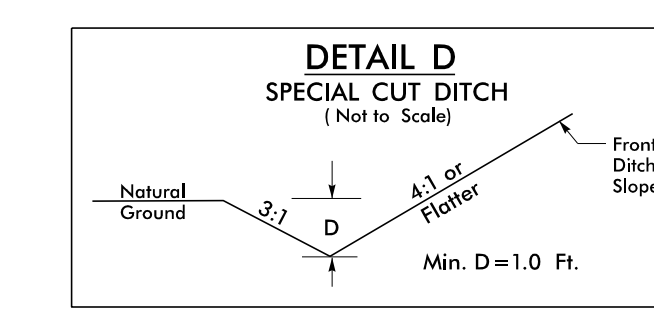
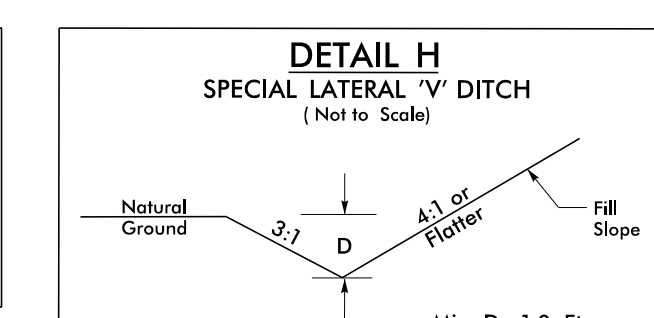


8/17/99

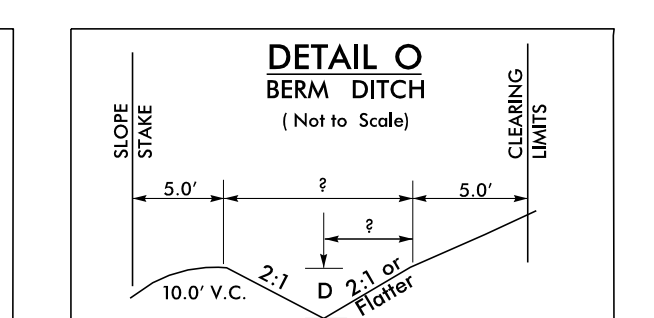
$\Delta = 15' 4" 39.2" (LT)$
 $D = 1,086.08'$
 $L = 546.46'$
 $R = 3,965.00'$
 $SE = 04'$
 $RO = 160'$



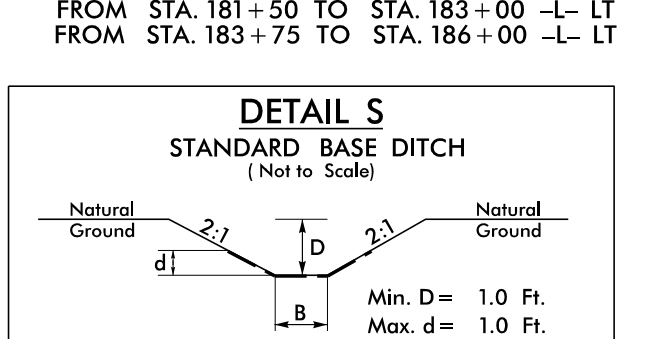
FROM STA. 174+00 TO STA. 175+50 -L- RT
 FROM STA. 180+75 TO STA. 182+50 -L- RT
 FROM STA. 186+50 TO STA. 187+50 -L- LT



FROM STA. 187+00 TO STA. 187+50 -L- RT



FROM STA. 178+75 TO STA. 180+50 -L- LT
FROM STA. 181+50 TO STA. 183+00 -L- LT
FROM STA. 183+75 TO STA. 186+00 -L- LT



STA. 181+42 -L- RT

PROJECT REFERENCE NO. R-3100A	SHEET NO. 16
ROADWAY DESIGN ENGINEER MOTT MACDONALD	HYDRAULICS ENGINEER MOTT MACDONALD
SEAL 21102 3/15/2008	SEAL Q25503 3/15/2008

