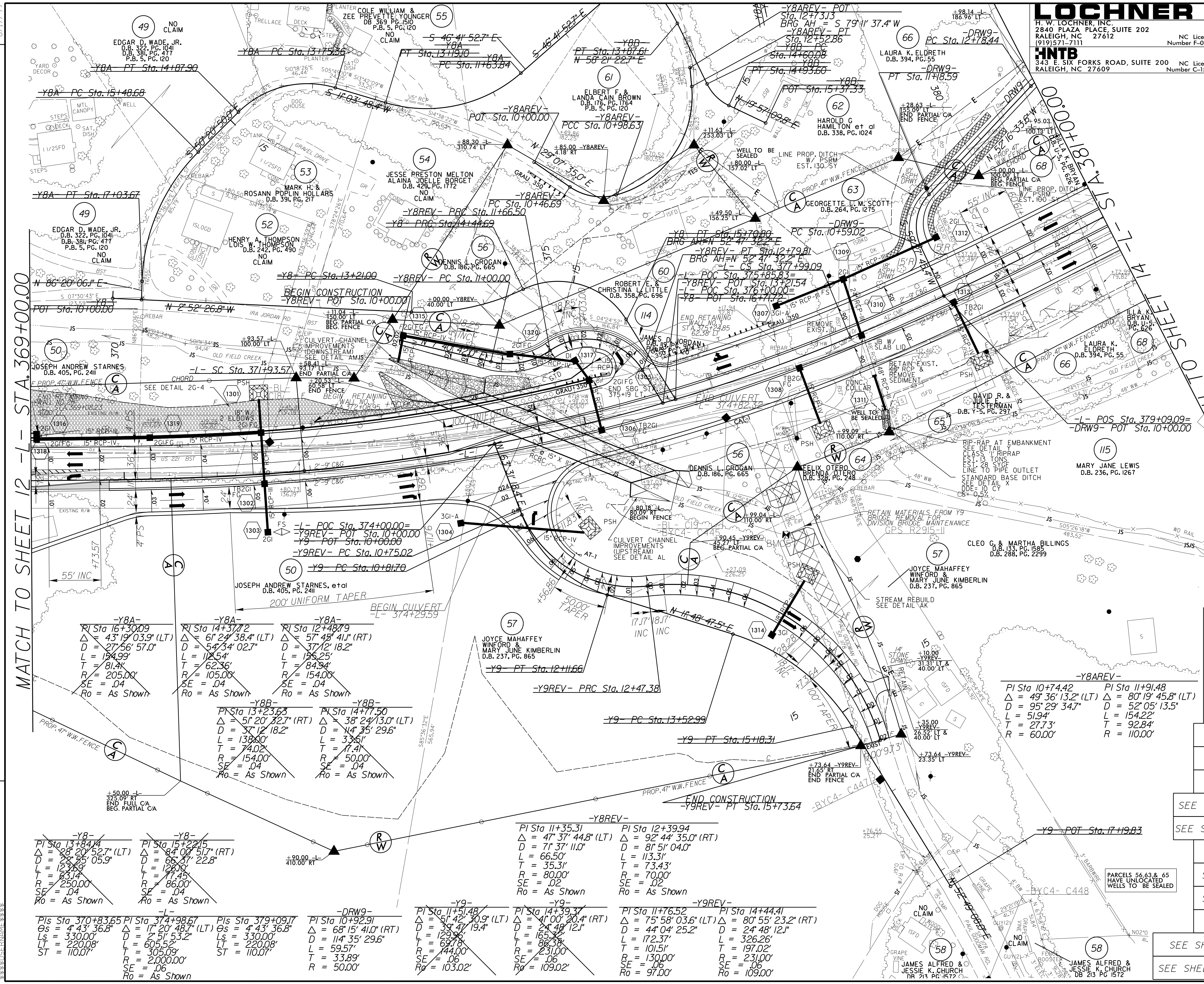


LOCHNER
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 NC License Number F-10519

