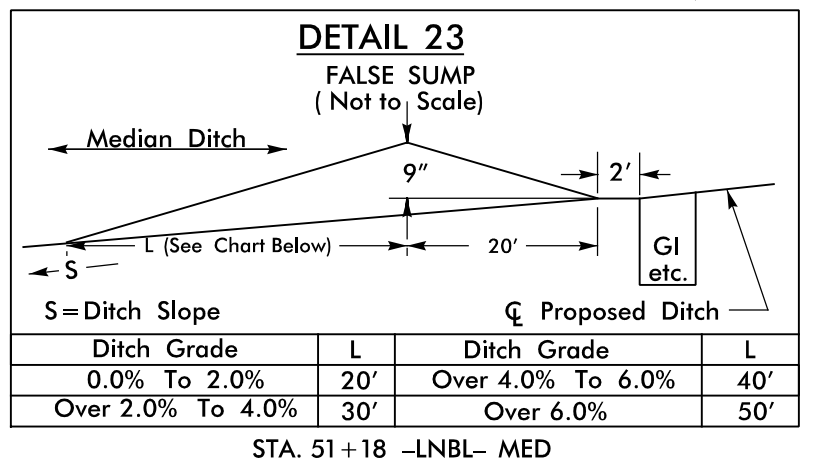
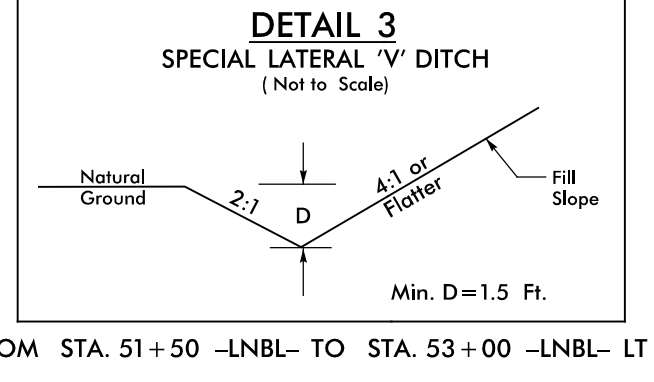
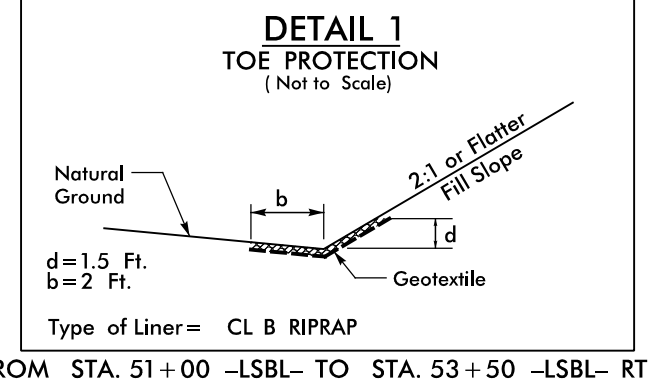


8/17/2023

-L-		-LSBL-		-LNBL-	
PI Sta 53+30.89	PI Sta 62+67.58	PI Sta 54+21.5	PI Sta 58+23.53	PI Sta 56+11.72	
$\Delta = 1' 22' 42.0''$ (LT)	$\Delta = 1' 22' 26.0''$ (RT)	$\Delta = 2' 5' 58.7''$ (LT)	$\Delta = 1' 44' 42.3''$ (RT)	$\Delta = 1' 07' 16.4''$ (LT)	
D = 0' 08' 48.9"	D = 0' 08' 48.9"	D = 0' 34' 22.6"	D = 0' 34' 22.6"	D = 0' 11' 27.5"	
L = 938.21'	L = 935.17'	L = 500.26'	L = 304.58'	L = 587.06'	
T = 469.13'	T = 467.61'	T = 250.18'	T = 152.30'	T = 293.54'	
R = 39,000.00'	R = 39,000.00'	R = 10,000.00'	R = 10,000.00'	R = 30,000.00'	
Se = N/A	Se = N/A	Se = EXIST.	Se = EXIST.	Se = EXIST.	

