PLOTTED: 5/20/2025 9:00:03 AM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				OF

REV NO	REVISIONS	DATE	BY	APPD

PE SYSTEMS 272

PC STA 198+72.50

SR 16 SEG 10/20
SPEED LIMIT 45

S18°11'07"W

LEGAL RIGHT-OF-WAY LINE

EA

199

BEGIN GUIDE RAIL
STA 200+30.00, **.*' LT
TRANSITION FROM
EXISTING TYPE 2-S
TO TYPE 31-S
GUIDE RAIL

STONE

PE SYSTEMS 273

INV 1789.74

BEGIN GRS WALL
STA 201+00.00

TOTAL GRS
LENGTH = 135.00'

PI STA 201+61.24
Δ = 33°38'00" LT
D = 05°59'50"
T = 288.75'
L = 560.81'
R = 955.37'
E = 42.68'
SE = ___%

END GRS WALL
BEGIN SOIL NAILED SLOPE
WITH MESH AND SHOTCRETE
BULB SHOULDER REPAIR.
STA 201+85.00

TEMPORARY
CONSTRUCTION
EASEMENT

END SOIL NAILED SLOPE
WITH MESH AND SHOTCRETE
BULB SHOULDER REPAIR.
STA 203+45.00

END SHOULDER
RECONSTRUCTION, LT
STA 203+85.00

END MILL/OVERLAY
STA 204+40.00

END GUIDE RAIL
STA 204+55.00, **.*' LT
PERMANENT IMPACT
ATTENUATING DEVICE
TYPE II, TEST LEVEL 3,
TANGENT (MASH)

PT STA 204+33.31

LEGAL RIGHT-OF-WAY LINE

TRUCKS OVER 10,000 LBS
GROSS WEIGHT STOP ½ MI

LEGAL RIGHT-OF-WAY LINE

REDUCED GEAR ZONE

200

T-11

STONE

18" RCP

201

T-15

STONE

INV 1765.82

206

205

MAC

S15°26'53"E

SR 0016 (BUCHANAN TRAIL W)

TOTAL SOIL NAIL LENGTH = 160.00'

T-12

T-13

12" DIP

12" RCP

204

202

203

PE SYSTEMS 276

LIMIT OF WORK
STA 199+30.00
SEG **** OFFSET ****
SR 0016 SEC 056
PETERS TOWNSHIP
FRANKLIN COUNTY

START WORK
STA 200+30.00
SEG **** OFFSET ****
SR 0016 SEC 056

BEGIN FULL-DEPTH
RECONSTRUCTION, LT
BEGIN MILL/OVERLAY, RT
STA 200+30.00

4X4 WOOD PLANK GRATE

TG 1796.46
INV 1793.82

T-14

SPEED LIMIT 45

EA

PDH DISK (NOT LEVELED)

