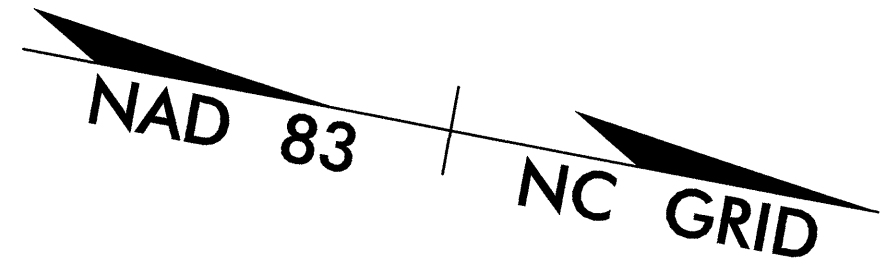
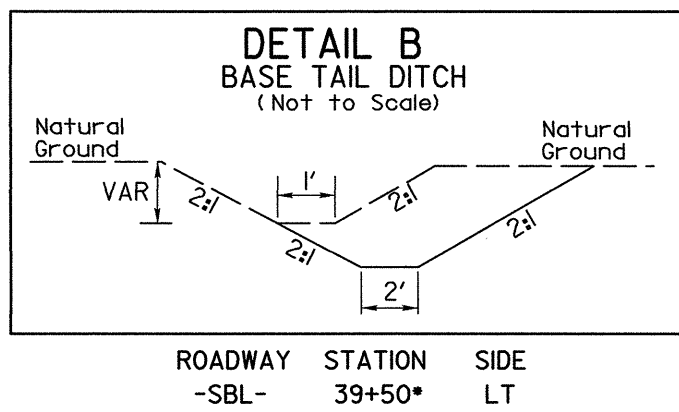


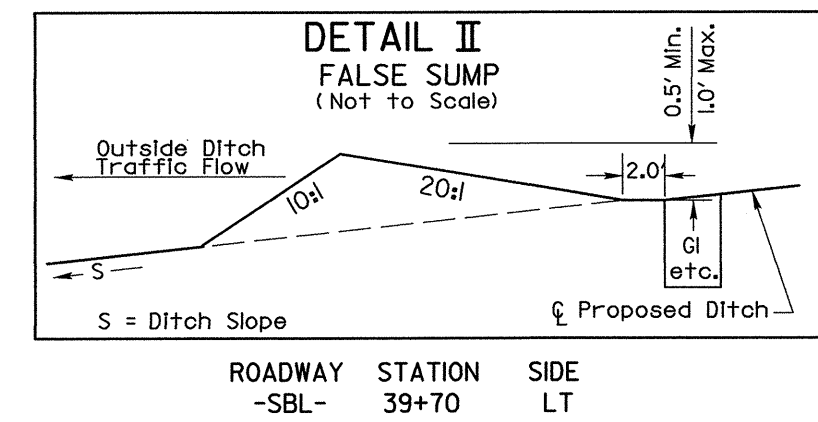
7/2/99

REVISIONS



PROJECT REFERENCE NO. I-4025A	SHEET NO. 6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER SEAL 13747 W. MARSH	HYDRAULICS ENGINEER SEAL 021162 H. TURNER

