. TRAFFIC INTERCONNECT
24" CMP
12" CPP

805.15
668+50
801.49

830 820 810 800 790 780

800.1
21" TYPE C
3:1
3:1
EX. 8" WATER
EX. FOT
EX. FOctv
EX. TRAFFIC INTERCONNECT
24" CMP
EX. UNKNOWN UTILITY
12" CPP

804.08
668+00
801.71

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP D
STA. 668+00 TO STA. 669+00

GRE-35-4.26

397
876

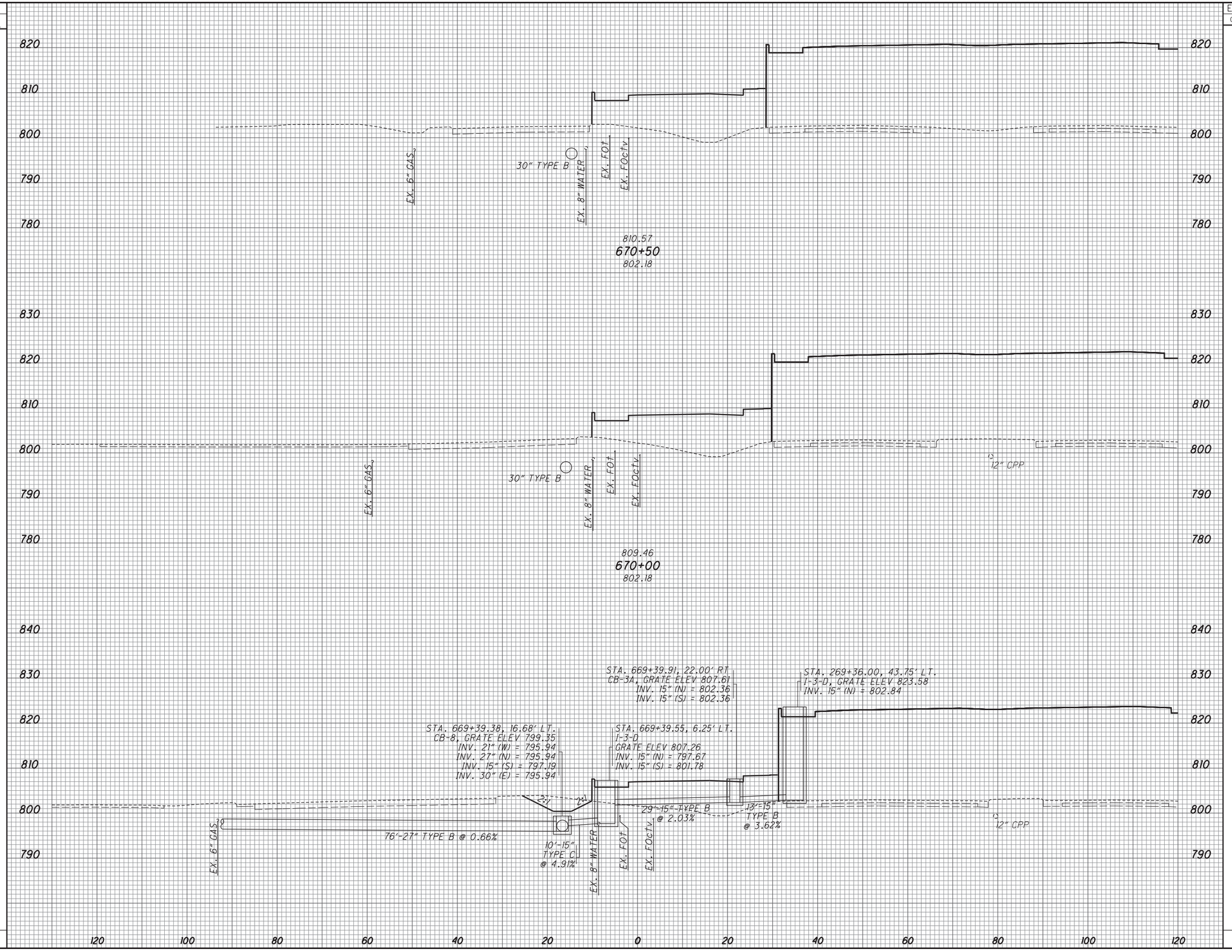
80468xs176.dgn 9/25/2014 8:52:38 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

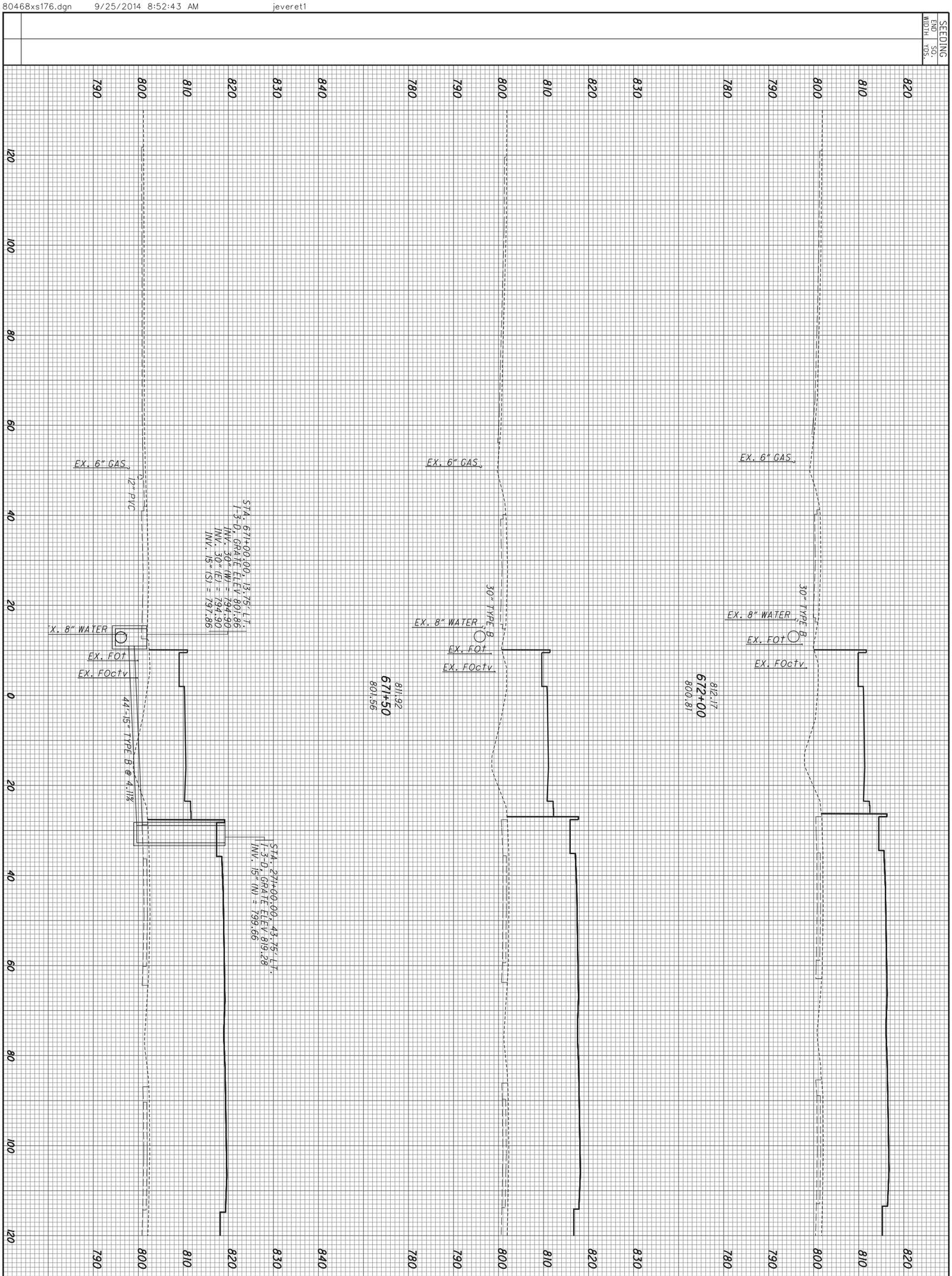


CROSS SECTIONS - RAMP D
STA. 669+50 TO STA. 670+50

GRE-35-4.26

80468xs176.dgn 9/25/2014 8:52:41 AM jeveret1

80468xs176.dgn 9/25/2014 8:52:43 AM jeveret1



399
876

GRE-35-4.26

CROSS SECTIONS - RAMP D
STA. 671+00 TO STA. 672+00

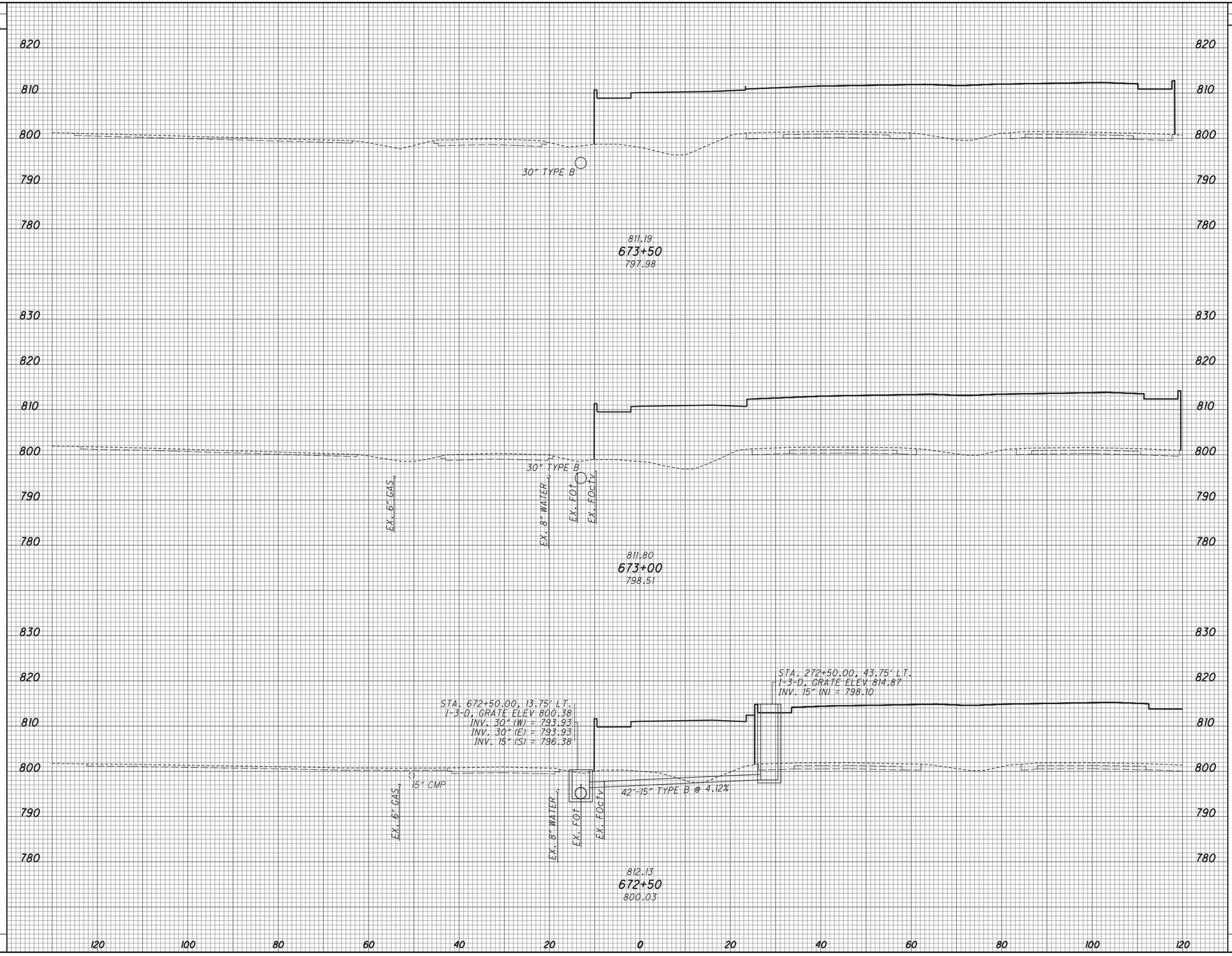
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP D
STA. 672+50 TO STA. 673+50

GRE-35-4.26

80468xs176.dgn 9/25/2014 8:52:46 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

801.09
721+00
788.73

2:1
786.6
EX LA
2:1
6:1

820
810
800
790
780

799.92
720+50
789.82

2:1
786.7
EX LA
2:1

820
810
800
790
780

STA. 720+07.16, 33.79' LT.
HW-2
INV. 15" (SW) = 786.90
AREA = 0.38 AC.
Q_{10} = 1.7 CFS
Q_{25} = 2.0 CFS
HGL 25 = 788.1

EX LA
2:1
786.9
61'-15" TYPE B @ 7.33%

STA. 320+00.00, 45.50' LT.
CB-3A, GRATE ELEV. 798.62
INV. 15" (NE) = 791.37
INV. 6" (SE) = 792.37

ROCK CHANNEL PROTECTION
TYPE C WITH FILTER
6'X4'X18"

798.79
720+00
790.61

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP E
STA. 720+00 TO STA. 721+00

GRE-35-4.26

401
876

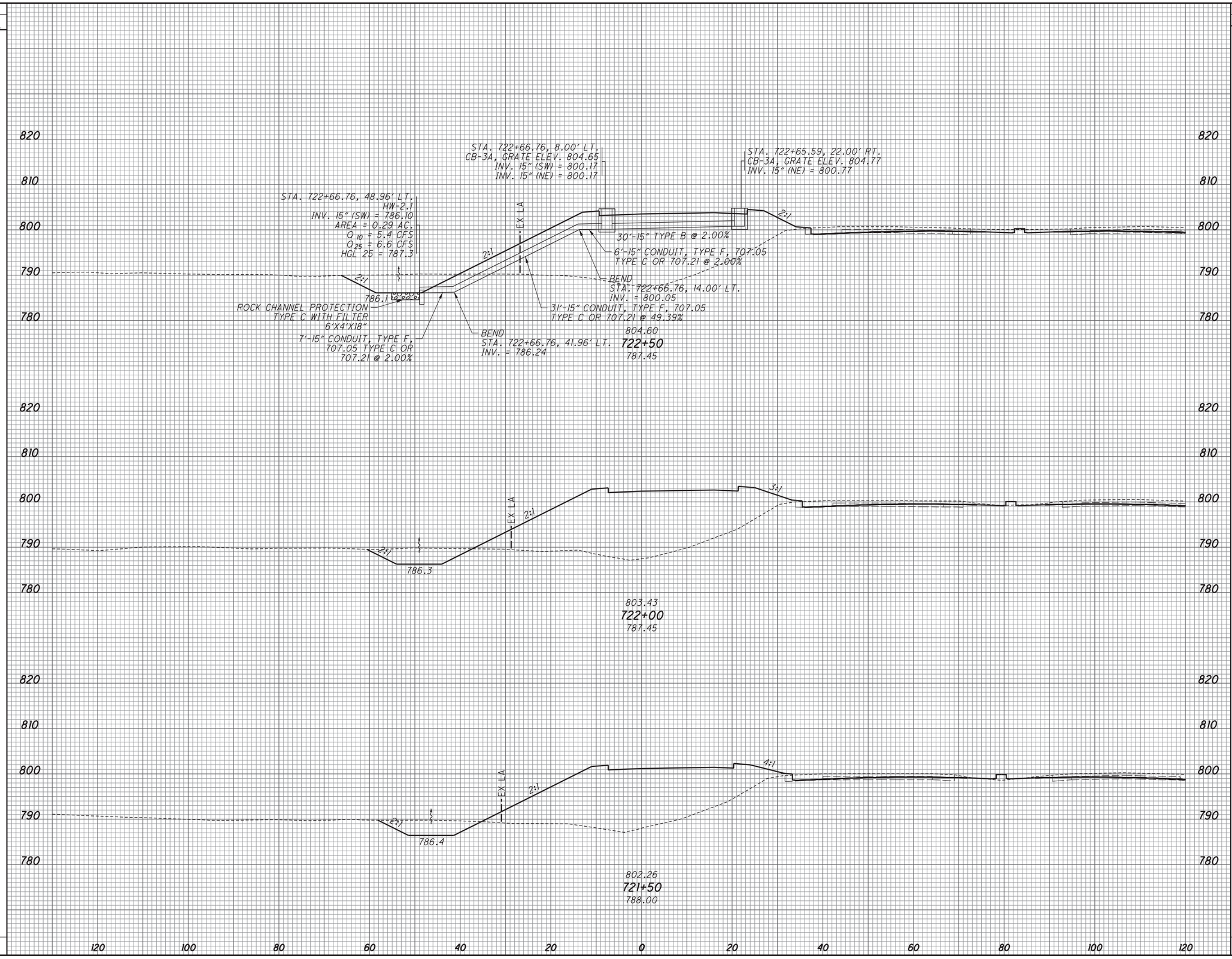
80468xs201.dgn 9/25/2014 8:53:01 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP E
STA. 721+50 TO STA. 722+50

GRE-35-4.26

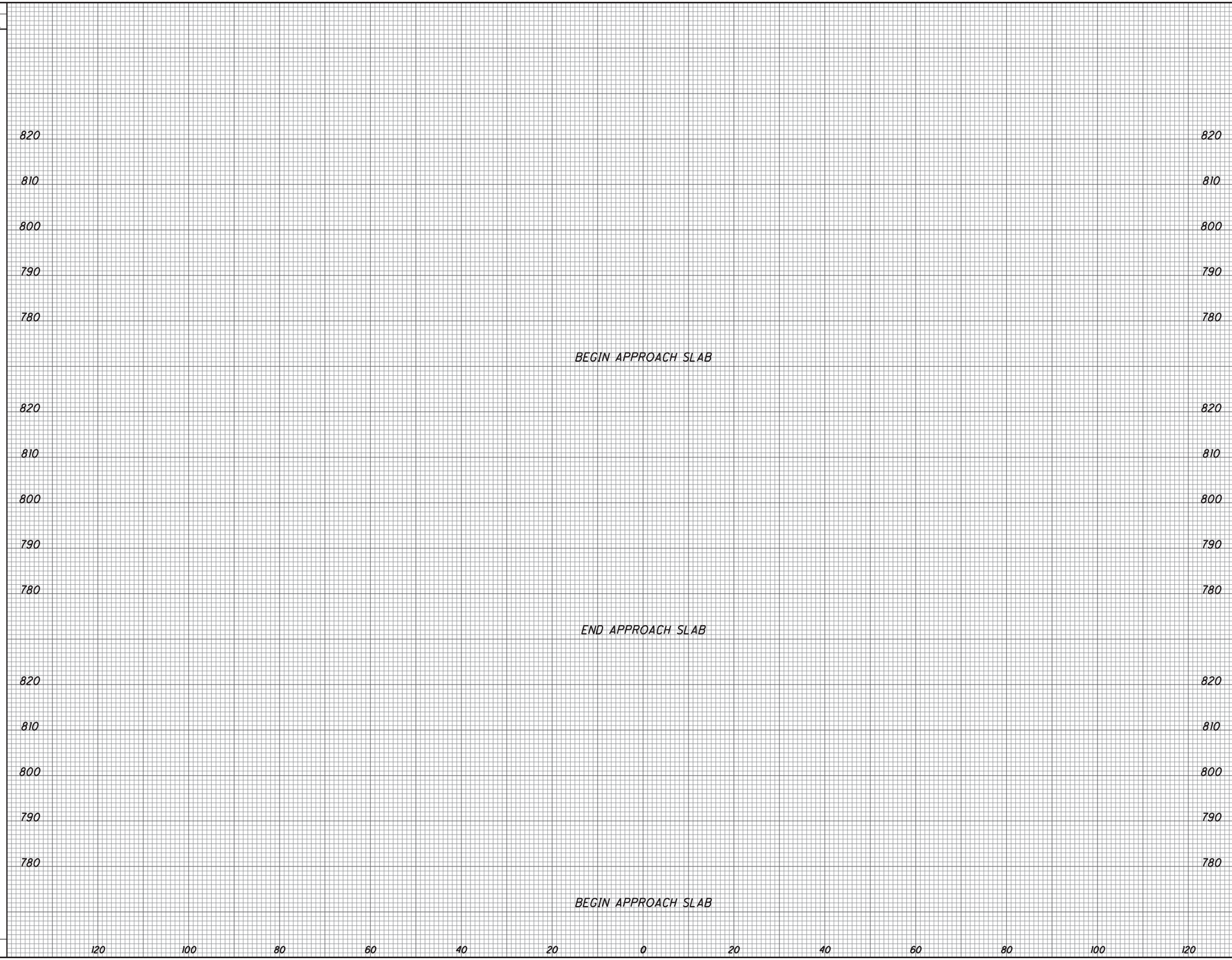
80468xs201.dgn 9/25/2014 8:53:04 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP E
STA. 723+00 TO STA. 726+00

GRE-35-4.26

80468xs201.dgn 9/25/2014 8:53:06 AM jeveret1

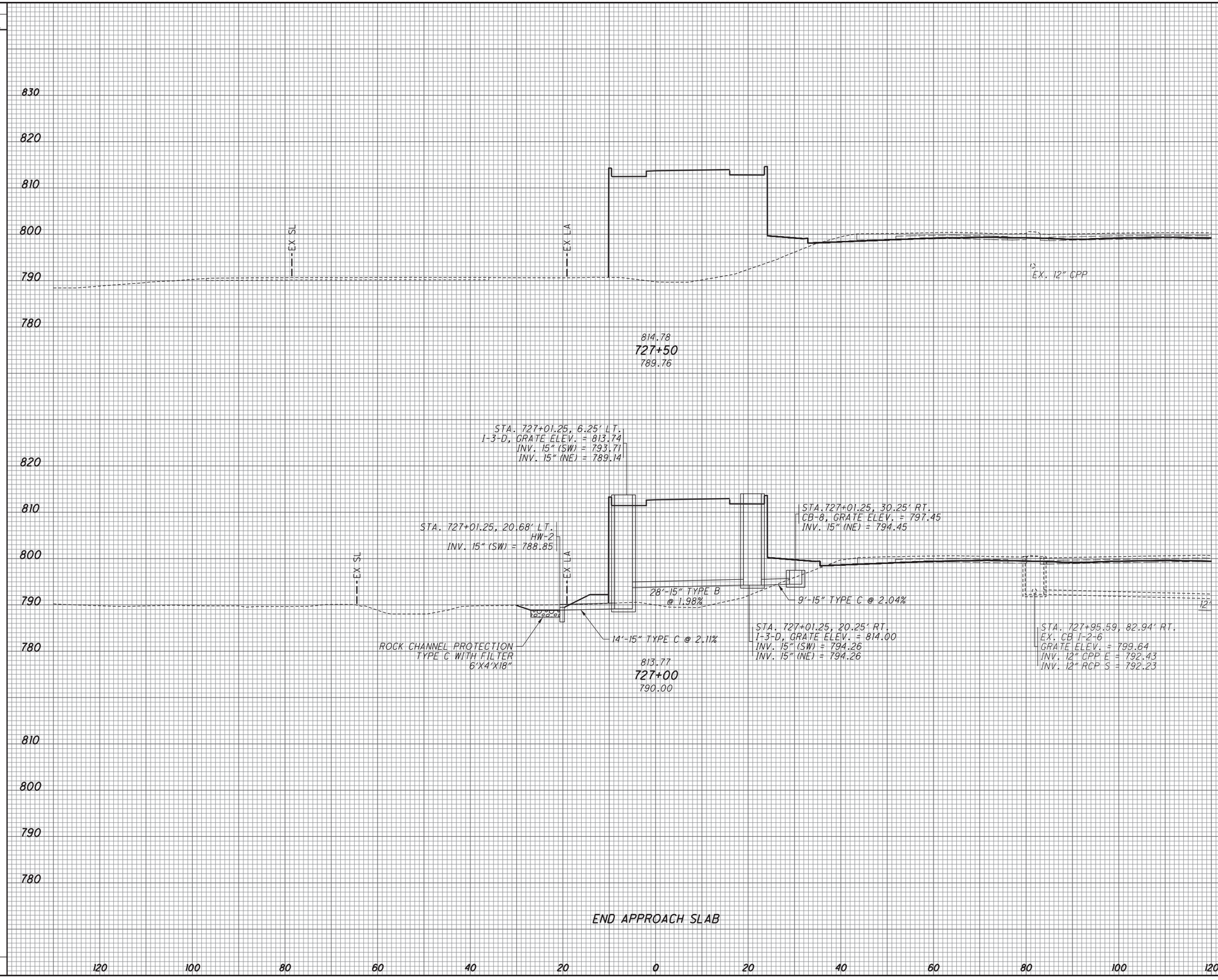
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP E
STA. 726+50 TO STA. 727+50

GRE-35-4.26

80468xs201.dgn 9/25/2014 8:53:08 AM jeveretl

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP E
STA. 728+00 TO STA. 729+00

GRE-35-4.26

80468xs201.dgn 9/25/2014 8:53:10 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820.89
730+50
791.82

819.87
730+00
791.79

818.86
729+50
791.82

2:1

EX. LA

EX. TRAFFIC INTERCONNECT

EX. 12" CPP

820
810
800
790
780
830

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP E
STA. 729+50 TO STA. 730+50

GRE-35-4.26

406
876

80468xs201.dgn 9/25/2014 8:53:12 AM jeveret1

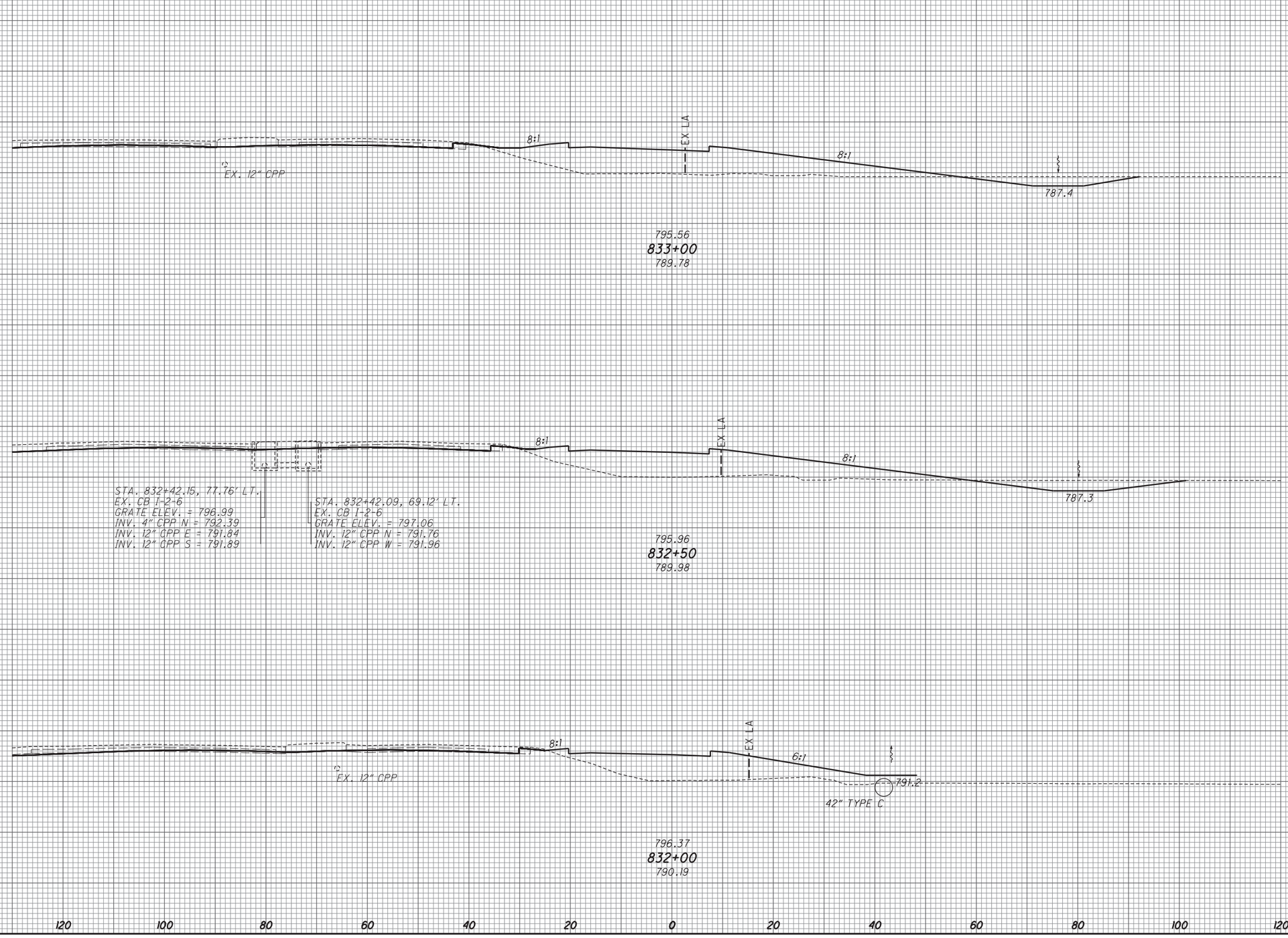
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP F
STA. 832+00 TO STA. 833+00

GRE-35-4.26

407
876

80468xs226.dgn 9/25/2014 8:53:30 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

EX. 12" RCP

EX LA

8:1

8:1

6:1

787.7

794.34
834+50
789.40

820
810
800
790
780

EX. 12" CPP

EX LA

8:1

8:1

6:1

787.6

794.75
834+00
789.90

820
810
800
790
780

EX. 12" CPP

EX LA

8:1

8:1

787.5

795.15
833+50
789.40

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP F
STA. 833+50 TO STA. 834+50

GRE-35-4.26

408
876

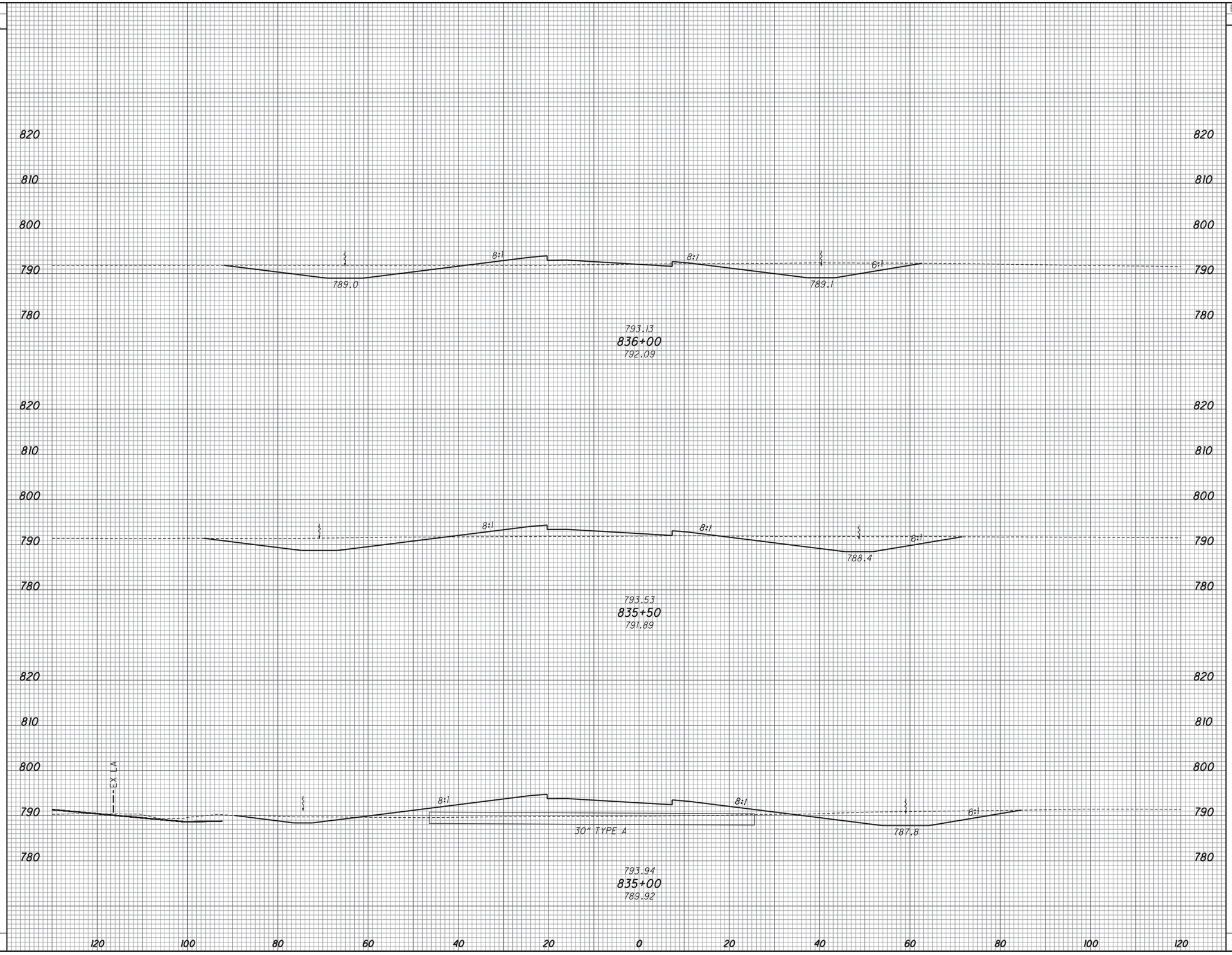
80468xs226.dgn 9/25/2014 8:53:33 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP F
STA. 835+00 TO STA. 836+00

GRE-35-4.26

409
876

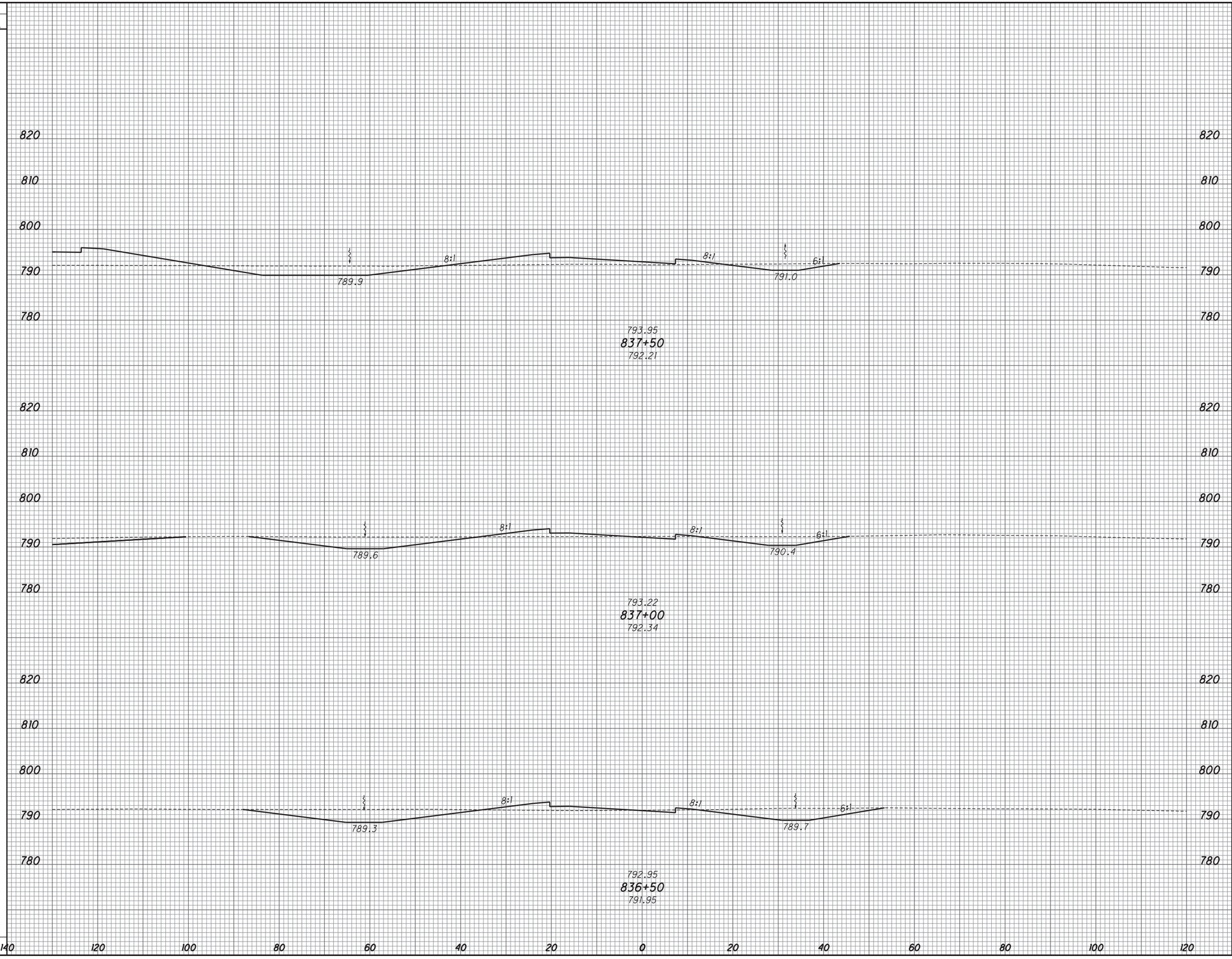
80468xs226.dgn 9/25/2014 8:53:35 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP F
STA. 836+50 TO STA. 837+50

GRE-35-4.26

410
876

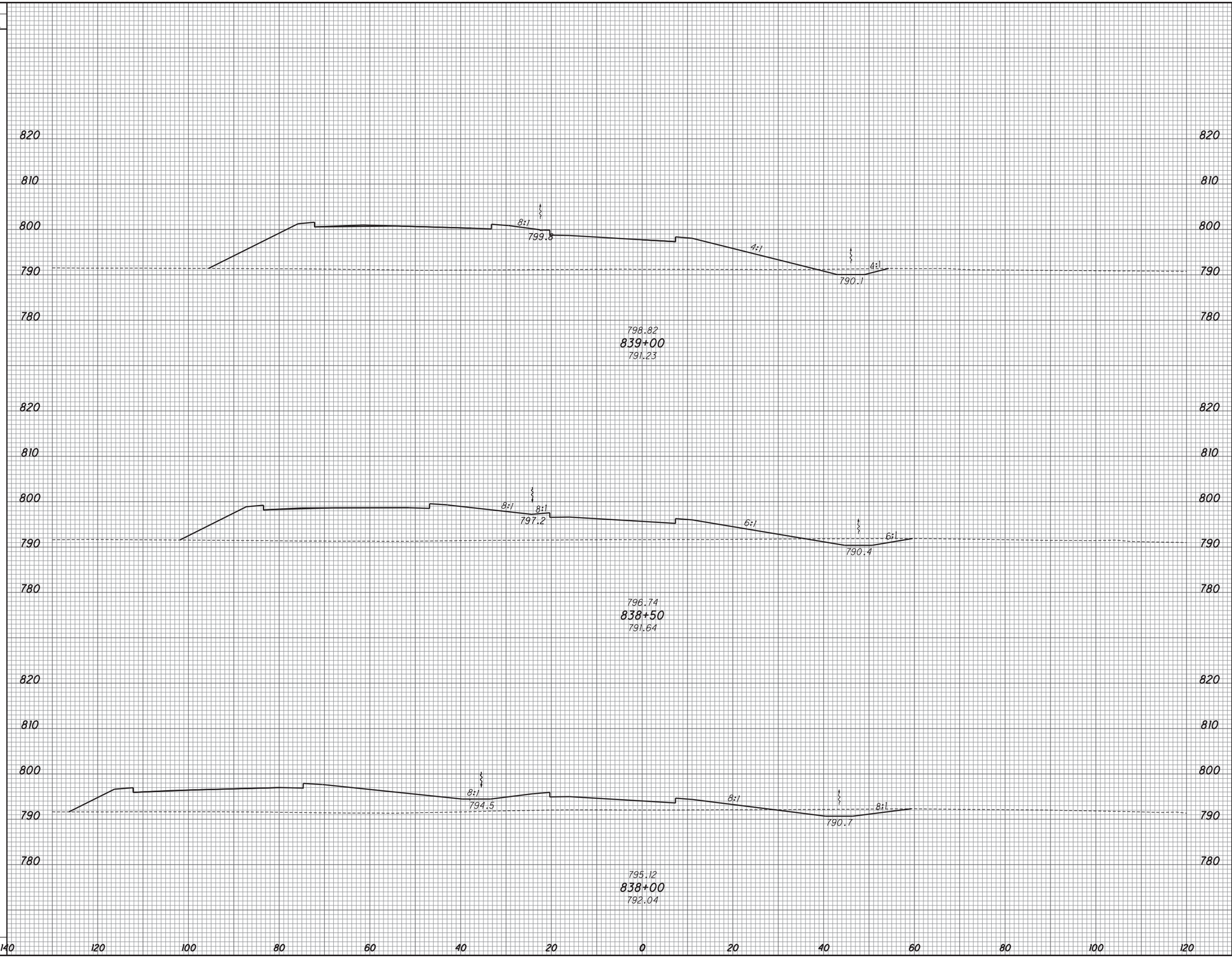
80468xs226.dgn 9/25/2014 8:53:38 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP F
STA. 838+00 TO STA. 839+00

GRE-35-4.26

411
876

80468xs226.dgn 9/25/2014 8:53:40 AM jeverett

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

2:1
3:1
1
3:1
789.1
805.73
840+50
790.29

820
810
800
790
780

2:1
3:1
1
3:1
789.4
803.43
840+00
790.85

820
810
800
790
780

2:1
4:1
1
4:1
789.8
801.12
839+50
791.02

140 120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP F
STA. 839+50 TO STA. 840+50

GRE-35-4.26

412
876

80468xs226.dgn 9/25/2014 8:53:42 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

2:1
2:1
2:1
788.2

811.38
842+00
789.22

820
810
800
790
780

2:1
2:1
2:1
788.5

810.02
841+50
789.92

820
810
800
790
780

2:1
2:1
2:1
788.8

808.03
841+00
790.01

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - RAMP F
STA. 841+00 TO STA. 842+00

GRE-35-4.26

413
876

80468xs226.dgn 9/25/2014 8:53:45 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - RAMP F
STA. 842+50

GRE-35-4.26

414
876

80468xs226.dgn 9/25/2014 8:53:48 AM jeveret1

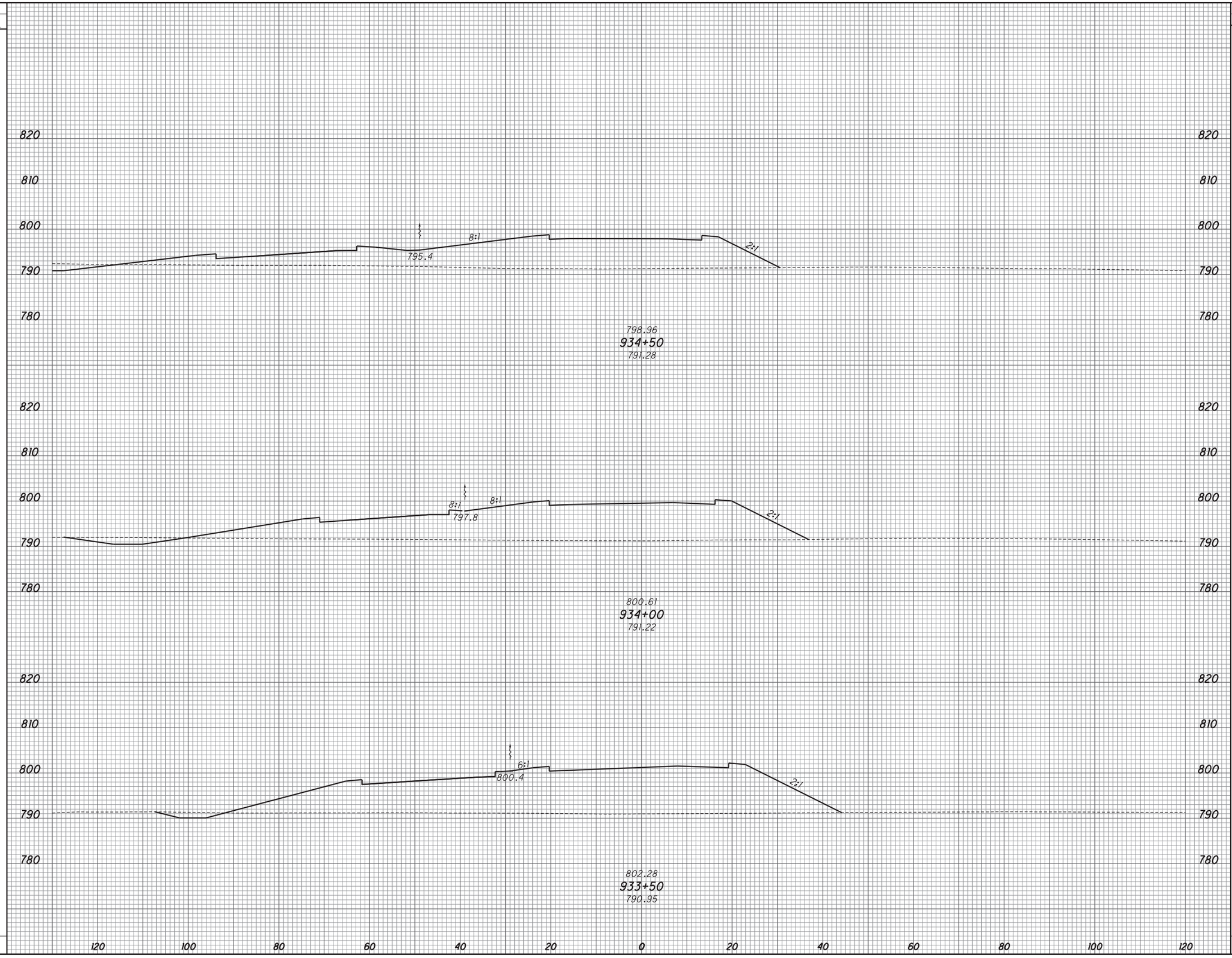
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

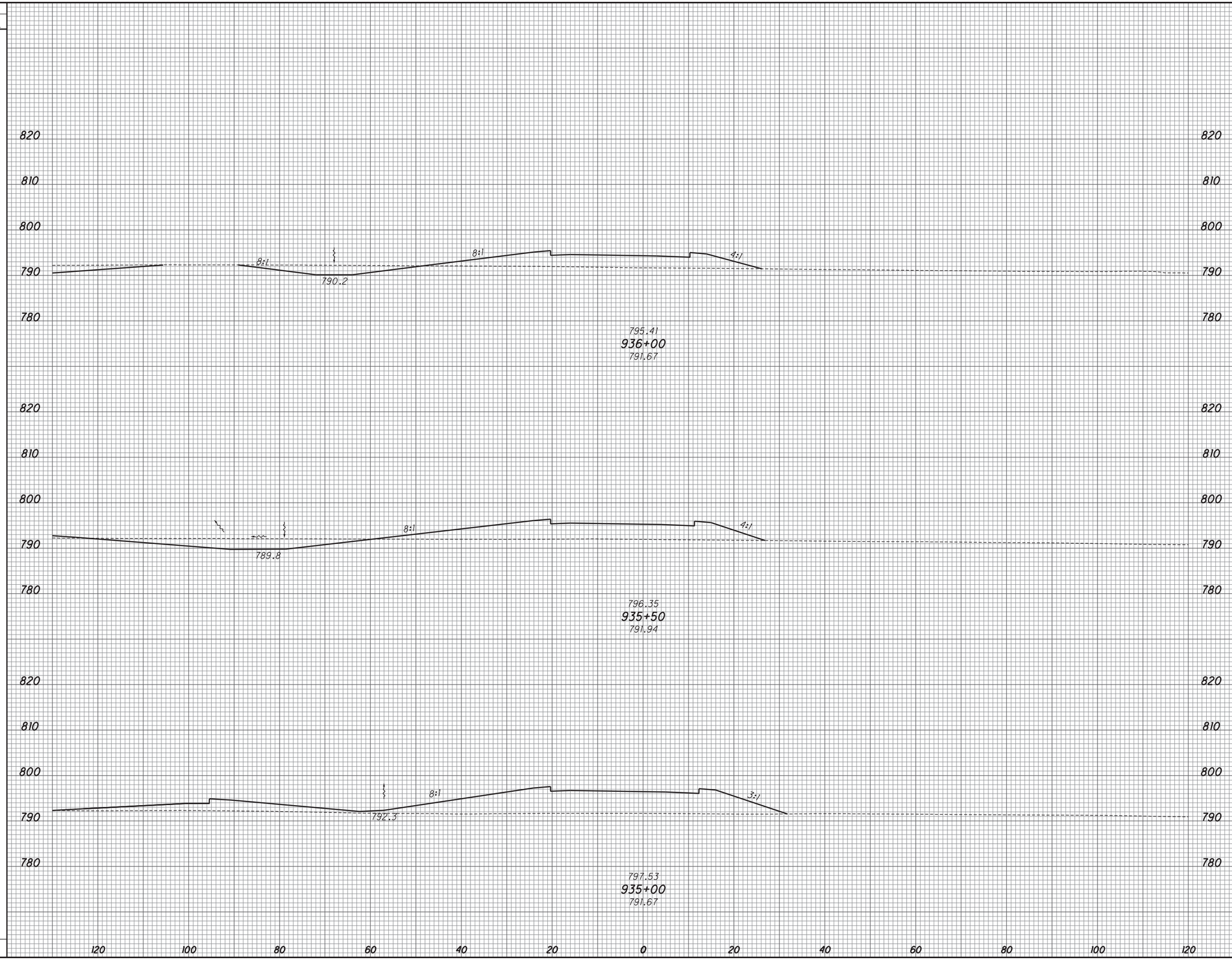


CROSS SECTIONS - RAMP G
STA. 933+50 TO STA. 934+50

GRE-35-4.26

80468xs251.dgn 9/25/2014 8:54:06 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - RAMP G
STA. 935+00 TO STA. 936+00

GRE-35-4.26

416
876

80468xs251.dgn 9/25/2014 8:54:09 AM jeveret1

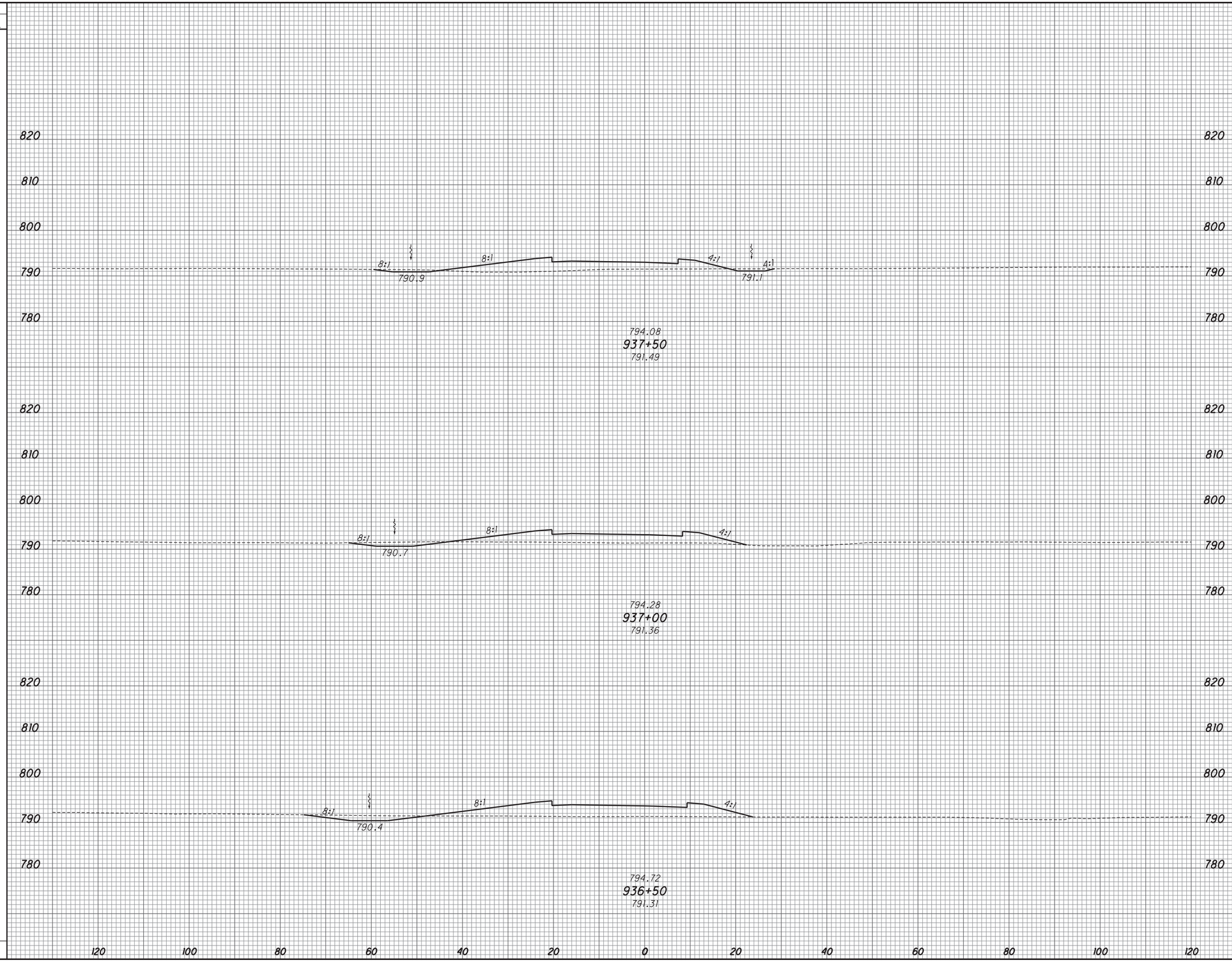
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP G
STA. 936+50 TO STA. 937+50

GRE-35-4.26

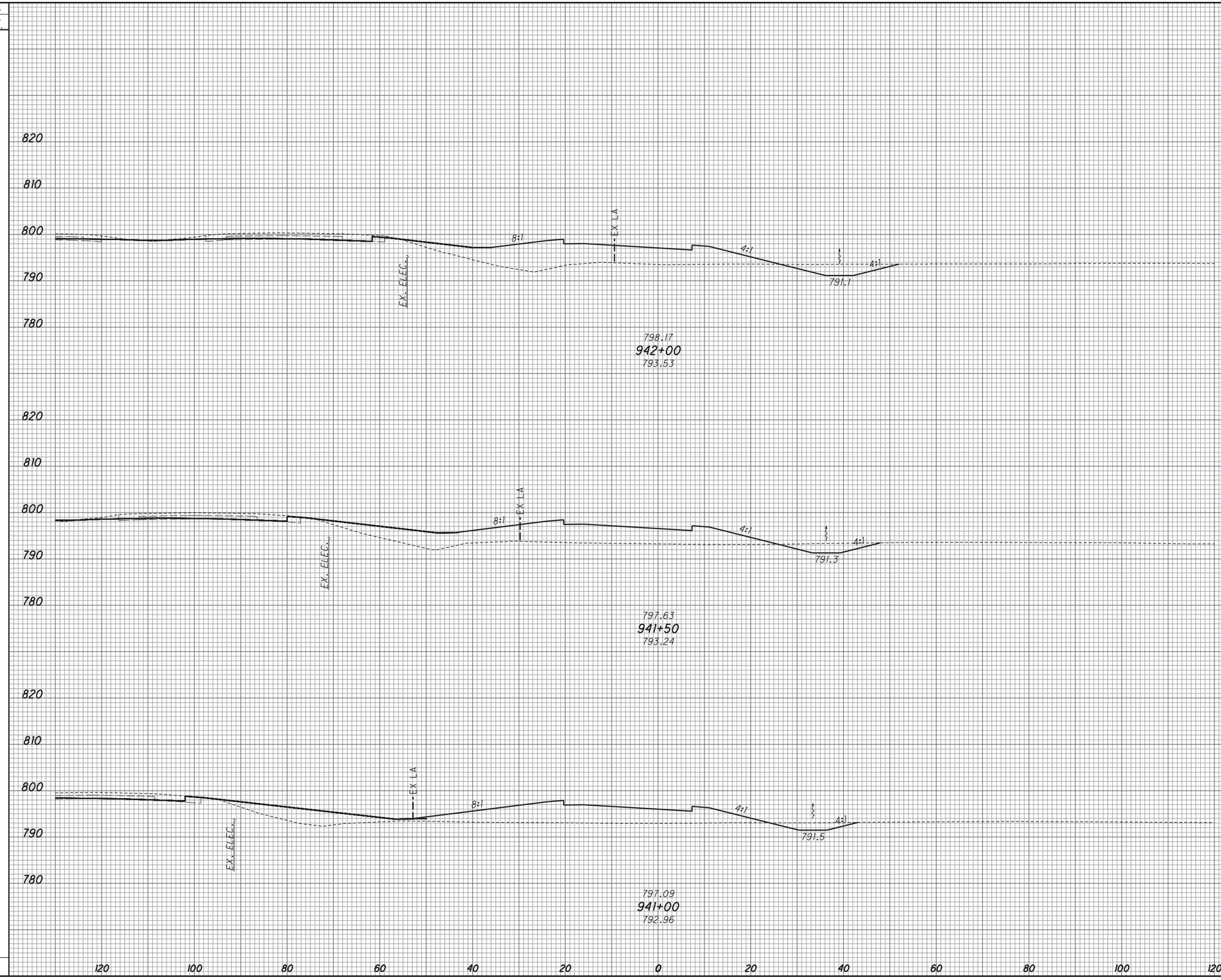
80468xs251.dgn 9/25/2014 8:54:12 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP G
STA. 941+00 TO STA. 942+00

GRE-35-4.26

80468xs251.dgn 9/25/2014 8:54:14 AM jeveret1

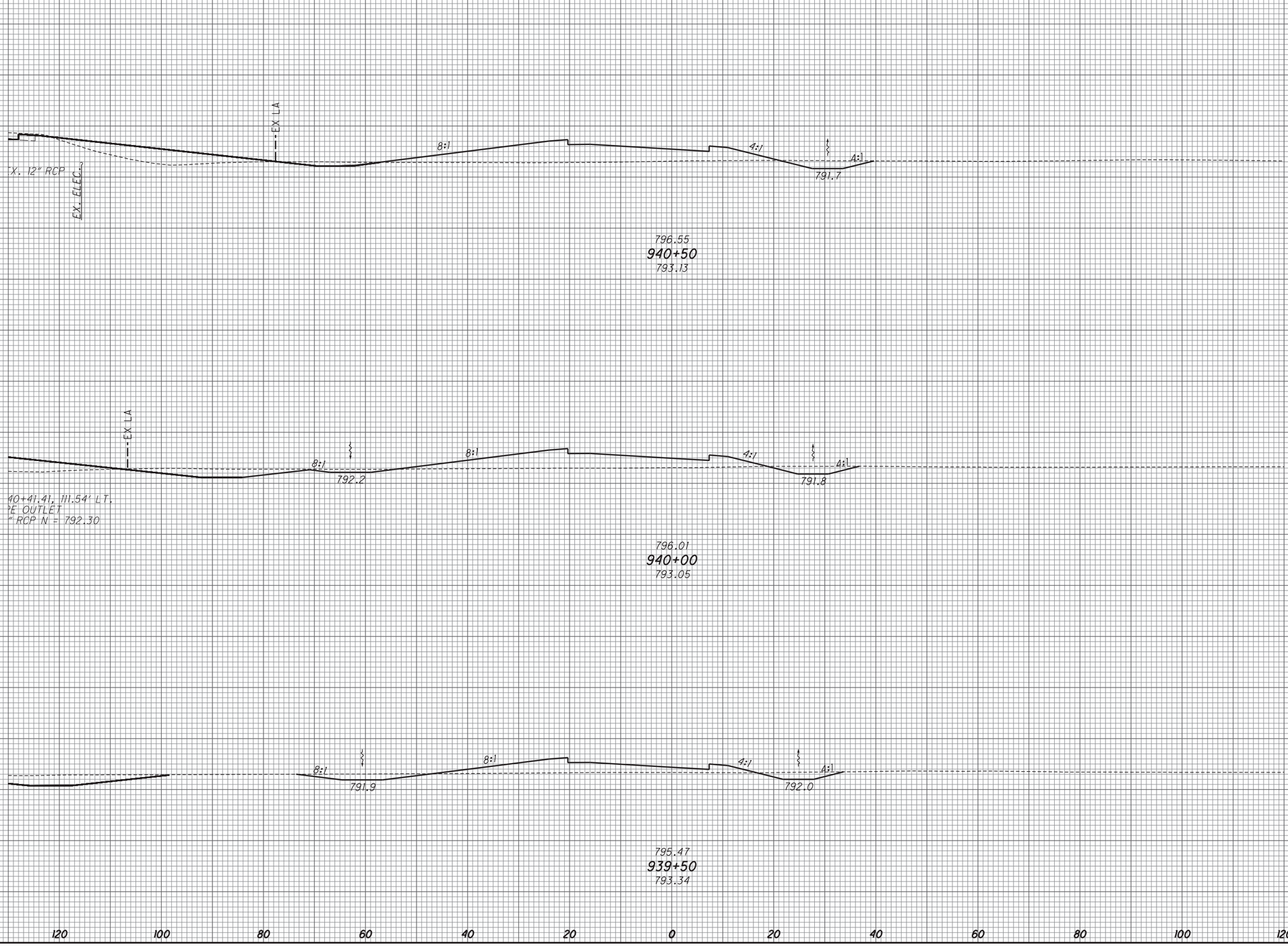
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP G
STA. 939+50 TO STA. 940+50

GRE-35-4.26

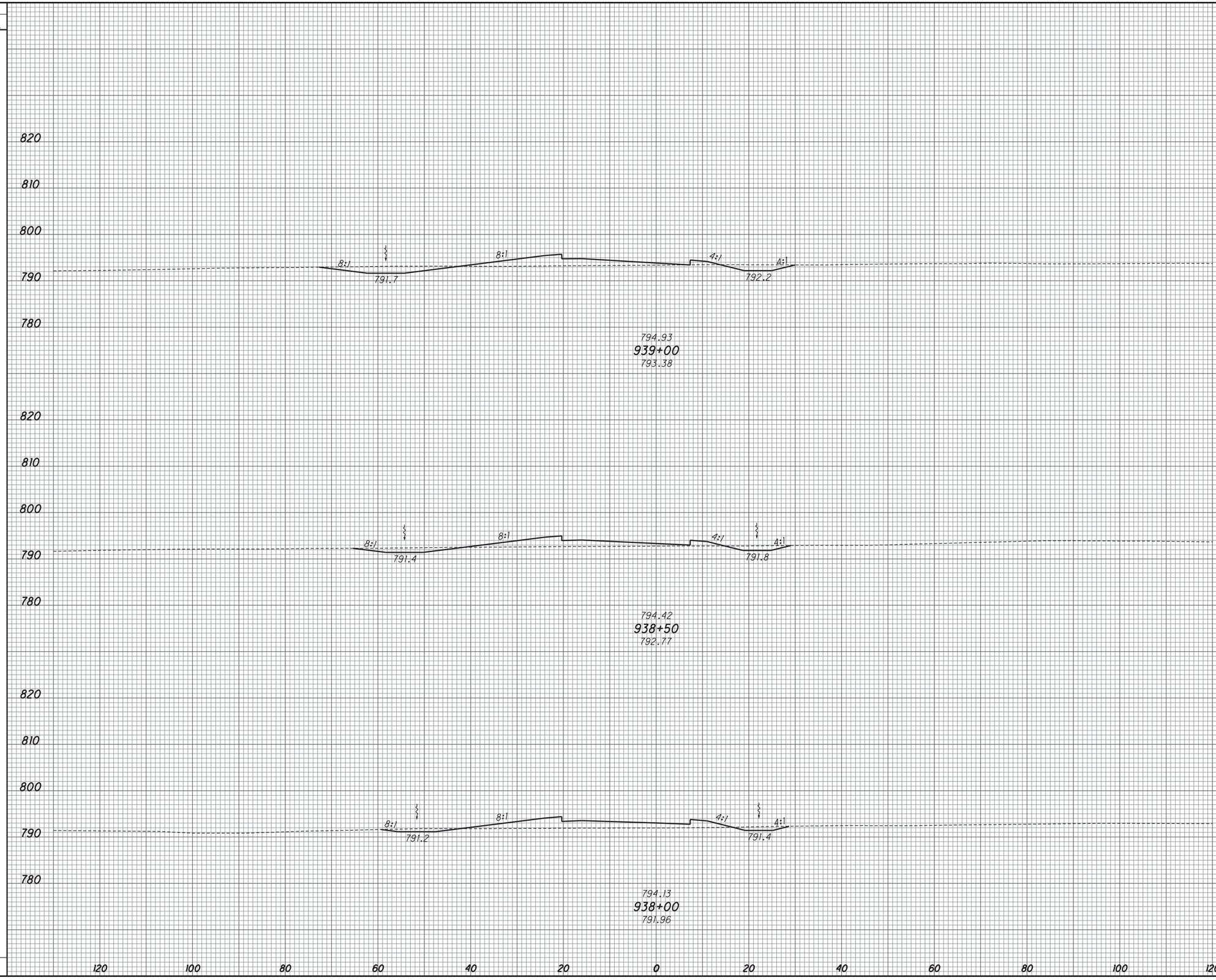
80468xs251.dgn 9/25/2014 8:54:16 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

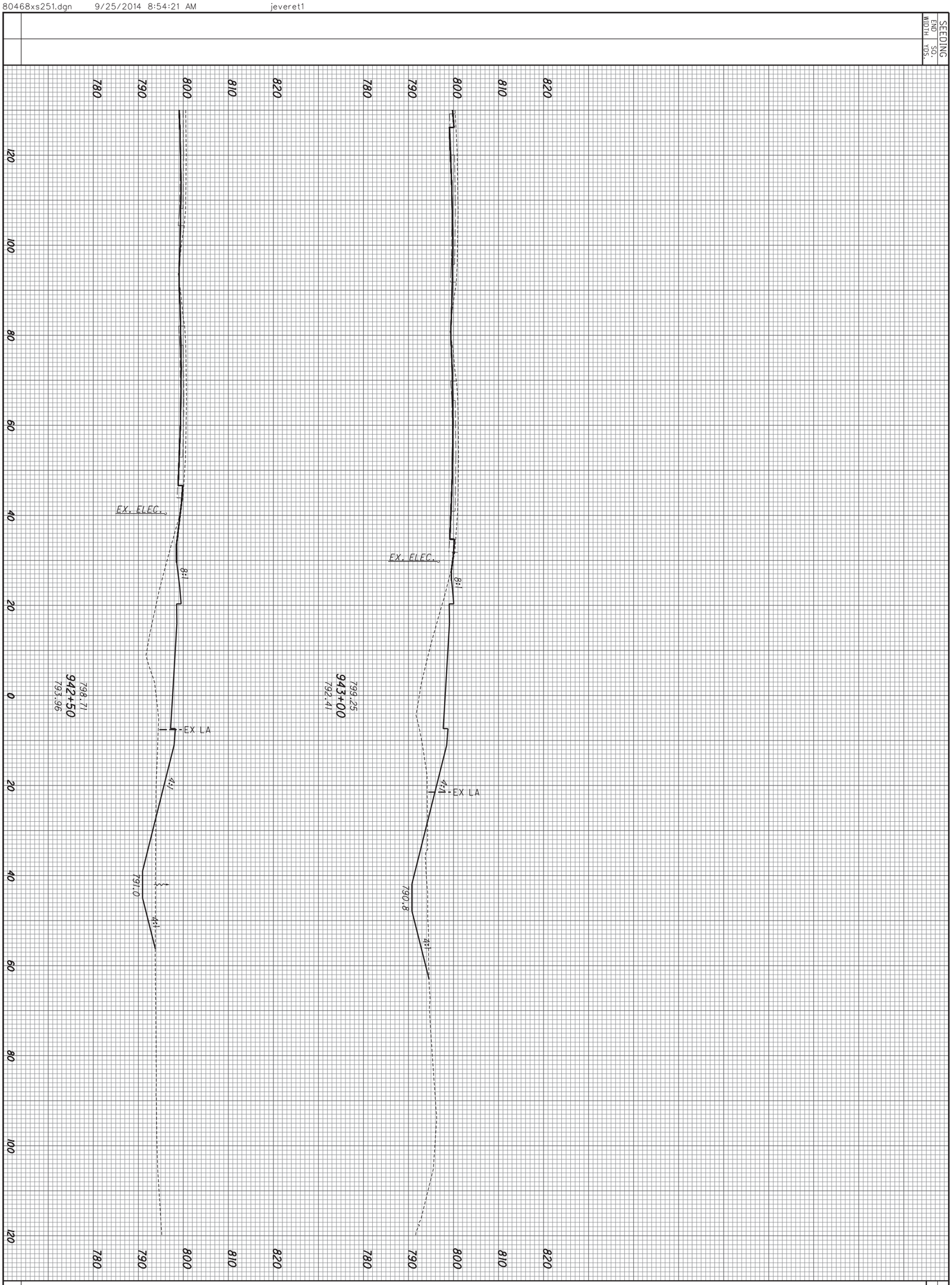
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CROSS SECTIONS - RAMP G
STA. 938+00 TO STA. 939+00

GRE-35-4.26

80468xs251.dgn 9/25/2014 8:54:19 AM jeveret1



421 / 876	GRE-35-4.26	CROSS SECTIONS - RAMP G STA. 942+50 TO STA. 943+00	CALCULATED CHECKED

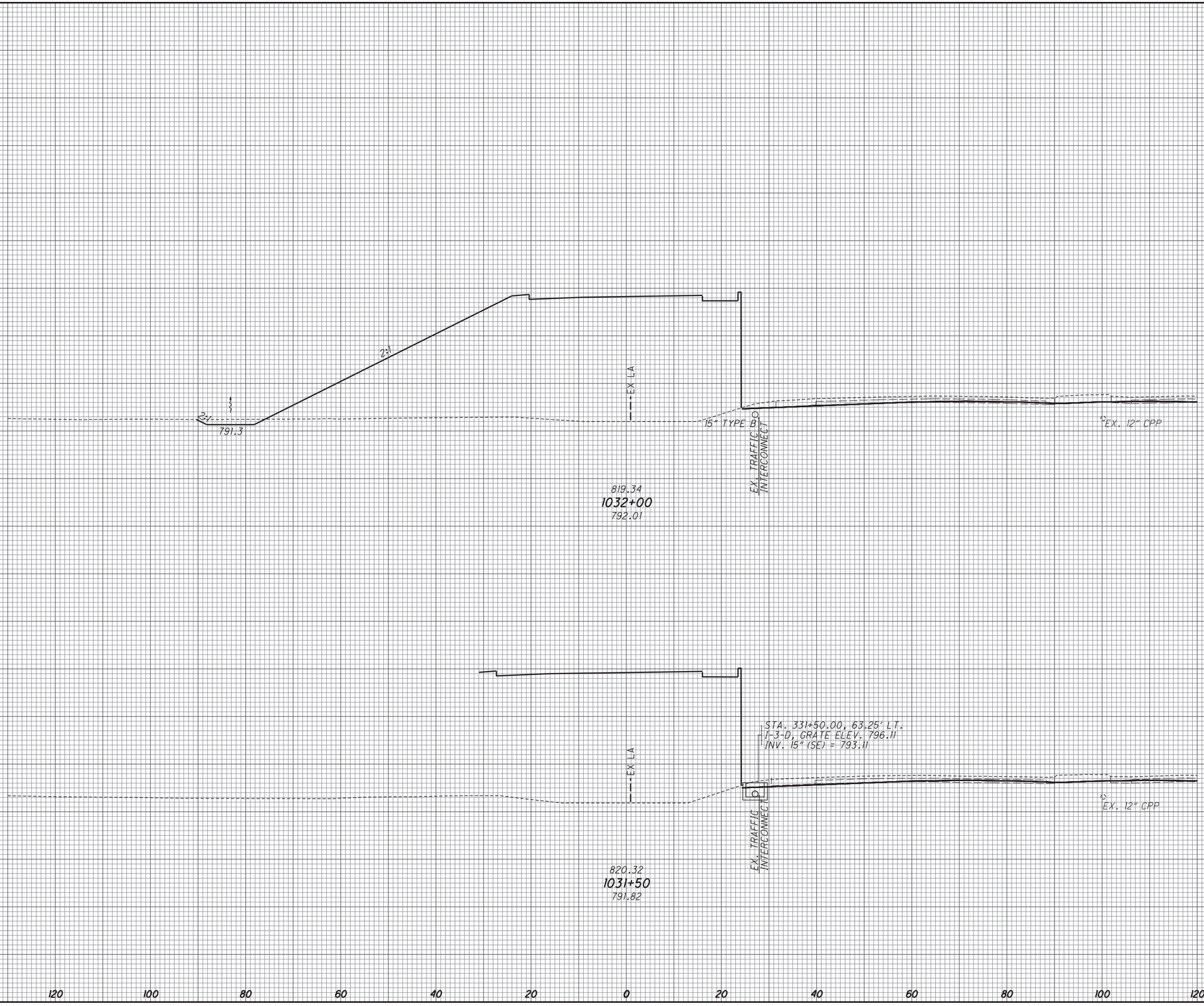
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

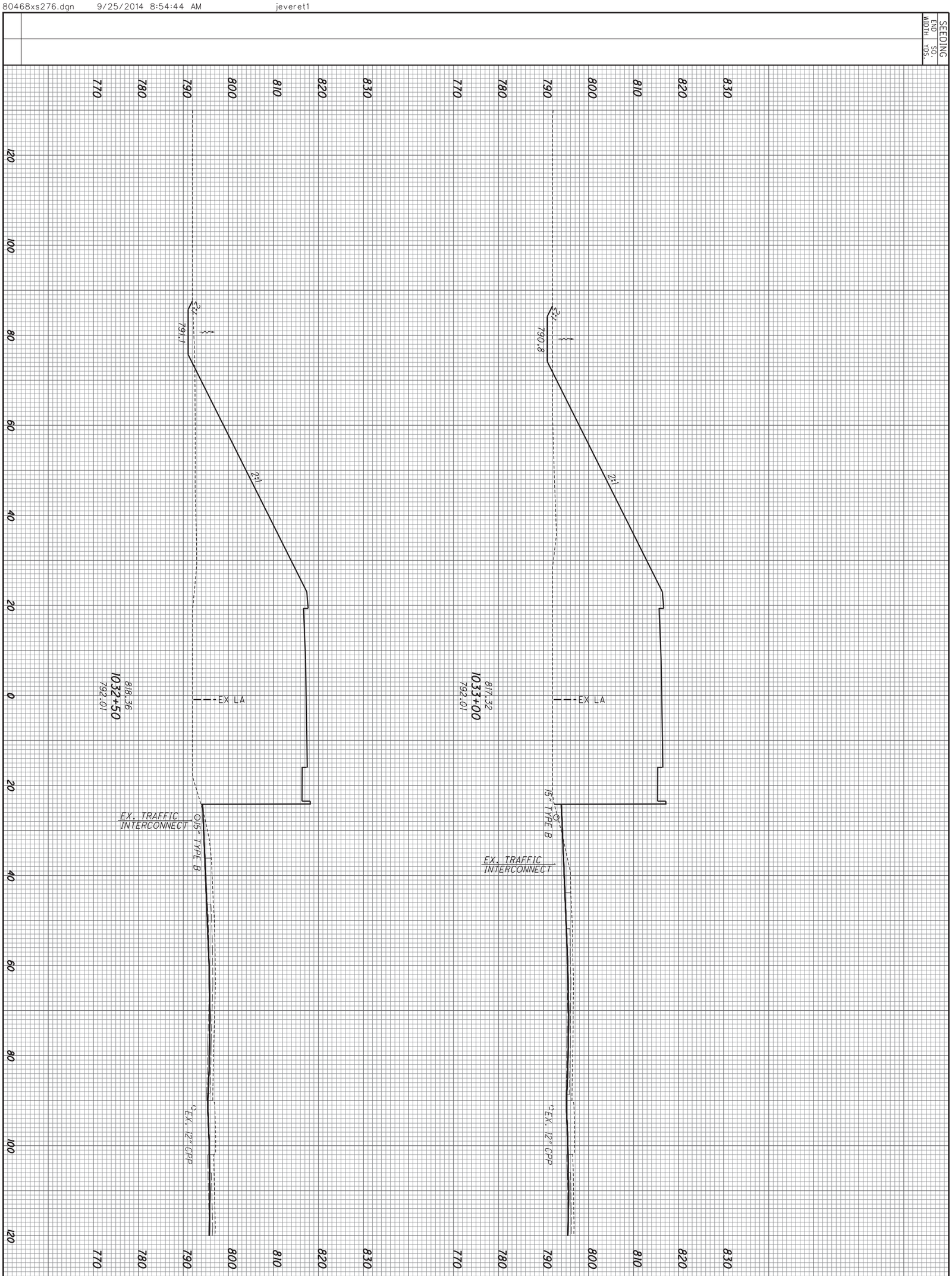


CROSS SECTIONS - RAMP H
STA. 1031+50 TO STA. 1032+00

GRE-35-4.26

80468xs276.dgn 9/25/2014 8:54:41 AM jeveret1

80468xs276.dgn 9/25/2014 8:54:44 AM jeveret1



423
876

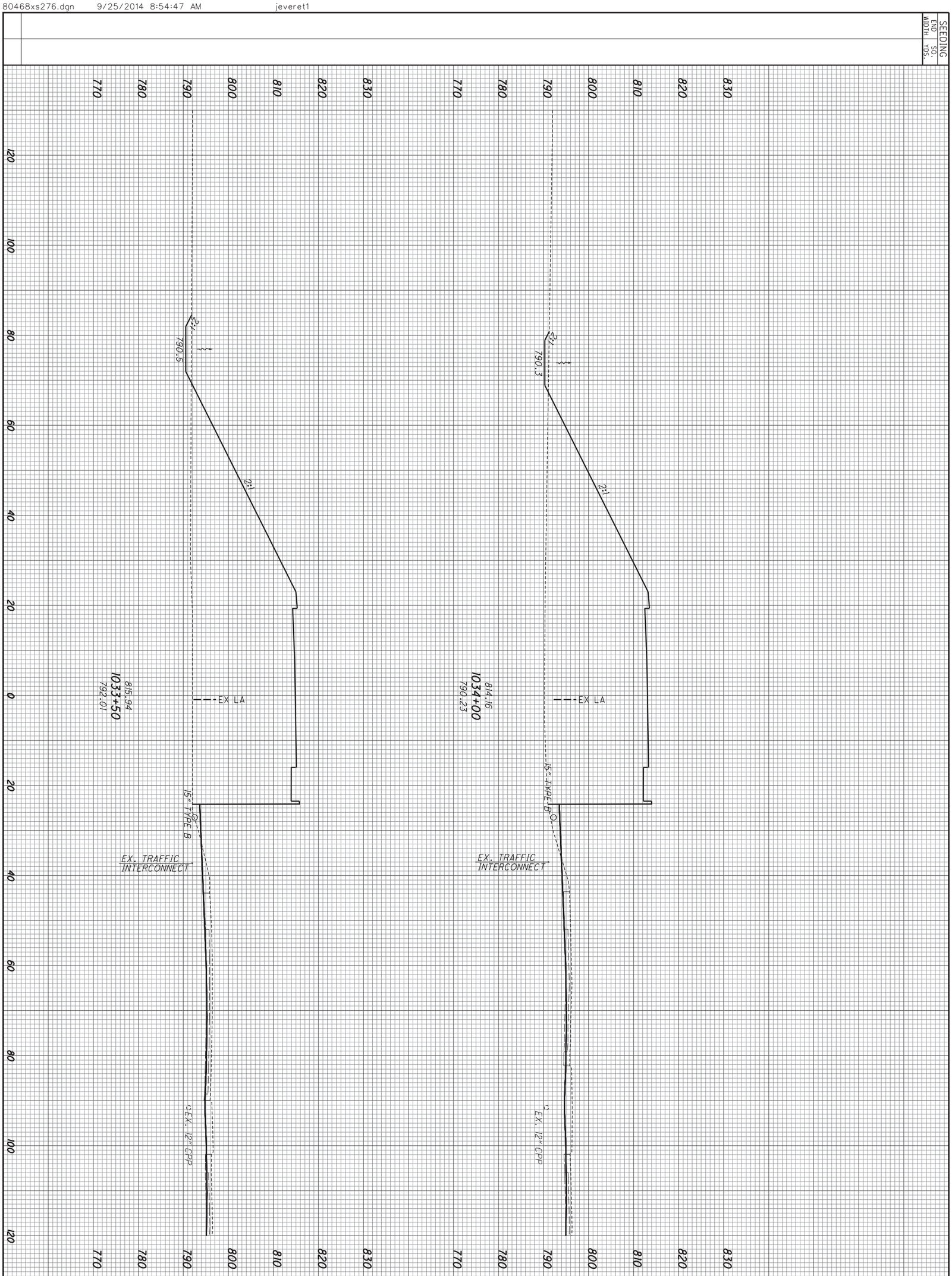
GRE-35-4.26

CROSS SECTIONS - RAMP H
STA. 1032+50 TO STA. 1033+00

CALCULATED

CHECKED

80468xs276.dgn 9/25/2014 8:54:47 AM jeveret1



424
876

GRE-35-4.26

CROSS SECTIONS - RAMP H
STA. 1033+50 TO STA. 1034+00

CALCULATED

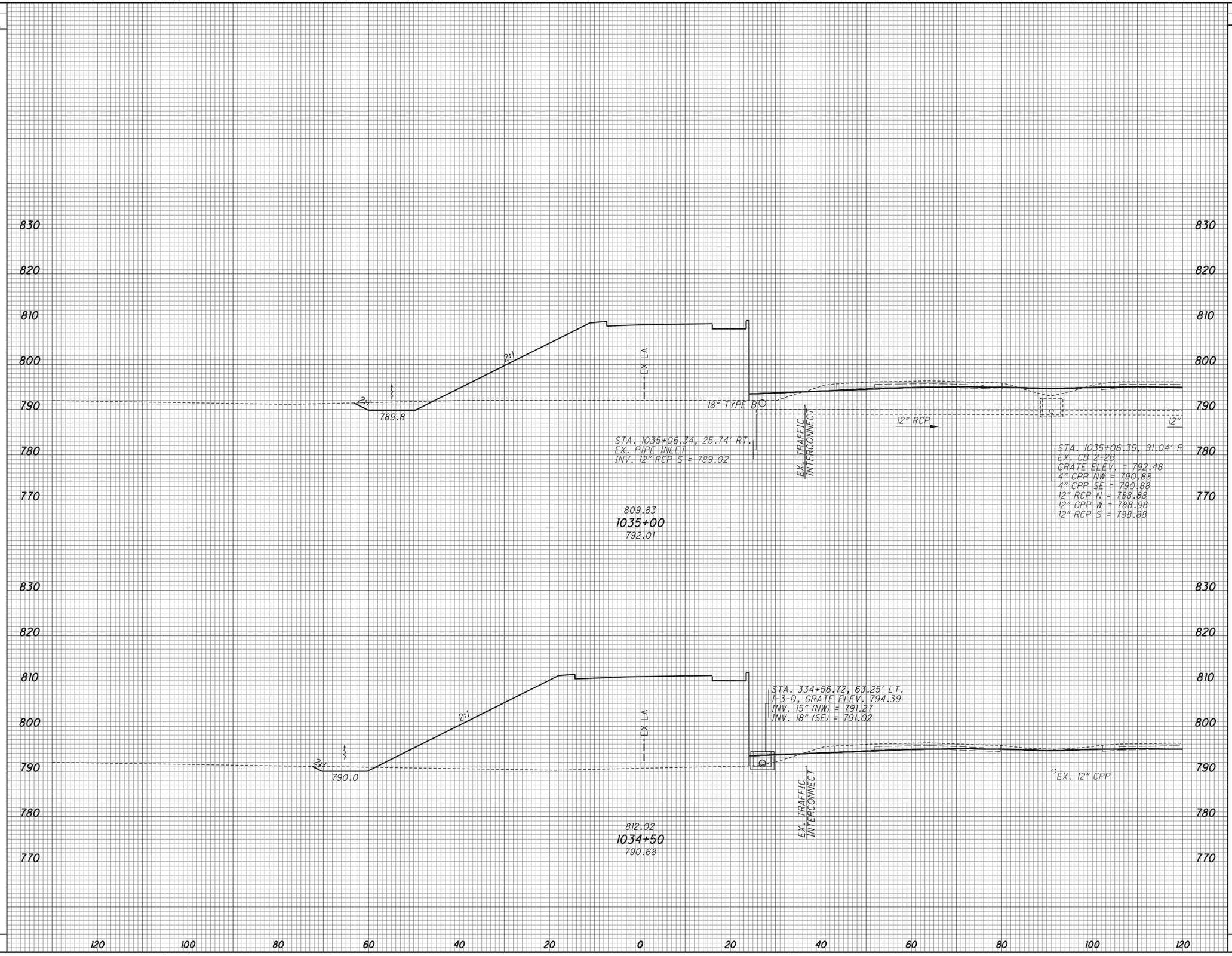
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - RAMP H
STA. 1034+50 TO STA. 1035+00

GRE-35-4.26

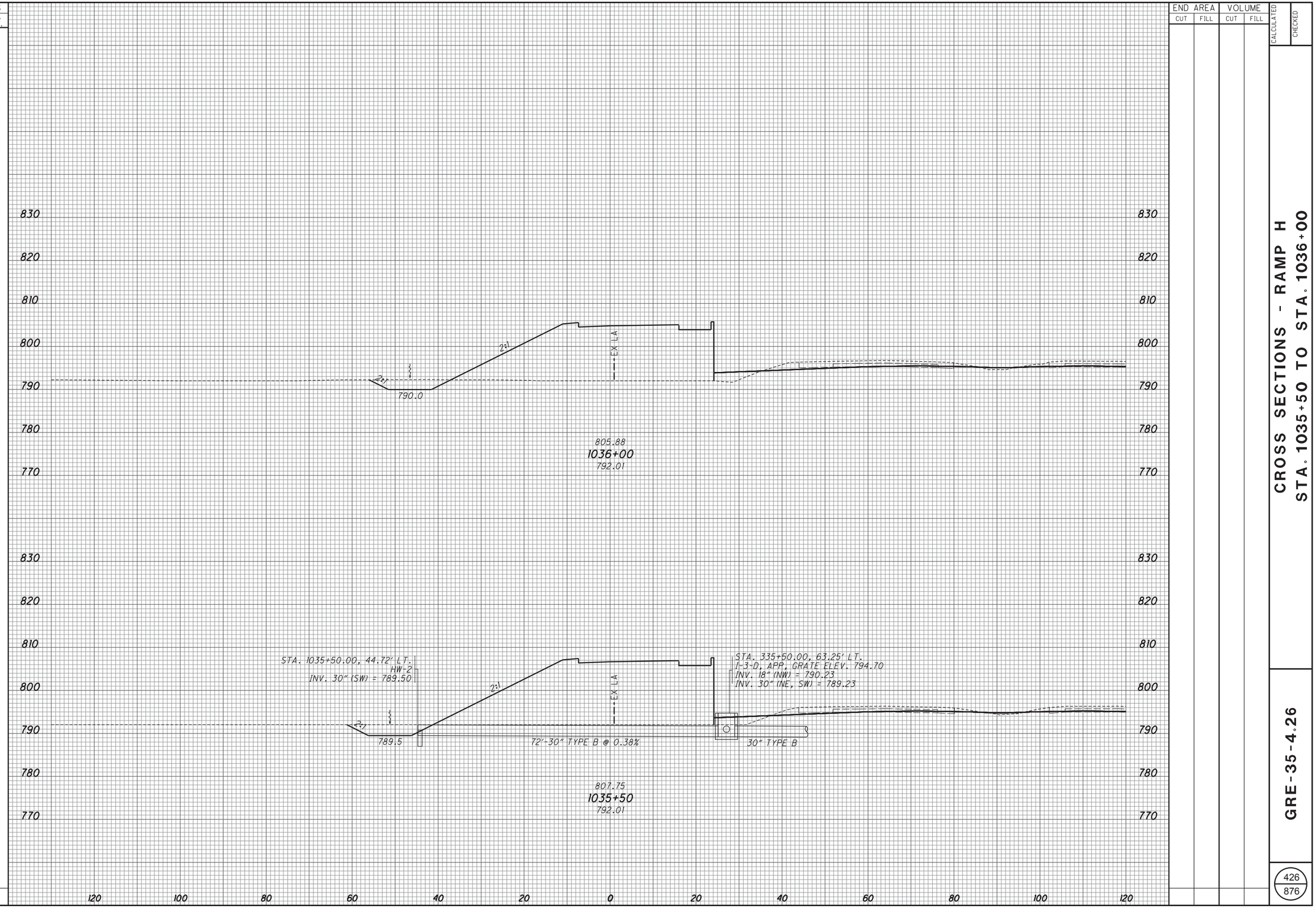
80468xs276.dgn 9/25/2014 8:54:49 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	
CHECKED	



CROSS SECTIONS - RAMP H
STA. 1035+50 TO STA. 1036+00

GRE-35-4.26

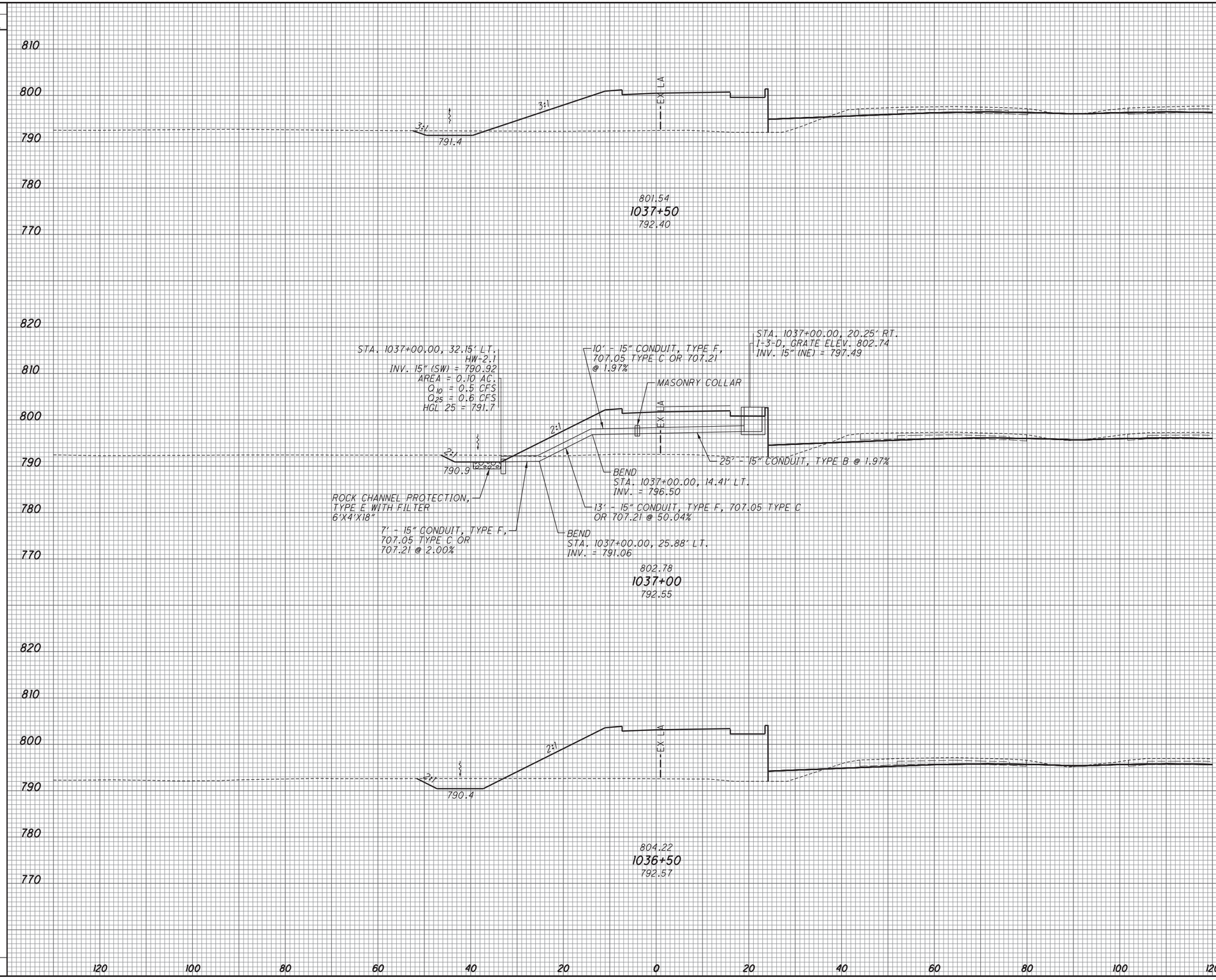
80468xs276.dgn 9/25/2014 8:54:52 AM jeveret1

SEEDING	
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END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



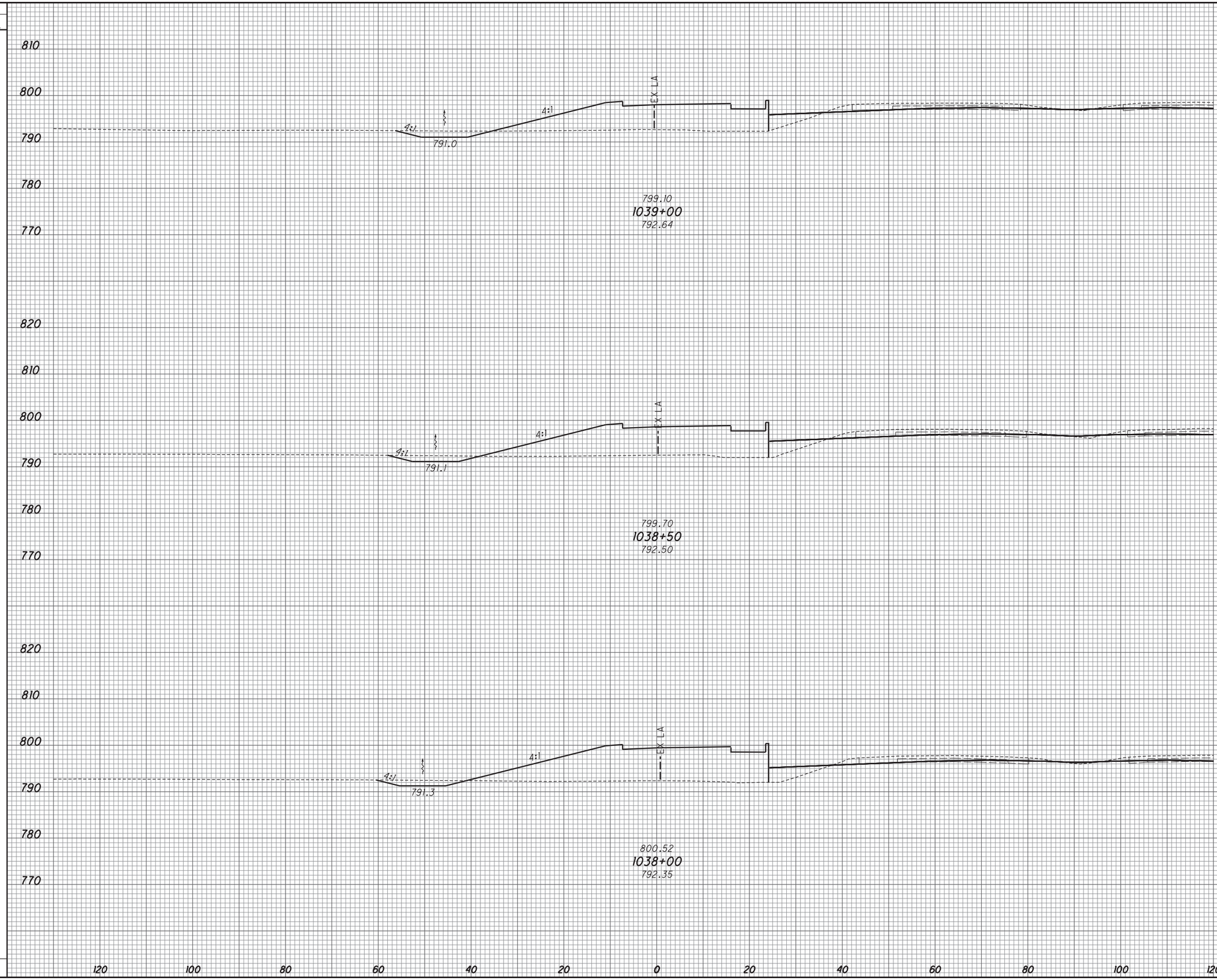
CROSS SECTIONS - RAMP H
STA. 1036+50 TO STA. 1037+50

GRE-35-4.26

427
876

80468xs276.dgn 9/25/2014 8:54:54 AM jeveret1

SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL		



CROSS SECTIONS - RAMP H
STA. 1038+00 TO STA. 1039+00

GRE-35-4.26

428
876

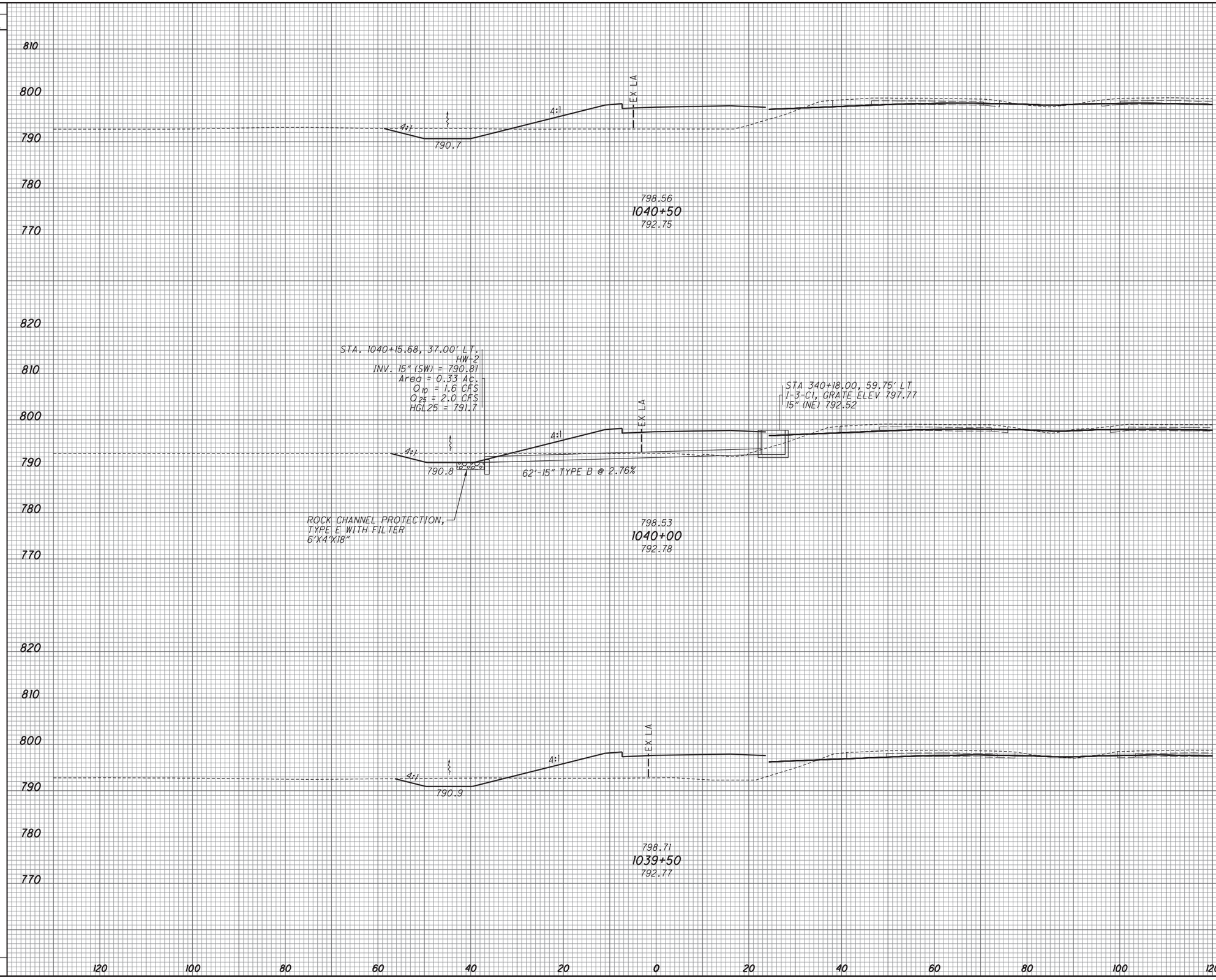
80468xs276.dgn 9/25/2014 8:54:57 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP H
STA. 1039+50 TO STA. 1040+50

GRE-35-4.26

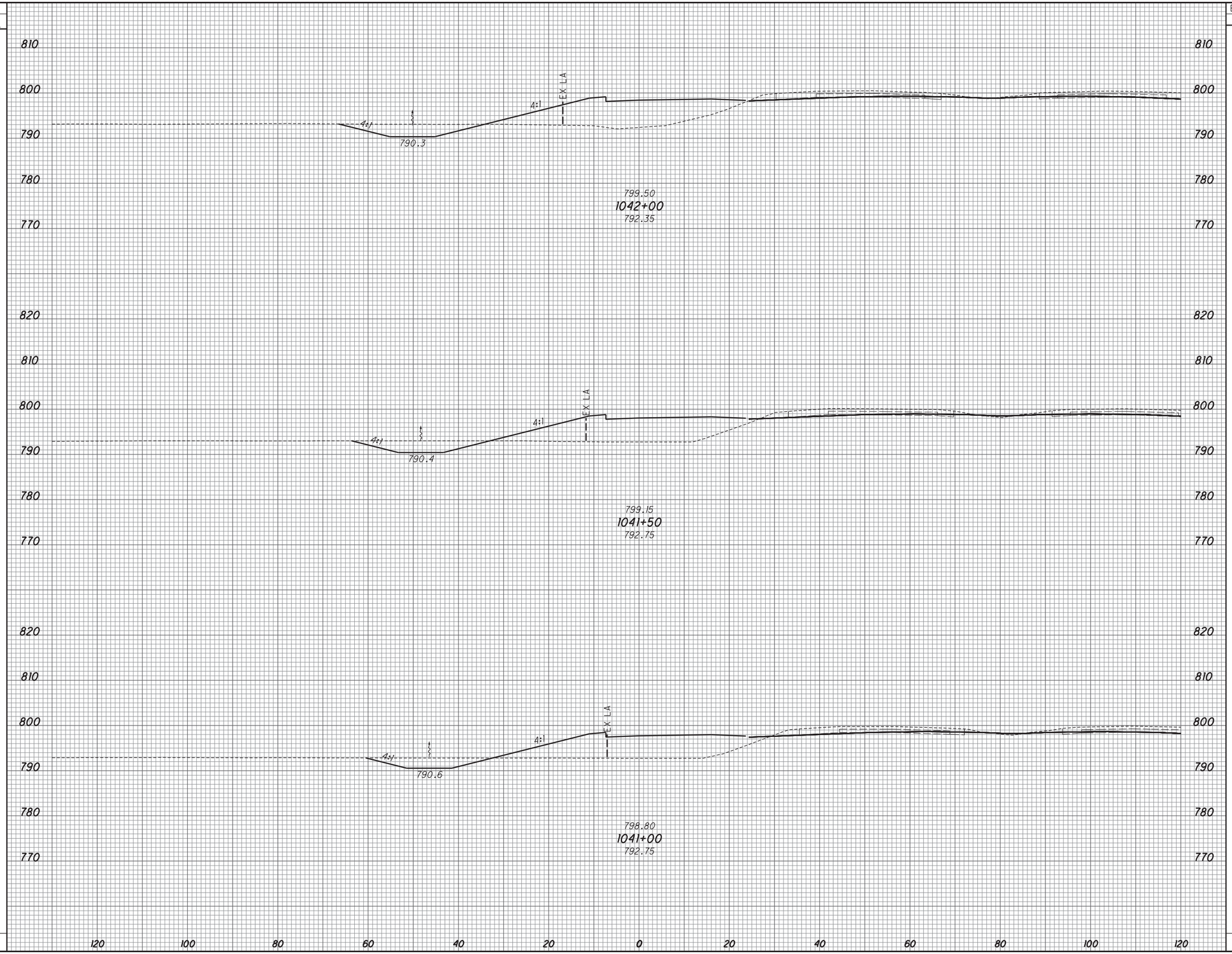
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

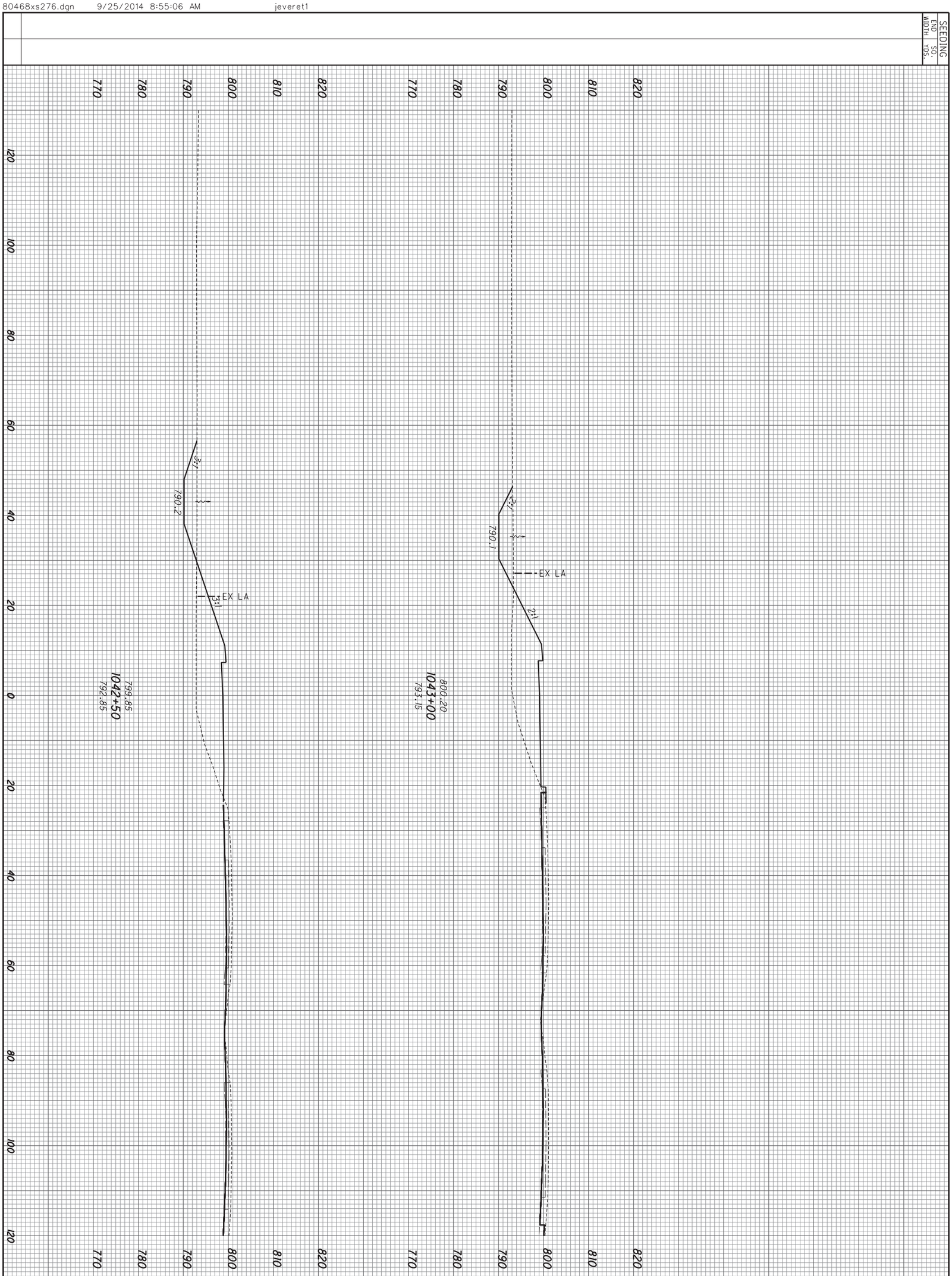


CROSS SECTIONS - RAMP H
STA. 1041+00 TO STA. 1042+00

GRE-35-4.26

80468xs276.dgn 9/25/2014 8:55:04 AM jeveret1

80468xs276.dgn 9/25/2014 8:55:06 AM jeveret1



431
876

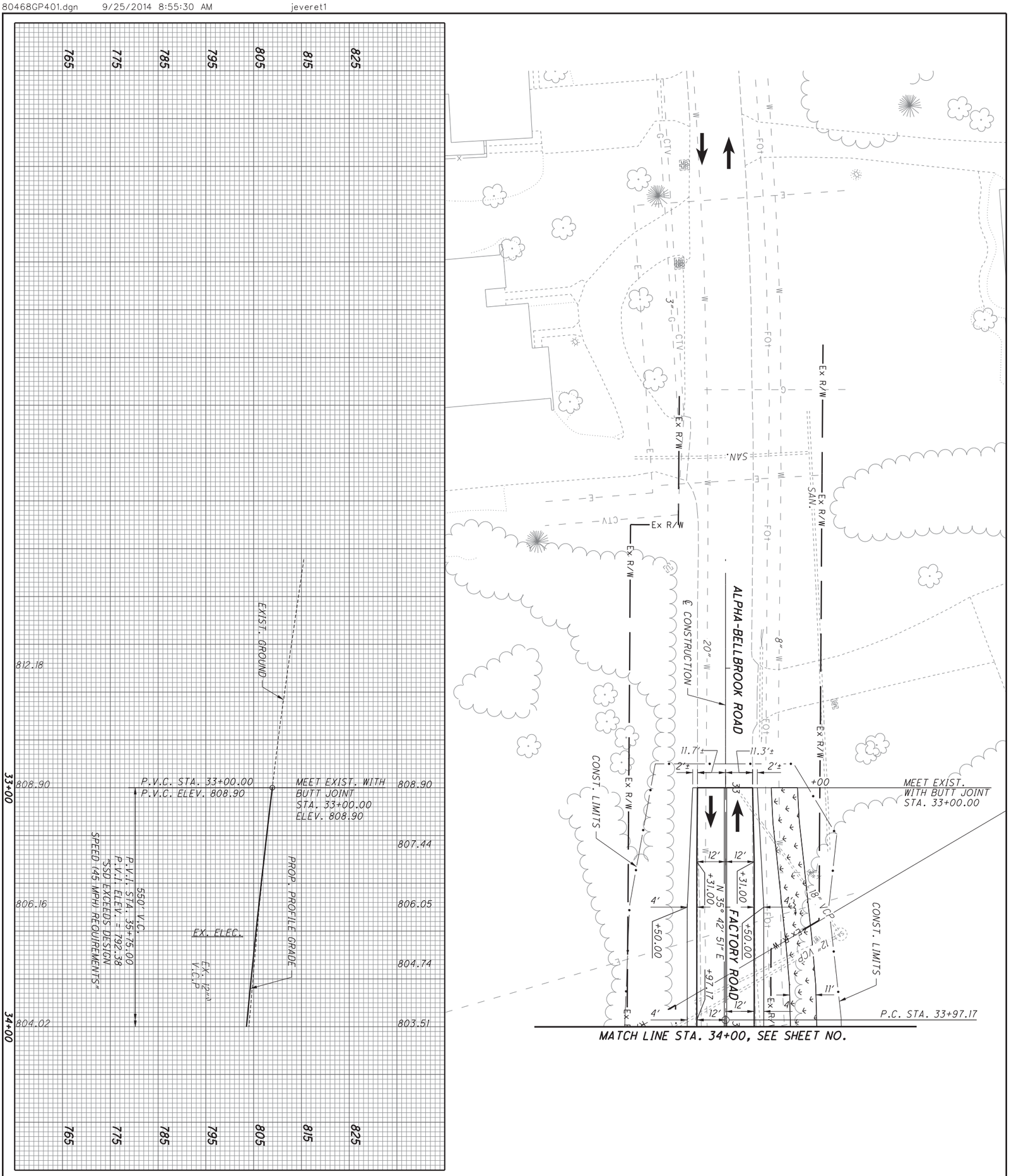
GRE-35-4.26

CROSS SECTIONS - RAMP H
STA. 1042+50 TO STA. 1043+00

CALCULATED

CHECKED

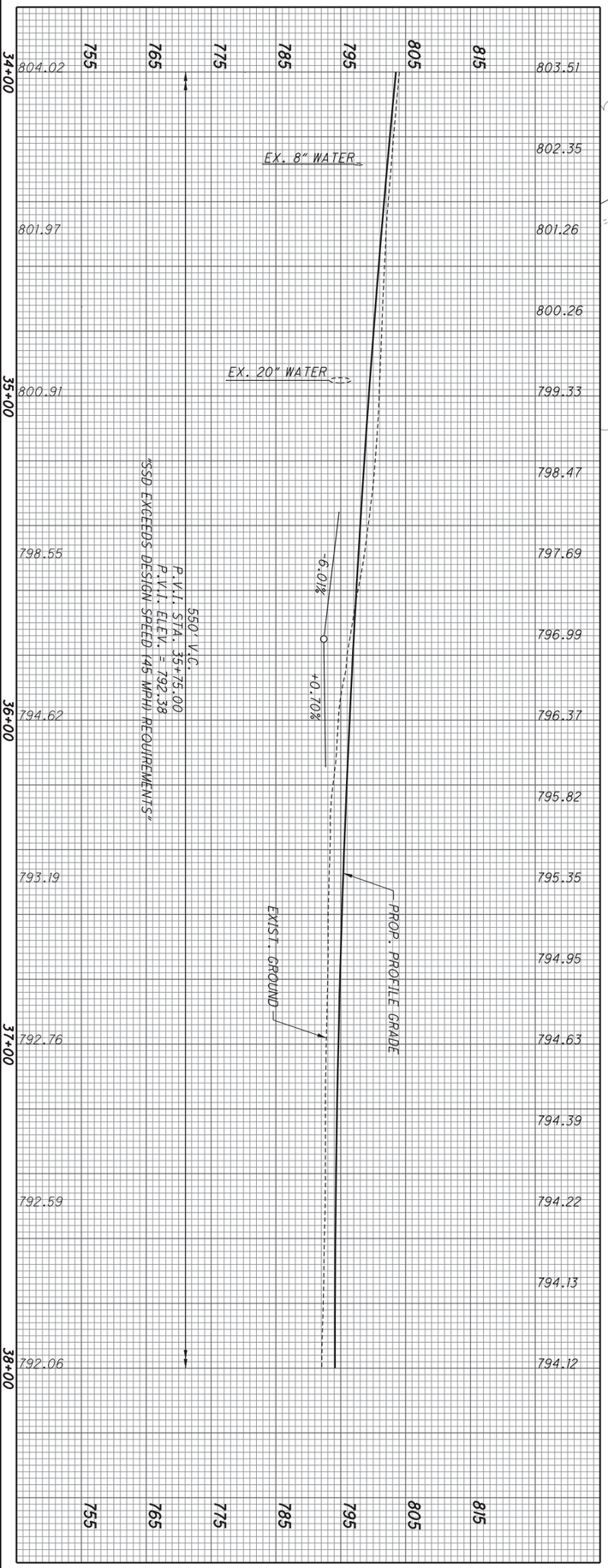
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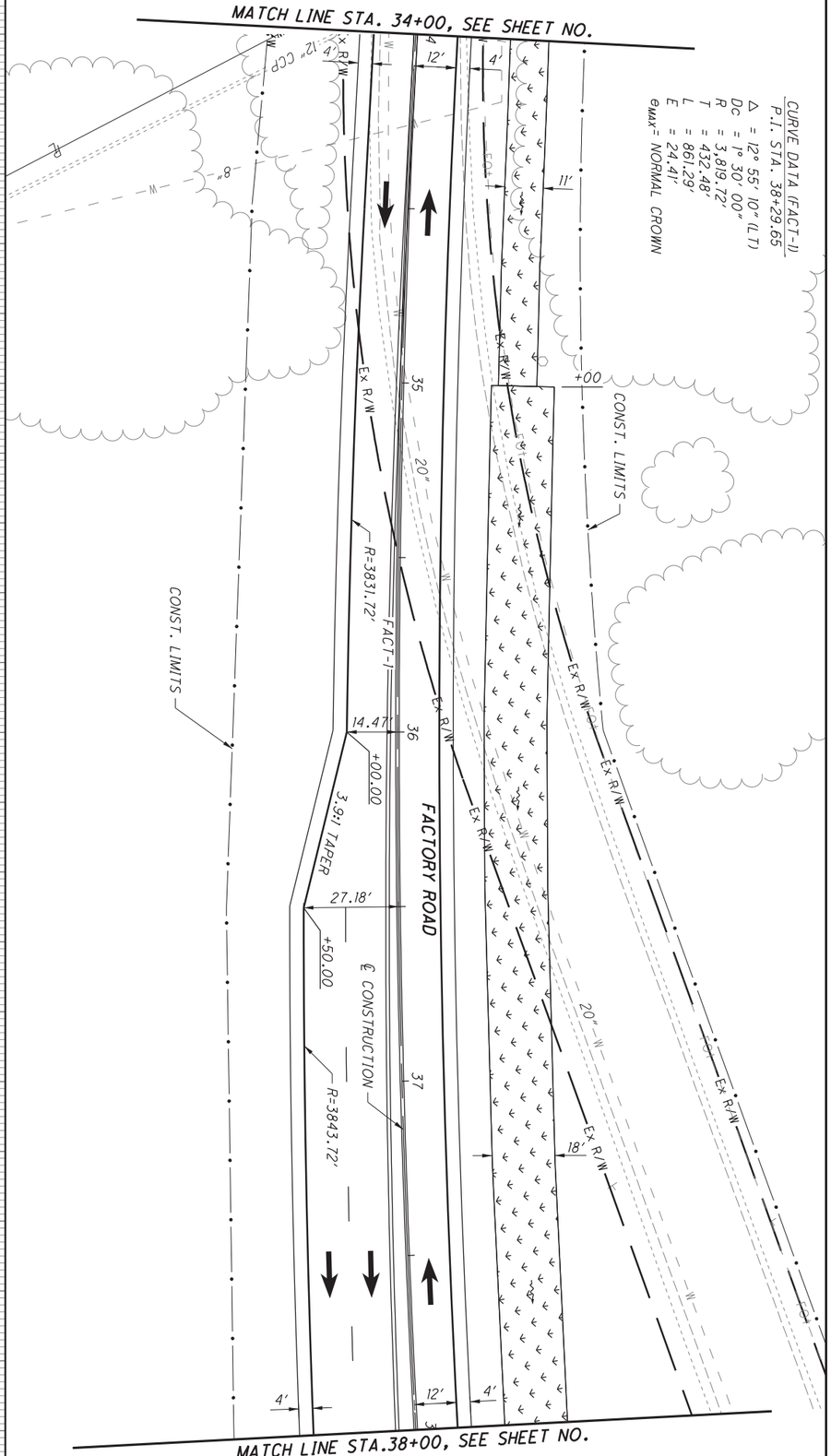


REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

432 / 876	GRE-35-4.26	PLAN AND PROFILE - FACTORY ROAD STA. 32+04.42 TO STA. 34+00	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET

80468GP402.dgn 9/25/2014 1:02:19 PM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

433
876

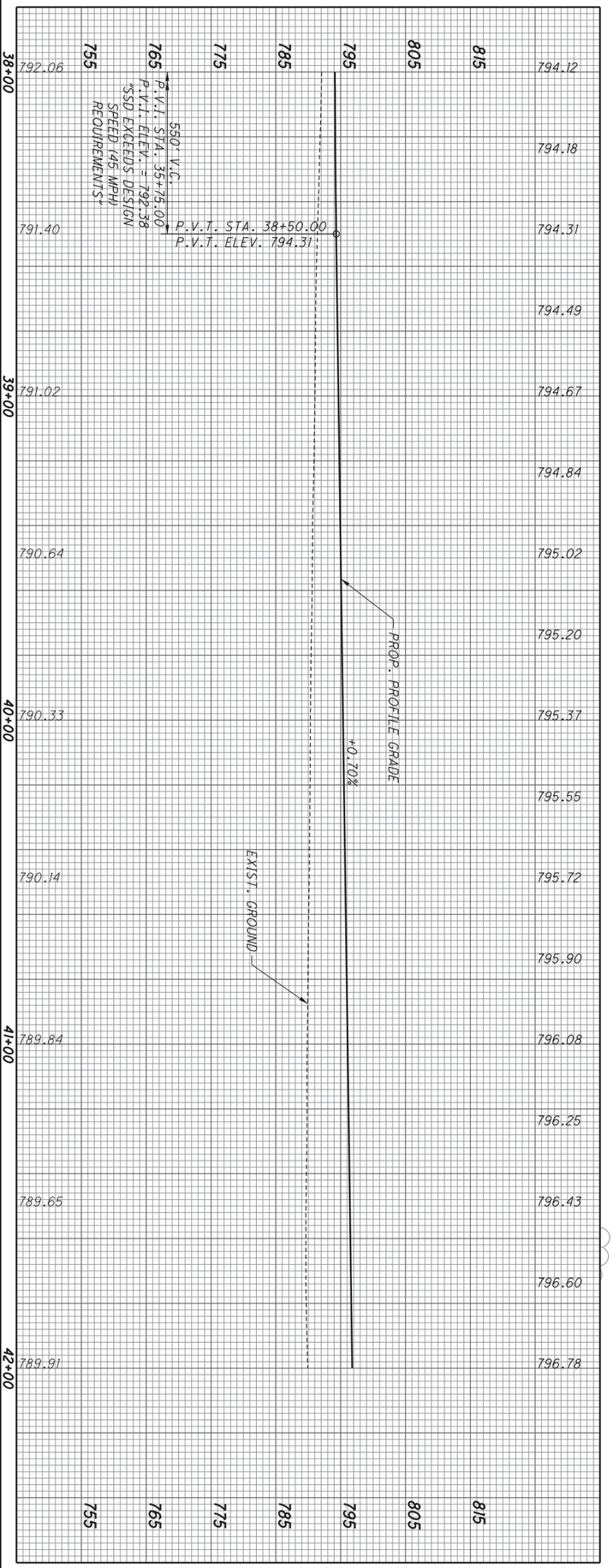
GRE-35-4.26

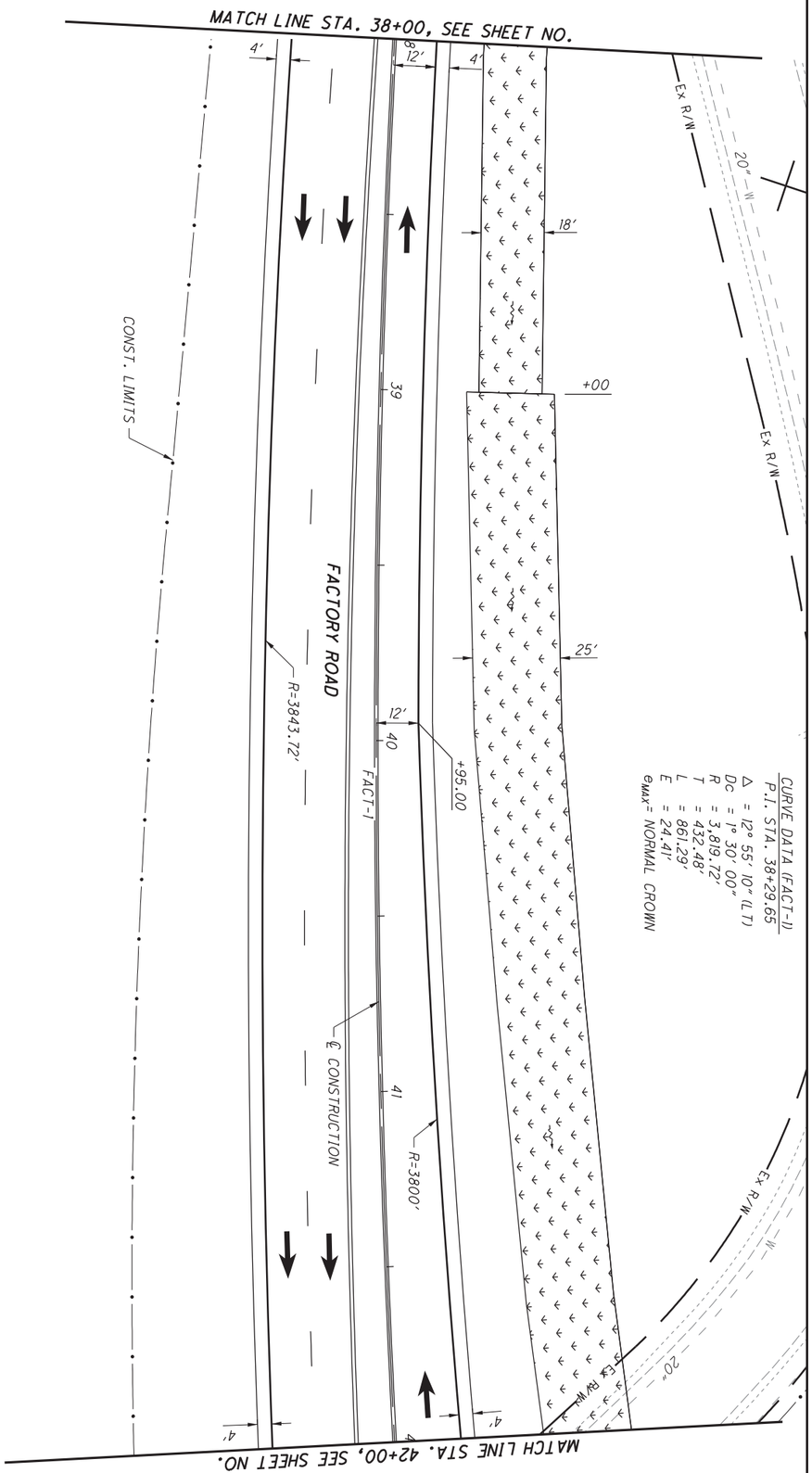
PLAN AND PROFILE - FACTORY ROAD
STA. 34+00 TO STA. 38+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

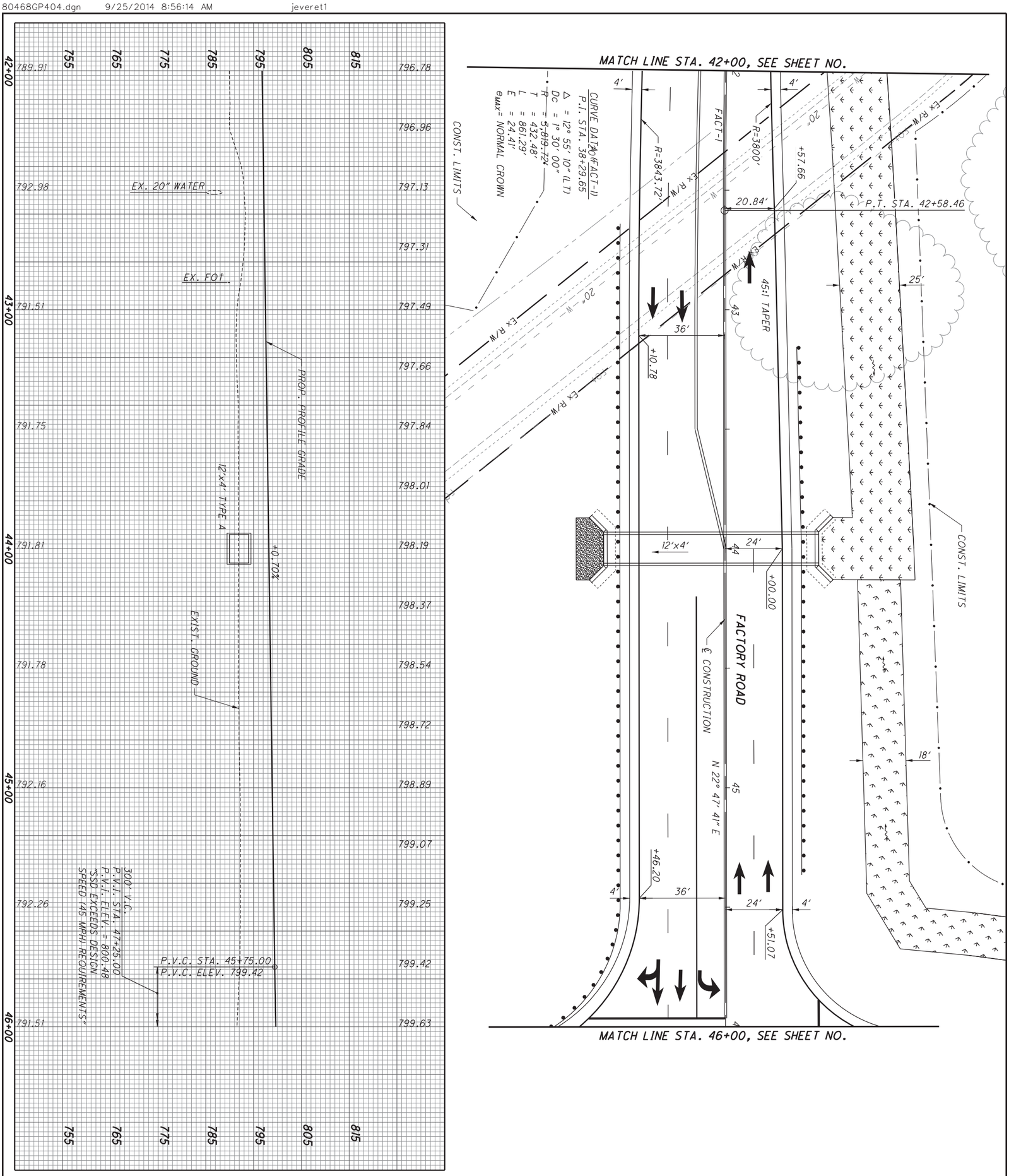
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REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

80468GP404.dgn 9/25/2014 8:56:14 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

435
876

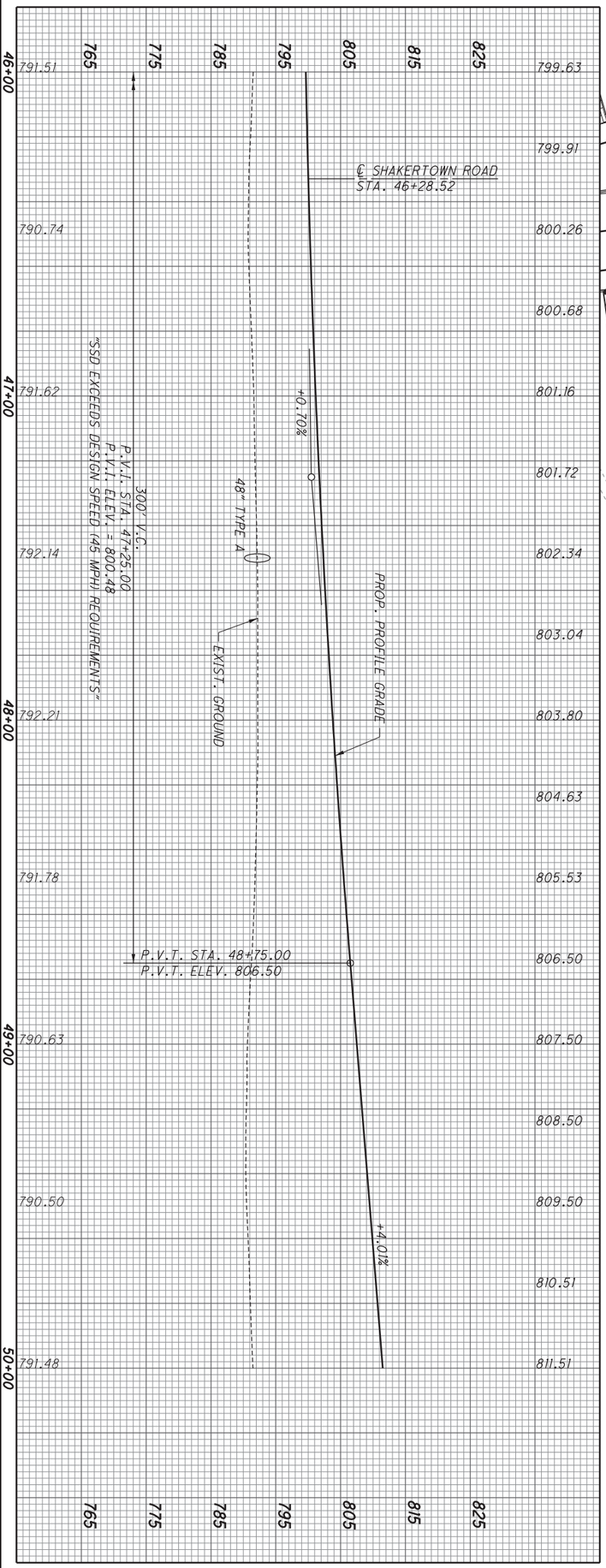
GRE-35-4.26

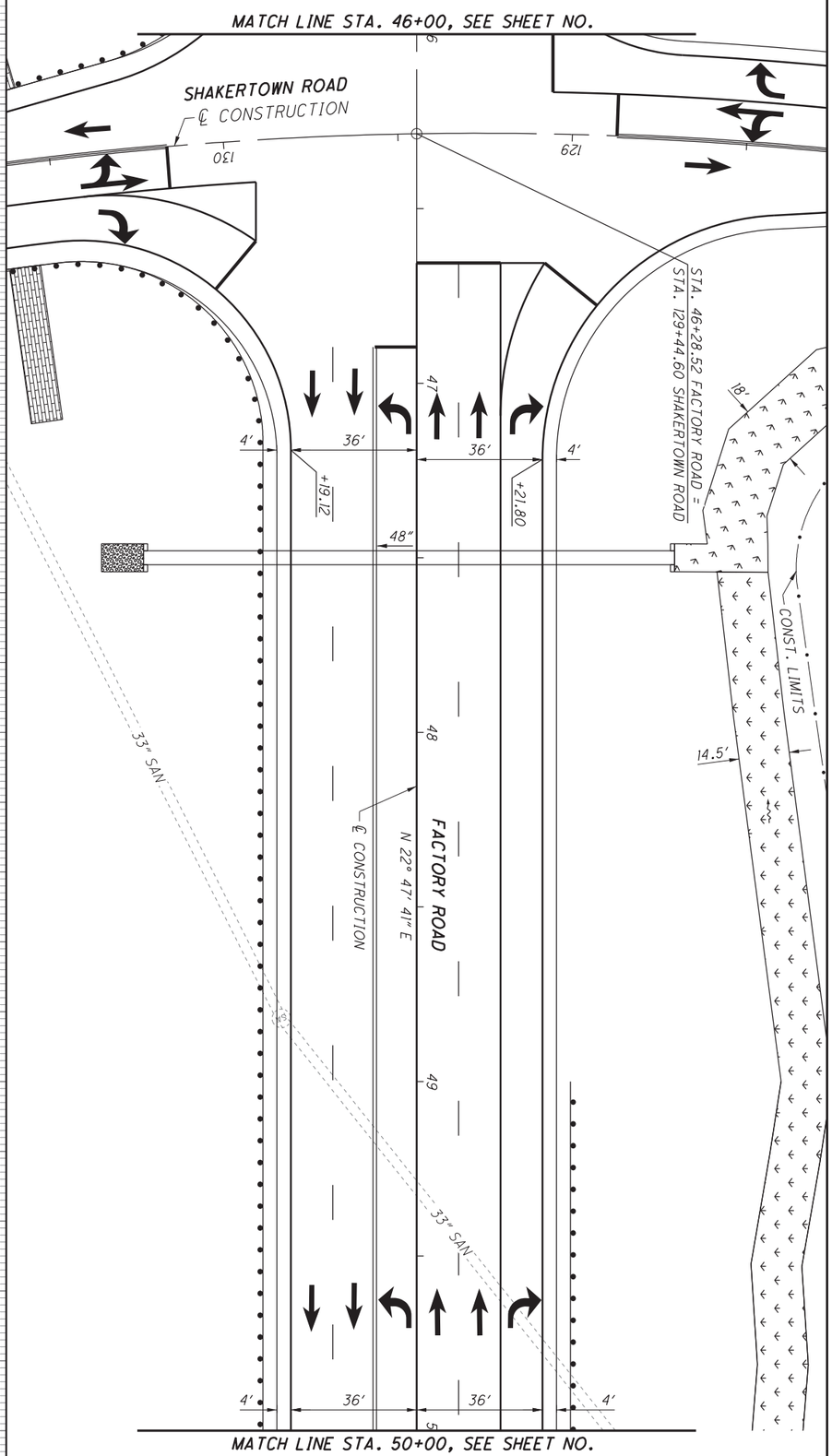
PLAN AND PROFILE - FACTORY ROAD
STA. 42+00 TO STA. 46+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP405.dgn 9/25/2014 8:56:29 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

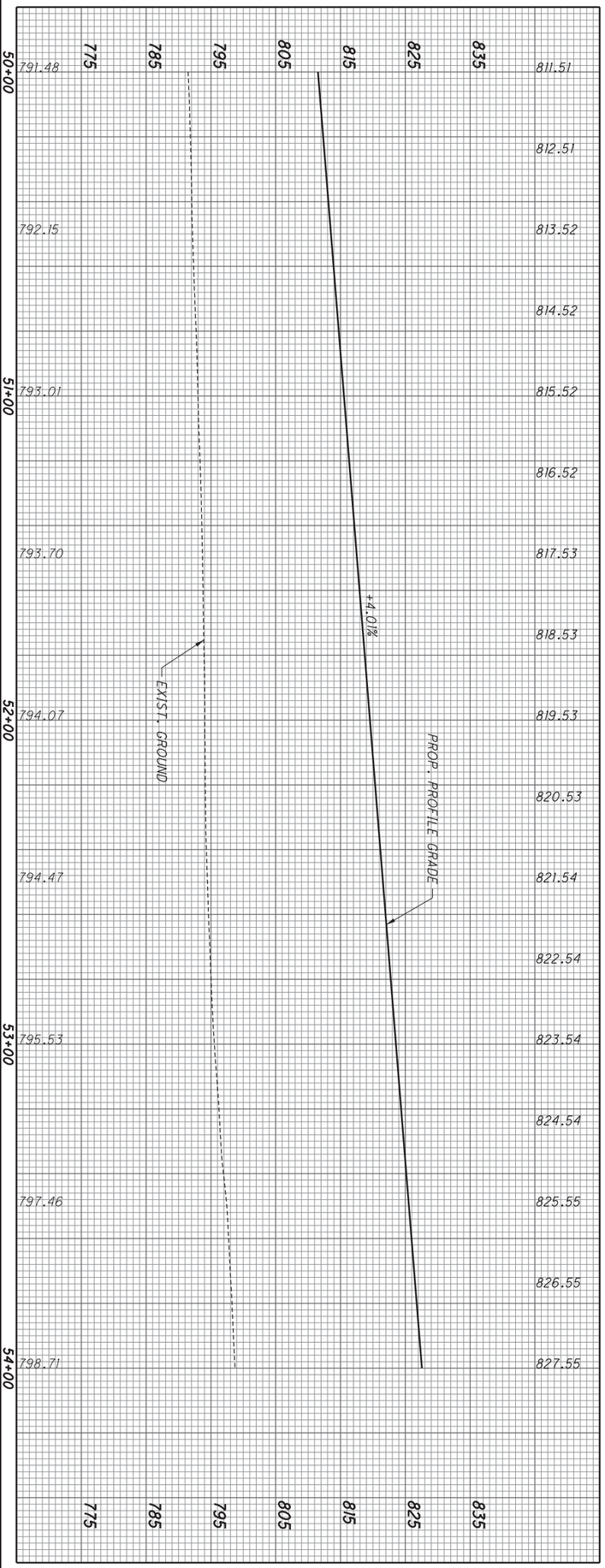
436
876

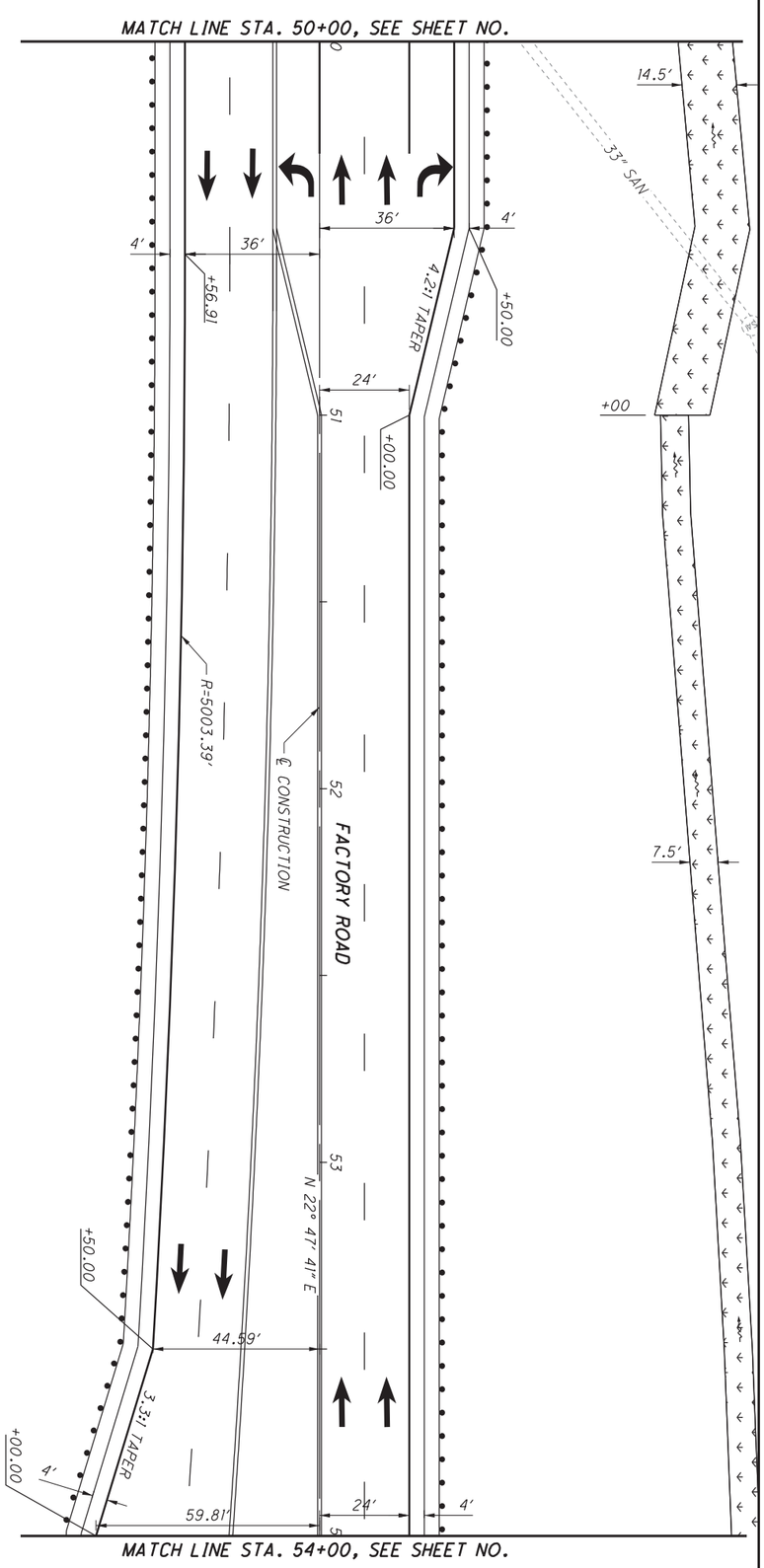
GRE-35-4.26

PLAN AND PROFILE - FACTORY ROAD
STA. 46+00 TO STA. 50+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

GRE-35-4.26

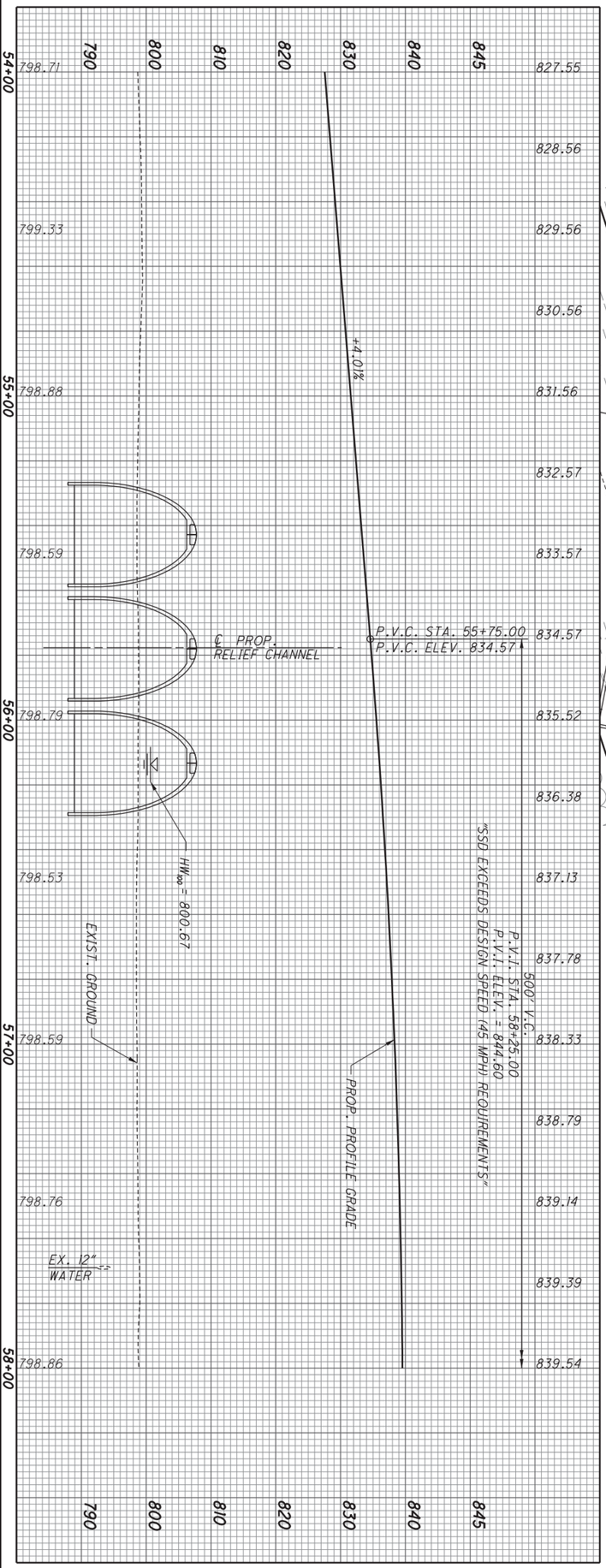
PLAN AND PROFILE - FACTORY ROAD
STA. 50+00 TO STA. 54+00

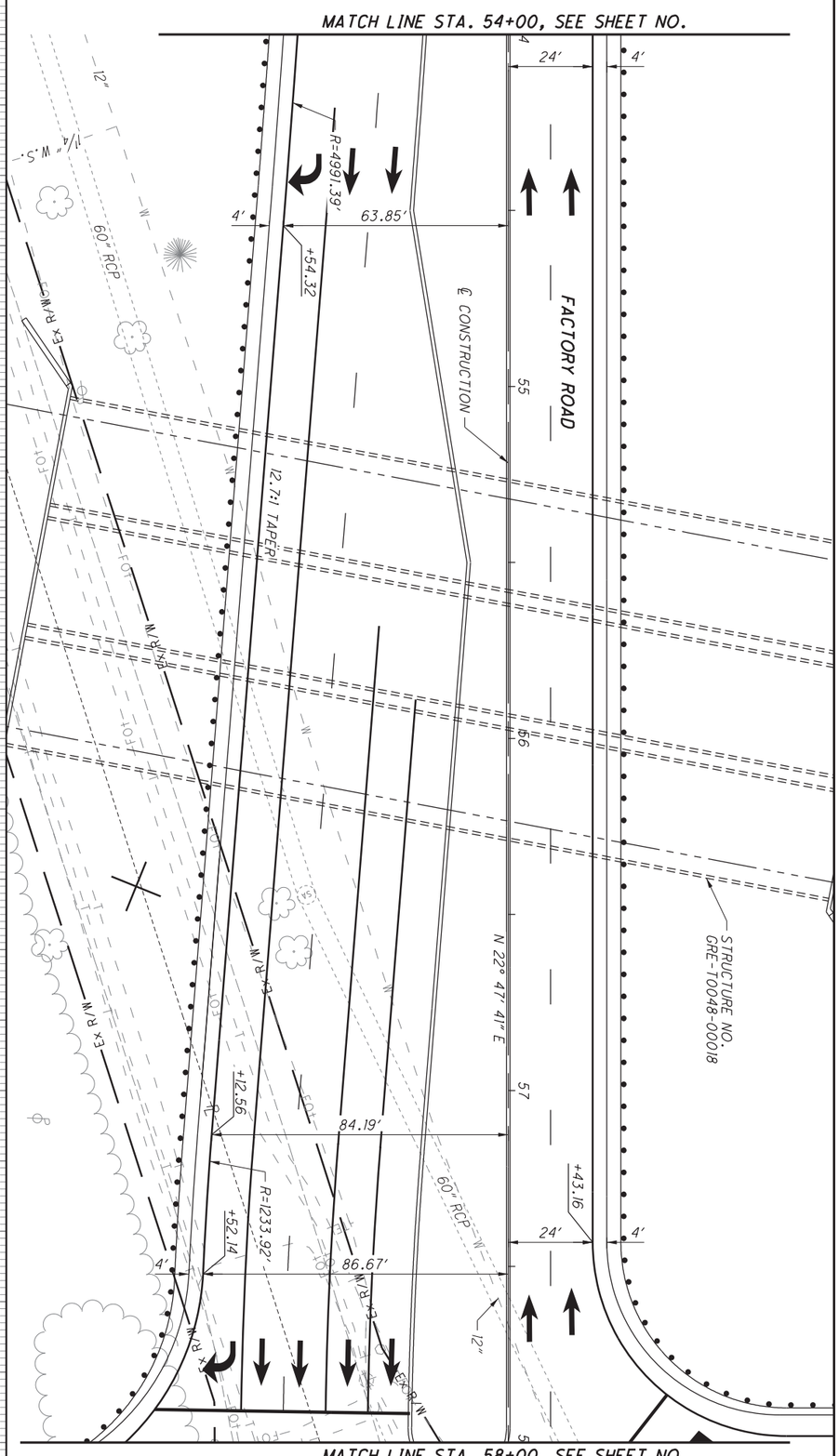
CALCULATED

CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP407.dgn 9/25/2014 8:56:59 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 438

GRE-35-4.26

PLAN AND PROFILE - FACTORY ROAD
STA. 54+00 TO STA. 58+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP408.dgn 9/25/2014 8:57:16 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

439
876

GRE-35-4.26

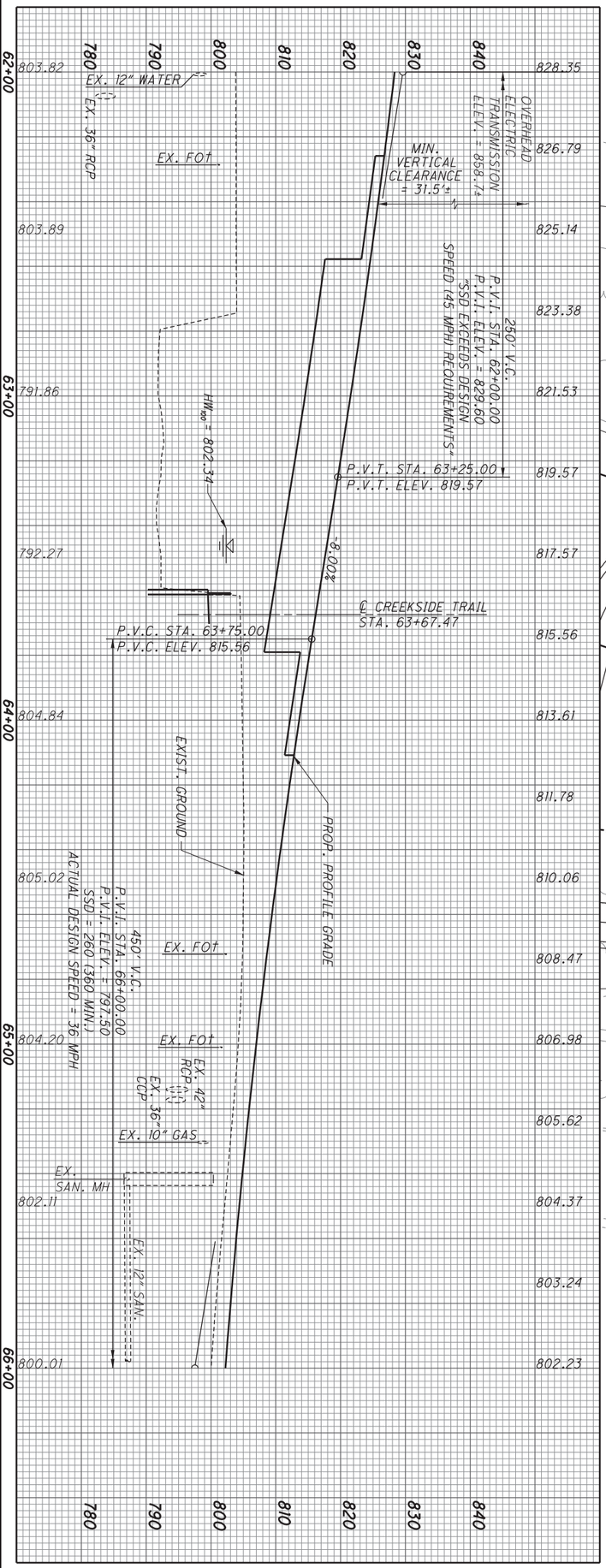
PLAN AND PROFILE - FACTORY ROAD
STA. 58+00 TO STA. 62+00

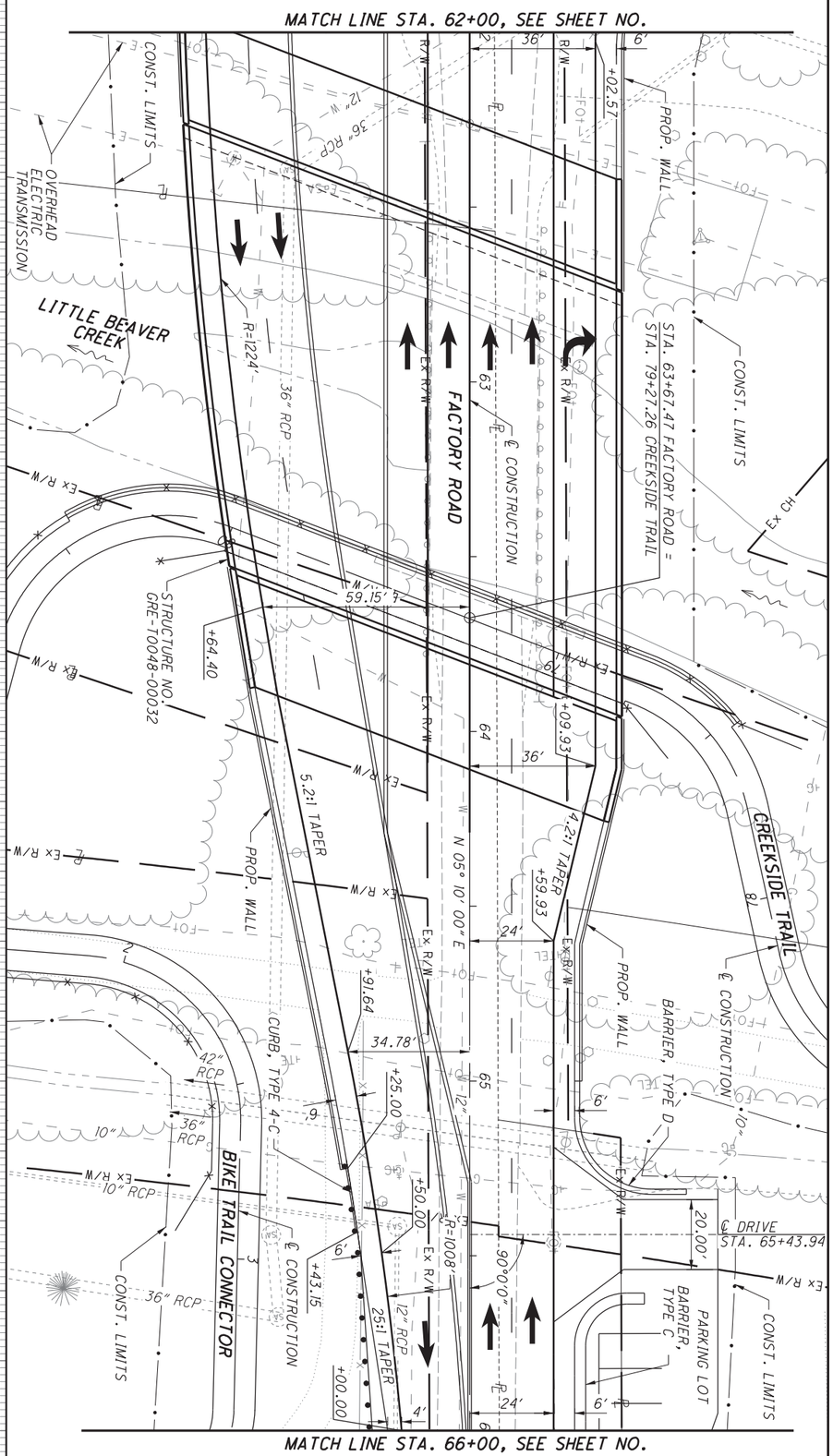
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468GP409.dgn 9/25/2014 8:57:35 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

440
876

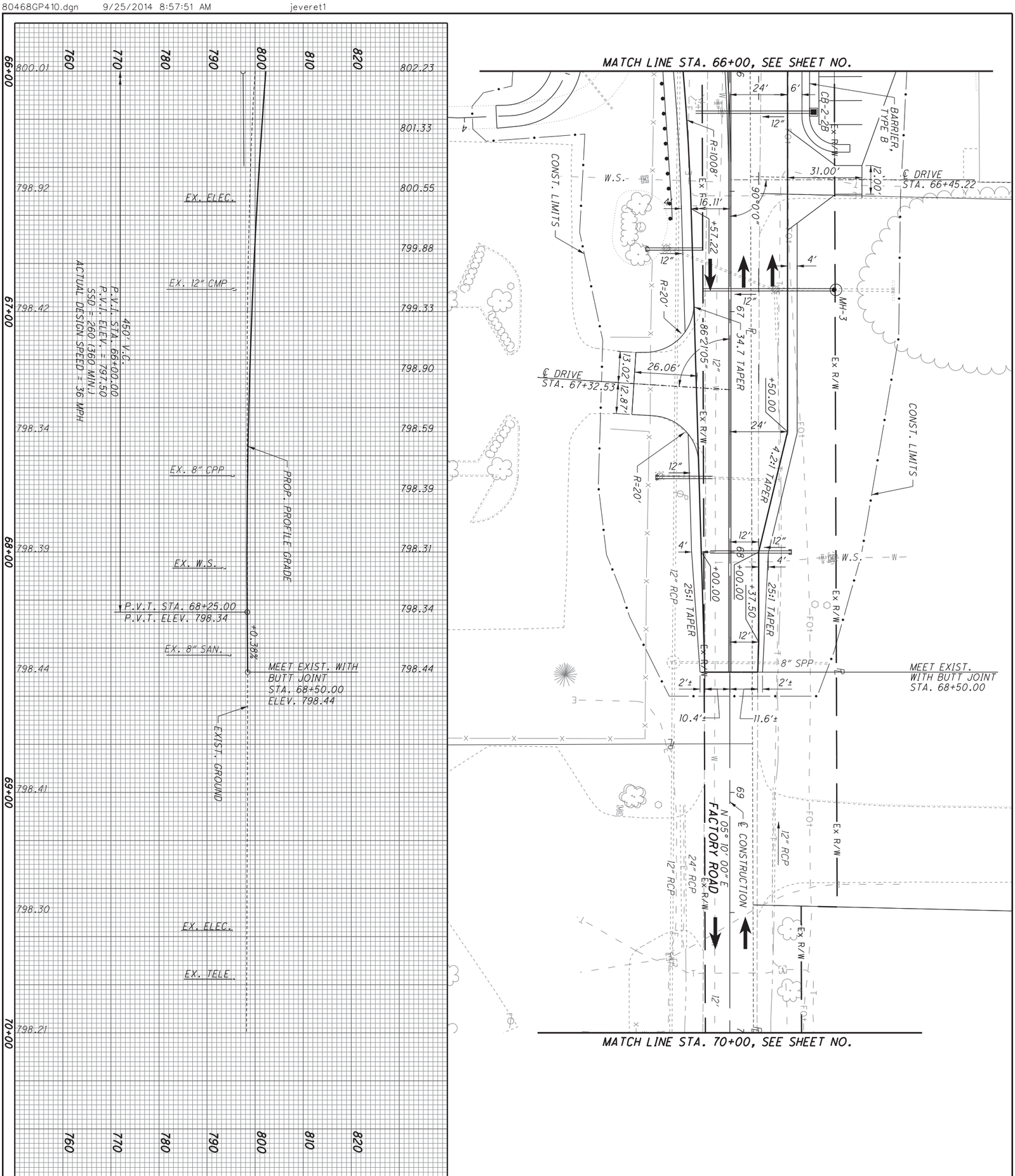
GRE-35-4.26

PLAN AND PROFILE - FACTORY ROAD
STA. 62+00 TO STA. 66+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP410.dgn 9/25/2014 8:57:51 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

441
876

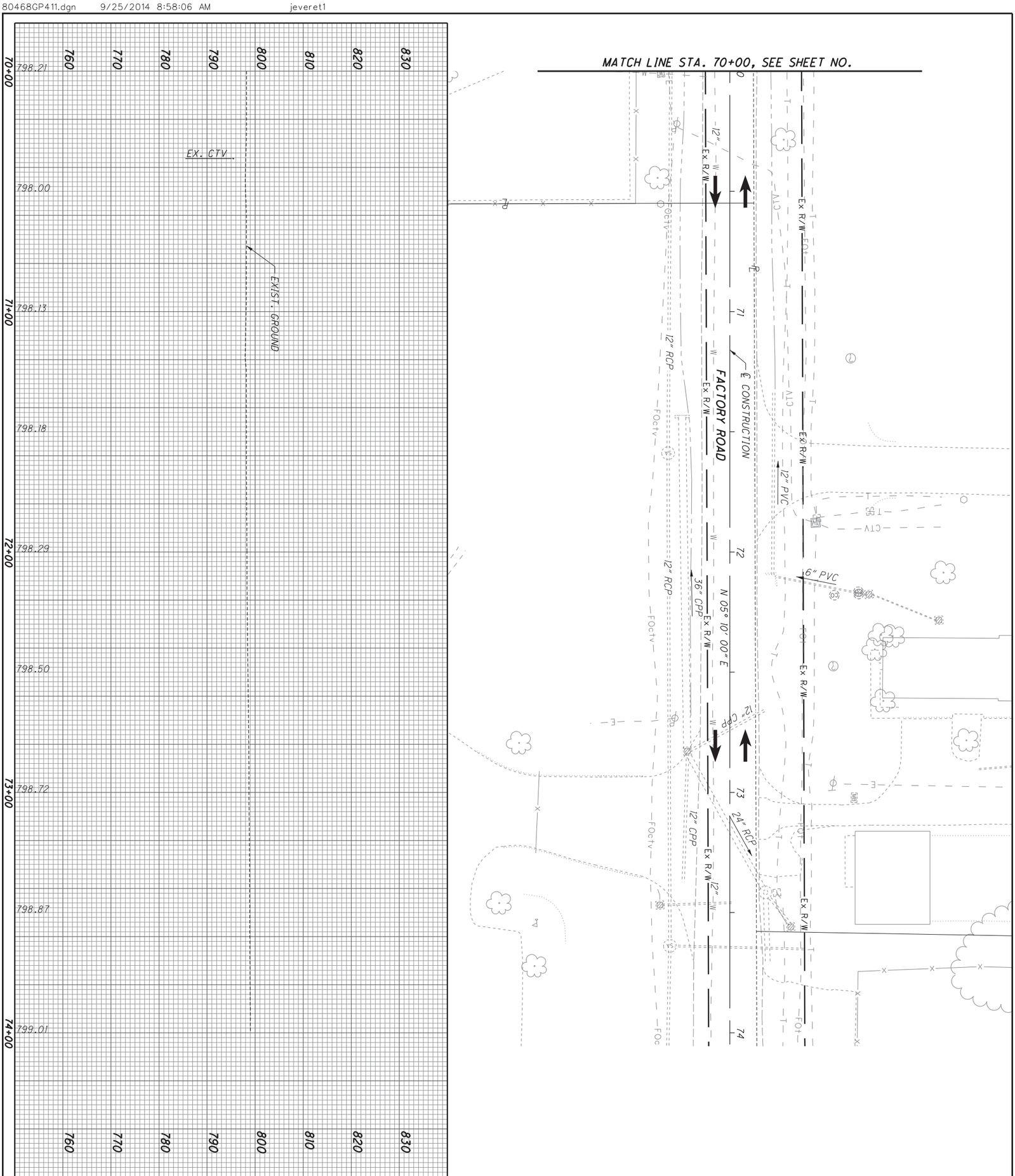
GRE-35-4.26

PLAN AND PROFILE - FACTORY ROAD
STA. 66+00 TO STA. 70+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP411.dgn 9/25/2014 8:58:06 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 442

GRE-35-4.26

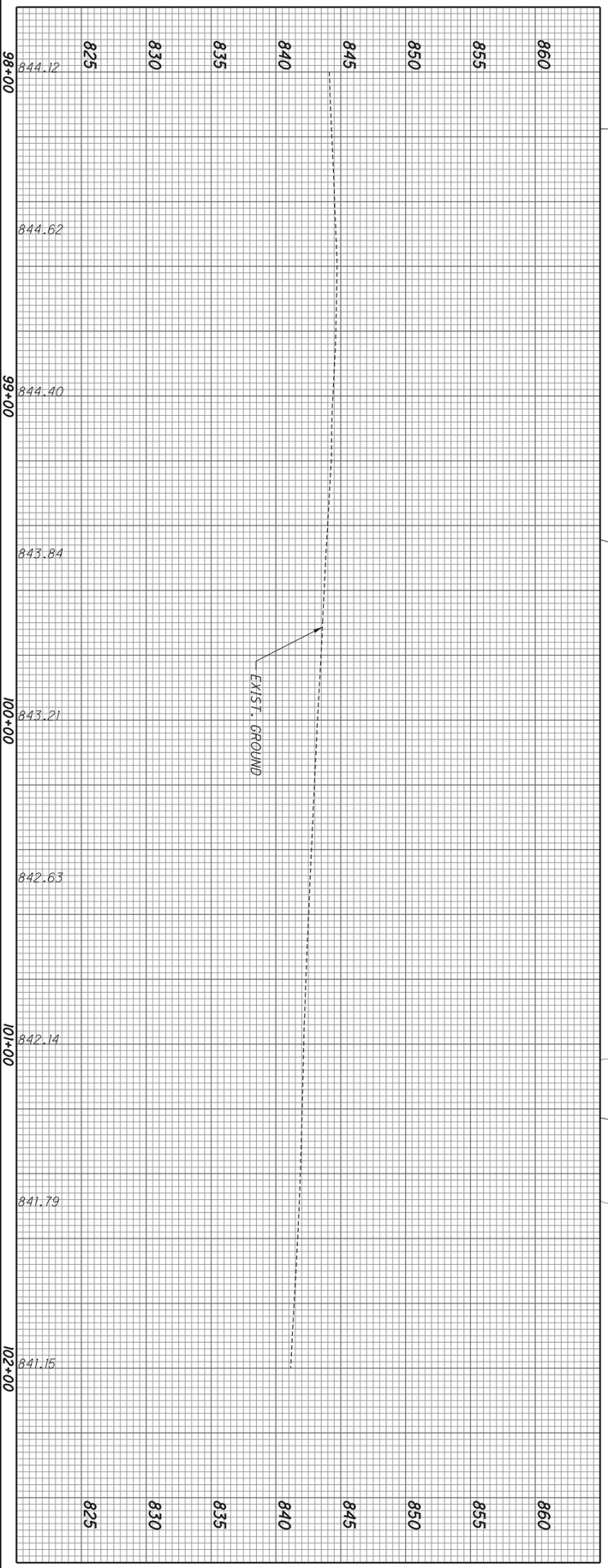
PLAN AND PROFILE - FACTORY ROAD
STA. 70+00 TO STA. 74+00

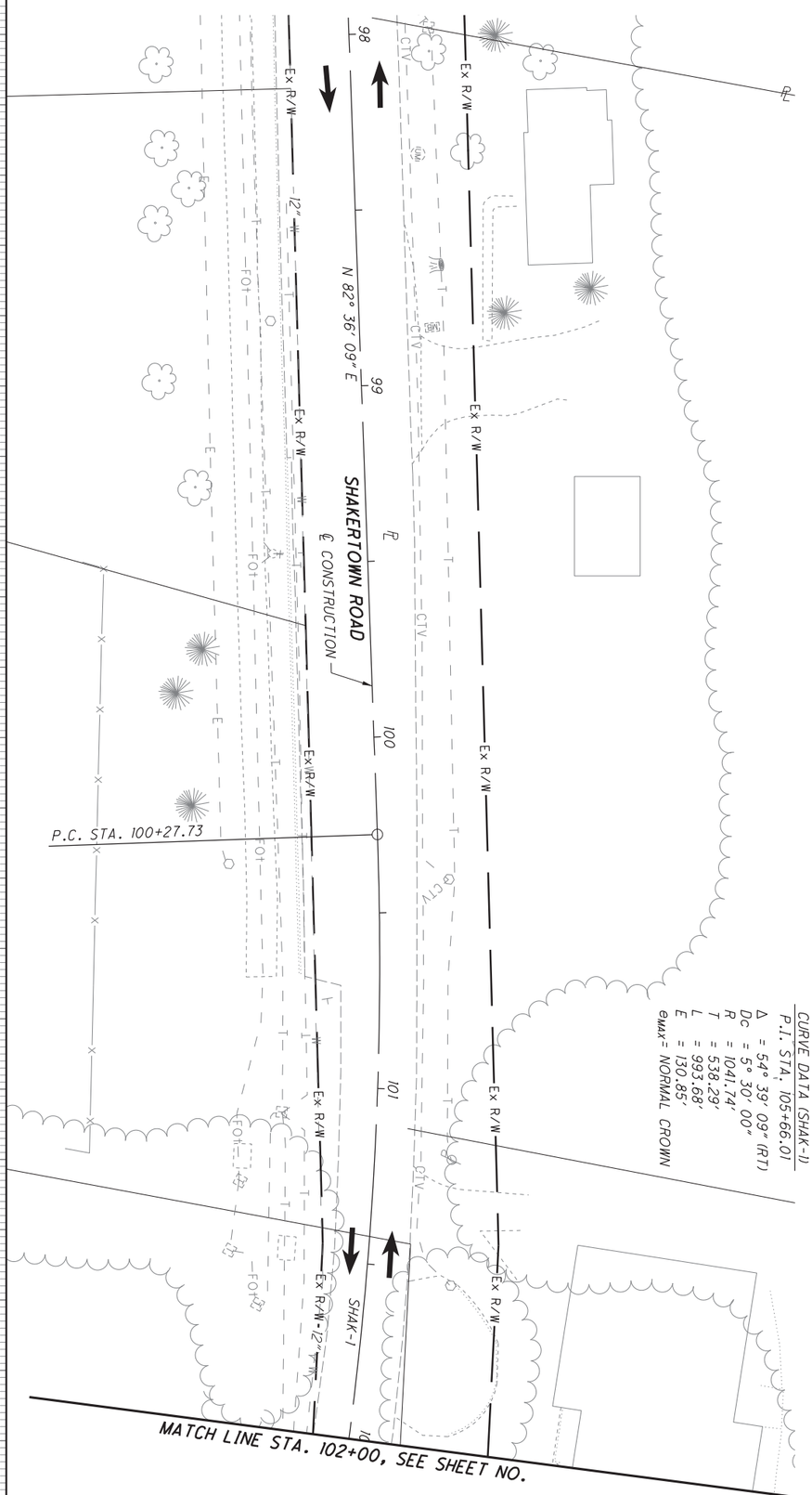
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468GP701.dgn 9/25/2014 8:58:22 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

443
876

GRE-35-4.26

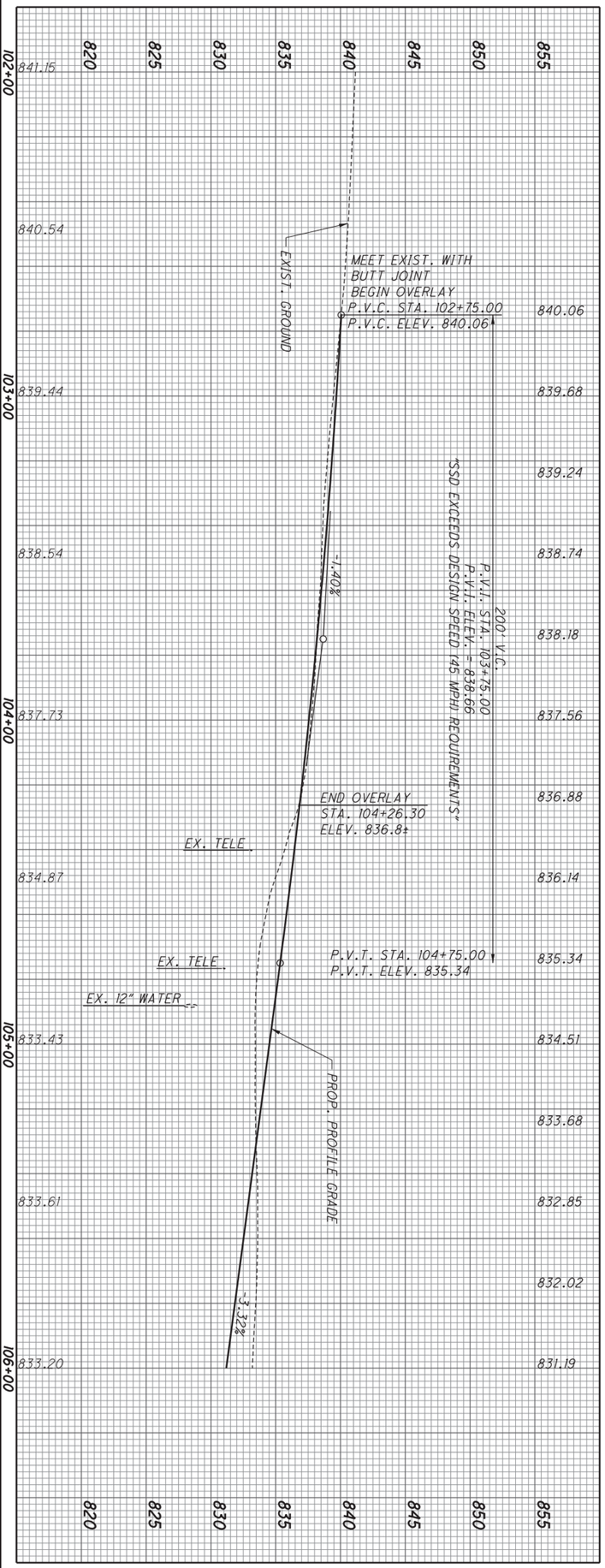
PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 98+00 TO STA. 102+00

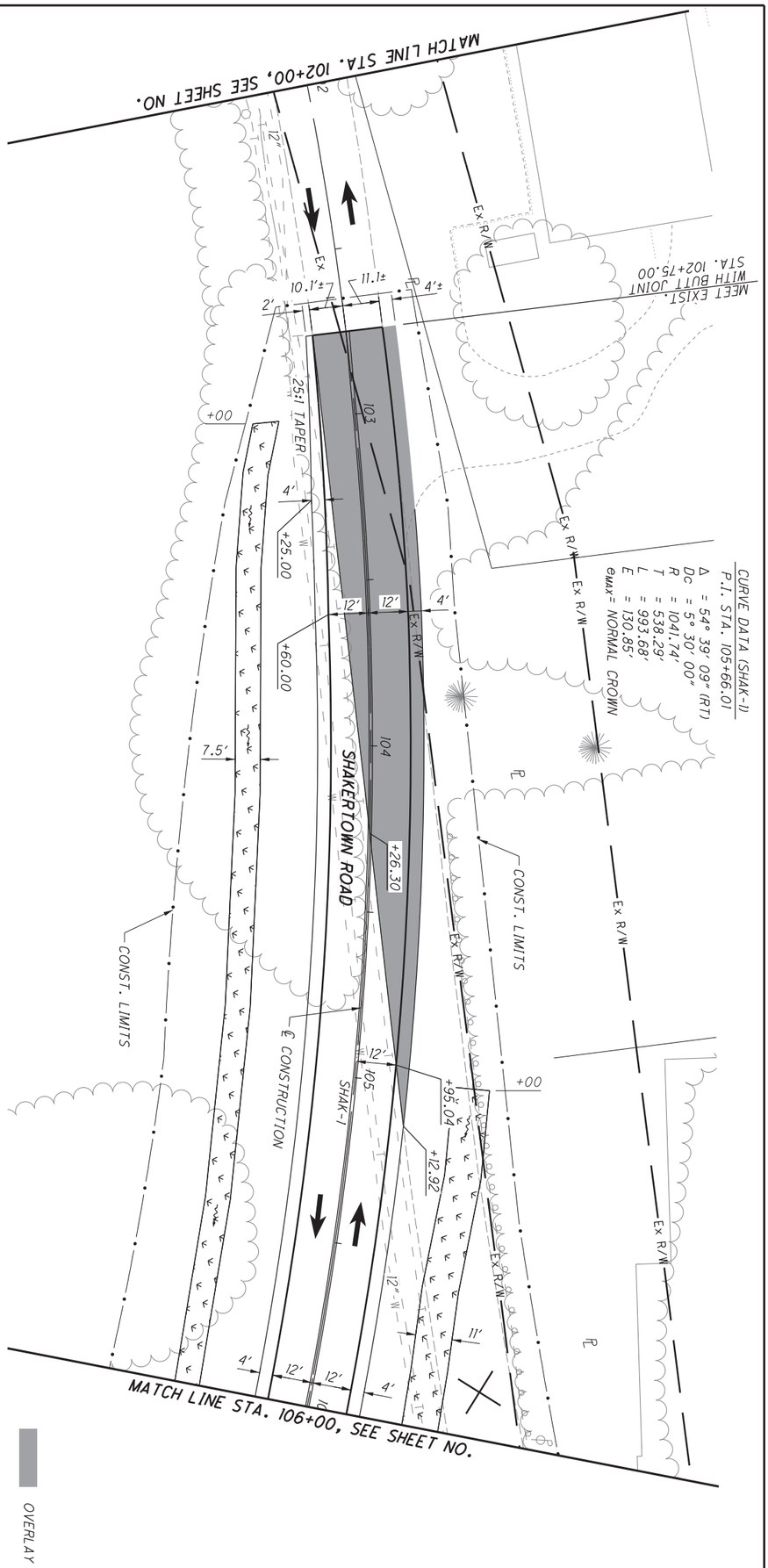
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468GP702.dgn 9/25/2014 8:58:41 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

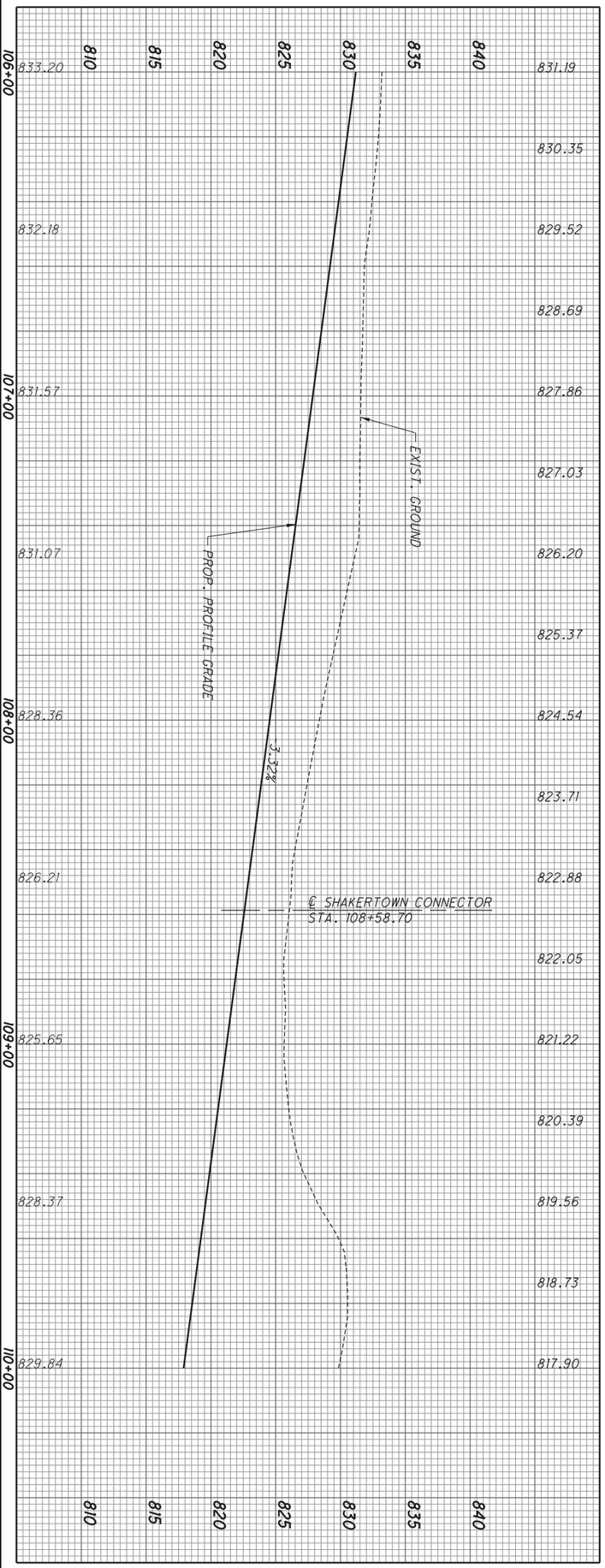
876 444

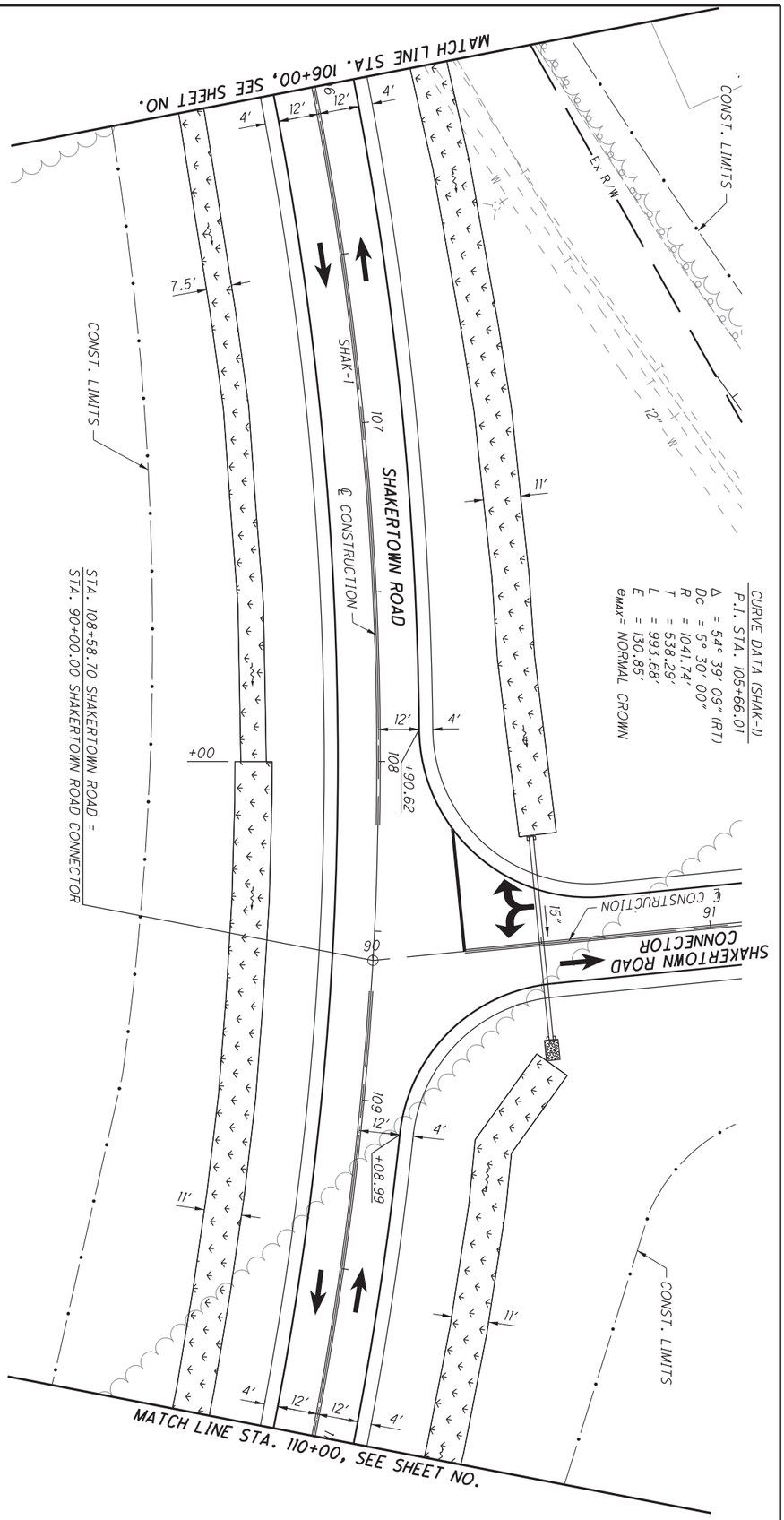
GRE-35-4.26

PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 102+00 TO STA. 106+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

445
876

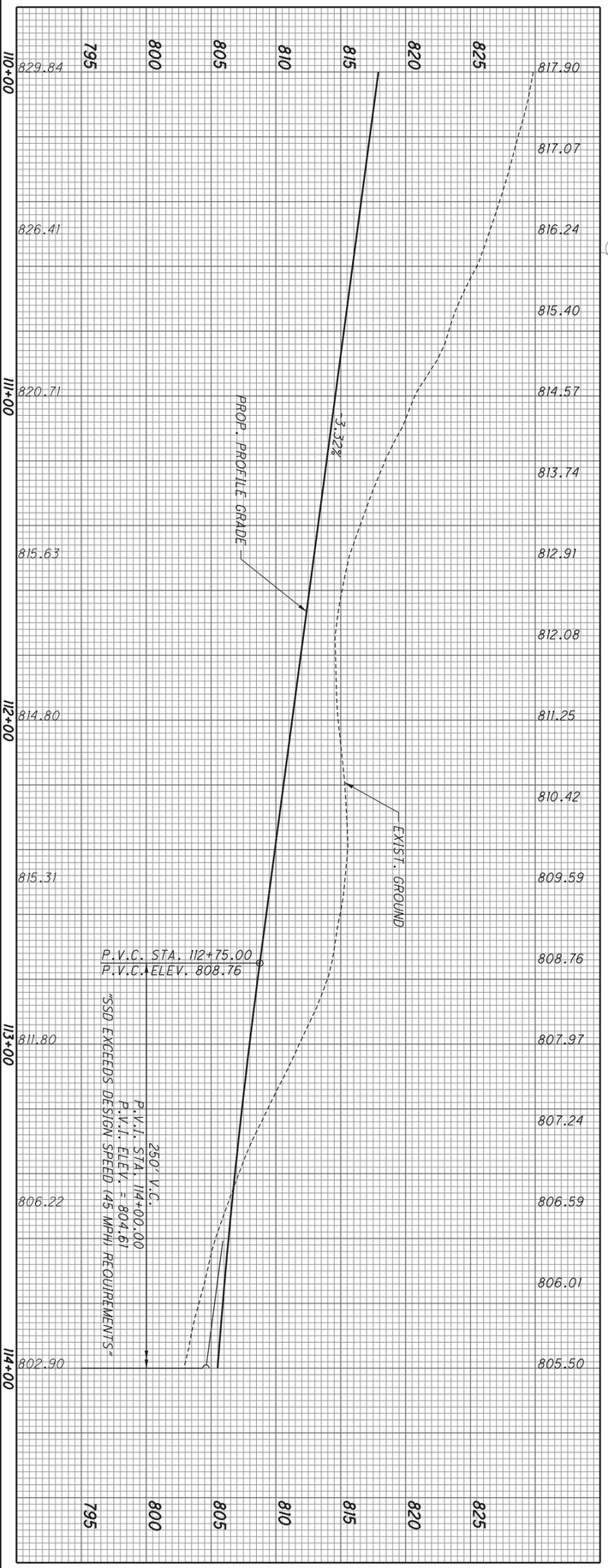
GRE-35-4.26

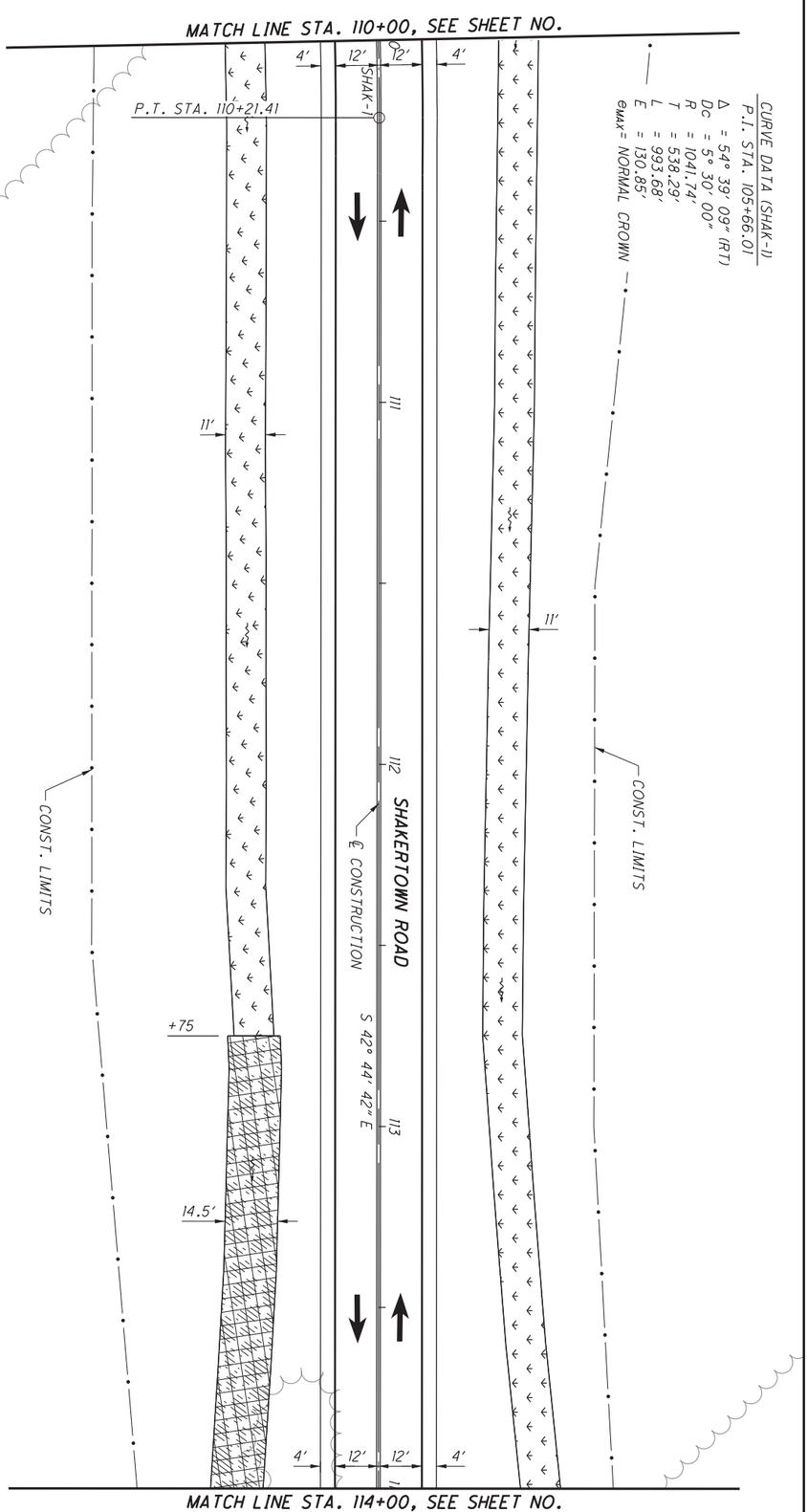
PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 106+00 TO STA. 110+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP704.dgn 9/25/2014 8:59:16 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

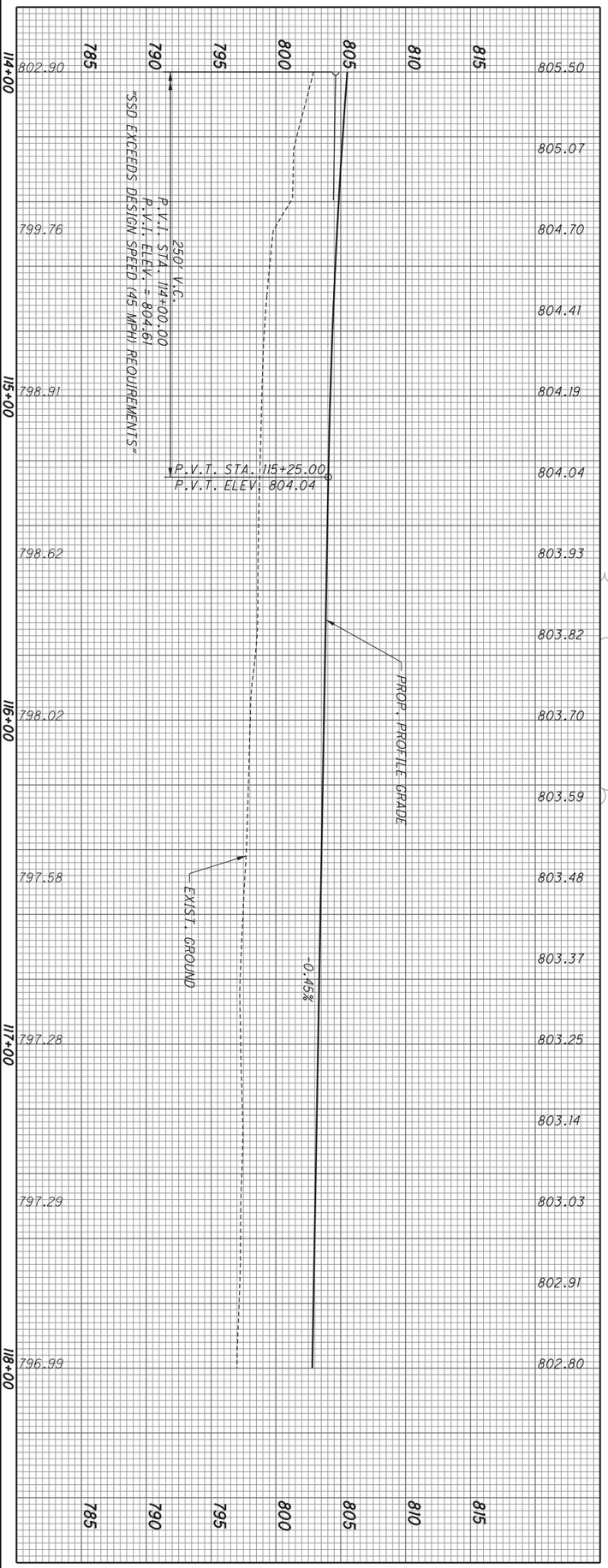
876 446

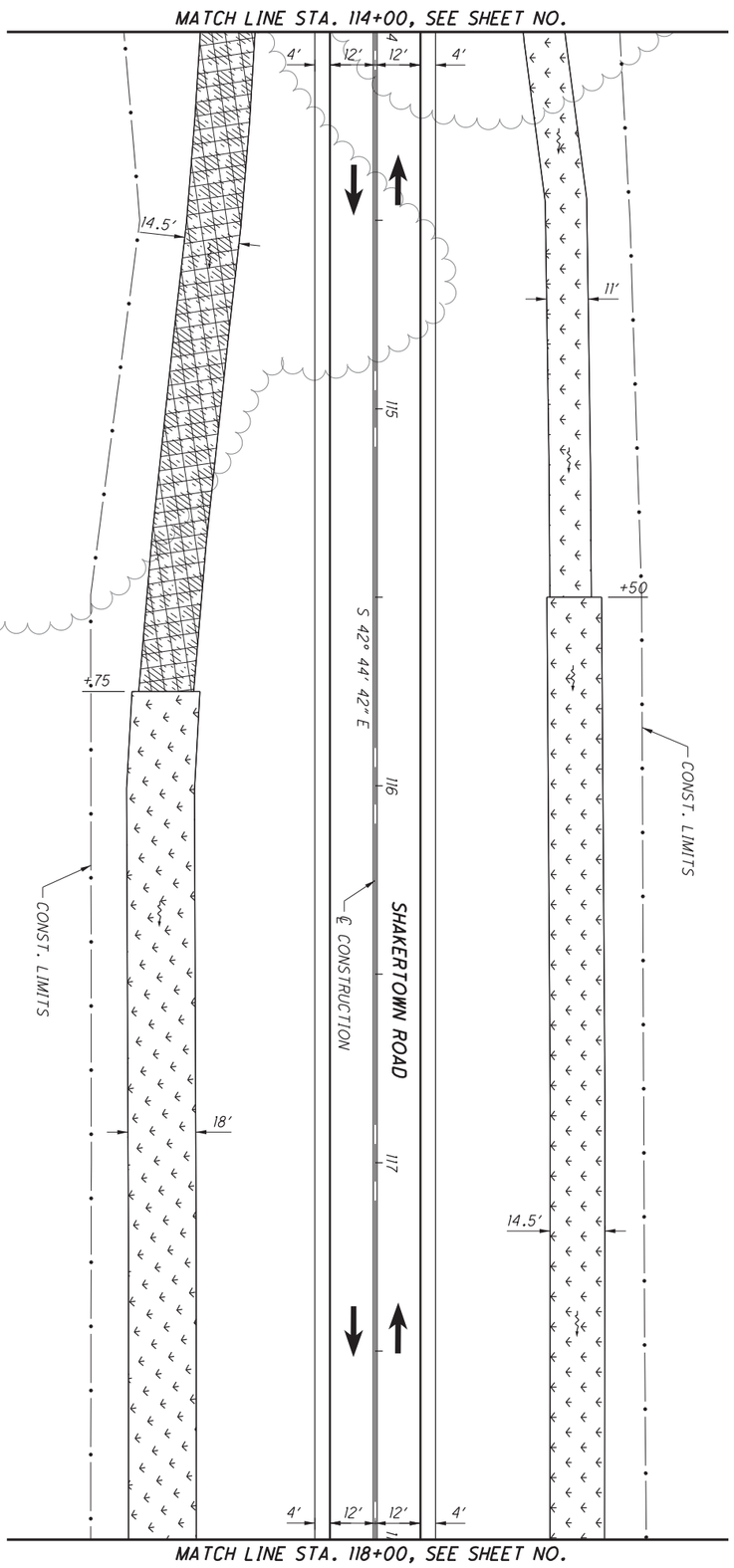
GRE-35-4.26

PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 110+00 TO STA. 114+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 447

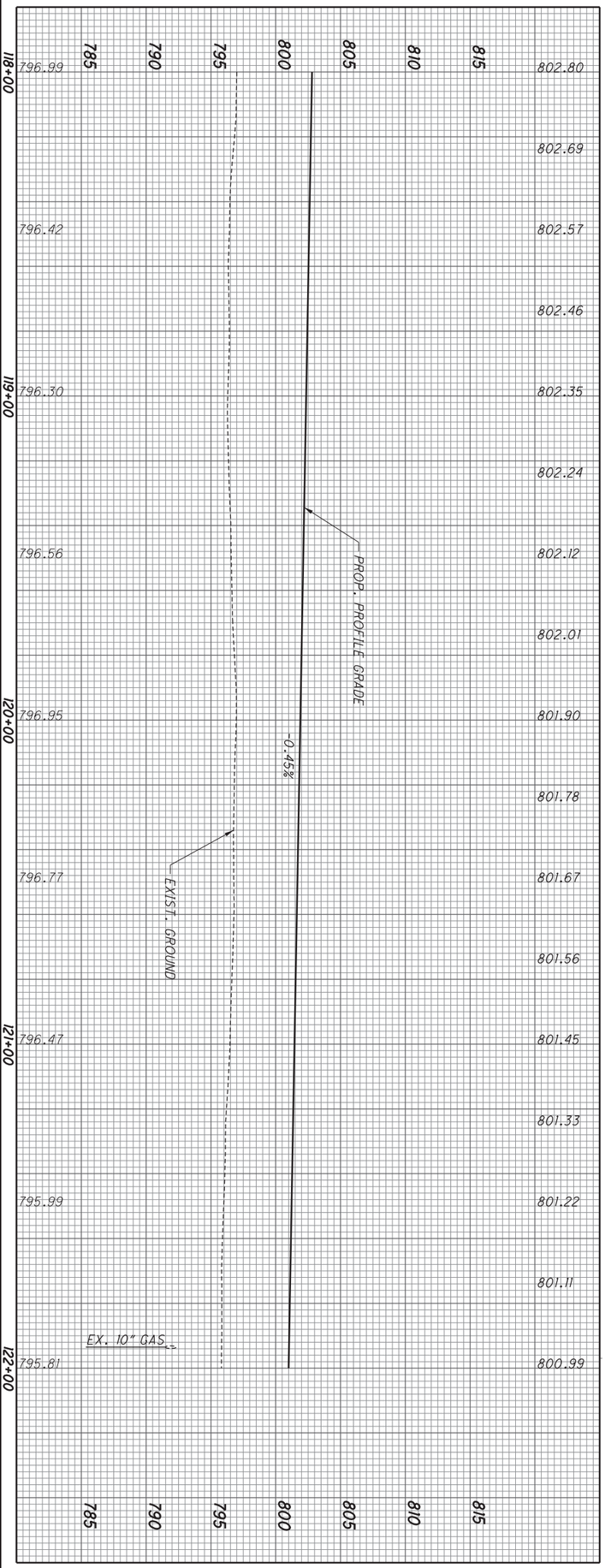
GRE-35-4.26

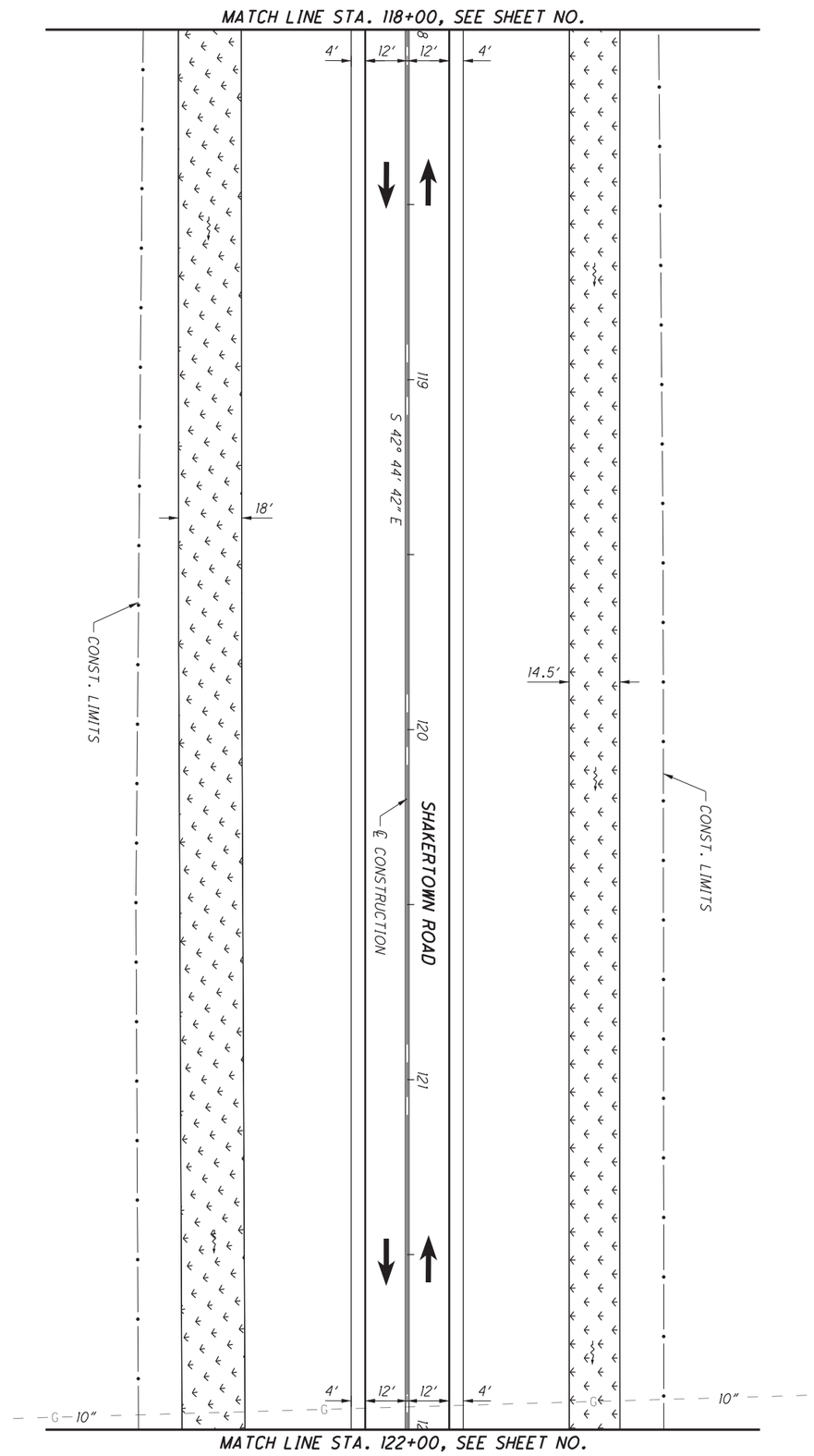
PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 114+00 TO STA. 118+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

80468GP706.dgn 9/25/2014 8:59:48 AM jeveret1





REF NO.	STATION		SIDE												
	FROM	TO													
TOTALS CARRIED TO GENERAL SUMMARY															

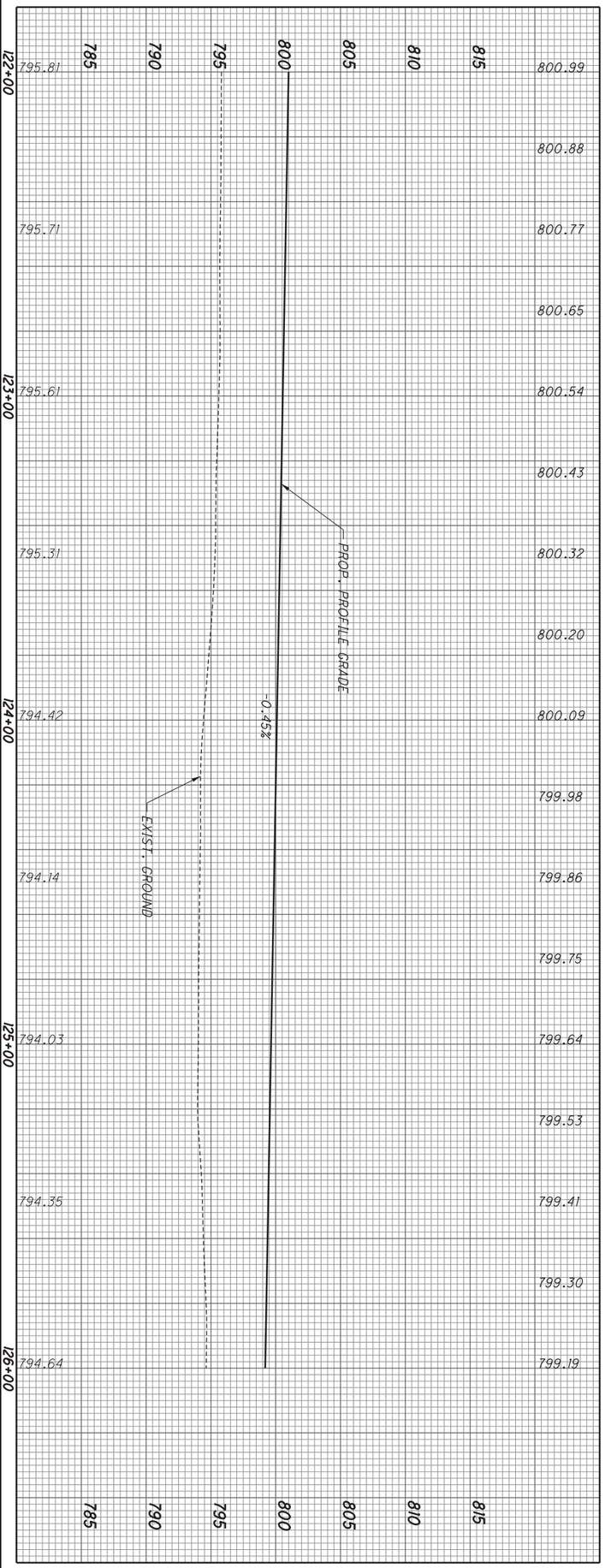
448
876

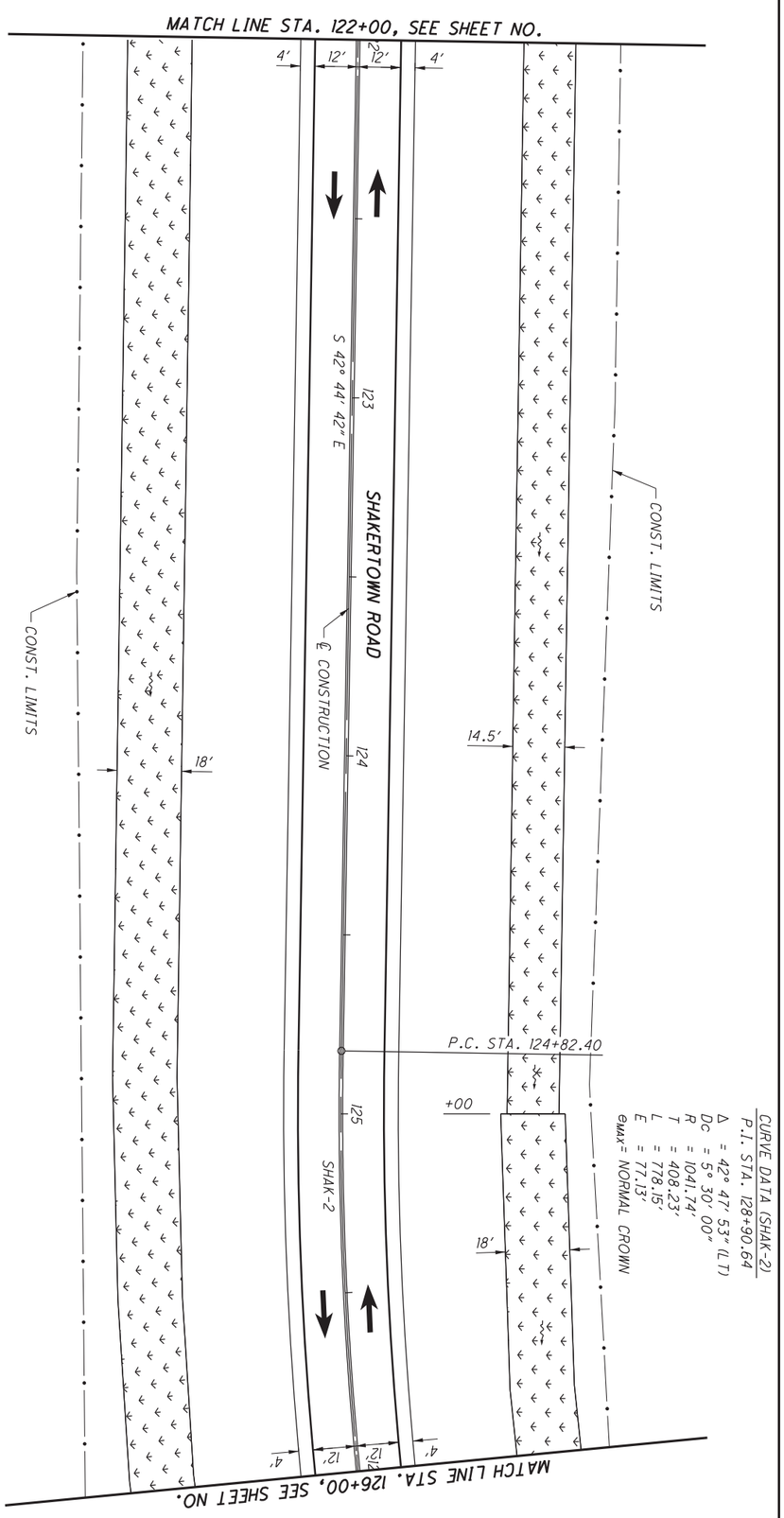
GRE-35-4.26

PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 118+00 TO STA. 122+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 449

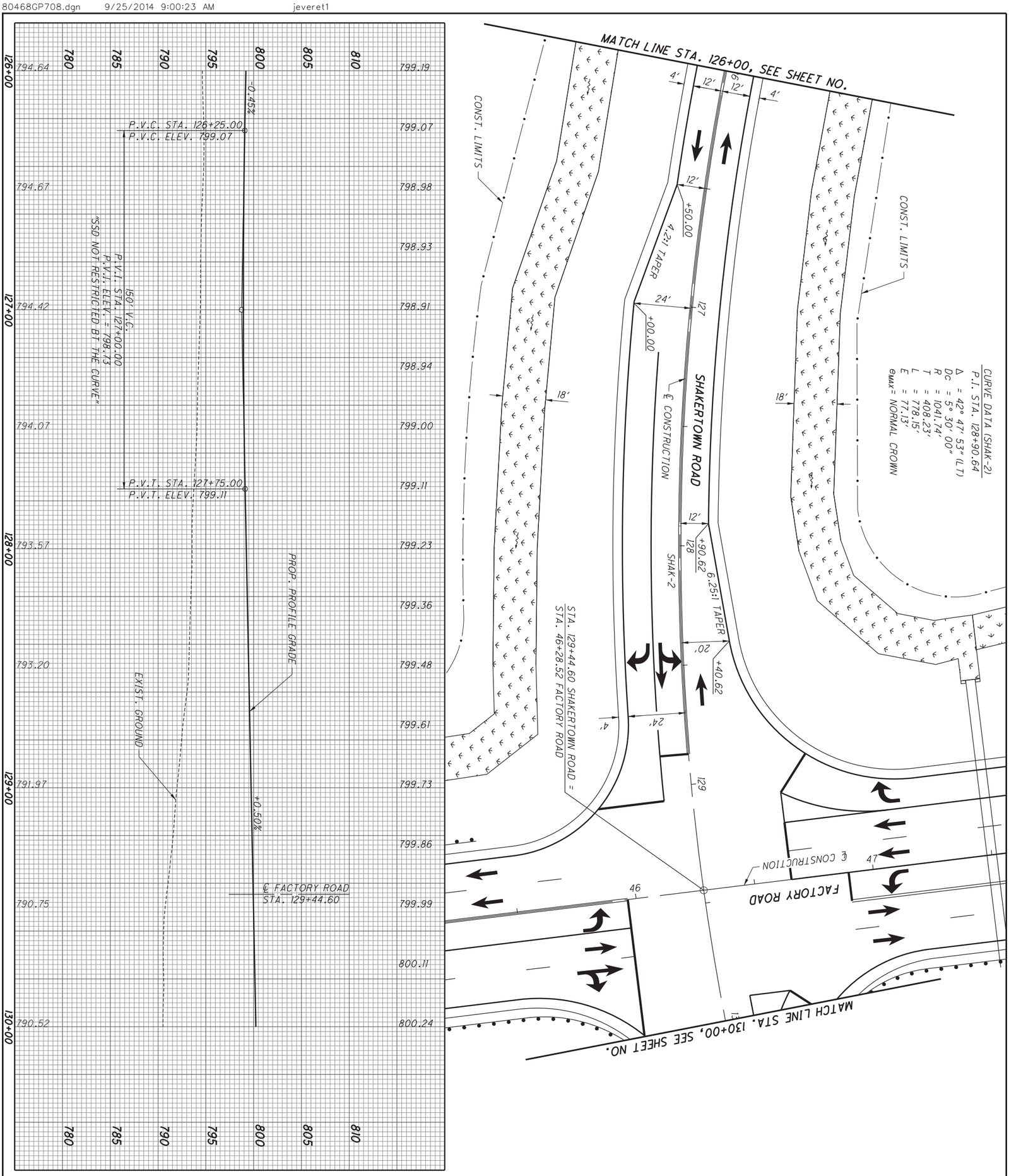
GRE-35-4.26

PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 122+00 TO STA. 126+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP708.dgn 9/25/2014 9:00:23 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

450/876

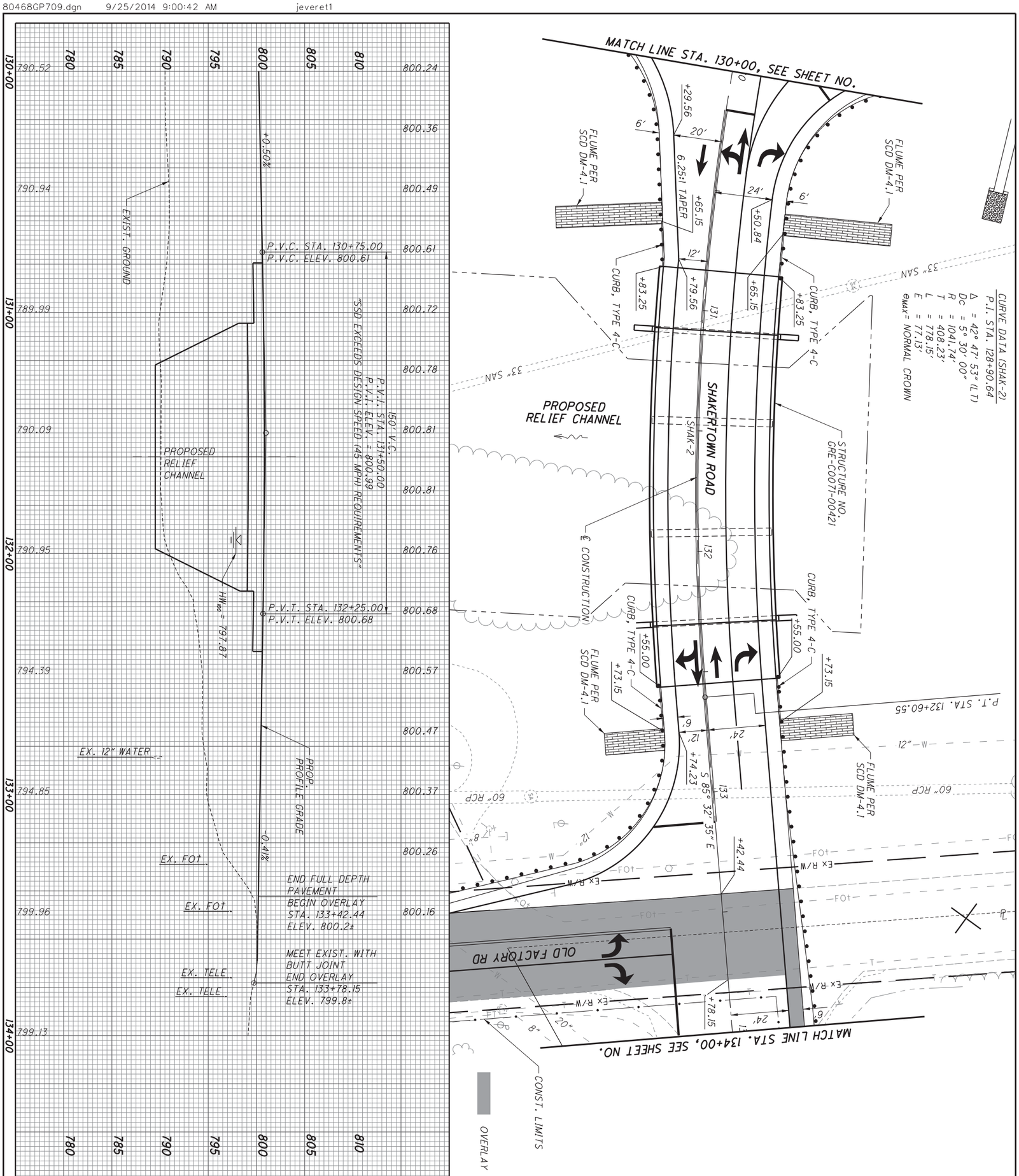
GRE-35-4.26

PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 126+00 TO STA. 130+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP709.dgn 9/25/2014 9:00:42 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

451
876

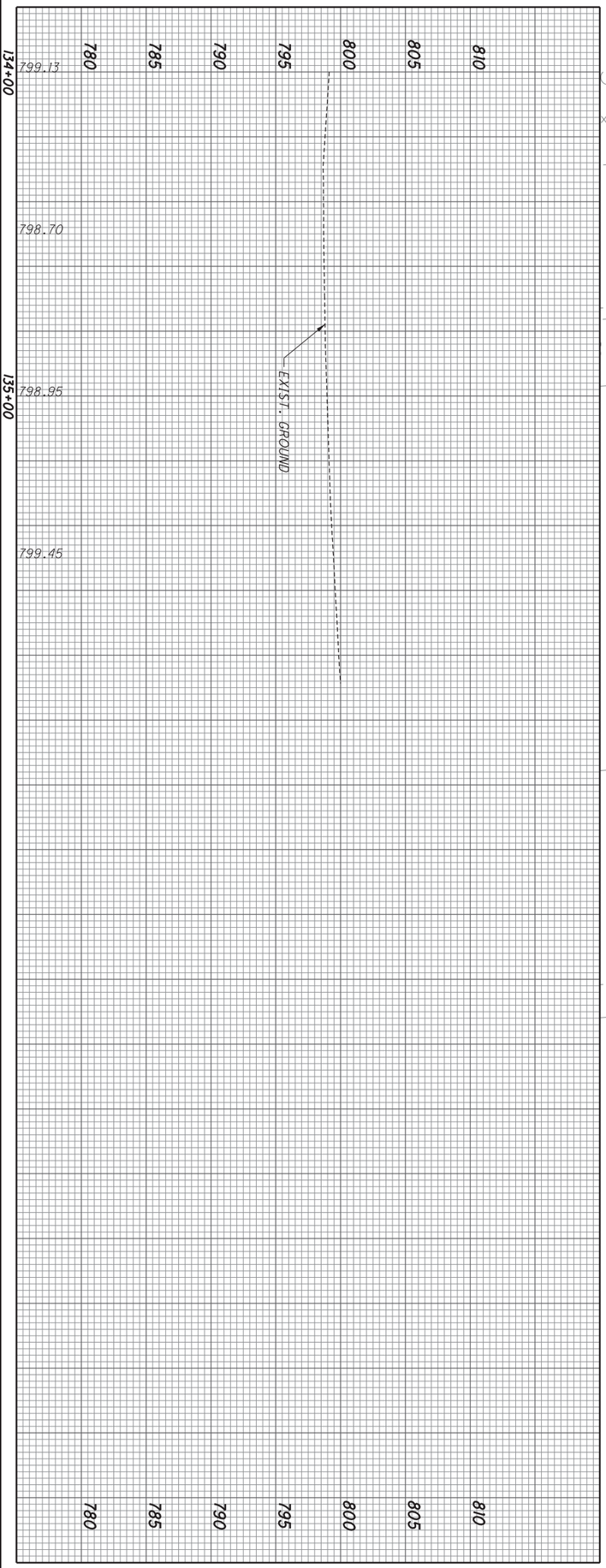
GRE-35-4.26

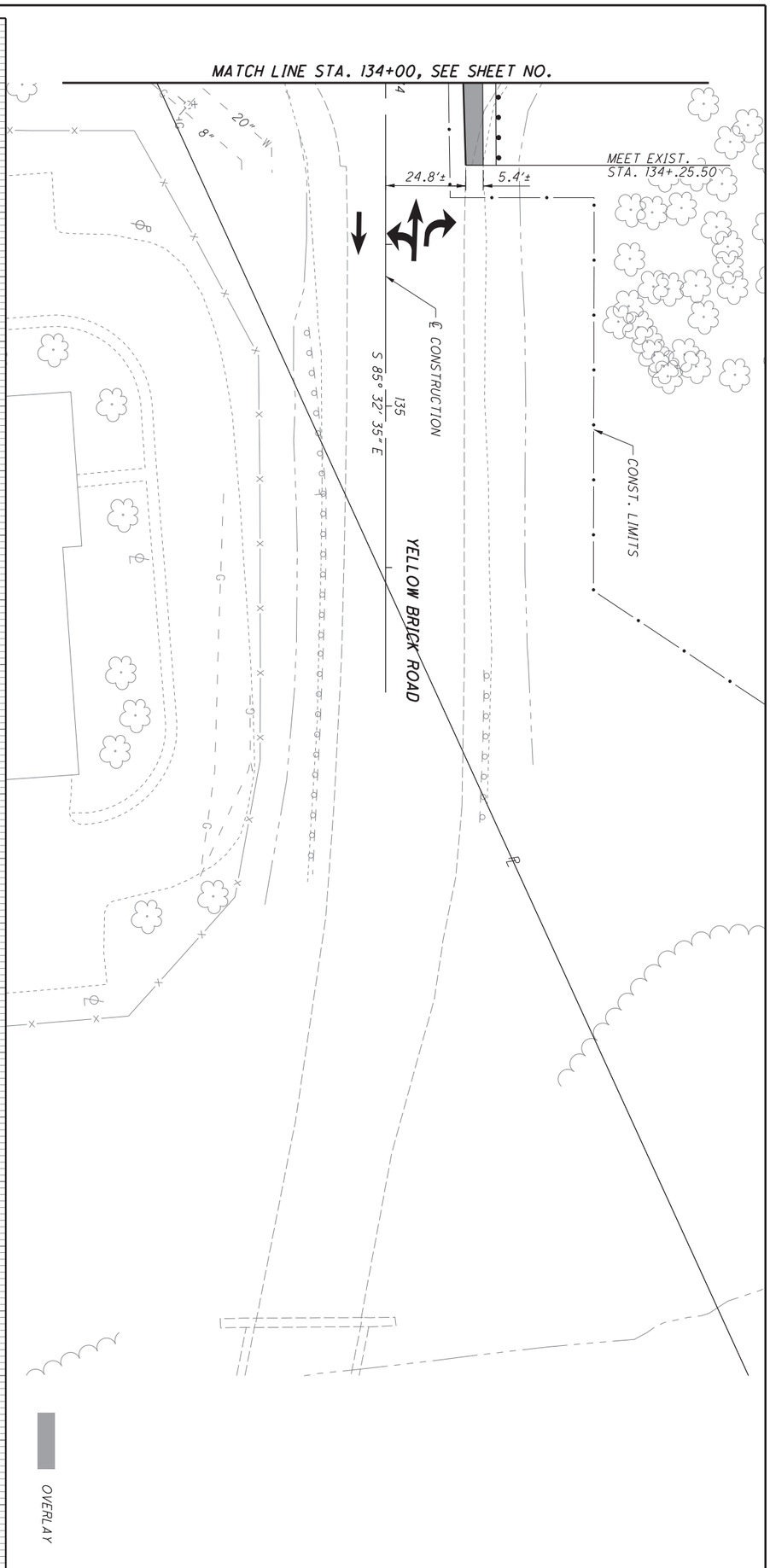
PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 130+00 TO STA. 134+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP710.dgn 9/25/2014 9:01:01 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

452
876

GRE-35-4.26

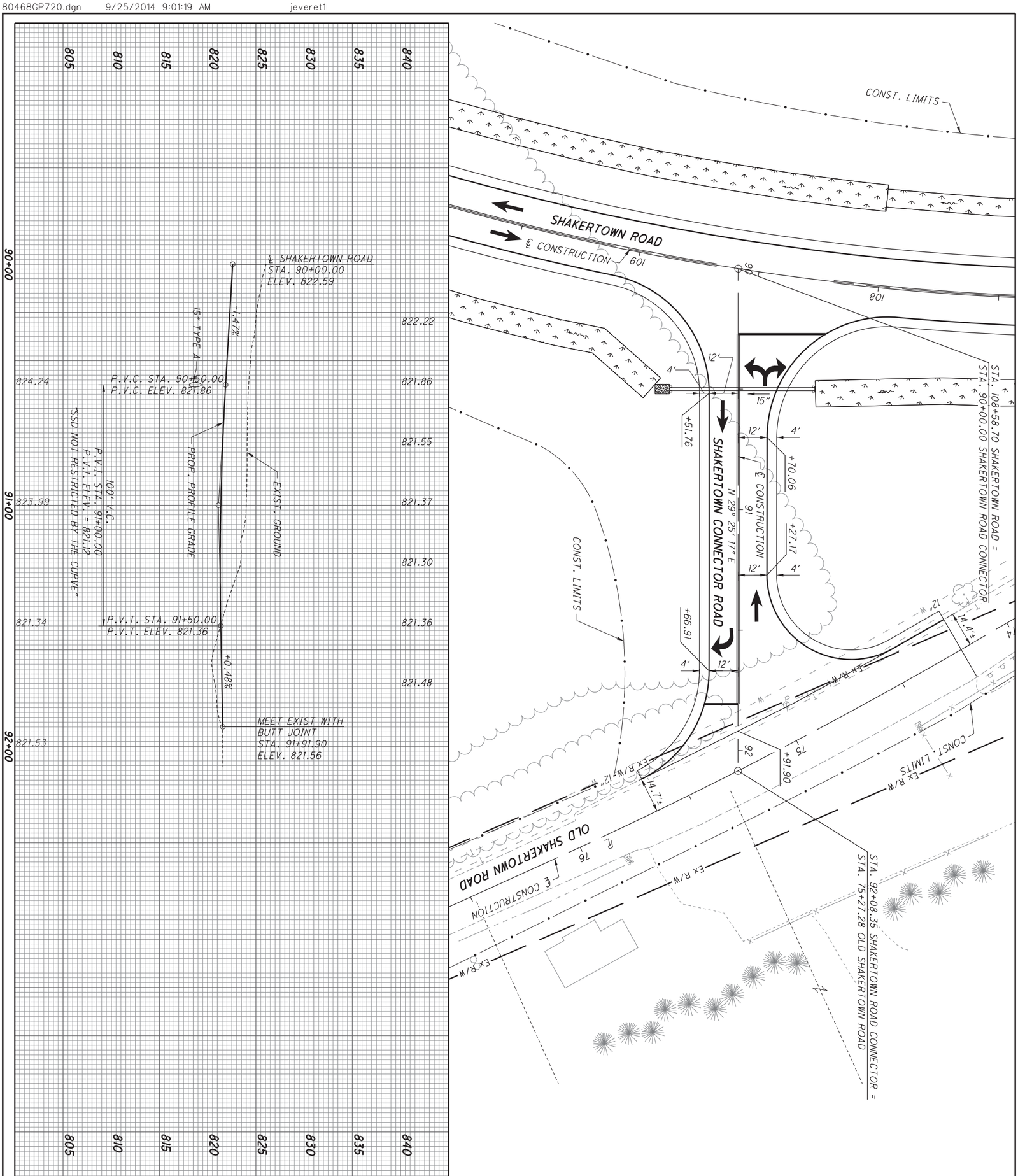
PLAN AND PROFILE - SHAKERTOWN ROAD
STA. 134+00 TO STA. 135+88.66

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468GP720.dgn 9/25/2014 9:01:19 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

453
876

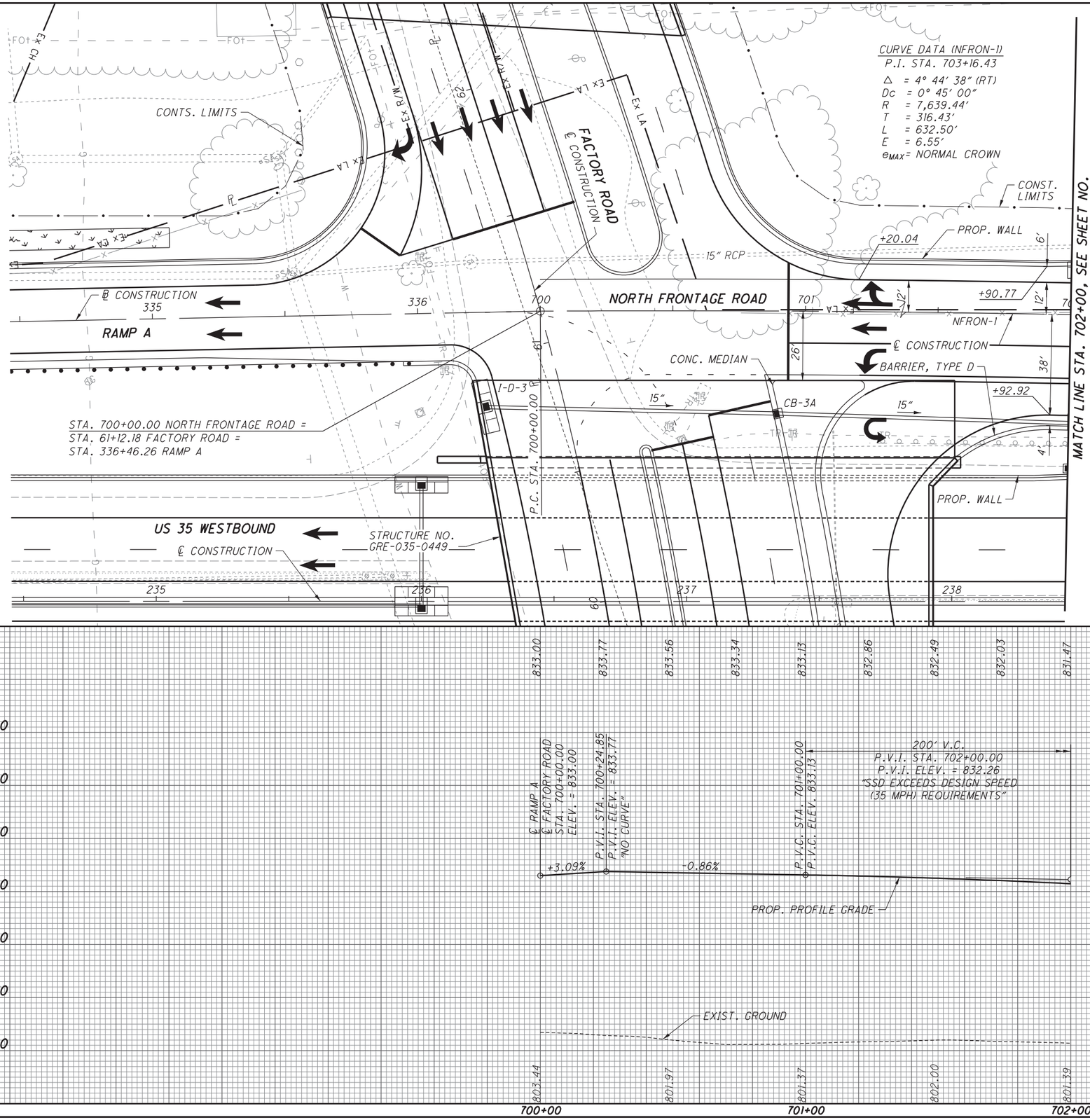
GRE-35-4.26

PLAN AND PROFILE - SHAKERTOWN CONNECTOR
STA. 90+00 TO STA. 92+08.35

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

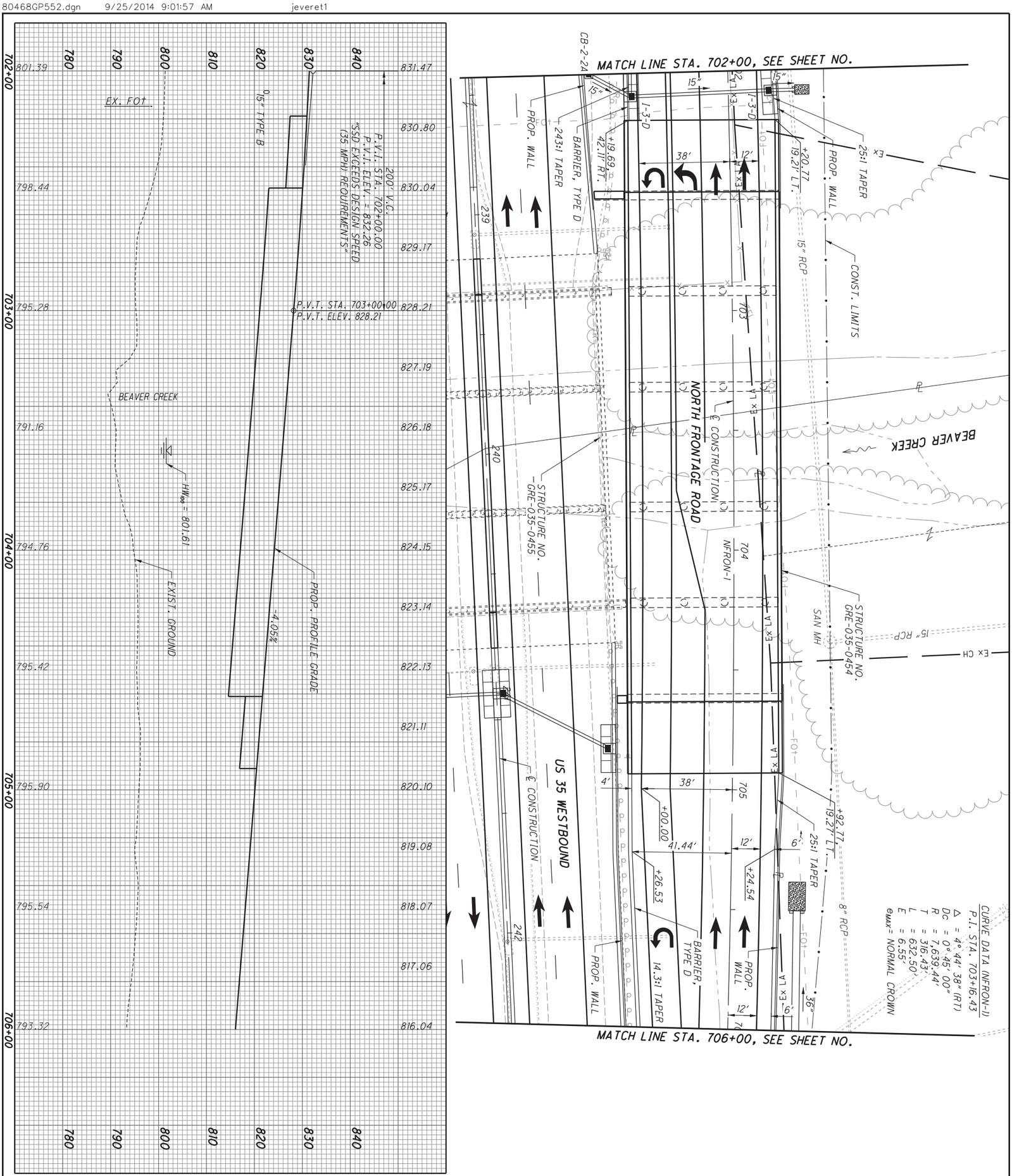
PLAN AND PROFILE - NORTH FRONTAGE ROAD STA. 700+00 TO STA. 702+00

GRE-35-4.26

454
876

80466GP551.dgn 9/25/2014 9:01:37 AM jeveret1

80468GP552.dgn 9/25/2014 9:01:57 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

455
876

GRE-35-4.26

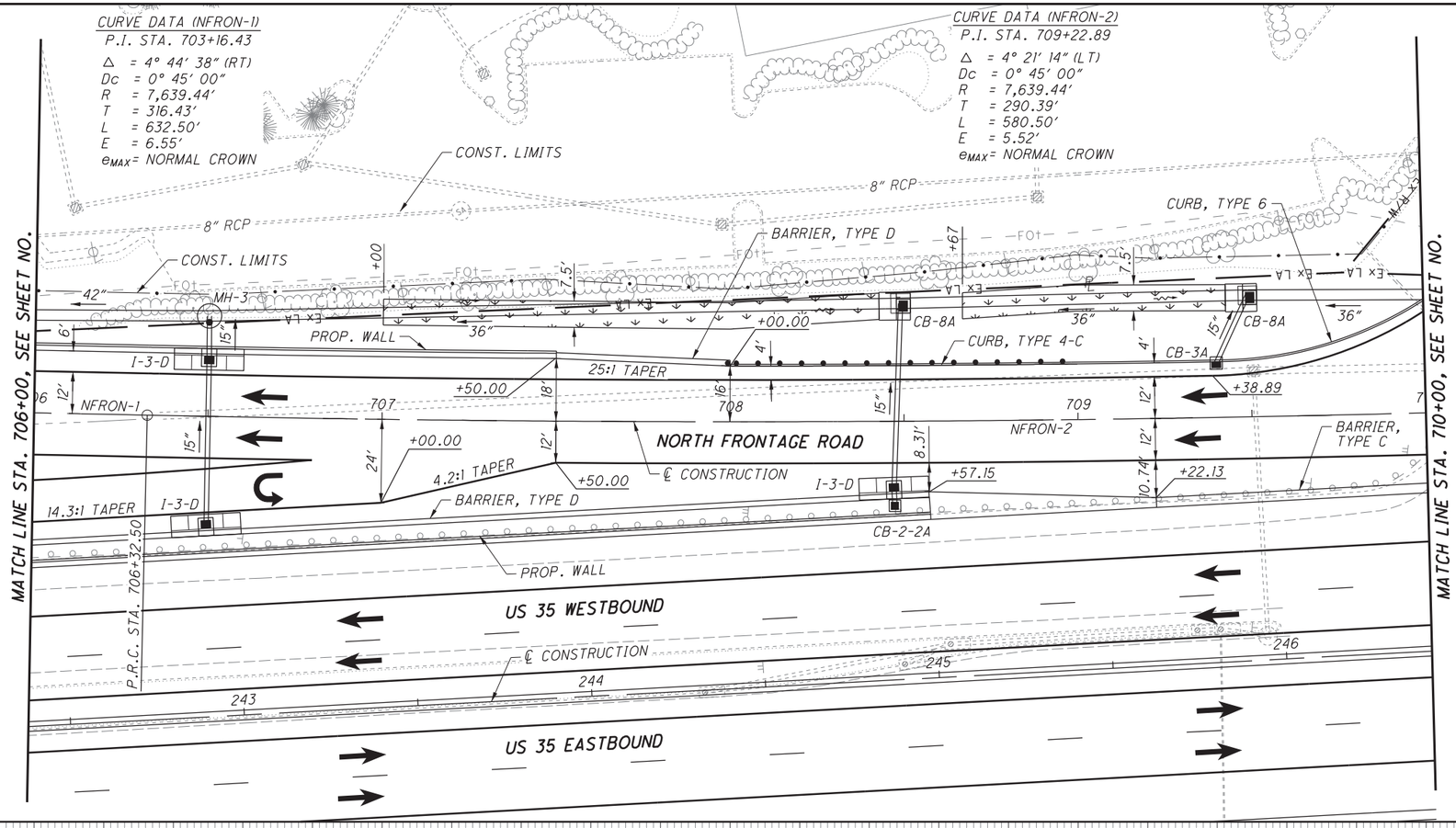
PLAN AND PROFILE - NORTH FRONTAGE ROAD
STA. 702+00 TO STA. 706+00

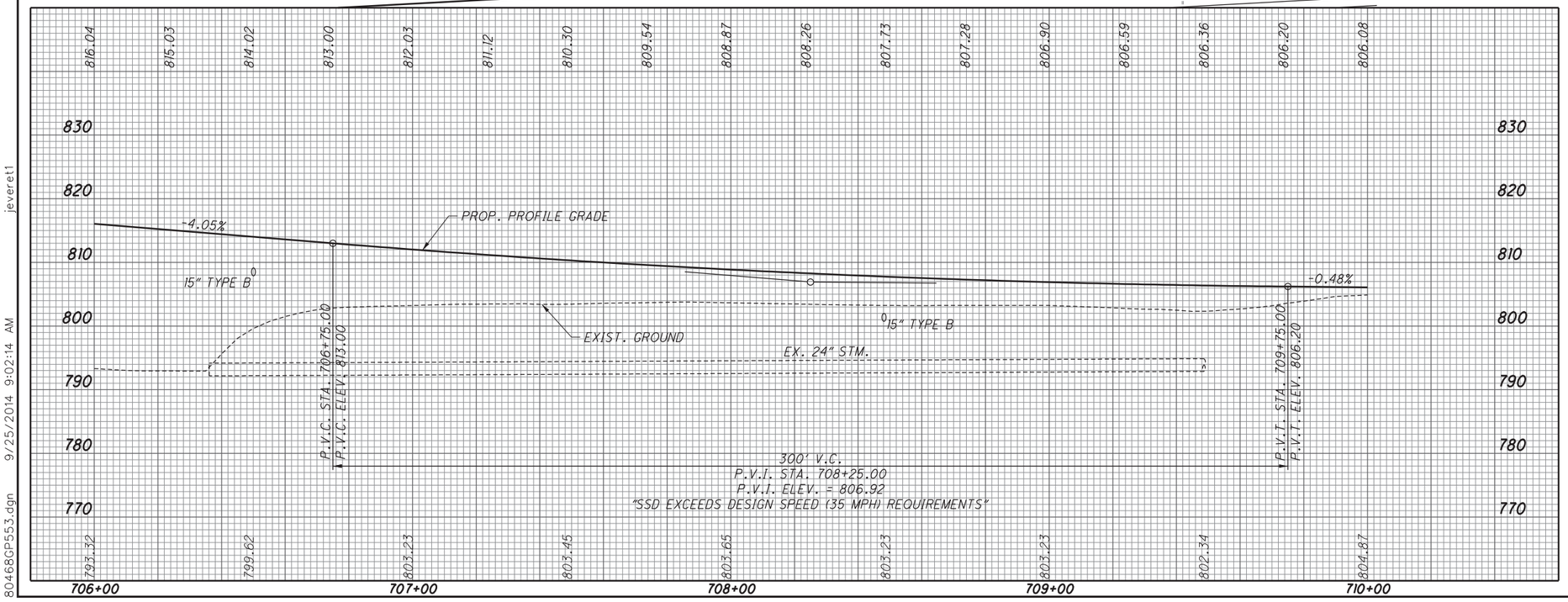
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

CURVE DATA (NFRON-1)
P.I. STA. 703+16.43
Δ = 4° 44′ 38″ (RT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 316.43′
L = 632.50′
E = 6.55′
e_{MAX} = NORMAL CROWN

CURVE DATA (NFRON-2)
P.I. STA. 709+22.89
Δ = 4° 21′ 14″ (LT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 290.39′
L = 580.50′
E = 5.52′
e_{MAX} = NORMAL CROWN





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

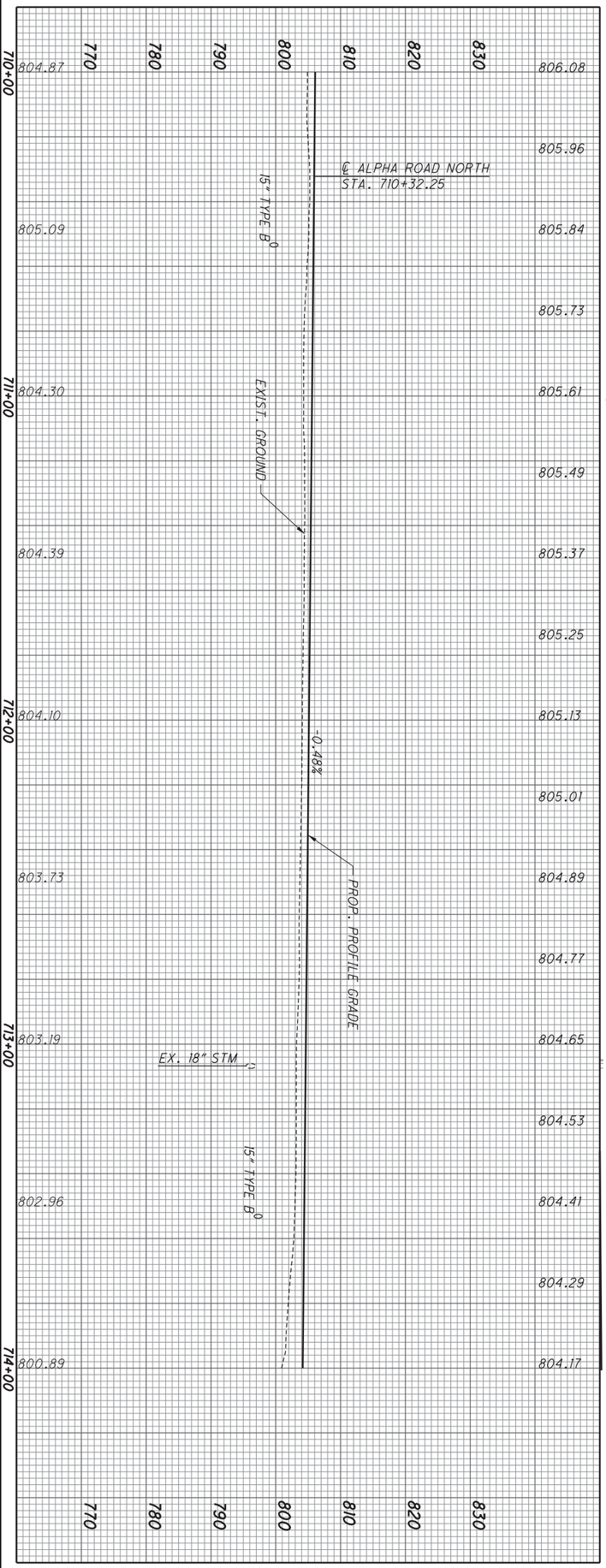
CALCULATED
CHECKED

PLAN AND PROFILE - NORTH FRONTAGE ROAD STA. 706+00 TO STA. 710+00

GRE-35-4.26

456
876

80468GP553.dgn 9/25/2014 9:02:14 AM jeveret1



CURVE DATA (NFRON-2)
P.I. STA. 709+22.89
Δ = 4° 21' 14" (LT)
Dc = 0° 45' 00"
R = 7,639.44'
T = 290.39'
L = 580.50'
E = 5.52'
emax= NORMAL CROWN

REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

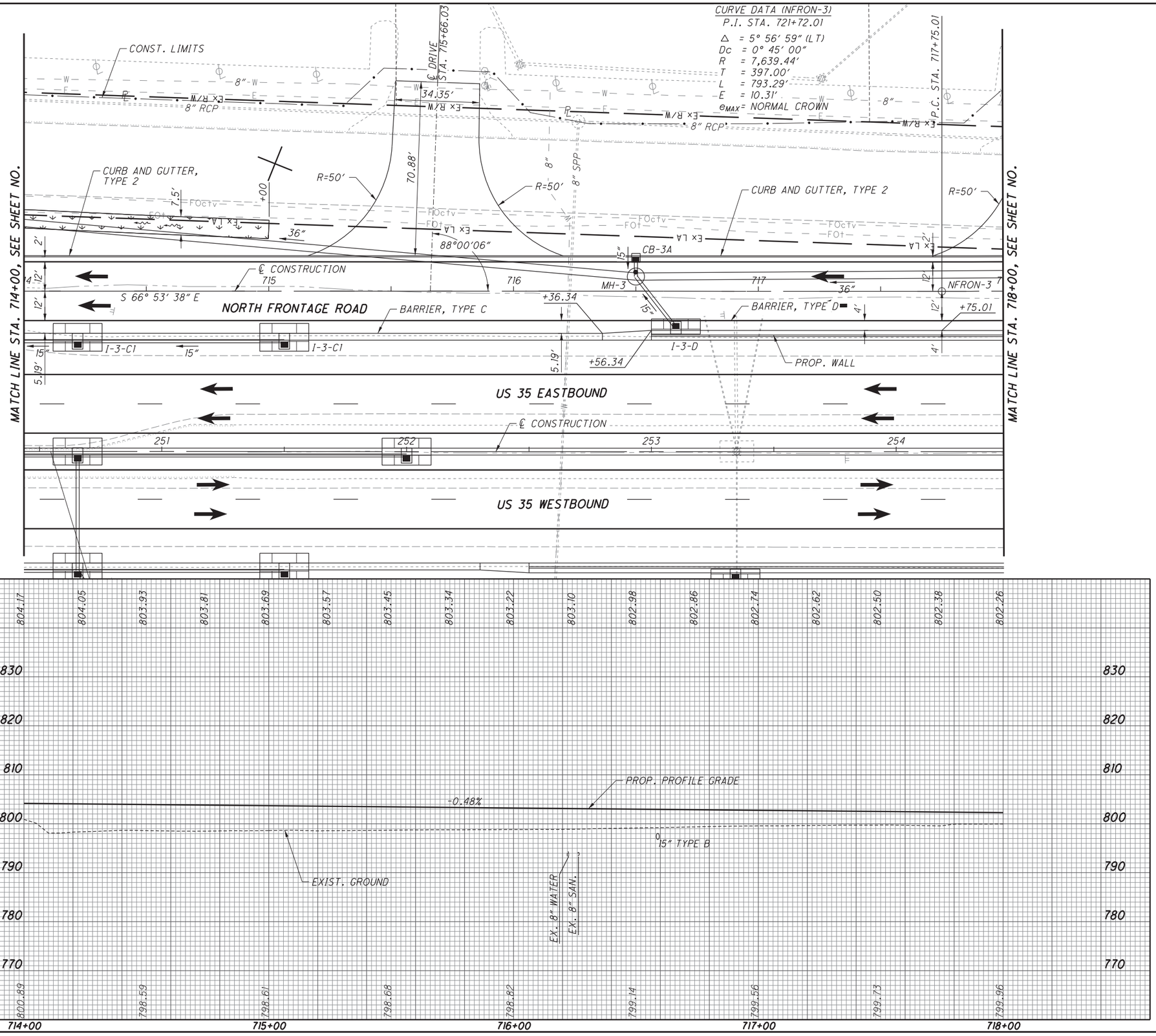
457
876

GRE-35-4.26

PLAN AND PROFILE - NORTH FRONTAGE ROAD
STA. 710+00 TO STA. 714+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

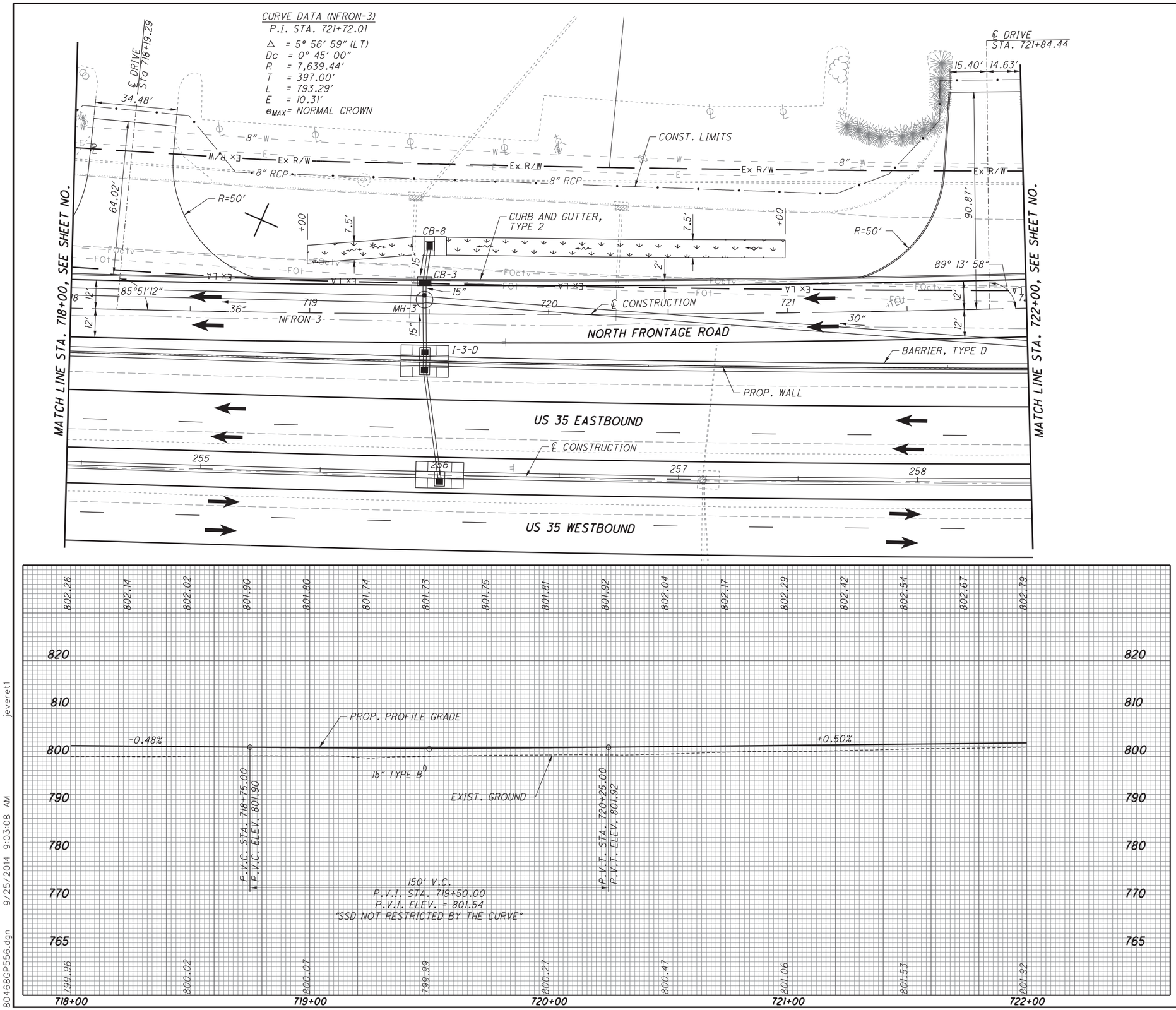
CALCULATED | CHECKED

PLAN AND PROFILE - NORTH FRONTAGE ROAD STA. 714+00 TO STA. 718+00

GRE-35-4.26

458
876

80468GP555.dgn 9/25/2014 9:02:50 AM jeveret1



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE - NORTH FRONTAGE ROAD
STA. 718+00 TO STA. 722+00

GRE-35-4.26

459
876

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

80468CP556.dgn 9/25/2014 9:03:08 AM jeveret1

CURVE DATA (NFRON-3)
P.I. STA. 721+72.01
△ = 5° 56′ 59″ (LT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 397.00′
L = 793.29′
E = 10.31′
e_{MAX} = NORMAL CROWN

MATCH LINE STA. 722+00, SEE SHEET NO.

