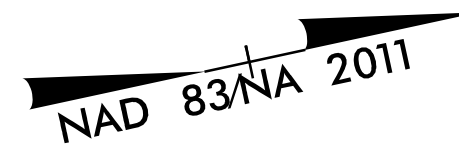


3/8/2021

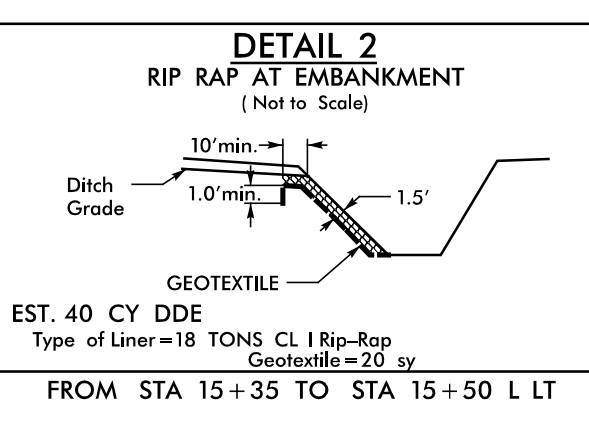
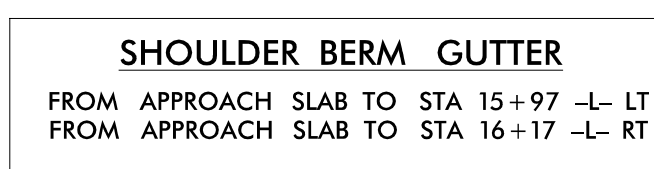
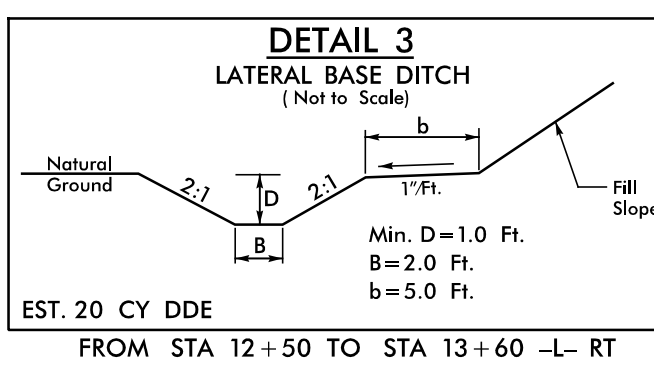
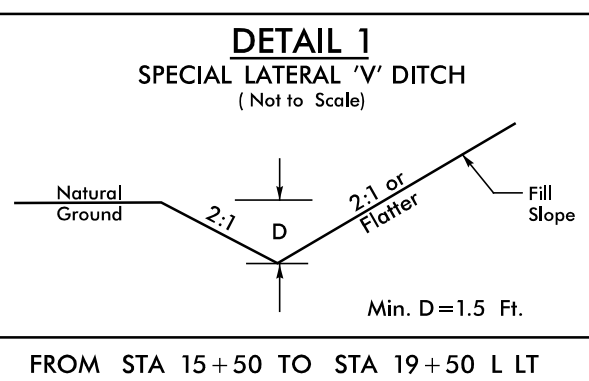
-L- CURVE DATA		
PI Sta 12+06.32	PI Sta 14+12.25	PI Sta 19+35.31
$\Delta = 0^{\circ} 10' 36.2" (RT)$	$\Delta = 0^{\circ} 25' 57.0" (LT)$	$\Delta = 5^{\circ} 23' 50.0" (LT)$
$D = 1^{\circ} 08' 45.3"$	$D = 1^{\circ} 08' 45.3"$	$D = 1^{\circ} 05' 28.9"$
$L = 15.42'$	$L = 37.74'$	$L = 494.55'$
$T = 7.7'$	$T = 18.87'$	$T = 247.46'$
$R = 5,000.00'$	$R = 5,000.00'$	$R = 5,250.00'$

-Y- CURVE DATA
PI Sta 1+25.88
$\Delta = 13^{\circ} 53' 23.5" (LT)$
$D = 76^{\circ} 23' 39.7"$
$L = 18.18'$
$T = 9.14'$
$R = 75.00'$



