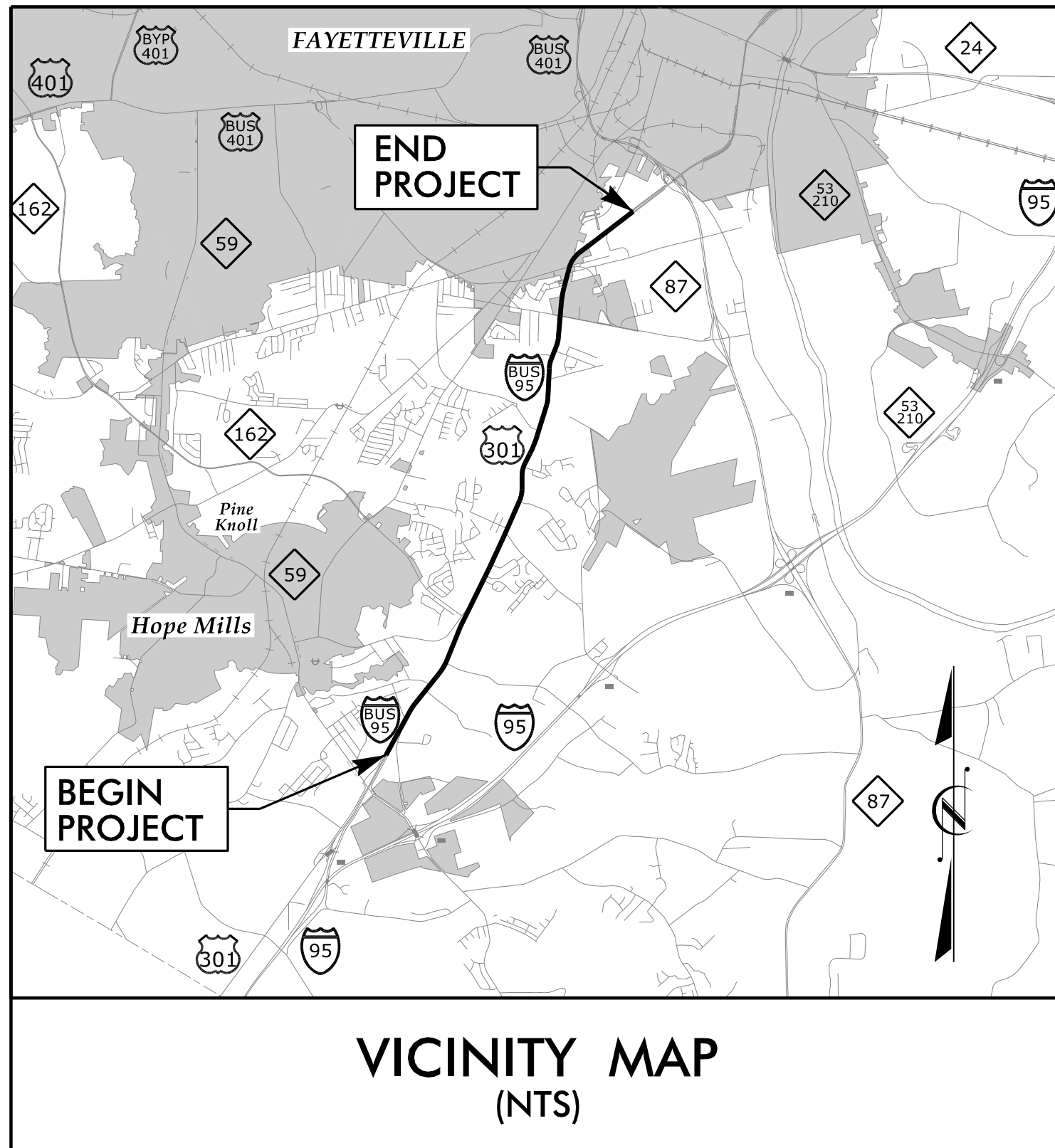


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and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Symbols



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CUMBERLAND COUNTY

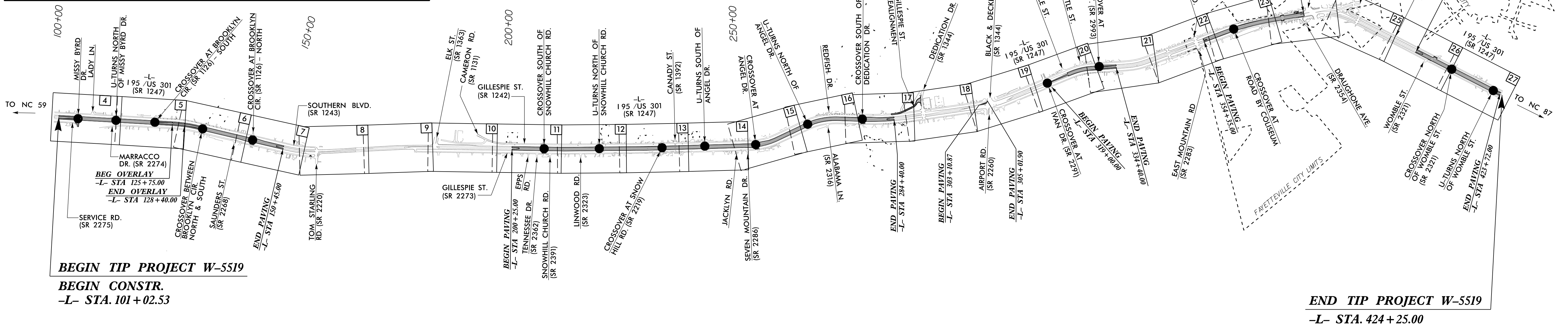
LOCATION: I-95 BUSINESS /US 301 FROM NC 87 SOUTH TO NC 59

TYPE OF WORK: GRADING, DRAINAGE, AND PAVING

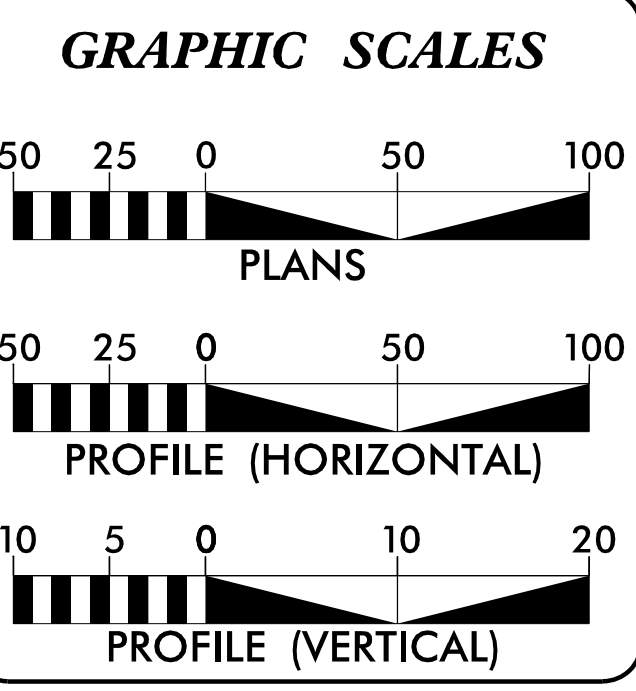
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C. | W-5519 | 1 | |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION | |
| 45849.1.FR1 | HSIP-095-2(128)46 | PE | |
| 45849.2.FR1 | HSIP-095-2(128)46 | RW | |
| 45849.3.FR1 | HSIP-095-2(128)46 | CONST | |
| | | | |
| | | | |

TIP PROJECT: W-5519

CONTRACT: C203655



NCDOT CONTACT: SEAN MATUSZEWSKI
PROJECT ENGINEER - DIVISION DESIGN CONSTRUCTION



DESIGN DATA

| | |
|----------------------|--------|
| ADT 2015 = | 26,160 |
| ADT 2035 = | 41,860 |
| K = | 10 % |
| D = | 70 % |
| T = | 9 % * |
| V = | 60 MPH |
| * TTST = 9% DUAL N/A | |
| FUNC CLASS = | |
| PRINCIPAL ARTERIAL | |
| REGIONAL TIER | |

PROJECT LENGTH

| | |
|---------------------------------------|-----------|
| LENGTH ROADWAY TIP PROJECT W-5519 = | 3.681 mi. |
| LENGTH STRUCTURE TIP PROJECT W-5519 = | 0.000 mi. |
| TOTAL LENGTH TIP PROJECT W-5519 = | 3.681 mi. |

Prepared for NCDOT in the Office of:

moftatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

| | |
|---|---|
| 2012 STANDARD SPECIFICATIONS | <p>TIM REID, P.E. PROJECT ENGINEER</p> |
| <p>RIGHT OF WAY DATE: MAY 29, 2015</p> | |
| <p>LETTING DATE: DEC. 15, 2015</p> | <p>TRENT HUFFMAN, P.E. PROJECT DESIGN ENGINEER</p> |

HYDRAULICS ENGINEER

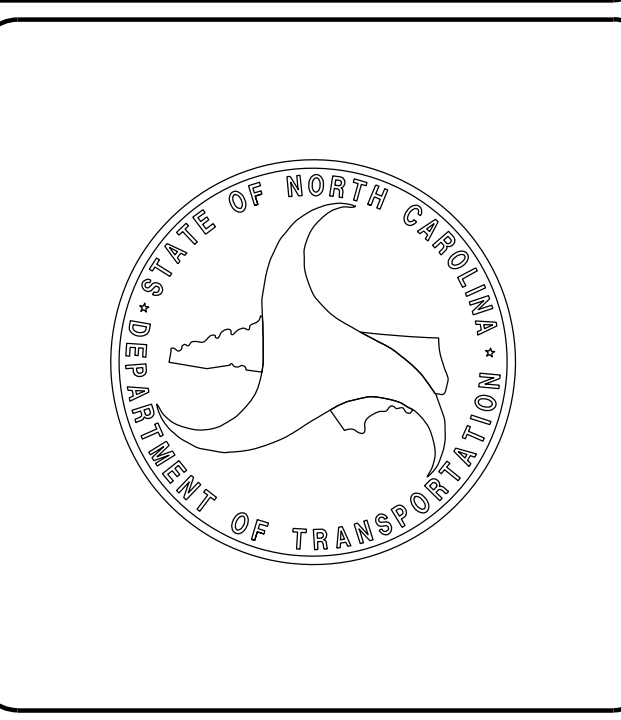
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RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

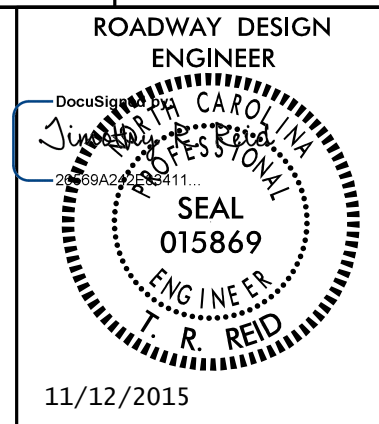
DocuSigned by:
Jeffrey L. Reck
SIGNATURE: P.E. 10/28/2015

ROADWAY DESIGN ENGINEER

moftatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
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DocuSigned by:
Timothy R. Reid
SIGNATURE: P.E. 10/28/2015





8/17/99

11/12/2015 P:\8467\Cadd\W5519\Roadway\Proj\W-5519_rdy_psh_1A.dgn

GENERAL NOTES: 2012 SPECIFICATIONS EFFECTIVE: 01-17-2012 REVISED: 10-31-2014

EFF. 01-17-2012 REV. 10-30-2012

GRADING AND SURFACING OR RESURFACING AND WIDENING:

2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

INDEX OF SHEETS SHEET SHEET 1 TITLE SHEET 1A INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS 1B CONVENTIONAL SYMBOLS 1C SURVEY CONTROL SHEET 2A-1 THRU 2A-3 PAVEMENT SCHEDULE AND TYPICAL SECTIONS 2B-1 THRU 2B-5 INTERSECTION DETAILS 2C-1 CONCRETE JUNCTION BOX WITH 8" PIPE PASSING THRU 2C-2 CONCRETE JUNCTION BOX WITH 16" PIPE PASSING THRU 2C-3 CONVERT EXISTING DI, CB, OTCB OR GI TO JUNCTION BOX (MANHOLE OPTIONAL) 2C-4 TRAFFIC BEARING DROP INLET 2D-1 PROPOSED CURB ELEVATION TABLE 2D-2 DRY DETENTION BASIN DRAWDOWN STRUCTURE DETAIL 2D-3 REMOVABLE RISER / ORIFICE TRASH RACK DETAIL 3B SUMMARY OF GUARDRAIL, EARTHWORK SUMMARY, PAVEMENT REMOVAL SUMMARY 3D-1 THRU 3D-12 DRAINAGE SUMMARIES 3P PARCEL INDEX SHEET 4 THRU 27 PLAN SHEETS 28 THRU 40 PROFILE SHEETS TMP-1 THRU TMP-29 TRANSPORTATION MANAGEMENT PLANS PMP-1 THRU PMP-26 PAVEMENT MARKING PLANS EC-1 THRU EC-51 EROSION CONTROL PLANS SIGN-1 THRU SIGN-27 SIGNING PLANS UC-1 THRU UC-9 UTILITY CONSTRUCTION PLANS UO-1 THRU UO-2 UTILITIES BY OTHERS PLANS X-1 THRU X-77 CROSS-SECTIONS

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.

CLEARING: CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD 11.

SUPERELEVATION: ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 AND 225.05 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

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 WILL BE PAID FOR AS "EXTRA WORK" IN ACCORDANCE WITH SECTION 104-7.

SUBSURFACE PLANS: NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

UTILITIES: UTILITY OWNERS ON THIS PROJECT ARE: POWER - FAYETTEVILLE PWC, WATER - FAYETTEVILLE PWC, SEWER - FAYETTEVILLE PWC, TELEPHONE - CENTURYLINK, TELEPHONE - EARTHLINK, CATV - TIME WARNER, GAS - PIEDMONT NATURAL GAS 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.

Table with 2 columns: STD. NO. and TITLE. Lists various roadway standards such as 200.02 Method of Clearing - Method II, 225.01 Guide for Grading Subgrade - Interstate and Freeway, etc.

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale *S.U.E. = *Subsurface Utility Engineering*

04/06/15

BOUNDARIES AND PROPERTY:

| | |
|---------------------------------------|-------------|
| State Line | ----- |
| County Line | ----- |
| Township Line | ----- |
| City Line | ----- |
| Reservation Line | ----- |
| Property Line | ----- |
| Existing Iron Pin | ○ EIP |
| Property Corner | ----- |
| Property Monument | □ ECM |
| Parcel/Sequence Number | ⑫③ |
| Existing Fence Line | -x-x-x- |
| Proposed Woven Wire Fence | ○ |
| Proposed Chain Link Fence | □ |
| Proposed Barbed Wire Fence | ◇ |
| Existing Wetland Boundary | --- WLB --- |
| Proposed Wetland Boundary | --- WLB --- |
| Existing Endangered Animal Boundary | --- EAB --- |
| Existing Endangered Plant Boundary | --- EPB --- |
| Existing Historic Property Boundary | --- HPB --- |
| Known Contamination Area: Soil | ----- |
| Potential Contamination Area: Soil | ----- |
| Known Contamination Area: Water | ----- |
| Potential Contamination Area: Water | ----- |
| Contaminated Site: Known or Potential | ☠ ? |

BUILDINGS AND OTHER CULTURE:

| | |
|-------------------------------|-----|
| Gas Pump Vent or U/G Tank Cap | ○ |
| Sign | ○ S |
| Well | ○ W |
| Small Mine | ✕ |
| Foundation | ▭ |
| Area Outline | ▭ |
| Cemetery | ⊕ |
| Building | ▭ |
| School | ▭ |
| Church | ⊕ |
| Dam | ▭ |

HYDROLOGY:

| | |
|------------------------------------|--------------|
| Stream or Body of Water | ----- |
| Hydro, Pool or Reservoir | ▭ |
| Jurisdictional Stream | --- JS --- |
| Buffer Zone 1 | --- BZ 1 --- |
| Buffer Zone 2 | --- BZ 2 --- |
| Flow Arrow | ← |
| Disappearing Stream | → |
| Spring | ○ |
| Wetland | ▭ |
| Proposed Lateral, Tail, Head Ditch | ← FLOW |
| False Sump | ▽ |

RAILROADS:

| | |
|--------------------|-----------------------------------|
| Standard Gauge | ----- |
| RR Signal Milepost | CSX TRANSPORTATION MILEPOST 35 |
| Switch | SWITCH |
| RR Abandoned | ----- |
| RR Dismantled | ----- |

RIGHT OF WAY:

| | |
|---|-------------|
| Baseline Control Point | ◆ |
| Existing Right of Way Marker | △ |
| Existing Right of Way Line | ----- |
| Proposed Right of Way Line | ○ RW |
| Proposed Right of Way Line with Iron Pin and Cap Marker | ○ RW ▲ |
| Proposed Right of Way Line with Concrete or Granite RW Marker | ▲ RW |
| Proposed Control of Access Line with Concrete C/A Marker | ▲ C/A |
| Existing Control of Access | ○ C/A |
| Proposed Control of Access | ○ C/A |
| Existing Easement Line | --- E --- |
| Proposed Temporary Construction Easement | --- E --- |
| Proposed Temporary Drainage Easement | --- TDE --- |
| Proposed Permanent Drainage Easement | --- PDE --- |
| Proposed Permanent Drainage / Utility Easement | --- DUE --- |
| Proposed Permanent Utility Easement | --- PUE --- |
| Proposed Temporary Utility Easement | --- TUE --- |
| Proposed Aerial Utility Easement | --- AUE --- |
| Proposed Permanent Easement with Iron Pin and Cap Marker | ◆ |

ROADS AND RELATED FEATURES:

| | |
|----------------------------|-----------|
| Existing Edge of Pavement | ----- |
| Existing Curb | ----- |
| Proposed Slope Stakes Cut | --- C --- |
| Proposed Slope Stakes Fill | --- F --- |
| Proposed Curb Ramp | CR |
| Existing Metal Guardrail | ----- |
| Proposed Guardrail | ----- |
| Existing Cable Guiderail | ----- |
| Proposed Cable Guiderail | ----- |
| Equality Symbol | ⊕ |
| Pavement Removal | ▨ |

VEGETATION:

| | |
|--------------|-------|
| Single Tree | ☼ |
| Single Shrub | ☼ |
| Hedge | ----- |
| Woods Line | ----- |

| | |
|----------|------------|
| Orchard | ☼ ☼ ☼ ☼ |
| Vineyard | ▭ Vineyard |

EXISTING STRUCTURES:

| | |
|--|---------|
| MAJOR: | |
| Bridge, Tunnel or Box Culvert | CONC |
| Bridge Wing Wall, Head Wall and End Wall | CONC WW |
| MINOR: | |
| Head and End Wall | CONC HW |
| Pipe Culvert | ----- |
| Footbridge | ----- |
| Drainage Box: Catch Basin, DI or JB | CB |
| Paved Ditch Gutter | ----- |
| Storm Sewer Manhole | ⊕ |
| Storm Sewer | S |

UTILITIES:

| | |
|--------------------------------|-----------|
| POWER: | |
| Existing Power Pole | ● |
| Proposed Power Pole | ○ |
| Existing Joint Use Pole | ● |
| Proposed Joint Use Pole | ○ |
| Power Manhole | ⊕ |
| Power Line Tower | ⊕ |
| Power Transformer | ⊕ |
| U/G Power Cable Hand Hole | ○ |
| H-Frame Pole | ● |
| U/G Power Line LOS B (S.U.E.*) | --- P --- |
| U/G Power Line LOS C (S.U.E.*) | --- P --- |
| U/G Power Line LOS D (S.U.E.*) | --- P --- |

TELEPHONE:

| | |
|--|--------------|
| Existing Telephone Pole | ● |
| Proposed Telephone Pole | ○ |
| Telephone Manhole | ⊕ |
| Telephone Pedestal | ⊕ |
| Telephone Cell Tower | ⊕ |
| U/G Telephone Cable Hand Hole | ⊕ |
| U/G Telephone Cable LOS B (S.U.E.*) | --- T --- |
| U/G Telephone Cable LOS C (S.U.E.*) | --- T --- |
| U/G Telephone Cable LOS D (S.U.E.*) | --- T --- |
| U/G Telephone Conduit LOS B (S.U.E.*) | --- TC --- |
| U/G Telephone Conduit LOS C (S.U.E.*) | --- TC --- |
| U/G Telephone Conduit LOS D (S.U.E.*) | --- TC --- |
| U/G Fiber Optics Cable LOS B (S.U.E.*) | --- T FO --- |
| U/G Fiber Optics Cable LOS C (S.U.E.*) | --- T FO --- |
| U/G Fiber Optics Cable LOS D (S.U.E.*) | --- T FO --- |

WATER:

| | |
|--------------------------------|-----------|
| Water Manhole | ⊕ |
| Water Meter | ○ |
| Water Valve | ⊗ |
| Water Hydrant | ⊕ |
| U/G Water Line LOS B (S.U.E.*) | --- W --- |
| U/G Water Line LOS C (S.U.E.*) | --- W --- |
| U/G Water Line LOS D (S.U.E.*) | --- W --- |
| Above Ground Water Line | A/G Water |

TV:

| | |
|---------------------------------------|---------------|
| TV Pedestal | ⊕ |
| TV Tower | ⊗ |
| U/G TV Cable Hand Hole | ⊕ |
| U/G TV Cable LOS B (S.U.E.*) | --- TV --- |
| U/G TV Cable LOS C (S.U.E.*) | --- TV --- |
| U/G TV Cable LOS D (S.U.E.*) | --- TV --- |
| U/G Fiber Optic Cable LOS B (S.U.E.*) | --- TV FO --- |
| U/G Fiber Optic Cable LOS C (S.U.E.*) | --- TV FO --- |
| U/G Fiber Optic Cable LOS D (S.U.E.*) | --- TV FO --- |

GAS:

| | |
|------------------------------|-----------|
| Gas Valve | ◇ |
| Gas Meter | ⊕ |
| U/G Gas Line LOS B (S.U.E.*) | --- G --- |
| U/G Gas Line LOS C (S.U.E.*) | --- G --- |
| U/G Gas Line LOS D (S.U.E.*) | --- G --- |
| Above Ground Gas Line | A/G Gas |

SANITARY SEWER:

| | |
|-------------------------------------|--------------------|
| Sanitary Sewer Manhole | ⊕ |
| Sanitary Sewer Cleanout | ⊕ |
| U/G Sanitary Sewer Line | SS |
| Above Ground Sanitary Sewer | A/G Sanitary Sewer |
| SS Forced Main Line LOS B (S.U.E.*) | --- FSS --- |
| SS Forced Main Line LOS C (S.U.E.*) | --- FSS --- |
| SS Forced Main Line LOS D (S.U.E.*) | --- FSS --- |

MISCELLANEOUS:

| | |
|--|-------------|
| Utility Pole | ● |
| Utility Pole with Base | ⊕ |
| Utility Located Object | ○ |
| Utility Traffic Signal Box | ⊕ |
| Utility Unknown U/G Line LOS B (S.U.E.*) | --- UTL --- |
| U/G Tank; Water, Gas, Oil | ▭ |
| Underground Storage Tank, Approx. Loc. | UST |
| A/G Tank; Water, Gas, Oil | ▭ |
| Geoenvironmental Boring | ⊕ |
| U/G Test Hole LOS A (S.U.E.*) | ⊕ |
| Abandoned According to Utility Records | AATUR |
| End of Information | E.O.I. |

W-5519 SURVEY CONTROL SHEET

BASELINE DATA

| BL POINT | DESC. | NORTH | EAST | ELEVATION | L STATION | OFFSET |
|----------|---------------|-------------|--------------|-----------|------------------------|------------|
| 1 | BL-9501 | 435297.9926 | 2020411.2960 | 169.60 | OUTSIDE PROJECT LIMITS | |
| 2 | BL-9502 | 433424.2663 | 2022609.9660 | 159.80 | OUTSIDE PROJECT LIMITS | |
| 3 | BL-9503 | 439447.4112 | 2022623.4240 | 116.14 | 129+30.61 | 511.68 LT. |
| 4 | BL-9504 | 439080.1125 | 2023100.6110 | 117.07 | 129+03.53 | 89.81 RT. |
| 5 | BL-9505 | 441454.1512 | 2024663.4940 | 89.51 | 157+66.08 | 92.51 LT. |
| 6 | BL-9506 | 441156.4491 | 2025333.4160 | 99.57 | 157+86.95 | 640.23 RT. |
| 7 | BL-9507 | 450267.5784 | 2028293.3840 | 177.60 | 253+50.14 | 436.38 LT. |
| 8 | BL-9508 | 450152.7080 | 2028900.9150 | 175.81 | 254+15.90 | 179.13 RT. |
| 9 | BL-9509 | 452377.3989 | 2029030.5550 | 176.89 | 276+18.87 | 111.22 LT. |
| 10 | BL-9510 | 452209.4921 | 2029218.2850 | 174.49 | 275+54.91 | 132.39 RT. |
| 11 | BL-9511 | 455271.9900 | 2029742.2320 | 186.77 | 306+68.19 | 387.25 LT. |
| 12 | BL-9512 | 454910.3045 | 2030489.3990 | 179.26 | 304+93.97 | 425.28 RT. |
| 13 | BL-9513 | 457392.9719 | 2029842.4890 | 196.95 | 327+51.17 | 441.11 LT. |
| 14 | BL-9514 | 457282.6950 | 2030382.2570 | 191.94 | 327+87.30 | 108.38 RT. |
| 15 | BL-9515 | 459104.6160 | 2030594.2180 | 201.98 | 346+40.85 | 148.55 LT. |
| 16 | BL-9516 | 458620.9378 | 2030866.7850 | 200.77 | 341+82.13 | 164.2 RT. |
| 17 | BL-9517 | 460753.7488 | 2031519.5380 | 210.17 | 364+20.67 | 614.03 RT. |
| 18 | BL-9518 | 460909.7246 | 2030823.1570 | 205.92 | 364+49.92 | 99.03 LT. |
| 19 | BL-9519 | 463326.1395 | 2031243.3400 | 190.06 | 386+29.42 | 581.52 LT. |
| 20 | BL-9520 | 462910.3915 | 2031827.8090 | 190.47 | 387+61.01 | 120.17 RT. |
| 21 | BL-9521 | 467092.6500 | 2036108.5470 | 95.96 | OUTSIDE PROJECT LIMITS | |
| 22 | BL-9522 | 466340.6924 | 2036771.2780 | 92.05 | OUTSIDE PROJECT LIMITS | |
| 23 | BL-9523 | 463568.1420 | 2033282.1350 | 151.27 | 403+19.87 | 485.73 RT. |
| 24 | BL-9524 | 464319.7819 | 2033295.2200 | 160.88 | 407+88.27 | 102.47 LT. |
| 25 | BL-9525 | 465286.1751 | 2034583.6580 | 114.46 | 423+98.64 | 83.72 LT. |
| 26 | BL-9526 | 464860.2623 | 2034632.5940 | 114.75 | 421+77.97 | 283.83 RT. |
| 27 | BL-9527 | 461902.3560 | 2031167.7350 | 200.24 | 374+90.64 | 5.83 LT. |
| 28 | BL-9528 | 456392.7317 | 2030320.3810 | 192.16 | 318+66.27 | 128.05 RT. |
| 29 | BL-9529 | 453449.4587 | 2030204.1430 | 176.82 | 290+15.14 | 581.63 RT. |
| 30 | BL-9530 | 453698.5150 | 2029531.1620 | 181.76 | 290+55.57 | 134.82 LT. |
| 31 | BL-9531 | 444485.6338 | 2026749.1920 | 176.59 | 194+11.12 | 580.53 RT. |
| 32 | BL-9532 | 444700.2026 | 2026088.1180 | 173.40 | 193+12.11 | 107.41 LT. |
| 33 | BL-9533 | 446947.1920 | 2026800.9060 | 191.40 | 216+53.72 | 446.77 LT. |
| 34 | BL-9534 | 446528.5492 | 2027356.6950 | 194.06 | 215+07.16 | 233.44 RT. |
| 35 | BL-9535 | 448028.6385 | 2028126.7120 | 195.43 | 231+86.19 | 306.56 RT. |
| 36 | BL-9536 | 448637.9467 | 2027730.6080 | 196.97 | 235+84.36 | 301.40 LT. |
| 37 | BL-9537 | 442887.5840 | 2025279.3990 | 92.43 | 173+32.33 | 66.25 LT. |
| 38 | BL-9538 | 440184.6350 | 2023970.5550 | 99.58 | 143+15.98 | 87.48 RT. |
| 39 | BL-9539 | 436410.5466 | 2021896.5730 | 156.70 | OUTSIDE PROJECT LIMITS | |
| 40 | BL-9540 | 436700.1213 | 2021438.8100 | 157.32 | 100+08.71 | 216.15 LT. |
| 41 | BL-9541 | 437835.6525 | 2022298.9270 | 137.22 | 114+17.25 | 3.47 LT. |
| 42 | BL-9542 | 451147.9337 | 2028766.8030 | 151.35 | 263+69.17 | 12.46 LT. |
| 43 | BL-9543 | 459745.9641 | 2030855.3250 | 214.09 | 353+02.09 | 57.02 RT. |
| 44 | BL-9544 | 463665.5710 | 2031676.3200 | 190.57 | 391+05.83 | 569.85 LT. |
| 300208 | NCGS BAR | 439347.0415 | 2023259.4160 | 114.83 | 132+17.70 | 54.56 RT. |
| 30024 | NCGS MILLAN | 446968.6165 | 2027299.0480 | 194.58 | 218+82.31 | 3.67 LT. |
| 30030 | NCGS CORAL | 449108.1078 | 2028354.5960 | 192.36 | 242+65.98 | 80.39 RT. |
| 30033 | NCGS CHARLES | 434959.2372 | 2020580.7550 | 182.58 | OUTSIDE PROJECT LIMITS | |
| 30045 | NCGS SYCAMORE | 453870.6291 | 2029643.3450 | 181.83 | 292+53.00 | 78.14 LT. |
| 30058 | NCGS CITIZEN | 459759.5616 | 2030743.2640 | 211.55 | 353+06.05 | 55.81 LT. |
| 30077 | NCGS CUM 107 | 466965.5954 | 2036727.3470 | 109.20 | OUTSIDE PROJECT LIMITS | |

BENCHMARK DATA

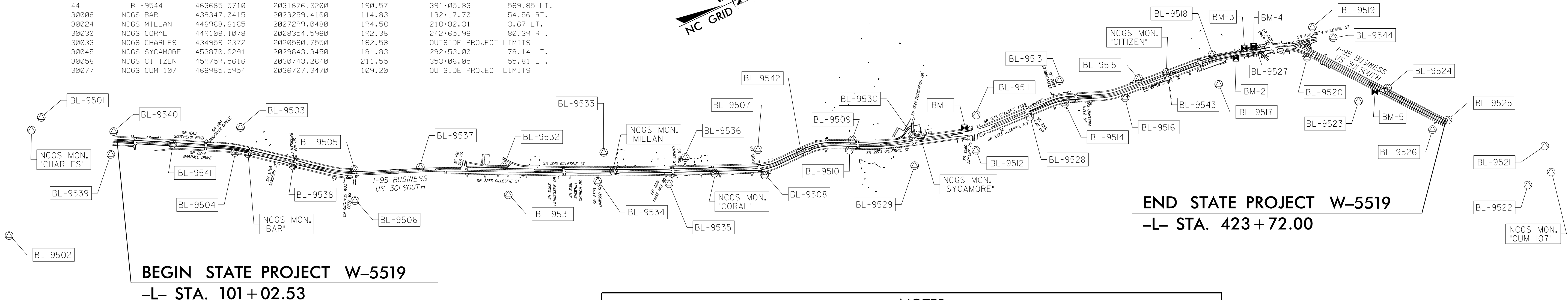
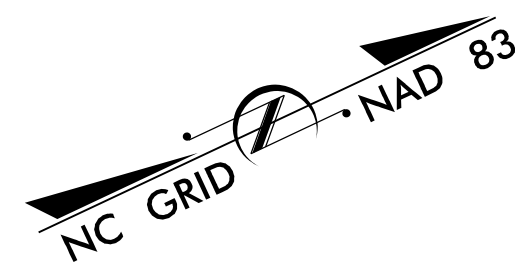
.....
 BM1 ELEVATION = 182.92
 N 454891 E 2029900
 L STATION 303+04.00 132 LEFT
 BM1

 BM2 ELEVATION = 199.60
 N 461881 E 2031066
 L STATION 374+44.00 98 LEFT
 BM2

 BM3 ELEVATION = 200.92
 N 461659 E 2031007
 L STATION 372+14.00 99 LEFT
 BM3

 BM4 ELEVATION = 151.29
 N 464009 E 2033252
 L STATION 405+64.00 118 RIGHT
 BM4

 BM5 ELEVATION = 207.96
 N 461384 E 2031137
 L STATION 369+82.00 97 RIGHT
 BM5



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/](http://www.doh.dot.state.nc.us/preconstruct/highway/location/project/)

THE FILES TO BE FOUND ARE AS FOLLOWS:
 w5519_ls_control_150820.txt


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

⊙ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
 PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM FROM EXISTING HARN MONUMENTATION.

