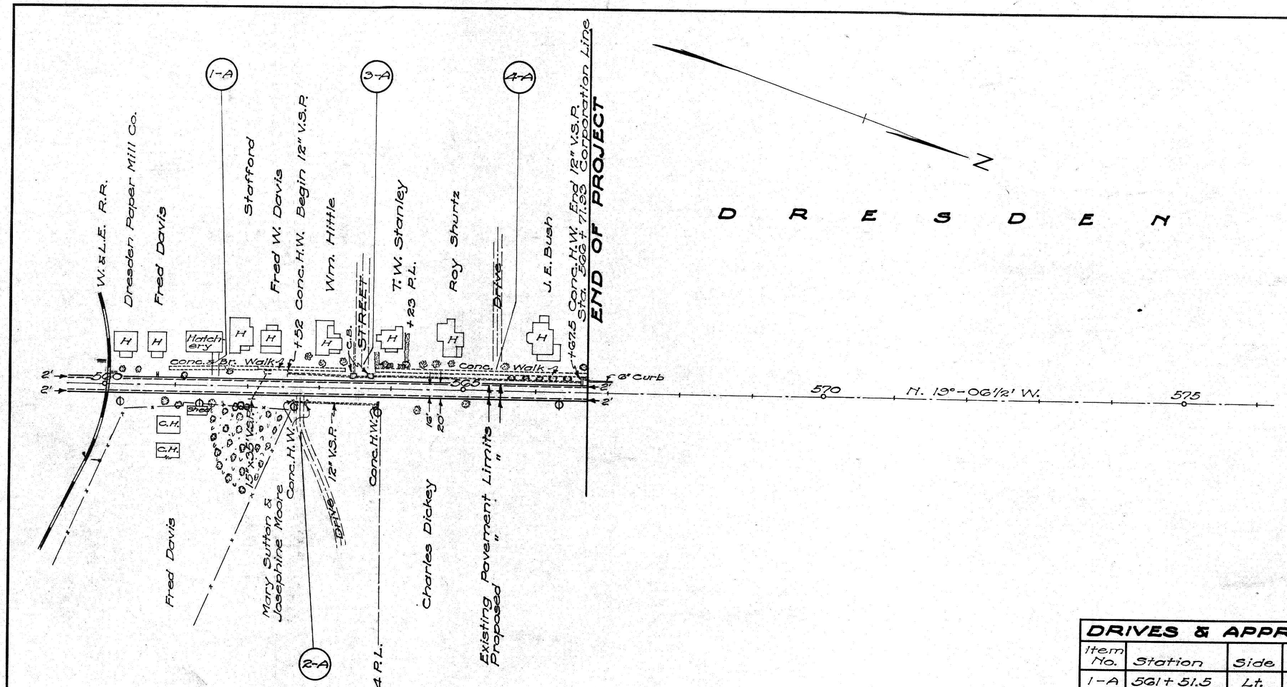
FED. RD. DIST. NO.	STATE	PROJECT	FISCAL YEAR
10	OH:10		1942

11
25

MUSKINGUM COUNTY
S. H. NO. 344, SEC. P(PT)