HNTB
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 RALEIGH, NC 27609
 NC License Number C-1554

| | |
|---|---------------------|
| PROJECT REFERENCE NO. R-2915C | SHEET NO. 13 |
| RW SHEET NO. | HYDRAULICS ENGINEER |
| ROADWAY DESIGN ENGINEER | SEAL 25523 |
| | |
| <p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p> | |

NAD 83
 CORS



MATCH TO SHEET 12 - L - STA. 369+00.00

MATCH TO SHEET 13

REVISIONS

| | | |
|---|--|---|
| Y8A- PI Sta 16+30.09 $\Delta = 43^\circ 19' 03.9''$ (LT) $D = 27^\circ 56' 57.0''$ $L = 134.99'$ $T = 81.4'$ $R = 205.00'$ $SE = .04$ $Ro = \text{As Shown}$ | Y8A- PI Sta 14+37.2 $\Delta = 61^\circ 24' 38.4''$ (LT) $D = 54^\circ 34' 02.7''$ $L = 118.54'$ $T = 62.36'$ $R = 105.00'$ $SE = .04$ $Ro = \text{As Shown}$ | Y8A- PI Sta 12+48.79 $\Delta = 57^\circ 45' 41''$ (RT) $D = 37^\circ 12' 18.2''$ $L = 135.25'$ $T = 84.94'$ $R = 154.00'$ $SE = .04$ $Ro = \text{As Shown}$ |
| Y8B- PI Sta 13+23.63 $\Delta = 51^\circ 20' 32.7''$ (RT) $D = 37^\circ 12' 18.2''$ $L = 138.00'$ $T = 74.02'$ $R = 154.00'$ $SE = .04$ $Ro = \text{As Shown}$ | Y8B- PI Sta 14+17.50 $\Delta = 38^\circ 24' 13.0''$ (LT) $D = 14^\circ 35' 29.6''$ $L = 33.51'$ $T = 17.41'$ $R = 50.00'$ $SE = .04$ $Ro = \text{As Shown}$ | |

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|--|---|
| Y8- PI Sta 13+84.14 $\Delta = 28^\circ 20' 52.7''$ (LT) $D = 28^\circ 55' 05.9''$ $L = 123.69'$ $T = 63.14'$ $R = 250.00'$ $SE = .04$ $Ro = \text{As Shown}$ | Y8- PI Sta 15+22.15 $\Delta = 84^\circ 00' 51.7''$ (RT) $D = 66^\circ 37' 22.8''$ $L = 126.10'$ $T = 77.45'$ $R = 86.00'$ $SE = .04$ $Ro = \text{As Shown}$ |
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| Y9- PI Sta 11+51.48 $\Delta = 51^\circ 42' 30.9''$ (LT) $D = 39^\circ 47' 19.4''$ $L = 129.96'$ $T = 69.78'$ $R = 144.00'$ $SE = .06$ $Ro = 103.02'$ | Y9- PI Sta 14+39.37 $\Delta = 41^\circ 00' 20.4''$ (RT) $D = 24^\circ 48' 12.1''$ $L = 165.22'$ $T = 86.38'$ $R = 231.00'$ $SE = .06$ $Ro = 109.02'$ |
|--|--|