DATUM DESCRIPTION

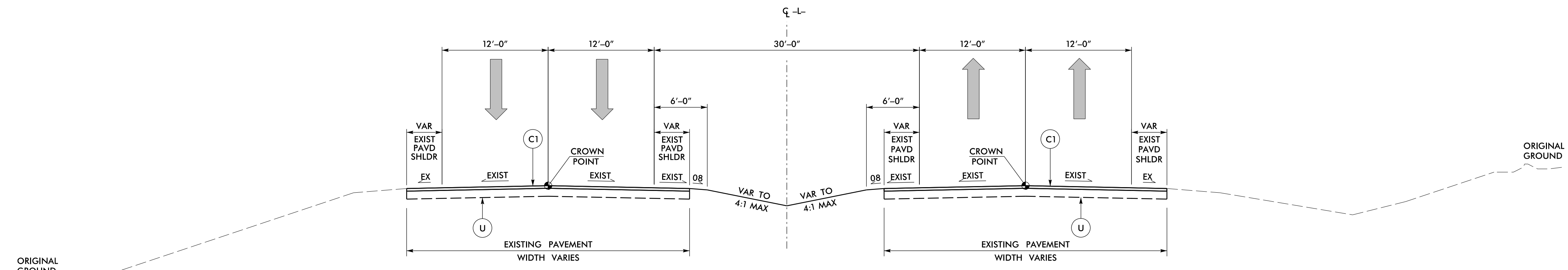
THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "B-9501"
 WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF
 NORTHING: 435297.993(±) EASTING: 2020411.296(±)
 ELEVATION: 169.30(±)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999881565
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B-9501" TO -L- STATION 101+02.53 IS
 1871.0874' N 42° 25' 21" E
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

12/01/2005
 8/10/2015
 P:\8467\Cadd\W5519\Roadway\Proj\W-5519_L1_S.PSH_1C.dgn
 thurman

| | |
|--|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 2A-1 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. REID SEAL 015869 9/9/2015 | PAVEMENT DESIGN ENGINEER G. MITCHELL SEAL 031484 9/10/2015 |
|  moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

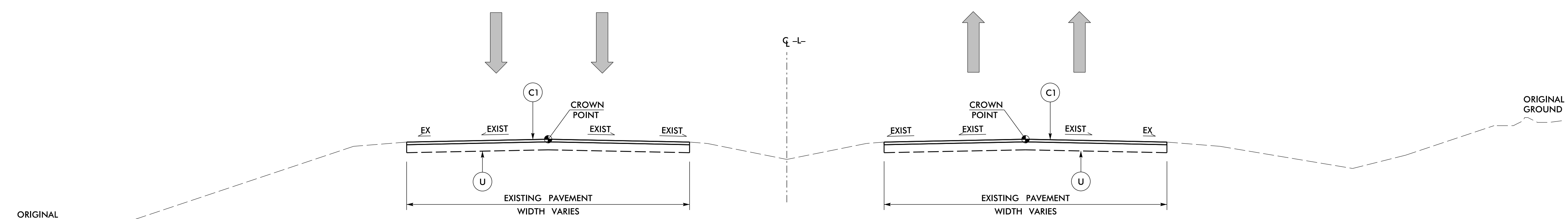
| PRELIMINARY PAVEMENT SCHEDULE | | | |
|-------------------------------|--|-----------|--|
| C1 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. | E3 | PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. | L1 | CLASS IV SUBGRADE STABILIZATION |
| C3 | PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH. | N1 | FABRIC STABILIZATION |
| C4 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. | R1 | 5" MONOLITHIC CONCRETE ISLAND (KEYED IN). |
| C5 | 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. | R2 | 5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED). |
| D1 | PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. | T | EARTH MATERIAL. |
| D2 | PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2½" OR GREATER THAN 4" IN DEPTH. | U | EXISTING PAVEMENT. |
| E1 | PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. | V | MILLING OF EXISTING PAVEMENT (0" TO 3"). |
| E2 | PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5½" IN DEPTH. | W | VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL SHEET NO. 2A-3). |

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



TYPICAL SECTION No. 1

| | | | |
|------------------|----|------------------|-----|
| STA. 101 + 02.53 | TO | STA. 105 + 00.00 | -L- |
| STA. 122 + 25.00 | TO | STA. 125 + 75.00 | -L- |
| STA. 128 + 40.00 | TO | STA. 132 + 20.00 | -L- |
| STA. 148 + 89.58 | TO | STA. 150 + 45.00 | -L- |
| STA. 200 + 25.00 | TO | STA. 201 + 80.00 | -L- |
| STA. 282 + 85.00 | TO | STA. 284 + 40.00 | -L- |
| STA. 330 + 95.00 | TO | STA. 334 + 40.00 | -L- |
| STA. 354 + 35.00 | TO | STA. 355 + 10.00 | -L- |
| STA. 403 + 35.00 | TO | STA. 404 + 90.00 | -L- |
| STA. 422 + 70.00 | TO | STA. 423 + 72.00 | -L- |



TYPICAL SECTION No. 2
OVERLAY OF EXISTING PAVEMENT

| | | | |
|------------------|----|------------------|-----|
| STA. 125 + 75.00 | TO | STA. 128 + 40.00 | -L- |
|------------------|----|------------------|-----|

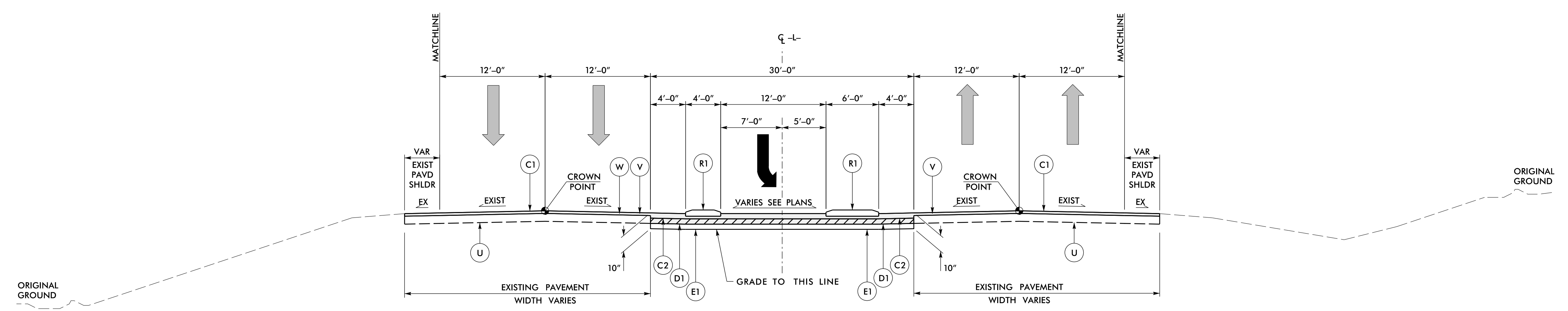
NOTE: SEE PLAN SHEETS FOR LOCATION OF TURN LANES

| | |
|---|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 2A-2 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER SEAN MITCHELL 015869 | PAVEMENT DESIGN ENGINEER SEAN MITCHELL 031484 |
| 9/10/2015 | 9/10/2015 |

moffatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

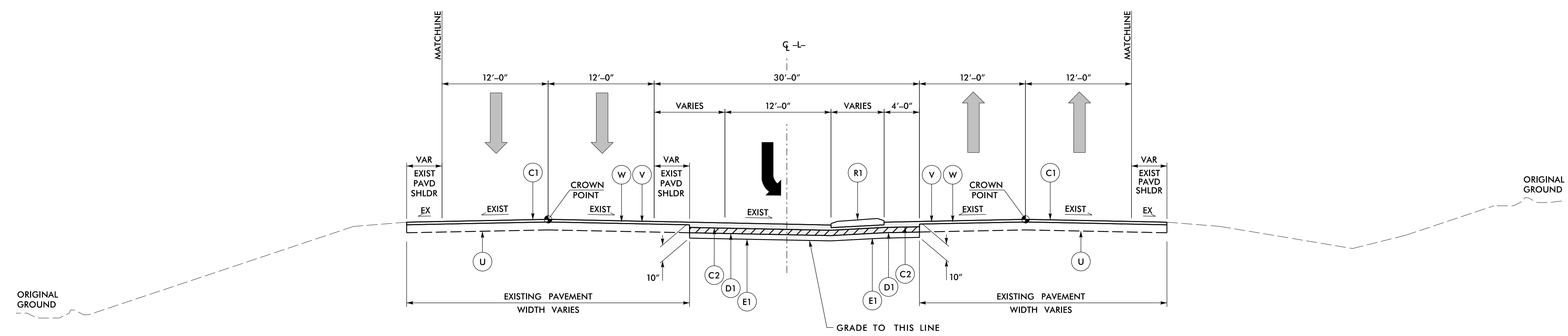
| PAVEMENT SCHEDULE | |
|-------------------|------------------------|
| CODE | DESCRIPTION |
| C1 | 1 1/2" S9.5C |
| C2 | 3" S9.5C |
| D1 | 3" I19.0C |
| E1 | 4" B25.0C |
| R1 | 5" CONC ISL (KEYED IN) |
| U | EXIST PAVEMENT |
| V | MILLING 0" TO 3" |
| W | WEDGING |

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



TYPICAL SECTION No. 3

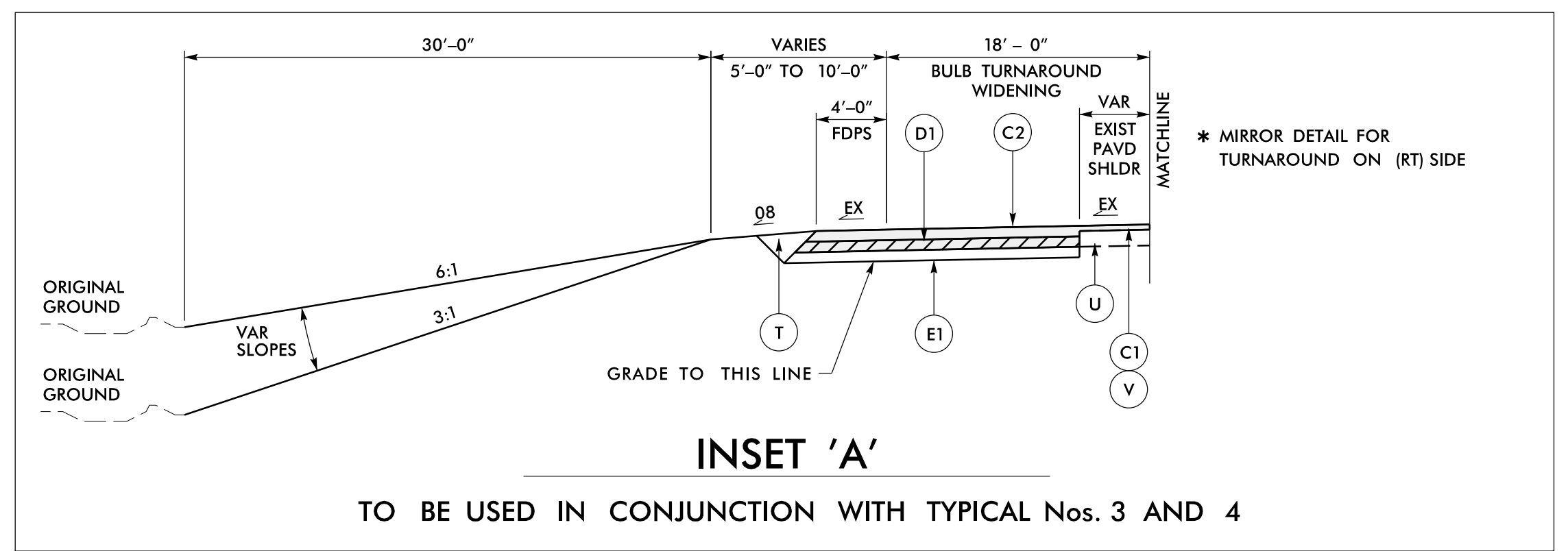
| | | |
|---|---|---|
| STA. 105+55.00 TO STA. 106+05.00 -L- | STA. 219+55.00 TO STA. 220+17.00 -L- | STA. 277+90.00 TO STA. 278+52.00 -L- |
| STA. 112+38.00 TO STA. 113+00.00 -L- (MIRROR TYPICAL) | STA. 231+78.00 TO STA. 232+40.00 -L- (MIRROR TYPICAL) | STA. 329+95.00 TO STA. 330+45.00 -L- (MIRROR TYPICAL) |
| STA. 113+70.00 TO STA. 114+32.00 -L- | STA. 233+10.00 TO STA. 233+72.00 -L- | STA. 360+33.00 TO STA. 360+95.00 -L- (MIRROR TYPICAL) |
| STA. 121+20.00 TO STA. 121+70.00 -L- (MIRROR TYPICAL) | STA. 241+18.00 TO STA. 241+80.00 -L- (MIRROR TYPICAL) | STA. 361+65.00 TO STA. 362+27.00 -L- |
| STA. 132+75.00 TO STA. 133+25.00 -L- | STA. 242+50.00 TO STA. 243+12.00 -L- | STA. 371+40.00 TO STA. 371+90.00 -L- (MIRROR TYPICAL) |
| STA. 142+53.00 TO STA. 143+15.00 -L- (MIRROR TYPICAL) | STA. 252+36.00 TO STA. 252+98.00 -L- (MIRROR TYPICAL) | STA. 411+03.00 TO STA. 411+65.00 -L- (MIRROR TYPICAL) |
| STA. 143+85.00 TO STA. 144+47.00 -L- | STA. 253+68.00 TO STA. 254+30.00 -L- | STA. 412+35.00 TO STA. 412+97.00 -L- |
| STA. 206+13.00 TO STA. 206+75.00 -L- (MIRROR TYPICAL) | STA. 264+53.00 TO STA. 265+15.00 -L- (MIRROR TYPICAL) | STA. 421+65.00 TO STA. 422+10.00 -L- (MIRROR TYPICAL) |
| STA. 207+45.00 TO STA. 208+07.00 -L- | STA. 265+85.00 TO STA. 266+47.00 -L- | |
| STA. 218+23.00 TO STA. 218+85.00 -L- (MIRROR TYPICAL) | STA. 276+58.00 TO STA. 277+20.00 -L- (MIRROR TYPICAL) | |



TYPICAL SECTION No. 4

| | | |
|--|--|---|
| STA. 105+00.00 TO STA. 105+55.00 -L- (CROSSOVER ISLAND) | STA. 218+85.00 TO STA. 219+55.00 -L- (CROSSOVER ISLAND) | STA. 277+20.00 TO STA. 277+90.00 -L- (CROSSOVER ISLAND) |
| STA. 106+05.00 TO STA. 110+00.00 -L- (INCLUDES ISLAND TAPER) | STA. 220+17.00 TO STA. 226+95.00 -L- (INCLUDES ISLAND TAPER) | STA. 278+52.00 TO STA. 282+85.00 -L- (INCLUDES ISLAND TAPER) |
| STA. 110+00.00 TO STA. 112+38.00 -L- (MIRROR TYPICAL) | STA. 226+95.00 TO STA. 231+78.00 -L- (MIRROR TYPICAL) | STA. 319+00.00 TO STA. 325+70.00 -L- (INCLUDES ISLAND TAPER - SEE NOTE 4) |
| STA. 113+00.00 TO STA. 113+70.00 -L- (CROSSOVER ISLAND) | STA. 232+42.00 TO STA. 233+10.00 -L- (CROSSOVER ISLAND) | STA. 325+70.00 TO STA. 329+95.00 -L- (MIRROR TYPICAL) |
| STA. 114+32.00 TO STA. 119+00.00 -L- (INCLUDES ISLAND TAPER) | STA. 233+72.00 TO STA. 238+45.00 -L- (INCLUDES ISLAND TAPER) | STA. 330+45.00 TO STA. 330+95.00 -L- (CROSSOVER ISLAND) |
| STA. 119+00.00 TO STA. 121+20.00 -L- (MIRROR TYPICAL) | STA. 238+45.00 TO STA. 241+18.00 -L- (MIRROR TYPICAL) | STA. 355+10.00 TO STA. 356+60.00 -L- (INCLUDES ISLAND TAPER) |
| STA. 121+70.00 TO STA. 122+25.00 -L- (CROSSOVER ISLAND) | STA. 241+80.00 TO STA. 242+50.00 -L- (CROSSOVER ISLAND) | STA. 356+60.00 TO STA. 360+33.00 -L- (MIRROR TYPICAL) |
| STA. 132+20.00 TO STA. 132+75.00 -L- (CROSSOVER ISLAND) | STA. 243+12.00 TO STA. 248+65.00 -L- (INCLUDES ISLAND TAPER) | STA. 360+95.00 TO STA. 361+65.00 -L- (CROSSOVER ISLAND) |
| STA. 133+25.00 TO STA. 139+00.00 -L- (INCLUDES ISLAND TAPER) | STA. 248+65.00 TO STA. 252+36.00 -L- (MIRROR TYPICAL) | STA. 362+27.00 TO STA. 367+65.00 -L- (INCLUDES ISLAND TAPER) |
| STA. 139+00.00 TO STA. 142+53.00 -L- (MIRROR TYPICAL) | STA. 252+98.00 TO STA. 253+68.00 -L- (CROSSOVER ISLAND) | STA. 367+65.00 TO STA. 371+40.00 -L- (MIRROR TYPICAL) |
| STA. 143+15.00 TO STA. 143+85.00 -L- (CROSSOVER ISLAND) | STA. 254+30.00 TO STA. 260+50.00 -L- (INCLUDES ISLAND TAPER) | STA. 371+90.00 TO STA. 373+95.00 -L- (INCLUDES ISLAND TAPER) |
| STA. 144+47.00 TO STA. 148+89.58 -L- | STA. 260+50.00 TO STA. 264+53.00 -L- (MIRROR TYPICAL) | STA. 373+95.00 TO STA. 376+93.00 -L- (MIRROR TYPICAL) |
| STA. 201+80.00 TO STA. 206+13.00 -L- (MIRROR TYPICAL) | STA. 265+15.00 TO STA. 265+85.00 -L- (CROSSOVER ISLAND) | STA. 404+90.00 TO STA. 411+03.00 -L- (MIRROR TYPICAL) |
| STA. 206+75.00 TO STA. 207+45.00 -L- (CROSSOVER ISLAND) | STA. 266+47.00 TO STA. 272+50.00 -L- (INCLUDES ISLAND TAPER) | STA. 411+65.00 TO STA. 412+35.00 -L- (CROSSOVER ISLAND) |
| STA. 208+07.00 TO STA. 214+15.00 -L- (INCLUDES ISLAND TAPER) | STA. 272+50.00 TO STA. 276+58.00 -L- (MIRROR TYPICAL) | STA. 412+97.00 TO STA. 421+65.00 -L- (MIRROR TYPICAL) |
| STA. 214+15.00 TO STA. 218+23.00 -L- (MIRROR TYPICAL) | | STA. 422+10.00 TO STA. 422+70.00 -L- (INCLUDES ISLAND TAPER) |

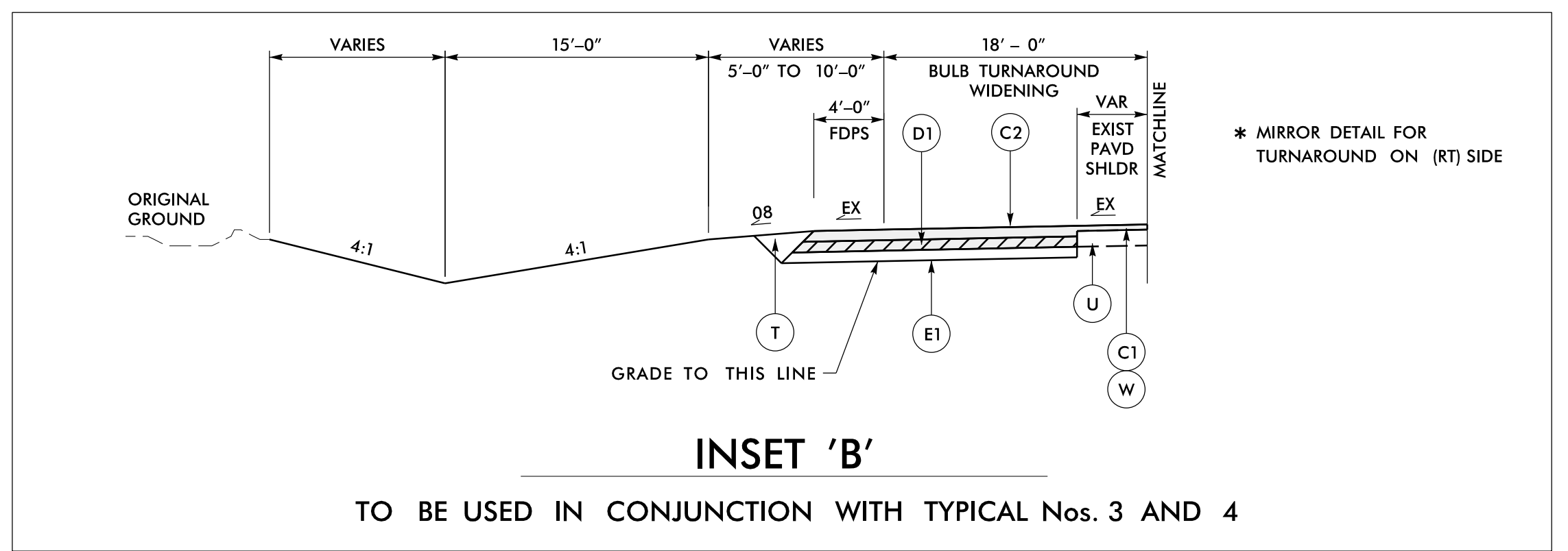
- NOTES:**
1. SEE PLAN SHEETS FOR LOCATIONS OF TURN LANES
 2. SEE INTERSECTION DETAILS FOR ISLAND CONFIGURATIONS
 3. SEE INSET 'A' ON SHEET 2A-3 FOR BULB TURNAROUNDS
 4. NO EXISTING OVERLAY FROM STA 319+00 TO STA 322+70



INSET 'A'

TO BE USED IN CONJUNCTION WITH TYPICAL Nos. 3 AND 4

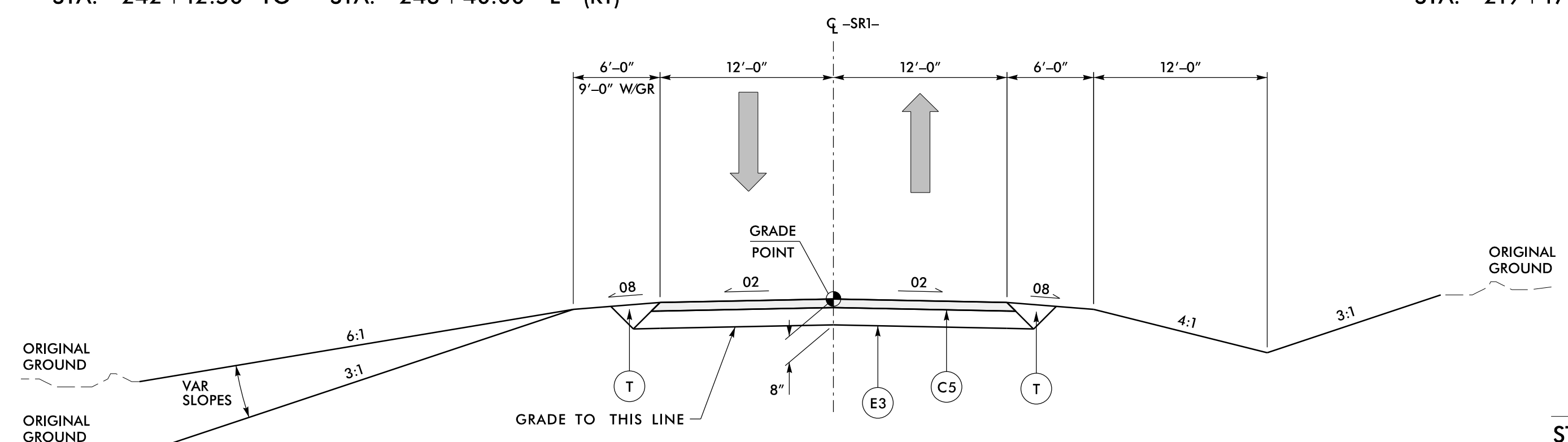
- | | | | |
|-------------------|-------------------------|-------------------|-------------------------|
| STA. 217+95.00 TO | STA. 219+22.50 -L- (LT) | STA. 242+12.50 TO | STA. 243+40.00 -L- (RT) |
| STA. 240+90.00 TO | STA. 242+17.50 -L- (LT) | STA. 421+25.00 TO | STA. 422+55.00 -L- (LT) |
| STA. 242+12.50 TO | STA. 243+40.00 -L- (RT) | | |



INSET 'B'

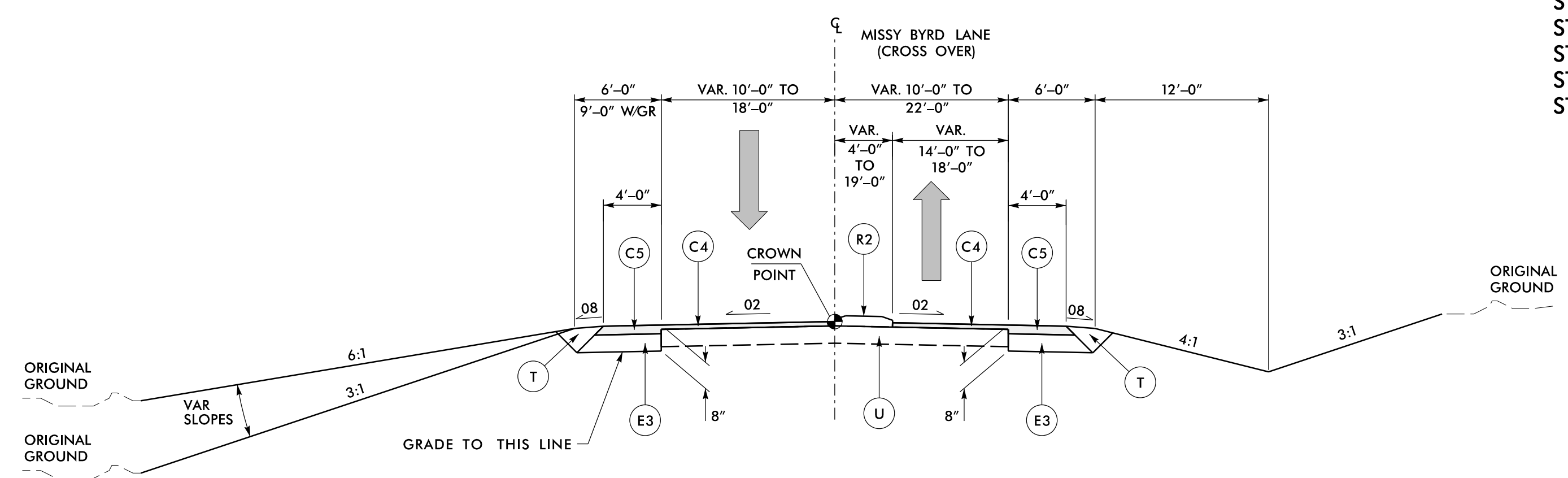
TO BE USED IN CONJUNCTION WITH TYPICAL Nos. 3 AND 4

- | | | | |
|-------------------|-------------------------|-------------------|-------------------------|
| STA. 112+10.00 TO | STA. 113+37.50 -L- (LT) | STA. 241+75.00 TO | STA. 242+25.00 -L- (LT) |
| STA. 113+32.50 TO | STA. 114+60.00 -L- (RT) | STA. 264+50.00 TO | STA. 265+25.00 -L- (LT) |
| STA. 219+17.50 TO | STA. 220+45.00 -L- (RT) | STA. 265+25.00 TO | STA. 265+75.00 -L- (RT) |



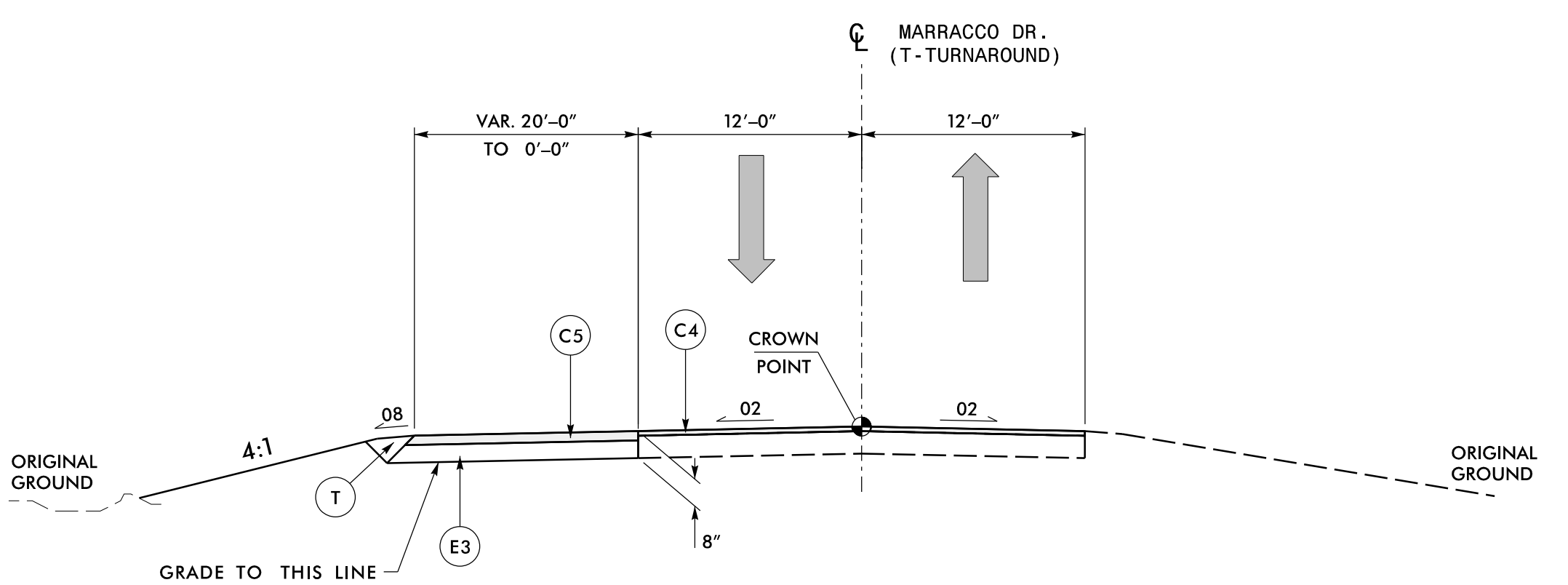
TYPICAL SECTION No. 5

STA. 16+80.00 TO STA. 21+57.60 -SRI-



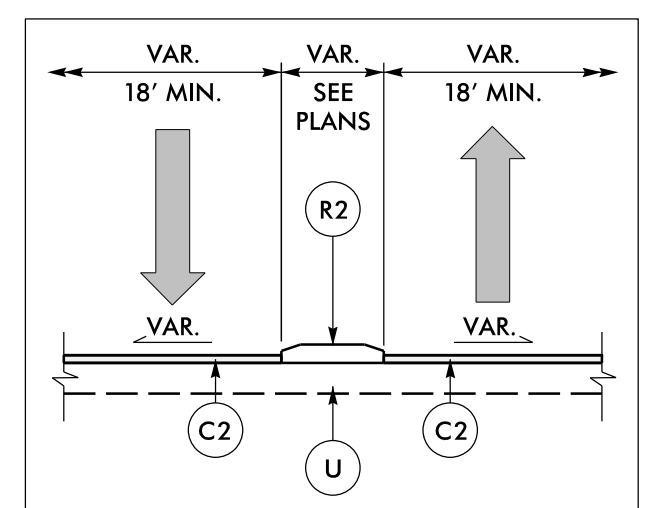
TYPICAL SECTION No. 6

SEE PLAN SHEETS 4 AND 2B-1 FOR LOCATION AND DIMENSIONS



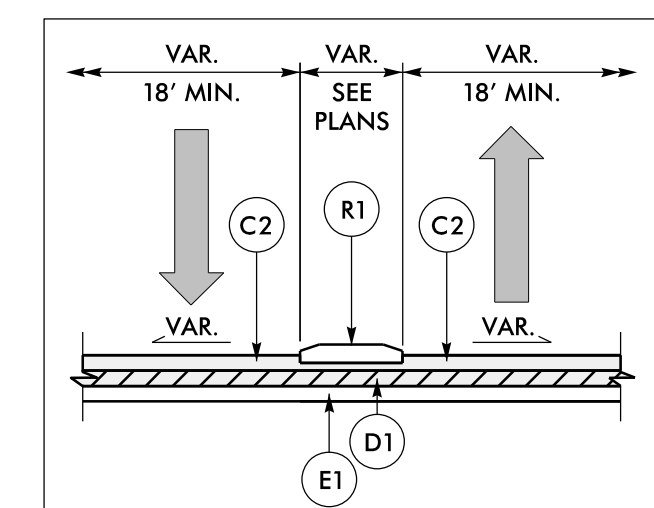
TYPICAL SECTION No. 7

SEE PLAN SHEET 8 FOR LOCATION AND DIMENSIONS



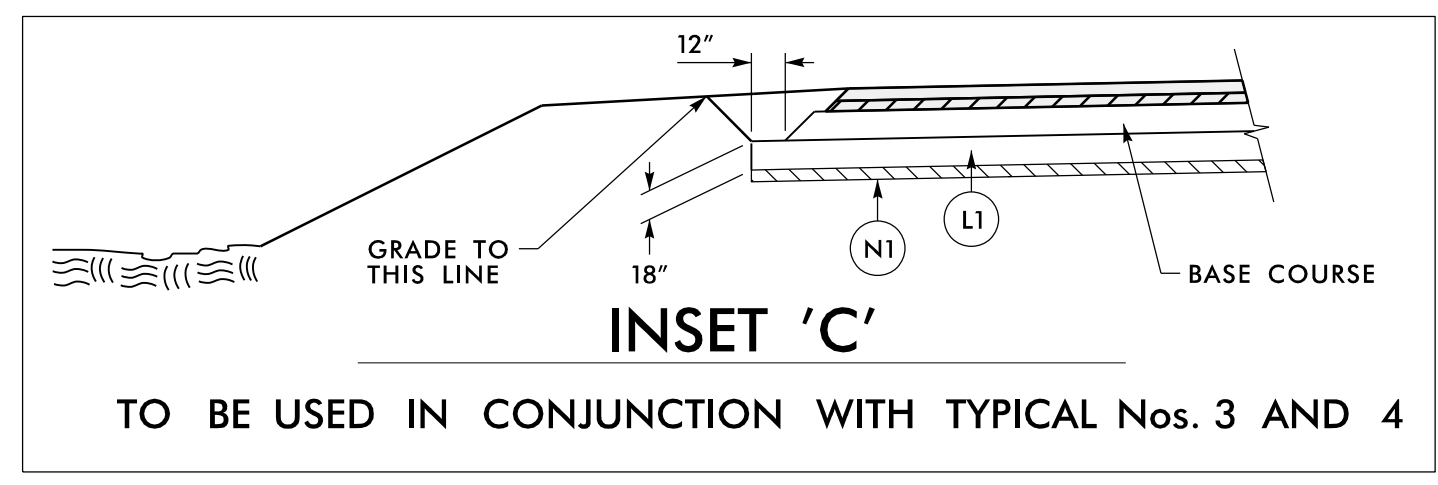
SERVICE ROAD CONNECTION DETAIL 'D'

- | | |
|--------------------------|--------------------------|
| STA. 121+92.00 -L- (LT)* | STA. 253+44.00 -L- (RT)* |
| STA. 132+53.00 -L- (RT)* | STA. 277+24.00 -L- (LT)* |
| STA. 143+38.00 -L- (LT)* | STA. 277+67.00 -L- (RT)* |
| STA. 143+62.00 -L- (RT)* | STA. 330+70.00 -L- (LT)* |
| STA. 206+98.00 -L- (LT)* | STA. 361+18.00 -L- (LT)* |
| STA. 207+22.00 -L- (RT)* | STA. 361+42.00 -L- (RT)* |
| STA. 232+61.00 -L- (LT)* | STA. 372+16.00 -L- (LT)* |
| STA. 232+85.00 -L- (RT)* | STA. 372+14.00 -L- (RT)* |
| STA. 253+24.00 -L- (LT)* | STA. 407+68.00 -L- (LT)* |



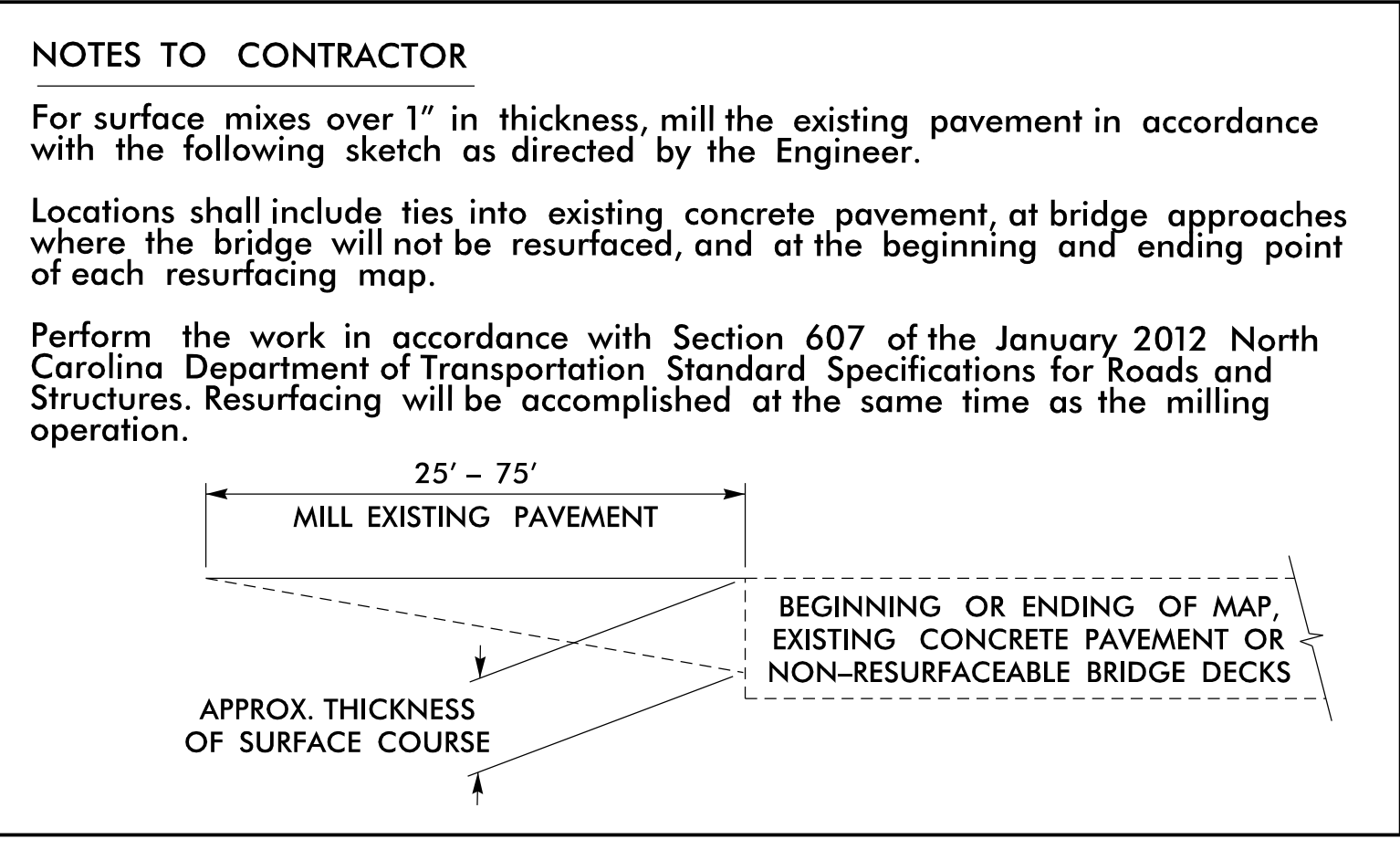
SERVICE ROAD CONNECTION DETAIL 'E'

- | |
|-------------------------|
| STA. 411+88.00 -L- (LT) |
| STA. 412+12.00 -L- (RT) |



INSET 'C'

STA. 265+67.00 TO STA. 266+65 -L- (RT)



MILLING DETAIL AT PAVEMENT TIE-INS

Roadway Design Engineer: **SEAL 015869**
 Pavement Design Engineer: **SEAL 031484**
 Date: 9/9/2015

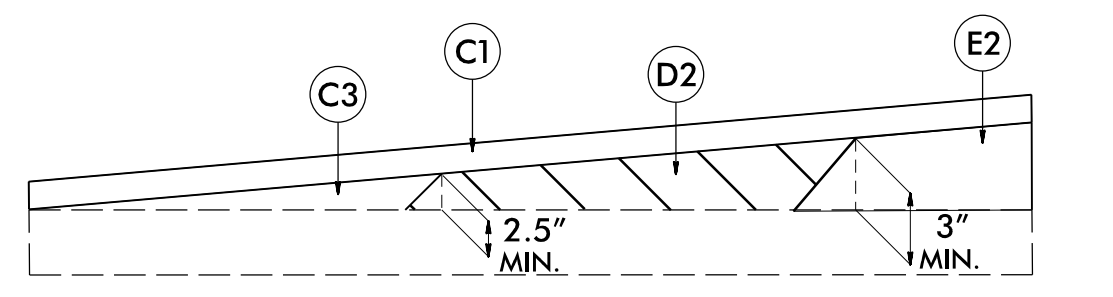
moffatt & nichol
 1616 EAST MILLBROOK ROAD, SUITE 160
 RALEIGH, NORTH CAROLINA 27609
 (919) 781-4626 VOICE (919) 781-4869 FAX

