

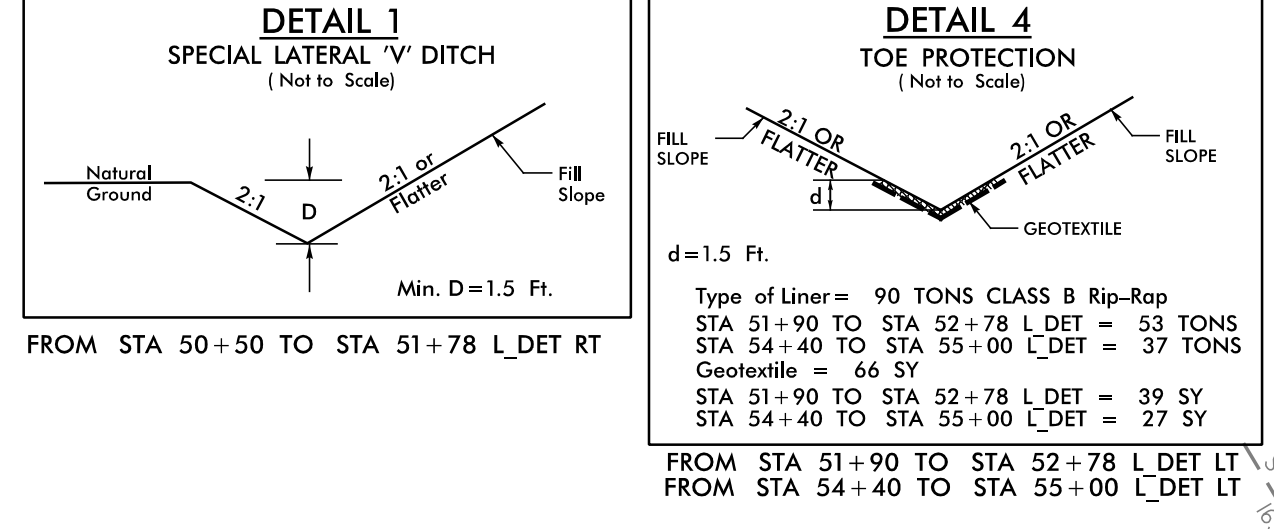
8/17/09

PROJECT REFERENCE NO. <i>BR-0011</i>	SHEET NO. 5
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	SEAL: 037874 2/1/2021 THOMAS D. GONZALES
	SEAL: 20147 2/1/2021 FRANK E. FLEMING
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-L_DET- CURVE DATA				-Y_DET- CURVE 1	
PI Sta 50+69.79	PI Sta 52+09.25	PI Sta 54+92.92	PI Sta 56+26.77	PI Sta 5+21.72	
$\Delta = 21^{\circ} 05' 07.1''$ (RT)	$\Delta = 21^{\circ} 30' 43.6''$ (LT)	$\Delta = 22^{\circ} 12' 40.8''$ (LT)	$\Delta = 18^{\circ} 48' 11.0''$ (RT)	$\Delta = 13^{\circ} 53' 23.5''$ (LT)	
D = 15' 16' 43.9"	D = 15' 16' 43.9"	D = 15' 16' 43.9"	D = 15' 16' 43.9"	D = 76' 23' 39.7"	
L = 138.00'	L = 140.80'	L = 145.37'	L = 123.07'	L = 18.18'	
T = 69.79'	T = 71.24'	T = 73.61'	T = 62.09'	T = 9.14'	
R = 375.00'	R = 375.00'	R = 375.00'	R = 375.00'	R = 75.00'	

DETOUR DESIGN SPEED = (35 MPH)

