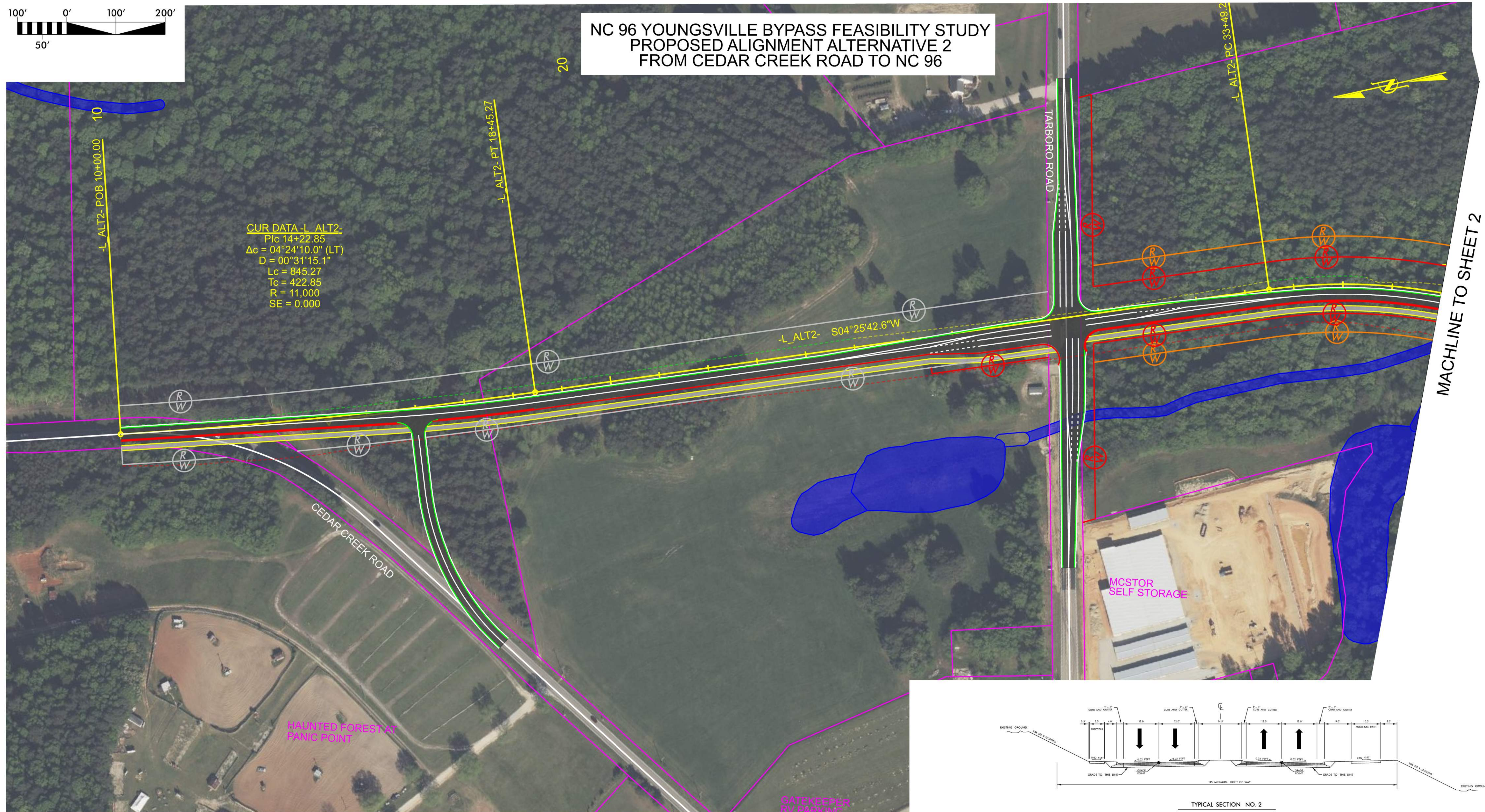


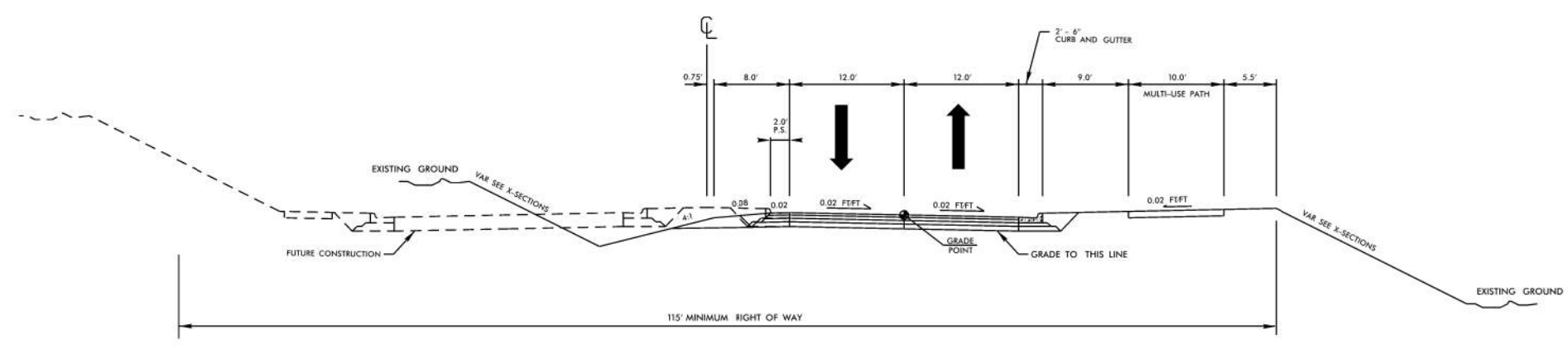
NC 96 YOUNGSVILLE BYPASS FEASIBILITY STUDY PROPOSED ALIGNMENT ALTERNATIVE 2 FROM CEDAR CREEK ROAD TO NC 96

PROJECT REFERENCE	SHEET NO.
