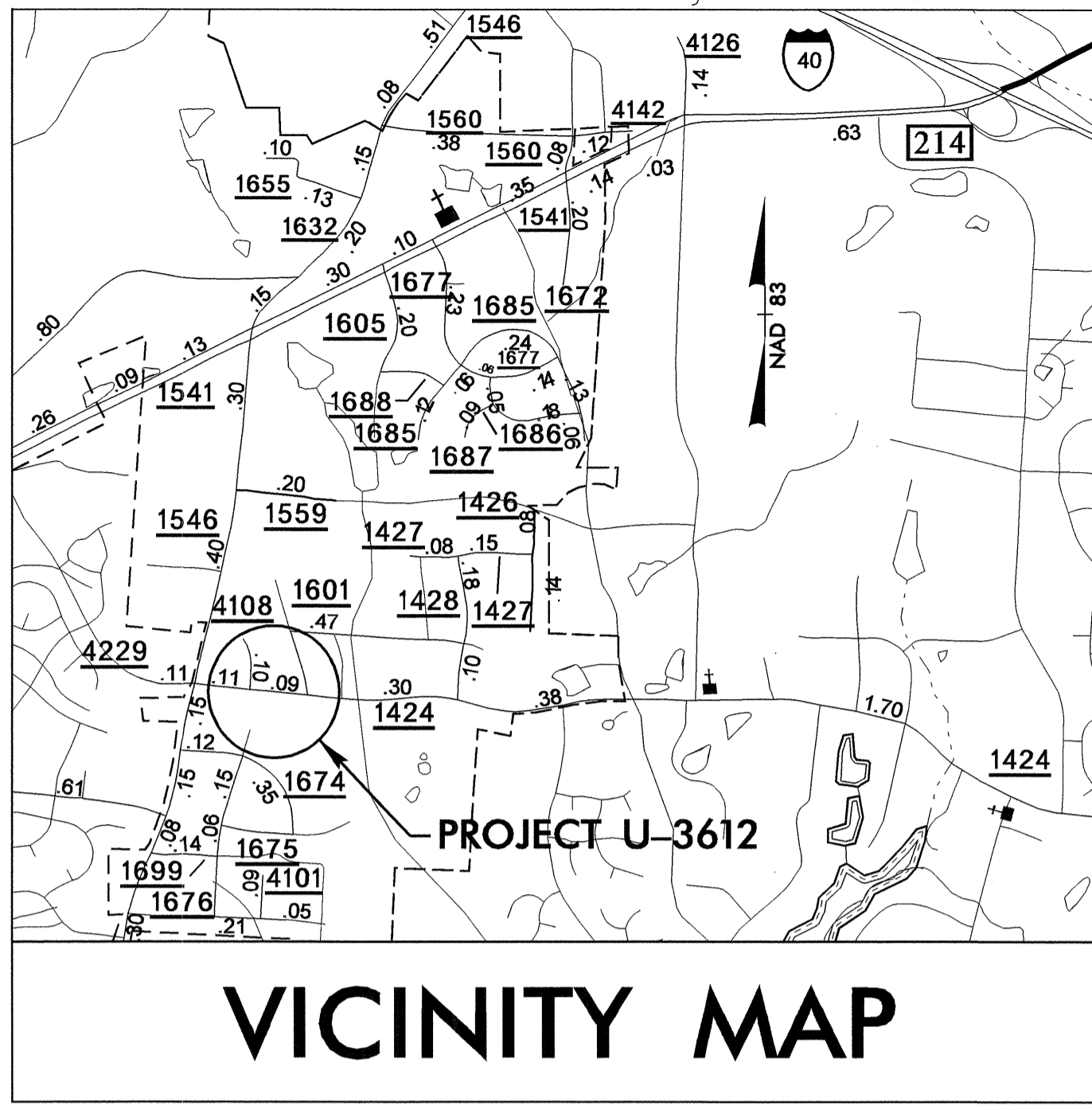


09.08/09

TIP PROJECT: U-3612

CONTRACT: C201328

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Symbols
See Sheet 1-C and 1-D For Survey Control Sheets



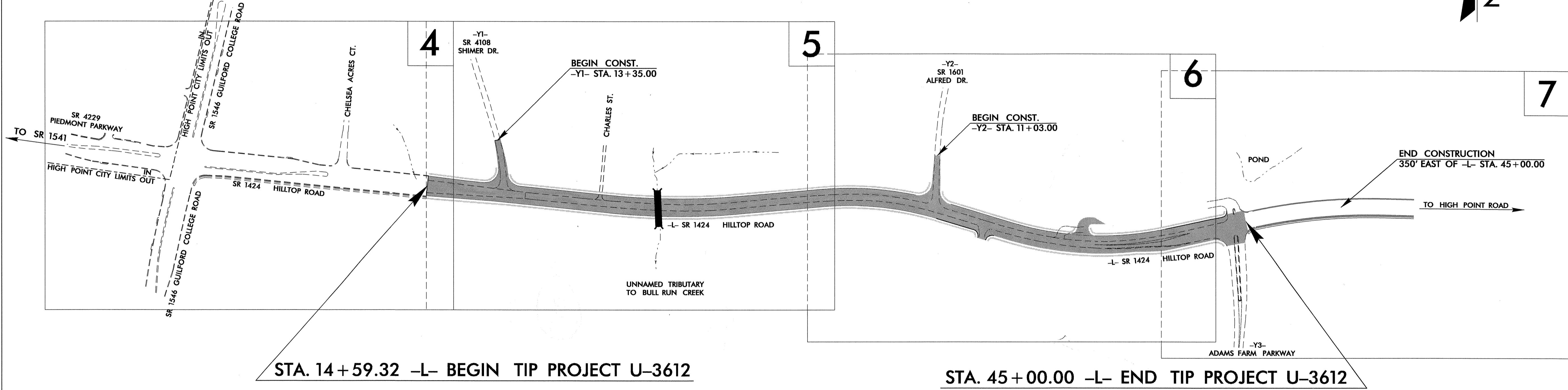
VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUILFORD COUNTY

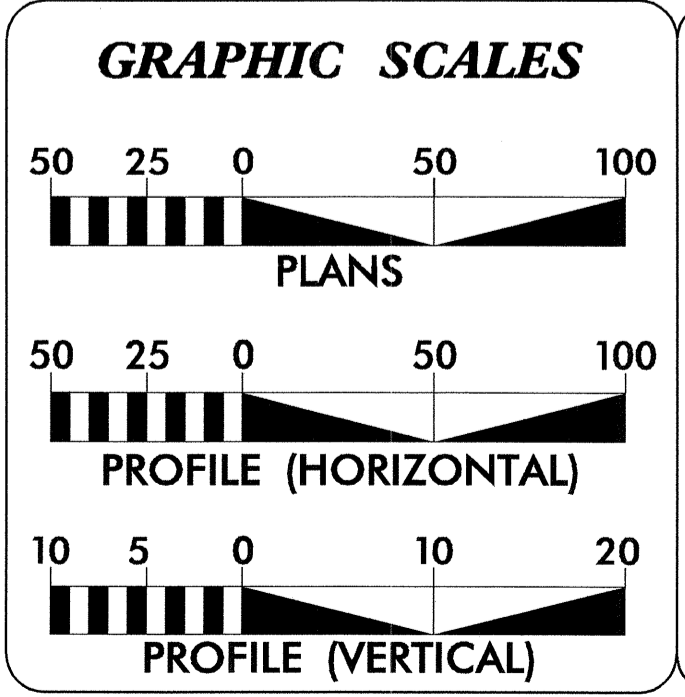
LOCATION: GREENSBORO - SR 1424 (HILLTOP ROAD) FROM EAST OF SR 1546 (GUILFORD COLLEGE ROAD) AT CHELSEA ACRES COURT TO ADAMS FARM PARKWAY
TYPE OF WORK: GRADING, PAVING, DRAINAGE, CURB & GUTTER, GUARDRAIL, CULVERT, AND SIGNALS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-3612	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34960.1.1	STP-1424(3)	PE	
34960.2.2	STP-1424(3)	RW & UTILITIES	
34960.3.2	STP-1424(5)	CONST.	



STA. 14+59.32 -L- BEGIN TIP PROJECT U-3612

STA. 45+00.00 -L- END TIP PROJECT U-3612



DESIGN DATA

ADT 2006 = 16230
ADT 2025 = 19800
DHV = 10 %
D = 55 %
T = 5 % *
V = 40 MPH
* TTST=1% DUAL=4%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-3612 = 0.576 MI
TOTAL LENGTH OF TIP PROJECT U-3612 = 0.576 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2006 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MAY 21, 2004

LETTING DATE: JANUARY 16, 2007

JAMES A. SPEER, PE
PROJECT ENGINEER

DANNY GARDNER
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

PAUL ATKINSON
SEAL 19660
SIGNATURE: [Signature]
P.E.

ROADWAY DESIGN

JAMES A. SPEER
SEAL 19660
SIGNATURE: [Signature]
P.E.

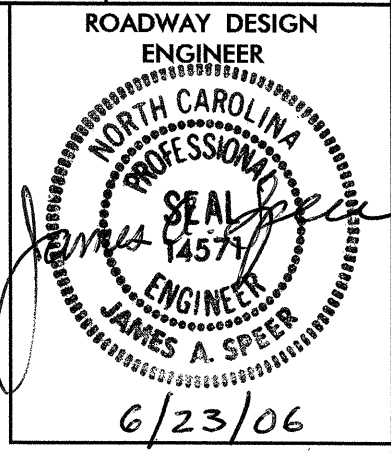
**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

ant m. miller
STATE DESIGN ENGINEER
P.E.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

APPROVED
DIVISION ADMINISTRATOR
DATE

01-JUN-2006 10:09
C:\WORK\U3612\rdy_tsh.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



SHEET NUMBER	SHEET
1	TITLE SHEET
1-A	INDEX OF SHEETS, GENERAL NOTES, AND LIST OF STANDARD DRAWINGS
1-B	CONVENTIONAL SYMBOLS
1-C THRU 1-D	SURVEY CONTROL SHEETS
2 THRU 2-B	PAVEMENT SCHEDULE, TYPICAL SECTIONS, AND WEDGING DETAIL
2-C	PERMANENT ROCK SILT CHECK TYPE 'B' DETAIL AND MODIFIED BERM DITCH OUTLET DETAIL
2-D THRU 2-E	TEMPORARY FABRIC WALL DETAIL
2-F	TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC DETAIL
2-G	UNDERCUT DETAIL
3	SUMMARY OF QUANTITIES
3-A THRU 3-C	DRAINAGE SUMMARY
3-D	GUARDRAIL SUMMARY, REMOVAL OF EXISTING ASPHALT PAVEMENT SUMMARY, BREAKUP OF EXISTING ASPHALT PAVEMENT SUMMARY, AND EARTHWORK SUMMARY
3-E	PARCEL INDEX SHEET
4 THRU 7	PLAN SHEETS
5-A	DETOUR PLAN SHEET
8 THRU 10	PROFILE SHEET
TCP-1 THRU TCP-12	TRAFFIC CONTROL PLANS
PM-1 THRU PM-3	PAVEMENT MARKING PLANS
EC-1 THRU EC-13	EROSION CONTROL PLANS
SIGN-1 THRU SIGN-7	SIGNING PLANS
SIG-1 THRU SIG-10	SIGNAL PLANS
UC-1 THRU UC- 9	UTILITY CONSTRUCTION PLANS
UO-1 THRU UO- 5	UTILITIES BY OTHERS
X-1	CROSS SECTION SUMMARY
X-2 THRU X-21	CROSS-SECTIONS
C-1 THRU C-6	CULVERT PLANS

GENERAL NOTES:

2006 SPECIFICATIONS
EFFECTIVE: 07-18-06
REVISED:

EFF. 07-18-06

GRADING AND SURFACING OR RESURFACING AND WIDENING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

2006 ROADWAY STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh N. C., Dated July 18, 2006 are applicable to this project and by reference hereby are considered a part of these plans:

STD. NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superlevation - Two Lane Pavement
225.06	Method of Grading Sight Distance at Intersections
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation - Method 'A'
310.10	Driveway Pipe Construction
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
654.01	Pavement Repairs
DIVISION 8 - INCIDENTALS	
815.03	Pipe Underdrain and Blind Drain
816.04	Markers for Drainage Structure and Concrete Pad
840.00	Concrete Base Pad for Drainage Structures
840.01	Brick Catch Basin - 12" thru 54" Pipe
840.02	Concrete Catch Basin - 12" thru 54" Pipe
840.03	Frame, Grates and Hood - for Use on Standard Catch Basin
840.14	Concrete Drop Inlet - 12" thru 30" Pipe
840.15	Brick Drop Inlet - 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.17	Concrete Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
840.18	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.24	Frames and Narrow Slot Sag Grates
840.25	Anchorage for Frames - Brick or Concrete
840.26	Brick Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
840.27	Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.45	Precast Drainage Structure
840.66	Drainage Structure Steps
840.71	Concrete and Brick Pipe Plug
840.72	Pipe Collar
846.01	Concrete Curb, Gutter and Curb & Gutter
848.01	Concrete Sidewalk
848.03	Driveway Turnout - Drop Curb Type
848.04	Street Turnout
848.05	Wheelchair Ramp - Curb Cut
862.01	Guardrail Placement
862.02	Guardrail Installation
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets
876.04	Drainage Ditches with Class 'B' Rip Rap

CLEARING:

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01.

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

UNDERDRAINS:

UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.03 AT LOCATIONS DIRECTED BY THE ENGINEER.

DRIVEWAYS:

DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.03 AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

STREET TURNOUT:

STREET RETURNS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 848.04 USING THE RADII NOTED ON PLANS.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

TEMPORARY SHORING:

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC NOT SHOWN ON THE PLANS WILL BE PAID FOR AT THE CONTRACT PRICE FOR "TEMPORARY SHORING" OR "TEMPORARY SHORING-BARRIER SUPPORTED" DEPENDING UPON THE LOCATION OF THE SHORING.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE Duke Power, Bell South, Time Warner, Piedmont Natural Gas, and City of Greensboro
ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY OTHERS.

WHEELCHAIR RAMPS:

WHEELCHAIR RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS. THE CONSTRUCTION OF ALL WHEELCHAIR RAMPS SHALL BE IN ACCORDANCE WITH STD. 848.05.

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CONVENTIONAL SYMBOLS

*S.U.E = SUBSURFACE UTILITY ENGINEER

ROADS & RELATED ITEMS

Edge of Pavement	-----
Curb	-----
Prop. Slope Stakes Cut	--- C ---
Prop. Slope Stakes Fill	--- F ---
Prop. Woven Wire Fence	○ ○
Prop. Chain Link Fence	□ □
Prop. Barbed Wire Fence	◇ ◇
Prop. Wheelchair Ramp	WCR
Curb Cut for Future Wheelchair Ramp	CFR
Exist. Guardrail	-----
Prop. Guardrail	-----
Equality Symbol	⊕
Pavement Removal	XXXX

RIGHT OF WAY

Baseline Control Point	◆
Existing Right of Way Marker	△
Exist. Right of Way Line w/Marker	-----
Prop. Right of Way Line with Proposed R/W Marker (Iron Pin & Cap)	▲
Prop. Right of Way Line with Proposed (Concrete or Granite) R/W Marker	⊙
Exist. Control of Access Line	⊙
Prop. Control of Access Line	⊙
Exist. Easement Line	-----
Prop. Temp. Construction Easement Line	-----
Prop. Temp. Drainage Easement Line	TDE
Prop. Perm. Drainage Easement Line	PDE

HYDROLOGY

Stream or Body of Water	-----
River Basin Buffer	BZ
Flow Arrow	→
Disappearing Stream	-----
Spring	-----
Swamp Marsh	-----
Shoreline	-----
Falls, Rapids	-----
Prop Lateral, Tail, Head Ditches	-----

STRUCTURES

MAJOR Bridge, Tunnel, or Box Culvert	CONC
Bridge Wing Wall, Head Wall and End Wall	CONC WW

MINOR Head & End Wall	CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Boxes	CB
Paved Ditch Gutter	-----

UTILITIES

Exist. Pole	●
Exist. Power Pole	○
Prop. Power Pole	○
Exist. Telephone Pole	○
Prop. Telephone Pole	○
Exist. Joint Use Pole	○
Prop. Joint Use Pole	○
Telephone Pedestal	T
U/G Telephone Cable Hand Hold	H
Cable TV Pedestal	C
U/G TV Cable Hand Hold	H
U/G Power Cable Hand Hold	H
Hydrant	⊕
Satellite Dish	⊕
Exist. Water Valve	⊕
Sewer Clean Out	⊕
Power Manhole	P
Telephone Booth	T
Cellular Telephone Tower	⊕
Water Manhole	⊕
Light Pole	⊕
H-Frame Pole	⊕
Power Line Tower	⊕
Pole with Base	⊕
Gas Valve	⊕
Gas Meter	⊕
Telephone Manhole	⊕
Power Transformer	⊕
Sanitary Sewer Manhole	⊕
Storm Sewer Manhole	⊕
Tank; Water, Gas, Oil	⊕
Water Tank With Legs	⊕
Traffic Signal Junction Box	⊕
Fiber Optic Splice Box	⊕
Television or Radio Tower	⊕
Utility Power Line Connects to Traffic Signal Lines Cut Into the Pavement	TS

Recorded Water Line	--- W ---
Designated Water Line (S.U.E.*)	--- W ---
Sanitary Sewer	--- SS ---
Recorded Sanitary Sewer Force Main	--- FSS ---
Designated Sanitary Sewer Force Main(S.U.E.*)	--- FSS ---
Recorded Gas Line	--- G ---
Designated Gas Line (S.U.E.*)	--- G ---
Storm Sewer	--- S ---
Recorded Power Line	--- P ---
Designated Power Line (S.U.E.*)	--- P ---
Recorded Telephone Cable	--- T ---
Designated Telephone Cable (S.U.E.*)	--- T ---
Recorded U/G Telephone Conduit	--- TC ---
Designated U/G Telephone Conduit (S.U.E.*)	--- TC ---
Unknown Utility (S.U.E.*)	--- UTL ---
Recorded Television Cable	--- TV ---
Designated Television Cable (S.U.E.*)	--- TV ---
Recorded Fiber Optics Cable	--- FO ---
Designated Fiber Optics Cable (S.U.E.*)	--- FO ---
Exist. Water Meter	⊕
U/G Test Hole (S.U.E.*)	⊕
Abandoned According to U/G Record	ATTUR
End of Information	E.O.I.

