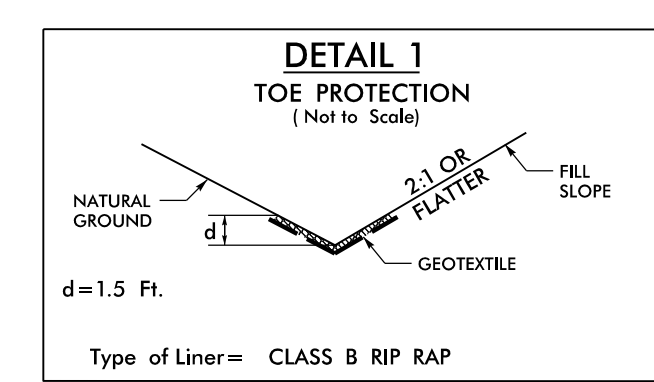


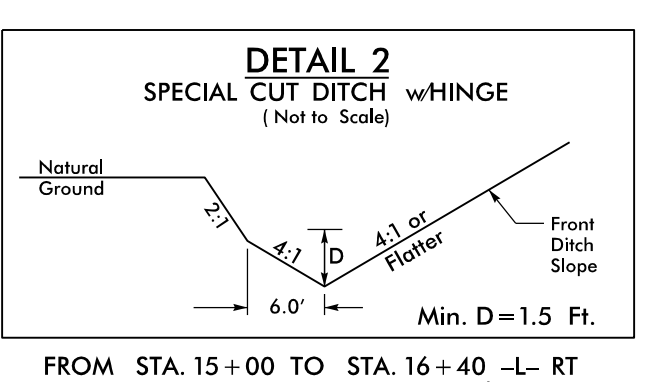
8/17/99

-L-

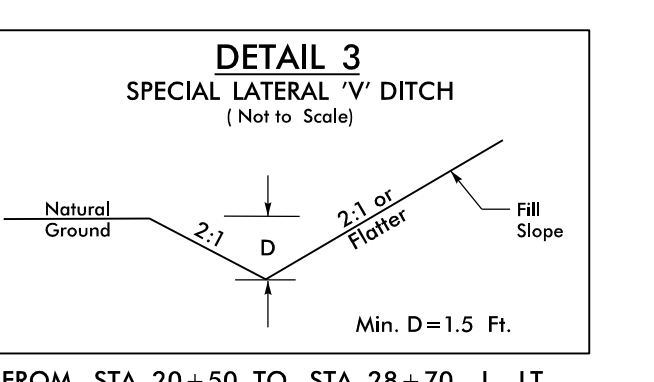
PI Sta 17+02.78	PI Sta 24+22.25
$\Delta = 4' 18" 09.6" (RT)$	$\Delta = 4' 18" 09.6" (LT)$
$D = 0' 42" 39.1"$	$D = 0' 30" 58.2"$
$L = 605.27'$	$L = 833.56'$
$T = 302.78'$	$T = 416.98'$
$R = 8,060.00'$	$R = 11,100.00'$
$S_e = RC$	$S_e = NC$
Runoff = 54'	



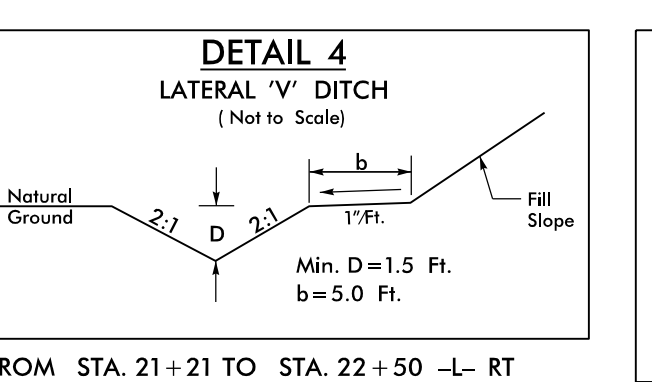
Type of Liner = CLASS B RIP RAP
 FROM STA. 15+19 TO STA. 16+63 -L- LT
 FROM STA. 21+00 TO STA. 21+21 -L- RT



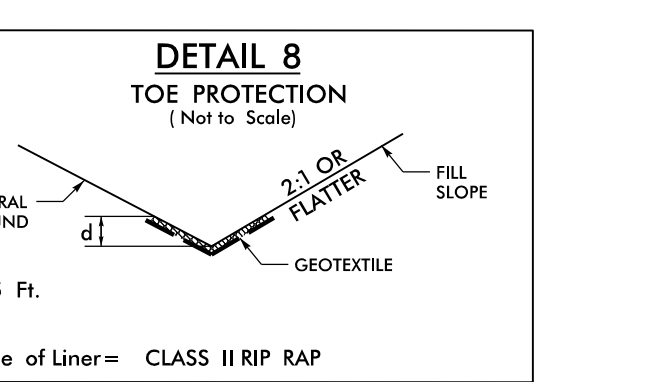
FROM STA. 15+00 TO STA. 16+40 -L- RT



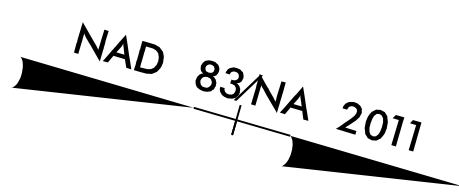
FROM STA. 20+50 TO STA. 28+70 -L- LT
 FROM STA. 22+50 TO STA. 22+86 -L- RT