NC 96 BYPASS	BYP ALT 2-1
FEASIBILITY STUDY	

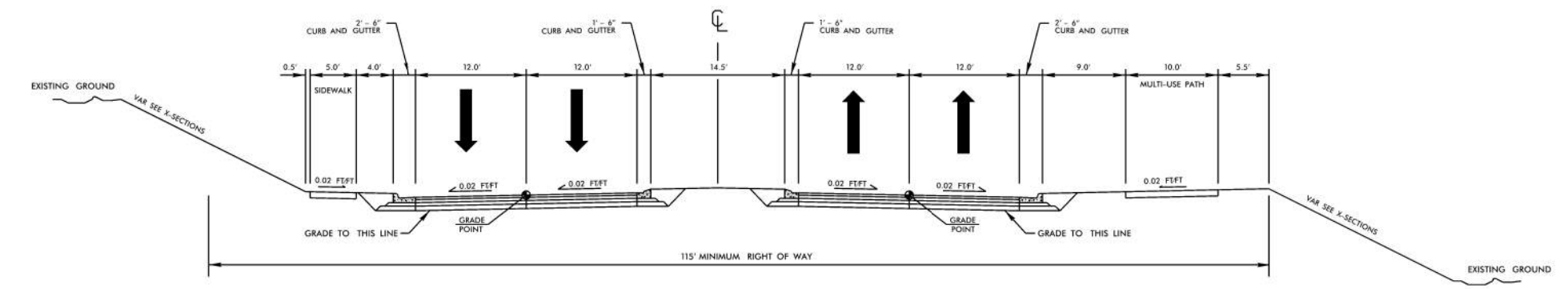


CUR DATA -L_ ALT2-
 P/c = 14+22.85
 $\Delta c = 04^{\circ}24'10.0''$ (LT)
 D = 00°31'15.1"
 Lc = 845.27
 Tc = 422.85
 R = 11,000
 SE = 0.000

