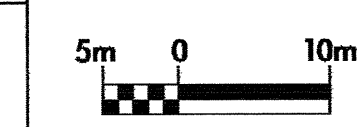




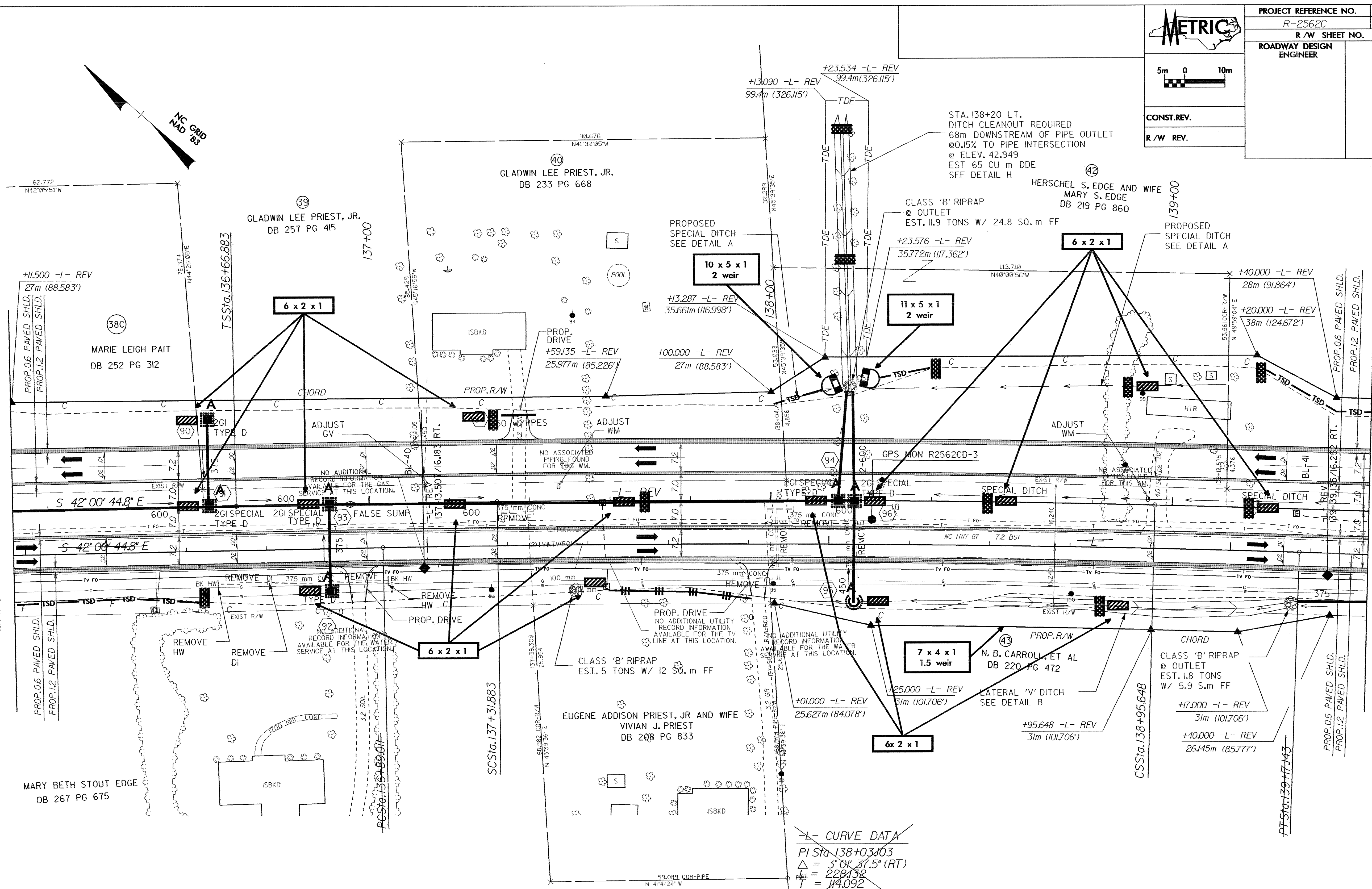
PROJECT REFERENCE NO. R-2562C	SHEET NO. EC-48/CONST.16
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



CONST. REV.
R / W REV.

SHEET 15
MATCH LINE -L- REV. STA. 136+11.5

MATCH LINE -L- REV. STA. 139+49
SHEET 17



-L- REV CURVE DATA

Pls Sta 137+02.217	Pls Sta 138+13.776	Pls Sta 139+17.315
$\theta_s = 0^\circ 25' 48.2''$	$\Delta = 2^\circ 10' 01.1''$ (RT)	$\theta_s = 0^\circ 25' 48.2''$
$L_s = 65.000$	$L = 163.765$	$L_s = 65.000$
$LT = 43.333$	$T = 81.892$	$LT = 43.333$
$ST = 21.667$	$R = 4,330.000$	$ST = 21.667$
	$SE = 0.02$	

~~-L- CURVE DATA~~
~~PI Sta 138+03.103~~
 ~~$\Delta = 3^\circ 01' 37.5''$ (RT)~~
 ~~$L_s = 228.132$~~
 ~~$T = 114.092$~~
 ~~$R = 4,318.000$~~

- DRIVEWAY NOTES:**
1. ALL PROP. DRIVEWAY RADII 3.0m UNLESS OTHERWISE SHOWN.
 2. PROP. DRIVEWAY WIDTHS AT END OF RADII SHALL BE 4.9m MIN. UNLESS OTHERWISE SHOWN. TAPER DRIVEWAY TO EXISTING DRIVEWAY WIDTH.

SEE SHEET 38 FOR -L- REV. PROFILE

08/25/13
 28-OCT-2009 10:35
 d:\REV\1\1\2009\Roadway\proj\2562c_a16.dwg
 11/11/2009 10:35