

-X2-		
PI Sta. 10+95.217	PI Sta. 13+03.175	PIs Sta. 14+20.568
$\Delta = 12^{\circ} 38' 27.2''$ (LT)	$\Delta = 12^{\circ} 39' 40.5''$ (RT)	$\Theta_s = 1^{\circ} 14' 05.4''$
L = 255.925	L = 50.826	Ls = 50.000
T = 128.484	T = 25.517	LT = 33.334
R = 1,160.000	R = 230.000	ST = 16.667
SE = 0.03	SE = 0.08	
RO = 22.5m (7.5m INCR.)	RO = 60m (7.5m INCR.)	

-X3-		
PI Sta. 10+68.170	PI Sta. 13+18.502	PIs Sta. 14+24.119
$\Delta = 16^{\circ} 10' 19.6''$ (LT)	$\Delta = 16^{\circ} 11' 32.9''$ (RT)	$\Theta_s = 1^{\circ} 14' 05.4''$
L = 327.418	L = 65.001	Ls = 50.000
T = 164.804	T = 32.718	LT = 33.334
R = 1,160.000	R = 230.000	ST = 16.667
SE = 0.03	SE = 0.08	
RO = 22.5m (7.5m INCR.)	RO = 60m (7.5m INCR.)	

**METRIC**

PROJECT REFERENCE NO. R-0513A SHEET NO. 2-L

R/W SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

CONST. REV.

R/W REV.

5 0 10

20754

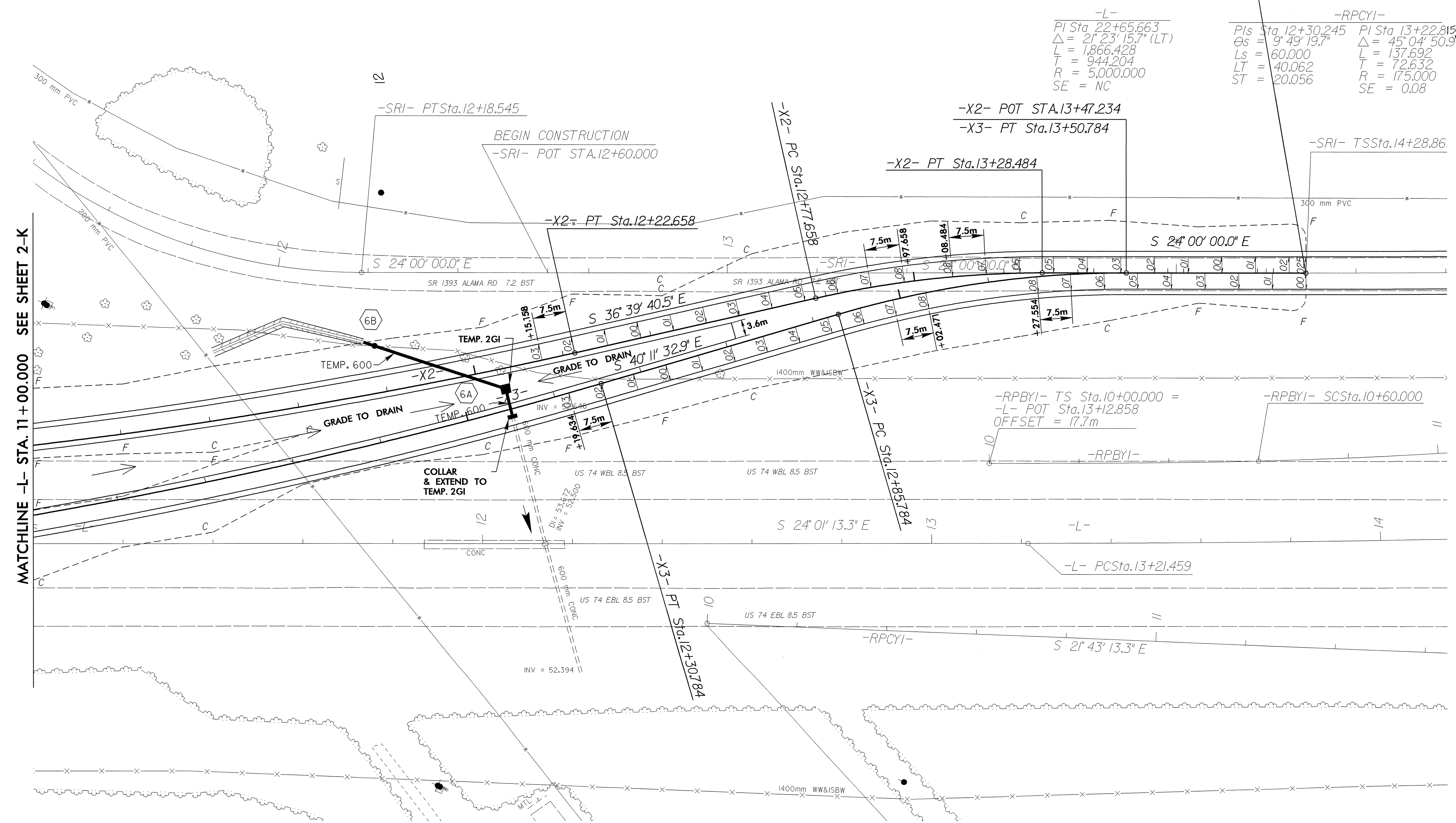
25873

TGS Engineers  
975 Walnut Street, Suite 141  
Cary, NC 27511

NOTES: FOR PROFILE OF -X2- SEE SHEET NO. 67  
FOR PROFILE OF -X3- SEE SHEET NO. 68

**DETAIL SHOWING TEMPORARY CROSSOVERS -X2- & -X3-**

END CONSTRUCTION  
-X2- STA. 13+87.234  
-X3- STA. 13+90.784 =  
-SRI- TS Sta. 14+28.863



MATCHLINE -L- STA. 11+00.000 SEE SHEET 2-K