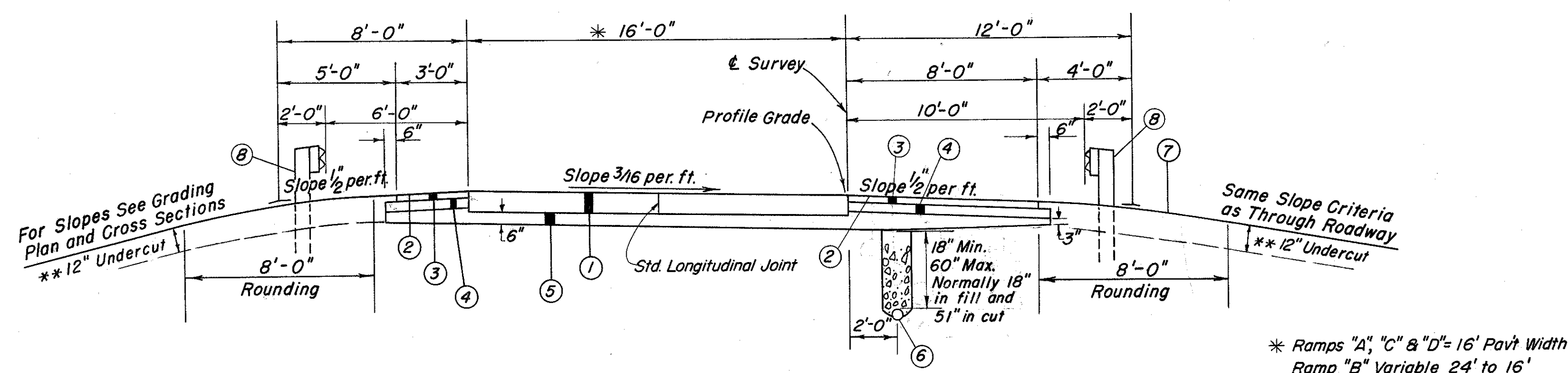


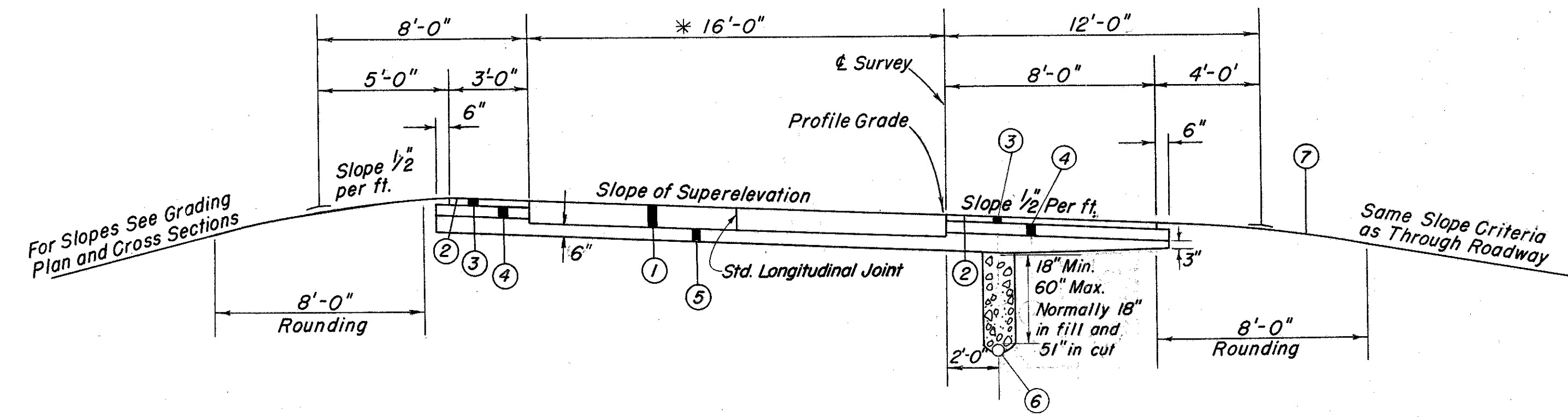
# TYPICAL SECTIONS

## MISCELLANEOUS



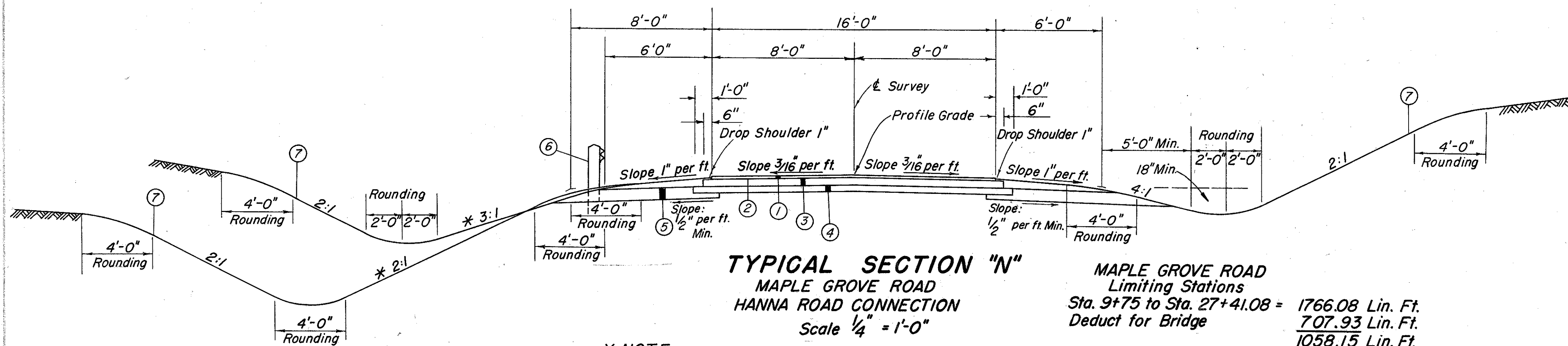
**TYPICAL RAMP SECTION**  
S.R. NO. 91 INTERCHANGE  
Scale 1/4" = 1'-0"

\* Ramps "A", "C" & "D" = 16' Pavt Width  
Ramp "B" Variable 24' to 16'  
\*\* Ramp "B" Sta. 13+50 to Sta. 17+00.  
Ramp "D" Sta. 18+60 to Sta. 23+00.  
Shale will be encountered below elevation 735 ±  
This area to be undercut 12" as per cross sections and backfilled with Item L-3 Stockpiled Topsoil.



**TYPICAL SUPERELEVATED RAMP SECTION**  
S.R. NO. 91 INTERCHANGE  
