

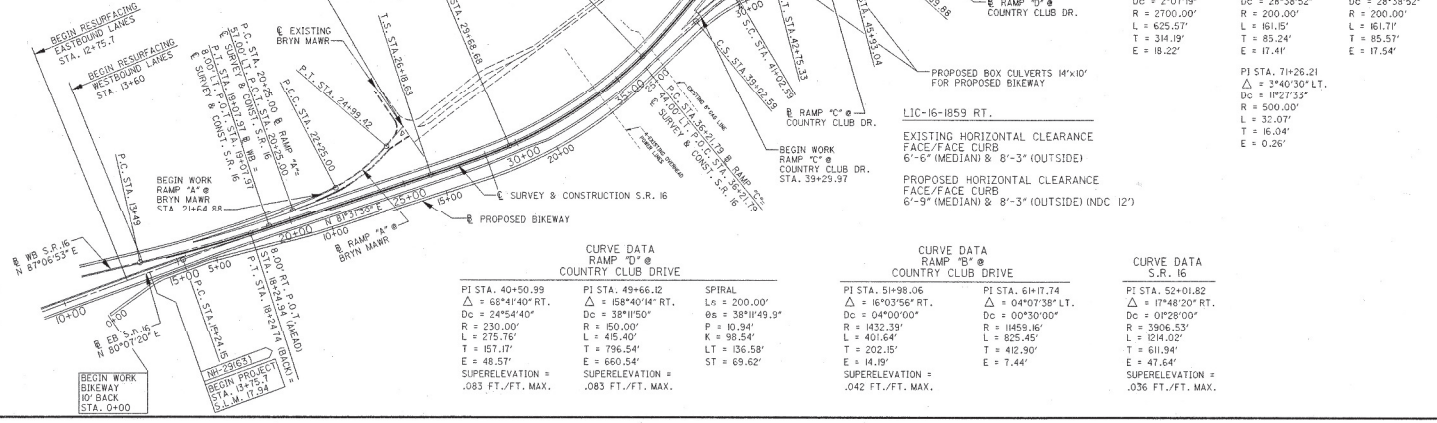
# SCHEMATIC PLAN

CURVE DATA S.R. 16 (EASTBOUND LANES)	CURVE DATA S.R. 16 (WESTBOUND LANES)	CURVE DATA S.R. 16
PI STA. 16+74.46 Δ = 0°42'00" RT. Dc = 00°28'00" R = 12277.67' L = 300.59' T = 50.31' E = 0.32'	PI STA. 16+28.71 Δ = 0°42'00" LT. Dc = 01°00'00" R = 5729.58' L = 558.97' T = 279.71' E = 1.82'	PI STA. 33+17.84 Δ = 30°39'20" LT. Dc = 23°49'00" R = 1909.86' Lc = 671.85' Ls = 350.00' Ts = 699.16' Es = 33.21' Os = 5°15'00" LT = 233.44' ST = 16.76' SUPERELEVATION = .071 FT./FT. MAX.

CURVE DATA RAMP "A" @ BRYN MAWR	CURVE DATA RAMP "C" @ COUNTRY CLUB DRIVE
PI STA. 21+25.16 Δ = 08°00'00" LT. Dc = 04°00'00" R = 1432.39' L = 200.00' T = 100.16' E = 3.42'	PI STA. 23+63.91 Δ = 2°51'13" LT. Dc = 08°00'00" R = 716.20' L = 274.42' T = 138.91' E = 19.78'

CURVE DATA RAMP "A" @ COUNTRY CLUB DRIVE	CURVE DATA SPIRAL	CURVE DATA RAMP "A" @ COUNTRY CLUB DRIVE	CURVE DATA RAMP "A" @ COUNTRY CLUB DRIVE
PI STA. 37+62.22 Δ = 02°48'29" RT. Dc = 01°00'00" R = 5729.58' L = 280.81' T = 140.43' E = 1.72'	Ls = 200.00' Os = 8°00'00" P = 2.33'	PI STA. 41+89.50 Δ = 15°32'48" RT. Dc = 09°00'00" R = 636.62' L = 172.74' T = 86.90' E = 5.90'	PI STA. 47+71.57 Δ = 67°32'11" LT. Dc = 21°27'33" R = 267.00' L = 314.72' T = 178.53' E = 94.19'

