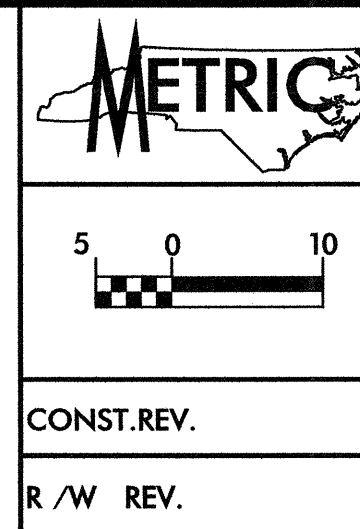


REVISIONS

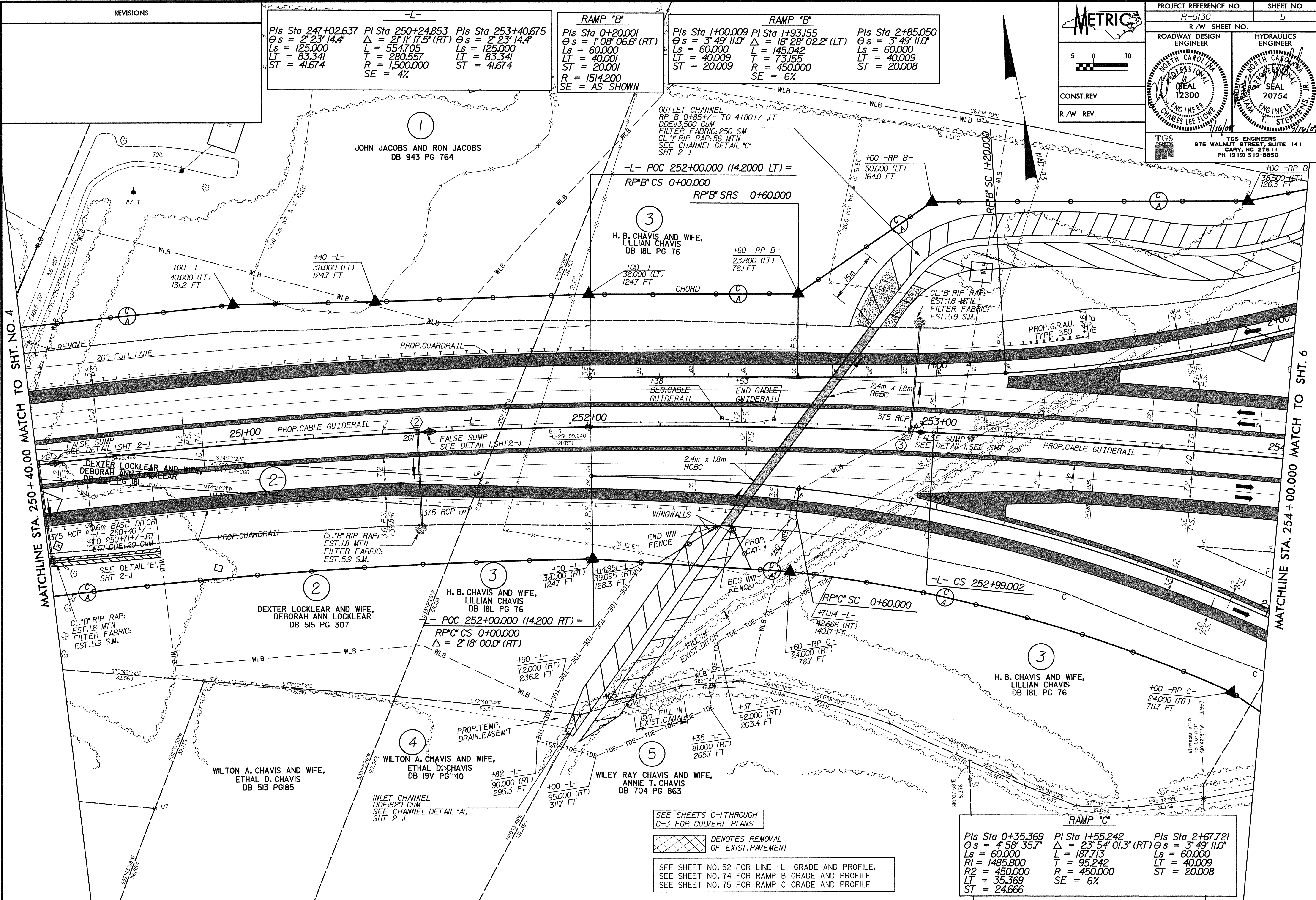
-L-
 Pls Sta 247+02.637 PI Sta 250+24.853 Pls Sta 253+40.675
 $\theta s = 2' 23' 14.4''$ $\Delta = 2' 11' 17.5''$ (RT) $\theta s = 2' 23' 14.4''$
 Ls = 125.000 L = 554.705 Ls = 125.000
 LT = 83.341 T = 280.557 LT = 83.341
 ST = 41.674 R = 1,500.000 ST = 41.674
 SE = 4%

RAMP "B"
 Pls Sta 0+20.001
 $\theta s = 1' 08' 06.6''$ (RT)
 Ls = 60.000
 LT = 40.001
 ST = 20.001
 R = 1514.200
 SE = AS SHOWN

RAMP "B"
 Pls Sta 1+00.009 PI Sta 1+93.155 Pls Sta 2+85.050
 $\theta s = 3' 49' 11.0''$ $\Delta = 18' 28' 02.2''$ (LT) $\theta s = 3' 49' 11.0''$
 Ls = 60.000 L = 145.042 Ls = 60.000
 LT = 40.009 T = 73.155 LT = 40.009
 ST = 20.009 R = 450.000 ST = 20.008
 SE = 6%



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



MATCHLINE STA. 250 + 40.00 MATCH TO SHT. NO. 4

MATCHLINE STA. 254 + 00.00 MATCH TO SHT. 6

SEE SHEETS C-1 THROUGH C-3 FOR CULVERT PLANS

DENOTES REMOVAL OF EXIST. PAVEMENT

SEE SHEET NO. 52 FOR LINE -L- GRADE AND PROFILE.
 SEE SHEET NO. 74 FOR RAMP B GRADE AND PROFILE
 SEE SHEET NO. 75 FOR RAMP C GRADE AND PROFILE

RAMP "C"
 Pls Sta 0+35.369 PI Sta 1+55.242 Pls Sta 2+67.721
 $\theta s = 4' 58' 35.7''$ $\Delta = 23' 54' 01.3''$ (RT) $\theta s = 3' 49' 11.0''$
 Ls = 60.000 L = 187.713 Ls = 60.000
 R1 = 1485.800 T = 95.242 LT = 40.009
 R2 = 450.000 R = 450.000 ST = 20.008
 LT = 35.369 SE = 6%
 ST = 24.666

DATE PLOTTED: 08/27/04 08:46:27 AM