

8/17/99

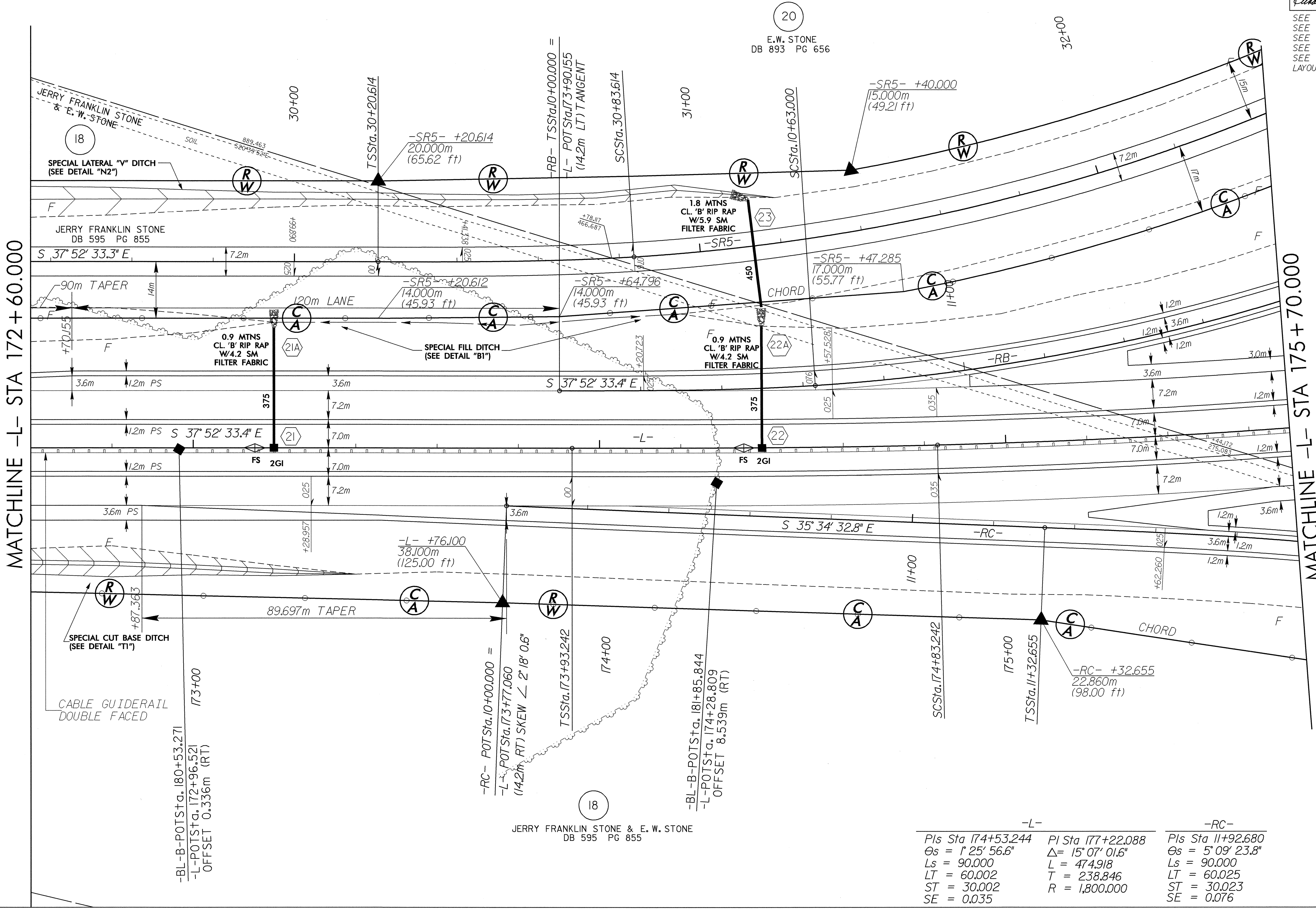
MATCHLINE -L- STA 172 + 60.000

MATCHLINE -L- STA 175 + 70.000

-RB-  
 Pls Sta 10+42.009 PI Sta 11+83.821  
 $\Theta_s = 3^\circ 36' 34.7''$   $\Delta = 27^\circ 10' 09.0''$  (LT)  
 $L_s = 63.000$   $L = 237.096$   
 $LT = 42.009$   $T = 120.820$   
 $ST = 21.008$   $R = 500.000$   
 $SE = 0.076$

-SR5-  
 Pls Sta 30+62.623 PI Sta 32+37.198  
 $\Theta_s = 3^\circ 36' 34.7''$   $\Delta = 34^\circ 09' 02.0''$  (LT)  
 $L_s = 63.000$   $L = 298.020$   
 $LT = 42.009$   $T = 153.584$   
 $ST = 21.008$   $R = 500.000$   
 $SE = 0.076$

PROJECT REFERENCE NO. R-513 BB SHEET NO. 10  
 R/W SHEET NO.  
 ROADWAY DESIGN ENGINEER  
 HYDRAULICS ENGINEER  
 NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 17691  
 NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 16800  
 RICHARD A. SHELL  
 RICHARD C. HENEGAN  
 CONST. REV.  
 R/W REV.



SEE SHEET 35 & 36 FOR -L- PROFILE  
 SEE SHEET 55 FOR -SR5- PROFILE  
 SEE SHEET 50 FOR -RB- PROFILE  
 SEE SHEET 51 FOR -RC- PROFILE  
 SEE SHEET 2-F FOR SHEAR POINT LAYOUT

-L-  
 Pls Sta 174+53.244 PI Sta 177+22.088  
 $\Theta_s = 1^\circ 25' 56.6''$   $\Delta = 15^\circ 07' 01.6''$   
 $L_s = 90.000$   $L = 474.918$   
 $LT = 60.002$   $T = 238.846$   
 $ST = 30.002$   $R = 1,800.000$   
 $SE = 0.035$

-RC-  
 Pls Sta 11+92.680  
 $\Theta_s = 5^\circ 09' 23.8''$   
 $L_s = 90.000$   
 $LT = 60.025$   
 $ST = 30.023$   
 $SE = 0.076$

K

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14 JUN 2004 07:58  
FLS:SAV:51:55:52:28:24

JERRY FRANKLIN STONE & E. W. STONE  
DB 595 PG 855