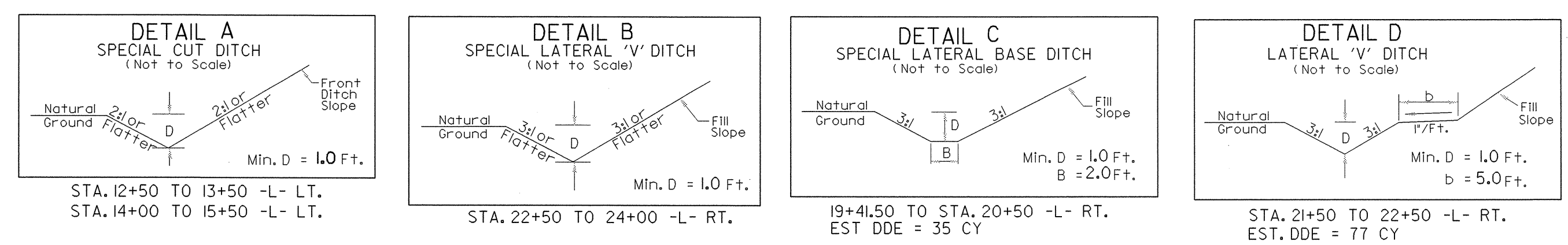
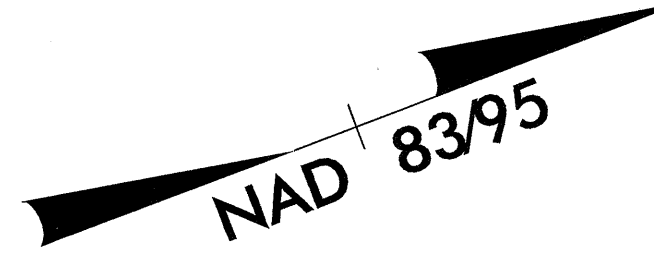


