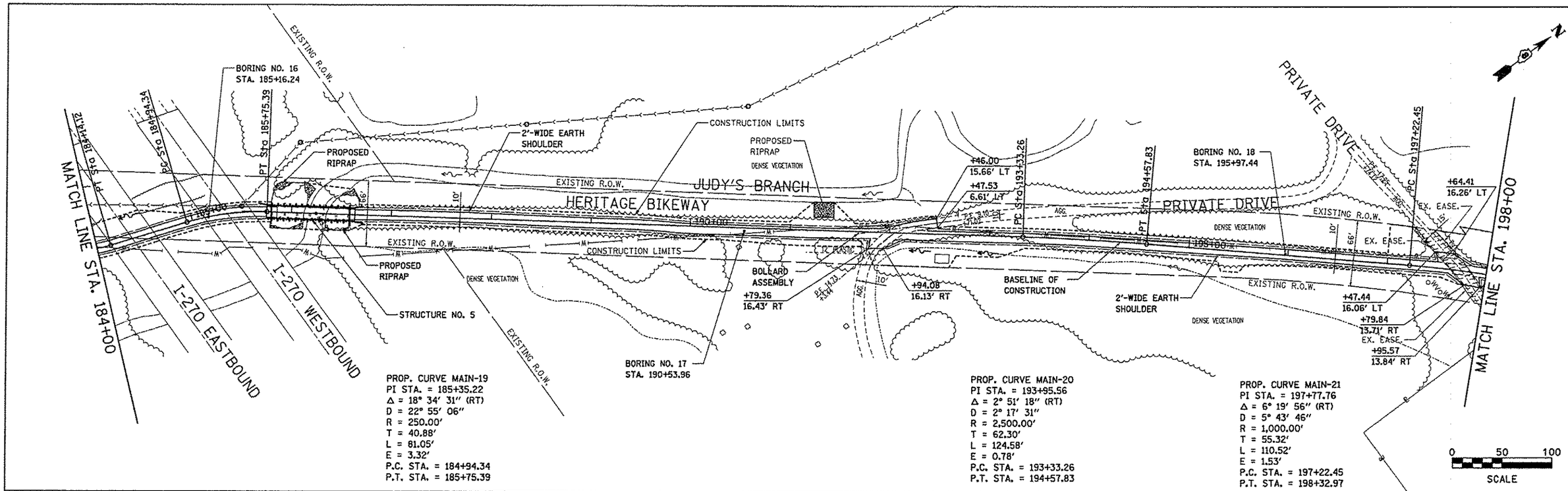
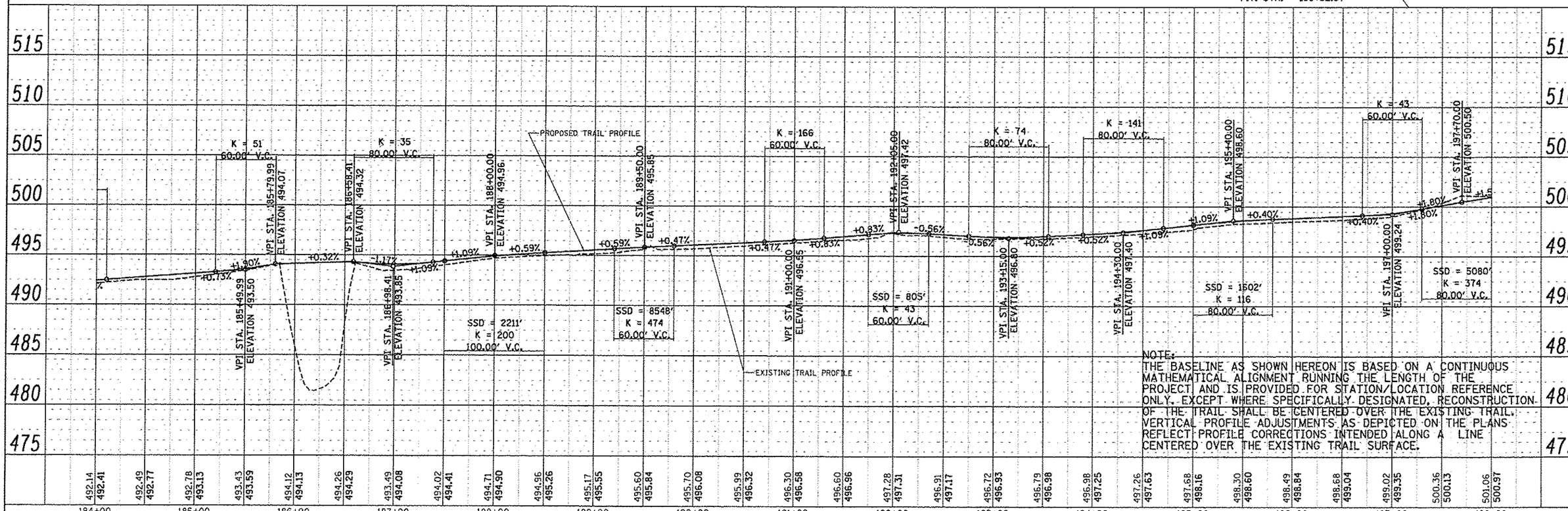

