MATCHLINE STA. 918+00

MATCHLINE STA. 924+00

+30.2 C.E. 30.0' WIDE

+05.3 C.E. 30.0' WIDE

PROP. P.E.

CONSTRUCTION LIMITS

EXIST. ROW

LOCUST ST

+74.0 C.E. 30.0' WIDE

+06.9 C.E. 12.0' WIDE

PROP. T.E.

EXIST. ROW

20' TO FACE OF TURNOUT CURB (TYP.)

918 919 920+00 921 10+00 922 923

+82.0 +23.5 +82.8 00+0 +26.92 +72.74 +56.00

15' 15' 20' 20'

+62.8 C.E. 14.0' WIDE

+48.3 C.E. 14.0' WIDE

PROP. T.E.

+96.1 T.E. 8.0' WIDE

+40.5 C.E. 30.0' WIDE

PROP. T.E.

+24.2 C.E. 24.0' WIDE

EXIST. ROW

0' 20' 40'

SCALE

LEGEND

1 PROP. AGGREGATE SHOULDERS, TYPE B
2 PROP. PCC PAVEMENT 8 3/4" (JOINTED)
4 PROP. COMB. CONC. CURB AND GUTTER, TYPE B-6.24
5 PROP. MILL AND OVERLAY (SEE TYPICALS AND SCHEDULES)
6 PROP. HMA BASE COURSE, 6 1/2" AND INCIDENTAL HMA SURF (1 1/2")
7 PROP. AGGREGATE SURFACE COURSE, TYPE B (8")
8 PROP. PCC DRIVEWAY PAVEMENT, 6 INCH
9 PROP. PCC DRIVEWAY PAVEMENT, 7 INCH
10 PROP. PCC SIDEWALK, 4 INCH
11 PROP. INCIDENTAL HMA SURFACING (3")
12 PROP. CONCRETE CURB, TYPE B

PROPOSED US ROUTE 24 CENTERLINE

EXISTING US ROUTE 24 CENTERLINE

716 714 712 710 708 706 704 702 700

K = 425
249.09' V.C.

+0.43% +1.02%

VPI STA. 918+55.18
ELEVATION 707.91

+79.72 EL. 709.17

+76.77 EL. 710.16

+1.02% +0.59%

VPI STA. 921+19.23
ELEVATION 710.59

+63.68 EL. 710.84

K = 200
84.93' V.C.

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