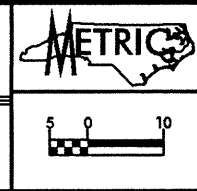


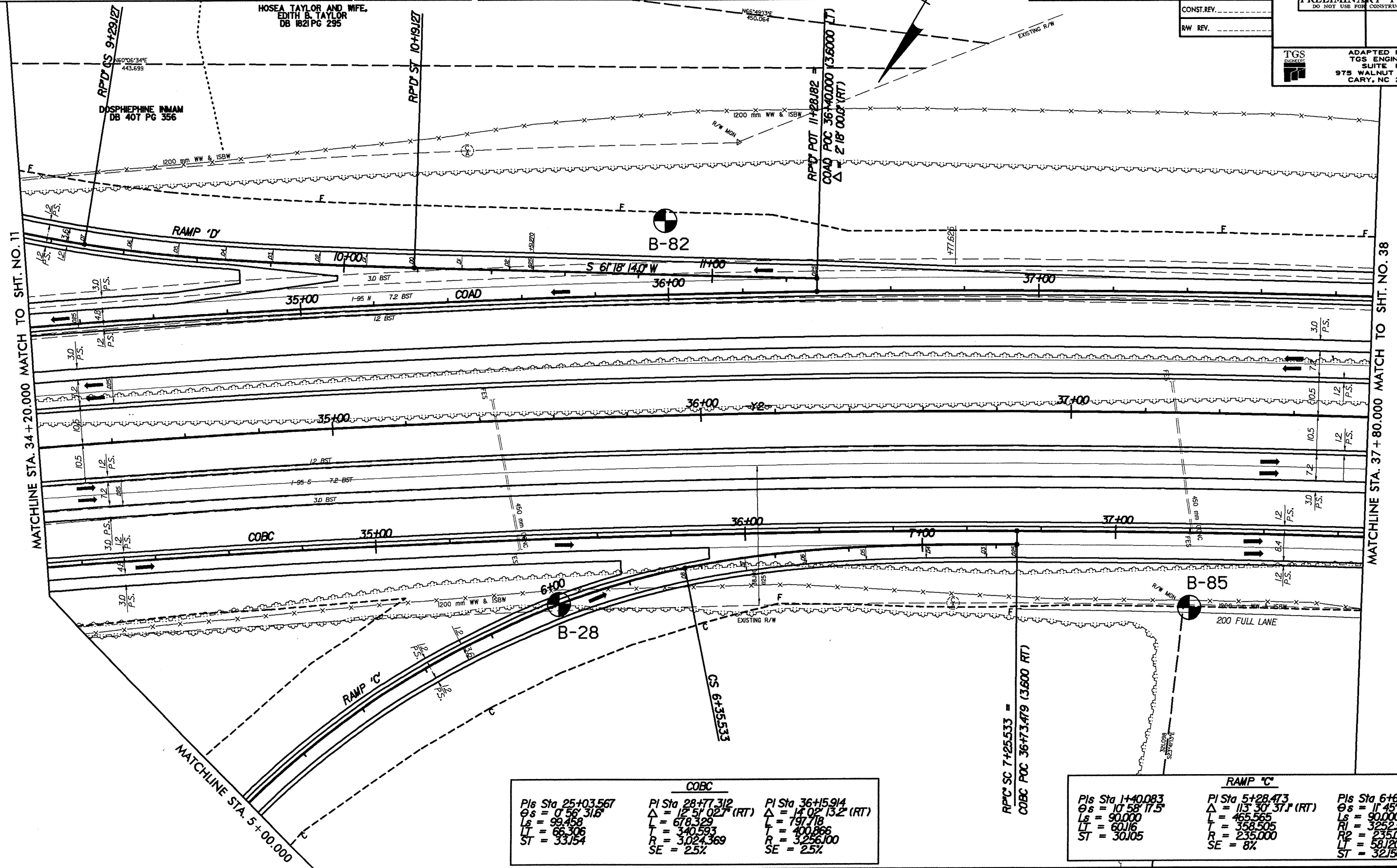
RAMP 'D'		
PIs Sta 7+63.024 θs = 4° 54' 39.8" Ls = 60.000 LT = 40.015 ST = 20.014	PI Sta 8+57.148 Δ = 23° 55' 12.0" (LT) L = 146.119 T = 74.139 R = 350.000 SE = 7%	PIs Sta 9+59.175 θs = 7° 21' 59.8" Ls = 90.000 LT = 60.052 ST = 30.047

-Y2-		
PI Sta 24+99.725 θs = 0° 55' 55.5" Ls = 100.540 LT = 67.028 ST = 33.514	PI Sta 28+81.515 Δ = 12° 51' 38.8" (RT) L = 693.628 T = 348.277 R = 3,090.169 SE = 2.5%	PI Sta 36+39.289 Δ = 14° 09' 16.0" (RT) L = 820.648 T = 412.424 R = 3,321.900 SE = 2.5%

PREPARED BY:
CALIN
ENGINEERS and SCIENTISTS
WILMINGTON, NORTH CAROLINA



PROJECT REFERENCE NO. R 513C	SHEET NO. 37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
TGS ADAPTED FROM: TGS ENGINEERS SUITE 141 975 WALNUT STREET CARY, NC 27511	



COBC		
PIs Sta 25+03.567 θs = 0° 56' 31.6" Ls = 99.458 LT = 66.306 ST = 33.154	PI Sta 28+77.312 Δ = 12° 51' 02.7" (RT) L = 678.329 T = 340.593 R = 3,024.369 SE = 2.5%	PI Sta 36+59.914 Δ = 14° 02' 13.2" (RT) L = 797.718 T = 400.866 R = 3,256.100 SE = 2.5%

RAMP 'C'		
PIs Sta 1+40.083 θs = 10° 58' 17.5" Ls = 90.000 LT = 60.116 ST = 30.105	PI Sta 5+28.473 Δ = 113° 30' 37.1" (RT) L = 465.565 T = 358.505 R = 2,355.000 SE = 8%	PIs Sta 6+67.683 θs = 11° 45' 51.3" Ls = 90.000 R1 = 325.250 R2 = 235.000 LT = 58.120 ST = 32.150

RPC SC 7+25.533 =
COBC POC 36+73.479 (3.600 RT)

MATCHLINE STA. 34+20.000 MATCH TO SHT. NO. 11

MATCHLINE STA. 37+80.000 MATCH TO SHT. NO. 38