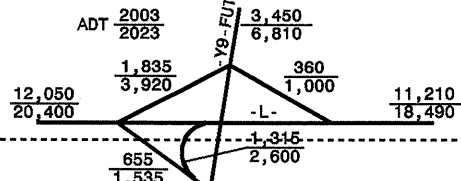


TRAFFIC DATA



METRIC

PROJECT REFERENCE NO. R-2206B SHEET NO. 11

R/W SHEET NO.

ROADWAY DESIGN ENGINEER HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

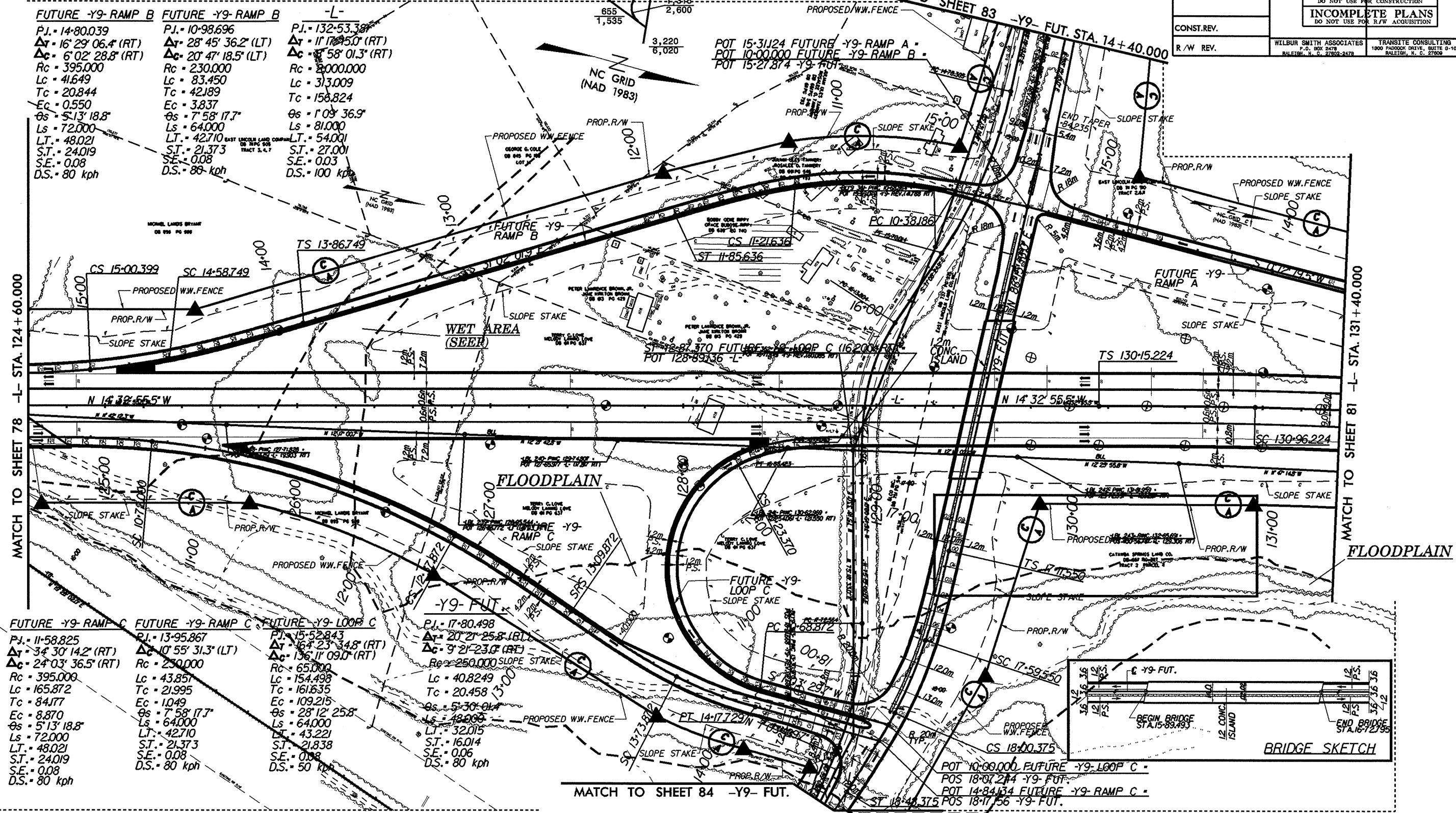
CONST. REV.

R/W REV.

