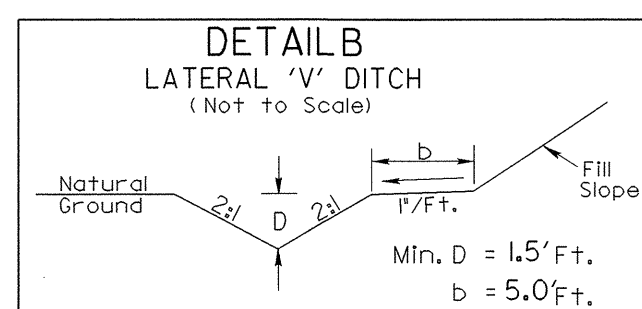


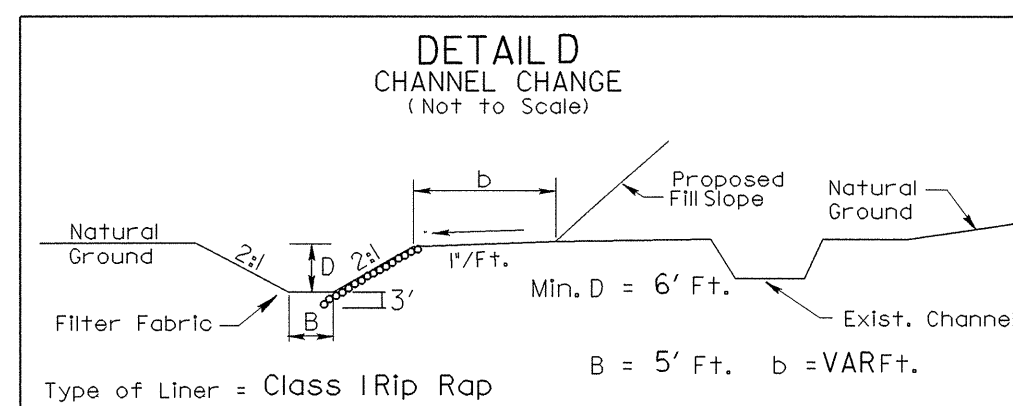
**\*\*DESIGN EXCEPTION REQUIRED FOR DESIGN SPEED FROM 60 MPH TO 50 MPH AND A CREST VERTICAL CURVE.**

**UTILITIES BY OTHERS**

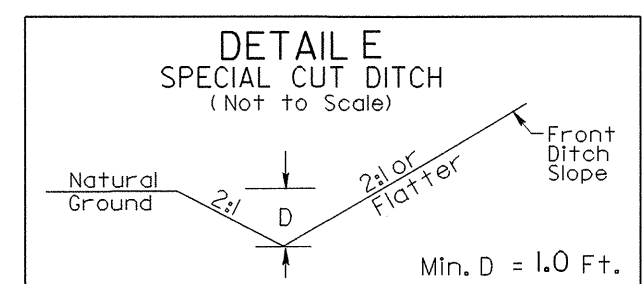
**NOTE:  
ALL PROPOSED UTILITY WORK  
SHOWN ON THIS SHEET WILL  
BE DONE BY OTHERS**



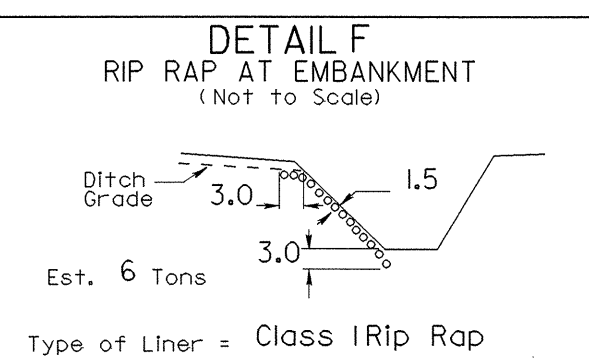
Sta. 19+69 -L- Rt. to Sta. 22+50 -L- Rt.  
DDE = 185.00 CU.YD.



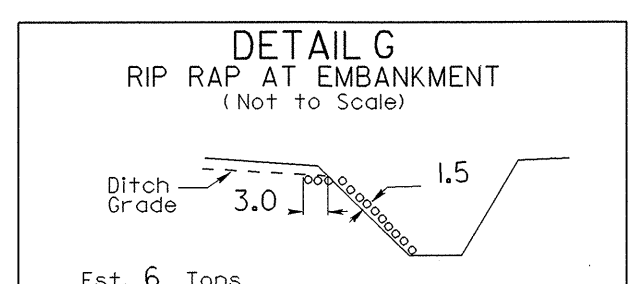
Sta. 19+00 -L- Lt. to Sta. 20+00 -L- Lt.  
DDE = 410.00 CU.YD.  
EST. RIP RAP = 15 TONS  
EST. FILTER FABRIC = 40 SQ. YD.