NOTE: SHEETS 4 & 5 NOT USED

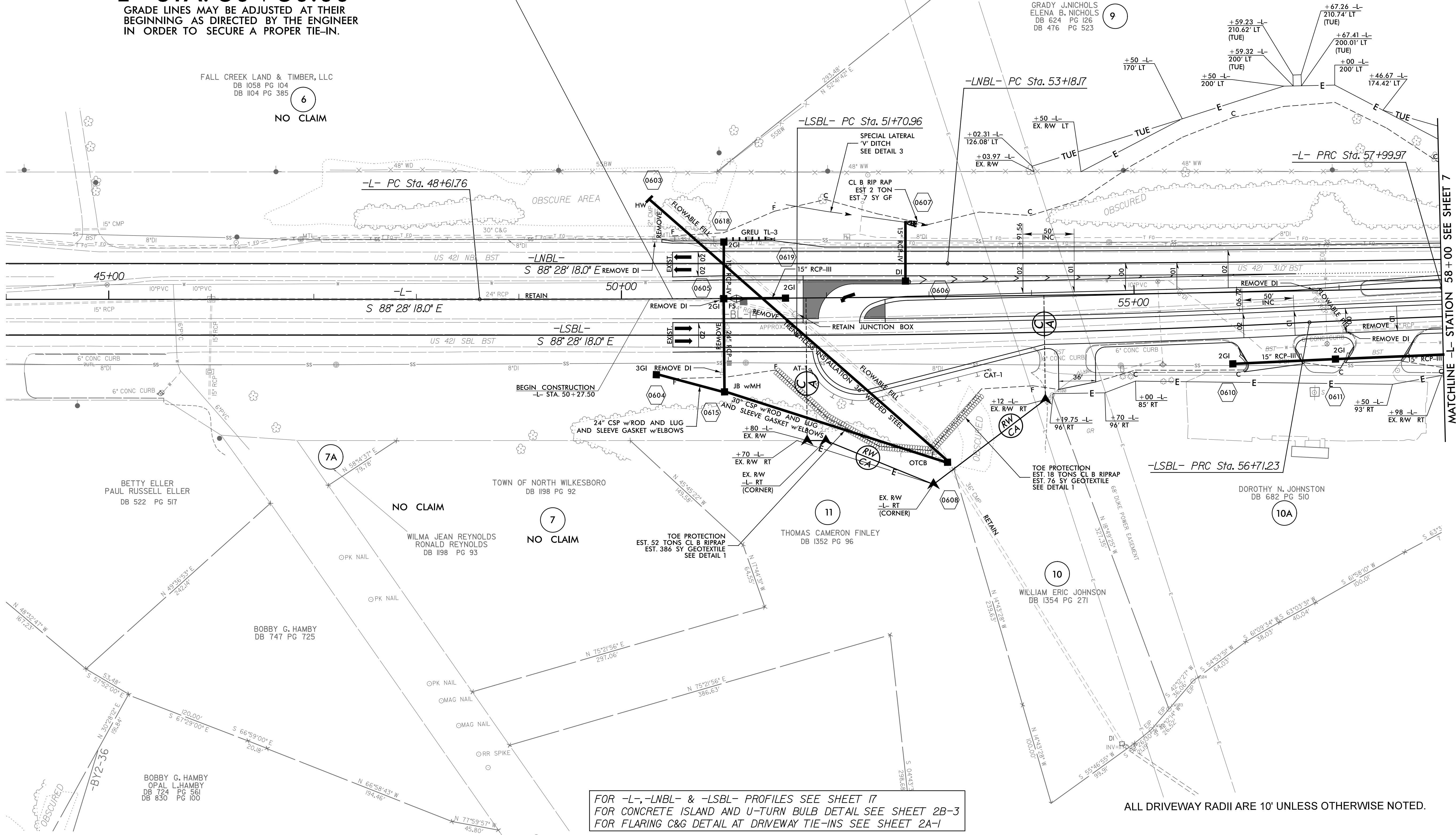
NAD 83/NSRS 2007



# BEGIN TIP PROJECT U-5312

## -L- STA. 50+50.00

GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.



FOR -L-, -LNBL- & -LSBL- PROFILES SEE SHEET 17  
 FOR CONCRETE ISLAND AND U-TURN BULB DETAIL SEE SHEET 2B-3  
 FOR FLARING C&G DETAIL AT DRIVEWAY TIE-INS SEE SHEET 2A-1

ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED.

PROJECT REFERENCE NO. U-5312	SHEET NO. 6
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	SEAL 014493
DocuSigned by: Jimmy Goodnight	DocuSigned by: Josh Dalton 7/12/2023
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
Prepared by: SUNGATE DESIGN GROUP, P.A.	

MATCHLINE -L- STATION 58+00 SEE SHEET 7

7/14/2023 1:53:12 pm sh06.dgn