BOUNDARIES & PROPERTIES

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Property Line Symbol	⊕
Exist. Iron Pin	⊕
Property Corner	⊕
Property Monument	⊕
Property Number	123
Parcel Number	6
Fence Line	-----
Existing Wetland Boundaries	-----
High Quality Wetland Boundary	HQ WLB
Medium Quality Wetland Boundaries	MQ WLB
Low Quality Wetland Boundaries	LQ WLB
Proposed Wetland Boundaries	-----
Existing Endangered Animal Boundaries	EAB
Existing Endangered Plant Boundaries	EPB

BUILDINGS & OTHER CULTURE

Buildings	-----
Foundations	-----
Area Outline	-----
Gate	-----
Gas Pump Vent or U/G Tank Cap	○
Church	-----
School	-----
Park	-----
Cemetery	-----
Dam	-----
Sign	-----
Well	-----
Small Mine	-----
Swimming Pool	-----

TOPOGRAPHY

Loose Surface	-----
Hard Surface	-----
Change in Road Surface	-----
Curb	-----
Right of Way Symbol	R/W
Guard Post	⊕
Paved Walk	-----
Bridge	-----
Box Culvert or Tunnel	-----
Ferry	-----
Culvert	-----
Footbridge	-----
Trail, Footpath	-----
Light House	-----

VEGETATION

Single Tree	-----
Single Shrub	-----
Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

RAILROADS

Standard Gauge	-----
RR Signal Milepost	-----
Switch	-----

5/28/99

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revised 02/02/00

SURVEY CONTROL SHEET U-3612

PROJECT REFERENCE NO.	SHEET NO.
U-3612	1-C
LOCATION AND SURVEYS	

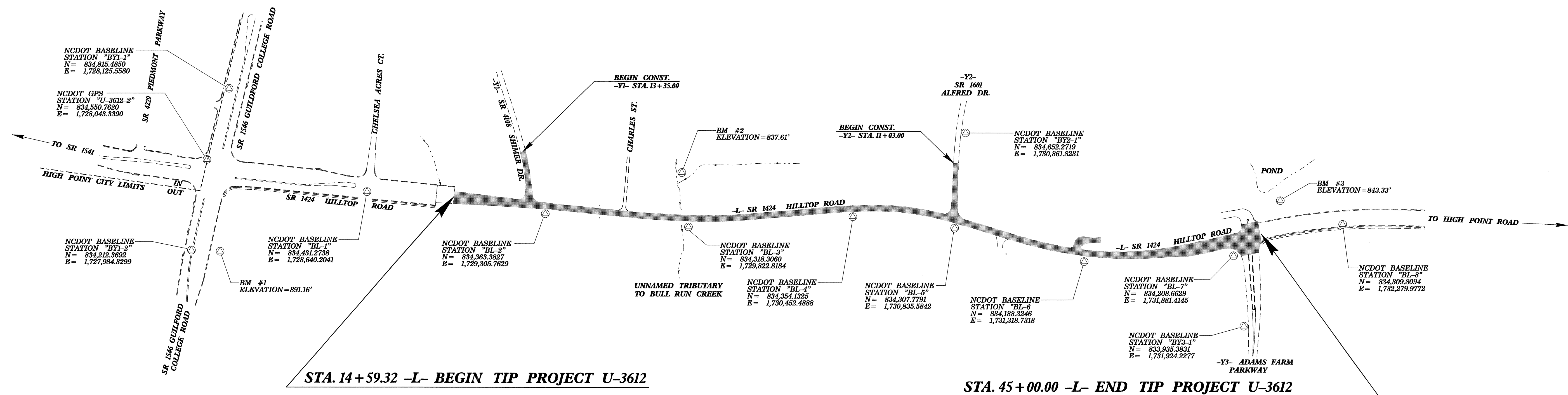
NOTES

1. THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:

HTTP://WWW.DOH.DOT.STATE.NC.US/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/

FILE: U-3612_Is_control_030916.txt

SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "GPS U3612-2" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 834550.7620 (ft) EASTING: 1728043.339 (ft) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999291 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "GPS U3612-2" TO -L- STATION 14+59.32 IS S 81°31'21.0" E DISTANCE = 931.2433' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

⊙ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT. ALL COORDINATES SHOWN ARE LOCALIZED PROJECT COORDINATES. PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.

NOTE: DRAWING NOT TO SCALE

SURVEY CONTROL SHEET U-3612

BASELINE DATA

BL POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
122	U3612-2	834550.7620	1728043.3390	894.49	OUTSIDE PROJECT LIMITS	
128	BL-1	834431.2738	1728640.2041	875.65	11+34.97	14.89 RT
130	BL-2	834363.3827	1729305.7629	854.07	18+03.98	15.52 RT
132	BL-3	834318.3060	1729822.8184	838.24	23+21.98	15.43 RT
134	BL-4	834354.1325	1730452.4888	866.17	29+51.84	16.91 RT
136	BL-5	834307.7791	1730835.5842	868.00	33+45.56	18.05 RT
139	BL-6	834188.3246	1731318.7318	873.99	38+41.19	15.03 RT
141	BL-7	834208.6629	1731881.4145	847.29	43+96.83	56.41 RT
144	BL-8	834309.8094	1732279.9772	830.35	OUTSIDE PROJECT LIMITS	

BY1 POINT	DESC.	NORTH	EAST	ELEVATION	Y1 STATION	OFFSET
126	BY1-1	834815.4850	1728125.5580	892.86	OUTSIDE PROJECT LIMITS	
A122	GPS U3612-2	834550.7620	1728043.3390	894.49	10+14.95	1137.32 RT
127	BY1-2	834212.3692	1727984.3299	893.21	OUTSIDE PROJECT LIMITS	

BY2 POINT	DESC.	NORTH	EAST	ELEVATION	Y2 STATION	OFFSET
138	BY2-1	834652.2719	1730861.8231	882.93	OUTSIDE PROJECT LIMITS	
A136	BL-5	834307.7791	1730835.5842	868.00	OUTSIDE PROJECT LIMITS	

BY3 POINT	DESC.	NORTH	EAST	ELEVATION	Y3 STATION	OFFSET
A141	BL-7	834208.6629	1731881.4145	847.29	10+58.14	45.50 RT
143	BY3-1	833935.3831	1731924.2277	855.19	13+41.07	25.61 RT

BENCHMARK DATA

 BM1 ELEVATION = 891.16
 N 834214 E 1728088
 L STATION 10+00
 S 59° 38' 28.9" W DIST 486.07
 RR SPIKE SET IN 17' OAK

 BM2 ELEVATION = 837.61
 N 834503 E 1729805
 L STATION 22+98 169 LEFT
 RR SPIKE SET IN 32' GUM

 BM3 ELEVATION = 843.33
 N 834401 E 1732048
 L STATION 45+32
 N 23° 10' 20.9" E DIST 118.30
 RR SPIKE SET IN 27' OAK

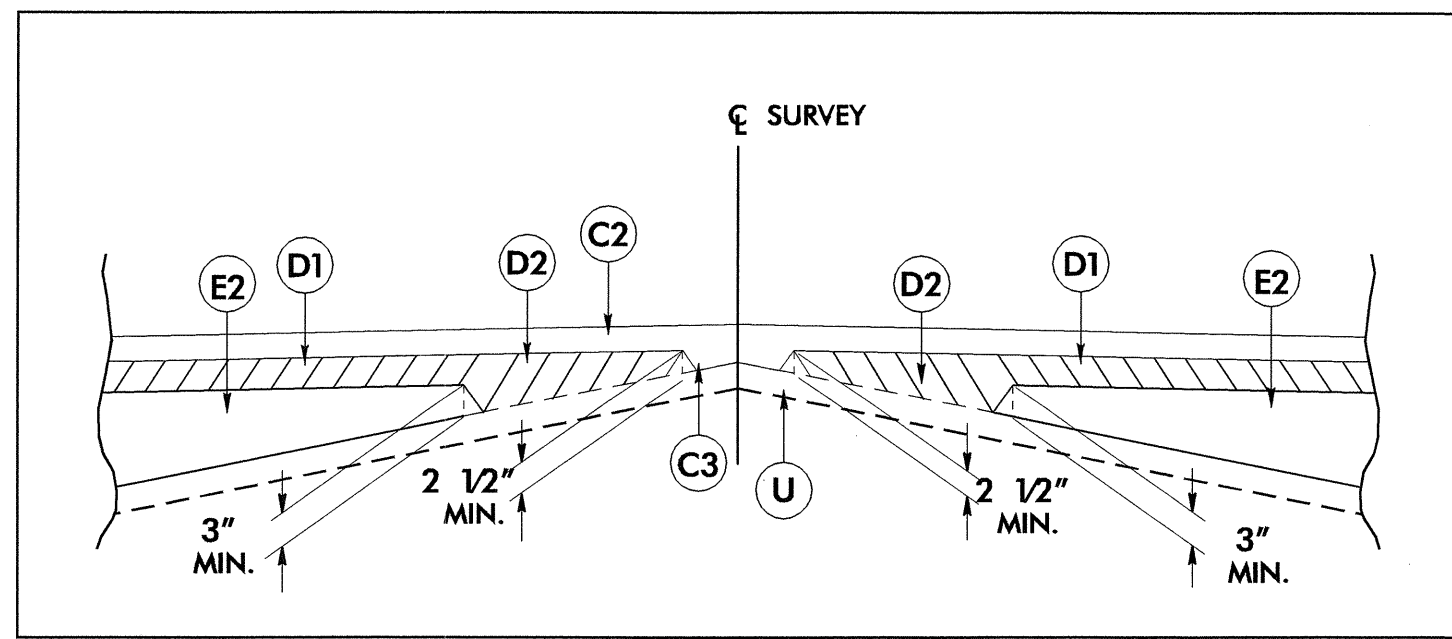
NOTES

1. THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
 HTTP://WWW.DOH.DOT.STATE.NC.US/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/
 FILE: U-3612_ls_control_030916.txt
 SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "GPS U3612-2"
 WITH NAD 83 STATE PLANE GRID COORDINATES OF
 NORTHING: 834550.762(ft) EASTING: 1728043.339(ft)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999291
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "GPS U3612-2" TO L- STATION 14+59.32 IS
 S 81°31'21.0" E DISTANCE = 931.2433'
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

6/22/99

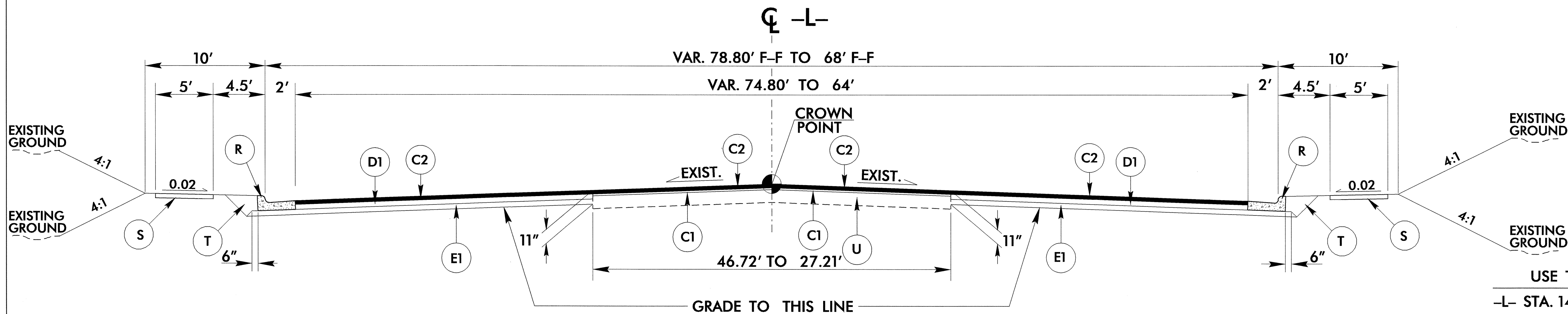


DETAIL SHOWING METHOD OF WEDGING WHERE CENTERLINE ELEV. CONTROLS

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	J	PROP. 10" AGGREGATE BASE COURSE.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	P	PRIME COAT AT AN AVERAGE RATE OF 0.35 GAL. PER SQ. YD.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	R	2'-6" CONCRETE CURB AND GUTTER.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	S	4" CONCRETE SIDEWALK.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" IN DEPTH OR GREATER THAN 4" IN DEPTH.	T	EARTH MATERIAL.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH.	W	VARIABLE DEPTH ASPHALT PAVEMENT, (SEE STANDARD WEDGING DETAILS)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

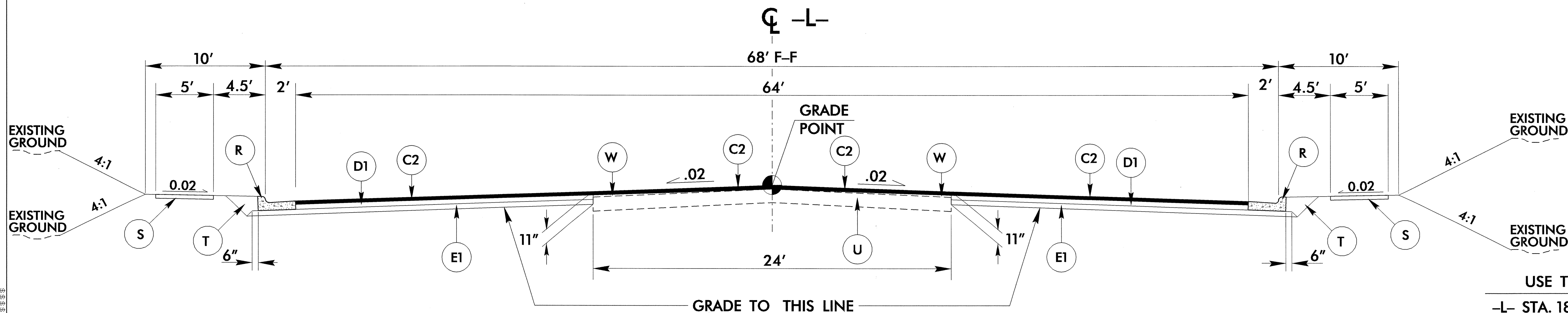
PROJECT REFERENCE NO. U-3612	SHEET NO. 2
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 14571 JAMES A. SPEER 6/23/06	PAVEMENT DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 13368 DAN-CHI CHEN 6/26/06



TYPICAL SECTION NO. 1

NOTE: TRANSITION FROM TYPICAL SECTION NO. 1 TO TYPICAL SECTION NO. 2
-L- STA. 17+60.00 TO -L- STA. 18+20.21

NOTE: THE FINAL LIFT OF SURFACE COURSE C1 THAT WAS NOT PLACED UNDER PROJECT U-2913B WILL BE PLACED UNDER THIS PROJECT AT -L- STA. 14+59.32 TO STA. 18+20.21

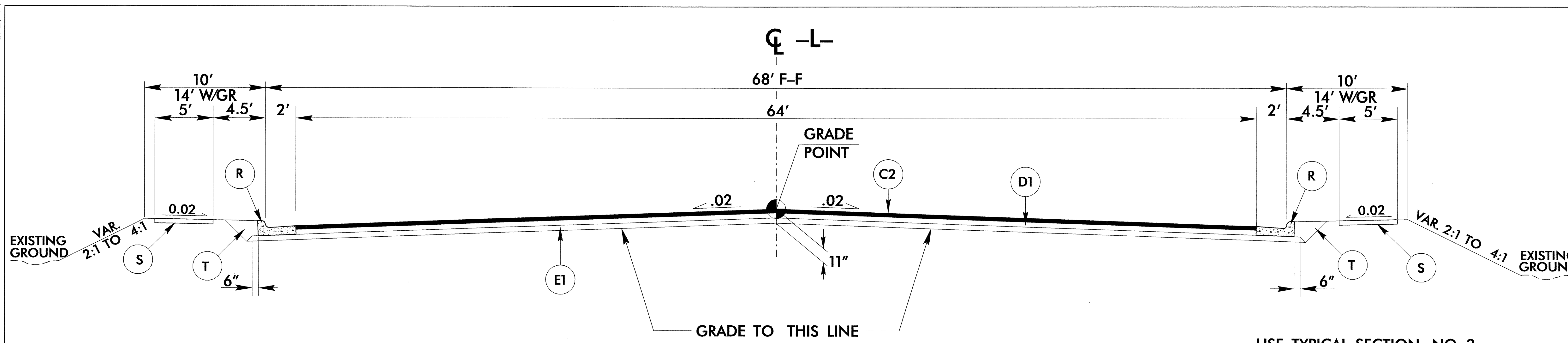


TYPICAL SECTION NO. 2

NOTE: TRANSITION FROM TYPICAL SECTION NO. 2 TO EXISTING
-L- STA. 43+80.00 TO -L- STA. 45+00.00

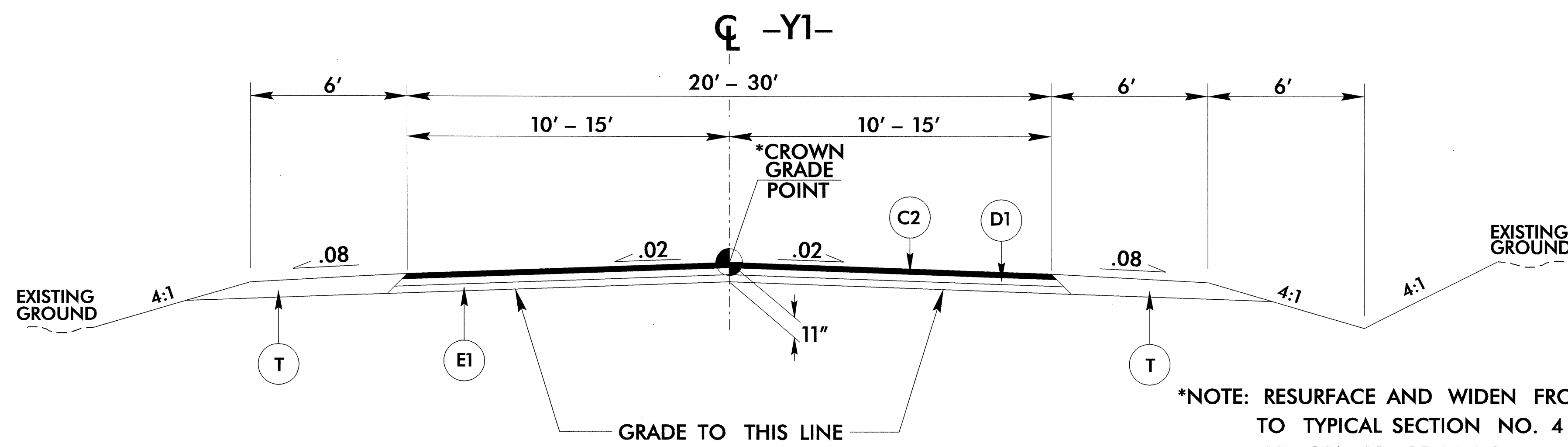
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5:54 PM C:\PROJECTS\RD212399\RD212399.dgn

6/2/99



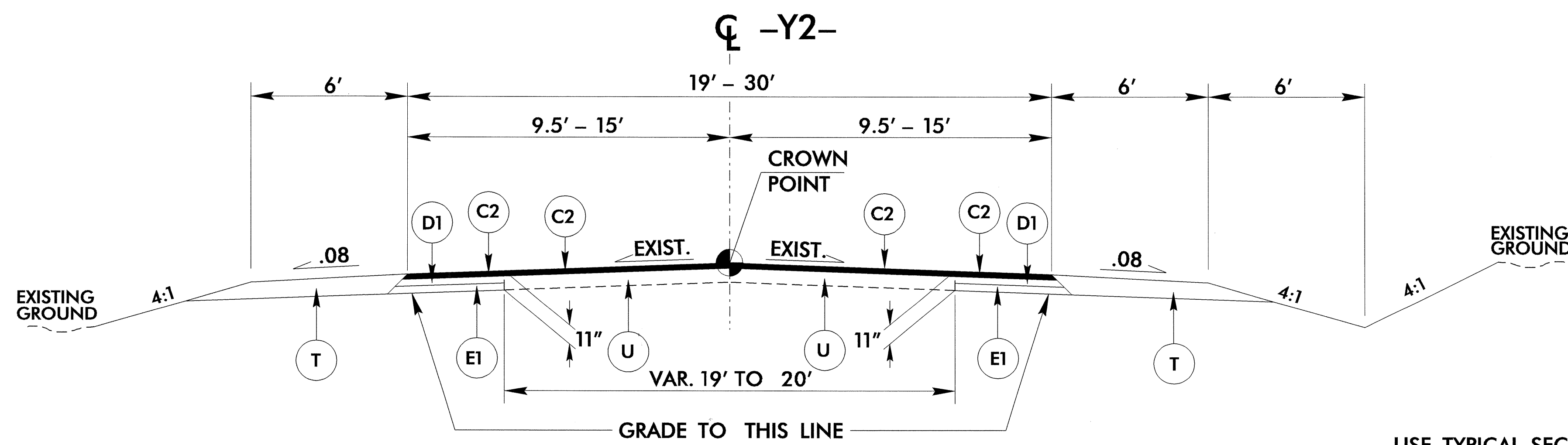
TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 3
 -L- STA. 21+00.00 TO STA. 26+00.00



TYPICAL SECTION NO. 4

*NOTE: RESURFACE AND WIDEN FROM EXISTING 20' WIDTH TO TYPICAL SECTION NO. 4
 -Y1- STA. 13+35.00 TO -L- STA. 13+50.00
 USE TYPICAL SECTION NO. 4
 -Y1- STA. 13+50.00 TO STA. 14+35.00