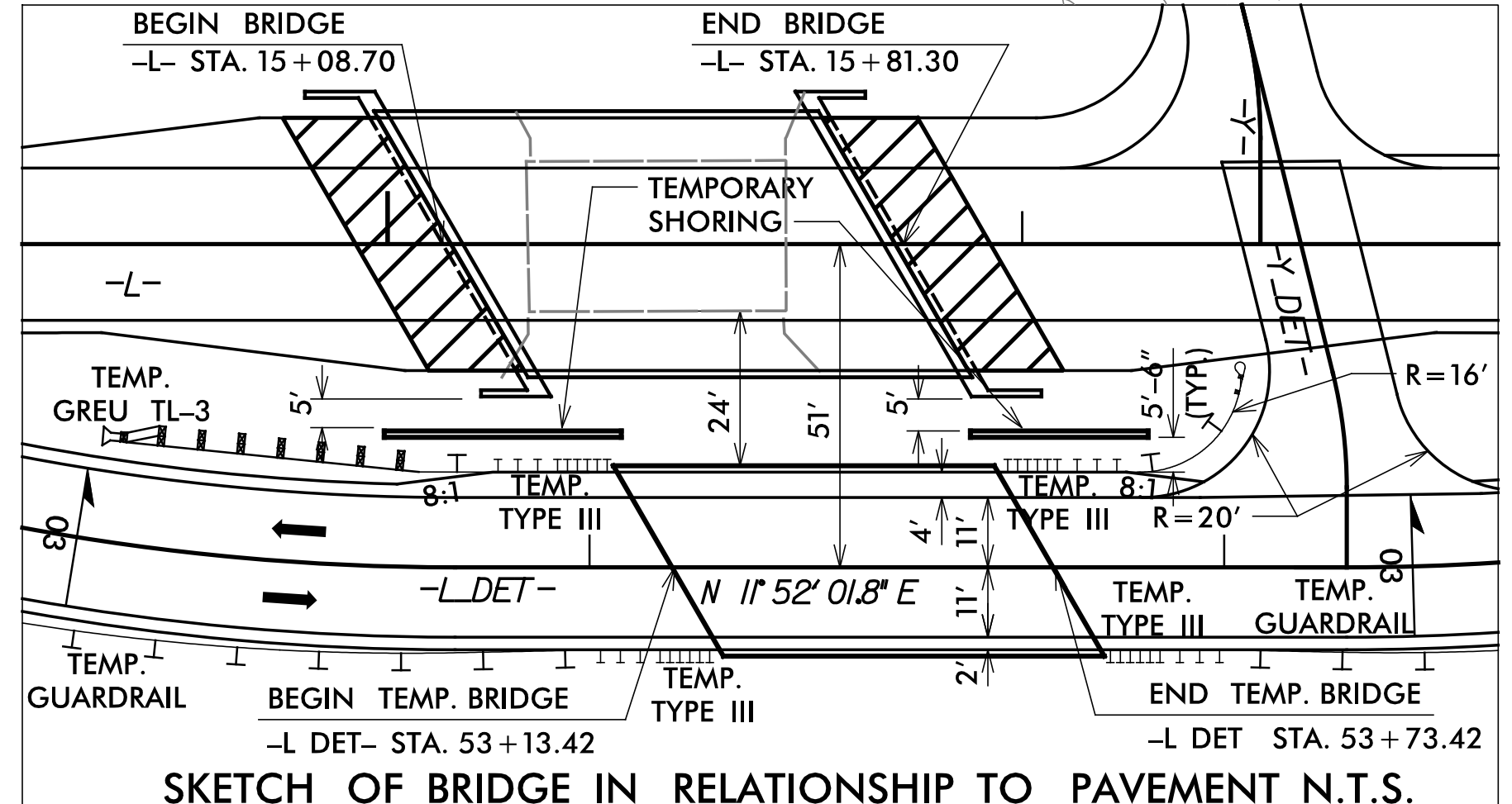
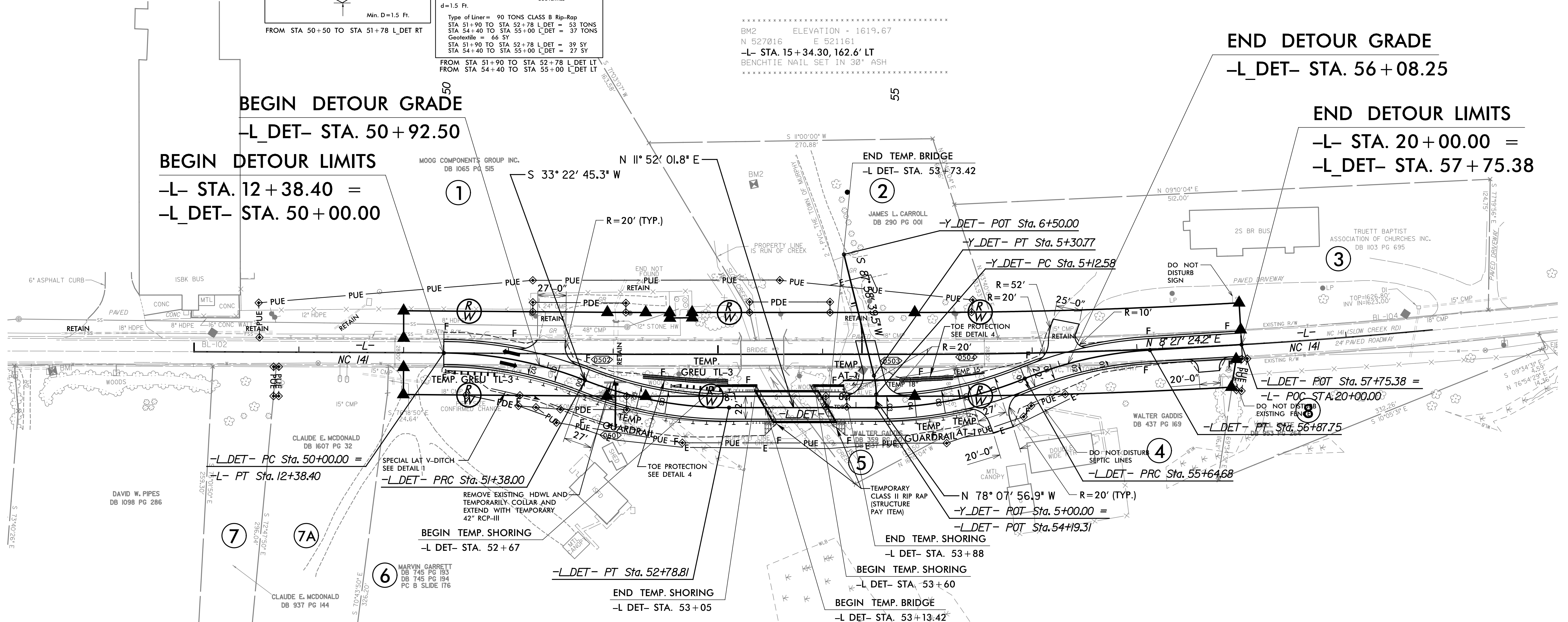


DETOUR

 BM2 ELEVATION = 1619.67
 N 527016 E 521161
 -L- STA. 15+34.30, 162.6' LT
 BENCHTIE NAIL SET IN 30" ASH

END DETOUR GRADE
 -L_DET- STA. 56+08.25
 END DETOUR LIMITS
 -L- STA. 20+00.00 =
 -L_DET- STA. 57+75.38

BEGIN DETOUR GRADE
 -L_DET- STA. 50+92.50
 BEGIN DETOUR LIMITS
 -L- STA. 12+38.40 =
 -L_DET- STA. 50+00.00



FOR -L_DET- PROFILE SEE SHEET 6
 FOR -Y_DET- PROFILE SEE SHEET 6

REVISIONS

8/17/09
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