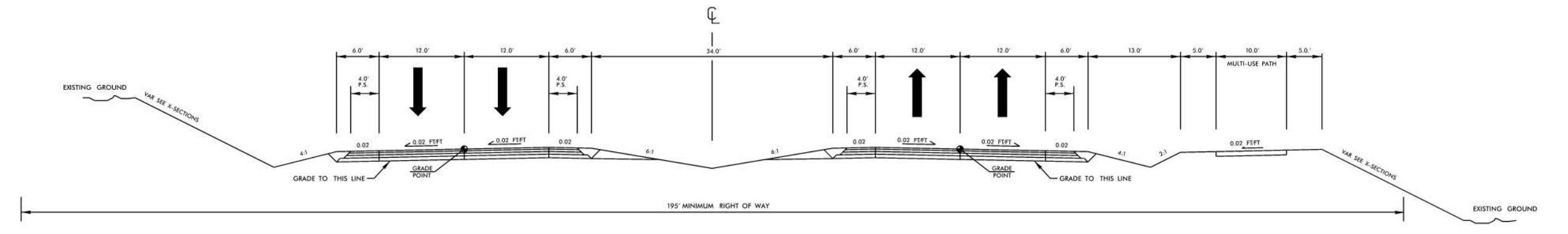
LEGEND	
	SLOPE STAKES (FILL)
	SLOPE STAKES (CUT)
	115' MINIMUM RIGHT OF WAY - ALTERNATIVE 1
	195' MINIMUM RIGHT OF WAY - ALTERNATIVE 2
	120' EXISTING DEDICATED RIGHT OF WAY
	PROPERTY LINE
	CONCRETE SIDEWALK
	WETLANDS



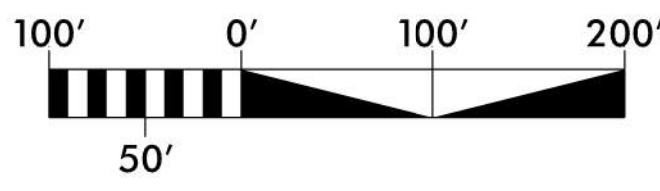
TYPICAL SECTION NO. 1
INTERIM CONDITION: PARTIAL BUILD



TYPICAL SECTION NO. 2
ULTIMATE CROSS SECTION: ALTERNATIVE 1
"TYPICAL" HIGHWAY CROSS SECTIONS FOR USE IN SPOT ONLINE: TYPICAL SECTION NO. 4L



TYPICAL SECTION NO. 3
ULTIMATE CROSS SECTION: ALTERNATIVE 2
"TYPICAL" HIGHWAY CROSS SECTIONS FOR USE IN SPOT ONLINE: TYPICAL SECTION NO. 4H



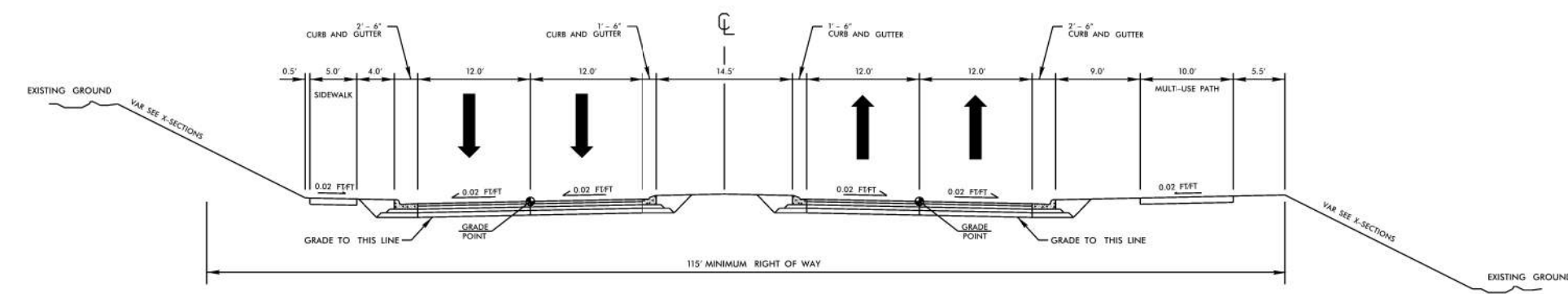
NC 96 YOUNGSVILLE BYPASS FEASIBILITY STUDY PROPOSED ALIGNMENT ALTERNATIVE 2 FROM CEDAR CREEK ROAD TO NC 96

