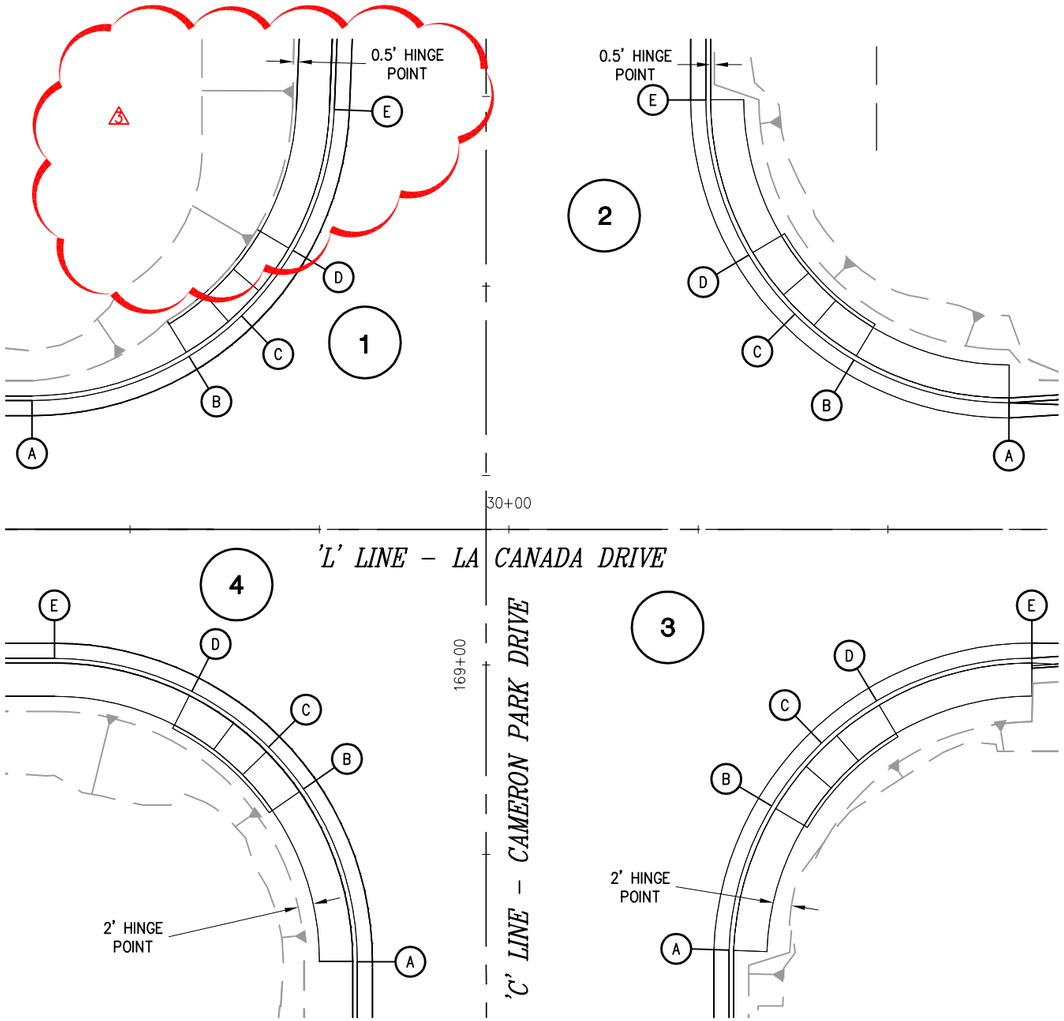
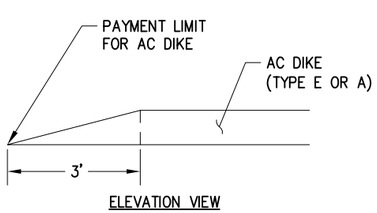


PLAN CAMERON PARK DRIVE AT LA CANADA INTERSECTION

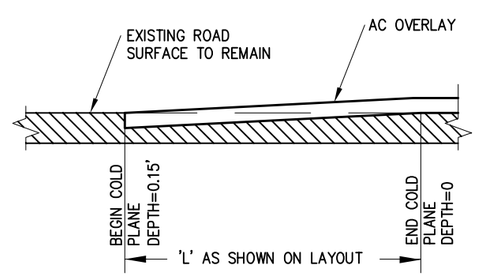
SCALE 1"=10'

