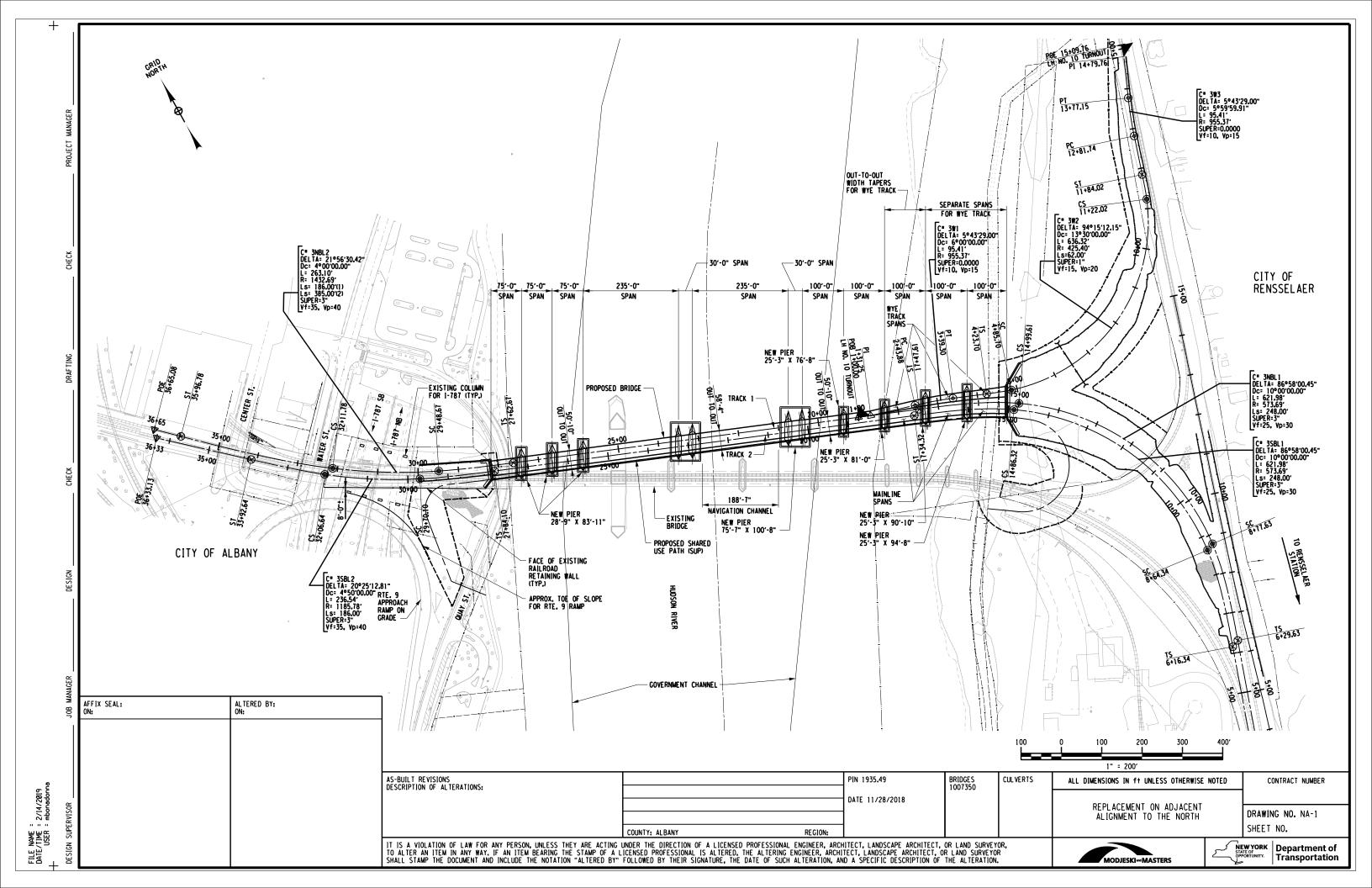
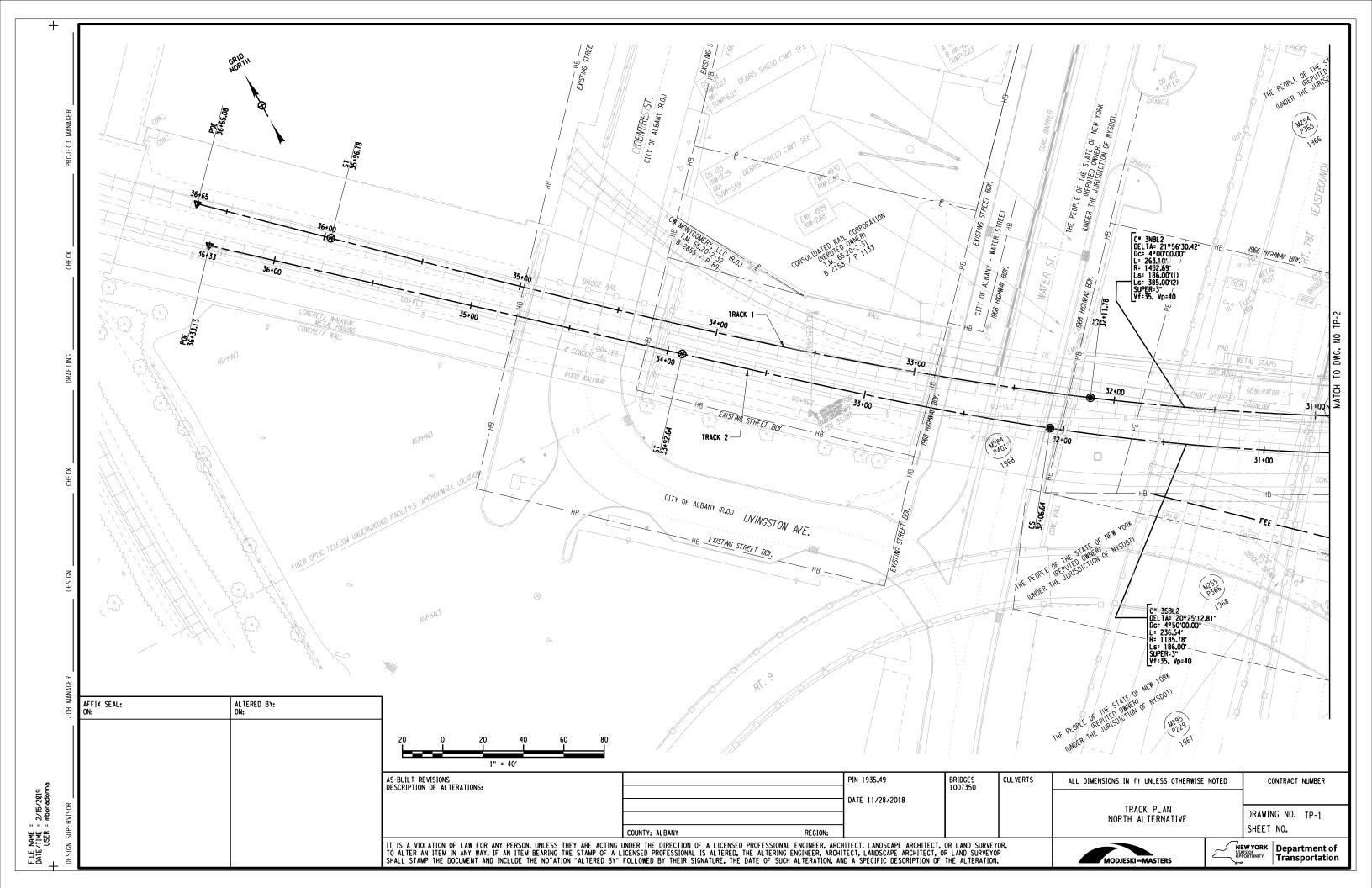
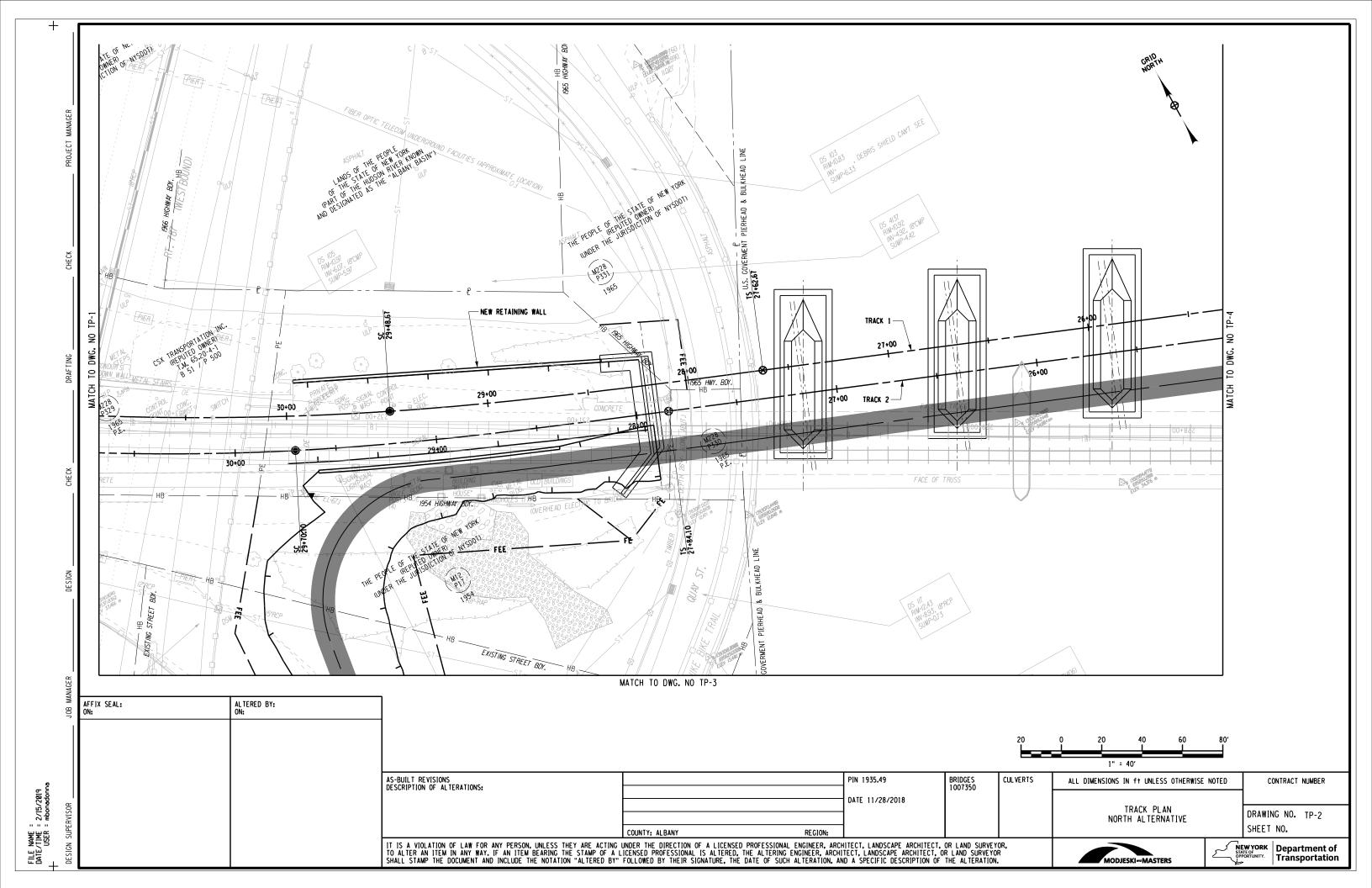
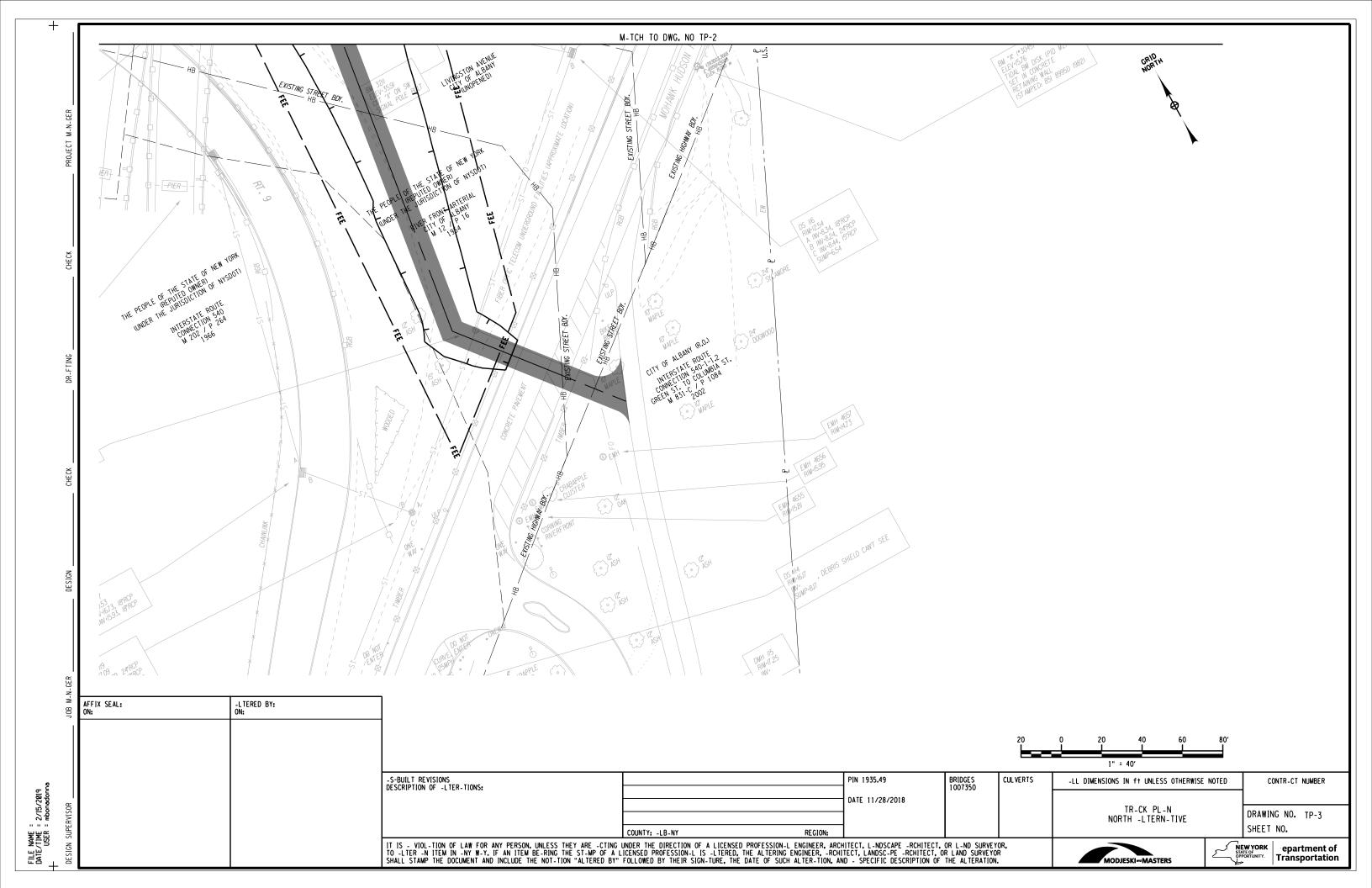
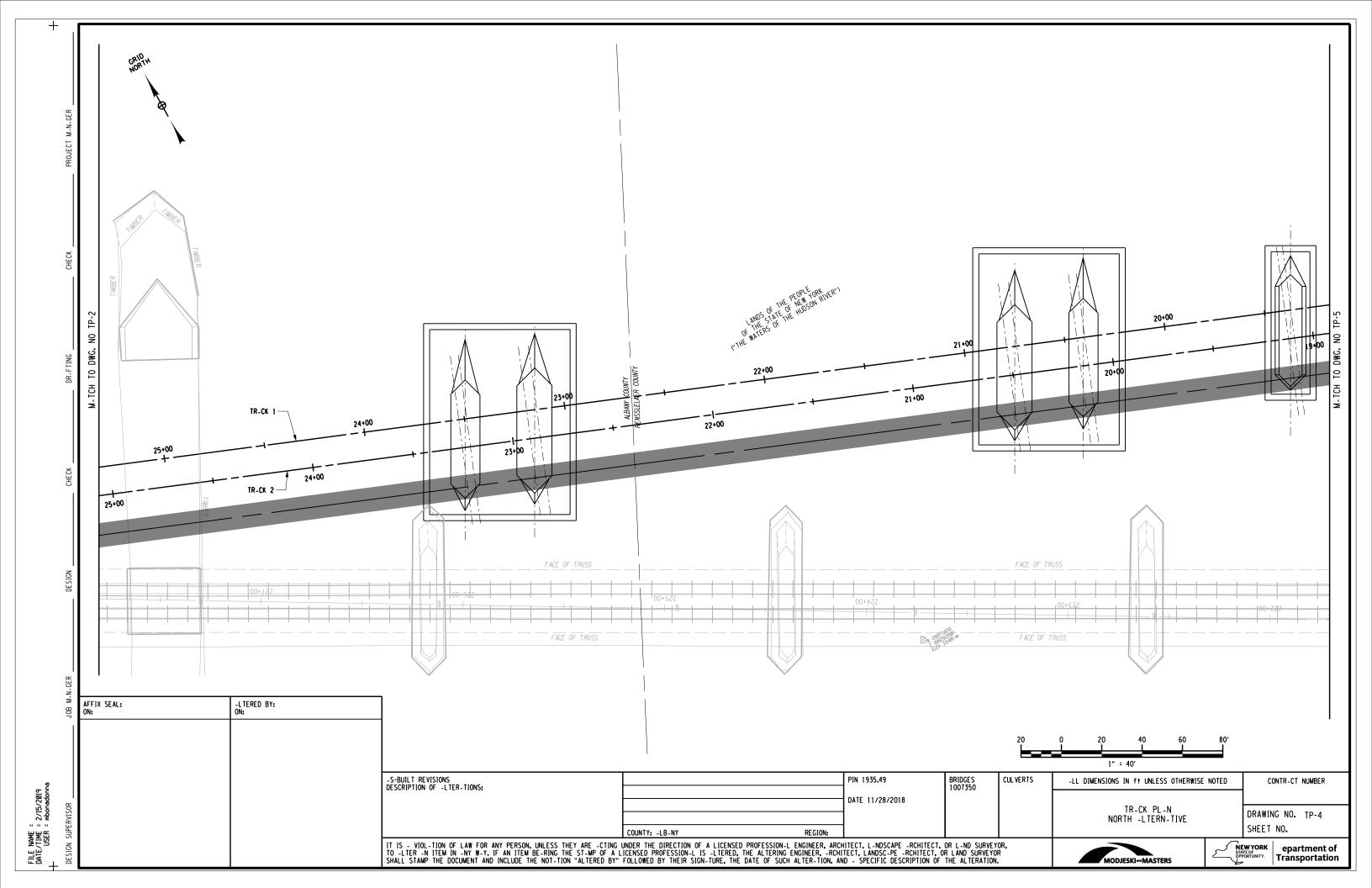
Appendix A-2 Plans, Profiles, and Typical Sections