BORING NO. 16
STA. 185+16.24
PC Sta 184+94.34
PT Sta 185+75.39
EXISTING R.O.W.
2'-WIDE EARTH SHOULDER
CONSTRUCTION LIMITS
PROPOSED RIPRAP
DENSE VEGETATION
JUDY'S BRANCH
HERITAGE BIKEWAY
MATCH LINE STA. 184+00
I-270 EASTBOUND
I-270 WESTBOUND
STRUCTURE NO. 5
BORING NO. 17
STA. 190+53.96
BOLLARD ASSEMBLY
+79.36
16.43' RT
+46.00
15.66' LT
+47.53
6.61' LT
PC Sta 193+33.26
PT Sta 194+57.83
BORING NO. 18
STA. 195+97.44
PRIVATE DRIVE
PC Sta 197+22.45
+64.41
16.26' LT
EX. EASE.
+94.08
16.13' RT
BASELINE OF CONSTRUCTION
+47.44
16.06' LT
+79.84
13.71' RT
+95.57
13.84' RT
MATCH LINE STA. 198+00
0 50 100
SCALE
PROP. CURVE MAIN-19
PI STA. = 185+35.22
Δ = 18° 34' 31" (RT)
D = 22° 55' 06"
R = 250.00'
T = 40.88'
L = 81.05'
E = 3.32'
P.C. STA. = 184+94.34
P.T. STA. = 185+75.39
PROP. CURVE MAIN-20
PI STA. = 193+95.56
Δ = 2° 51' 18" (RT)
D = 2° 17' 31"
R = 2,500.00'
T = 62.30'
L = 124.58'
E = 0.78'
P.C. STA. = 193+33.26
P.T. STA. = 194+57.83
PROP. CURVE MAIN-21
PI STA. = 197+77.76
Δ = 6° 19' 56" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 55.32'
L = 110.52'
E = 1.53'
P.C. STA. = 197+22.45
P.T. STA. = 198+32.97


PROPOSED TRAIL PROFILE
EXISTING TRAIL PROFILE
K = 51
60.00' V.C.
VPI STA. 185+79.99
ELEVATION 494.07
K = 35
80.00' V.C.
VPI STA. 186+98.41
ELEVATION 494.32
VPI STA. 186+98.41
ELEVATION 493.85
VPI STA. 185+49.99
ELEVATION 493.50
SSD = 2211'
K = 200
100.00' V.C.
VPI STA. 188+00.00
ELEVATION 494.96
SSD = 8548'
K = 474
60.00' V.C.
VPI STA. 189+50.00
ELEVATION 495.85
K = 166
60.00' V.C.
VPI STA. 191+00.00
ELEVATION 496.65
VPI STA. 192+66.00
ELEVATION 497.42
SSD = 805'
K = 43
60.00' V.C.
K = 74
80.00' V.C.
VPI STA. 193+15.00
ELEVATION 496.80
K = 141
80.00' V.C.
VPI STA. 194+30.00
ELEVATION 497.40
SSD = 1502'
K = 116
80.00' V.C.
VPI STA. 195+40.00
ELEVATION 498.60
K = 43
60.00' V.C.
VPI STA. 197+00.00
ELEVATION 499.24
SSD = 5080'
K = 374
80.00' V.C.
VPI STA. 197+70.00
ELEVATION 500.50
+0.73%
+1.90%
+0.32%
-1.17%
+1.09%
+0.59%
+0.59%
+0.47%
+0.47%
+0.83%
+0.83%
-0.56%
-0.56%
+0.52%
+0.52%
+1.09%
+1.09%
+0.40%
+0.40%
+1.80%
+1.80%
NOTE:
THE BASELINE AS SHOWN HEREON IS BASED ON A CONTINUOUS MATHEMATICAL ALIGNMENT RUNNING THE LENGTH OF THE PROJECT AND IS PROVIDED FOR STATION/LOCATION REFERENCE ONLY. EXCEPT WHERE SPECIFICALLY DESIGNATED, RECONSTRUCTION OF THE TRAIL SHALL BE CENTERED OVER THE EXISTING TRAIL. VERTICAL PROFILE ADJUSTMENTS AS DEPICTED ON THE PLANS REFLECT PROFILE CORRECTIONS INTENDED ALONG A LINE CENTERED OVER THE EXISTING TRAIL SURFACE.

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