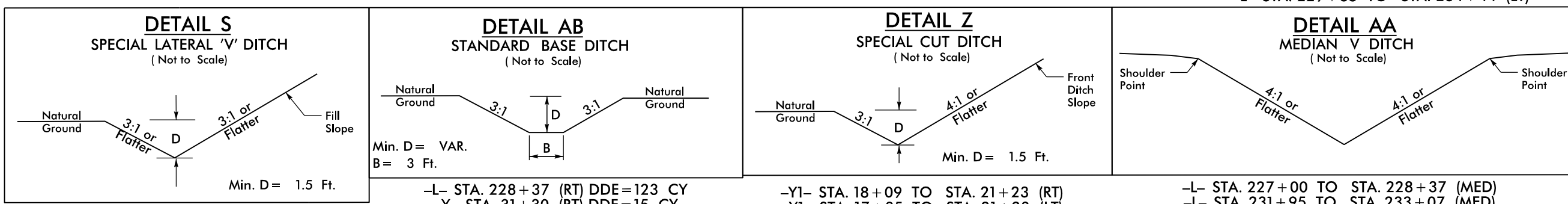
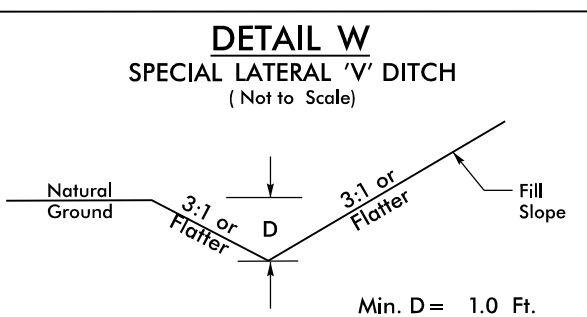


-L-	-Y-	-L-	-Y-	-L-	-Y-
PI Sta 237+12.25	PI Sta 241+42.88	PI Sta 27+70.92	PI Sta 30+24.50	PI Sta 32+43.19	
$\Delta s = 0^{\circ} 33' 43.5''$	$\Delta = 5^{\circ} 42' 02.2''$ (RT)	$\Delta = 8^{\circ} 48' 46.6''$ (RT)	$\Delta = 6^{\circ} 31' 30.1''$ (RT)	$\Delta = 1^{\circ} 03' 35.2''$ (RT)	
$Ls = 150.00'$	$D = 0^{\circ} 44' 58.0''$	$D = 3^{\circ} 12' 49.4''$	$D = 2^{\circ} 47' 51.9''$	$D = 0^{\circ} 31' 06.4''$	
$LT = 100.00'$	$L = 760.63'$	$L = 233.22'$	$L = 204.41'$	$L = 204.41'$	
$ST = 50.00'$	$T = 380.63'$	$T = 137.39'$	$T = 116.74'$	$T = 102.21'$	
	$SE = .03$	$R = 1,782.85'$	$R = 2,047.92'$	$R = 11,051.47'$	
	$RO = 150'$				