MATCH LINE STA. 726+00, SEE SHEET NO.

CONST. LIMITS
Ex R/W
8" W
8" RCP
R=50′
CURB AND GUTTER, TYPE 2
CB-8
7.5′
2′
12″
+05.00
15″
30″
MH-3
R=7648′
NORTH FRONTAGE ROAD
20.4:1 TAPER
PROP. WALL
℄ CONSTRUCTION
℄ CONSTRUCTION US 35
HELLER DRIVE
W.S.
P.T. STA. 725+68.30
CB-3A
CB-3
NFRON-3
+50.00
24″
18″
27″
BARRIER, TYPE D
I-3-D
S 72°50′37″ E
US 35 WESTBOUND
US 35 EASTBOUND
724
725
726
261
262
260
289

150′ V.C.
P.V.I. STA. 723+00.00
P.V.I. ELEV. = 803.29
"SSD EXCEEDS DESIGN SPEED (35 MPH) REQUIREMENTS"
P.V.C. STA. 722+25.00
P.V.C. ELEV. 802.92
P.V.T. STA. 723+75.00
P.V.T. ELEV. 802.98
PROP. PROFILE GRADE
EXIST. GROUND
+0.50%
-0.42%
15″ TYPE B
18″ TYPE B
EX. FOT.
EX. FOCTV
EX. ELEC.
P.V.C. STA. 725+50.00
P.V.C. ELEV. 802.24
200′ V.C.
P.V.I. STA. 726+50.00
P.V.I. ELEV. = 801.83
"SSD EXCEEDS DESIGN SPEED (35 MPH) REQUIREMENTS"

802.79 802.92 803.02 803.09 803.12 803.11 803.06 802.98 802.87 802.77 802.66 802.56 802.45 802.35 802.24 802.18 802.19
820 810 800 790 780 770 765
801.92 802.61 803.41 803.24 802.81 803.84 804.14 804.34 804.75
722+00 723+00 724+00 725+00 726+00

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

N

HORIZONTAL SCALE IN FEET
0 10 20 40

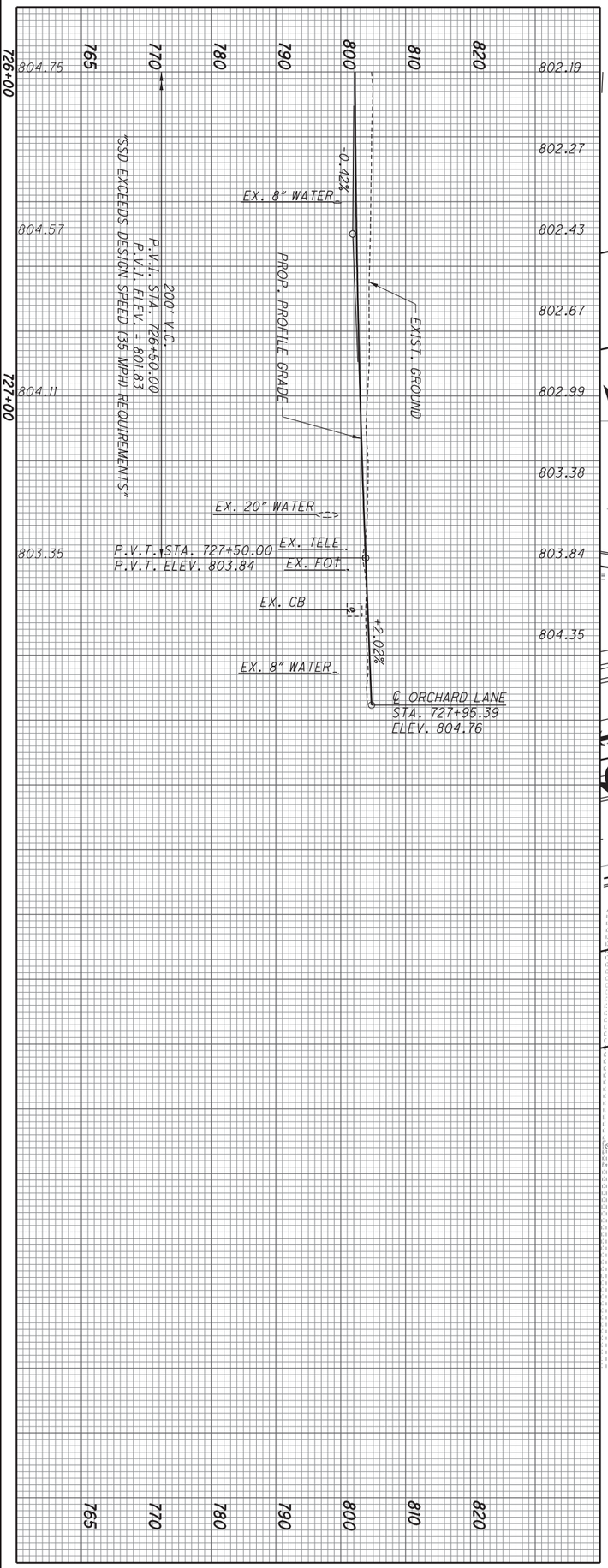
CALCULATED
CHECKED

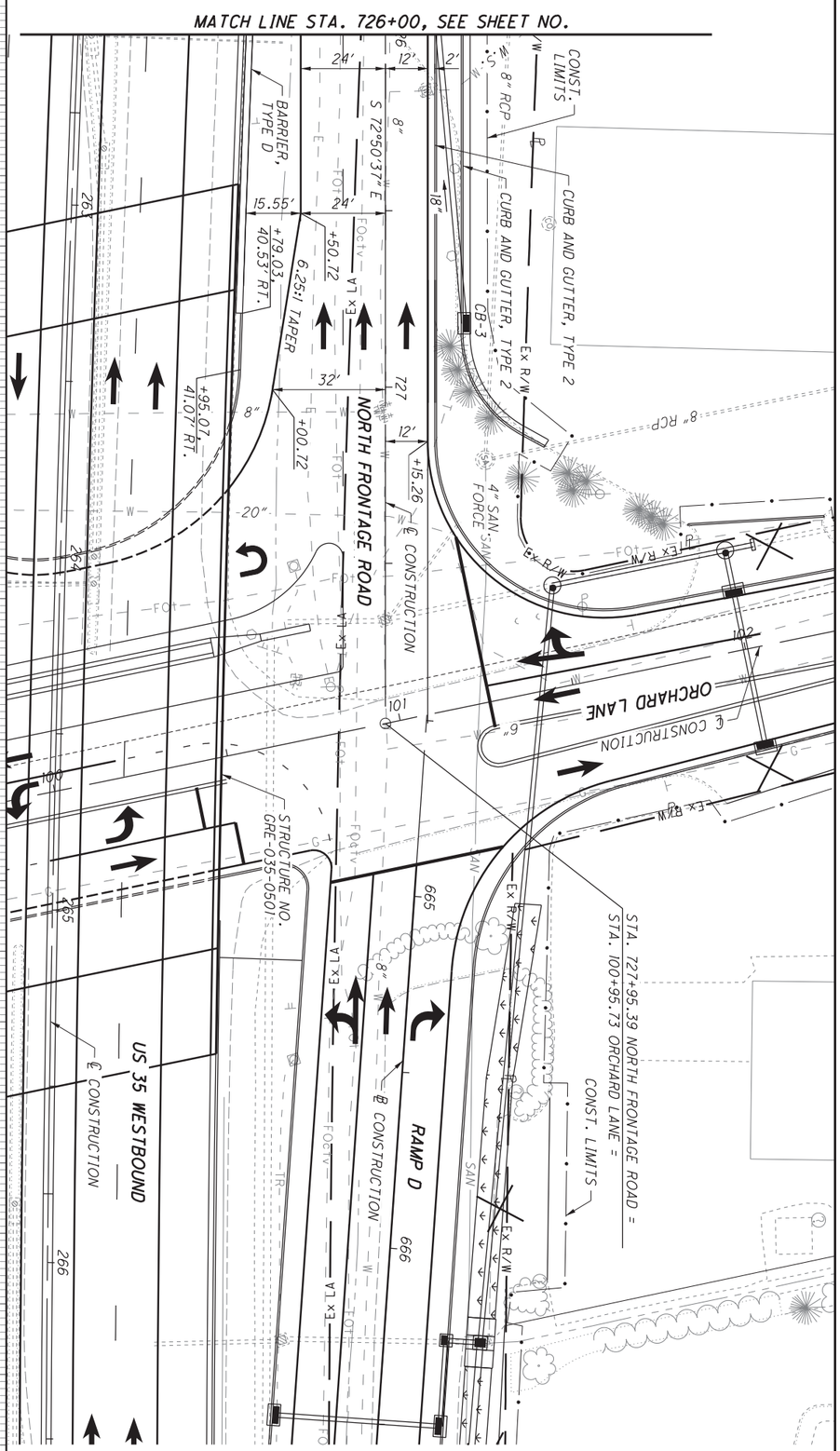
PLAN AND PROFILE - NORTH FRONTAGE ROAD STA. 722+00 TO STA. 726+00

GRE-35-4.26

460
876

80468GP557.dgn 9/25/2014 9:03:26 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

461
876

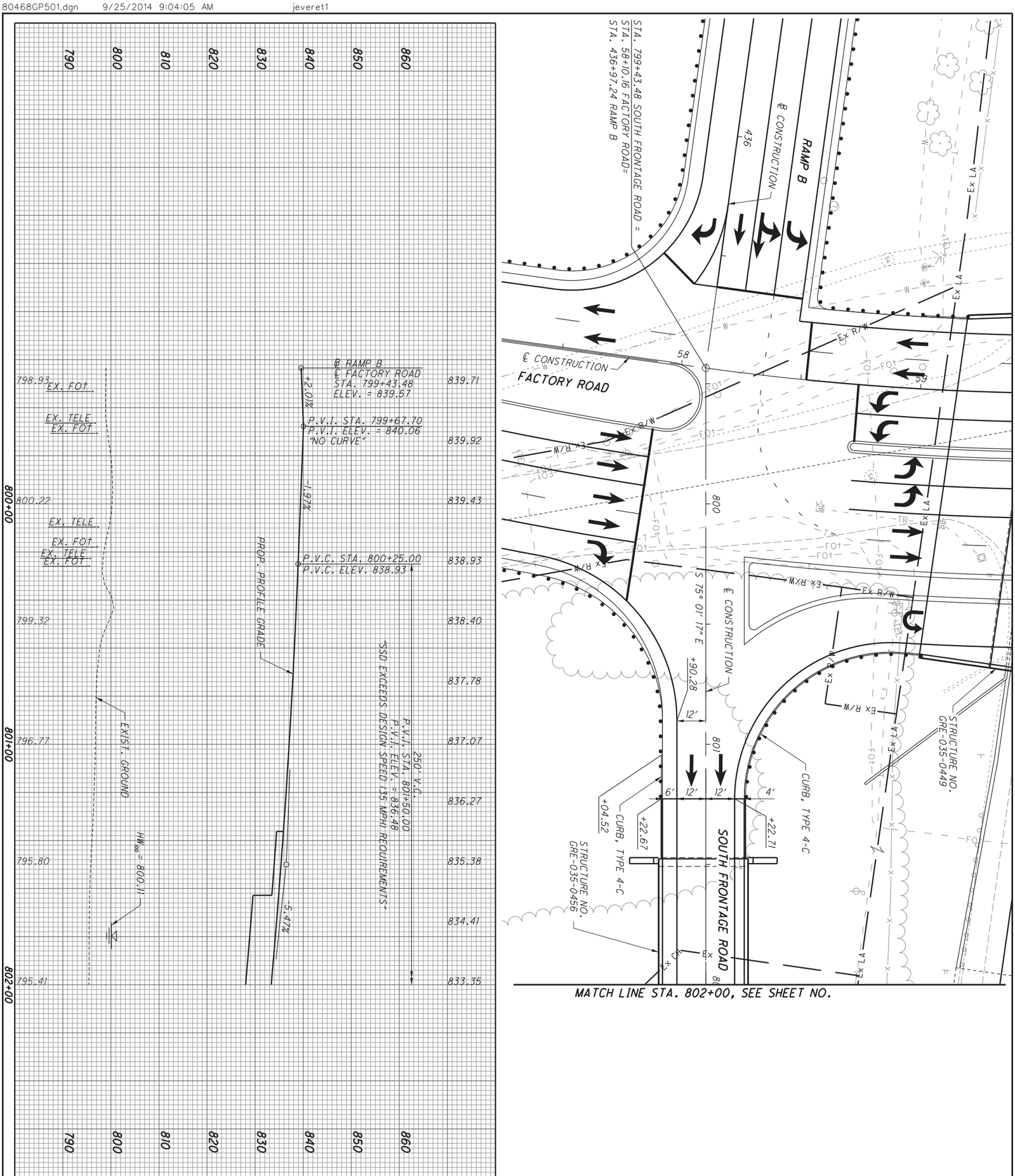
GRE-35-4.26

PLAN AND PROFILE - NORTH FRONTAGE ROAD
STA. 726+00 TO STA. 727+95.39

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP501.dgn 9/25/2014 9:04:05 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

462
876

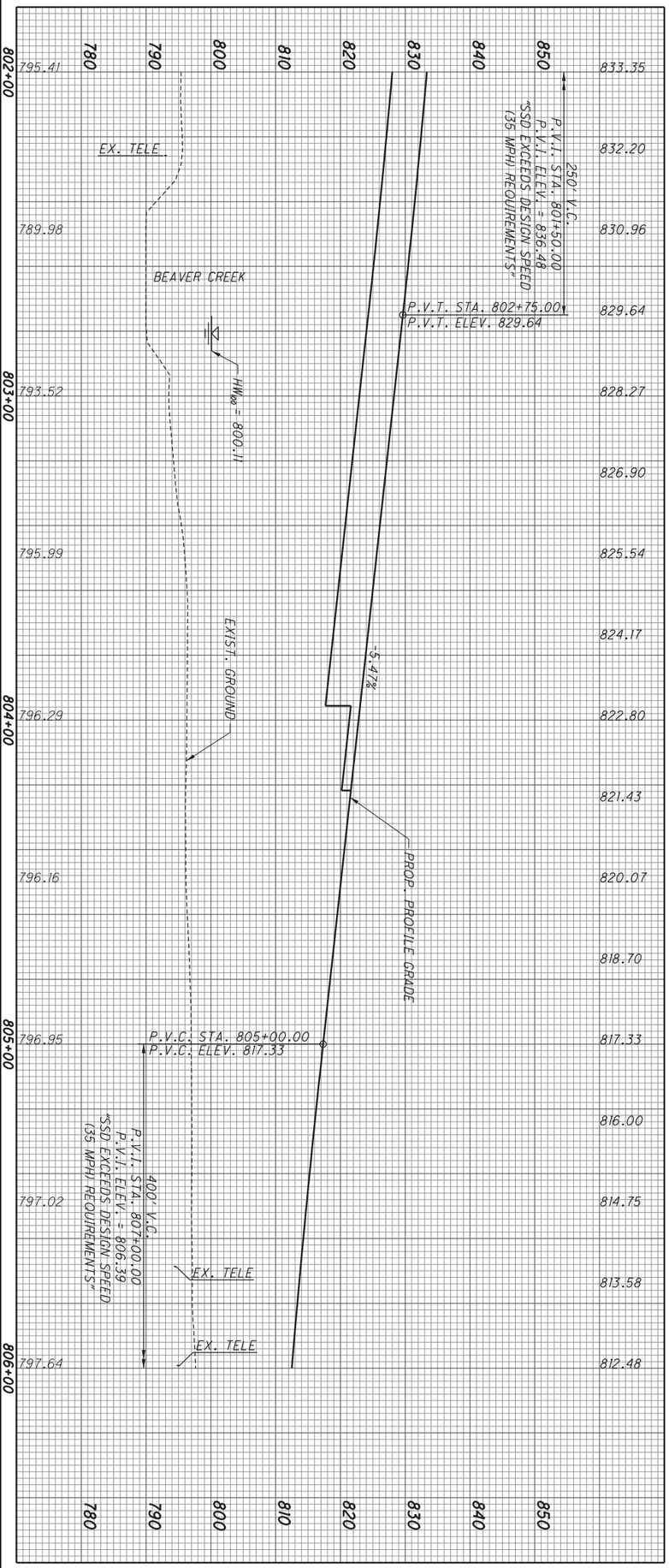
GRE-35-4.26

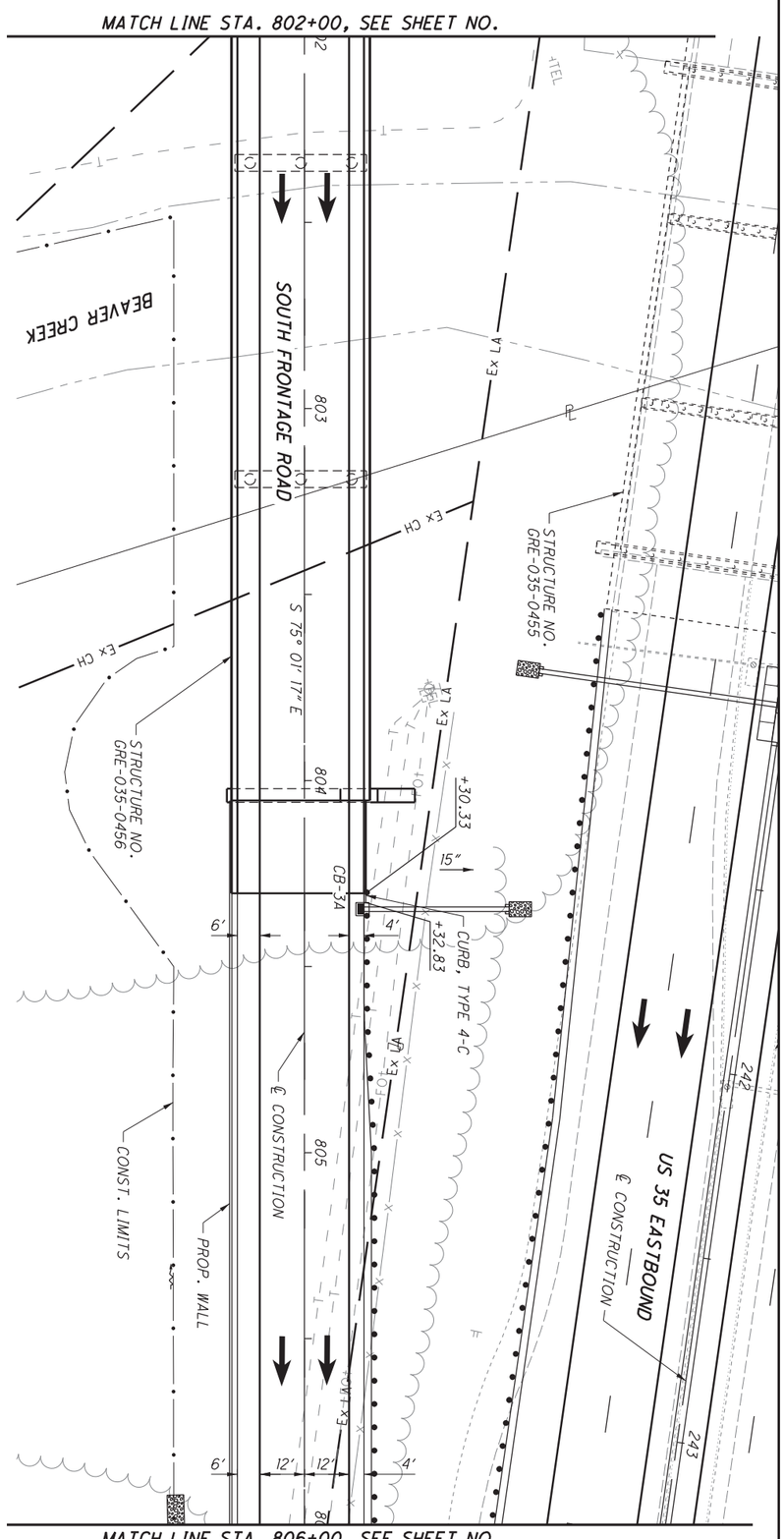
PLAN AND PROFILE - SOUTH FRONTAGE ROAD
STA. 799+43.48 TO STA. 802+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

80468GP502.dgn 9/25/2014 9:04:25 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

463
876

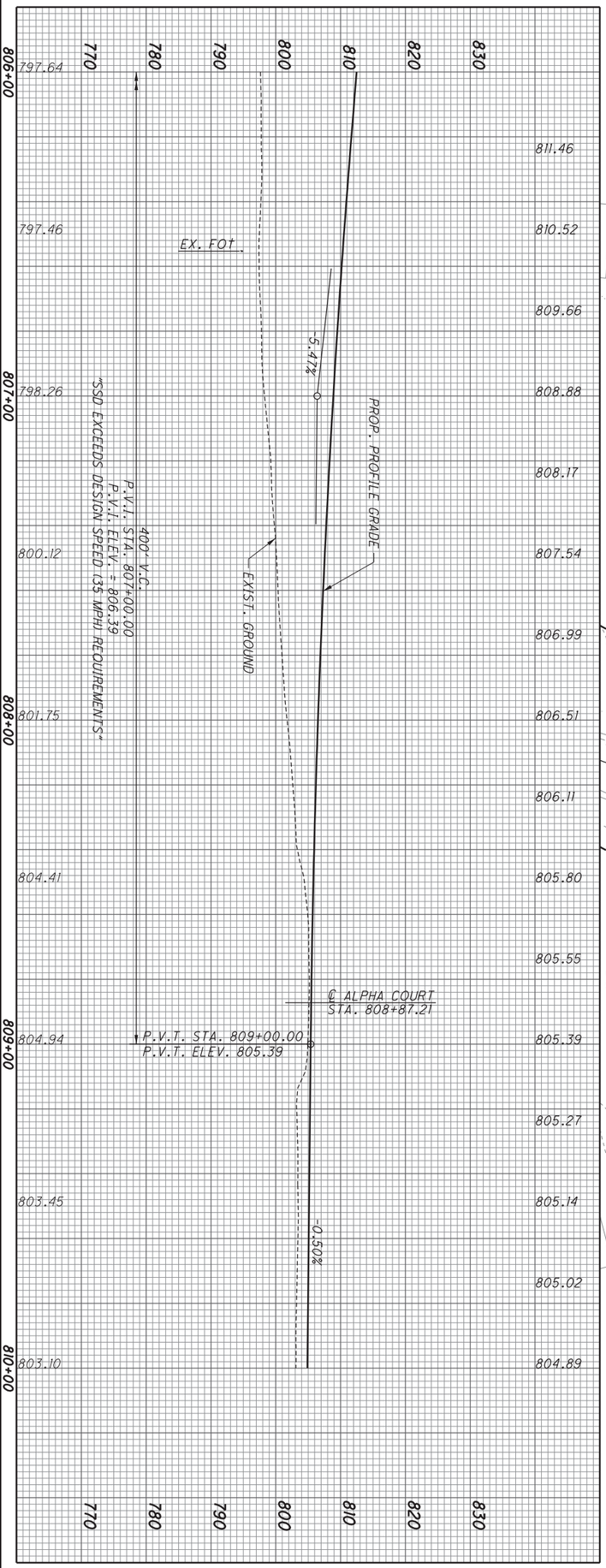
GRE-35-4.26

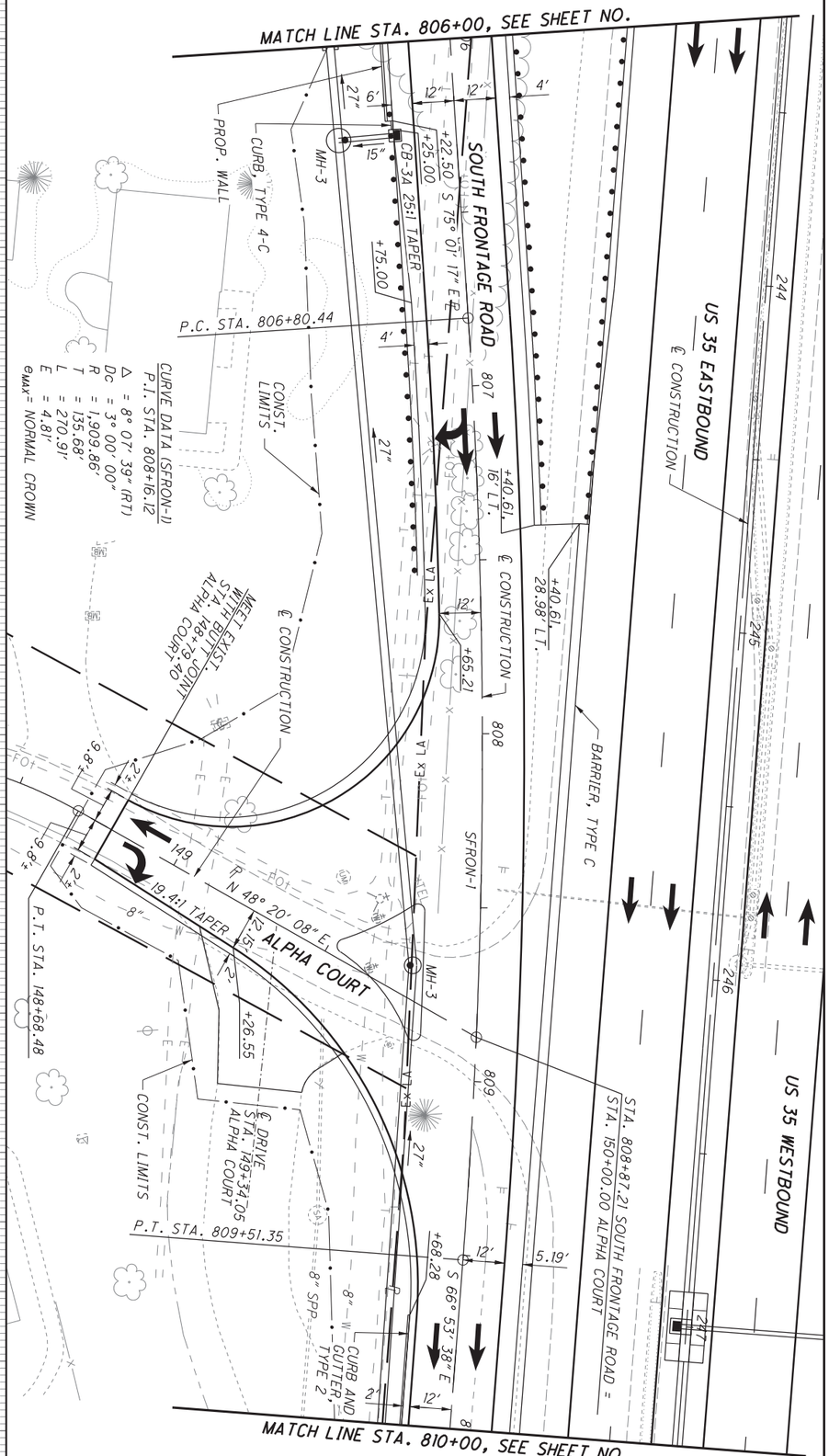
PLAN AND PROFILE - SOUTH FRONTAGE ROAD
STA. 802+00 TO STA. 806+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP503.dgn 9/25/2014 9:04:42 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

464
876

GRE-35-4.26

PLAN AND PROFILE - SOUTH FRONTAGE ROAD
STA. 806+00 TO STA. 810+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

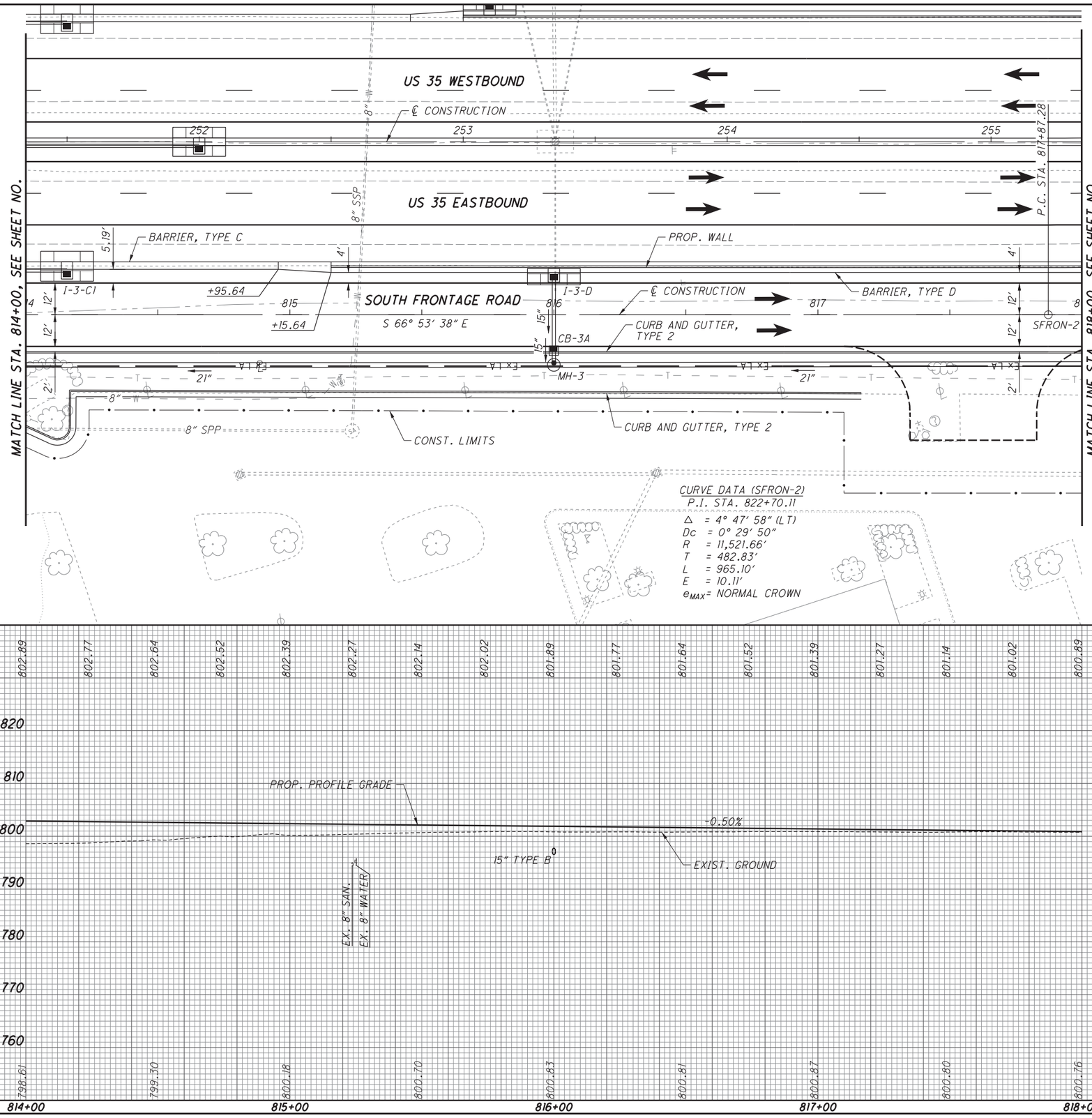
CALCULATED | CHECKED

PLAN AND PROFILE - SOUTH FRONTAGE ROAD
STA. 810+00 TO STA. 814+00

GRE-35-4.26

465
876

80468GP504.dgn 9/25/2014 9:04:56 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

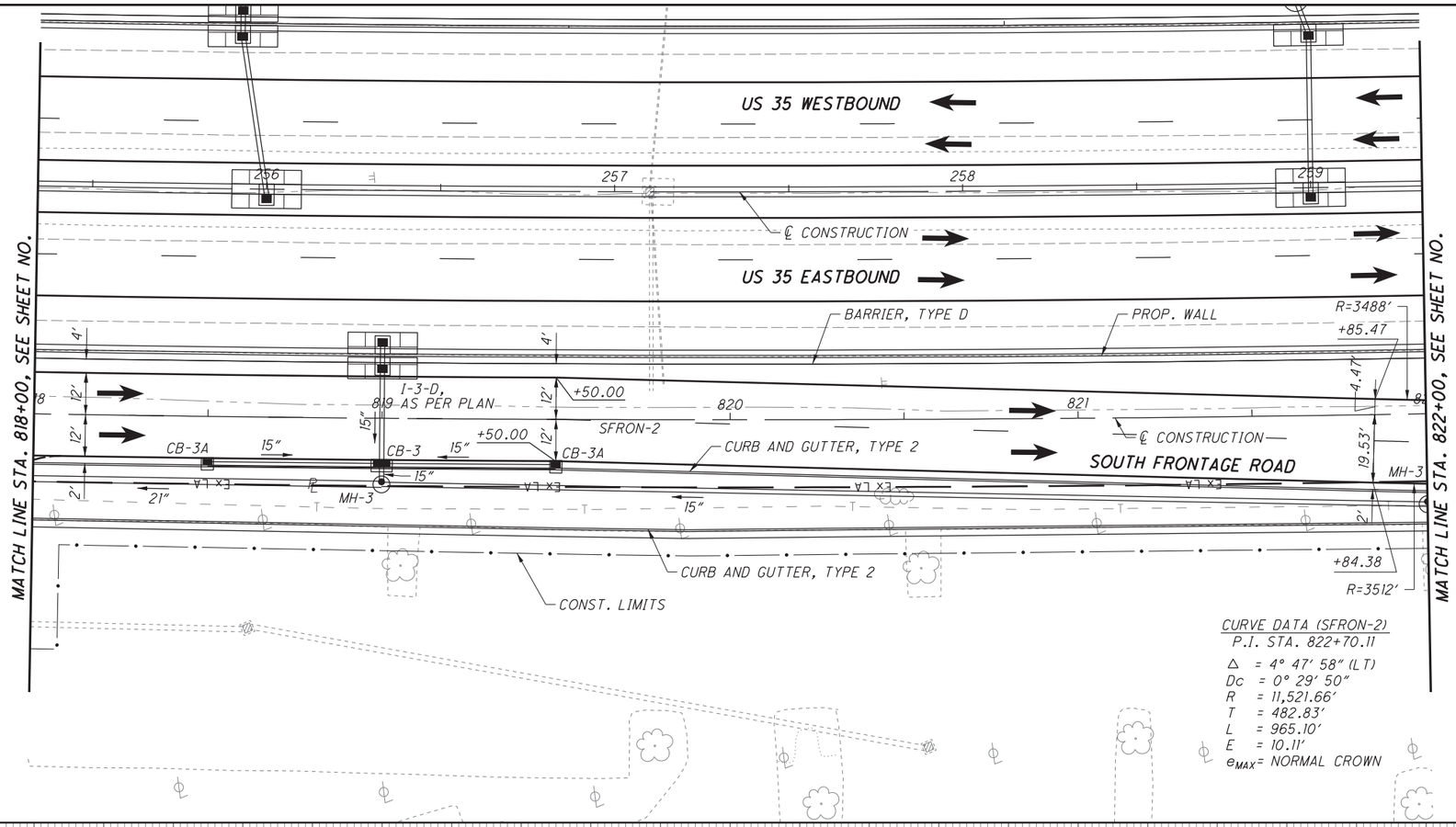
CALCULATED | CHECKED

PLAN AND PROFILE - SOUTH FRONTAGE ROAD STA. 814+00 TO STA. 818+00

GRE-35-4.26

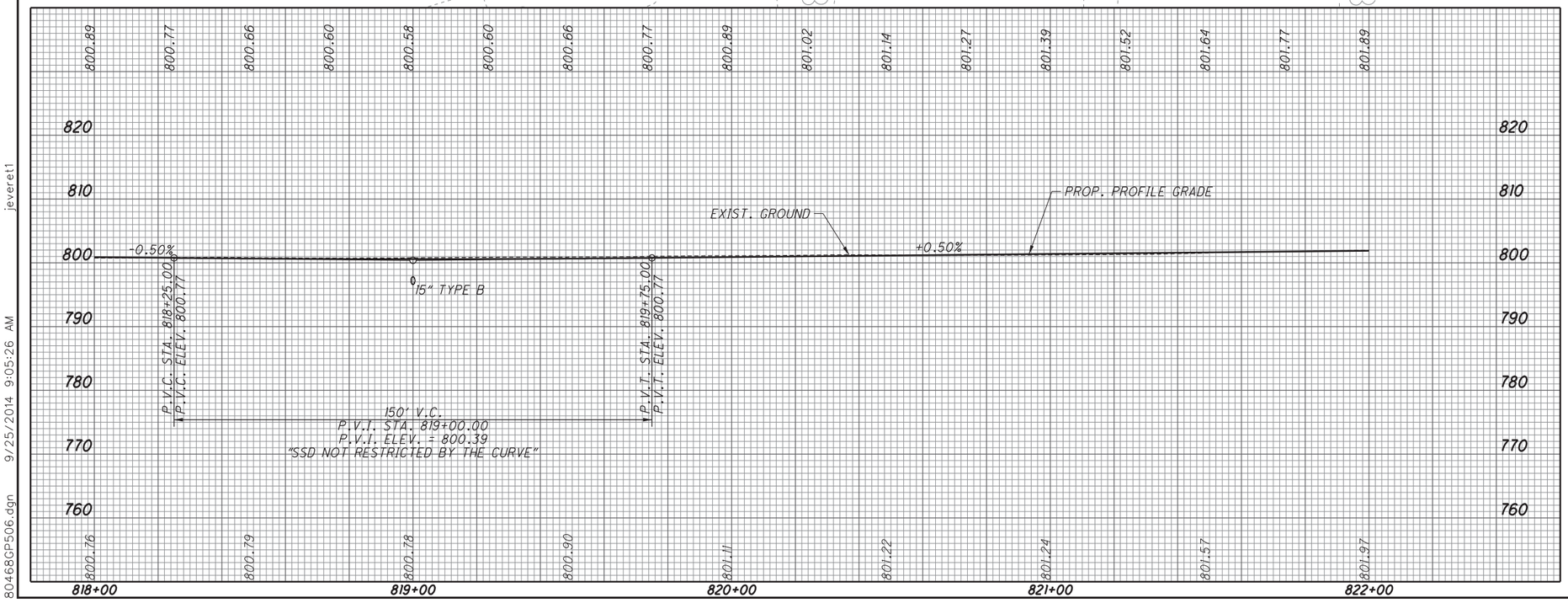
466
876

80468GP505.dgn 9/25/2014 9:05:12 AM jeveret1



CURVE DATA (SFRON-2)
P.I. STA. 822+70.11

- △ = 4° 47' 58" (LT)
- Dc = 0° 29' 50"
- R = 11,521.66'
- T = 482.83'
- L = 965.10'
- E = 10.11'
- e_{MAX} = NORMAL CROWN



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

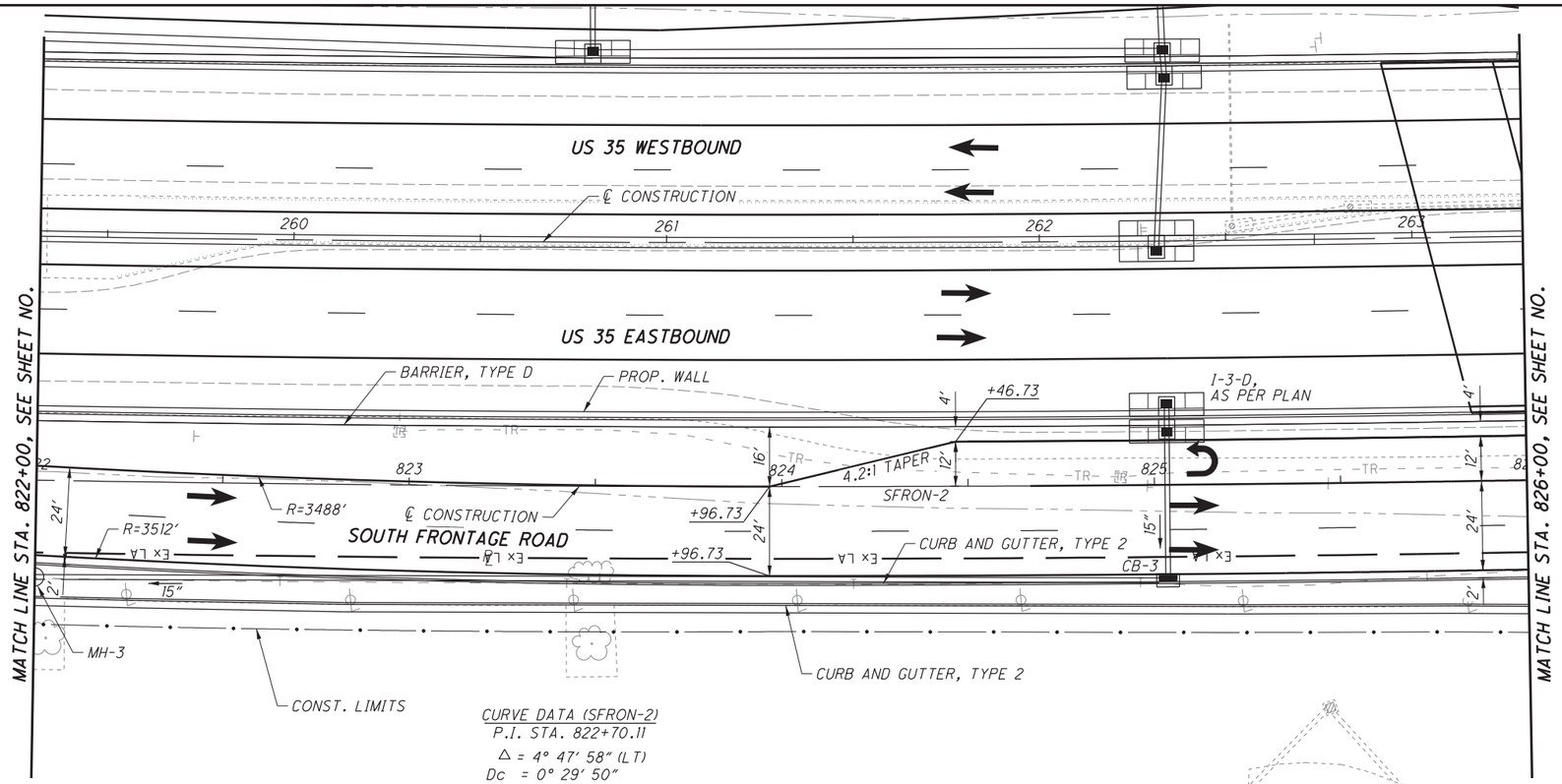
CALCULATED
CHECKED

PLAN AND PROFILE - SOUTH FRONTAGE ROAD
STA. 818+00 TO STA. 822+00

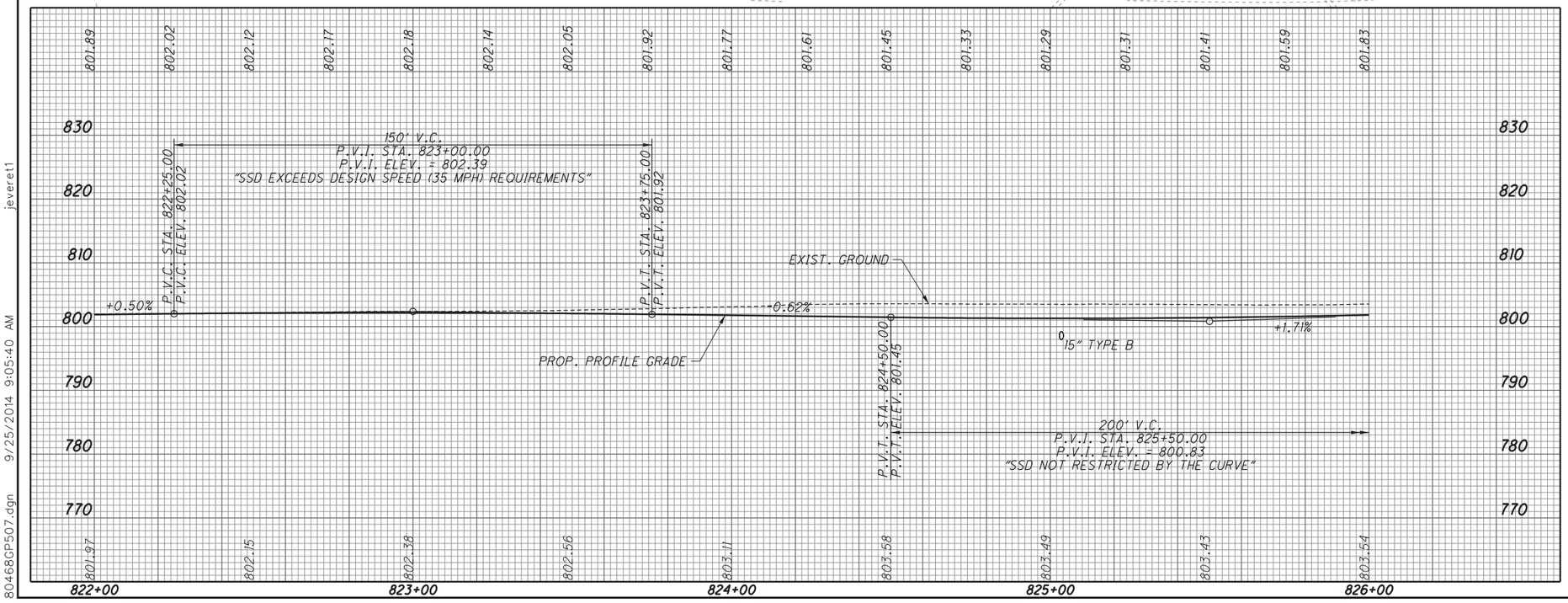
GRE-35-4.26

467
876

80468GP506.dgn 9/25/2014 9:05:26 AM jeveret1



CURVE DATA (SFRON-2)
P.I. STA. 822+70.11
△ = 4° 47' 58" (LT)
Dc = 0° 29' 50"
R = 11,521.66'
T = 482.83'
L = 965.10'
E = 10.11'
e_{MAX} = NORMAL CROWN



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

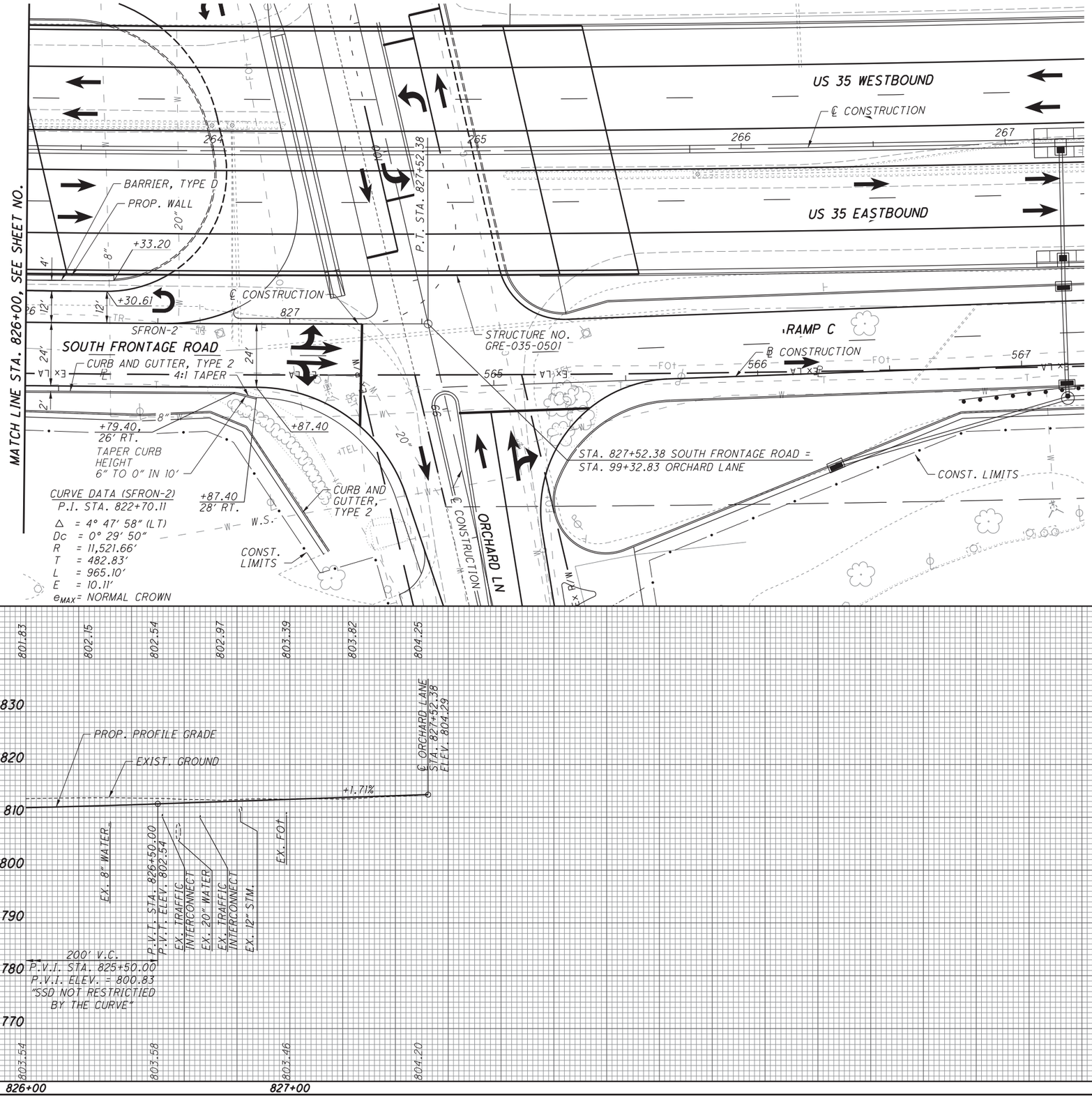
CALCULATED | CHECKED

PLAN AND PROFILE - SOUTH FRONTAGE ROAD STA. 822+00 TO STA. 826+00

GRE-35-4.26

468
876

80468GP507.dgn 9/25/2014 9:05:40 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

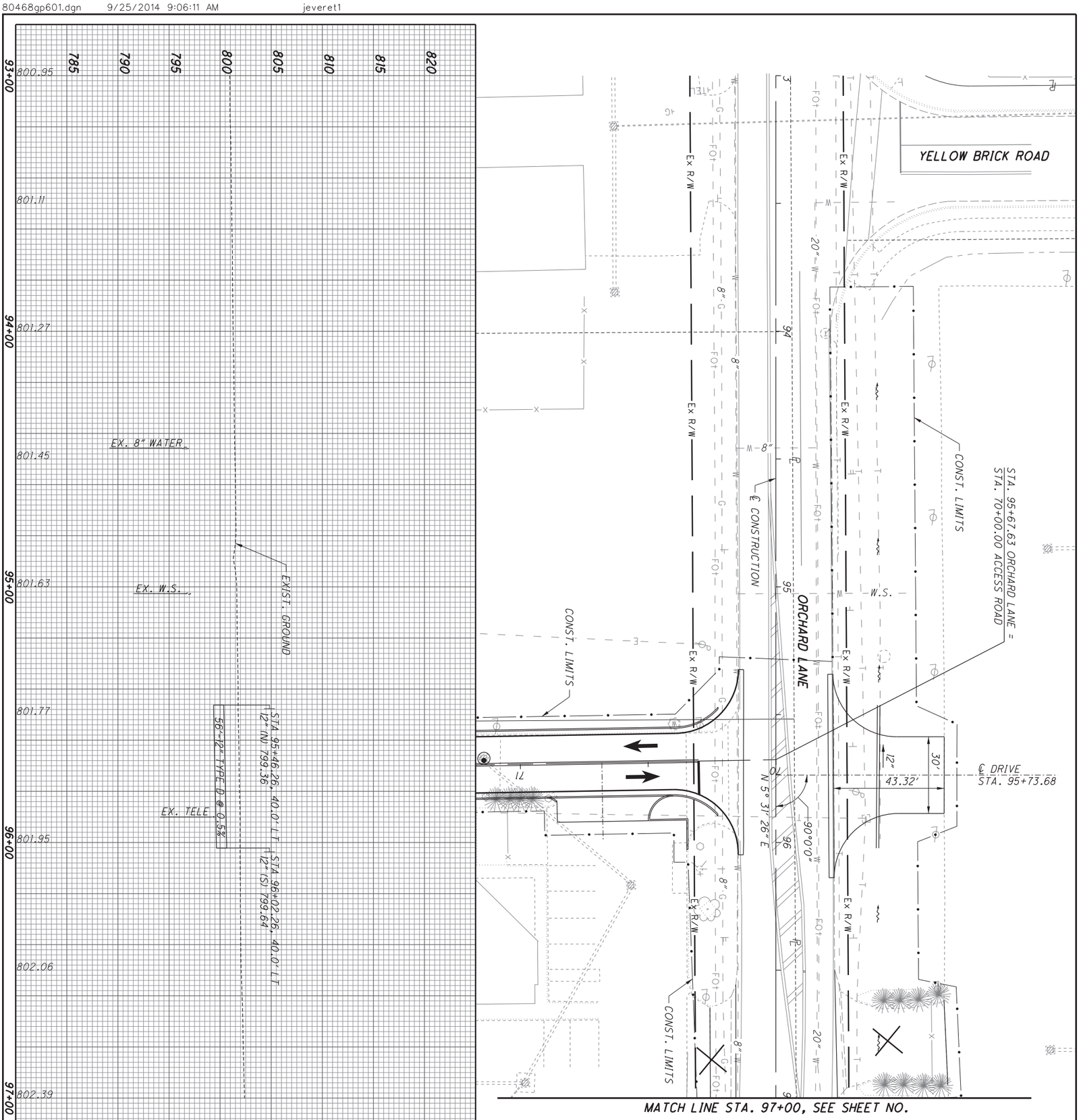
CHECKED

PLAN AND PROFILE - SOUTH FRONTAGE ROAD STA. 826+00 TO STA. 827+52.38

GRE-35-4.26

469
876

80468GP508.dgn 9/25/2014 9:05:54 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

470
876

GRE-35-4.26

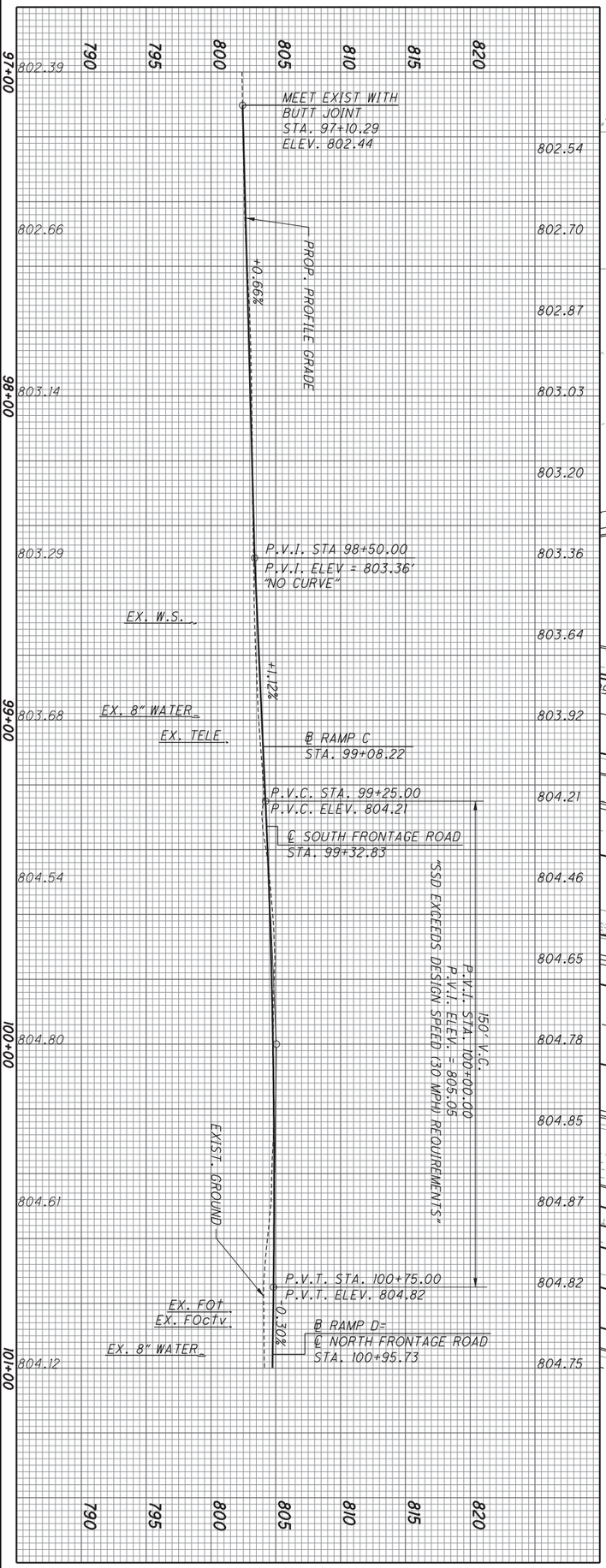
PLAN AND PROFILE - ORCHARD LANE
STA. 93+00 TO STA. 97+00

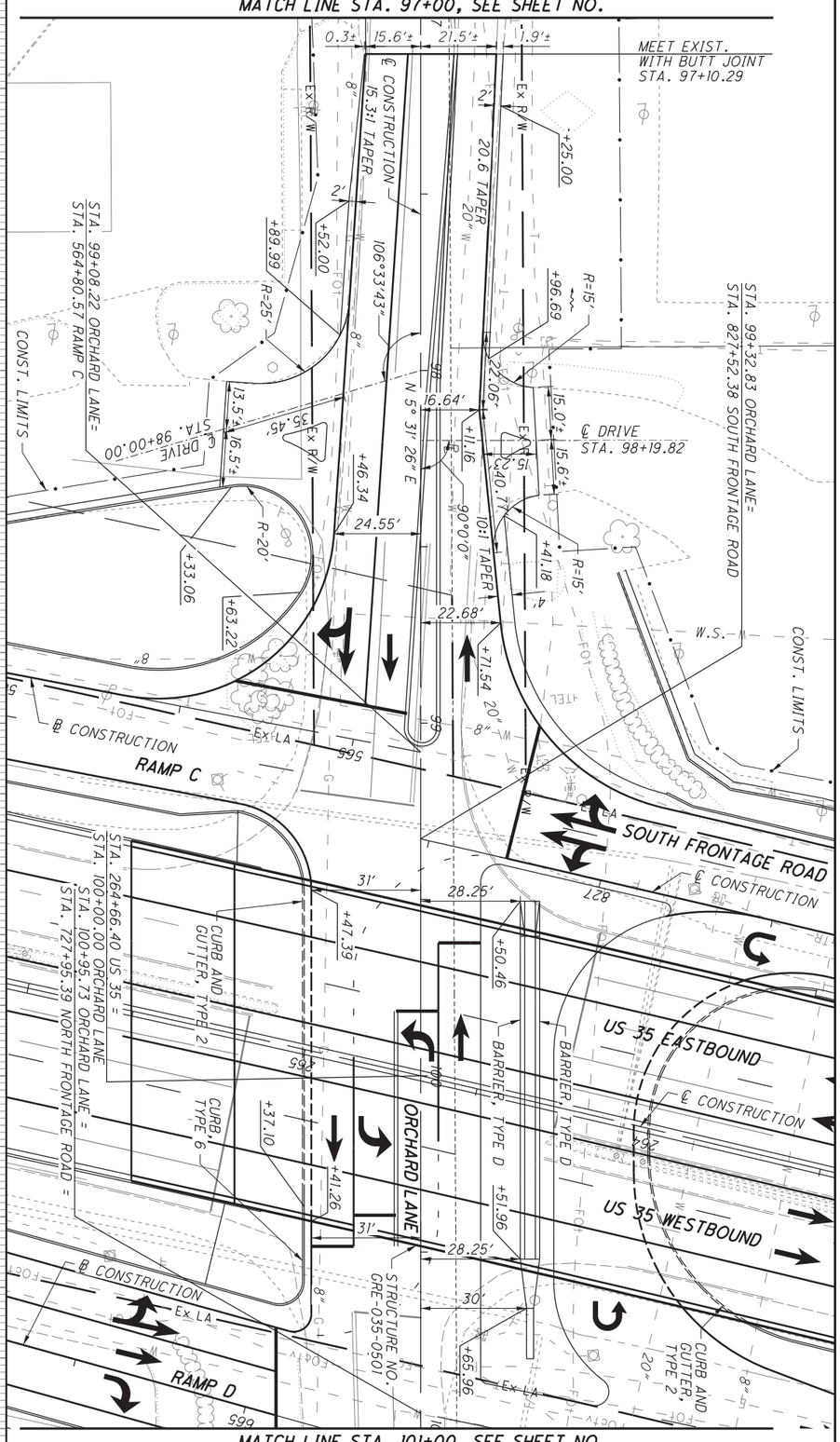
CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468gp602.dgn 9/25/2014 9:06:27 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

471
876

GRE-35-4.26

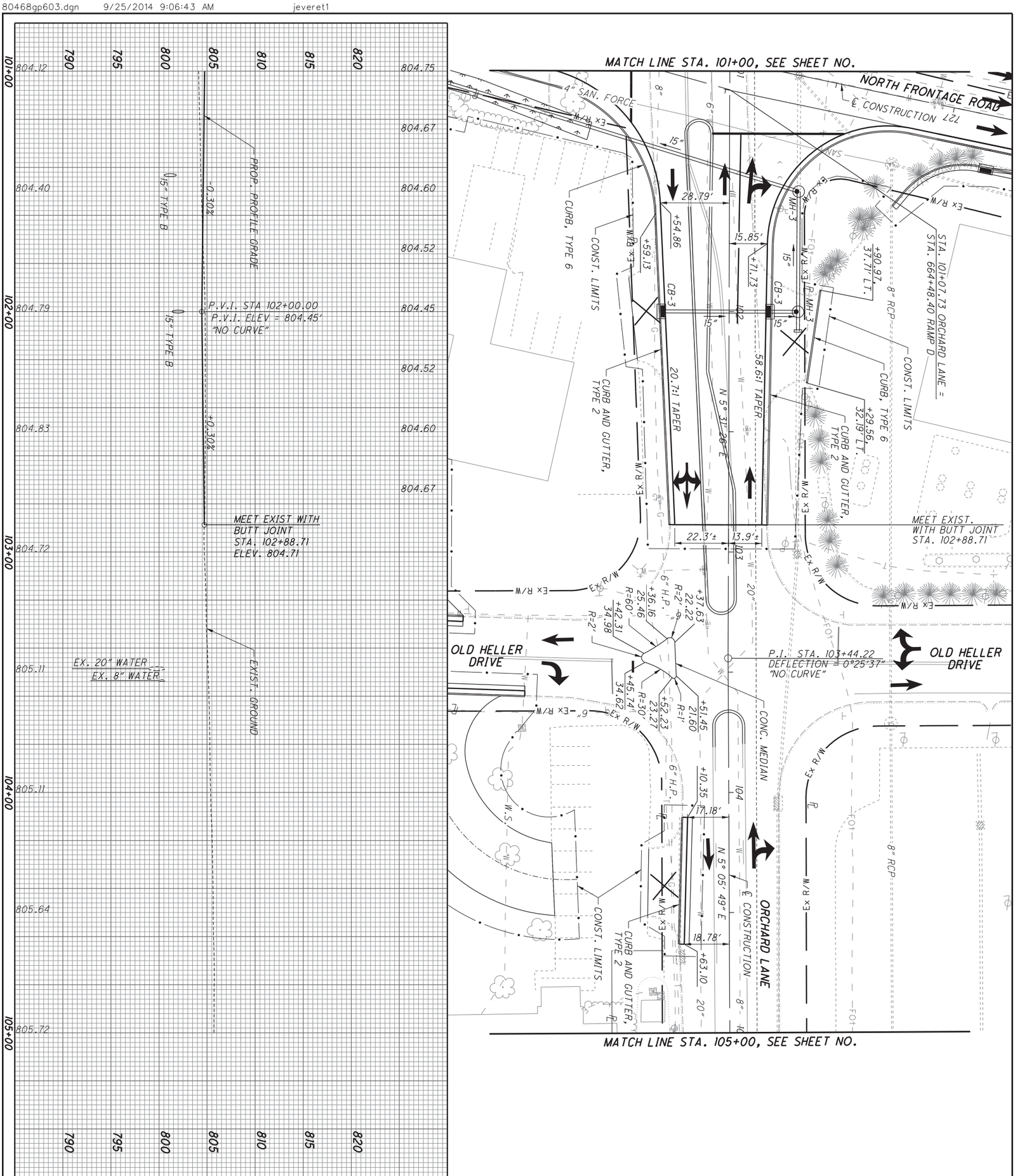
PLAN AND PROFILE - ORCHARD LANE
STA. 97+00 TO STA. 101+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

N

80468gp603.dgn 9/25/2014 9:06:43 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

472
876

GRE-35-4.26

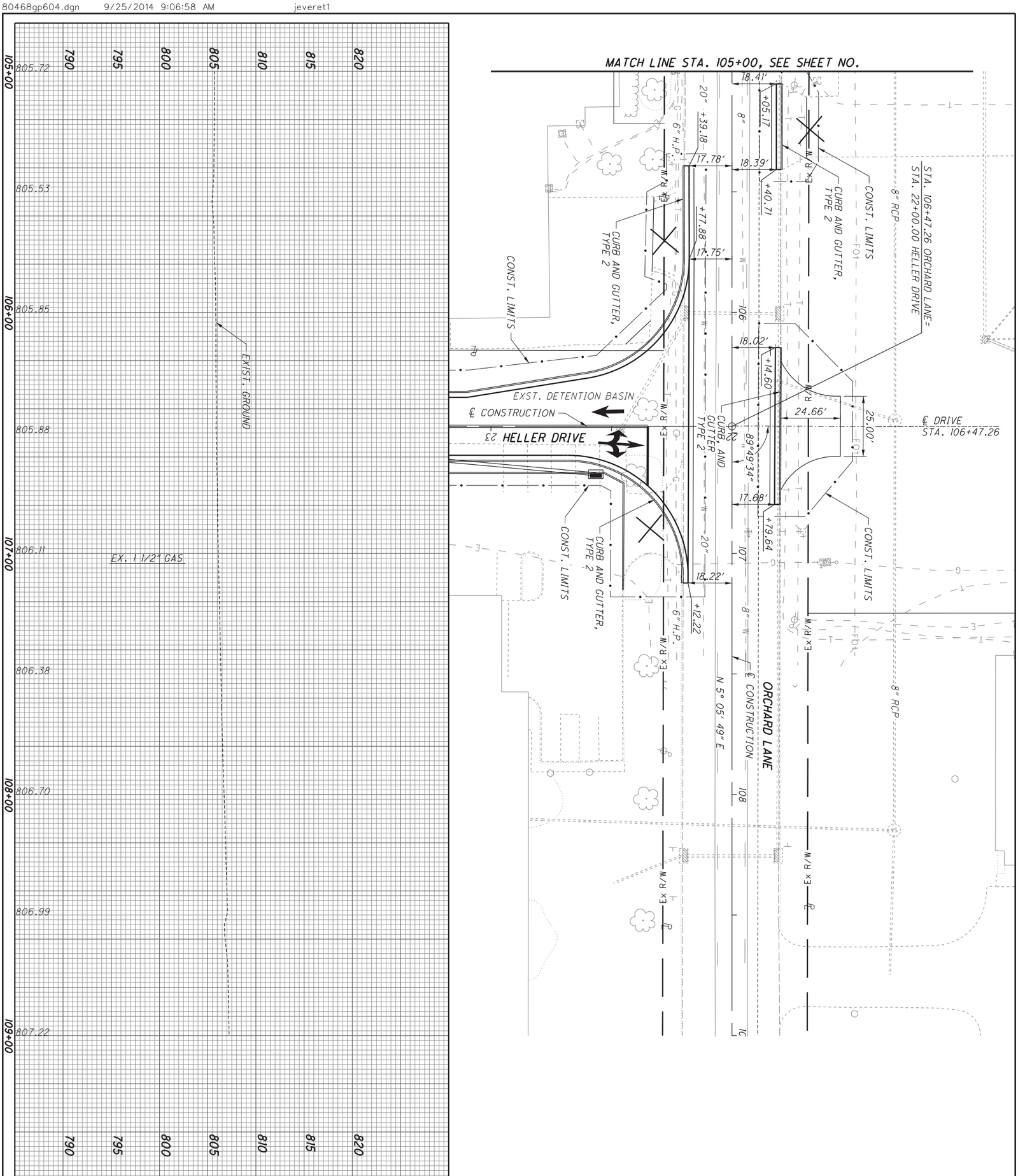
PLAN AND PROFILE - ORCHARD LANE
STA. 101+00 TO STA. 105+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468gp604.dgn 9/25/2014 9:06:58 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

473
876

GRE-35-4.26

PLAN AND PROFILE - ORCHARD LANE
STA. 105+00 TO STA. 109+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

CURVE DATA (HELL-1)
P.I. STA. 25+95.21
△ = 82° 01′ 37″ (RT)
Dc = 37° 00′ 00″ (NDC Dc = 22° 45′ 00″ MAX.)
R = 154.85′
T = 134.68′
L = 221.69′
E = 50.37′
e_{MAX} = 4.00%

STA. 22+00.00 HELLER DRIVE=
STA. 106+47.26 ORCHARD LANE

HELLER DRIVE

ORCHARD LANE

℄ CONSTRUCTION

℄ DRIVE
STA. 23+59.65

MEET EXIST. WITH BUTT JOINT
STA. 22+15.99
ELEV. 805.71

6" H.P.

20" R/M

8" RCP

8" W

Ex R/W

G.S.

STA. 23+47.65
37.00′ LT.

STA. 23+42.65
37.00′ LT.

STA. 23+72.15
37.00′ LT.

STA. 23+77.15
37.00′ LT.

R=2.5′

14.50′

15.00′

25.50′

4.5′

4′

CURB, TYPE 6

CURB AND GUTTER, TYPE 2

CONST. LIMITS

CB-3

CB-3A

15″

MH-3

HELL-1

90°0′0″

S 84° 53′ 59″ E

12′

24′

+68.20

+09.86

+59.86

+10.54

+85.54

6.25:1 TAPER

P.C. STA. 24+60.54

MATCH LINE STA. 25+00, SEE SHEET NO.

107

106

22

23

24

EX. 20" WATER

EX. 6" GAS

EX. TEL.

P.V.C. STA. 22+50.00
P.V.C. ELEV. 805.34

P.V.T. STA. 23+50.00
P.V.T. ELEV. 804.46

100′ V.C.
P.V.I. STA. 23+00.00
P.V.I. ELEV. = 804.79
*SSD NOT RESTRICTED BY THE CURVE

PROP. PROFILE GRADE

EXIST. GROUND

1.09%

0.66%

15" TYPE B

805.88 805.61 805.34 805.08 804.84 804.64 804.46 804.30 804.13 803.97 803.80 803.64 803.47

805.88 803.65 804.48 804.64 804.35 805.01 803.63

815 810 805 800 795 790 785

22+00 23+00 24+00 25+00

REF NO.	STATION FROM	TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

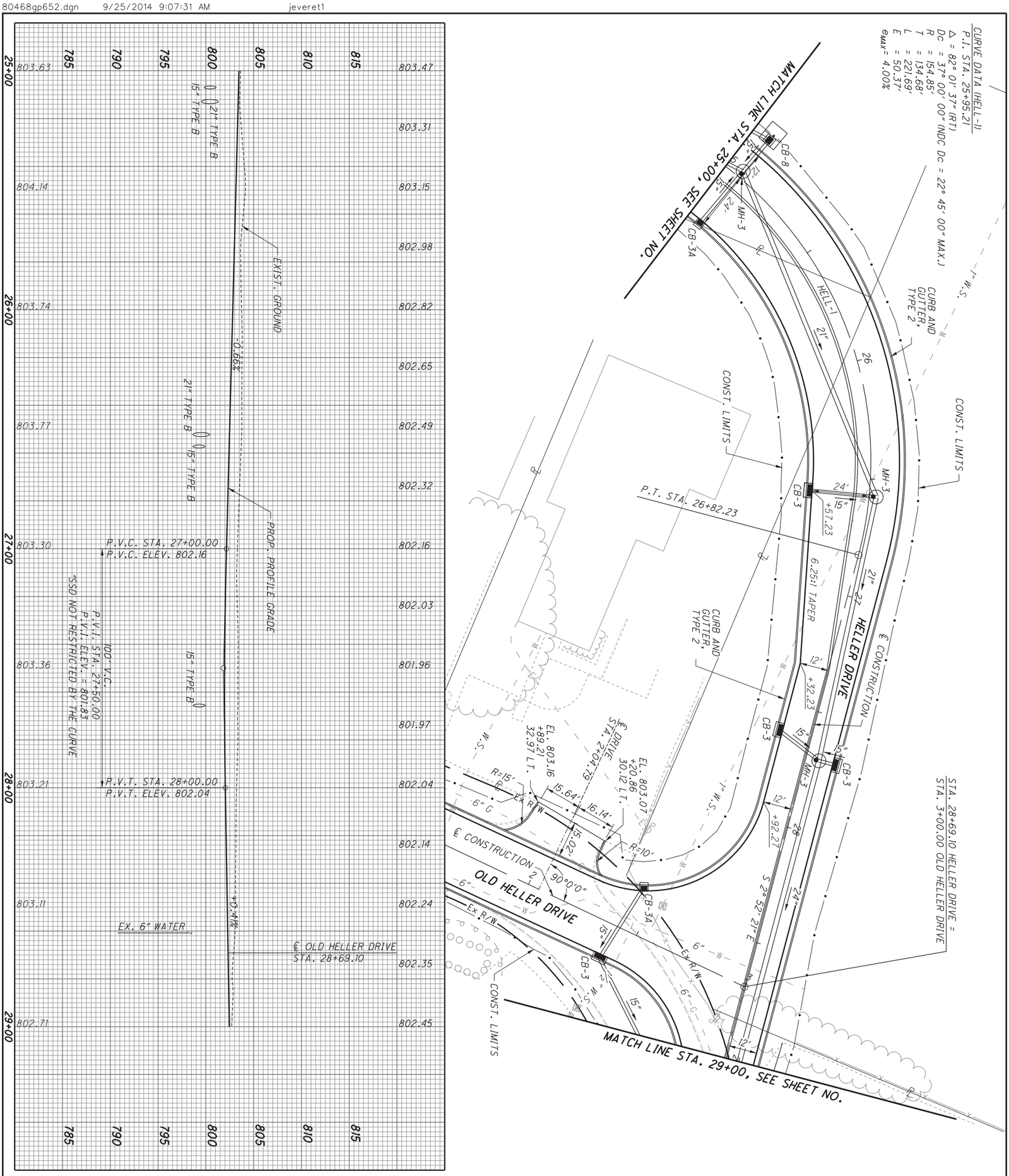
PLAN AND PROFILE - HELLER DRIVE STA. 22+00 TO STA. 25+00

GRE-35-4.26

474
876

80468gp651.dgn 9/25/2014 9:07:16 AM jeveret1

80468gp652.dgn 9/25/2014 9:07:31 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

475
876

GRE-35-4.26

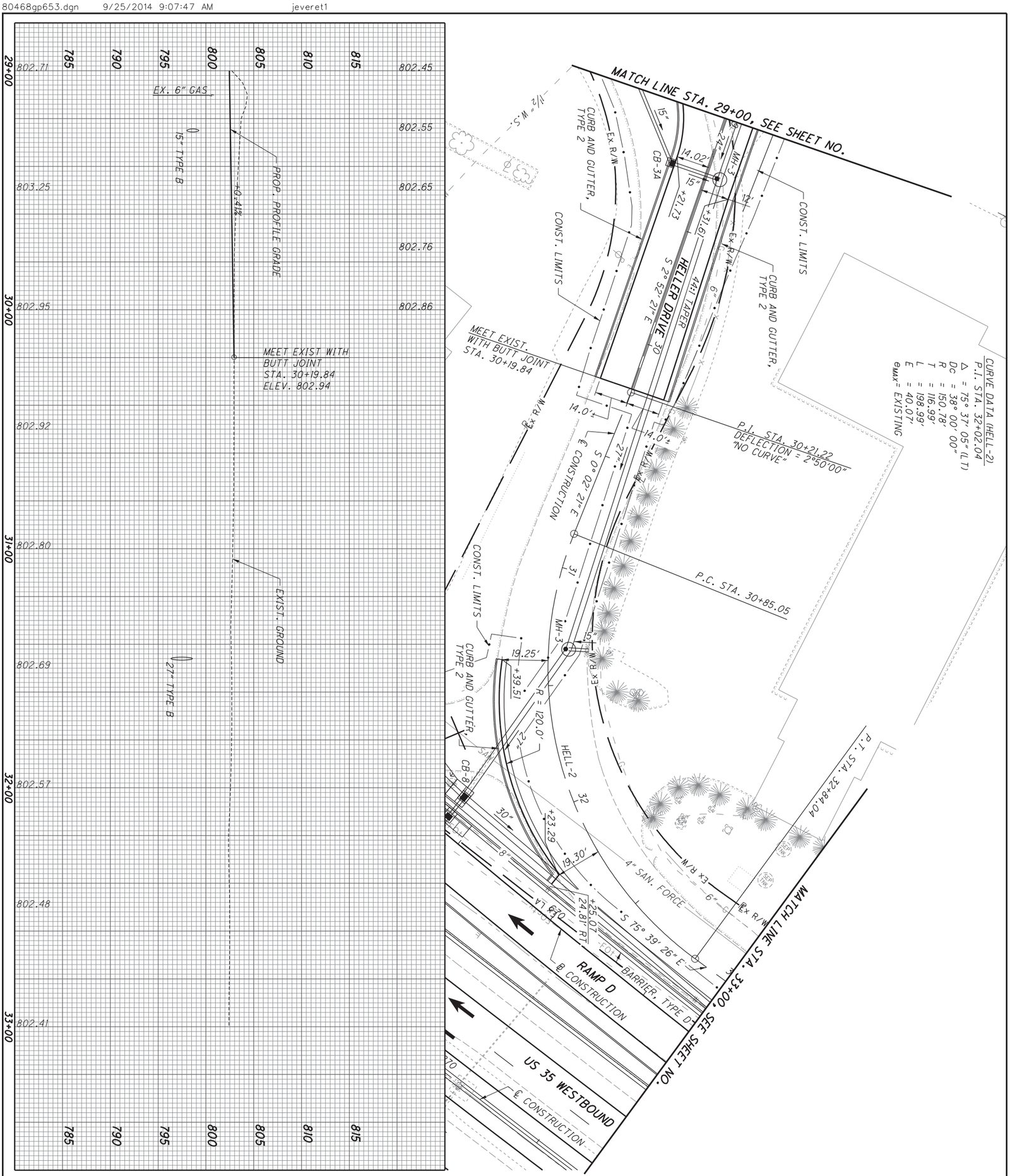
PLAN AND PROFILE - HELLER DRIVE
STA. 25+00 TO STA. 29+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468gp653.dgn 9/25/2014 9:07:47 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

476
876

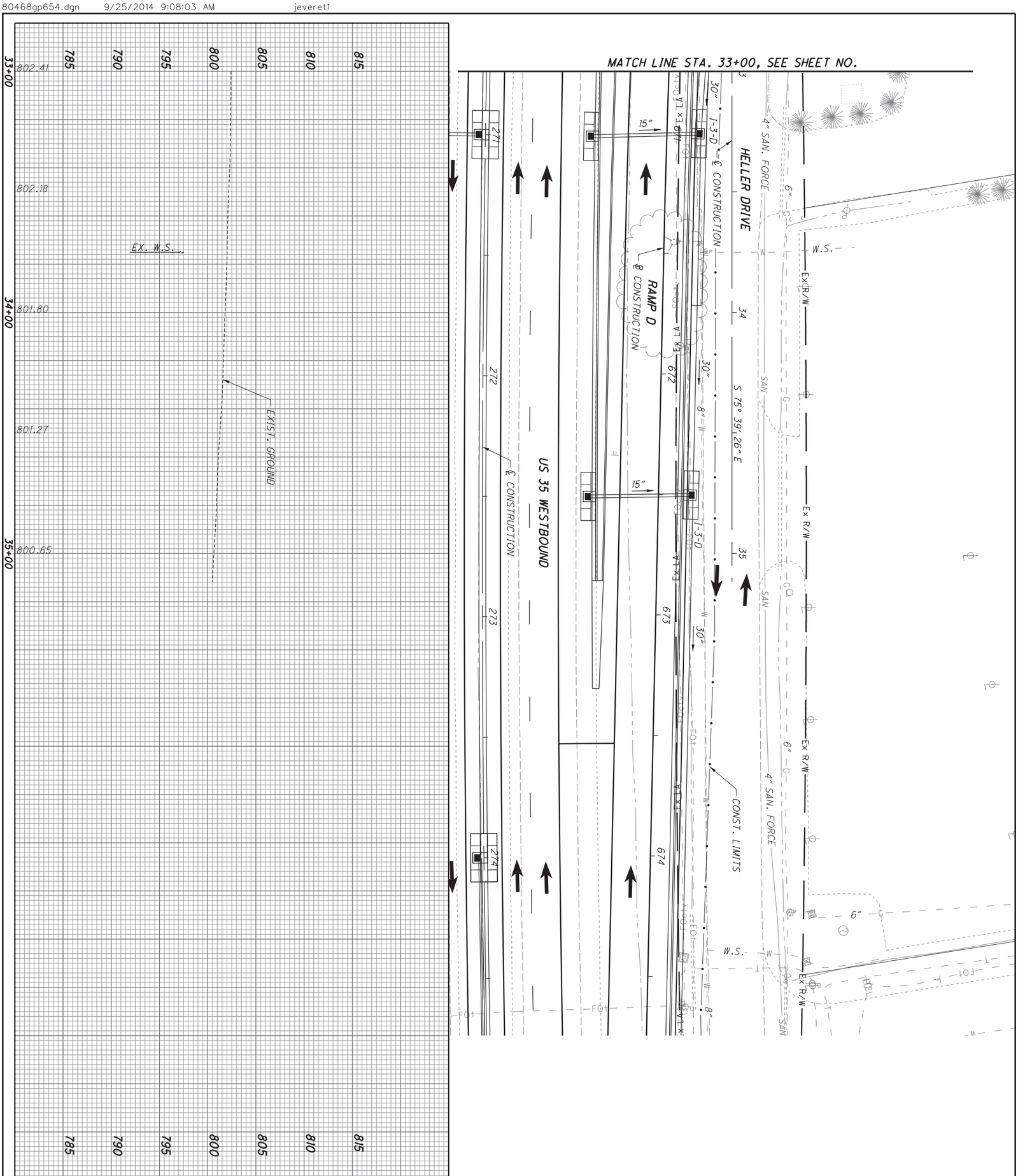
GRE-35-4.26

PLAN AND PROFILE - HELLER DRIVE
STA. 29+00 TO STA. 33+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

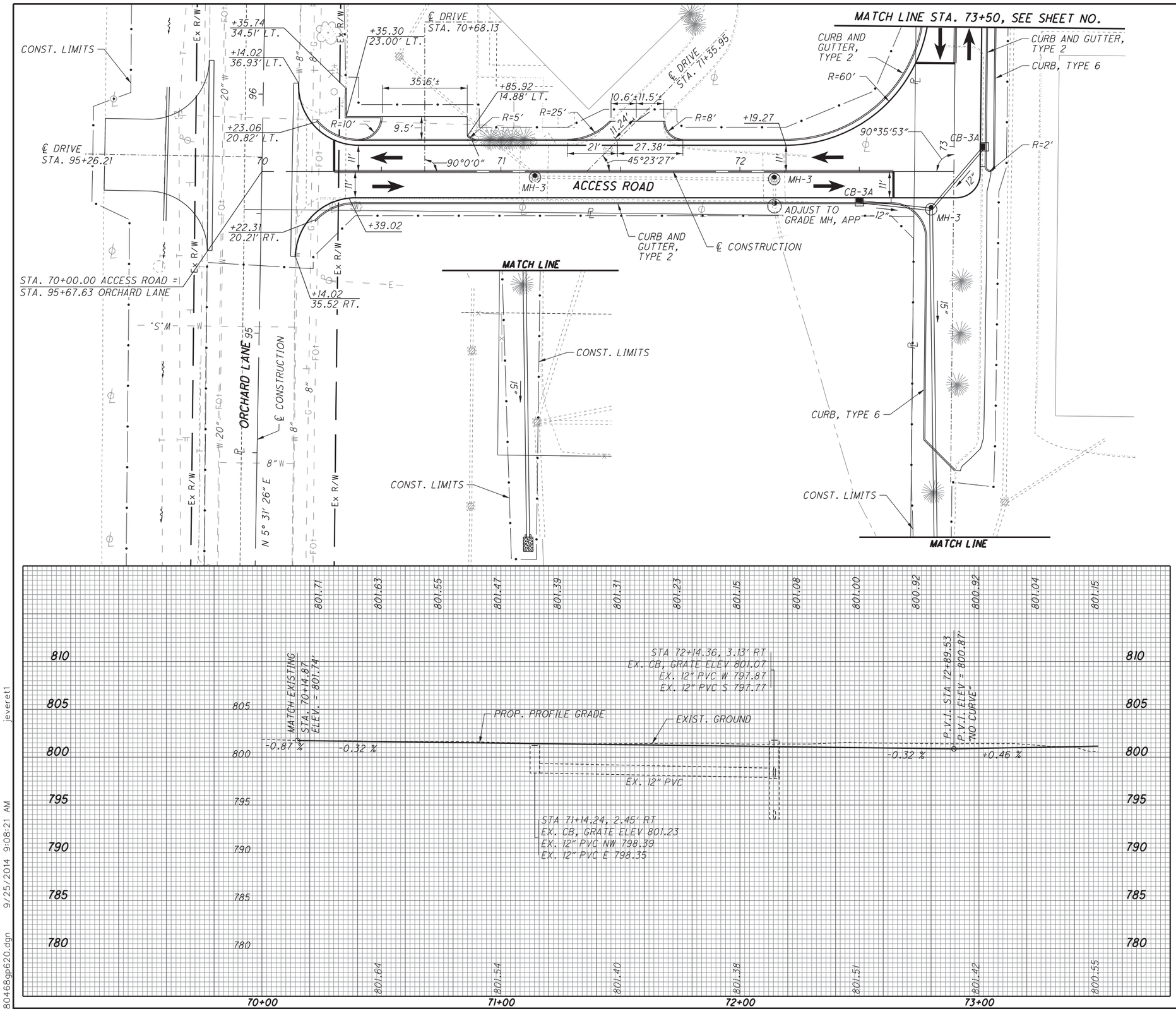
GRE-35-4.26

PLAN AND PROFILE - HELLER DRIVE
STA. 33+00 TO STA. 35+00

CALCULATED

CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

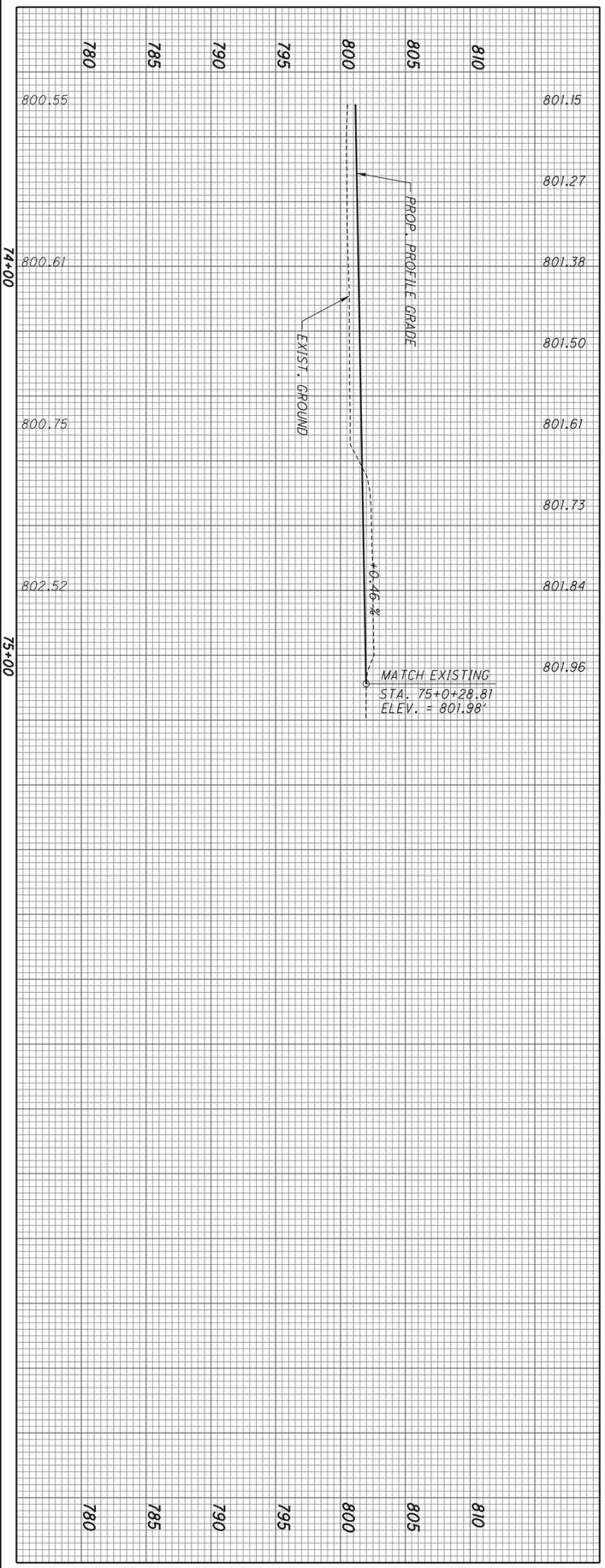
CHECKED

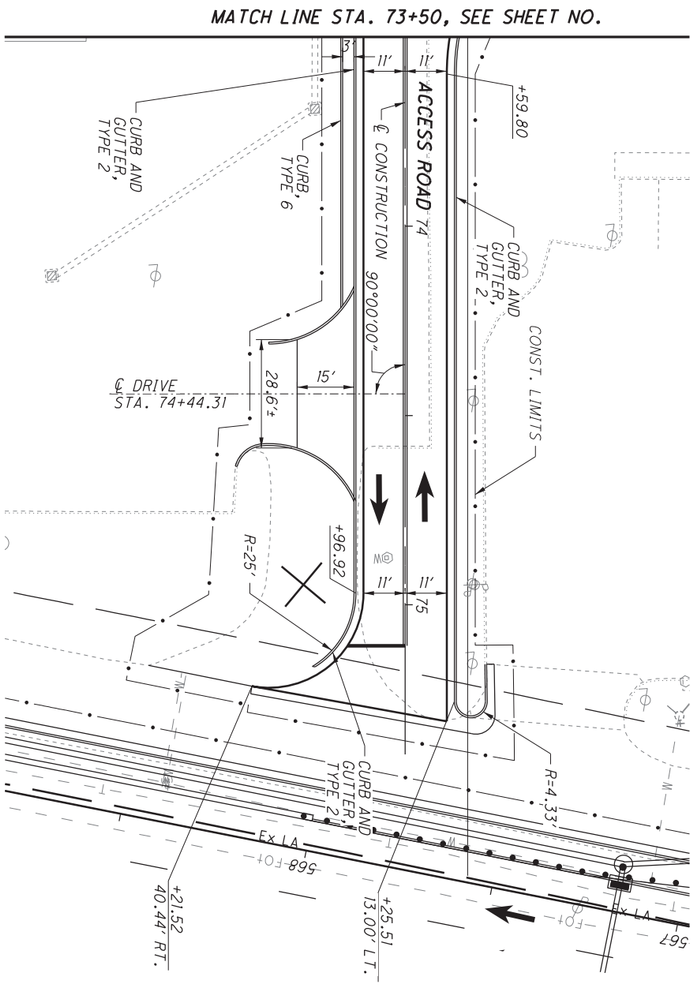
PLAN AND PROFILE - ACCESS ROAD STA. 70+00 TO STA. 73+50

GRE-35-4.26

478
876

jeveret1 9/25/2014 9:08:21 AM 80468gp620.dgn





REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

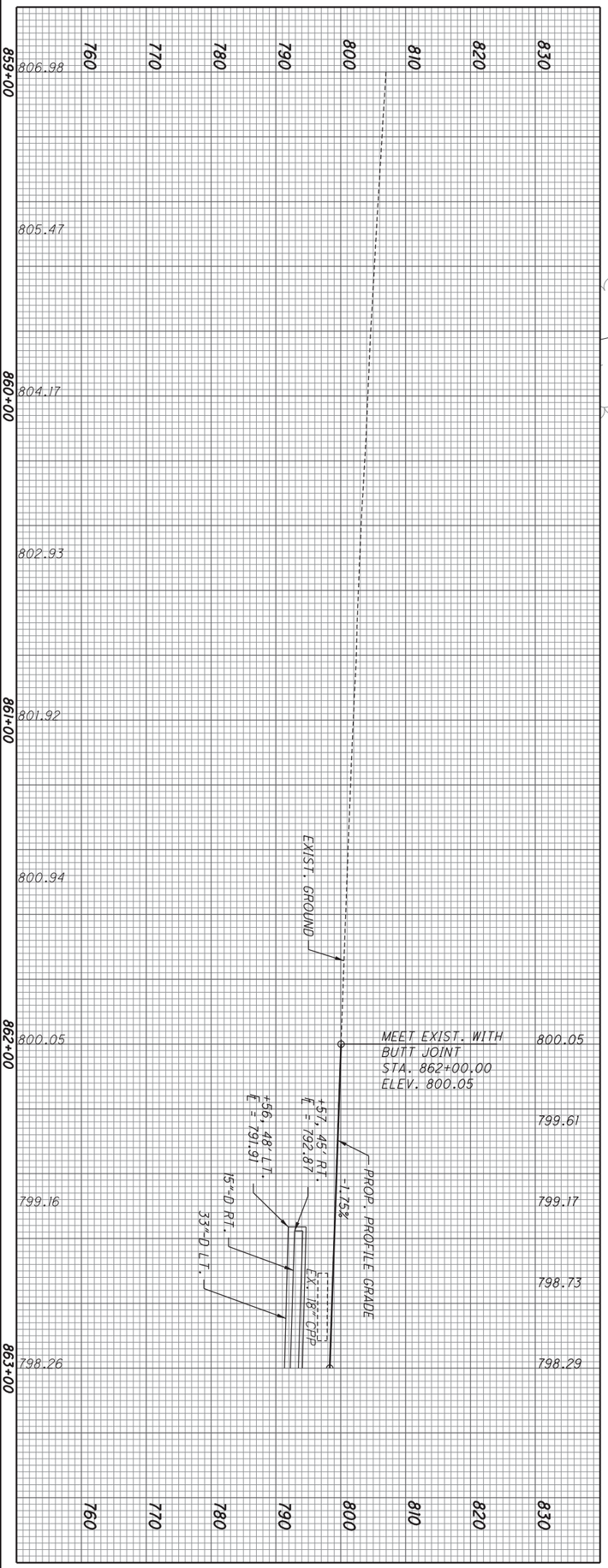
GRE-35-4.26

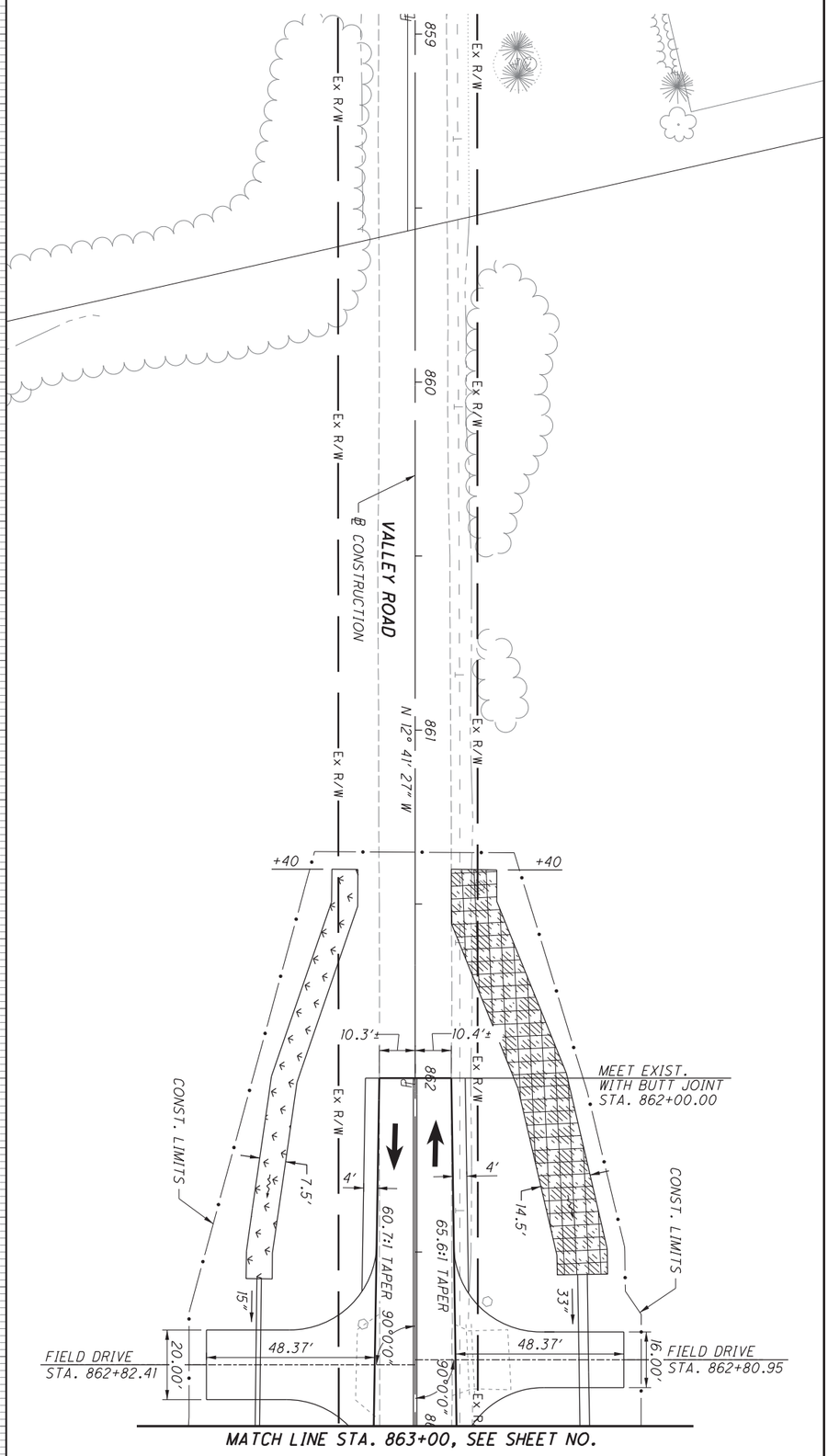
PLAN AND PROFILE - ACCESS ROAD
STA. 73+50 TO STA. 75+39.53

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 480

GRE-35-4.26

PLAN AND PROFILE - VALLEY ROAD
STA. 859+00 TO STA. 863+00

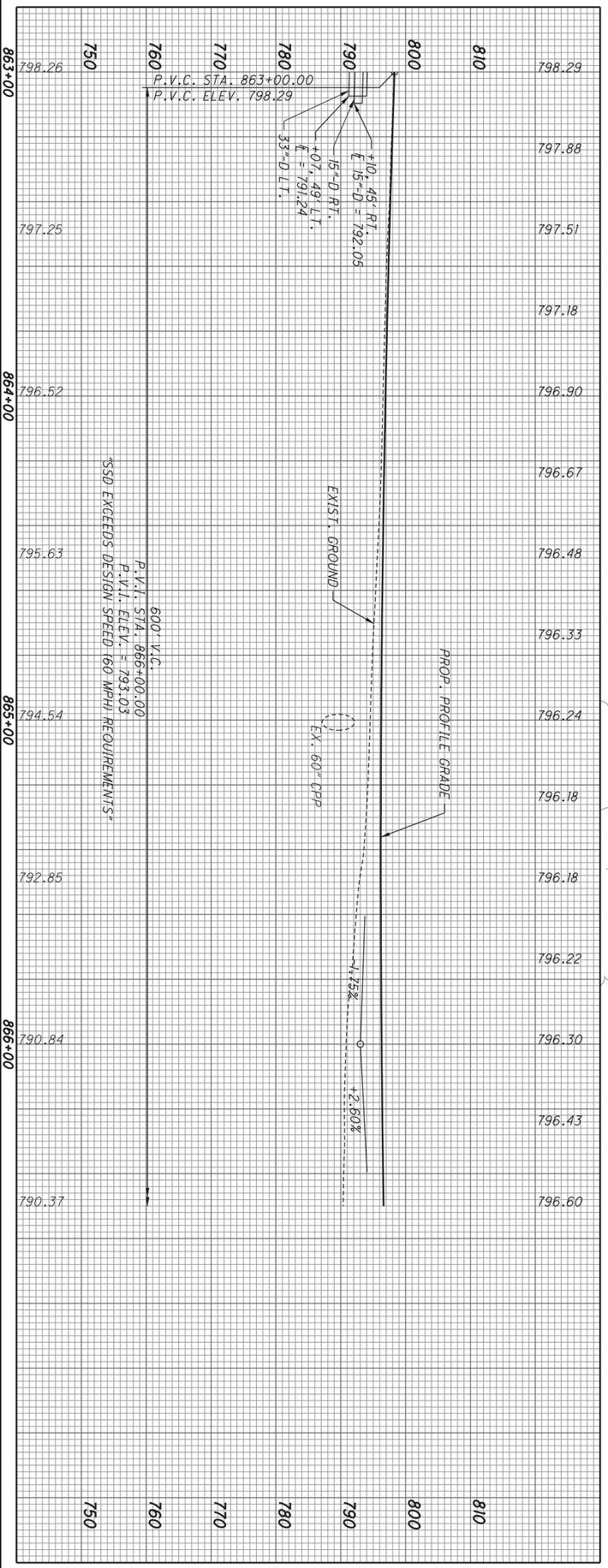
CALCULATED

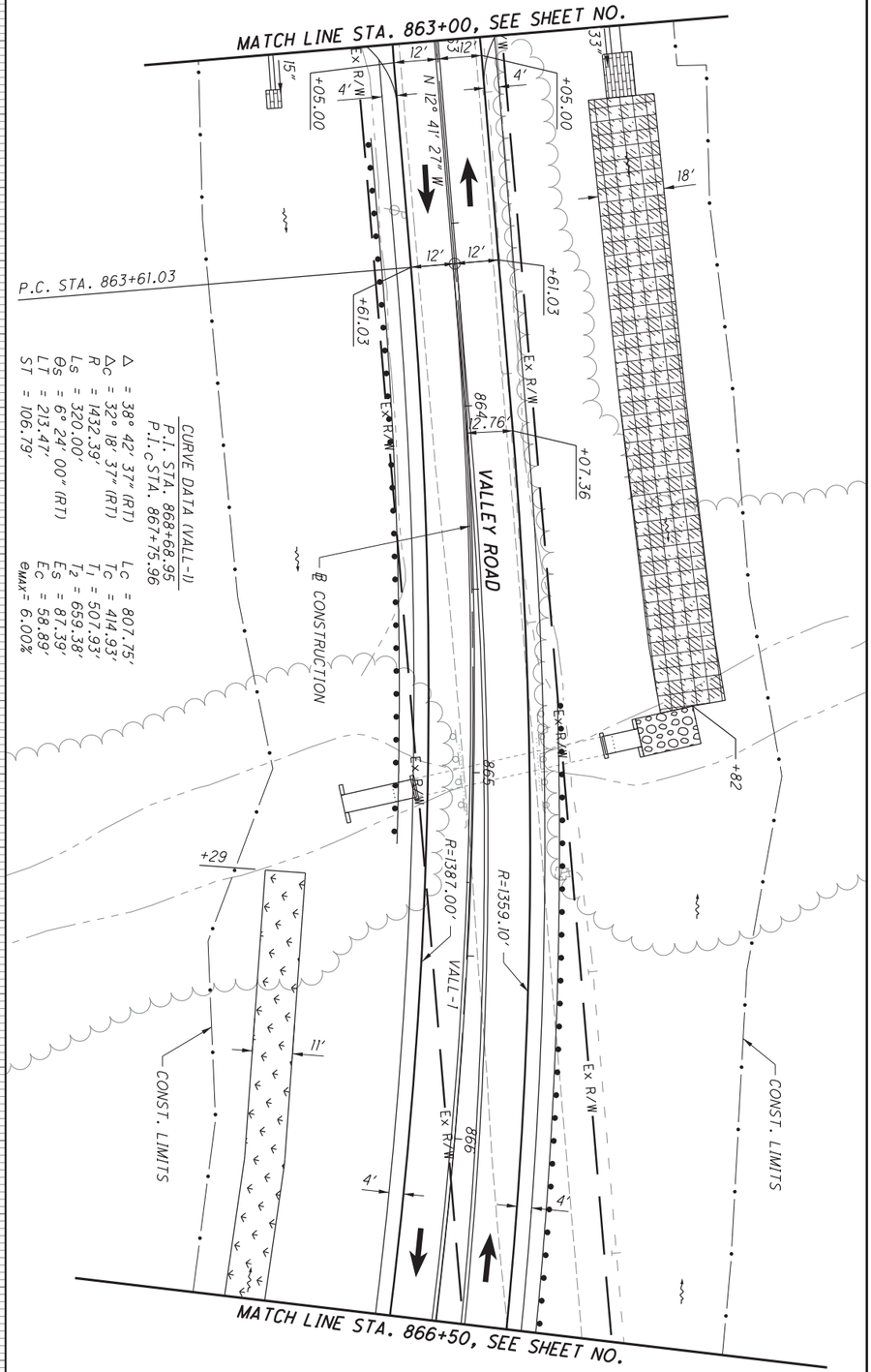
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468GP452.dgn 9/25/2014 9:09:09 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 481

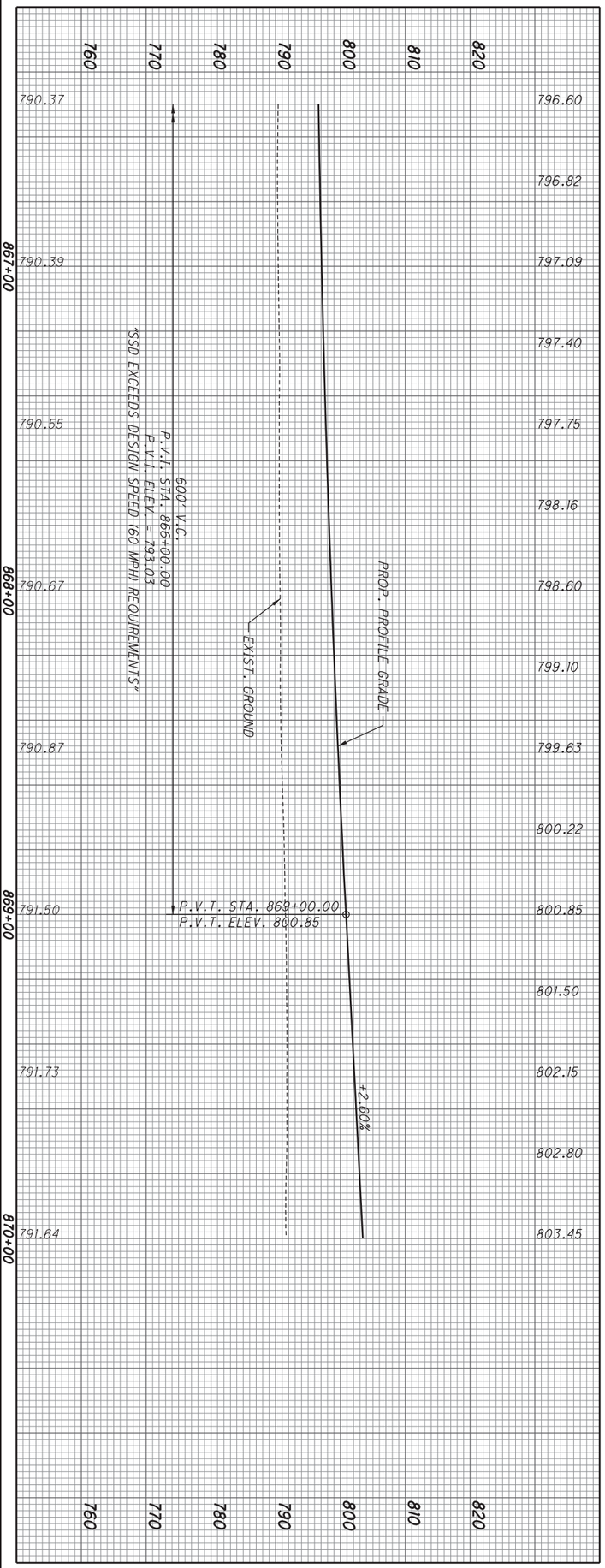
GRE-35-4.26

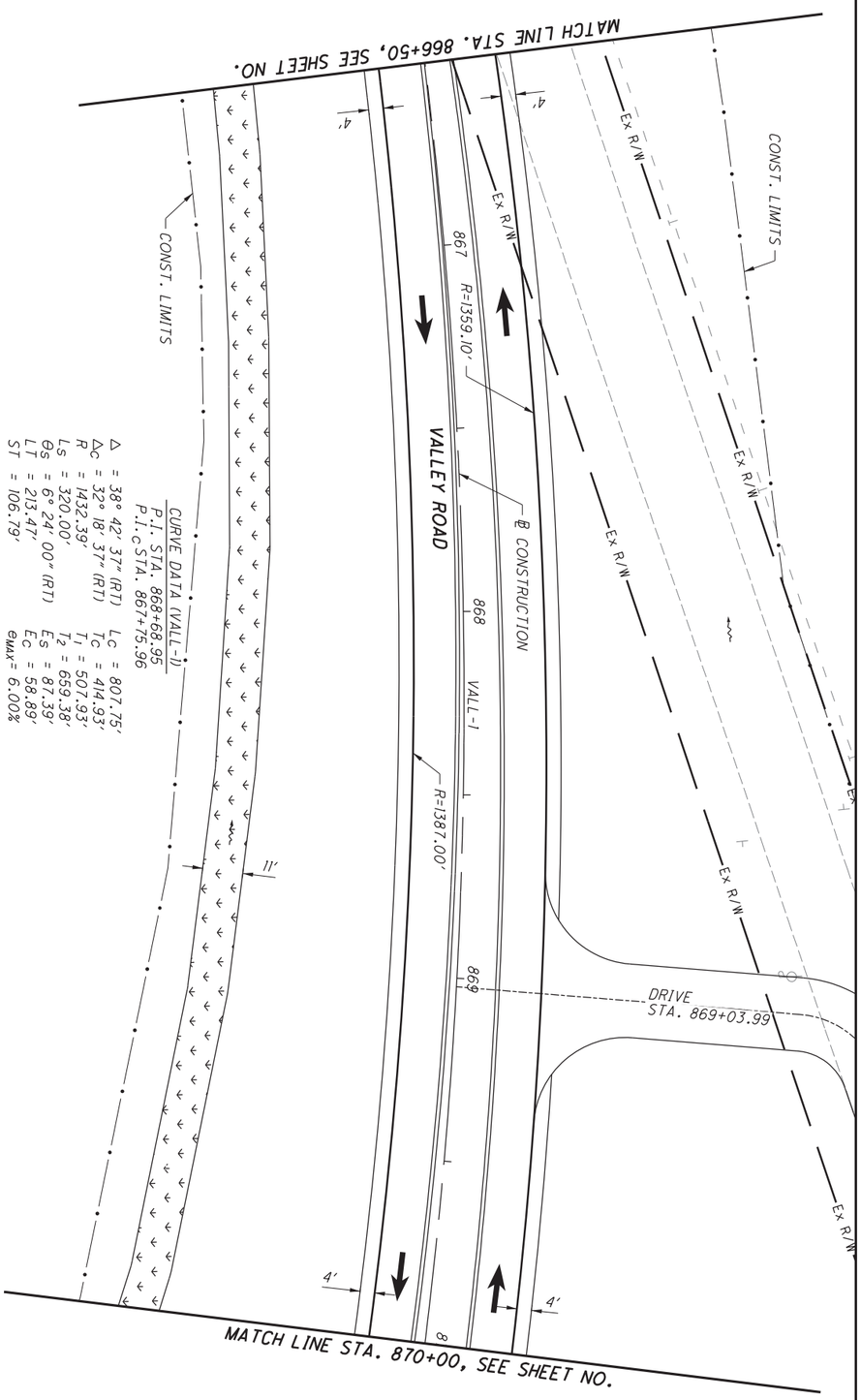
PLAN AND PROFILE - VALLEY ROAD
STA. 863+00 TO STA. 866+50

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N



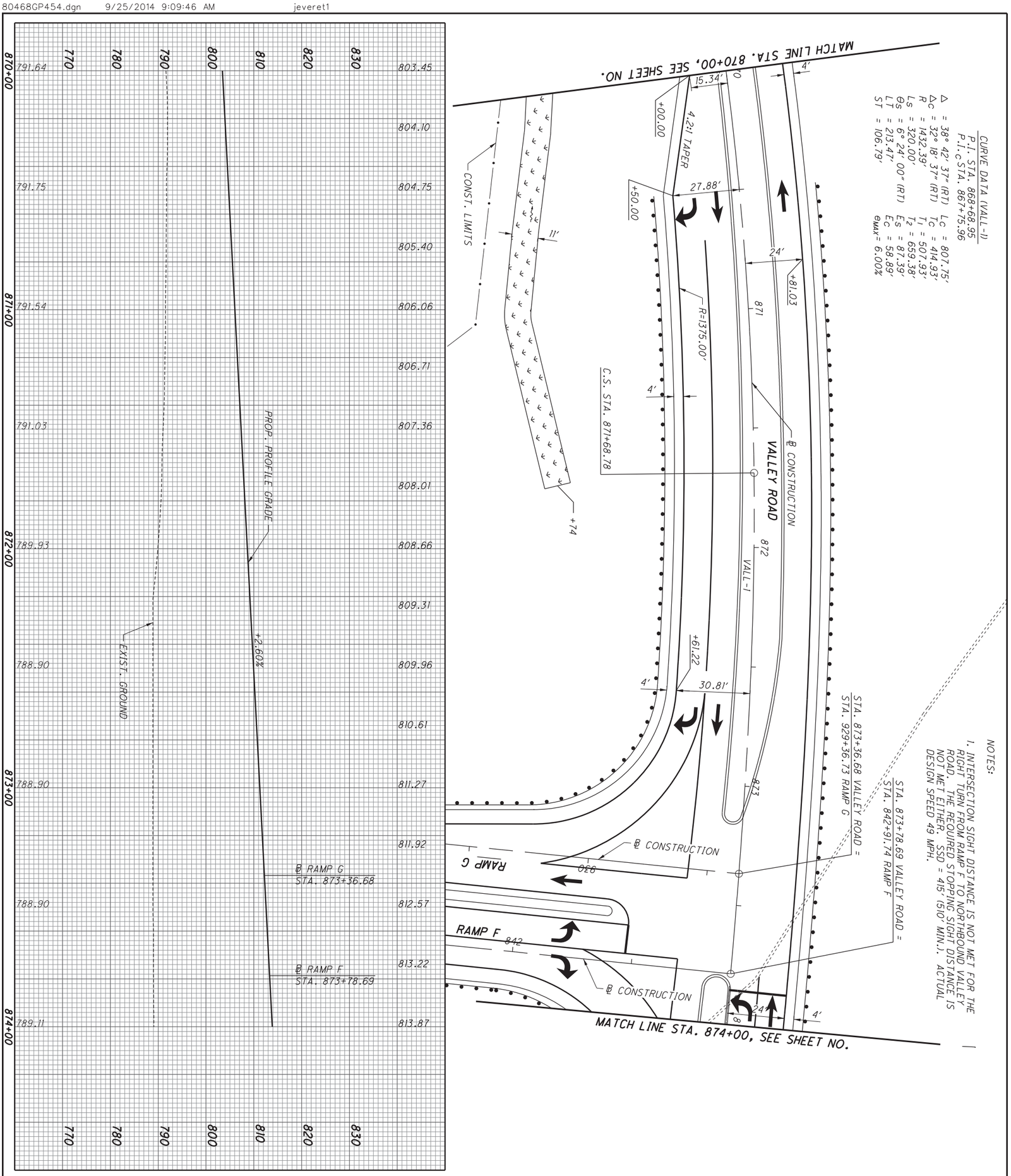


CURVE DATA (VALL-1)
P.I. STA. 868+68.95
P.I. STA. 867+75.96

Δ	= 38° 42' 37" (RT)	Lc	= 807.75'
Δc	= 32° 18' 37" (RT)	Tc	= 414.93'
R	= 1432.39'	T_1	= 507.93'
Ls	= 320.00'	T_2	= 659.38'
Θs	= 6° 24' 00" (RT)	Es	= 87.39'
LT	= 213.47'	Ec	= 58.89'
ST	= 106.79'	e_{max}	= 6.00%

REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

80468GP454.dgn 9/25/2014 9:09:46 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

483
876

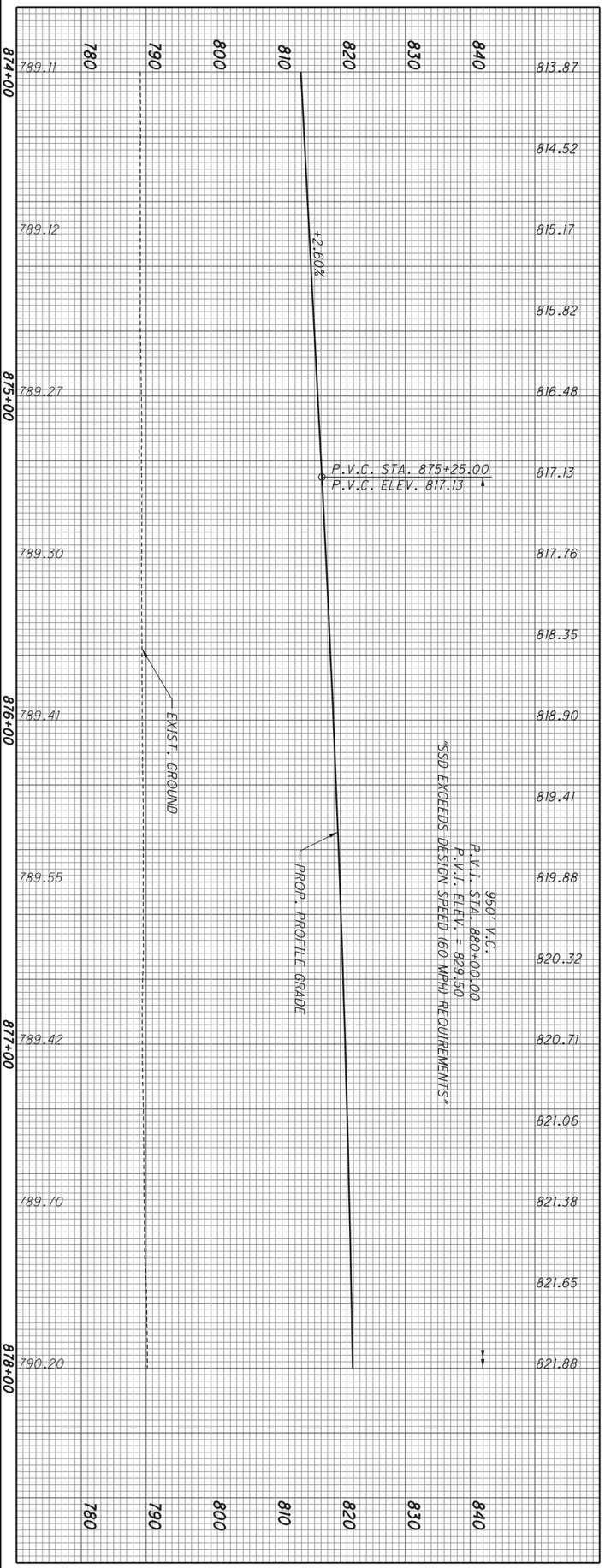
GRE-35-4.26

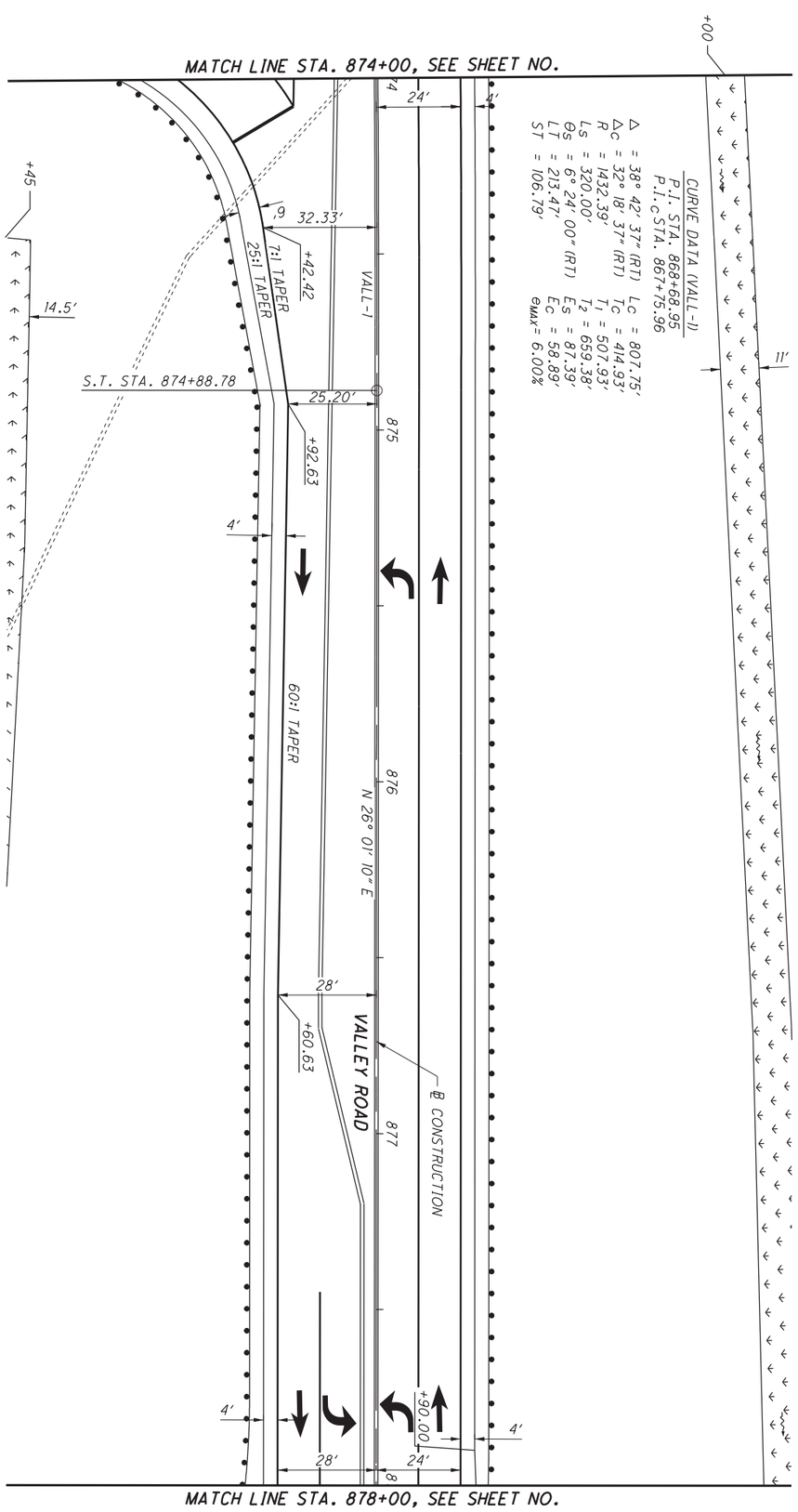
PLAN AND PROFILE - VALLEY ROAD
STA. 870+00 TO STA. 874+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP455.dgn 9/25/2014 9:10:04 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

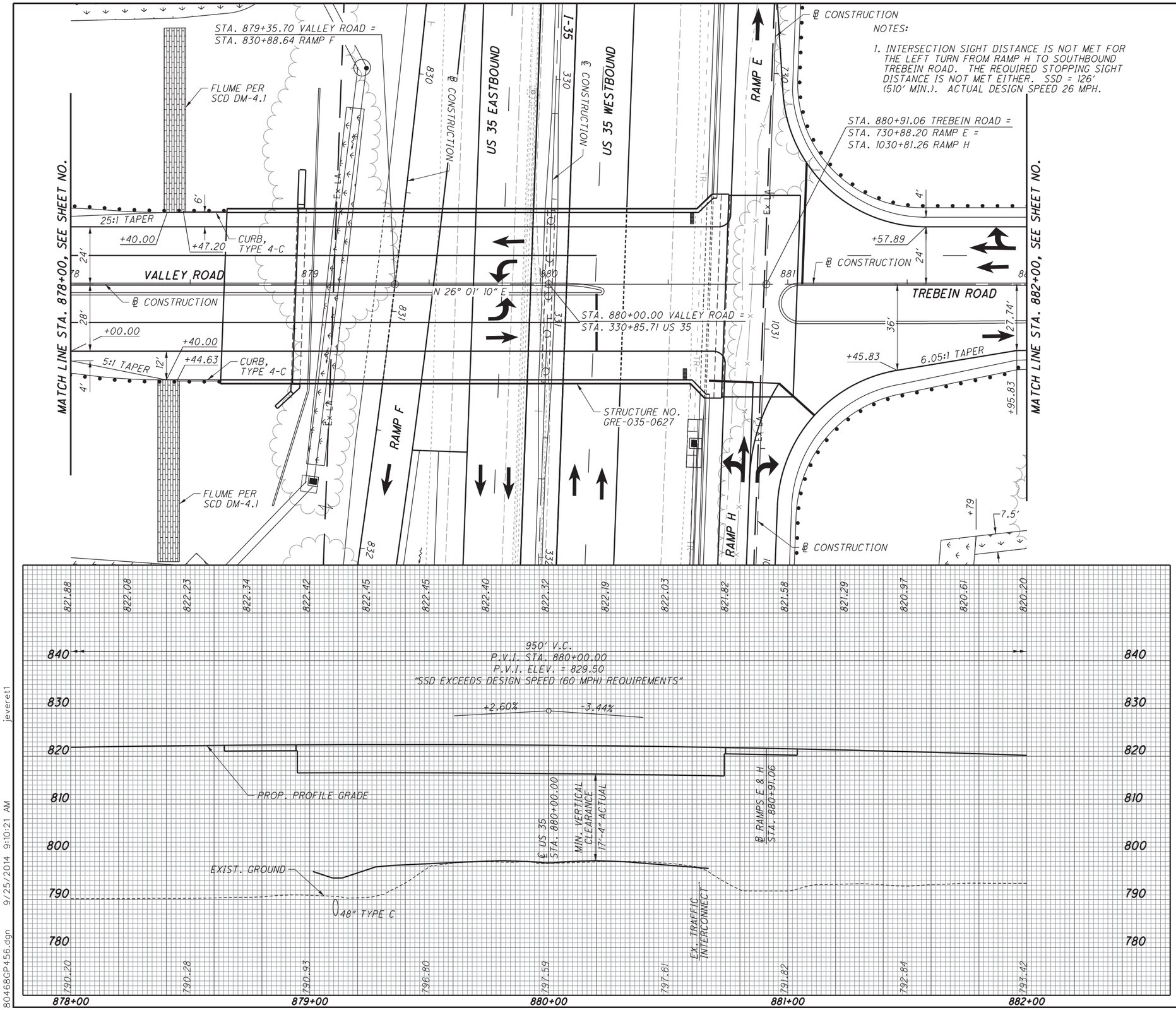
876 484

GRE-35-4.26

PLAN AND PROFILE - VALLEY ROAD
STA. 874+00 TO STA. 878+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

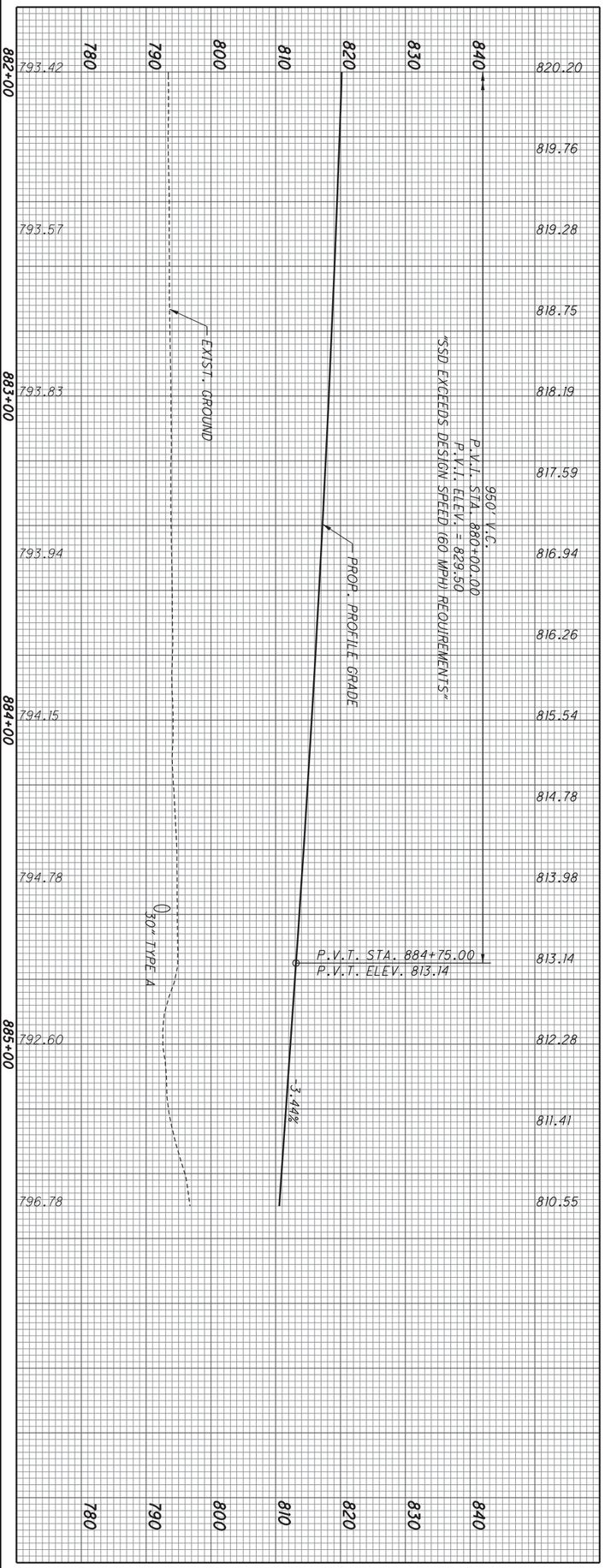
PLAN AND PROFILE - VALLEY / TREBEIN ROAD STA. 878+00 TO STA. 882+00

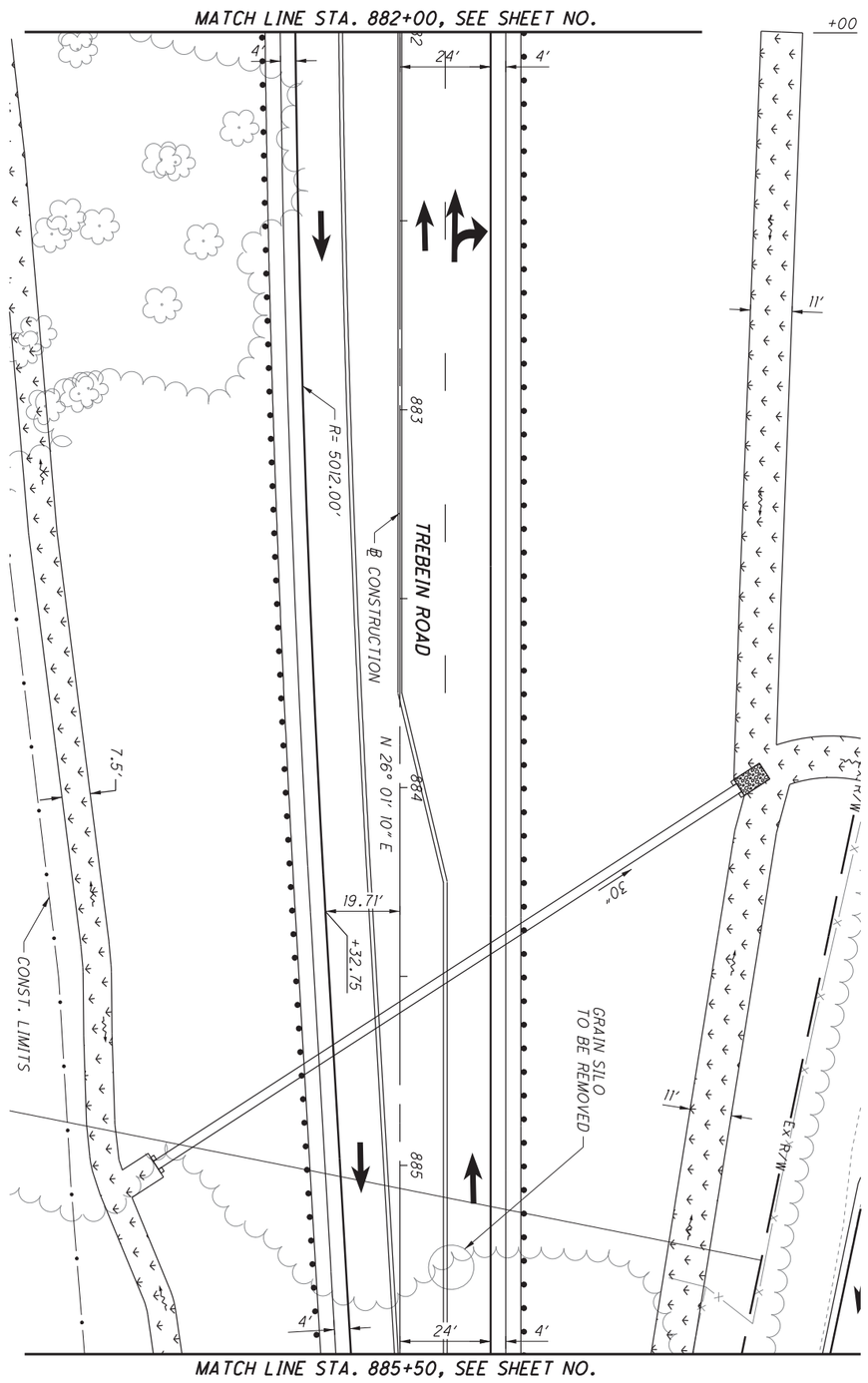
GRE-35-4.26

485
876

80468GP456.dgn 9/25/2014 9:10:21 AM jeveret1

80468GP457.dgn 9/25/2014 9:10:42 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 486

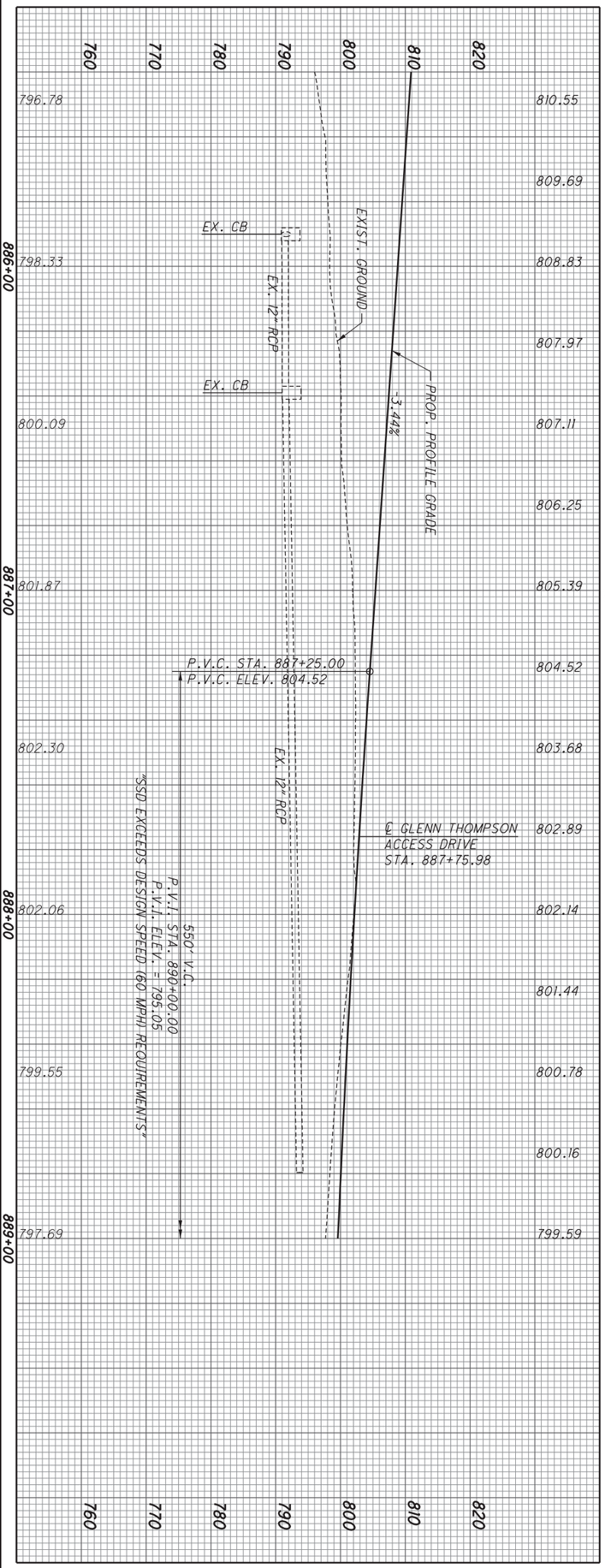
GRE-35-4.26

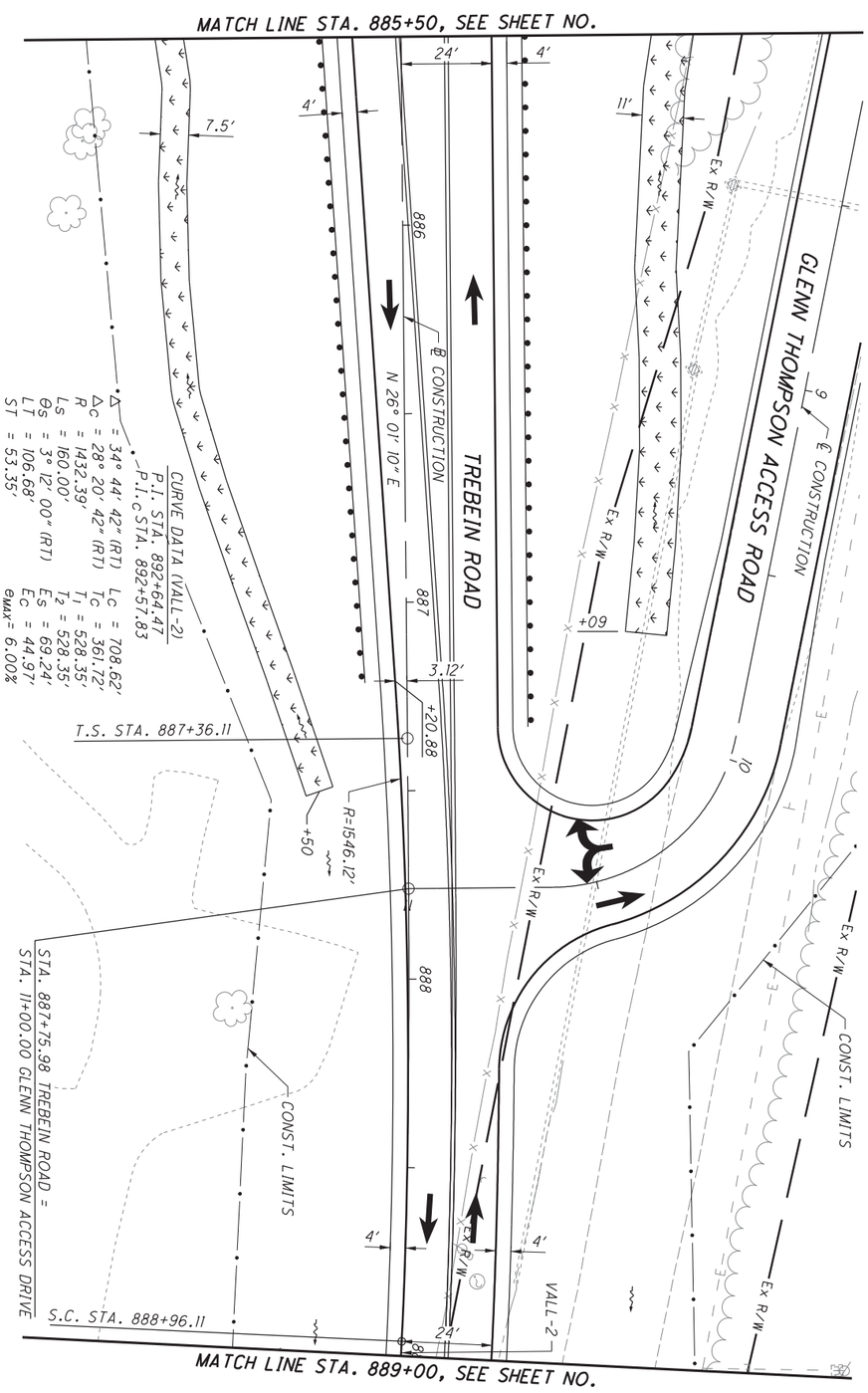
PLAN AND PROFILE - TREBEIN ROAD
STA. 882+00 TO STA. 885+50

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP458.dgn 9/25/2014 9:10:59 AM jeveret1





CURVE DATA (VALL-2)
P.I. STA. 892+64.47
P.I.c STA. 892+57.83
Δ = 34° 44' 42" (RT) Lc = 708.62'
Δc = 28° 20' 42" (RT) Tc = 361.72'
R = 1432.39' T1 = 528.35'
Ls = 150.00' T2 = 528.35'
θs = 3° 12' 00" (RT) Es = 69.24'
LT = 106.68' Ec = 44.97'
ST = 53.35'
emax = 6.00%

REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

487
876

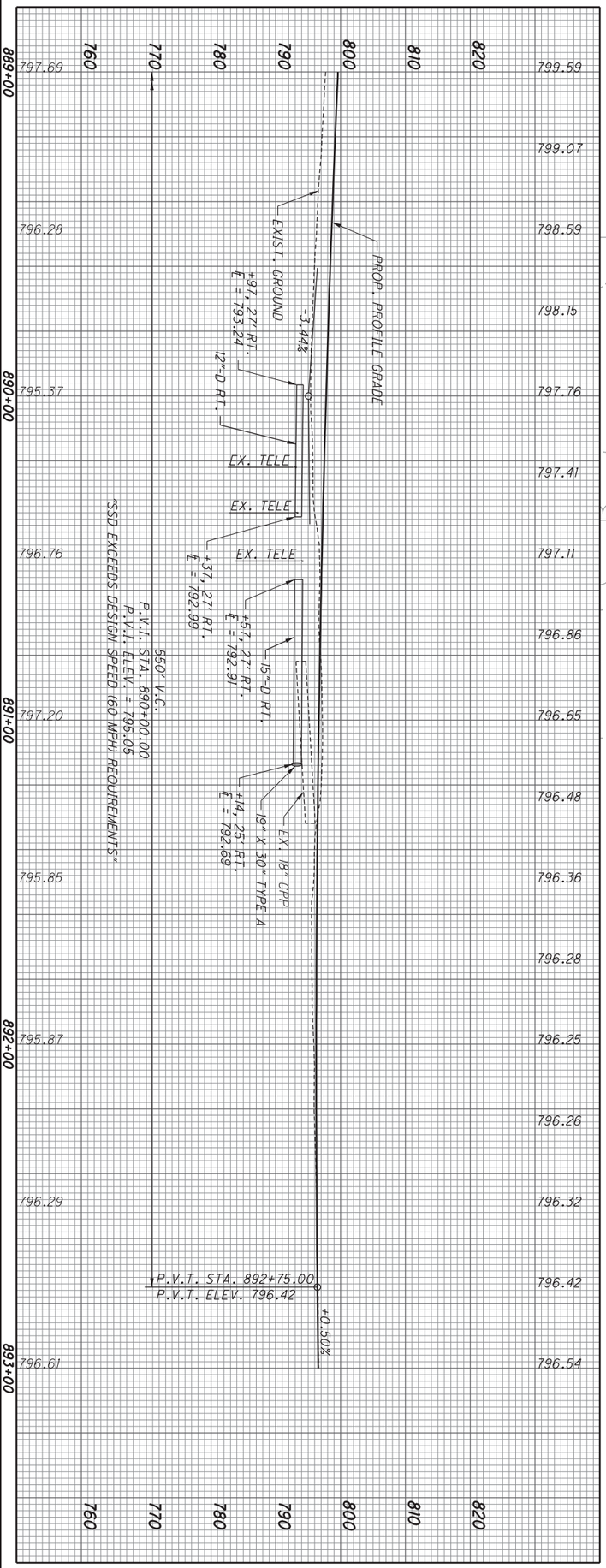
GRE-35-4.26

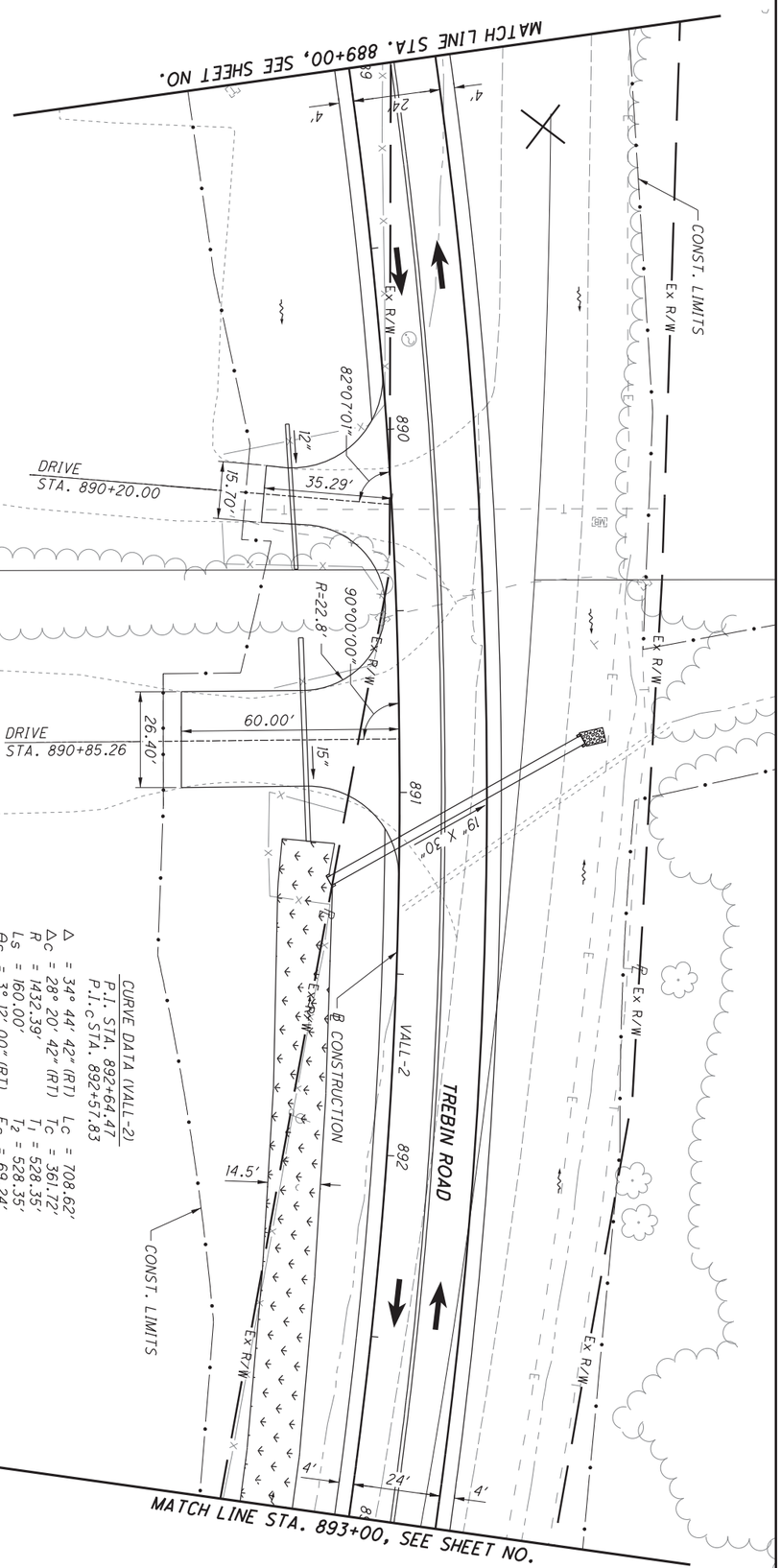
PLAN AND PROFILE - TREBEIN ROAD
STA. 885+50 TO STA. 889+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468GP459.dgn 9/25/2014 9:11:16 AM jeveret1





CURVE DATA (VALL-2)
P.I. STA. 892+64.47
P.I.-c STA. 892+57.83
Δ = 34° 44' 42" (RT)
Δc = 28° 20' 42" (RT)
R = 1432.39'
Ls = 160.00'
Θs = 3° 12' 00" (RT)
LT = 106.68'
ST = 53.35'
Lc = 708.62'
Tc = 361.72'
T1 = 528.35'
T2 = 528.35'
Es = 69.24'
Ec = 44.97'
emax = 6.00%

REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

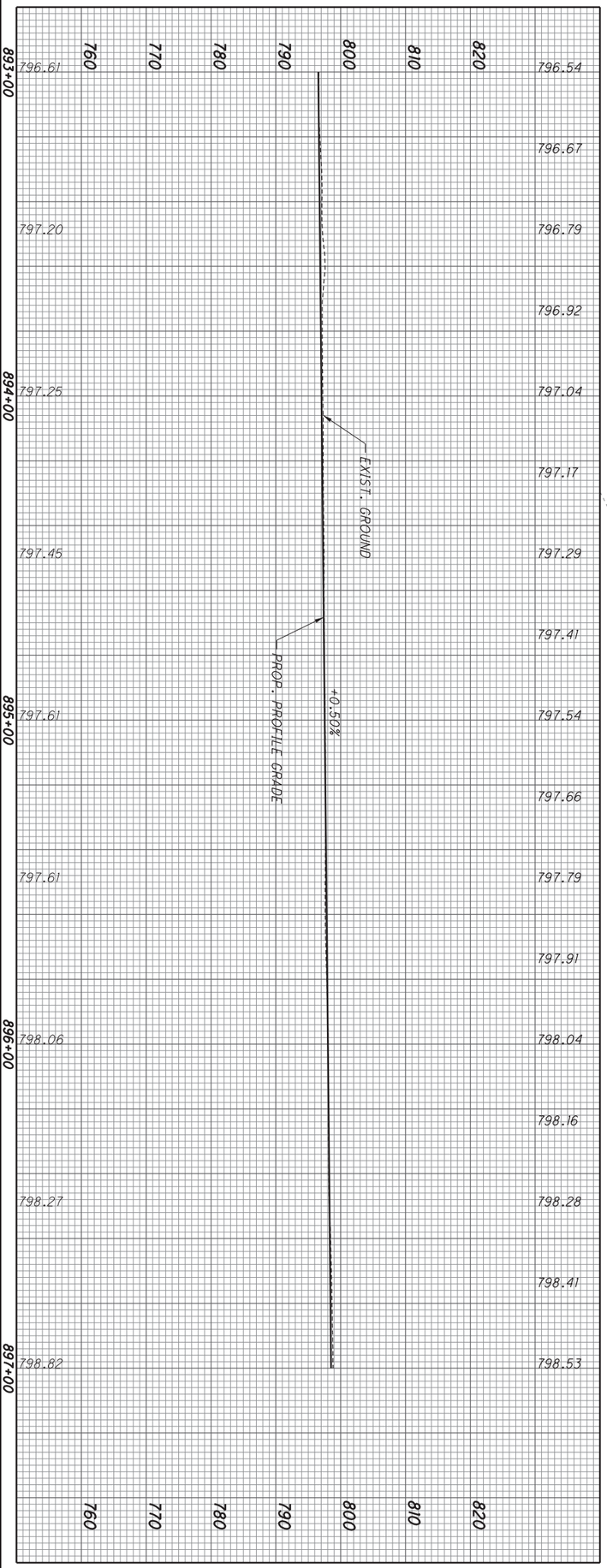
488
876

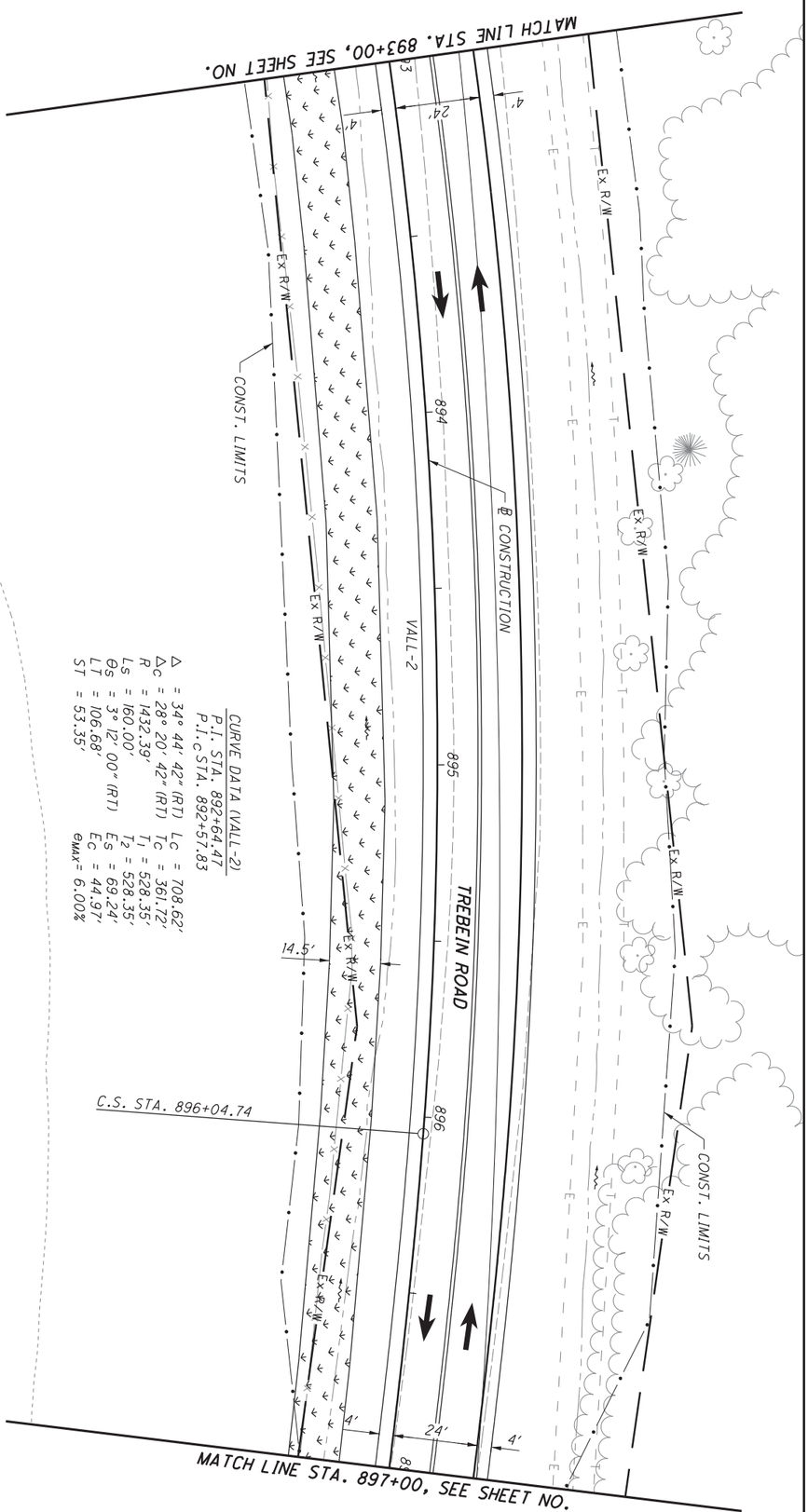
GRE-35-4.26

PLAN AND PROFILE - TREBEIN ROAD
STA. 889+00 TO STA. 893+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

876 489

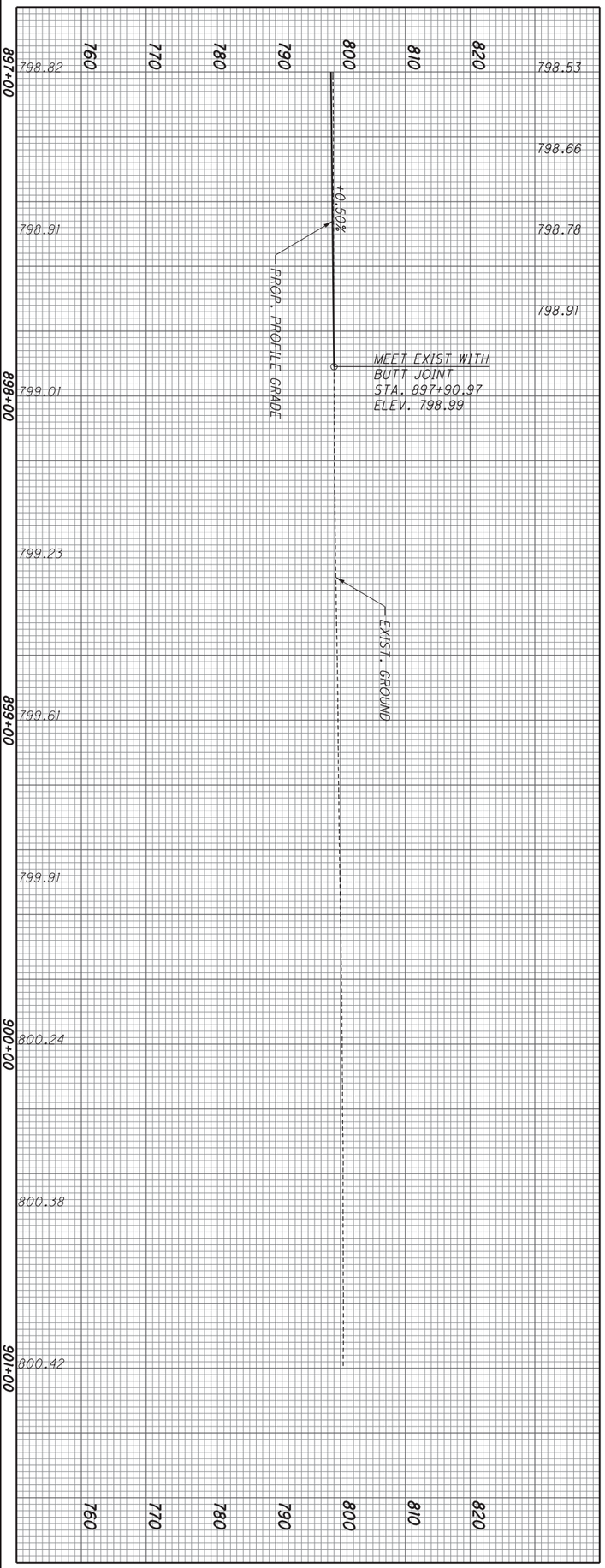
GRE-35-4.26

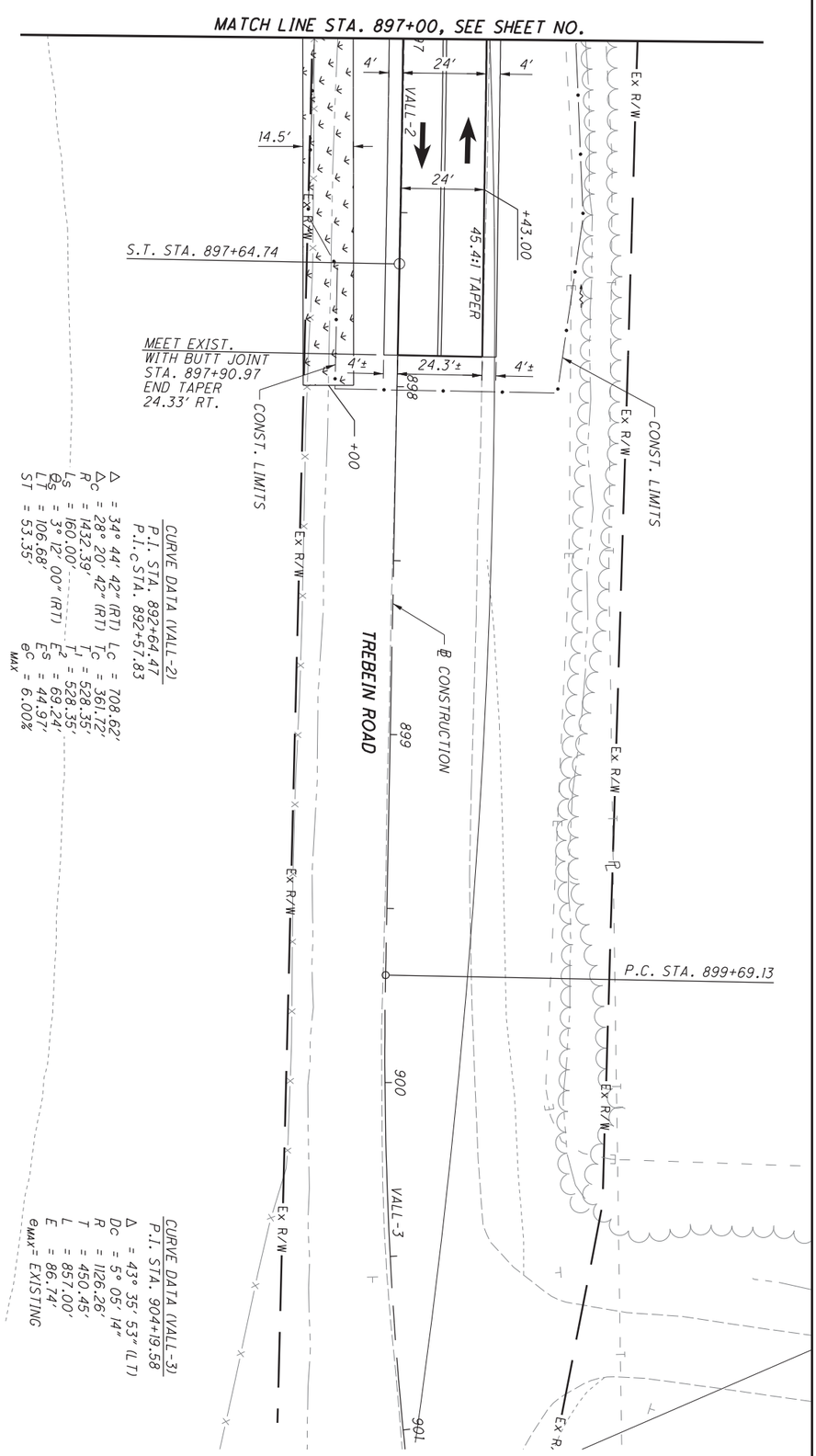
PLAN AND PROFILE - TREBEIN ROAD
STA. 893+00 TO STA. 897+00

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET

80468GP461.dgn 9/25/2014 9:11:54 AM jeveret1





REF NO.	STATION FROM	STATION TO	SIDE											
TOTALS CARRIED TO GENERAL SUMMARY														

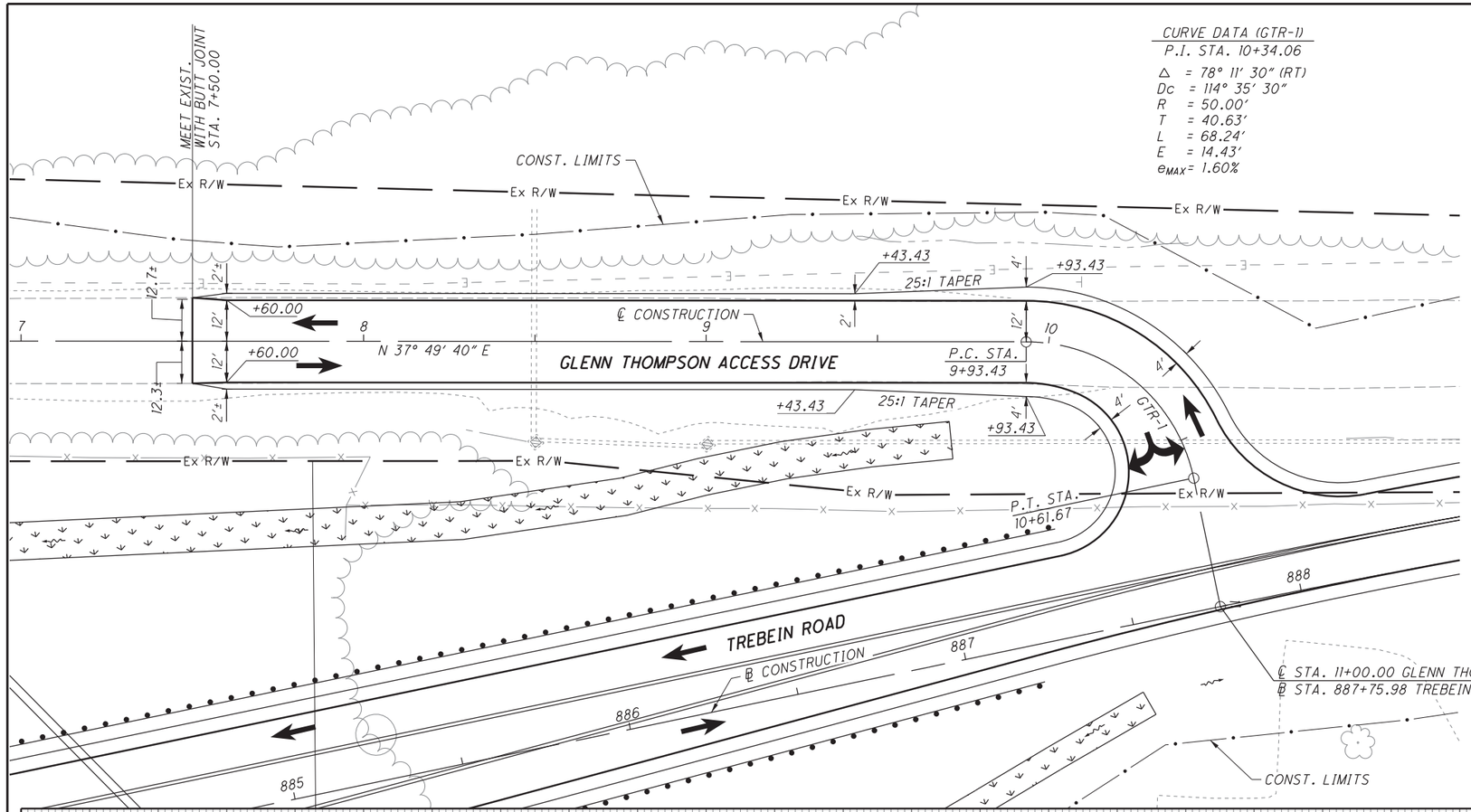
876 490

GRE-35-4.26

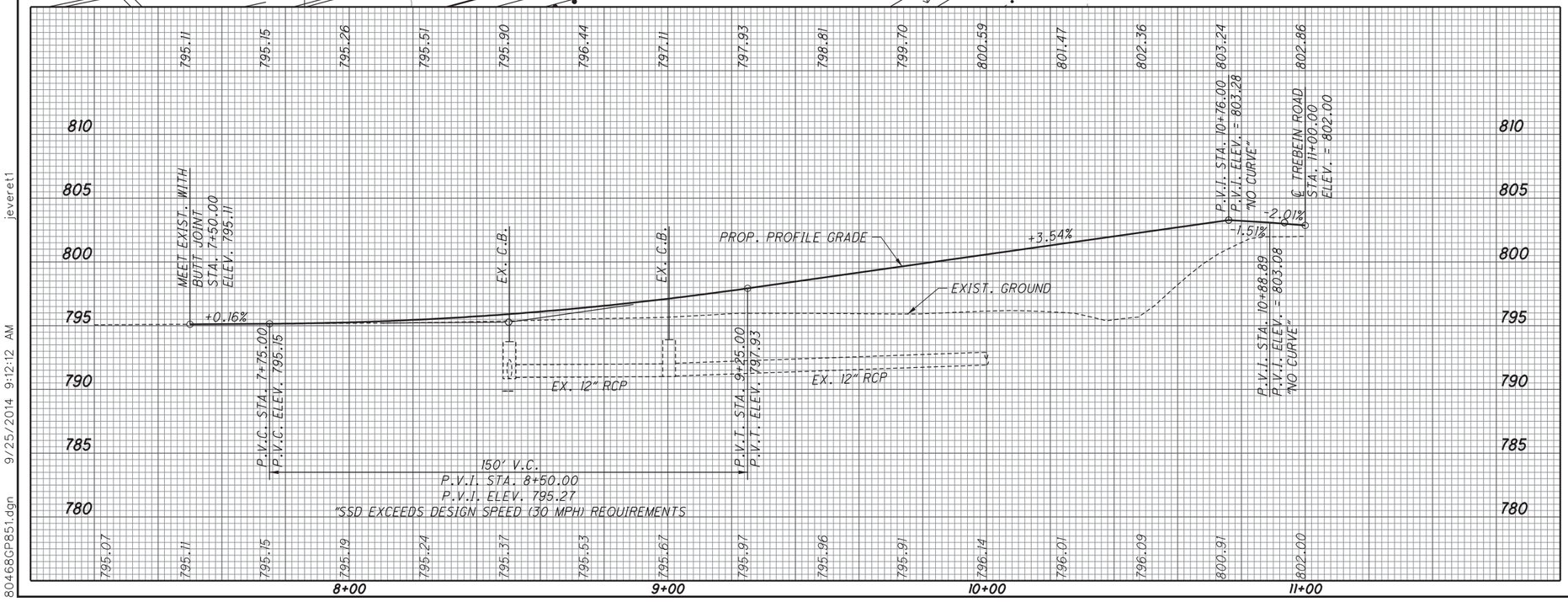
PLAN AND PROFILE - TREBEIN ROAD
STA. 897+00 TO STA. 901+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



CURVE DATA (GTR-1)
P.I. STA. 10+34.06
△ = 78° 11' 30" (RT)
Dc = 114° 35' 30"
R = 50.00'
T = 40.63'
L = 68.24'
E = 14.43'
e_{MAX} = 1.60%



REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED

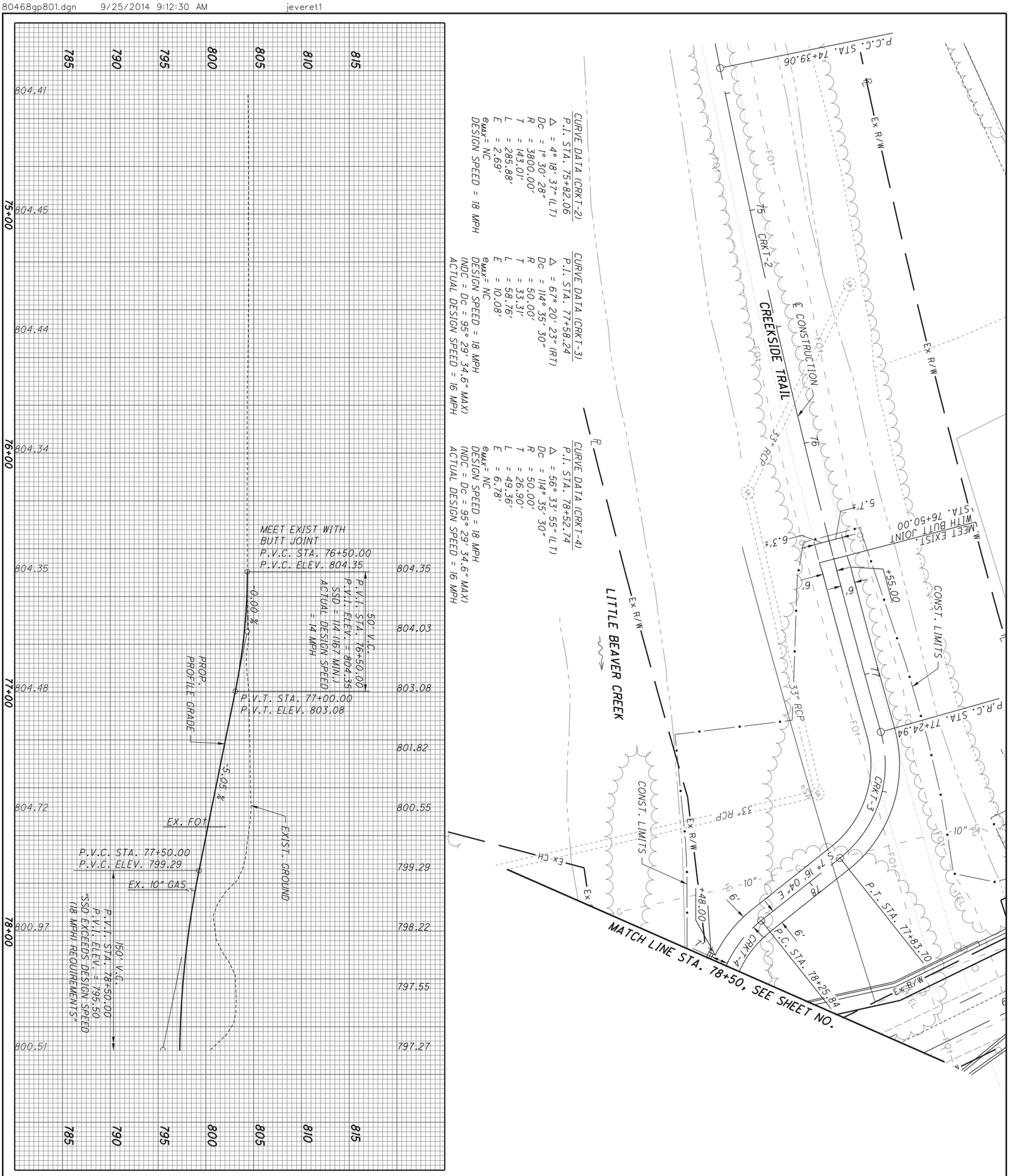
PLAN AND PROFILE
GLENN THOMPSON ACCESS DRIVE

GRE-35-4.26

491
876

80466GP851.dgn 9/25/2014 9:12:12 AM jeveret1

80468gp801.dgn 9/25/2014 9:12:30 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

492
876

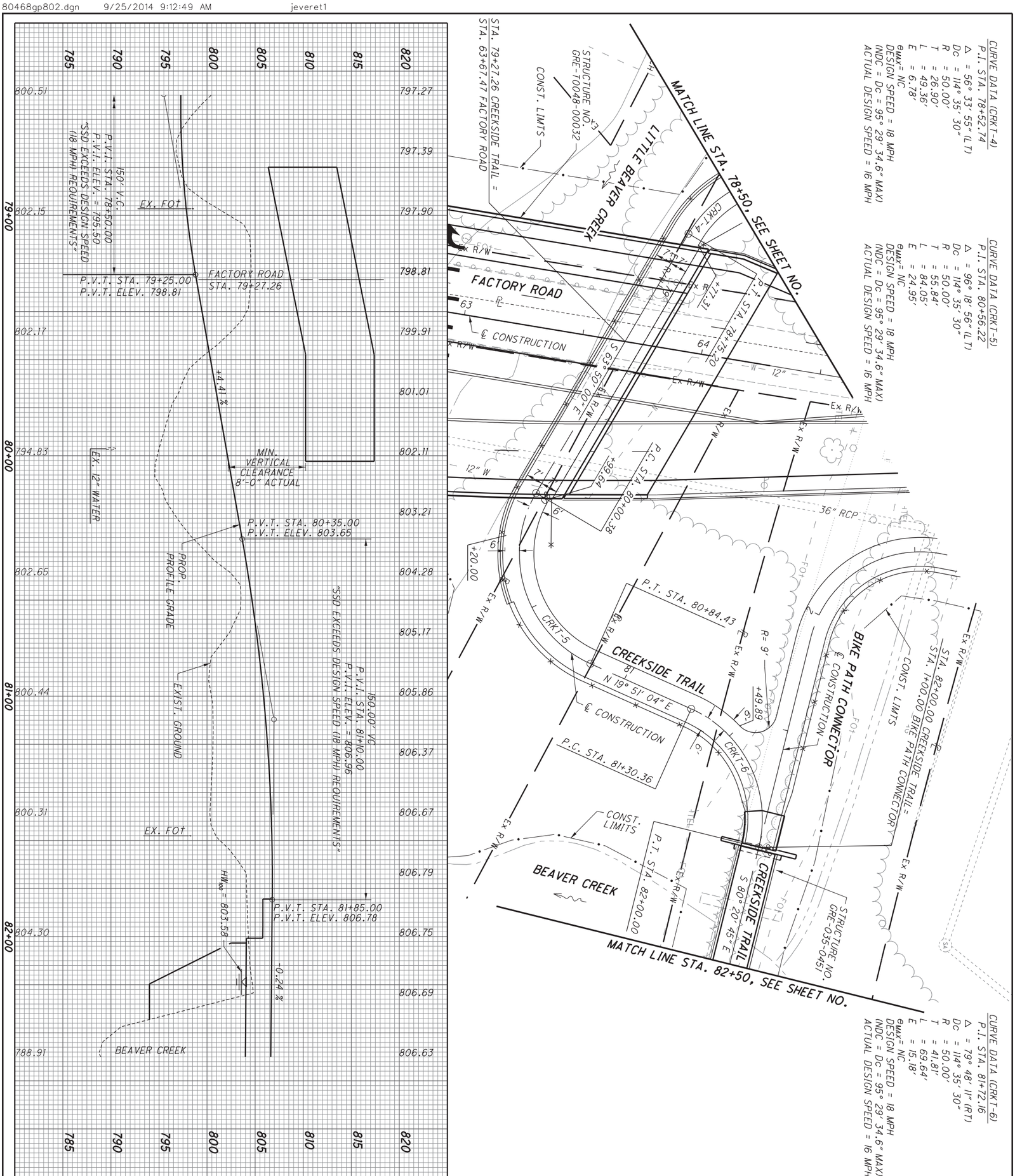
GRE-35-4.26

PLAN AND PROFILE - CREEKSIDE TRAIL
STA. 74+39.06 TO STA. 78+50

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

80468gp802.dgn 9/25/2014 9:12:49 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE												
TOTALS CARRIED TO GENERAL SUMMARY															

493
876

GRE-35-4.26

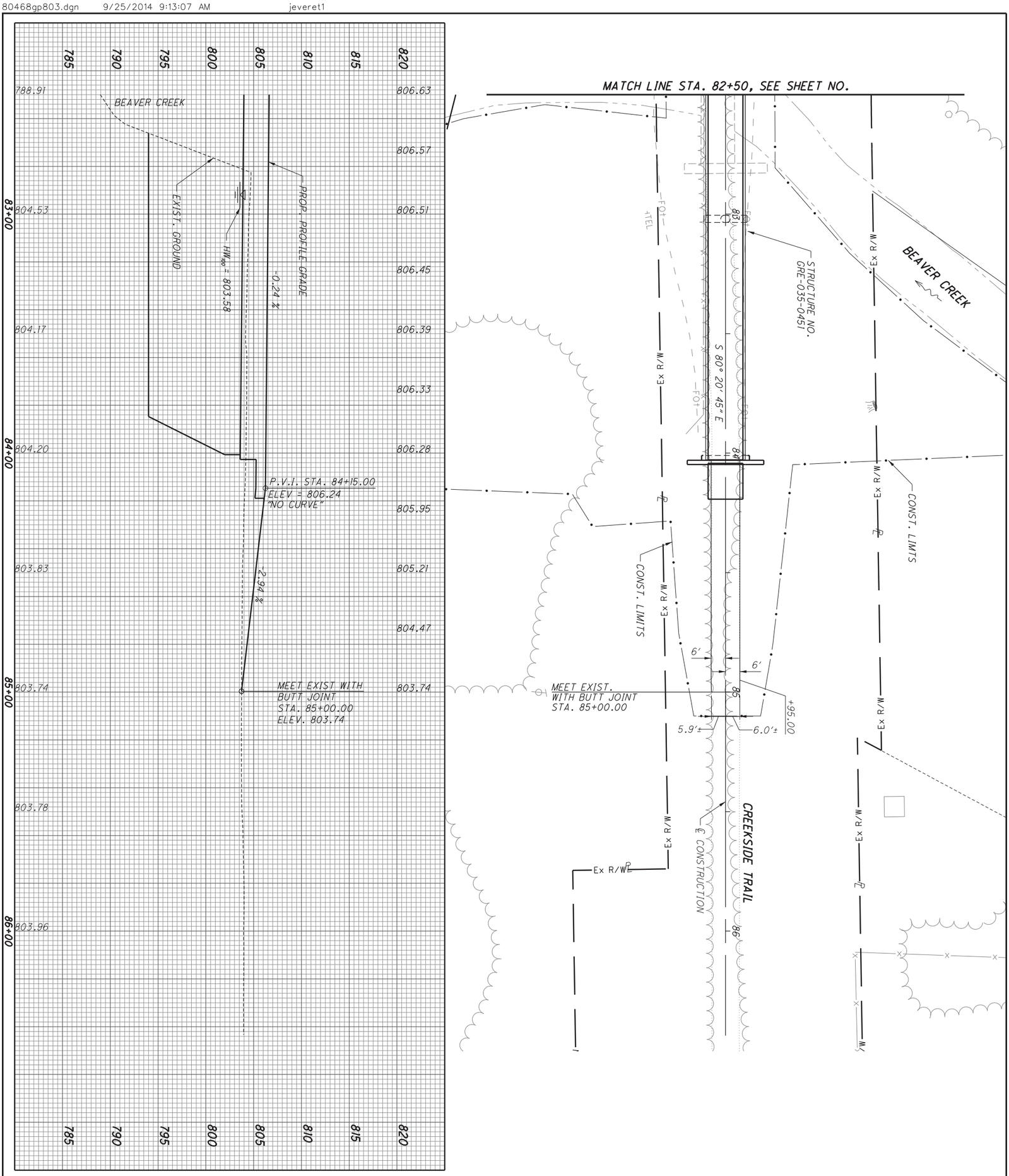
PLAN AND PROFILE - CREEKSIDE TRAIL
STA. 78+50 TO STA. 82+50

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

N

80468gp803.dgn 9/25/2014 9:13:07 AM jeveret1



REF NO.	STATION FROM	STATION TO	SIDE
TOTALS CARRIED TO GENERAL SUMMARY			

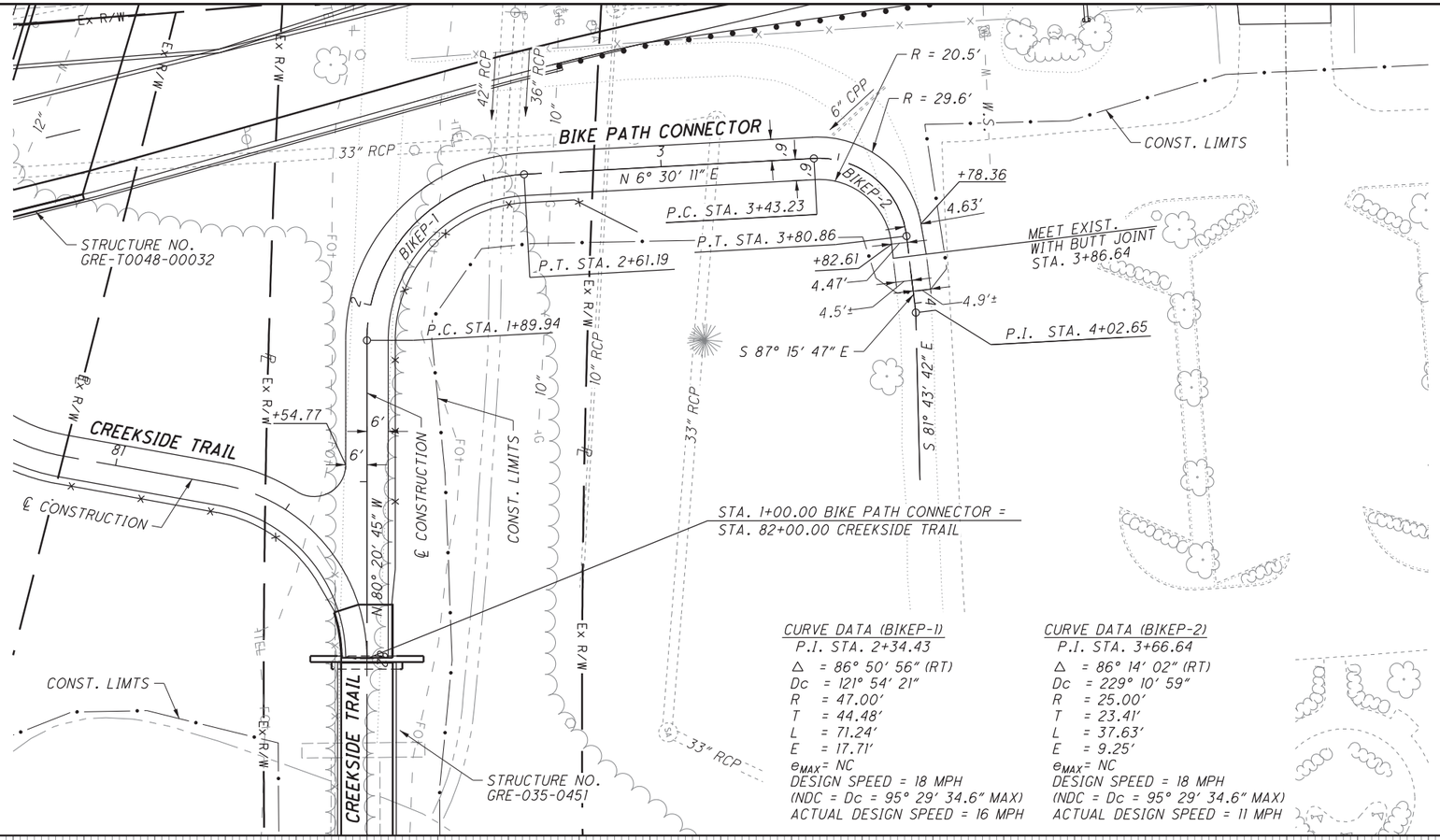
494
876

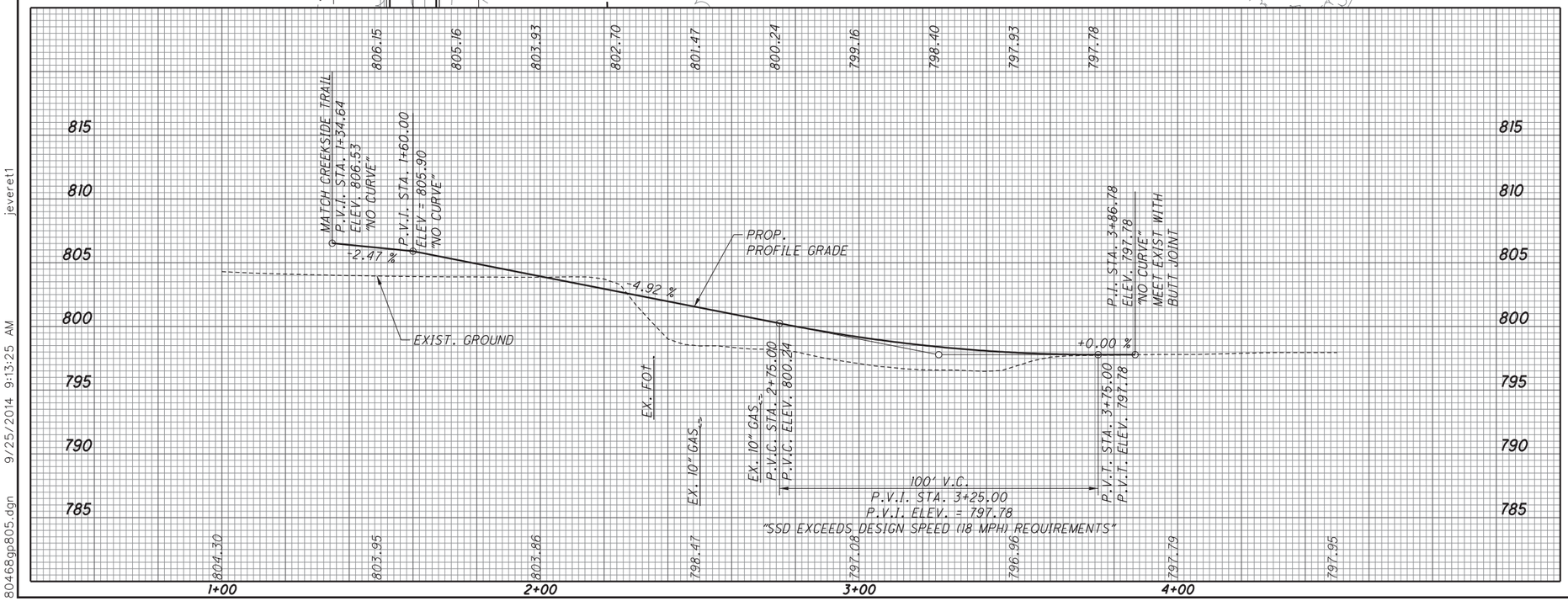
GRE-35-4.26

PLAN AND PROFILE - CREEKSIDE TRAIL
STA. 82+50 TO STA. 86+00

CALCULATED
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET





REF NO.	STATION FROM	STATION TO	SIDE

TOTALS CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED

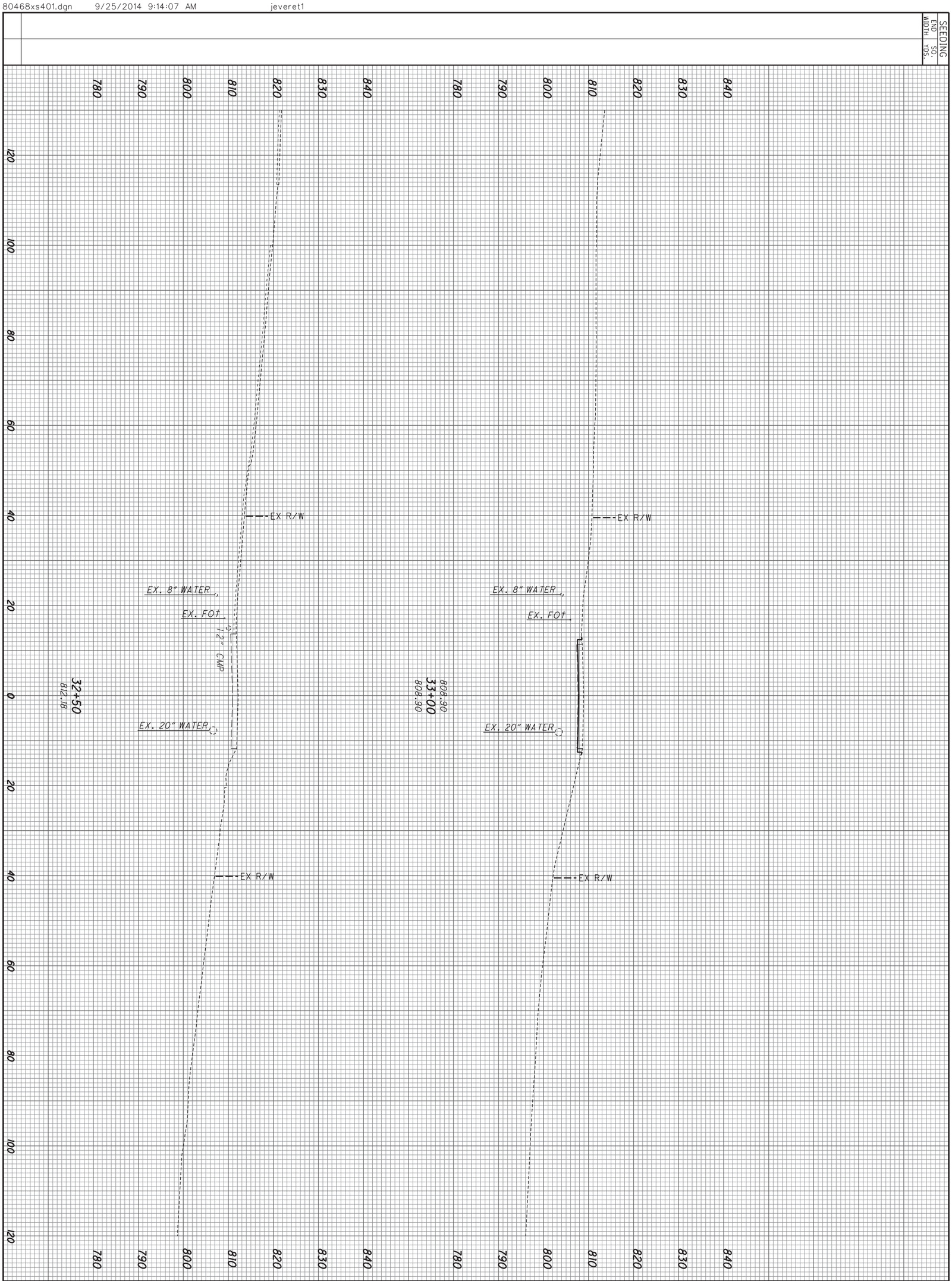
PLAN AND PROFILE - BIKE PATH CONNECTOR STA. 1+00 TO STA. 4+50

GRE-35-4.26

495
876

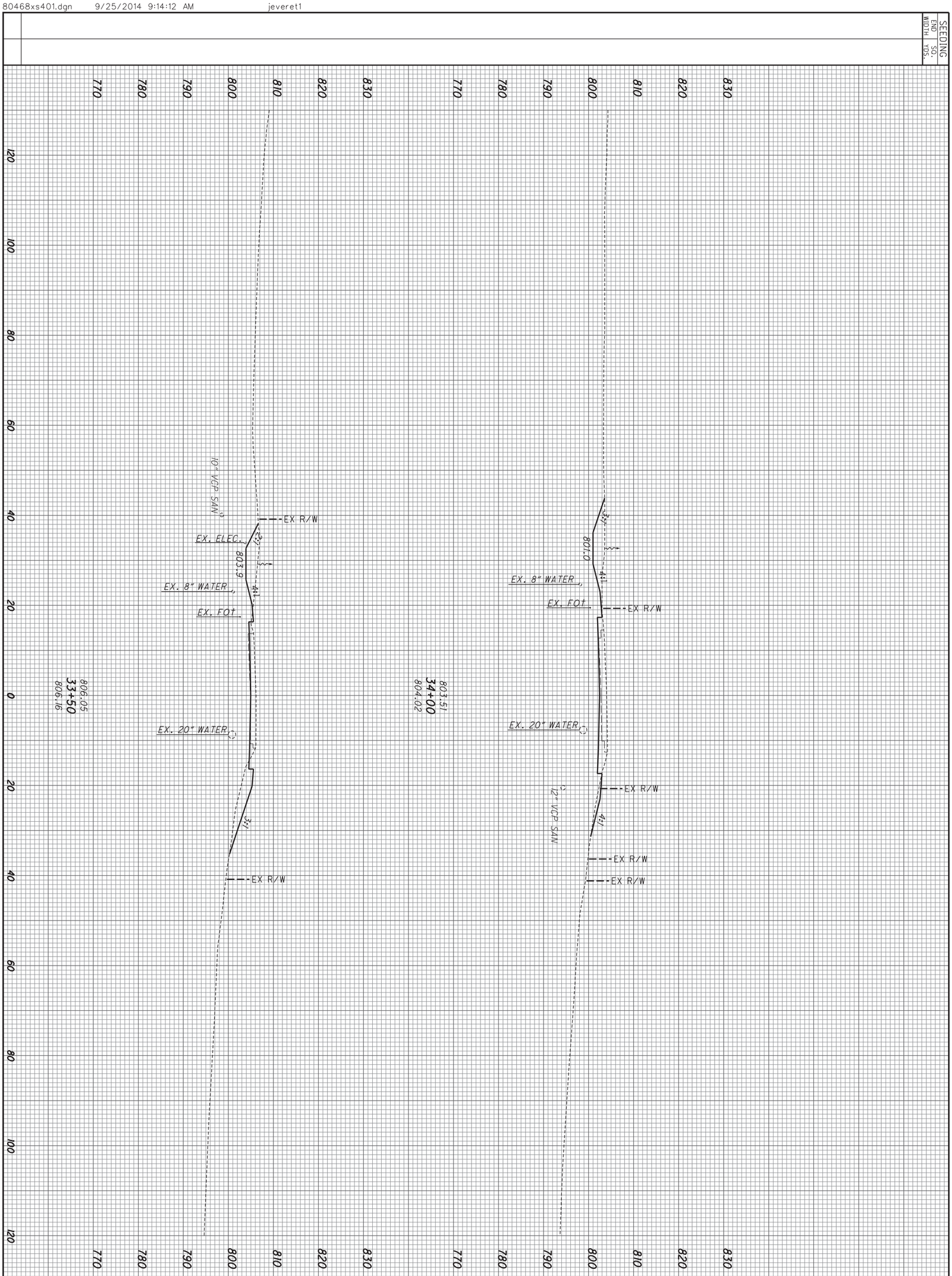
80468gp805.dgn 9/25/2014 9:13:25 AM jeveret1

80468xs401.dgn 9/25/2014 9:14:07 AM jeveret1



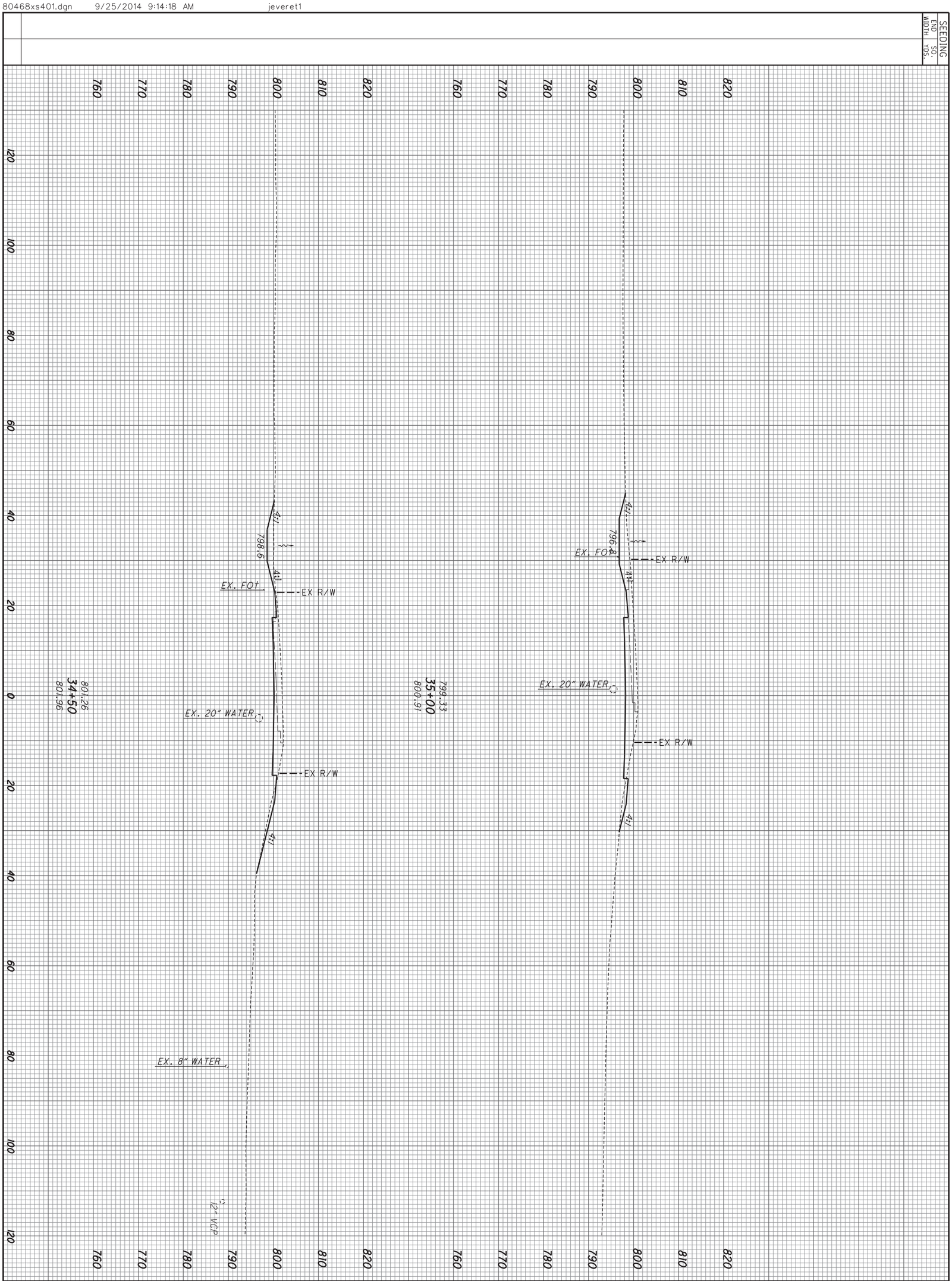
876 / 496	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 32+50 TO STA. 33+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:12 AM jeveret1



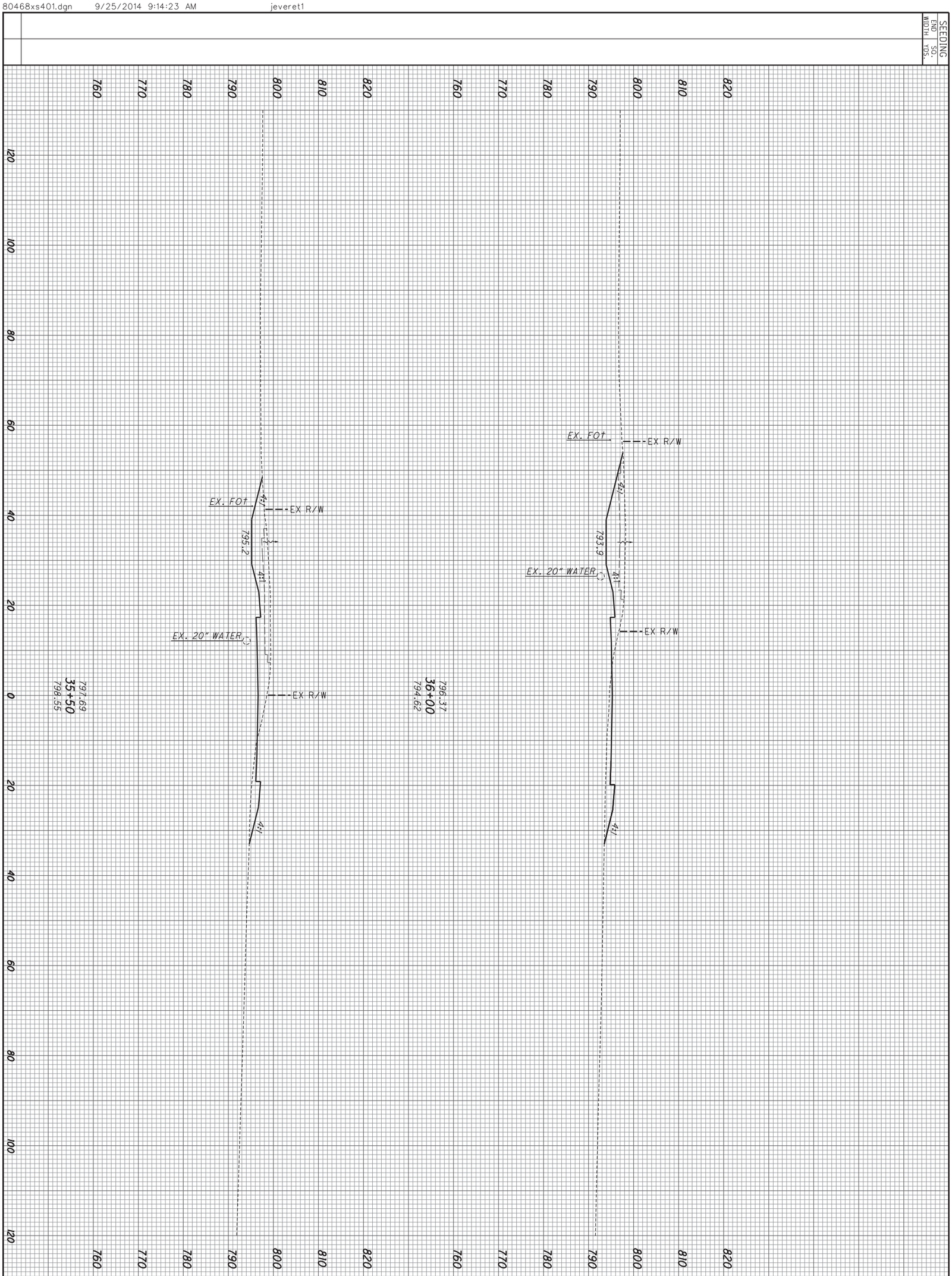
497 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 33+50 TO STA. 34+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:18 AM jeveret1



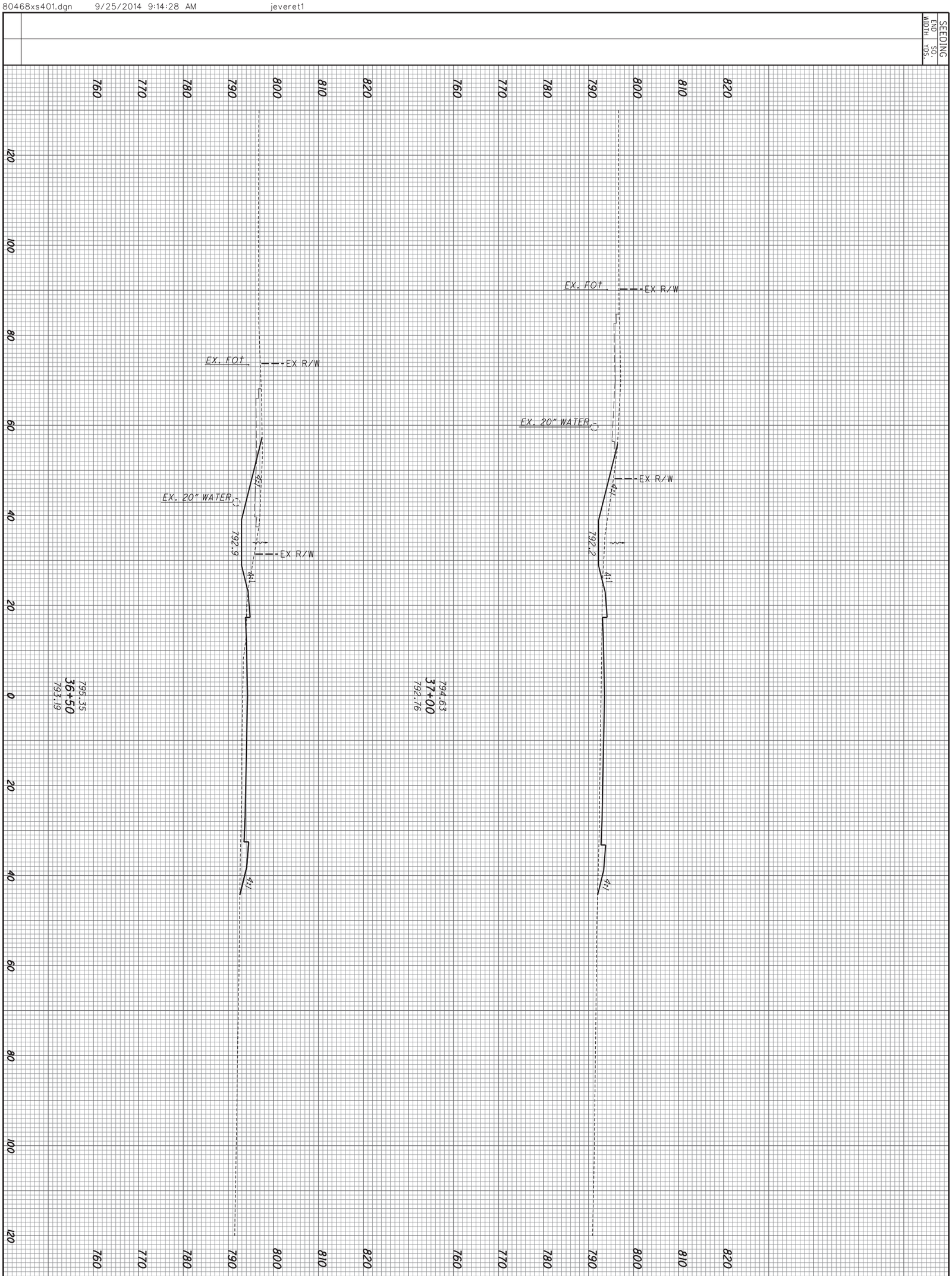
498 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 34+50 TO STA. 35+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:23 AM jeveret1



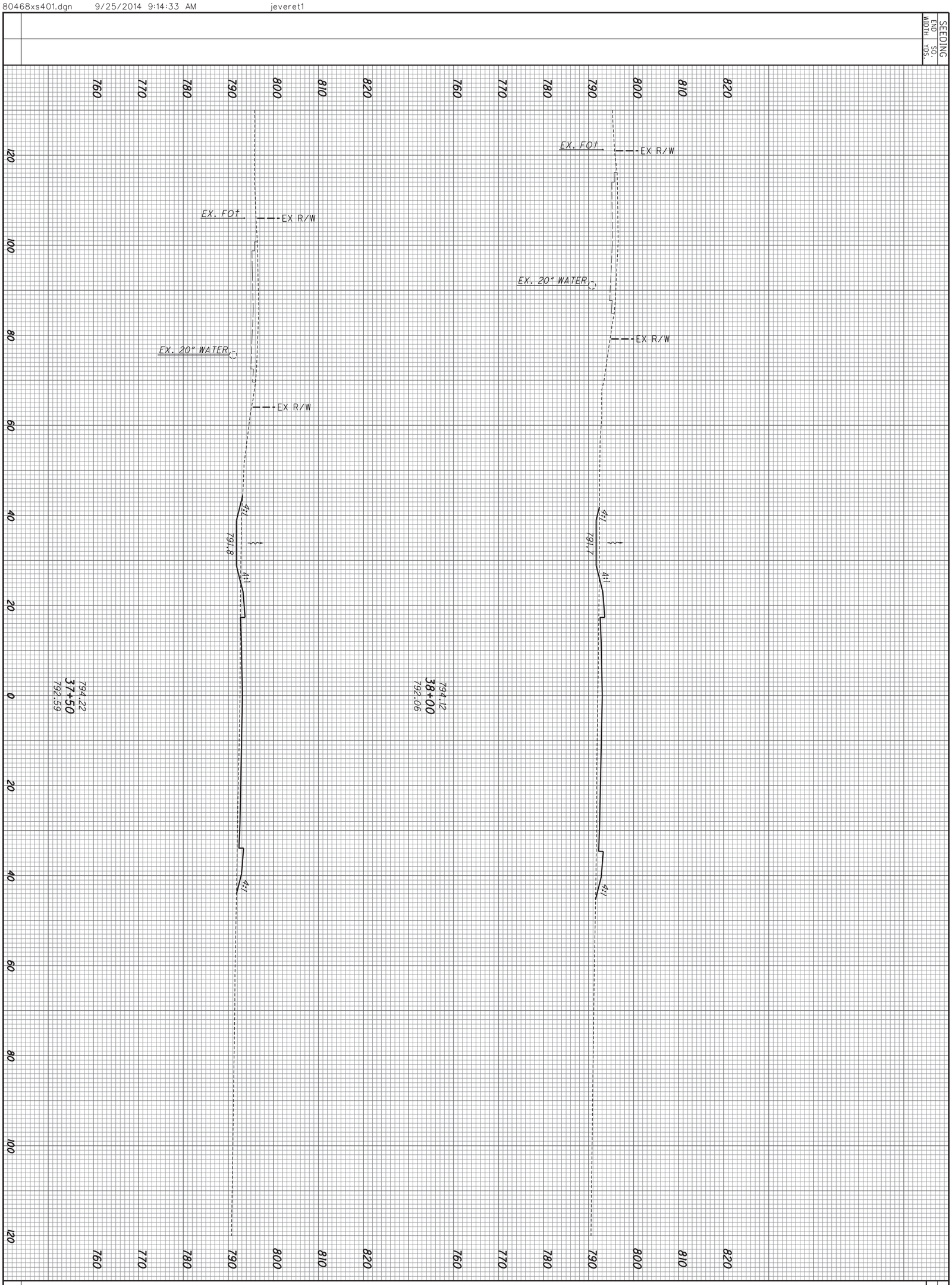
499 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 35+50 TO STA. 36+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:28 AM jeveret1



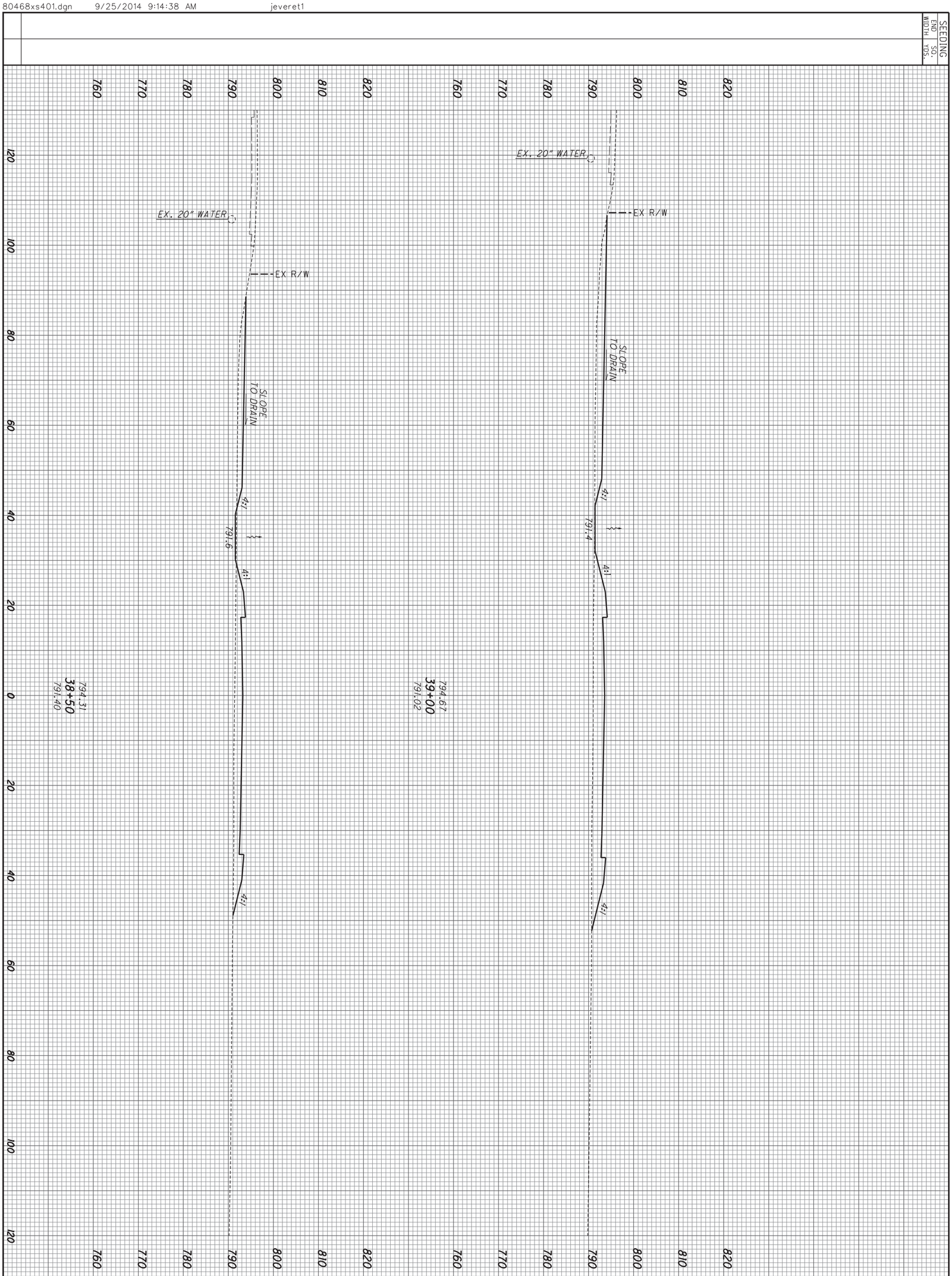
500 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 36+50 TO STA. 37+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:33 AM jeveret1



501 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 37+50 TO STA. 38+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:38 AM jeveret1



502
876

GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 38+50 TO STA. 39+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
770
760

EX. 20" WATER

EX R/W

SLOPE TO DRAIN

4:1

4:1

4:1

791.2

795.37
40+00
790.33

791.3

795.02
39+50
790.64

140 120 100 80 60 40 20 0 20 40 60 80 100

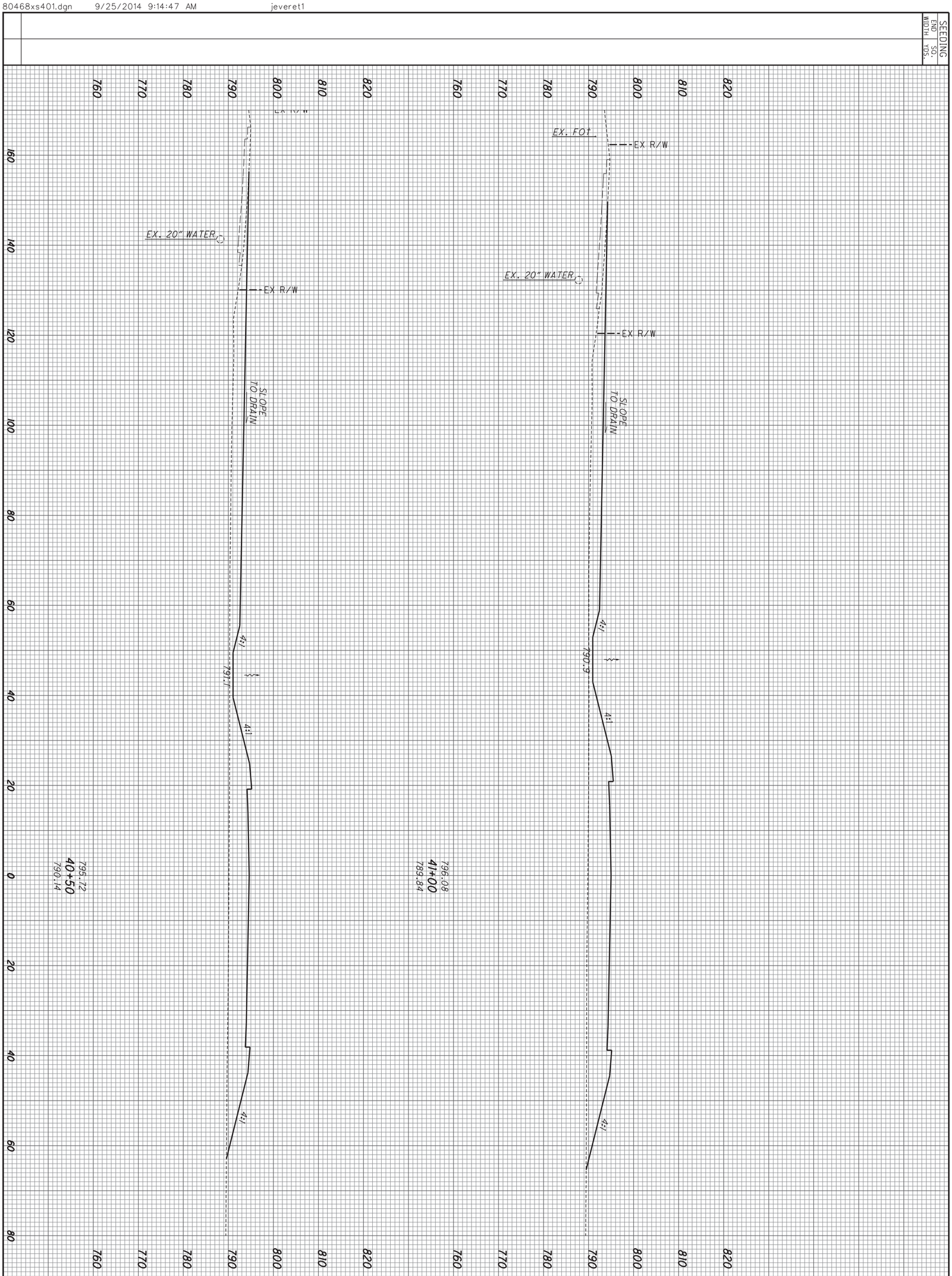
CROSS SECTIONS - FACTORY ROAD STA. 39+50 TO STA. 40+00

GRE-35-4.26

503
876

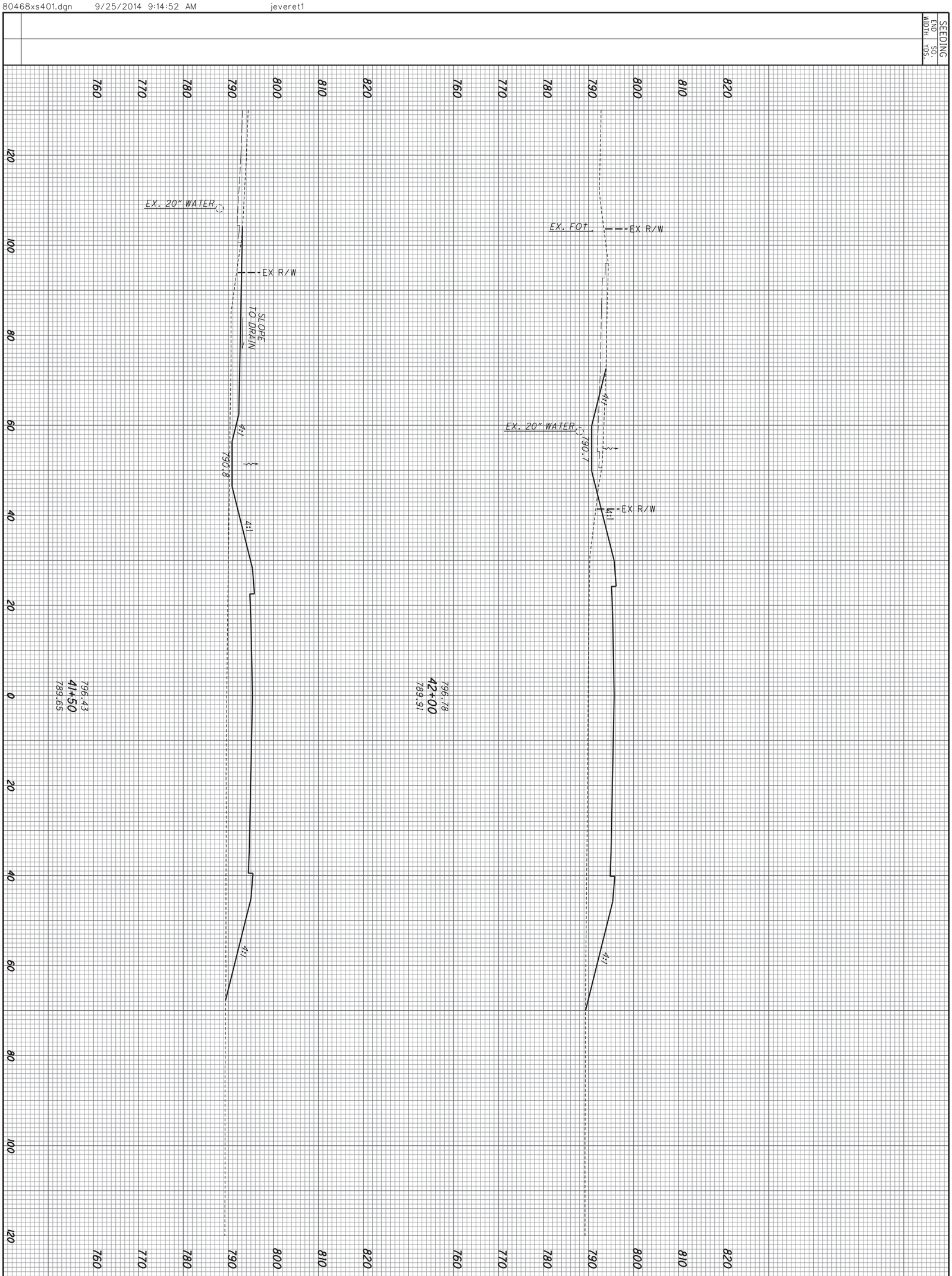
80468xs401.dgn 9/25/2014 9:14:43 AM jeveret1

80468xs401.dgn 9/25/2014 9:14:47 AM jeveret1



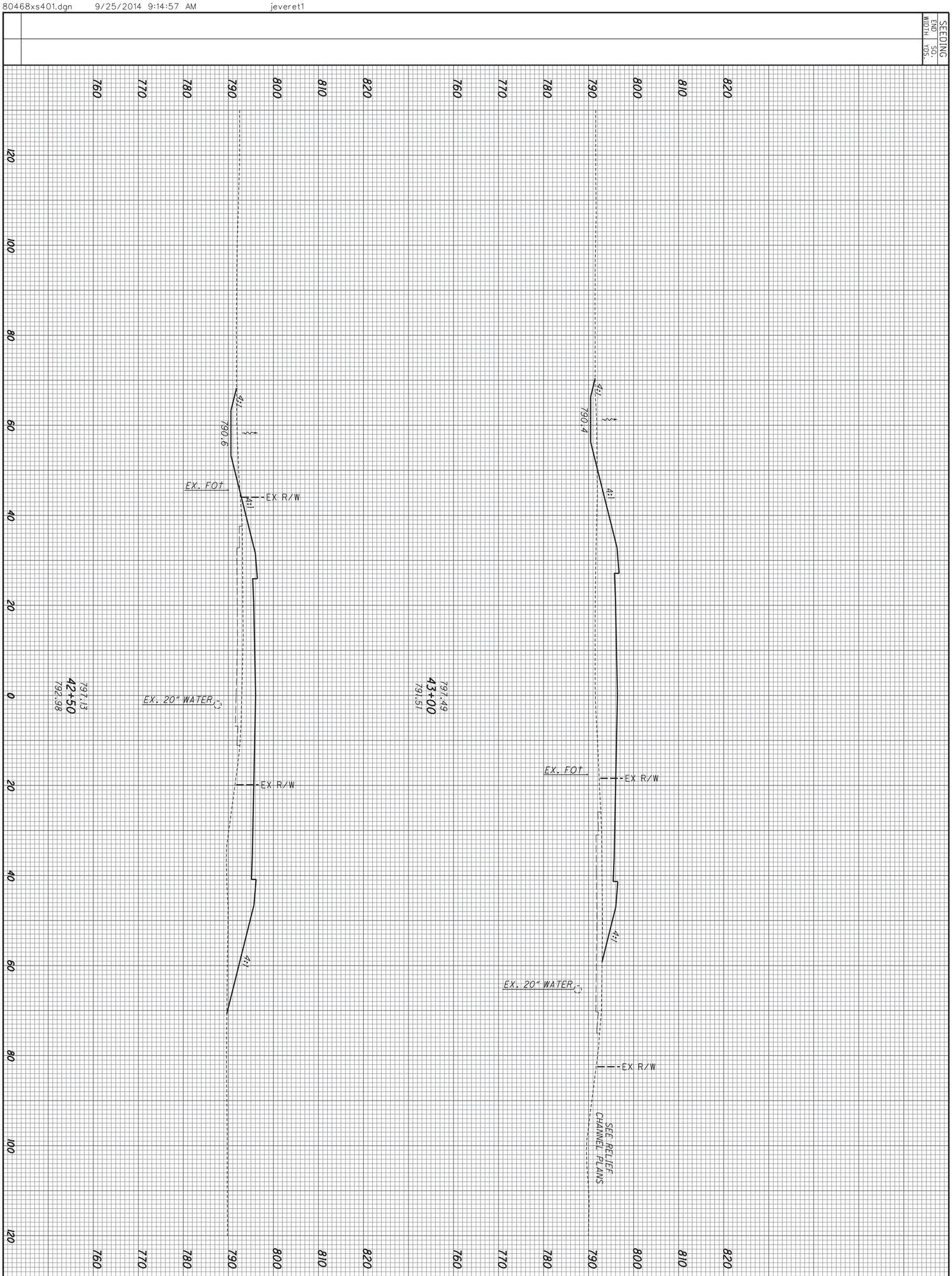
504 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 40+50 TO STA. 41+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:52 AM jeveret1



505/876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 41+50 TO STA. 42+00	CALCULATED CHECKED

80468xs401.dgn 9/25/2014 9:14:57 AM jeveret1



506 / 876	GRE-35-4.26	CROSS SECTIONS - FACTORY ROAD STA. 42+50 TO STA. 43+00	CALCULATED CHECKED

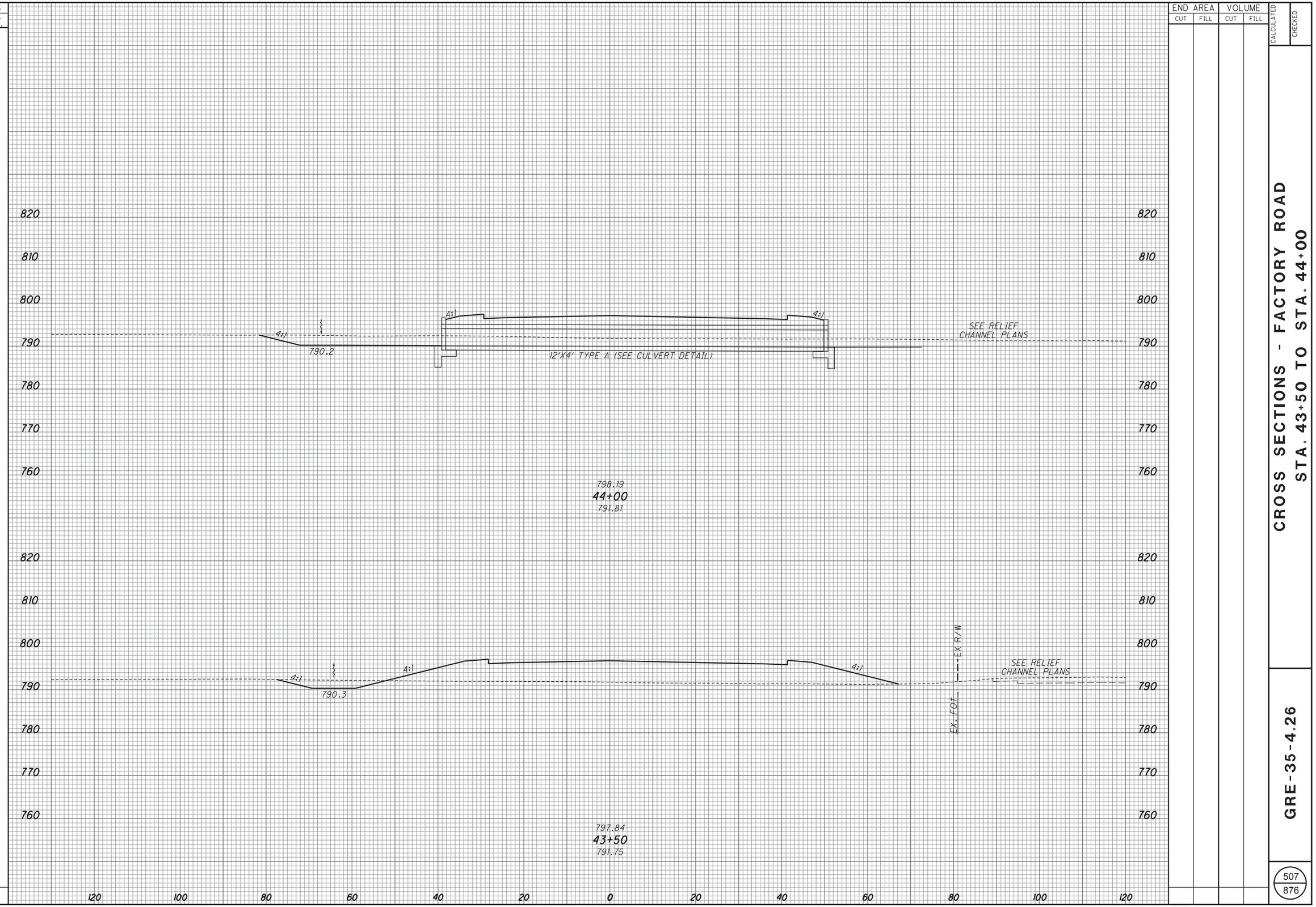
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 43+50 TO STA. 44+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:15:02 AM jeveret1

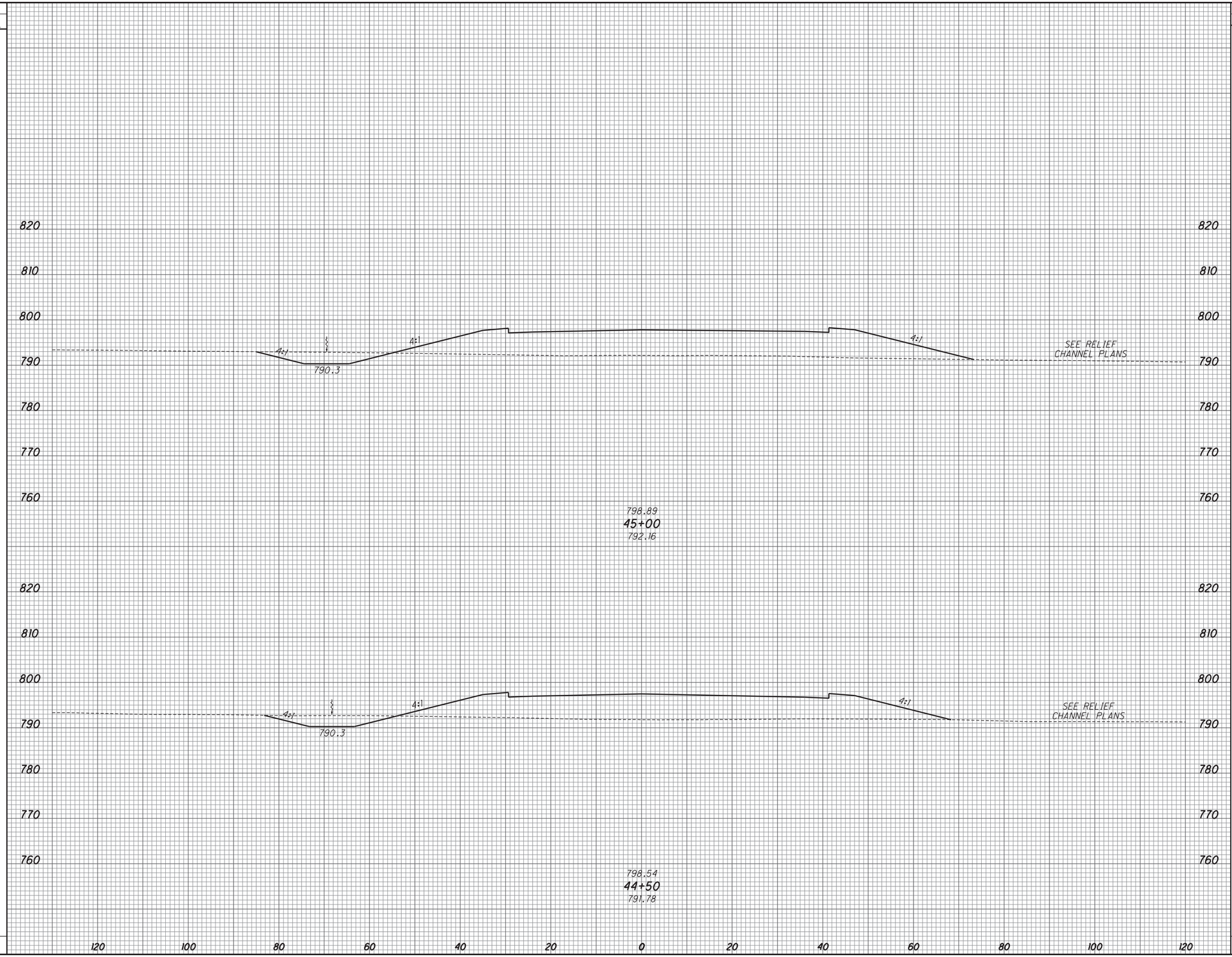
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 44+50 TO STA. 45+00

GRE-35-4.26

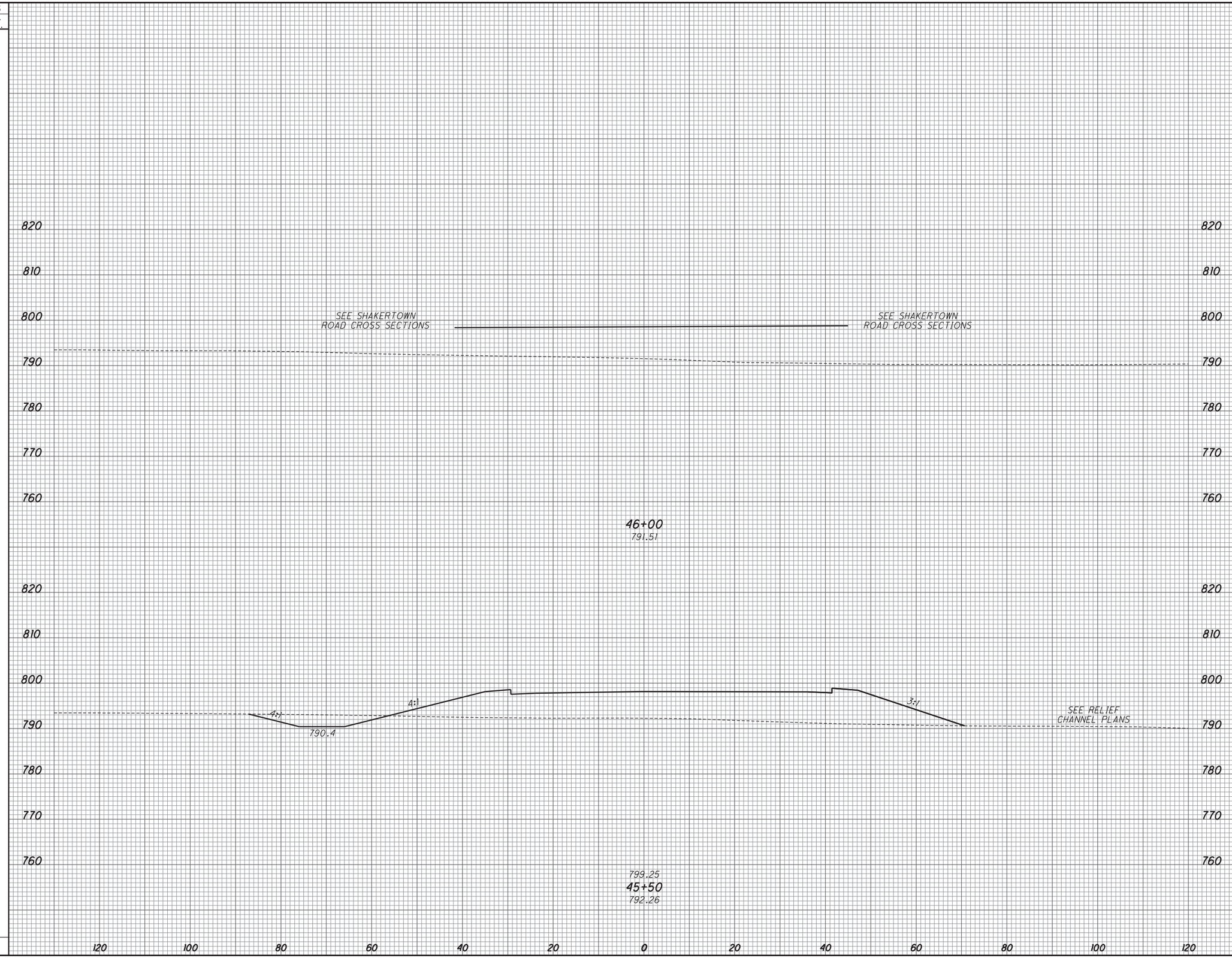
80468xs401.dgn 9/25/2014 9:15:07 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD
STA. 45+50 TO STA. 46+00

GRE-35-4.26

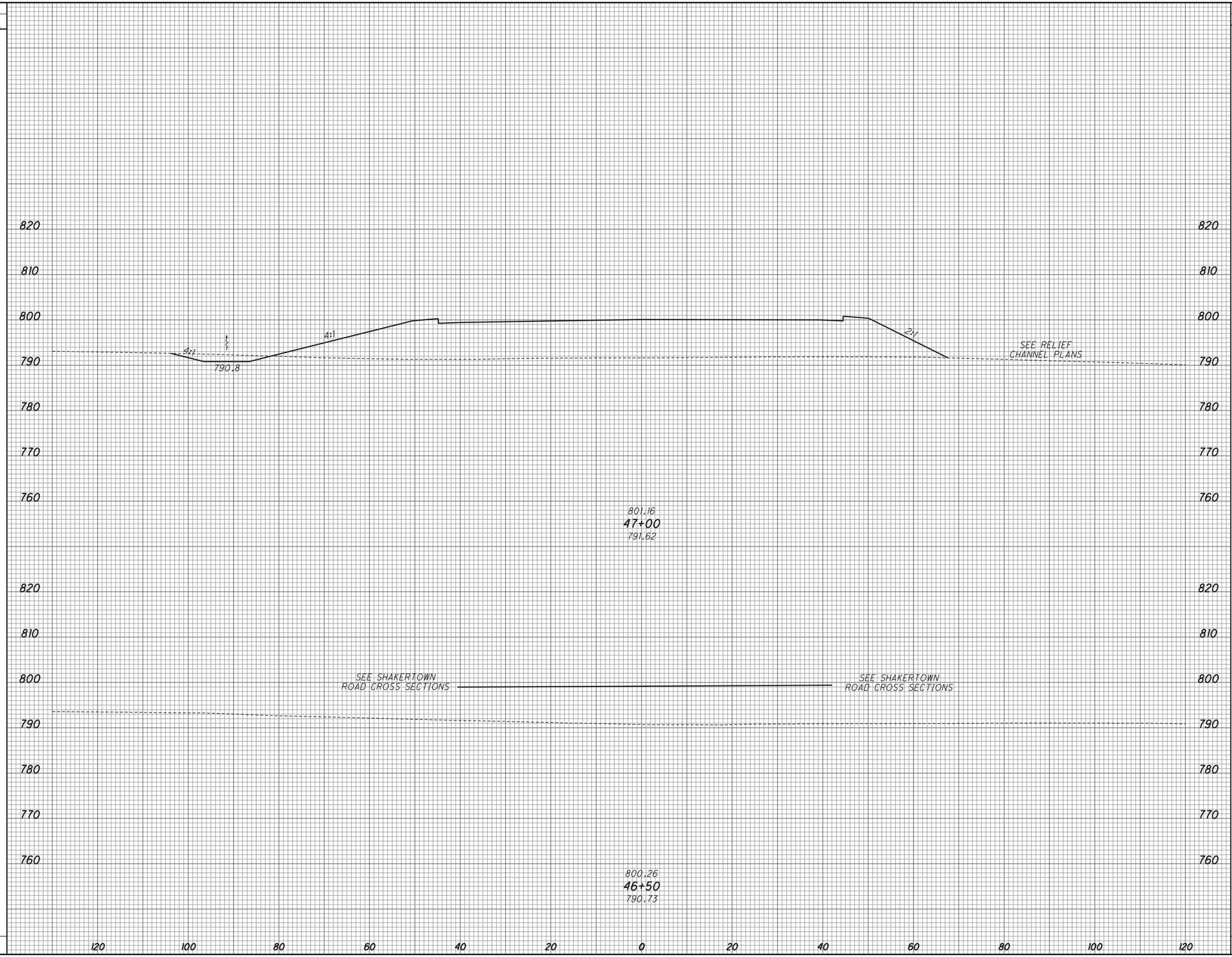
80468xs401.dgn 9/25/2014 9:15:11 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 46+50 TO STA. 47+00

GRE-35-4.26

510
876

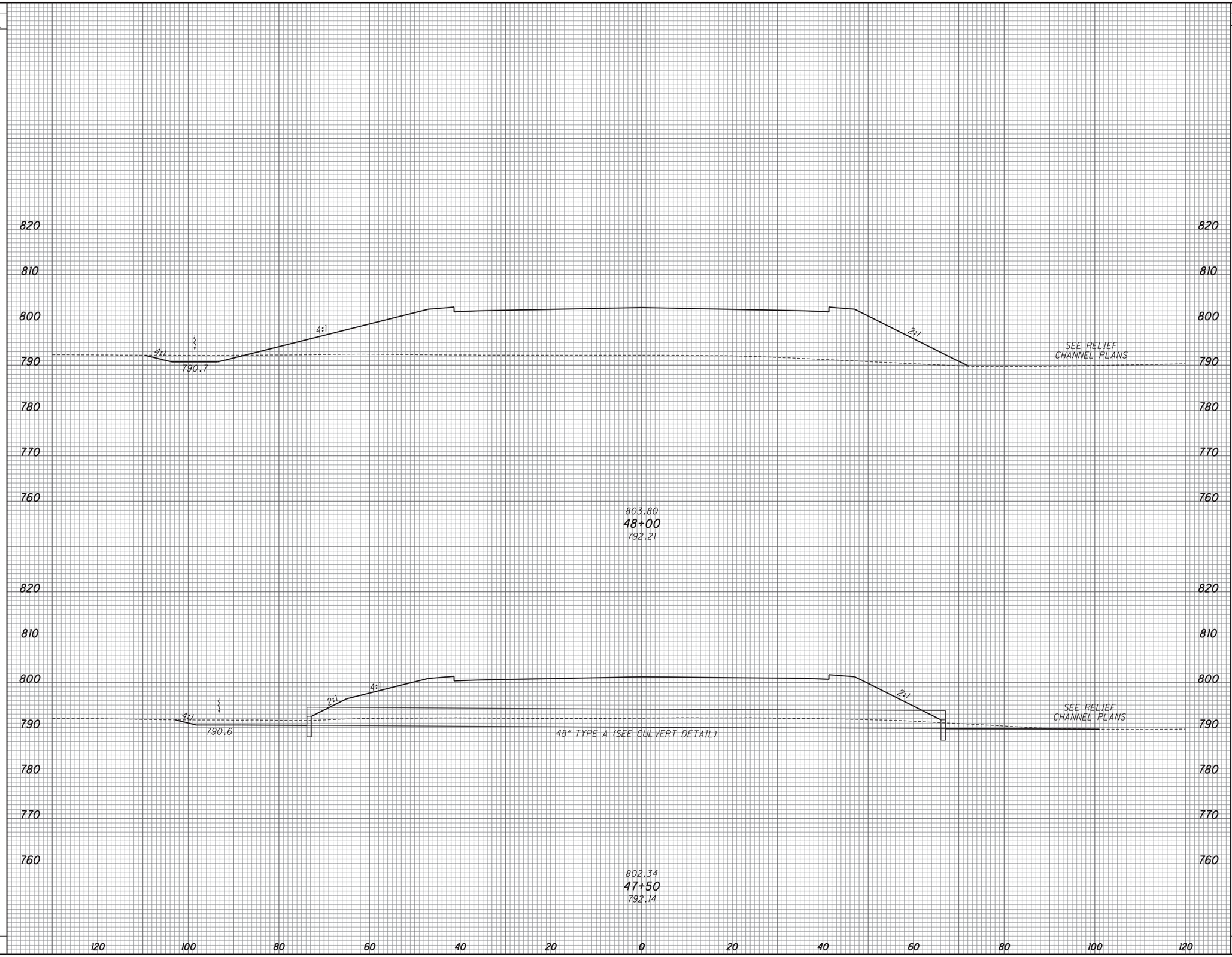
80468xs401.dgn 9/25/2014 9:15:15 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD
STA. 47+50 TO STA. 48+00

GRE-35-4.26

511
876

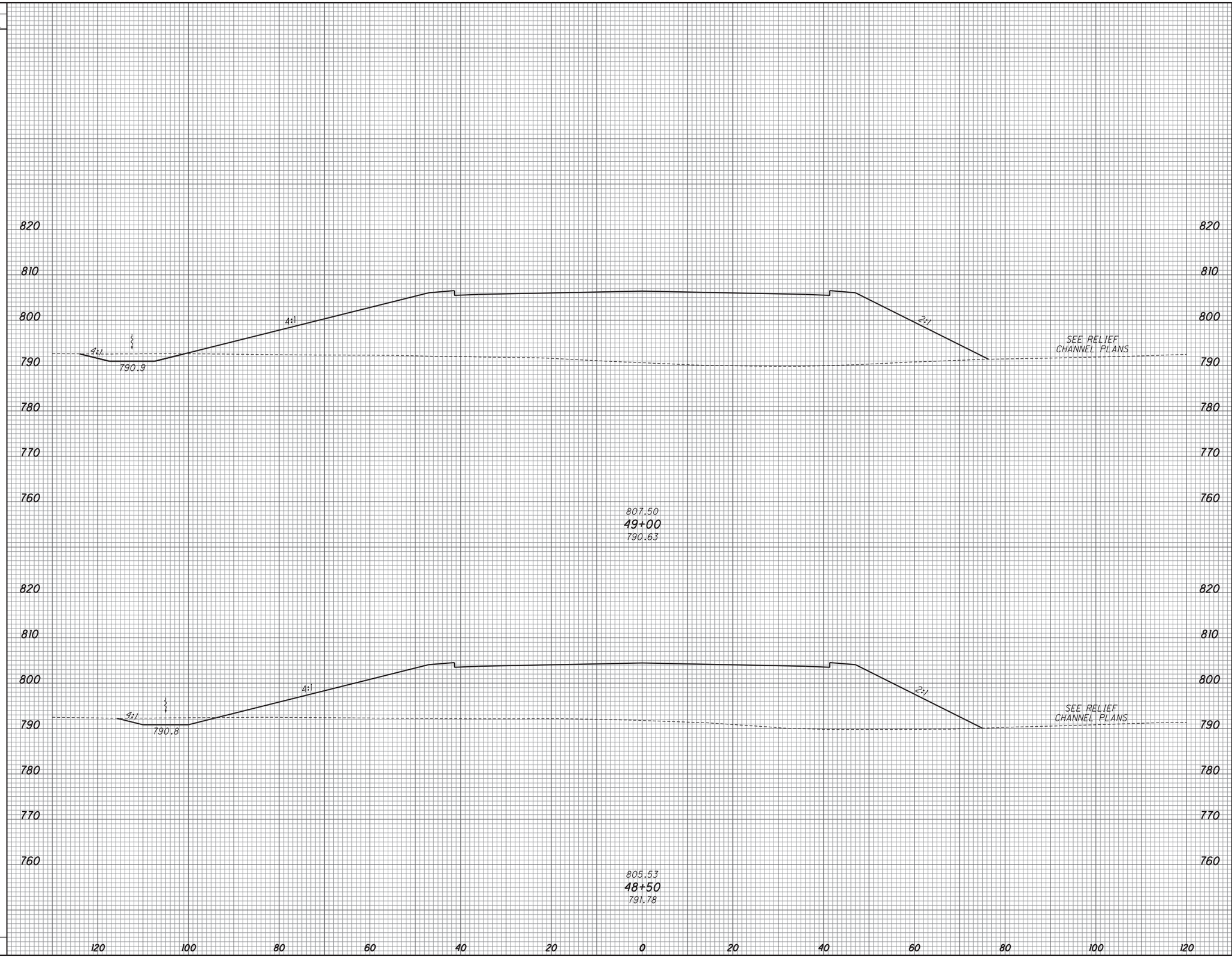
80468xs401.dgn 9/25/2014 9:15:20 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 48+50 TO STA. 49+00

GRE-35-4.26

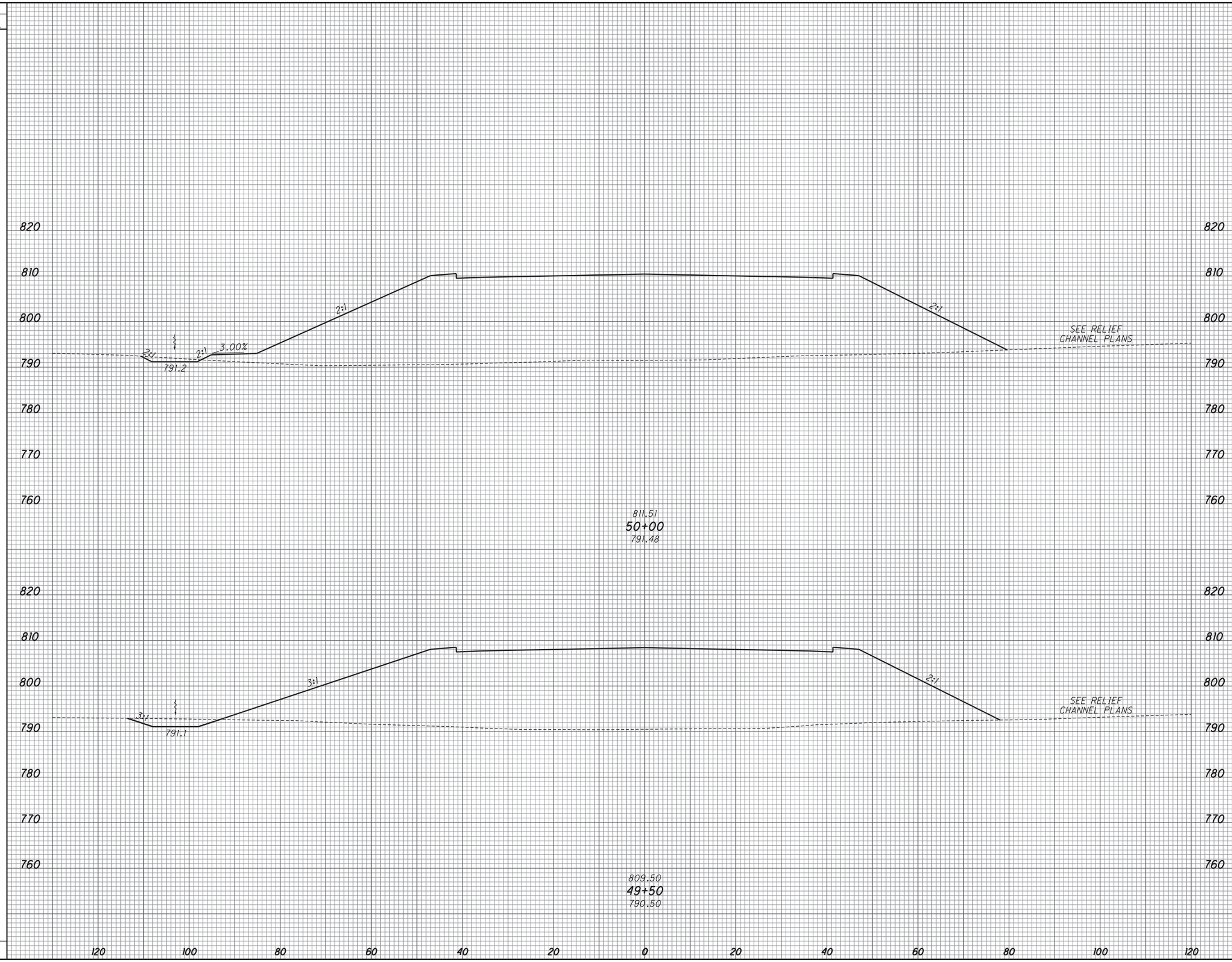
80468xs401.dgn 9/25/2014 9:15:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 49+50 TO STA. 50+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:15:29 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 50+50 TO STA. 51+00

GRE-35-4.26

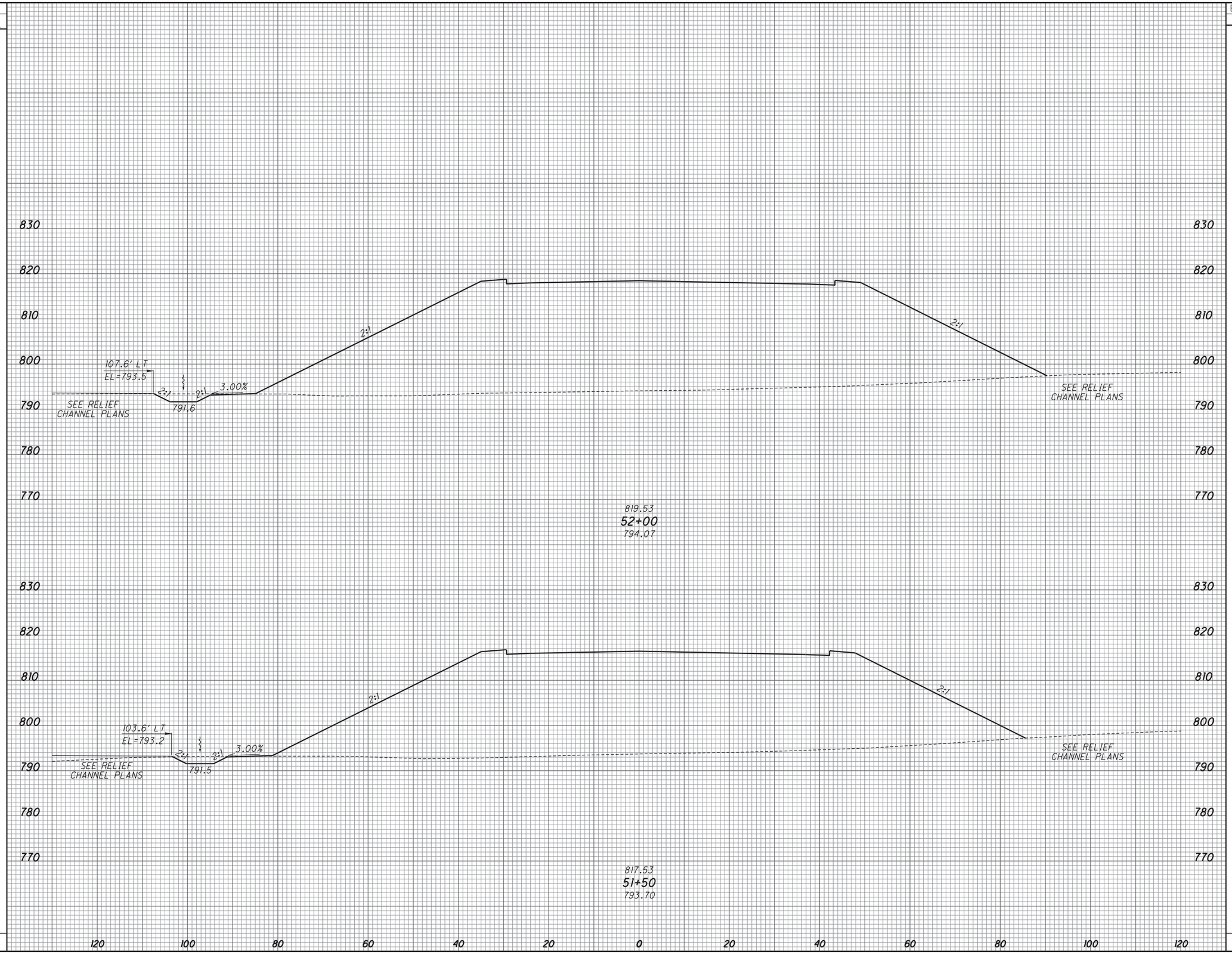
80468xs401.dgn 9/25/2014 9:15:33 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 51+50 TO STA. 52+00

GRE-35-4.26

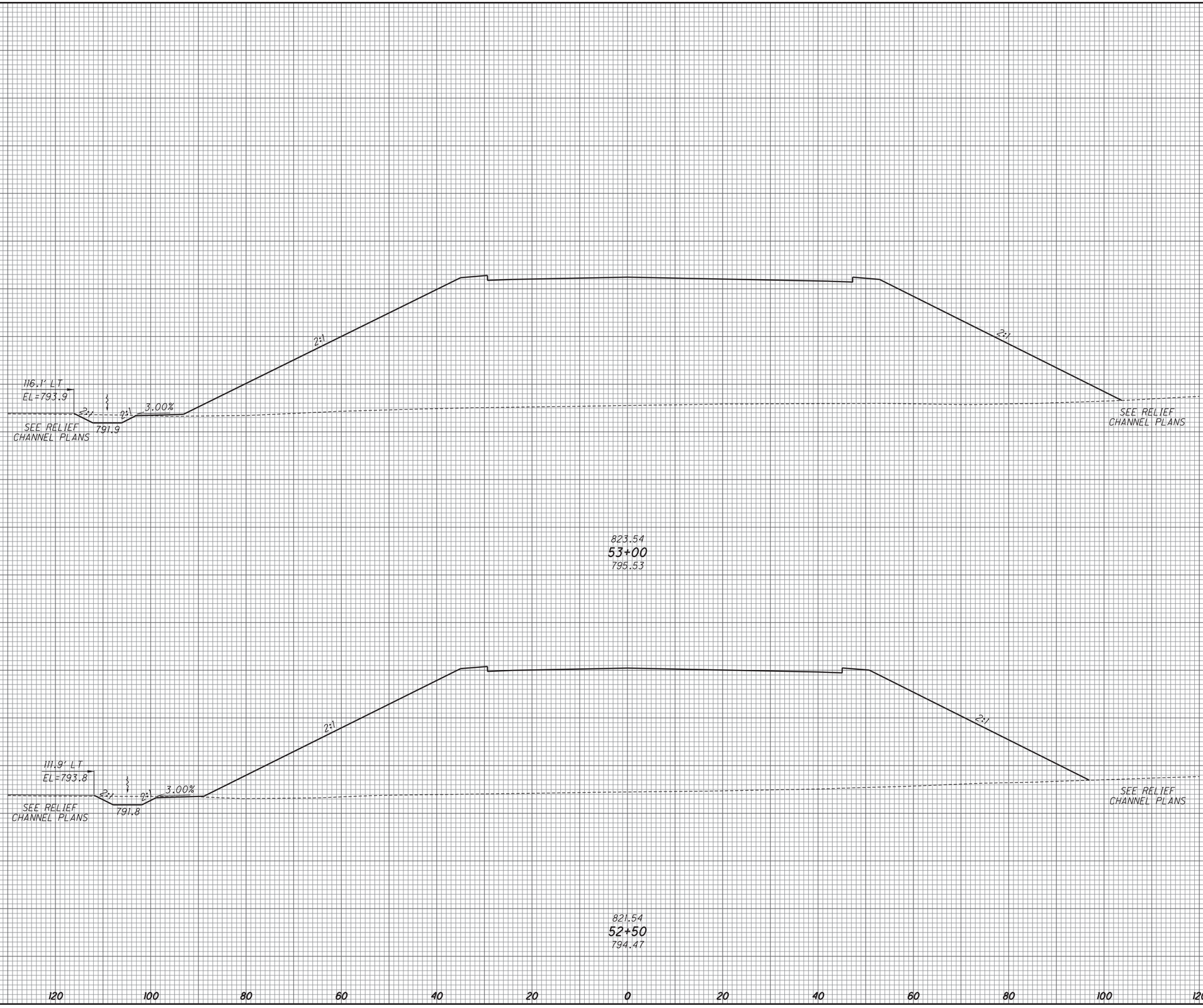
80468xs401.dgn 9/25/2014 9:15:37 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - FACTORY ROAD STA. 52+50 TO STA. 53+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:15:42 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

840
830
820
810
800
790
780

120.6' LT
EL=794.5
2:1
2:1
3.00%
792.7
SEE RELIEF CHANNEL PLANS
2:1
SEE RELIEF CHANNEL PLANS
EX. 12" WATER

827.55
54+00
798.71

119.3' LT
EL=794.0
2:1
2:1
3.00%
792.0
SEE RELIEF CHANNEL PLANS
2:1
SEE RELIEF CHANNEL PLANS

825.55
53+50
797.47

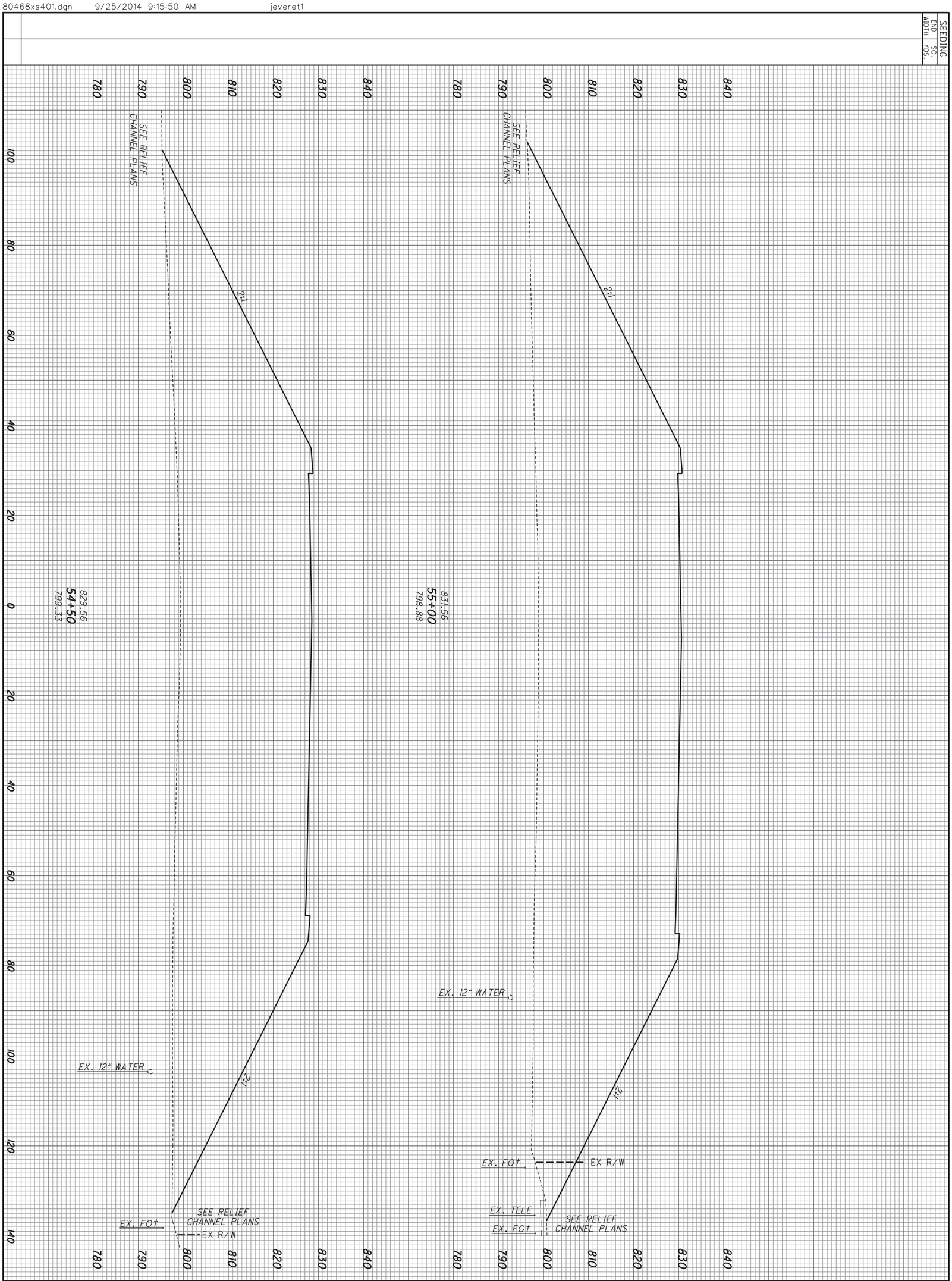
120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - FACTORY ROAD STA. 53+50 TO STA. 54+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:15:46 AM jeveret1

80468xs401.dgn 9/25/2014 9:15:50 AM jeveret1



518
876

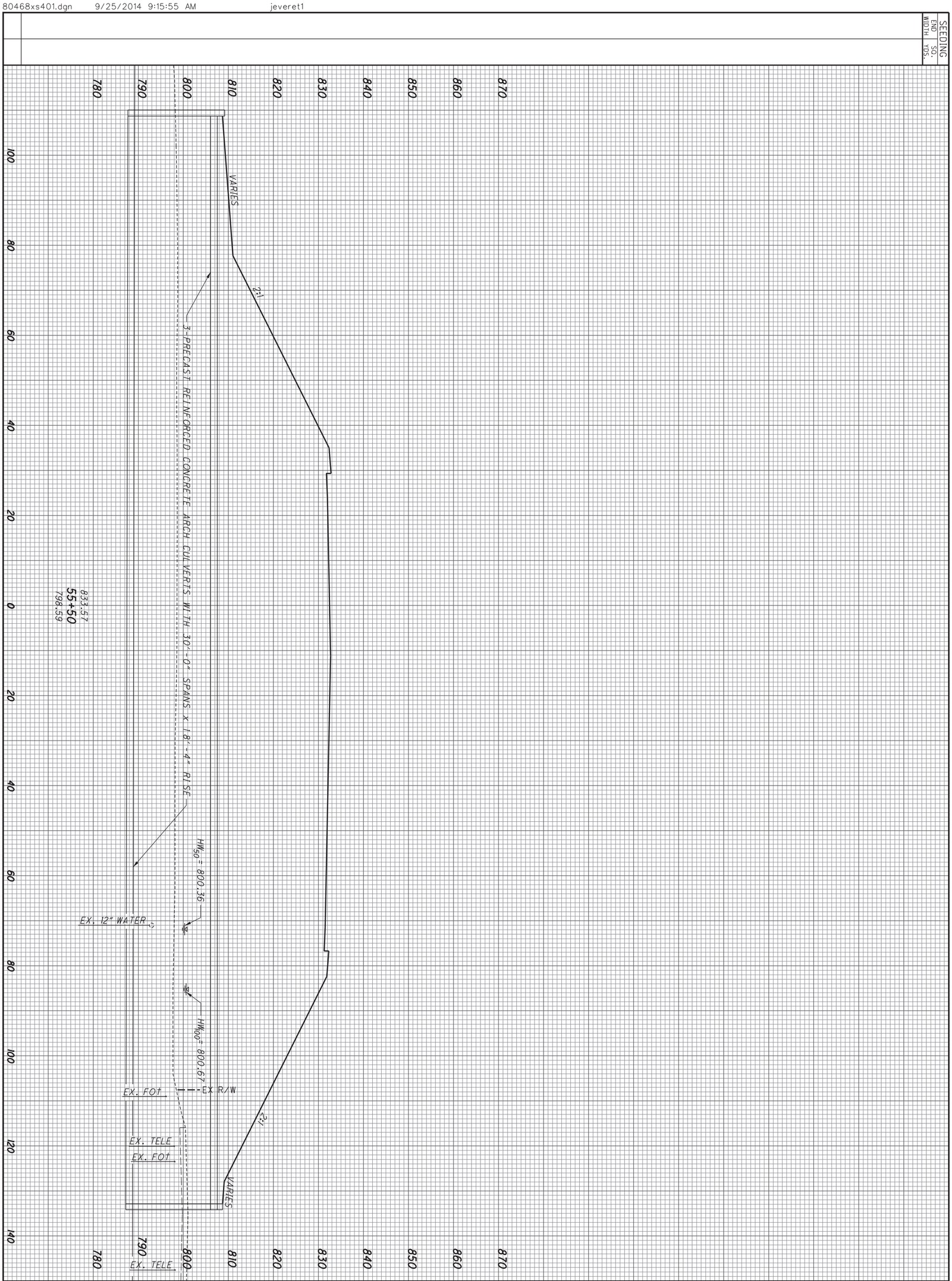
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 54+50 TO STA. 55+00

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:15:55 AM jeveret1



519
876

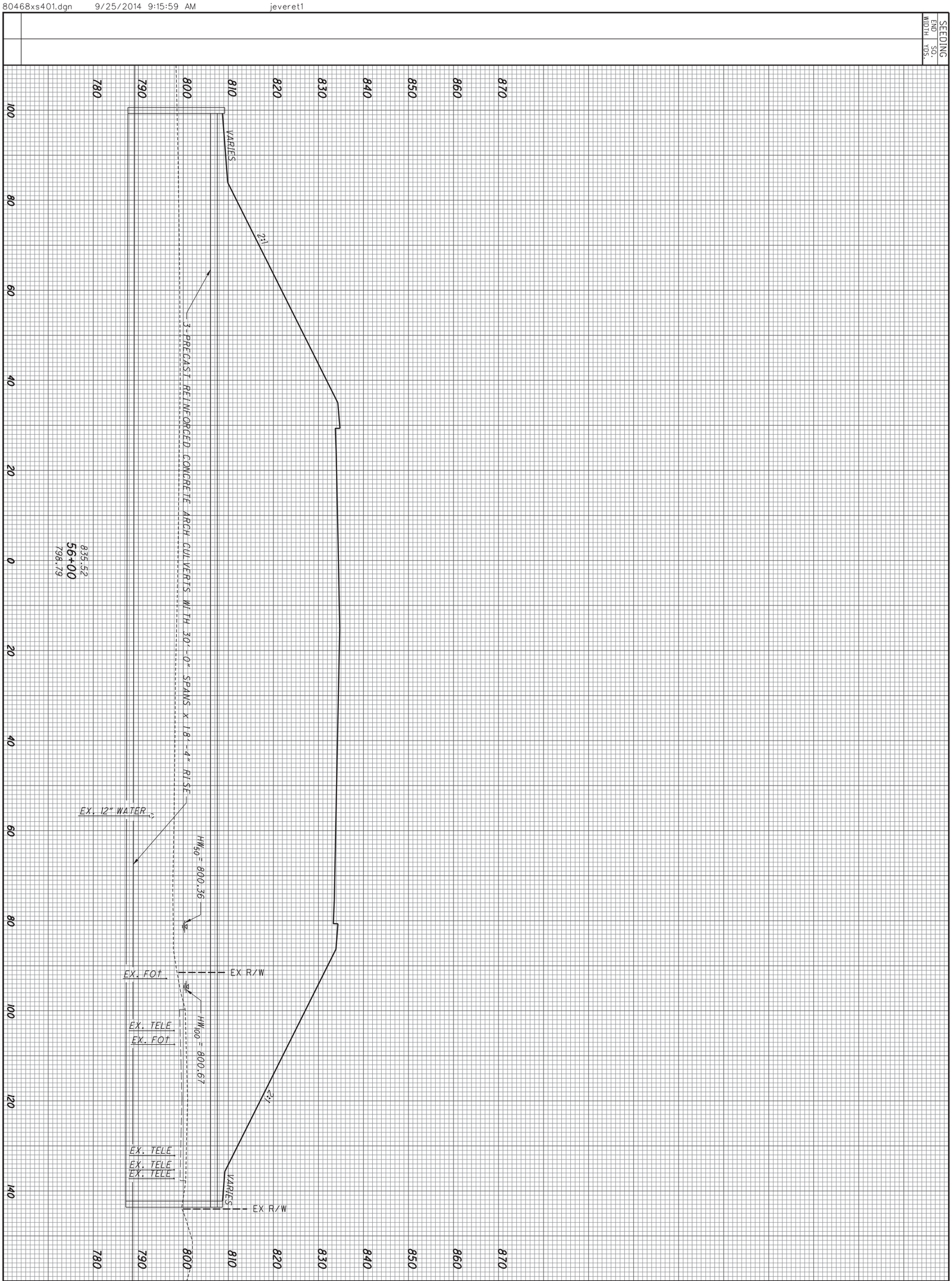
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 55+50

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:15:59 AM jeveret1



520
876

GRE-35-4.26

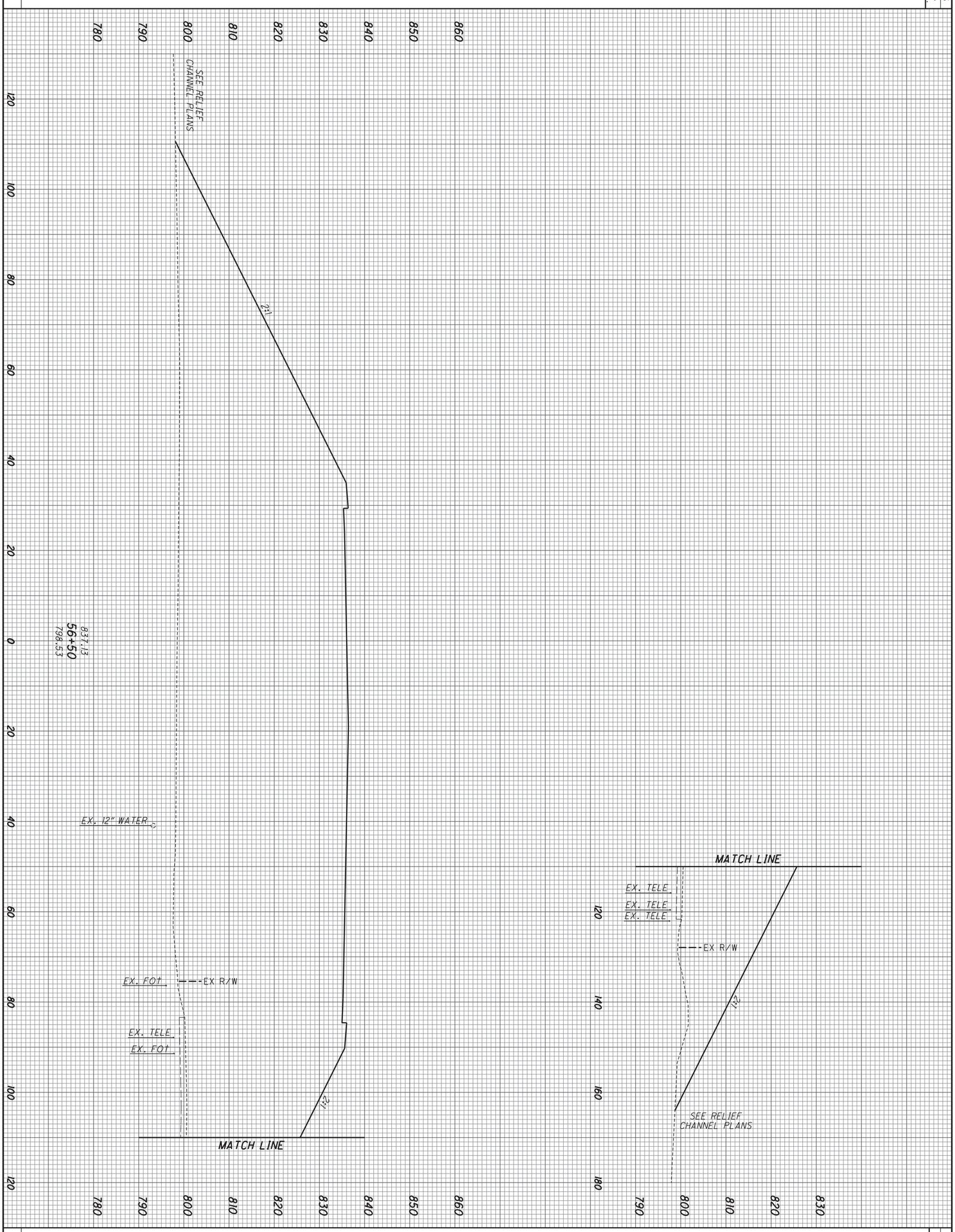
CROSS SECTIONS - FACTORY ROAD
STA. 56+00

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:16:04 AM jeveret1

SEEDING
END AREA
WIDTH SQ. YDS.



