

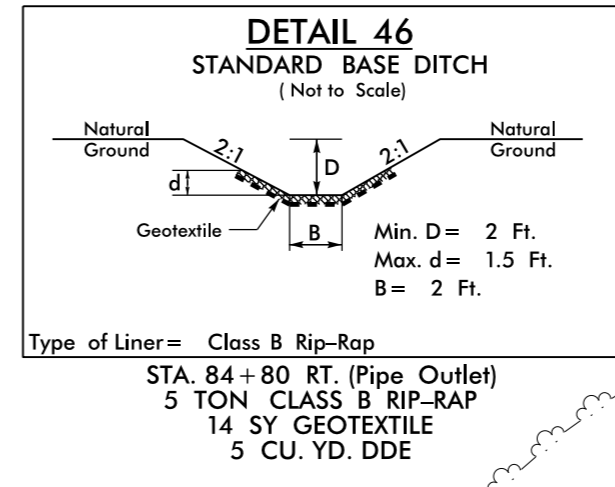
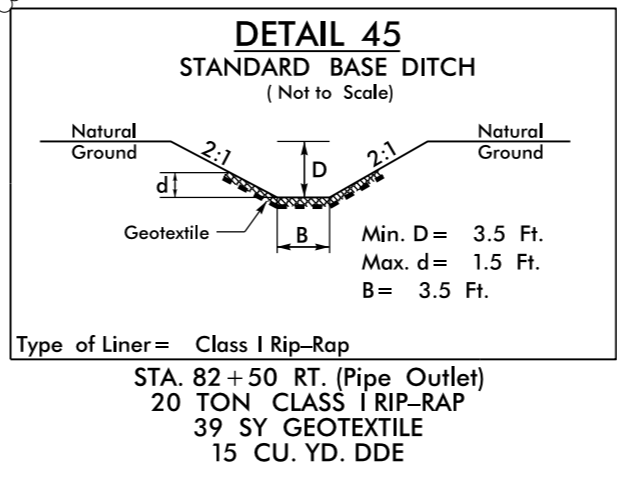
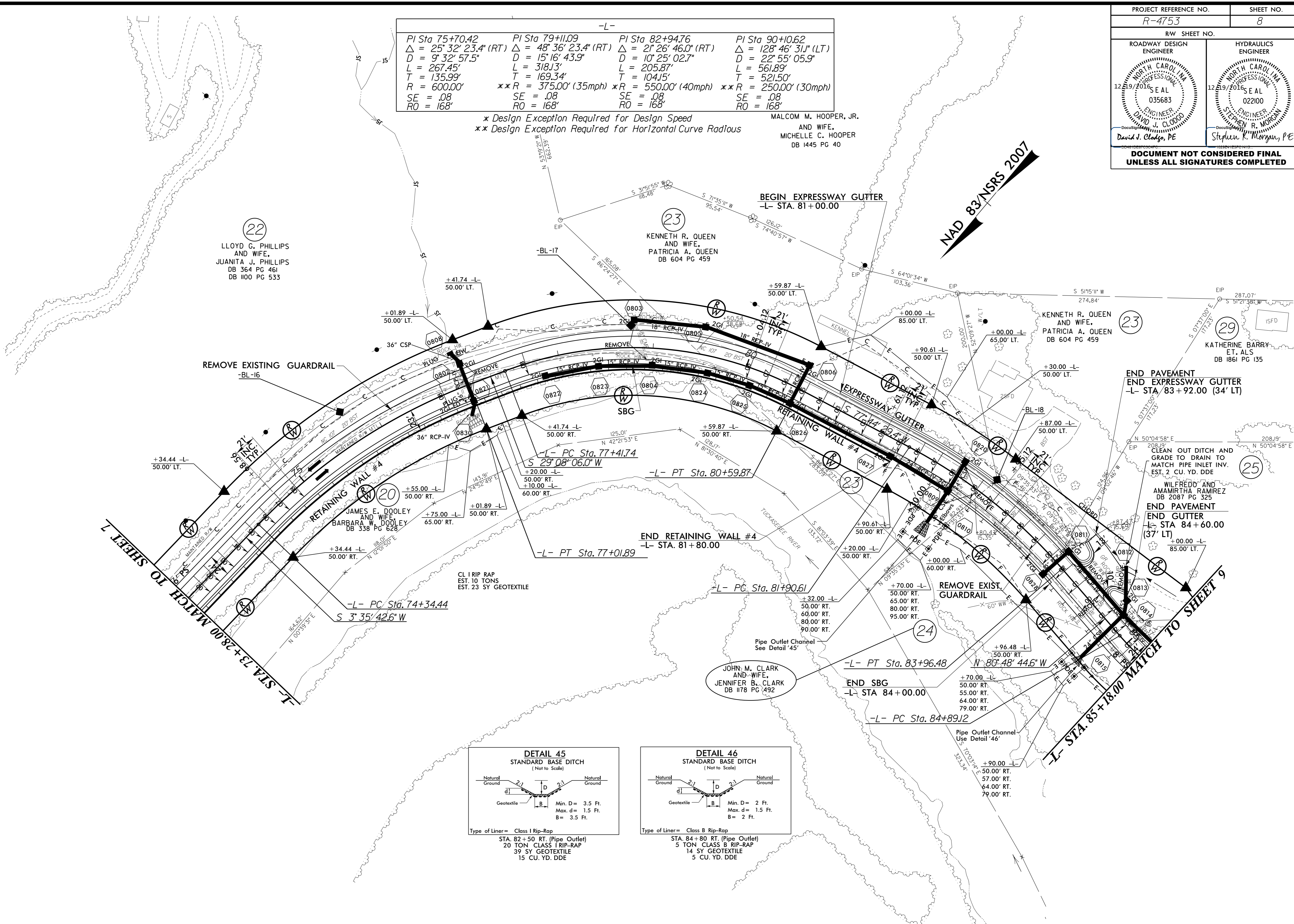
PROJECT REFERENCE NO. R-4753		SHEET NO. 8	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>			