PAVEMENT SCHEDULE

| CODE | DESCRIPTION |
|------|----------------------------|
| C1 | 1 1/2" S9.5C |
| C2 | 3" S9.5C |
| C3 | VAR. S9.5C |
| C4 | 1 1/2" S9.5B |
| C5 | 3" S9.5B |
| D1 | 3" I19.0C |
| D2 | VAR. I19.0C |
| E1 | 4" B25.0C |
| E2 | VAR. B25.0C |
| E3 | 5" B25.0B |
| L1 | CLASS IV SUB. STAB. |
| N1 | FABRIC STABILIZATION |
| R1 | 5" CONC. ISLAND (KEYED IN) |
| R2 | 5" CONC. ISLAND (SURFACE) |
| T | EARTH MATERIAL |
| U | EXIST PAVEMENT |
| V | MILLING 0" TO 3" |
| W | WEDGING |

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

WEDGING AREAS
(SEE PLANS AND CROSS SECTIONS)



Wedging Detail For Resurfacing

- | | |
|-------------------|-------------------------|
| STA. 262+80.00 TO | STA. 264+85.00 -L- (LT) |
| STA. 266+47.00 TO | STA. 272+50.00 -L- (LT) |
| STA. 272+70.00 TO | STA. 276+58.00 -L- (RT) |
| STA. 277+20.00 TO | STA. 279+13.00 -L- (LT) |
| STA. 319+00.00 TO | STA. 323+20.00 -L- (RT) |
| STA. 319+20.00 TO | STA. 323+00.00 -L- (LT) |
| STA. 327+05.00 TO | STA. 329+40.00 -L- (RT) |
| STA. 329+40.00 TO | STA. 330+45.00 -L- (LT) |
| STA. 331+00.00 TO | STA. 334+40.00 -L- (LT) |
| STA. 364+60.00 TO | STA. 367+90.00 -L- (LT) |
| STA. 368+00.00 TO | STA. 371+04.00 -L- (RT) |

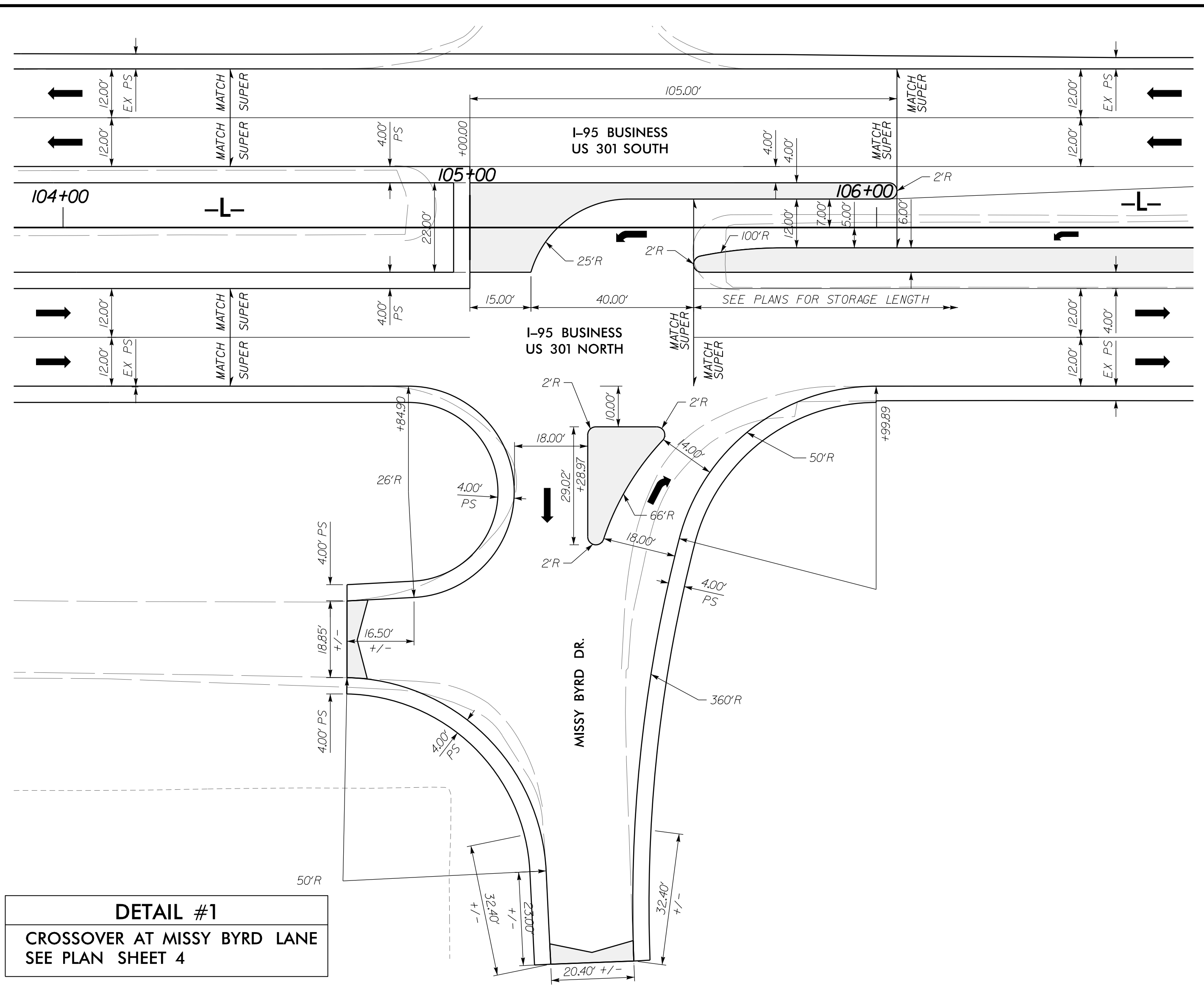
ADD'L MILLING AREAS
(SEE PLANS AND CROSS SECTIONS)

- | | |
|-------------------|-------------------------|
| STA. 355+10.00 TO | STA. 358+27.00 -L- (LT) |
| STA. 356+50.00 TO | STA. 360+95.00 -L- (RT) |
| STA. 359+20.00 TO | STA. 360+95.00 -L- (LT) |
| STA. 362+27.00 TO | STA. 364+00.00 -L- (LT) |
| STA. 371+90.00 TO | STA. 376+18.00 -L- (RT) |
| STA. 373+00.00 TO | STA. 374+40.00 -L- (LT) |
| STA. 405+00.00 TO | STA. 411+03.00 -L- (RT) |
| STA. 421+65.00 TO | STA. 423+00.00 -L- (RT) |

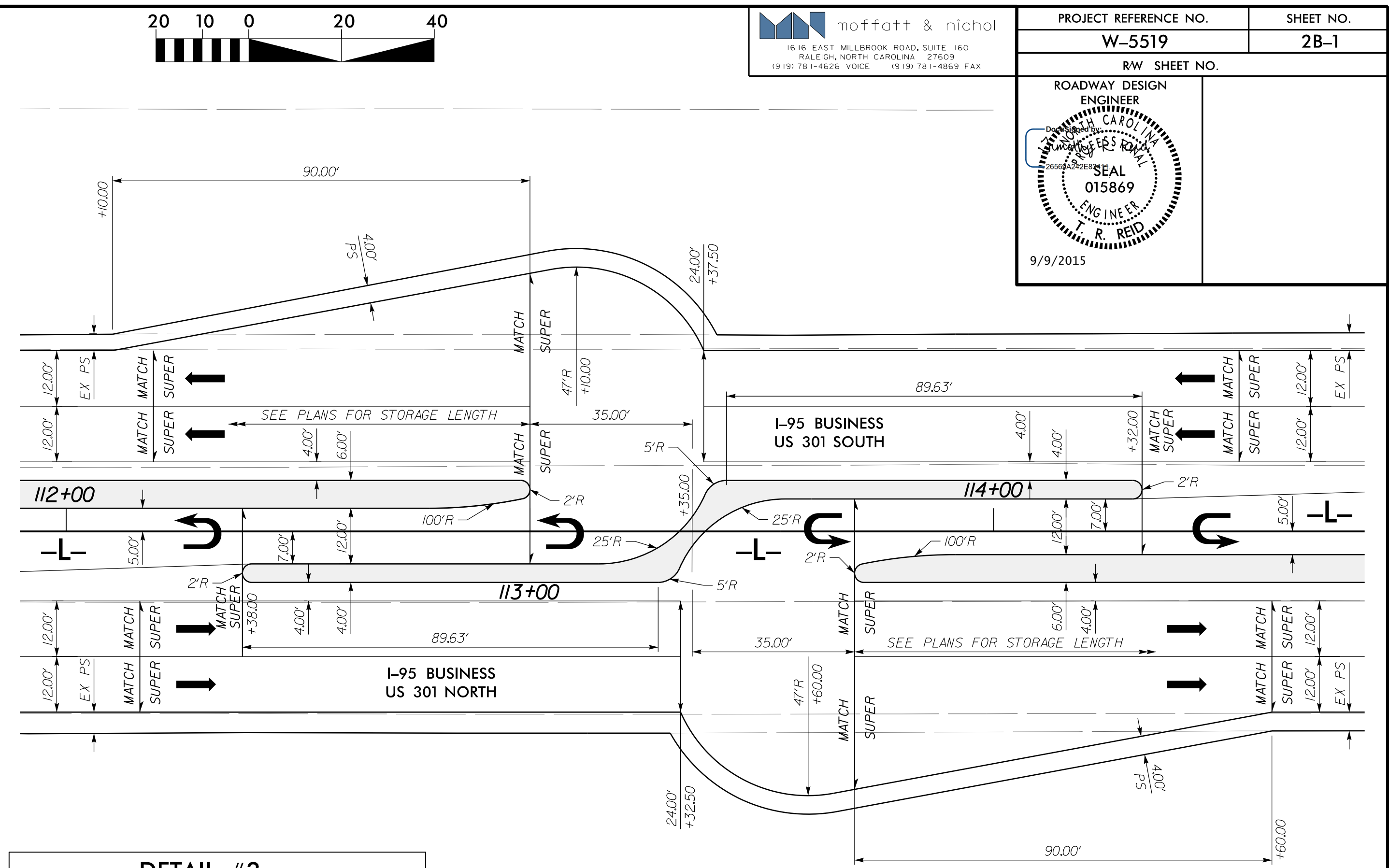


1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
19191 781-4626 VOICE 19191 781-4869 FAX

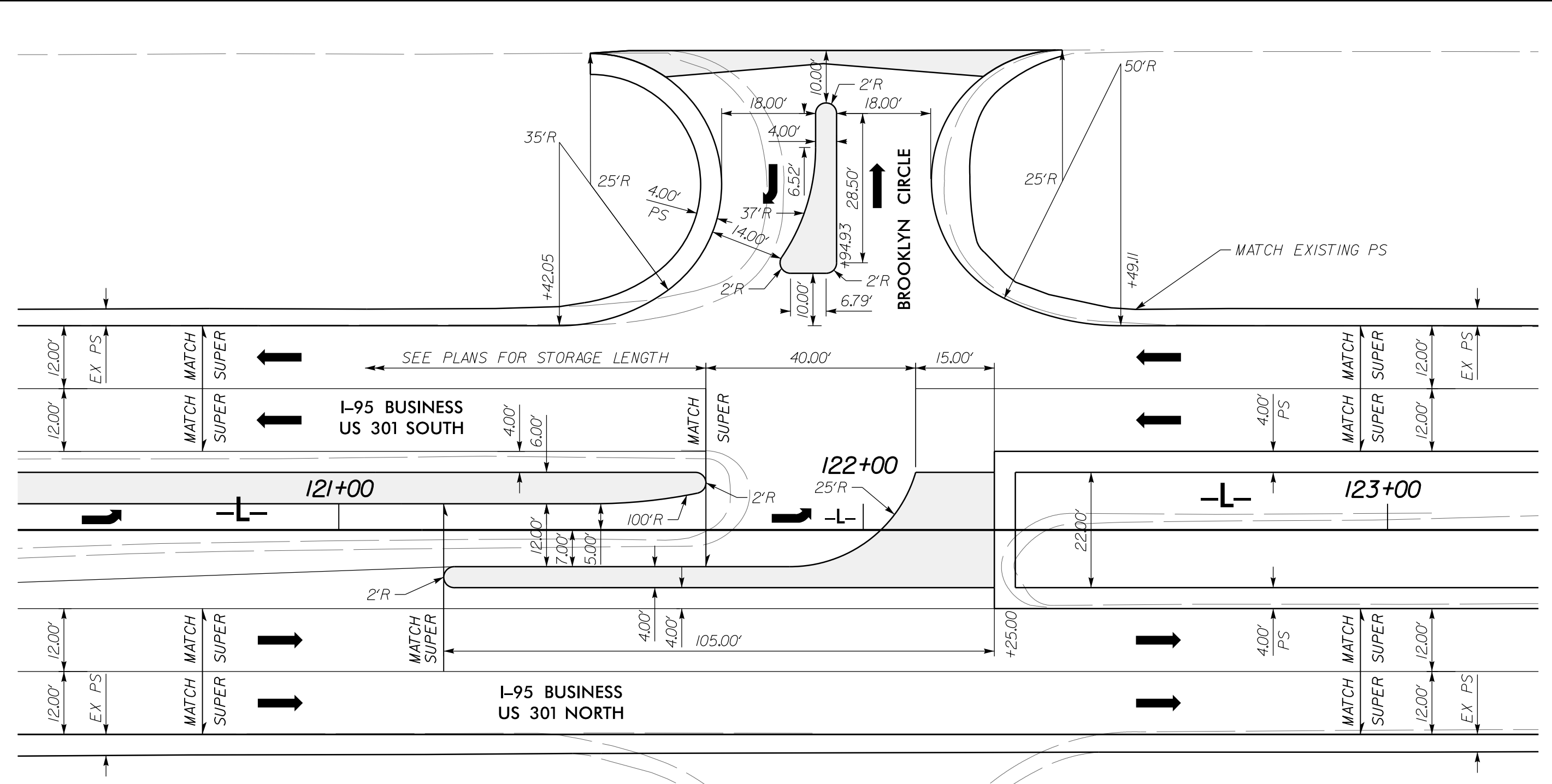
| | |
|---|--------------------------|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 2B-1 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. REID SEAL 015869 9/9/2015 | |



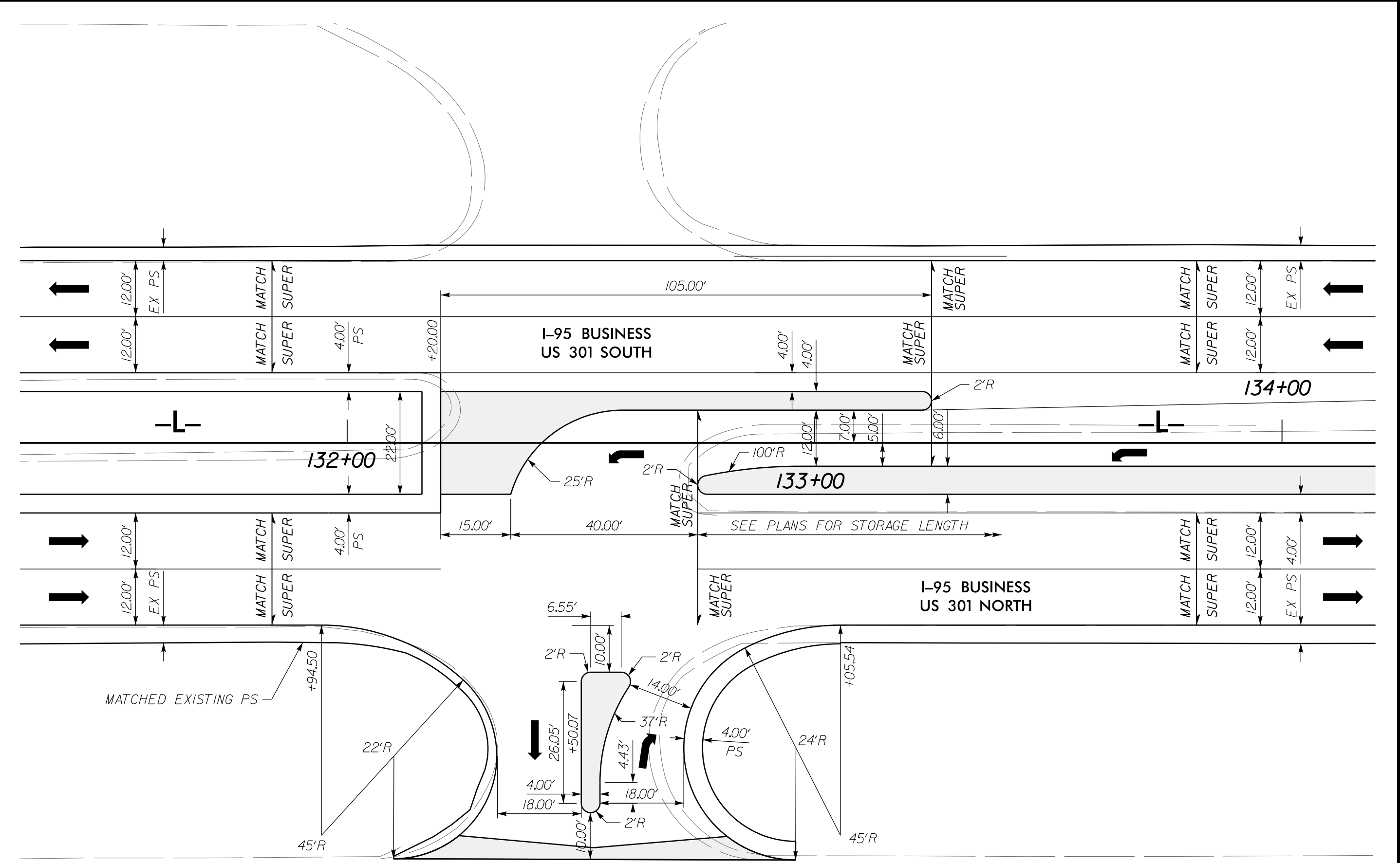
DETAIL #1
CROSSOVER AT MISSY BYRD LANE
SEE PLAN SHEET 4



DETAIL #2
U TURNS NORTH OF MISSY BIRD LANE
SEE PLAN SHEETS 4 & 5



DETAIL #3
CROSSOVER AT BROOKLYN CIRCLE
SEE PLAN SHEET 5



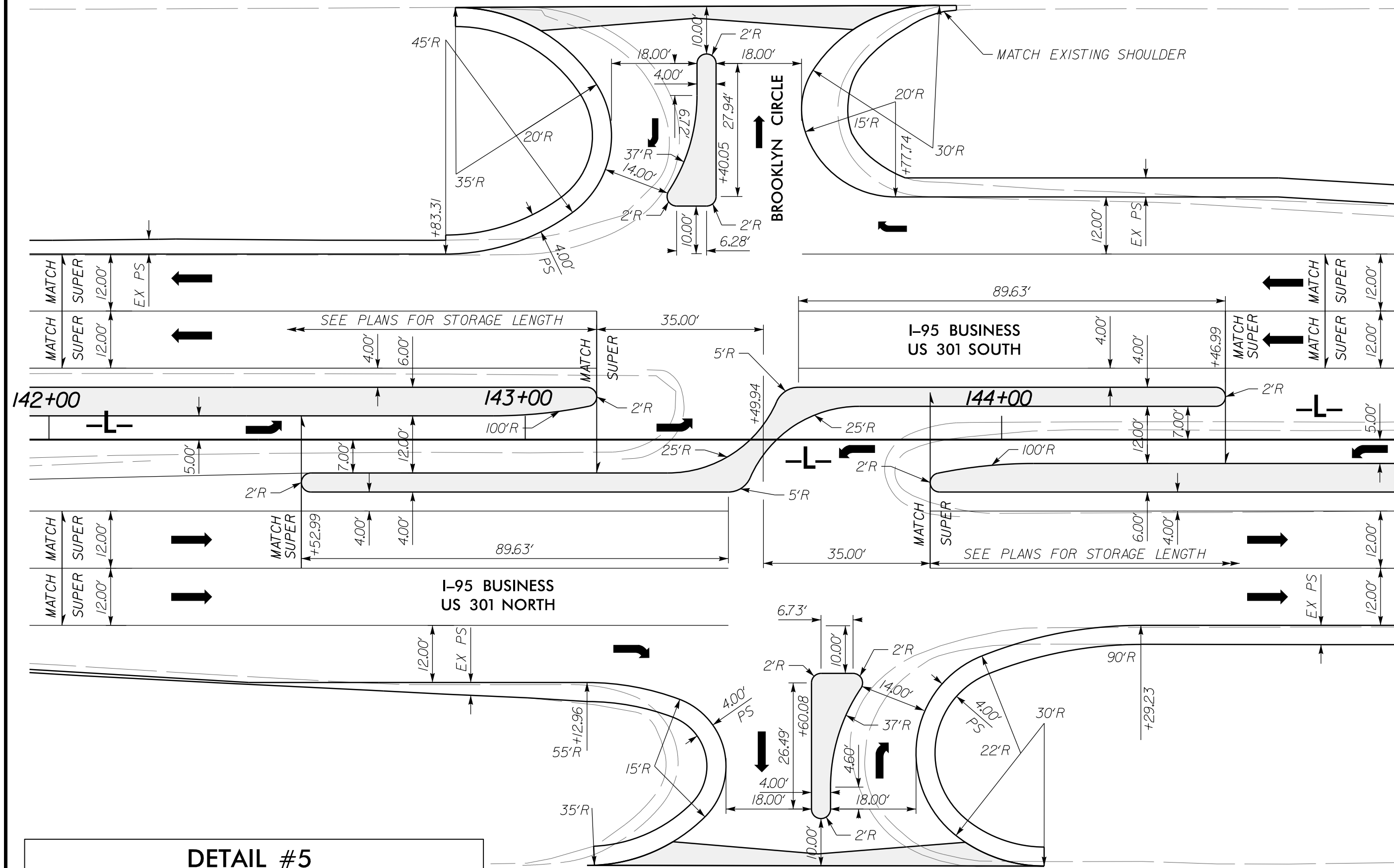
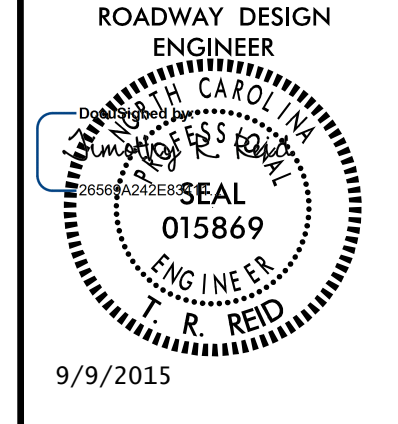
DETAIL #4
CROSSOVER NORTH OF BROOKLYN CIRCLE
SEE PLAN SHEET 6

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9/29/15
C:\Users\jacobwell

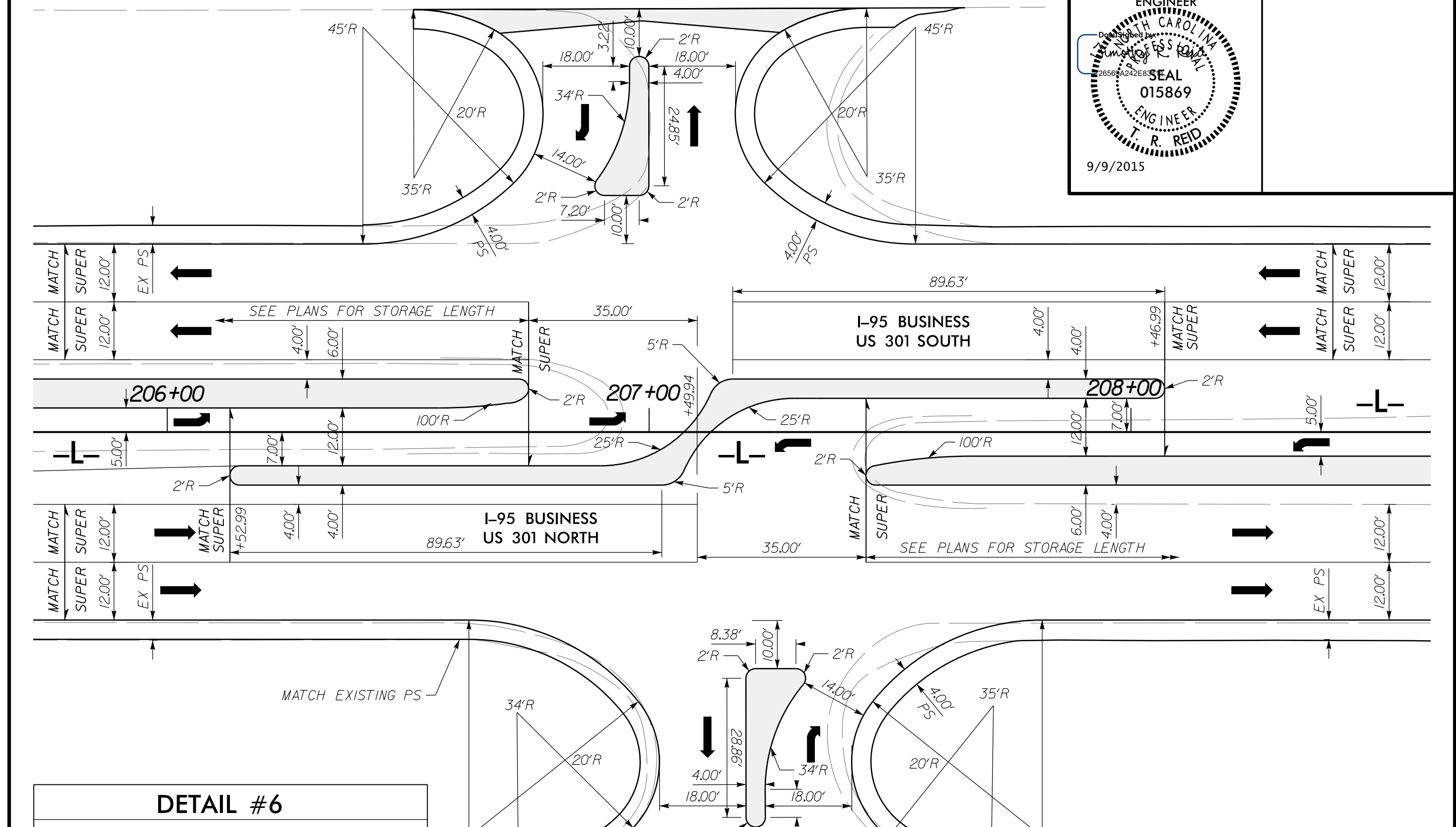


1616 EAST MILLBROOK ROAD, SUITE 160
WALTON, NORTH CAROLINA 27669
19191 781-4626 VOICE 19191 781-4869 FAX

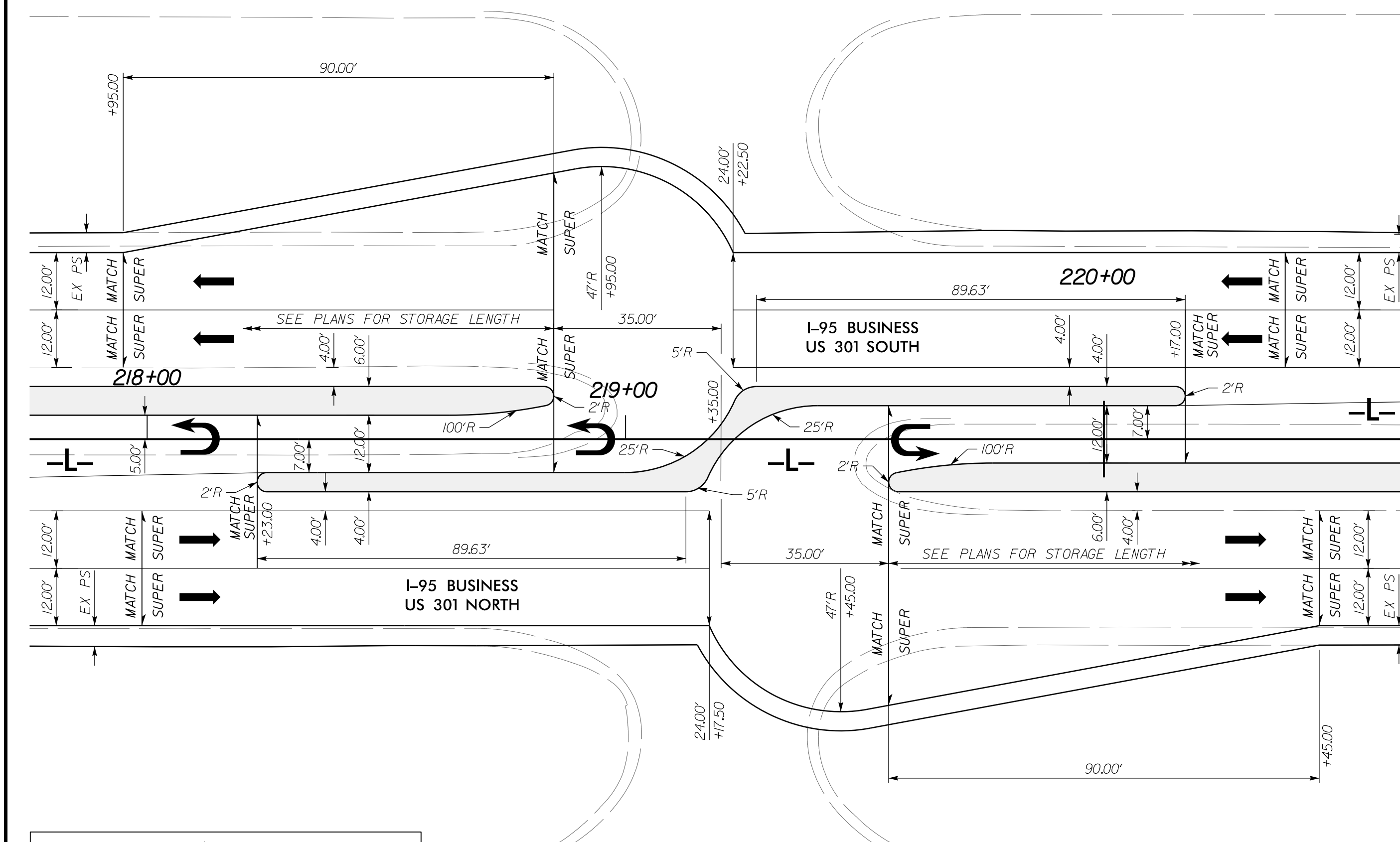
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|-----------------------|-----------|
| PROJECT REFERENCE NO. | SHEET NO. |
| W-5519 | 2B-2 |
| RW SHEET NO. | |



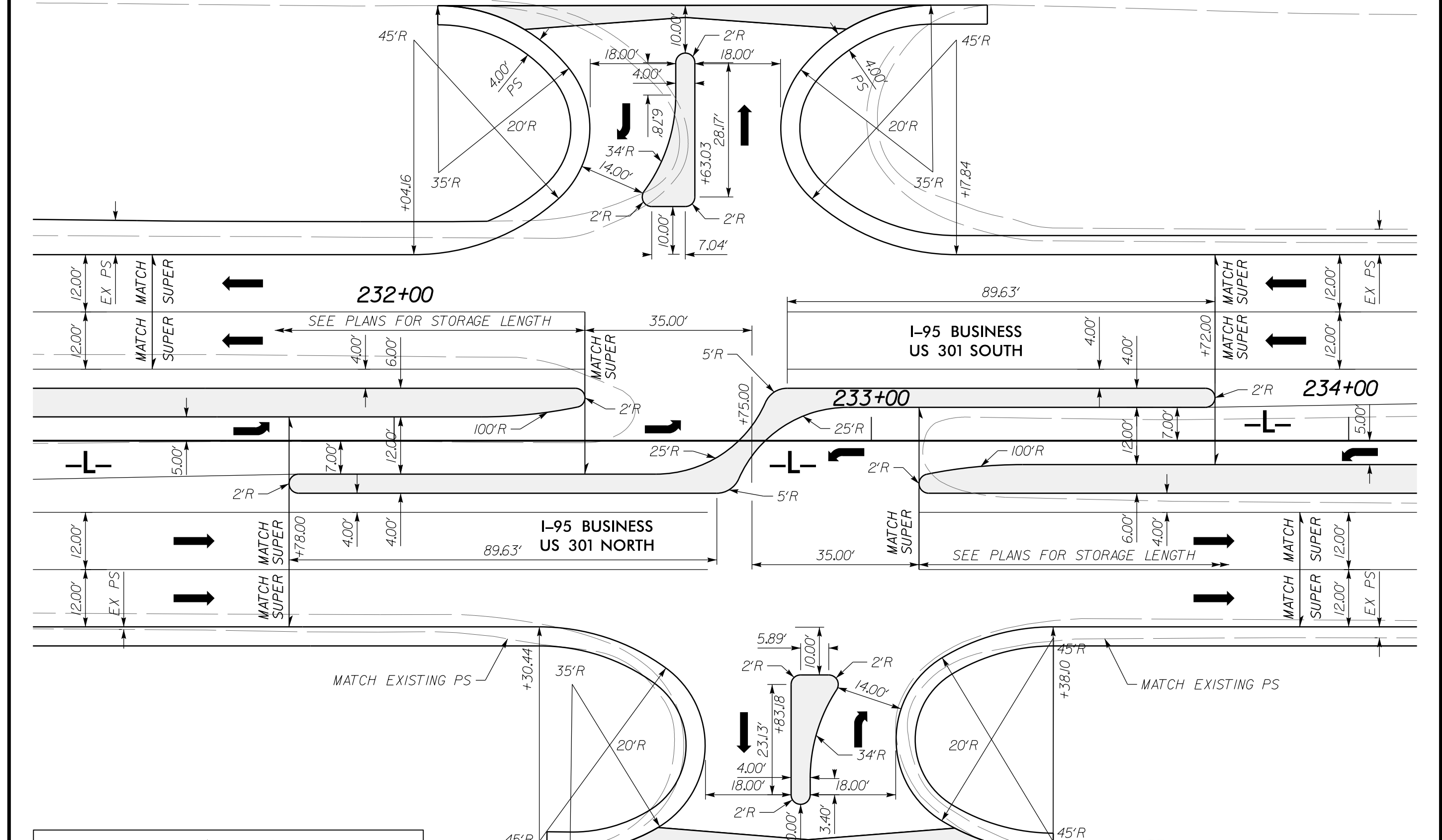
DETAIL #5
CROSSOVER NORTH OF BROOKLYN CRICLE
NORTH SEE PLAN SHEET 7



DETAIL #6
CROSSOVER BETWEEN TENNESSEE DR
AND SNOWHILL CHURCH RD
SEE PLAN SHEET 11



DETAIL #7
U-TURNS NORTH OF SNOWHILL
CHURCH RD SEE PLAN SHEET 12

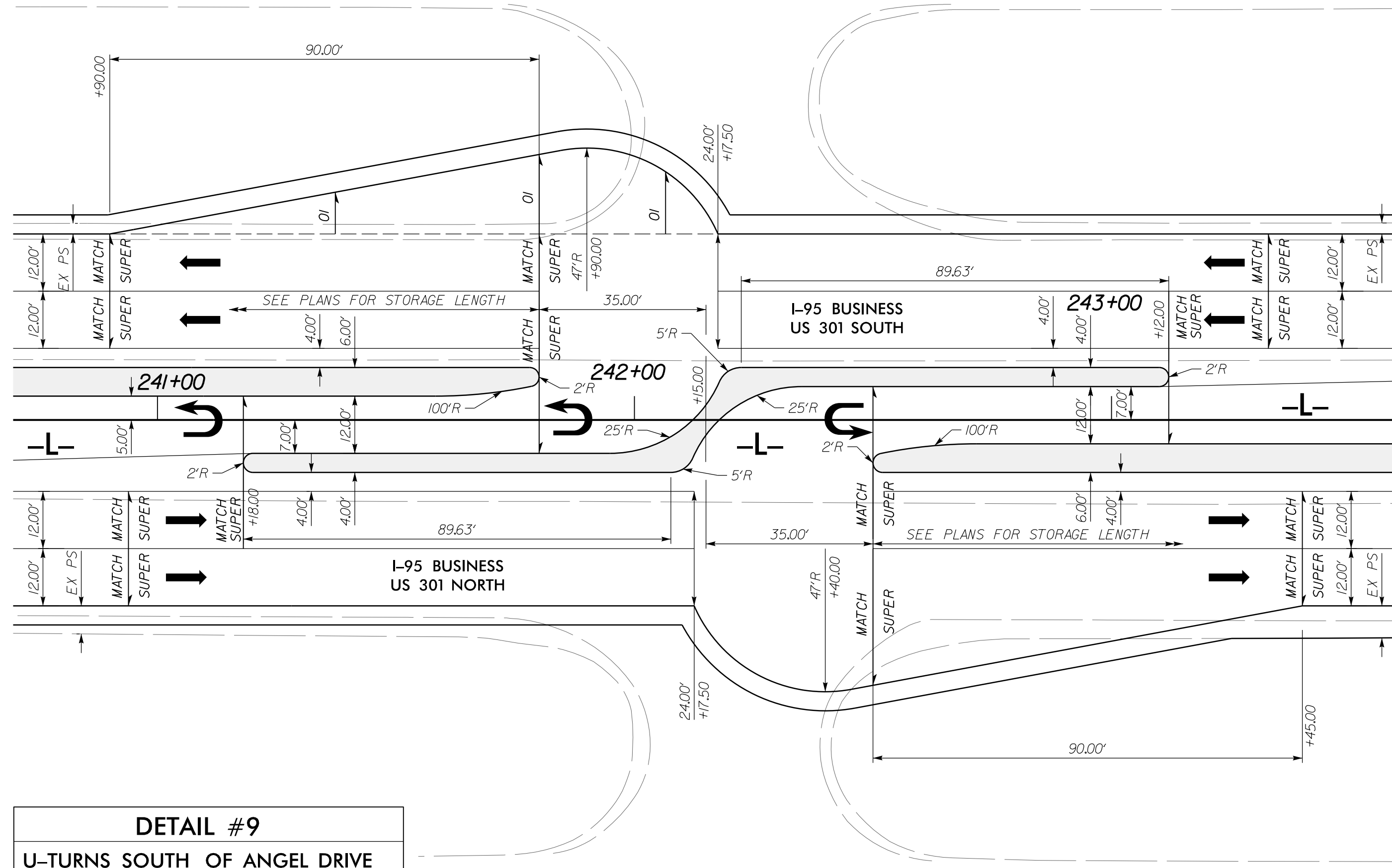
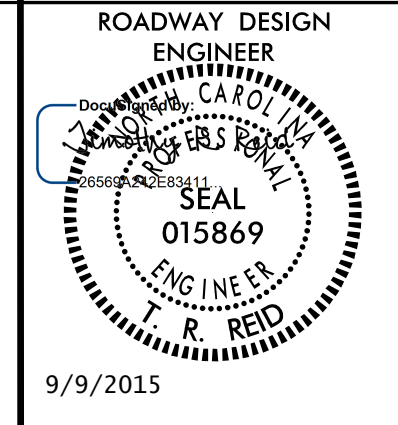


