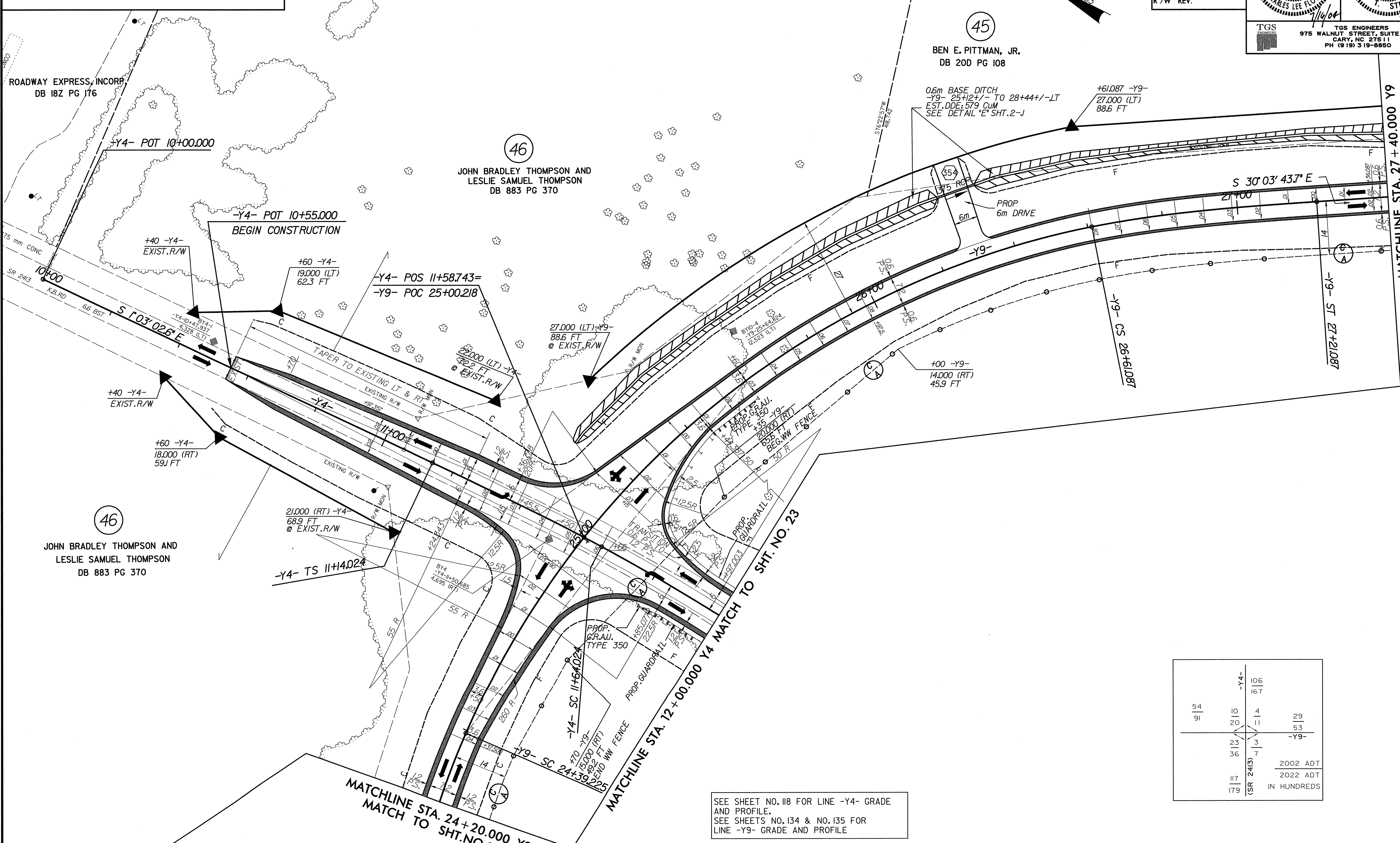


REVISIONS

-Y4-
 Pls Sta 11+47.36 PI Sta 12+02.785 Pls Sta 12+58.063
 $\theta s = 2' 51'' 53.2''$ $\Delta = 8' 51'' 56.8''$ (RT) $\theta s = 2' 51'' 53.2''$
 $Ls = 50.000$ $L = 77.368$ $Ls = 50.000$
 $LT = 33.338$ $T = 38.762$ $LT = 33.338$
 $ST = 16.671$ $R = 500.000$ $ST = 16.671$
 $SE = 6\%$

-Y9-
 Pls Sta 24+19.260 PI Sta 25+59.641 Pls Sta 26+81.120
 $\theta s = 7' 28'' 24.1''$ $\Delta = 55' 16'' 07.1''$ (RT) $\theta s = 7' 28'' 24.1''$
 $Ls = 60.000$ $L = 221.863$ $Ls = 60.000$
 $LT = 40.036$ $T = 120.417$ $LT = 40.036$
 $ST = 20.032$ $R = 230.000$ $ST = 20.032$
 $SE = AS SHOWN$

PROJECT REFERENCE NO. R-513C SHEET NO. 50
 R/W SHEET NO.
 ROADWAY DESIGN ENGINEER
 HYDRAULICS ENGINEER
 METRIC
 5 0 10
 CONST. REV.
 R/W REV.
 TGS ENGINEERS
 975 WALNUT STREET, SUITE 141
 CARY, NC 27511
 PH (919) 319-8850



46
 JOHN BRADLEY THOMPSON AND
 LESLIE SAMUEL THOMPSON
 DB 883 PG 370

46
 JOHN BRADLEY THOMPSON AND
 LESLIE SAMUEL THOMPSON
 DB 883 PG 370

45
 BEN E. PITTMAN, JR.
 DB 20D PG 108

MATCHLINE STA. 27 + 40.000 Y9
 MATCH TO SHT. NO. 23

MATCHLINE STA. 24 + 20.000 Y9
 MATCH TO SHT. NO. 23

SEE SHEET NO. 118 FOR LINE -Y4- GRADE AND PROFILE.
 SEE SHEETS NO. 134 & NO. 135 FOR LINE -Y9- GRADE AND PROFILE

		-Y4-	106 167	
54	10	4	29	
91	20	11	53	
	23	3	-Y9-	
	56	7		
	117		2002 ADT	
	179		2022 ADT	
	(SR 2413)		IN HUNDREDS	