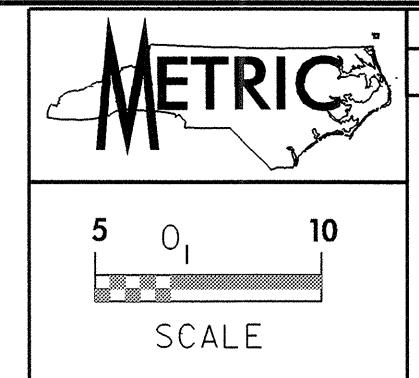
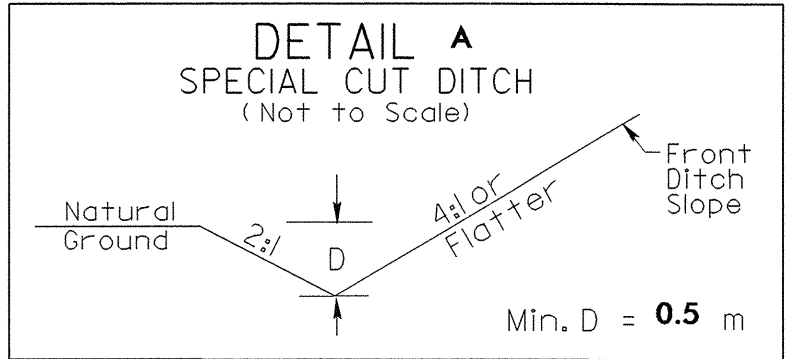


\*\* Design Exception required for the design speed from 90 km/h to 30 km/h.

