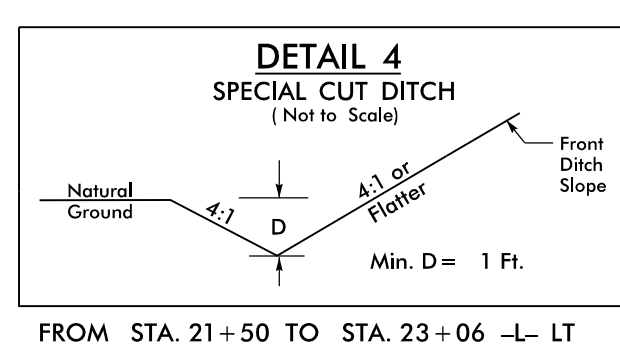
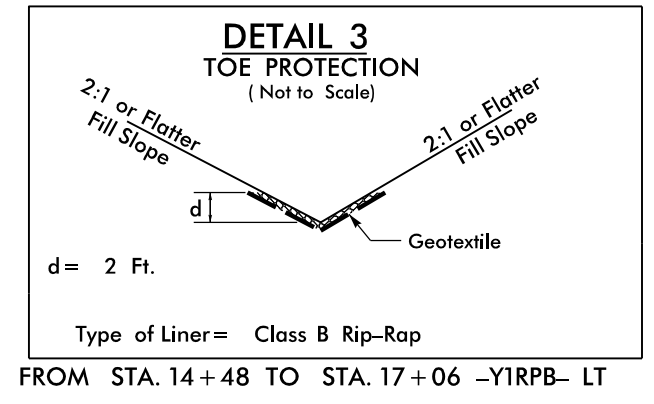
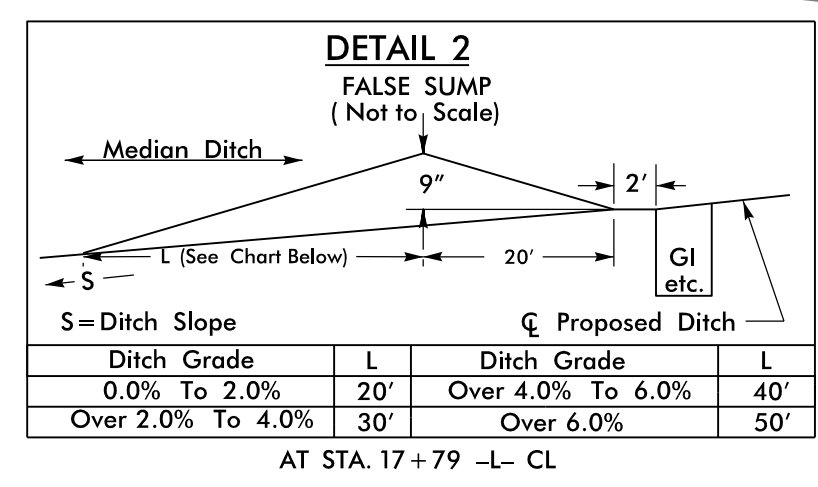
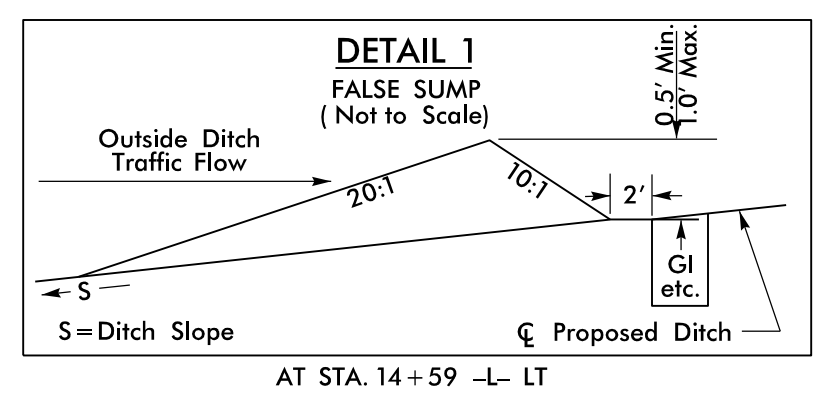
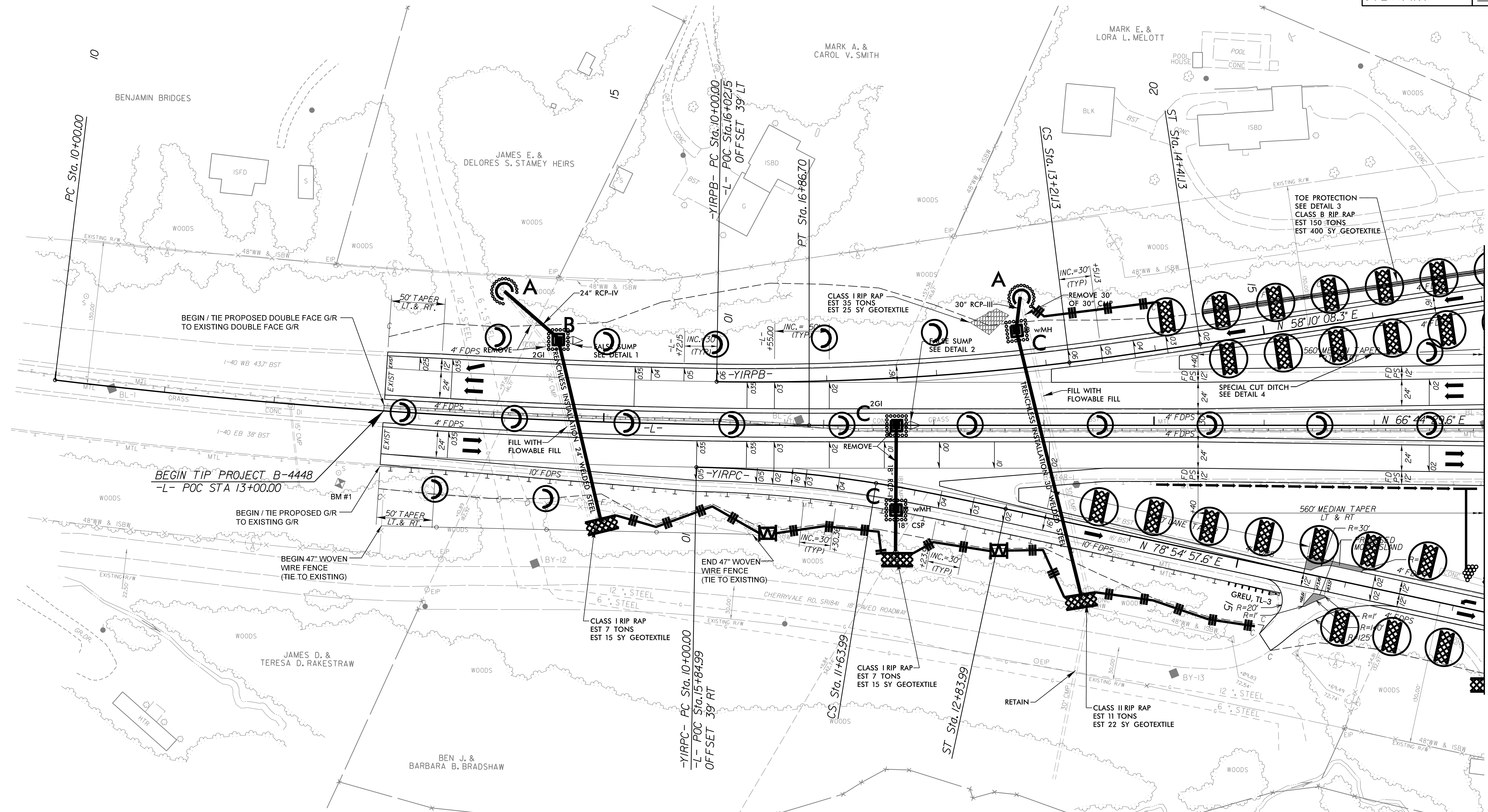
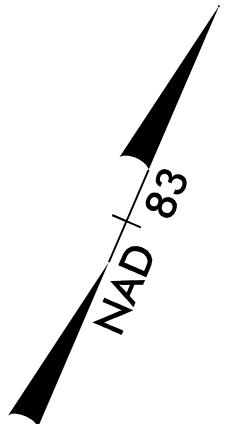


