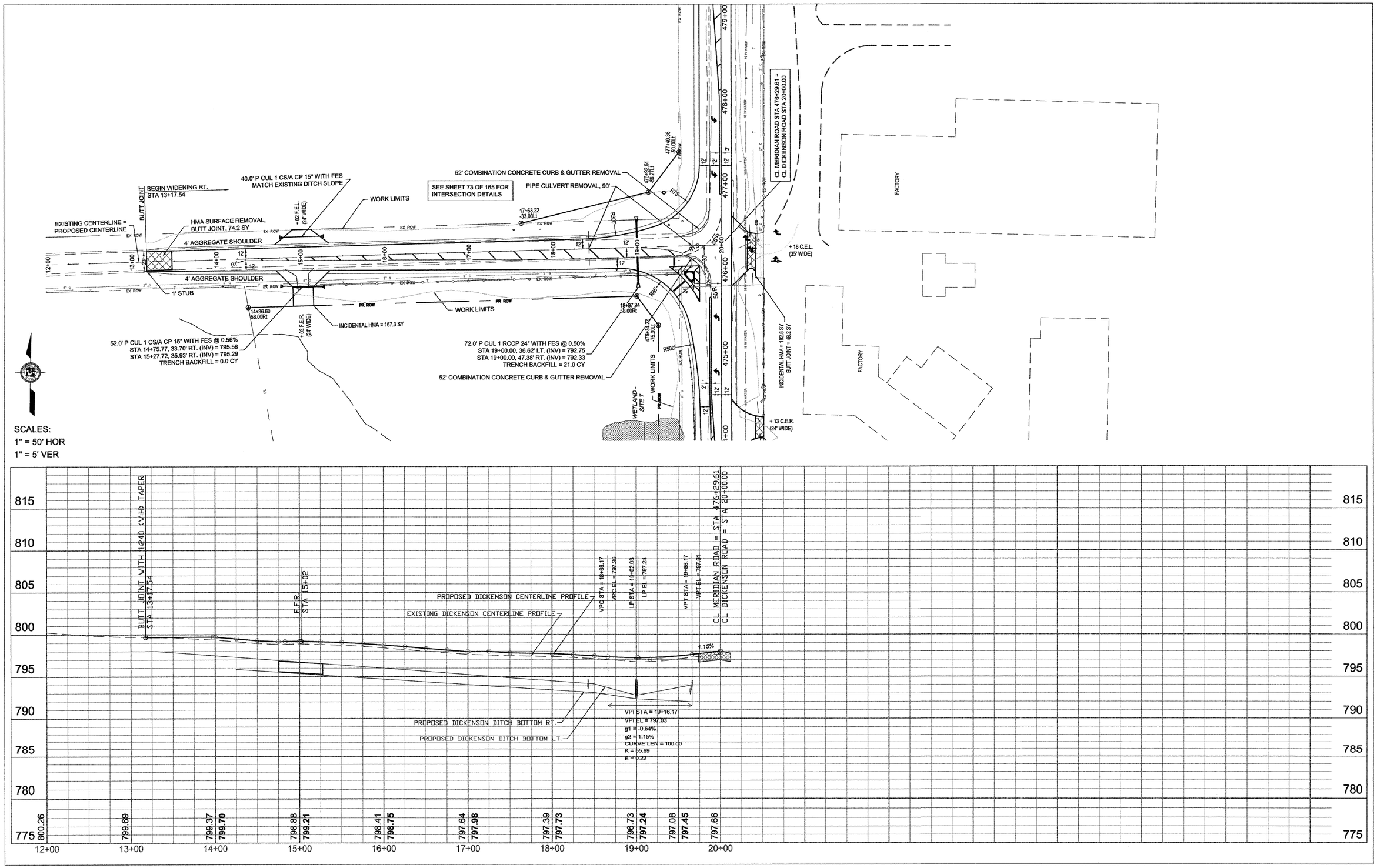
BEGIN WIDENING RT.
STA 13+17.54
BUTT JOINT
EXISTING CENTERLINE = PROPOSED CENTERLINE
HMA SURFACE REMOVAL, BUTT JOINT, 74.2 SY
4' AGGREGATE SHOULDER
1' STUB
40.0' P CUL 1 CS/A CP 15" WITH FES MATCH EXISTING DITCH SLOPE
+.02 F.E.L. (24' WIDE)
WORK LIMITS
SEE SHEET 73 OF 165 FOR INTERSECTION DETAILS
52' COMBINATION CONCRETE CURB & GUTTER REMOVAL
PIPE CULVERT REMOVAL, 90'
CL MERIDIAN ROAD STA 476+29.61 = CL DICKENSON ROAD STA 20+00.00
+18 C.E.L. (35' WIDE)
+13 C.E.R. (24' WIDE)
INCIDENTAL HMA = 157.3 SY
52.0' P CUL 1 CS/A CP 15" WITH FES @ 0.56%
STA 14+75.77, 33.70' RT. (INV) = 795.58
STA 15+27.72, 35.93' RT. (INV) = 795.29
TRENCH BACKFILL = 0.0 CY
72.0' P CUL 1 RCCP 24" WITH FES @ 0.50%
STA 19+00.00, 36.62' LT. (INV) = 792.75
STA 19+00.00, 47.38' RT. (INV) = 792.33
TRENCH BACKFILL = 21.0 CY
52' COMBINATION CONCRETE CURB & GUTTER REMOVAL
INCIDENTAL HMA = 182.8 SY
BUTT JOINT = 48.2 SY
WETLAND - SITE 7
FACTORY
SCALES:
1" = 50' HOR
1" = 5' VER
BUTT JOINT WITH 1:240 (V:H) TAPER
STA 13+17.54
F.E.R.
STA 15+02
PROPOSED DICKENSON CENTERLINE PROFILE
EXISTING DICKENSON CENTERLINE PROFILE
VPC STA = 18+63.17
VPC EL = 797.36
LP STA = 19+02.03
LP EL = 797.24
VPT STA = 19+66.17
VPT EL = 797.61
CL MERIDIAN ROAD = STA 476+29.61
CL DICKENSON ROAD = STA 20+00.00
1.15%
PROPOSED DICKENSON DITCH BOTTOM RT.
PROPOSED DICKENSON DITCH BOTTOM LT.
VPI STA = 19+16.17
VPI EL = 797.03
g1 = -0.64%
g2 = 1.15%
CURVE LEN = 100.00
K = 55.69
E = 0.22
800.26
799.69
799.37
799.70
798.88
799.21
798.41
798.75
797.64
797.98
797.39
797.73
796.73
797.24
797.08
797.45
797.66
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00