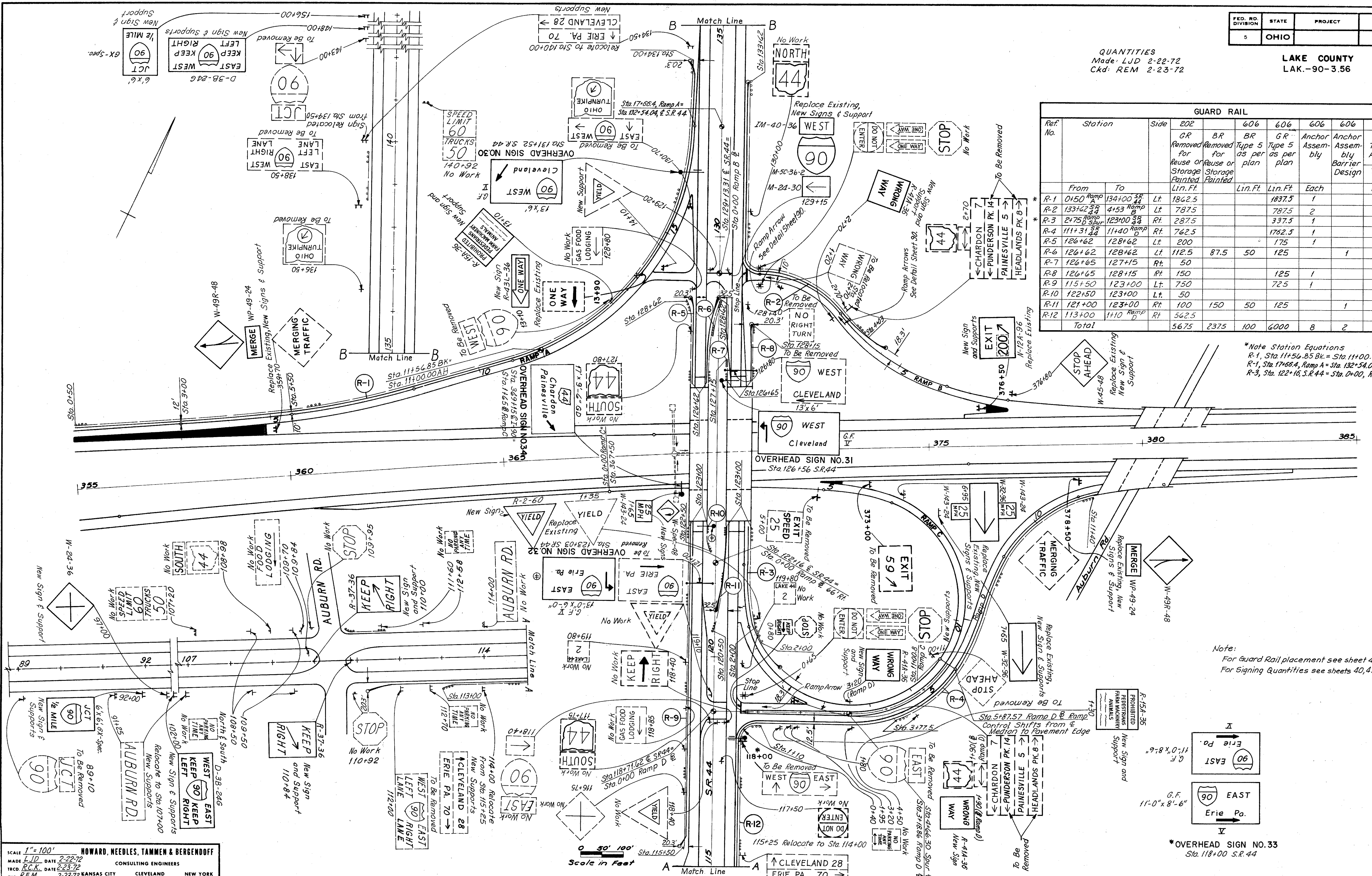


QUANTITIES
 Made: LJD 2-22-72
 Ckd: REM 2-23-72

LAKE COUNTY
 LAK.-90-3.56

| Ref. No. | Station | Side | GUARD RAIL | | | | | | | | |
|----------|-----------|------------|--|--|---------------------------------|---------------------------------|---------------------------|--|---------------------------------------|---|---|
| | | | 202 GR Removed for Reuse or Storage Painted | 606 BR Removed for Reuse or Storage Painted | 606 Type 5 as per plan | 606 Type 5 as per plan | 606 Anchor Assembly | 606 Anchor Assembly Barrier Design | 606 Bridge Terminal Assembly | | |
| | From | To | Lin. Ft. | Lin. Ft. | Lin. Ft. | Each | Type F | Type E | | | |
| R-1 | 0+50 Ramp | 134+00 SR | Lt. | 1862.5 | | | 1 | | | | |
| R-2 | 133+42 SR | 4+53 Ramp | Lt. | 787.5 | | | 2 | | | | |
| R-3 | 2+75 SR | 123+00 SR | Rt. | 287.5 | | | 1 | 1 | | | |
| R-4 | 111+31 SR | 11+40 Ramp | Rt. | 762.5 | | | 1 | 1 | | | |
| R-5 | 126+62 | 128+62 | Lt. | 200 | | | 1 | 1 | | | |
| R-6 | 126+62 | 128+62 | Lt. | 112.5 | 87.5 | 50 | 125 | 1 | | | |
| R-7 | 126+65 | 127+15 | Rt. | 50 | | | | 1 | | | |
| R-8 | 126+65 | 128+15 | Rt. | 150 | | | 125 | 1 | | | |
| R-9 | 115+50 | 123+00 | Lt. | 750 | | | 725 | 1 | | | |
| R-10 | 122+50 | 123+00 | Lt. | 50 | | | | 1 | | | |
| R-11 | 121+00 | 123+00 | Rt. | 100 | 150 | 50 | 125 | 1 | | | |
| R-12 | 113+00 | 1+10 Ramp | Rt. | 562.5 | | | | 1 | | | |
| Total | | | | 5675 | 2375 | 100 | 6000 | 8 | 2 | 2 | 5 |

*Note Station Equations
 R-1, Sta. 11+56.85 Bk. = Sta. 11+00.00 Ah.
 R-1, Sta. 11+68.4, Ramp A = Sta. 132+54.04, & S.R. 44
 R-3, Sta. 122+16, S.R. 44 = Sta. 0+00, Ramp D Spur



Note:
 For Guard Rail placement see sheet 47.
 For Signing Quantities see sheets 40, 43 & 89B.

*OVERHEAD SIGN NO. 33
 Sta. 118+00 S.R. 44

SCALE 1" = 100'
 HOWARD, NEEDLES, TAMMEN & BERGENOFF
 CONSULTING ENGINEERS
 MADE LJD DATE 2-22-72
 TRCD R.C.K. DATE 2-23-72
 CKD R.E.M. DATE 2-23-72
 KANSAS CITY CLEVELAND NEW YORK

S.R. 44 INTERCHANGE