PROJECT REFERENCE NO. BR-0011	SHEET NO. 4
ROADWAY DESIGN ENGINEER THOMAS D. GONN	HYDRAULICS ENGINEER FRANK F. FLEMING

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

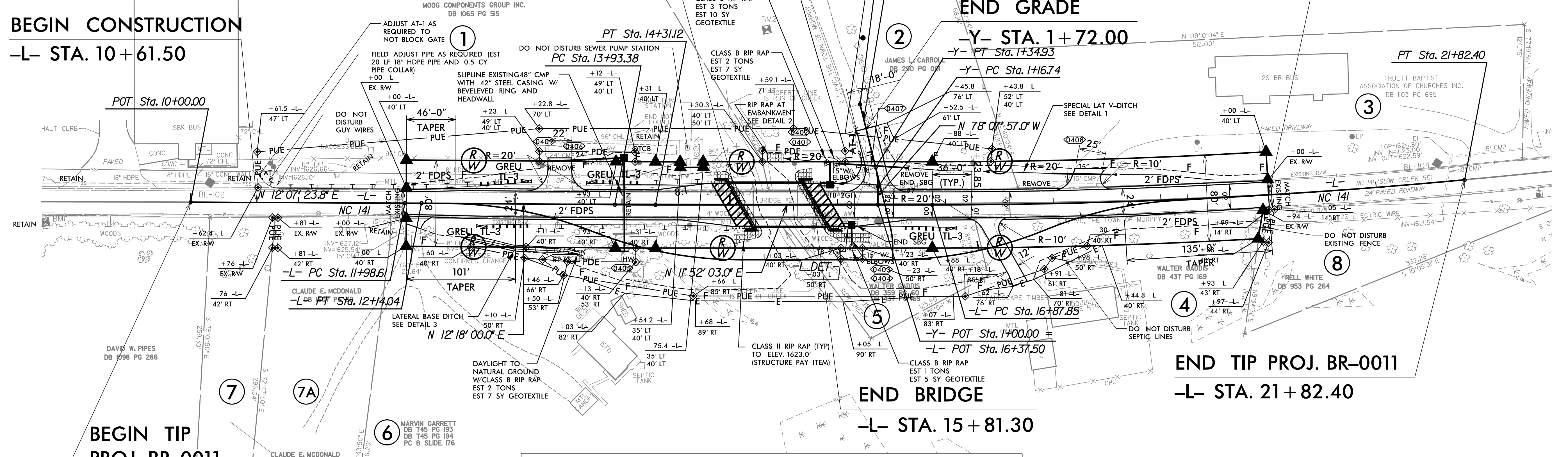


BEGIN CONSTRUCTION
-L- STA. 10+61.50

BEGIN BRIDGE
-L- STA. 15+08.70

END GRADE
-Y- STA. 1+72.00

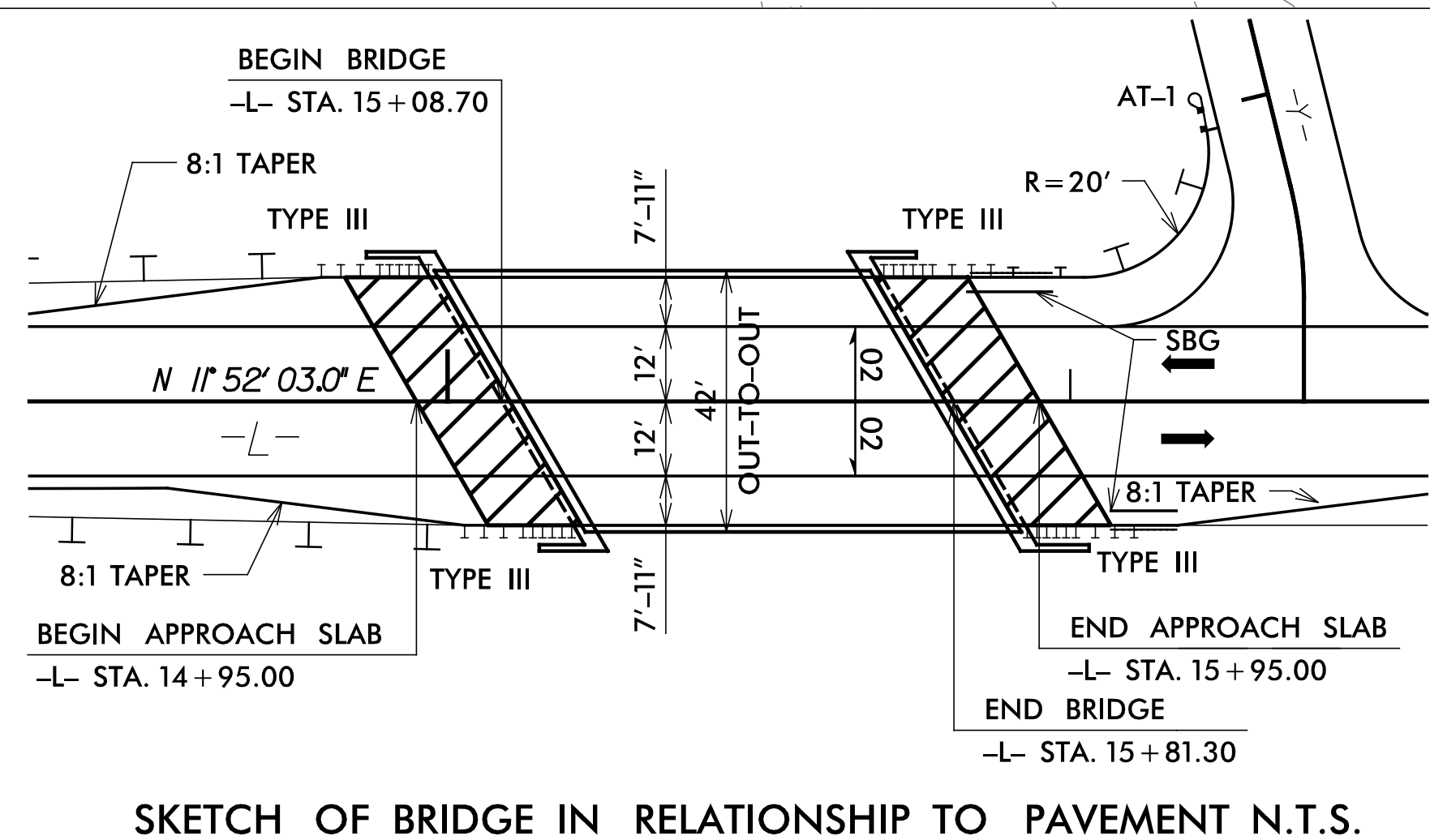
END CONSTRUCTION
-L- STA. 20+00.00



BEGIN TIP PROJ. BR-0011
-L- STA. 10+00.00

END BRIDGE
-L- STA. 15+81.30

END TIP PROJ. BR-0011
-L- STA. 21+82.40



/// APPROACH SLAB
FOR -L- PROFILE SEE SHEET 6
FOR -Y- PROFILE SEE SHEET 6

REVISIONS

3/8/2021 10:41:04 AM