BEGIN WORK  
STA. 270+00 @ "D"  
(SEE SHEET 192)



LIC-16-1859 LT.  
EXISTING HORIZONTAL CLEARANCE  
FACE/FACE CURB  
6'-0" (OUTSIDE) & 6'-6" (MEDIAN)  
PROPOSED HORIZONTAL CLEARANCE  
FACE/FACE CURB  
6'-3" (OUTSIDE) (MDC 12') & 6'-0" (MEDIAN)

LIC-16-1859 RT.  
EXISTING HORIZONTAL CLEARANCE  
FACE/FACE CURB  
6'-6" (MEDIAN) & 8'-3" (OUTSIDE)  
PROPOSED HORIZONTAL CLEARANCE  
FACE/FACE CURB  
6'-9" (MEDIAN) & 8'-3" (OUTSIDE) (MDC 12')

CURVE DATA PROPOSED BIKEWAY		
PI STA. 2+43.39 Δ = 16°23'47" RT. Dc = 22°55'06" R = 250.00' L = 67.18' T = 33.79' E = 2.27'	PI STA. 4+67.89 Δ = 15°23'33" RT. Dc = 22°55'06" R = 250.00' L = 23.67' T = 11.85' E = 0.28'	PI STA. 9+36.75 Δ = 3°39'53" LT. Dc = 22°55'06" R = 250.00' L = 15.59' T = 8.00' E = 0.31'
PI STA. 20+51.93 Δ = 24°37'39" LT. Dc = 3°16'27" R = 1750.00' L = 752.21' T = 308.00' E = 41.21'	PI STA. 29+35.63 Δ = 24°37'39" LT. Dc = 8°11'06" R = 700.00' L = 325.81' T = 166.44' E = 19.52'	PI STA. 31+68.61 Δ = 67°52'14" LT. Dc = 14°35'30" R = 50.00' L = 59.23' T = 35.64' E = 10.27'
PI STA. 33+08.43 Δ = 3°18'32" RT. Dc = 60°18'41" R = 95.00' L = 51.91' T = 26.62' E = 3.66'	PI STA. 35+50.60 Δ = 16°53'17" LT. Dc = 54°34'03" R = 105.00' L = 30.95' T = 15.59' E = 1.15'	PI STA. 37+30.37 Δ = 25°00'30" LT. Dc = 60°18'41" R = 95.00' L = 41.47' T = 21.07' E = 2.31'
PI STA. 43+72.77 Δ = 13°16'30" RT. Dc = 2°07'19" R = 2700.00' L = 625.57' T = 314.19' E = 19.22'	PI STA. 57+69.96 Δ = 48°10'00" RT. Dc = 28°35'52" R = 200.00' L = 161.15' T = 85.24' E = 17.41'	PI STA. 59+35.63 Δ = 48°19'30" LT. Dc = 28°35'52" R = 200.00' L = 161.71' T = 85.57' E = 17.54'
	PI STA. 71+26.21 Δ = 3°40'30" LT. Dc = 18°27'52" R = 500.00' L = 32.07' T = 16.04' E = 0.26'	

CURVE DATA RAMP "D" @ COUNTRY CLUB DRIVE	CURVE DATA SPIRAL
PI STA. 40+50.99 Δ = 68°41'40" RT. Dc = 24°54'40" R = 230.00' L = 275.76' T = 157.17' E = 48.57'	Ls = 200.00' Os = 38°11'49.9" P = 10.34' K = 88.54' LT = 136.58' ST = 69.62'

