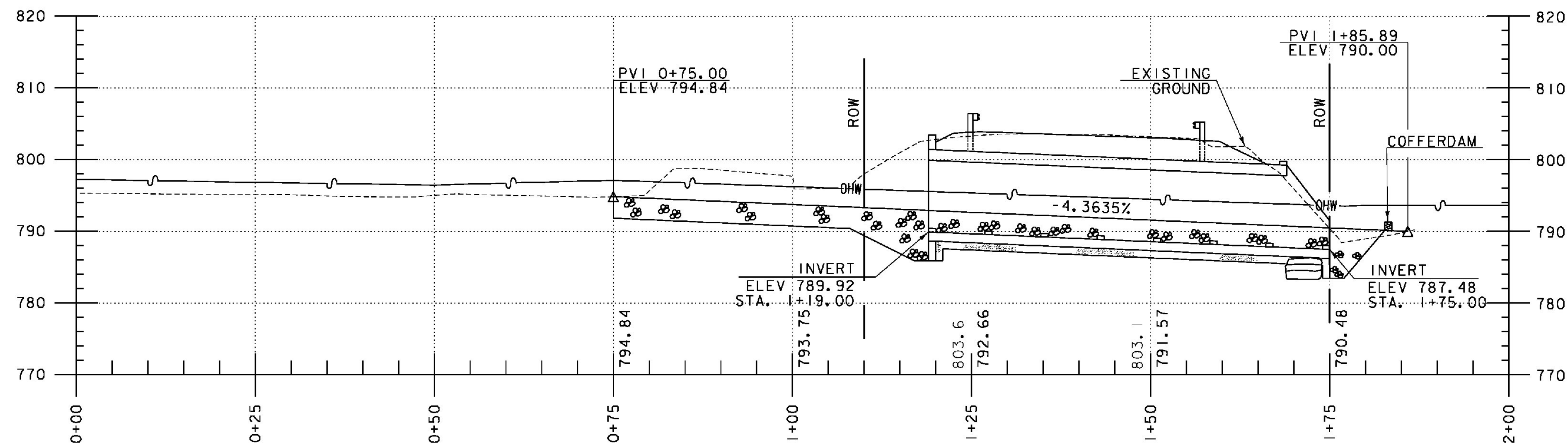
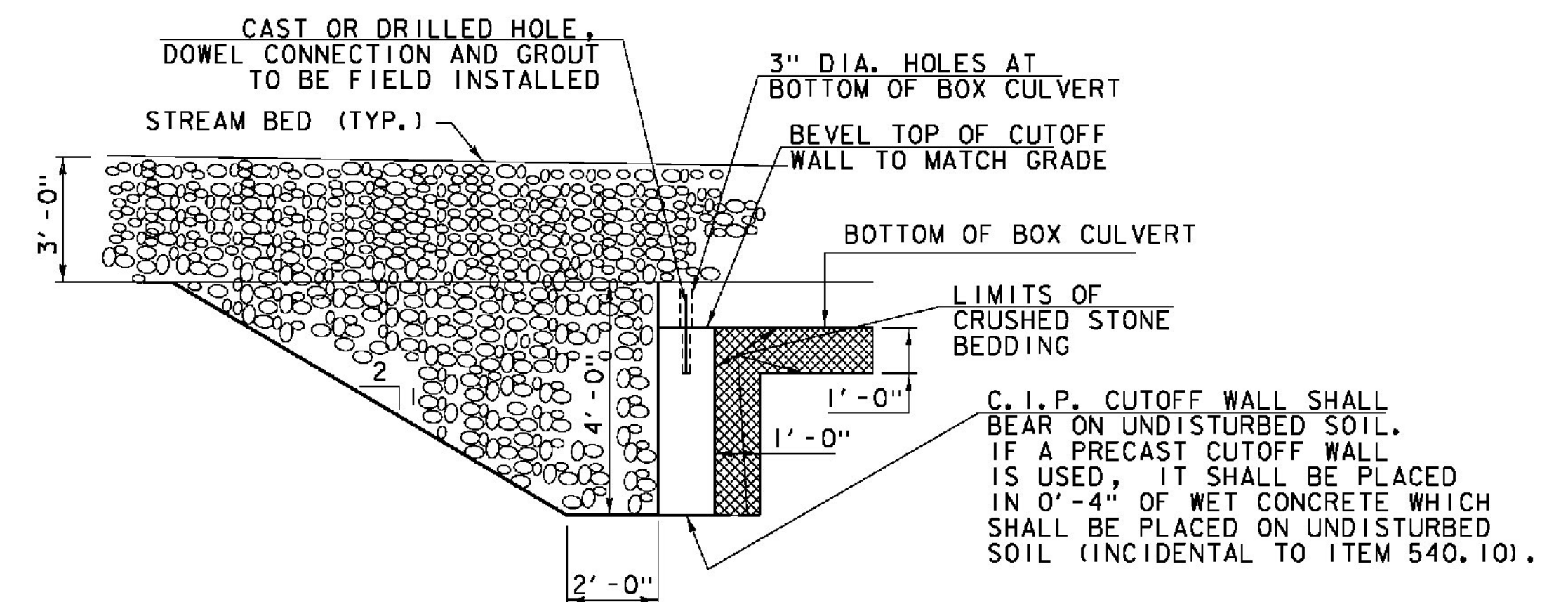
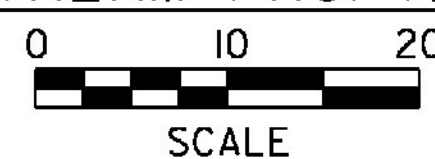




