

ADT 2004	4450
2024	6700
-L-	
115	115
195	195
230	390
	-Y4-
TRAFFIC VOLUMES	

-DRIVE2-
 PI Sta 10+30.44
 $\Delta = 64' 33" 01.3" (LT)$
 $D = 190' 59" 09.4"$
 $L = 33.80'$
 $T = 18.95'$
 $R = 30.00'$

-DRIVE2-
 PI Sta 11+55.62
 $\Delta = 51' 26" 19.0" (RT)$
 $D = 57' 17" 44.8"$
 $L = 89.78'$
 $T = 48.17'$
 $R = 100.00'$

-DRIVE2-
 PI Sta 12+59.54
 $\Delta = 7' 21" 44.5" (LT)$
 $D = 28' 38" 52.4"$
 $L = 25.70'$
 $T = 12.87'$
 $R = 200.00'$

-DRIVE2-
 PI Sta 13+92.74
 $\Delta = 41' 31" 52.9" (LT)$
 $D = 95' 29" 34.7"$
 $L = 43.49'$
 $T = 22.75'$
 $R = 60.00'$

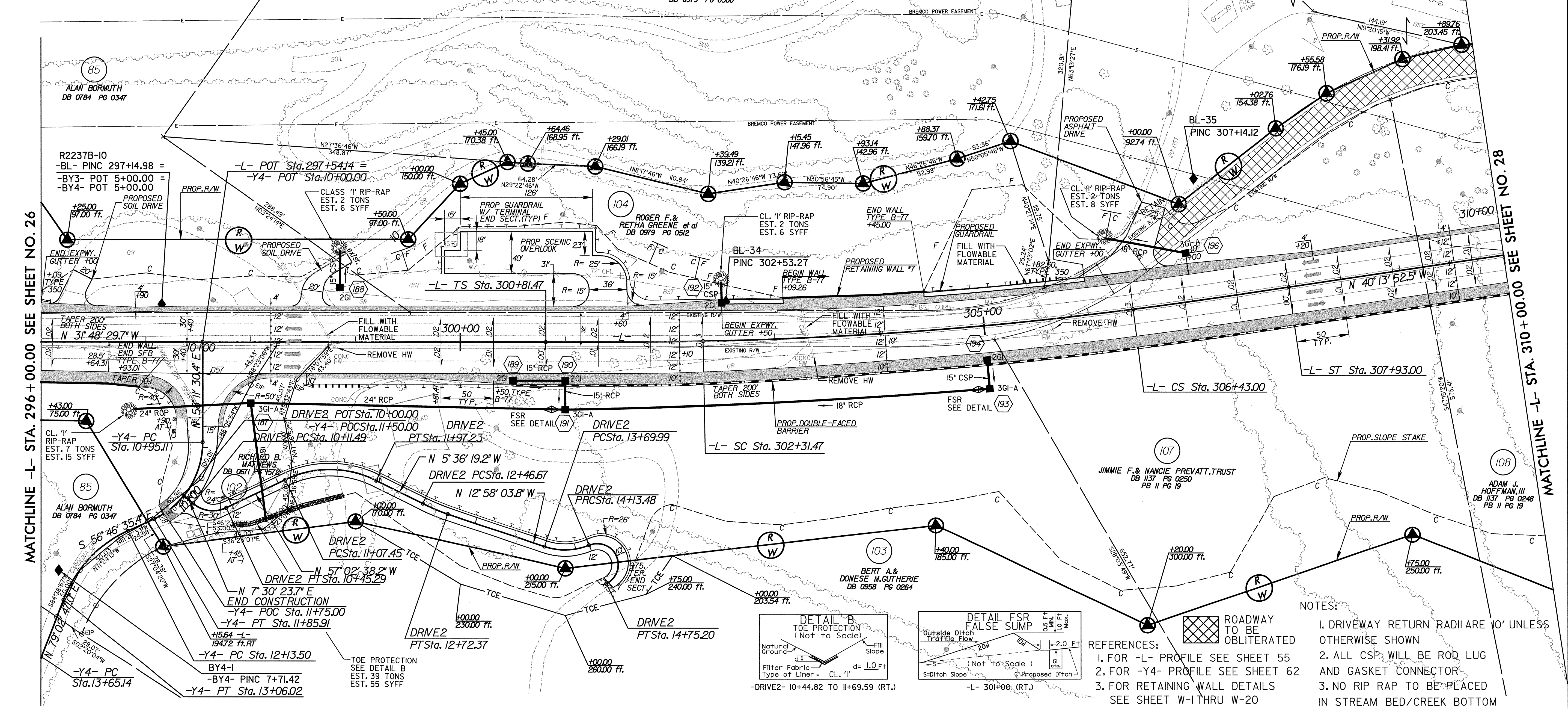
-DRIVE2-
 PI Sta 21+30.24
 $\Delta = 176' 48" 12.0" (RT)$
 $D = 286' 28" 44.1"$
 $L = 61.72'$
 $T = 716.76'$
 $R = 20.00'$

