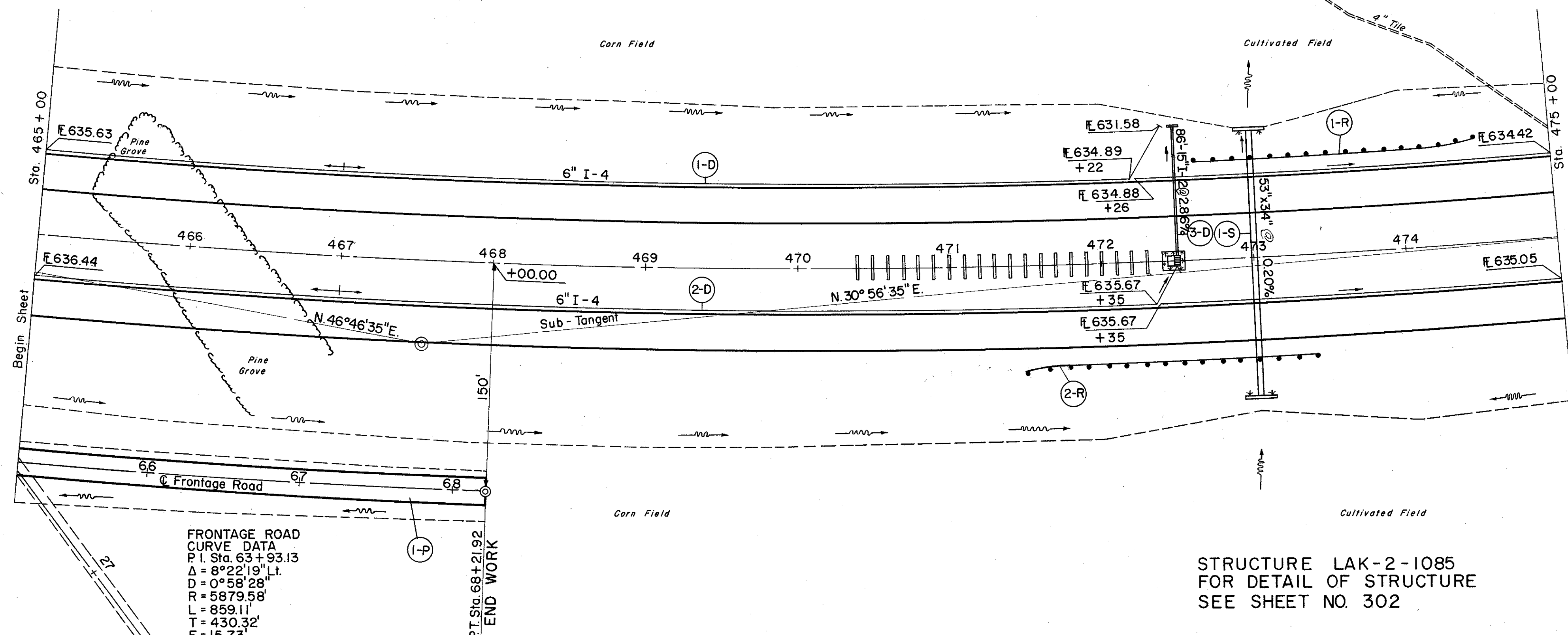


**CURVE DATA**  
 P.I. Sta. 467 + 59.56  
 $\Delta = 15^\circ 50' 00''$   
 $D = 1^\circ 00' 00''$   
 $R = 5729.58'$   
 $L = 1583.33'$   
 $T = 796.75'$   
 $E = 55.118'$



**FRONTAGE ROAD CURVE DATA**  
 P.I. Sta. 63 + 93.13  
 $\Delta = 8^\circ 22' 19''$   
 $D = 0^\circ 58' 28''$   
 $R = 5879.58'$   
 $L = 859.11'$   
 $T = 430.32'$   
 $E = 15.73'$

STRUCTURE LAK-2-1085  
 FOR DETAIL OF STRUCTURE  
 SEE SHEET NO. 302

**D DRAINAGE**

REF. NO.	STATION	SIDE	I-2 CL. STORM SEWER UNDER PAV'T. SEC. OR M-6 (b) 15"	I-4 OUTLET PIPE SEC. M-64 (a) L.F.	I-5 6" PIPE UNDER DRAIN SHALLOW BEND	I-8 STD. #4 CATCH BASIN	S-1 CONC. FOR STRUCT. CL. "C"	S-4 REINF. STEEL	E-2 EXC. FOR STRUCT.	L-10 SODDING
FROM	TO									
1-D	465+00	475+00	LT.	10	1026	1				
2-D	465+00	475+00	RT.	10	1006	1				
3-D	472+50		C	86			3.1	146	6	57