TYPICAL SECTION NO. 5

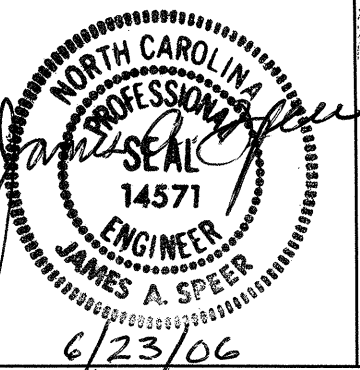
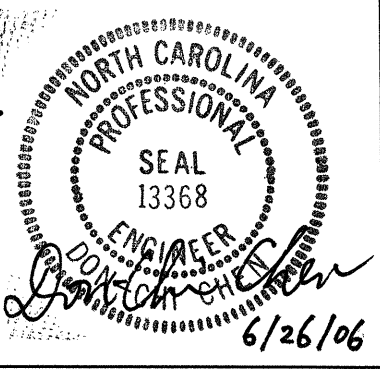
USE TYPICAL SECTION NO. 5
 -Y2- STA. 11+03.00 TO STA. 12+03.00

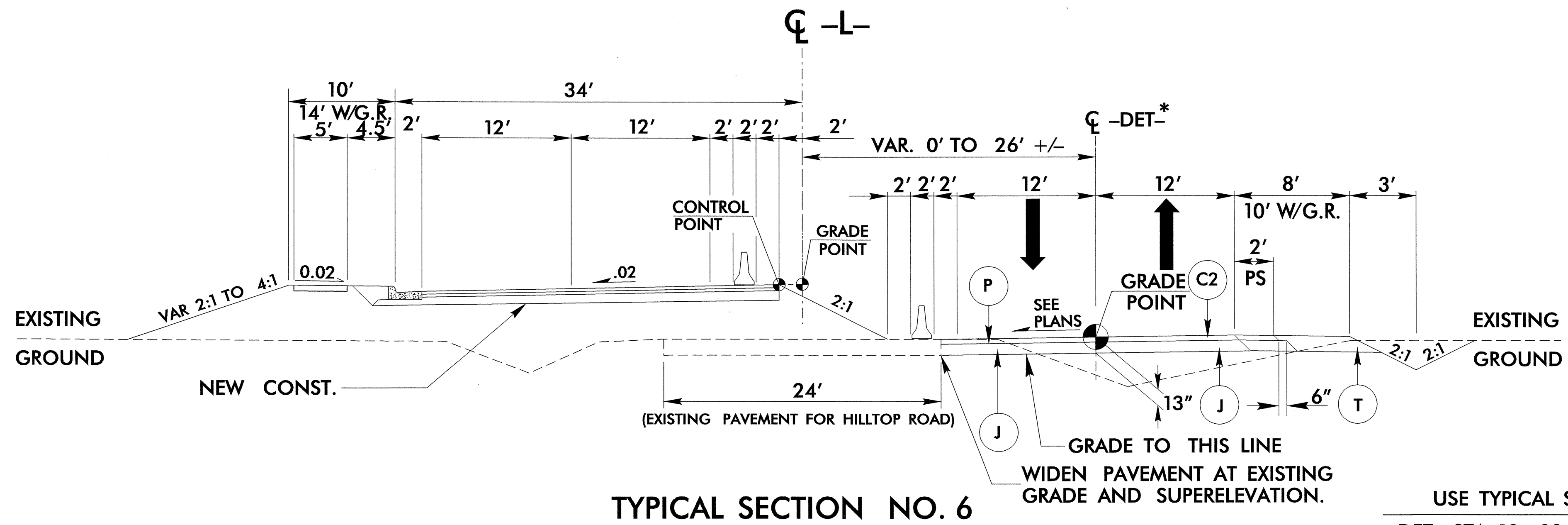
PROJECT REFERENCE NO.		SHEET NO.	
U-3612		2-A	
ROADWAY DESIGN ENGINEER		PAVEMENT DESIGN ENGINEER	
PAVEMENT SCHEDULE			
C1	1 1/2" S9.5B		
C2	3" S9.5B		
C3	VAR. DEPTH S9.5B		
D1	4" I19.0B		
D2	VAR. DEPTH I19.0B		
E1	4" B25.0B		
E2	VAR. DEPTH B25.0B		
J	10" AGGREGATE BASE COURSE		
P	PRIME COAT		
R	2'-6" CONCRETE C & G		
S	4" CONCRETE SIDEWALK		
T	EARTH MATERIAL		
U	EXISTING PAVEMENT		
W	VAR. DEPTH WEDGING		

01-JUN-2006 10:09
 4:44:41 USECHNME\$34
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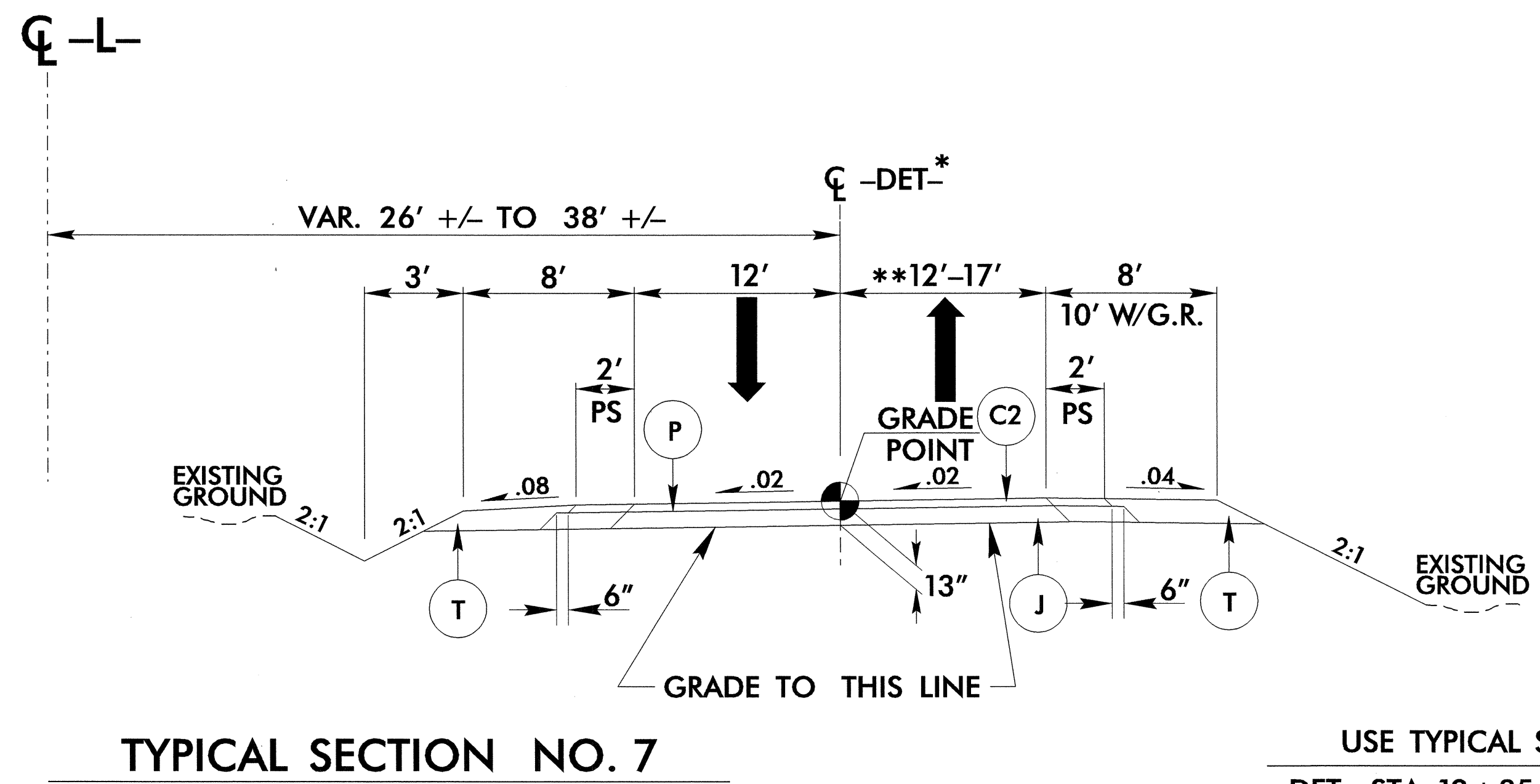
6/2/99

01-JUN-2006 10:09
44880-DWG-ROADWAY-2-10-06.typ.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-3612	2-B
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
	
PAVEMENT SCHEDULE	
C1	1 1/2" S9.5B
C2	3" S9.5B
C3	VAR. DEPTH S9.5B
D1	4" I19.0B
D2	VAR. DEPTH I19.0B
E1	4" B25.0B
E2	VAR. DEPTH B25.0B
J	10" AGGREGATE BASE COURSE
P	PRIME COAT
R	2'-6" CONCRETE C & G
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	VAR. DEPTH WEDGING



USE TYPICAL SECTION NO. 6
 -DET- STA. 10+00.00 TO STA. 12+35.00
 -DET- STA. 18+10.00 TO STA. 20+62.07



USE TYPICAL SECTION NO. 7
 -DET- STA. 12+35.00 TO STA. 18+10.00

** NOTE: SEE TRAFFIC CONTROL PLANS AND PAVEMENT MARKING PLANS FOR 5' LANE SHIFT FROM -DET- STA. 13+45.00 TO 16+55.00

PROPOSED 2-LANE ONSITE DETOUR TYPICAL SECTIONS
 * TEMPORARY ONSITE DETOUR FOR HILLTOP ROAD IS REQUIRED TO MAINTAIN TRAFFIC ALONG -L- STA. 18+20.00 TO STA. 28+71.52. SEE PLAN SHEET 5-A AND PROFILE SHEET 10.

04-MAY-2006 10:50
 s:\cort-acq3\p0226331\special_details\nbritt\english\urban\us612_silt_ek.dgn
 mbritt -A- 6/22/06

5/14/99

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

1-02

PERMANENT ROCK SILT CHECK TYPE 'B'

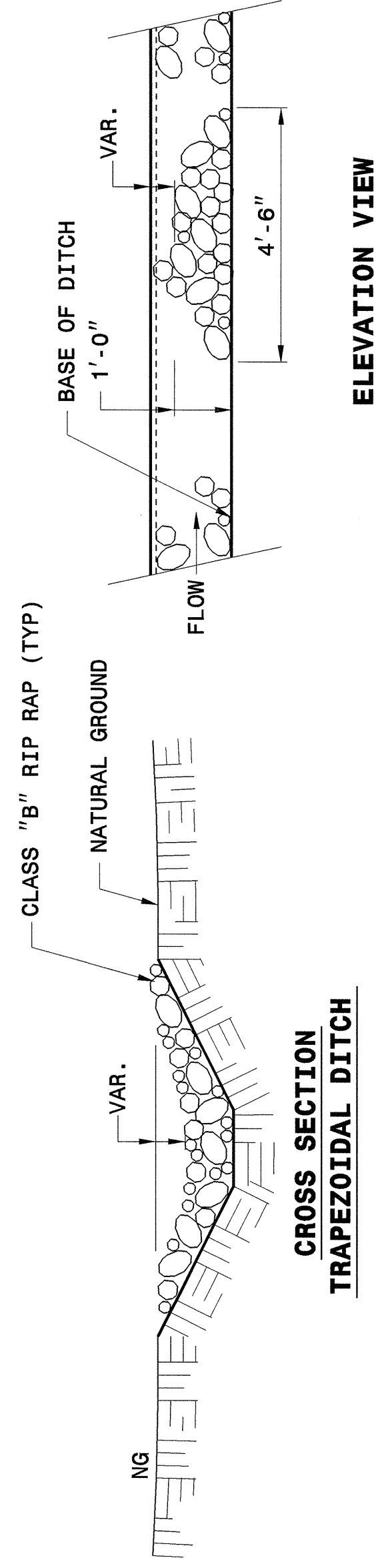
ENGLISH STANDARD DRAWING FOR

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 RALEIGH, N.C.

1-02

PERMANENT ROCK SILT CHECK TYPE 'B'

ENGLISH STANDARD DRAWING FOR



**CROSS SECTION
 TRAPEZOIDAL DITCH**

STA 23+30 TO STA 24+50 -L-LT.
 STA 24+50 TO STA 26+00 -L-RT.

SHEET 1 OF 1
1633D02

SHEET 1 OF 1
1633D02

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

1-02

GUIDE FOR MODIFIED BERM DRAINAGE OUTLET
 18" PIPE

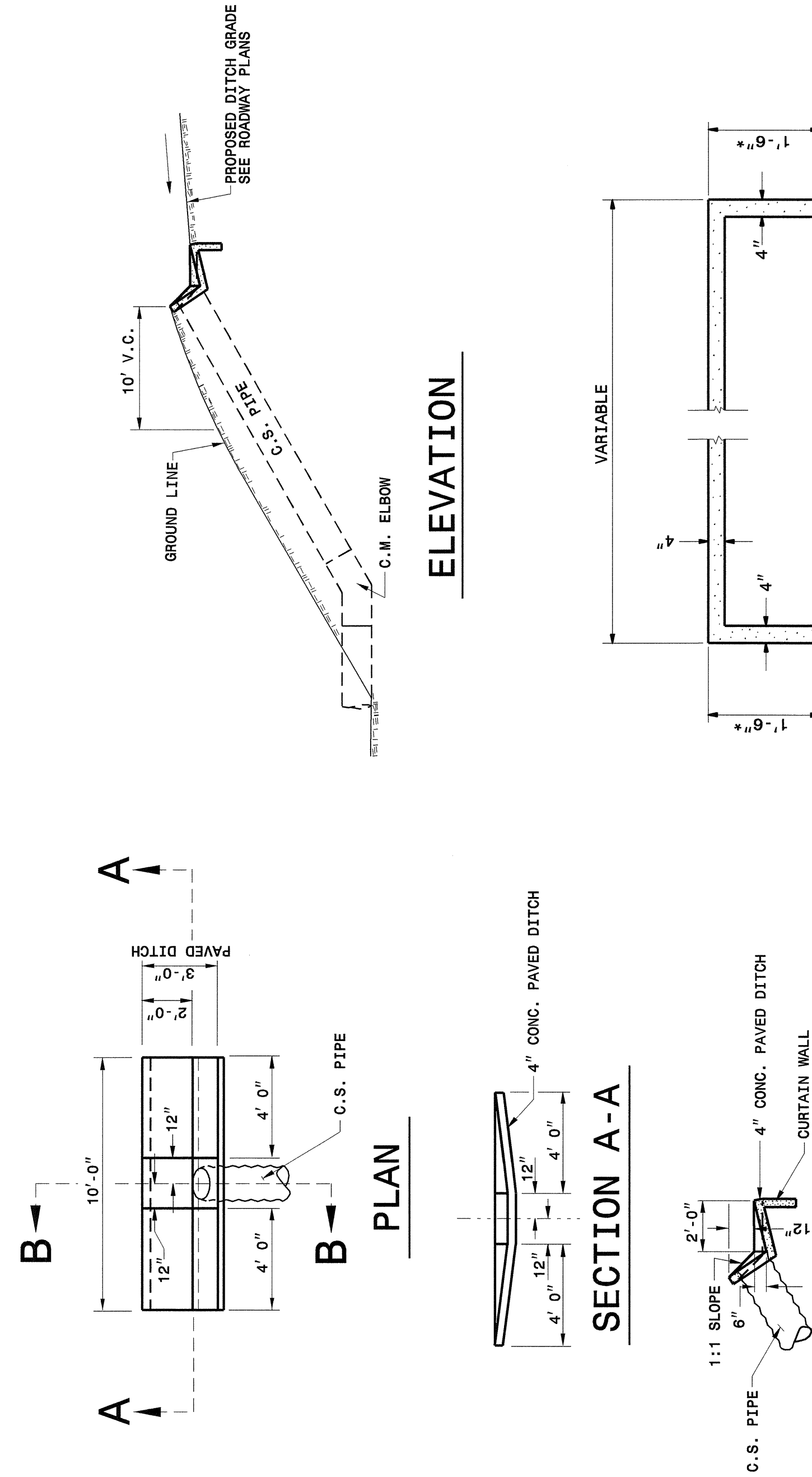
ENGLISH STANDARD DRAWING FOR

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 RALEIGH, N.C.

1-02

GUIDE FOR MODIFIED BERM DRAINAGE OUTLET
 18" PIPE

ENGLISH STANDARD DRAWING FOR



PLAN

SECTION A-A

SECTION B-B

STA 24+50 -L-RT.

ELEVATION

PART LONGITUDINAL SECTION OF PAVED DITCH

* WHEN CURTAIN WALL FOR PAVED DITCH IS LOCATED ADJACENT TO A DRAINAGE STRUCTURE AND THE PIPE FROM THE STRUCTURE INTERFERES WITH THE 1'-6" DEPTH, THE DEPTH OF THE CURTAIN WALL MAY BE REDUCED BELOW 1'-6" TO CLEAR THE TOP OF THE PIPE.

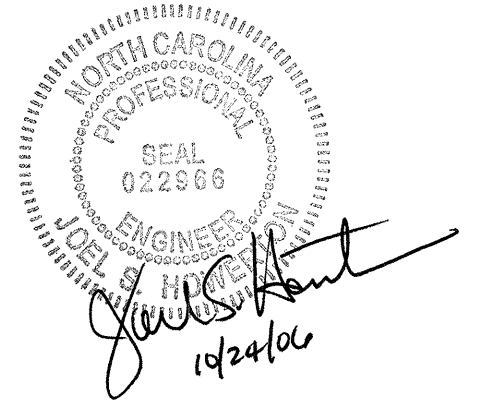
SHEET 1 OF 1
850D10

SHEET 1 OF 1
850D10

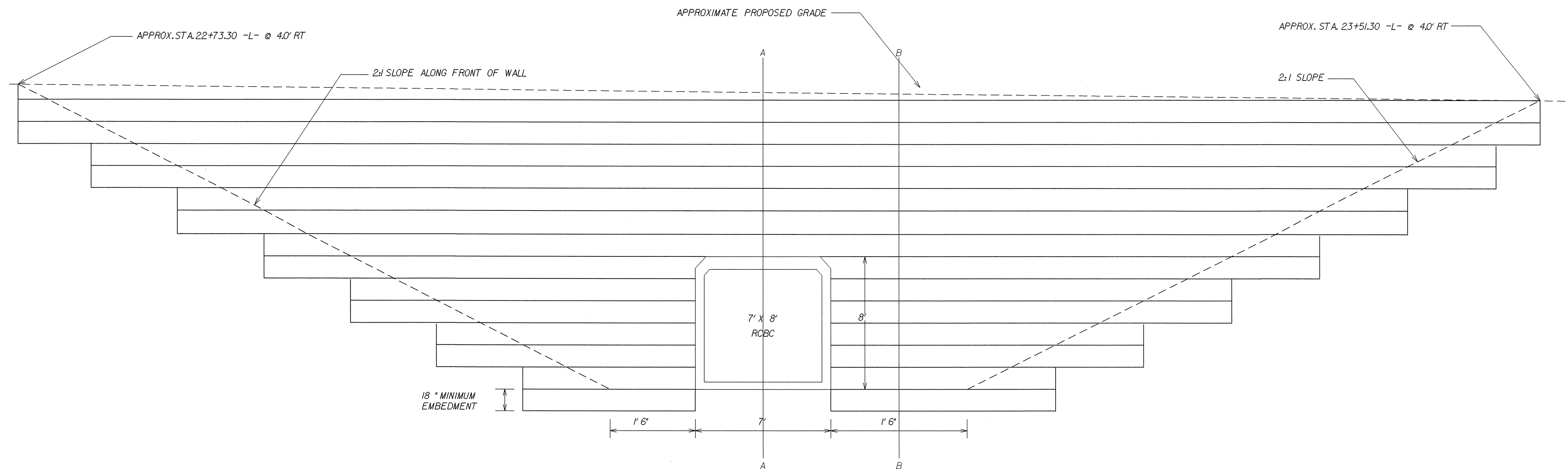
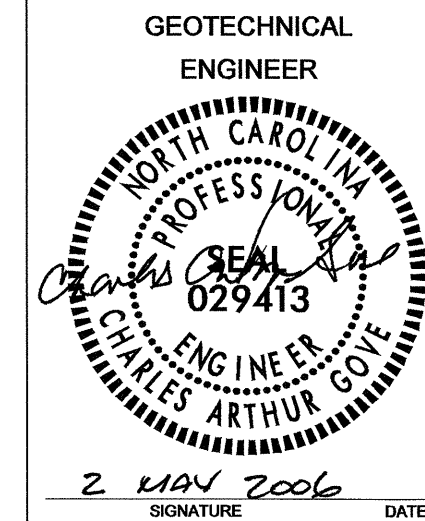
**PROJECT SERVICES UNIT
 STANDARDS AND SPECIAL DESIGN**
 Office 919-250-4128 FAX 919-250-4119

