

FOR INTERSECTION DETAILS
& ELEVATIONS SEE SHEET 100

CURVE DATA
P.I. Sta. 4+100.8
Δ = 15° 37' 30" Lt.
D = 4° 00' 00"
R = 1432.40'
T = 196.53'
L = 390.61'

FOR POWER ADJUSTMENTS
SEE SHEET 188

SUPERELEVATION TABLE

STATION	LT. EDGE	CL	RT. EDGE
0+83			
1+00	594.66	594.91	594.70
+25	595.76	596.01	595.86
+50	597.00	597.25	597.17
+75	598.19	598.44	598.42
2+00	599.27	599.52	599.61
+25	600.24	600.49	600.72
+50	601.02	601.35	601.68
+75	601.76	602.09	602.42
3+00	602.40	602.73	603.06
+25	602.91	603.24	603.57
+50	603.32	603.65	603.98
+75	603.61	603.94	604.27
4+00	603.80	604.13	604.46
+25	603.92	604.25	604.58
+50	604.05	604.38	604.71
+75	604.17	604.50	604.83
5+00	604.30	604.63	604.96
+25	604.42	604.75	605.08
+50	604.55	604.88	605.21
+75	604.67	605.00	605.32
6+00	604.88	605.13	605.32
+25	605.00	605.25	605.30
+50	605.13	605.38	605.34
+75	605.25	605.50	605.40
7+00	605.38	605.63	605.47
+25	605.50	605.75	605.52
+34	605.55	605.80	605.55

(D) DRAINAGE

REF. NO.	STATION	SIDE	I-1	I-1	I-8	L-10
			15" PIPE CLASS C-1 M-6.4(c)	18" PIPE CLASS B-1	STD. #2-2A CATCH BASIN	SODDING
FROM TO			L.F.	L.F.	EA.	S.Y.
1-D	0+75	-		44	2	
2-D	0+75	2+50	LT.			74
3-D	0+75	2+50	RT.			86
4-D	3+96	4+52	RT.	56		
TOTAL			56	44	2	160

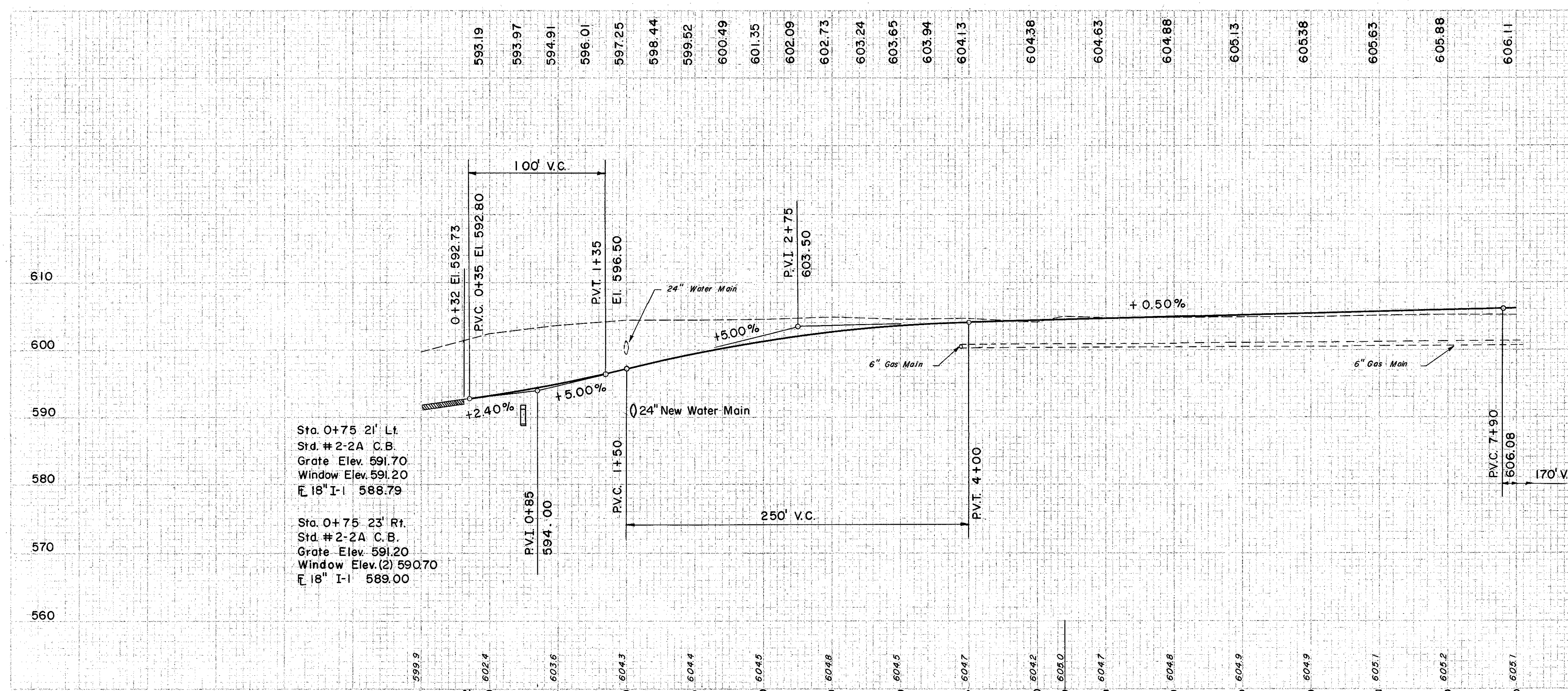
(P) PAVEMENT

REF. NO.	STATION	SIDE	B-19	I-9	I-22	T-30	T-32			
			AGGR. BASE COURSE	STONE U-DRAIN NO.2	SUB-BASE	BIT. PRIME COAT	BIT. MAT'L. FOR ROAD MIX	#46 AGGR. FOR ROAD MIX	#6 AGGR. FOR CHOKE	#6 AGGR. FOR SEAL COAT
FROM TO			C.Y.	L.F.	C.Y.	Gal.	Gal.	C.Y.	C.Y.	Gal.
1-P	0+32	8+00	239	261	191	654	1797	91.5	6.5	13.1
2-P	4+45	RT.	13			39	107	5.4	0.4	0.8
TOTAL			252	261	191	693	1904	96.9	6.9	13.9

(U) UTILITIES

REF. NO.	STATION	SIDE	I-124.03		
			24" WATER MAIN	24" CAST IRON FITTINGS	1/16" BEND
FROM TO			EA.	EA.	
1-U	1+55	CL	80	4	2

EXCAVATION = 4,478 C.Y.
EMBANKMENT = 71 C.Y.
EMBANKMENT @ 20% = 85 C.Y.



Sta. 0+75 21' Lt.
Std. #2-2A C.B.
Grate Elev. 591.70
Window Elev. 591.20
18" I-1 588.79

Sta. 0+75 23' Rt.
Std. #2-2A C.B.
Grate Elev. 591.20
Window Elev. (2) 590.70
18" I-1 589.00

Power and Gas Lines to be relocated or adjusted by others except City of Painesville powerline.

END WORK STA. 0+48
DRIVEWAY RT. STA. 4+45

Same Base & Surface Course as Olive St.