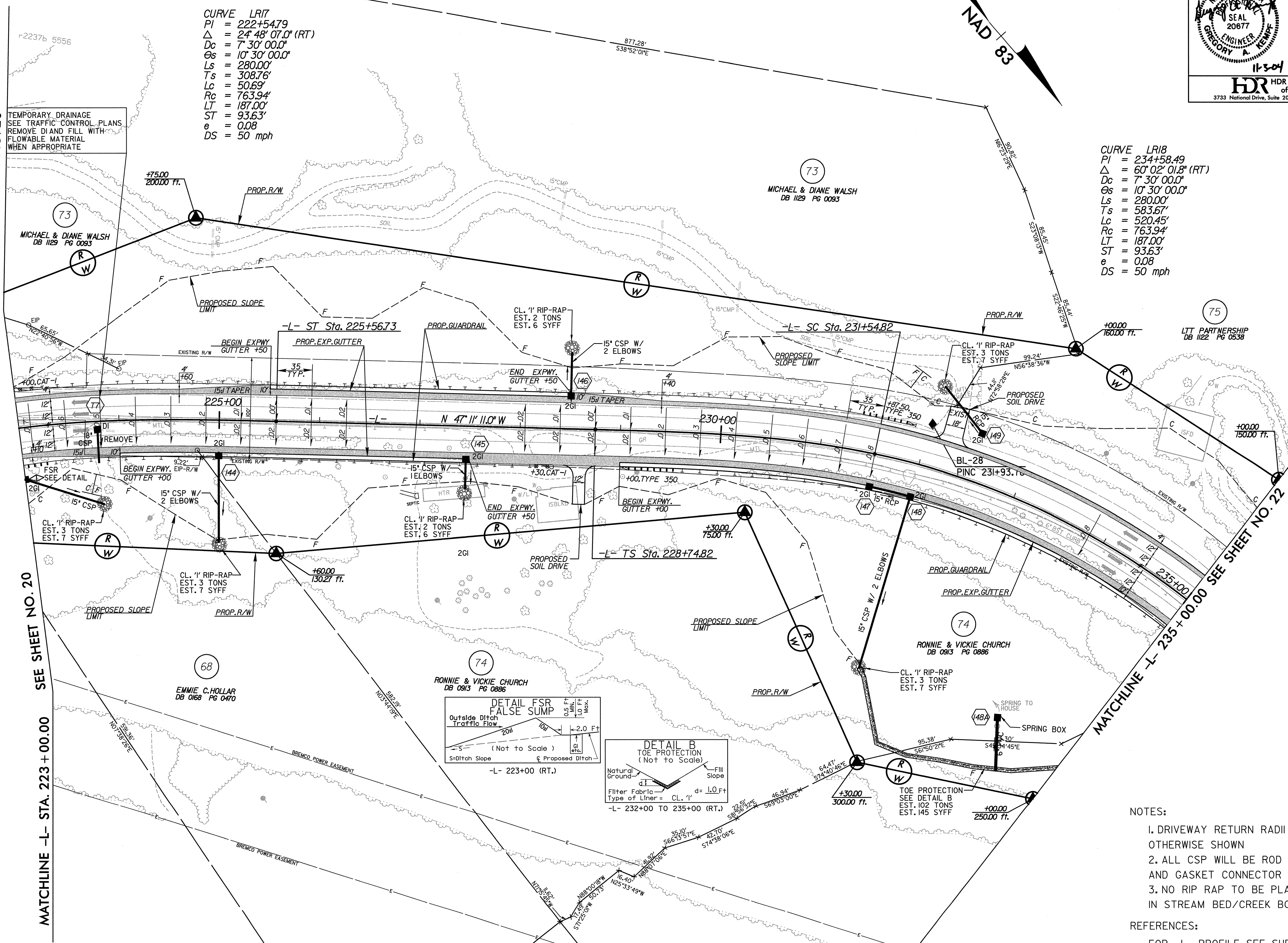


TRAN SITE CONSULTING ENGINEERS, INCORPORATED
1300 Padlock Drive, Suite G-10
Raleigh, N.C. 27609
Including Temporary Drainage Structure Number T7 Sta. 223+80 +/-, 18" CSP and GI

FOR HYDRAULIC DESIGN ASSOCIATED WITH TEMPORARY DRAINAGE STRUCTURE NUMBER T7
HDR Engineering, Inc. of the Carolinas
3733 National Drive, Suite 207 Raleigh, N.C. 27612

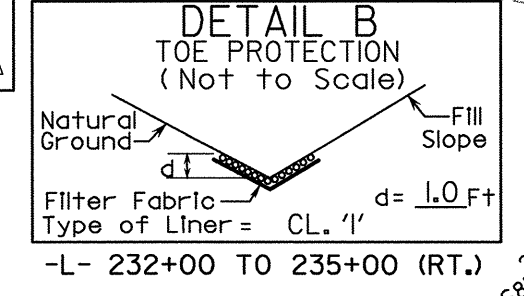
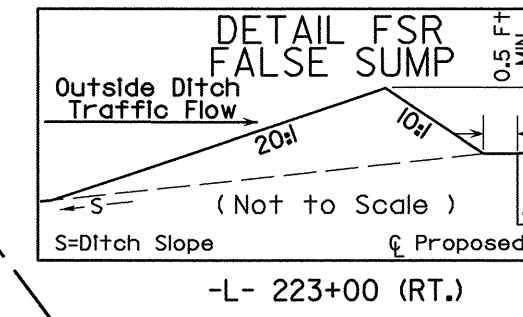
MATCHLINE -L- STA. 223+00.00 SEE SHEET NO. 20



CURVE LR17
 PI = 222+54.79
 Δ = 24° 48' 07.0" (RT)
 Dc = 7' 30" 00.0"
 Θ_s = 10' 30" 00.0"
 Ls = 280.00'
 Ts = 308.76'
 Lc = 50.69'
 Rc = 763.94'
 LT = 187.00'
 ST = 93.63'
 e = 0.08
 DS = 50 mph

CURVE LR18
 PI = 234+58.49
 Δ = 60° 02' 01.8" (RT)
 Dc = 7' 30" 00.0"
 Θ_s = 10' 30" 00.0"
 Ls = 280.00'
 Ts = 583.67'
 Lc = 520.45'
 Rc = 763.94'
 LT = 187.00'
 ST = 93.63'
 e = 0.08
 DS = 50 mph

TEMPORARY DRAINAGE SEE TRAFFIC CONTROL PLANS REMOVE DI AND FILL WITH FLOWABLE MATERIAL WHEN APPROPRIATE



- NOTES:
1. DRIVEWAY RETURN RADII ARE 10' UNLESS OTHERWISE SHOWN
 2. ALL CSP WILL BE ROD LUG AND GASKET CONNECTOR
 3. NO RIP RAP TO BE PLACED IN STREAM BED/CREEK BOTTOM
- REFERENCES:
 FOR -L- PROFILE SEE SHEET 49

REVISIONS

8/17/99

11/03/2004 01:38:41 PM