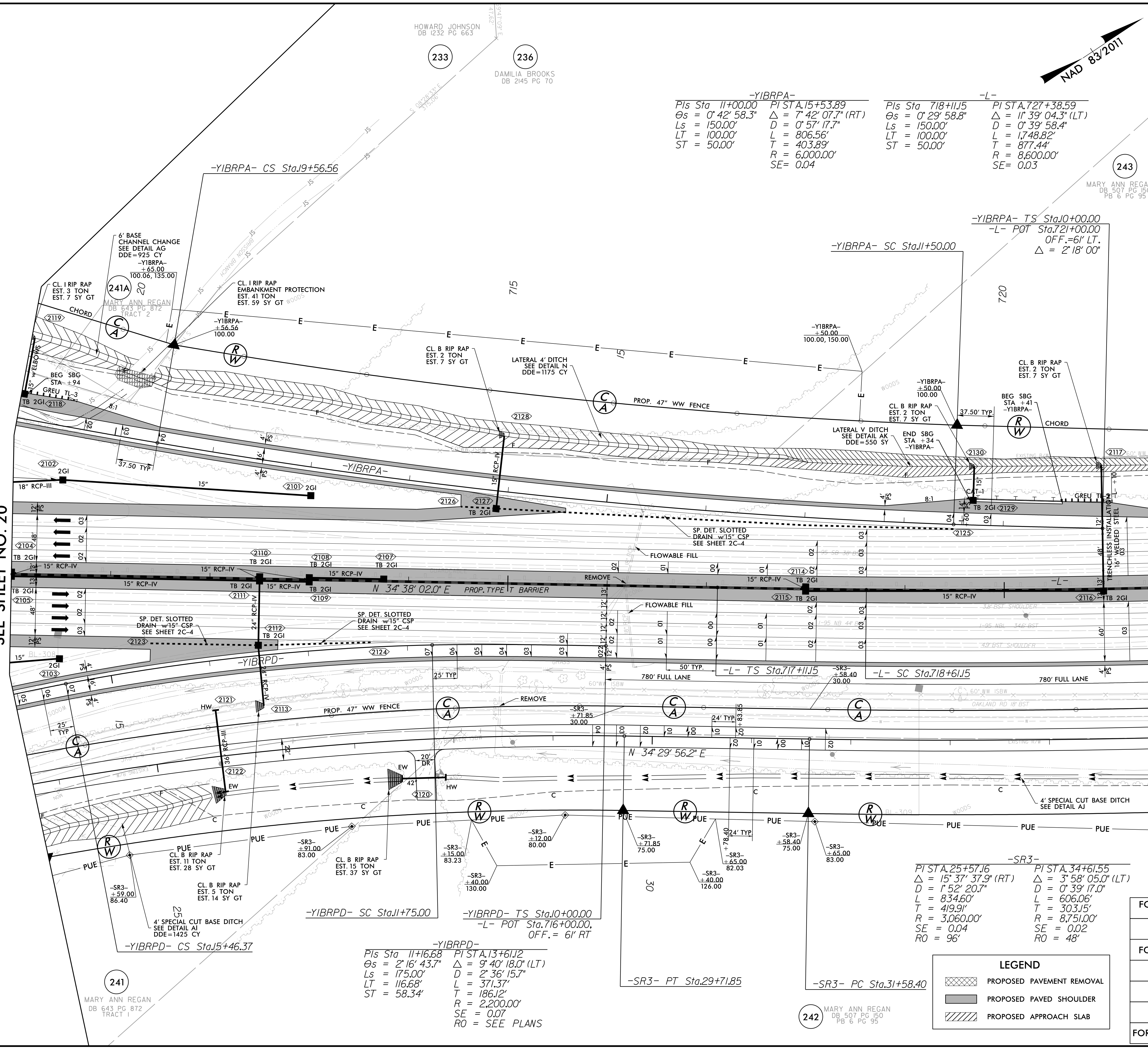


5/14/99
4/28/2022
R:\P\15987b\rdy_psh_21.dgn
M:\15987b\rdy_psh_21.dgn

PROJECT REFERENCE NO. 1-5987B	SHEET NO. 21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. F-0377 Bus: 919 851 8077 Fax: 919 851 8107	
TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION	

MATCHLINE -L- STA. 710+00.00
SEE SHEET NO. 20

MATCHLINE -L- STA. 722+00.00 SEE SHEET NO. 22



-YIBRPA-
 PIs Sta 11+00.00 PI STA. 15+53.89
 $\Theta_s = 0^\circ 42' 58.3''$ $\Delta = 7^\circ 42' 07.7''$ (RT)
 $L_s = 150.00'$ $D = 0^\circ 57' 17.7''$
 $LT = 100.00'$ $L = 806.56'$
 $ST = 50.00'$ $T = 403.89'$
 $R = 6,000.00'$
 $SE = 0.04$

-L-
 PIs Sta 718+11.5 PI STA. 727+38.59
 $\Theta_s = 0^\circ 29' 58.8''$ $\Delta = 1^\circ 39' 04.3''$ (LT)
 $L_s = 150.00'$ $D = 0^\circ 39' 58.4''$
 $LT = 100.00'$ $L = 1,748.82'$
 $ST = 50.00'$ $T = 877.44'$
 $R = 8,600.00'$
 $SE = 0.03$

-YIBRPD-
 PIs Sta 11+16.68 PI STA. 13+61.12
 $\Theta_s = 2^\circ 16' 43.7''$ $\Delta = 9^\circ 40' 18.0''$ (LT)
 $L_s = 175.00'$ $D = 2^\circ 36' 15.7''$
 $LT = 116.68'$ $L = 371.37'$
 $ST = 58.34'$ $T = 186.12'$
 $R = 2,200.00'$
 $SE = 0.07$
 $RO = \text{SEE PLANS}$

-SR3-
 PIs Sta. 25+57.16 PI STA. 34+61.55
 $\Delta = 15^\circ 37' 37.9''$ (RT) $\Delta = 3^\circ 58' 05.0''$ (LT)
 $D = 1^\circ 52' 20.7''$ $D = 0^\circ 39' 17.0''$
 $L = 834.60'$ $L = 606.06'$
 $T = 419.91'$ $T = 303.15'$
 $R = 3,060.00'$ $R = 8,751.00'$
 $SE = 0.04$ $SE = 0.02$
 $RO = 96'$ $RO = 48'$

LEGEND

- PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVED SHOULDER
- PROPOSED APPROACH SLAB

- FOR DITCH DETAILS SEE SHEETS D-1 THRU D-3
- FOR -L- PROFILE SEE SHEETS 66 & 67
- FOR -YIBRPA- PROFILE SEE SHEETS 91 & 92
- FOR -YIBRPD- PROFILE SEE SHEET 94
- FOR -SR3- PROFILE SEE SHEETS 98 & 99
- FOR TEMPORARY PROFILE FOR RAMPS -YIBRPA- & -YIBRPD- SEE SHEET 105
- FOR SLOTTED DRAIN DETAIL SEE SHEET 2C-?

242 MARY ANN REGAN
DB 507 PG 150
PB 6 PG 95