

8/17/03

**-Y7A-** PI Sta 10+30.475  
 $\Delta = 34^{\circ} 01' 16.6" (RT)$   
 $L = 34.380$   
 $T = 17.714$   
 $R = 57.900$

**-Y7-** PI Sta 11+15.159  
 $\Delta = 44^{\circ} 45' 04.7" (RT)$   
 $L = 136.395$   
 $T = 71.890$   
 $R = 174.629$

SEE SHEET 2F FOR SE

**-Y7A-** Sta. 10+14.488  
 BEG. CONST. RT.  
**-Y7A-** PC Sta. 10+12.762  
**-Y7A-** POT Sta. 10+00.000

BENNY GAINES, JR.  
 DB 492 PG 574  
 PLATSLIDE A-653

BILLY RAY JONES AND WIFE  
 MALLIE ANNETTE JONES  
 DB 744 PG 513

WILLIAM DONALD BARBER  
 DB 722 PG 1018

**-Y7-** PC Sta. 10+43.269

**-Y7A-** PT Sta. 10+47.142

DITCH TURNOUT  
 EST. 10 MTNS  
 CL. "B" RIP-RAP  
 EST. 24 SM FF

EST. 2.7 MTNS  
 CL. "B" RIP-RAP  
 EST. 8.4 SM FF

CONC. COLLAR

RETAIN

RIP RAP BASIN #4  
 SEE SHEET 2-K FOR DETAIL

**-Y7-** POT Sta. 10+00.000 =  
**-L-** POT Sta. 45+92.476


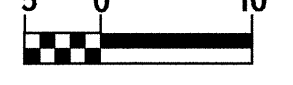
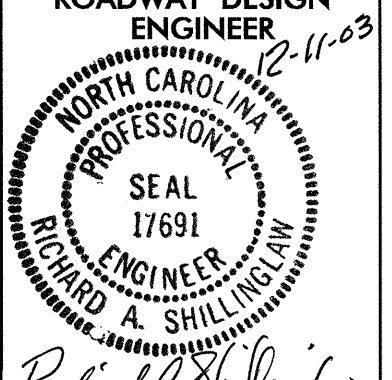
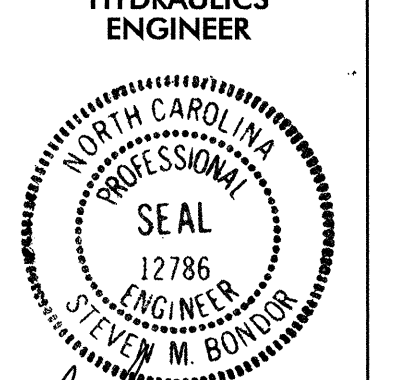
**-L-** +60.000  
 32.961m  
 38.000m  
 (124.67ft)

**-L-** +75.000  
 32.981m  
 38.000m  
 (124.67ft)

NOTE: STAY OFF THE EXISTING ROAD/PATH WITH CONSTRUCTION OF THE RIP RAP BASIN # 4

28 FERRY M. BARBER  
 PS 95-328  
 DB 672 PG 883  
 DB 328 PG 259

NC GRID  
 NAD 83

  CONST. REV. R/W REV.	PROJECT REFERENCE NO. R-2610 A	SHEET NO. 15
	R/W SHEET NO.	
 ROADWAY DESIGN ENGINEER 12-11-03 SEAL 17691 RICHARD W. SHILLING	 HYDRAULICS ENGINEER 12-15-03 SEAL 12786 STEVEN M. BONDUR	

SEE SHEET 32 FOR -L- PROFILE  
 SEE SHEET 41 FOR -Y7- PROFILE  
 SEE SHEET 42 FOR -Y7A- PROFILE  
 SEE SHEET 2-F FOR -Y7A- & -Y7- INTERSECTION DETAIL  
 SEE SHEETS 2-H & 2-I FOR DITCH DETAILS  
 SEE SHEET 32 FOR DITCH PROFILES

CHARLES L. HORNER  
 DB 481 PG 603  
 DB 558 PG 903

REVISIONS

MATCHLINE -L- 44 + 40 SEE SHEET 14

MATCHLINE -L- 47 + 70 SEE SHEET 16

04-NOV-2003 11:25  
 R:\Projects\2610\Drawings\2610.dwg  
 Barry AT 10/15/03