MACHINE TO SHEET 1

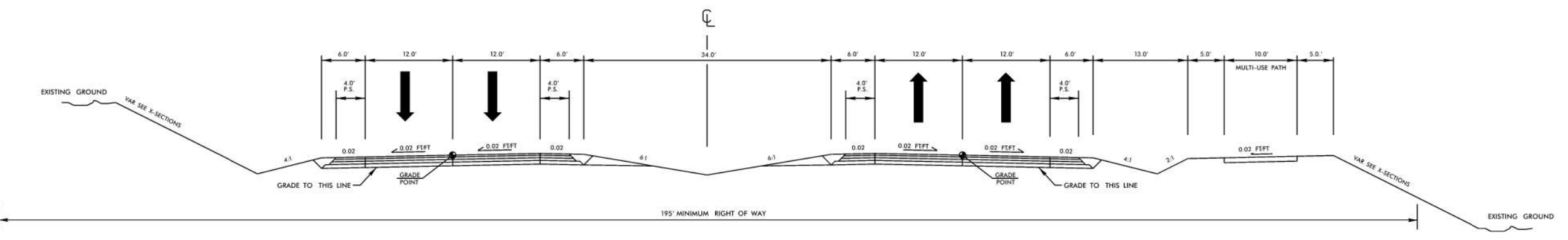
CUR DATA - L. ALT2-
P/c 38+47.51
 $\Delta c = 48^\circ 44' 00.2''$ (RT)
D = 05°12'31.3"
Lc = 935.61
Tc = 498.21
R = 1,100
SE = 0.000

CUR DATA - L. ALT2-
P/c 50+86.12
 $\Delta c = 16^\circ 06' 56.2''$ (LT)
D = 02°17'30.6"
Lc = 703.18
Tc = 353.92
R = 2,500
SE = 0.000

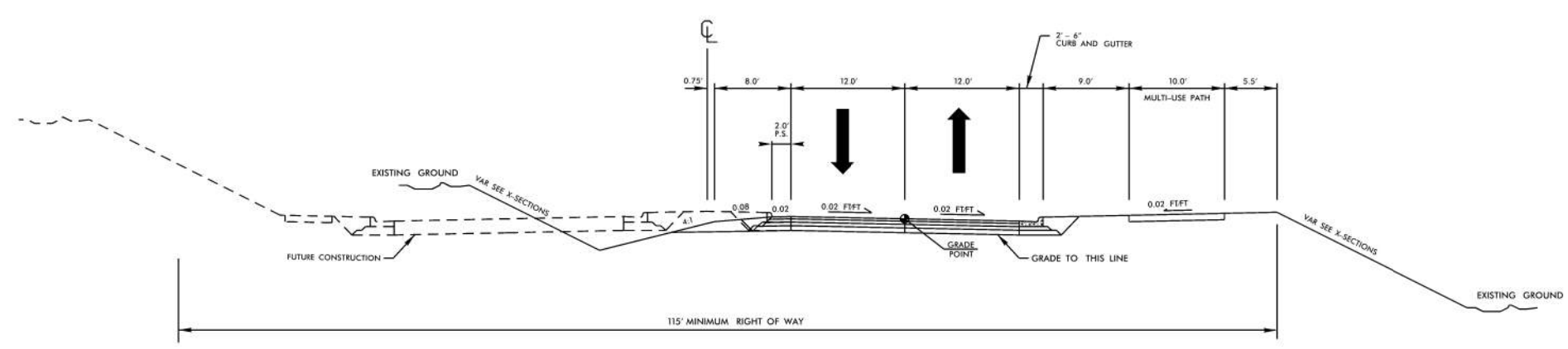
LEGEND	
	SLOPE STAKES (FILL)
	SLOPE STAKES (CUT)
	115' MINIMUM RIGHT OF WAY - ALTERNATIVE 1
	195' MINIMUM RIGHT OF WAY - ALTERNATIVE 2
	120' EXISTING DEDICATED RIGHT OF WAY
	PROPERTY LINE
	CONCRETE SIDEWALK
	WETLANDS
	FLOOD ZONE



TYPICAL SECTION NO. 2
ULTIMATE CROSS SECTION: ALTERNATIVE 1
"TYPICAL" HIGHWAY CROSS SECTIONS FOR USE IN SPOT ONLINE: TYPICAL SECTION NO. 4L



TYPICAL SECTION NO. 3
ULTIMATE CROSS SECTION: ALTERNATIVE 2
"TYPICAL" HIGHWAY CROSS SECTIONS FOR USE IN SPOT ONLINE: TYPICAL SECTION NO. 4H



TYPICAL SECTION NO. 1
INTERIM CONDITION: PARTIAL BUILD

