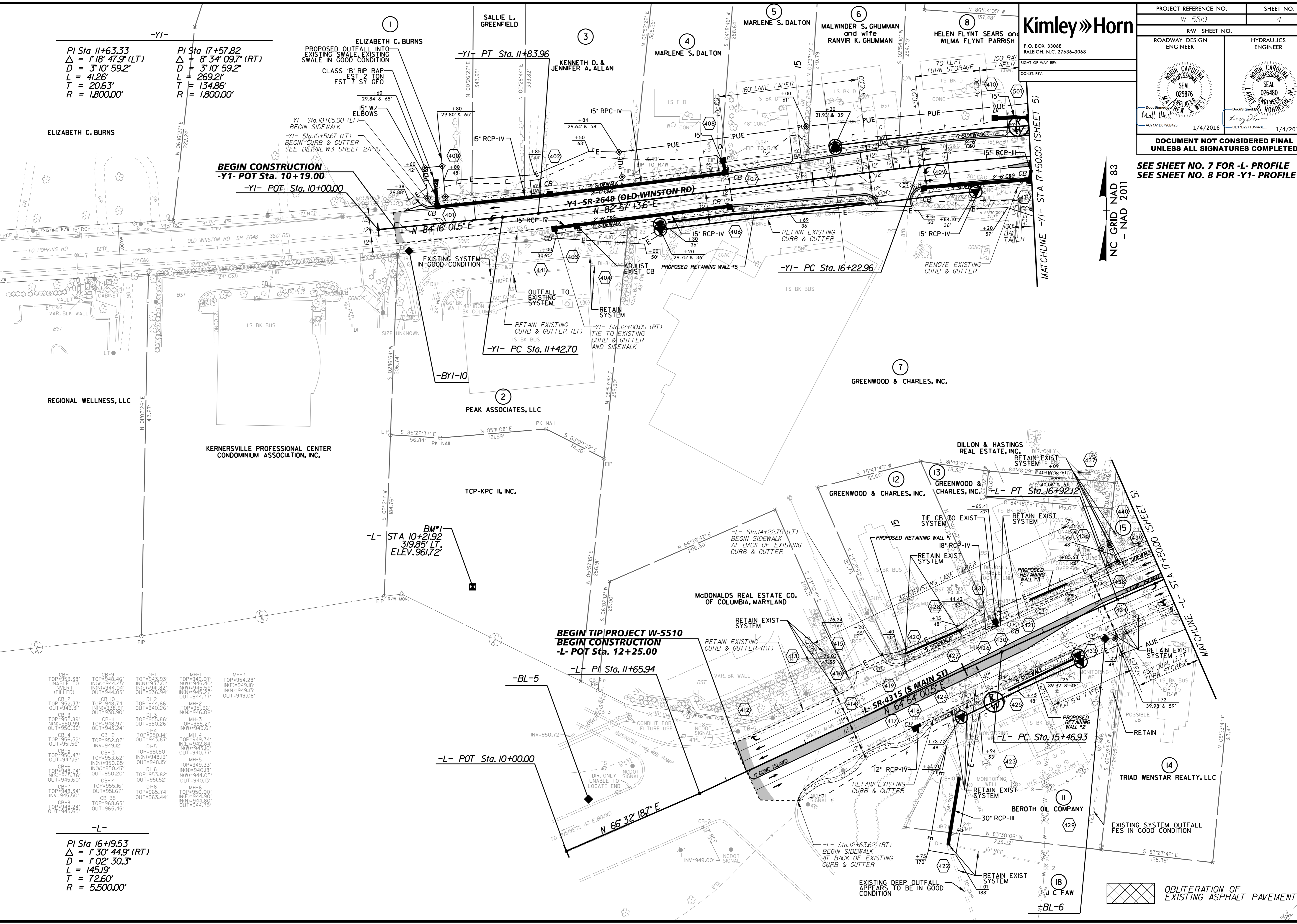


PROJECT REFERENCE NO. W-5510		SHEET NO. 4	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
1/4/2016		1/4/2016	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

SEE SHEET NO. 7 FOR -L- PROFILE
SEE SHEET NO. 8 FOR -Y1- PROFILE

NC GRID NAD 83
- NAD 2011



-Y1-
 PI Sta 11+63.33
 $\Delta = 1' 18'' 47.9''$ (LT)
 $D = 3' 10'' 59.2''$
 $L = 41.26'$
 $T = 20.63'$
 $R = 1,800.00'$

PI Sta 17+57.82
 $\Delta = 8' 34'' 09.7''$ (RT)
 $D = 3' 10'' 59.2''$
 $L = 269.21'$
 $T = 134.86'$
 $R = 1,800.00'$

-L-
 PI Sta 16+19.53
 $\Delta = 1' 30'' 44.9''$ (RT)
 $D = 1' 02'' 30.3''$
 $L = 145.19'$
 $T = 72.60'$
 $R = 5,500.00'$

CB-1 TOP=953.38' UNABLE TO INVERT (FILLED)	CB-9 TOP=948.46' INW=944.45' INW=944.04' OUT=944.05'	DI-1 TOP=943.93' INW=937.03' INW=941.82' OUT=936.94'	MH-1 TOP=949.07' INW=945.40' INW=945.56' INW=945.27' OUT=944.77'	MH-7 TOP=954.28' INW=949.18' INW=949.13' OUT=949.08'
CB-2 TOP=952.33' OUT=949.31'	CB-10 TOP=948.74' INW=948.90' OUT=950.30'	DI-2 TOP=944.66' INW=942.26'	MH-2 TOP=949.96' INW=946.06'	
CB-3 TOP=952.89' INW=950.99' OUT=950.36'	CB-11 TOP=948.97' OUT=950.26'	DI-3 TOP=955.86' INW=949.12'	MH-3 TOP=955.21' INW=943.10' OUT=940.77'	
CB-4 TOP=956.52' OUT=947.05'	CB-12 TOP=952.07' INV=949.12'	DI-4 TOP=951.50' OUT=948.15'	MH-4 TOP=949.34' INW=942.84' INW=943.10' OUT=940.77'	
CB-5 TOP=950.47' OUT=947.05'	CB-13 TOP=951.62' INW=950.65' OUT=948.15'	DI-5 TOP=953.82' OUT=951.52'	MH-5 TOP=949.33' INW=944.05' OUT=940.13'	
CB-6 TOP=948.74' INW=945.76' OUT=945.60'	CB-14 TOP=955.16' OUT=951.67'	DI-6 TOP=965.74' INW=944.30' OUT=963.44'	MH-6 TOP=950.00' INW=944.80' OUT=944.75'	
CB-7 TOP=948.34' INV=945.50'	CB-35 TOP=968.65' OUT=945.55'			

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12/22/2015