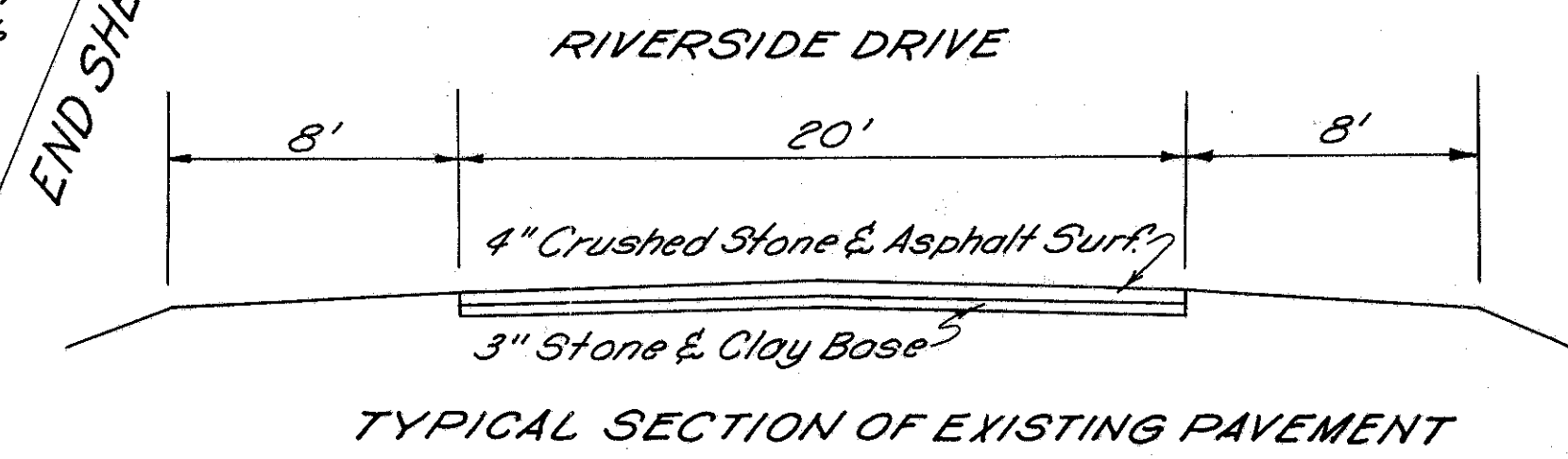
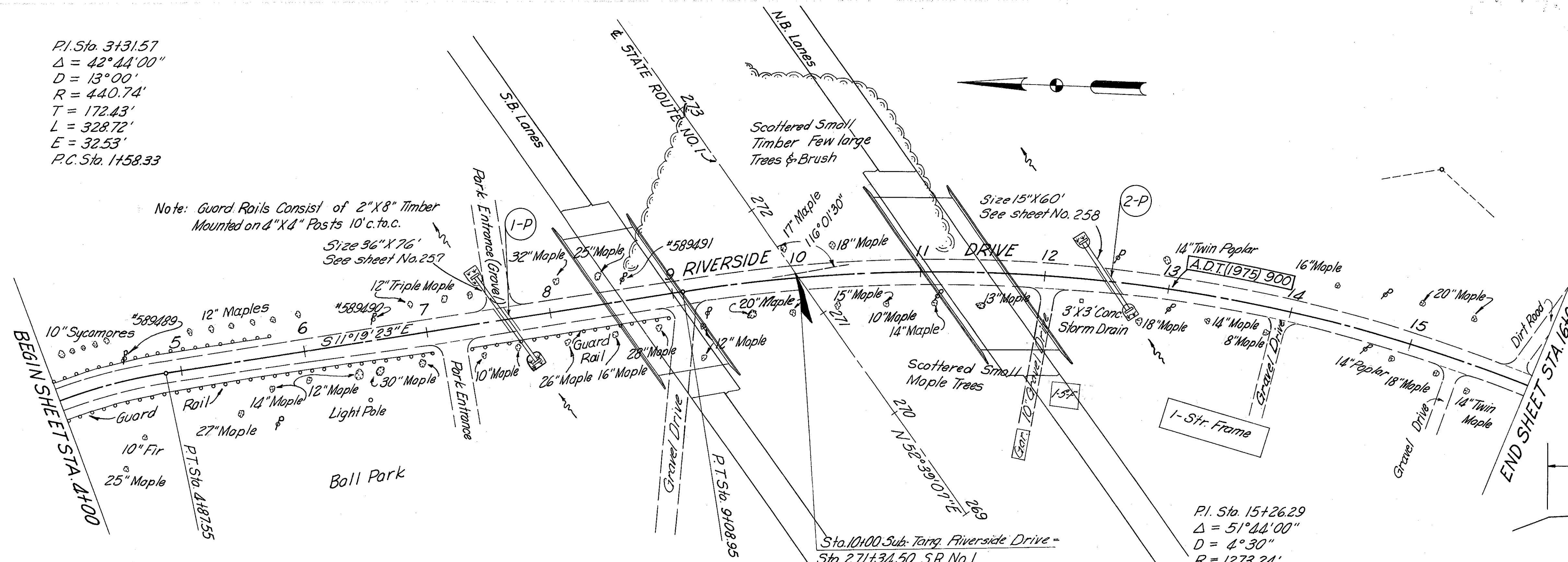


