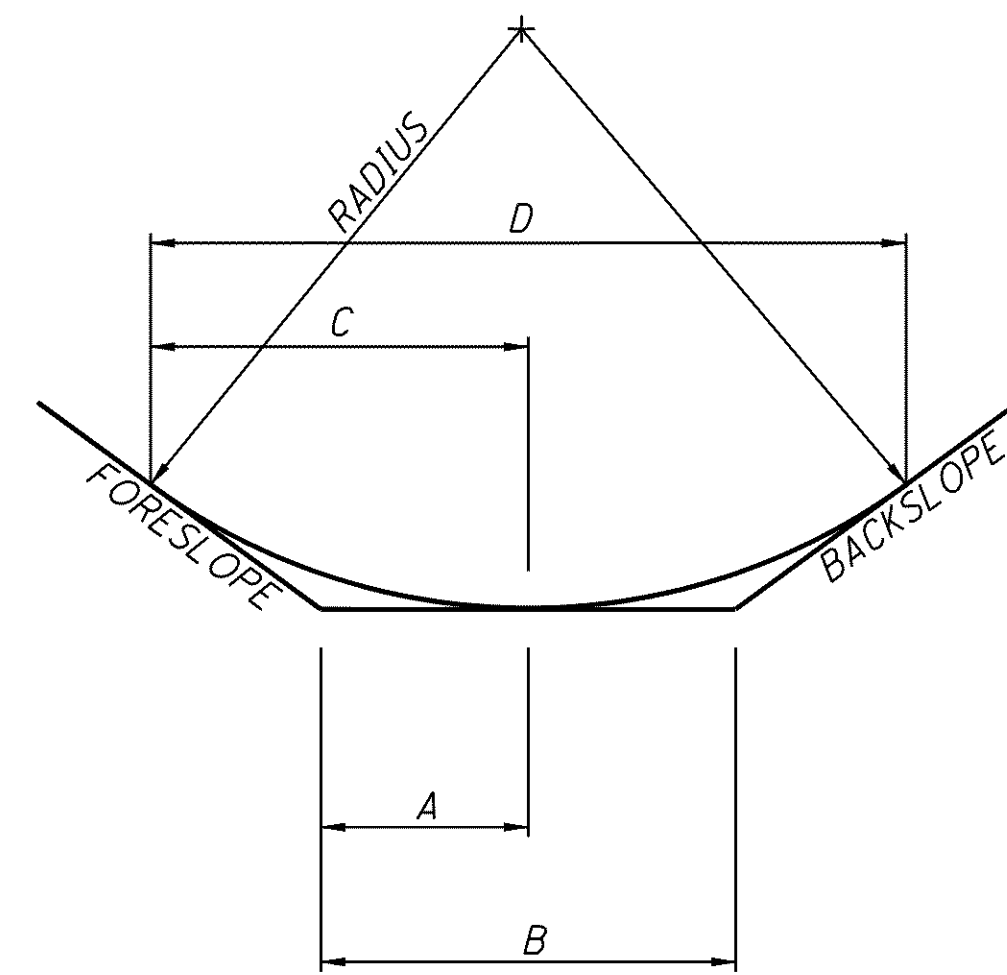


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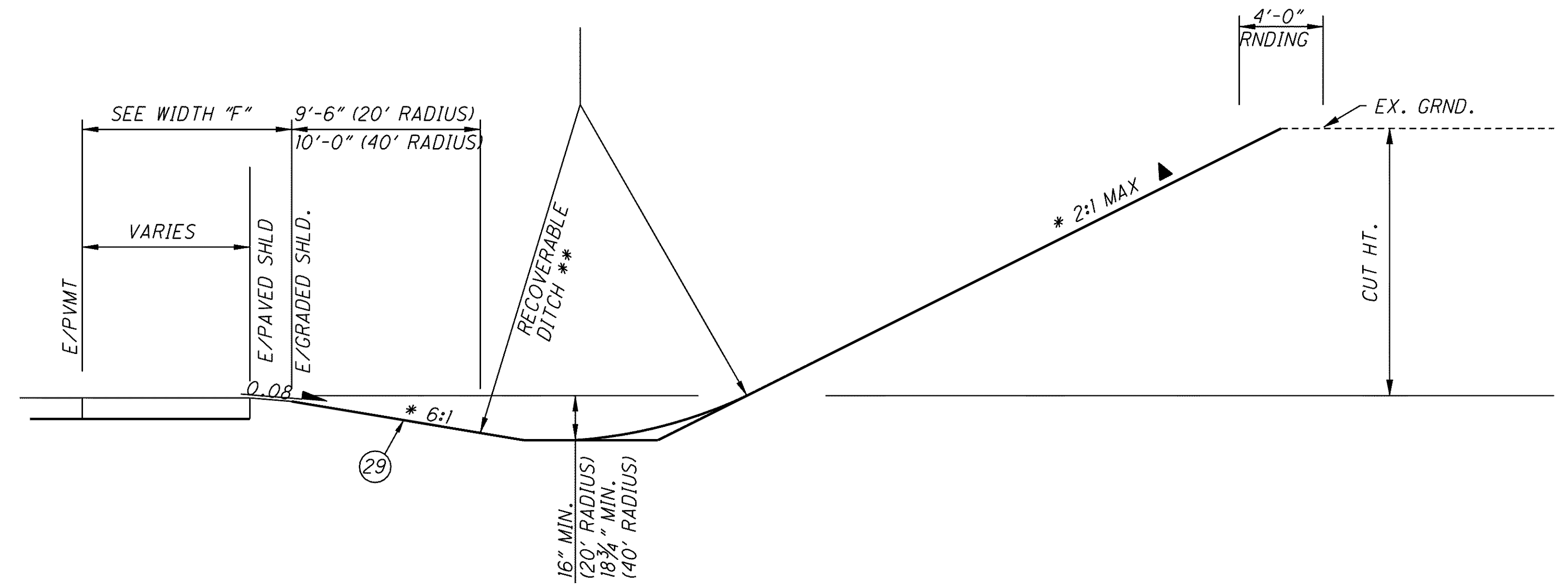
FORESLOPE	BACKSLOPE								BACKSLOPE			
	20' RADIUS		6:1		4:1		3:1		40' RADIUS		2:1	
	A	C	B	D	B	D	B	D	A	C	B	D
8:1	1'3"	2'6"	2'11"	5'9"	3'8"	7'4"	4'6"	8'10"	2'6"	5'0"	11'11"	22'10"
6:1	1'8"	3'3"	3'4"	6'7"	4'1"	8'2"	4'11"	9'7"	3'4"	6'7"	12'9"	24'6"
4:1	2'6"	4'10"	4'1"	8'2"	4'11"	9'8"						
3:1	3'3"	6'4"	4'11"	9'7"								

