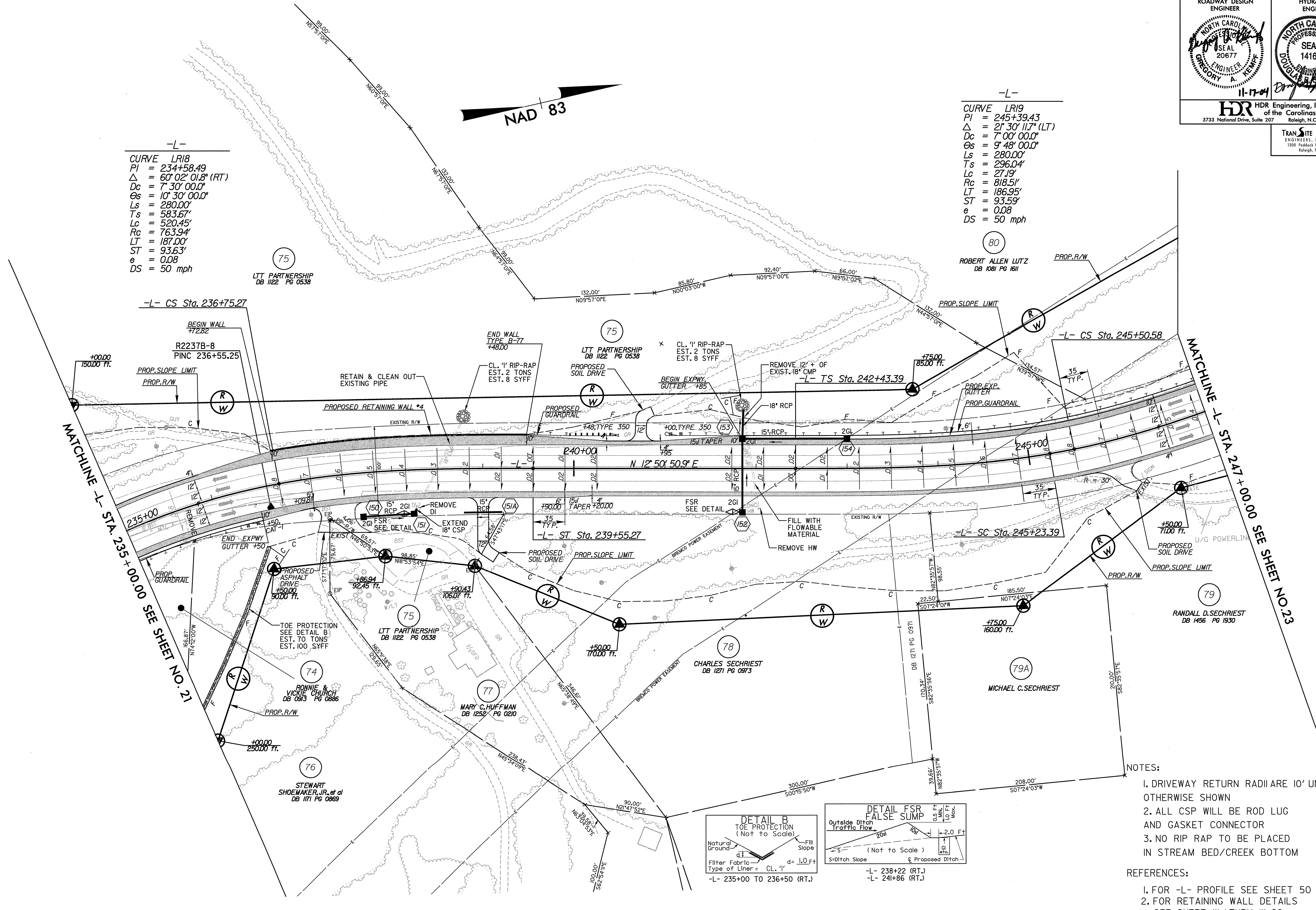
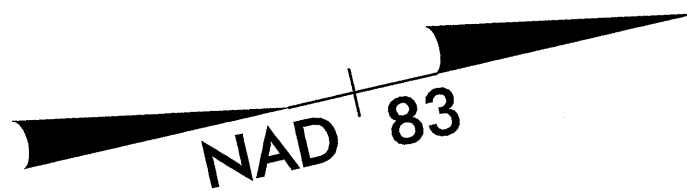


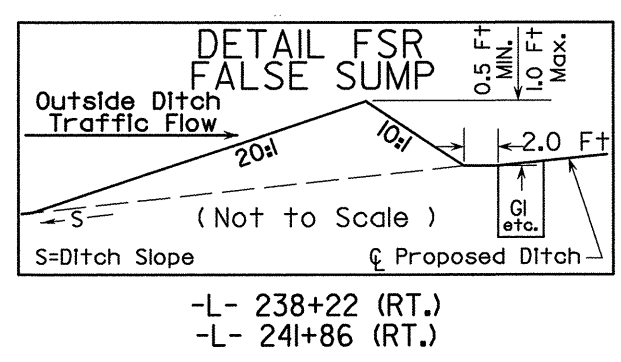
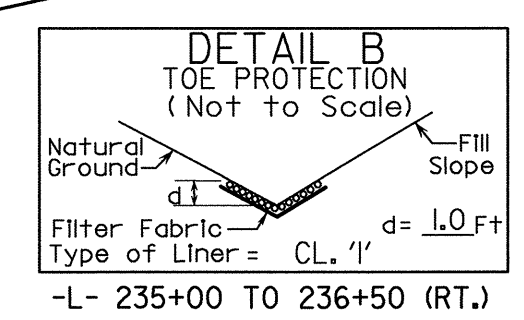
-L-  
 CURVE LR18  
 PI = 234+58.49  
 $\Delta$  = 60° 02' 01.8" (RT)  
 Dc = 7° 30' 00.0"  
 $\Theta_s$  = 10° 30' 00.0"  
 Ls = 280.00'  
 Ts = 583.67'  
 Lc = 520.45'  
 Rc = 763.94'  
 LT = 187.00'  
 ST = 93.63'  
 e = 0.08  
 DS = 50 mph

-L-  
 CURVE LR19  
 PI = 245+39.43  
 $\Delta$  = 21° 30' 11.7" (LT)  
 Dc = 7° 00' 00.0"  
 $\Theta_s$  = 9° 48' 00.0"  
 Ls = 280.00'  
 Ts = 296.04'  
 Lc = 27.19'  
 Rc = 818.51'  
 LT = 186.95'  
 ST = 93.59'  
 e = 0.08  
 DS = 50 mph



-L- CS Sta. 236+75.27  
 BEGIN WALL +72.82  
 R2237B-8  
 PINC 236+55.25  
 PROP. SLOPE LIMIT  
 PROP. R/W  
 MATCHLINE -L- STA. 235+00.00 SEE SHEET NO. 21

-L- CS Sta. 245+50.58  
 MATCHLINE -L- STA. 247+00.00 SEE SHEET NO. 23  
 RANDALL D. SECHRIST  
 DB 1456 PG 1930  
 MICHAEL C. SECHRIST



- 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
- REFERENCES:
1. FOR -L- PROFILE SEE SHEET 50
  2. FOR RETAINING WALL DETAILS SEE SHEET W-1 THRU W-20

REVISIONS

8/17/99  
 1/16/2004  
 12/18/2004  
 12/22/04