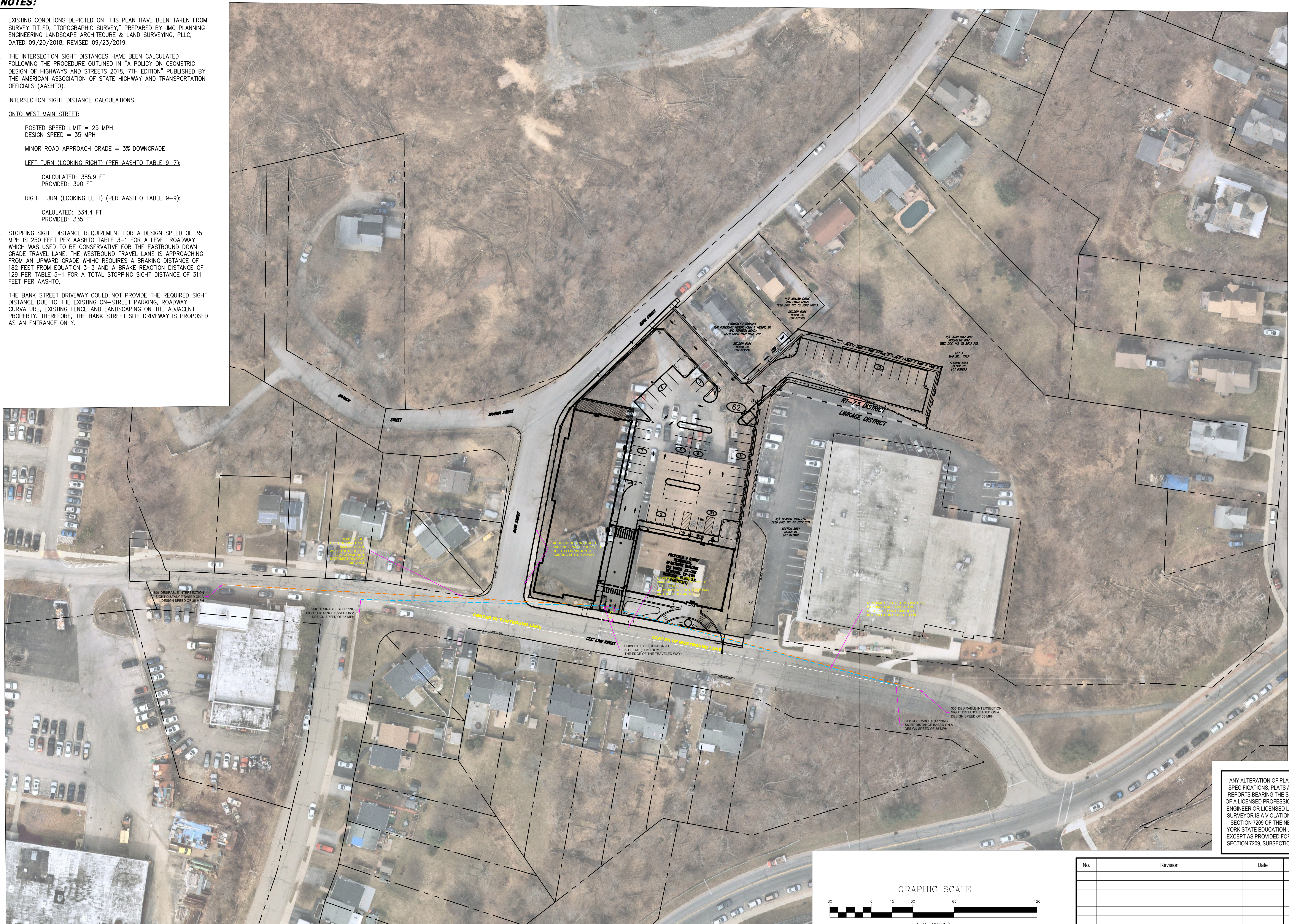


NOTES:

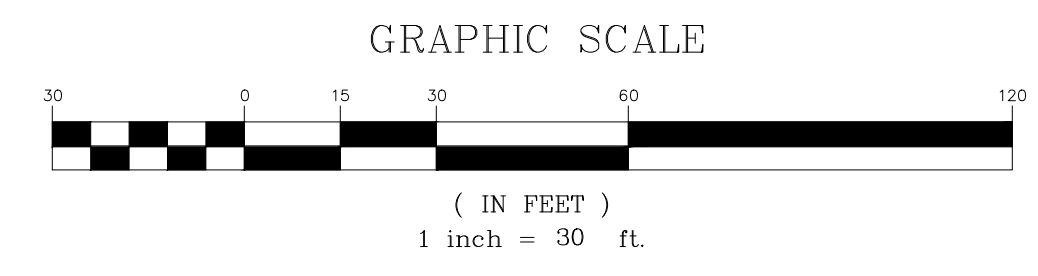
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING ENGINEERING LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 09/20/2018, REVISED 09/23/2019.
- THE INTERSECTION SIGHT DISTANCES HAVE BEEN CALCULATED FOLLOWING THE PROCEDURE OUTLINED IN "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS 2018, 7TH EDITION" PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).
- INTERSECTION SIGHT DISTANCE CALCULATIONS
ONTO WEST MAIN STREET:
 POSTED SPEED LIMIT = 25 MPH
 DESIGN SPEED = 35 MPH
 MINOR ROAD APPROACH GRADE = 3% DOWNGRADE
LEFT TURN (LOOKING RIGHT) (PER AASHTO TABLE 9-7):
 CALCULATED: 385.9 FT
 PROVIDED: 390 FT
RIGHT TURN (LOOKING LEFT) (PER AASHTO TABLE 9-9):
 CALCULATED: 334.4 FT
 PROVIDED: 335 FT
- STOPPING SIGHT DISTANCE REQUIREMENT FOR A DESIGN SPEED OF 35 MPH IS 250 FEET PER AASHTO TABLE 3-1 FOR A LEVEL ROADWAY WHICH WAS USED TO BE CONSERVATIVE FOR THE EASTBOUND DOWN GRADE TRAVEL LANE. THE WESTBOUND TRAVEL LANE IS APPROACHING FROM AN UPWARD GRADE WHICH REQUIRES A BRAKING DISTANCE OF 182 FEET FROM EQUATION 3-3 AND A BRAKE REACTION DISTANCE OF 129 PER TABLE 3-1 FOR A TOTAL STOPPING SIGHT DISTANCE OF 311 FEET PER AASHTO.
- THE BANK STREET DRIVEWAY COULD NOT PROVIDE THE REQUIRED SIGHT DISTANCE DUE TO THE EXISTING ON-STREET PARKING, ROADWAY CURVATURE, EXISTING FENCE AND LANDSCAPING ON THE ADJACENT PROPERTY. THEREFORE, THE BANK STREET SITE DRIVEWAY IS PROPOSED AS AN ENTRANCE ONLY.



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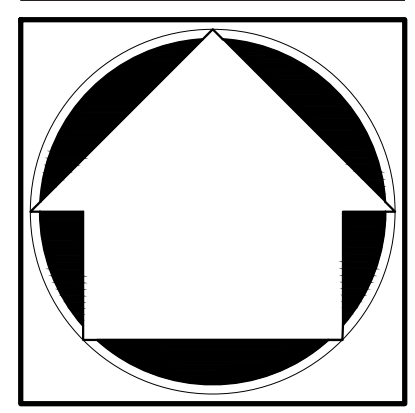
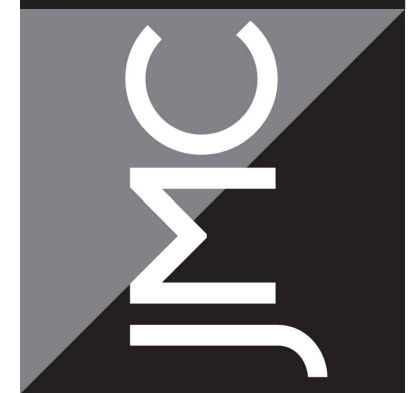


No.	Revision	Date	By

Drawn: AH Approved: SS
 Scale: 1" = 30'
 Date: 12/30/2019
 Project No: 18119
 Drawing No: S-100 (Sheet 24 OF 24)
 Previous Editions Obsolete

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