DETAIL #8
CROSSOVER AT SNOW HILL ROAD
SEE PLAN SHEET 13

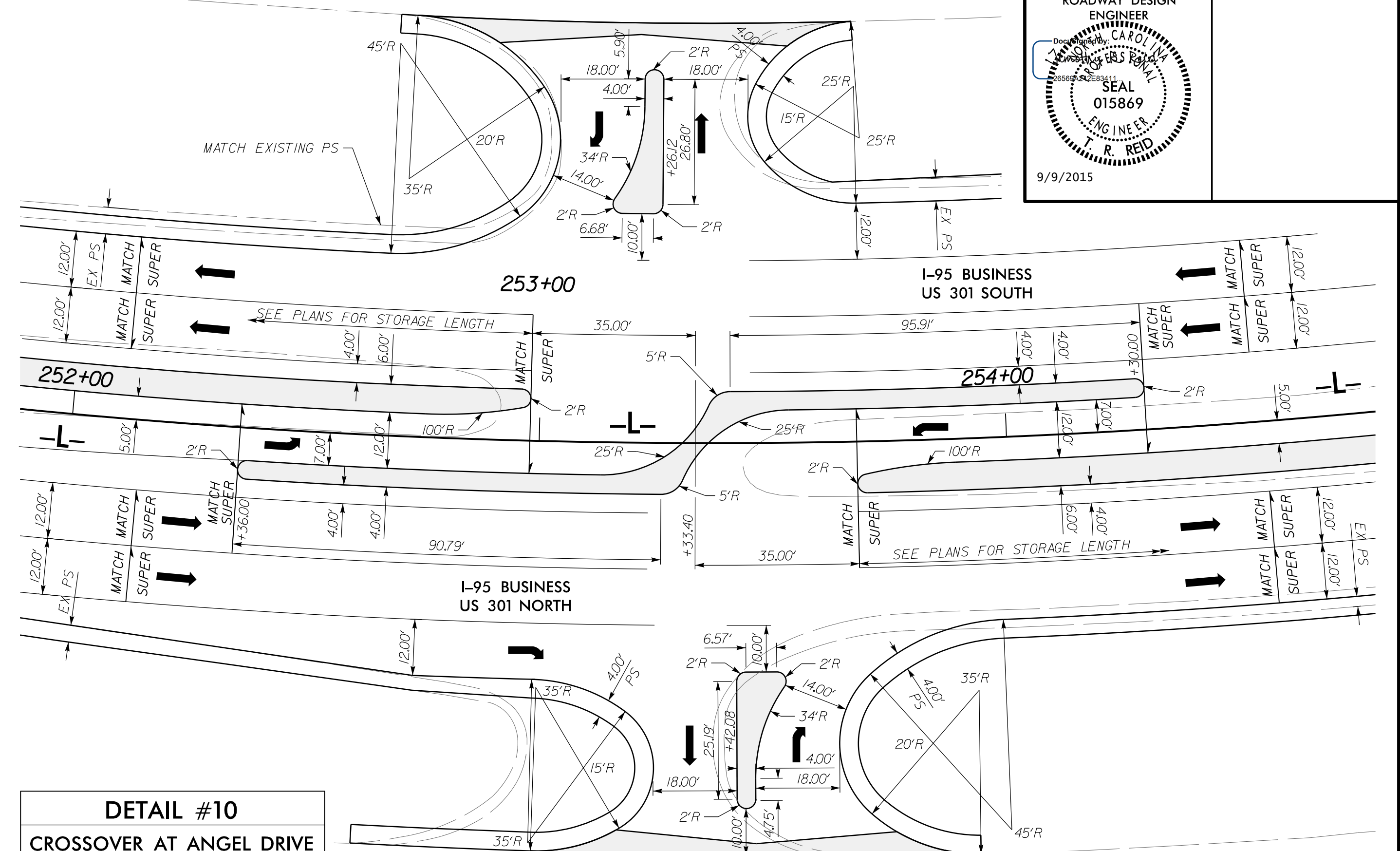


1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
19191 781-4626 VOICE 19191 781-4869 FAX

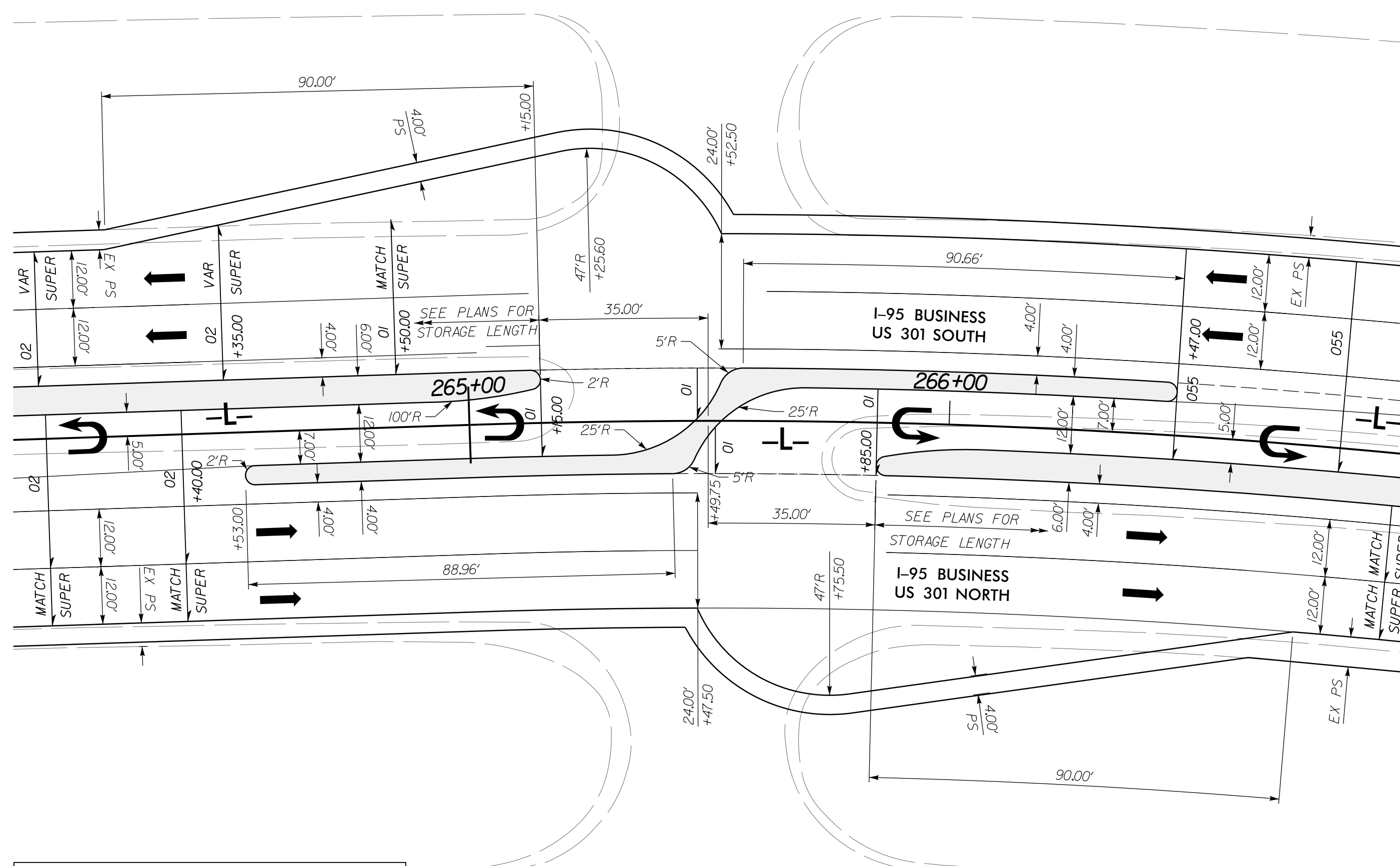
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| W-5519 | 2B-3 |
| RW SHEET NO. | |



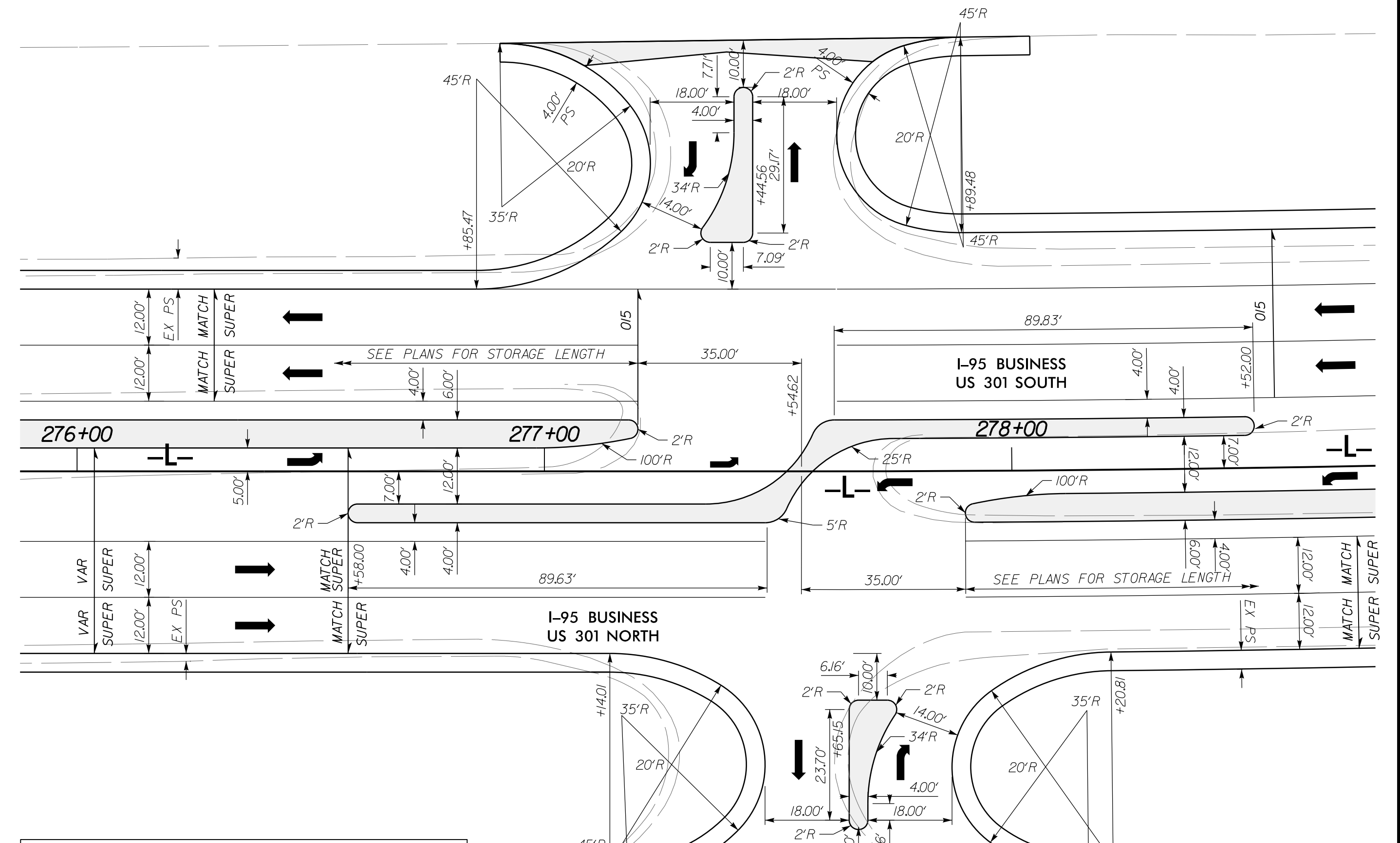
DETAIL #9
U-TURNS SOUTH OF ANGEL DRIVE
SEE PLAN SHEET 14



DETAIL #10
CROSSOVER AT ANGEL DRIVE
SEE PLAN SHEET 15



DETAIL #11
U-TURNS NORTH OF ANGEL DRIVE
SEE PLAN SHEET 16



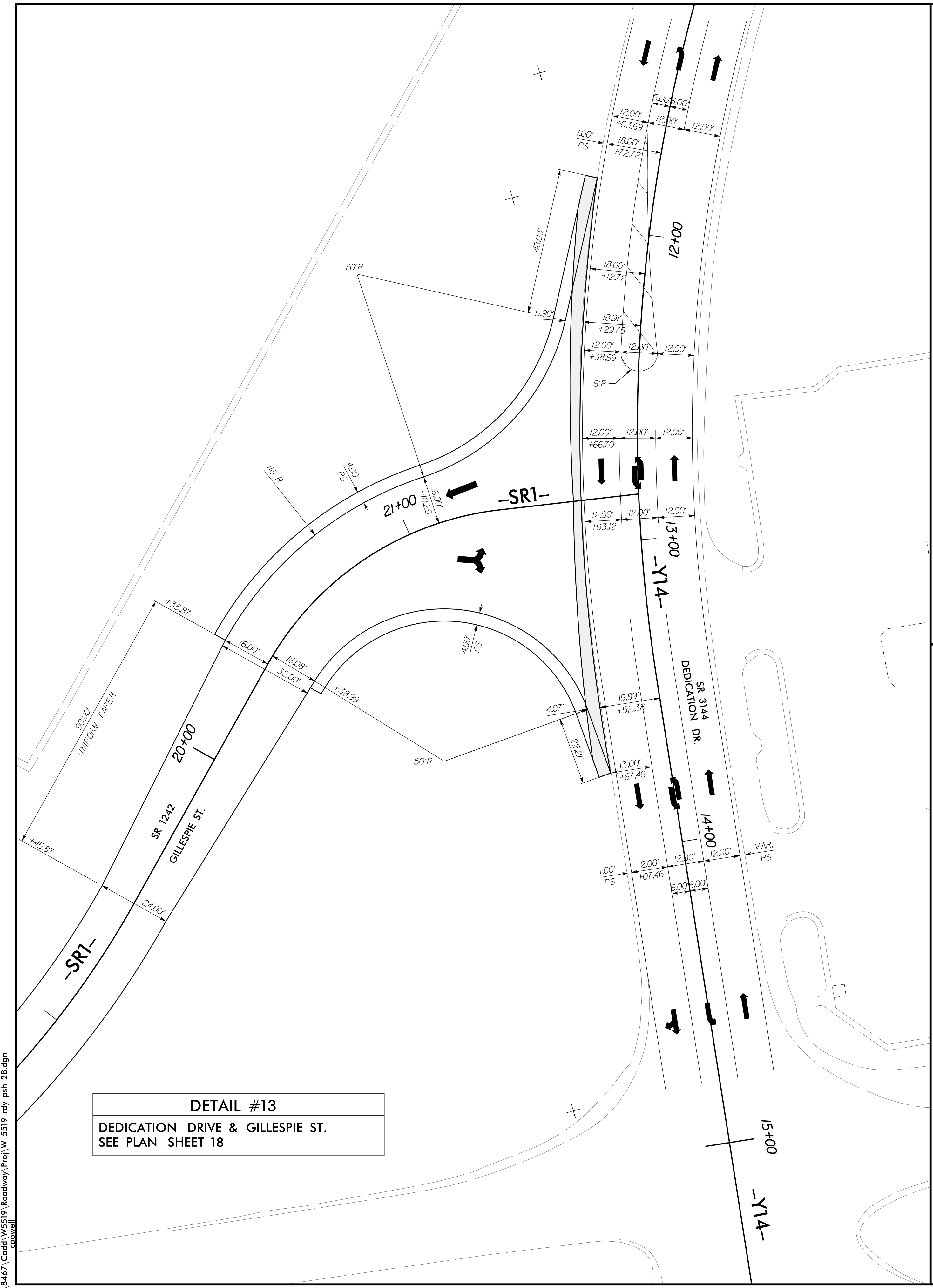
DETAIL #12
CROSSOVER SOUTH OF DEDICATION DRIVE
SEE PLAN SHEET 17

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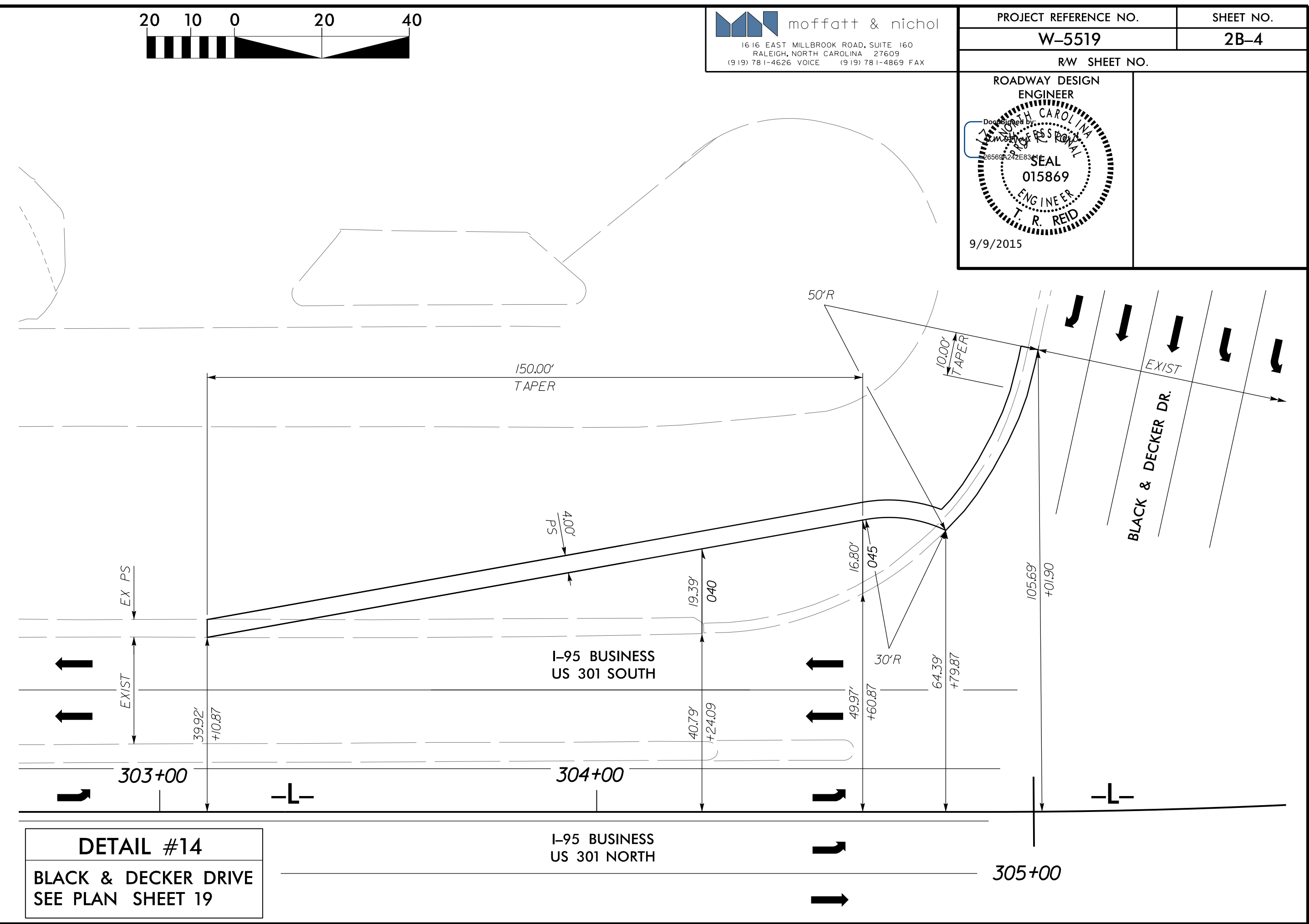


1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
19191 781-4626 VOICE 19191 781-4869 FAX

| | |
|--|--------------------------|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 2B-4 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | |
| | |
| 9/9/2015 | |

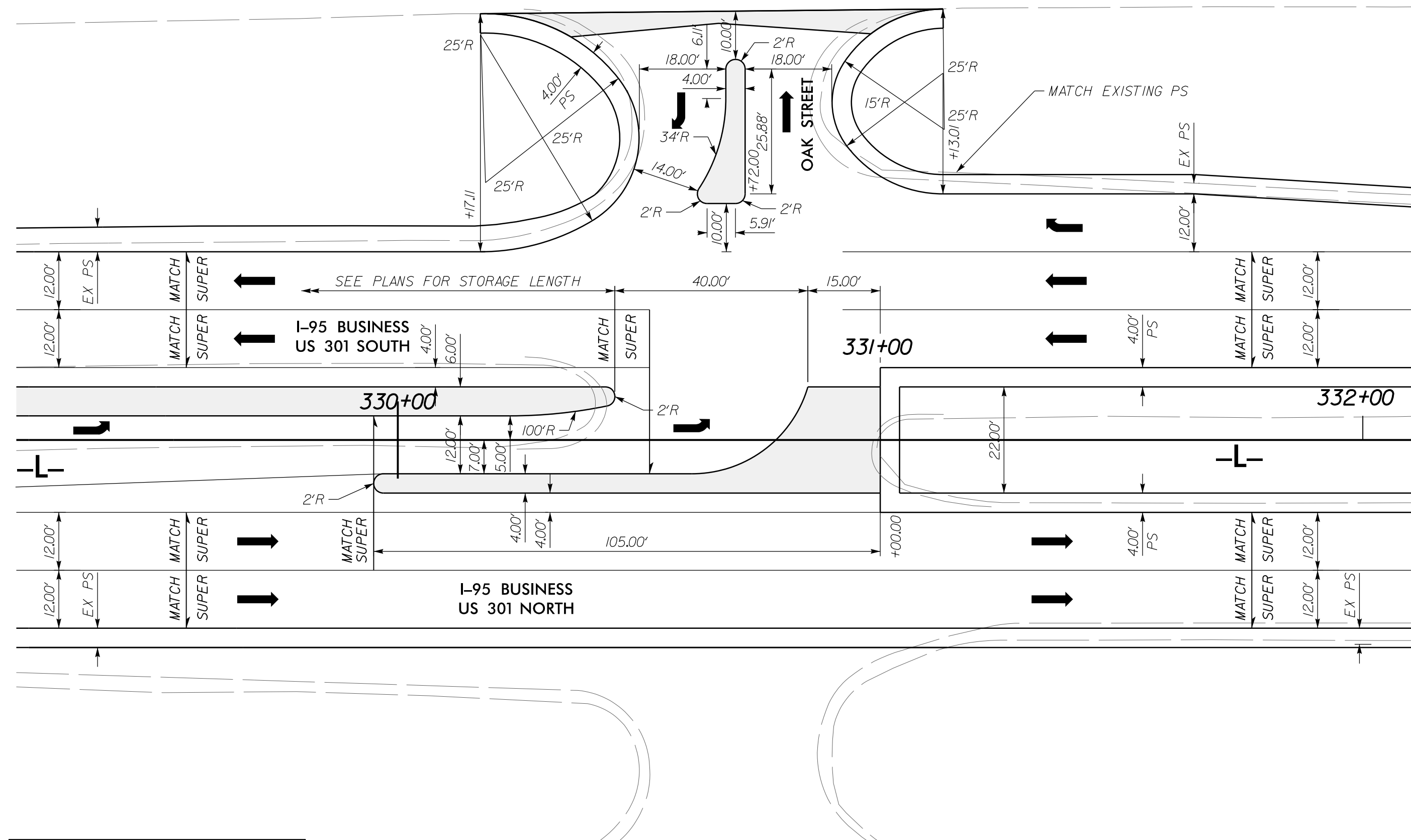
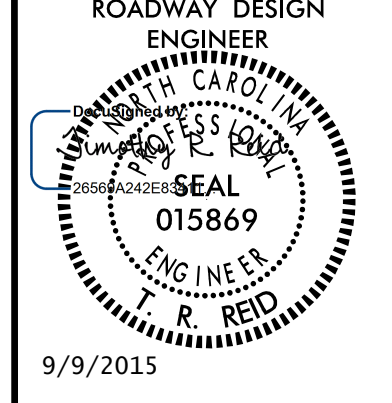


DETAIL #13
DEDICATION DRIVE & GILLESPIE ST.
SEE PLAN SHEET 18

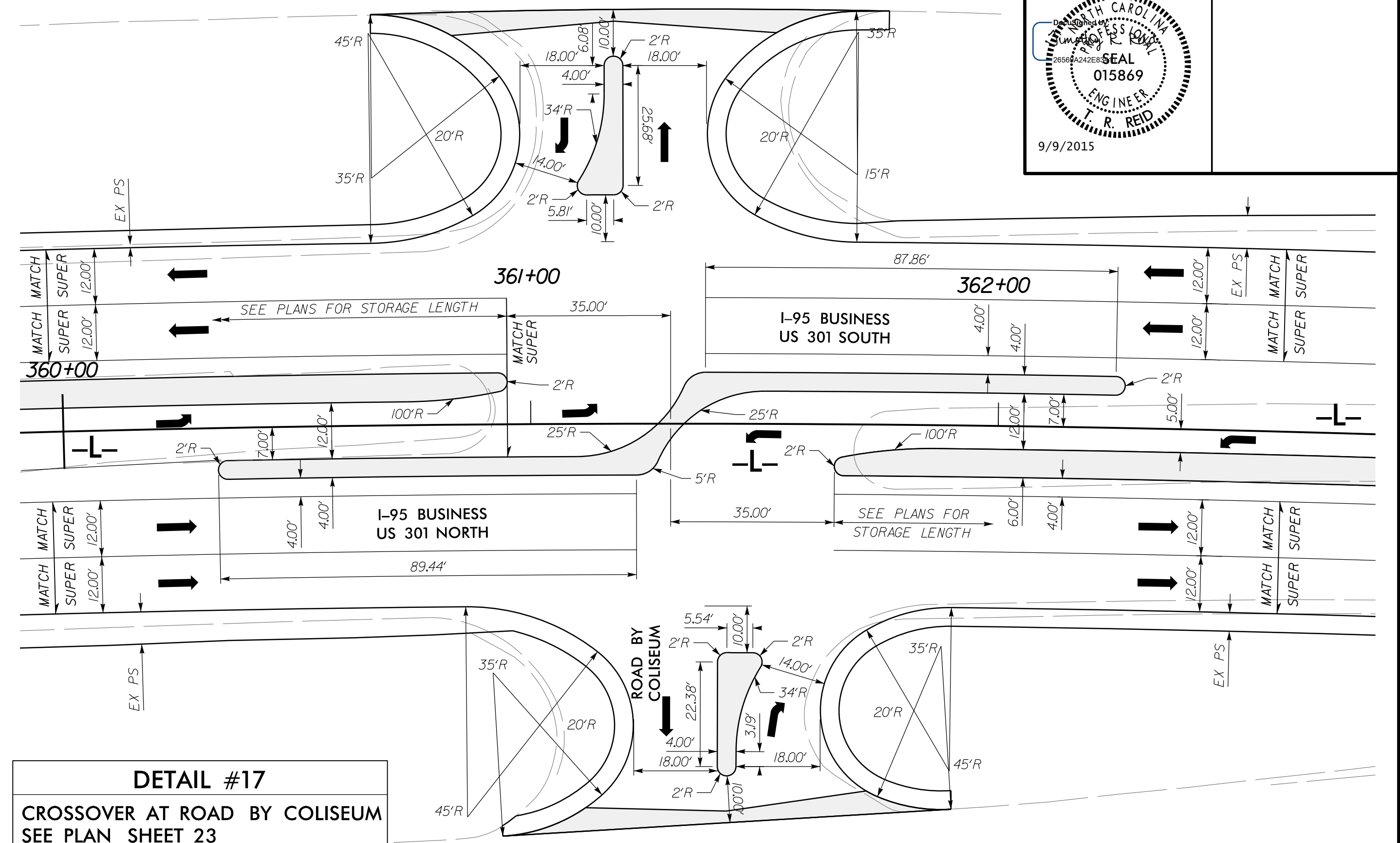


DETAIL #14
BLACK & DECKER DRIVE
SEE PLAN SHEET 19

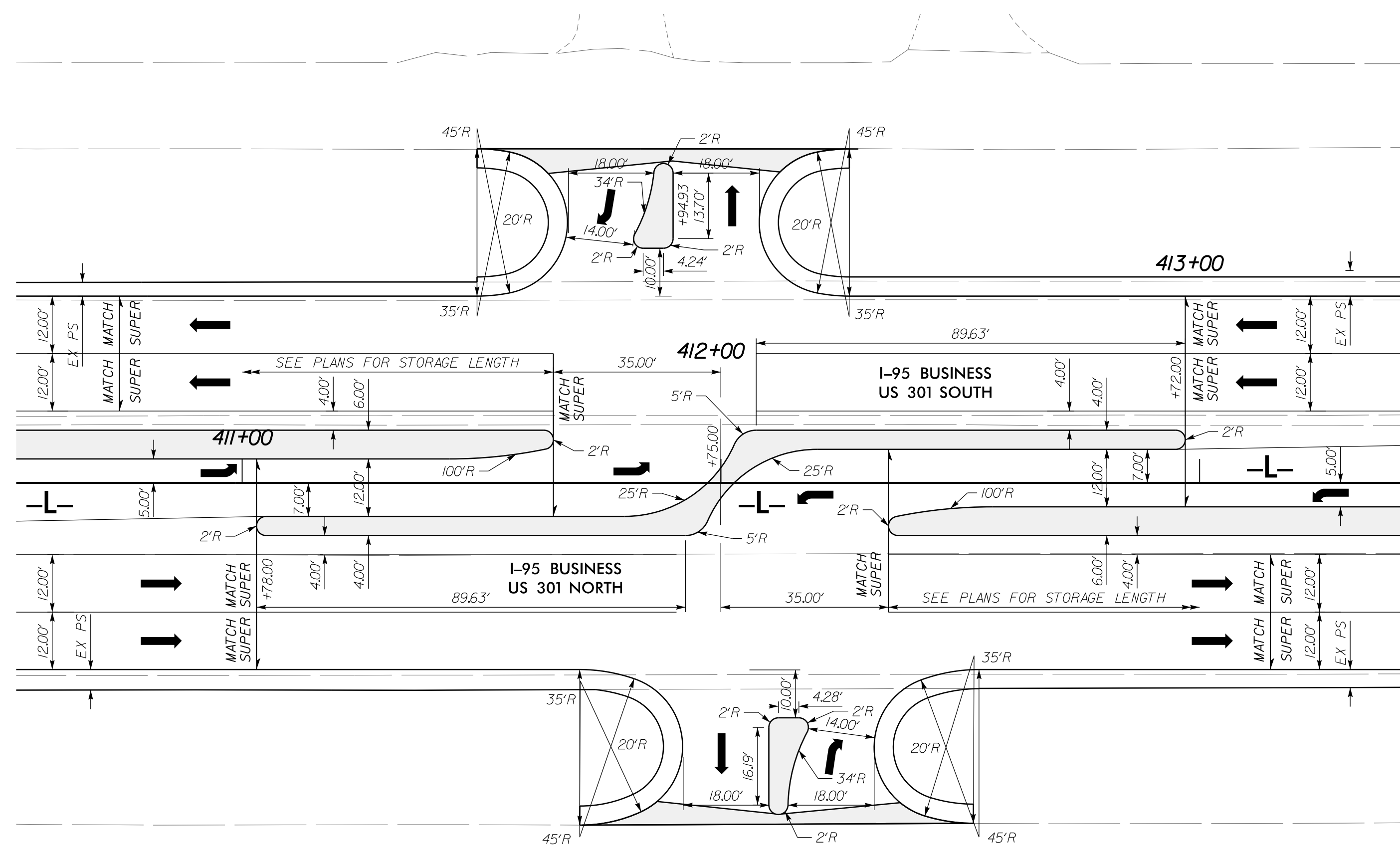
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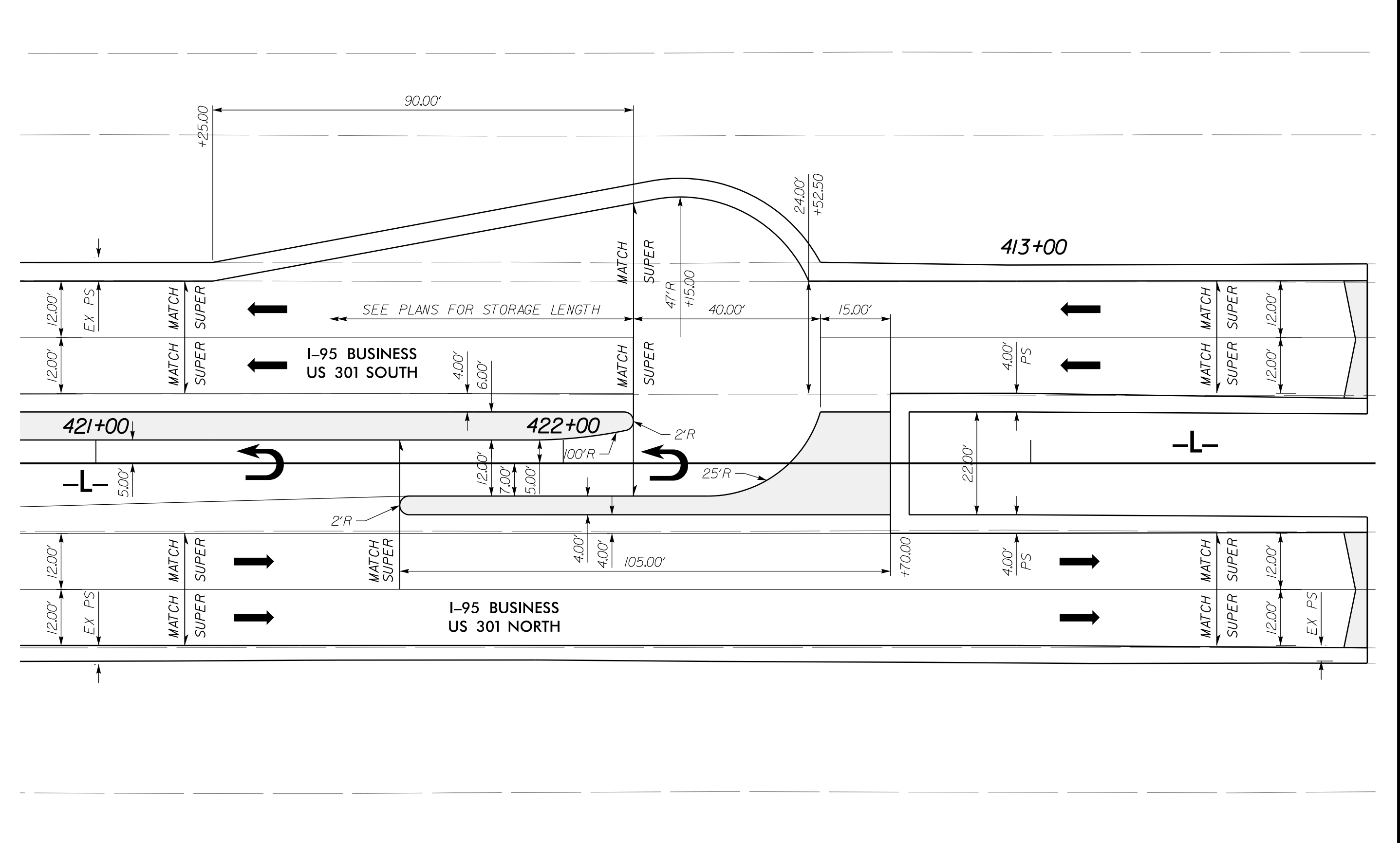
DETAIL #16
CROSSOVER AT OAK STREET
SEE PLAN SHEET 21