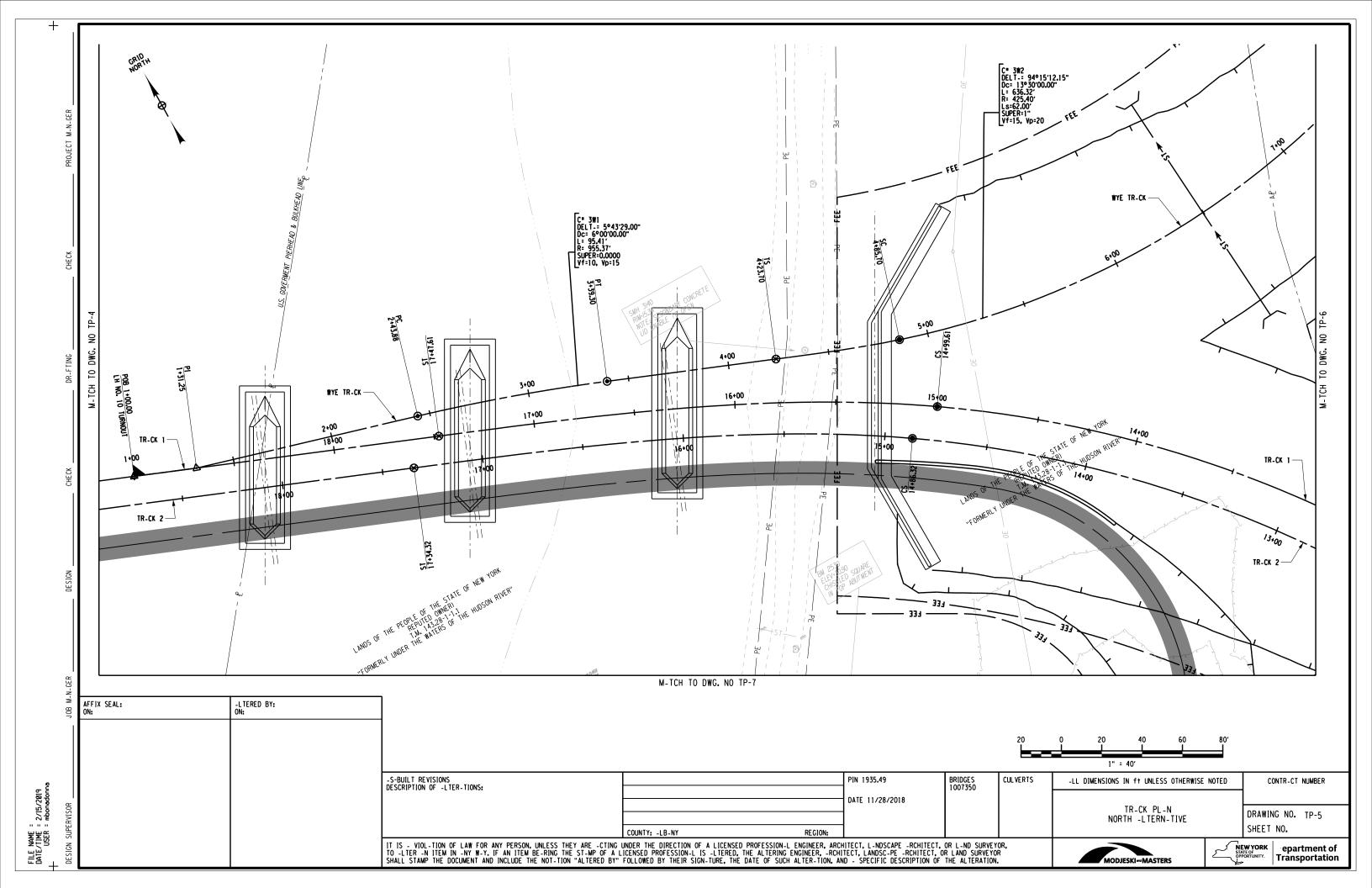


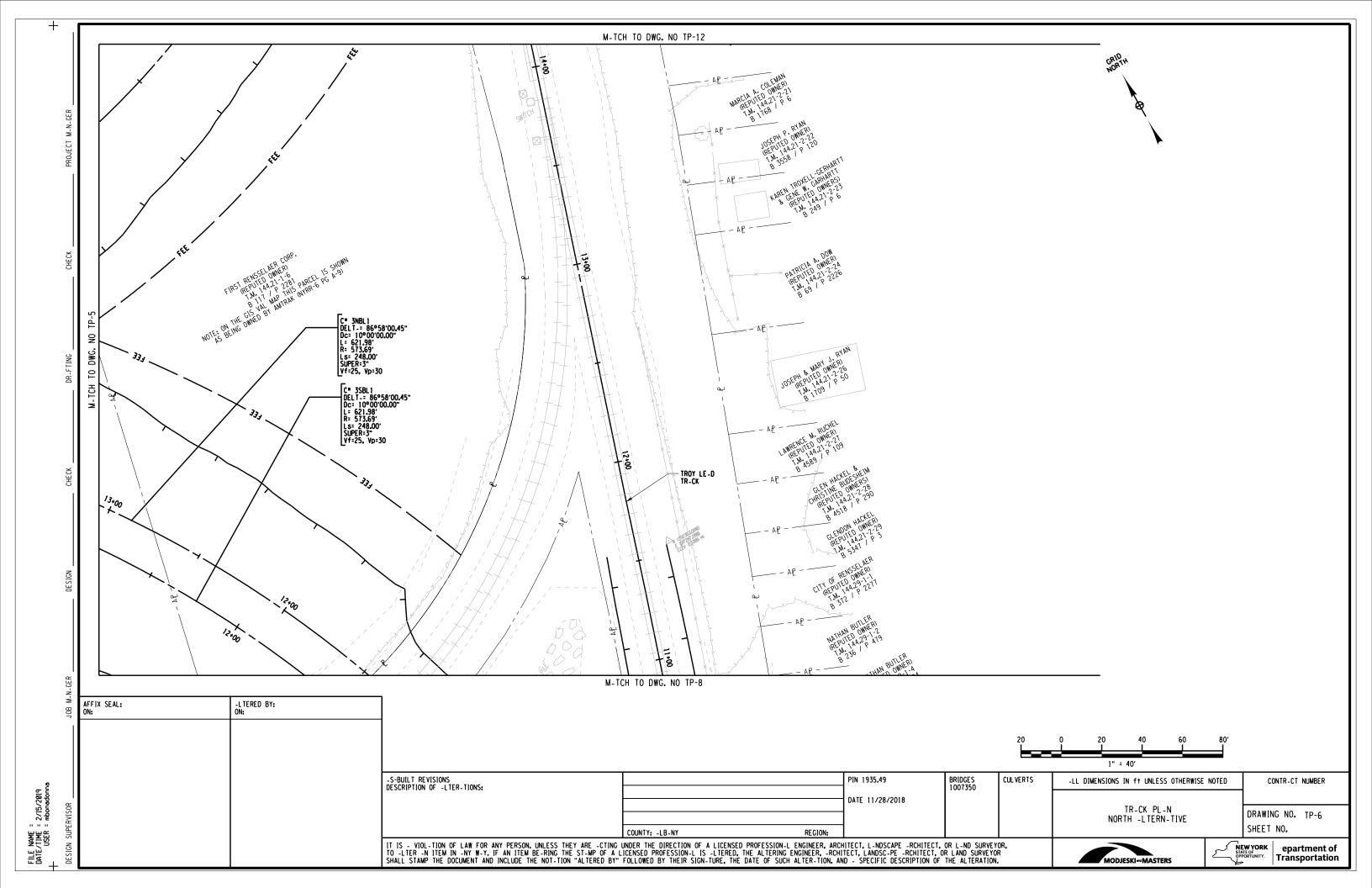


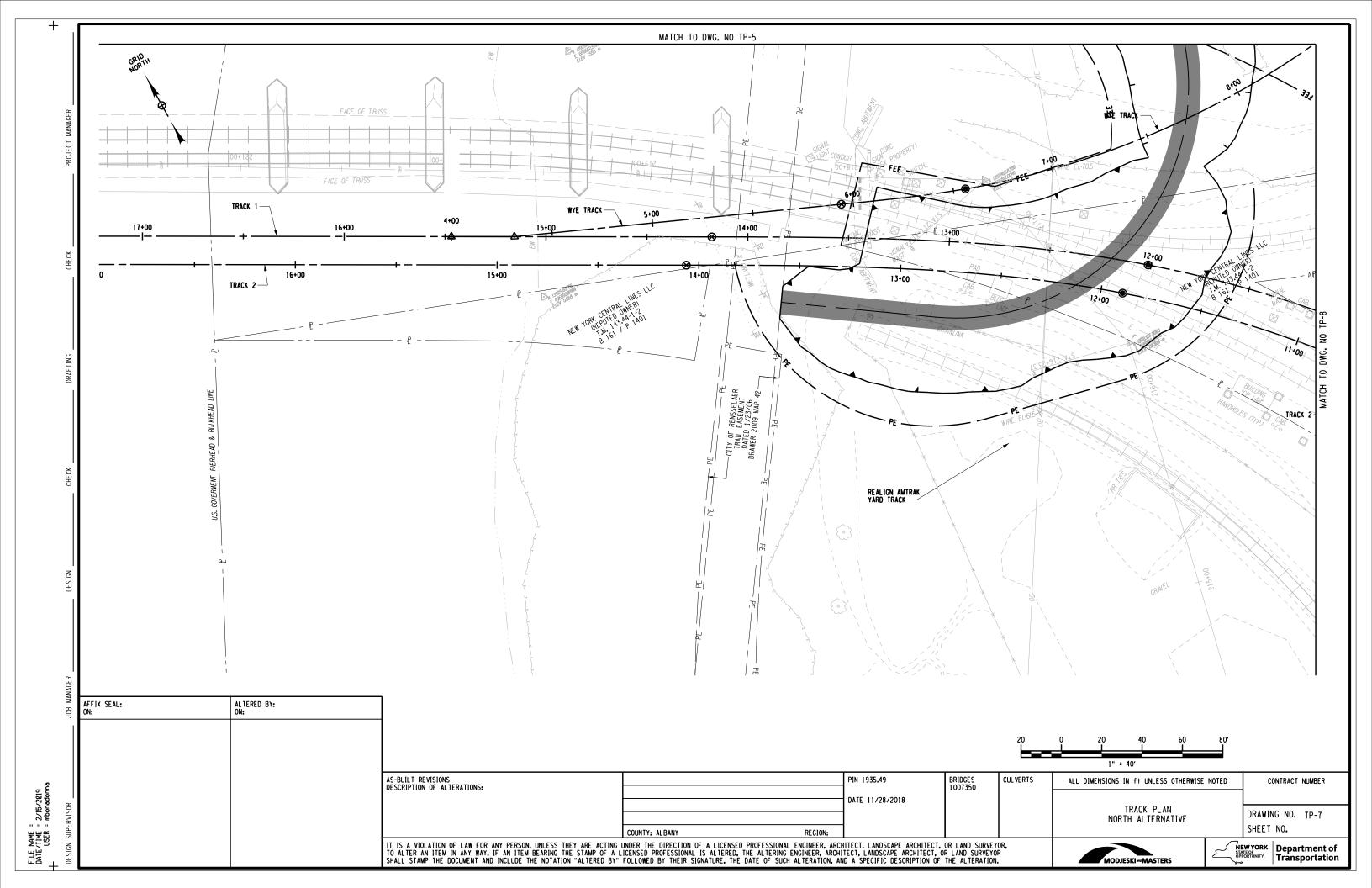


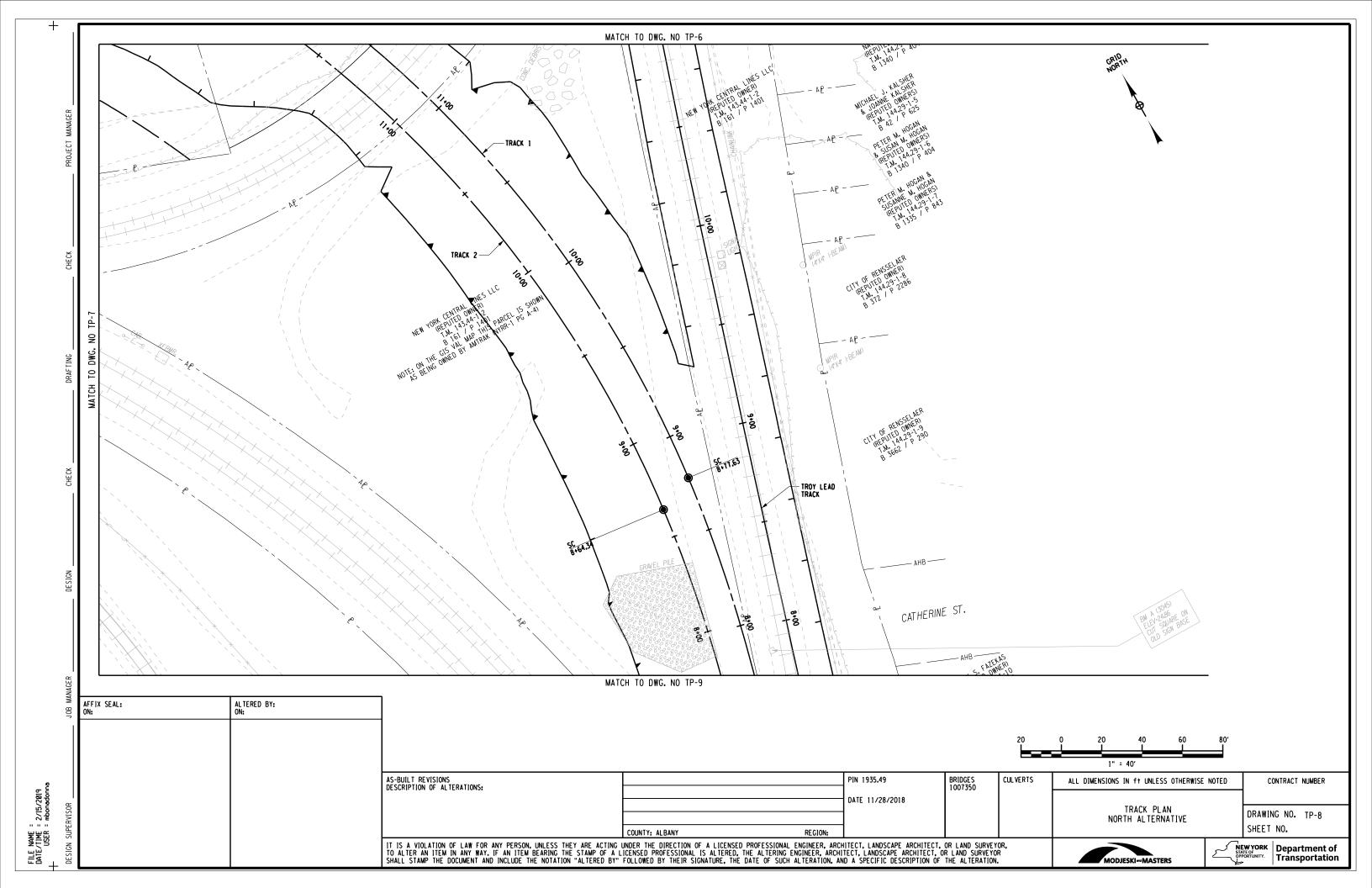


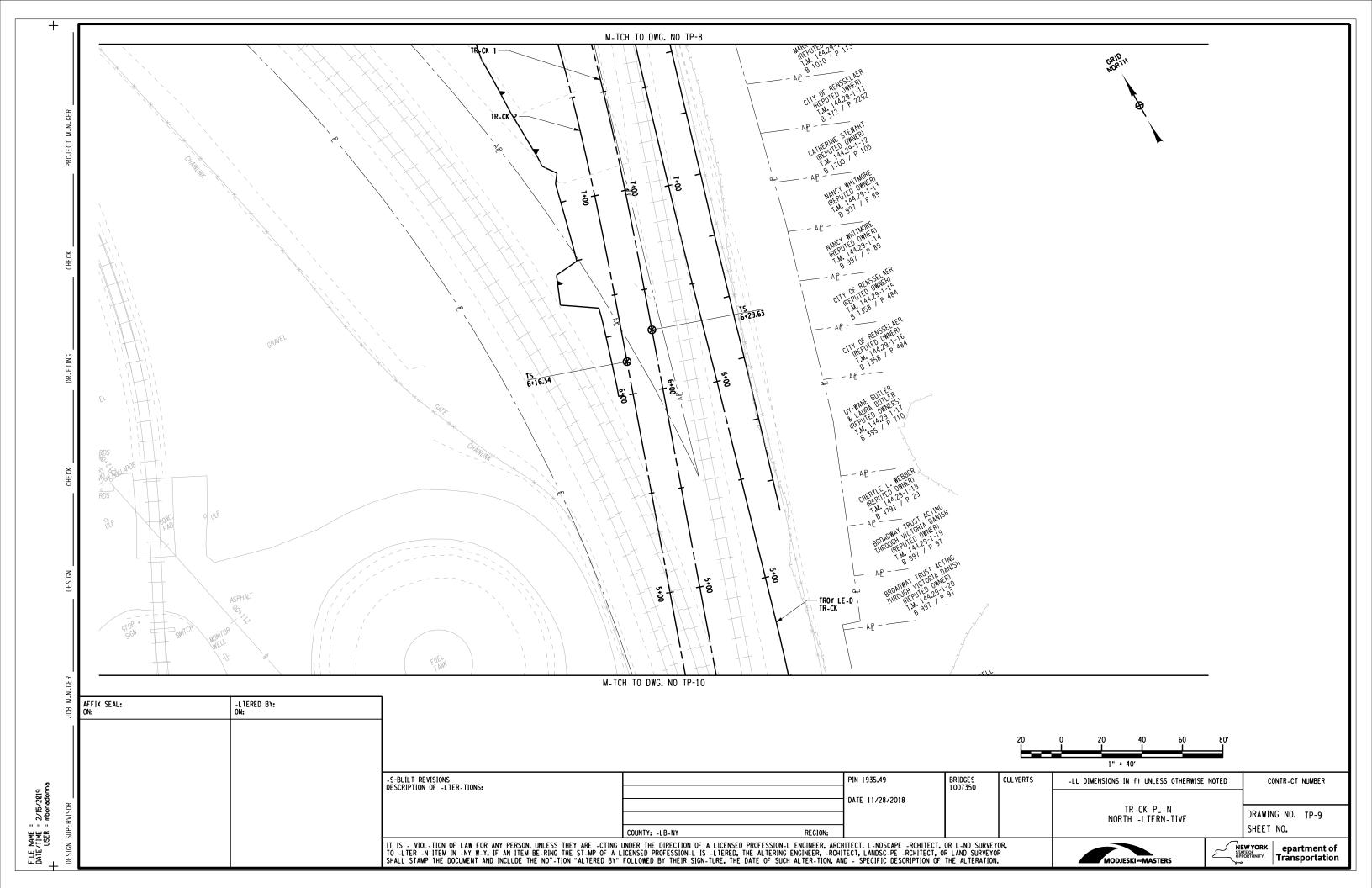


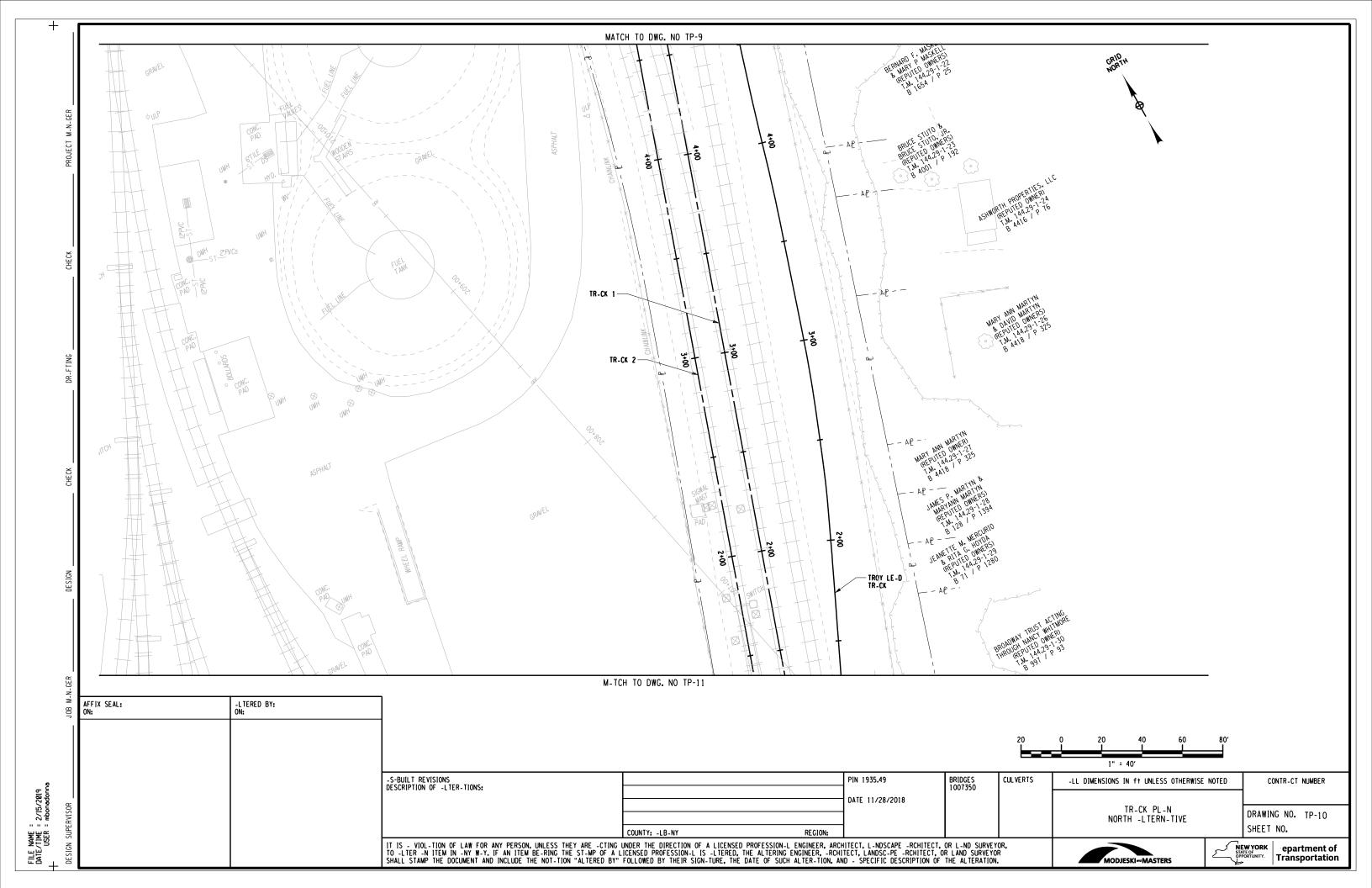


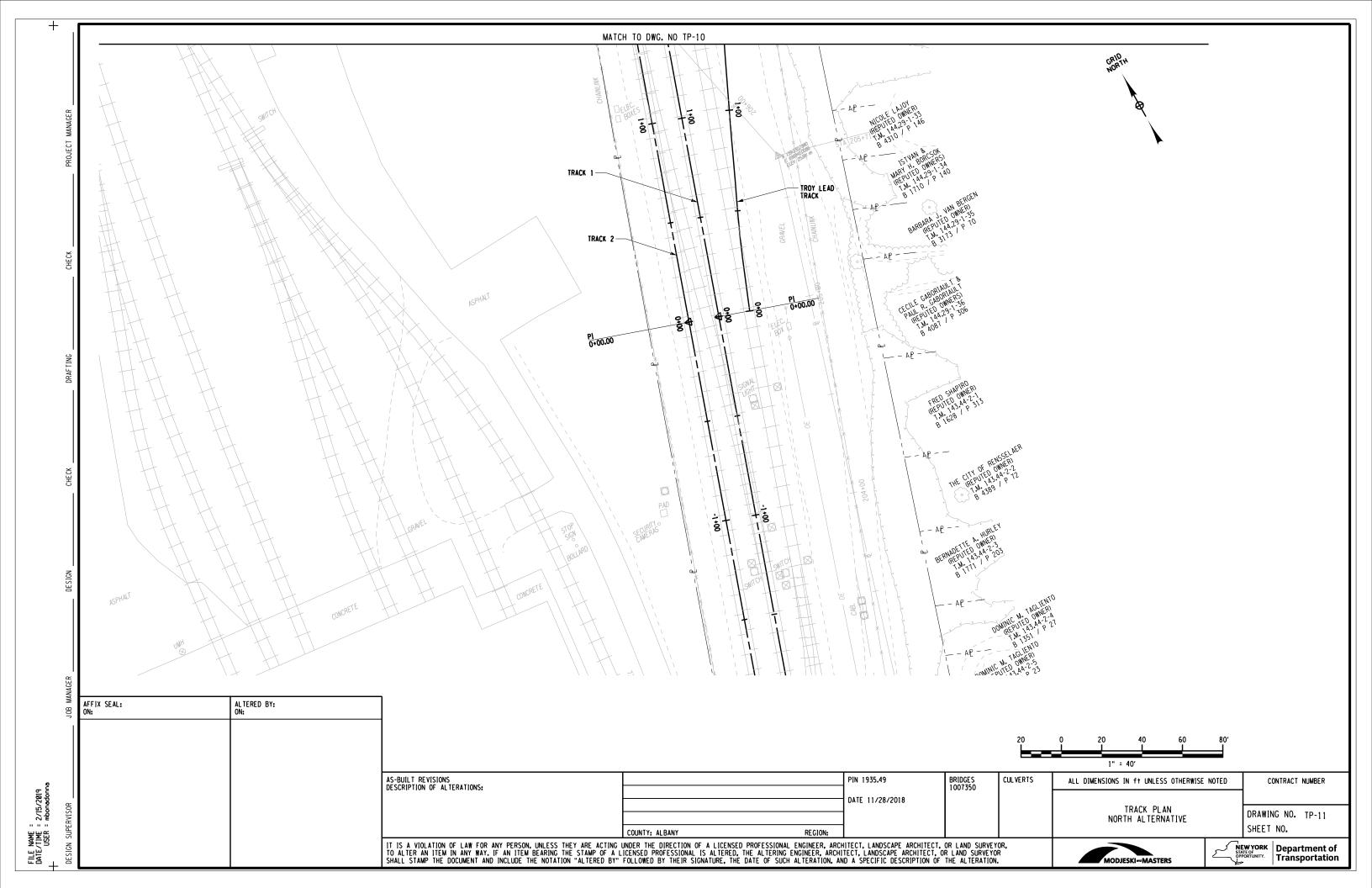


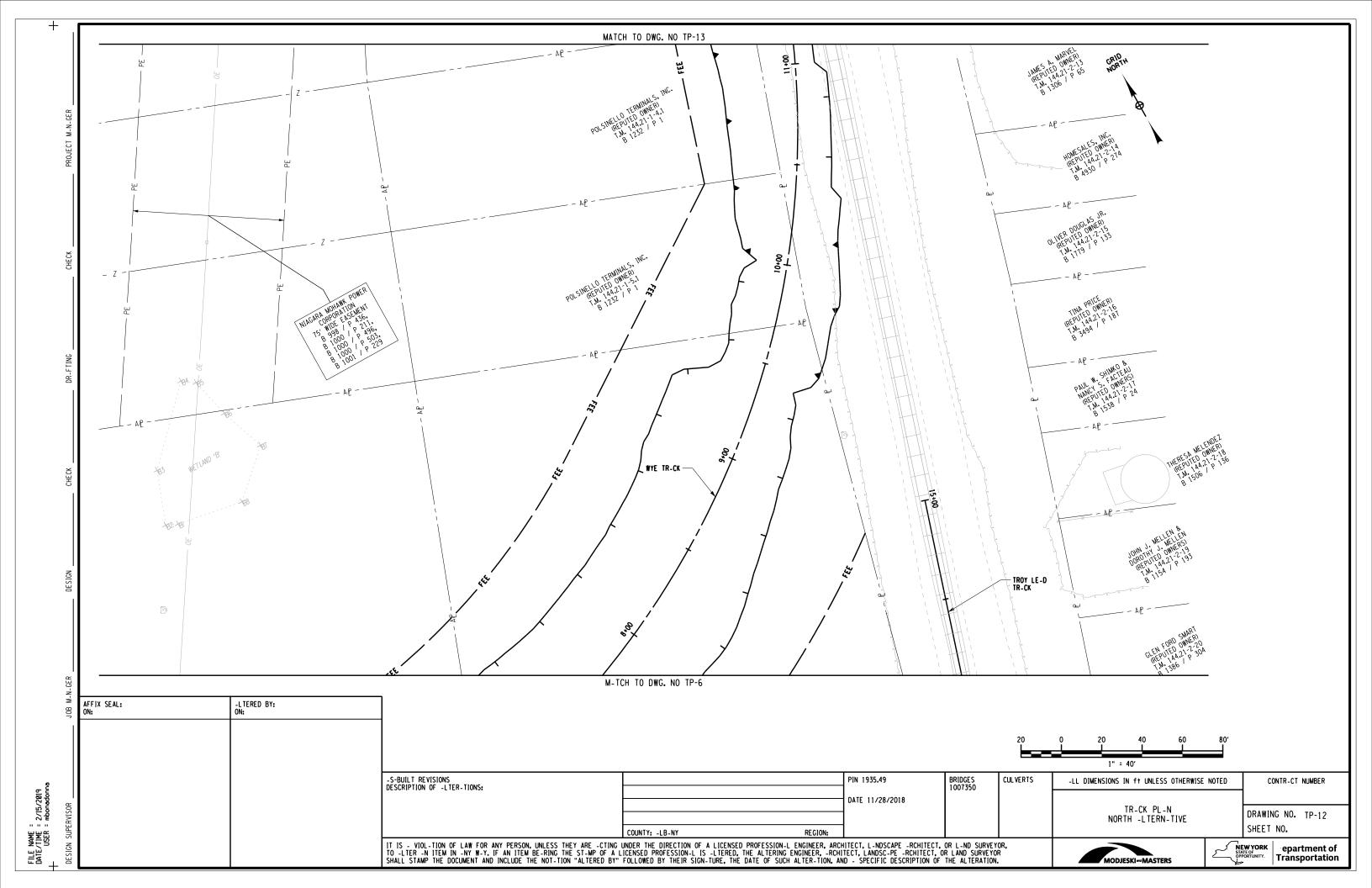


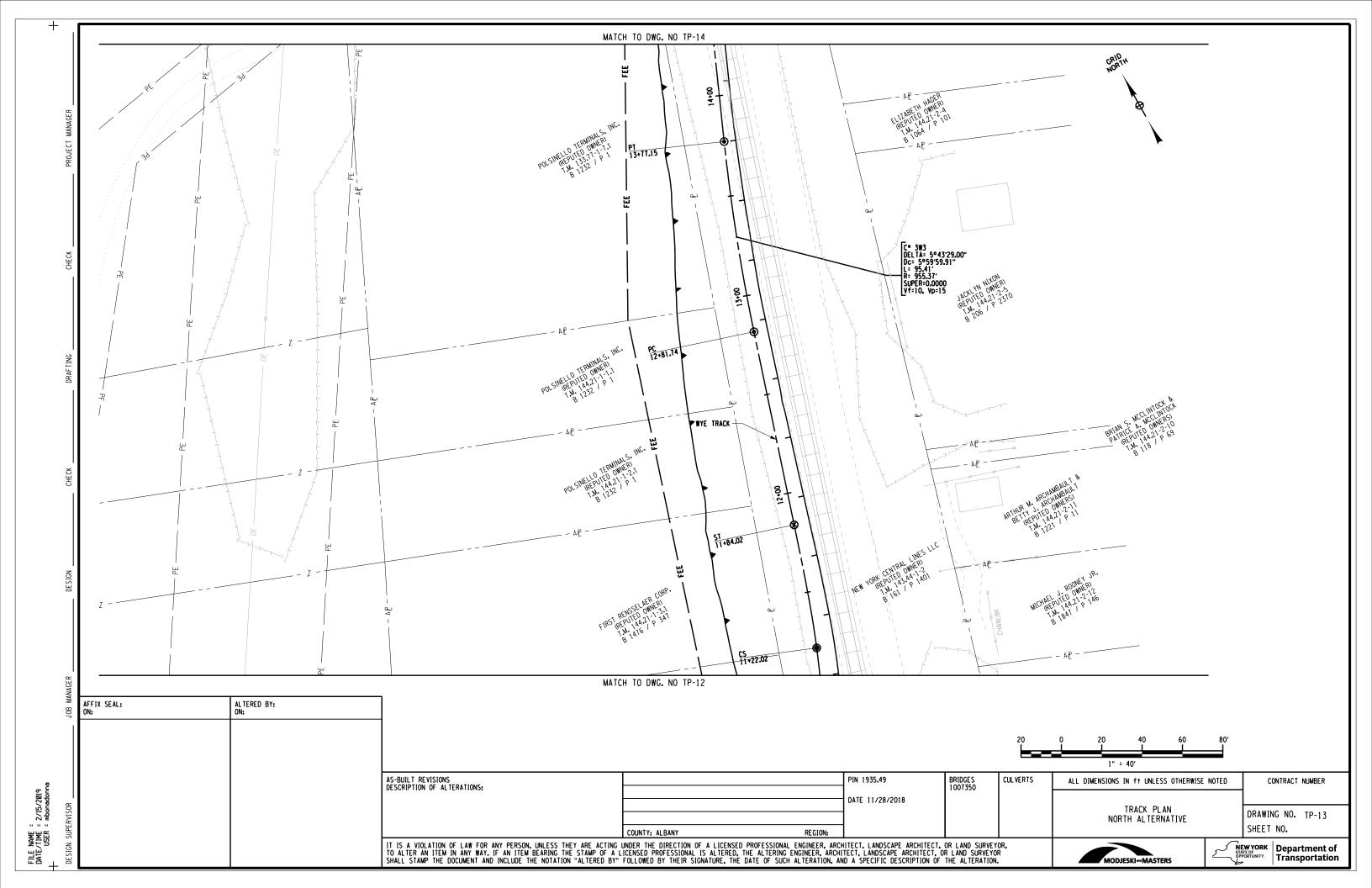


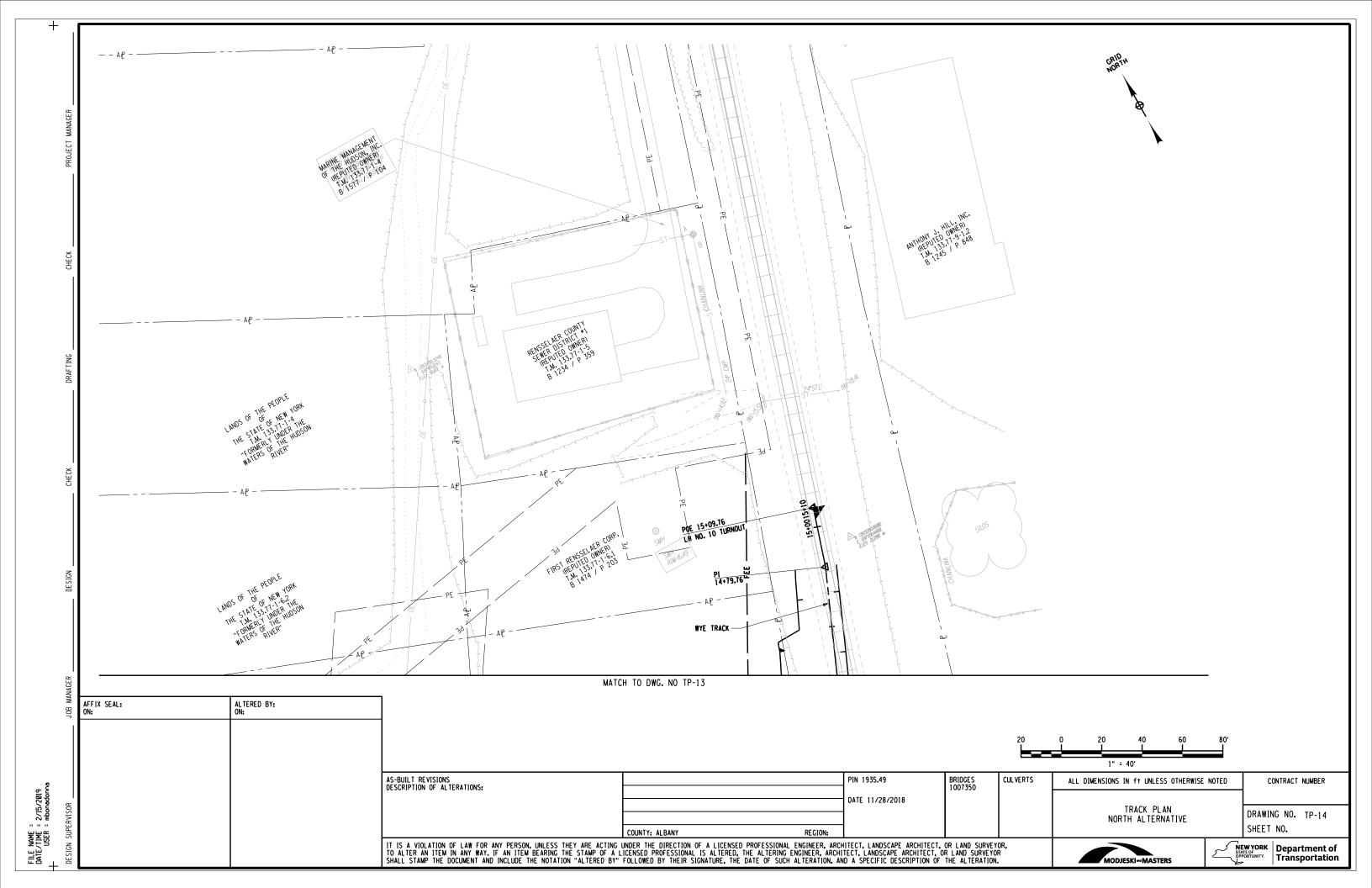


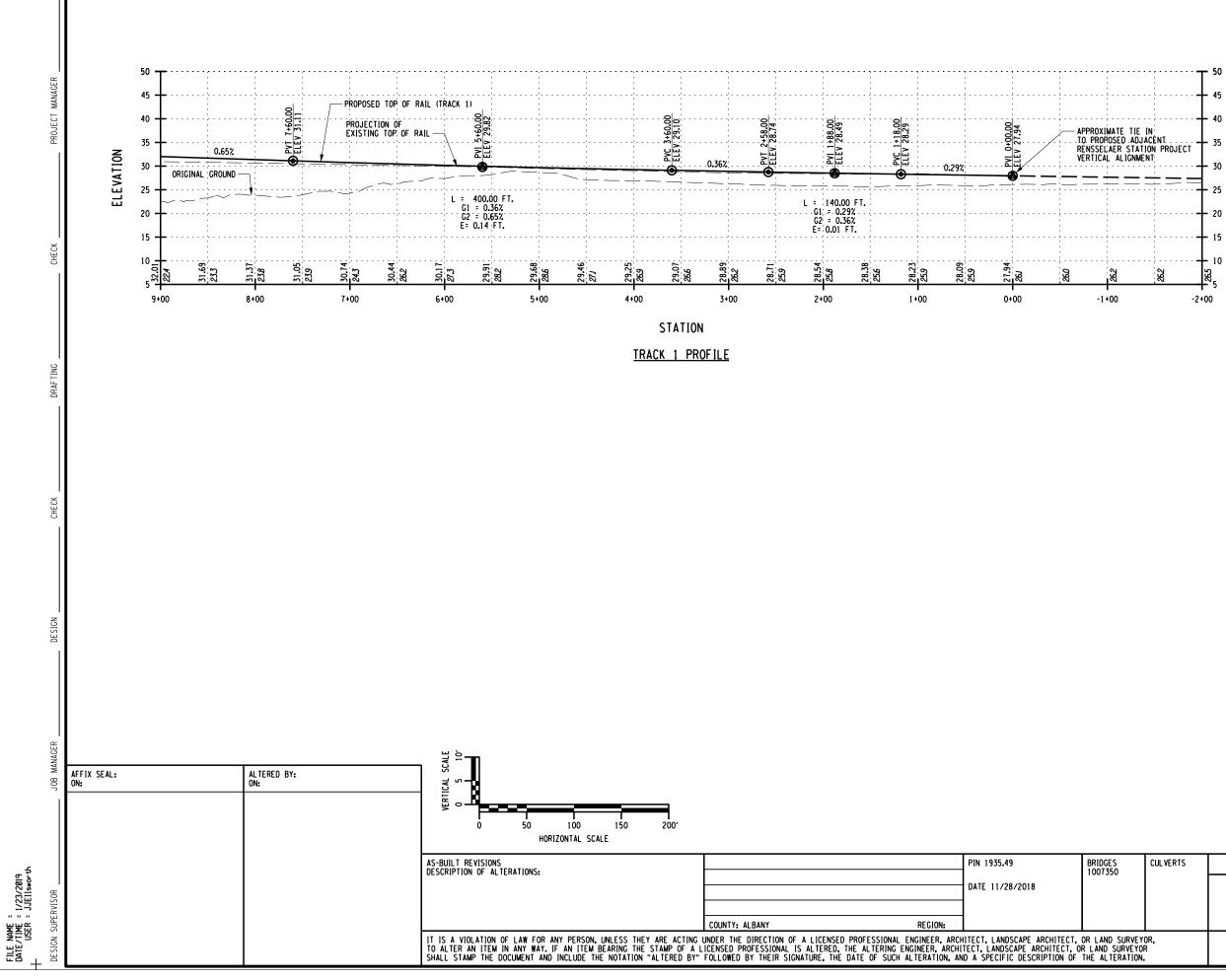




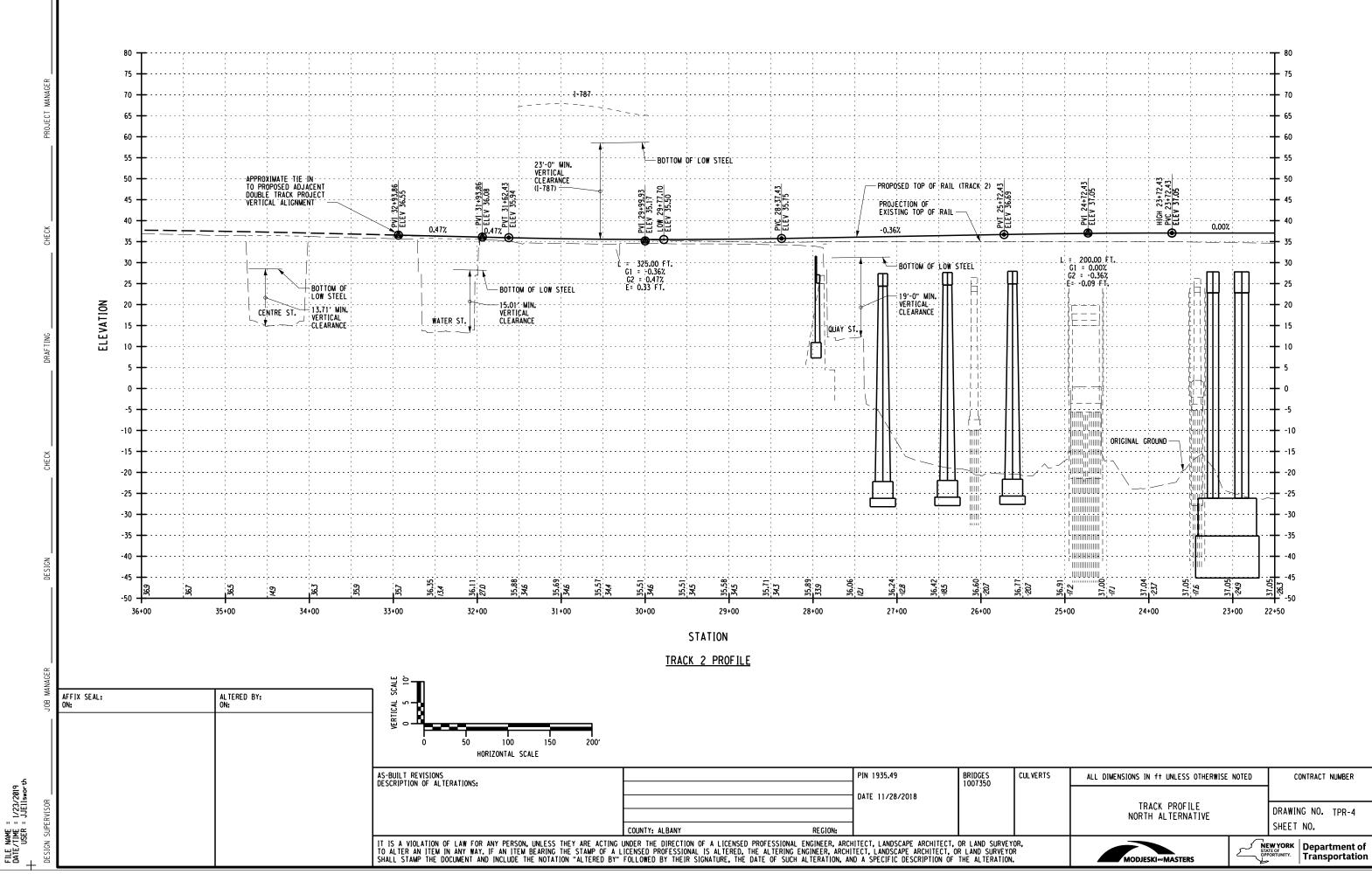


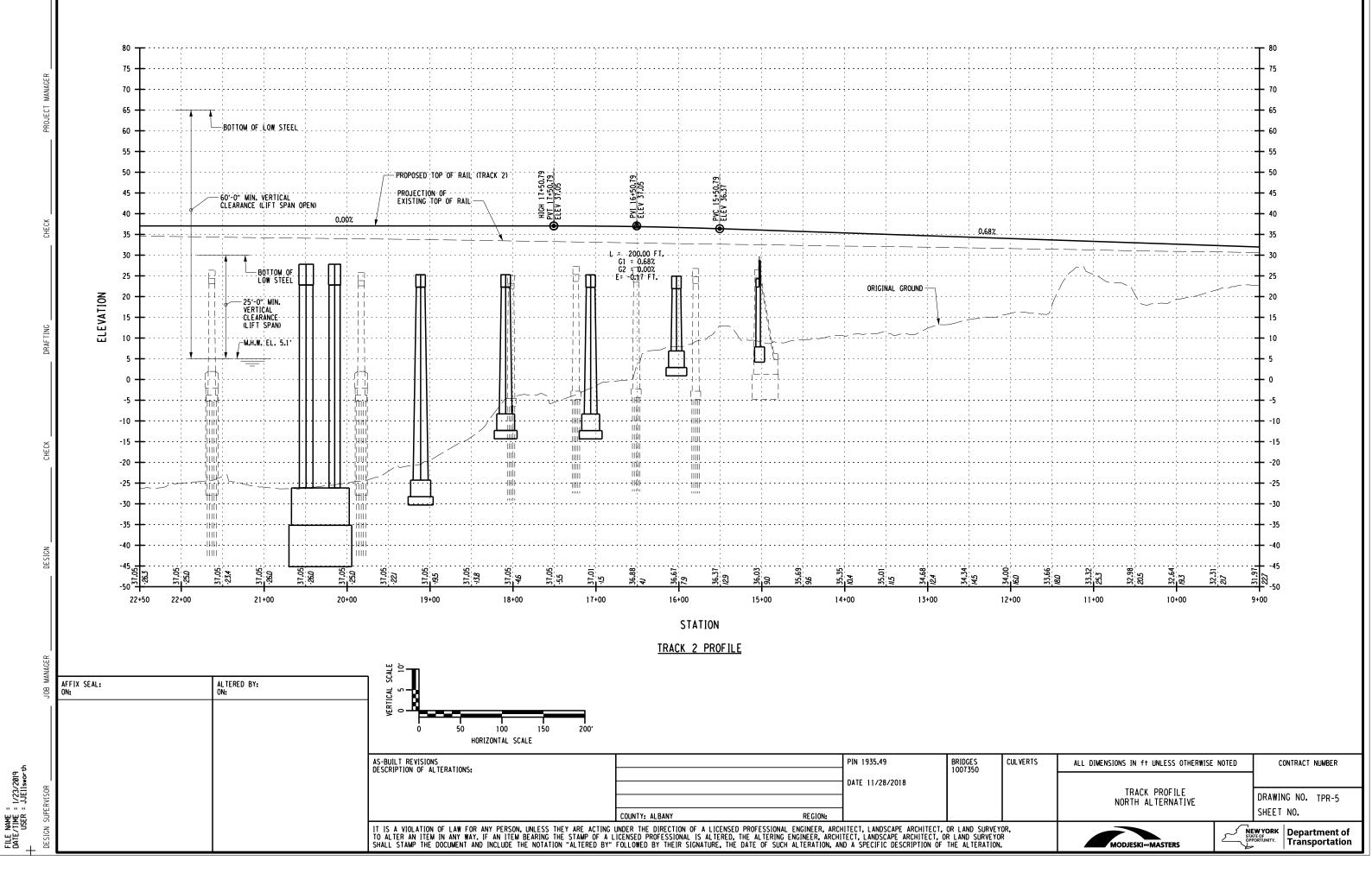


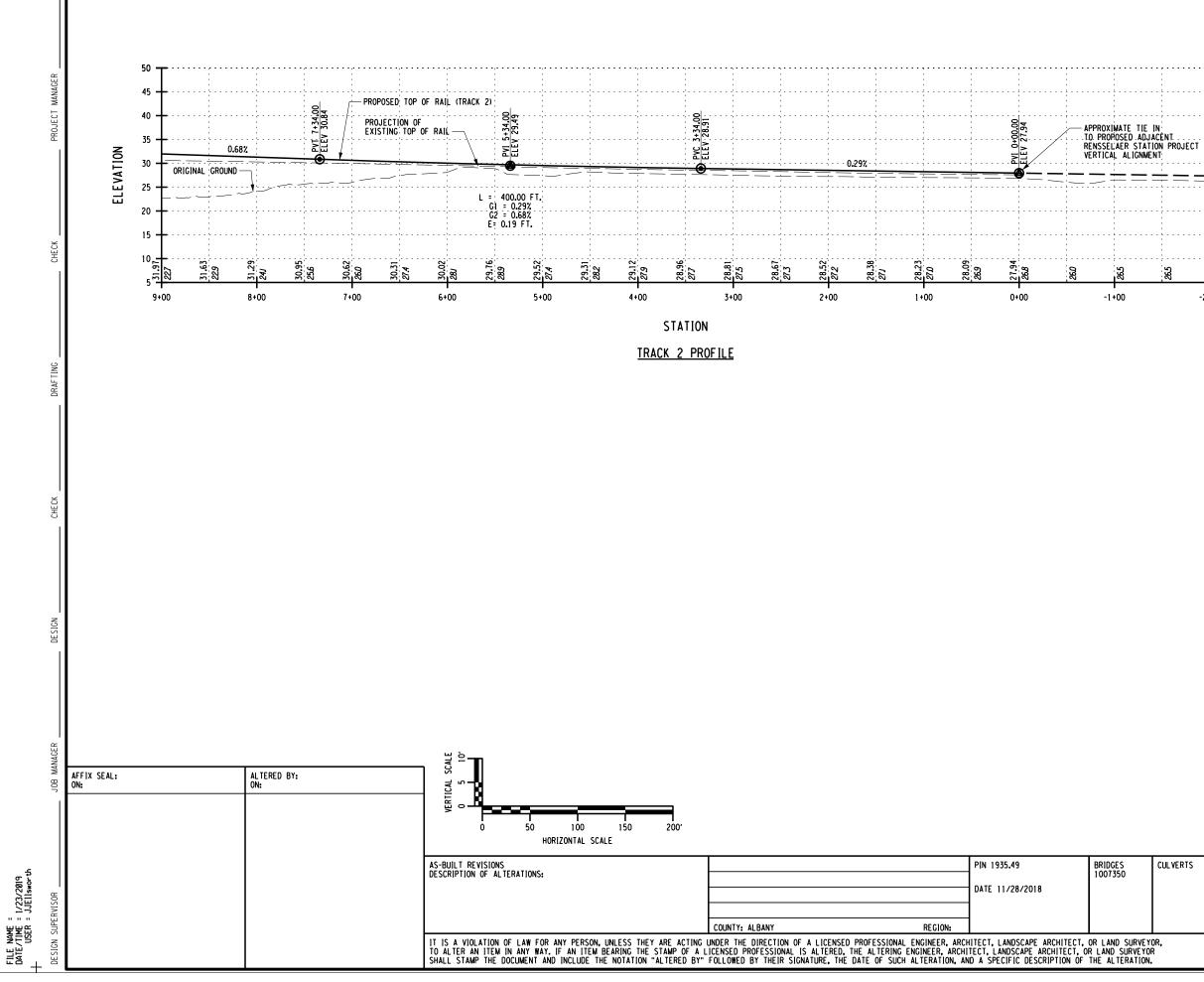


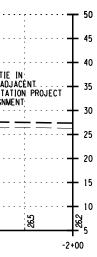


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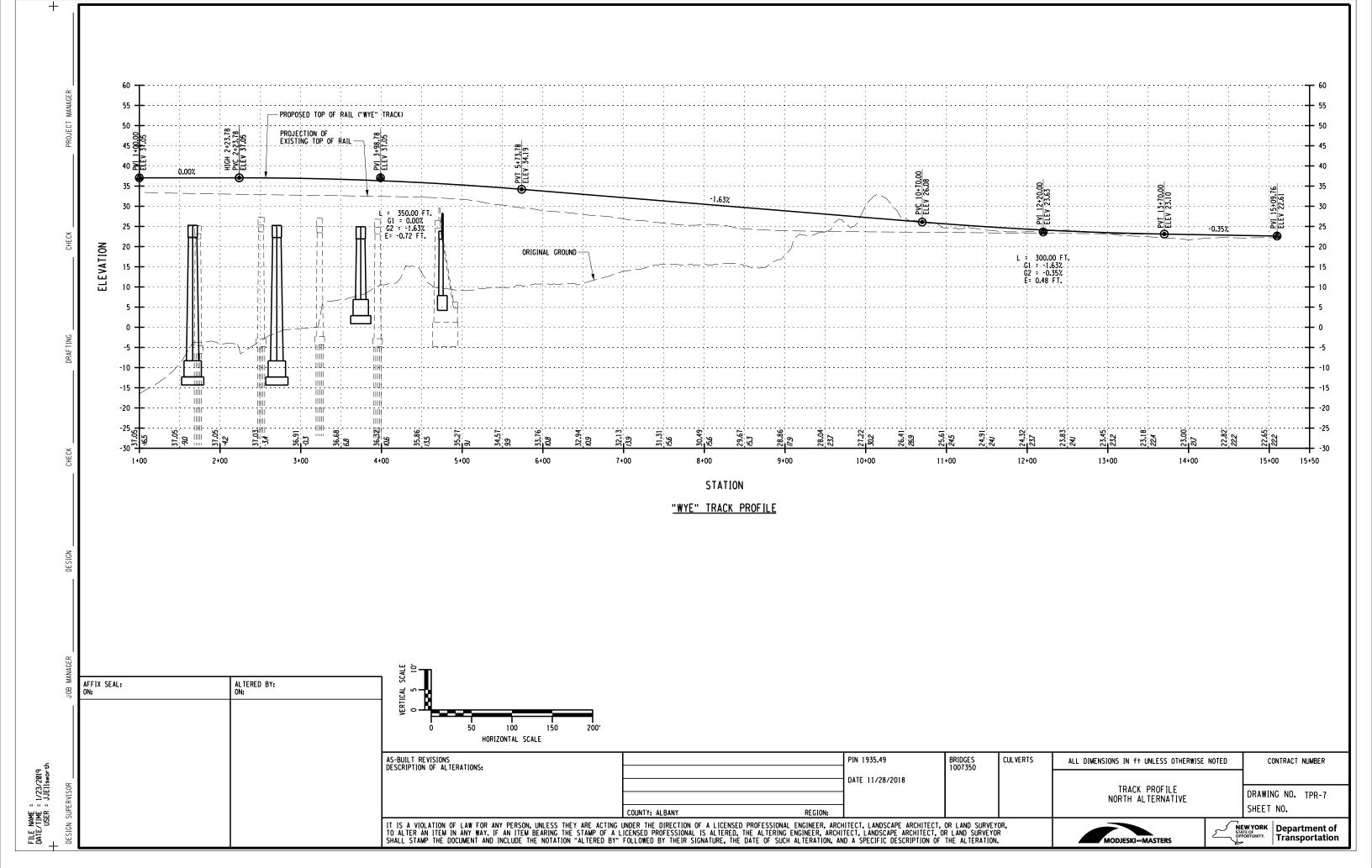