SEE PLATE FOR TITLE

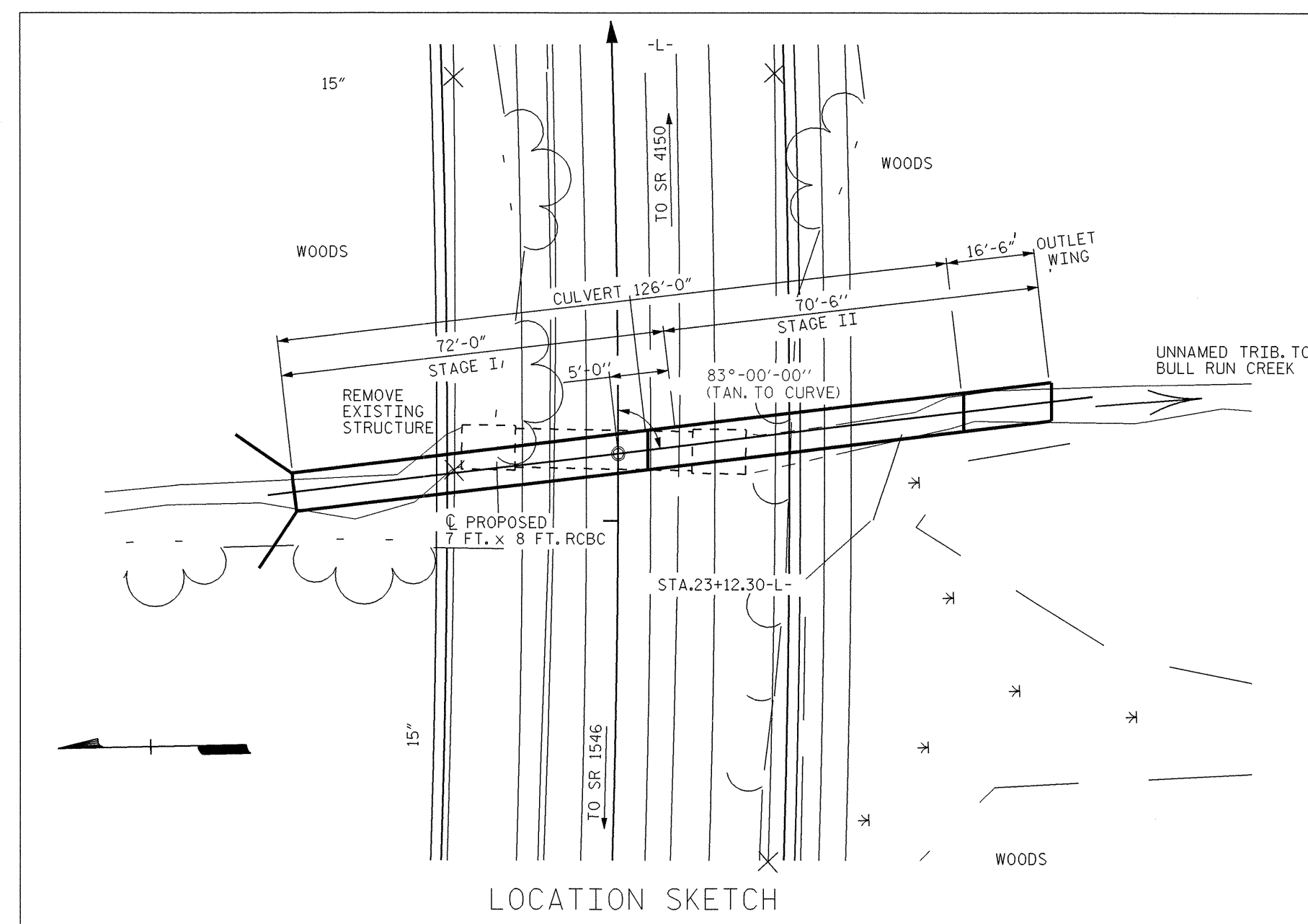
ORIGINAL BY: DATE:
 MODIFIED BY: nbritt DATE: 04-30-04
 CHECKED BY: Joel S. Hunt DATE: 5/4/06
 FILE SPEC.: s:\cort-acq3\p0226331\special_details\nbritt\english\urban\us612_silt_ek.dgn



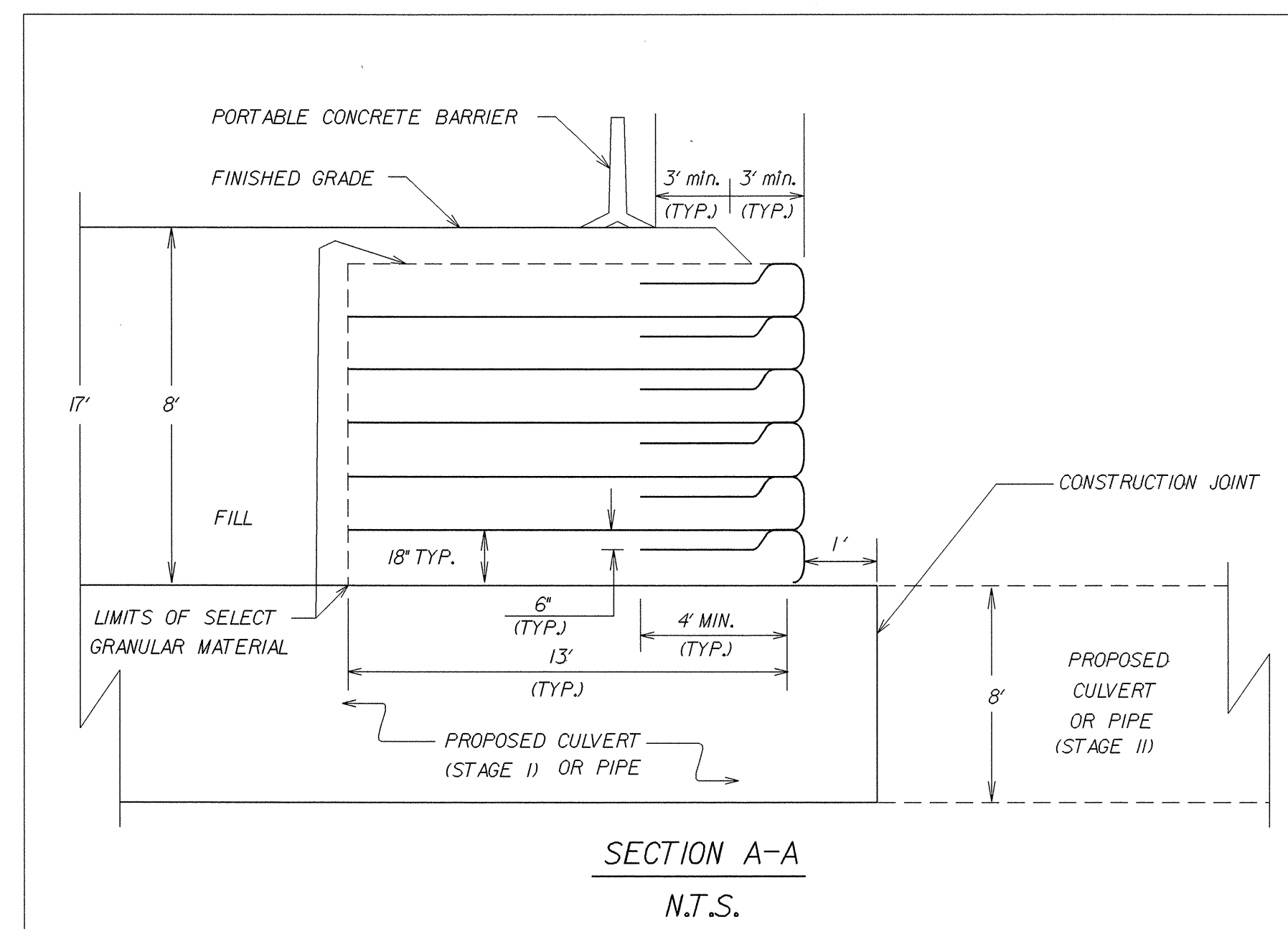
PROJECT REFERENCE NO. U-3612 SHEET NO. 2-C



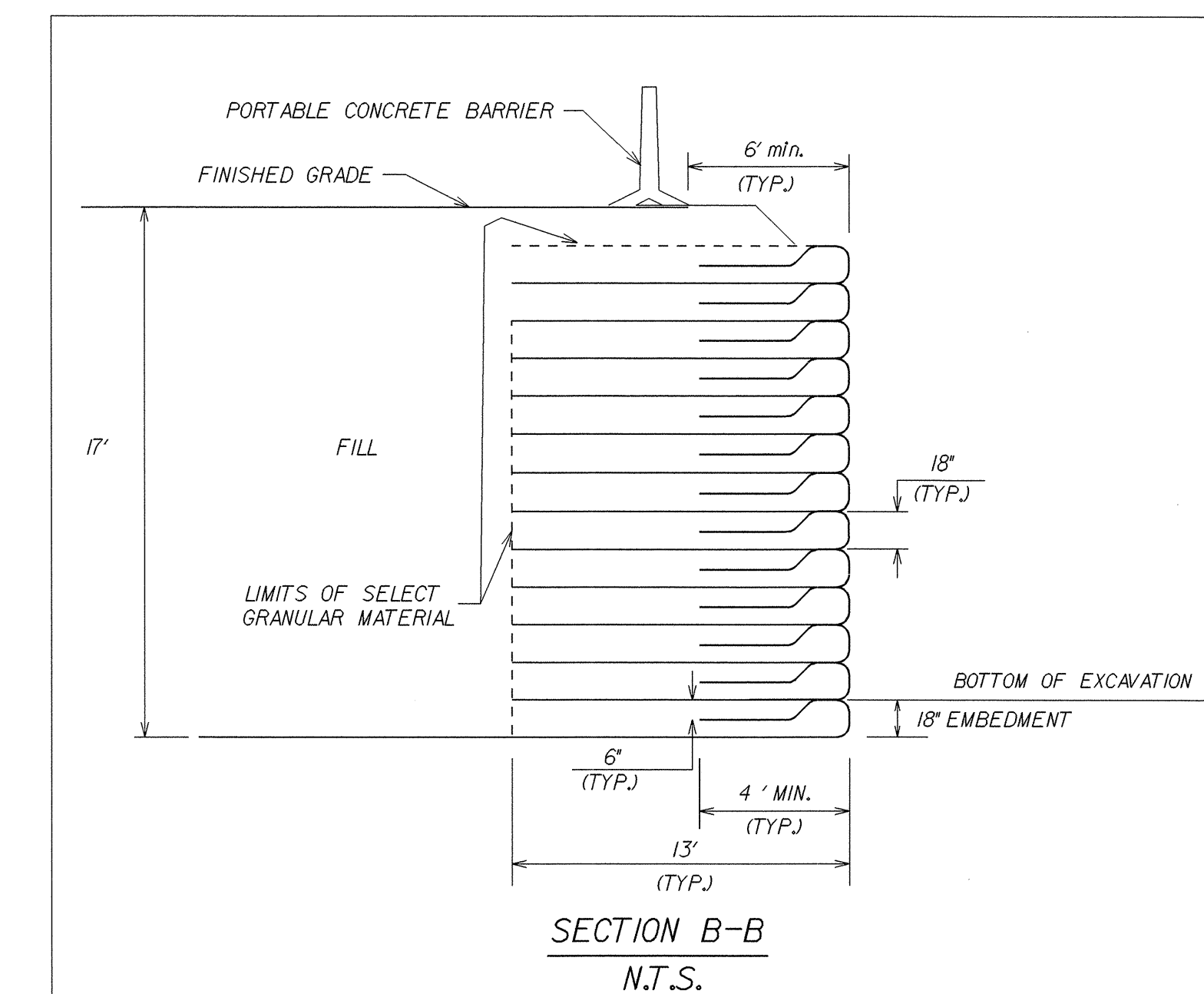
PROFILE ALONG CONSTRUCTION JOINT OF CULVERT AT -L- STA. 23+12.30± AT 5.0' RT
 (TEMPORARY FABRIC WALL APPROX. 4.0'± RT. OF CENTERLINE
 N.T.S.



LOCATION SKETCH



SECTION A-A
 N.T.S.



SECTION B-B
 N.T.S.

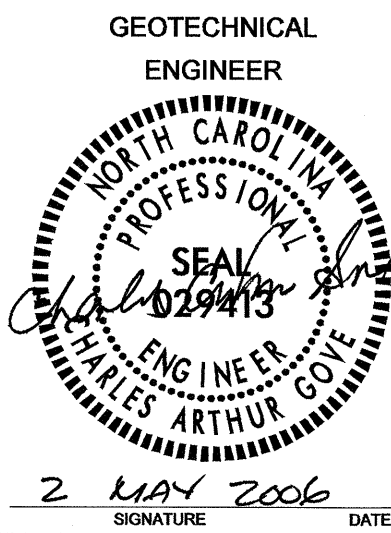
PREPARED BY: W. D. FIELDS DATE: 04/06
 REVIEWED BY: C. A. GOVE DATE: 04/06

GEOTECHNICAL ENGINEERING UNIT
 EASTERN REGIONAL OFFICE
 WESTERN REGIONAL OFFICE

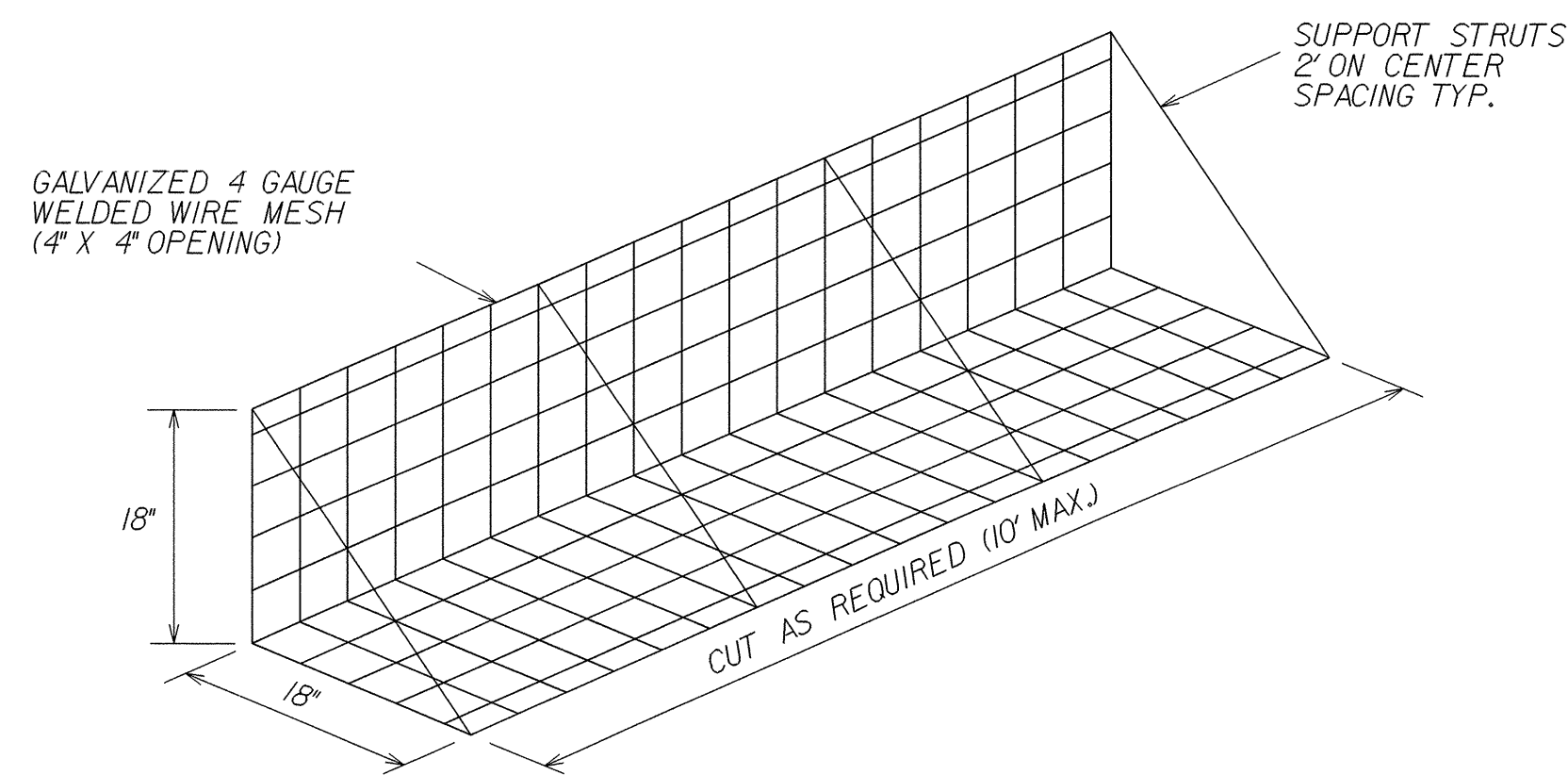
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

U-3612
 GUILFORD COUNTY
 TEMPORARY FABRIC WALL

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		



FORM OPTION #1

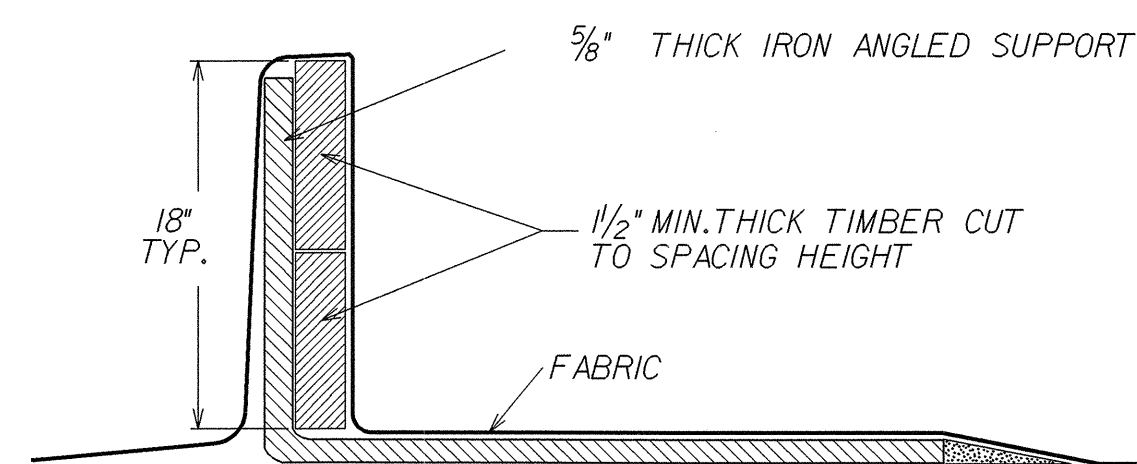


WELDED WIRE MESH FORM
N.T.S.