DETAIL #17
CROSSOVER AT ROAD BY COLISEUM
SEE PLAN SHEET 23



DETAIL #18
CROSSOVER NORTH OF WOMBLE DRIVE
SEE PLAN SHEETS 26 & 27

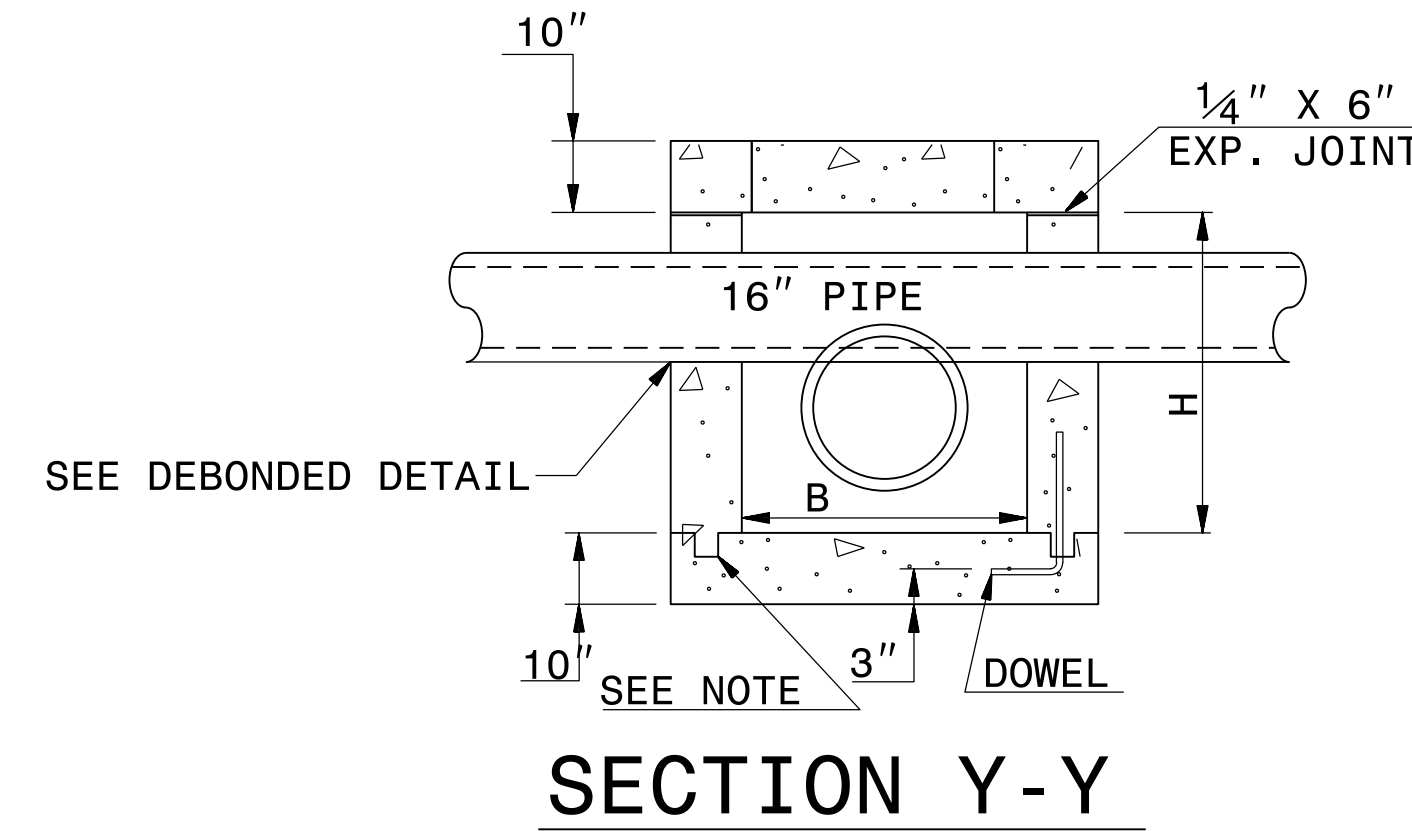
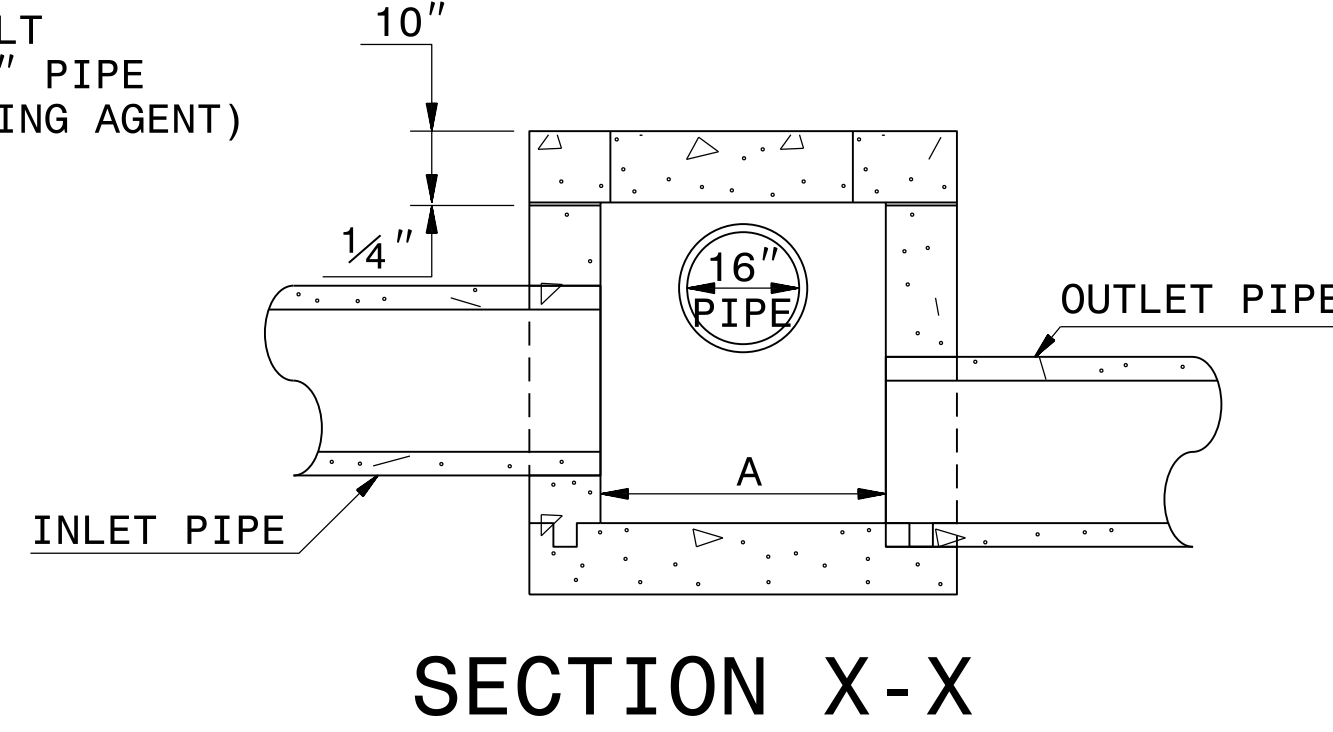
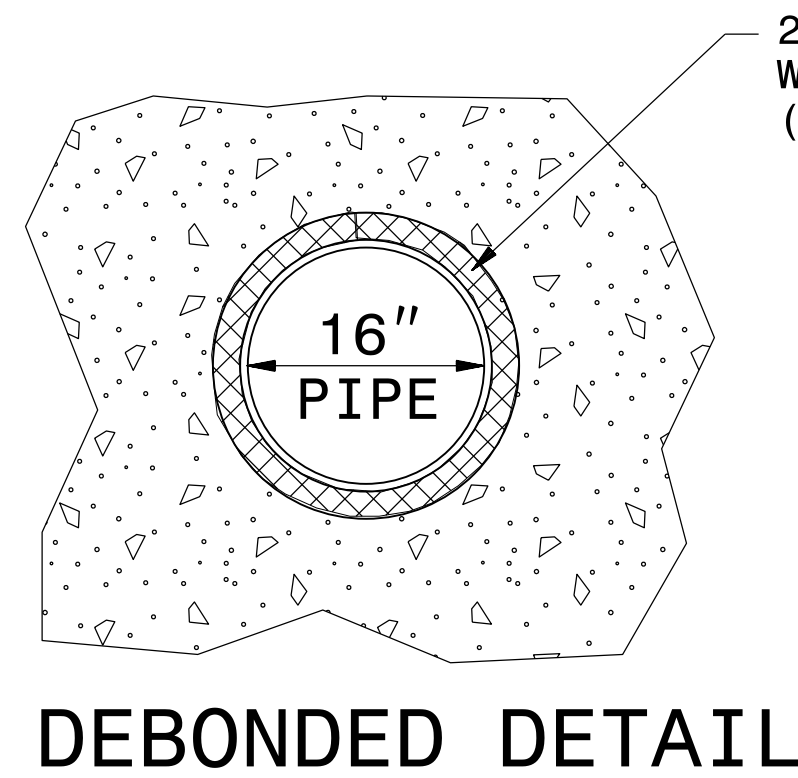
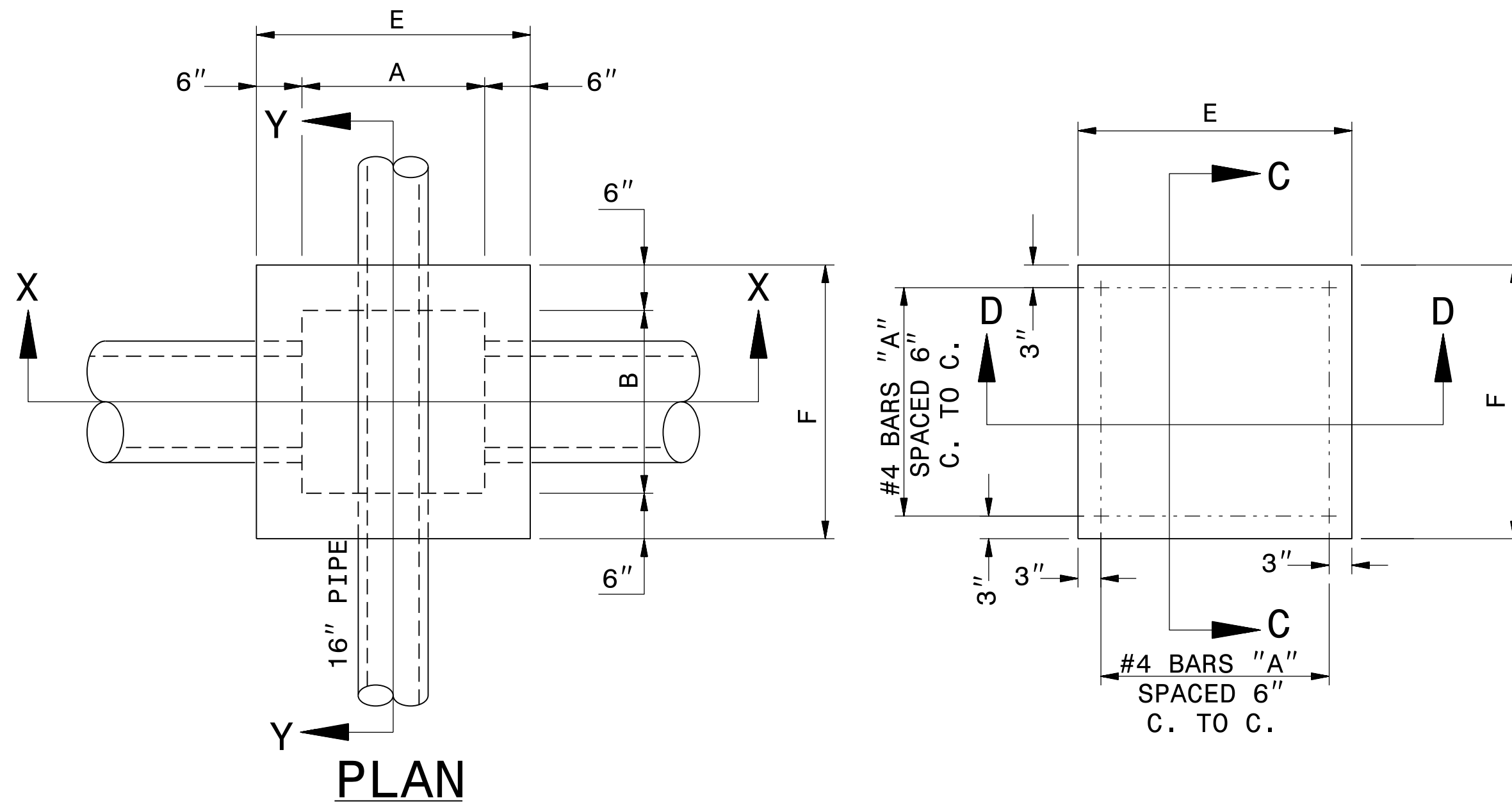


DETAIL #19
U-TURN NORTH OF WOMBLE STREET
SEE PLAN SHEET 27

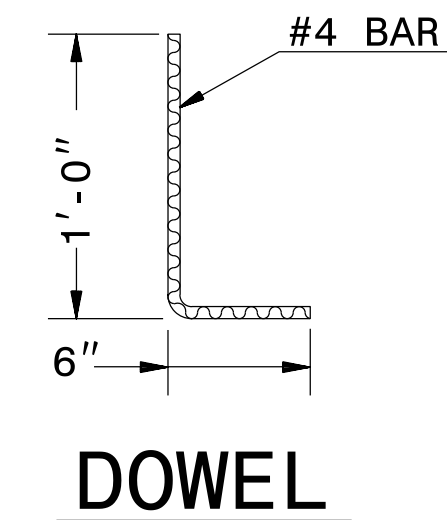
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
**CONCRETE JUNCTION BOX WITH
16" PIPE PASSING THRU
12" THRU 66" PIPE**

SHEET 1 OF 1
840D31



GENERAL NOTES:
USE CLASS "B" CONCRETE THROUGHOUT.
OPTIONAL CONSTRUCTION - MONOLITHIC POUR, 2" KEYWAY, OR #4 BAR DOWELS AT 12" CENTERS AS DIRECTED BY THE ENGINEER.
USE FORMS TO CONSTRUCT THE BOTTOM SLAB.
IF REINFORCED CONCRETE PIPE IS SET IN BASE SLAB OF BOX, ADD TO BASE AS SHOWN ON STANDARD NO. 840.00.
REFER TO R.S.D.N. 840.31 FOR PLACEMENT OF MANHOLE COVER IN JUNCTION BOX.



| DIMENSIONS AND QUANTITIES FOR CONCRETE JUNCTION BOXES | | | | | | | | | | | | | | |
|---|-------|-------|--------|------------------------|--------|------------------|-------|--------------------|-------|------------------|--------------------------------|-------------------|---------------------------------|-------|
| DIMENSIONS OF BOX AND PIPE | | | | REINFORCEMENT BARS "A" | | COVER DIMENSIONS | | CUBIC YARDS IN BOX | | | TOTAL QUANTITIES BOX AND COVER | | DEDUCTIONS FOR ONE PIPE CU.YDS. | |
| PIPE | SPAN | WIDTH | HEIGHT | NO. | LENGTH | E | F | COVER | FLOOR | WALL/ FT. OF HT. | LBS. REINF | CU. YDS. MIN. "H" | C.S. | R.C. |
| 12" | 2'-4" | 2'-0" | 3'-0" | 12 | 2'-9" | 3'-0" | 3'-0" | 0.222 | 0.222 | 0.185 | 22 | 0.750 | 0.015 | 0.024 |
| 15" | 2'-4" | 2'-4" | 3'-0" | 12 | 3'-0" | 3'-3" | 3'-3" | 0.261 | 0.261 | 0.204 | 24 | 0.902 | 0.023 | 0.036 |
| 18" | 2'-6" | 2'-6" | 3'-0" | 14 | 3'-3" | 3'-6" | 3'-6" | 0.302 | 0.302 | 0.222 | 30 | 1.065 | 0.033 | 0.049 |
| 24" | 3'-0" | 3'-0" | 3'-3" | 16 | 3'-9" | 4'-0" | 4'-0" | 0.395 | 0.395 | 0.259 | 40 | 1.434 | 0.059 | 0.091 |
| 30" | 3'-6" | 3'-6" | 3'-9" | 18 | 4'-3" | 4'-6" | 4'-6" | 0.500 | 0.500 | 0.296 | 51 | 1.860 | 0.092 | 0.138 |
| 36" | 4'-0" | 4'-0" | 4'-3" | 20 | 4'-9" | 5'-0" | 5'-0" | 0.617 | 0.617 | 0.333 | 64 | 2.341 | 0.132 | 0.196 |
| 42" | 4'-6" | 4'-6" | 4'-9" | 22 | 5'-3" | 5'-6" | 5'-6" | 0.747 | 0.747 | 0.370 | 77 | 2.878 | 0.180 | 0.284 |
| 48" | 5'-0" | 5'-0" | 5'-3" | 24 | 5'-9" | 6'-0" | 6'-0" | 0.889 | 0.889 | 0.407 | 92 | 3.471 | 0.235 | 0.364 |
| 54" | 5'-6" | 5'-6" | 5'-9" | 26 | 6'-3" | 6'-6" | 6'-6" | 1.043 | 1.043 | 0.444 | 109 | 4.283 | 0.297 | 0.440 |
| 60" | 6'-0" | 6'-0" | 6'-3" | 28 | 6'-9" | 7'-0" | 7'-0" | 1.210 | 1.210 | 0.481 | 127 | 5.090 | 0.367 | 0.546 |
| 66" | 6'-6" | 6'-6" | 6'-9" | 30 | 7'-3" | 7'-6" | 7'-6" | 1.389 | 1.389 | 0.518 | 146 | 5.917 | 0.444 | 0.655 |

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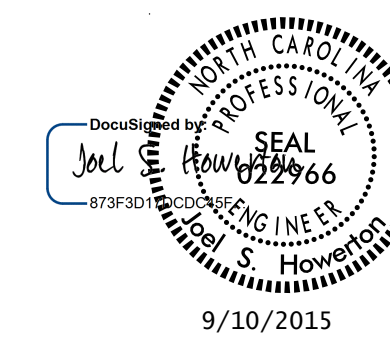
ENGLISH DETAIL DRAWING FOR
**CONCRETE JUNCTION BOX WITH
16" PIPE PASSING THRU
12" THRU 66" PIPE**

SHEET 1 OF 1
840D31

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

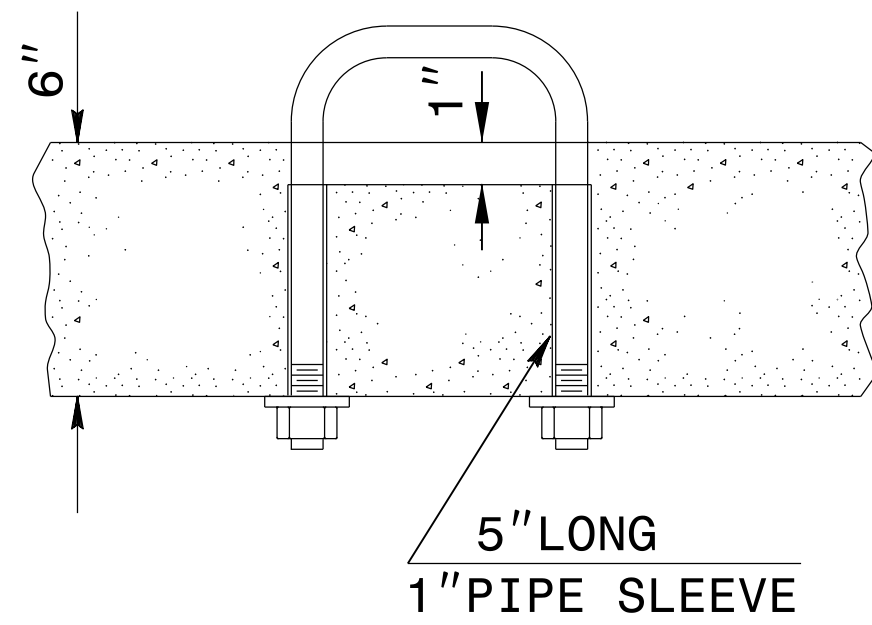
SEE PLATE FOR TITLE

ORIGINAL BY: E.E. WARD DATE: 3-12-98
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.:usr/details/stand/conflict_box.dgn

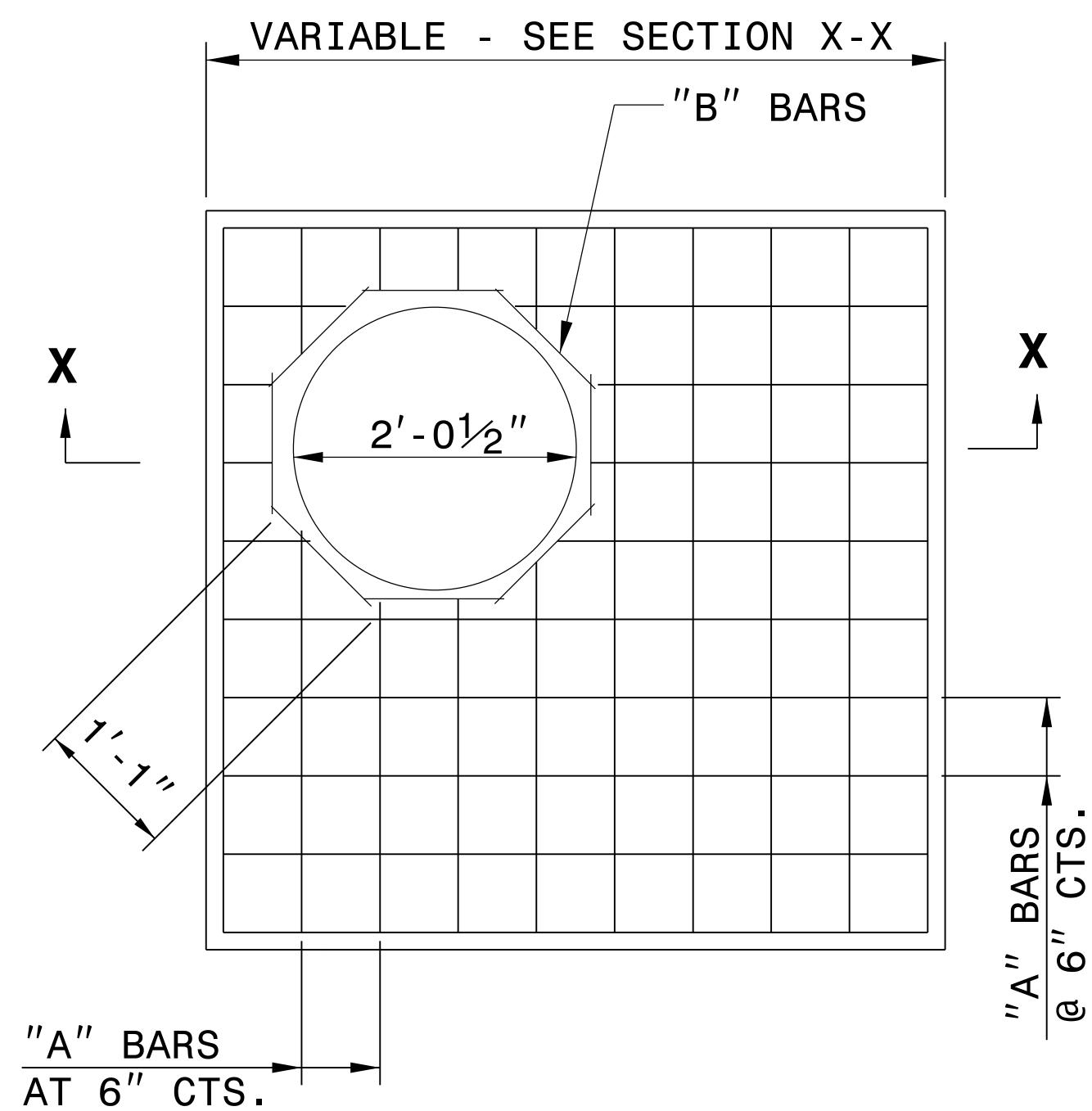


DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

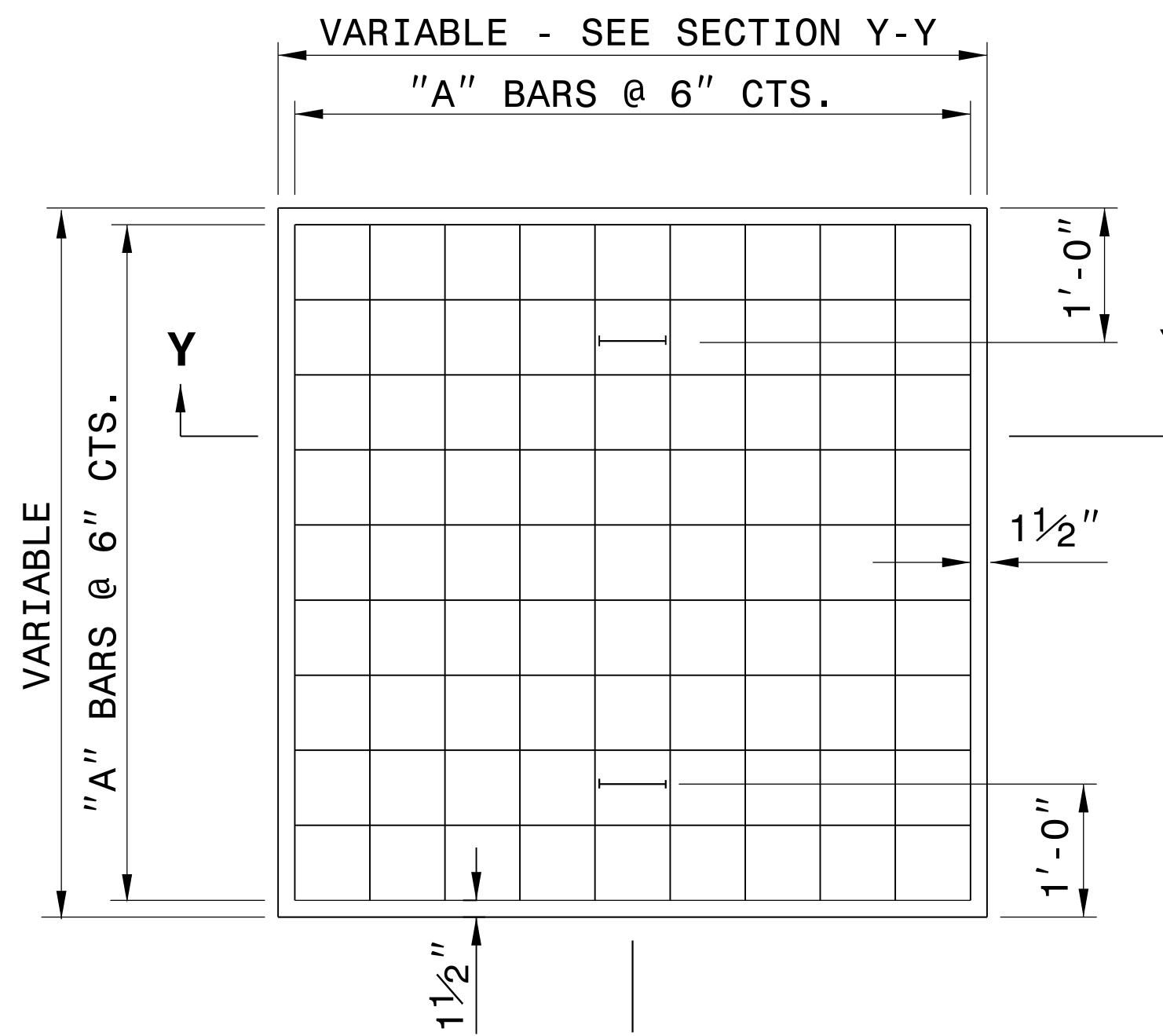
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PARTIAL SECTION



PLAN



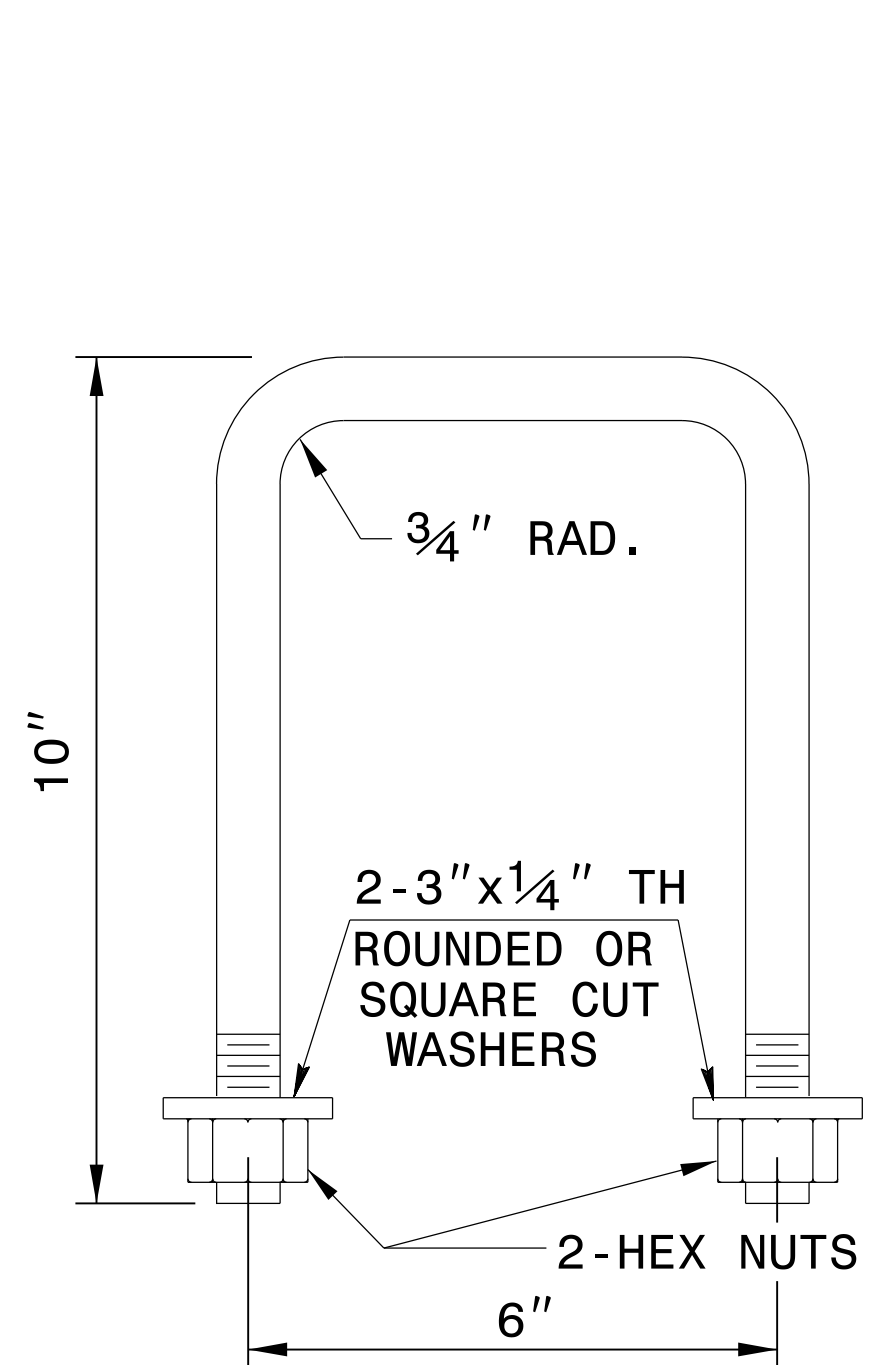
PLAN

GENERAL NOTES:

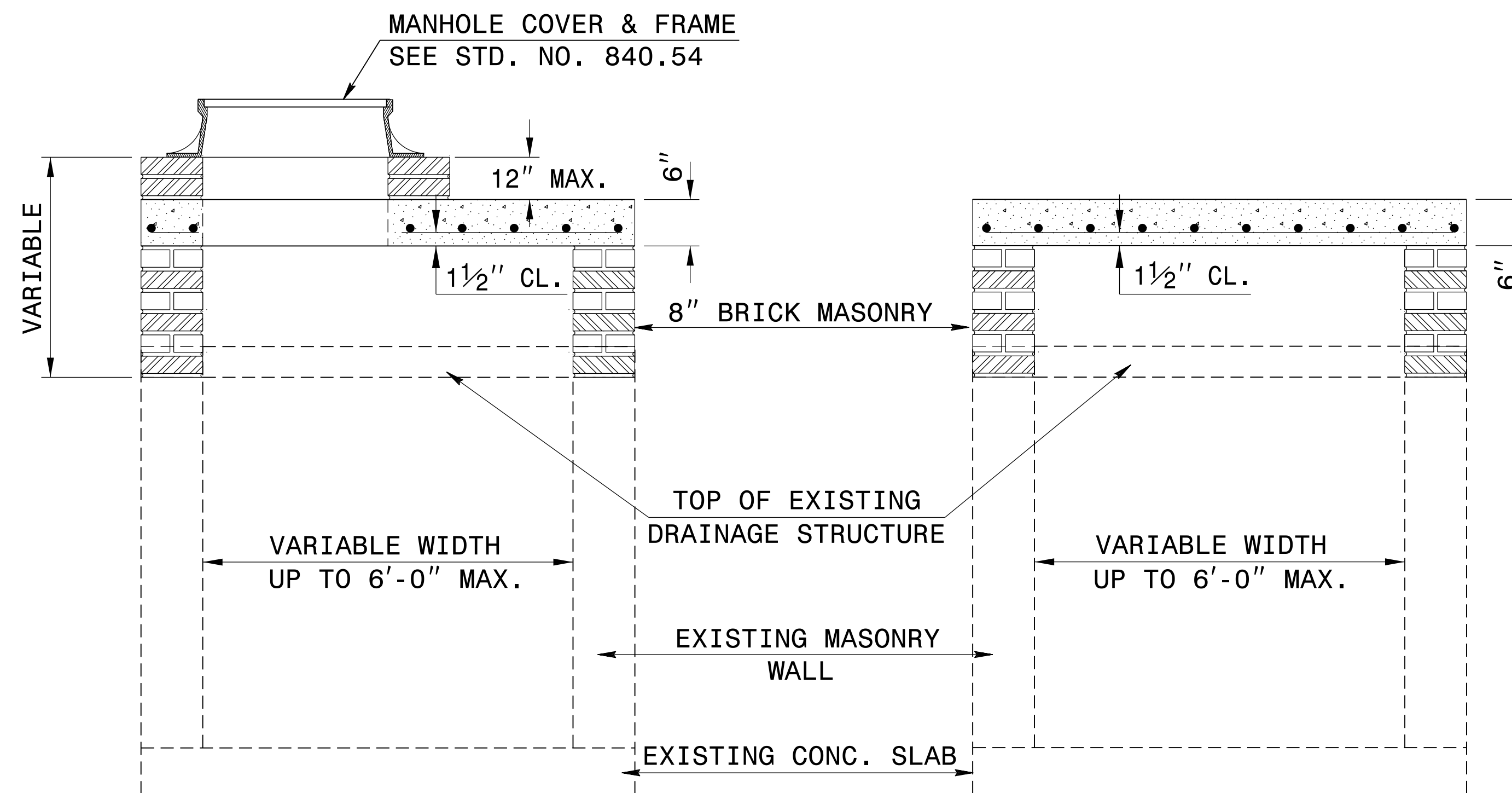
CONSTRUCT IN ACCORDANCE WITH SECTION 859 OF THE STANDARD SPECIFICATIONS.

THE DIMENSIONS FOR THE EXISTING BOXES ARE APPROXIMATE AND MAY VARY SLIGHTLY.

DETAIL INTENDED FOR NON-TRAFFIC BEARING DRAINAGE STRUCTURES.



DETAIL OF HANDLE



SECTION X-X

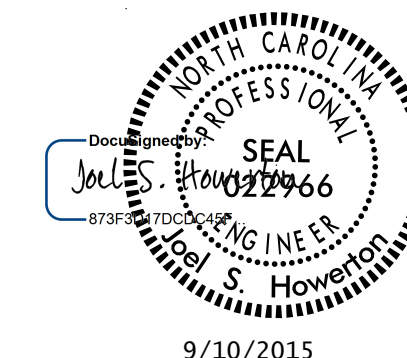
SECTION Y-Y

BILL OF MATERIALS

| REINFORCING STEEL | | | | |
|-------------------------------|------|------|--------|-------------------|
| CODE | SIZE | QTY. | LENGTH | REINF. STEEL LBS. |
| A | #4 | 20 | 4'-6" | 60.12 |
| B | #4 | 8 | 1'-1" | 5.79 |
| TOTAL | | | | 65.91 * |
| MASONRY | | | | CU YDS |
| TOP SLAB CONCRETE CLASS "B" | | | | .4326 * |
| BRICK MASONRY PER FT HT (MIN) | | | | .4111 |

*** NOTE:**
QUANTITIES BASED ON 3'-6" X 3'-6" DRAINAGE STRUCTURE. ADJUST QUANTITIES FOR LARGER STRUCTURES AND MANHOLE CONSTRUCTION.

