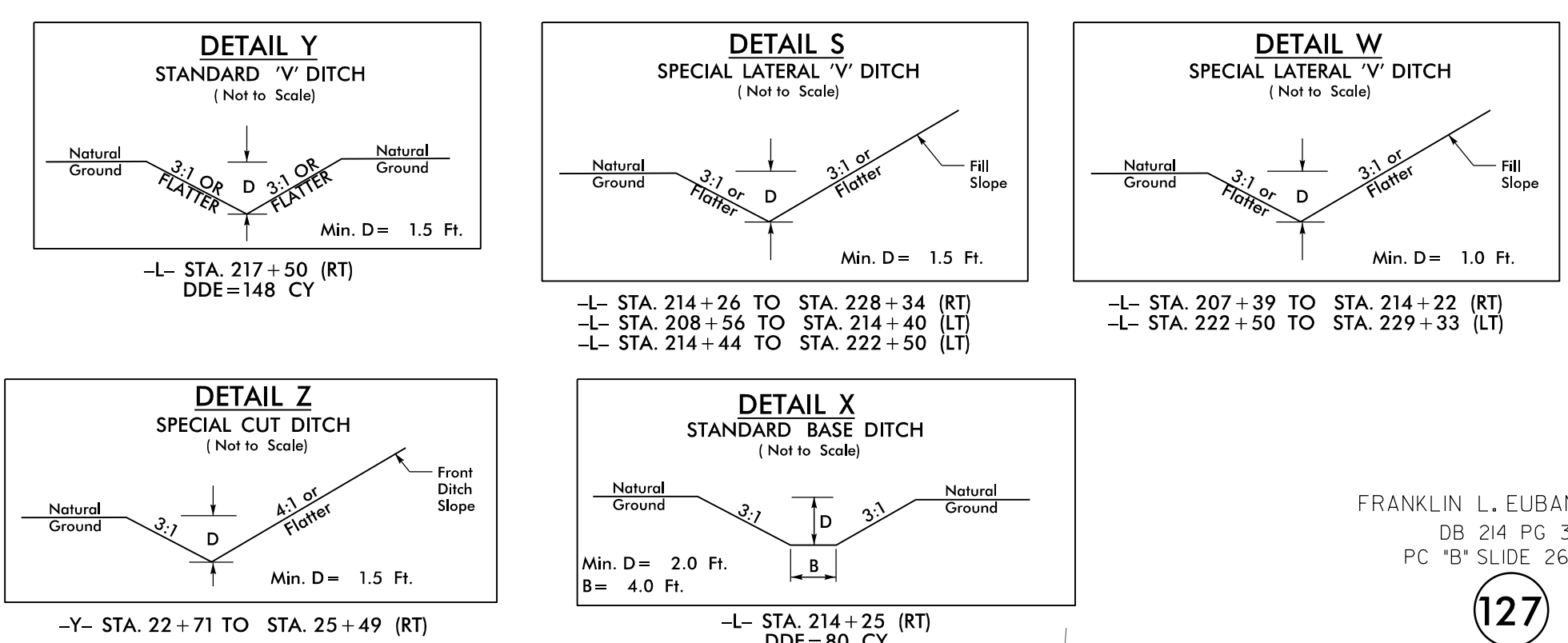
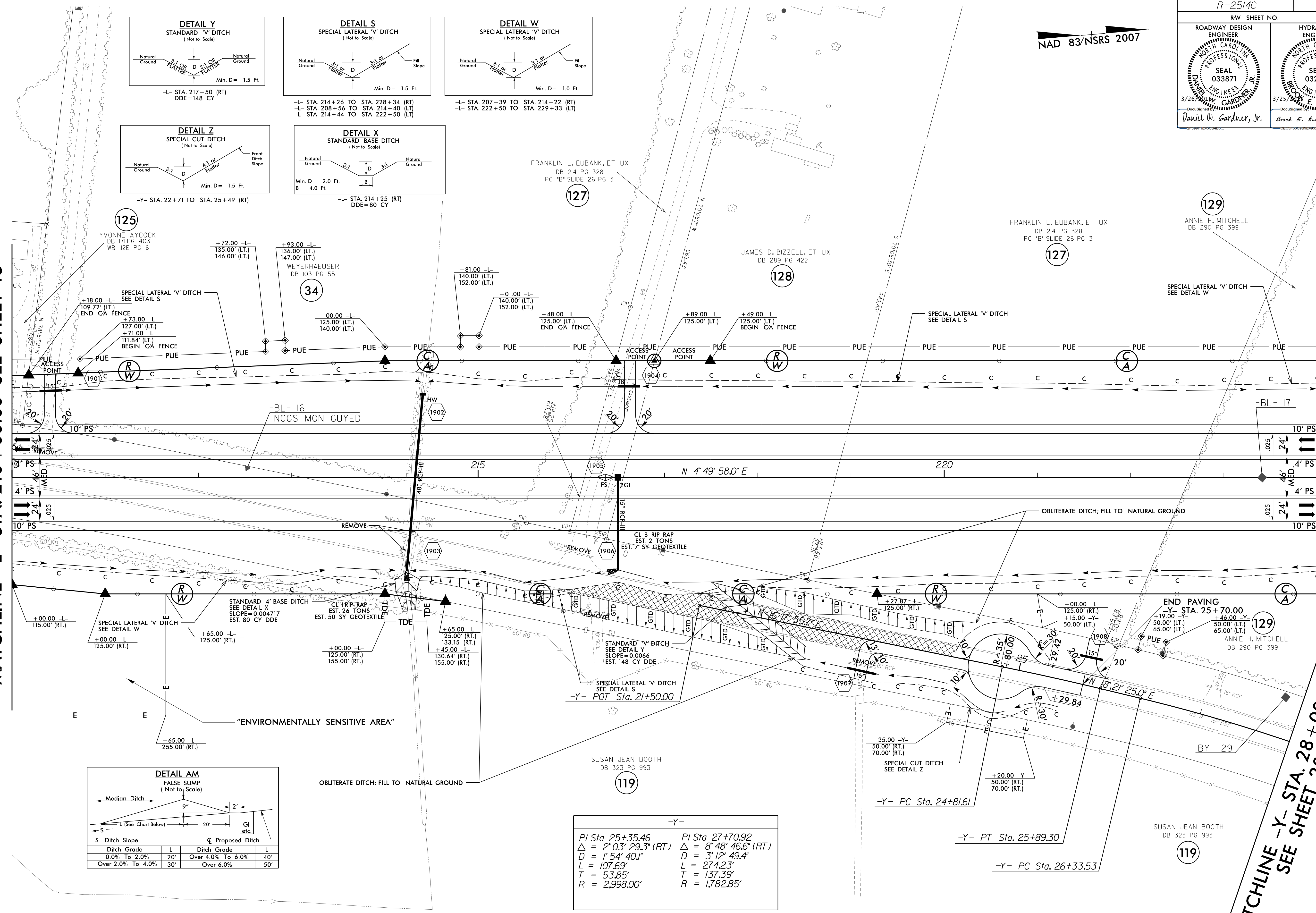