-L-	-YIRPB-	-YIRPC-
PI Sta 13+43.76	PI Sta 11+60.82	PI Sta 10+82.13
$\Delta = 6'52''00.8''$ (LT)	$\Delta = 7'55''50.8''$ (LT)	$\Delta = 8'10''12.8''$ (RT)
$D = 1'00''00.0''$	$D = 2'28''10.7''$	$D = 4'58''56.1''$
$L = 686.70'$	$L = 321.13'$	$L = 163.99'$
$T = 343.76'$	$T = 160.82'$	$T = 82.13'$
$R = 5,729.65'$	$R = 2,320.00'$	$R = 1,150.00'$
Runoff = 175'	Runoff = 120'	Runoff = 120'
Se = 3.5%	Se = 6%	Se = 4%
		$V_D = 30$ MPH



FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-1 THRU 2B-3

FOR -L- PROFILE (-WBL-), SEE SHEET 7

FOR -L- PROFILE (-EBL-), SEE SHEET 9

FOR -YIRPB- PROFILE, SEE SHEET 12

FOR -YIRPC- PROFILE, SEE SHEET 13

THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL- ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L- 15 FEET LEFT AND RIGHT.

REVISIONS

MATCHLINE  
-L- STA. 23+00.00  
SEE SHEET 5

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