

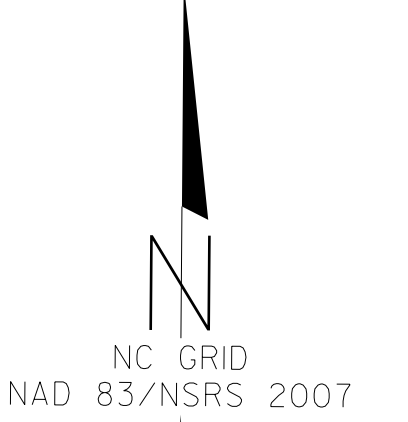
MATCHLINE -Y1- STA. 25+00 SEE SHEET 4

MATCHLINE STA. 35+50 SEE SHEET 9

PROJECT REFERENCE NO. 1-5000	SHEET NO. 5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-Y1- PI Sta 33+37.22 Δ = 27°55' 54.1" (RT) D = 45° 50' 11.8" L = 60.94' T = 31.09' R = 125.00'	-Y1- PI Sta 34+20.98 Δ = 25° 02' 24.2" (LT) D = 57° 17' 44.8" L = 43.70' T = 22.21' R = 100.00'
-Y1- PI Sta 29+47.66 Δ = 80° 25' 39.7" (RT) D = 114° 35' 29.6" L = 70.19' T = 42.27' R = 50.00'	-Y1- PI Sta 31+99.63 Δ = 41° 47' 06.8" (LT) D = 57° 17' 44.8" L = 72.93' T = 38.17' R = 100.00'
-Y1- PI Sta 23+96.79 Δ = 12° 17' 17.7" (RT) D = 7° 09' 43.1" L = 171.58' T = 86.12' R = 800.00'	-Y1- PI Sta 25+52.21 Δ = 9° 59' 45.3" (LT) D = 7° 09' 43.1" L = 139.57' T = 69.96' R = 800.00'

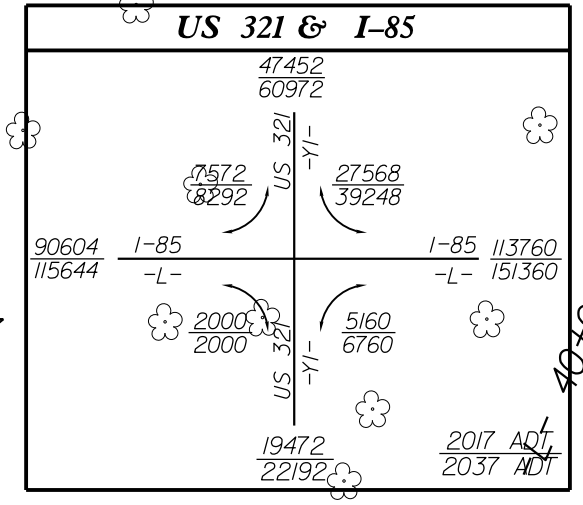
Contaminated soil is not anticipated to be encountered. Refer to Spec. Sec. 107-25.



REVISIONS

-LPB-

PIs Sta 10+84.10 Δ = 23° 52' 23.7" Ls = 125.00' LT = 84.10' ST = 42.37'
PI Sta 13+33.01 Δ = 108° 24' 30.5" (RT) D = 38° 11' 49.9" L = 283.81' T = 208.01' R = 150.00' SE = EXIST.
PIs Sta 14+51.18 Δs = 23° 52' 23.7" Ls = 125.00' LT = 84.10' ST = 42.37'