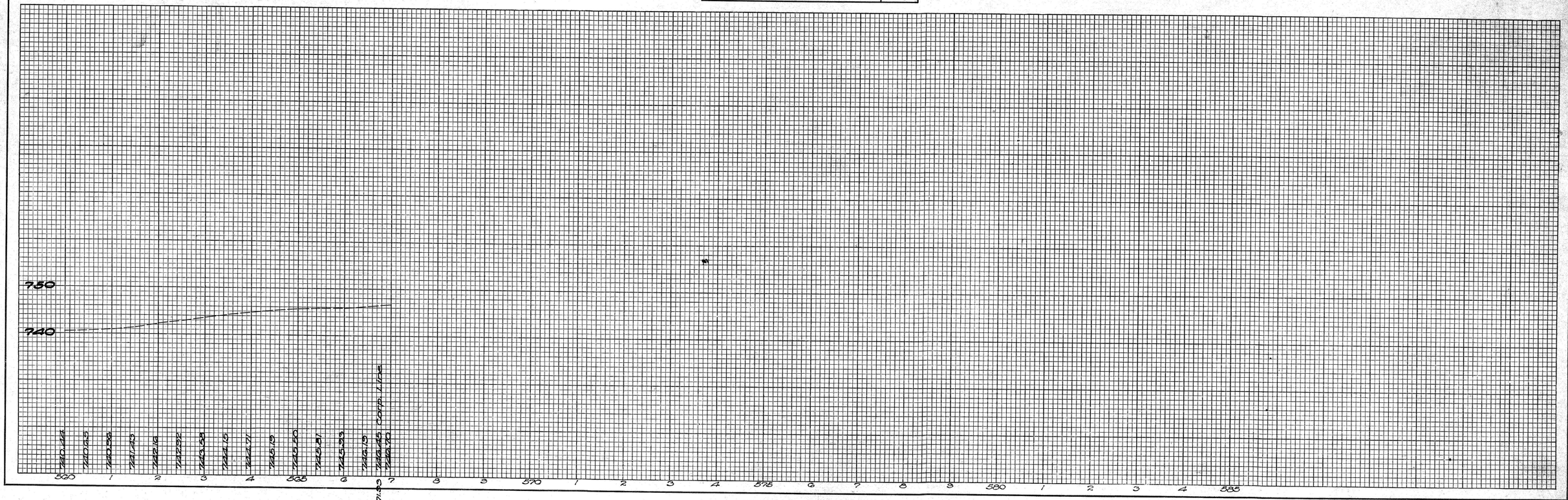
DRIVES & APPROACHES

Item No.	Station	Side	Type	I-17 Cu.Yds.
1-A	561+51.5	Lt.	Drive	0.25
2-A	562+75	Rt.	"	0.25
3-A	563+58.8	Lt.	Street	0.33
4-A	565+47	Lt.	Drive	0.25
		Total		1.08

TABLE OF SUPERELEVATIONS

Begin Super-elevation	Maximum Superelevation From	Maximum Superelevation To	End Super-elevation	Degree of Curve	Width Existing	Width Proposed	Existing Extra Area Sq. Yds.	SUPERELEVATION Existing	SUPERELEVATION Proposed	SUPERELEVATION Additional Super-elevation	SUPERELEVATION Material Cu. Yds.
380+92.86	382+97.86	386+12.55	388+14.55	2°-00' R	16'	20'		.28'	.28	.0	0
397+10.90	399+10.90	402+23.16	404+23.16	7°-00' L	19'	23'	145	.90'	.90	.0	0
	405+22.24	413+51.61		1°-00' R	16'	20'		-.22' crown	.0	.0	0
413+55.70	415+55.70	416+19.51	418+19.51	3°-30' R	16'	20'		-.12' "	.26	.38	30
	418+83.35	421+89.19	423+89.19	4°-00' R	16'	20'		.56'	.56	0	0
435+28.36	437+28.36	439+32.92	441+32.92	1°-00' L	20.5'	24.5'	166	1.28'	1.70	.42	62
457+04.87	459+04.87	461+63.87	463+63	5°-00' L	18'	22'	77	.76'	.76	0	0
463+63	465+22.97	466+82.46	468+82.46	13°-00' R	21'	25'	187	.98'	1.74	.76	98
472+25.36	474+25.36	477+97.31	479+02	6°-00' L	18.5'	22.5'	151	.61'	.61	0	0
479+02	480+07.65	482+73.26	484+23.26	9°-30' R	20'	24'	217	.75'	.75	0	0
	485+47.95	487+96.28		1°-00' L	16'	20'		-.21' crown	0	0	0
494+63.60	496+63.60	501+71.94	503+43.65	2°-00' L	16'	20'		.20'	.28	.08	12
503+28.65	505+28.36	508+12.03	510+12.03	2°-00' R	16'	20'		.23'	.28	.03	4
511+05.95	513+05.95	517+10	518+60	6°-00' L	18'	22'	122	.70'	.70	0	0
518+60	520+10	521+57.74	523+57.74	25°-00' R	24'	28'	275	1.28'	1.99	.71	94
542+32	544+32	546+72.46		30°-00' L	24'	28'	320	1.95'	1.99	.54	106
	547+19.31	550+32.60	552+32.60	3°-00' L	16'	20'		.46'	.46	0	0
553+35.06	555+35.06	557+05.31	559+05.31	19°-30' L	22'	28'	261	1.38'	1.99	.61	94
						Total	1921			Total	500

Notes :- The quantities shown in the above tables do not include the "all new" 4' widening.
The existing inside edge of pavement was used for the pivot point for the new superelevation.



HIGHWAY PLAN-PROFILE PLATE 5

HIGHWAY PLAN-PROFILE PLATE 5

PLAN 560+00 - 566+71.93