NOTE:
ELEVATIONS SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND ALONG PROPOSED CENTERLINE.

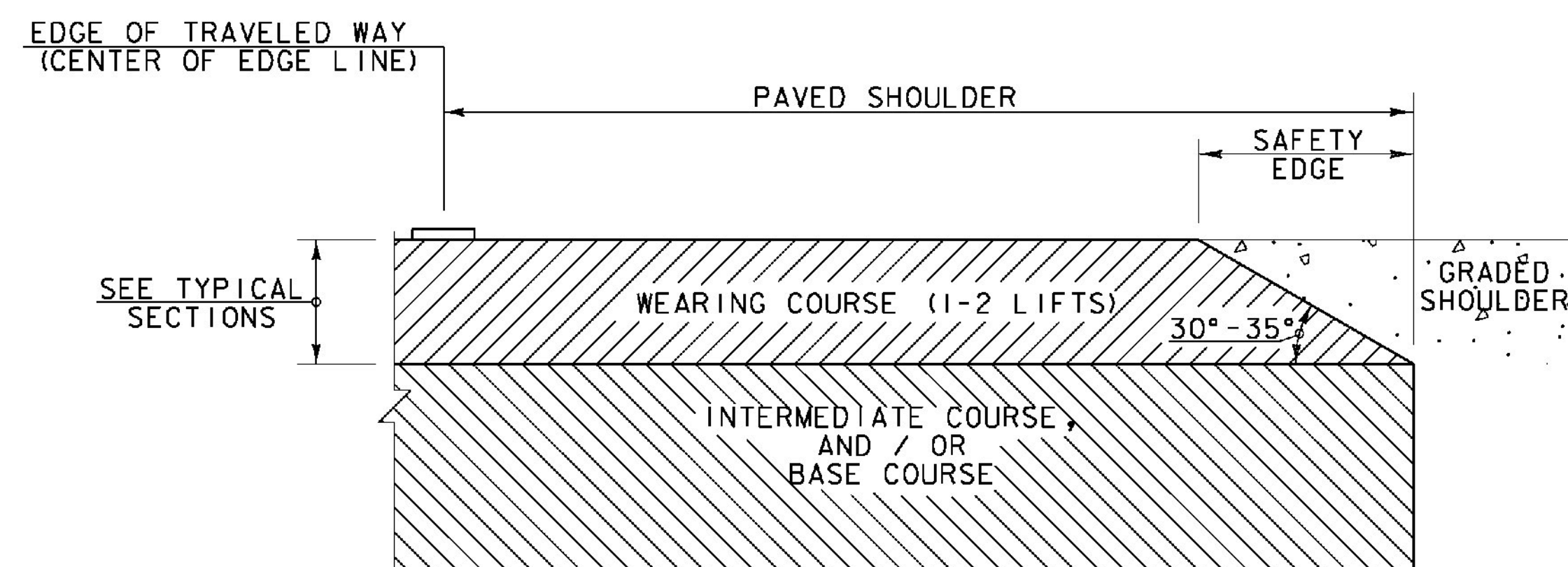
ELEVATIONS SHOW TO THE NEAREST HUNDREDTH ARE FINISHED GRADE ALONG PROPOSED CENTERLINE.