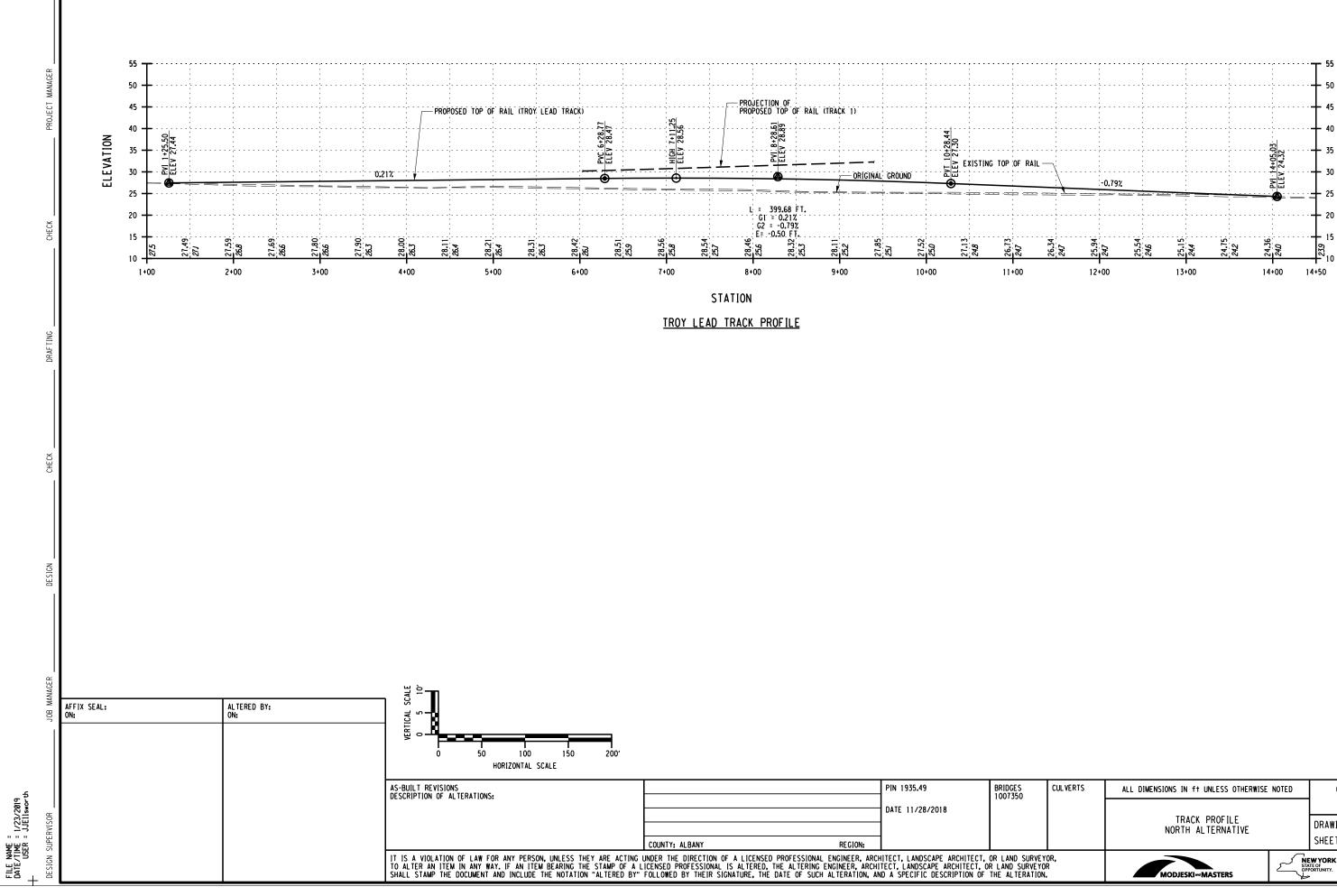




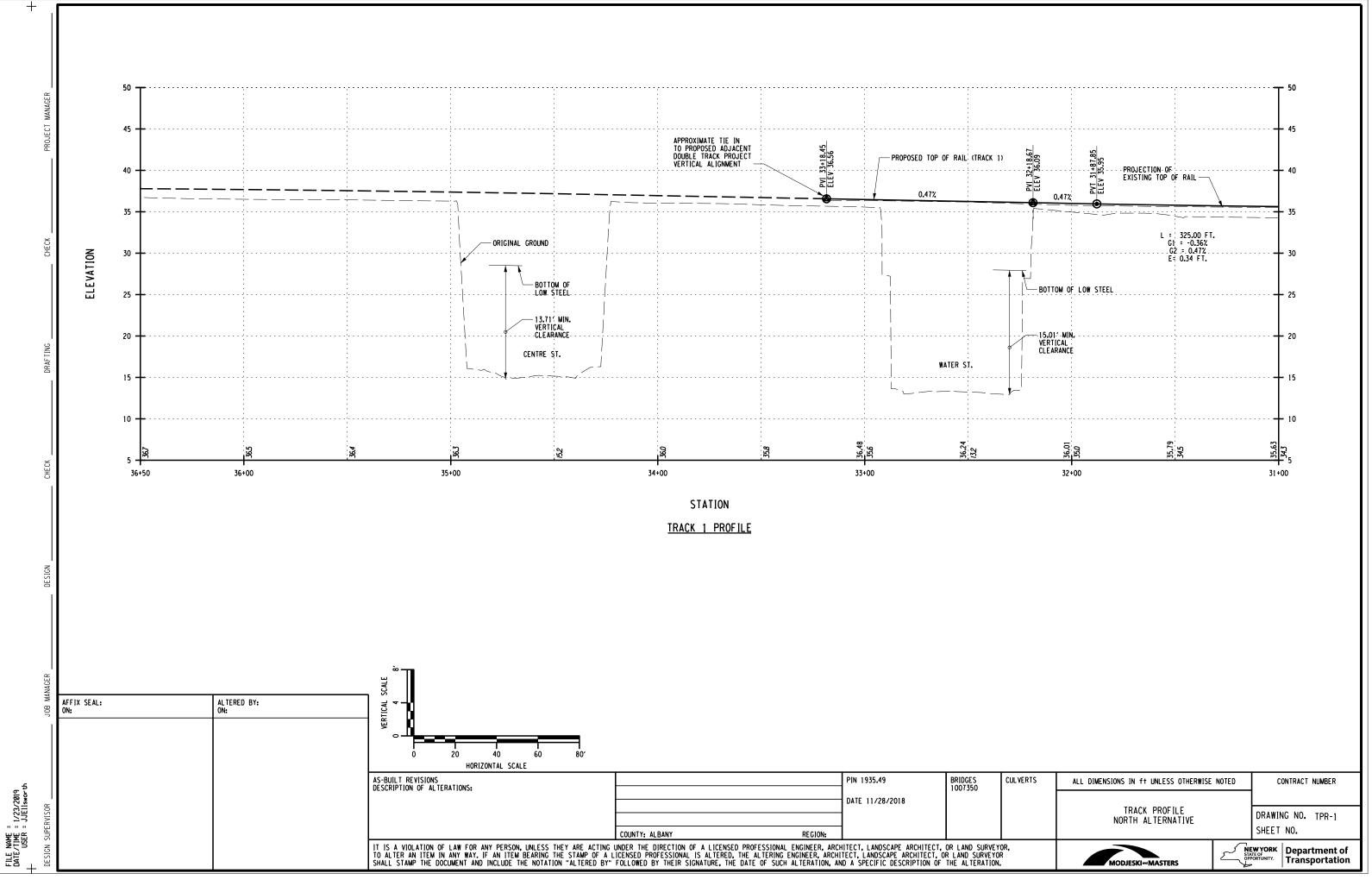


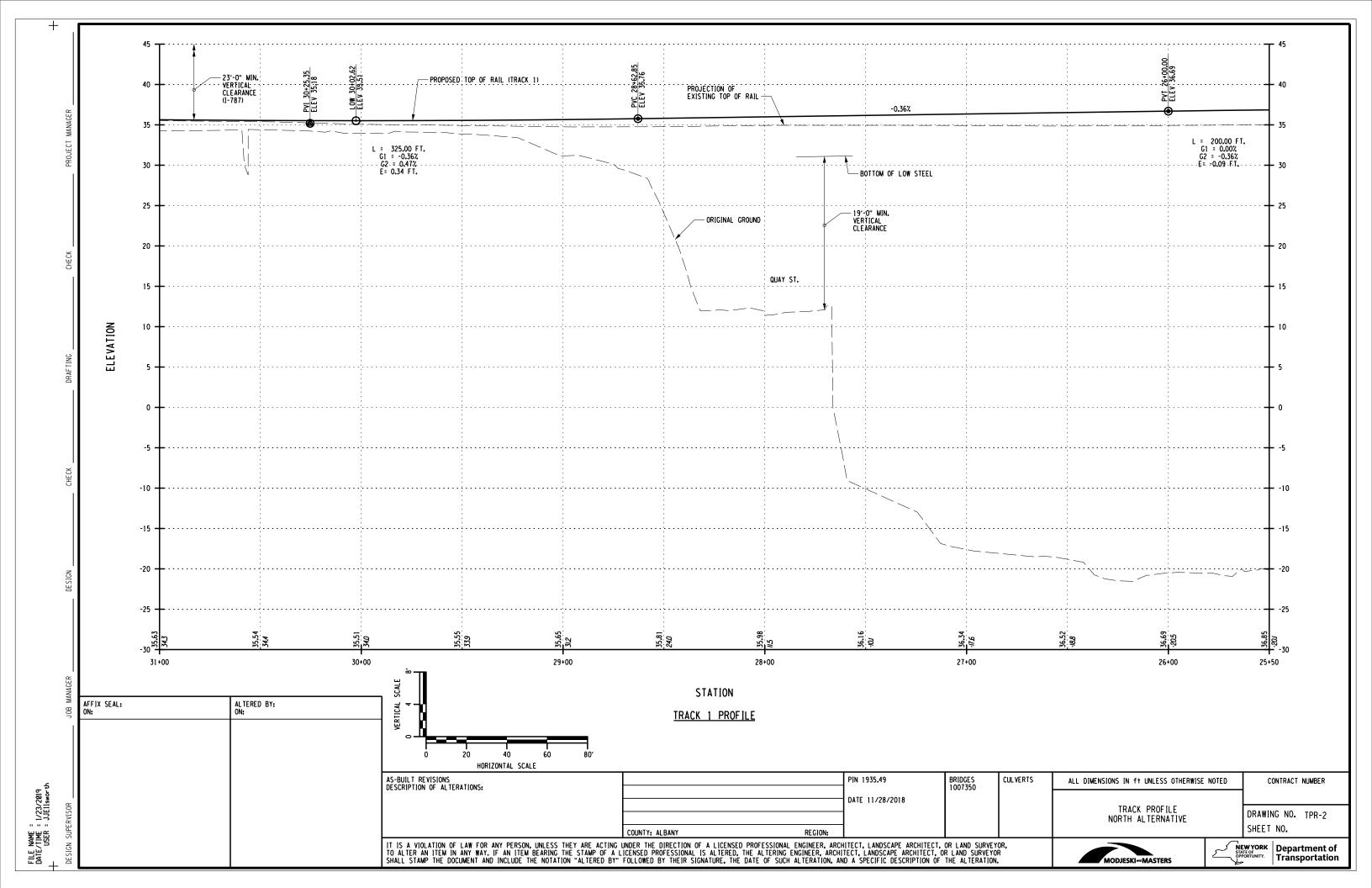
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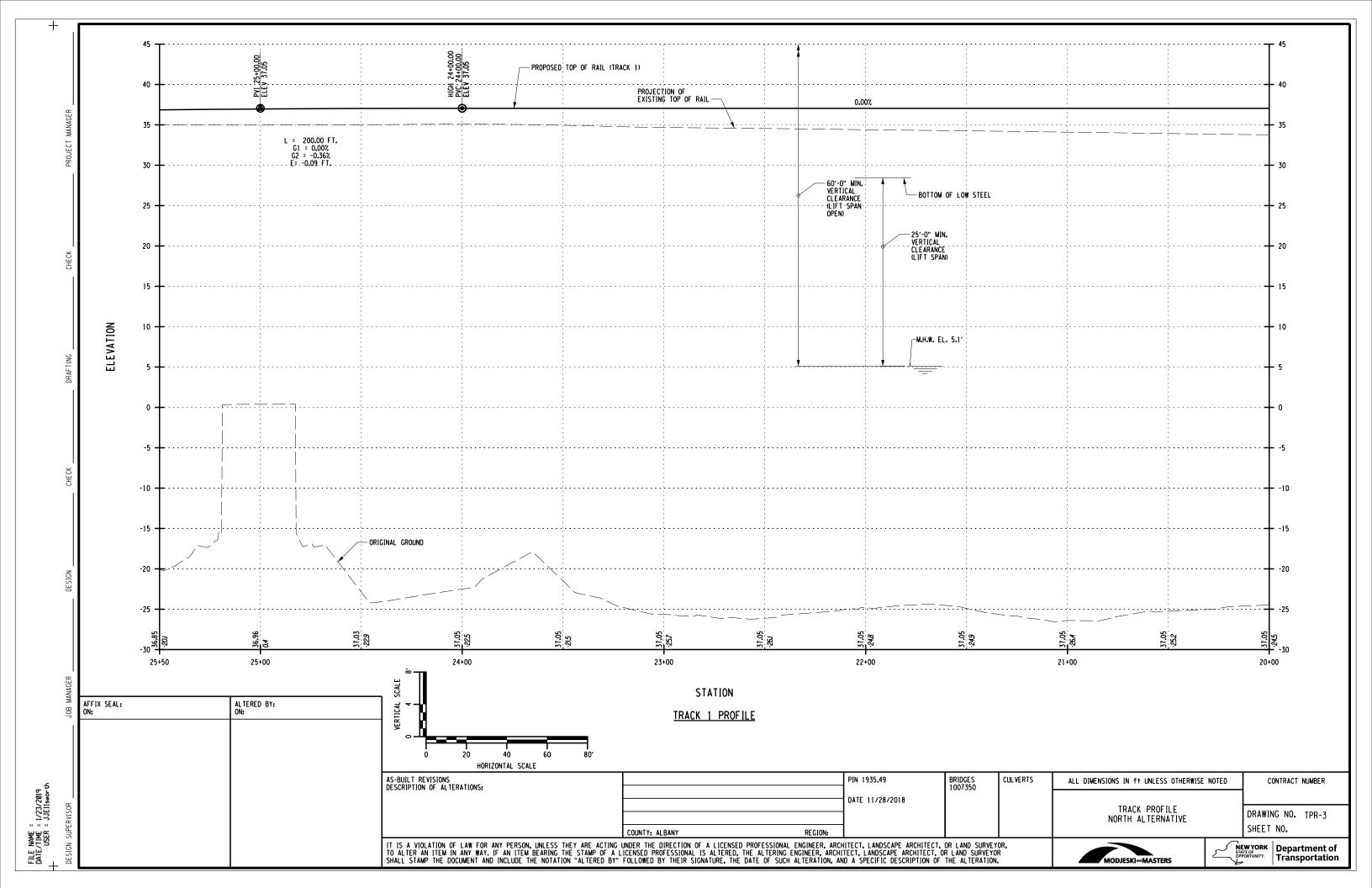


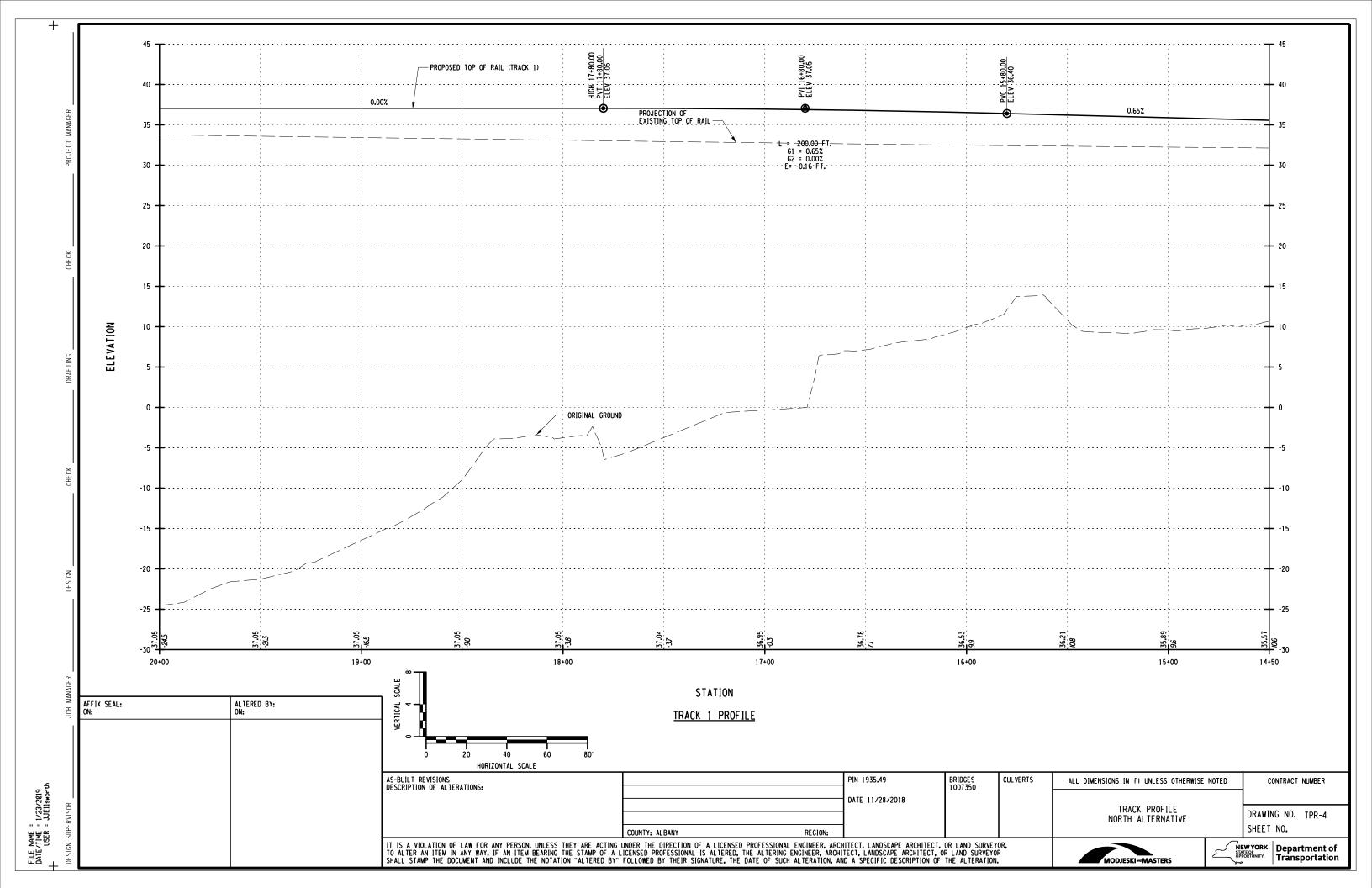


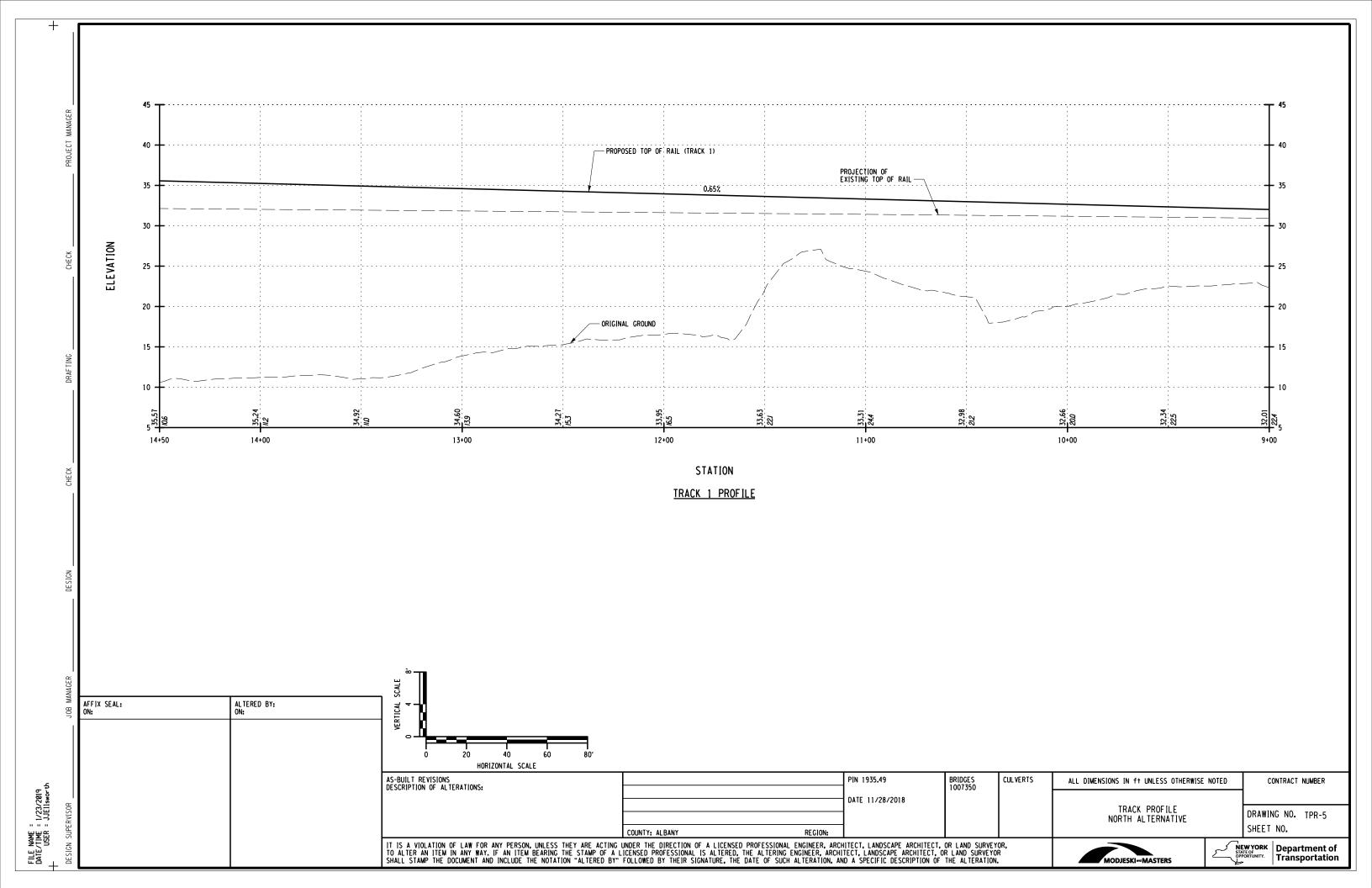
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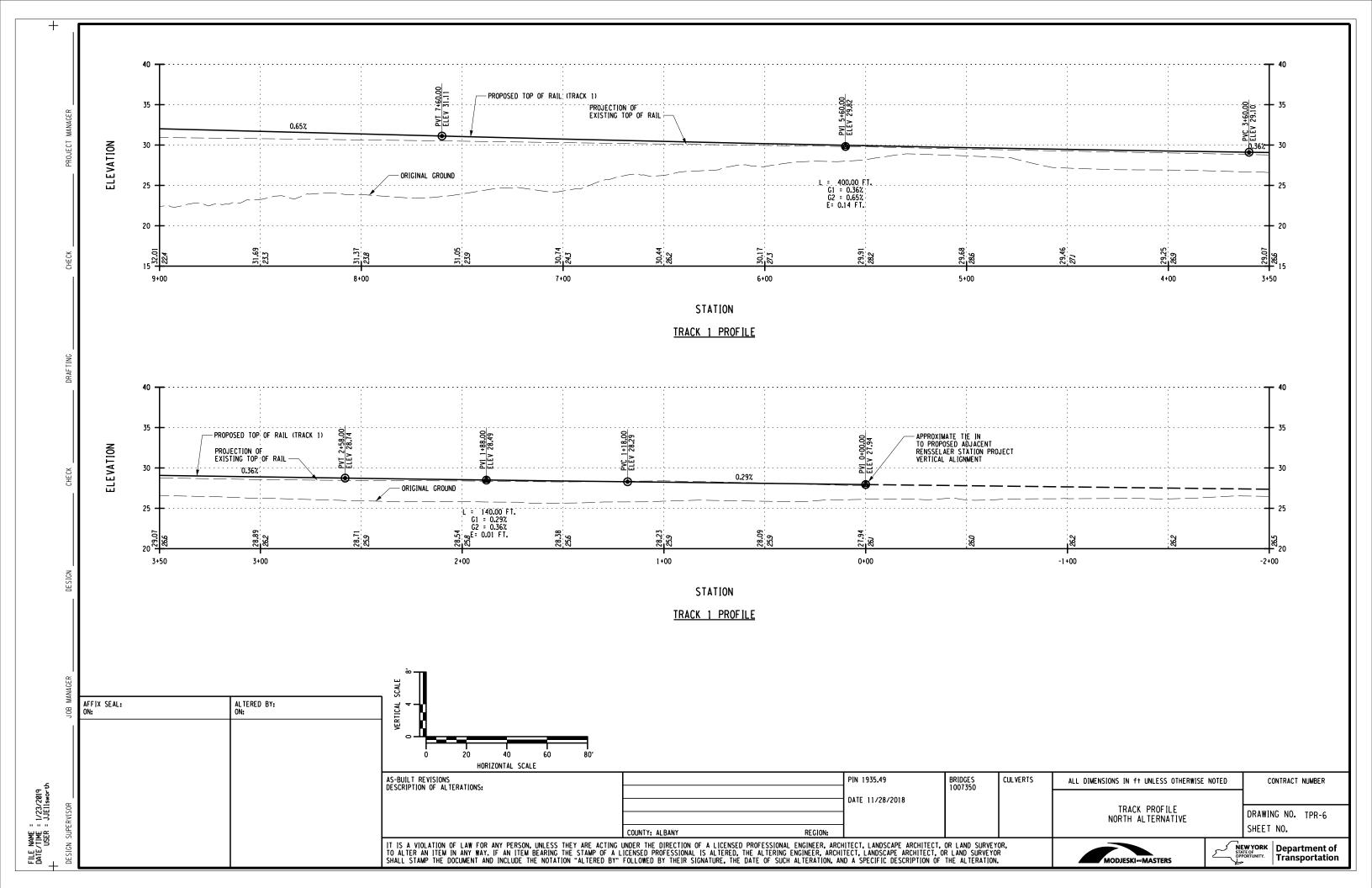