END AREA CUT FILL
VOLUME CUT FILL

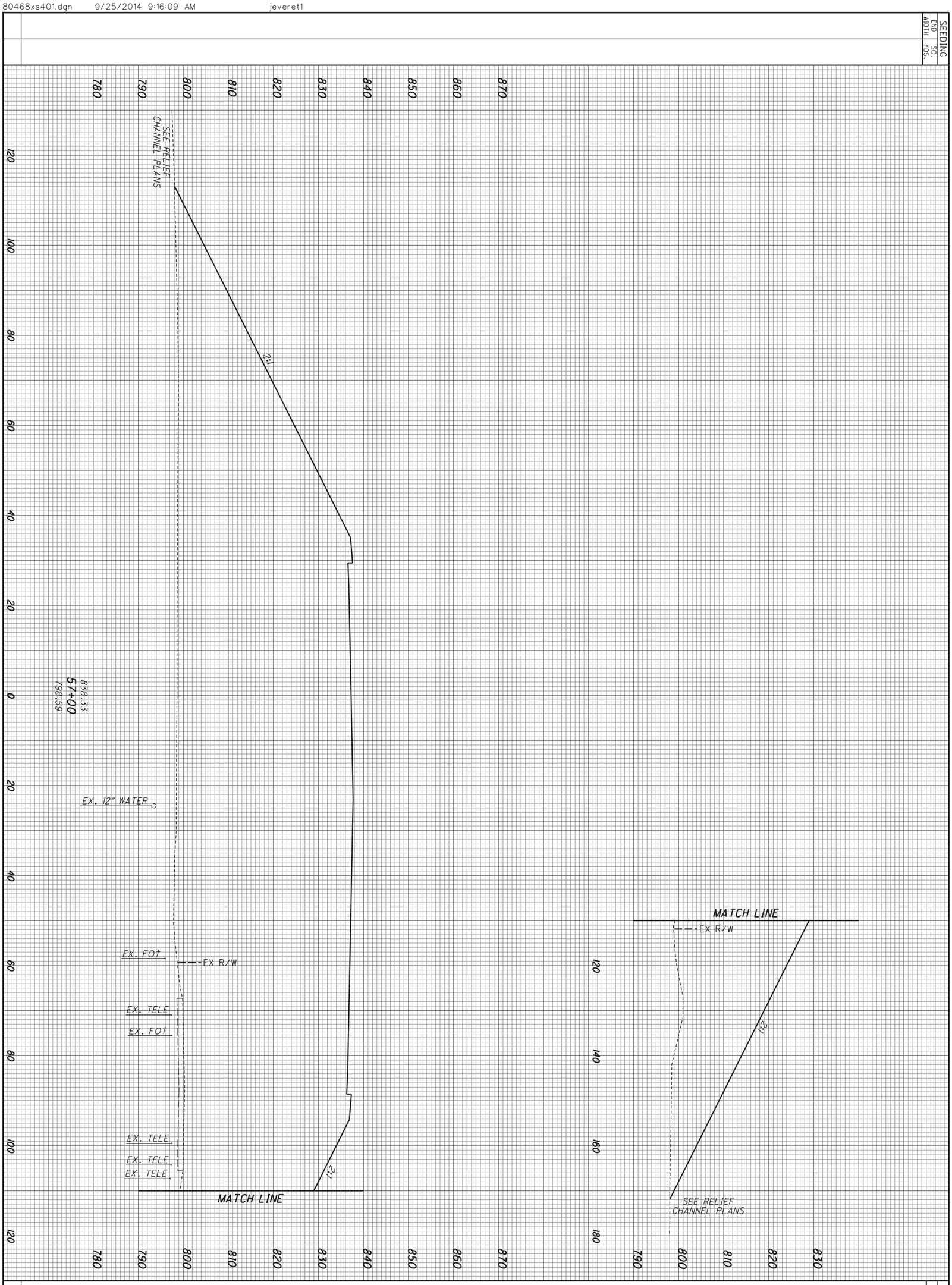
521
876

GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 56+50

CALCULATED
CHECKED

SEEDING
END AREA
CUT
FILL
VOLUME
CUT
FILL



522
876

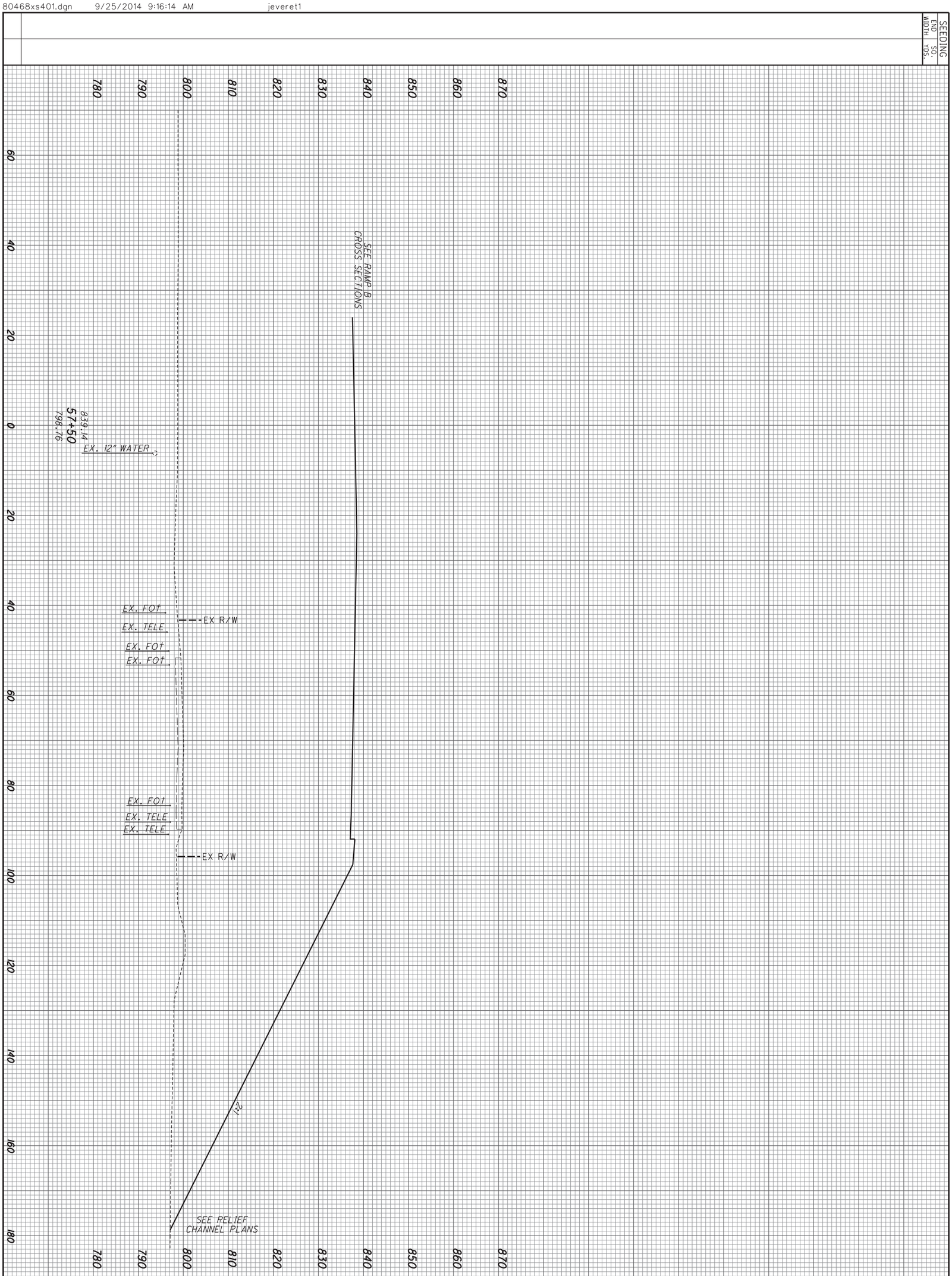
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 57+00

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:16:14 AM jeveret1



523
876

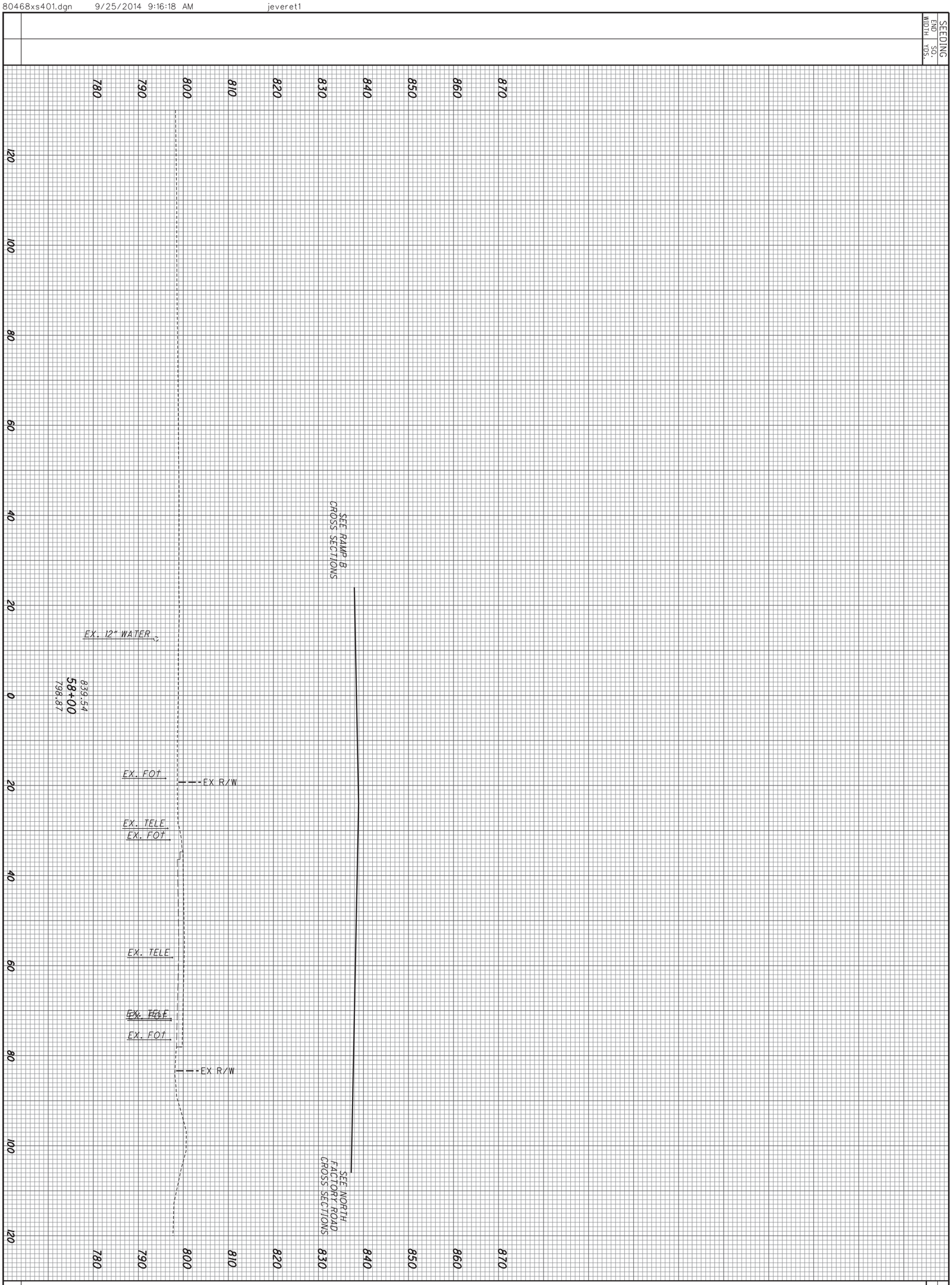
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 57+50

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:16:18 AM jeveret1



END AREA CUT FILL VOLUME CUT FILL

524
876

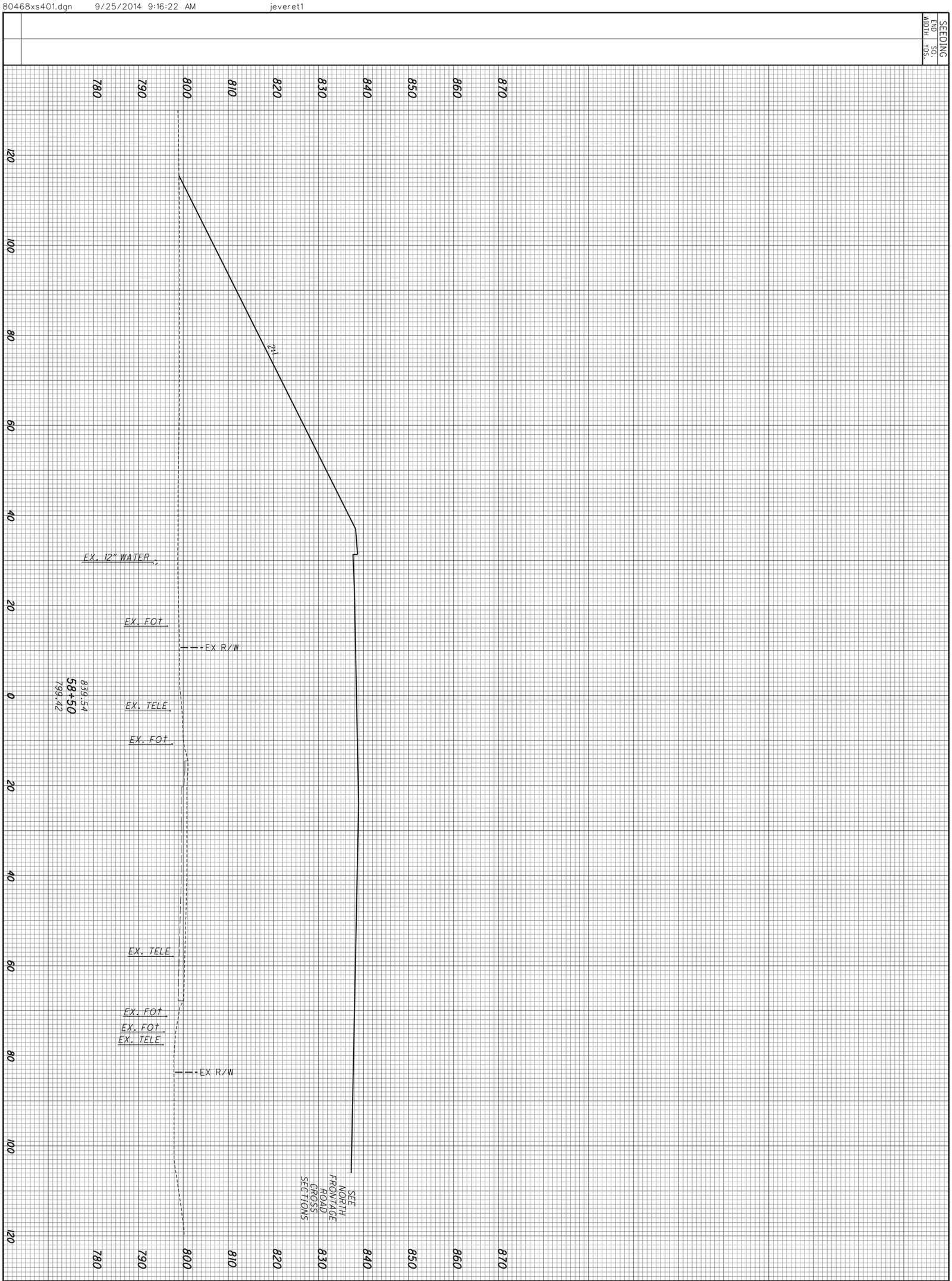
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 58+00

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:16:22 AM jeveret1



525
876

GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 58+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

870
860
850
840
830
820
810
800
790
780

BEGIN APPROACH SLAB

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - FACTORY ROAD STA. 59+00

GRE-35-4.26

526
876

80468xs401.dgn 9/25/2014 9:16:26 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

870
860
850
840
830
820
810
800
790
780

END APPROACH SLAB

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - FACTORY ROAD STA. 59+50

GRE-35-4.26

527
876

80468xs401.dgn 9/25/2014 9:16:31 AM jeveret1

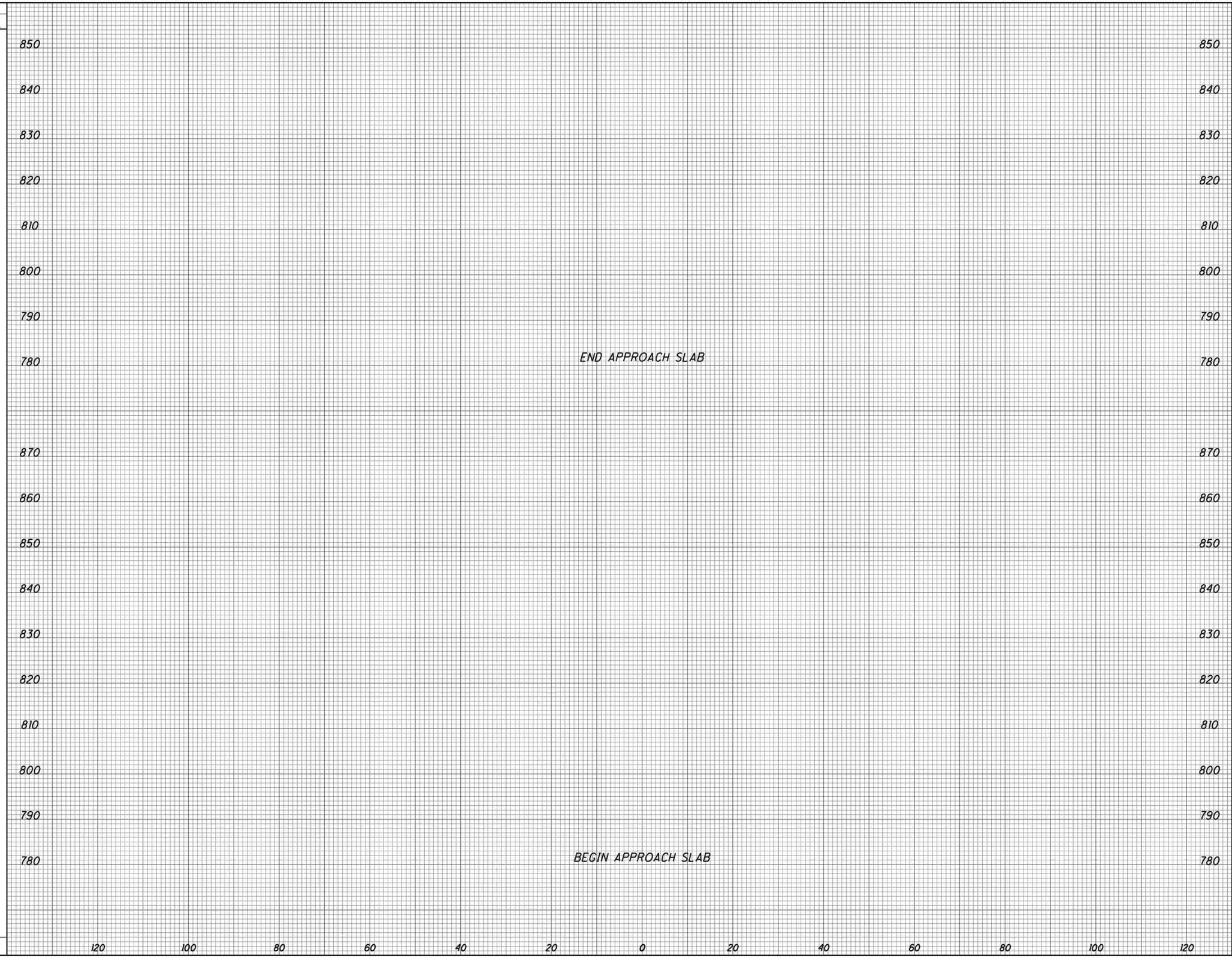
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - FACTORY ROAD
STA. 60+50 TO STA. 61+00

GRE-35-4.26

528
876

80468xs401.dgn 9/25/2014 9:16:35 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - FACTORY ROAD
STA. 61+50 TO STA. 62+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:16:39 AM jeveret1

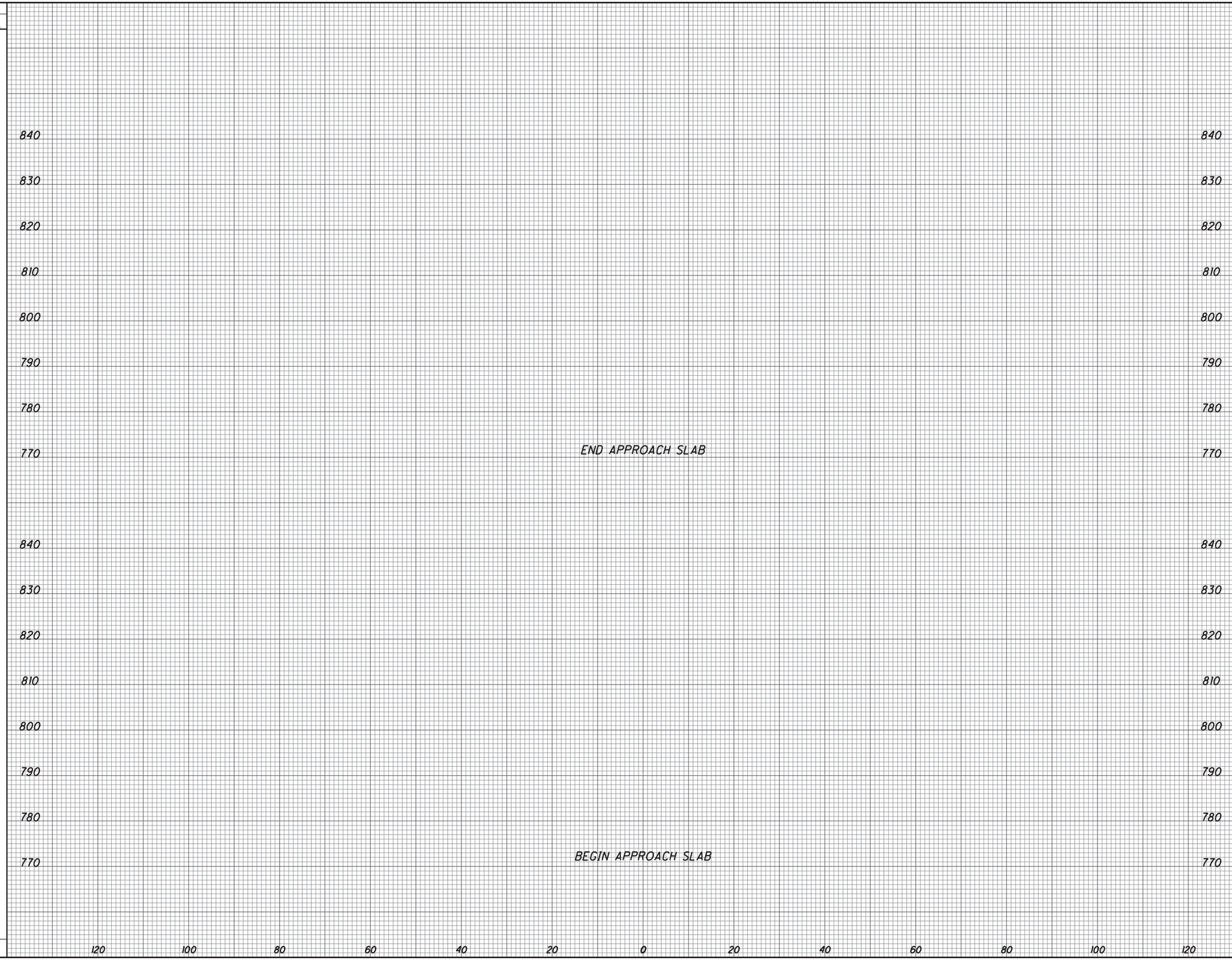
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - FACTORY ROAD
STA. 62+50 TO STA. 63+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:16:43 AM jeveret1

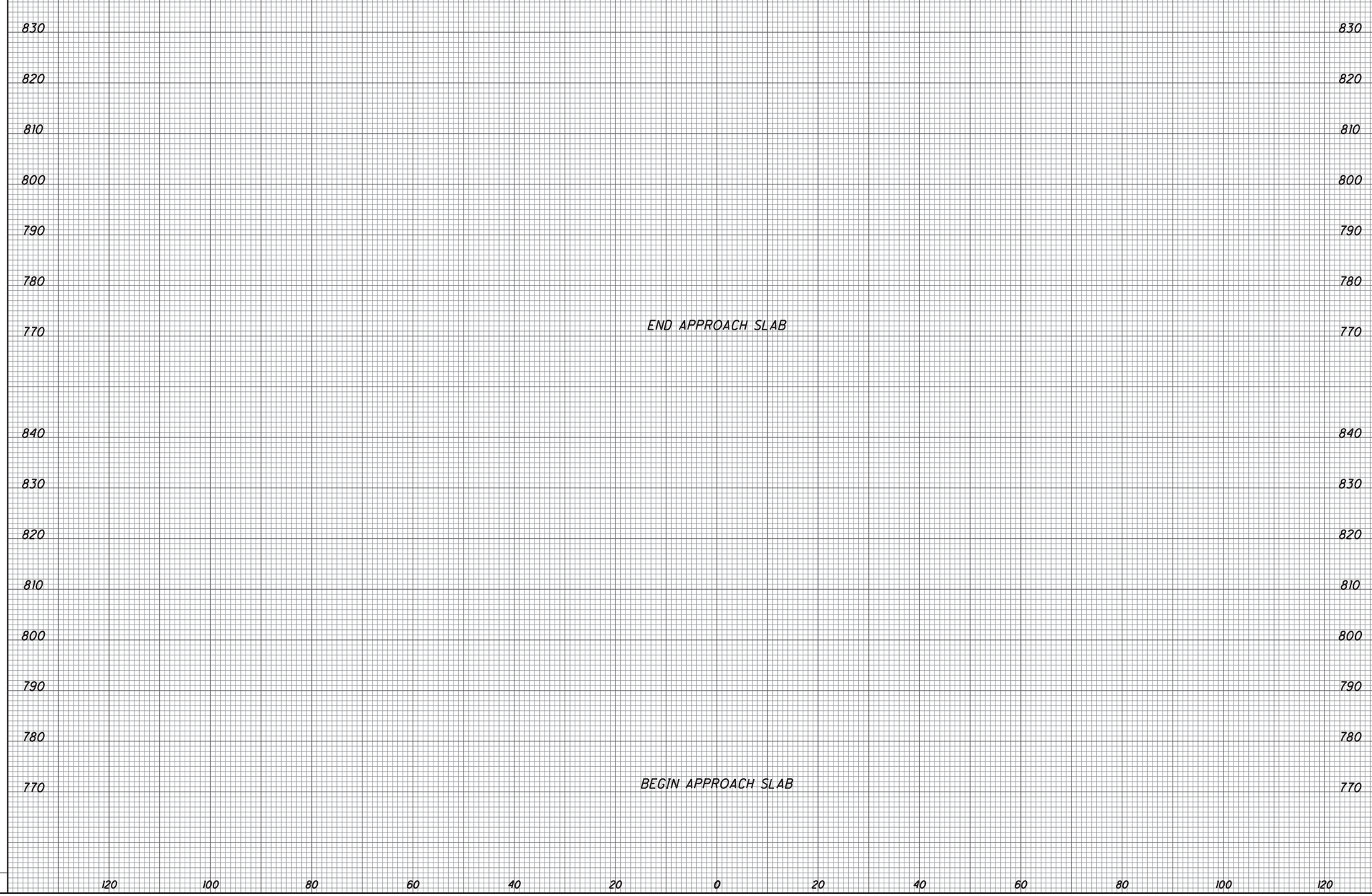
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

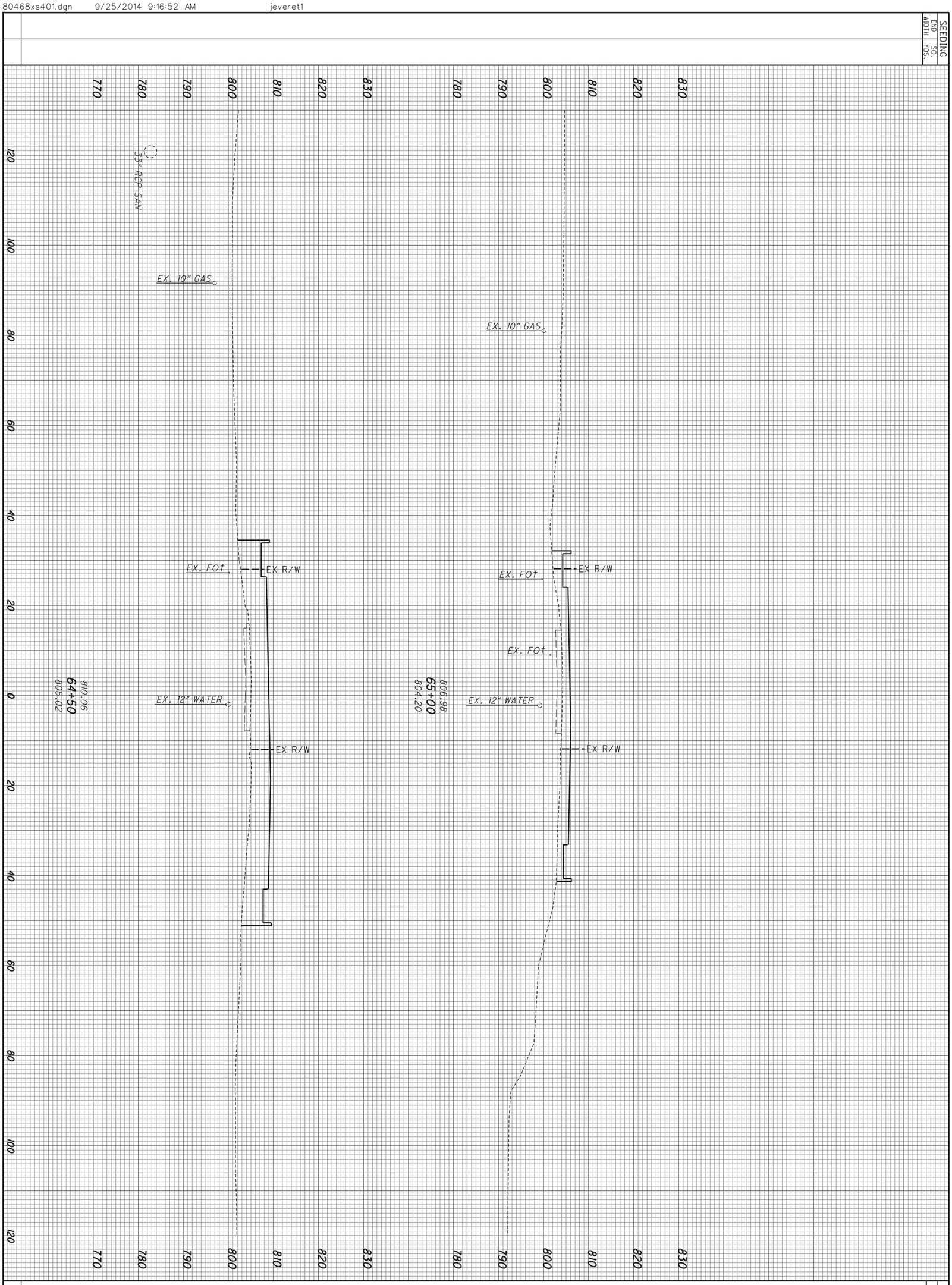


CROSS SECTIONS - FACTORY ROAD STA. 63+50 TO STA. 64+00

GRE-35-4.26

80468xs401.dgn 9/25/2014 9:16:48 AM jeveret1

80468xs401.dgn 9/25/2014 9:16:52 AM jeveret1



532
876

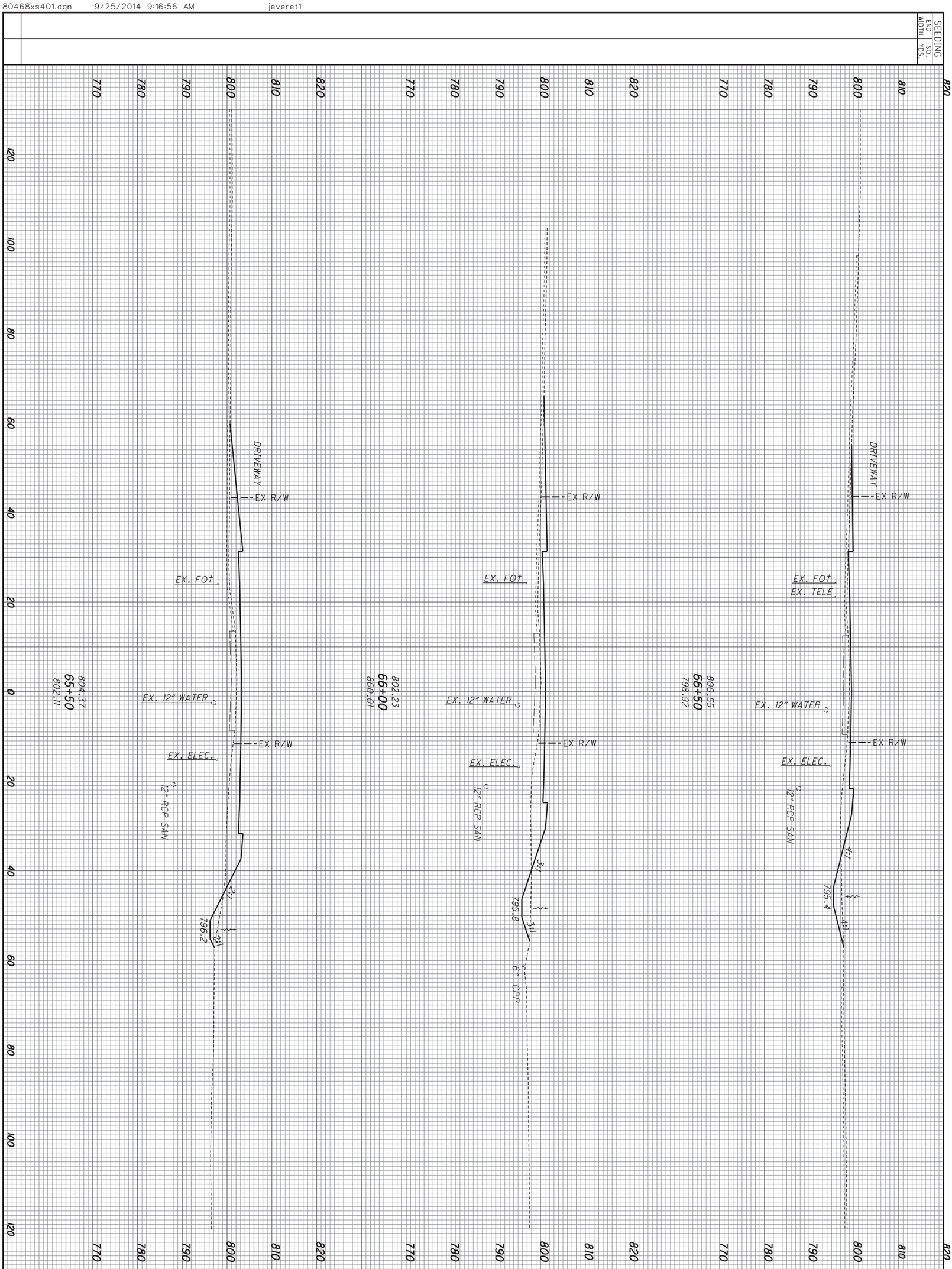
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 64+50 TO STA. 65+00

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:16:56 AM jeveret1

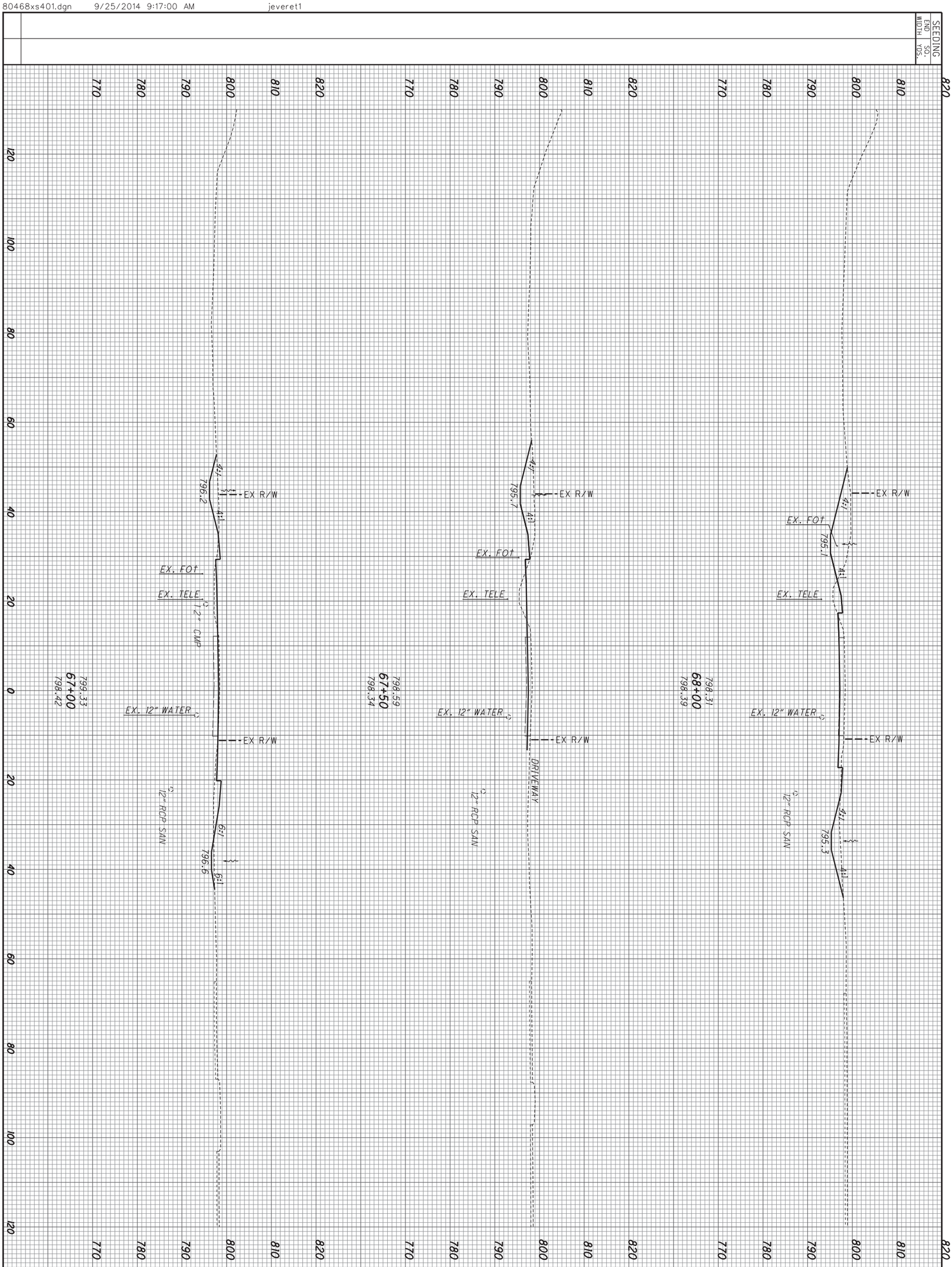


533
876

GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 65+50 TO STA. 66+50

80468xs401.dgn 9/25/2014 9:17:00 AM jeveret1



534
876

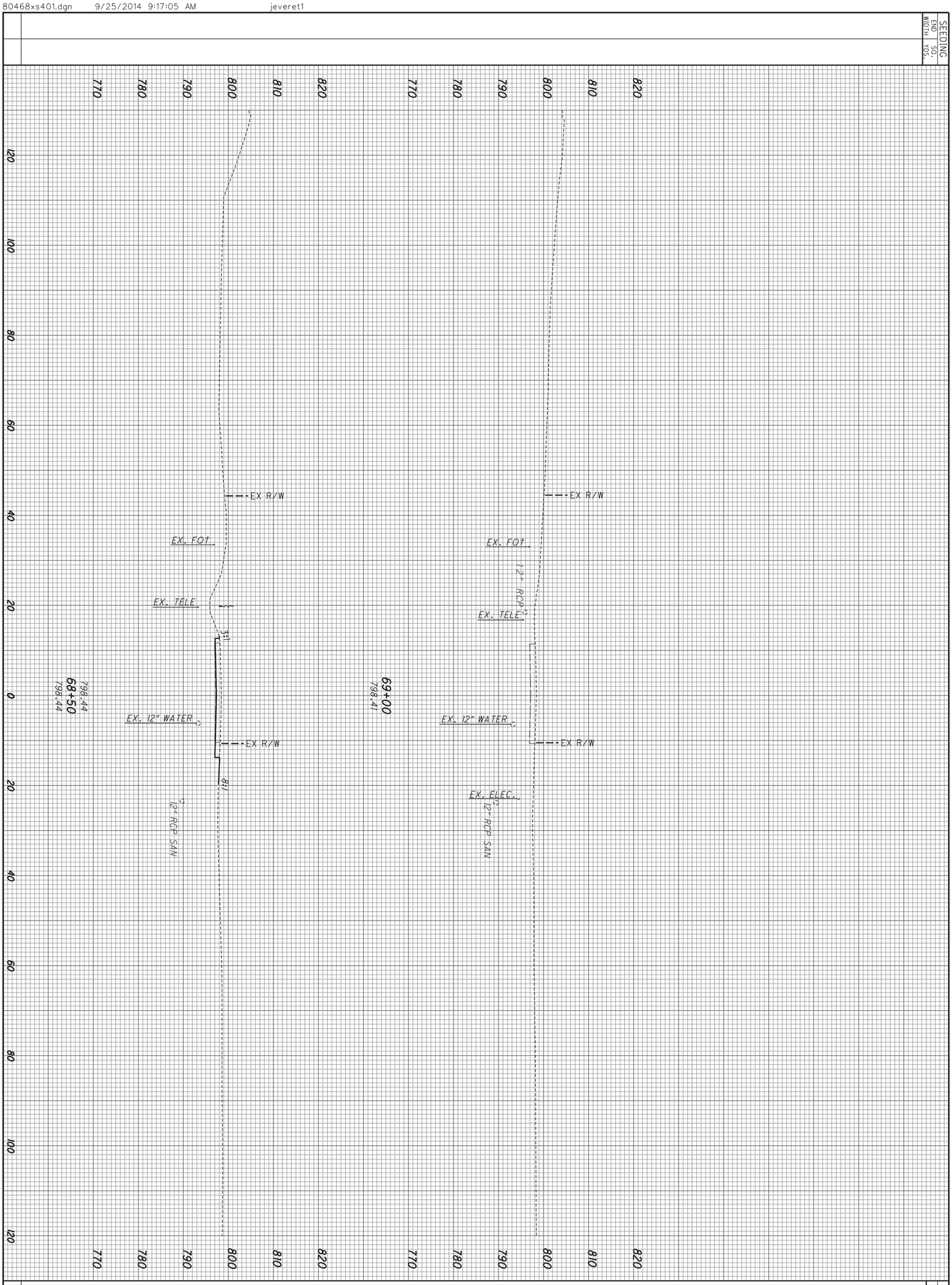
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 67+00 TO STA. 68+00

CALCULATED

CHECKED

80468xs401.dgn 9/25/2014 9:17:05 AM jeveret1



535
876

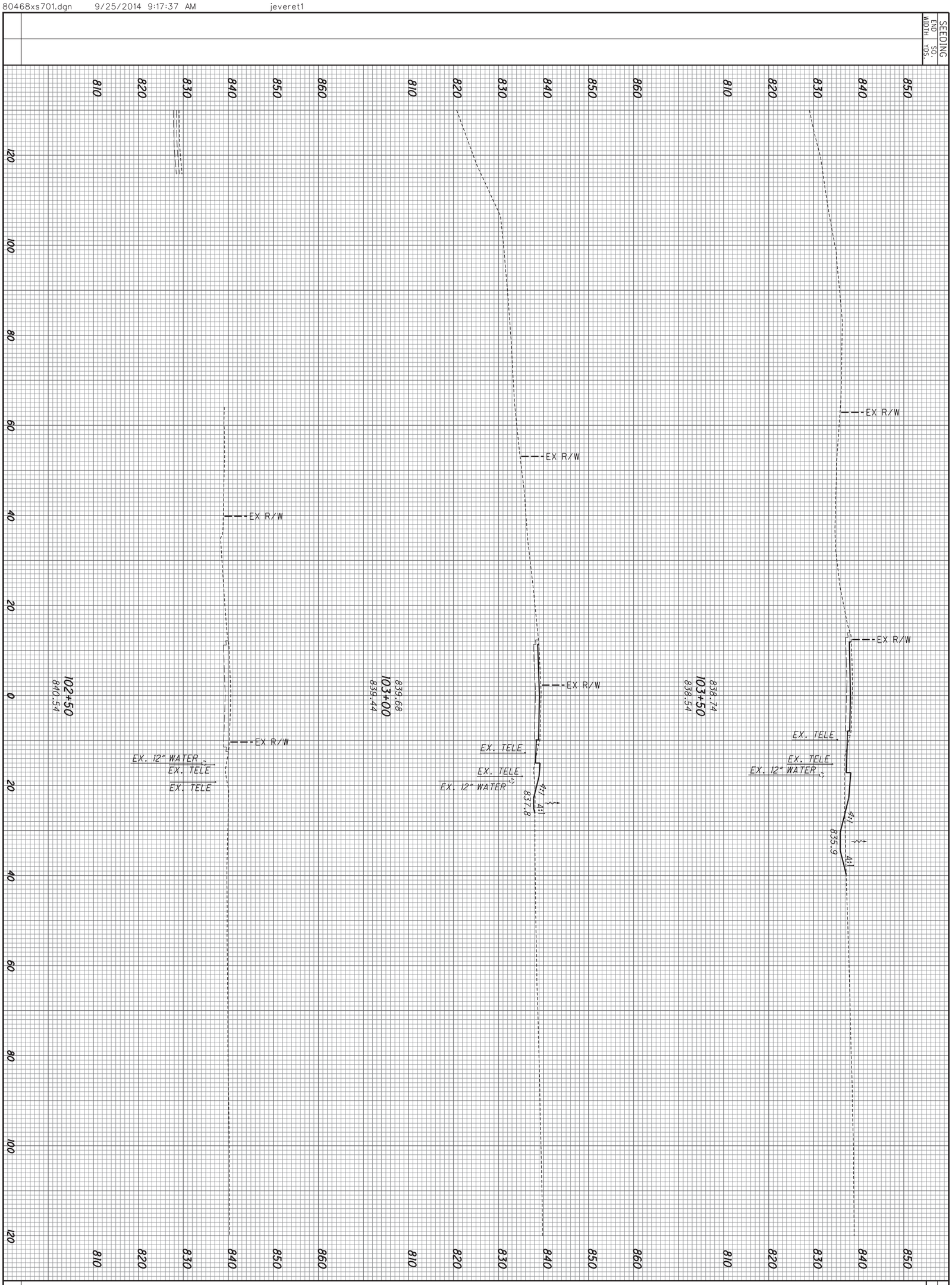
GRE-35-4.26

CROSS SECTIONS - FACTORY ROAD
STA. 68+50 TO STA. 69+00

CALCULATED

CHECKED

80468xs701.dgn 9/25/2014 9:17:37 AM jeveret1

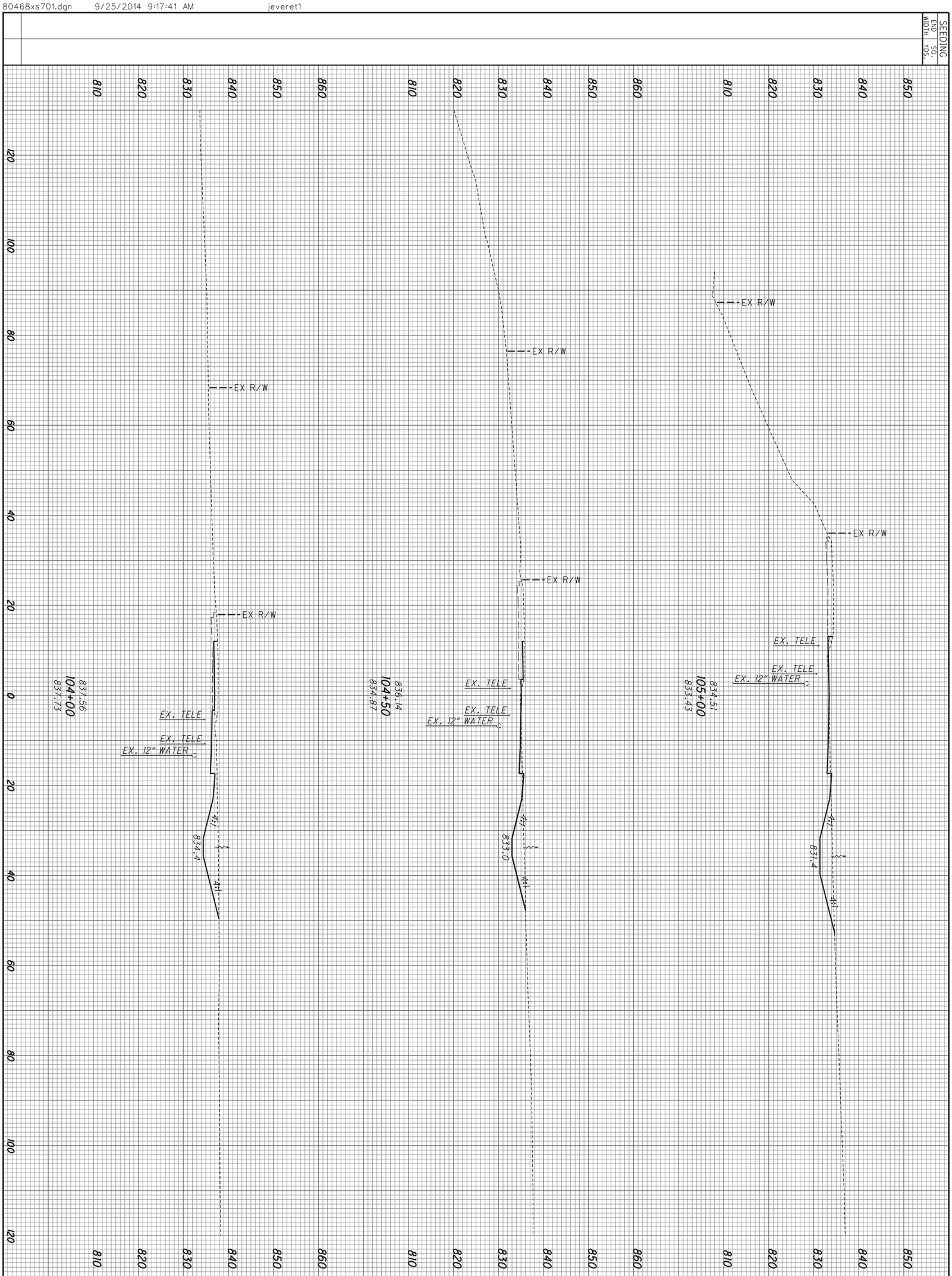


GRE-35-4.26

CROSS SECTIONS - SHAKERTOWN ROAD
STA. 102+50 TO STA. 103+50

536
876

80468xs701.dgn 9/25/2014 9:17:41 AM jeveret1



537
876

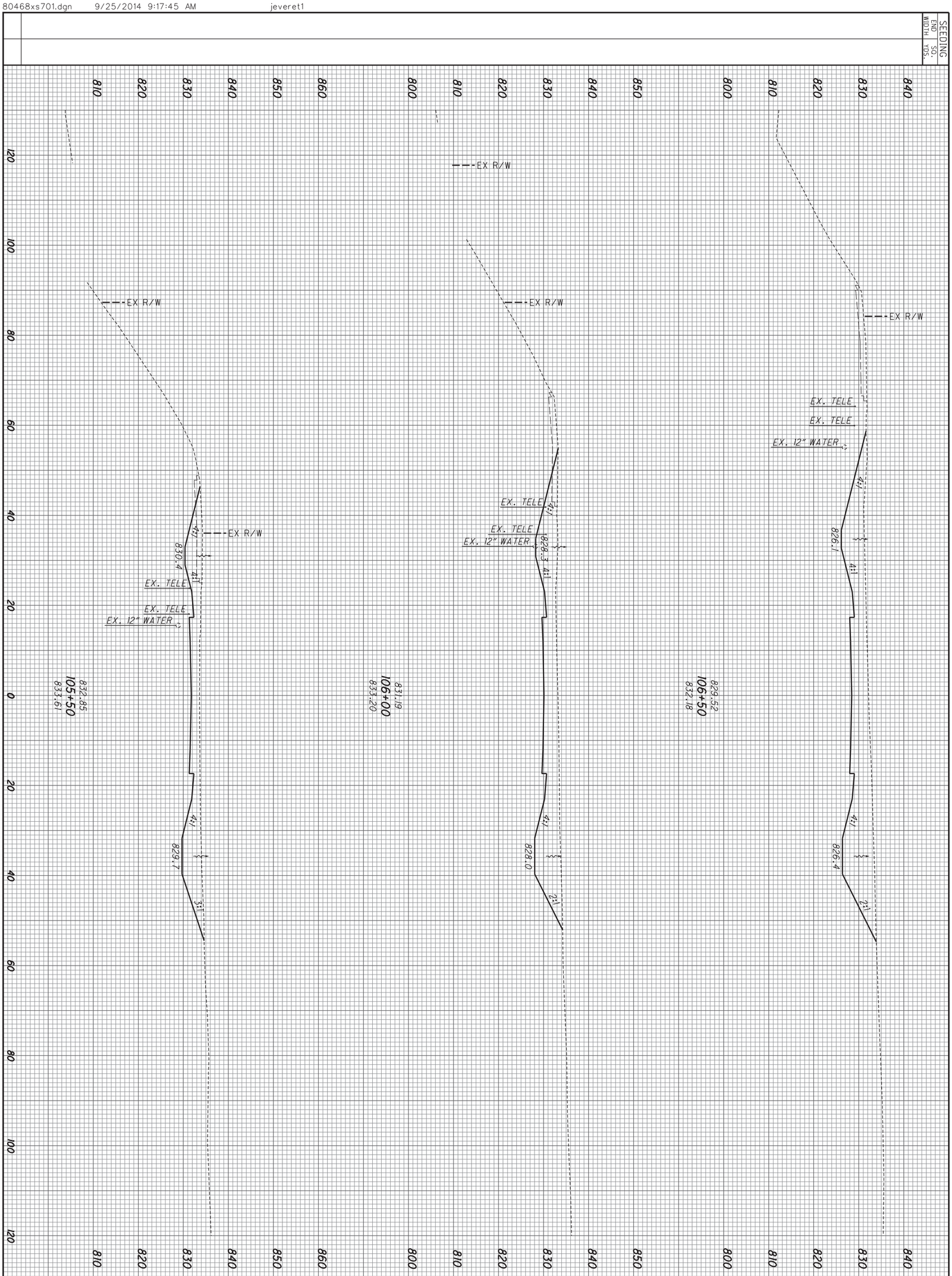
GRE-35-4.26

CROSS SECTIONS - SHAKERTOWN ROAD
STA. 104+00 TO STA. 105+00

CALCULATED

CHECKED

80468xs701.dgn 9/25/2014 9:17:45 AM jeveret1



538
876

GRE-35-4.26

CROSS SECTIONS - SHAKERTOWN ROAD
STA. 105+50 TO STA. 106+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

SEE SHAKERTOWN CONNECTOR CROSS SECTIONS

824.54
108+00
828.36

826.20
107+50
831.07

827.86
107+00
831.57

EX. TELE.
EX. TELE.
EX. 12" WATER
EX R/W
EX. TELE.
EX. TELE.
EX. 12" WATER

4:1
4:1
821.9
4:1
4:1
823.1
2:1
4:1
824.0
4:1
4:1
824.7
2:1

840 830 820 810 800 850 840 830 820 810 800 850 840 830 820 810 800

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - SHAKERTOWN ROAD STA. 107+00 TO STA. 108+00

GRE-35-4.26

539
876

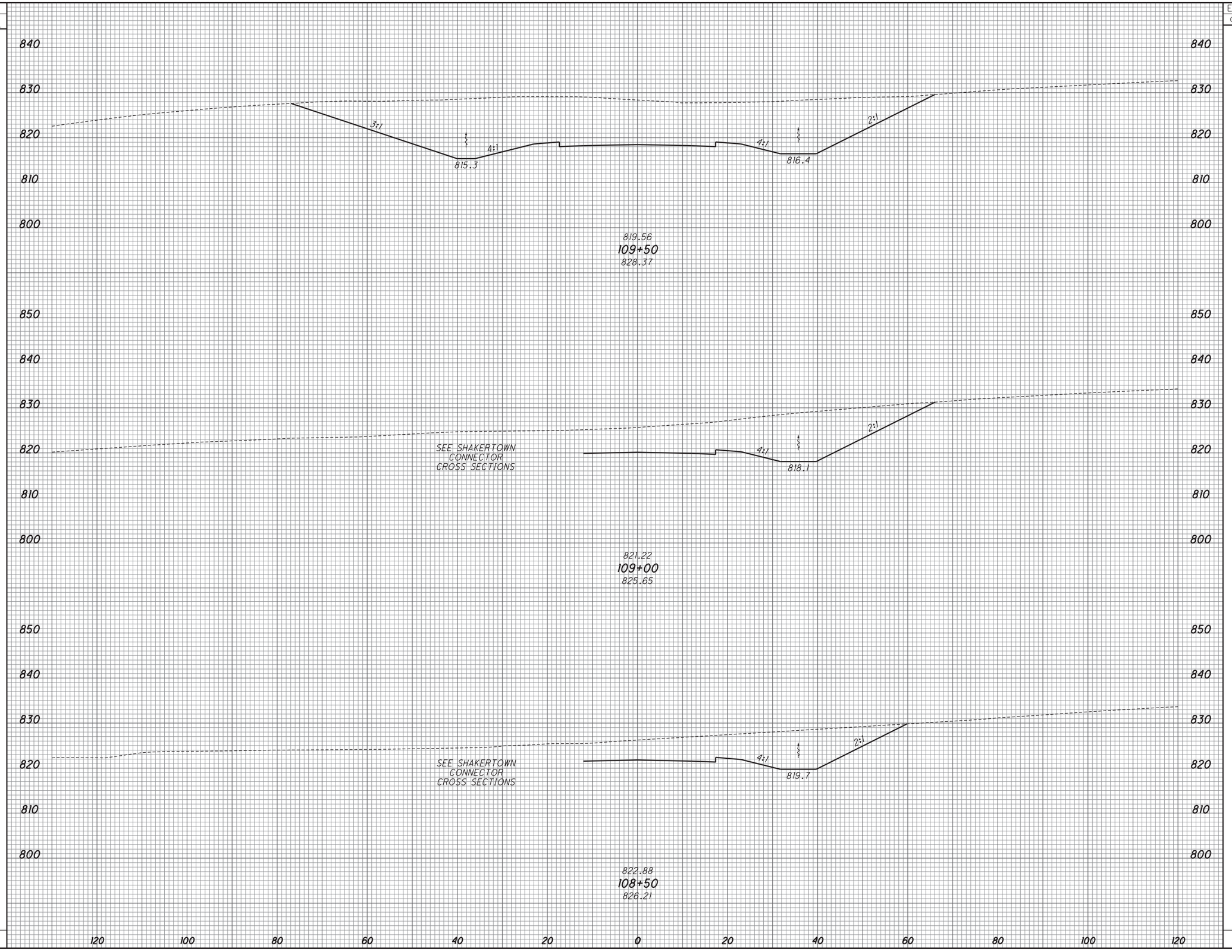
80468xs701.dgn 9/25/2014 9:17:49 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD STA. 108+50 TO STA. 109+50

GRE-35-4.26

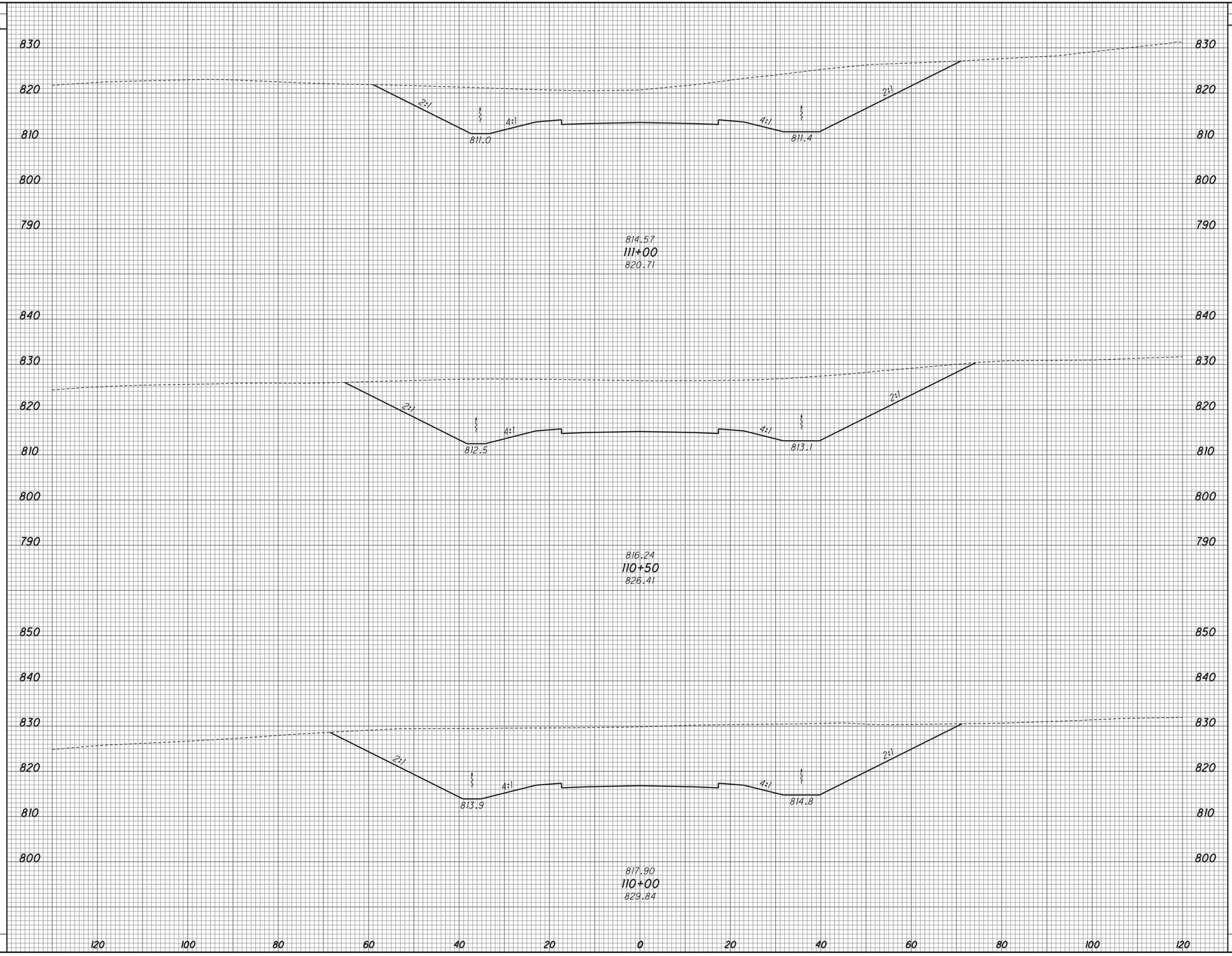
80468xs701.dgn 9/25/2014 9:17:53 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 110+00 TO STA. 111+00

GRE-35-4.26

541
876

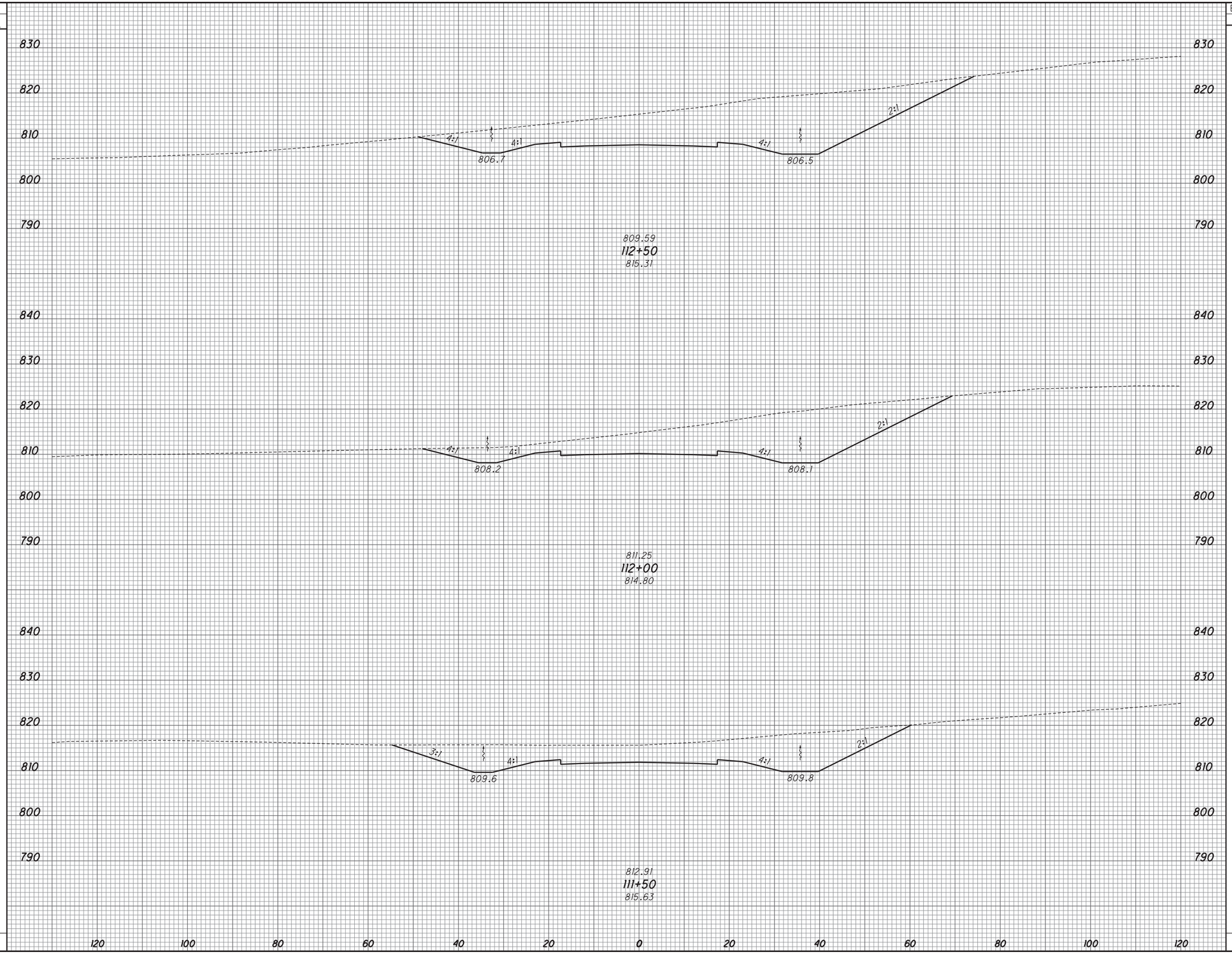
80468xs701.dgn 9/25/2014 9:17:57 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 111+50 TO STA. 112+50

GRE-35-4.26

542
876

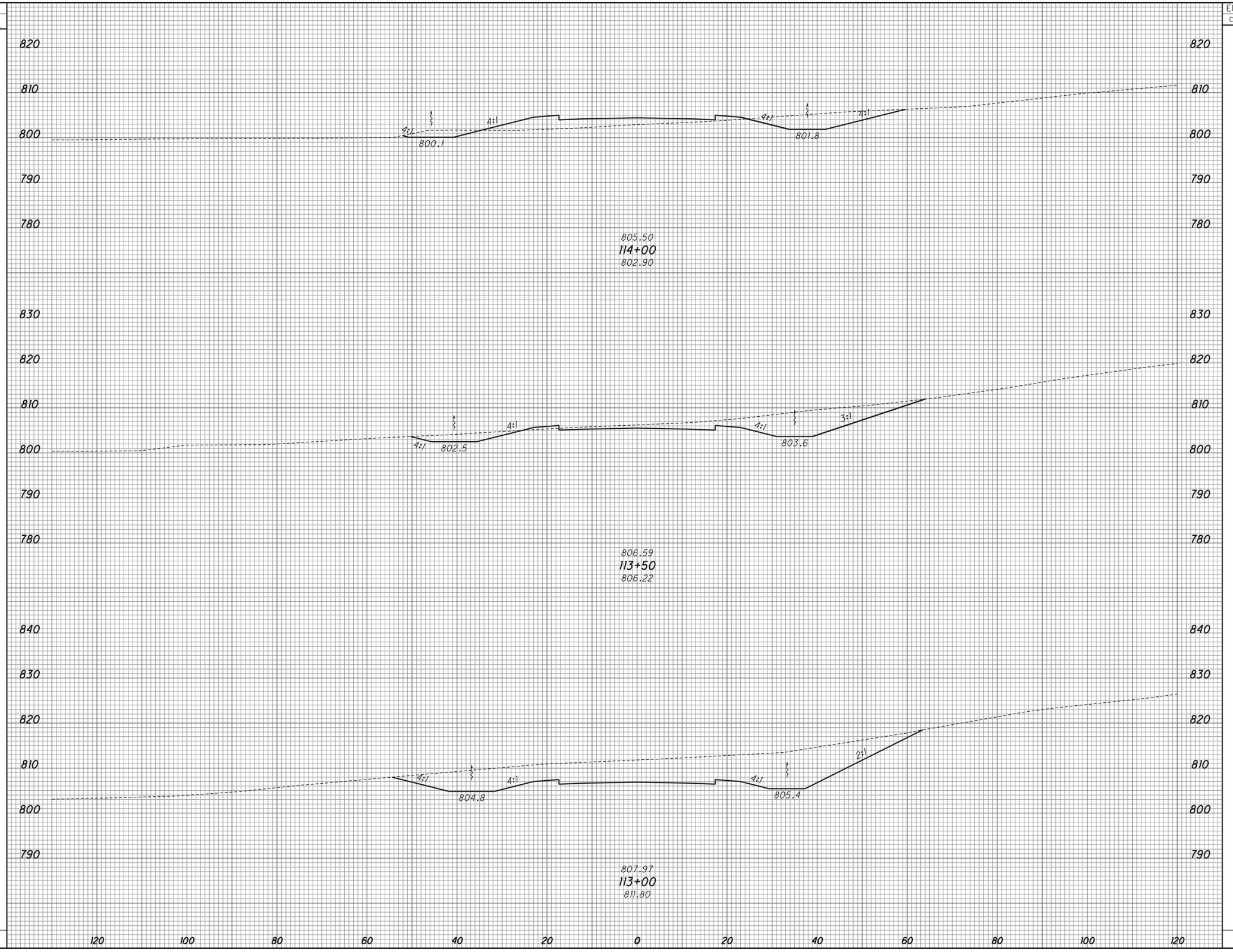
80468xs701.dgn 9/25/2014 9:18:01 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

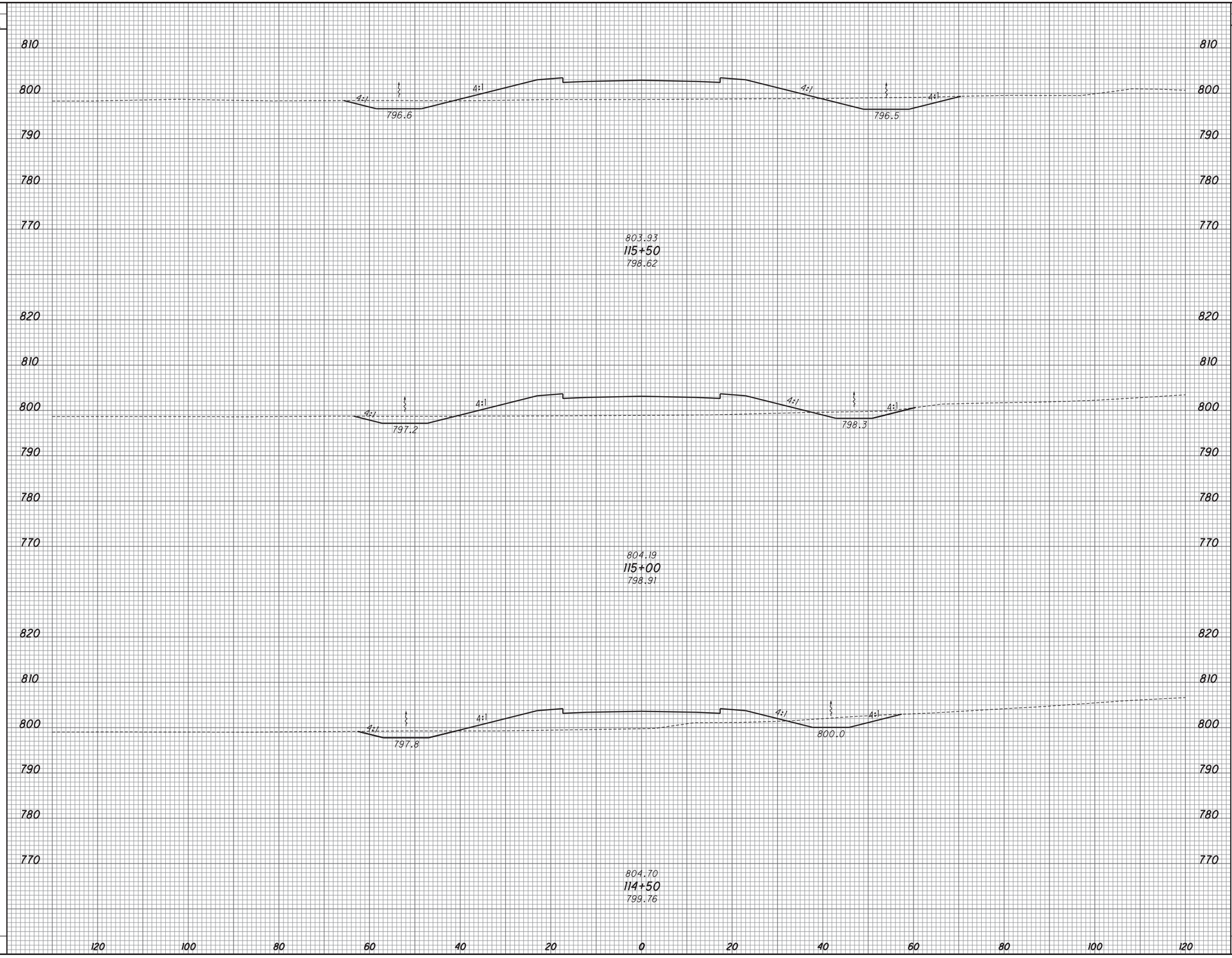


CROSS SECTIONS - SHAKERTOWN ROAD
STA. 113+00 TO STA. 114+00

GRE-35-4.26

80468xs701.dgn 9/25/2014 9:18:05 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - SHAKERTOWN ROAD
STA. 114+50 TO STA. 115+50

GRE-35-4.26

544
876

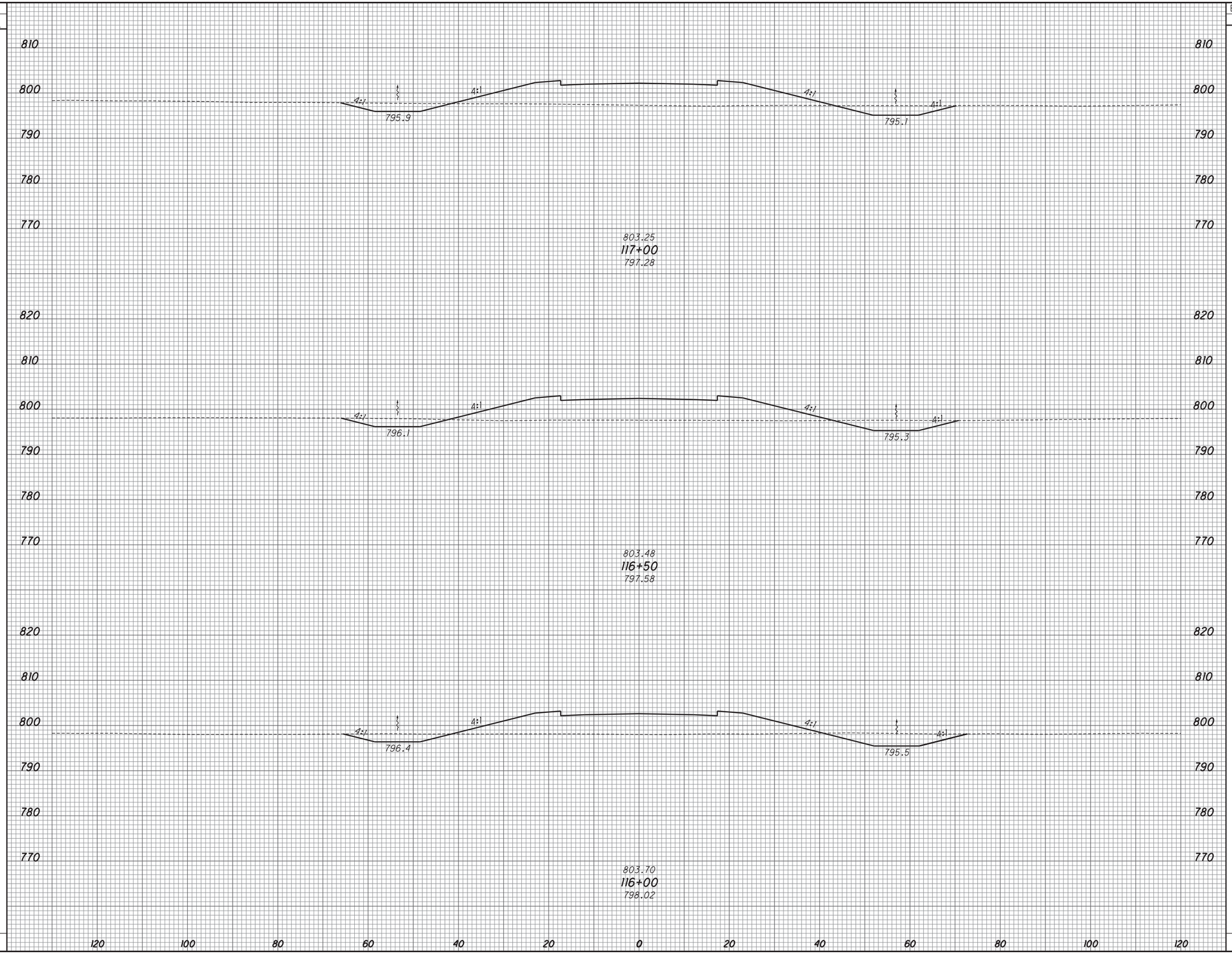
80468xs701.dgn 9/25/2014 9:18:09 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 116+00 TO STA. 117+00

GRE-35-4.26

545
876

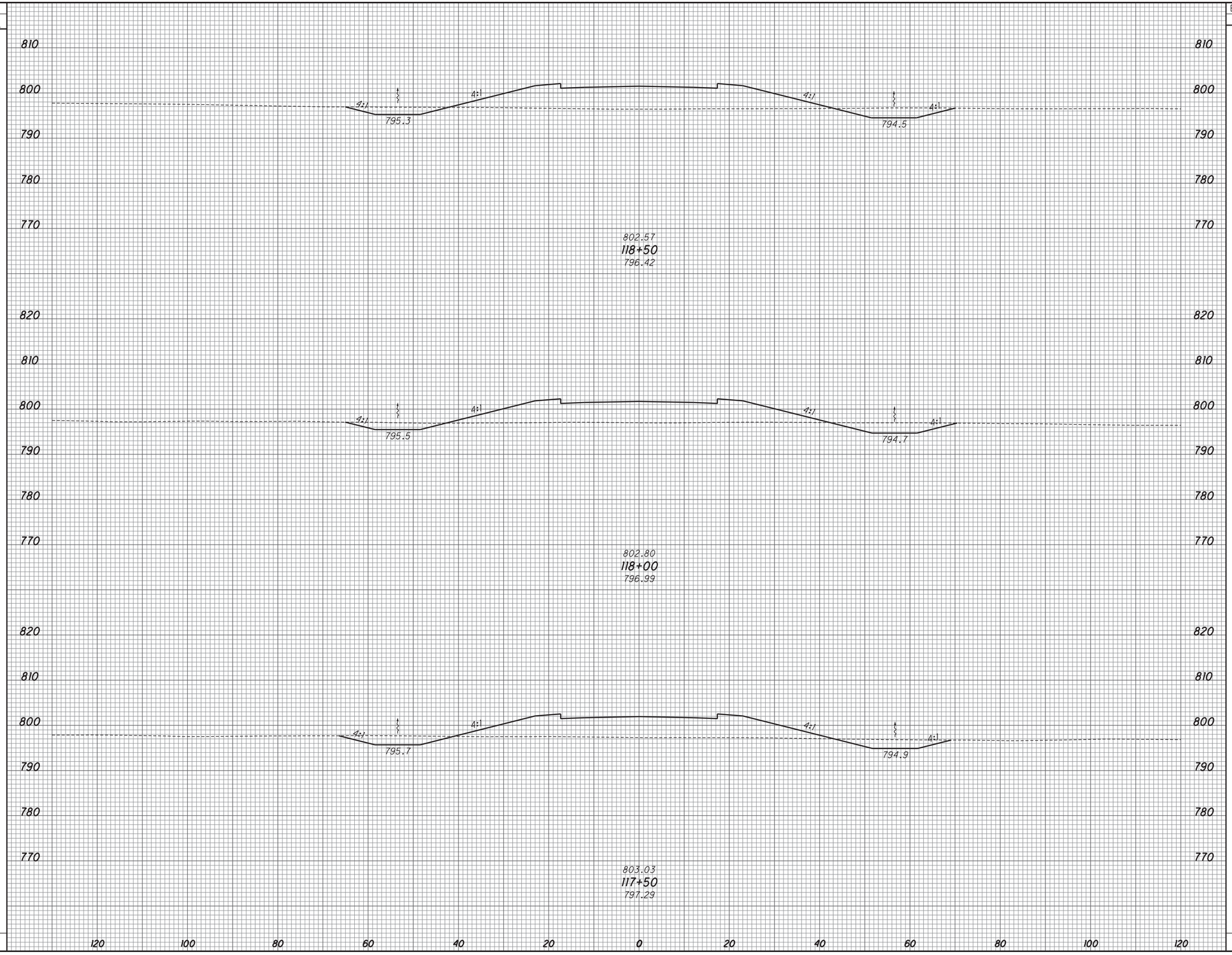
80468xs701.dgn 9/25/2014 9:18:12 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	
CHECKED	



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 117+50 TO STA. 118+50

GRE-35-4.26

546
876

80468xs701.dgn 9/25/2014 9:18:17 AM jeveret1

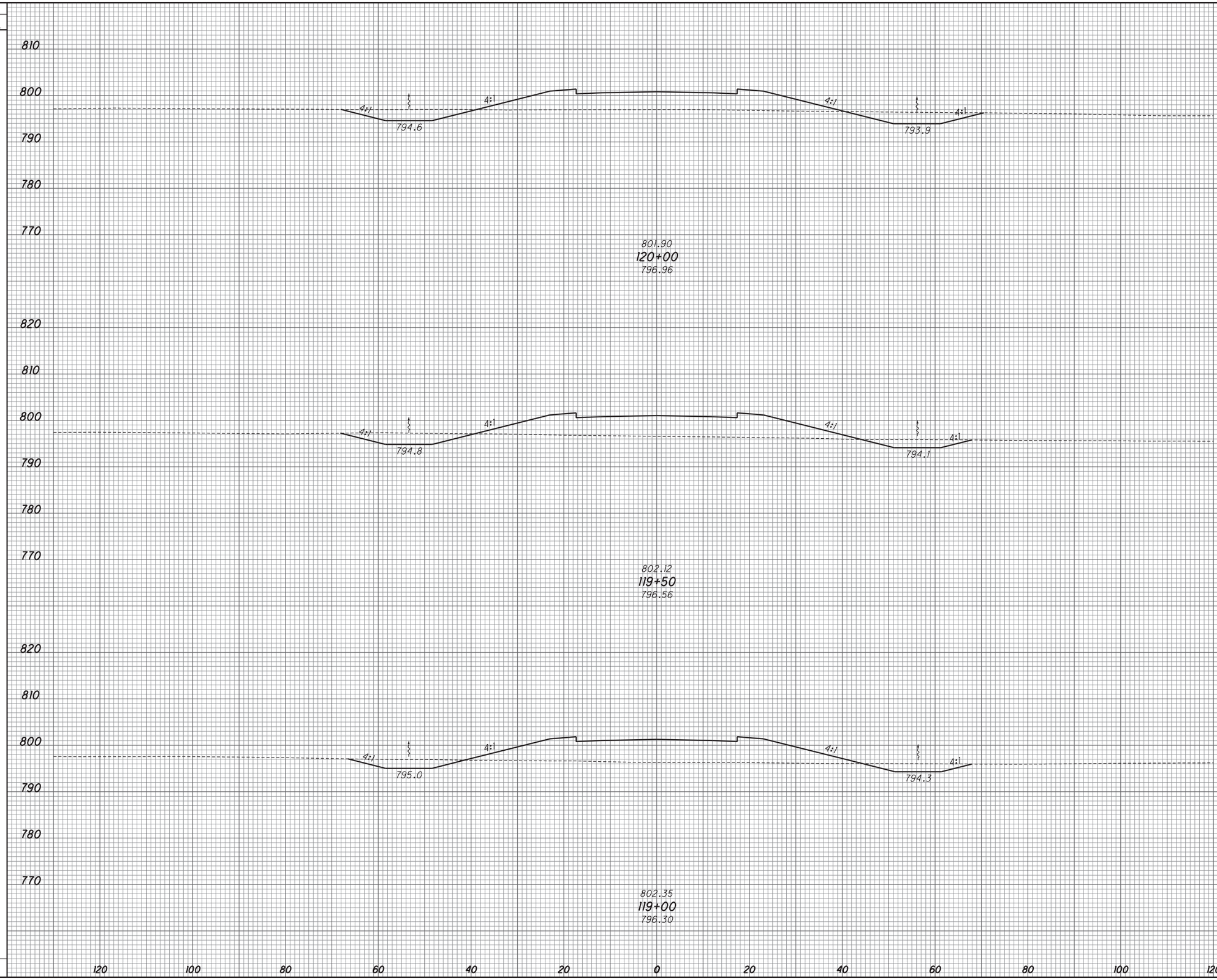
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 119+00 TO STA. 120+00

GRE-35-4.26

547
876

80468xs701.dgn 9/25/2014 9:18:22 AM jeveret1

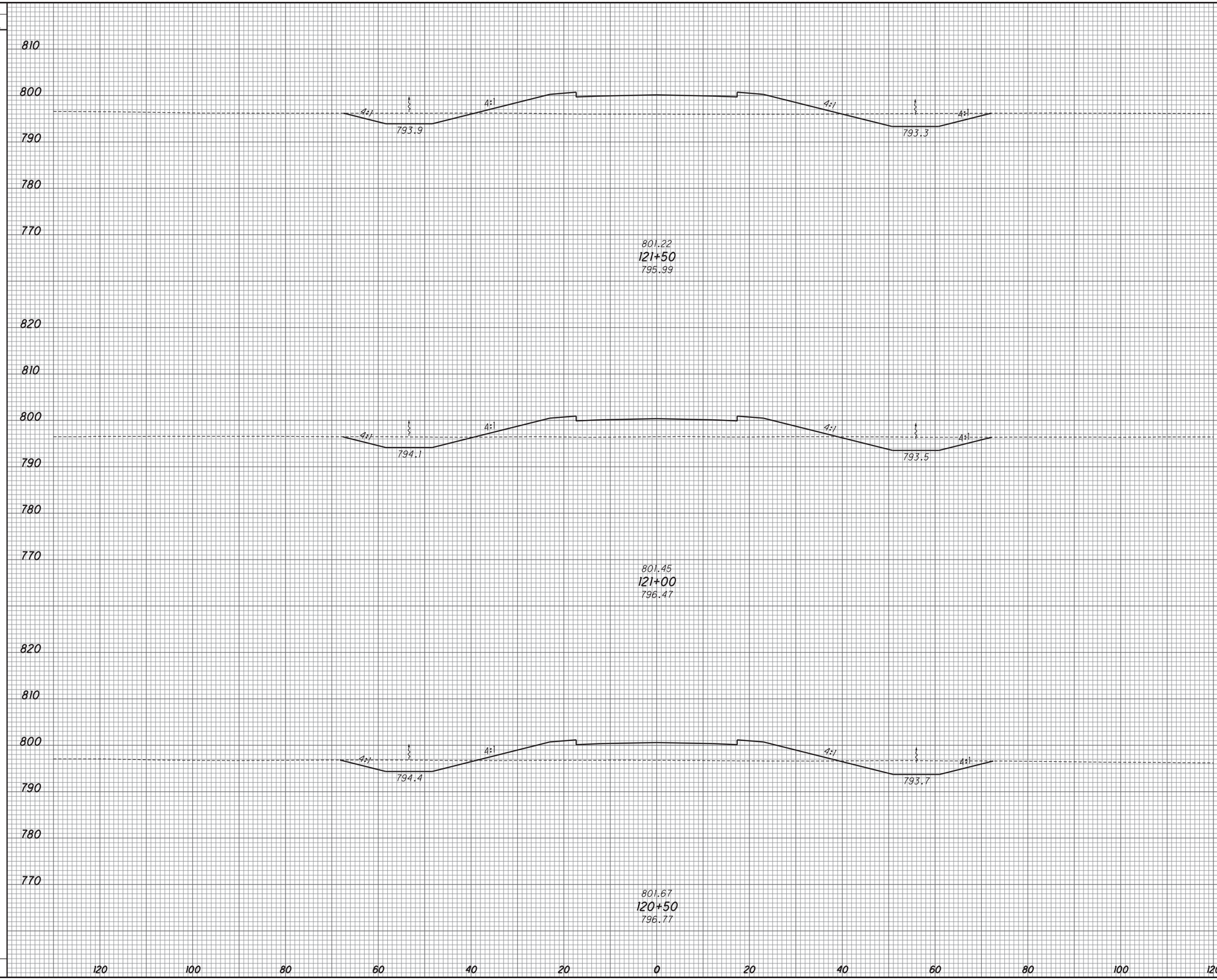
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 120+50 TO STA. 121+50

GRE-35-4.26

548
876

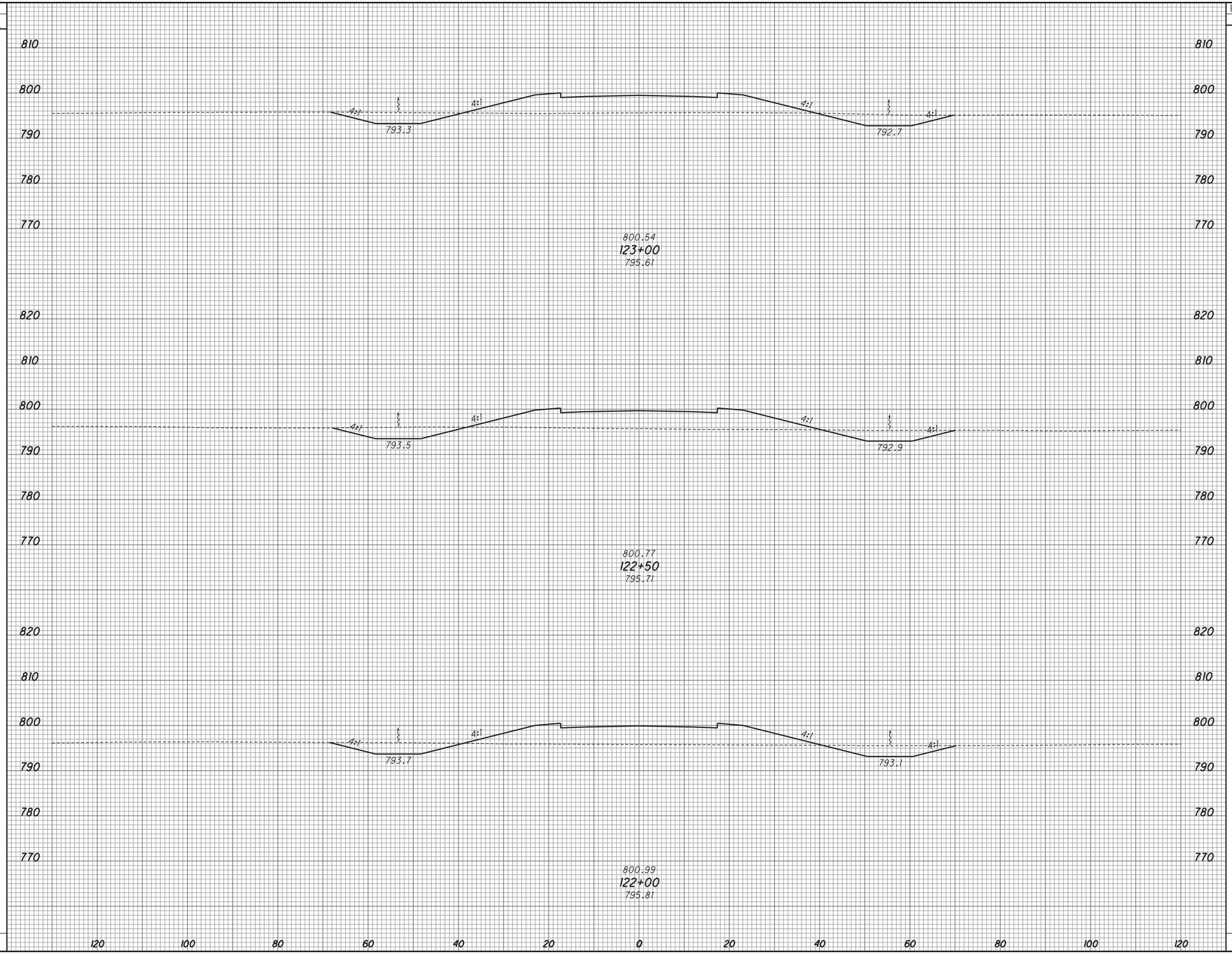
80468xs701.dgn 9/25/2014 9:18:26 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 122+00 TO STA. 123+00

GRE-35-4.26

549
876

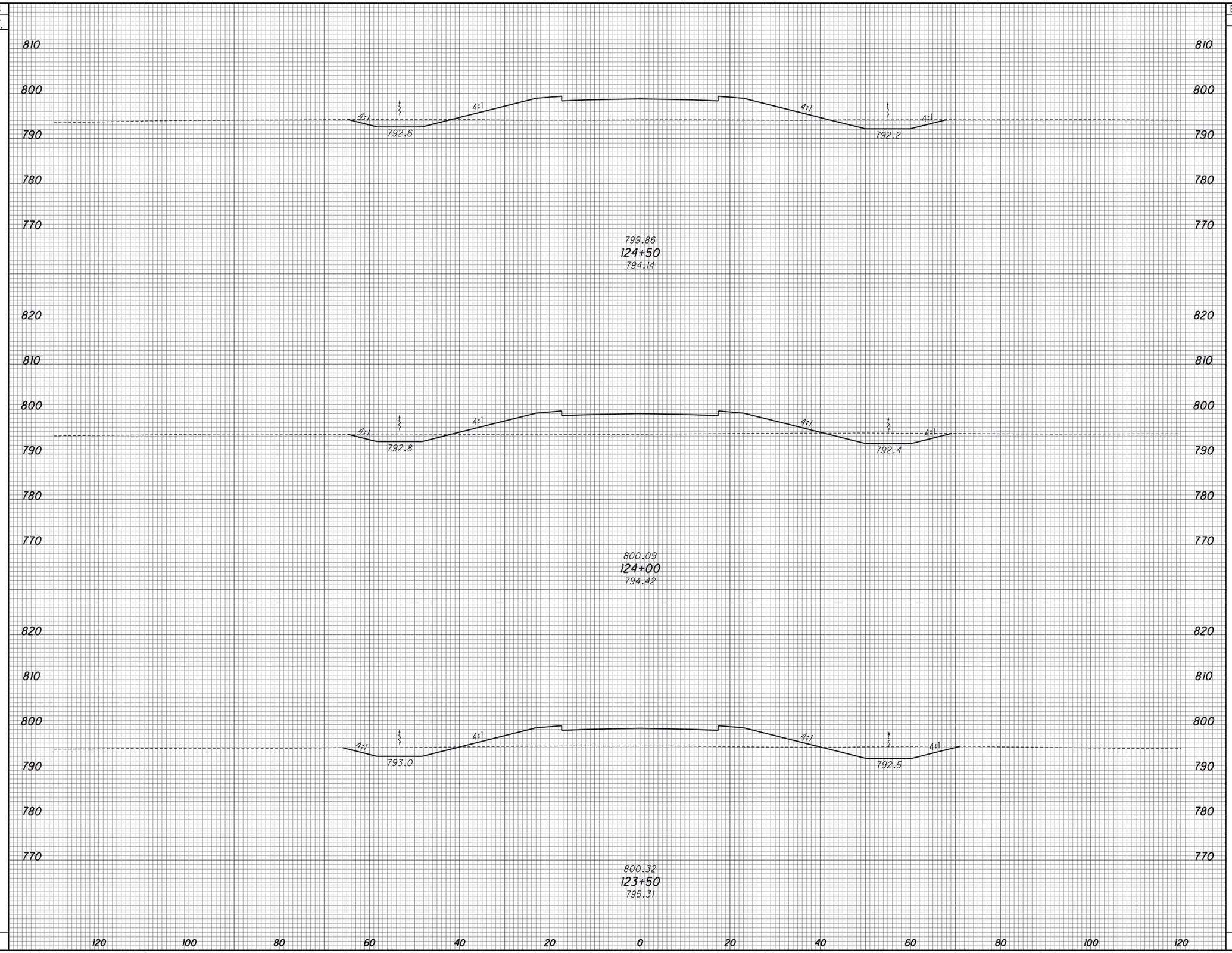
80468xs701.dgn 9/25/2014 9:18:30 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 123+50 TO STA. 124+50

GRE-35-4.26

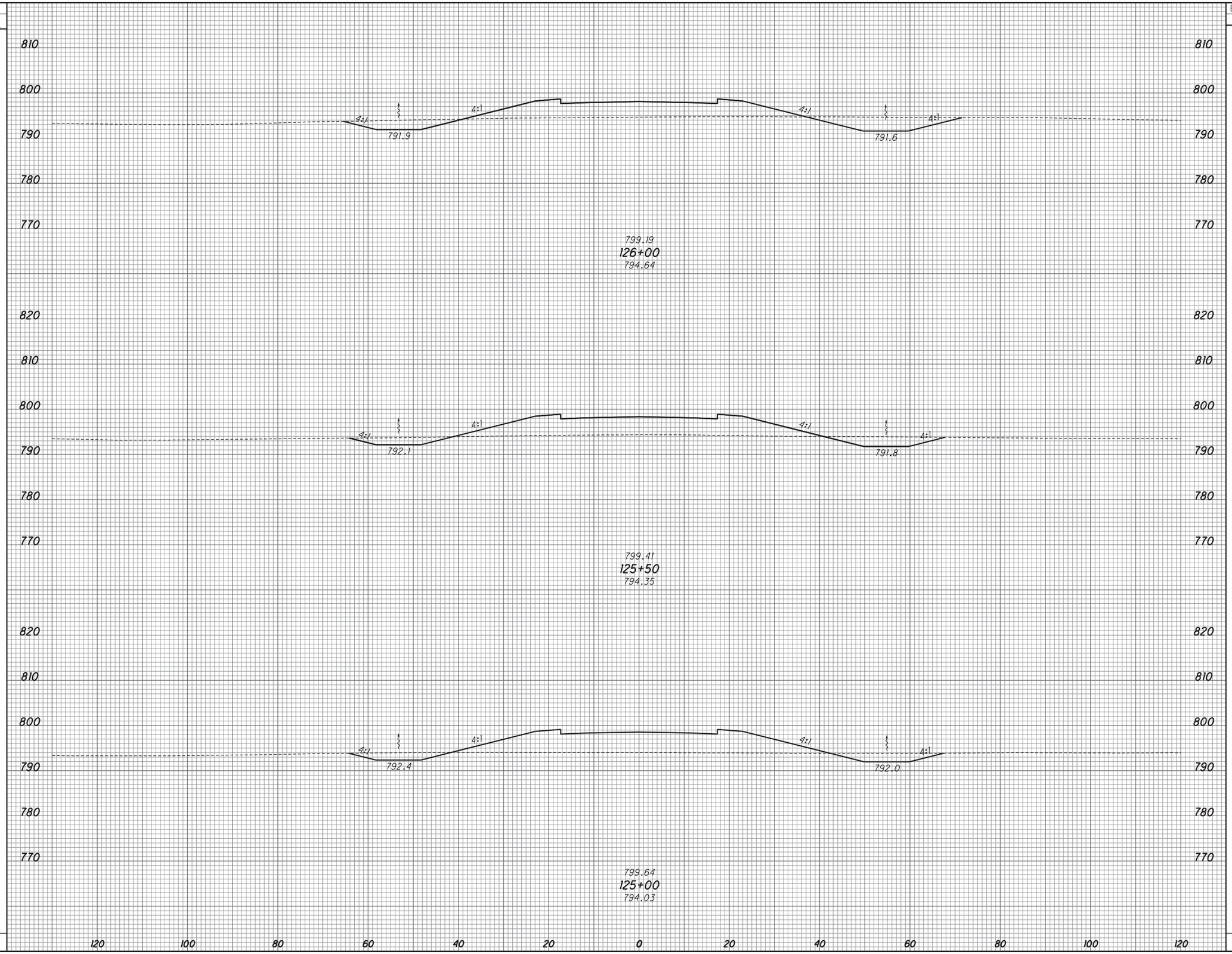
80468xs701.dgn 9/25/2014 9:18:34 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



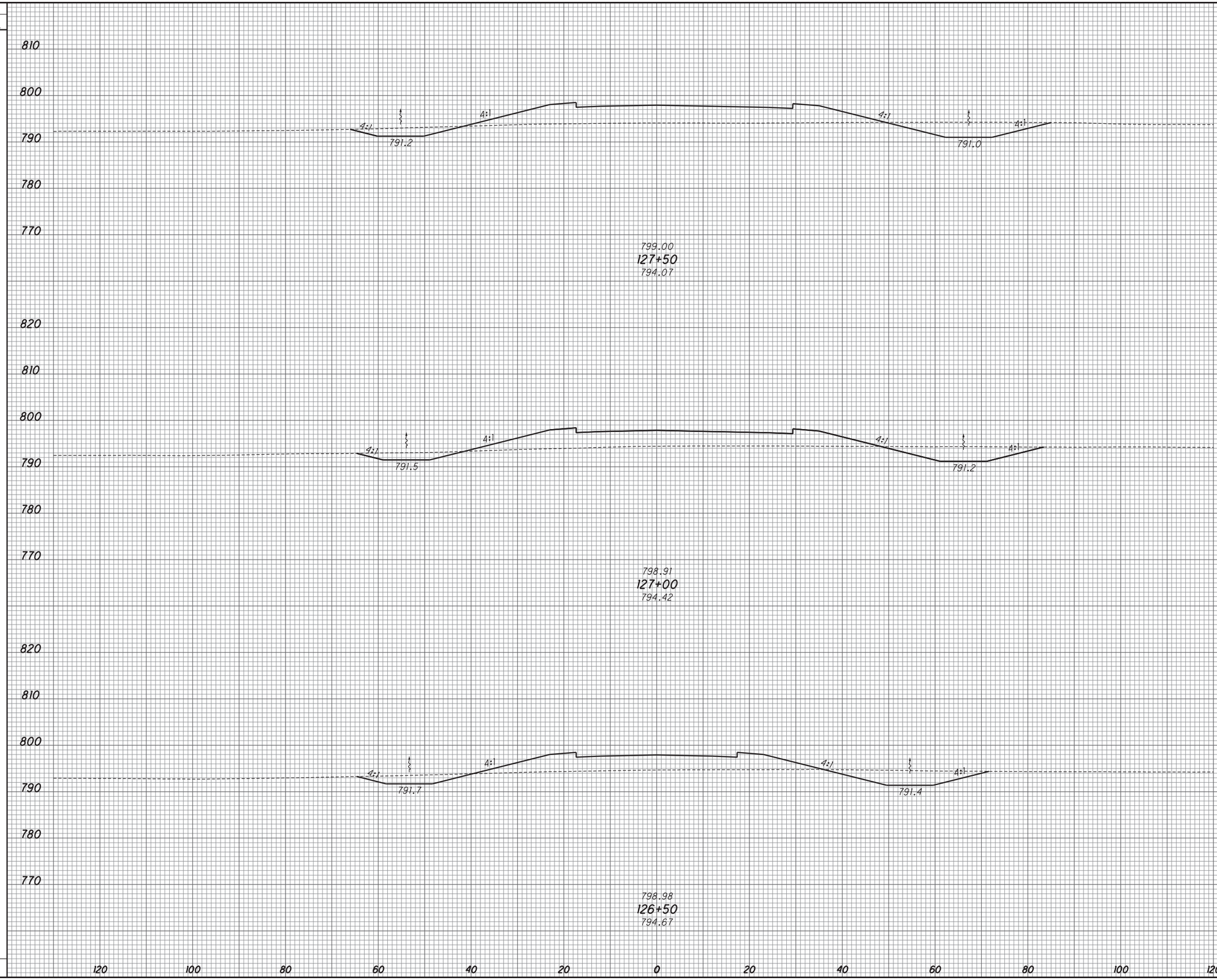
CROSS SECTIONS - SHAKERTOWN ROAD
STA. 125+00 TO STA. 126+00

GRE-35-4.26

551
876

80468xs701.dgn 9/25/2014 9:18:38 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - SHAKERTOWN ROAD STA. 126+50 TO STA. 127+50

GRE-35-4.26

552
876

80468xs701.dgn 9/25/2014 9:18:42 AM jeveret1

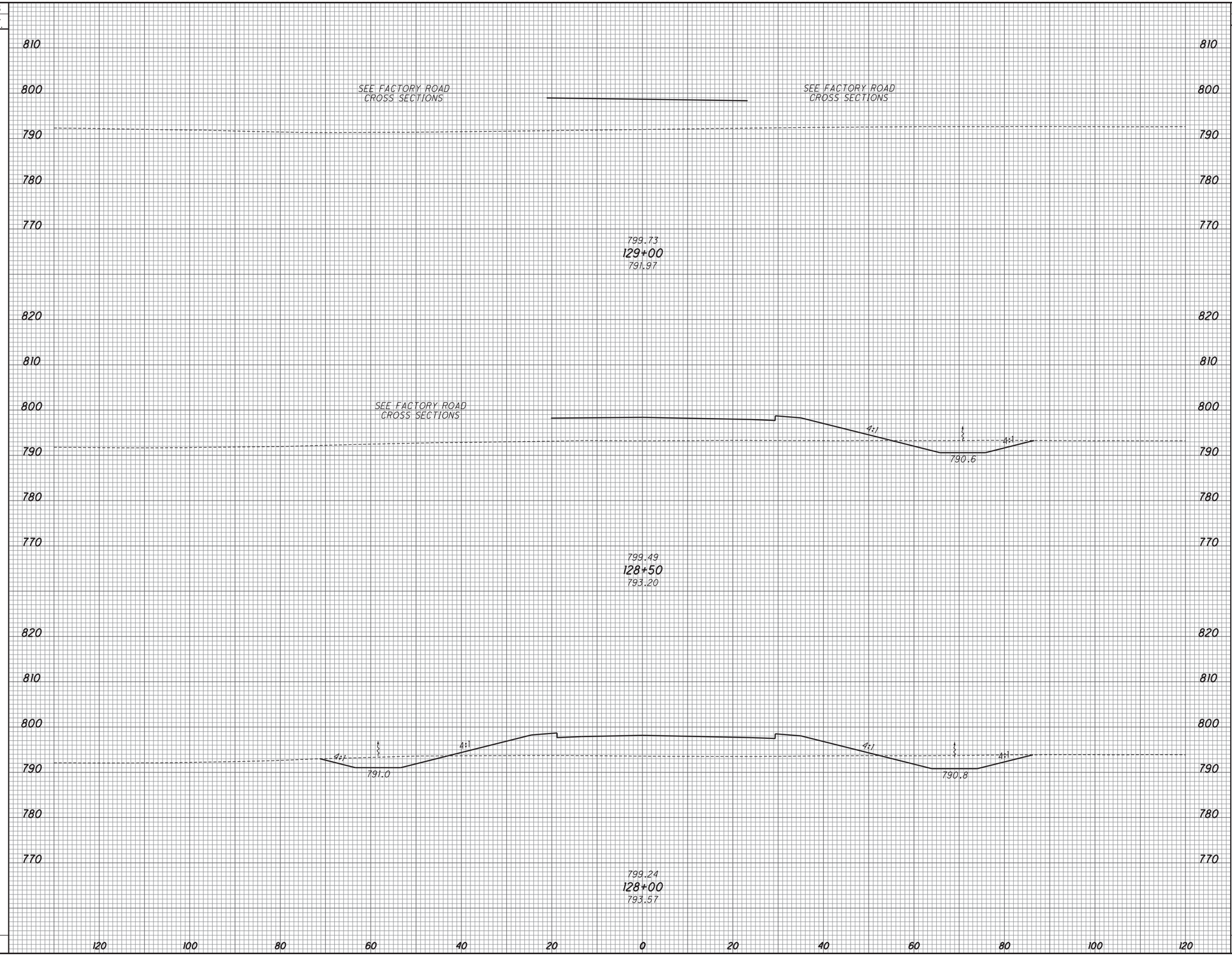
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - SHAKERTOWN ROAD
STA. 128+00 TO STA. 129+00

GRE-35-4.26

553
876

80468xs701.dgn 9/25/2014 9:18:46 AM jeveret1

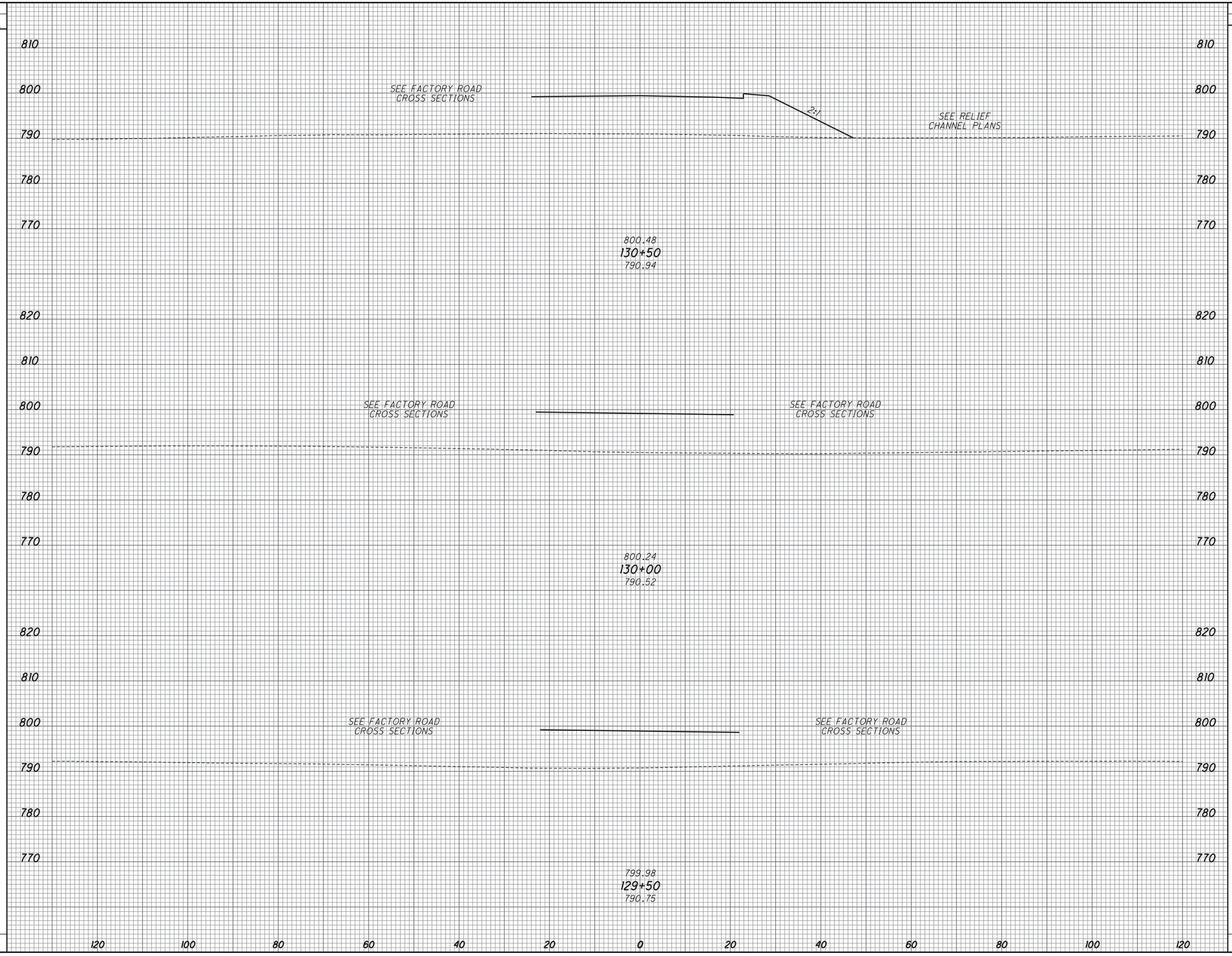
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



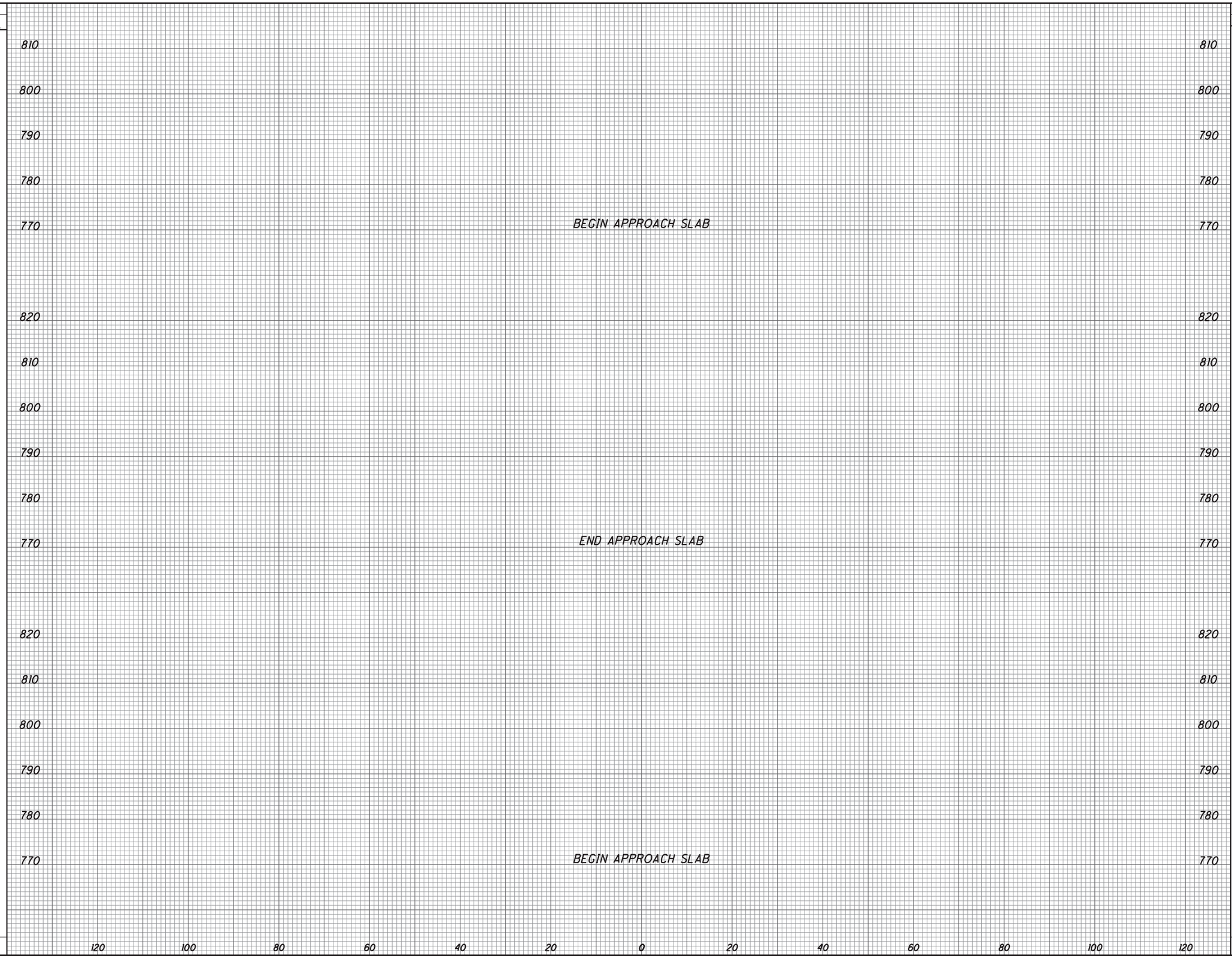
CROSS SECTIONS - SHAKERTOWN ROAD
STA. 129+50 TO STA. 130+50

GRE-35-4.26

554
876

80468xs701.dgn 9/25/2014 9:18:50 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - SHAKERTOWN ROAD
STA. 131+00 TO STA. 132+00

GRE-35-4.26

555
876

80468xs701.dgn 9/25/2014 9:18:54 AM jeveret1

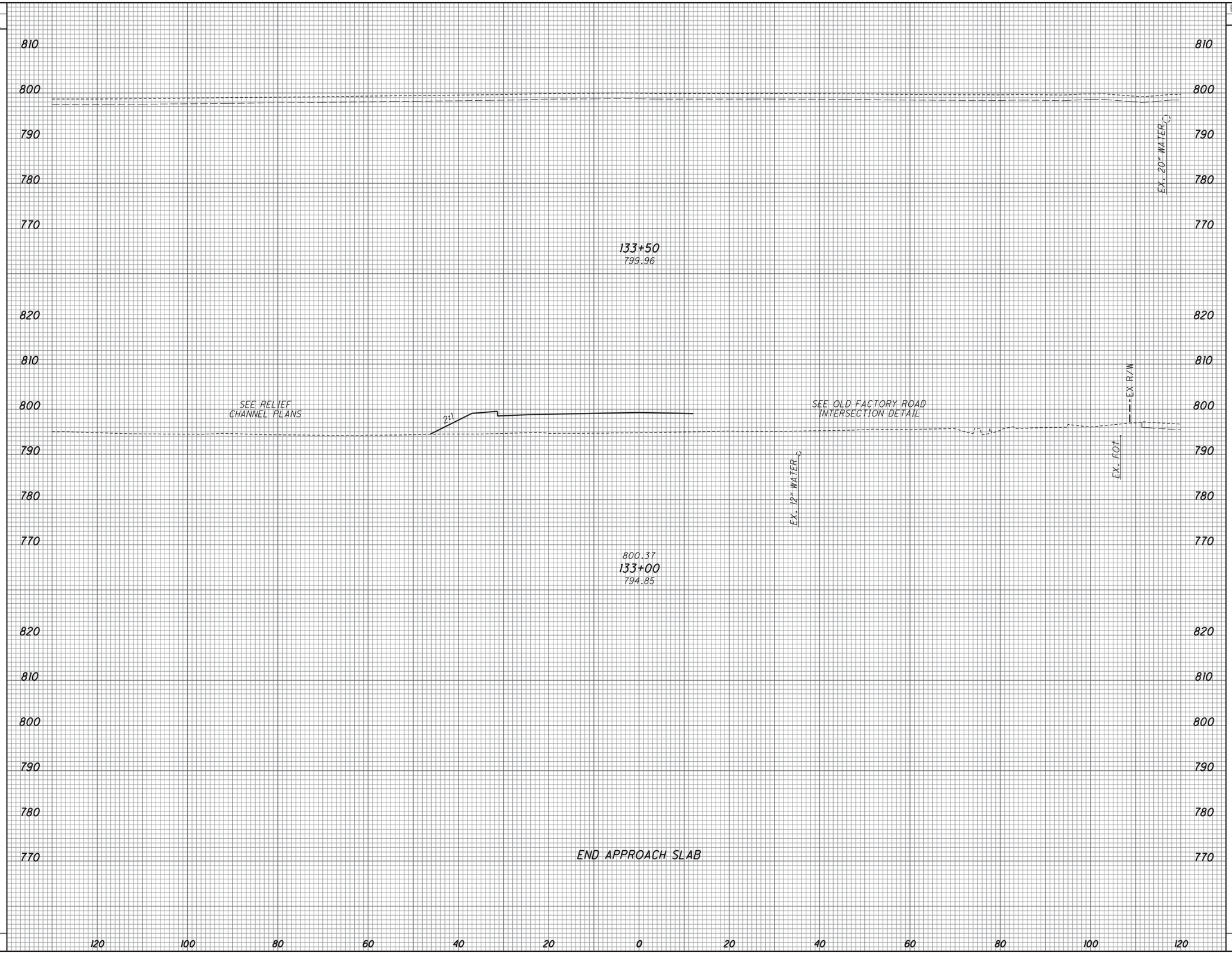
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



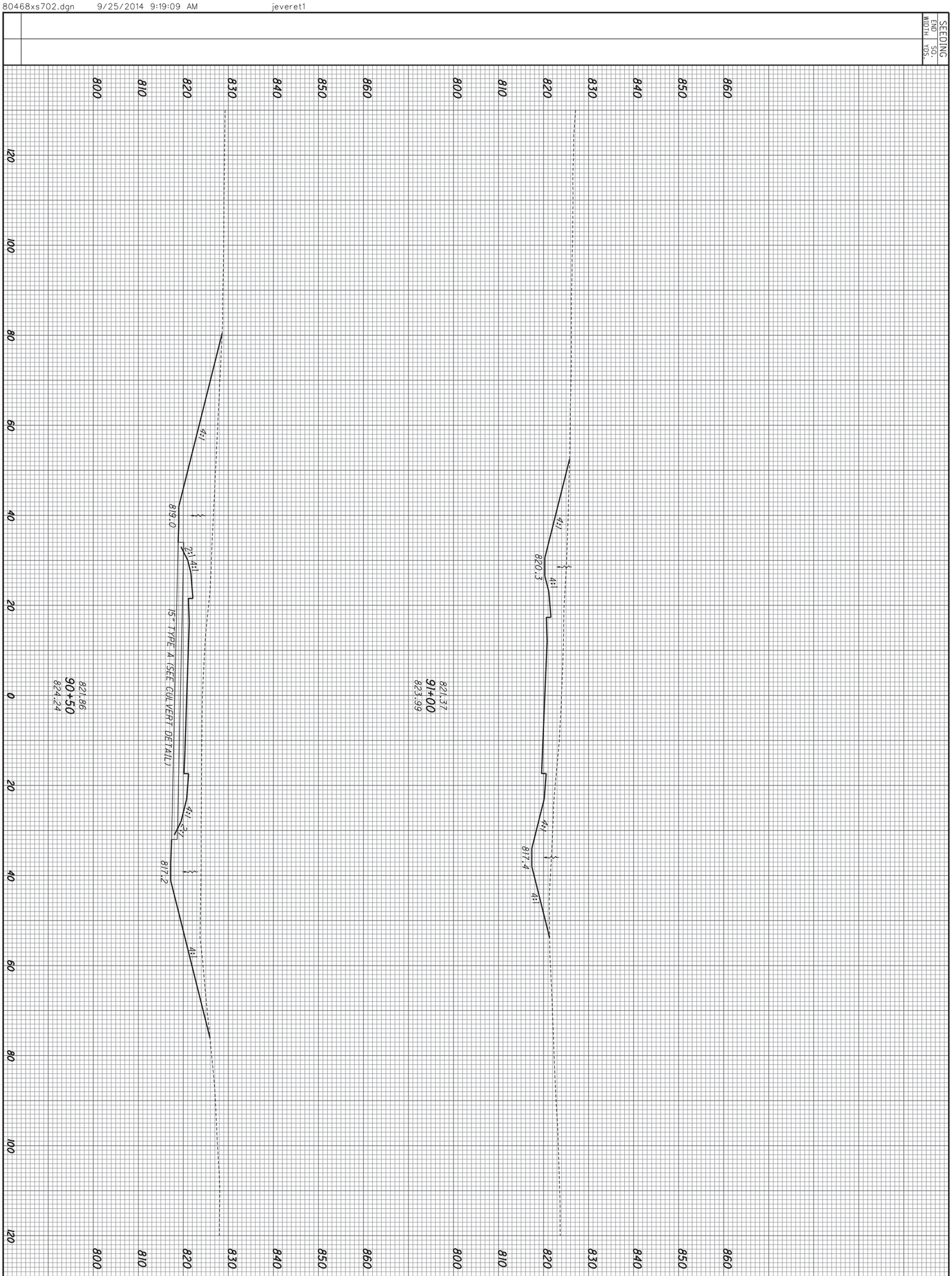
CROSS SECTIONS - SHAKERTOWN ROAD STA. 132+50 TO STA. 133+50

GRE-35-4.26

556
876

80468xs701.dgn 9/25/2014 9:18:58 AM jeveret1

80468xs702.dgn 9/25/2014 9:19:09 AM jeveret1



557
876

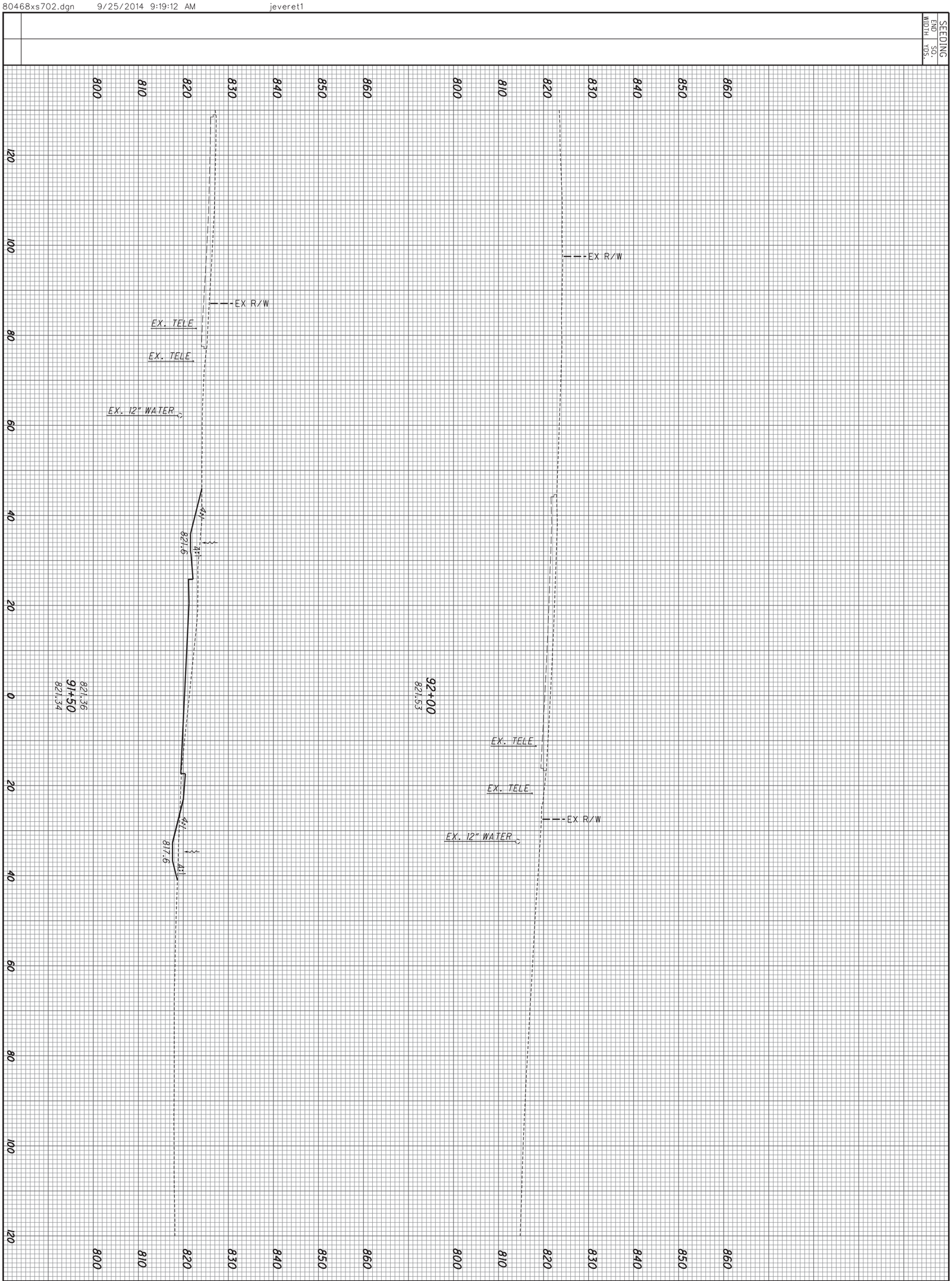
GRE-35-4.26

CROSS SECTIONS - SHAKERTOWN CONNECTOR
STA. 90+50 TO STA. 91+00

CALCULATED

CHECKED

80468xs702.dgn 9/25/2014 9:19:12 AM jeveret1



558 / 876	GRE-35-4.26	CROSS SECTIONS - SHAKERTOWN CONNECTOR STA. 91+50 TO STA. 92+00	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

845
840
835
830
825
820
815
810
805
800
795
790
785
780

SEE FACTORY ROAD CROSS SECTIONS

15" RCP SAN

EX. TRAFFIC INTERCONNECT

833.13
701+00
801.37

60 50 40 30 20 10 0 10 20 30 40 50 60

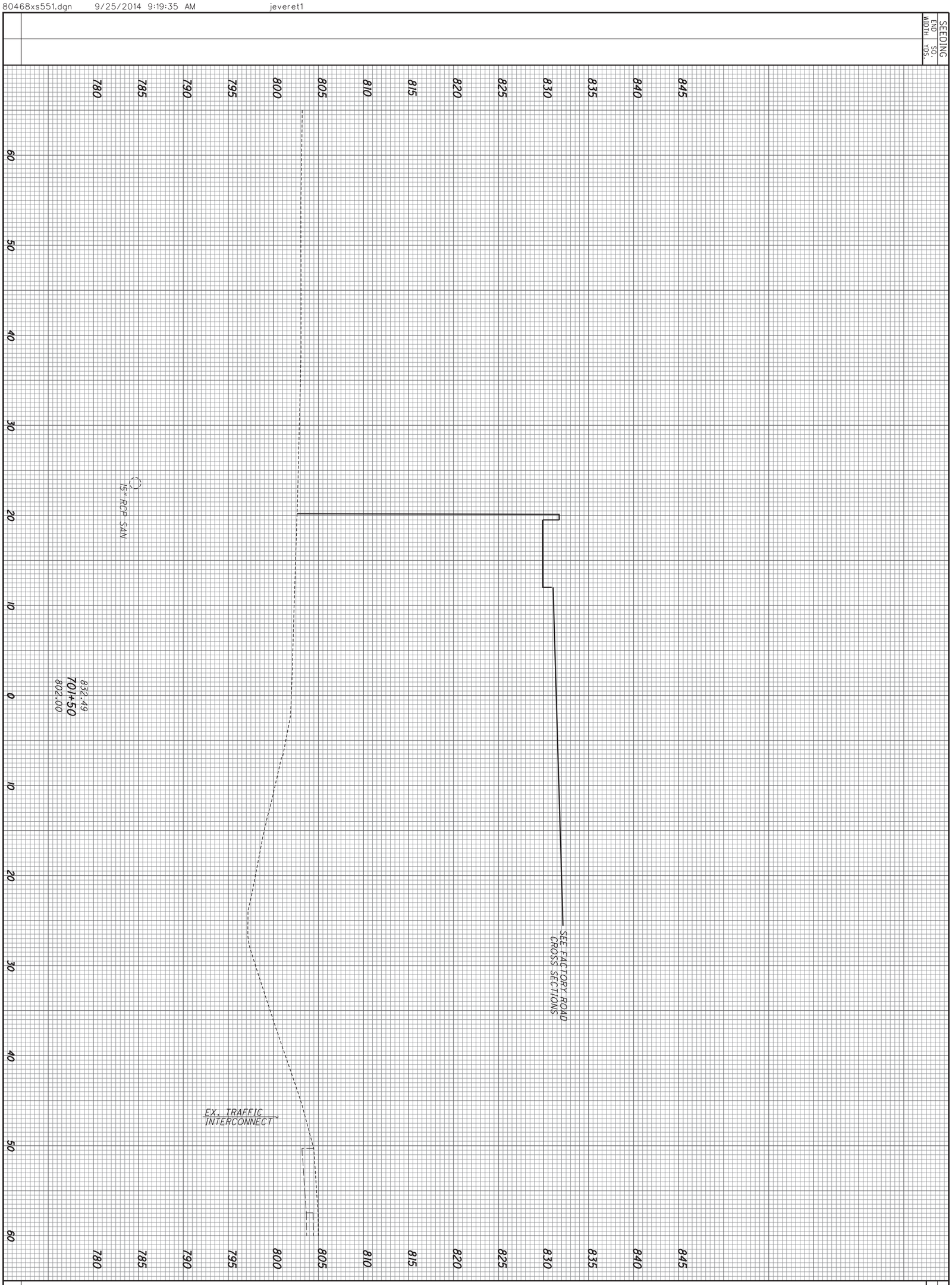
CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 701+00

GRE-35-4.26

559
876

80468xs551.dgn 9/25/2014 9:19:33 AM jeveret1

80468xs551.dgn 9/25/2014 9:19:35 AM jeveret1



END AREA CUT FILL VOLUME CUT FILL

560 876

GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 701+50

CALCULATED

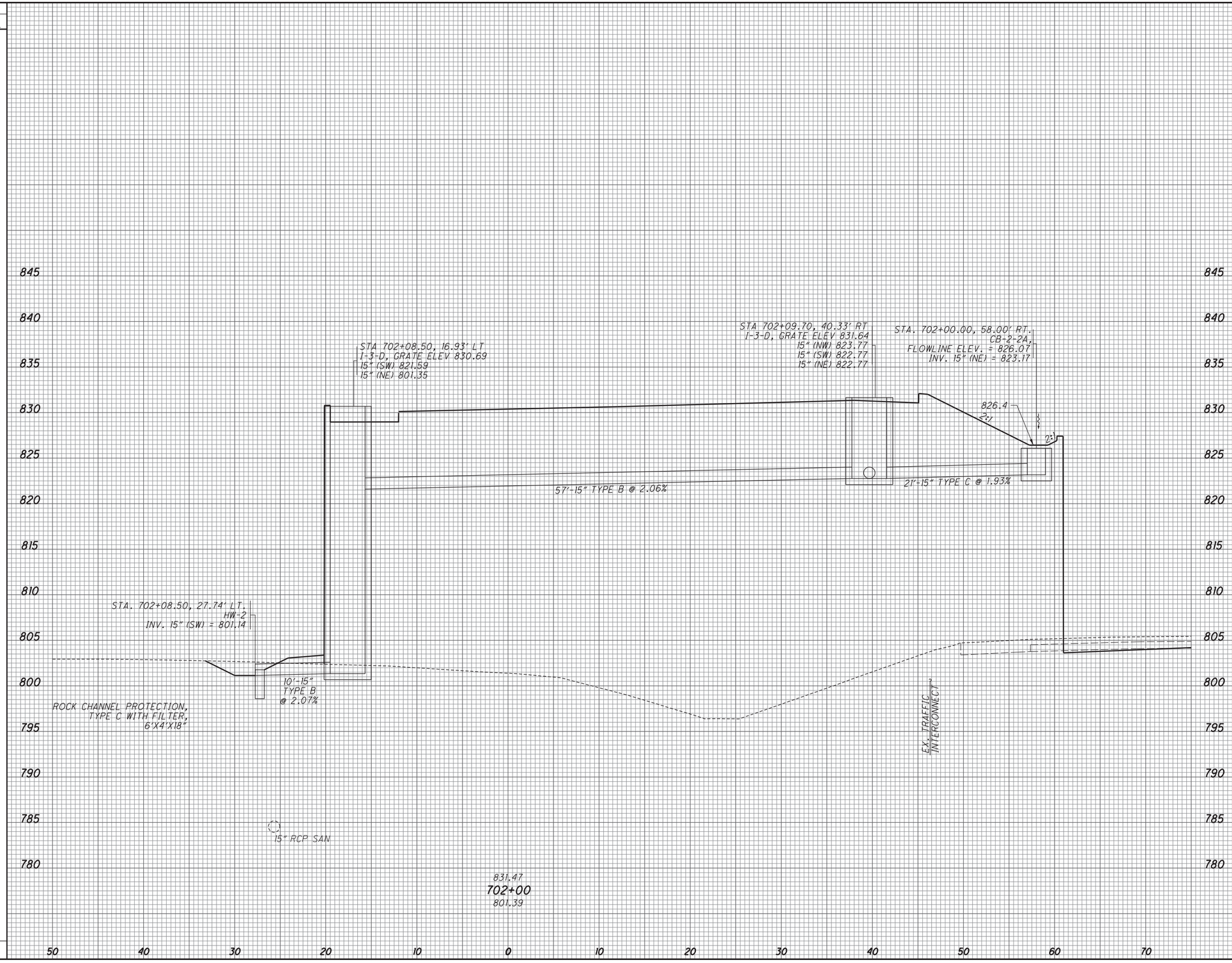
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 702+00

GRE-35-4.26

561
876

80468xs551.dgn 9/25/2014 9:19:38 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

845
840
835
830
825
820
815
810
805
800
795
790
785
780

BEGIN APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 702+50

GRE-35-4.26

562
876

80468xs551.dgn 9/25/2014 9:19:40 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

835
830
825
820
815
810
805
800
795
790
785
780

END APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 703+00

GRE-35-4.26

563
876

80468xs551.dgn 9/25/2014 9:19:43 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

830
825
820
815
810
805
800
795
790
785

BEGIN APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 704+00

GRE-35-4.26

564
876

80468xs551.dgn 9/25/2014 9:19:45 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

830

825

820

815

810

805

800

795

790

785

END APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

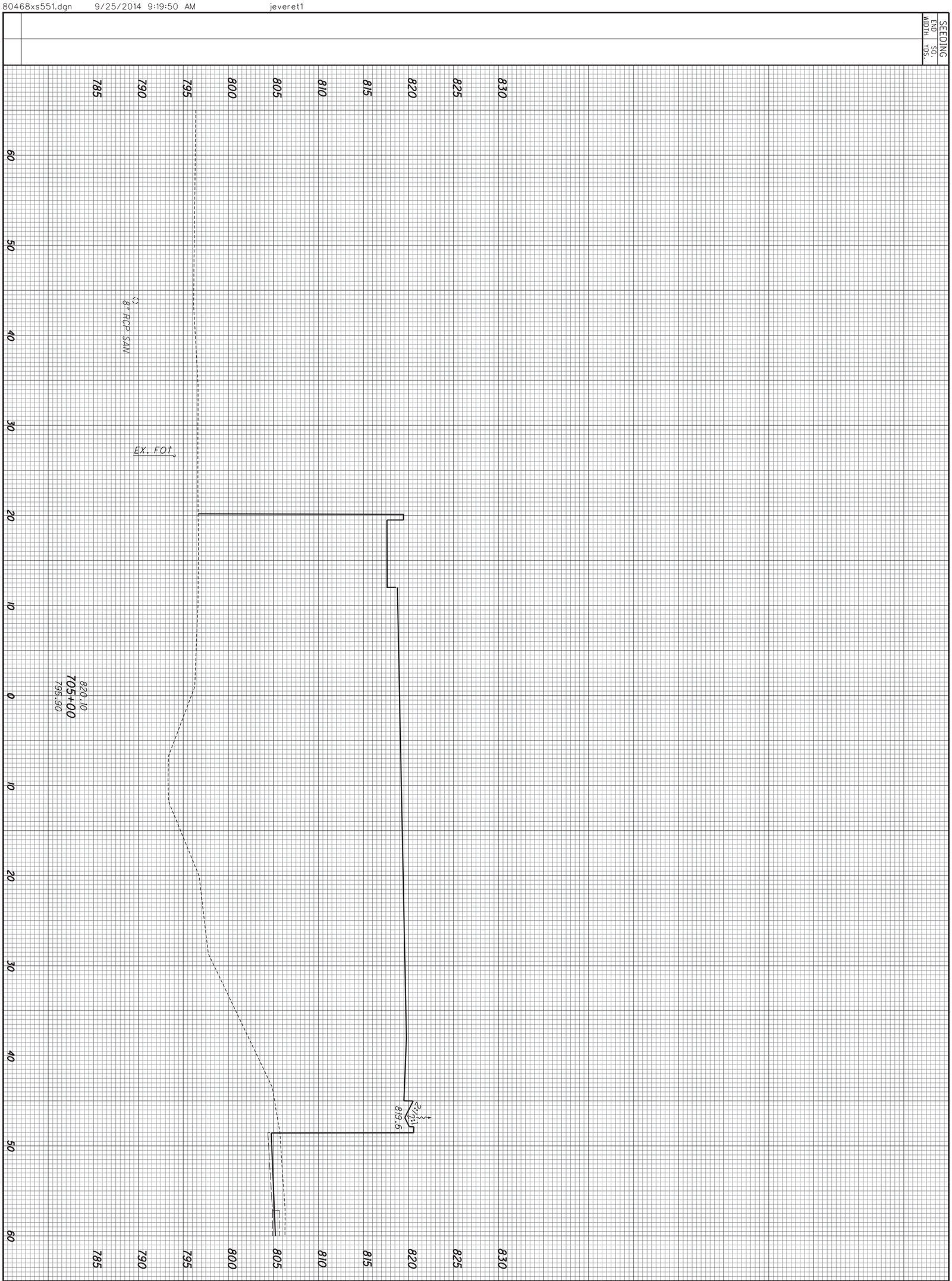
CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 704+50

GRE-35-4.26

565
876

80468xs551.dgn 9/25/2014 9:19:47 AM jeveret1

80468xs551.dgn 9/25/2014 9:19:50 AM jeveret1



566
876

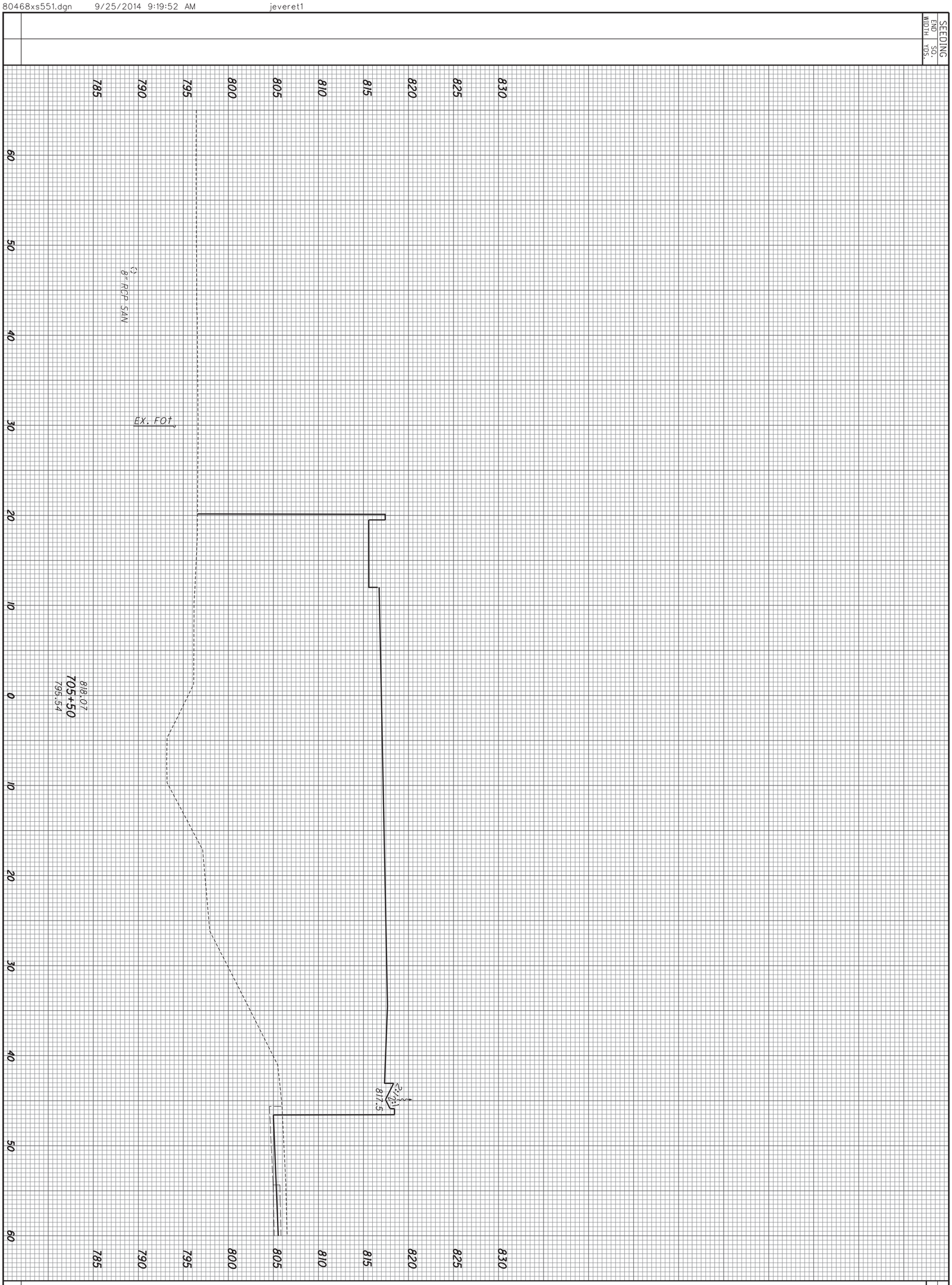
GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 705+00

CALCULATED

CHECKED

80468xs551.dgn 9/25/2014 9:19:52 AM jeveret1



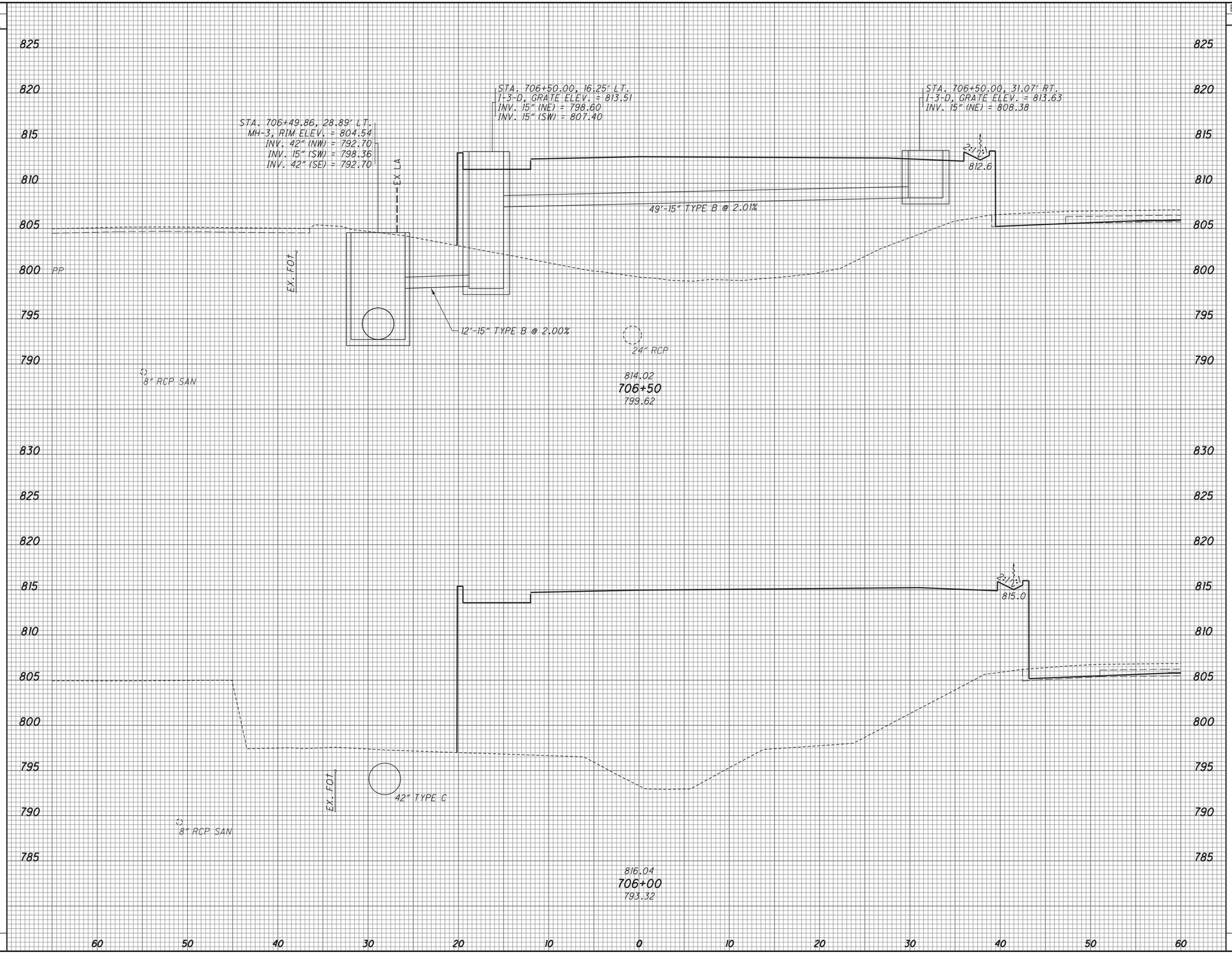
567 / 876	GRE-35-4.26	CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 705+50	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

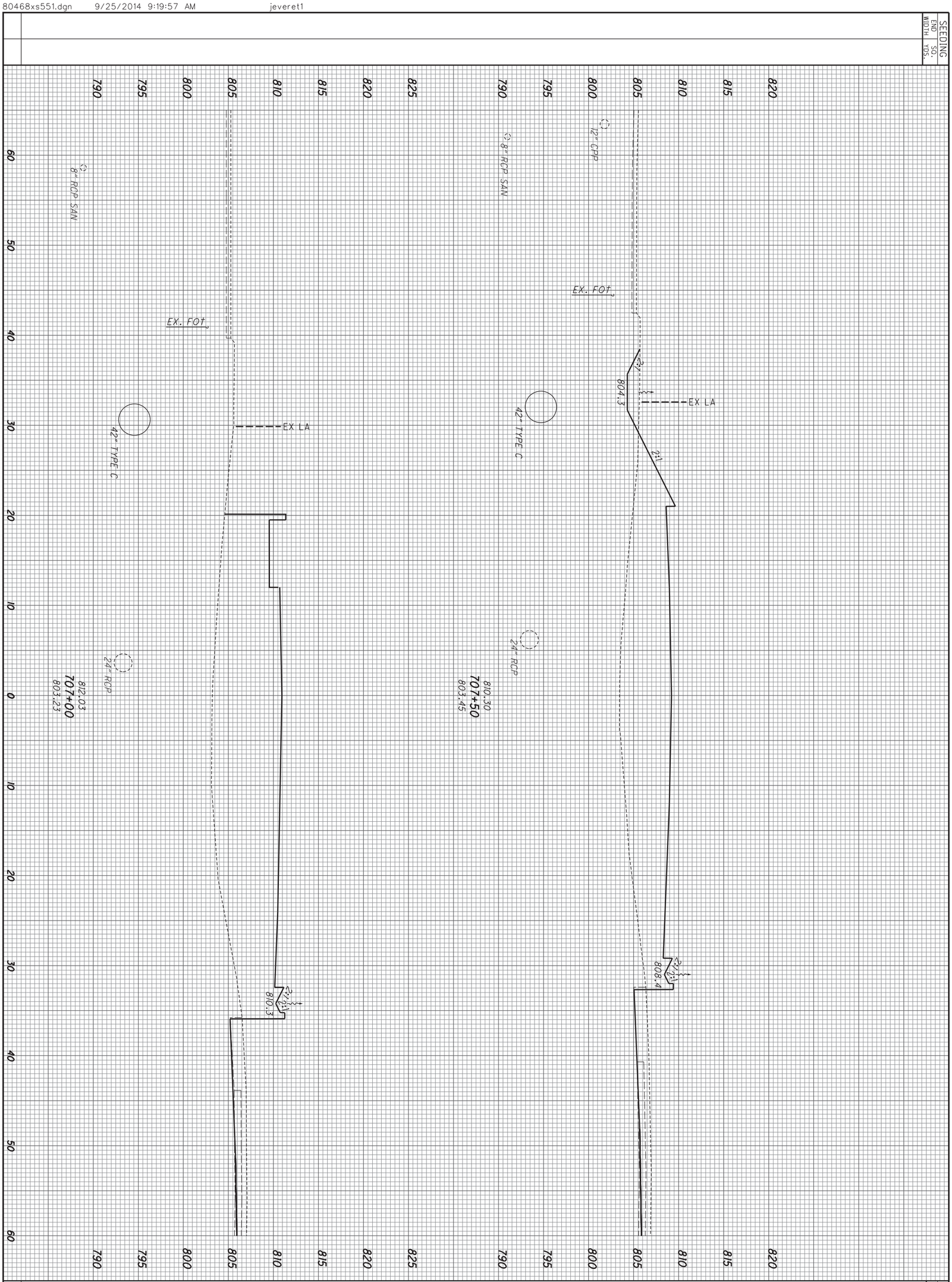
CHECKED



CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 706+00 TO STA. 706+50

GRE-35-4.26

80468xs551.dgn 9/25/2014 9:19:54 AM jeveret1



569/876	GRE-35-4.26	CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 707+00 TO STA. 707+50	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 708+00 TO STA. 708+50

GRE-35-4.26

80468xs551.dgn 9/25/2014 9:20:00 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

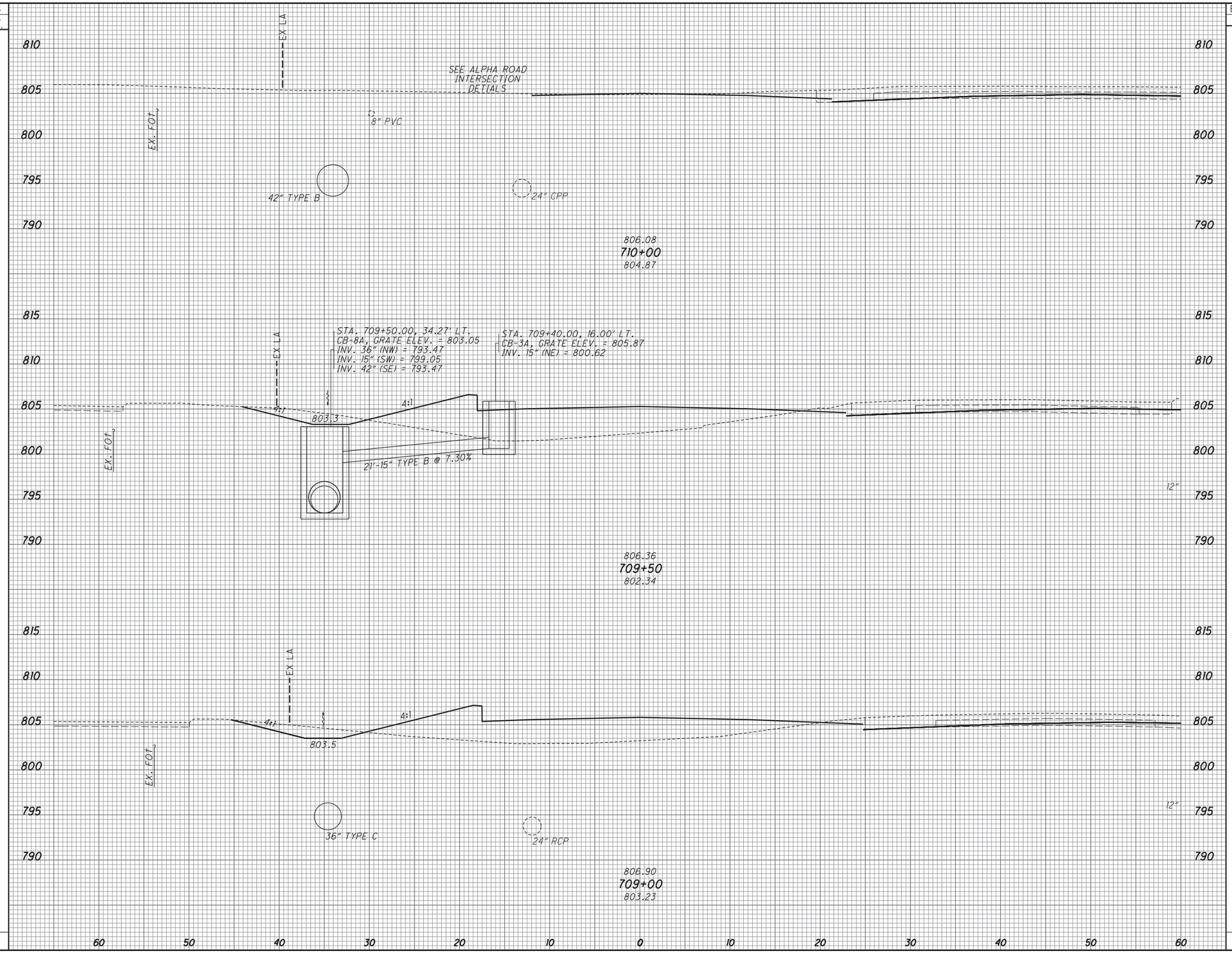
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 709+00 TO STA. 710+00

GRE-35-4.26



80468xs551.dgn 9/25/2014 9:20:02 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

EX R/W

EX LA

SLOPE TO DRAIN

43.1' LT.
EL=804.1

4:1

4:1

802.2

EX. FOCTV

EX. FOT

36" TYPE B

24" CPP

8" RCP SAN

805.37
711+50
804.39

STA. 711+01.27, 53.52' LT.
CB-3, GRATE ELEV. = 804.33
INV. 15" (W) = 800.33

SEE ALPHA ROAD INTERSECTION DETIALS

805.61
711+00
804.30

STA. 710+50.00, 32.78' LT.
MH-3, RIM ELEV. = 805.74
INV. 42" (NW) = 793.73
INV. 36" (SE) = 793.73
INV. 15" (S) = 798.56
INV. 15" (E) = 798.56
INV. 15" (NW) = 798.56

SEE ALPHA ROAD INTERSECTION DETIALS

STA. 247+00.00, 43.74' LT.
I-3-C1, GRATE ELEV. = 804.91
INV. 15" (N) = 799.66
INV. 15" (SW) = 799.66

55'-15" TYPE B @ 1.99%

47'-15

805.84
710+50
805.09

810 805 800 795 790 815

80 70 60 50 40 30 20 10 0 10 20 30 40

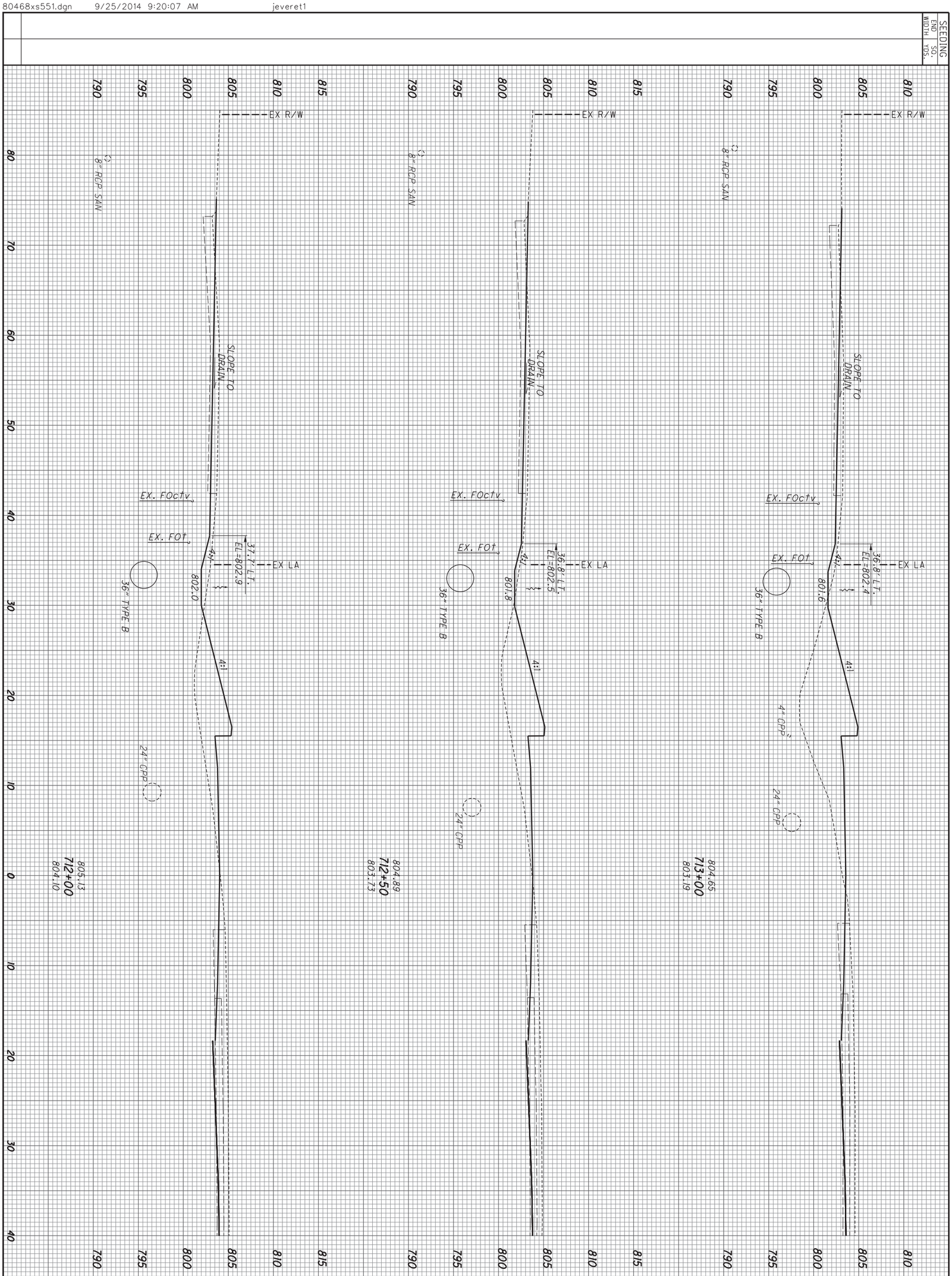
CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 710+50 TO STA. 711+50

GRE-35-4.26

572
876

80468xs551.dgn 9/25/2014 9:20:05 AM jeveret1

80468xs551.dgn 9/25/2014 9:20:07 AM jeveret1



573
876

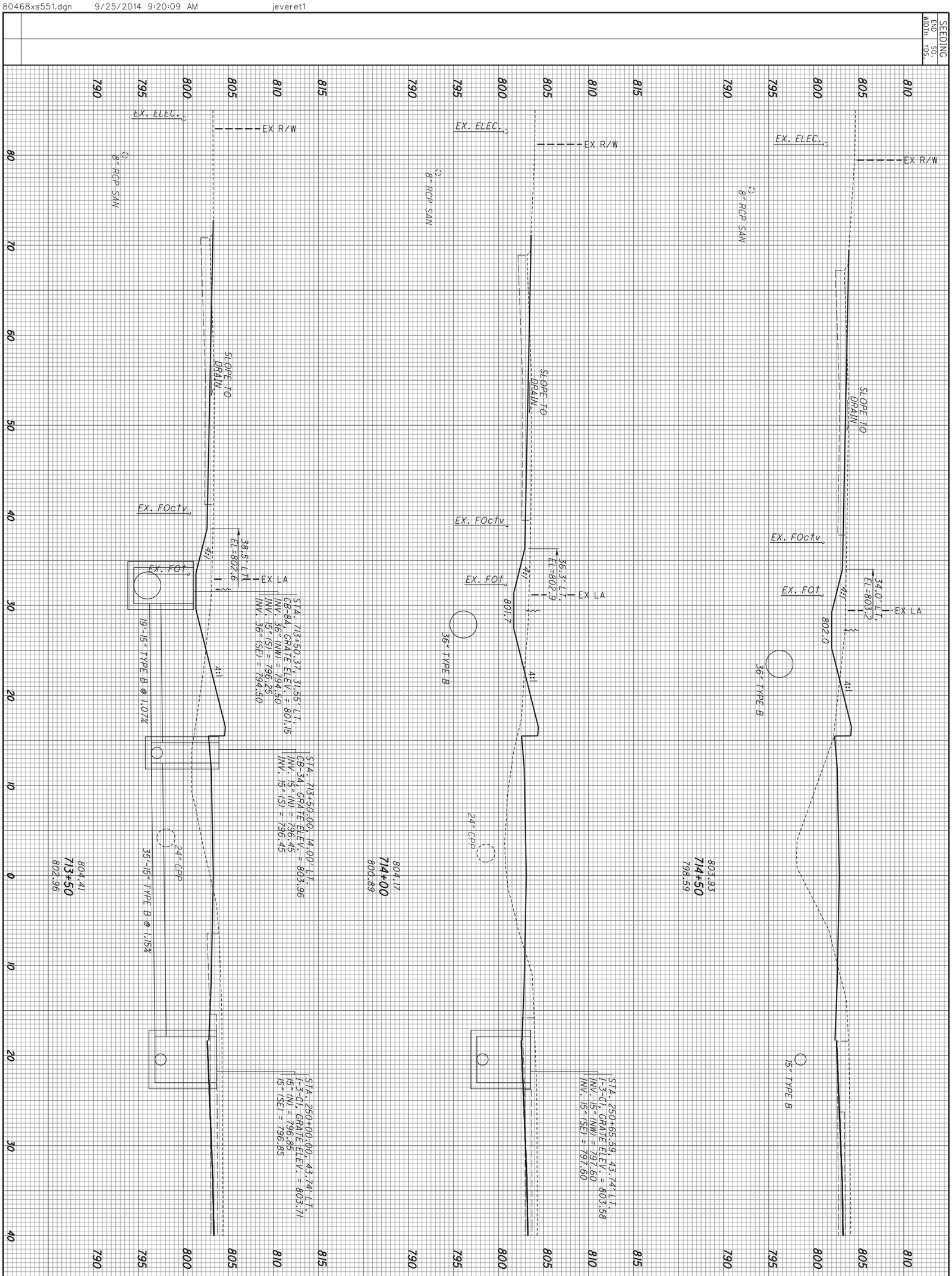
GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 712+00 TO STA. 713+00

CALCULATED

CHECKED

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END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

574
876

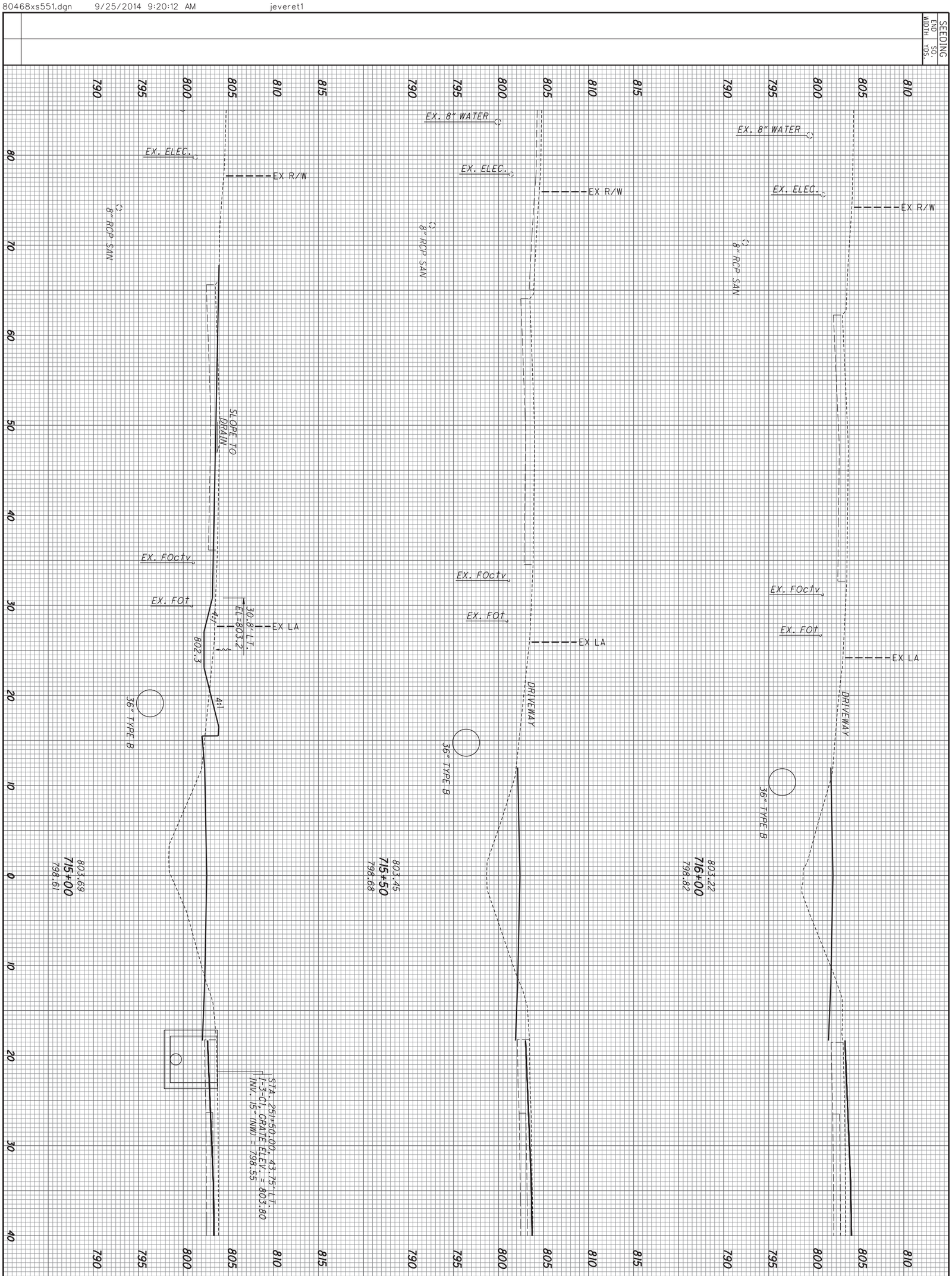
GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 713+50 TO STA. 714+50

CALCULATED

CHECKED

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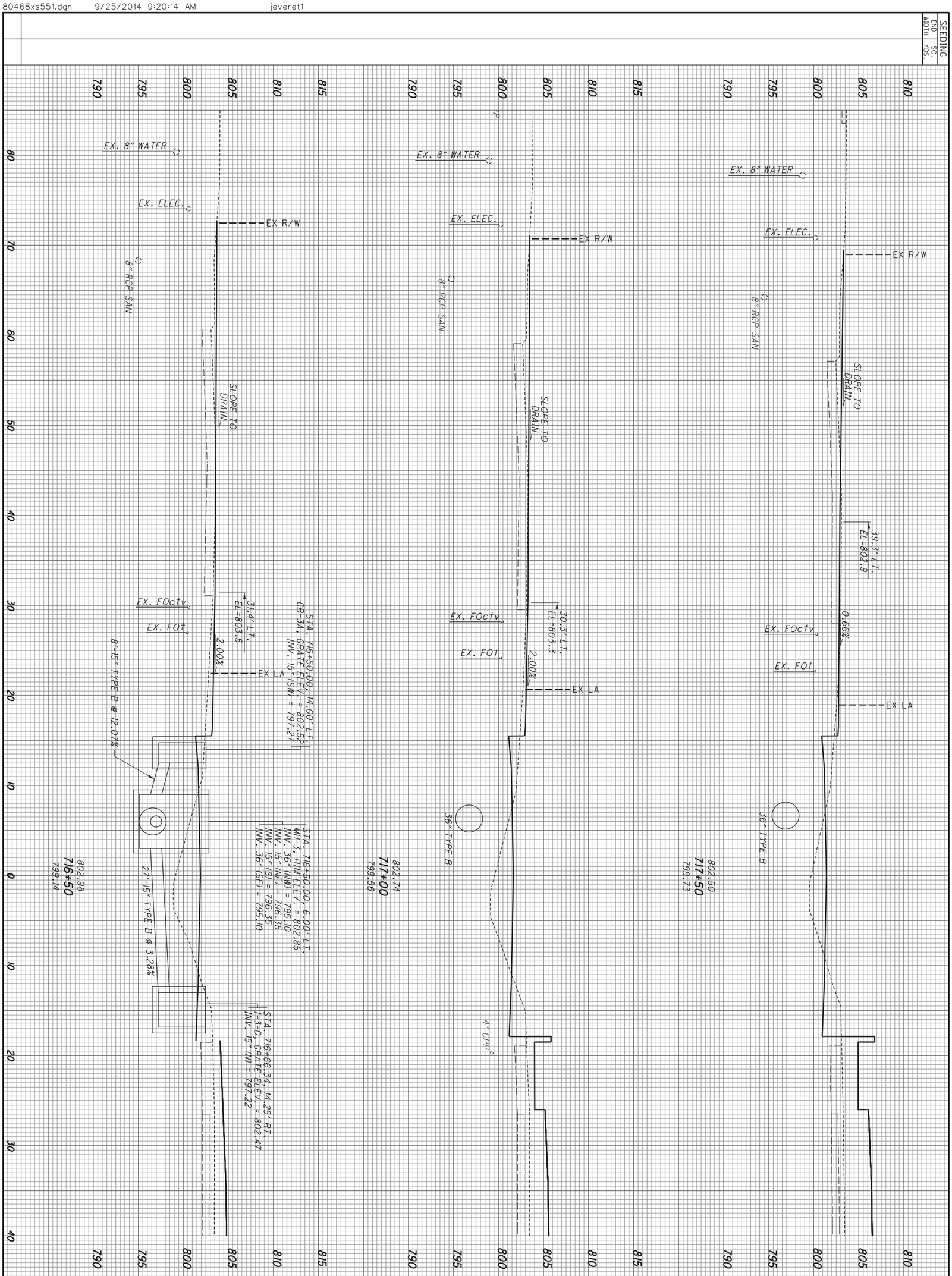
GRE-35-4.26

575
876

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 715+00 TO STA. 716+00

END AREA CUT FILL
VOLUME CUT FILL
CALCULATED
CHECKED

80468xs551.dgn 9/25/2014 9:20:14 AM jeveret1



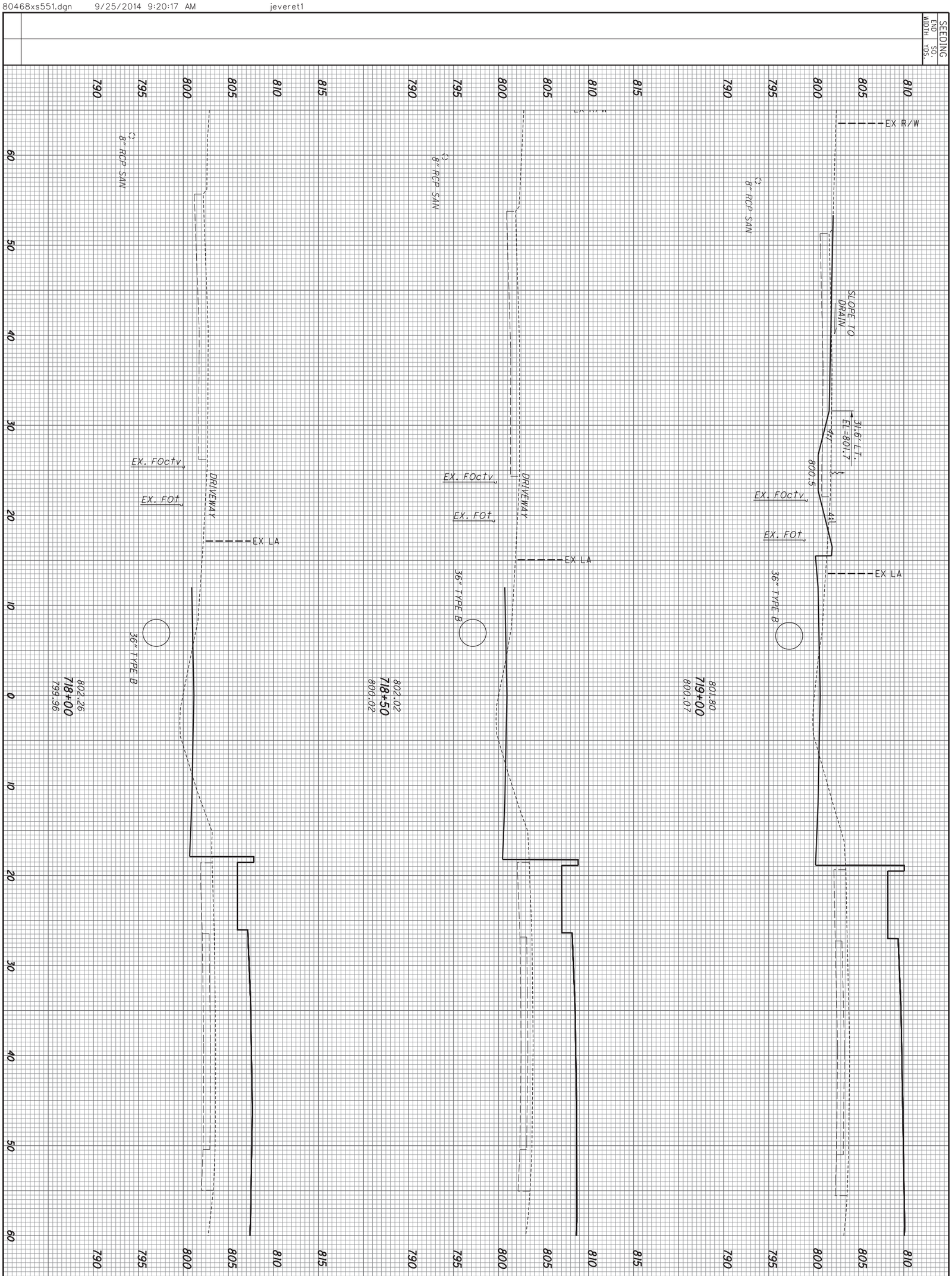
576
876

GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 716+50 TO STA. 717+50

CALCULATED

CHECKED



577
876

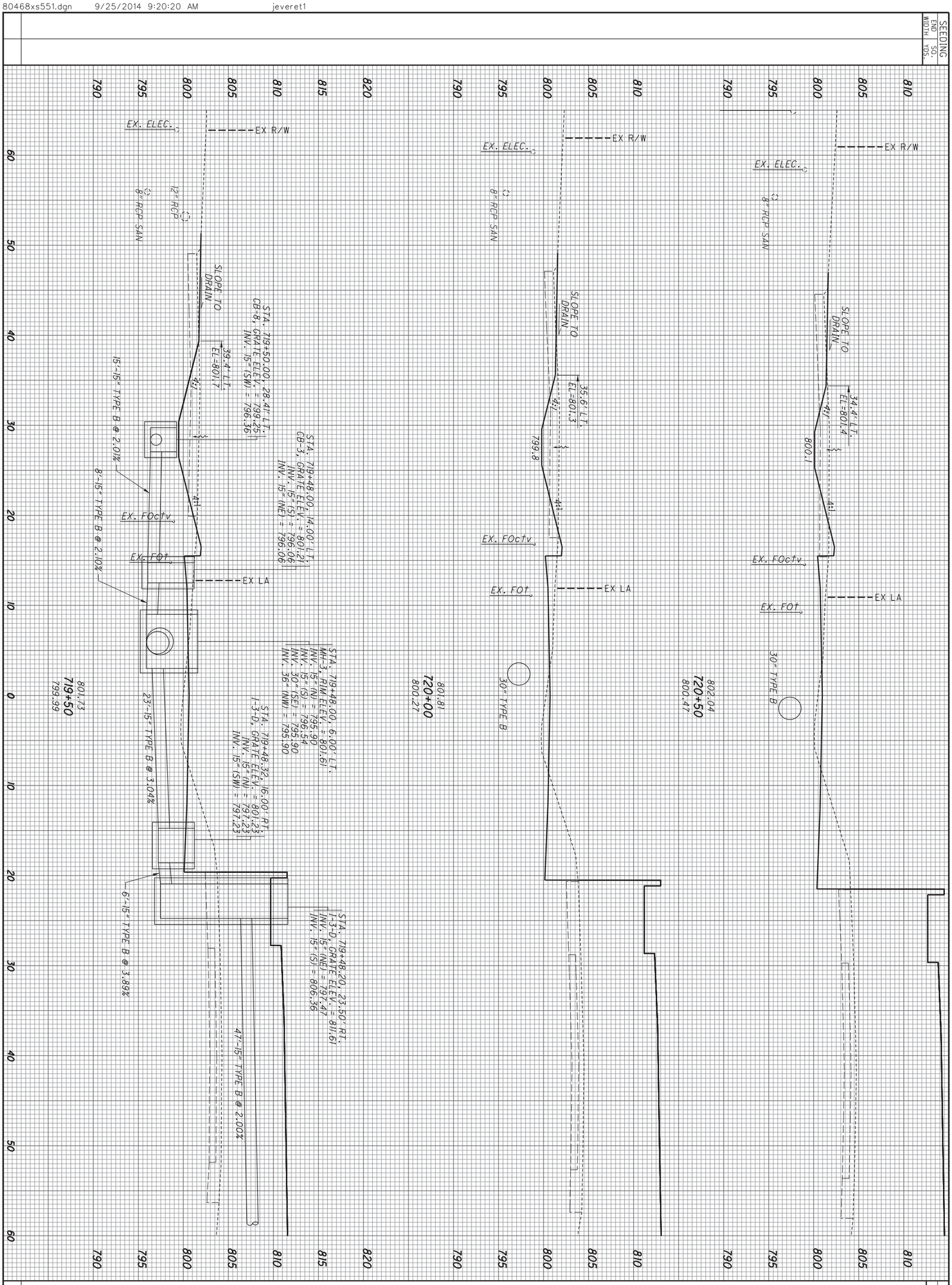
GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 718+00 TO STA. 719+00

CALCULATED

CHECKED

80468xs551.dgn 9/25/2014 9:20:20 AM jeveret1



578
876

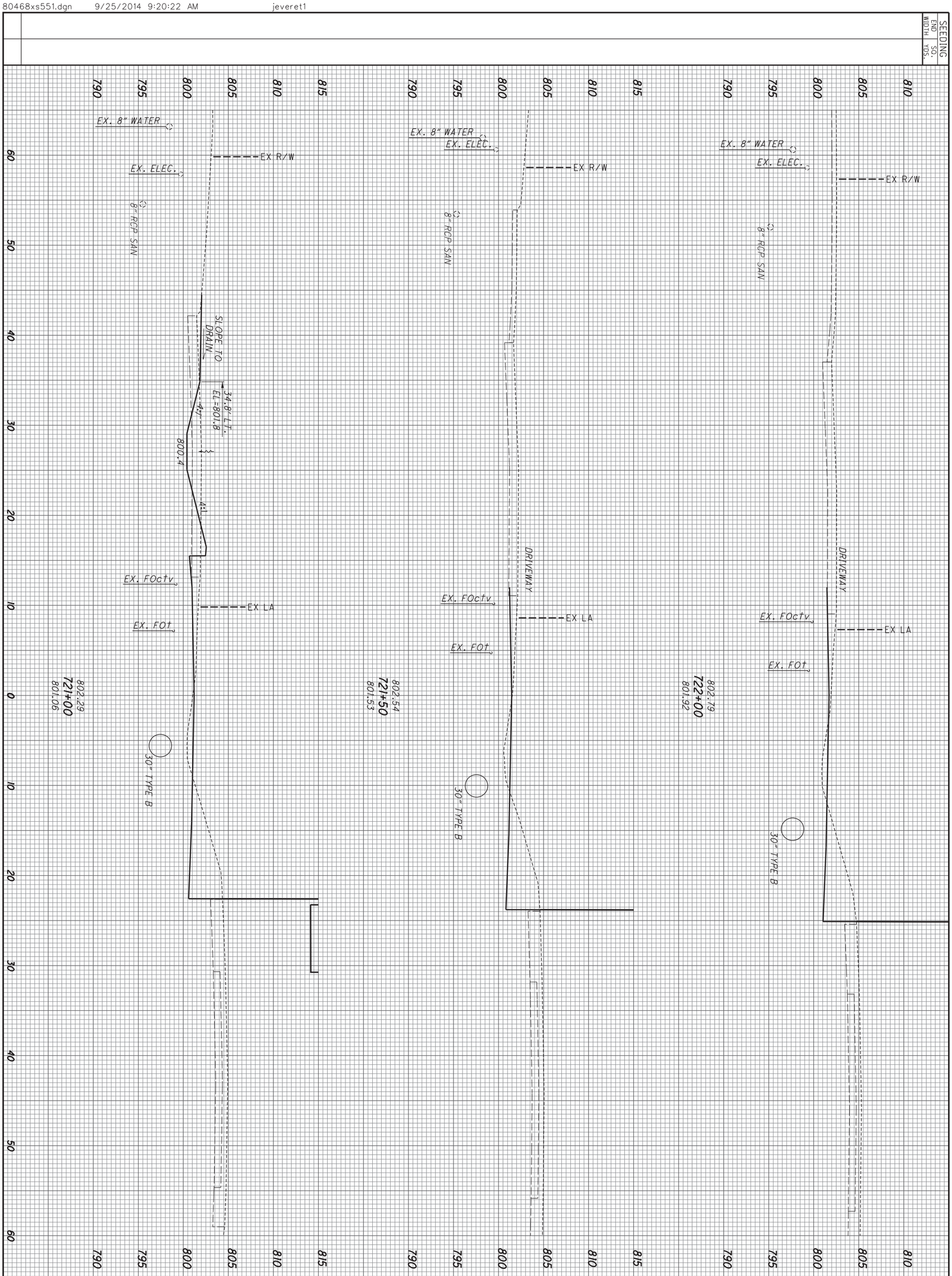
GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 719+50 TO STA. 720+50

CALCULATED

CHECKED

80468xs551.dgn 9/25/2014 9:20:22 AM jeveret1



579
876

GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 721+00 TO STA. 722+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

EX R/W

EX LA

37.4' LT.
EL=803.1

SLOPE TO DRAIN

6:1

6:1

801.8

EX. ELEC.

EX. 8" WATER

8" RCP SAN

EX. FOC'tv.

EX. FOt.

30" TYPE B

803.06
723+50
803.24

EX R/W

EX LA

33.4' LT.
EL=803.1

SLOPE TO DRAIN

4:1

4:1

801.6

EX. 8" WATER

EX. ELEC.

8" RCP SAN

EX. FOC'tv.

EX. FOt.

30" TYPE B

803.12
723+00
803.41

STA. 259+00.00, 43.75' LT.
I-3-D, GRATE ELEV. = 820.61
INV. 15" (N) = 797.90
INV. 15" (S) = 815.14

46'-15" TYPE B @ 2.00%

STA. 722+50.00, 26.00' LT.
CB-8, GRATE ELEV. = 801.15
INV. 15" (S) = 797.90

STA. 722+50.00, 20.00' RT.
MH-3, RIM ELEV. = 802.59
INV. 30" (NW) = 796.50
INV. 15" (S) = 797.50
INV. 15" (N) = 797.50
INV. 30" (E) = 796.50

EX R/W

EX LA

32.8' LT.
EL=802.6

SLOPE TO DRAIN

4:1

4:1

EX. 8" WATER

EX. ELEC.

8" RCP SAN

46'-15" TYPE B @ 0.87%

EX. FOC'tv.

EX. FOt.

10'-15" TYPE B @ 3.84%

803.02
722+50
802.61

810 805 800 795 790 820 815

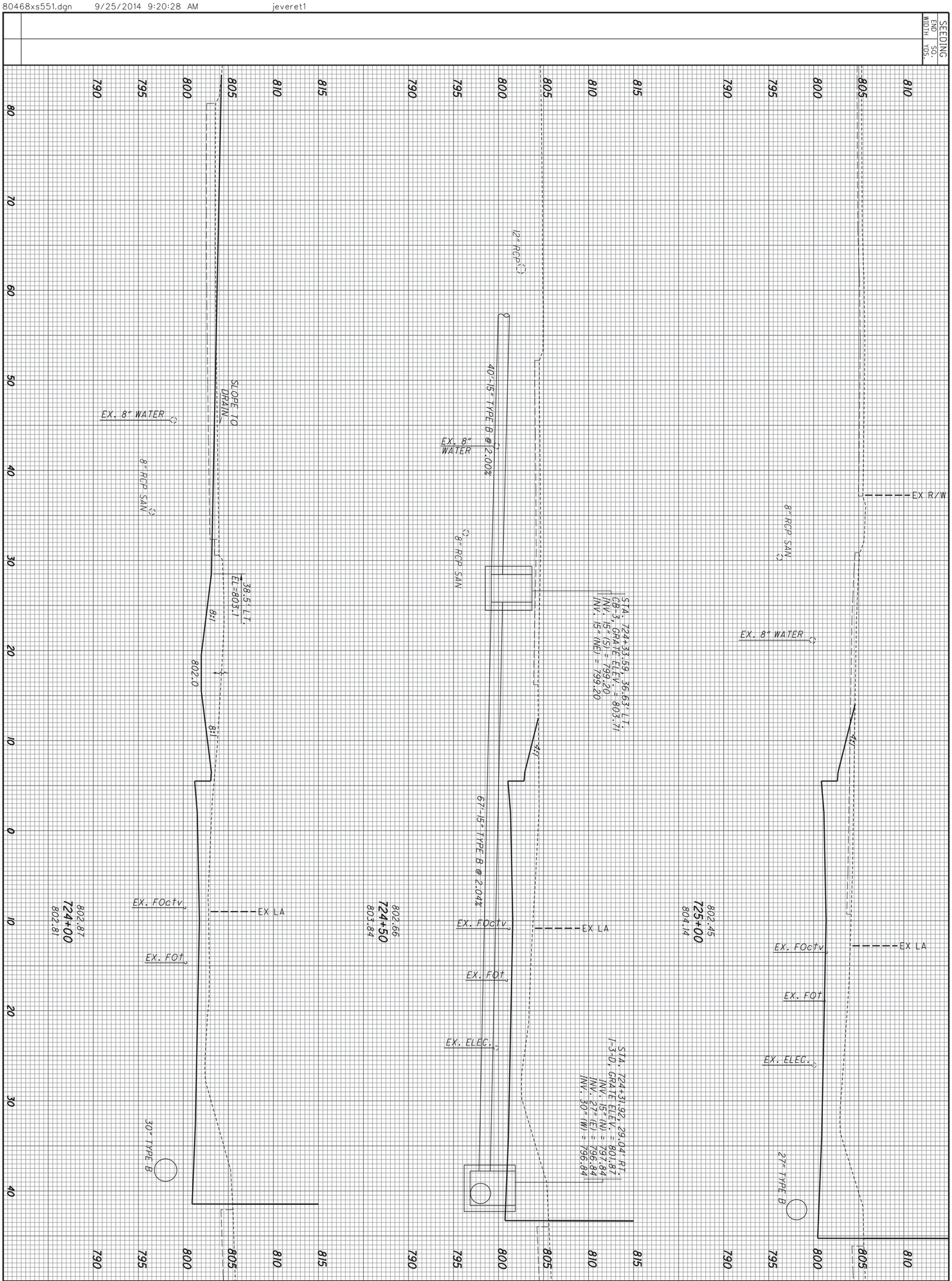
60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 722+50 TO STA. 723+50

GRE-35-4.26

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80468xs551.dgn 9/25/2014 9:20:28 AM jeveret1



581
876

GRE-35-4.26

CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 724+00 TO STA. 725+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

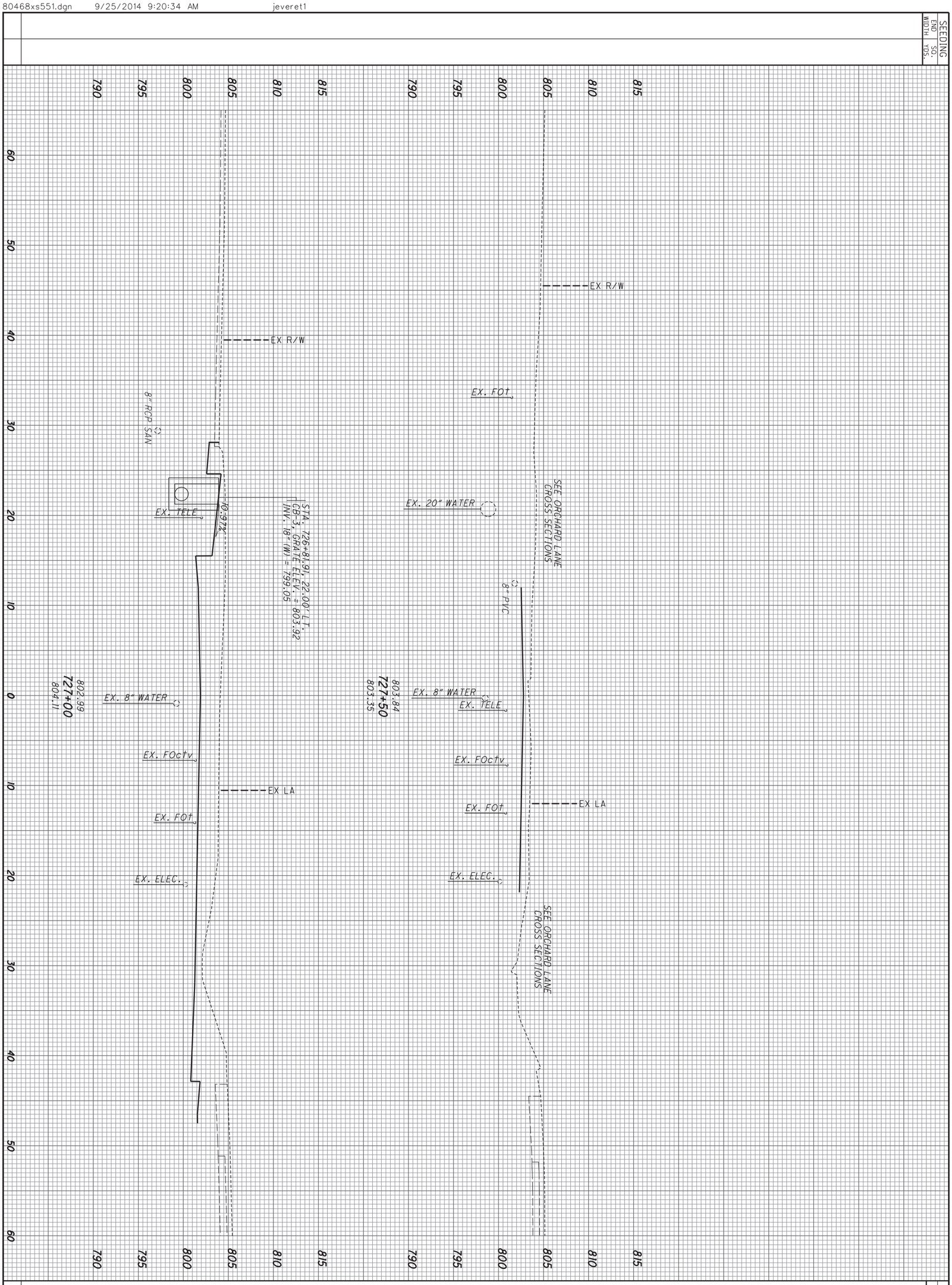
CHECKED

CROSS SECTIONS - NORTH FRONTAGE ROAD STA. 725+50 TO STA. 726+50

GRE-35-4.26

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80468xs551.dgn 9/25/2014 9:20:34 AM jeveret1



583
876

GRE-35-4.26

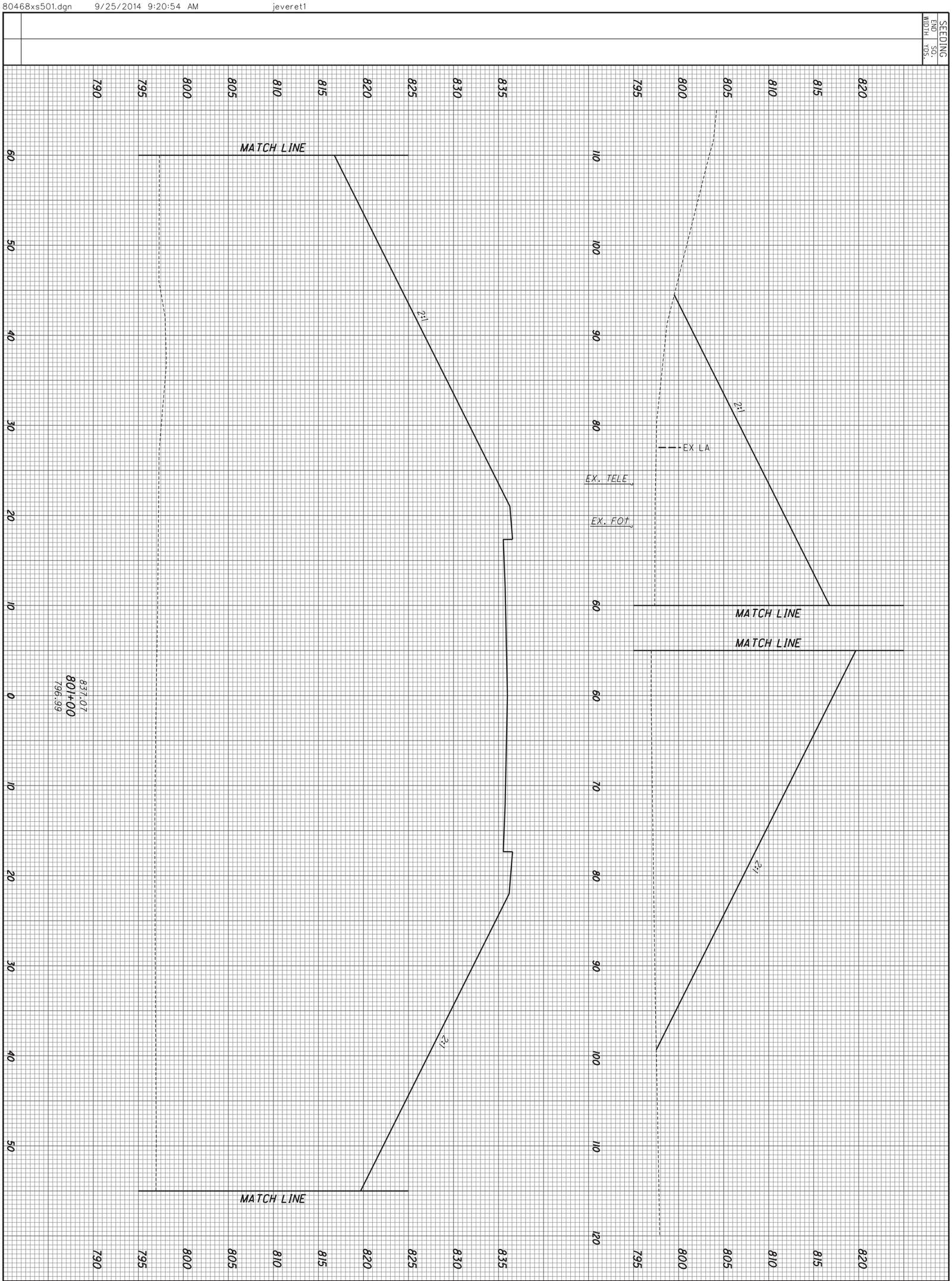
CROSS SECTIONS - NORTH FRONTAGE ROAD
STA. 727+00 TO STA. 727+50

CALCULATED

CHECKED

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SEEDING
END AREA
WIDTH SQ. YDS.



