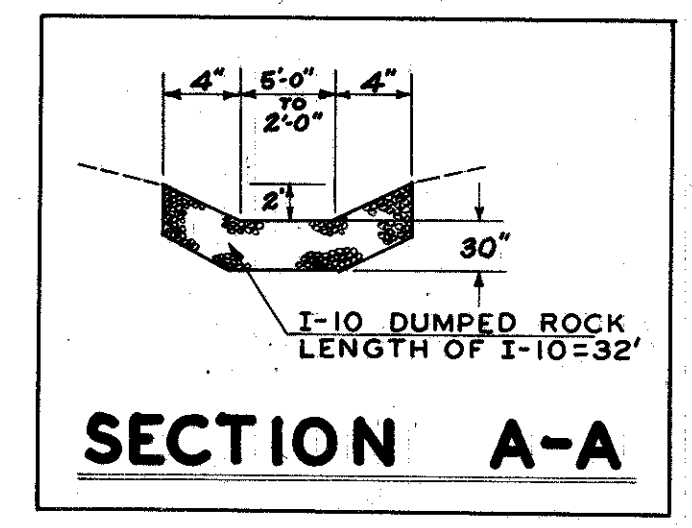
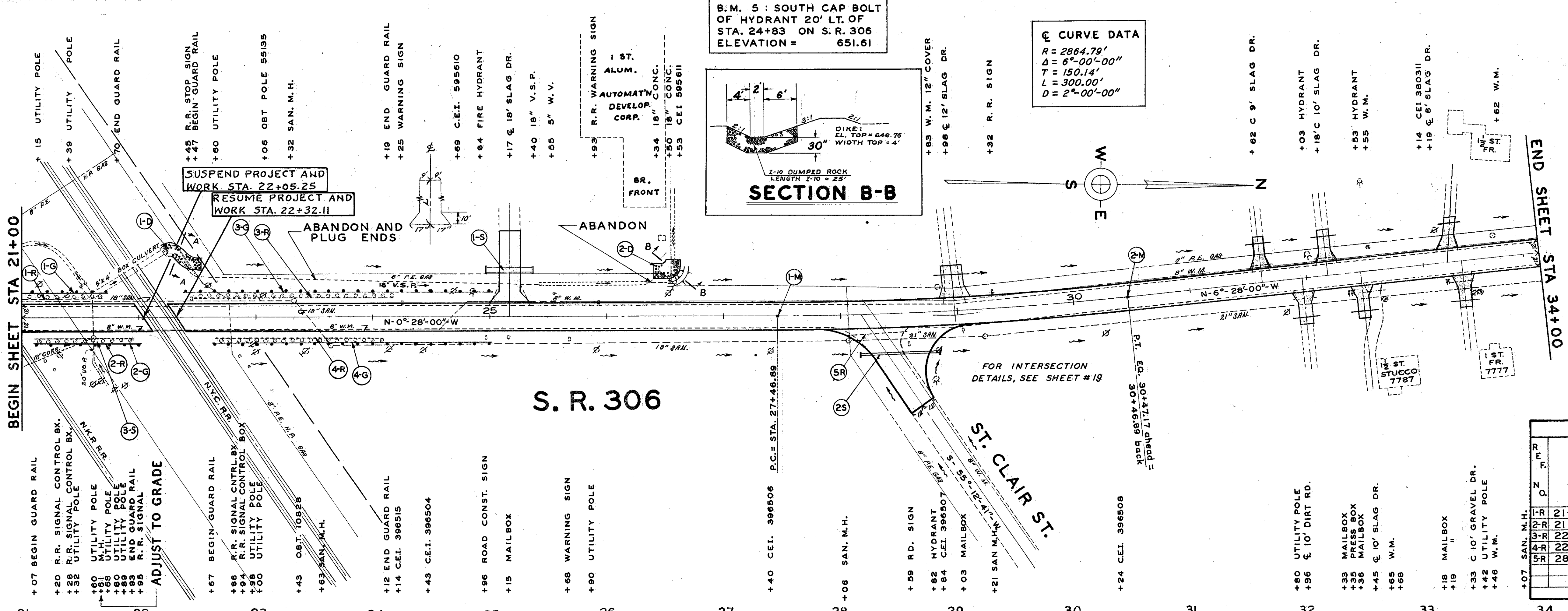
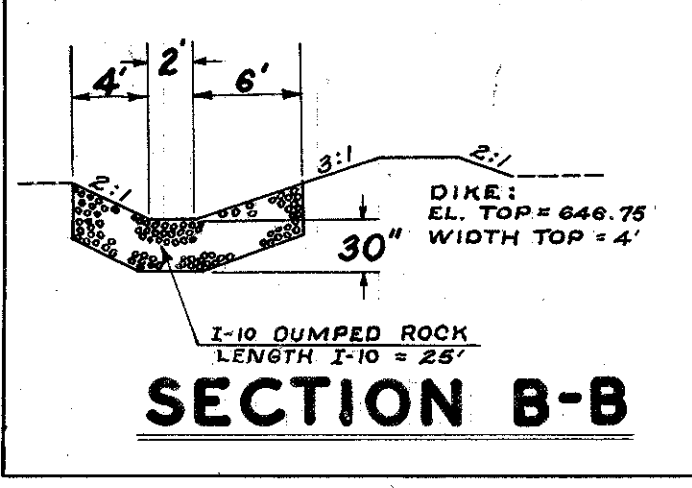


