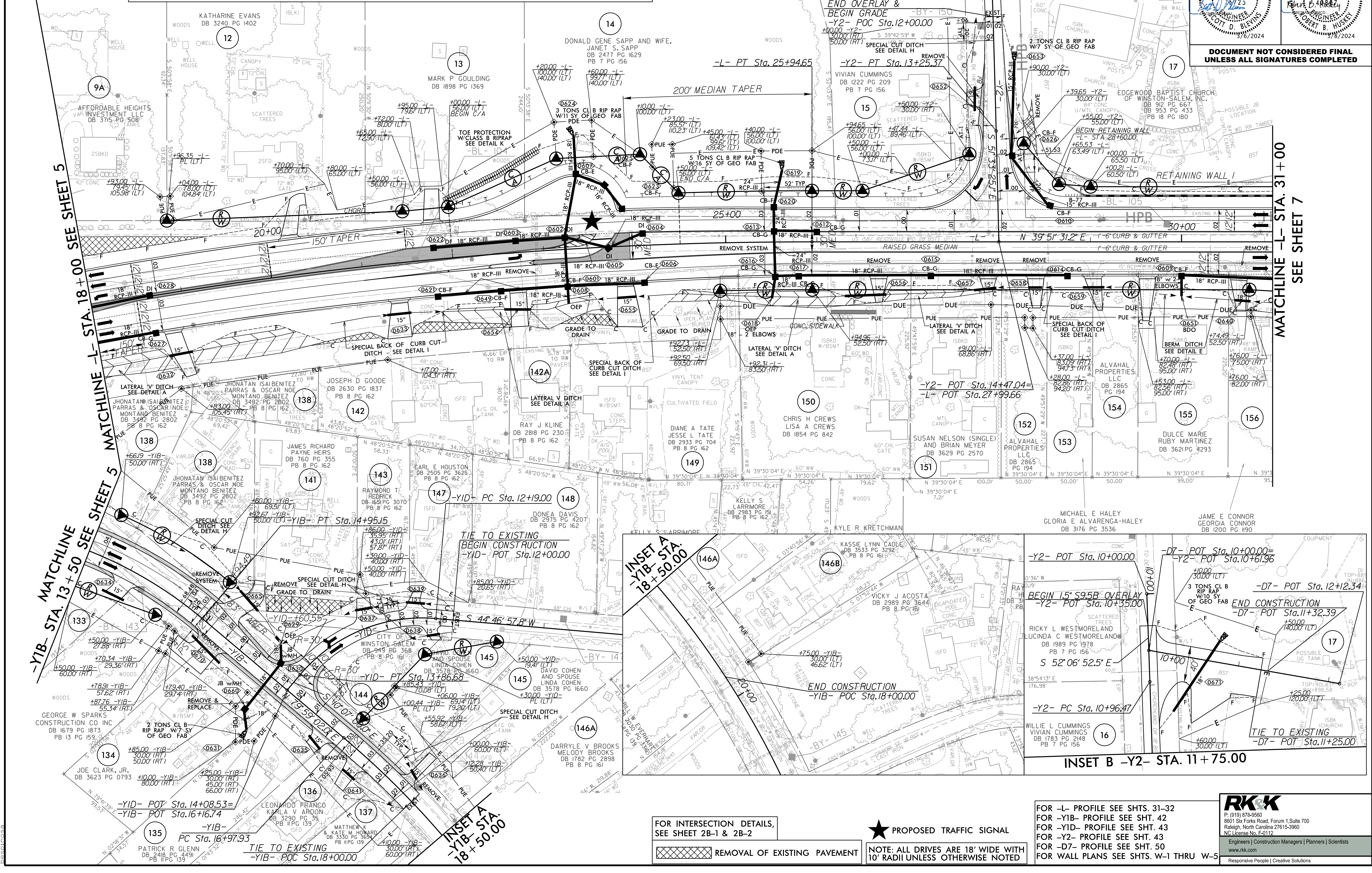
