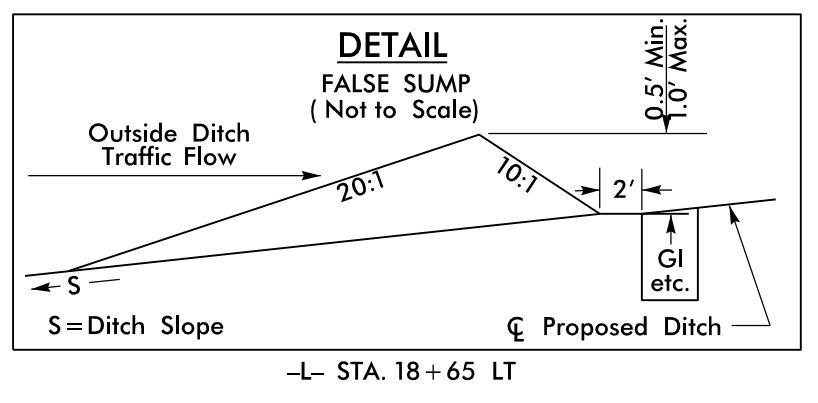
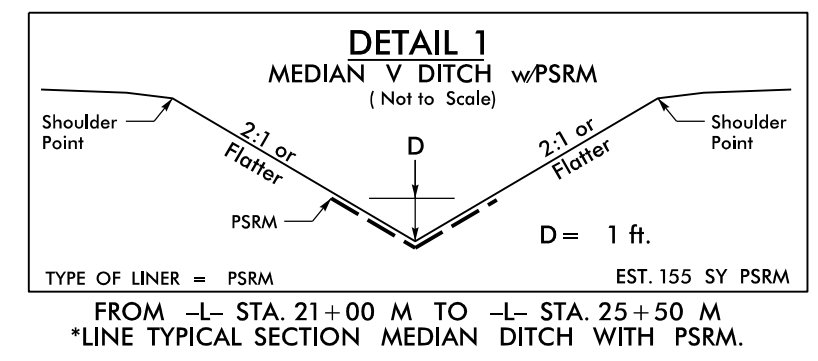


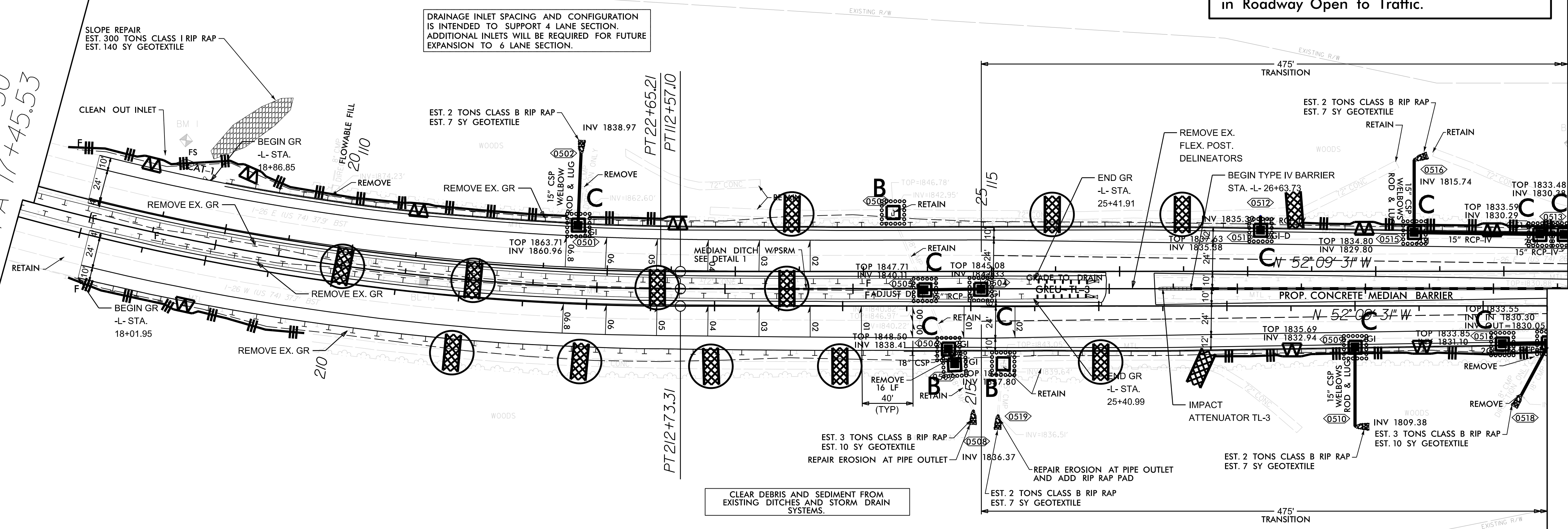
<u>Curve EBLI</u>	<u>Curve -L-I</u>	<u>Curve WBLI</u>
PI = 106+99.65	PI = 17+03.83	PI = 207+08.01
DELTA = 34° 24' 12.03" (LT)	DELTA = 34° 24' 12.03" (LT)	DELTA = 34° 24' 12.03" (LT)
D = 2' 59' 23"	D = 2' 58' 07"	D = 2' 56' 53"
T = 593.32'	T = 597.50'	T = 601.68'
L = 1150.77'	L = 1158.87'	L = 1166.98'
R = 1916.50'	R = 1930.00'	R = 1943.50'
PC = 101+06.34	PC = 11+06.34	PC = 201+06.34
PT = 112+57.10	PT = 22+65.21	PT = 212+73.31
V = 60 MPH	V = 60 MPH	V = 60 MPH



Utilize Fabric Insert Inlet Protection Devices in Lieu of Rock Inlet Sediment Traps, Type -C as Directed to Avoid Impoundment of Runoff in Roadway Open to Traffic.

MATCHLINE - SEE SHEET EC-08
 EBL STA 107+50
 WBL STA 207+50
 -L- STA 17+45.53

MATCHLINE - SEE SHEET EC-10
 EBL STA 119+50
 WBL STA 219+50



DRAINAGE INLET SPACING AND CONFIGURATION IS INTENDED TO SUPPORT 4 LANE SECTION. ADDITIONAL INLETS WILL BE REQUIRED FOR FUTURE EXPANSION TO 6 LANE SECTION.

FOR EBL PROFILE SEE SHEET 7
 FOR WBL PROFILE SEE SHEET 7