PROJECT REFERENCE NO.	SHEET NO.
B-3157	EC-7/CONST. 4
HYDRAULICS ENGINEER	ROADWAY DESIGN ENGINEER

25' 0 50'

ALL LINEAR DIMENSIONS ARE EXPRESSED IN HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NGVD 29

TRAFFIC DIAGRAM
SR 1401 AND US 29/64/70/BUS 85

-Y3-
SR 1401
9,300
11,900
2002 ADT
2022 ADT
4,100
4,740
5,800
7,160
-L-
26,400
42,160
US 29/64/70/BUS 85

LOOP C

PIs Sta 0+93.89
Θs = 38° 11' 49.9"
Ls = 144.00'
ST = 52.95'
LT = 93.89'
Δ1 = 3° 05' 19.4"
Δ2 = 38° 11' 49.9"
RI = 1,855.00'
R2 = 150.00'

PI Sta 3+17.06
Δ = 98° 09' 52.6" (RT)
D = 38° 11' 49.9"
L = 256.99'
T = 173.06'
R = 150.00'
Se = 0.06

-L-

PI Sta 22+22.47
Δ = 34° 52' 55.7" (RT)
D = 03° 01' 53.5"
L = 1,150.65'
T = 593.78'
R = 1,890.00'
Se = 0.06

PIs Sta 29+39.58
Θs = 7° 16' 32.4"
Ls = 480.00'
ST = 160.25'
LT = 320.27'

-Y3-

PI Sta 11+92.38
Δ = 25° 58' 44.3" (RT)
D = 81° 51' 04.0"
L = 317.4'
T = 161.5'
R = 70.00'
Se = NC

PI Sta 14+26.76
Δ = 02° 45' 33.6" (RT)
D = 04° 00' 00"
L = 68.98'
T = 34.50'
R = 1432.39'
Se = NC

-Y1-

PI Sta 24+55.50
Δ = 10° 23' 06.6" (LT)
D = 2° 15' 00"
L = 461.56'
T = 231.42'
R = 2,546.48'
Se = EXIST.

PI Sta 27+66.75
Δ = 8° 05' 50.0" (RT)
D = 5° 00' 00"
L = 161.94'
T = 81.11'
R = 1145.92'
R = EXIST.

RAMP C

24
40.3"
/

PI Sta 4+80.12
Δ = 63° 00' 13.5" (RT)
D = 11° 15' 00"
L = 560.03'
T = 312.12'
R = 509.30'
Se = 0.06

ST = 68.34'
LT = 100.24'
Δ1 = 3° 05' 19.4"
Δ2 = 11° 15' 00.0"
RI = 1,855.00'
R2 = 509.30'

-L- POC 17+00.00
BEGIN STATE PROJECT B-3157

-L- SC 16+28.69

BL-1 PINC 5+00.00 =
-L- POC 14+70.24, 0.81 RT.

-L- POS 13+35.00
BEGIN CONSTRUCTION

Y6- POC 12+44.81
BEGIN CONSTRUCTION

-Y6- CS 13+38.73

-Y6- SRS 15+18.73

-Y6- SC 16+98.73

RAMP C PT 7+28.03

Y6- POT 19+00.00 =
RAMP C POT 7+14.97

LOOP C SC 1+44.00

LOOP C CS 0+00 (35.00 RT) =
-L- POC 17+76.28

LOOP C PT 4+00.99

Y6- POC 18+80.00=
LOOP C POT 4+85.64

-Y3- PC 11+76.23
-Y3- PT 12+07.97
-Y3- PC 13+92.26

-Y3- POT 10+00.00 =
-L- POC 23+35.56

BY-1 POT 12+27.07 =
-L- POC 22+88.65, 132.43 LT.

BL PINC 12+72.38 =
BY-1 POT 5+00.00 =
-L- POC 22+49.03, 4.45 RT.

RAMP C 0.00.00 (35.00 RT) =
-L- POC 26+71.51

RAMP C SC 1+68.00

-Y6- POT 24+09.92 =
-Y1- POC 26+78.32

-Y6- PRC 26+85.65

-Y6- PT 23+06.64

BY-2 POT 23+40.02 =
BY-3 PINC 11+01.79 =
BY-4 POT 5+00.00 =
BY-5 POT 8+11.52
-Y1- POT 26+45.98, 47.07 RT.

BY-5 POT 5+00.00 =
-Y6- POC 21+06.43,
178.38 RT.

-Y1- POC 27+30.00
END CONSTRUCTION

MATCHLINE TO SHEET 5
STATION 27+00

MATCHLINE

14 x 7 x 3

14 x 7 x 3

18 x 7 x 3
4' weir

TIE TO EXIST. G/R

+50.00 -L- END
4' PAVED DITCH,
SINGLE FACED
CONC. BARRIER,
EXPRESS. GUTTER &
RETAINING WALL

PROP. RETAINING WALL

BY-1 PINC 8+42.17 =
-L- POC 19+26.80, 89.59 LT.

