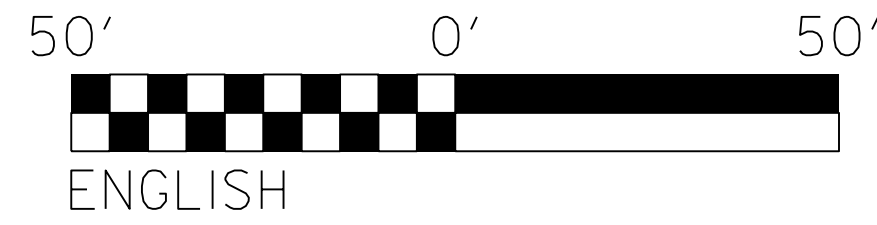
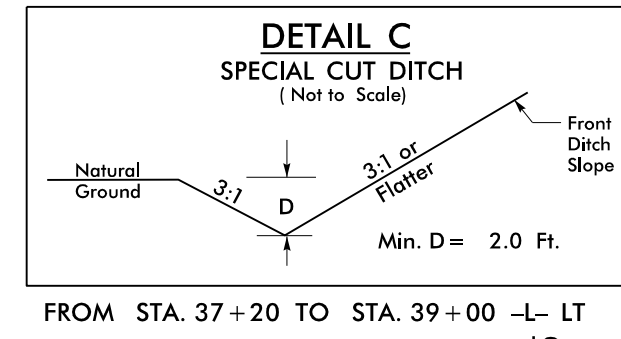
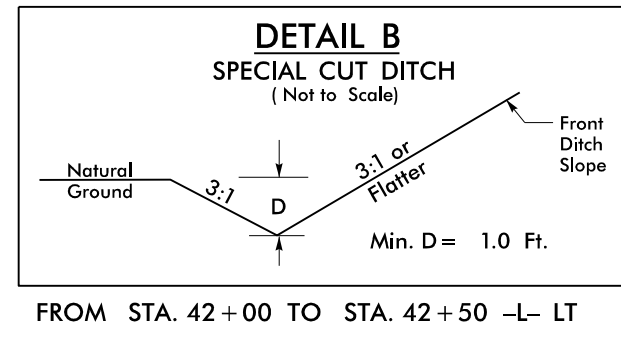


NOTES: ANY DEVIATION FROM OPTIONS GIVEN WILL REQUIRE PRIOR APPROVAL BY ENGINEER.  
ADDITIONAL EROSION CONTROL DEVICES MAY NEED TO BE INSTALLED AS DIRECTED BY THE ENGINEER.



-L-	-DRIVE 4-
PI Sta 34+10.96	PI Sta 10+41.8
$\Delta = 23^\circ 27' 35.8''$ (RT)	$\Delta = 17^\circ 19' 26.3''$ (LT)
$D = 4' 46' 28.7''$	$D = 229' 10' 59.2''$
$L = 491.34'$	$L = 7.56'$
$T = 249.16'$	$T = 3.81'$
$R = 1,200.00'$	$R = 25.00'$
$R.O. = 220.00'$	
$S.E. = .08$	



NAD 83

MI ENGINEERING  
1011 SCHARB DRIVE, SUITE 100  
RALEIGH, NC 27606  
(919) 851-4806  
FIRM # P-0671

PROJECT REFERENCE NO. <i>W-5512</i>	SHEET NO. <i>EC-18/CONST.05</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

MATCH LINE -L- STA 37+00 SEE SHEET 4

KATHERINE McGEACHY  
DB 4789 PG 243  
3

CAPE FEAR DISTRIBUTION LTD  
DB 7025 PG 343  
PB 109 PG 155  
4

PC Sta. 10+37.37  
PT Sta. 10+44.93  
-DRIVE 4- POT Sta. 10+79.23  
END CONSTRUCTION  
POT Sta. 11+00.00  
PT Sta. 43+62.64  
-L- POC Sta. 41+68.43 =  
-DRIVE 4- POT Sta. 10+00.00

-L- STA. 46+15 END CONSTRUCTION  
BEGIN RESURFACING

MATCH LINE -L- STA 51+00 SEE SHEET 6

\*NOTE: RESURFACING TO END -L- STA. 53+52.50 (SEE T.S. NO. 1 SHEET 2)

NOTE:  
SEE SHEET 17 FOR -L- PROFILE  
SEE SHEET 24 FOR -DRIVE 4- PROFILE

REVISIONS

8.17.99