END AREA
CUT
FILL
VOLUME
CUT
FILL

584
876

GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 801+00

CALCULATED
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

880
875
870
865
860
855
850
845
840
835
830
825
820
815
810
805
800
795
790

BEGIN APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 801+50

GRE-35-4.26

585
876

80468xs501.dgn 9/25/2014 9:20:57 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

880
875
870
865
860
855
850
845
840
835
830
825
820
815
810
805
800
795
790

END APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 802+00

GRE-35-4.26

586
876

80468xs501.dgn 9/25/2014 9:20:59 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

835

830

825

820

815

810

805

800

795

790

BEGIN APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 803+50

GRE-35-4.26

587
876

80468xs501.dgn 9/25/2014 9:21:01 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

830

825

820

815

810

805

800

795

790

785

END APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

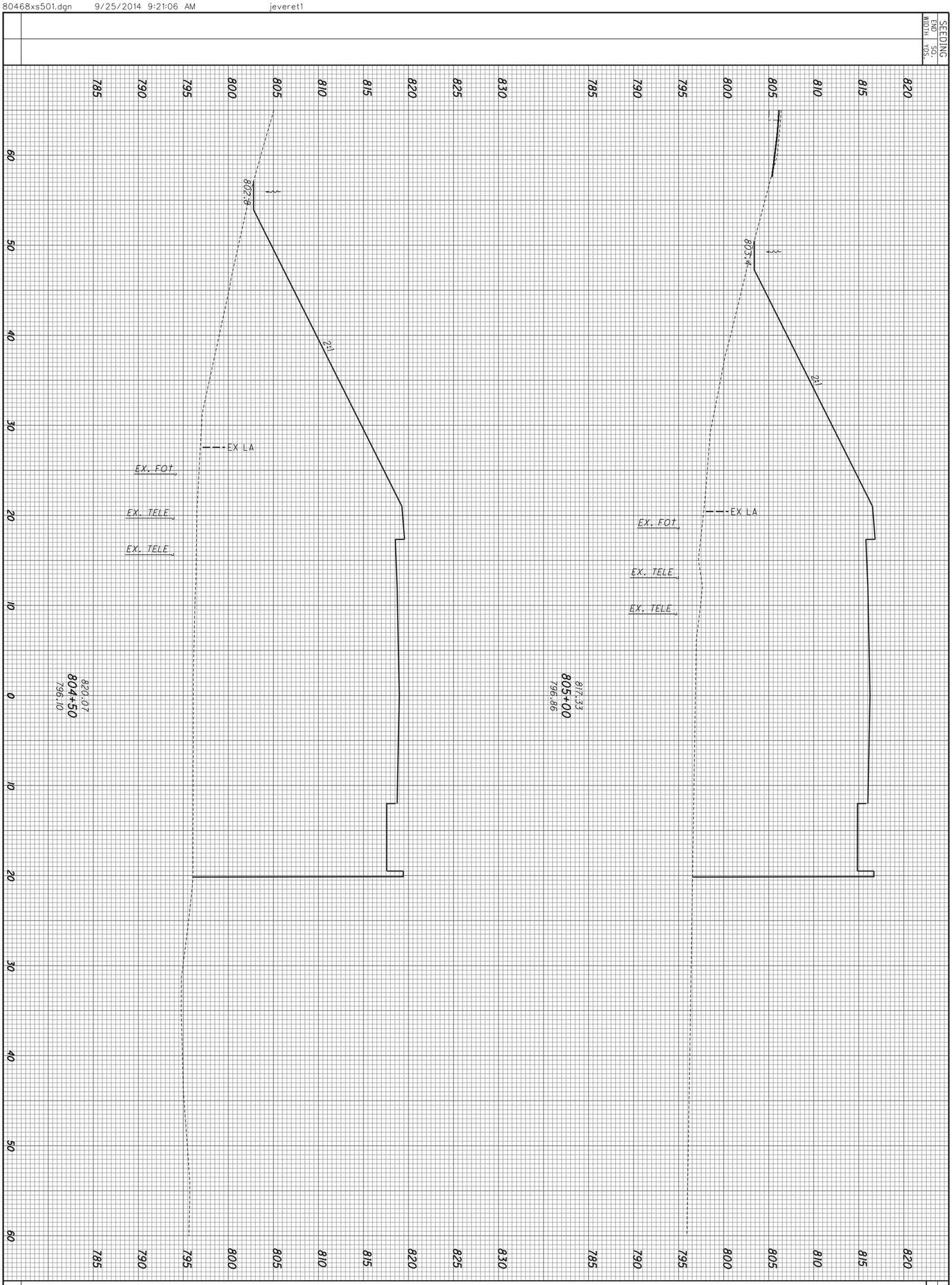
CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 804+00

GRE-35-4.26

588
876

80468xs501.dgn 9/25/2014 9:21:04 AM jeveret1

80468xs501.dgn 9/25/2014 9:21:06 AM jeveret1



589
876

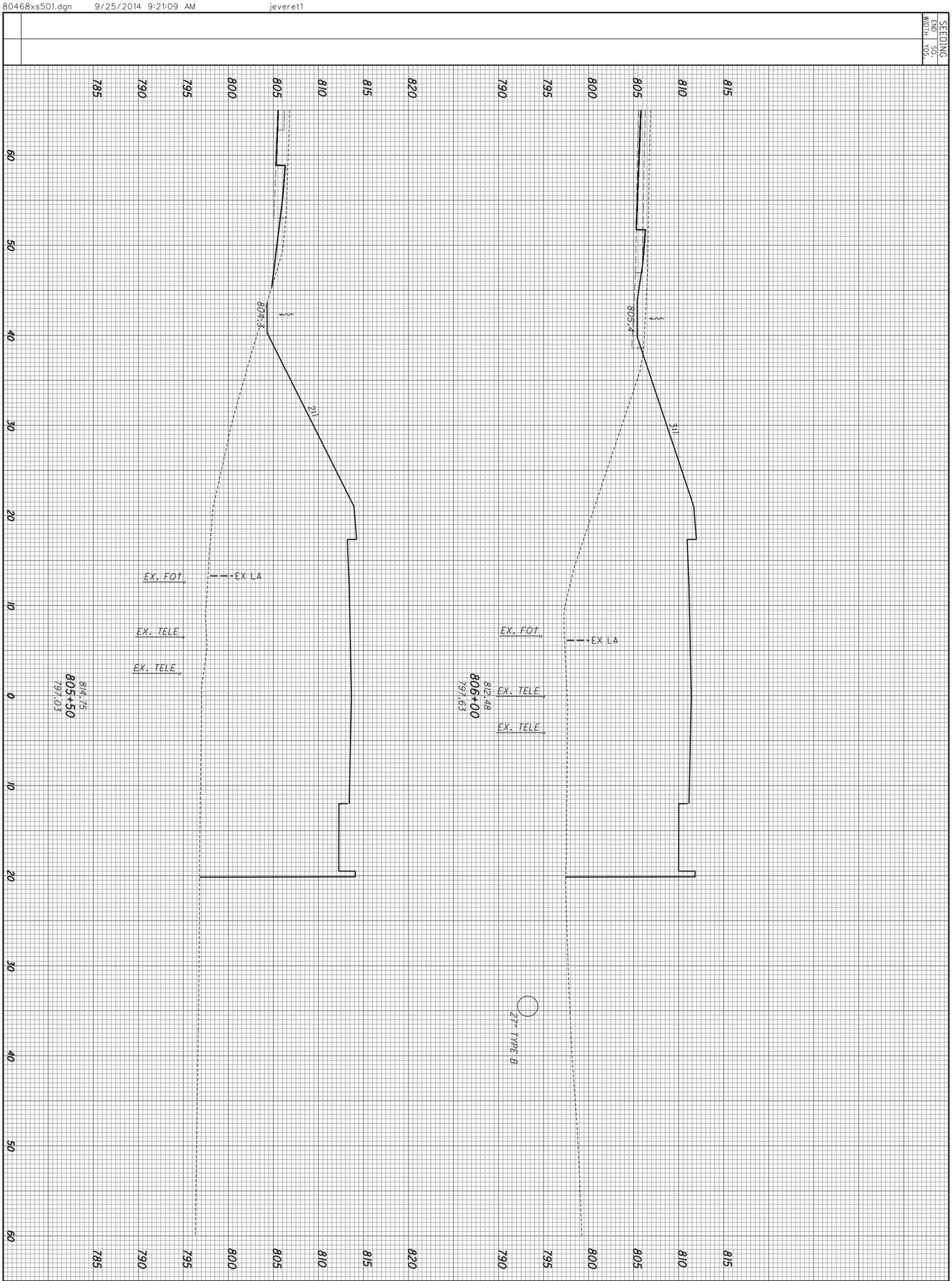
GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 804+50 TO STA. 805+00

CALCULATED

CHECKED

80468xs501.dgn 9/25/2014 9:21:09 AM jeveret1



590
876

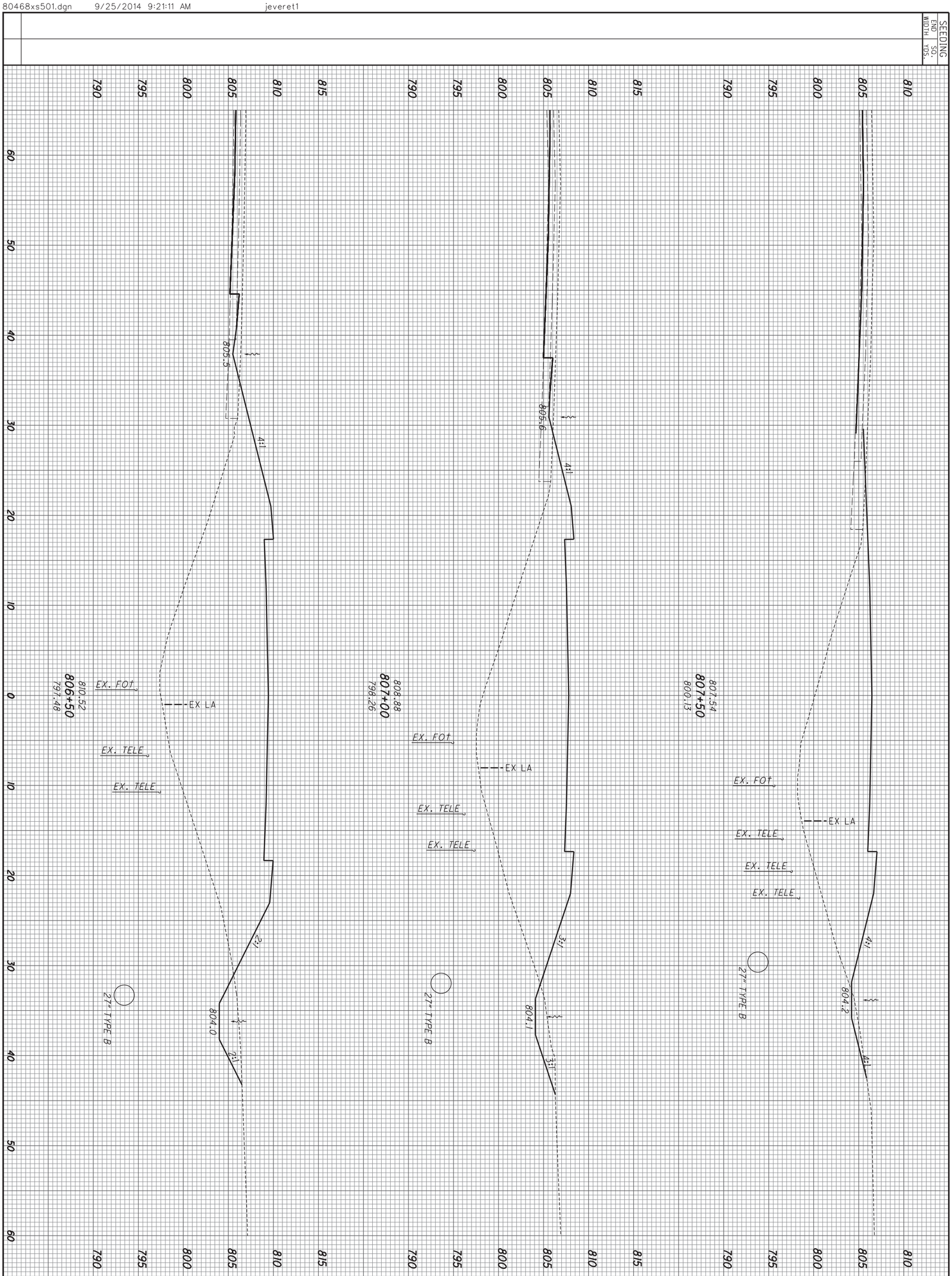
GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 805+50 TO STA. 806+00

CALCULATED

CHECKED

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END AREA CUT FILL
VOLUME CUT FILL

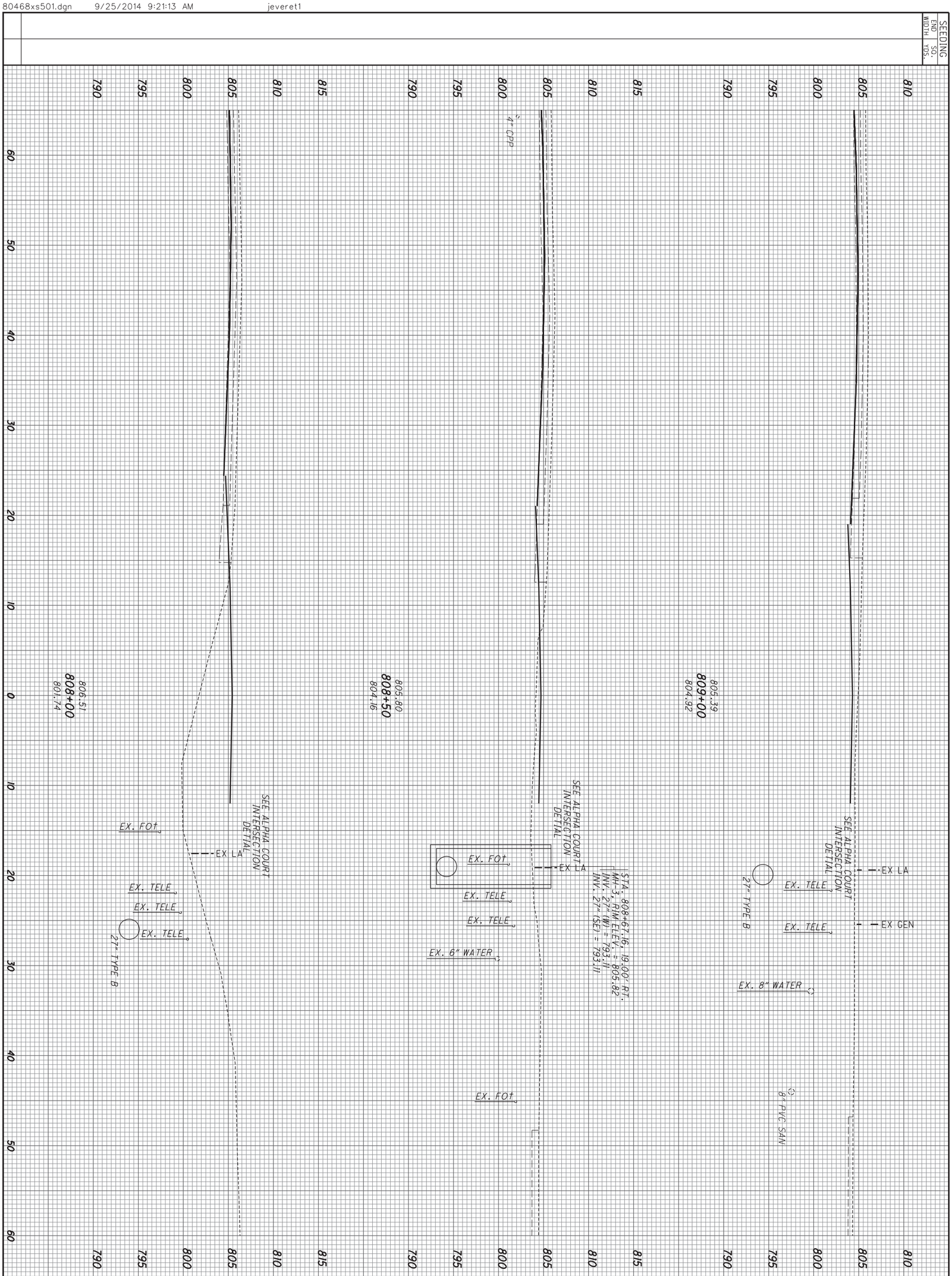
591
876

GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 806+50 TO STA. 807+50

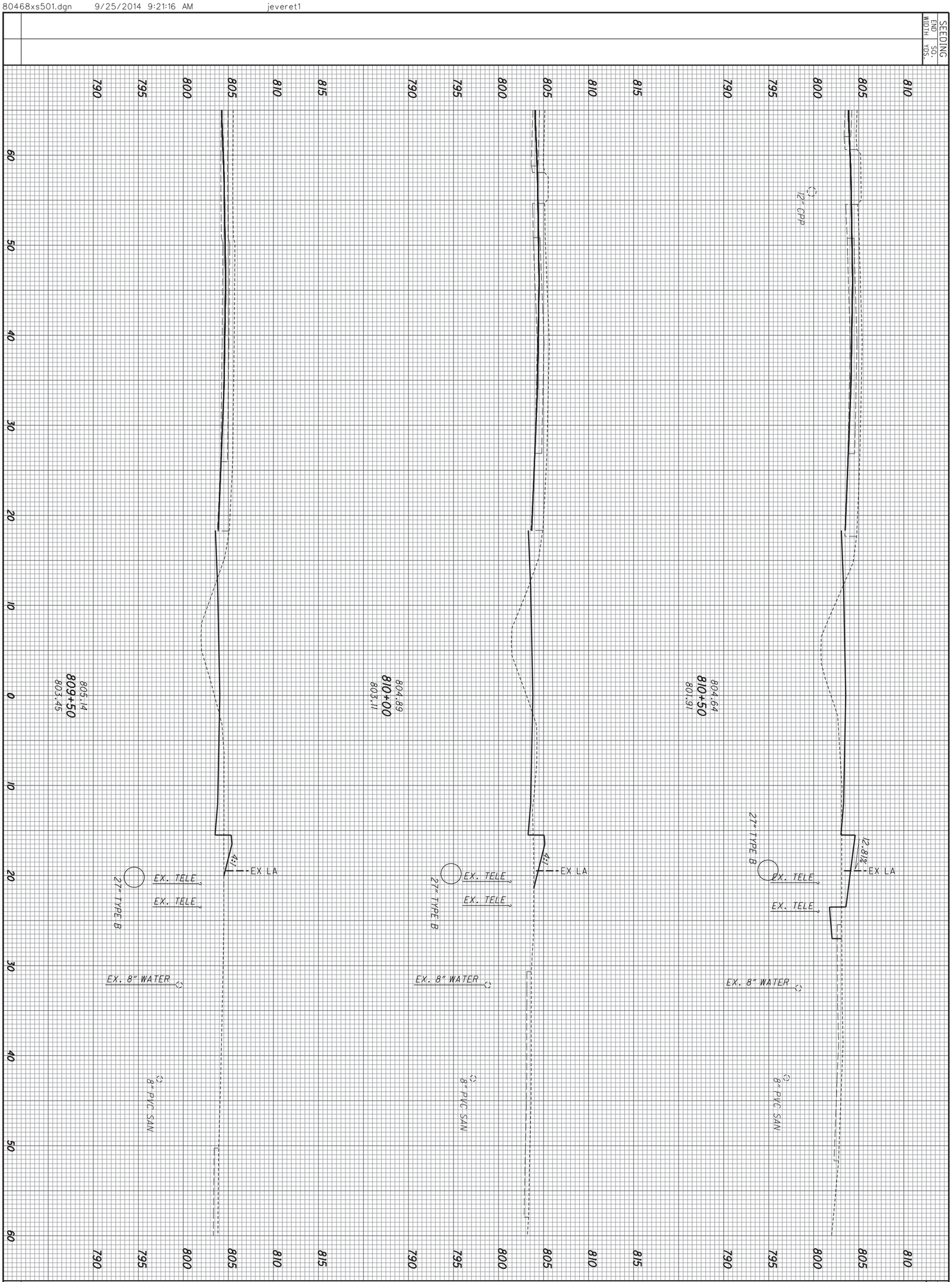
CALCULATED
CHECKED

80468xs501.dgn 9/25/2014 9:21:13 AM jeveret1



592 / 876	GRE-35-4.26	CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 808+00 TO STA. 809+00	CALCULATED CHECKED

80468xs501.dgn 9/25/2014 9:21:16 AM jeveret1



593
876

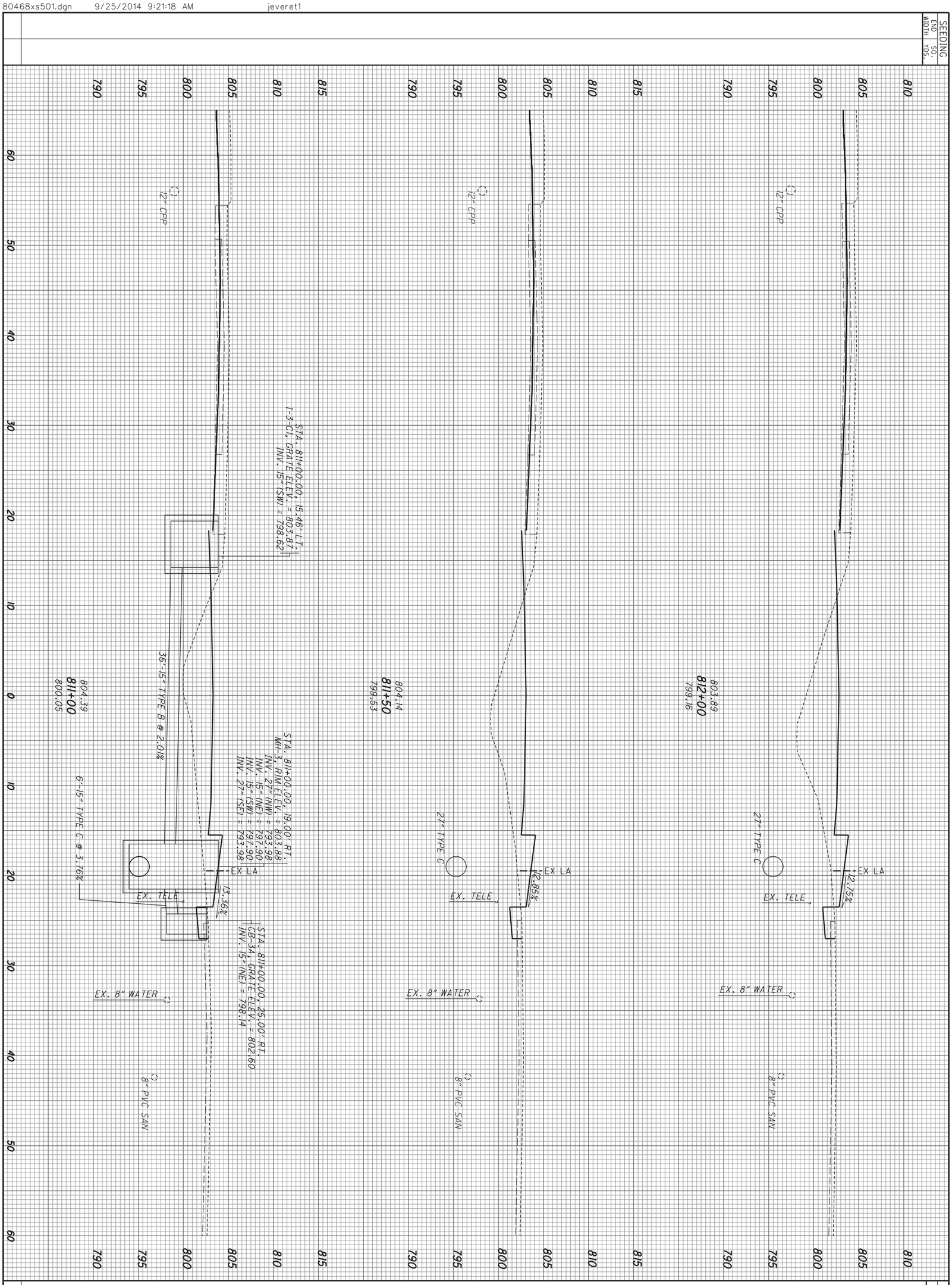
GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 809+50 TO STA. 810+50

CALCULATED

CHECKED

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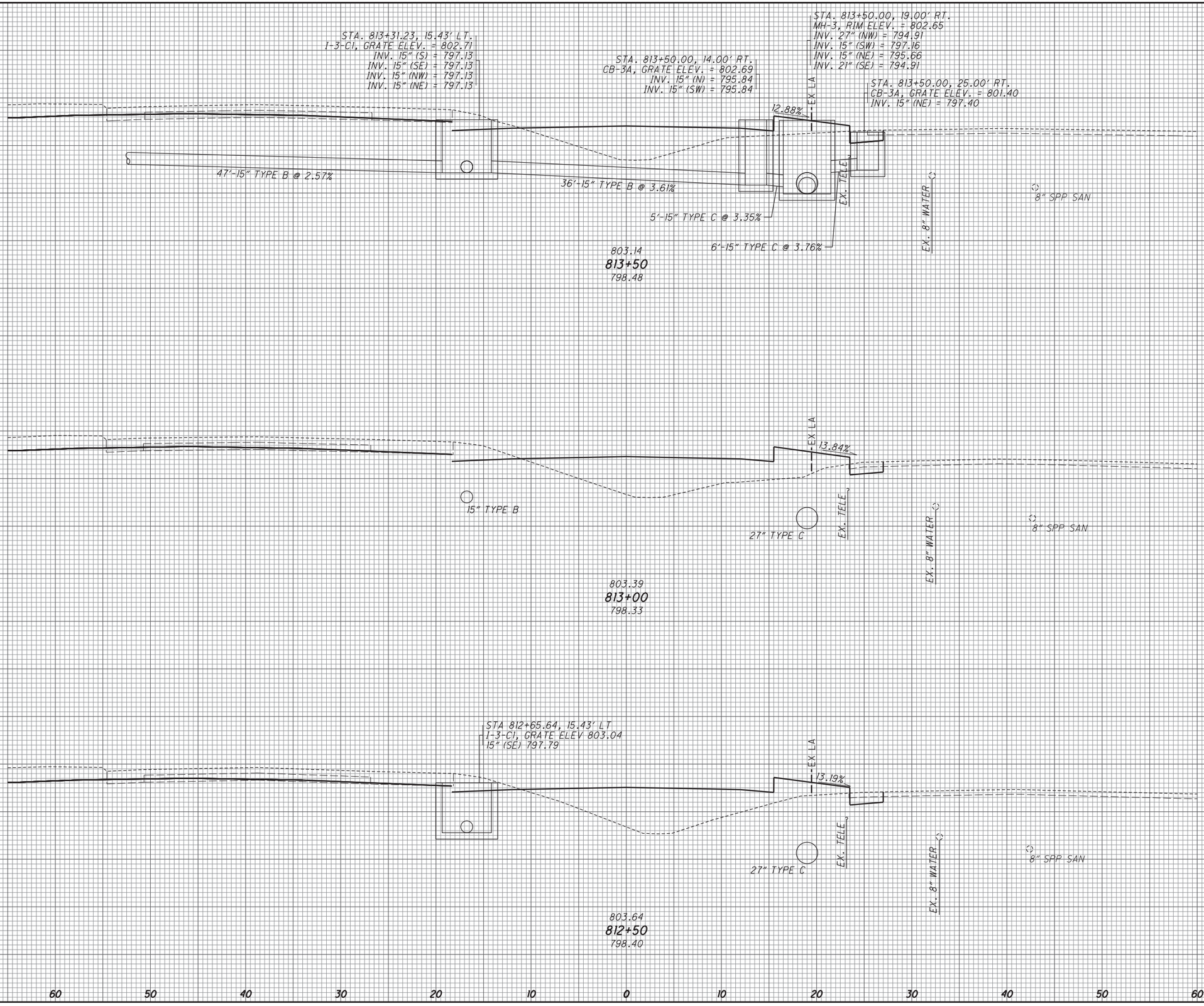
594 / 876	GRE-35-4.26	CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 811+00 TO STA. 812+00	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



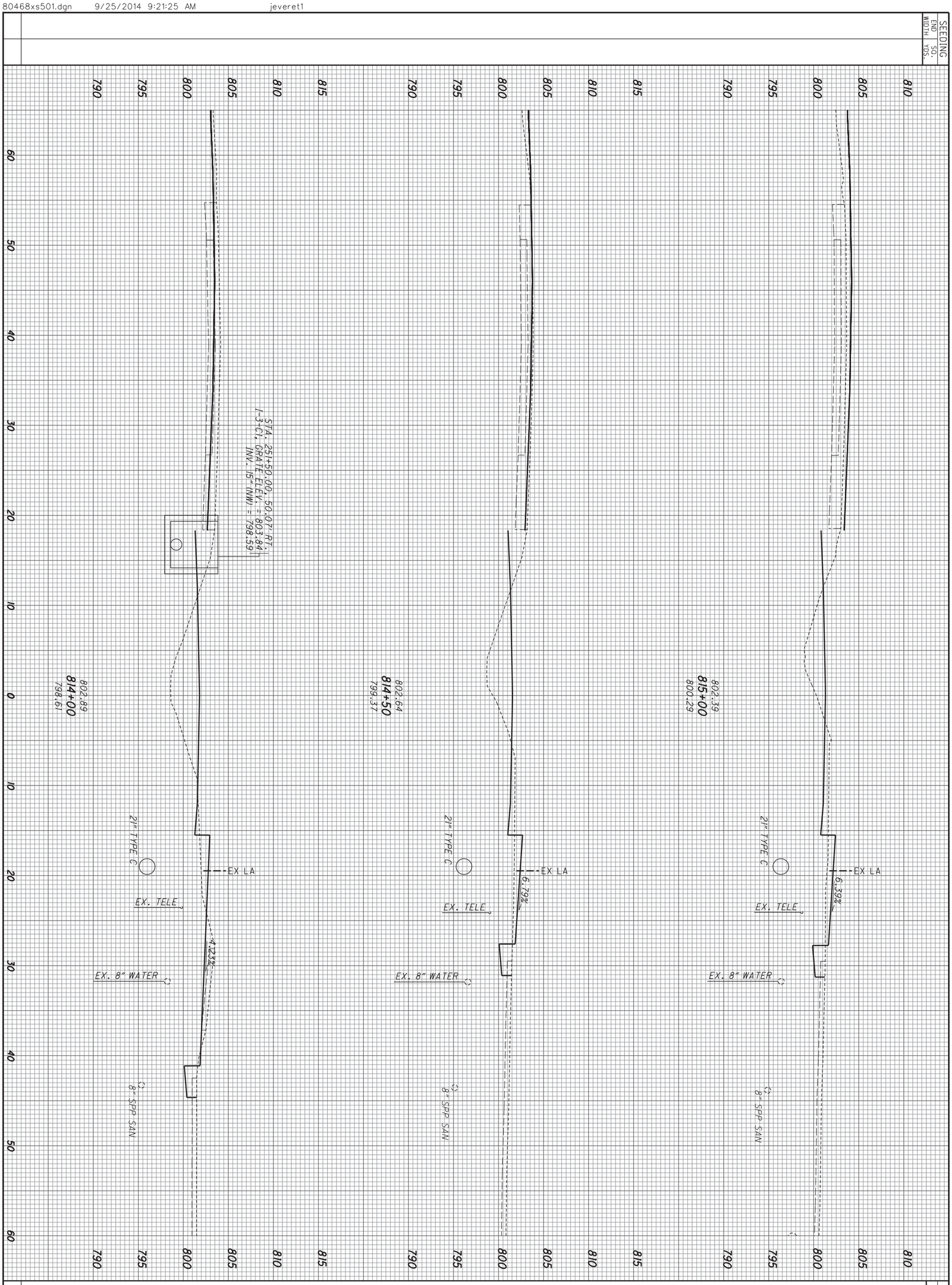
CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 812+50 TO STA. 813+50

GRE-35-4.26

595
876

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596
876

GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 814+00 TO STA. 815+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 815+50 TO STA. 816+50

GRE-35-4.26

597
876

801.64
816+50
800.79

EX LA
1.20%
21" TYPE C
EX. TELE.
18" RCP

STA. 816+00.00, 14.25' LT.
I-3-D, GRATE ELEV. = 801.46
INV. 15" (SW) = 797.47

STA. 816+00.00, 14.00' RT.
CB-3A, GRATE ELEV. = 801.44
INV. 15" (NE) = 796.52
INV. 15" (SW) = 796.52

STA. 816+00.00, 19.00' RT.
MH-3, RIM ELEV. = 801.99
INV. 21" (NW) = 795.85
INV. 15" (NE) = 796.35
INV. 21" (SE) = 795.85

EX LA
0.08%
29'-15" TYPE B @ 3.33%
5'-15" TYPE C @ 3.16%
EX. TELE.
12" RCP

801.89
816+00
800.83

EX LA
2.93%
21" TYPE C
EX. TELE.

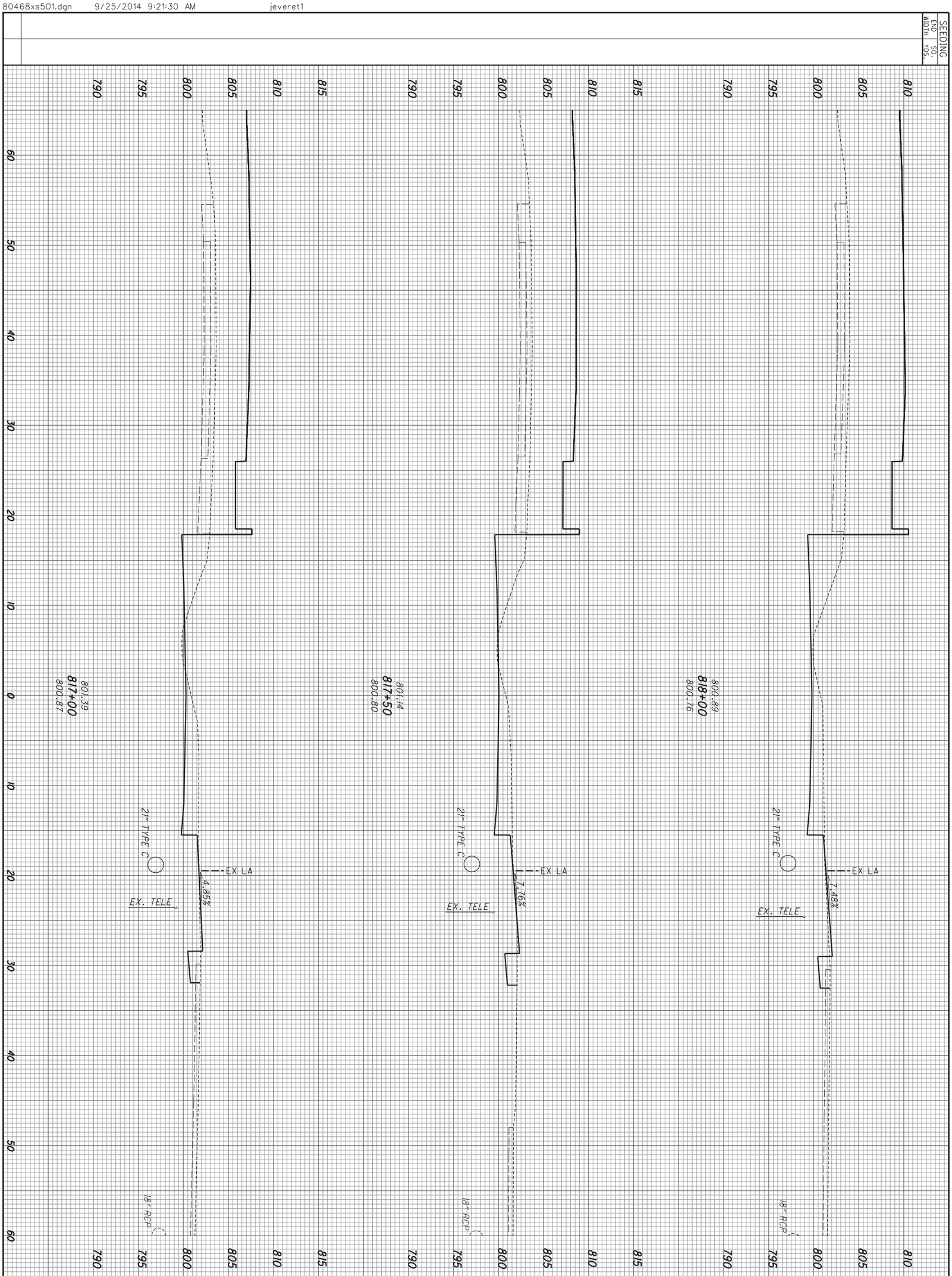
802.14
815+50
800.71

810 805 800 795 790 815

60 50 40 30 20 10 0 10 20 30 40 50 60

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80468xs501.dgn 9/25/2014 9:21:30 AM jeveret1



598
876

GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 817+00 TO STA. 818+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

STA. 819+50.00, 14.00' RT.
CB-3A, GRATE ELEV. = 800.21
INV. 15" (W) = 796.84

EX LA

8.98%

15" TYPE C

EX. TELE

800.66
819+50
800.89

STA. 819+00.00, 14.25' LT.
I-3-D, AS PER PLAN
GRATE ELEV. = 800.15
INV. 15" (S) = 797.17
INV. 15" (N) = 797.17

STA. 819+00.00, 14.00' RT.
CB-3, GRATE ELEV. = 800.13
INV. 15" (N) = 796.59
INV. 15" (S) = 796.59
INV. 15" (E) = 796.59
INV. 15" (NW) = 796.59

STA. 819+00.00, 19.00' RT.
MH-3, RIM ELEV. = 801.07
INV. 21" (NW) = 796.49
INV. 15" (N) = 796.49
INV. 15" (SE) = 796.49

EX LA

8.81%

29'-15" TYPE B @ 2.03%

6'-15" TYPE B @ 3.89%

5'-15" TYPE C @ 1.86%

EX. TELE

STA. 256+33.72, 43.75' RT.
I-3-D, GRATE ELEV. 813.58
INV. 15" (S) = 797.41

800.58
819+00
800.77

STA. 818+50.00, 14.00' RT.
CB-3A, GRATE ELEV. = 800.21
INV. 15" (SE) = 796.84

EX LA

7.30%

21" TYPE C

EX. TELE

800.66
818+50
800.79

810 805 800 795 790 815

60 50 40 30 20 10 0 10 20 30 40 50 60

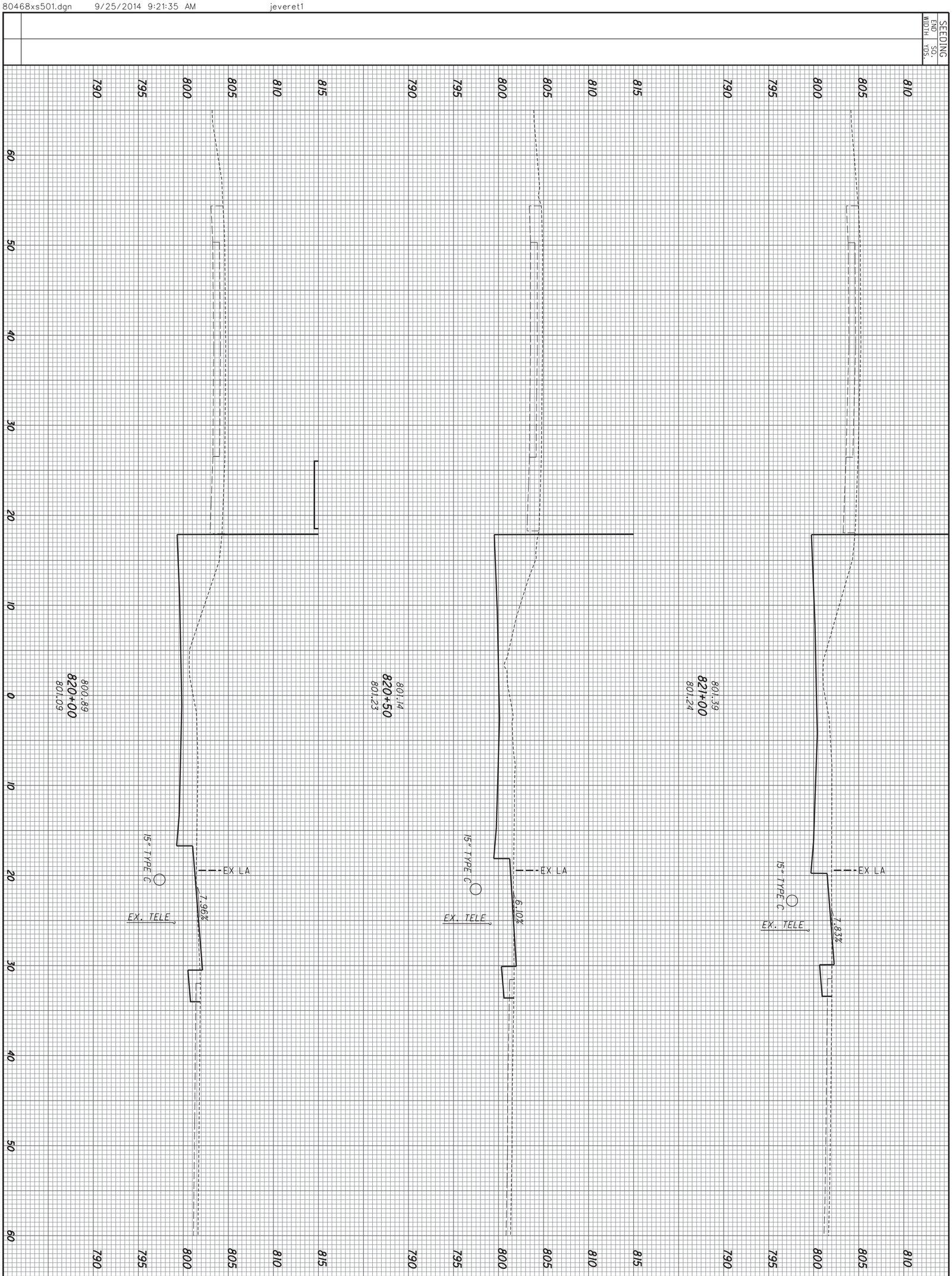
CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 818+50 TO STA. 819+50

GRE-35-4.26

599
876

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600
876

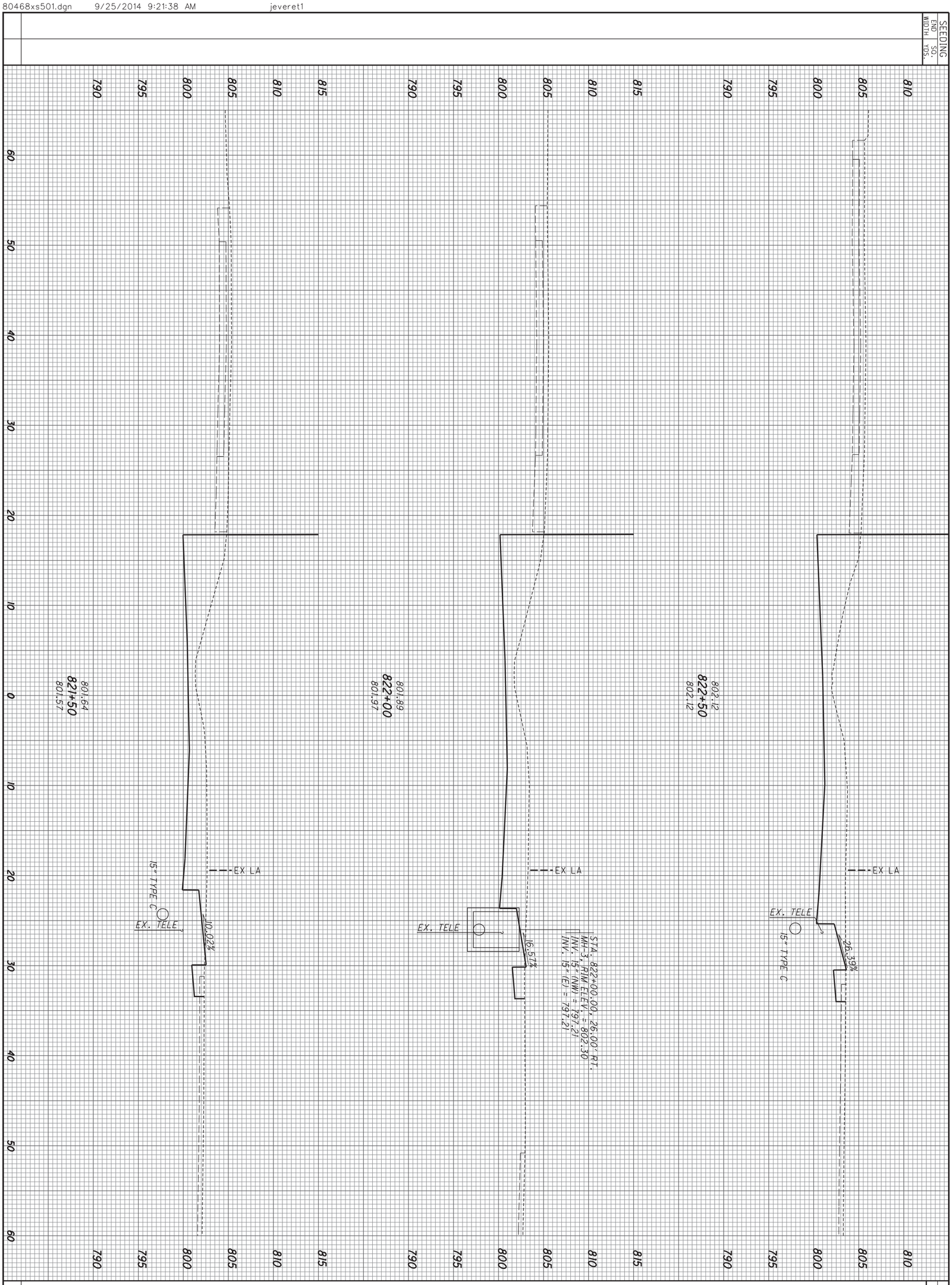
GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 820+00 TO STA. 821+00

CALCULATED

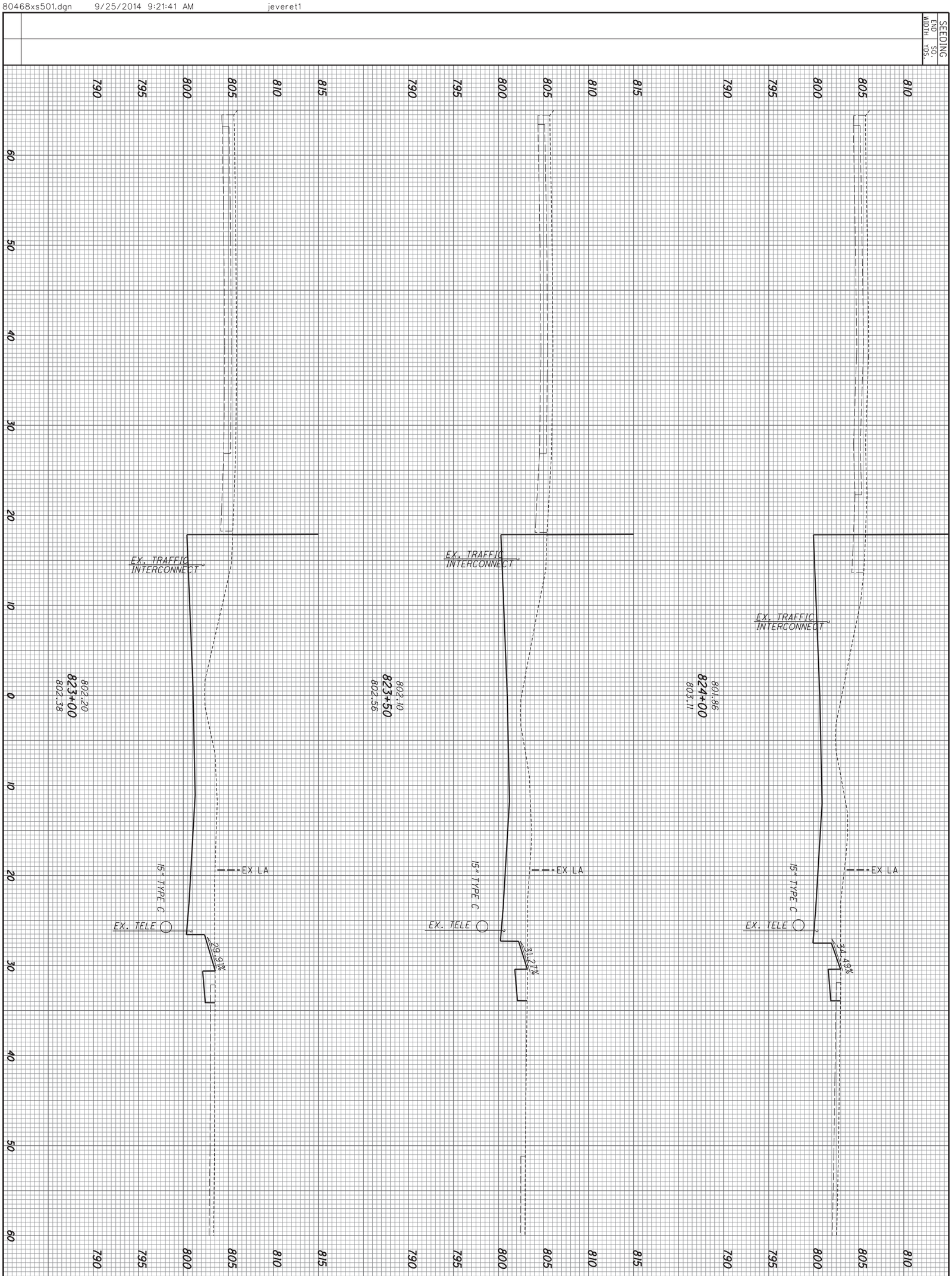
CHECKED

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601 / 876	GRE-35-4.26	CROSS SECTIONS - SOUTH FRONTAGE ROAD STA. 821+50 TO STA. 822+50	CALCULATED CHECKED

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602
876

GRE-35-4.26

CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 823+00 TO STA. 824+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

810
805
800
795
790
820
815

EX. TRAFFIC INTERCONNECT

EX. TELE

EX LA

13.15%

801.64
825+50
803.44

STA. 825+03.48, 14.25' LT.
I-3-D, APP, GRATE ELEV. = 800.86
INV. 15" (S) = 798.22
INV. 15" (N) = 798.22

STA. 825+03.48, 26.00' RT.
CB-3, GRATE ELEV. = 800.84
INV. 15" (S) = 797.97
INV. 15" (N) = 797.97

22.82%

41'-15" TYPE B @ 0.62%

6'-15" TYPE B
@ 3.89%

STA. 825+03.48, 21.75' LT.
I-3-D, GRATE ELEV. = 828.08
INV. 15" (S) = 798.46

801.47
825+00
803.49

31.67%

15" TYPE C

801.59
824+50
803.58

60 50 40 30 20 10 0 10 20 30 40 50 60

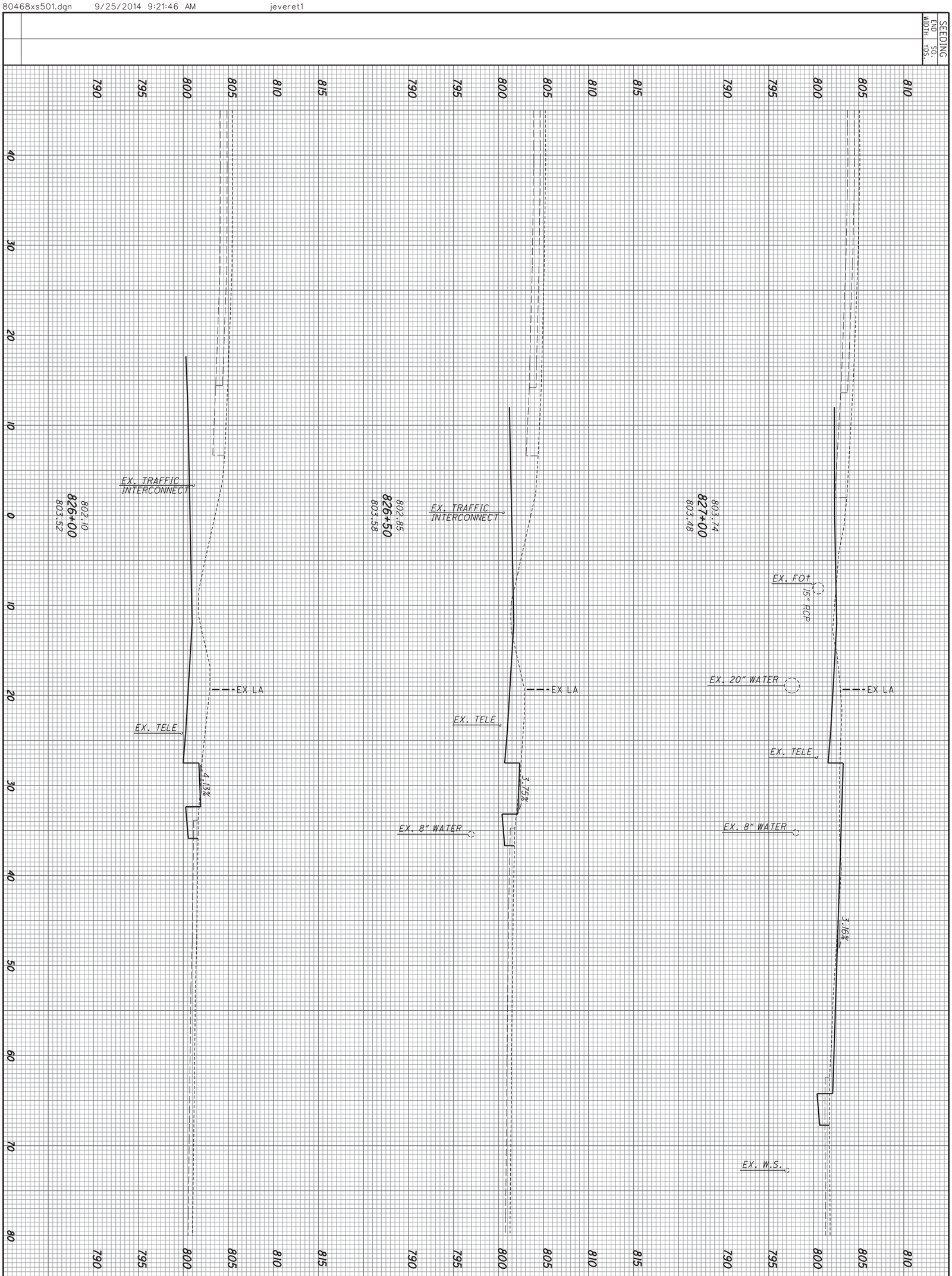
CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 824+50 TO STA. 825+50

GRE-35-4.26

603
876

80468xs501.dgn 9/25/2014 9:21:43 AM jeveret1

80468xs501.dgn 9/25/2014 9:21:46 AM jeveret1



604
876

GRE-35-4.26

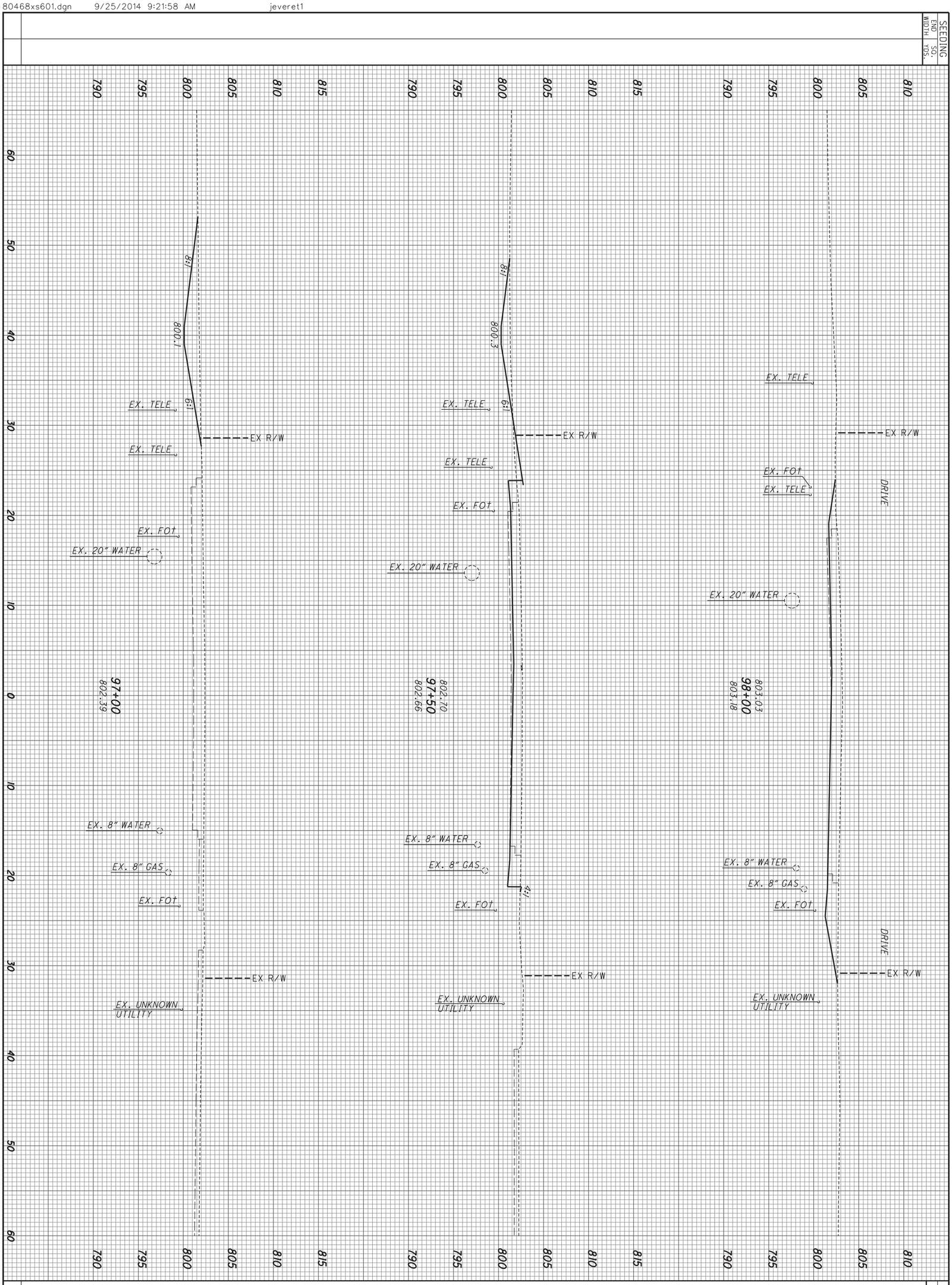
CROSS SECTIONS - SOUTH FRONTAGE ROAD
STA. 826+00 TO STA. 827+00

CALCULATED

CHECKED

80468xs601.dgn 9/25/2014 9:21:58 AM jeveret1

SEEDING
END AREA
WIDTH SQ. YDS.
CUT
FILL
VOLUME
CUT
FILL



END AREA CUT FILL
VOLUME CUT FILL

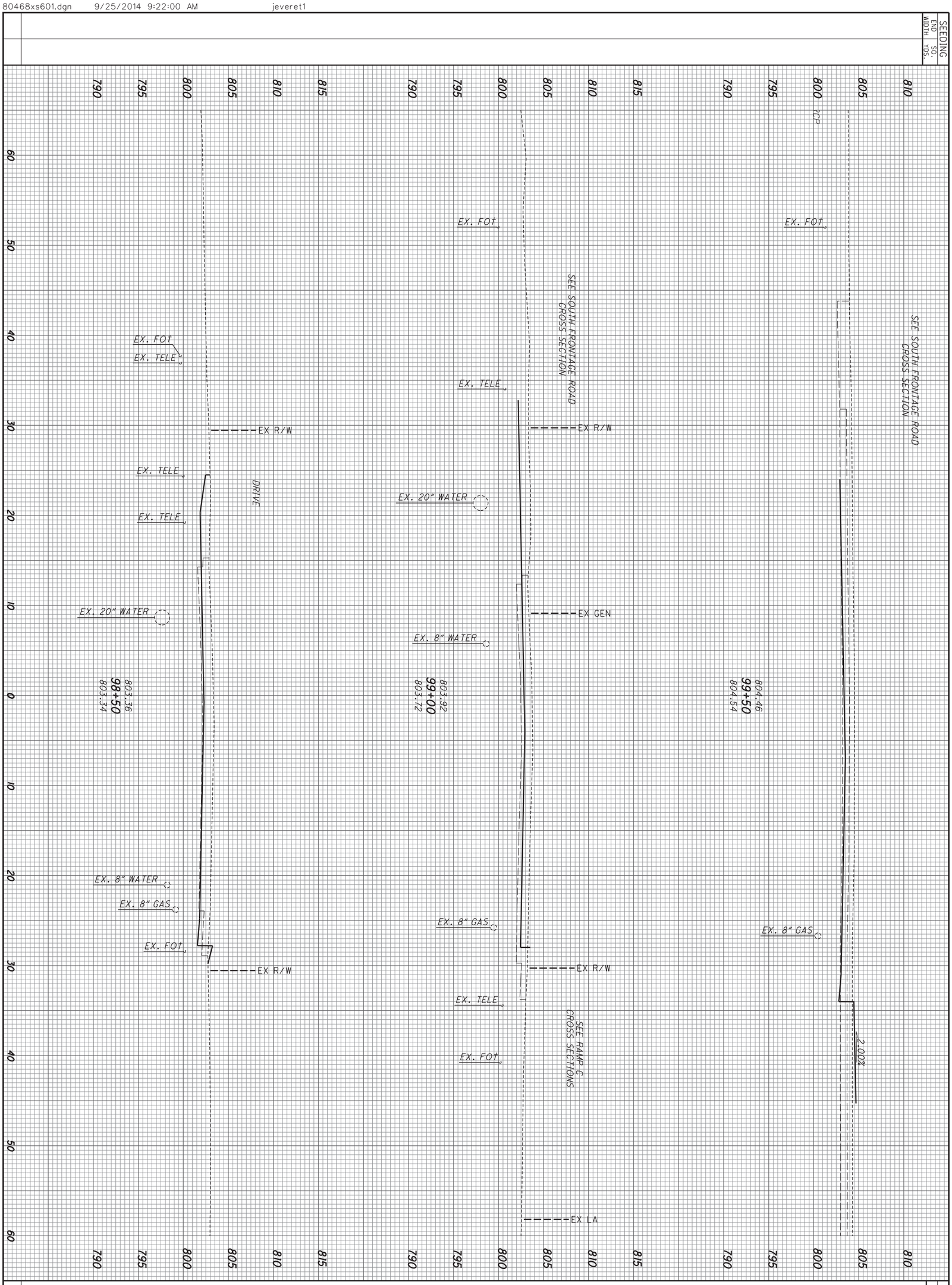
605
876

GRE-35-4.26

CROSS SECTIONS - ORCHARD LANE
STA. 97+00 TO STA. 98+00

CALCULATED
CHECKED

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606
876

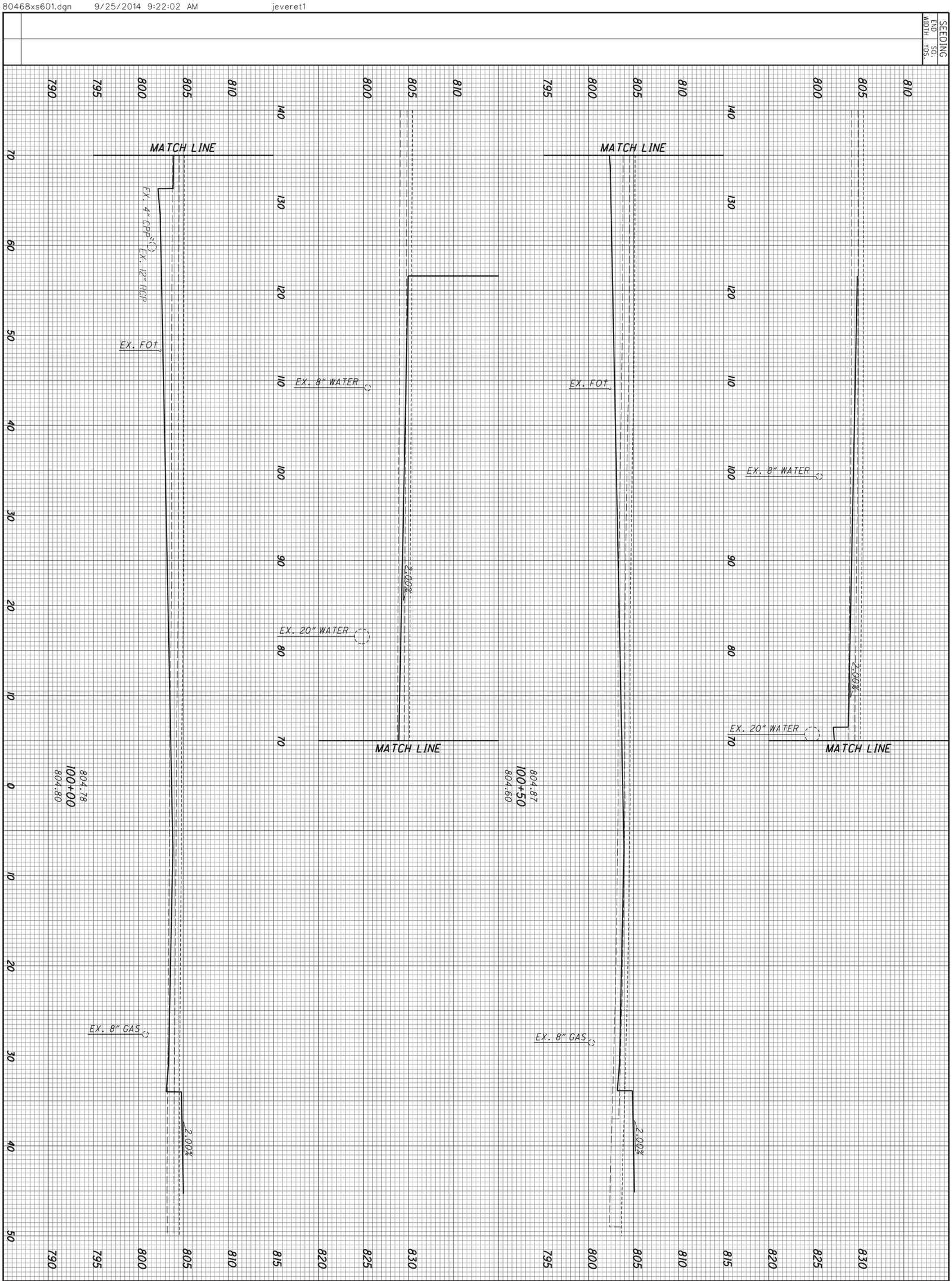
GRE-35-4.26

CROSS SECTIONS - ORCHARD LANE
STA. 98+50 TO STA. 99+50

CALCULATED

CHECKED

80468xs601.dgn 9/25/2014 9:22:02 AM jeveret1



607
876

GRE-35-4.26

CROSS SECTIONS - ORCHARD LANE
STA. 100+00 TO STA. 100+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

STA. 102+00.00, 28.66' LT.
MH-3, RIM ELEV. = 805.00
INV. EX. 15" (N) = 801.43
INV. 15" (E) = 801.20
INV. 15" (S) = 801.20

STA. 102+00.00, 17.37' LT.
CB-3, GRATE ELEV. = 803.93
INV. 15" (E) = 801.25
INV. 15" (W) = 801.25

STA. 102+00.00, 28.58' RT.
CB-3, GRATE ELEV. = 803.93
INV. 15" (W) = 801.43

EX R/W

EX. 15" RCP

EX. FOT

12:1

12'-15" TYPE C @ 0.43%

45'-15" TYPE B @ 0.40%

4:1

EX. 20" WATER

EX. 6" WATER

EX. 8" GAS

804.45
102+00
804.79

STA. 101+50.00, 28.81' LT.
MH-3, RIM ELEV. = 804.40
INV. 15" (N) = 800.75
INV. 15" (E) = 800.75

214'-15" TYPE B @ 0.91%

804.60
101+50
804.40

SEE NORTH FRONTAGE ROAD CROSS SECTION

SEE RAMP D CROSS SECTIONS

EX. FOCTV

EX. TELE

804.75
101+00
804.12

60 50 40 30 20 10 0 10 20 30 40 50 60

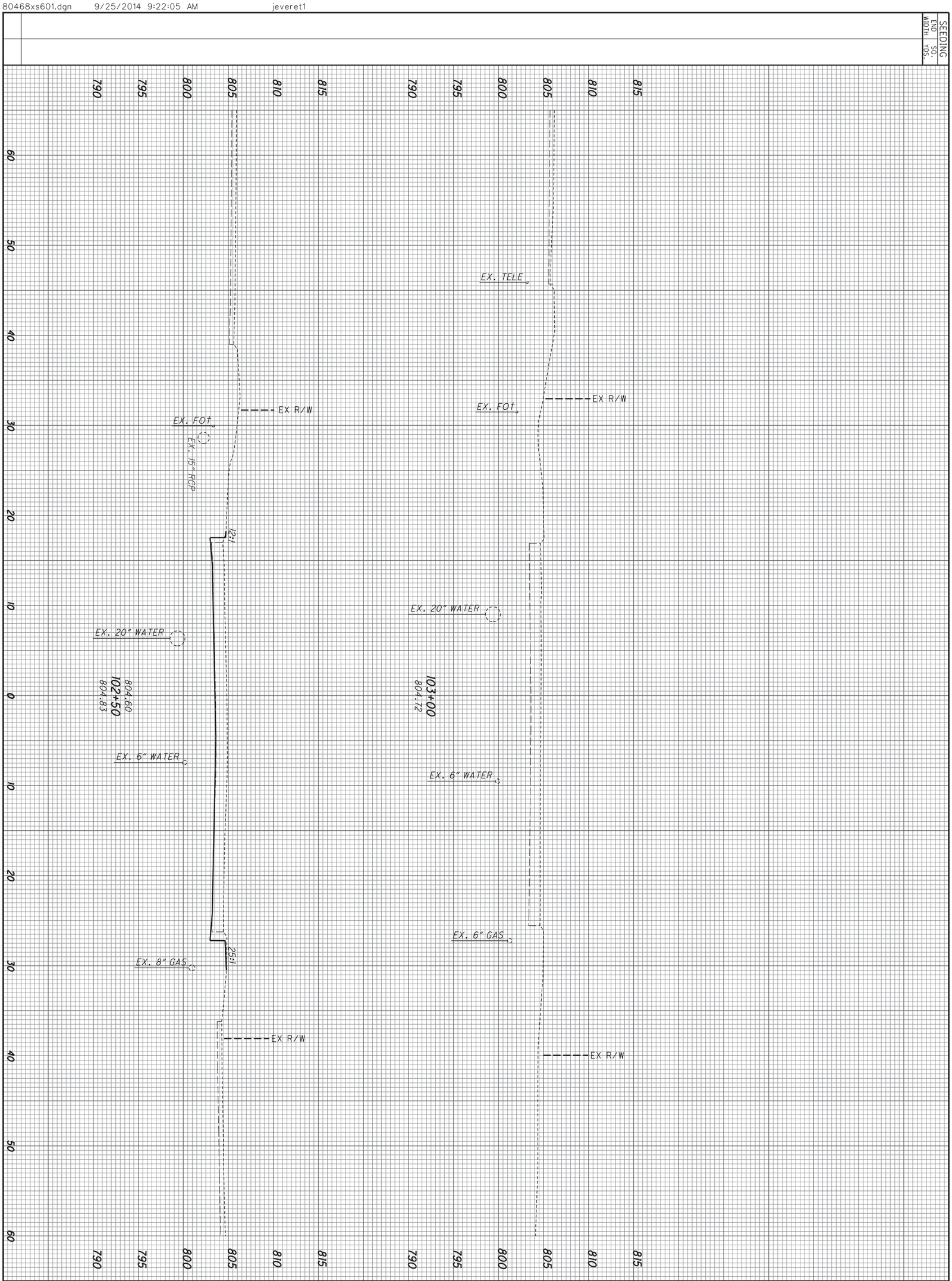
CROSS SECTIONS - ORCHARD LANE STA. 101+00 TO STA. 102+00

GRE-35-4.26

608
876

80468xs601.dgn 9/25/2014 9:22:03 AM jeveret1

80468xs601.dgn 9/25/2014 9:22:05 AM jeveret1



609
876

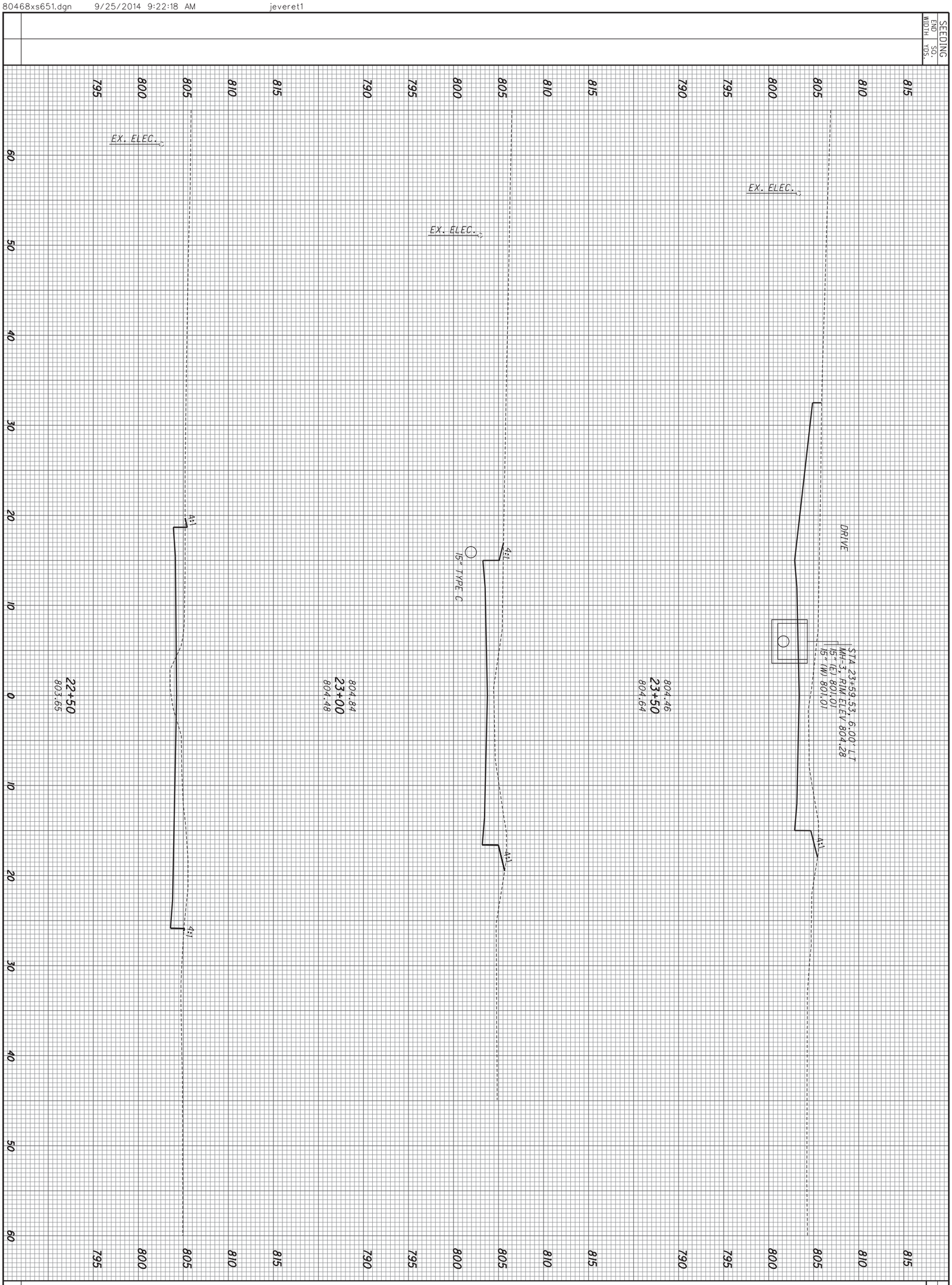
GRE-35-4.26

CROSS SECTIONS - ORCHARD LANE
STA. 102+50 TO STA. 103+00

CALCULATED

CHECKED

80468xs651.dgn 9/25/2014 9:22:18 AM jeveret1



610
876

GRE-35-4.26

CROSS SECTIONS - HELLER DRIVE
STA. 22+50 TO STA. 23+50

CALCULATED

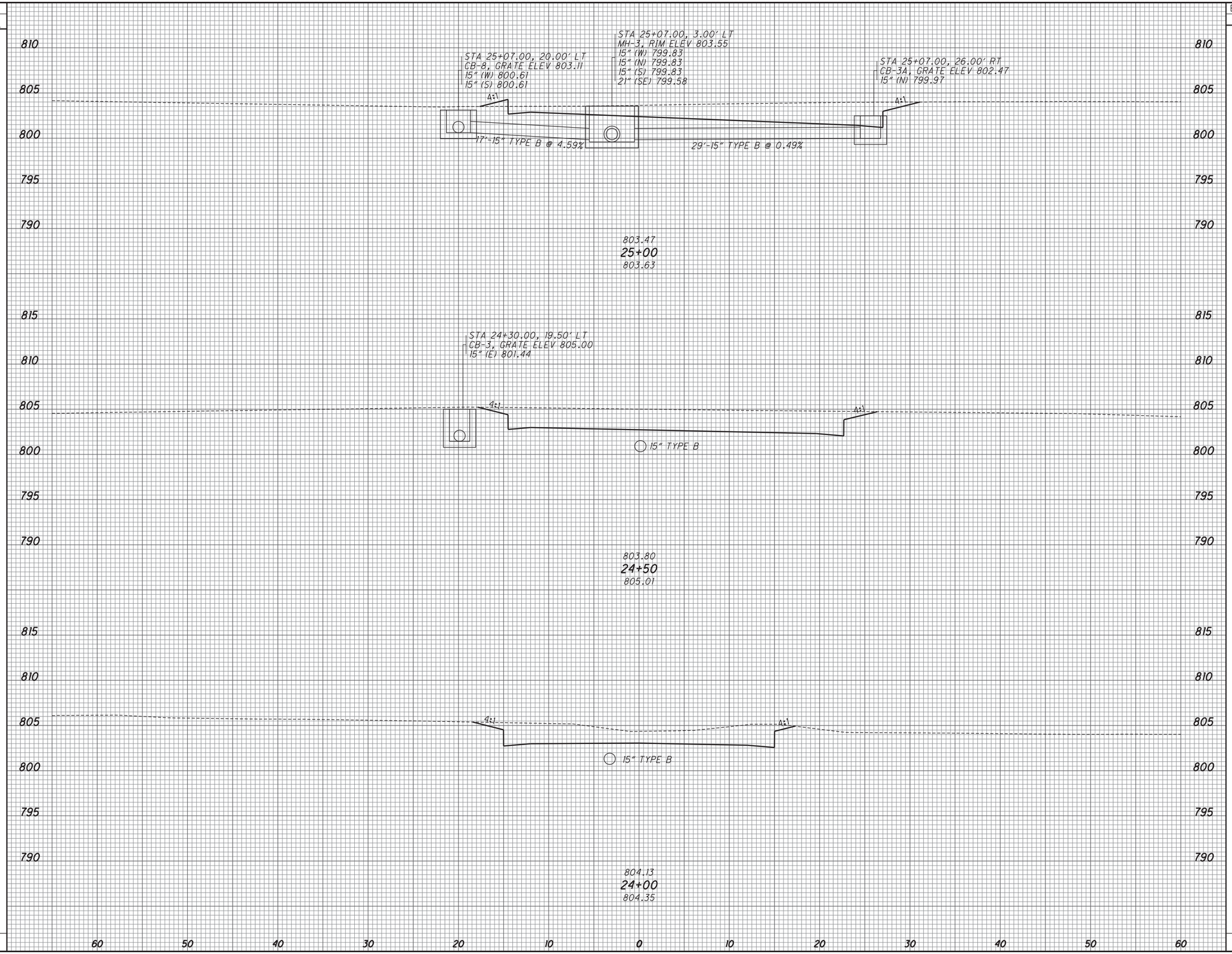
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - HELLER DRIVE STA. 24+00 TO STA. 25+00

GRE-35-4.26

611
876

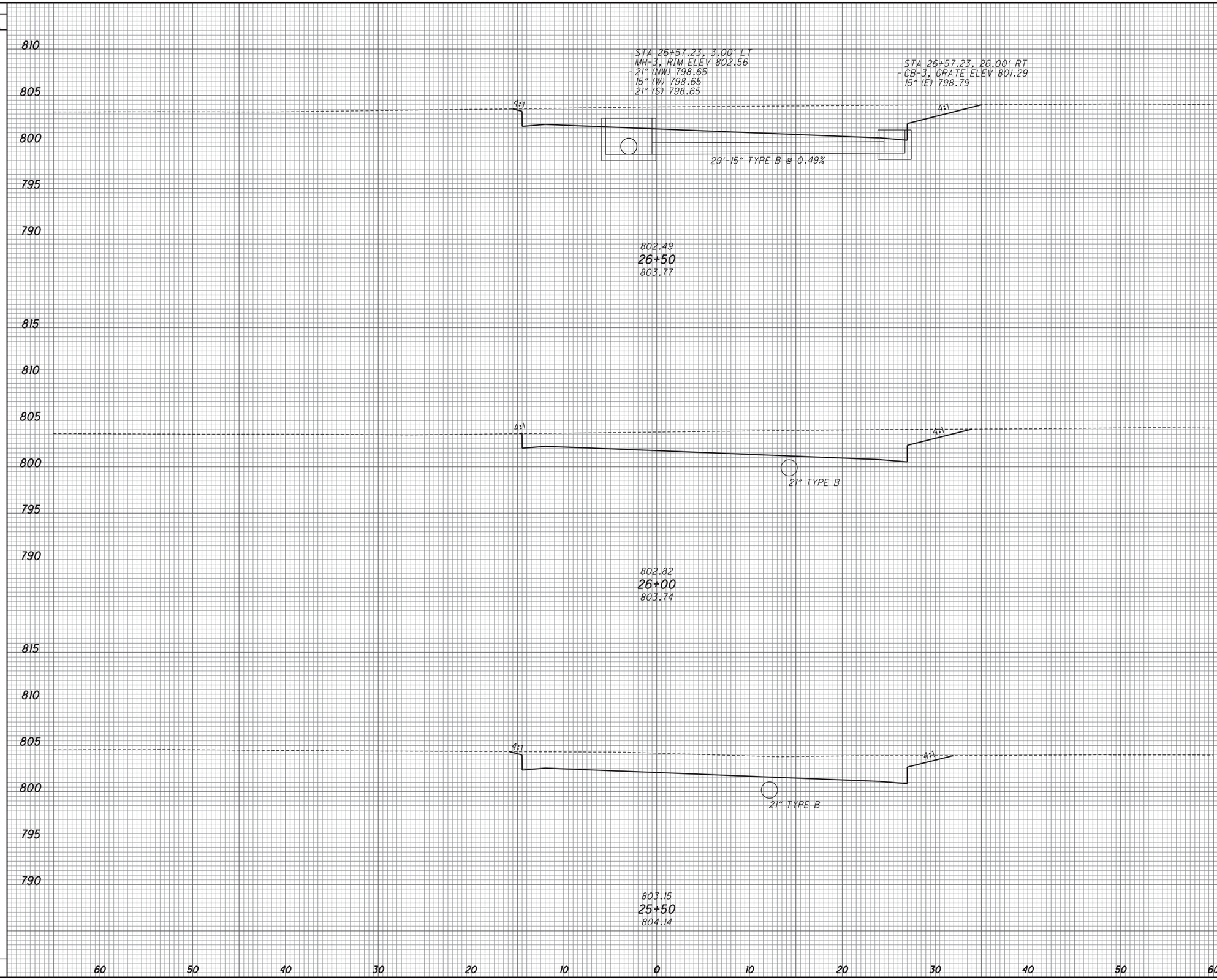
80468xs651.dgn 9/25/2014 9:22:20 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - HELLER DRIVE STA. 25+50 TO STA. 26+50

GRE-35-4.26

612
876

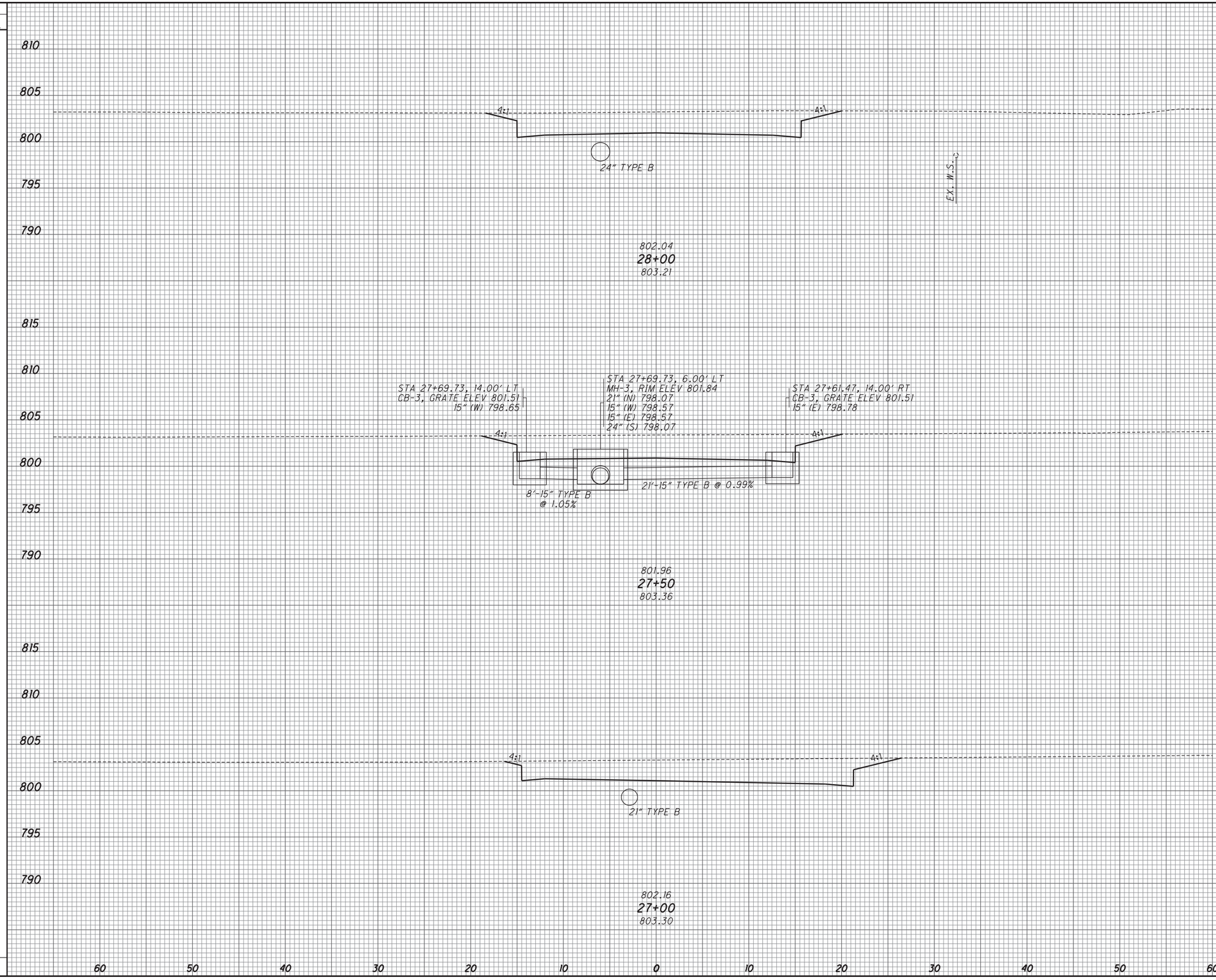
80468xs651.dgn 9/25/2014 9:22:21 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - HELLER DRIVE
STA. 27+00 TO STA. 28+00

GRE-35-4.26

613
876

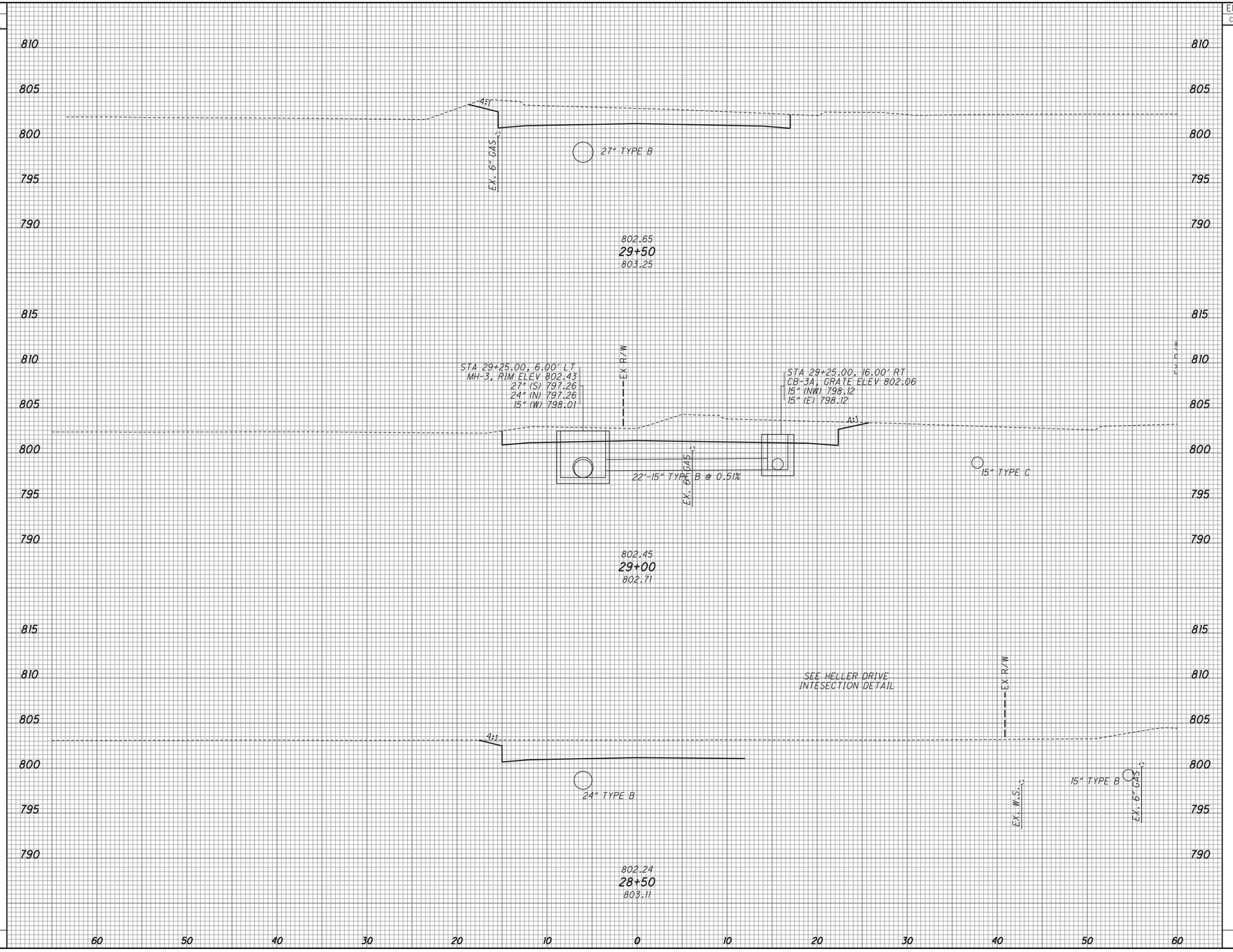
80468xs651.dgn 9/25/2014 9:22:23 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



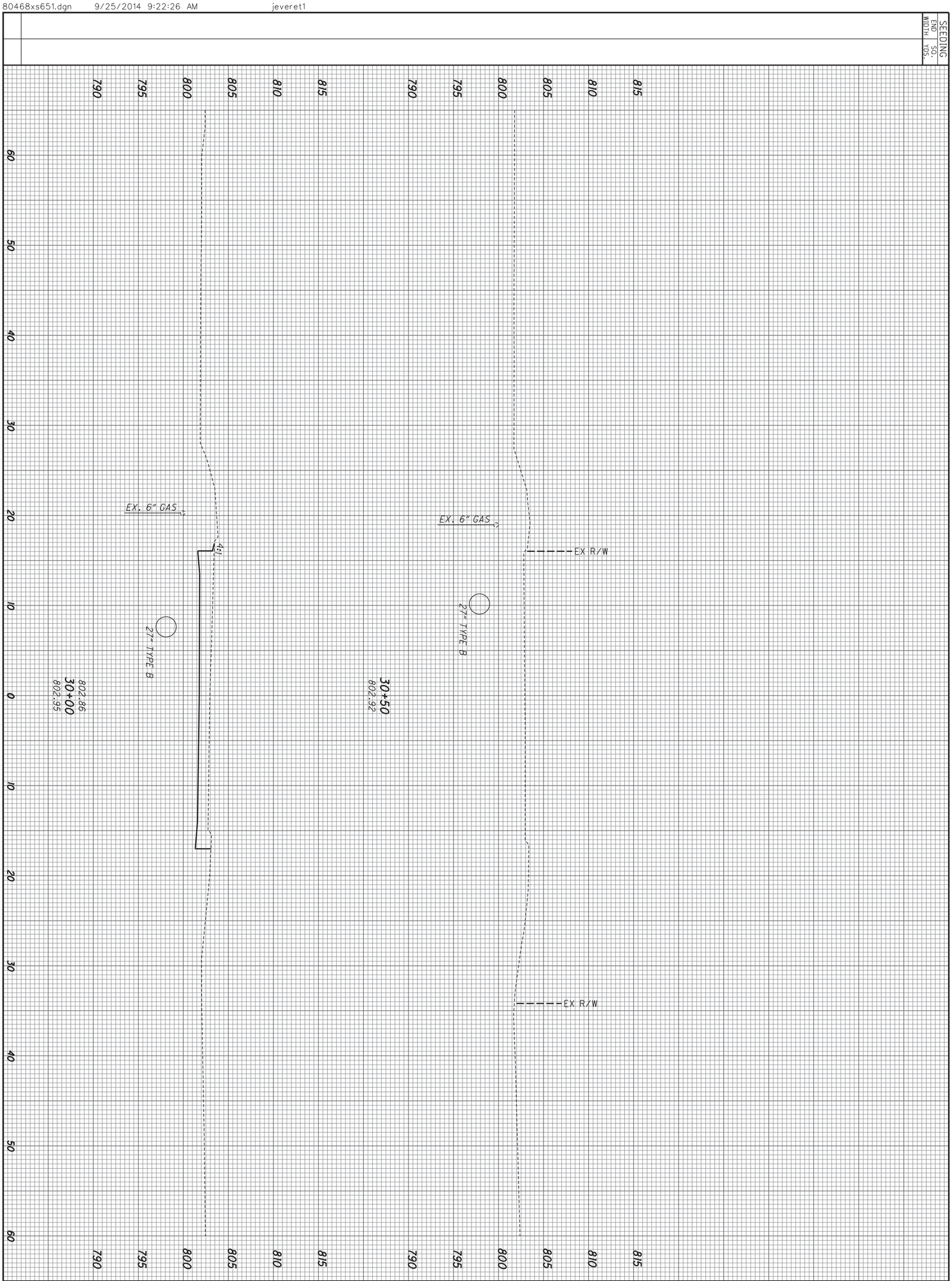
CROSS SECTIONS - HELLER DRIVE
STA. 28+50 TO STA. 29+50

GRE-35-4.26

614
876

80468xs651.dgn 9/25/2014 9:22:24 AM jeveret1

80468xs651.dgn 9/25/2014 9:22:26 AM jeveret1



615
876

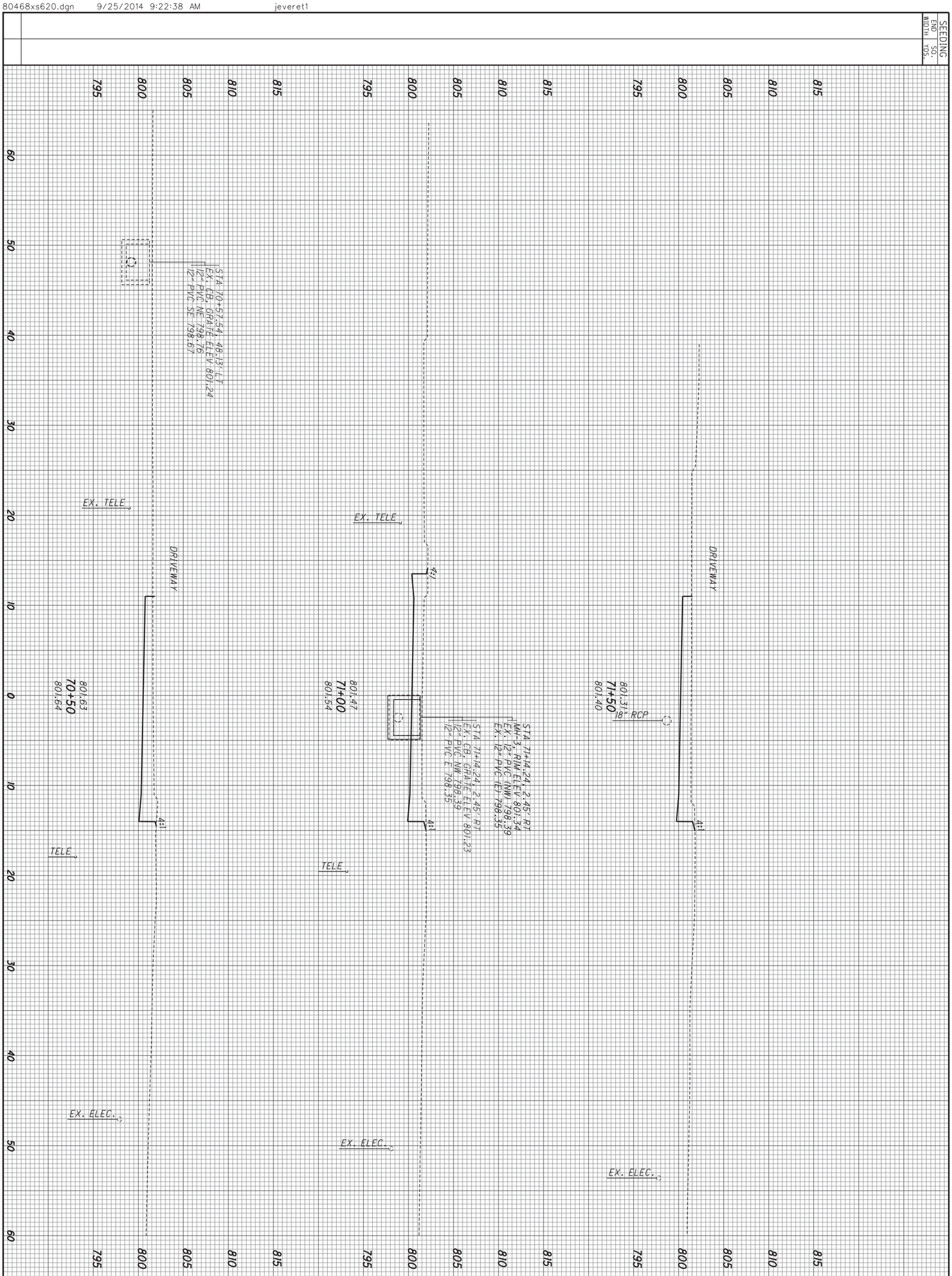
GRE-35-4.26

CROSS SECTIONS - HELLER DRIVE
STA. 30+00 TO STA. 30+50

CALCULATED

CHECKED

80468xs620.dgn 9/25/2014 9:22:38 AM jeveret1



616 / 876	GRE-35-4.26	CROSS SECTIONS - ACCESS ROAD STA. 70+50 TO STA. 71+50	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

INTERSECTION

STA 73+00.00, 13.00' RT
CB-3A, GRATE ELEV 800.49
12" (SW) 798.16

800.92
73+00
801.42

STA 72+50.00, 13.00' RT
CB-3A, GRATE ELEV 800.56
12" (E) 798.23

10:1

4:1

801.00
72+50
801.51

STA 72+14.36, 3.13' RT
MH-3, RIM ELEV 801.03
EX. 12" PVC (W) 797.87
EX. 12" PVC (S) 797.77

STA 72+14.36, 3.13' RT
EX. CB, GRATE ELEV 801.07
12" PVC W 797.87
12" PVC S 797.77

STA 72+14.48, 14.48' RT
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EX. GRATE ELEV 801.77
12" PVC N 798.00
12" PVC S 793.52

4:1

4:1

12" PVC

EX. ELEC.

801.15
72+00
801.38

815
810
805
800
795

60 50 40 30 20 10 0 10 20 30 40 50 60

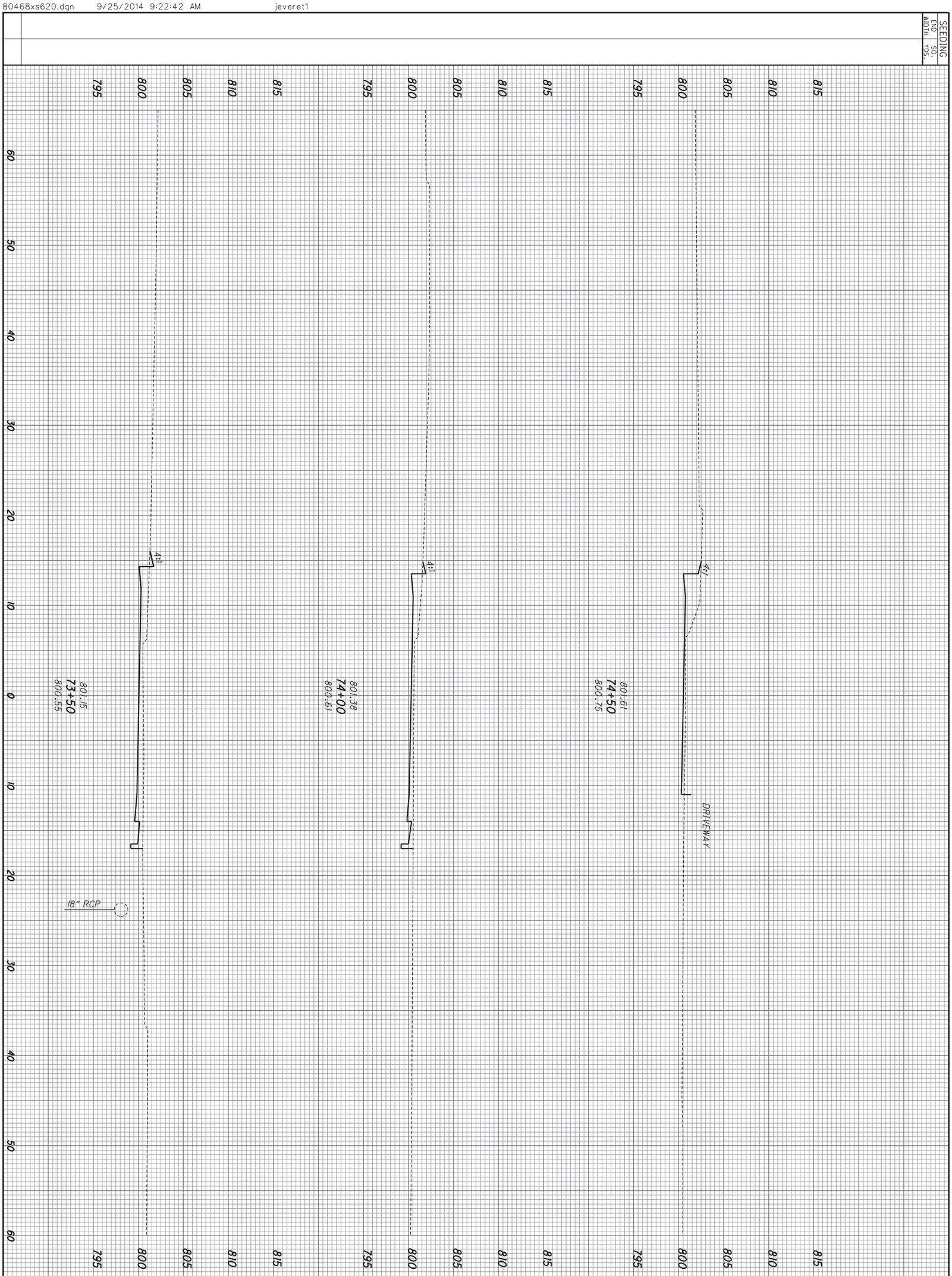
CROSS SECTIONS - ACCESS ROAD STA. 72+00 TO STA. 73+00

GRE-35-4.26

617
876

80468xs620.dgn 9/25/2014 9:22:40 AM jeveret1

80468xs620.dgn 9/25/2014 9:22:42 AM jeveret1



618
876

GRE-35-4.26

CROSS SECTIONS - ACCESS ROAD
STA. 73+50 TO STA. 74+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

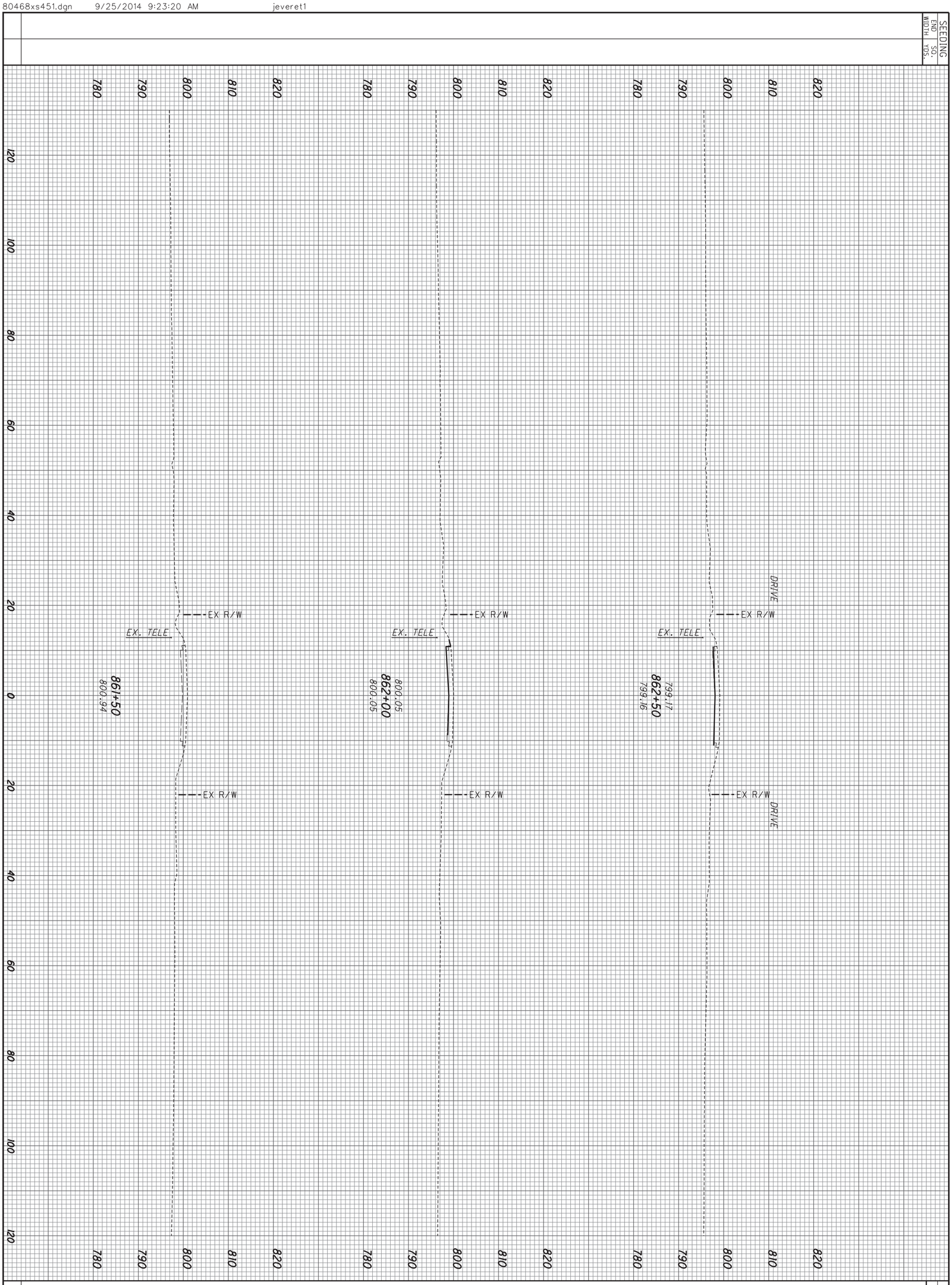
CROSS SECTIONS - ACCESS ROAD
STA. 75+00

GRE-35-4.26

619
876

80468xs620.dgn 9/25/2014 9:22:44 AM jeveret1

80468xs451.dgn 9/25/2014 9:23:20 AM jeveret1



620
876

GRE-35-4.26

CROSS SECTIONS - VALLEY ROAD
STA. 861+50 TO STA. 862+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

EX R/W
EX. TELE
4:1
4:1
790.0
796.90
864+00
796.50
790.6

820
810
800
790
780

EX R/W
EX. TELE
4:1
4:1
790.7
797.51
863+50
797.25
791.4

820
810
800
790
780

DRIVE
EX R/W
EX. TELE
33" TYPE D
798.29
863+00
798.24
DRIVE
EX R/W
15" TYPE D

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - VALLEY ROAD
STA. 863+00 TO STA. 864+00

GRE-35-4.26

621
876

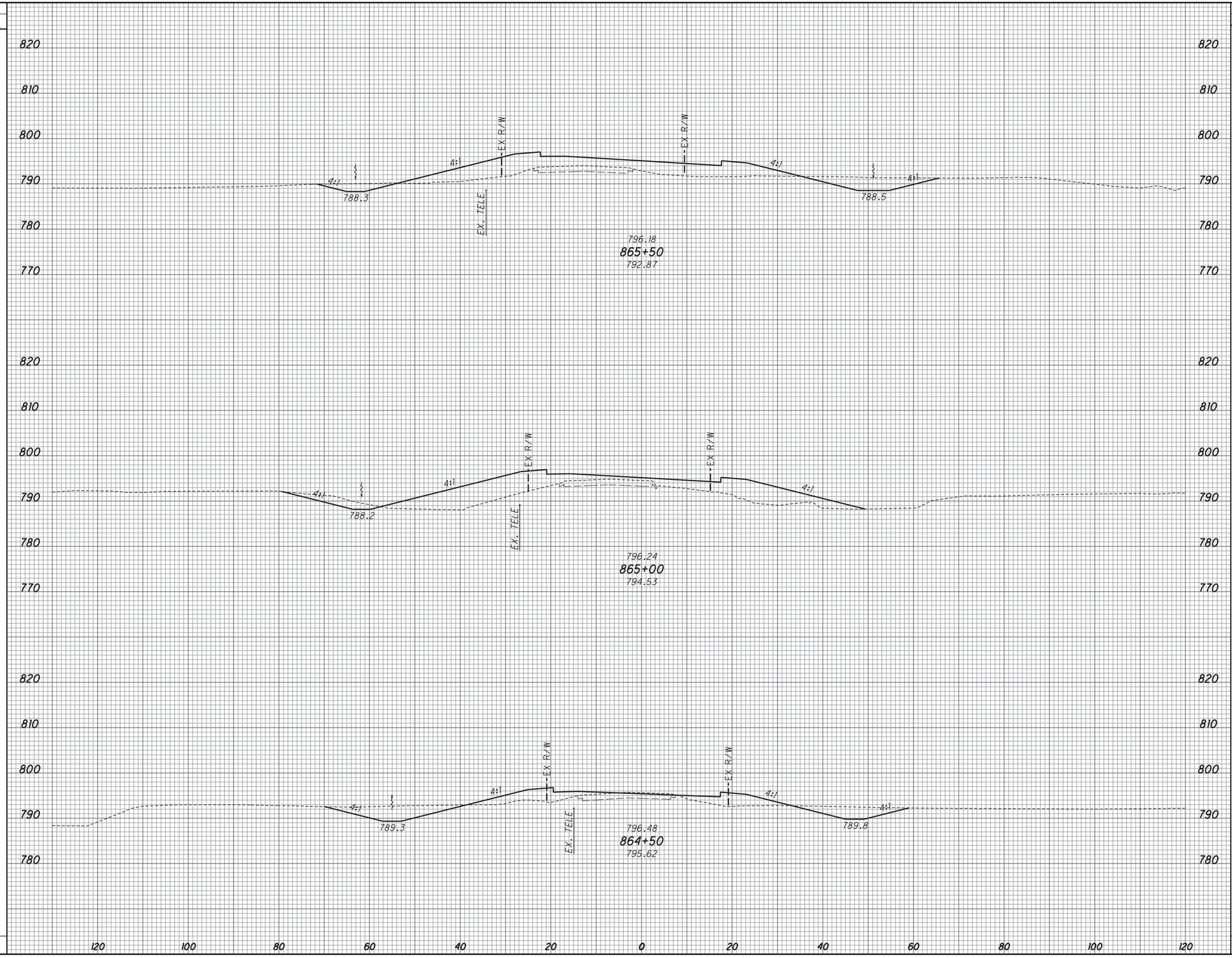
80468xs451.dgn 9/25/2014 9:23:25 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 864+50 TO STA. 865+50

GRE-35-4.26

622
876

80468xs451.dgn 9/25/2014 9:23:29 AM jeveret1

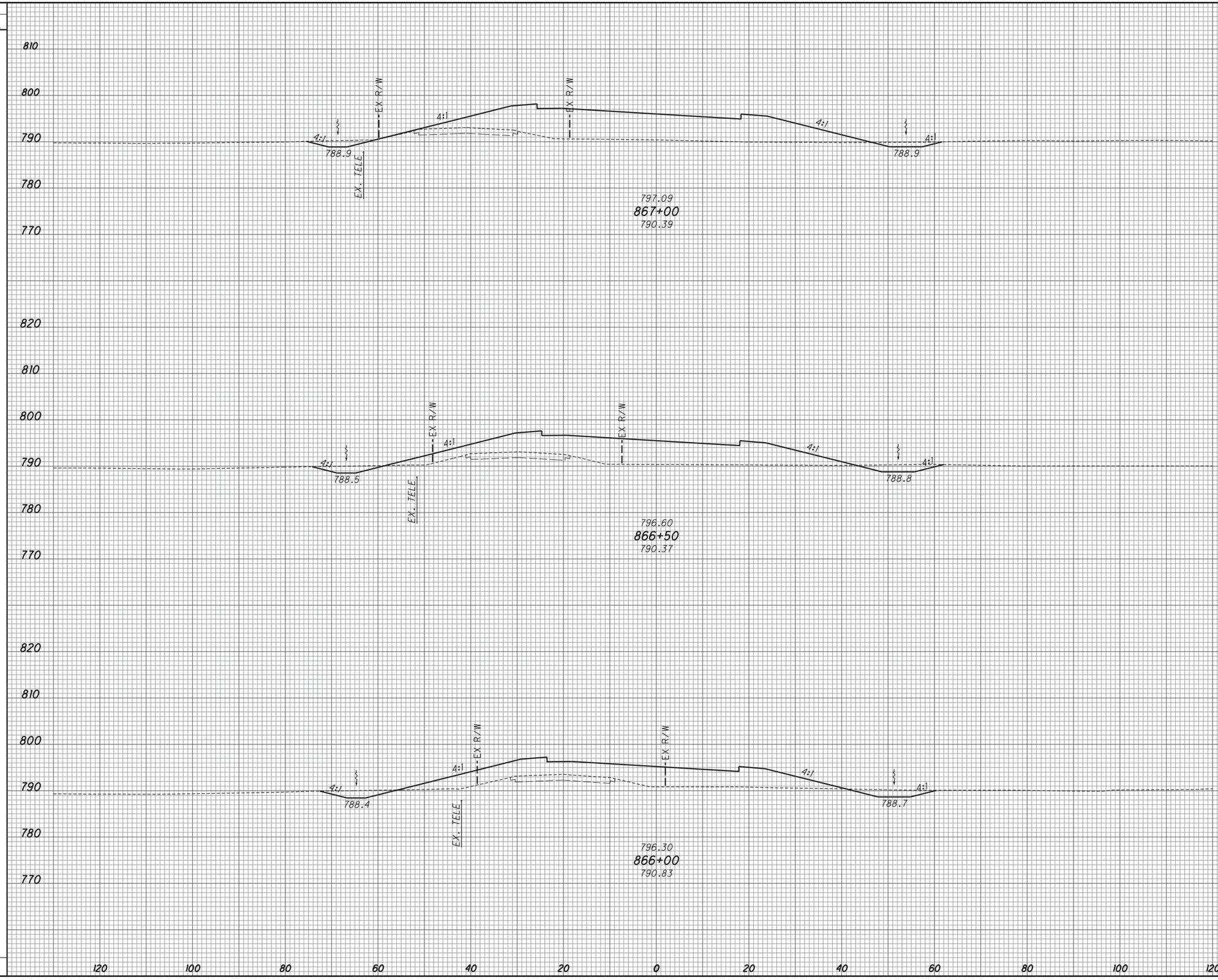
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 866+00 TO STA. 867+00

GRE-35-4.26

623
876

80468xs451.dgn 9/25/2014 9:23:34 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

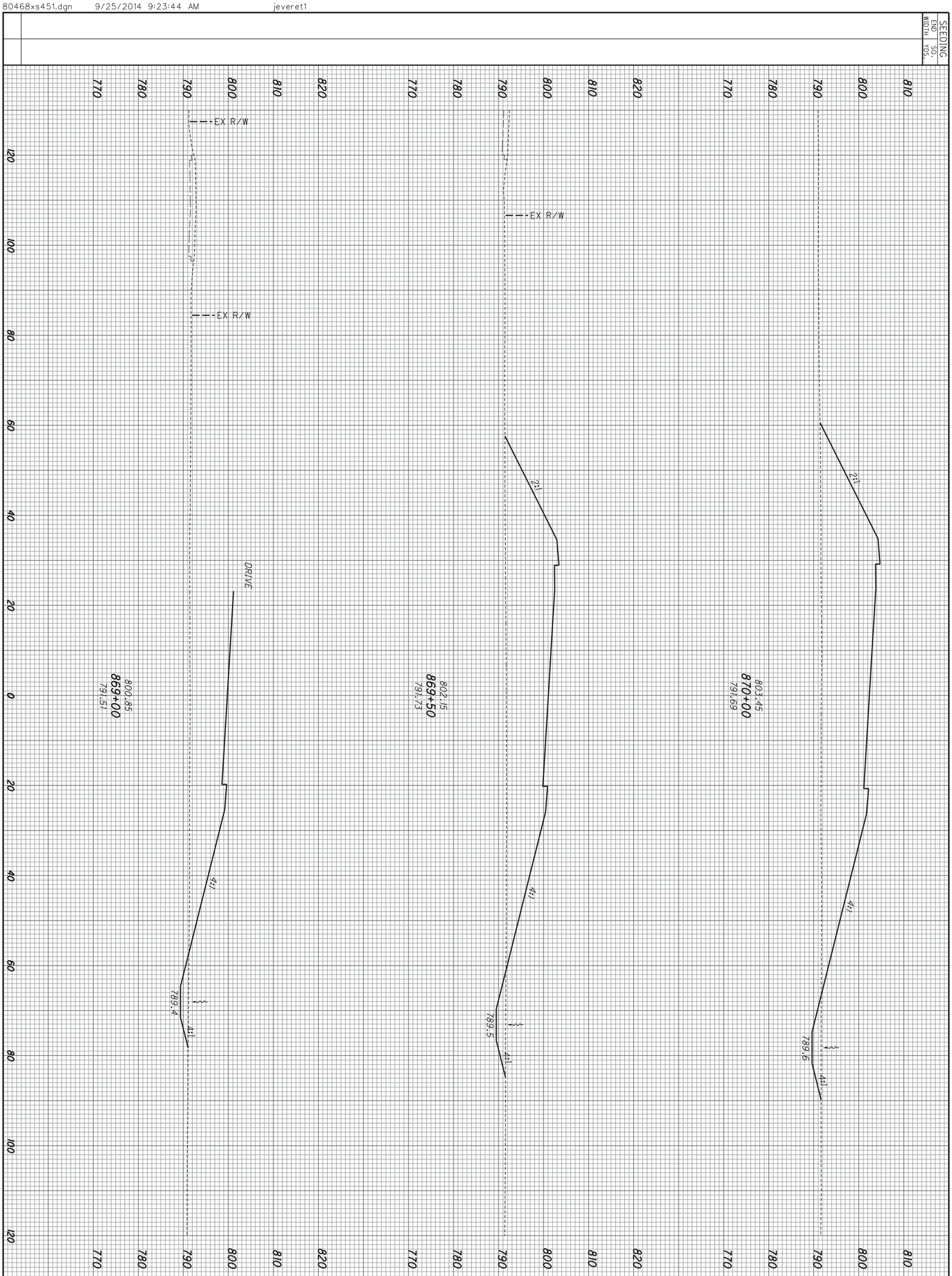
CROSS SECTIONS - VALLEY ROAD
STA. 867+50 TO STA. 868+50

GRE-35-4.26

624
876

80468xs451.dgn 9/25/2014 9:23:39 AM jeveret1

80468xs451.dgn 9/25/2014 9:23:44 AM jeveret1



625
876

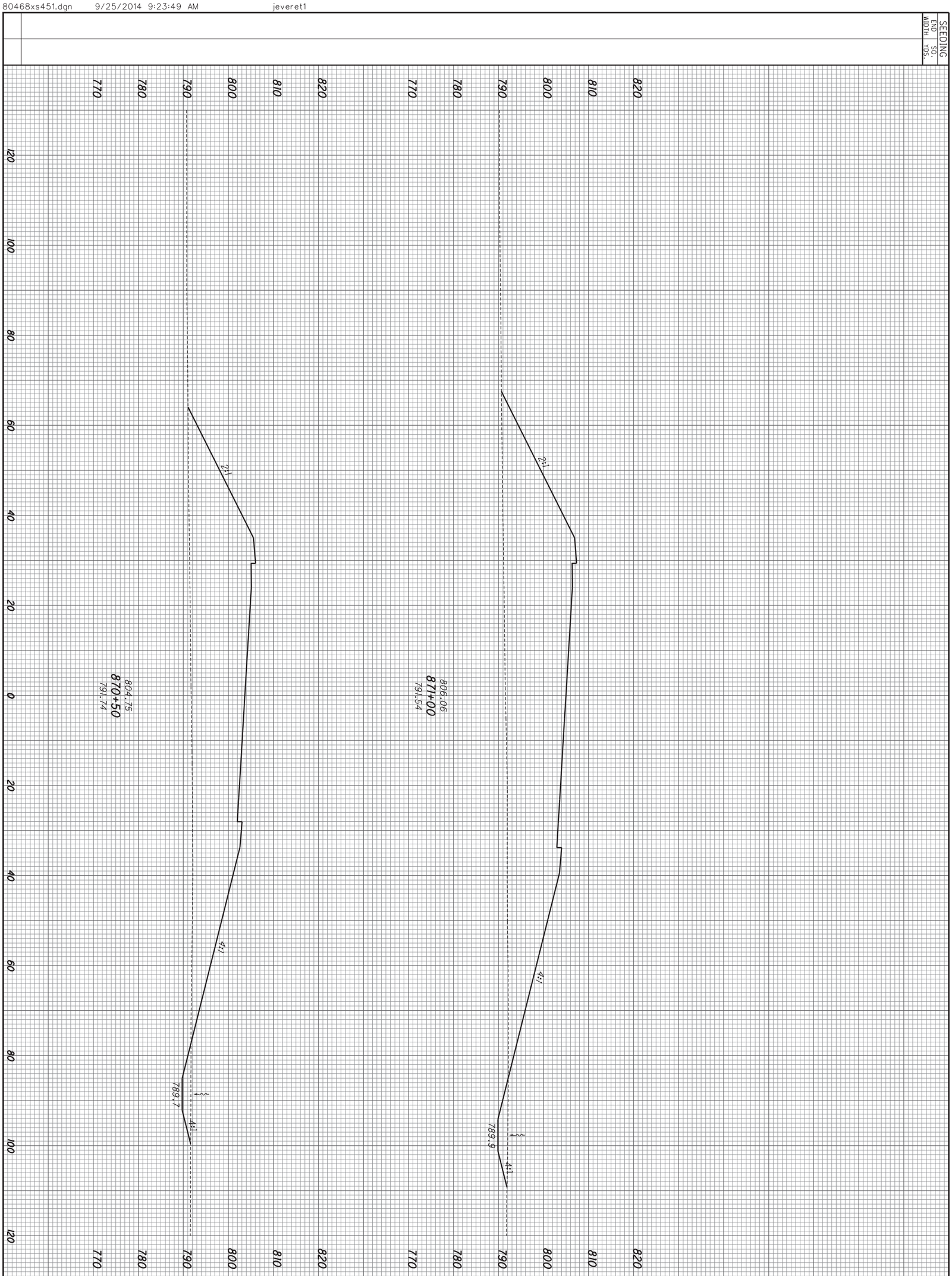
GRE-35-4.26

CROSS SECTIONS - VALLEY ROAD
STA. 869+00 TO STA. 870+00

CALCULATED

CHECKED

80468xs451.dgn 9/25/2014 9:23:49 AM jeveret1



626
876

GRE-35-4.26

CROSS SECTIONS - VALLEY ROAD
STA. 870+50 TO STA. 871+00

CALCULATED

CHECKED

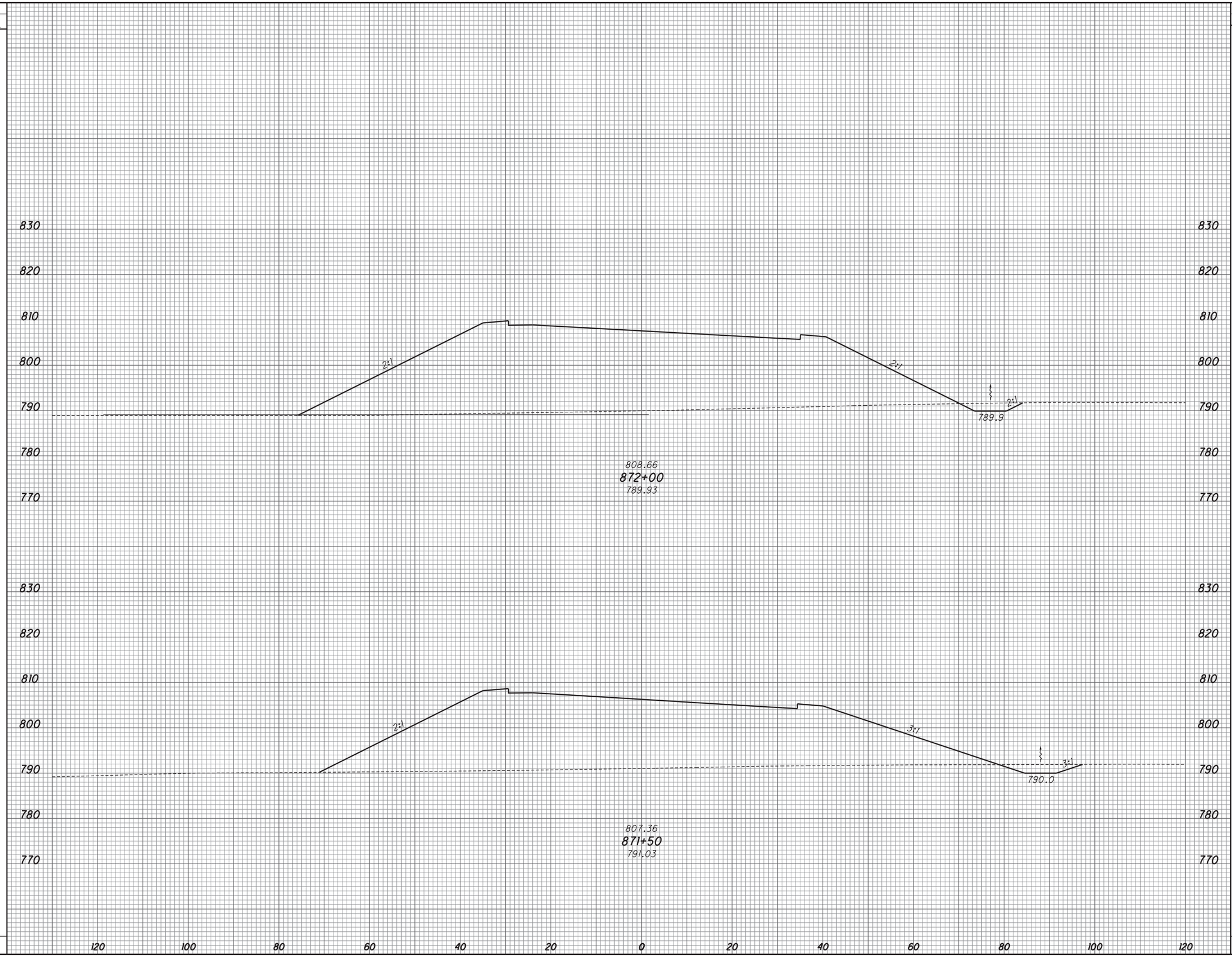
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 871+50 TO STA. 872+00

GRE-35-4.26

627
876

80468xs451.dgn 9/25/2014 9:23:55 AM jeveret1

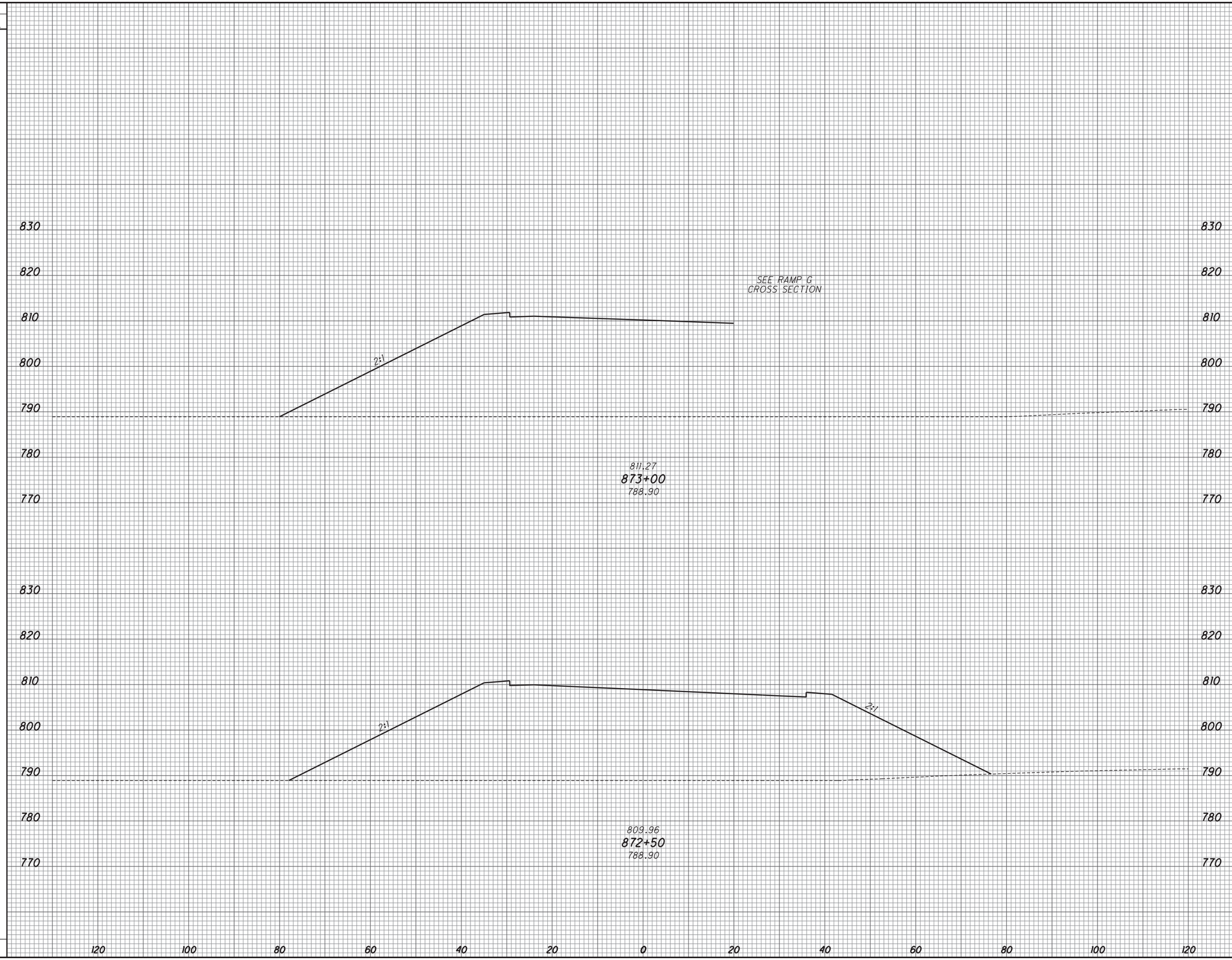
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 872+50 TO STA. 873+00

GRE-35-4.26

628
876

80468xs451.dgn 9/25/2014 9:23:59 AM jeveret1

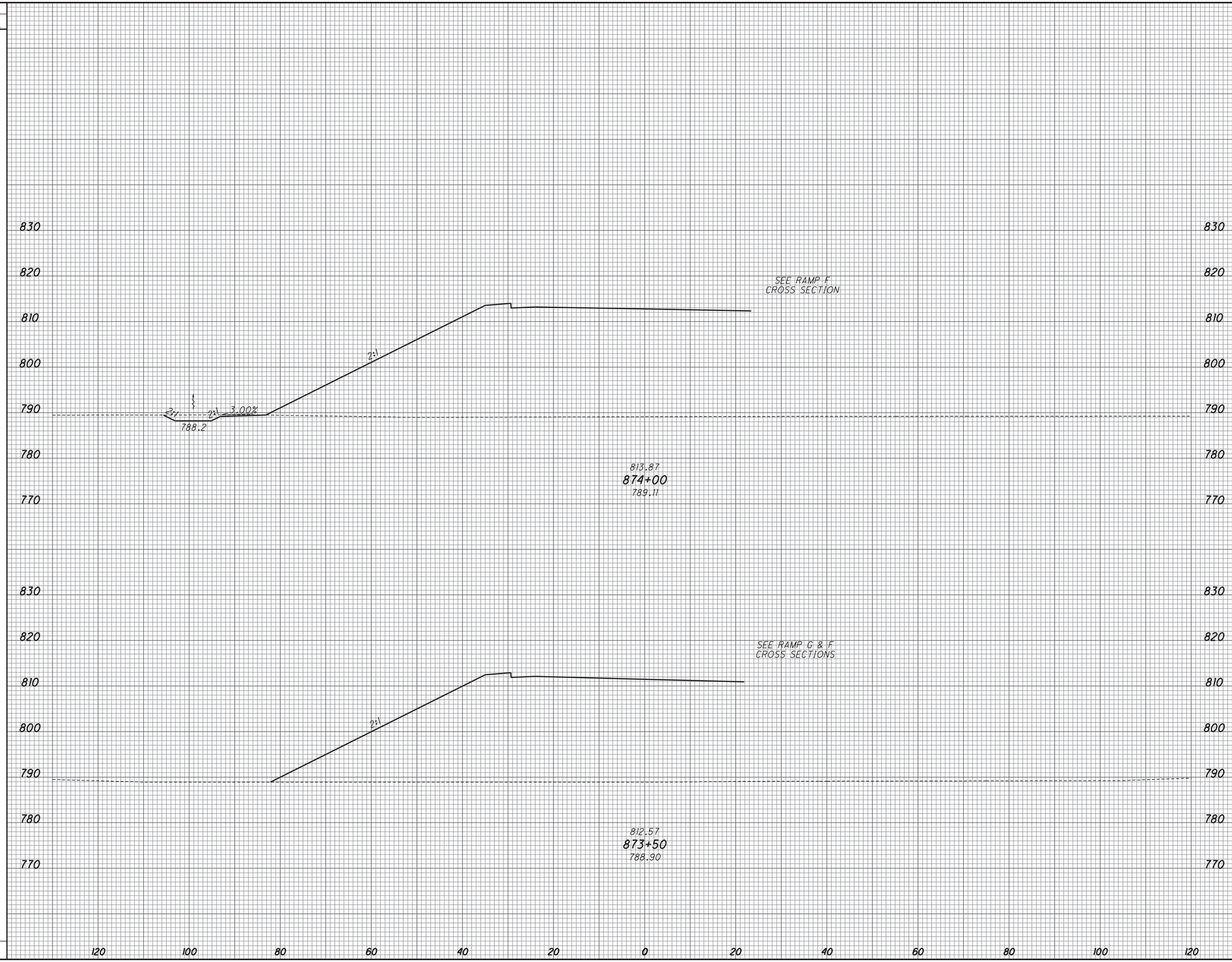
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 873+50 TO STA. 874+00

GRE-35-4.26

629
876

80468xs451.dgn 9/25/2014 9:24:04 AM jeveret1

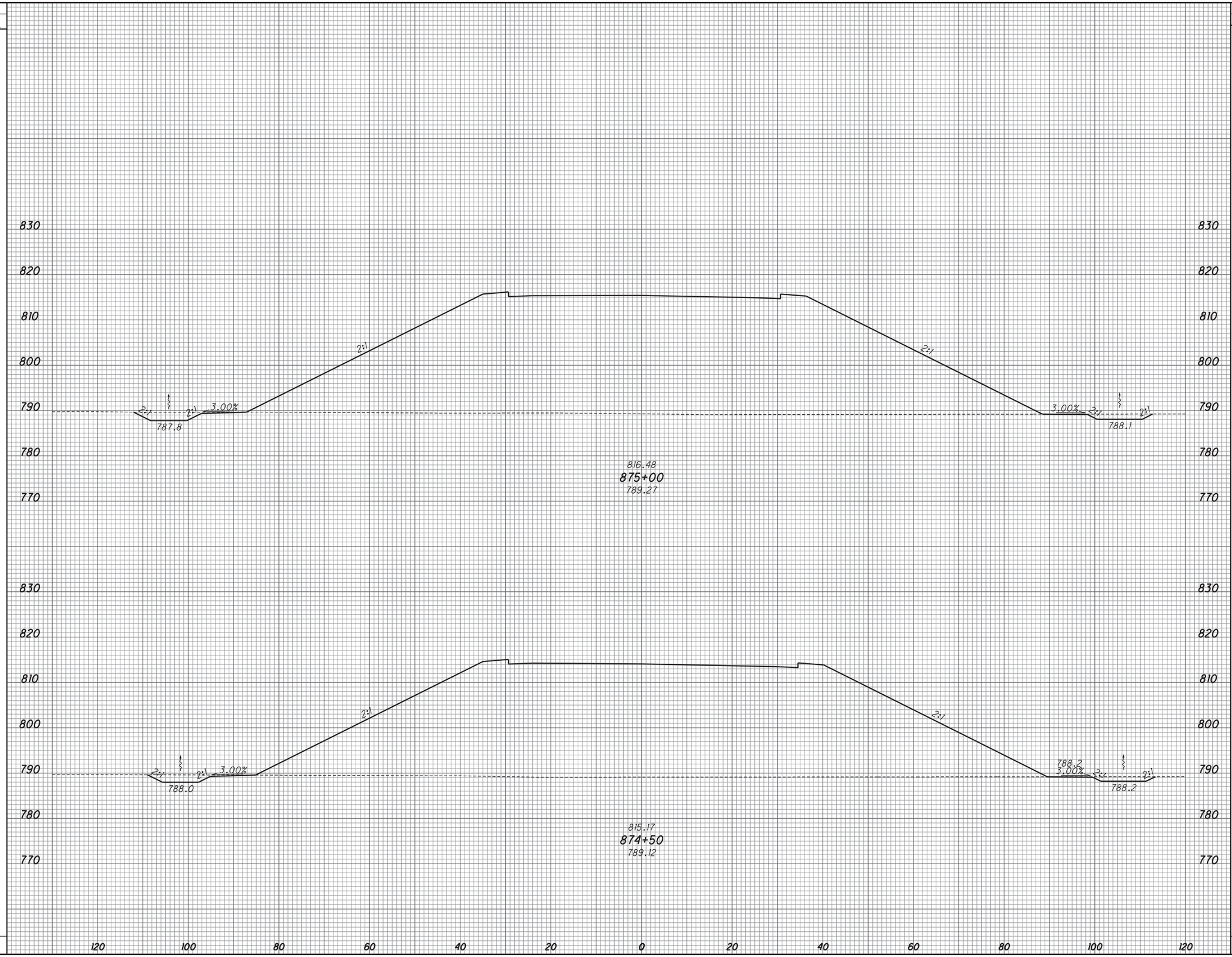
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 874+50 TO STA. 875+00

GRE-35-4.26

630
876

80468xs451.dgn 9/25/2014 9:24:09 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED

CROSS SECTIONS - VALLEY ROAD
STA. 875+50 TO STA. 876+00

GRE-35-4.26

631
876

80468xs451.dgn 9/25/2014 9:24:14 AM jeveret1

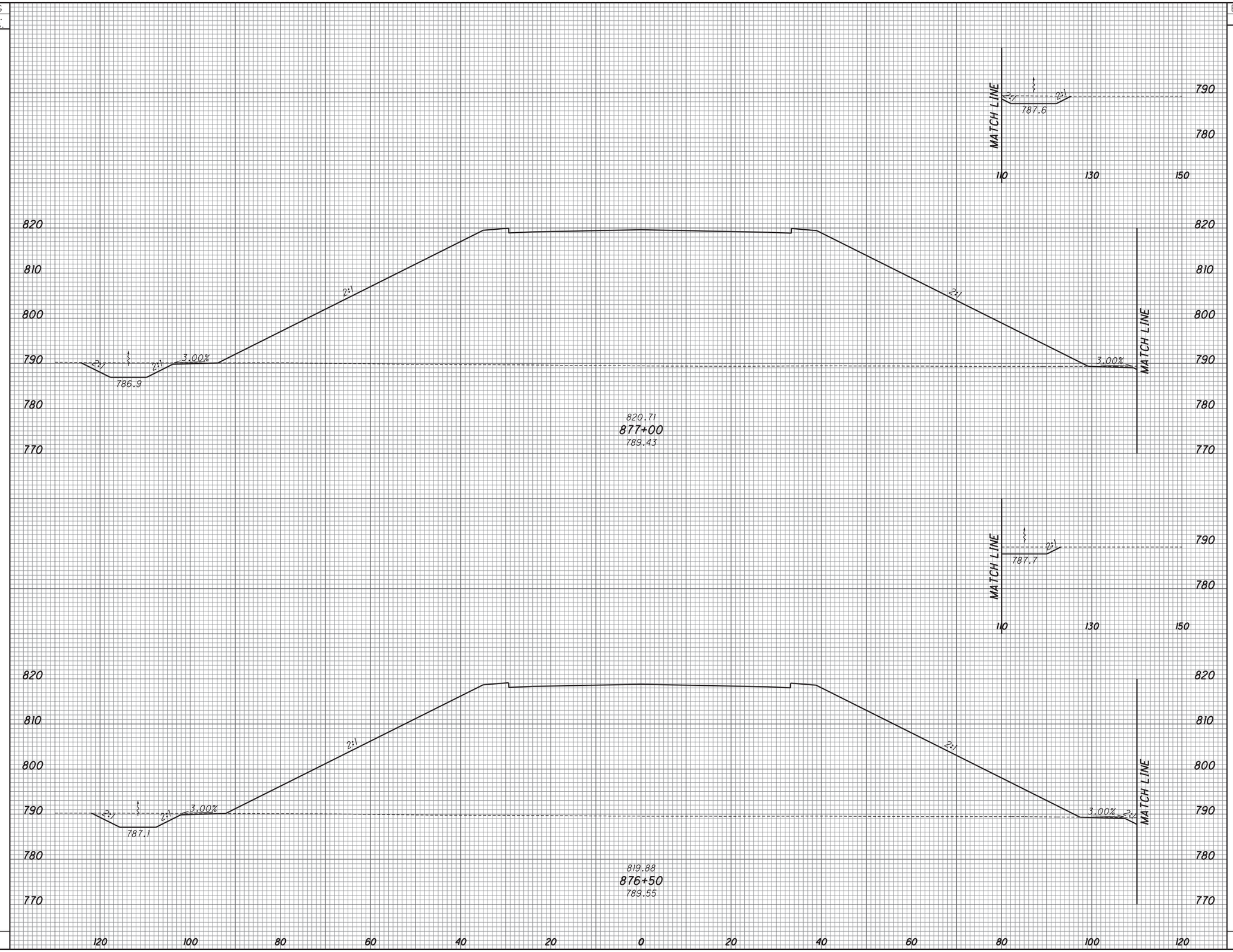
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



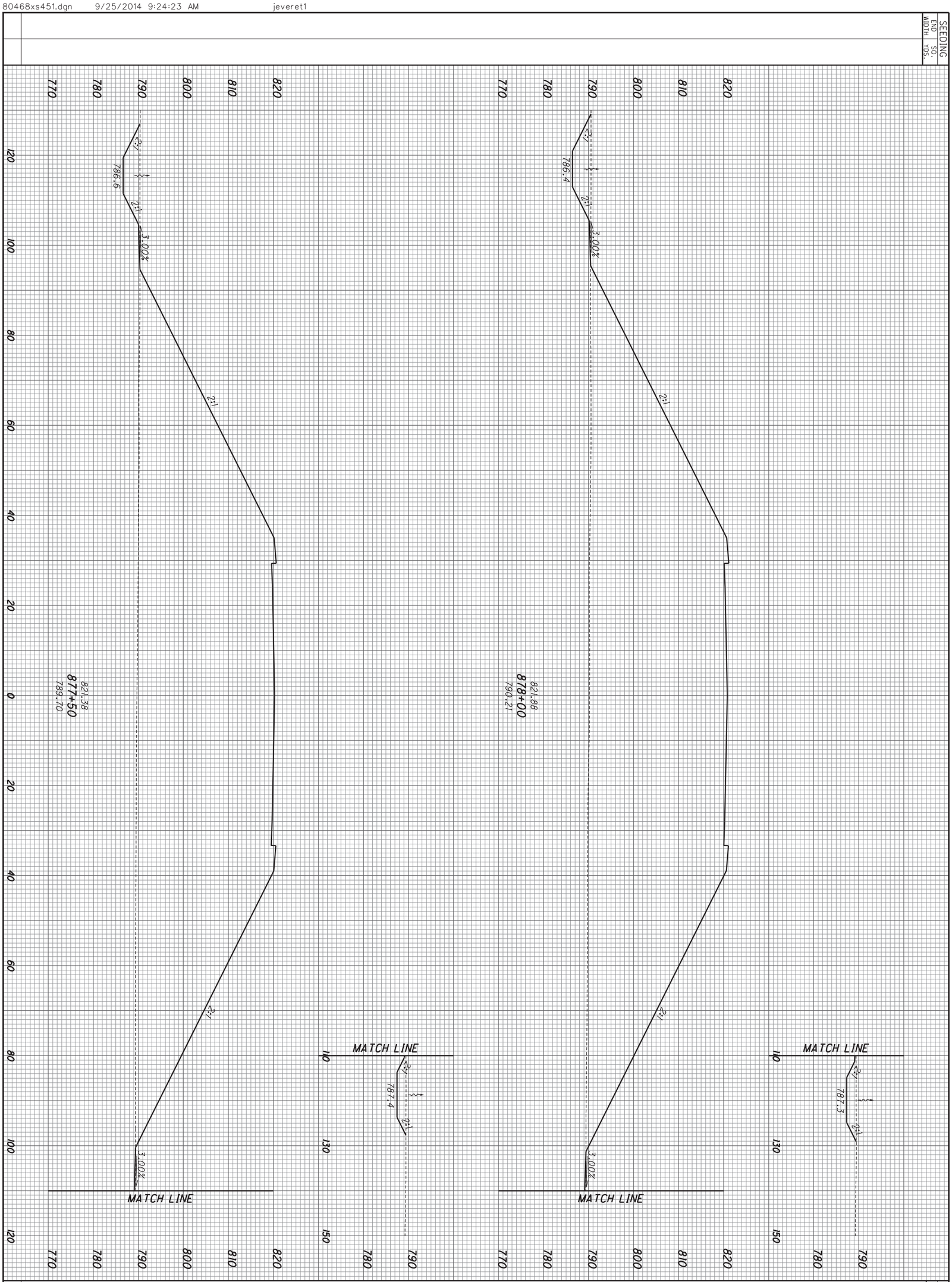
CROSS SECTIONS - VALLEY ROAD
STA. 876+50 TO STA. 877+00

GRE-35-4.26

632
876

80468xs451.dgn 9/25/2014 9:24:18 AM jeveret1

80468xs451.dgn 9/25/2014 9:24:23 AM jeveret1



633
876

GRE-35-4.26

CROSS SECTIONS - VALLEY ROAD
STA. 877+50 TO STA. 878+00

CALCULATED

CHECKED

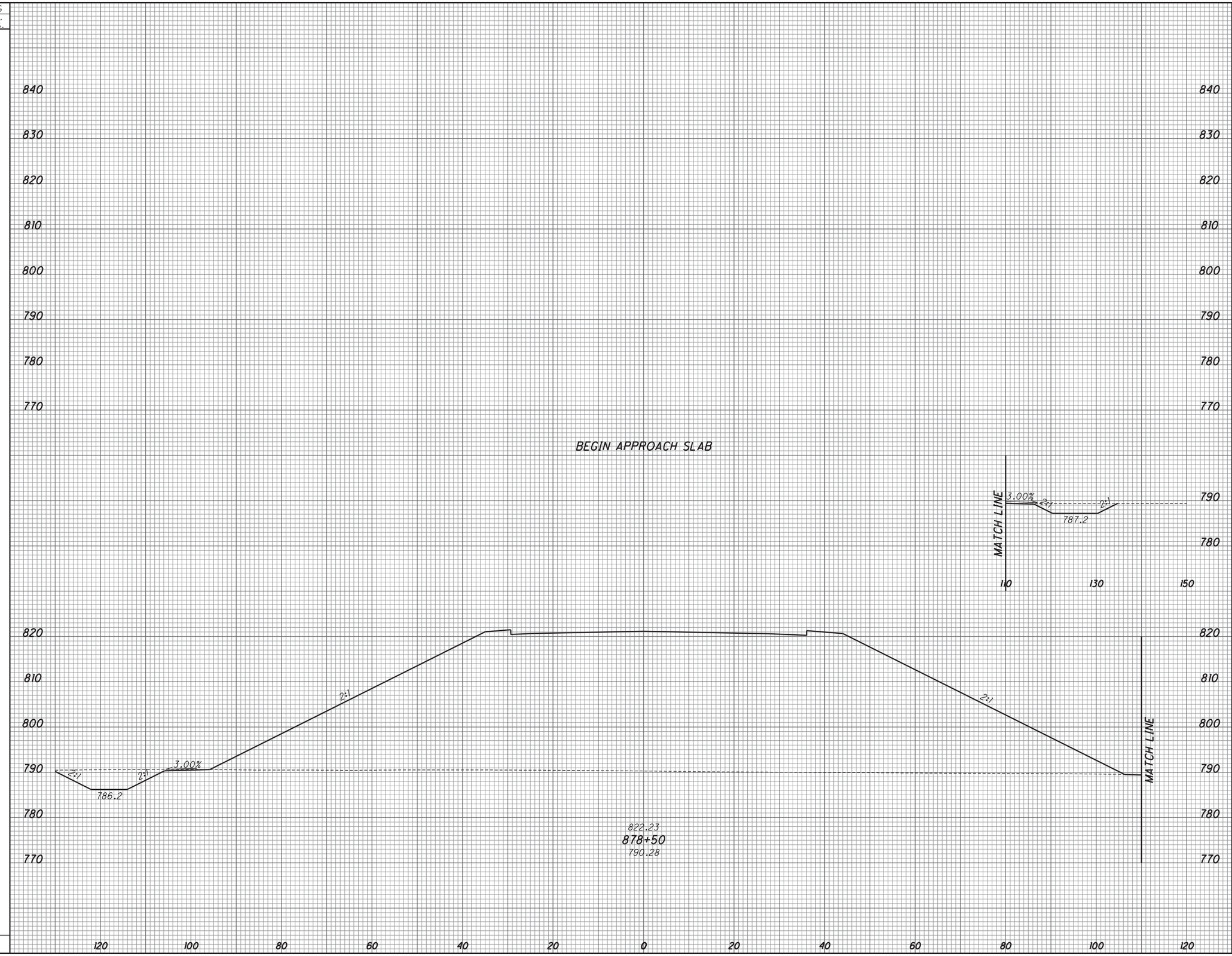
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY ROAD
STA. 878+50 TO STA. 879+00

GRE-35-4.26

80468xs451.dgn 9/25/2014 9:24:28 AM jeveret1

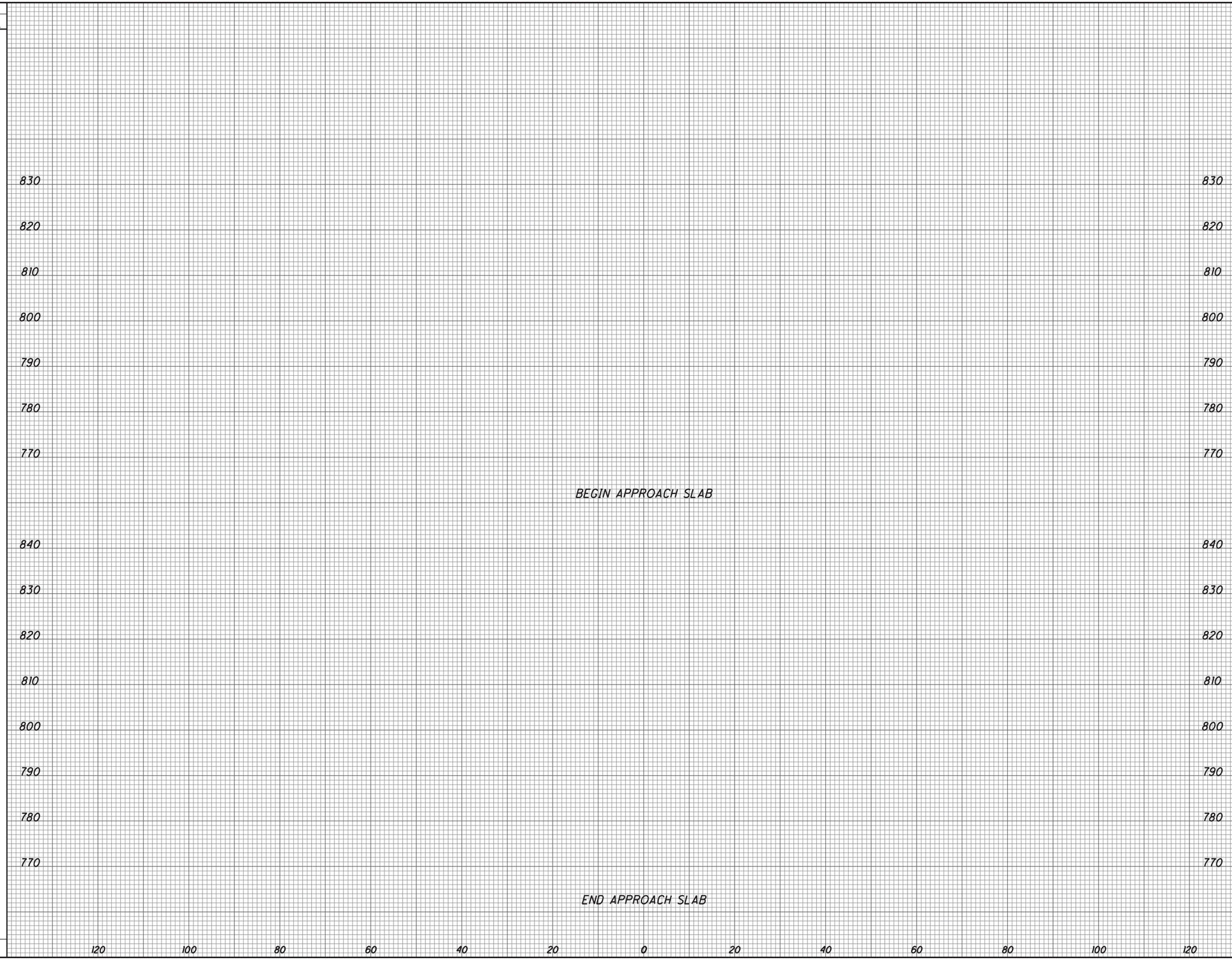
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - VALLEY/TREBEIN ROAD
STA. 879+50 TO STA. 880+50

GRE-35-4.26

635
876

80468xs451.dgn 9/25/2014 9:24:32 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

SEE RAMP E
CROSS SECTION

2:1

3.00%

791.1

820.97
881+50
792.80

END APPROACH SLAB

830
820
810
800
790
780
770

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - TREBEIN ROAD
STA. 881+00 TO STA. 881+50

GRE-35-4.26

636
876

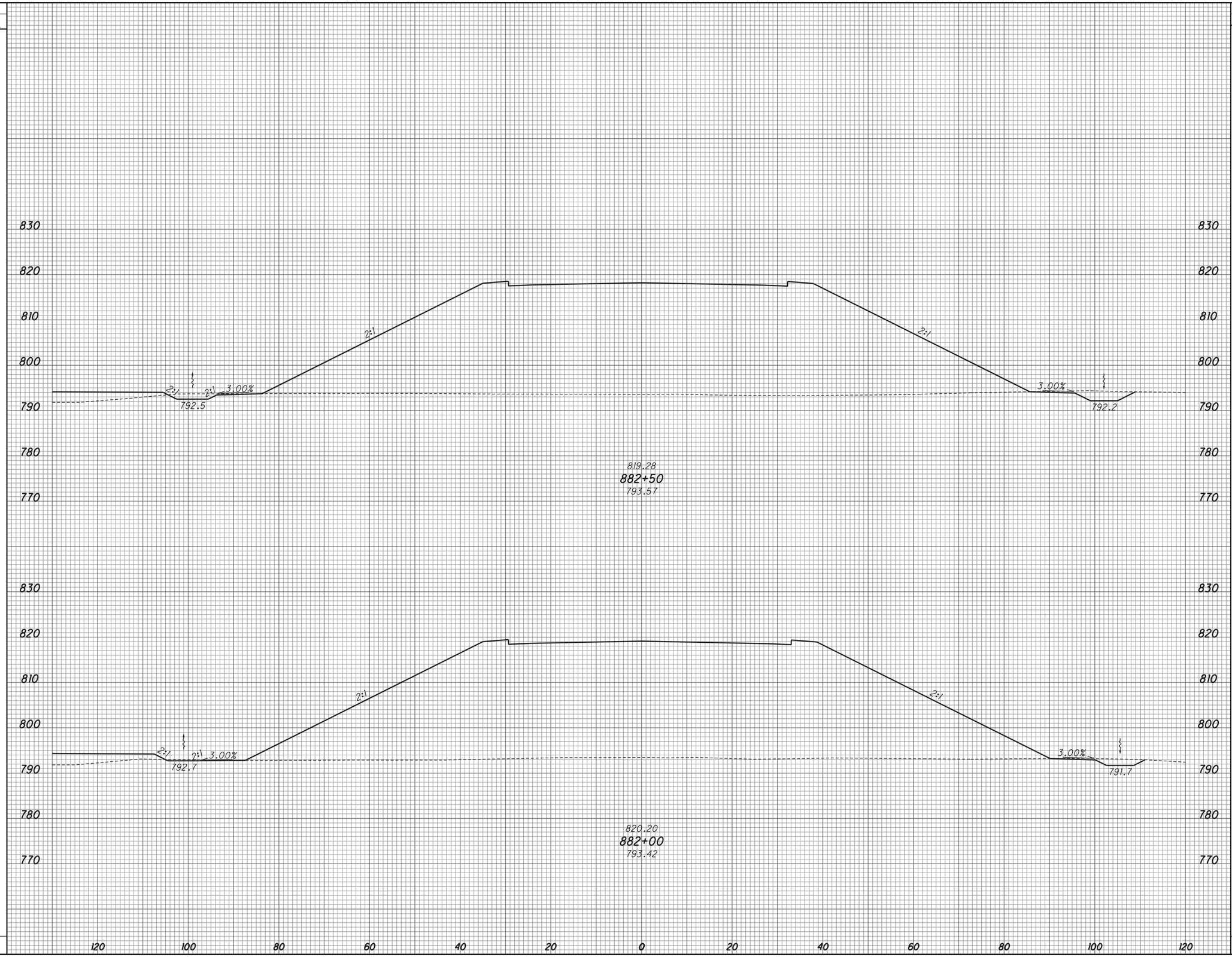
80468xs451.dgn 9/25/2014 9:24:38 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - TREBEIN ROAD
STA. 882+00 TO STA. 882+50

GRE-35-4.26

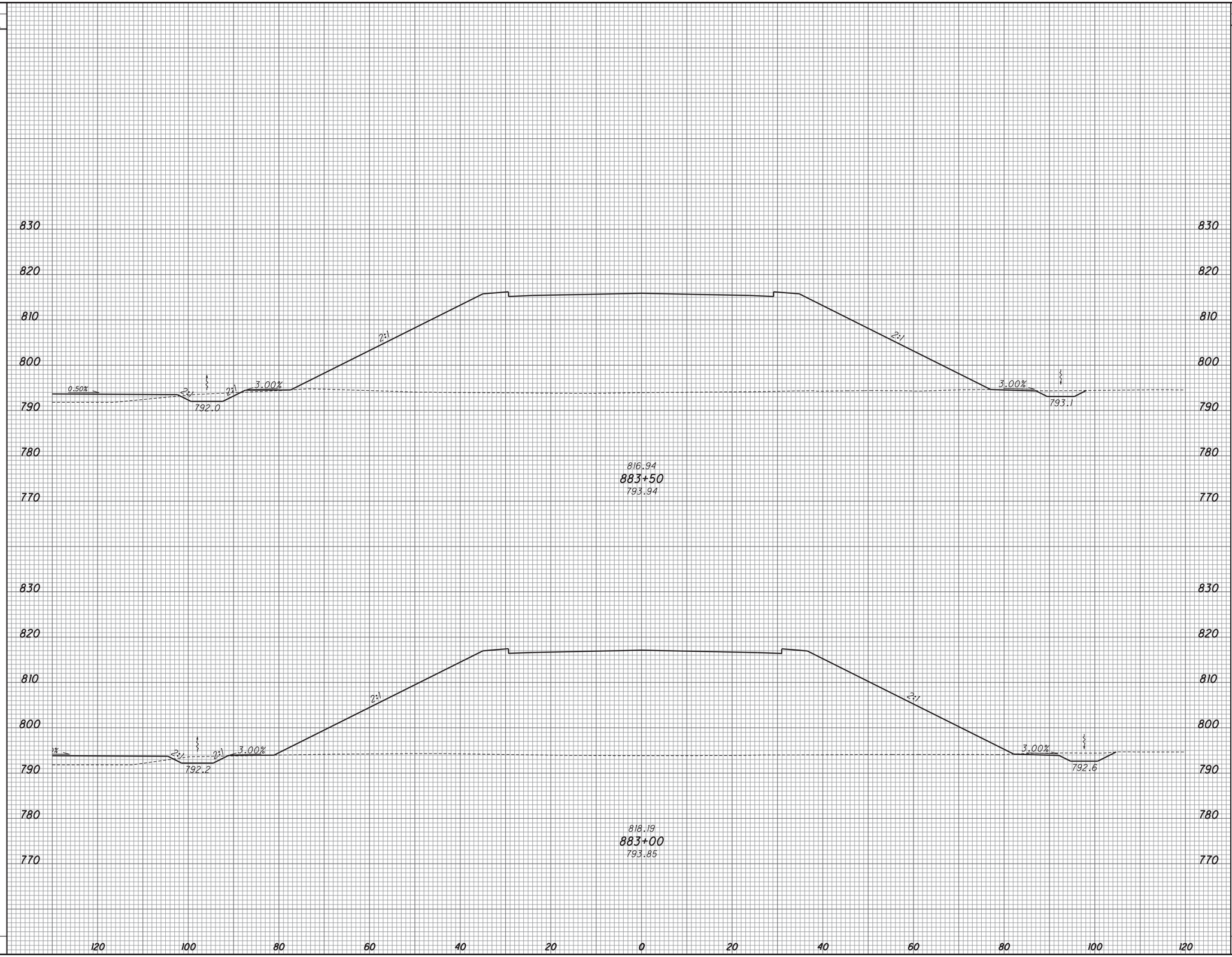
80468xs451.dgn 9/25/2014 9:24:43 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - TREBEIN ROAD
STA. 883+00 TO STA. 883+50

GRE-35-4.26

638
876

80468xs451.dgn 9/25/2014 9:24:47 AM jeveret1

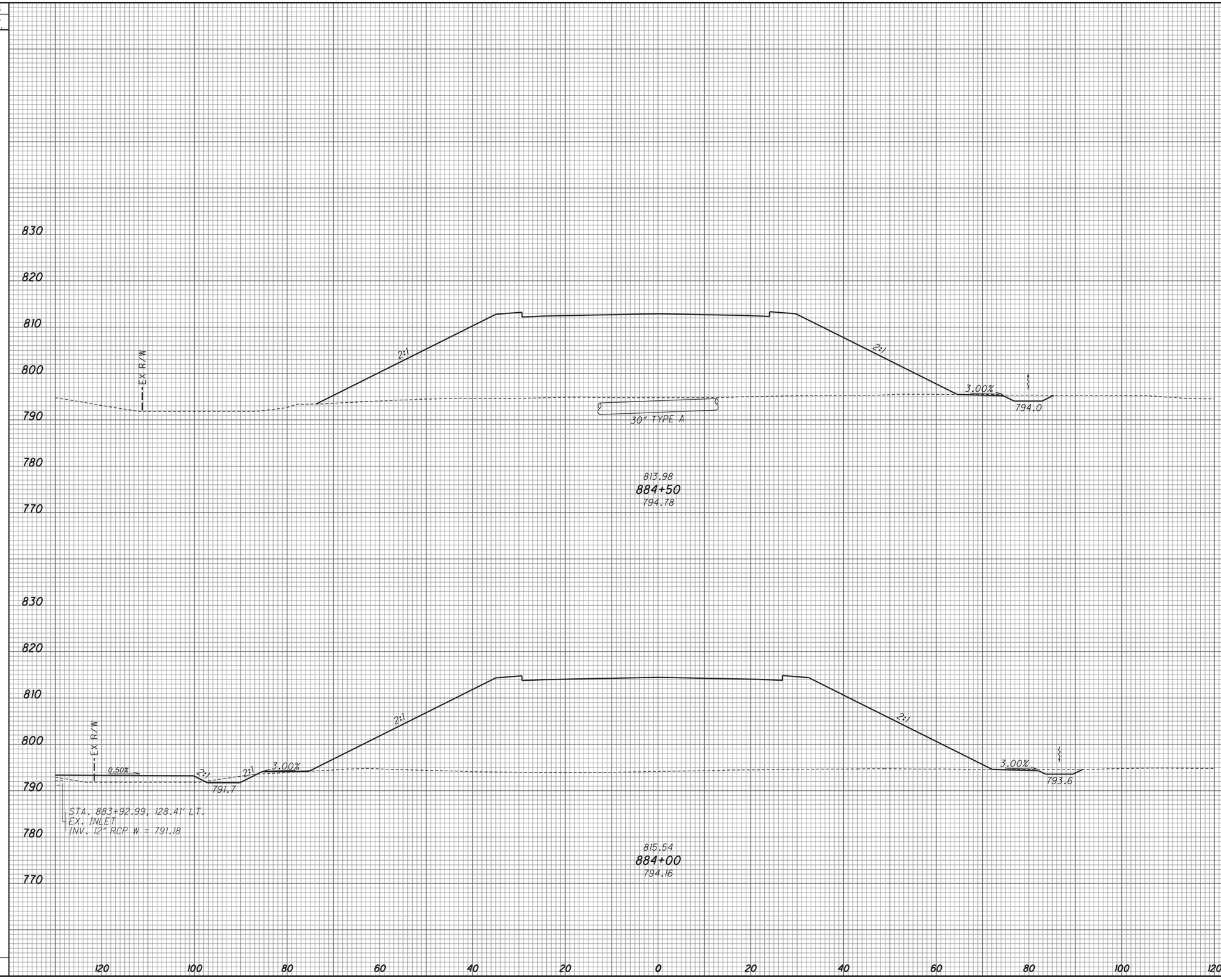
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - TREBEIN ROAD
STA. 884+00 TO STA. 884+50

GRE-35-4.26

639
876

80468xs451.dgn 9/25/2014 9:24:51 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - TREBEIN ROAD
STA. 885+00 TO STA. 885+50

GRE-35-4.26

640
876

80468xs451.dgn 9/25/2014 9:24:57 AM jeveret1

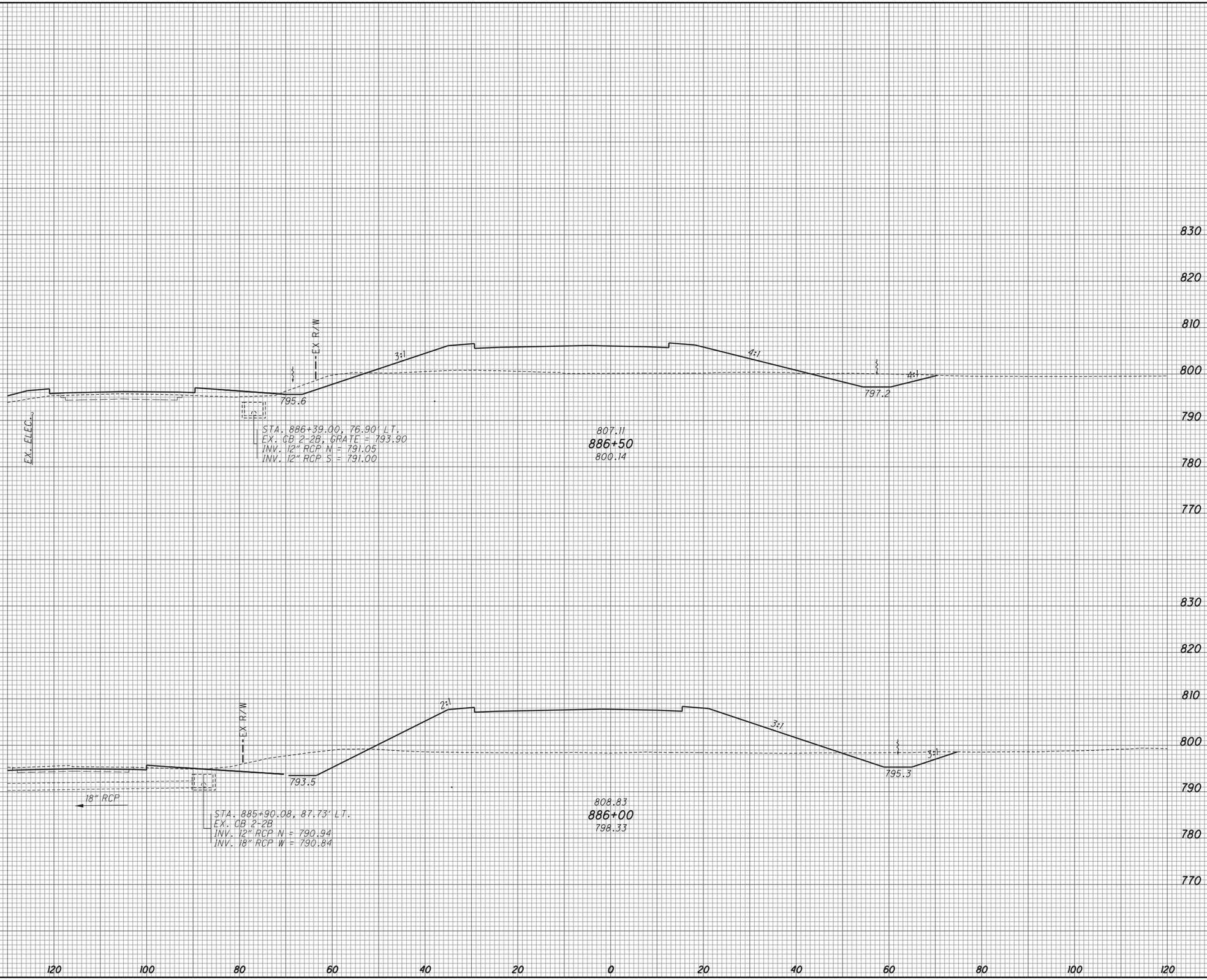
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED



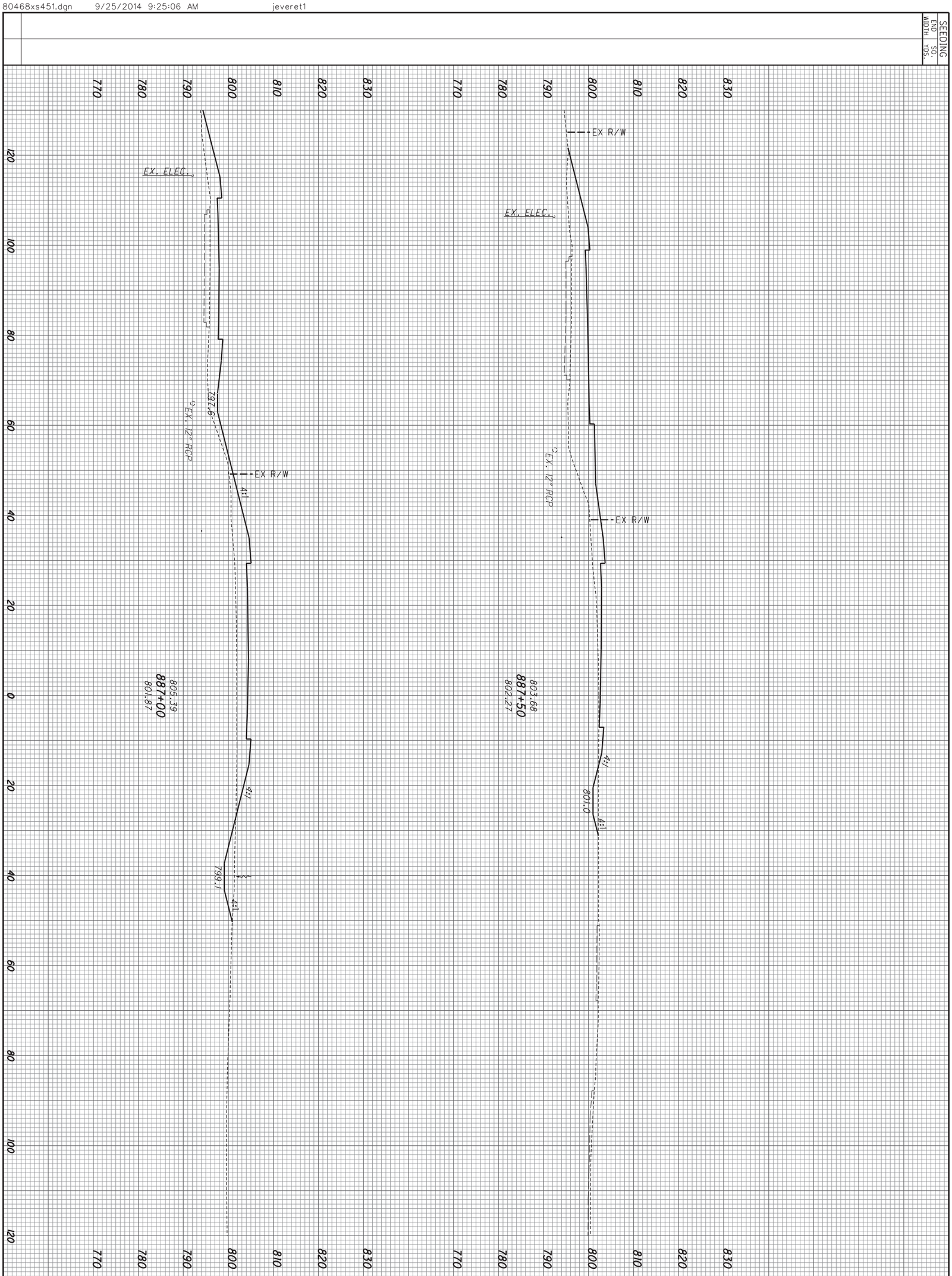
CROSS SECTIONS - TREBEIN ROAD
STA. 886+00 TO STA. 886+50

GRE-35-4.26

641
876

80468xs451.dgn 9/25/2014 9:25:02 AM jeveret1

80468xs451.dgn 9/25/2014 9:25:06 AM jeveret1



642
876

GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 887+00 TO STA. 887+50

CALCULATED

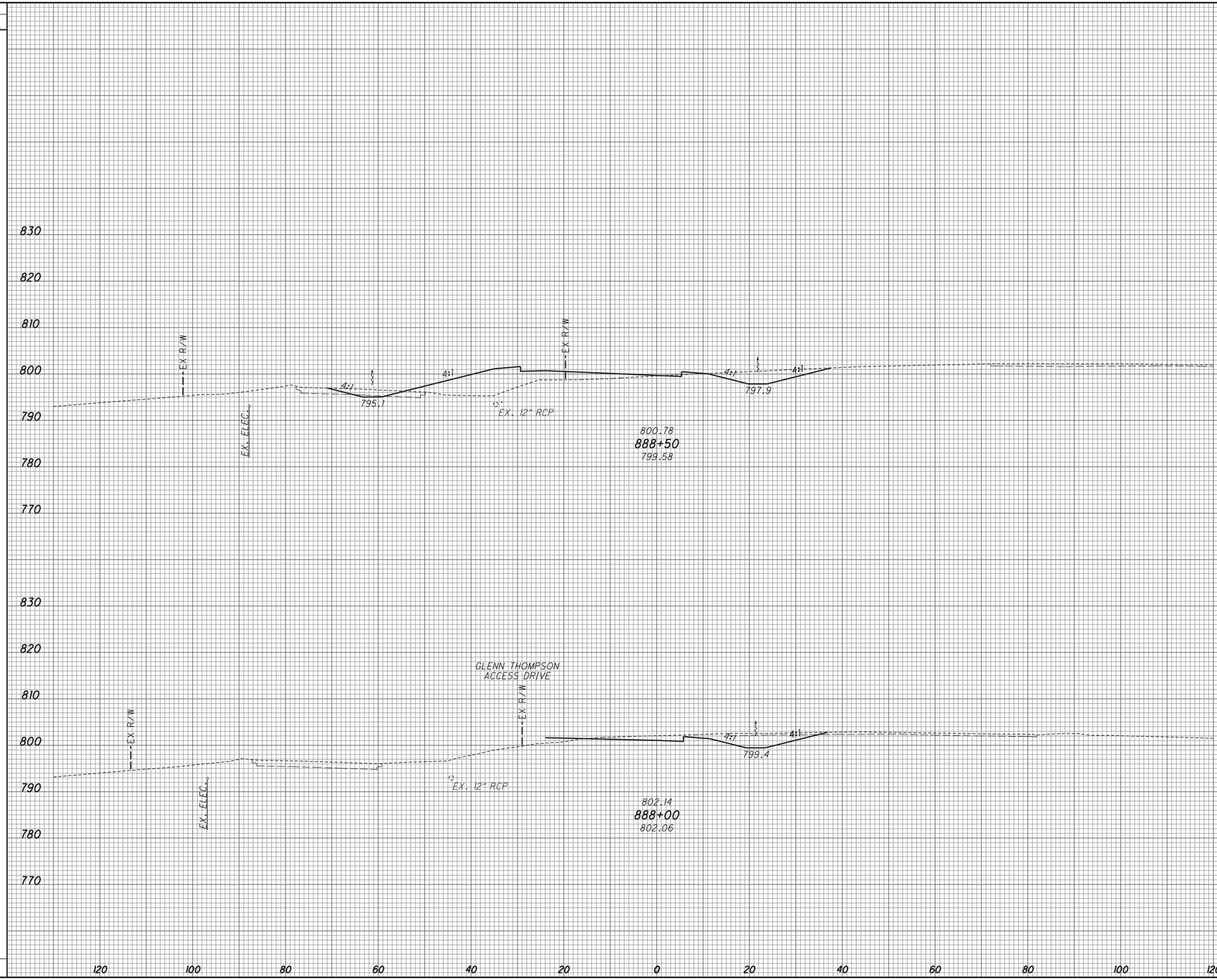
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



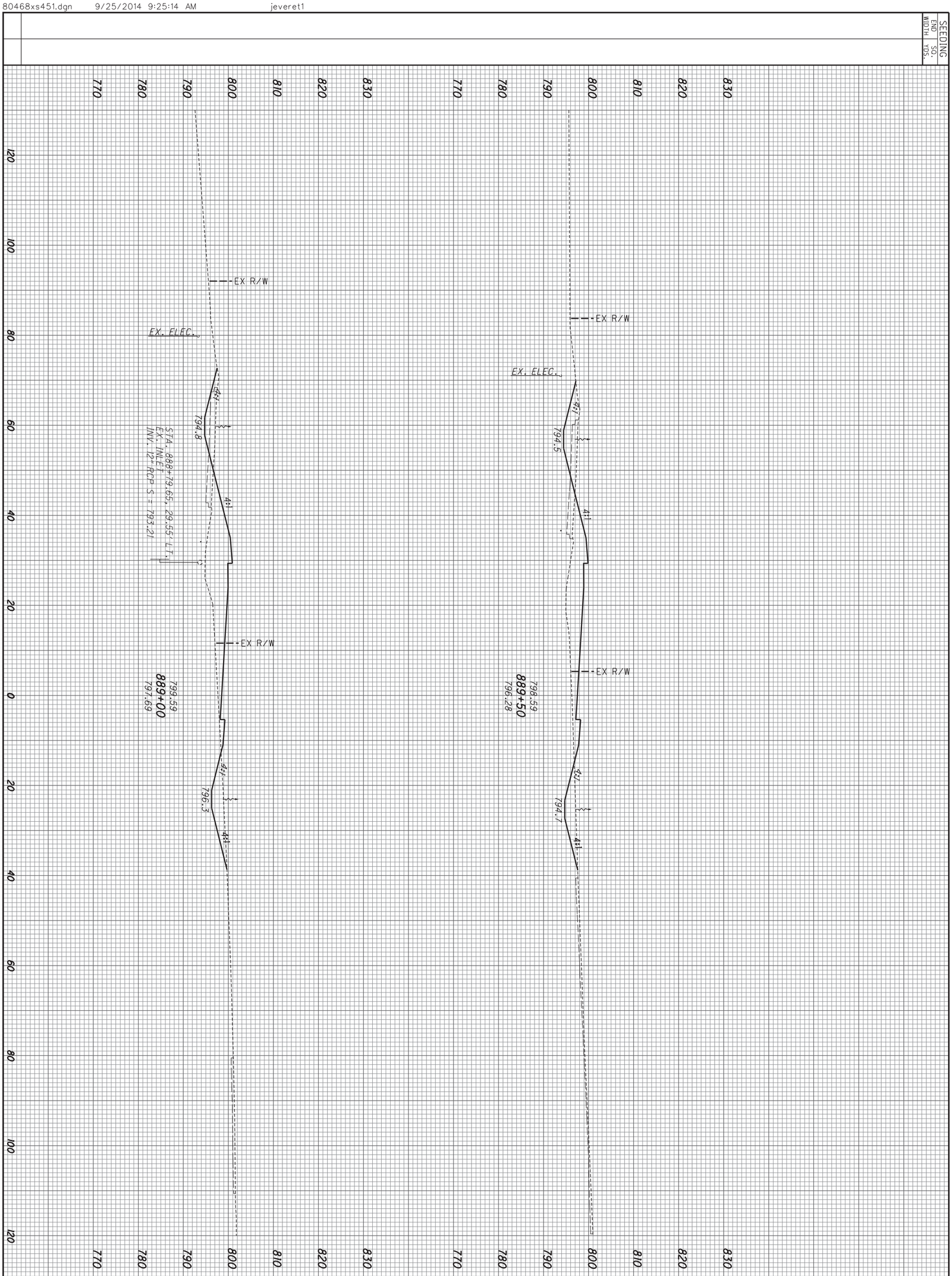
CROSS SECTIONS - TREBEIN ROAD
STA. 888+00 TO STA. 888+50

GRE-35-4.26

643
876

80468xs451.dgn 9/25/2014 9:25:10 AM jeveret1

80468xs451.dgn 9/25/2014 9:25:14 AM jeveret1



644
876

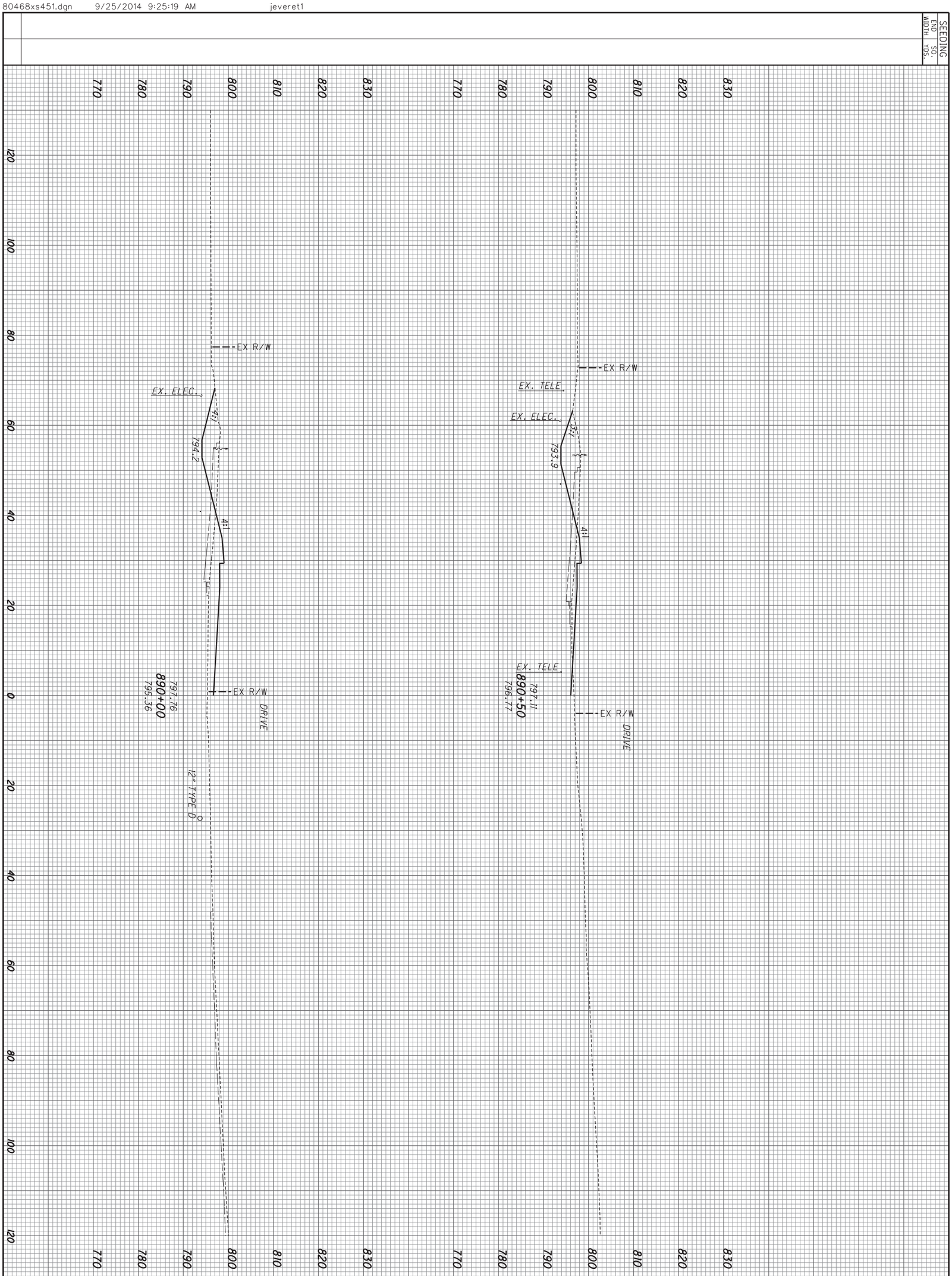
GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 889+00 TO STA. 889+50

CALCULATED

CHECKED

80468xs451.dgn 9/25/2014 9:25:19 AM jeveret1



645
876

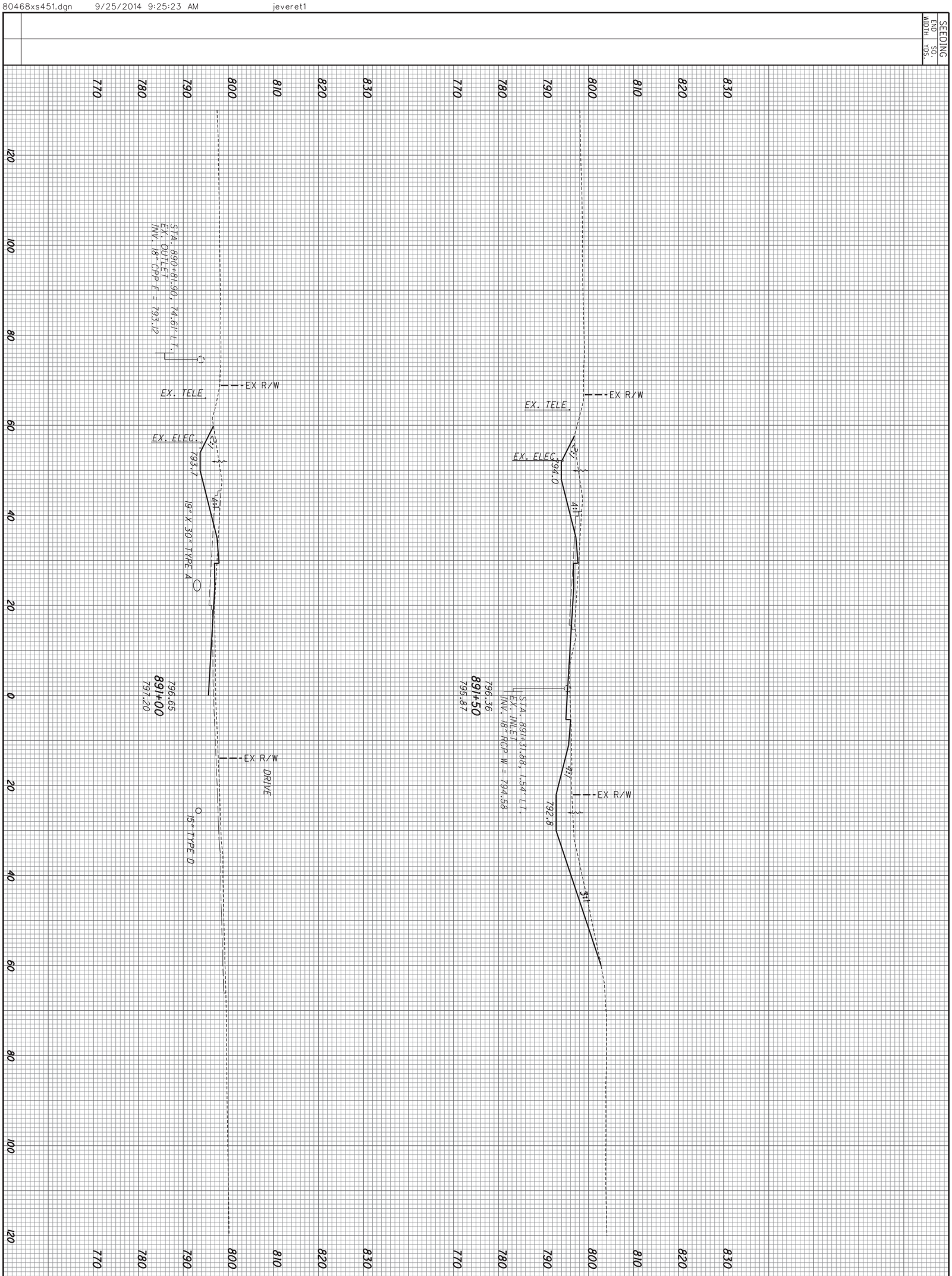
GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 890+00 TO STA. 890+50

CALCULATED

CHECKED

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646
876

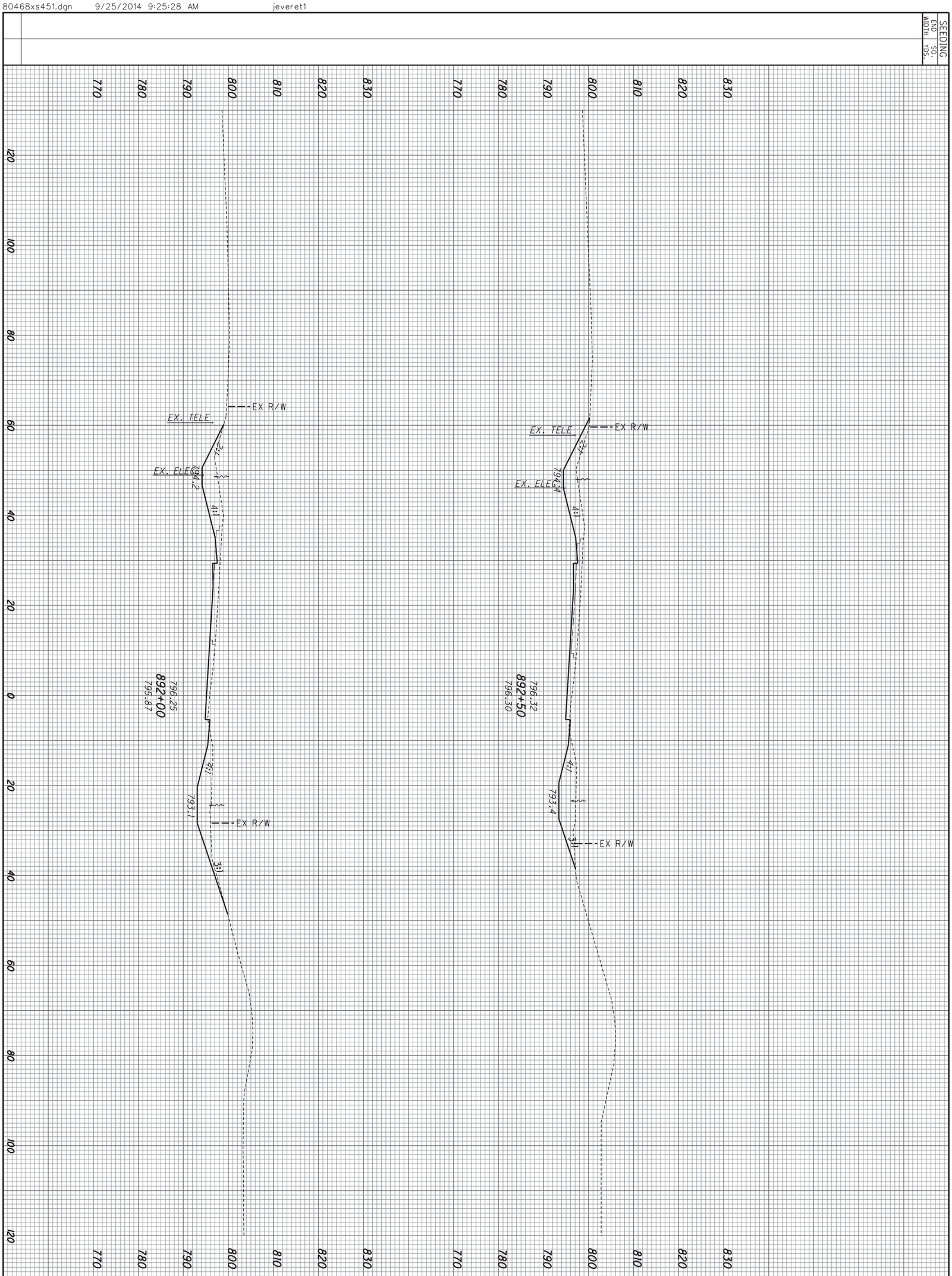
GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 891+00 TO STA. 891+50

CALCULATED

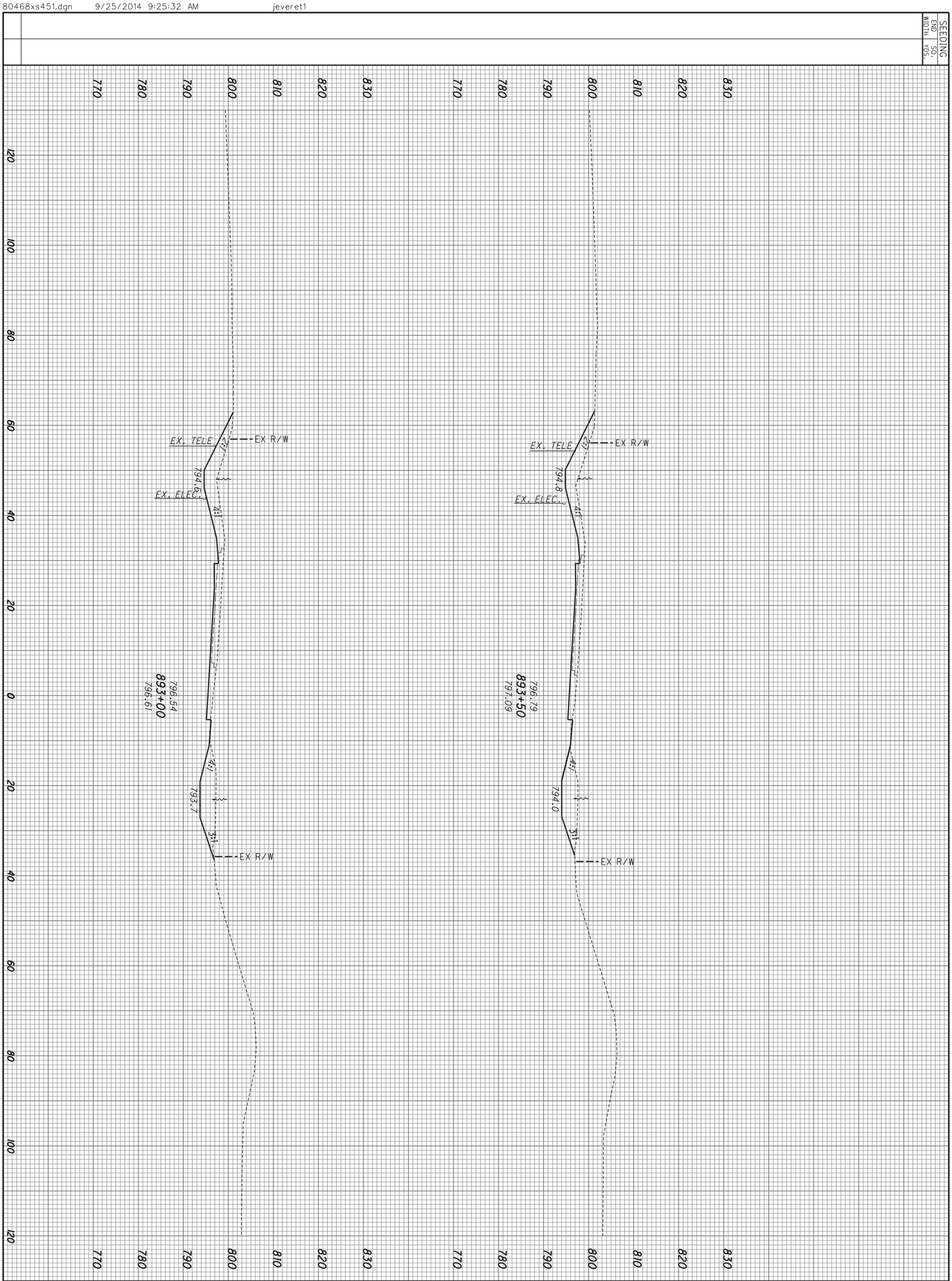
CHECKED

80468xs451.dgn 9/25/2014 9:25:28 AM jeveret1



647 / 876	GRE-35-4.26	CROSS SECTIONS - TREBEIN ROAD STA. 892+00 TO STA. 892+50	CALCULATED CHECKED

80468xs451.dgn 9/25/2014 9:25:32 AM jeveret1



GRE-35-4.26

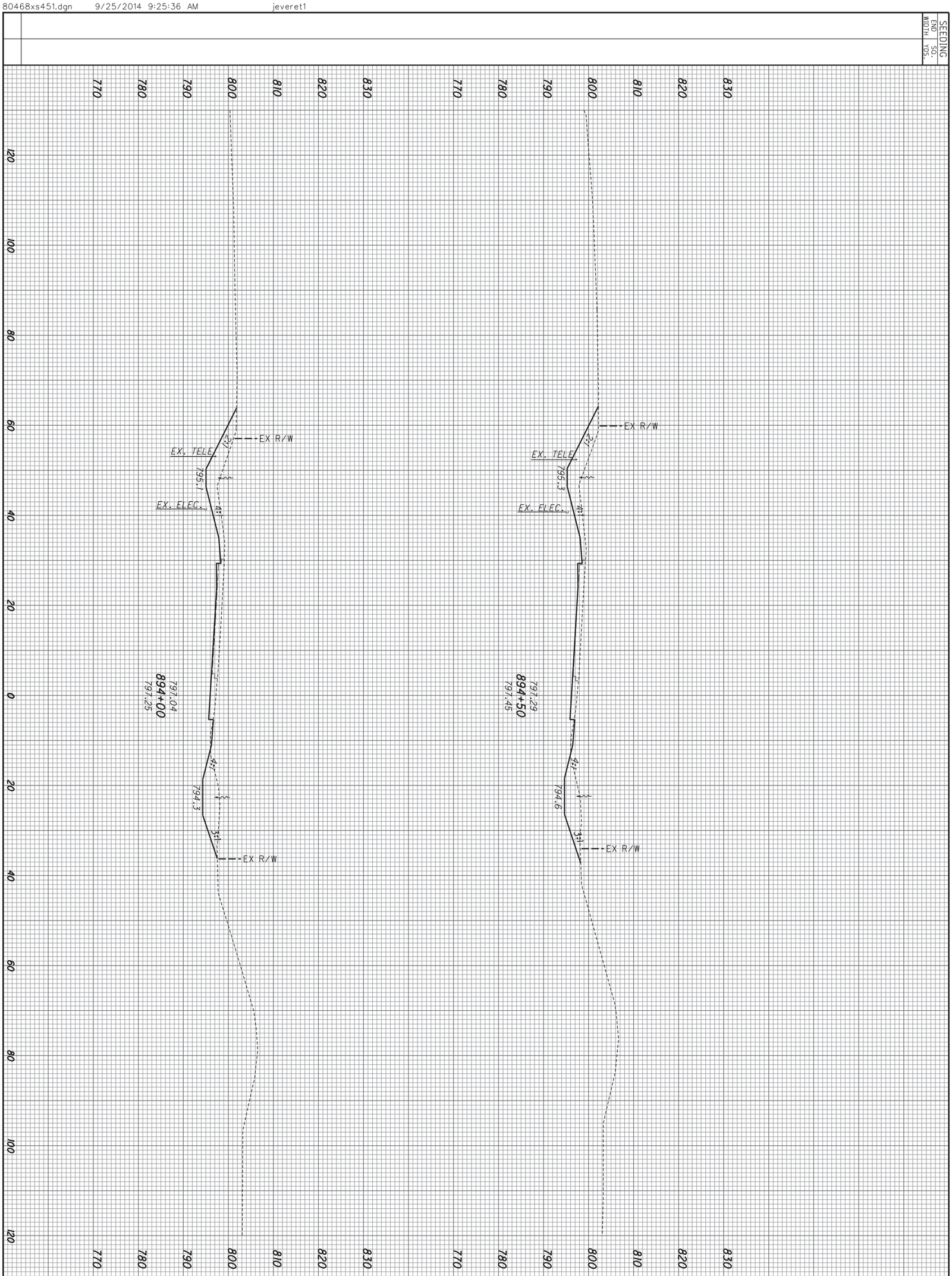
CROSS SECTIONS - TREBEIN ROAD
STA. 893+00 TO STA. 893+50

648
876

CALCULATED

CHECKED

80468xs451.dgn 9/25/2014 9:25:36 AM jeveret1



649
876

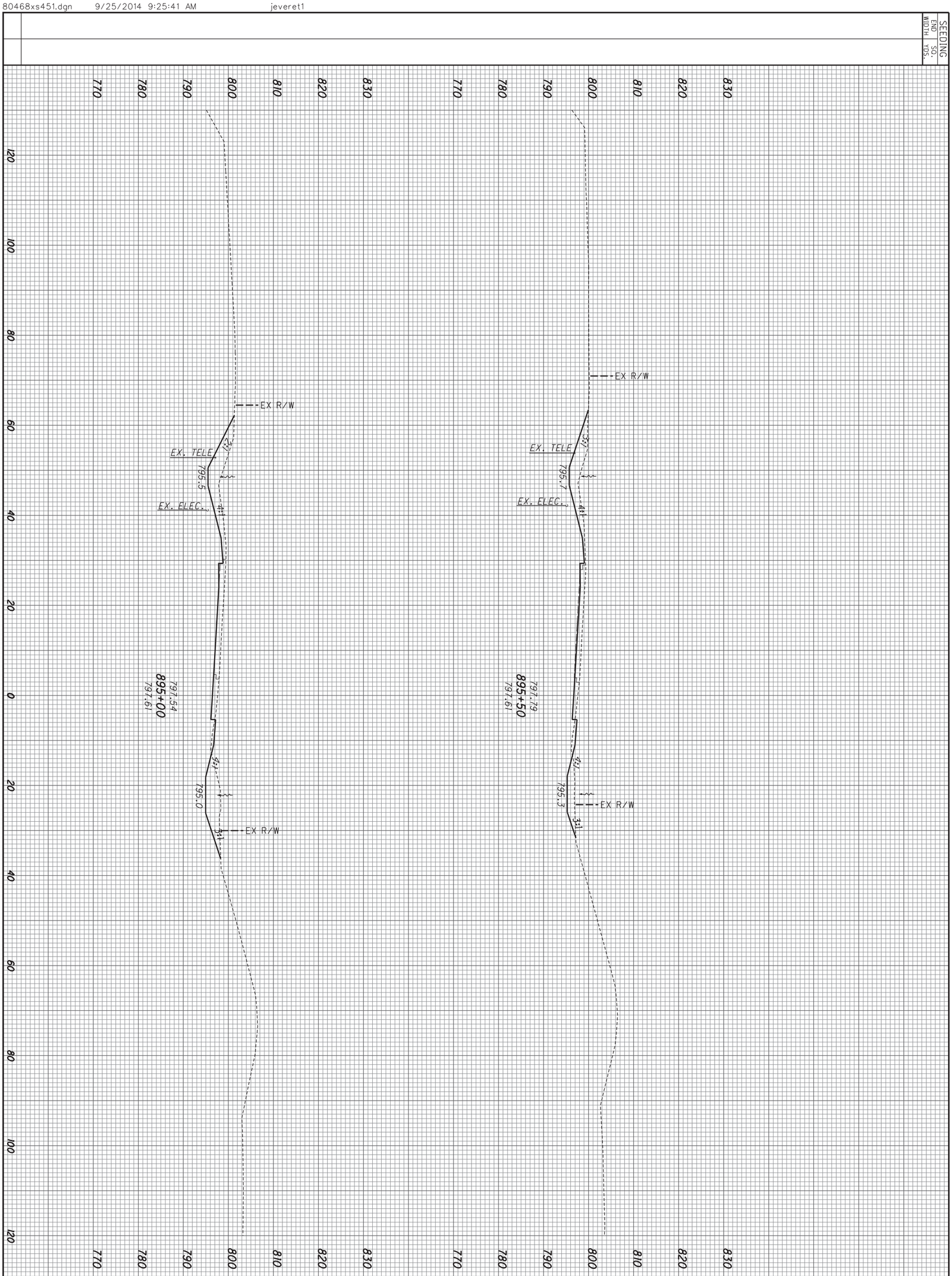
GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 894+00 TO STA. 894+50

CALCULATED

CHECKED

80468xs451.dgn 9/25/2014 9:25:41 AM jeveret1



650
876

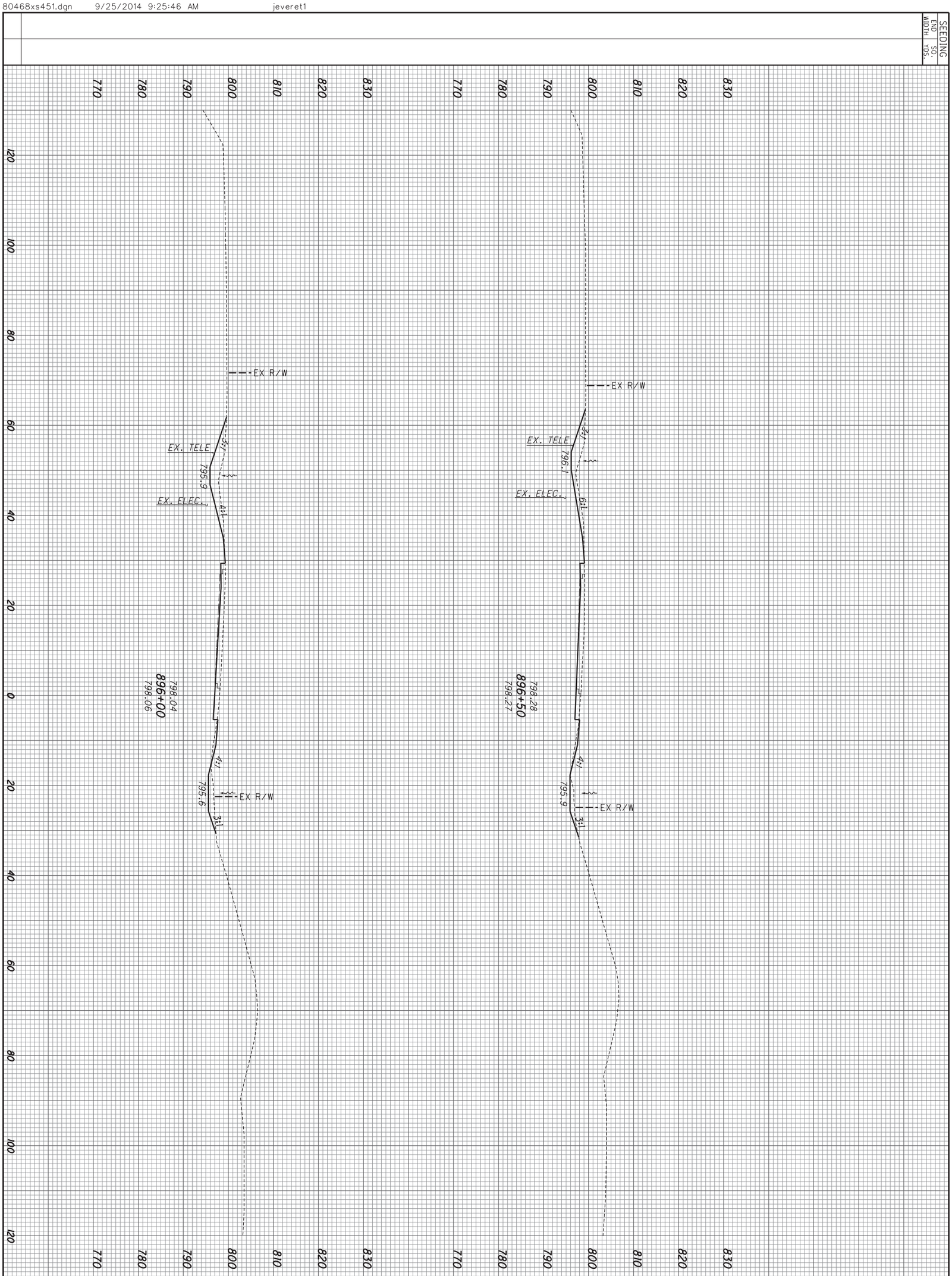
GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 895+00 TO STA. 895+50

CALCULATED

CHECKED

80468xs451.dgn 9/25/2014 9:25:46 AM jeveret1



651
876

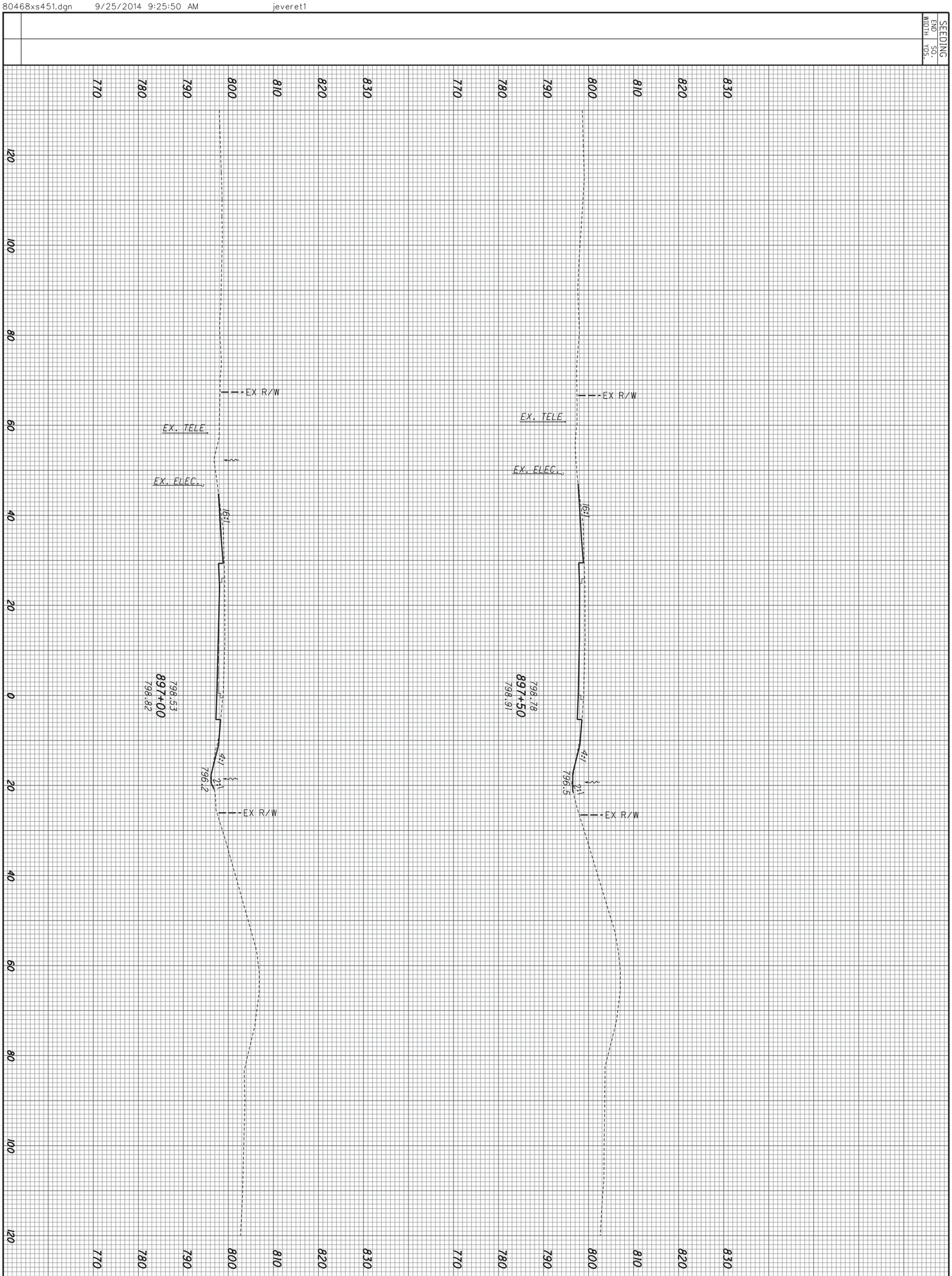
GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 896+00 TO STA. 896+50

CALCULATED

CHECKED

80468xs451.dgn 9/25/2014 9:25:50 AM jeveret1



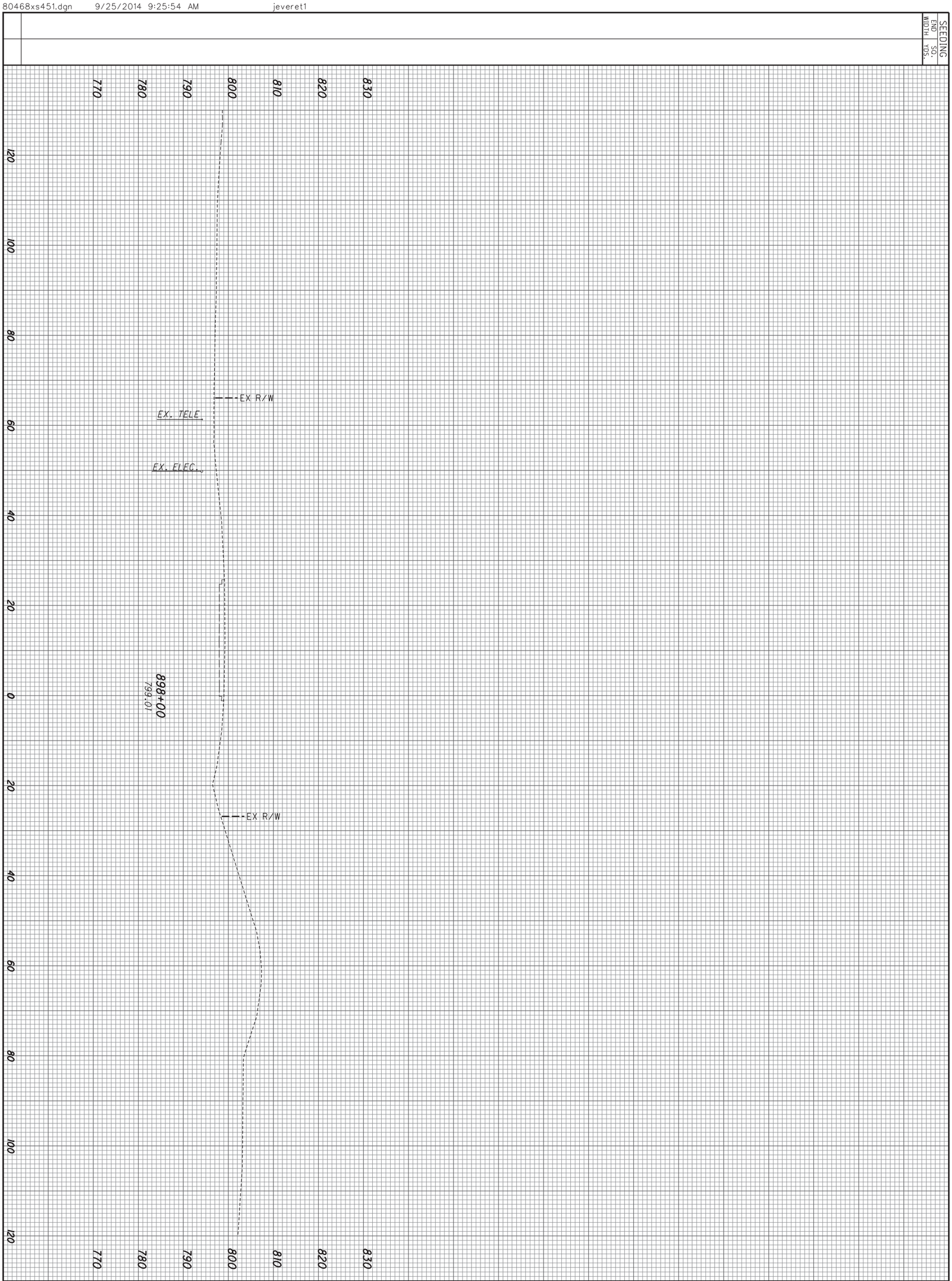
652
876

GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 897+00 TO STA. 897+50

CALCULATED
CHECKED

80468xs451.dgn 9/25/2014 9:25:54 AM jeveret1



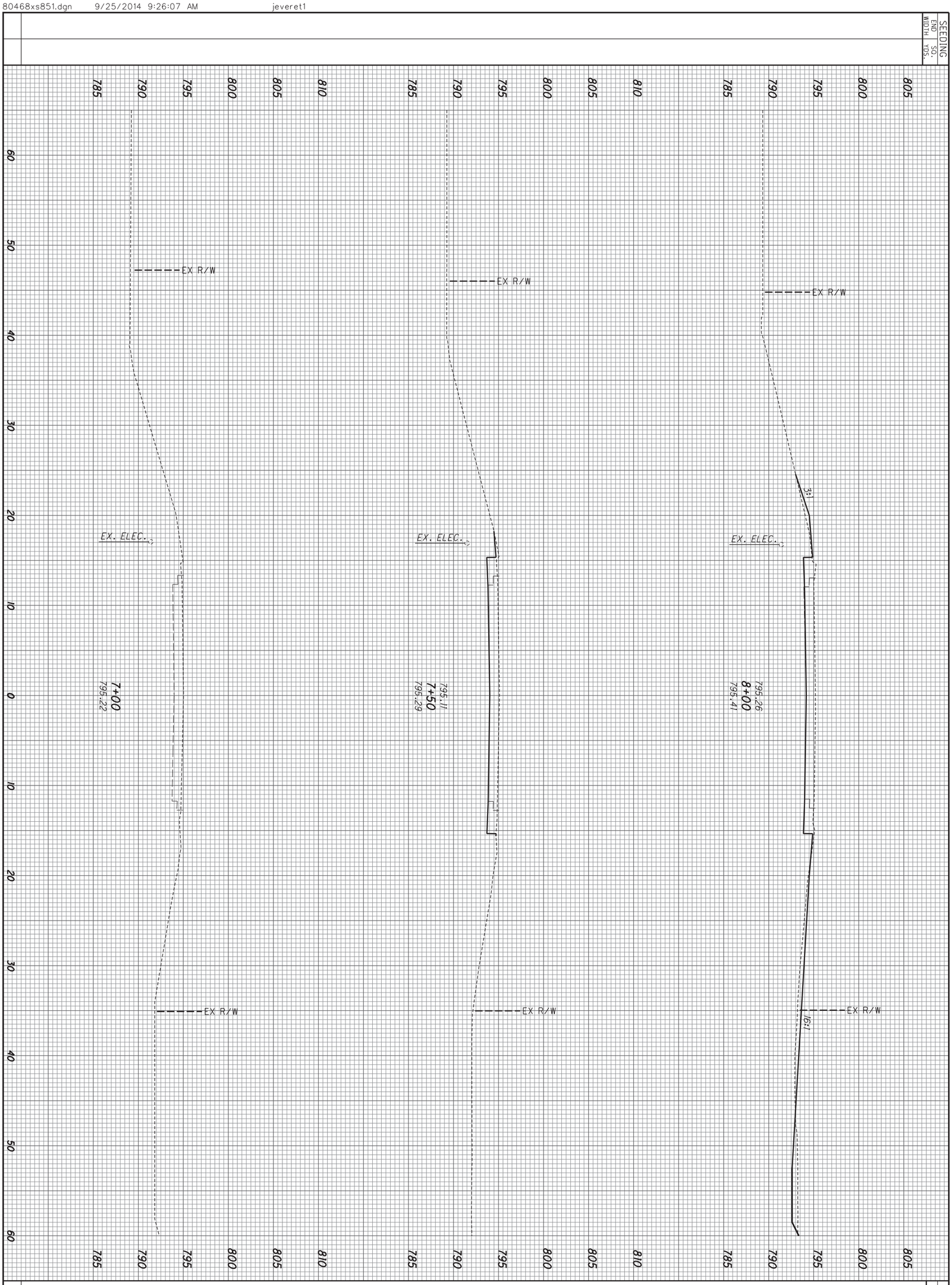
653
876

GRE-35-4.26

CROSS SECTIONS - TREBEIN ROAD
STA. 898+00

CALCULATED

CHECKED



654
876

GRE-35-4.26

CROSS SECTIONS - GLENN THOMPSON ACCESS DRIVE
STA. 7+00 TO STA. 8+00

CALCULATED

CHECKED



655
876

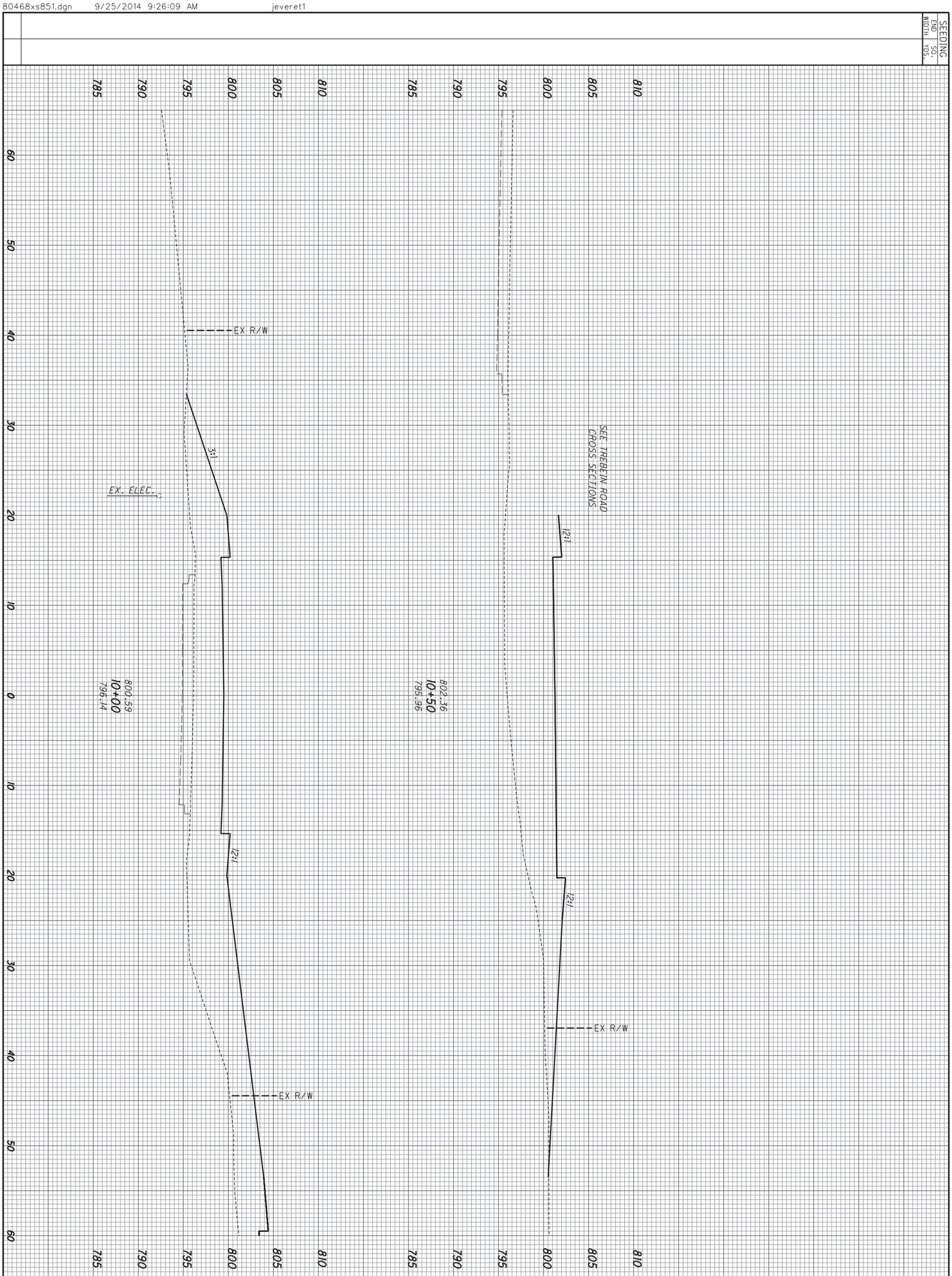
GRE-35-4.26

CROSS SECTIONS - GLENN THOMPSON ACCESS DRIVE
STA. 8+50 TO STA. 9+50

CALCULATED

CHECKED

80468xs851.dgn 9/25/2014 9:26:09 AM jeveret1



END AREA CUT FILL VOLUME CUT FILL

656
876

GRE-35-4.26

CROSS SECTIONS - GLENN THOMPSON ACCESS DRIVE
STA. 10+00 TO STA. 10+50

CALCULATED

CHECKED

80468xs801.dgn 9/25/2014 9:26:22 AM jeveret1



657
876

GRE-35-4.26

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 76+00 TO STA. 77+00

CALCULATED

CHECKED

80468xs801.dgn 9/25/2014 9:26:24 AM jeveret1



GRE-35-4.26

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 77+50 TO STA. 78+00

CALCULATED

CHECKED

658
876

80468xs801.dgn 9/25/2014 9:26:25 AM jeveret1



659
876

GRE-35-4.26

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 78+50 TO STA. 79+00

CALCULATED

CHECKED

80468xs801.dgn 9/25/2014 9:26:27 AM jeveret1



660
876

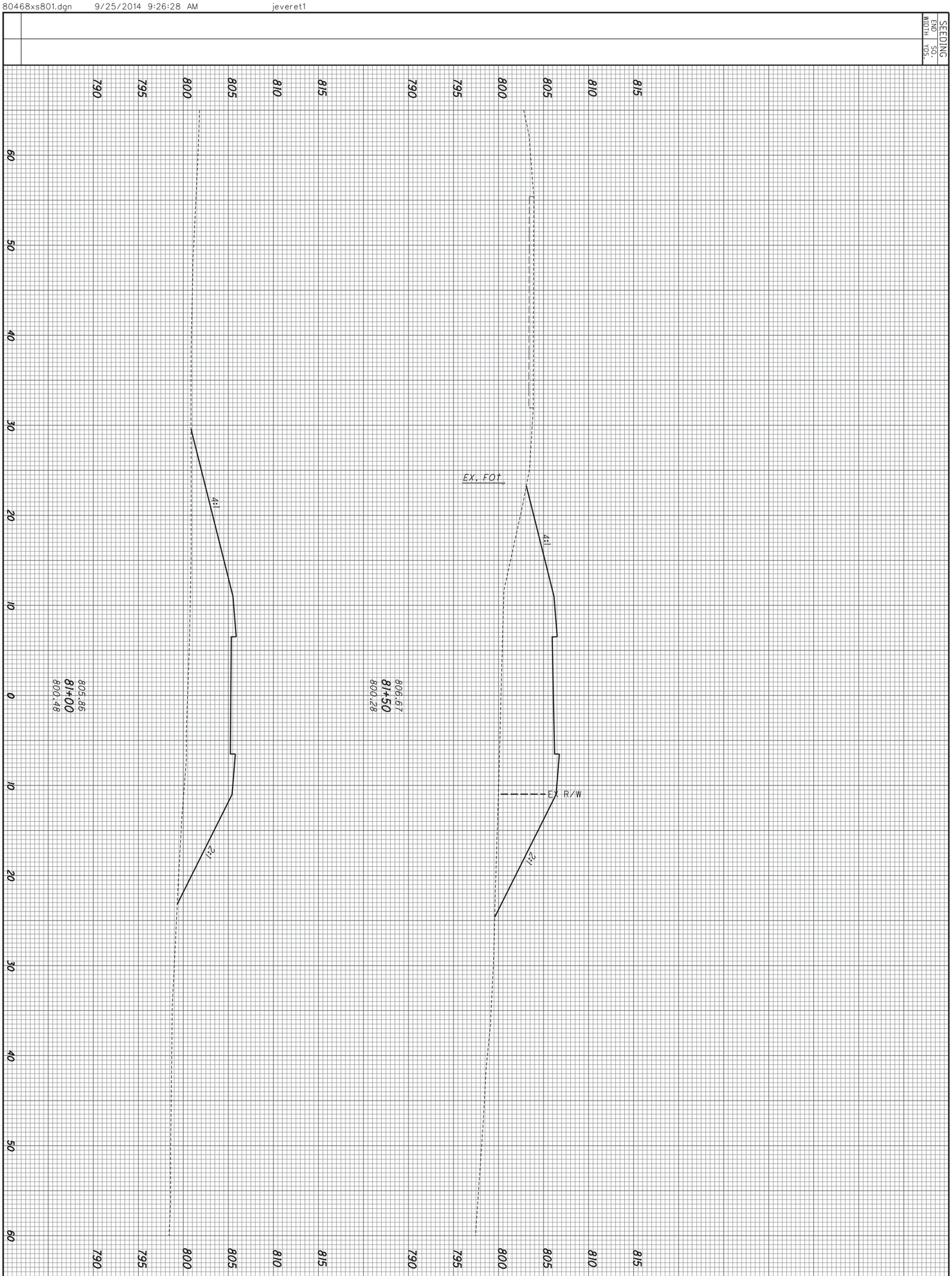
GRE-35-4.26

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 79+50 TO STA. 80+50

CALCULATED

CHECKED

80468xs801.dgn 9/25/2014 9:26:28 AM jeveret1



661
876

GRE-35-4.26

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 81+00 TO STA. 81+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

815
810
805
800
795
790
785

END APPROACH SLAB

815
810
805
800
795
790
785

BEGIN APPROACH SLAB

815
810
805
800
795
790
785

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 82+00 TO STA. 82+50

GRE-35-4.26

662
876

80468xs801.dgn 9/25/2014 9:26:30 AM jeveret1

SEEDING		END AREA		VOLUME		
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL	CALCULATED / CHECKED

815
810
805
800
795
790
785

END APPROACH SLAB

815
810
805
800
795
790

BEGIN APPROACH SLAB

60 50 40 30 20 10 0 10 20 30 40 50 60

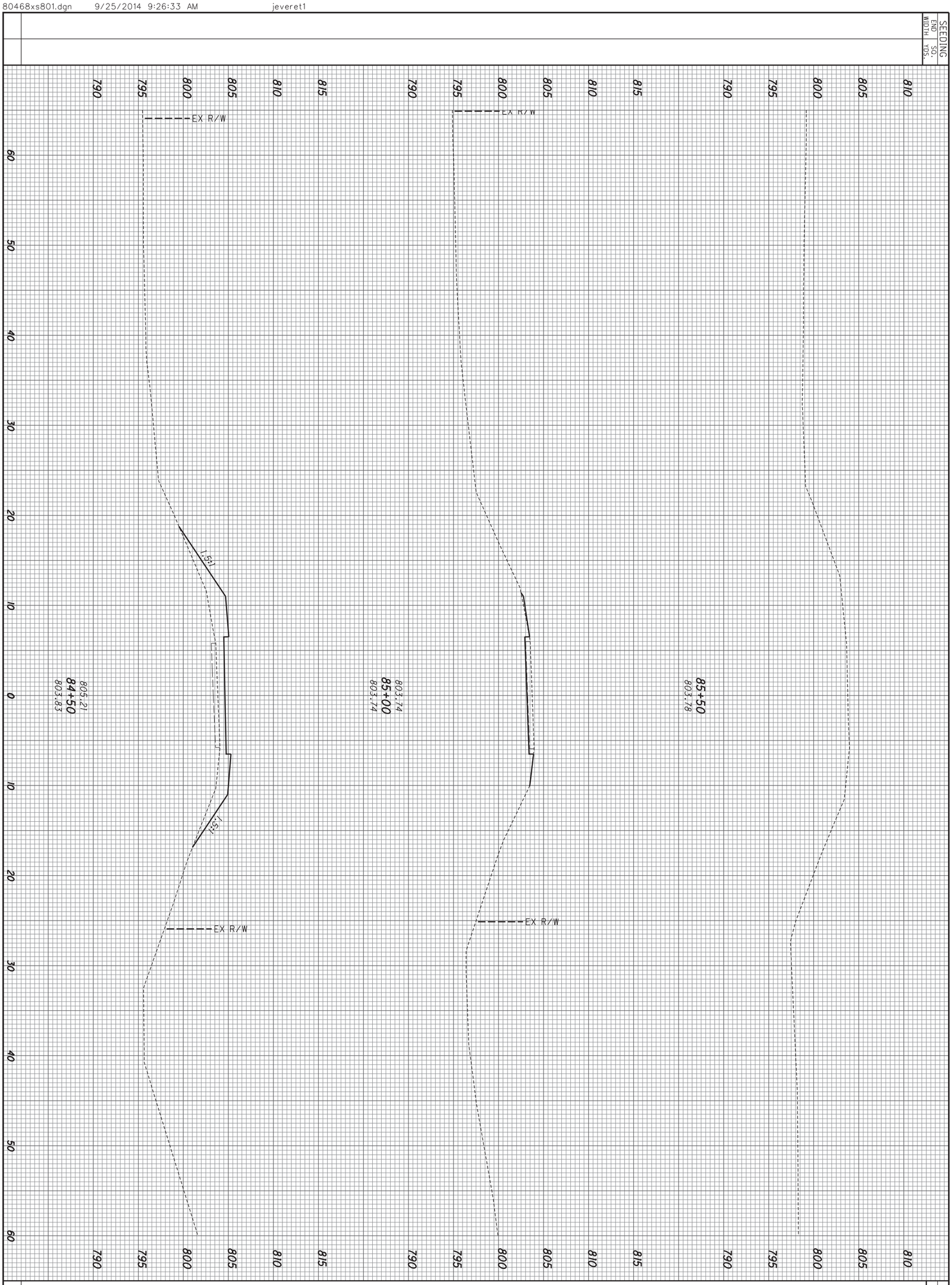
CROSS SECTIONS - CREEKSIDE TRAIL
STA. 83+50 TO STA. 84+00

GRE-35-4.26

663
876

80468xs801.dgn 9/25/2014 9:26:31 AM jeveret1

80468xs801.dgn 9/25/2014 9:26:33 AM jeveret1



664
876

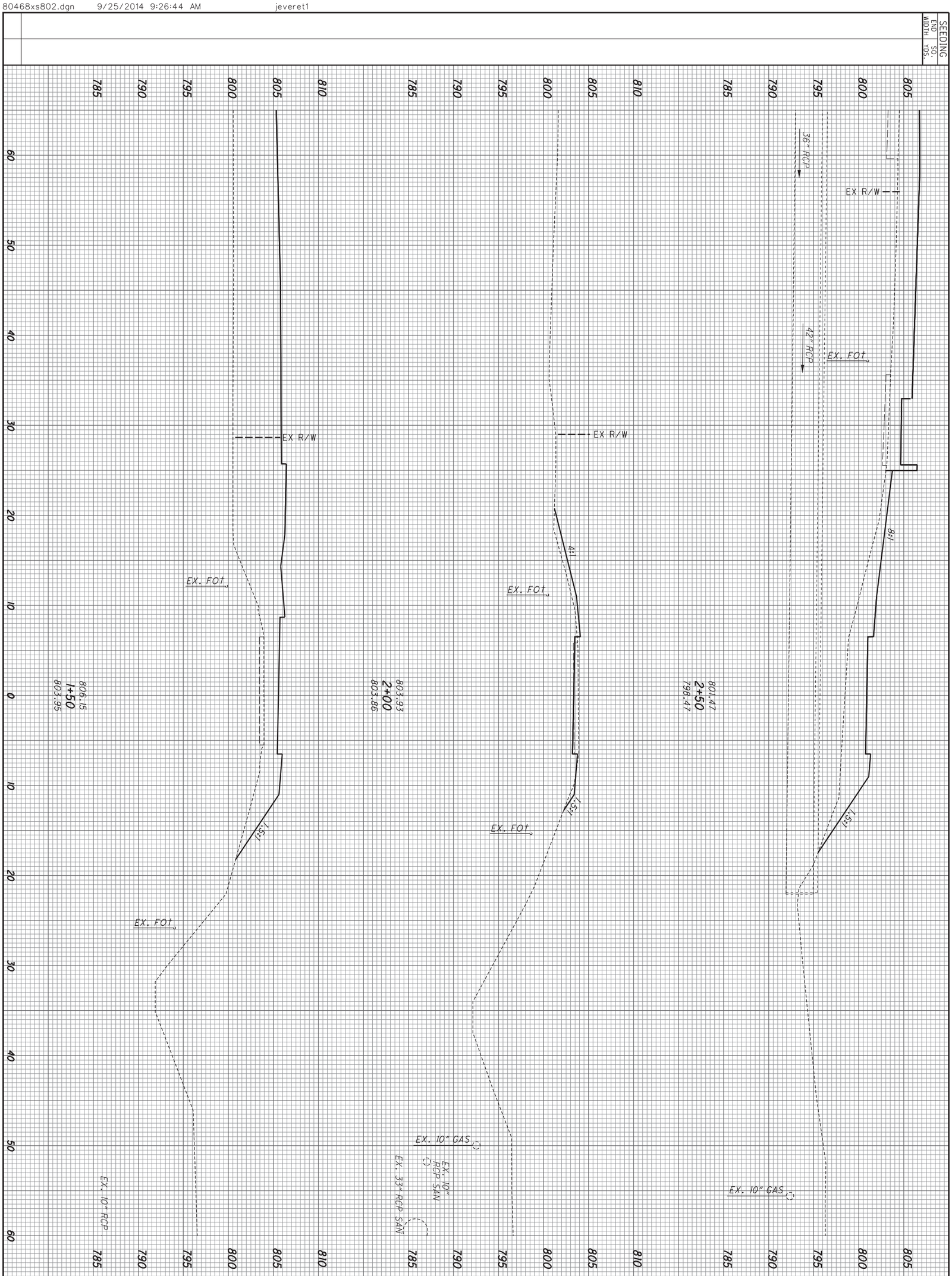
GRE-35-4.26

CROSS SECTIONS - CREEKSIDE TRAIL
STA. 84+50 TO STA. 85+50

CALCULATED

CHECKED

80468xs802.dgn 9/25/2014 9:26:44 AM jeveret1



665 / 876	GRE-35-4.26	CROSS SECTIONS - BIKE PATH CONNECTOR STA. 1+50 TO STA. 2+50	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

805
800
795
790
785
810
805
800
795
790
785

4+00
797.79

10" RCP SAN
33" RCP SAN

EX R/W
EX. ELEC.
EX. 12" RCP SAN
12.5:1
4:1
EX. 6" CPP

797.93
3+50
796.96

EX R/W
EX. 12" WATER
EX. ELEC.
EX. 12" RCP SAN
4:1
3:1

799.16
3+00
797.08

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - BIKE PATH CONNECTOR STA. 3+00 TO STA. 4+00

GRE-35-4.26

666
876

80468xs802.dgn 9/25/2014 9:26:45 AM jeveret1

SUPERELEVATION TABLE - US 35 WESTBOUND

CURVE US35-1, PI STA. 265+07.23
E MAX = 0.016

CURVE US35-2, PI STA. 302+12.02
E MAX = 0.016

LEFT SIDE										BASE LINE		RIGHT SIDE									REMARKS
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	TRANSITION RATE	POINT ON PAVEMENT	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	POINT ON PAVEMENT	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENTE ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	
807.57	14.00	-0.040	808.13	12.00	-0.016		808.32	12.00	0.016	254+25.00	808.13							-0.040	6.09	807.89	
808.06	14.00	-0.040	808.62	12.00	-0.016		808.81	12.00	0.016	254+46.65	808.62							-0.040	6.09	808.38	END NORMAL CROWN
808.13	14.00	-0.040	808.69	12.00	-0.016		808.88	12.00	0.015	254+50.00	808.70							-0.040	6.09	808.46	
808.62	14.00	-0.040	809.18	12.00	-0.016		809.37	12.00	0.006	254+75.00	809.30							-0.040	6.09	809.06	
808.97	14.00	-0.040	809.53	12.00	-0.016		809.72	12.00	0.000	254+91.65	809.72							-0.040	6.09	809.48	TANGENT RUNOUT
809.15	14.00	-0.040	809.71	12.00	-0.016		809.90	12.00	-0.003	255+00.00	809.94							-0.040	6.09	809.70	
809.65	14.00	-0.040	810.21	12.00	-0.016	234.4:1	810.40	12.00	-0.011	255+21.65	810.53							-0.040	6.09	810.29	P.C.
809.73	14.00	-0.040	810.29	12.00	-0.016		810.48	12.00	-0.012	255+25.00	810.62							-0.040	6.09	810.38	
810.01	14.00	-0.040	810.57	12.00	-0.016		810.76	12.00	-0.016	255+36.65	810.95							-0.040	6.09	810.71	BEG. F.S./CR. REMOVAL
810.39	14.00	-0.040	810.95	12.00	-0.016		811.14	12.00	-0.016	255+50.00	811.33							-0.040	6.09	811.09	
FULL SUPERELEVATION																					
			809.64	12.00	-0.016		809.83	12.00	-0.016	274+50.00	810.02							-0.040	6.09	809.78	
			808.97	12.00	-0.016		809.16	12.00	-0.016	274+72.97	809.35							-0.040	6.09	809.11	END F.S./CR. REMOVAL
			808.91	12.00	-0.016		809.11	12.00	-0.015	274+75.00	809.29							-0.040	6.09	809.05	
			808.59	12.00	-0.016		808.78	12.00	-0.011	274+87.97	808.91							-0.040	6.09	808.67	P.T.
SEE US 35 WB AND RAMP D PAVEMENT ELEVATIONS DETAIL			808.29	12.00	-0.016		808.48	12.00	-0.006	275+00.00	808.56							-0.040	6.09	808.32	
			807.84	12.00	-0.016		808.03	12.00	0.000	275+17.97	808.03							-0.040	6.09	807.79	TANGENT RUNOUT
			807.66	12.00	-0.016	234.4:1	807.85	12.00	0.002	275+25.00	807.82							-0.040	6.09	807.58	
			807.03	12.00	-0.016		807.23	12.00	0.011	275+50.00	807.09							-0.040	6.09	806.85	
			806.71	12.00	-0.016		806.90	12.00	0.016	275+62.97	806.71							-0.040	6.09	806.47	BEGIN NORMAL CROWN
			806.36	12.00	-0.016		806.55	12.00	0.016	275+75.00	806.36							-0.040	6.09	806.12	
801.13	6.09	-0.040	801.37	12.00	-0.016		801.56	12.00	0.016	286+25.00	801.37							-0.040	6.09	801.13	
801.09	6.09	-0.040	801.33	12.00	-0.016		801.52	12.00	0.016	286+43.93	801.33							-0.040	6.09	801.09	END NORMAL CROWN
801.09	6.09	-0.040	801.34	12.00	-0.014		801.50	12.00	0.016	286+50.00	801.31							-0.040	6.09	801.07	
801.12	6.09	-0.040	801.36	12.00	-0.005		801.42	12.00	0.016	286+75.00	801.23							-0.040	6.09	800.99	
801.12	6.09	-0.040	801.36	12.00	0.000		801.36	12.00	0.016	286+88.93	801.17							-0.040	6.09	800.93	TANGENT RUNOUT
801.13	6.09	-0.040	801.37	12.00	0.004	234.4:1	801.32	12.00	0.016	287+00.00	801.13							-0.040	6.09	800.89	
801.13	6.09	-0.040	801.37	12.00	0.011		801.24	12.00	0.016	287+18.93	801.05							-0.040	6.09	800.81	P.C.
801.13	6.09	-0.040	801.38	12.00	0.013		801.22	12.00	0.016	287+25.00	801.03							-0.040	6.09	800.79	
801.13	6.09	-0.040	801.37	12.00	0.016		801.18	12.00	0.016	287+33.93	800.99							-0.040	6.09	800.75	BEG. F.S./CR. REMOVAL
801.07	6.09	-0.040	801.31	12.00	0.016		801.12	12.00	0.016	287+50.00	800.93							-0.040	6.09	800.69	
FULL SUPERELEVATION																					
			797.19	12.00	0.016		797.00	12.00	0.016	316+50.00	796.81							-0.040	6.09	796.57	
			797.35	12.00	0.016		797.16	12.00	0.016	316+73.38	796.97							-0.040	6.09	796.73	END F.S./CR. REMOVAL
			797.36	12.00	0.015		797.17	12.00	0.016	316+75.00	796.98							-0.040	6.09	796.74	
			797.40	12.00	0.011		797.27	12.00	0.016	316+88.38	797.08							-0.040	6.09	796.84	P.T.
SEE US 35 WB AND RAMP E PAVEMENT ELEVATIONS DETAIL			797.43	12.00	0.007		797.35	12.00	0.016	317+00.00	797.16							-0.040	6.09	796.92	
			797.48	12.00	0.000		797.48	12.00	0.016	317+18.38	797.29							-0.040	6.09	797.05	TANGENT RUNOUT
			797.49	12.00	-0.002	234.4:1	797.52	12.00	0.016	317+25.00	797.33							-0.040	6.09	797.09	
			797.57	12.00	-0.011		797.70	12.00	0.016	317+50.00	797.51							-0.040	6.09	797.27	
			797.60	12.00	-0.016		797.79	12.00	0.016	317+63.38	797.60							-0.040	6.09	797.36	BEGIN NORMAL CROWN
			797.68	12.00	-0.016		797.87	12.00	0.016	317+75.00	797.68							-0.040	6.09	797.44	

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - US 35 WESTBOUND

GRE-35-4.26

SUPERELEVATION TABLE - US 35 EASTBOUND

CURVE US35-1, PI STA. 265+07.23
E MAX = 0.016

CURVE US35-2, PI STA. 302+12.02
E MAX = 0.016

LEFT SIDE										BASE LINE		RIGHT SIDE									
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	POINT ON PAVEMENT	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENTE ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	REMARKS
807.89	6.09	-0.040								254+25.00	808.13	0.016	12.00	808.32	-0.016	12.00	808.13	-0.040	14.00	807.57	
808.38	6.09	-0.040								254+46.65	808.62	0.016	12.00	808.81	-0.016	12.00	808.62	-0.040	14.00	808.06	END NORMAL CROWN
808.46	6.09	-0.040								254+50.00	808.70	0.016	12.00	808.89	-0.015	12.00	808.71	-0.040	14.00	808.15	
809.06	6.09	-0.040								254+75.00	809.30	0.016	12.00	809.49	-0.006	12.00	809.42	-0.040	14.00	808.86	
809.48	6.09	-0.040								254+91.65	809.72	0.016	12.00	809.91	0.000	12.00	809.91	-0.040	14.00	809.35	TANGENT RUNOUT
809.70	6.09	-0.040								255+00.00	809.94	0.016	12.00	810.13	0.003	12.00	810.17	-0.040	14.00	809.61	
810.29	6.09	-0.040				234.4:1				255+21.65	810.53	0.016	12.00	810.72	0.011	12.00	810.85	-0.040	14.00	810.29	P.C.
810.38	6.09	-0.040								255+25.00	810.62	0.016	12.00	810.81	0.012	12.00	810.95	-0.040	14.00	810.39	
810.71	6.09	-0.040								255+36.65	810.95	0.016	12.00	811.14	0.016	12.00	811.33	-0.040	14.00	810.77	BEG. F.S./CR. REMOVAL
811.09	6.09	-0.040								255+50.00	811.33	0.016	12.00	811.52	0.016	12.00	811.71	-0.040	14.00	811.15	
FULL SUPERELEVATION																					
809.78	6.09	-0.040								274+50.00	810.02	0.016	12.00	810.21	0.016	12.00	810.40	-0.040	14.00	809.84	
809.11	6.09	-0.040								274+72.97	809.35	0.016	12.00	809.54	0.016	12.00	809.73	-0.040	14.00	809.17	END F.S./CR. REMOVAL
809.05	6.09	-0.040								274+75.00	809.29	0.016	12.00	809.48	0.015	12.00	809.67	-0.040	14.00	809.11	
808.67	6.09	-0.040								274+87.97	808.91	0.016	12.00	809.10	0.011	12.00	809.23	-0.040	14.00	808.67	P.T.
808.32	6.09	-0.040								275+00.00	808.56	0.016	12.00	808.75	0.006	12.00	808.83	-0.040	14.00	808.27	
807.79	6.09	-0.040								275+17.97	808.03	0.016	12.00	808.22	0.000	12.00	808.22	-0.040	14.00	807.66	TANGENT RUNOUT
807.58	6.09	-0.040				234.4:1				275+25.00	807.82	0.016	12.00	808.01	-0.002	12.00	807.98	-0.040	14.00	807.42	
806.85	6.09	-0.040								275+50.00	807.09	0.016	12.00	807.28	-0.011	12.00	807.15	SEE US 35 EB AND RAMP C			
806.47	6.09	-0.040								275+62.97	806.71	0.016	12.00	806.90	-0.016	12.00	806.71	PAVEMENT ELEVATIONS			BEGIN NORMAL CROWN
806.12	6.09	-0.040								275+75.00	806.36	0.016	12.00	806.55	-0.016	12.00	806.36	DETAIL			
801.13	6.09	-0.040								286+25.00	801.37	0.016	12.00	801.56	-0.016	24.88	801.16	-0.040	8.00	800.84	
801.09	6.09	-0.040								286+43.93	801.33	0.016	12.00	801.52	-0.016	24.50	801.13	-0.040	8.00	800.81	END NORMAL CROWN
801.07	6.09	-0.040								286+50.00	801.31	0.014	12.00	801.48	-0.016	24.38	801.09	-0.040	8.00	800.77	
800.99	6.09	-0.040								286+75.00	801.23	0.005	12.00	801.29	-0.016	23.88	800.91	-0.040	8.00	800.59	
800.93	6.09	-0.040				234.4:1				286+88.93	801.17	0.000	12.00	801.17	-0.016	23.62	800.79	-0.040	8.00	800.47	TANGENT RUNOUT
800.89	6.09	-0.040								287+00.00	801.13	-0.004	12.00	801.08	-0.016	23.41	800.71	-0.040	8.00	800.39	
800.81	6.09	-0.040								287+18.93	801.05	-0.011	12.00	800.92	-0.016	23.09	800.55	-0.040	8.00	800.23	P.C.
800.79	6.09	-0.040								287+25.00	801.03	-0.013	12.00	800.88	-0.016	22.99	800.51	-0.040	8.00	800.19	
800.75	6.09	-0.040								287+33.93	800.99	-0.016	12.00	800.80	-0.016	22.85	800.43	-0.040	8.00	800.11	BEG. F.S./CR. REMOVAL
800.69	6.09	-0.040								287+50.00	800.93	-0.016	12.00	800.74	-0.016	22.58	800.38	-0.040	8.00	800.06	
FULL SUPERELEVATION																					
796.57	6.09	-0.040								316+50.00	796.81	-0.016	12.00	796.62	-0.016	12.00	796.43	-0.040	12.00	795.95	
796.73	6.09	-0.040								316+73.38	796.97	-0.016	12.00	796.78	-0.016	12.00	796.59	-0.040	12.00	796.11	END F.S./CR. REMOVAL
796.74	6.09	-0.040								316+75.00	796.98	-0.015	12.00	796.79	-0.016	12.00	796.60	-0.040	12.00	796.12	
796.84	6.09	-0.040								316+88.38	797.08	-0.011	12.00	796.95	-0.016	12.00	796.76	-0.040	12.00	796.28	P.T.
796.92	6.09	-0.040								317+00.00	797.16	-0.007	12.00	797.08	-0.016	12.00	796.89	-0.040	12.00	796.41	
797.05	6.09	-0.040				234.4:1				317+18.38	797.29	0.000	12.00	797.29	-0.016	12.00	797.10	-0.040	12.00	796.62	TANGENT RUNOUT
797.09	6.09	-0.040								317+25.00	797.33	0.002	12.00	797.36	-0.016	12.00	797.17	-0.040	12.00	796.69	
797.27	6.09	-0.040								317+50.00	797.51	0.011	12.00	797.64	-0.016	12.00	797.45	-0.040	12.00	796.97	
797.36	6.09	-0.040								317+63.38	797.60	0.016	12.00	797.79	-0.016	12.00	797.60	-0.040	12.00	797.12	BEGIN NORMAL CROWN
797.44	6.09	-0.040								317+75.00	797.68	0.016	12.00	797.87	-0.016	12.00	797.68	-0.040	12.00	797.20	

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - US 35 EASTBOUND

GRE-35-4.26

668
876

SUPERELEVATION TABLE - RAMP B

CURVE RAMPB-1, PI STA. 424+49.67
E MAX = 0.032

CURVE RAMPB-2, PI STA. 432+61.91
E MAX = 0.046

LEFT SIDE										BASE LINE		RIGHT SIDE									REMARKS
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENT ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	POINT ON SHOULDER	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	
804.83	3.00	-0.038					804.94	16.00	0.032	425+79.72	804.43							-0.040	8.00	804.11	DIVERGING NOSE
806.65	3.00	-0.038					806.76	16.00	0.032	427+50.00	806.25							-0.040	6.00	806.01	
807.06	3.00	-0.038				260.4:1	807.17	16.00	0.032	427+71.55	806.66							-0.040	6.00	806.42	C.S./END FULL SUPER
807.12	3.00	-0.039					807.23	16.00	0.031	427+75.00	806.73							-0.040	6.00	806.49	
807.58	3.00	-0.040					807.70	16.00	0.027	428+00.00	807.26							-0.040	6.00	807.02	
808.19	3.00	-0.040					808.31	19.94	0.023	428+25.00	807.85							-0.040	6.00	807.61	
808.84	3.00	-0.040					808.96	24.00	0.019	428+50.00	808.50							-0.040	6.00	808.26	
809.44	3.00	-0.040					809.56	24.00	0.015	428+75.00	809.20							-0.040	6.00	808.96	
810.10	3.00	-0.040					810.22	24.00	0.011	429+00.00	809.95							-0.040	6.00	809.71	
810.81	3.00	-0.040					810.93	24.00	0.007	429+25.00	810.76							-0.040	6.00	810.52	
811.57	3.00	-0.040					811.69	24.00	0.003	429+50.00	811.62							-0.040	6.00	811.38	
812.28	3.00	-0.040					812.40	24.00	0.000	429+71.55	812.40							-0.040	6.00	812.16	S.C./FLAT
812.39	3.00	-0.040					812.51	24.00	-0.001	429+75.00	812.53							-0.040	6.00	812.29	
813.24	3.00	-0.040					813.36	24.00	-0.006	430+00.00	813.50							-0.040	6.00	813.26	
814.14	3.00	-0.040					814.26	24.00	-0.011	430+25.00	814.53							-0.040	6.00	814.29	
815.07	3.00	-0.040					815.19	24.00	-0.016	430+50.00	815.58							-0.040	6.00	815.34	
815.99	3.00	-0.040					816.11	24.00	-0.022	430+75.00	816.63							-0.040	6.00	816.39	
816.92	3.00	-0.040				185.7:1	817.04	24.00	-0.027	431+00.00	817.69							-0.040	6.00	817.45	
817.58	3.00	-0.040					817.70	24.00	-0.031	431+17.79	818.44							-0.039	6.00	818.20	P.C.
817.85	3.00	-0.040					817.97	24.00	-0.032	431+25.00	818.74							-0.038	6.00	818.51	
818.77	3.00	-0.040					818.89	24.00	-0.037	431+50.00	819.79							-0.033	6.00	819.59	
819.69	3.00	-0.043					819.82	24.00	-0.043	431+75.00	820.84							-0.027	6.00	820.68	
820.27	3.00	-0.046					820.41	24.00	-0.046	431+90.91	821.51							-0.024	6.00	821.37	BEGIN FULL SUPER
820.66	3.00	-0.046					820.80	24.00	-0.046	432+00.00	821.90							-0.024	6.00	821.76	
FULL SUPERELEVATION																					
826.42	3.00	-0.046					826.55	36.00	-0.046	433+50.00	828.21							-0.024	6.00	828.07	
826.82	3.00	-0.046				185.7:1	826.95	36.00	-0.046	433+59.49	828.61	-0.016	2.13	828.58				-0.024	6.00	828.43	END FULL SUPER
827.60	3.00	-0.043					827.73	36.00	-0.043	433+75.00	829.26	-0.016	5.76	829.17				-0.027	6.00	829.00	
828.87	3.00	-0.040					828.99	36.00	-0.037	434+00.00	830.32	-0.016	12.00	830.13				-0.033	6.00	829.93	
829.12	3.00	-0.040					829.24	36.00	-0.036	434+05.06	830.53	-0.016	12.00	830.34				-0.034	6.00	830.13	P.T.
830.12	3.00	-0.040					830.24	36.00	-0.031	434+25.00	831.37	-0.016	12.00	831.18				-0.039	6.00	830.95	
831.37	3.00	-0.040					831.49	36.00	-0.026	434+50.00	832.42	-0.016	12.00	832.23				-0.040	6.00	831.99	
832.62	3.00	-0.040					832.74	36.00	-0.020	434+75.00	833.47	-0.016	12.00	833.28				-0.040	6.00	833.04	
833.55	3.00	-0.040					833.67	36.00	-0.016	434+94.19	834.25	-0.016	12.00	834.06				-0.040	6.00	833.82	BEGIN NORMAL SLOPE
833.78	3.00	-0.040					833.90	36.00	-0.016	435+00.00	834.48	-0.016	12.00	834.29				-0.040	6.00	834.05	
836.25	3.00	-0.040					836.37	36.00	-0.016	435+75.00	836.95	-0.016	12.00	836.76				-0.040	6.00	836.52	
836.88	3.00	-0.040				185.7:1	837.00	36.00	-0.016	435+99.71	837.58	-0.016	12.00	837.39				-0.040	6.00	837.15	END NORMAL SLOPE
836.89	3.00	-0.040					837.01	36.00	-0.016	436+00.00	837.58	-0.016	12.00	837.39				-0.040	6.00	837.15	
837.44	3.00	-0.040					837.56	36.00	-0.012	436+18.24	837.99	-0.012	12.00	837.84				-0.040	6.00	837.60	

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - RAMP B

GRE-35-4.26

669
876

SUPERELEVATION TABLE - RAMP F

CURVE RAMPF-1, PI STA. 829+13.55
E MAX = 0.023

CURVE RAMPF-2, PI STA. 843+53.69
E MAX = 0.059

LEFT SIDE										BASE LINE		RIGHT SIDE									REMARKS
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENT ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	POINT ON SHOULDER	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	
796.97	3.00	-0.040					797.09	16.00	0.023	831+56.47	796.72							-0.040	8.00	796.40	EXIT NOSE
796.42	3.00	-0.040					796.54	16.00	0.023	832+25.00	796.17							-0.040	6.00	795.93	
796.41	3.00	-0.040					796.53	16.00	0.023	832+25.68	796.16							-0.040	6.00	795.92	C.S./END FULL SUPER
796.28	3.00	-0.040					796.40	16.00	0.027	832+50.00	795.96							-0.040	6.00	795.72	
796.16	3.00	-0.038					796.27	16.00	0.032	832+75.00	795.76							-0.040	6.00	795.52	
796.04	3.00	-0.034					796.14	16.00	0.036	833+00.00	795.56							-0.040	6.00	795.32	
795.93	3.00	-0.029					796.01	16.00	0.041	833+25.00	795.36							-0.041	6.00	795.11	
795.80	3.00	-0.025					795.88	16.00	0.045	833+50.00	795.15							-0.045	6.00	794.88	
795.69	3.00	-0.020					795.75	16.00	0.050	833+75.00	794.95							-0.050	6.00	794.65	
795.57	3.00	-0.016					795.62	16.00	0.054	834+00.00	794.75							-0.054	6.00	794.42	
795.46	3.00	-0.011					795.49	16.00	0.059	834+25.00	794.55							-0.059	6.00	794.20	
795.45	3.00	-0.011					795.48	16.00	0.059	834+25.68	794.54							-0.059	6.00	794.19	S.C./BEGIN FULL SUPER
795.25	3.00	-0.011					795.28	16.00	0.059	834+50.00	794.34							-0.059	6.00	793.99	
805.49	3.00	-0.011					805.52	16.00	0.059	840+25.00	804.58	-0.059	8.00	804.11				-0.059	6.00	803.75	
806.64	3.00	-0.011					806.67	16.00	0.059	840+49.99	805.73	-0.059	8.00	805.26				-0.059	6.00	804.90	END FULL SUPER
806.64	3.00	-0.011					806.67	16.00	0.059	840+50.00	805.73	-0.059	8.00	805.26				-0.059	6.00	804.90	
807.60	3.00	-0.021					807.66	16.00	0.049	840+75.00	806.88	-0.049	8.00	806.49				-0.049	6.00	806.20	
808.55	3.00	-0.031					808.65	16.00	0.039	841+00.00	808.03	-0.039	8.00	807.72				-0.040	6.00	807.48	
808.60	3.00	-0.032					808.70	16.00	0.038	841+01.35	808.09	-0.038	8.00	807.79				-0.040	6.00	807.55	P.T.
809.44	3.00	-0.040					809.56	16.00	0.028	841+25.00	809.10	-0.028	8.00	808.87				-0.040	6.00	808.63	
810.19	3.00	-0.040					810.31	16.00	0.018	841+50.00	810.02	-0.018	8.00	809.87				-0.040	6.00	809.63	
810.79	3.00	-0.040					810.91	16.00	0.008	841+75.00	810.78	-0.008	8.00	810.71				-0.040	6.00	810.47	
811.16	3.00	-0.040					811.28	16.00	0.000	841+94.99	811.28	0.000	8.00	811.28				-0.040	6.00	811.04	FLAT
811.17	3.00	-0.040					811.29	16.00	0.000	841+95.52	811.29	0.000	8.00	811.29				-0.040	6.00	811.05	

347.2:1

153.6:1

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - RAMP F

GRE-35-4.26

670
876

SUPERELEVATION TABLE - RAMP G

CURVE RAMPG-1, PI STA. 932+41.14
E MAX = 0.059

CURVE RAMPG-2, PI STA. 941+14.70
E MAX = 0.059

LEFT SIDE										BASE LINE		RIGHT SIDE									REMARKS
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENT ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	POINT ON SHOULDER	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	
811.24	3.00	-0.040					811.36	16.00	0.003	930+24.49	811.31	-0.003	12.00	811.27				-0.040	6.00	811.03	
811.24	3.00	-0.040					811.36	16.00	0.003	930+25.00	811.31	-0.003	11.95	811.27				-0.040	6.00	811.03	
811.16	3.00	-0.040					811.28	16.00	0.000	930+32.69	811.28	0.000	11.18	811.28				-0.040	6.00	811.04	FLAT
810.75	3.00	-0.040					810.87	16.00	-0.007	930+50.00	810.98	0.007	9.95	811.05				-0.040	6.00	810.81	
810.42	3.00	-0.040					810.54	16.00	-0.012	930+64.49	810.74	0.012	8.00	810.84				-0.040	6.00	810.60	
810.18	3.00	-0.040					810.30	16.00	-0.016	930+75.00	810.56	0.016	8.00	810.69				-0.040	6.00	810.45	
809.61	3.00	-0.040					809.73	16.00	-0.026	931+00.00	810.14	0.026	8.00	810.35				-0.040	6.00	810.11	
809.02	3.00	-0.040				347.2:1	809.14	16.00	-0.036	931+25.00	809.71	0.036	8.00	809.99				-0.034	6.00	809.79	
808.99	3.00	-0.040					809.11	16.00	-0.036	931+26.32	809.69	0.036	8.00	809.98				-0.034	6.00	809.77	P.C.
808.26	3.00	-0.045					808.40	16.00	-0.045	931+50.00	809.12	0.045	8.00	809.48				-0.025	6.00	809.33	
807.48	3.00	-0.055					807.64	16.00	-0.055	931+75.00	808.52	0.055	8.00	808.96				-0.015	6.00	808.87	
807.13	3.00	-0.059					807.31	16.00	-0.059	931+86.03	808.25	0.059	8.00	808.72				-0.011	6.00	808.66	BEGIN FULL SUPER
806.61	3.00	-0.059					806.79	16.00	-0.059	932+00.00	807.73	0.059	8.00	808.20				-0.011	6.00	808.14	
805.68	3.00	-0.059					805.86	16.00	-0.059	932+25.00	806.80	0.059	8.00	807.27				-0.011	6.00	807.21	
804.75	3.00	-0.059					804.93	16.00	-0.059	932+50.00	805.87	0.059	8.00	806.34				-0.011	6.00	806.28	
803.79	3.00	-0.059					803.97	16.00	-0.059	932+75.00	804.91	0.059	8.00	805.38				-0.011	6.00	805.32	
802.85	3.00	-0.059					803.03	16.00	-0.059	932+99.79	803.97	0.059	8.00	804.44				-0.011	6.00	804.38	END FULL SUPER
802.84	3.00	-0.059					803.02	16.00	-0.059	933+00.00	803.96	0.059	8.00	804.43				-0.011	6.00	804.36	
802.19	3.00	-0.049					802.34	16.00	-0.049	933+25.00	803.12	0.049	8.00	803.51				-0.021	6.00	803.38	
801.60	3.00	-0.040					801.72	16.00	-0.039	933+48.12	802.35	0.039	8.00	802.66				-0.031	6.00	802.48	P.T.
801.54	3.00	-0.040					801.66	16.00	-0.039	933+50.00	802.28	0.039	8.00	802.59				-0.031	6.00	802.40	
800.88	3.00	-0.040					801.00	16.00	-0.028	933+75.00	801.45	0.028	7.53	801.66				-0.040	6.00	801.42	
800.20	3.00	-0.040					800.32	16.00	-0.018	934+00.00	800.61	0.018	7.03	800.74				-0.040	6.00	800.50	
799.52	3.00	-0.040					799.64	16.00	-0.008	934+25.00	799.77	0.008	6.52	799.82				-0.040	6.00	799.58	
799.01	3.00	-0.040				153.6:1	799.13	16.00	0.000	934+44.79	799.13	0.000	6.12	799.13				-0.040	6.00	798.89	FLAT
798.87	3.00	-0.040					798.99	16.00	0.002	934+50.00	798.96	-0.002	6.02	798.95				-0.040	6.00	798.71	
798.30	3.00	-0.040					798.42	16.00	0.012	934+75.00	798.22	-0.012	5.51	798.15				-0.040	6.00	797.91	
798.10	3.00	-0.040					798.22	16.00	0.016	934+84.11	797.96	-0.016	5.33	797.87				-0.040	6.00	797.63	BEGIN NORMAL SLOPE
797.67	3.00	-0.040					797.79	16.00	0.016	935+00.00	797.53	-0.016	5.01	797.45				-0.040	6.00	797.21	
794.22	3.00	-0.040					794.34	16.00	0.016	937+50.00	794.08							-0.040	6.00	793.84	
794.22	3.00	-0.040					794.34	16.00	0.016	937+51.92	794.08							-0.040	6.00	793.84	END NORMAL SLOPE
794.32	3.00	-0.040					794.44	16.00	0.023	937+75.00	794.07							-0.040	6.00	793.83	
794.50	3.00	-0.039					794.62	16.00	0.031	938+00.00	794.13							-0.040	6.00	793.89	
794.76	3.00	-0.032					794.86	16.00	0.038	938+25.00	794.24							-0.040	6.00	794.00	
795.02	3.00	-0.025				200.0:1	795.09	16.00	0.045	938+45.25	794.38							-0.045	6.00	794.11	
795.09	3.00	-0.024					795.16	16.00	0.046	938+50.00	794.42							-0.046	6.00	794.14	
795.47	3.00	-0.016					795.52	16.00	0.054	938+75.00	794.66							-0.054	6.00	794.34	
795.75	3.00	-0.011					795.78	16.00	0.059	938+91.92	794.84							-0.059	6.00	794.49	BEGIN FULL SUPER
795.84	3.00	-0.011					795.87	16.00	0.059	939+00.00	794.93							-0.059	6.00	794.58	
800.69	3.00	-0.011					800.72	16.00	0.059	943+49.70	799.78							-0.059	8.00	799.31	ENTRANCE NOSE

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - RAMP G

GRE-35-4.26

671
876

SUPERELEVATION TABLE - NORTH FRONTAGE ROAD

TRANSITION TO MEET FACTORY ROAD

LEFT SIDE										BASE LINE		RIGHT SIDE								REMARKS
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	POINT ON PAVEMENT	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENT ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	
830.98	6.08	-0.040				171.2:1	831.22	12.00	-0.035	701+92.92	831.64	0.035	24.00	832.47	0.020	14.00	832.75	-0.040	4.00	832.31	
830.82	6.36	-0.040					831.08	12.00	-0.033	702+00.00	831.47	0.033	24.00	832.26	0.020	14.00	832.54	-0.040	4.04	832.10	
830.12	7.14	-0.040					830.41	12.00	-0.033	702+00.00	830.80	0.033	24.00	831.59	0.020	14.00	831.87	-0.040	4.21	831.42	
829.53	6.75	-0.040					829.80	12.00	-0.020	702+49.85	830.04	0.020	24.00	830.52	0.020	14.00	830.80	-0.040	4.59	830.34	CROWN REMOVAL
BRIDGE																					
817.59	6.00	-0.040					817.83	12.00	-0.020	705+50.00	818.07	0.020	34.85	818.77				-0.040	5.10	818.56	
817.10	6.00	-0.040				185.5:1	817.34	12.00	-0.020	705+62.00	817.58	0.020	34.05	818.26				-0.040	5.11	818.06	CROWN REMOVAL
816.58	6.00	-0.040					816.82	12.00	-0.020	705+75.00	817.06	0.016	33.16	817.60				-0.040	5.13	817.40	
815.56	6.00	-0.040					815.80	12.00	-0.020	706+00.00	816.04	0.009	31.38	816.33				-0.040	5.16	816.12	
814.55	6.00	-0.040					814.79	12.00	-0.020	706+25.00	815.03	0.002	29.52	815.09				-0.040	5.19	814.89	
814.25	6.00	-0.040					814.49	12.00	-0.020	706+32.50	814.73	0.000	28.94	814.73				-0.040	5.20	814.52	P.R.C./TANGENT RUNOUT
813.54	6.00	-0.040					813.78	12.00	-0.020	706+50.00	814.02	-0.005	27.60	813.88				-0.040	5.22	813.67	
812.52	6.00	-0.040					812.76	12.00	-0.020	706+75.00	813.00	-0.012	25.76	812.69				-0.040	5.25	812.48	
811.55	6.00	-0.040					811.79	12.00	-0.020	707+00.00	812.03	-0.019	24.00	811.57				-0.040	5.28	811.36	
811.43	6.00	-0.040					811.67	12.00	-0.020	707+03.00	811.91	-0.020	23.27	811.44				-0.040	5.81	811.21	BEGIN NORMAL CROWN
810.64	6.00	-0.040					810.88	12.00	-0.020	707+25.00	811.12	-0.020	17.95	810.76				-0.040	9.68	810.37	

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - NORTH FRONTAGE ROAD

GRE-35-4.26

SUPERELEVATION TABLE - HELLER DRIVE

CURVE HELR-1, PI STA. 25+95.21
E MAX = 0.040

LEFT SIDE										BASE LINE		RIGHT SIDE									
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENT ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	POINT ON SHOULDER	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	REMARKS
							804.22	12.00	-0.020	23+50.00	804.46	-0.020	12.00	804.22							
							804.07	12.00	-0.020	23+73.04	804.31	-0.020	12.00	804.07							END NORMAL CROWN
							804.07	12.00	-0.019	23+75.00	804.30	-0.020	12.00	804.06							
							804.06	12.00	-0.006	24+00.00	804.13	-0.020	12.00	803.89							
							804.06	12.00	0.000	24+10.54	804.06	-0.020	12.00	803.82							TANGENT RUNOUT
							804.08	14.79	0.008	24+25.00	803.97	-0.020	12.00	803.73							
						152:1	804.20	19.23	0.020	24+48.04	803.82	-0.020	12.00	803.58							CROWN REMOVAL
							804.21	19.61	0.021	24+50.00	803.80	-0.021	12.00	803.55							
							804.31	21.64	0.027	24+60.54	803.73	-0.027	12.00	803.41							P.C.
							804.45	23.44	0.034	24+75.00	803.64	-0.034	12.00	803.23							
							804.53	24.00	0.040	24+85.54	803.57	-0.040	12.00	803.09							
							804.43	24.00	0.040	25+00.00	803.47	-0.040	12.00	802.99							BEGIN FULL SUPER
							FULL SUPERELEVATION														
							803.45	24.00	0.040	26+50.00	802.49	-0.040	12.00	802.01							
							803.40	24.00	0.040	26+57.23	802.44	-0.040	12.00	801.96							END FULL SUPER
							803.01	22.69	0.031	26+75.00	802.32	-0.031	12.00	801.95							
							802.86	21.64	0.027	26+82.23	802.28	-0.027	12.00	801.96							P.T.
							802.57	19.23	0.020	26+94.73	802.19	-0.020	12.00	801.95							CROWN REMOVAL
							802.47	18.22	0.017	27+00.00	802.16	-0.020	12.00	801.92							
							802.08	13.39	0.004	27+25.00	802.03	-0.020	12.00	801.79							
							802.00	12.00	0.000	27+32.23	802.00	-0.020	12.00	801.76							TANGENT RUNOUT
							801.85	12.00	-0.009	27+50.00	801.96	-0.020	12.00	801.72							
							801.72	12.00	-0.020	27+69.73	801.96	-0.020	12.00	801.72							BEGIN NORMAL CROWN
							801.73	12.00	-0.020	27+75.00	801.97	-0.020	12.00	801.73							

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - HELLER DRIVE

GRE-35-4.26

673
876

SUPERELEVATION TABLE - VALLEY TREBEIN ROAD

CURVE VALL-1, PI STA. 868+68.95
E MAX = 0.060

LEFT SIDE										BASE LINE		RIGHT SIDE									
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	POINT ON SHOULDER	SHOULDER WIDTH	SHOULDER SLOPE	TRANSITION RATE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENTE ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	POINT ON SHOULDER	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	REMARKS
799.30	4.00	-0.040					799.46	10.40	-0.057	862+00.00	800.05	-0.026	10.27	799.78				-0.040	4.00	799.62	MEET EXISTING
798.94	4.00	-0.040					799.10	10.78	-0.048	862+25.00	799.61	-0.026	10.68	799.33				-0.040	4.00	799.17	
798.58	4.00	-0.040					798.74	11.16	-0.038	862+50.00	799.17	-0.026	11.09	798.88				-0.040	4.00	798.72	
798.24	4.00	-0.040					798.40	11.54	-0.029	862+75.00	798.73	-0.026	11.51	798.43				-0.040	4.00	798.27	
798.13	4.00	-0.040					798.29	11.65	-0.026	862+82.13	798.60	-0.026	11.62	798.30				-0.040	4.00	798.14	
797.91	4.00	-0.040					798.07	11.90	-0.020	862+98.67	798.31	-0.020	11.90	798.07				-0.040	4.00	797.91	BEGIN NORMAL CROWN
797.90	4.00	-0.040					798.06	12.00	-0.020	863+00.00	798.29	-0.020	11.92	798.05				-0.040	4.00	797.89	
797.60	4.00	-0.040					797.76	12.00	-0.010	863+25.00	797.88	-0.020	12.00	797.64				-0.040	4.00	797.48	
797.34	4.00	-0.040					797.50	12.00	-0.001	863+50.00	797.51	-0.020	12.00	797.27				-0.040	4.00	797.11	
797.32	4.00	-0.040					797.48	12.00	0.000	863+52.00	797.48	-0.020	12.00	797.24				-0.040	4.00	797.08	TANGENT RUNOUT
797.24	4.00	-0.040					797.40	12.00	0.003	863+61.03	797.36	-0.020	12.00	797.12				-0.040	4.00	796.96	P.C.
797.11	4.00	-0.040					797.27	12.07	0.009	863+75.00	797.17	-0.020	12.00	796.93				-0.040	4.00	796.77	
796.97	4.00	-0.040					797.13	12.53	0.018	864+00.00	796.90	-0.020	12.00	796.66				-0.040	4.00	796.50	
796.94	4.00	-0.040					797.10	12.69	0.020	864+05.33	796.85	-0.020	12.02	796.61				-0.040	4.00	796.45	CROWN REMOVAL
796.87	4.00	-0.040					797.03	13.33	0.027	864+25.00	796.67	-0.027	12.03	796.34				-0.040	4.00	796.18	
796.87	4.00	-0.033					797.00	14.11	0.037	864+50.00	796.48	-0.037	12.07	796.04				-0.040	4.00	795.88	
796.92	4.00	-0.024					797.02	14.87	0.046	864+75.00	796.33	-0.046	12.11	795.77				-0.046	4.00	795.59	
797.05	4.00	-0.015					797.11	15.59	0.056	865+00.00	796.24	-0.056	12.16	795.57				-0.056	4.00	795.34	
797.13	4.00	-0.010					797.17	15.93	0.060	865+12.00	796.21	-0.060	12.18	795.48				-0.060	4.00	795.24	BEGIN FULL SUPER
797.12	4.00	-0.010					797.16	16.29	0.060	865+25.00	796.18	-0.060	12.22	795.45				-0.060	4.00	795.21	
FULL SUPERELEVATION																					
808.76	4.00	-0.010					808.80	24.00	0.060	871+50.00	807.36	-0.060	29.05	805.62				-0.060	4.00	805.38	
809.25	4.00	-0.010					809.29	24.00	0.060	871+68.78	807.85	-0.060	29.29	806.09				-0.060	4.00	805.85	C.S./END FULL SUPER
809.38	4.00	-0.011					809.42	24.00	0.059	871+75.00	808.01	-0.059	29.37	806.28				-0.059	4.00	806.05	
809.90	4.00	-0.016					809.96	24.00	0.054	872+00.00	808.66	-0.054	29.70	807.05				-0.054	4.00	806.84	
810.41	4.00	-0.021					810.50	24.00	0.049	872+25.00	809.31	-0.049	30.09	807.82				-0.049	4.00	807.62	
810.93	4.00	-0.025					811.03	24.00	0.045	872+50.00	809.96	-0.045	30.56	808.59				-0.045	4.00	808.41	
811.16	4.00	-0.027					811.27	24.00	0.043	872+61.22	810.25	-0.043	30.81	808.94				-0.043	4.00	808.76	
811.45	4.00	-0.030					811.57	24.00	0.040	872+75.00	810.61	-0.040	31.15	809.36				SEE RAMP F/RAMP G AND VALLEY TREBEIN PAVEMENT ELEVATIONS DETAIL			
811.98	4.00	-0.035					812.12	24.00	0.035	873+00.00	811.27	-0.035	31.91	810.14							
812.50	4.00	-0.039					812.66	24.00	0.031	873+25.00	811.92	-0.031	32.85	810.91							
813.03	4.00	-0.040					813.19	24.00	0.026	873+50.00	812.57	-0.026	34.01	811.69							
813.57	4.00	-0.040					813.73	24.00	0.021	873+75.00	813.22	-0.021	30.71	812.56							
813.72	4.00	-0.040					813.88	24.00	0.020	873+82.11	813.40	-0.020	30.92	812.78							CROWN REMOVAL
814.11	4.00	-0.040					814.27	24.00	0.017	874+00.00	813.87	-0.020	31.41	813.24							
814.65	4.00	-0.040					814.81	24.00	0.012	874+25.00	814.52	-0.020	31.98	813.88				-0.040	6.63	813.62	
815.03	4.00	-0.040					815.19	24.00	0.009	874+42.42	814.98	-0.020	32.33	814.33				-0.040	6.06	814.09	
815.18	4.00	-0.040					815.34	24.00	0.007	874+50.00	815.17	-0.020	31.27	814.54				-0.040	5.78	814.31	
815.72	4.00	-0.040					815.88	24.00	0.003	874+75.00	815.82	-0.020	27.72	815.27				-0.040	4.73	815.08	
816.02	4.00	-0.040					816.18	24.00	0.000	874+88.78	816.18	-0.020	25.75	815.67				-0.040	4.00	815.51	S.T./TANGENT RUNOUT
816.27	4.00	-0.040					816.43	24.00	-0.002	875+00.00	816.48	-0.020	25.33	815.97				-0.040	4.00	815.81	
816.81	4.00	-0.040					816.97	24.00	-0.007	875+25.00	817.13	-0.020	25.75	816.62				-0.040	4.00	816.46	
817.32	4.00	-0.040					817.48	24.00	-0.011	875+50.00	817.76	-0.020	26.16	817.24				-0.040	4.00	817.08	
817.80	4.00	-0.040					817.96	24.00	-0.016	875+75.00	818.35	-0.020	26.58	817.82				-0.040	4.00	817.66	
818.16	4.00	-0.040					818.32	24.00	-0.020	875+95.45	818.80	-0.020	26.92	818.26				-0.040	4.00	818.10	BEGIN NORMAL CROWN
818.26	4.00	-0.040					818.42	24.00	-0.020	876+00.00	818.90	-0.020	27.00	818.36				-0.040	4.00	818.20	

222.2:1

222.2:1

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - VALLEY TREBEIN ROAD

GRE-35-4.26

674
876

SUPERELEVATION TABLE - VALLEY TREBEIN ROAD

CURVE VALL-2, PI STA. 888+96.11
E MAX = 0.060

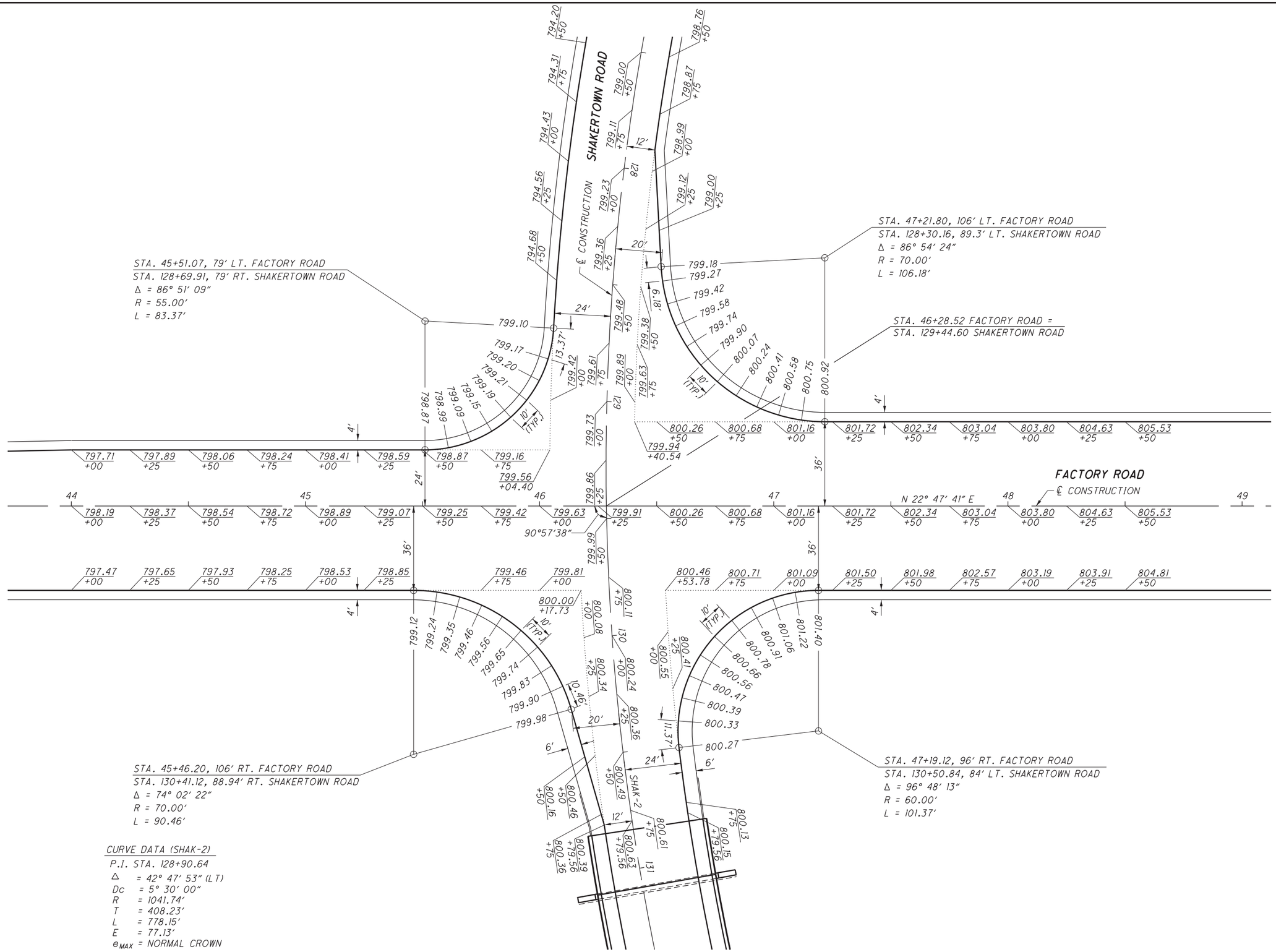
LEFT SIDE										BASE LINE		RIGHT SIDE									
SHOULDER ELEVATION	SHOULDER WIDTH	SHOULDER SLOPE	EDGE OF PAVEMENT ELEVATION	PAVEMENT WIDTH	PAVEMENT SLOPE	TRANSITION RATE	POINT ON PAVEMENT	PAVEMENT WIDTH	PAVEMENT SLOPE	STATION	PROFILE GRADE	PAVEMENT SLOPE	PAVEMENT WIDTH	EDGE OF PAVEMENT ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	POINT ON SHOULDER	SHOULDER SLOPE	SHOULDER WIDTH	SHOULDER ELEVATION	REMARKS
805.86	4.00	-0.040	806.02	17.75	-0.020		806.38	6.25	0.020	886+75.00	806.25	-0.020	5.77	806.13				-0.040	4.00	805.97	
805.61	4.00	-0.040	805.77	17.30	-0.020		806.11	6.70	0.020	886+82.78	805.98	-0.020	5.32	805.87				-0.040	4.00	805.71	END NORMAL CROWN
805.16	4.00	-0.040	805.32	16.31	-0.014		805.54	7.69	0.020	887+00.00	805.39	-0.020	4.33	805.30				-0.040	4.00	805.14	
804.48	4.00	-0.040	804.64	14.87	-0.004		804.70	9.13	0.020	887+25.00	804.52	-0.020	2.89	804.46				-0.040	4.00	804.30	
804.26	4.00	-0.040	804.42	14.44	-0.001		804.43	9.56	0.020	887+33.35	804.24	-0.020	2.46	804.19				-0.040	4.00	804.03	
SEE TREBEIN ROAD/GLENN THOMPSON ACCESS DRIVE INTERSECTION DETAIL			804.34	14.31	0.000		804.34	9.69	0.020	887+36.11	804.15	-0.020	2.32	804.10				-0.040	4.00	803.94	T.S./TANGENT RUNOUT
			803.96	13.71	0.005		803.89	10.29	0.020	887+50.00	803.68	-0.020	1.72	803.65				-0.040	4.00	803.49	
			803.30	12.91	0.015		803.11	11.09	0.020	887+75.00	802.89	-0.020	0.92	802.87				-0.040	4.00	802.71	
			802.93	12.59	0.020	222.2:1	802.68	11.41	0.020	887+89.44	802.45	-0.020	0.59	802.44				-0.040	4.00	802.28	CROWN REMOVAL
			802.72	12.41	0.024		802.42	11.59	0.024	888+00.00	802.14	-0.024	0.41	802.13				-0.040	4.00	801.97	
802.11	4.00	-0.040	802.27	12.14	0.033		801.87	11.86	0.033	888+23.60	801.48	-0.033	0.14	801.48				-0.040	4.00	801.32	
802.08	4.00	-0.040	802.24	12.13	0.033		801.84	11.87	0.033	888+25.00	801.44	-0.033	0.13	801.44				-0.040	4.00	801.28	
801.65	4.00	-0.040	801.81	12.02	0.043		801.29	11.98	0.043	888+50.00	800.78	-0.043	0.02	800.78				-0.043	4.00	800.61	
801.34	4.00	-0.018	801.41	12.00	0.052		800.79	12.00	0.052	888+75.00	800.16	-0.052	0.01	800.16				-0.052	4.00	799.95	
801.08	4.00	-0.010	801.12	12.00	0.060		800.40	12.00	0.060	888+96.11	799.68							-0.060	4.00	799.44	S.C./BEGIN FULL SUPER
800.99	4.00	-0.010	801.03	12.00	0.060		800.31	12.00	0.060	889+00.00	799.59							-0.060	4.00	799.35	
799.44	4.00	-0.010	799.48	12.00	0.060		798.76	12.00	0.060	896+00.00	798.04							-0.060	4.00	797.80	
799.46	4.00	-0.010	799.50	12.00	0.060		798.78	12.00	0.060	896+04.74	798.06							-0.060	4.00	797.82	C.S./END FULL SUPER
799.35	4.00	-0.017	799.42	12.00	0.053		798.79	12.00	0.053	896+25.00	798.16							-0.053	4.00	797.95	
799.22	4.00	-0.027	799.32	12.00	0.043		798.80	12.00	0.043	896+50.00	798.28							-0.043	4.00	798.11	C.S./END FULL SUPER
799.09	4.00	-0.036	799.23	12.00	0.034		798.82	12.00	0.034	896+75.00	798.41							-0.040	4.00	798.25	
798.98	4.00	-0.040	799.14	12.00	0.025		798.83	12.00	0.025	897+00.00	798.53							-0.040	4.00	798.37	
798.93	4.00	-0.040	799.09	12.00	0.021		798.84	12.00	0.021	897+12.06	798.59							-0.040	4.00	798.43	
798.94	4.00	-0.040	799.10	12.00	0.016		798.91	12.00	0.021	897+25.00	798.66							-0.040	4.00	798.50	
798.95	4.00	-0.040	799.11	12.04	0.007		799.03	12.00	0.021	897+50.00	798.78							-0.040	4.00	798.62	
798.97	4.00	-0.040	799.13	12.15	0.002		799.11	12.00	0.021	897+64.74	798.86							-0.040	4.00	798.70	S.T.
798.97	4.00	-0.040	799.13	12.22	-0.002		799.16	12.00	0.021	897+75.00	798.91							-0.040	4.00	798.75	
798.98	4.00	-0.040	799.14	12.33	-0.008		799.24	12.00	0.021	897+90.97	798.99							-0.040	4.00	798.83	MATCH EXISTING

222.2:1

CALCULATED CMK
CHECKED JAE

SUPERELEVATION TABLE - VALLEY TREBEIN ROAD

GRE-35-4.26



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

INTERSECTION DETAIL
FACTORY ROAD, SHAKERTOWN ROAD

GRE-35-4.26

676
876

804686I004.dgn 9/25/2014 9:26:57 AM jeverett

STA. 57+43.16, 77' LT. FACTORY ROAD
STA. 436+20.24, 67' RT. RAMP B
Δ = 90° 00' 00"
R = 55.00'
L = 86.39'

℄ CONSTRUCTION
RAMP B

FACTORY ROAD

℄ CONSTRUCTION

SOUTH FRONTAGE ROAD

STA. 58+10.16 FACTORY ROAD =
STA. 436+97.24 RAMP B =
STA. 799+43.48 SOUTH FRONTAGE ROAD

P.C. STA. 58+09.46

89°57'54"

N 22° 47' 41" E

STRUCTURE NO.
GRE-035-0449

FACT-2

CURVE DATA (FACT-2)
P.I. STA. 59+87.15
Δ = 17° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 177.68'
L = 352.56'
E = 13.69'
e_{MAX} = NORMAL CROWN

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED
CHECKED

INTERSECTION DETAIL
FACTORY ROAD, RAMP B

GRE-35-4.26

677
876

804680l006.dgn 9/25/2014 9:27:08 AM jeveret1

℄ CONSTRUCTION

RAMP B

STA. 58+10.16 FACTORY ROAD =
STA. 436+97.24 RAMP B =
STA. 799+43.48 SOUTH FRONTAGE ROAD

P.C. STA. 58+09.46

FACTORY ROAD

℄ CONSTRUCTION

57

N 22° 47′ 41″ E

58

59

FACT-2

837.13 +50 | 837.78 +75 | 838.33 +00 | 838.79 +25 | 839.14 +50 | 839.39 +75 | 839.54 +00 | 839.57 +10.16 | 839.59 +25 | 839.54 +50 | 839.40 +75 | 839.15 +00 | 838.95 +15.23

837.51 +50 | 838.20 +75 | 838.79 +00 | 839.27 +25 | 839.62 +50 | 839.87 +75 | 840.02 +00 | 840.07 +25 | 840.02 +50 | 839.88 +75 | 839.63 +00 | 839.46 +12.93

836.55 +50 | 837.24 +75 | 837.83 +00 | 838.29 +25 | 838.61 +50 | 838.84 +75 | 838.98 +00 | 839.03 +25 | 838.98 +39.20 | 838.94 +50 | 838.80 +75 | 838.55 +00 | 838.38 +08.07

836.31 +50 | 837.00 +75 | 837.59 +00 | 838.05 +25 | 838.37 +50 | 838.60 +75 | 838.74 +00 | 838.93 +25 | 838.85 +26.56 | 838.47 +85.50 H.P. | 838.39 +00 | 838.29 +07.39

838.44 +75 | 838.45 +89.97 | 837.99 +00 | 837.92 +05.72

838.39 | 838.45 | 838.50 | 838.48 | 838.39 | 838.23 | 838.00 | 837.76 | 837.52 | 837.28 | 837.11

838.01 | 837.99 | 837.83 | 837.62 | 837.42 | 837.21 | 837.00 | 836.79 | 836.59 | 836.30 | 836.10

838.29 +50 | 838.40 +50 | 838.15 +50.41 | 837.98 +42.82 | 838.11 +50

837.54 +75 | 837.78 +75 | 837.54 +75

836.83 +00 | 837.07 +00 | 836.83 +00

836.03 +25 | 836.27 +25 | 836.03 +25

839.17 +50 | 839.92 +75 | 839.43 +00

838.93 +25

838.98 +39.20

838.85 +26.56

838.47 +85.50 H.P.