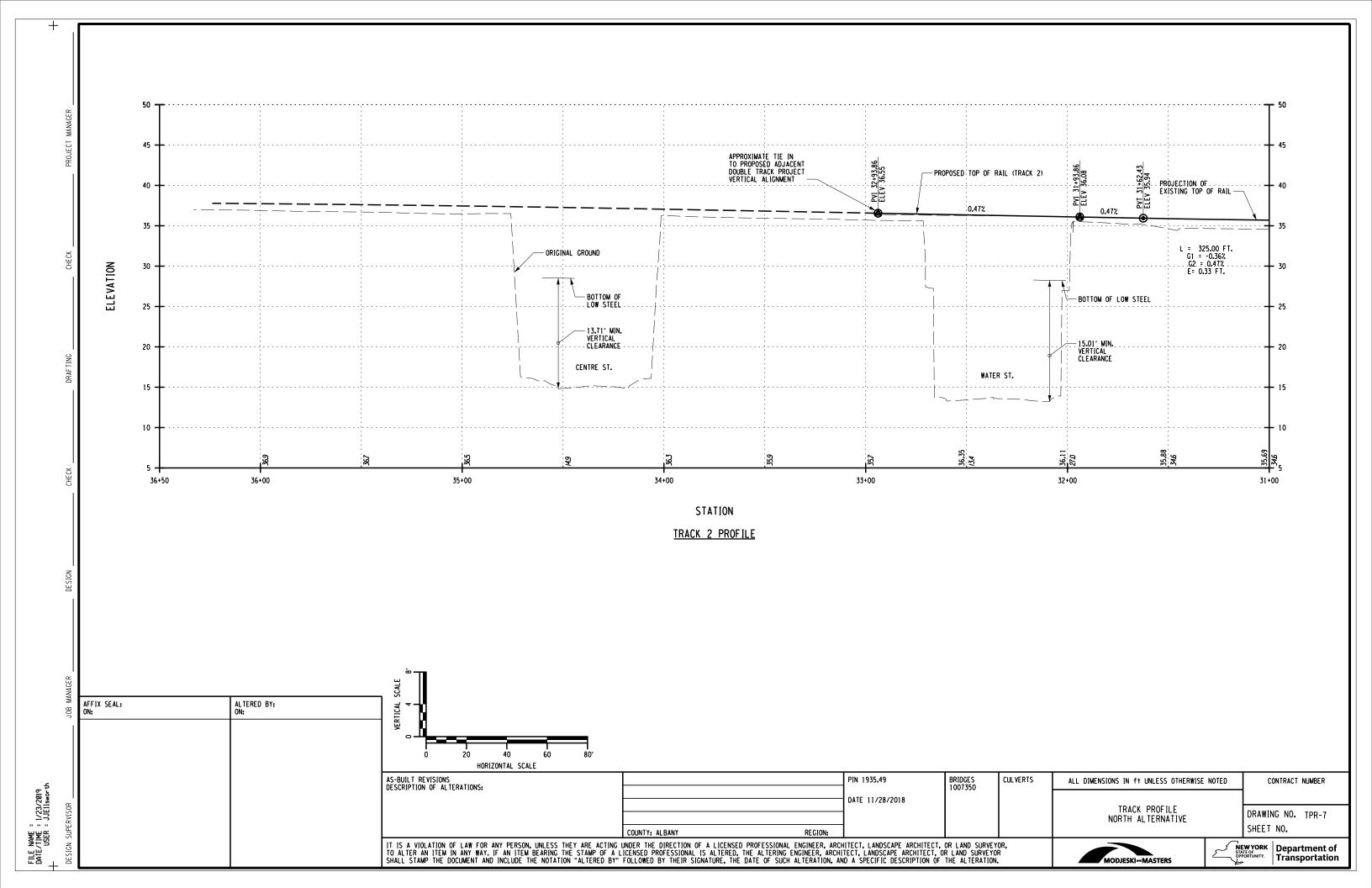


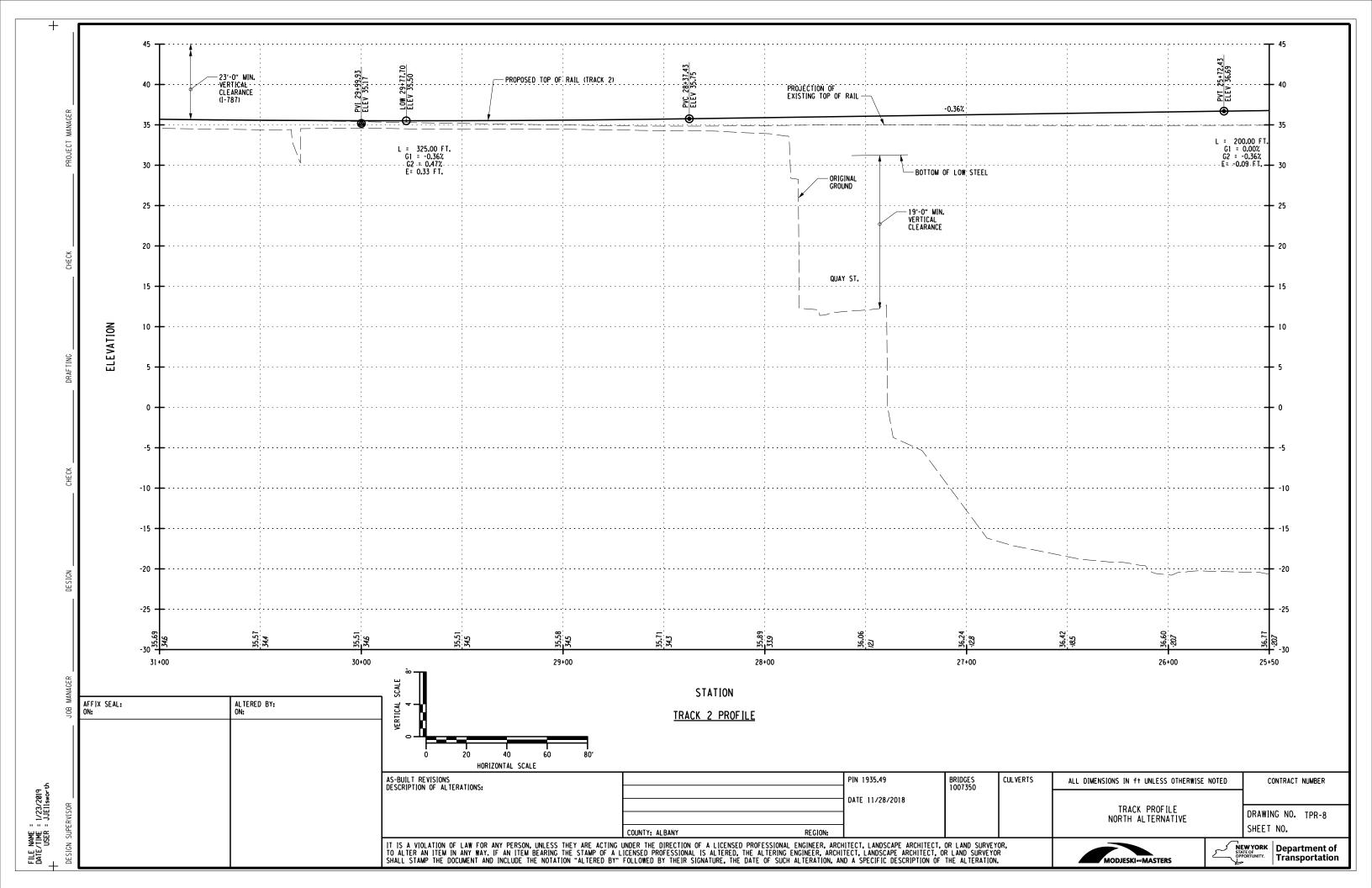


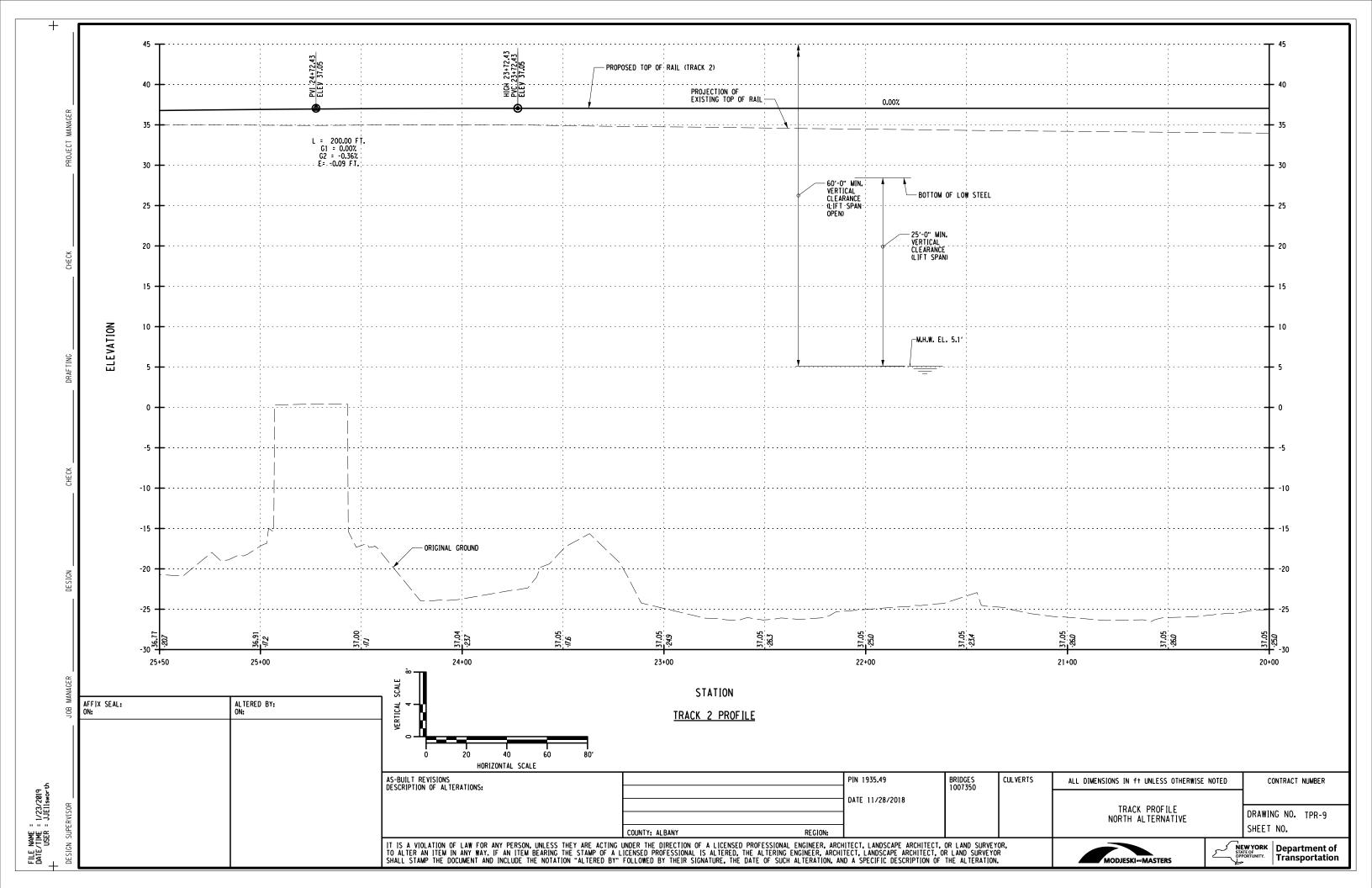


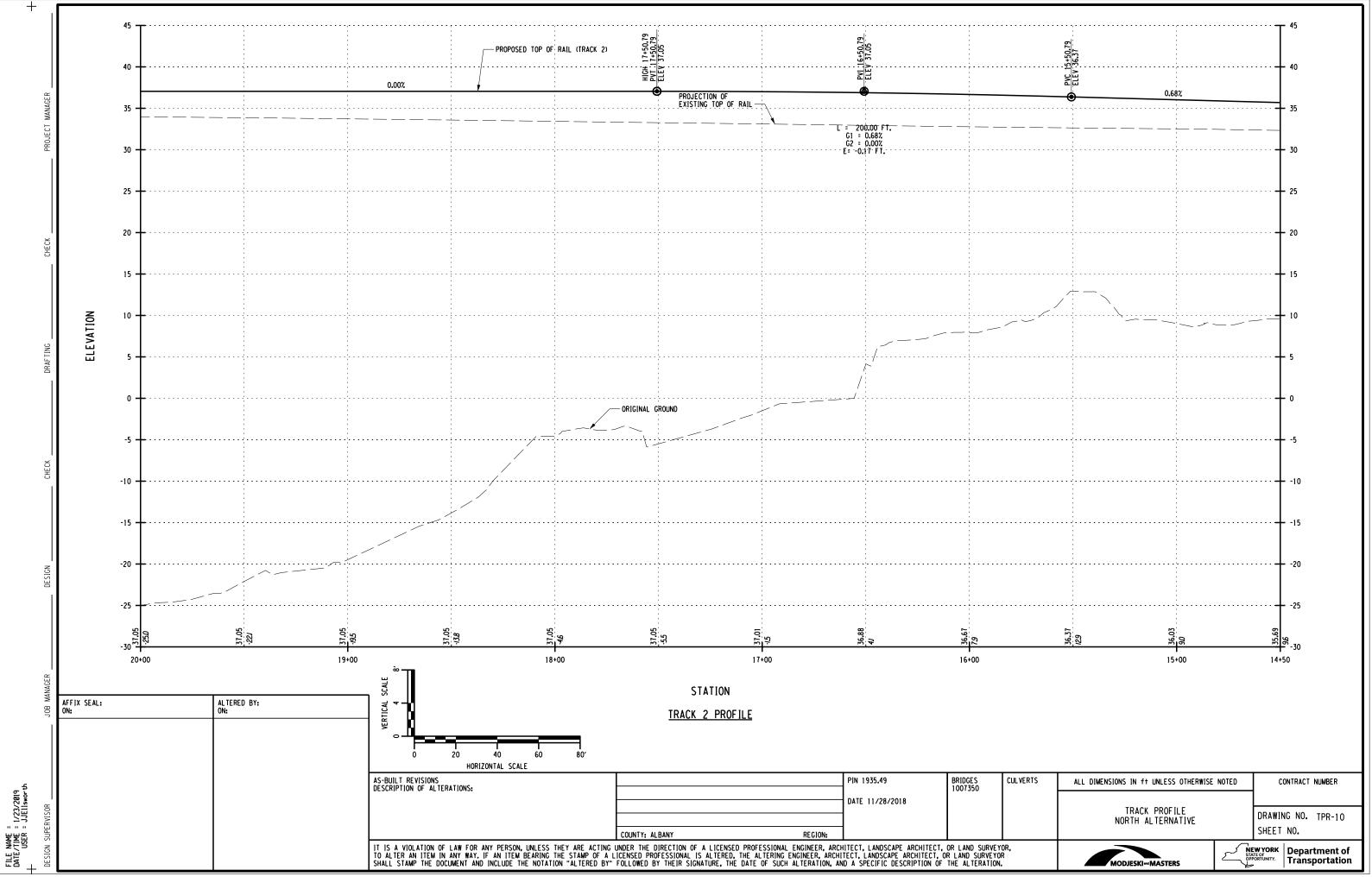


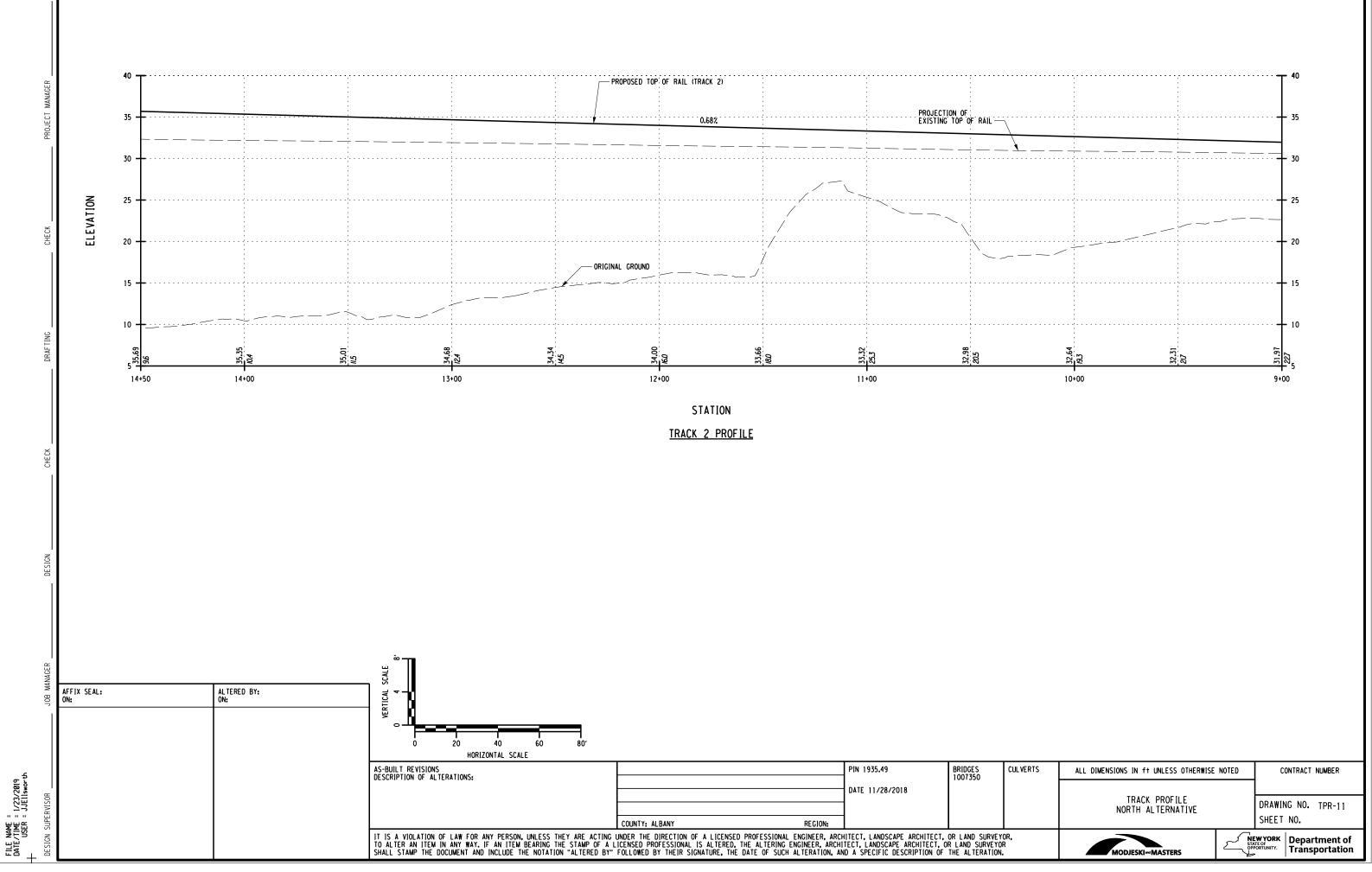


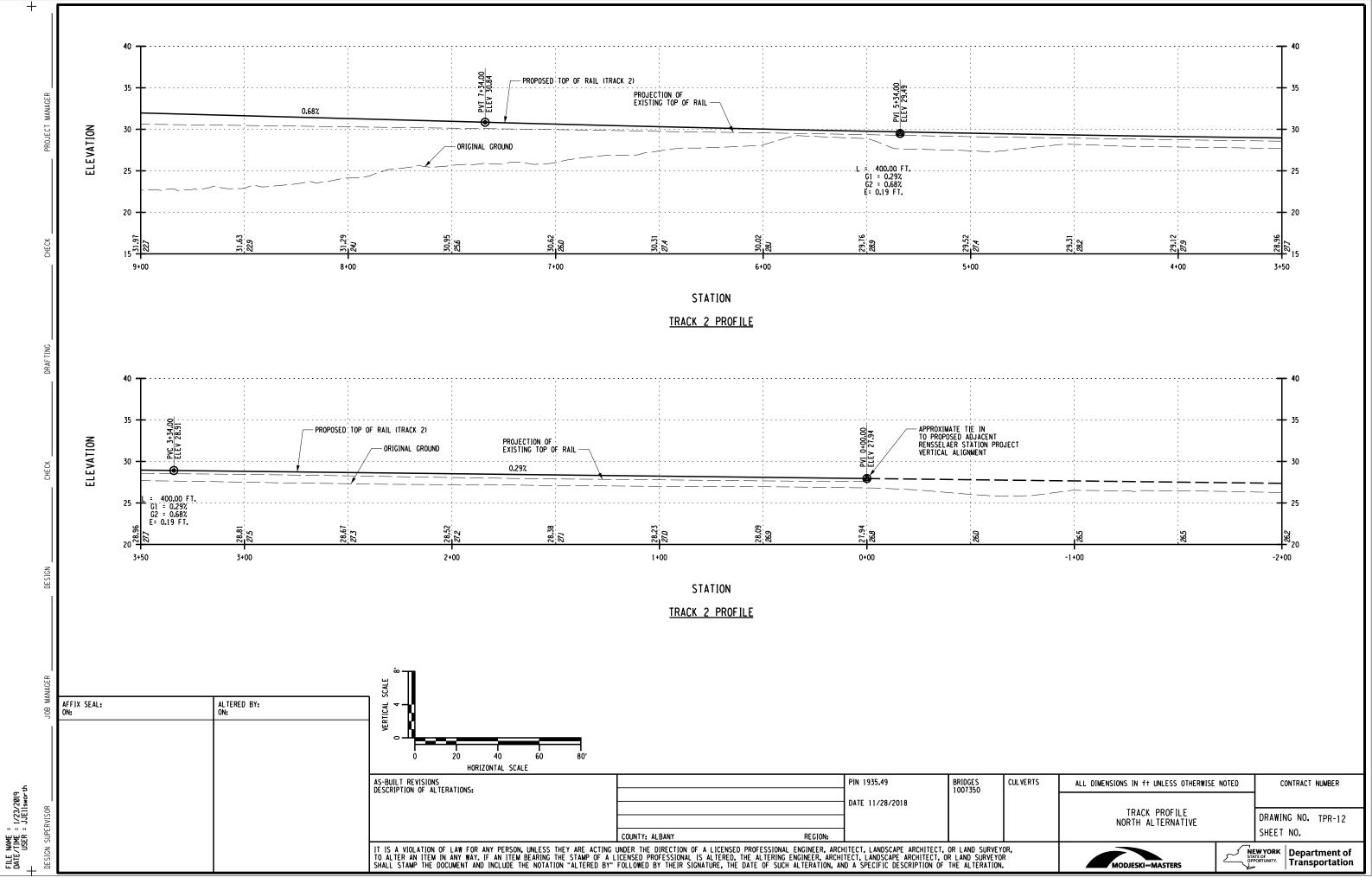




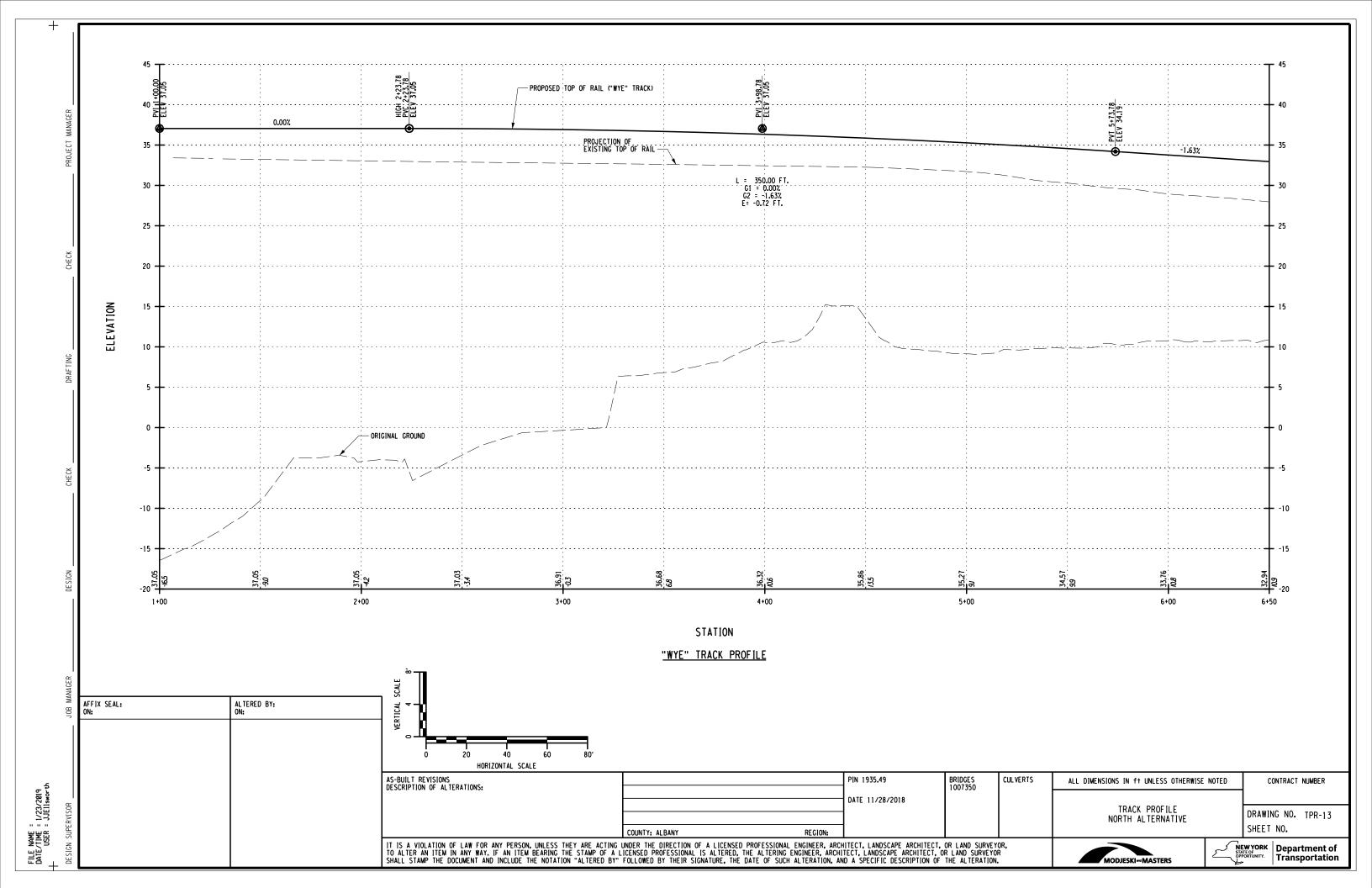


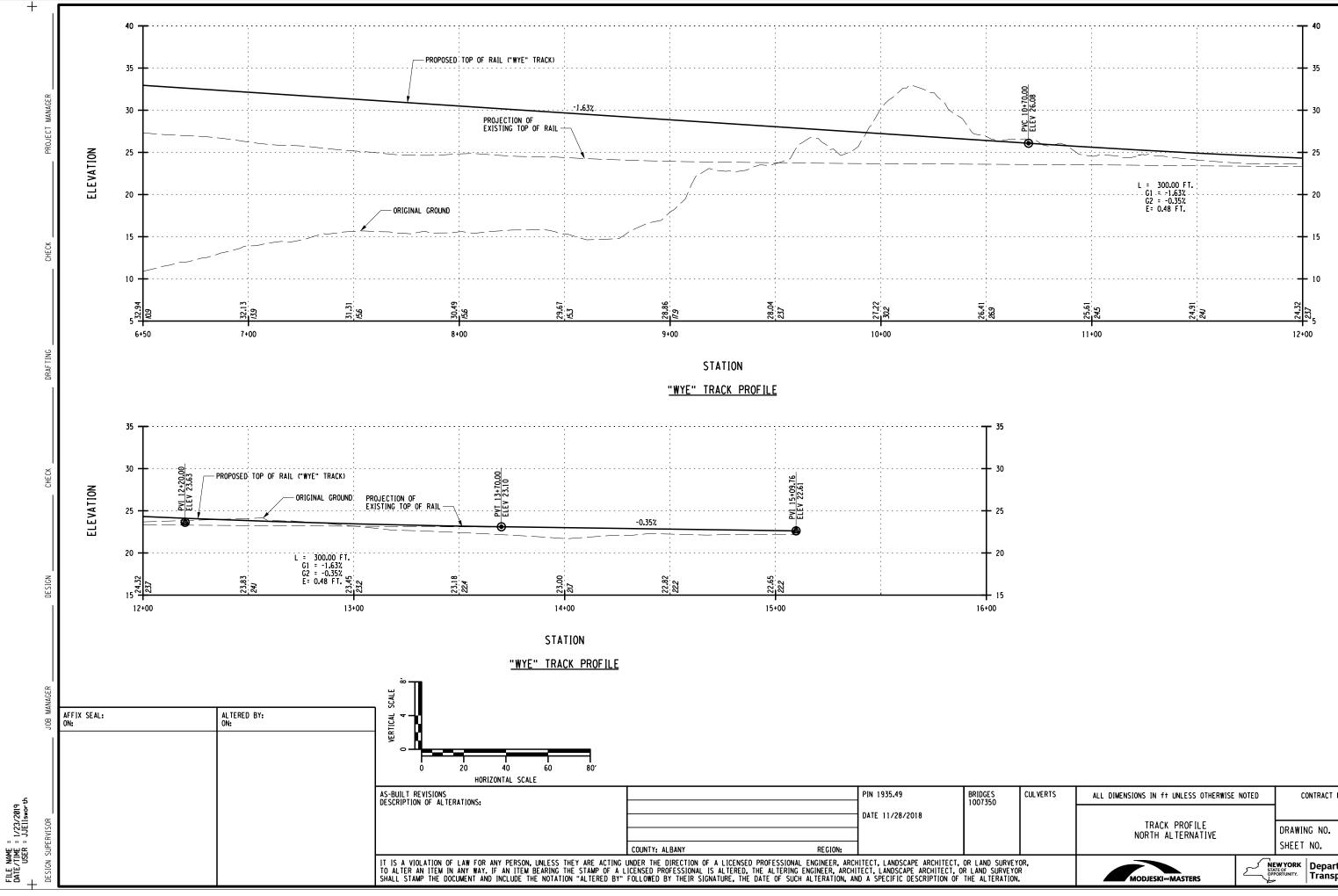




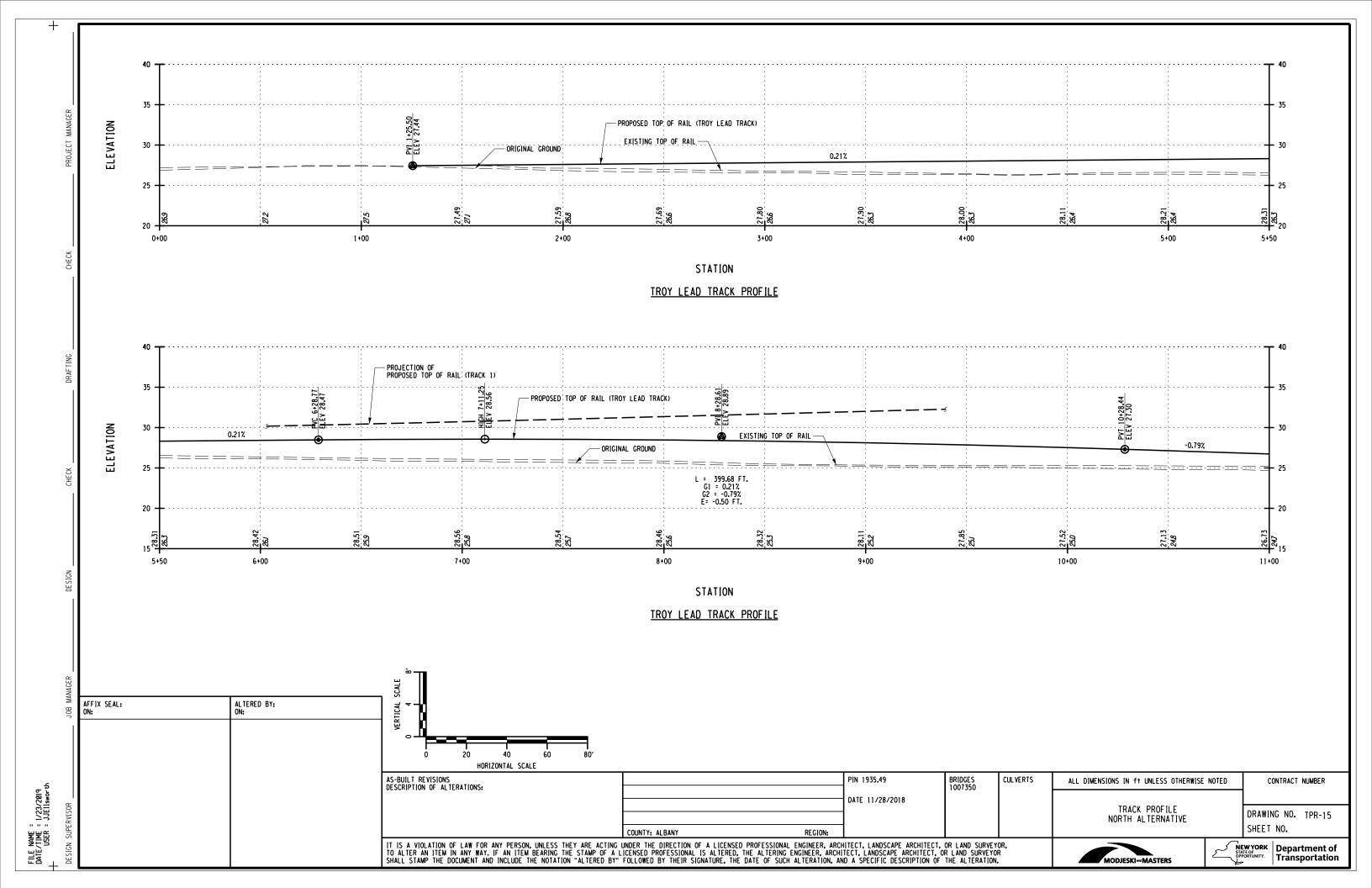


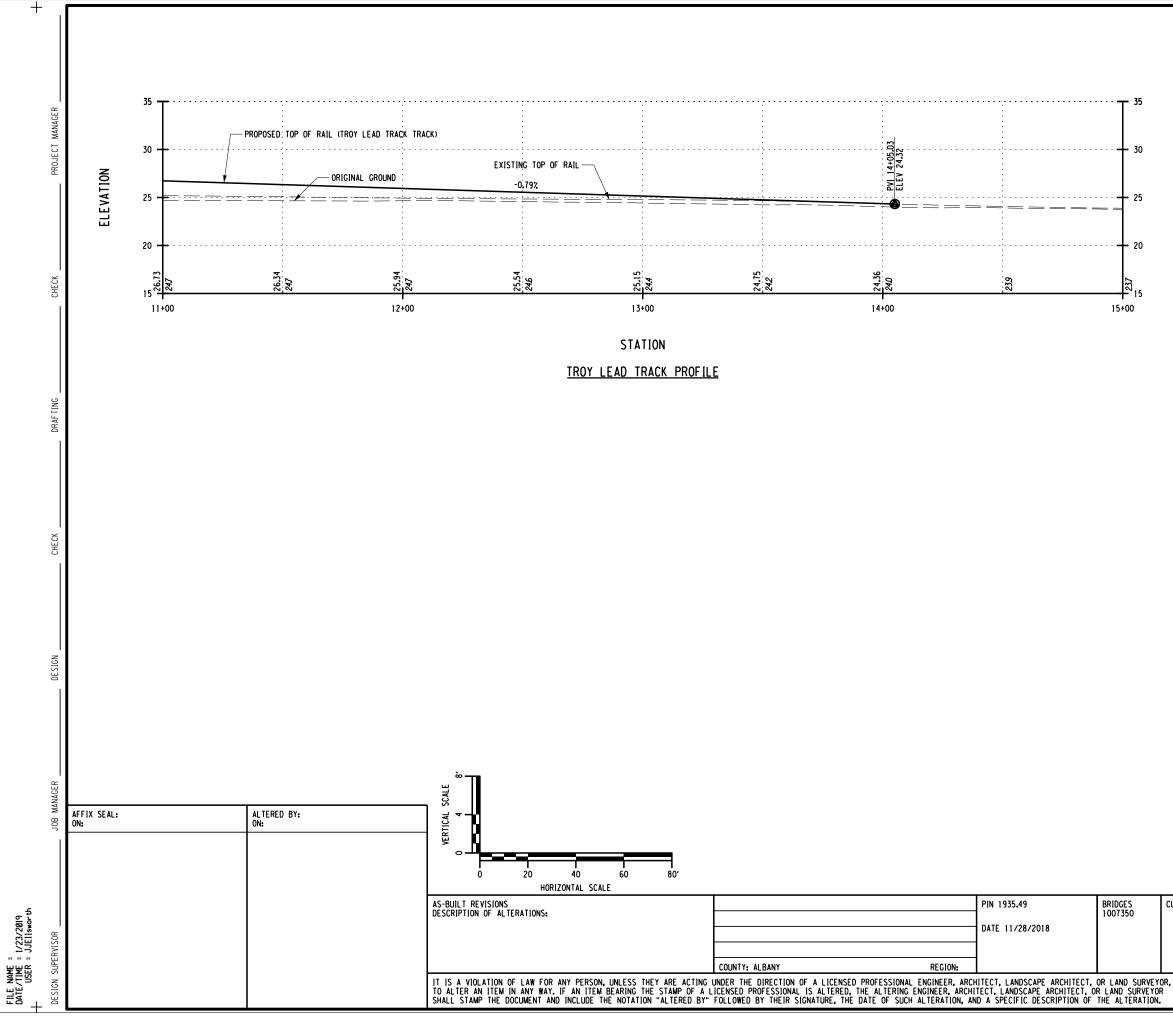
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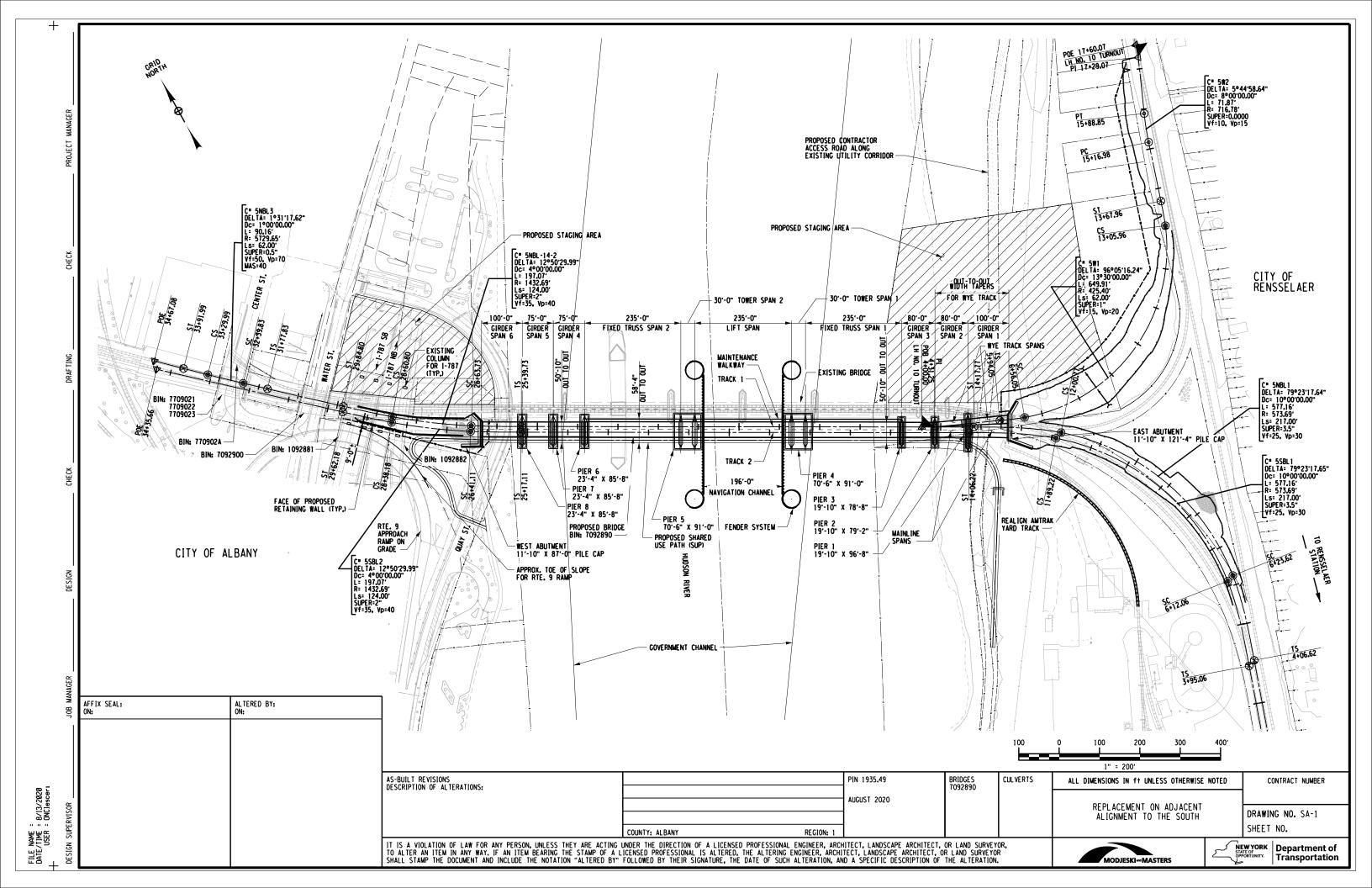


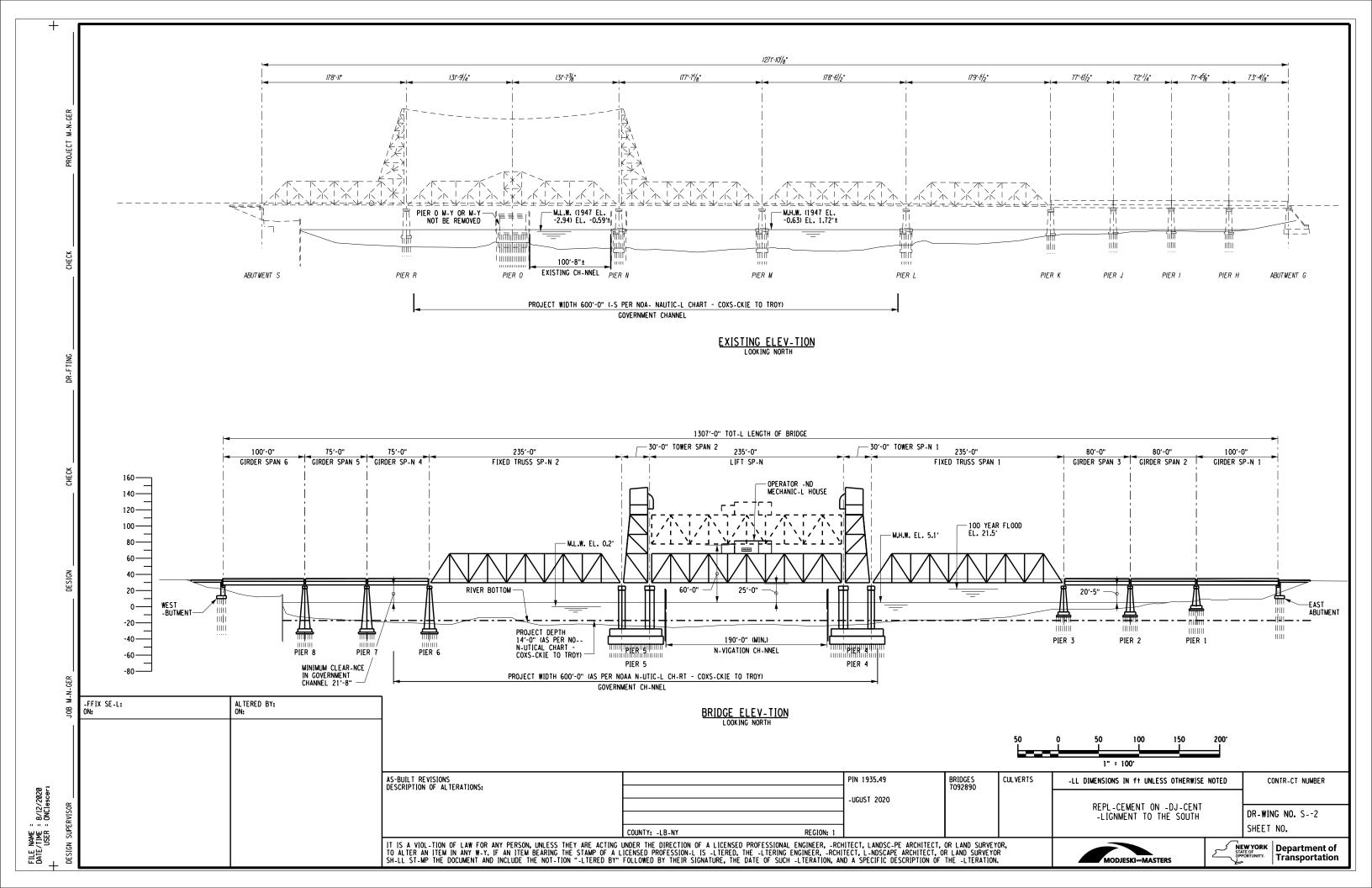
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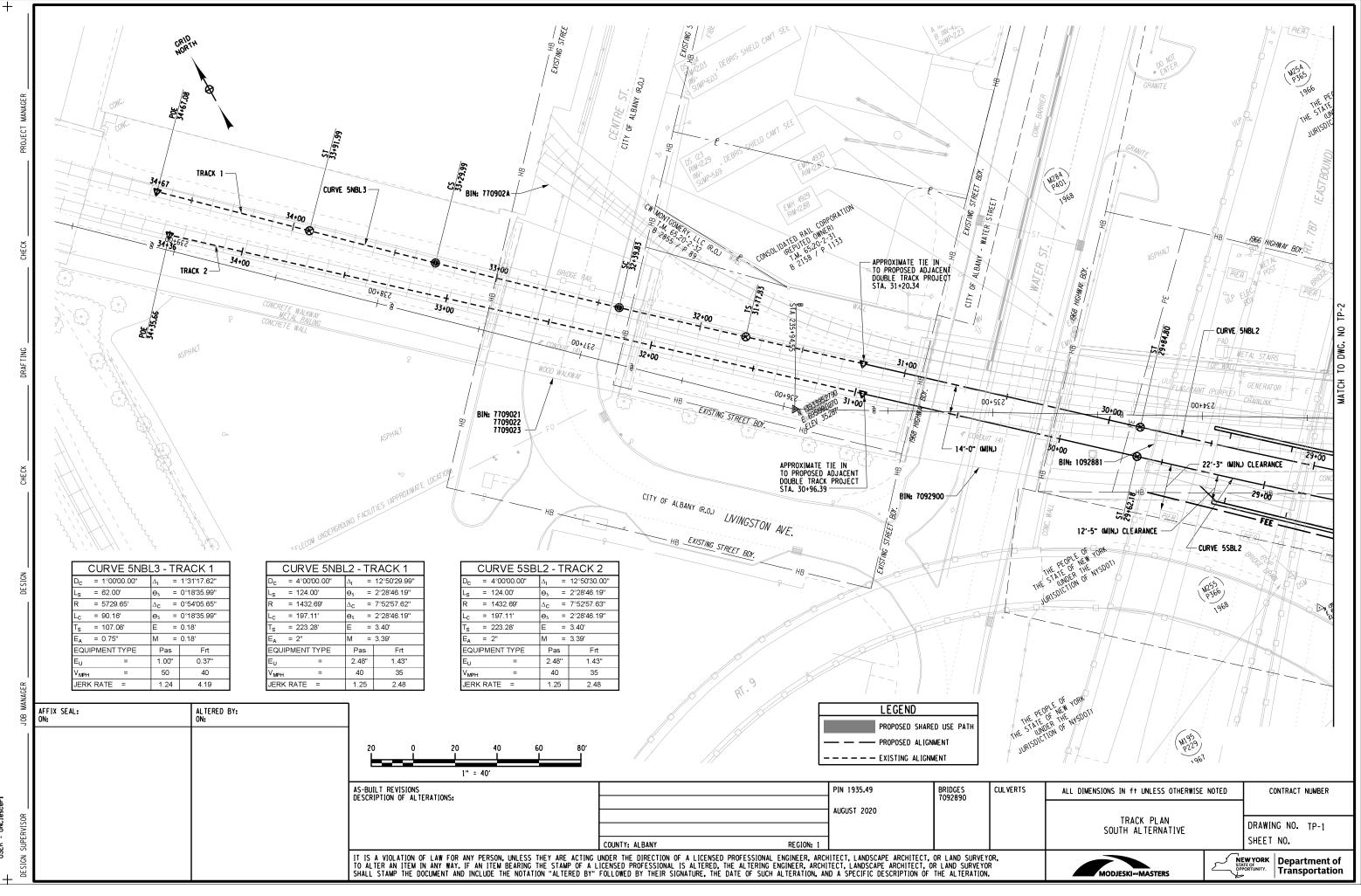




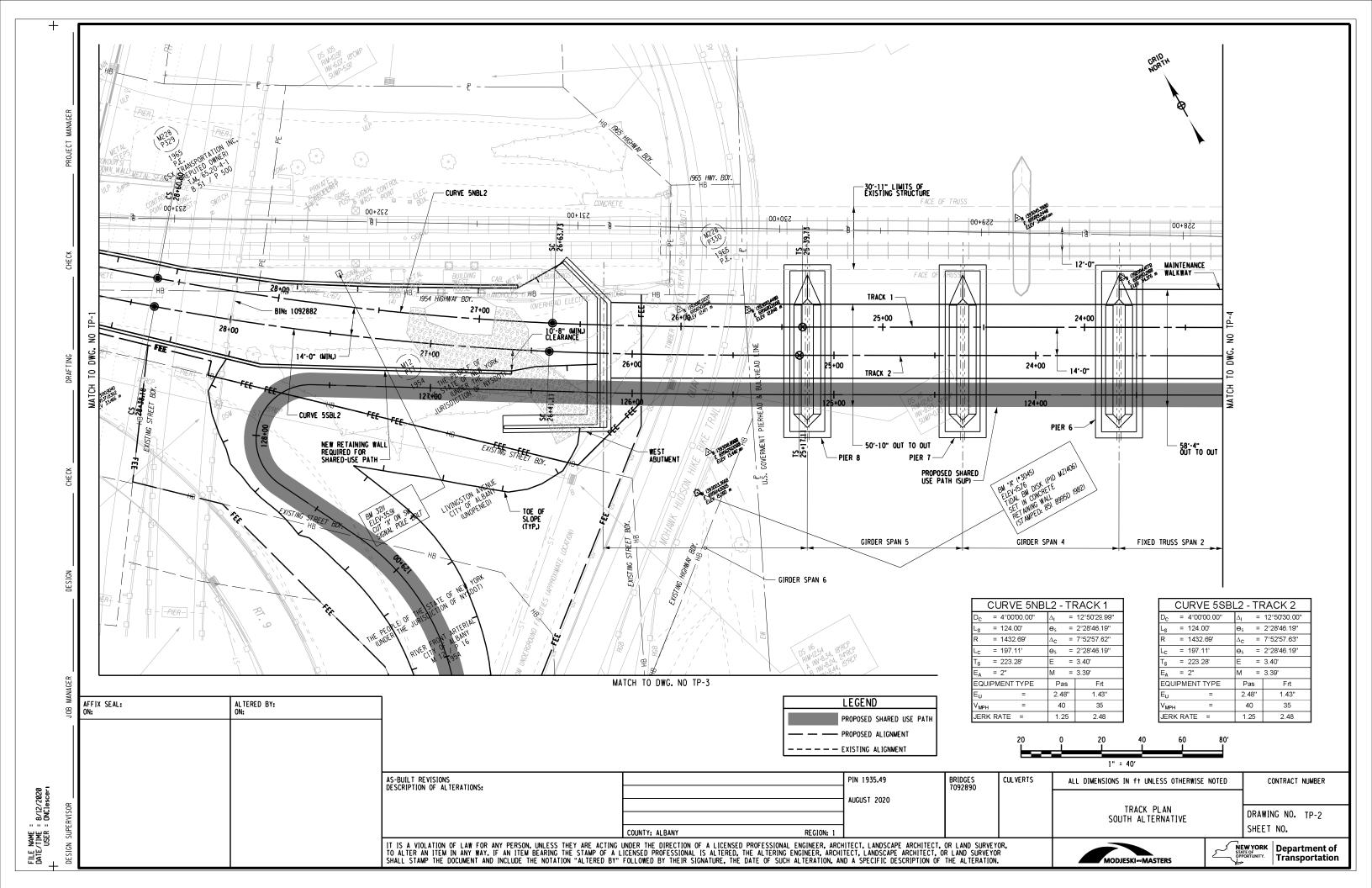
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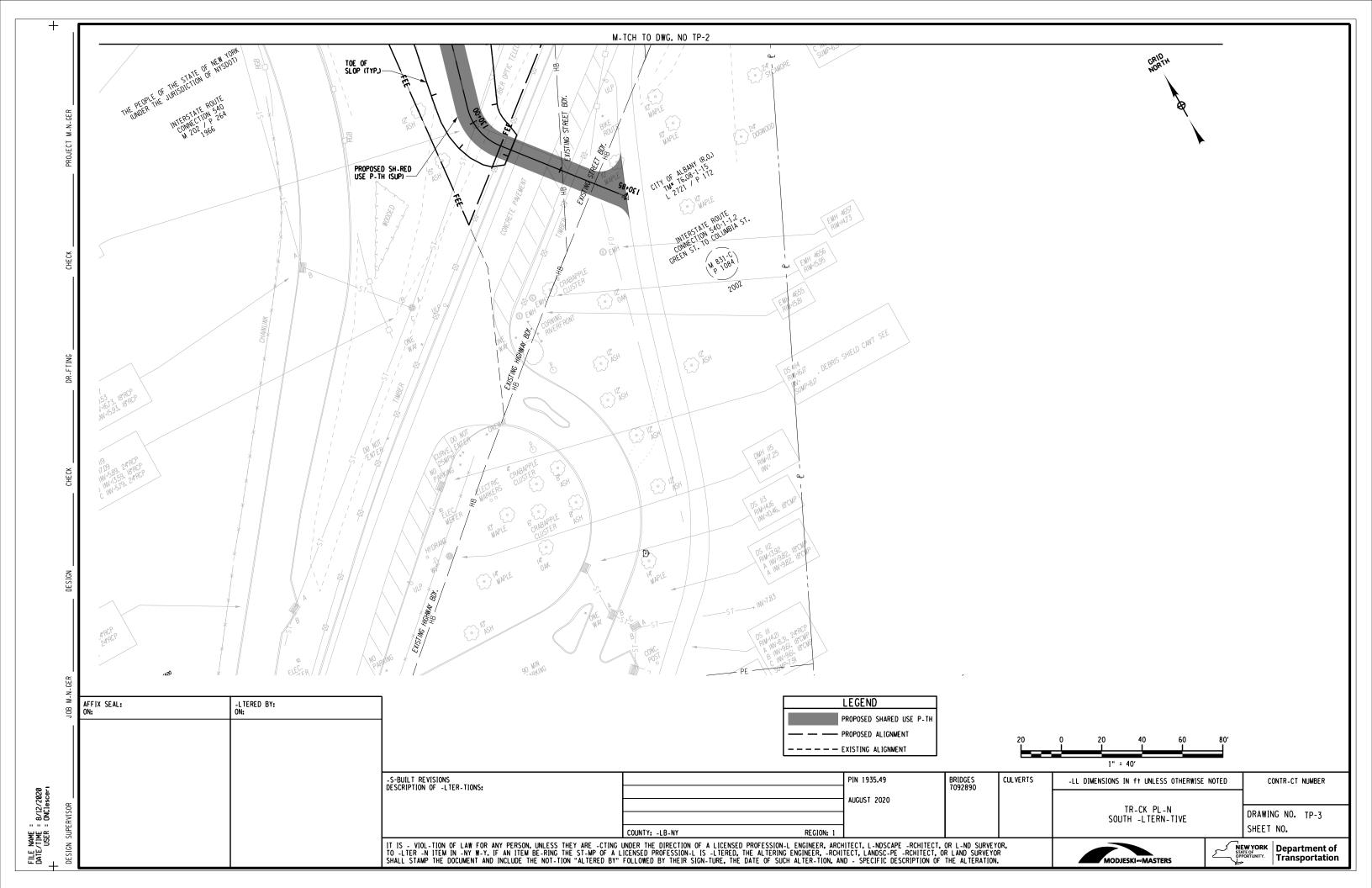


