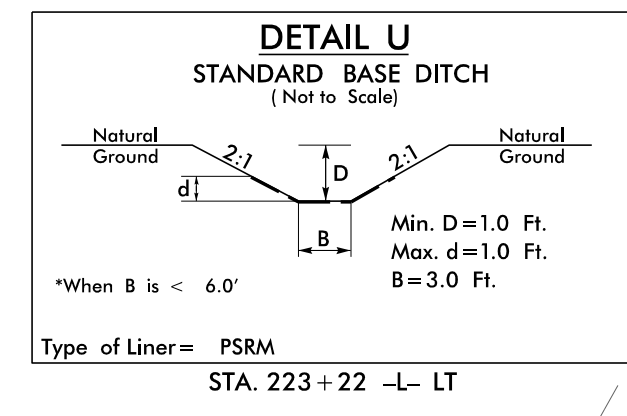
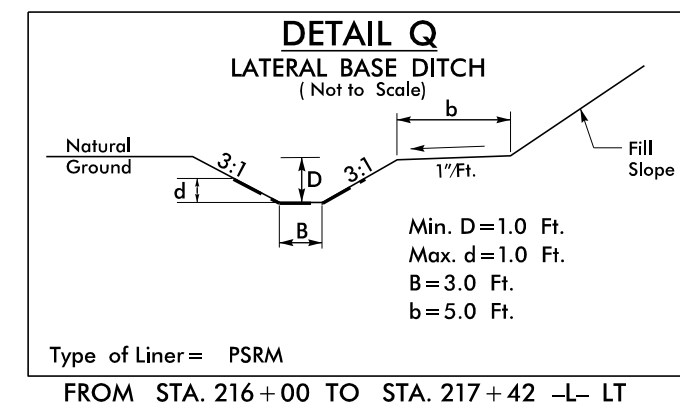
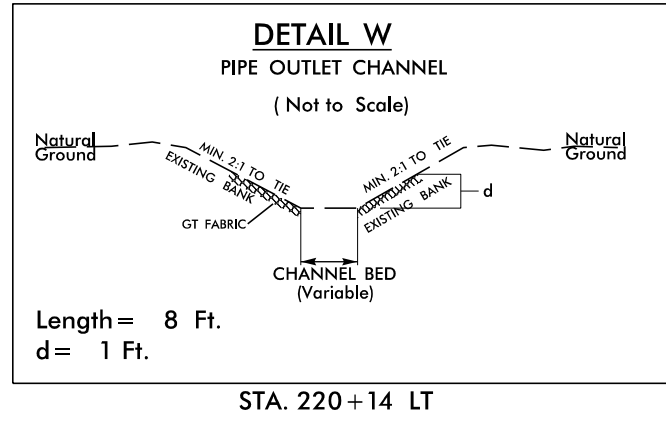
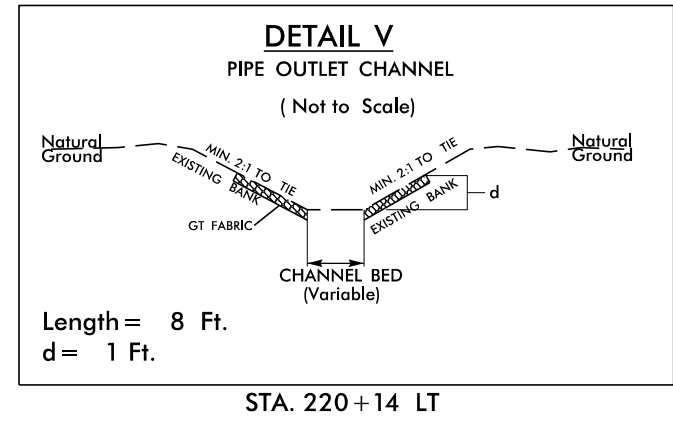
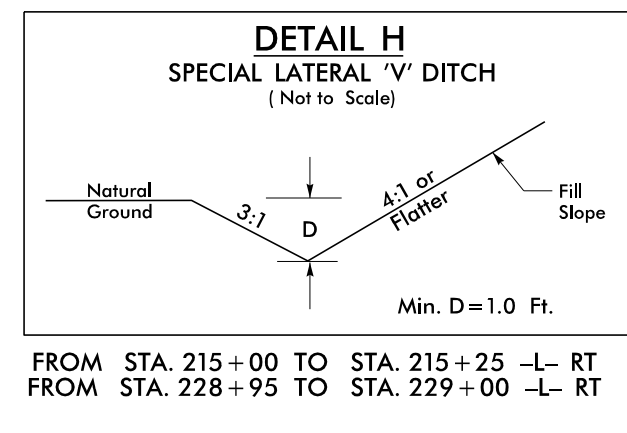
