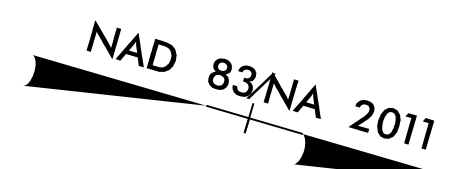
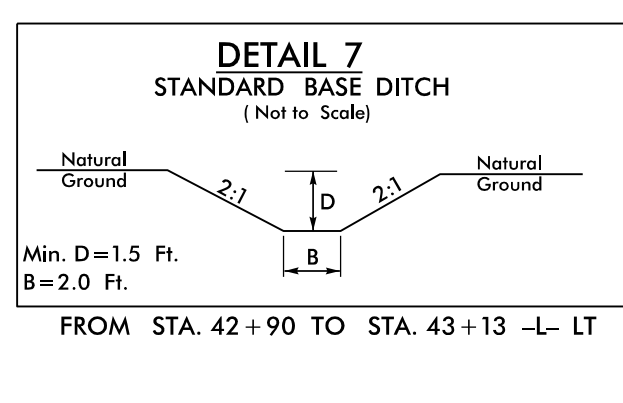
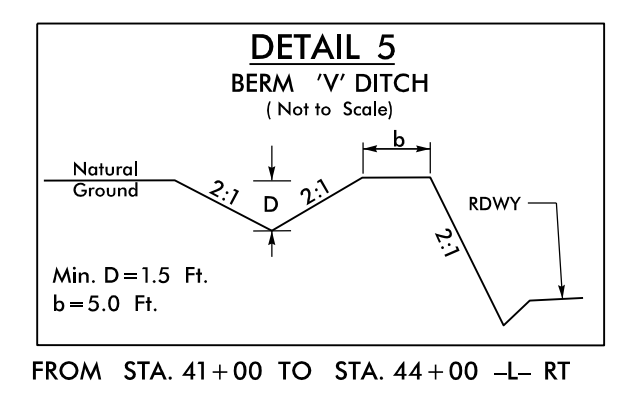
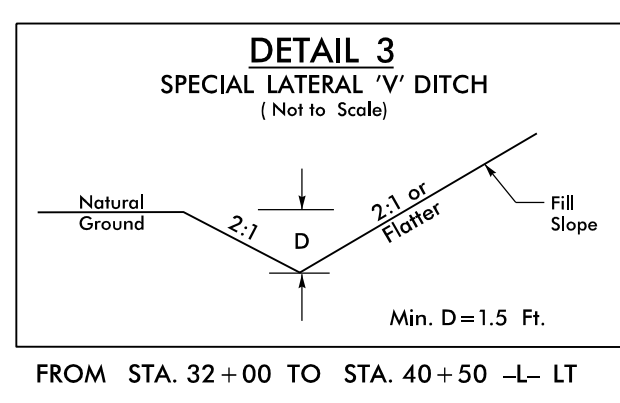
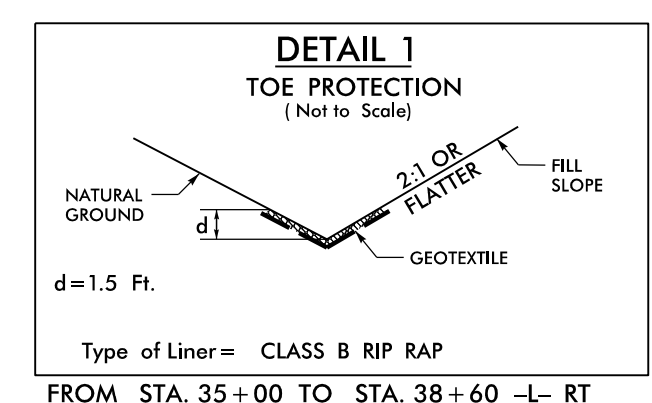


