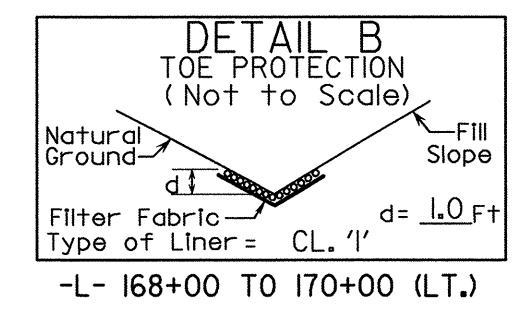
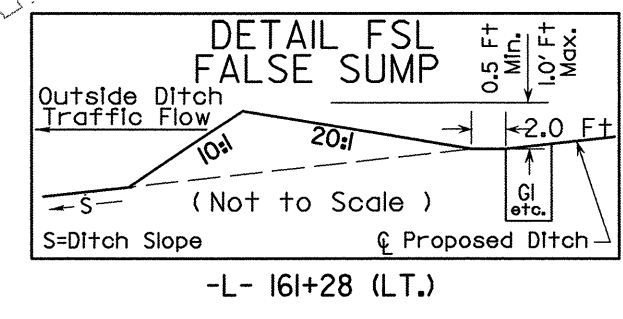
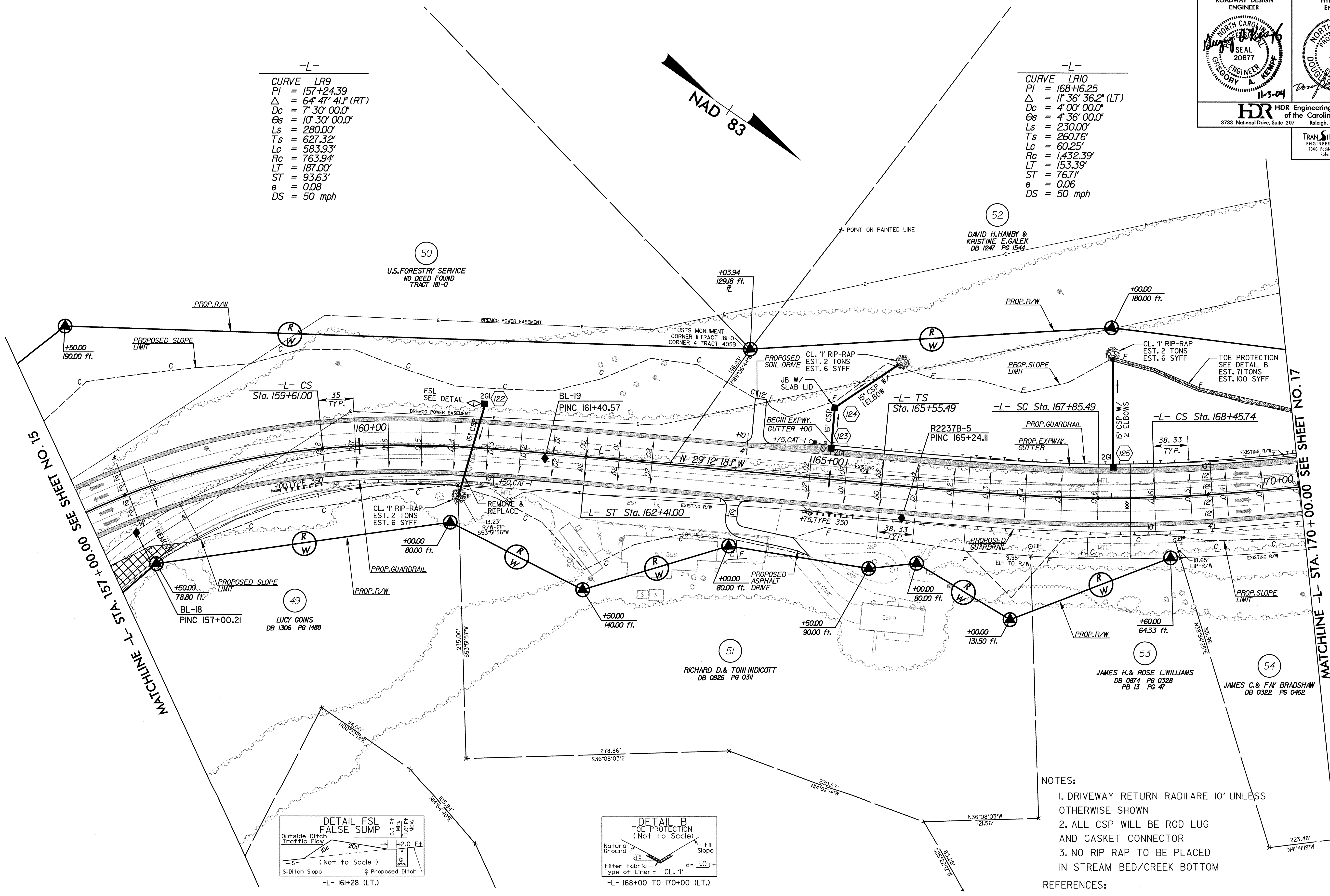
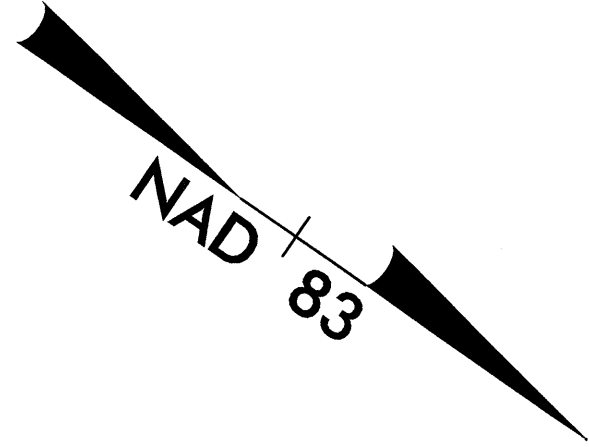


TRAN SITE CONSULTING
ENGINEERS, INCORPORATED
1300 Padlock Drive, Suite G-10
Raleigh, N.C. 27609

-L-
CURVE LR9
PI = 157+24.39
Δ = 64° 47' 41" (RT)
Dc = 7' 30' 00.0"
Θs = 10' 30' 00.0"
Ls = 280.00'
Ts = 627.32'
Lc = 583.93'
Rc = 763.94'
LT = 187.00'
ST = 93.63'
e = 0.08
DS = 50 mph

-L-
CURVE LR10
PI = 168+6.25
Δ = 11° 36' 36.2" (LT)
Dc = 4' 00' 00.0"
Θs = 4' 36' 00.0"
Ls = 230.00'
Ts = 260.76'
Lc = 60.25'
Rc = 1,432.39'
LT = 153.39'
ST = 76.71'
e = 0.06
DS = 50 mph



- NOTES:
1. DRIVEWAY RETURN RADII ARE 10' UNLESS OTHERWISE SHOWN
 2. ALL CSP WILL BE ROD LUG AND GASKET CONNECTOR
 3. NO RIP RAP TO BE PLACED IN STREAM BED/CREEK BOTTOM

REFERENCES:
FOR -L- PROFILE SEE SHEET 44

ROADWAY TO BE OBLITERATED

REVISIONS

MATCHLINE -L- STA. 157+00.00 SEE SHEET NO. 15

MATCHLINE -L- STA. 170+00.00 SEE SHEET NO. 17

8/17/99
10/28/2004
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