P.I. Sta. 3+31.57
 $\Delta = 42^\circ 44' 00''$
 $D = 13^\circ 00'$
 $R = 440.74'$
 $T = 172.43'$
 $L = 328.72'$
 $E = 32.53'$
P.C. Sta. 1+58.33

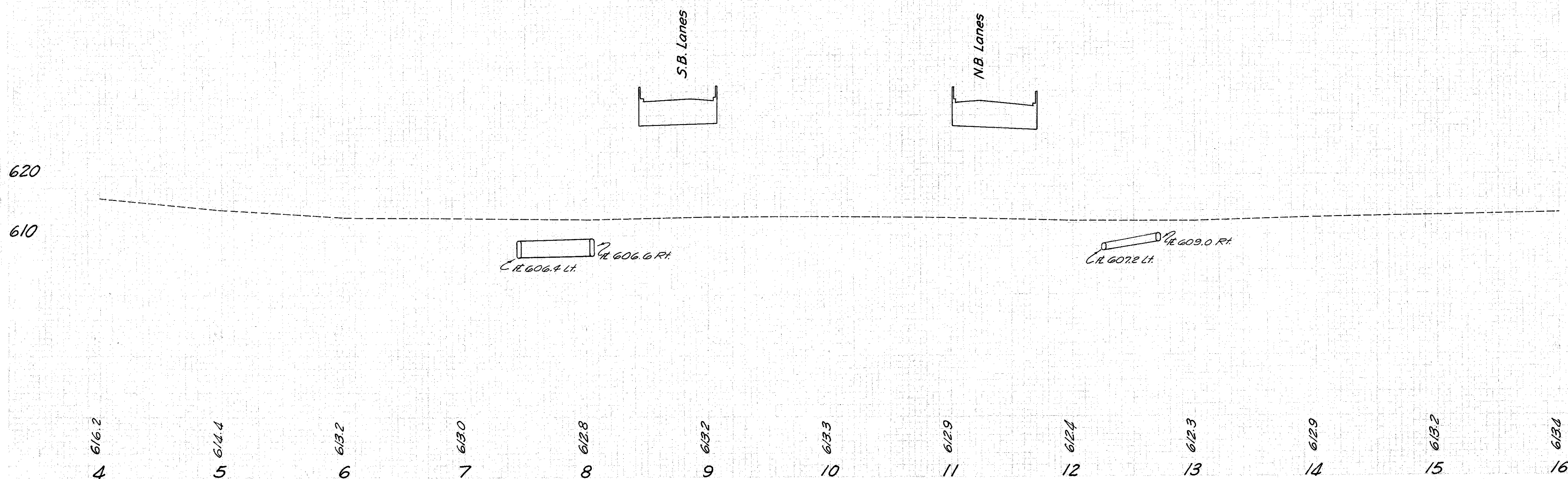
Note: Guard Rails Consist of 2"X8" Timber Mounted on 4"X4" Posts 10' c.to.c.
Size 36"X76'
See sheet No. 257



P.I. Sta. 15+26.29
 $\Delta = 51^\circ 44' 00''$
 $D = 4^\circ 30'$
 $R = 1273.24'$
 $T = 617.34'$
 $L = 1149.63'$
 $E = 141.77'$
P.T. Sta. 20+58.68

See Sheet No. 273
For Proposed Structures

Ref. No.	Station		Side	ROADWAY & PAVEMENT			
	From	To		E-8	B-20	T-30	T-35
				Removal of Exist. Pav't. Sq. Yds.	Water b'd Macadam Base Sq. Yds.	Bit Prime Coat Gal.	1 1/2\"/>
1-P	7+64		€	13.75	13.75	4.81	0.57
2-P	12+52		€	7.61	7.61	2.66	0.32
Totals				21.36	21.36	7.47	0.89



MICHAEL BAKER JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
STATE HIGHWAY NO. 1
C-44
RIVERSIDE DRIVE PLAN AND PROFILE
STA. 4+00 TO STA. 16+00

Designed	Drawn	Traced	Checked	Reviewed	Date	Revised
R.G.	K.A.	K.A.	B.P.			