838.11 +50

837.98 +42.82

838.44 +75

838.45 +89.97

837.99 +00

837.92 +05.72

838.01

838.29 +50

838.40 +50

838.15 +50.41

837.54 +75

837.78 +75

837.54 +75

836.83 +00

837.07 +00

836.83 +00

836.03 +25

836.27 +25

836.03 +25

24′ | 48′ | VARIES | 54′

12′ | 4′ | 10′ (TYP.) | 7.15′ | 5.96′ | 6′ | 18′ | 20′

+12.52

CROWN

R=1233.92′

R=2′

R=2′

R=82′

82°13′08″

800

801

SOUTH FRONTAGE ROAD

STRUCTURE NO. GRE-035-0449

STA. 57+48.89, 156.59′ RT. FACTORY ROAD
STA. 800+90.28, 82′ RT. SOUTH FRONTAGE ROAD
Δ = 79° 31′ 17″
R = 70.00′
L = 97.15′

STA. 58+97.75, 171′ RT. FACTORY ROAD
STA. 801+22.71, 77′ LT. SOUTH FRONTAGE ROAD
Δ = 93° 24′ 07″
R = 65.00′
L = 105.96′

CURVE DATA (FACT-2)
P.I. STA. 59+87.15
Δ = 17° 37′ 41″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 177.68′
L = 352.56′
E = 13.69′
e_{MAX} = NORMAL CROWN

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

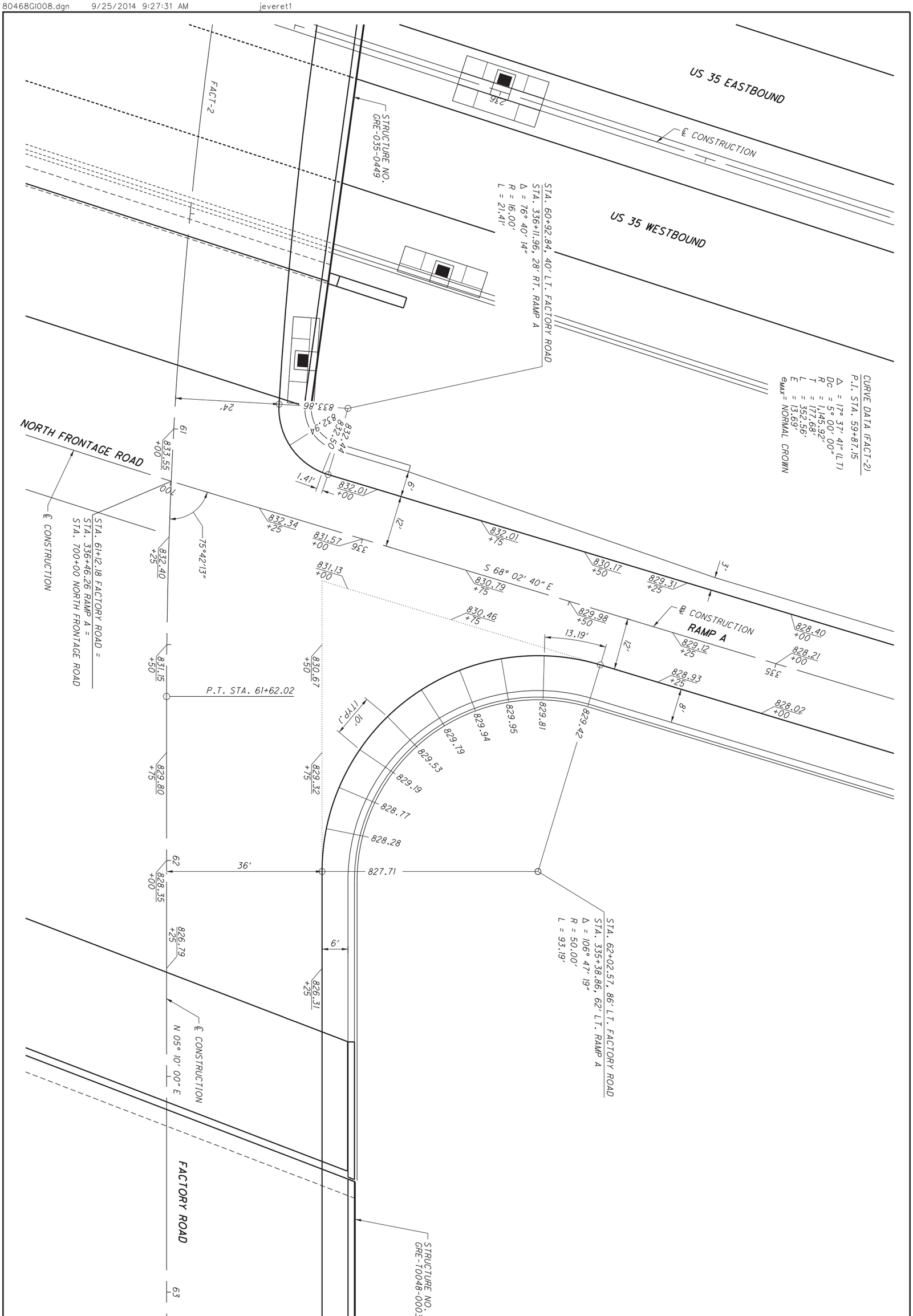
INTERSECTION DETAIL
FACTORY ROAD, SOUTH FRONTAGE ROAD

GRE-35-4.26

678
876

804686l007.dgn 9/25/2014 9:27:19 AM jeveret1

80468GI008.dgn 9/25/2014 9:27:31 AM jeveret1



876 679

GRE-35-4.26

INTERSECTION DETAIL
FACTORY ROAD, RAMP A

CALCULATED
CHECKED

0 5 10 20
HORIZONTAL SCALE IN FEET

US 35 EASTBOUND

US 35 WESTBOUND

FACTORY ROAD

NORTH FRONTAGE ROAD

FACT-2

℄ CONSTRUCTION

STRUCTURE NO.
GRE-035-0449

STRUCTURE NO.
GRE-T0048-00032

STA. 61+12.18 FACTORY ROAD =
STA. 700+00.00 NORTH FRONTAGE ROAD =
STA. 336+46.26 RAMP A

74°36'19"

P.T. STA. 61+62.02

N 05° 10' 00" E

SFRON-1

CURVE DATA (FACT-2)
P.I. STA. 59+87.15

Δ = 17° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 177.68'
L = 352.56'
E = 13.69'
e_{MAX} = NORMAL CROWN

STA. 59+84.01, 166' RT. FACTORY ROAD
STA. 701+92.92, 98' RT. NORTH FRONTAGE ROAD
Δ = 36° 31' 42"
R = 60.00'
L = 38.25'

STA. 61+45.37, 136' RT. FACTORY ROAD
STA. 701+20.04, 72' LT. NORTH FRONTAGE ROAD
Δ = 72° 22' 59"
R = 60.00'
L = 75.80'

CURVE DATA (INFRON-1)
P.I. STA. 703+16.43

Δ = 4° 44' 38" (RT)
Dc = 0° 45' 00"
R = 7,639.44'
T = 316.43'
L = 632.50'
E = 6.55'
e_{MAX} = NORMAL CROWN

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

INTERSECTION DETAIL
FACTORY ROAD, NORTH FRONTAGE ROAD

GRE-35-4.26

680
876

80468GI009.dgn 9/25/2014 9:27:43 AM jeveret1

CURVE DATA (SHAK-1)
P.I. STA. 105+66.01
Δ = 54° 39′ 09″ (RT)
Dc = 5° 30′ 00″
R = 1041.74′
T = 538.29′
L = 993.68′
E = 130.85′
e_{MAX} = NORMAL CROWN

STA. 107+90.62, 62′ LT. SHAKERTOWN ROAD
STA. 90+70.06, 62′ LT. SHAKERTOWN ROAD CONNECTOR
Δ = 95° 08′ 26″
R = 50.00′
L = 83.03′

STA. 109+08.99, 62′ LT. SHAKERTOWN ROAD
STA. 90+51.76, 62′ RT. SHAKERTOWN ROAD CONNECTOR
Δ = 78° 20′ 57″
R = 50.00′
L = 68.37′

SHAKERTOWN ROAD CONNECTOR
℄ CONSTRUCTION

SHAKERTOWN ROAD
℄ CONSTRUCTION

N 29° 25′ 17″ E

81°6′54″

SHAK-1

STA. 108+58.70 SHAKERTOWN ROAD =
STA. 90+00.00 SHAKERTOWN ROAD CONNECTOR

P.T. STA. 110+21.41

HORIZONTAL SCALE IN FEET
0 5 10 20

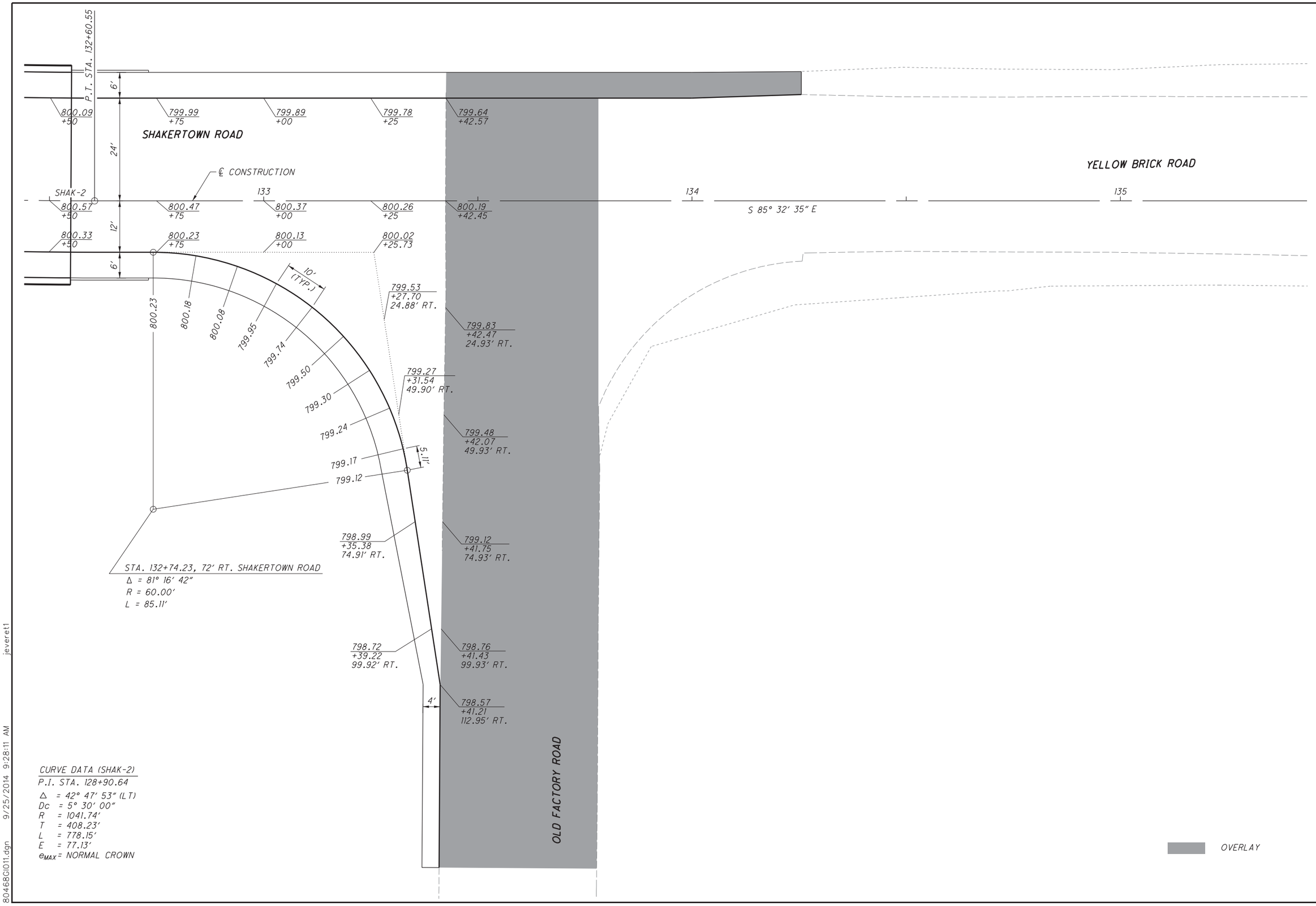
CALCULATED
CHECKED

INTERSECTION DETAIL
SHAKERTOWN RD, SHAKERTOWN RD CONNECTOR

GRE-35-4.26

681
876

80466G1010.dgn 9/25/2014 9:27:57 AM jeveret1



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

INTERSECTION DETAIL
SHAKERTOWN ROAD / OLD FACTORY ROAD

GRE-35-4.26

682
876

80468G011.dgn 9/25/2014 9:28:11 AM jeveret1

CURVE DATA (OSHAK-1)
P.I. STA. 75+13.41

Δ = 5° 47′ 21″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 96.57′
L = 192.97′
E = 2.44′
e_{MAX} = EXISTING

STA. 92+08.35 SHAKERTOWN ROAD CONNECTOR =
STA. 75+27.28 OLD SHAKERTOWN ROAD

OLD SHAKERTOWN ROAD
℄ CONSTRUCTION
S 85° 03′ 30″ E
77
76
75
74
N 89° 09′ 09″ E
P.T. STA. 76+09.82
P.C. STA. 74+16.84
819.68 +75
820.70 +50
819.96 +75
14.7′±
5.7′±
821.73 +25
819.40
819.62
820.01
820.39
820.71
820.87
820.85
822.70 +00
63°2′40″
62′
821.30 +25
822.51 +00
823.86 +15
822.07 +75
821.48 +75
10′ (TYP.)
825.00 +50
823.62 +75
826.14 +21.91
825.99 +25
825.61 +21.91
825.46 +25
14.4′±
13.17′
4′
824.73
824.21
823.72
823.16
822.59
822.17
821.94
821.88
12′
821.95 +50
821.36 +50
820.72 +50
820.72 +25
821.30 +25
821.88 +25
821.86 +00
821.37 +00
820.87 +00
91
N 29° 25′ 17″ E
SHAKERTOWN ROAD CONNECTOR

STA. 91+66.91, 62′ RT. SHAKERTOWN ROAD CONNECTOR
STA. 75+65.04, 64.69′ RT. OLD SHAKERTOWN ROAD
Δ = 63° 50′ 11″
R = 50.00′
L = 55.71′

STA. 91+27.17, 47′ LT. SHAKERTOWN ROAD CONNECTOR
STA. 74+46.47, 49.4′ RT. OLD SHAKERTOWN ROAD
Δ = 119° 47′ 07″
R = 35.00′
L = 73.17′

HORIZONTAL SCALE IN FEET
0 5 10 20
CALCULATED
CHECKED

INTERSECTION DETAIL
SHAKERTOWN RD CONNECTOR, OLD SHAKERTOWN RD

GRE-35-4.26

683
876

80466GI012.dgn 9/25/2014 9:28:23 AM jeveret1

STA. 78+34.32, 52.36' LT. OLD SHAKERTOWN ROAD
Δ = 52° 38' 49"
R = 42.00'
L = 38.59'

OLD SHAKERTOWN ROAD
S 85° 03' 30" E
℄ CONSTRUCTION

78
79
80

809.00 +25
809.22 +25
808.60 +25
808.85 +33.43
808.26 +33
808.13 +50
807.00 +75
806.06 +00

4'
10.4'±
10.4'±
4'

808.63
808.07
807.47
806.81
806.24
8.58'
10' (TYP.)
805.84
805.43
805.03
804.74
804.80
804.87
804.94
805.01
805.08
805.14
805.17
805.16
805.16
805.15
805.15
805.14

7.60'
808.22
807.84
807.35
806.85
806.35
7.32'
10' (TYP.)
806.12
805.80
805.48
805.16

MEET EXIST.
WITH BUTT JOINT
STA. 78+33.43

STA. 78+34.36, 52.41' RT. OLD SHAKERTOWN ROAD
Δ = 51° 17' 54"
R = 42.00'
L = 37.60'

STA. 79+00.00, ℄' LT. OLD SHAKERTOWN ROAD
Δ = 282° 49' 48"
R = 42.00'
L = 207.33'

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED
CHECKED

INTERSECTION DETAIL
OLD SHAKERTOWN RD

GRE-35-4.26

684
876

80468G013.dgn 9/25/2014 9:28:35 AM jeveret1

CURVE DATA (NFRON-2)
P.I. STA. 709+22.89

Δ = 4° 21′ 14″ (LT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 290.39′
L = 580.50′
E = 5.52′
e_{MAX} = NORMAL CROWN

STA. 709+38.89, 127′ LT. NORTH FRONTAGE ROAD
STA. 50+21.17, 133′ LT. ALPHA ROAD
Δ = 68° 38′ 03″
R = 115.00′
L = 137.76′

STA. 711+63.57, 82′ LT. NORTH FRONTAGE ROAD
STA. 50+63.27, 89.17′ RT. ALPHA ROAD
Δ = 110° 04′ 03″
R = 70.00′
L = 134.47′

STA. 49+88.17, 64′ LT. ALPHA ROAD
Δ = 36° 46′ 23″
R = 60.00′
L = 38.51′

STA. 50+44.67, 72.89′ RT. ALPHA ROAD
Δ = 52° 56′ 40″
R = 75.00′
L = 69.30′

ALPHA ROAD
℄ CONSTRUCTION
N 46° 31′ 39″ E
51
17.4′±
19.3′±
806.15 +59.63
806.84 +59.63
805.98 +50
805.55 +25
806.58 +50
806.04 +30
18′
14′
R= 2′
50+27.22 0.05′ LT.
7.16′
805.88 +26.75
805.83 +25
14.47′
806.10
805.58
805.21
805.97
805.65
805.33
805.03
804.94
804.88
804.65
804.54
804.55
804.67
804.83
804.95
805.04
805.08
805.09
805.06
805.00
805.11
9.30′
805.30
805.45
805.26
805.08
804.96
804.92
804.94
805.03
805.20
805.39
805.56
805.73
805.87
806.00
806.11
806.21
805.29
4′
805.41
805.51
805.63
8.51′
805.75
50
10′ (TYP.)
49+52.26 15.94′ LT.
49+75.95 42.86′ RT.
R= 2′
805.81 710+24.06
805.80 +25
805.68 +50
805.41 +75
805.36 710+85.13
67°56′03″
℄ CONSTRCUTION
NFRON-2
NFRON-2
NORTH FRONTAGE ROAD
709
710
711
806.66 +00
806.35 +25
806.90 +00
806.59 +25
806.36 +50
806.20 +75
806.08 +00
805.96 +25
805.84 +00
805.72 +25
805.60 +50
805.49 +75
805.37 +00
805.25 +25
805.13 +50
805.01 +75
806.12 +50
805.96 +75
805.84 +00
805.61 +00
805.49 +25
805.37 +50
805.25 +75
12′
16′
19′
STA. 710+32.25 NORTH FRONTAGE ROAD =
STA. 49+37.44 ALPHA ROAD

jeveret1
9/25/2014 9:28:45 AM
80468G015.dgn

HORIZONTAL SCALE IN FEET
0 5 10 20
CALCULATED
CHECKED

INTERSECTION DETAIL
ALPHA ROAD, NORTH FRONTAGE ROAD

GRE-35-4.26

685
876

STA. 150+00.00 ALPHA COURT=
STA. 808+87.21 SOUTH FRONTAGE ROAD

SOUTH FRONTAGE ROAD

SFRON-1

ALPHA COURT

ALPH-1

℄ CONSTRUCTION

S 66° 53′ 38″ E

N 48° 20′ 08″ E

62°50′46″

807.93 +25 | 807.30 +50 | 806.75 +75 | 806.27 +00 | 805.87 +25 | 805.56 +50 | 805.31 +75 | 805.15 +00 | 805.03 +25 | 804.90 +50 | 804.78 +75 | 804.65 +00

808 | 808.17 +25 | 807.54 +50 | 806.99 +75 | 806.51 +00 | 806.11 +25 | 805.80 +50 | 805.55 +75

809 | 805.39 +00 | 805.27 +25 | 805.14 +50

810 | 805.02 +75 | 804.89 +00

805.46 +51.30 | 805.23 +75 | 805.15 +86.92

805.42 | 805.19 | 805.01 | 805.06 | 804.96 | 804.99 +50 | 804.94 | 804.88 | 804.83 | 804.81 | 804.75 +50 | 804.59 +25 | 804.50 | 804.41 | 804.36 +00 | 804.32 | 804.29 | 804.26 +00 | 804.22 | 804.14 | 804.05 +79.40 | 803.91 | 803.65

806.95 | 806.72 | 806.46 | 806.20 | 805.91 | 805.63 | 805.37 | 805.13 | 804.90 | 804.70 | 804.52 | 804.36

804.88 | 804.87 | 804.83 | 804.78 | 804.71 | 804.65 | 804.58

804.30 +64.27 38.57′ RT.

804.01 +31.91 29.77′ RT.

803.91 +41.94 48.34′ RT.

P.T. STA. 809+51.35

STA. 149+50.53, 47.88′ RT. ALPHA COURT
Δ = 35° 58′ 59″
R = 50.00′
L = 31.40′

STA. 807+65.21, 72′ RT. SOUTH FRONTAGE ROAD
STA. 148+79.05, 69.82′ LT. ALPHA COURT
Δ = 120° 29′ 10″
R = 60.00′
L = 126.17′

STA. 148+88.31, 64.01′ LT. ALPHA COURT
Δ = 15° 09′ 58″
R = 87.00′
L = 23.03′

STA. 809+68.28, 127′ RT. SOUTH FRONTAGE ROAD
STA. 149+20.64, 127′ RT. ALPHA COURT
Δ = 61° 49′ 17″
R = 115.00′
L = 124.08′

CURVE DATA (SFRON-1)
P.I. STA. 808+16.12
Δ = 8° 07′ 39″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 135.68′
L = 270.91′
E = 4.81′
e_{MAX} = NORMAL CROWN

CURVE DATA (ALPH-1)
P.I. STA. 148+18.63
Δ = 46° 37′ 24″ (RT)
Dc = 44° 00′ 00″
R = 130.22′
T = 56.11′
L = 105.96′
E = 11.58′
e_{MAX} = NORMAL CROWN

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

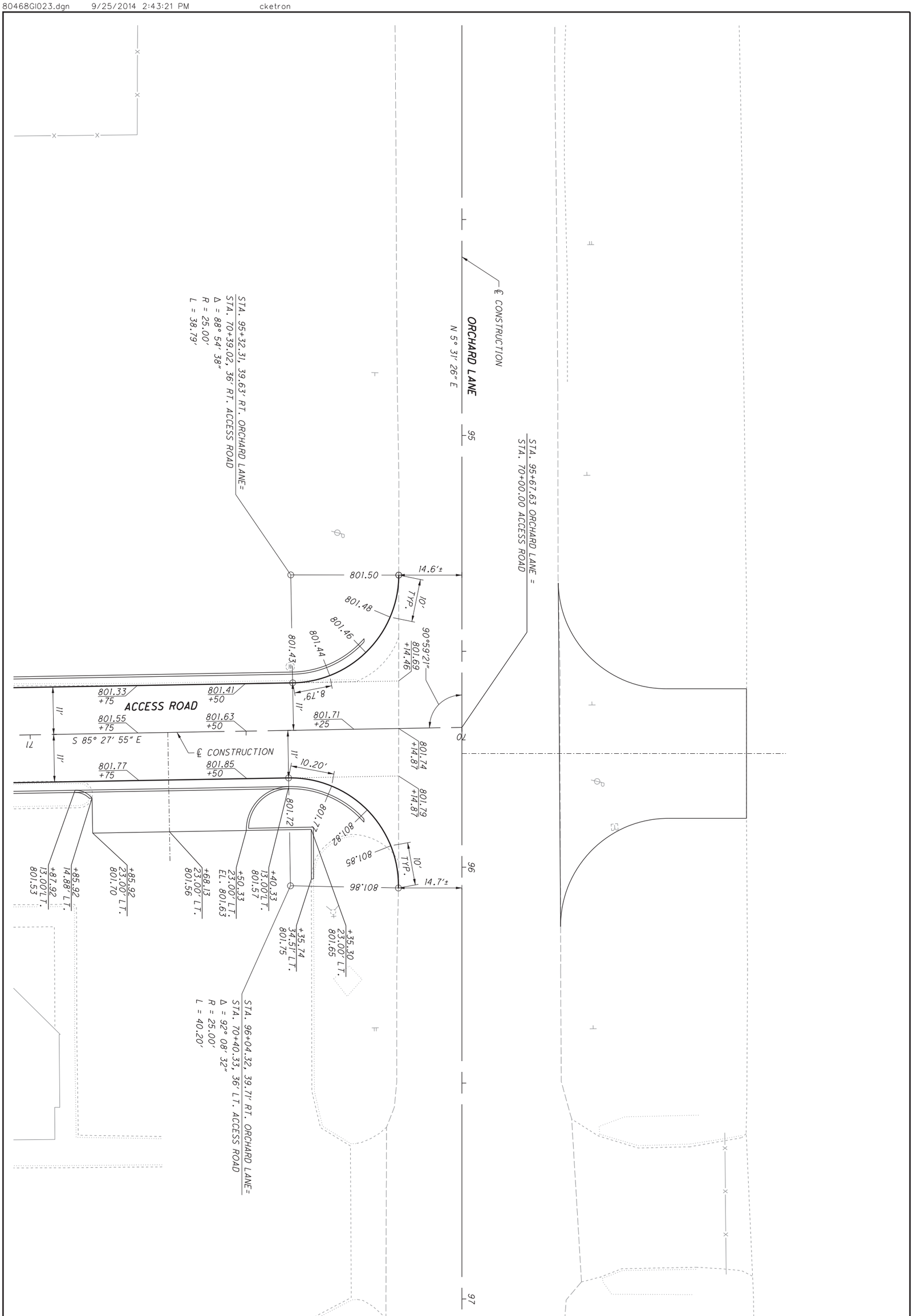
INTERSECTION DETAIL
ALPHA COURT, SOUTH FRONTAGE ROAD

GRE-35-4.26

686
876

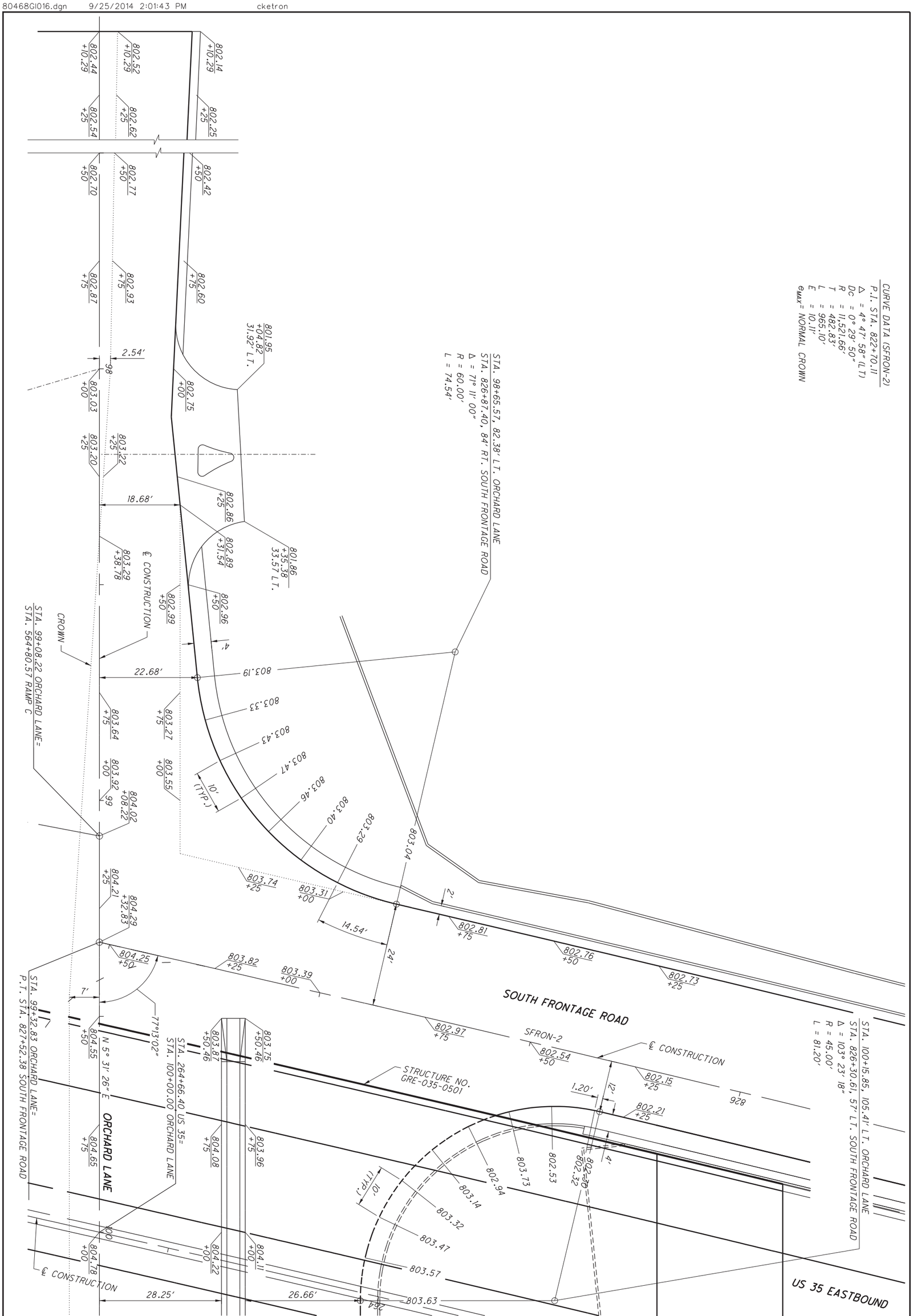
80468G1014.dgn 9/25/2014 9:28:59 AM jeveret1

80468GI023.dgn 9/25/2014 2:43:21 PM cketron



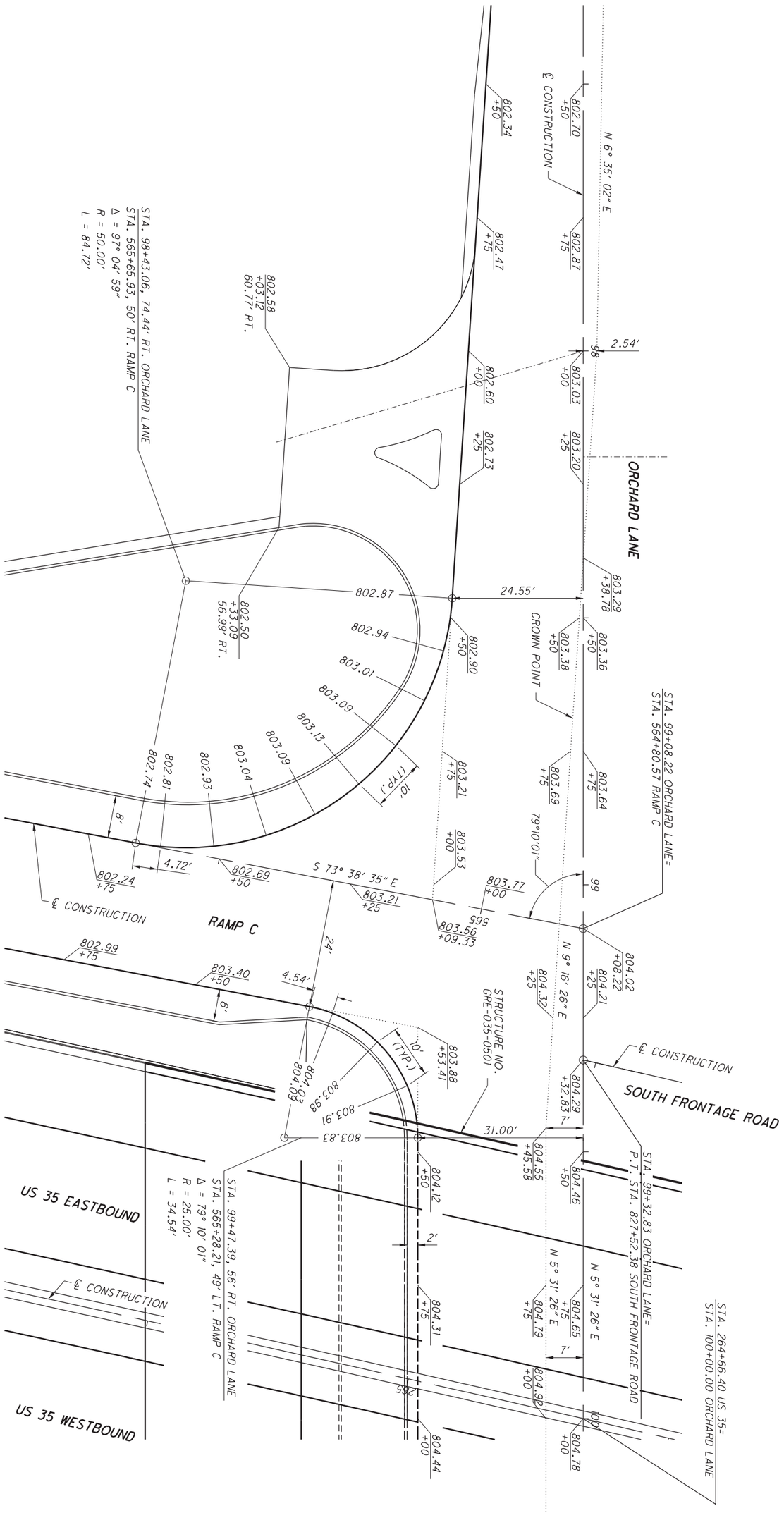
687 / 876	GRE-35-4.26	INTERSECTION DETAIL ORCHARD LANE, ACCESS ROAD	CALCULATED CHECKED	0 10 5 20 HORIZONTAL SCALE IN FEET

80468GI016.dgn 9/25/2014 2:01:43 PM cketron

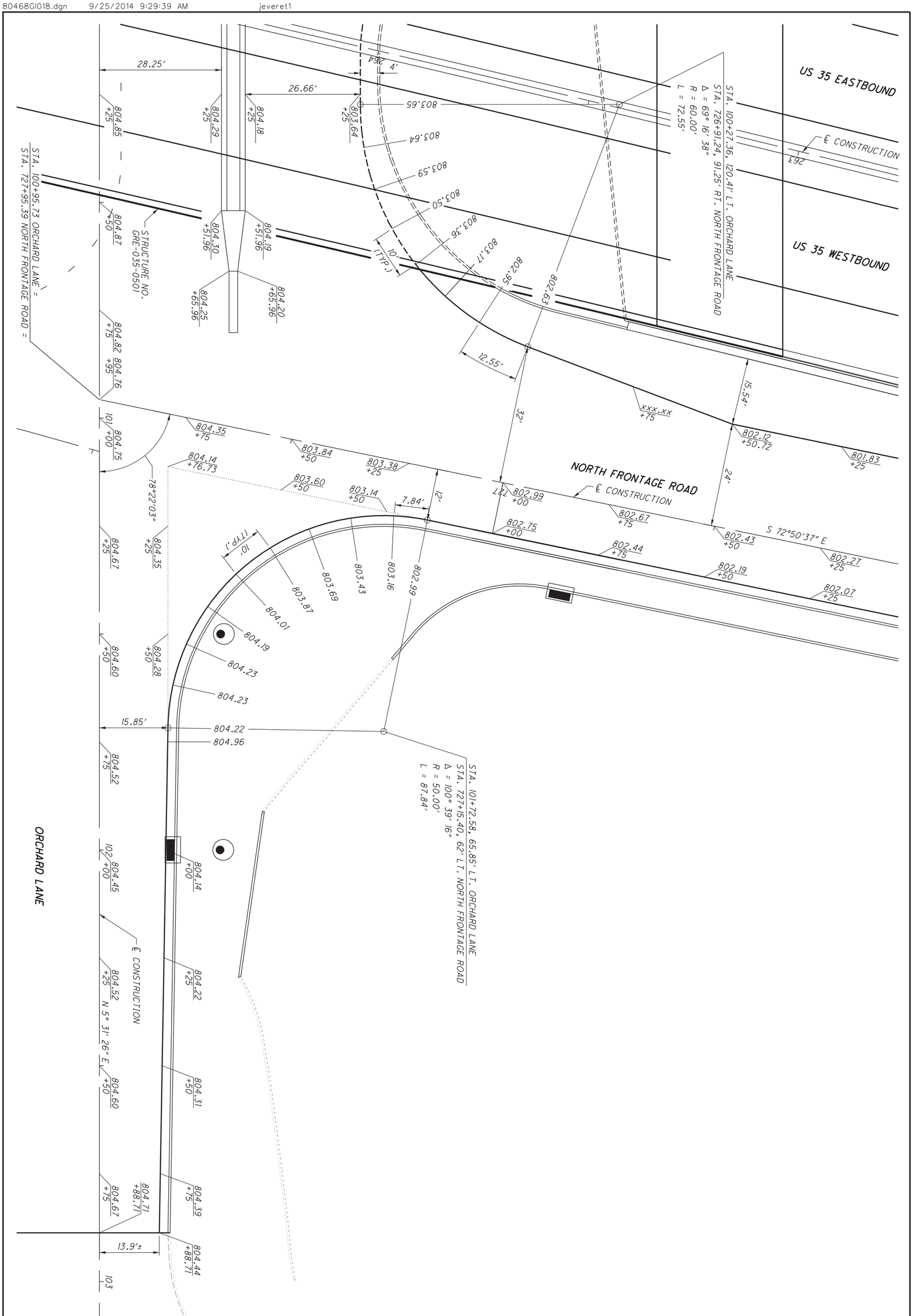


876 / 688	GRE-35-4.26	INTERSECTION DETAIL ORCHARD LANE, SOUTH FRONTAGE ROAD	CALCULATED CHECKED	0 5 10 20 HORIZONTAL SCALE IN FEET

80468GI017.dgn 9/25/2014 1:57:57 PM cketron

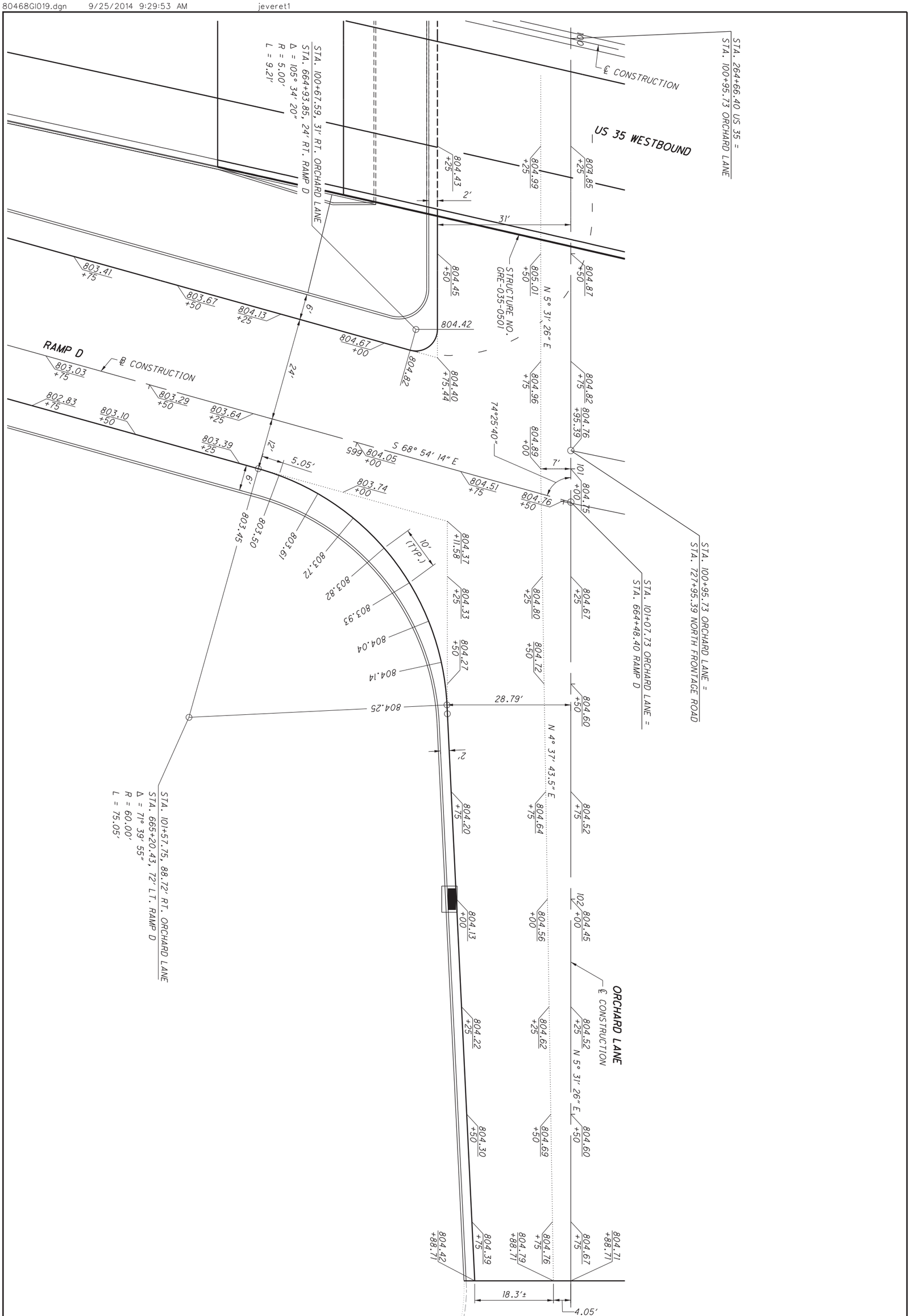


876 / 689	GRE-35-4.26	INTERSECTION DETAIL ORCHARD LANE, RAMP C	CALCULATED CHECKED	0 5 10 20 HORIZONTAL SCALE IN FEET

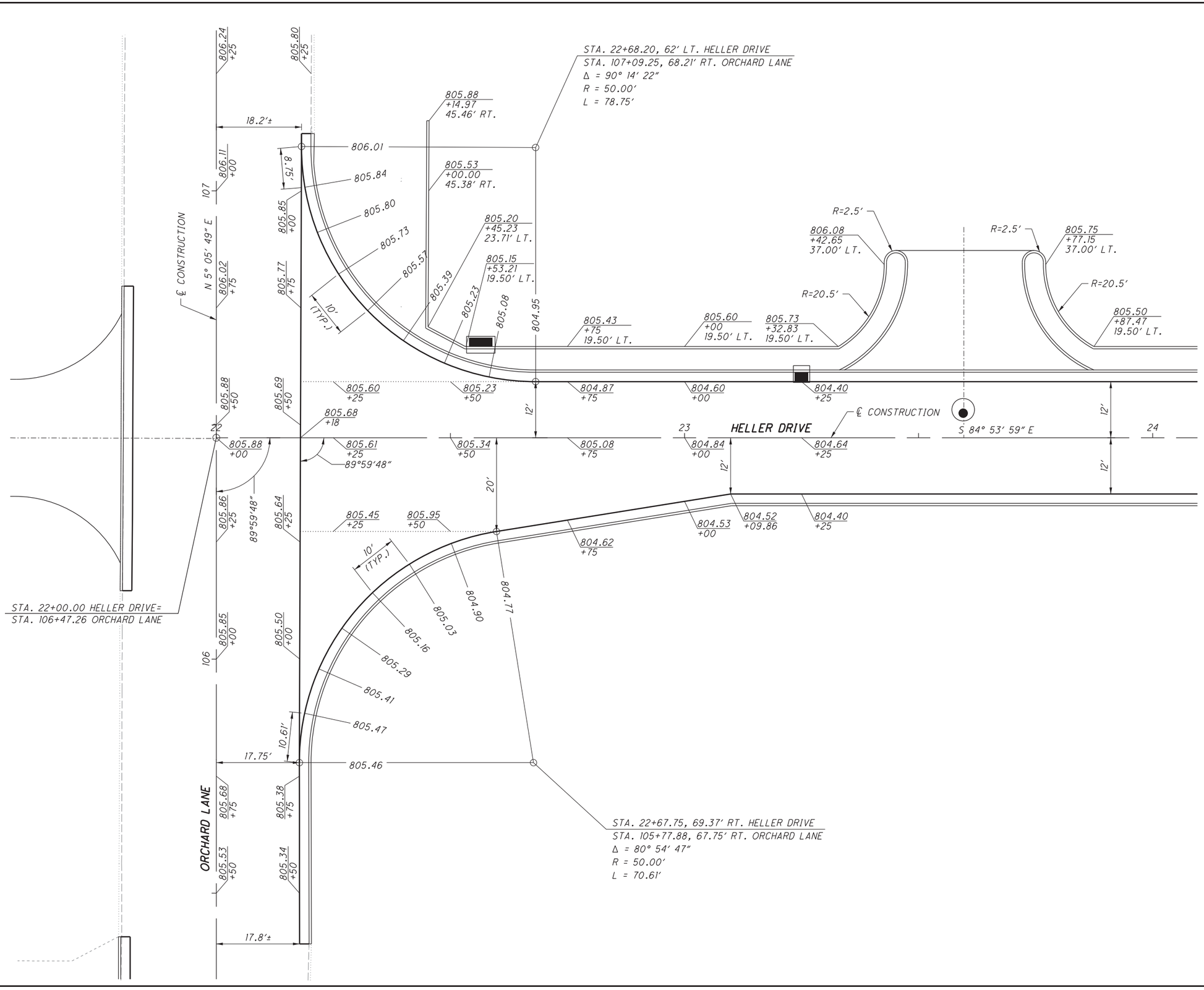


876 690	GRE-35-4.26	INTERSECTION DETAIL ORCHARD LANE, NORTH FRONTAGE ROAD	CALCULATED CHECKED 0 10 5 20 HORIZONTAL SCALE IN FEET N

80468GI019.dgn 9/25/2014 9:29:53 AM jeveret1



876 / 691	GRE-35-4.26	INTERSECTION DETAIL ORCHARD LANE, RAMP D	CALCULATED CHECKED	0 5 10 20 HORIZONTAL SCALE IN FEET



80468G020.dgn 9/25/2014 9:30:05 AM jeveret1

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

INTERSECTION DETAIL
HELLER DRIVE, ORCHARD LANE

GRE-35-4.26

692
876

OLD HELLER DRIVE

804.39
+44.02

804.35
+37.62

804.31
+31.23

804.28

804.26

804.22

804.18

804.14

804.11

804.06

804.02

803.98

803.94

803.92
+34.95

803.91

803.95

804.06

804.18

27.81'

5.98'

6.01'

6.15'

804.09

804.25

804.47

804.56

804.55

804.53

804.53

804.66

804.89

805.12

805.31

805.45

10'
(TYP.)

10'
(TYP.)

STA. 724+74.57, 83.43' LT. NORTH FRONTAGE ROAD
Δ = 129° 52' 50"
R = 60.00'
L = 136.01'

STA. 725+03.28, 94.73' LT. NORTH FRONTAGE ROAD
Δ = 129° 11' 57"
R = 47.00'
L = 105.98'

24.00'

8.49'

804.50
+93.86

804.39
+83.83

804.62
+03.89

804.29
+75.31

23.44'

23.73'±

℄ CONSTRUCTION

NORTH FRONTAGE ROAD

724

725

726

N

0 5 10 20
HORIZONTAL
SCALE IN FEET

CALCULATED

CHECKED

INTERSECTION DETAIL
OLD HELLER DRIVE

GRE-35-4.26

693
876

80468GI022.dgn 9/25/2014 9:30:17 AM jeveret1

STA. 27+92.27, 62' RT. HELLER DRIVE
STA. 2+24.99, 64.19' LT. OLD HELLER DRIVE
Δ = 100° 09' 06"
R = 50.00'
L = 87.40'

STA. 29+21.73, 64.02' RT. HELLER DRIVE
STA. 2+46.69, 63.45' RT. OLD HELLER DRIVE
Δ = 79° 51' 43"
R = 50.00'
L = 69.69'

STA. 3+00.00 OLD HELLER DRIVE=
STA. 28+69.10 HELLER DRIVE

HELLER DRIVE

OLD HELLER DRIVE
℄ CONSTRUCTION
S 82° 19' 43" E

℄ CONSTRUCTION
S 2° 52' 21" E

CURB AND GUTTER, TYPE2

149:1 TAPER

140:1 TAPER

79°27'22"

10' (TYP.)

12'

14'

14.0'

7.40'

9.69'

13.45'

14.3'±

13.5'±

14.19'

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED

CHECKED

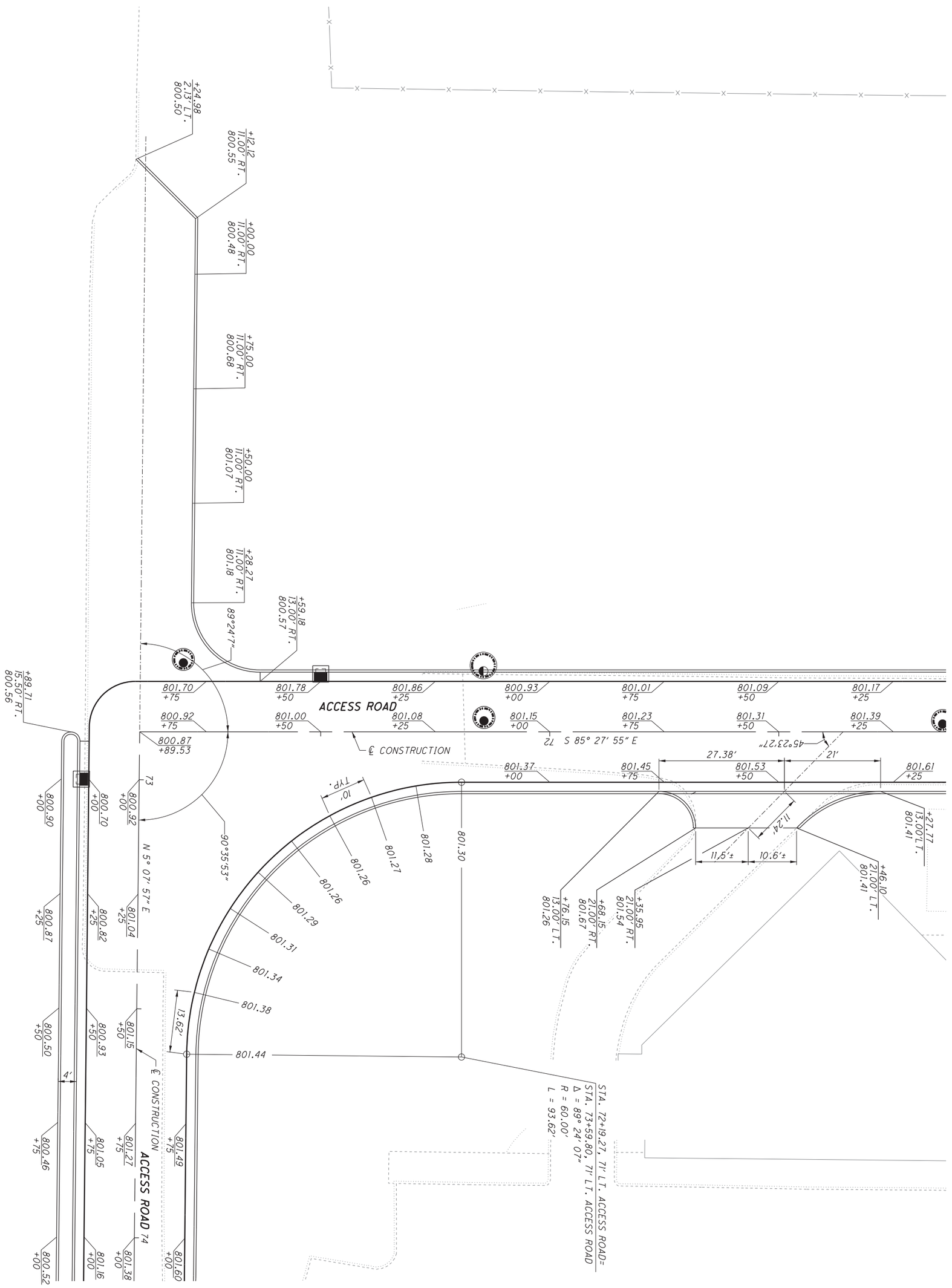
INTERSECTION DETAIL
OLD HELLER DRIVE, HELLER DRIVE

GRE-35-4.26

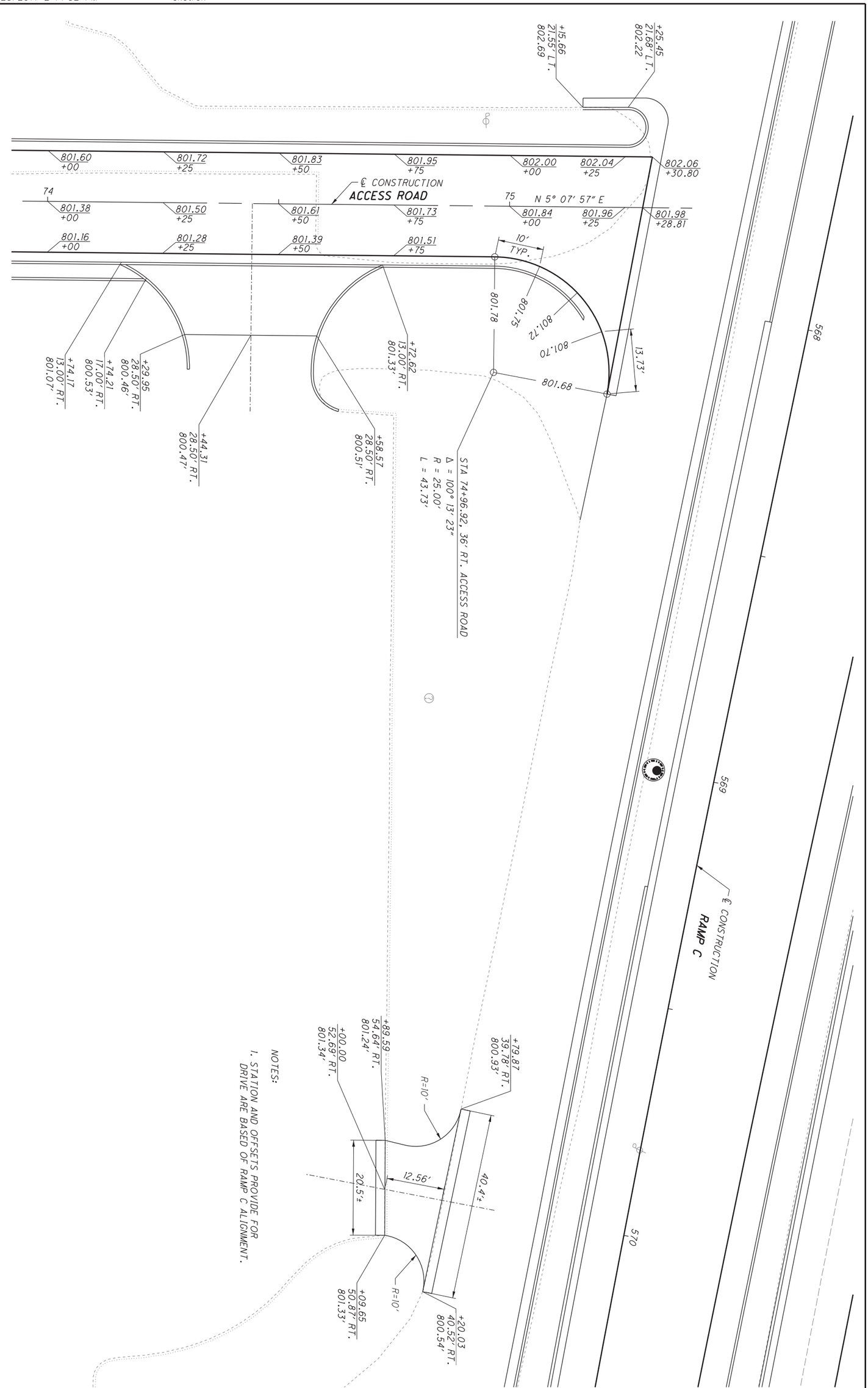
694
876

80468G021.dgn 9/25/2014 9:30:27 AM jeverett

80468GI024.dgn 9/25/2014 2:44:04 PM cketron



876 / 995	GRE-35-4.26	INTERSECTION DETAIL ACCESS ROAD	CALCULATED CHECKED	0 5 10 20 HORIZONTAL SCALE IN FEET



876 969	GRE-35-4.26	INTERSECTION DETAIL ACCESS ROAD	CALCULATED CHECKED	0 5 10 20 HORIZONTAL SCALE IN FEET

STA. 873+36.68 VALLEY ROAD =
STA. 929+36.73 RAMP G

STA. 873+78.69 VALLEY ROAD =
STA. 842+91.74 RAMP F

VALLEY ROAD

℄ CONSTRUCTION

VALL-1

R=1375.00'

86° 26' 25"

90° 46' 59"

℄ CONSTRUCTION

℄ CONSTRUCTION

RAMP G
N 63° 58' 50" W

RAMP F
N 63° 58' 50" W

10' (TYP.)

10' (TYP.)

12'

8'

16'

3'

4'

3'

16'

8'

12.88'

10.23'

24'

30.09'

30.81'

32.33'

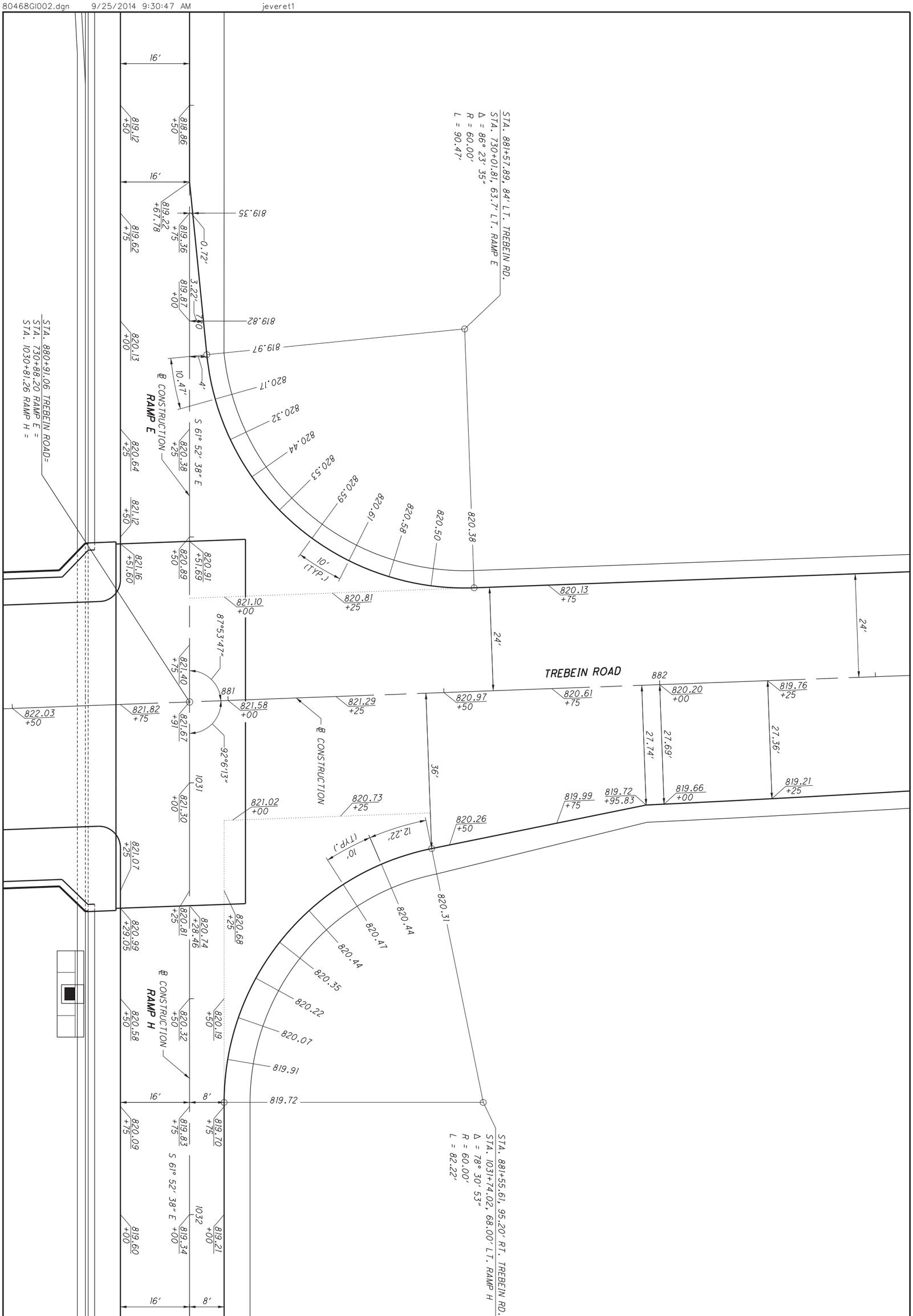
25.20'

25.33'

24'

| | | |

80468GI002.dgn 9/25/2014 9:30:47 AM jeveret1



876 698

GRE-35-4.26

INTERSECTION DETAIL
TREBEIN ROAD, RAMP E AND RAMP H

CALCULATED
CHECKED

0 5 10 20
HORIZONTAL SCALE IN FEET

INTERSECTION DETAIL
TREBEIN RD AND GLENN THOMPSON ACCESS DR

GRE-35-4.26

699
876

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

jeveret1 9/25/2014 9:30:58 AM
80468GI003.dgn

GLENN THOMPSON RESERVE ACCESS DRIVE

TREBEIN ROAD

℄ CONSTRUCTION

N 37° 49′ 40″ E

N 26° 01′ 10″ E

N 77° 15′ 41.17″ E

89° 48′ 22′

12′

24′

5.07′

3.47′

10′ (TYP.)

12.17′

GTR-1

VALL-2

796.44 +75
797.11 +00
797.93 +25
798.62 +50
798.81 +50
799.51 +75
799.70 +75
800.40 +00
800.59 +00
801.28 +25
801.47 +25
802.36 +50
802.89 +75
802.86 +00
803.24 +75
803.54 +75
803.96 +50
804.64 +25
805.32 +00
807.97 +25
807.11 +50
806.25 +75
887 805.39 +00
804.52 +25
805.30 +00
804.46 +25
803.68 +50
803.65 +50
888 802.14 +00
802.13 +00
802.72 +00
802.24 +25
801.81 +50
801.44 +25
800.78 +50
800.16 +75
889 799.59 +00
800.16 +96.11

9
10
11

P.C. STA. 9+93.43

P.T. STA. 10+61.67

T.S. STA. 887+36.11

802.87

STA. 887+75.98 TREBEIN ROAD =
STA. 11+00.00 GLENN THOMPSON ACCESS DRIVE

CURVE DATA (GTR-1)

P.I. STA. 10+34.06

Δ = 78° 11′ 30″ (RT)
Dc = 114° 35′ 30″
R = 50.00′
T = 40.63′
L = 68.24′
E = 14.43′
e_{MAX} = 1.60%

STA. 887+33.35, 49.00′ LT. TREBEIN RD.
STA. 10+13.26, 37.00′ RT. GLENN THOMPSON RESERVE ACCESS DRIVE
Δ = 145° 28′ 06″
R = 25.00′
L = 63.47′

800.16
800.35
800.80
800.98
801.57
802.25
802.94
803.54
804.03
804.42
804.64

STA. 887+25.98, 38.29′ LT. TREBEIN RD.
STA. 9+93.43, 50.00′ RT. GLENN THOMPSON RESERVE ACCESS DRIVE
Δ = 22° 43′ 24″
R = 38.00′
L = 15.07′

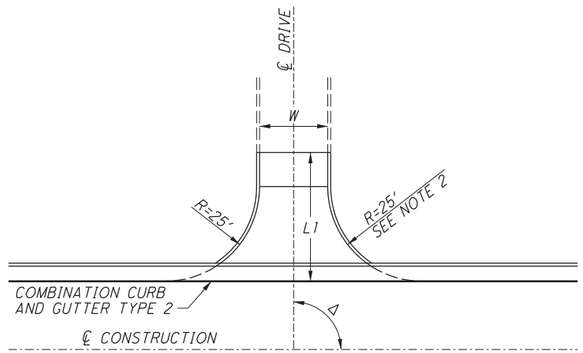
STA. 888+23.74, 64.00′ LT. TREBEIN RD.
STA. 10+49.18, 52.00′ LT. GLENN THOMPSON RESERVE ACCESS DRIVE
Δ = 74° 31′ 40″
R = 40.00′
L = 52.03′

802.14
802.21
802.46
802.57
802.54
802.41
802.27

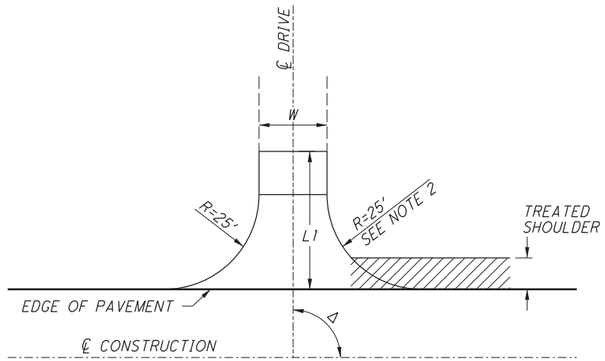
CURVE DATA (VALL-2)

P.I. STA. 892+64.47
$P.I._C$ STA. 888+96.11

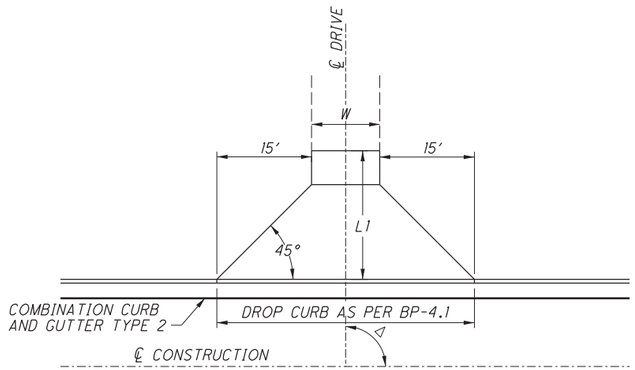
Δ = 34° 44′ 42″ (RT)
$Δ_C$ = 28° 20′ 42″ (RT)
R = 1,432.39′
L_S = 160.00′
$Θ_S$ = 3° 12′ 00″ (RT)
LT = 106.68′
ST = 53.35′
L_C = 708.62′
T_C = 361.72′
T_1 = 528.35′
T_2 = 528.35′
E_S = 69.24′
E_C = 44.97′
e_{MAX} = 6.00%



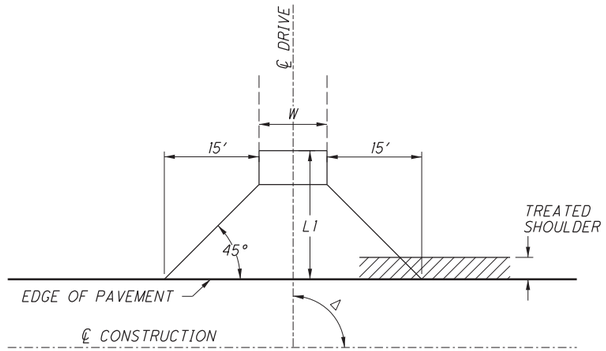
COMMERCIAL CURB DRIVEWAY ON CURBED ROAD
FOR "Δ" SEE PLAN AND PROFILE SHEETS



COMMERCIAL TYPE 1 DRIVEWAY ON UNCURBED ROAD
FOR "Δ" SEE PLAN AND PROFILE SHEETS



COMMERCIAL DRIVEWAY ON CURBED ROAD
FOR "Δ" SEE PLAN AND PROFILE SHEETS



COMMERCIAL TYPE 2 DRIVEWAY ON UNCURBED ROAD
FOR "Δ" SEE PLAN AND PROFILE SHEETS

NOTES:

1. SEE STANDARD CONSTRUCTION DRAWING BP-4.1
2. R = 25' UNLESS OTHERWISE SHOWN ON PLANS

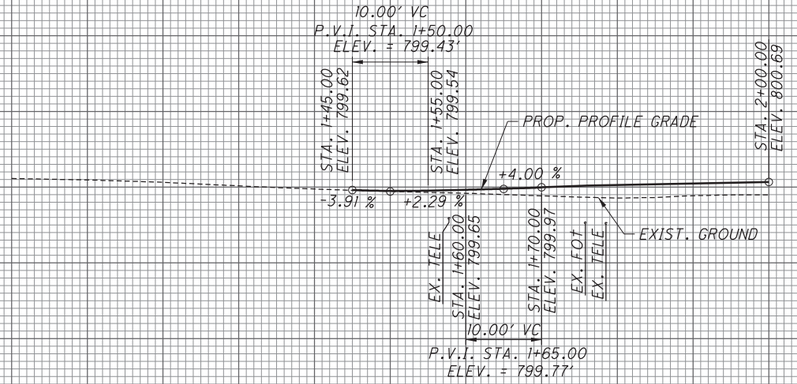
CALCULATED
CHECKED

DRIVEWAY DETAIL

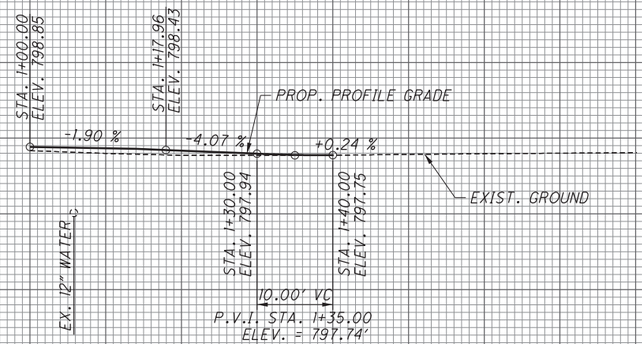
GRE-35-4.26

700
876

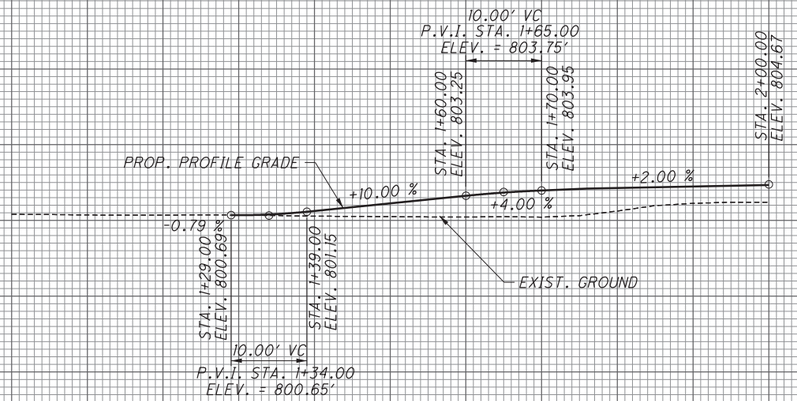
80468gd003.dgn 9/25/2014 9:31:07 AM jeveret1



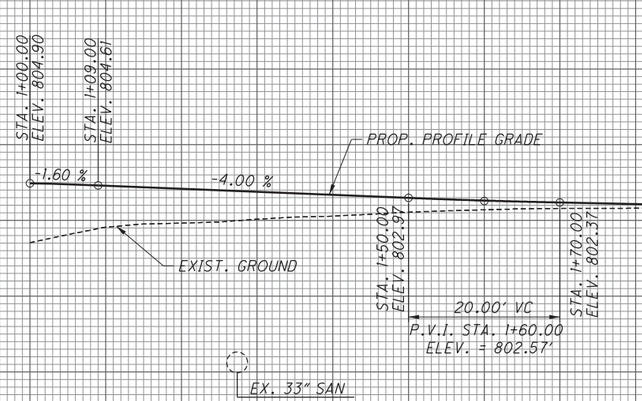
FACTORY ROAD DRIVEWAY AT 66+45.22 LT.



FACTORY ROAD DRIVEWAY AT 67+32.53 RT.



FACTORY ROAD DRIVEWAY AT 65+43.94 LT.



RAMP A FIELD DRIVEWAY AT 328+50 LT.

1+00 1+50 2+00 1+00 1+50 2+00

CALCULATED | CHECKED

DRIVE PROFILES
RAMP A/FACTORY ROAD

GRE-35-4.26

701
876

80468gd004.dgn 9/25/2014 1:25:44 PM mpierce

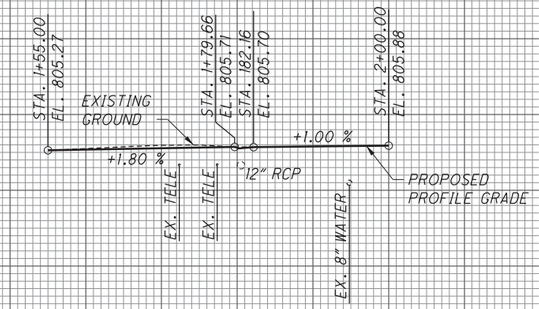
CALCULATED

CHECKED

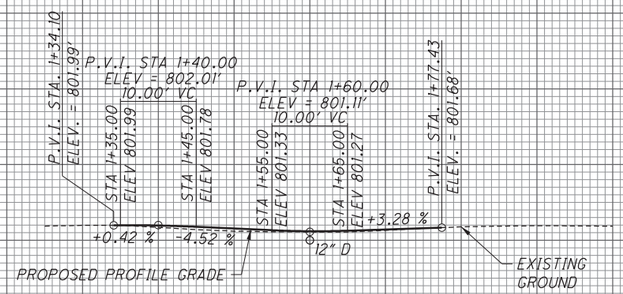
DRIVE PROFILES
NORTH FRONTAGE ROAD

GRE-35-4.26

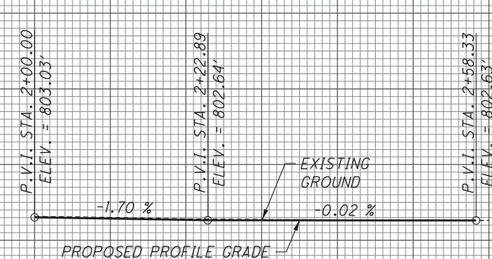
80468gd005.dgn 9/25/2014 9:31:55 AM jeveret1



ORCHARD LANE AT 106+47.18 LT.



ORCHARD LANE DRIVEWAY AT 95+74 LT.



ORCHARD LANE DRIVEWAY AT 98+00 RT.

820 810 800 790

0+50 1+00 1+50 2+00 2+00 2+50 3+00

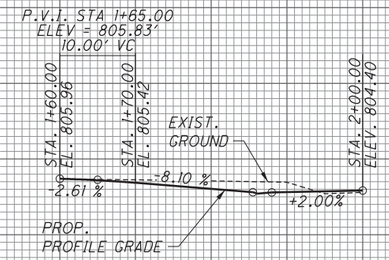
DRIVE PROFILES
ORCHARD LANE

CALCULATED
CHECKED

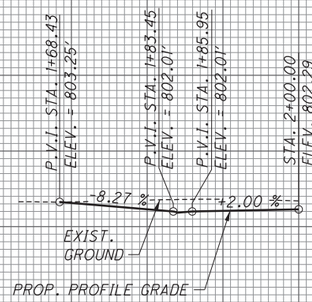
GRE-35-4.26

703
876

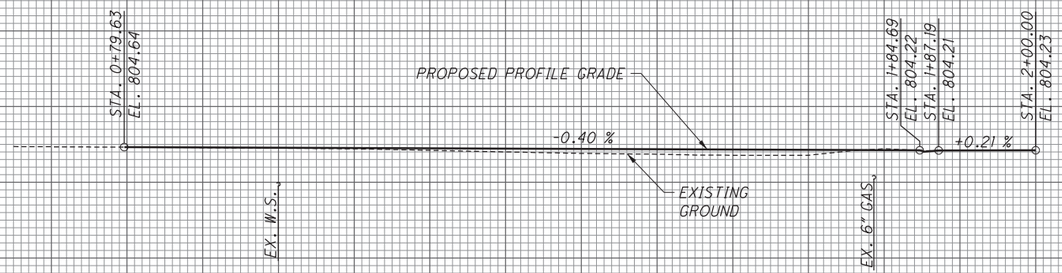
80468gd007.dgn 9/25/2014 3:59:35 PM mpierce



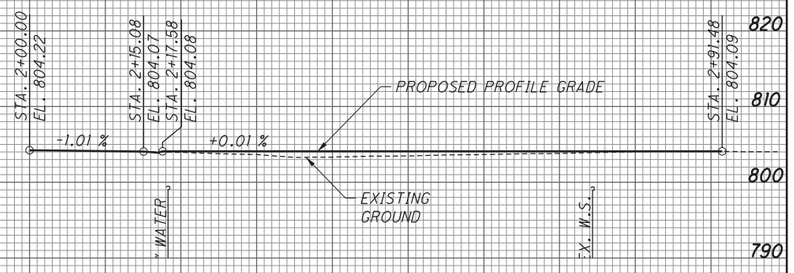
HELLER DRIVE DRIVEWAY AT 23+59.65 LT.



OLD HELLER DRIVE DRIVEWAY AT 2+04.79 LT.



OLD HELLER DRIVE DRIVEWAY AT 0+00.00 LT.



HELLER DRIVE DRIVEWAY AT 0+01.39 RT.

820
810
800
790
830
0+50
1+00
1+50
2+00
2+50
3+00

DRIVE PROFILES
HELLER DRIVE/OLD HELLER DRIVE/ORCHARD LANE

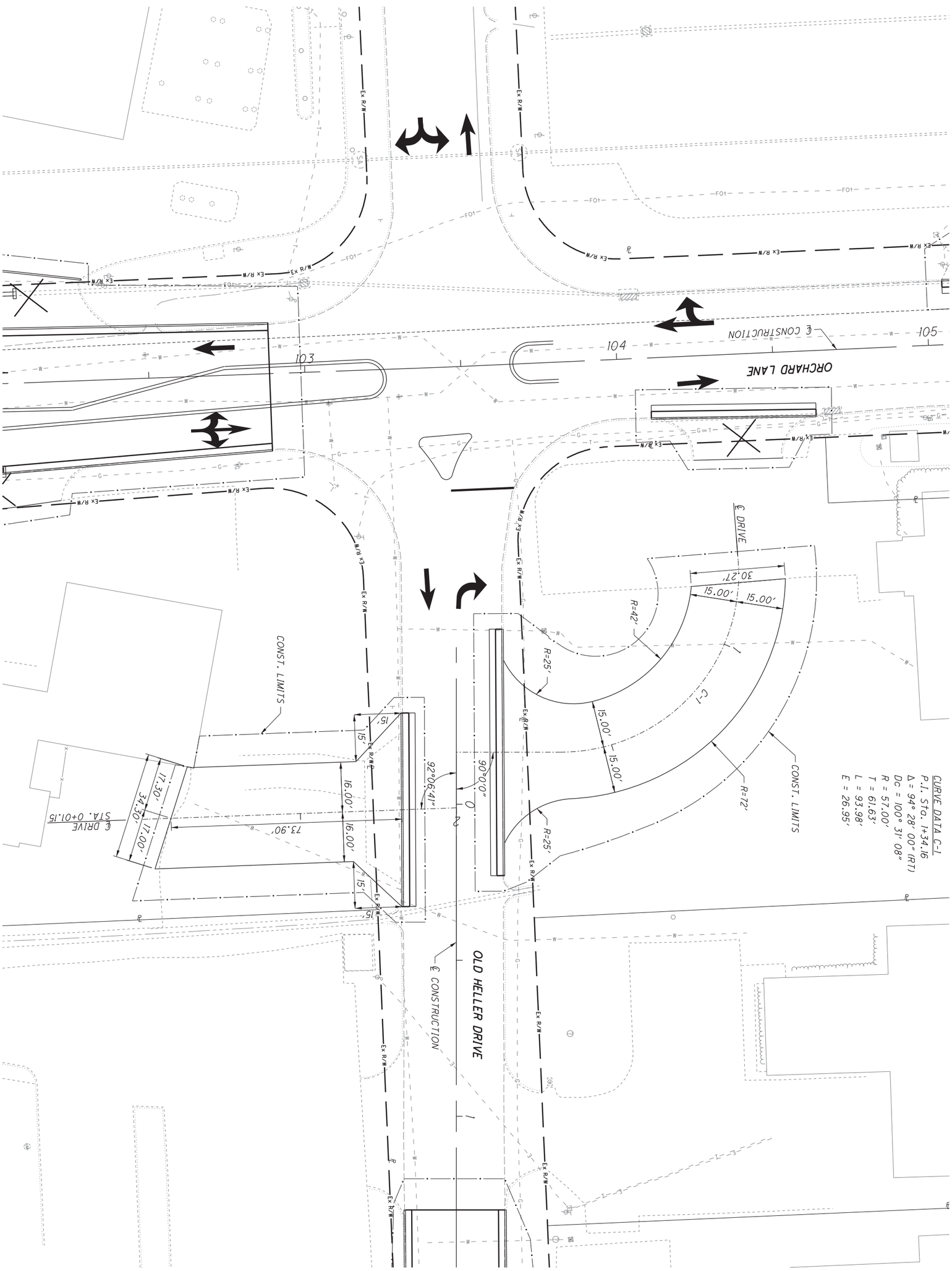
CALCULATED
CHECKED

GRE-35-4.26

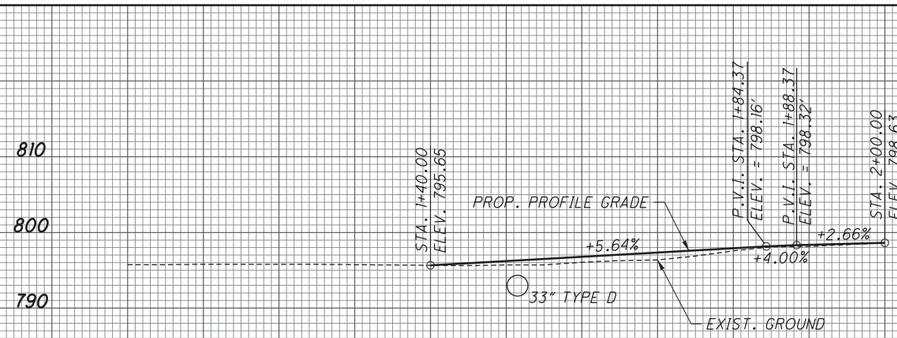
704
876

80468gd006.dgn 9/25/2014 9:32:05 AM jeveret1

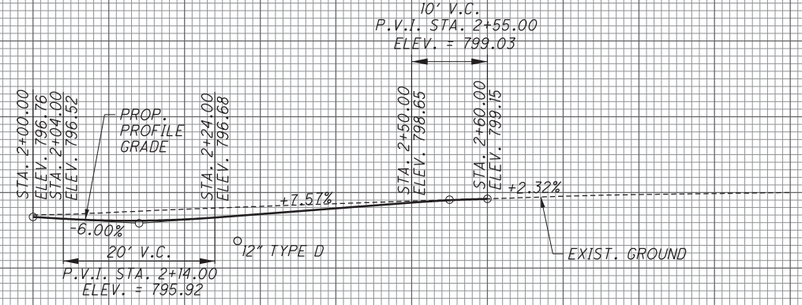
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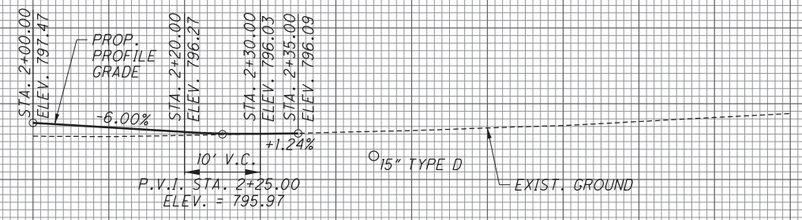
705 / 876	GRE-35-4.26	DRIVE DETAILS OLD HELLER DRIVE	CALCULATED CHECKED	0 15 7.5 30 HORIZONTAL SCALE IN FEET



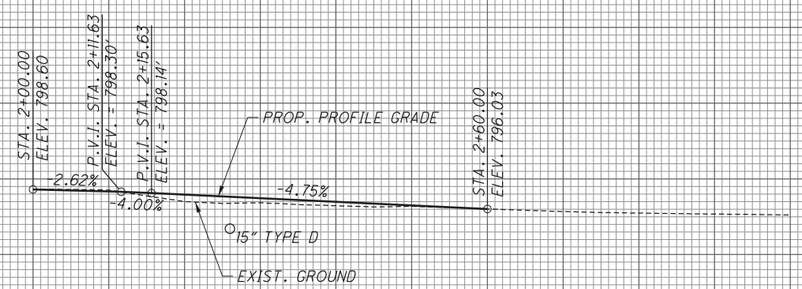
VALLEY ROAD DRIVE AT 862+80.95 LT.



TREBEIN ROAD DRIVE AT 890+85.26 RT.



TREBEIN ROAD DRIVE AT 890+20.70 RT.



VALLEY ROAD DRIVE AT 862+82.41 RT.

810
800
790
780

1+00 1+50 2+00 2+00 2+50 3+00

CALCULATED
CHECKED

DRIVE PROFILES
VALLEY ROAD/TREBEIN ROAD

GRE-35-4.26

706
876

80468gd001.dgn 9/25/2014 9:32:33 AM jeveret1

CURVE DATA C-1
P.I. Sta. 1+50.61
Δ = 89° 41′ 06″ (RT)
Dc = 229° 10′ 59″
R = 25.00′
T = 24.86′
L = 39.13′
E = 10.26′

CURVE DATA C-2
P.I. Sta. 2+93.24
Δ = 66° 44′ 03″ (LT)
Dc = 229° 10′ 59″
R = 25.00′
T = 16.46′
L = 29.12′
E = 4.93′

88°29′49″
898
STA. 3+76.79
VALLEY ROAD
898
℄ CONSTRUCTION
R=25′
S 79° 32′ 04″ E
10′ 10′
R=25′
R=15′
P.T. STA. 3+05.90
VALLEY ROAD (EXISTING)
R=35′
P.T. STA. 1+64.88
S 12° 48′ 01″ E
℄ CONSTRUCTION
C-1
C-2
Ex R/W
P.C. STA. 1+25.75
10′ 10′
R=15′
+20
+00
CONST. LIMITS
8.0±
8.0±
N 77° 30′ 53″ E
P.C. STA. 2+76.78

792.08 791.98 792.43 793.34 794.56 795.81 797.06 798.31 799.56 800.81 802.06 802.40 800.91

20.00′ VC
P.V.I. STA. 3+66.79
ELEV. = 802.90′

STA. 3+56.79
ELEV. 802.40
STA. 3+76.79
ELEV. 802.30
STA. 2+00.00
ELEV. 800.91

PROP. PROFILE GRADE
+5.00%
-6.00%
-0.38%
+1.99%
EXIST. GROUND

STA. 2+00.00
ELEV. 792.08
P.V.I. STA. 1+30.00
ELEV. = 791.96′
STA. 1+35.00
ELEV. 792.06
STA. 1+85.00
ELEV. 793.81
50.00′ VC
P.V.I. STA. 1+60.00
ELEV. = 792.56′

792.21 792.08 791.95 792.45 792.50 792.40 792.42 792.44 792.67 792.38 791.69 791.56 791.48 791.54

810 805 800 795 790 785 780

1+00 2+00 3+00 4+00

HORIZONTAL SCALE IN FEET
0 10 20 40

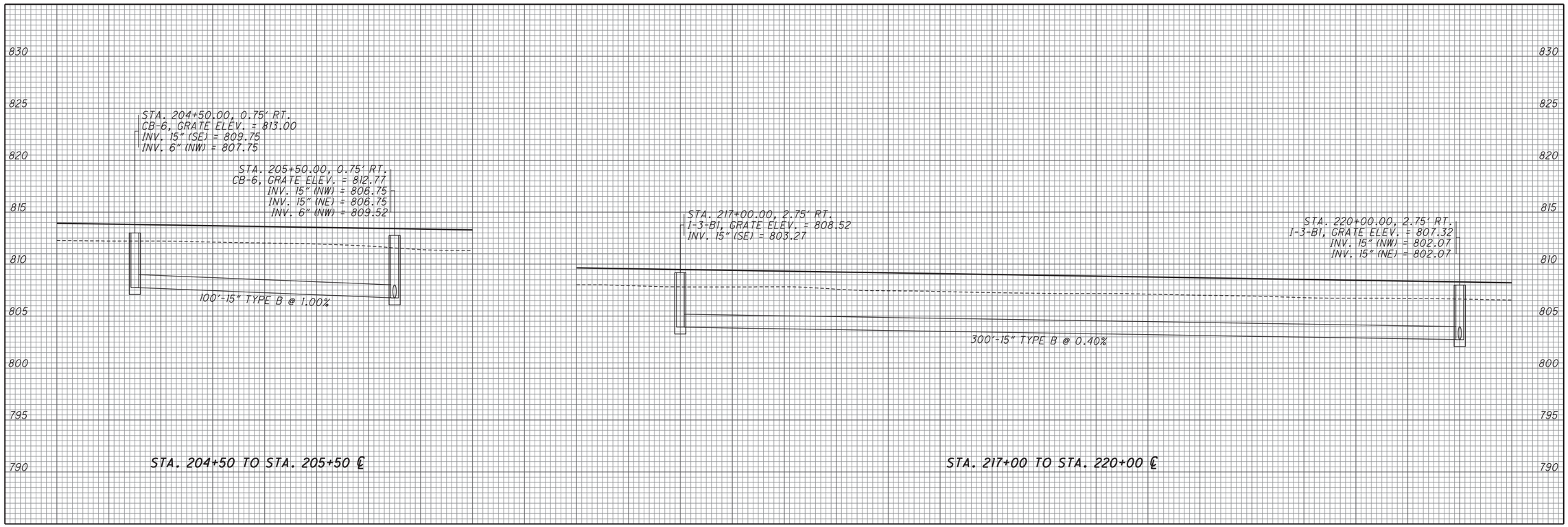
CALCULATED
CHECKED

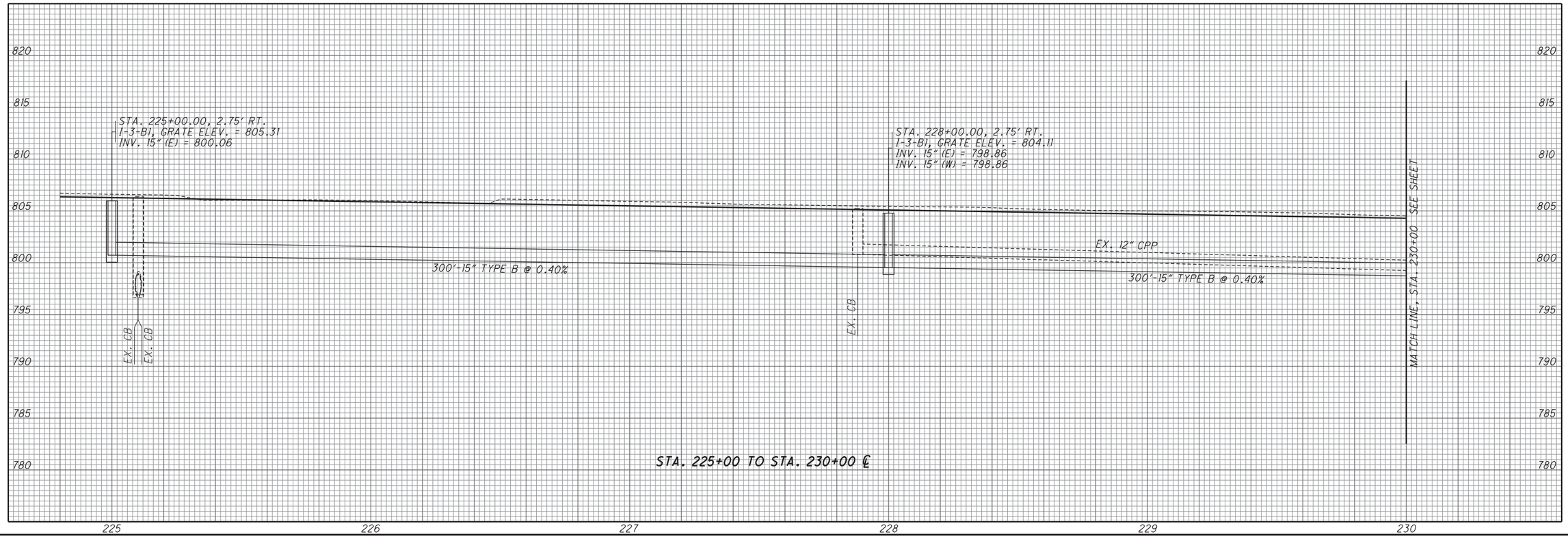
DRIVE PLAN AND PROFILE
VALLEY ROAD 869+02.36 LT.

GRE-35-4.26

707
876

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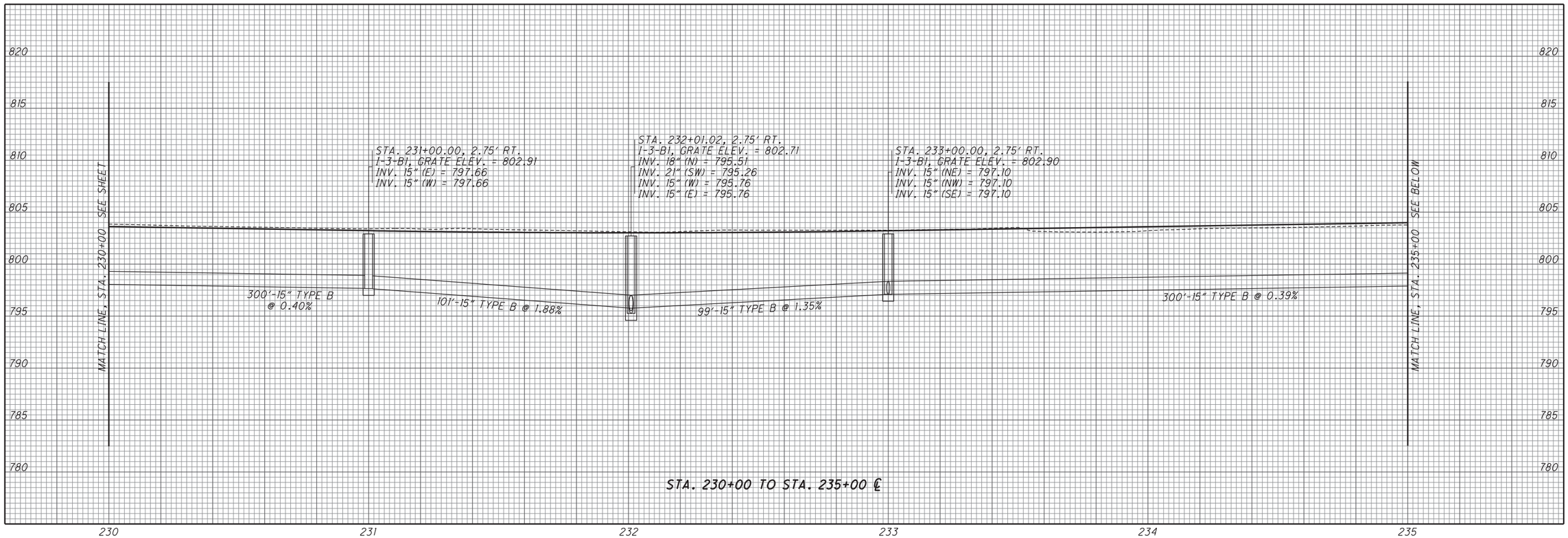
CALCULATED | CHECKED

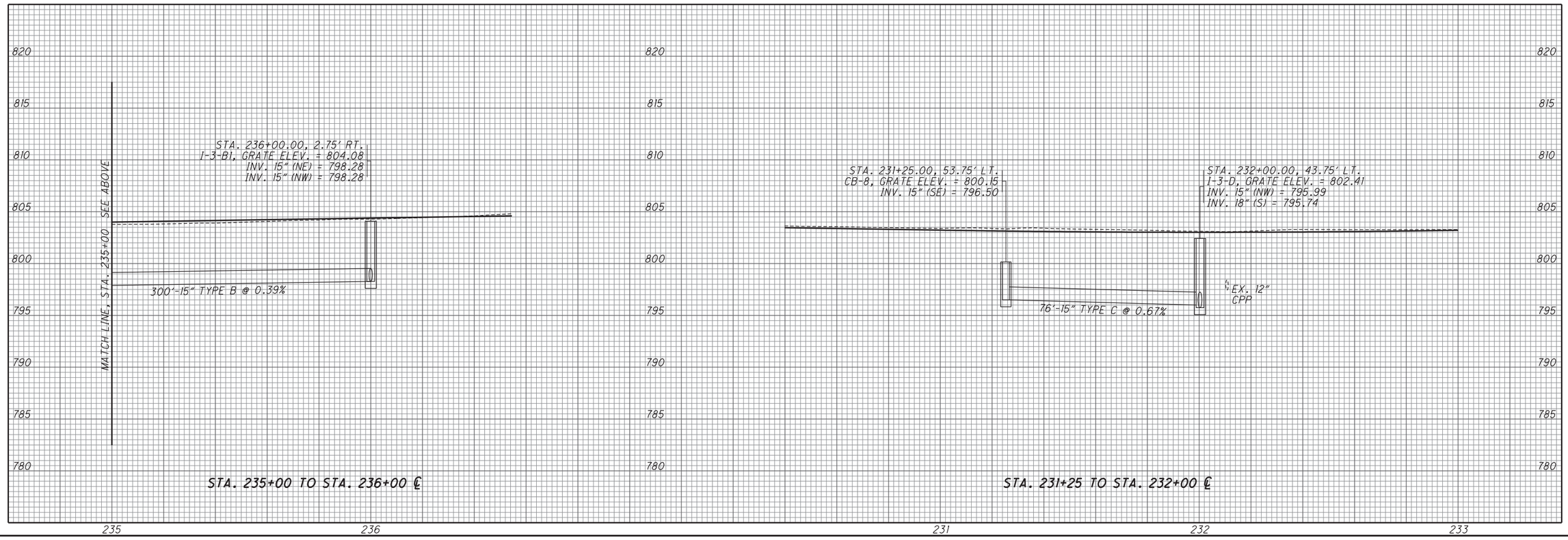
STORM SEWER PROFILE - US 35

GRE-35-4.26

708
876

jeveret1
9/25/2014 9:32:43 AM
80468DF001.dgn



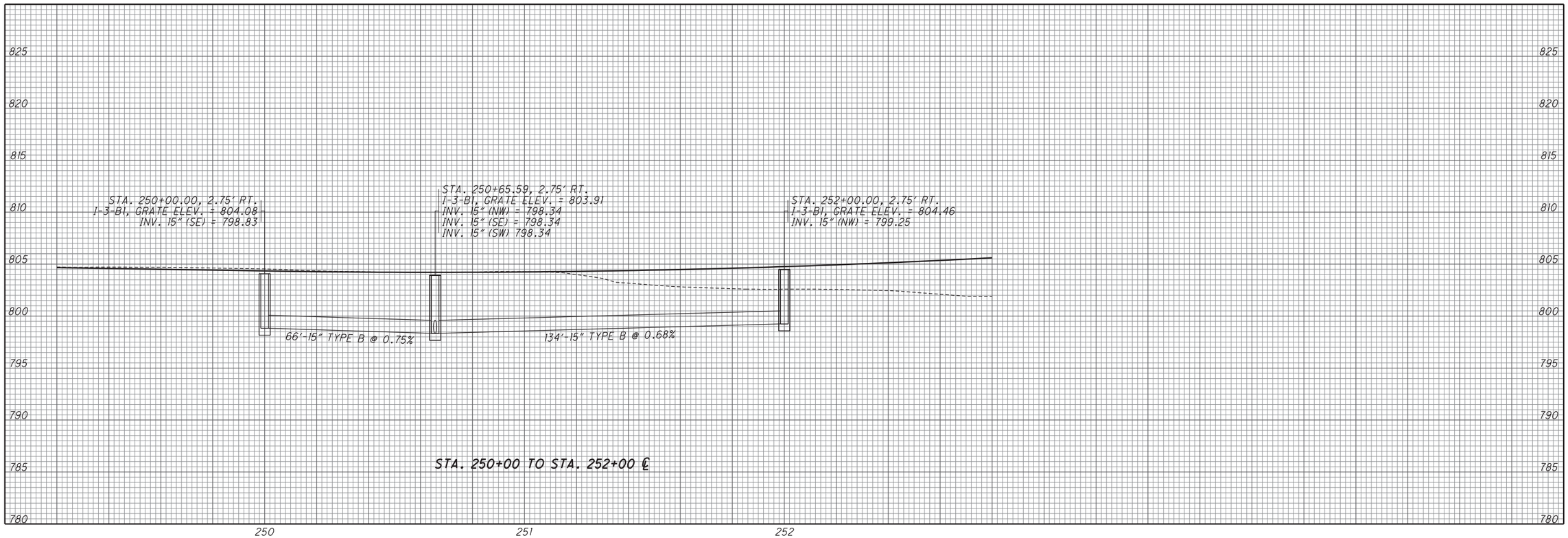


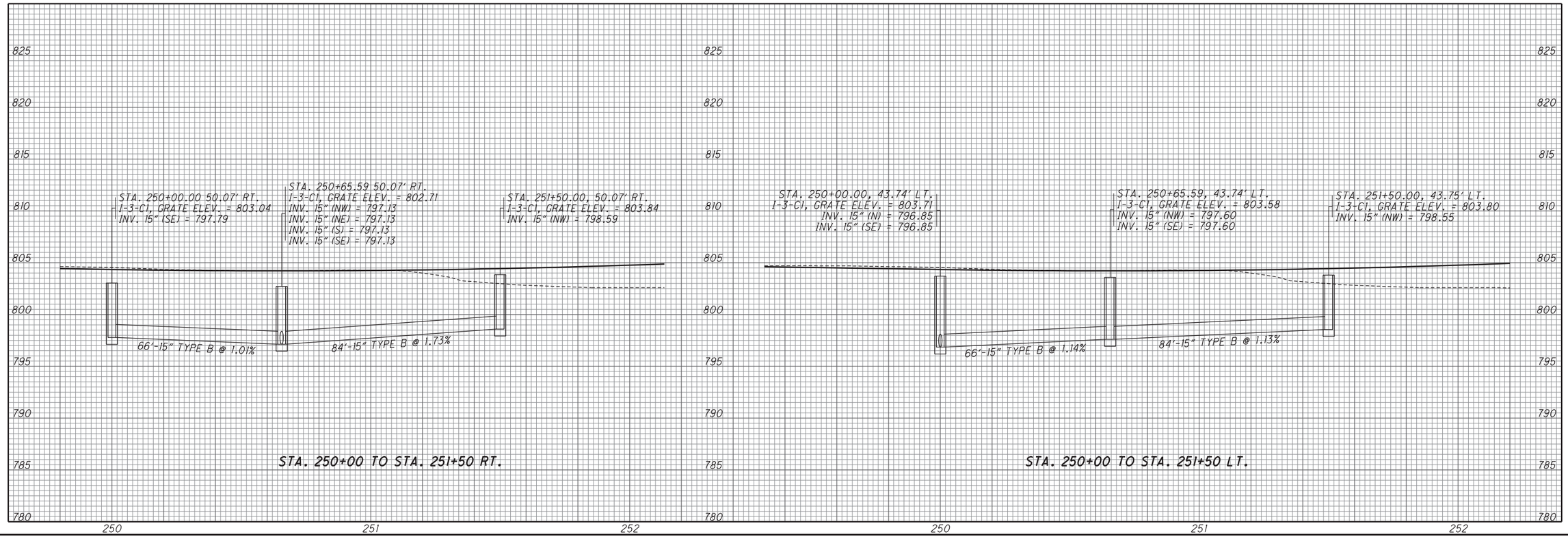
CALCULATED | CHECKED

STORM SEWER PROFILE - US 35

GRE-35-4.26

80468DF002.dgn 9/25/2014 9:32:53 AM jeveret1





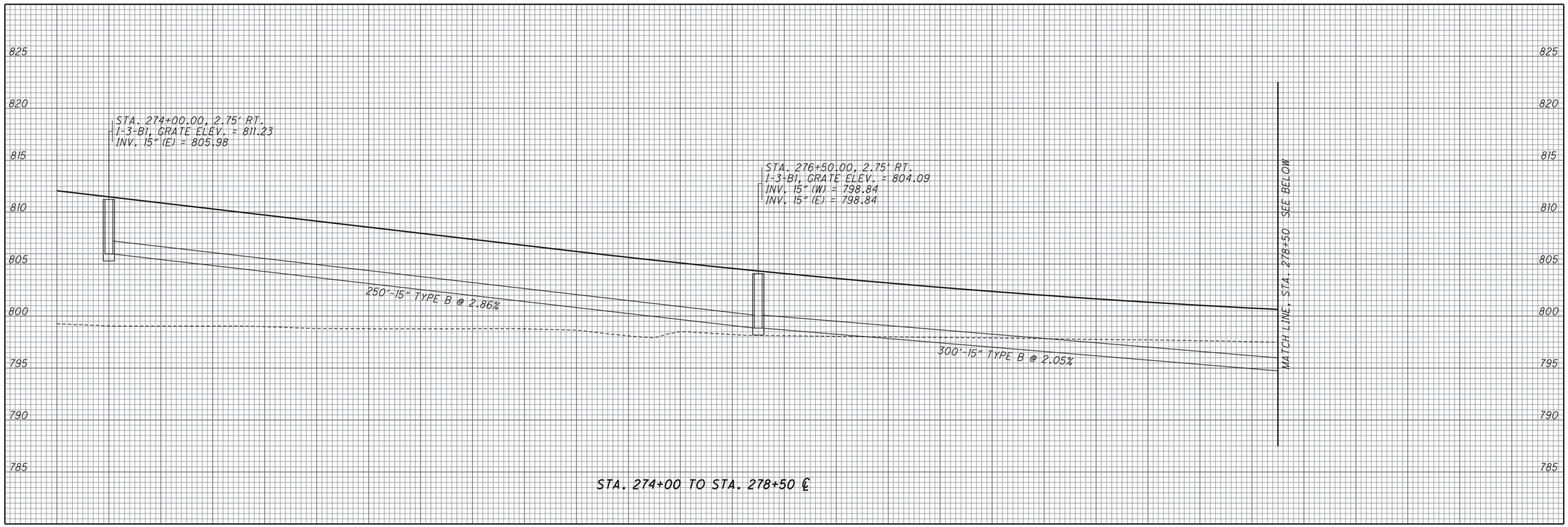
CALCULATED | CHECKED

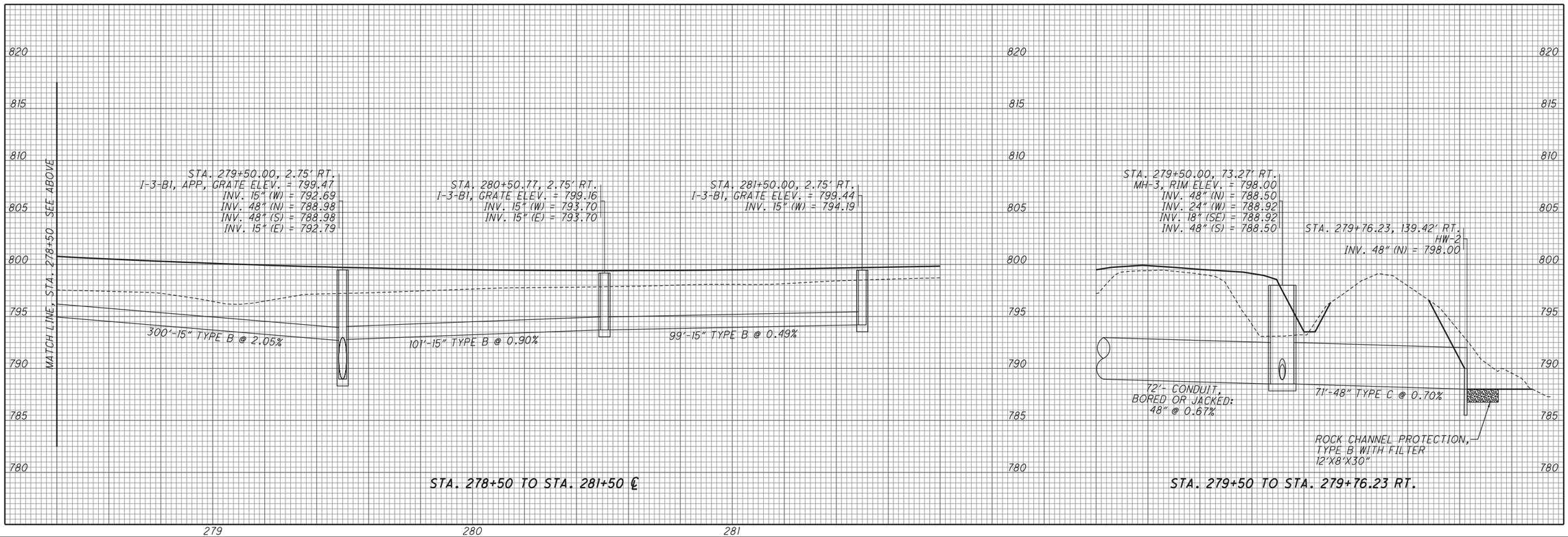
STORM SEWER PROFILES - US 35

GRE-35-4.26

710
876

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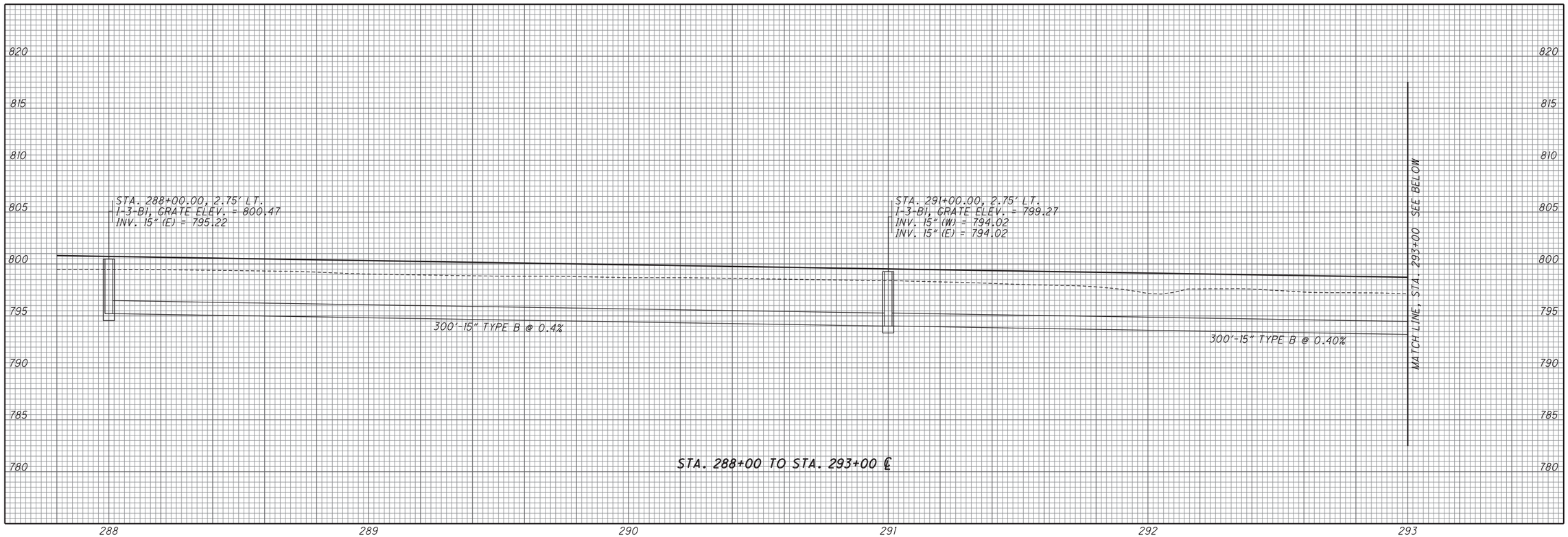
CALCULATED | CHECKED

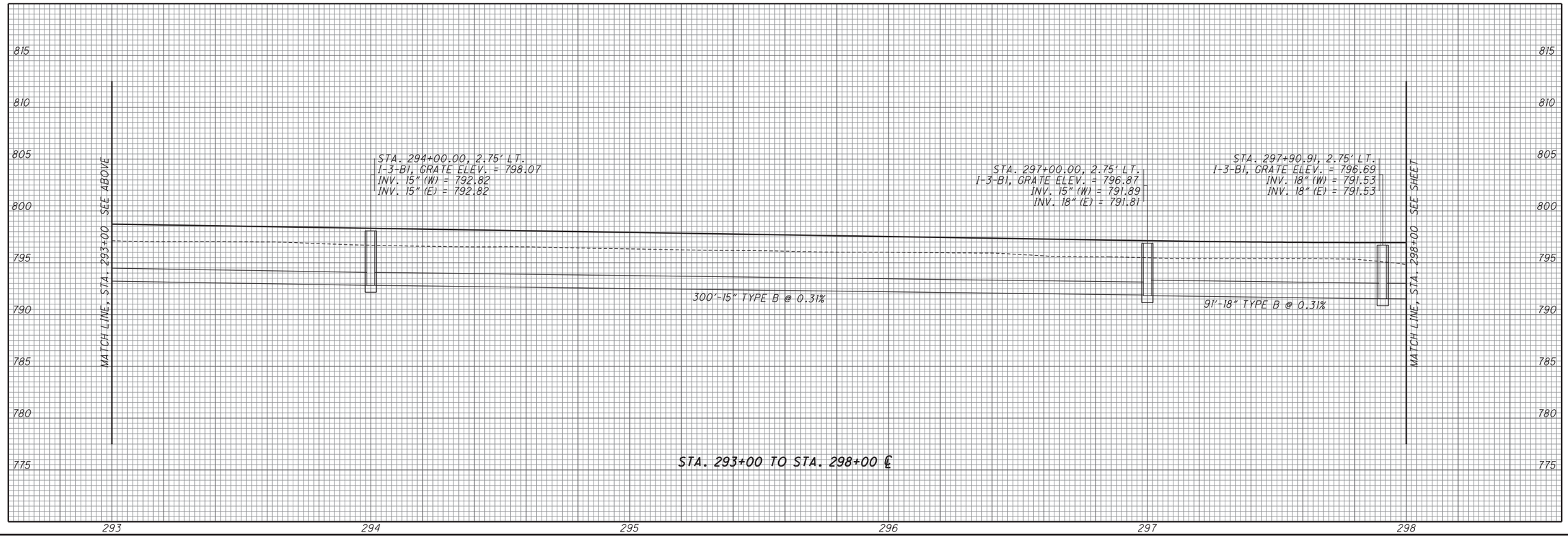
STORM SEWER PROFILES - US 35

GRE-35-4.26

711
876

80468DF004.dgn 9/25/2014 9:33:04 AM jeveret1





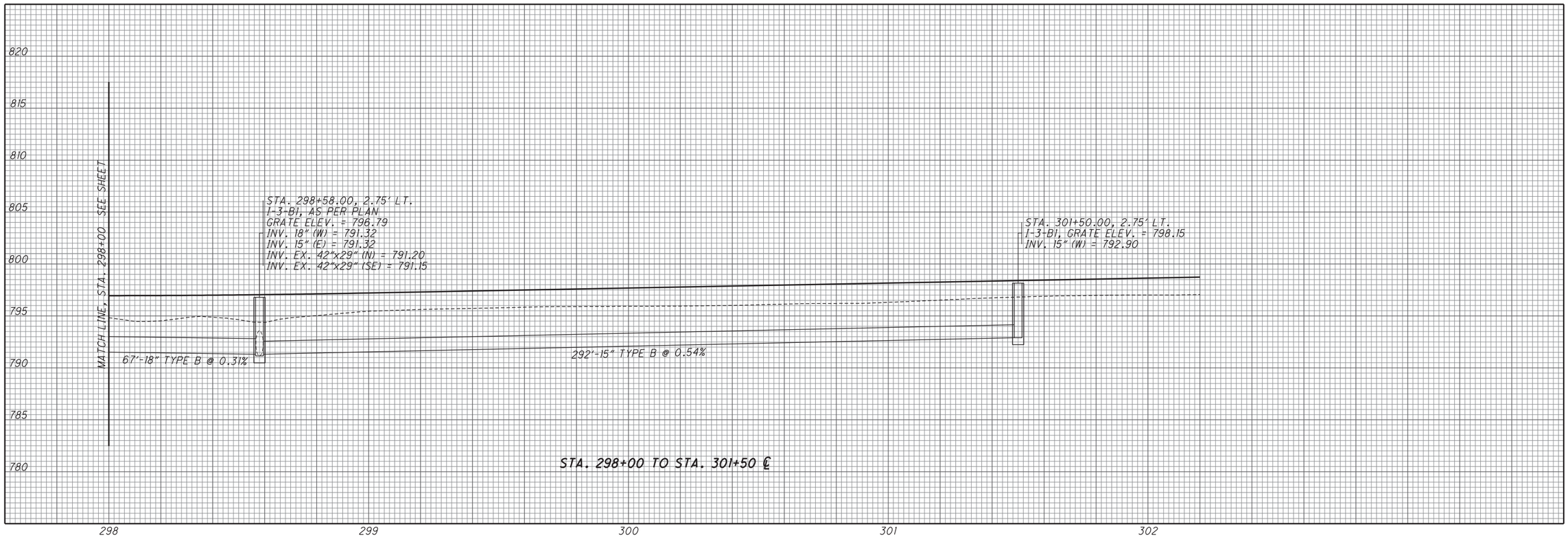
CALCULATED | CHECKED

STORM SEWER PROFILES - US 35

GRE-35-4.26

712
876

jeveret1
9/25/2014 9:33:13 AM
80468DF004a.dgn





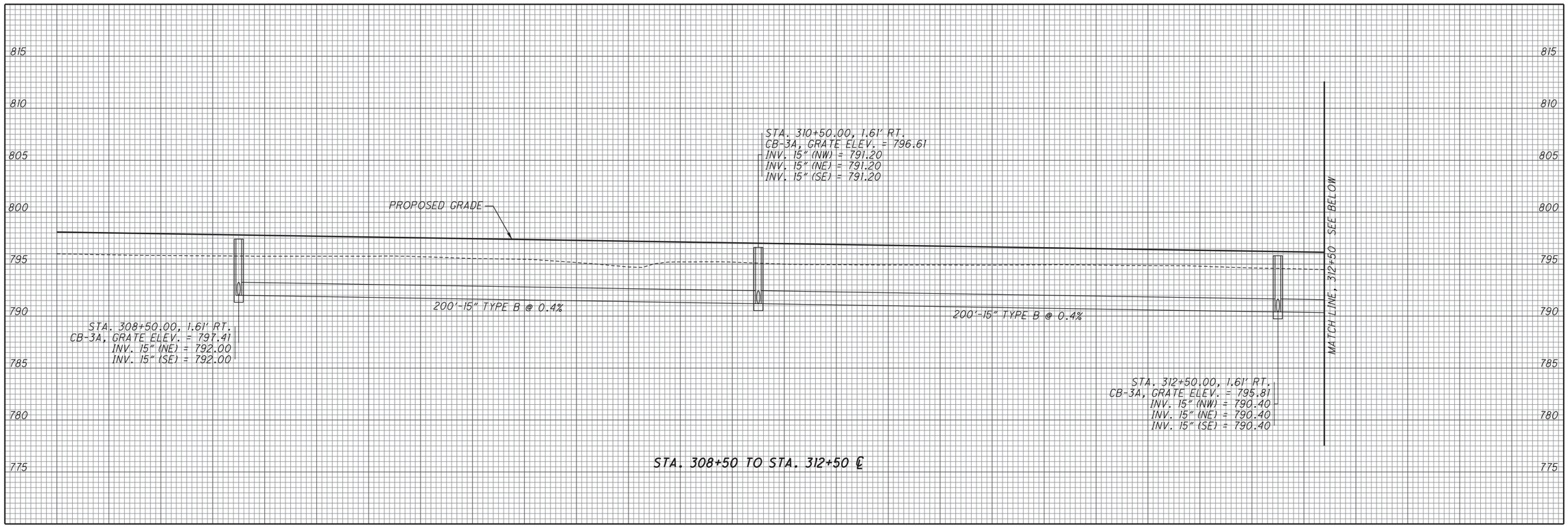
CALCULATED | CHECKED

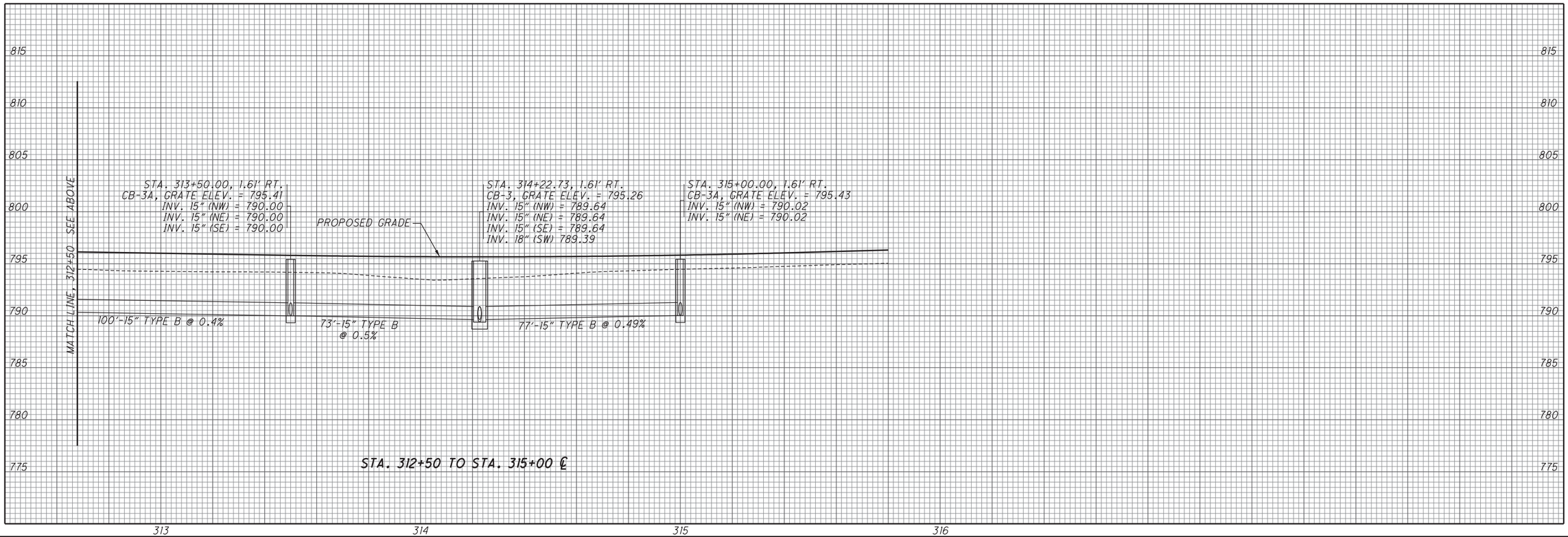
STORM SEWER PROFILES - US 35

GRE-35-4.26

713
876

80468DF004b.dgn 9/25/2014 9:33:24 AM jeveret1





CALCULATED | CHECKED

STORM SEWER PROFILE - US 35

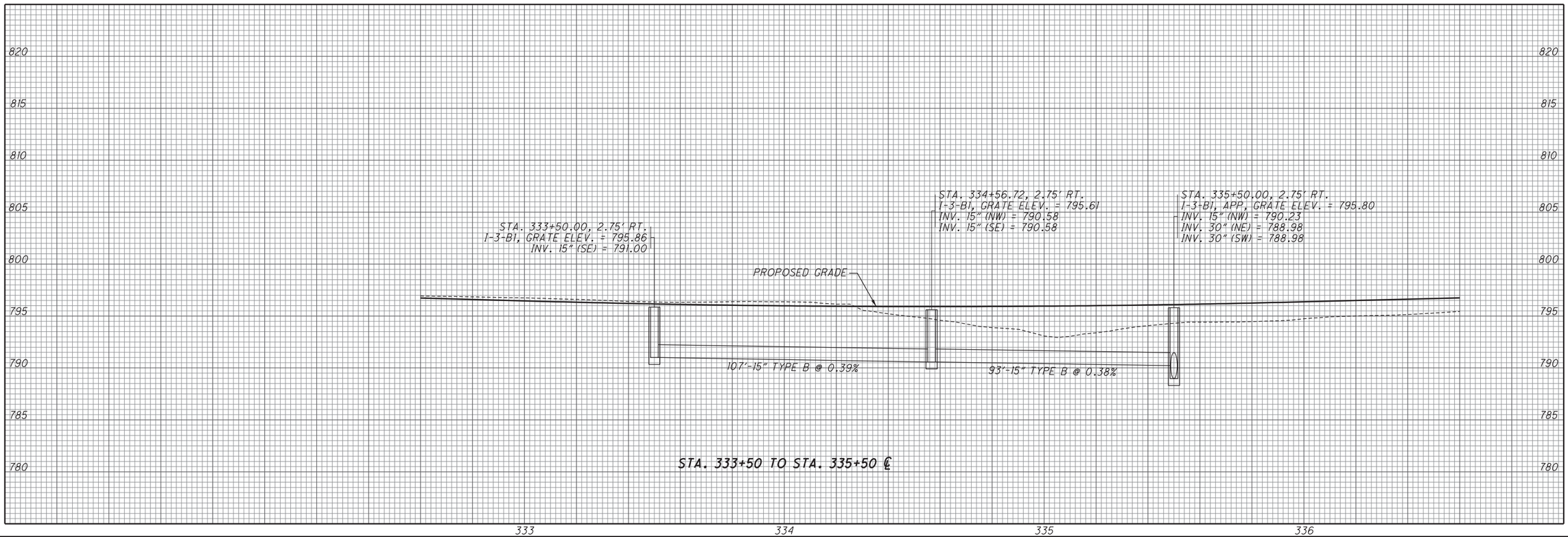
GRE-35-4.26

714
876

jeveret1 9/25/2014 9:33:34 AM

80468DF005.dgn





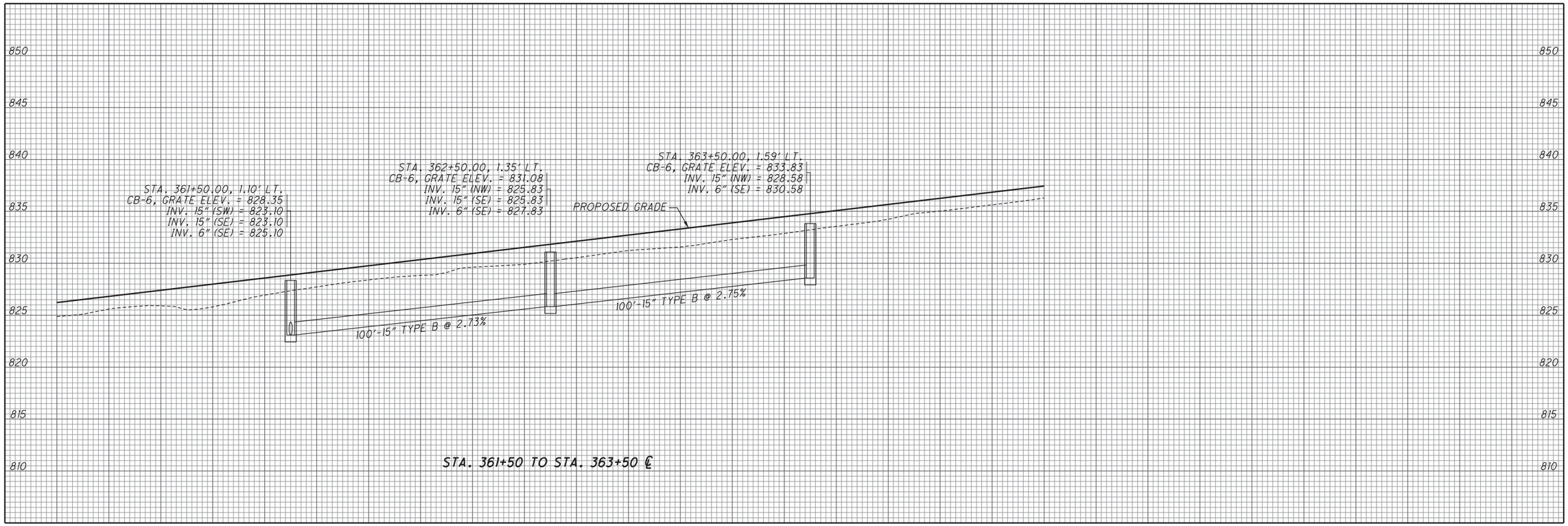
CALCULATED

CHECKED

STORM SEWER PROFILES
US 35

GRE-35-4.26

80468DF006.dgn 9/25/2014 9:33:44 AM jeveret1



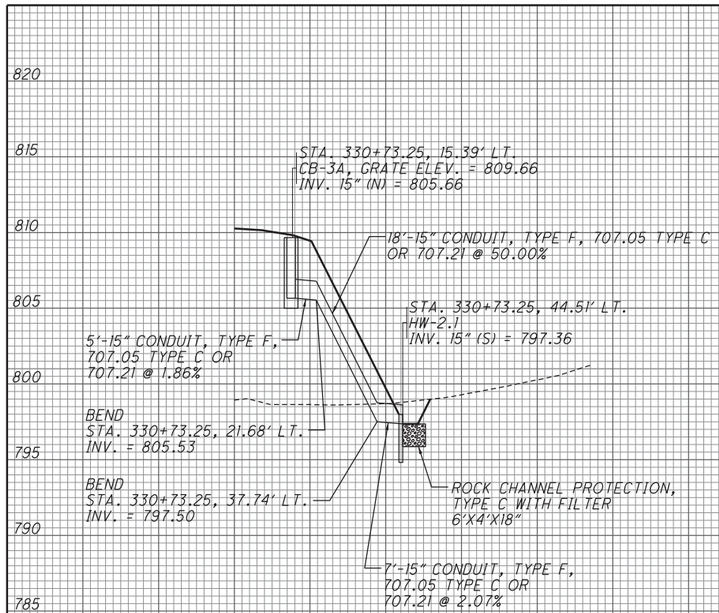
CALCULATED | CHECKED

STORM SEWER PROFILE
US 35

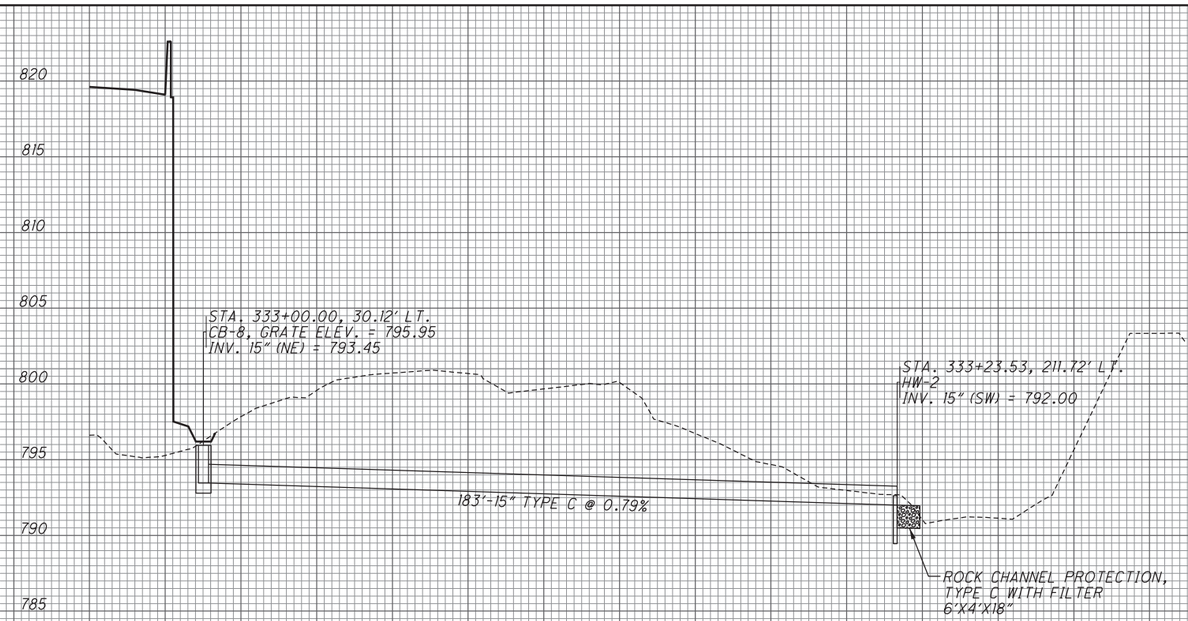
GRE-35-4.26

716
876

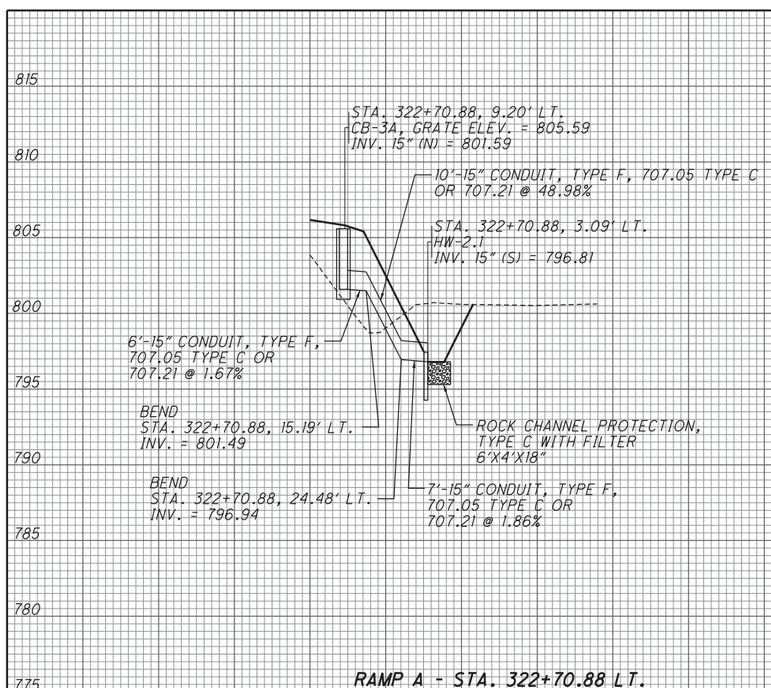
80468DF007.dgn 9/25/2014 9:33:54 AM jeveret1



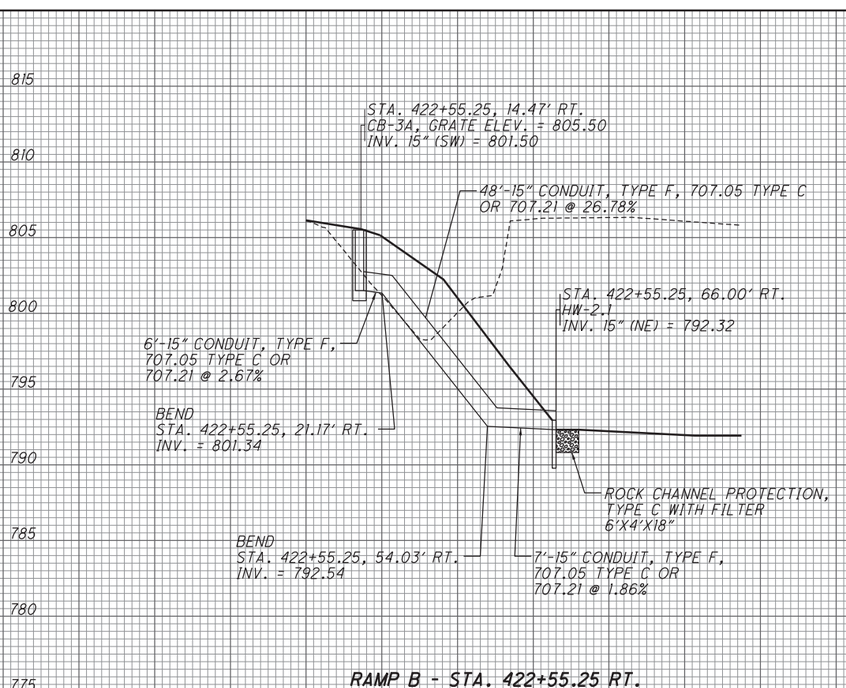
RAMP A - STA. 330+73.25 LT.



RAMP A - STA. 333+00.00 TO STA. 333+23.53 LT.



RAMP A - STA. 322+70.88 LT.



RAMP B - STA. 422+55.25 RT.

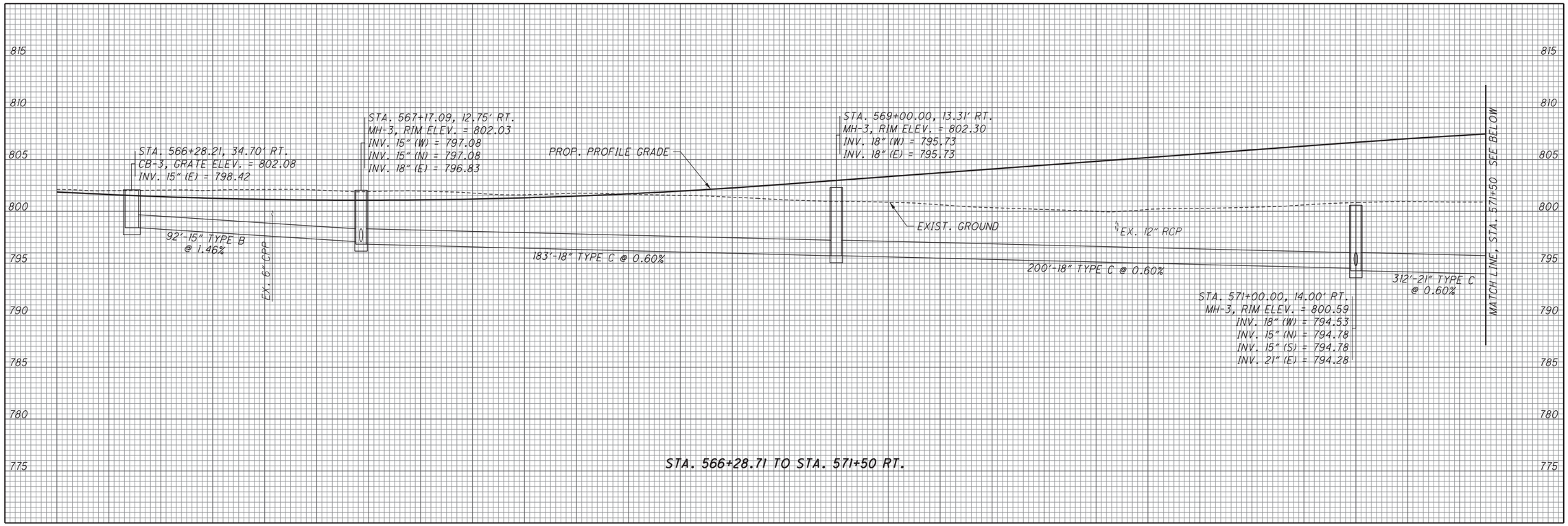
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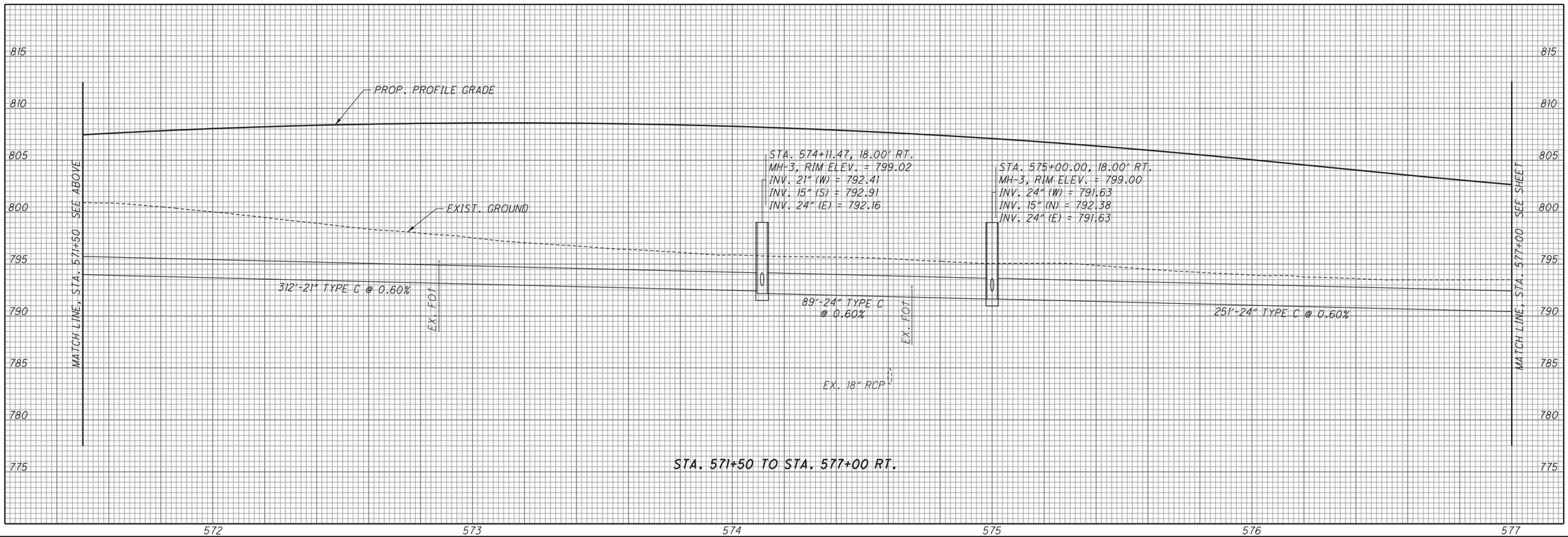
STORM SEWER PROFILES
RAMP A & RAMP B

GRE-35-4.26

717
876

80468DF009.dgn 9/25/2014 9:34:10 AM jeveret1



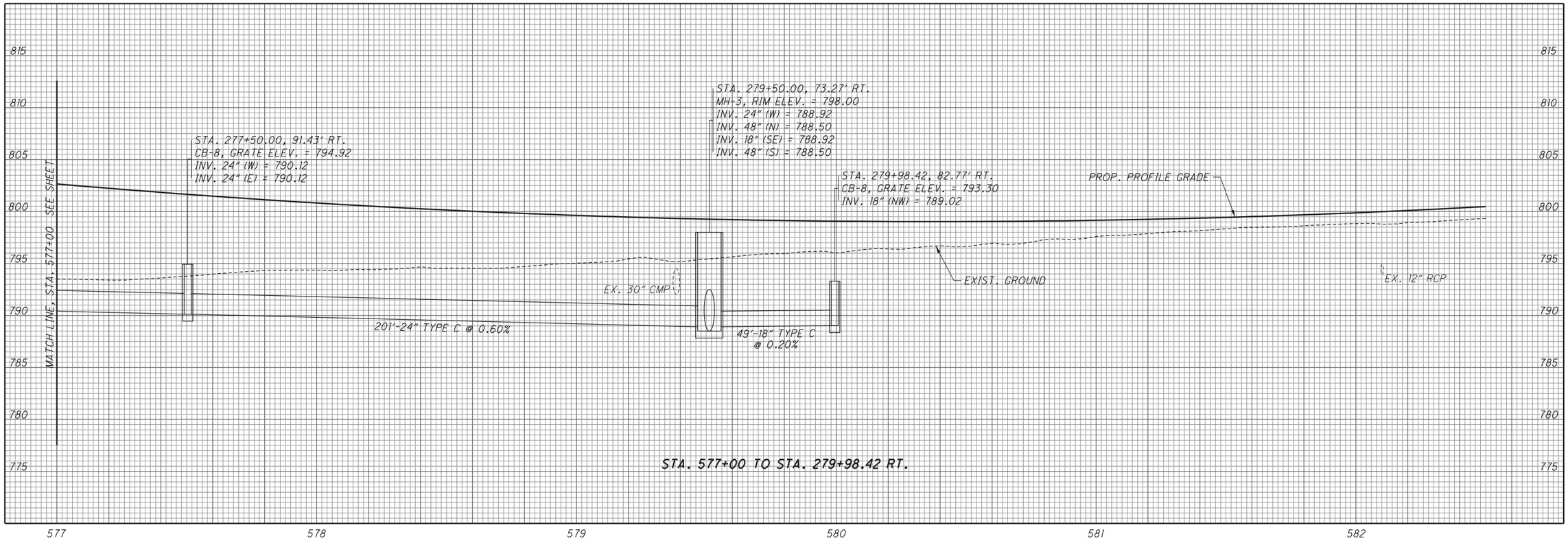


CALCULATED | CHECKED

STORM SEWER PROFILES
RAMP C

GRE-35-4.26

80468DF010.dgn 9/25/2014 9:34:19 AM jeveret1



CALCULATED

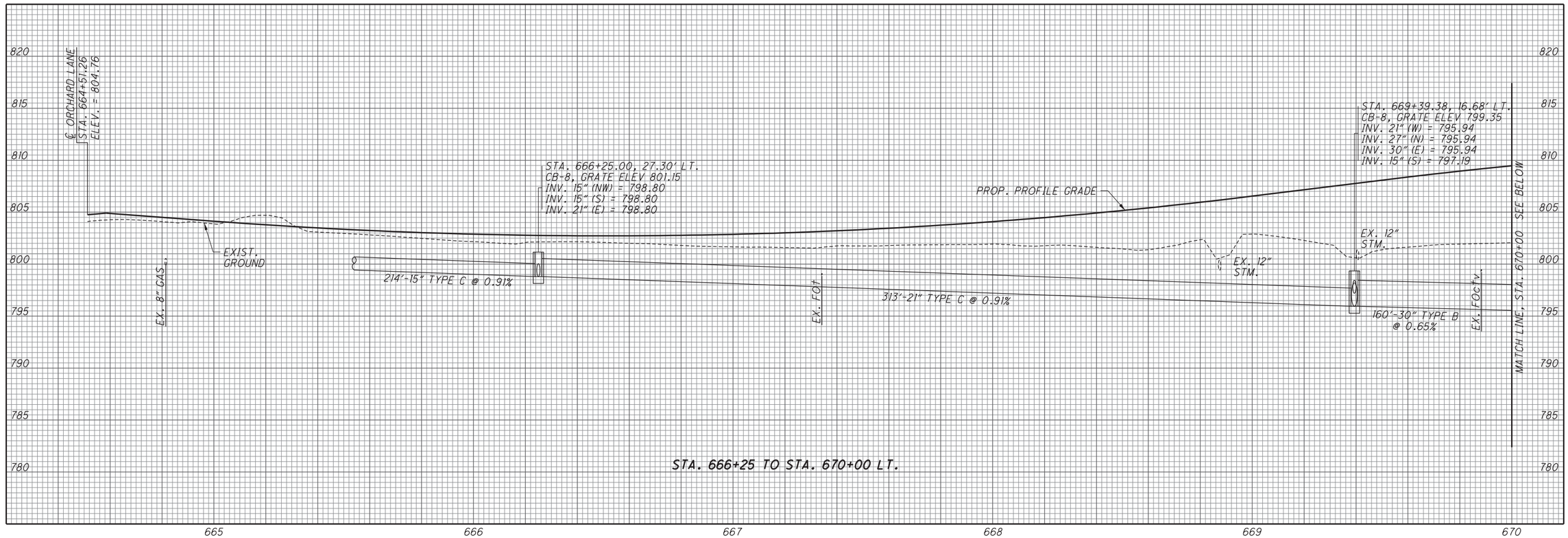
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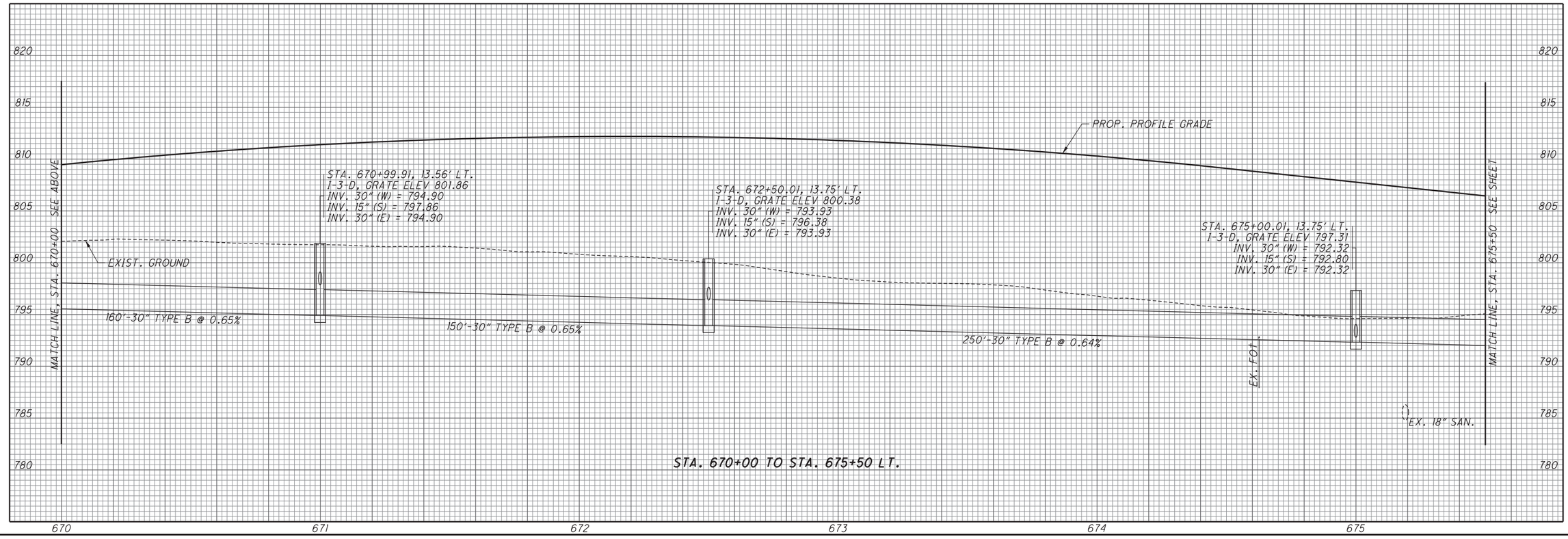
STORM SEWER PROFILES
RAMP C

GRE-35-4.26

719
876

80468DF011.dgn 9/25/2014 9:34:31 AM jeveret1





CALCULATED

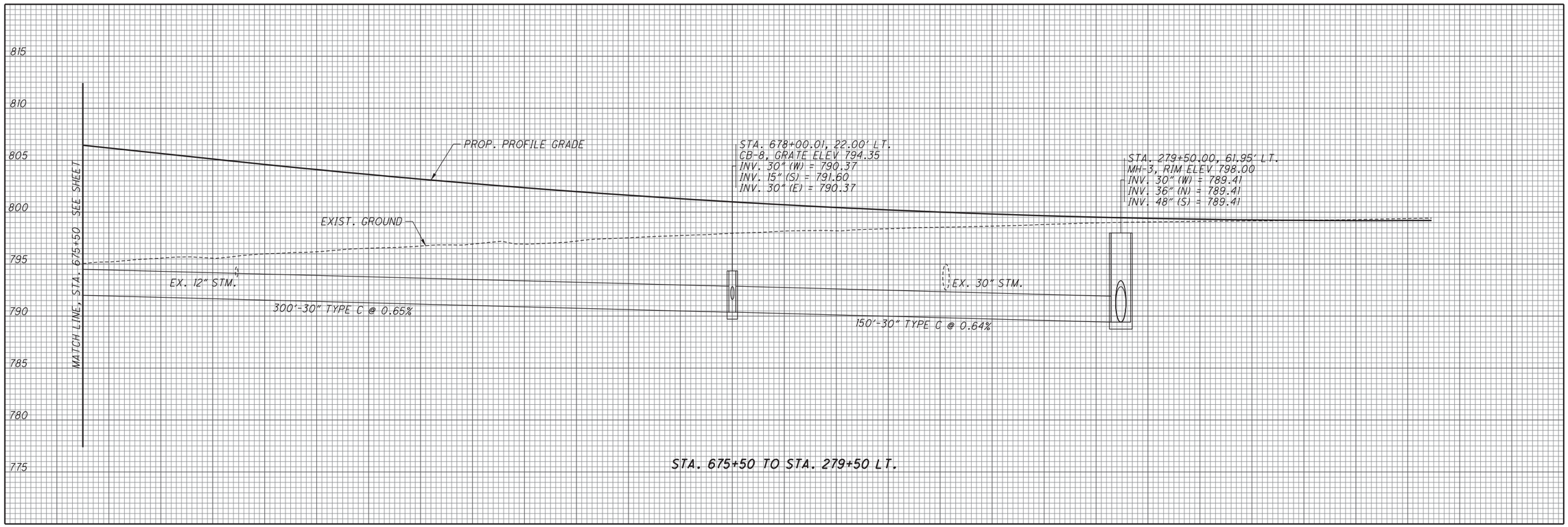
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STORM SEWER PROFILE
RAMP D

GRE-35-4.26

720
876

jeveret1
9/25/2014 9:34:41 AM
80468DF012.dgn



CALCULATED | CHECKED

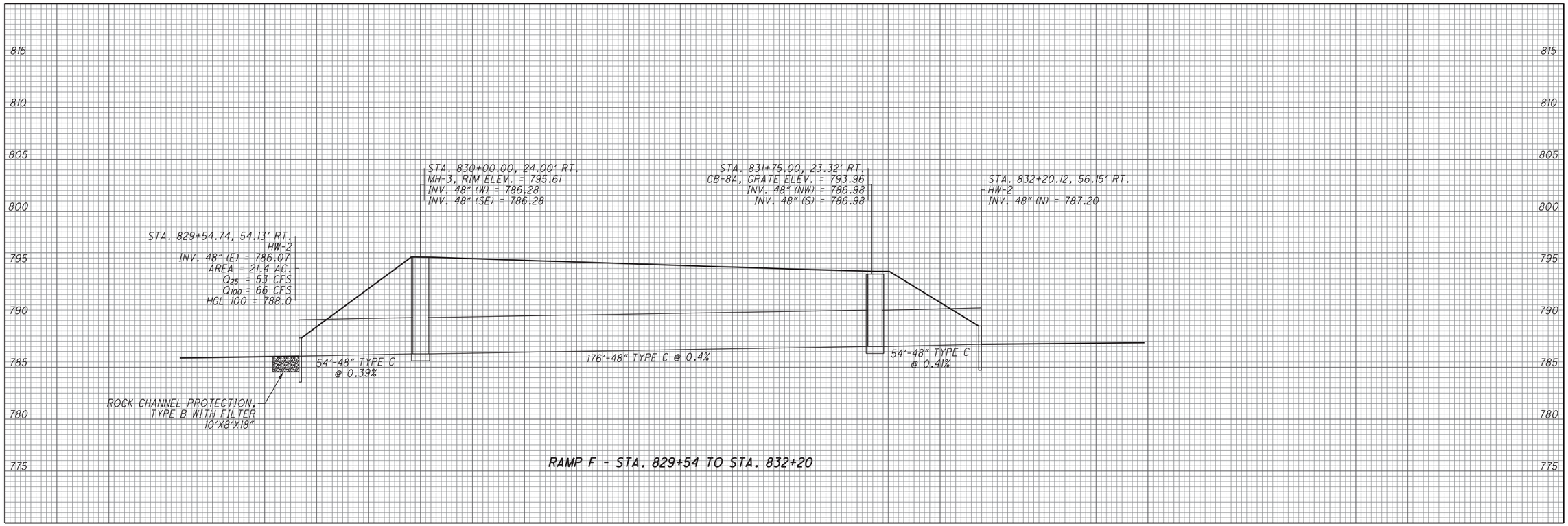
STORM SEWER PROFILE
RAMP D

GRE-35-4.26

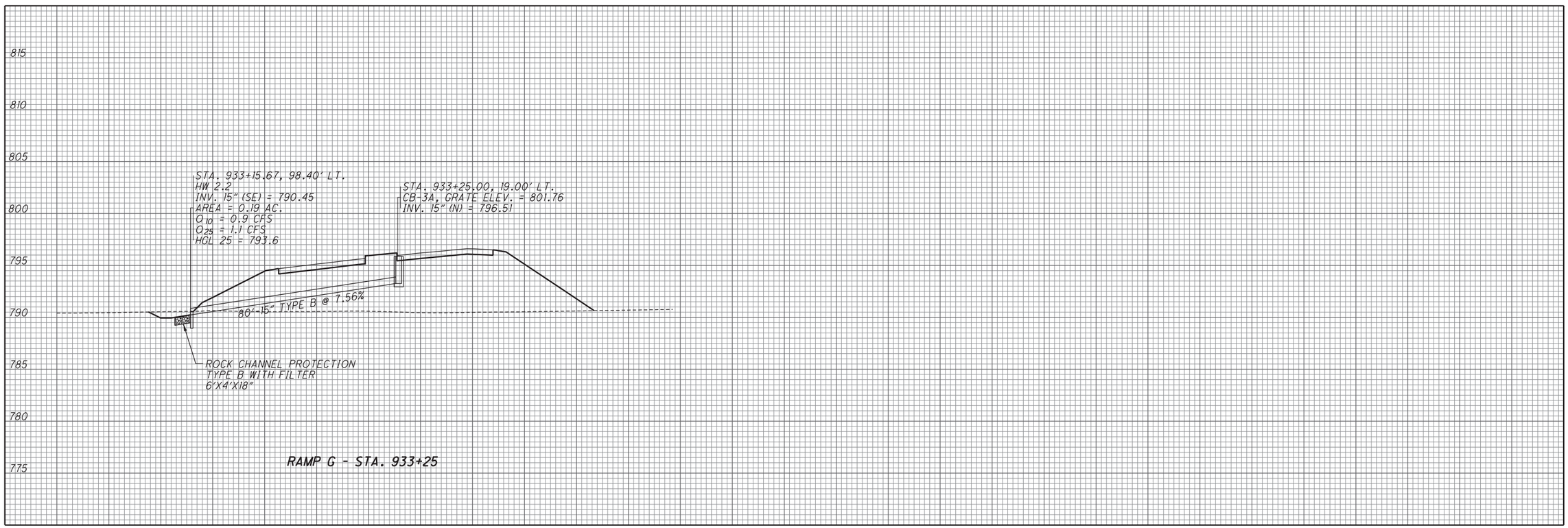
721
876

80468DF013.dgn 9/25/2014 9:34:52 AM jeveret1

810



RAMP F - STA. 829+54 TO STA. 832+20



RAMP G - STA. 933+25

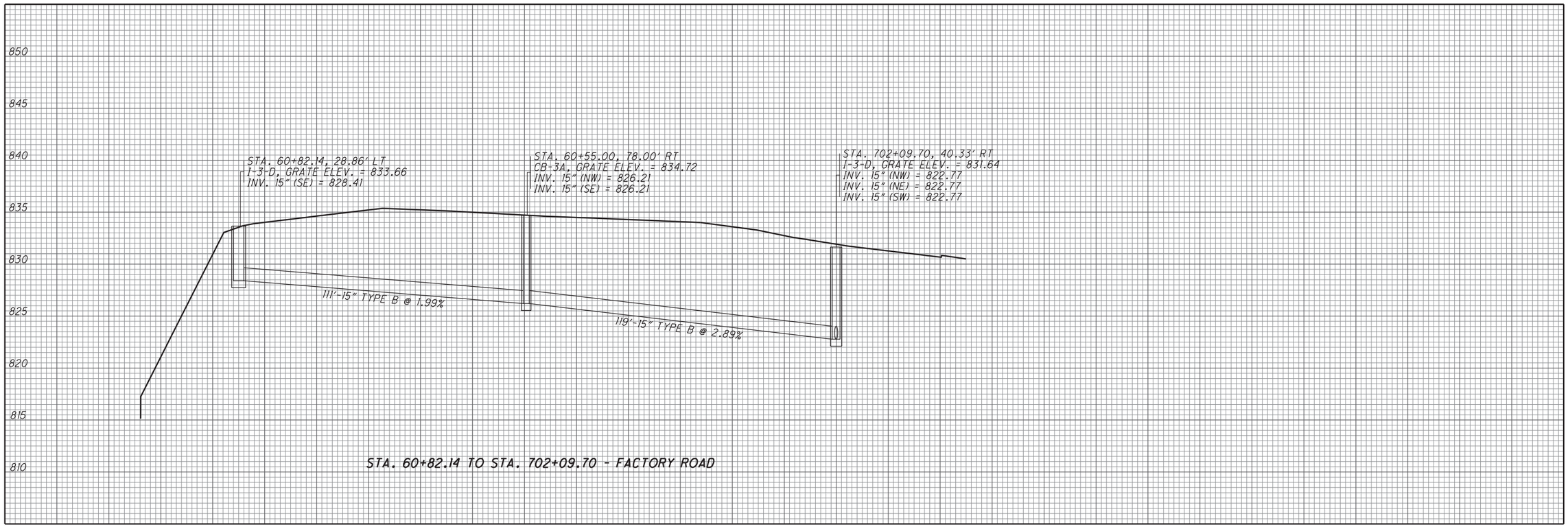
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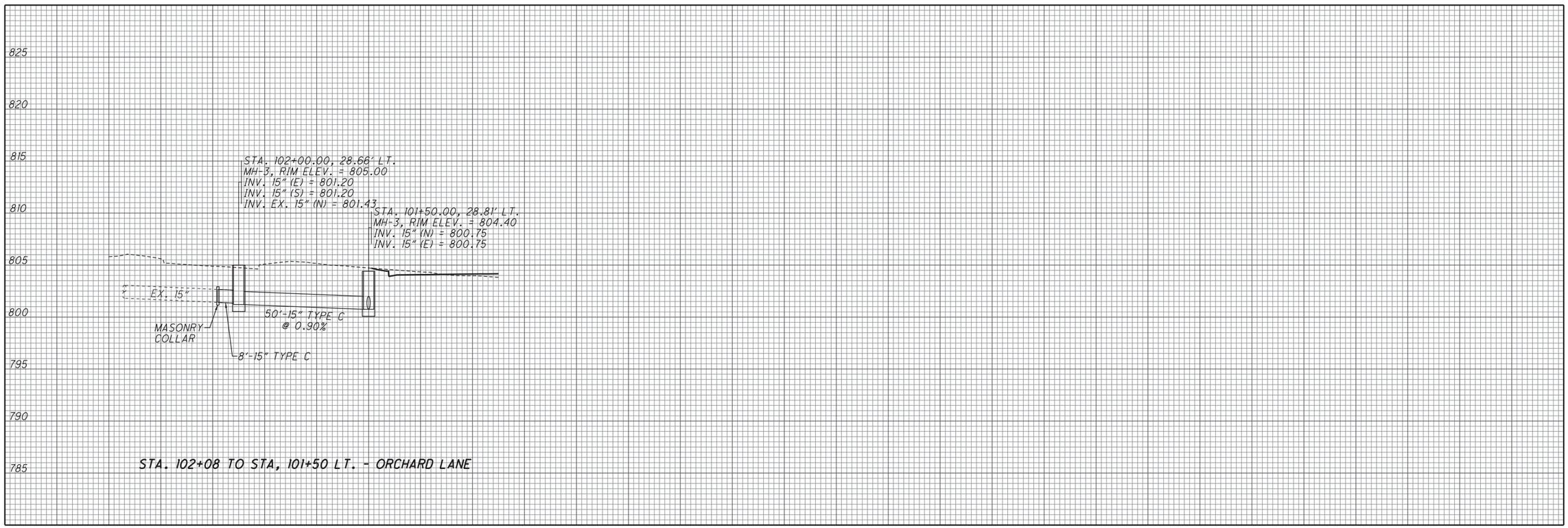
STORM SEWER PROFILES
RAMP F/G

GRE-35-4.26

722
876

80468DF017.dgn 9/25/2014 9:35:02 AM jeveret1





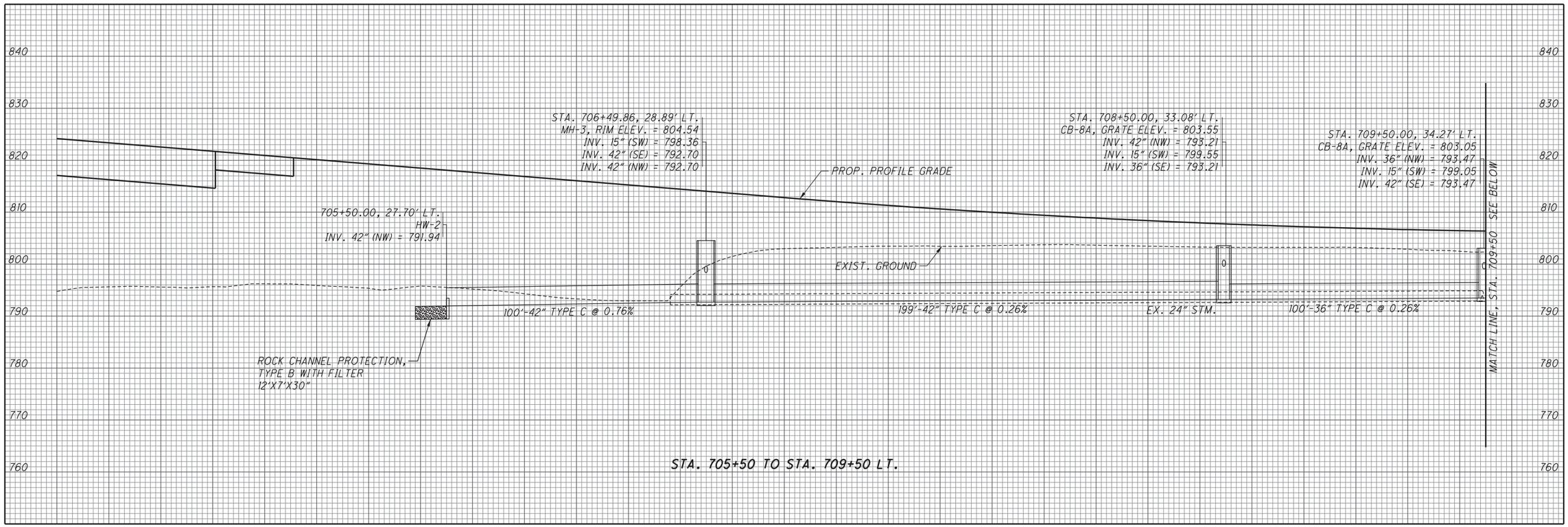
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STORM SEWER PROFILE
FACTORY ROAD AND ORCHARD LANE

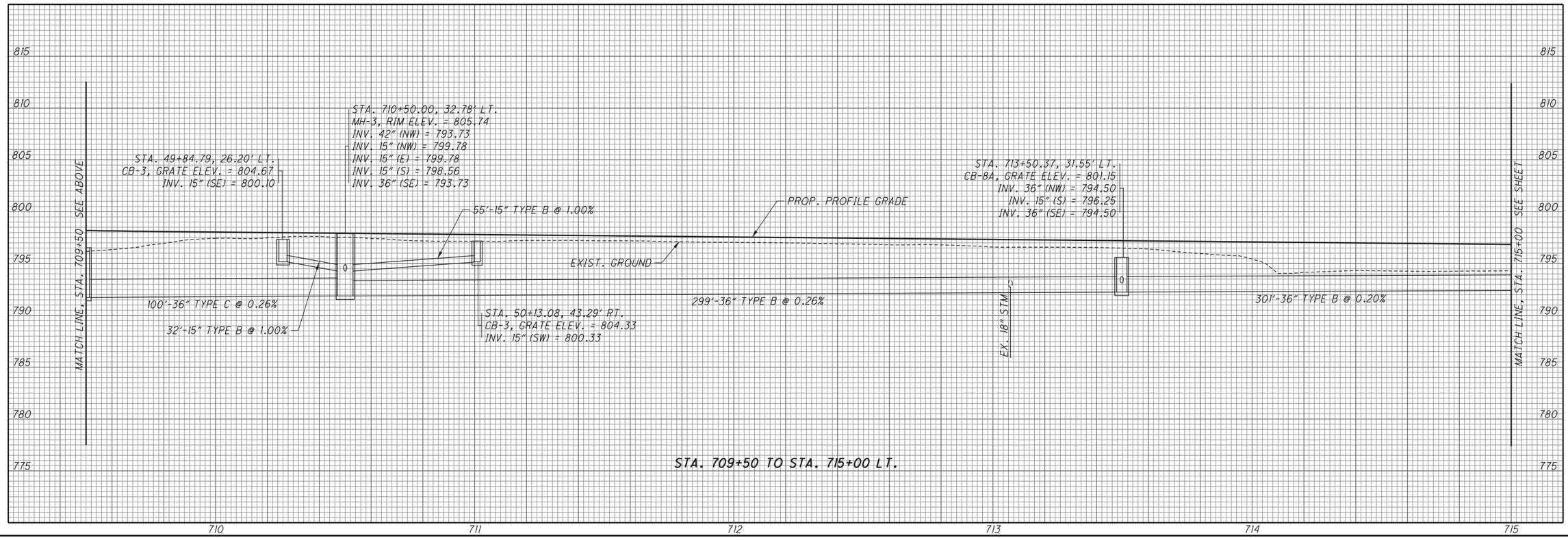
GRE-35-4.26

723
876

80468DF035.dgn 9/25/2014 9:35:12 AM jeveret1



STA. 705+50 TO STA. 709+50 LT.



STA. 709+50 TO STA. 715+00 LT.

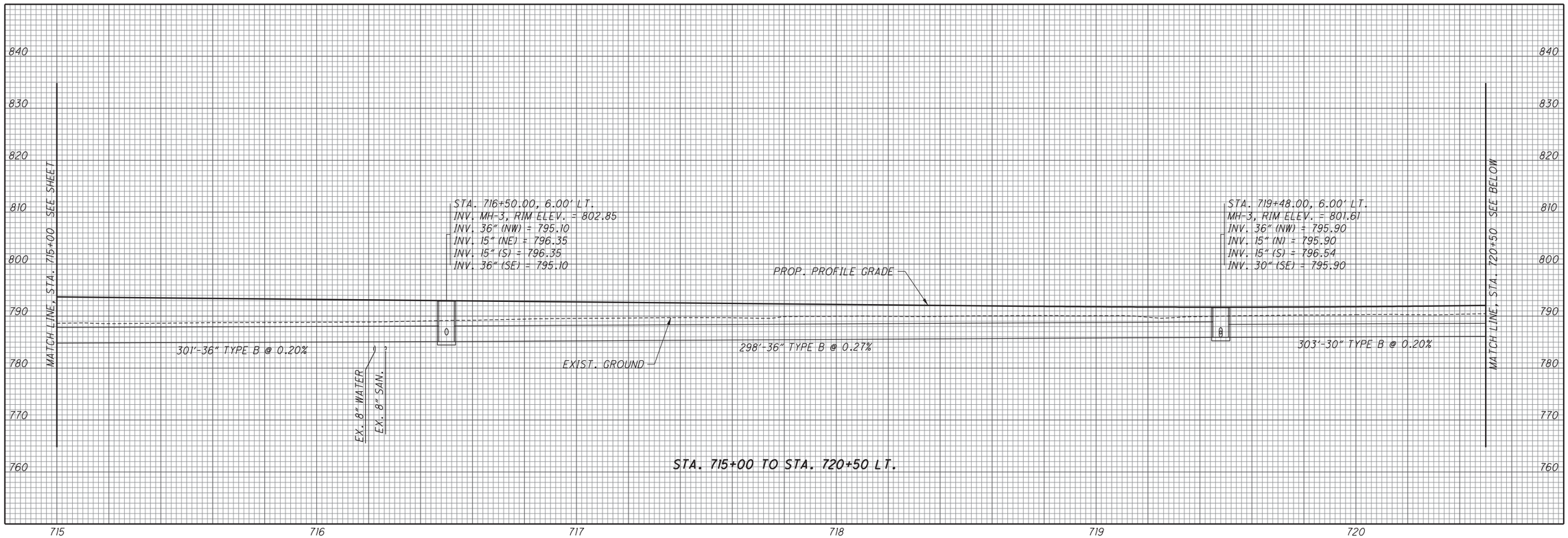
CALCULATED | CHECKED

STORM SEWER PROFILE
N. FRONTAGE ROAD

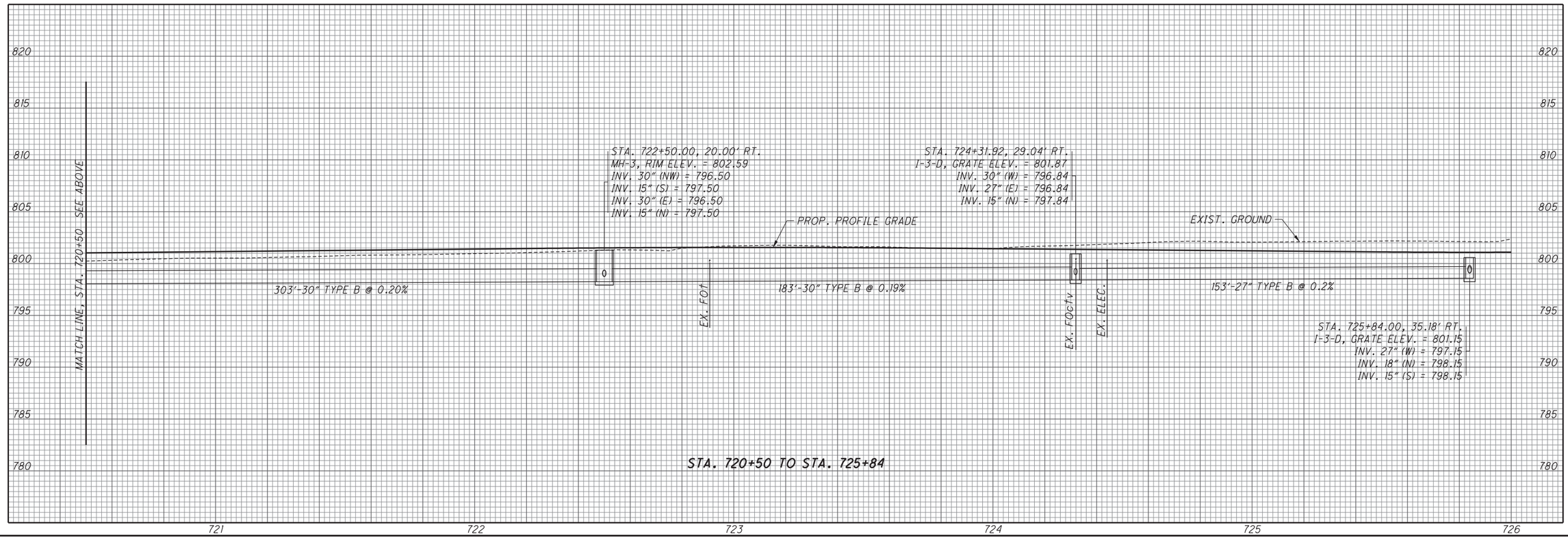
GRE-35-4.26

724
876

jeveret1 9/25/2014 9:35:23 AM
80468DF025.dgn



STA. 715+00 TO STA. 720+50 LT.



STA. 720+50 TO STA. 725+84

CALCULATED | CHECKED

STORM SEWER PROFILE
N. FRONTAGE ROAD

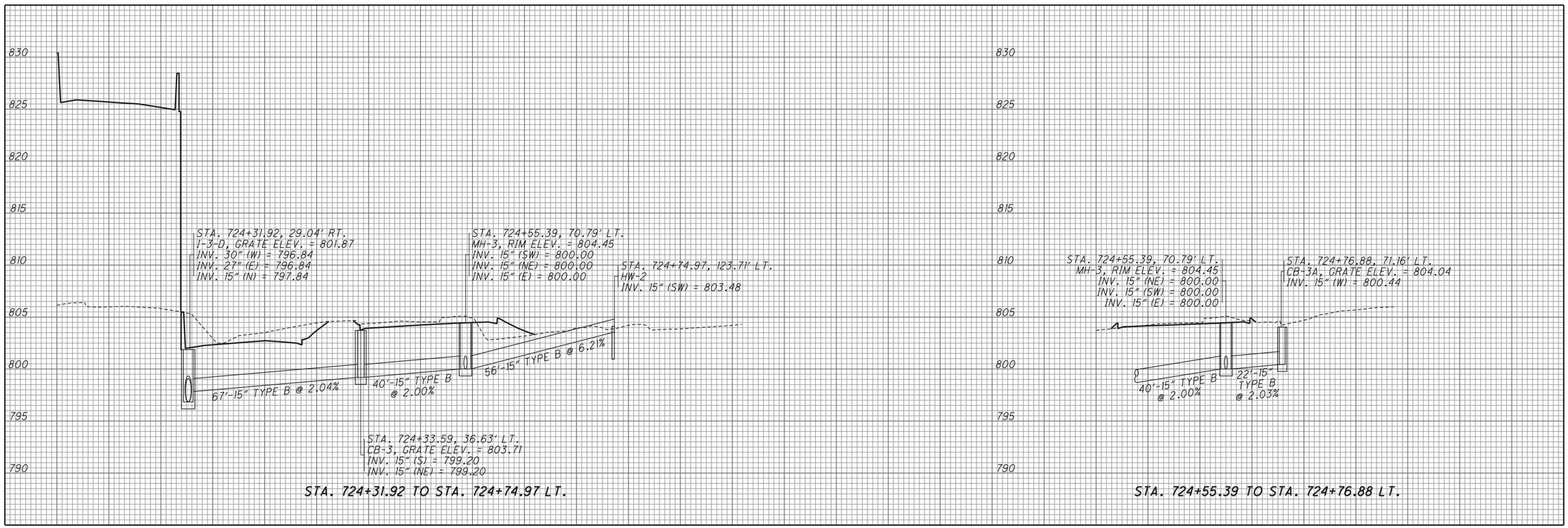
GRE-35-4.26

725
876

jevereti 9/25/2014 9:35:33 AM
80468DF026.dgn



STA. 725+84.39 TO STA. 726+81.91 LT.



STA. 724+31.92 TO STA. 724+74.97 LT.

STA. 724+55.39 TO STA. 724+76.88 LT.

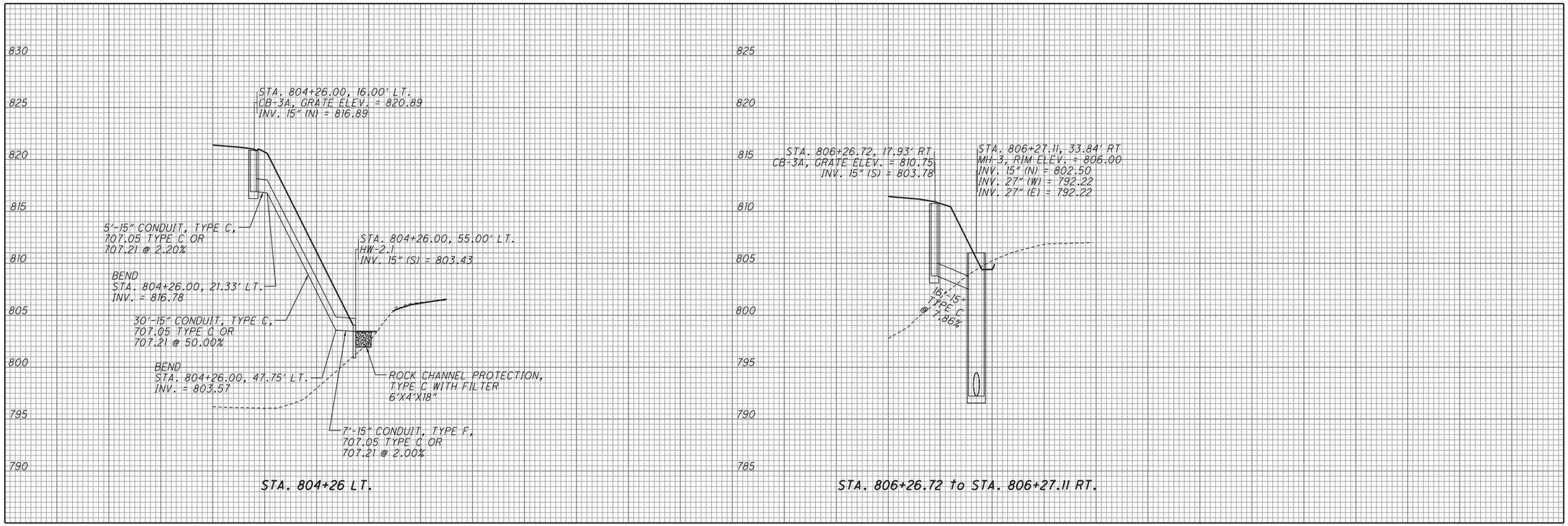
CALCULATED | CHECKED

STORM SEWER PROFILE
N. FRONTAGE ROAD

GRE-35-4.26

726
876

80468DF027.dgn 9/25/2014 9:35:43 AM jeveret1



CALCULATED

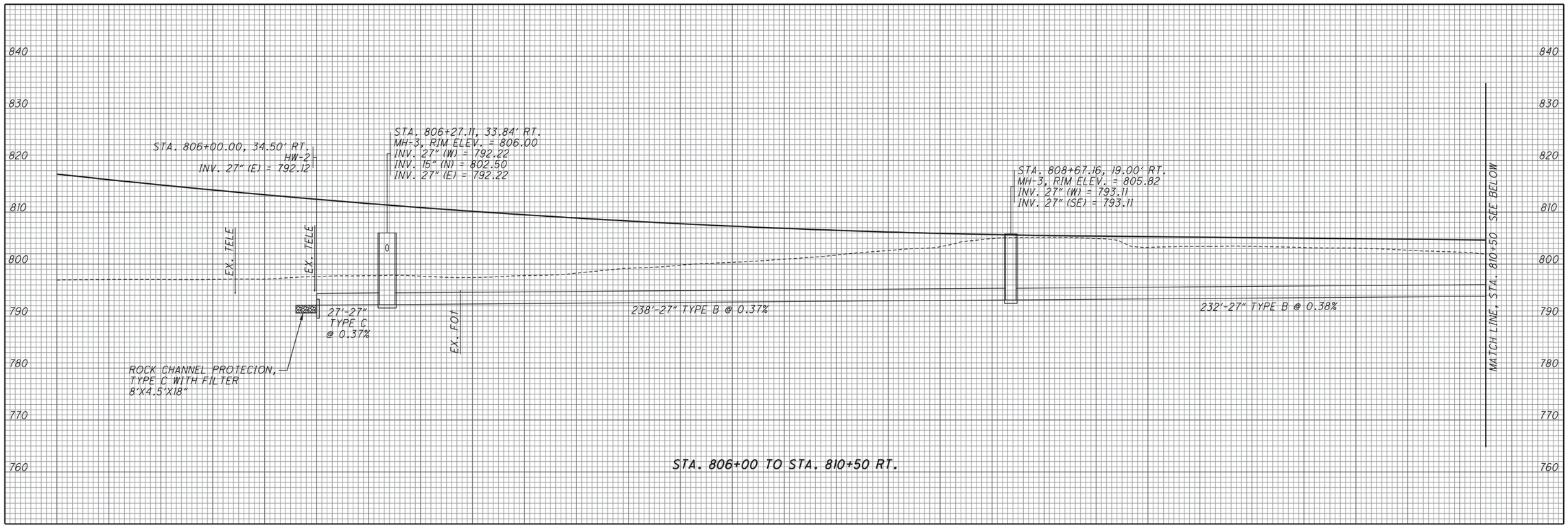
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STORM SEWER PROFILES - SOUTH FRONTAGE ROAD

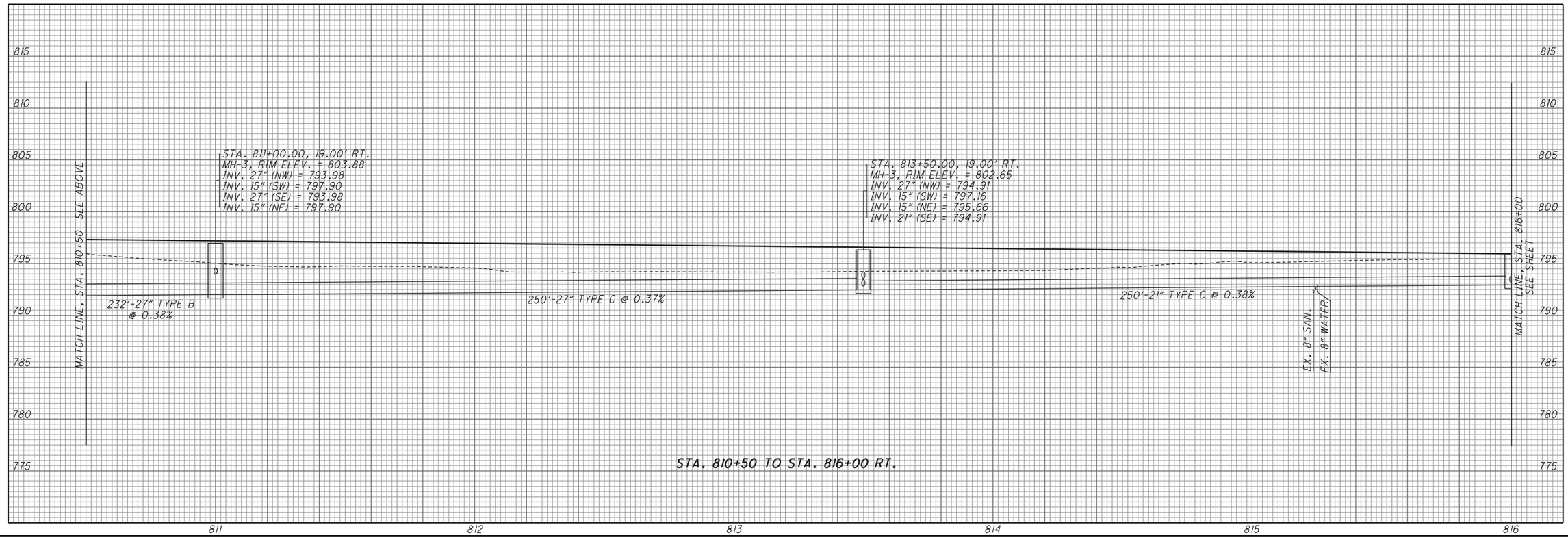
GRE-35-4.26

727
876

80468DF002A.dgn 9/25/2014 9:35:53 AM jeveret1



STA. 806+00 TO STA. 810+50 RT.



STA. 810+50 TO STA. 816+00 RT.

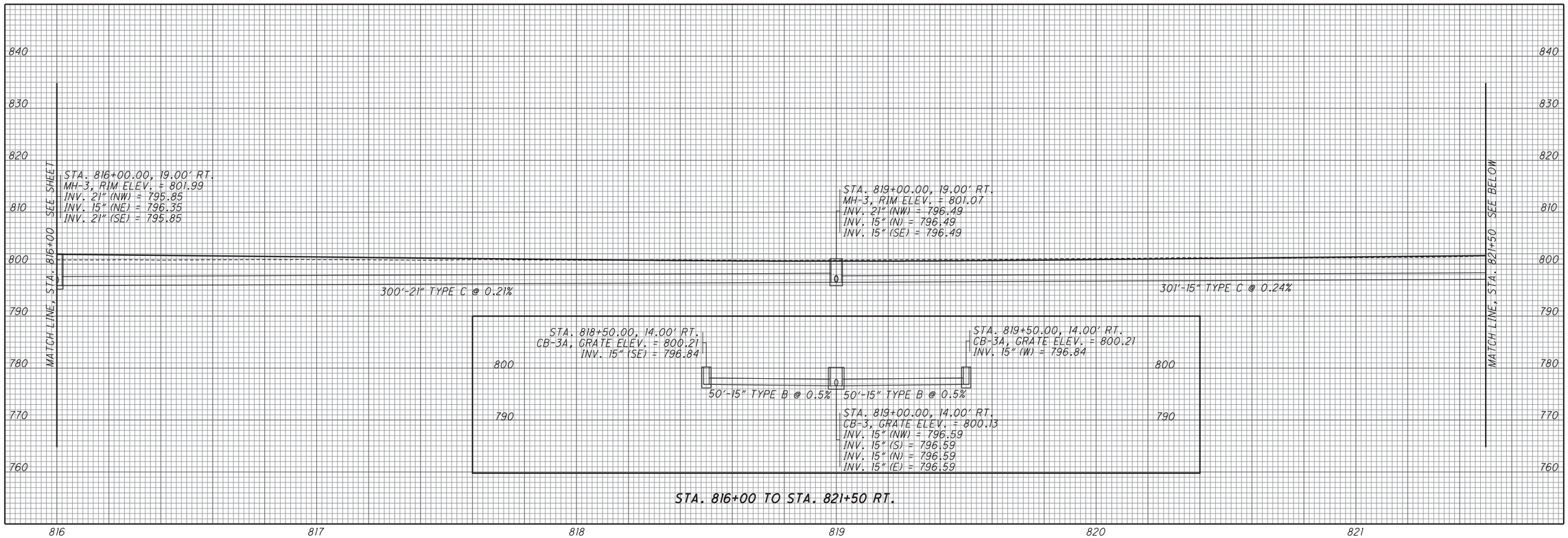
CALCULATED | CHECKED

STORM SEWER PROFILE
S. FRONTAGE ROAD

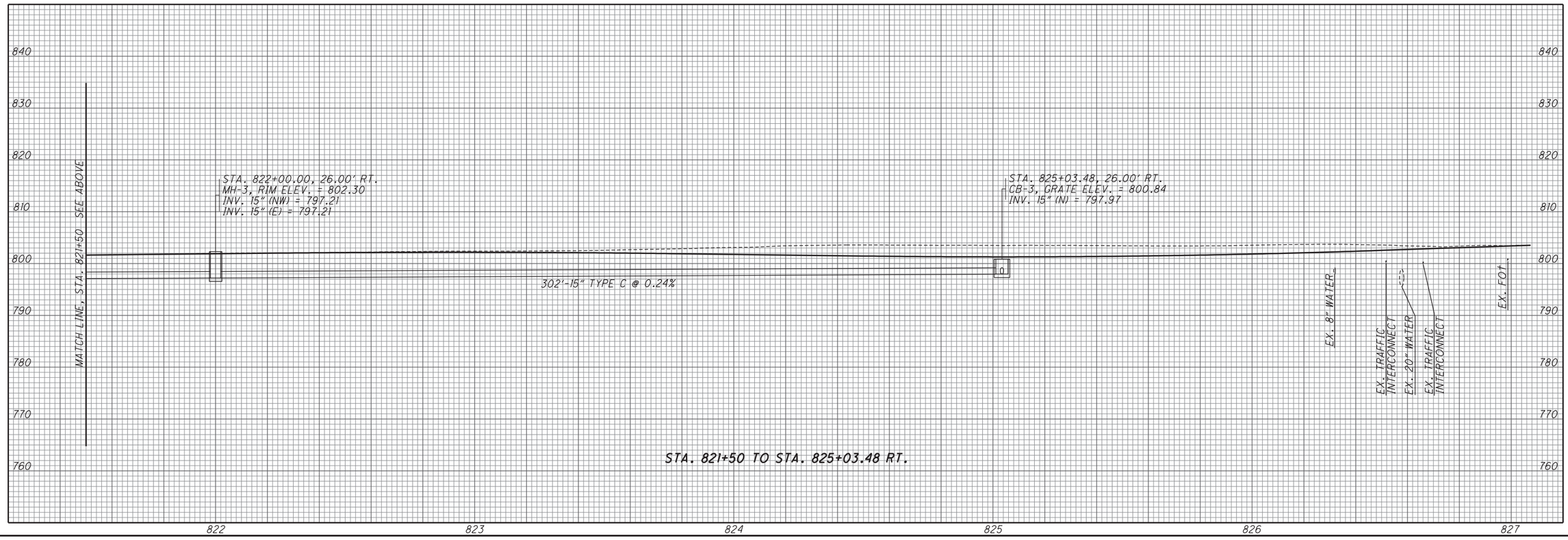
GRE-35-4.26

728
876

jeveret1 9/25/2014 9:36:02 AM
80468DF020.dgn



STA. 816+00 TO STA. 821+50 RT.



STA. 821+50 TO STA. 825+03.48 RT.

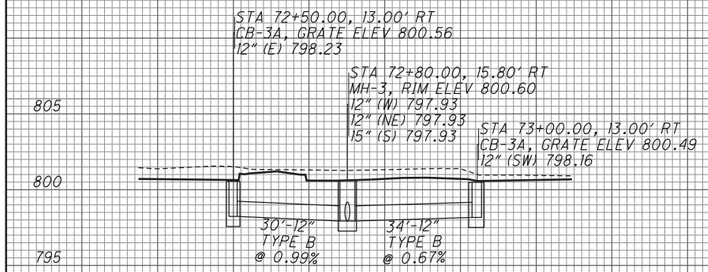
CALCULATED | CHECKED

STORM SEWER PROFILE
S. FRONTAGE ROAD

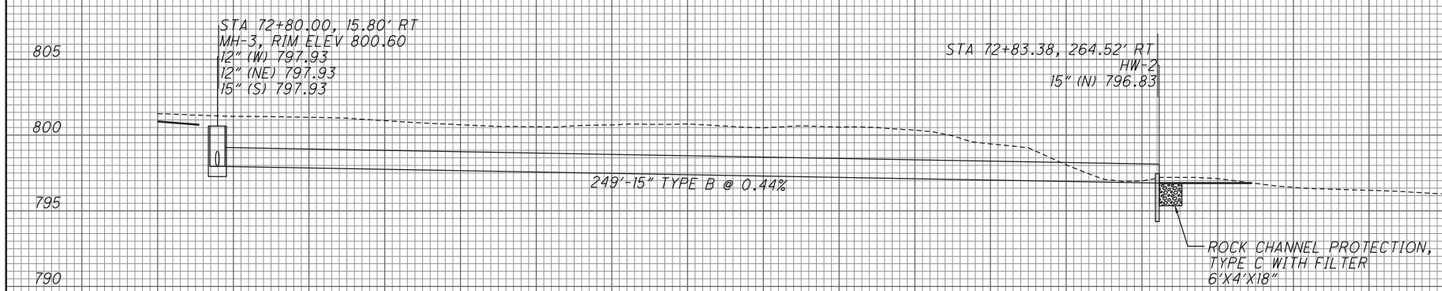
GRE-35-4.26

729
876

80468DF021.dgn 9/25/2014 9:36:12 AM jeveret1



STA. 72+50 TO STA. 73+00 RT.



STA. 72+80 TO STA. 72+83.38 RT.

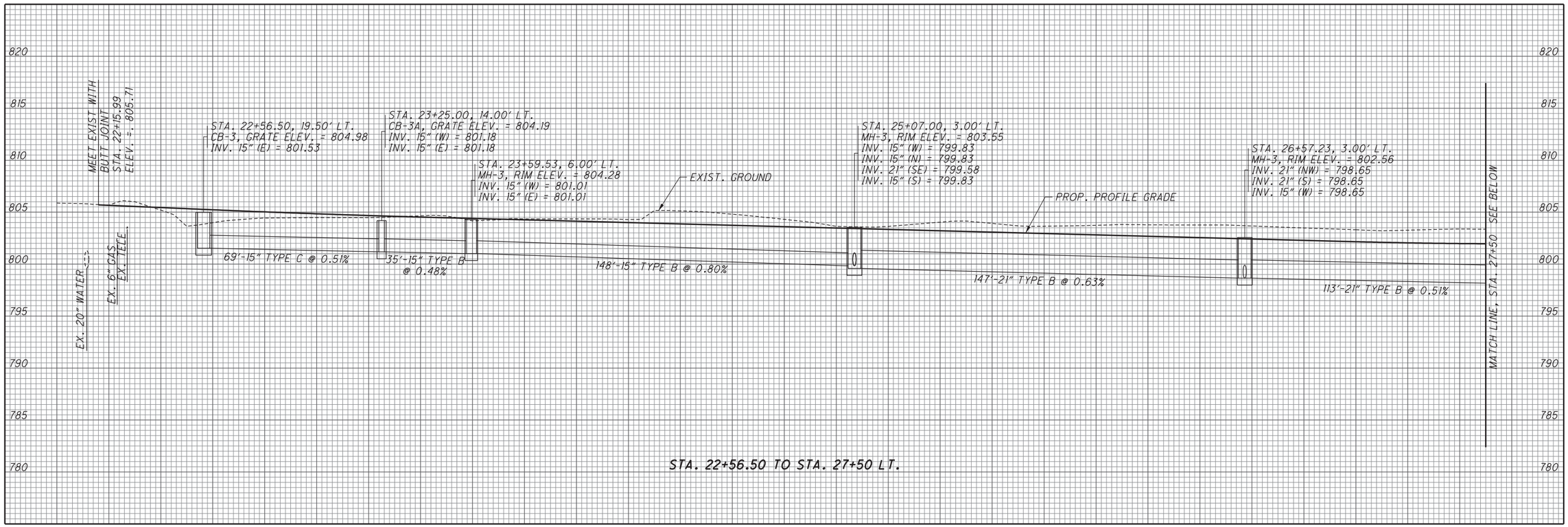
CALCULATED | CHECKED

STORM SEWER PROFILE
ACCESS ROAD

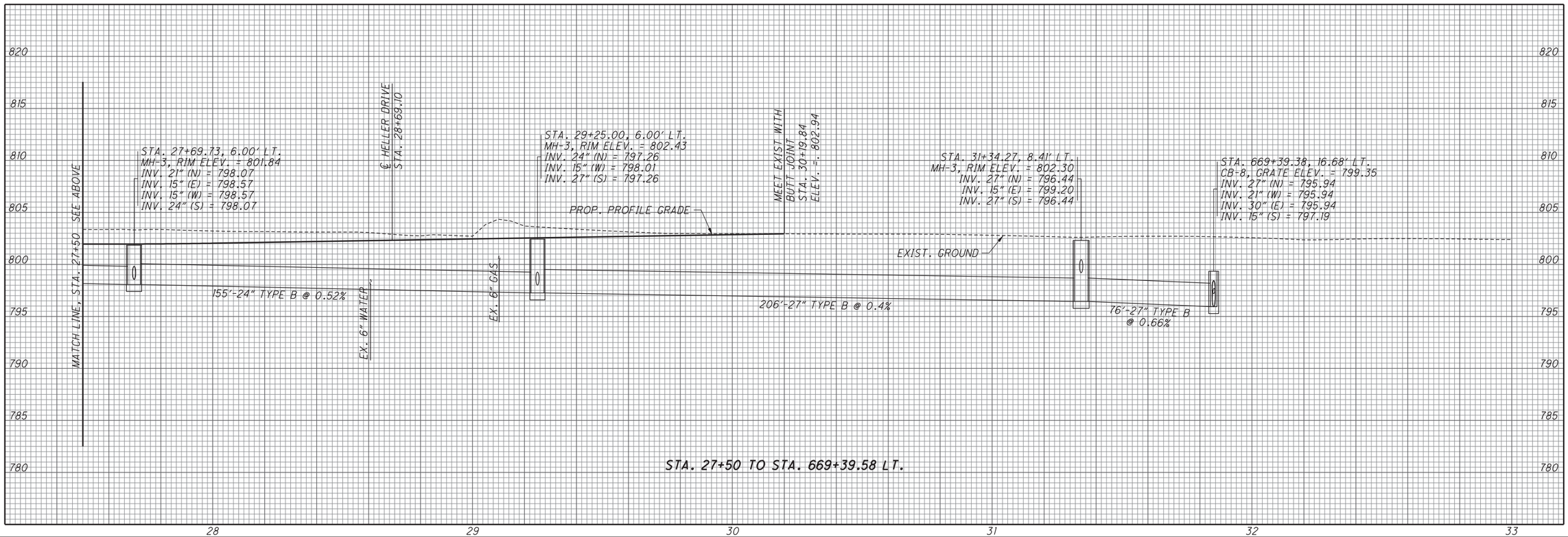
GRE-35-4.26

730
876

80468DF022.dgn 9/25/2014 9:36:22 AM jeveret1



STA. 22+56.50 TO STA. 27+50 LT.



STA. 27+50 TO STA. 669+39.58 LT.

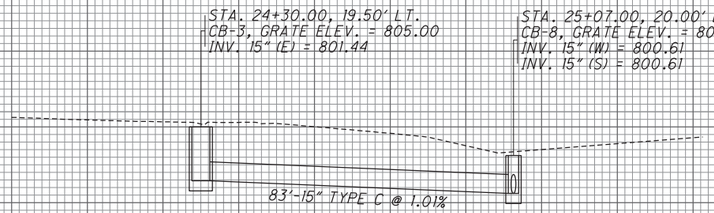
CALCULATED | CHECKED

STORM SEWER PROFILE
HELLER ROAD

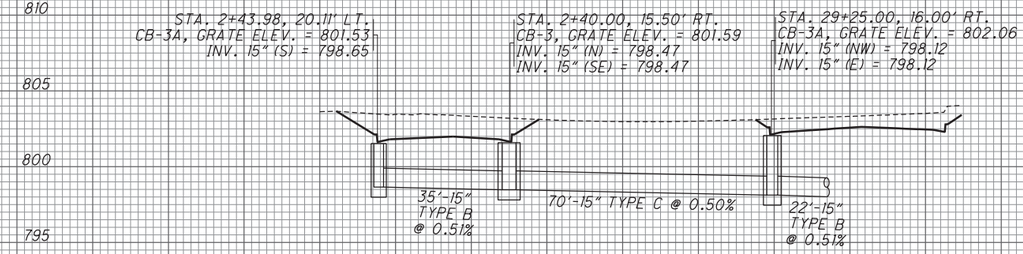
GRE-35-4.26

731
876

jeveret1 9/25/2014 9:36:31 AM
80468DF030.dgn



STA. 24+30 TO STA. 25+07 LT.



STA. 2+43.98 TO STA. 29+25

CALCULATED | CHECKED

STORM SEWER PROFILE
HELLER ROAD

GRE-35-4.26

732
876

80468DF031.dgn 9/25/2014 9:36:42 AM jeveret1

810

EXISTING STRUCTURE

TYPE: CMP W/BITUMINOUS COATING
SIZE: 30"
SKEW: 0
ALIGNMENT: TANGENT
DATE BUILT: 1955
CONDITION: POOR (4A)
SFN: 290350582

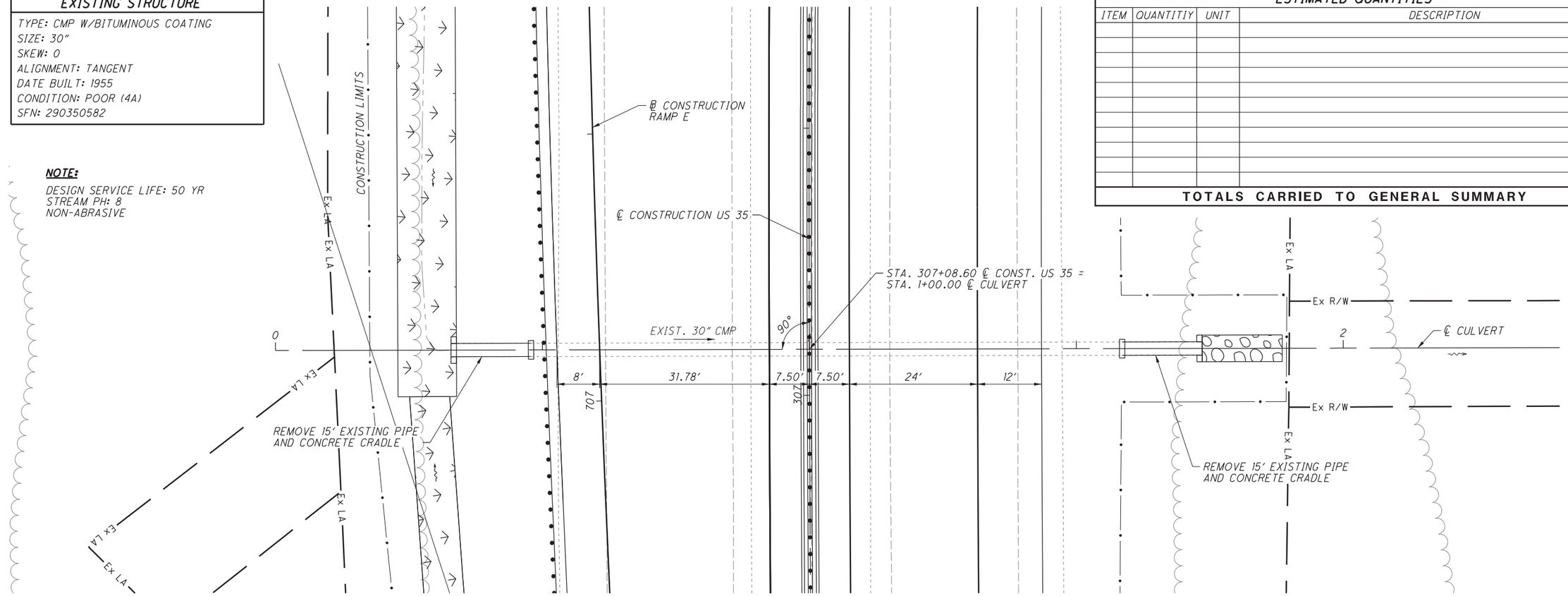
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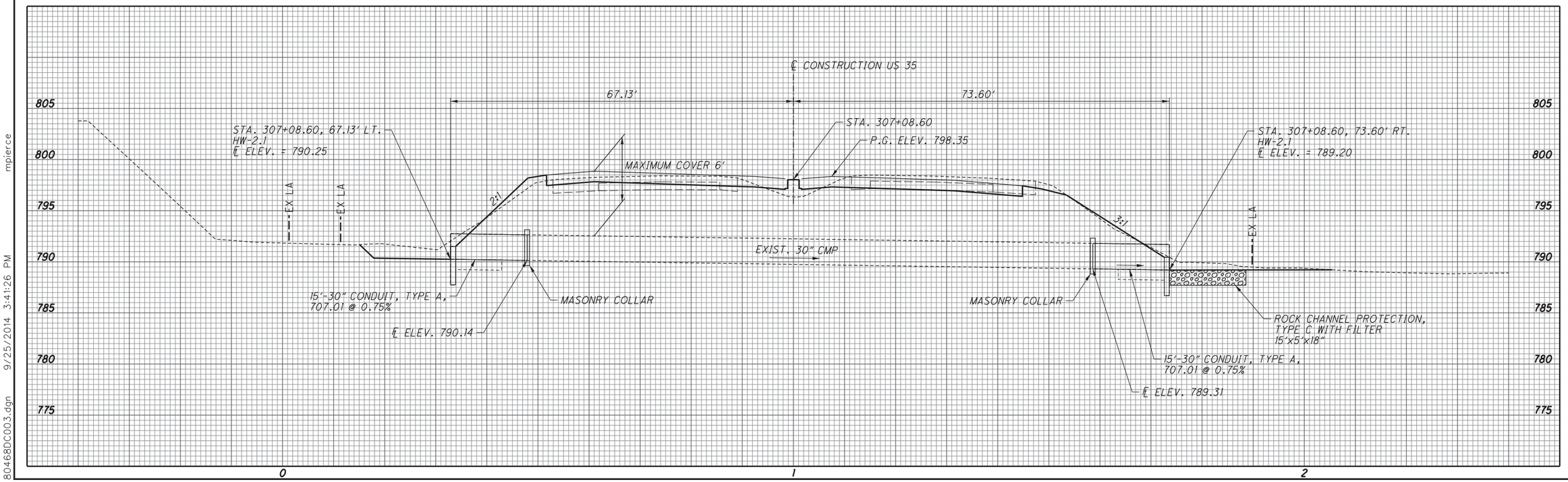
DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE

ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY





HORIZONTAL SCALE IN FEET
0 5 10 20

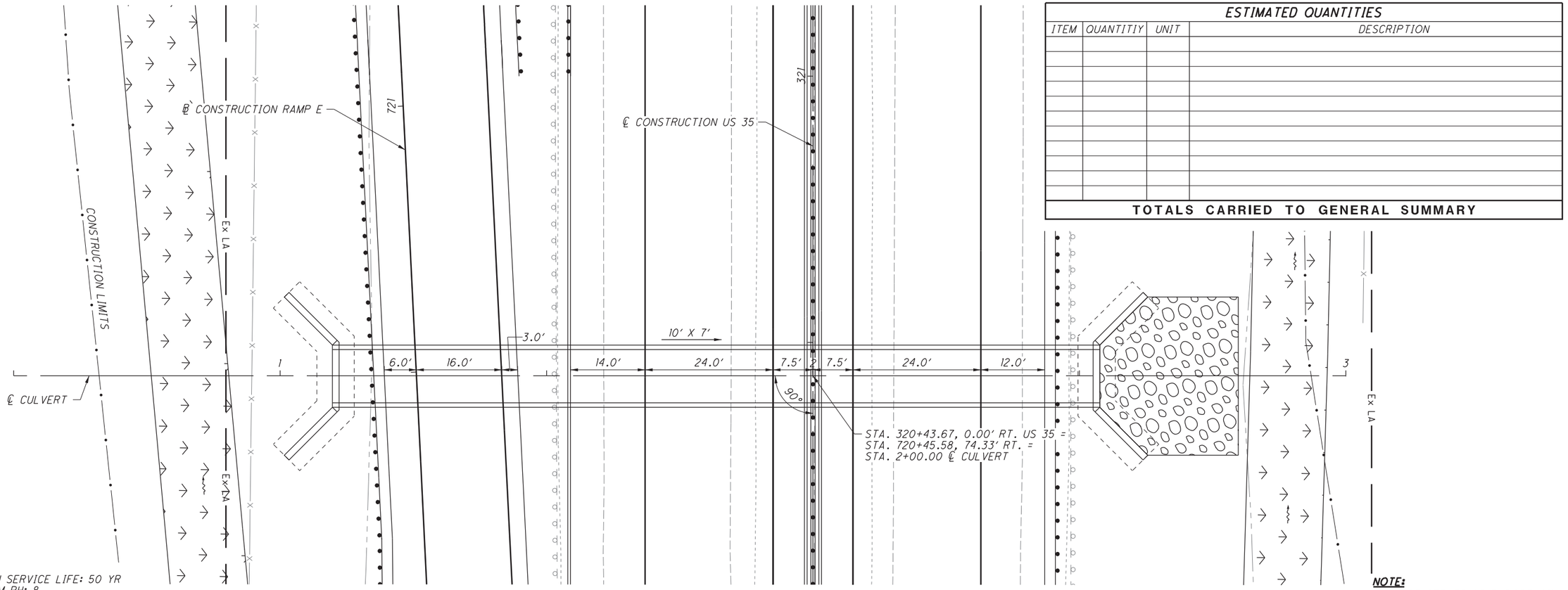
CALCULATED | CHECKED

CULVERT DETAIL
US 35 - STA. 307+08.60

GRE-35-4.26

733
876

mpierce 9/25/2014 3:41:26 PM 80468DC003.dgn



NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE

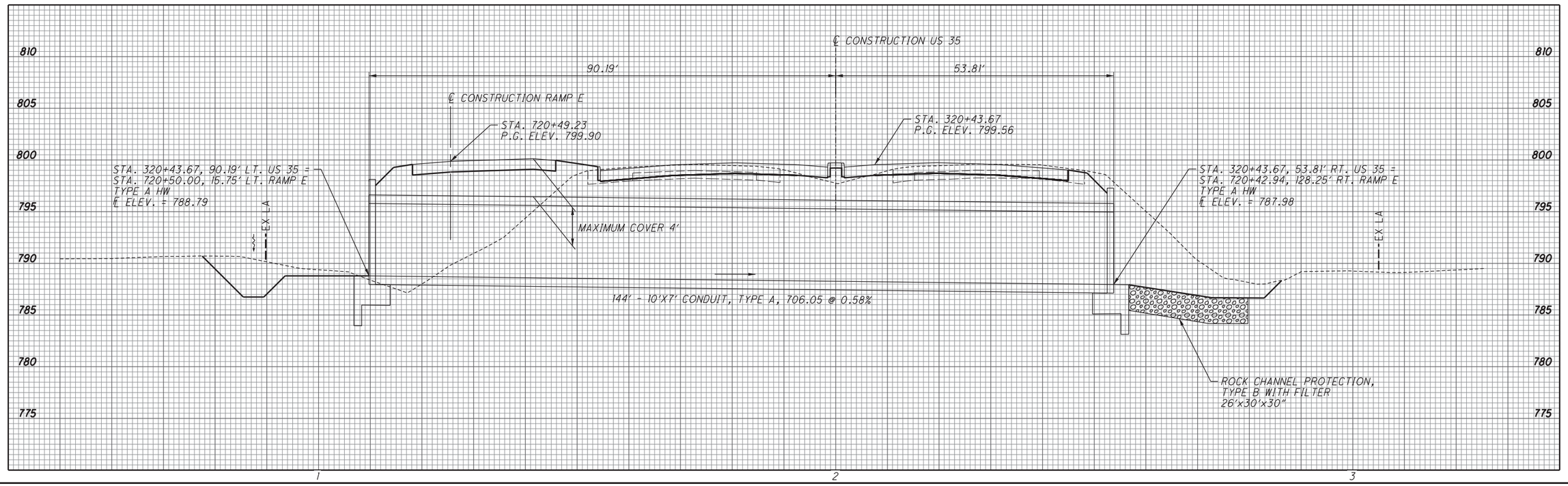
ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY

NOTE:

CULVERT SERVES AS FLOODPLAIN RELIEF CULVERT.



