
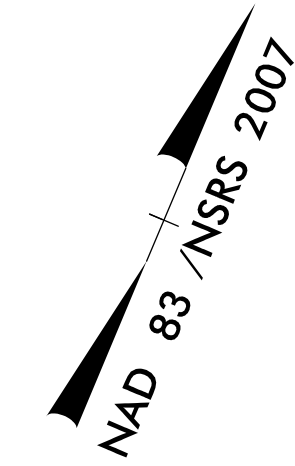


-L-
 PI Sta 13+48.92 PI Sta 22+87.42
 $\Delta = 6^{\circ} 35' 54.9''$ (RT) $\Delta = 0^{\circ} 53' 42.5''$ (RT)
 $D = 0^{\circ} 56' 47.9''$ $D = 0^{\circ} 42' 58.3''$
 $L = 697.06'$ $L = 124.99'$
 $T = 348.92'$ $T = 62.49'$
 $R = 6,052.59'$ $R = 8,000.00'$
 SE = EXIST. SE = NC

-YI-
 PI Sta 12+54.69
 $\Delta = 18^{\circ} 01' 10.9''$ (LT)
 $D = 3^{\circ} 34' 01.4''$
 $L = 505.17'$
 $T = 254.69'$
 $R = 1,606.25'$
 SE = EXIST.

① = -L- POT STA 17+83.13=
 -YI- POT STA 15+26.37
 ② = -L- POT STA 21+80.28=
 -DRWI- POT STA 10+00.00

PROJECT REFERENCE NO. R-3830		SHEET NO. EC-29/CONST.04	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
 TGS ENGINEERS 804-C N. LAFAYETTE ST SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275			



★ UPGRADE EXISTING SIGNAL

IN LIEU OF ROCK INLET SEDIMENT TRAP TYPE C,
 UTILIZE FABRIC INSERT INLET PROTECTION
 DEVICES IN AREAS WHERE WATER MAY
 POND ON ROAD OPEN TO LIVE TRAFFIC.

MATCHLINE -L- STA. 24+00.00
 SEE SHEET 5