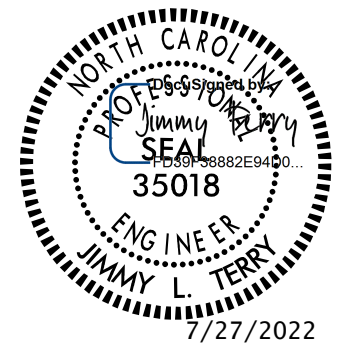


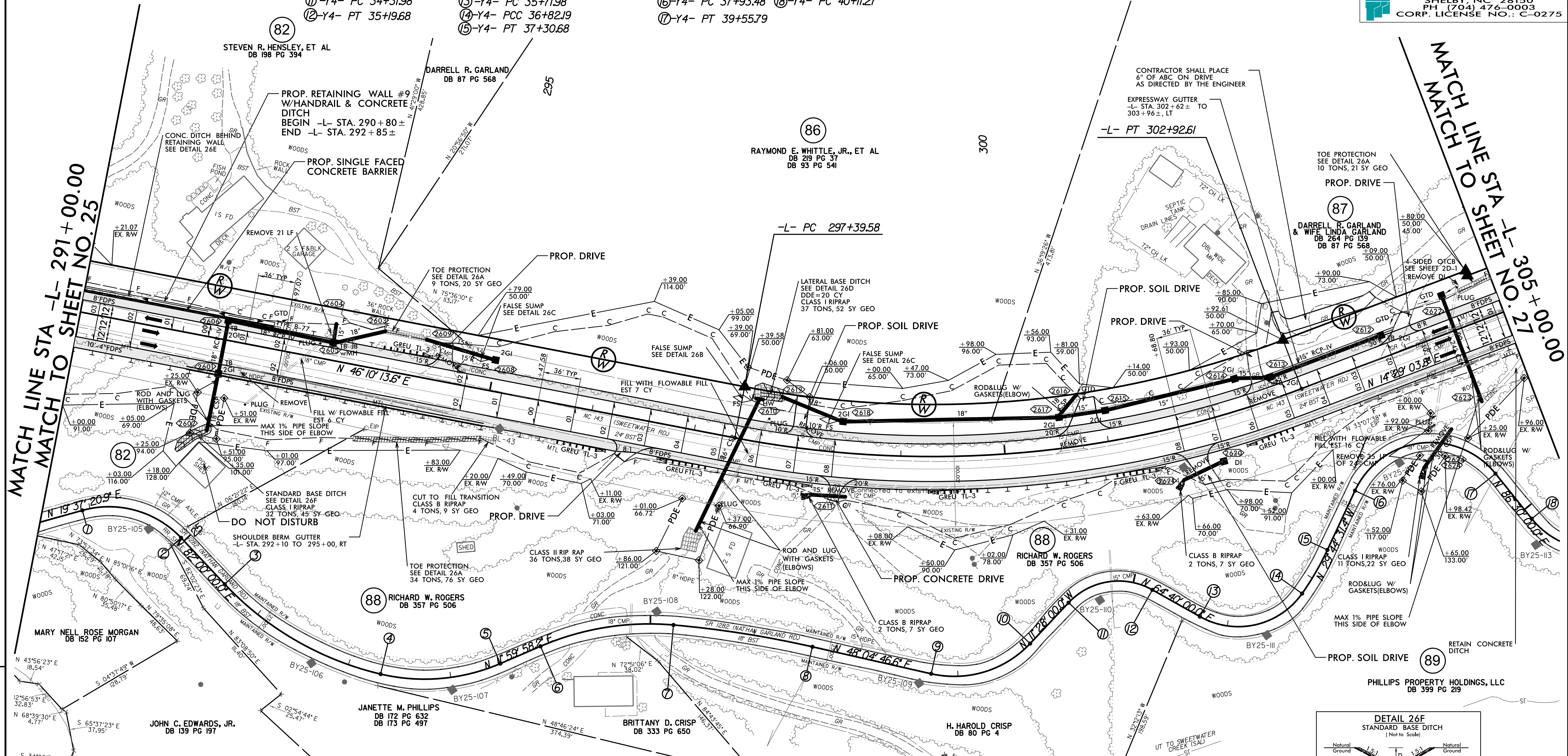
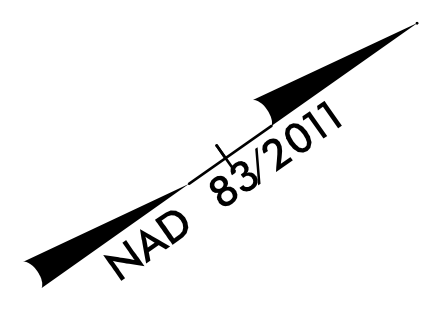


8/17/09

PROJECT REFERENCE NO. A-0009CB		SHEET NO. 26	
ROADWAY DESIGN		HYDRAULICS ENGINEER	
			
<b>DOCUMENT NOT CONSIDERED FINAL</b> <b>UNLESS ALL SIGNATURES COMPLETED</b>			
 <b>TGS ENGINEERS</b> 201 W. MARION ST SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275			