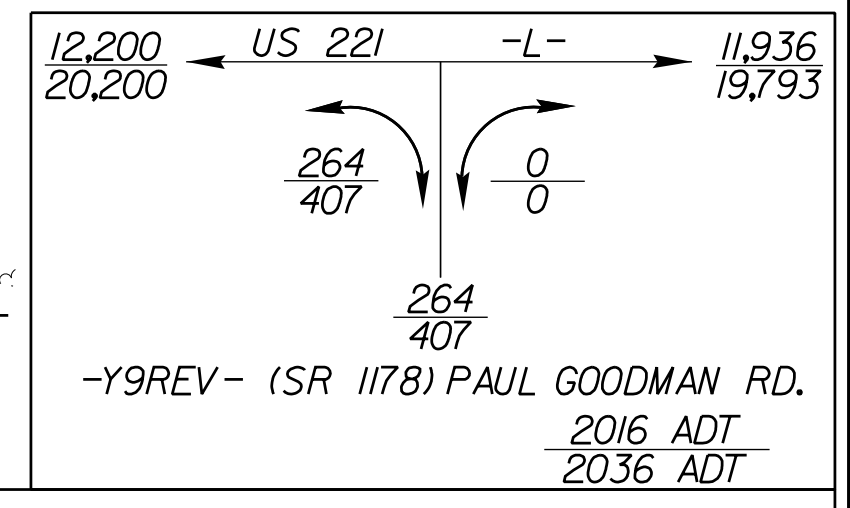
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| DRW9- PI Sta 10+92.91 $\Delta = 68^\circ 15' 41.0''$ (RT) $D = 11^\circ 35' 29.6''$ $L = 59.57'$ $T = 33.89'$ $R = 50.00'$ | Y9REV- PI Sta 14+44.1 $\Delta = 75^\circ 58' 03.6''$ (LT) $D = 41^\circ 04' 25.2''$ $L = 172.07'$ $T = 102.51'$ $R = 130.00'$ $SE = .06$ $Ro = 97.00'$ |
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| Y8REV- PI Sta 11+35.31 $\Delta = 47^\circ 37' 44.8''$ (LT) $D = 71^\circ 37' 11.0''$ $L = 66.50'$ $T = 35.31'$ $R = 80.00'$ $SE = .02$ $Ro = \text{As Shown}$ | Y8REV- PI Sta 12+39.94 $\Delta = 92^\circ 44' 35.0''$ (RT) $D = 81^\circ 51' 04.0''$ $L = 113.31'$ $T = 73.43'$ $R = 70.00'$ $SE = .02$ $Ro = \text{As Shown}$ |
|---|--|

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|--|--|
| Y9- PI Sta 11+51.48 $\Delta = 51^\circ 42' 30.9''$ (LT) $D = 39^\circ 47' 19.4''$ $L = 129.96'$ $T = 69.78'$ $R = 144.00'$ $SE = .06$ $Ro = 103.02'$ | Y9- PI Sta 14+39.37 $\Delta = 41^\circ 00' 20.4''$ (RT) $D = 24^\circ 48' 12.1''$ $L = 165.22'$ $T = 86.38'$ $R = 231.00'$ $SE = .06$ $Ro = 109.02'$ |
|--|--|

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|---|---|
| Y9REV- PI Sta 10+74.42 $\Delta = 49^\circ 36' 13.2''$ (LT) $D = 95^\circ 29' 34.7''$ $L = 51.94'$ $T = 27.73'$ $R = 60.00'$ | Y9REV- PI Sta 11+91.48 $\Delta = 80^\circ 19' 45.8''$ (LT) $D = 52^\circ 05' 13.5''$ $L = 154.22'$ $T = 92.84'$ $R = 110.00'$ |
|---|---|

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|--|--|
| Y9- PI Sta 11+51.48 $\Delta = 51^\circ 42' 30.9''$ (LT) $D = 39^\circ 47' 19.4''$ $L = 129.96'$ $T = 69.78'$ $R = 144.00'$ $SE = .06$ $Ro = 103.02'$ | Y9- PI Sta 14+39.37 $\Delta = 41^\circ 00' 20.4''$ (RT) $D = 24^\circ 48' 12.1''$ $L = 165.22'$ $T = 86.38'$ $R = 231.00'$ $SE = .06$ $Ro = 109.02'$ |
|--|--|



- SEE SHEET 2D-1 FOR DITCH DETAILS
- SEE SHEET 2D-2 FOR PSH DETAIL
- DRIVEWAY TURNOUTS ARE 10' RADII UNLESS SHOWN OTHERWISE.
- SEE SHEET 2B-II FOR INTERSECTION DETAIL
- SEE SHEET 2B-I2 FOR INTERSECTION DETAIL
- SEE SHEET 40 FOR -DRW9- PROFILE
- SEE SHEET 37 FOR -Y8REV- PROFILE
- SEE SHEET 37 FOR -Y9REV- PROFILE
- SEE SHEET 30 FOR -L- PROFILE
- SEE SHEETS W-1 TO W-9 FOR WALL PLANS
- SEE SHEETS C-1 TO C-12 FOR CULVERT PLANS

PARCELS 56.63 & 65
 HAVE UNLOCATED
 WELLS TO BE SEALED