

**-L-**  
 Pls Sta 265+16.448  
 $\theta_s = 0^\circ 59' 41.0"$   
 $L_s = 125.000$   
 $LT = 83.335$   
 $ST = 41.668$

PI Sta 266+70.438  
 $\Delta = 3^\circ 34' 27.3" (LT)$   
 $L = 224.576$   
 $T = 112.325$   
 $R = 3,600.000$   
 $SE = 2.5\%$

Pls Sta 268+24.358  
 $\theta_s = 0^\circ 59' 41.0"$   
 $L_s = 125.000$   
 $LT = 83.335$   
 $ST = 41.668$

**-Y5-**  
 Pls Sta 20+71.318  
 $\theta_s = 6^\circ 36' 39.8"$   
 $L_s = 60.000$   
 $LT = 40.028$   
 $ST = 20.025$

PI Sta 21+61.863  
 $\Delta = 30^\circ 22' 20.9" (LT)$   
 $L = 137.826$   
 $T = 70.573$   
 $R = 260.000$   
 $SE = 8\%$

Pls Sta 22+49.141  
 $\theta_s = 6^\circ 36' 39.8"$   
 $L_s = 60.000$   
 $LT = 40.028$   
 $ST = 20.025$

**RAMP 'B'**  
 Pls Sta 0+60.052  
 $\theta_s = 7^\circ 21' 59.8"$   
 $L_s = 90.000$   
 $LT = 60.052$   
 $ST = 30.047$

PI Sta 1+93.841  
 $\Delta = 33^\circ 03' 00.2" (LT)$   
 $L = 201.891$   
 $T = 103.841$   
 $R = 350.000$   
 $SE = 7\%$

Pls Sta 3+119.05  
 $\theta_s = 4^\circ 54' 39.8"$   
 $L_s = 60.000$   
 $LT = 40.015$   
 $ST = 20.014$

**METRIC**

CONST. REV. \_\_\_\_\_  
 RW REV. \_\_\_\_\_

PROJECT REFERENCE NO. **R 5/3C** SHEET NO. **9**

RW 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:  
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 CARY, NC 27511

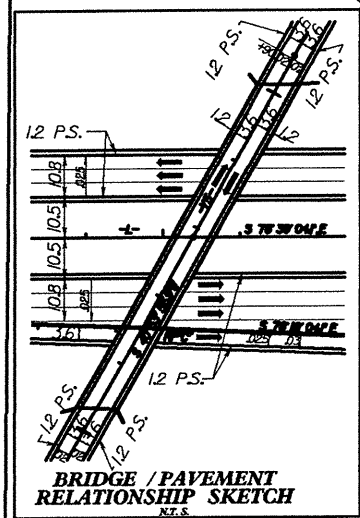
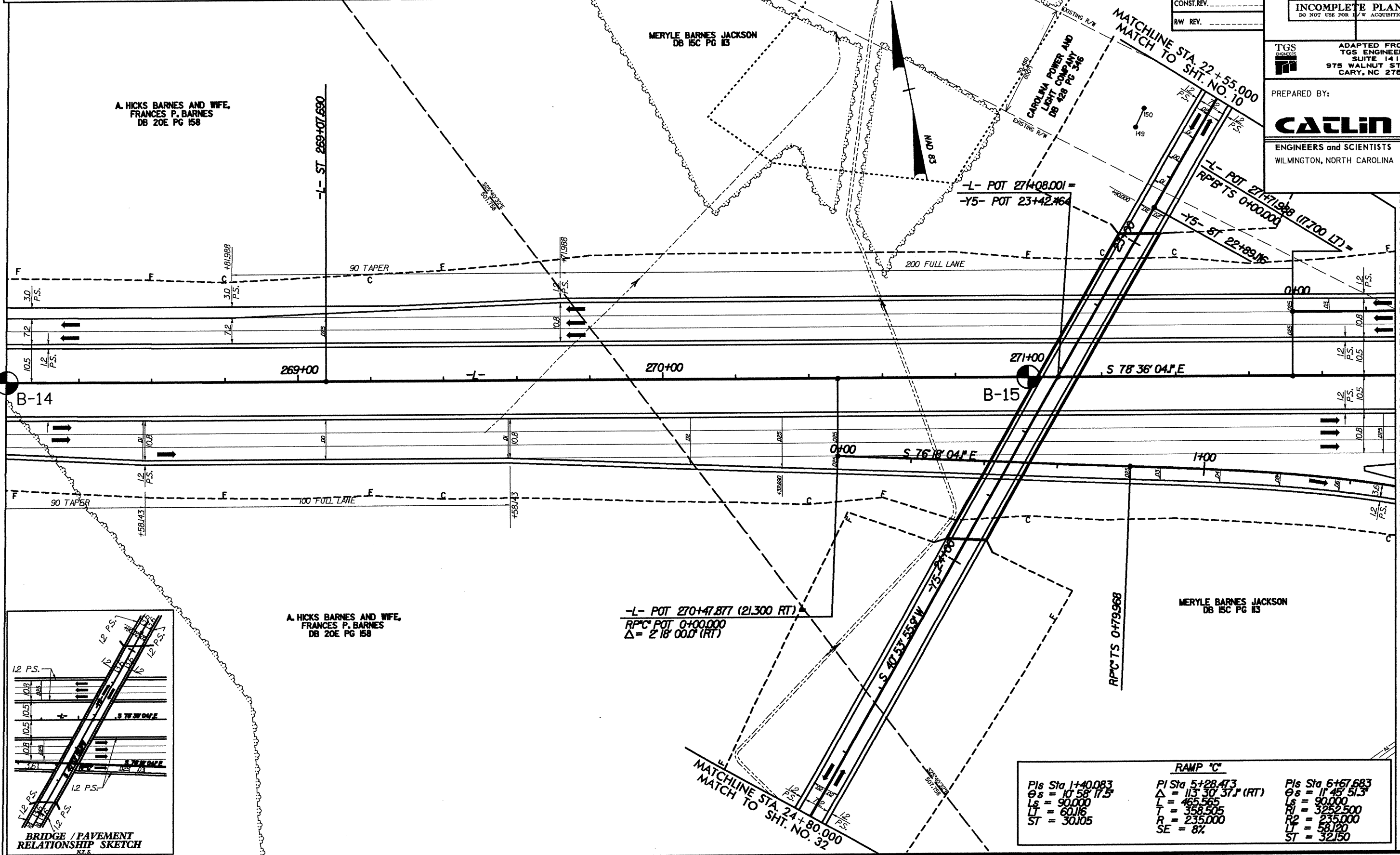
PREPARED BY:

**CAULIN**

ENGINEERS and SCIENTISTS  
 WILMINGTON, NORTH CAROLINA

MATCHLINE STA. 268+20.000 MATCH TO SHT. NO. 8

MATCHLINE STA. 272+00.000 MATCH TO SHT. NO. 10 & 11



**RAMP 'C'**  
 Pls Sta 1+40.083  
 $\theta_s = 10^\circ 58' 17.5"$   
 $L_s = 90.000$   
 $LT = 60.116$   
 $ST = 30.105$

PI Sta 5+28.473  
 $\Delta = 113^\circ 30' 37.1" (RT)$   
 $L = 465.565$   
 $T = 358.505$   
 $R = 235.000$   
 $SE = 8\%$

Pls Sta 6+67.683  
 $\theta_s = 11^\circ 45' 51.3"$   
 $L_s = 90.000$   
 $R1 = 325.500$   
 $R2 = 235.000$   
 $LT = 58.120$   
 $ST = 32.150$