

5/14/19

-DET_WBL-

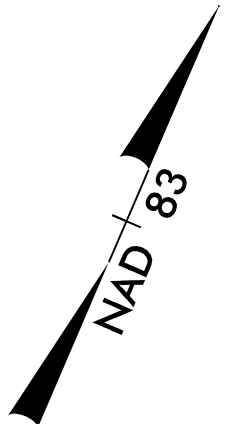
PI Sta 11+00.02 Δ = 2' 34" 01.5" (LT) D = 1' 17" 00.8" L = 200.00' T = 100.02' R = 4,463.87'	PI Sta 14+53.69 Δ = 6' 31' 32.8" (RT) D = 1' 17" 15.2" L = 506.84' T = 253.69' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 19+51.38 Δ = 6' 17' 27.5" (LT) D = 1' 17" 15.2" L = 488.60' T = 244.55' R = 4,450.00' Runoff = 180' Se = 4%
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-DET_EBL-

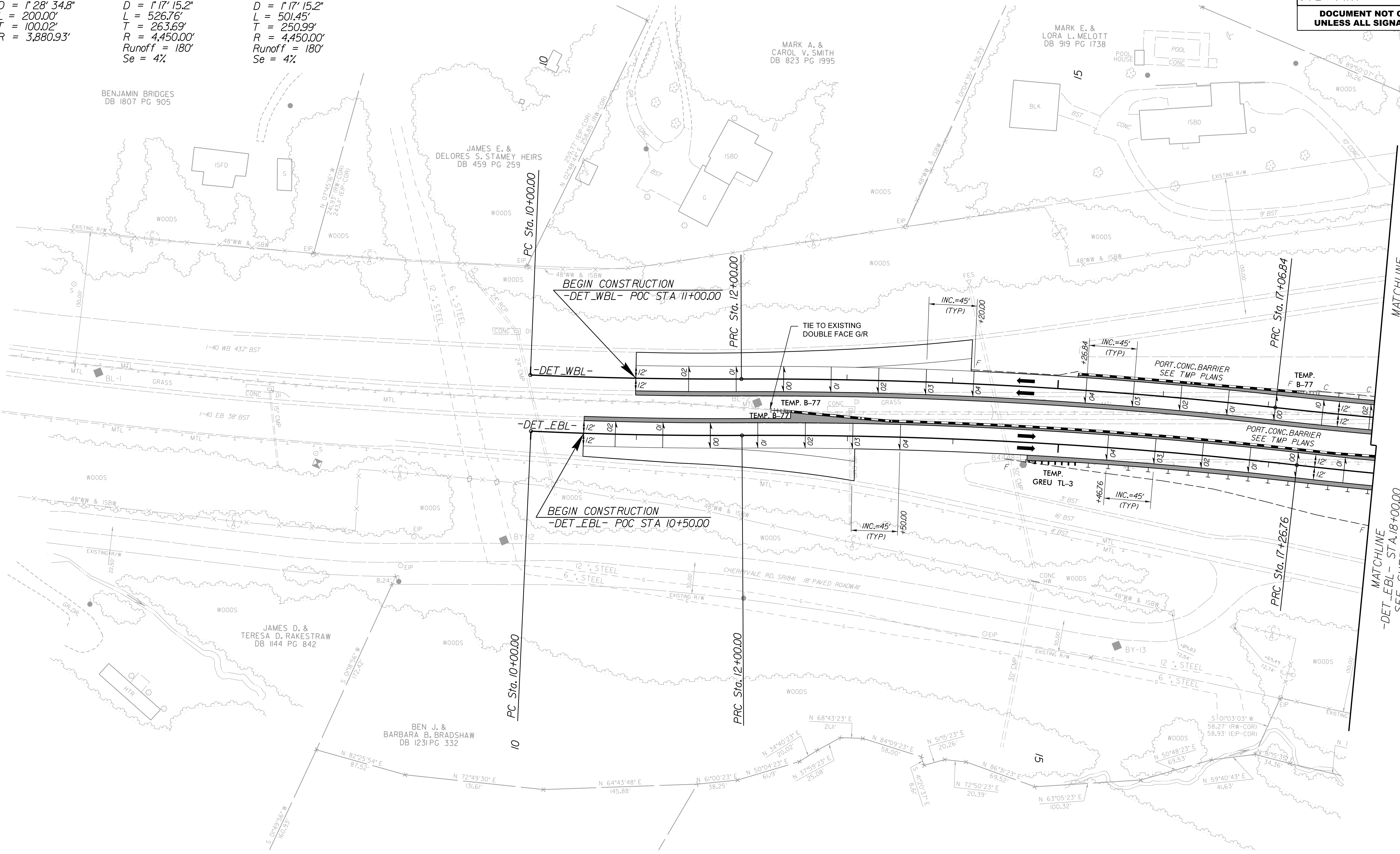
PI Sta 11+00.02 Δ = 2' 57' 09.6" (LT) D = 1' 28" 34.8" L = 200.00' T = 100.02' R = 3,880.93'	PI Sta 14+63.69 Δ = 6' 46' 56.1" (RT) D = 1' 17" 15.2" L = 526.76' T = 263.69' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 19+77.75 Δ = 6' 27' 22.8" (LT) D = 1' 17" 15.2" L = 501.45' T = 250.99' R = 4,450.00' Runoff = 180' Se = 4%
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FOR DETOUR CONSTRUCTION ONLY
2018 ADT = 48,260
DESIGN SPEED = 65 MPH

PROJECT REFERENCE NO. B-4448	SHEET NO. 2B-1
ROADWAY DESIGN ENGINEER ANDREW P. YOUNG PROFESSIONAL SEAL 034407 5/14/2018	HYDRAULICS ENGINEER FRANK F. FLEMING PROFESSIONAL SEAL 20147 5/14/2018
STEWART	ECOLOGICAL ENGINEERING
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



REVISIONS



MATCHLINE
-DET_WBL- STA. 18+00.00
SEE SHEET 2B-2

MATCHLINE
-DET_EBL- STA. 18+00.00
SEE SHEET 2B-2

FOR -DET_WBL- PROFILE, SEE SHEET 14

FOR -DET_EBL- PROFILE, SEE SHEET 16

5/10/2018 B4448_PSDY_PSH02B-1.dgn
USER:andrew