

21+40.5 LT ~ 21+50 LT
Guard Rail, Standard Steel Beam
w/Steel Post Type II

21+36 LT ~ 21+40.5 LT
Guard Rail Approach Section Type II

21+52.5 RT ~ 21+64 RT
Guard Rail Approach Section Type II
(w/G-Id Anchor)

21+03 LT ~ 21+15.6 LT
Guard Rail Approach
Section Type II

21+50
21+43.71
END BRIDGE
RESUME ROADWAY

21+21 RT ~ 21+32.6 RT
Guard Rail Approach
Section Type II

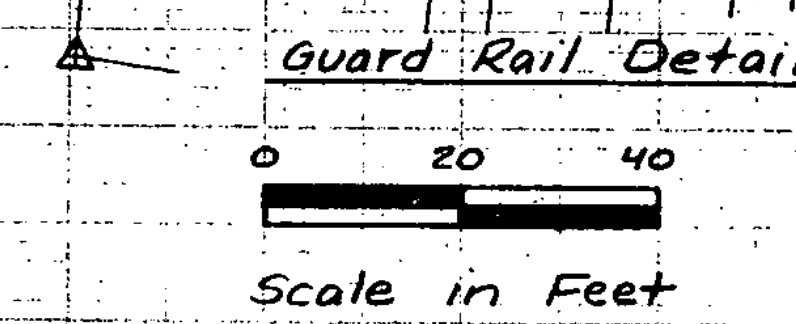
R+35
FLOWERING CRAB TREE SAVE OR TRANSPLANT
AS DIRECTED BY THE ENGINEER

20+91 LT ~ 21+03 LT
Guard Rail, Standard Steel
Beam w/Steel Posts Type II

21+21 RT ~ 21+34 RT
Guard Rail, Standard Steel Beam
w/Steel Posts, Type II

20+42 LT ~ 21+12 LT
Area To Be Paved For Fire Dept. Use

21+34.50
21+24.80
STOP ROADWAY
BEGIN BRIDGE



PT 20+99.42
D=7° 30' LT
Full Bank 0.059 FT/FT

21+00
M/L POC 20+56.00 =
Rev TR#2 P.O.T 5+03.51

21+00 RT
Construct Drive (35' wide)

20+60 RT ~ 23+50 RT
Existing Water Main - Do Not Disturb

20+59 RT 39
Adjust Elev. Of Valve Box

20+56 RT
Construct Approach (TR#2)

20+30 LT
Existing 30" Pipe - Retain

20+55

500

500

FROM STA. 20+55	TO STA. 21+60
PROJECT NAME	HINEBURG MAINLINE
NO.	FGP-11076
SURVEYED BY	MORRIS
SHEET 64 OF 76	SHEETS
	PLOTTED 10/27/88
	JULY 1988

SCALE = 1"=40'