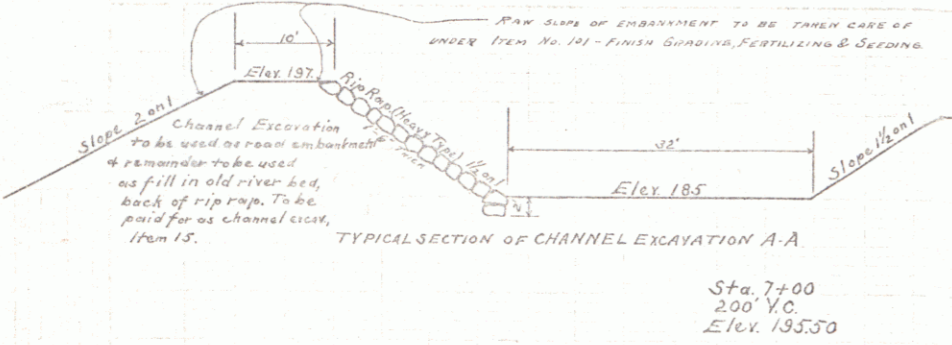


Curve #2
 A: 17°10' L.P.
 D: 7'
 R: 818.6
 T: 123.6
 L: 295.2
 E: 93

Cable Guard Rail
 8+34.0 - 10+84.2 = 250 Linft
 8+34.0 - 11+00.0 = 266 -
 Total 516 -
 Anchors - 4

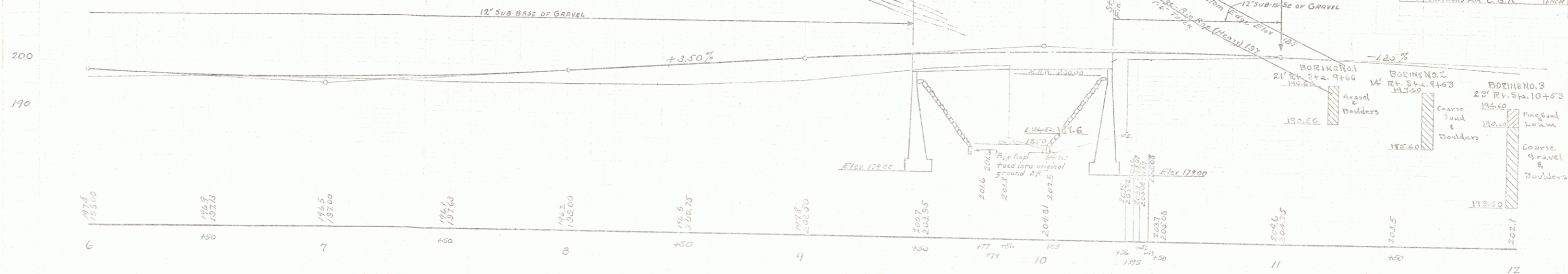
CURVE #2 TO BE BANKED 3/4" PER FOOT
 & WIDENED 2'0" BEGIN BANKING & WIDENING
 AT STA. 7+00. FULL BANKING & WIDENING STA.
 8+00 TO STA. 7+25. END BANKING AND
 WIDENING STA. 8+15

RI.	PARCEL INSURMENT DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
6+17.3					
6+15.3					



Bridge Data		
Present	Proposed	
Spans	Type	I Beam
55.0'	Lgth 94'	84'
53.2'	Clear Span	80'
15'	Rd Width	20'
19'	Clear Height	16'
888.0'	Waterway	90.0'

Estimate of Quantities		
10	COMMON EXCAVATION	CUYD 122
15	CHANNEL EXCAVATION	CUYD 3380
16	STRUCTURE EXCAVATION	CUYD 156
18	STABILIZATION OF SHOULDER	LS 1
19C	SUB-BASE OF GRAVEL	CUYD 471
22	GRAVEL SURFACE COURSE	CUYD 310
31A	CONCRETE CLASS 'A'	CUYD 108
42	REINFORCING STEEL	LBS 22,111
43A	STEEL SUPER (107.810')	LS 1
47D	24" R.C. CONC. PIPE	LINEAL FT 60
55	TEMPORARY BRIDGE	LS 1
57	REINFORCING STEEL	LS 1
68	PRECAST CONCRETE PILES	CUYD 435
80A	CABLE GUARD RAIL	LINEAL FT 516
80B	ANCHORS FOR C.G.R.	EACH 4



B.M. #2 Spike in root of Elm Rt. of Sta 12+50 Elev. 200.27

Lyndon Bridge
 ST 188-4
 on ROUTE 114
 Sheet 2 of 14 sheets