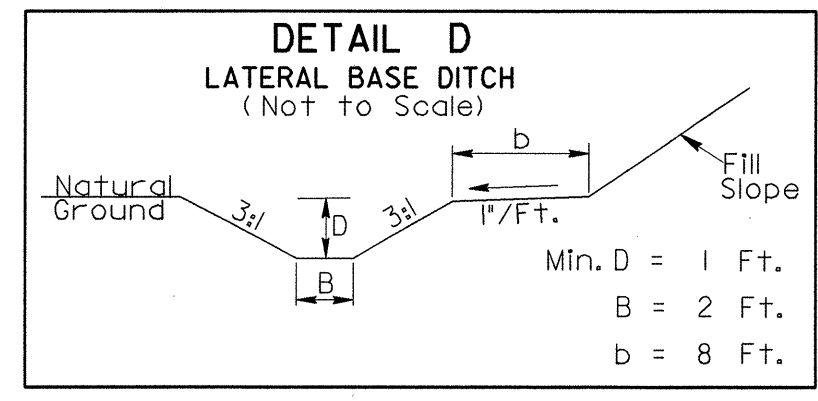
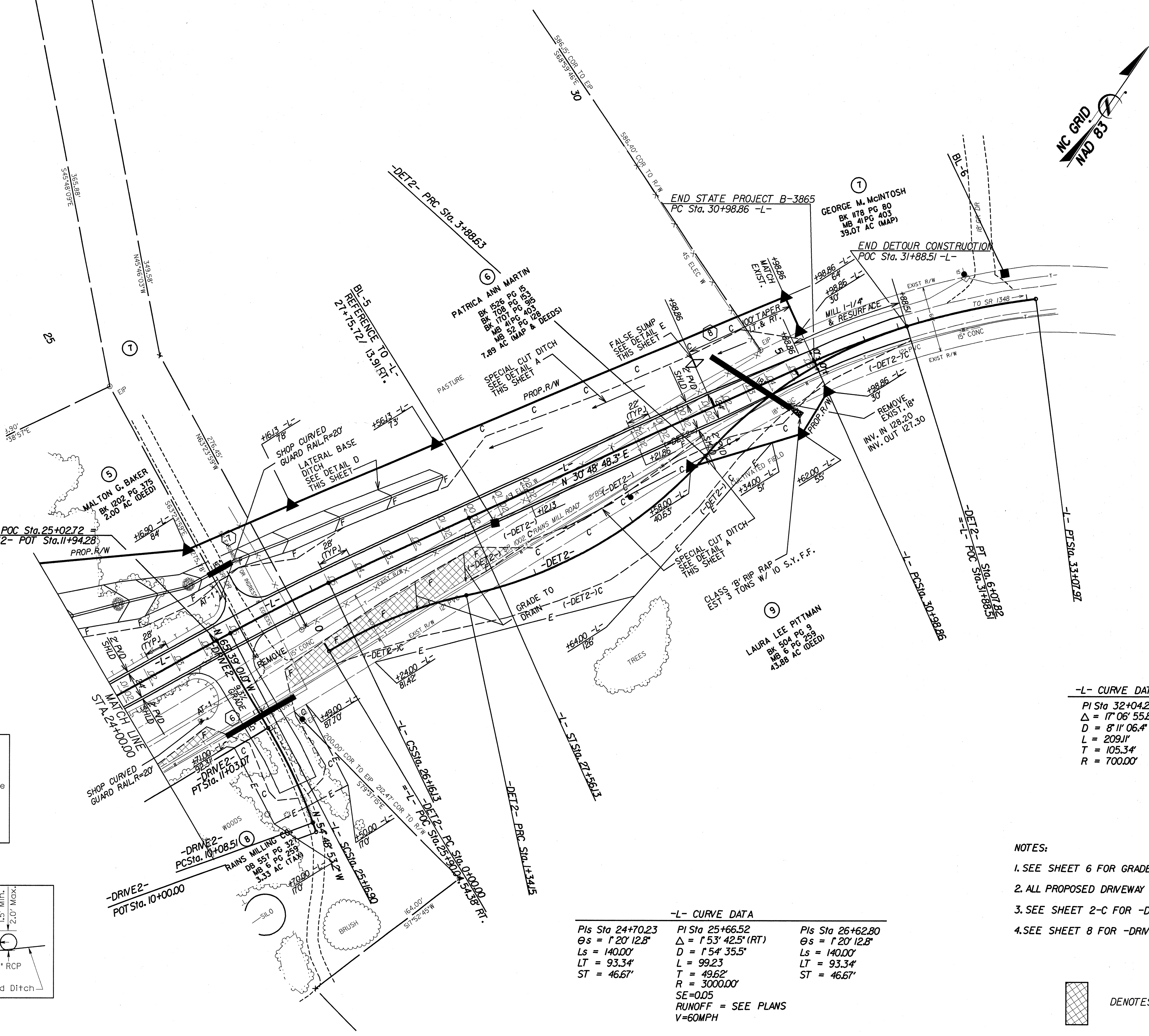
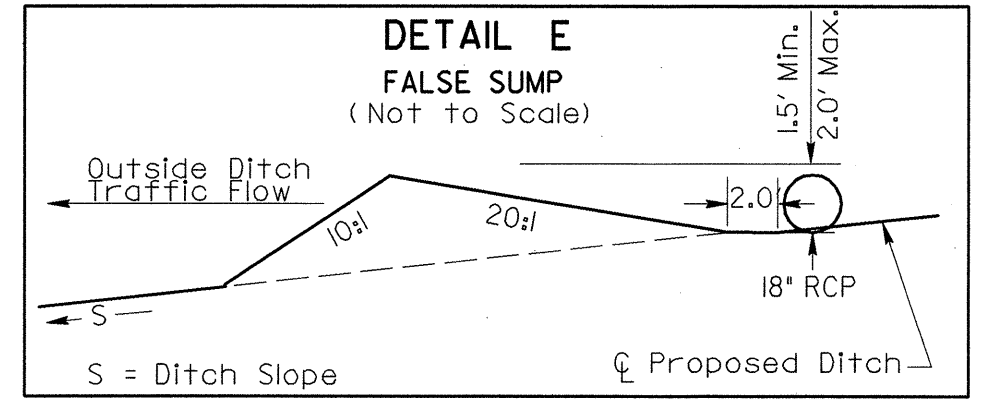