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

CULVERT DETAIL
US 35 - STA. 320+43.67

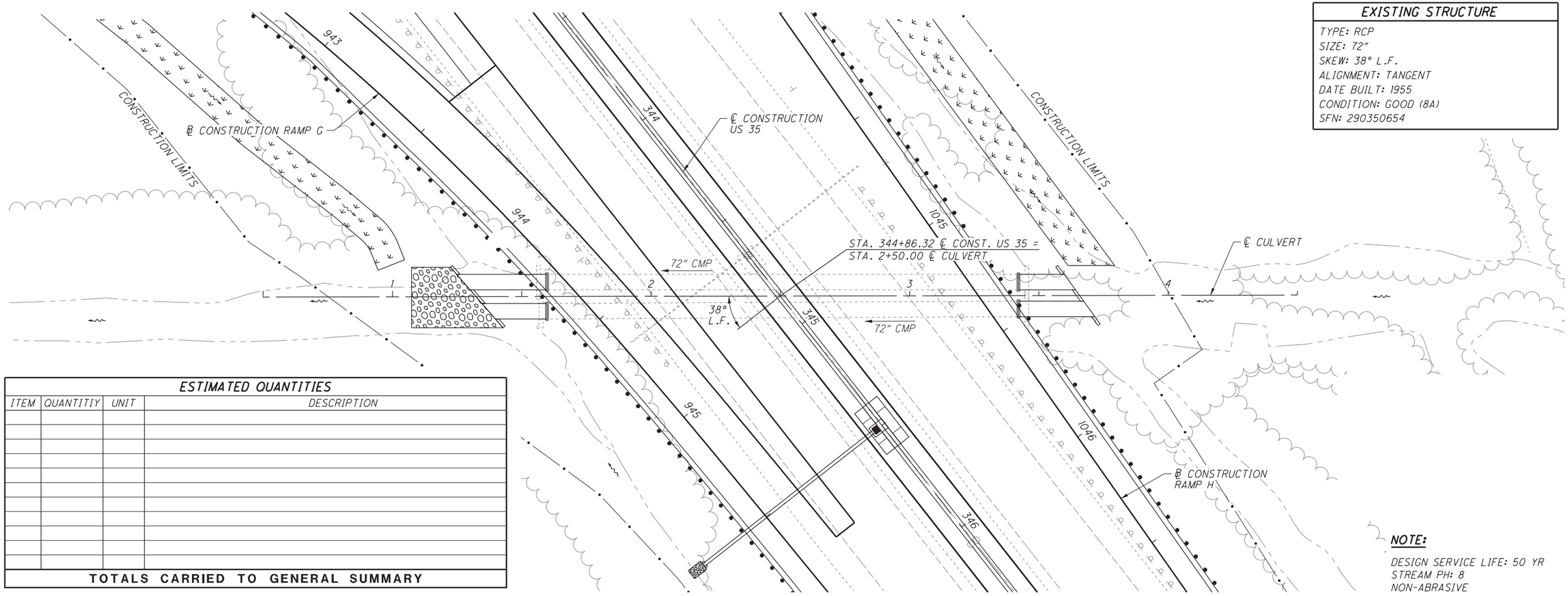
GRE-35-4.26

734
876

mpierce 9/25/2014 3:45:25 PM
80468DC004.dgn

EXISTING STRUCTURE

TYPE: RCP
SIZE: 72"
SKEW: 38° L.F.
ALIGNMENT: TANGENT
DATE BUILT: 1955
CONDITION: GOOD (8A)
SFN: 290350654



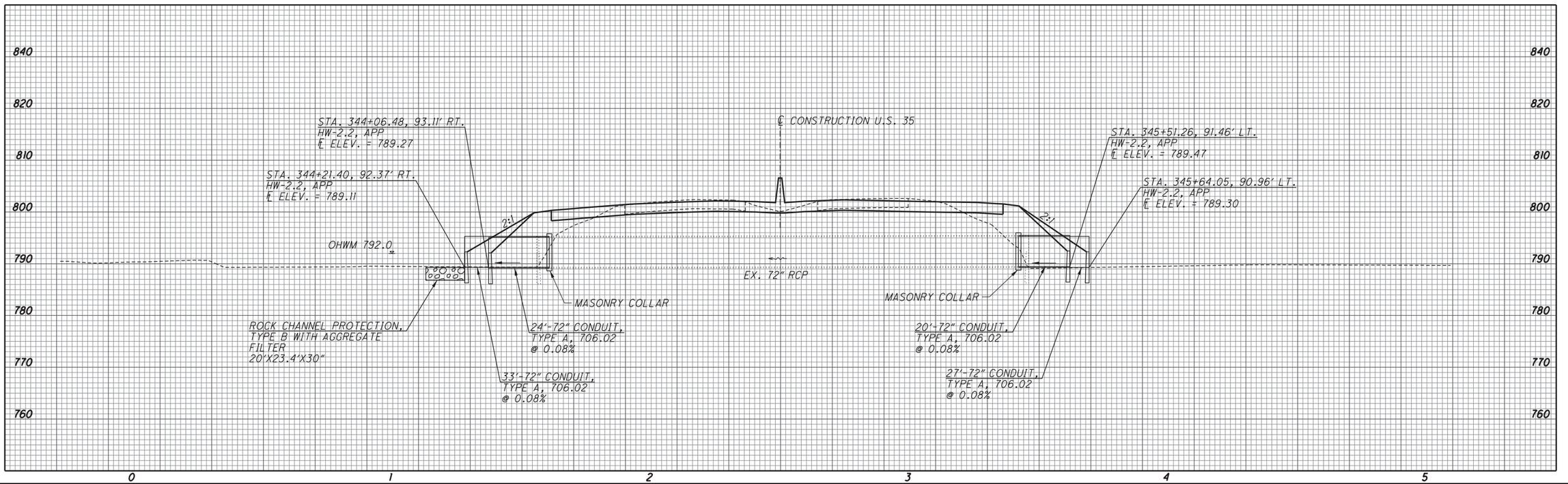
ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY

NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED

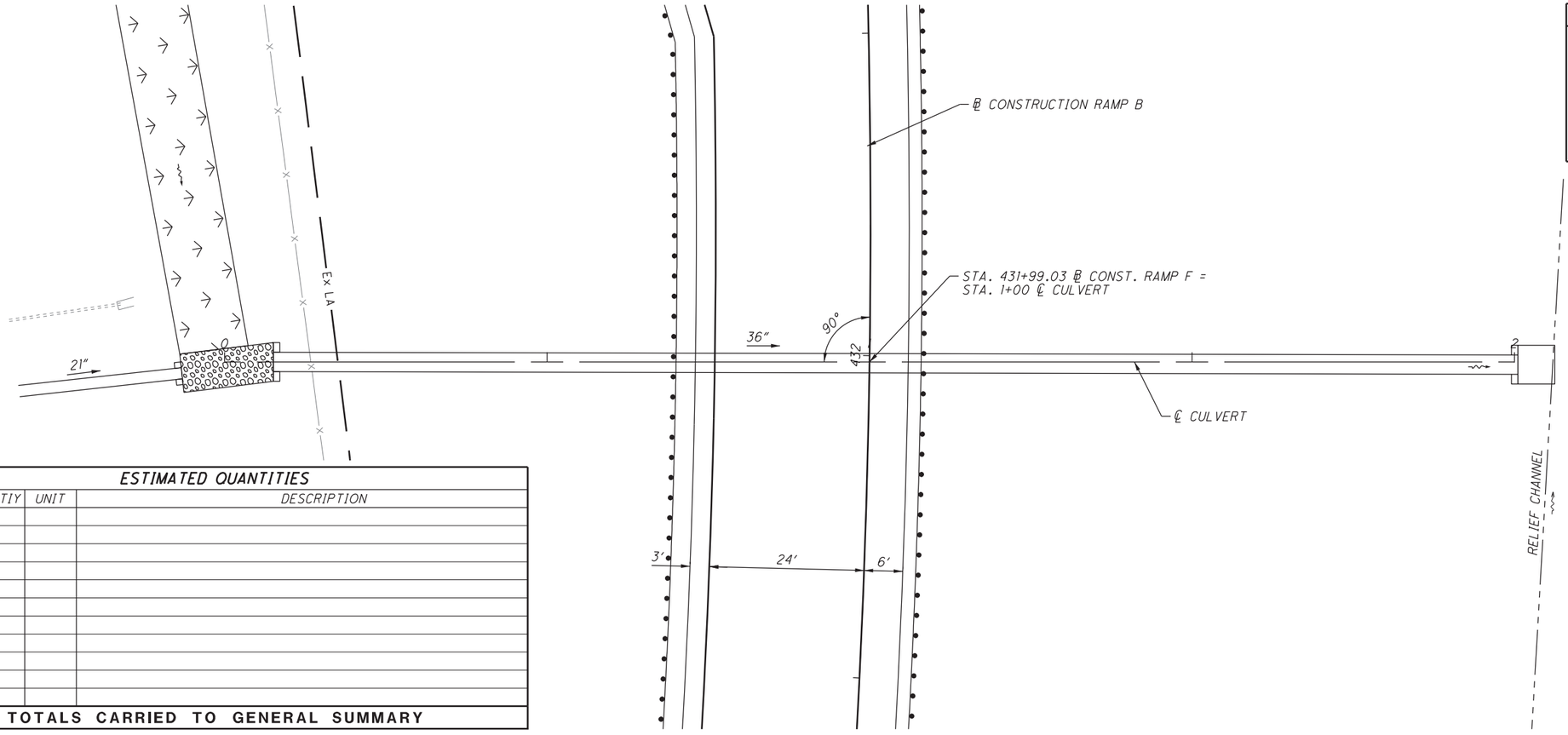
CULVERT DETAIL
US 35 - STA. 344+86.32

GRE-35-4.26

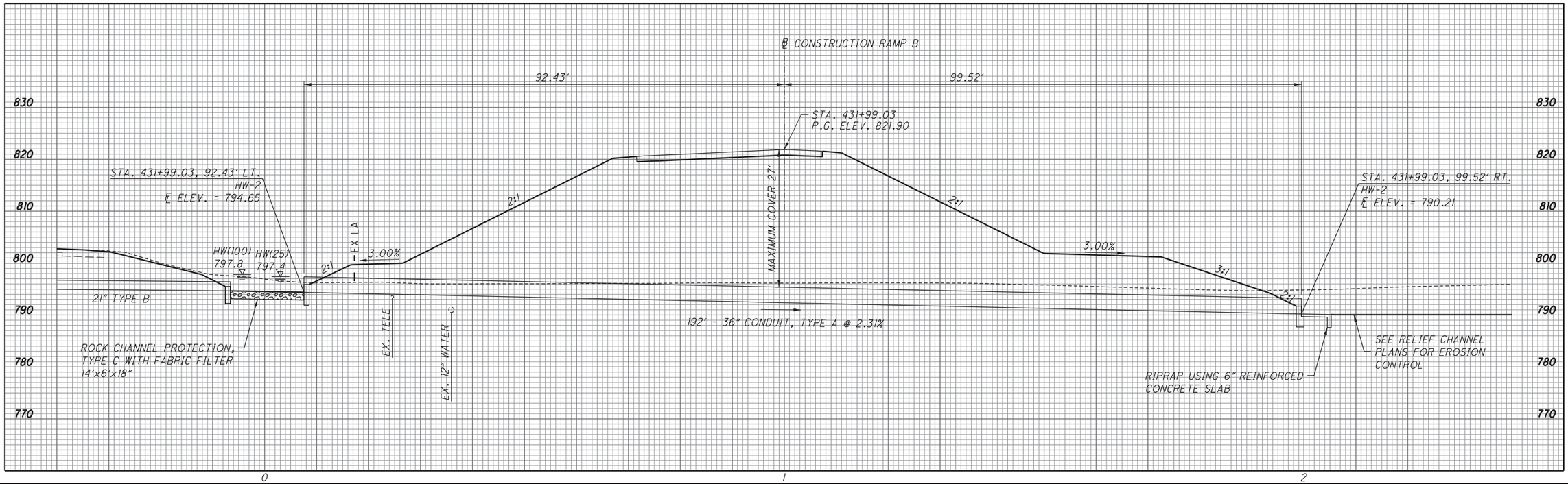
735
876

80468BC005.dgn 9/25/2014 3:40:00 PM mpierce

HYDRAULIC DESIGN DATA		
DRAINAGE AREA	= 7.0	AC.
Q_{25}	= 33	CFS
Q_{100}	= 40	CFS
HW_{25}	= 797.4	
HW_{100}	= 797.8	
V_{25}	= 13.6	FPS
V_{100}	= 14.3	FPS



ESTIMATED QUANTITIES			
ITEM	QUANTITIY	UNIT	DESCRIPTION
TOTALS CARRIED TO GENERAL SUMMARY			



NOTE:

DESIGN SERVICE LIFE: 75 YR
STREAM PH: 7.5
NON-ABRASIVE

HORIZONTAL SCALE IN FEET
0 5 10 20

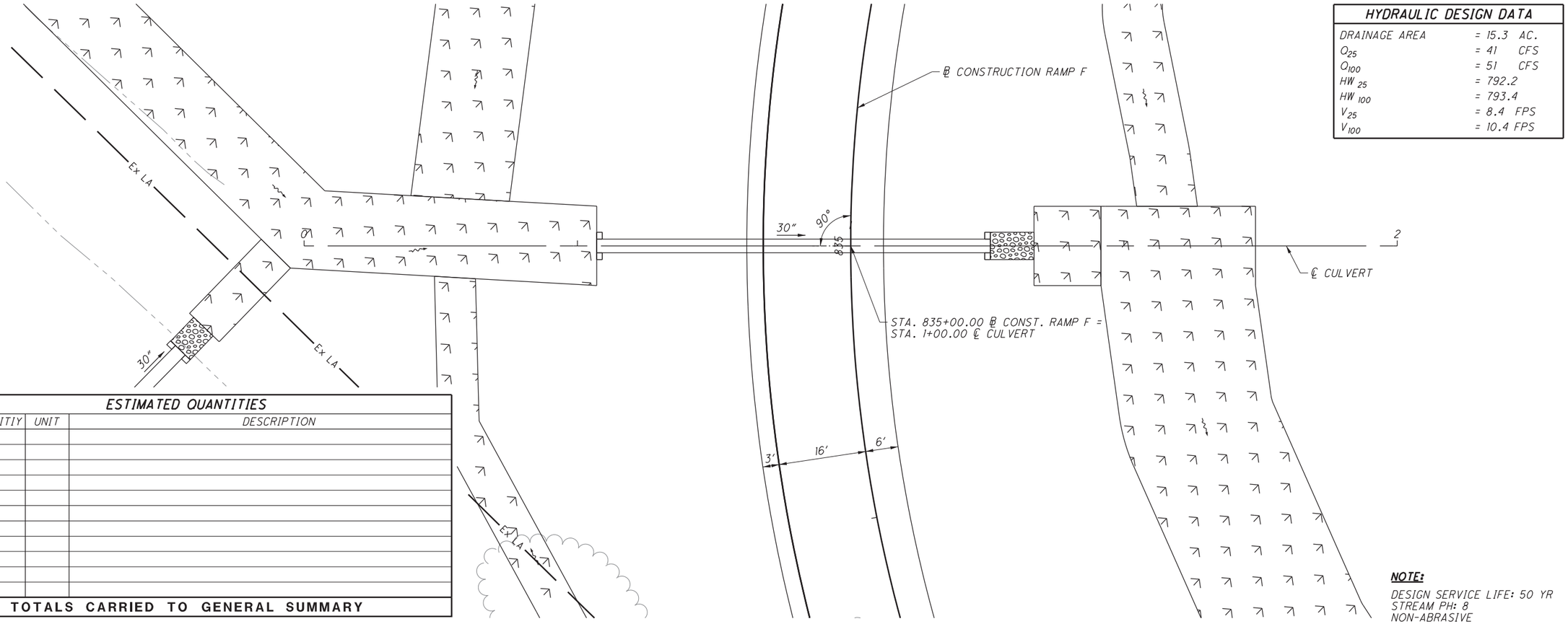
CALCULATED | CHECKED

CULVERT DETAIL
RAMP B - STA. 431+99.03

GRE-35-4.26

736
876

80468BC010.dgn 9/25/2014 3:42:04 PM mpierce



HYDRAULIC DESIGN DATA

DRAINAGE AREA	= 15.3 AC.
Q_{25}	= 41 CFS
Q_{100}	= 51 CFS
HW_{25}	= 792.2
HW_{100}	= 793.4
V_{25}	= 8.4 FPS
V_{100}	= 10.4 FPS

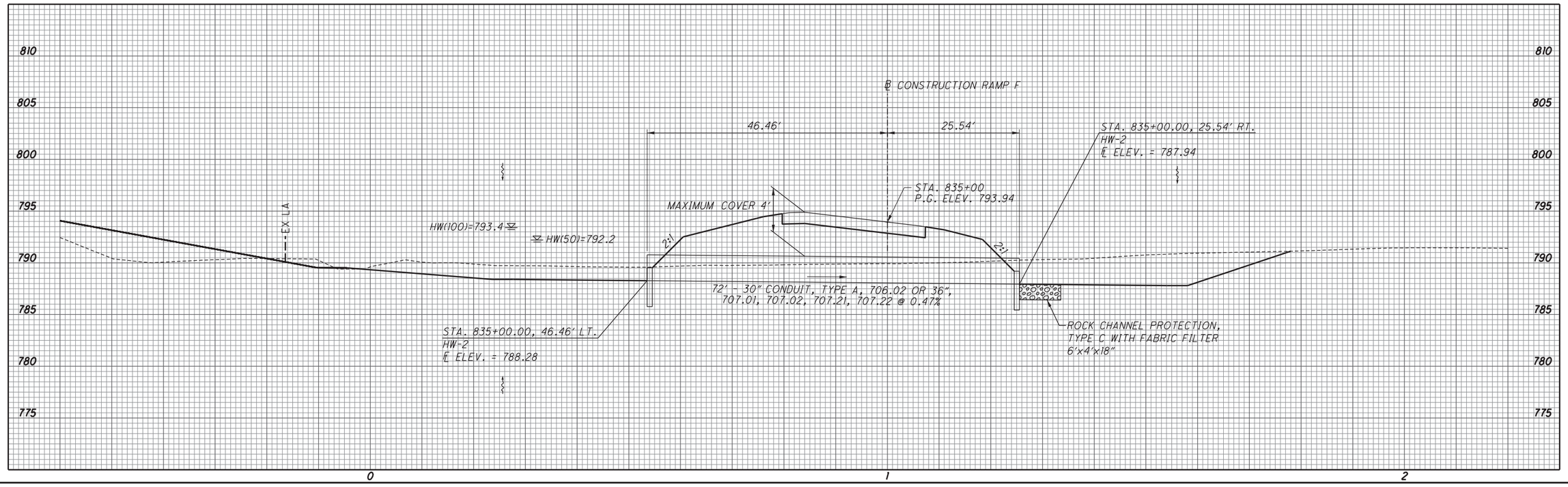
HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY



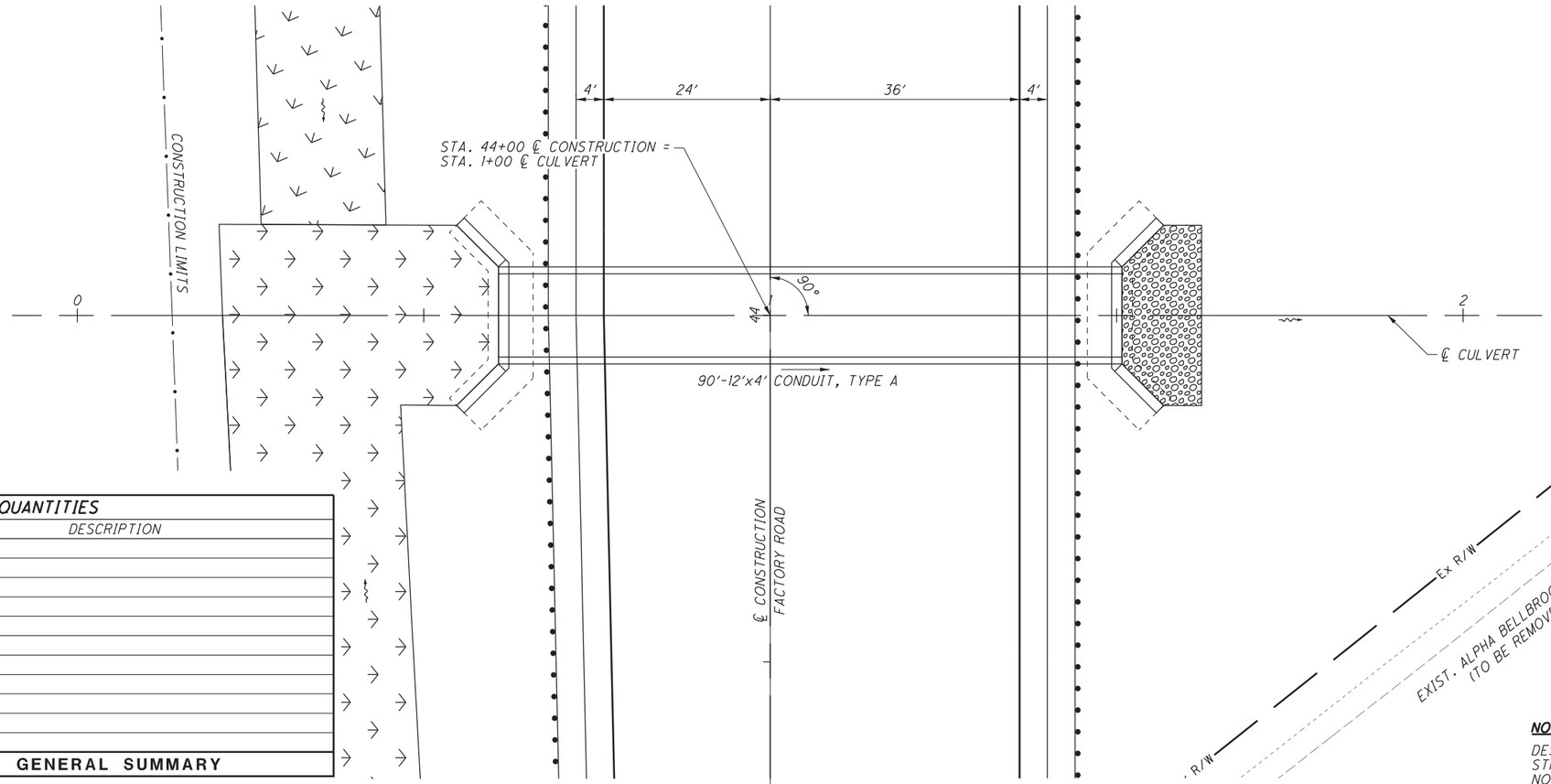
CULVERT DETAIL
RAMP F - STA. 835+00

GRE-35-4.26

737
876

mpierce 9/25/2014 3:42:10 PM 80468DC011.dgn

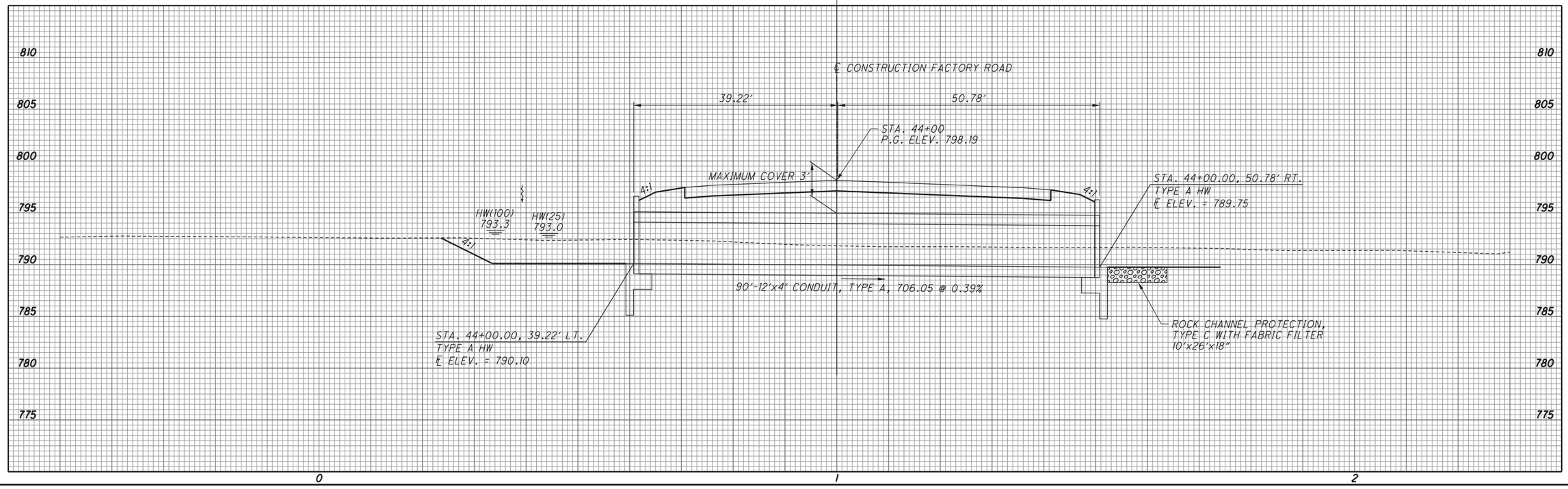
HYDRAULIC DESIGN DATA		
DRAINAGE AREA	=	31 AC.
Q_{25}	=	150 CFS
Q_{100}	=	180 CFS
HW_{25}	=	793.0
HW_{100}	=	793.3
V_{25}	=	5.1 FPS
V_{100}	=	5.5 FPS



ESTIMATED QUANTITIES			
ITEM	QUANTITIY	UNIT	DESCRIPTION
TOTALS CARRIED TO GENERAL SUMMARY			

NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

CULVERT DETAIL
FACTORY ROAD - STA. 44+00

GRE-35-4.26

738
876

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80468DC007.dgn

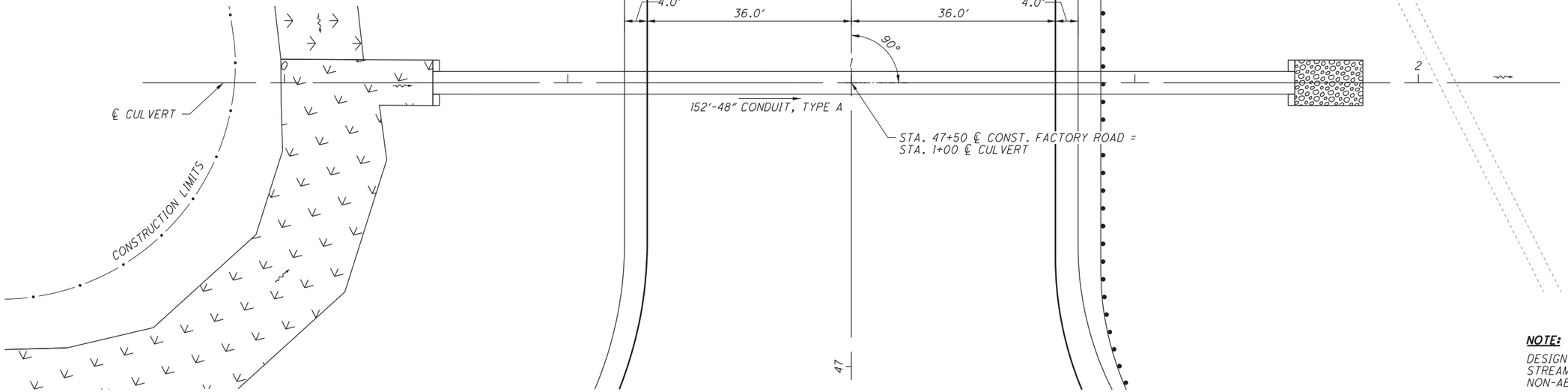
ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY

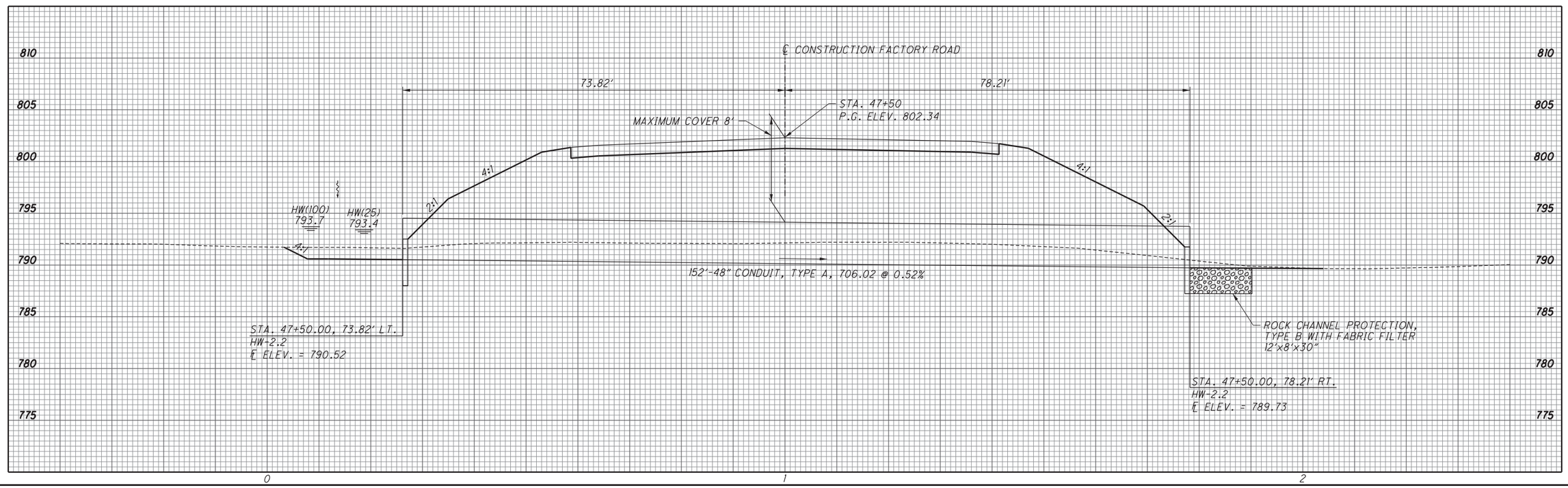
HYDRAULIC DESIGN DATA

DRAINAGE AREA	= 30.9 AC.
Q_{25}	= 44 CFS
Q_{100}	= 54 CFS
HW_{25}	= 793.4
HW_{100}	= 793.7
V_{25}	= 8.4 FPS
V_{100}	= 8.8 FPS



NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

CULVERT DETAIL
FACTORY ROAD - STA. 47+50

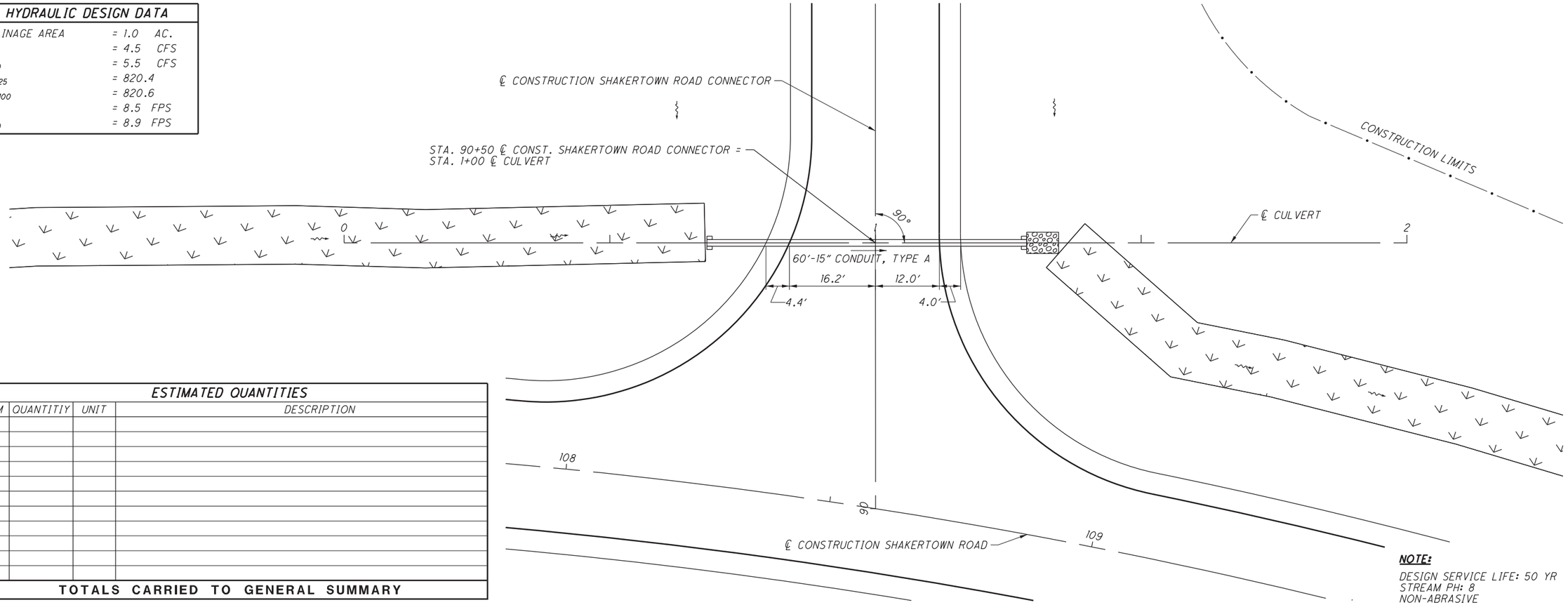
GRE-35-4.26

739
876

80468DC008.dgn 9/25/2014 3:50:31 PM mpierce

HYDRAULIC DESIGN DATA

DRAINAGE AREA	= 1.0 AC.
Q_{25}	= 4.5 CFS
Q_{100}	= 5.5 CFS
HW_{25}	= 820.4
HW_{100}	= 820.6
V_{25}	= 8.5 FPS
V_{100}	= 8.9 FPS



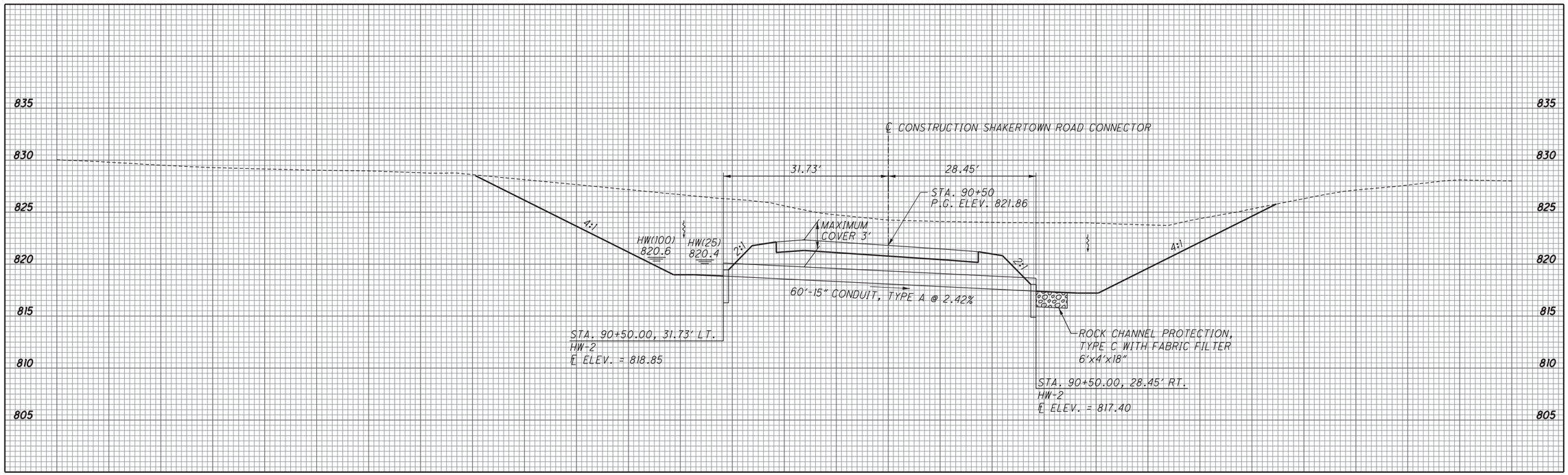
NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE

ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

CULVERT DETAIL
SHAKERTOWN ROAD CONNECTOR - STA. 90+50

GRE-35-4.26

740
876

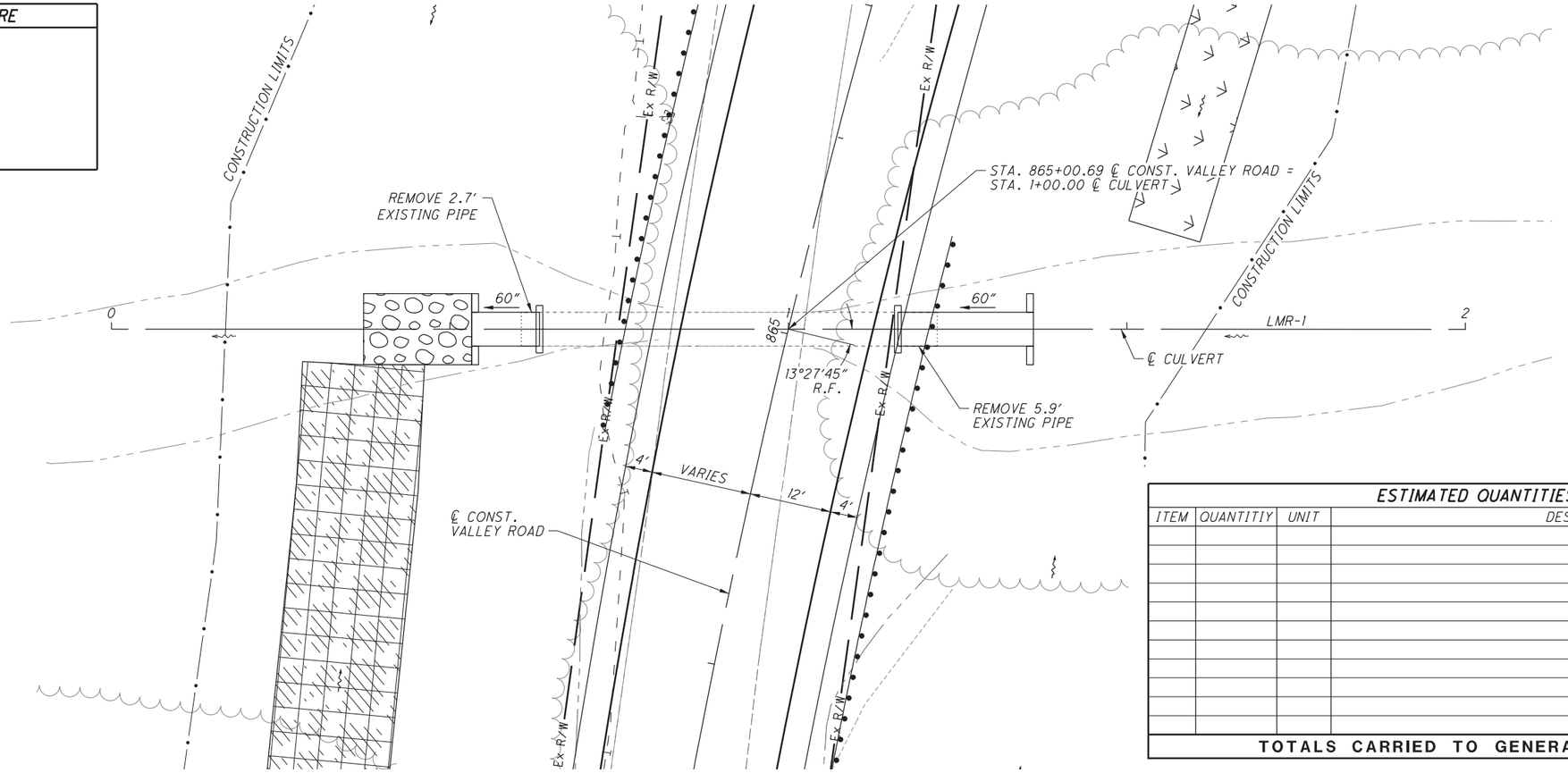
80468DC012.dgn 9/25/2014 3:42:16 PM mpierce

EXISTING STRUCTURE

TYPE: CPP
SIZE: 60"
SKEW: 8° R.F.
ALIGNMENT: TANGENT
DATE BUILT: UNKNOWN
CONDITION: GOOD
SFN: UNKNOWN

NOTE:

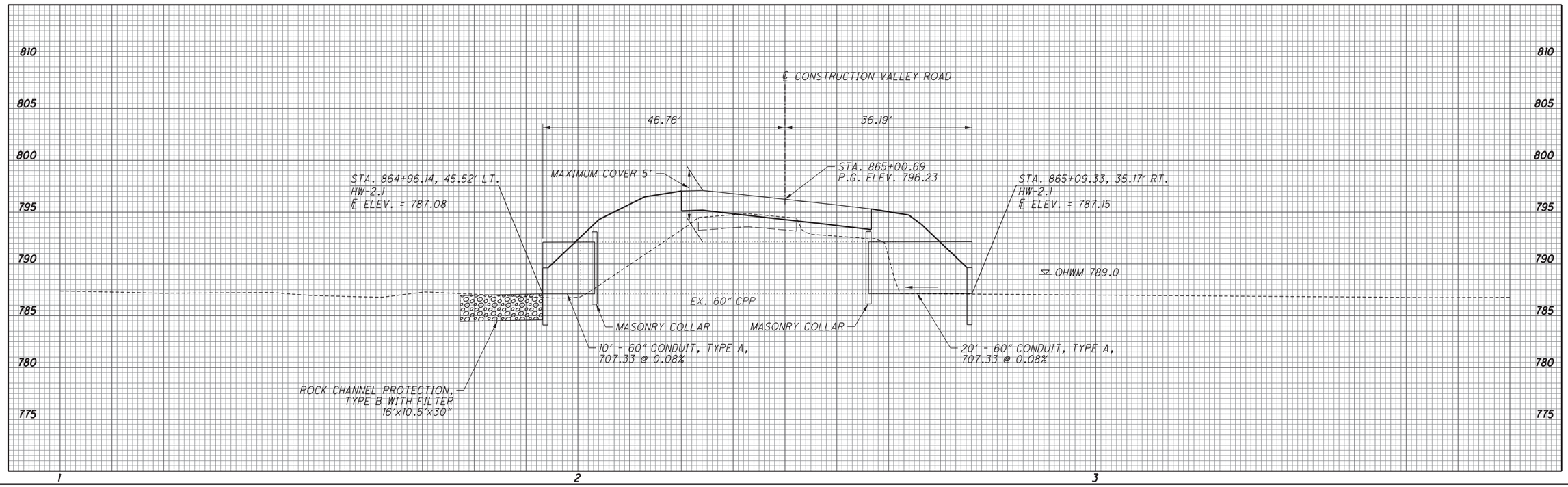
DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE



ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY



N

HORIZONTAL SCALE IN FEET
0 5 10 20

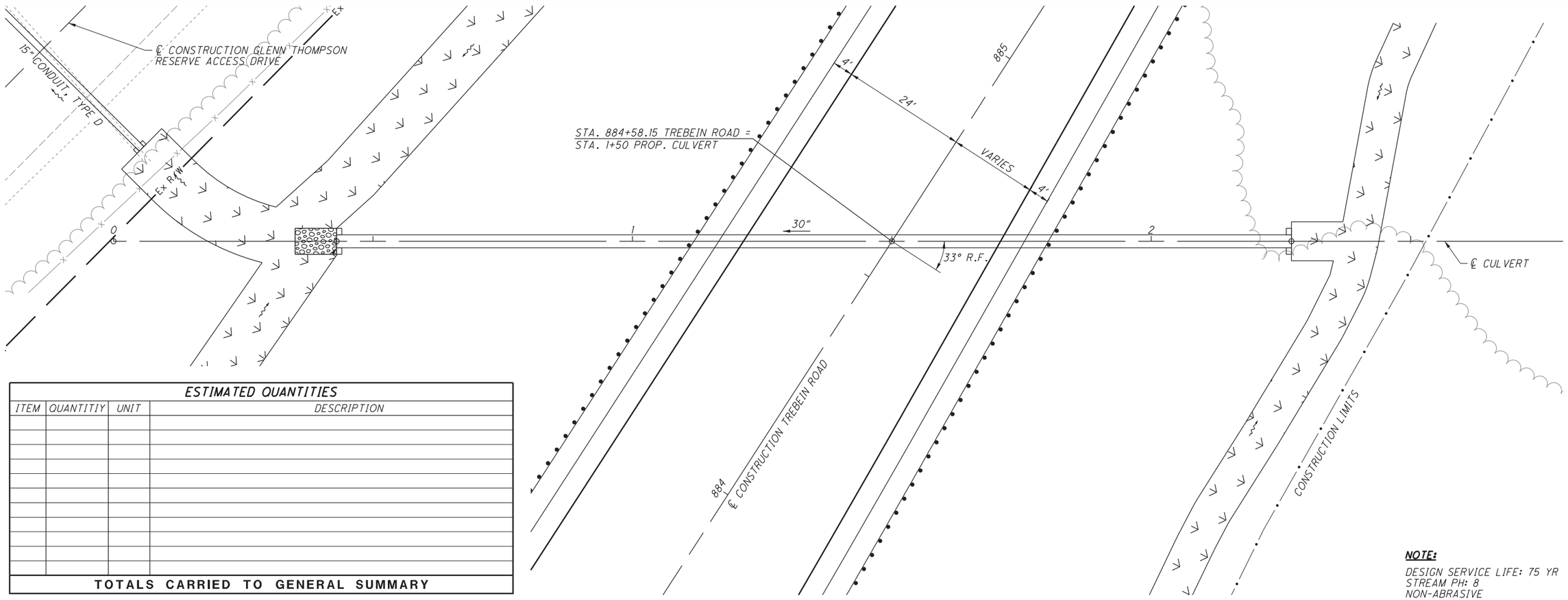
CALCULATED | CHECKED

CULVERT DETAIL
VALLEY ROAD - STA. 865+00.69

GRE-35-4.26

741
876

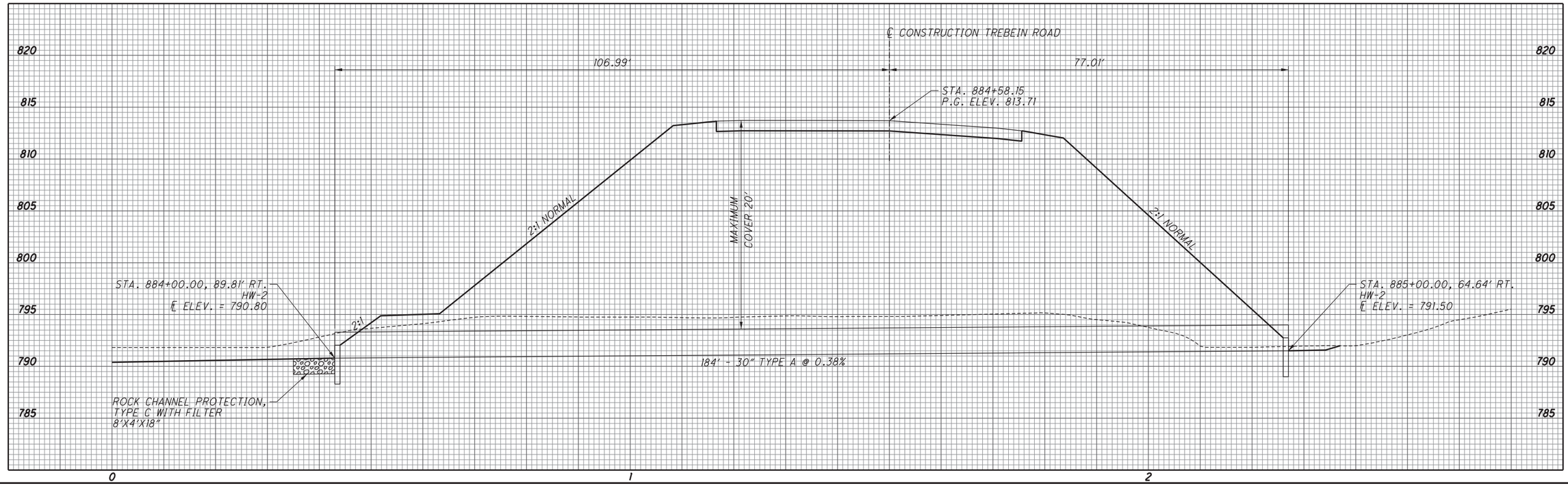
80468DC006.dgn 9/25/2014 3:41:45 PM mpierce



ESTIMATED QUANTITIES			
ITEM	QUANTITIY	UNIT	DESCRIPTION
TOTALS CARRIED TO GENERAL SUMMARY			

NOTE:

DESIGN SERVICE LIFE: 75 YR
STREAM PH: 8
NON-ABRASIVE



HORIZONTAL SCALE IN FEET
0 5 10 20

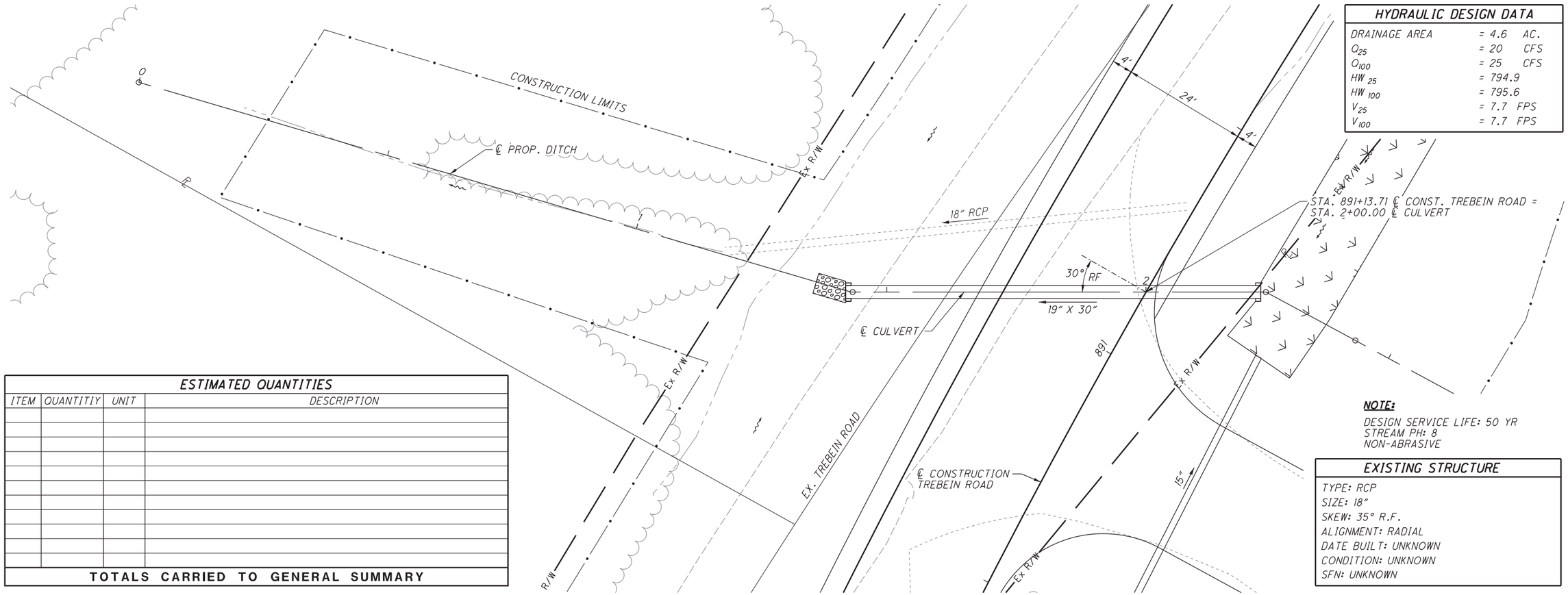
CALCULATED | CHECKED

CULVERT DETAIL
TREBEIN ROAD - STA. 884+58.15

GRE-35-4.26

742
876

80468DC014.dgn 9/25/2014 3:42:29 PM mpierce



HYDRAULIC DESIGN DATA

DRAINAGE AREA	= 4.6 AC.
Q_{25}	= 20 CFS
Q_{100}	= 25 CFS
HW_{25}	= 794.9
HW_{100}	= 795.6
V_{25}	= 7.7 FPS
V_{100}	= 7.7 FPS

NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE

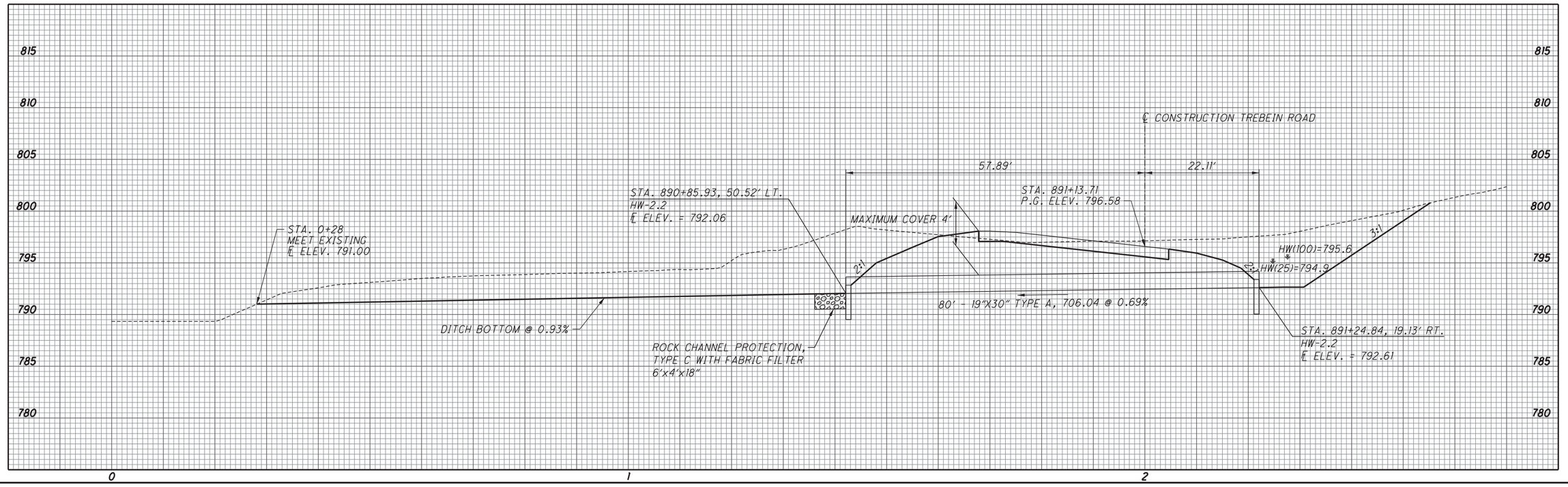
EXISTING STRUCTURE

TYPE: RCP
SIZE: 18"
SKEW: 35° R.F.
ALIGNMENT: RADIAL
DATE BUILT: UNKNOWN
CONDITION: UNKNOWN
SFN: UNKNOWN

ESTIMATED QUANTITIES

ITEM	QUANTITIY	UNIT	DESCRIPTION

TOTALS CARRIED TO GENERAL SUMMARY



HORIZONTAL SCALE IN FEET
0 5 10 20

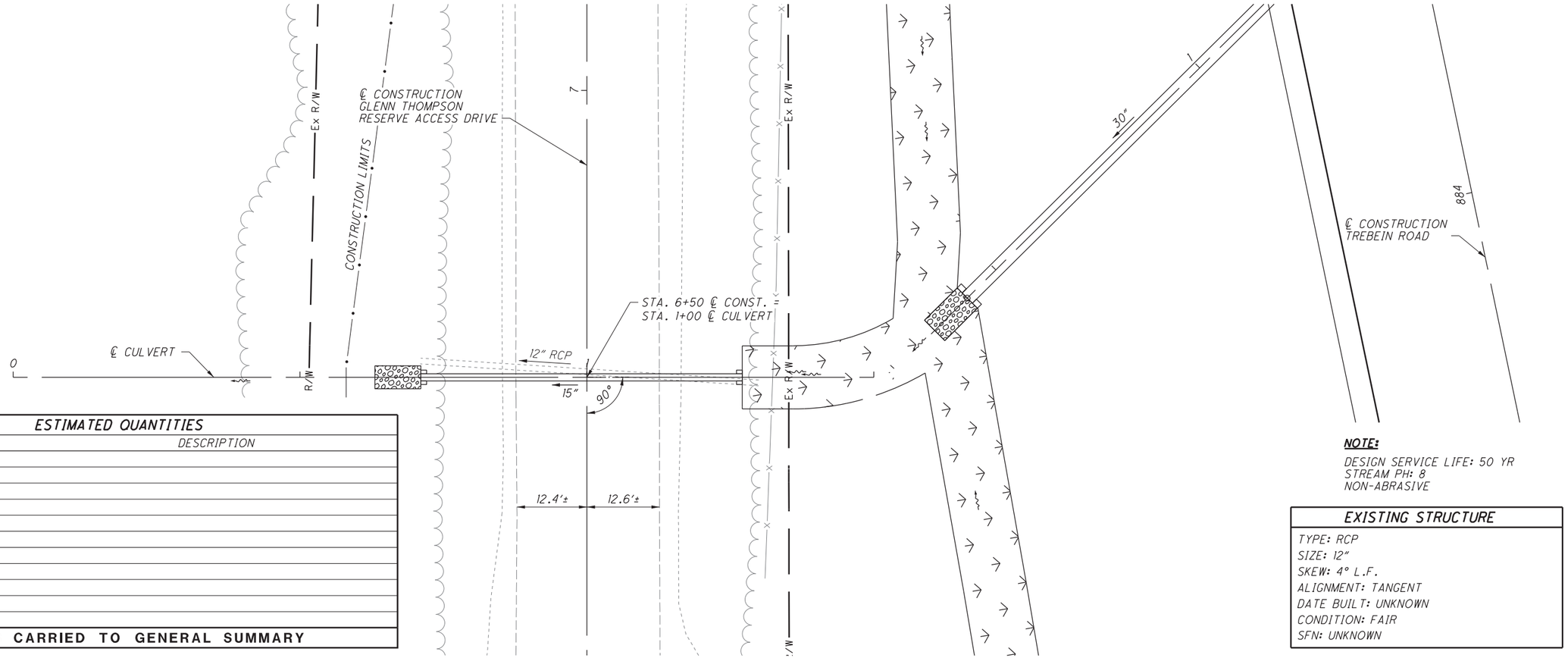
CALCULATED | CHECKED

CULVERT DETAIL
TREBEIN ROAD - STA. 891+13.71

GRE-35-4.26

743
876

80468DC015.dgn 9/25/2014 3:42:36 PM mpierce

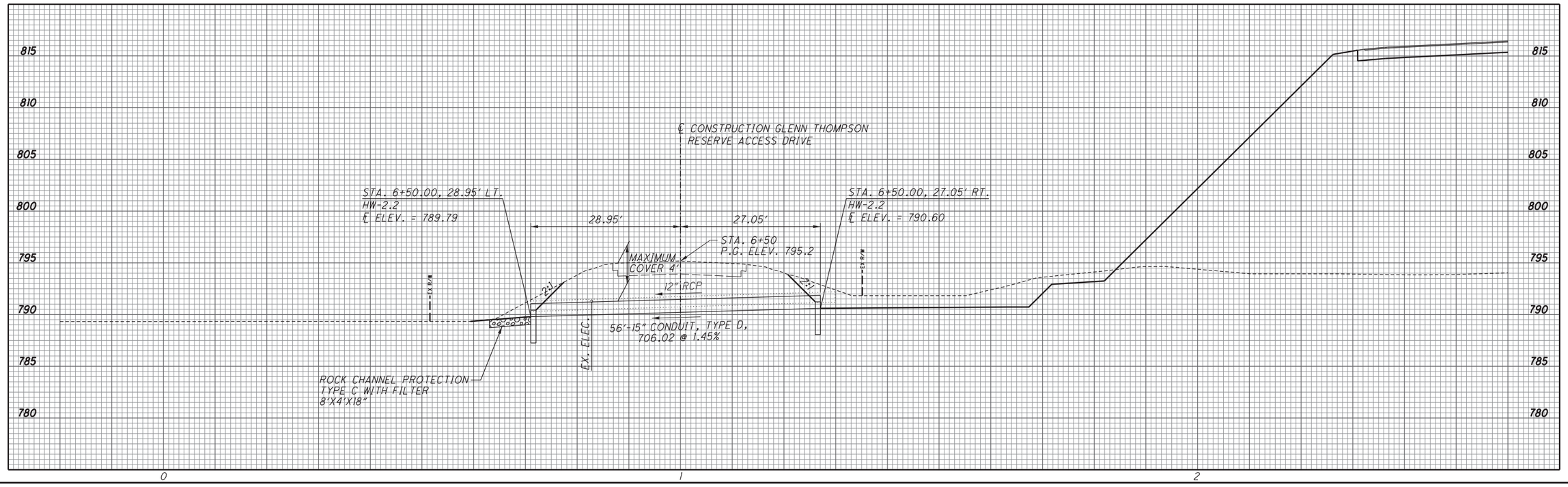


NOTE:

DESIGN SERVICE LIFE: 50 YR
STREAM PH: 8
NON-ABRASIVE

ESTIMATED QUANTITIES			
ITEM	QUANTITIY	UNIT	DESCRIPTION
TOTALS CARRIED TO GENERAL SUMMARY			

EXISTING STRUCTURE
TYPE: RCP
SIZE: 12"
SKEW: 4° L.F.
ALIGNMENT: TANGENT
DATE BUILT: UNKNOWN
CONDITION: FAIR
SFN: UNKNOWN



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED | CHECKED

CULVERT DETAIL
GLENN THOMPSON ACCESS DRIVE - STA. 6+50

GRE-35-4.26

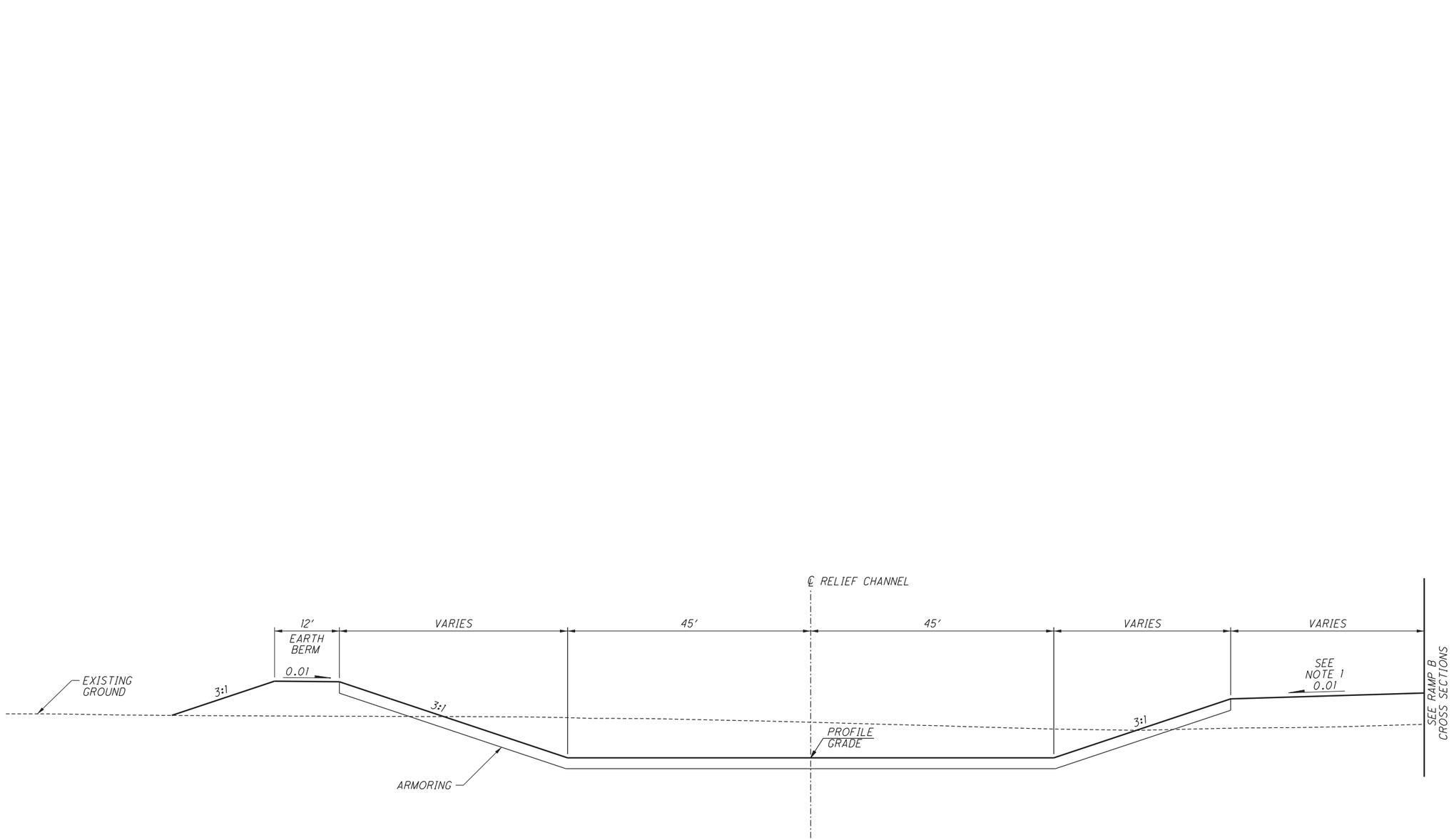
744
876

mpierce 9/25/2014 3:54:18 PM
80468DC013.dgn

CALCULATED

CHECKED

TYPICAL SECTION - RELIEF CHANNEL



NORMAL SECTION - RELIEF CHANNEL

STA. 0+35.85 TO STA. 19+09.28 = 1873.43 FT.

NOTE:

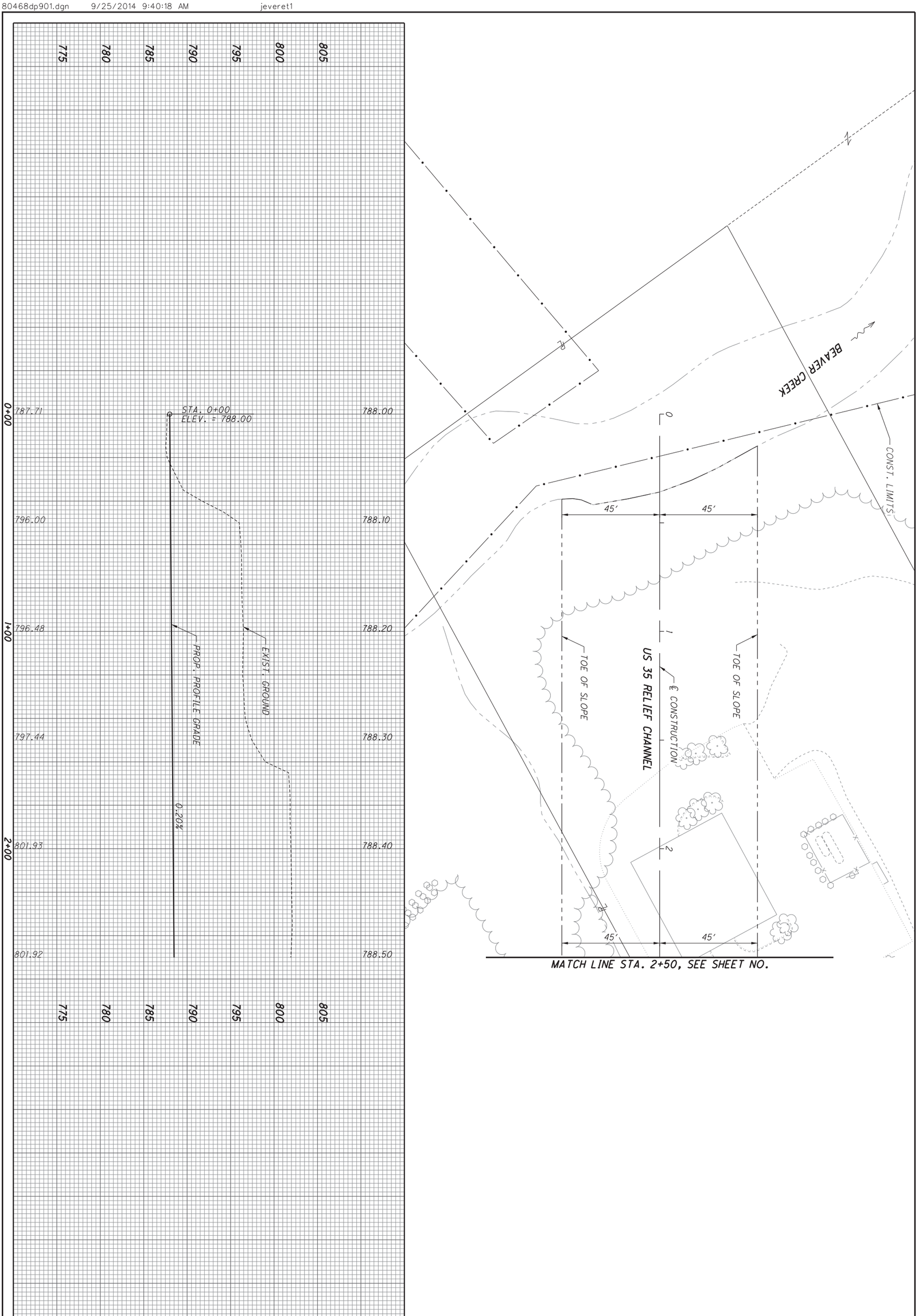
1. VARIES, SEE RELIEF CHANNEL CROSS SECTIONS.

GRE-35-4.26

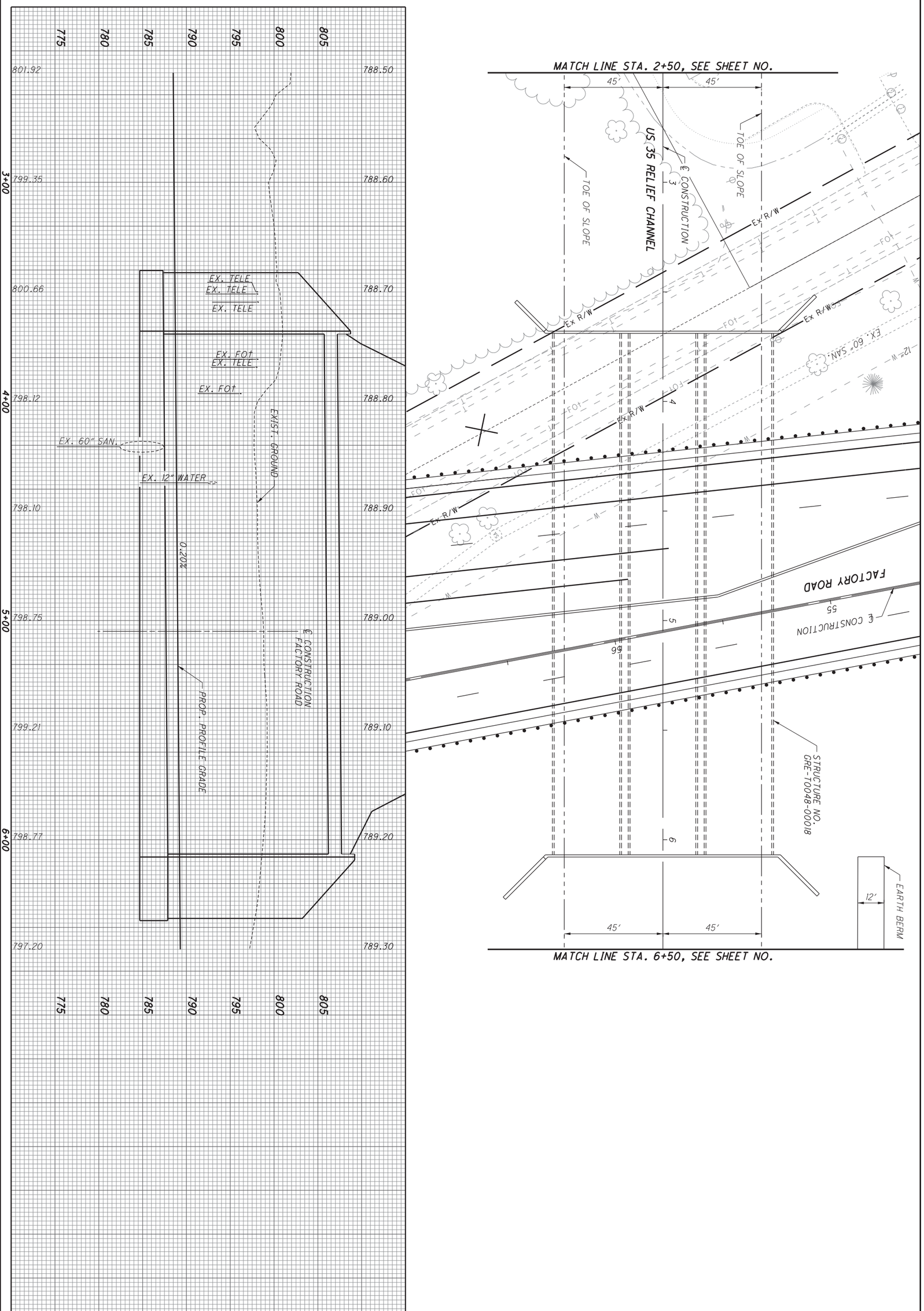
745
876

80468DD901.dgn 9/25/2014 2:15:27 PM cketron

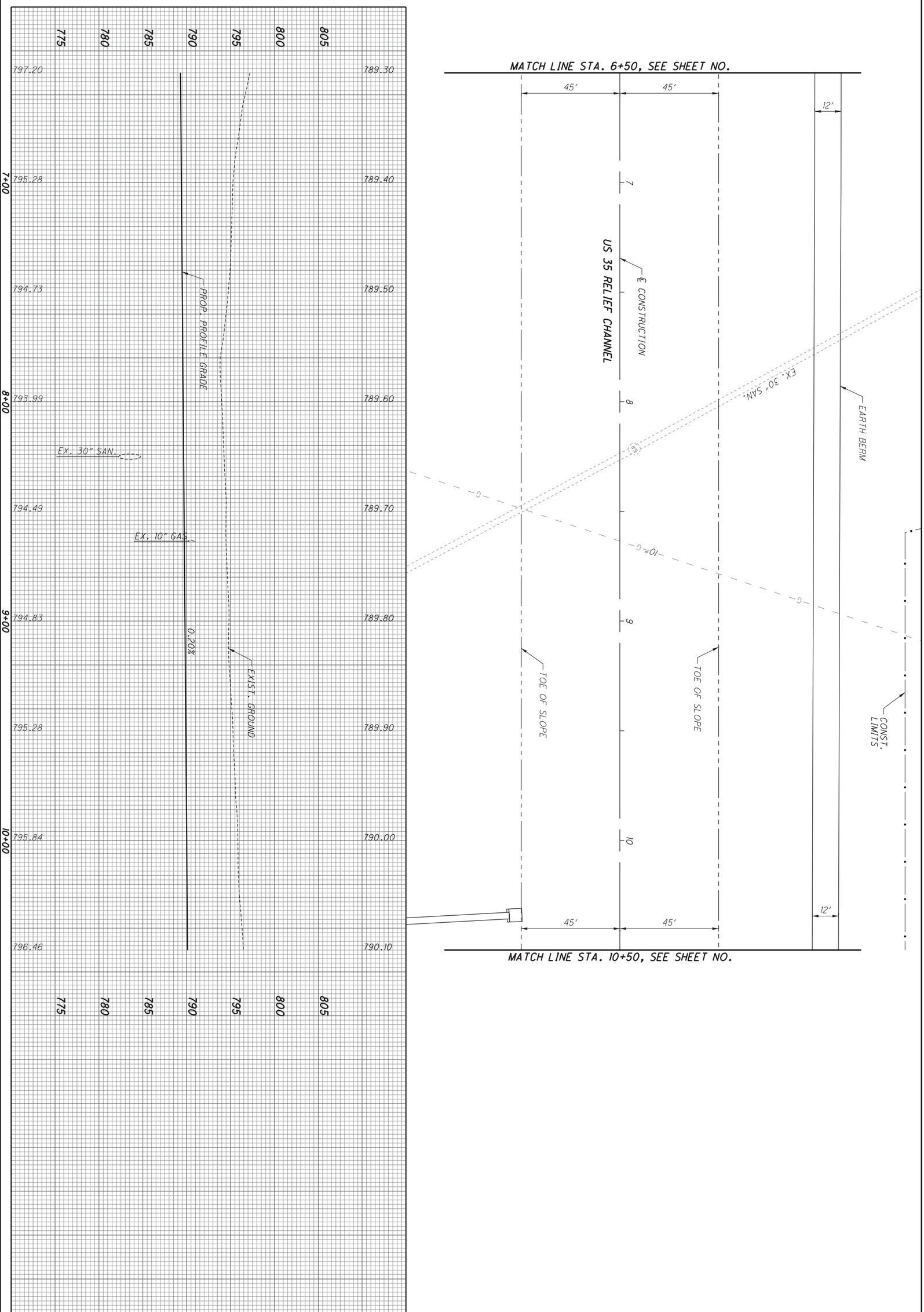
80468dp901.dgn 9/25/2014 9:40:18 AM jeveret1



746/876	GRE-35-4.26	PLAN AND PROFILE - US 35 RELIEF CHANNEL STA. 0+00 TO STA. 2+50	CALCULATED / CHECKED	0 20 10 40 HORIZONTAL SCALE IN FEET



747 / 876	GRE-35-4.26	PLAN AND PROFILE - US 35 RELIEF CHANNEL STA. 2+50 TO STA. 6+50	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET



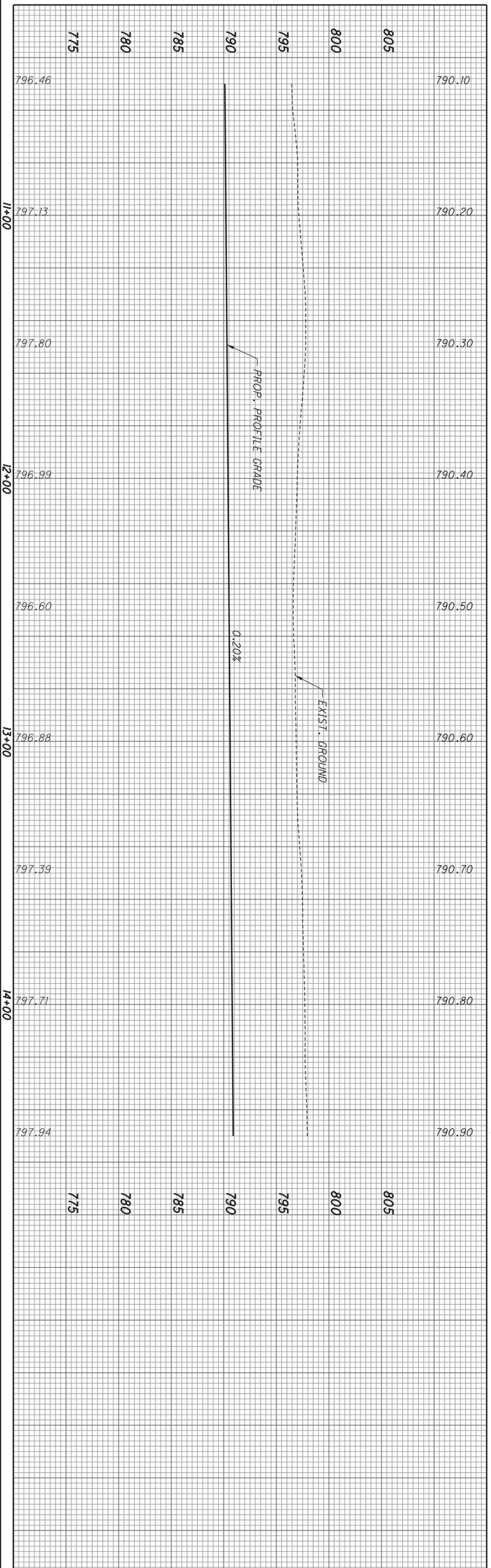
748
876

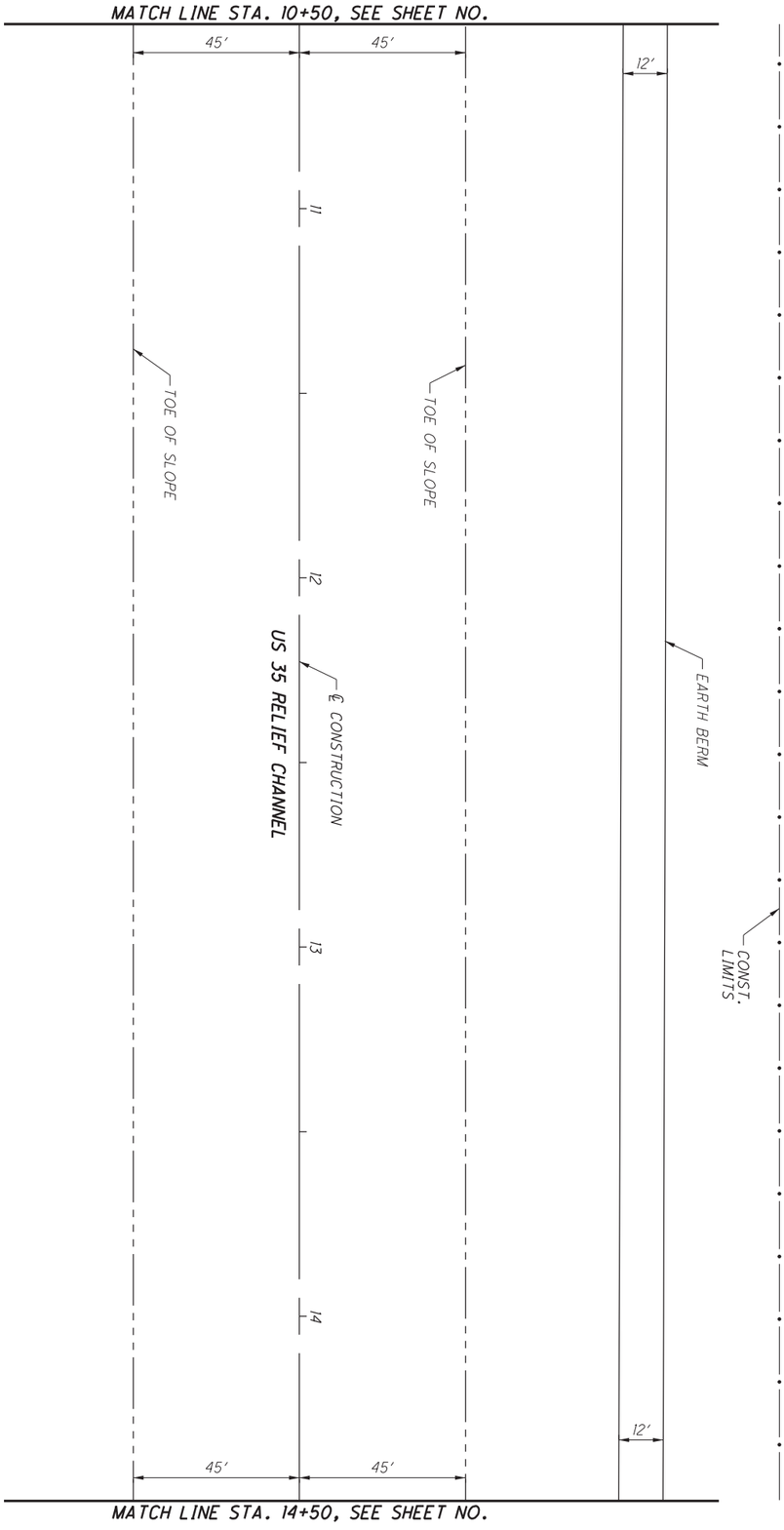
GRE-35-4.26

PLAN AND PROFILE - US 35 RELIEF CHANNEL
STA. 6+50 TO STA. 10+50

CALCULATED
CHECKED

0 20
10 40
HORIZONTAL SCALE IN FEET





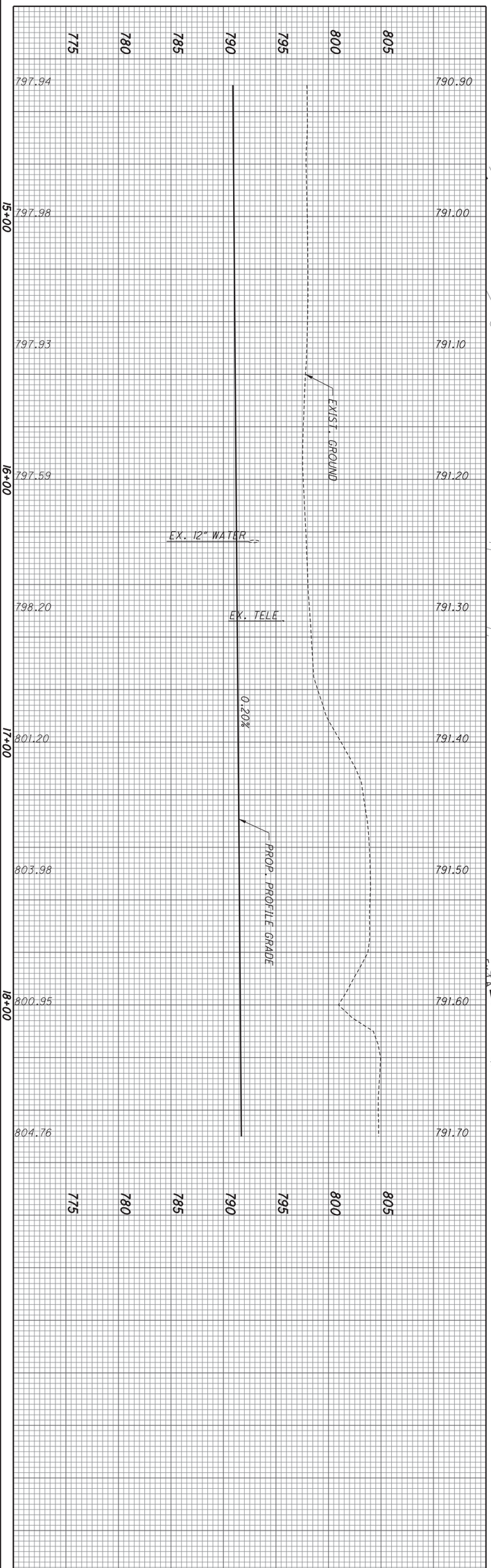
749
876

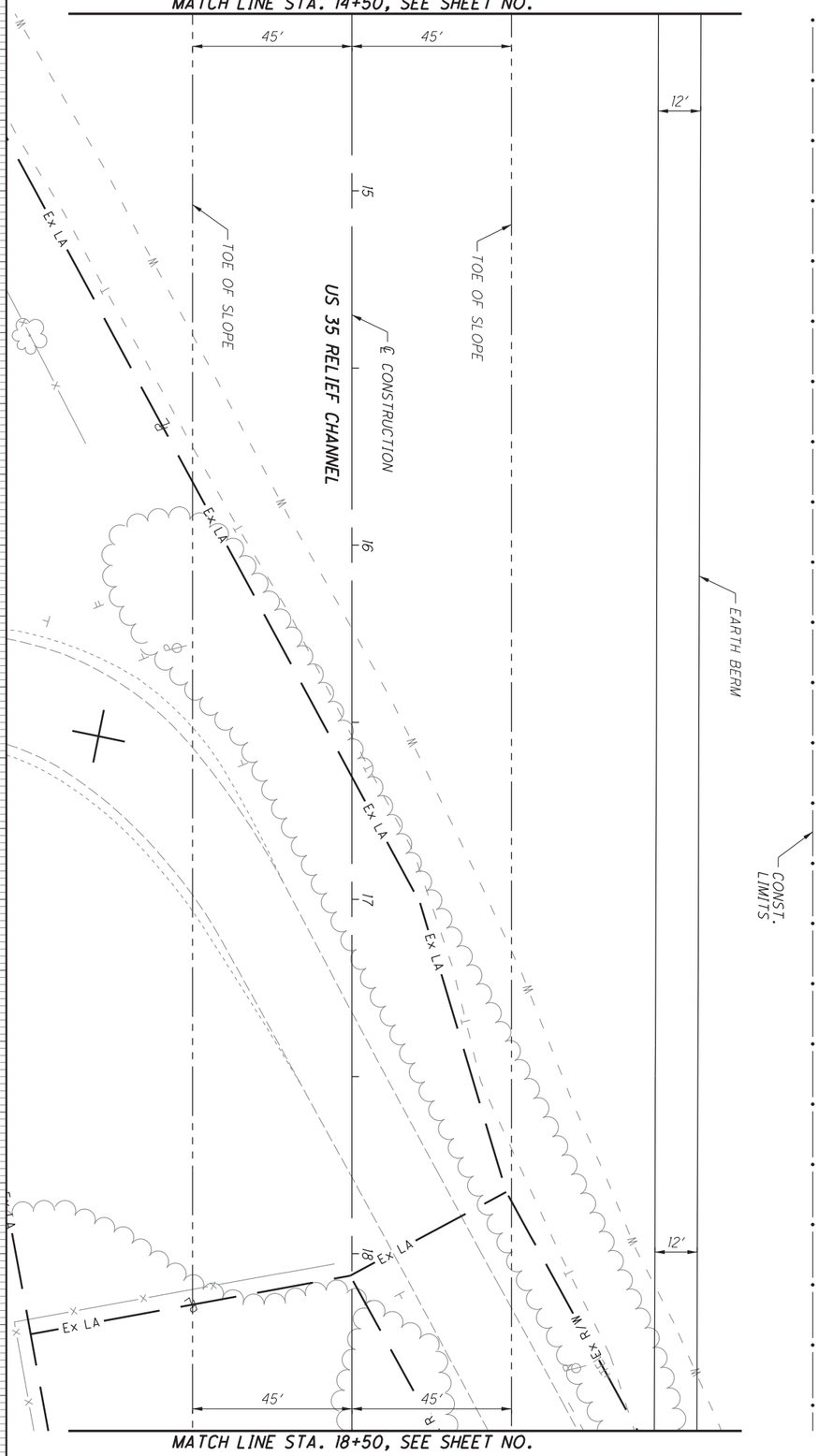
GRE-35-4.26

PLAN AND PROFILE - US35 RELIEF CHANNEL
STA. 10+50 TO STA. 14+50

CALCULATED
CHECKED

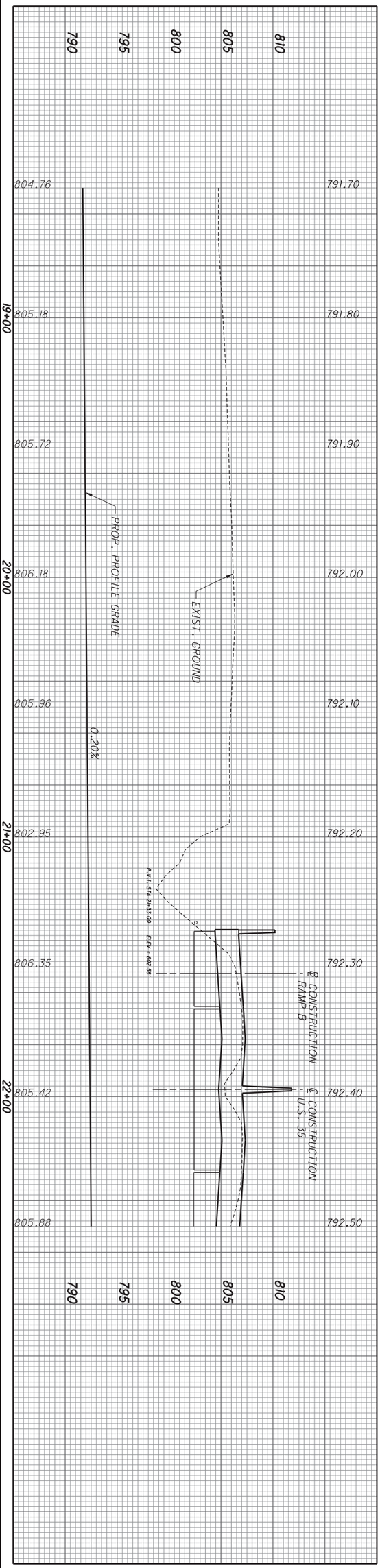
0 10 20 40
HORIZONTAL SCALE IN FEET

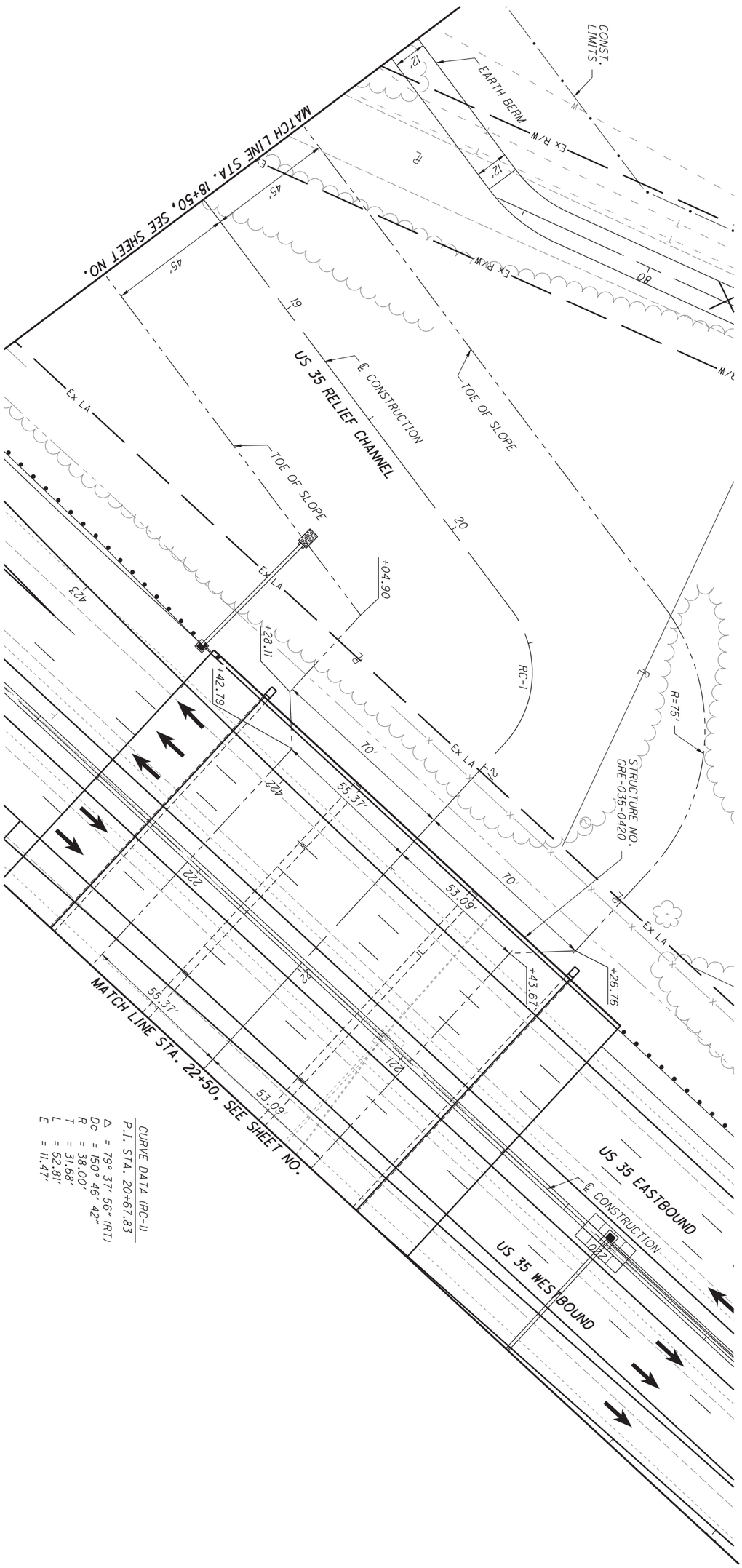




750 / 876	GRE-35-4.26	PLAN AND PROFILE - US 35 RELIEF CHANNEL STA. 14+50 TO STA. 18+50	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET

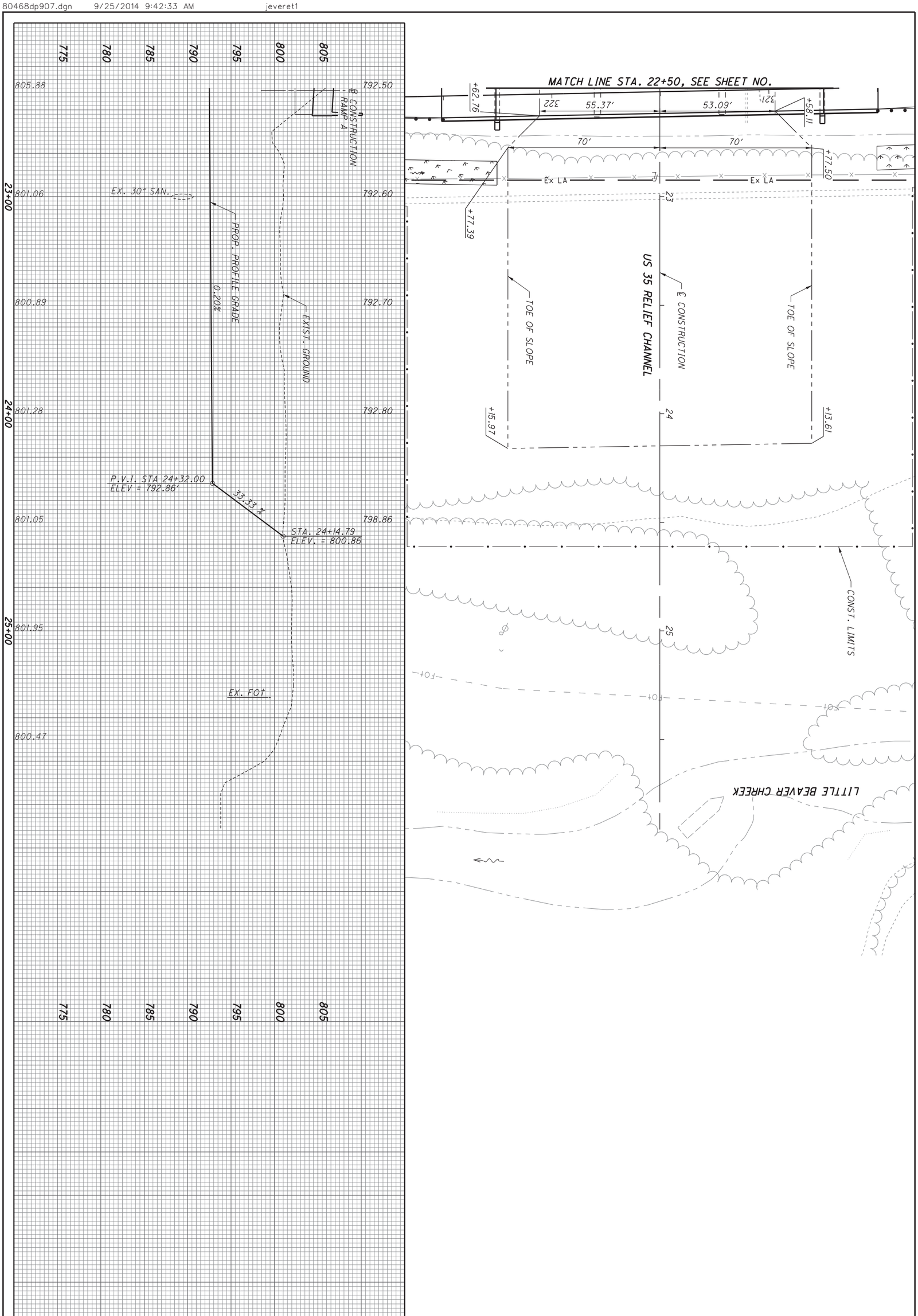
80468dp906.dgn 9/25/2014 9:42:10 AM jeveret1





751 / 876 GRE-35-4.26	PLAN AND PROFILE - US 35 RELIEF CHANNEL STA. 18+50 TO STA. 22+50	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET

80468dp907.dgn 9/25/2014 9:42:33 AM jeveret1



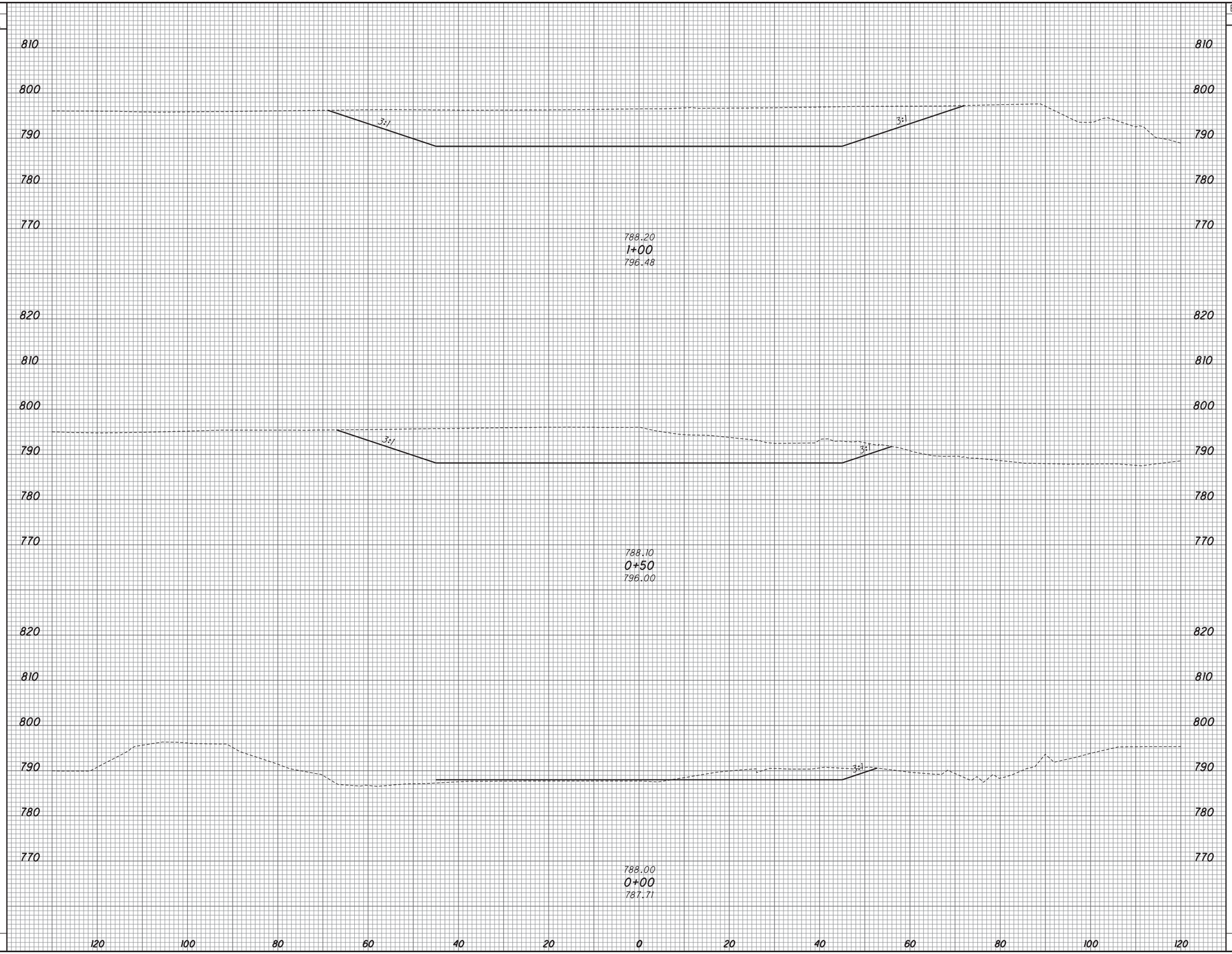
752 / 876	GRE-35-4.26	PLAN AND PROFILE - US 35 RELIEF CHANNEL STA. 22+50 TO STA. 24+91	CALCULATED / CHECKED	0 10 20 40 HORIZONTAL SCALE IN FEET

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED



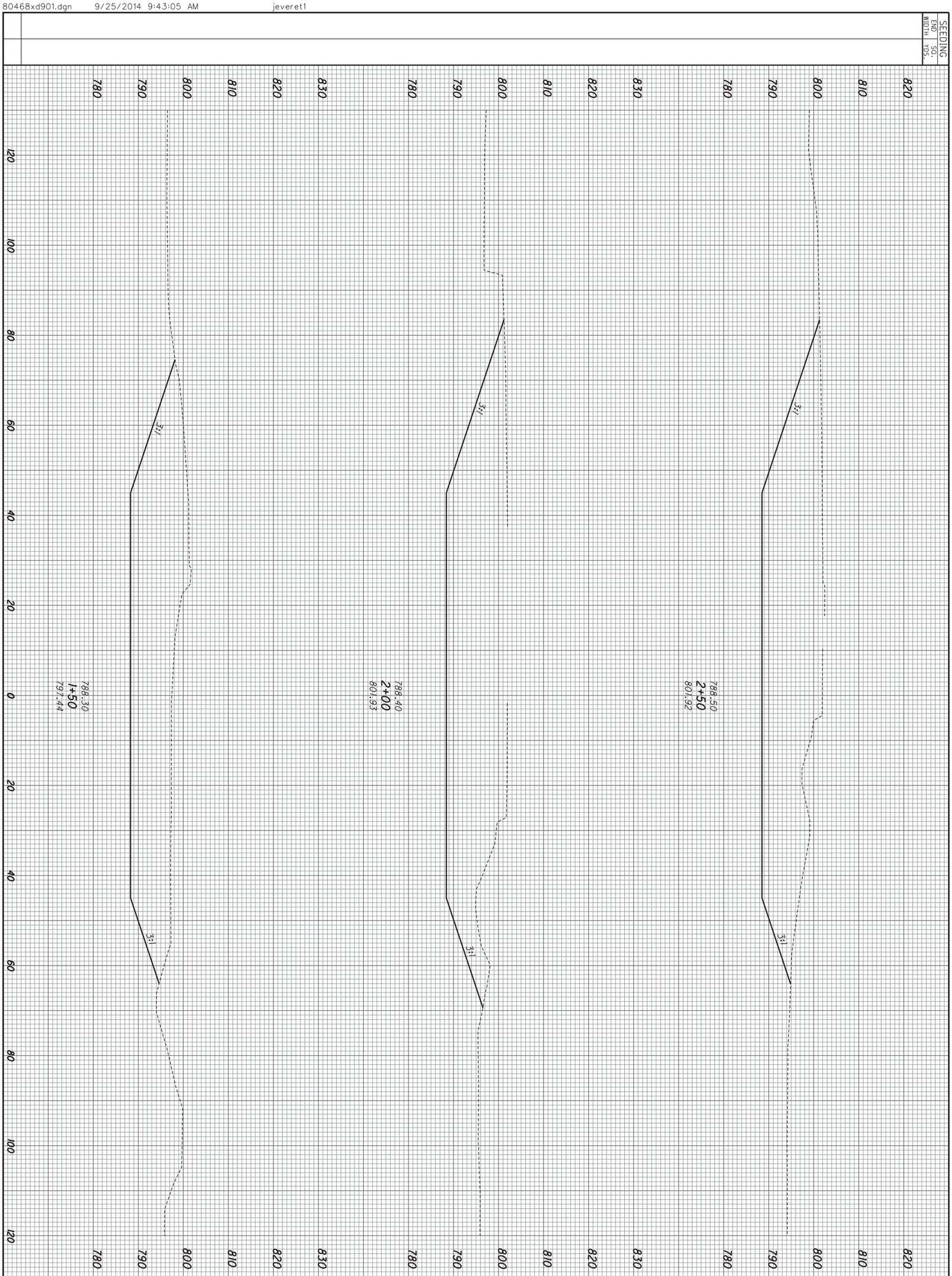
CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 0+00 TO STA. 1+00

GRE-35-4.26

753
876

80468xd901.dgn 9/25/2014 9:43:03 AM jeveret1

80468xd901.dgn 9/25/2014 9:43:05 AM jeveret1



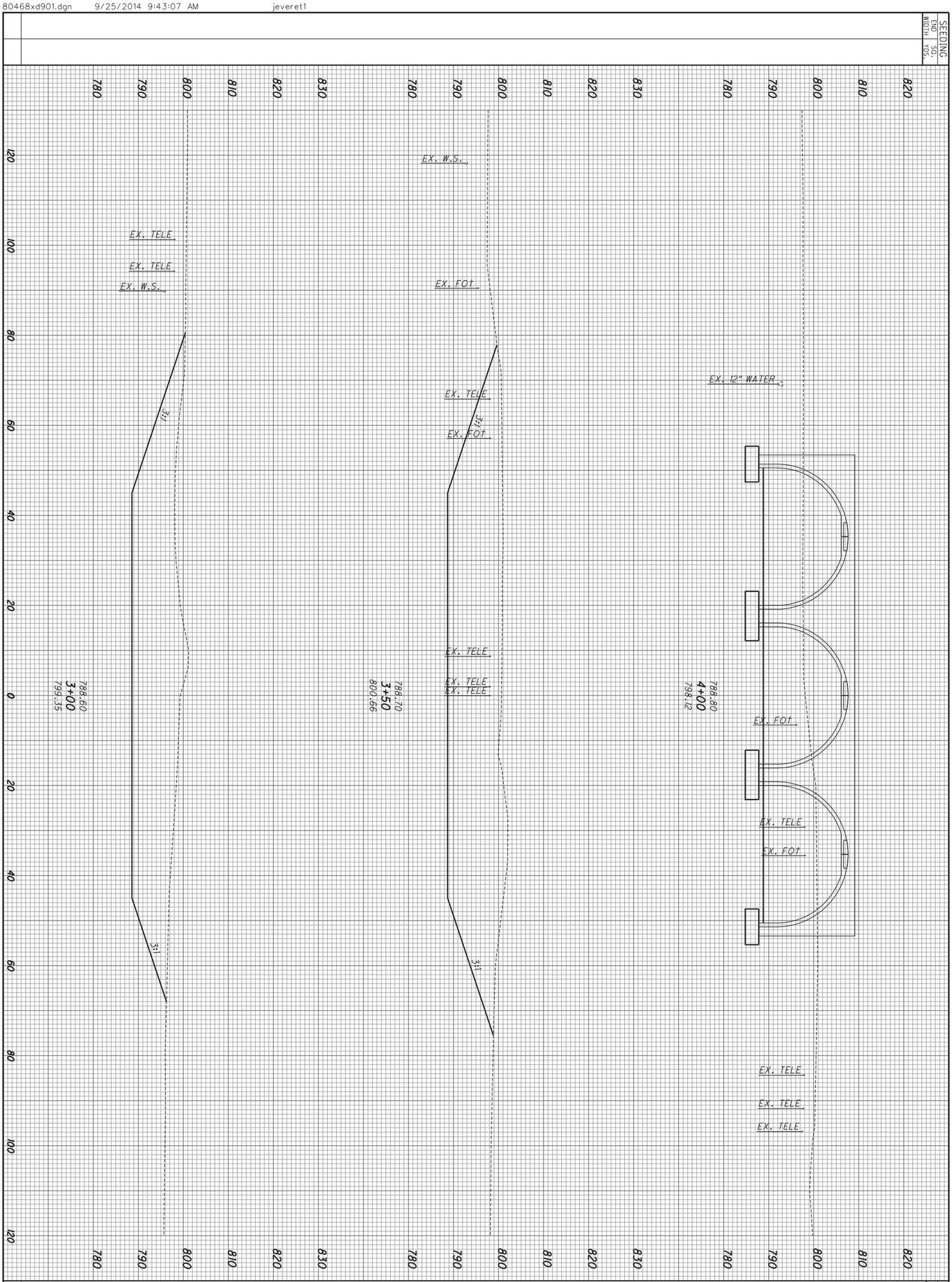
754
876

GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 1+50 TO STA. 2+50

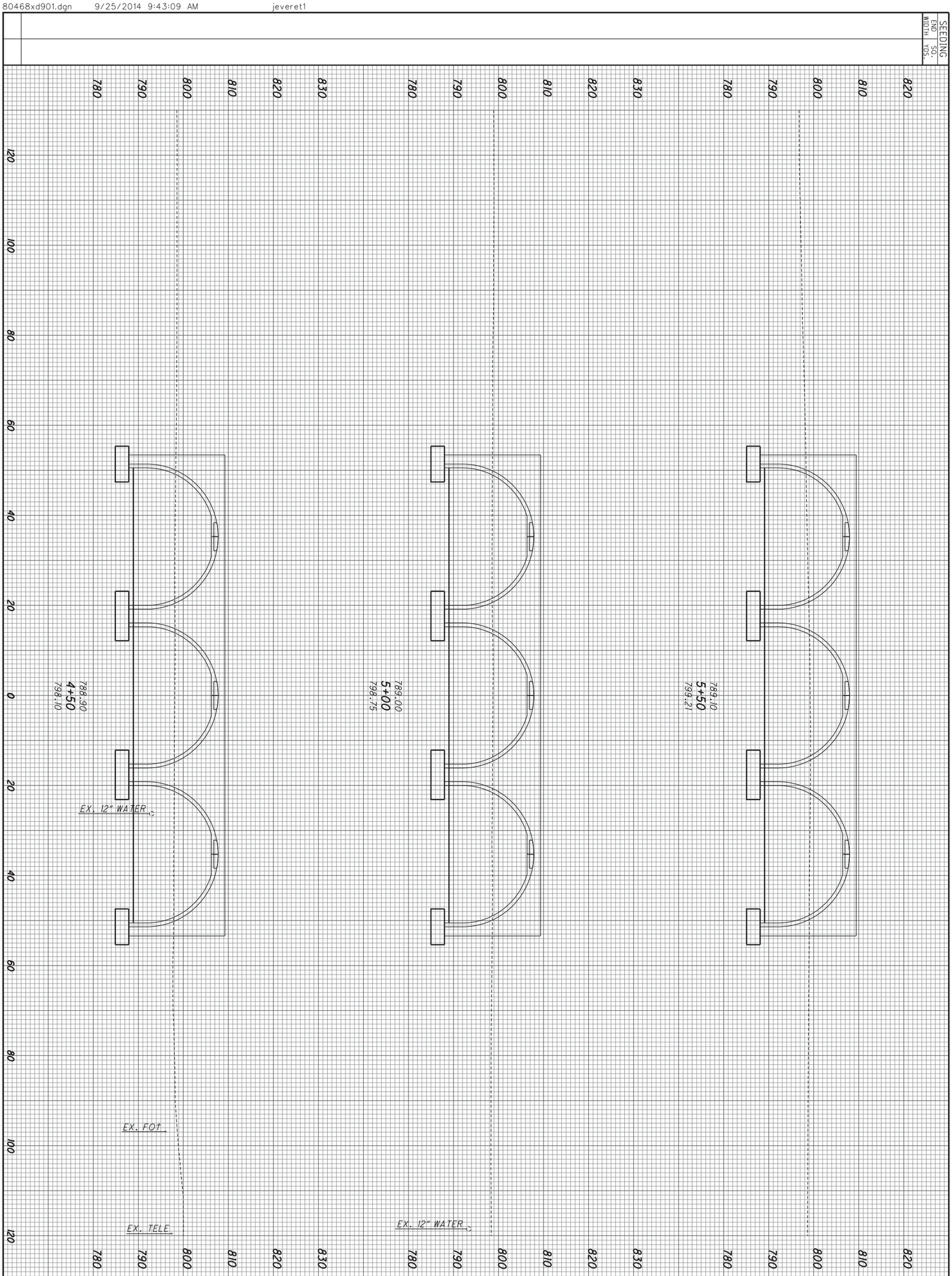
CALCULATED

CHECKED



755 / 876	GRE-35-4.26	CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 3+00 TO STA. 4+00	CALCULATED CHECKED

80468xd901.dgn 9/25/2014 9:43:09 AM jeveret1



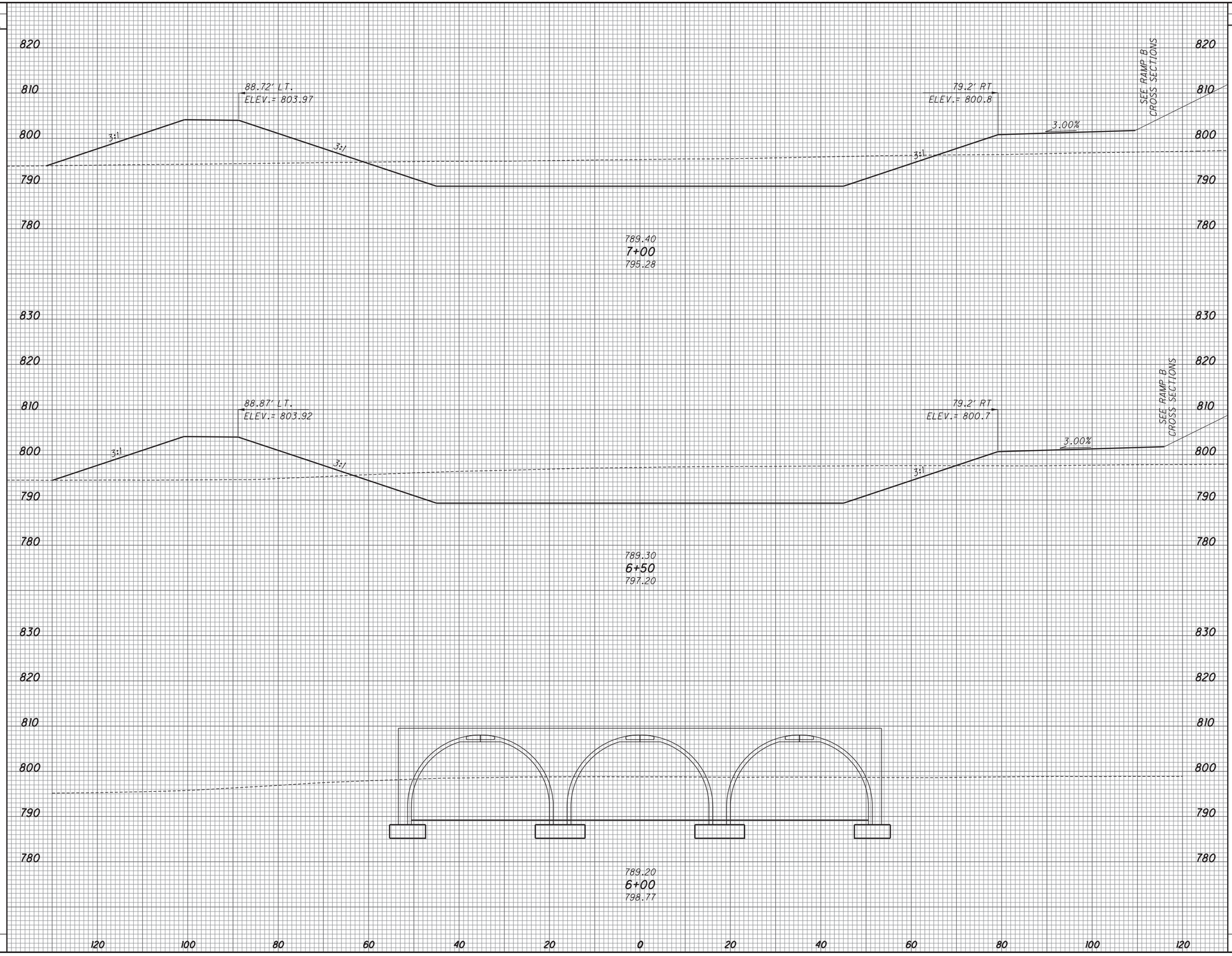
756 / 876	GRE-35-4.26	CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 4+50 TO STA. 5+50	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



SECTIONS - US 35 RELIEF CHANNEL
STA. 6+00 TO STA. 7+00

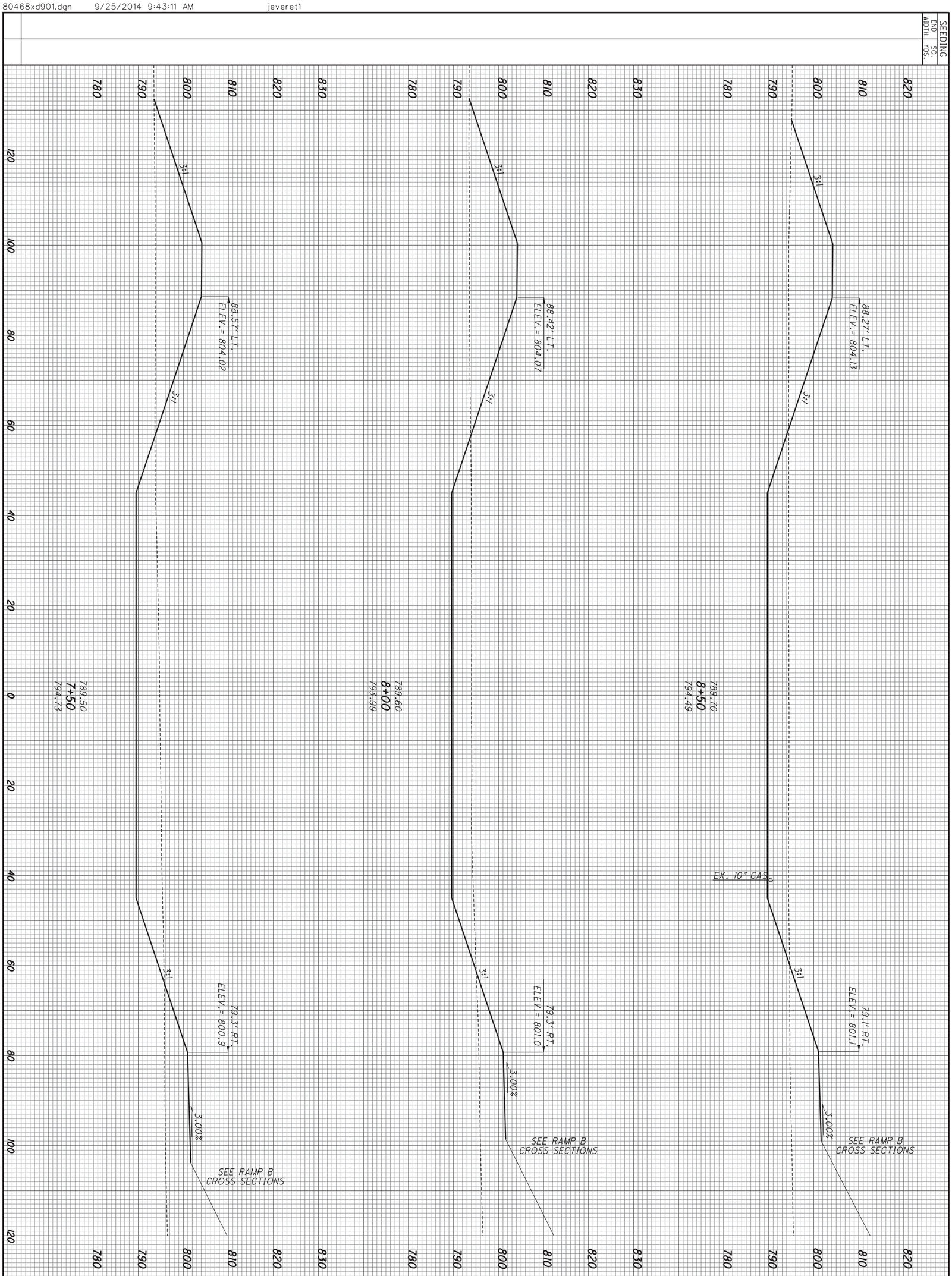
CROSS SECTIONS

GRE-35-4.26

757
876

80468xd901.dgn 9/25/2014 9:43:10 AM jeveret1

80468xd901.dgn 9/25/2014 9:43:11 AM jeveret1



758
876

GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 7+50 TO STA. 8+50

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830

87.83' LT.
ELEV.= 804.28

78.5' RT.
ELEV.= 801.2

SEE RAMP B CROSS SECTIONS

3:1
3:1
3:1
3.00%

790.00
10+00
795.84

87.98' LT.
ELEV.= 804.23

78.7' RT.
ELEV.= 801.1

789.90
9+50
795.28

88.13' LT.
ELEV.= 804.18

78.9' RT.
ELEV.= 801.1

EX. 10" GAS

789.80
9+00
794.83

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 9+00 TO STA. 10+00

GRE-35-4.26

759
876

80468xd901.dgn 9/25/2014 9:43:13 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 10+50 TO STA. 11+50

GRE-35-4.26

760
876

80468xd901.dgn 9/25/2014 9:43:14 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 12+00 TO STA. 13+00

GRE-35-4.26

761
876

80468xd901.dgn 9/25/2014 9:43:15 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830

86.50' LT.
ELEV.= 804.73
3:1
3:1
76.9' RT.
ELEV.= 801.5
3:1
VARIES
SEE RAMP B CROSS SECTIONS
EX. 12" WATER
EX. TELE
790.90
14+50
797.94

86.64' LT.
ELEV.= 804.68
3:1
3:1
77.1' RT.
ELEV.= 801.5
3:1
3.00%
SEE RAMP B CROSS SECTIONS
EX. 12" WATER
EX. TELE
790.80
14+00
797.71

86.79' LT.
ELEV.= 804.63
3:1
3:1
77.2' RT.
ELEV.= 801.4
3:1
3.00%
SEE RAMP B CROSS SECTIONS
EX. 12" WATER
790.70
13+50
797.39

100 80 60 40 20 0 20 40 60 80 100 120 140

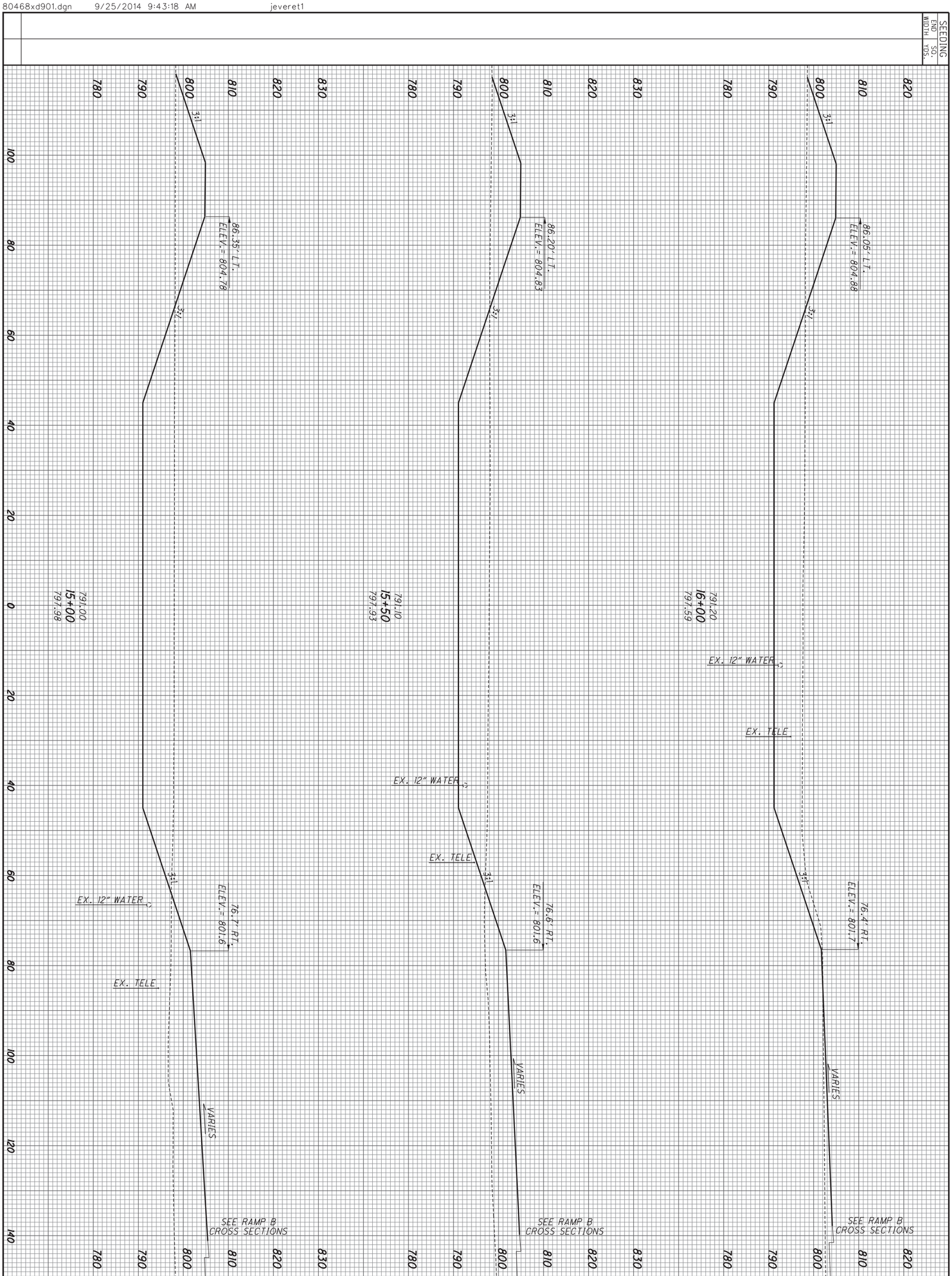
CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 13+50 TO STA. 14+50

GRE-35-4.26

762
876

80468xd901.dgn 9/25/2014 9:43:17 AM jeveret1

80468xd901.dgn 9/25/2014 9:43:18 AM jeveret1



763
876

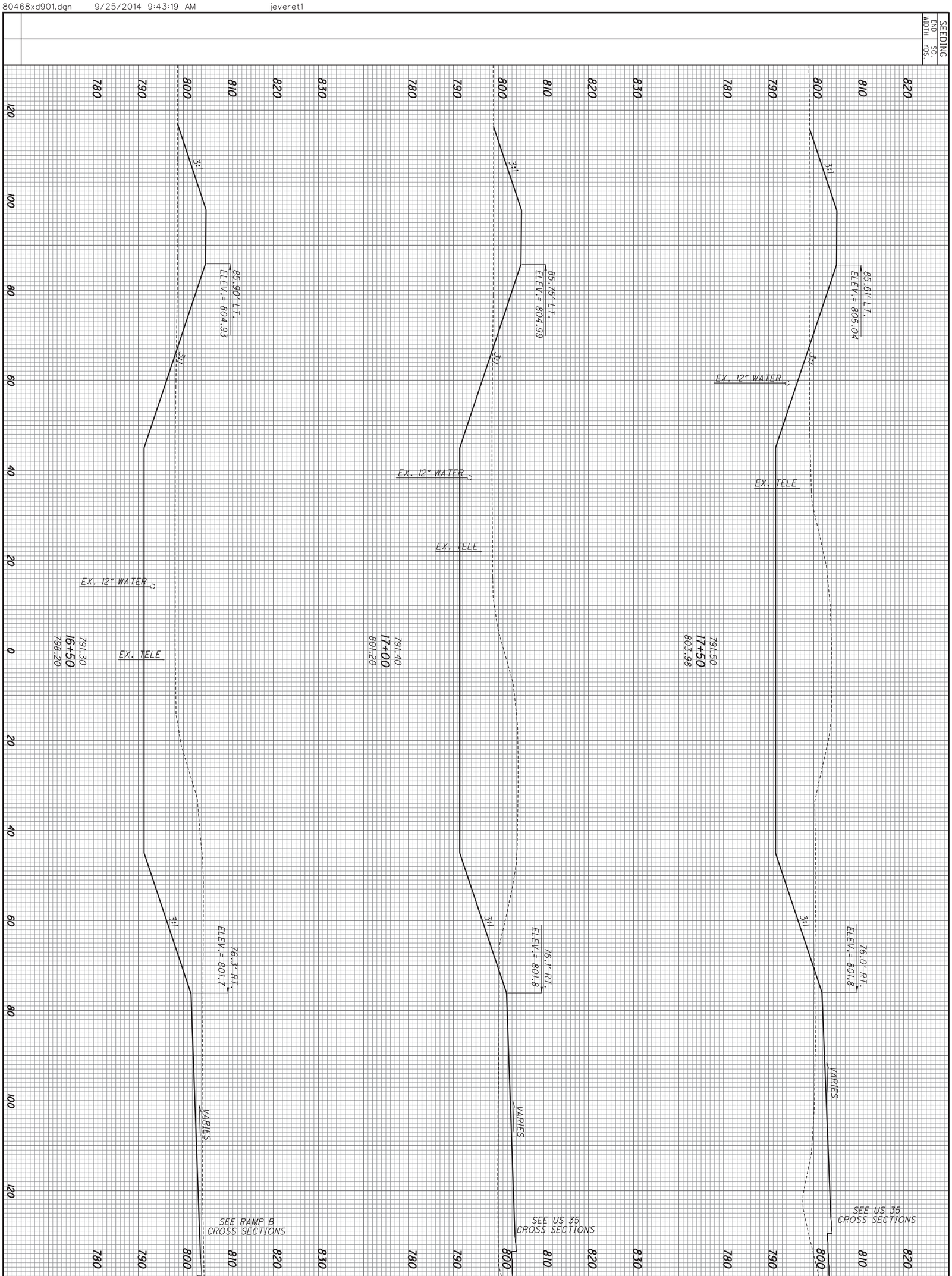
GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 15+00 TO STA. 16+00

CALCULATED

CHECKED

80468xd901.dgn 9/25/2014 9:43:19 AM jeveret1



764
876

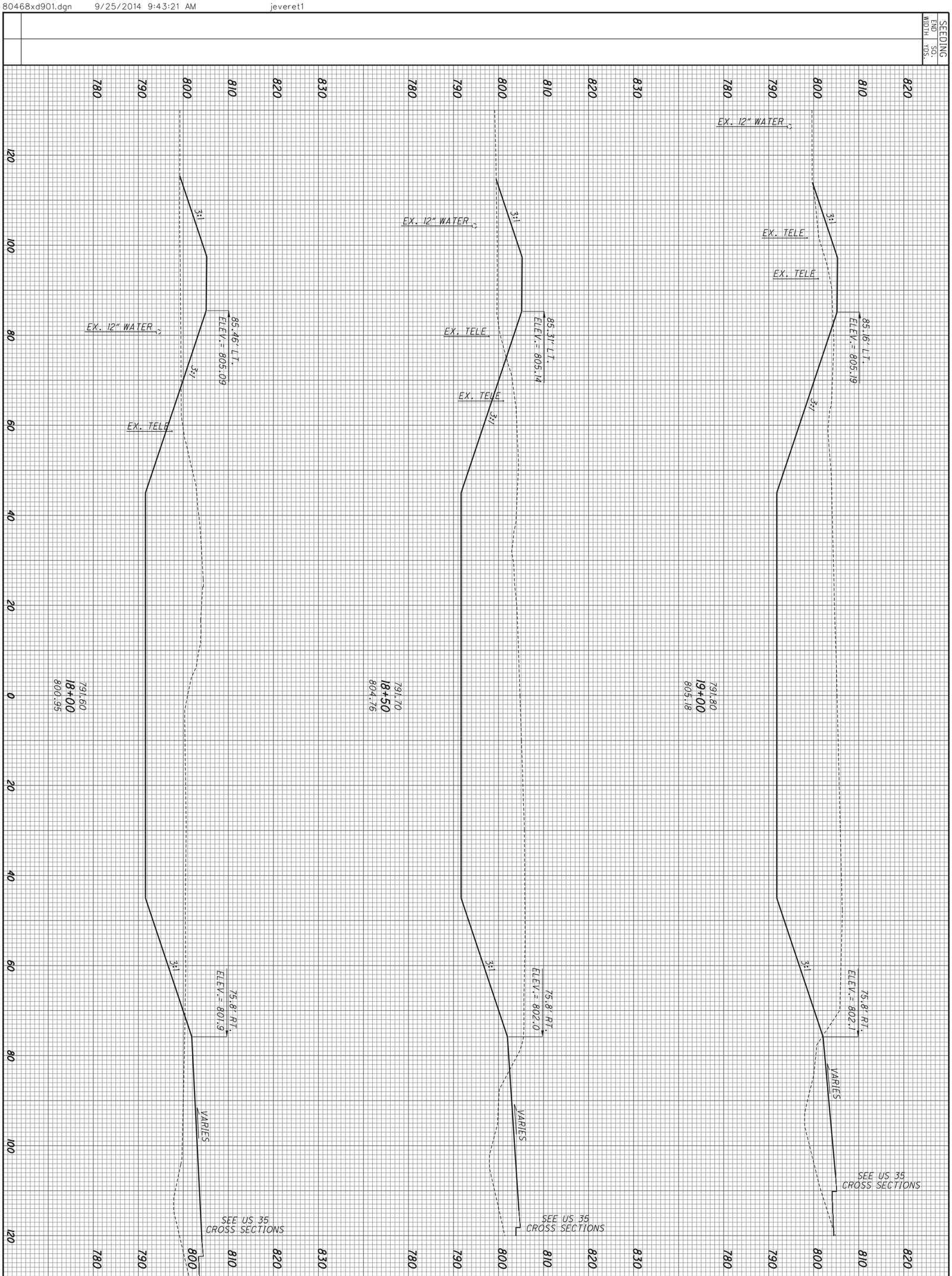
GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 16+50 TO STA. 17+50

CALCULATED

CHECKED

80468xd901.dgn 9/25/2014 9:43:21 AM jeveret1



765
876

GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 18+00 TO STA. 19+00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780
830
820
810
800
790
780

792.10
20+50
805.96

3:1

3:1

SEE US 35
CROSS SECTIONS

SEE US 35
CROSS SECTIONS

792.00
20+00
806.18

OLD SHAKERTOWN ROAD
LEVEE ACCESS POINT

85.01' LT.
ELEV.= 805.24

75.9' RT.
ELEV.= 802.2

EX. TELE

EX. TELE

3:1

3:1

VARIES

SEE US 35
CROSS SECTIONS

791.90
19+50
805.72

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 19+50 TO STA. 20+50

GRE-35-4.26

766
876

80468xd901.dgn 9/25/2014 9:43:22 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

2:1

2:1

792.40
22+00
805.42

830
820
810
800
790
780

2:1

2:1

792.30
21+50
806.35

830
820
810
800
790
780

2:1

VARIES

792.20
21+00
802.95

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 21+00 TO STA. 22+00

GRE-35-4.26

767
876

80468xd901.dgn 9/25/2014 9:43:23 AM jeveret1

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

820
810
800
790
780

3:1

3:1

792.70
23+50
800.89

830
820
810
800
790
780

2:1

2:1

792.60
23+00
801.06

830
820
810
800
790
780

2:1

2:1

792.50
22+50
805.88

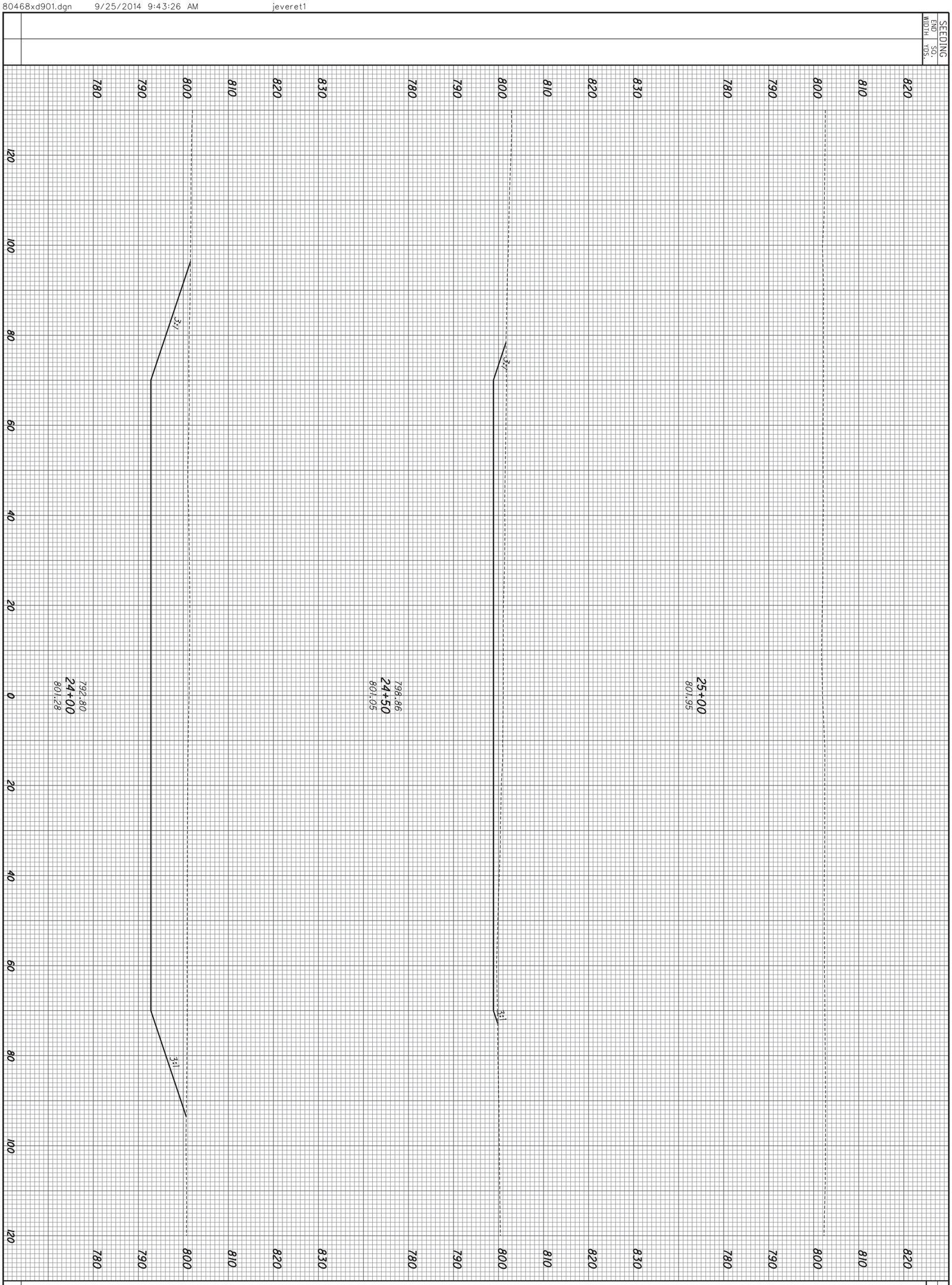
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CROSS SECTIONS - US 35 RELIEF CHANNEL STA. 22+50 TO STA. 23+50

GRE-35-4.26

768
876

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769
876

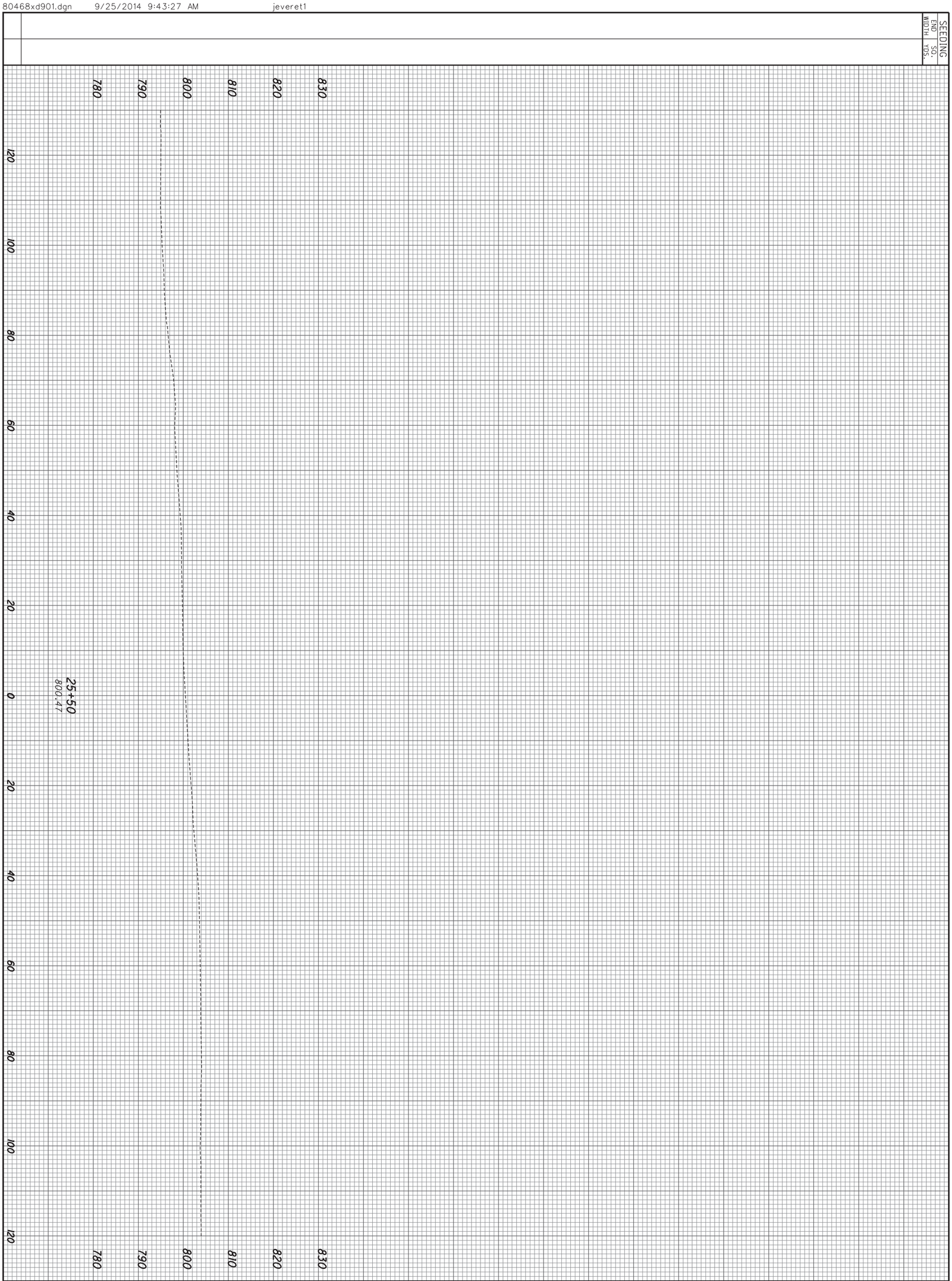
GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 24+00 TO STA. 25+00

CALCULATED

CHECKED

80468xd901.dgn 9/25/2014 9:43:27 AM jeveret1



END AREA
CUT
FILL
VOLUME
CUT
FILL

770
876

GRE-35-4.26

CROSS SECTIONS - US 35 RELIEF CHANNEL
STA. 25+50

CALCULATED
CHECKED

BRIDGE NO. GRE-035-0420

LITTLE BEAVER CREEK

FACTORY RD

BEAVER CREEK

RW-6

RW-5

RW-2

RW-1

CREEKSIDE TRAIL

BRIDGE NO. GRE-035-0451

RW-14

BRIDGE NO. GRE-T0048-00032

RAMP A

US-35

RAMP B

BRIDGE NO. GRE-035-0454

RW-3

BRIDGE NO. GRE-035-0449

RELIEF CHANNEL

NORTH FRONTAGE RD

ALPHA RD

RW-7

SOUTH FRONTAGE RD

US-35

BRIDGE NO. GRE-T0048-0018

RW-4

BEAVER CREEK

BRIDGE NO. GRE-035-0456

RELIEF CHANNEL

BRIDGE NO. GRE-035-0455

FACTORY RD

80468_000wb001.dgn 9/25/2014 8:32:41 PM baukerma

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14

CHECKED	REVISED	STRUCTURE FILE NUMBER
JC		

RETAINING WALL KEY PLAN

GRE-35-4.26
PID No. 80468

1 / 3

771
876

NORTH FRONTAGE RD

US-35

SOUTH FRONTAGE RD

TEMPORARY WALL TW-1

RW-8

RAMP D

TEMPORARY WALL TW-3

RW-11

HELLER DRIVE

RAMP C

US-35

BRIDGE NO. GRE-035-0501

TEMPORARY WALL TW-2

RW-9

RW-10

ORCHARD LANE

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

RETAINING WALL KEY PLAN

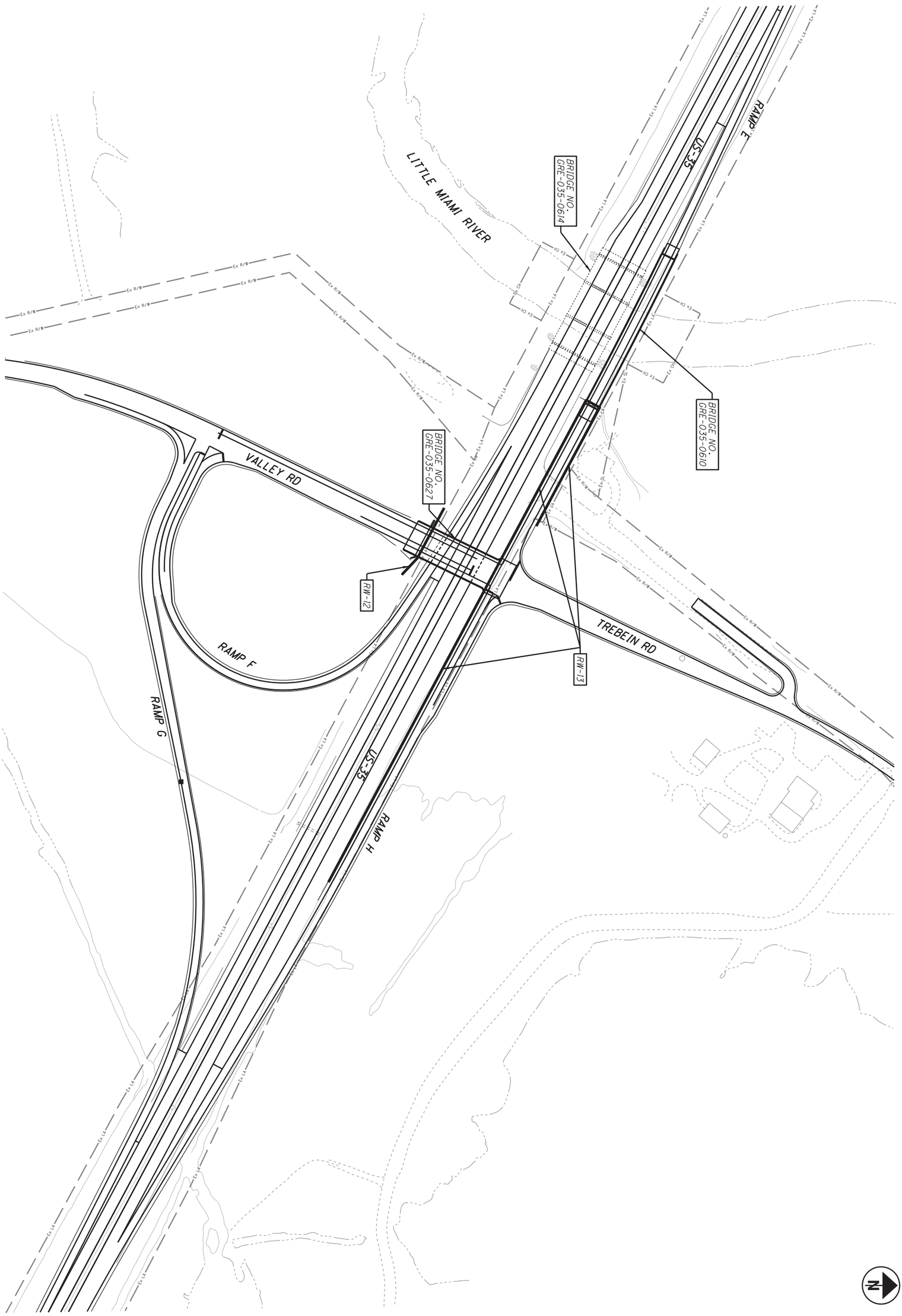
GRE-35-4.26

PID No. 80468

2 / 3

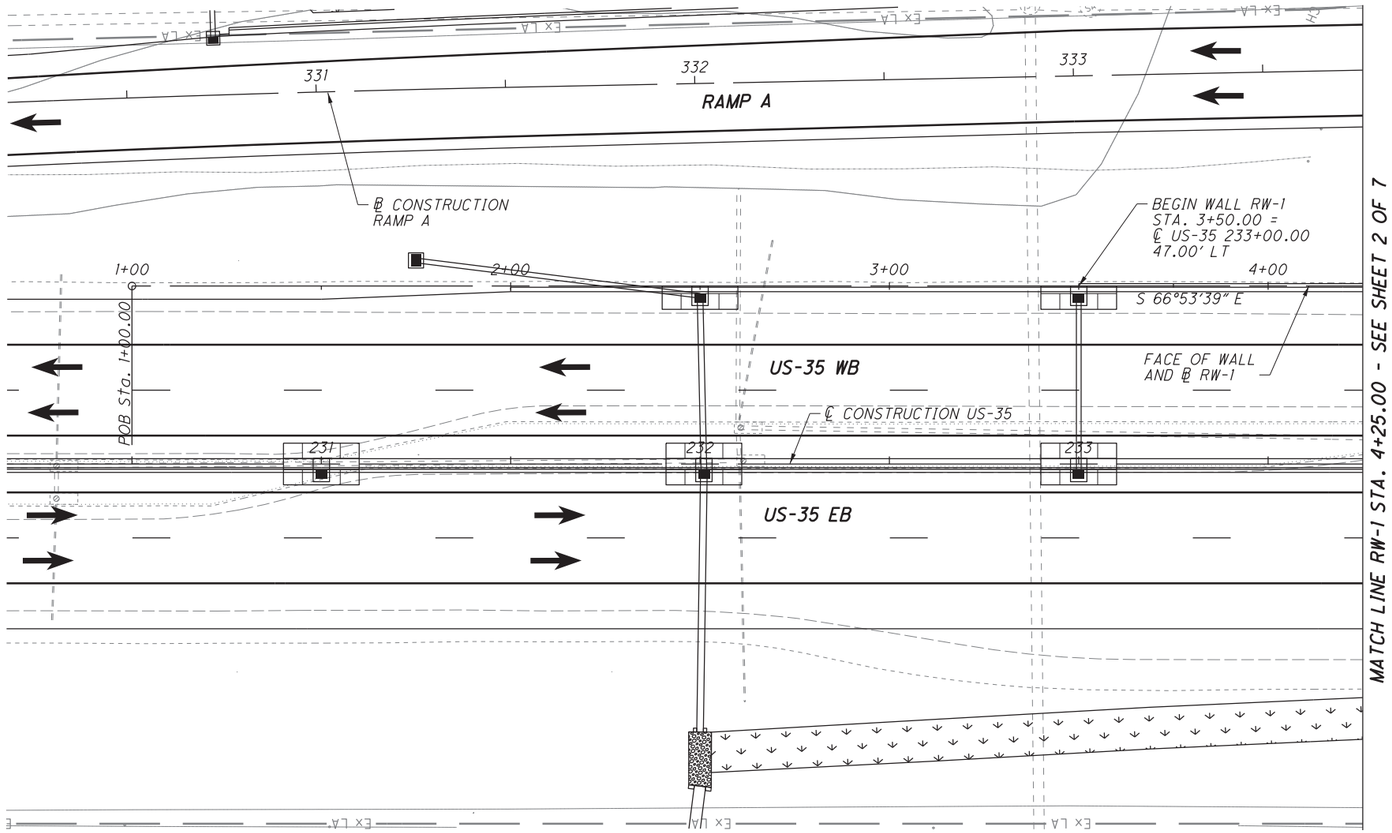
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876

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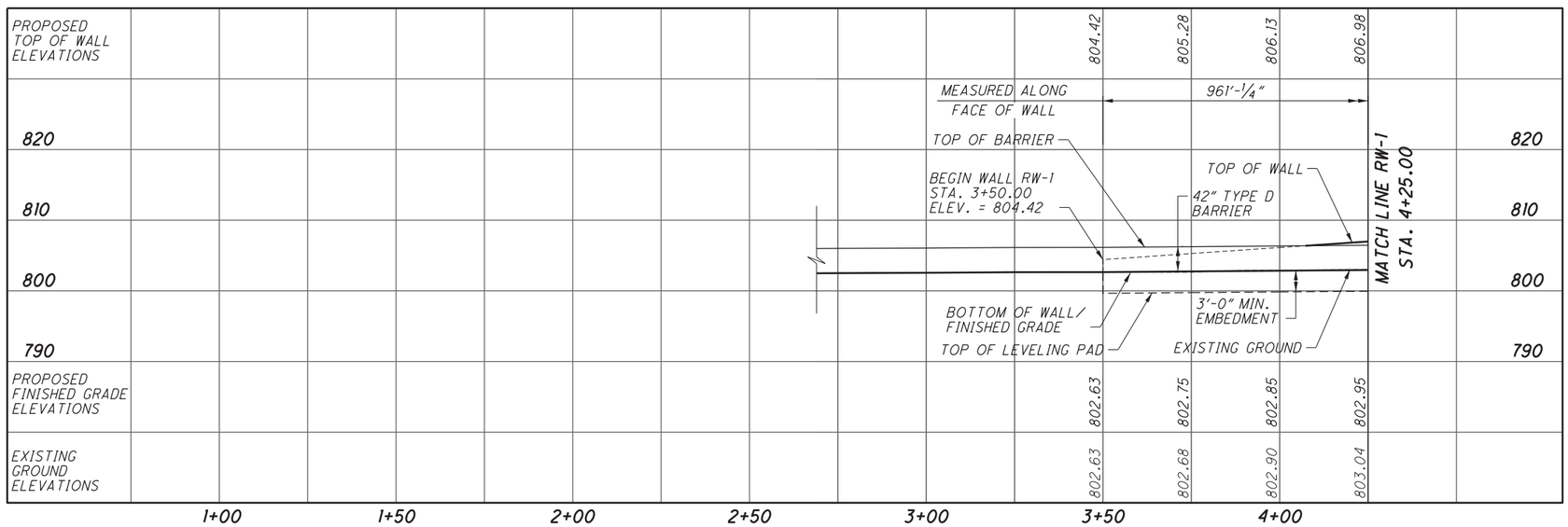


773 / 876	3 / 3	GRE-35-4.26 PID No. 80468	RETAINING WALL KEY PLAN	DESIGNED RO	DRAWN KL	REVIEWED SL	DATE 6/14
				CHECKED JC	REVISED	STRUCTURE FILE NUMBER	

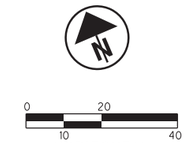
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-1



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 5, 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C, D-D AND E-E, SEE SHEETS 5, 6 AND 7.

LEGEND

BORING LOCATION

CURVE DATA (RW1-1)

P.I. Sta. = 10+97.70
Δ = 1°00'47" LT
Dc = 0°44'53"
R = 7,659.56'
T = 67.71'
L = 135.41'
E = 0.30'

CURVE DATA (RW1-2)

P.I. Sta. = 12+03.36
Δ = 72°22'59" RT
Dc = 110°26'59"
R = 51.88'
T = 37.95'
L = 65.53'
E = 12.40'

CURVE DATA (RW1-3)

P.I. Sta. = 12+39.87
Δ = 0°49'57" LT
Dc = 4°39'29"
R = 1,230.04'
T = 8.94'
L = 17.87'
E = 0.03'

CURVE DATA (RW1-4)

P.I. Sta. = 12+79.92
Δ = 2°53'35" LT
Dc = 4°39'01"
R = 1,232.13'
T = 31.11'
L = 62.22'
E = 0.39'

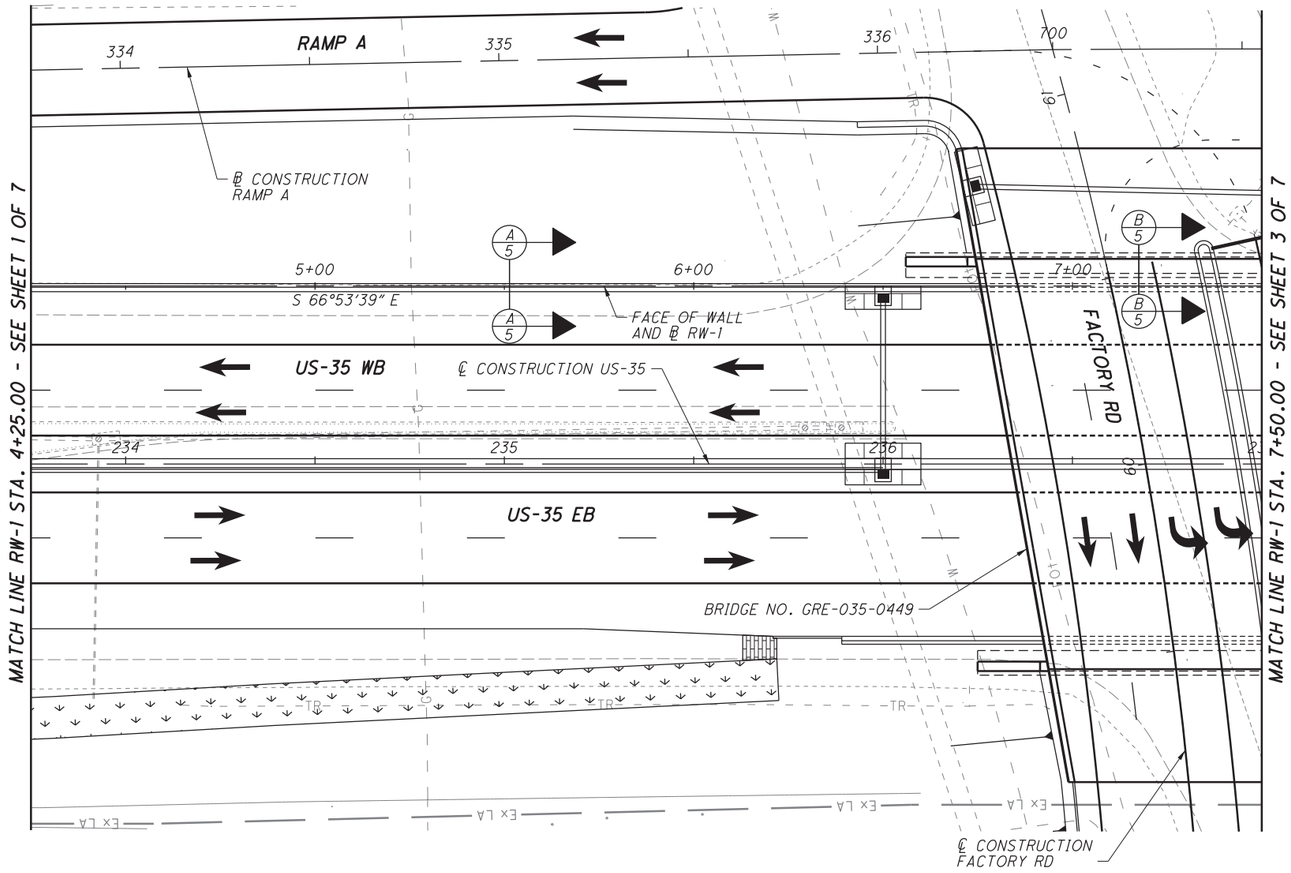
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

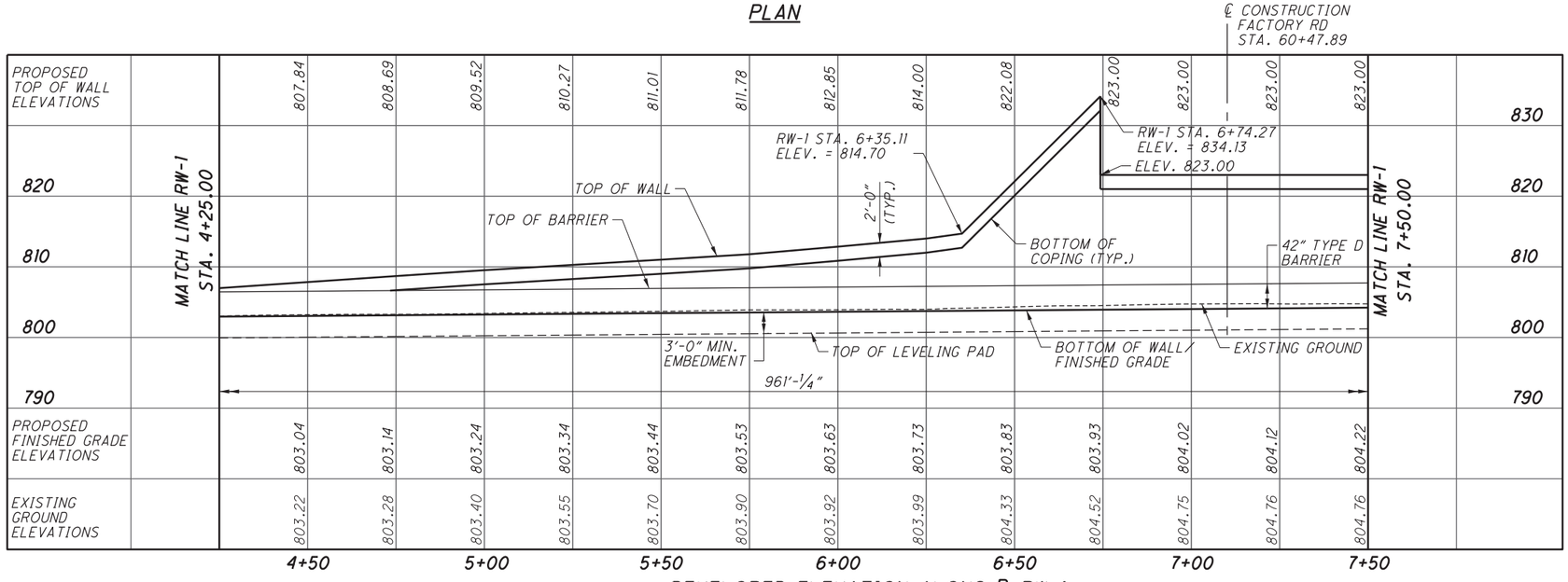
SITE PLAN
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

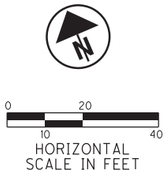
80468_001wp001.dgn 9/25/2014 8:35:12 PM baukerma



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-1



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 5, 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C, D-D AND E-E, SEE SHEETS 5, 6 AND 7.

LEGEND

⌖ BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

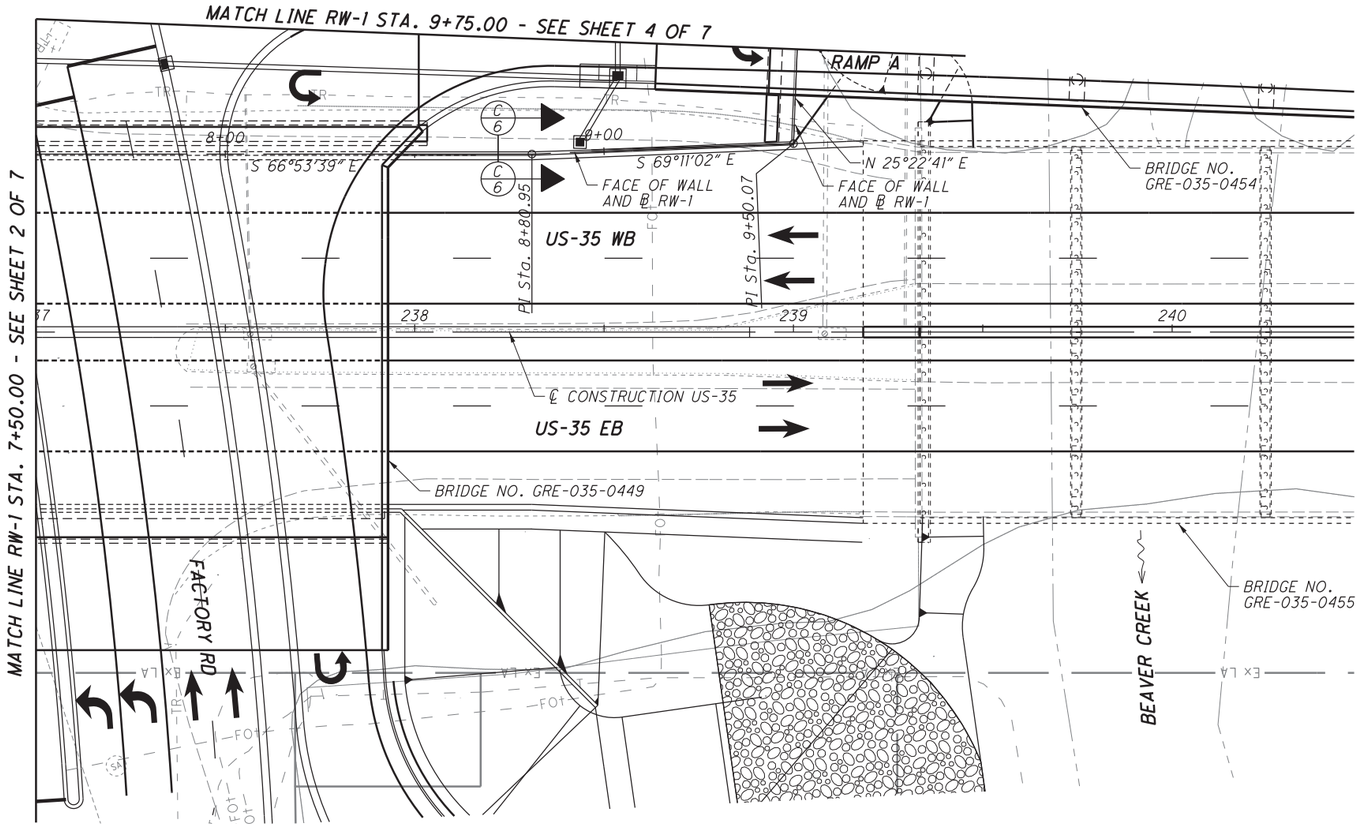
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RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

SITE PLAN

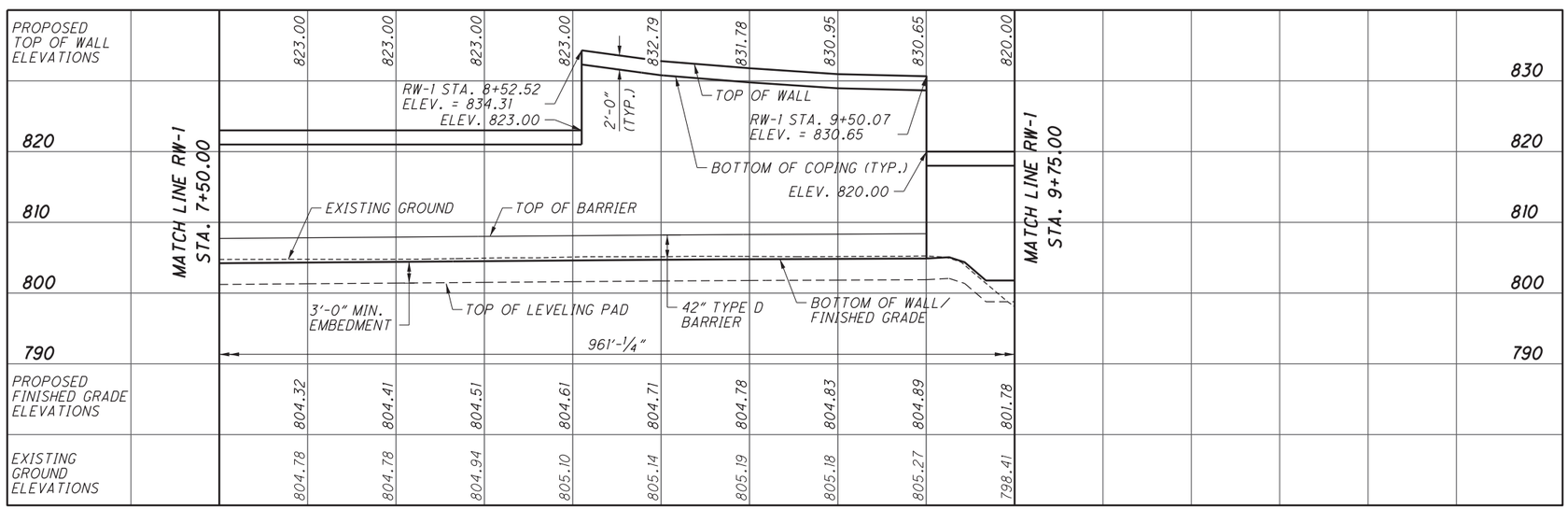
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

80468_001wp002.dgn 9/25/2014 8:37:40 PM baukermo



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-1



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 5, 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C, D-D AND E-E, SEE SHEETS 5, 6 AND 7.

LEGEND

BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

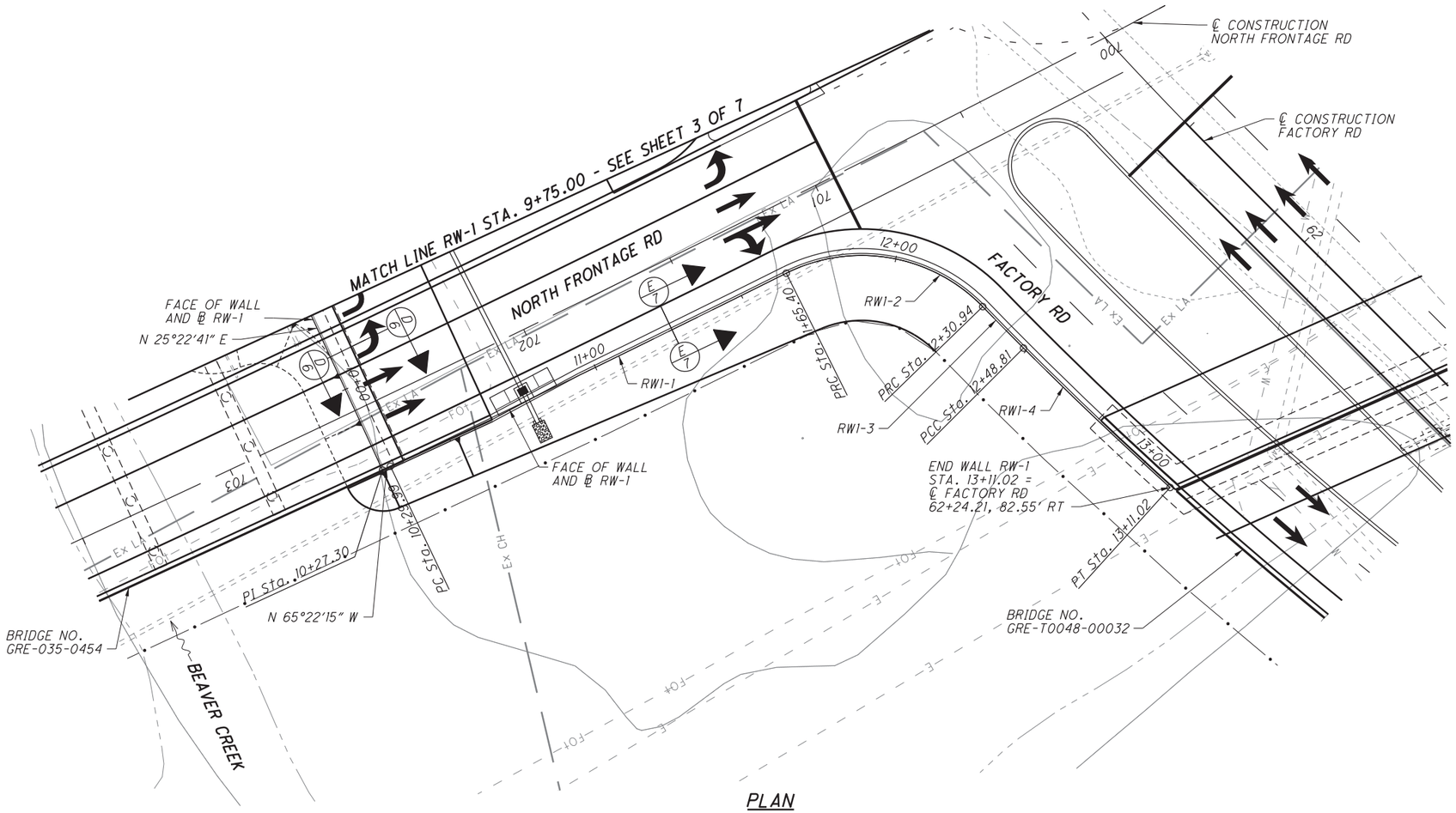
SITE PLAN
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

3 / 7

776
876

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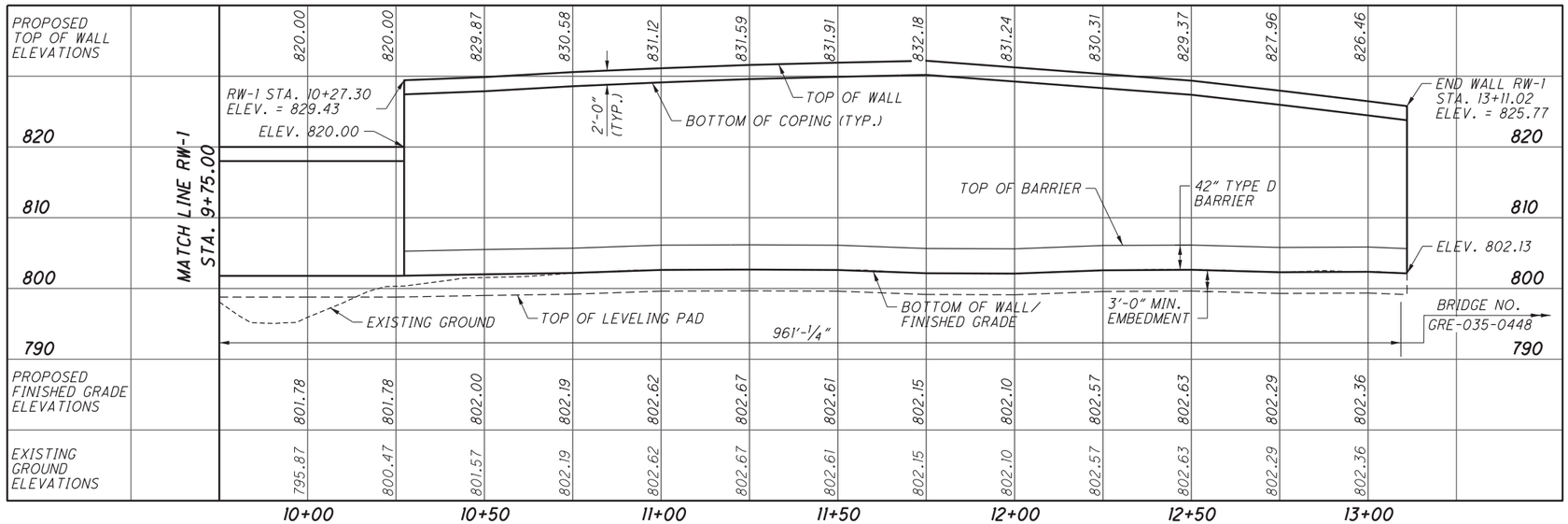
NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 5, 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C, D-D AND E-E, SEE SHEETS 5, 6 AND 7.

LEGEND

⊕ BORING LOCATION

PLAN



DEVELOPED ELEVATION ALONG ℄ RW-1

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

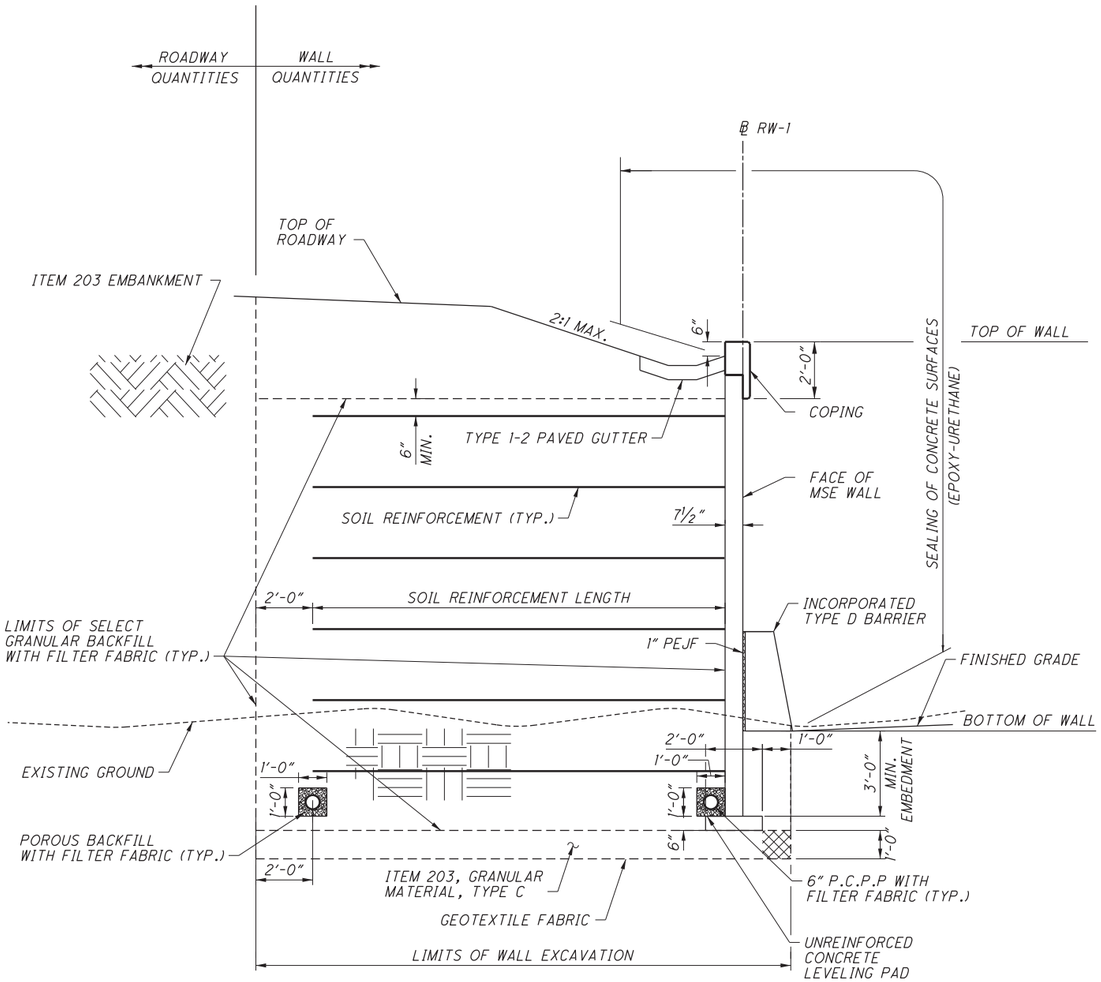
SITE PLAN
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

4 / 7

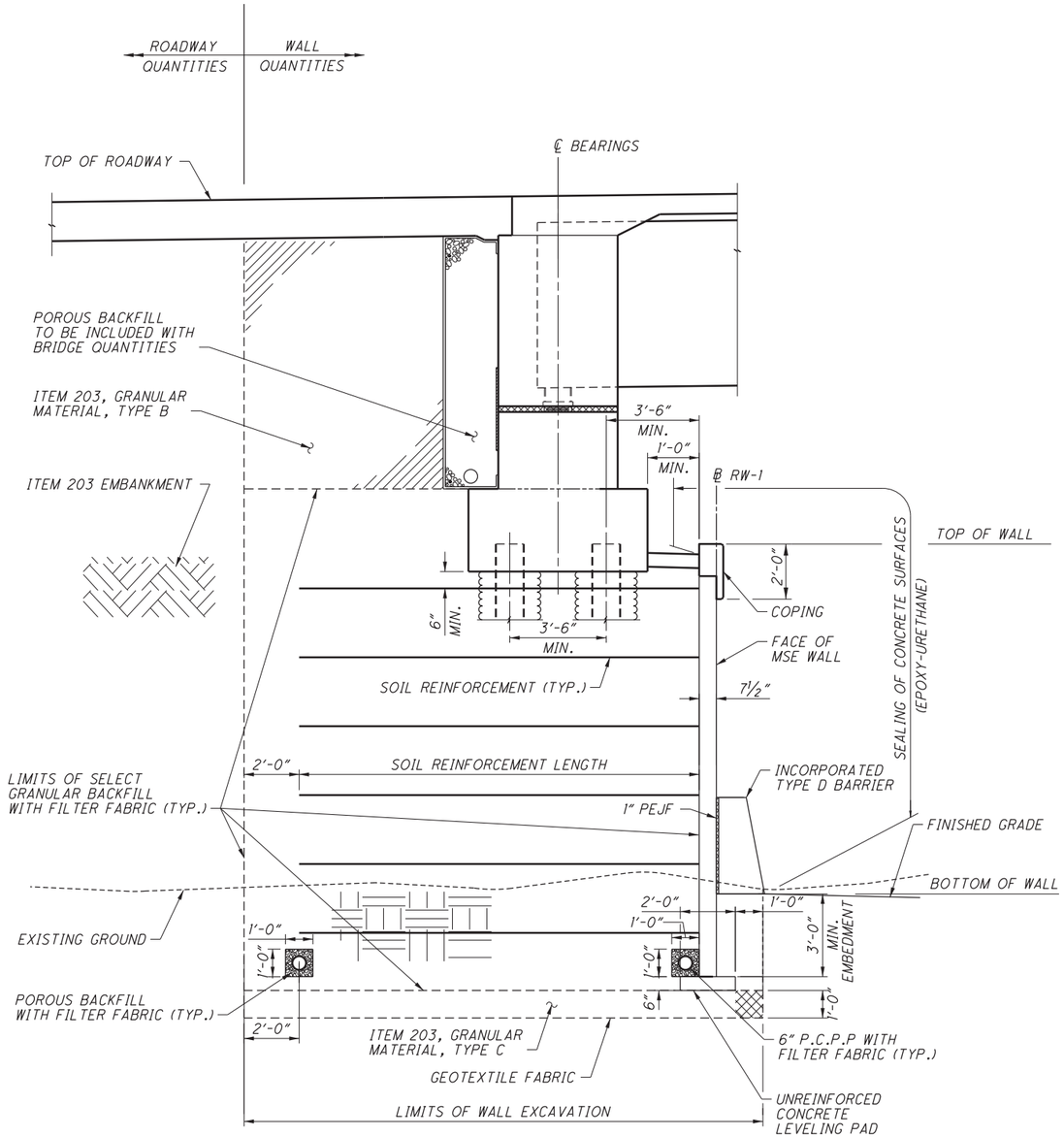
777
876

80468_001wp004.dgn 9/25/2014 8:50:27 PM baukermo



A/2 SECTION

RW-1 STA. 3+50.00 TO RW-1 STA. 6+74.27



B/2 SECTION

RW-1 STA. 6+74.27 TO RW-1 STA. 8+52.52

FORWARD ABUTMENT
FACTORY ROAD OVER US-35
(BRIDGE NO. GRE-035-0449)

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DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

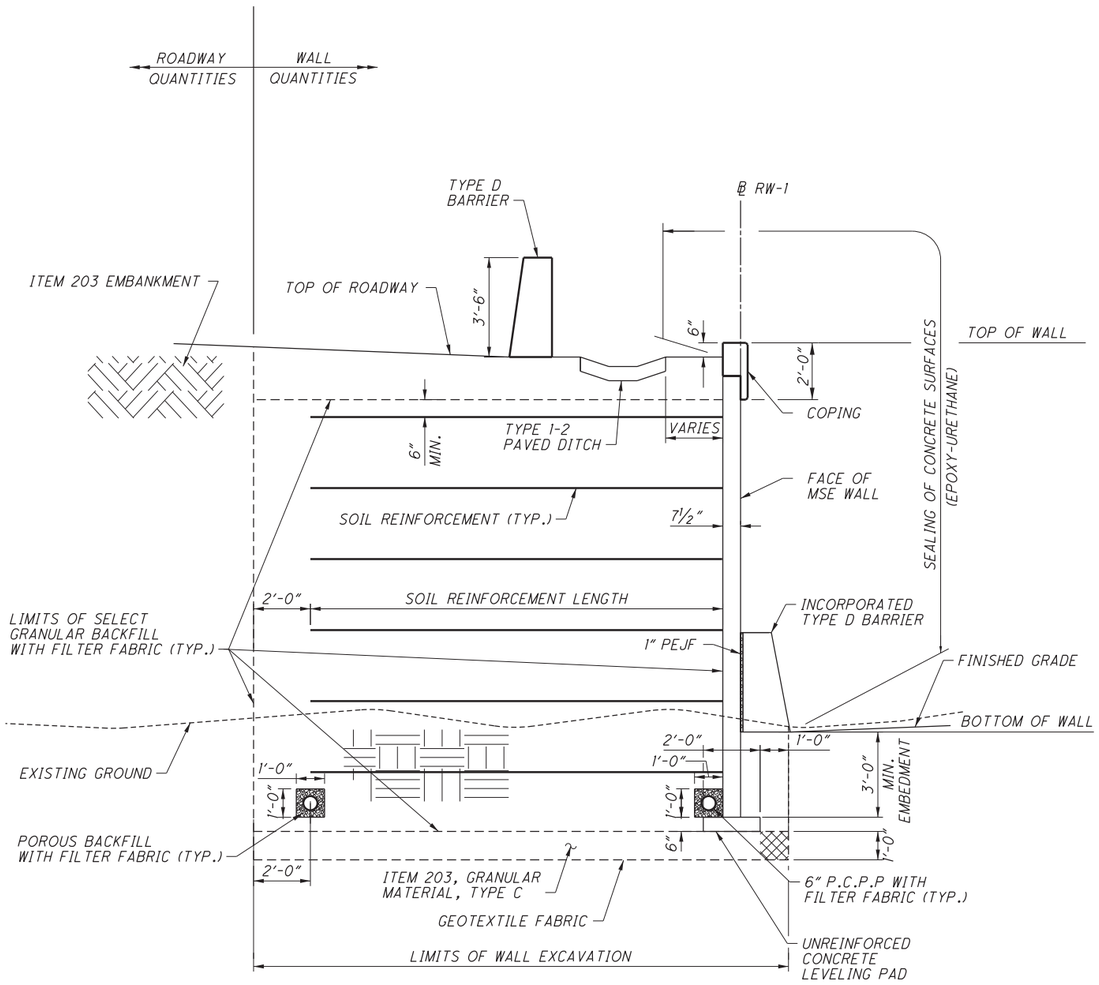
DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTION
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

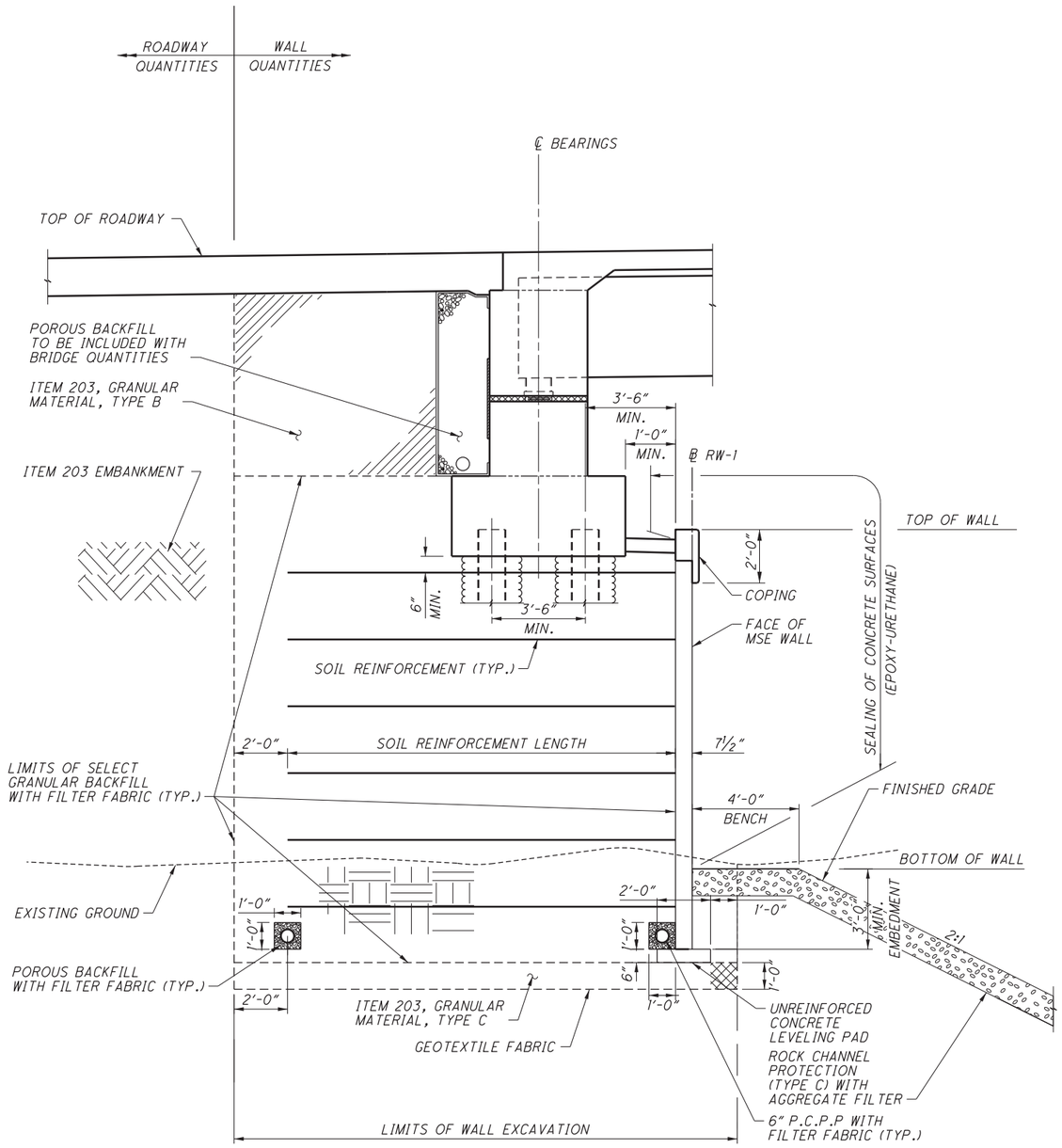
5 / 7

778
876



C/3 SECTION

RW-1 STA. 8+52.52 TO RW-1 STA. 9+50.07



D/4 SECTION

RW-1 STA. 9+50.07 TO RW-1 STA. 10+27.30

REAR ABUTMENT
N FRONTAGE ROAD OVER BEAVER CREEK
(BRIDGE NO. GRE-035-0454)

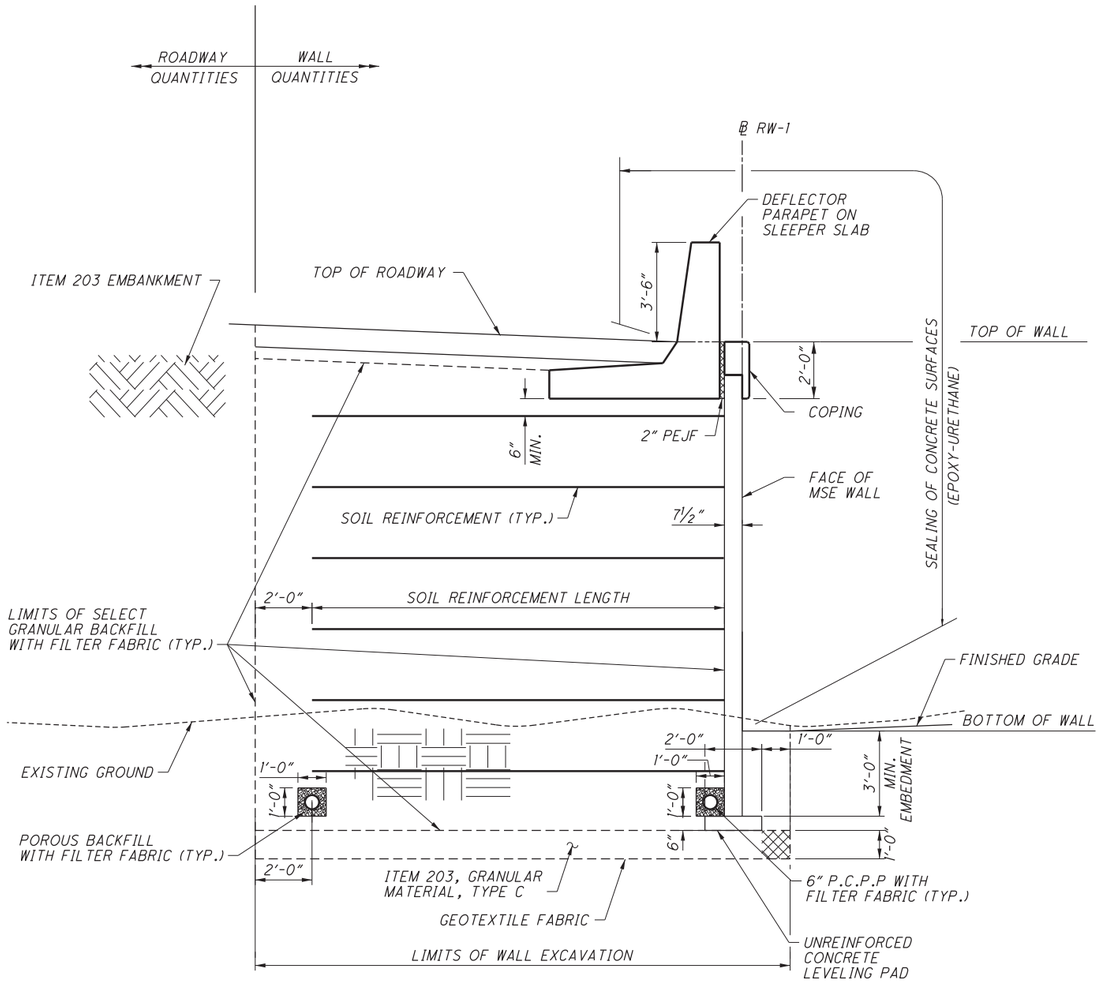
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTION
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

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E/4 SECTION

RW-1 STA. 10+27.30 TO RW-1 STA. 13+11.02

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

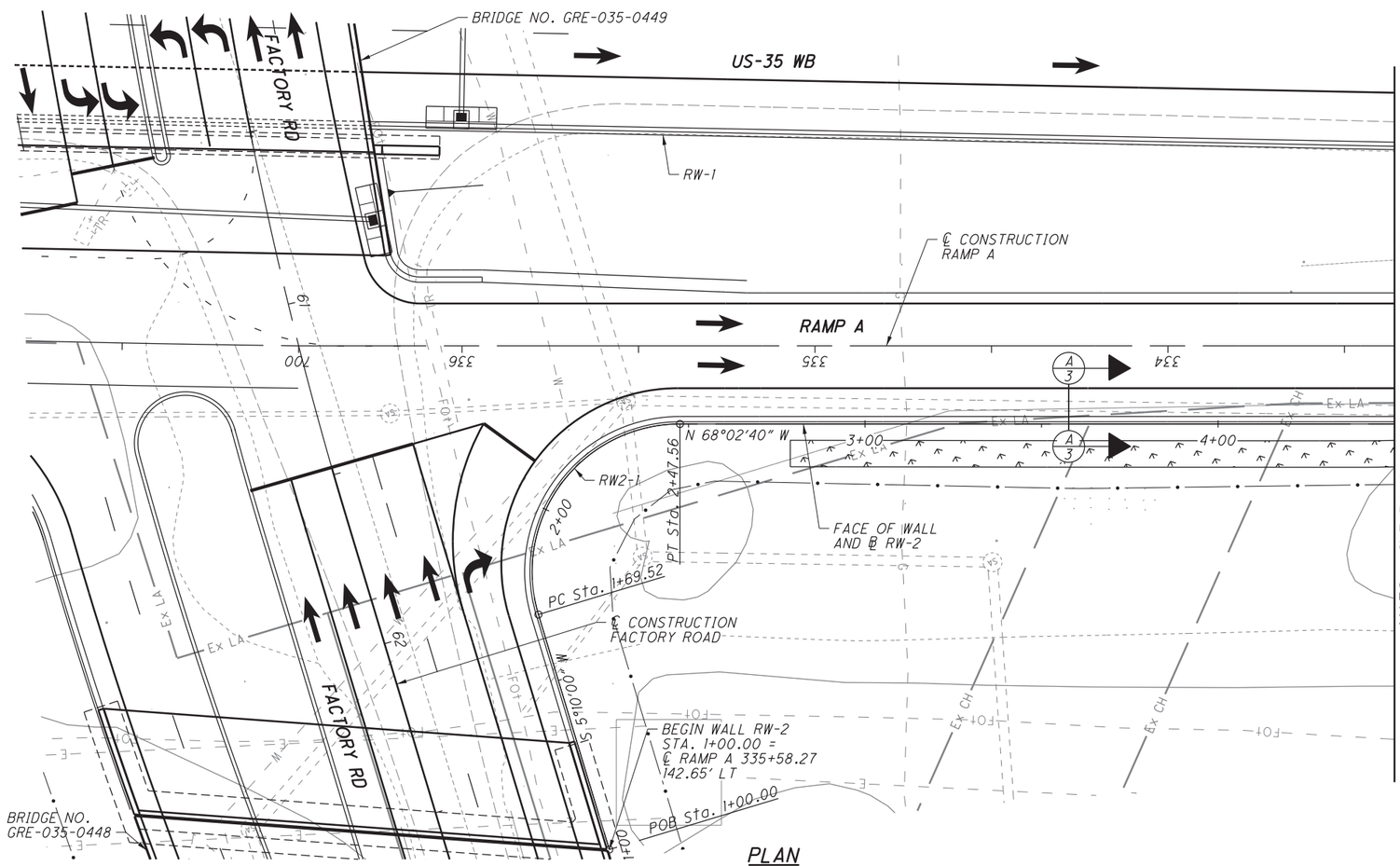
MSE WALL SECTION
RETAINING WALL RW-1
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

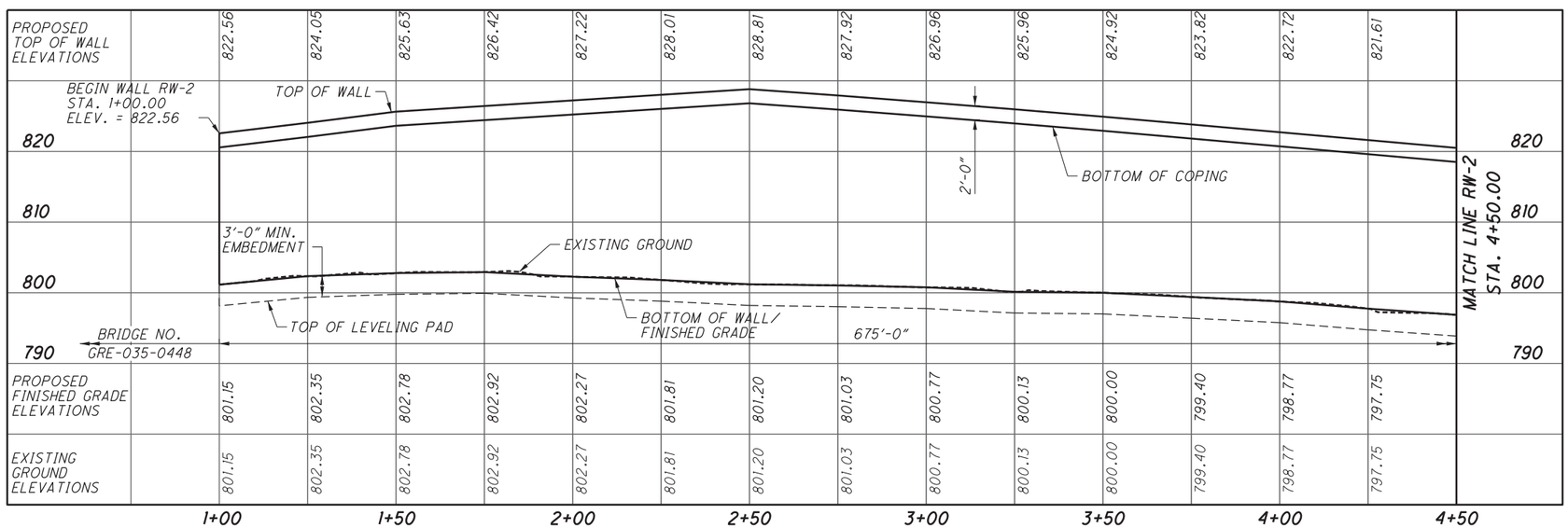
7 / 7

780
876

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-2

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 3.
3. FOR SECTION A-A, SEE SHEET 3.

LEGEND

⊕ BORING LOCATION

CURVE DATA (RW2-1)

P.I. Sta. = 2+25.89
Δ = 106°47'19" RT
Dc = 136°49'33"
R = 41.88'
T = 56.37'
L = 78.05'
E = 28.35'

CURVE DATA (RW2-2)

P.I. Sta. = 7+55.74
Δ = 1°57'30" LT
Dc = 0°44'56"
R = 7,650.12'
T = 130.75'
L = 261.48'
E = 1.12'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

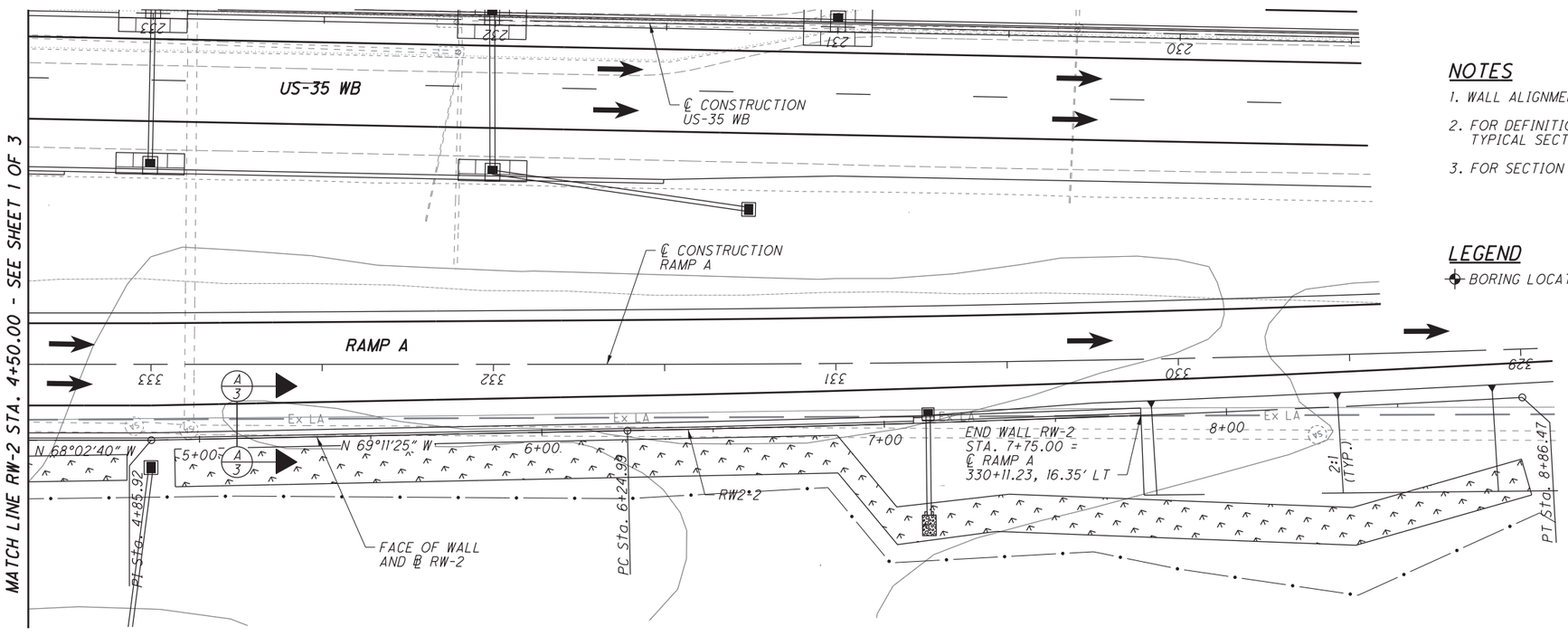
SITE PLAN
RETAINING WALL RW-2
ALONG RAMP A

GRE-35-4.26
PID No. 80468

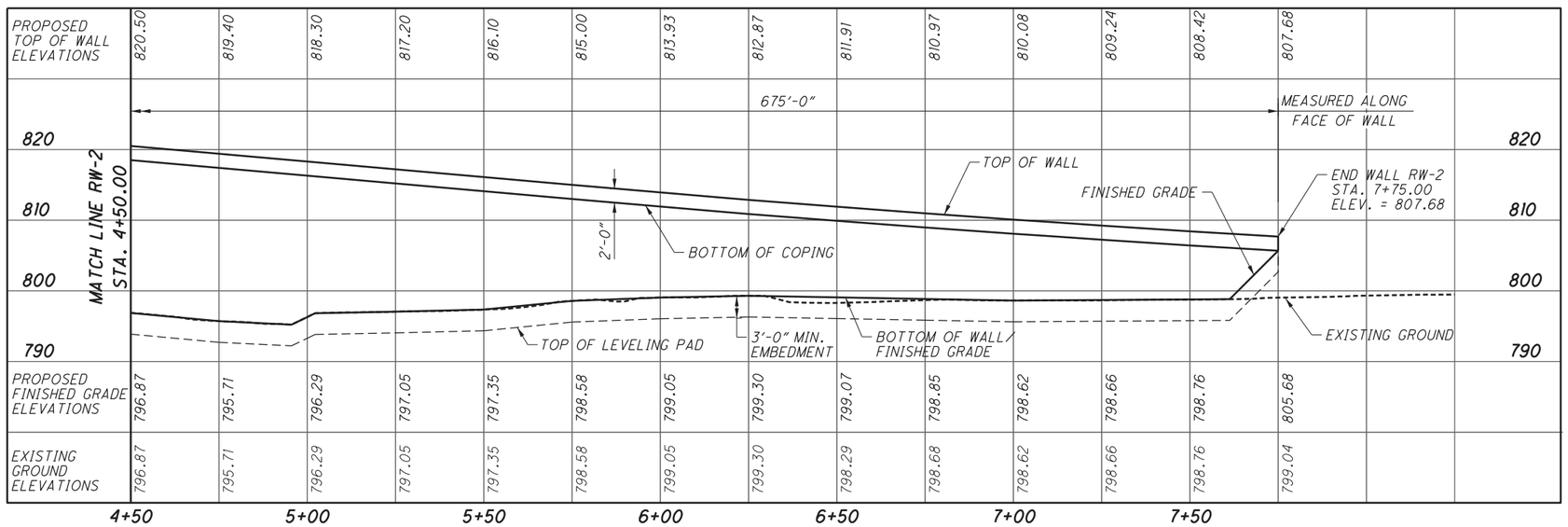
1 / 3

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-2

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 3.
3. FOR SECTION A-A, SEE SHEET 3.

LEGEND

BORING LOCATION

0 10 20 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

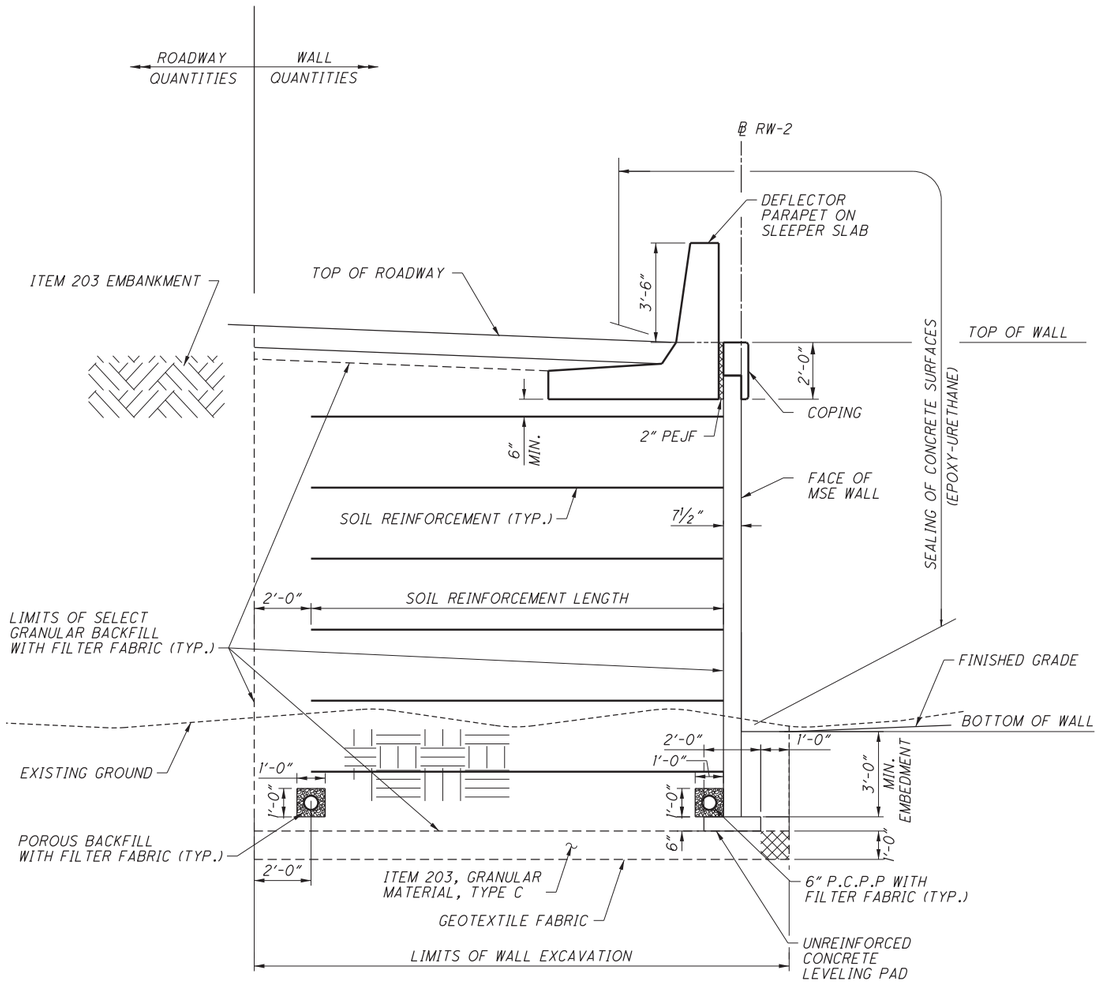
SITE PLAN
RETAINING WALL RW-2
ALONG RAMP A

GRE-35-4.26
PID No. 80468

2 / 3

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A1 / A2 SECTION

RW-2 STA. 1+00.00 TO RW-1 STA. 7+75.00

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

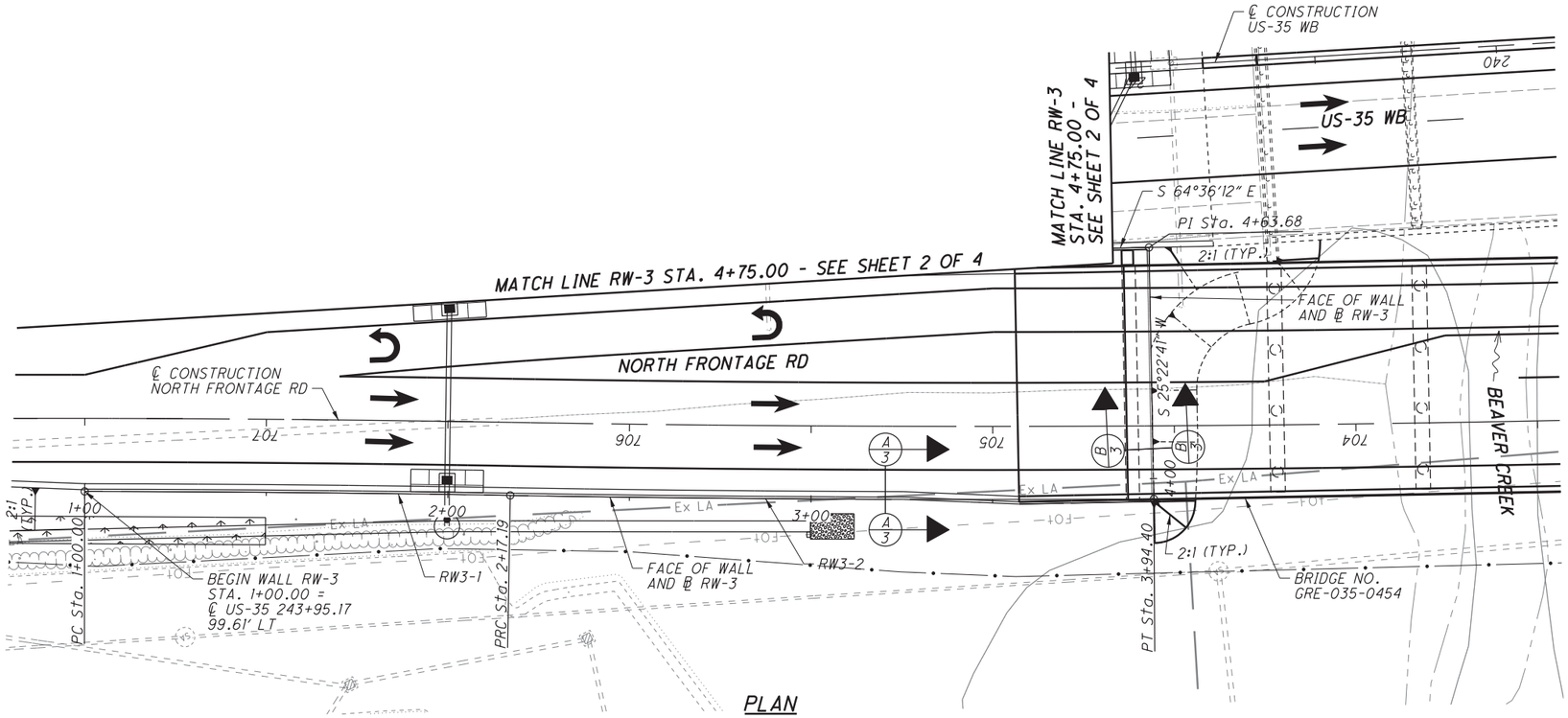
MSE WALL SECTIONS
RETAINING WALL RW-2
ALONG RAMP A

GRE-35-4.26
PID No. 80468

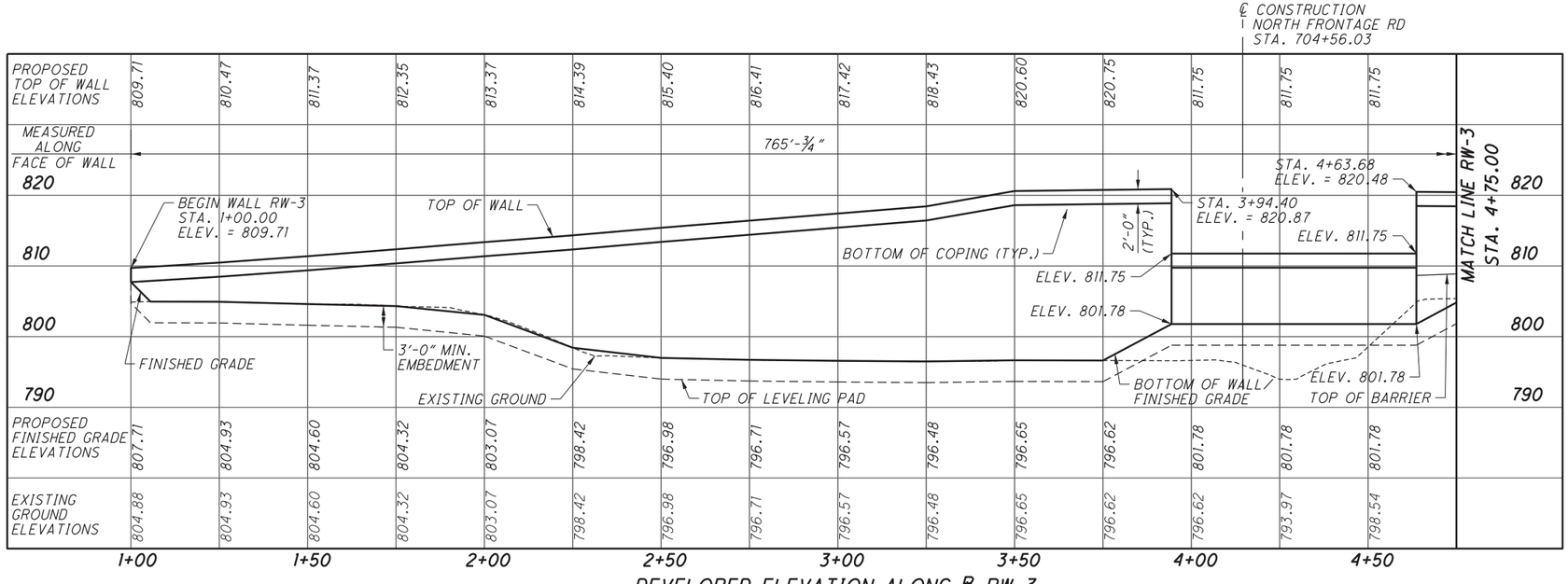
3 / 3

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-3

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 3 AND 4.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 3 AND 4.

LEGEND

- BORING LOCATION

CURVE DATA (RW3-1)

P.I. Sta. = 1+58.59
Δ = 0°52'52" RT
Dc = 0°45'07"
R = 7619.31'
T = 58.59'
L = 117.19'
E = 0.23'

CURVE DATA (RW3-2)

P.I. Sta. = 3+05.79
Δ = 1°19'32" LT
Dc = 0°44'53"
R = 7659.56'
T = 88.61'
L = 177.21'
E = 0.51'

0 20
10 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

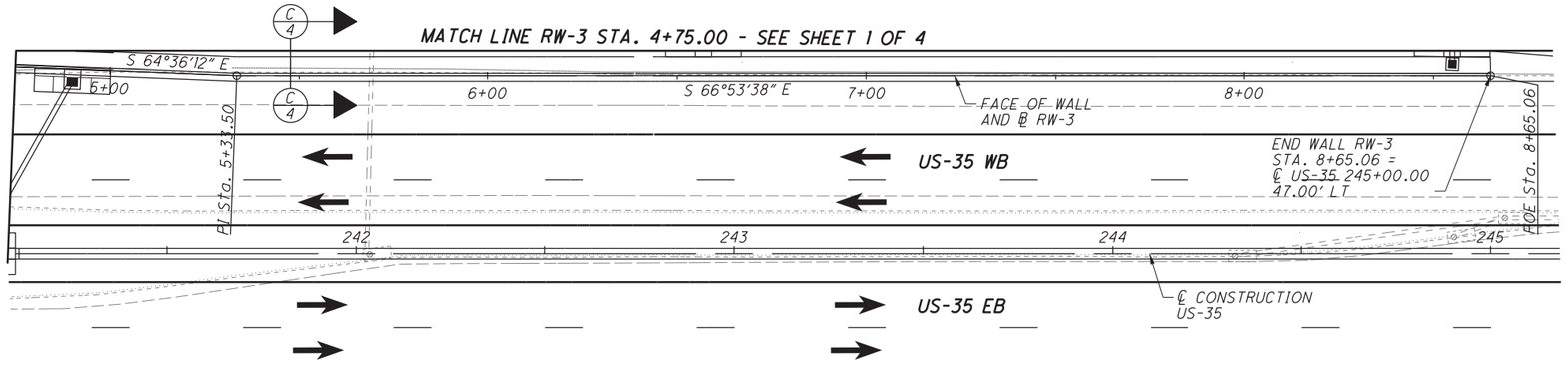
SITE PLAN
RETAINING WALL RW-3
ALONG US-35 WB

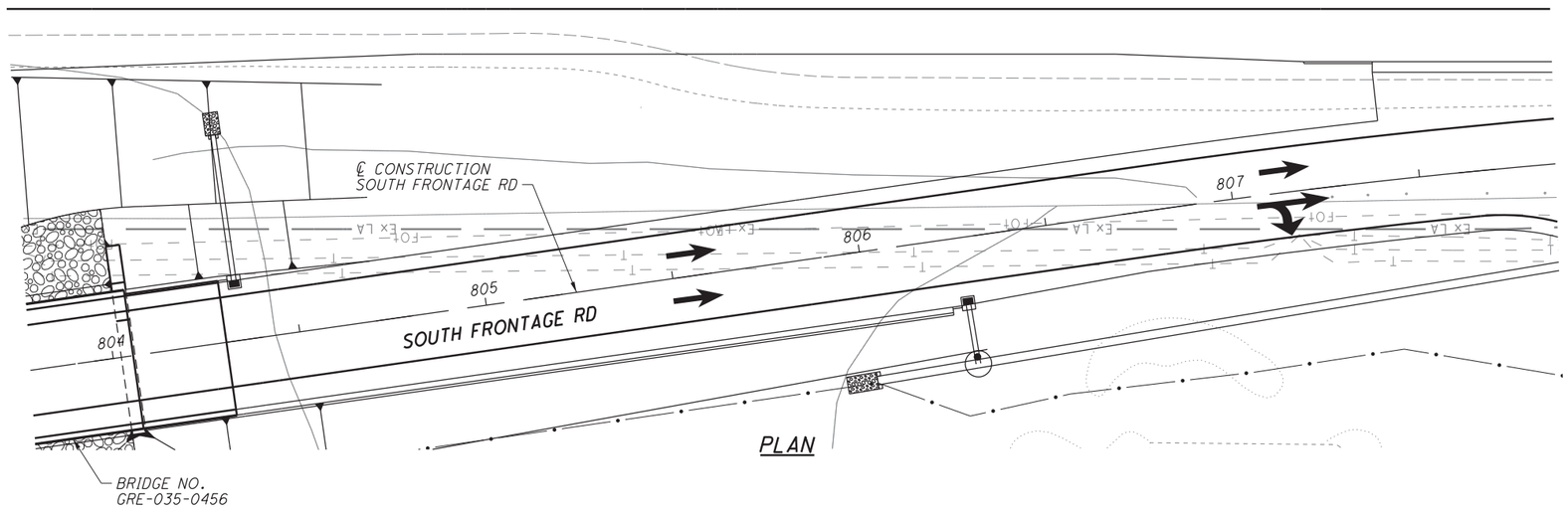
GRE-35-4.26
PID No. 80468

1 / 4

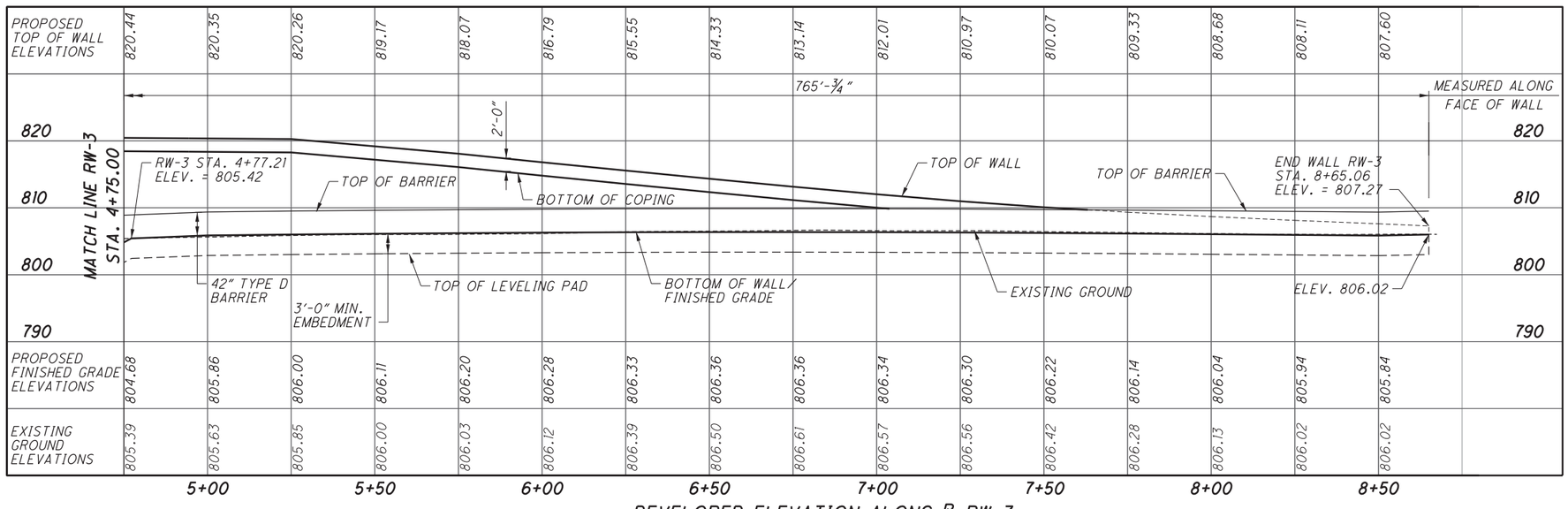
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-3



HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 3 AND 4.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 3 AND 4.

LEGEND

BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

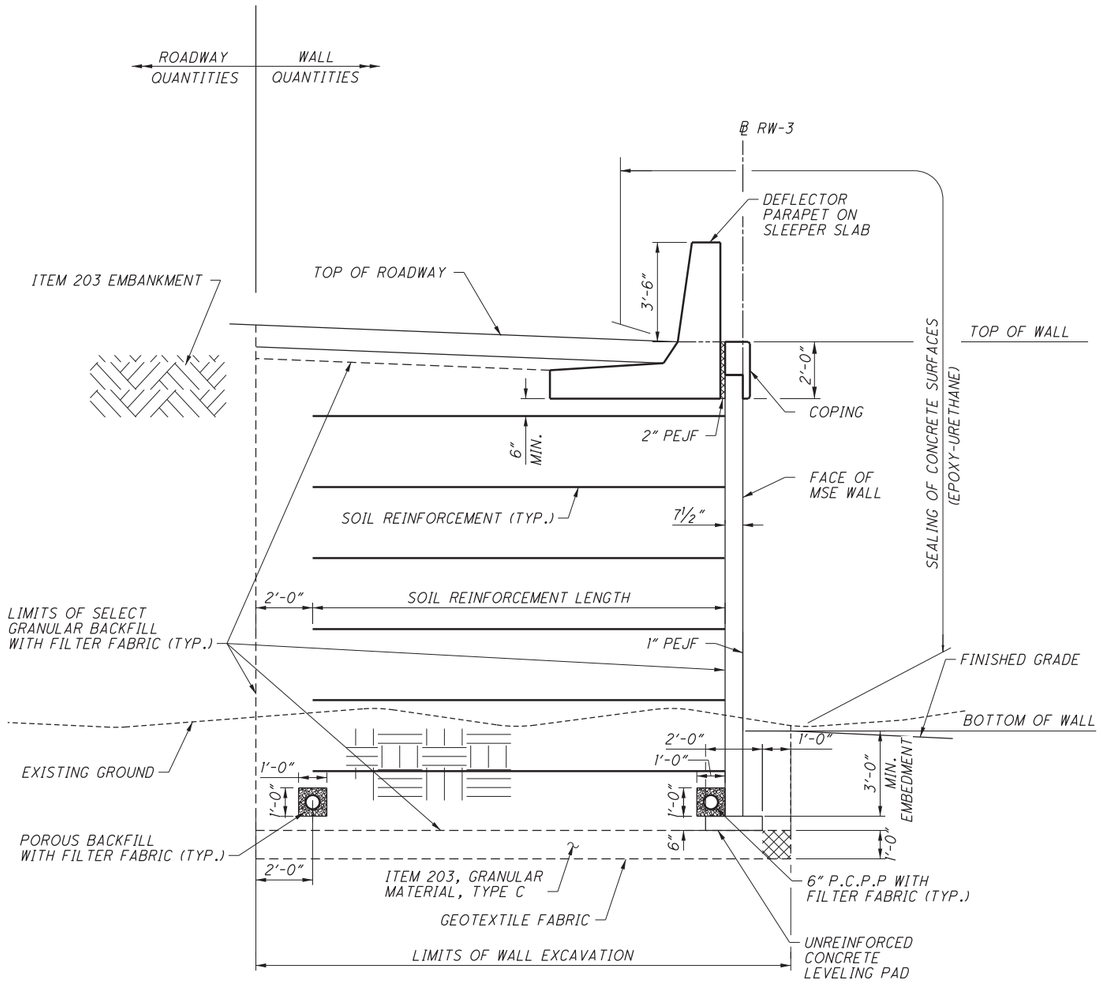
SITE PLAN
RETAINING WALL RW-3
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

2 / 4

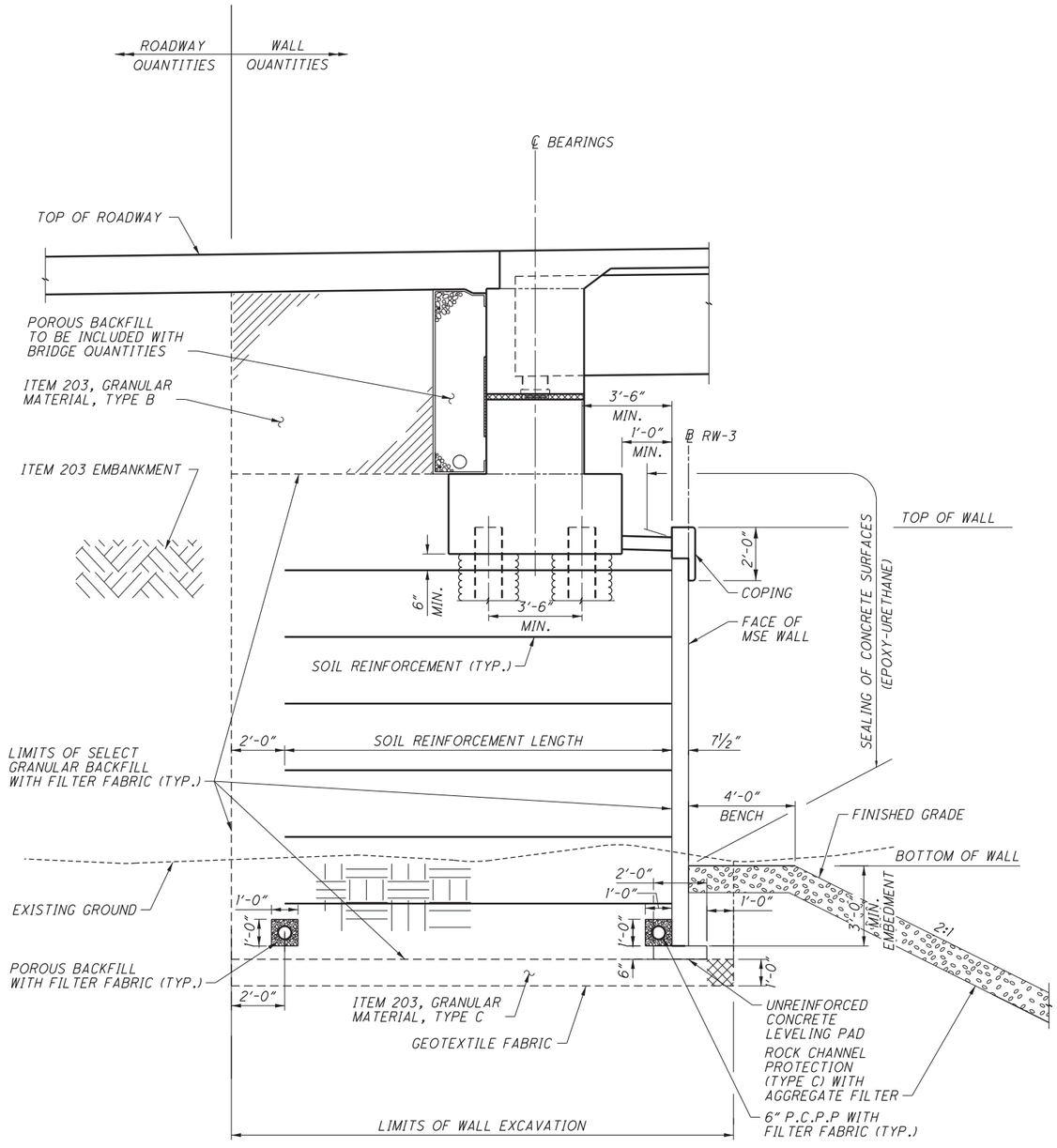
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A/1 SECTION

RW-3 STA. 1+00.00 TO RW-3 STA. 3+94.40



B/1 SECTION

RW-3 STA. 3+94.40 TO RW-3 STA. 4+63.68

FORWARD ABUTMENT
N FRONTAGE RD OVER BEAVER CREEK
(BRIDGE NO. GRE-035-0454)

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DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

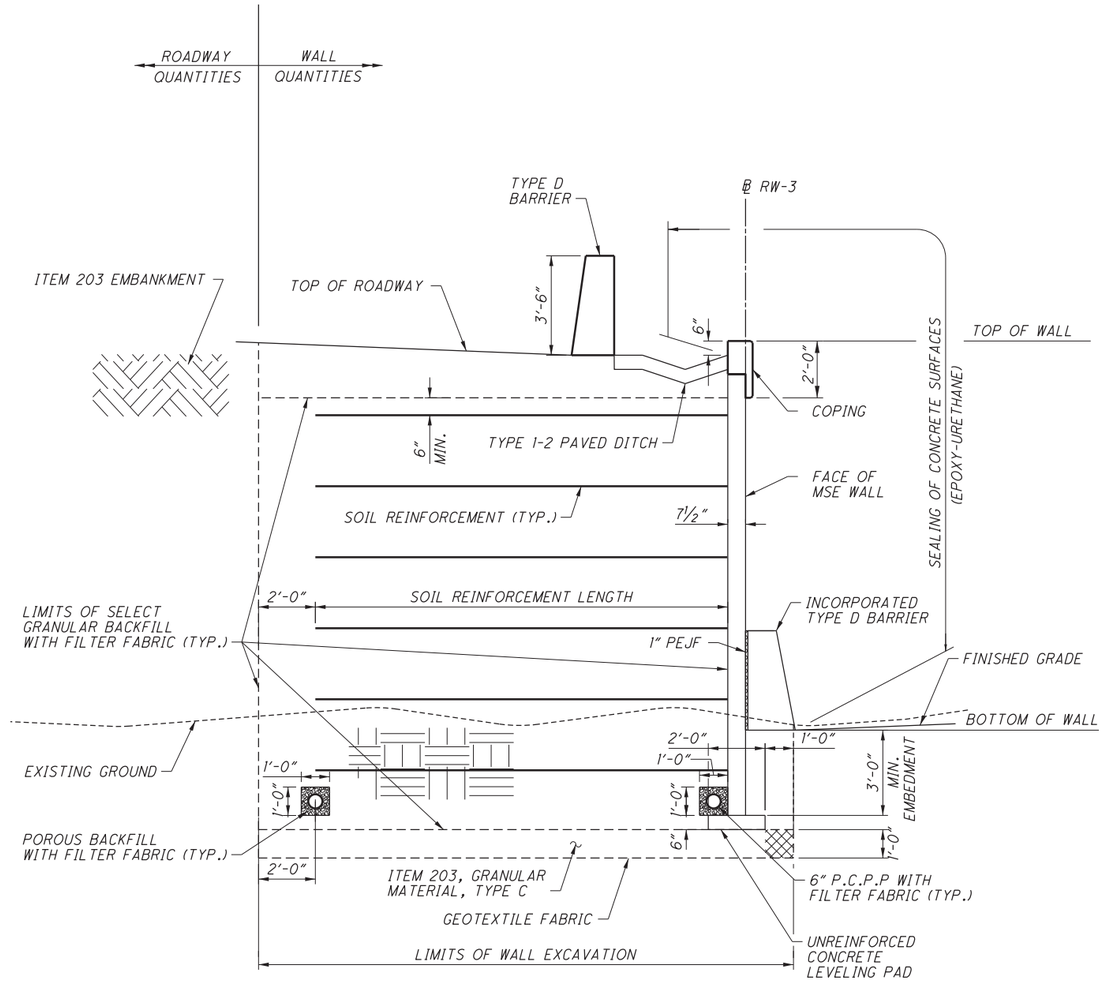
DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTION
RETAINING WALL RW-3
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

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C/2 SECTION

RW-3 STA. 4+63.68 TO RW-3 STA. 8+65.06

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

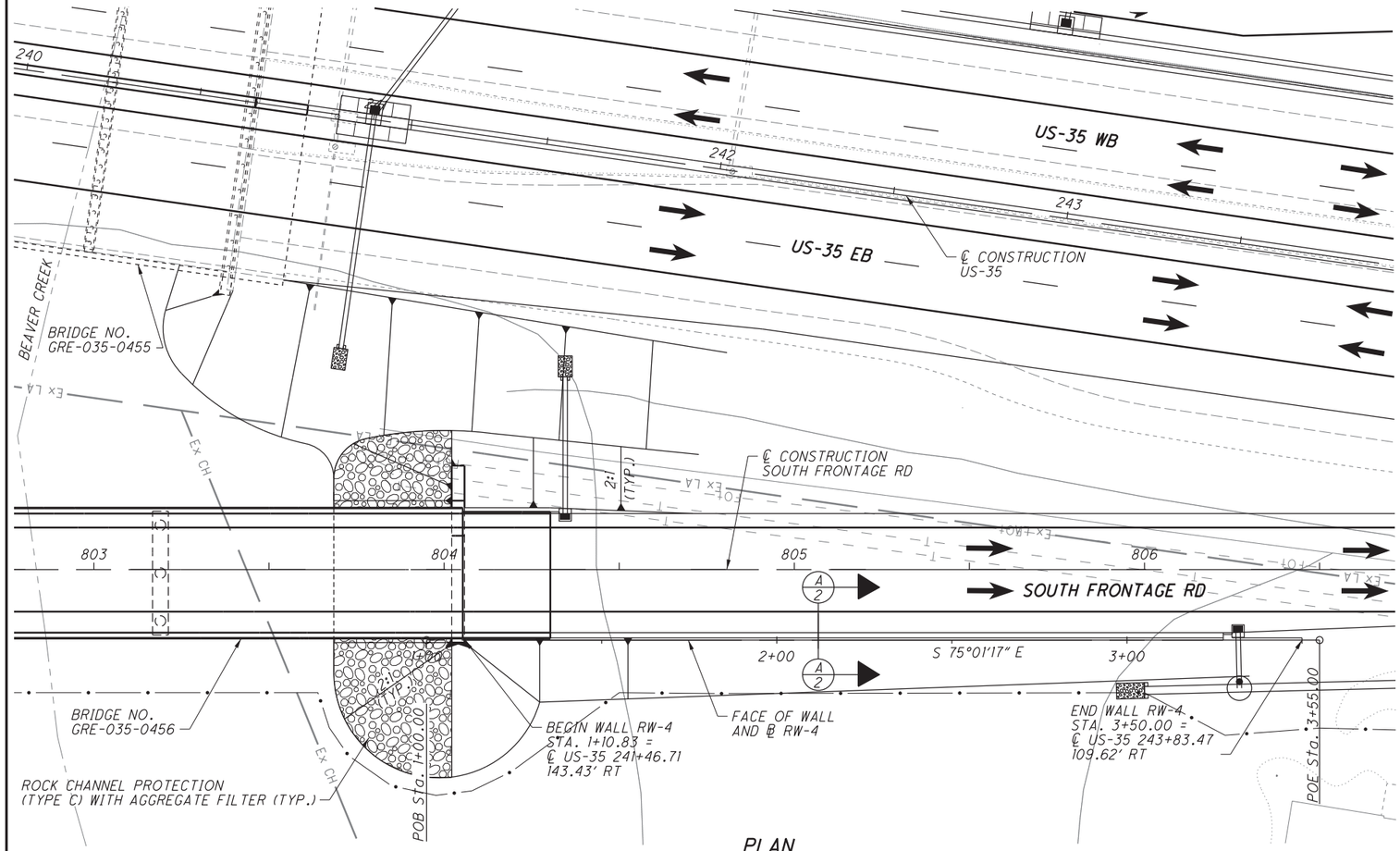
MSE WALL SECTION
RETAINING WALL RW-3
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

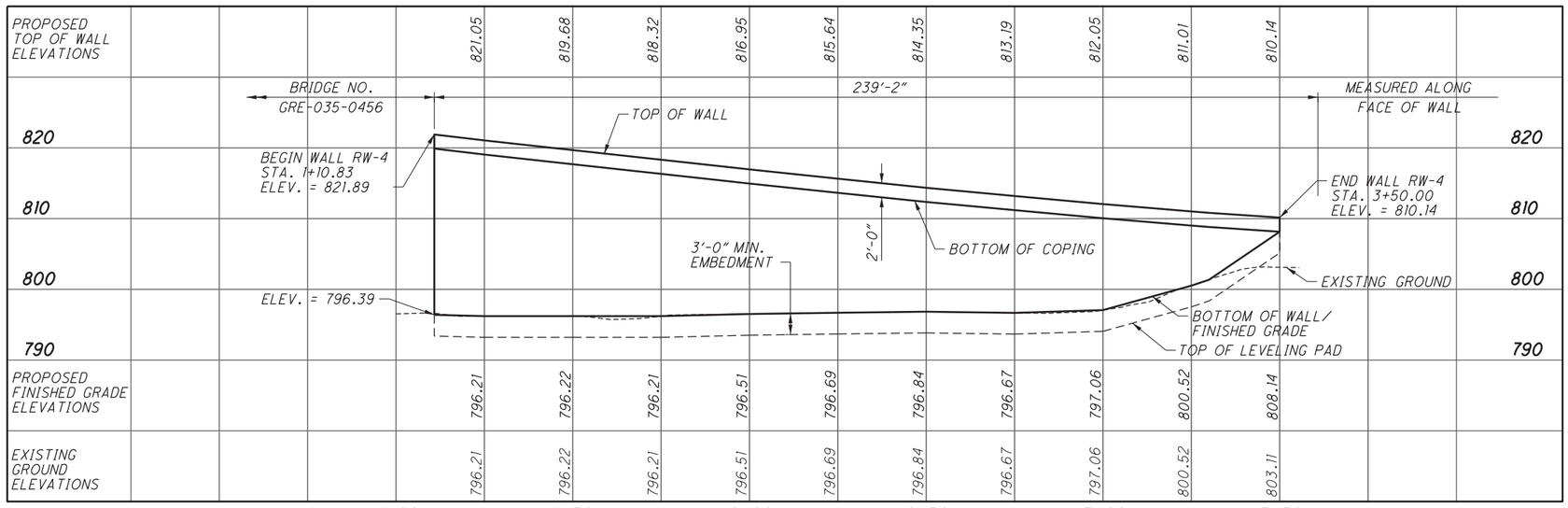
4 / 4

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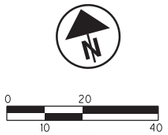
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-4



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 2.
3. FOR SECTION A-A, SEE SHEET 2.

LEGEND

⊕ BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

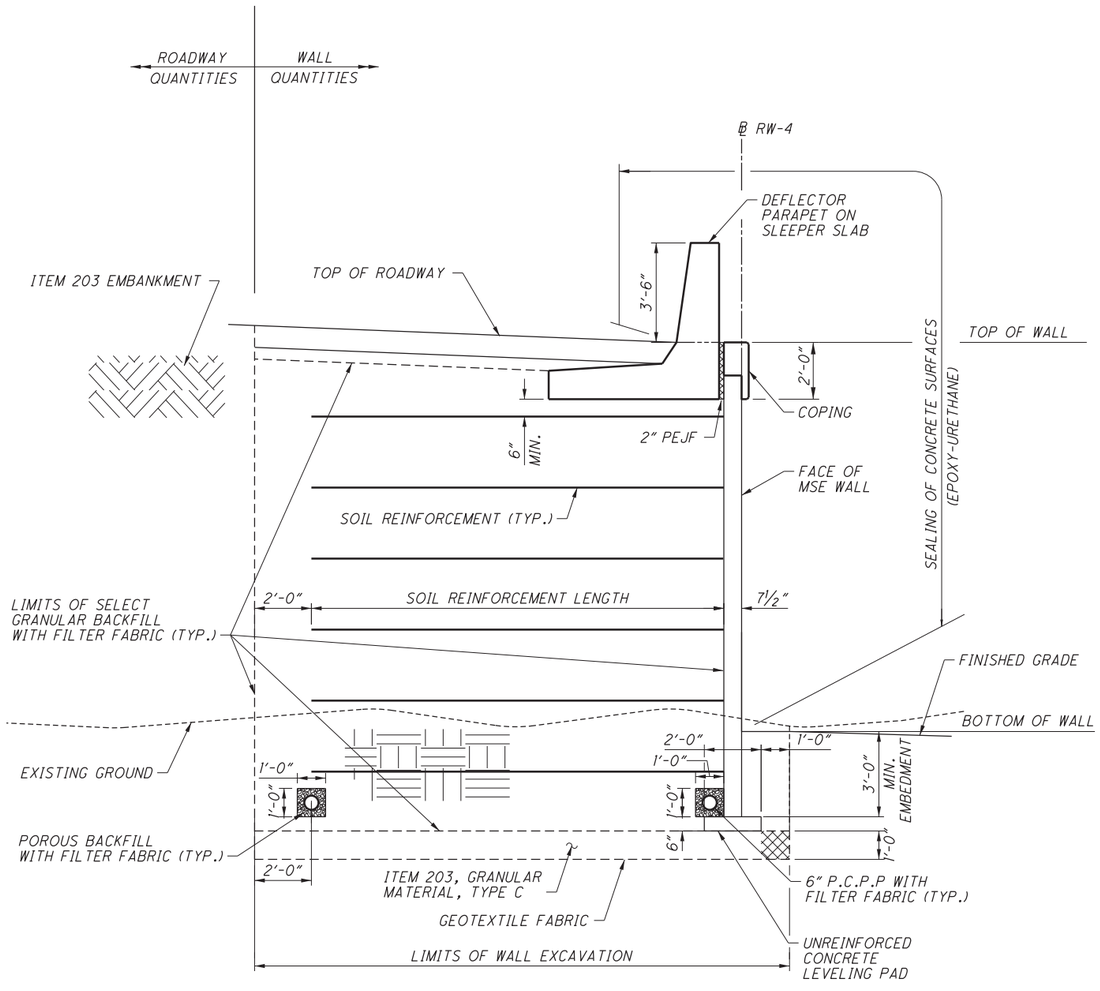
DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

SITE PLAN

RETAINING WALL RW-4
ALONG SOUTH FRONTAGE RD

GRE-35-4.26
PID No. 80468

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A/1 SECTION

RW-4 STA. 1+10.83 TO RW-4 STA. 3+50.00

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

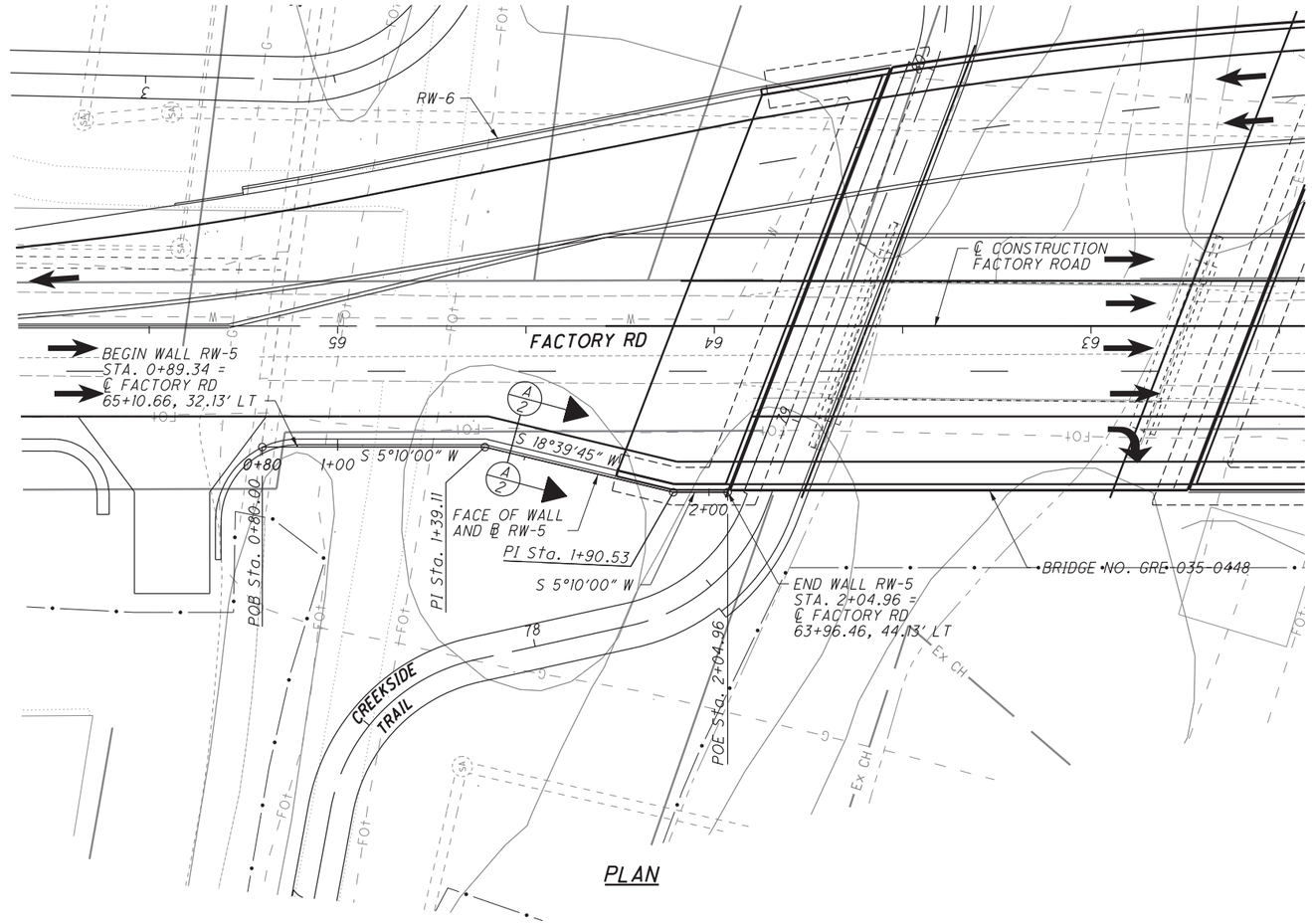
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RETAINING WALL RW-4
ALONG SOUTH FRONTAGE RD

GRE-35-4.26
PID No. 80468

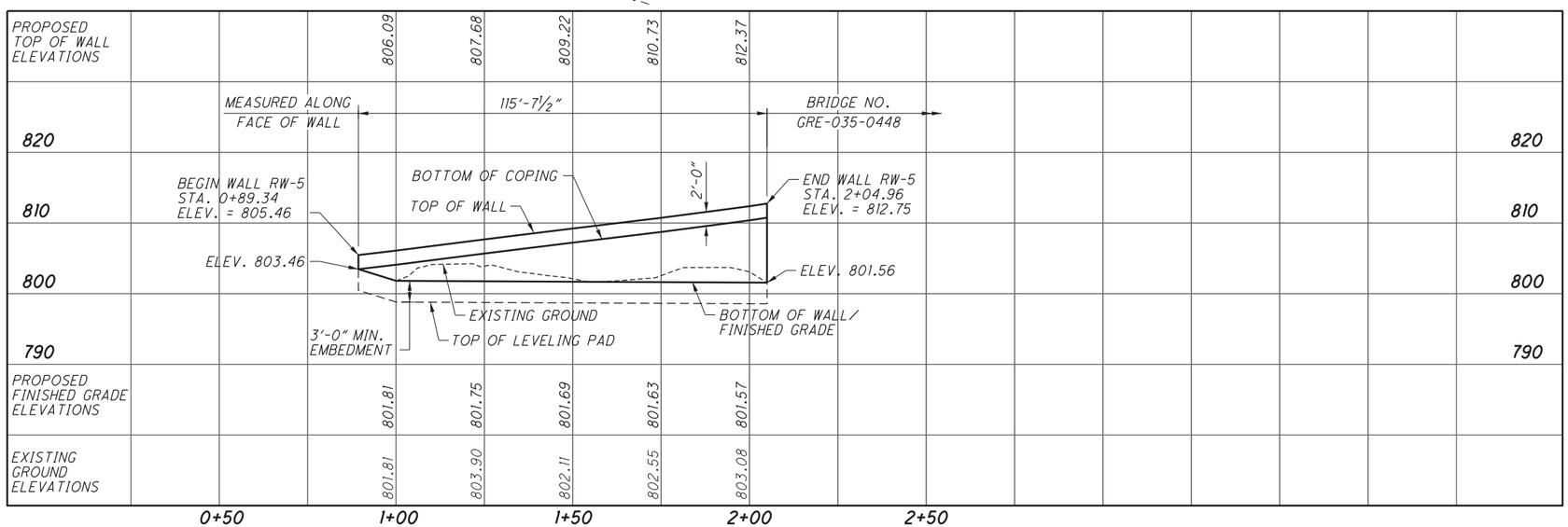
2 / 2

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876

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-5

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 2.
3. FOR SECTION A-A, SEE SHEET 2.

