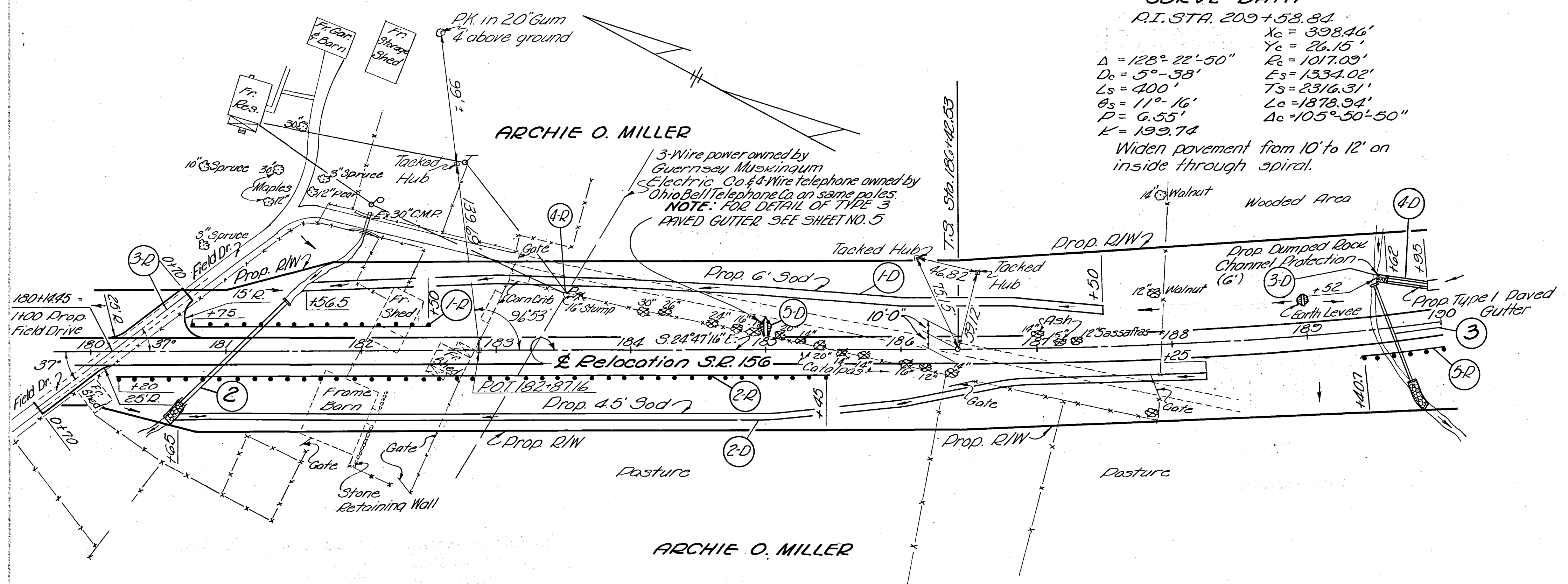
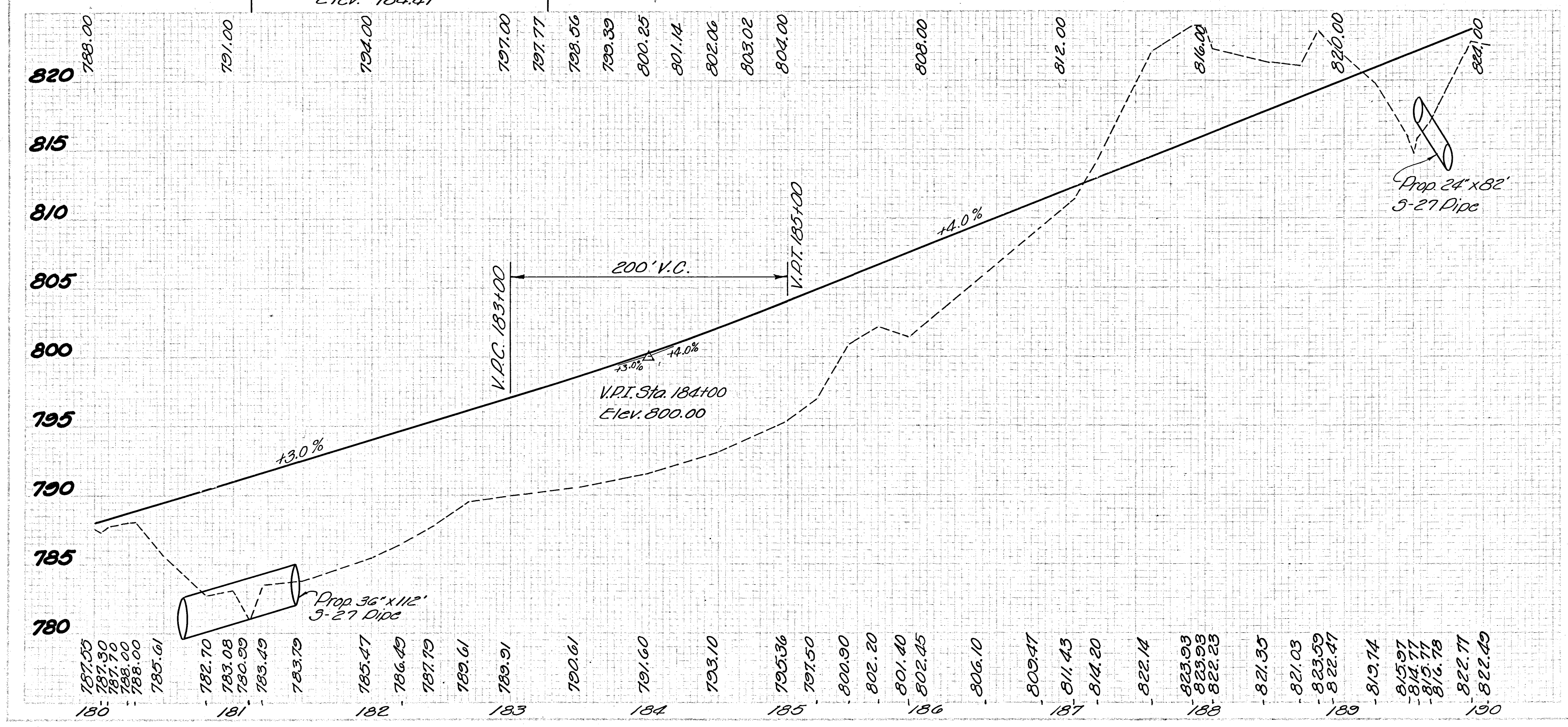


