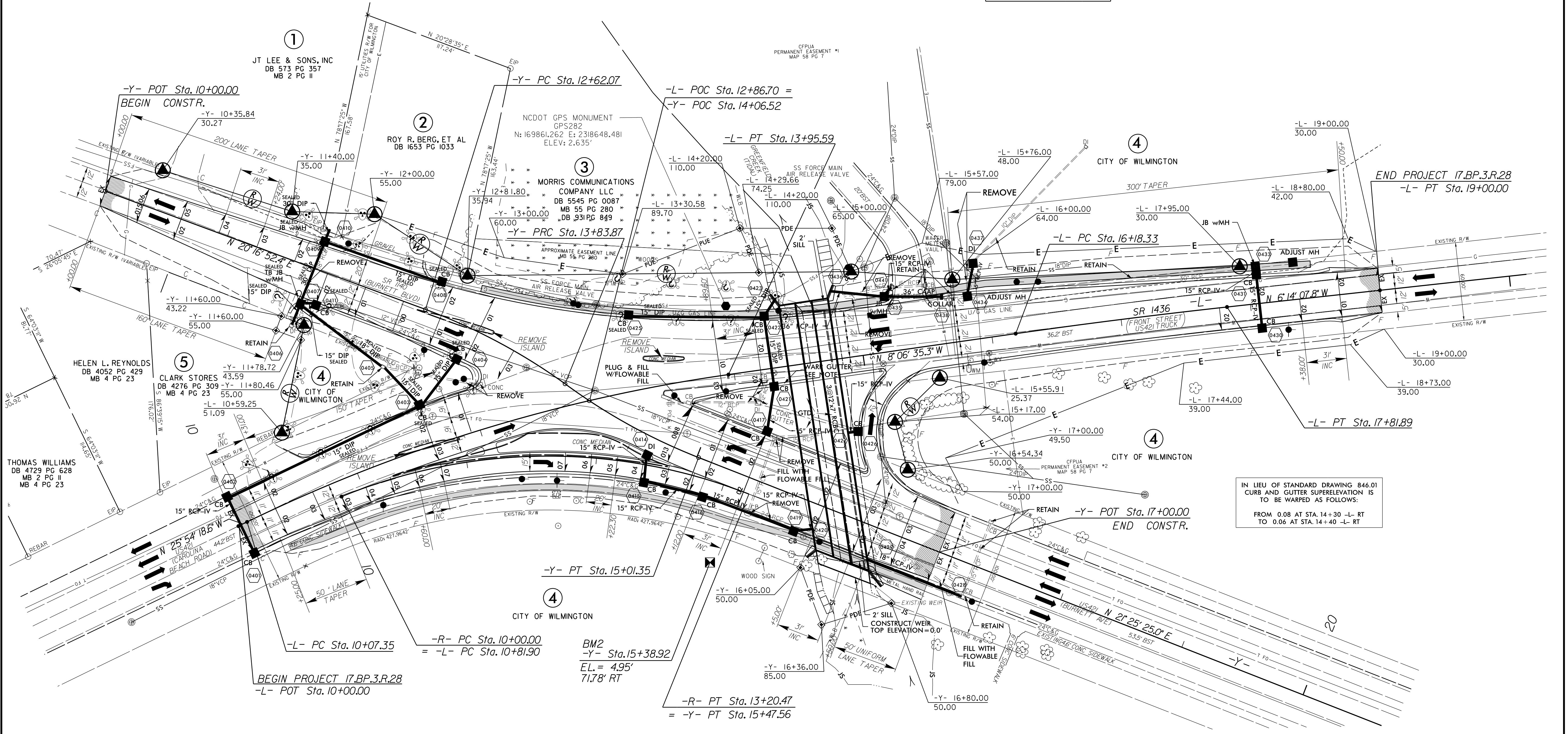


PROJECT REFERENCE NO. 17BP.3.R.28	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER CLAYTON J. MORRIS 02402010542 10/11/2016	HYDRAULICS ENGINEER HENRY WELLS JR. 00033444202 10/11/2016

NAD 83/NRS 2007

-Y-		-L-		-R-
PI Sta 13+23.34	PI Sta 14+42.94	PI Sta 12+03.05	PI Sta 17+00.12	PI Sta 11+68.42
$\Delta = 15^{\circ} 30' 26.4" (RT)$	$\Delta = 14^{\circ} 57' 31.1" (LT)$	$\Delta = 17^{\circ} 47' 43.3" (RT)$	$\Delta = 1^{\circ} 52' 27.5" (RT)$	$\Delta = 43^{\circ} 32' 42.0" (RT)$
D = 12' 43' 56.6"	D = 12' 43' 56.6"	D = 4' 35' 01.2"	D = 1' 08' 45.3"	D = 13' 35' 16.0"
L = 121.79'	L = 117.48'	L = 388.23'	L = 163.57'	L = 320.47'
T = 61.27'	T = 59.08'	T = 195.69'	T = 81.79'	T = 168.42'
R = 450.00'	R = 450.00'	R = 1,250.00'	R = 5,000.00'	R = 421.67'
DS = 40MPH	DS = 40MPH	DS = 40MPH	DS = 40MPH	DS = 40MPH
SE = NA	SE = NA	SE = 3%	SE = NC	SE = 7%



IN LIEU OF STANDARD DRAWING 846.01
CURB AND GUTTER SUPERELEVATION IS
TO BE WARPED AS FOLLOWS:
FROM 0.08 AT STA. 14+30 -L- RT
TO 0.06 AT STA. 14+40 -L- RT

NOTE: SEE SHEET 5 FOR CURB AND GUTTER,
ISLAND, AND SIDEWALK DETAILS
SEE SHEET 7 FOR -L- AND -Y- PROFILES
SEE SHEET 8 FOR -R- PROFILES