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9/10/2015

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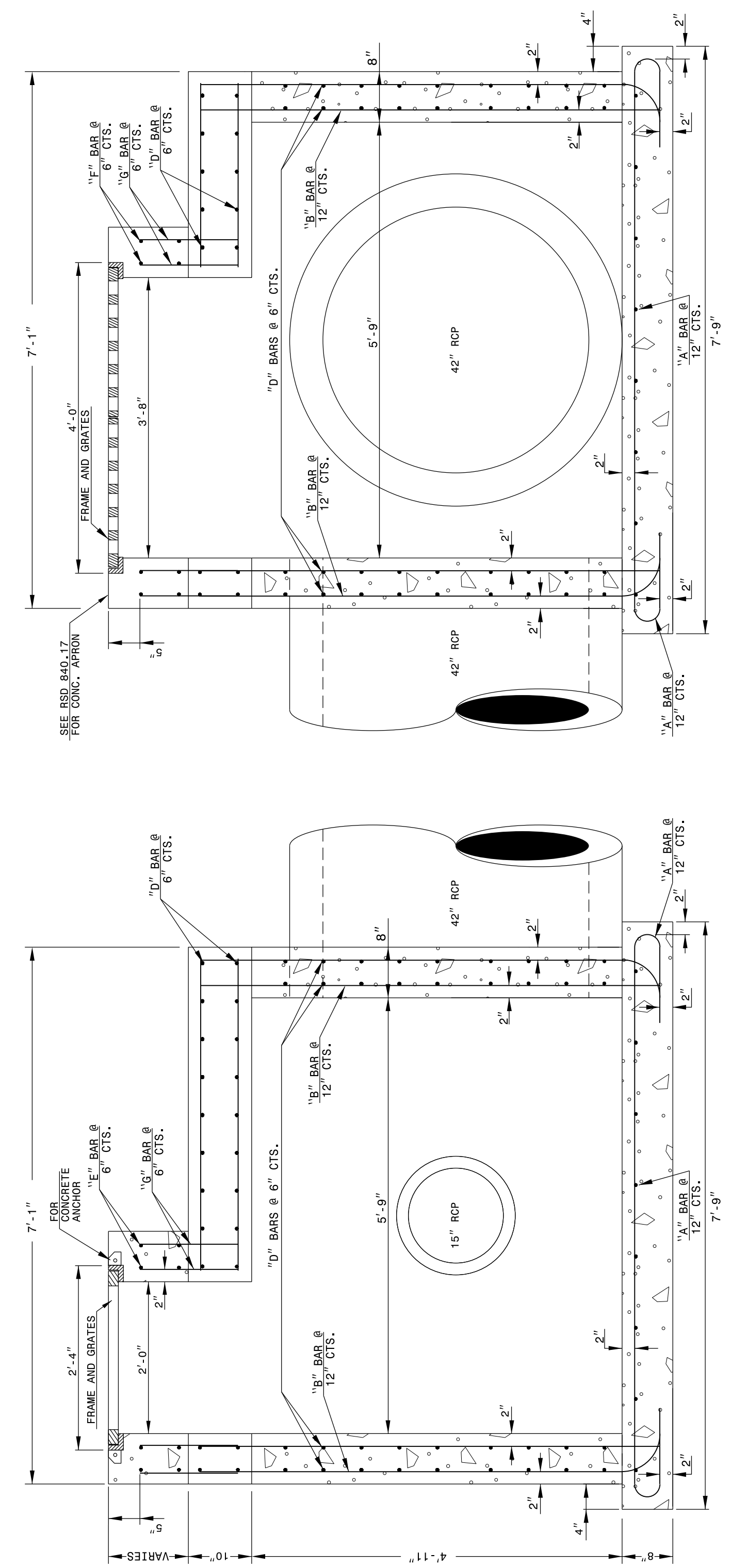
DETAIL TO CONVERT EXISTING DI, CB, OTCB or GI TO JUNCTION BOX (MANHOLE OPTIONAL)

ORIGINAL BY: T.S.S. DATE: NOV. 1997
 MODIFIED BY: T.S.S. DATE: FEB. 2000
 CHECKED BY: DATE:
 FILE SPEC.: ds174:/usr/details/stand/boxtojbe.dgn

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

ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING DROP INLET
FOR FRAME AND GRATES

SHEET 1 OF 2
840D35



GENERAL NOTES:
-CHAMFER ALL EXPOSED CONCRETE CORNERS 3".
-USE FORMS TO CONSTRUCT THE BOTTOM SLAB.
-IF PIPES ARE SET IN THE BASE, FOLLOW CONSTRUCTION PROCEDURES FOR THE STANDARD. NO CONCRETE SHALL BE MADE OF OLD ASPHALT. CONCRETE MAY BE USED IN LIEU CAST IN PLACE CONCRETE.
-REFERENCE STD. DWG. 840.25 FOR FRAME ANCHORAGE.
-PROVIDE DROP INLETS OVER 3'-6" DEEP WITH STEPS AS SHOWN.
-FRAME AND GRATES SHALL BE SEPARATE CONTRACT ITEM.

NOTES:
-INITIAL AND VERTICAL DIMENSIONS MAY BE ADJUSTED AS THE FIELD CONDITIONS AND/OR ALTERNATE DESIGN REQUIRE.
-ALL ADJUSTMENTS ARE TO BE MADE AS DIRECTED BY THE ENGINEER.

STATE OF NORTH CAROLINA
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RALEIGH, N.C.

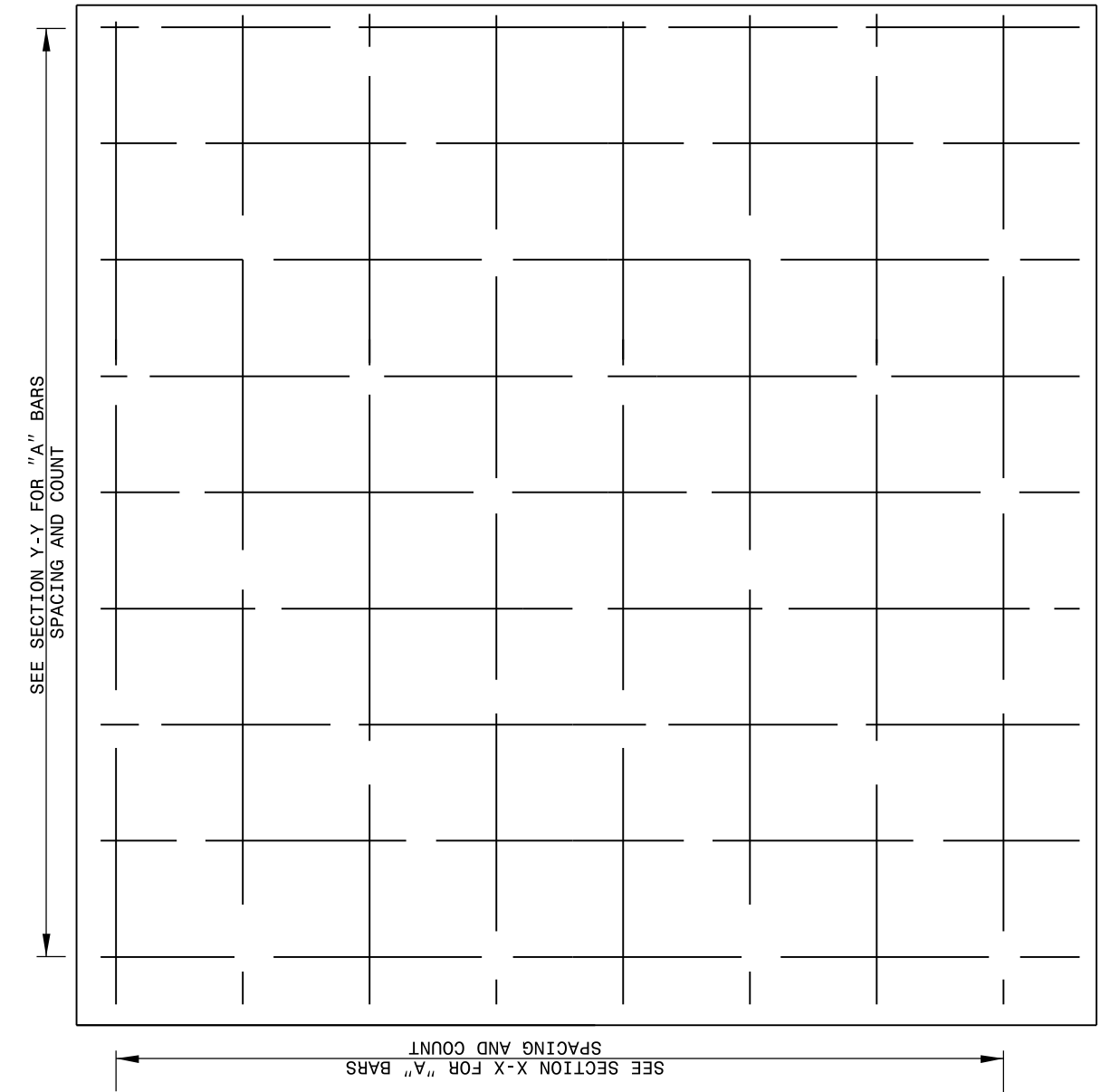
ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING DROP INLET
FOR FRAME AND GRATES

SHEET 1 OF 2
840D35

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

ENGLISH DETAIL DRAWING FOR
TRAFFIC BEARING DROP INLET
FOR FRAME AND GRATES

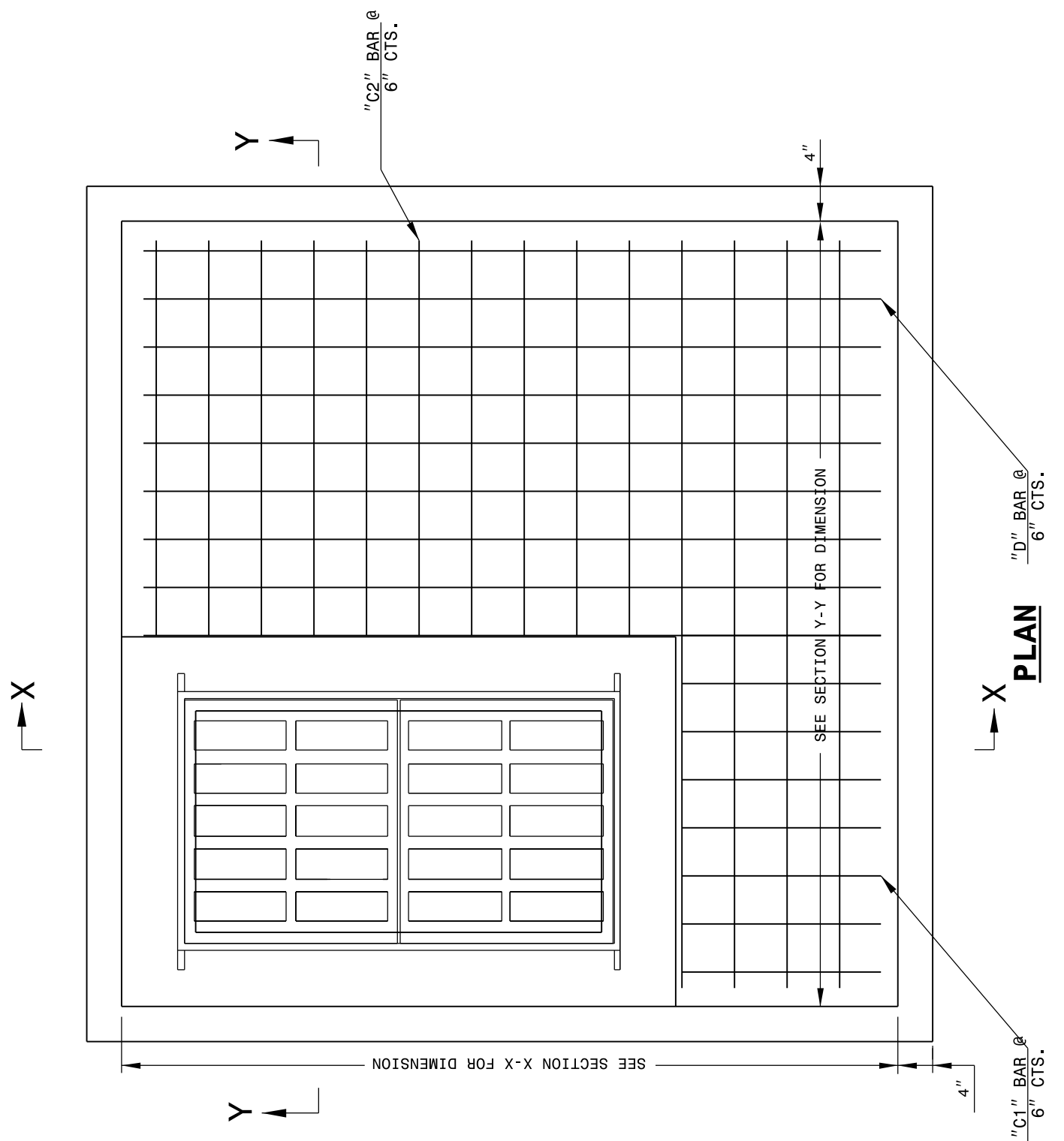
SHEET 2 OF 2
840D35



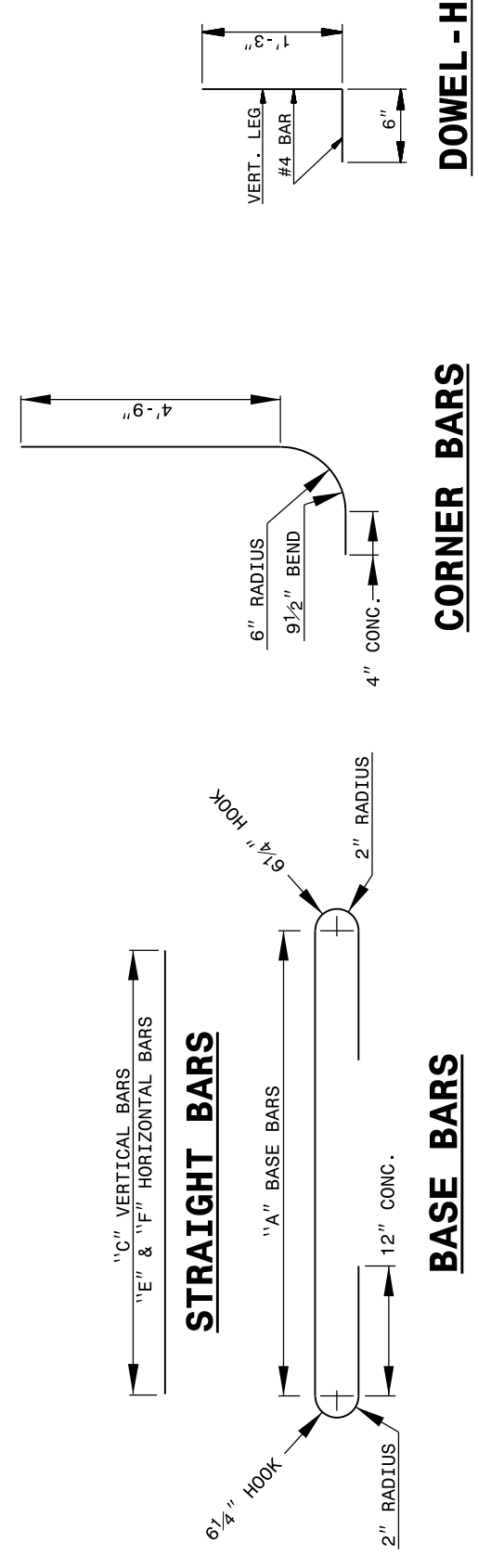
PLAN OF BASE

| BAR | SIZE | LENGTH | QUANTITY | WEIGHT |
|---|------|--------|----------|--------|
| A | #5 | 10'-0" | 6 | 174 |
| B | #5 | 5'-11" | 64 | 395 |
| C1 | #5 | 3'-11" | 12 | 39 |
| C2 | #5 | 4'-10" | 18 | 91 |
| D | #5 | 6'-9" | 96 | 676 |
| E | #5 | 4'-8" | 8 | 39 |
| F | #5 | 3'-0" | 8 | 25 |
| G | #5 | 1'-8" | 42 | 1512 |
| REINF. STEEL (TOTAL WEIGHT LBS.) | | | | 5.03 |
| CONCRETE TOTAL (CU. YDS.) | | | | 5.03 |
| NO DEDUCTIONS HAVE BEEN MADE TO ACCOMMODATE PIPES | | | | |

FOR EVERY 1 FOOT OF RISER USE 0.41 CU. YDS CONCRETE AND 390 LBS STEEL.



PLAN

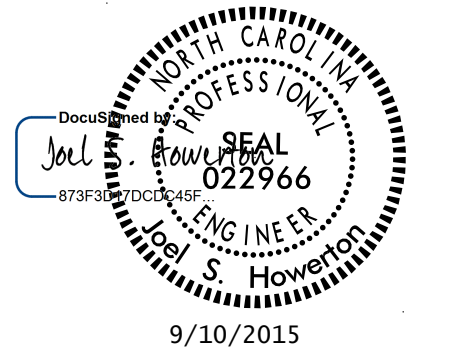


STRAIGHT BARS

CORNER BARS

BASE BARS

DOWEL-L-H



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SEE PLATE FOR TITLE

ORIGINAL BY: K. KEMPF DATE: 03-03-2015
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: s:details\kkempf\english\836228_840d35_42_TB2G1.dgn

PROPOSED CURB ELEVATION TABLE FOR PLAN SHEETS 11-14, 20

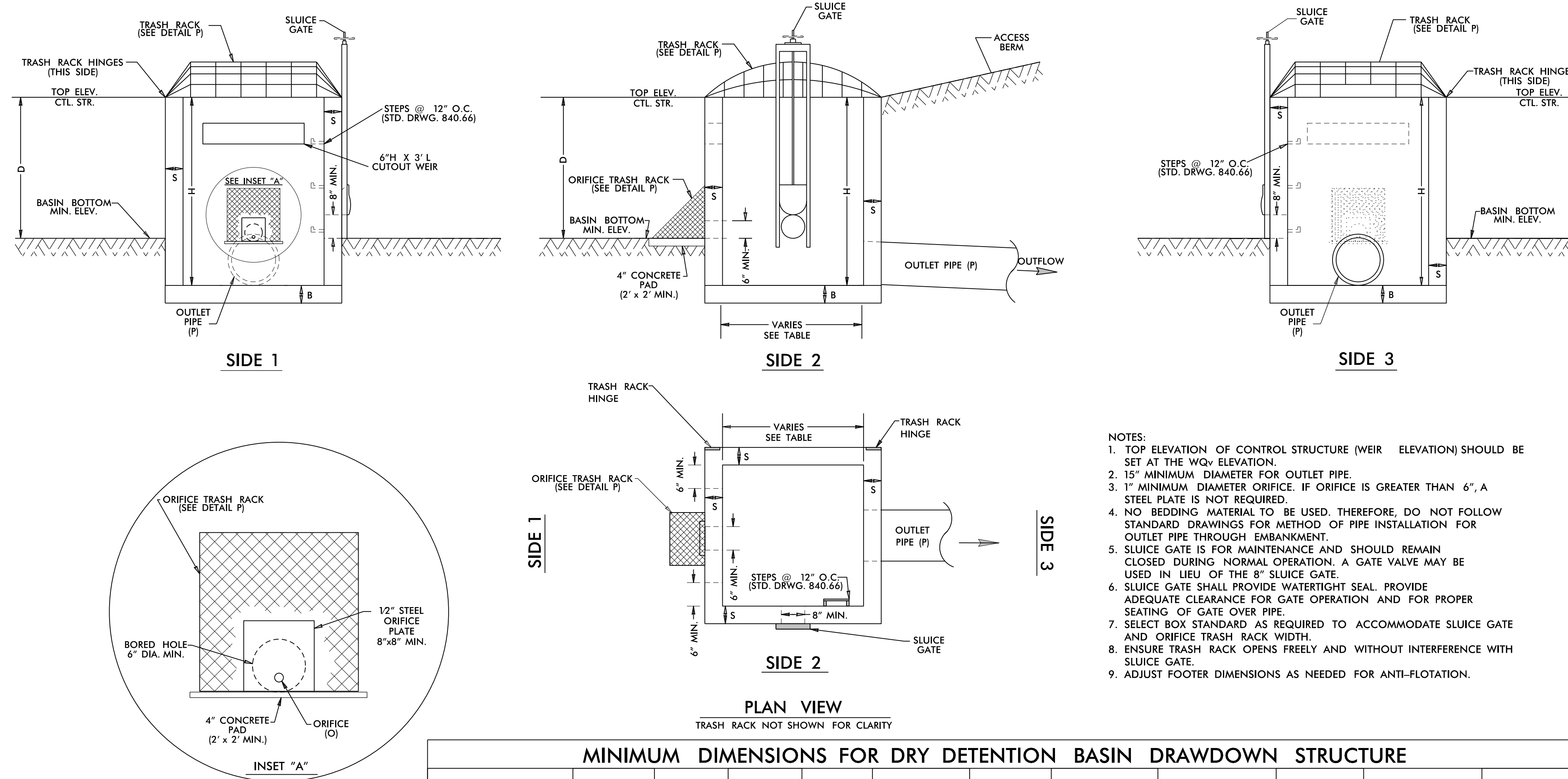
| PROPOSED CURB HI PT ELEVATION TABLE (SHEETS 11-14) | | | | | | | | | | | |
|--|-----------|-------------|--------------------|----------------|--------|-----------|-------------|--------------------|----------------|----------------|--|
| LEFT SIDE OF MONOLITHIC CONCRETE ISLAND (MEDIAN) | | | | | | | | | | | |
| FROM STA | CURB ELEV | OFFSET (FT) | -L- OFFSET (LT/RT) | DESCRIPTION | TO STA | CURB ELEV | OFFSET (FT) | -L- OFFSET (LT/RT) | DESCRIPTION | CURB GRADE (%) | |
| 208+56 | 192.4 | 5.0 | RT | 1119 | 210+00 | 193.2 | 5.0 | RT | 1120 | 0.56 | |
| 210+00 | 193.2 | 5.0 | RT | 1120 | 210+92 | 193.5 | 5.0 | RT | 1201 | 0.33 | |
| 210+92 | 193.5 | 5.0 | RT | 1201 | 212+06 | 194.2 | 5.0 | RT | 1203 | 0.61 | |
| 212+06 | 194.2 | 5.0 | RT | 1203 | 214+75 | 195.1 | 11.0 | LT | 1208 | 0.32 | |
| 214+75 | 195.1 | 11.0 | LT | 1208 | 215+96 | 195.5 | 11.0 | LT | 1211 | 0.37 | |
| 215+96 | 195.5 | 11.0 | LT | 1211 | 216+70 | 195.7 | 11.0 | LT | NEW CURB HI PT | 0.27 | |
| 216+70 | 195.7 | 11.0 | LT | NEW CURB HI PT | 217+00 | 195.4 | 11.0 | LT | 1212 | -1.00 | |
| 217+00 | 195.4 | 11.0 | LT | 1212 | 218+10 | 195.7 | 11.0 | LT | NEW CURB HI PT | 0.27 | |
| 218+10 | 195.7 | 11.0 | LT | NEW CURB HI PT | 219+28 | 196.2 | 11.0 | LT | NEW CURB HI PT | DRAINS AWAY | |
| 219+28 | 196.2 | 11.0 | LT | NEW CURB HI PT | 219+83 | 196.2 | 11.0 | LT | NEW CURB HI PT | DRAINS AWAY | |
| 219+83 | 196.2 | 11.0 | LT | NEW CURB HI PT | 220+15 | 196.2 | 11.0 | LT | NEW CURB HI PT | DRAINS AWAY | |
| 219+67 | 196.0 | 5.5 | RT | 1217 | 220+17 | 196.2 | 5.0 | RT | NEW CURB HI PT | 0.38 | |
| 220+17 | 196.2 | 5.0 | RT | NEW CURB HI PT | 220+50 | 195.9 | 5.0 | RT | 1218 | -0.91 | |
| 220+50 | 195.9 | 5.0 | RT | 1218 | 221+10 | 195.7 | 5.0 | RT | 1222 | -0.35 | |
| 221+10 | 195.7 | 5.0 | RT | 1222 | 222+60 | 196.4 | 5.0 | RT | 1224 | 0.49 | |
| 222+60 | 196.4 | 5.0 | RT | 1224 | 223+48 | 196.0 | 5.0 | RT | NEW CURB HI PT | -0.53 | |
| 223+48 | 196.0 | 5.0 | RT | NEW CURB HI PT | 224+10 | 195.7 | 5.0 | RT | 1226 | -0.42 | |
| 224+10 | 195.7 | 5.0 | RT | 1226 | 224+66 | 196.0 | 5.0 | RT | NEW CURB HI PT | 0.59 | |
| 224+66 | 196.0 | 5.0 | RT | NEW CURB HI PT | 224+90 | 196.0 | 5.0 | RT | 1301 | -0.25 | |
| 224+90 | 196.0 | 5.0 | RT | 1301 | 225+90 | 196.4 | 2.6 | LT | 1303 | 0.44 | |
| 225+90 | 196.4 | 2.6 | LT | 1303 | 226+79 | 196.7 | 9.7 | LT | NEW CURB HI PT | 0.34 | |
| 226+79 | 196.7 | 9.7 | LT | NEW CURB HI PT | 227+43 | 196.5 | 11.0 | LT | 1306 | -0.31 | |
| 227+43 | 196.5 | 11.0 | LT | 1306 | 228+25 | 196.7 | 11.0 | LT | NEW CURB HI PT | 0.26 | |
| 228+25 | 196.7 | 11.0 | LT | NEW CURB HI PT | 228+86 | 196.5 | 11.0 | LT | 1309 | -0.34 | |
| 228+86 | 196.5 | 11.0 | LT | 1309 | 229+46 | 196.7 | 11.0 | LT | NEW CURB HI PT | 0.33 | |
| 229+46 | 196.7 | 11.0 | LT | NEW CURB HI PT | 229+85 | 196.6 | 11.0 | LT | 1310 | -0.26 | |
| 229+85 | 196.6 | 11.0 | LT | 1310 | 230+36 | 196.8 | 11.0 | LT | NEW CURB HI PT | 0.39 | |
| 230+36 | 196.8 | 11.0 | LT | NEW CURB HI PT | 230+87 | 196.6 | 11.0 | LT | 1312 | -0.39 | |
| 230+87 | 196.6 | 11.0 | LT | 1312 | 231+61 | 196.8 | 11.0 | LT | NEW CURB HI PT | 0.31 | |
| 231+61 | 196.8 | 11.0 | LT | NEW CURB HI PT | 231+83 | 196.7 | 11.0 | LT | 1315 | -0.59 | |
| 231+83 | 196.7 | 11.0 | LT | 1315 | 232+38 | 197.0 | 11.0 | LT | END MEDIAN | 0.55 | |
| 231+81 | 196.9 | 7.0 | RT | BEGIN MEDIAN | 232+44 | 197.0 | 7.0 | RT | NEW CURB HI PT | 0.16 | |
| 232+44 | 197.0 | 7.0 | RT | NEW CURB HI PT | 232+67 | 196.9 | 4.4 | RT | 1317 | -0.52 | |
| 232+67 | 196.9 | 4.4 | RT | 1317 | 232+82 | 197.0 | 11.0 | LT | NEW CURB HI PT | 0.67 | |
| 232+82 | 197.0 | 11.0 | LT | NEW CURB HI PT | 233+67 | 196.6 | 11.0 | LT | 1319 | -0.47 | |
| 233+67 | 196.6 | 11.0 | LT | 1319 | 233+72 | 196.4 | 5.0 | RT | NEW CURB HI PT | -1.17 | |
| 233+72 | 196.4 | 5.0 | RT | NEW CURB HI PT | 234+35 | 196.6 | 5.0 | RT | NEW CURB HI PT | 0.32 | |
| 234+35 | 196.6 | 5.0 | RT | NEW CURB HI PT | 236+40 | 195.7 | 5.0 | RT | 1322 | -0.44 | |
| 236+40 | 195.7 | 5.0 | RT | 1322 | 236+86 | 196.2 | 1.7 | RT | NEW CURB HI PT | 1.09 | |
| 236+86 | 196.2 | 1.7 | RT | NEW CURB HI PT | 237+48 | 195.9 | 3.5 | LT | 1327 | -0.48 | |
| 237+48 | 195.9 | 3.5 | LT | 1327 | 238+45 | 196.2 | 11.0 | LT | NEW CURB HI PT | 0.31 | |
| 238+45 | 196.2 | 11.0 | LT | NEW CURB HI PT | 238+81 | 196.0 | 11.0 | LT | 1402 | -0.56 | |
| 238+81 | 196.0 | 11.0 | LT | 1402 | 239+17 | 196.1 | 11.0 | LT | NEW CURB HI PT | 0.28 | |
| 239+17 | 196.1 | 11.0 | LT | NEW CURB HI PT | 240+80 | 195.4 | 11.0 | LT | 1404 | -0.43 | |
| 240+80 | 195.4 | 11.0 | LT | 1404 | 241+10 | 195.7 | 11.0 | LT | NEW CURB HI PT | 1.00 | |
| 241+10 | 195.7 | 11.0 | LT | NEW CURB HI PT | 241+68 | 195.5 | 11.0 | LT | 1407 | -0.34 | |
| 241+68 | 195.5 | 11.0 | LT | 1407 | 241+74 | 195.6 | 11.0 | LT | 1410 / END MED | 1.67 | |

| PROPOSED CURB HI PT ELEVATION TABLE (SHEETS 11-14) | | | | | | | | | | | |
|--|-----------|-------------|--------------------|----------------|--------|-----------|-------------|--------------------|----------------|----------------|--|
| RIGHT SIDE OF MONOLITHIC CONCRETE ISLAND (MEDIAN) | | | | | | | | | | | |
| FROM STA | CURB ELEV | OFFSET (FT) | -L- OFFSET (LT/RT) | DESCRIPTION | TO STA | CURB ELEV | OFFSET (FT) | -L- OFFSET (LT/RT) | DESCRIPTION | CURB GRADE (%) | |
| 201+93 | 188.5 | 2.2 | RT | 1105 | 203+03 | 189.5 | 5.0 | LT | 1106 | 0.94 | |
| 203+03 | 189.5 | 5.0 | LT | 1106 | 204+50 | 190.6 | 5.0 | LT | 1108 | 0.76 | |
| 204+50 | 190.6 | 5.0 | LT | 1108 | 205+31 | 191.1 | 5.0 | LT | NEW CURB HI PT | 0.62 | |
| 205+31 | 191.1 | 5.0 | LT | NEW CURB HI PT | 205+79 | 190.9 | 5.0 | LT | 1109 | -0.48 | |
| 205+79 | 190.9 | 5.0 | LT | 1109 | 206+71 | 192.0 | 11.0 | RT | END MEDIAN | 1.18 | |
| 206+71 | 192.0 | 11.0 | RT | END MEDIAN | 207+05 | 192.3 | 10.4 | RT | END MEDIAN | 0.66 | |
| 207+05 | 192.3 | 10.4 | RT | END MEDIAN | 207+16 | 192.0 | 2.6 | LT | 1114 | -2.45 | |
| 207+16 | 192.0 | 2.6 | LT | 1114 | 207+71 | 192.7 | 11.0 | RT | NEW CURB HI PT | 1.25 | |
| 207+71 | 192.7 | 11.0 | RT | 1116 | 208+36 | 192.8 | 11.0 | RT | 1118 | 0.32 | |
| 208+36 | 192.8 | 11.0 | RT | 1118 | 211+07 | 194.6 | 11.0 | RT | 1202 | 0.68 | |
| 211+07 | 194.6 | 11.0 | RT | 1202 | 212+44 | 195.1 | 8.7 | RT | NEW CURB HI PT | 0.36 | |
| 212+44 | 195.1 | 8.7 | RT | NEW CURB HI PT | 213+43 | 194.6 | 0.8 | RT | 1204 | -0.47 | |
| 213+43 | 194.6 | 0.8 | RT | 1204 | 213+74 | 194.7 | 1.7 | LT | NEW CURB HI PT | 0.23 | |
| 213+74 | 194.7 | 1.7 | LT | NEW CURB HI PT | 214+18 | 194.5 | 5.0 | LT | 1205 | -0.45 | |
| 214+18 | 194.5 | 5.0 | LT | 1205 | 214+57 | 194.7 | 5.0 | LT | NEW CURB HI PT | 0.51 | |
| 214+57 | 194.7 | 5.0 | LT | NEW CURB HI PT | 214+64 | 194.6 | 5.0 | LT | 1207 | -1.43 | |
| 214+64 | 194.6 | 5.0 | LT | 1207 | 214+90 | 194.4 | 5.0 | LT | 1209 | -0.77 | |
| 214+90 | 194.4 | 5.0 | LT | 1209 | 215+85 | 195.2 | 5.0 | LT | 1210 | 0.84 | |
| 215+85 | 195.2 | 5.0 | LT | 1210 | 217+15 | 195.6 | 5.0 | LT | 1213 | 0.31 | |
| 217+15 | 195.6 | 5.0 | LT | 1213 | 217+60 | 195.7 | 5.0 | LT | NEW CURB HI PT | 0.22 | |
| 217+60 | 195.7 | 5.0 | LT | NEW CURB HI PT | 218+28 | 195.5 | 5.0 | LT | 1214 | -0.29 | |
| 218+28 | 195.5 | 5.0 | LT | 1214 | 218+84 | 196.2 | 11.0 | RT | END MEDIAN | 1.27 | |
| 218+84 | 196.2 | 11.0 | RT | END MEDIAN | 219+22 | 196.2 | 0.8 | RT | NEW CURB HI PT | 0.55 | |
| 219+22 | 196.2 | 0.8 | RT | NEW CURB HI PT | 219+46 | 195.9 | 7.0 | LT | 1216 | -1.17 | |
| 219+46 | 195.9 | 7.0 | LT | 1216 | 220+15 | 196.1 | 7.0 | LT | END MEDIAN | 0.33 | |
| 219+58 | 196.0 | 11.0 | RT | BEGIN MEDIAN | 220+60 | 195.7 | 11.0 | RT | 1221 | -0.28 | |
| 220+60 | 195.7 | 11.0 | RT | 1221 | 220+93 | 195.9 | 11.0 | RT | NEW CURB HI PT | 0.61 | |
| 220+93 | 195.9 | 11.0 | RT | NEW CURB HI PT | 221+25 | 195.7 | 11.0 | RT | 1223 | -0.63 | |
| 221+25 | 195.7 | 11.0 | RT | 1223 | 222+75 | 196.0 | 11.0 | RT | 1225 | 0.22 | |
| 222+75 | 196.0 | 11.0 | RT | 1225 | 224+10 | 196.4 | 11.0 | RT | NEW CURB HI PT | 0.27 | |
| 224+10 | 196.4 | 11.0 | RT | NEW CURB HI PT | 224+25 | 196.2 | 11.0 | RT | 1227 | -1.33 | |
| 224+25 | 196.2 | 11.0 | RT | 1227 | 224+69 | 196.4 | 11.0 | RT | NEW CURB HI PT | 0.45 | |
| 224+69 | 196.4 | 11.0 | RT | NEW CURB HI PT | 225+00 | 196.2 | 10.6 | RT | 1302 | -0.65 | |
| 225+00 | 196.2 | 10.6 | RT | 1302 | 225+47 | 196.4 | 6.8 | RT | NEW CURB HI PT | 0.43 | |
| 225+47 | 196.4 | 6.8 | RT | NEW CURB HI PT | 226+00 | 196.2 | 2.6 | RT | 1304 | -0.38 | |
| 226+00 | 196.2 | 2.6 | RT | 1304 | 226+52 | 196.5 | 1.6 | LT | NEW CURB HI PT | 0.58 | |
| 226+52 | 196.5 | 1.6 | LT | NEW CURB HI PT | 226+90 | 196.3 | 4.6 | LT | 1305 | -0.53 | |
| 226+90 | 196.3 | 4.6 | LT | 1305 | 227+10 | 196.5 | 5.0 | LT | NEW CURB HI PT | 1.00 | |
| 227+10 | 196.5 | 5.0 | LT | NEW CURB HI PT | 227+58 | 196.3 | 5.0 | LT | 1307 | -0.42 | |
| 227+58 | 196.3 | 5.0 | LT | 1307 | 227+98 | 196.5 | 5.0 | LT | NEW CURB HI PT | 0.50 | |
| 227+98 | 196.5 | 5.0 | LT | NEW CURB HI PT | 228+64 | 196.3 | 5.0 | LT | 1308 | -0.30 | |
| 228+64 | 196.3 | 5.0 | LT | 1308 | 229+60 | 196.6 | 5.0 | LT | NEW CURB HI PT | 0.31 | |
| 229+60 | 196.6 | 5.0 | LT | NEW CURB HI PT | 230+60 | 196.3 | 5.0 | LT | 1311 | -0.30 | |
| 230+60 | 196.3 | 5.0 | LT | 1311 | 232+39 | 197.0 | 7.5 | LT | END MEDIAN | 0.39 | |
| 232+39 | 197.0 | 7.5 | LT | END MEDIAN | 232+81 | 197.1 | 2.6 | LT | NEW CURB HI PT | 0.22 | |
| 232+81 | 197.1 | 2.6 | LT | NEW CURB HI PT | 233+55 | 196.4 | 7.0 | LT | 1318 | -0.95 | |
| 233+55 | 196.4 | 7.0 | LT | 1318 | 233+70 | 196.5 | 7.0 | LT | END MEDIAN | 0.67 | |
| 233+70 | 196.5 | 7.0 | LT | END MEDIAN | 233+11 | 197.1 | 11.0 | RT | 1320 | -0.54 | |
| 233+11 | 197.1 | 11.0 | RT | 1320 | 233+67 | 196.8 | 11.0 | RT | NEW CURB HI PT | 0.35 | |
| 233+67 | 196.8 | 11.0 | RT | 1320 | 235+09 | 197.3 | 11.0 | RT | NEW CURB HI PT | 0.35 | |
| 235+09 | 197.3 | 11.0 | RT | NEW CURB HI PT | 236+00 | 196.9 | 11.0 | RT | 1321 | -0.44 | |
| 236+00 | 196.9 | 11.0 | RT | 1321 | 237+36 | 196.5 | 3.7 | RT | 1323 | -0.29 | |
| 237+36 | 196.5 | 3.7 | RT | 1323 | 237+80 | 196.7 | 0.2 | RT | NEW CURB HI PT | 0.45 | |
| 237+80 | 196.7 | 0.2 | RT | NEW CURB HI PT | 240+10 | 195.7 | 5.0 | LT | 1403 | -0.43 | |
| 240+10 | 195.7 | 5.0 | LT | 1403 | 240+42 | 195.8 | 5.0 | LT | NEW CURB HI PT | 0.31 | |
| 240+42 | 195.8 | 5.0 | LT | NEW CURB HI PT | 241+45 | 195.4 | 5.0 | LT | 1405 | -0.39 | |
| 241+45 | 195.4 | 5.0 | LT | 1405 | 241+78 | 195.6 | 7.0 | LT | END MEDIAN | 0.61 | |
| 241+78 | 195.6 | 7.0 | LT | END MEDIAN | 241+20 | 196.0 | 11.0 | RT | 1406 | -0.40 | |
| 241+20 | 196.0 | 11.0 | RT | 1406 | 241+45 | 195.9 | 11.0 | RT | NEW CURB HI PT | -0.40 | |
| 241+45 | 195.9 | 11.0 | RT | NEW CURB HI PT | 241+87 | 196.10 | 11.00 | RT | NEW CURB HI PT | 0.48 | |

| PROPOSED CURB HI PT ELEVATION TABLE (SHEET 20) | | | | | | | | | | | |
|---|-----------|-------------|--------------------|----------------|--------|-----------|-------------|--------------------|----------------|----------------|--|
| RIGHT SIDE OF MONOLITHIC CONCRETE ISLAND (MEDIAN) | | | | | | | | | | | |
| FROM STA | CURB ELEV | OFFSET (FT) | -L- OFFSET (LT/RT) | DESCRIPTION | TO STA | CURB ELEV | OFFSET (FT) | -L- OFFSET (LT/RT) | DESCRIPTION | CURB GRADE (%) | |
| 323+83 | 197.7 | 9.7 | RT | NEW CURB HI PT | N/A | 323+83 | 197.7 | 9.7 | NEW CURB HI PT | DRAINS AWAY | |
| 324+13 | 197.7 | 7.1 | RT | NEW CURB HI PT | N/A | 324+13 | 197.7 | 7.1 | NEW CURB HI PT | DRAINS AWAY | |
| 324+37 | 197.8 | 5.4 | RT | NEW CURB HI PT | N/A | 324+37 | 197.8 | | | | |