FROM STATION 28+00 TO STATION 30+50 RT.
 FROM STATION 27+50 TO STATION 30+50 LT.

-DRIVE2- CURVE DATA
 PI Sta 10+55.93
 $\Delta = 10' 50' 07.8''$ (LT)
 $D = 1' 27' 33.0''$
 $L = 94.56'$
 $T = 47.42'$
 $R = 500.00'$



FROM STATION 25+00 TO STATION 27+50 LT.

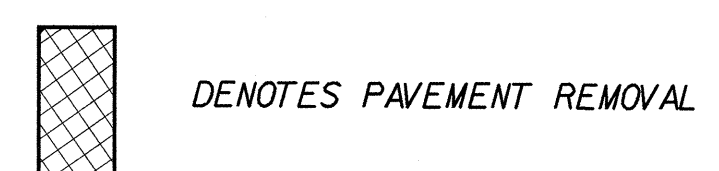


-L- CURVE DATA
 PI Sta 32+04.20
 $\Delta = 17' 06' 55.8''$ (RT)
 $D = 8' 11' 06.4''$
 $L = 209.11'$
 $T = 105.34'$
 $R = 700.00'$

-L- CURVE DATA

PIs Sta 24+70.23 $\Theta s = 1' 20' 12.8''$ $Ls = 140.00'$ $LT = 93.34'$ $ST = 46.67'$	PI Sta 25+66.52 $\Delta = 1' 53' 42.5''$ (RT) $D = 1' 54' 35.5''$ $L = 99.23'$ $T = 49.62'$ $R = 3000.00'$ SE=0.05 RUNOFF = SEE PLANS V=60MPH	PIs Sta 26+62.80 $\Theta s = 1' 20' 12.8''$ $Ls = 140.00'$ $LT = 93.34'$ $ST = 46.67'$
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- NOTES:
- SEE SHEET 6 FOR GRADE AND PROFILE.
 - ALL PROPOSED DRIVEWAY RADII 25 FT UNLESS OTHERWISE SHOWN.
 - SEE SHEET 2-C FOR -DET2- CURVE DATA.
 - SEE SHEET 8 FOR -DRIVE2- GRADE AND PROFILE.



REVISIONS