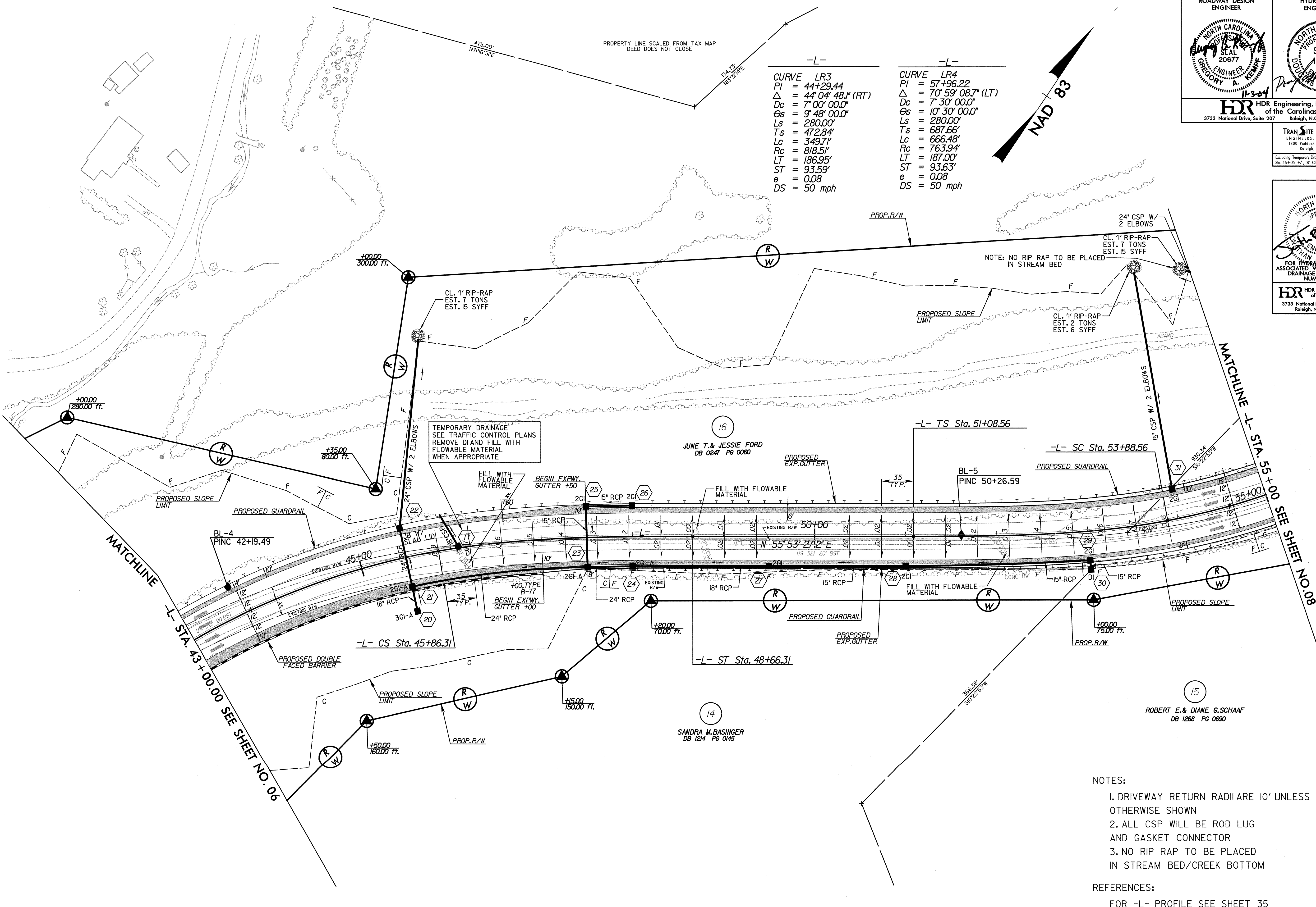
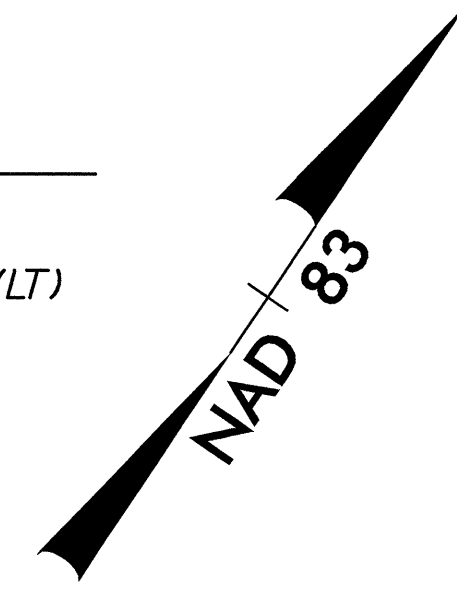


TRANSITE CONSULTING
ENGINEERS, INCORPORATED
1300 Piedmont Drive, Suite G-10
Raleigh, N.C. 27609
Excluding Temporary Drainage Structure Number T1
Sta. 46+05 ±, 18' CSP and DI

11-3-04

FOR HYDRAULIC DESIGN
ASSOCIATED WITH TEMPORARY
DRAINAGE STRUCTURE
NUMBER T1
HDR Engineering, Inc.
of the Carolinas
3733 National Drive, Suite 207
Raleigh, N.C. 27612

-L-	-L-
CURVE LR3	CURVE LR4
PI = 44+29.44	PI = 57+96.22
Δ = 44° 04' 48.1" (RT)	Δ = 70° 59' 08.7" (LT)
Dc = 7' 00' 00.0"	Dc = 7' 30' 00.0"
Os = 9' 48' 00.0"	Os = 10' 30' 00.0"
Ls = 280.00'	Ls = 280.00'
Ts = 472.84'	Ts = 687.66'
Lc = 349.71'	Lc = 666.48'
Rc = 818.51'	Rc = 763.94'
LT = 186.95'	LT = 187.00'
ST = 93.59'	ST = 93.63'
e = 0.08	e = 0.08
DS = 50 mph	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 35

REVISIONS

8/17/04
11/03/2004 PM
C:\Users\jshelton\Documents\2237B.dwg

MATCHLINE -L- STA. 55+00.00
SEE SHEET NO. 08