-L-			
PI Sta 75+70.42 Δ = 25° 32' 23.4" (RT) D = 9° 32' 57.5" L = 267.45' T = 135.99' R = 600.00' SE = .08 RO = 168'	PI Sta 79+11.09 Δ = 48° 36' 23.4" (RT) D = 15° 16' 43.9" L = 318.13' T = 169.34' **R = 375.00' (35mph) SE = .08 RO = 168'	PI Sta 82+94.76 Δ = 21° 26' 46.0" (RT) D = 10° 25' 02.7" L = 205.87' T = 104.15' *R = 550.00' (40mph) SE = .08 RO = 168'	PI Sta 90+10.62 Δ = 128° 46' 31.1" (LT) D = 22° 55' 05.9" L = 561.89' T = 521.50' **R = 250.00' (30mph) SE = .08 RO = 168'

\* Design Exception Required for Design Speed  
 \*\* Design Exception Required for Horizontal Curve Radii

MALCOM M. HOOPER, JR.  
 AND WIFE,  
 MICHELLE C. HOOPER  
 DB 1445 PG 40

REVISIONS



Note: All Driveway Radii are 20' Unless Otherwise Noted  
 Note: Tie all Driveways to the Right of Way Line. Follow the "Pavement Design for Driveways" Memo Dated March 18, 2002 or as Directed by the Engineer  
 Note: All Proposed Guardrail to Use Weathered Steel Unless Otherwise Noted

SBG = SHOULDER BERM GUTTER  
 SEE SHEET 21 FOR -L- PROFILE  
 SEE SHEETS W-1 THRU W-8 FOR RETAINING WALL PLANS

Invalid expression: \\FS-Rd+psh\08.dgn  
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