NAD 83/NSRS 2007

MATCHLINE -L- STA. 210 + 00.00 SEE SHEET 18

MATCHLINE -L- STA. 224 + 00.00 SEE SHEET 20

MATCHLINE -Y- STA. 28 + 00.00 SEE SHEET 20



**DETAIL AM**  
FALSE SUMP  
(Not to Scale)

S = Ditch Slope		C = Proposed Ditch	
Ditch Grade	L	Ditch Grade	L
0.0% To 2.0%	20'	Over 4.0% To 6.0%	40'
Over 2.0% To 4.0%	30'	Over 6.0%	50'

-Y-

PI Sta 25+35.46	PI Sta 27+70.92
$\Delta = 2' 03' 29.3''$ (RT)	$\Delta = 8' 48' 46.6''$ (RT)
$D = 1' 54' 40.1''$	$D = 3' 12' 49.4''$
$L = 107.69'$	$L = 274.23'$
$T = 53.85'$	$T = 137.39'$
$R = 2,998.00'$	$R = 1,782.85'$

NOTE: ALL DRIVES ARE 12' UNLESS NOTED OTHERWISE.  
PAVE ALL DRIVES TO BACK OF TURNOUT RADIUS.  
SEE SHEET 2A-5 FOR DRIVEWAY PROFILE DETAILS.

SEE SHEET 36 FOR -L- PROFILE  
SEE SHEET 42 FOR -Y- PROFILE

REVISIONS

8/17/99  
3/23/2015  
C:\Cadd\2514C\Roadway\Proj\NR2514C\_Rdwy\_psh\_19.dgn