Scale 1/4" = 1'-0"

Note: All Slopes Typical unless otherwise shown on Cross Sections.



**TYPICAL SECTION "N"**  
MAPLE GROVE ROAD  
HANNA ROAD CONNECTION  
Scale 1/4" = 1'-0"

MAPLE GROVE ROAD  
Limiting Stations  
Sta. 9+75 to Sta. 27+41.08 = 1766.08 Lin. Ft.  
Deduct for Bridge 707.93 Lin. Ft.  
1058.15 Lin. Ft.  
HANNA ROAD CONNECTION  
Sta. 5+50 to Sta. 19+92 = 1442.00 Lin. Ft.  
Total 2500.15 Lin. Ft.

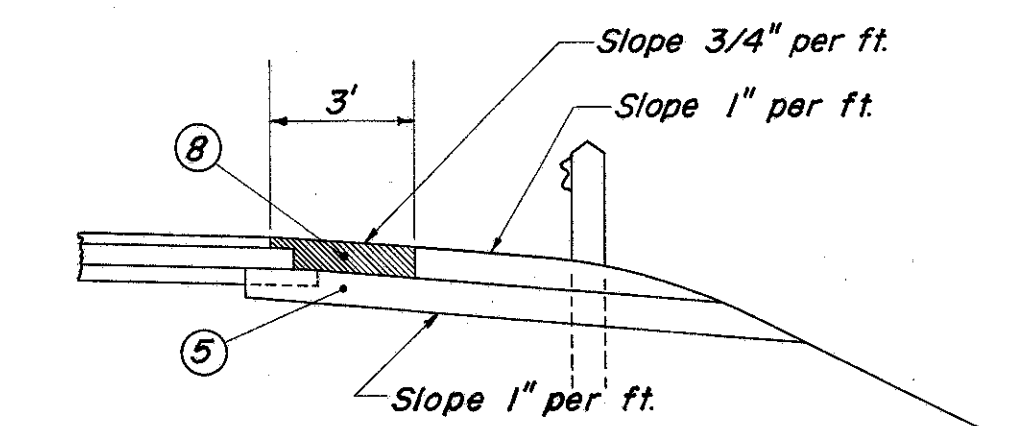
\* NOTE:  
3:1 Slopes without Guard Rail for fills up to 6 feet  
2:1 Slopes with Guard Rail for fills over 6 feet

