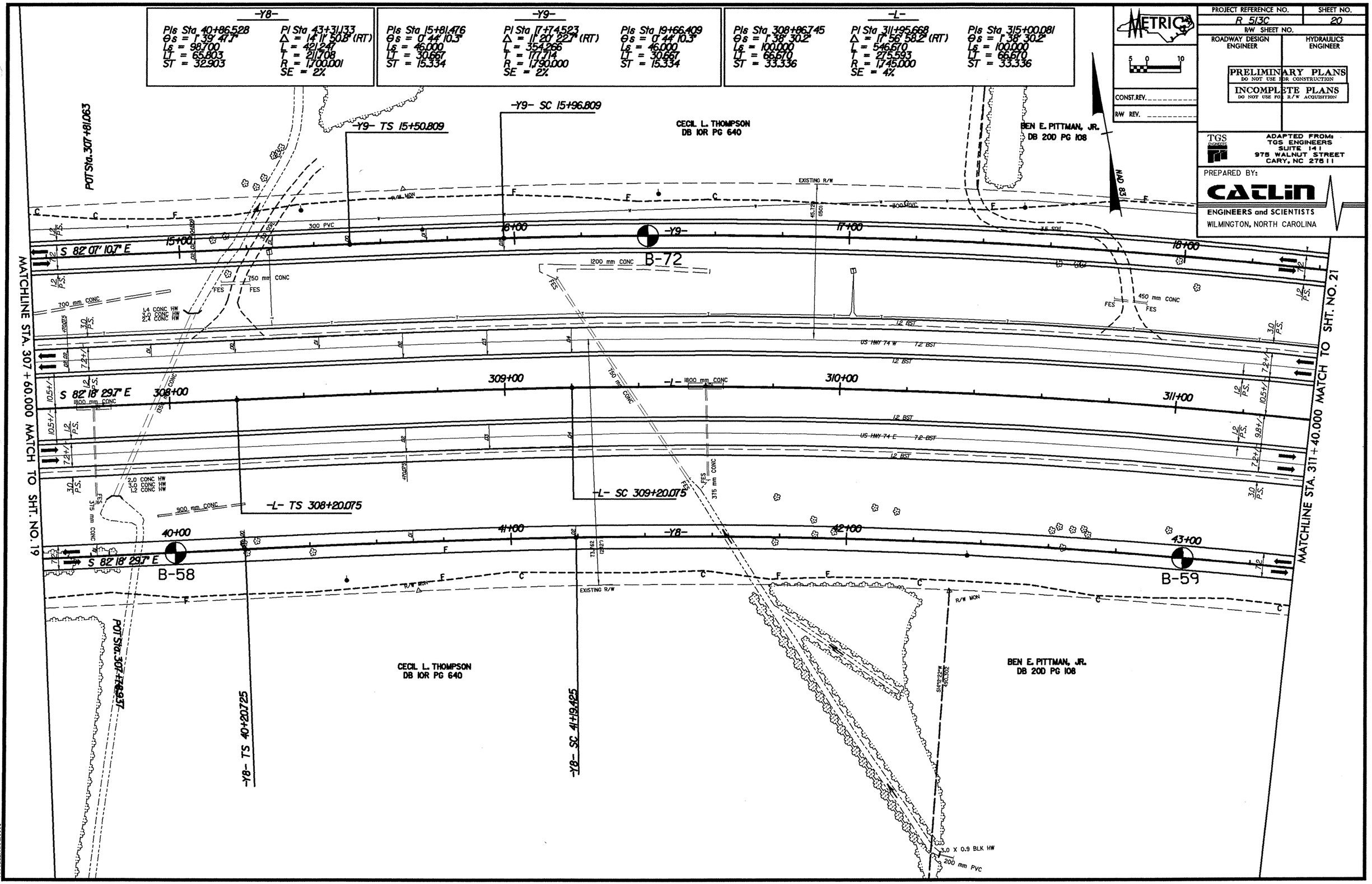

-Y8-
PIs Sta 40+86.528
θs = 1° 39' 47.7"
Ls = 98.700
LT = 65.803
ST = 32.903
PI Sta 43+31.133
Δ = 14° 11' 50.8" (RT)
L = 421.247
T = 211.708
R = 1,700.001
SE = 2%
-Y9-
PIs Sta 15+81.476
θs = 0° 44' 10.3"
Ls = 46.000
LT = 30.667
ST = 15.334
PI Sta 17+74.523
Δ = 11° 20' 22.7" (RT)
L = 354.266
T = 177.714
R = 1,790.000
SE = 2%
PIs Sta 19+66.409
θs = 0° 44' 10.3"
Ls = 46.000
LT = 30.667
ST = 15.334
-L-
PIs Sta 308+86.745
θs = 1° 38' 30.2"
Ls = 100.000
LT = 66.670
ST = 33.336
PI Sta 311+95.668
Δ = 17° 56' 58.2" (RT)
L = 546.670
T = 275.593
R = 1,745.000
SE = 4%
PIs Sta 315+00.081
θs = 1° 38' 30.2"
Ls = 100.000
LT = 66.670
ST = 33.336
METRIC
5 0 10
CONST.REV.
R/W REV.
PROJECT REFERENCE NO.
R 513C
SHEET NO.
20
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
TGS ENGINEERS
ADAPTED FROM:
TGS ENGINEERS
SUITE 141
975 WALNUT STREET
CARY, NC 27511
PREPARED BY:
CATLIN
ENGINEERS and SCIENTISTS
WILMINGTON, NORTH CAROLINA
-Y9- SC 15+96.809
-Y9- TS 15+50.809
CECIL L. THOMPSON
DB 10R PG 640
BEN E. PITTMAN, JR.
DB 20D PG 108
NAD 83
POT Sta. 307+81.063
EXISTING R/W
300 PVC
S 82° 07' 10.7" E
15+00
16+00
17+00
18+00
-Y9-
B-72
1200 mm CONC
750 mm CONC
700 mm CONC
1.4 CONC HW
3.0 CONC HW
2.4 CONC HW
450 mm CONC
FES
12 BST
US HWY 74 W
72 BST
S 82° 18' 29.7" E
308+00
309+00
310+00
311+00
-L-
1800 mm CONC
US HWY 74 E
2.0 CONC HW
3.0 CONC HW
1.2 CONC HW
900 mm CONC
375 mm CONC
-L- TS 308+20.075
-L- SC 309+20.075
40+00
41+00
42+00
43+00
-Y8-
B-58
B-59
R/W MON
POT Sta. 307+76.937
-Y8- TS 40+20.725
-Y8- SC 41+19.425
3.0 X 0.9 BLK HW
200 mm PVC
MATCHLINE STA. 307+60.000 MATCH TO SHT. NO. 19
MATCHLINE STA. 311+40.000 MATCH TO SHT. NO. 21