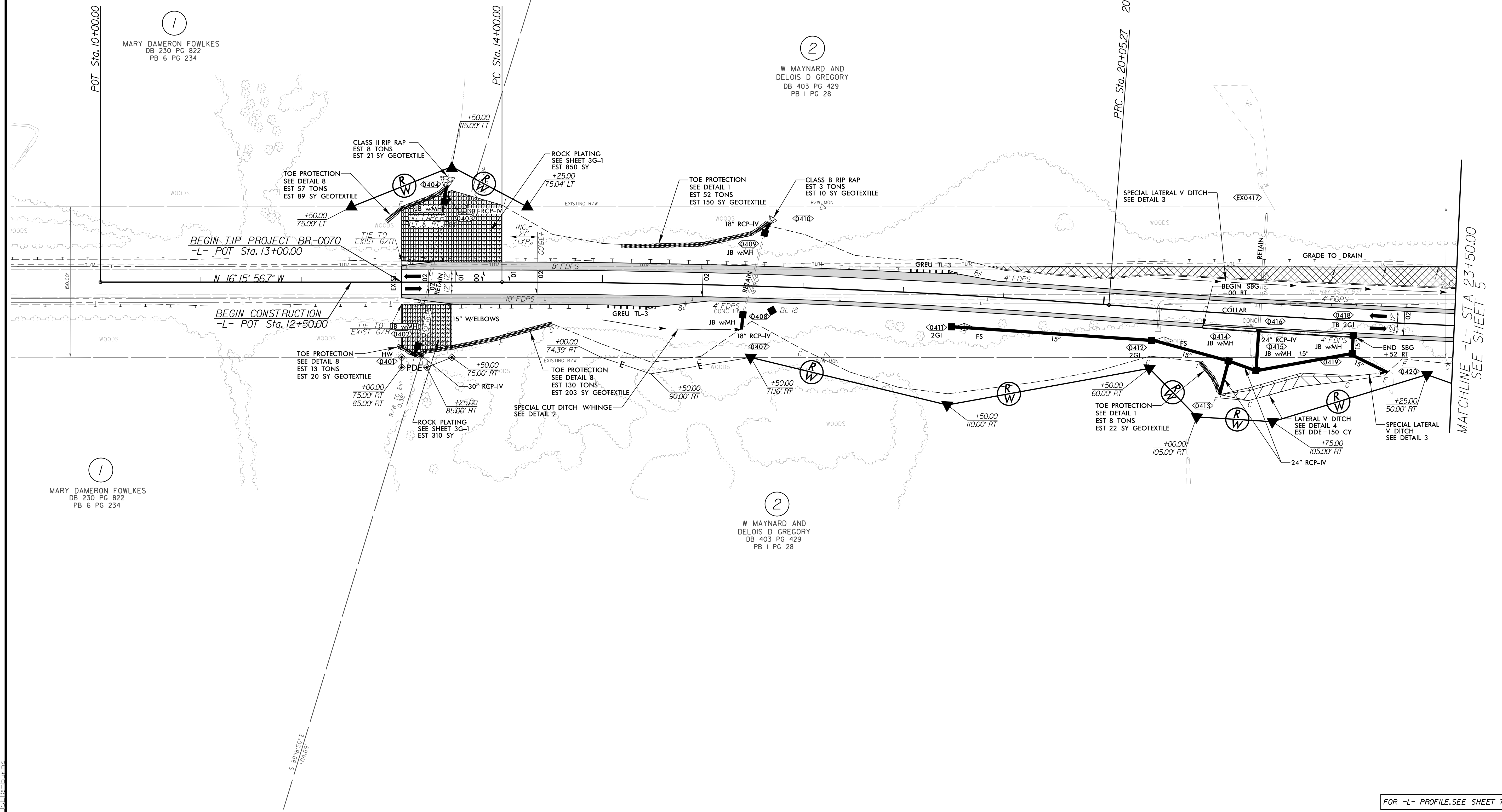
FROM STA. 21+21 TO STA. 22+50 -L- RT



Type of Liner = CLASS II RIP RAP
 FROM STA. 12+85 TO STA. 13+43 -L- LT
 FROM STA. 12+96 TO STA. 13+09 -L- RT
 FROM STA. 13+18 TO STA. 14+50 -L- RT



PROJECT REFERENCE NO. BR-0070	SHEET NO. 4
ROADWAY DESIGN ENGINEER 10/20/2022	HYDRAULICS ENGINEER 10/26/2022
Professional Engineer Seal MICHAEL S. BURNS, JR. SEAL 045230 NORTH CAROLINA PROFESSIONAL ENGINEERS BOARD	Professional Engineer Seal Reid B. Robb SEAL 043870 NORTH CAROLINA PROFESSIONAL ENGINEERS BOARD
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



9/18/2022 BR0070_Rdy_psh_04.dgn

FOR -L- PROFILE, SEE SHEET 7