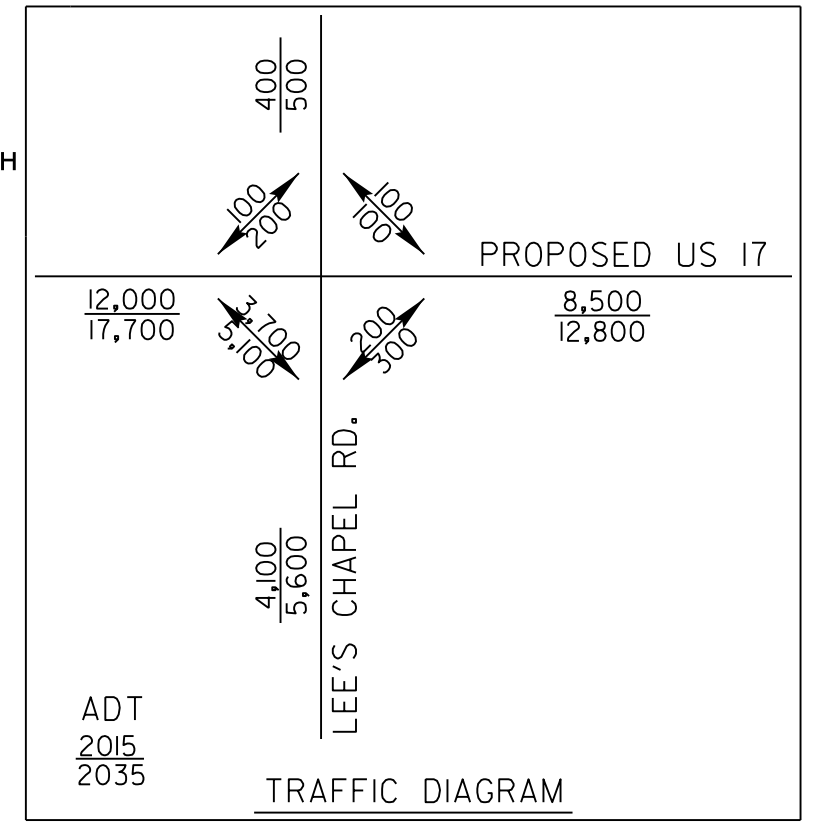
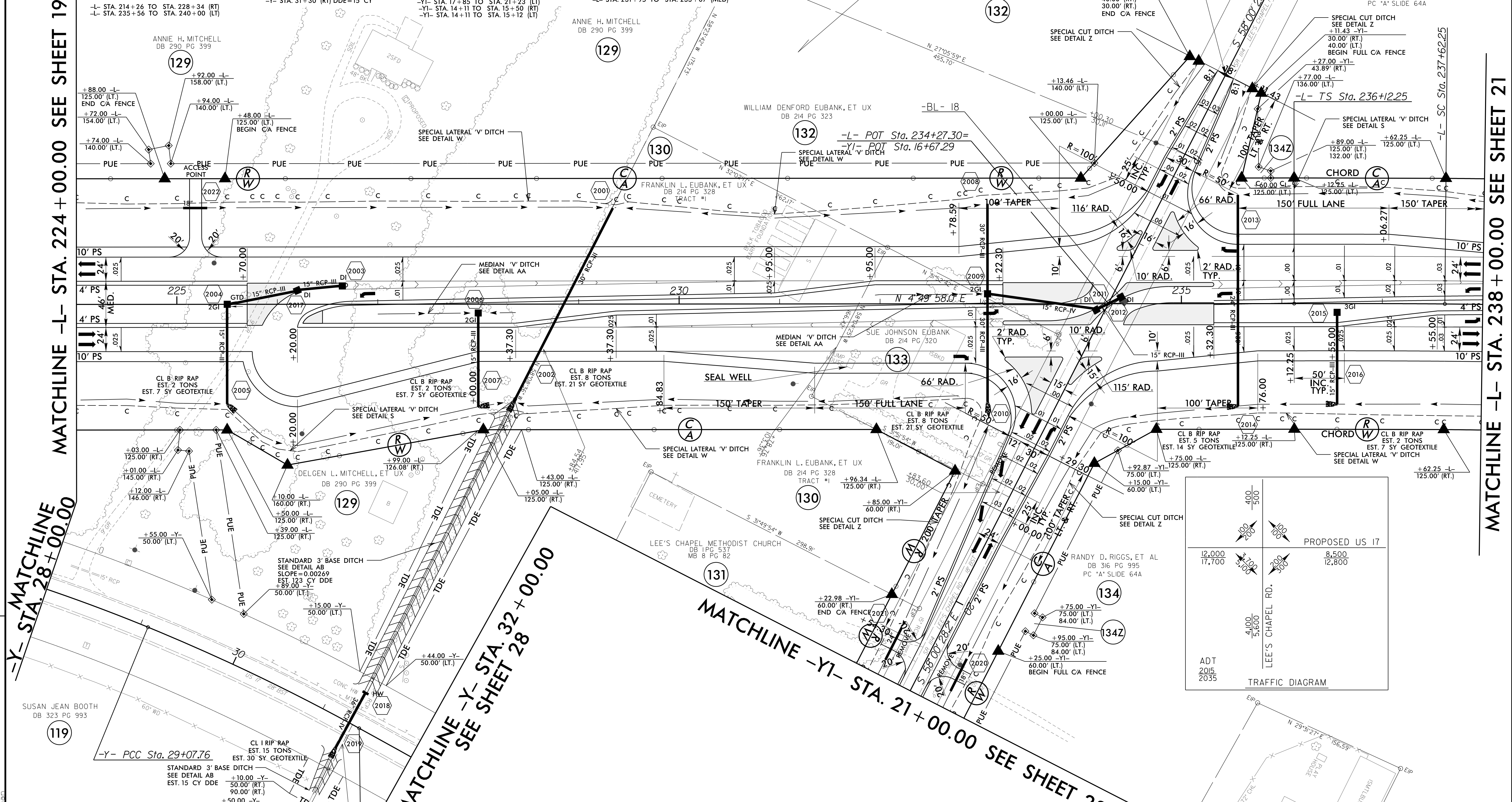


NAD 83/NSRS 2007

ERMA G. ROGERS
DB 338 PG 138

MATCHLINE -L- STA. 224 + 00.00 SEE SHEET 19

MATCHLINE -L- STA. 238 + 00.00 SEE SHEET 21



NOTE: ALL DRIVES ARE 12' UNLESS NOTED OTHERWISE.
PAVE ALL DRIVES TO BACK OF TURNOUT RADIUS.
SEE SHEET 2A-5 FOR DRIVEWAY PROFILE DETAILS.

SEE SHEET 37 FOR -L- PROFILE
SEE SHEET 41 FOR -Y1- PROFILE

REVISIONS

8.17.09

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