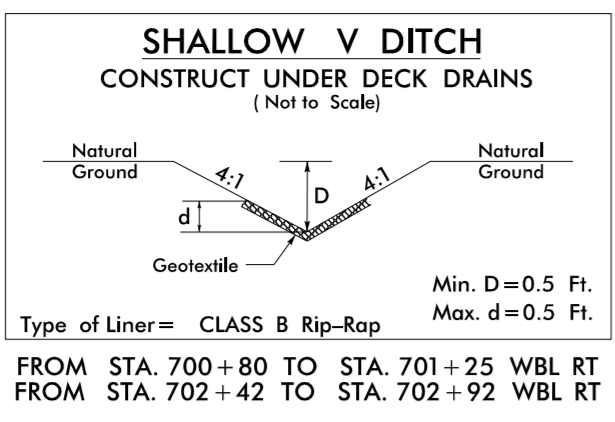
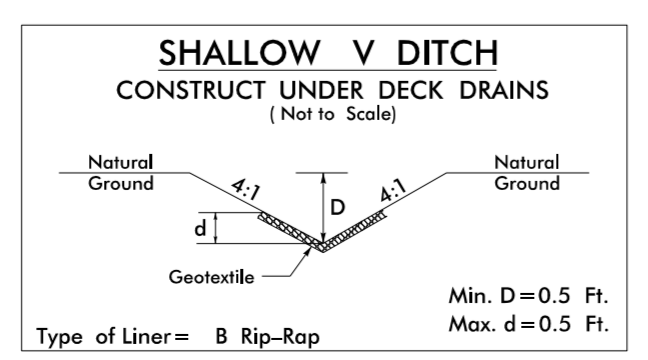
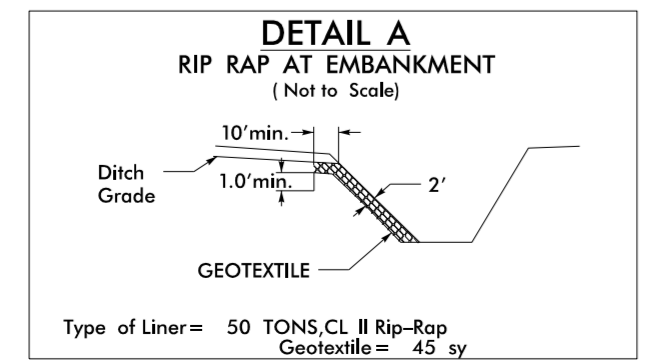
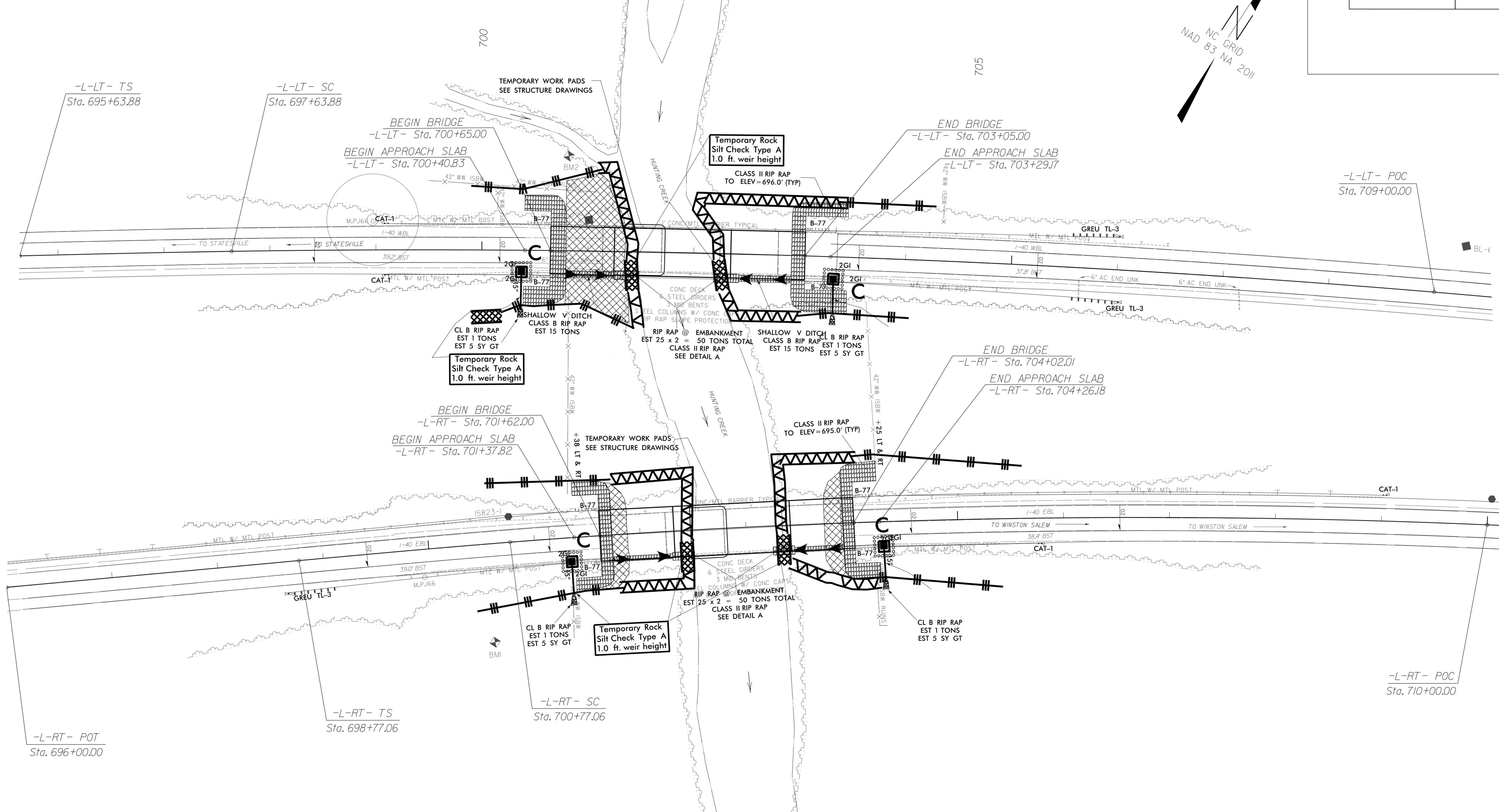