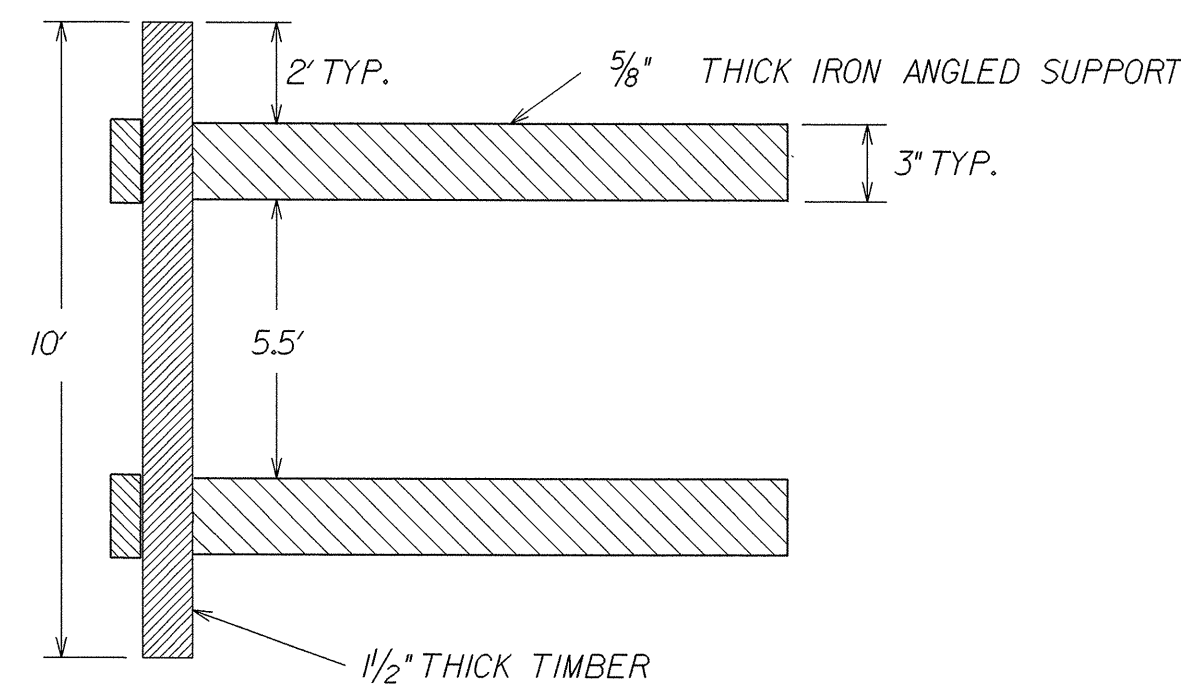
NOTES:

1. FABRIC FOR THE TEMPORARY FABRIC WALL SHALL HAVE A MINIMUM WIDE WIDTH TENSILE STRENGTH OF 131 lb/in IN THE WARP DIRECTION (BASED ON ASTM-D4595) AT 5% ELONGATION AND A MINIMUM ULTIMATE WIDE WIDTH TENSILE STRENGTH OF 318 lb/in IN THE WARP DIRECTION.
2. FOR TEMPORARY FABRIC WALL, SEE SPECIAL PROVISIONS.
3. LOCATIONS AND QUANTITIES PROVIDED ARE ONLY APPROXIMATE. EXACT LOCATIONS AND QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4. THE FABRIC WALL SHALL BE BENCHED INTO THE SIDE OF THE EXCAVATION WHERE APPLICABLE AND AS DIRECTED BY THE ENGINEER.
5. PROPER DRAINAGE AT THE TOP OF THE WALL SHALL BE AS DIRECTED BY THE ENGINEER.
6. SELECT GRANULAR MATERIAL SHALL BE IN ACCORDANCE WITH PROJECT SPECIAL PROVISIONS.
7. FABRIC WALL SHALL BE LEFT IN PLACE PERMANENTLY.
8. WHEN THE FINAL FILL IS PLACED IN FRONT OF THE WALL, UNFOLD THE TOP 2 LAYERS OF FABRIC AND INCORPORATE IT INTO THE FILL AS DIRECTED BY THE ENGINEER.
9. THE REQUIRED BEARING PRESSURE FOR THE FABRIC WALLS IS 2 tsf. VERIFY THE REQUIRED BEARING PRESSURE IN THE FIELD.
10. THE CONTRACTOR MAY ELECT TO USE A FORMING SYSTEM TO CONSTRUCT THE TEMPORARY FABRIC WALL OTHER THAN THE FALSEWORK OR WIRE MESH FORM OPTIONS SHOWN IN THESE PLANS, HOWEVER, THE ALTERNATE METHOD MUST BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
11. FOR THE LOCATION OF THE TEMPORARY FABRIC WALL, SEE THE TRAFFIC CONTROL PLANS.

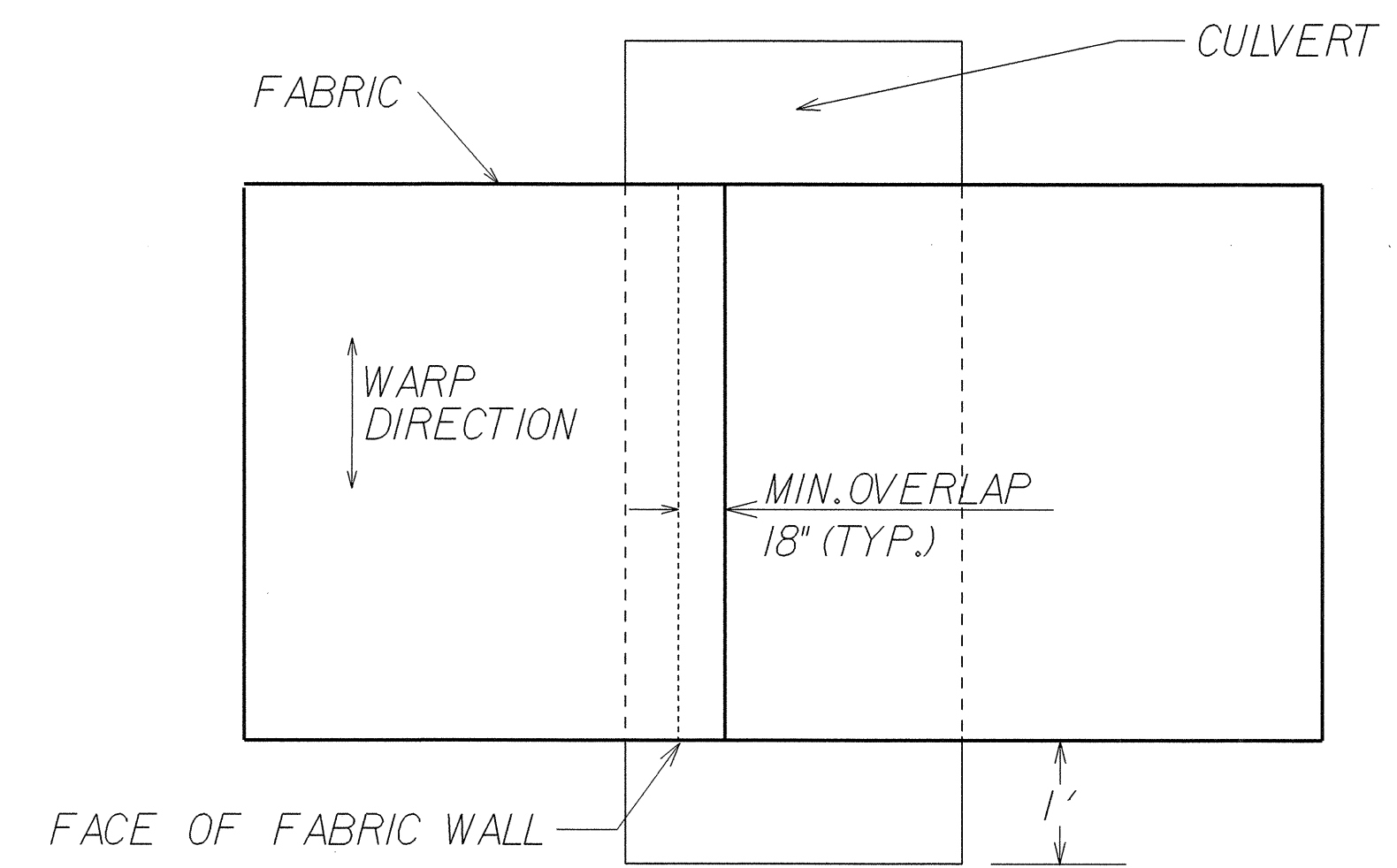
FORM OPTION #2



ELEVATION VIEW OF WALL
FACE FALSEWORK
N.T.S.



PLAN VIEW OF WALL
FACE FALSEWORK
N.T.S.



PLAN VIEW OF FABRIC OVERLAP
N.T.S.

PREPARED BY: W. D. FIELDS	DATE: 04/06
REVIEWED BY: C. A. GOVE	DATE: 04/06

GEOTECHNICAL ENGINEERING UNIT
 EASTERN REGIONAL OFFICE
 WESTERN REGIONAL OFFICE

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

U-3612
 GUILFORD COUNTY
 TEMPORARY FABRIC WALL

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

NOTES

FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE SPECIAL PROVISIONS.

SELECT THE APPROPRIATE STANDARD SHORING DESIGN FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC IN LIEU OF SUBMITTING CONTRACTOR SHORING DESIGN. USE STANDARD SHORING DESIGN ONLY WHEN ALL OF THE FOLLOWING CRITERIA ARE MET:

- MAXIMUM HEIGHT OF SHORING EXCAVATION IS 11 FEET
- GROUNDWATER TABLE IS NOT ABOVE BOTTOM OF THE EXCAVATION
- BACKFILL SLOPE IS 2:1 OR FLATTER
- TRAFFIC SURCHARGE EQUAL TO 240 PSF
- SOLDIER PILE SPACING OF 6 FEET
- TIMBER LAGGING SHALL HAVE A MINIMUM THICKNESS OF 3 INCHES

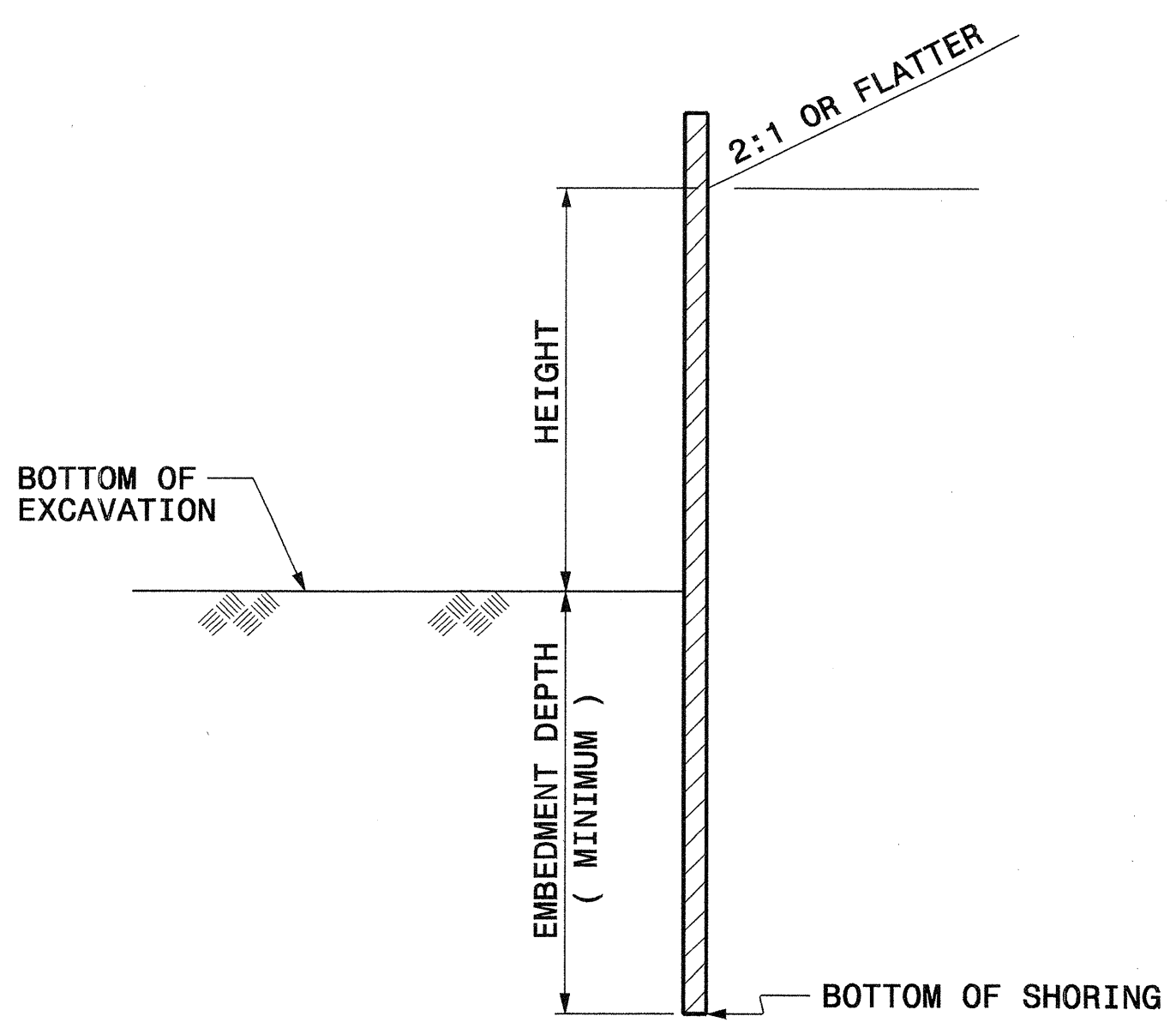
SUBMIT "STANDARD SHORING SELECTION" FORM TO ENGINEER PRIOR TO CONSTRUCTION OF SHORING.

DO NOT USE THE STANDARD SHORING DESIGNS WHEN VERY SOFT SOIL OR MUCK IS PRESENT WITHIN THE SHORING EMBEDMENT ZONE.

CONTRACTOR MUST VERIFY LOCATION OF GROUNDWATER TABLE PRIOR TO CONSTRUCTION OF SHORING.

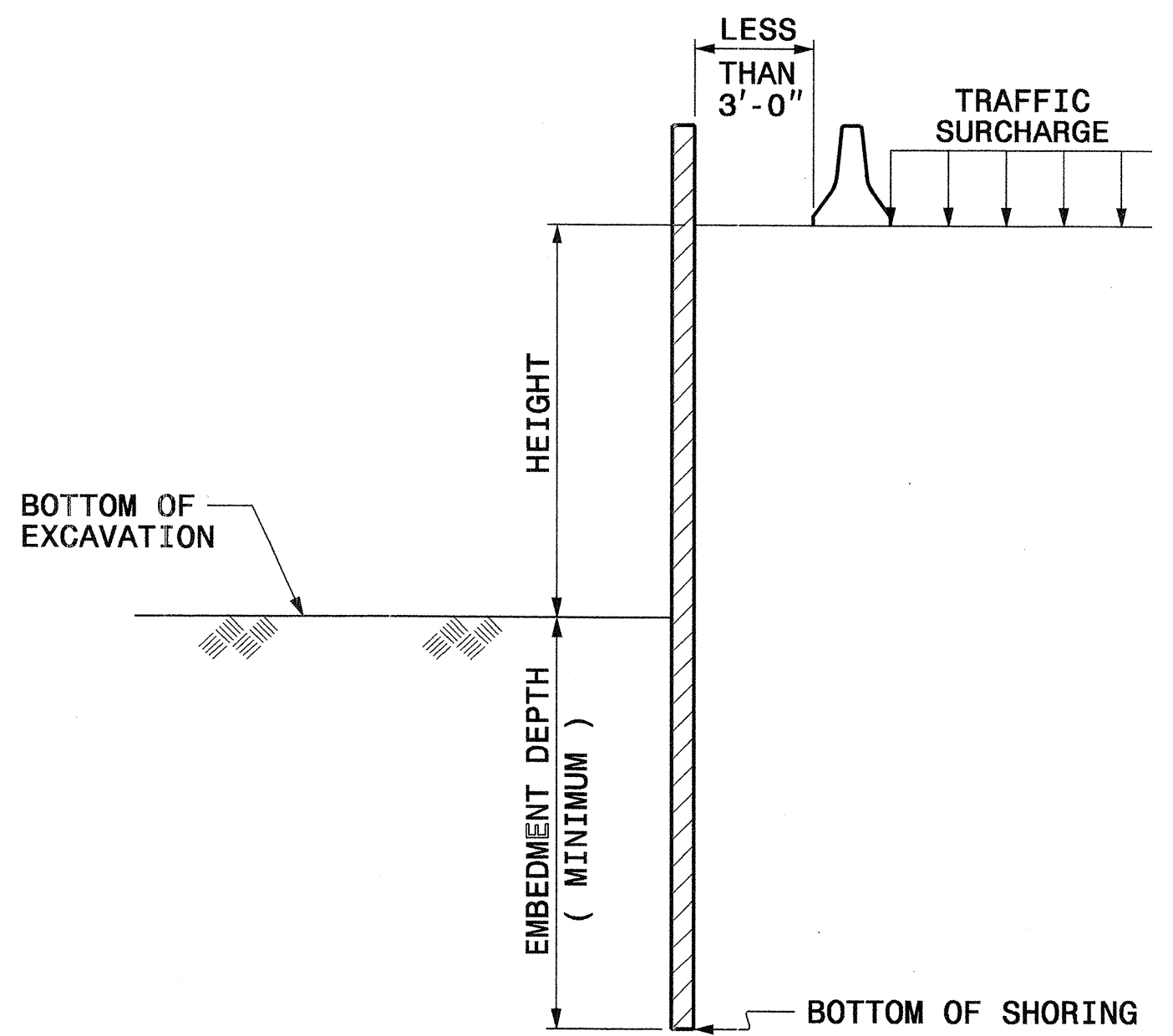
THE CONTRACTOR HAS THE OPTION OF USING SOLDIER PILES SET IN DRILLED HOLES WITH A SHORTENED LENGTH EQUAL TO 75% OF THE EMBEDMENT DEPTHS SHOWN IN THE TABLE. FOR DRILLING REQUIREMENTS, SEE TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC SPECIAL PROVISION.

IF DESIGN EMBEDMENT DEPTH IS NOT ACHIEVED, THEN NOTIFY THE ENGINEER IMMEDIATELY.



TEMPORARY SHORING

(SLOPING OR LEVEL WITH TRAFFIC SURCHARGE, NO BARRIER IMPACT)



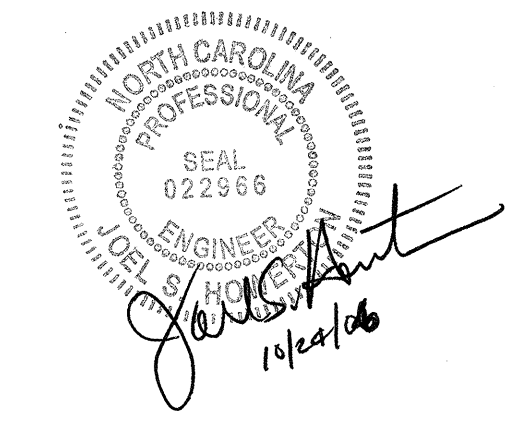
TEMPORARY SHORING - BARRIER SUPPORTED

(LEVEL WITH TRAFFIC SURCHARGE, WITH BARRIER IMPACT)

GROUNDWATER TABLE CONDITIONS

- 1) WHEN WATER TABLE IS ABOVE THE BOTTOM OF EXCAVATION, SUBMIT CONTRACTOR SHORING DESIGN TO THE ENGINEER FOR APPROVAL.
- 2) WHEN WATER TABLE IS BELOW THE BOTTOM OF EXCAVATION AND ABOVE THE BOTTOM OF SHORING, USE "WATER TABLE" CASE.
- 3) WHEN WATER TABLE IS BELOW BOTTOM OF SHORING, USE "NO WATER TABLE" CASE.