**S STRUCTURE**

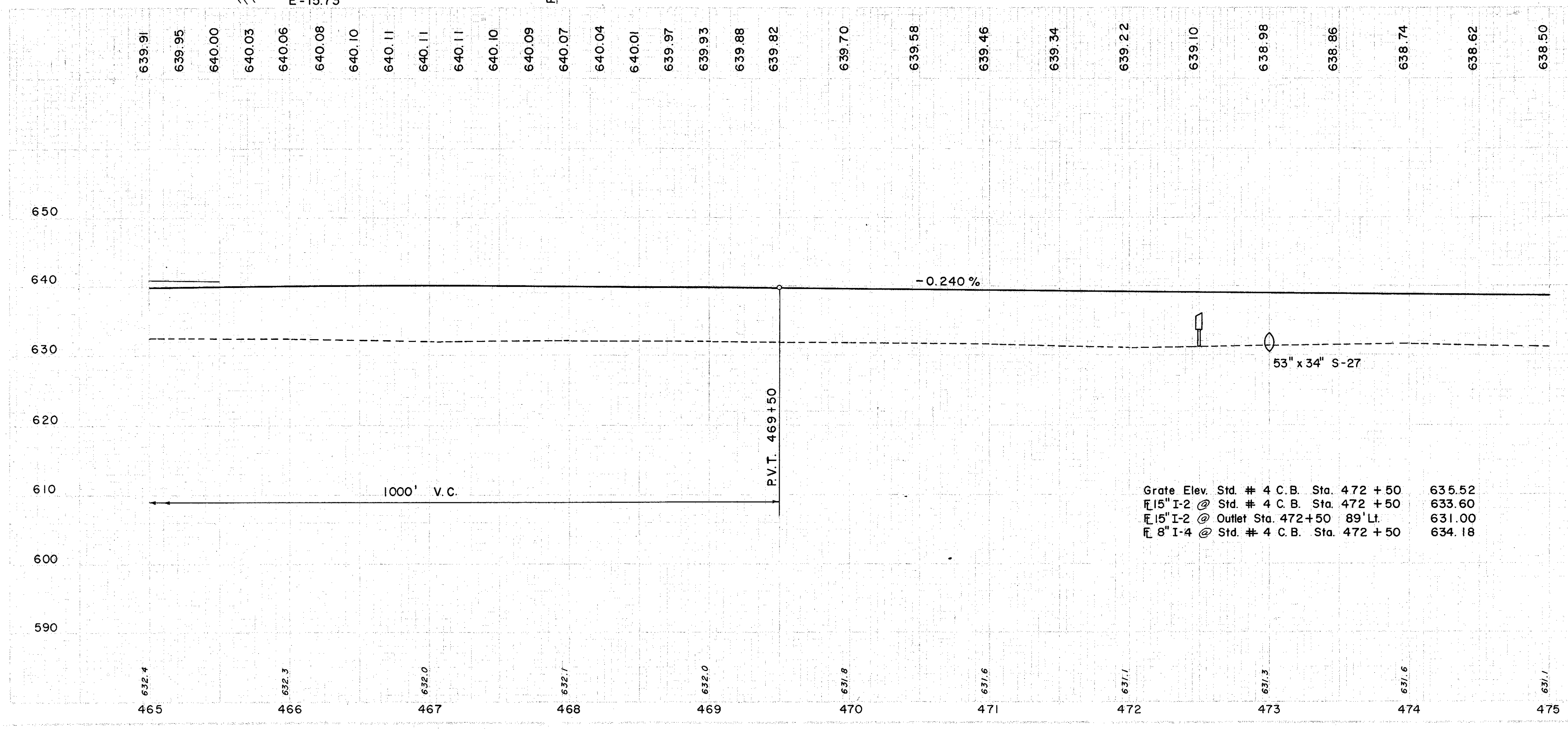
REF. NO.	STATION	SIDE	E-2 EXC. FOR STRUCT.	E-3 CHANNEL EXC.	L-10 SODDING	S-1 CONC. FOR STRUCT. CL. "C"	S-4 REINF. STEEL	S-27 53" x 34" PIPE FOR RDWY. CULVERT SEC. M-206.6(b) L.F.
FROM	TO							
1-S	473+00		116	2	9	23.4	738	178

**R ROADWAY**

REF. NO.	STATION	SIDE	I-15 GUARD RAIL, STEEL BEAM, STD. TYPE (DEEP) L.F.
FROM	TO		
1-R	472+62.5	474+50	LT. 187.5
2-R	471+50	473+37.5	RT. 187.5
			TOTAL 375.0

**P PAVEMENT**

REF. NO.	STATION	SIDE	B-19 5" CRUSHED AGGR. BASE COURSE	I-22 4" SUB- BASE	M-10 CALCIUM CHLORIDE	E-1 COMPACT SUBGR.	
FROM	TO						
1-P	65+00	68+21.92	C	89.43	71.53	0.32	643.84



Grate Elev. Std. # 4 C.B. Sta. 472 + 50 635.52  
 $\bar{E}$  15" I-2 @ Std. # 4 C.B. Sta. 472 + 50 633.60  
 $\bar{E}$  15" I-2 @ Outlet Sta. 472+50 89' Lt. 631.00  
 $\bar{E}$  8" I-4 @ Std. # 4 C.B. Sta. 472 + 50 634.18

EXCAVATION 1,227 C.Y.  
 EMBANKMENT 41,539 C.Y.  
 TREATMENT 20 49,847 C.Y.