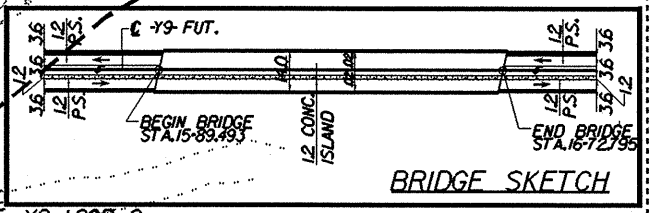
WILBUR SMITH ASSOCIATES
P.O. BOX 2478
RALEIGH, N.C. 27602-2478

TRANSITE CONSULTING
1900 PADDOCK DRIVE, SUITE 0-10
RALEIGH, N.C. 27609

| FUTURE -Y9- RAMP B | FUTURE -Y9- RAMP B | -L- |
|---|---|---|
| P.I. = 14-80.039 | P.I. = 10-98.696 | P.I. = 132-53.387 |
| $\Delta T = 16^{\circ} 29' 06.4''$ (RT) | $\Delta T = 28^{\circ} 45' 36.2''$ (LT) | $\Delta T = 11^{\circ} 17' 55.0''$ (RT) |
| $\Delta C = 6^{\circ} 02' 28.8''$ (RT) | $\Delta C = 20^{\circ} 47' 18.5''$ (LT) | $\Delta C = 6^{\circ} 58' 01.3''$ (RT) |
| Rc = 395,000 | Rc = 230,000 | Rc = 2,000,000 |
| Lc = 41,649 | Lc = 83,450 | Lc = 313,009 |
| Tc = 20,844 | Tc = 42,189 | Tc = 158,824 |
| Ec = 0.550 | Ec = 3.837 | Ec = 1.09 36.9' |
| $\theta_s = 5^{\circ} 13' 18.8''$ | $\theta_s = 7^{\circ} 58' 17.7''$ | $\theta_s = 7^{\circ} 58' 17.7''$ |
| Ls = 72,000 | Ls = 64,000 | Ls = 81,000 |
| LT = 48.021 | LT = 42,710 | LT = 54,001 |
| ST = 24.019 | ST = 21.373 | ST = 27.001 |
| S.E. = 0.08 | S.E. = 0.08 | S.E. = 0.03 |
| D.S. = 80 kph | D.S. = 80 kph | D.S. = 100 kph |



| FUTURE -Y9- RAMP C | FUTURE -Y9- RAMP C | FUTURE -Y9- LOOP C | -L- |
|---|---|--|---|
| P.I. = 11-58.825 | P.I. = 13-95.867 | P.I. = 15-52.843 | P.I. = 17-80.498 |
| $\Delta T = 34^{\circ} 30' 14.2''$ (RT) | $\Delta T = 10^{\circ} 55' 31.3''$ (LT) | $\Delta T = 164^{\circ} 23' 34.8''$ (RT) | $\Delta T = 20^{\circ} 21' 25.8''$ (RT) |
| $\Delta C = 24^{\circ} 03' 36.5''$ (RT) | $\Delta C = 230,000$ | $\Delta C = 136^{\circ} 11' 09.0''$ (RT) | $\Delta C = 9^{\circ} 21' 23.0''$ (RT) |
| Rc = 395,000 | Rc = 230,000 | Rc = 65,000 | Rc = 250,000 |
| Lc = 165,872 | Lc = 43,857 | Lc = 154,498 | Lc = 40,8249 |
| Tc = 84,177 | Tc = 21,995 | Tc = 161,635 | Tc = 20,458 |
| Ec = 8,870 | Ec = 10.49 | Ec = 109,215 | Ec = 5.30 01.4' |
| $\theta_s = 5^{\circ} 13' 18.8''$ | $\theta_s = 7^{\circ} 58' 17.7''$ | $\theta_s = 28^{\circ} 12' 25.8''$ | $\theta_s = 5^{\circ} 30' 01.4''$ |
| Ls = 72,000 | Ls = 64,000 | Ls = 64,000 | Ls = 48,000 |
| LT = 48.021 | LT = 42,710 | LT = 43,221 | LT = 32,015 |
| ST = 24.019 | ST = 21.373 | ST = 21,838 | ST = 16,014 |
| S.E. = 0.08 | S.E. = 0.08 | S.E. = 0.08 | S.E. = 0.06 |
| D.S. = 80 kph | D.S. = 80 kph | D.S. = 50 kph | D.S. = 80 kph |



NOTES

| 1. FOR PROFILE OF: | SEE SHEET NO: | 2. FOR CROSS SECTIONS OF: | SEE SHEET NO: |
|--------------------|---------------|---------------------------|---------------|
| -L- | 39-41 | -L- | X-1 THRU X-X |
| -Y9- FUT. | 64-66 | -Y9- FUT. | X-1 THRU X-X |
| FUTURE RAMP A | 68 | FUTURE RAMP A | X-1 THRU X-X |
| FUTURE RAMP B | 69 | FUTURE RAMP B | X-1 THRU X-X |
| FUTURE RAMP C | 70 | FUTURE RAMP C | X-1 THRU X-X |
| FUTURE LOOP C | 71 | FUTURE LOOP C | X-1 THRU X-X |