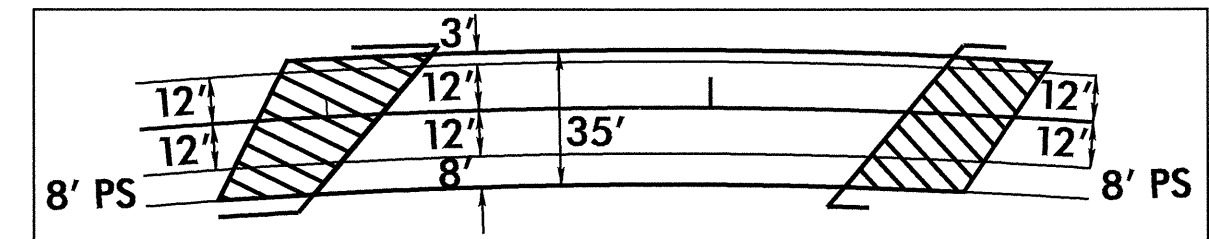


7/2/99

REVISIONS

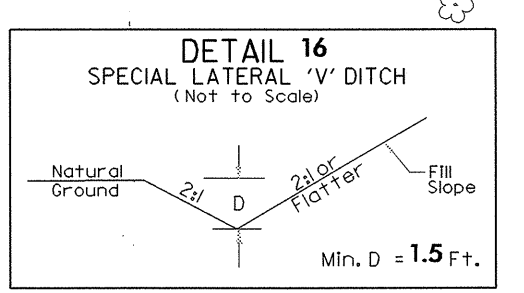
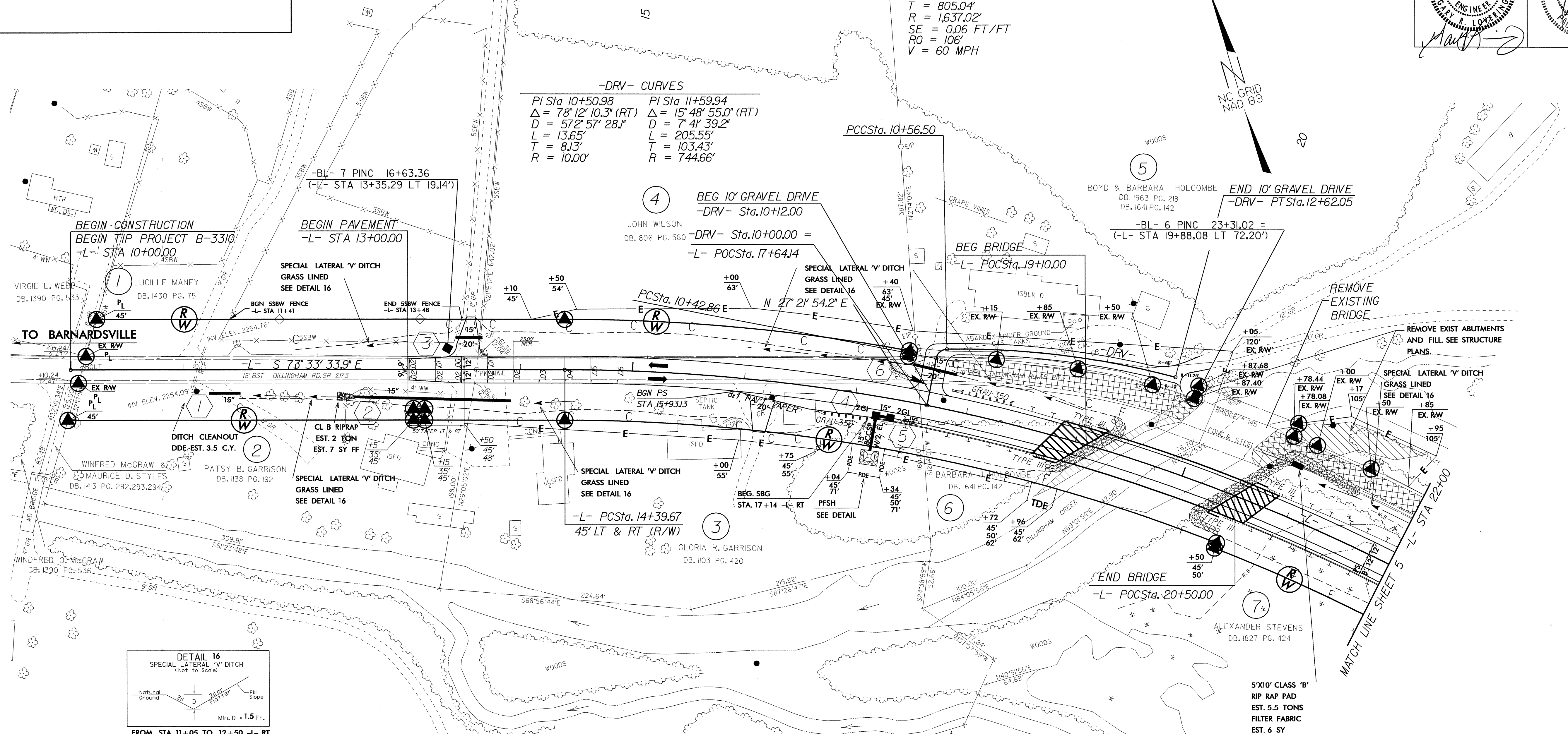
SKETCH SHOWING BRIDGE PAVEMENT IN RELATION TO BRIDGE