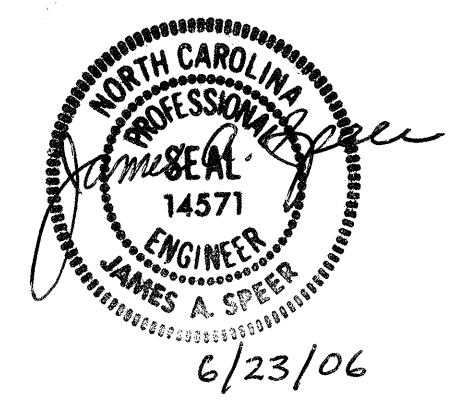
CASE	HEIGHT (FT)	TEMPORARY SHORING					TEMPORARY SHORING - BARRIER SUPPORTED				
		CANTILEVER SHEETING		DRIVEN SOLDIER PILE			CANTILEVER SHEETING		DRIVEN SOLDIER PILE		
		MINIMUM EMBEDMENT DEPTH (FT)	MINIMUM SECTION MODULUS (IN ³ / FT OF WALL)	MINIMUM EMBEDMENT DEPTH (FT)			MINIMUM EMBEDMENT DEPTH (FT)	MINIMUM SECTION MODULUS (IN ³ / FT OF WALL)	MINIMUM EMBEDMENT DEPTH (FT)		
			HP 10x42	HP 12x53	HP 14x73			HP 10x42	HP 12x53	HP 14x73	
"NO WATER TABLE"	< 6	7.5	3.0	8.0	8.0	8.0	11.0	10.0	9.5	9.5	9.5
	7	8.5	4.5	9.5	9.5	9.5	12.0	12.0	10.5	10.5	10.5
	8	10.0	6.5	10.5	10.5	10.5	12.5	14.0	11.5	11.5	11.5
	9	11.0	9.5	--	12.0	12.0	13.5	16.5	--	12.5	12.5
	10	12.5	13.0	--	--	13.5	14.0	19.5	--	13.5	13.5
11	13.5	17.0	--	--	14.5	15.0	22.5	--	--	14.5	
"WATER TABLE"	< 6	11.5	4.5	11.5	11.5	11.5	16.0	12.0	13.0	13.0	13.0
	7	13.0	7.0	13.0	13.0	13.0	17.0	14.5	14.5	14.5	14.5
	8	15.0	10.0	--	15.0	15.0	18.0	17.0	--	15.5	15.5
	9	17.0	14.0	--	17.0	17.0	19.0	20.0	--	17.0	17.0
	10	18.5	19.5	--	--	18.5	20.0	23.5	--	--	18.5
11	20.5	26.0	--	--	--	21.0	28.0	--	--	20.0	



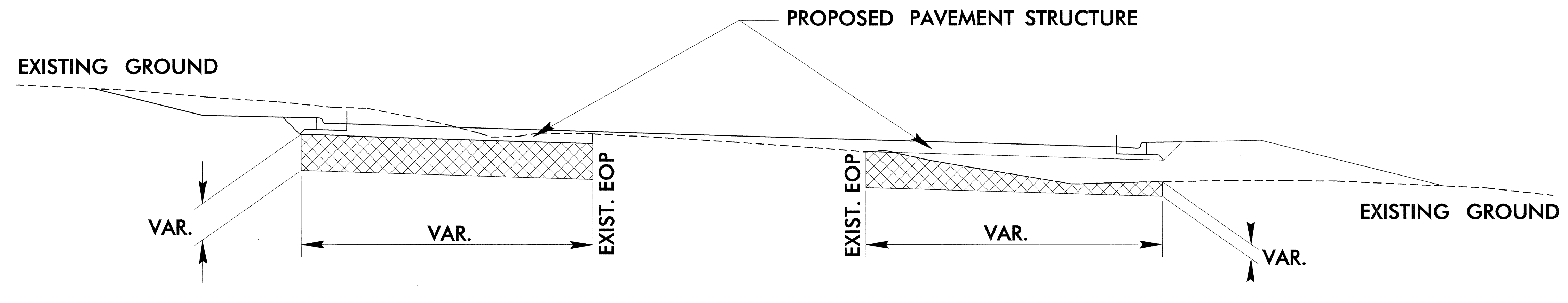
PROJECT SERVICES UNIT
STANDARDS AND SPECIAL DESIGN
Office 919-250-4128 FAX 919-250-4119

STANDARD TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC

ORIGINAL BY: SOILS & FOUNDATIONS DATE: 10-2001
MODIFIED BY: *Joel S. Hunt* DATE: *10/25/04*
CHECKED BY: *Joel S. Hunt* DATE: *10/25/04*
FILE SPEC.: ericward:/usr/details/stand/shoring_detail.dgn



UNDERCUT DETAIL



LINE	STATIONS
-L-	14+75.00 TO 15+75.00
-L-	30+75.00 TO 31+75.00
-L-	32+25.00 TO 33+75.00
-L-	35+25.00 TO 39+75.00

6/22/99

01-JUN-2006 14:48
F:\PROJECTS\U-3612\FGD\tyd.dgn

3/07/06

COMPUTED BY: E.A. DOUGLAS DATE: 10/07/05
CHECKED BY: D.W. GARDNER DATE: 03/15/06

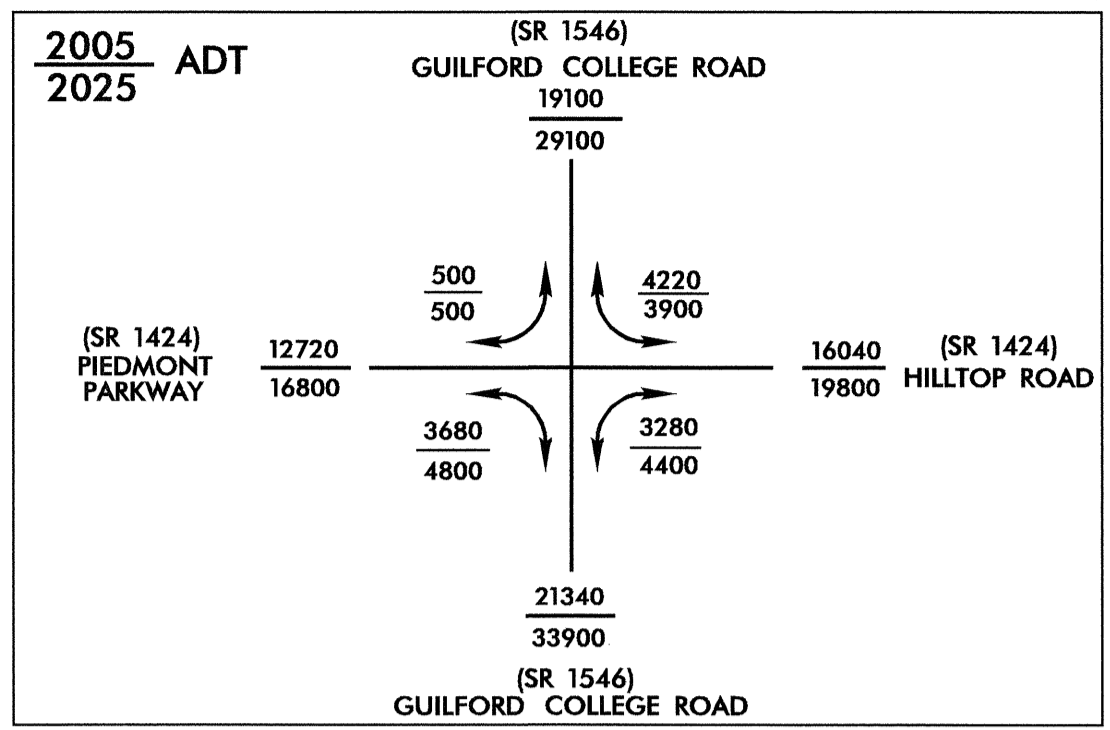
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO. SHEET NO.
U-3612 3-A

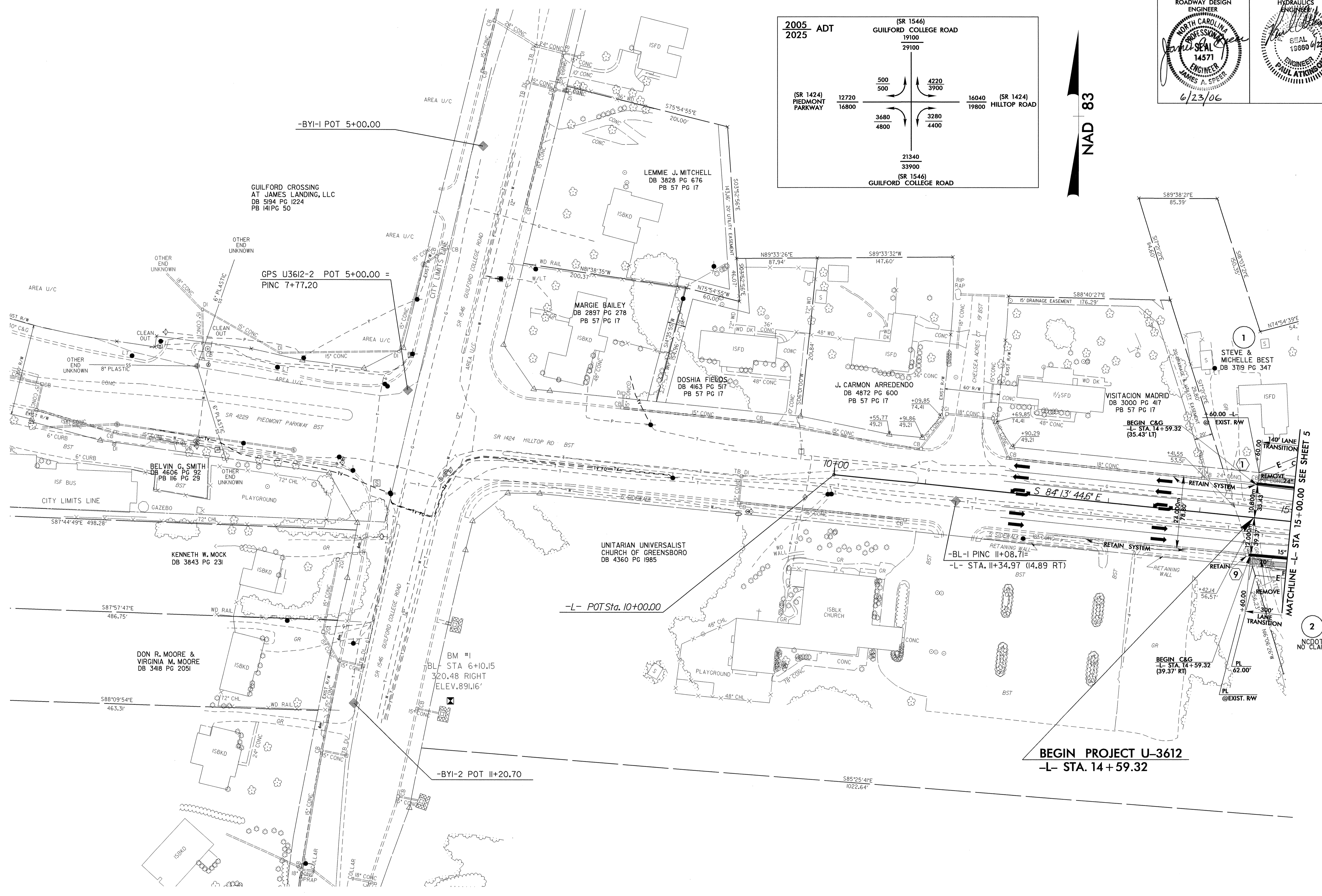
LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)

Main data table with columns: STATION, LOCATION, STRUCTURE NO., TOP ELEVATION, INVERT ELEVATION, SLOPE CRITICAL, PIPE TYPES (CLASS III R.C. PIPE, BITUMINOUS COATED C.S. PIPE, CLASS III R.C. PIPE), ENDWALLS, QUANTITIES FOR DRAINAGE STRUCTURES, FRAME, GRATES AND HOOD STANDARD 840.03, CORR. STEEL ELBOWS NO. & SIZE, CONC. COLLARS CL. "B" C.Y. STD. 840.72, CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71, PIPE REMOVAL LIN.F.T., ABBREVIATIONS, REMARKS.

01-JUN-2006 10:09:12 rdy_sum.dgn
\$\$\$\$\$US\$\$\$(NAME)\$\$\$(DATE)\$\$\$



NAD 83



REVISIONS

8/17/99

01-JUN-2006 10:09
F:\PROJECTS\U-3612\RD\psh_04.dgn
USER:RD\JMS

MATCHLINE -L- STA 15 + 00.00 SEE SHEET 5

2
NCDOT
NO CLAIM

BEGIN PROJECT U-3612
-L- STA. 14 + 59.32

SEE SHEET 8 FOR -L- PROFILE

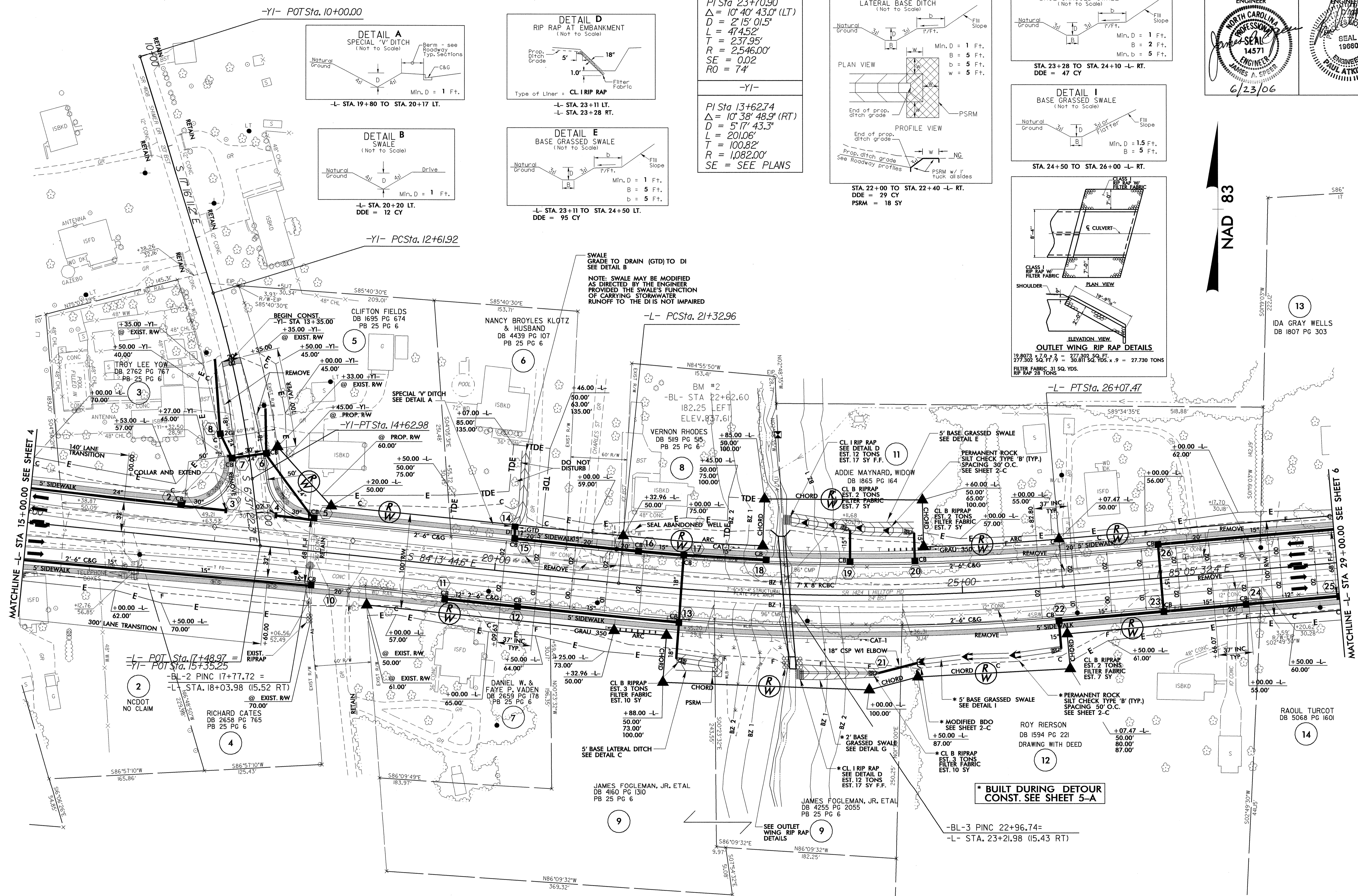
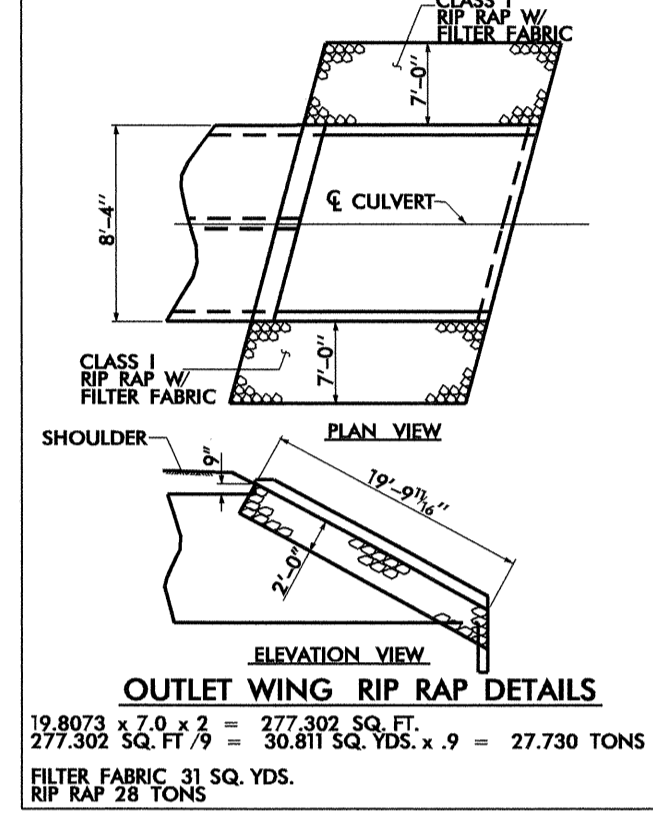
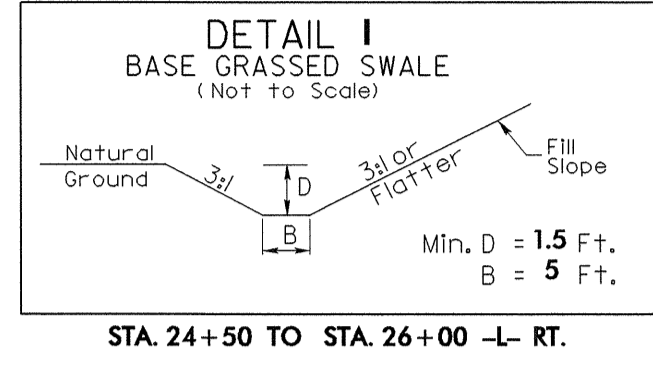
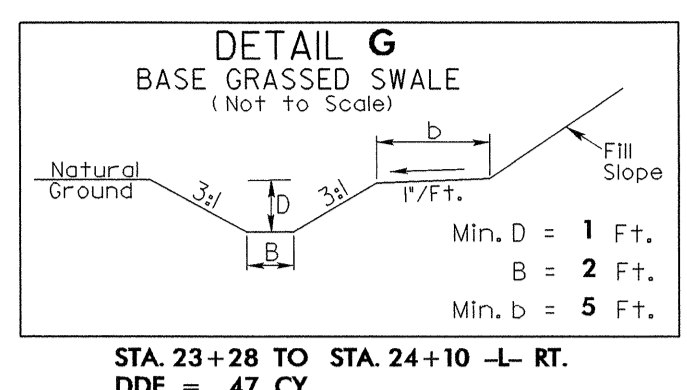
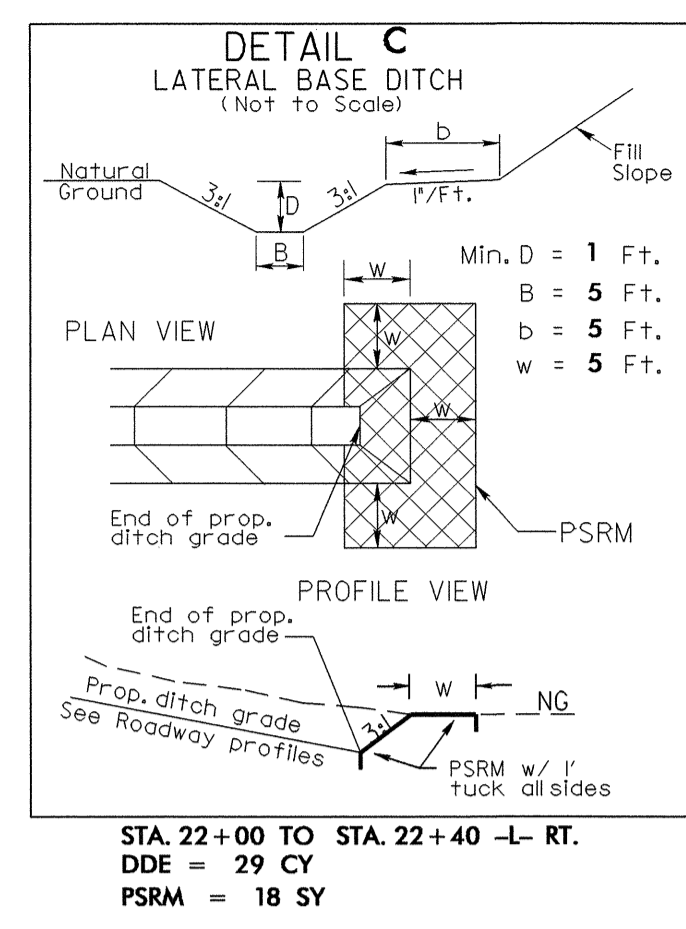
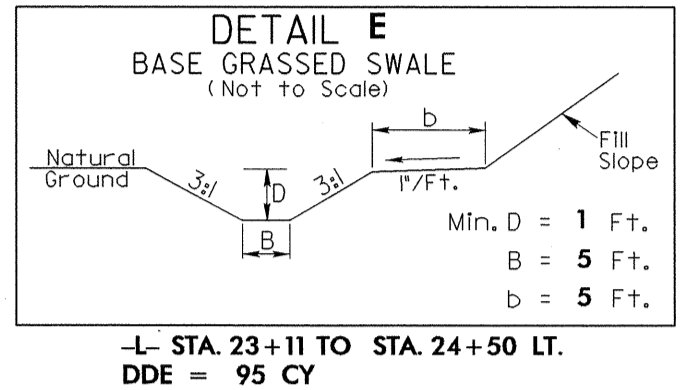
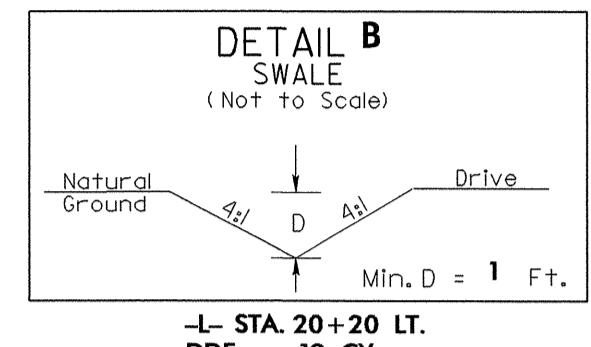
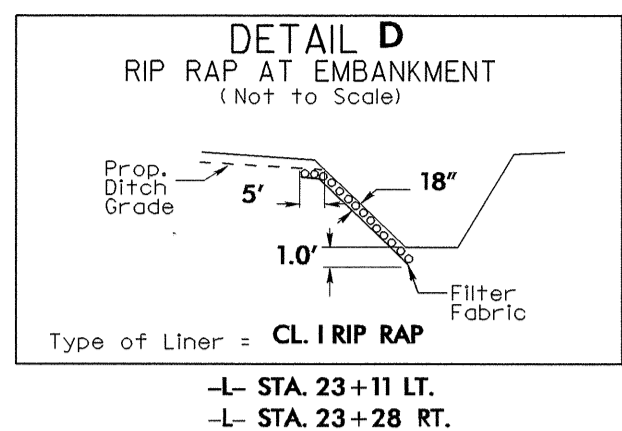
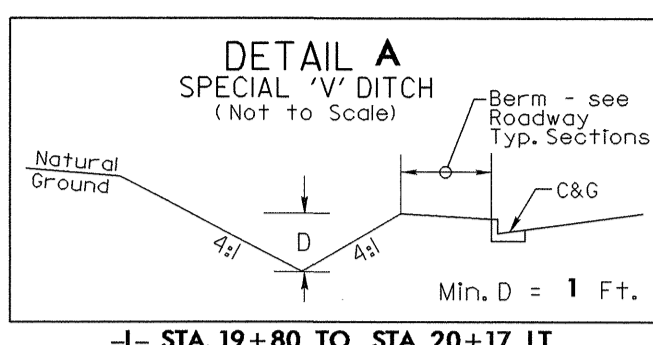
NAD 83

