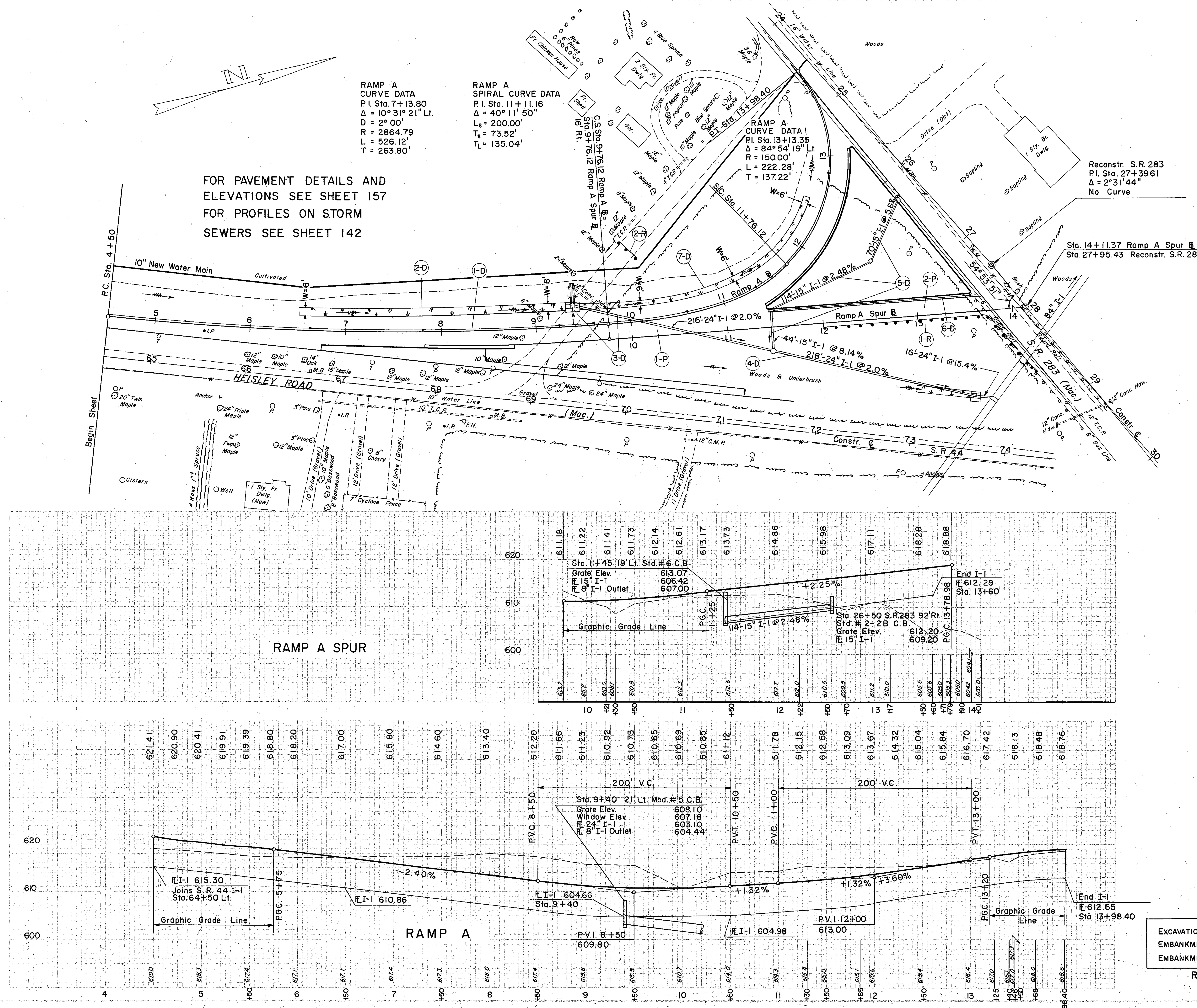
LAKE COUNTY
LAK-44-7.22


RAMP A
CURVE DATA
P.I. Sta. 7+13.80
Δ = 10° 31' 21" Lt.
D = 2° 00'
R = 2864.79
L = 526.12'
T = 263.80'
RAMP A
SPIRAL CURVE DATA
P.I. Sta. 11+11.16
Δ = 40° 11' 50"
Ls = 200.00'
Ts = 73.52'
TL = 135.04'
RAMP A
CURVE DATA
P.I. Sta. 13+13.35
Δ = 84° 54' 19" Lt.
R = 150.00'
L = 222.28'
T = 137.22'
FOR PAVEMENT DETAILS AND
ELEVATIONS SEE SHEET 157
FOR PROFILES ON STORM
SEWERS SEE SHEET 142
Reconstr. S.R. 283
P.I. Sta. 27+39.61
Δ = 2° 31' 44"
No Curve
Sta. 14+11.37 Ramp A Spur ℄ =
Sta. 27+95.43 Reconstr. S.R. 283
C.S. Sta. 9+76.12 Ramp A ℄ =
Sta. 9+76.12 Ramp A Spur ℄
16' Rt.
P.C. Sta. 4+50
Begin Sheet
10" New Water Main
HEISLEY ROAD
(Mac.)
Constr. ℄ S.R. 44
S.R. 283 (Mac.)
Constr. ℄
Ramp A ℄
Ramp A Spur ℄
216'-24" I-1 @ 2.0%
44'-15" I-1 @ 8.14%
218'-24" I-1 @ 2.0%
16'-24" I-1 @ 15.4%
114'-15" I-1 @ 2.48%
70'-15" I-1 @ 5.88%
RAMP A SPUR
Sta. 11+45 19' Lt. Std. # 6 C.B.
Grate Elev. 613.07
℄ 15" I-1 606.42
℄ 8" I-1 Outlet 607.00
Graphic Grade Line
P.G.C. 11+25
+2.25%
Sta. 26+50 S.R. 283 92' Rt.
Std. # 2-2B C.B.
Grate Elev. 612.20
℄ 15" I-1 609.20
P.G.C. 13+78.98
End I-1
℄ 612.29
Sta. 13+60
RAMP A
Sta. 9+40 21' Lt. Mod. # 5 C.B.
Grate Elev. 608.10
Window Elev. 607.18
℄ 24" I-1 603.10
℄ 8" I-1 Outlet 604.44
℄ I-1 615.30
Joins S.R. 44 I-1
Sta. 64+50 Lt.
P.G.C. 5+75
-2.40%
℄ I-1 610.86
℄ I-1 604.66
Sta. 9+40
P.V.C. 8+50
P.V.I. 8+50
609.80
200' V.C.
P.V.T. 10+50
P.V.C. 11+00
+1.32%
℄ I-1 604.98
P.V.I. 12+00
613.00
+1.32% +3.60%
P.V.T. 13+00
P.G.C. 13+20
End I-1
℄ 612.65
Sta. 13+98.40

Ⓓ DRAINAGE