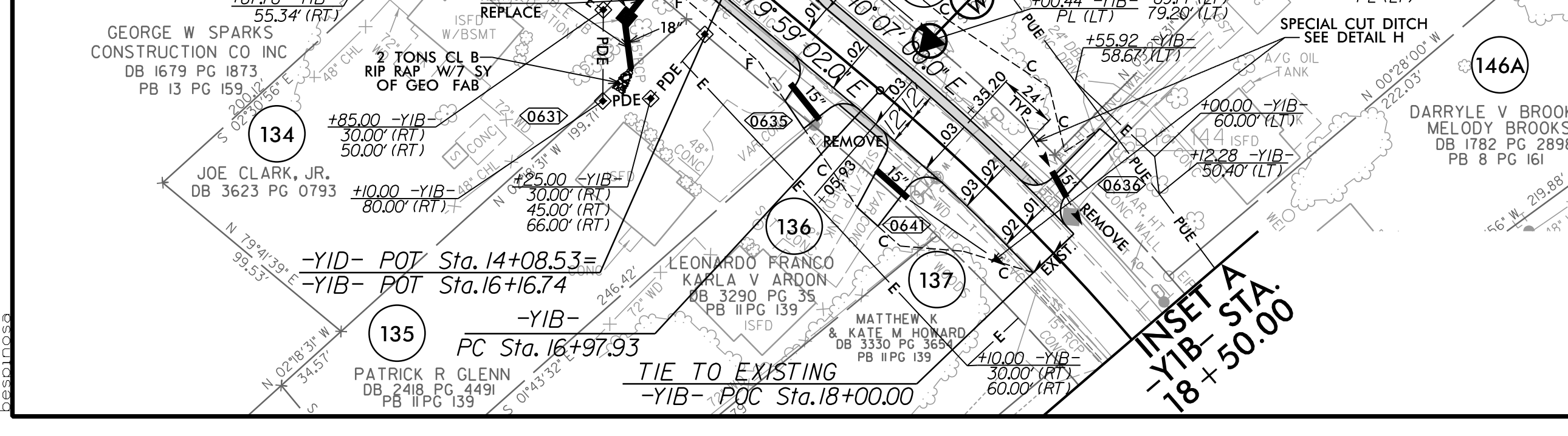
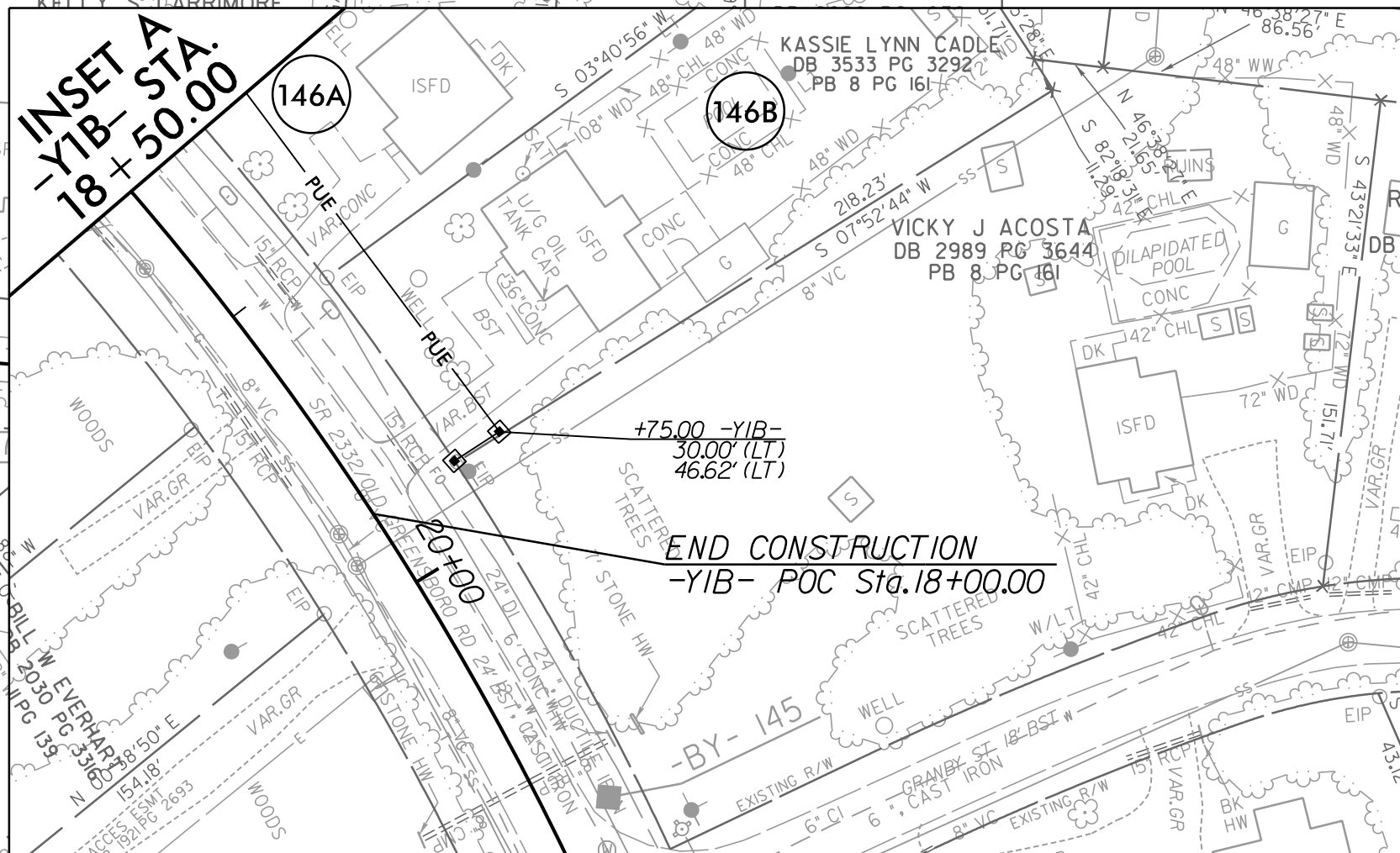