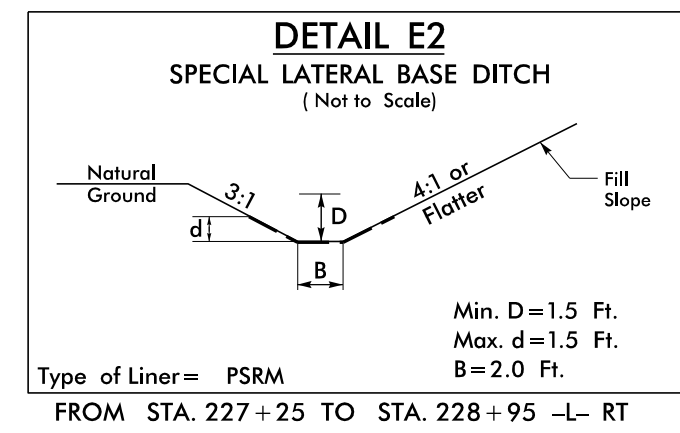
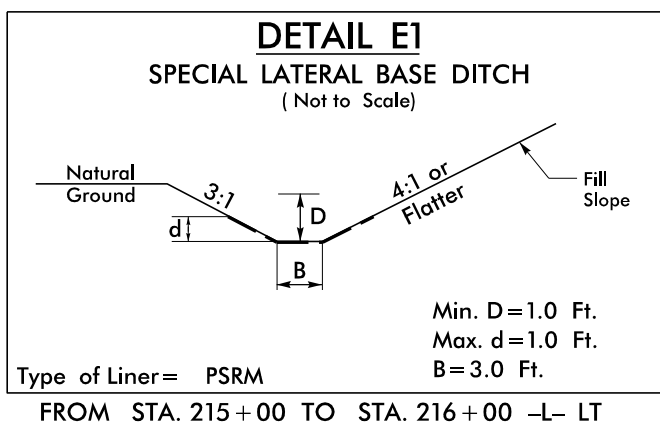
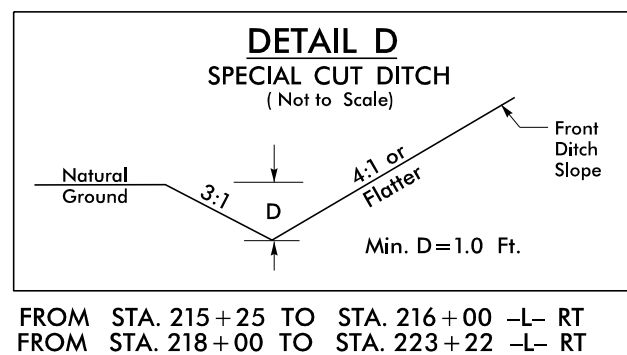
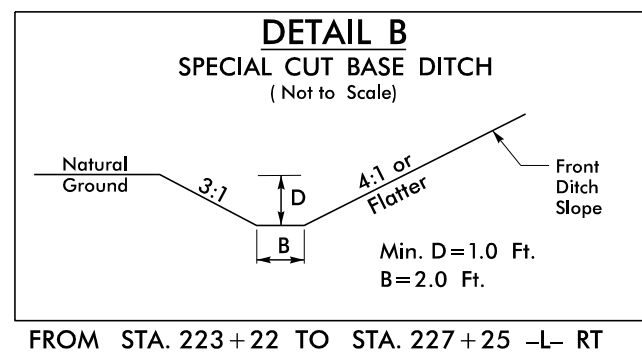