13
IDA GRAY WELLS
DB 1807 PG 303

14
RAOUL TURCOT
DB 5068 PG 1601

-L-
PI Sta 23+70.90
 $\Delta = 10^{\circ} 40' 43.0" (LT)$
 $D = 2' 15" 01.5"$
 $L = 47.452'$
 $T = 237.95'$
 $R = 2,546.00'$
 $SE = 0.02$
 $RO = 74'$

-YI-
PI Sta 13+62.74
 $\Delta = 10^{\circ} 38' 48.9" (RT)$
 $D = 5' 17" 43.3"$
 $L = 201.06'$
 $T = 100.82'$
 $R = 1,082.00'$
 $SE = SEE PLANS$



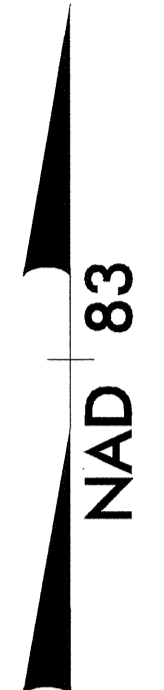
SEE SHEET 8 FOR -L- PROFILE
SEE SHEET 10 FOR -YI- PROFILE
SEE SHEET C-1 THRU C-6 FOR CULVERT PLANS

REVISIONS

01-JUN-2006 10:09
f:\psh_05\dwg\psh_05.dgn

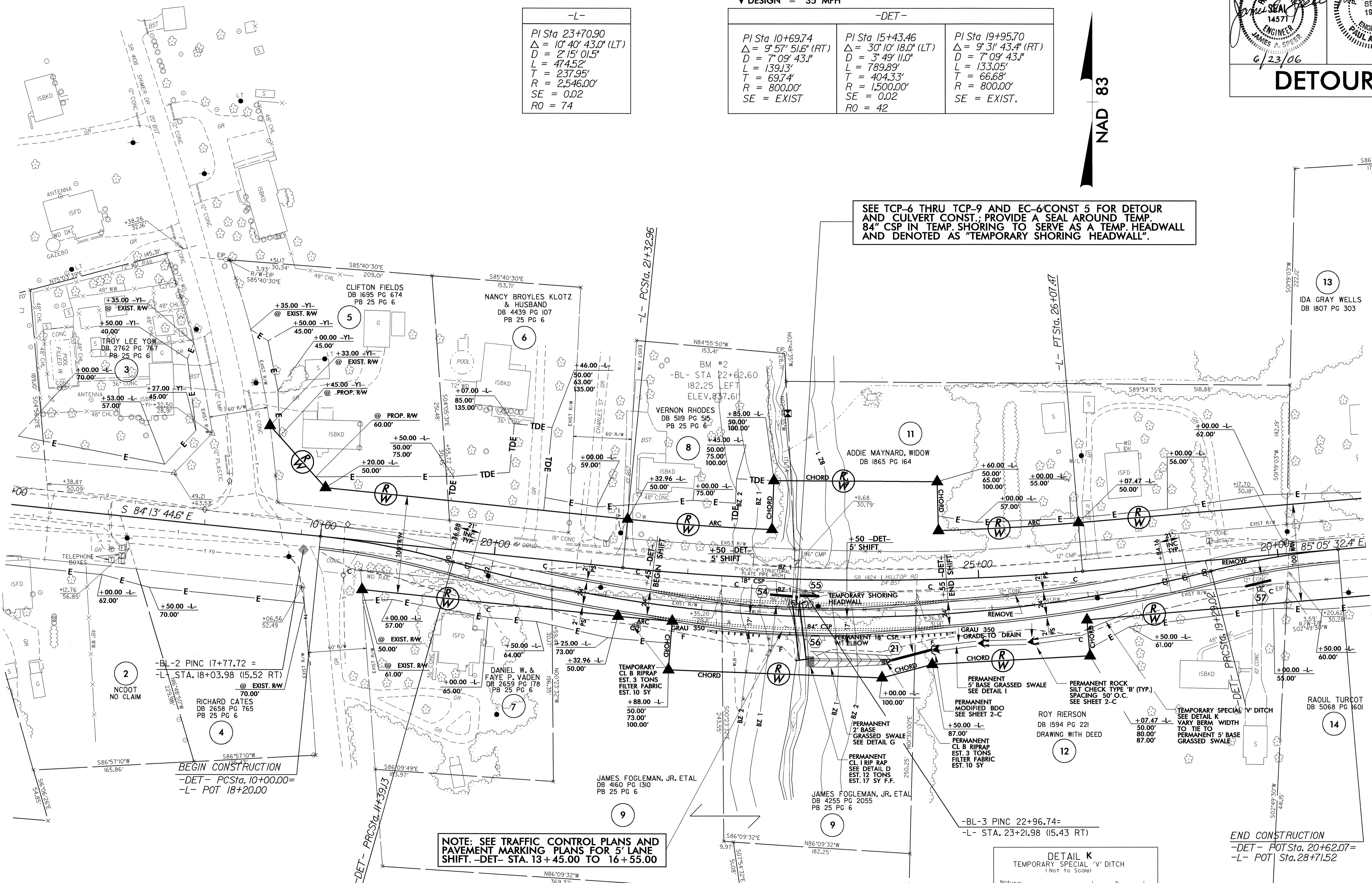
V DESIGN = 35 MPH

-L-	-DET-	
PI Sta 23+70.90 Δ = 10° 40' 43.0" (LT) D = 2' 15" 01.5" L = 474.52' T = 237.95' R = 2,546.00' SE = 0.02 RO = 74	PI Sta 10+69.74 Δ = 9° 57' 51.6" (RT) D = 7° 09' 43.1" L = 139.13' T = 69.74' R = 800.00' SE = EXIST. RO = 42	PI Sta 15+43.46 Δ = 30° 10' 18.0" (LT) D = 3° 49' 11.0" L = 789.89' T = 404.33' R = 1,500.00' SE = 0.02 RO = 42
	PI Sta 19+95.70 Δ = 9° 31' 43.4" (RT) D = 7° 09' 43.1" L = 133.05' T = 66.68' R = 800.00' SE = EXIST.	



SEE TCP-6 THRU TCP-9 AND EC-6/CONST 5 FOR DETOUR AND CULVERT CONST. PROVIDE A SEAL AROUND TEMP. 84" CSP IN TEMP. SHORING TO SERVE AS A TEMP. HEADWALL AND DENOTED AS "TEMPORARY SHORING HEADWALL".

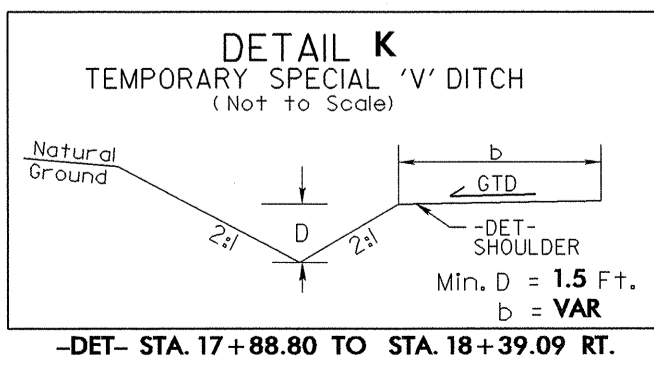
REVISIONS



NOTE: SEE TRAFFIC CONTROL PLANS AND PAVEMENT MARKING PLANS FOR 5' LANE SHIFT. -DET- STA. 13+45.00 TO 16+55.00

NOTE: CUT HOLES IN EXISTING 96" CMP TO TIE TEMPORARY 18" CS PIPES

NOTE: SEE STD. 862.01 SHT. 9 OF 11 FOR GUARDRAIL POST SPACING AT 84" CSP LOCATION



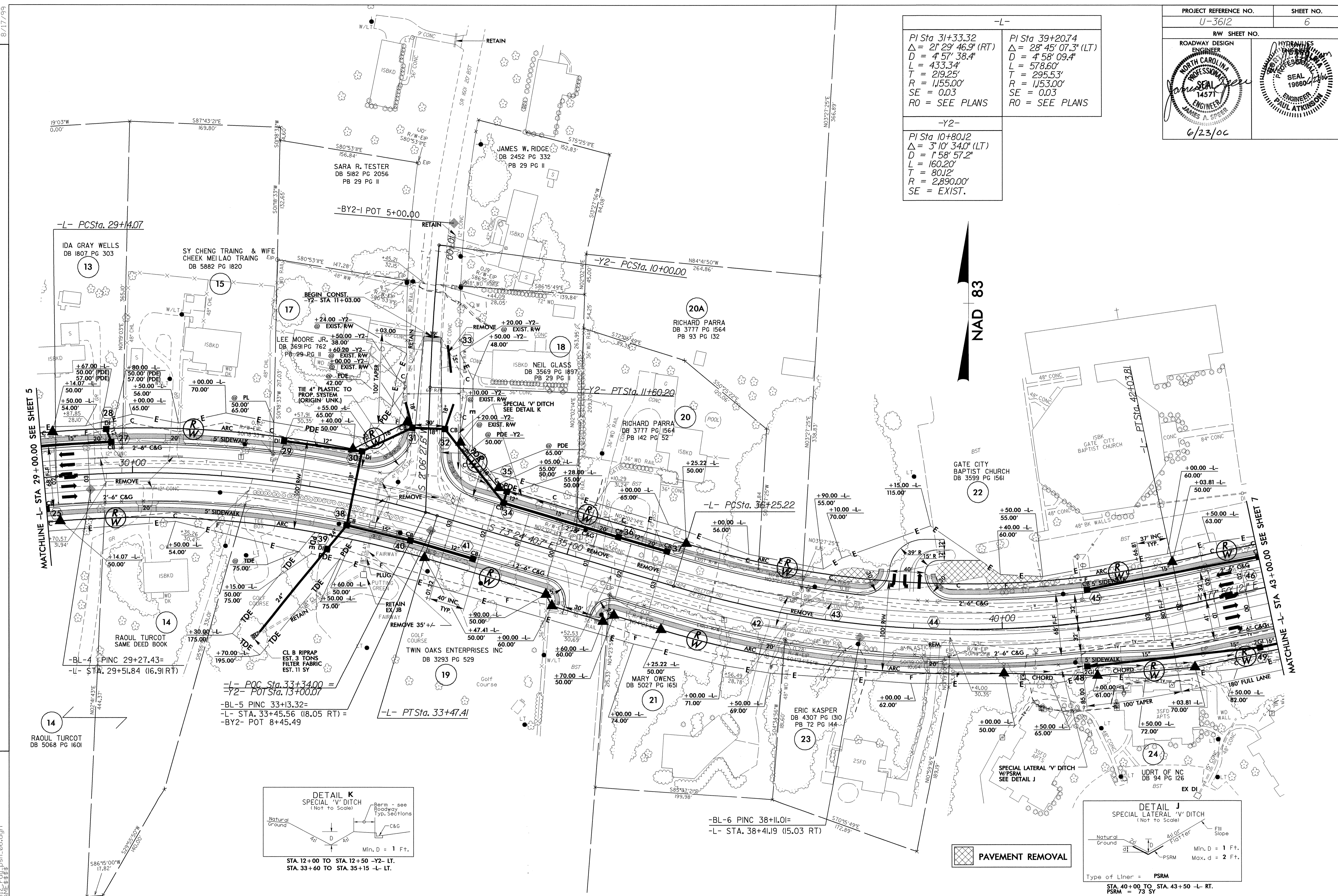
END CONSTRUCTION
-DET- POT Sta. 20+62.07 =
-L- POT Sta. 28+71.52

SEE SHEET 10 FOR -DET- PROFILE

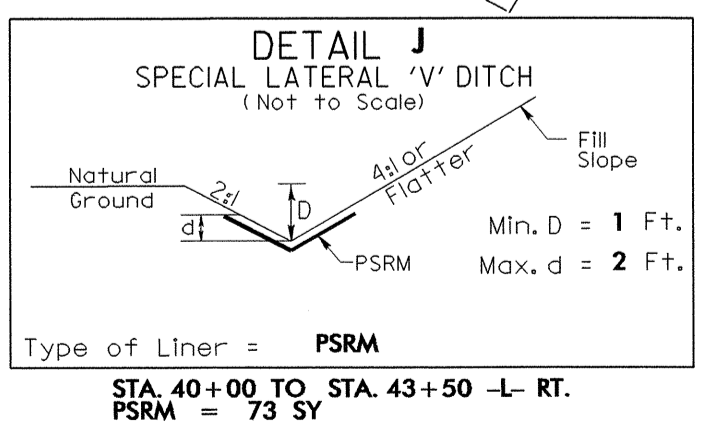
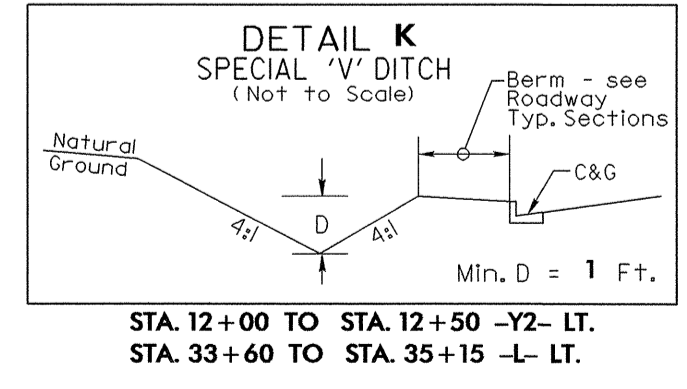
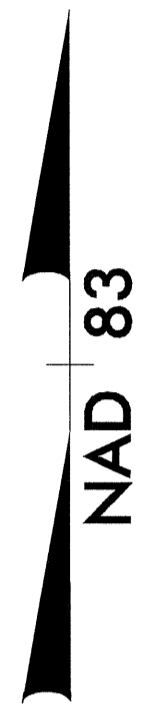
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6:63:55 AM
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-L-	
PI Sta 31+33.32 Δ = 2° 29' 46.9" (RT) D = 4° 57' 38.4" L = 433.34 T = 219.25' R = 1,155.00' SE = 0.03 RO = SEE PLANS	PI Sta 39+20.74 Δ = 28° 45' 07.3" (LT) D = 4° 58' 09.4" L = 578.60' T = 295.53' R = 1,153.00' SE = 0.03 RO = SEE PLANS
-Y2-	
PI Sta 10+80.12 Δ = 3° 10' 34.0" (LT) D = 1° 58' 57.2" L = 160.20' T = 80.12' R = 2,890.00' SE = EXIST.	