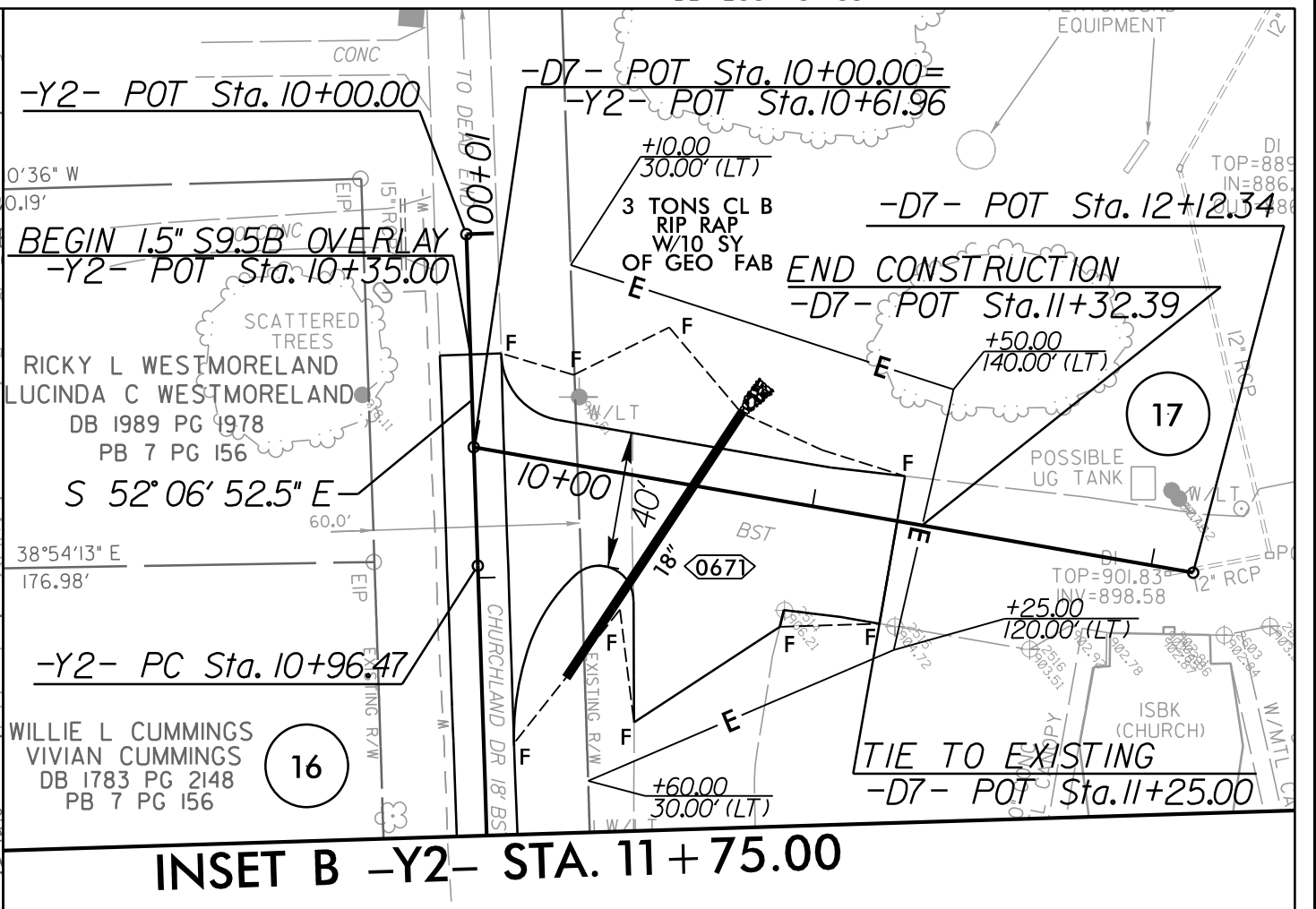


