

REVISIONS

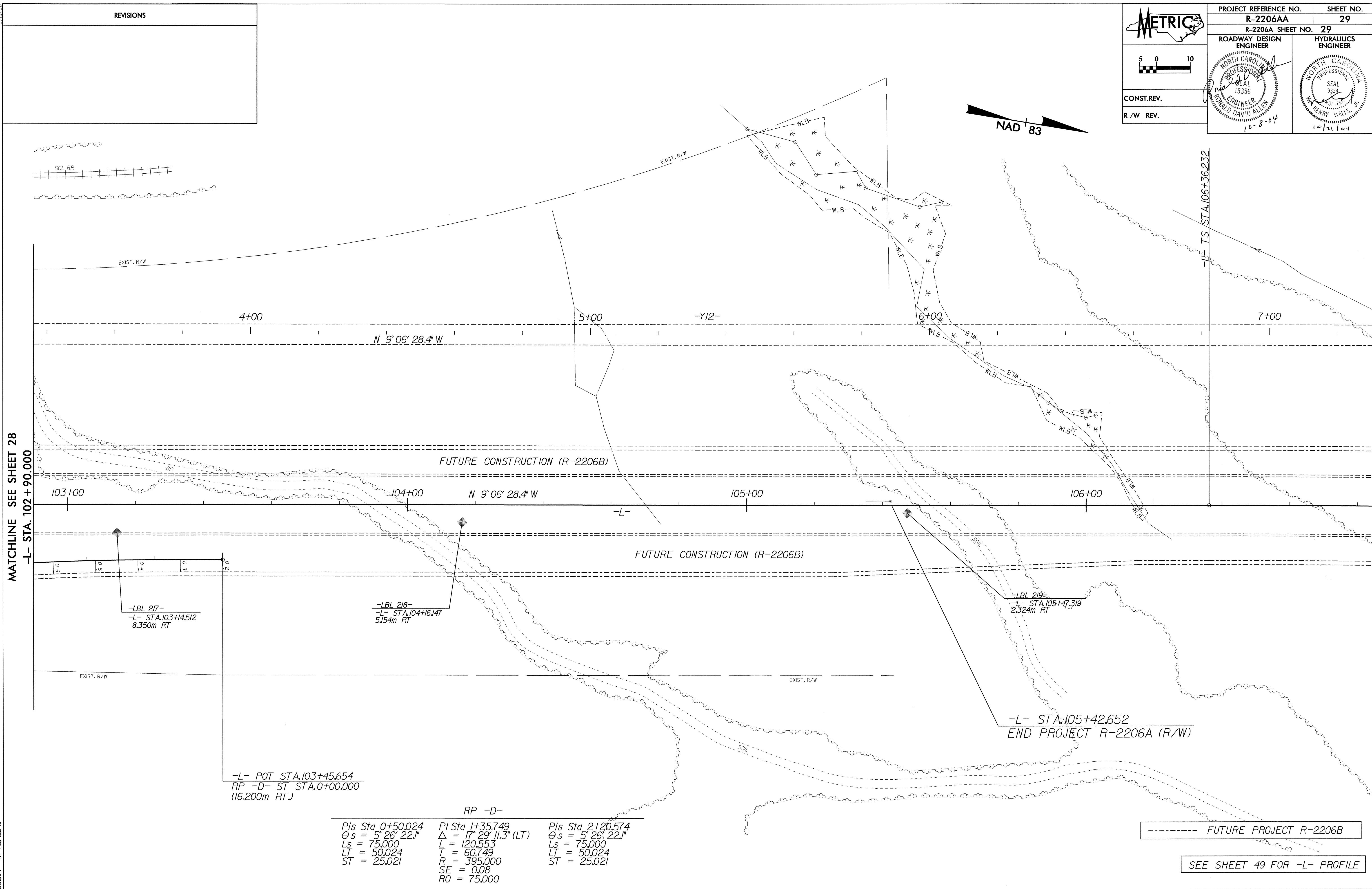
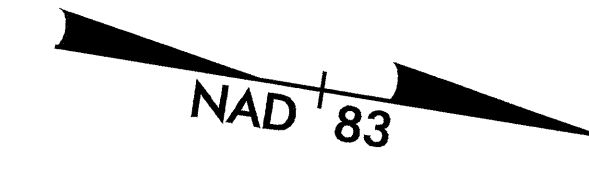
**METRIC**

5 0 10

CONST. REV.

R/W REV.

PROJECT REFERENCE NO. R-2206AA	SHEET NO. 29
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL ENGINEER DAVID ALLEN 10-8-04	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL ENGINEER HEARLY WELLS, III 10/21/04



MATCHLINE SEE SHEET 28  
-L- STA. 102+90.000

-LBL 217-  
-L- STA. 103+14.512  
8.350m RT

-LBL 218-  
-L- STA. 104+16.147  
5.154m RT

-LBL 219-  
-L- STA. 105+47.319  
2.324m RT

-L- STA. 105+42.652  
END PROJECT R-2206A (R/W)

-L- POT STA. 103+45.654  
RP -D- ST STA. 0+00.000  
(16.200m RT.)

RP -D-		
PIs Sta 0+50.024	PI Sta 1+35.749	PIs Sta 2+20.574
$\theta_s = 5^\circ 26' 22.1''$	$\Delta = 17^\circ 29' 11.3''$ (LT)	$\theta_s = 5^\circ 26' 22.1''$
$L_s = 75.000$	$L = 120.553$	$L_s = 75.000$
$LT = 50.024$	$T = 60.749$	$LT = 50.024$
$ST = 25.021$	$R = 395.000$	$ST = 25.021$
	$SE = 0.08$	
	$RO = 75.000$	

----- FUTURE PROJECT R-2206B

SEE SHEET 49 FOR -L- PROFILE

30-SEP-2004 16:35:22 psh29 SEC\alhouh rd-09oc34