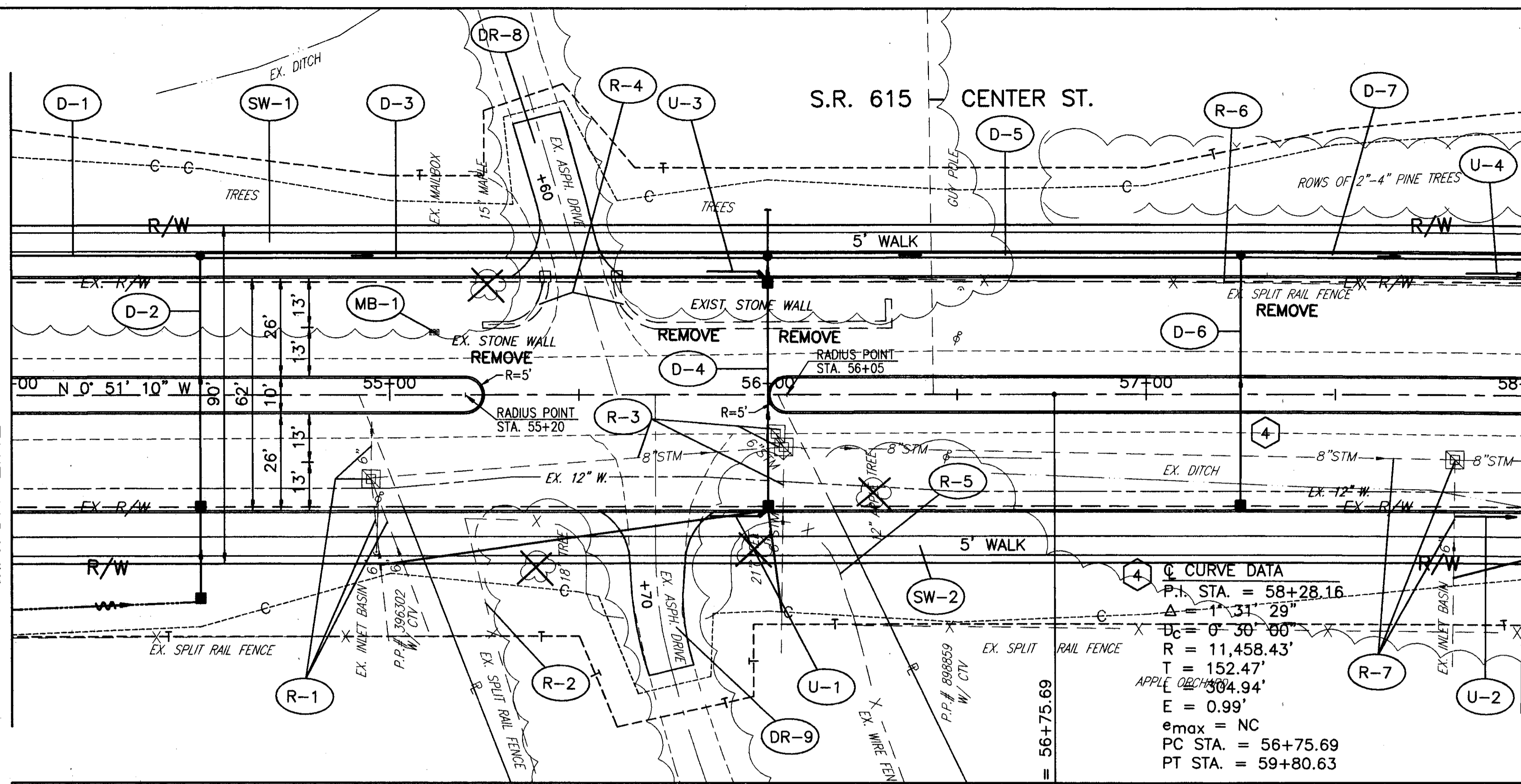
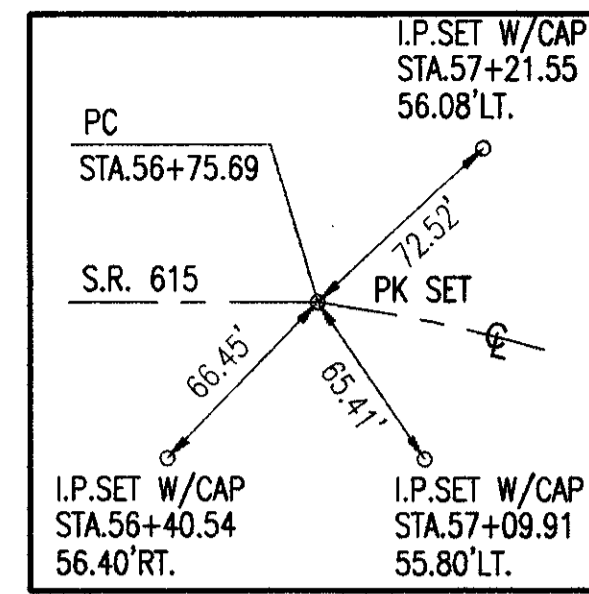


