-Y3-		
Pls Sta 28+76.307	Pl Sta 30+42.599	Pls Sta 32+05.334
Θs = 5° 43' 46.5"	Δ = 23° 46' 50.6" (RT)	Θs = 5° 43' 46.5"
Ls = 120.000	L = 249.031	Ls = 120.000
LT = 80.042	T = 126.334	LT = 80.042
ST = 40.038	R = 600.000	ST = 40.038

-Y3- LT (2)		
Pls Sta 28+62.483	Pl Sta 30+38.232	Pls Sta 32+09.962
Θs = 5° 27' 24.3"	Δ = 24° 19' 35.1" (RT)	Θs = 5° 27' 24.3"
Ls = 120.000	L = 267.483	Ls = 120.000
LT = 80.038	T = 135.787	LT = 80.038
ST = 40.035	R = 630.000	ST = 40.035
	SE = 5%	

-Y3- RT (2)		
Pls Sta 28+90.133	Pl Sta 30+46.975	Pls Sta 32+00.708
Θs = 6° 01' 52.1"	Δ = 23° 10' 39.4" (RT)	Θs = 6° 01' 52.1"
Ls = 120.000	L = 230.580	Ls = 120.000
LT = 80.046	T = 116.888	LT = 80.046
ST = 40.042	R = 570.000	ST = 40.042
	SE = 5%	

METRIC

5 0 10

CONST.REV. _____

R/W REV. _____

PROJECT REFERENCE NO.	SHEET NO.
R 5130	45
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

TGS DESIGNS

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

PREPARED BY:

CATLIN
ENGINEERS and SCIENTISTS
WILMINGTON, NORTH CAROLINA

MATCHLINE STA. 26+60.000 MATCH TO SHT. NO. 44

MATCHLINE STA. 29+80.000 MATCH TO SHT. NO. 17

CECIL L. THOMPSON
DB 10R PG 640

JAMES TELFORD CLARK AND WIFE,
MARY LOIS S. CLARK
DB 454 PG 178

MARY ELIZABETH PRICE TUBBS
DB 403 PG 201

-Y3- LT(2) POT 27+40.000 BEGIN CONSTRUCTION

-Y3- LT(2) TS 27+82.445

-Y3- LT(2) SC 29+02.445

-Y3- RT(2) POT 27+40.000 BEGIN CONSTRUCTION

-Y3- TS 27+96.265

-Y3- RT(2) TS 28+10.086

-Y3- SC 29+16.265

-Y3- RT(2) SC 29+30.086

-Y3- POT Sta. 27+20.000 =

-Y3- LT(2) POT Sta. 27+20.000 (10.388 LT) =

-Y3- RT(2) POT Sta. 27+20.000 (10.389 RT)

S 62° 44' 58.2" E

NAD 83

EXISTING R/W (VAR.)

EXISTING (VAR.)

W/LT

3.0 BST

CONC

ISFD

300 PVC

375 mm CONC

450 mm CONC

600 mm CONC

750 mm CONC

FES

GR

10 BST

US HWY 74 W 7.2 BST

12 BST

PAINTED ISLAND

UNIFORM TAPER

R/W MON