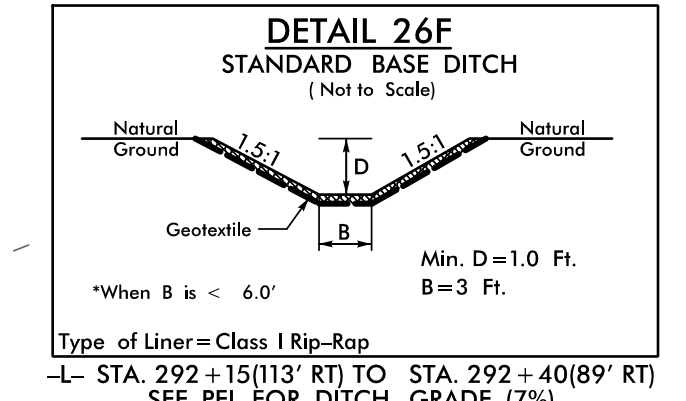
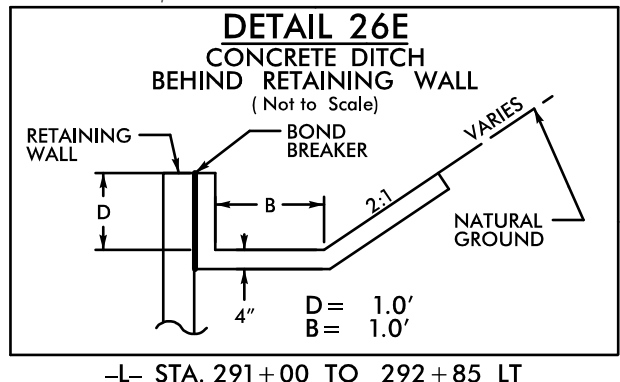
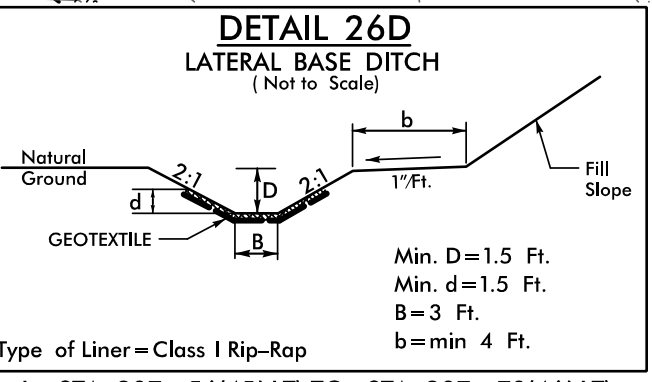
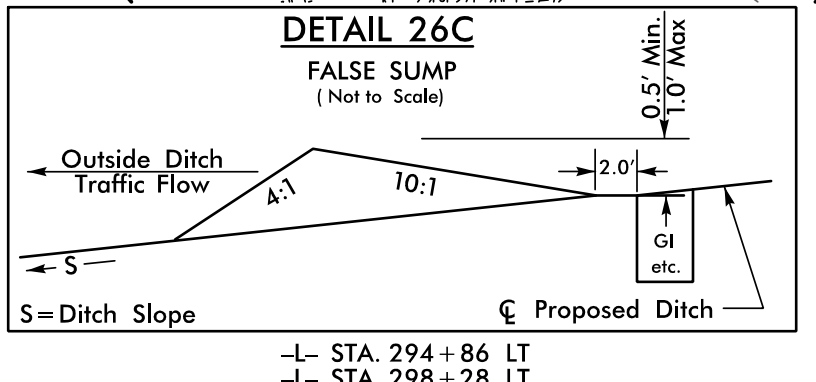
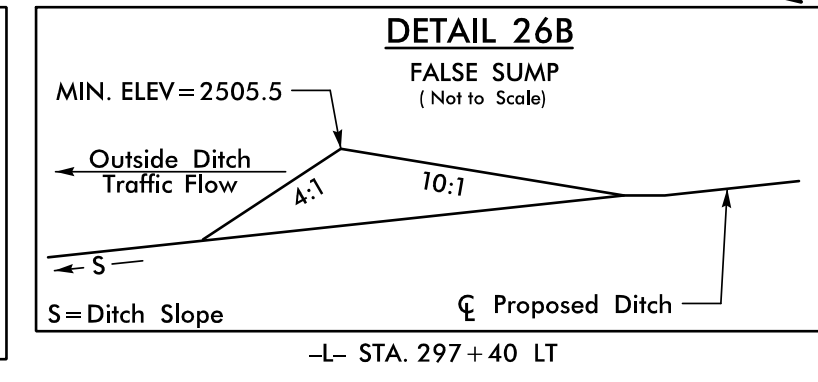
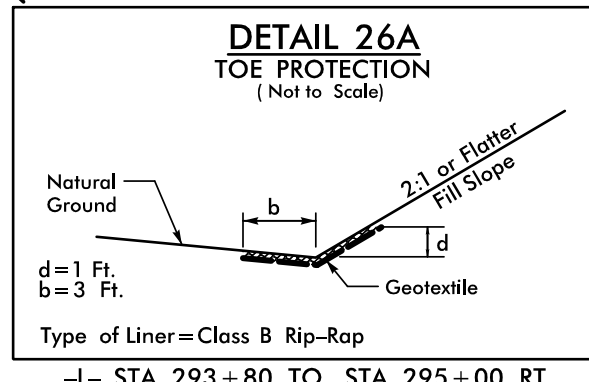
-L- CURVE DATA		-Y4- CURVE DATA					
PI Sta 300+23.36	PI Sta 24+49.98	PI Sta 26+47.22	PI Sta 27+92.98	PI Sta 29+58.22	PI Sta 30+89.80	PI Sta 33+31.35	
$\Delta = 31' 41" 09.8" (LT)$	$\Delta = 62' 22" 39.1" (RT)$	$\Delta = 33' 27" 29.8" (LT)$	$\Delta = 36' 32" 32.0" (LT)$	$\Delta = 28' 20" 20.0" (RT)$	$\Delta = 7' 44" 28.4" (RT)$	$\Delta = 59' 32" 46.6" (LT)$	
$D = 5' 43" 46.5"$	$D = 60' 18" 40.8"$	$D = 19' 05" 54.9"$	$D = 31' 08" 20.4"$	$D = 21' 42" 10.6"$	$D = 5' 43" 46.5"$	$D = 57' 17" 44.8"$	
$L = 553.03'$	$L = 103.43'$	$L = 175.19'$	$L = 117.35'$	$L = 130.58'$	$L = 135.11'$	$L = 103.93'$	
$T = 283.78'$	$T = 57.51'$	$T = 90.17'$	$T = 60.75'$	$T = 66.65'$	$T = 67.66'$	$T = 57.21'$	
$R = 1,000.00'$	$R = 95.00'$	$R = 300.00'$	$R = 300.00'$	$R = 264.00'$	$R = 1,000.00'$	$R = 100.00'$	
$SE = 0.08$							
$DS = 55 MPH$							
	① -Y4- PC 23+92.47	③ -Y4- PC 25+57.05	⑤ -Y4- PC 28+91.56	⑦ -Y4- PC 30+22.14	⑨ -Y4- PC 32+74.14		
	② -Y4- PT 24+95.90	④ -Y4- PCC 27+32.23	⑥ -Y4- PCC 30+22.14	⑧ -Y4- PT 31+57.25	⑩ -Y4- PT 33+78.07		
	PI Sta 34+83.66	PI Sta 36+39.74	PI Sta 37+06.50	PI Sta 39+22.11	PI Sta 40+76.38		