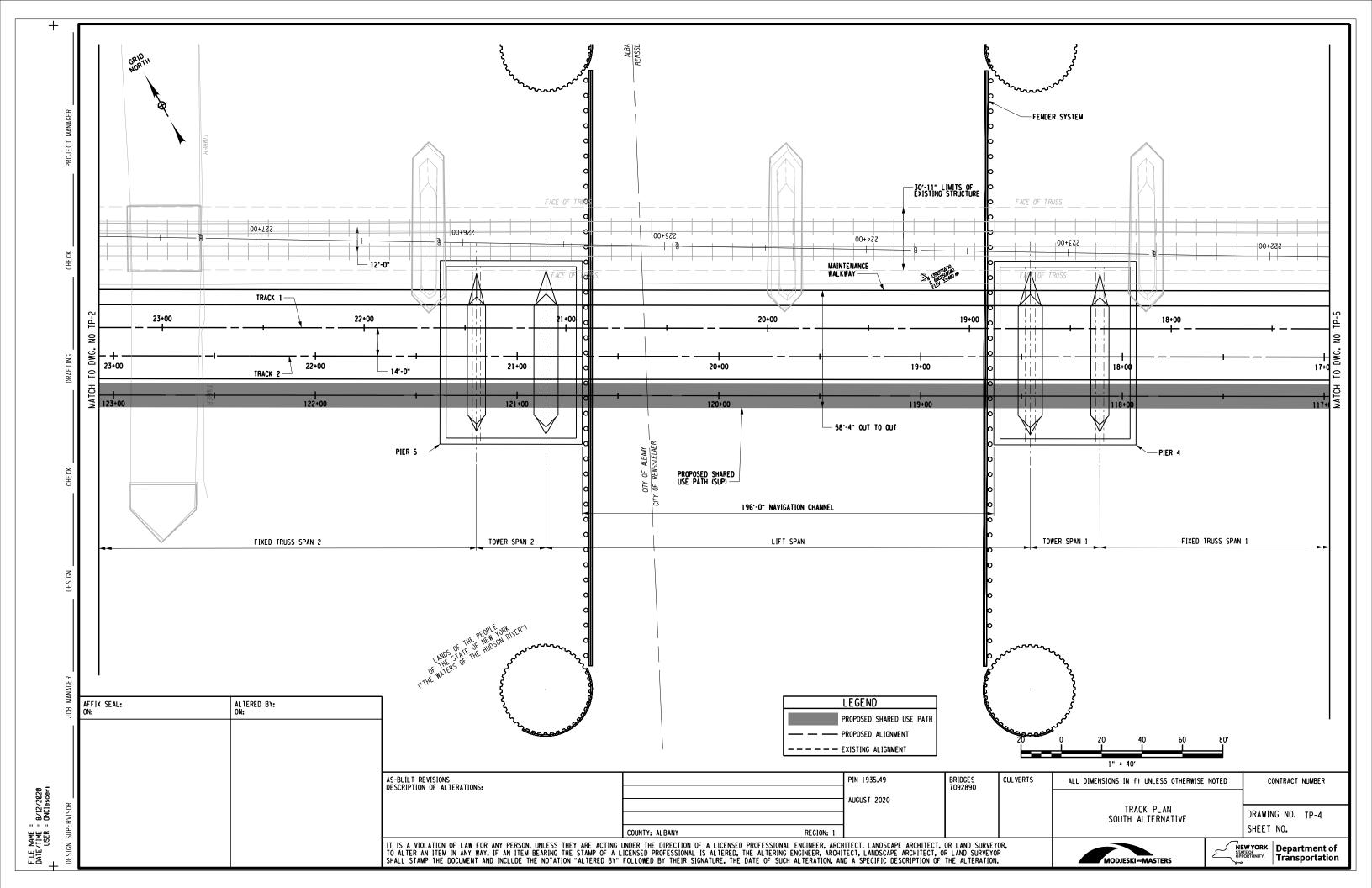


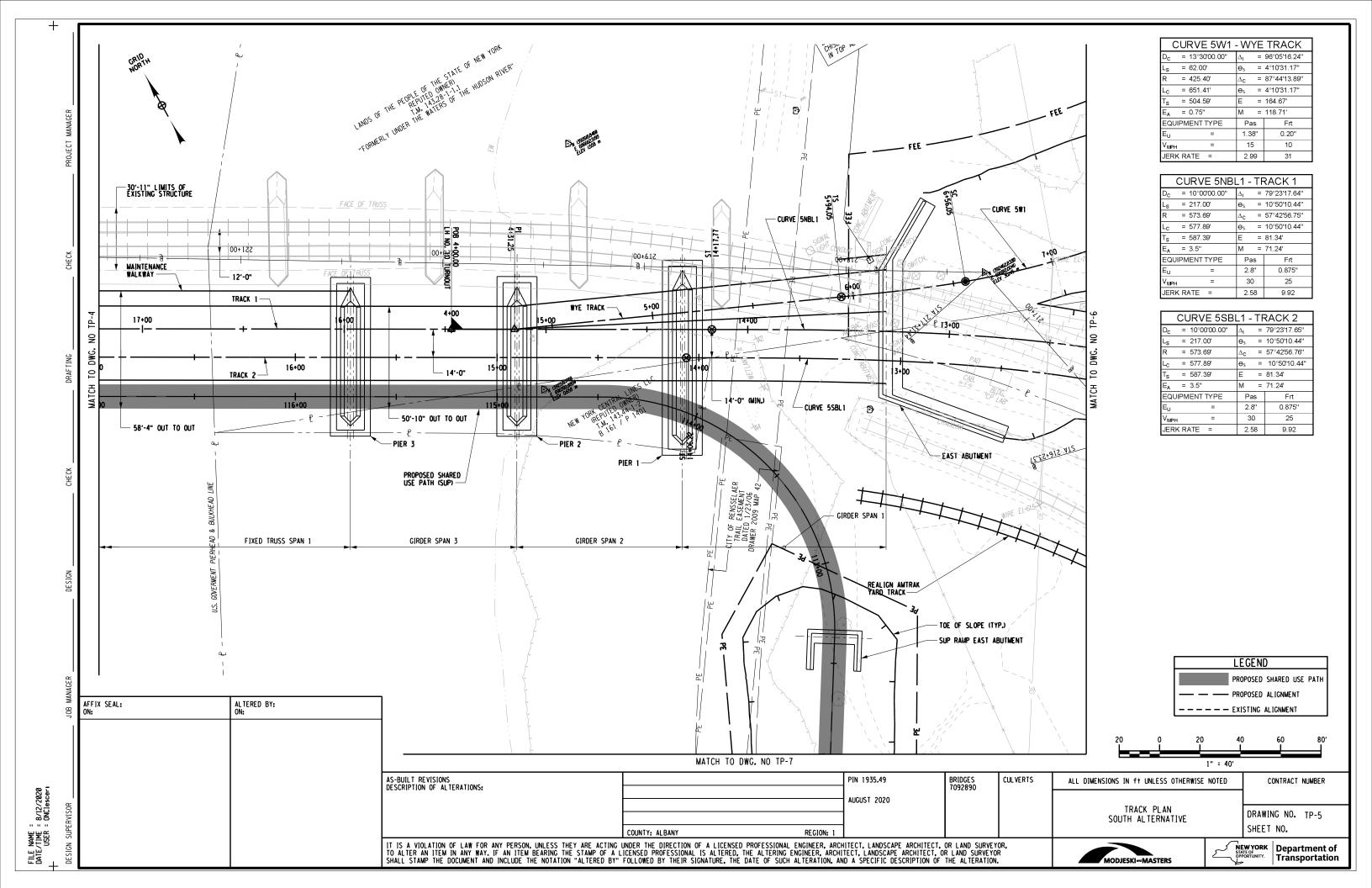


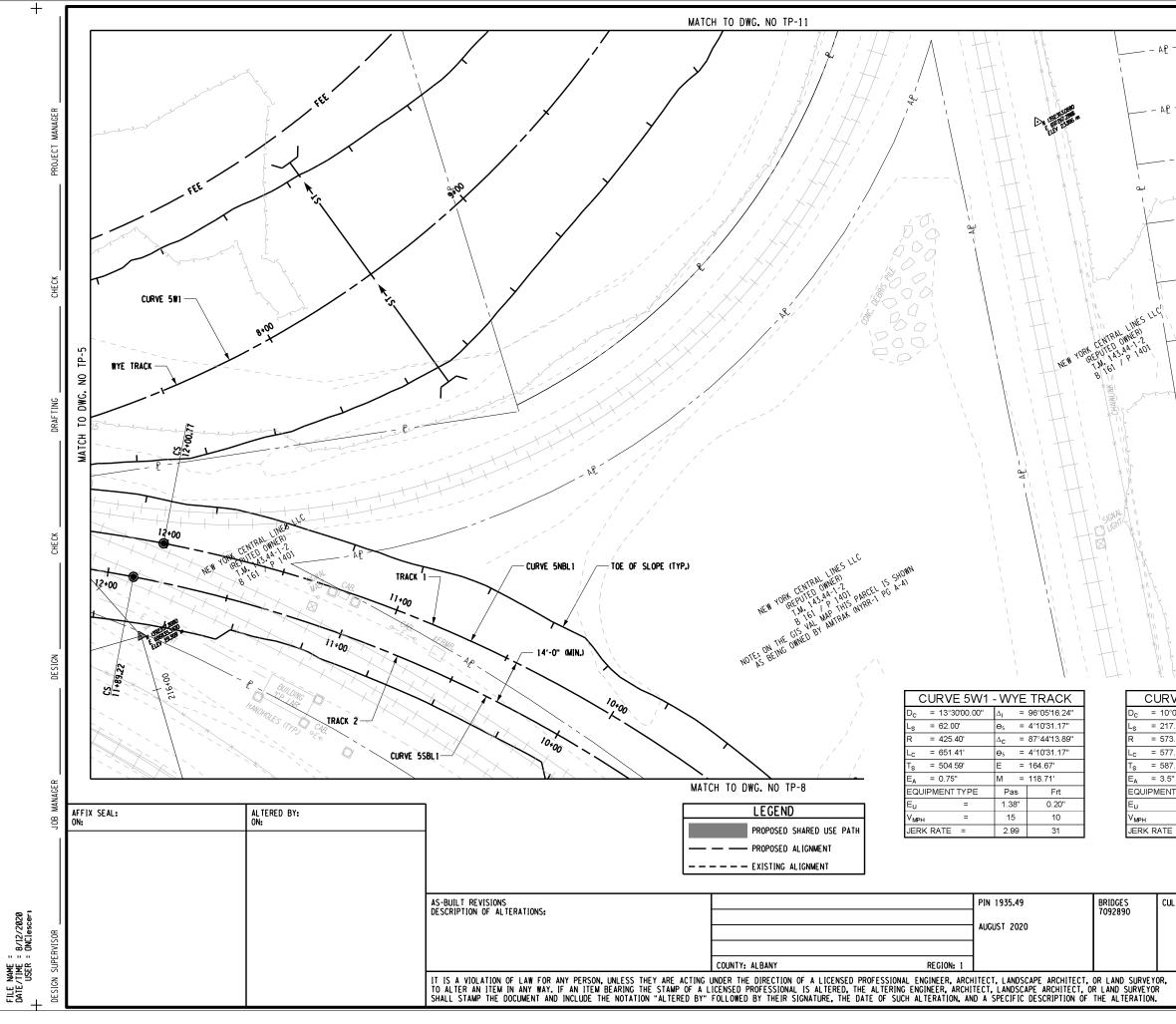
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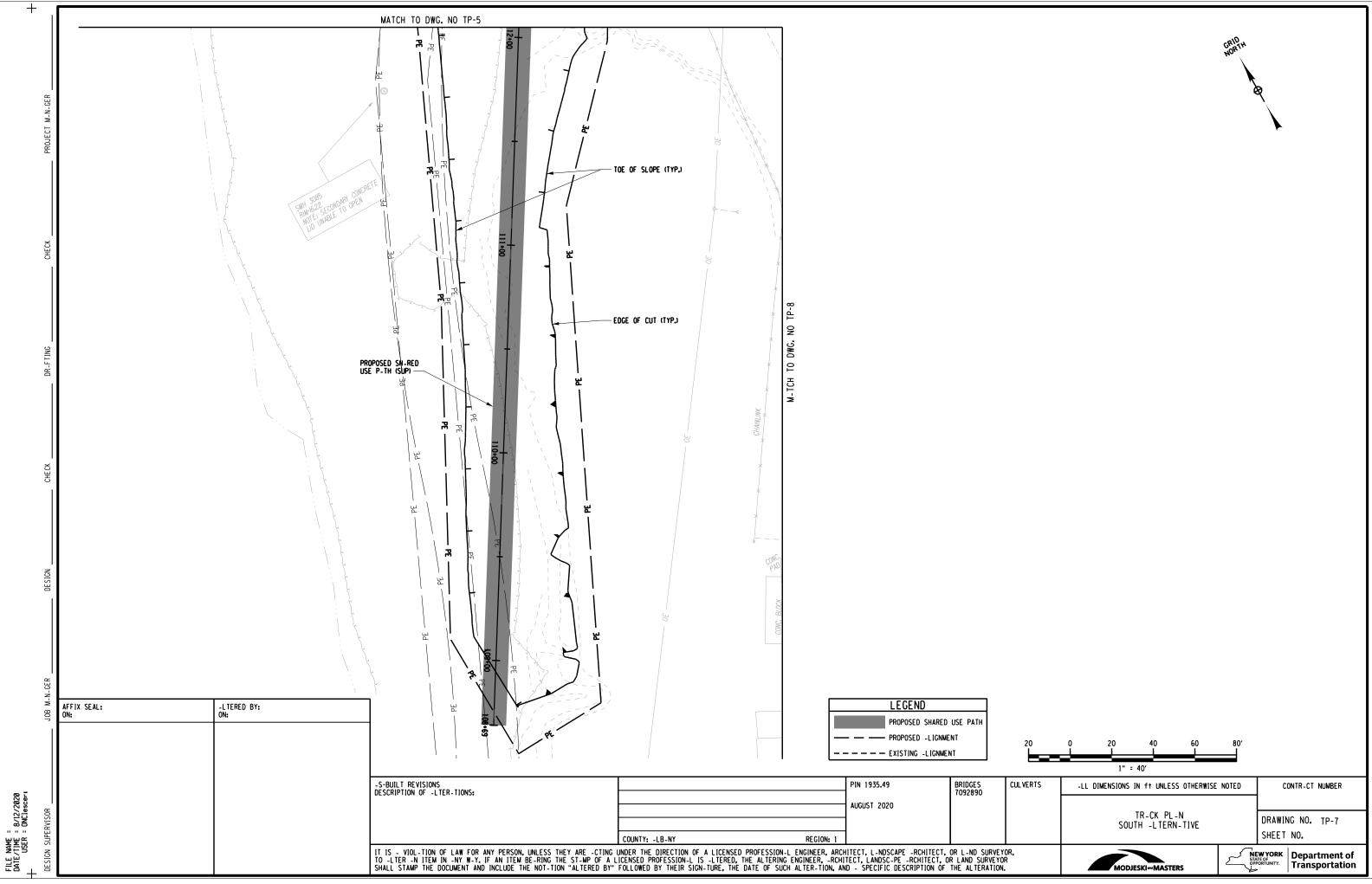


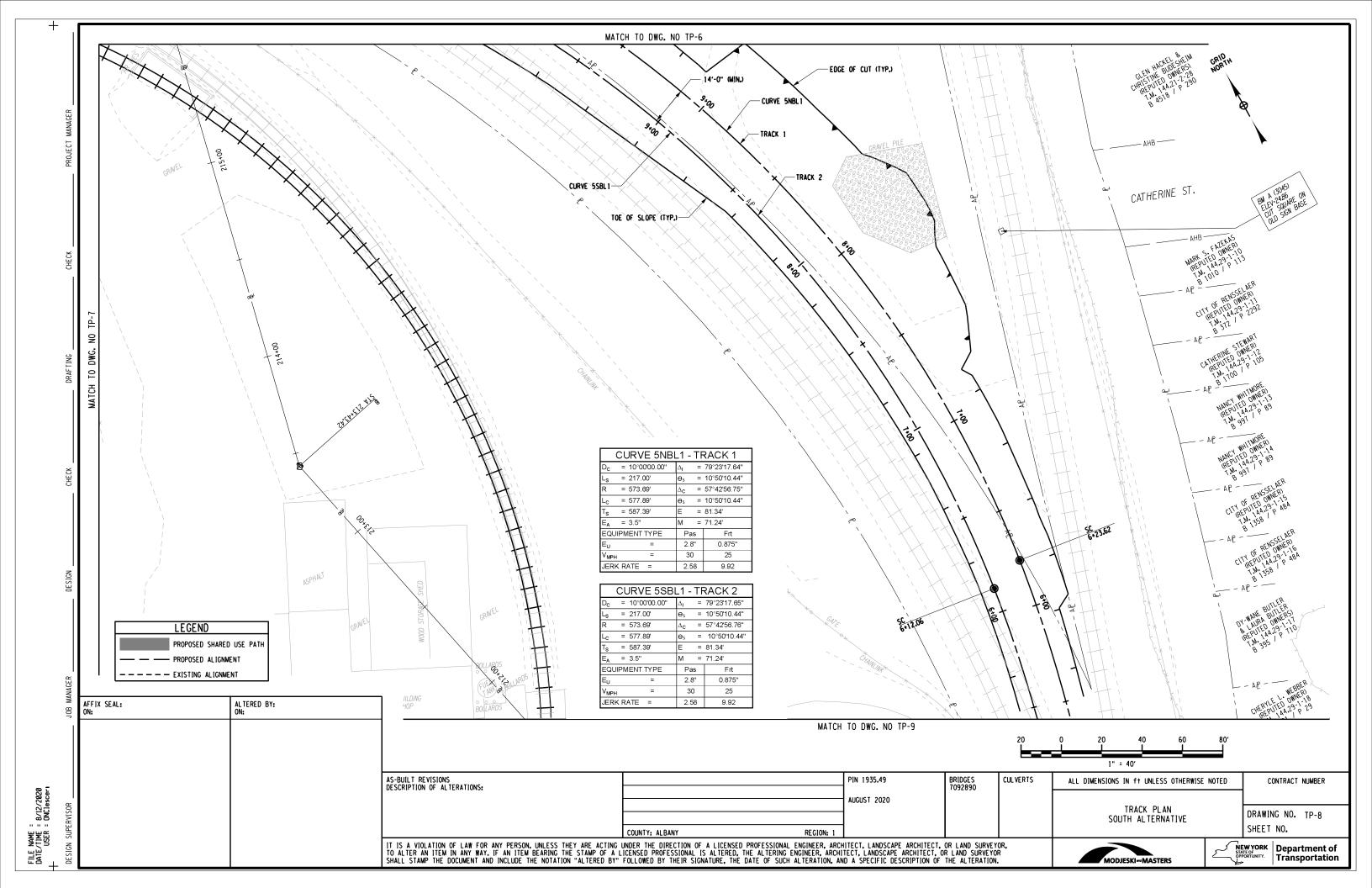


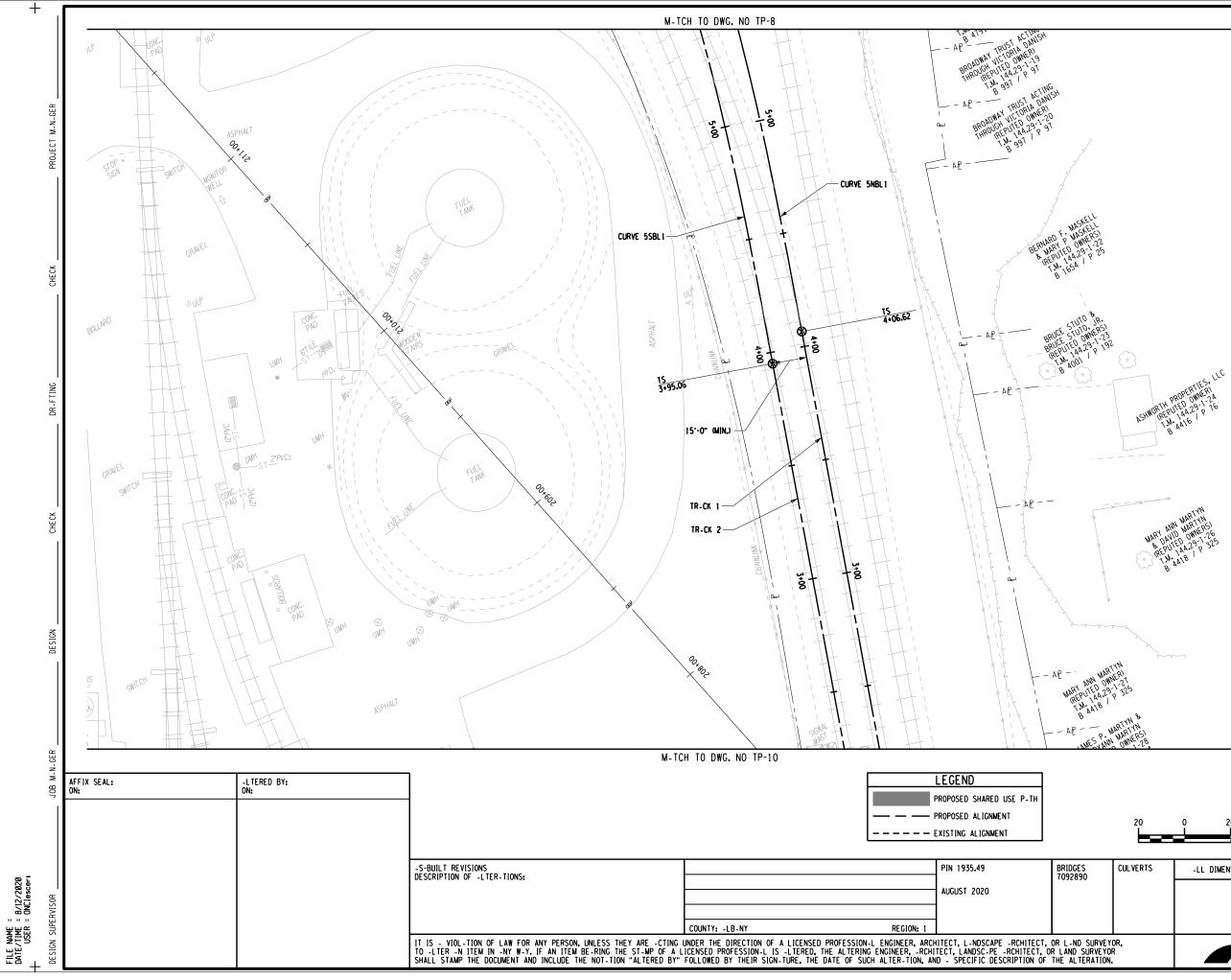




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RVE 5NBL						<u>1 - TR</u>	
		79°23'17.64"		$D_{c} = 10^{\circ}00$			9°23'17.65"
	-	10°50'10.44"		$L_{\rm S} = 217.0$		-	0°50'10.44"
	C	57°42'56.75"		R = 573.6		, °	7°42'56.76"
	-	10°50'10.44"		$L_{\rm C} = 577.8$		- 5	0°50'10.44"
		81.34'		$T_{s} = 587.3$	39.	E = 8'	
		71.24'		$E_A = 3.5"$	D/DC	M = 7'	
ENT TYPE	Pas	Frt		EQUIPMENT		Pas	Frt 0.875"
=	2.8"	0.875"		Eu	-	2.8"	0.875"
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Ĩ	Ľ_	<u> </u>	<u>i</u> _	<u> </u>	—Ĩ		
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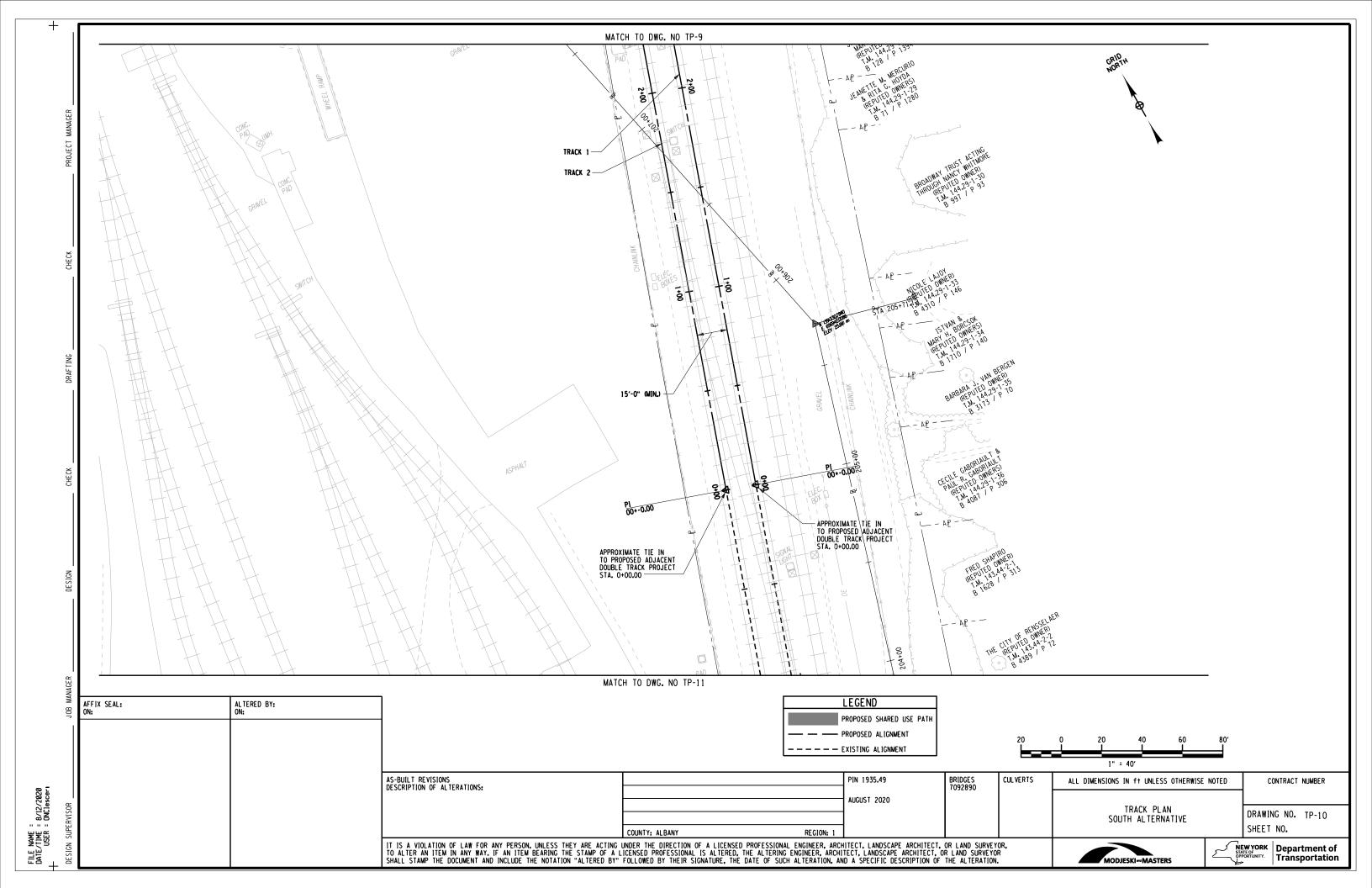


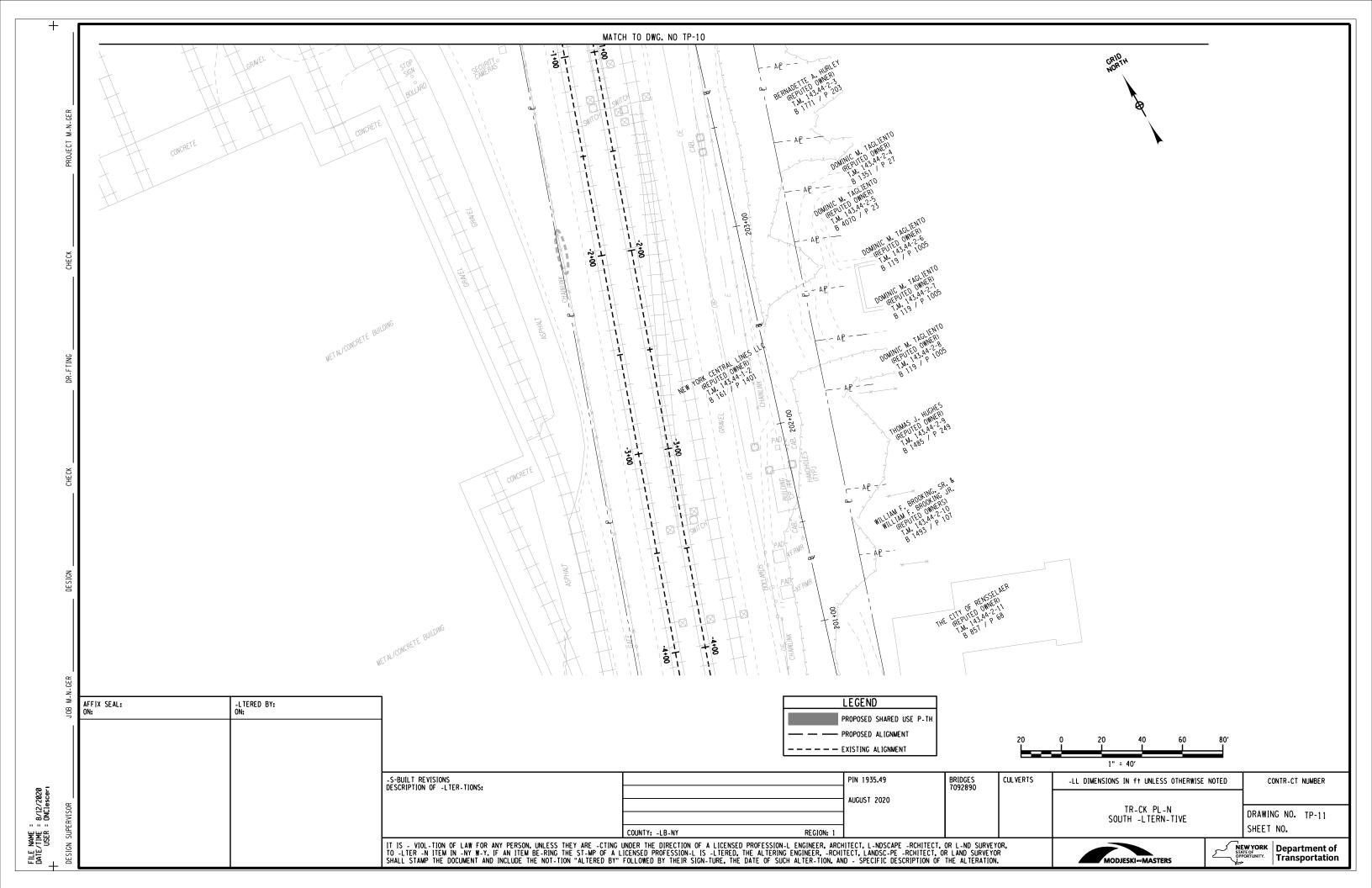


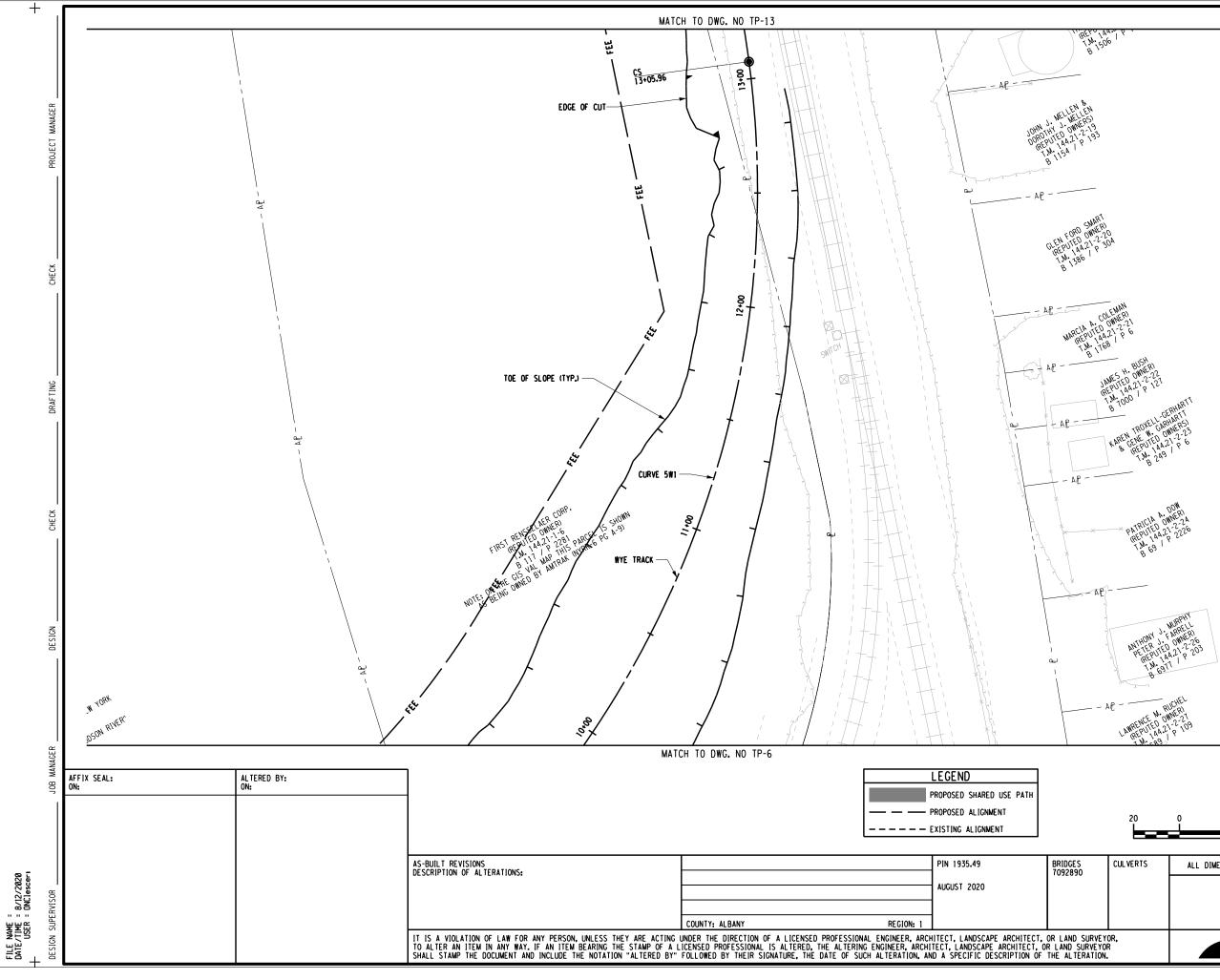
CURVE 5NBL1 - TRACK 1				
D <sub>c</sub> = 10°00'00.00"	∆ <sub>I</sub> = 79°23'17.64"			
L <sub>s</sub> = 217.00'	θs = 10°50'10.44"			
R = 573.69'	∆ <sub>C</sub> = 57°42'56.75"			
L <sub>C</sub> = 577.89'	θs = 10°50'10.44"			
T <sub>s</sub> = 587.39'	E = 81.34'			
E <sub>A</sub> = 3.5"	M = 71.24'			
EQUIPMENT TYPE	Pas Frt			
E <sub>U</sub> =	2.8" 0.875"			
V <sub>MPH</sub> =	30 25			
JERK RATE =	2.58 9.92			

CURVE 5SBL1 - TRACK 2				
D <sub>C</sub> = 10°00'00.00"	∆ <sub>I</sub> = 79°23'17.65"			
L <sub>s</sub> = 217.00'	θs = 10°50'10.44"			
R = 573.69'	$\Delta_{\rm C}$ = 57°42'56.76"			
L <sub>C</sub> = 577.89'	θs = 10°50'10.44"			
T <sub>S</sub> = 587.39'	E = 81.34'			
E <sub>A</sub> = 3.5"	M = 71.24'			
EQUIPMENT TYPE	Pas Frt			
E <sub>U</sub> =	2.8" 0.875"			
V <sub>MPH</sub> =	30 25			
JERK RATE =	2.58 9.92			

20	0 20 40 60	80'		
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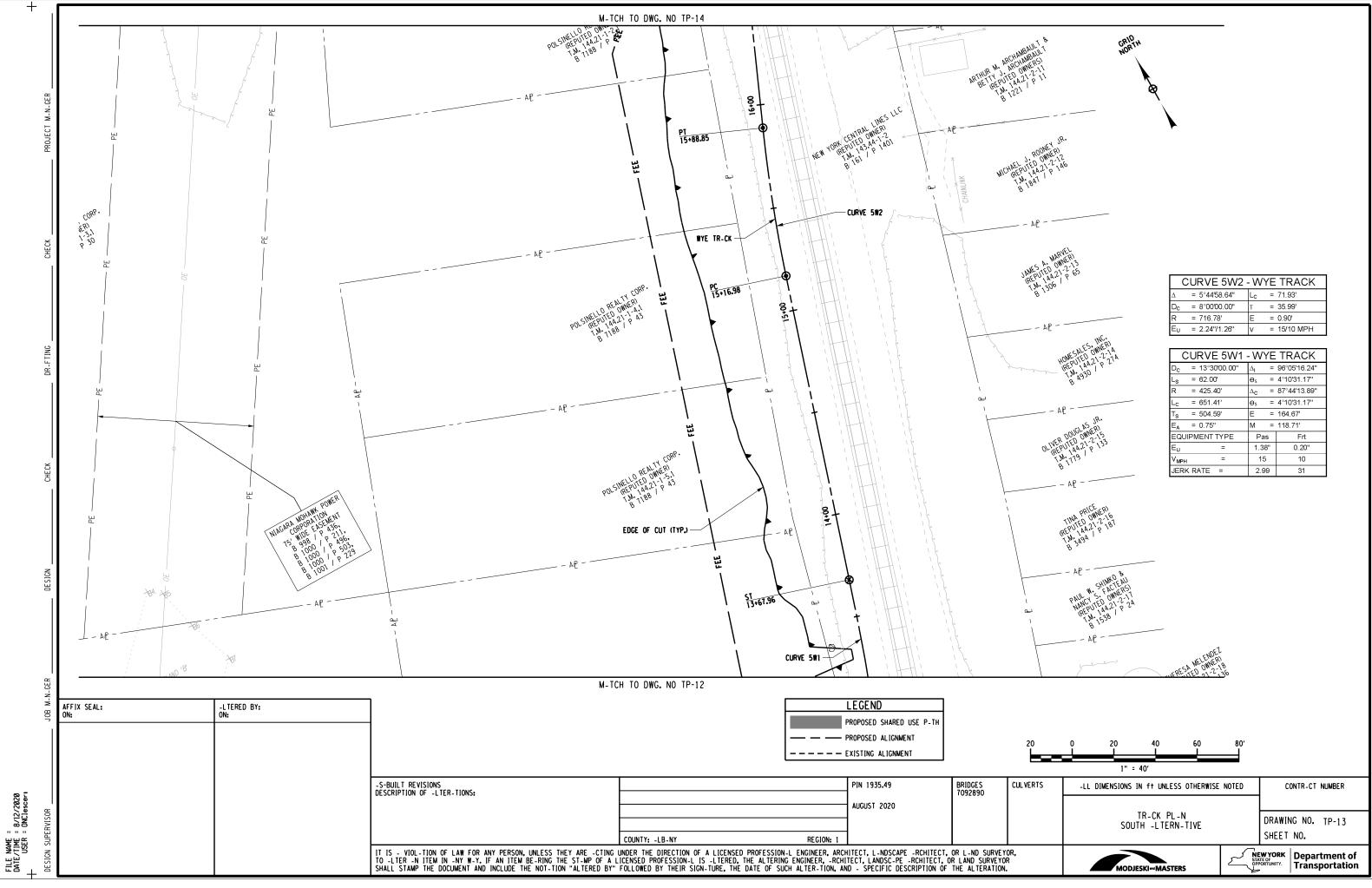






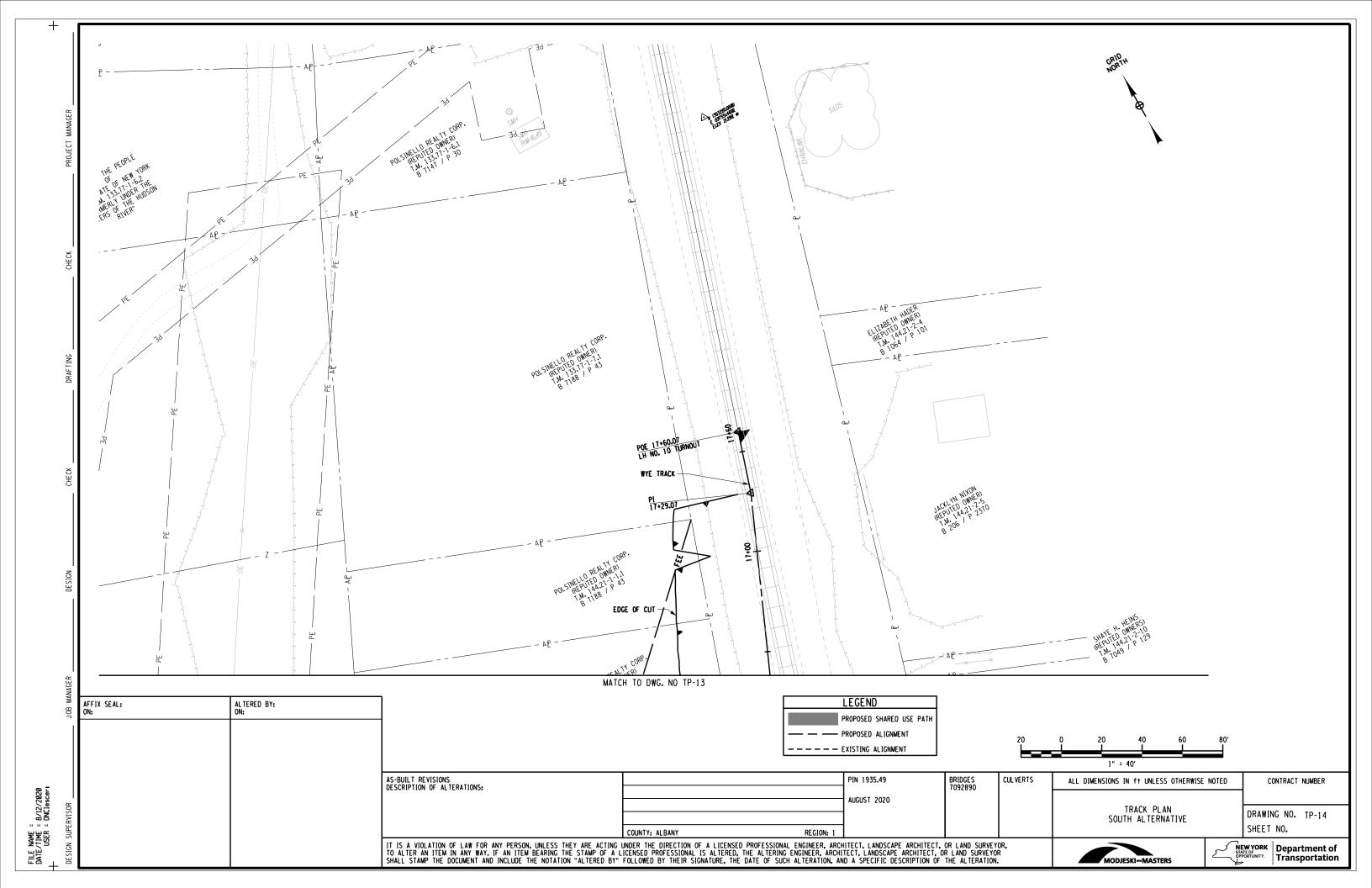
CURVE 5W1 - WYE TRACK			
D <sub>c</sub> = 13°30'00.00"	∆ <sub>I</sub> = 96°05'16.24"		
L <sub>S</sub> = 62.00'	θ <sub>s</sub> = 4°10'31.17"		
R = 425.40'	∆ <sub>C</sub> = 87°44'13.89"		
L <sub>C</sub> = 651.41'	Θs = 4°10'31.17"		
T <sub>S</sub> = 504.59'	E = 164.67'		
E <sub>A</sub> = 0.75"	M = 118.71'		
EQUIPMENT TYPE	Pas Frt		
E <sub>U</sub> =	1.38" 0.20"		
V <sub>MPH</sub> =	15 10		
JERK RATE =	2.99 31		