-Y4-
 PI Sta 11+46.10
 $\Delta = 65' 01" 54.2" (RT)$
 $D = 71' 37" 11.0"$
 $L = 90.80'$
 $T = 51.00'$
 $R = 80.00'$
 $DS = 30 \text{ mph}$

-Y4-
 PI Sta 12+62.20
 $\Delta = 44' 10" 37.6" (LT)$
 $D = 47' 44" 47.3"$
 $L = 92.52'$
 $T = 48.70'$
 $R = 120.00'$
 $DS = 30 \text{ mph}$

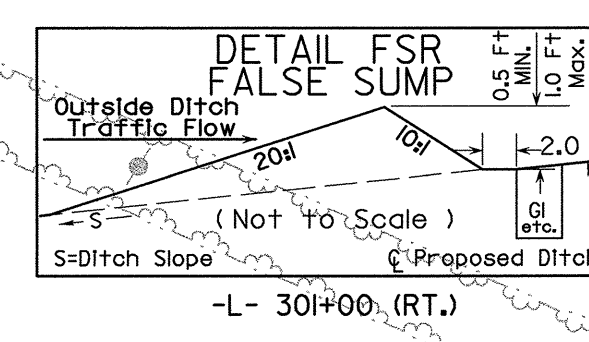
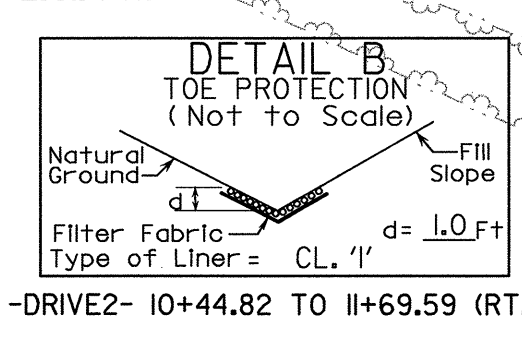
-Y4-
 PI Sta 13+76.41
 $\Delta = 2' 34" 56.4" (RT)$
 $D = 11' 27" 33.0"$
 $L = 22.54'$
 $T = 11.27'$
 $R = 500.00'$
 $DS = 30 \text{ mph}$

-L-
 CURVE LR24
 $PI = 304+37.76$
 $\Delta = 8' 25" 22.7" (LT)$
 $Dc = 1' 30" 00.0"$
 $Es = 1' 07" 30.0"$
 $Ls = 150.00'$
 $Ts = 356.29'$
 $Lc = 411.53'$
 $Rc = 3,819.72'$
 $LT = 100.00'$
 $ST = 50.00'$
 $e = 0.03$
 $DS = 50 \text{ mph}$



MATCHLINE -L- STA. 296 + 00.00 SEE SHEET NO. 26

MATCHLINE -L- STA. 310 + 00.00 SEE SHEET NO. 28



- REFERENCES:
 1. FOR -L- PROFILE SEE SHEET 55
 2. FOR -Y4- PROFILE SEE SHEET 62
 3. FOR RETAINING WALL DETAILS SEE SHEET W-1 THRU W-20

- NOTES:
 1. DRIVEWAY RETURN RADII ARE 10' UNLESS OTHERWISE SHOWN
 2. ALL CSP WILL BE ROD LUG AND GASKET CONNECTOR
 3. NO RIP RAP TO BE PLACED IN STREAM BED/CREEK BOTTOM

REVISIONS

8/17/95
1/16/2004
12/25/00 PM