-L-	-Y1B-	-Y1D-	-Y2-
PI Sta 19+25.29	PI Sta 13+94.41	PI Sta 19+64.82	PI Sta 12+10.92
$\Delta = 17' 22" 15.0" (RT)$	$\Delta = 26' 06" 55.3" (RT)$	$\Delta = 31' 29" 26.0" (RT)$	$\Delta = 0' 33" 26.9" (RT)$
$D = 1' 17" 15.2"$	$D = 12' 43' 56.6"$	$D = 6' 03' 10.0"$	$D = 32' 44' 25.6"$
$L = 1,349.14'$	$L = 205.11'$	$L = 520.27'$	$L = 228.90'$
$T = 679.79'$	$T = 104.37'$	$T = 266.89'$	$T = 114.45'$
$R = 4,450.00'$	$R = 450.00'$	$R = 946.60'$	$R = 23,525.00'$
$SE = 0.03$	$SE = 0.04$	$SE = 0.04$	$SE = NC$
$DS = 50 MPH$	$DS = 35 MPH$	$DS = 50 MPH$	$DS = 40 MPH$

PROJECT REFERENCE NO. R-2577A	SHEET NO. 6
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



INSET B -Y2- STA. 11+75.00



FOR INTERSECTION DETAILS,
SEE SHEET 2B-1 & 2B-2

REMOVAL OF EXISTING PAVEMENT

★ PROPOSED TRAFFIC SIGNAL

NOTE: ALL DRIVES ARE 18' WIDE WITH
10' RADII UNLESS OTHERWISE NOTED

FOR -L- PROFILE SEE SHTS. 31-32
FOR -Y1B- PROFILE SEE SHT. 42
FOR -Y1D- PROFILE SEE SHT. 43
FOR -Y2- PROFILE SEE SHT. 43
FOR -D7- PROFILE SEE SHT. 50
FOR WALL PLANS SEE SHTS. W-1 THRU W-5

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12/2/2023