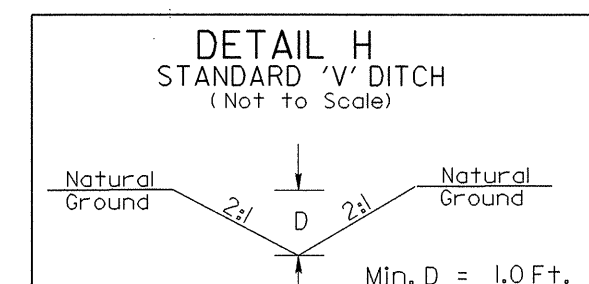
Sta. 12+50 -L- Rt to Sta. 15+70 -L- Rt  
Sta. 12+50 -L- Lt to Sta. 18+03 -L- Lt



Type of Liner = Class I Rip Rap

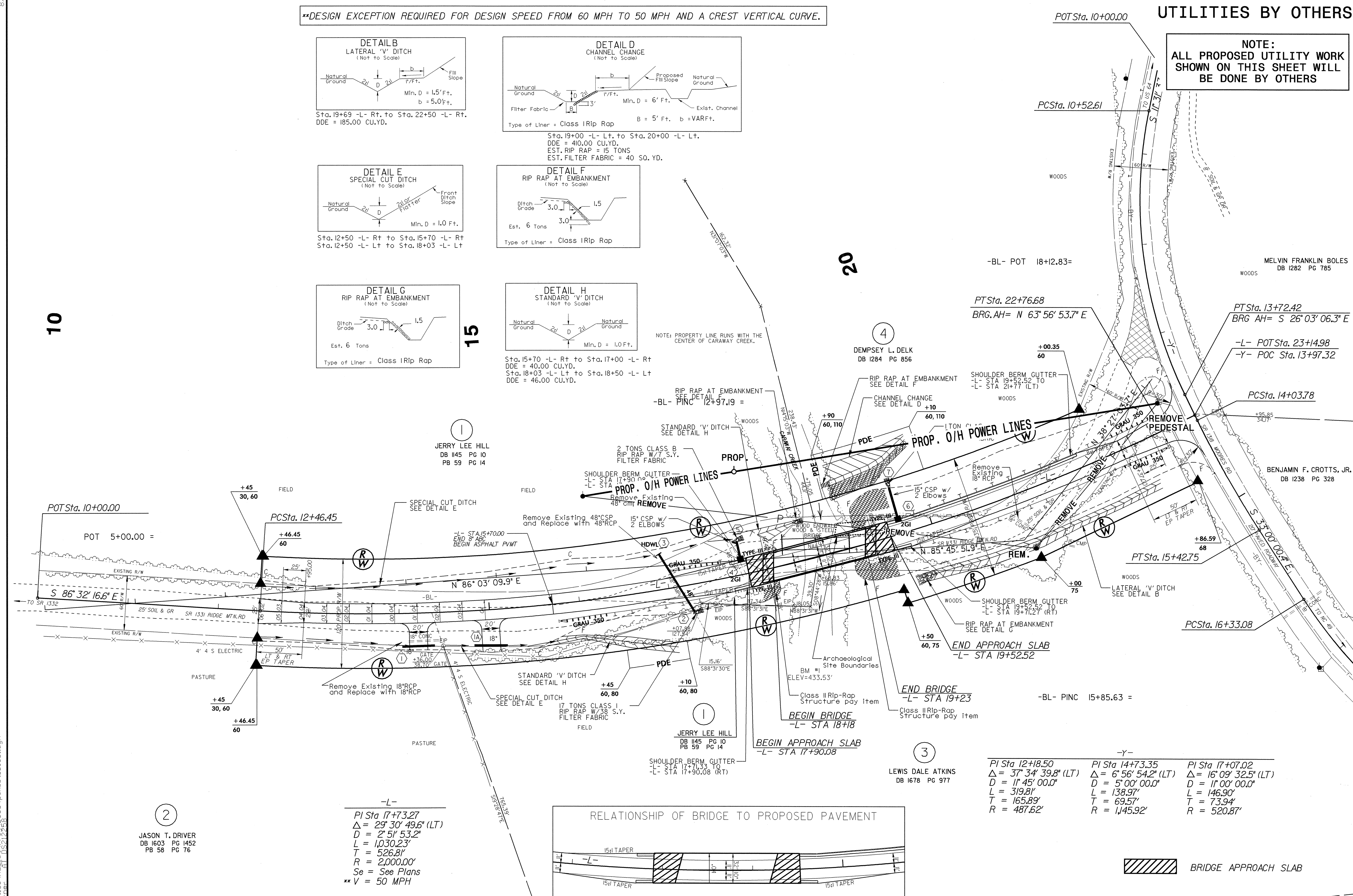


Type of Liner = Class I Rip Rap



Sta. 15+70 -L- Rt to Sta. 17+00 -L- Rt  
DDE = 40.00 CU.YD.  
Sta. 18+03 -L- Lt to Sta. 18+50 -L- Lt  
DDE = 46.00 CU.YD.