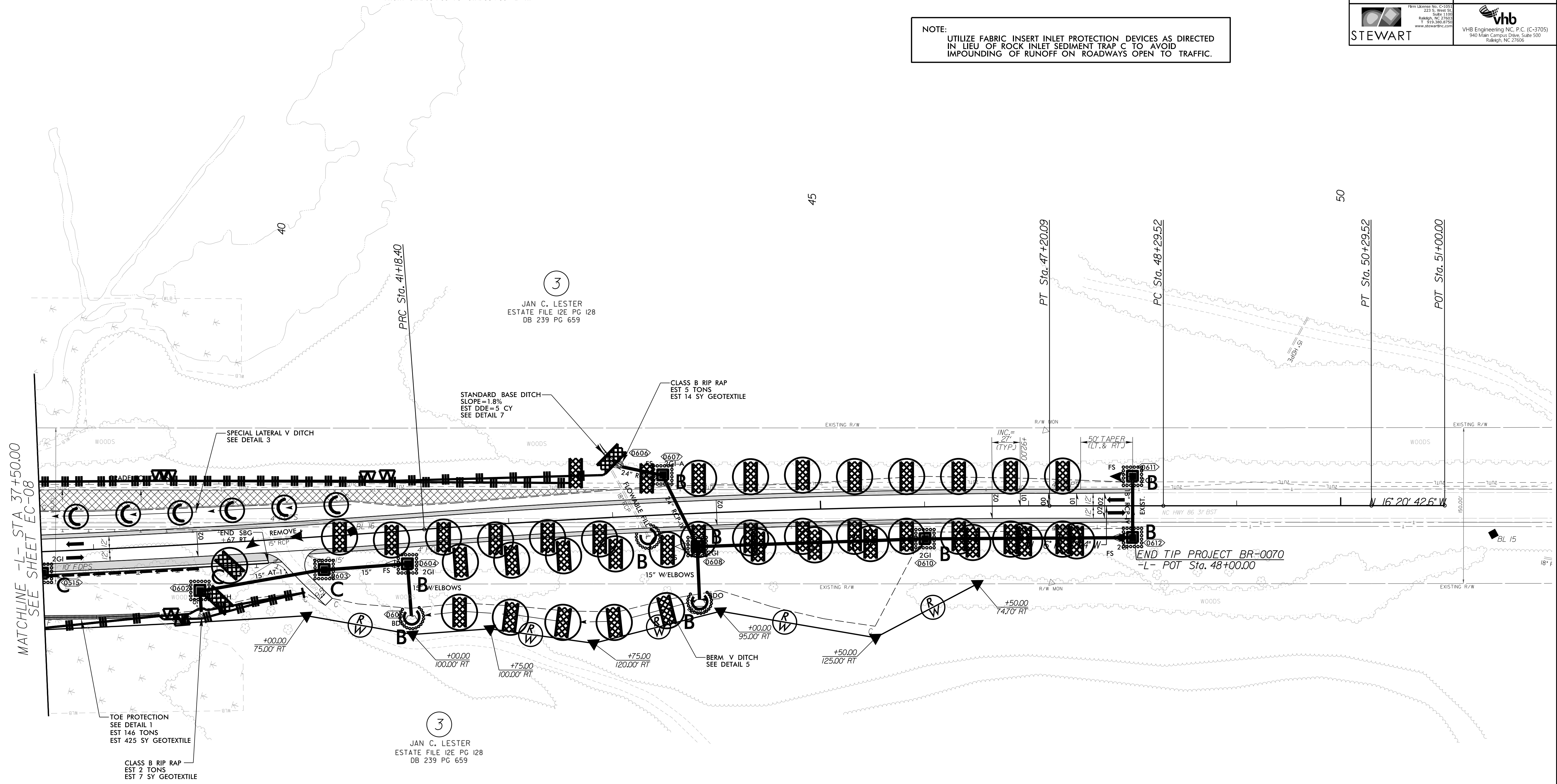
8.17.99

-L-		
PI Sta 37+01.89	PI Sta 44+19.39	PI Sta 49+29.52
$\Delta = 4' 18" 06.7" (LT)$	$\Delta = 4' 16" 38.0" (RT)$	$\Delta = 0' 03" 17.2" (LT)$
$D = 0' 30' 58.2"$	$D = 0' 42' 39.1"$	$D = 0' 01' 38.6"$
$L = 833.41'$	$L = 601.69'$	$L = 200.00'$
$T = 416.90'$	$T = 300.99'$	$T = 100.00'$
$R = 11,100.00'$	$R = 8,060.00'$	$R = 209,178.46'$
$S_e = NC$	$S_e = RC$	$S_e = EXIST$
	Runoff = 54'	



NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICES AS DIRECTED
IN LIEU OF ROCK INLET SEDIMENT TRAP C TO AVOID
IMPOUNDING OF RUNOFF ON ROADWAYS OPEN TO TRAFFIC.

PROJECT REFERENCE NO.	SHEET NO.
BR-0070	EC-09/CONST.06
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
STEWART	VHB Engineering NC, P.C. (C-3705) 940 Main Campus Drive, Suite 500 Raleigh, NC 27606



MATCHLINE -L- STA 37+50.00
SEE SHEET EC-08

END TIP PROJECT BR-0070
-L- POT Sta. 48+00.00

9/28/2009 10:16:16 EC_const_psh06.dgn
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