-Y4-		
PIs Sta 11+47.36	PI Sta 12+02.785	PIs Sta 12+58.063
Θs = 2°51'53.2"	Δ = 8°51'56.8" (RT)	Θs = 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-		
PIs Sta 24+19.26	PI Sta 25+59.64	PIs Sta 26+81.20
Θs = 1°28'24.1"	Δ = 55°16'07" (RT)	Θs = 1°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	

PREPARED BY:
CATLIN
ENGINEERS and SCIENTISTS
WILMINGTON, NORTH CAROLINA

METRIC
5 0 10

PROJECT REFERENCE NO.	SHEET NO.
R-5130	49
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST. REV. _____
R/W REV. _____

TGS ENGINEERS
ADAPTED FROM:
TGS ENGINEERS
SUITE 141
975 WALNUT STREET
CARY, NC 27511

NAD 83

ROADWAY EXPRESS, INCORPORATION
DB 182 PG 176

JOHN BRADLEY THOMPSON AND
LESLIE SAMUEL THOMPSON
DB 883 PG 370

BEN E. PITTMAN, JR.
DB 200 PG 108

JOHN BRADLEY THOMPSON AND
LESLIE SAMUEL THOMPSON
DB 883 PG 370

200 mm CONC
ISMTL BUS
CMD
BST
CONC
375 mm CONC
SR 2413
10+00
INSTALL 66 RSTP
S 10° 03' 02.6" E
EXISTING R/W
EXISTING R/W
-Y4- POS 11+58.743=
-Y9- POC 25+00.218
-Y4- POT 10+00.000
-Y4- POT 10+55.000
BEGIN CONSTRUCTION
-Y4- TS 11+14.024
-Y4- SC 11+64.024
-Y4- ST 12+14.024
-Y9- CS 26+19.087
-Y9- ST 27+19.087
MATCHLINE STA. 24+20.000 Y9
MATCHLINE STA. 12+00.000 Y4 MATCH TO SHT. NO. 22
MATCHLINE STA. 27+40.000 Y9
S 76°22'57" W
188.72'
EXISTING R/W
S 30° 03' 43.7" E
27+00
25+00
B-92
B-91
11+00
225 R
55 R
125 R
130 R
0.6R
1.2R
2.5R
4.5R
12.5R
P.S.
+34.759
+46.5
+50.4
+66
+73
+88.023
+95.402
+52.4
+37.36

DENOTES 125mm MONOLITHIC CONCRETE ISLAND