DETAIL O DRY DETENTION BASIN DRAWDOWN STRUCTURE

NOT TO SCALE

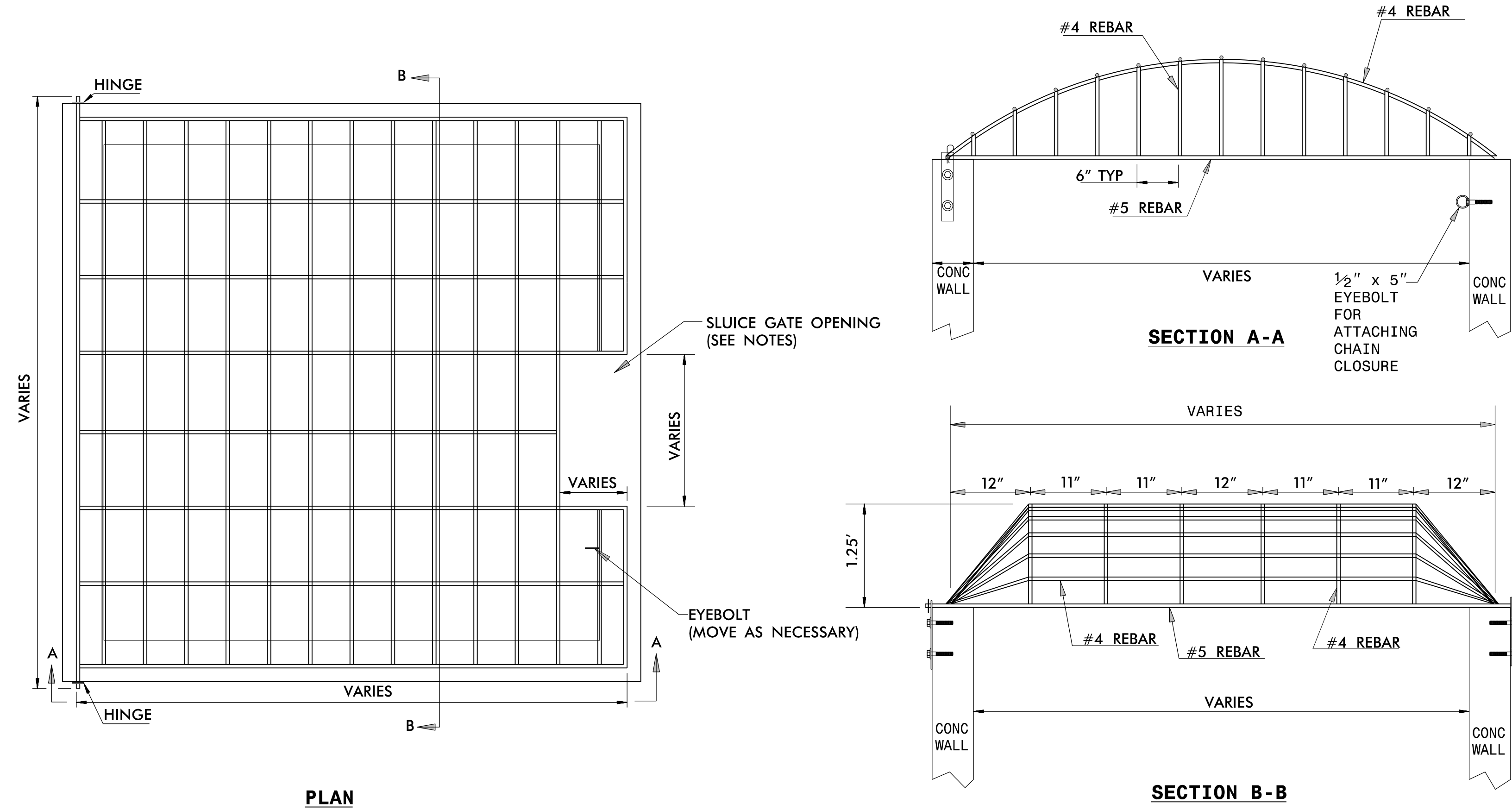


- NOTES:
1. TOP ELEVATION OF CONTROL STRUCTURE (WEIR ELEVATION) SHOULD BE SET AT THE WQV ELEVATION.
 2. 15" MINIMUM DIAMETER FOR OUTLET PIPE.
 3. 1" MINIMUM DIAMETER ORIFICE. IF ORIFICE IS GREATER THAN 6", A STEEL PLATE IS NOT REQUIRED.
 4. NO BEDDING MATERIAL TO BE USED. THEREFORE, DO NOT FOLLOW STANDARD DRAWINGS FOR METHOD OF PIPE INSTALLATION FOR OUTLET PIPE THROUGH EMBANKMENT.
 5. SLUICE GATE IS FOR MAINTENANCE AND SHOULD REMAIN CLOSED DURING NORMAL OPERATION. A GATE VALVE MAY BE USED IN LIEU OF THE 8" SLUICE GATE.
 6. SLUICE GATE SHALL PROVIDE WATERTIGHT SEAL. PROVIDE ADEQUATE CLEARANCE FOR GATE OPERATION AND FOR PROPER SEATING OF GATE OVER PIPE.
 7. SELECT BOX STANDARD AS REQUIRED TO ACCOMMODATE SLUICE GATE AND ORIFICE TRASH RACK WIDTH.
 8. ENSURE TRASH RACK OPENS FREELY AND WITHOUT INTERFERENCE WITH SLUICE GATE.
 9. ADJUST FOOTER DIMENSIONS AS NEEDED FOR ANTI-FLOTATION.

MINIMUM DIMENSIONS FOR DRY DETENTION BASIN DRAWDOWN STRUCTURE

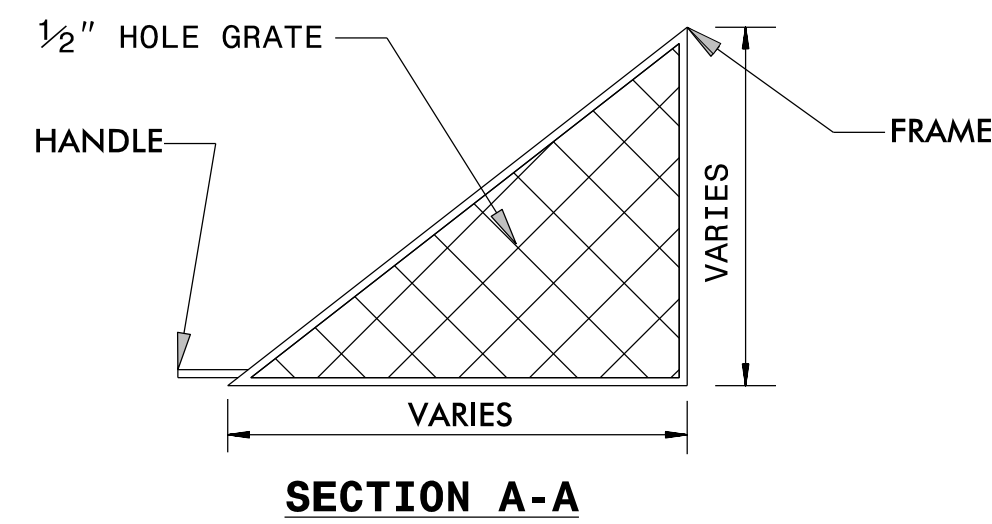
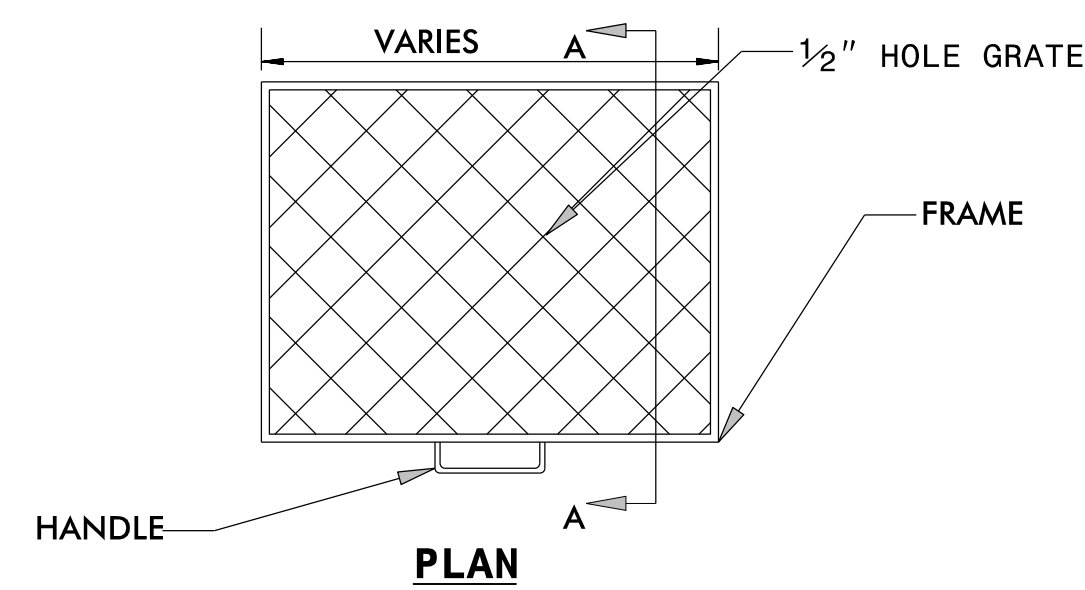
| STATION | STRUCTURE NUMBER | S (INCHES) 6" MIN. | B (INCHES) 6" MIN. | BASIN BOTTOM MINIMUM ELEV. | TOP ELEVATION CONTROL STRUCTURE | MAX. STORAGE DEPTH (D) FEET | INV. ELEV. CTL. STR. | CTL. STR. DIMENSIONS (W x L x D) | ORIFICE DIAMETER (O) INCHES | ORIFICE INV. ELEV. | OUTLET PIPE DIAMETER(P) INCHES | CUTOUT WEIR INVERT ELEV. |
|-----------------|------------------|--------------------|--------------------|----------------------------|---------------------------------|-----------------------------|----------------------|----------------------------------|-----------------------------|--------------------|--------------------------------|--------------------------|
| 220 + 61 RT -L- | 1220 | 6 | 6 | 192.1 | 194.0 | 1.9 | 192.1 | 4' X 4' X 1.9' | 4.0 | 192.1 | 15 | 193.0 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

DETAIL P
REMOVABLE RISER /ORIFICE TRASH RACK
 NOT TO SCALE




- RISER TRASH RACK NOTES:**
1. ALL JOINTS SHALL BE FULLY WELDED AROUND JOINT WITH A MINIMUM OF A 1/4" BEAD.
 2. IF BOLTS ARE ANCHORED IN CONCRETE, FOLLOW STD. DWG. 862.03 AND 862.04 FOR ANCHORING PROCEDURE.
 3. EYEBOLT FOR CHAIN CLOSURE SHALL BE INSTALLED BY THE SAME METHOD AS THE HINGE PLATE BOLTS.
 4. RACK AND HARDWARE SHALL BE ALUMINUM OR REBAR AND GALVANIZED IN ACCORDANCE WITH ASTM A-153.
 5. PROVIDE OPENING IN TRASH RACK TO ACCOMMODATE SLUICE GATE ON THE OUTLET PIPE. ENSURE TRASH RACK OPENS FREELY AND WITHOUT INTERFERENCE WITH SLUICE GATES.
 6. PAYMENT FOR RISER TRASH RACK INCIDENTAL TO DRY DETENTION BASIN DRAWDOWN STRUCTURE.

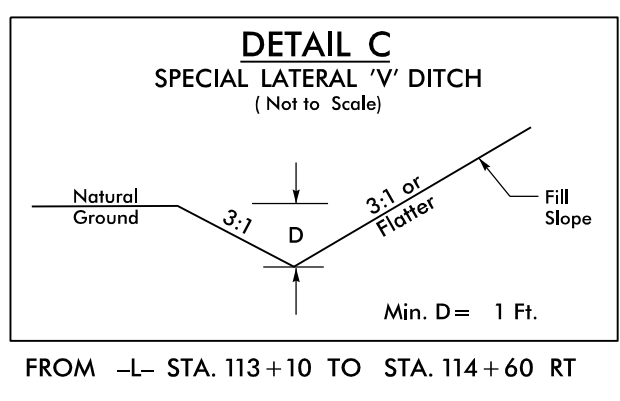
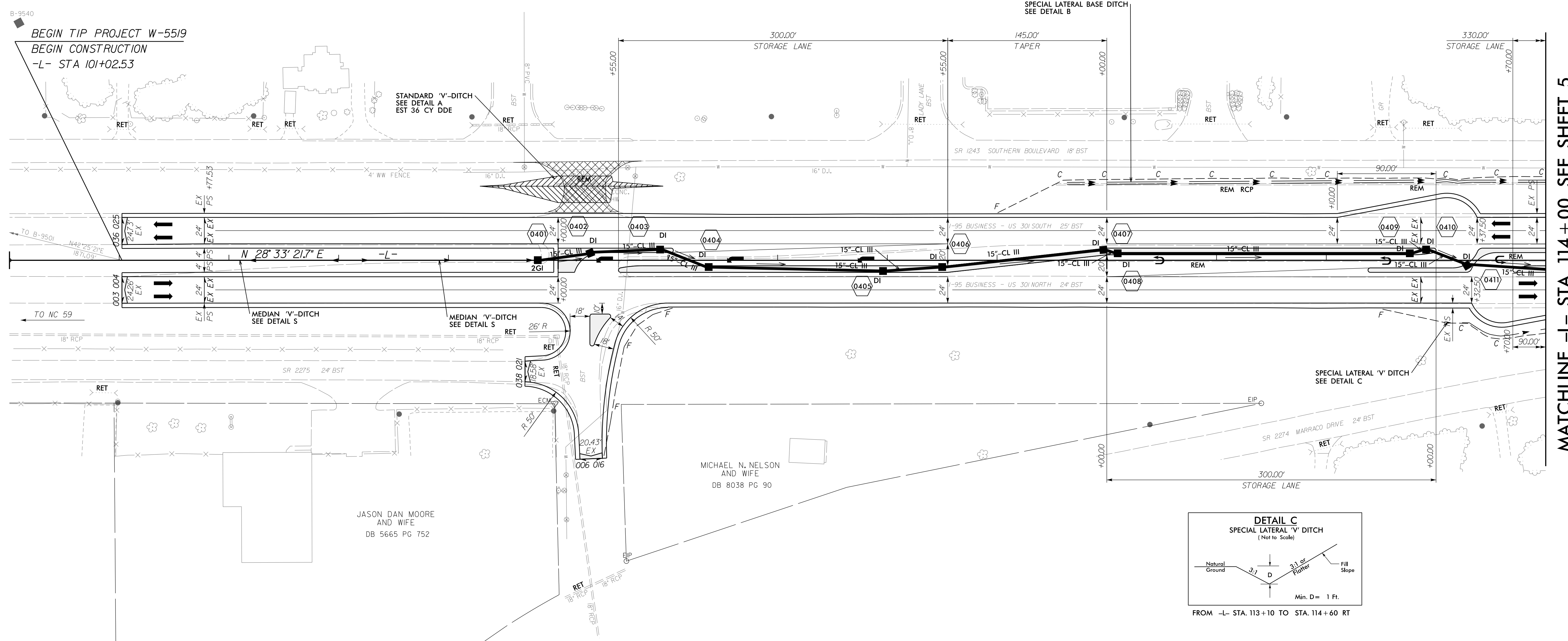
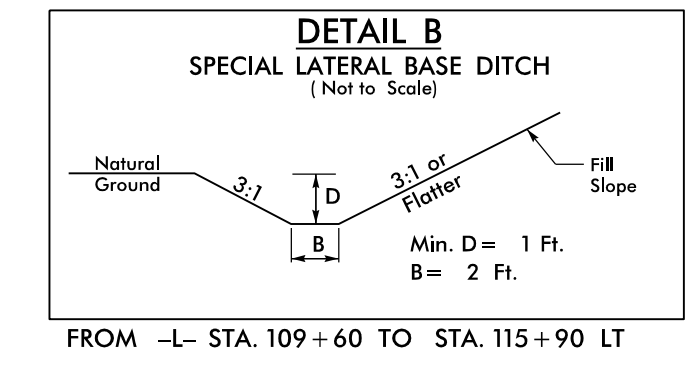
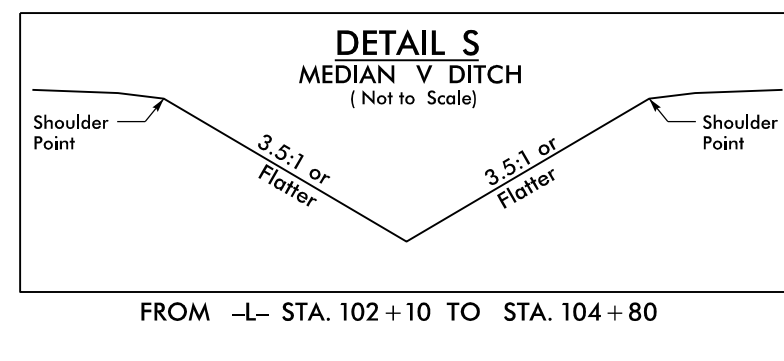
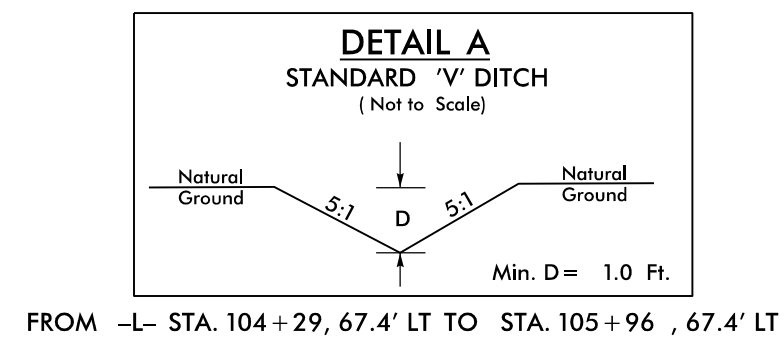
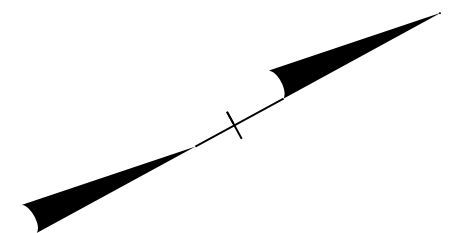
REBAR TRASH RACK
 NOT TO SCALE



- ORIFICE TRASH RACK NOTES:**
1. ALL JOINTS SHALL BE FULLY WELDED AROUND JOINT WITH A MINIMUM OF A 1/4" BEAD.
 2. IF BOLTS ARE ANCHORED IN CONCRETE, FOLLOW STD. DWG. 862.03 AND 862.04 FOR ANCHORING PROCEDURE.
 3. REMOVEABLE ORIFICE TRASH RACK SHALL BE ATTACHED TO CONCRETE BOX BY HINGE OR SLIDE RAIL SYSTEM.
 4. RACK AND HARDWARE SHALL BE ALUMINUM OR GALVANIZED IN ACCORDANCE WITH ASTM A-153.
 5. PAYMENT FOR ORIFICE TRASH RACK INCIDENTAL TO DRY DETENTION BASIN DRAWDOWN STRUCTURE.

8/17/99

| | |
|--|---|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 4 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 10/28/2015 | HYDRAULICS ENGINEER T. R. REID SEAL 026696 10/29/2015 |
|  1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |



MATCHLINE -L- STA 114+00 SEE SHEET 5

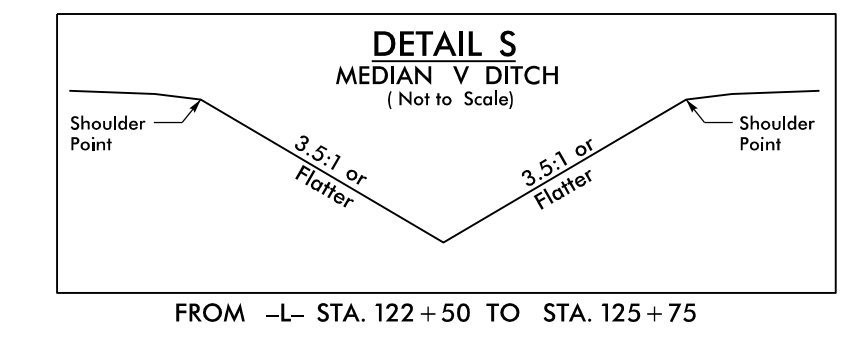
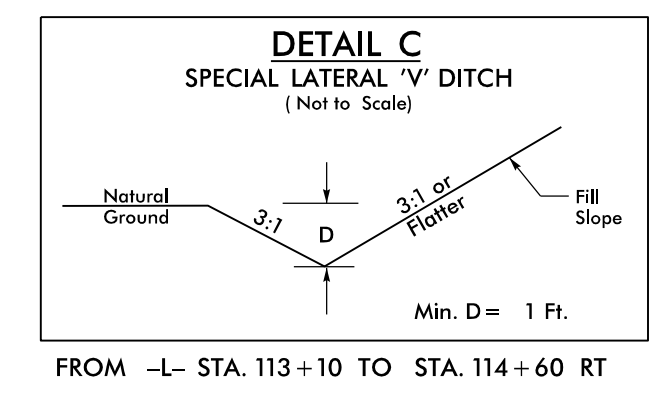
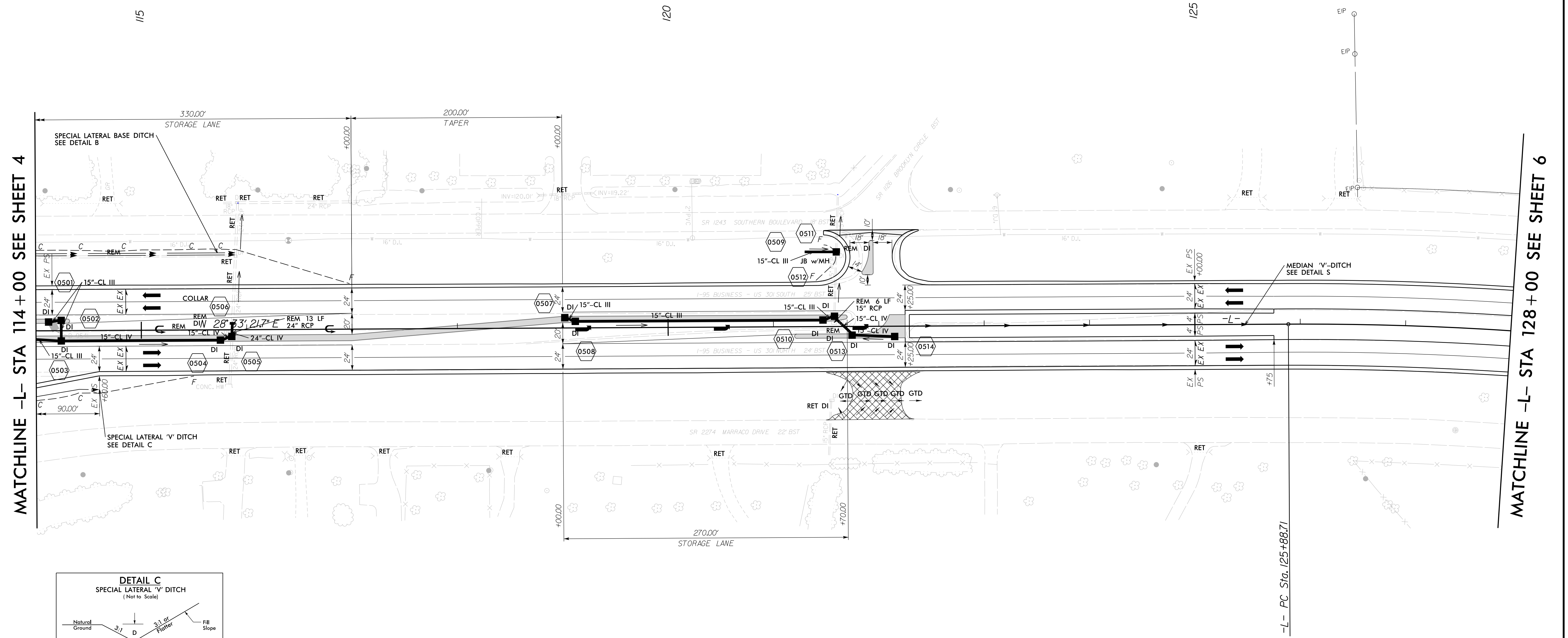
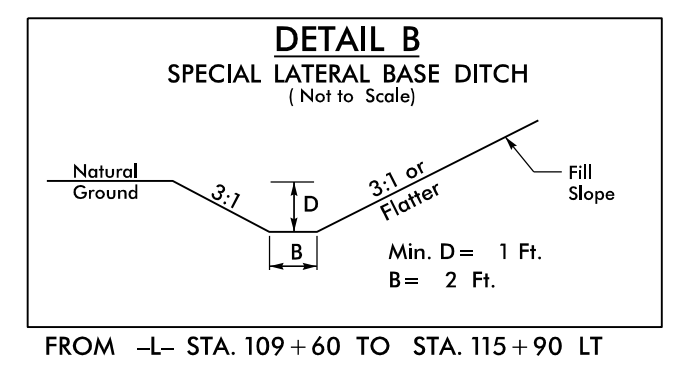
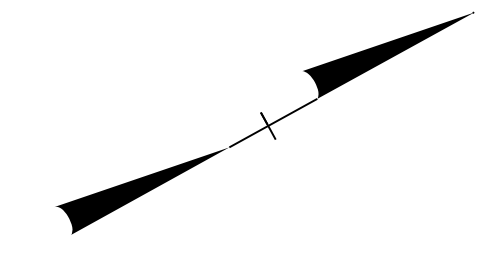
FOR -L- PROFILE SEE SHEET 28 (FOR DITCH GRADES ONLY)
FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
SEE DETAILS #1 & #2 ON SHEET 2B-1

9/3/2015
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8/17/99

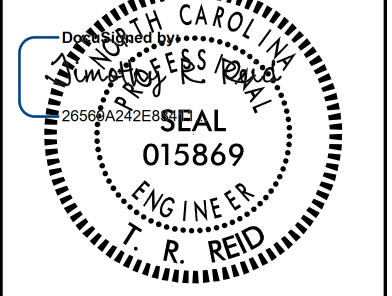
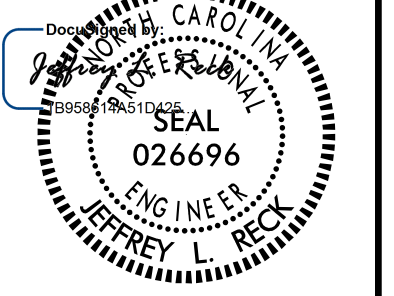

| | |
|---|---|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 5 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER SEAL 015869 T. R. REID | HYDRAULICS ENGINEER SEAL 026696 T. R. REID |
| 10/8/2015 | 10/9/2015 |
| | |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-L-
 PI Sta 128+52.74
 $\Delta = 10^{\circ}03'32.5''$ (RT)
 $D = 1^{\circ}54'35.5''$
 $L = 526.69'$
 $T = 264.02'$
 $R = 3,000.00'$

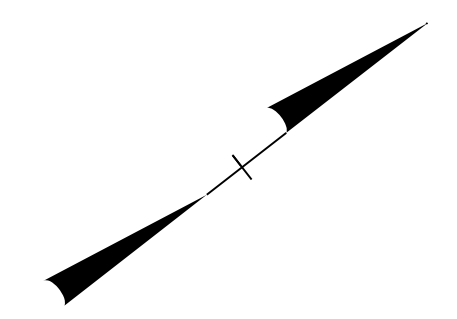


FOR -L- PROFILE SEE SHEETS 28 & 28 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #3 ON SHEET 2B-1

10/8/2015
 F:\2467\Cadd\W5519\Roadway\Proj\W-5519_rdy_psh_s5.dgn
 T.R.Reid

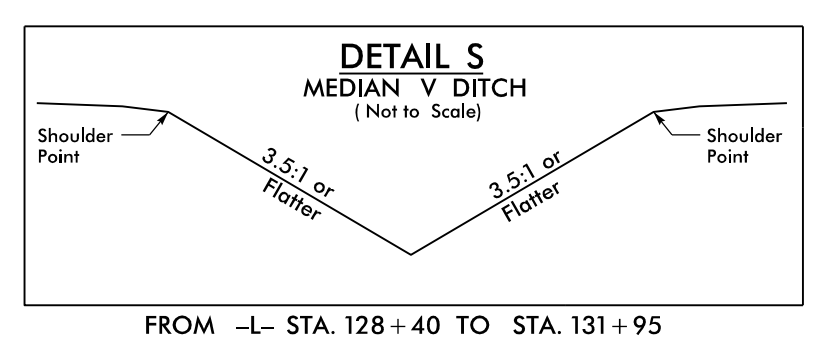
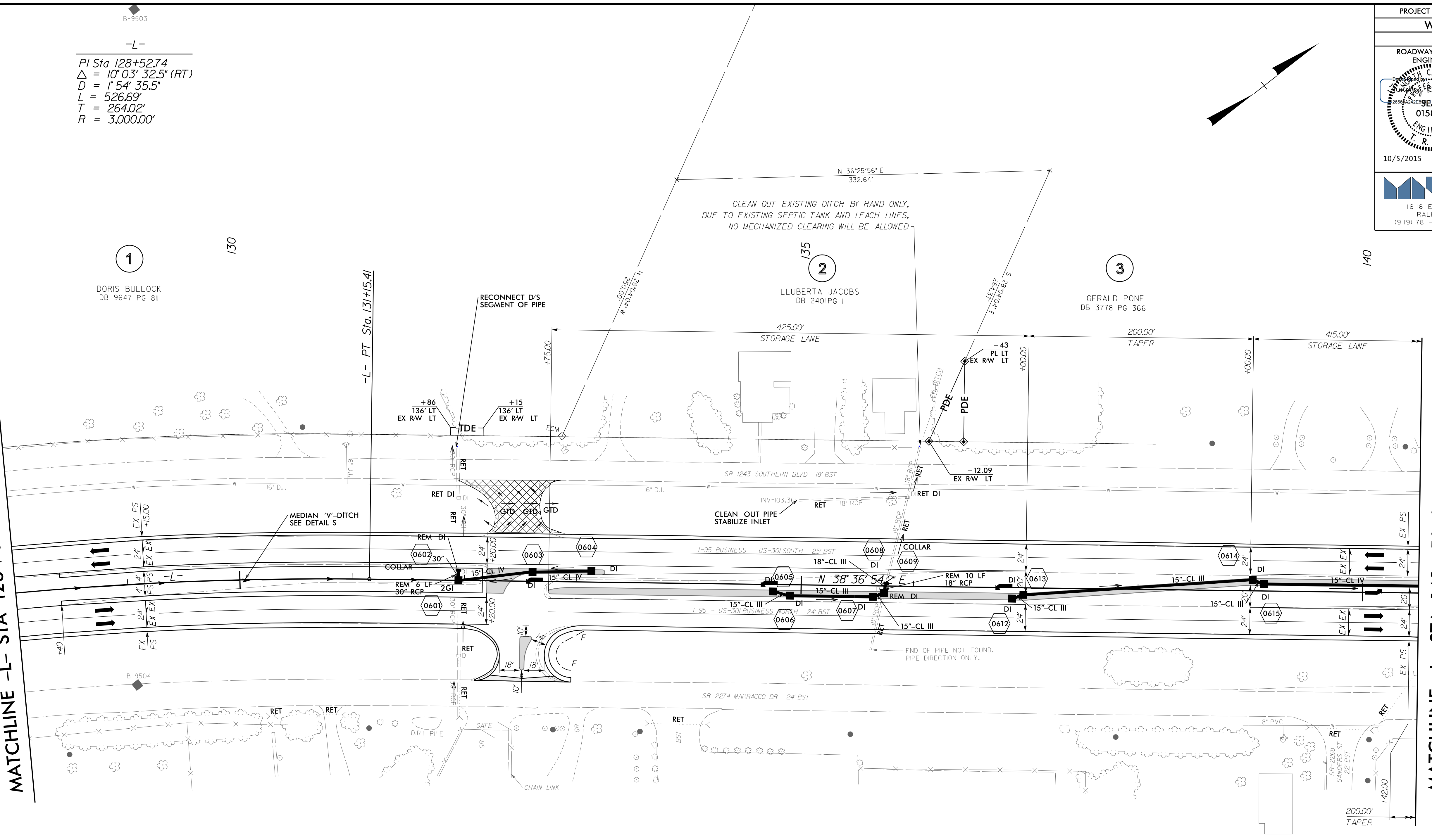
| | | | |
|---|--|---|--|
| PROJECT REFERENCE NO. W-5519 | | SHEET NO. 6 | |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER | |
|  | |  | |
| 10/5/2015 | | 10/5/2015 | |
|  | | | |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | | | |

-L-
 PI Sta 128+52.74
 $\Delta = 10^{\circ} 03' 32.5''$ (RT)
 $D = 1^{\circ} 54' 35.5''$
 $L = 526.69'$
 $T = 264.02'$
 $R = 3,000.00'$



MATCHLINE -L- STA 128 + 00 SEE SHEET 5

MATCHLINE -L- STA 140 + 50 SEE SHEET 7



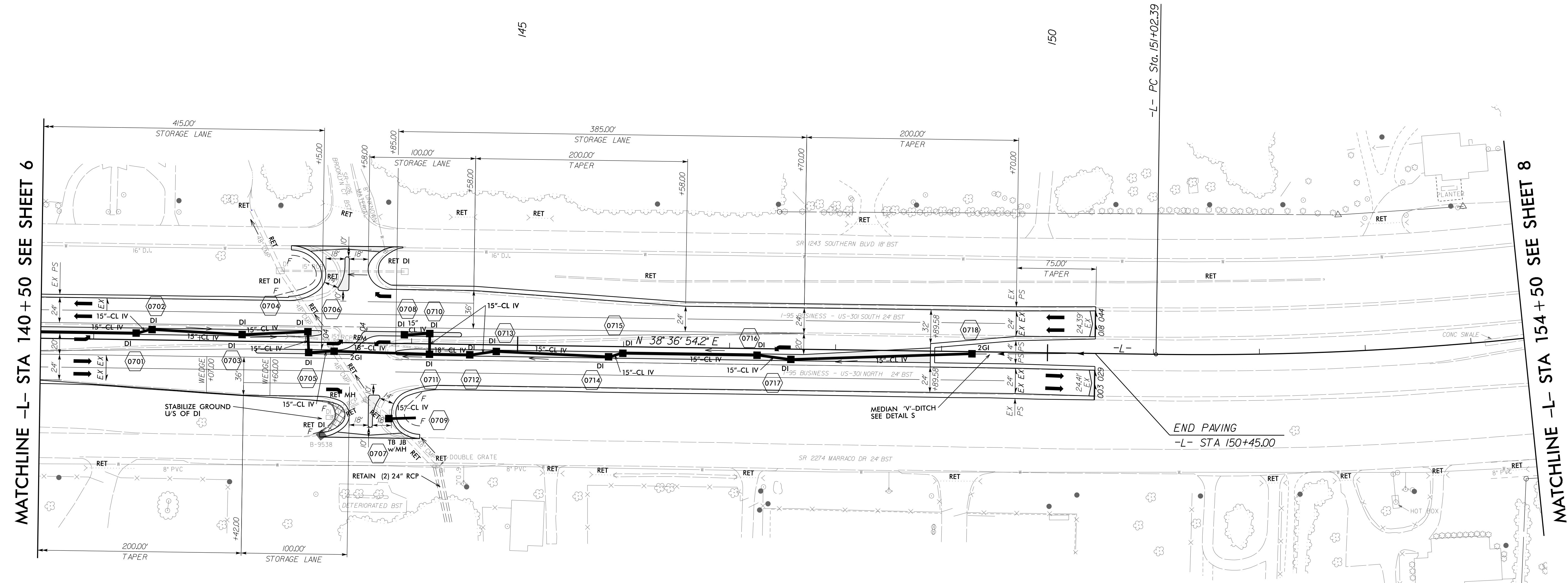
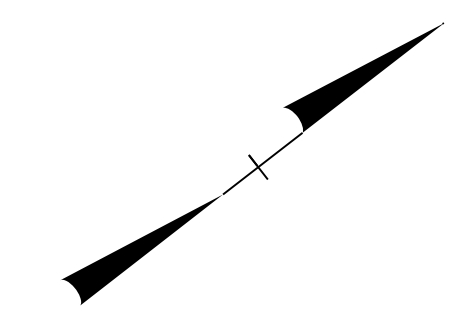
FOR -L- PROFILE SEE SHEET 29 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #4 ON SHEET 2B-1