STREAM PROFILE



INLET CUTOFF WALL DETAIL

NOT TO SCALE

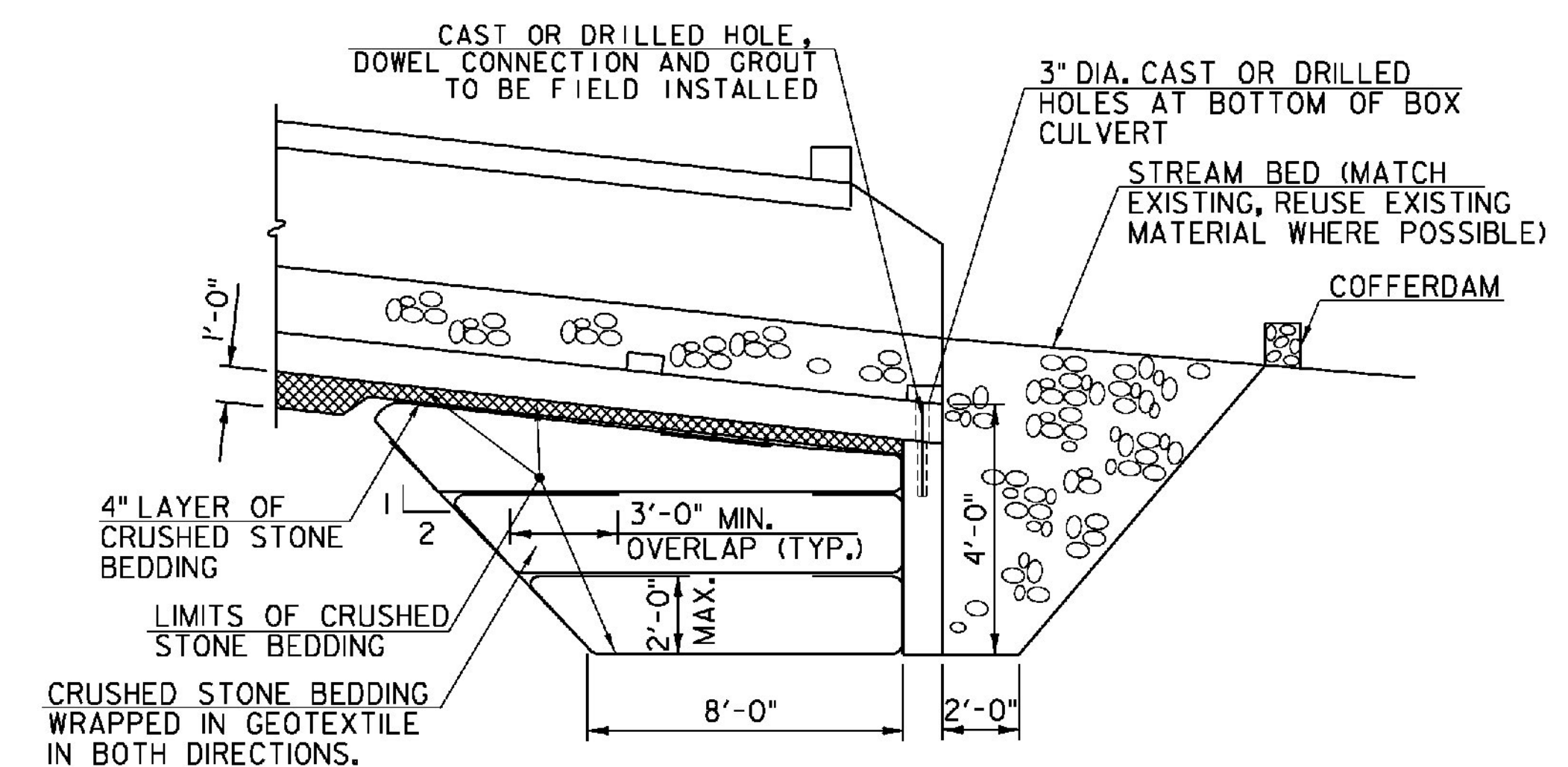


SAFETY EDGE DETAIL

NOT TO SCALE

NOTES:

1. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.
2. THE PAVED SHOULDER EXTENDS FROM THE EDGE OF TRAVELED WAY TO THE EDGE OF THE WEARING COURSE, INCLUDING THE "SAFETY EDGE".



OUTLET CUTOFF WALL DETAIL

NOT TO SCALE



PROJECT NAME: IRASBURG
PROJECT NUMBER: STP CULV(30)

FILE NAME: zllc266strm.pro.dgn
PROJECT LEADER: M. CHENETTE
DESIGNED BY: J. HUNGERFORD
STREAM PROFILE - BR7

PLOT DATE: 10/21/2014
DRAWN BY: L. BUXTON
CHECKED BY: M. CHENETTE
SHEET 37 OF 55