NOTE: PROPERTY LINE RUNS WITH THE CENTER OF CARAWAY CREEK.



PTSta. 22+76.68  
BRG. AH= N 63° 56' 53.7" E

PTSta. 13+72.42  
BRG AH= S 26° 03' 06.3" E

-L- POTSta. 23+14.98  
-Y- POC Sta. 13+97.32

PCSta. 14+03.78

BENJAMIN F. CROTTIS, JR.  
DB I238 PG 328

PTSta. 15+42.75

PCSta. 16+33.08

END APPROACH SLAB  
-L- STA 19+52.52

END BRIDGE  
-L- STA 19+23

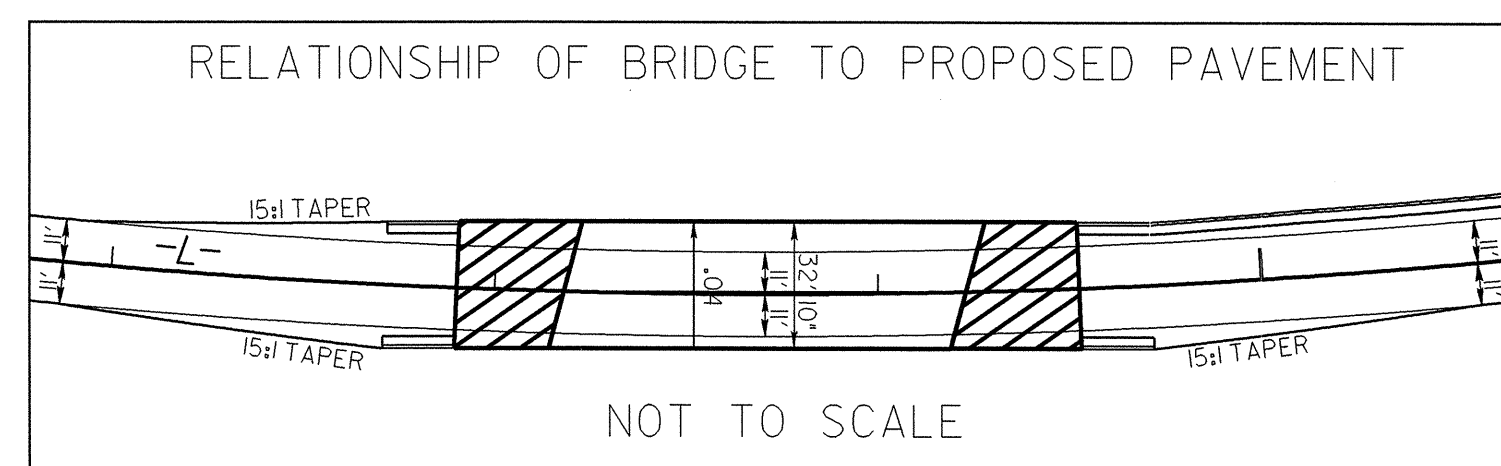
PI Sta 12+18.50  
Δ = 37° 34' 39.8" (LT)  
D = 11' 45' 00.0"  
L = 319.81'  
T = 165.89'  
R = 487.62'

PI Sta 14+73.35  
Δ = 6° 56' 54.2" (LT)  
D = 5' 00' 00.0"  
L = 138.97'  
T = 69.57'  
R = 1,145.92'

PI Sta 17+07.02  
Δ = 16° 09' 32.5" (LT)  
D = 11' 00' 00.0"  
L = 146.90'  
T = 73.94'  
R = 520.87'

②  
JASON T. DRIVER  
DB 1603 PG 1452  
PB 58 PG 76

-L-  
PI Sta 17+73.27  
Δ = 29° 30' 49.6" (LT)  
D = 2' 51' 53.2"  
L = 1,030.23'  
T = 526.81'  
R = 2,000.00'  
Se = See Plans  
\*\* V = 50 MPH



BRIDGE APPROACH SLAB

8/17/99  
14-APR-2004 09:28  
At Utilities Vrd...  
14-APR-2004 09:28  
At Utilities Vrd...  
14-APR-2004 09:28  
At Utilities Vrd...