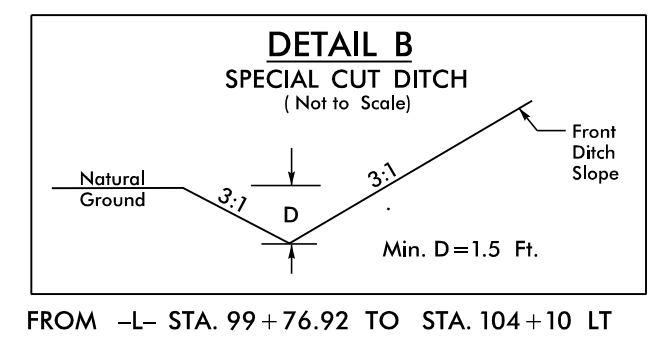


8.17.99

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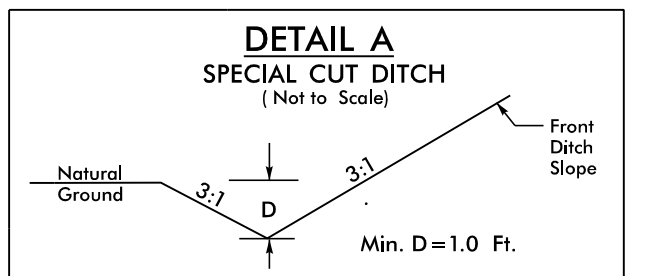
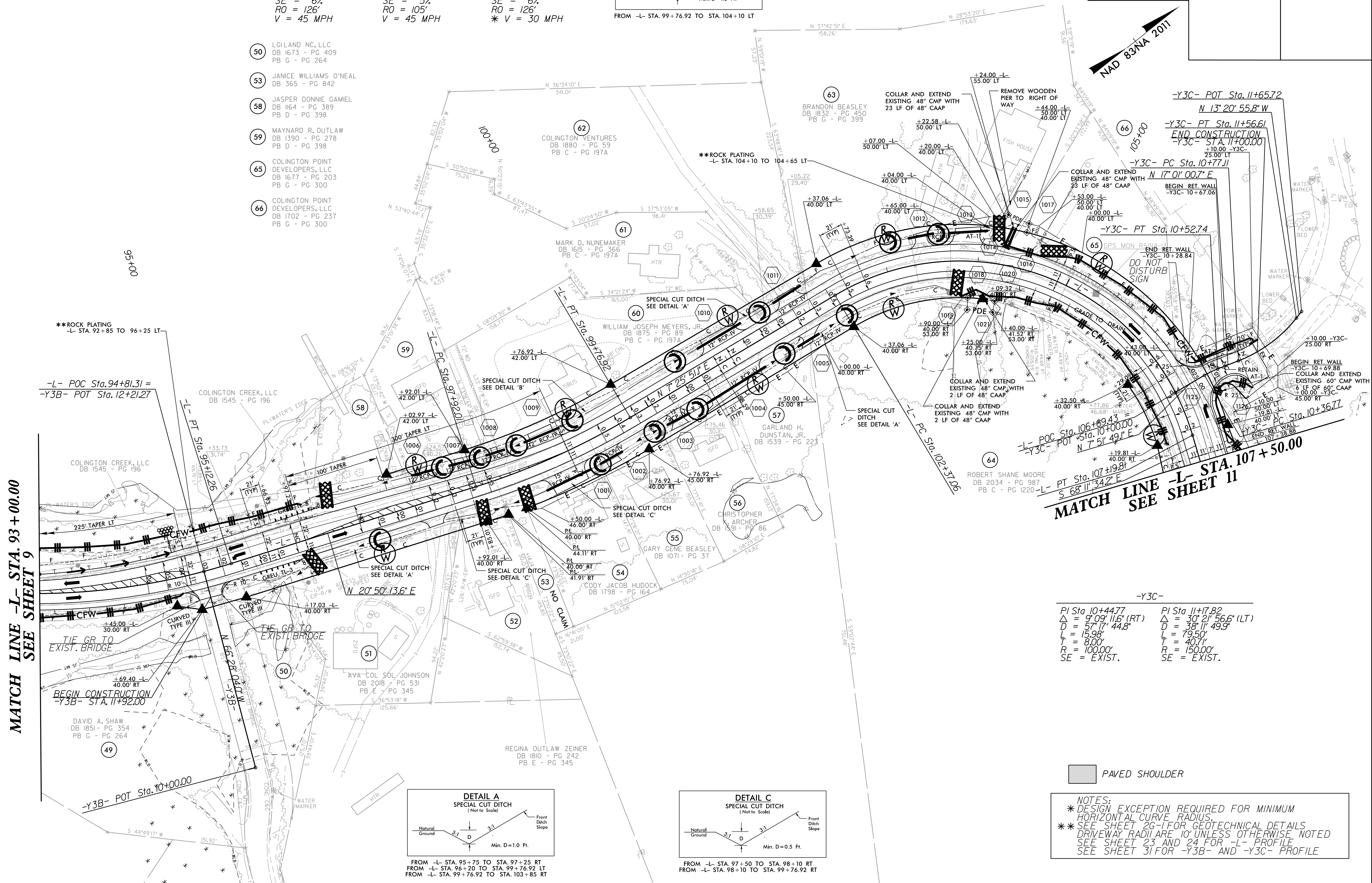
PROJECT REFERENCE NO.	SHEET NO.
R-5014	EC-27/CONST.10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PI Sta 92+55.51 $\Delta = 43^{\circ}15'31.2" (LT)$ $D = 8^{\circ}00'00.0"$ $L = 540.73'$ $T = 283.99'$ $R = 716.20'$ $SE = 6\%$ $RO = 126'$ $V = 45 MPH$	PI Sta 98+84.89 $\Delta = 13^{\circ}24'22.6" (LT)$ $D = 7^{\circ}15'00.0"$ $L = 184.91'$ $T = 92.88'$ $R = 790.29'$ $SE = 5\%$ $RO = 105'$ $V = 45 MPH$	PI Sta 105+78.55 $\Delta = 104^{\circ}22'34.7" (RT)$ $D = 2^{\circ}37'15.8"$ $L = 482.75'$ $T = 341.49'$ $R = 265.00'$ $SE = 6\%$ $RO = 126'$ $* V = 30 MPH$
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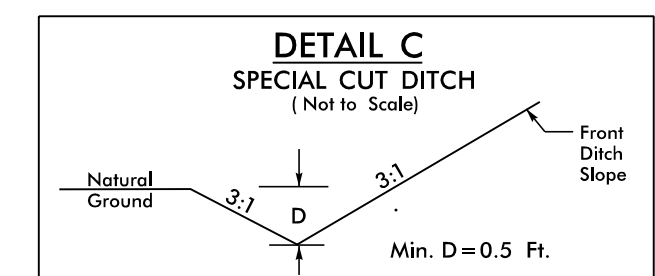


