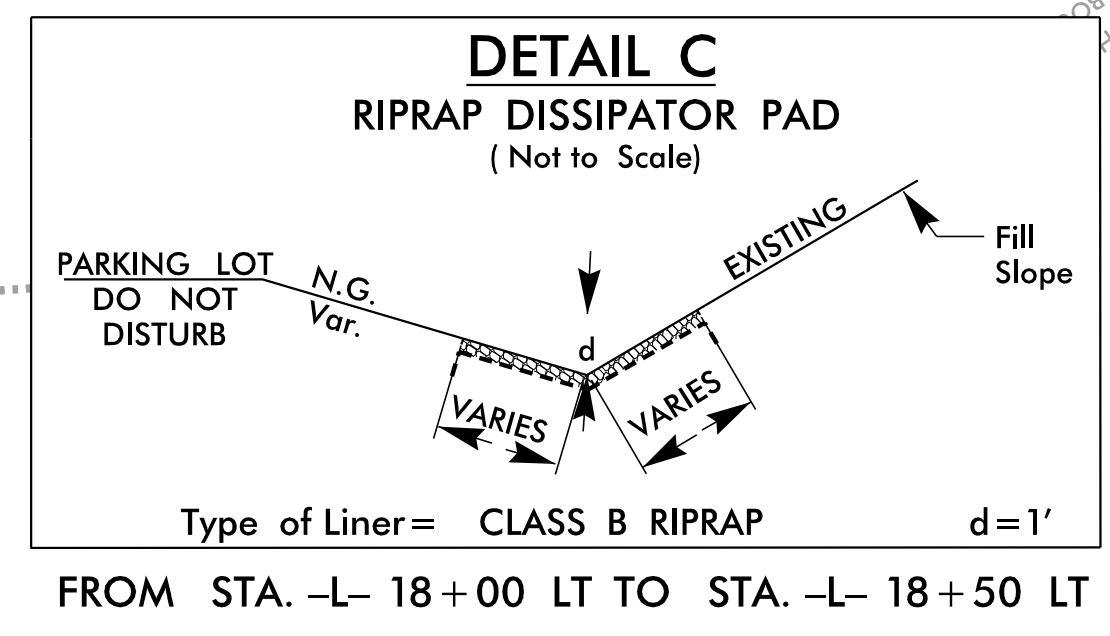


8/17/99



PROJECT REFERENCE NO. <b>B-5766</b>	SHEET NO. <b>5</b>
ROADWAY DESIGN ENGINEER <i>[Signature]</i> 050515 11/20/2024	HYDRAULICS ENGINEER <i>[Signature]</i> 55416 11/20/2024
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



PI Sta 19+40.77      PI Sta 23+64.02  
 $\Delta = 20^\circ 52' 35.1''$  (LT)       $\Delta = 30^\circ 52' 45.3''$  (LT)  
 $D = 4' 18.286''$        $D = 8' 36' 57.3''$   
 $L = 484.60'$        $L = 358.40'$   
 $T = 245.02'$        $T = 183.67'$   
 $R = 1,330.00'$        $R = 665.00'$   
 $DS = 40$  MPH       $DS = 40$  MPH  
 $e = 0.06$        $e = 0.06$

