REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-2539C	15
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 18508 ENGINEER JOHN C. KEENER — 9-29-04

HYDRAULICS ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 24451 ENGINEER JACEY H. BAILEY — 9/29/04

HYDRAULICS ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 025503 ENGINEER RICHARD A. MOORE — 9/29/04

From -L- 192+60 to 194+40

From -Y5- 194+40 TO 196+20

METRIC — 5 0 10

CONST.REV.

R/W REV.

G&O GREENHORNE & O'MARA, INC.
5565 CENTERVIEW DRIVE, SUITE 107
RALEIGH, NORTH CAROLINA 27606
(919) 851-1919

-Y5-
PI Sta 10+94.810
Δ = 7° 58' 16.7" (LT)
L = 62.607
T = 31.354
R = 450.000

-Y5-
PI Sta 12+07.553
Δ = 36° 20' 27.7" (RT)
L = 69.770
T = 36.103
R = 110.000

MATCHLINE -L- STA. 192+60.000 SEE SHEET NO. 14

MATCHLINE -L- STA. 196+20.000 SEE SHEET NO. 16

-Y5- POT 10+00.000

-Y5- POT 10+20.000
BEGIN CONSTRUCTION
+20.000 -Y5-
8.900 (29.20')
BY5-52, POT 5+00.000
-Y5- 10+30.729, 6.690 LT
SPECIAL CUT DITCH
SEE DETAIL D

-Y5- PC 10+63.456

-L- TS 194+16.843

-L- SC 195+01.843

-Y5- PT 11+26.063

-Y5- PC 11+71.450

-Y5- POC 11+90.000
END CONSTRUCTION

-Y5- PT 12+41.220

-L-
PIs Sta 194+73.517
Θs = 2° 44' 09.7" (LT)
Ls = 85.000
LT = 56.673
ST = 28.339

PI Sta 196+85.566
Δ = 23° 19' 38.9" (LT)
L = 362.356
T = 183.723
R = 890.000
S.E. = .05

PIs Sta 198+92.538
Θs = 2° 44' 09.7" (LT)
Ls = 85.000
LT = 56.673
ST = 28.339

BL-19 PINC 42+14.461=
BY5 POT 5+67.197=
BY6 POT 5+00.000
-L- 194+29.991, 13.888 RT

-L- POS 194+18.732 =
-Y5- POC 11+14.459

BY6-53, POT 5+85.699
-Y5- 11+84.123, 4.279 LT

40 JESSE R. BOYD
DB 314 - PG 24
PC A - SLIDE 95-10

60A CLIFTON LEE ARNOLD
DB 371 - PG 985

60 MARGRETT ANNE ARNOLD SANDERS
DB 330 - PG 308

57 HERBERT RILEY DIXON, et ux
DB 171 - PG 152
DB 154 - PG 379

56 PATRICK K. BRYANT
DB 346 - PG 477

PAUL RUSSEL WHEELER, et ux
DB 341 - PG 20

CAROLYN STIRRUP
DB 200 - PG 40

59 WILMA DORIS WILLIAMS
DB 319 - PG 575

58 ALFREDO G. MOLLANO, et ux
DB 308 - PG 543

UNKNOWN

62 DAVID G. SPENCER
DB 360 - PG 403

64 KEVIN LEWIS
DB 288 - PG 637

63 DORIS WILLIAMS
DB 218 - PG 942

61 TSUNEKO TYNDALL
DB 195 - PG 10
MB 9 - PG 7

MARGRETT ANNE ARNOLD SANDERS
DB 330 - PG 308

CEDAR TREE
DO NOT DISTURB

SEDIMENT TANKS
DO NOT DISTURB

4 BAY CAR WASH

PROP. 200x450 CURB

MOD. CONC. FLUME WITH RIP RAP DITCH

SPECIAL CUT DITCH
SEE DETAIL F

SPECIAL CUT DITCH
SEE DETAIL D

23.6 TONS CLASS I RIP RAP
41.8 SM FILTER FABRIC

LATERAL 1.2m BASE DITCH, SEE DETAIL H
DDE = 100 m3

LATERAL 1.2m BASE DITCH, SEE DETAIL H
DDE = 1178 m3

PROP. GUARDRAIL

TYPE 350

-Y5- COURTLAND DR
SR 1205
600/700 2005 ADT 2025 ADT
200/200 400/500 900/1300
13300/22100 NC 55 14000/23000
400/100 1300/2000
-Y5- OLD BAY RIVER RD
SR 1347

SEE SHEET NO. 34 FOR -L- PROFILE
SEE SHEET NO. 42 FOR -Y5- PROFILE
SEE SHEET NO. 2-I FOR -Y5 INTERSECTION DETAIL.

NOTES:
1. DRIVES IN SHOULDER SECTION, RADIUS = 1.5m @ E.O.P. (UNLESS OTHERWISE NOTED ON PLANS).
2. OFFSET FROM R/W TO 200x450 CURB = 0.0m (TYP.).
3. OFFSET FROM E.O.P. TO 200x450 CURB = 1.8m (TYP.).

STA 192+60 TO STA 194+05 -L- LT

DETAIL F
SPECIAL CUT DITCH
(Not to Scale)
Natural Ground, VAR. 3:1, 4:1, D, 6:1, Front Ditch Slope
Min. D = 1.0m

STA 192+60 TO STA 192+72 -L- RT
STA 194+31 TO STA 195+71 -L- RT

DETAIL H
LATERAL BASE DITCH
(Not to Scale)
Natural Ground, 3:1, D, 3:1, b, .08m/m, Fill Slope, B
Min. D = 1.0 m
B = 1.2 m
b = 0.6 m

STA 10+20 TO STA 10+68 -Y5- LT
STA 10+20 TO STA 10+80 -Y5- RT
STA 11+56 TO STA 11+94 -Y5- LT
STA 11+54 TO STA 11+90 -Y5- RT*

DETAIL D
SPECIAL CUT DITCH
(Not to Scale)
*VAR 2:1 TO 3:1, Natural Ground, 3:1, D, 4:1, *VAR 2:1 TO 4:1, Front Ditch Slope
Min. D = 0.35m