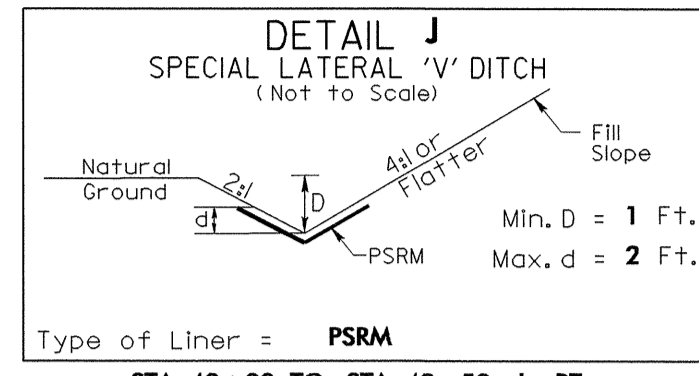
REVISIONS



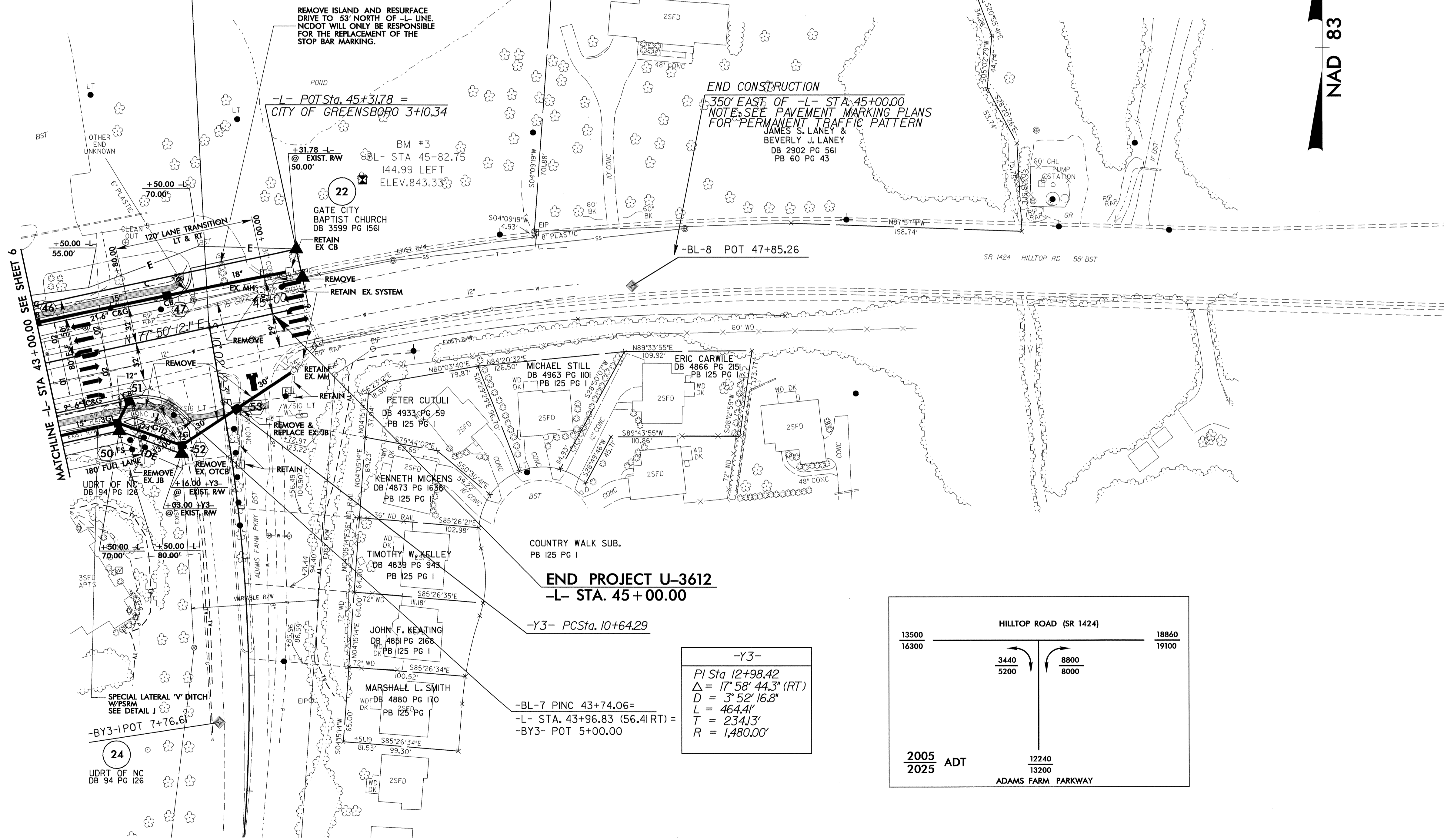
PAVEMENT REMOVAL

SEE SHEET 9 FOR -L- PROFILE
SEE SHEET 10 FOR -Y2- PROFILE

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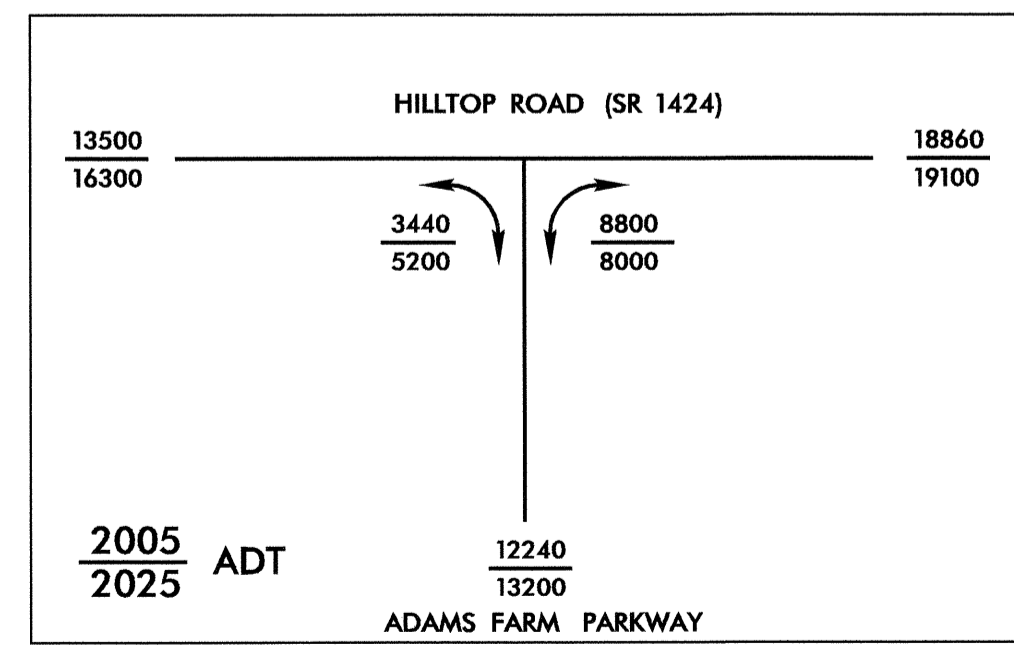


-L- POT Sta. 44+44.45 =
-Y3- POT Sta. 10+00.00



END PROJECT U-3612
-L- STA. 45+00.00

-Y3-
PI Sta 12+98.42
 $\Delta = 17^\circ 58' 44.3''$ (RT)
 $D = 3^\circ 52' 16.8''$
 $L = 464.41'$
 $T = 234.13'$
 $R = 1,480.00'$



MATCHLINE -L- STA 43+00.00 SEE SHEET 6

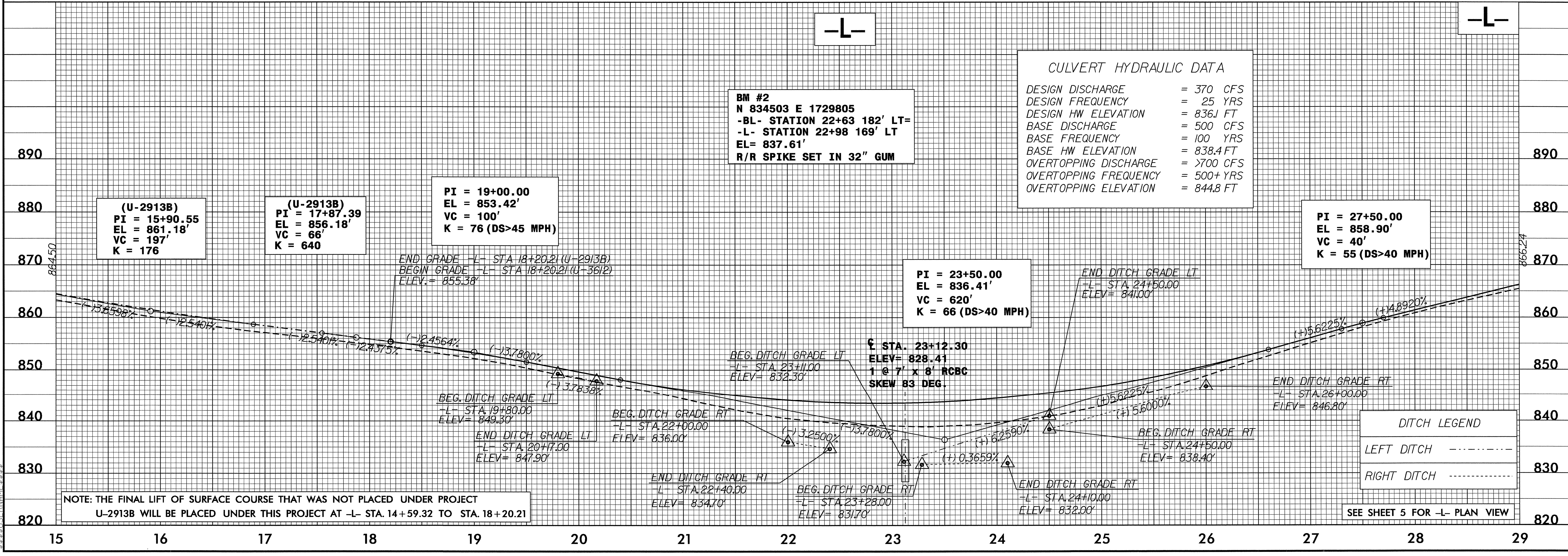
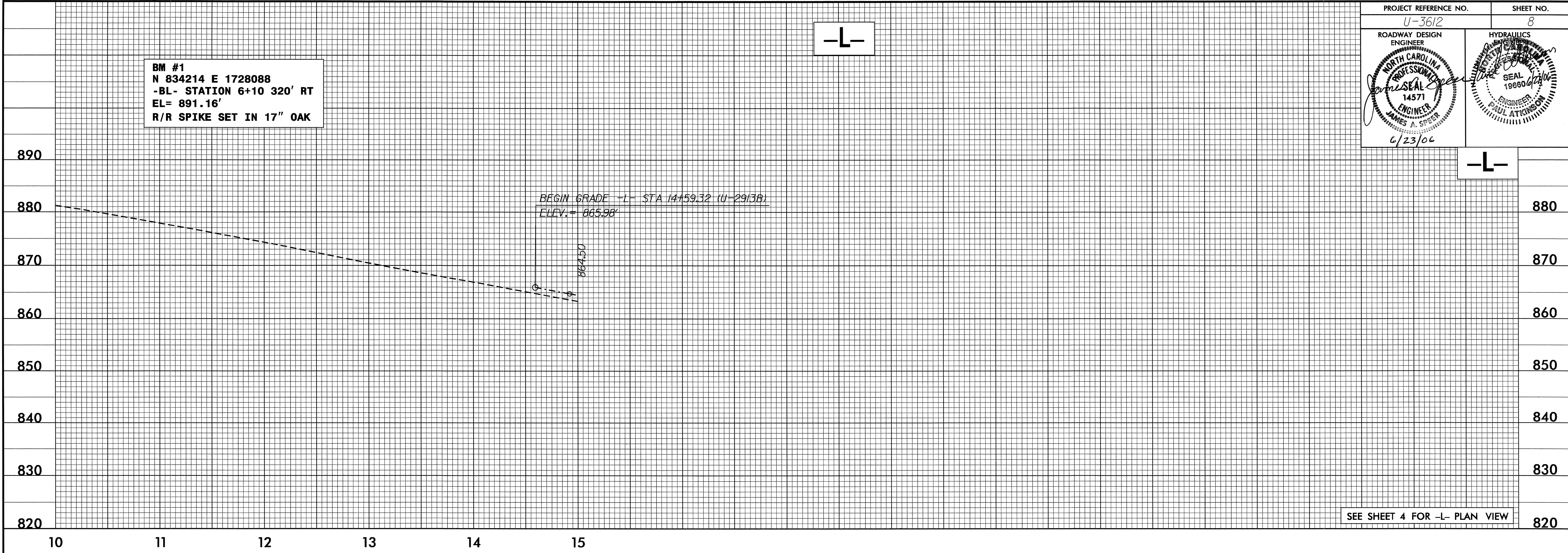
REVISIONS

8/17/99

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5/28/99

PROJECT REFERENCE NO. U-3612	SHEET NO. 8
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL ENGINEER JAMES A. SPEER 14571 6/23/06	HYDRAULICS ENGINEER PAUL ATKINSON 19660

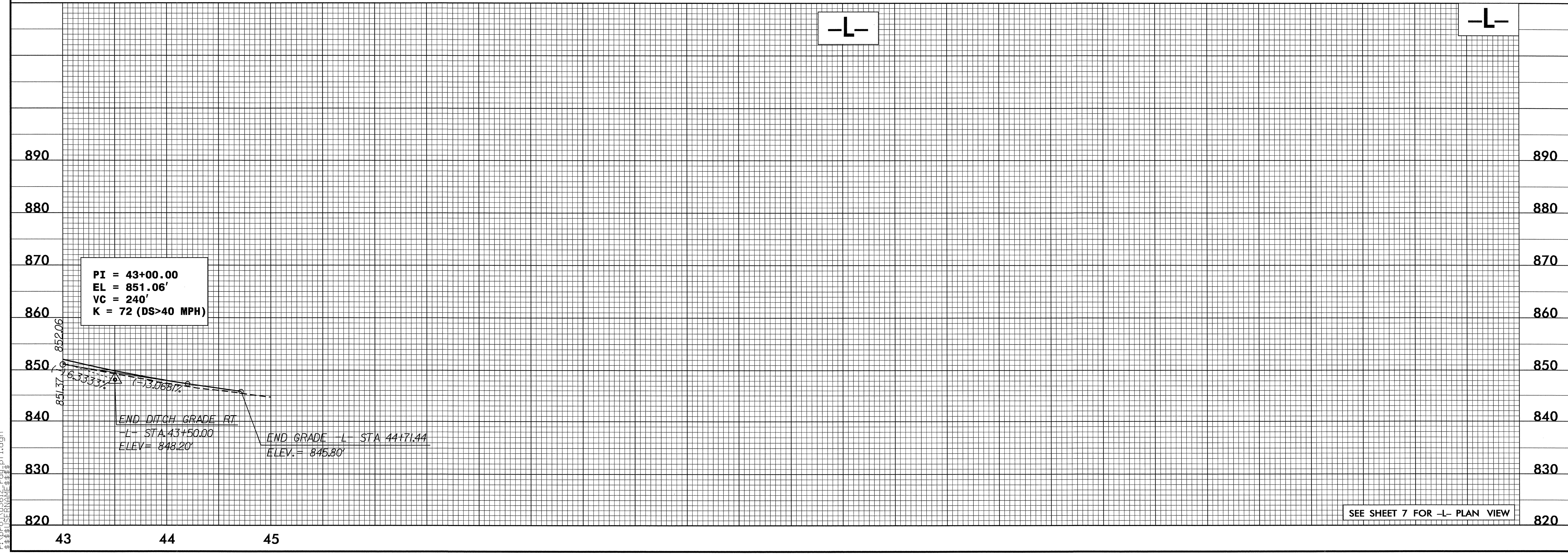
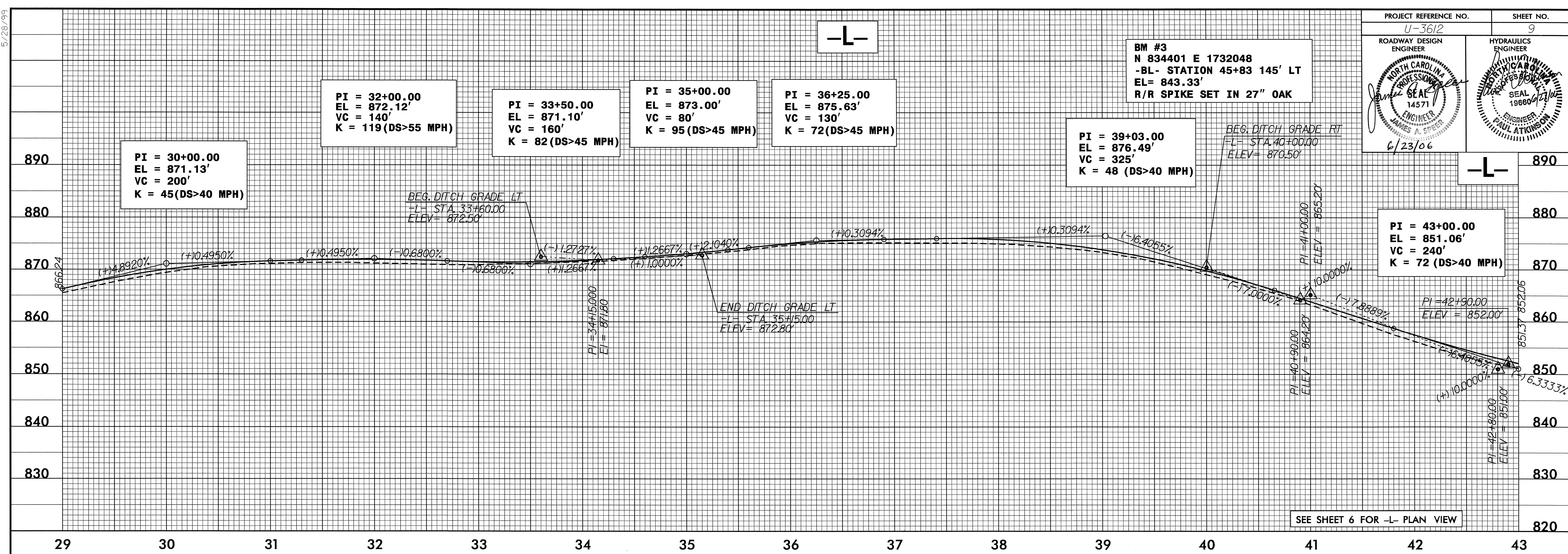


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5/28/99 10:08 AM
dwg.dgn

5/28/99

ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 14571 JAMES A. SPEER 6/23/06	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 19866 PAUL ATKINSON
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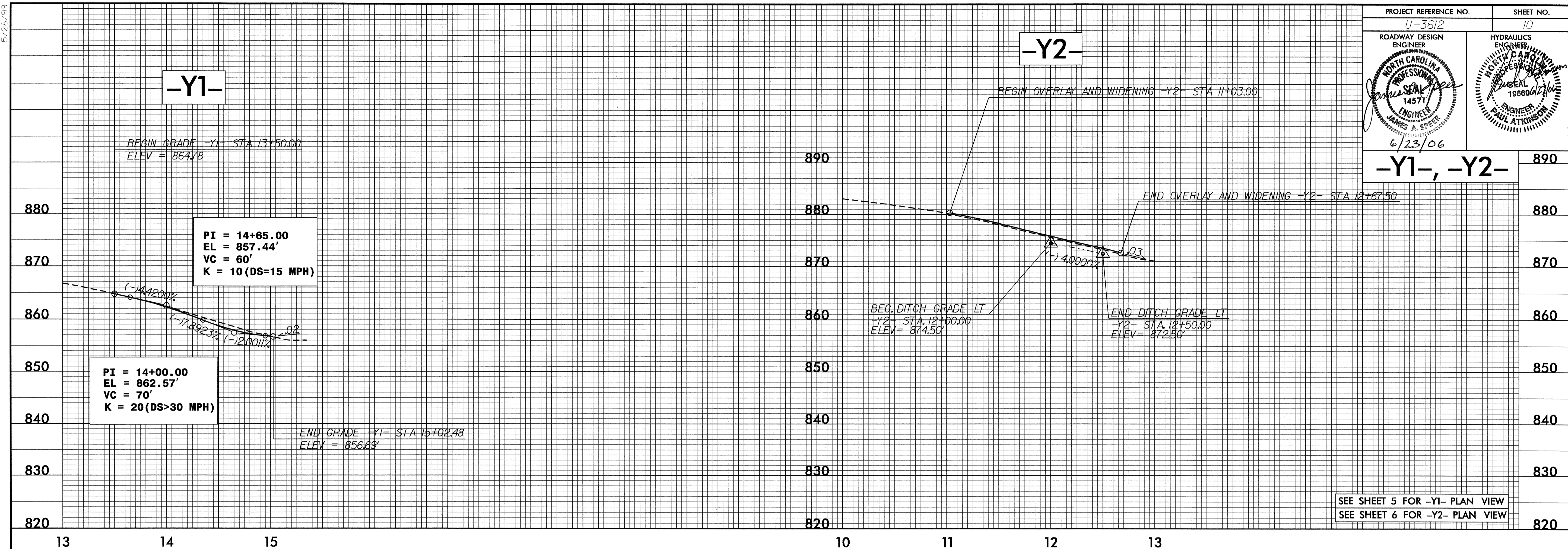
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-BL- STATION 45+83 145' LT
EL= 843.33'
R/R SPIKE SET IN 27" OAK



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S:\3612\RD212399\DWG\RD-Oce34.dwg

5/28/99

PROJECT REFERENCE NO. U-3612	SHEET NO. 10
ROADWAY DESIGN ENGINEER <i>James A. Speier</i>	HYDRAULICS ENGINEER <i>Paul Atkinson</i>



01-JUN-2006 10:08
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