REVISIONS

MATCHLINE SEE SHEET 37 -Y14- STA. 13+80.000

MATCHLINE SEE SHEET 20 -L- STA. 234+20.000

MATCHLINE SEE SHEET 22 -L- STA. 241+20.000

MATCHLINE SEE SHEET 38 -Y14- STA. 17+80.000

PROJECT REFERENCE NO.	SHEET NO.
R-2206C	21
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	

METRIC 0 5 10

CONST.REV.

R/W REV.

NORTH CAROLINA PROFESSIONAL SEAL 14160 ENGINEER WILLIAM C. PARKER

NORTH CAROLINA PROFESSIONAL SEAL 15356 ENGINEER RONALD D. DAVIS ALLEN

NAD 1983

-RPB-
PIs Sta 10+23.333
Gs = 0° 34' 03.9"
Δ = 9° 34' 03.9" (LT)
Ls = 35.000
LT = 69.793
ST = 11.667
PI Sta 11+84.898
Δ = 9° 57' 45.9" (LT)
L = 298.439
T = 149.586
R = 2,500.000
e = 0.02

-RPB-
PIs Sta 13+96.109
Gs = 3° 40' 11.0"
Ls = 40.000
LT = 26.671
ST = 13.339
PI Sta 14+54.702
Δ = 11° 09' 39.2" (RT)
L = 89.054
T = 45.566
R = 500.000
e = 0.05

-BL- 347
-L- STA. 234+66.881
35.048 (LT)

-BL- 348
-L- STA. 236+26.834
31.698 (LT)

-L- POC STA. 237+97.199
-Y14- POC STA. 15+57.208

-L-
PIs Sta 233+49.768
Gs = 1° 15' 12.0"
Ls = 70.000
LT = 46.668
ST = 23.334
PI Sta 241+32.719
Δ = 57° 47' 35.4" (RT)
L = 1,418.413
T = 779.619
R = 1,800.000
e = 0.04
PIs Sta 248+14.847
Gs = 1° 15' 12.0"
Ls = 70.000
LT = 46.668
ST = 23.334

-RPC-
PIs Sta 10+40.005
Gs = 2° 51' 53.2"
Ls = 60.000
LT = 40.005
ST = 20.005
PI Sta 11+53.032
Δ = 11° 12' 48.9" (RT)
L = 894.594
T = 447.532
R = 600.000
e = 0.06
PIs Sta 12+64.599
Gs = 2° 51' 53.2"
Ls = 60.000
LT = 40.005
ST = 20.005

-RPC-
PIs Sta 13+60.607
Gs = 3° 18' 26.8"
Ls = 40.000
LT = 26.671
ST = 13.337
PI Sta 14+11.996
Δ = 12° 54' 45.2" (LT)
L = 754.824
T = 378.061
R = 500.000
e = 0.05

-RPD-
PIs Sta 10+34.517
Gs = 7.05 06.0"
Gs = 2° 51' 54.3"
Ls = 60.000
LT = 34.517
ST = 215.506
R1 = 1583.800
R2 = 600.000
PI Sta 11+62.757
Δ = 11° 28' 11.8" (LT)
L = 263.539
T = 132.751
R = 600.000
e = 0.06
PIs Sta 12+83.544
Gs = 2° 51' 53.2"
Ls = 60.000
LT = 40.005
ST = 20.005

-Y14-
PI Sta 15+40.924
Δ = 90° 00' 00.0" (LT)
L = 960.078
R = 1,600.000
e = NC

-RPA-
PIs Sta 14+08.082
Gs = 5° 43' 46.2"
Ls = 50.000
LT = 33.330
ST = 16.683
PI Sta 14+68.853
Δ = 19° 46' 55.2" (LT)
L = 860.614
T = 433.446
R = 250.000
e = 0.06

-RPA- SC STA. 14+09.437
-RPB- SC STA. 14+09.437
-RPB- TS STA. 13+69.437
-RPB- PT STA. 13+34.437
-RPB- PT STA. 14+99.291
-RPA- PT STA. 15+10.735
-RPA- TS STA. 13+47.711
-RPC- TS STA. 13+33.935
-RPC- SC STA. 13+73.935
-RPC- PT STA. 14+49.759
-RPC- CS STA. 12+44.594
-RPC- ST STA. 13+04.594
-RPD- ST STA. 13+23.539
-RPD- CS STA. 12+63.539
-Y14- POC STA. 14+50.000 = -RPA- POT STA. 15+58.207
-RPB- POT STA. 15+13.504
-SR3- POT Sta. 10+56.393
-Y14- POC STA. 16+50.000 = -RPC- POT STA. 14+96.450
-RPD- POT STA. 15+26.370
-BL- 349
-L- STA. 238+21.363
25.236 (LT) =
-BL14-
-Y14- STA. 15+28.232
26.086 (LT)
-BL- 350
-L- STA. 239+41.649
6.234 (LT)
-BL- 351
-L- STA. 241+00.542
20.951 (LT)
-BL14- 90
-Y14- STA. 15+90.092
5.053 (LT)
-BL- 8
-Y14- STA. 16+77.313
7.594 (RT)

S 26° 10' 21.3" E
N 47° 09' 11.4" W
S 26° 10' 21.3" E
N 47° 09' 11.4" W
S 43° 46' 38.6" E
N 12° 31' 56.7" W
N 28° 13' 08.4" W
S 30° 15' 47.0" E