CURVE	LOCATION	STATION	OFFSET	ELEV	DESCRIPTION
1	A	L 29+37.00	17.00 LT	1358.94	BEGIN CURVE – FL
	B	L 29+57.79	22.82 LT	1360.94	BEGIN CURB RAMP (TYPE C) – FL
		L 29+55.19	27.09 LT	1361.53	BEGIN CURB RAMP – BACK OF WALK
	C	C 169+46.05	32.28 LT	1361.61	MID POINT CURVE – FL
		C 169+49.65	35.75 LT	1362.19	MID POINT CURVE – BACK OF WALK
	D	C 169+54.68	25.48 LT	1362.30	END CURB RAMP (TYPE C) – FL
		C 169+57.21	29.79 LT	1362.89	END CURB RAMP – BACK OF WALK
	E	C 169+73.31	20.00 LT	1363.15	END CURVE – FL
		C 169+73.50	25.00 LT	1363.74	END CURVE – BACK OF WALK
CURVE	LOCATION	STATION	OFFSET	ELEV	DESCRIPTION
2	A	L 30+66.00	16.69 LT	1361.45	BEGIN CURVE – FL
		L 30+66.00	21.69 LT	1362.04	BEGIN CURVE – BACK OF WALK
	B	L 30+45.51	22.34 LT	1362.02	BEGIN CURB RAMP (TYPE C) – FL
		L 30+48.39	27.16 LT	1362.60	BEGIN CURB RAMP – BACK OF WALK
	C	C 169+46.29	40.72 RT	1362.27	MID POINT CURVE – FL
		C 169+49.82	44.25 RT	1362.86	MID POINT CURVE – BACK OF WALK
	D	C 169+54.08	34.65 RT	1362.53	END CURB RAMP (TYPE C) – FL
		C 169+56.64	38.94 RT	1363.12	END CURB RAMP – BACK OF WALK
	E	C 169+74.57	29.00 RT	1363.11	END CURVE – FL
		C 169+74.57	34.00 RT	1363.68	END CURVE – BACK OF WALK
CURVE	LOCATION	STATION	OFFSET	ELEV	DESCRIPTION
3	A	C 168+62.35	32.03 RT	1359.32	BEGIN CURVE – FL
		C 168+62.17	37.02 RT	1359.91	BEGIN CURVE – BACK OF WALK
	B	C 168+81.38	37.65 RT	1360.07	BEGIN CURB RAMP (TYPE C) – FL
		C 168+78.82	41.94 RT	1360.65	BEGIN CURB RAMP – BACK OF WALK
	C	C 168+89.68	44.24 RT	1360.44	MID POINT CURVE – FL
		C 168+85.63	47.25 RT	1361.03	MID POINT CURVE – BACK OF WALK
	D	L 30+48.51	22.65 RT	1360.77	END CURB RAMP (TYPE C) – FL
		L 30+51.07	26.94 RT	1361.35	END CURB RAMP – BACK OF WALK
	E	L 30+69.01	17.00 RT	1361.52	END CURVE – FL
		L 30+69.01	22.00 RT	1362.11	END CURVE – BACK OF WALK
CURVE	LOCATION	STATION	OFFSET	ELEV	DESCRIPTION
4	A	C 168+60.89	17.00 LT	1359.41	BEGIN CURVE – FL
		C 168+60.89	22.00 LT	1360.00	BEGIN CURVE – BACK OF WALK
	B	C 168+83.65	24.11 LT	1360.43	BEGIN CURB RAMP (TYPE C) – FL
		C 168+80.80	28.22 LT	1361.01	BEGIN CURB RAMP – BACK OF WALK
	C	C 168+89.17	28.72 LT	1360.72	MID POINT CURVE – FL
		C 168+85.64	32.25 LT	1361.30	MID POINT CURVE – BACK OF WALK
	D	L 29+58.14	21.35 RT	1360.75	END CURB RAMP (TYPE C) – FL
		L 29+55.87	25.80 RT	1361.33	END CURB RAMP – BACK OF WALK
	E	L 29+40.01	17.00 RT	1359.22	END CURVE – FL
		L 29+40.01	22.00 RT	1359.81	END CURVE – BACK OF WALK



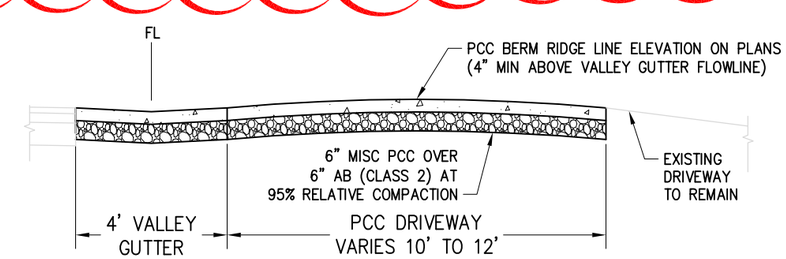
1 / C-1 AC DIKE END TRANSITION

NOT TO SCALE



2 / C-1 COLD PLANE CONFORM DETAIL

NOT TO SCALE



3 / C-1 PCC BERM DETAIL

NOT TO SCALE

CONSTRUCTION DETAILS
SCALE : AS SHOWN

REVISION NUMBER	DATE	DESCRIPTION	BY
1	6/11/08	ADDENDUM #1 – REVISED DATA IN CHART	DWS
3	7/6/08	ADDENDUM #3	DRF

REGISTERED PROFESSIONAL ENGINEER DAVID W. SPIEGELBERG No. C056147 License Expires 12-31-08 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE SUPERVISION OF :
REGISTERED CIVIL ENGINEER 04/30/08
DATE:

DESIGNED: DRF	DRAWN: JTM/DRF
CHECKED: DWS	DATE: 04/30/08
ROAD NUMBER: 200/371	

EL DORADO COUNTY DOT DEPT. OF TRANSPORTATION

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

CAMERON PARK DR / LA CANADA DR
INTERSECTION IMPROVEMENTS

SHEET C-1
10 OF 24
W.O. No. 72366

FOR REDUCED PLANS 0 1 2 ORIGINAL SCALE IS IN INCHES Drawing name: C:\Civil 3D Projects\72366 La Canada\Drawings\Sheets\C-1-ADDENDUM-3.dwg Layout Tab: C-1 Jul 07,2008 – 4:39pm DFriestad