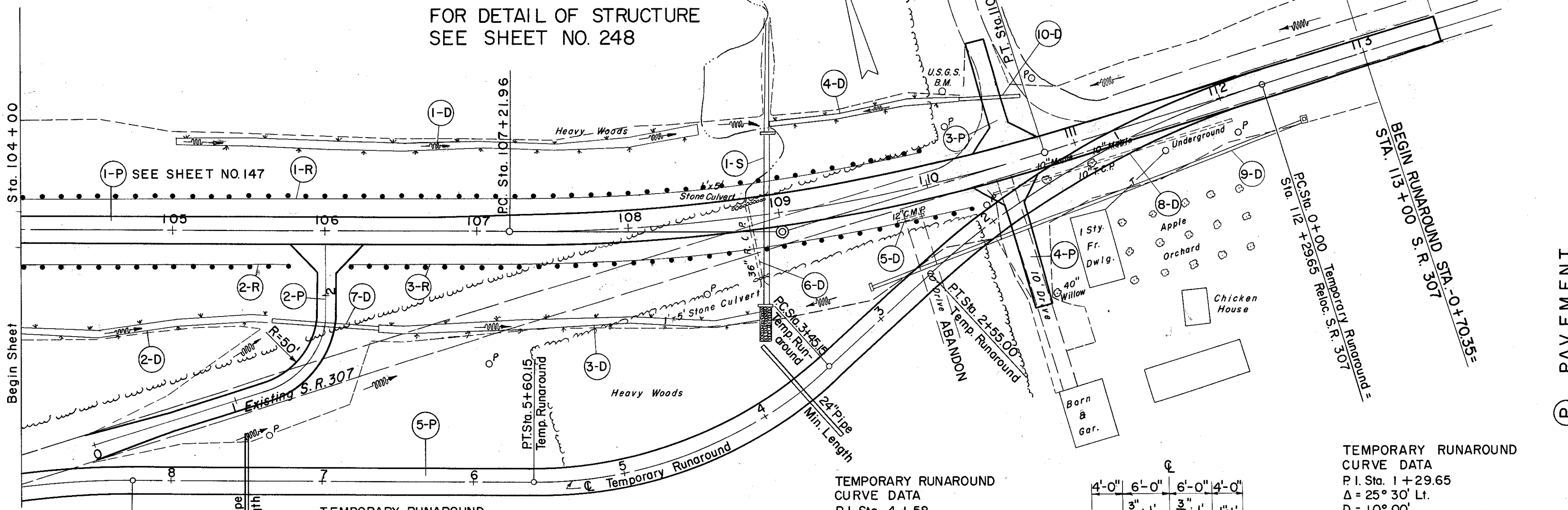


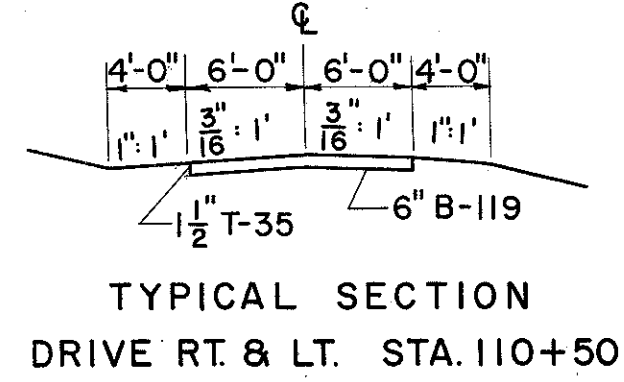
RELOC. S.R. 307
CURVE DATA
P.I. Sta. 109+02.17
 $\Delta = 17^\circ 52' 30''$ Lt.
 $D = 5^\circ 00' 00''$
 $R = 1145.92'$
 $T = 180.21'$
 $L = 357.41'$



FOR DETAIL OF STRUCTURE
SEE SHEET NO. 248

TEMPORARY RUNAROUND
CURVE DATA
P.I. Sta. 9+15
 $\Delta = 18^\circ 00'$ Lt.
 $D = 10^\circ 00'$
 $R = 572.96'$
 $T = 90.75'$
 $L = 180.00'$

TEMPORARY RUNAROUND
CURVE DATA
P.I. Sta. 4+58
 $\Delta = 43^\circ 00'$ Rt.
 $D = 20^\circ 00'$
 $R = 286.48'$
 $T = 112.85'$
 $L = 215.00'$



TEMPORARY RUNAROUND
CURVE DATA
P.I. Sta. 1+29.65
 $\Delta = 25^\circ 30'$ Lt.
 $D = 10^\circ 00'$
 $R = 572.96'$
 $T = 129.65'$
 $L = 255.00'$