LEGEND

⊕ BORING LOCATION

0 20
10 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

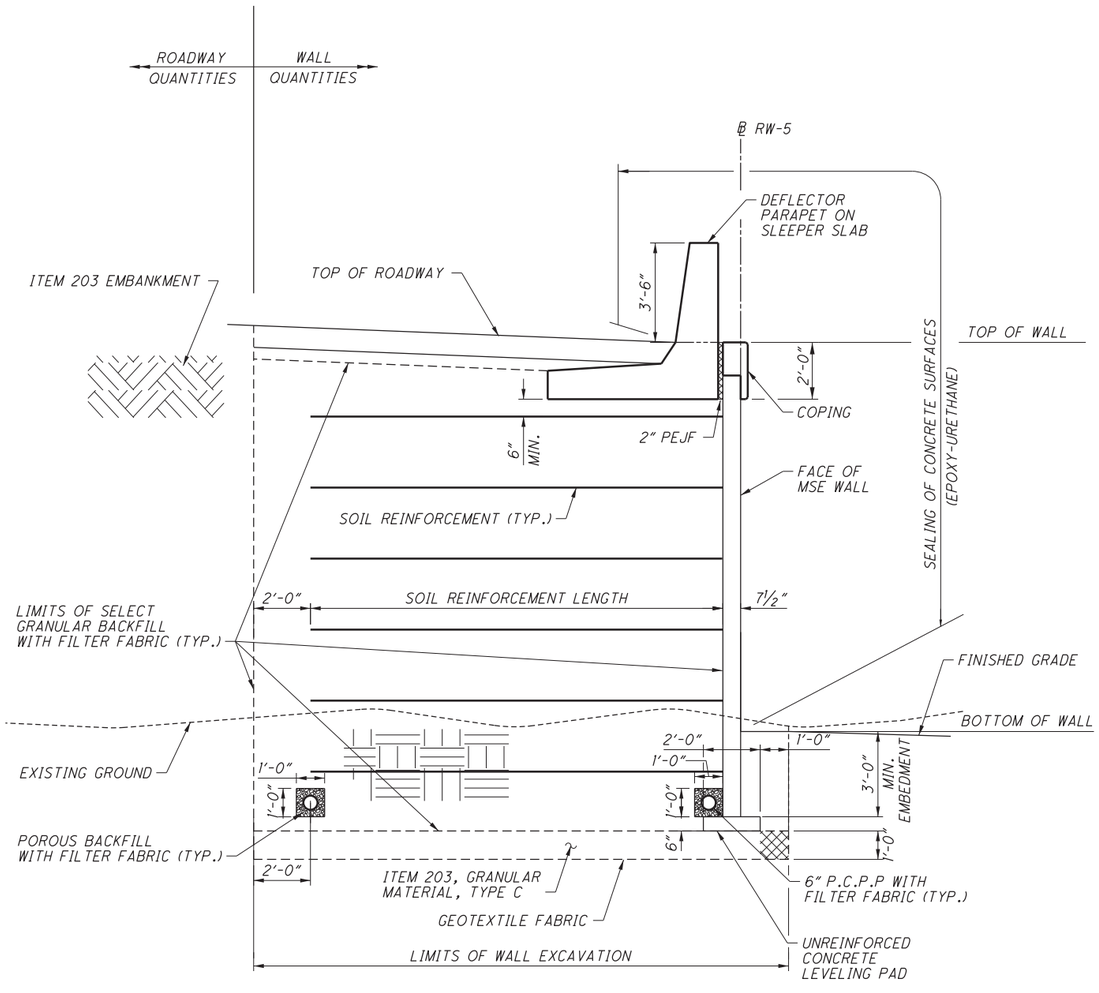
SITE PLAN
RETAINING WALL RW-5
ALONG FACTORY RD

GRE-35-4.26
PID No. 80468

1 / 2

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A/1 SECTION

RW-5 STA. 0+89.34 TO RW-5 STA. 2+04.96

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DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

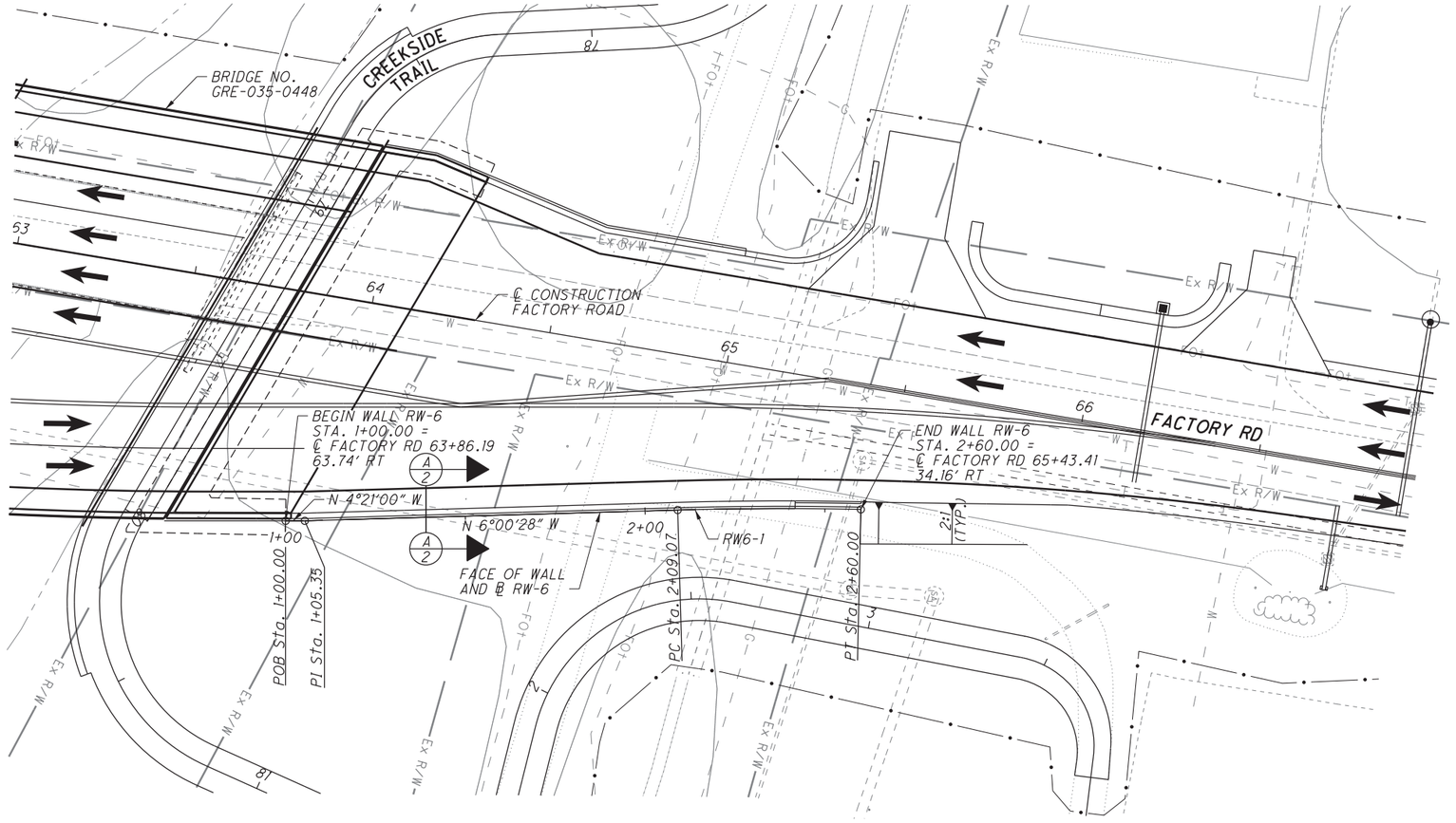
DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTION
RETAINING WALL RW-5
ALONG FACTORY RD

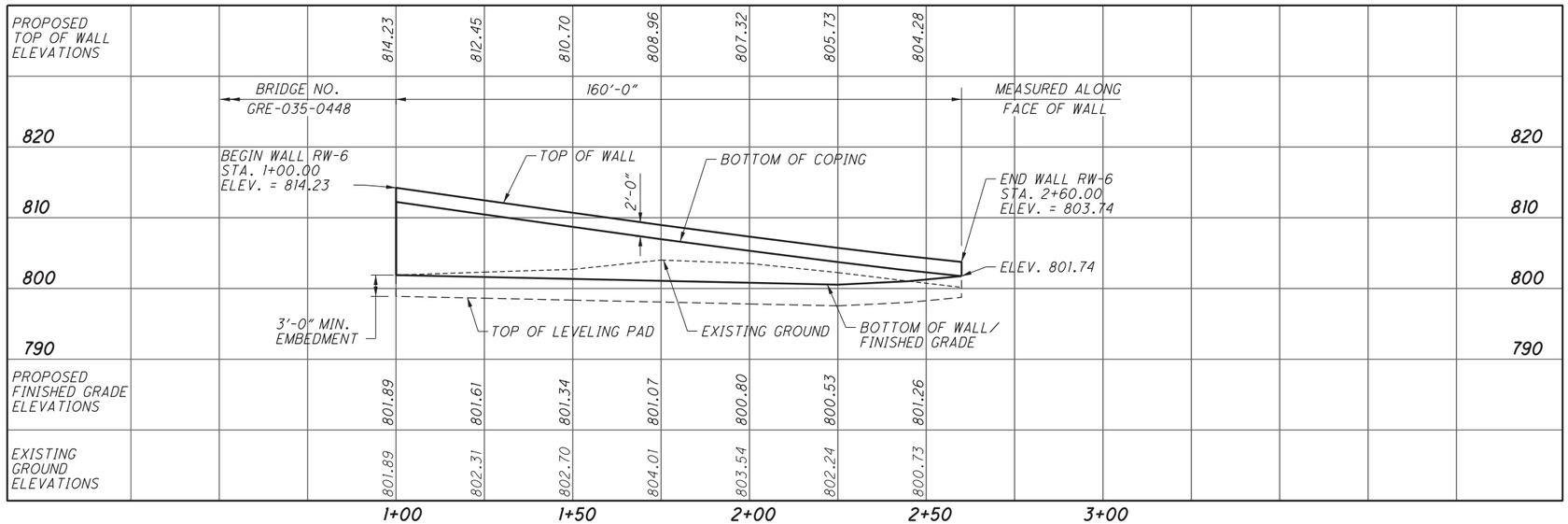
GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-6

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 2.
3. FOR SECTION A-A, SEE SHEET 2.

LEGEND

BORING LOCATION

CURVE DATA (RW6-1)

P.I. Sta. = 2+34.54
Δ = 2°55'07" RT
Dc = 5°43'49"
R = 999.87'
T = 25.47'
L = 50.93'
E = 0.32'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14

CHECKED JC
REVISED
STRUCTURE FILE NUMBER

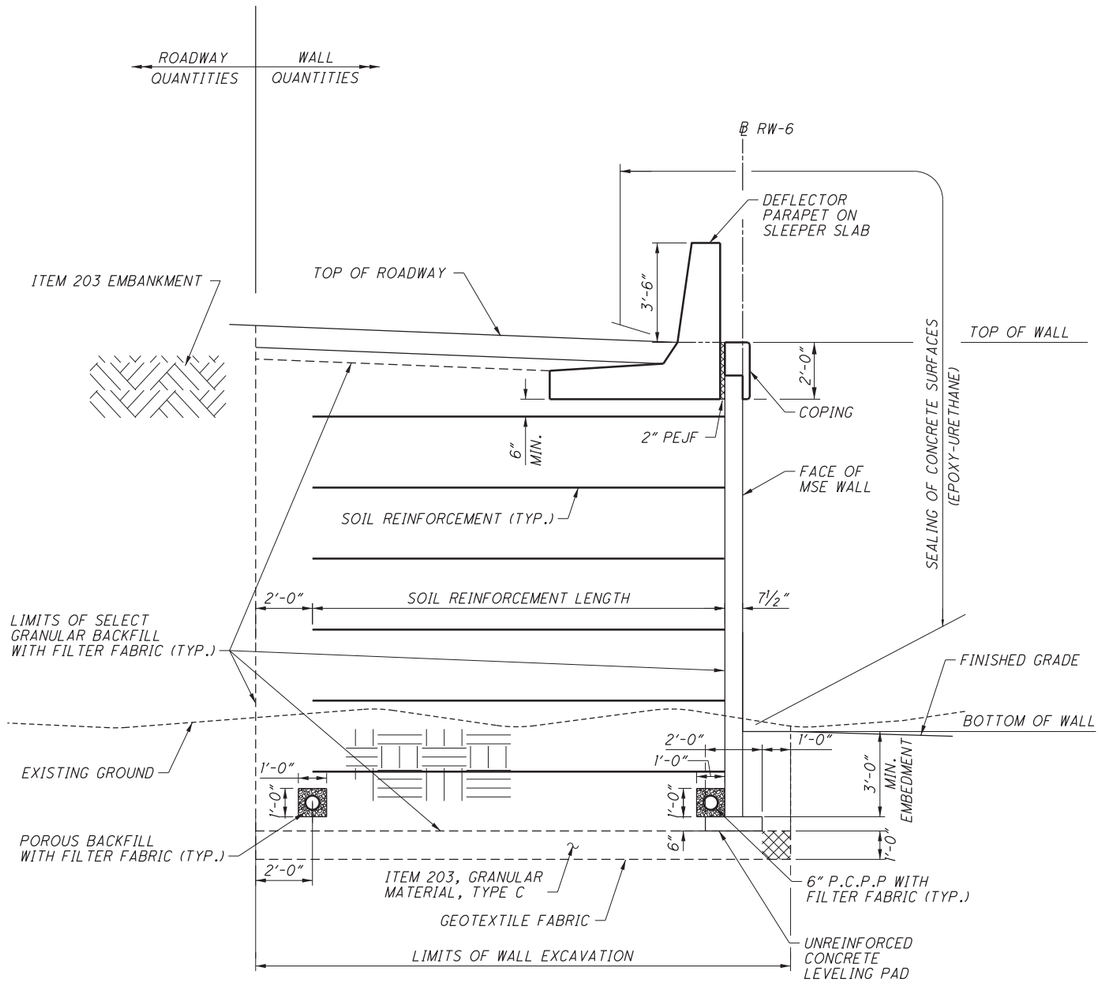
SITE PLAN
RETAINING WALL RW-6
ALONG FACTORY RD

GRE-35-4.26
PID No. 80468

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A/1 SECTION

RW-6 STA. 1+00.00 TO RW-6 STA. 2+60.00

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

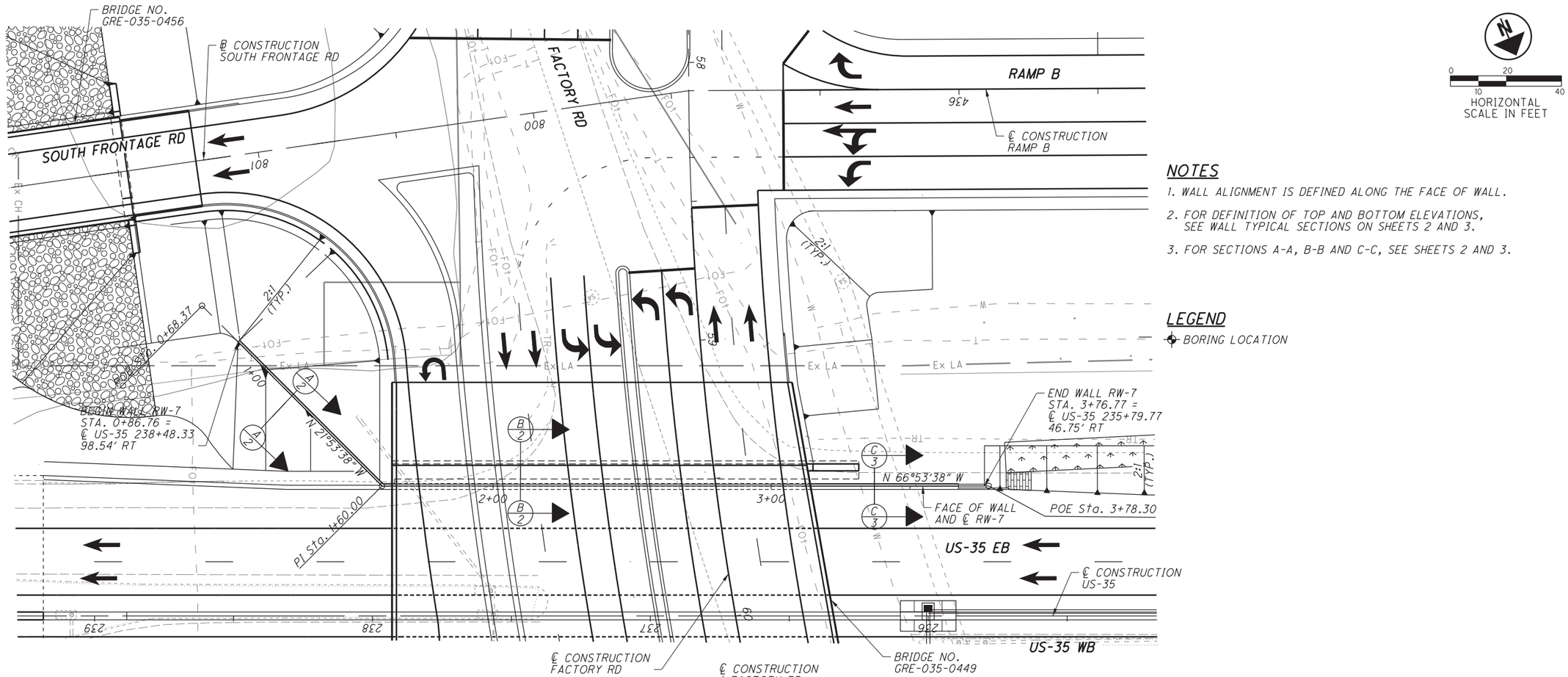
MSE WALL SECTION
RETAINING WALL RW-6
ALONG FACTORY RD

GRE-35-4.26
PID No. 80468

2 / 2

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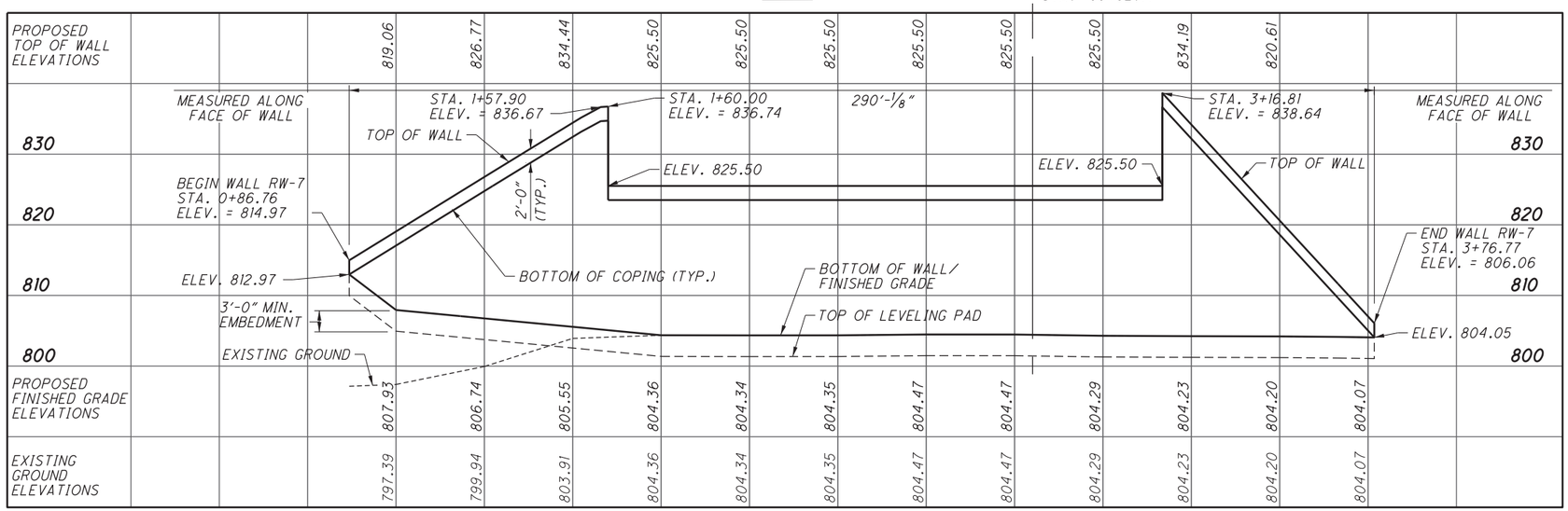
PLAN

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 2 AND 3.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 2 AND 3.

LEGEND

⊕ BORING LOCATION



DEVELOPED ELEVATION ALONG ℄ RW-7

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

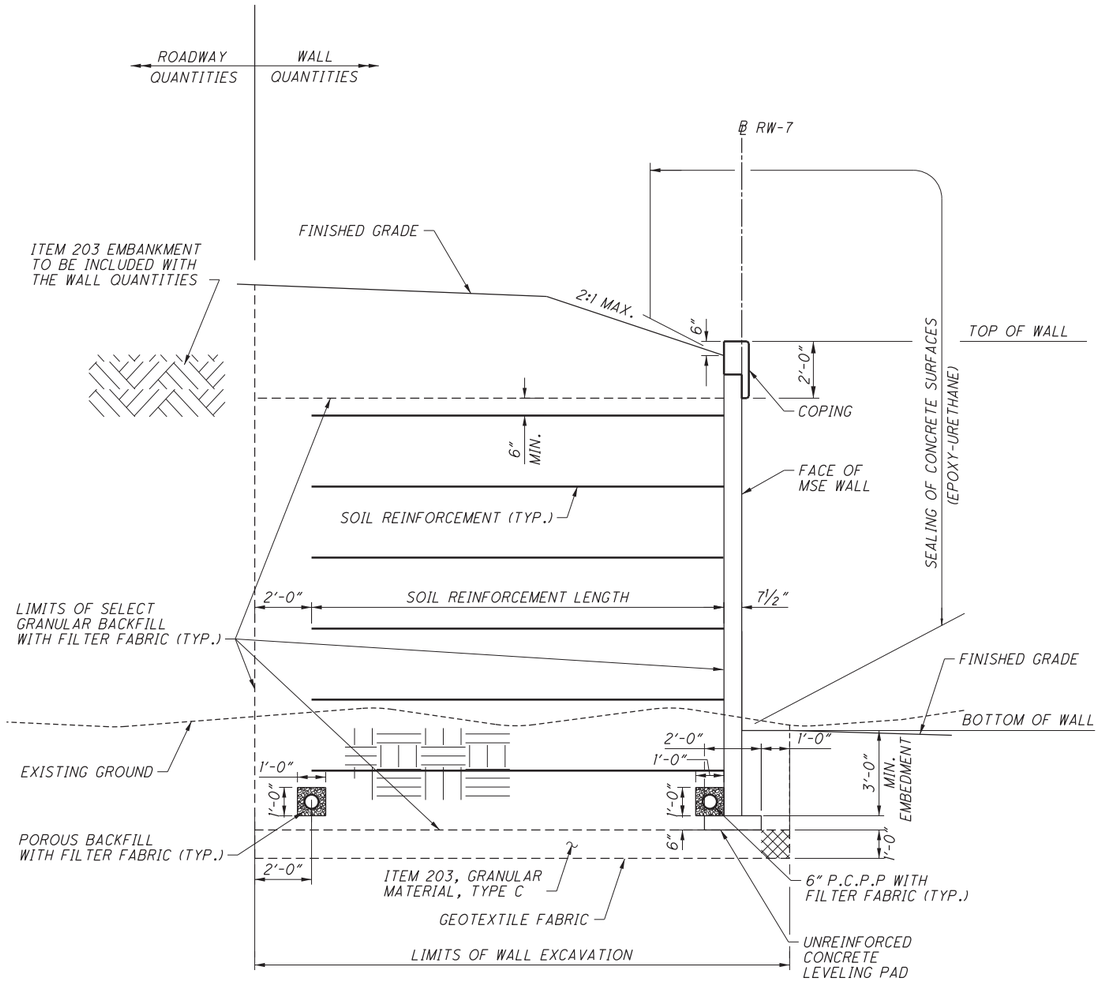
SITE PLAN
RETAINING WALL RW-7
ALONG US-35 EB

GRE-35-4.26
PID No. 80468

1 / 3

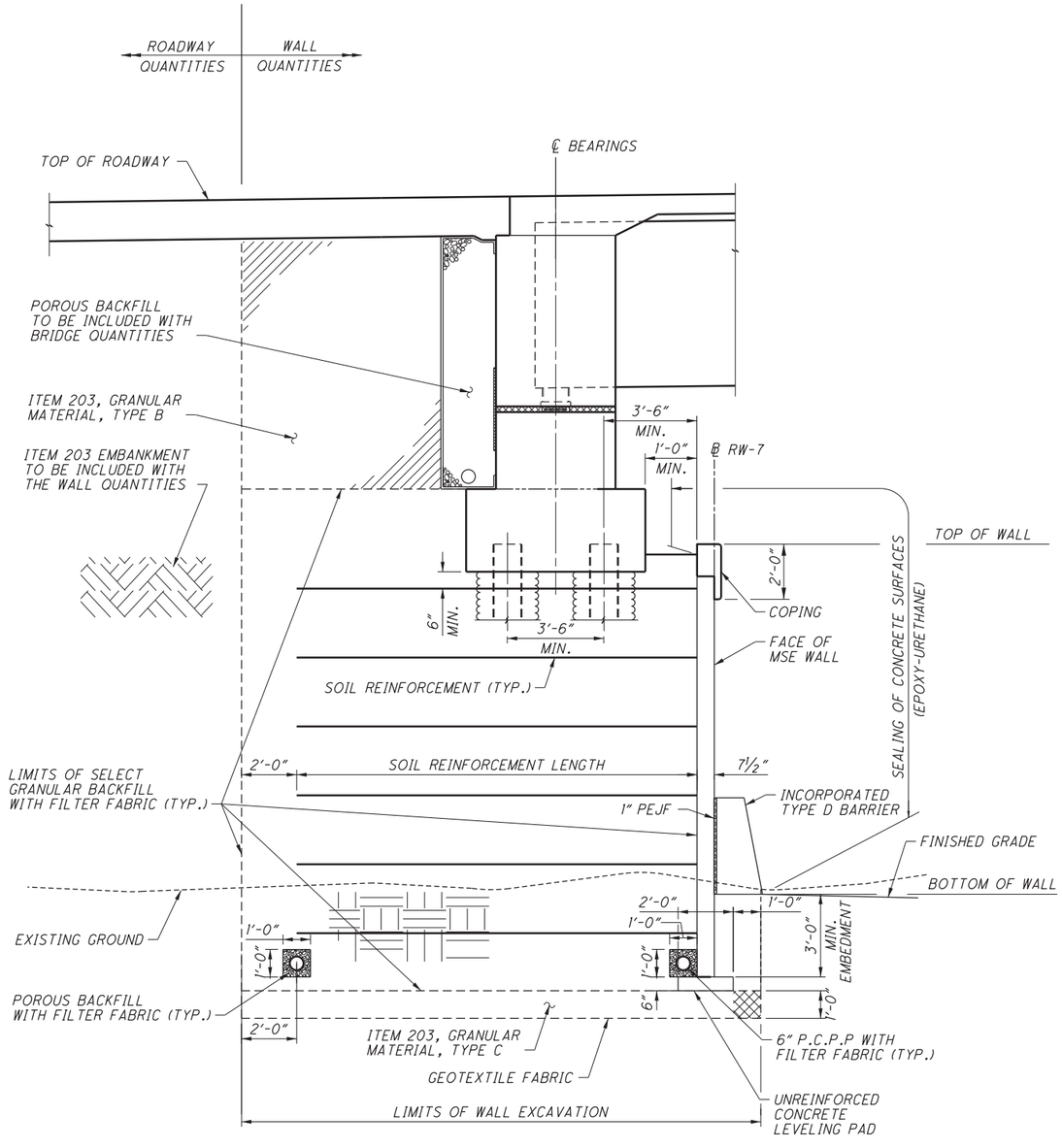
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A/1 SECTION

RW-7 STA. 0+86.76 TO RW-7 STA. 1+60.00



B/1 SECTION

RW-7 STA. 1+60.00 TO RW-7 STA. 3+16.81

FACTORY RD OVER US-35
(BRIDGE NO. GRE-035-0449)

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

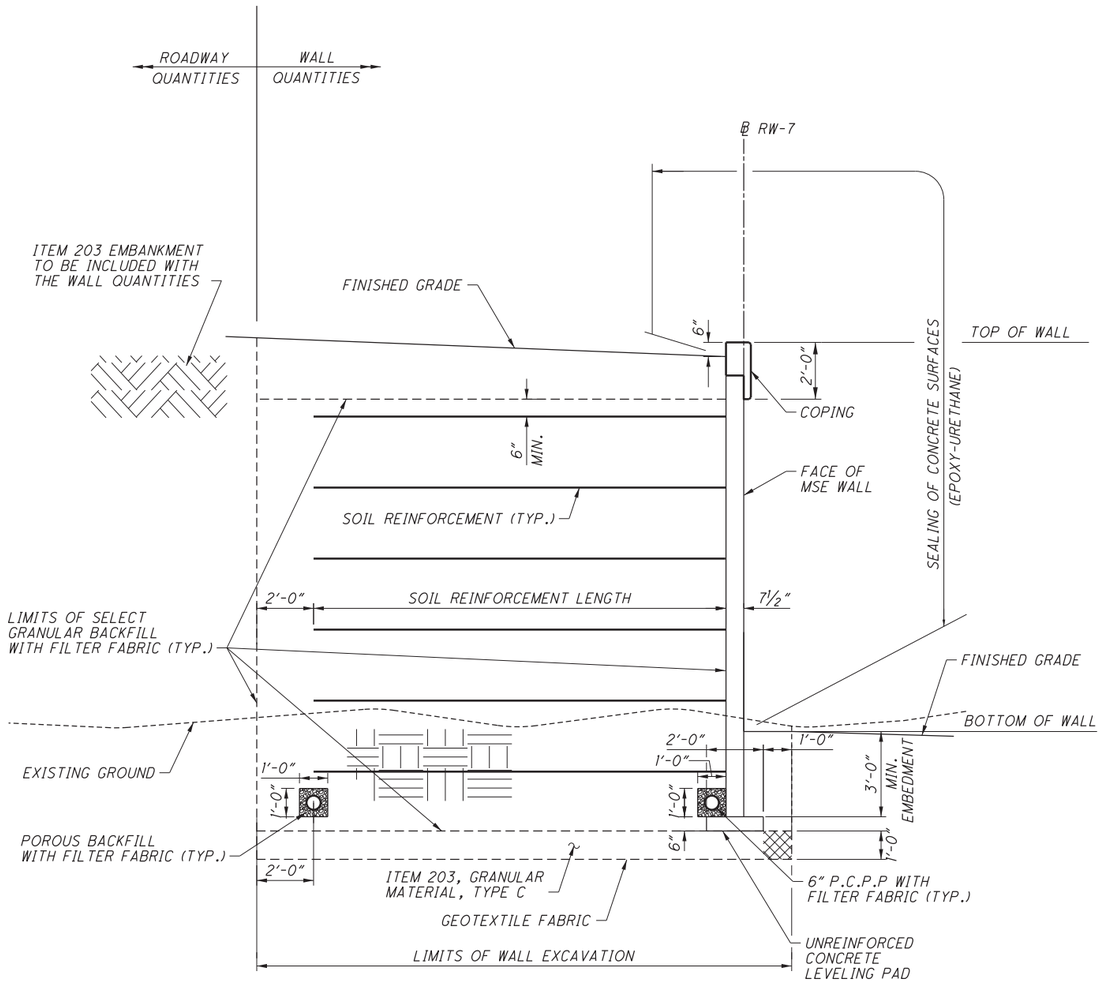
MSE WALL SECTION
RETAINING WALL RW-7
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

2 / 3

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C/1 SECTION

RW-7 STA. 3+16.81 TO RW-7 STA. 3+76.77

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

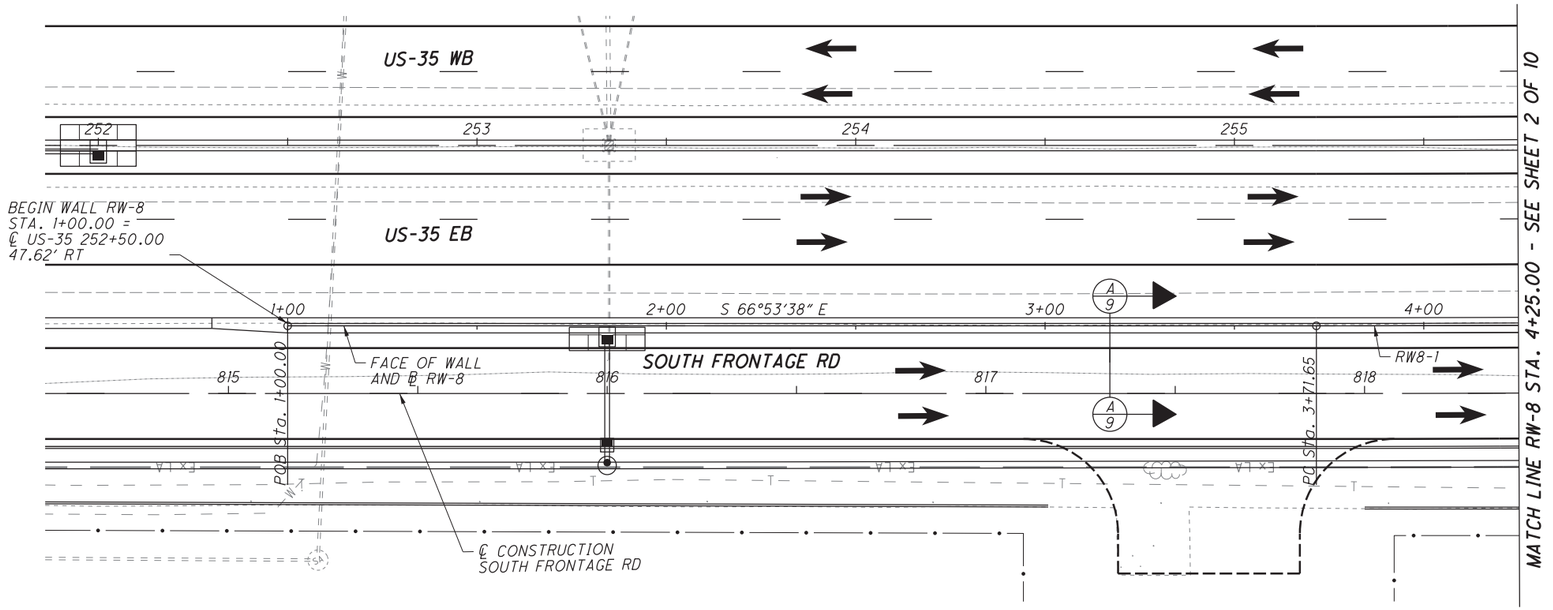
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RETAINING WALL RW-7
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

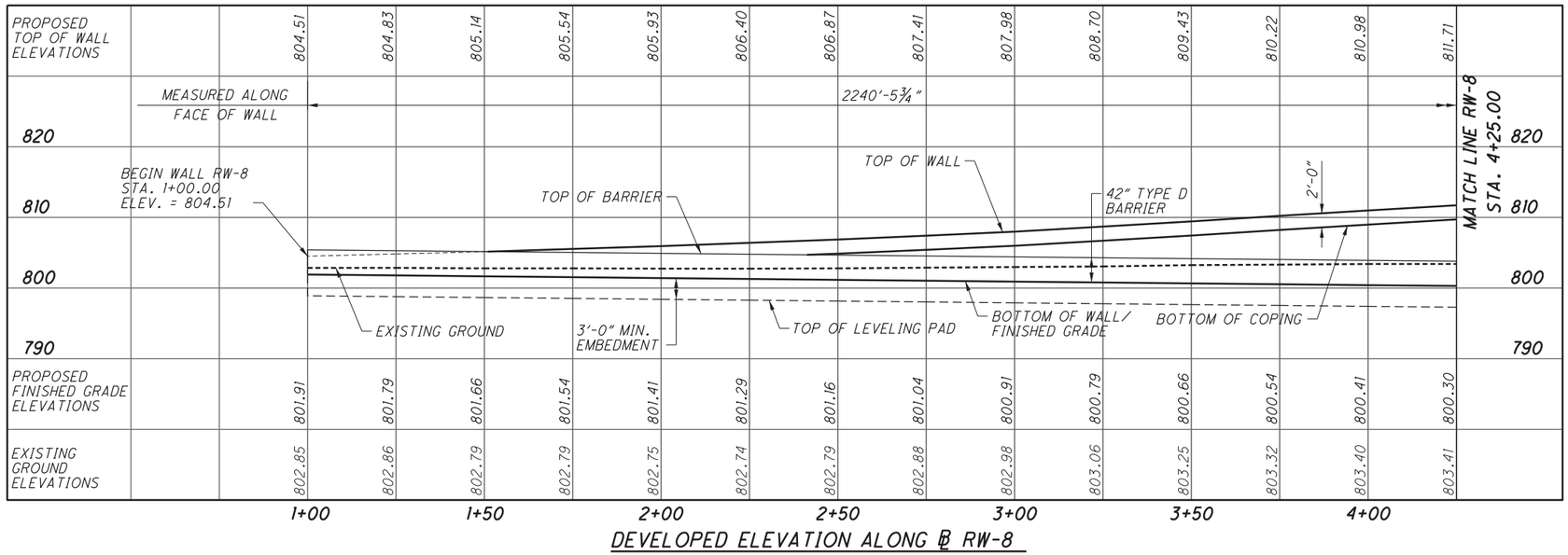
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796
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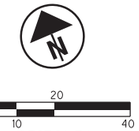
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8



HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 9 AND 10.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⊕ BORING LOCATION

CURVE DATA (RW8-1)

P.I. Sta. = 7+89.18
Δ = 4°09'26" LT
Dc = 0°29'53"
R = 11,503.79'
T = 417.54'
L = 834.70'
E = 7.57'

CURVE DATA (RW8-2)

P.I. Sta. = 17+23.24
Δ = 3°58'35" RT
Dc = 0°30'08"
R = 11408.54'
T = 396.03'
L = 791.75'
E = 6.87'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

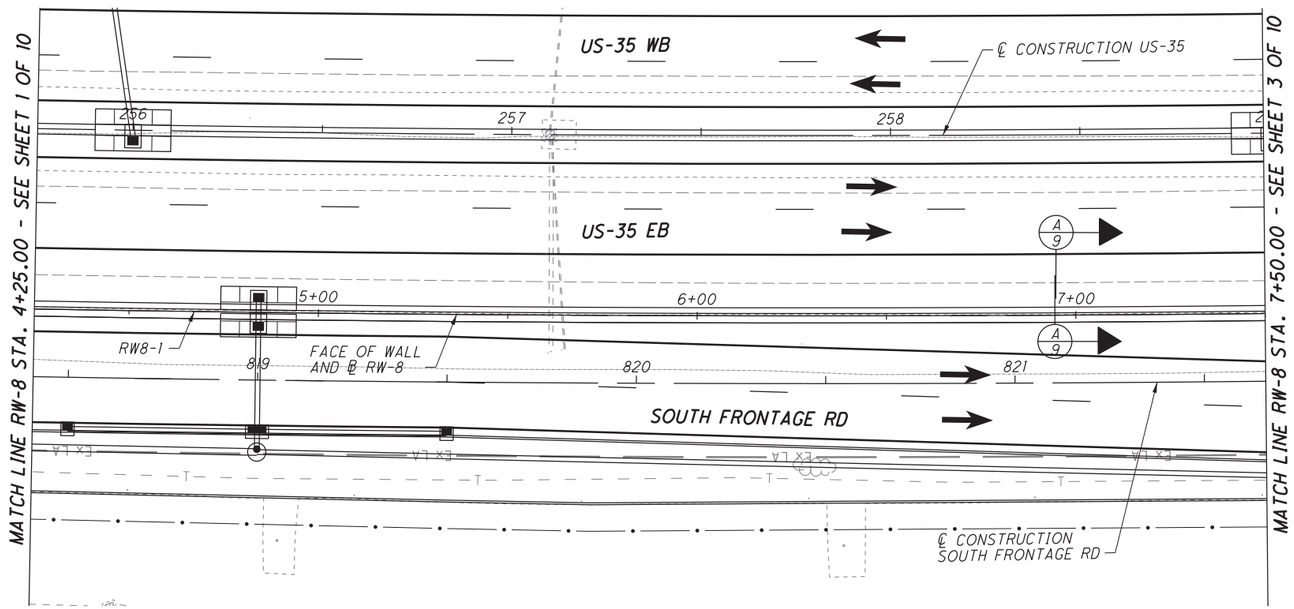
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RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

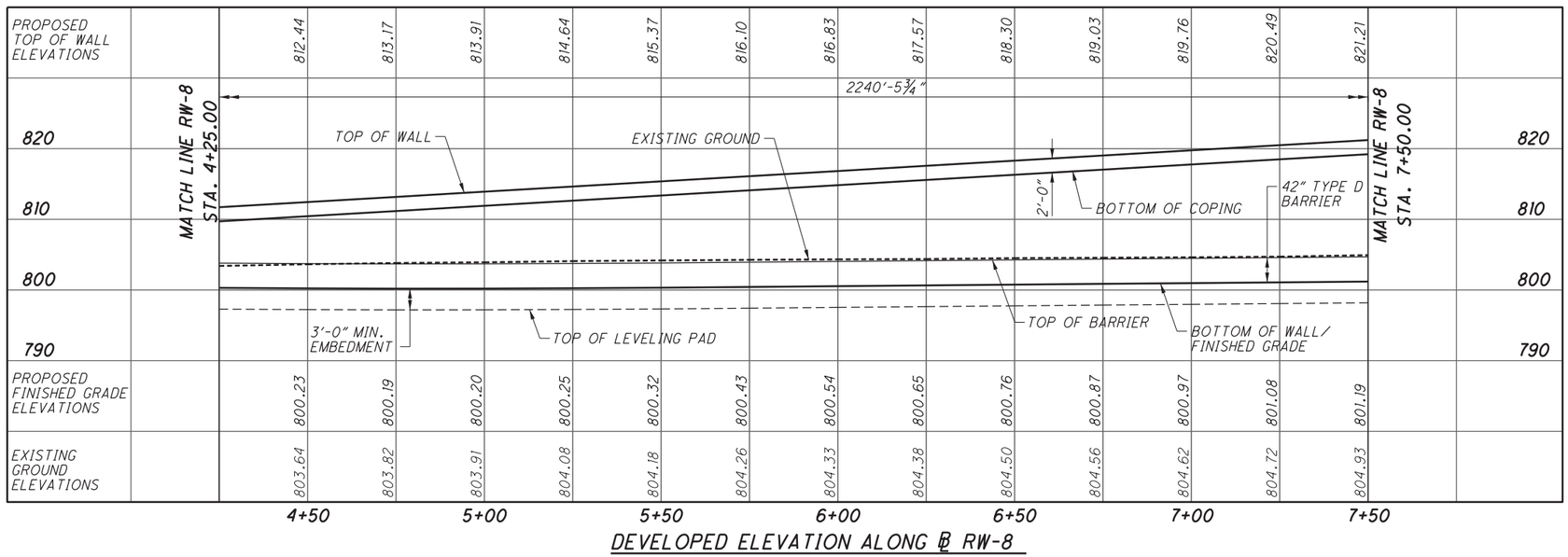
1 / 10

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80468_008wp001.dgn 9/25/2014 10:26:07 PM baukermo



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 9 AND 10.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⌖ BORING LOCATION

0 10 20 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED RO | DRAWN KL | REVIEWED SL | DATE 6/14 | STRUCTURE FILE NUMBER | REVISED | CHECKED JC

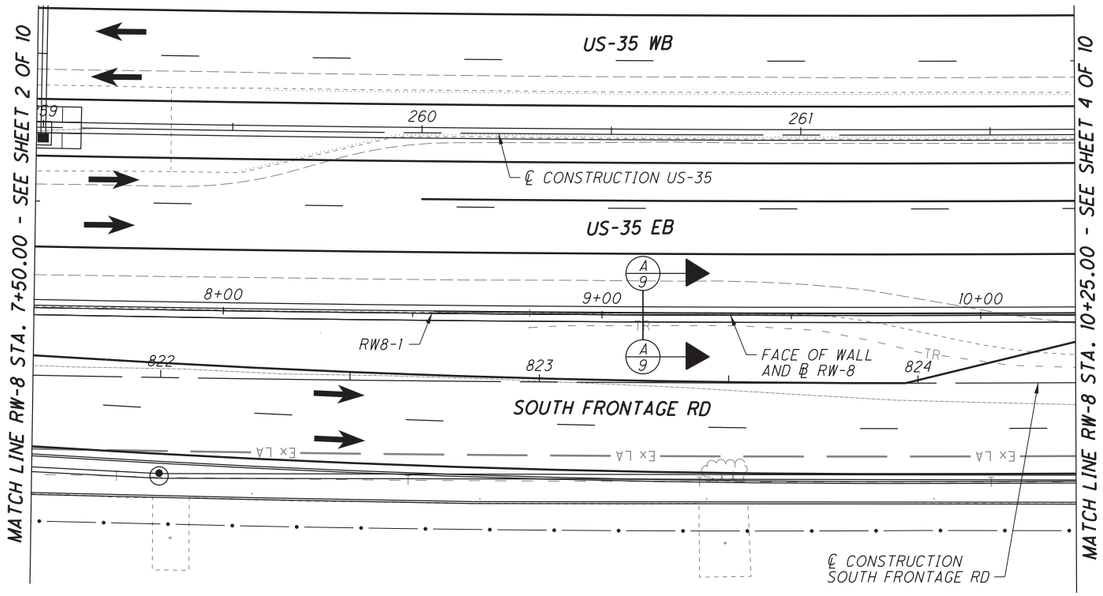
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RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

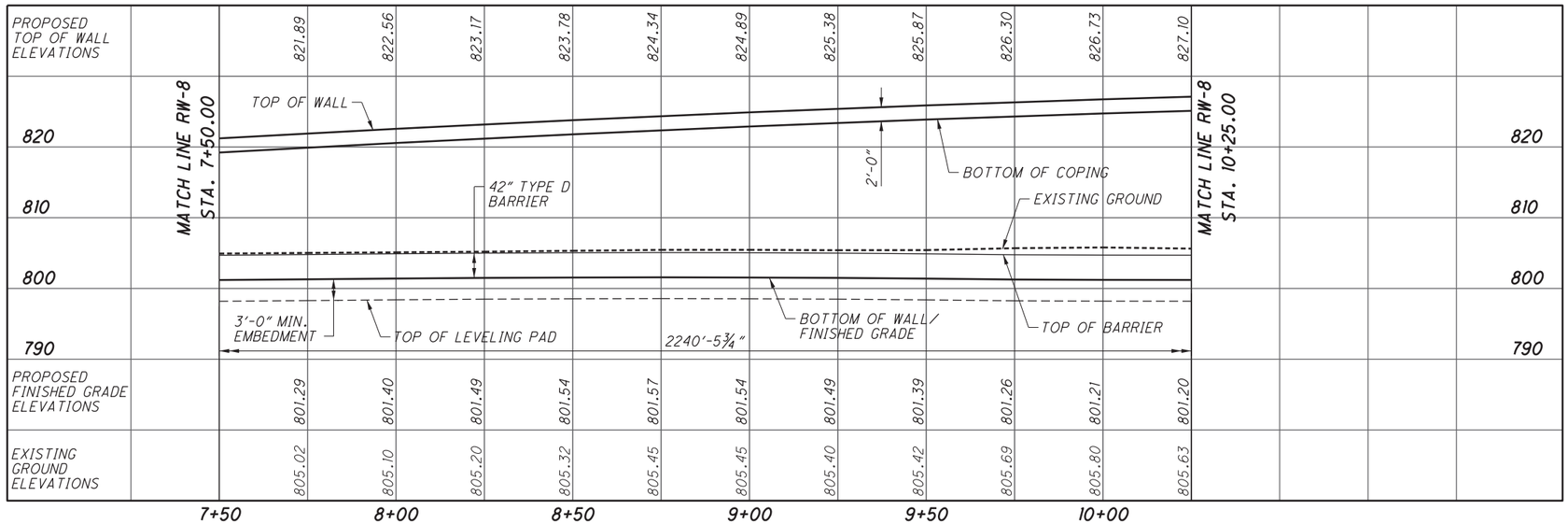
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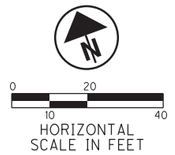
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
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3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⊕ BORING LOCATION

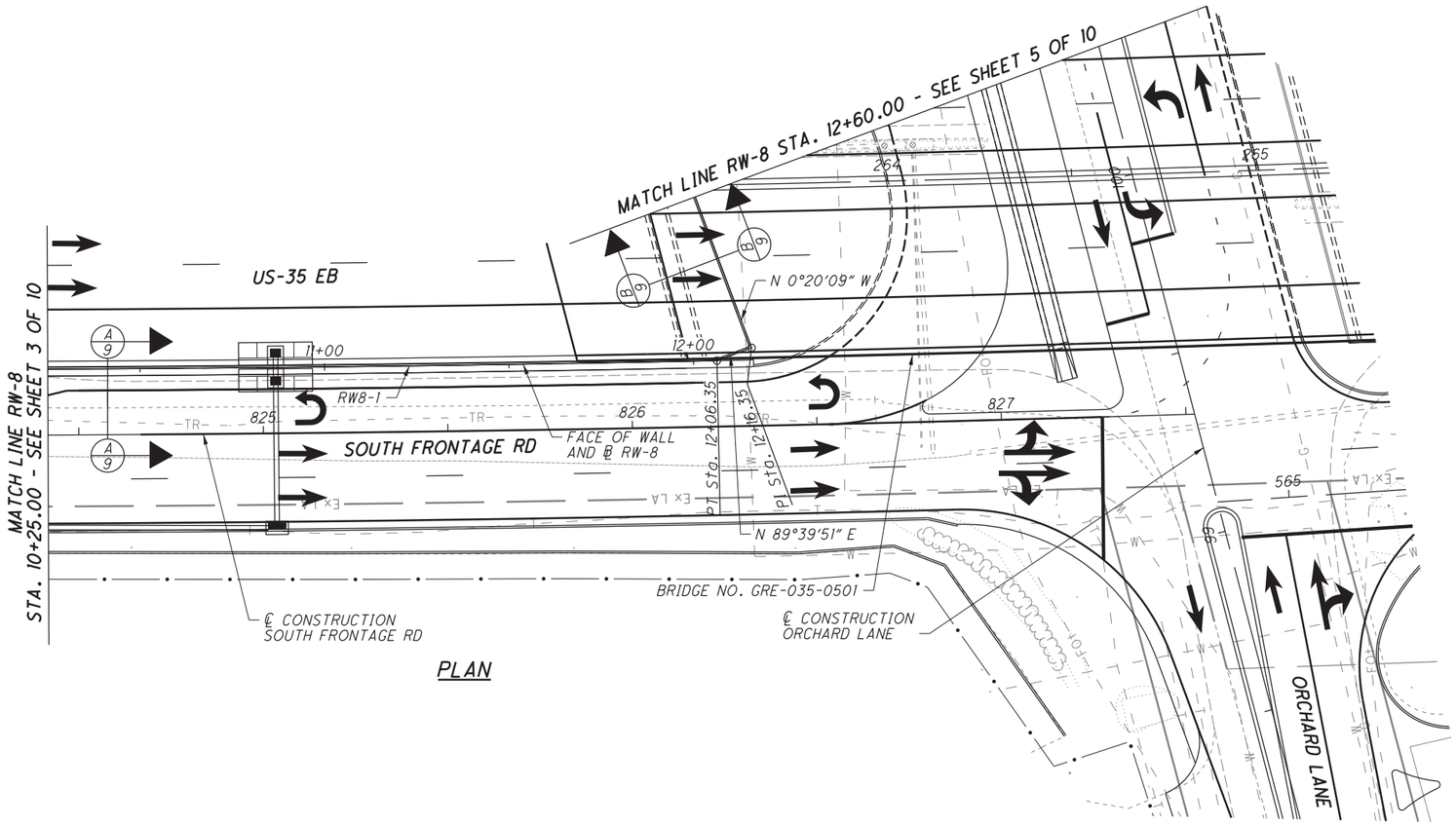
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

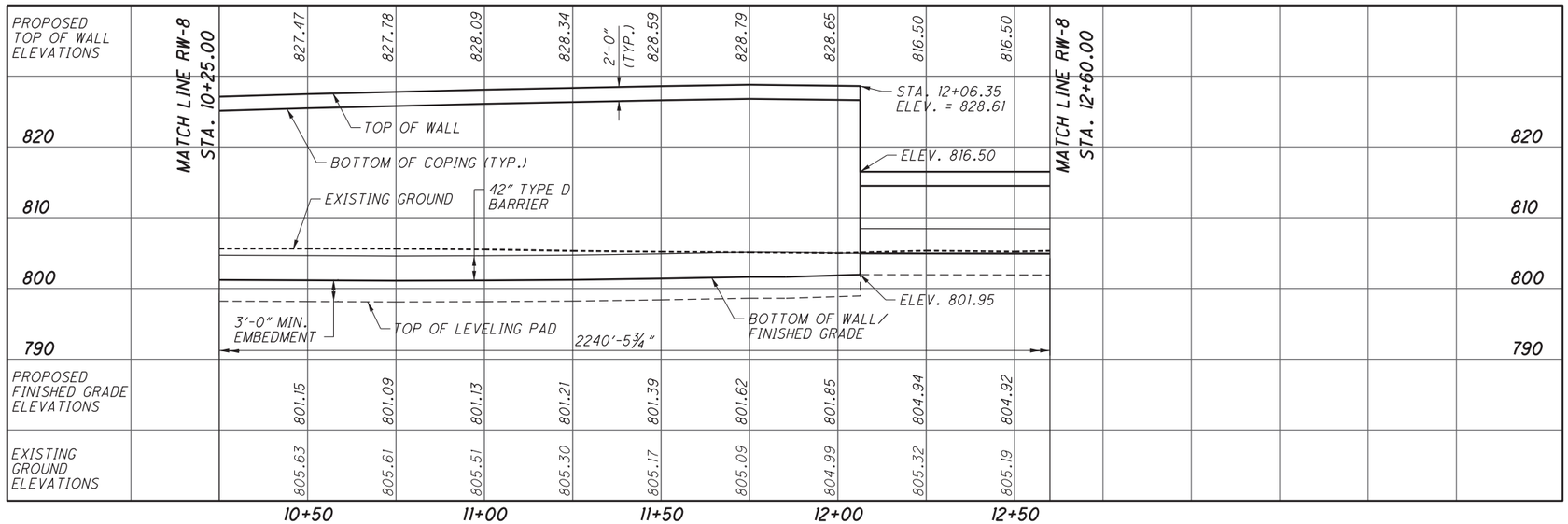
SITE PLAN
RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 9 AND 10.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⌖ BORING LOCATION

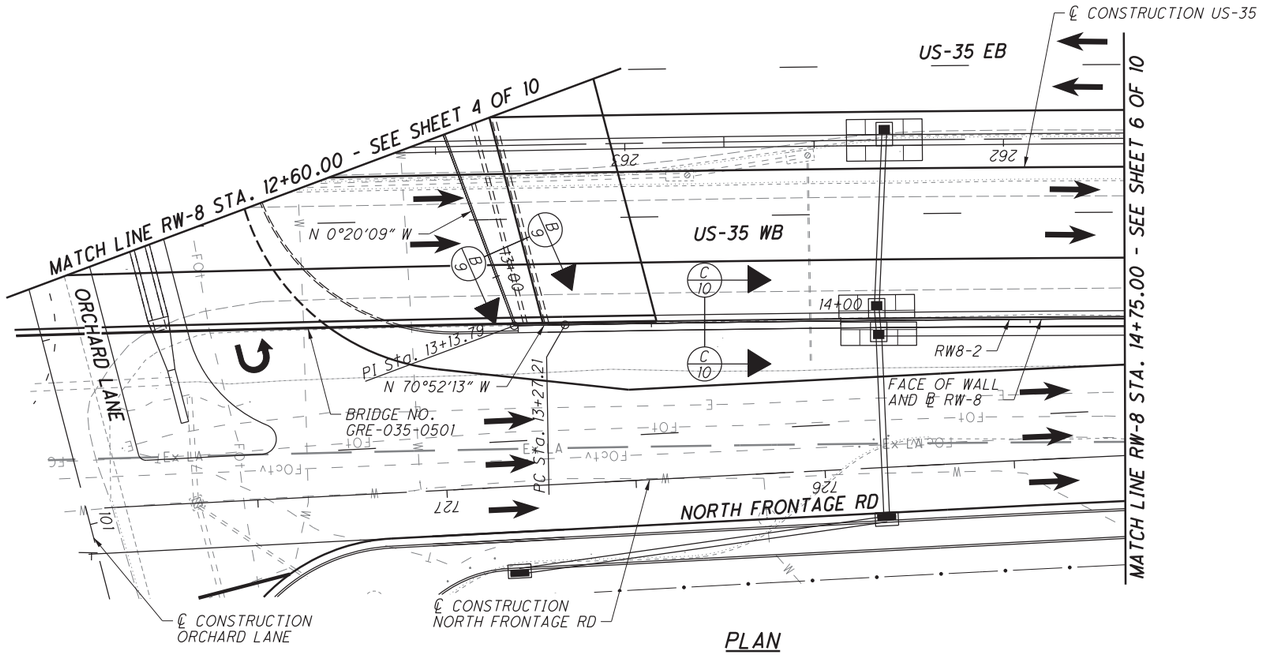
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

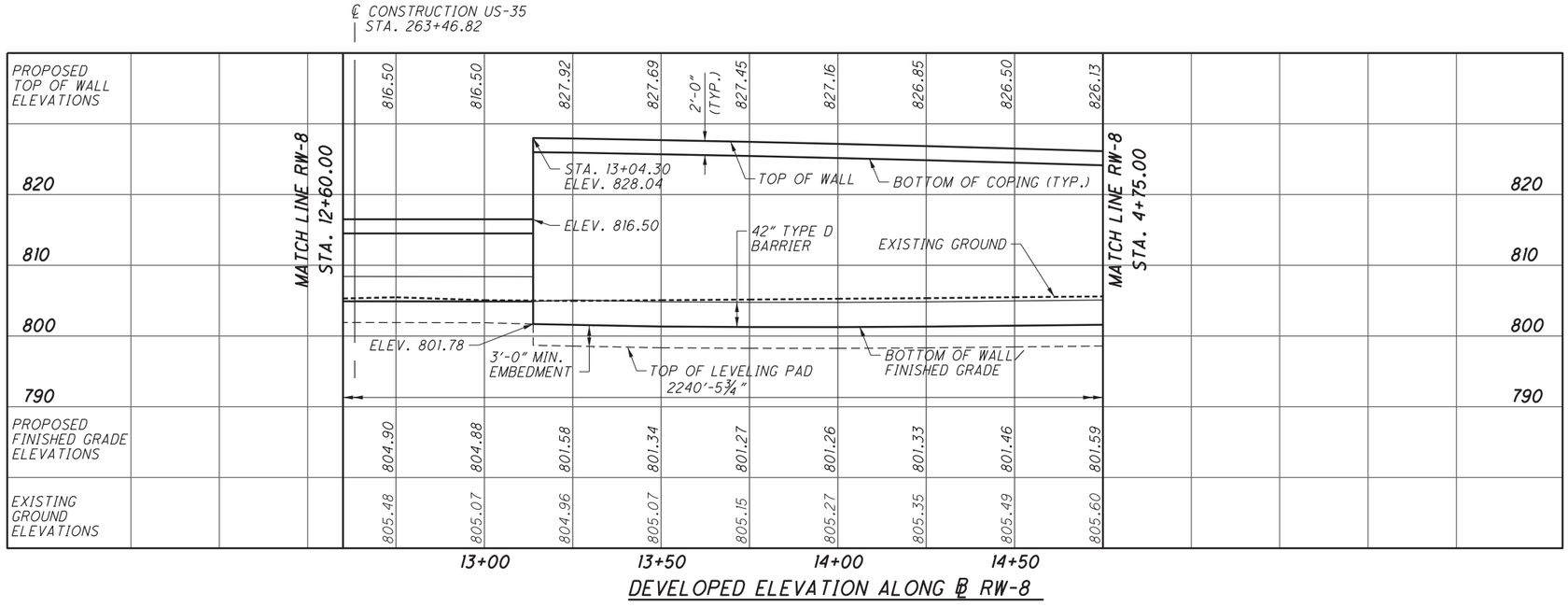
SITE PLAN
RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 9 AND 10.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⌖ BORING LOCATION

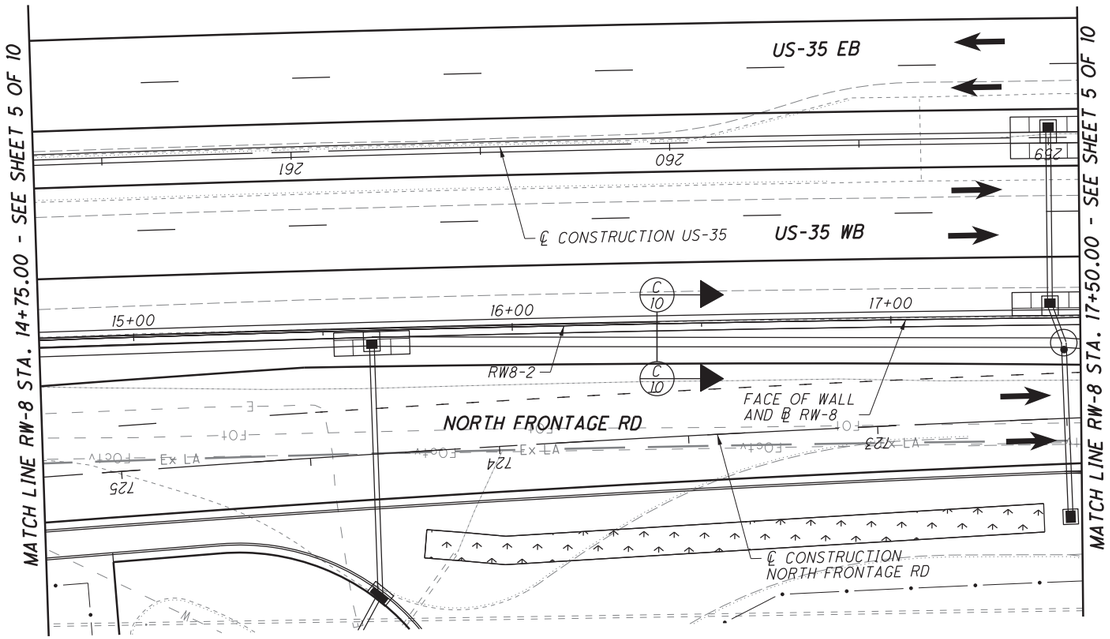
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

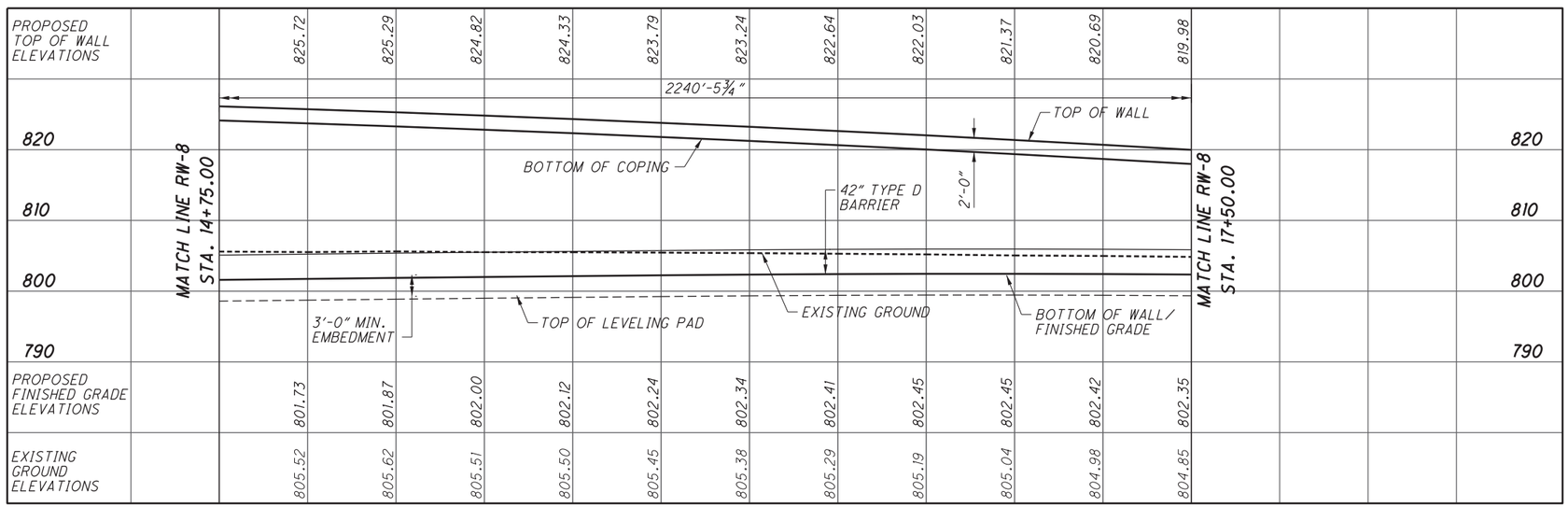
SITE PLAN
RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 9 AND 10.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⊕ BORING LOCATION

N

0 10 20 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

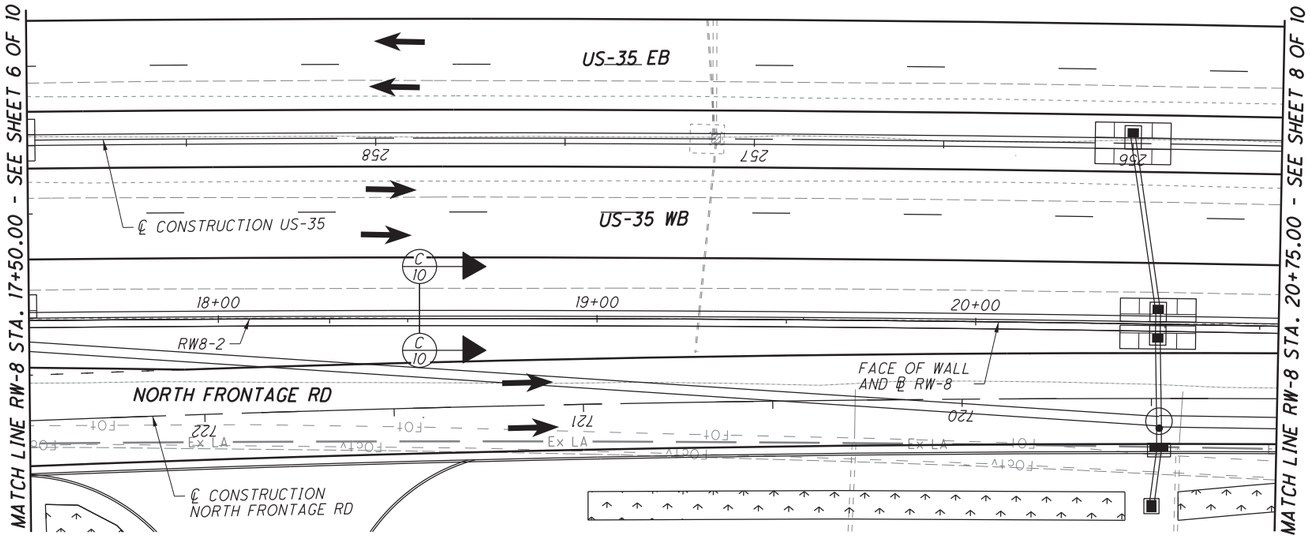
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RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

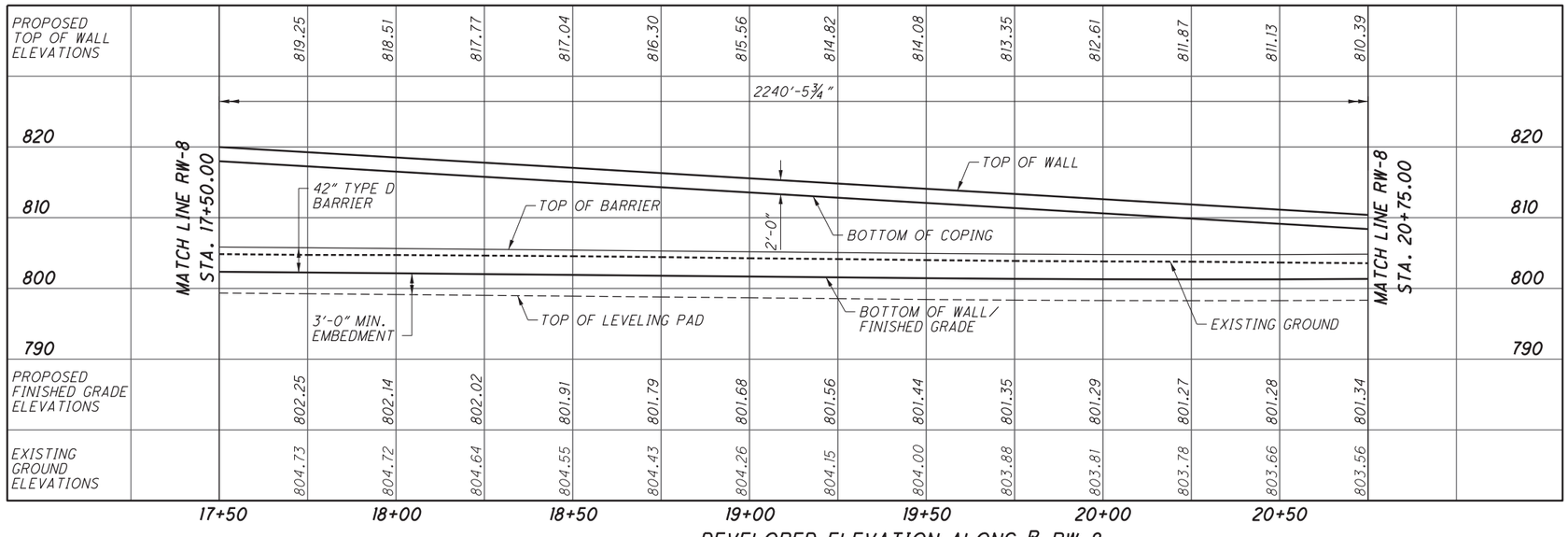
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
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3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⌖ BORING LOCATION

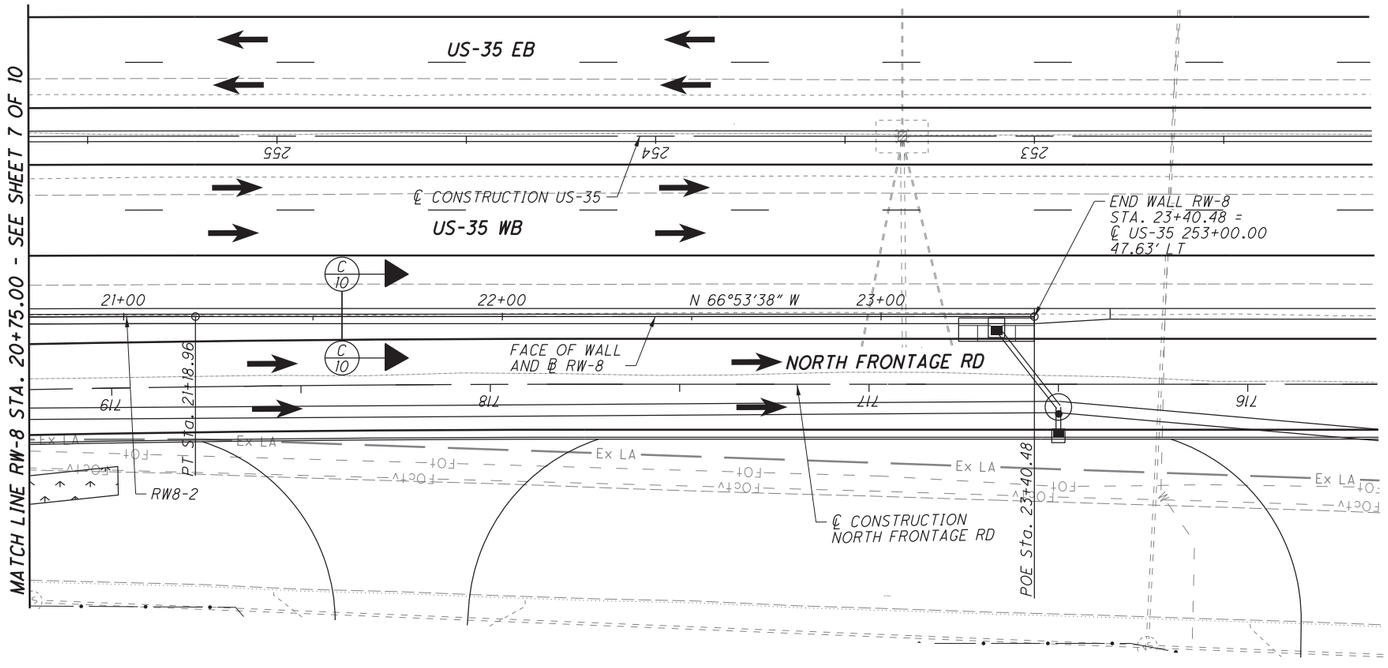
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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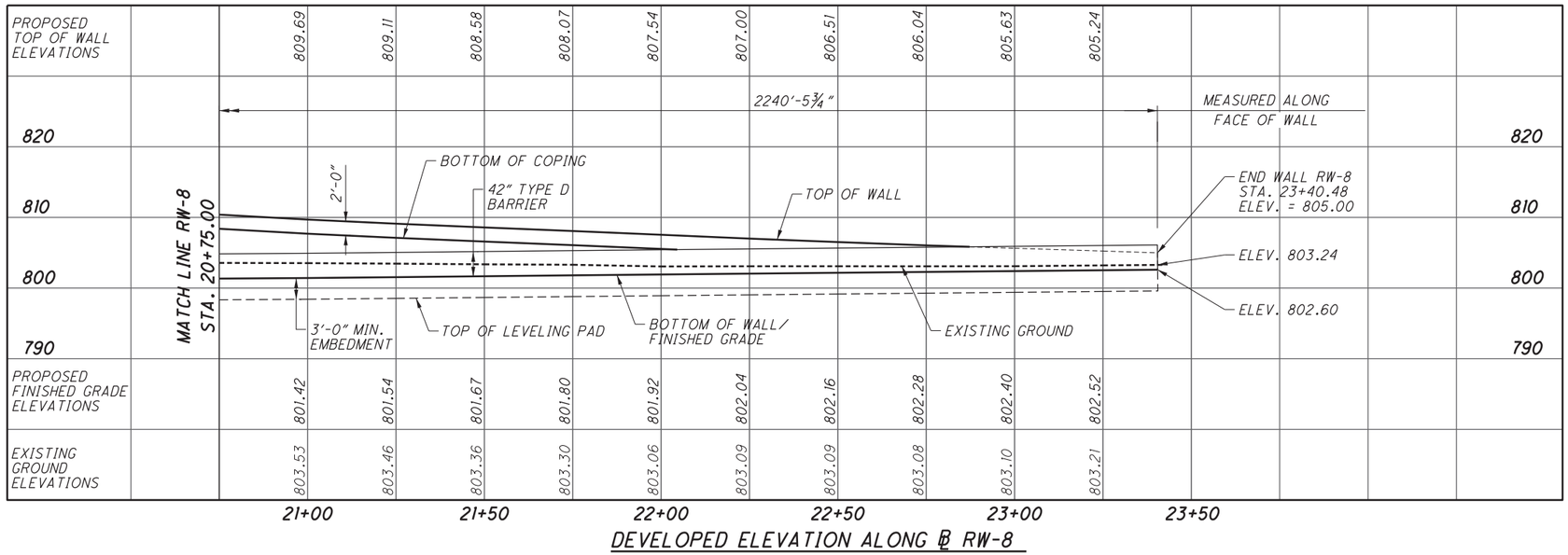
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RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-8

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 9 AND 10.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEETS 9 AND 10.

LEGEND

⊕ BORING LOCATION

0 20
10 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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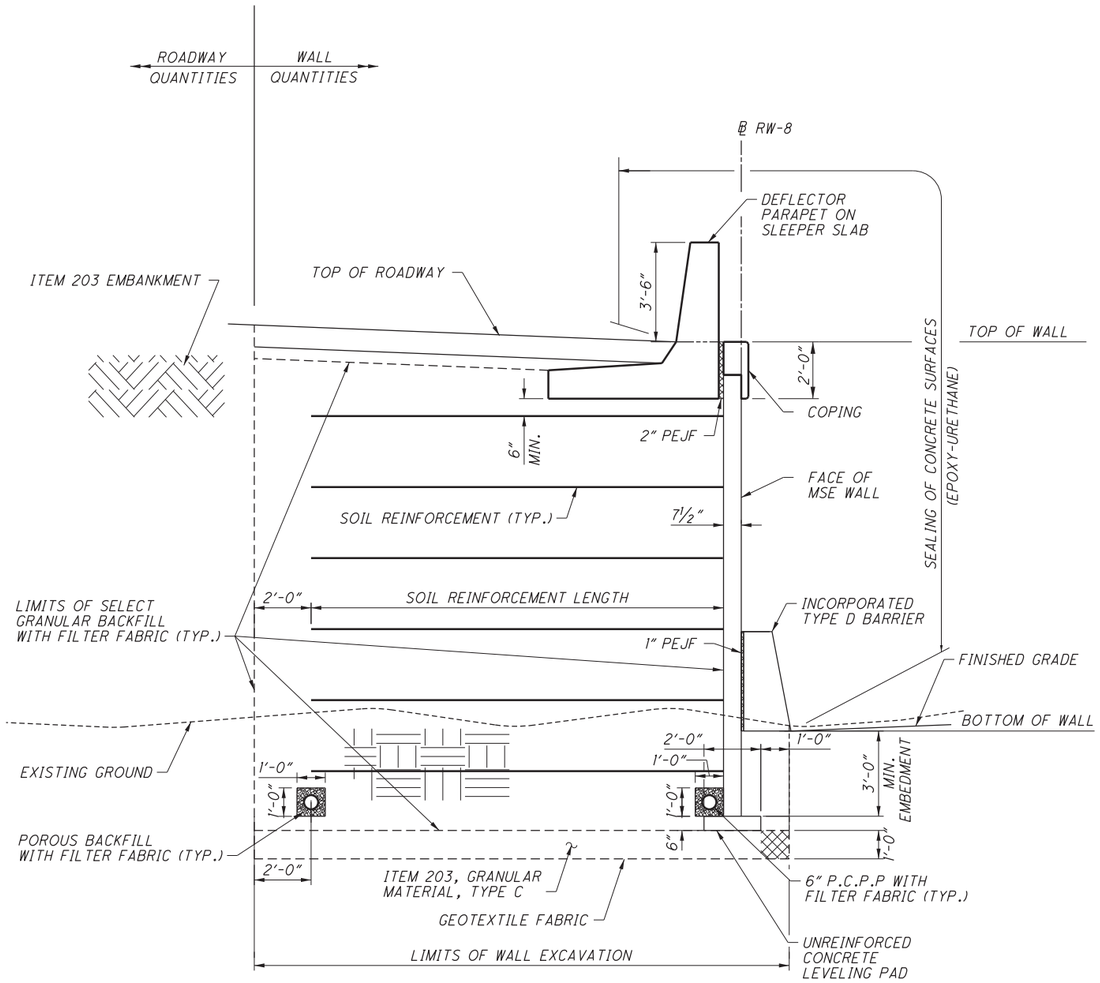
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RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

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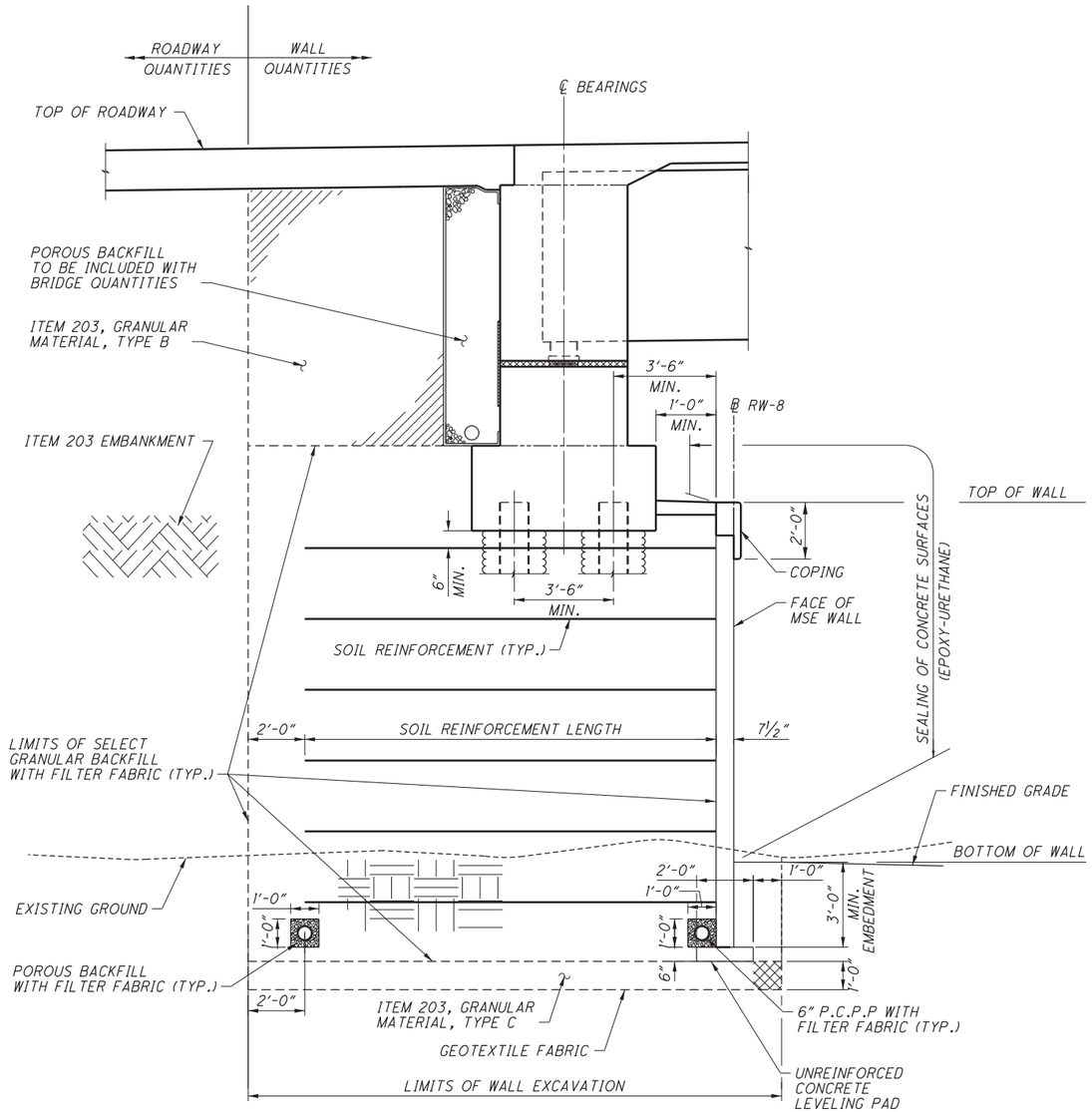
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A/1-4 SECTION

RW-8 STA. 1+00.00 TO RW-8 STA. 12+06.35



B/4
B/5 SECTION

RW-8 STA. 12+06.35 TO RW-8 STA. 13+13.79

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTIONS

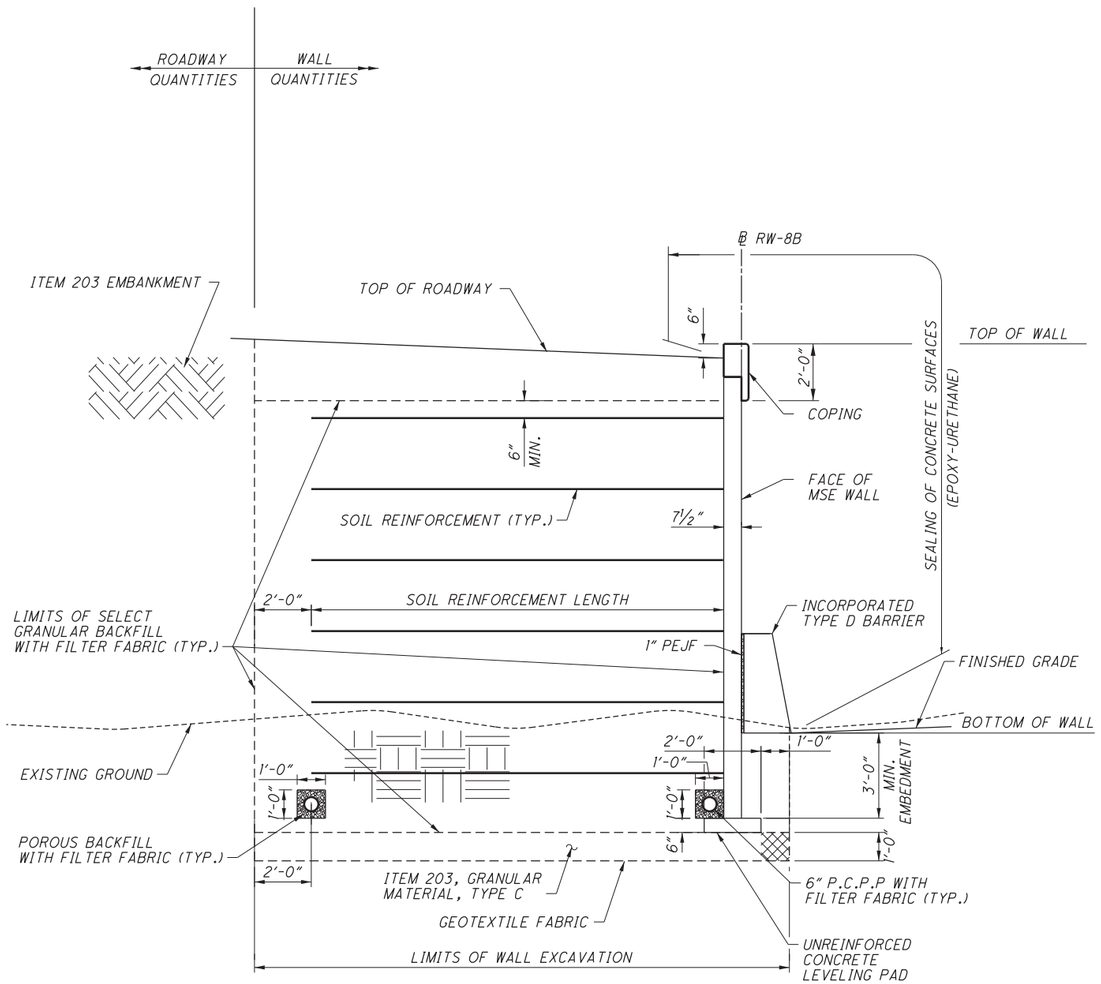
RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

9 / 10

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C 6-8 SECTION

RW-8 STA. 13+13.79 TO RW-8 STA. 23+40.48

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DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

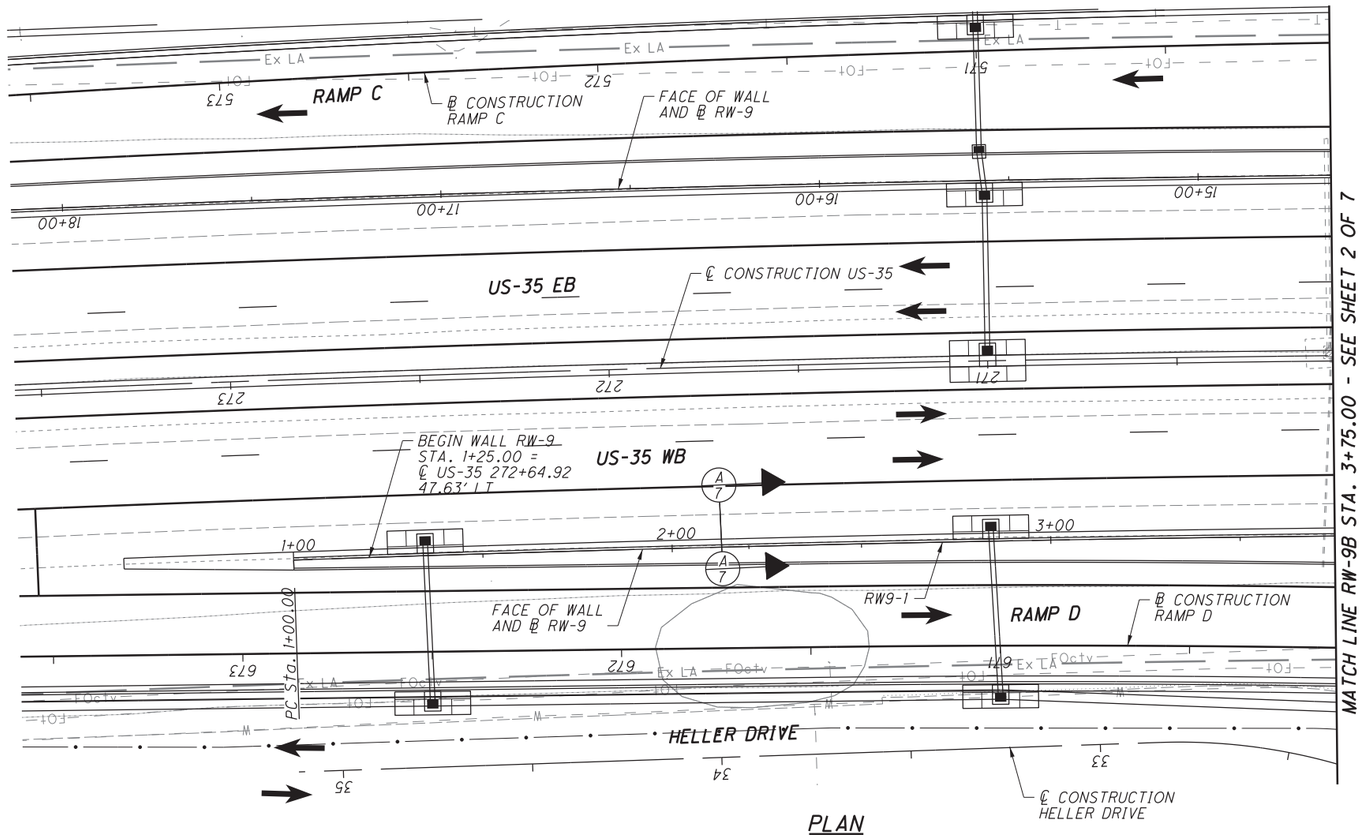
DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTION
RETAINING WALL RW-8
ALONG US-35

GRE-35-4.26
PID No. 80468

10 / 10

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PLAN

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 7.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 7.

LEGEND

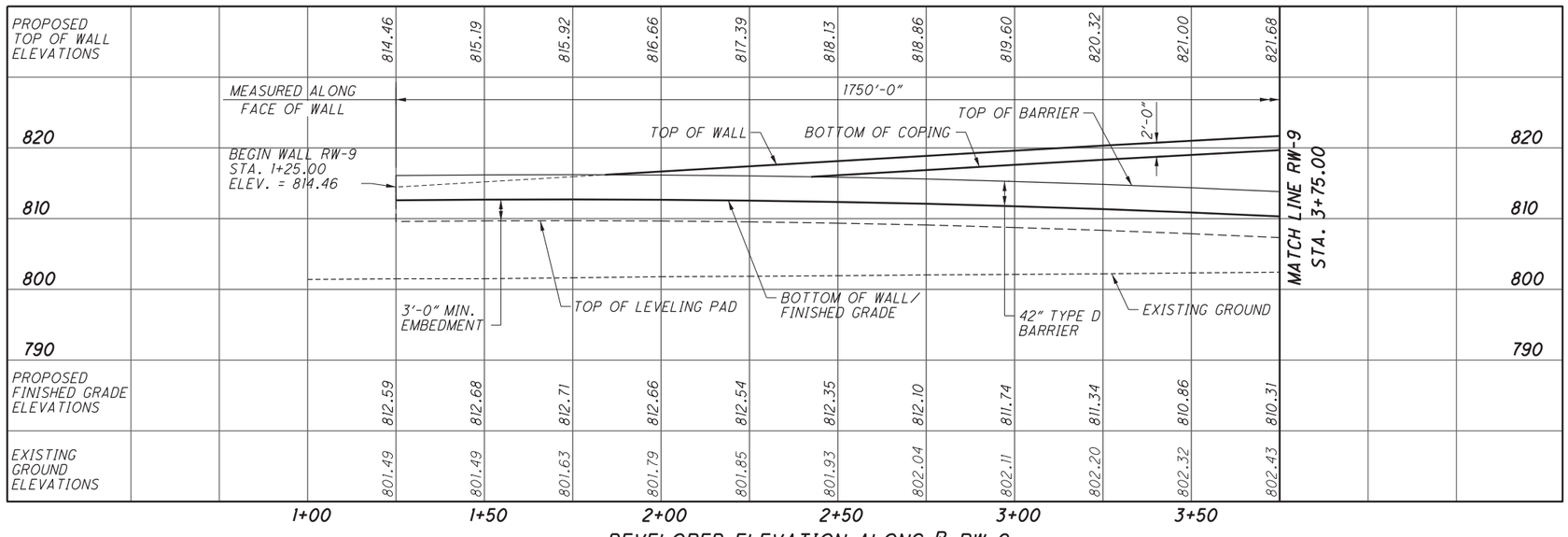
⊕ BORING LOCATION

CURVE DATA (RW9-1)

P.I. Sta. = 4+71.10
Δ = 3°43'34" RT
Dc = 0°30'08"
R = 11,408.54'
T = 371.10'
L = 741.94'
E = 6.03'

CURVE DATA (RW9-2)

P.I. Sta. = 14+62.10
Δ = 4°49'26" LT
Dc = 0°29'53"
R = 11,503.79'
T = 484.54'
L = 968.51'
E = 10.20'



DEVELOPED ELEVATION ALONG ℄ RW-9

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

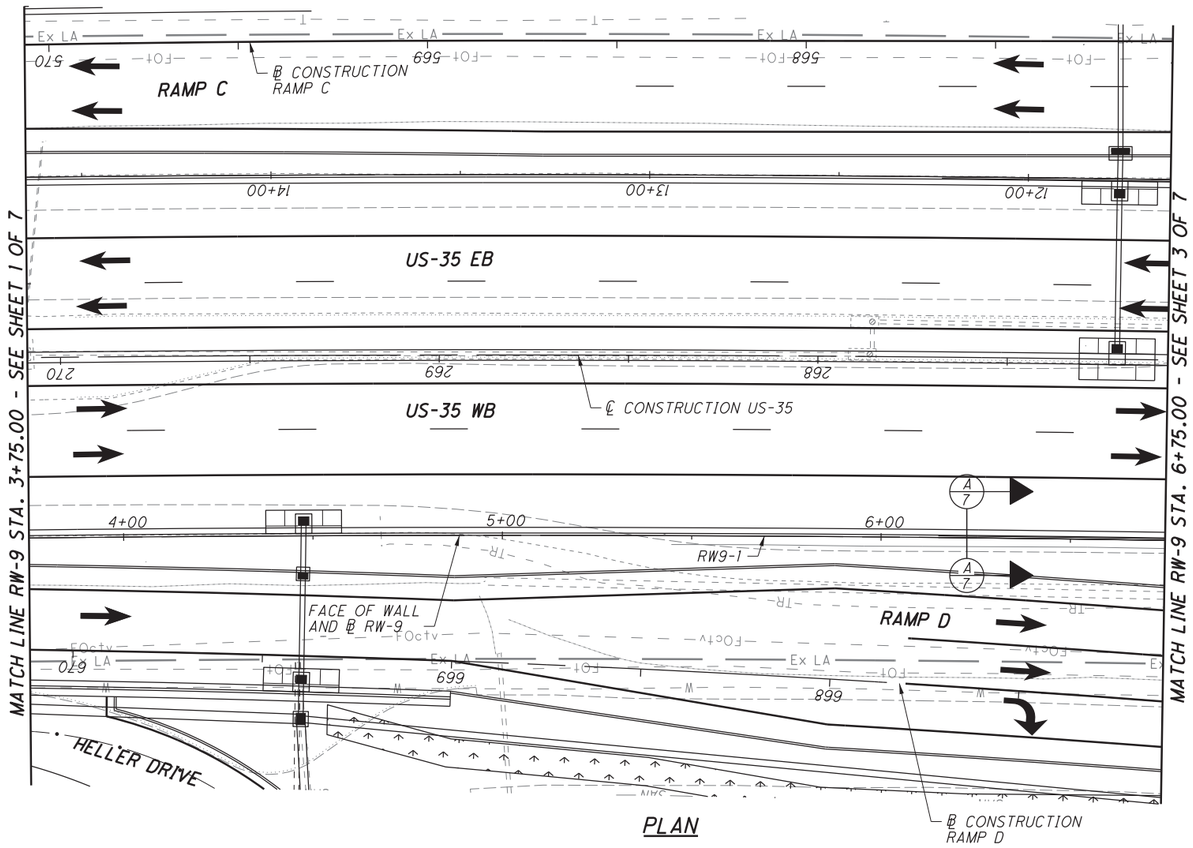
SITE PLAN
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

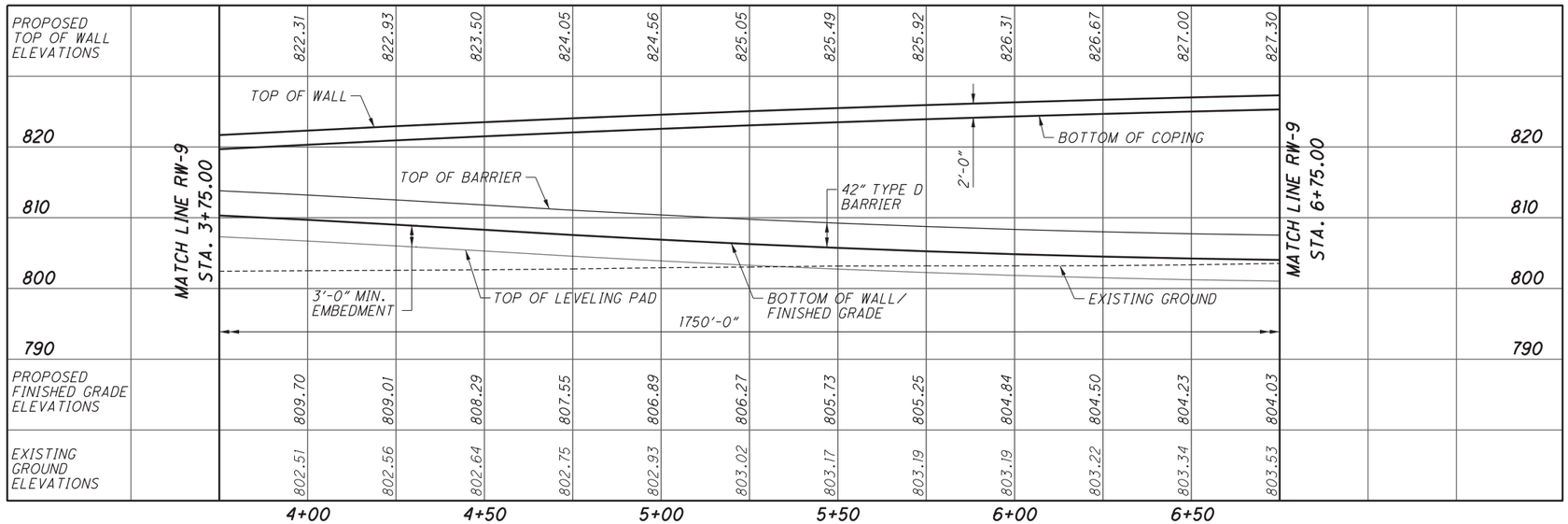
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-9

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 7.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 7.

LEGEND

BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED RO | DRAWN KL | REVIEWED SL | DATE 6/14
CHECKED JC | REVISED | STRUCTURE FILE NUMBER

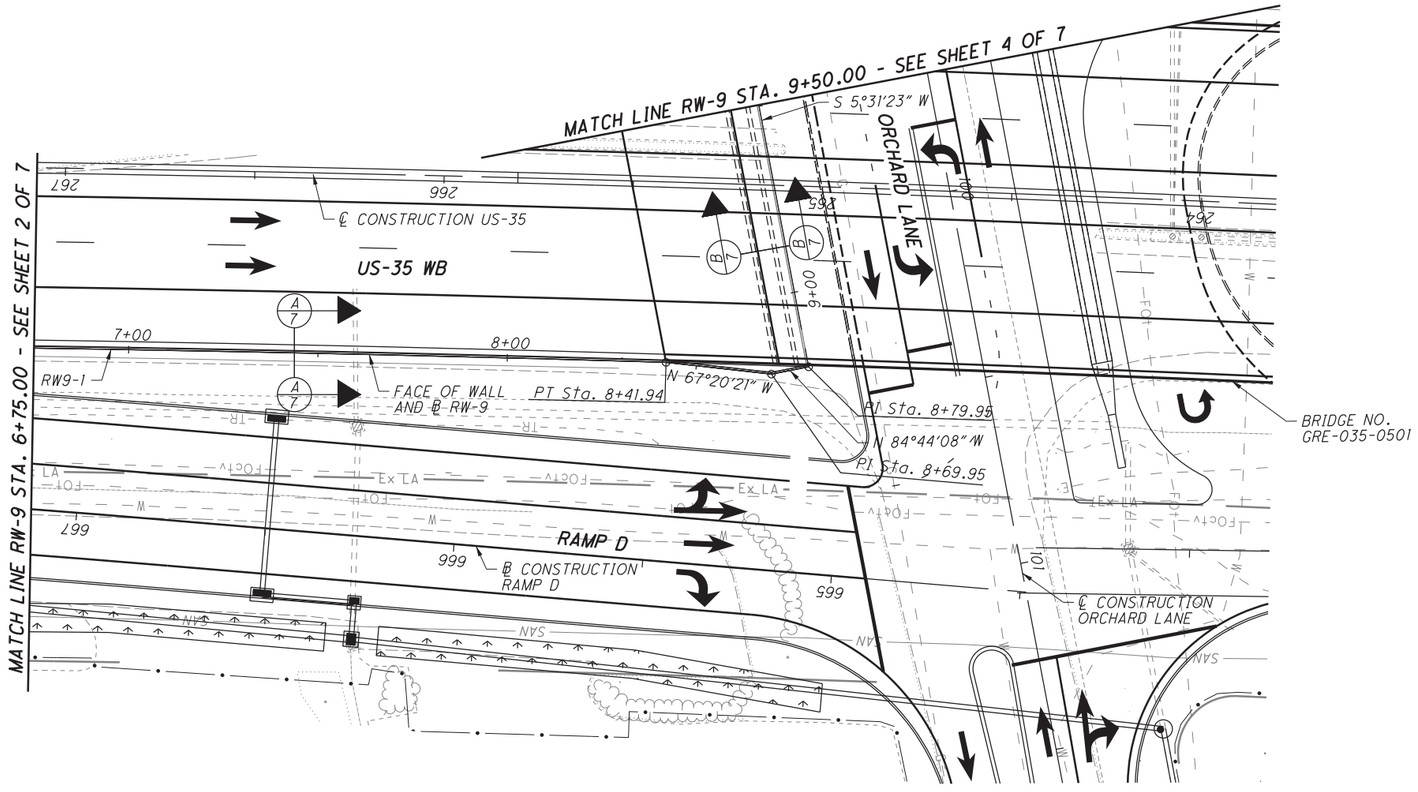
SITE PLAN
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

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876

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PLAN

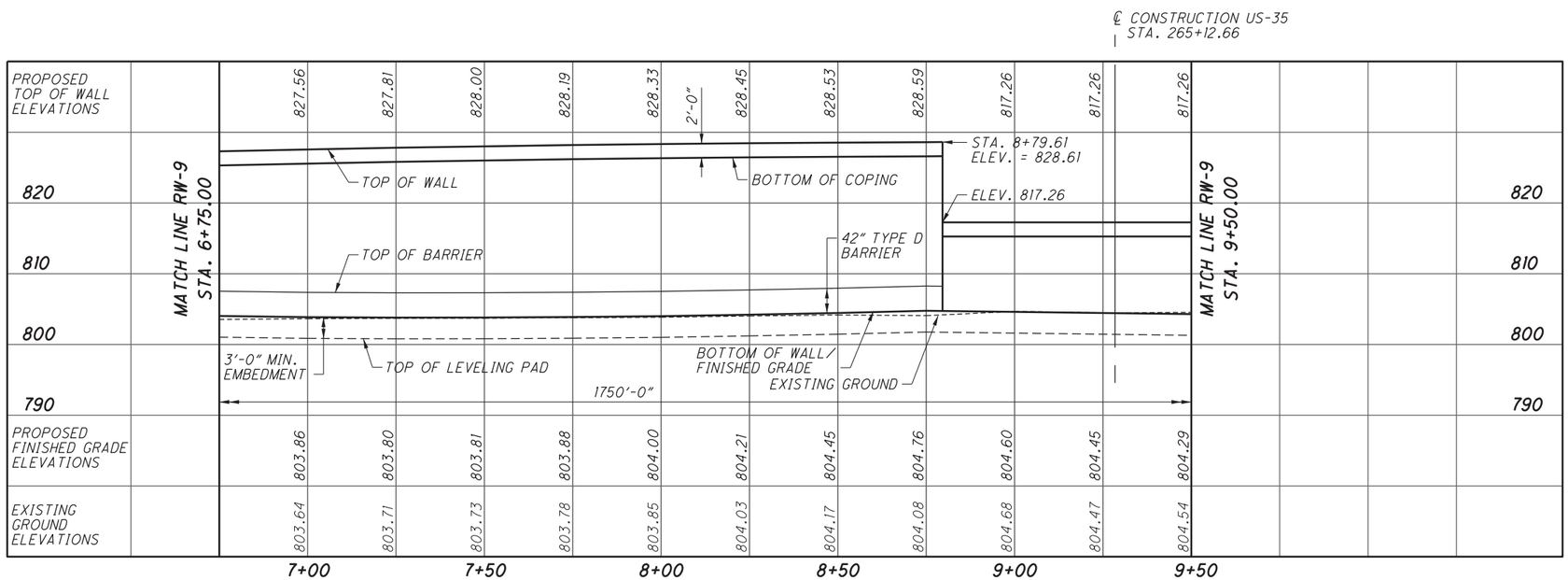
NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 7.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 7.

LEGEND

⌖ BORING LOCATION

HORIZONTAL SCALE IN FEET
0 10 20 40



DEVELOPED ELEVATION ALONG ℄ RW-9

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

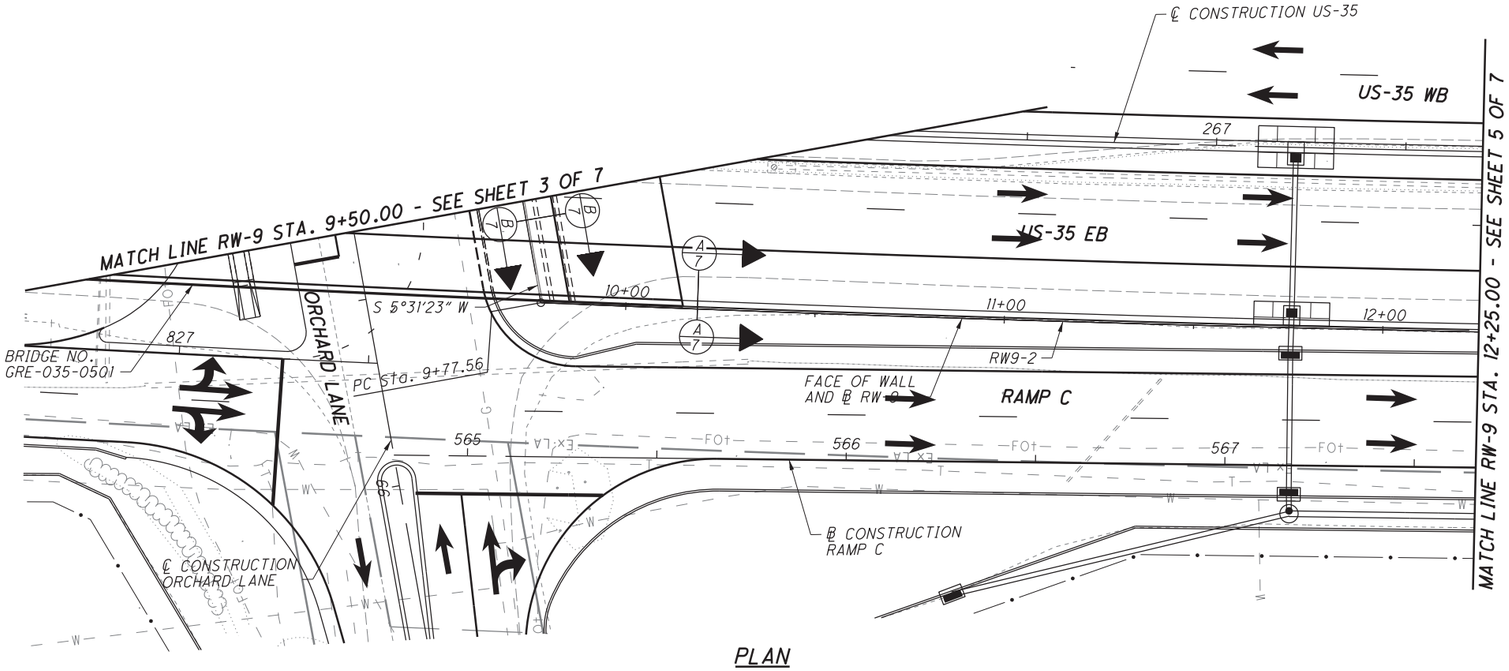
SITE PLAN
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

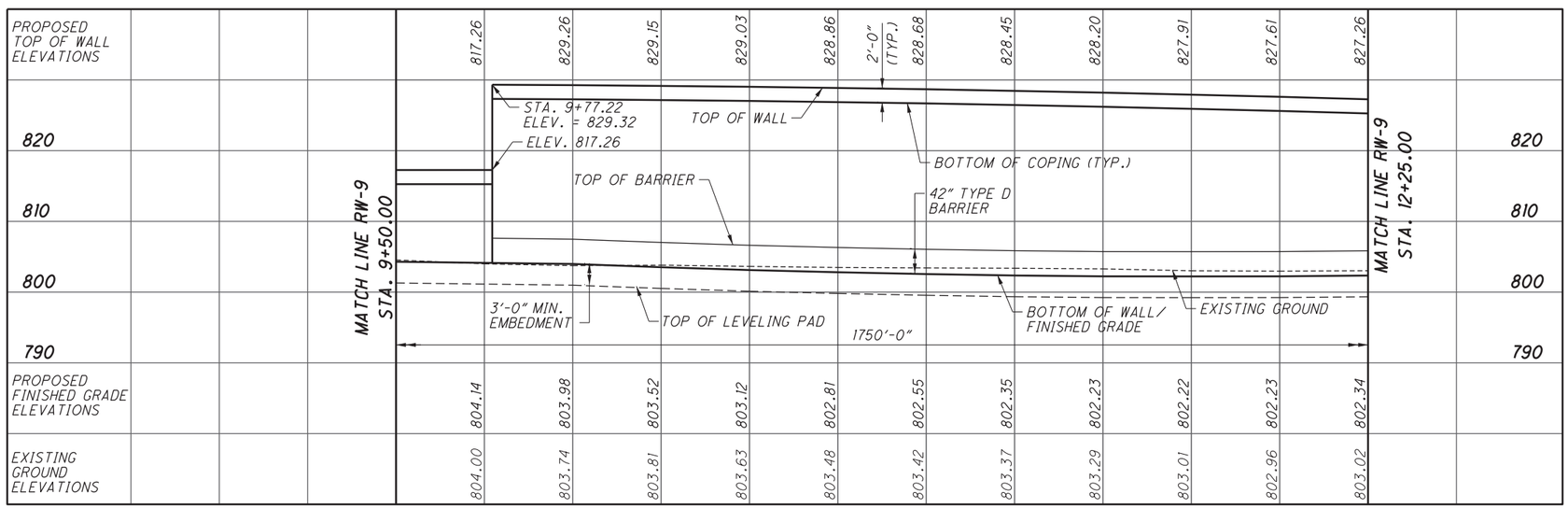
3 / 7

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876

80468_009wp003.dgn 9/25/2014 11:22:54 PM baukerma



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-9

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 7.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 7.

LEGEND

⌖ BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

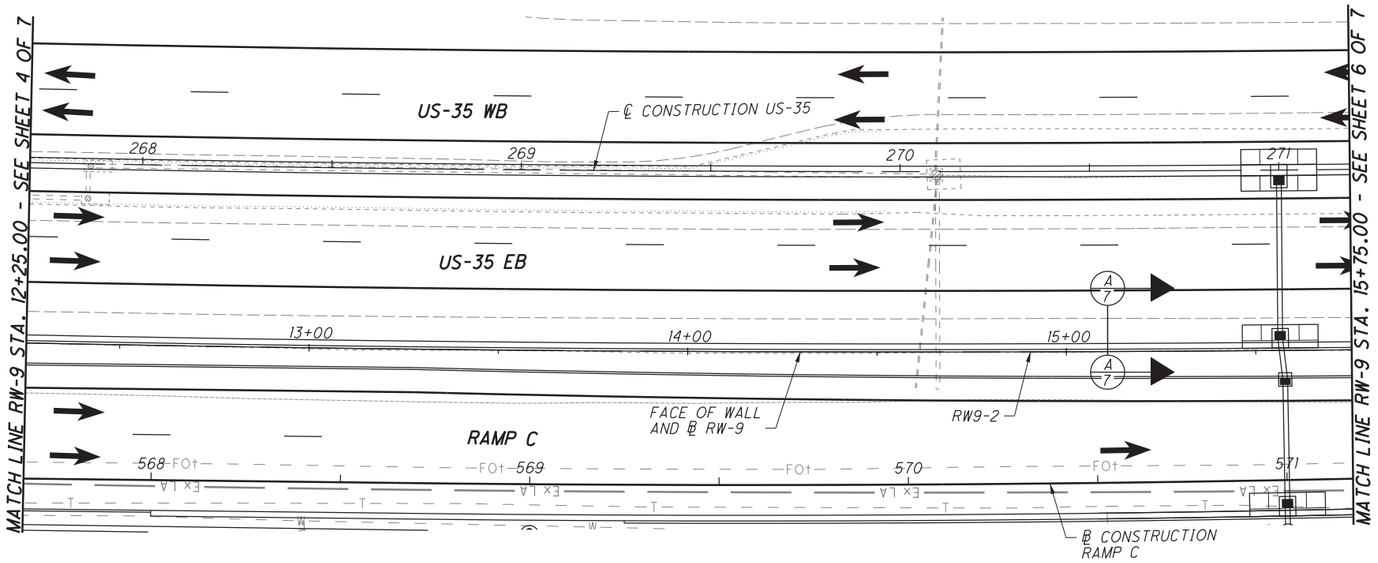
SITE PLAN
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

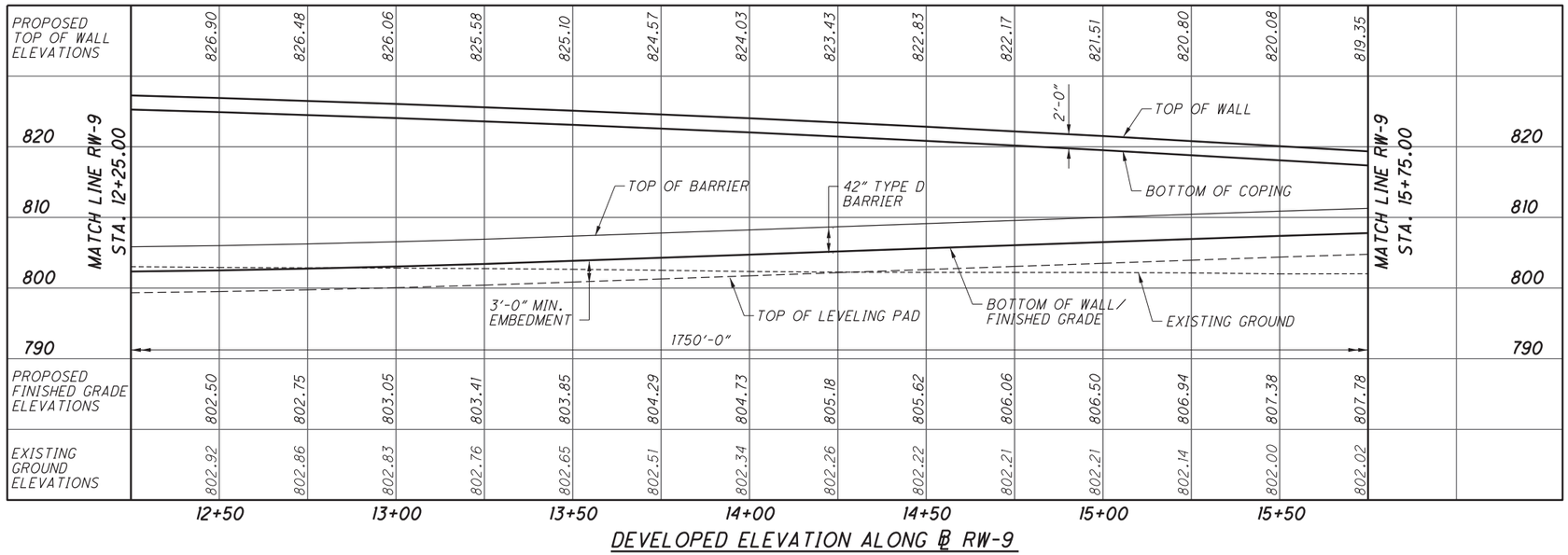
4 / 7

810
876

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-9



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 7.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 7.

LEGEND

⊕ BORING LOCATION

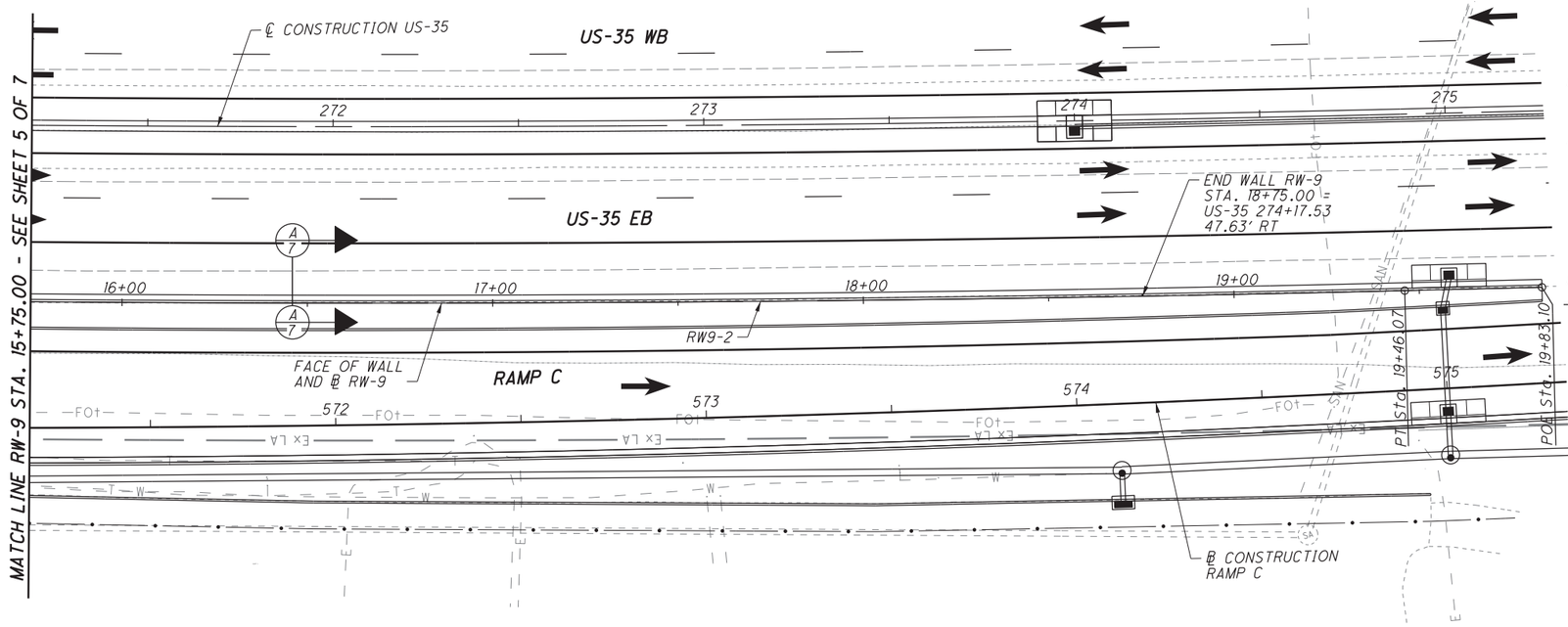
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

SITE PLAN
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN

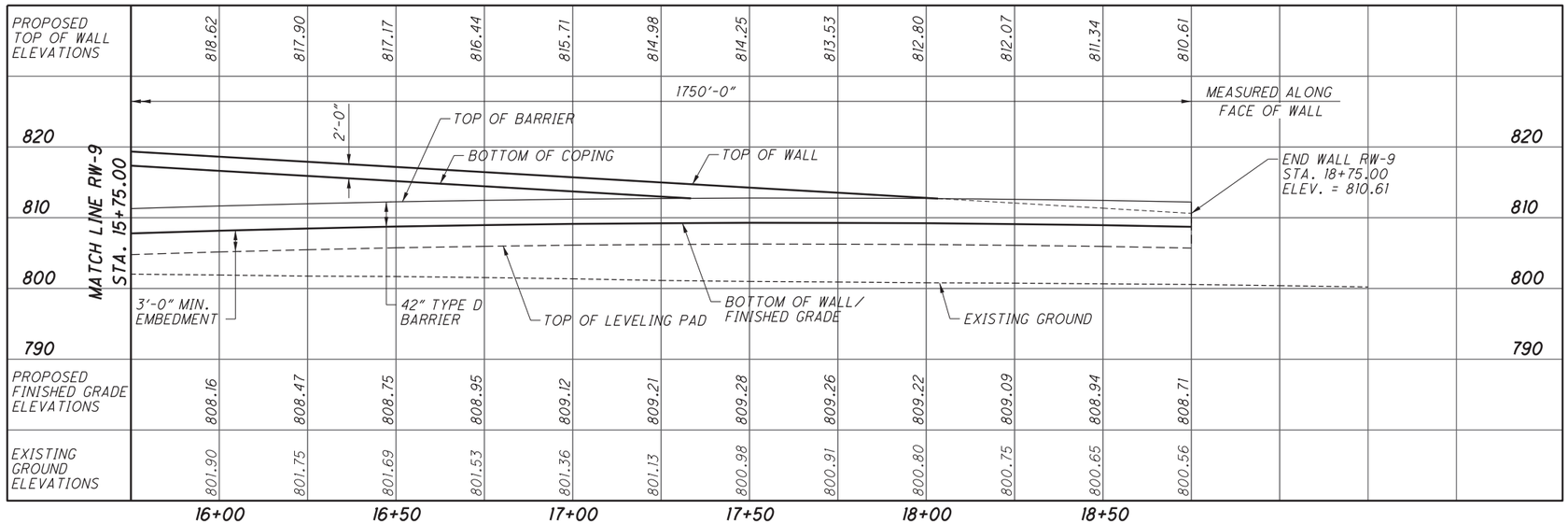
HORIZONTAL SCALE IN FEET
0 10 20 40

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 7.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 7.

LEGEND

BORING LOCATION



DEVELOPED ELEVATION ALONG ℄ RW-9

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

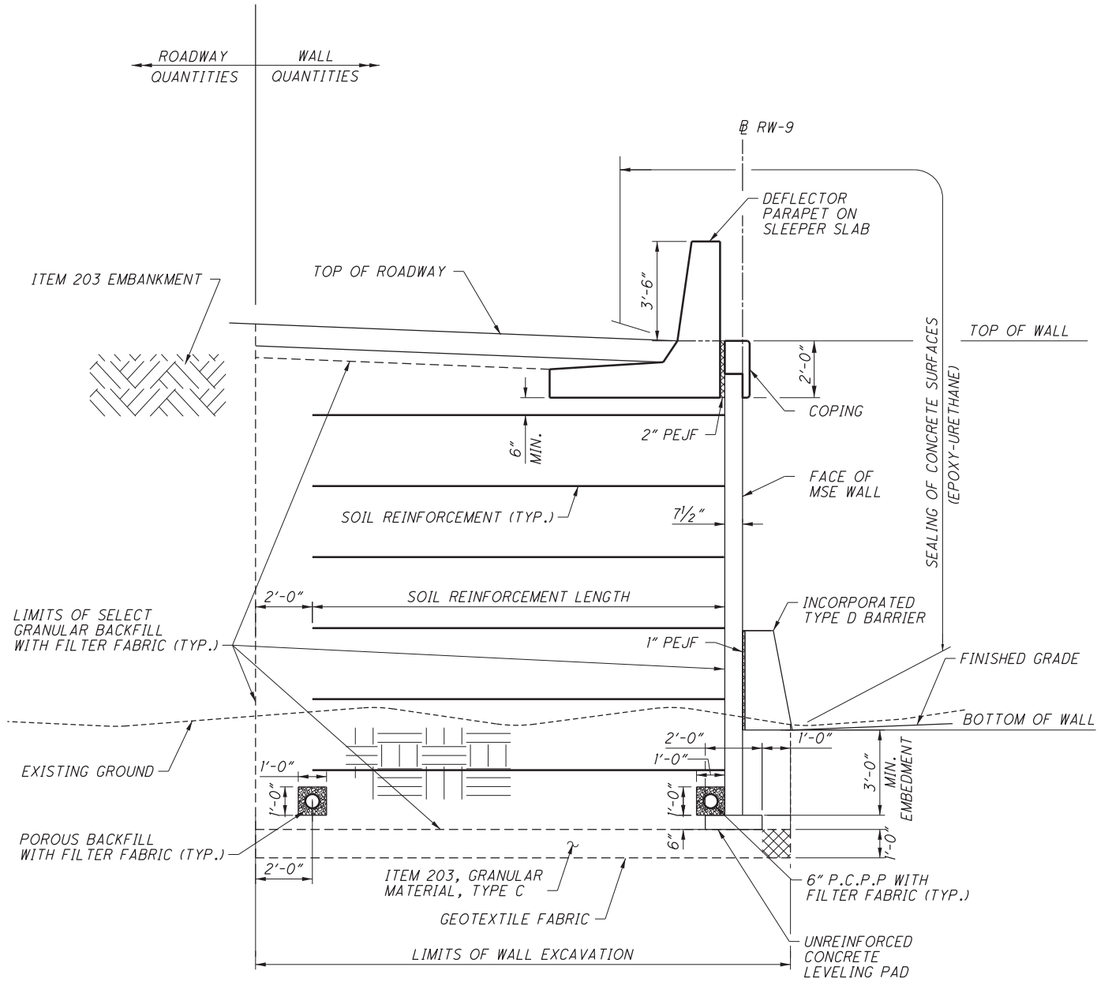
SITE PLAN
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

6 / 7

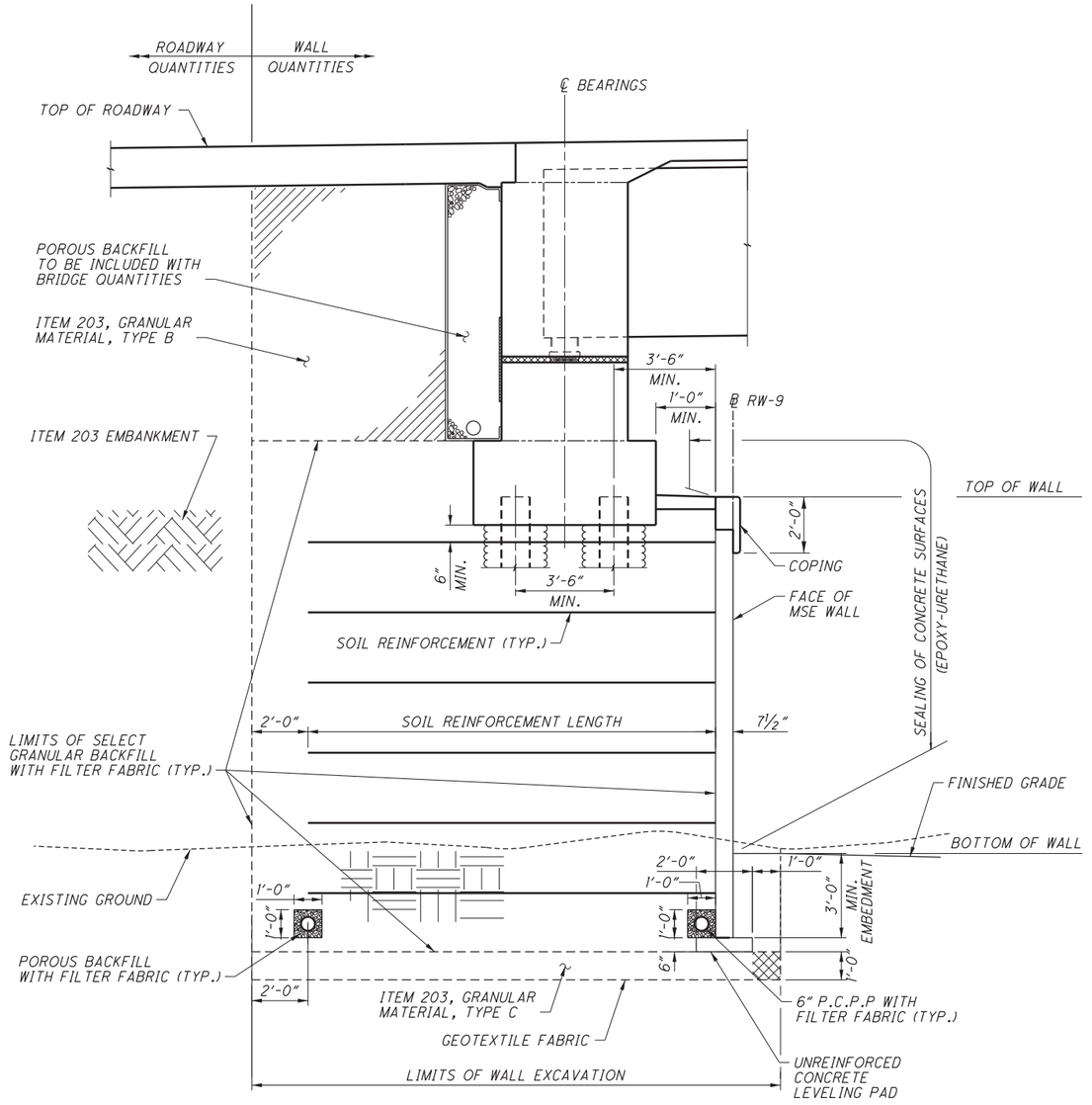
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876

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A / 1-6 SECTION

RW-9 STA. 1+25.00 TO RW-9 STA. 8+79.95
RW-9 STA. 9+77.56 TO RW-9 STA. 18+75.00



B / 3 / B / 4 SECTION

RW-9 STA. 8+79.95 TO RW-9 STA. 9+77.56

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

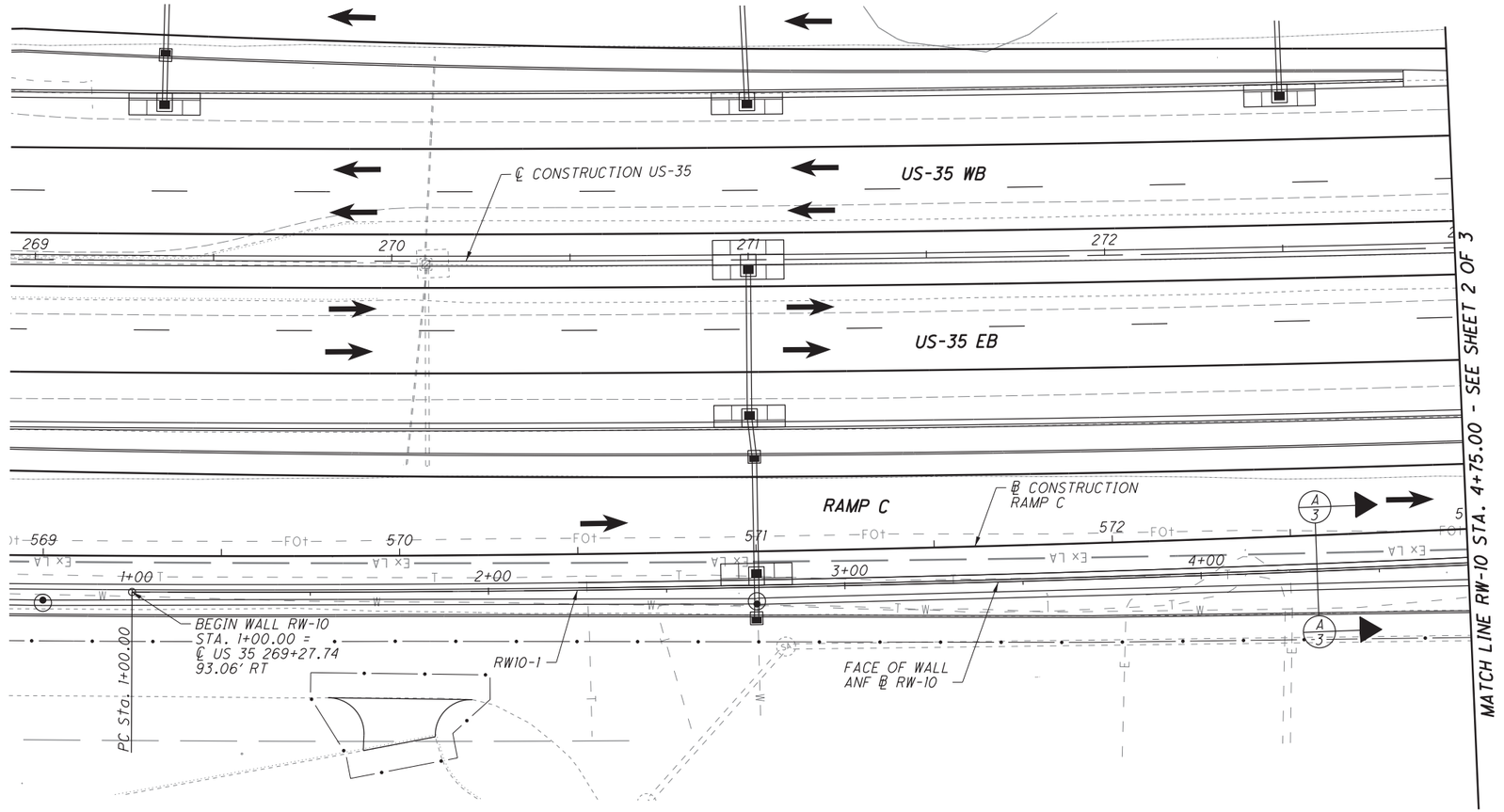
MSE WALL SECTIONS
RETAINING WALL RW-9
ALONG US-35

GRE-35-4.26
PID No. 80468

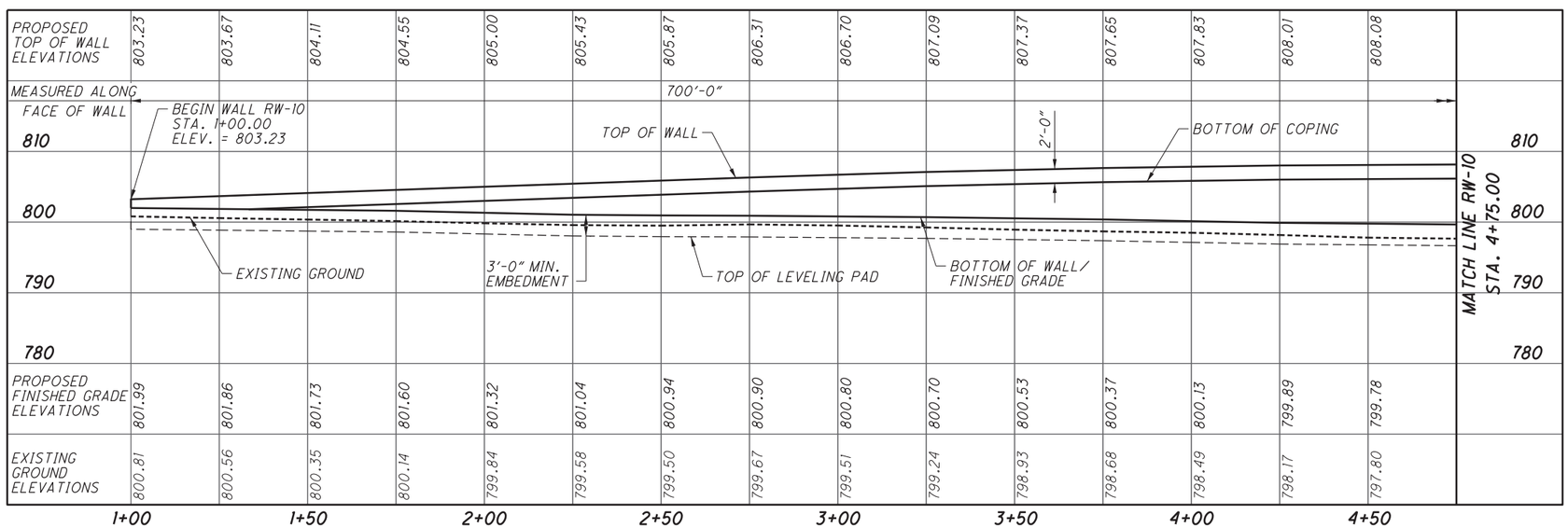
7 / 7

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-10

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 3.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 3.

LEGEND

⊕ BORING LOCATION

CURVE DATA (RW10-1)

P.I. Sta. = 4+26.71
Δ = 4°53'28" LT
Dc = 0°44'56"
R = 7,649.56'
T = 326.71'
L = 653.02'
E = 6.97'

HORIZONTAL SCALE IN FEET
0 10 20 40

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

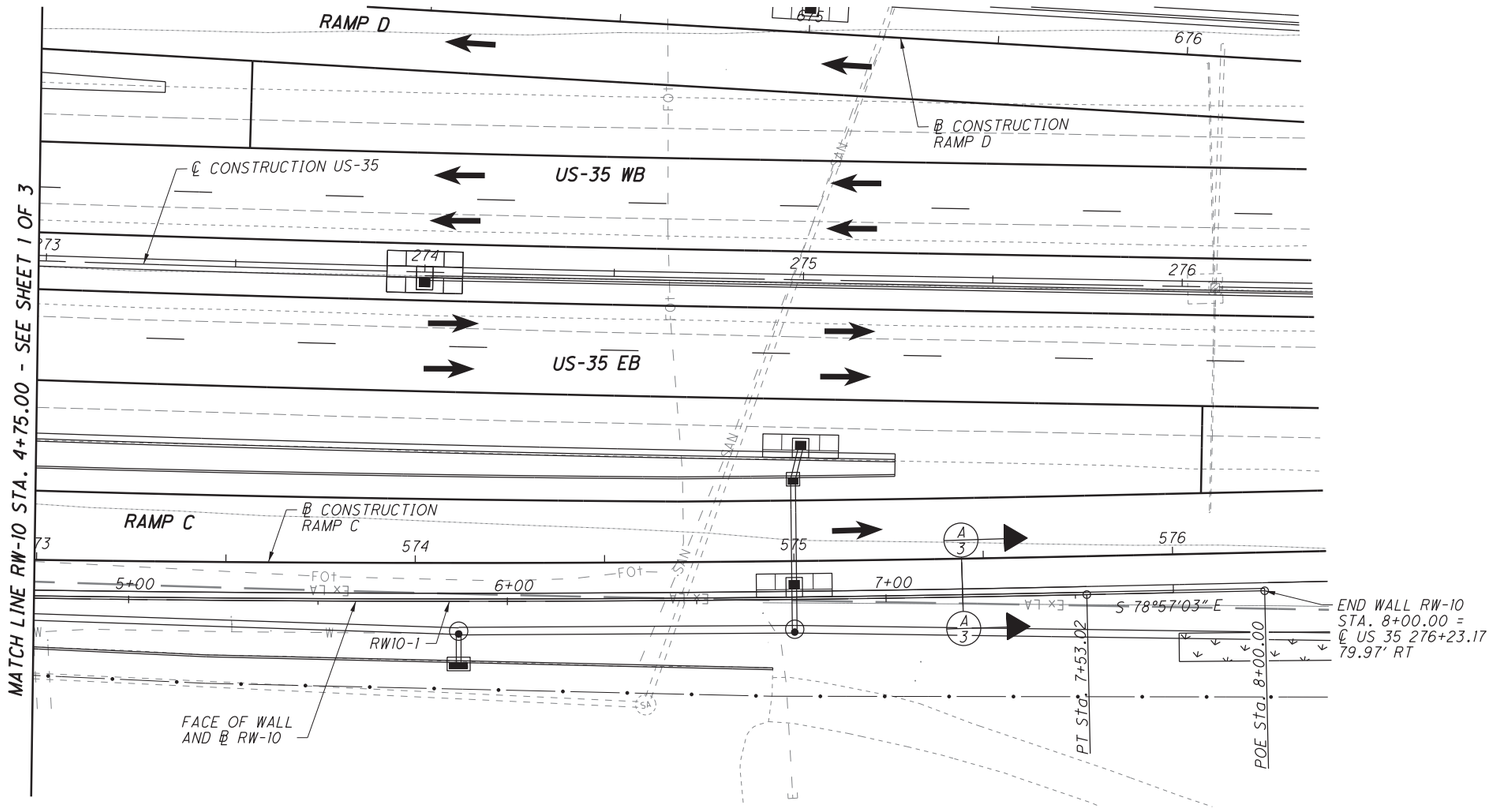
SITE PLAN
RETAINING WALL RW-10
ALONG RAMP C

GRE-35-4.26
PID No. 80468

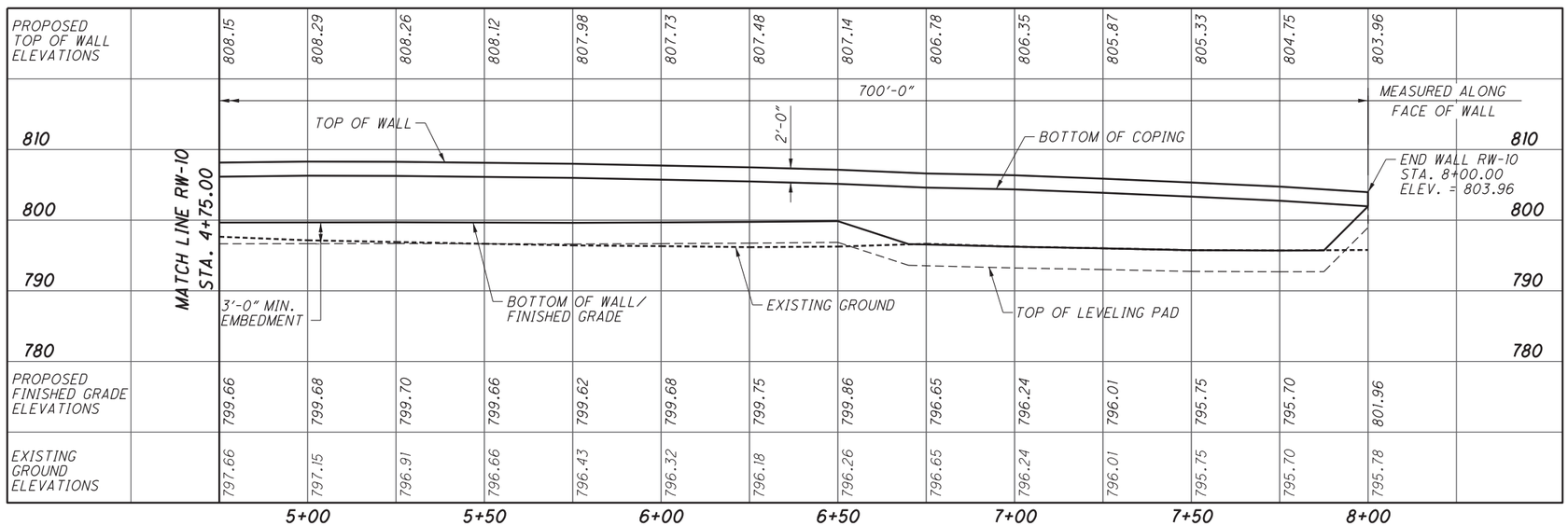
1 / 3

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-10

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 3.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 3.

LEGEND

⊕ BORING LOCATION

0 10 20 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

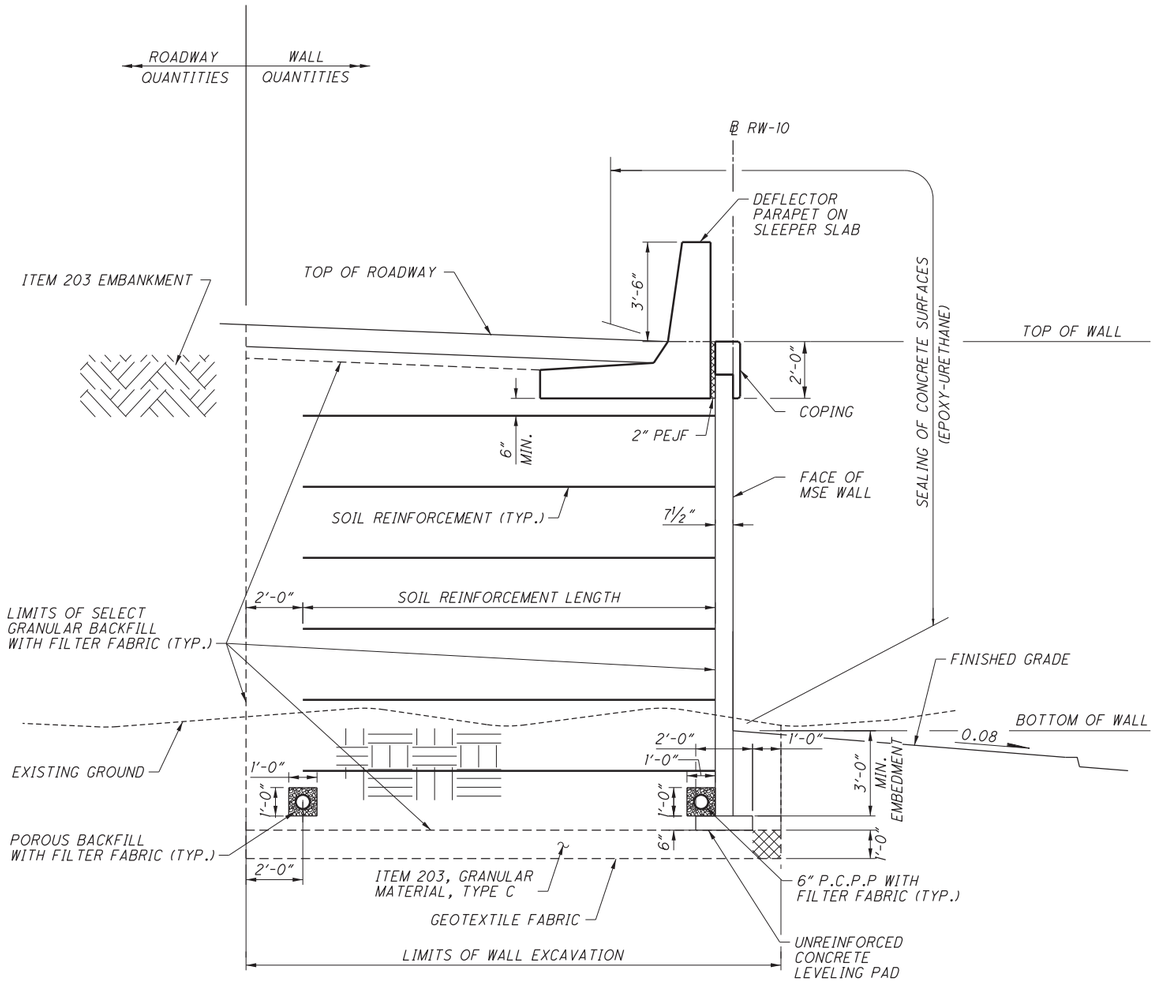
SITE PLAN
RETAINING WALL RW-10
ALONG RAMP C

GRE-35-4.26
PID No. 80468

2 / 3

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A/1 SECTION

RW-10 STA. 1+00.00 TO RW-10 STA. 8+00.00

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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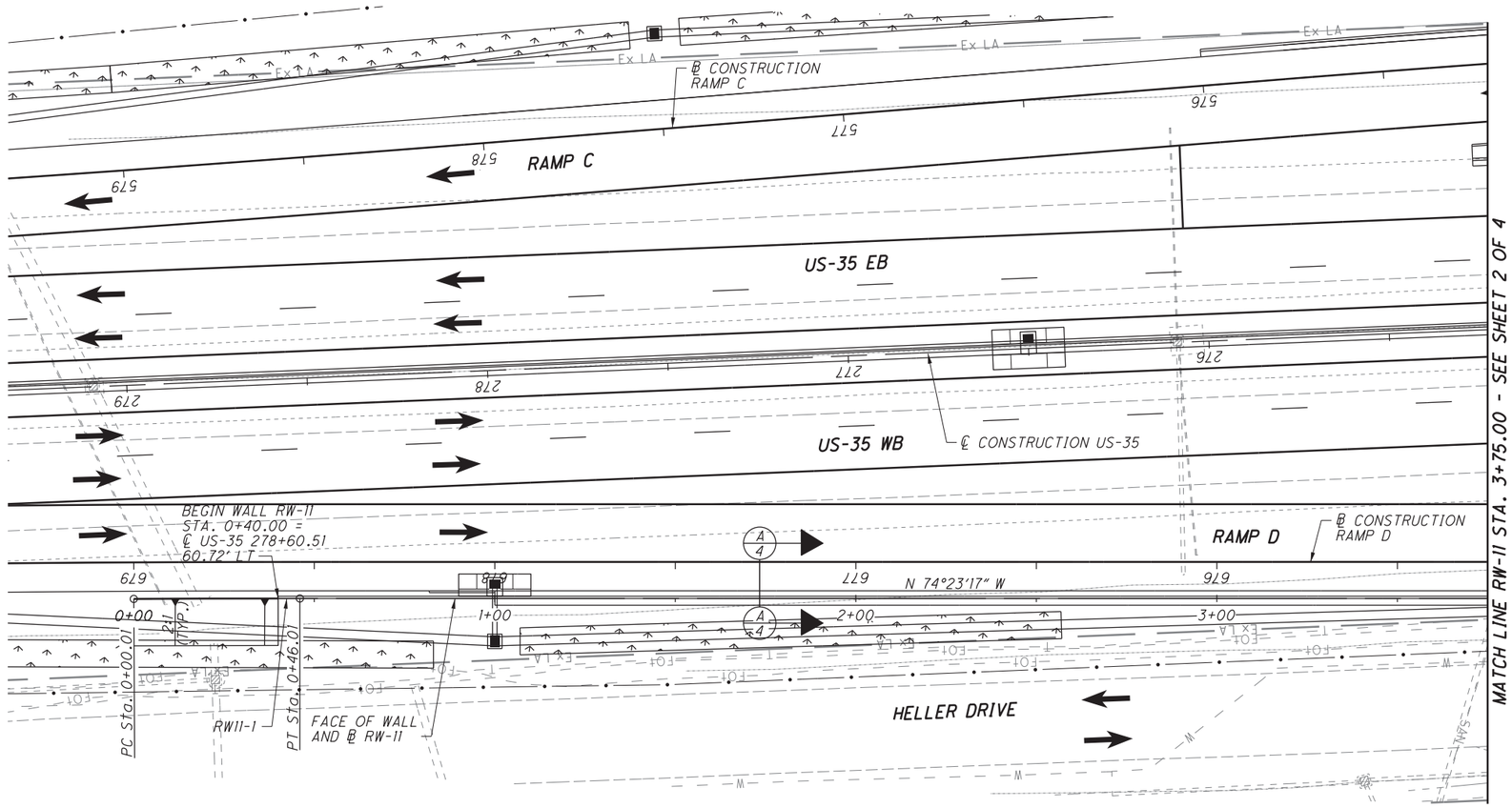
MSE WALL SECTIONS
RETAINING WALL RW-10
ALONG RAMP C

GRE-35-4.26
PID No. 80468

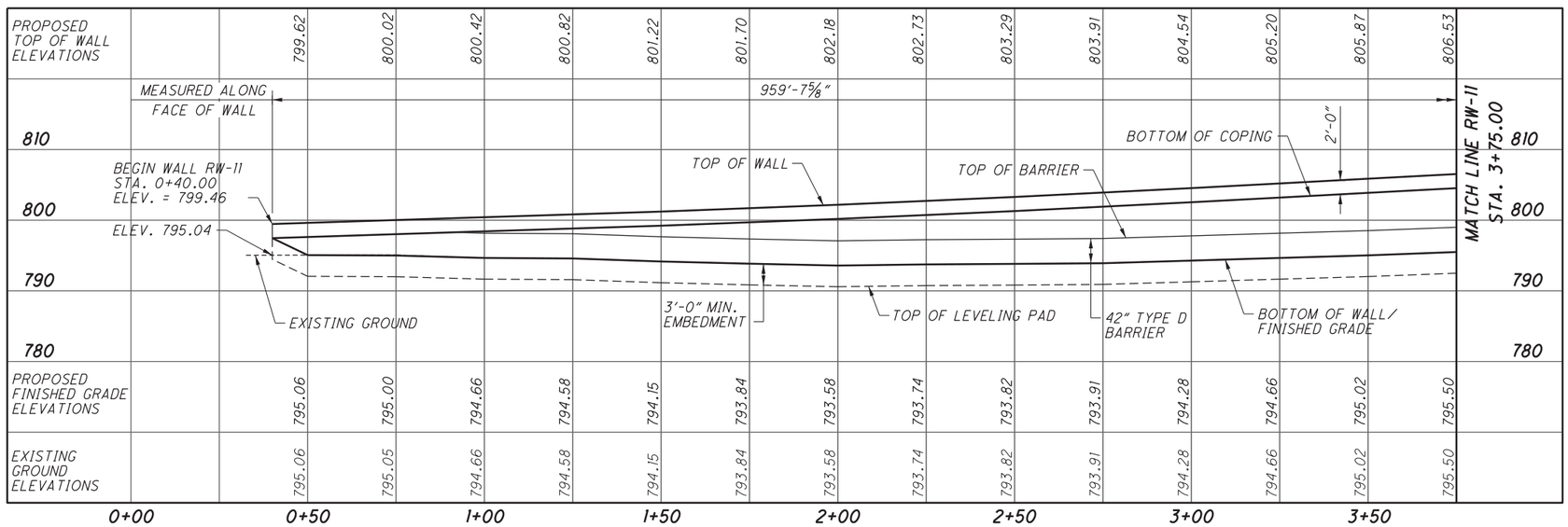
3 / 3

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80468_010wx001.dgn 9/26/2014 12:08:55 AM baukerma



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-11

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 4.
3. FOR SECTION A-A, SEE SHEET 4.

LEGEND

BORING LOCATION

CURVE DATA (RW11-1)

P.I. Sta. = 0+23.01
Δ = 0°17'58" RT
Dc = 0°39'03"
R = 8,804.61'
T = 23.00'
L = 46.00'
E = 0.03'

CURVE DATA (RW11-2)

P.I. Sta. = 8+93.40
Δ = 2°01'20" RT
Dc = 0°57'06"
R = 6,021.01'
T = 106.26'
L = 212.50'
E = 0.94'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

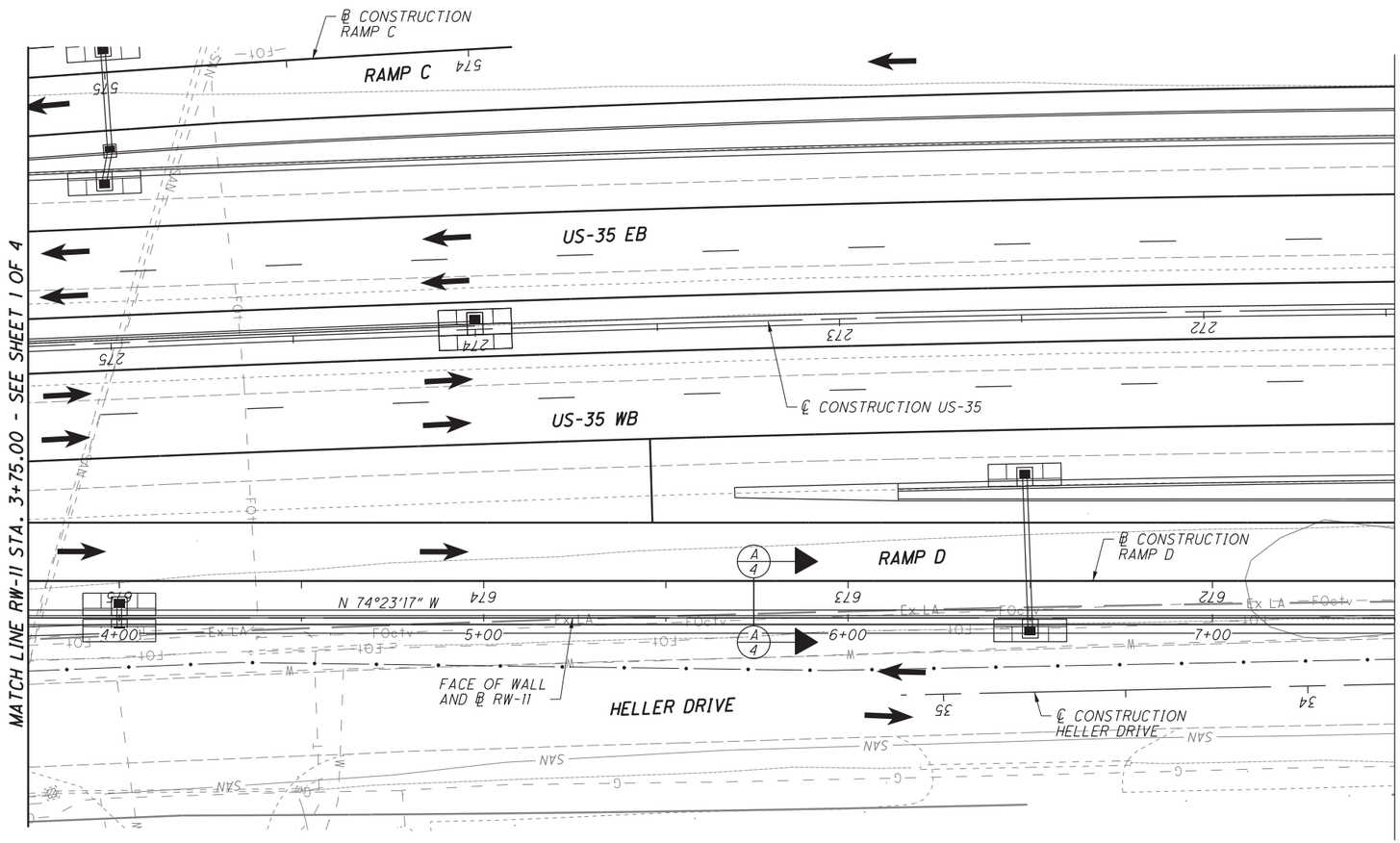
SITE PLAN
RETAINING WALL RW-11
ALONG US-35

GRE-35-4.26
PID No. 80468

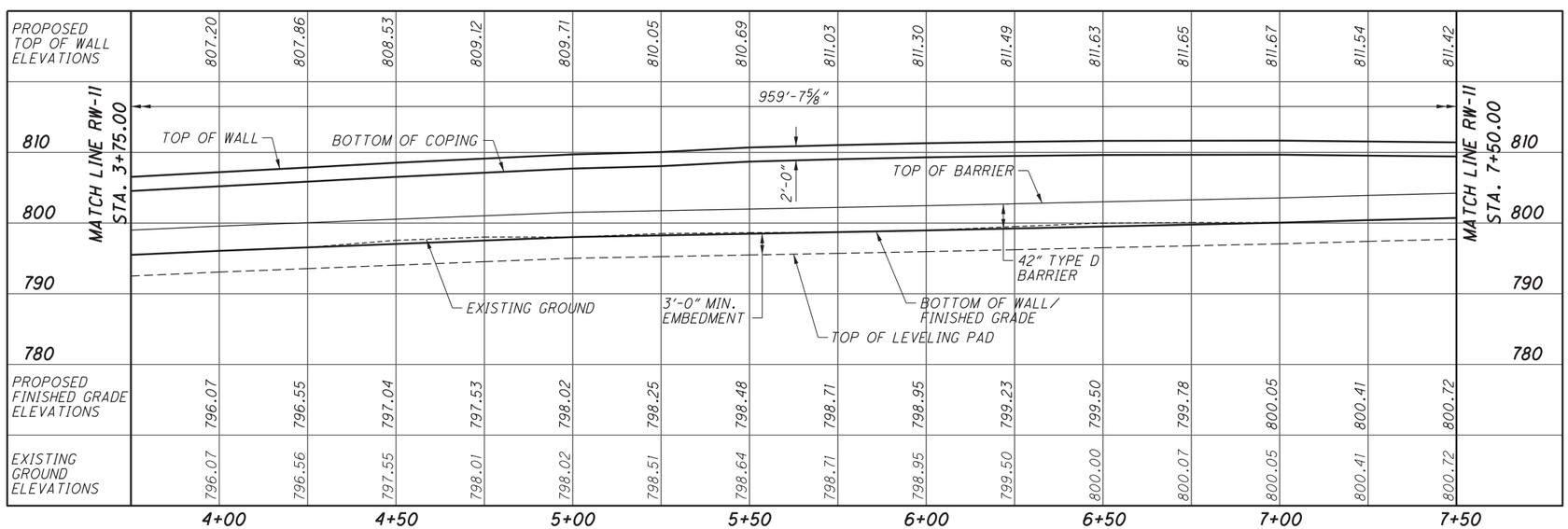
1/4

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PLAN



DEVELORED ELEVATION ALONG ℄ RW-11

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 4.
3. FOR SECTION A-A, SEE SHEET 4.

LEGEND

BORING LOCATION

0 20
10 40
HORIZONTAL SCALE IN FEET

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

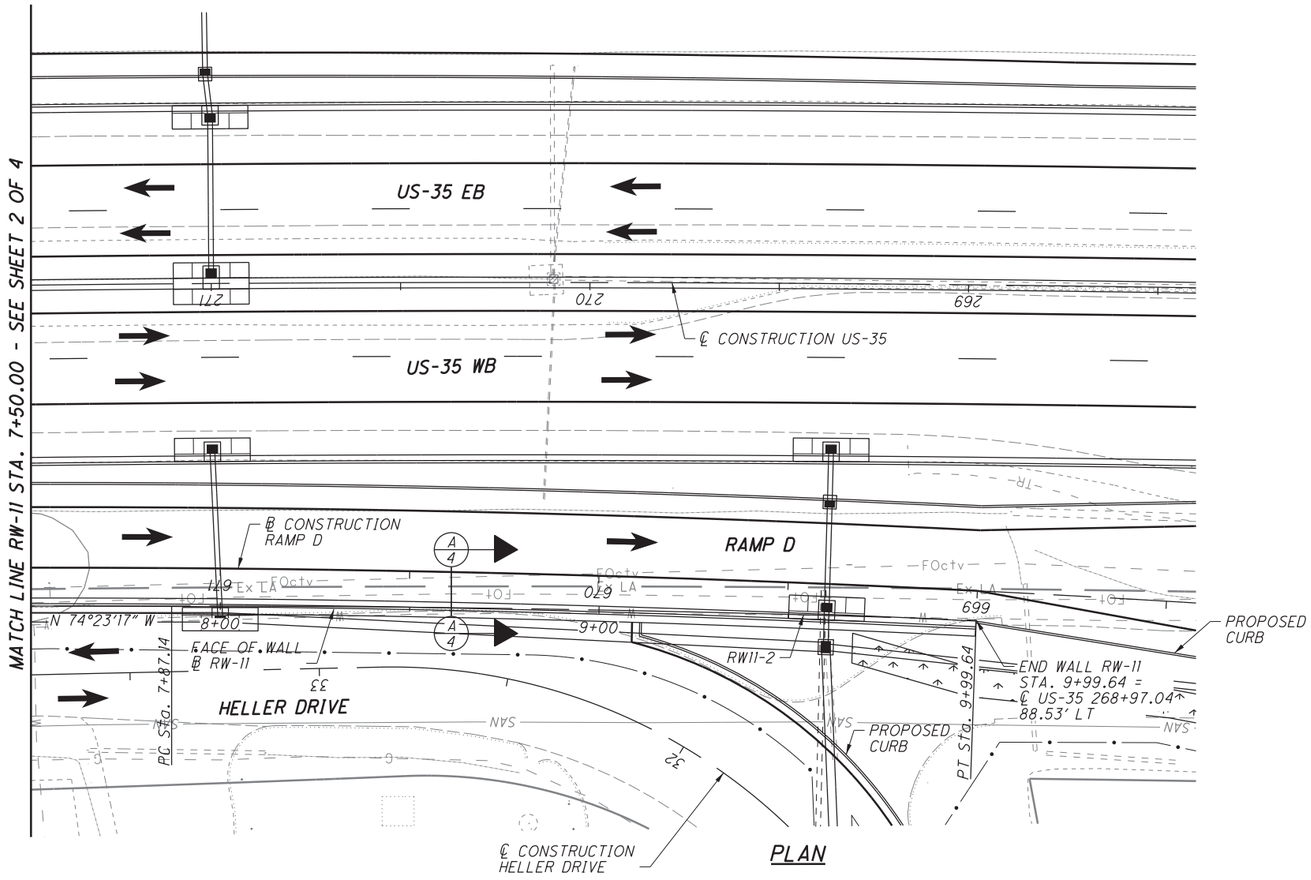
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RETAINING WALL RW-11
ALONG US-35

GRE-35-4.26
PID No. 80468

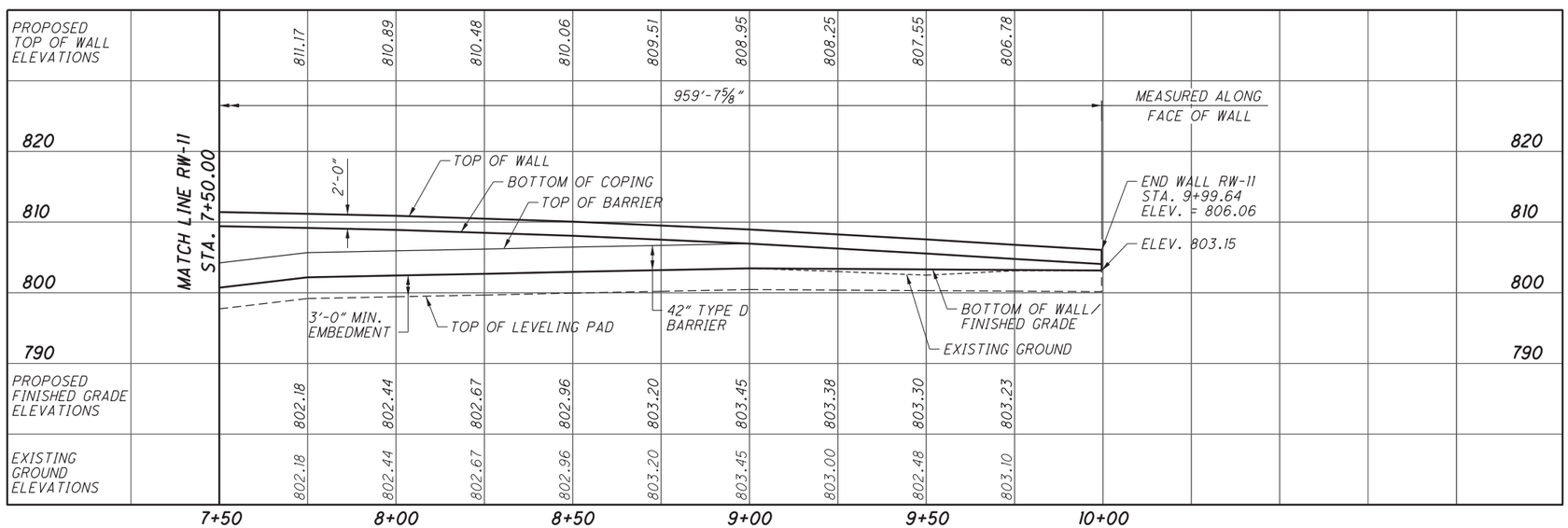
2 / 4

818
876

80468_01wp002.dgn 9/26/2014 12:15:47 AM boukerma



PLAN



DEVELORED ELEVATION ALONG ℄ RW-11

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 4.
3. FOR SECTION A-A, SEE SHEET 4.

LEGEND

⊕ BORING LOCATION

0 10 20 40
HORIZONTAL SCALE IN FEET

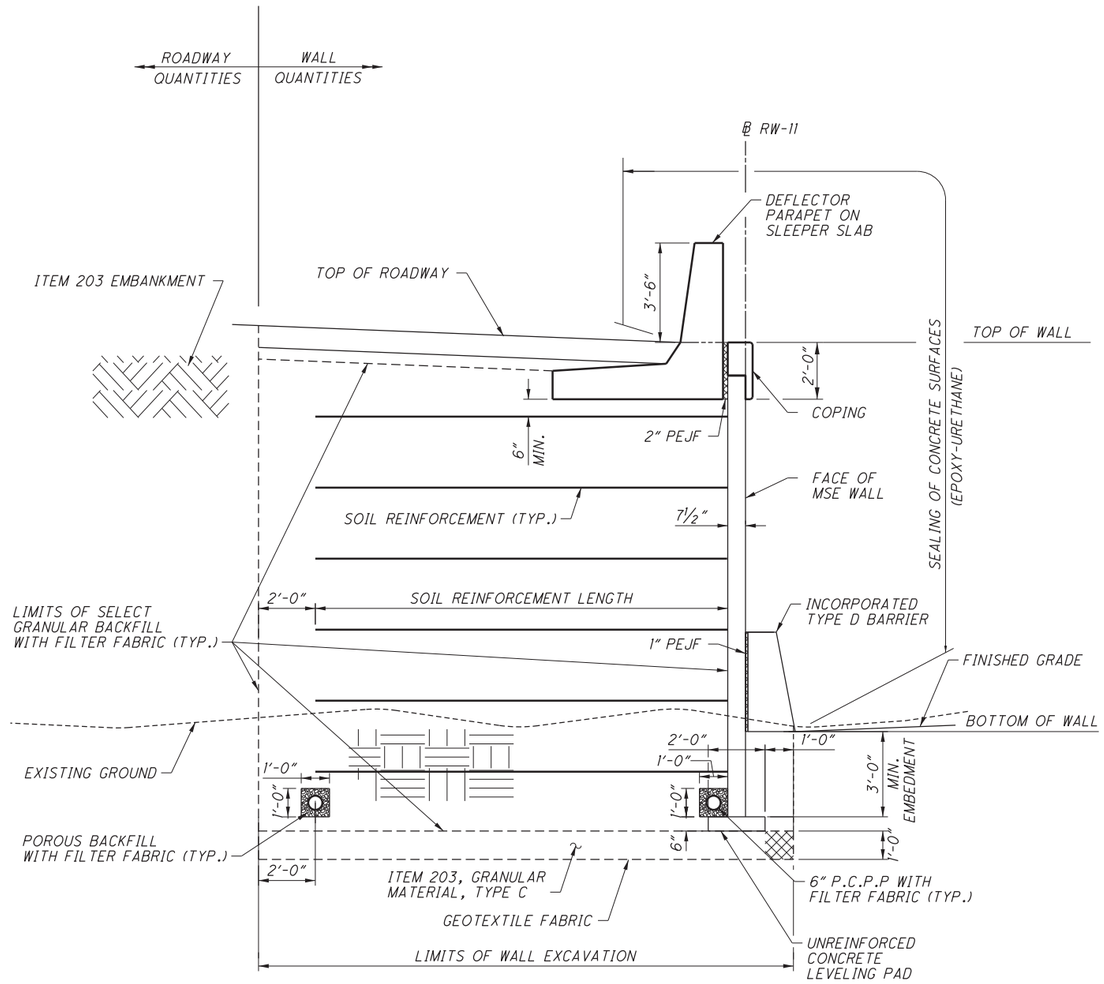
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

SITE PLAN
RETAINING WALL RW-11
ALONG US-35

GRE-35-4.26
PID No. 80468

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A1 A2 A3 SECTION

RW-11 STA. 0+40.00 TO RW-11 STA. 9+99.64

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

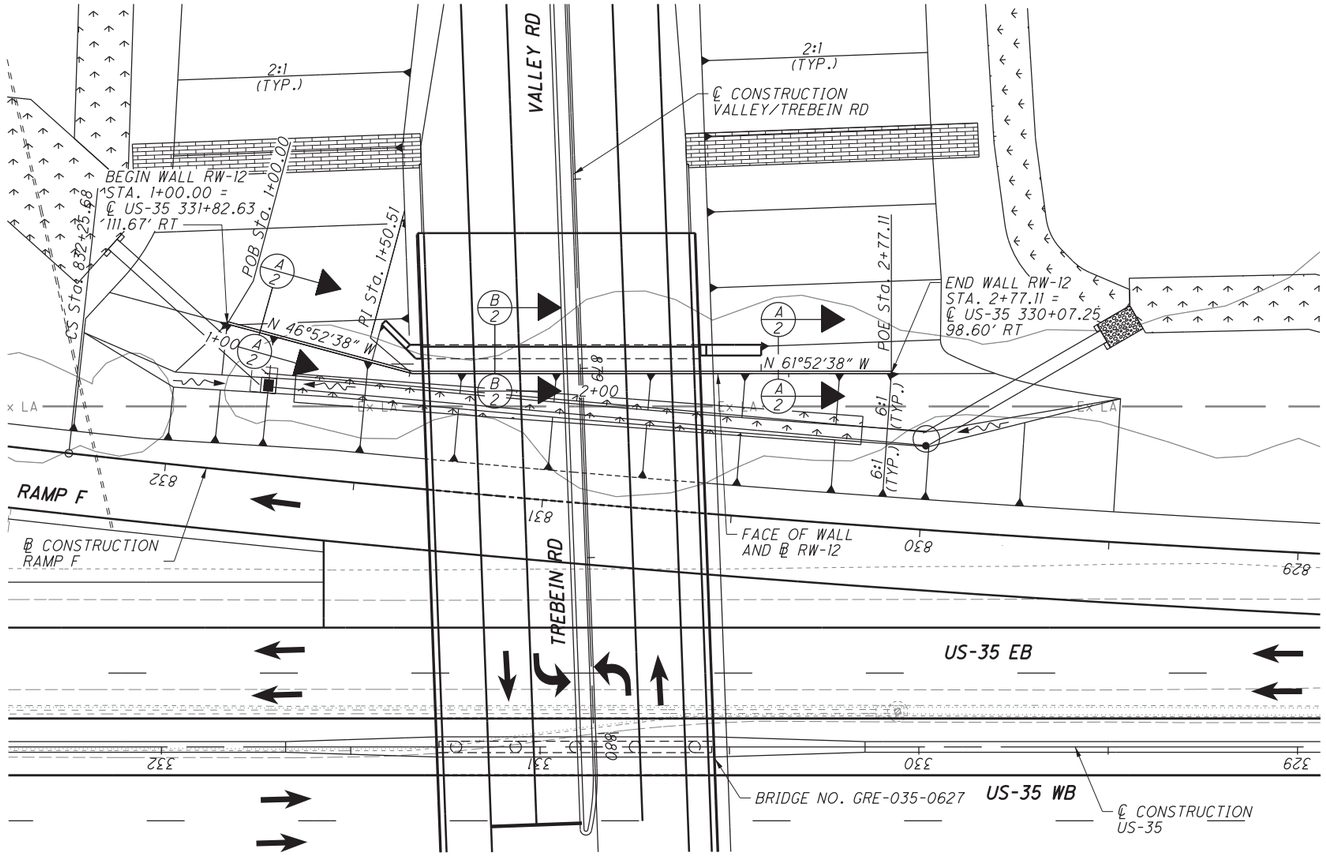
MSE WALL SECTION
RETAINING WALL RW-11
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

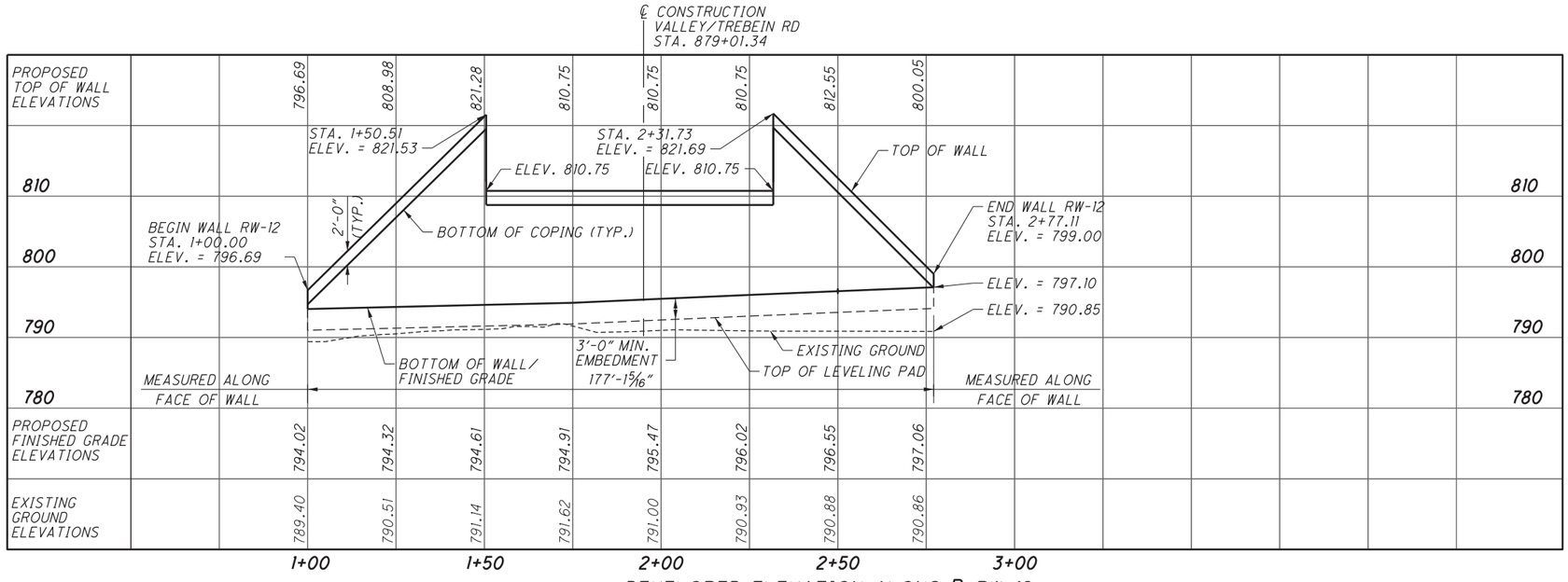
4 / 4

820
876

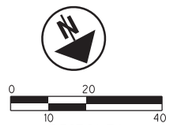
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-12



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEET 2.
3. FOR SECTIONS A-A AND B-B, SEE SHEET 2.

LEGEND

⊕ BORING LOCATION

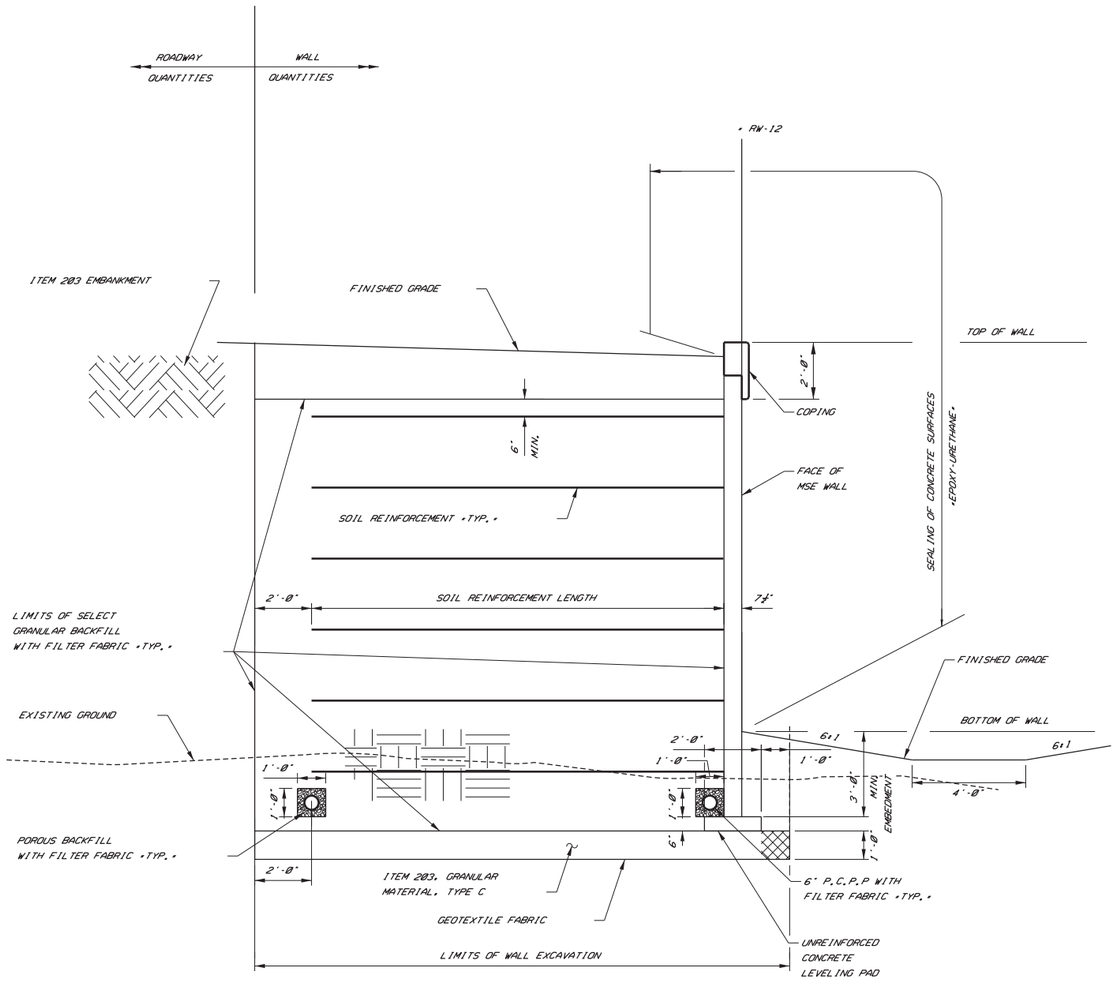
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

SITE PLAN
RETAINING WALL RW-12
UNDER BRIDGE OVERPASS AT VALLEY/TREBEIN RD

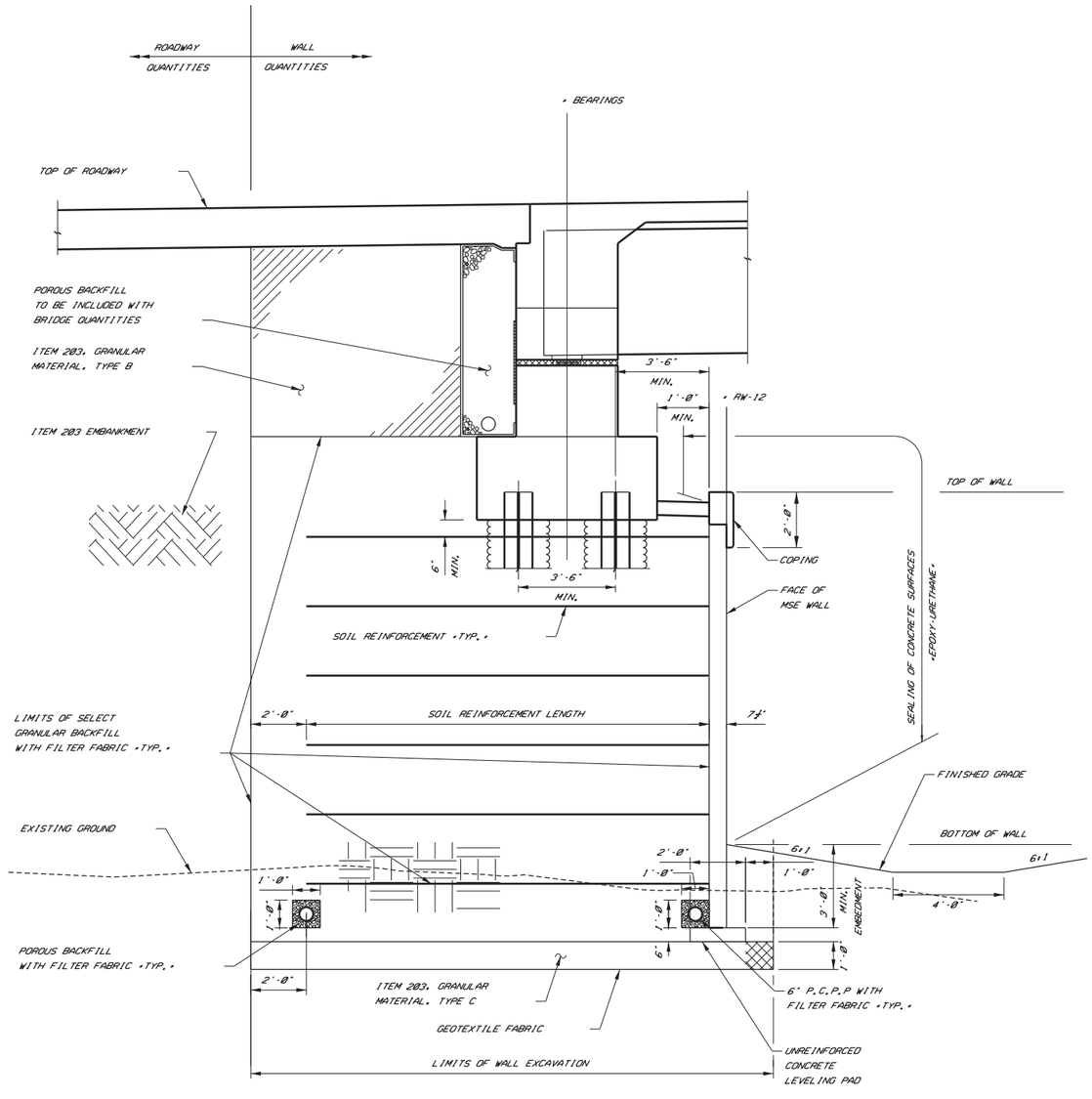
GRE-35-4.26
PID No. 80468

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A/1 SECTION

RW-12 STA. 1+00.00 TO RW-12 STA. 1+50.51
RW-12 STA. 2+31.73 TO RW-12 STA. 2+77.11



B/1 SECTION

RW-12 STA. 1+50.51 TO RW-12 STA. 2+31.73

VALLEY-TREBEIN RD OVER US-35
℄BRIDGE NO. GRE-035-0627℄

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RJD	KAL	SJL	6-1-14
CHECKED	REVIEWED	STRUCTURE FILE NUMBER	
JC			

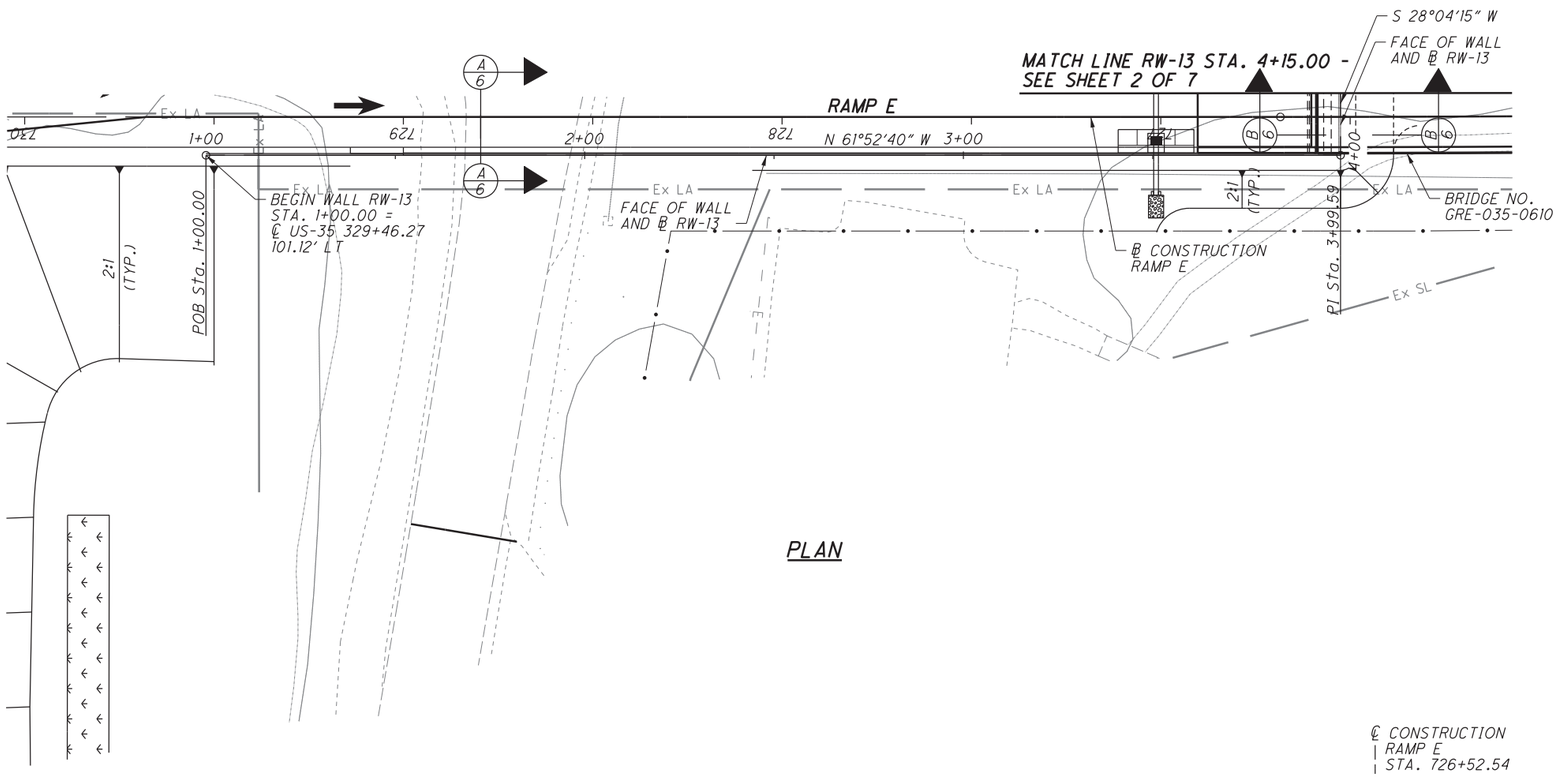
WSE WALL SECTION
RETAINING WALL RW-12
UNDER BRIDGE OVERPASS AT VALLEY-TREBEIN RD

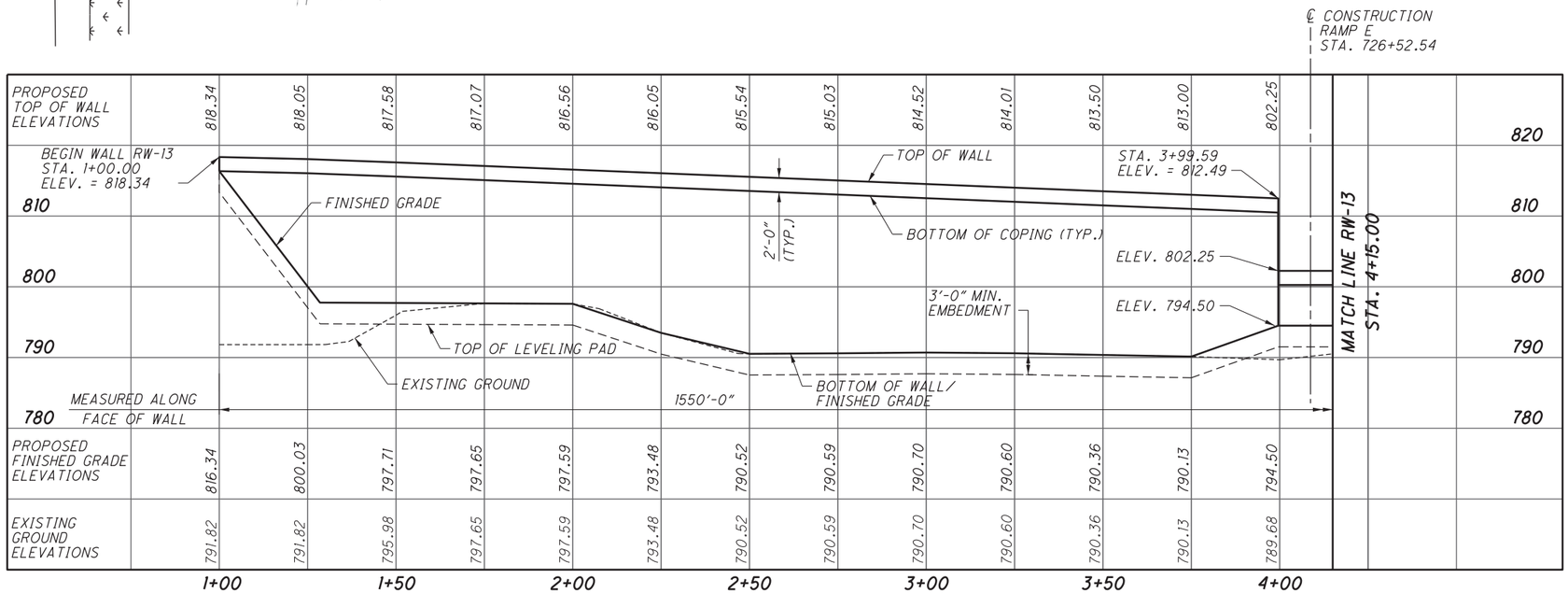
GRE-35-4.26
PID No. 80468

2 / 2

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876

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DEVELOPED ELEVATION ALONG ℄ RW-13



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEETS 6 AND 7.

LEGEND

BORING LOCATION

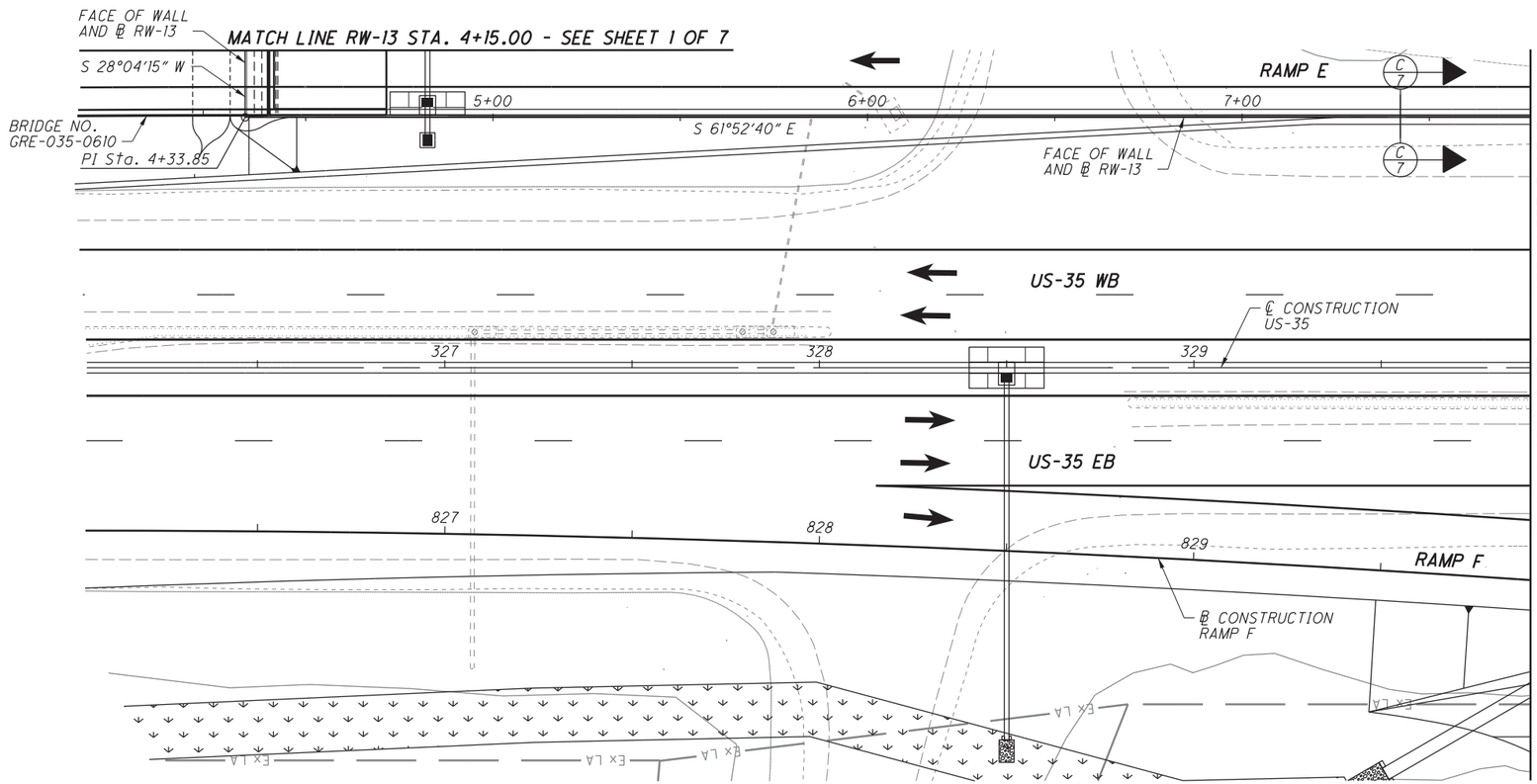
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED RO | DRAWN KL | REVIEWED SL | DATE 6/14
CHECKED JC | REVISED | STRUCTURE FILE NUMBER

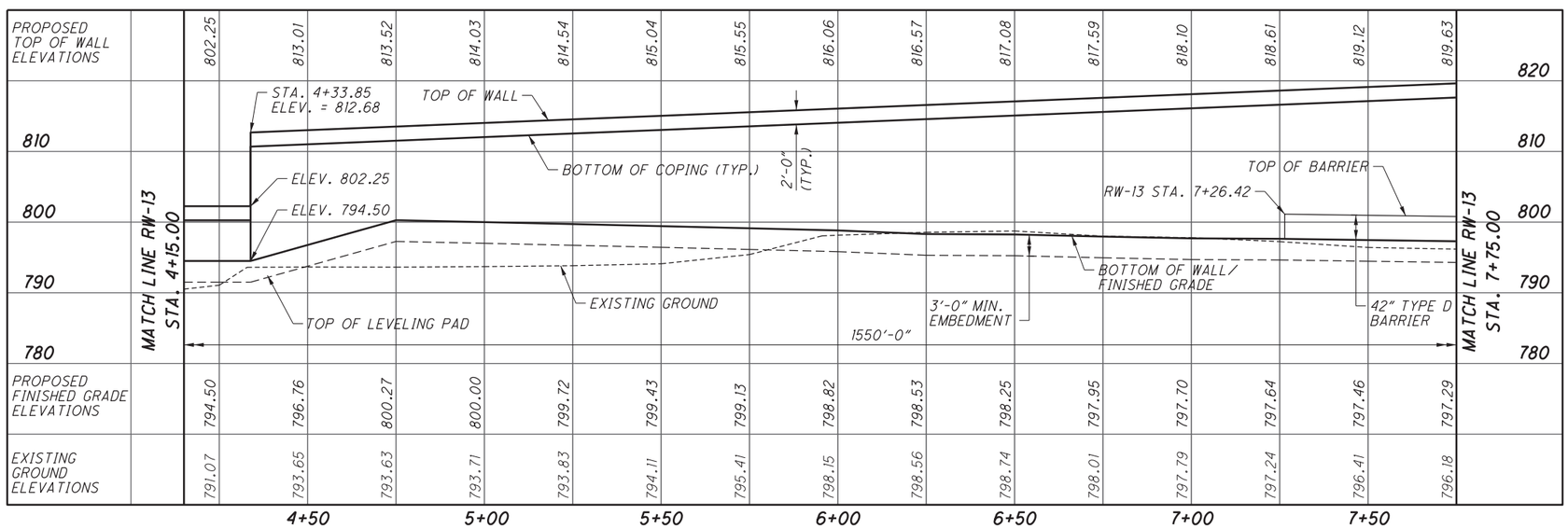
SITE PLAN
RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-13

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEETS 6 AND 7.

LEGEND

BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

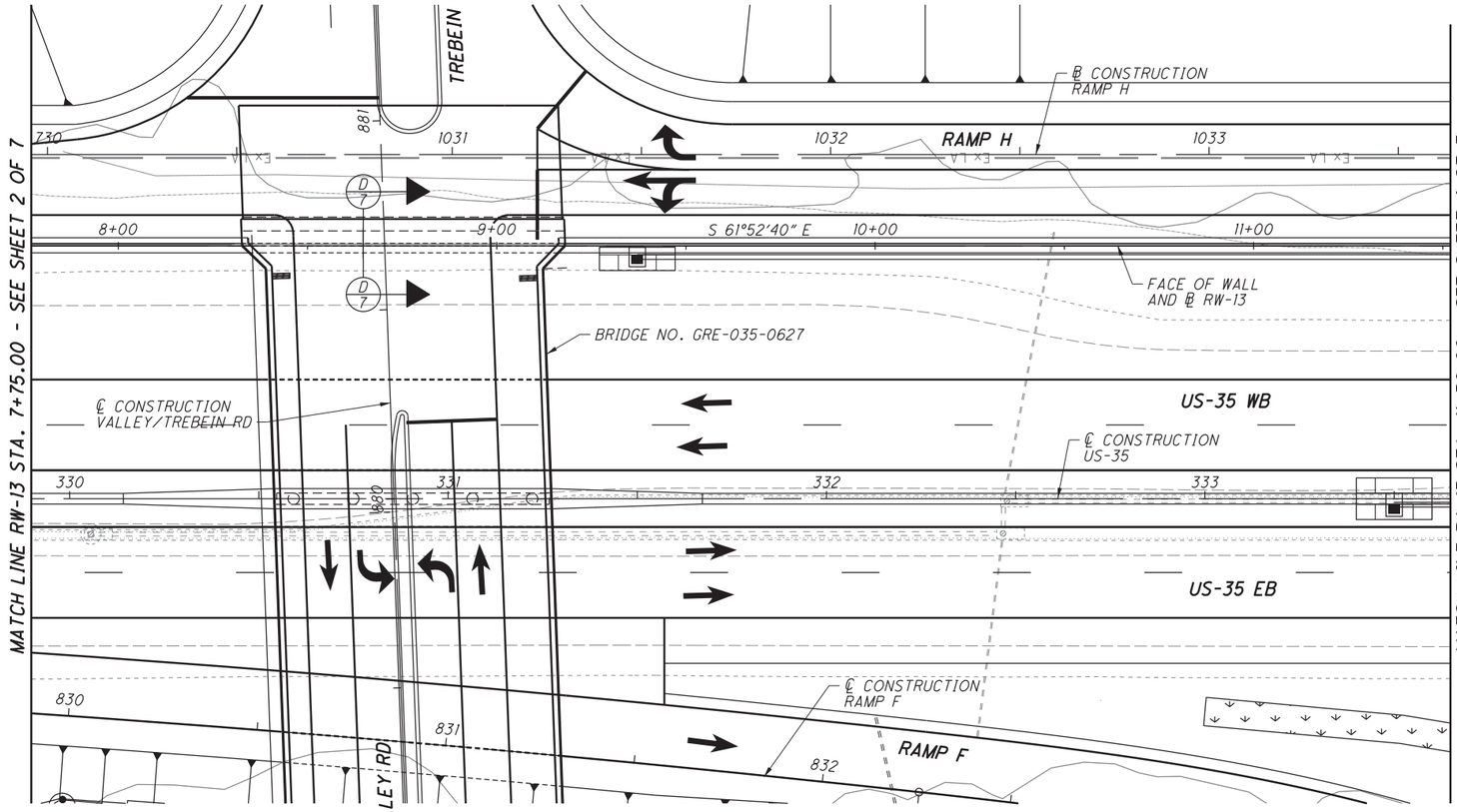
SITE PLAN
RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

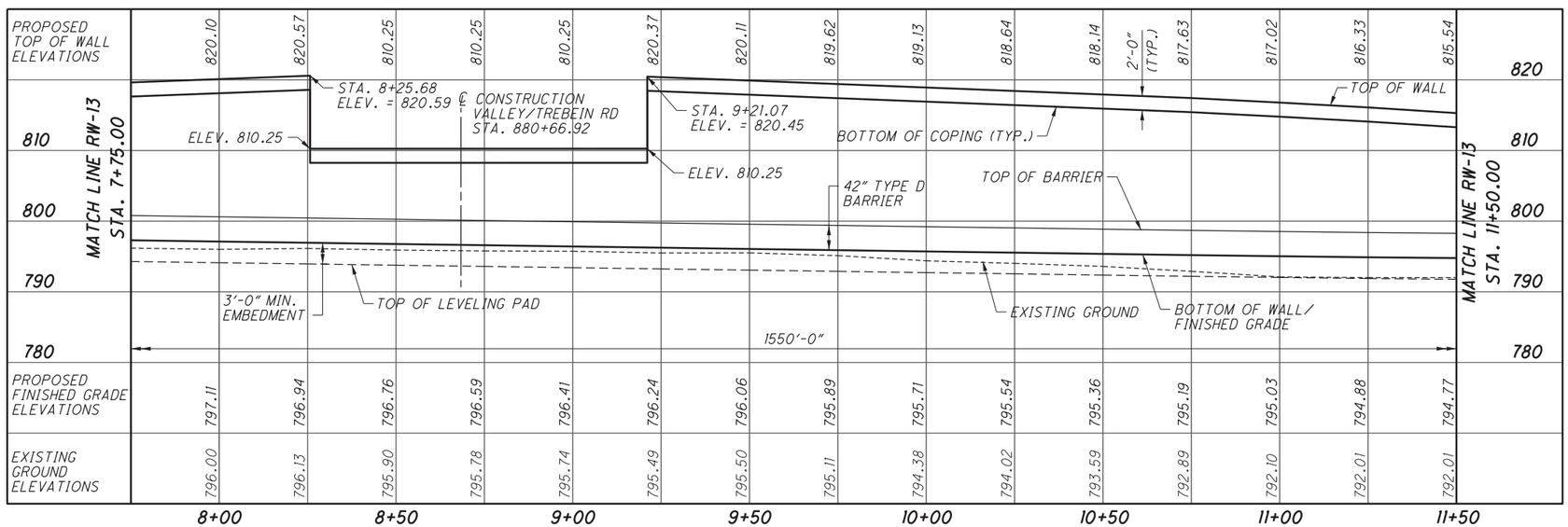
2 / 7

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-13



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEETS 6 AND 7.

LEGEND

BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

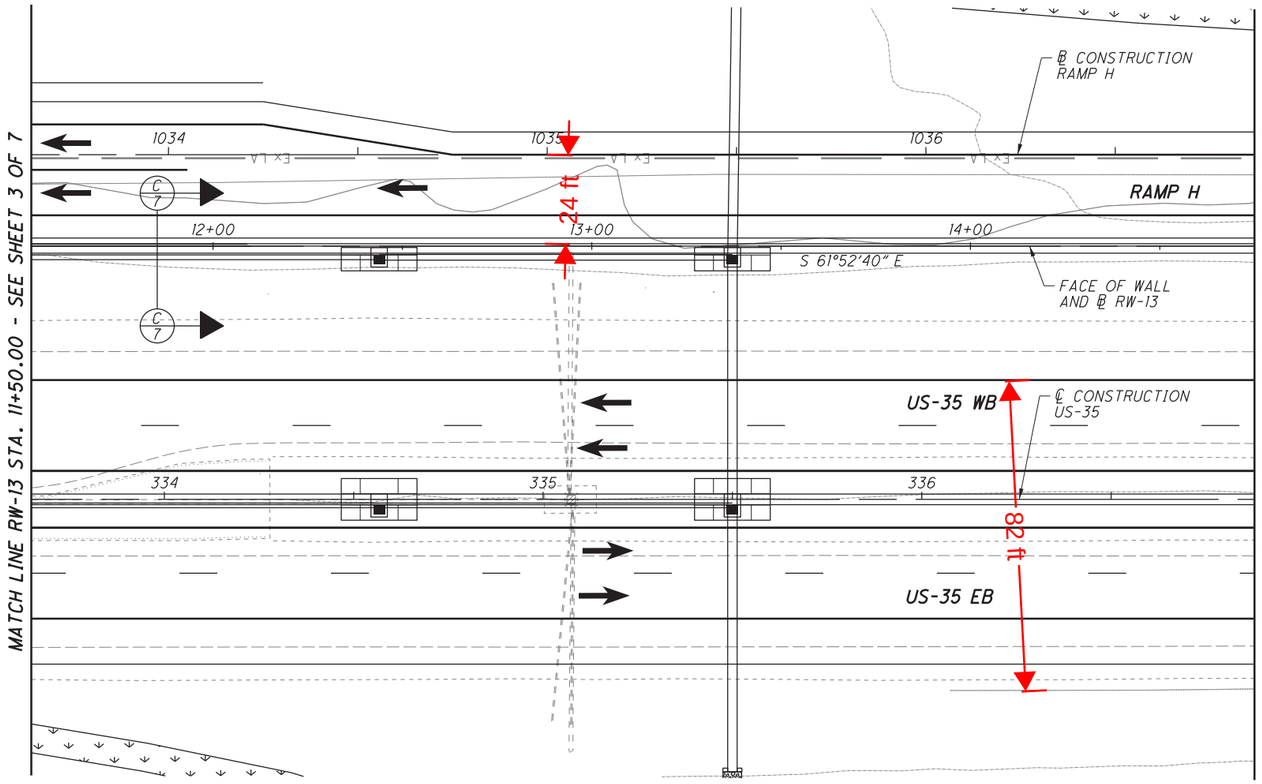
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RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
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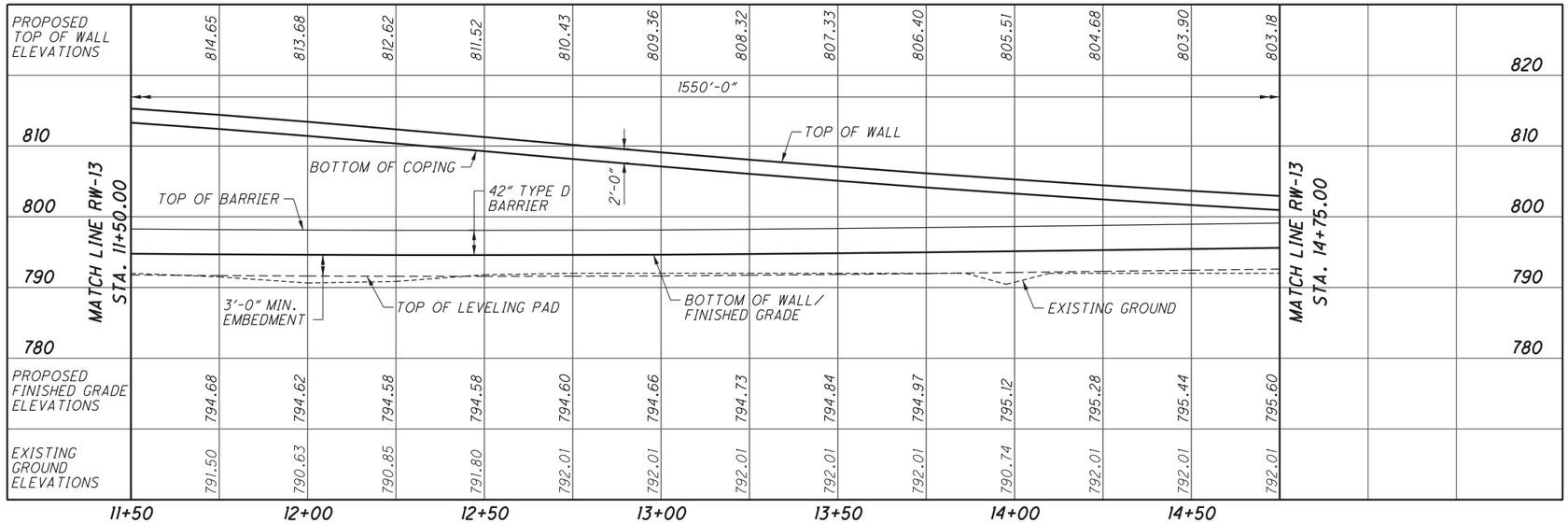
3 / 7

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80468_013wp003.dgn 9/26/2014 6:58:50 AM baukermo



PLAN



DEVELOPED ELEVATION ALONG ℄ RW-13

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEETS 6 AND 7.

LEGEND

⊕ BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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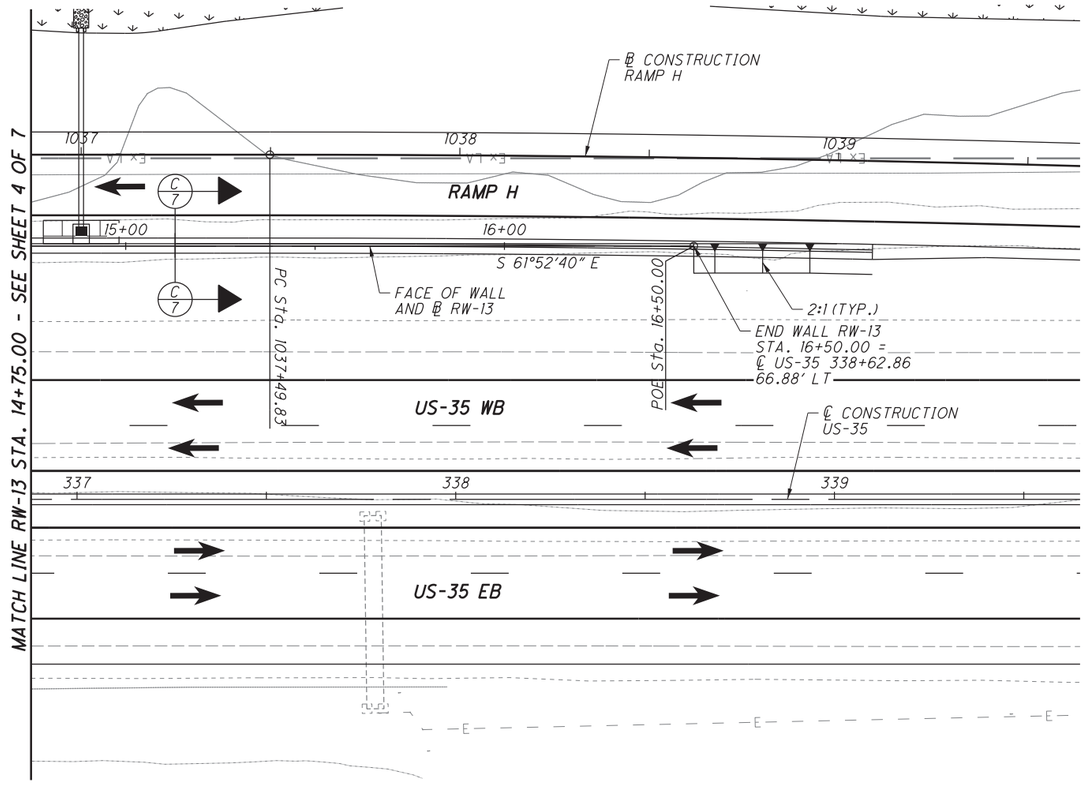
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RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

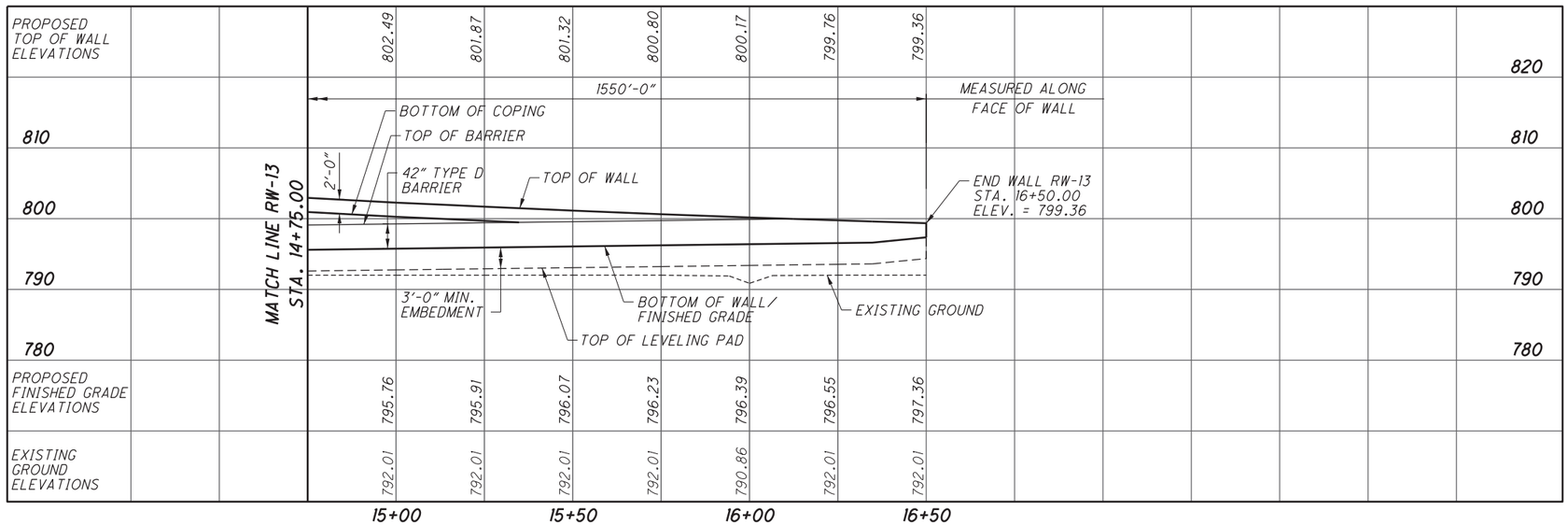
4 / 7

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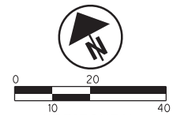
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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-13



NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTIONS ON SHEETS 6 AND 7.
3. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEETS 6 AND 7.

LEGEND

BORING LOCATION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

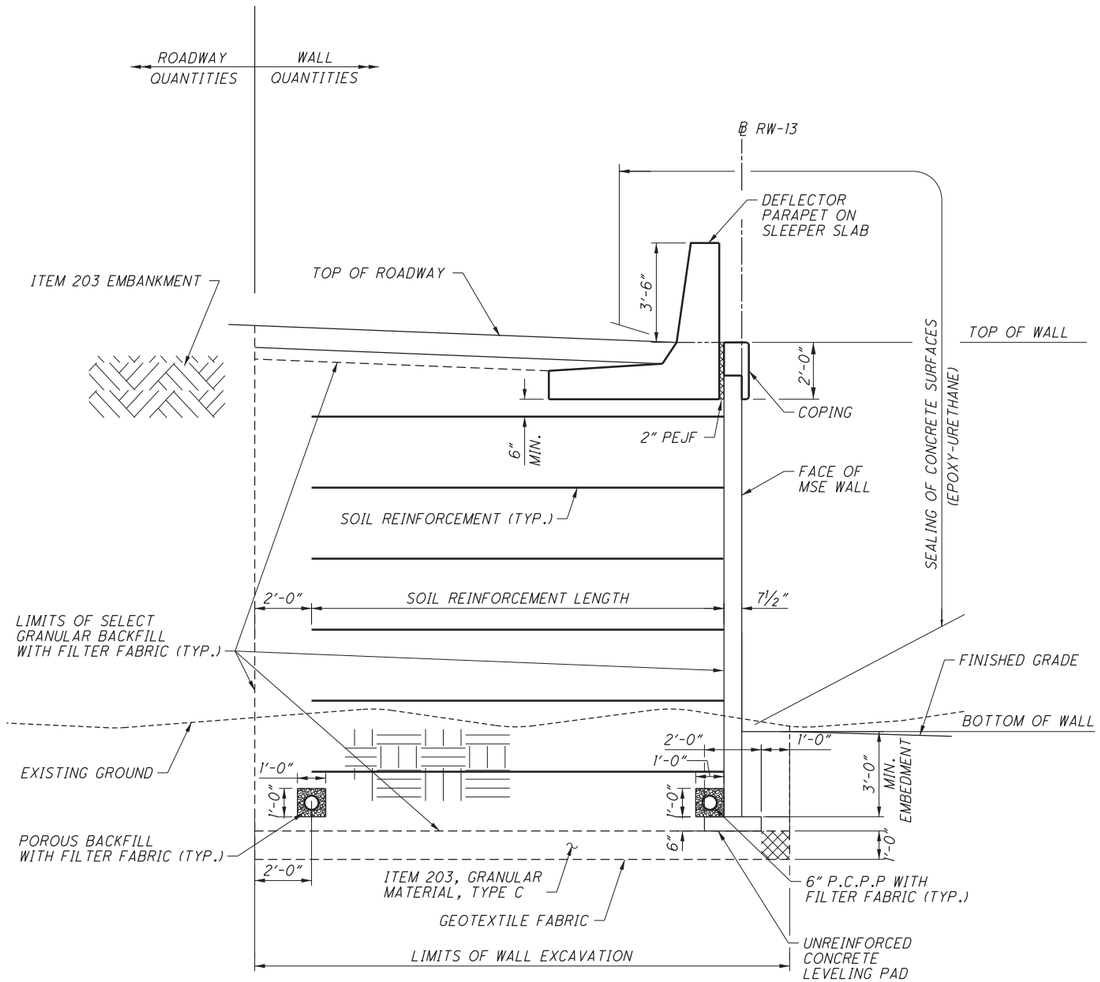
SITE PLAN
RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

5 / 7

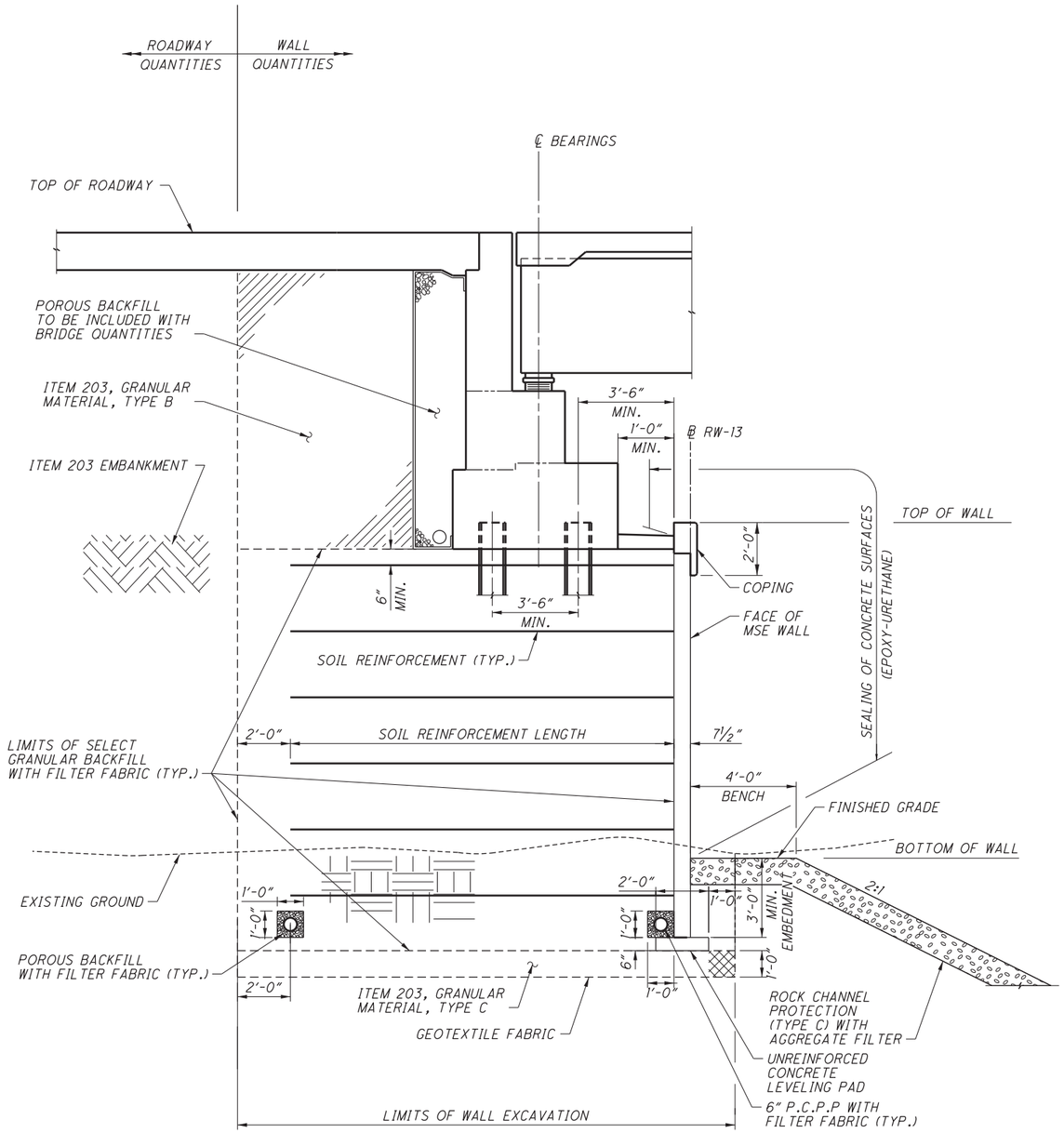
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A/1 SECTION

RW-13 STA. 1+00.00 TO RW-13 STA. 3+99.59
RW-13 STA. 4+33.85 TO RW-13 STA. 7+24.42



B/1 SECTION

RW-13 STA. 3+99.59 TO RW-13 STA. 4+33.85

FORWARD ABUTMENT
RAMP E OVER LITTLE MIAMI RIVER
(BRIDGE NO. GRE-035-0610)

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

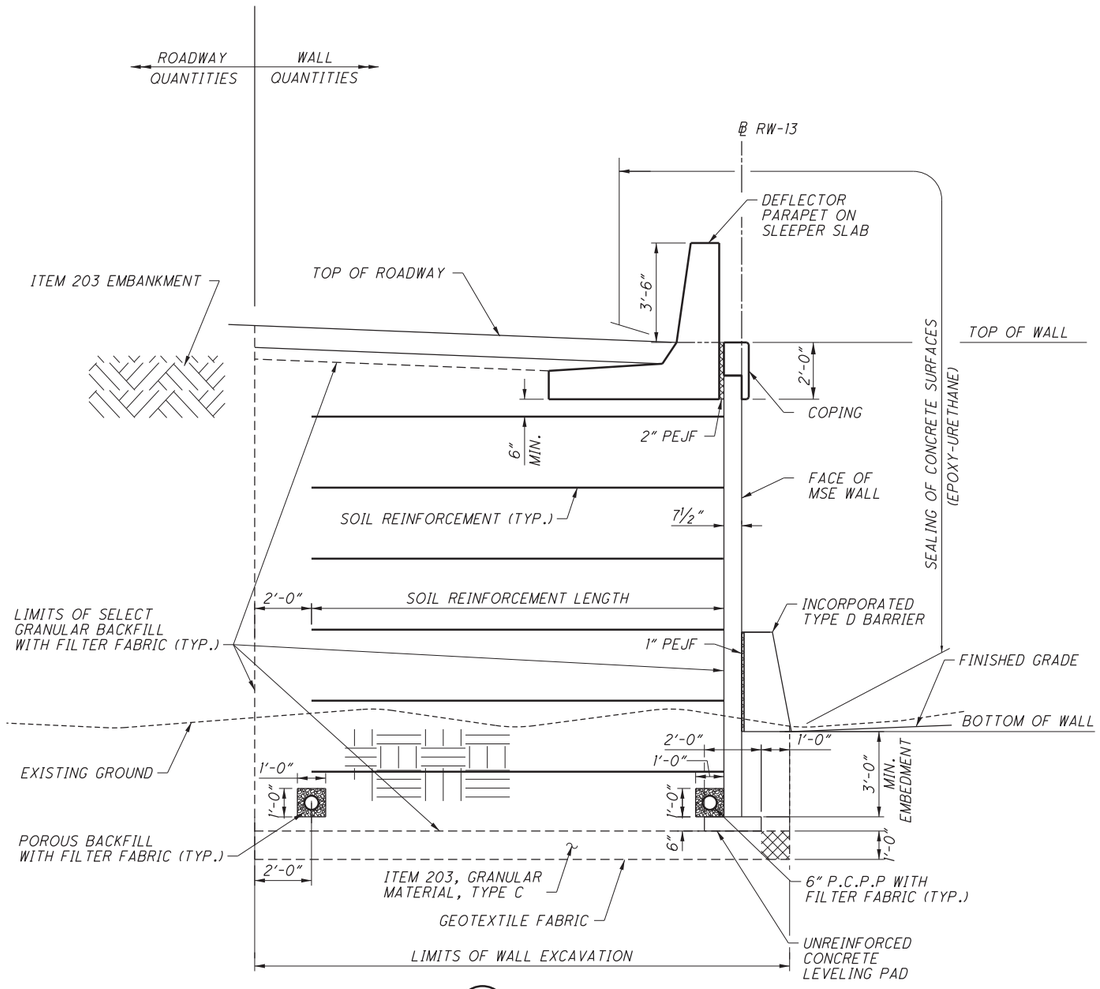
MSE WALL SECTIONS
RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

6 / 7

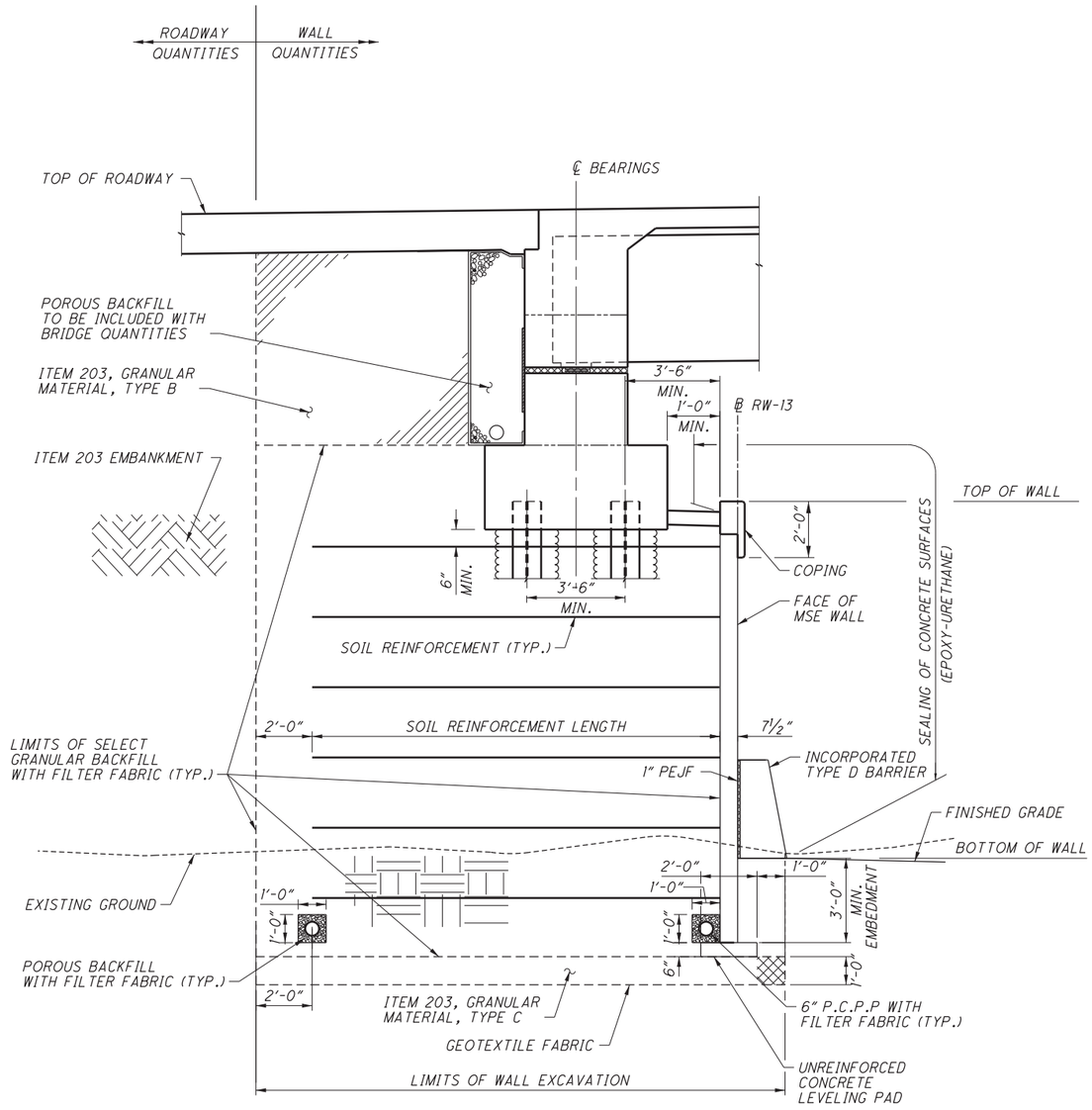
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C/2 C/4 C/5 SECTION

RW-13 STA. 7+24.42 TO RW-13 STA. 8+30.68
RW-13 STA. 9+18.08 TO RW-13 STA. 16+50.00



D/3 SECTION

RW-13 STA. 8+32.68 TO RW-13 STA. 9+18.08

FORWARD ABUTMENT
VALLEY-TREBEIN ROAD OVER US-35
(BRIDGE NO. GRE-035-0627)

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

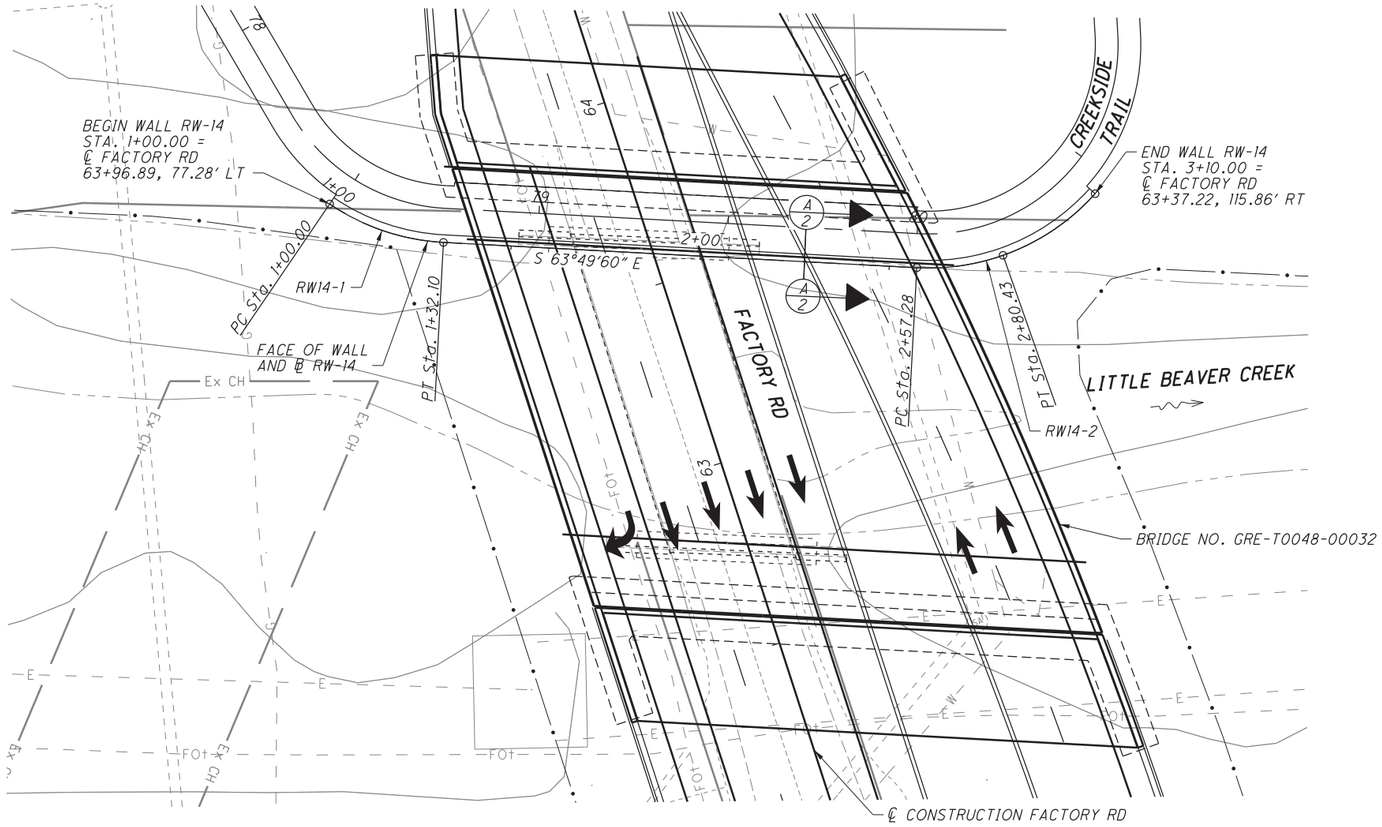
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RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE WALL SECTIONS

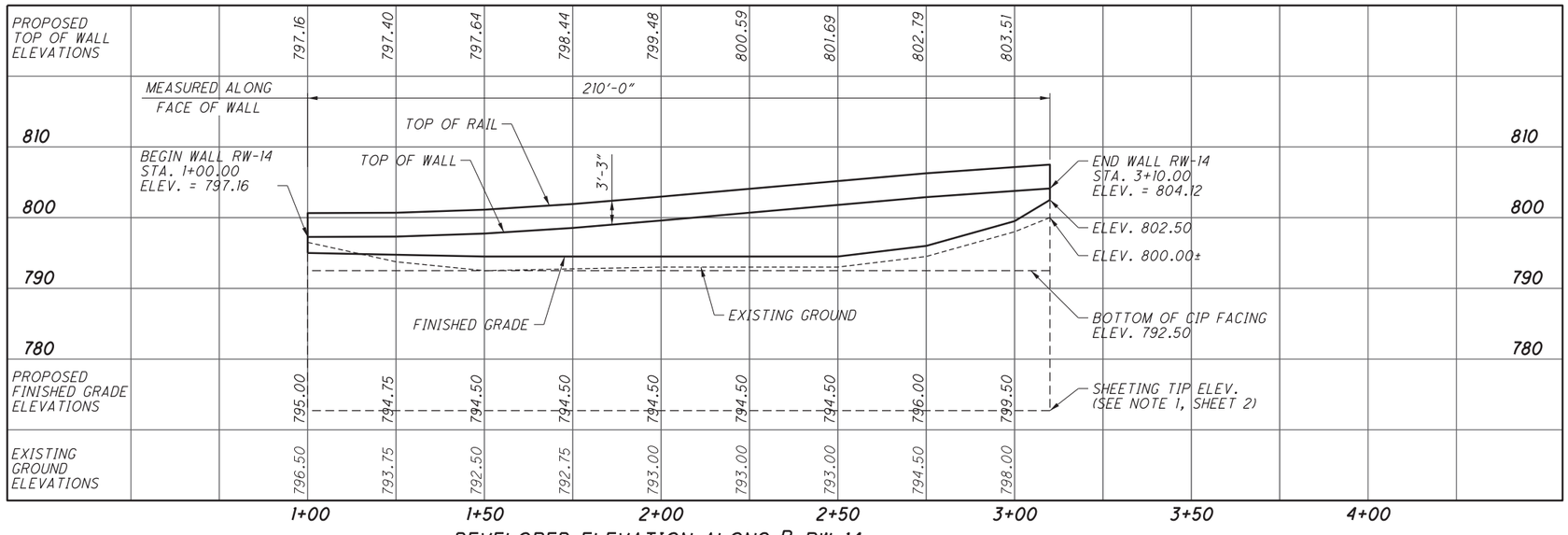
RETAINING WALL RW-13
ALONG US-35 WB

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ RW-14



HORIZONTAL
SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP OF WALL AND BOTTOM OF CIP FACING ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 2.
3. FOR SECTION A-A SEE SHEET 2.
4. SUBSURFACE INVESTIGATIONS AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

LEGEND

⌖ BORING LOCATION (SEE NOTE 4)

CURVE DATA (RW14-1)

P.I. Sta. = 1+16.46
Δ = 31°10'22" LT
Dc = 97°06'41"
R = 59.00'
T = 16.46'
L = 32.10'
E = 2.25'

CURVE DATA (RW14-2)

P.I. Sta. = 2+69.00
Δ = 22°28'54" LT
Dc = 97°06'41"
R = 59.00'
T = 11.73'
L = 23.15'
E = 1.15'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

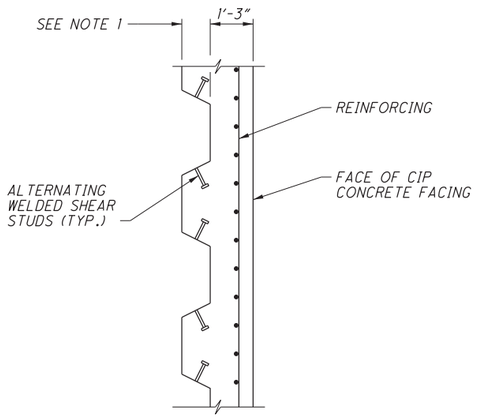
DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

SITE PLAN

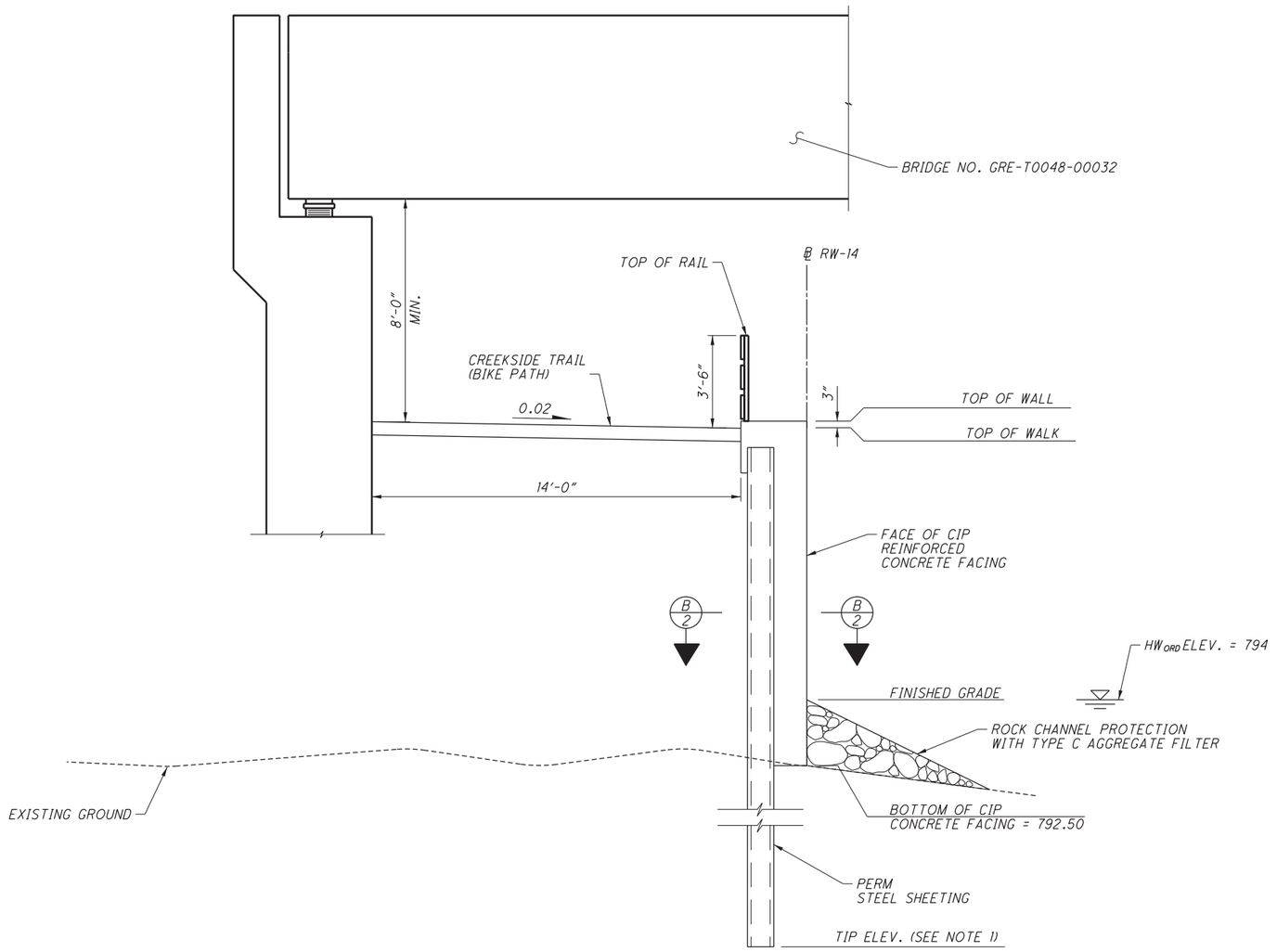
RETAINING WALL RW-14
ALONG CREEKSIDE TRAIL

GRE-35-4.26
PID No. 80468

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B/2 SECTION



A/1 SECTION

RW-14 STA. 1+00.00 TO RW-14 STA. 3+10.00

NOTE:

1. SHEETING DESIGN (SIZE & TIP ELEVATION) WILL BE FINALIZED DURING SUBSEQUENT STAGES OF DESIGN UPON COMPLETION OF SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS.