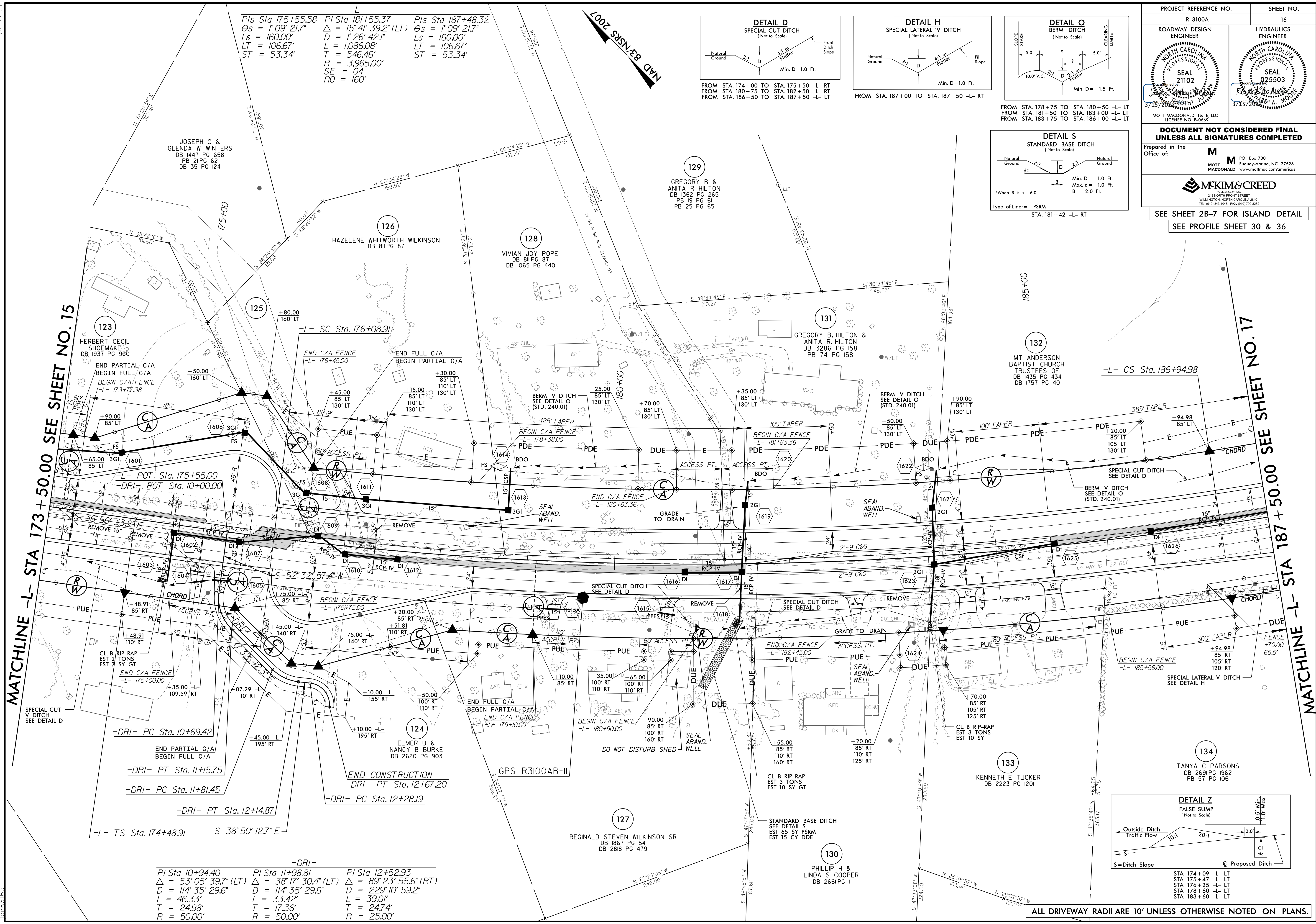
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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TEL: (910) 343-1048 FAX: (910) 796-8282

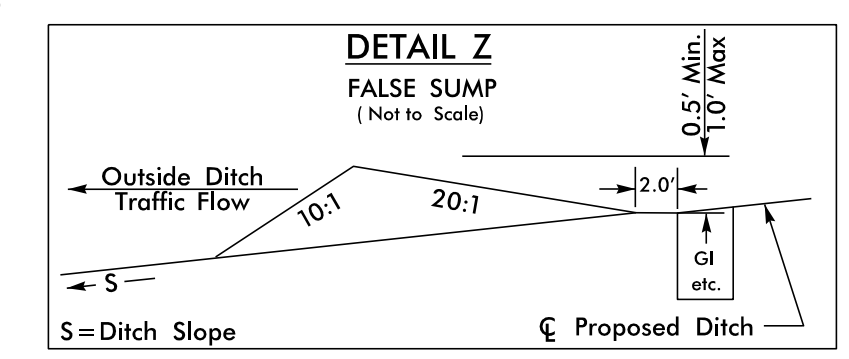
SEE SHEET 2B-7 FOR ISLAND DETAIL
SEE PROFILE SHEET 30 & 36



MATCHLINE -L- STA 173+50.00 SEE SHEET NO. 15

MATCHLINE -L- STA 187+50.00 SEE SHEET NO. 17

$\Delta = 53' 05' 39.7" (LT)$
 $D = 114' 35' 29.6"$
 $L = 46.33'$
 $T = 24.98'$
 $R = 50.00'$



STA 174+09 -L- LT
 STA 175+47 -L- LT
 STA 176+25 -L- LT
 STA 178+60 -L- LT
 STA 183+60 -L- LT

ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED ON PLANS.