CURVE DATA RAMP "B" @ COUNTRY CLUB DRIVE	CURVE DATA RAMP "C" @ COUNTRY CLUB DRIVE
PI STA. 51+98.06 Δ = 16°03'56" RT. Dc = 04°00'00" R = 1432.39' L = 401.64' T = 202.15' E = 14.19'	PI STA. 61+17.74 Δ = 04°07'38" LT. Dc = 00°30'00" R = 1459.16' L = 925.45' T = 412.90' E = 7.44'

CURVE DATA S.R. 16
PI STA. 52+01.82 Δ = 11°48'20" RT. Dc = 01°28'00" R = 3906.53' L = 1214.02' T = 611.94' E = 47.64'



SCHEMATIC PLAN

LIC-16-17.94

# SCHEMATIC PLAN

**CURVE DATA  
RAMP "E"**

PI STA. 102+30.79  
 $\Delta = 12^{\circ}26'04"$  RT.  
 Dc =  $04^{\circ}00'00"$   
 R = 1432.39'  
 L = 310.26'  
 T = 156.04'  
 E = 8.48'  
 SUPERELEVATION =  
 .06 FT./FT. MAX.

**LIC-16-1968 LT.**

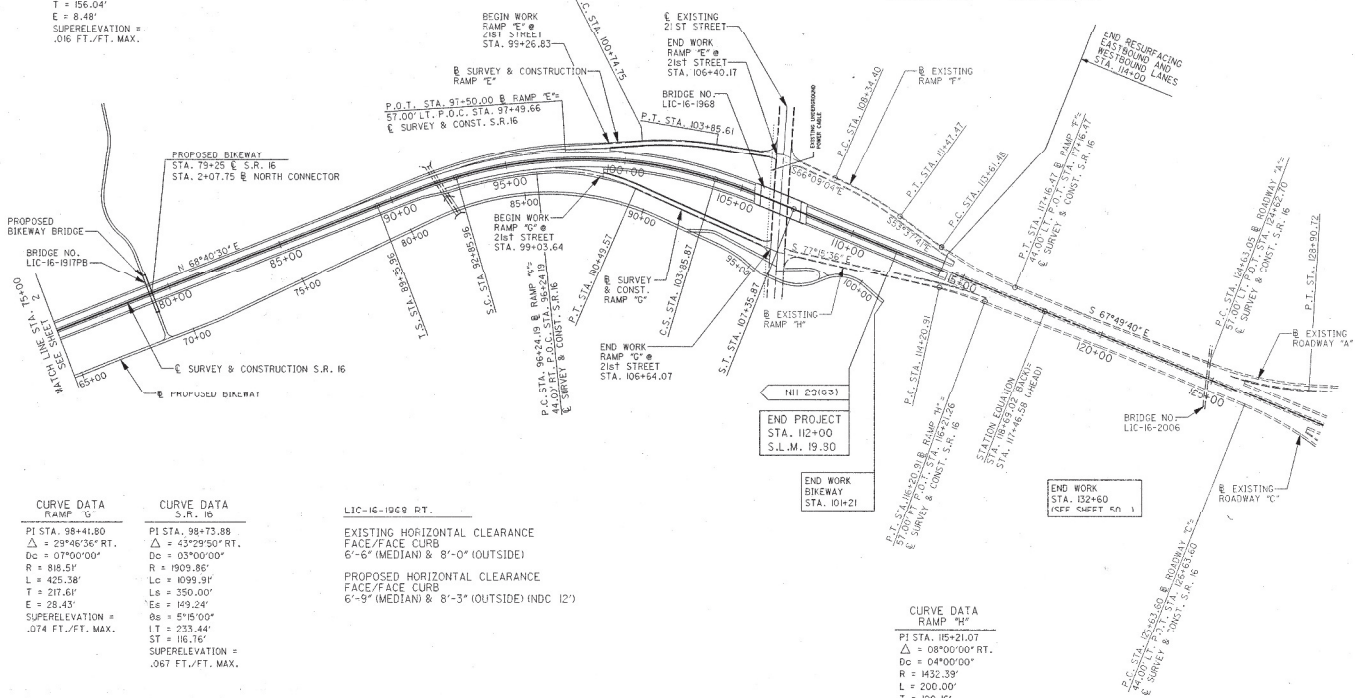
EXISTING HORIZONTAL CLEARANCE  
 FACE/FACE CURB  
 6'-0" (OUTSIDE) & 6'-6" (MEDIAN)