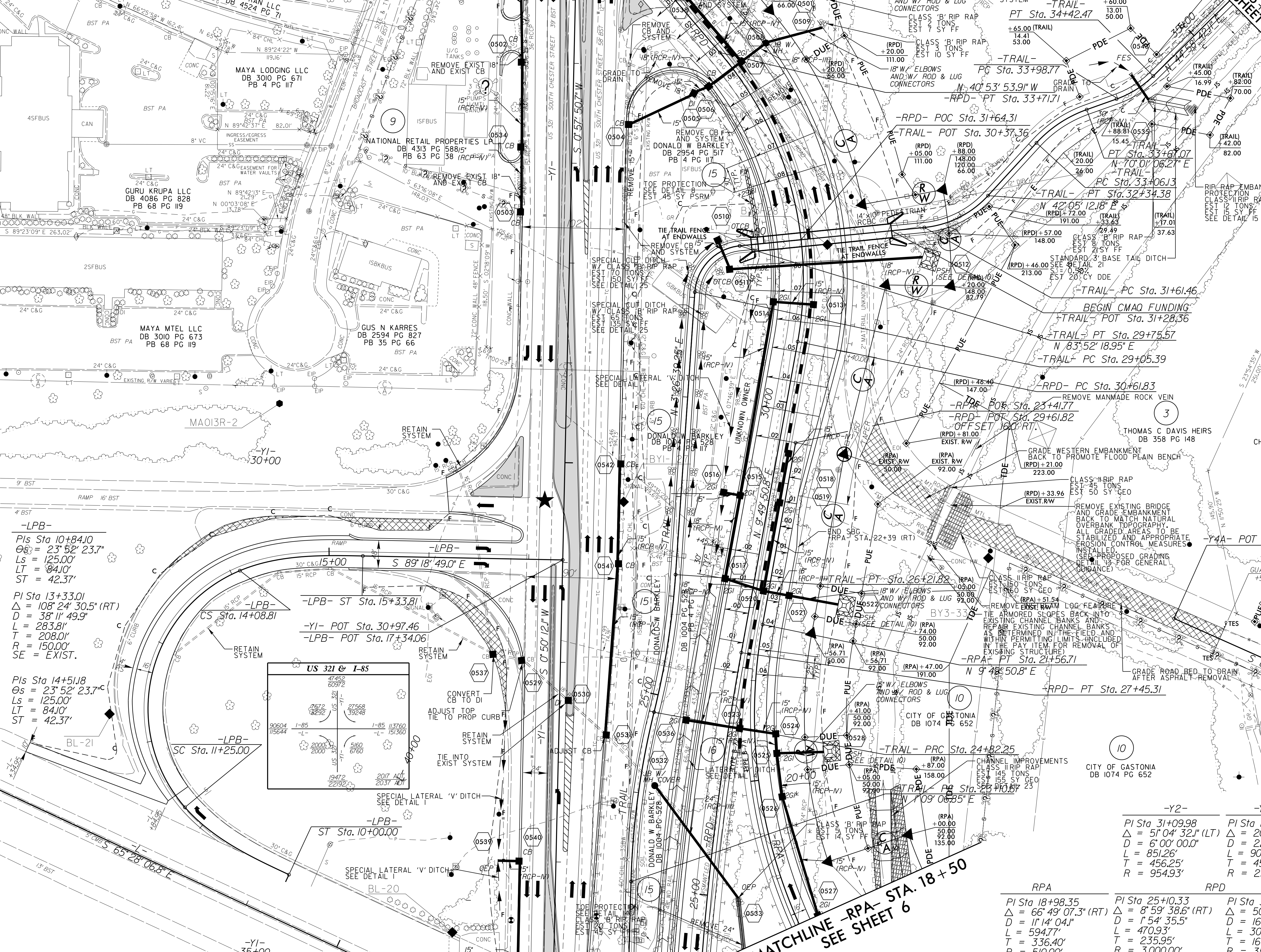
RPA PI Sta 18+98.35 Δ = 66° 49' 07.3" (RT) D = 11° 14' 04.1" L = 594.77' T = 336.40' R = 510.00' SE = 06 RO = 150'	RPA PI Sta 25+10.33 Δ = 8° 59' 38.6" (RT) D = 1° 54' 35.5" L = 594.77' T = 235.95' R = 3,000.00' SE = 08 RO = 240'	RPD PI Sta 32+27.75 Δ = 50° 43' 44.7" (LT) D = 16° 22' 12.8" L = 309.89' T = 165.93' R = 350.00' SE = 08 RO = 240'
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REVISED SIGNAL

PAVEMENT REMOVAL

PROP. MONOLITHIC ISLAND

FOR DRAINAGE DETAILS SEE SHEET 20-1  
FOR -Y1- PROFILE SEE SHEET 10  
FOR -RPA- PROFILE SEE SHEET 13  
FOR -TRAIL- PROFILE SEE SHEET 15  
FOR CULVERT PLANS SEE SHEETS C1 THRU C25



MATCHLINE -Y1- STA. 35+00

MATCHLINE -RPA- STA. 18+50 SEE SHEET 6

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