

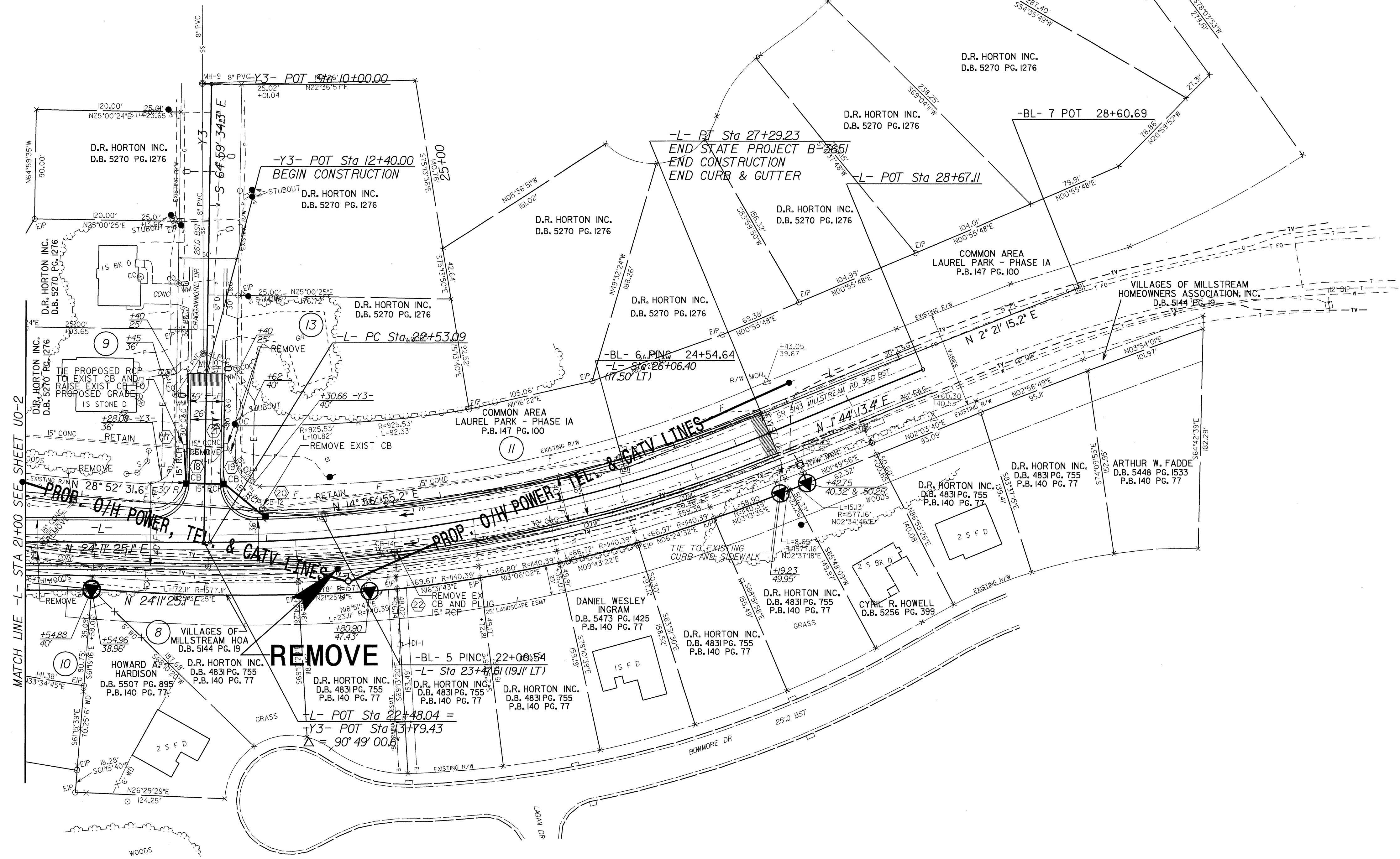
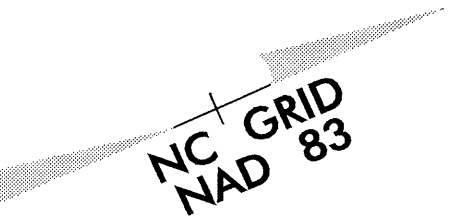
REVISIONS

MH-9 TOP=650.92 8" IN=641.23 8" IN=641.22 8" OUT=641.18	MH-10 TOP=653.59 4" IN=645.35 4" IN=645.32 8" OUT=644.50	CB-8 TOP=645.37 18" IN=640.14 18" OUT=639.97	CB-9 TOP=644.09 18" OUT=640.89	CB-10 TOP=651.27 15" IN=647.17 15" OUT=646.90	CB-11 TOP=652.32 15" IN=648.03 15" OUT=647.66	CB-12 TOP=652.45 15" IN=649.15 15" OUT=648.66	CB-13 TOP=665.02 15" OUT=660.89	CB-14 TOP=660.45 15" OUT=654.87
DI-1 TOP=653.80 15" IN=648.35 15" OUT=648.77								

-L-
 PI Sta 24+94.25
 $\Delta = 22' 27" 11.8" (LT)$
 $D = 4' 42" 56.5"$
 $L = 476.14'$
 $T = 241.16'$
 $R = 1,215.00'$
 $SE = EXISTING$
 $RO = EXISTING$

UTILITIES BY OTHERS

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



MATCH LINE -L- STA 21+00 SEE SHEET UO-2

89-MAR-2004 08:05
 At: \data\hines\proj\B3651s_UO3.psh
 hines\csl\100414103

** VERTICAL CURVE AND MAXIMUM GRADE DESIGN EXCEPTION

SEE SHEET NO.6 FOR -L- PROFILE
 SEE SHEET NO.7 FOR -Y3- PROFILE