



-L- POC Sta. 18+02.85 =
-DRIVEI- POT Sta. 12+17.75

BEGIN APPROACH SLAB
Sta. 19+71.00 -L-

BEGIN BRIDGE
Sta. 19+83.00 -L-

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Sta. 19+83.00 -L-

-DRIVEI- CURVE DATA
 PI Sta 11+34.24
 $\Delta = 95^{\circ} 27' 41.0''$ (RT)
 $D = 57^{\circ} 17' 44.8''$
 $L = 166.61'$
 $T = 110.02'$
 $R = 100.00'$

-L- CURVE DATA

PIs Sta 14+34.50 $\theta s = 5^{\circ} 13' 49.2''$ $Ls = 220.00'$ $LT = 146.73'$ $ST = 73.39'$	PI Sta 15+65.95 $\Delta = 5^{\circ} 31' 44.5''$ (LT) $D = 4^{\circ} 45' 17.4''$ $Ls = 220.00'$ $LT = 116.28'$ $T = 58.19'$ $R = 1205.00'$ $SE=0.08$ RUNOFF = SEE PLANS $V=60MPH$	PIs Sta 16+97.44 $\theta s = 5^{\circ} 13' 49.2''$ $Ls = 220.00'$ $LT = 146.73'$ $ST = 73.39'$
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DENOTES APPROACH SLAB

 DENOTES PAVEMENT REMOVAL

- NOTES:
- SEE SHEETS S-1 THRU S-7 FOR STRUCTURE PLANS.
 - SEE SHEET 6 FOR GRADE AND PROFILE.
 - ALL PROPOSED DRIVEWAY RADII 25 FT UNLESS OTHERWISE SHOWN.
 - SEE SHEET 2-B FOR -DETI- CURVE DATA.
 - SEE SHEET 8 FOR -DRIVEI- GRADE AND PROFILE.