PE SYSTEMS 275

4X4 WOOD PLANK GRATE
SOME PLANKS MISSING

TG 1770.10
INV 1768.46

PE SYSTEMS 274

EA

END FULL-DEPTH
RECONSTRUCTION, LT
BEGIN SHOULDER
RECONSTRUCTION, LT
BEGIN MILL/OVERLAY, LT
STA 202+25.00

STOP WORK
STA 204+55.00
SEG **** OFFSET ****
SR 0016 SEC 056

LIMIT OF WORK
STA 205+55.00
SEG **** OFFSET ****
SR 0016 SEC 056
PETERS TOWNSHIP
FRANKLIN COUNTY

SCALE

0 25 50 FEET

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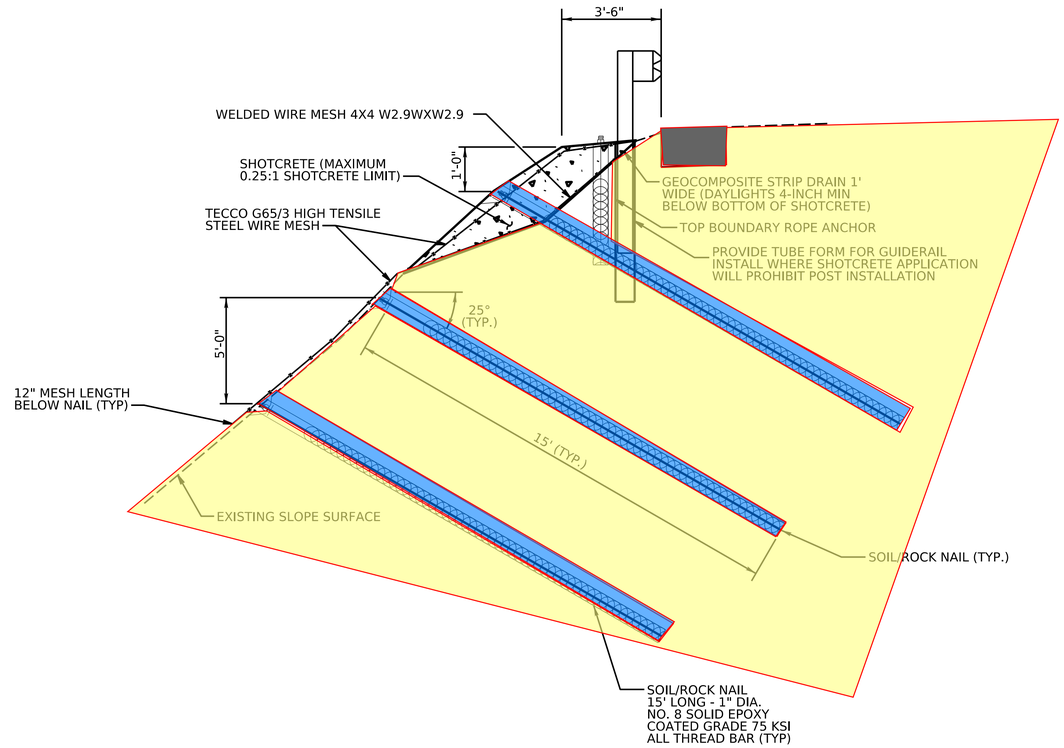
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				OF

REV NO	REVISIONS	DATE	BY	APPD



= Existing Embankement

= Shoulder Reconstruction

= Grouted Soil Nails Supporting Mesh

SOIL NAILS WITH SHOTCRETE BULB AND WIRE MESH TYPICAL DETAIL

NOT TO SCALE
STA 201+85.00 TO STA 203+45.00

NOTES:

1. DUE TO IRREGULAR SLOPE SURFACE, THE FINISHED SLOPE OF THE SHOTCRETE BULB AND LOCATION IT MEETS WITH THE EXISTING SLOPE WILL VARY. IN THE FIELD ADJUSTMENTS TO THE LIMITS OF THE SHOTCRETE BULB WILL BE REQUIRED BY THE CONTRACTOR.

2. HORIZONTAL SPACING BETWEEN SOIL NAILS TO BE NO GREATER THAN 5'-0".

3. INSTALL TOP BOUNDARY ROPE ANCHOR SO WELDED WIRE MESH CAN BE ATTACHED TO THE SLOPE AND GEOCOMPOSITE STRIP DRAIN MAY BE PLACED BELOW THE SHOTCRETE BULB.

4. INSTALL ADDITIONAL ROWS OF WELDED WIRE MESH AS REQUIRED TO PREVENT SLUMPING OF SHOTCRETE DURING PLACEMENT.

5. INSTALL SHOTCRETE FACING TO THICKNESS SUFFICIENT TO RE-ESTABLISH A 3.5-FOOT BACKUP FROM THE FRONT FACE OF THE GUIDERAIL.

6. PROVIDE A CONCRETE TUBE FORM PRIOR TO PLACEMENT OF SHOTCRETE TO ALLOW FOR SUBSEQUENT GUIDERAIL POST INSTALLATION. ATTACH TUBE FORM USING DOWELS AND FASTENERS AS REQUIRED.

