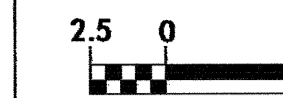
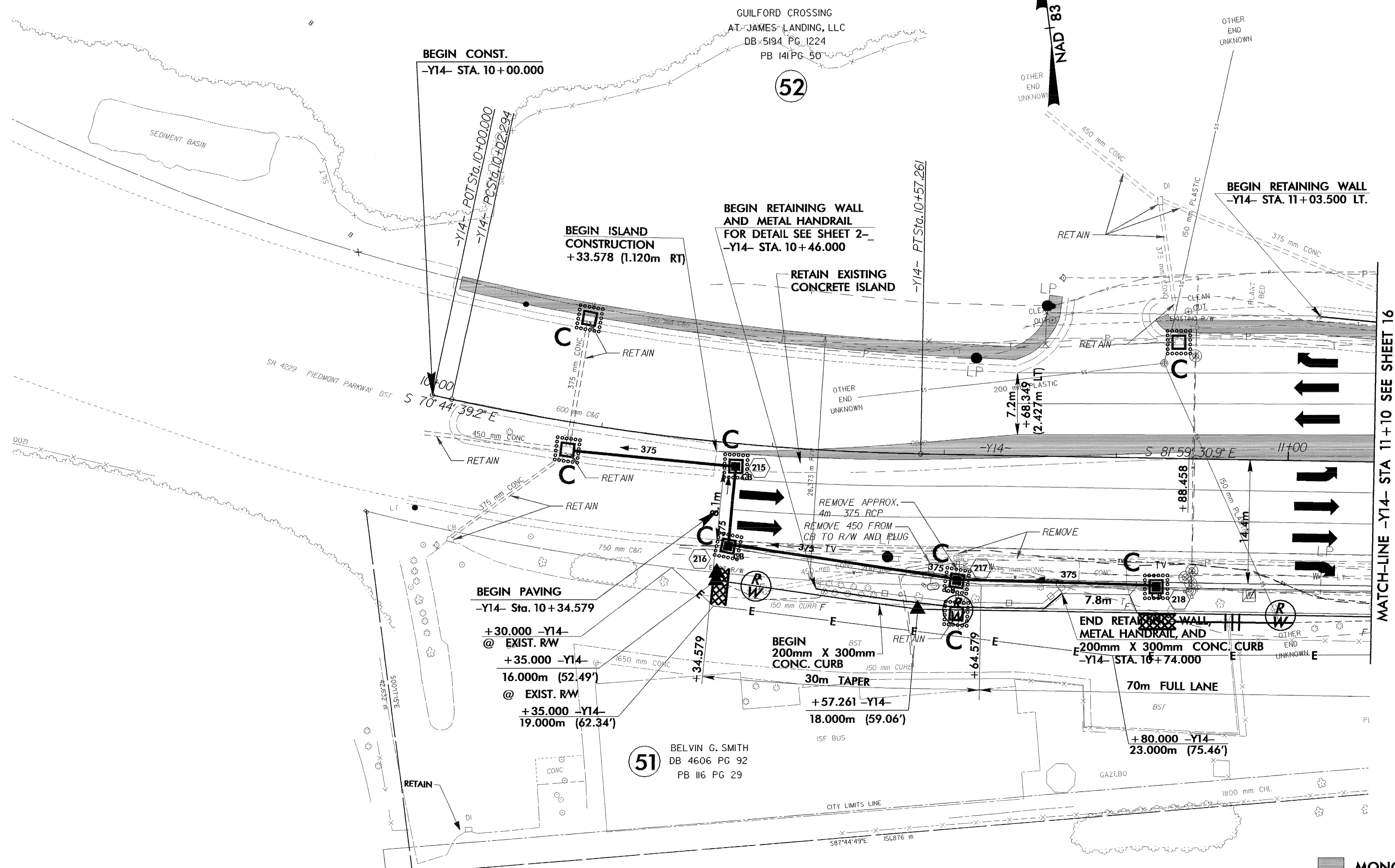




PROJECT REFERENCE NO. U-2913B	SHEET NO. EC-39/CONST.20
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R/W REV.	



-Y14-
 PI Sta 10+29.866
 $\Delta = 11^{\circ} 14' 51.7''$ (LT)
 $L = 54.967$
 $T = 27.572$
 $R = 280.000$
 SE = SEE PLANS



BEGIN CONST.
-Y14- STA. 10+00.000

GUILFORD CROSSING
 AT JAMES LANDING, LLC
 DB 5194 PG 1224
 PB 141 PG 50

52

NAD 83

OTHER END UNKNOWN

BEGIN RETAINING WALL
-Y14- STA. 11+03.500 LT.

BEGIN ISLAND CONSTRUCTION
+33.578 (1.120m RT)

BEGIN RETAINING WALL AND METAL HANDRAIL FOR DETAIL SEE SHEET 2-
-Y14- STA. 10+46.000

RETAIN EXISTING CONCRETE ISLAND

SR 4229 PIEDMONT PARKWAY BST
 $S 70^{\circ} 44' 39.2'' E$

$S 81^{\circ} 59' 30.9'' E$

MATCH-LINE -Y14- STA 11+10 SEE SHEET 16

BEGIN PAVING
-Y14- Sta. 10+34.579

+30.000 -Y14-
 @ EXIST. RW
 +35.000 -Y14-
 16.000m (52.49')
 @ EXIST. RW
 +35.000 -Y14-
 19.000m (62.34')

BEGIN 200mm X 300mm CONC. CURB
 30m TAPER
 +57.261 -Y14-
 18.000m (59.06')

END RETAINING WALL, METAL HANDRAIL, AND 200mm X 300mm CONC. CURB
 -Y14- STA. 11+74.000

70m FULL LANE
 +80.000 -Y14-
 23.000m (75.46')

51 BELVIN G. SMITH
 DB 4606 PG 92
 PB 116 PG 29

NOTE: FACE OF RETAINING WALL @ BACK OF BERM

MONOLITHIC ISLAND
 SEE SHEET 37 FOR -Y14- PROFILE
 SEE SHEET 39 FOR WALL PROFILE