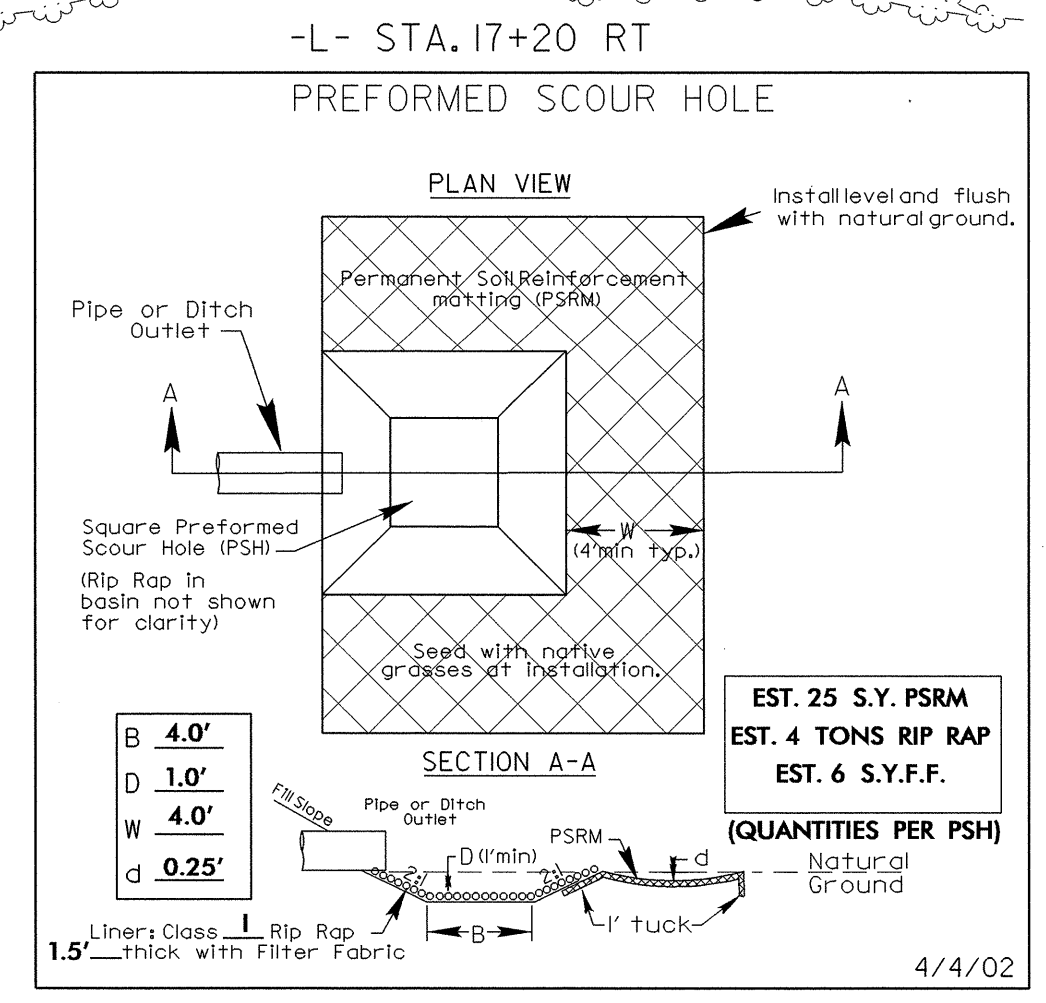
-L- CURVE
PI Sta 22+44.71
Δ = 52° 22' 24.5" (RT)
D = 3° 30' 00.0"
L = 1,496.39'
T = 805.04'
R = 1,637.02'
SE = 0.06 FT/FT
RO = 106'
V = 60 MPH

-DRV- CURVES
PI Sta 10+50.98 Δ = 78° 12' 10.3" (RT)
D = 57° 2' 57" 28.1"
L = 13.65'
T = 8.13'
R = 10.00'
PI Sta 11+59.94 Δ = 15° 48' 55.0" (RT)
D = 7° 41' 39.2"
L = 205.55'
T = 103.43'
R = 744.66'

PROJECT REFERENCE NO. B-3310 SHEET NO. 4
RW SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
Professional Engineer Seal: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 25873
Professional Engineer Seal: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 12615
6/17/04



FROM STA. 11+05 TO 12+50 -L- RT
STA. 12+00 TO 13+00 -L- LT
STA. 14+00 TO 14+50 -L- RT
STA. 16+00 TO 19+00 -L- LT
STA. 21+00 TO 25+00 -L- LT



- PAVEMENT REMOVAL (OBLITERATE)
- ABUTMENT REMOVAL
- ALL DRIVEWAY RADII ARE 10'
- PS = PAVED SHOULDER
- SBG = SHOULDER BERM GUTTER
- FOR -L- PROFILE SEE SHEET 6

FOR TEMPORARY PAVEMENT WIDENING, SEE TRAFFIC CONTROL PLANS SHT TCP-1 TO TCP-10
FOR ACCURATE APPROACH SLAB LOCATIONS, SEE STRUCTURE PLANS SHT S-1 TO S-29

DESIGN EXCEPTION REQUIRED FOR HORIZONTAL STOPPING SIGHT DISTANCE.

17-JUN-2004 07:42
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ADWest AT RD193405