PROJECT REFERENCE NO. 1-5823	SHEET NO. EC-21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



L-LT

Pls Sta 696+97.22	PI Sta 711+08.79	Pls Sta 725+08.11
$\Theta_s = 0^\circ 30' 00.0''$	$\Delta = 13^\circ 23' 16.1''$ (RT)	$\Theta_s = 0^\circ 30' 00.0''$
$L_s = 200.00'$	$D = 0^\circ 30' 00.0''$	$L_s = 200.00'$
$LT = 133.33'$	$L = 2,677.56'$	$LT = 133.33'$
$ST = 66.67'$	$T = 1,344.90'$	$ST = 66.67'$
	$R = 11,459.16'$	



L-RT

Pls Sta 700+10.39	PI Sta 710+92.83	Pls Sta 721+63.42
$\Theta_s = 0^\circ 45' 00.0''$	$\Delta = 15^\circ 08' 51.8''$ (RT)	$\Theta_s = 0^\circ 45' 00.0''$
$L_s = 200.00'$	$D = 0^\circ 45' 00.0''$	$L_s = 200.00'$
$LT = 133.33'$	$L = 2,019.70'$	$LT = 133.33'$
$ST = 66.67'$	$T = 1,015.77'$	$ST = 66.67'$
	$R = 7,639.44'$	

BENCHMARKS (NAVD 88)

BMI ELEVATION = 689.84'
N 785073 E 1511778
RAILROAD SPIKE SET VERTICALLY
IN 24' RIVER BIRCH

BM2 ELEVATION = 687.92'
N 785495 E 1511586
RAILROAD SPIKE SET IN
22' SYCAMORE

INSTALL MATTING FOR EROSION CONTROL IN THE PROPOSED DITCH LINE.

Place Matting for Erosion Control on Slopes Adjacent to Permitted Wetlands as Work Allows.

8/17/99

11/29/2018 10:12:50 AM
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