-LEGEND-

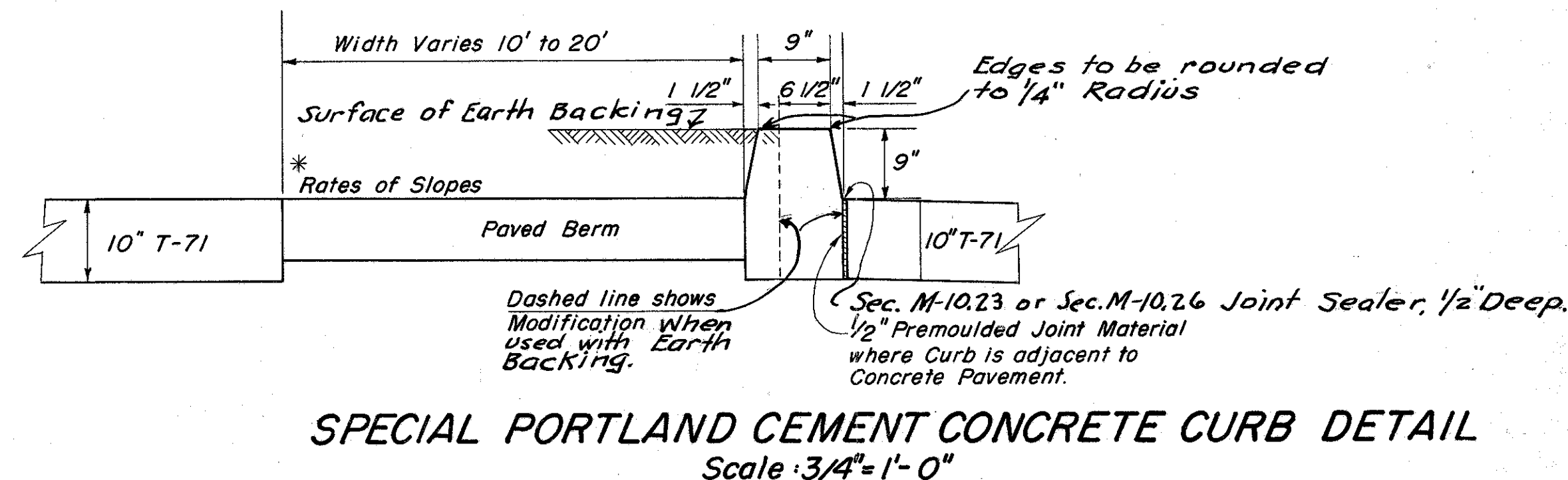
- ① T-32 Bituminous Road Mix Method "B" or "C" Using .056 Cu. Yds. No. 46 Aggregate per Sq. Yd. & 0.9 gal. Sec. M-5.7, RT-8-9, or Sec. M-5.3, MC 4-5 per Sq. Yd.
- T-32 Bituminous Choke and Seal Coat Using .004 Cu. Yd. No. 6 or 9 Aggregate per Sq. Yd. for Choke, .008 Cu. Yd. No. 6 Aggregate per Sq. Yd. for Seal and 0.25 gal. Sec. M-5.7, RT 9-10 or Sec. M-5.3, MC 4-5 per Sq. Yd. For Seal.
- ② T-30 Bituminous Prime Coat, Sec. M-5.7, RT-2 or RT-3 or Sec. M-5.3, MC O-1 Applied at the Rate of 0.35 Gal. per Sq. Yd.
- ③ B-19 5" Aggregate Base Course
- ④ I-22 4" Subbase, Grading A or B, as per Plan
- ⑤ I-9 Stone Underdrain (No. 2) Staggered at 50' Intervals As Directed by Engineer.
- ⑥ I-15 Guard Rail Steel Beam Type (Deep) in Accordance with Drawing I-15 No. 2-A
- ⑦ L-9 Seeding & Protecting Roadway Areas
- ⑧ I-18 Variable Depth Stabilized Crushed Aggregate Shoulders and Approaches

LEGEND INTERCHANGE RAMPS

- ① T-71 10" Reinforced Portland Cement Concrete Pavement
- ② T-31 Bituminous Surface Treatment (See Note in Proposal)
- ③ B-219 3" Waterproofed Aggregate Base Course
- ④ I-18 5" Stabilized Crushed Aggregate Shoulders and Approaches.
- ⑤ I-22 Subbase (Variable Depth), Grading A or B, as per Plan
- ⑥ I-4 6" Underdrain
- ⑦ L-9 Seeding and Protecting Roadway Area
- ⑧ I-15 Guard Rail Steel Beam Type (Deep) in accordance with Drawing I-15 No. 2-B



**DETAIL OF PROPOSED STABILIZED SHOULDER FOR EROSION CONTROL**  
See Sheets 230 and 239



**SPECIAL PORTLAND CEMENT CONCRETE CURB DETAIL**  
Scale 3/4" = 1'-0"

\* Ramp "A" Paved Berm, Transition rate of Slope from 3/32" per ft. at Sta. 114+63.97 to 1/2" per ft. at Sta. 116+64. Note: Initial 5' adjoining main line slab to be rounded as per Typical Section "A".  
Ramp "D" Paved Berm Transition rate of Slope from 1/2" per ft. at Sta. 136+00 to 3/16" per ft. at Sta. 138+49.60.  
Ramp "F" Paved Berm rate of Slope of 10' adjoining main line pavt. slope 1/2" per ft. from Sta. 178+85 to Sta. 181+00, Transition from 1/2" per ft. at Sta. 181+00 to 3/16" per ft. at Sta. 183+50. Rate of Slope of remaining width of Paved Berm to be 3/16" per ft. from Sta. 178+85 to Sta. 183+50.

MICHAEL BAKER, JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

STATE OF OHIO  
DEPARTMENT OF HIGHWAYS  
STATE HIGHWAY NO. 1  
C-43  
TYPICAL SECTIONS

Designed	Drawn	Traced	Checked	Reviewed Date	Revised
B.P.	B.P.	A.L.H.	REF.		