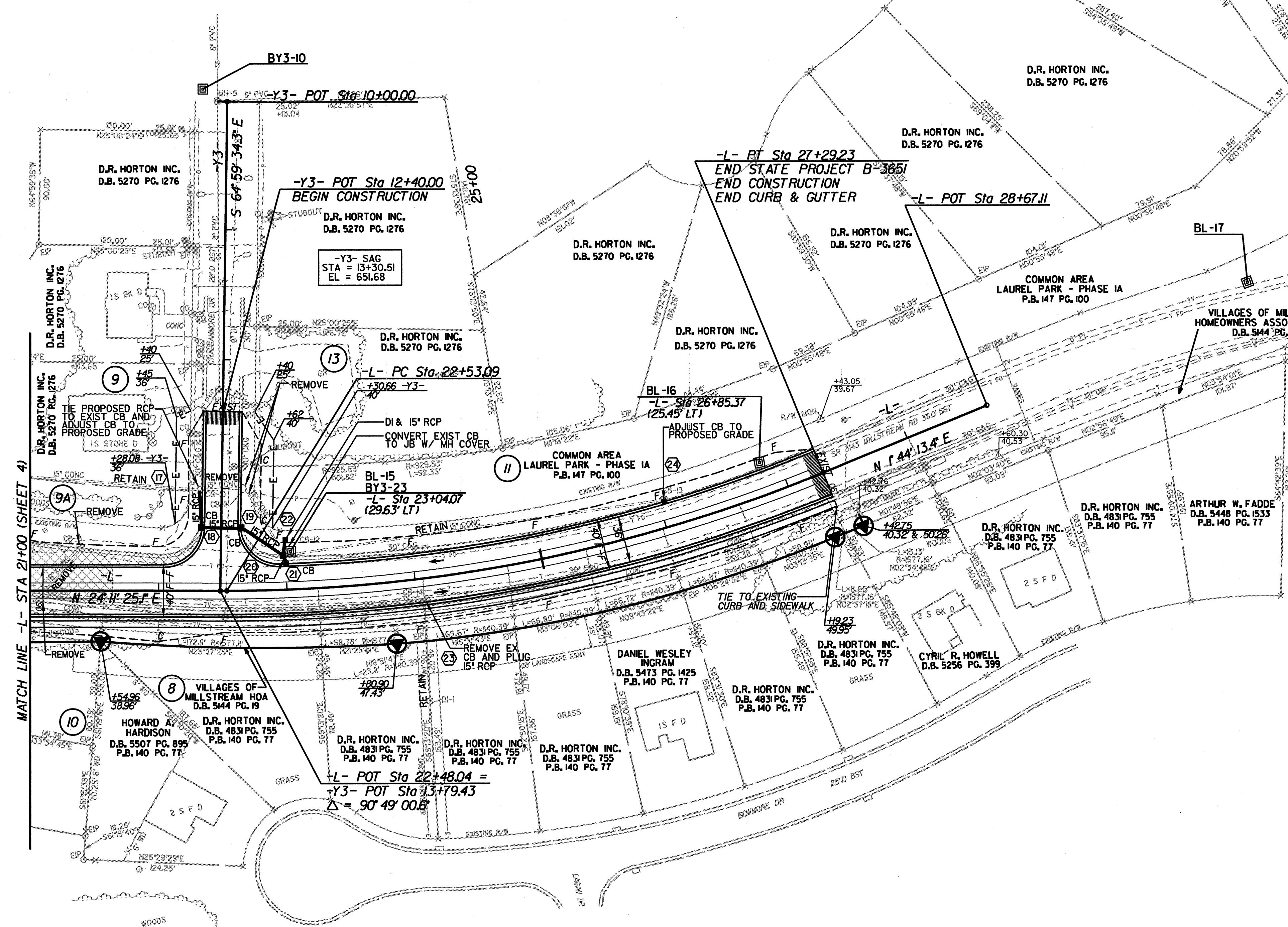
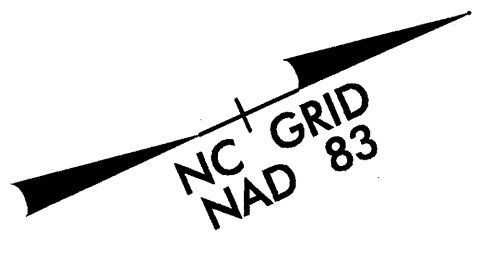


REVISIONS	
MH-9 TOP=650.92 8" IN=641.23 8" IN=641.22 8" OUT=641.8	MH-10 TOP=653.59 4" IN=645.35 4" IN=645.32 8" OUT=644.50
CB-8 TOP=645.37 18" IN=640.14 18" OUT=639.97	CB-9 TOP=644.09 18" OUT=640.89
CB-12 TOP=652.45 15" IN=649.15 15" OUT=648.66	CB-13 TOP=655.02 15" OUT=660.89
DH- TOP=653.80 15" IN=648.95 15" OUT=648.77	CB-10 TOP=651.27 15" IN=647.17 15" OUT=646.90
	CB-11 TOP=652.32 15" IN=648.03 15" OUT=647.66
	CB-14 TOP=650.45 15" OUT=654.87

-L-
 PI Sta 24+94.25
 $\Delta = 22' 27" 11.8" (LT)$
 $D = 4' 42" 56.5"$
 $L = 476.14'$
 $T = 241.16'$
 $R = 1,215.00'$
 $SE = 0.06$
 $RO = 180'$

PROJECT REFERENCE NO. B-3651		SHEET NO. 5	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		SEAL	
KIMLEY-HORN and Associates, Inc. P.O. BOX 33068 RALEIGH, N.C. 27636-3068		NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 026480 3-24-04 JEFFREY W. MOORE	
RIGHT-OF-WAY REV.			
CONST. REV.			



r:\proj\ecf\01036055\plan\3651s05.psh
03/26/2004

OBLITERATION OF EXISTING ASPHALT PAVEMENT

** VERTICAL CURVE AND MAXIMUM GRADE DESIGN EXCEPTION

SEE SHEET NO.6 FOR -L- PROFILE
SEE SHEET NO.7 FOR -Y3- PROFILE