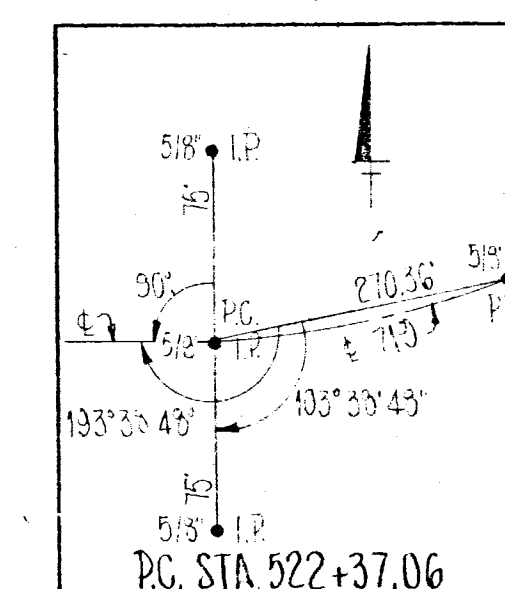




CALC: RCB
CHK: TIL

CURVE DATA
PI STA 523+78.70
Δ = 27° 17' 31"
DC = 7' 00"
R = 81.51'
L = 124.71'
T = 124.71'
E = 124.71'

- NOTES:
1. FOR GRADE CONTROL SEE SH.
 2. FOR PAVEMENT & CURB & GUTTER SEE SH.
 3. FOR 1-D, 2-D, 3-D, 4-D & 5-D PAVING SEE SH.
 4. FOR PAVEMENT DETAILS SEE SHEET
 5. FOR RAILROAD PLAN & PROFILE SEE SHEET

CALCULATIONS
1-D ITEM 601 $(4 \times 4 \times 1.5) \times 27 = 132$ CY
5-D ITEM 601 $(6 \times 4 \times 4 \times 24) \times 1.5 = 27 \times 1.87$ CY

BM#1
STA 521+96.00
EL 728.32
CONC.
SPRINKLER INLET SIDE POWERLINE AT
THE NW CORNER OF CLAY ST &
MAYSVILLE AVE

CURVE DATA
PI STA 523+78.70
Δ = 27° 17' 31"
DC = 7' 00"
R = 81.51'
L = 124.71'
T = 124.71'
E = 124.71'



REF.	STATION TO STATION	SIDE	202		601		602		603		604		605		
			CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.	CONCRETE PIPE 18" 12' 6" DIA. 12' 6" DIA.				
			LF	LF	CY	CY	LF	LF	LF	LF	EA	EA	LF	LF	
1-R	521+33 TO 521+91	L&R	170												
2-R	521+36 TO 521+31	LT	40												
3-R	523+70 TO 522+30	RT	18												
4-R	523+87 TO 523+10		40												
1-D	522+22	LT			1.33	0.01	22				1				
2-D	522+03	RT					22				1				
3-D	523+00	L&R							52		1				
4-D	523+00 TO 523+05	LT				0.71			24		1				
5-D	522+74 TO 523+06	LT			2	3.54			26						
1-U	521+95 TO 522+62	LT					10							107	
2-U	523+00 TO 523+03	LT					10							90	
3-U	522+76 TO 523+00	RT					10							14	
4-U	523+00 TO 524+34	RT					10							91	
TOTALS			170	95	3.36	1.02	10	41	78	21	3	1	138	107	

CR. 719 - STA 521+57.04 TO STA 524+00

STA 520 TO STA 524