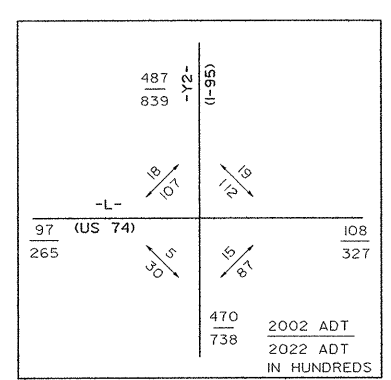


NO.	DESCRIPTION	DATE



DEWOTES REMOVAL OF EXIST. PAVEMENT

LOOP "K"				RAMP "R"			
PI Sta 0+50.488	PI Sta 2+38.865	PI Sta 4+10.992	PI Sta 5+107.008	PI Sta 0+72.555	PI Sta 5+161.986	PI Sta 8+101.911	
$\theta_s = 22^\circ 25' 12.3"$	$\Delta = 104.31' 31.5" (LT)$	$\Delta = 87.58' 05.1" (LT)$	$\theta_s = 82^\circ 25' 12.3"$	$\theta_s = 6^\circ 47' 06.1"$	$\Delta = 107.48' 59.1" (RT)$	$\theta_s = 6^\circ 47' 06.1"$	
LS = 90.000	L = 240.000	L = 176.563	LS = 90.000	LS = 90.000	L = 666.670	LS = 90.000	
LT = 62.498	L = 148.865	L = 110.992	LT = 62.498	LT = 62.494	L = 458.475	LT = 62.494	
ST = 30.444	R = 115.000	R = 115.000	ST = 30.444	ST = 30.040	R = 380.000	ST = 30.040	
	SE = 6%	SE = 6%		SE = 7%			

**Metric**

PROJECT REFERENCE NO. 12  
SHEET NO. 12

R/W SHEET NO. 12

FOR ENGINEER  
975 WALNUT STREET, SUITE 141  
DURHAM, NC 27701  
PH 919 274-8880

CONST. REV.  
R/W REV.

**ROADWAY DESIGN ENGINEER**

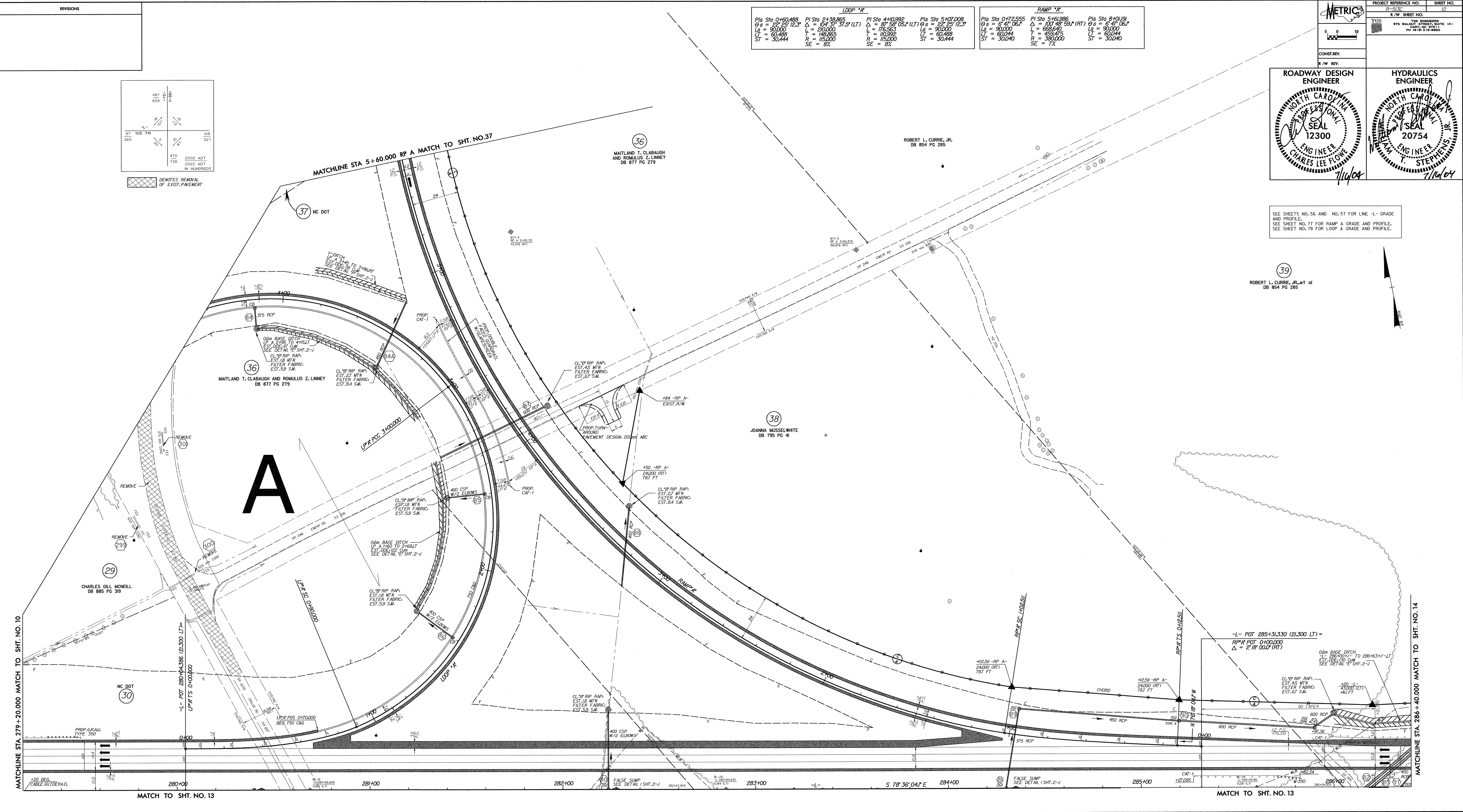
**HYDRAULICS ENGINEER**

**NORTH CAROLINA PROFESSIONAL SEAL 12300**  
ENGINEER  
CHARLES LEE FLORE

**NORTH CAROLINA PROFESSIONAL SEAL 20754**  
ENGINEER  
T. STEPHENS

SEE SHEETS NO. 56 AND NO. 57 FOR LINE -L- GRADE AND PROFILE.  
SEE SHEET NO. 77 FOR RAMP A GRADE AND PROFILE.  
SEE SHEET NO. 78 FOR LOOP A GRADE AND PROFILE.

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DB 854 PG 285



MATCHLINE STA. 279+20.000 MATCH TO SHT. NO. 10

MATCH TO SHT. NO. 13

MATCH TO SHT. NO. 13

MATCHLINE STA. 286+40.000 MATCH TO SHT. NO. 14