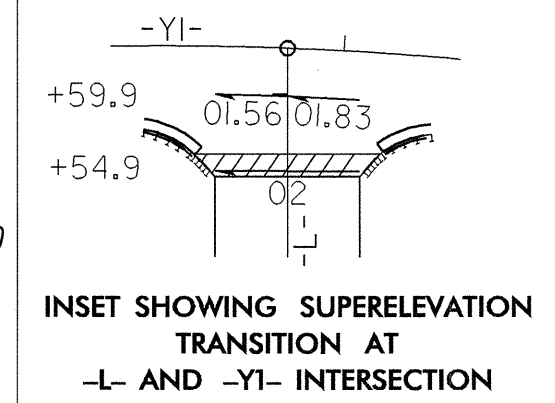


NOTE:  
 ALL PROPOSED UTILITY WORK SHOWN ON THIS SHEET WILL BE DONE BY OTHERS

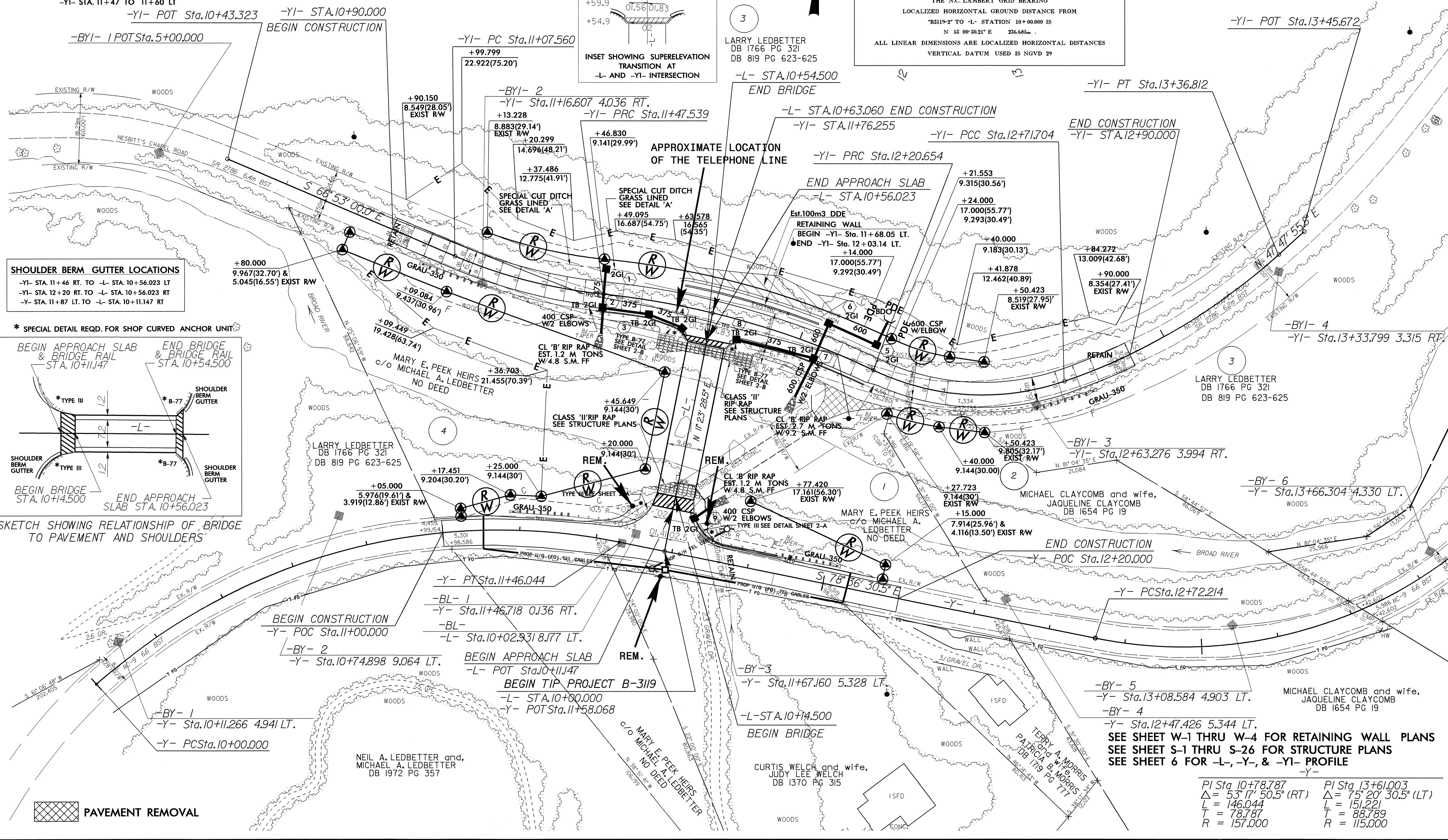


<p>PI Sta. 11+27.704  <math>\Delta = 17^{\circ} 21' 12.2''</math> (LT)  <math>L = 39.979</math>  <math>T = 20.144</math>  <math>R = 132.000</math>                  SE = See Plans                  Runoff = See Plans</p>	<p>PI Sta. 11+84.460  <math>\Delta = 19^{\circ} 40' 03.1''</math> (RT)  <math>L = 73.115</math>  <math>T = 36.921</math>  <math>R = 213.000</math>                  SE = See Plans                  Runoff = See Plans</p>	<p>PI Sta. 12+47.533  <math>\Delta = 44^{\circ} 19' 00.8''</math> (LT)  <math>L = 51.049</math>  <math>T = 26.878</math>  <math>R = 66.000</math>                  SE = See Plans                  Runoff = See Plans</p>	<p>PI Sta. 13+04.715  <math>\Delta = 23^{\circ} 18' 54.4''</math> (LT)  <math>L = 65.108</math>  <math>T = 33.011</math>  <math>R = 160.000</math>                  SE = See Plans                  Runoff = See Plans</p>
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**TBM-7 RAILROAD SPIKE SET IN 24" WATER OAK**  
 EL. 620.565  
 (-L2- STA. 10+37.351 25.618 RT.)

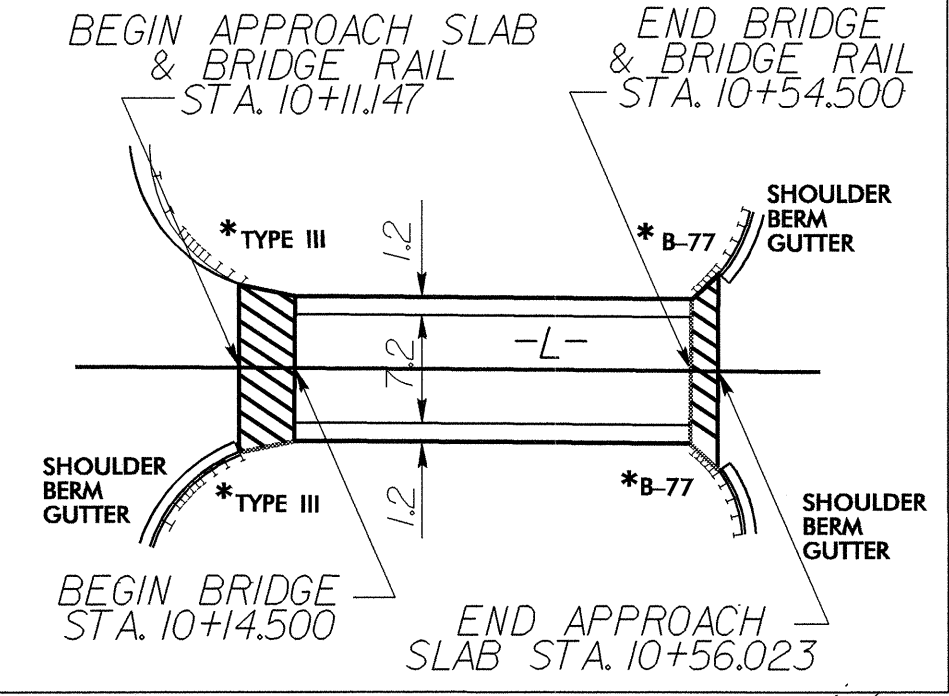


**DATUM DESCRIPTION**  
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "B5119-2" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 200044.445(m) EASTING: 312456.153(m) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999791360 THE N.C. LAMBERT GRID BEARING LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B5119-2" TO -L- STATION 10+00.000 IS N 53 00' 50.21" E 256.685m ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NGVD 29



**SHOULDER BERM GUTTER LOCATIONS**  
 -YI- STA. 11+46 RT. TO -L- STA. 10+56.023 LT  
 -YI- STA. 12+20 RT. TO -L- STA. 10+56.023 RT  
 -Y- STA. 11+87 LT. TO -L- STA. 10+11.147 RT

\* SPECIAL DETAIL REQD. FOR SHOP CURVED ANCHOR UNIT



SKETCH SHOWING RELATIONSHIP OF BRIDGE TO PAVEMENT AND SHOULDERS

PAVEMENT REMOVAL

<p>PI Sta. 10+78.787  <math>\Delta = 53^{\circ} 17' 50.5''</math> (RT)  <math>L = 146.044</math>  <math>T = 78.787</math>  <math>R = 157.000</math></p>	<p>PI Sta. 13+61.003  <math>\Delta = 75^{\circ} 20' 30.5''</math> (LT)  <math>L = 151.221</math>  <math>T = 88.789</math>  <math>R = 115.000</math></p>
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SEE SHEET W-1 THRU W-4 FOR RETAINING WALL PLANS  
 SEE SHEET S-1 THRU S-26 FOR STRUCTURE PLANS  
 SEE SHEET 6 FOR -L-, -Y-, & -YI- PROFILE

06-NOV-2006 11:52  
 C:\Users\jldgn\Documents\Projects\B-3119\B-3119.dwg  
 8/12/06

