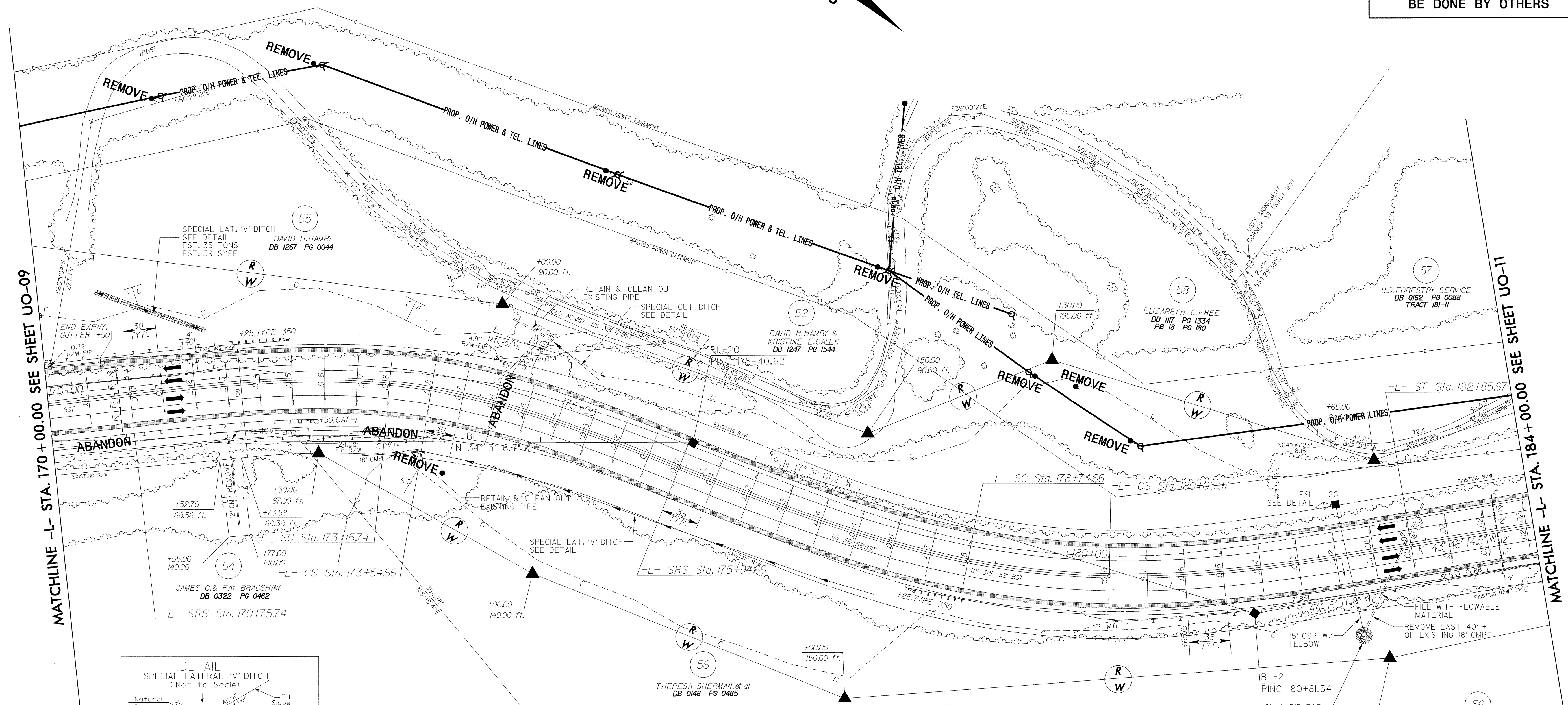
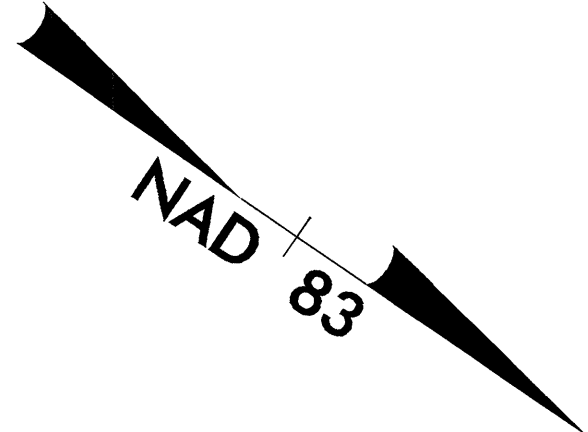


