

CURVE DATA  
 P.I. Sta. 546 + 44.64  
 $\Delta = 39^{\circ} 09' 30''$  Rt.  
 $D_c = 1^{\circ} 30' 00''$   
 $R_c = 3819.71'$   
 $L_c = 2410.55'$   
 $L_s = 200.00'$   
 $T_s = 1458.75'$   
 $E_s = 234.91'$

STRUCTURE LAK-2-1205  
 FOR DETAIL OF STRUCTURE  
 SEE SHEET NO. 305

B.M. # 49 Lag Bolt in root of 30" Elm  
 150' Rt. of Sta. 536 + 65  
 Elev. 621.730

B.M. # 50 Lag Bolt in base of 12" Poplar  
 275' Lt. of Sta. 544 + 25  
 Elev. 627.510

S STRUCTURE

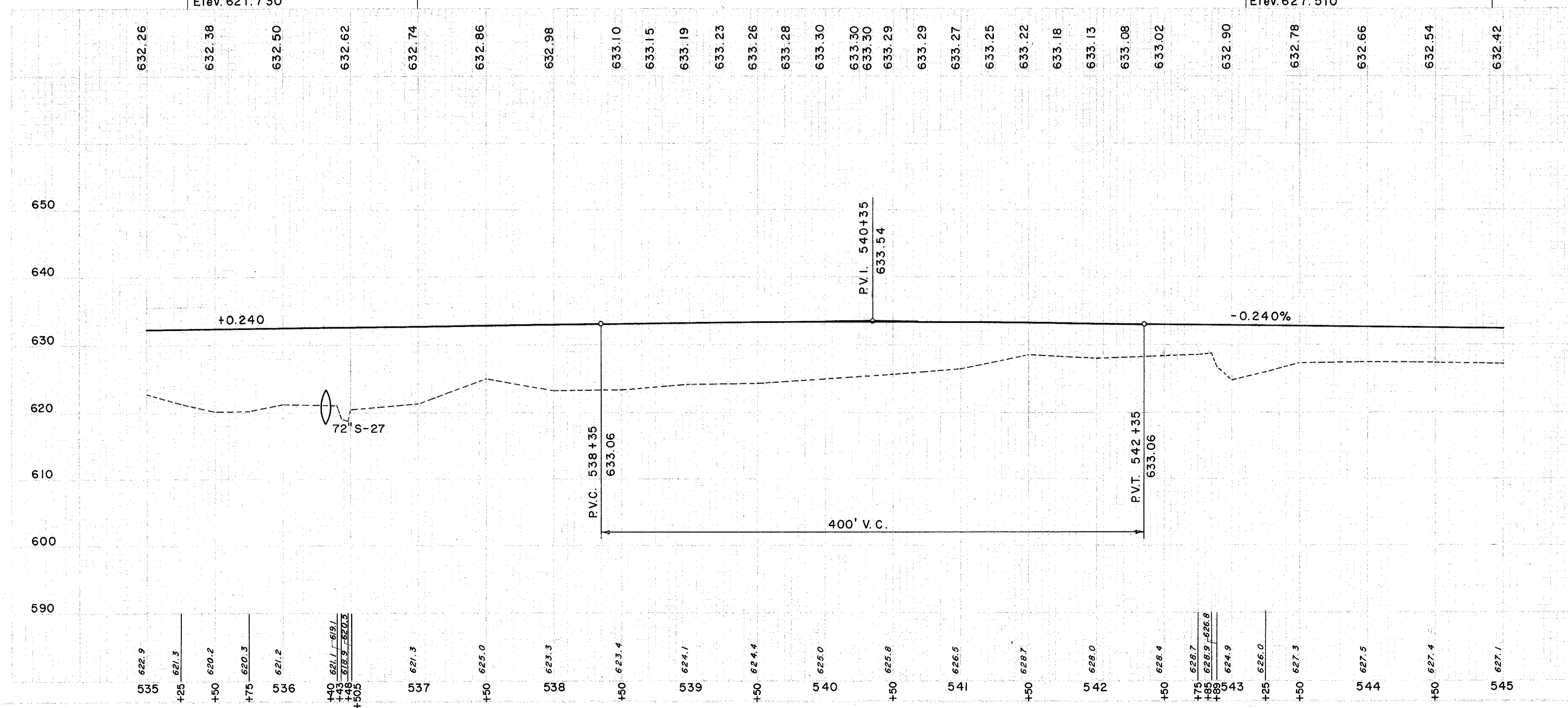
REF. NO.	STATION	SIDE	E-2 EXC. FOR STRUCT.	E-3 CHANNEL EXC.	L-10 SODDING	S-1 CONC. FOR STRUCT. CL. "C"	S-4 REINF. STEEL	S-27 PIPE FOR ROWY CULVERTS SEC. M-66(b)
	FROM	TO	C.Y.	C.Y.	S.Y.	C.Y.	LBS.	L.F.
I-S	536 + 32		193	264	13	74.4	3022	198

D DRAINAGE

REF. NO.	STATION	SIDE	I-4 6" PIPE UNDER DRAIN (SHALLOW)	L-10 SODDING	E-3 CHANNEL EXC.
	FROM	TO	L.F.	S.Y.	C.Y.
I-D	535+00	545+00	LT. 1000		
2-D	535+00	545+00	RT. 1000		
3-D	535+00	535+55	LT.	55	
4-D	535+00	536+85	RT.	238	
5-D	535+50	545+00	LT.		5616

R ROADWAY

REF. NO.	STATION	SIDE	I-15 GUARD RAIL STEEL BEAM STD. TYPE (DEEP)
	FROM	TO	L.F.
I-R	535+00	540+00	LT. 500
2-R	535+25	538+50	RT. 325
TOTAL			825



Excavation	2,034 C.Y.
Embankment	39,829 C.Y.
Exported Mat	20
Exported Mat	47,795 C.Y.