PROPOSED HORIZONTAL CLEARANCE  
 FACE/FACE CURB  
 8'-3" (OUTSIDE) (NDC 12') & 6'-9" (MEDIAN)

**CURVE DATA  
RAMP "F"**

PI STA. 109+91.56  
 $\Delta = 12^{\circ}32'23"$  RT.  
 Dc =  $04^{\circ}00'00"$   
 R = 1432.39'  
 L = 313.08'  
 T = 157.17'  
 E = 8.60'  
 SUPERELEVATION =  
 .04 FT./FT. MAX.

PI STA. 115+39.89  
 $\Delta = 14^{\circ}11'59"$  LT.  
 Dc =  $04^{\circ}00'00"$   
 R = 1432.39'  
 L = 354.29'  
 T = 178.41'  
 E = 11.07'  
 SUPERELEVATION =  
 .054 FT./FT. MAX.



**CURVE DATA  
RAMP "G"**

PI STA. 98+41.80  
 $\Delta = 29^{\circ}46'36"$  RT.  
 Dc =  $07^{\circ}00'00"$   
 R = 818.51'  
 L = 425.38'  
 T = 217.61'  
 E = 28.43'  
 SUPERELEVATION =  
 .074 FT./FT. MAX.

**CURVE DATA  
S.R. 16**

PI STA. 98+73.88  
 $\Delta = 43^{\circ}29'50"$  RT.  
 Dc =  $03^{\circ}00'00"$   
 R = 1903.85'  
 Lc = 1099.91'  
 Ls = 350.00'  
 Es = 149.24'  
 Os =  $5^{\circ}15'00"$   
 It = 233.44'  
 St = 116.76'  
 SUPERELEVATION =  
 .067 FT./FT. MAX.

**LIC-16-1908 RT.**

EXISTING HORIZONTAL CLEARANCE  
 FACE/FACE CURB  
 6'-6" (MEDIAN) & 8'-0" (OUTSIDE)

PROPOSED HORIZONTAL CLEARANCE  
 FACE/FACE CURB  
 6'-9" (MEDIAN) & 8'-3" (OUTSIDE) (NDC 12')

**CURVE DATA  
RAMP "H"**

PI STA. 115+21.07  
 $\Delta = 08^{\circ}10'00"$  RT.  
 Dc =  $04^{\circ}00'00"$   
 R = 1432.39'  
 L = 200.00'  
 T = 100.16'  
 E = 3.50'  
 SUPERELEVATION =  
 .045 FT./FT. MAX.

CURVE DATA PROPOSED BIKEWAY				
PI STA. 86+26.20 $\Delta = 10^{\circ}23'56"$ RT. Dc = $5^{\circ}42'31"$ R = 1100.00' L = 948.39' T = 505.93' E = 110.77'	PI STA. 94+09.81 $\Delta = 16^{\circ}15'10"$ RT. Dc = $11^{\circ}27'33"$ R = 500.00' L = 137.54' T = 69.21' E = 4.77'	PI STA. 95+46.39 $\Delta = 10^{\circ}43'30"$ LT. Dc = $2^{\circ}17'01"$ R = 210.00' L = 60.76' T = 30.59' E = 2.22'	PI STA. 97+32.82 $\Delta = 15^{\circ}12'17"$ LT. Dc = $2^{\circ}17'01"$ R = 210.00' L = 67.55' T = 88.52' E = 17.89'	PI STA. 99+40.45 $\Delta = 03^{\circ}11'56"$ RT. Dc = $36^{\circ}57'54"$ R = 185.00' L = 170.37' T = 95.35' E = 26.98'



## SCHEMATIC PLAN

LIC-16-17-94