(P) PAVEMENT

REF. NO.	STATION	SIDE	TEMPORARY RUNAROUND CLASS "B"
5-P	104+00 TO 106+25	Rt.	LUMP
5-P	106+25 TO 107+04.25	Rt.	LUMP
5-P	107+04.25 TO 108+25	Rt.	LUMP
5-P	108+25 TO 109+25	Rt.	LUMP
5-P	109+25 TO 110+25	Rt.	LUMP
5-P	110+25 TO 111+25	Rt.	LUMP
5-P	111+25 TO 112+25	Rt.	LUMP
5-P	112+25 TO 113+00	Rt.	LUMP
5-P	104+00 TO 105+25	Lt.	LUMP
5-P	105+25 TO 106+25	Lt.	LUMP
5-P	106+25 TO 107+25	Lt.	LUMP
5-P	107+25 TO 108+25	Lt.	LUMP
5-P	108+25 TO 109+25	Lt.	LUMP
5-P	109+25 TO 110+25	Lt.	LUMP
5-P	110+25 TO 111+25	Lt.	LUMP
5-P	111+25 TO 112+25	Lt.	LUMP
5-P	112+25 TO 113+00	Lt.	LUMP
5-P	TOTAL		621.7

REF. NO.	STATION	SIDE	STRUCTURE
E-2	104+00 TO 105+25	Rt.	CONC. SODDING
E-2	105+25 TO 106+25	Rt.	CONC. SODDING
E-2	106+25 TO 107+25	Rt.	CONC. SODDING
E-2	107+25 TO 108+25	Rt.	CONC. SODDING
E-2	108+25 TO 109+25	Rt.	CONC. SODDING
E-2	109+25 TO 110+25	Rt.	CONC. SODDING
E-2	110+25 TO 111+25	Rt.	CONC. SODDING
E-2	111+25 TO 112+25	Rt.	CONC. SODDING
E-2	112+25 TO 113+00	Rt.	CONC. SODDING
E-2	104+00 TO 105+25	Lt.	CONC. SODDING
E-2	105+25 TO 106+25	Lt.	CONC. SODDING
E-2	106+25 TO 107+25	Lt.	CONC. SODDING
E-2	107+25 TO 108+25	Lt.	CONC. SODDING
E-2	108+25 TO 109+25	Lt.	CONC. SODDING
E-2	109+25 TO 110+25	Lt.	CONC. SODDING
E-2	110+25 TO 111+25	Lt.	CONC. SODDING
E-2	111+25 TO 112+25	Lt.	CONC. SODDING
E-2	112+25 TO 113+00	Lt.	CONC. SODDING
E-2	TOTAL		412.5

(R) ROADWAY

REF. NO.	STATION	SIDE	ROADWAY
I-15	104+00 TO 110+00	Rt.	GUARD RAIL STEEL BEAM TYPE (SHALLOW)
I-15	104+00 TO 110+00	Lt.	GUARD RAIL STEEL BEAM TYPE (SHALLOW)
I-15	104+00 TO 105+25	Rt.	GUARD RAIL STEEL BEAM TYPE (SHALLOW)
I-15	104+00 TO 105+25	Lt.	GUARD RAIL STEEL BEAM TYPE (SHALLOW)
I-15	TOTAL		412.5

(D) DRAINAGE

REF. NO.	STATION	SIDE	CLASS	DEPTH	WIDTH	LENGTH	S.Y.
I-2	105+00 TO 106+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	106+25 TO 107+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	107+25 TO 108+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	108+25 TO 109+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	109+25 TO 110+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	110+25 TO 111+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	111+25 TO 112+25	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	112+25 TO 113+00	Rt.	18" @ 2.33%	3.0	4.0	156	156
I-2	105+00 TO 106+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	106+25 TO 107+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	107+25 TO 108+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	108+25 TO 109+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	109+25 TO 110+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	110+25 TO 111+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	111+25 TO 112+25	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	112+25 TO 113+00	Lt.	18" @ 2.33%	3.0	4.0	156	156
I-2	TOTAL					304	304

SODDING LEFT DITCH

STATION	DEPTH OF SLOPES	WIDTH OF SODDING	LENGTH	S.Y.
105+00	0.35	4.1	2.1	40
108+50	0.35	4.1	2.1	40
109+00	0.5	4.1	2.1	50
110+32	0.2	4.1	2.1	30
SUBTOTAL				215
104+00	0.3	4.1	2.1	40
105+65	0.3	4.1	2.1	40
106+35	0.3	4.1	2.1	40
108+85	0.5	4.1	2.1	50
SUBTOTAL				198

EXCAVATION = 733 C.Y.
EMBANKMENT = 31,299 C.Y.
TOTAL = 38,185 C.Y.