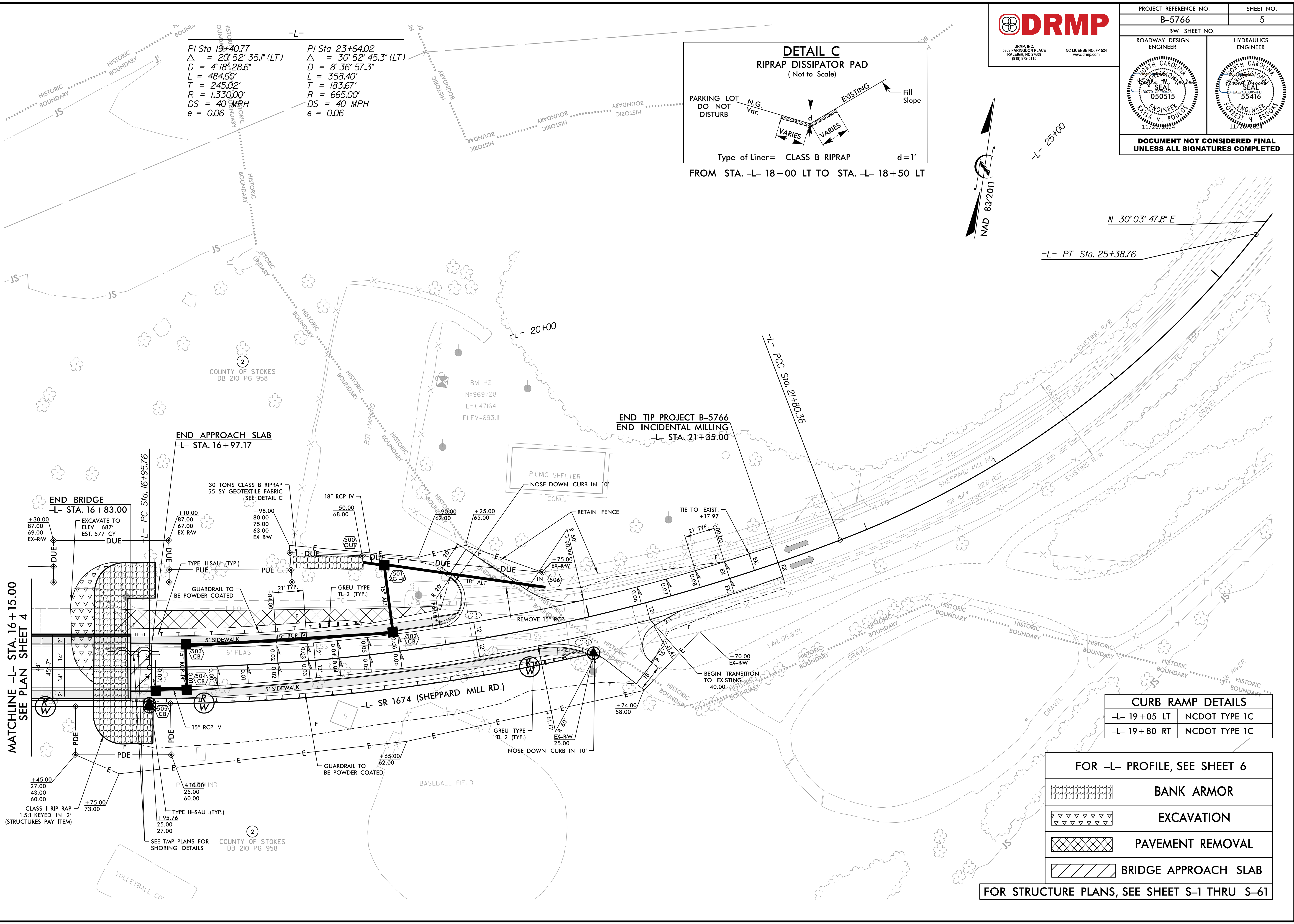


-L- 25+00

N 30°03' 47.8" E

-L- PT Sta. 25+38.76

REVISIONS



MATCHLINE -L- STA. 16+15.00  
SEE PLAN SHEET 4

END TIP PROJECT B-5766  
END INCIDENTAL MILLING  
-L- STA. 21+35.00

END APPROACH SLAB  
-L- STA. 16+97.17

END BRIDGE  
-L- STA. 16+83.00

CURB RAMP DETAILS	
-L- 19+05 LT	NCDOT TYPE 1C
-L- 19+80 RT	NCDOT TYPE 1C

FOR -L- PROFILE, SEE SHEET 6

	BANK ARMOR
	EXCAVATION
	PAVEMENT REMOVAL
	BRIDGE APPROACH SLAB

FOR STRUCTURE PLANS, SEE SHEET S-1 THRU S-61

11/26/2024  
User: m.hindsey  
Project: B5766\_Rdy\_psh05.dgn