SEE SHEET 6 FOR -L- PROFILE
 BRIDGE APPROACH SLAB
 SEE SHEETS S-1 THRU S-26 FOR STRUCTURE PLANS



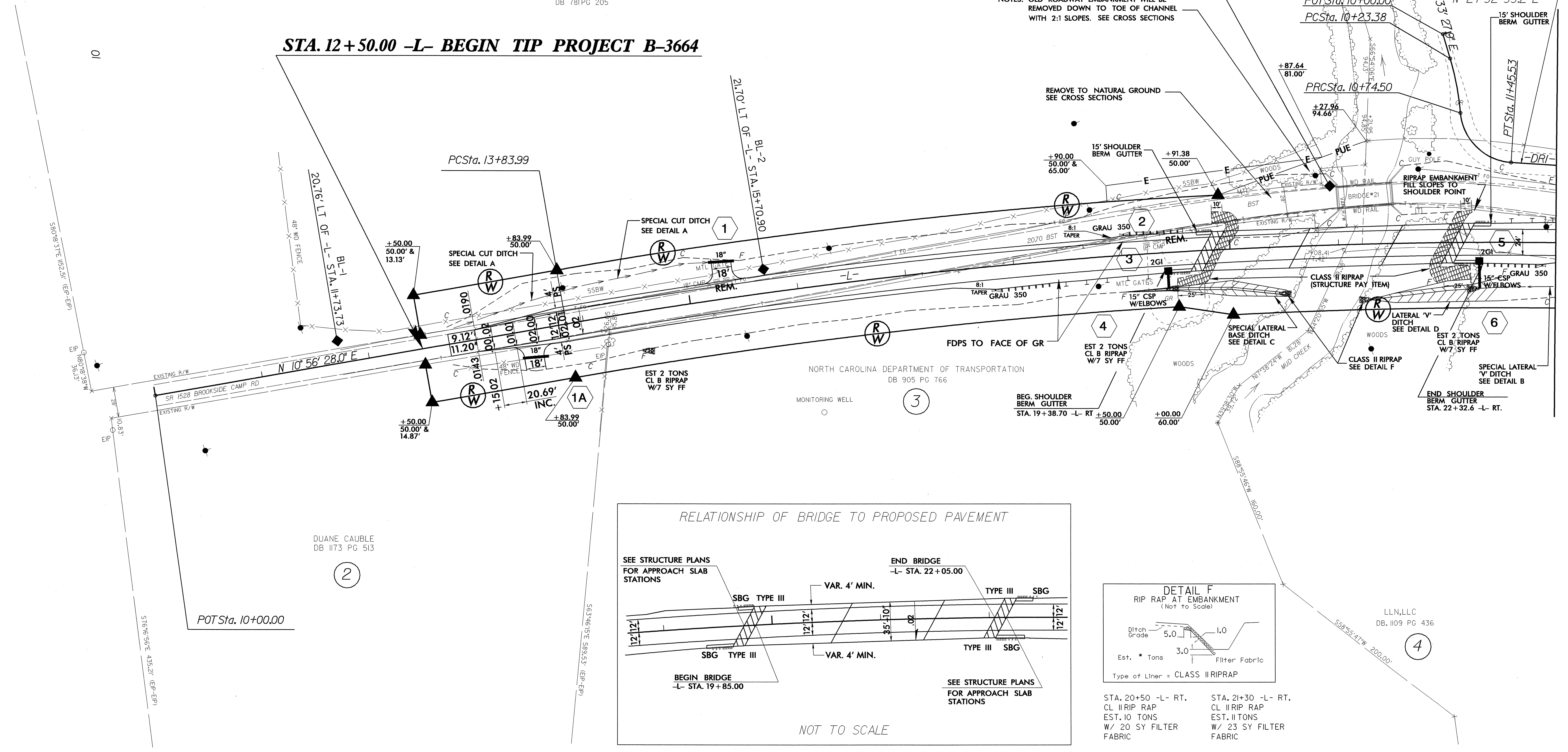
-L-
 PI Sta 21+40.23
 $\Delta = 17' 12'' 04.8''$ (RT)
 $D = 1' 08'' 45.3''$
 $L = 150.110'$
 $T = 756.24'$
 $R = 5,000.00'$
 $SE = .02$ FT/FT
 $RUNOFF = 41.38'$
 $INCR = 20.69'$ PER .01 SE

-DRI-
 PI Sta 10+49.03 PI Sta 11+7.50
 $\Delta = 11' 29'' 11.4''$ (RT) $\Delta = 8' 23'' 10.3''$ (LT)
 $D = 22' 28'' 08.2''$ $D = 11' 43'' 29.6''$
 $L = 51.12'$ $L = 71.02'$
 $T = 25.65'$ $T = 43.00'$
 $R = 255.00'$ $R = 50.00'$