REF. NO.	STATION FROM	STATION TO	SIDE	I-1 24" PIPE CLASS B-1 (L.F.)	I-1 24" PIPE CLASS E-1 M-6.6(b) OR M-6.8(b) (L.F.)	I-1 15" PIPE CLASS E-1 (L.F.)	I-1 15" PIPE CLASS B-1 (L.F.)	I-1 6" PIPE CLASS I-3 (DEEP) (L.F.)	I-1 8" PIPE CLASS F-1 (L.F.)	I-5 6" 90° TEE (EA.)	I-8 STD. #2-2B CATCH BASIN (EA.)	I-8 STD. #5 CATCH BASIN (EA.)	I-8 MOD. STD. #5 CATCH BASIN (EA.)	I-8 STD. #6 CATCH BASIN (EA.)	I-8 STD. #1 MANHOLE (EA.)	I-14 TYPE 1 PAVED GUTTER (L.F.)	L-10 SODDING (S.Y.)
1-D	4+50	13+98.40	LT.					960	10	1							
2-D	6+50	9+33	LT.														280
3-D	9+40	"A" SPUR 11+45	—	216									1			22	8
4-D	"A" SPUR 11+45	S.R. 44 73+76	—		234							1			1		
5-D	S.R. 283 26+25	"A" SPUR 11+45	—			184	44				1			2			
6-D	"A" SPUR 11+45	"A" SPUR 13+62	LT.					206	10								
7-D	9+47	12+50	LT.														200
TOTAL				216	234	184	44	1166	20	1	1	1	1	2	1	22	488

Ⓡ ROADWAY

REF. NO.	STATION FROM	STATION TO	SIDE	I-15 GUARD RAIL STEEL BEAM STD. TYPE (DEEP) (L.F.)
1-R	"A" SPUR 12+00	"A" SPUR 13+70	RT.	175
2-R	10+00		LT.	25
TOTAL				200

Ⓟ PAVEMENT

REF. NO.	STATION FROM	STATION TO	SIDE	B-21 WATER PROOFED AGGR. BASE COURSE (C.Y.)	I-12 CONC. CURB SPECIAL (L.F.)	I-12 CONC. CURB TYPE 6 (L.F.)	I-18 STAB. CRUSH. AGGR. (C.Y.)	I-21 PORT. CEM. CONC. MEDIAN TYPE I (S.Y.)	I-22 SUB-BASE (C.Y.)	T-31 BIT. MAT'L. (GAL.)	T-31 #6 AGGR. (C.Y.)	T-71 REINF. PORT. CEM. CONC. PAVT. 9" (S.Y.)
1-P	4+50 "A"	13+98.40 "A"	—	71	200	257	123	29.3	483	213	6.8	1816
2-P	11+43.90 "A" SPUR	13+78.98 "A" SPUR	—	13		214	22		96	38	1.2	408
TOTAL				84	200	471	145	29.3	579	251	8	2224

RAMP A SPUR		
EXCAVATION	=	27 C.Y.
EMBANKMENT	=	856 C.Y.
EMBANKMENT +20%	=	1,027 C.Y.

RAMP A		
EXCAVATION		1,224 C.Y.
EMBANKMENT		143 C.Y.
EMBANKMENT +20		172 C.Y.

RAMP A & RAMP A SPUR S.R. 283 INTERCHANGE
STA. 4+50.00 TO STA. 13+98.40