**CURVE DATA**  
 R.I. STA. 203+58.84  
 $\Delta = 128^\circ 22' 50''$   
 $D_c = 5^\circ 33'$   
 $L_s = 400'$   
 $\theta_s = 11^\circ 16'$   
 $P = 6.55'$   
 $K = 199.74$   
 $X_c = 398.46'$   
 $Y_c = 26.15'$   
 $E_s = 1017.09'$   
 $T_s = 2316.31'$   
 $L_c = 1878.94'$   
 $\Delta_c = 105^\circ 50' 50''$   
 Widen pavement from 10' to 12' on inside through spiral.



**BENCH MARK**  
 Spike in P #444 O.B.T. Co. Contact  
 Int. of 88 & T 250± RT: E Sta. 181+50±  
 Elev. 784.41



| Reference Number | Station To Station | Side  | ROADWAY QUANTITIES |             |                 |            |
|------------------|--------------------|-------|--------------------|-------------|-----------------|------------|
|                  |                    |       | I-15               | Special     | Special         | I-18       |
|                  |                    |       | Guard Rail         | Existing    | Relocating      | Stabilized |
|                  |                    |       | Steel Beam         | Lower Lines | Existing        | Graded     |
|                  |                    |       | Type (Depth)       |             | Telephone Lines | Approach   |
|                  |                    |       | Lin. Ft.           | Lump        | Lump            | Cu. Yds.   |
| 1-D              | 180+25 to 182+50   | LT    | 175                |             |                 |            |
| 2-R              | 180+20 to 185+45   | RT    | 525                |             |                 |            |
| 3-D              | 180+14.45          | LT/RT |                    |             |                 | 38.22      |
| 4-D              | 183+50             | LT    |                    | Lump        | Lump            |            |
| 5-R              | 189+40.7 to 190+0  | RT    | 60.5               |             |                 |            |
| <b>TOTALS</b>    |                    |       | 760.5              | Lump        | Lump            | 38.22      |

| Reference Number | Station To Station | Side | DRAINAGE QUANTITIES |                 |                 |          |
|------------------|--------------------|------|---------------------|-----------------|-----------------|----------|
|                  |                    |      | I-10                | I-14            | I-14            | L-10     |
|                  |                    |      | Dumped Rock         | Dumped Gutter   | Dumped Gutter   | Swabbing |
|                  |                    |      | Channel Protection  | Standard Type 1 | Standard Type 3 |          |
|                  |                    |      | Cu. Yds.            | Lin. Ft.        | Lin. Ft.        | Cu. Yds. |
| 1-D              | 181+56.5 to 187+50 | LT   |                     |                 |                 | 396      |
| 2-D              | 180+65 to 188+25   | RT   |                     |                 |                 | 380      |
| 3-D              | 189+52 to 189+62   | LT   | 4                   |                 |                 |          |
| 4-D              | 189+62 to 189+95   | LT   |                     | 33              |                 | 22       |
| 5-D              | 185+0              | LT   |                     |                 | 8               |          |
| ②                | See Sheet No. 44   |      |                     |                 |                 |          |
| ③                | See Sheet No. 45   |      |                     |                 |                 |          |
| <b>TOTALS</b>    |                    |      | 4                   | 33              | 8               | 798      |

|                                                                                      |      |                                                             |        |
|--------------------------------------------------------------------------------------|------|-------------------------------------------------------------|--------|
| REVISION                                                                             | DATE | DESCRIPTION                                                 | W.M.B. |
| 8-19-59                                                                              |      | REVISED IN ACCORDANCE WITH ADDENDUM NO. 1                   | BY     |
| U. S. ARMY ENGINEER DISTRICT, HUNTINGTON<br>CORPS OF ENGINEERS<br>HUNTINGTON, W. VA. |      |                                                             |        |
| DRAWN BY: EER                                                                        |      | LICKING RIVER<br>DILLON RESERVOIR PROJECT                   |        |
| TRACED BY:                                                                           |      | RELOCATION OF<br>OHIO STATE ROUTE NO. 156                   |        |
| CHECKED BY: JFW                                                                      |      | (Section 3&4)                                               |        |
| SUBMITTED BY: Elmer S. Barrett                                                       |      | DATE: JULY 1959                                             |        |
| ELMER S. BARRETT ASSOCIATES                                                          |      | APPROVED: J. J. [Signature]<br>COL. C. E. DISTRICT ENGINEER |        |
| RECOMMENDED: James H. [Signature]<br>CHIEF ENG. DIV.                                 |      | SCALE: 1"=100' HORIZ. 1"=5' VERT.                           |        |
| ELMER S. BARRETT ASSOCIATES<br>CONSULTING ENGINEERS<br>CHILLICOTHE, OHIO             |      | DRAWING NUMBER<br>0271-UD6-68/23<br>SHEET 23 OF 62          |        |