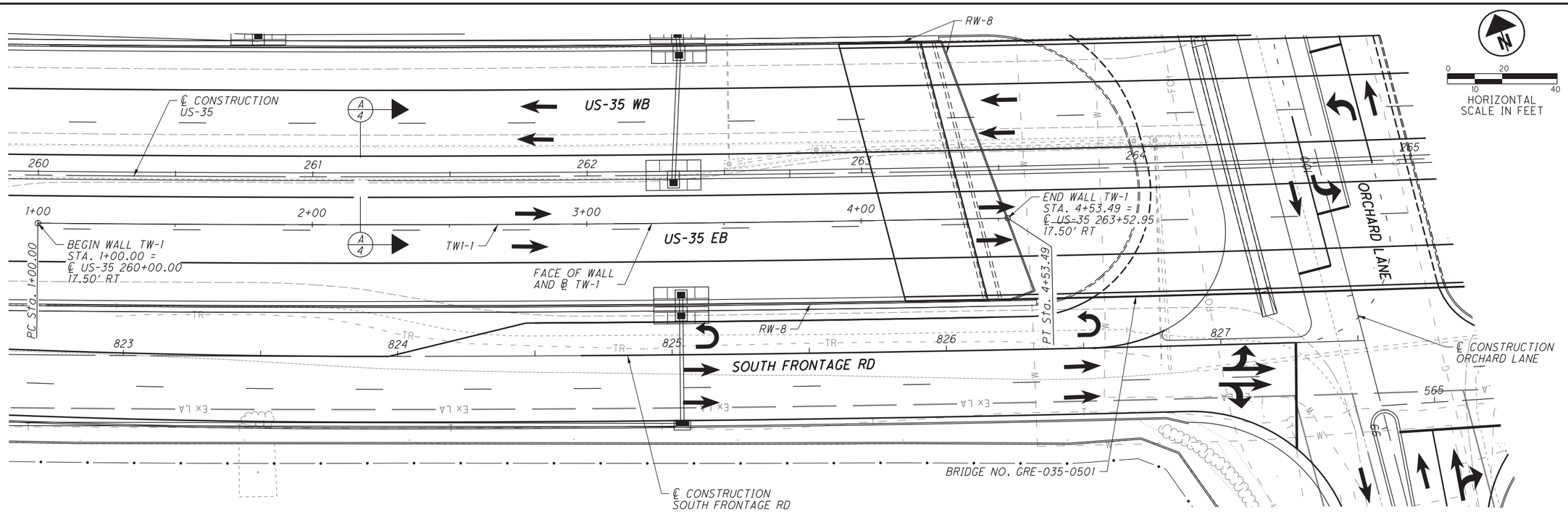
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED RO | DRAWN KL | REVIEWED SL | DATE 6/14
CHECKED JC | REVISED | STRUCTURE FILE NUMBER

CIP WALL SECTION
RETAINING WALL RW-14
ALONG CREEKSIDE TRAIL

GRE-35-4.26
PID No. 80468

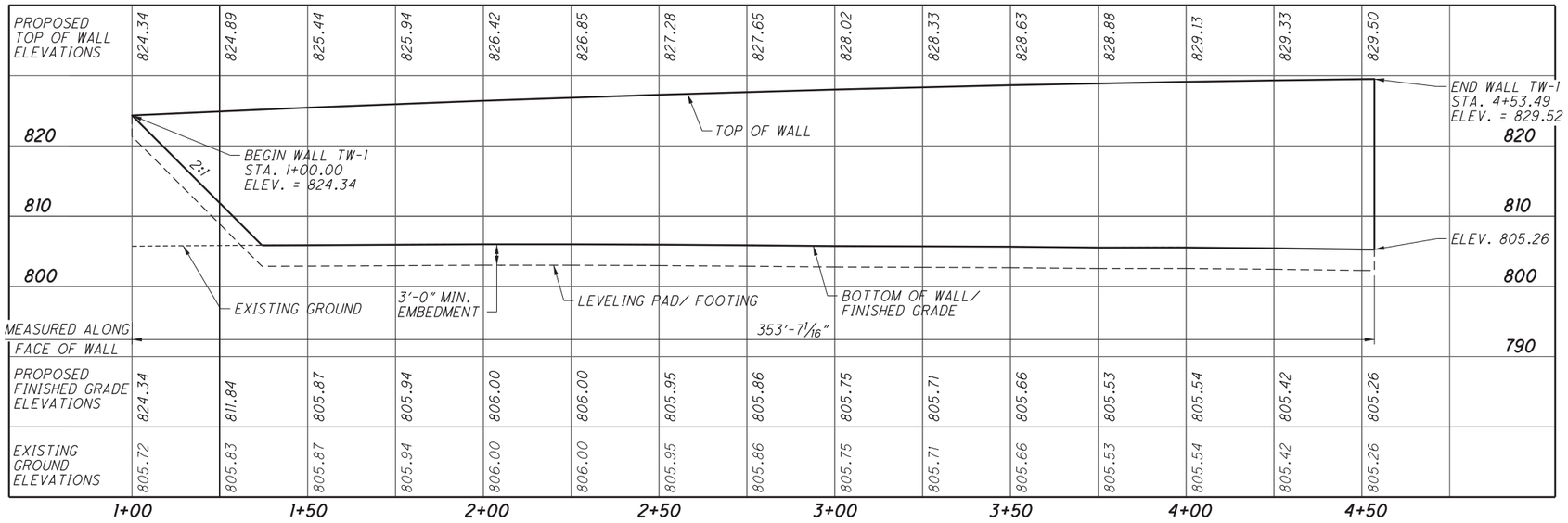
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PLAN

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 4.
3. COORDINATE BOTTOM OF WALL ELEVATIONS WITH PROPRIETARY WALL MANUFACTURER'S DETAIL DRAWINGS FOR PERMANENT MSE WALL (RW-8).
4. FOR SECTION A-A, SEE SHEET 4.



DEVELOPED ELEVATION ALONG ℄ TW-1 (TEMPORARY WALL)

LEGEND

⊕ BORING LOCATION

CURVE DATA (TW1-1)

P.I. Sta. = 2+76.76
Δ = 1°45'55" LT
Dc = 0°29'58"
R = 11,473.66'
T = 176.76'
L = 353.49'
E = 1.36'

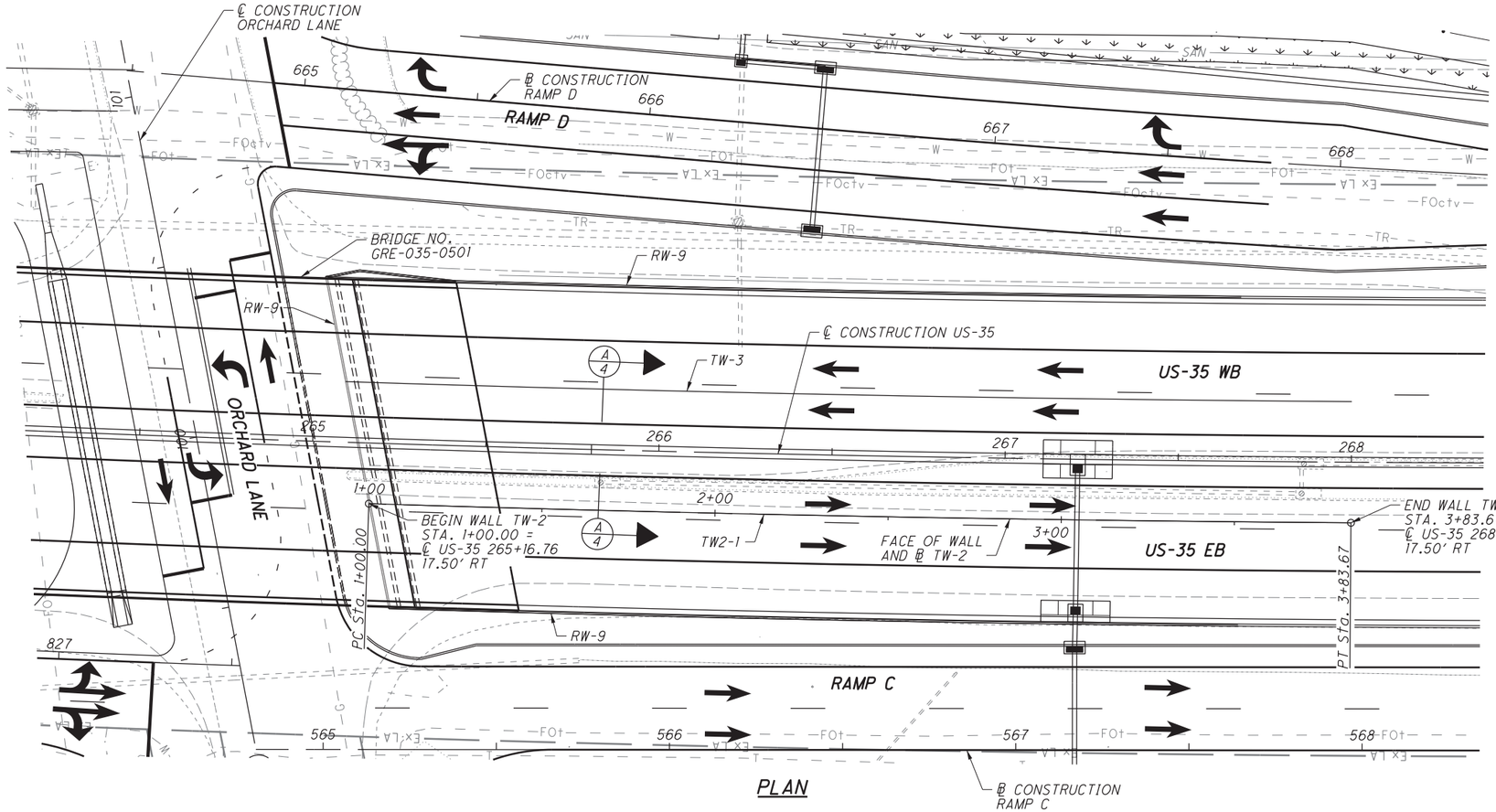
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	7/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

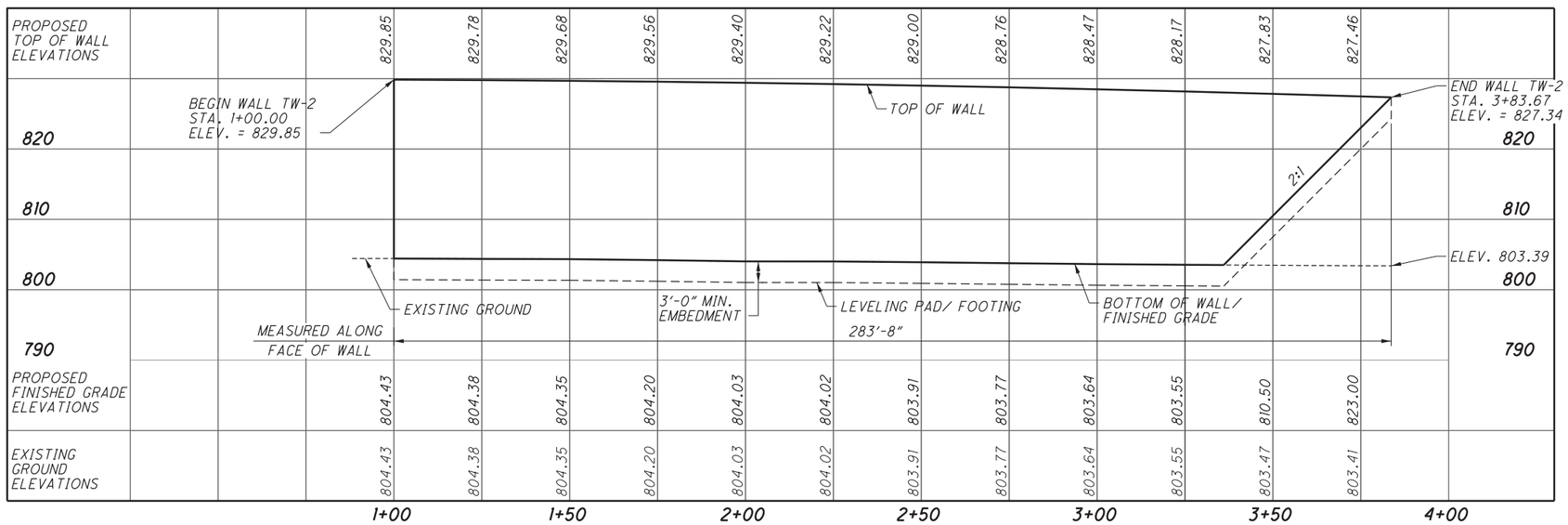
SITE PLAN
TEMPORARY WALL TW-1
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN



DEVELORED ELEVATION ALONG ℄ TW-2 (TEMPORARY WALL)

0 10 20 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 4.
3. COORDINATE BOTTOM OF WALL ELEVATIONS WITH PROPRIETARY WALL MANUFACTURER'S DETAIL DRAWINGS FOR PERMANENT MSE WALL (RW-9).
4. FOR SECTION A-A, SEE SHEET 4.

LEGEND

BORING LOCATION

CURVE DATA (TW2-1)

P.I. Sta. = 2+41.84
Δ = 1°25'00" LT
Dc = 0°29'58"
R = 11,473.66'
T = 141.84'
L = 283.67'
E = 0.88'

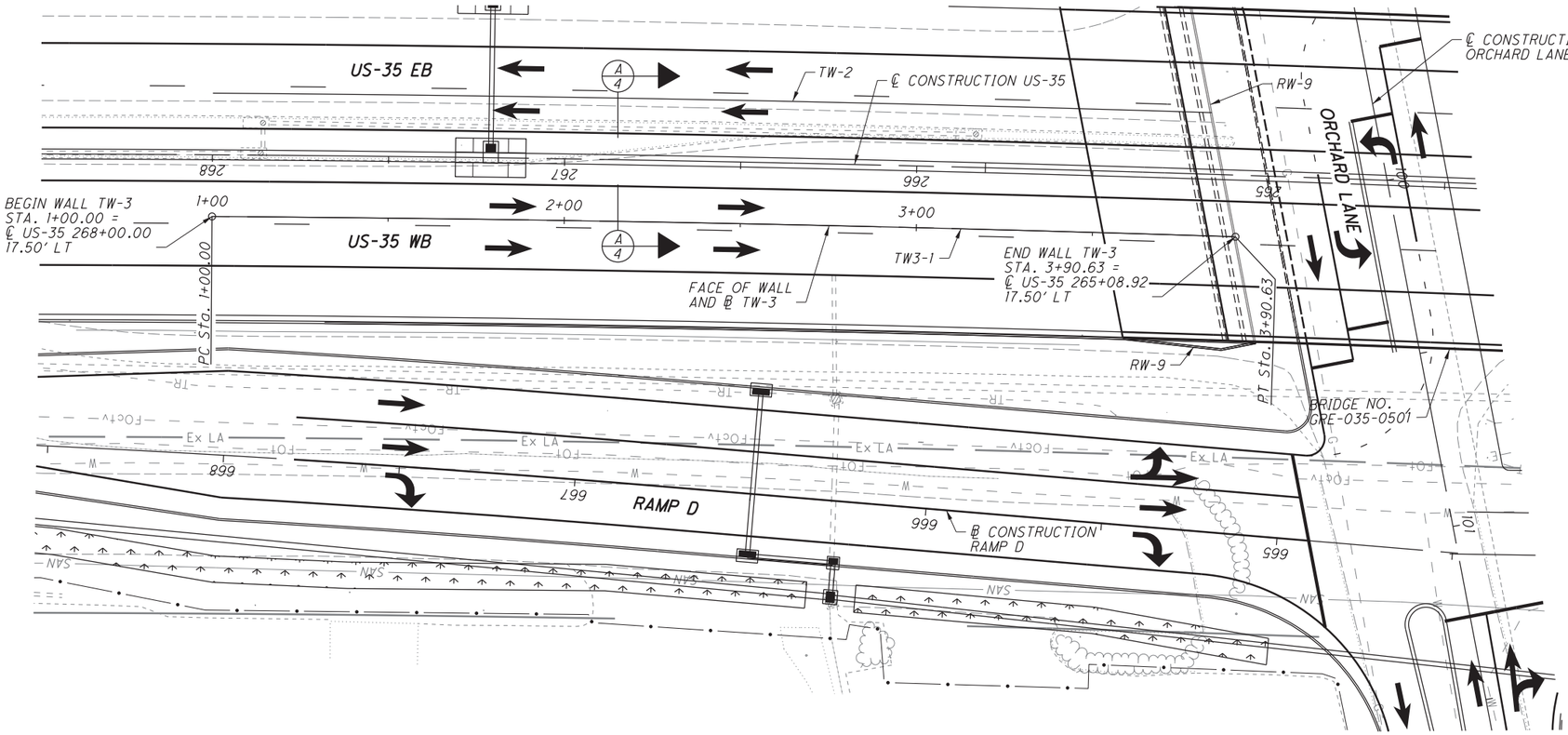
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	7/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

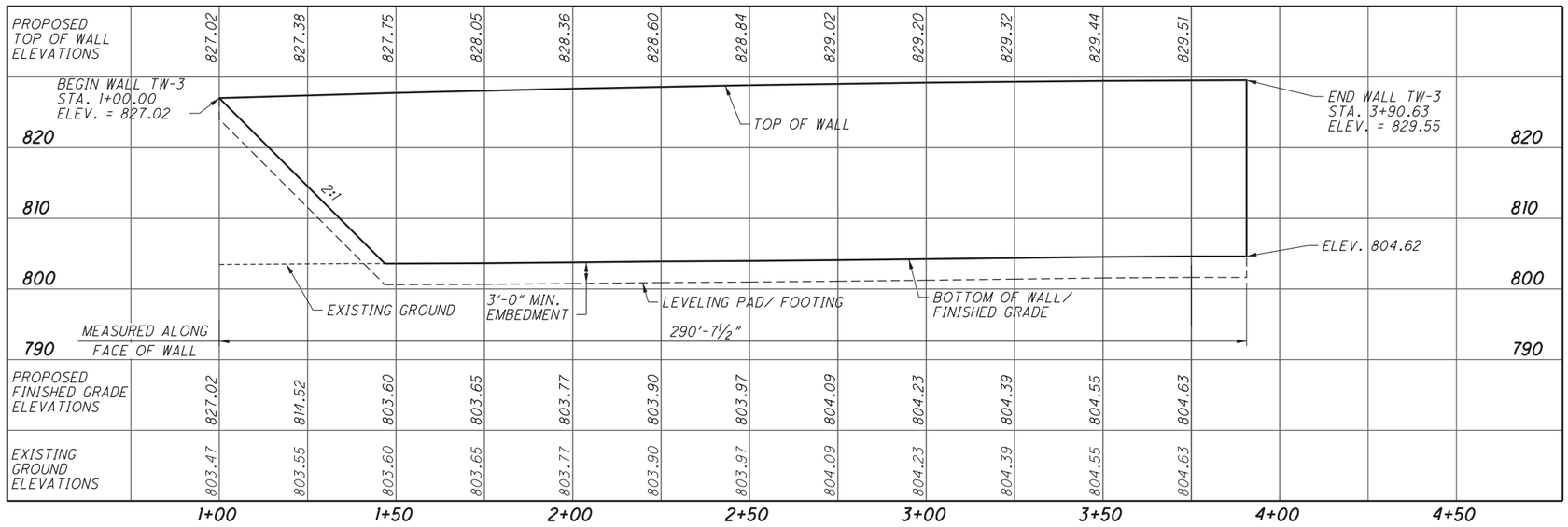
SITE PLAN
TEMPORARY WALL TW-2
ALONG US-35

GRE-35-4.26
PID No. 80468

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PLAN



DEVELOPED ELEVATION ALONG ℄ TW-3 (TEMPORARY WALL)

0 20
10 40
HORIZONTAL SCALE IN FEET

NOTES

1. WALL ALIGNMENT IS DEFINED ALONG THE FACE OF WALL.
2. FOR DEFINITION OF TOP AND BOTTOM ELEVATIONS, SEE WALL TYPICAL SECTION ON SHEET 4.
3. COORDINATE BOTTOM OF WALL ELEVATIONS WITH PROPRIETARY WALL MANUFACTURER'S DETAIL DRAWINGS FOR PERMANENT MSE WALL (RW-9).
4. FOR SECTION A-A, SEE SHEET 4.

LEGEND

⊕ BORING LOCATION

CURVE DATA (TW3-1)

P.I. Sta. = 2+45.32
Δ = 1°27'21" RT
Dc = 0°30'03"
R = 11,438.66'
T = 145.32'
L = 290.63'
E = 0.92'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	7/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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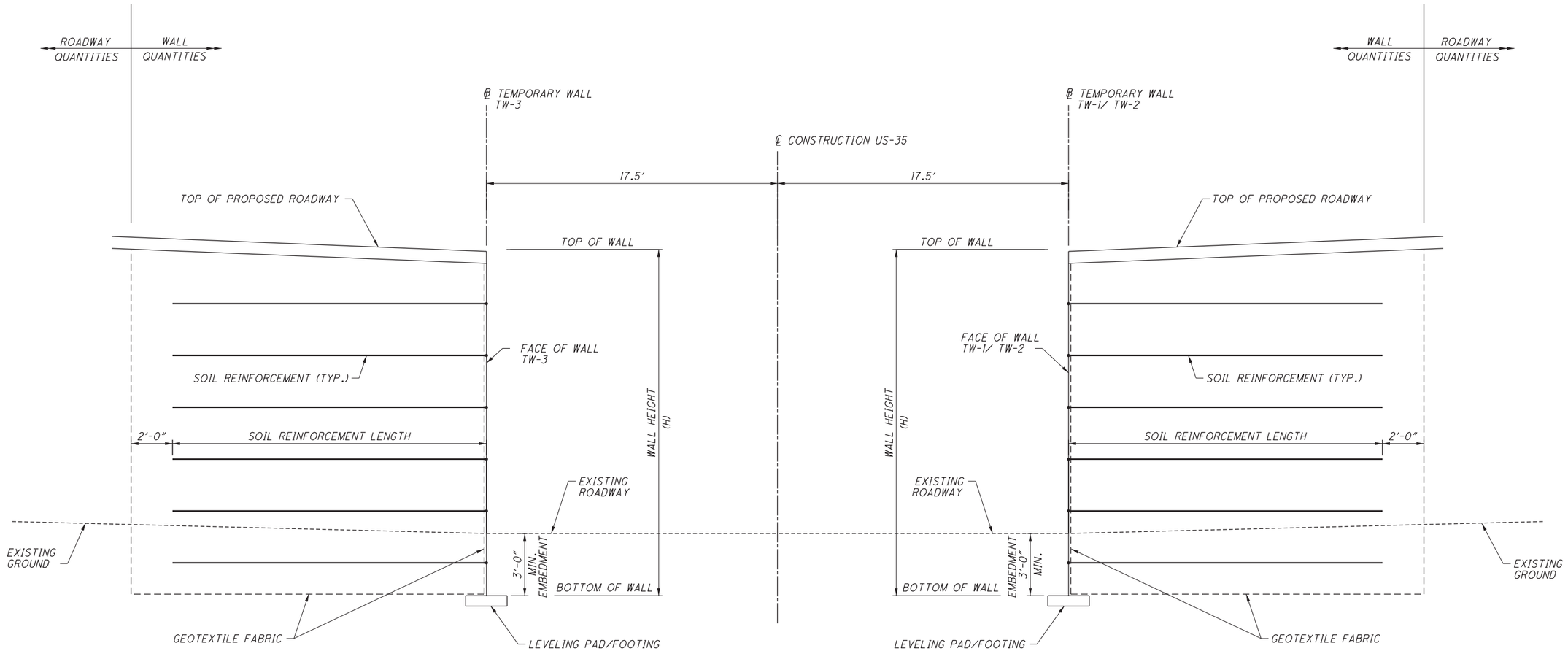
SITE PLAN
TEMPORARY WALL TW-3
ALONG US-35

GRE-35-4.26
PID No. 80468

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A / 1-3 SECTION

TW-1 STA. 1+00.00 TO TW-1 STA. 4+53.49
TW-2 STA. 1+00.00 TO TW-2 STA. 3+83.67
TW-3 STA. 1+00.00 TO TW-3 STA. 3+90.63

NOTES:

1. THE WALL FACE SHALL BE INTERLOCKING WIRE MESH WITH 4" - 6" OPENINGS.
2. THE SOIL REINFORCEMENT SHALL BE MESH LADDERS 12" - 18" WIDE.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
RO	KL	SL	7/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC			

MSE TEMPORARY WALL SECTION

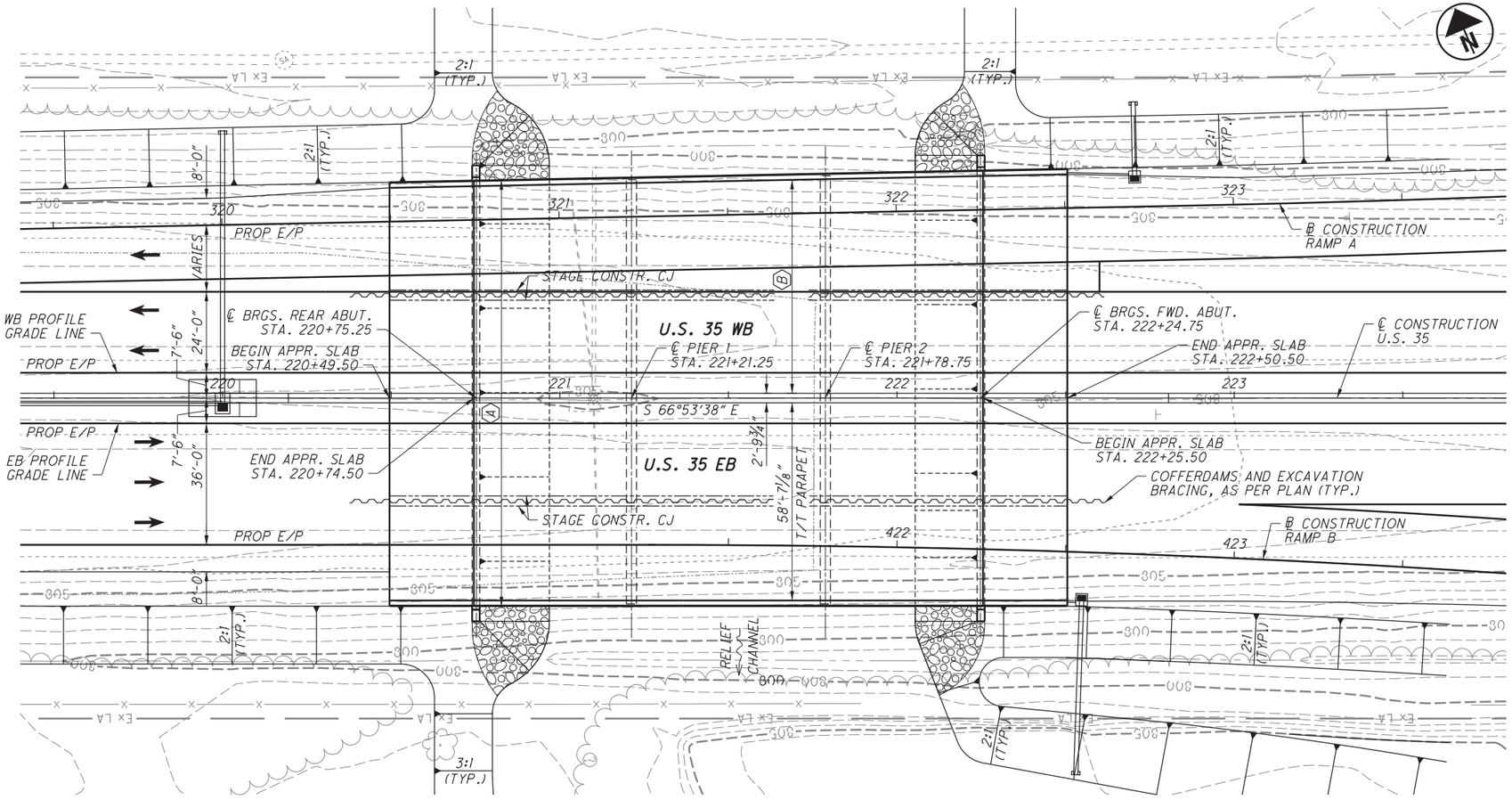
TW-1, TW-2, TW-3 AND TW-4
ALONG US-35

GRE-35-4.26
PID No. 80468

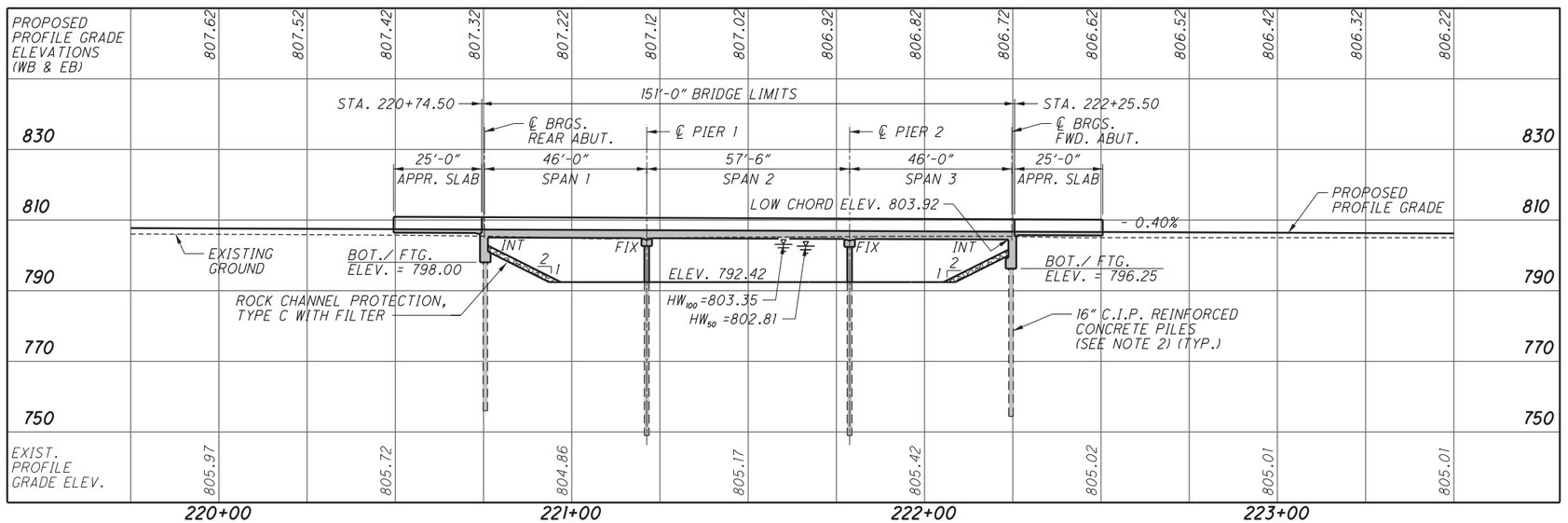
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PLAN



PROFILE ALONG WB U.S. 35 PROFILE GRADE

(WB PROFILE GRADE SHOWN, EB PROFILE GRADE SIMILAR)

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN.

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 34,770 2018 ADTT = 3,825
2038 ADT = 41,600 2038 ADTT = 4576
DIRECTIONAL DISTRIBUTION = 0.52

HYDRAULIC DATA

DRAINAGE AREA = 26.4 SQ. MILES
DESIGN STORM = 50 YEAR

Q (50) =	7632 CFS	Q (100) =	8585 CFS
V (50) =	6.69 FPS	V (100) =	7.11 FPS
HW (50) =	802.81	HW (100) =	803.35

FREEBOARD HW (100) = 0.57 FEET.

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

(A) VARIES 126'-1¾" MIN. TO 129-1⅝" MAX. OUT/OUT DECK

(B) VARIES 61'-4⅞" MIN. TO 64'-4¾" MAX. TOE/TOE PARAPET

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: CONTINUOUS CONCRETE SLAB WITH CONCRETE CAPPED PILE ABUTMENTS AND PIERS.

SPANS: 46'-0", 57'-6", 46'-0" C/C BEARINGS

ROADWAY: VARIES 122'-9¾" MIN. TO 125'-9⅝" MAX., TOE/TOE PARAPET

LOADING: HL-93, FWS=60 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

SKEW: NONE

APPROACH SLABS: AS-1-81, 25'-0" LONG (MODIFIED)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

COORDINATES: LATITUDE 39°42'39"
LONGITUDE 84°02'02"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

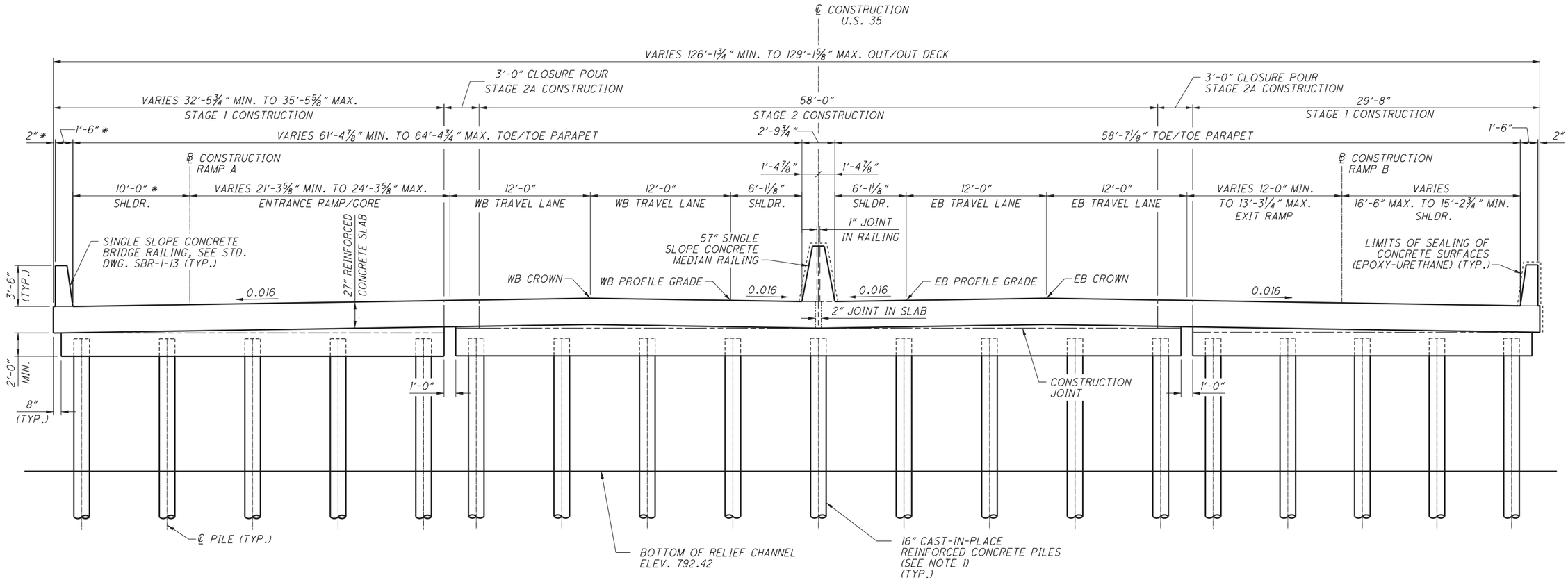
DESIGNED GLC | DRAWN MRW | REVIEWED JTC | DATE 6/14
CHECKED JKS | REVISED | STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 220+74.50
STA. 222+25.50

SITE PLAN
BRIDGE NO. GRE-035-0420
U.S. 35 OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

035_B12SP001.dgn 9/25/2014 3:26:33 PM boukermo



TYPICAL TRANSVERSE SECTION

(PIER 1 SHOWN, PIER 2 SIMILAR)

* MEASURED RADIAL TO ℄ CONSTRUCTION RAMP A

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

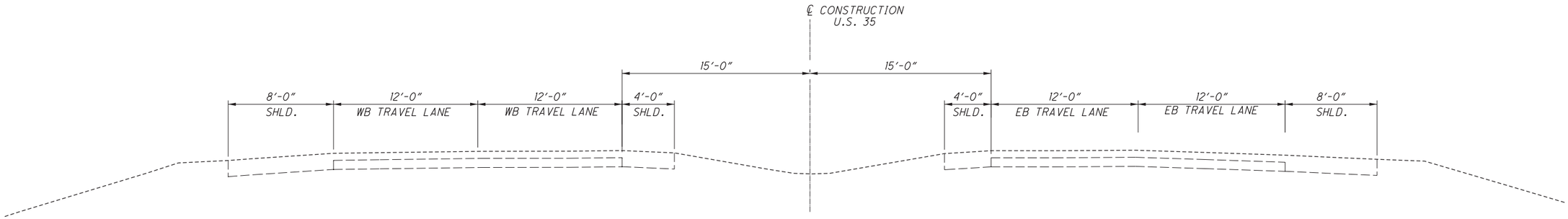
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-035-0420
U.S. 35 OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

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EXISTING CONDITION

ALL EXISTING DIMENSIONS ±

PROPOSED WORK:

IN GENERAL, THE PROPOSED WORK SHALL CONSIST OF THE CONSTRUCTION OF THE PROPOSED BRIDGE IN STAGES. CONSTRUCTION OPERATIONS ARE TO BE PERFORMED WHILE MAINTAINING TWO LANES OF TRAFFIC IN EACH DIRECTION ON U.S. 35. THE MAJOR ITEMS OF WORK REQUIRING STAGED CONSTRUCTION ARE DESCRIBED BELOW. SOME PROJECT WORK ITEMS, SUCH AS SEALING OF CONCRETE SURFACES, MAY BE PERFORMED AT THE CONTRACTOR'S DISCRETION DURING THE CONTRACT SCHEDULE PERIOD; HOWEVER, THE PERFORMANCE OF ALL WORK MUST BE COORDINATED TO SATISFY MAINTENANCE OF TRAFFIC AND SAFETY REQUIREMENTS. SEE M.O.T. PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC REQUIREMENTS.

A. STAGE 1 CONSTRUCTION

1. INSTALL PORTABLE CONCRETE BARRIER ON THE EXISTING U.S. 35 ROADWAY. ROUTE TRAFFIC ACCORDING TO MAINTENANCE OF TRAFFIC PLANS.

2. CONSTRUCT TEMPORARY SHORING ALONG BOTH SIDES OF U.S 35 AS SHOWN IN THE PLANS. EXCAVATE FOR THE PROPOSED RELIEF CHANNEL.

3. DRIVE ABUTMENT AND PIER PILES. CONSTRUCT THE LEFT AND RIGHT PORTIONS OF THE INTEGRAL ABUTMENTS TO THE BEAM SEATS. CONSTRUCT THE PIER PILE CAPS.

4. CONSTRUCT THE LEFT AND RIGHT PORTIONS OF THE REINFORCED CONCRETE INTEGRAL DIAPHRAGMS, SLAB, PARAPET AND APPROACH SLABS.

B. STAGE 2 CONSTRUCTION

1. INSTALL ANCHORED PORTABLE CONCRETE BARRIER ON COMPLETED STAGE 1 PORTIONS OF THE BRIDGE AS SHOWN ON THE BRIDGE AND MAINTENANCE OF TRAFFIC PLANS. ROUTE WESTBOUND TRAFFIC ON THE COMPLETED LEFT PORTION OF THE STAGE 1 BRIDGE. ROUTE EASTBOUND TRAFFIC ON THE COMPLETED RIGHT PORTION OF THE STAGE 1 BRIDGE.

2. REMOVE THE TEMPORARY SHORING ADJACENT TO THE PROPOSED PIERS AND EXCAVATE FOR THE RELIEF CHANNEL.

3. DRIVE ABUTMENT AND PIER PILES. CONSTRUCT THE MIDDLE PORTION OF THE INTEGRAL ABUTMENTS TO THE BEAM SEATS. CONSTRUCT THE PIER PILE CAPS.

4. CONSTRUCT THE MIDDLE PORTION OF THE REINFORCED CONCRETE INTEGRAL DIAPHRAGMS, SLAB, APPROACH SLABS AND MEDIAN PARAPET.

5. REMOVE THE REMAINING PORTIONS OF THE TEMPORARY SHORING ADJACENT TO THE NEWLY CONSTRUCTED ABUTMENTS.

C. STAGE 2A CONSTRUCTION

1. CONSTRUCT THE REINFORCED CONCRETE SLAB CLOSURE POUR.

2. REMOVE PORTABLE CONCRETE BARRIERS AND ROUTE TRAFFIC ONTO COMPLETED BRIDGE ACCORDING TO MAINTENANCE TRAFFIC PLANS.

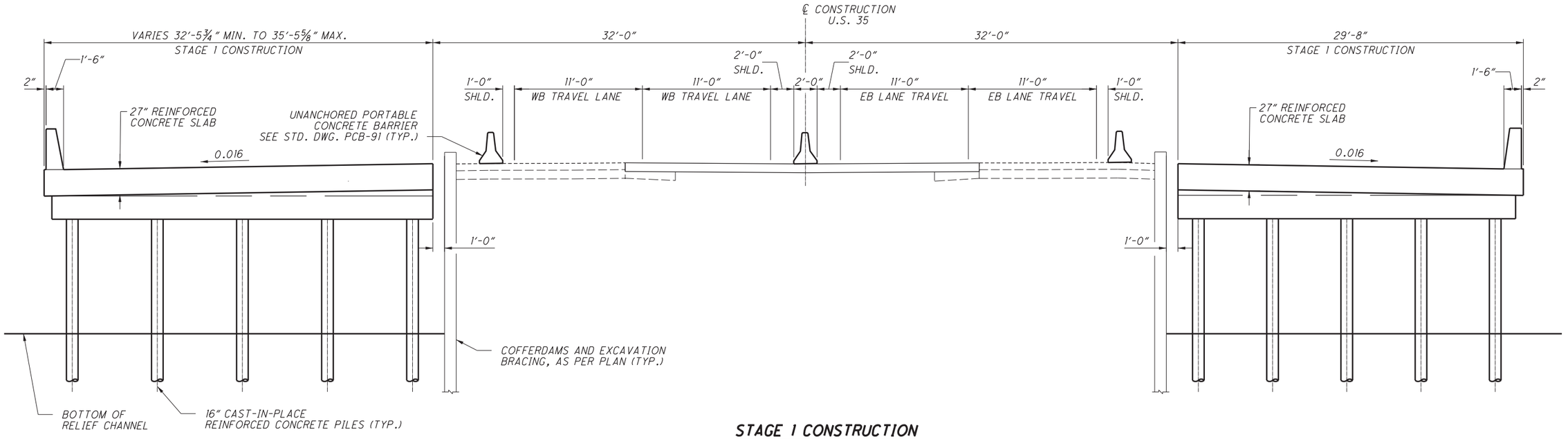
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

STAGE CONSTRUCTION DETAILS I
BRIDGE NO. GRE-035-0420
U.S. 35 OVER RELIEF CHANNEL

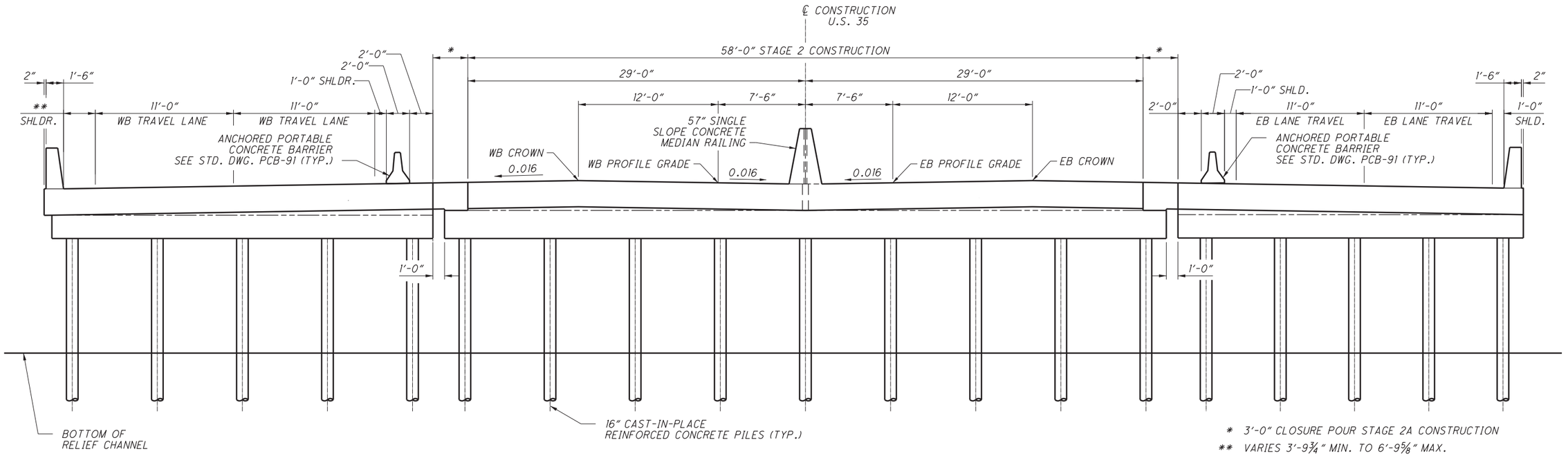
GRE-35-4.26
PID No. 80468

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STAGE 1 CONSTRUCTION

(PIER 1 SHOWN, PIER 2 SIMILAR)



* 3'-0" CLOSURE POUR STAGE 2A CONSTRUCTION

** VARIES 3'-9¾" MIN. TO 6'-9⅝" MAX.

STAGE 2 & 2A CONSTRUCTION

(PIER 1 SHOWN, PIER 2 SIMILAR)

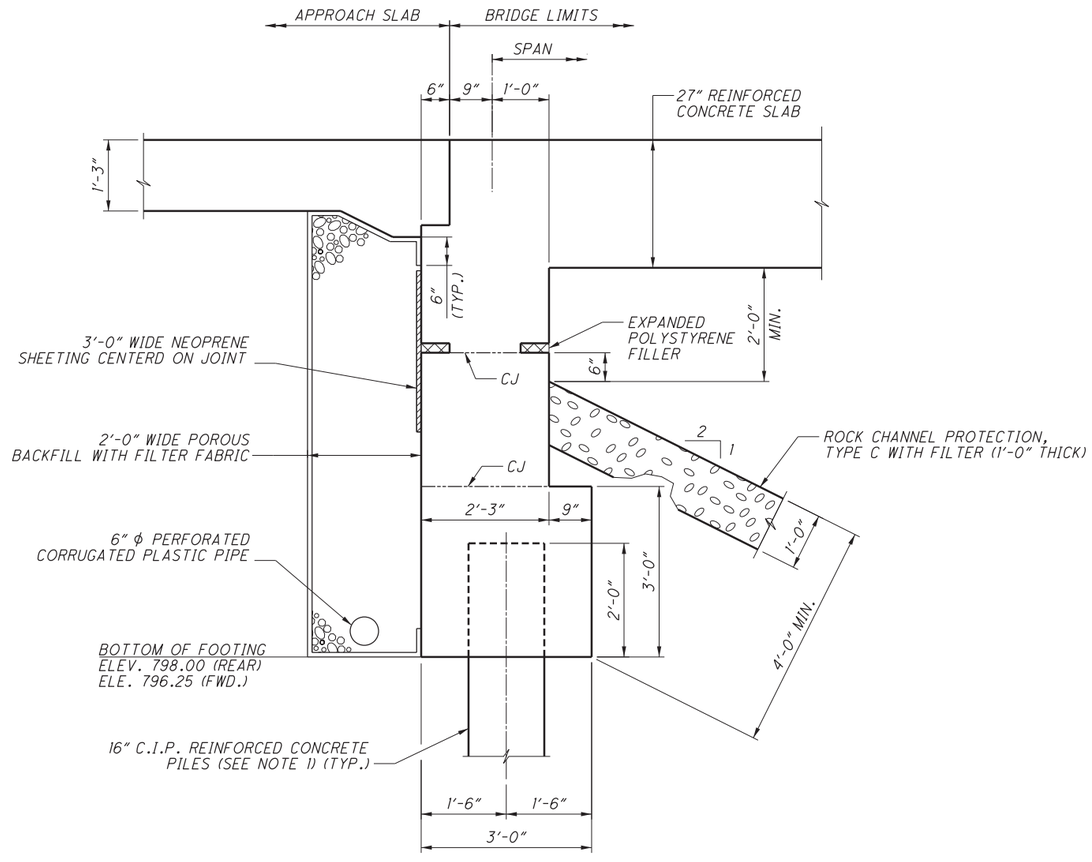
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

STAGE CONSTRUCTION DETAILS II
BRIDGE NO. GRE-035-0420
U.S. 35 OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

035_B12TS003.dgn 9/25/2014 3:28:34 PM baukerma



ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

ABUTMENT SECTION

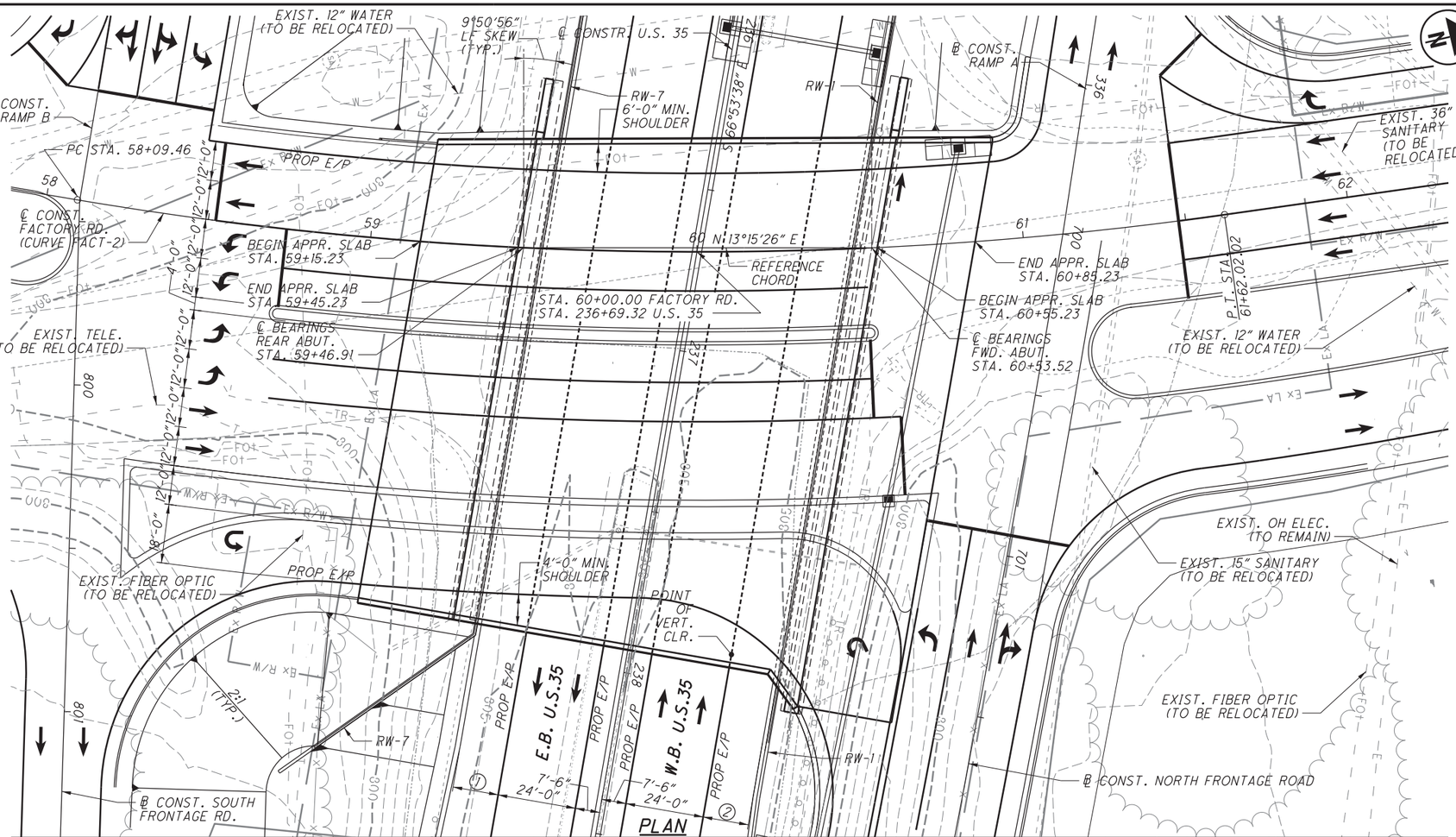
BRIDGE NO. GRE-035-0420
U.S. 35 OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

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035_B12AR001.dgn 9/25/2014 3:29:02 PM baukermo



PROFILE ALONG ℄ CONSTRUCTION FACTORY ROAD

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 8460	2018 ADTT = 170
2038 ADT = 9910	2038 ADTT = 199

DIRECTIONAL DISTRIBUTION = 0.54

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

CURVE DATA (FACT-2)

P.I. STA. 59+87.15
△ = 17°37'41" LT.
D_C = 5°00'00"
R = 1145.92'
T = 177.68'
L = 352.56'
E = 13.69'

① MIN. HORIZONTAL CLEARANCE
14'-0" REQUIRED
14'-0" PROVIDED TO TOE OF BARRIER

② MIN. HORIZONTAL CLEARANCE
14'-0" REQUIRED
14'-0" PROVIDED TO TOE OF BARRIER

③ MIN. VERTICAL CLEARANCE
17'-0" REQUIRED
23'-1" PROVIDED

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: SINGLE SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAM WITH REINFORCED CONCRETE DECK AN SEMI-INTEGRAL ABUTMENTS BEHIND MSE WALLS.

SPANS: 106'-7 3/8" C/C BEARINGS

ROADWAY: VARIES 146'-4 3/8" TO 173'-1 1/2" TOE/TOE PARAPET

LOADING: HL-93, FWS=60 PSF

SKEW: 9°50'56" LEFT FORWARD WITH RESPECT TO REFERENCE CHORD

APPROACH SLABS: AS-1-81, 30'-0" LONG (MODIFIED)

ALIGNMENT: 5°00'00" LEFT CURVE

WEARING SURFACE: MONOLITHIC CONCRETE

CROWN: 0.02 FT/FT

COORDINATES: LATITUDE N 39°42'33"
LONGITUDE W 84°01'44"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

GREENE COUNTY
STA. 59+45.23
STA. 60+55.23

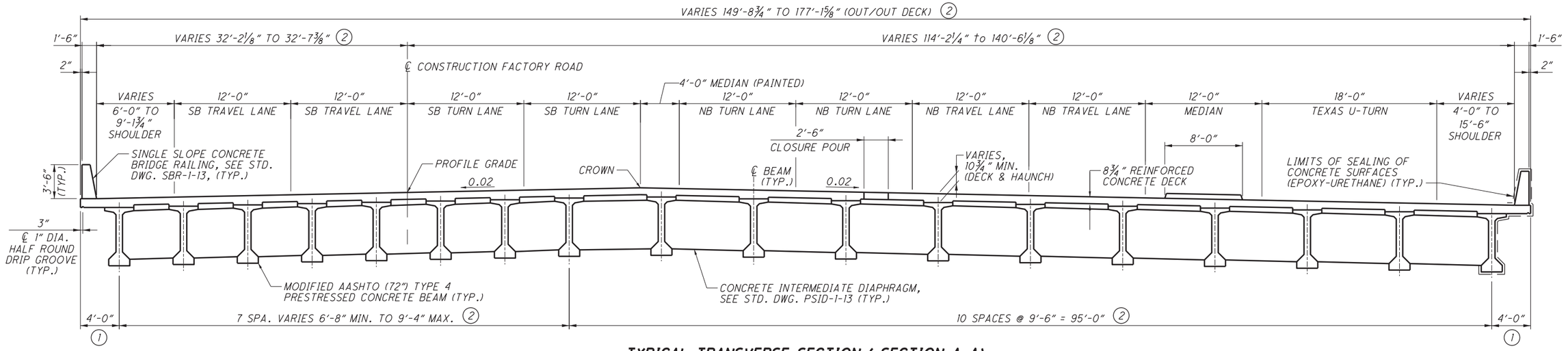
SITE PLAN
BRIDGE NO. GRE-035-0449
FACTORY ROAD OVER U.S. 35

GRE-35-4.26
PID No. 80468

1 / 3

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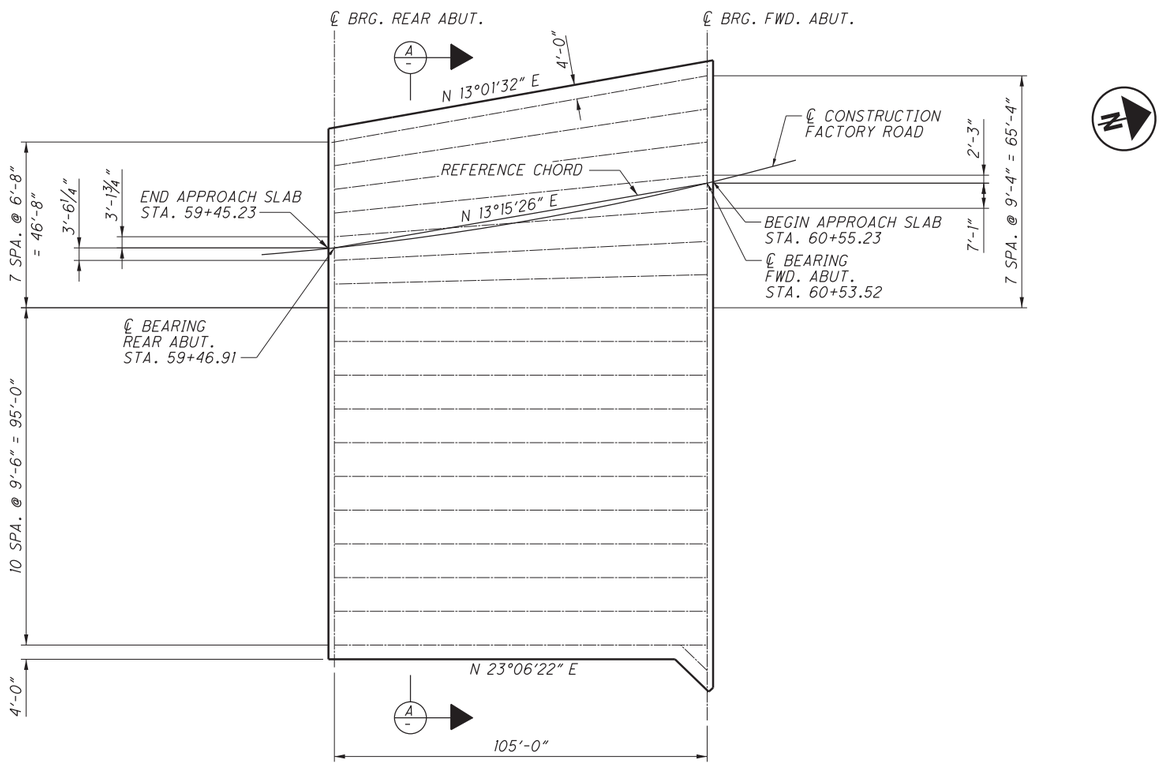


TYPICAL TRANSVERSE SECTION (SECTION A-A)

(CUT RADIAL TO ℄ CONSTRUCTION FACTORY ROAD)

(1) MEASURED PERPENDICULAR TO EDGE OF DECK.

(2) MEASURED ALONG CENTERLINE OF BEARING.



FRAMING PLAN

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

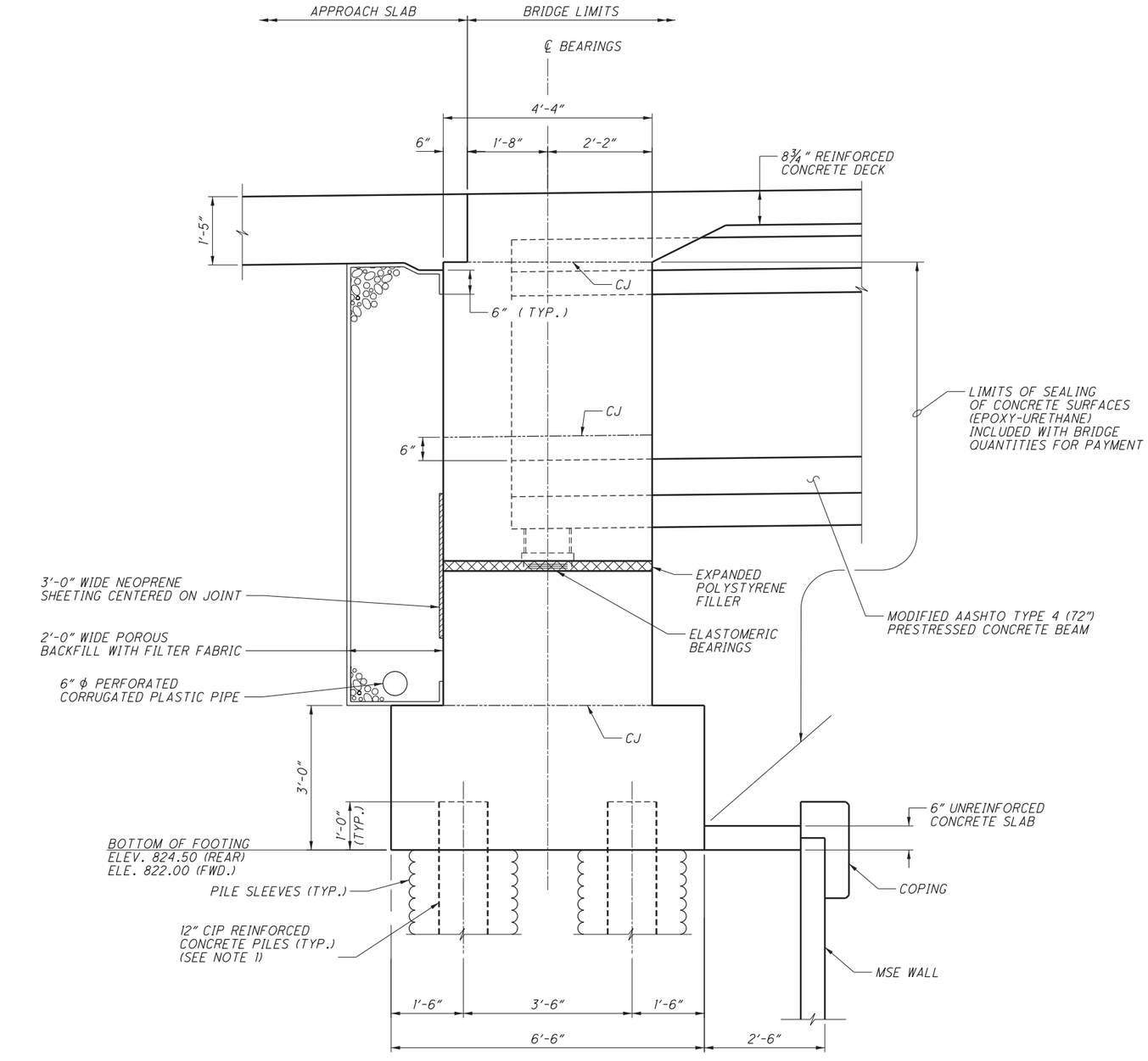
DESIGNED GLC | DRAWN MRW | CHECKED MK | REVIEWED JTC | DATE 6/14 | REVISED | STRUCTURE FILE NUMBER

TYPICAL TRANSVERSE SECTION & FRAMING PLAN

BRIDGE NO. GRE-035-0449
FACTORY ROAD OVER U.S. 35

GRE-35-4.26
PID No. 80468

035_0449TS001.dgn 9/25/2014 3:53:24 PM baukerma



ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATION WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

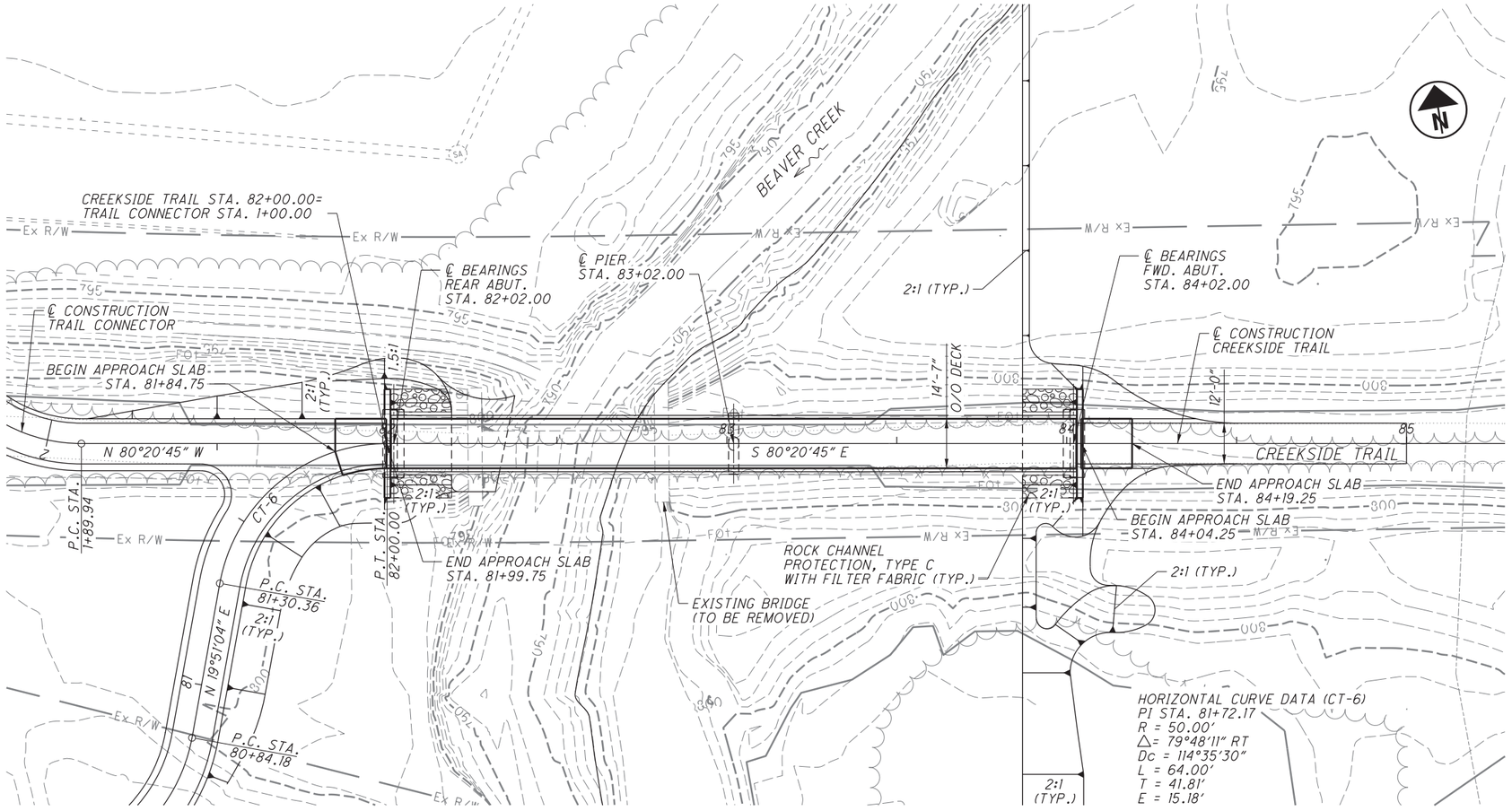
ABUTMENT SECTION
BRIDGE NO. GRE-035-0449
FACTORY ROAD OVER U.S. 35

GRE-35-4.26
PID No. 80468

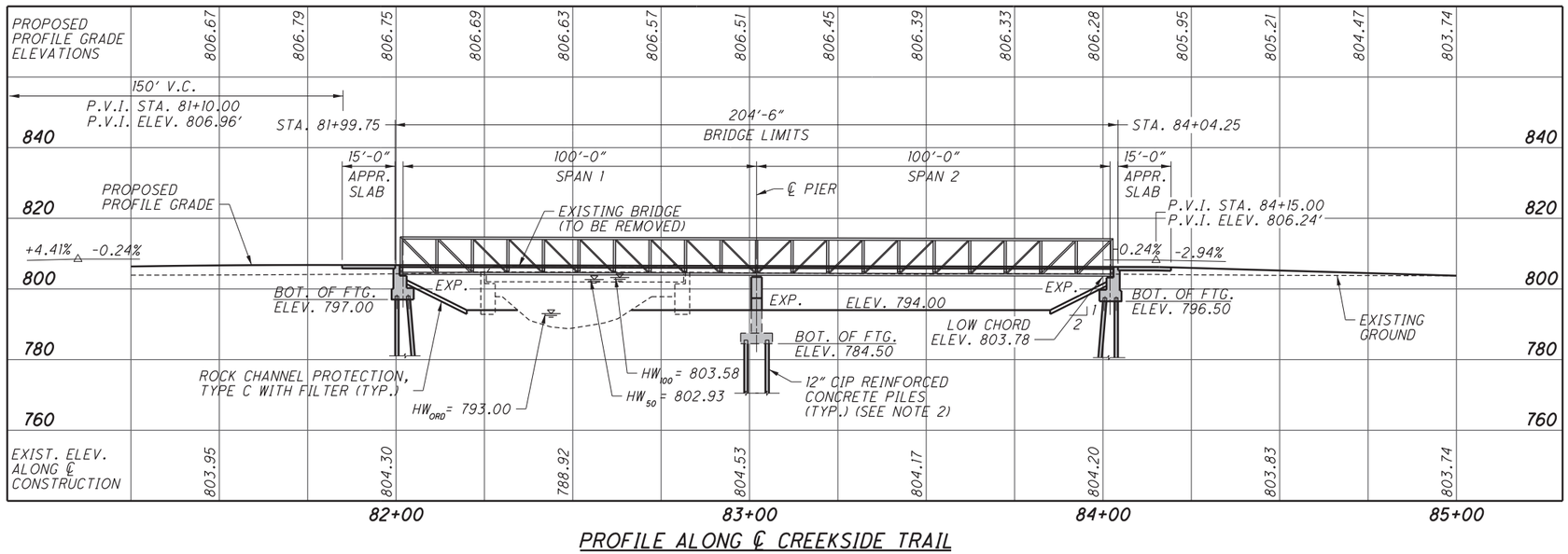
3 / 3

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PLAN



PROFILE ALONG ℄ CREEKSIDE TRAIL

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

LEGEND

⌖ BORING LOCATION (SEE NOTE 2)

HYDRAULIC DATA

DRAINAGE AREA = 23.1 SQ. MILES
DESIGN STORM = 50 YEAR

Q (50) =	6200 CFS	Q (100) =	7000 CFS
V (50) =	4.25 FPS	V (100) =	4.53 FPS
HW (50) =	802.93	HW (100) =	803.58

FREEBOARD HW (100) = 0.20 FEET.

EXISTING STRUCTURE

TYPE: SINGLE SPAN STEEL THROUGH GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SPANS: 56'-0"± C/C BEARINGS
ROADWAY: 11'-7"± F/F RAILING
LOADING: PEDESTRIAN
WEARING SURFACE: NONE
SKEW: NONE
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: NONE
STRUCTURAL FILE NUMBER: 2961792
DATE BUILT: 1900
CONDITION: SATISFACTORY

PROPOSED STRUCTURE

TYPE: 2-SPAN PREFABRICATED WEATHERING STEEL TRUSS SUPERSTRUCTURE WITH REINFORCED CONCRETE ABUTMENTS AND PIER SUPPORTED ON PILES.

SPANS: 100'-0", 100'-0" C/C BEARINGS
ROADWAY: 14'-0" FACE/FACE RAILS
LOADING: H15, FWS=60 PSF
WEARING SURFACE: MONOLITHIC CONCRETE
SKEW: NONE
APPROACH SLABS: AS-1-81, 15'-0" LONG
ALIGNMENT: TANGENT
SUPERELEVATION: 0.020 FT/FT
COORDINATES: LATITUDE N39°42'37"
LONGITUDE W84°01'41"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
JBA	JBA	GLC	6/14

CHECKED JTC | REVISED | STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 81+99.75
STA. 84+04.25

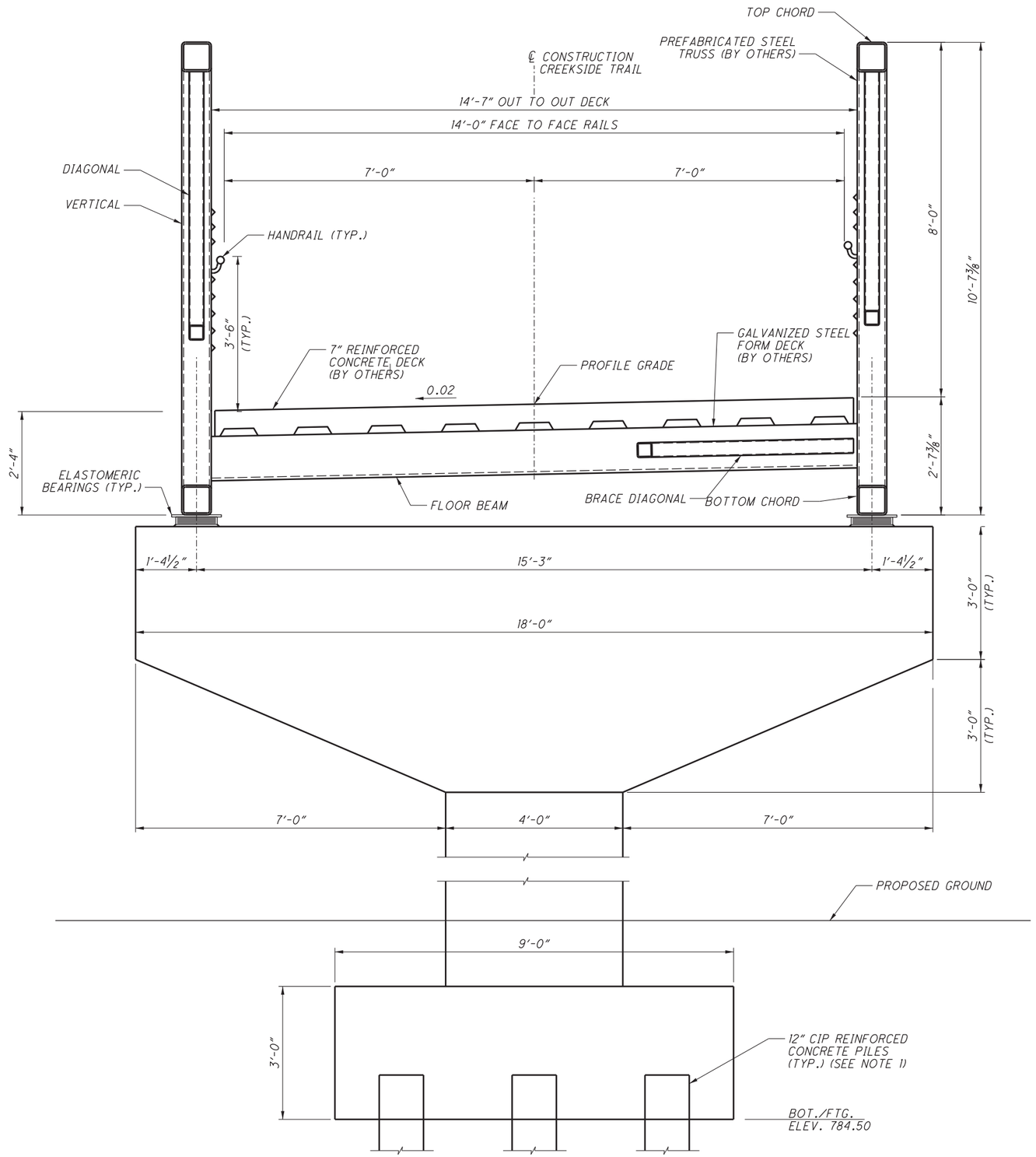
SITE PLAN
BRIDGE NO. GRE-035-0451
CREEKSIDE TRAIL OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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876

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TYPICAL TRANSVERSE SECTION

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

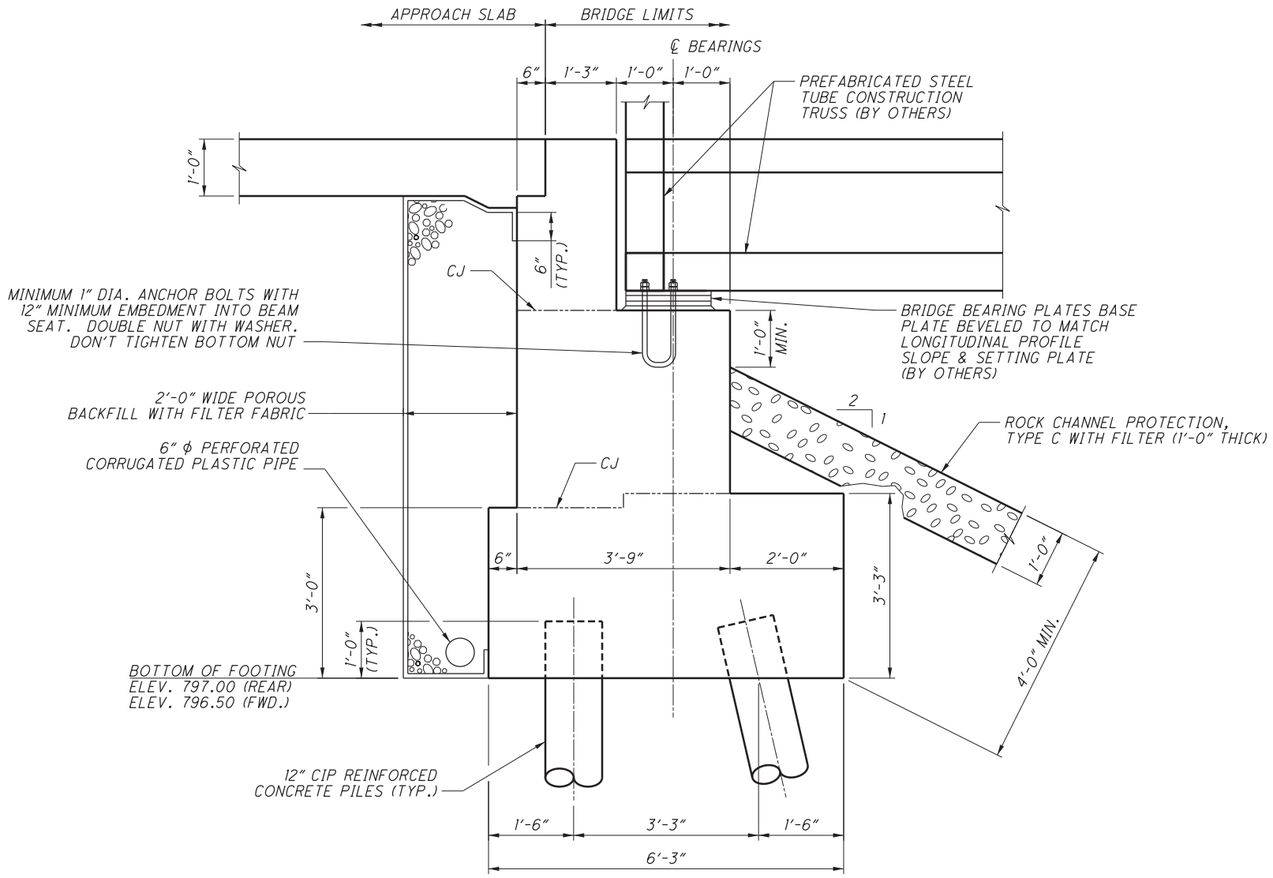
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
JBA	JBA	GLC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC			

TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-035-0451
CREEKSIDE TRAIL OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

035_B04TS001.dgn 9/25/2014 3:55:01 PM baukerma



ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

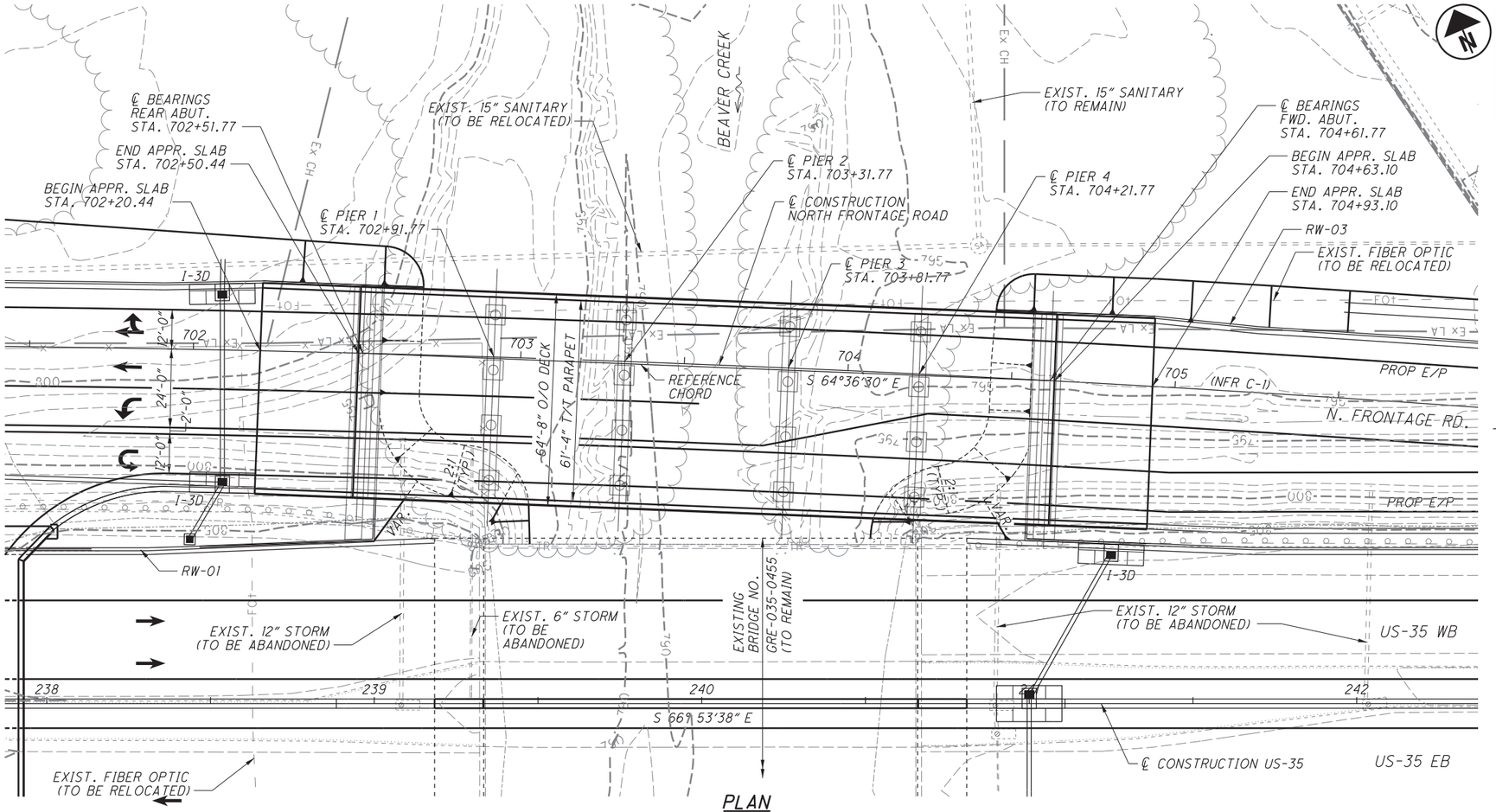
DESIGNED	DRAWN	REVIEWED	DATE
JBA	JBA	GLC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC			

ABUTMENT SECTION

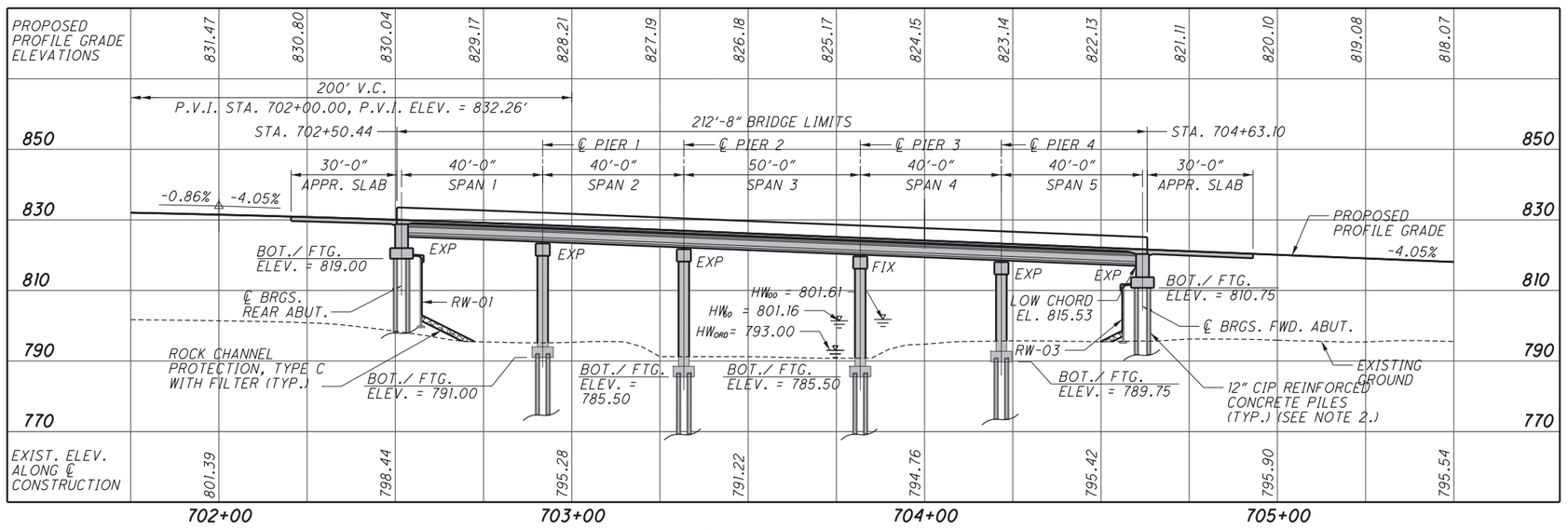
BRIDGE NO. GRE-035-0451
CREEKSIDE TRAIL OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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PLAN



PROFILE ALONG ℄ NORTH FRONTAGE ROAD

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:
2018 ADT = 5480 2018 ADTT = 219
2038 ADT = 6140 2038 ADTT = 246
DIRECTIONAL DISTRIBUTION = 1.0

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

HYDRAULIC DATA

DRAINAGE AREA = 49.5 SQ. MILES
DESIGN STORM = 50 YEAR
Q (50) = 6368 CFS Q (100) = 7415 CFS
V (50) = 6.40 FPS V (100) = 7.17 FPS
HW (50) = 801.16 HW (100) = 801.61
FREEBOARD HW (100) = 13.92 FEET.

CURVE DATA (INFR C-1)

P.I. STA. = 703+16.43
Δ = 4°44'38" RT.
Dc = 0°45'00"
R = 7639.44'
T = 316.43'
L = 632.50'
E = 6.55'

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: 5-SPAN CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BEAMS WITH REINFORCED CONCRETE DECK, PIERS, AND SEMI-INTEGRAL ABUTMENTS ON MSE WALLS.

SPANS: 40'-0", 40'-0", 50'-0", 40'-0", 40'-0" C/C BEARINGS
ROADWAY: 61'-4" TOE/TOE PARAPET
LOADING: HL-93, FWS=60 PSF
SKEW: NONE (WITH RESPECT TO REFERENCE CHORD)
APPROACH SLABS: AS-1-81, 30'-0" LONG (MODIFIED)
ALIGNMENT: 0°45'00" RIGHT CURVE
SUPERELEVATION: 0.02 FT/FT
WEARING SURFACE: MONOLITHIC CONCRETE
COORDINATES: LATITUDE N 39°42'33"
LONGITUDE W 84°01'40"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

GREENE COUNTY
STA. 702+50.44
STA. 704+63.10

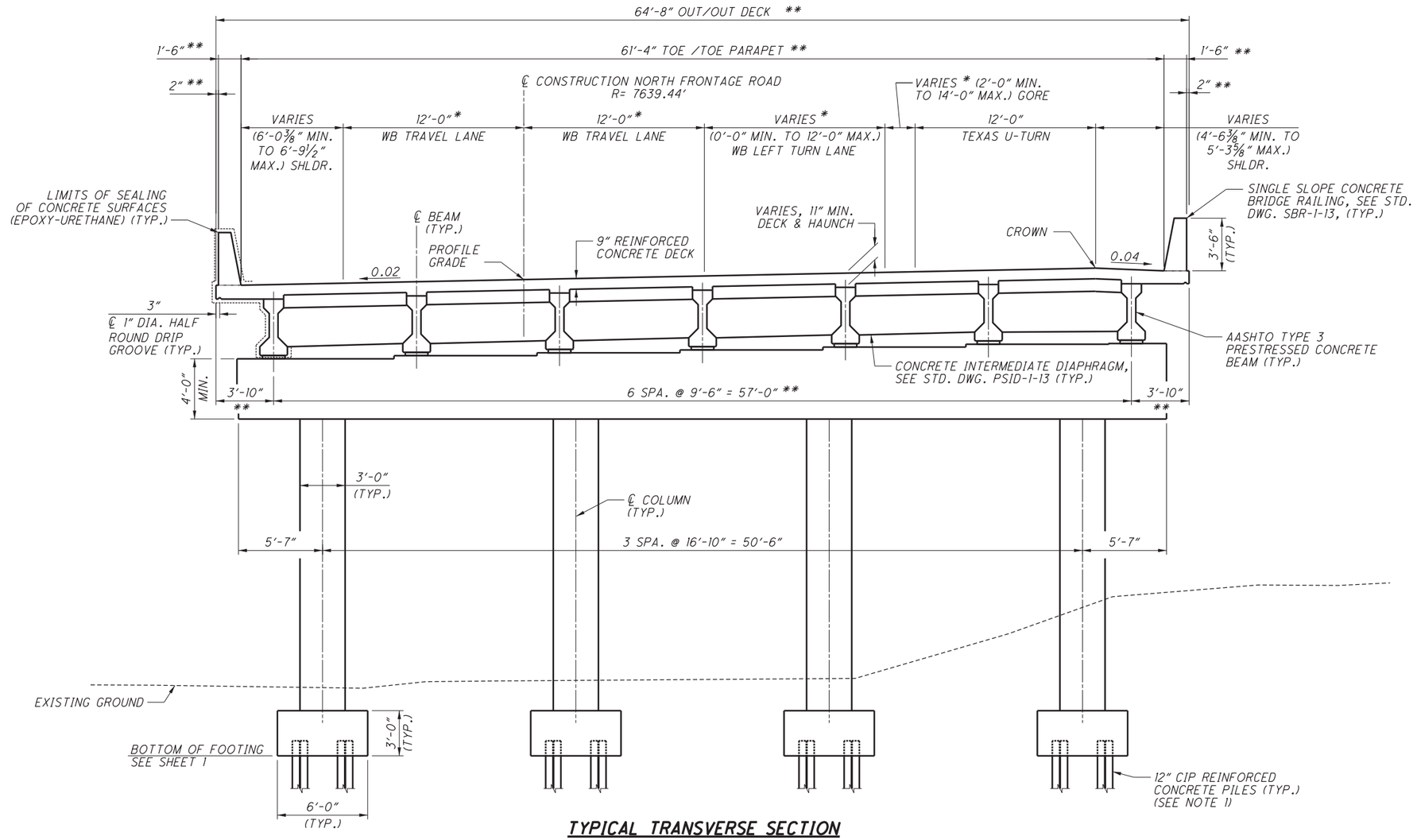
SITE PLAN
BRIDGE NO. GRE-035-0454
NORTH FRONTAGE ROAD OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

1 / 3

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876

035_0454SP001.dgn 9/25/2014 3:56:11 PM baukerma



TYPICAL TRANSVERSE SECTION

(PIER 1 SHOWN PIERS 2, 3 & 4 SIMILAR)
* MEASURED RADIAL TO ℄ CONSTRUCTION NFR
** MEASURED NORMAL TO THE EDGE OF DECK

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

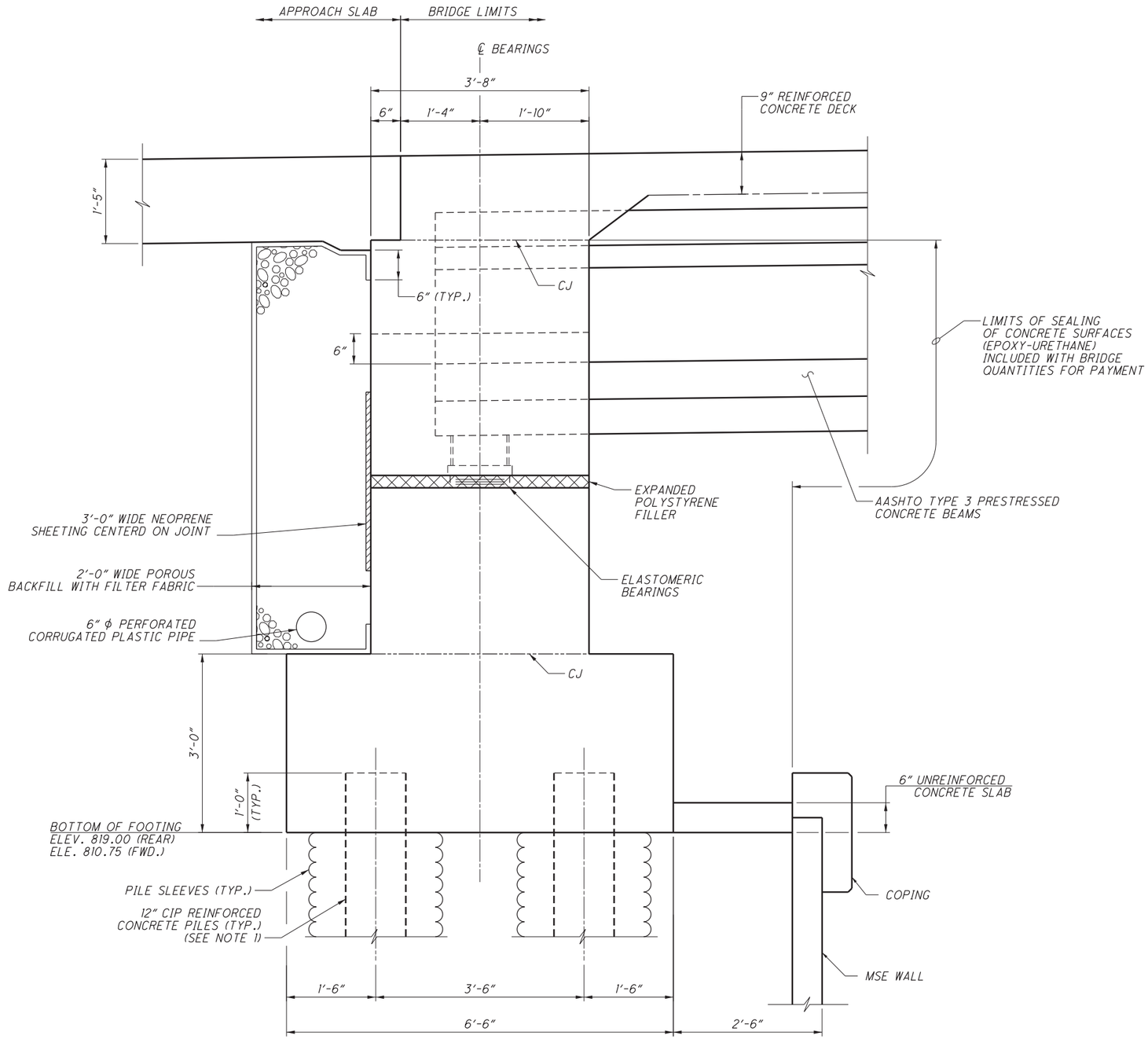
TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-035-0454
NORTH FRONTAGE ROAD OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

2 / 3

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ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED GLC | DRAWN MRW | REVIEWED JTC | DATE 6/14
CHECKED MK | REVISED | STRUCTURE FILE NUMBER

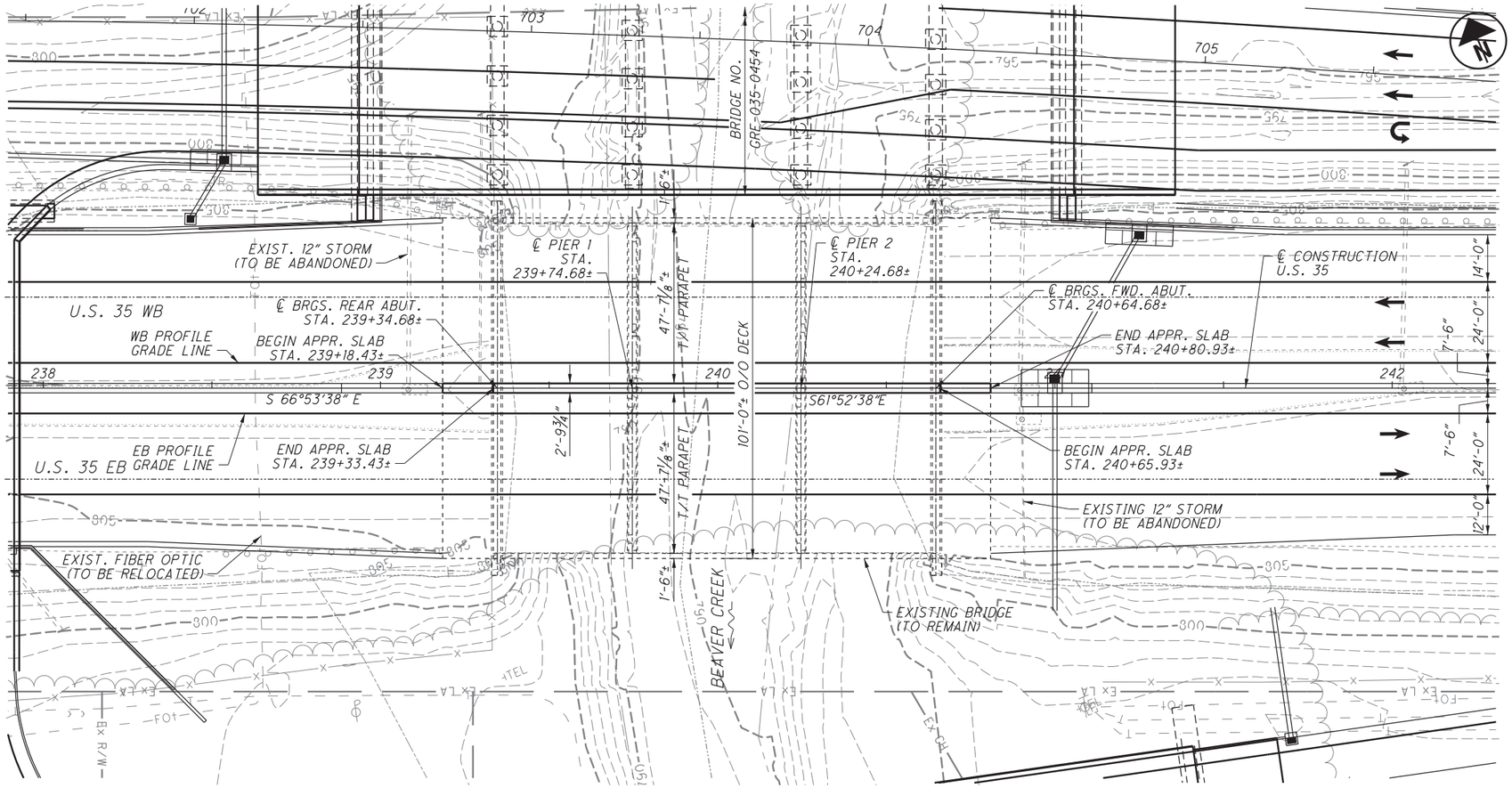
ABUTMENT SECTION
BRIDGE NO. GRE-035-0454
NORTH FRONTAGE ROAD OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

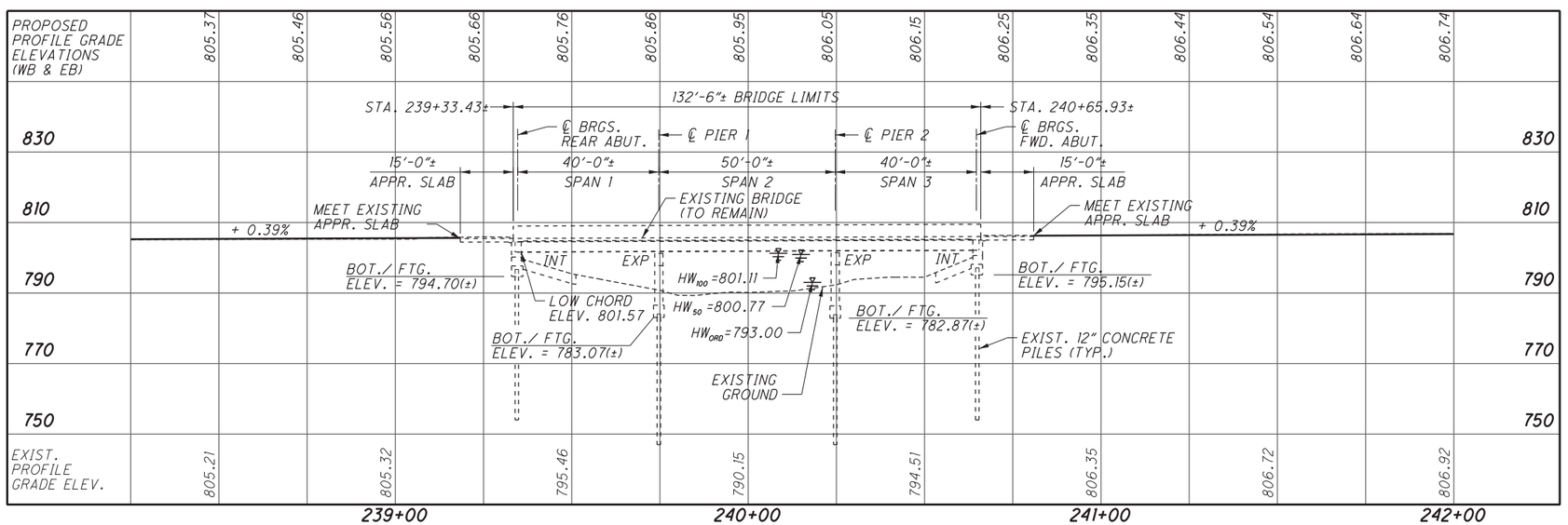
3 / 3

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035_0454AR001.dgn 9/25/2014 3:57:26 PM baukermo



PLAN



PROFILE ALONG WB U.S. 35 PROFILE GRADE

(WB PROFILE GRADE SHOWN, EB PROFILE GRADE SIMILAR)

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 22,940 2018 ADTT = 2753
2038 ADT = 28,740 2038 ADTT = 3449
DIRECTIONAL DISTRIBUTION = 0.53

HYDRAULIC DATA

DRAINAGE AREA = 49.5 SQ. MILES
DESIGN STORM = 50 YEAR

Q (50) =	6368 CFS	Q (100) =	7415 CFS
V (50) =	7.52 FPS	V (100) =	8.66 FPS
HW (50) =	800.77	HW (100) =	801.11

FREEBOARD HW (100) = 0.46 FEET

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

EXISTING STRUCTURE

TYPE: 3-SPAN CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK, PIERS AND INTEGRAL ABUTMENTS.
SPANS: 40'-0"±, 50'-0"±, 40'-0"± C/C BEARINGS
ROADWAY: 98'-0" TOE/TOE PARAPETS INCLUDING 12'-0" MEDIAN
LOADING: HS20-44 & ALTERNATIVE MILITARY LOADING
WEARING SURFACE: 1" MONOLITHIC CONCRETE
SKEW: NONE
APPROACH SLABS: AS-1-81 (15'± LONG)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
STRUCTURAL FILE NUMBER: 2900211
DATE BUILT: 1955 REHABILITATION: 2010
DISPOSITION: GOOD CONDITION (TO REMAIN)

PROPOSED STRUCTURE

SAME AS EXISTING

PROPOSED WORK

1. REMOVE EXISTING 6" RAISED CONCRETE MEDIAN AND REPLACE WITH 57" SINGLE SLOPE CONCRETE MEDIAN BRIDGE RAILING (STD. DWG. SBR-2-13).

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

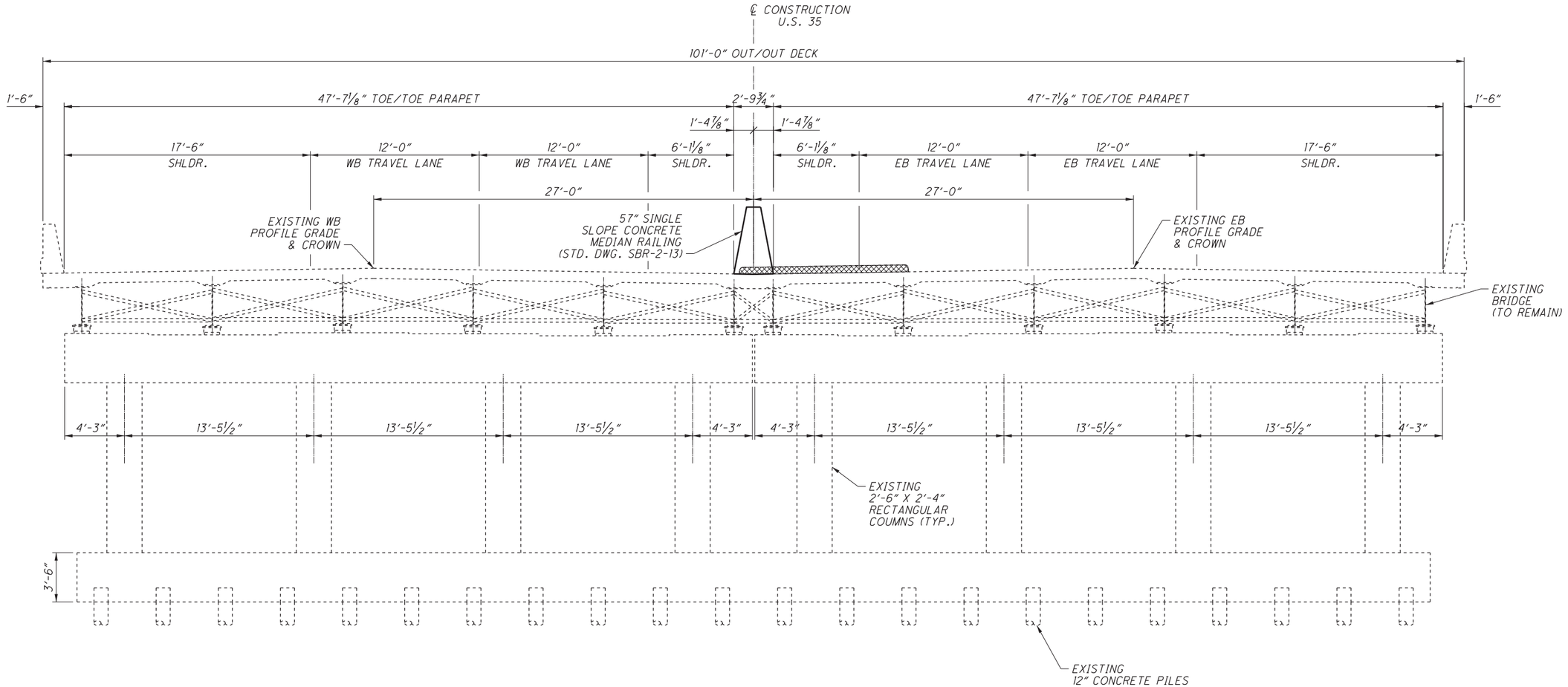
DESIGNED GLC | DRAWN MRW | REVIEWED JTC | DATE 6/14
CHECKED MK | REVISED | STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 239+33.43
STA. 240+65.93

SITE PLAN
BRIDGE NO. GRE-35-0455
U.S. 35 OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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TYPICAL TRANSVERSE SECTION

ALL EXISTING DIMENSIONS (±)
(PIER 1 SHOWN, PIER 2 SIMILAR)

LEGEND:

REMOVAL OF EXISTING CONCRETE MEDIAN

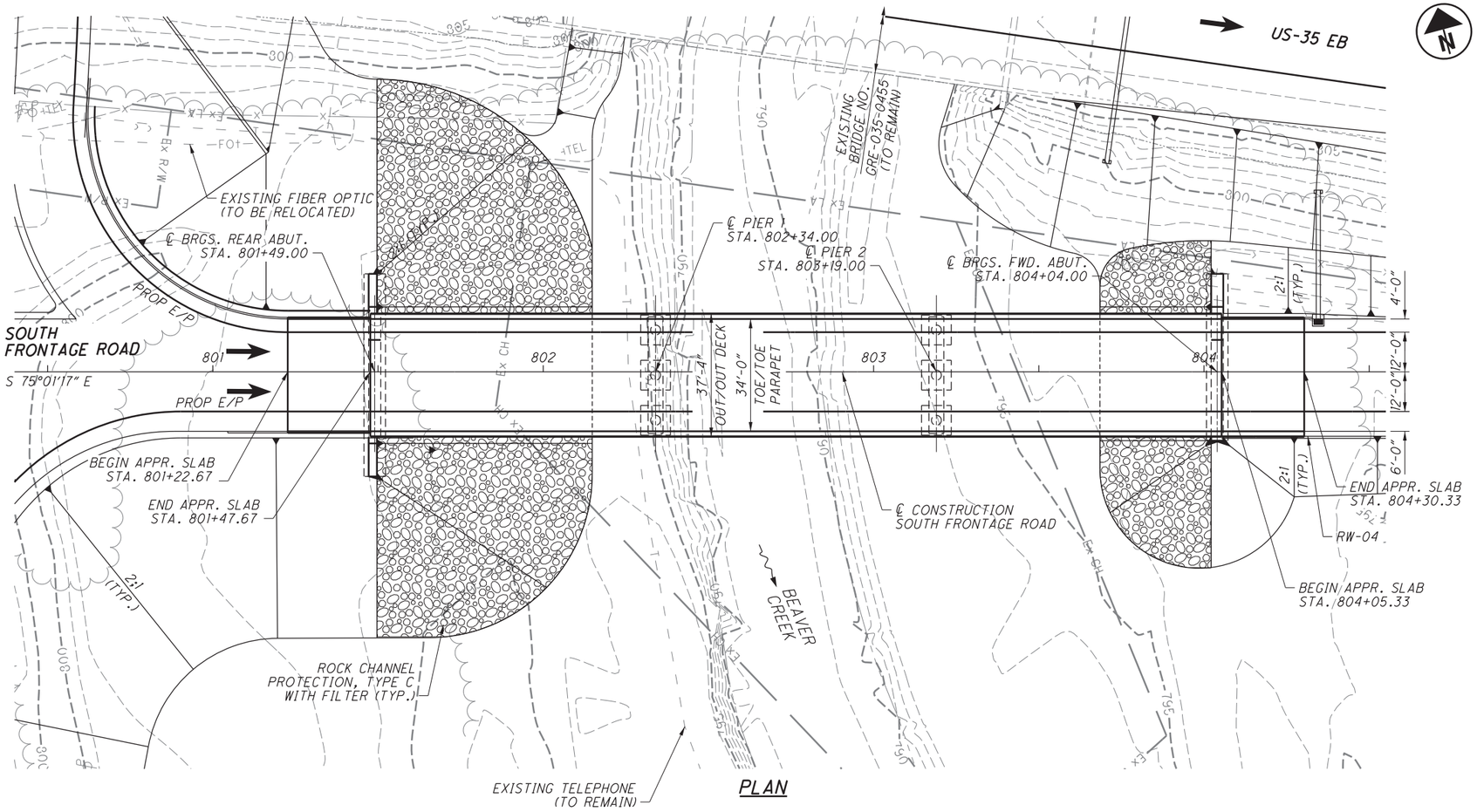
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CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

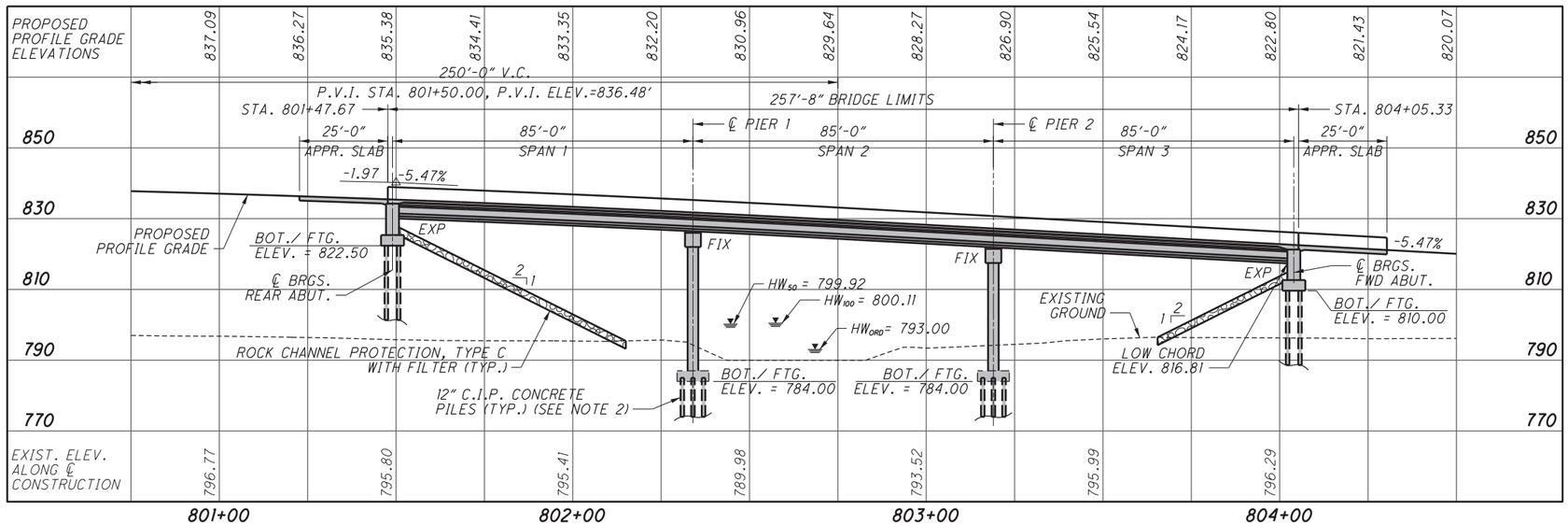
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BRIDGE NO. GRE-35-0455
U.S. 35 OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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PLAN



PROFILE ALONG ℄ SOUTH FRONTAGE ROAD

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN.

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 5030 2018 ADTT = 201
2038 ADT = 5720 2038 ADTT = 229
DIRECTIONAL DISTRIBUTION = 1.0

HYDRAULIC DATA:

DRAINAGE AREA = 49.5 SQ. MI.
DESIGN STORM = 50 YEAR
Q(50) = 6368 CFS Q(100) = 7415 CFS
V(50) = 5.66 FPS V(100) = 6.53 FPS
HW(50) = 799.92 HW(100) = 800.11
FREEBOARD HW (100) = 16.70 FEET

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: 3-SPAN CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BEAMS WITH REINFORCED CONCRETE DECK, PIERS AND SEMI-INTEGRAL ABUTMENTS.
SPANS: 85'-0", 85'-0", 85'-0" C/C BEARINGS
ROADWAY: 34'-0" TOE/TOE PARAPET
LOADING: HL-93, FWS=60 PSF
SKEW: NONE
APPROACH SLABS: AS-1-81, 25'-0" LONG (MODIFIED)
WEARING SURFACE: MONOLITHIC CONCRETE
ALIGNMENT: TANGENT
CROWN: 0.02 FT/FT
COORDINATES: LATITUDE N39°42'30"
LONGITUDE W84°01'41"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	TJC	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

GREENE COUNTY
STA. 801+47.67
STA. 804+05.33

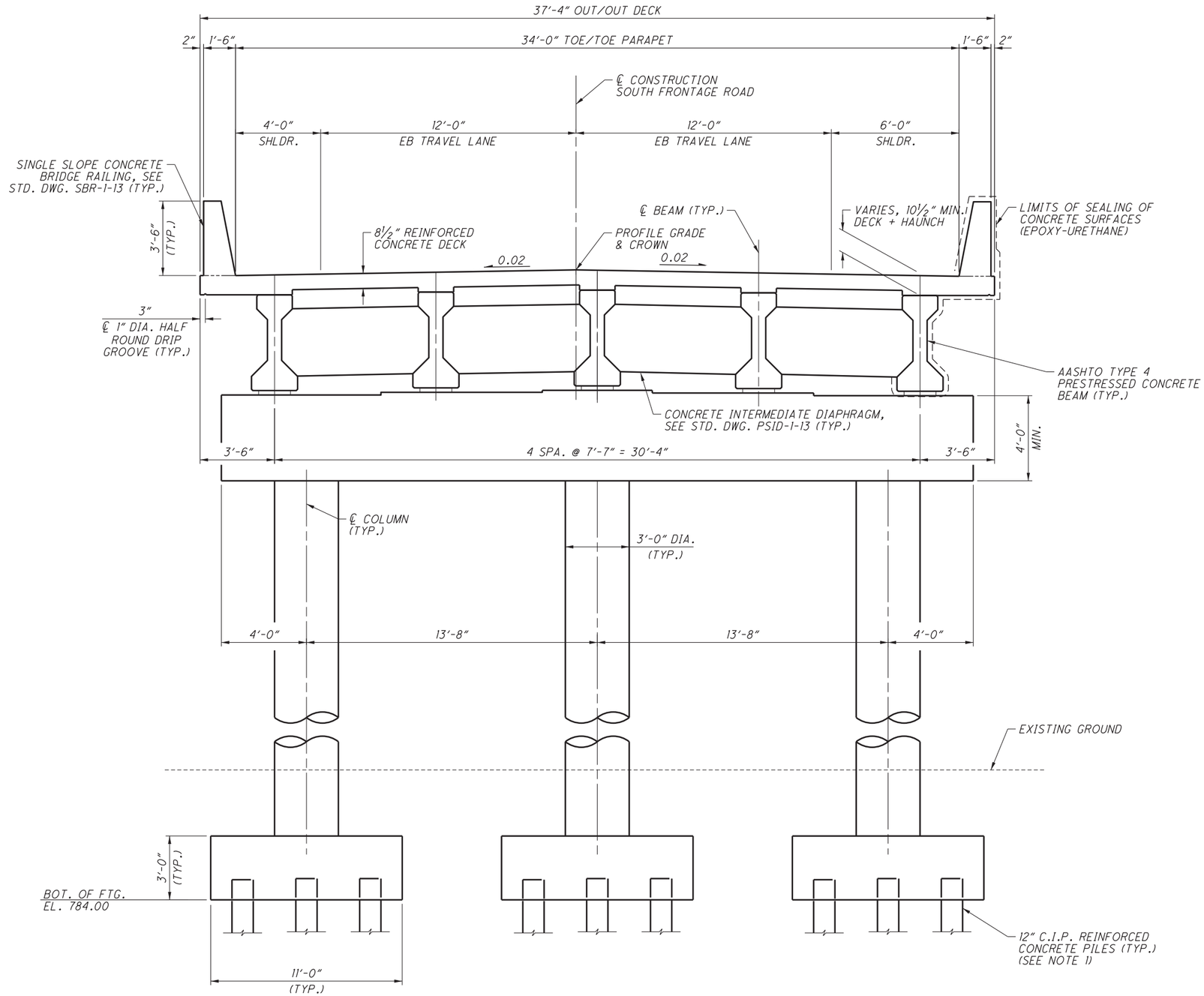
SITE PLAN
BRIDGE NO. GRE-035-0456
SOUTH FRONTAGE ROAD OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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TYPICAL TRANSVERSE SECTION

(PIER 1 SHOWN, PIER 2 SIMILAR)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

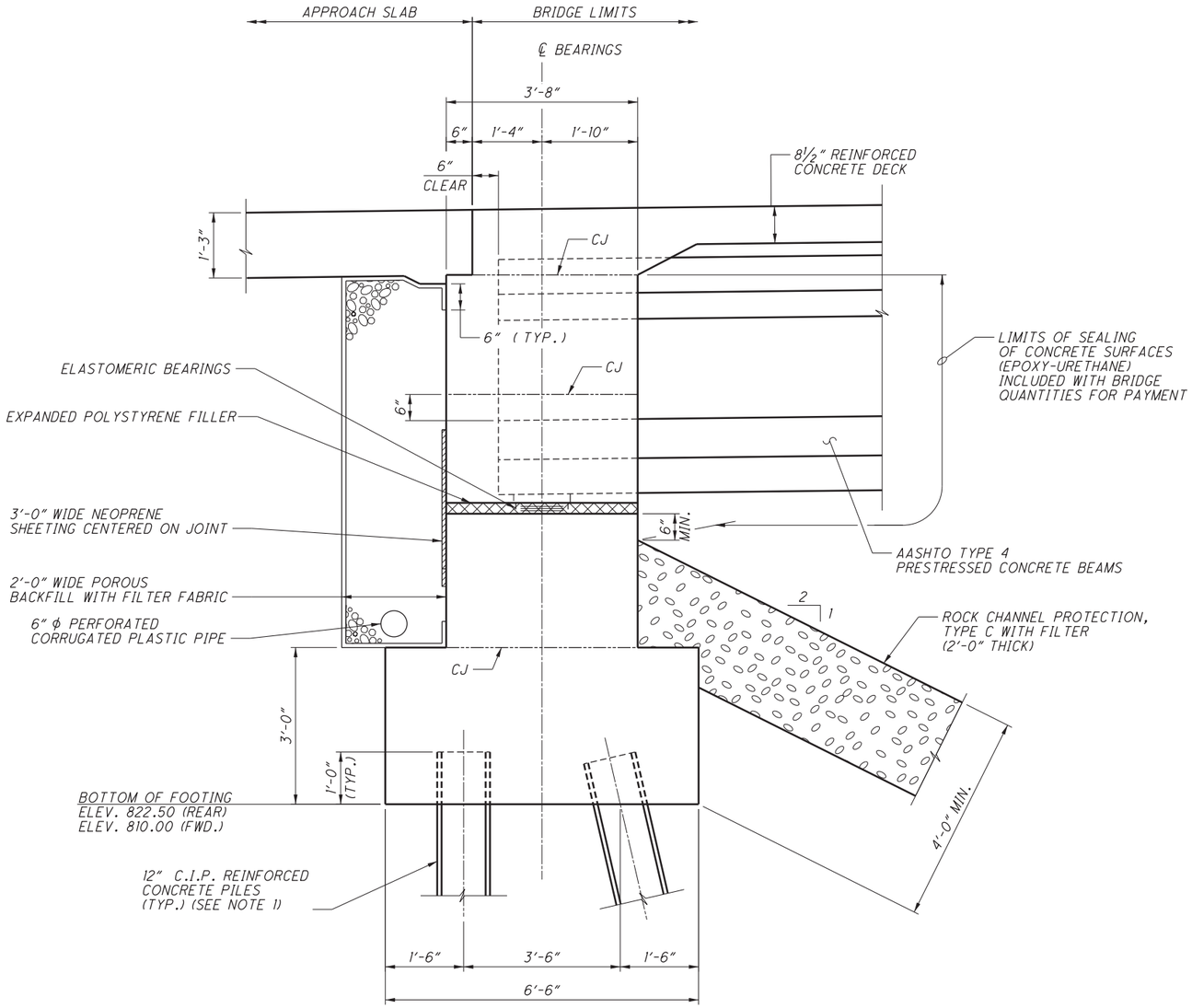
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-035-0456
SOUTH FRONTAGE ROAD OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

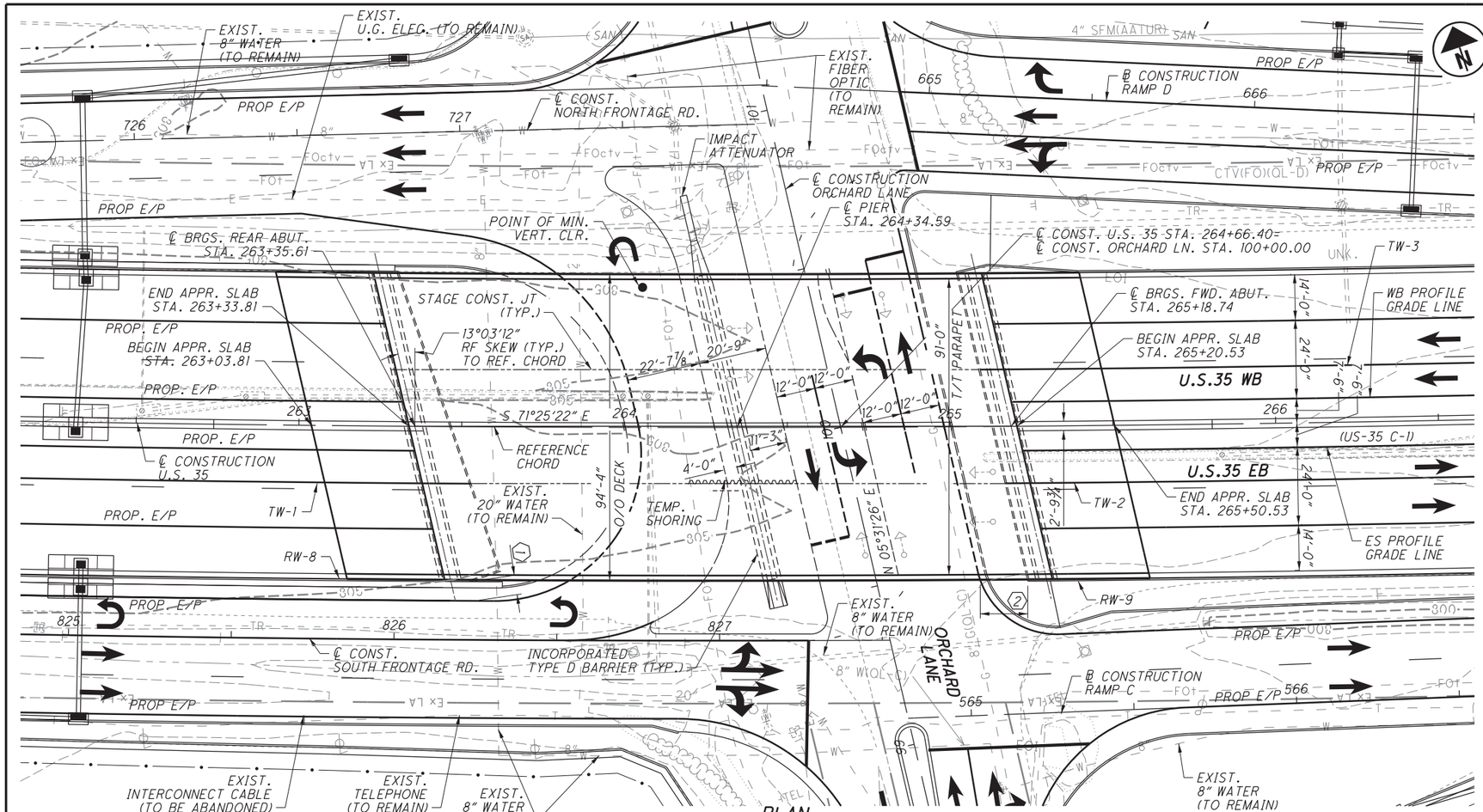
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRW	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

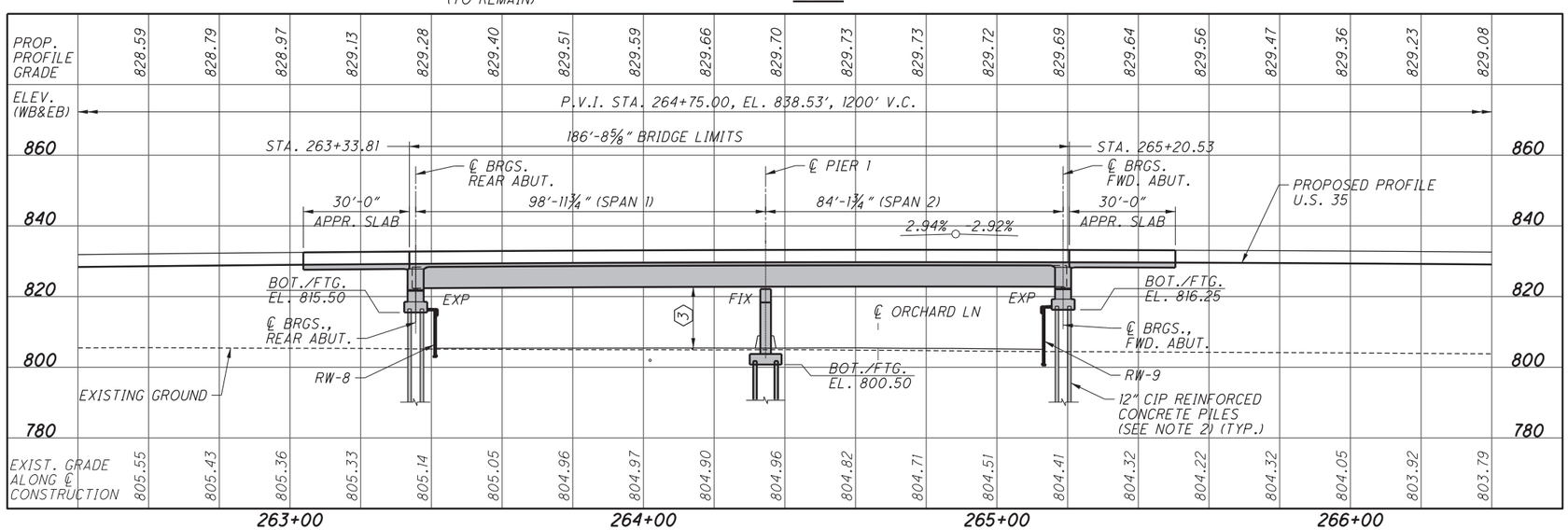
ABUTMENT SECTION
BRIDGE NO. GRE-035-0456
SOUTH FRONTAGE ROAD OVER BEAVER CREEK

GRE-35-4.26
PID No. 80468

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PLAN



PROFILE ALONG WB U.S. 35 PROFILE GRADE

(WB PROFILE GRADE SHOWN, EB PROFILE GRADE SIMILAR)

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN.

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECCOMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 22940 2018 ADTT = 2982
2038 ADT = 28740 2038 ADTT = 3736
DIRECTIONAL DISTRIBUTION = 0.53

LEGEND

⌖ BORING LOCATION (SEE NOTE 2)

(1) MIN. HORIZONTAL CLEARANCE
4'-0" REQUIRED PLUS BARRIER WIDTH
4'-0" PROVIDED PLUS BARRIER WIDTH

(2) MIN. HORIZONTAL CLEARANCE
15'-0" REQUIRED
15'-0" PROVIDED

(3) MIN. VERTICAL CLEARANCE
15'-0" REQUIRED
16'-5" PROVIDED

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: 2-SPAN CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BEAMS WITH REINFORCED CONCRETE DECK, PIER, AND SEMI-INTEGRAL ABUTMENTS ON MSE WALLS.

SPANS: 98'-11¾", 84'-1¾" C/C BEARINGS
ROADWAY: 91'-0" TOE/TOE PARAPET
LOADING: HL-93, FWS 60 PSF
SKEW: 13°03'12" RIGHT FOWARD WITH RESPECT TO REF. CHORD
APPROACH SLABS: AS-1-81, 30'-0" LONG (MODIFIED)
ALIGNMENT: 0°30'00" LEFT CURVE
SUPERELEVATION: 0.016 FT/FT
COORDINATES: LATITUDE N39°42'23"
LONGITUDE W84°01'11"

CURVE DATA - (US-35 C-1)

P.I. STA. = 265+07.23
Δ = 9°50'03"LT.
Dc = 0°30'0"
R = 11456.16'
T = 985.59'
L = 1966.33'
E = 42.32'

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

GREENE COUNTY
STA. 263+33.81
STA. 265+20.53

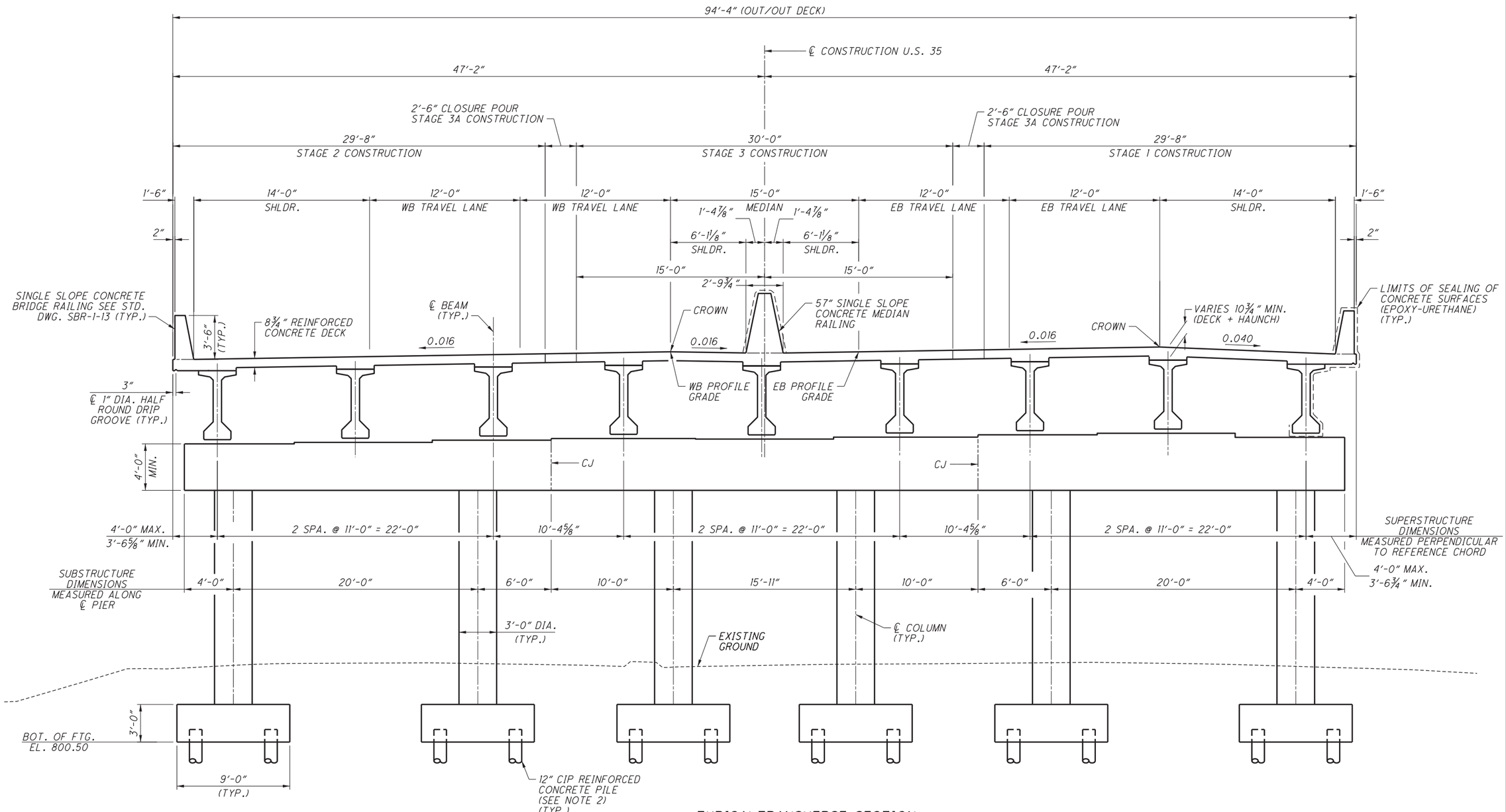
SITE PLAN
BRIDGE NO. GRE-35-0501
U.S. 35 OVER ORCHARD LANE

GRE-35-4.26
PID No. 80468

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TYPICAL TRANSVERSE SECTION

NOTES:

1. FOR STAGE CONSTRUCTION DETAILS, SEE SHEETS 3 - 5.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

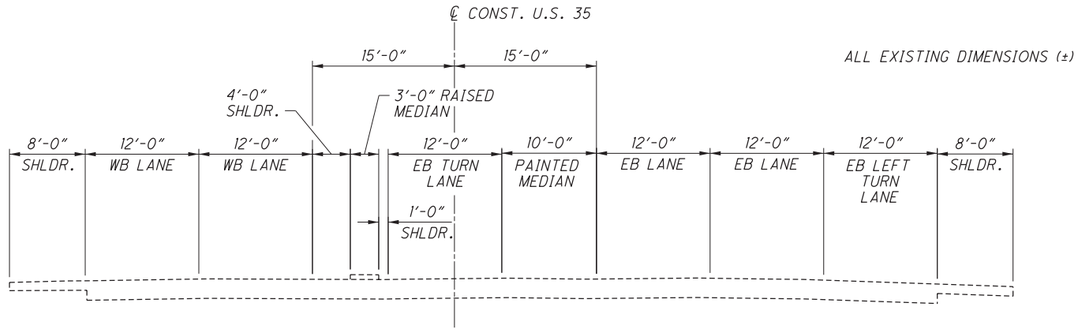
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-35-0501
U.S. 35 OVER ORCHARD LANE

GRE-35-4.26
PID No. 80468

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EXISTING CONDITION

NOTE: EXISTING CONDITION SHOWN ON WEST SIDE OF ORCHARD LANE INTERSECTION, EAST SIDE IS SIMILAR BUT OPPOSITE HAND

PROPOSED WORK:

IN GENERAL, THE PROPOSED WORK SHALL CONSIST OF THE CONSTRUCTION OF THE PROPOSED BRIDGE IN STAGES. CONSTRUCTION OPERATIONS ARE TO BE PERFORMED WHILE MAINTAINING TWO LANES OF TRAFFIC IN EACH DIRECTION ON U.S. 35. THE MAJOR ITEMS OF WORK REQUIRING STAGED CONSTRUCTION ARE DESCRIBED BELOW. SOME PROJECT WORK ITEMS, SUCH AS SEALING OF CONCRETE SURFACES, MAY BE PERFORMED AT THE CONTRACTOR'S DISCRETION DURING THE CONTRACT SCHEDULE PERIOD; HOWEVER, THE PERFORMANCE OF ALL WORK MUST BE COORDINATED TO SATISFY MAINTENANCE OF TRAFFIC AND SAFETY REQUIREMENTS. SEE M.O.T. PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC REQUIREMENTS.

A. STAGE 1 CONSTRUCTION:

1. REMOVE RAISED MEDIAN AND INSTALL PORTABLE CONCRETE BARRIER ON THE EXISTING U.S. 35 ROADWAY. ROUTE TRAFFIC ACCORDING TO MAINTENANCE OF TRAFFIC PLANS.
2. CONSTRUCT TEMPORARY SHORING ALONG U.S. 35 AT THE PROPOSED PIER FOOTING AS SHOWN IN THE PLANS. EXCAVATE DOWN TO PIER BOTTOM OF FOOTING ELEVATION.
3. EXCAVATE DOWN TO MSE WALL LEVELING PAD ELEVATION. DRIVE ABUTMENT AND PIER PILES. INSTALL SLEEVES CENTERED ON DRIVEN PILES AT THE ABUTMENTS.
4. CONSTRUCT RIGHT MSE ABUTMENT BREASTWALLS AND TEMPORARY MSE WALLS AS REQUIRED TO SUPPORT THE RIGHT MSE EMBANKMENT. CONSTRUCT RIGHT PIER.
5. RESTRIKE ABUTMENT PILES AS NECESSARY AND BACKFILL PILE SLEEVES. CONSTRUCT RIGHT SEMI-INTEGRAL ABUTMENTS TO THE BRIDGE SEAT ELEVATIONS.
6. ERECT THREE RIGHTMOST PRESTRESSED CONCRETE BEAMS AND CONSTRUCT RIGHT REINFORCED CONCRETE SEMI-INTEGRAL DIAPHRAGMS, DECK, PARAPET, AND APPROACH SLABS. INSTALL INTERMEDIATE CROSSFRAMES BETWEEN THE BEAMS.

B. STAGE 2 CONSTRUCTION:

1. INSTALL ANCHORED PORTABLE CONCRETE BARRIER ON COMPLETED STAGE 1 PORTION OF THE BRIDGE AS SHOWN ON BRIDGE AND MAINTENANCE OF TRAFFIC PLANS. ROUTE WESTBOUND TRAFFIC ONTO COMPLETED STAGE 1 PORTION OF THE BRIDGE. ROUTE EASTBOUND TRAFFIC ONTO SOUTH FRONTAGE ROAD PER MAINTENANCE OF TRAFFIC PLANS.
2. EXCAVATE DOWN TO PIER BOTTOM OF FOOTING ELEVATION AND DOWN TO MSE WALL LEVELING PAD ELEVATION. DRIVE ABUTMENT AND PIER PILES. INSTALL SLEEVES CENTERED ON DRIVEN PILES AT THE ABUTMENTS.
3. CONSTRUCT LEFT MSE ABUTMENT BREASTWALLS AND TEMPORARY MSE WALLS AS REQUIRED TO SUPPORT THE LEFT MSE EMBANKMENT. CONSTRUCT LEFT PIER.
4. RESTRIKE ABUTMENT PILES AS NECESSARY AND BACKFILL PILE SLEEVES. CONSTRUCT LEFT SEMI-INTEGRAL ABUTMENTS TO THE BRIDGE SEAT ELEVATIONS.
5. ERECT THREE LEFTMOST PRESTRESSED CONCRETE BEAMS AND CONSTRUCT LEFT REINFORCED CONCRETE SEMI-INTEGRAL DIAPHRAGMS, DECK, PARAPET, AND APPROACH SLABS. INSTALL INTERMEDIATE CROSSFRAMES BETWEEN THE BEAMS.

C. STAGE 3 CONSTRUCTION:

1. INSTALL ANCHORED PORTABLE CONCRETE BARRIER ON COMPLETED STAGE 2 PORTION OF THE BRIDGE AS SHOWN ON BRIDGE AND MAINTENANCE OF TRAFFIC PLANS. ROUTE WESTBOUND TRAFFIC ONTO COMPLETED STAGE 2 PORTION OF THE BRIDGE AND EASTBOUND TRAFFIC ONTO COMPLETED STAGE 1 PORTION OF THE BRIDGE. REMOVE PORTABLE CONCRETE BARRIER ALONG EXISTING U.S. 35
2. EXCAVATE DOWN TO PIER BOTTOM OF FOOTING ELEVATION AND DOWN TO MSE WALL LEVELING PAD ELEVATION. DRIVE ABUTMENT AND PIER PILES. INSTALL SLEEVES CENTERED ON DRIVEN PILES AT ABUTMENTS.
3. CONSTRUCT MIDDLE MSE ABUTMENT BREASTWALL. CONSTRUCT MIDDLE PIER.
4. RESTRIKE ABUTMENT PILES AS NECESSARY AND BACKFILL PILE SLEEVES. CONSTRUCT MIDDLE SEMI-INTEGRAL ABUTMENTS TO THE BRIDGE SEAT ELEVATIONS.
5. ERECT THREE MIDDLE PRESTRESSED CONCRETE BEAMS AND CONSTRUCT MIDDLE REINFORCED CONCRETE SEMI-INTEGRAL DIAPHRAGM, DECK, MEDIAN BARRIER, AND APPROACH SLABS. INSTALL INTERMEDIATE CROSSFRAMES BETWEEN THE BEAMS WITH THE EXCEPTION OF THE CROSSFRAMES AT THE CLOSURE POURS.

D. STAGE 3A CONSTRUCTION:

1. INSTALL REMAINING INTERMEDIATE CROSSFRAMES BETWEEN BEAMS AT CLOSURE POURS.
2. CONSTRUCT THE REINFORCED CONCRETE DECK CLOSURE POURS.
3. REMOVE PORTABLE CONCRETE BARRIERS AND ROUTE TRAFFIC ONTO COMPLETED BRIDGE ACCORDING TO MAINTENANCE OF TRAFFIC PLANS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

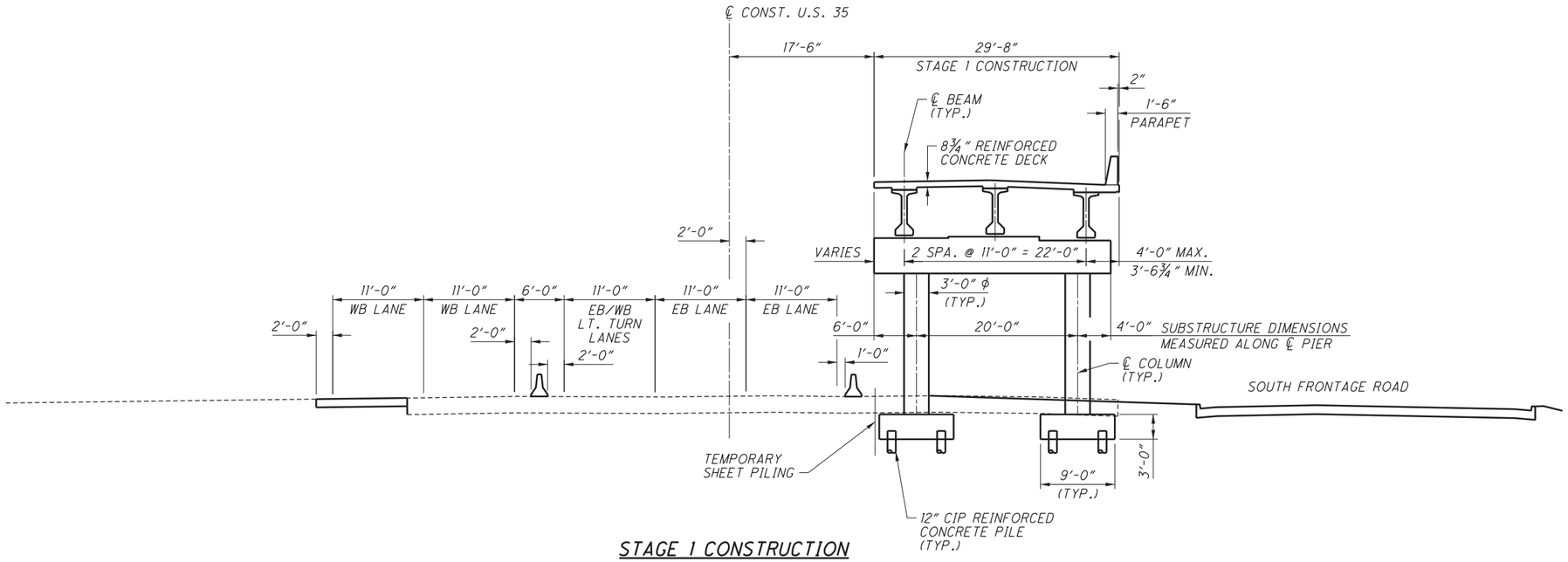
DESIGNED MRW | DRAWN MRW | REVIEWED JTC | DATE 6/14
CHECKED JKS | REVISED | STRUCTURE FILE NUMBER

STAGE CONSTRUCTION DETAILS I

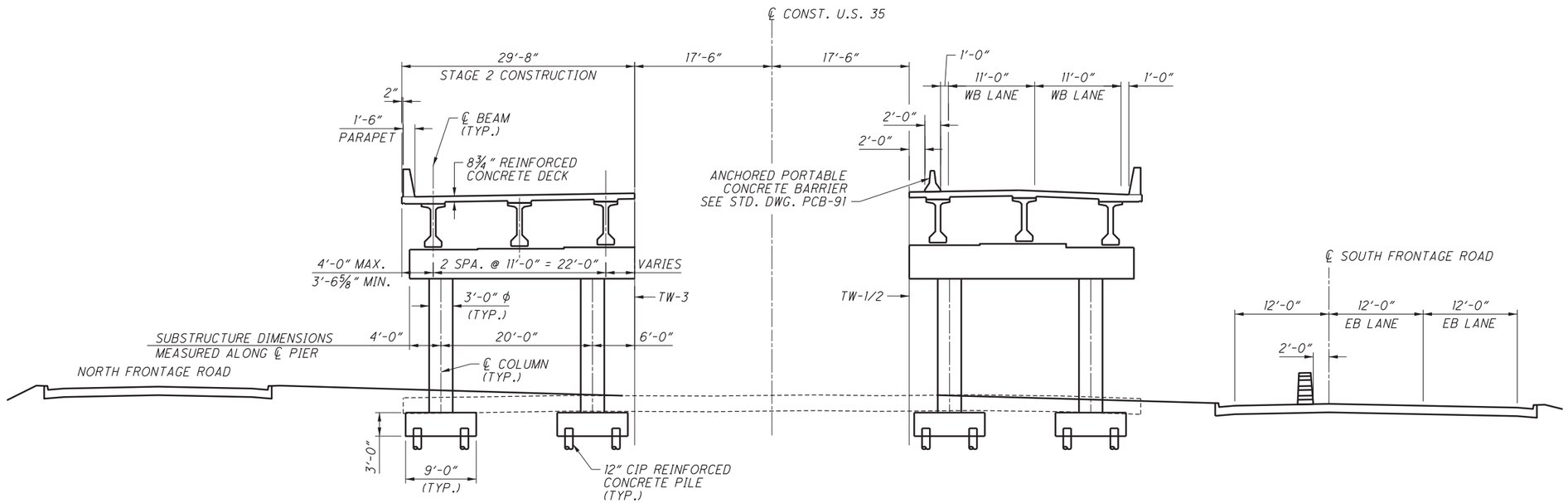
BRIDGE NO. GRE-35-0501
U.S. 35 OVER ORCHARD LANE

GRE-35-4.26
PID No. 80468

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STAGE 1 CONSTRUCTION



STAGE 2 CONSTRUCTION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED MRM
DRAWN MRW
CHECKED JKS
REVIEWED JTC
DATE 6/14
STRUCTURE FILE NUMBER
REVISED

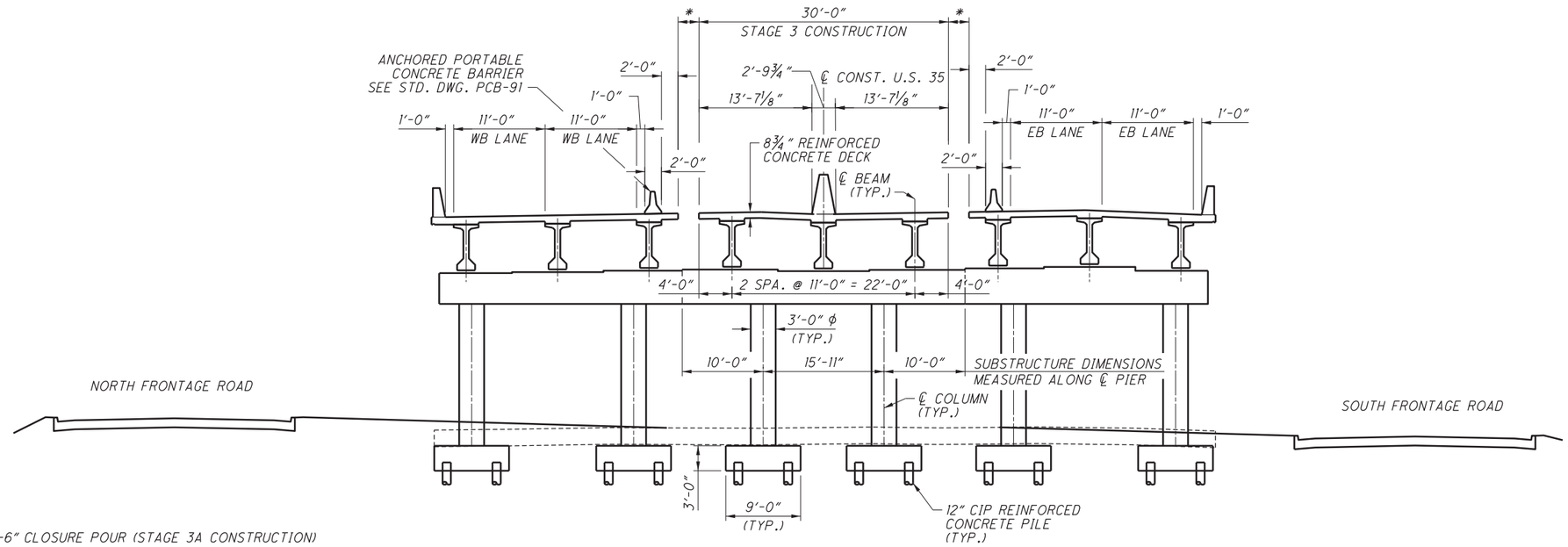
STAGE CONSTRUCTION DETAILS II
BRIDGE NO. GRE-35-0501
U.S. 35 OVER ORCHARD LANE

GRE-35-4.26
PID No. 80468

4 / 6

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876

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* = 2'-6" CLOSURE POUR (STAGE 3A CONSTRUCTION)

STAGE 3 AND 3A CONSTRUCTION

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

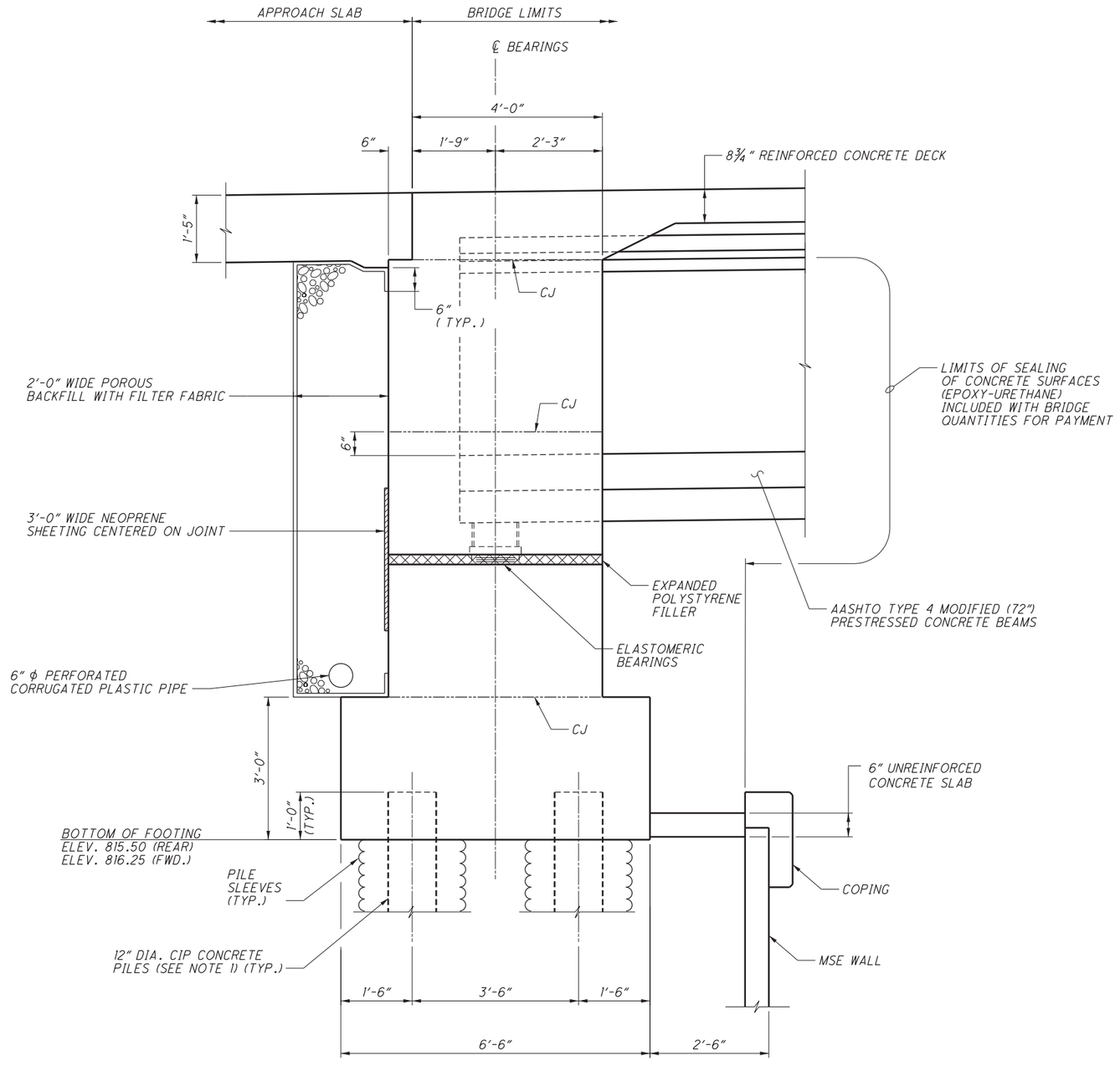
DESIGNED	DRAWN	REVIEWED	DATE
MRW	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

STAGE CONSTRUCTION DETAILS III

BRIDGE NO. GRE-35-0501
U.S. 35 OVER ORCHARD LANE

GRE-35-4.26
PID No. 80468

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ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

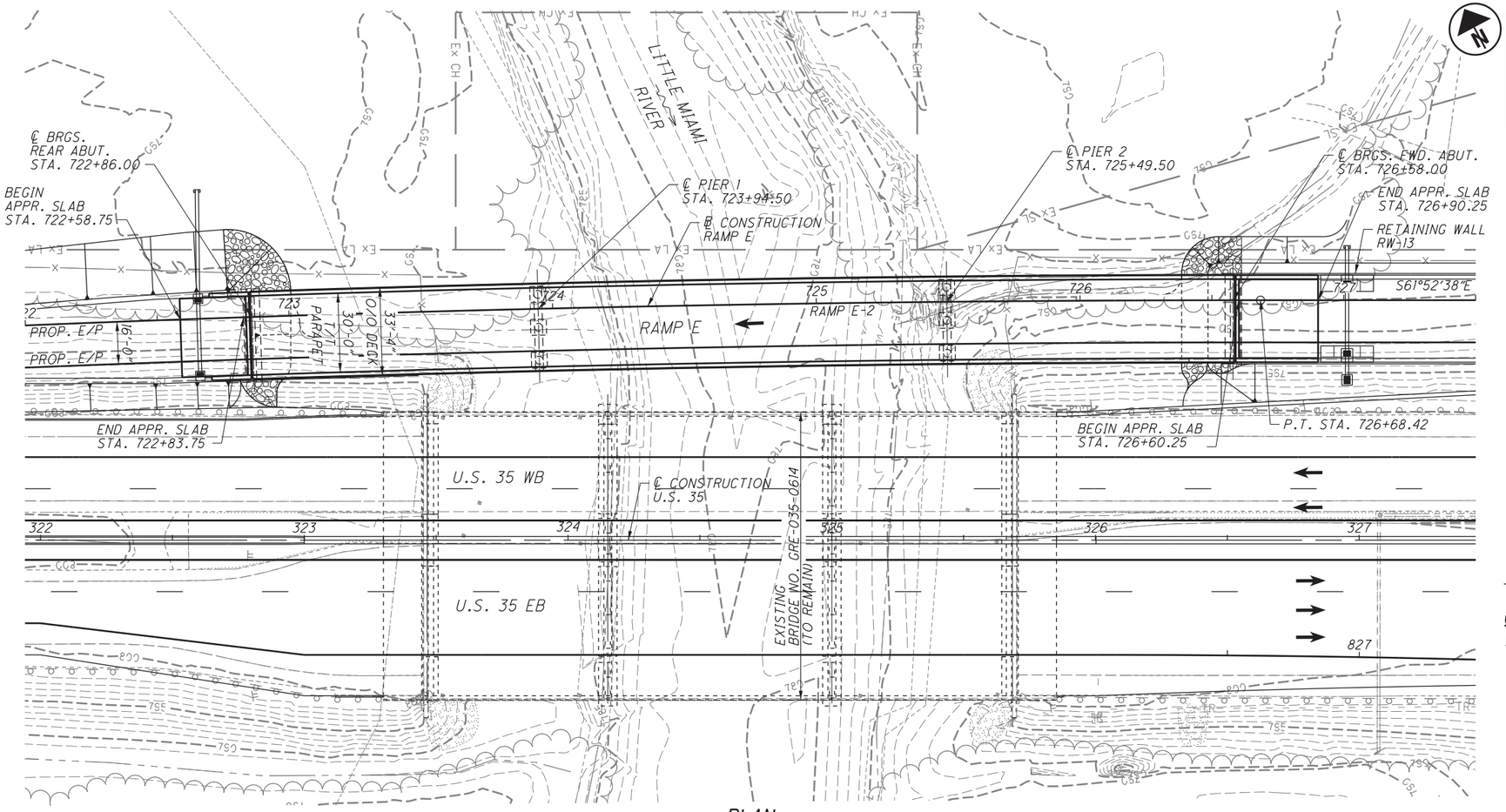
ABUTMENT SECTION
BRIDGE NO. GRE-35-0501
U.S. 35 OVER ORCHARD LANE

GRE-35-4.26
PID No. 80468

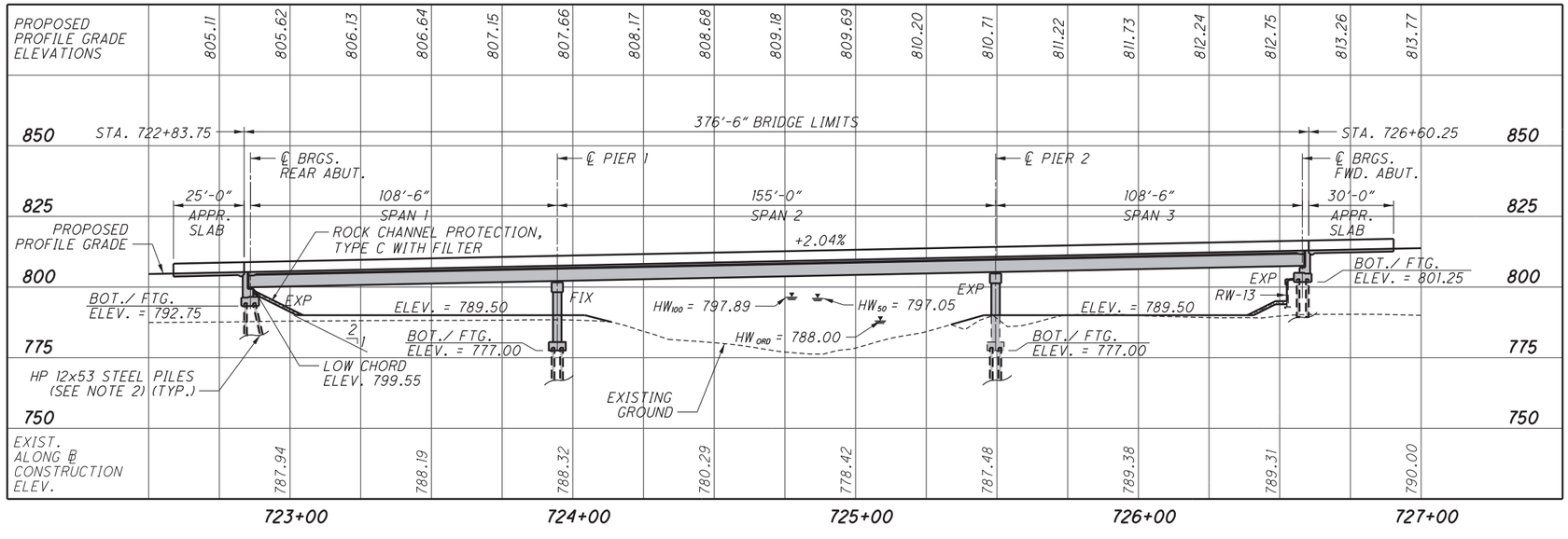
6 / 6

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PLAN



PROFILE ALONG ℄ RAMP E

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:
2018 ADT = 1770 2018 ADTT = 124
2038 ADT = 2330 2038 ADTT = 163
DIRECTIONAL DISTRIBUTION = 1.00

HYDRAULIC DATA

DRAINAGE AREA = 295.0 SQ. MILES
DESIGN STORM = 50 YEAR
Q (50) = 22,100 CFS Q (100) = 26,400 CFS
V (50) = 15.6 FPS V (100) = 12.3 FPS
HW (50) = 797.05 HW (100) = 797.89
FREEBOARD HW (50) = 2.50 FEET.

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

CURVE DATA (RAMP E-2)

P.I. STA. = 723+87.32
Δ = 2°48'42" RT.
Dc = 0°30'00"
R = 11,459.16'
T = 281.21'
L = 562.32'
E = 3.45'

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: 3-SPAN CONTINUOUS CURVED COMPOSITE STEEL PLATE GIRDERS (ASTM A709 GRADE 50W) WITH REINFORCED CONCRETE DECK & SUBSTRUCTURES ON HP STEEL PILES.

SPANS: 108'-6", 155'-0", 108'-6" C/C BEARINGS

ROADWAY: 30'-0" TOE/TOE PARAPET

LOADING: HL-93, FWS=60 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

SKEW: NONE (RADIAL)

APPROACH SLABS: REAR = AS-1-81, 25'-0" LONG;
FWD = AS-1-81, 30'-0" LONG (MODIFIED)

ALIGNMENT: 0°30'00" RIGHT CURVE

SUPERELEVATION: 0.016 FT/FT

COORDINATES: LATITUDE N39°42'05"
LONGITUDE W83°59'58"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED GLC | DRAWN MRW | REVIEWED JTC | DATE 6/14
CHECKED JKS | REVISED | STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 722+83.75
STA. 726+60.25

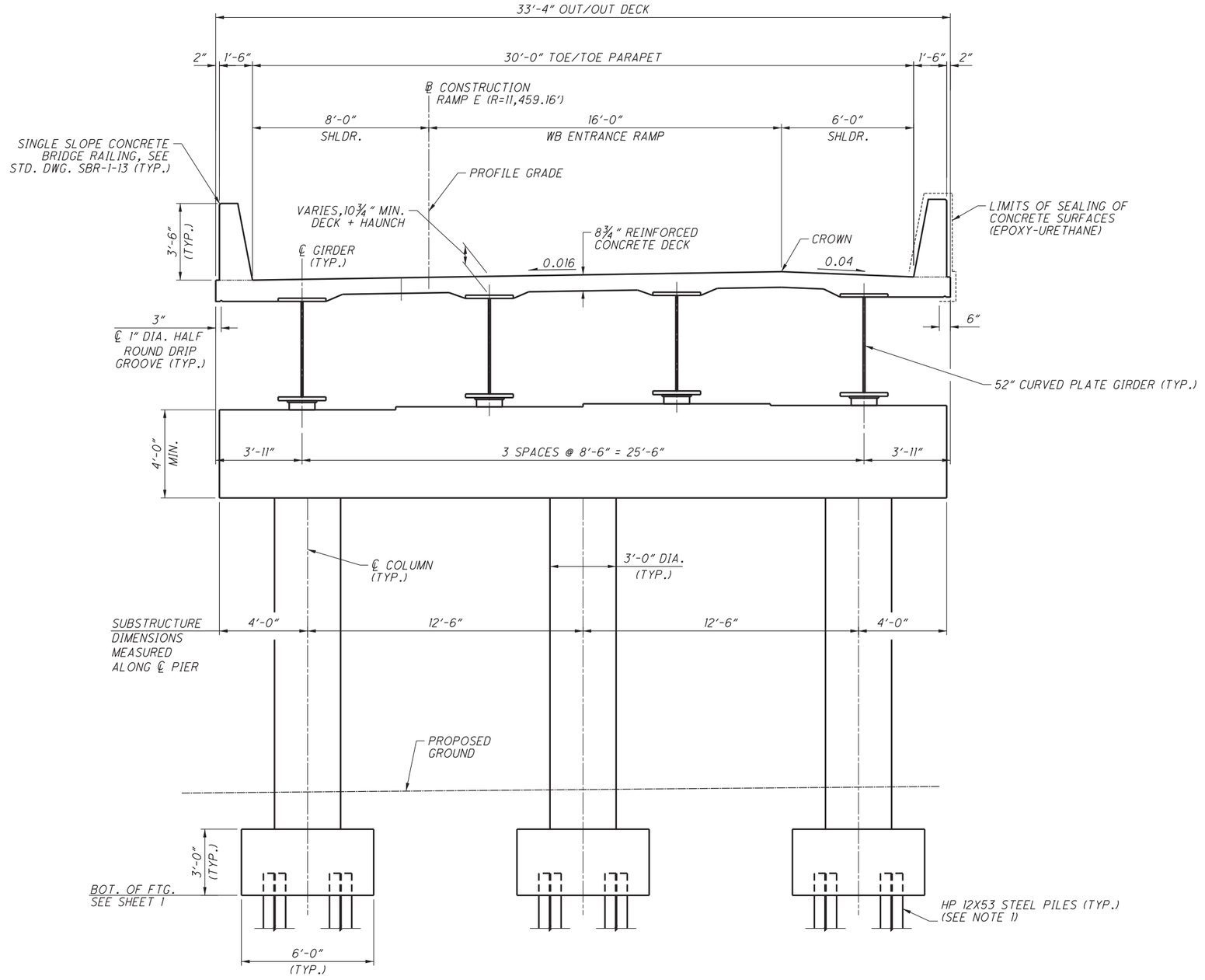
SITE PLAN
BRIDGE NO. GRE-035-0610L
RAMP E OVER LITTLE MIAMI RIVER

GRE-35-4.26
PID No. 80468

1 / 3

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TYPICAL TRANSVERSE SECTION

(PIER 1 SHOWN, PIER 2 SIMILAR)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

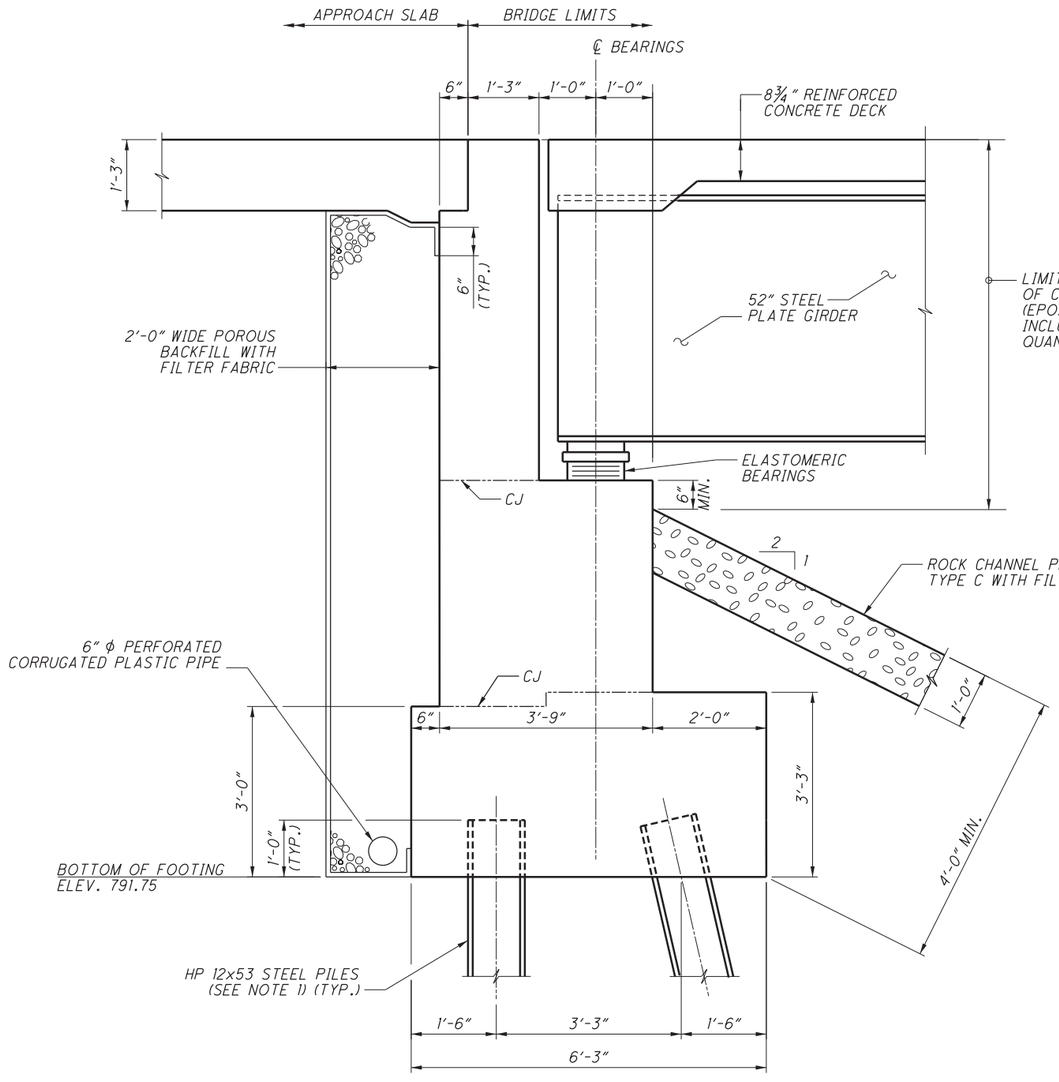
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BRIDGE NO. GRE-035-0610L
RAMP E OVER LITTLE MIAMI RIVER

GRE-35-4.26
PID No. 80468

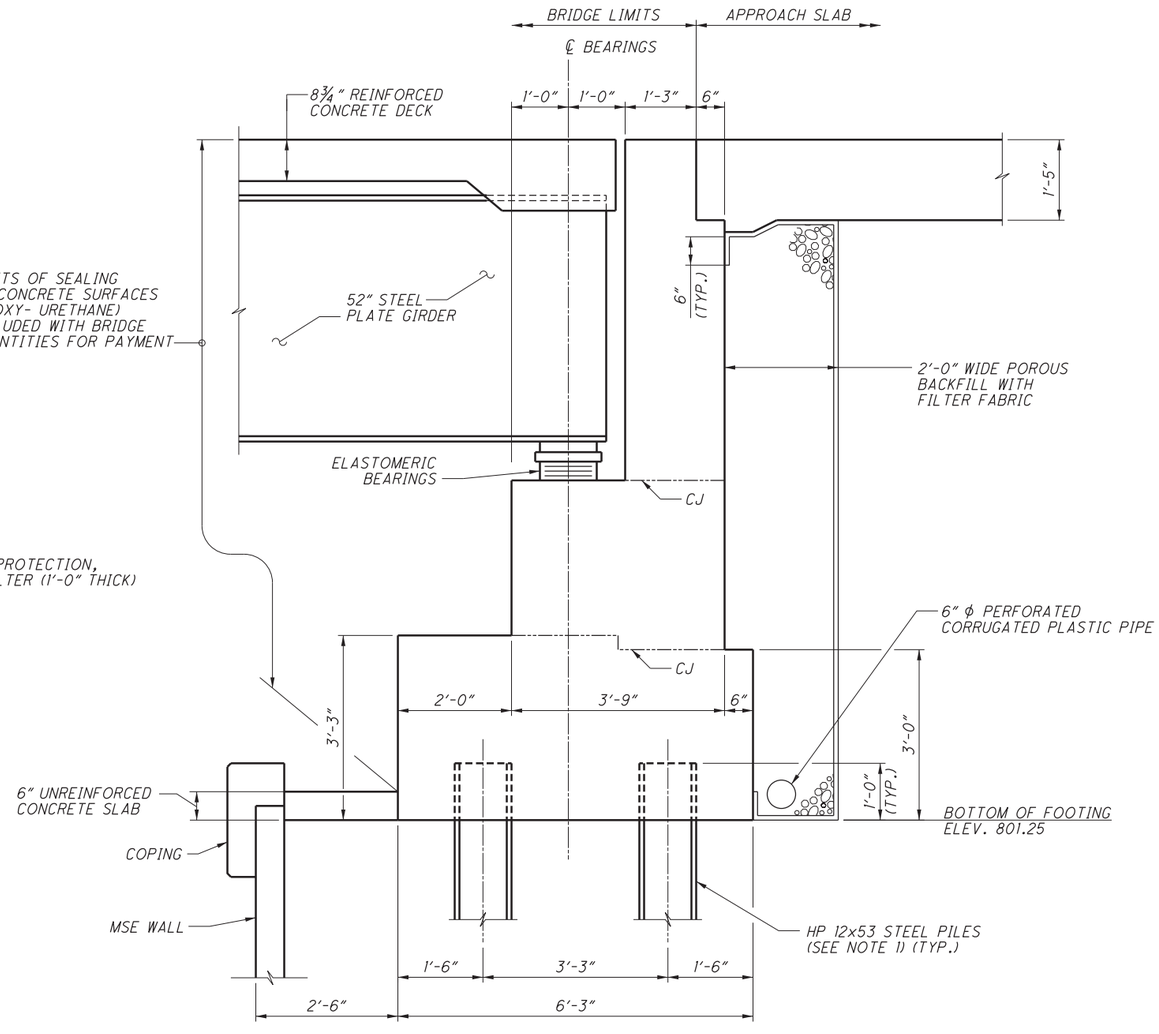
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REAR ABUTMENT SECTION



FORWARD ABUTMENT SECTION

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

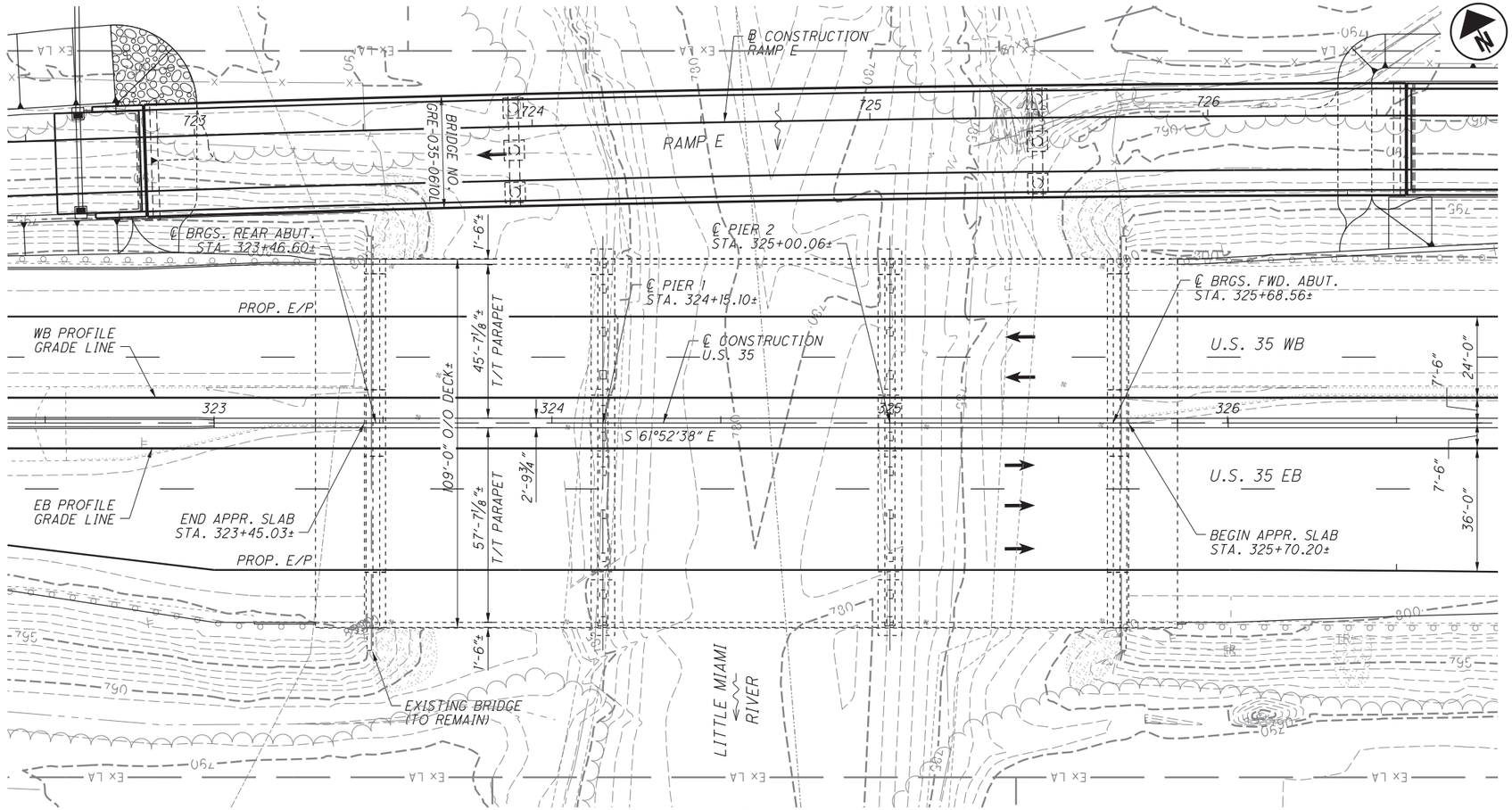
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BRIDGE NO. GRE-035-0610L
RAMP E OVER LITTLE MIAMI RIVER

GRE-35-4.26
PID No. 80468

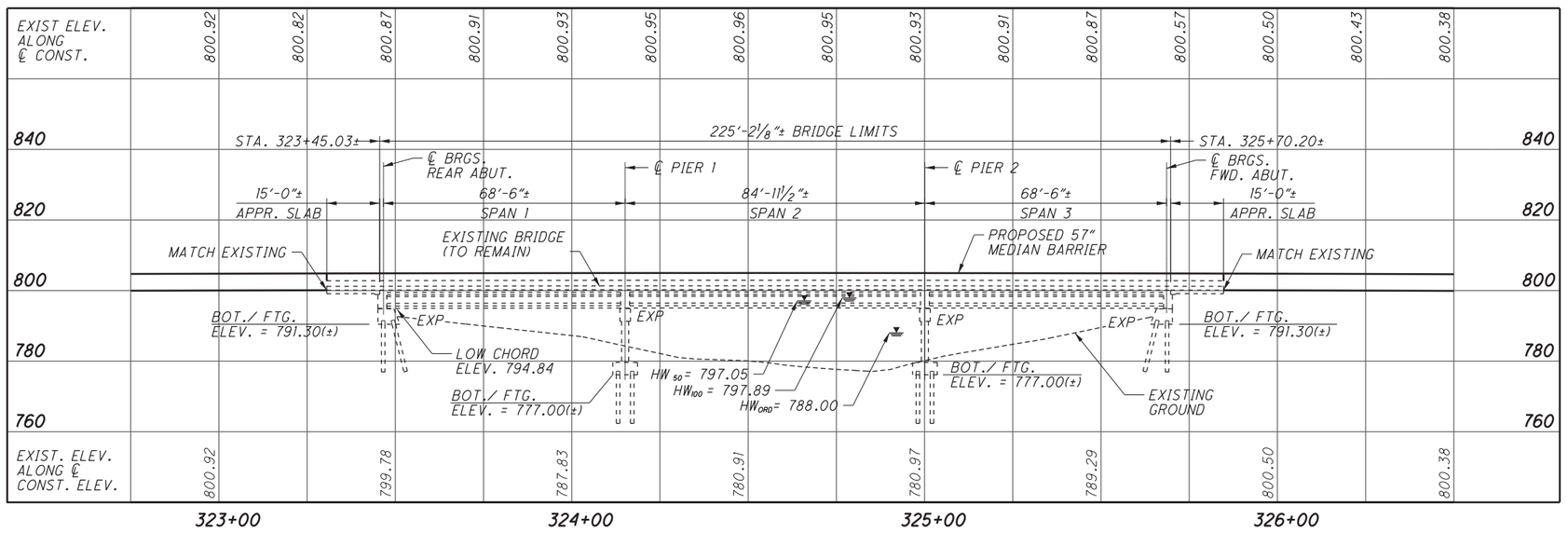
3 / 3

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PLAN



PROFILE ALONG ℄ EXISTING U.S. 35

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:
2018 ADT = 29,520 2018 ADTT = 3,247
2038 ADT = 35,640 2038 ADTT = 3,920
DIRECTIONAL DISTRIBUTION = 0.51

HYDRAULIC DATA

DRAINAGE AREA = 295.0 SQ. MILES
DESIGN STORM = 50 YEAR
Q (50) = 22,100 CFS Q (100) = 26,400 CFS
V (50) = 15.6 FPS V (100) = 12.3 FPS
HW (50) = 797.05 HW (100) = 797.89

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

EXISTING STRUCTURE

TYPE: 3-SPAN CONTINUOUS PRESTRESSED CONCRETE I-BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.
SPANS: 68'-6"±, 84'-11½"±, 68'-6"± C/C BEARINGS
ROADWAY: 106'-0" TOE/TOE PARAPETS
LOADING: HS20-44 & ALTERNATE MILITARY LOADING
WEARING SURFACE: 1" MONOLITHIC CONCRETE
SKEW: NONE
APPROACH SLABS: AS-1-81 (15'± LONG)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
STRUCTURAL FILE NUMBER: 2900289
DATE BUILT: 1955 REHABILITATION: 1997
DISPOSITION: GOOD CONDITION (TO REMAIN)

PROPOSED STRUCTURE

SAME AS EXISTING

PROPOSED WORK

1. REMOVE EXISTING 6" RAISED CONCRETE MEDIAN AND REPLACE WITH 57" SINGLE SLOPE CONCRETE MEDIAN BRIDGE RAILING (STD. DWG. SBR-2-13).

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

GREENE COUNTY
STA. 323+45.03
STA. 325+70.20

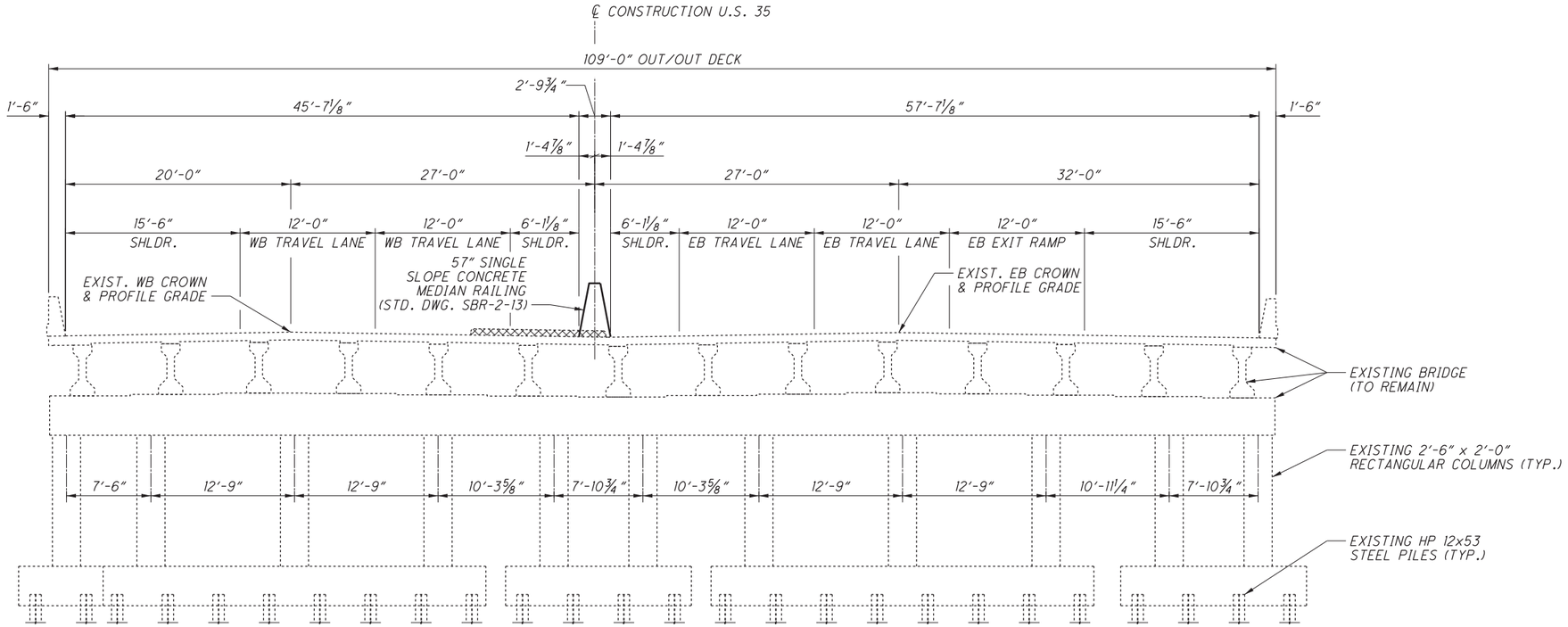
SITE PLAN
BRIDGE NO. GRE-035-0614
U.S. 35 OVER LITTLE MIAMI RIVER

GRE-35-4.26
PID No. 80468

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TYPICAL TRANSVERSE SECTION

ALL EXISTING DIMENSIONS ±
(PIER 1 SHOWN, PIER 2 SIMILAR)

LEGEND:

REMOVAL OF EXISTING CONCRETE MEDIAN

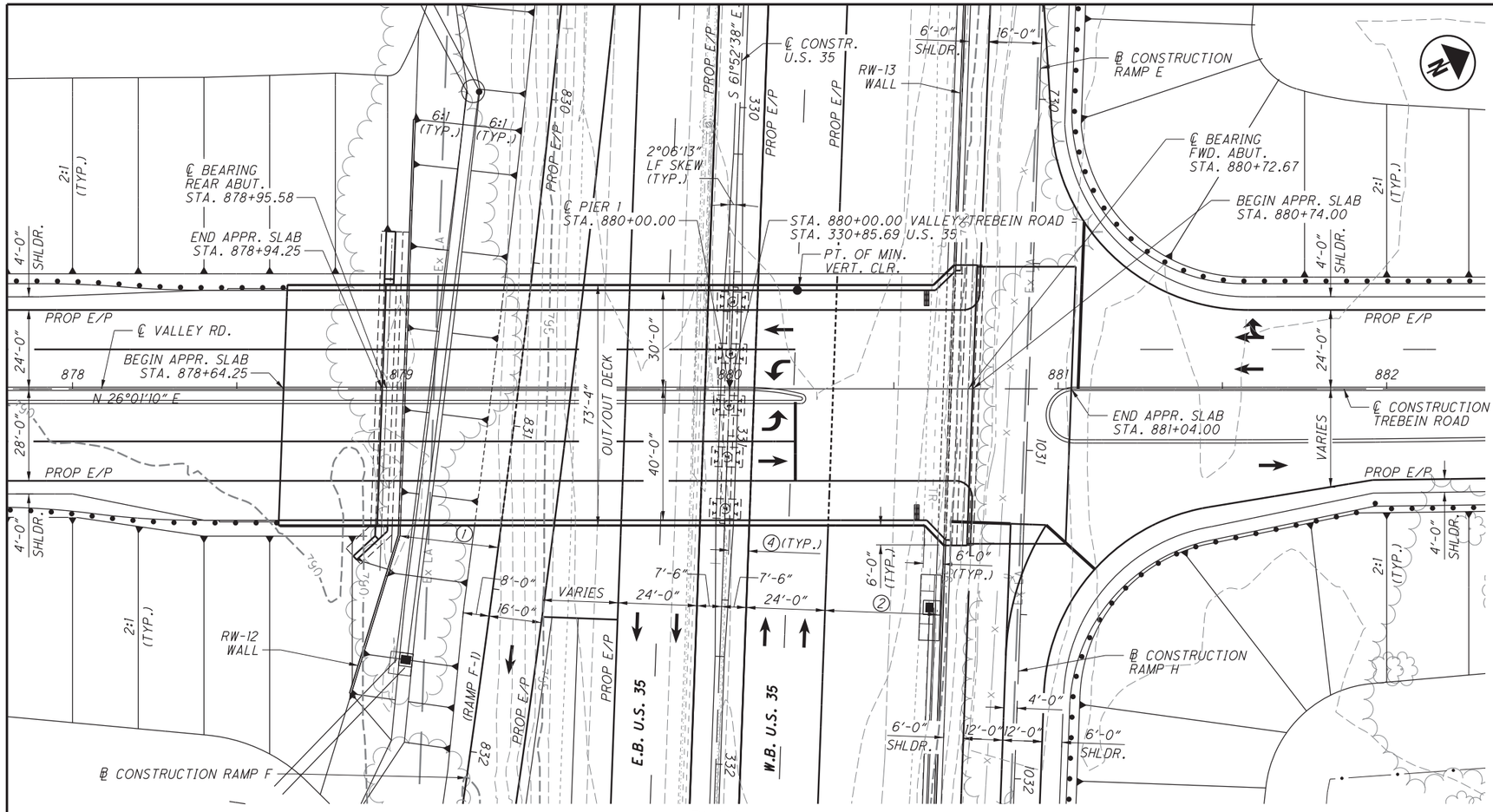
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

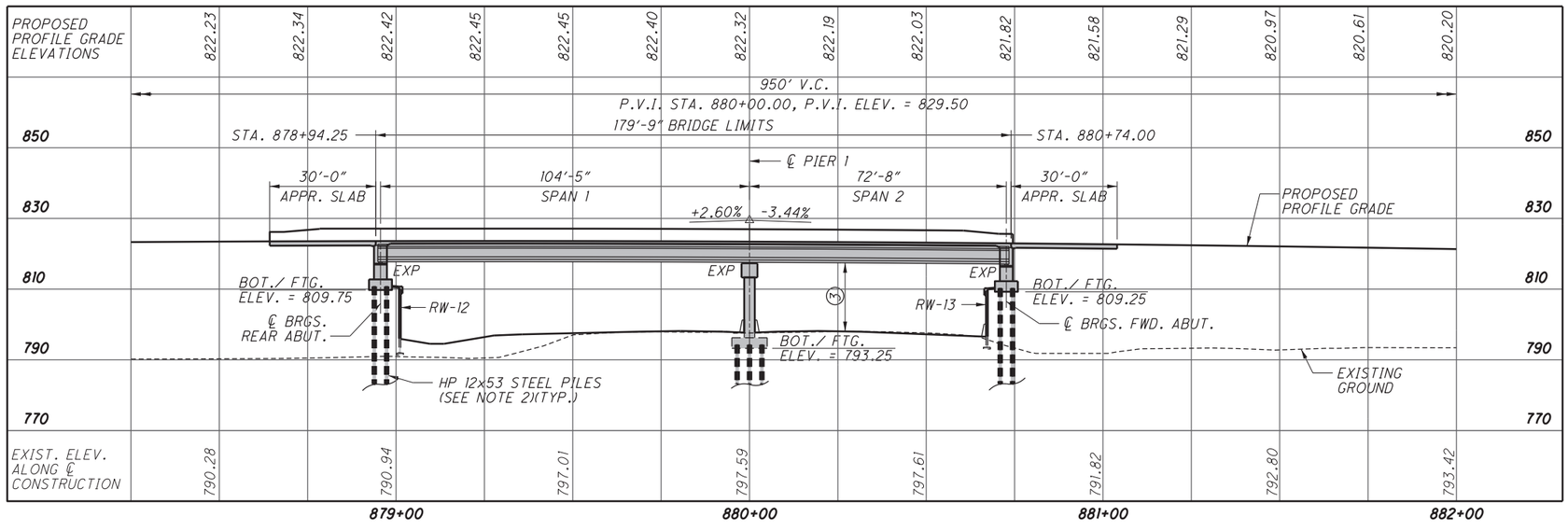
TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-035-0614
U.S. 35 OVER LITTLE MIAMI RIVER

GRE-35-4.26
PID No. 80468

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PLAN



PROFILE ALONG ℄ VALLEY/TREBEIN ROAD

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN

DESIGN TRAFFIC:
2018 ADT = 4240 2018 ADTT = 297
2038 ADT = 4570 2038 ADTT = 320
DIRECTIONAL DISTRIBUTION = 0.53

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

CURVE DATA (RAMP F-1)

P.I. STA. = 829+13.55
Δ = 6°14'56" RT.
Dc = 1°00'00"
R = 5729.58'
T = 312.76'
L = 624.89'
E = 8.53'

① MIN. HORIZONTAL CLEARANCE
30'-0" REQUIRED
30'-1" PROVIDED

② MIN. HORIZONTAL CLEARANCE
30'-0" REQUIRED
33'-6" PROVIDED TO TOE OF BARRIER

③ MIN. VERTICAL CLEARANCE
17'-0" REQUIRED
17'-4" PROVIDED

④ MIN. HORIZONTAL CLEARANCE
4'-0" REQUIRED
4'-10" PROVIDED TO TOE OF BARRIER

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: 2-SPAN CONTINUOUS COMPOSITE WIDE FLANGE PRESTRESSED BEAMS WITH REINFORCED CONCRETE DECK, PIERS, AND SEMI-INTEGRAL ABUTMENTS BEHIND MSE WALLS.

SPANS: 104'-5" - 72'-8" C/C BEARINGS

ROADWAY: 70'-0" TOE/TOE PARAPET

LOADING: HL-93, FWS=60 PSF

SKEW: 2°06'13" LF

APPROACH SLABS: AS-1-81, 30'-0" LONG (MODIFIED)

ALIGNMENT: TANGENT

WEARING SURFACE: MONOLITHIC CONCRETE

CROWN: 0.02 FT/FT

COORDINATES: LATITUDE N 39°42'01"
LONGITUDE W 83°59'51"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MM	MRW	JTC	6/14

CHECKED: MK
REVISED
STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 878+94.25
STA. 880+74.00

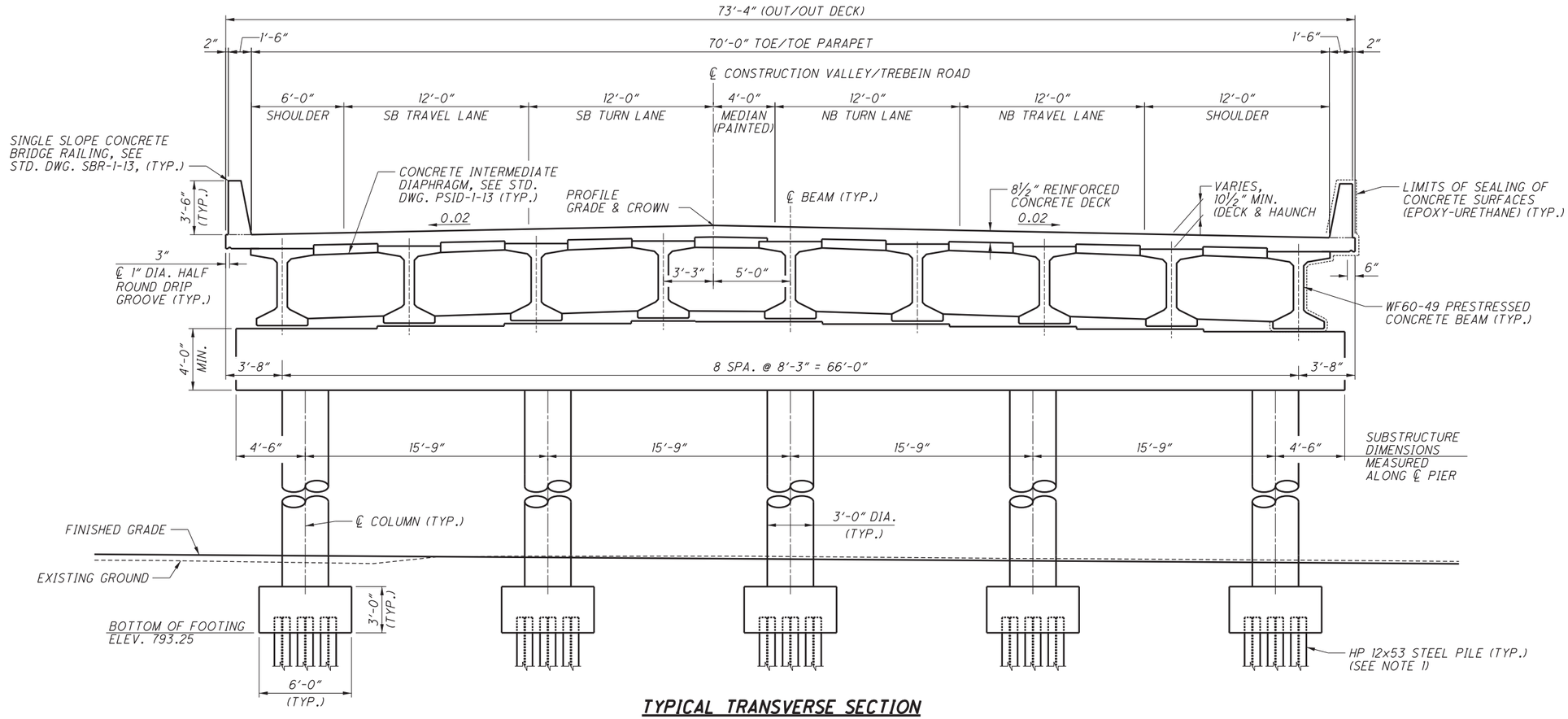
SITE PLAN
BRIDGE NO. GRE-035-0627
VALLEY/TREBEIN ROAD OVER U.S. 35

GRE-35-4.26
PID No. 80468

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TYPICAL TRANSVERSE SECTION

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

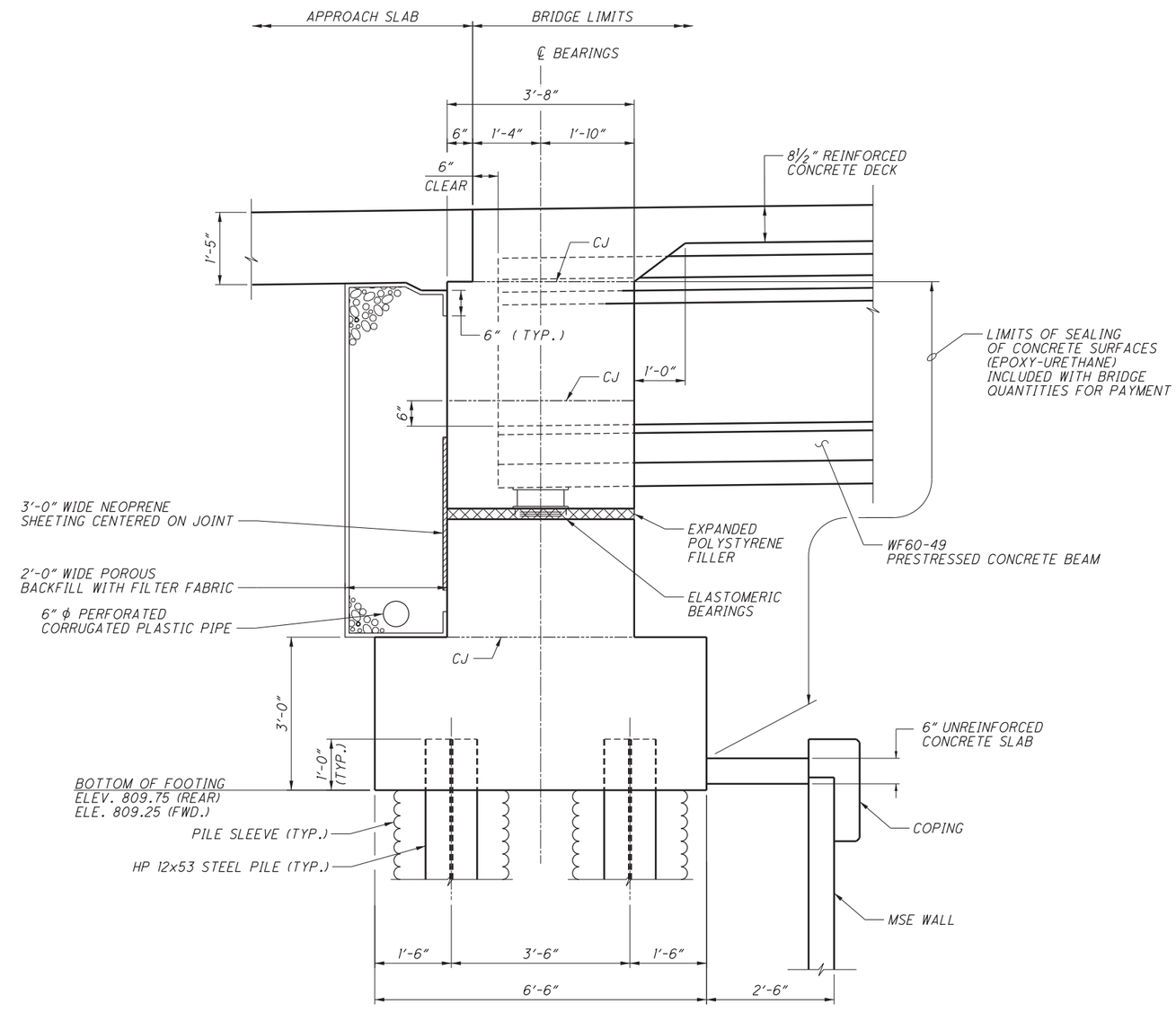
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-035-0627
VALLEY/TREBEIN ROAD OVER U.S. 35

GRE-35-4.26
PID No. 80468

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ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

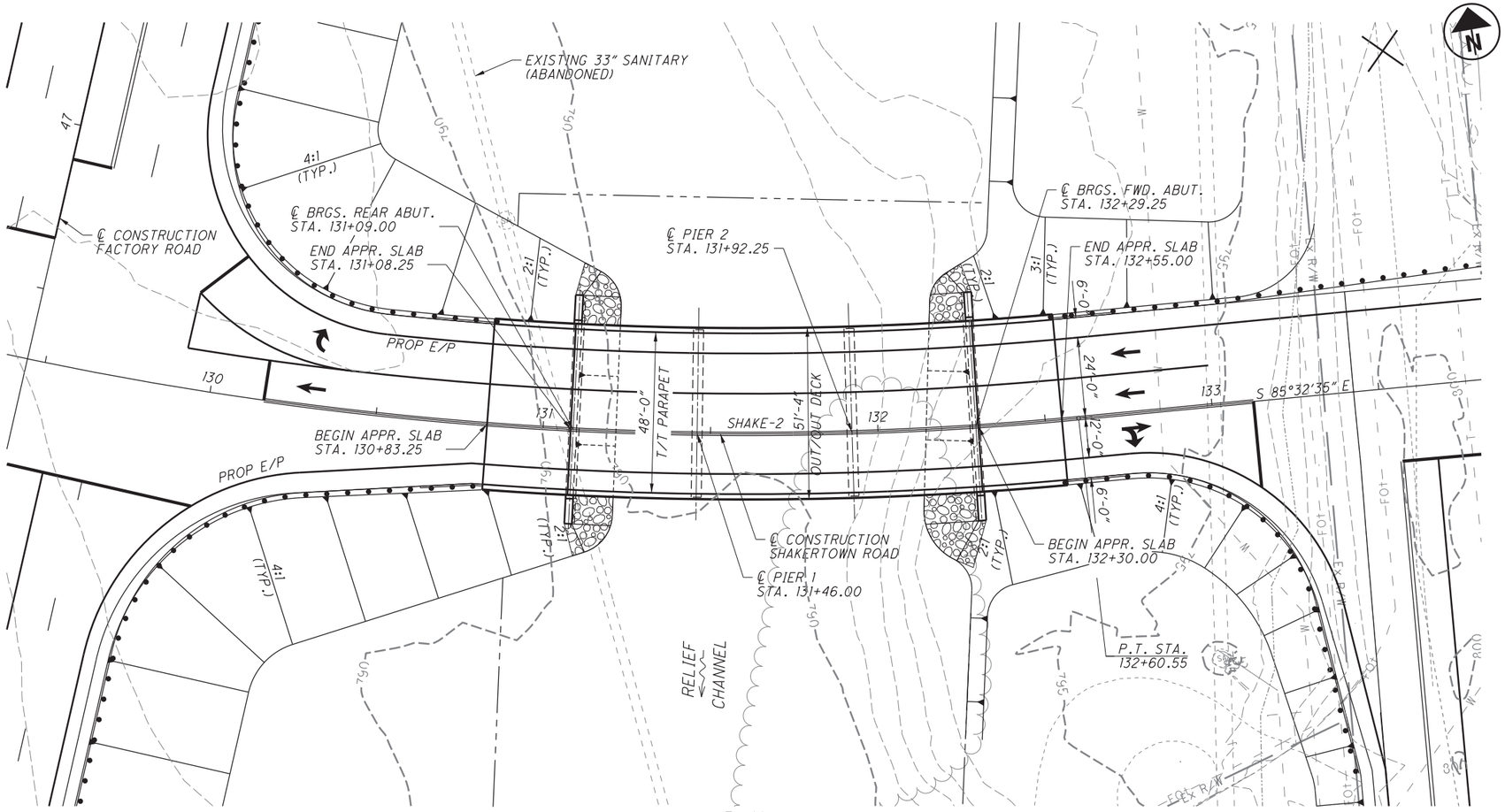
ABUTMENT SECTION
BRIDGE NO. GRE-035-0627
VALLEY/TREBEIN ROAD OVER U.S. 35

GRE-35-4.26
PID No. 80468

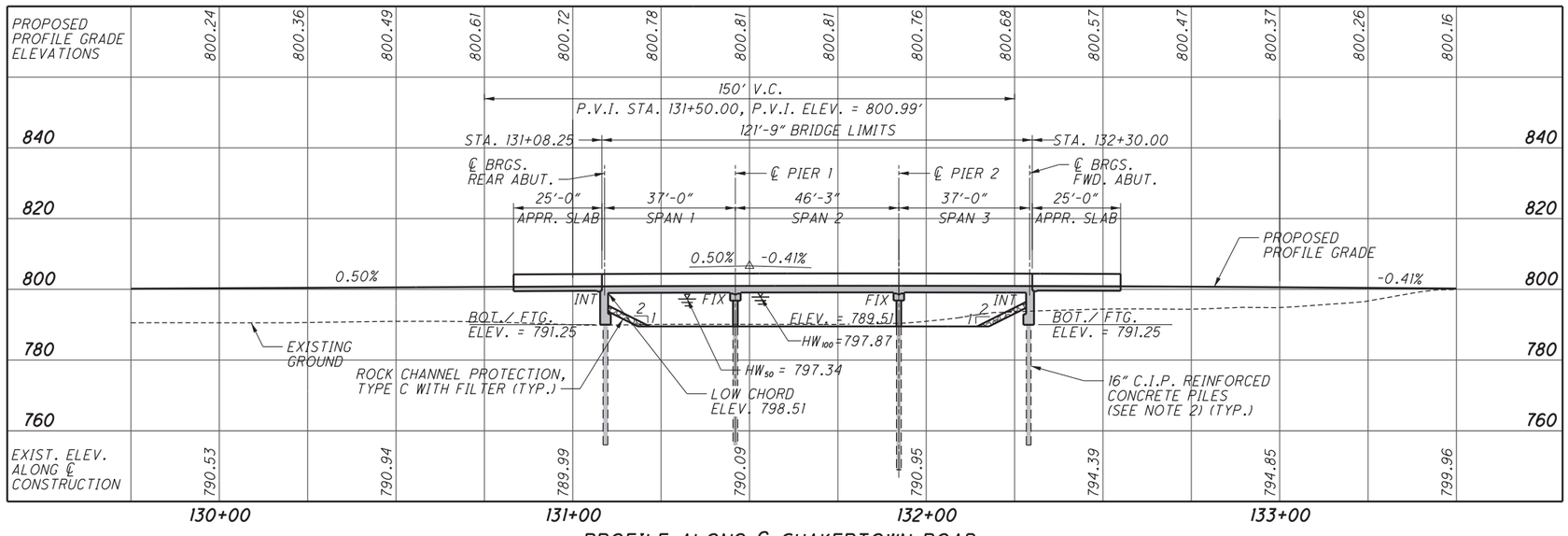
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PLAN



PROFILE ALONG ℄ SHAKERTOWN ROAD

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 3510	2018 ADTT = 70
2038 ADT = 4070	2038 ADTT = 80

DIRECTIONAL DISTRIBUTION = 0.51

HYDRAULIC DATA

DRAINAGE AREA = 49.5 SQ. MILES
DESIGN STORM = 50 YEAR

Q (50) =	5188 CFS	Q (100) =	5838 CFS
V (50) =	9.46 FPS	V (100) =	10.08 FPS
HW (50) =	797.34	HW (100) =	797.87

FREEBOARD HW (100) = 0.64 FEET.

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

CURVE DATA (SHAKE-2)

P.I. STA. = 128+90.64
Δ = 42°47'53" LT.
Dc = 5°30'00"
R = 1041.74'
T = 408.23'
L = 778.15'
E = 77.13'

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: CONTINUOUS CONCRETE SLAB WITH CAPPED PILE ABUTMENTS AND PIERS.

SPANS: 37'-0", 46'-3", 37'-0" C/C BEARINGS

ROADWAY: 48'-0" TOE/TOE PARAPET MEASURED RADIAL TO ℄ CONSTRUCTION SHAKERTOWN ROAD

LOADING: HL-93, FWS=60 PSF

WEARING SURFACE: MONOLITHIC CONCRETE

SKEW: NONE (RADIAL)

APPROACH SLABS: AS-1-81, 25'-0" LONG

ALIGNMENT: 5°30'00" LEFT CURVE

SUPERELEVATION: 0.020 FT/FT

COORDINATES: LATITUDE N 39°42'20"
LONGITUDE W 84°01'48"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

GREENE COUNTY
STA. 131+08.25
STA. 132+30.00

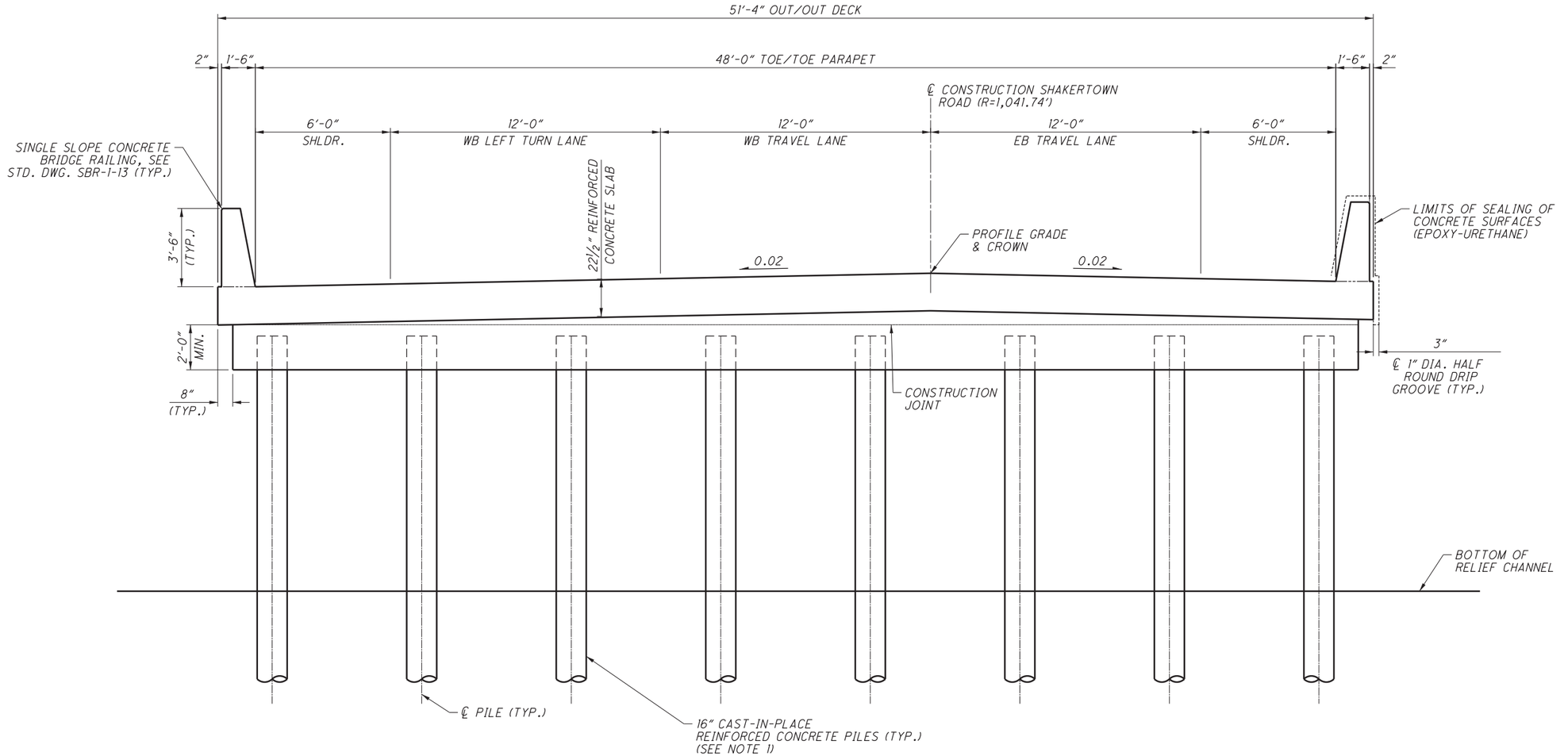
SITE PLAN
BRIDGE NO. GRE-C0071-00421
SHAKERTOWN ROAD OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

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TYPICAL TRANSVERSE SECTION

(PIER 1 SHOWN, PIER 2 SIMILAR)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

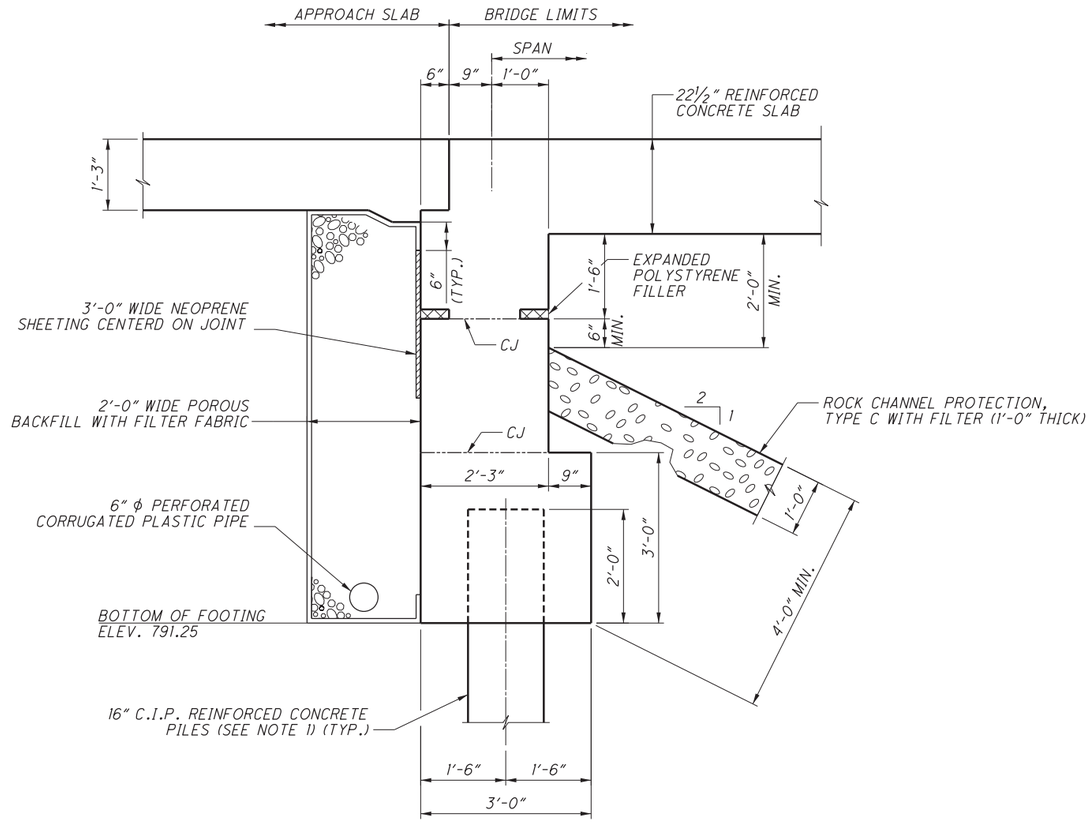
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

TYPICAL TRANSVERSE SECTION
BRIDGE NO. GRE-C0071-00421
SHAKERTOWN ROAD OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

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ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
GLC	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS			

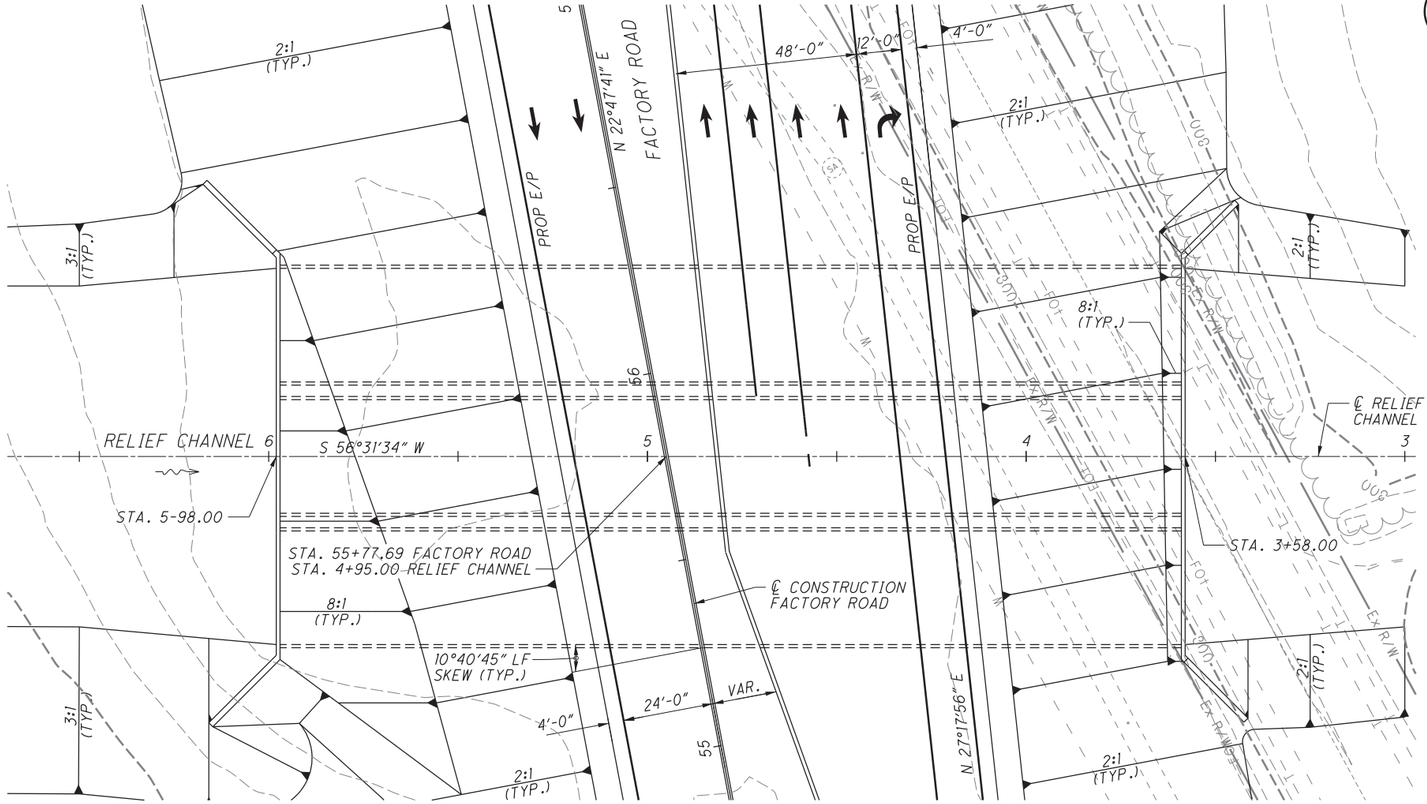
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BRIDGE NO. GRE-C0071-00421
SHAKERTOWN ROAD OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

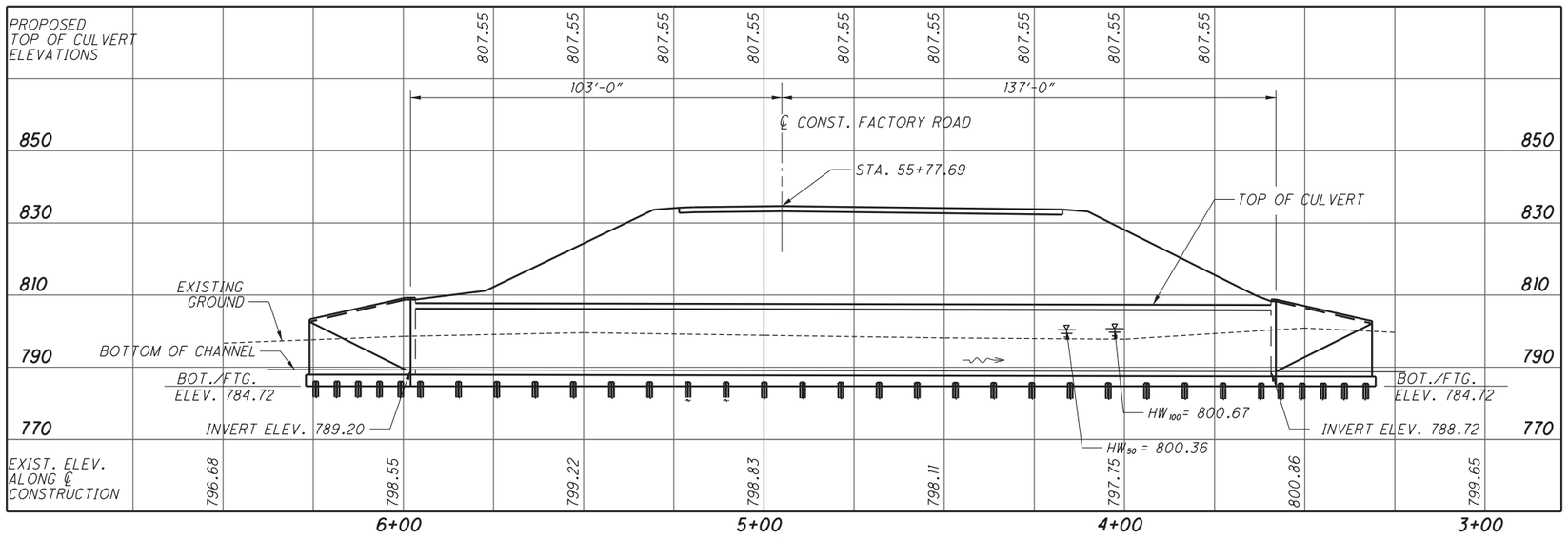
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PLAN



PROFILE ALONG ℄ RELIEF CHANNEL

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING SUBSEQUENT STAGES OF DESIGN.

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:

2018 ADT = 8,430 2018 ADTT = 170
2038 ADT = 10,050 2038 ADTT = 200
DIRECTIONAL DISTRIBUTION = 0.51

HYDRAULIC DATA

DRAINAGE AREA = 26.4 SQ. MILES
DESIGN STORM = 50 YEAR

Q (50) =	7632 CFS	Q (100) =	8585 CFS
V (50) =	8.17 FPS	V (100) =	9.11 FPS
HW (50) =	800.36	HW (100) =	800.67

FREEBOARD HW (100) = 5.38 FEET.

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: 3-PRECAST REINFORCED CONCRETE ARCH CULVERTS WITH 30'-0" SPANS x 18'-4" RISE
SPANS: 30'-0", 30'-0", 30'-0" F/F CULVERT
ROADWAY: VARIES 101'-6⅜" MIN., 109'-7½" MAX.
LOADING: HL-93
SKEW: 10°40'45" LEFT FORWARD
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: 0.02 FT/FT
COORDINATES: LATITUDE 39°42'29"
LONGITUDE 84°01'46"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED MRM | DRAWN MRW | REVIEWED JTC | DATE 6/14
CHECKED JS | REVISED | STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 3+58.00
STA. 5+98.00

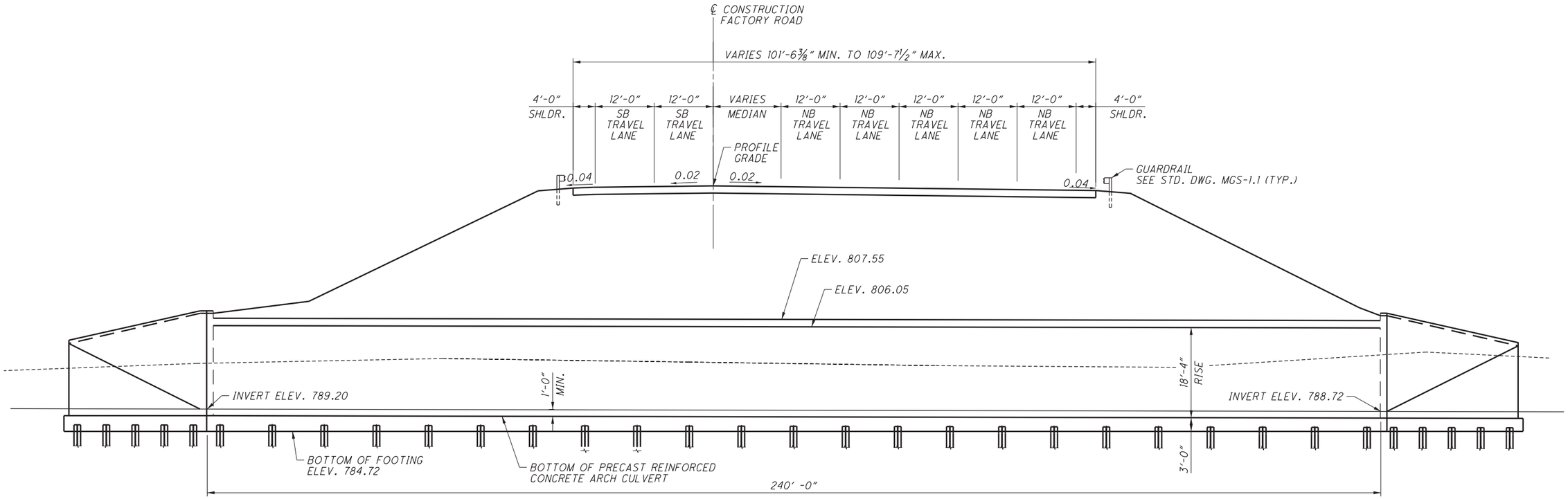
SITE PLAN
BRIDGE NO. GRE-T0048-00018
FACTORY ROAD OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

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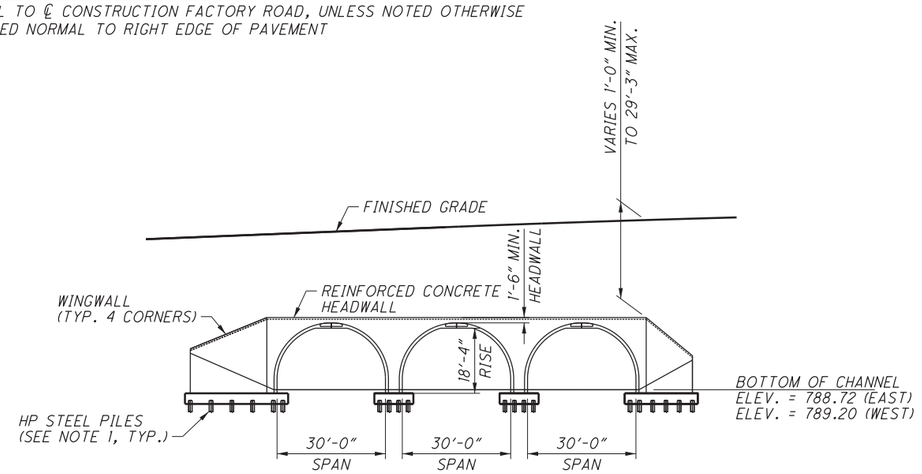
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TRANSVERSE SECTION

ALL DIMENSIONS MEASURED NORMAL TO ℄ CONSTRUCTION FACTORY ROAD, UNLESS NOTED OTHERWISE
* MEASURED NORMAL TO RIGHT EDGE OF PAVEMENT



CULVERT ELEVATION

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	MRW	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JS			

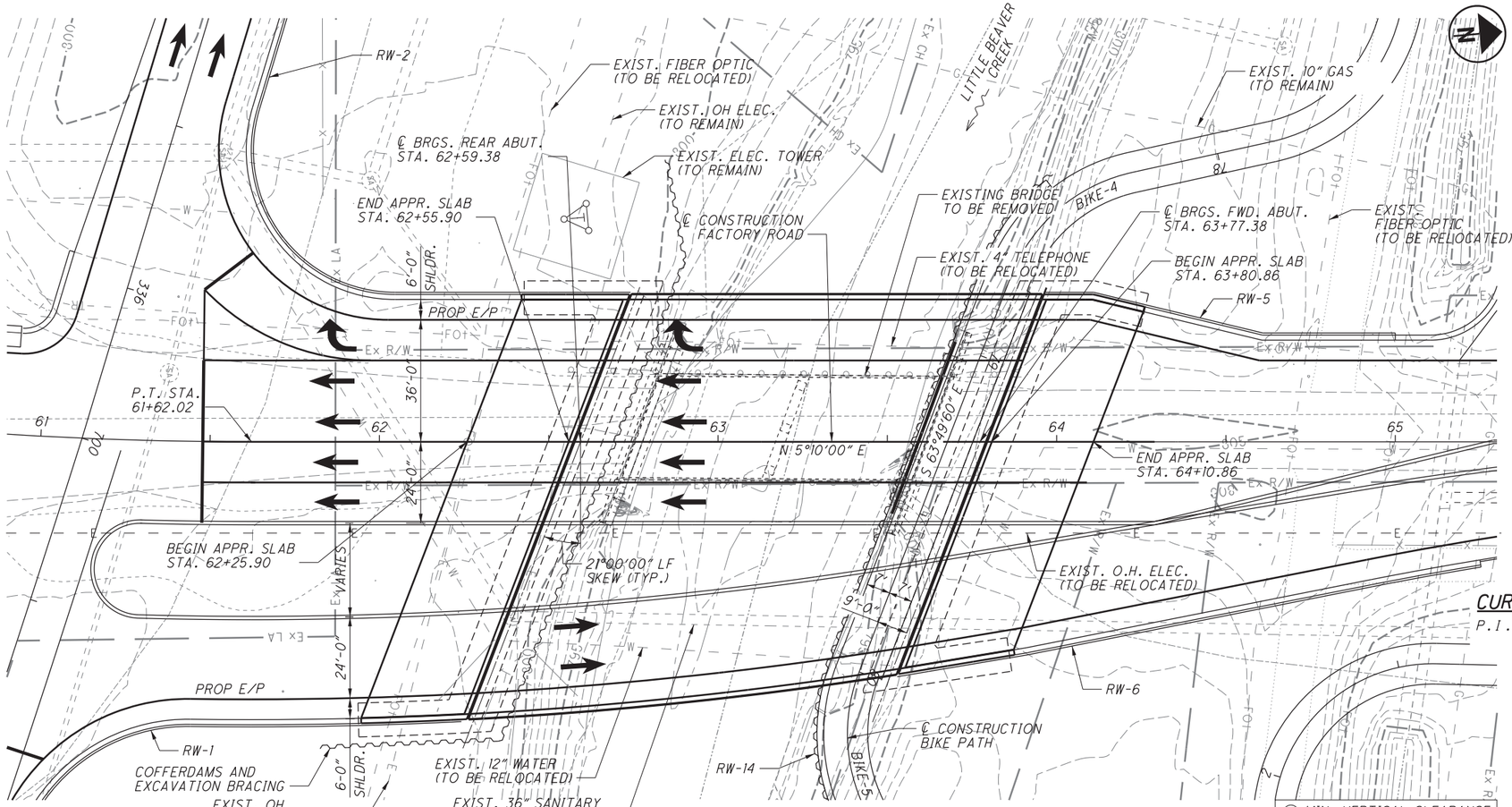
TRANSVERSE SECTION & CULVERT ELEVATION
BRIDGE NO. GRE-T0048-00018
FACTORY ROAD OVER RELIEF CHANNEL

GRE-35-4.26
PID No. 80468

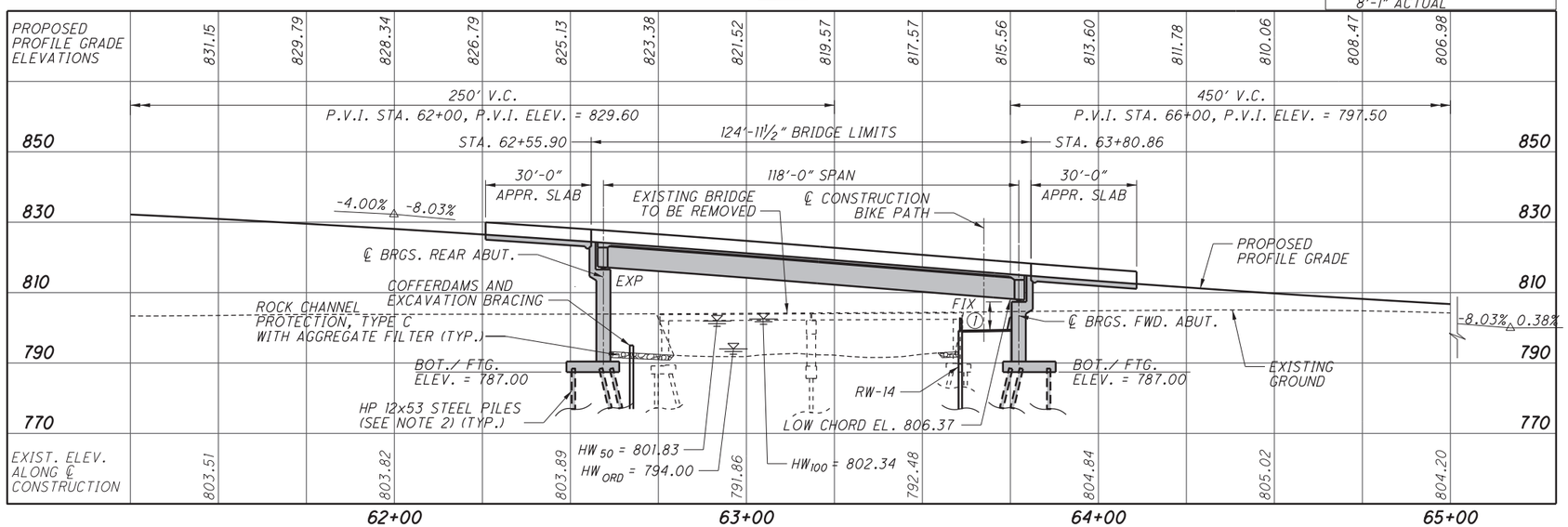
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PLAN



PROFILE ALONG ℄ CONSTRUCTION FACTORY ROAD

BENCHMARK DATA

BENCHMARK DATA TO BE ESTABLISHED DURING STAGE I DESIGN

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET ⊖

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN TRAFFIC:
2018 ADT = 7440 2018 ADTT = 74
2038 ADT = 8570 2038 ADTT = 86
DIRECTIONAL DISTRIBUTION = 0.51

LEGEND

⊕ BORING LOCATION (SEE NOTE 2)

HYDRAULIC DATA

DRAINAGE AREA = 26.4 SQ. MILES
DESIGN STORM = 100 YEAR
Q (50) = 2868 CFS Q (100) = 3415 CFS
V (50) = 3.60 FPS V (100) = 4.03 FPS
HW (50) = 801.83 HW (100) = 802.34
FREEBOARD HW (100) = 4.03 FEET.

CURVE DATA - (BIKE-4)

P.I. STA. = 78+52.74
Δ = 56°33'55" LT.
Dc = 114°35'30"
R = 50.00'
T = 26.90'
L = 49.36'
E = 6.79'

CURVE DATA - (BIKE-5)

P.I. STA. = 80+56.22
Δ = 96°18'56" LT.
Dc = 114°35'30"
R = 50.00'
T = 55.84'
L = 84.05'
E = 24.95'

EXISTING STRUCTURE

TYPE: 2-SPAN NON-COMPOSITE PRESTRESSED CONCRETE BOX BEAMS AND SUBSTRUCTURES ON PILES.
SPANS: 42'-9", 42'-9", C/C BEARINGS
ROADWAY: 30'-0" F/F BRIDGE RAILING
LOADING: HL-93
SKEW: 20°00'00" LF
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT NORMAL
WEARING SURFACE: 3" ASPHALTIC CONCRETE
STRUCTURAL FILE NUMBER: 2933691
DATE BUILT: 1965 REHABILITATED: 2012
DISPOSITION: VERY GOOD CONDITION (TO BE REMOVED)

PROPOSED STRUCTURE

TYPE: SINGLE SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES ON PILES.
SPANS: 118'-0" C/C BEARINGS MEASURED ALONG ℄ CONSTRUCTION FACTORY ROAD
ROADWAY: VARIES 126'-4" TO 113'-7" TOE/TOE PARAPET
LOADING: HL-93 FWS = 60 PSF
SKEW: 21°00'00" LF
APPROACH SLABS: AS-1-81, 30'-0" LONG (MODIFIED)
WEARING SURFACE: MONOLITHIC CONCRETE
ALIGNMENT: TANGENT
CROWN: 0.02 FT/FT
COORDINATES: LATITUDE N39°42'36"
LONGITUDE W84°01'44"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED MRM | DRAWN JBA | REVIEWED JTC | DATE 6/14
CHECKED MK | REVISED | STRUCTURE FILE NUMBER

GREENE COUNTY
STA. 62+55.90
STA. 63+80.86

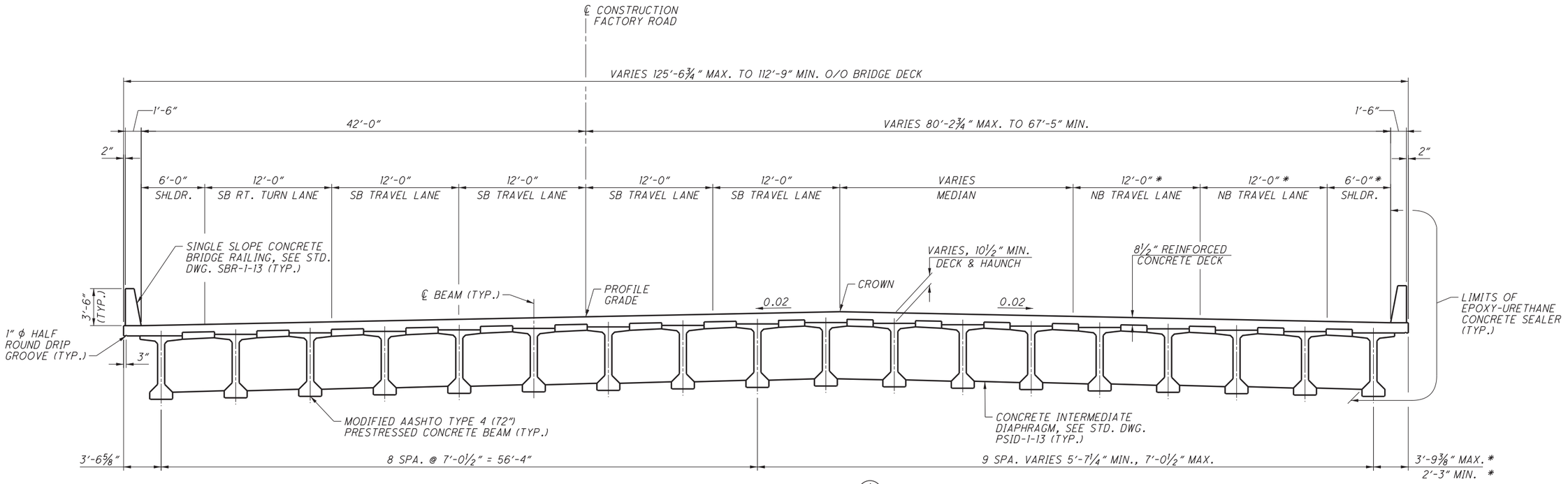
SITE PLAN
BRIDGE NO. GRE-T0048-00032
FACTORY ROAD OVER LITTLE BEAVER CREEK

GRE-35-4.26
PID No. 80468

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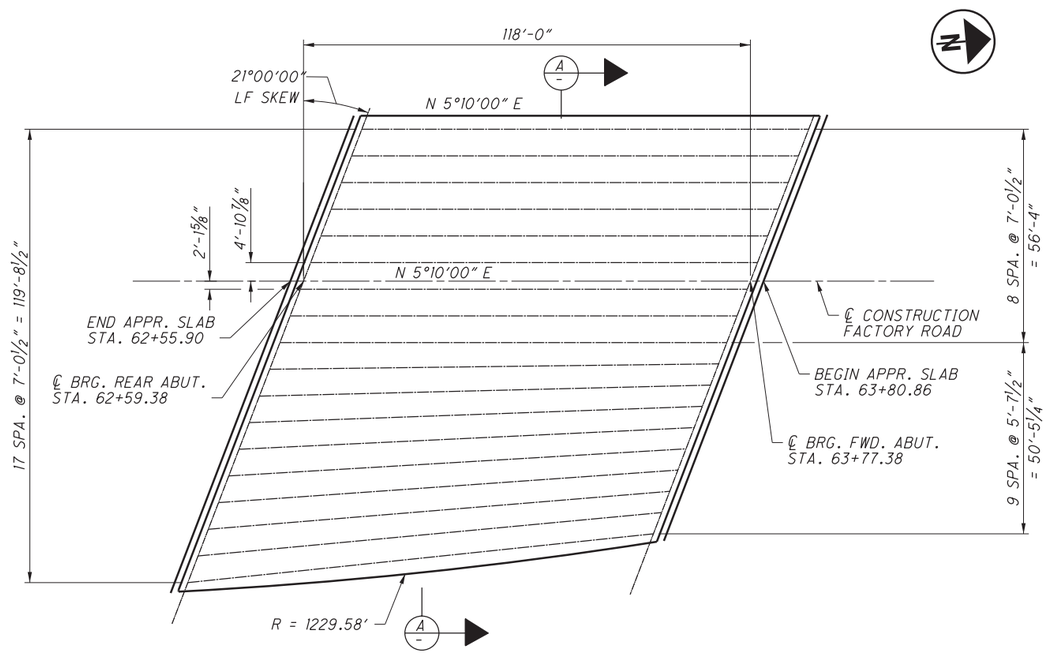
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TYPICAL TRANSVERSE SECTION (SECTION A)

ALL DIMENSIONS MEASURED NORMAL TO ℄ CONSTRUCTION FACTORY ROAD, UNLESS NOTED OTHERWISE

* MEASURED RADIAL TO RIGHT EDGE OF DECK



FRAMING PLAN

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED MRM | DRAWN JBA | REVIEWED JTC | DATE 6/14
CHECKED MK | REVISED | STRUCTURE FILE NUMBER

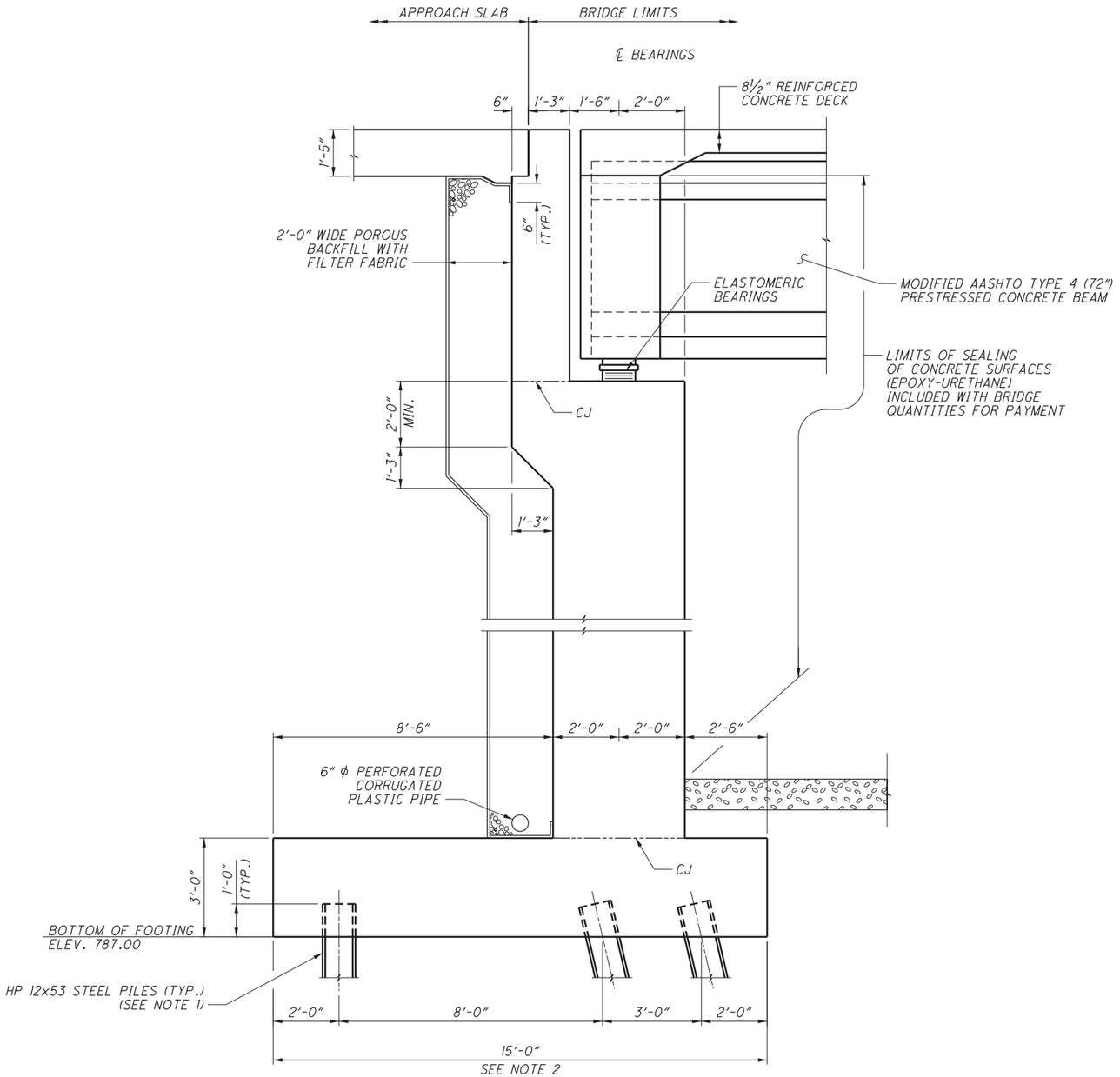
TRANSVERSE SECTION & FRAMING PLAN
BRIDGE NO. GRE-T0048-00032
FACTORY ROAD OVER LITTLE BEAVER CREEK

GRE-35-4.26
PID No. 80468

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ABUTMENT SECTION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR BUT OPPOSITE HAND)

NOTES:

1. SUBSURFACE INVESTIGATION AND FOUNDATION RECOMMENDATIONS WILL BE COMPLETED DURING SUBSEQUENT STAGES OF DESIGN.
2. FOOTING DIMENSIONS ARE APPROXIMATE AND WILL BE FINALIZED DURING SUBSEQUENT STAGES OF DESIGN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402

DESIGNED	DRAWN	REVIEWED	DATE
MRM	JBA	JTC	6/14
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MK			

ABUTMENT SECTION
BRIDGE NO. GRE-T0048-00032
FACTORY ROAD OVER LITTLE BEAVER CREEK

GRE-35-4.26
PID No. 80468

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