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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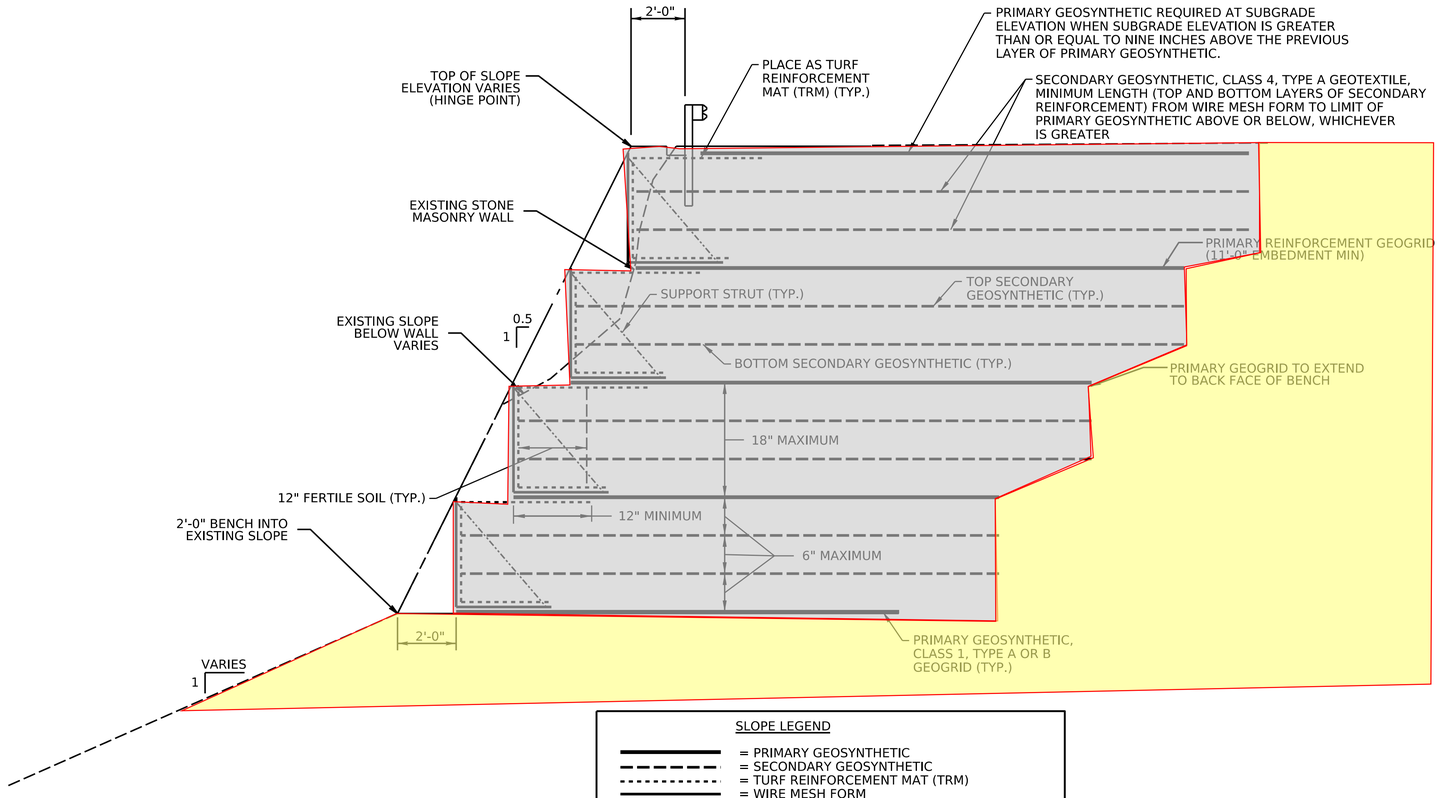
= Excavate and Place new embankment material reinforced with Geosynthetic and Wire Mesh

= Existing Embankment material



SLOPE LEGEND

- = PRIMARY GEOSYNTHETIC
- = SECONDARY GEOSYNTHETIC
- = TURF REINFORCEMENT MAT (TRM)
- = WIRE MESH FORM
- = WIRE MESH SUPPORT STRUT
- = SLOPE ANGLE

TYPE A GRS SLOPE TYPICAL SECTION VIEW

NOT TO SCALE
STA 201+30.00 TO STA 201+85.00