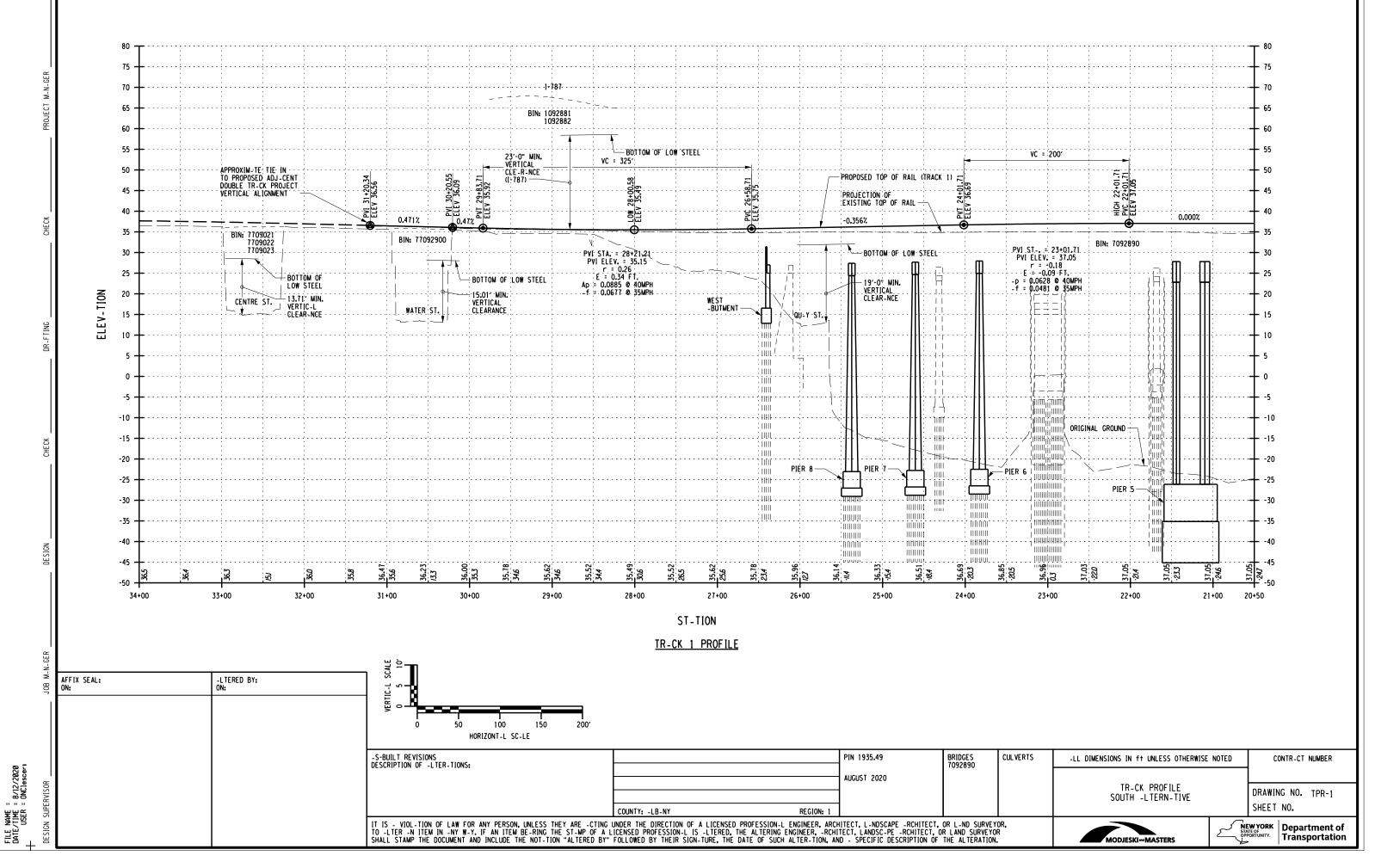
20	0 20 40 60 1 1" = 40'	80′		
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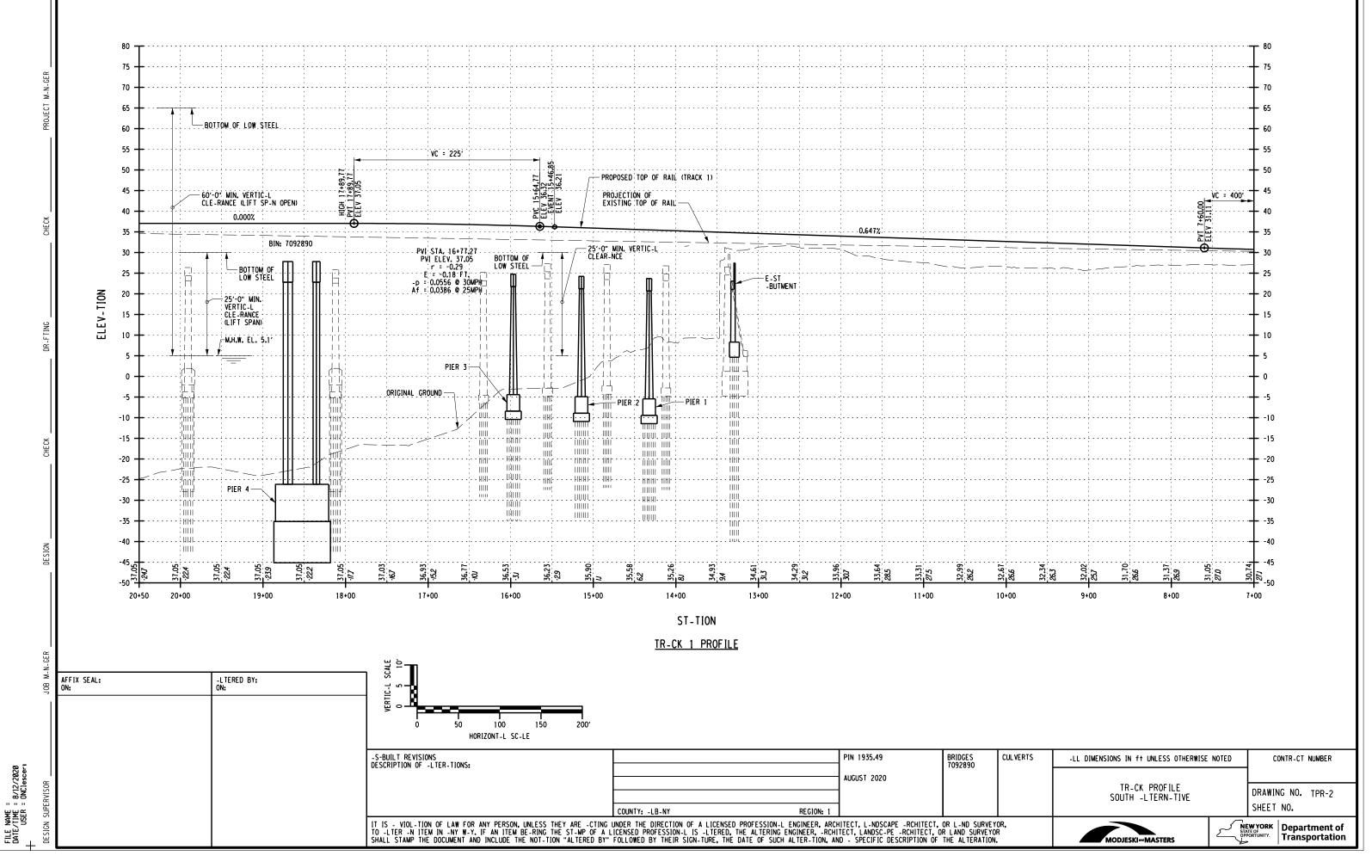


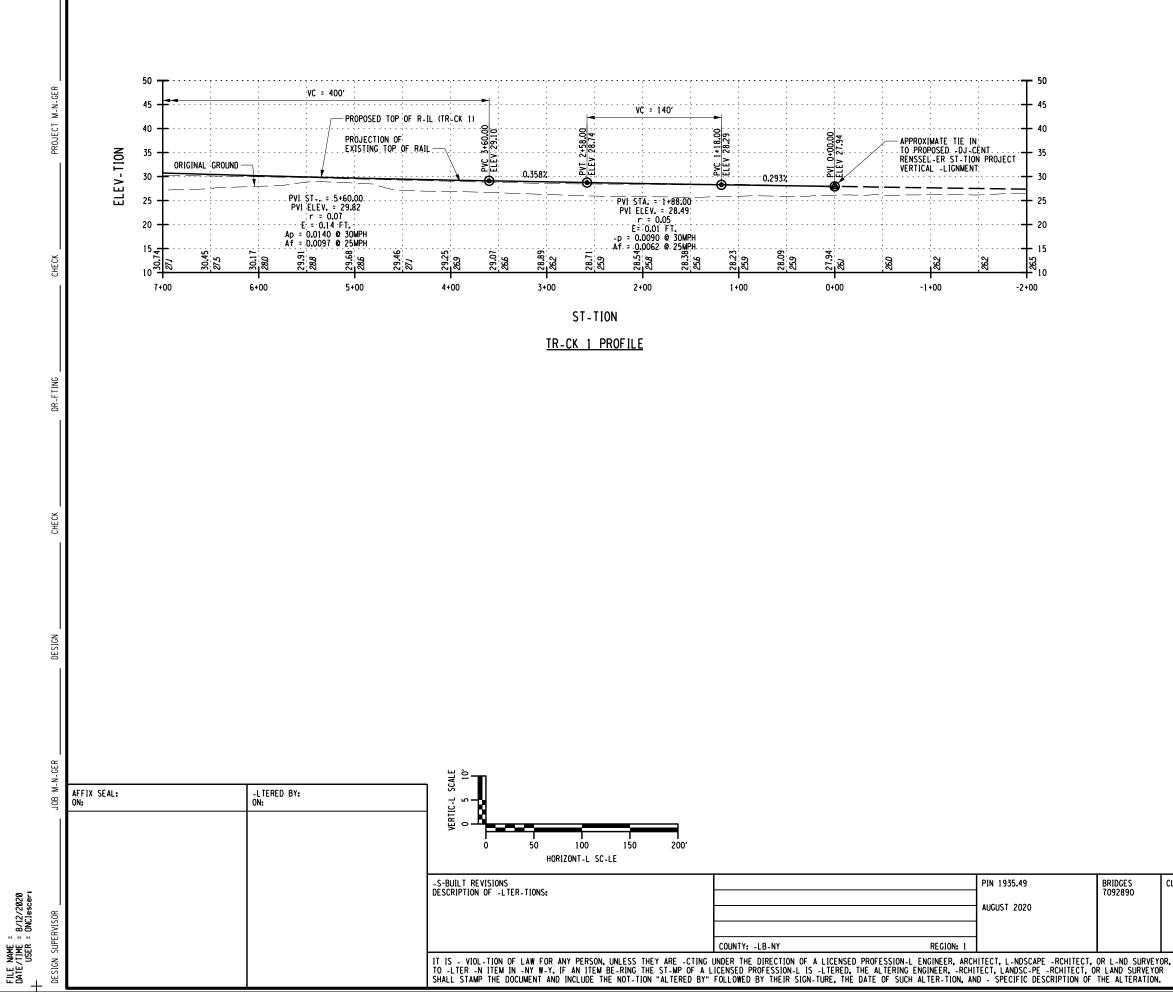
(	CURVE 5W2 - WYE TRACK				
Δ	= 5°44'58.64"	Lc	= 71.93'		
Dc	= 8°00'00.00"	Т	= 35.99'		
R	= 716.78'	Е	= 0.90'		
Εu	= 2.24"/1.26"	V	= 15/10 MPH		

(	CURVE 5W1 - WYE TRACK				
Dc	= 13°30'00.00"	$\Delta_{\rm I}$	=	96°05'16.24''	
Ls	= 62.00'	θs	=	4°10'31.17"	
R	= 425.40'	$\Delta_{c}$	=	87°44'13.89''	
Lc	= 651.41'	θs	=	4°10'31.17"	
Τs	= 504.59'	Е	=	164.67'	
EA	= 0.75"	М	=	118.71'	
EQUIPMENT TYPE		Pa	as	Frt	
Eυ	=	1.3	38"	0.20"	
VMPH	. =	1	5	10	
JER	K RATE =	2.	99	31	

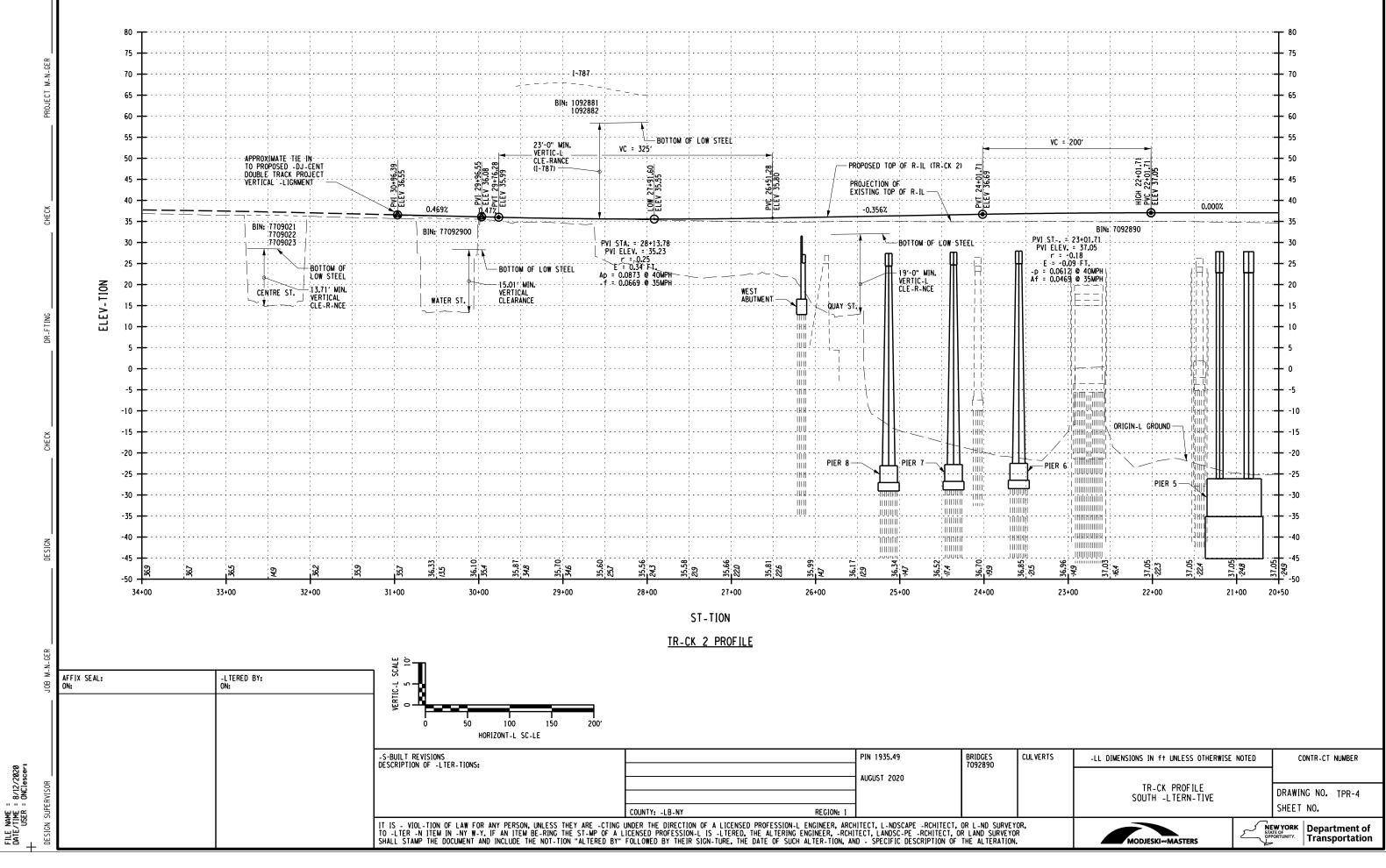




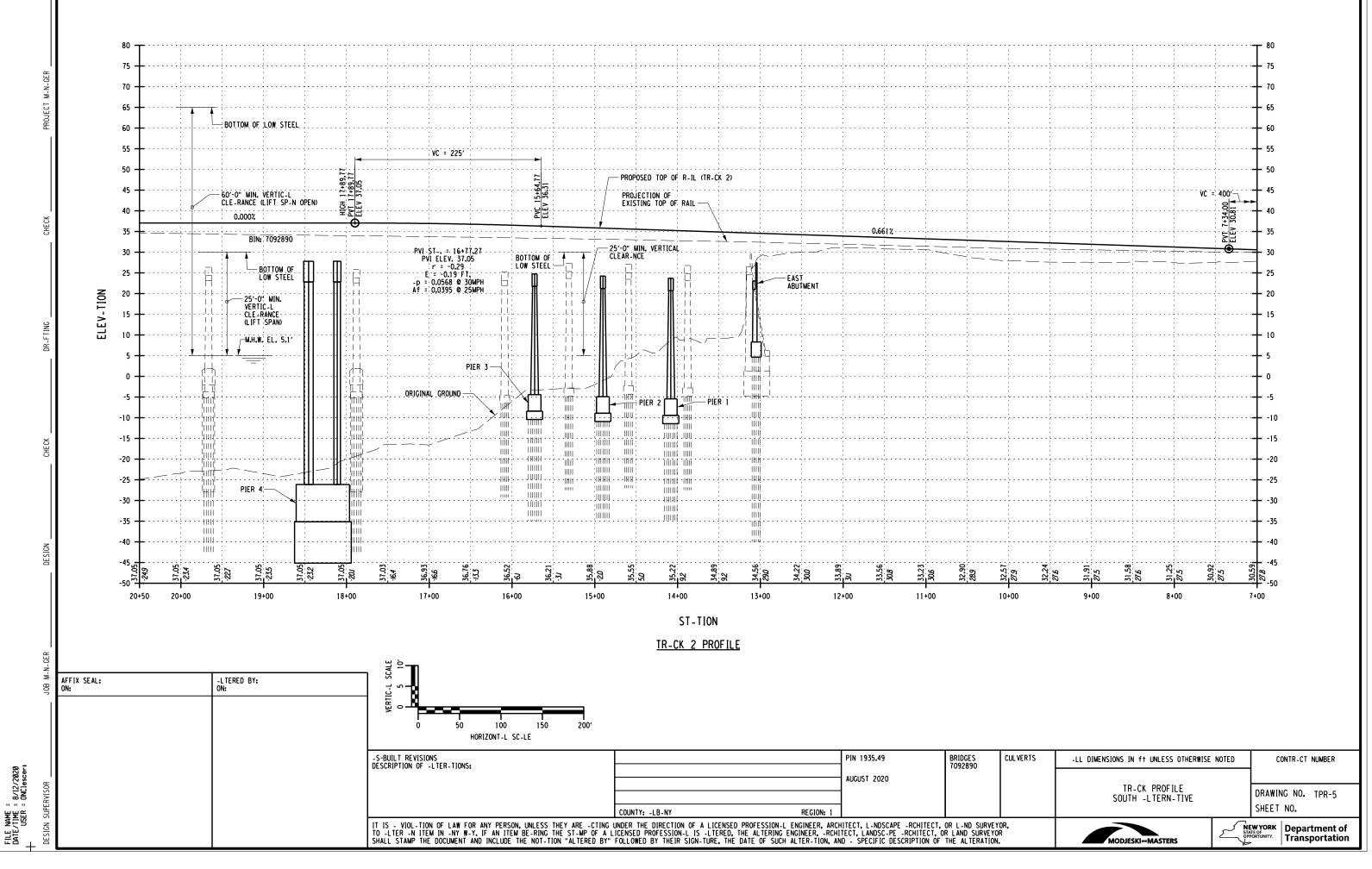


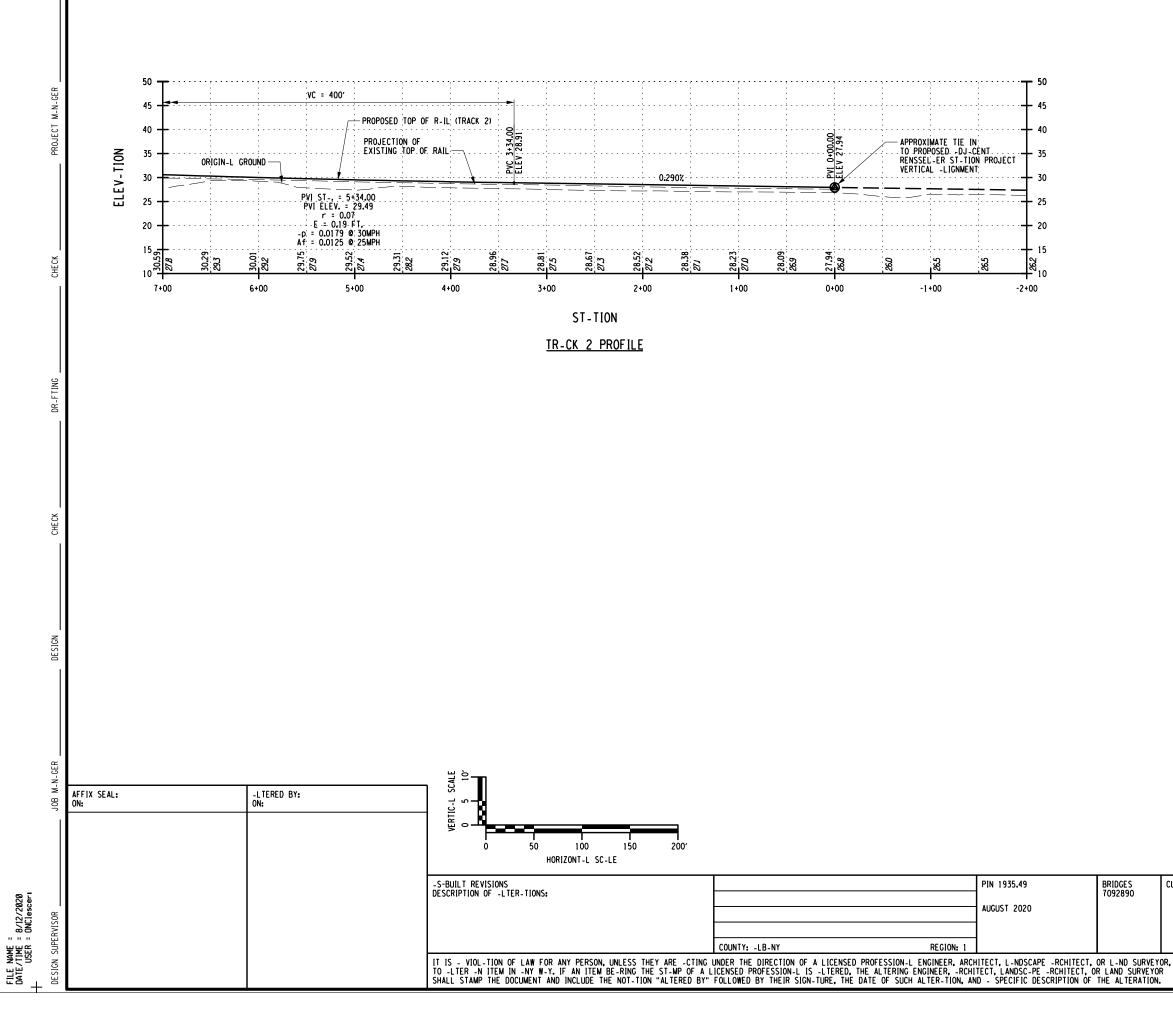


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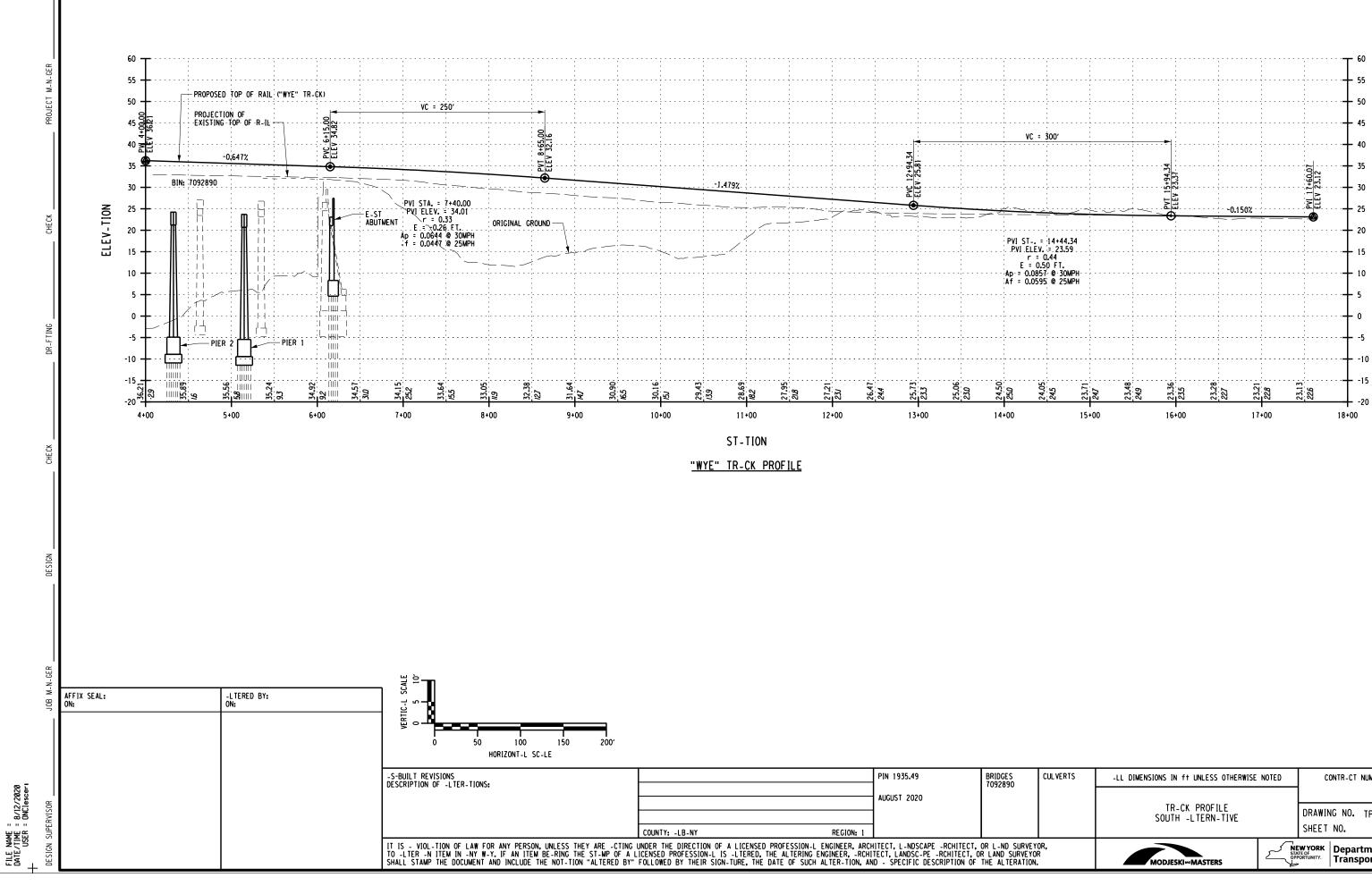


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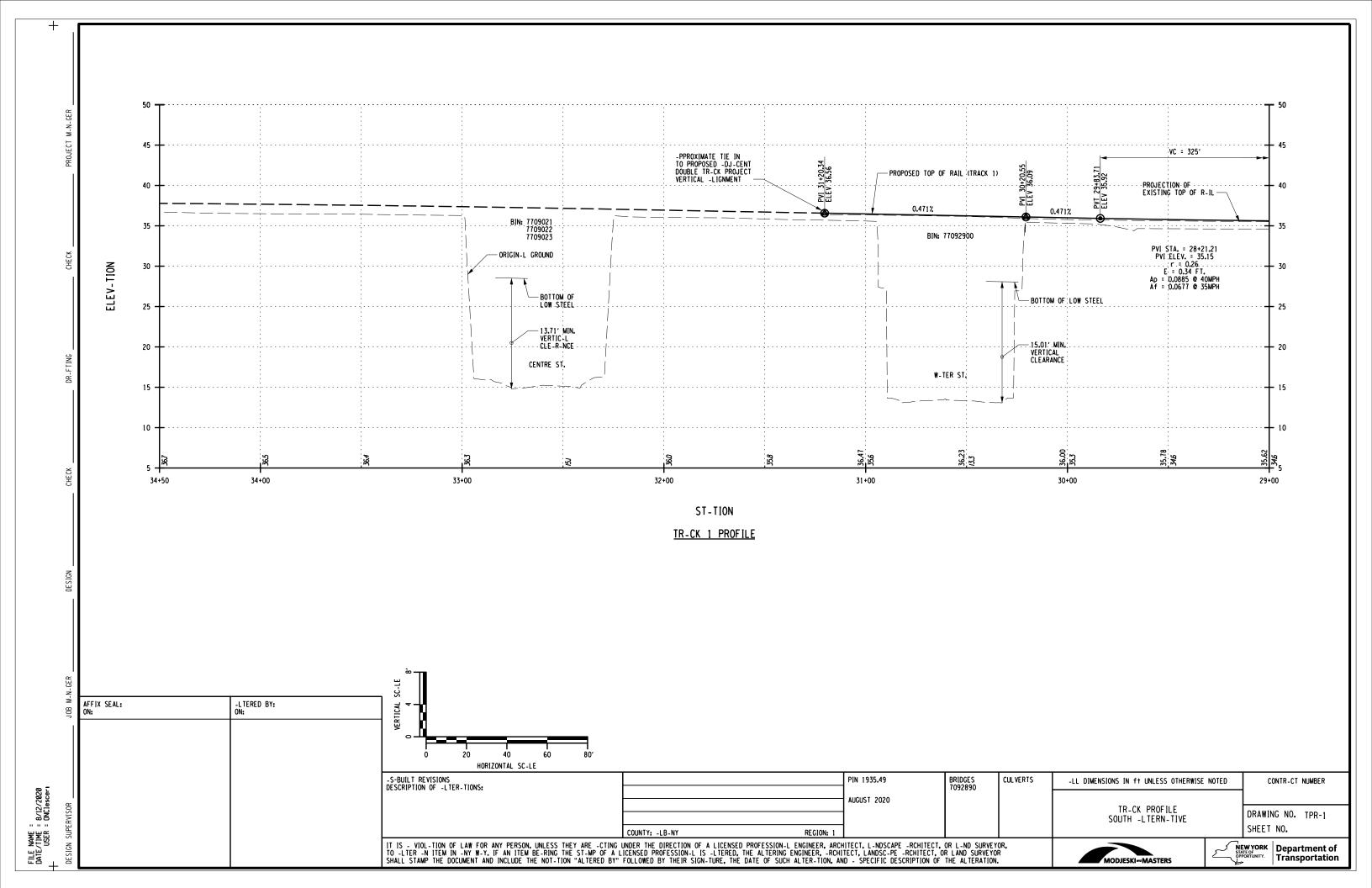


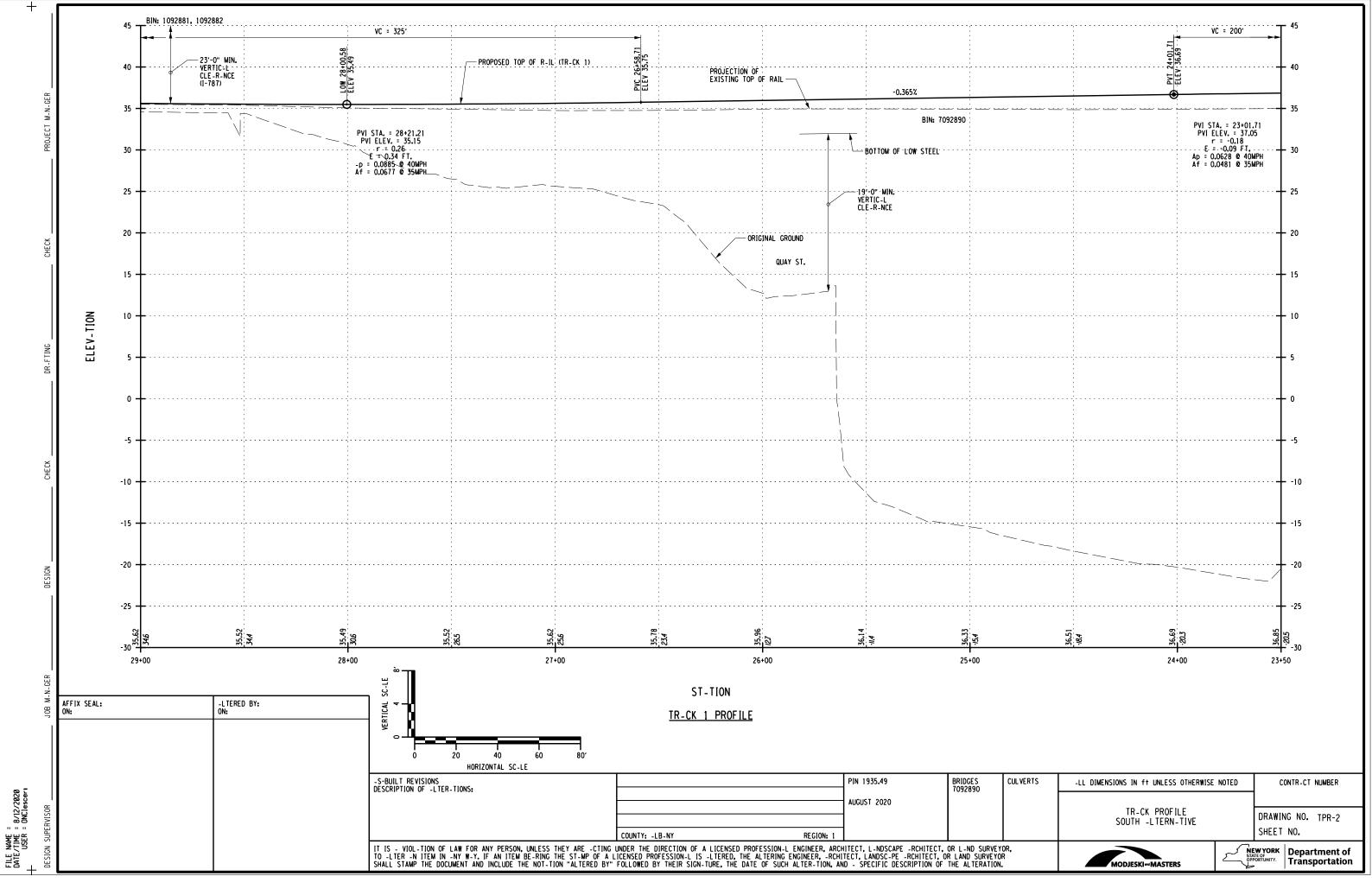


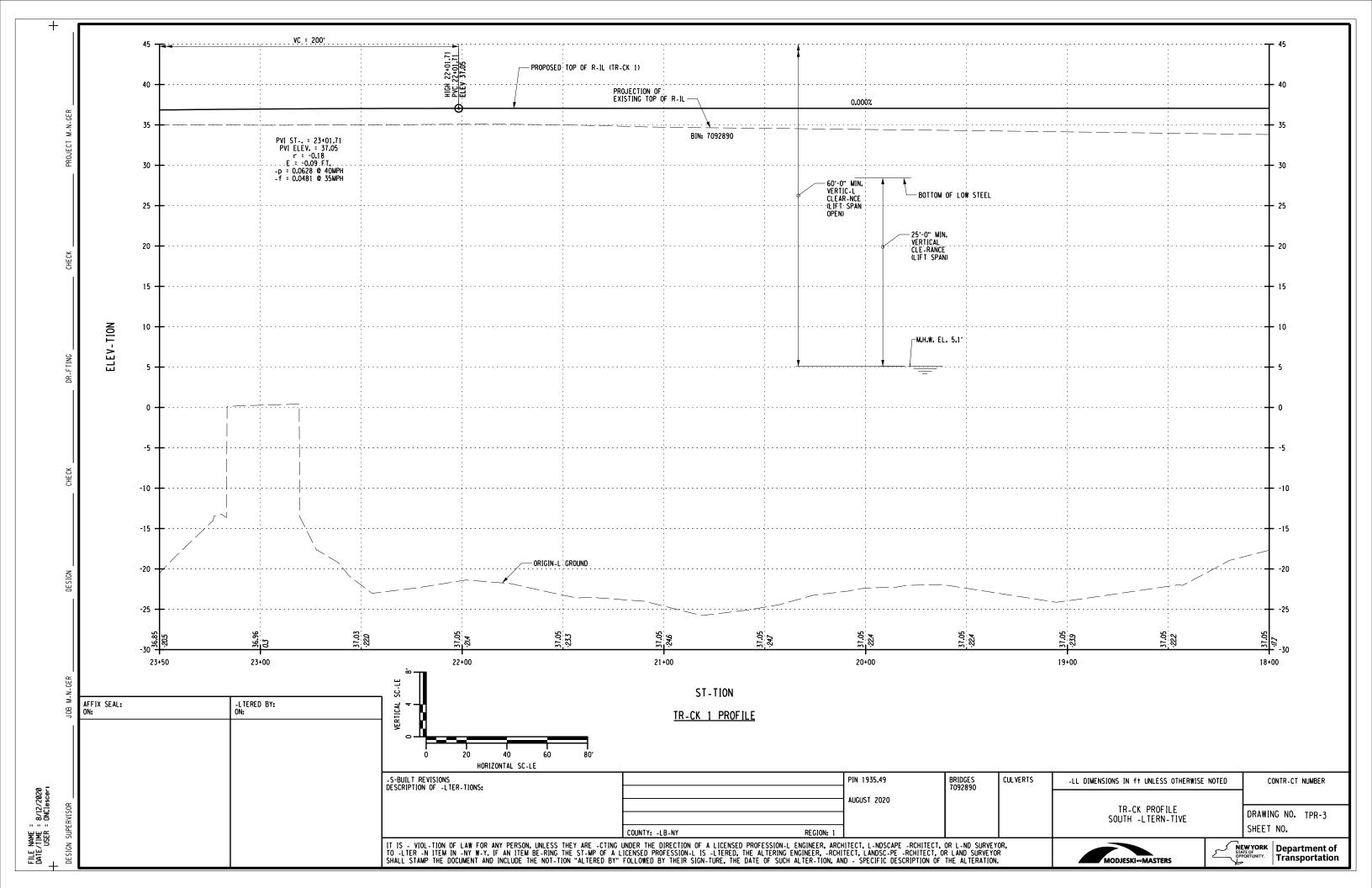
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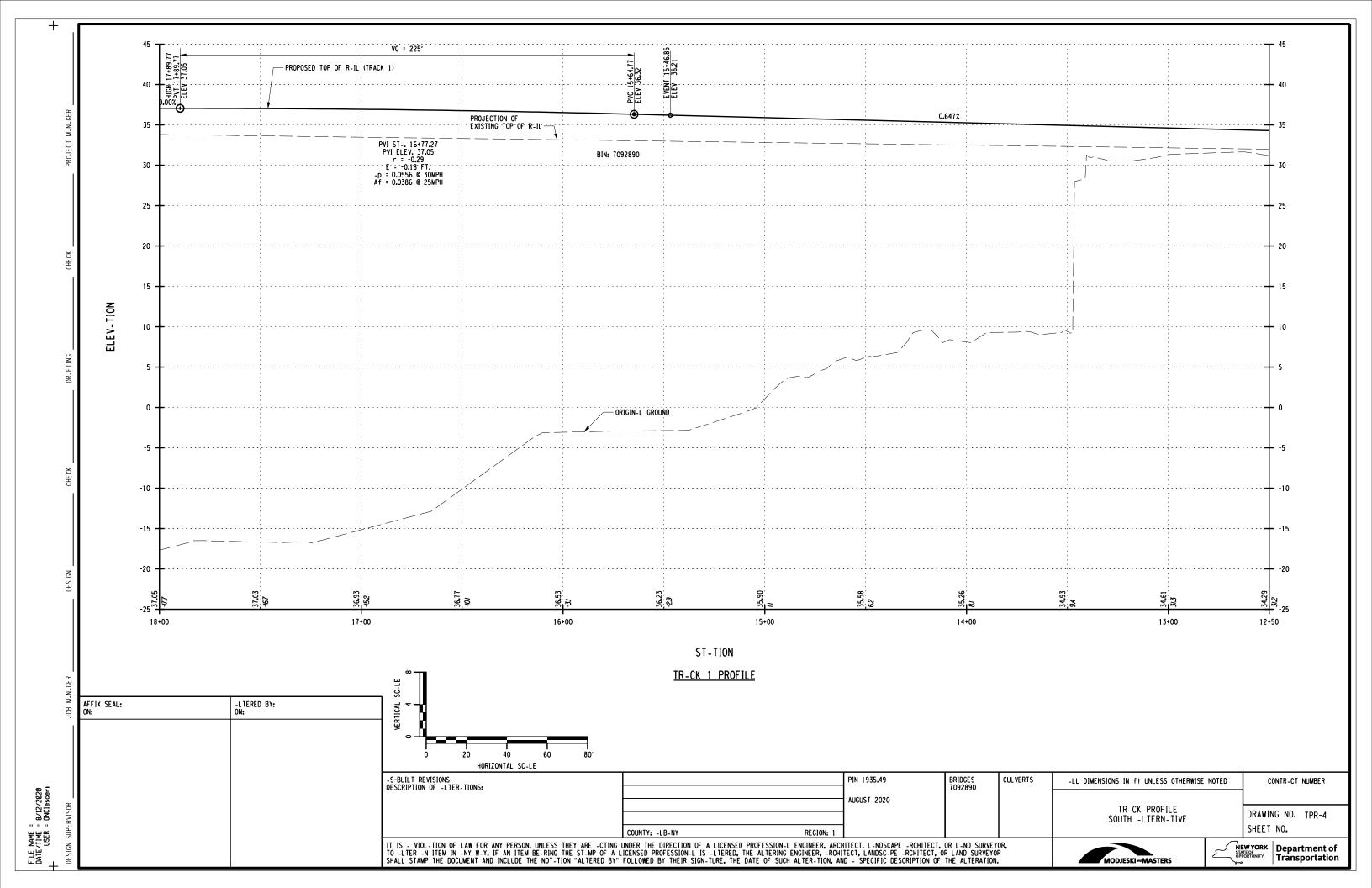