H:\CT\97125\SDSK\7125714.DWG - PLOT SCALE = 1 : 1

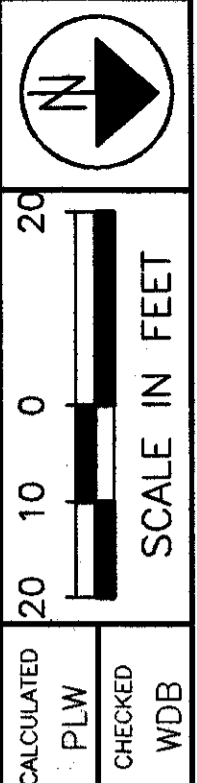
MATCH LINE - STA. 54+00



¢ CURVE DATA
 P.I. STA. = 58+28.16
 $\Delta = 1^\circ 31' 29''$
 $D_c = 0^\circ 30' 00''$
 $R = 11,458.43'$
 $T = 152.47'$
 $L = 304.94'$
 $E = 0.99'$
 $e_{max} = NC$
 PC STA. = 56+75.69
 PT STA. = 59+80.63



SWTIE#9



748.65	747.69	746.68	745.61	744.50	743.33	742.12	740.85	739.53	738.16	736.73	735.26	733.76		730.76	729.29	727.90
<p>750</p> <p>-3.12%</p> <p>745</p> <p>50 L.F. - 15" CONDUIT, TYPE C @ 3.20%</p> <p>740</p> <p>150 L.F. - 18" CONDUIT, TYPE C @ 4.80%</p> <p>735</p> <p>STD. MH 3 STA. 54+50, 37' LT. RIM = 746.98 15" INV. E = 740.59 15" INV. S = 740.31 18" INV. N = 740.06</p> <p>730</p> <p>EXIST. 18" CONDUIT, TYPE C @ 5.60%</p> <p>725</p> <p>350' V.C. PVI STA = 55+00 PVI ELEV = 745.76 SSD = 406'</p> <p>720</p> <p>STD. MH 3 STA. 56+00, 37' LT. RIM = 739.83 18" INV. S & N = 732.86 12" INV. W = 733.36 12" INV. E = 734.27</p> <p>715</p> <p>STD. MH 3 STA. 57+25, 37' LT. RIM = 732.56 12" INV. E = 726.16 18" INV. S & N = 725.82</p> <p>710</p> <p>EXIST. 18" CONDUIT, TYPE C @ 5.60%</p> <p>705</p> <p>75 L.F. - 18" CONDUIT, TYPE C @ 5.60%</p> <p>700</p> <p>747.2</p> <p>745.6</p> <p>743.9</p> <p>741.5</p> <p>738.5</p> <p>734.9</p> <p>731.5</p> <p>728.2</p>																
-00	55+00	56+00	57+00	58+00												

FOR TYPICAL SECTIONS, SEE SHEETS 5 THRU 15
 FOR ROADWAY AND DRAINAGE QUANTITIES, SEE SHEET 84
 FOR CROSS SECTIONS AND PIPE PROFILES, SEE SHEETS 97 THRU 144
 FOR SUPERELEVATION TABLES, SEE SHEETS 246 THRU 254
 FOR INTERSECTION DETAILS, SEE SHEETS 255 THRU 262
 FOR DRIVEWAY PLANS AND PROFILES, SEE SHEETS 267 THRU 281
 FOR DRIVEWAY DETAILS, SEE SHEET 282
 FOR SIGNING AND PAVEMENT MARKING PLAN, SEE SHEETS 299 THRU 307

BENCH MARK #7
 TOP I.P. SET
 SWING TIE #9
 STA. 57+09.91, 55.80' RT.
 ELEV. 738.30

S.R. 615 - PLAN AND PROFILE STA. 54+00 TO STA. 58+00
 LAK-IR90/SR615-9.26/1.51
 83
 393