A
B
C
D

PROPOSED W. W. FENCE
FUTURE GUARDRAIL
FUTURE PAVEMENT
FALSE SUMP (SEE SHEET 2-I)
FALSE SUMP (SEE SHEET 2-H)
FALSE SUMP (SEE SHEET 2-G)
FALSE SUMP (SEE SHEET 2-E)
END SPECIAL GRADING -L- POT Sta. 235+83.69 (SEE STD. No. 862.01 SHT 1)
END SPECIAL GRADING -L- POT Sta. 240+11.655 (SEE STD. No. 862.01 SHT 1)
SPECIAL CUT DITCH (SEE DETAIL 2G)
SPECIAL CUT DITCH (SEE DETAIL 2H)
SPECIAL CUT DITCH (SEE DETAIL 2I)
DRAINAGE SYSTEM TO BE CONSTRUCTED AS PART OF -Y14- DETOUR
RM. TEMP. CAP AND INSTALL GRATE FOR 2GI
400 CSP W/ 2 ELBOWS
BEG. FUTURE MOD. EXPWY. GUTTER 237+60
END FUTURE MOD. EXPWY. GUTTER 237+70
LAT. "V" DITCH EST. DDE = 4.858 (SEE DETAIL 2)
LAT. "V" DITCH EST. DDE = 8 CM (SEE DETAIL 2B)
BERM "V" DITCH SEE DETAIL 13c
TYPE 'A' BASIN 450 CSP BARREL 450 CSP RISER MIN. S.A. = 436 SM MIN. STORAGE = 3257 CM P.M.S. ELEV. = 280.850 E.M.S. ELEV. = 281.150 T.O.D. ELEV. = 281.600 *NOTE: UPON COMPLETION OF PROJECT, ELIMINATE 'A' BASIN.
"V" DITCH W/CL 'B' RIP RAP @ Sx = 2.6087% EST. 30 MTONS FILTER FABRIC EST. 47 SM EST. DDE = 15.362 CM (SEE DETAIL 17A)
BERM "V" DITCH W/CL 'B' RIP RAP EST. 116 MTONS FILTER FABRIC EST. 342 SM (SEE DETAIL 31)
BERM "V" DITCH (SEE DETAIL 13a)
0.6m LAT. BASE DITCH W/CL 'B' RIP RAP EST. 140 MTONS FILTER FABRIC EST. 289 SM EST. DDE = 431 CM (SEE DETAIL 7)
0.6m LAT. BASE DITCH EST. DDE = 67 CM (SEE DETAIL 10E)
0.6m LAT. BASE DITCH EST. DDE = 6 CM. (SEE DETAIL 10a)
CLASS 'B' RIP RAP EST. 2 MTONS FILTER FABRIC EST. 6 SM
TYPE 'A' 3GI
50m TAPER
30m TAPER
SEAL WELL
DARIS L. TURBYFILL DB 1820 PG 410
DARIS L. TURBYFILL DB 1243 PG 930 DB 651 PG 482
ARDIS R. TURBYFILL DB 1243 PG 930
NANCY C. GOBLE DB 1113 PG 448
JOSEPHINE G. SCHRONCE DB 1645 PG 811
LAWRENCE W. JOSEY DB 2022 PG 941
ROGER STEVE LEE DB 1218 PG 786
HELEN L. TURBYFILL & DARRIS L. TURBYFILL DB 822 PG 73
DARIS LEE TURBYFILL DB 822 PG 73
ROGER STEVE LEE DB 1218 PG 786 (LINCOLN COUNTY)
LINCOLN COUNTY CATAWBA COUNTY

NC 150 INTERCHANGE

AVERAGE DAILY TRAFFIC 2003 8,400 13,700 2025 13,700 22,400
PROPOSED NC 16 4,100 11,800 1,700 3,000 900 1,900 5,700 10,300
10-YR. P.M. (K) 10 (9.7) 56 1,600 3,000 2,000 3,400 10-YR. P.M. (T,V) 10 (7.7) 53
* DHV P.M. (K) = D
DHV = Design Hourly Volume Percentage
D = Directional Split Percentage
PM = Peak Hour & Direction of Peak Flow
t = Dual Truck Percentage
y = TTST Percentages
* Peak Flow For Design Year Only

BEGIN APPR. SLAB -L- STA. 237+67.766
BEGIN BRIDGE -L- STA. 237+75.040
END APPR. SLAB -L- STA. 238+18.800
BEGIN APPR. SLAB -L- STA. 237+69.404
BEGIN BRIDGE -L- STA. 237+76.760
END APPR. SLAB -L- STA. 238+26.785
ROADWAY CLEAR 10.8m
END BRIDGE -L- STA. 238+19.430
DETAIL SHOWING BRIDGE /ROADWAY RELATIONSHIP

SEE SHEETS S-199 THRU S-252 FOR STRUCTURE PLANS

-L-, RAMP & -Y14- SLOPE STAKES
-Y14DET- SLOPE STAKES

SEE SHEETS 59 & 60 FOR -L- PROFILE
SEE SHEET 69 FOR -RPA- PROFILE
SEE SHEET 70 FOR -RPB- PROFILE
SEE SHEET 71 FOR -RPC- PROFILE
SEE SHEET 72 FOR -RPD- PROFILE
SEE SHEETS 76 & 77 FOR -Y14- PROFILE
SEE SHEETS 46, 47 & 48 FOR -Y14- DETOUR
SEE SHEETS 77 & 78 FOR -Y14DET- PROFILE
SEE SHEET 83 FOR -SR3- PROFILE

LOCATION:	
NC 16 AND NC 150 INTERCHANGE	
TIP NO.: R-2206C	COUNTY: LINCOLN & CATAWBA
DESIGNED BY: J TYSON	DATE: 10-99
CHECKED BY: WC PARKER	DATE: 03-01

RD212306 Friday September 17 2004 psh21 REODell rd-09oce34