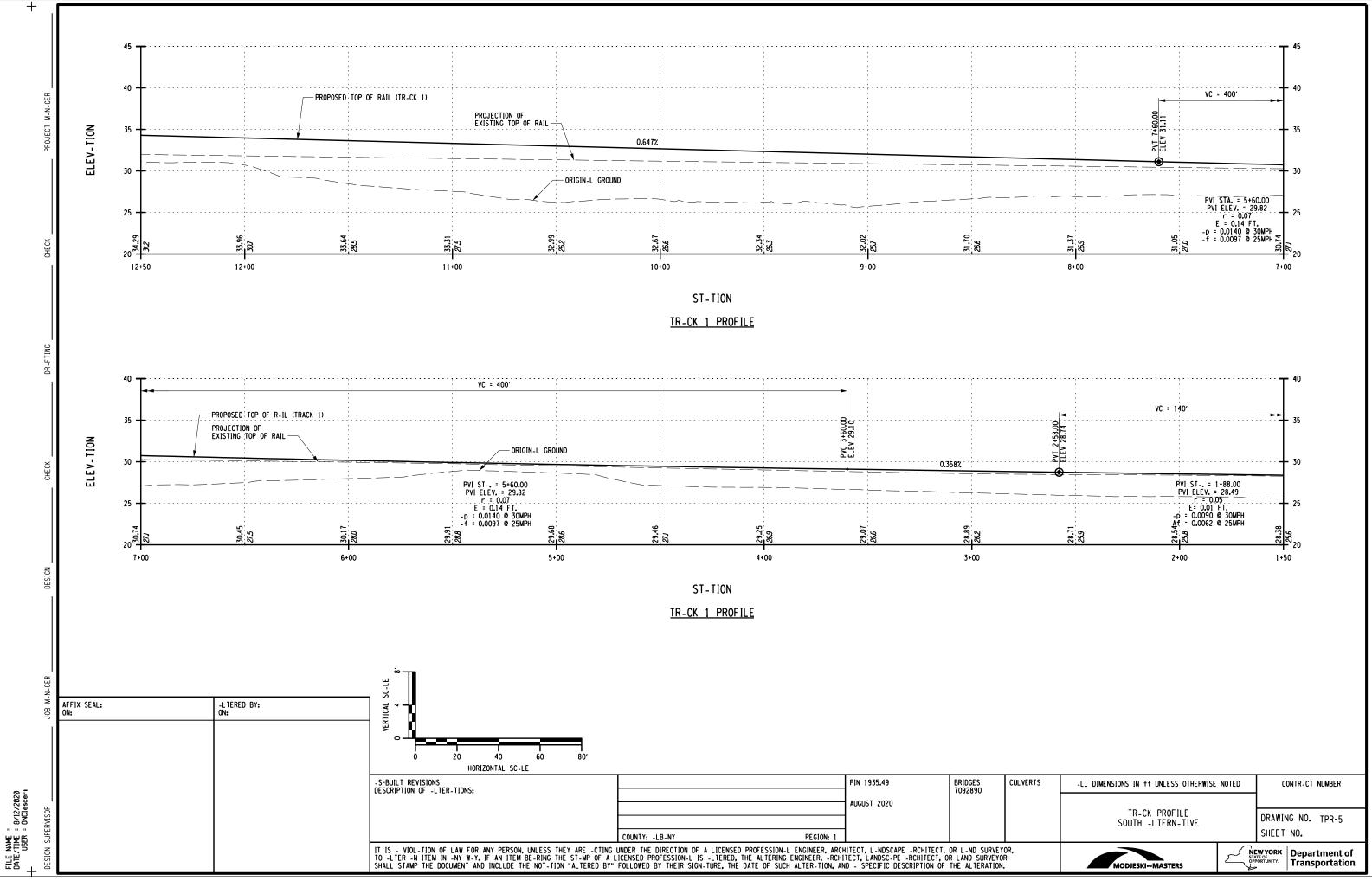
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	TR-CK PROFILE SOUTH -LTERN-TIVE		DRAWING NO. TPR-7 Sheet NO.
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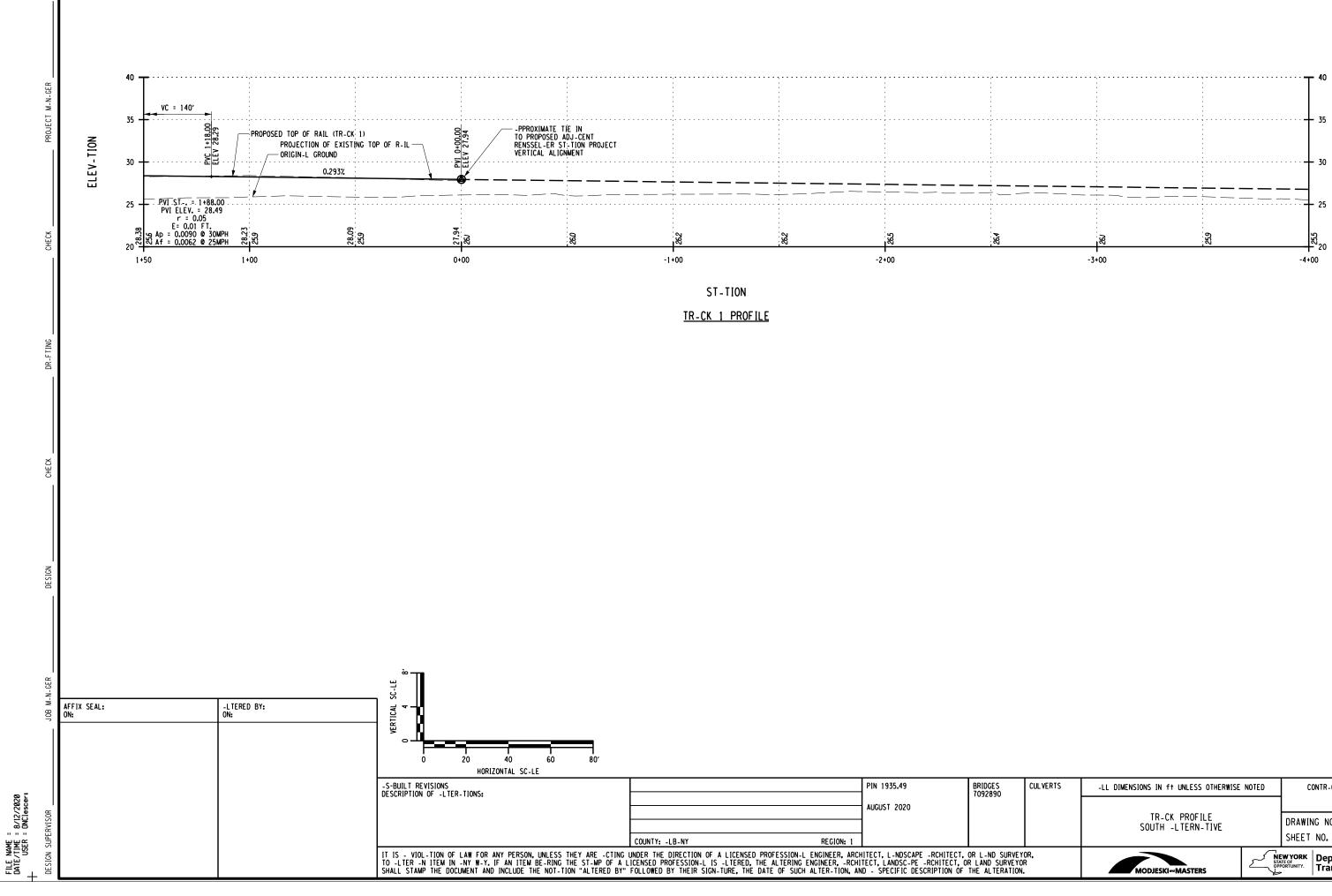




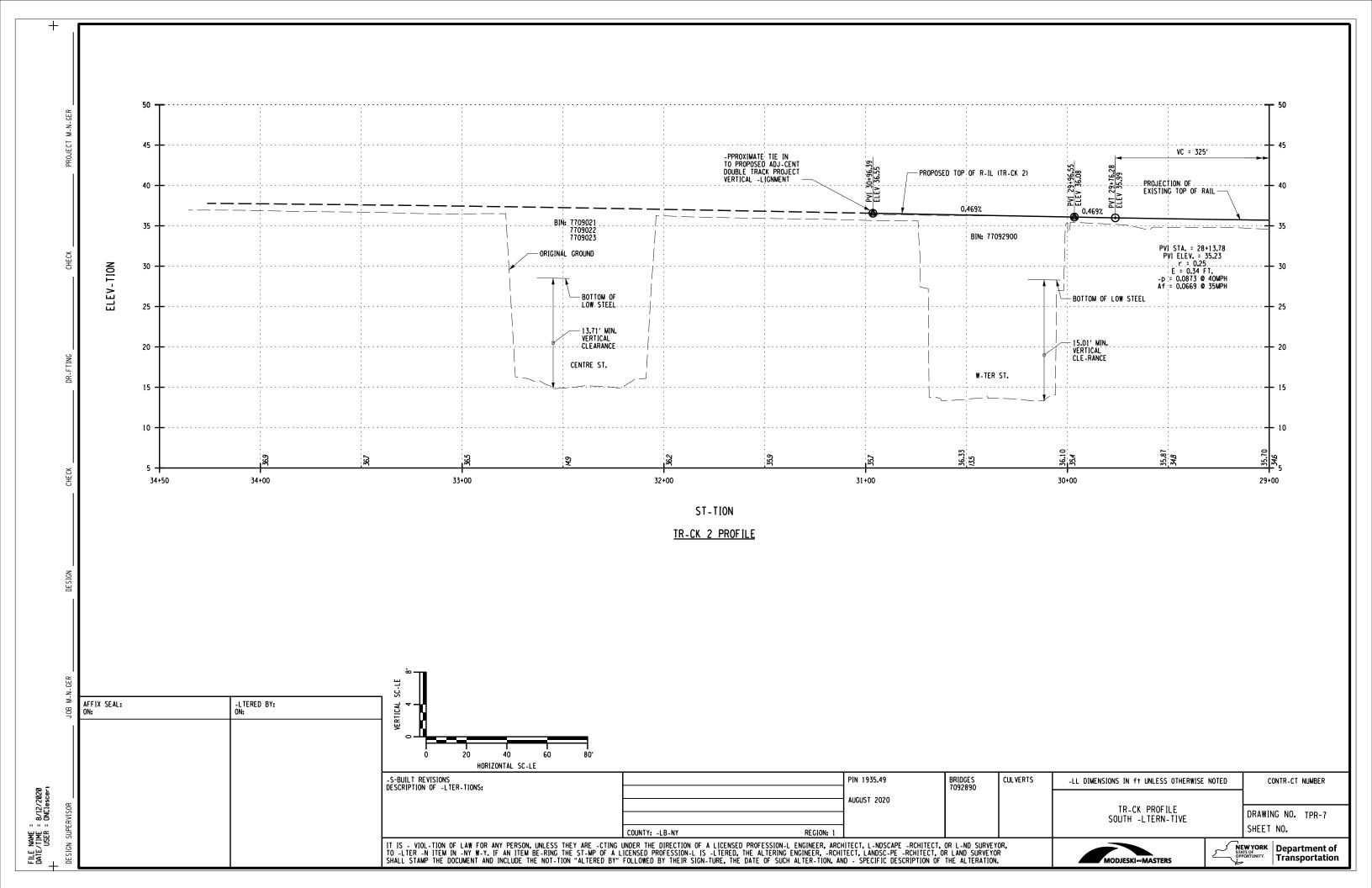


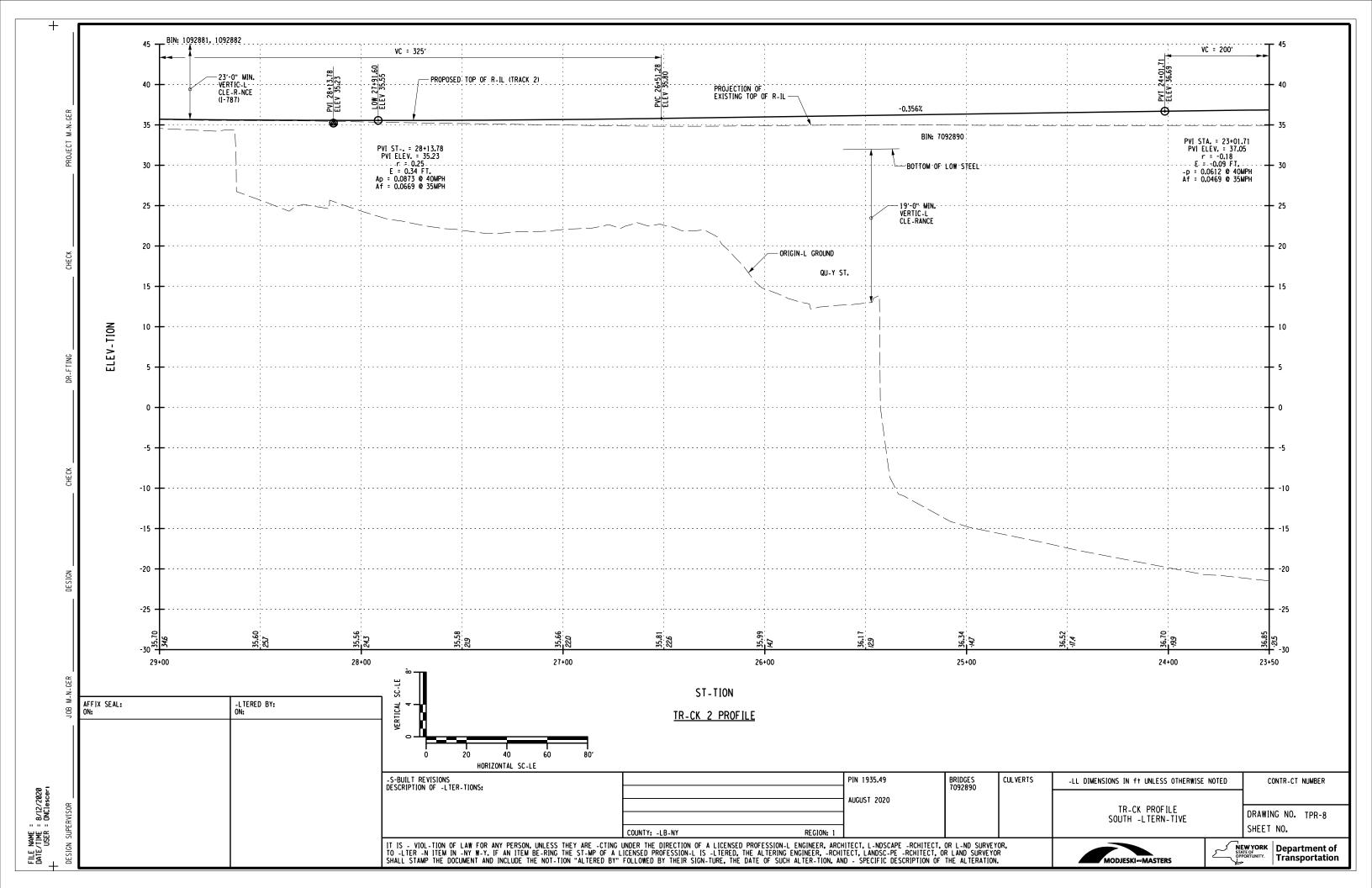


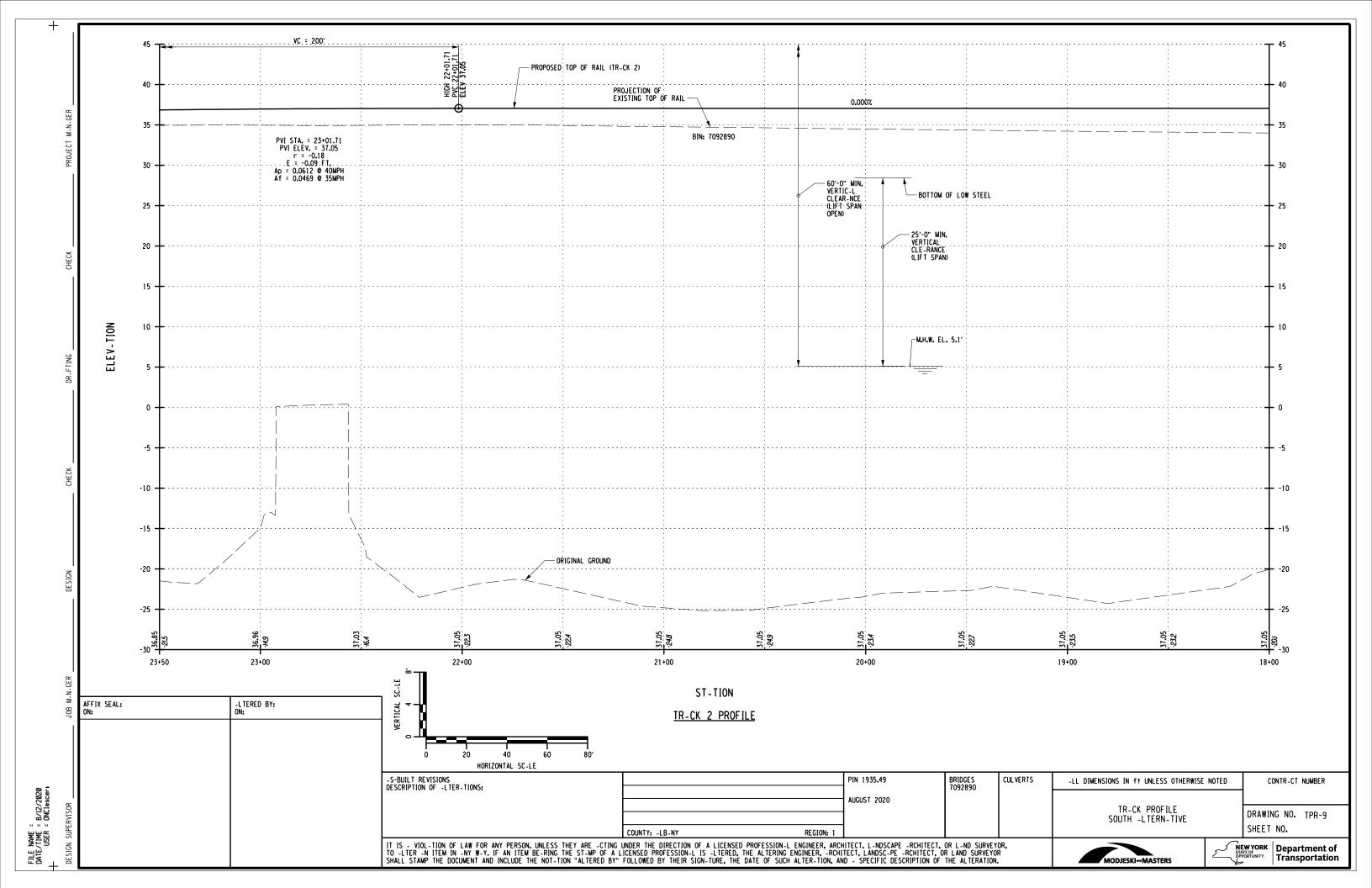
R,	MODJESKI=MASTERS	5 STA	SHEET NO. EWYORK ATOF PORTUNITY. Department of Transportation
	TR-CK PROFILE SOUTH -LTERN-TIVE		DRAWING NO. TPR-5

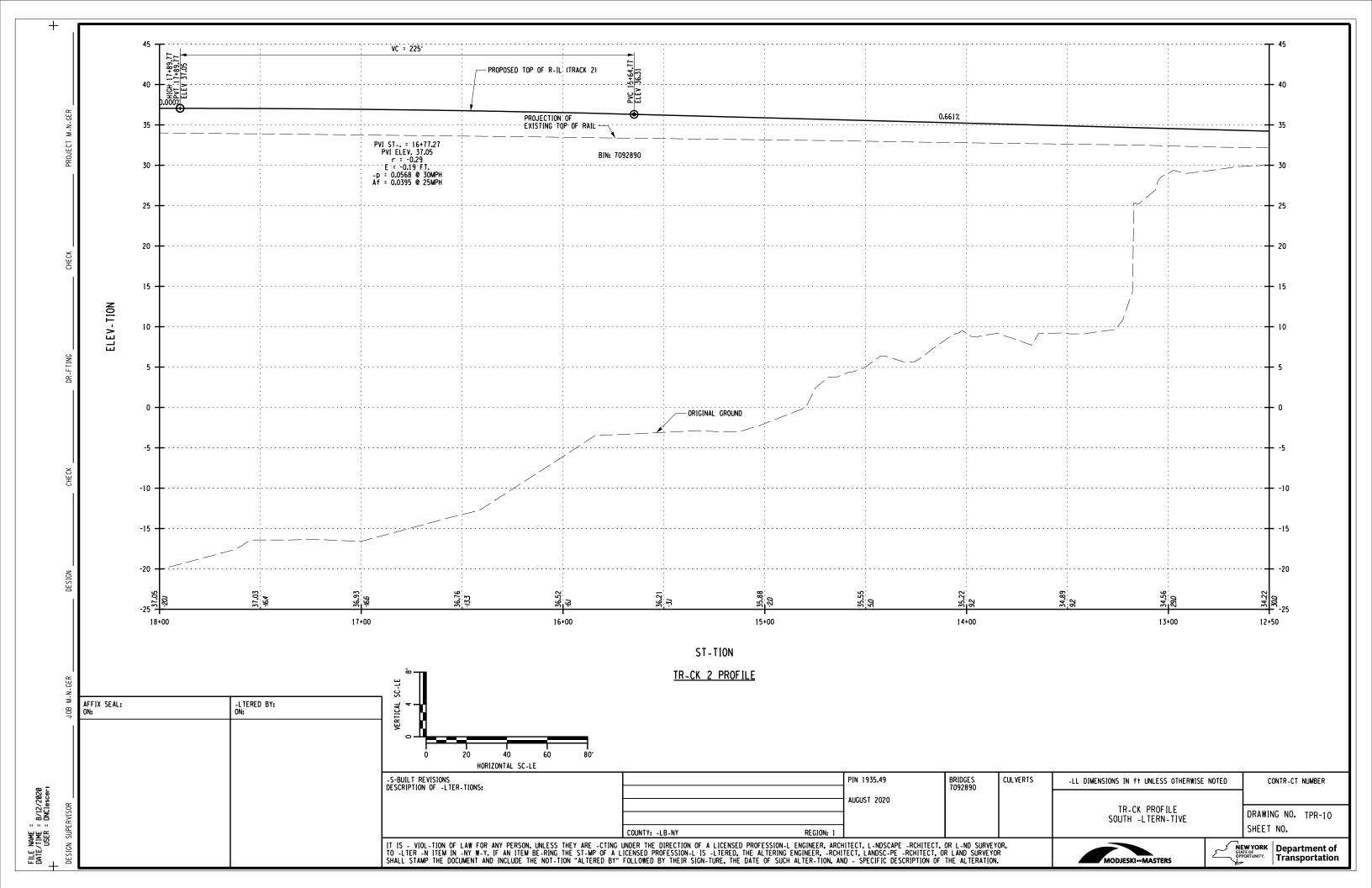


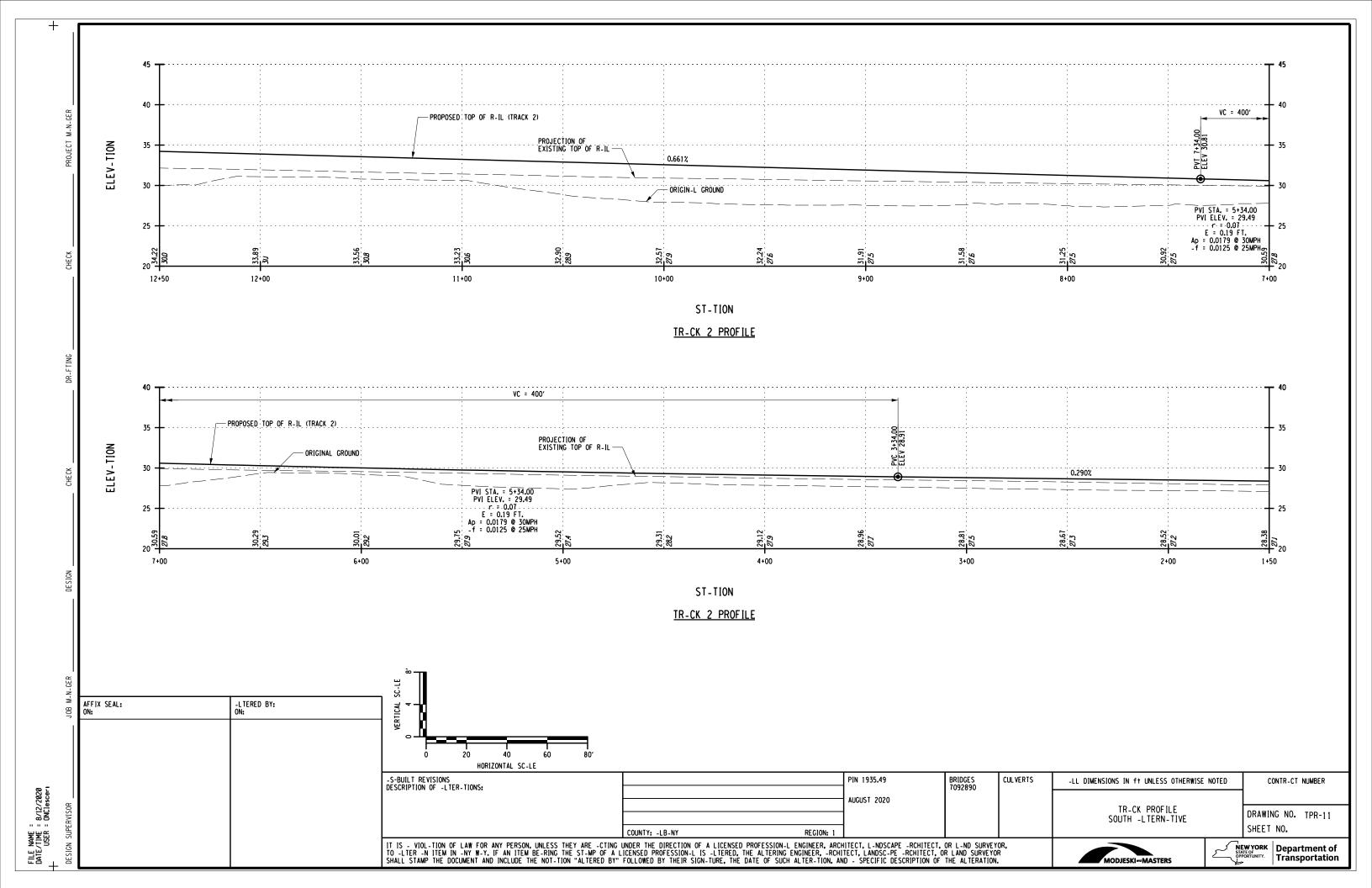
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	MODJESKI-MASTERS	STA	WYORK TEOF ORTUNITY. Department of Transportation

