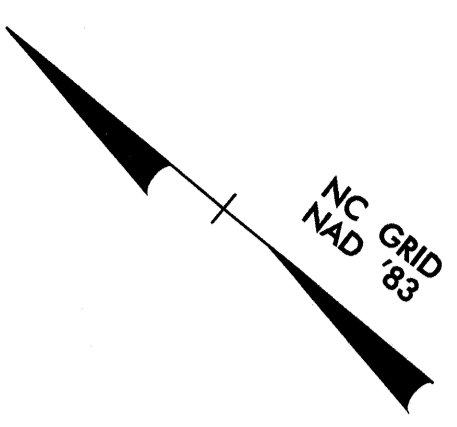
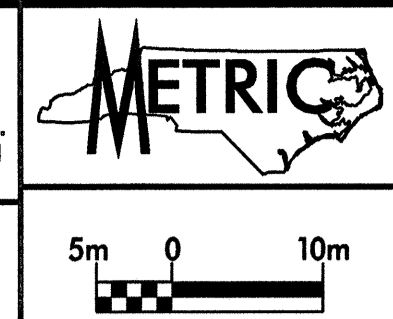


L- CURVE DATA
 PI Sta 183+88.174
 $\Delta = 20' 22' 37.3" (LT)$
 $L = 225.430$
 $T = 113.767$
 $R = 633.016$

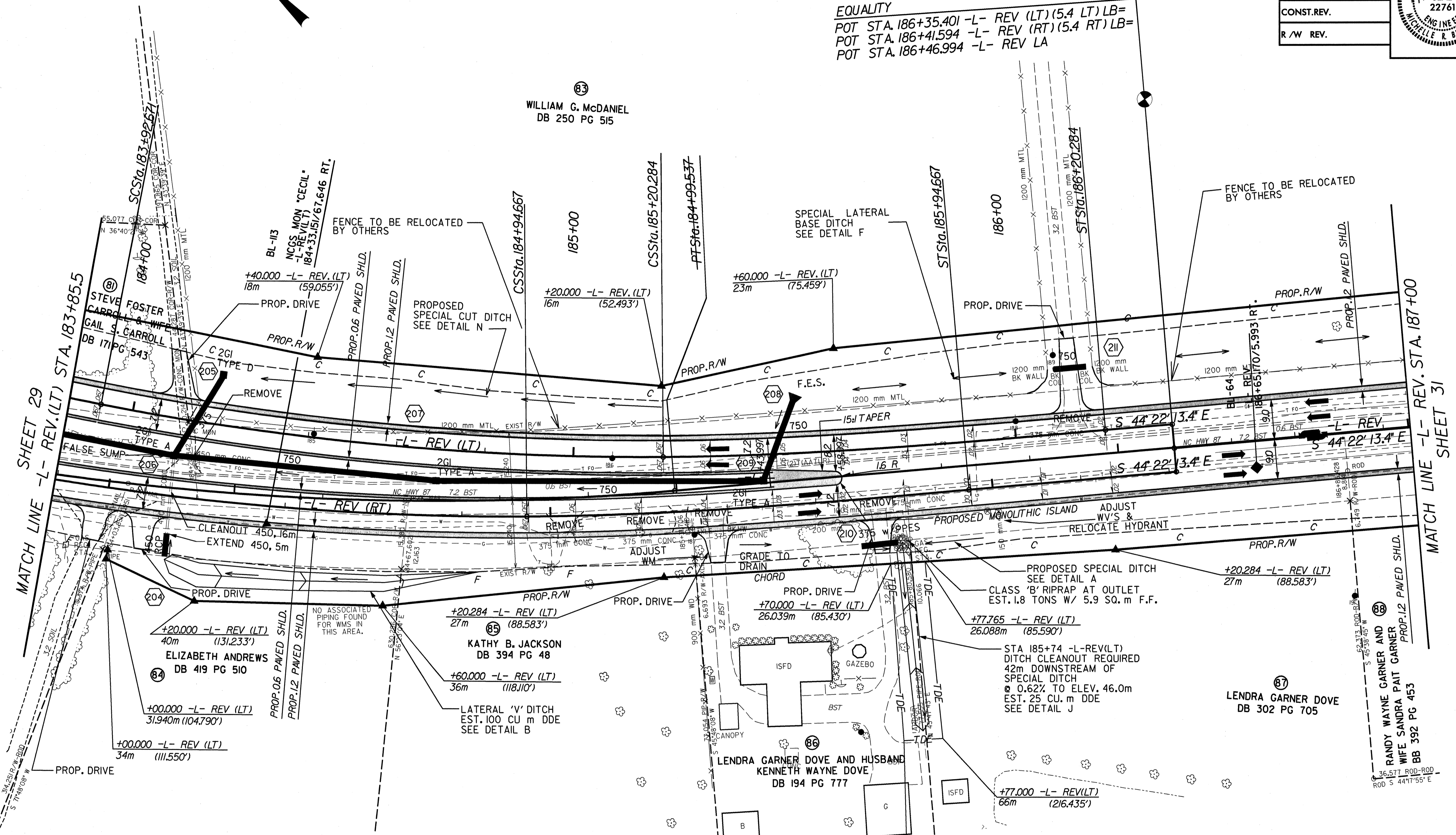


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PROJECT REFERENCE NO. R-2562C	SHEET NO. 30
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

EQUALITY
 POT STA. 186+35.401 -L- REV (LT) (5.4 LT) LB=
 POT STA. 186+41.594 -L- REV (RT) (5.4 RT) LB=
 POT STA. 186+46.994 -L- REV LA



-L- REV (LT) CURVE DATA

Pls Sta 183+59.358 $\theta_s = 4' 28' 34.4"$ $L_s = 100.000$ $LT = 66.688$ $ST = 33.353$	PI Sta 184+56.689 $\Delta = 11' 25' 28.4" (LT)$ $L = 127.614$ $T = 64.019$ $R = 640.000$ $SE = 0.067$	Pls Sta 185+53.637 $\theta_s = 4' 28' 34.4"$ $L_s = 100.000$ $LT = 66.688$ $ST = 33.353$
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-L- REV (RT) CURVE DATA

Pls Sta 183+33.742 $\theta_s = 4' 28' 34.4"$ $L_s = 100.000$ $LT = 66.688$ $ST = 33.353$	PI Sta 184+31.073 $\Delta = 11' 25' 28.4" (LT)$ $L = 127.614$ $T = 64.019$ $R = 640.000$ $SE = 0.067$	Pls Sta 185+28.020 $\theta_s = 4' 28' 34.4"$ $L_s = 100.000$ $LT = 66.688$ $ST = 33.353$
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- DRIVEWAY NOTES:
1. ALL PROP. DRIVEWAY RADII 3.0m UNLESS OTHERWISE SHOWN.
 2. PROP. DRIVEWAY WIDTHS AT END OF RADII SHALL BE 4.9m MIN. UNLESS OTHERWISE SHOWN. TAPER DRIVEWAY TO EXISTING DRIVEWAY WIDTH.

SEE SHEET 45 FOR -L- REV. PROFILE