	$\Delta = 76' 08" 00.0" (RT)$	$\Delta = 84' 11" 34.2" (LT)$	$\Delta = 10' 12" 57.1" (LT)$	$\Delta = 116' 14" 31.4" (RT)$	$\Delta = 78' 16" 33.1" (LT)$		
	$D = 86' 48" 42.4"$	$D = 76' 23" 39.7"$	$D = 21' 03" 52.6"$	$D = 71' 37" 11.0"$	$D = 71' 37" 11.0"$		
	$L = 87.70'$	$L = 110.21'$	$L = 48.50'$	$L = 162.30'$	$L = 109.29'$		
	$T = 51.69'$	$T = 67.76'$	$T = 24.31'$	$T = 128.63'$	$T = 65.10'$		
	$R = 66.00'$	$R = 75.00'$	$R = 80.00'$	$R = 80.00'$	$R = 80.00'$		
	⑪ -Y4- PC 34+31.98	⑬ -Y4- PC 35+71.98	⑮ -Y4- PC 37+93.48	⑰ -Y4- PC 39+55.79			
	⑫ -Y4- PT 35+9.68	⑭ -Y4- PCC 36+82.19	⑯ -Y4- PC 40+11.27				
		⑱ -Y4- PT 37+30.68					

NOTE:  
 ALL DRIVEWAYS ARE TO BE ASPHALT UNLESS OTHERWISE NOTED.  
 END LOCATION OF DRIVEWAY SHOWN ON PLANS REPRESENTS TIE-IN  
 PER CROSS-SECTIONS, THE CONTRACTOR SHALL EXTEND THE DRIVES AND  
 PAVE UP TO THE RIGHT OF WAY LINE. FROM ROW POINT ON MATCH  
 DRIVEWAY IN KIND, UNLESS OTHERWISE NOTED.



MATCH LINE STA -L- 291+00.00  
 MATCH TO SHEET NO. 25

MATCH LINE TO SHEET -L- 305+00.00  
 SHEET NO. 27



SA ELIGIBLE AND UNASSESSED SITES  
 FOR -L- PROFILE, SEE SHEET NO. 47

6/9/2009 A-0009CB-0009CB-Plan Sheets\A-0009CB-Rdy\_psh\_26.dgn  
 6/9/2009 A-0009CB-0009CB-Plan Sheets\A-0009CB-Rdy\_psh\_26.dgn  
 6/9/2009 A-0009CB-0009CB-Plan Sheets\A-0009CB-Rdy\_psh\_26.dgn