RECOVERABLE DITCH DETAIL

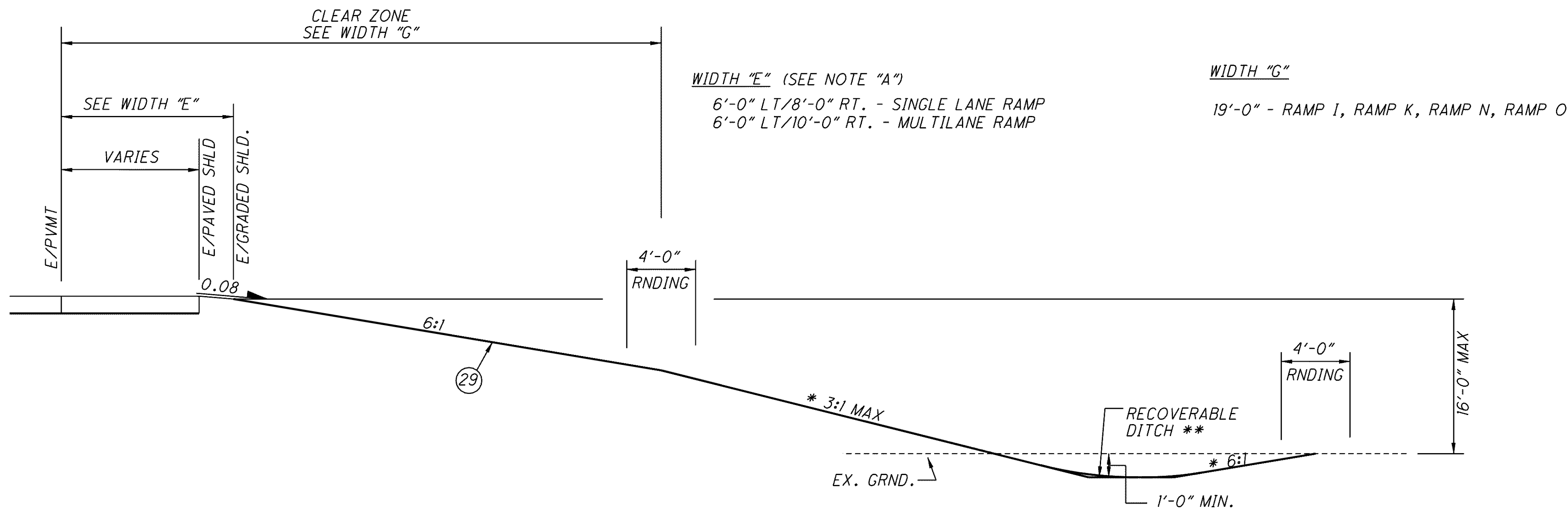
WIDTH "F" (SEE NOTE "A")
 6'-0" LT/8'-0" RT. - SINGLE LANE RAMP
 6'-0" LT/10'-0" RT. - MULTILANE RAMP

NOTE "A"
 ALL DIMENSIONS ARE DEFINED LOOKING IN DIRECTION OF TRAVEL

NOTE "B"
 SEE CROSS SECTIONS FOR GRADING TRANSITIONS FROM MAINLINE TO RAMP WIDTHS



CUT SECTION - CASE 3 (CLEAR ZONE/SAFETY GRADING)



WIDTH "E" (SEE NOTE "A")
 6'-0" LT/8'-0" RT. - SINGLE LANE RAMP
 6'-0" LT/10'-0" RT. - MULTILANE RAMP

WIDTH "G"
 19'-0" - RAMP I, RAMP K, RAMP N, RAMP O

▲ APPROXIMATE CUT BACKSLOPE (SEE CROSS SECTIONS FOR ACTUAL SLOPES)

BACKSLOPE	CUT HEIGHT
2:1	> 15'
3:1	12' TO 15'
4:1	8' TO 11'
6:1	< 8'

NOTE: IF BACKSLOPE IS GREATER THAN 3:1, USE 40' RADIUS.

FILL SECTION - CASE 3 (CLEAR ZONE/SAFETY GRADING)

** SEE RECOVERABLE DITCH DETAIL ON THIS SHEET
 * OR AS SHOWN ON CROSS SECTIONS

FOR PROPOSED LEGEND, SEE SHEET NO. 14