

RAMP 'A'

Pls Sta 1+03.381	PI Sta 1+88.949	Pls Sta 2+73.618
$\Theta_s = 3^\circ 49' 11.0"$	$\Delta = 15^\circ 34' 56.6" (RT)$	$\Theta_s = 3^\circ 49' 11.0"$
$L_s = 60.000$	$L = 130.238$	$L_s = 60.000$
$LT = 40.009$	$T = 65.577$	$LT = 40.009$
$ST = 20.008$	$R = 450.000$	$ST = 20.008$
	$SE = 6\%$	

-L-

Pls Sta 265+16.448	PI Sta 266+70.438	Pls Sta 268+24.358
$\Theta_s = 0^\circ 59' 41.0"$	$\Delta = 3^\circ 34' 27.3" (LT)$	$\Theta_s = 0^\circ 59' 41.0"$
$L_s = 125.000$	$L = 224.576$	$L_s = 125.000$
$LT = 83.335$	$T = 112.325$	$LT = 83.335$
$ST = 41.668$	$R = 3,600.000$	$ST = 41.668$
	$SE = 2.5\%$	

METRIC

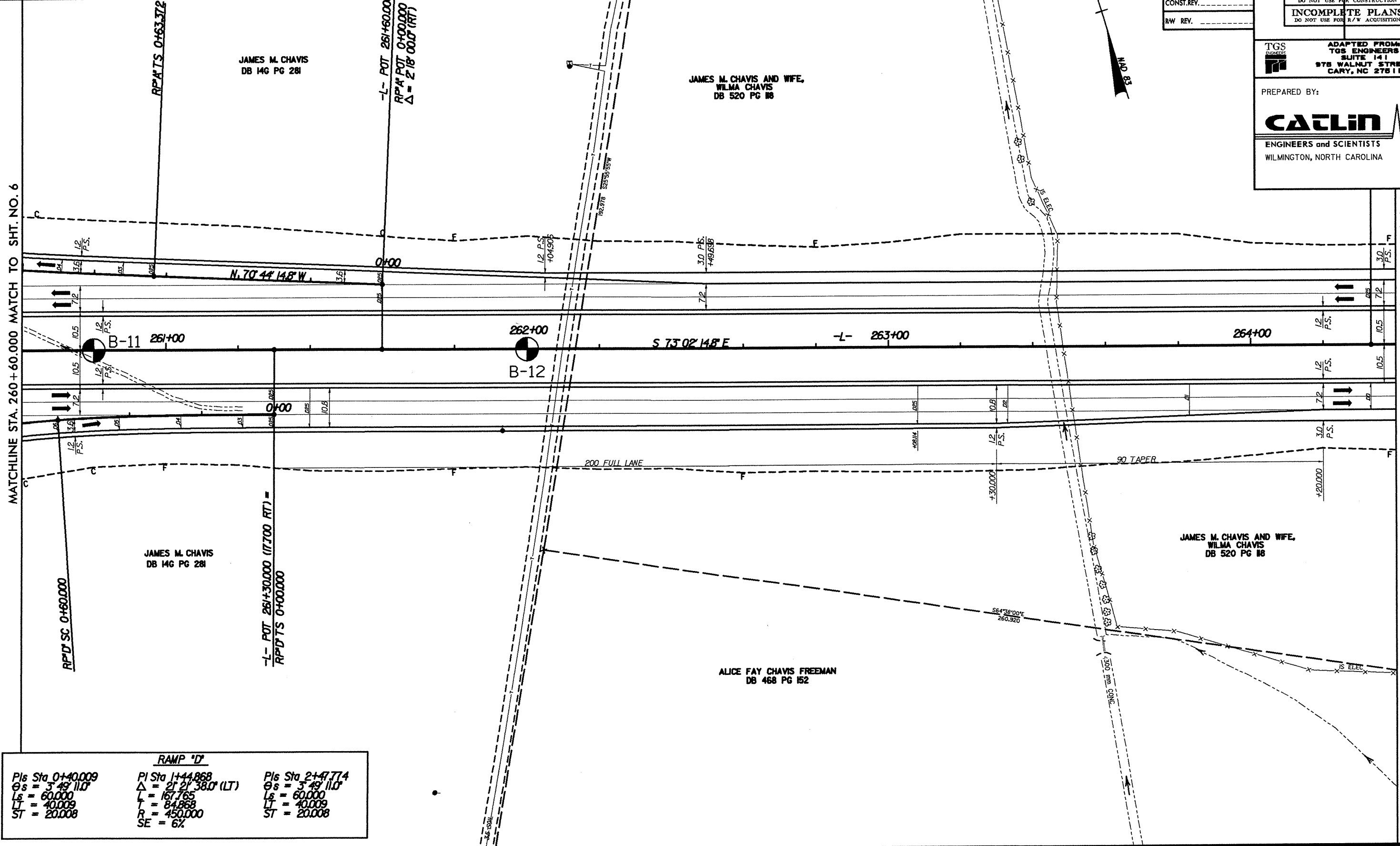
CONST. REV. _____

R/W REV. _____

PROJECT REFERENCE NO. R 513C	SHEET NO. 7
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 141 978 WALNUT STREET CARY, NC 27511	
PREPARED BY: CATLIN ENGINEERS and SCIENTISTS WILMINGTON, NORTH CAROLINA	

MATCHLINE STA. 260 + 60.000 MATCH TO SHT. NO. 6

MATCHLINE STA. 264 + 40.000 MATCH TO SHT. NO. 8



RAMP 'D'

Pls Sta 0+40.009	PI Sta 1+44.868	Pls Sta 2+47.714
$\Theta_s = 3^\circ 49' 11.0"$	$\Delta = 2^\circ 21' 38.0" (LT)$	$\Theta_s = 3^\circ 49' 11.0"$
$L_s = 60.000$	$L = 167.765$	$L_s = 60.000$
$LT = 40.009$	$T = 84.868$	$LT = 40.009$
$ST = 20.008$	$R = 450.000$	$ST = 20.008$
	$SE = 6\%$	