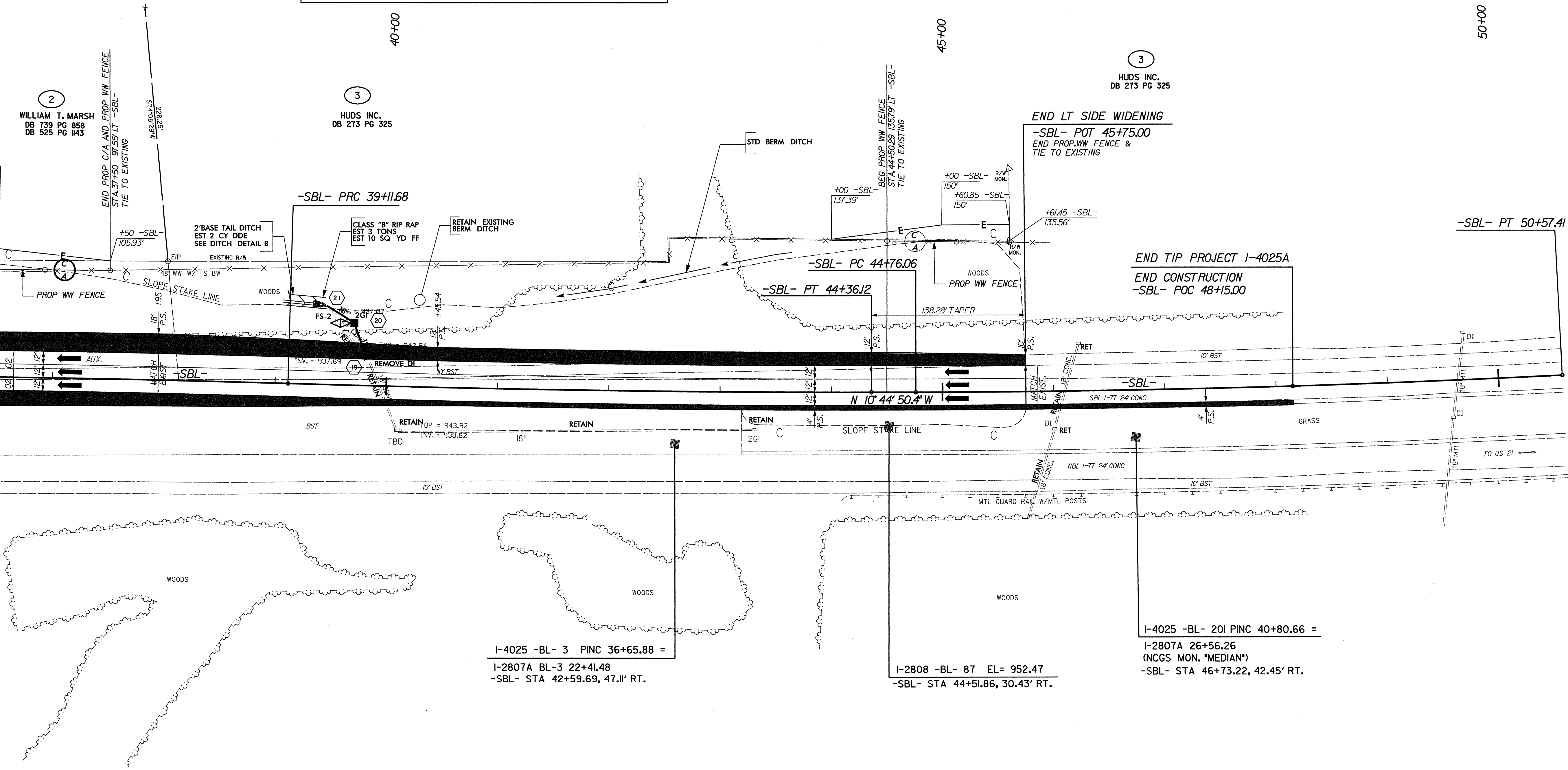
-SBL-		
PI Sta 36+49.47	PI Sta 41+73.92	PI Sta 47+66.79
$\Delta = 1' 44" 53.3" (RT)$	$\Delta = 1' 44" 53.3" (LT)$	$\Delta = 2' 54" 55.4" (LT)$
$D = 0' 20' 00.0"$	$D = 0' 20' 00.0"$	$D = 0' 30' 05.4"$
$L = 524.44'$	$L = 524.44'$	$L = 581.35'$
$T = 262.24'$	$T = 262.24'$	$T = 290.74'$
$R = 17,188.73'$	$R = 17,188.73'$	$R = 11,425.16'$
SE = NC	SE = NC	SE = EXISTING
DS = 70 MPH	DS = 70 MPH	DS = 70 MPH



LEGEND

- PAVED SHOULDER
- PAVEMENT REMOVAL

-MATCHLINE- STA. 36+50 SEE SHEET NO. 5



I-4025 -BL- 3 PINC 36+65.88 =
 I-2807A BL-3 22+41.48
 -SBL- STA 42+59.69, 47.11' RT.

I-2808 -BL- 87 EL= 952.47
 -SBL- STA 44+51.86, 30.43' RT.

I-4025 -BL- 201 PINC 40+80.66 =
 I-2807A 26+56.26
 (NCCS MON. 'MEDIAN')
 -SBL- STA 46+73.22, 42.45' RT.

08/24/2004 P:\01\4025\p6.pst...r.dj...p6.dgn

FOR DETOUR PLANS, SEE SHEETS 2-C THRU 2-E
FOR -SBL- PROFILE, SEE SHEET 9

Plans prepared by:
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 For Division of Highways