FROM -L- STA. 99+76.92 TO STA. 104+10 LT

- 50 LGLAND NC, LLC
DB 1673 - PG 409
PB G - PG 264
- 53 JANICE WILLIAMS O'NEAL
DB 365 - PG 842
- 58 JASPER DONNIE GAMIEL
DB 1164 - PG 389
PB D - PG 398
- 59 MAYNARD R. OUTLAW
DB 1390 - PG 278
PB D - PG 398
- 65 COLINGTON POINT DEVELOPERS, LLC
DB 1677 - PG 203
PB G - PG 300
- 66 COLINGTON POINT DEVELOPERS, LLC
DB 1702 - PG 237
PB G - PG 300



FROM -L- STA. 95+75 TO STA. 97+25 RT
FROM -L- STA. 96+20 TO STA. 99+76.92 LT
FROM -L- STA. 99+76.92 TO STA. 103+85 RT



FROM -L- STA. 97+50 TO STA. 98+10 RT
FROM -L- STA. 98+10 TO STA. 99+76.92 RT

PI Sta 10+44.77 $\Delta = 9^{\circ}09'11.6" (RT)$ $D = 57^{\circ}17'44.8"$ $L = 15.98'$ $T = 8.00'$ $R = 100.00'$ $SE = EXIST.$	PI Sta 11+17.82 $\Delta = 30^{\circ}21'56.6" (LT)$ $D = 38^{\circ}11'49.9"$ $L = 79.50'$ $T = 40.71'$ $R = 150.00'$ $SE = EXIST.$
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PAVED SHOULDER

NOTES:
 * DESIGN EXCEPTION REQUIRED FOR MINIMUM HORIZONTAL CURVE RADIUS.
 ** SEE SHEET 26-1 FOR GEOTECHNICAL DETAILS DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED
 SEE SHEET 23 AND 24 FOR -L- PROFILE
 SEE SHEET 31 FOR -Y3B- AND -Y3C- PROFILE

REVISIONS

MATCH LINE -L- STA. 93 + 00.00
SEE SHEET 9

MATCH LINE -L- STA. 107 + 50.00
SEE SHEET 11

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12/20/08