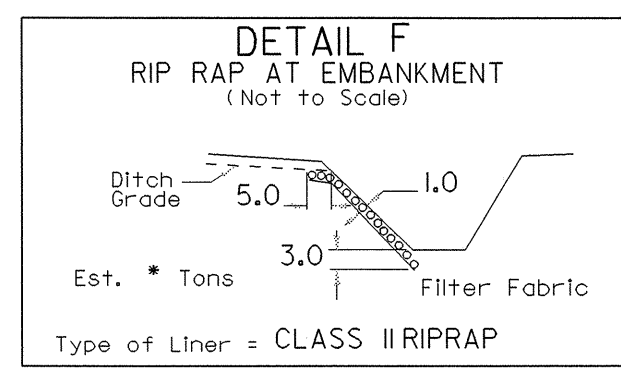
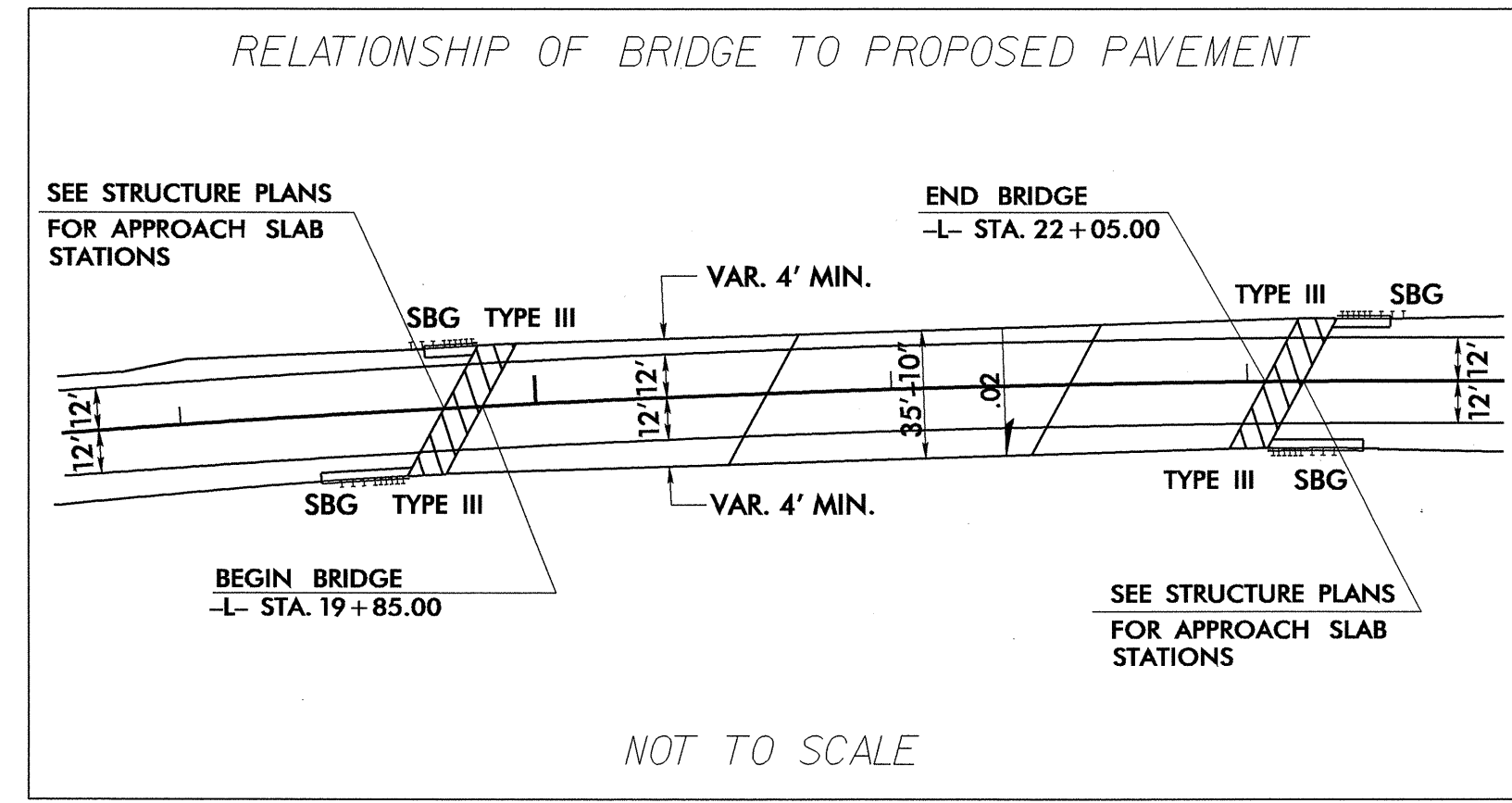


ROBERT F. DUNLAP
 LOUISE E. DUNLAP
 DB 781 PG 205

STA. 12+50.00 -L- BEGIN TIP PROJECT B-3664



NOTES: OLD ROADWAY EMBANKMENT WILL BE REMOVED DOWN TO TOE OF CHANNEL WITH 2:1 SLOPES. SEE CROSS SECTIONS



STA. 20+50 -L- RT.
 CL II RIP RAP
 EST. 10 TONS
 W/ 20 SY FILTER FABRIC

STA. 21+30 -L- RT.
 CL II RIP RAP
 EST. 11 TONS
 W/ 23 SY FILTER FABRIC

8/17/99

REVISIONS

20-APR-2005 13:56 B3664_RDY_PSH04_031027.dwg
 T. S. 04

MATCH LINE SEE SHEET NO. 5 -L- STA. 23+00