LAKE COUNTY  
LAK. 306-5.56



B.M. 5 : SOUTH CAP BOLT  
OF HYDRANT 20' LT. OF  
STA. 24+83 ON S.R. 306  
ELEVATION = 651.61

☉ CURVE DATA  
R = 2864.79'  
Δ = 6°-00'-00"  
T = 150.14'  
L = 300.00'  
D = 2°-00'-00"



SEE SHEET NO. 22 FOR  
DRIVEWAY PIPES AND  
QUANTITIES.

REMOVALS			
STATION TO STATION	SIDE	REMOVAL & DISPOSAL OF EXIST. GUARD RAIL	
		I-15	E-12
		LIN. FT.	
1-R 21+00 - 21+70	LT.	70	
2-R 21+07 - 21+93	RT.	86	
3-R 22+47 - 24+19	LT.	172	
4-R 22+67 - 24+12	RT.	145	
5-R 28+11 - 28+53	RT.		42
TOTALS		473	42

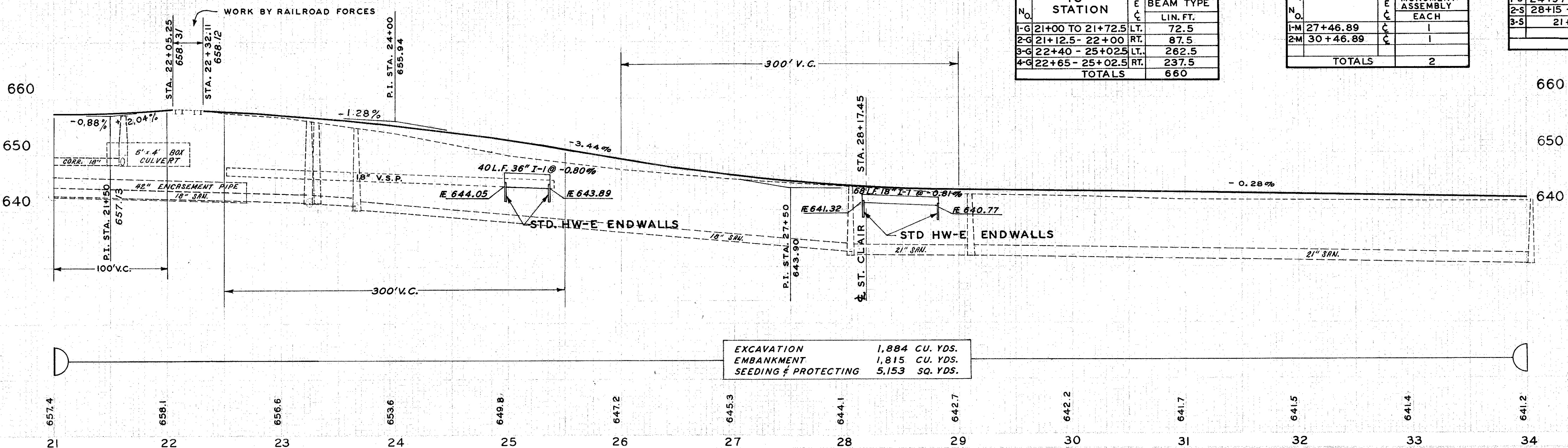
DRAINAGE				
STATION TO STATION	SIDE	I-1		I-2
		18" CLASS A-1	36" CLASS B-1	M.H. ADJUSTED TO GRADE
		LIN. FT.		MASONRY CU. YDS.
1-S 24+97 - 25+37	LT.		40	1.18
2-S 28+15 - 28+83	RT.	68		0.60
3-S 21+61	RT.		1	
TOTALS		68	40	1.78

GUARD RAIL		
STATION TO STATION	SIDE	I-15
		STD. STEEL BEAM TYPE
		LIN. FT.
1-G 21+00 TO 21+72.5	LT.	72.5
2-G 21+12.5 - 22+00	RT.	87.5
3-G 22+40 - 25+02.5	LT.	262.5
4-G 22+65 - 25+02.5	RT.	237.5
TOTALS		660

MONUMENTS		
STATION	SIDE	I-8
		STANDARD MONUMENT ASSEMBLY EACH
1-M 27+46.89	C	1
2-M 30+46.89	C	1
TOTALS		2

DITCH PROTECTION		
STATION TO STATION	SIDE	I-10
		DUMPED ROCK CHANNEL PROTECTION
		CU. YDS.
1-D 22+22 - 22+50	LT.	34
2-D 26+40 - 26+60	LT.	23
TOTALS		57

NOTE: THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT BEGINNING 50' EACH SIDE OF THE RAILROAD CROSSING BY RAISING THE EDGE OF THE PAVEMENT TO MEET THE RAIL ELEVATION.



S.R. 306 PLAN & PROFILE STA. 21+00 TO STA. 34+00