PROJECT REFERENCE NO. R-3100A	SHEET NO. 19
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER
MOTT MACDONALD 1 & E, LLC LICENSE NO. F-0669	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
Prepared in the Office of: M MOTT MACDONALD	
PO Box 700 Fuquay-Varina, NC 27526 www.mottmac.com/america	
 SEE PROFILE SHEET 31	



MATCHLINE -L- STA 215+00.00 SEE SHEET NO. 18

MATCHLINE -L- STA 229+00.00 SEE SHEET NO. 20

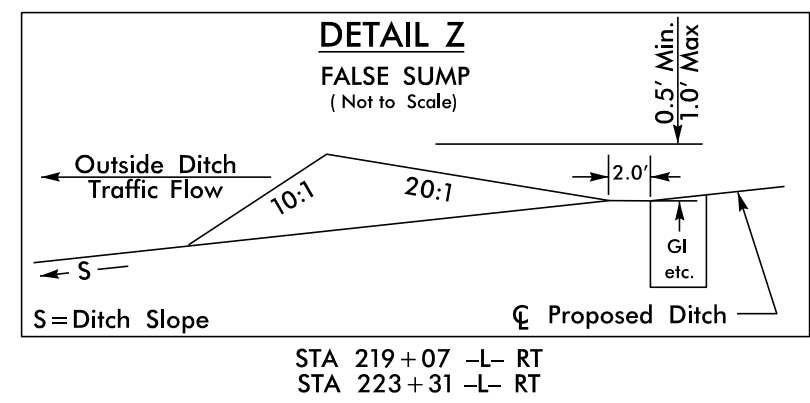
145 LITTLE MOUNTAIN AIRPORT ASSOCIATES INC
DB 1388 PG 582
DB 1586 PG 850
DB 2465 PG 1762
DB 2605 PG 1854
DB 2701 PG 579

150 JOSEPH E & AMBER W BAKER
DB 2295 PG 357
PB 53 PG 119

151 CUSHMAN PROPERTIES LLC
DB 2735 PG 1206

152 DWAYNE RAY CALDWELL
DB 2579 PG 1531

Key features and notes on the plan include:
- BEGIN C/A FENCE (e.g., STA 217+90.00)
- END C/A FENCE (e.g., STA 217+30.00)
- BEGIN SBG (STA 218+37.5 -L- LT)
- END SBG (STA 223+25 -L- LT)
- BEGIN TS (STA 225+70.95)
- END TS (STA 226+45.00)
- BEGIN SC (STA 228+10.95)
- END SC (STA 228+85.00)
- CHORD lines and various slope indicators (e.g., 2'-9" C&G, 15" RCP-IV, 15" FS).
- PUE (Proposed Utility Easement) and PDE (Proposed Ditch Easement) lines.
- Notes for stream bank stabilization and removal of existing structures like 24" RCP.



PI Sta 215+55.88	PIs Sta 218+94.81	PIs Sta 227+30.97	PI Sta 233+81.93
$\Delta = 5' 17'' 24.0'' (LT)$	$\Theta_s = 0' 31'' 49.9''$	$\Theta_s = 2' 57'' 48.9''$	$\Delta = 27' 39'' 09.8'' (RT)$
$D = 0' 53'' 03.1''$	$L_s = 120.00'$	$L_s = 240.00'$	$D = 2' 28'' 10.7''$
$L = 598.29'$	$LT = 80.00'$	$LT = 160.02'$	$L = 1,119.70'$
$T = 299.36'$	$ST = 40.00'$	$ST = 80.02'$	$T = 570.98'$
$R = 6,480.00'$			$R = 2,320.00'$
$SE = 03$			$SE = 06$
$RO = 120'$			$RO = 240'$

ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED ON PLANS.