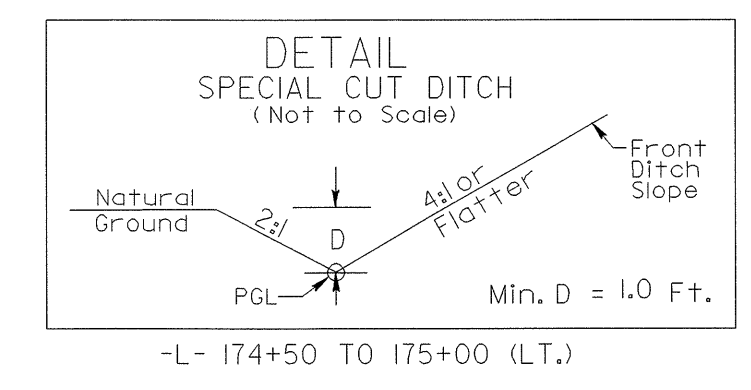
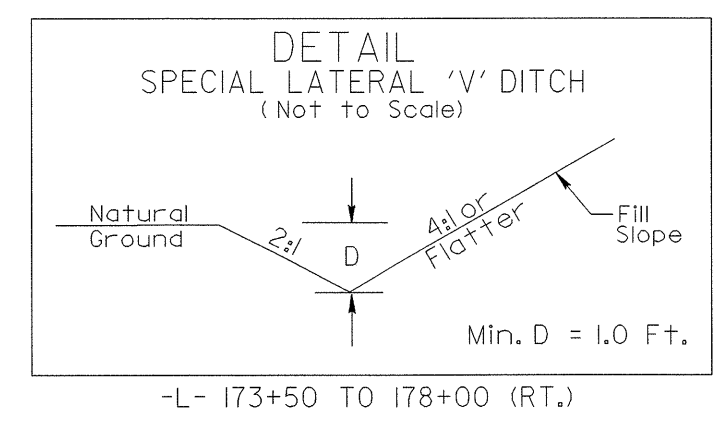
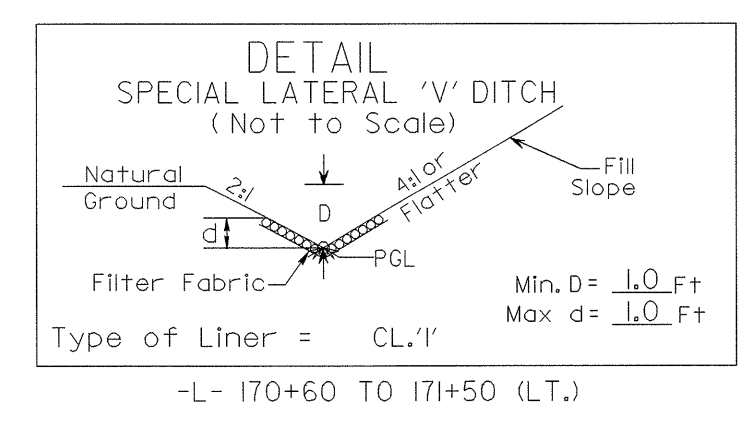
UTILITIES BY OTHERS

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

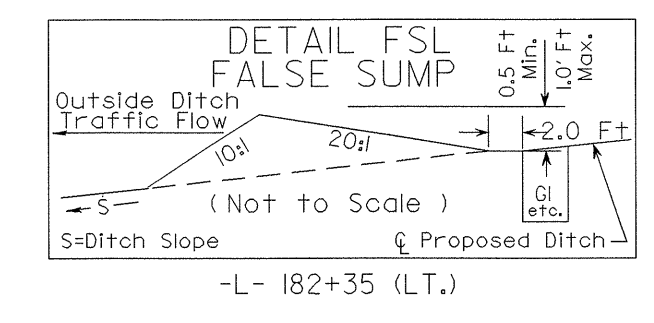


MATCHLINE -L- STA. 170 + 00.00 SEE SHEET UO-09

MATCHLINE -L- STA. 184 + 00.00 SEE SHEET UO-11



CURVE	LR10	LR11	LR12
PI	= 168+16.25	= 173+38.89	= 179+46.45
Δ	= 11° 36' 36.2" (LT)	= 27° 53' 32.0" (RT)	= 30° 50' 52.3" (LT)
Dc	= 4' 00' 00.0"	= 10' 00' 00.0"	= 7' 30' 00.0"
Θs	= 4' 36' 00.0"	= 12' 00' 00.0"	= 10' 30' 00.0"
Ls	= 230.00'	= 240.00'	= 280.00'
Ts	= 260.76'	= 263.15'	= 351.79'
Lc	= 60.25'	= 38.92'	= 131.30'
Rc	= 1,432.39'	= 572.96'	= 763.94'
LT	= 153.39'	= 160.37'	= 187.00'
ST	= 76.71'	= 80.34'	= 93.63'
e	= 0.06	= 0.08	= 0.08
DS	= 50 mph	= 45 mph	= 50 mph



- NOTES:
1. DRIVEWAY RETURN RADIARE 10' UNLESS OTHERWISE SHOWN
 2. ALL CSP WILL BE ROD LUG AND GASKET CONNECTOR
 3. DESIGN EXCEPTION IS REQUIRED FOR DESIGN SPEED DUE TO HORIZONTAL RADIUS AT STA. -L- 173+38.89

REFERENCES:
FOR -L- PROFILE SEE SHEET 45

8/17/99
01_SFP_2004_15_31_UF_Prc\JR-R-2237b_ut_UO_10psh_17.dgn
C:\SFP_2004_15_31_UF_Prc\JR-R-2237b_ut_UO_10psh_17.dgn
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