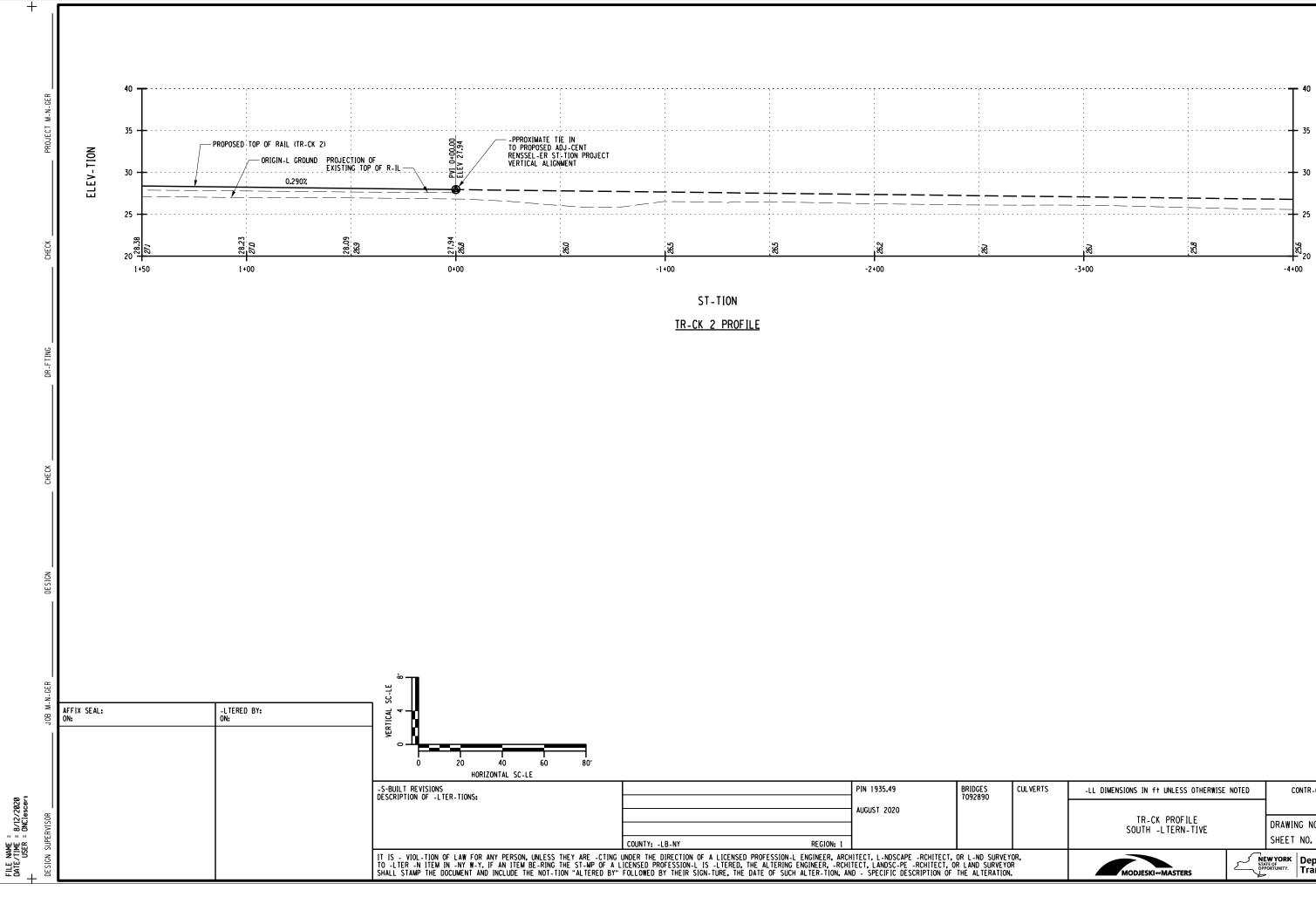




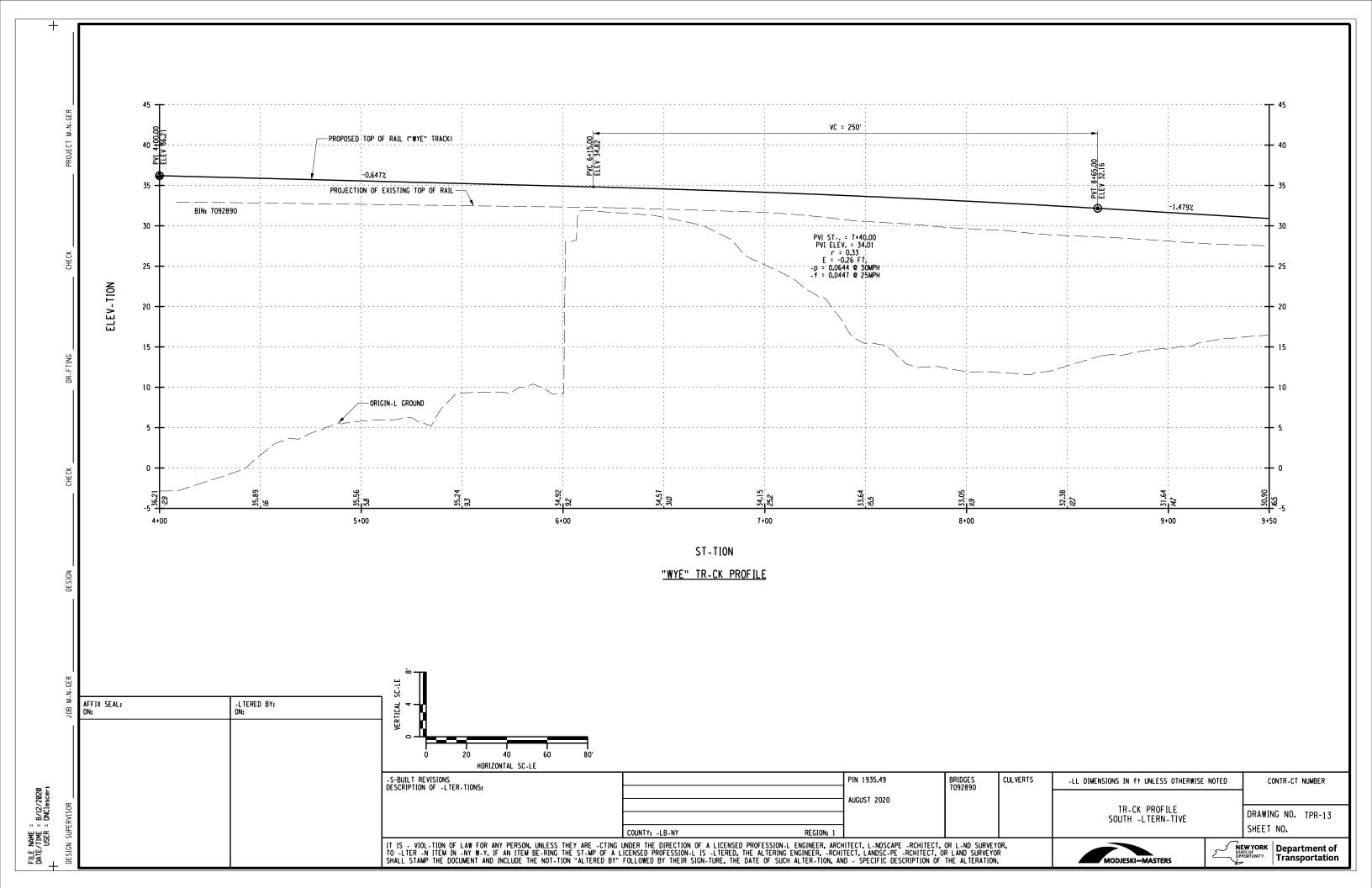


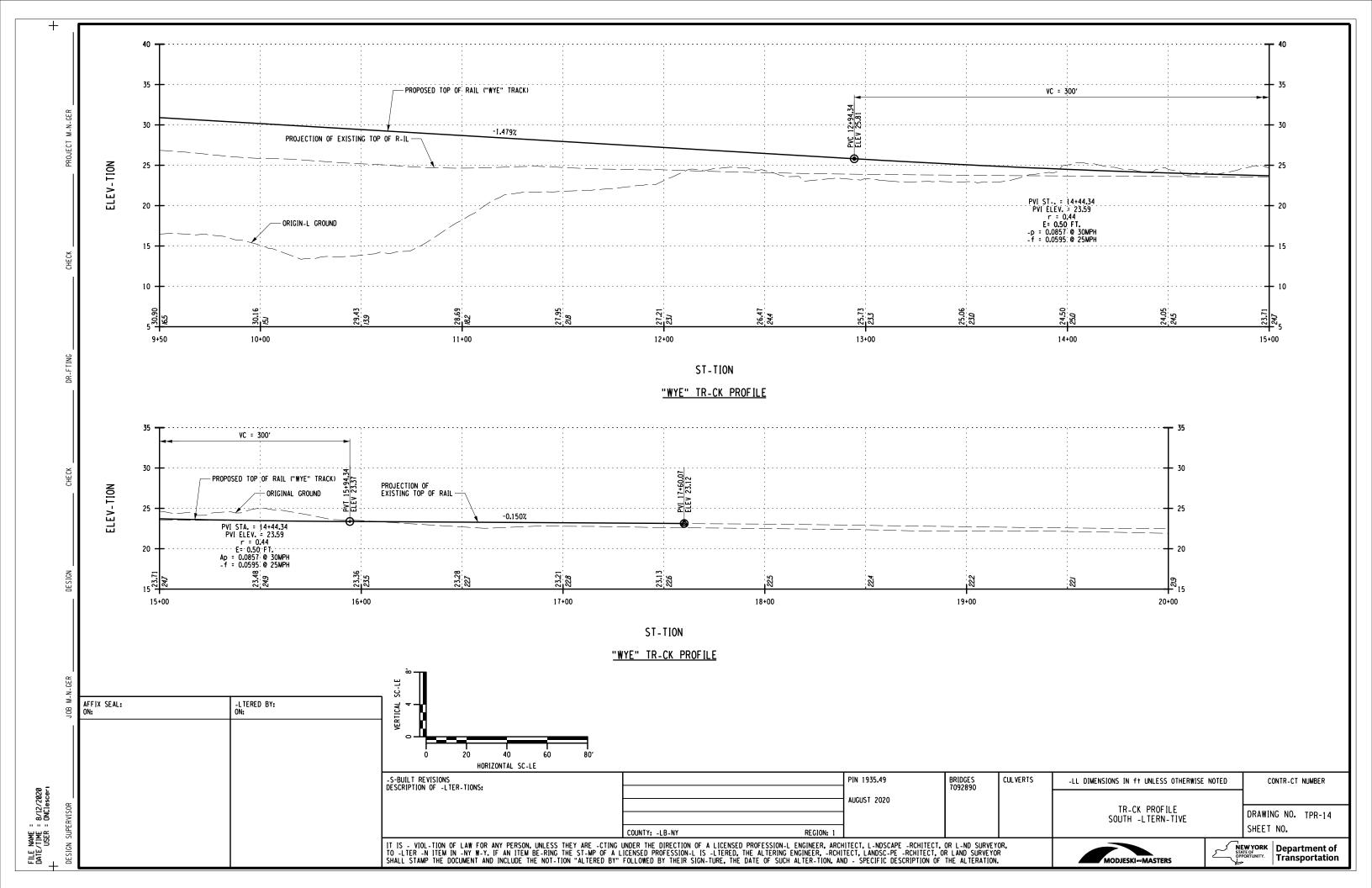


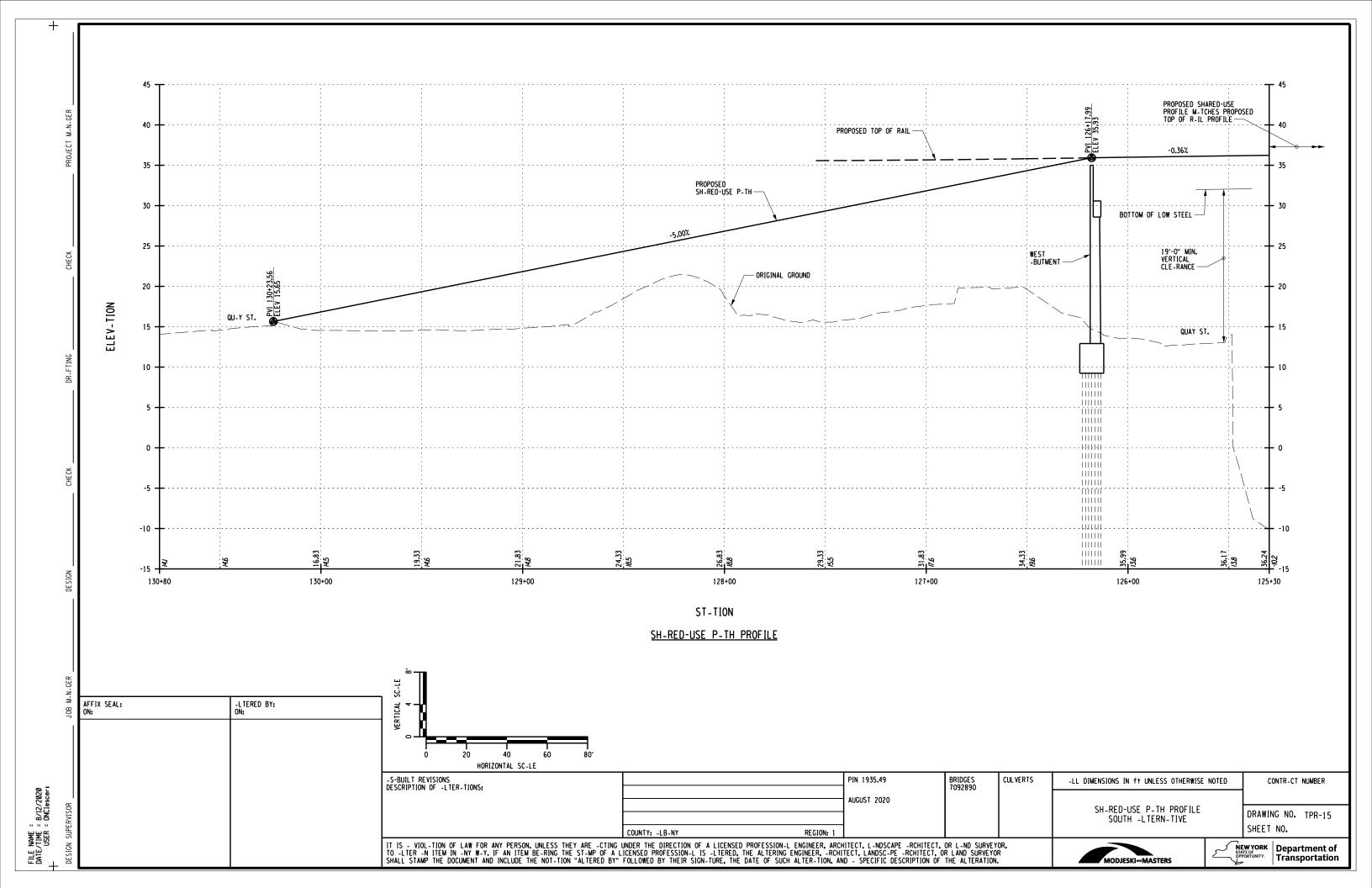


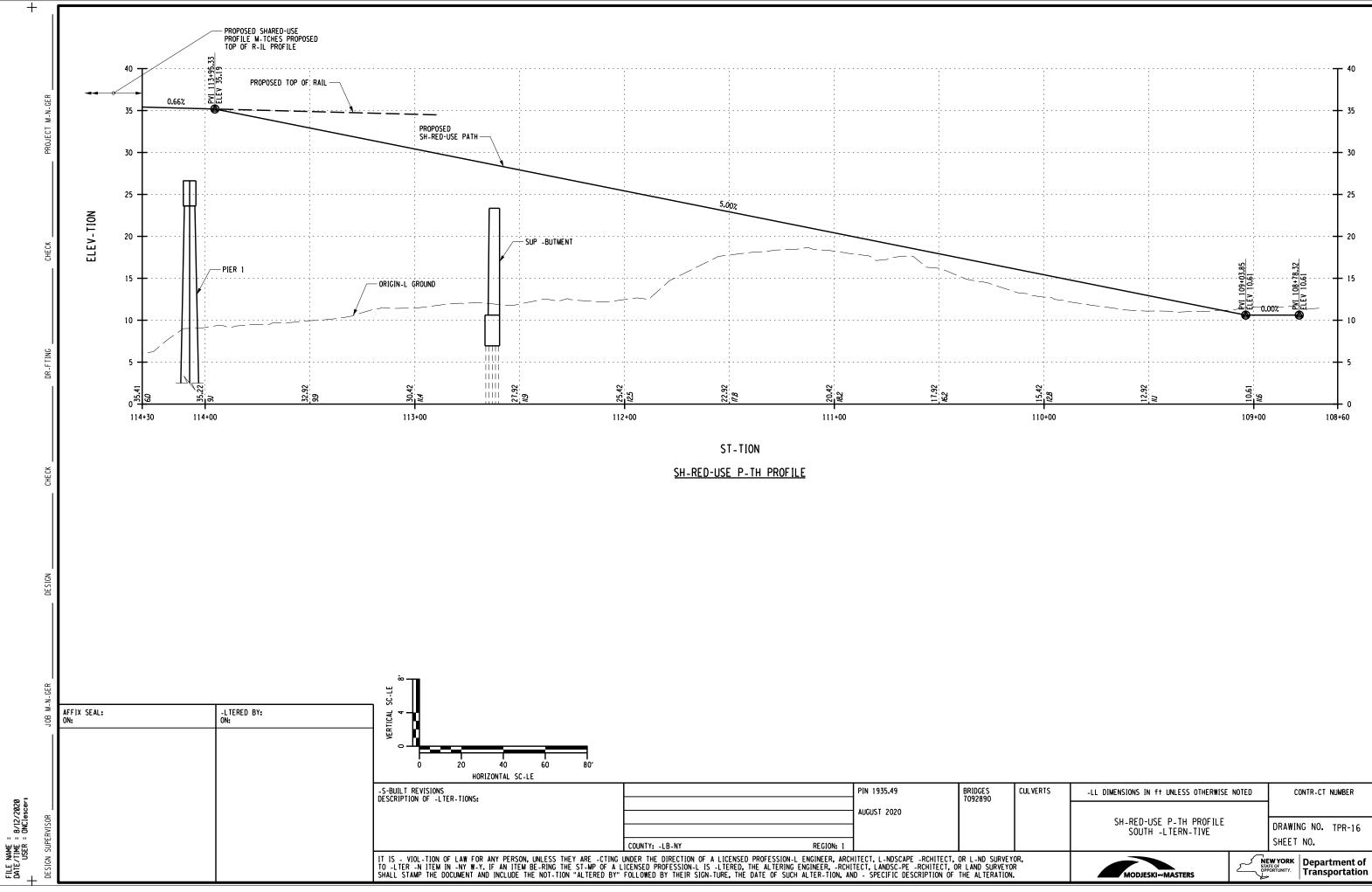


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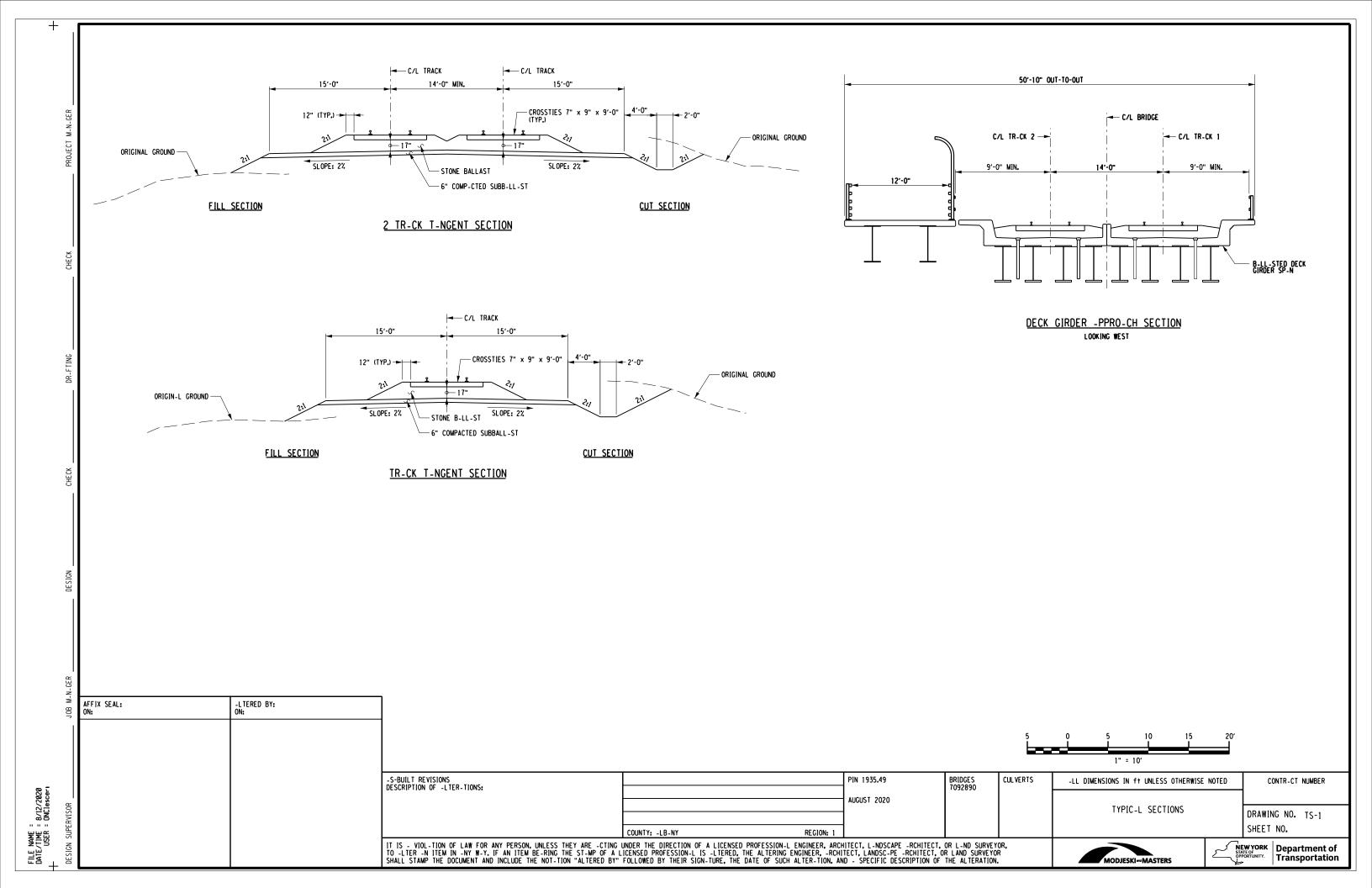


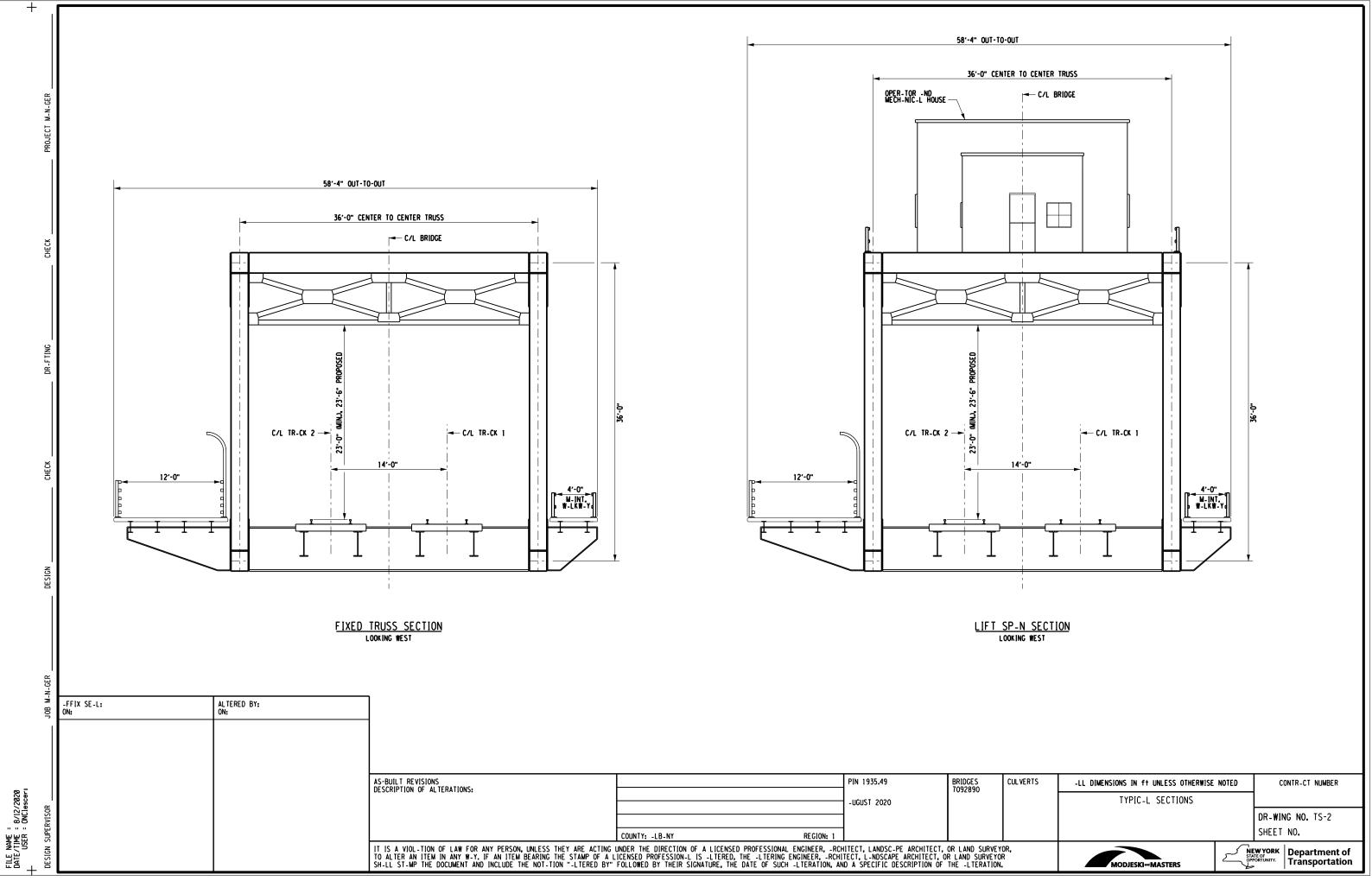


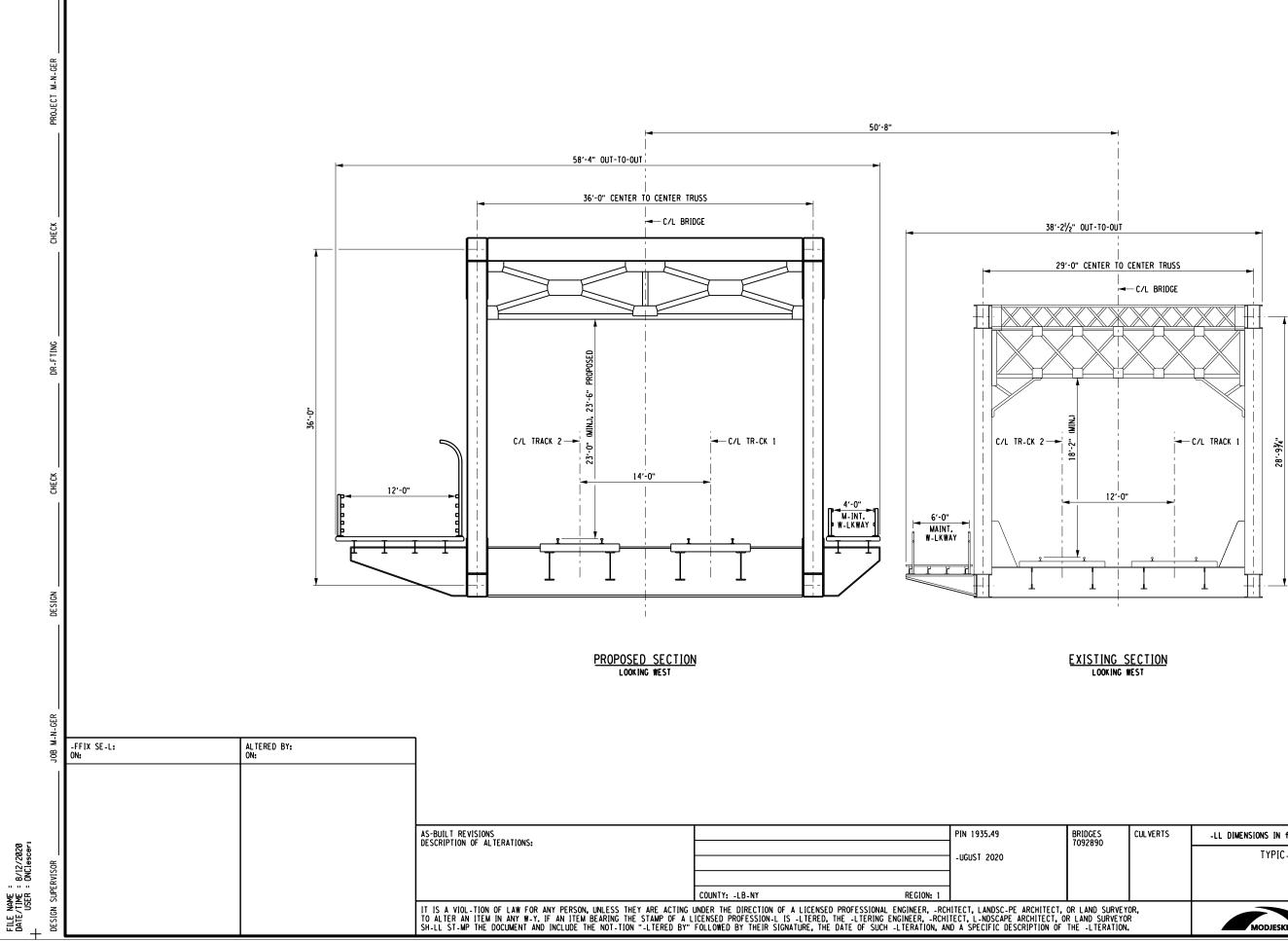




P.	MODJESKI-MASTERS	STA	CONTROPTION PORTUNITY. Department of Transportation
	SH-RED-USE P-TH PROFILE SOUTH -LTERN-TIVE		DRAWING NO. TPR-16 SHEET NO.
	-LL DIMENSIONS IN TT UNLESS UTHERWISE	NUTED	

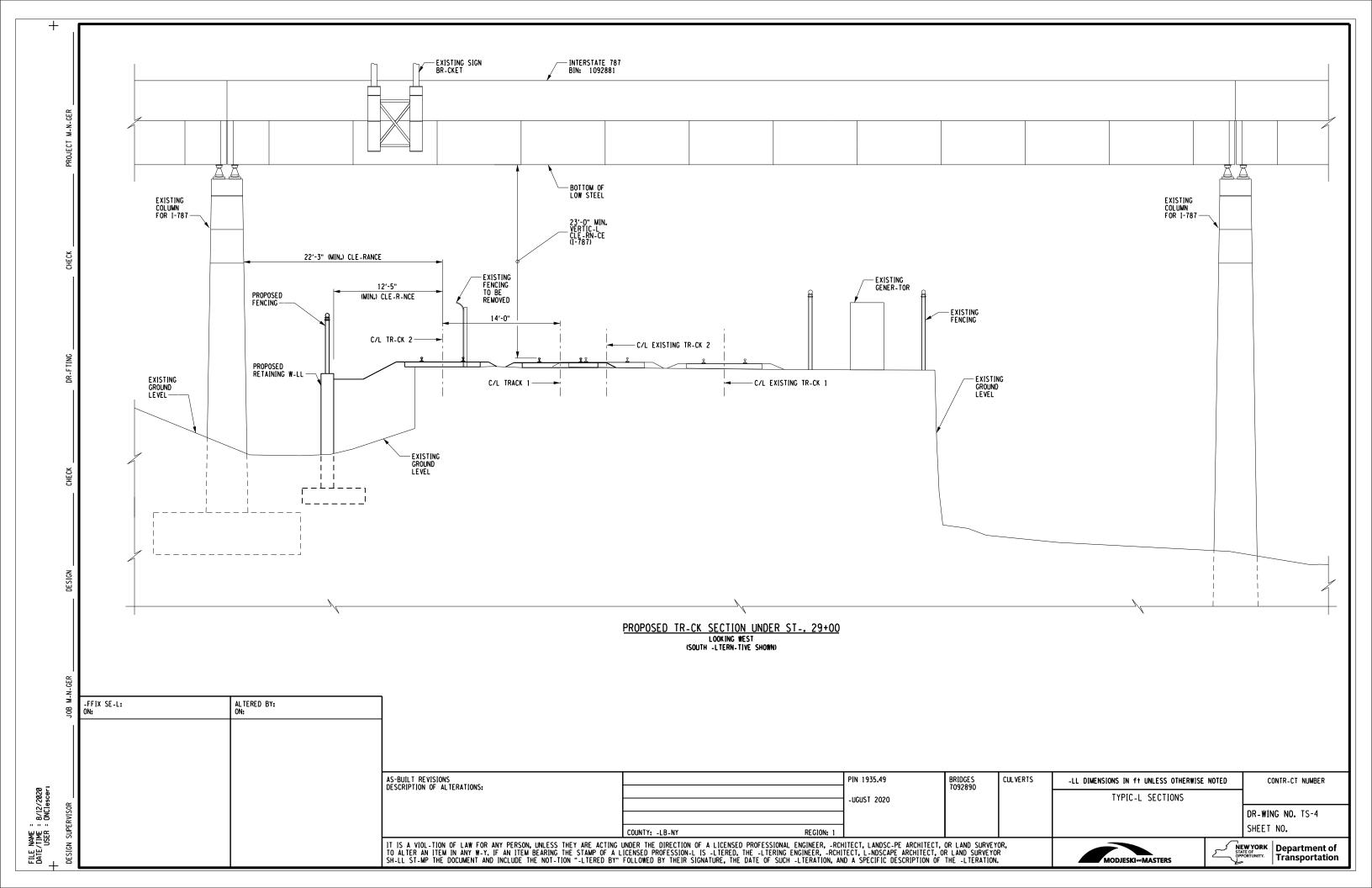


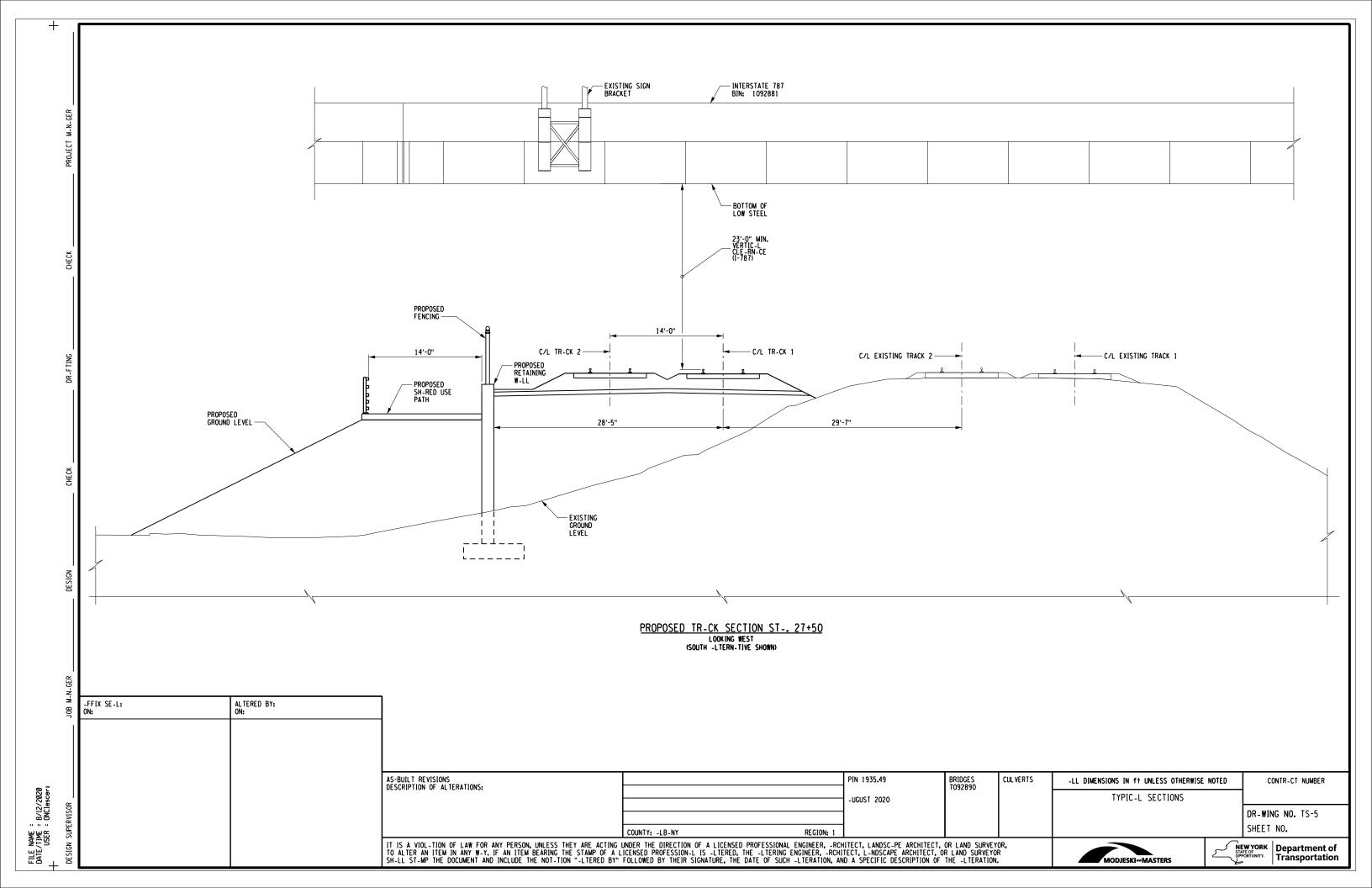


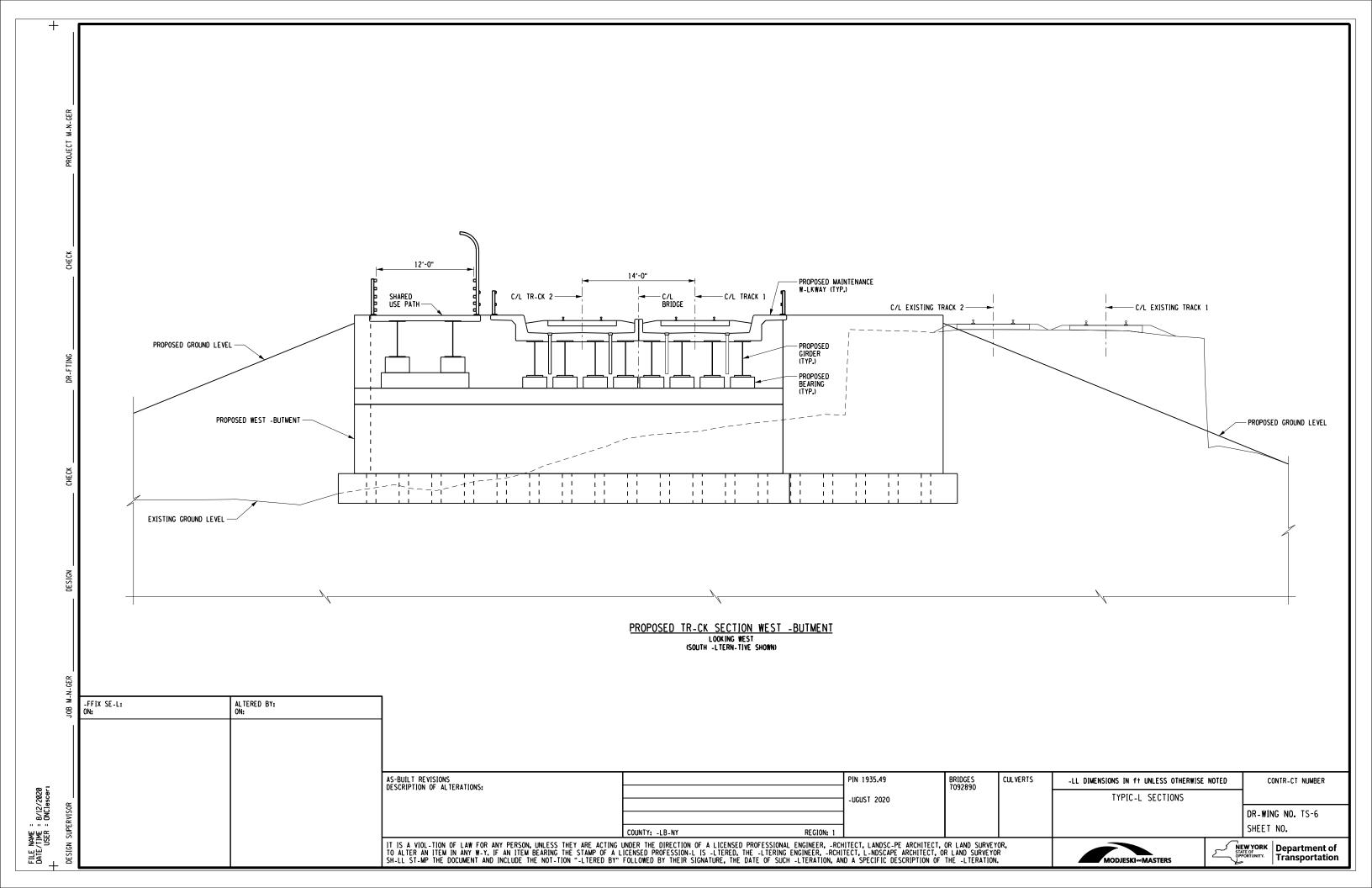


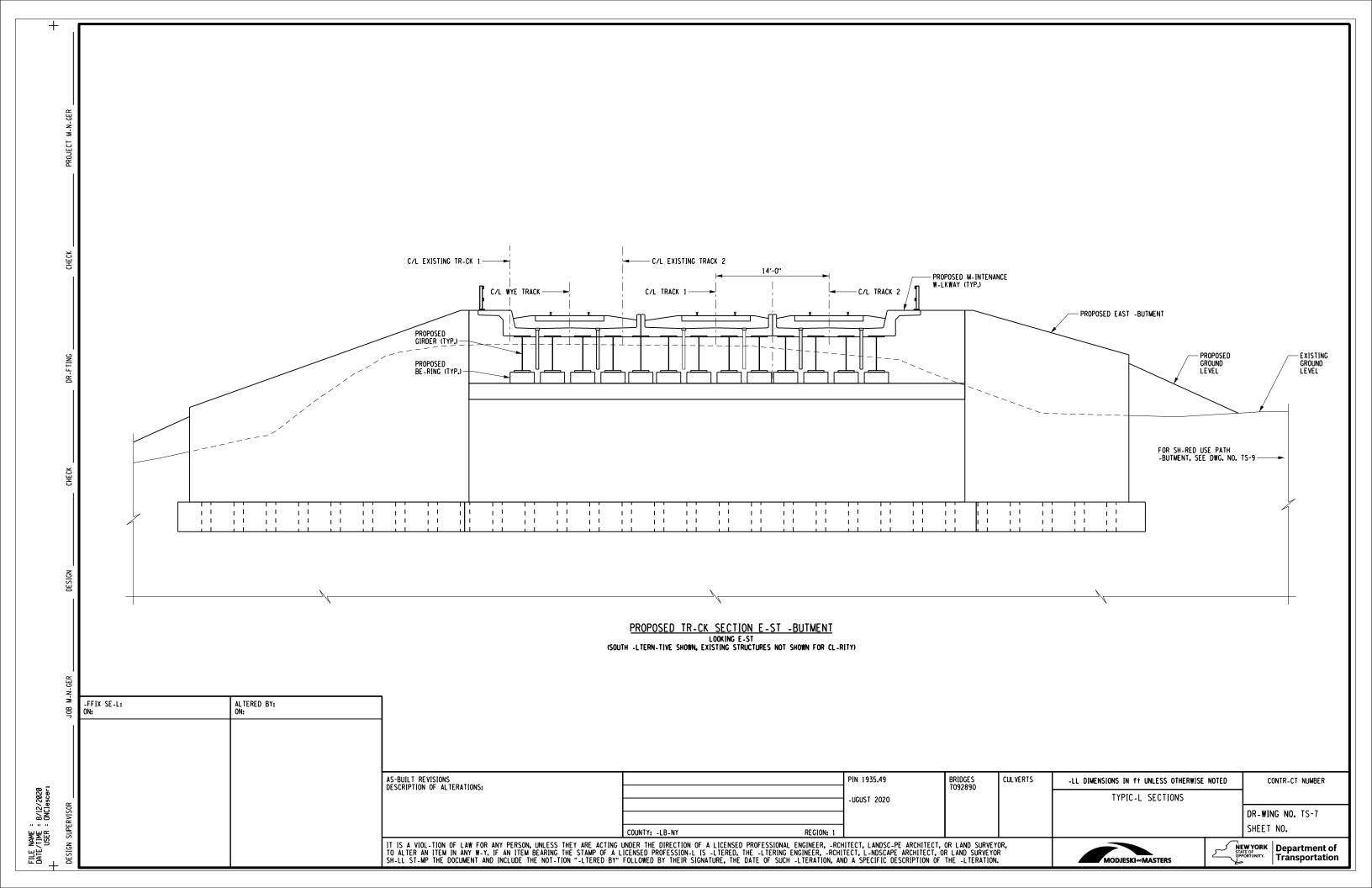
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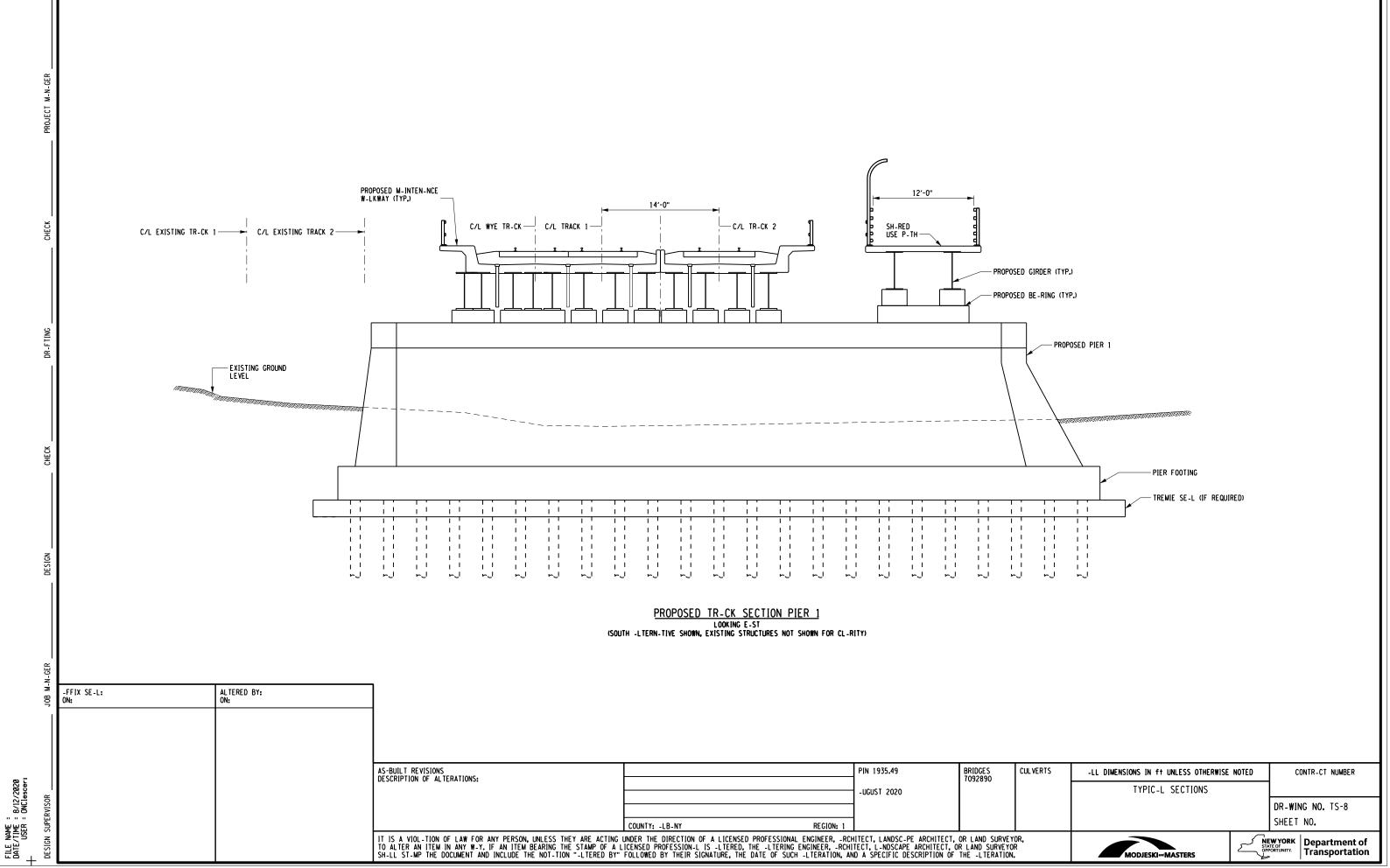
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			SHEET NO.
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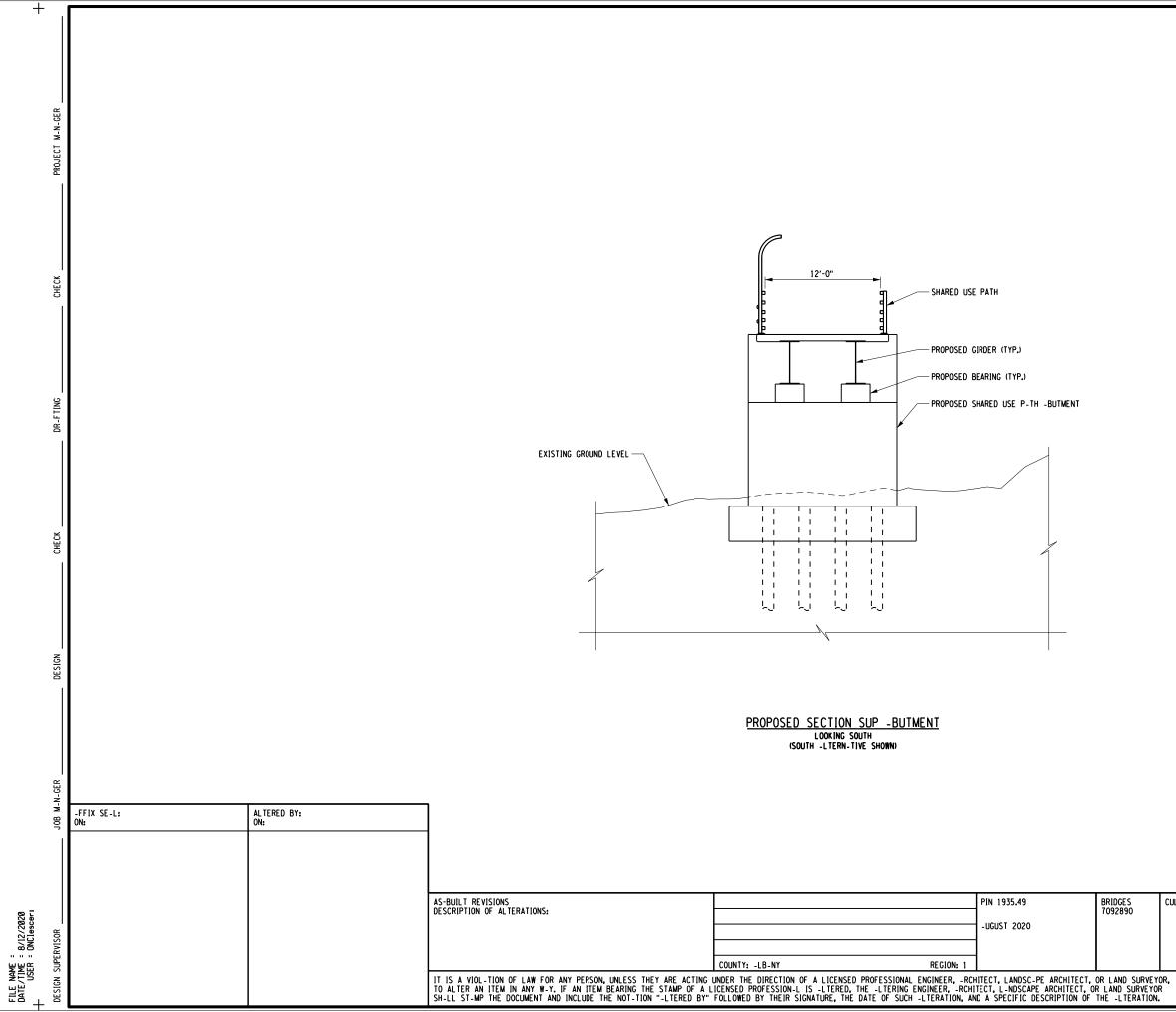








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CULVERTS	-LL DIMENSIONS IN ## UNLESS OTHERWISE NOTED		CONTR-CT NUMBER
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			DR-WING NO. TS-9 SHEET NO.
R.	MODJESKIMASTERS	STA	WYORK TEOF ORTUNITY. Department of Transportation