+50.00 BEGIN 4'
PAVED DITCH,
RETAINING WALL
& SINGLE FACED
CONCRETE BARRIER

+50.00 BEGIN
EXPRESS. GUTTER

+18.73
BEGIN EXPRESS.
GUTTER - LT.

+18.73
END EXPRESS.
GUTTER - LT.

+50.00
END EXPRESS.
GUTTER - RT.

+00.00 RP 'C'
END EXPRESS.
GUTTER - LT.

+44.21 END
2'-6" C&G - LT.
TIE TO EXIST.

+31.82 END
2'-6" C&G
RT.

PROP. 2' PAVED DITCH

PROP. NATURAL CHANNEL
SEE SPECIAL DETAILS

PROP. INLET DITCH
SEE DITCH DETAIL 'J'

PROP. CL. I RIP RAP
SEE DITCH DETAIL 'K'

ENERGY DISSIPATOR
SEE DITCH DETAIL 'M'

PREFORMED SCOUR HOLE W/
LEVEL SPREADER APRON
SEE DITCH DETAIL 'L'

PROP. SPECIAL DITCH
W/ CL. B RIP RAP
SEE DITCH DETAIL 'N'
SEE PROFILE

PROP. DOUBLE FACED
CONCRETE BARRIER

REMOVE 10"
EX. 15" PIPE

REMOVE 50"+/-
EXIST. PIPE

REMOVE 15"+/-
EX. PIPE

PLUG AND GROUT

PLUG

REMOVE

FILL W/ FLOWABLE FILL

EST. 1 TONS
CLASS 'B' RIP RAP
W/ 5 yd² FILTER FABRIC

EST. 1 TONS
CLASS 'B' RIP RAP
W/ 2 FILTER FABRIC

31.74 UNIFORM
TRANS.

70.00' UNIFORM TRANS.
LT. & RT. EOP

TYPE III MOD.
SEE SPECIAL DETAIL

TYPE BP
SEE SPECIAL DETAIL

TYPE 350

TYPE B-77

A-77
BARR. UNIT

5' MONO.
CONC. ISL.

3'-R
(TYP.)

100'-38'-100
5' OFFSET

PROP. ROCK PLATING
W/ CL. 'B' RIP RAP
SEE SPECIAL DETAIL

15" CS W/
(2) ELBOWS
BEND & JACK
12" SMOOTH STEEL

OBLITERATION OF EXISTING ROAD

FOR -L- PROFILE, SEE SHEETS 6 & 7
FOR -Y1- PROFILE, SEE SHEET 7
FOR -Y3- PROFILE, SEE SHEET 8
FOR -Y6-, LOOP C, & RAMP C PROFILES, SEE SHEET 9
FOR DITCH DETAILS, SEE SHEET 2-I
FOR -L- CROSS-OVERS & RAMP C DETOUR, SEE SHEETS 2-O THRU 2-Q
FOR SPECIAL DETAILS OF STRUCTURE ANCHOR UNITS, SEE SHEETS 2-U THRU 2-W
FOR SPECIAL DETAILS OF PROP. NATURAL CHANNEL, SEE SHEETS 2-J THRU 2-N
FOR SPECIAL DETAIL OF ROCK PLATING, SEE SHEET 2-S
FOR SPECIAL DETAIL OF SPECIAL HEADWALL, SEE SHEET 2-JJ
FOR SPECIAL DETAIL OF SPECIAL TB-26I, SEE SHEET 2-II
FOR SPECIAL DETAIL OF SPECIAL CONC. BAR. TRANS. SECTION, SEE SHEET 2-LL

-Y6-

PI Sta 11+71.16
Δ = 20° 19' 25.3" (LT)
D = 6° 00' 00"
L = 338.73'
T = 171.16'
R = 954.93'
Se = EXIST.

PIs Sta 13+98.78
Θs = 05° 24' 00.0"
Ls = 180.00'
ST = 60.05'
LT = 120.06'

PIs Sta 16+38.78'
Θs = 05° 24' 00.0"
Ls = 180.00'
ST = 60.05'
LT = 120.06'

PI Sta 20+13.39
Δ = 36° 28' 30.0" (RT)
D = 6° 00' 00"
L = 607.92'
T = 314.66'
R = 954.93'
Se = 0.04

TRAFFIC DIAGRAM
US 64 AND RAMP C/LOOP C
SR 1242 AND US 64 AND SR 1243 AND BUTLER ST.

-Y1-
SR 1242
12,000
16,880
LOOP C
RAMP C
12,500
14,740
2002 ADT
2022 ADT
3,100
6,380
8,900
10,500
2,800
4,240
6,800
7,120
WEST
CENTER ST.
(SR 1243)
-Y6-
US 64
13,000
15,640
500
1,380
100
180
BUTLER
ST.
3,500
4,940

N.C. GRID
NAD 83