10/5/2015
 P:\3467\Cadd\W5519\Roadway\Proj\W-5519_rdy_psh_s6.dgn
 J. Smith

8/17/99

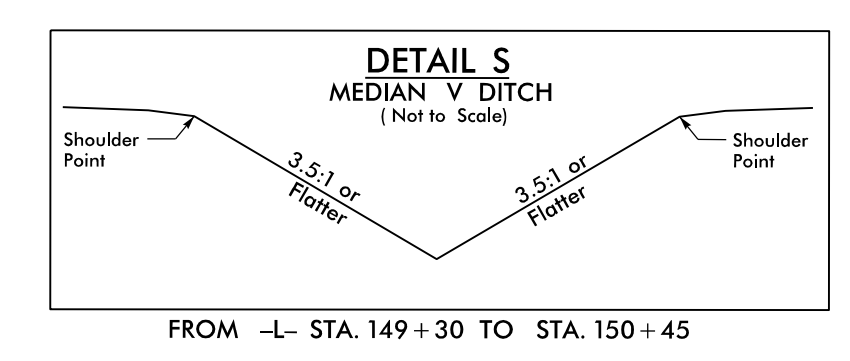
| | |
|--|---|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 7 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JEFFREY L. REID SEAL 026696 9/10/2015 |
| moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-L-
 PI Sta 155+39.37
 $\Delta = 16' 34" 29.7" (LT)$
 $D = 1' 54" 35.5"$
 $L = 867.86'$
 $T = 436.98'$
 $R = 3,000.00'$



MATCHLINE -L- STA 140+50 SEE SHEET 6


MATCHLINE -L- STA 150+45 SEE SHEET 8

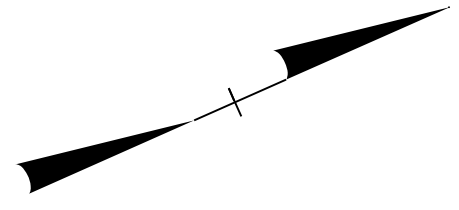


FOR -L- PROFILE SEE SHEETS 29 & 30 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #5 ON SHEET 2B-2

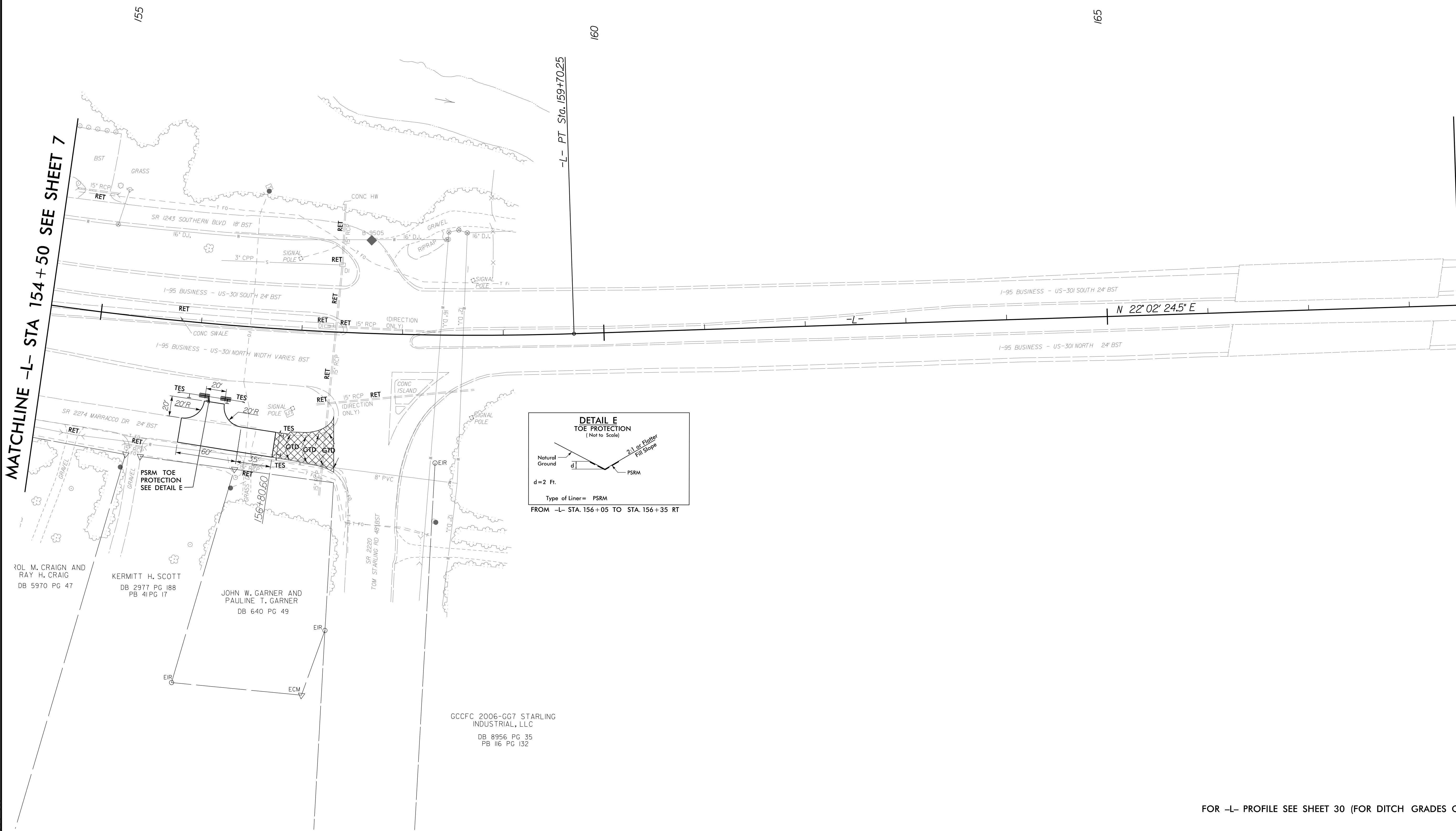
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 8/17/99

8/17/99

| | |
|--|---|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 8 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JEFFREY L. ROCK SEAL 026696 9/10/2015 |
|  moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

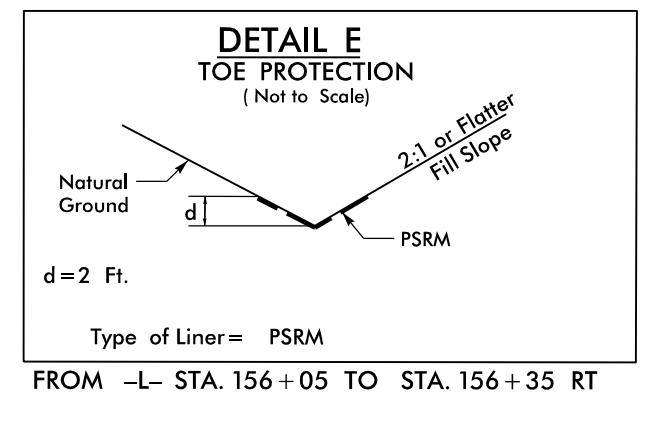


-L-
 PI Sta 155+39.37
 $\Delta = 16^{\circ} 34' 29.7" (LT)$
 $D = 1^{\circ} 54' 35.5"$
 $L = 867.86'$
 $T = 436.98'$
 $R = 3,000.00'$



MATCHLINE -L- STA 154+50 SEE SHEET 7

MATCHLINE -L- STA 168+50 SEE SHEET 9



9/3/2015
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ROL M. CRAIGN AND RAY H. CRAIG
DB 5970 PG 47

KERMIT H. SCOTT
DB 2977 PG 188
PB 41 PG 17

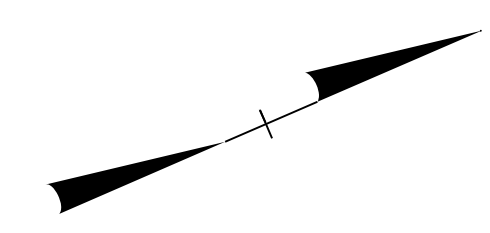
JOHN W. GARNER AND PAULINE T. GARNER
DB 640 PG 49

GCCFC 2006-GG7 STARLING INDUSTRIAL, LLC
DB 8956 PG 35
PB 116 PG 132

FOR -L- PROFILE SEE SHEET 30 (FOR DITCH GRADES ONLY)

| | | | |
|---|--|---------------------|--|
| PROJECT REFERENCE NO. | | SHEET NO. | |
| W-5519 | | 9 | |
| RW SHEET NO. | | | |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER | |
| | | | |
| 9/9/2015 | | 9/10/2015 | |
| | | | |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | | | |

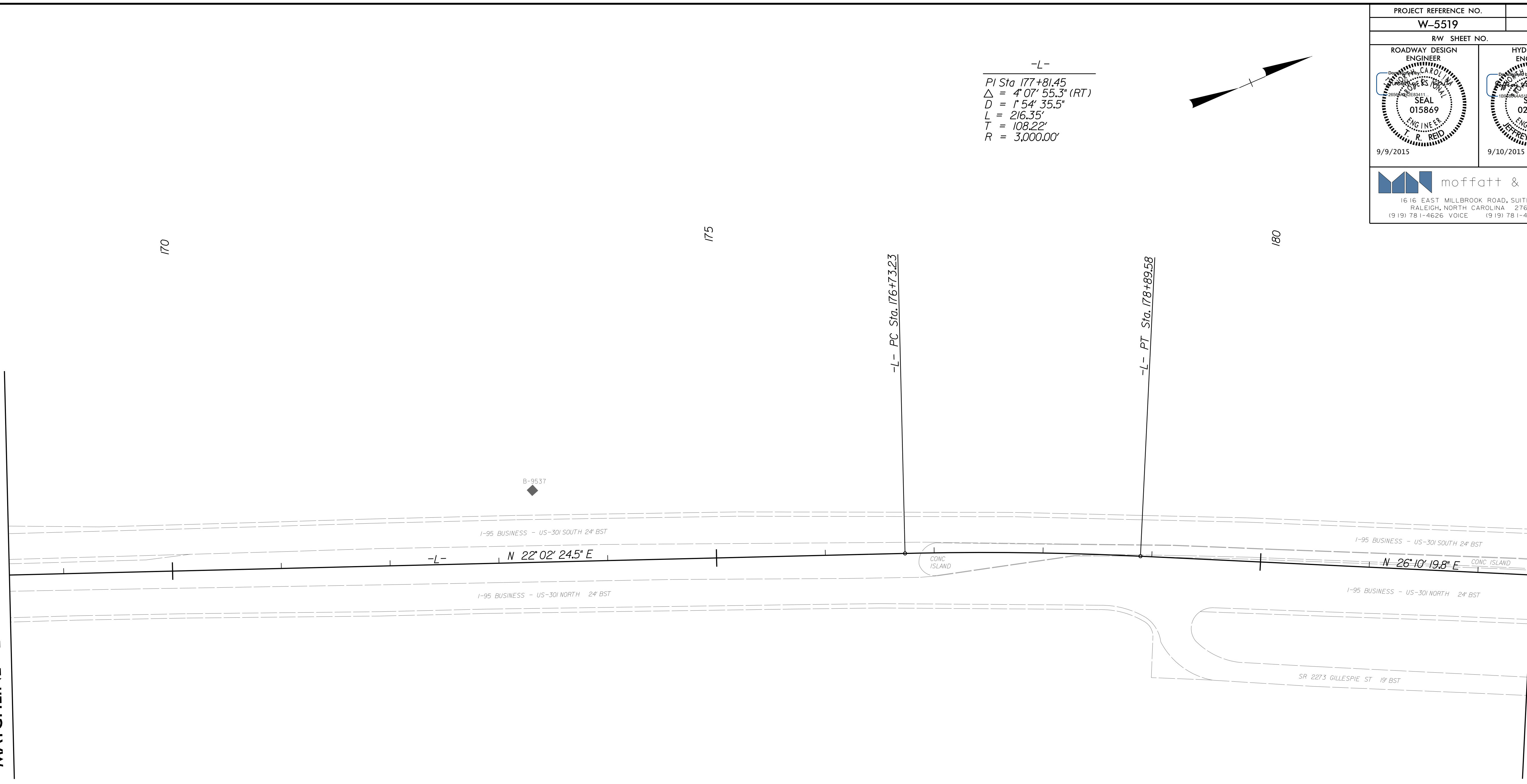
-L-
 PI Sta 177+81.45
 $\Delta = 4^{\circ}07'55.3"$ (RT)
 $D = 1^{\circ}54'35.5"$
 $L = 216.35'$
 $T = 108.22'$
 $R = 3,000.00'$



MATCHLINE -L- STA 168 + 50 SEE SHEET 8


MATCHLINE -L- STA 182 + 50 SEE SHEET 10

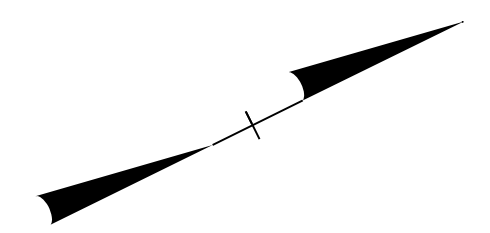
****NO WORK THIS SHEET****



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 9/3/2015
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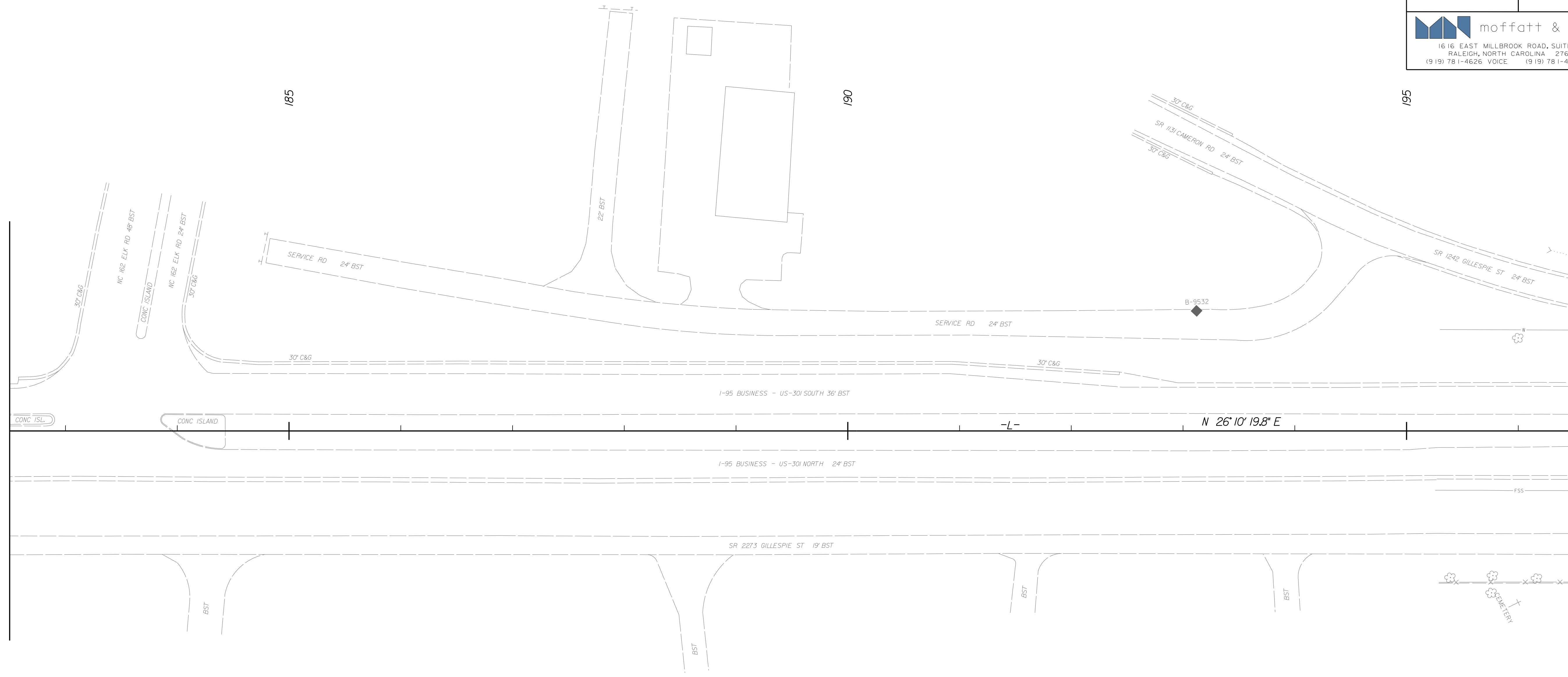
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| | |
|--|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 10 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JEFFREY L. REID SEAL 026696 9/10/2015 |
|  1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |



MATCHLINE -L- STA 182 + 50 SEE SHEET 9

MATCHLINE -L- STA 196 + 50 SEE SHEET 11

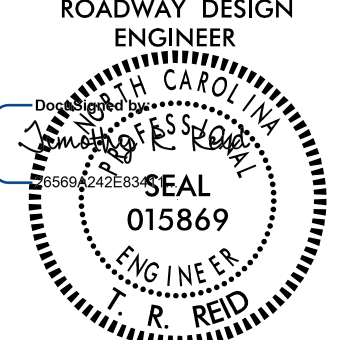
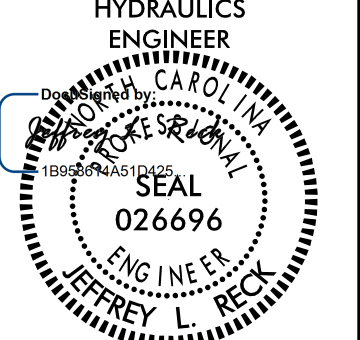
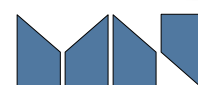


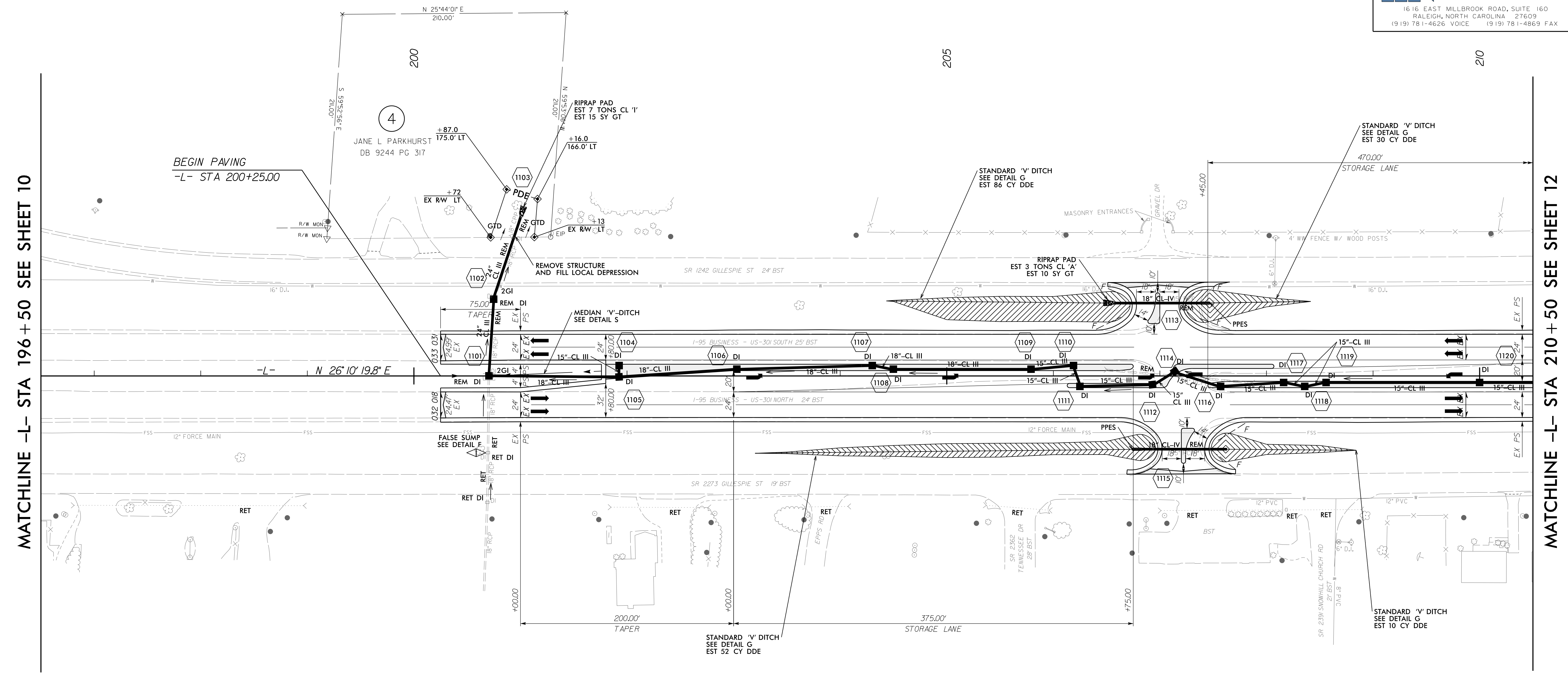
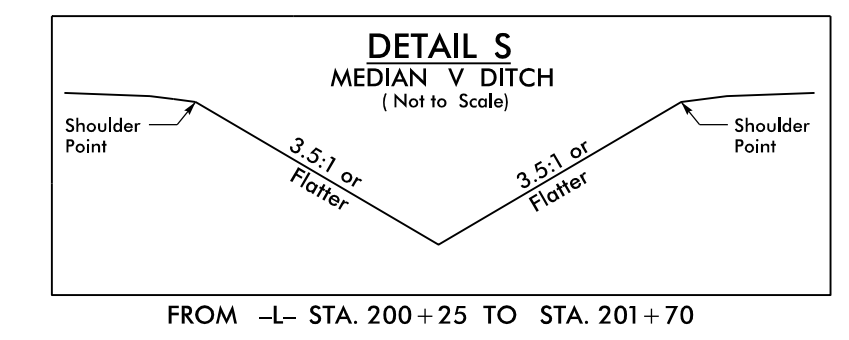
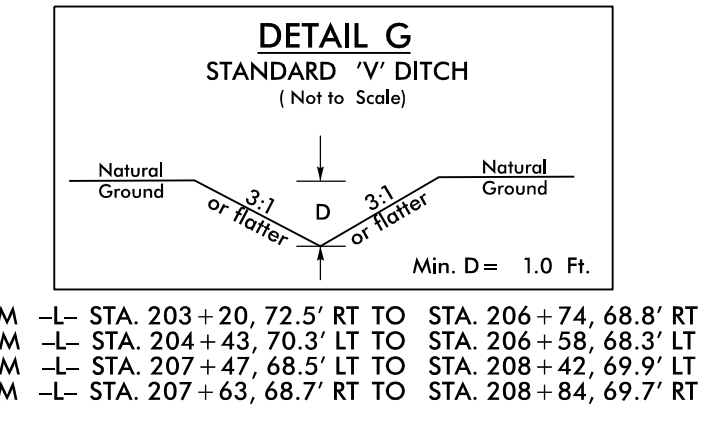
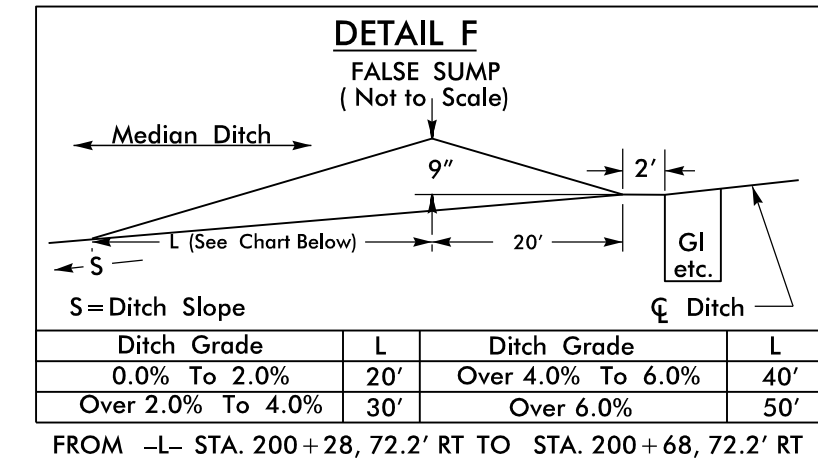
****NO WORK THIS SHEET****

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FOR -L- PROFILE SEE SHEET 31 (FOR DITCH GRADES ONLY)

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| | |
|--|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 11 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER  | HYDRAULICS ENGINEER  |
| 9/9/2015 | 9/10/2015 |
|  moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |



MATCHLINE -L- STA 196 + 50 SEE SHEET 10

MATCHLINE -L- STA 210 + 50 SEE SHEET 12

FOR -L- PROFILE SEE SHEETS 31 & 32 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #6 ON SHEET 2B-2
 FOR PROPOSED CURB ELEVATIONS TABLE SEE SHEET 2D

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 11/10/15

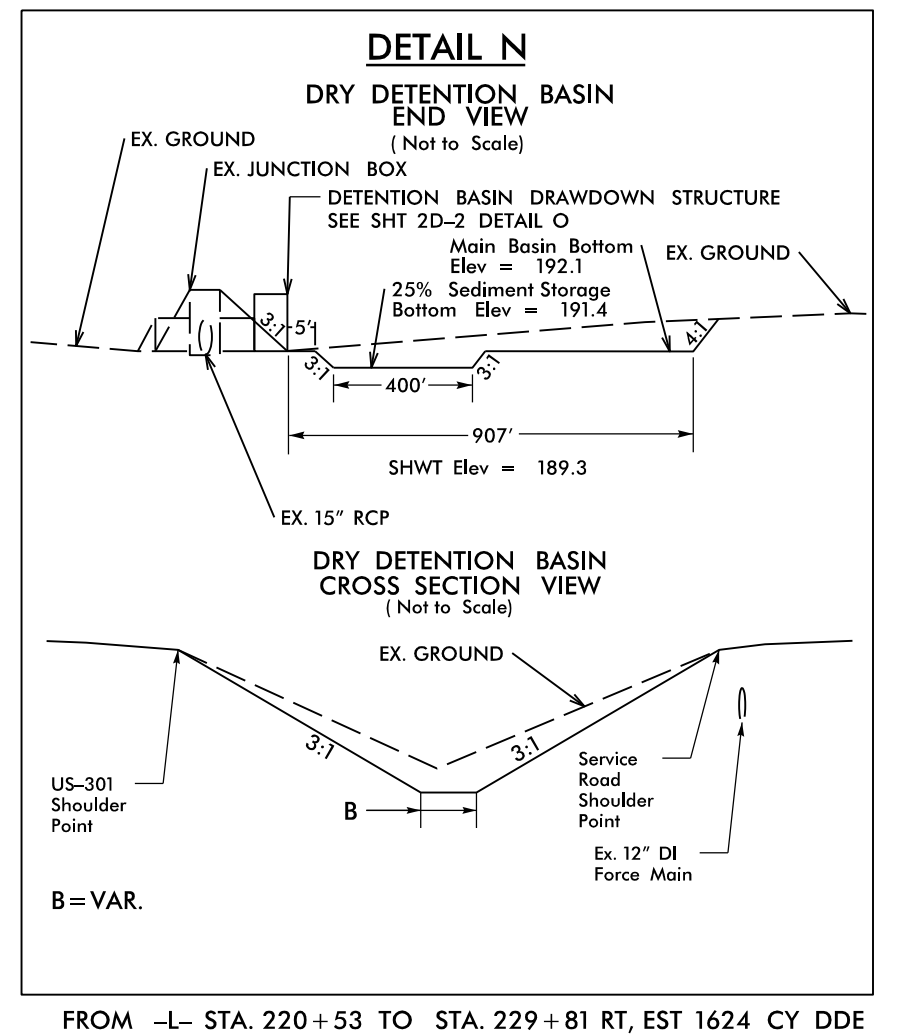
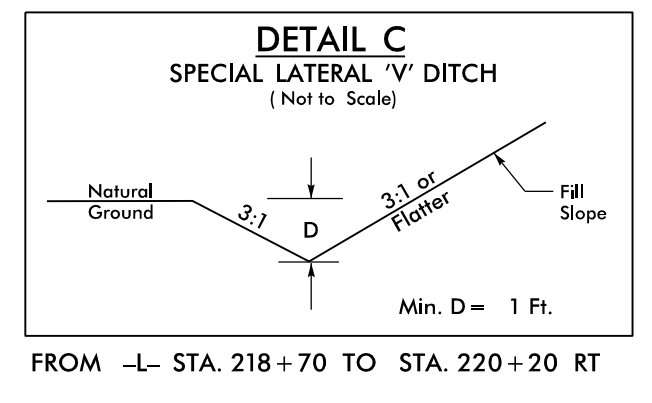
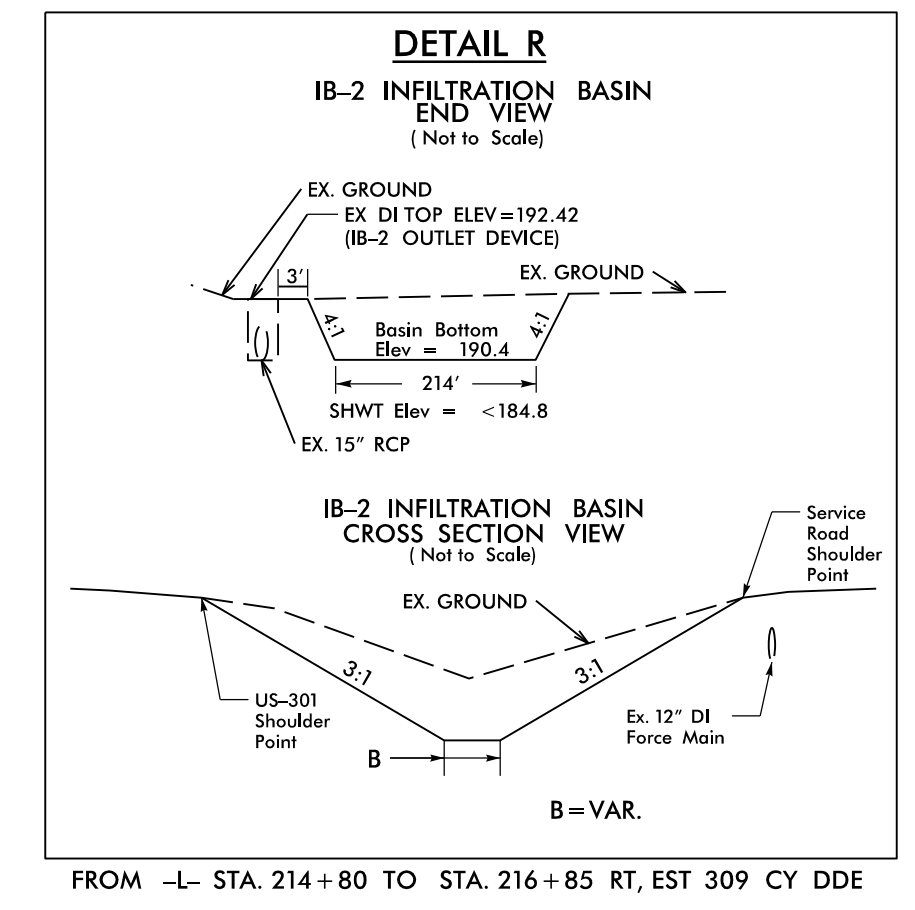
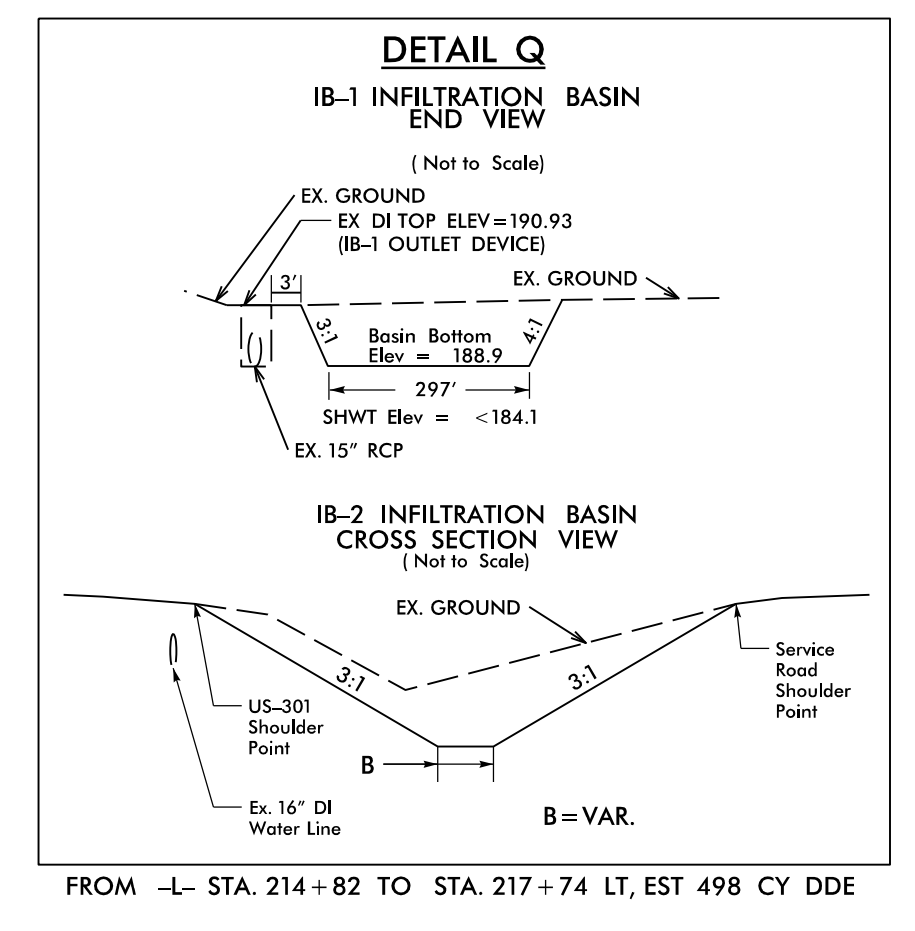
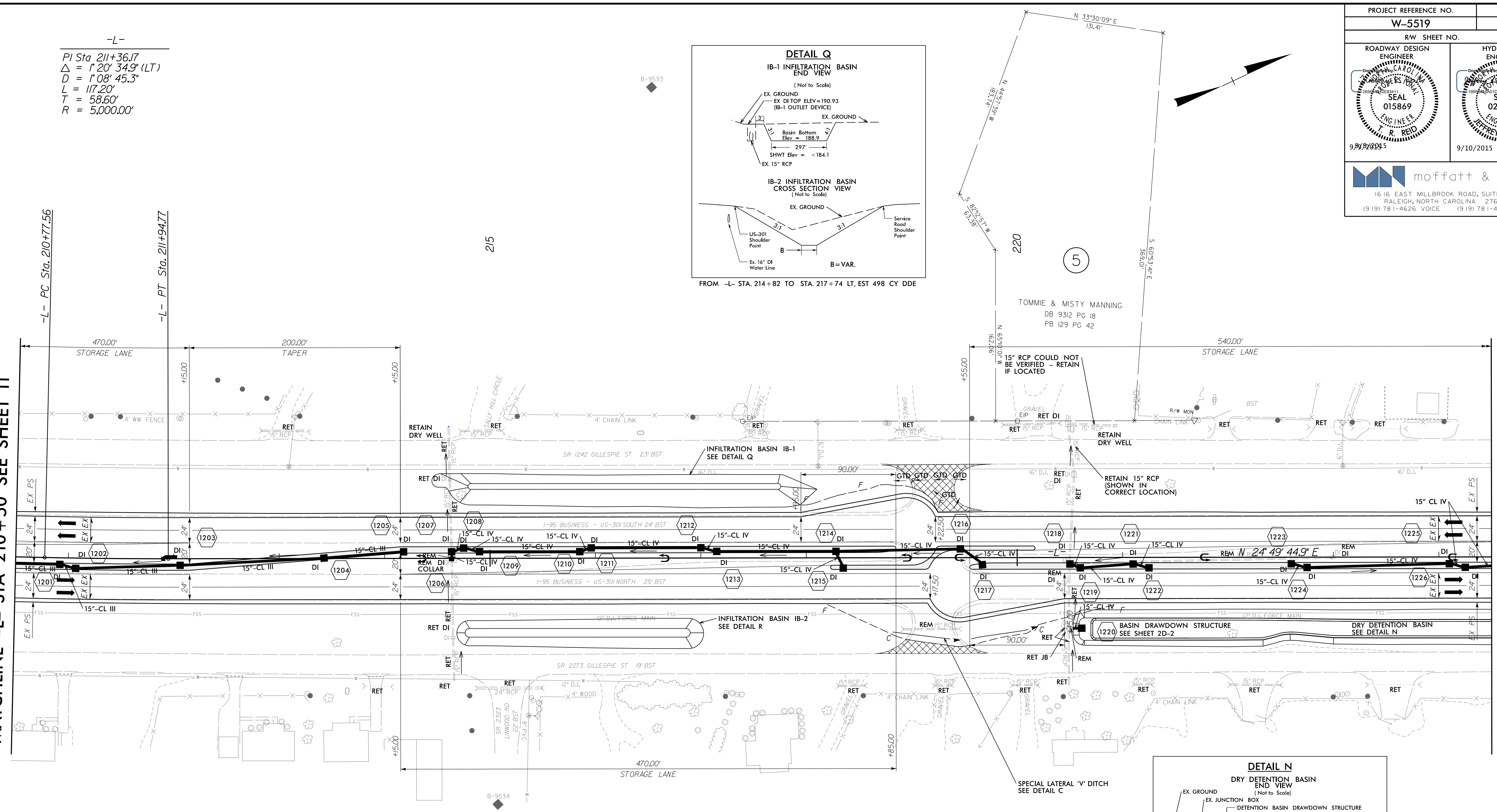
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-L-
 PI Sta 211+36.17
 $\Delta = 1' 20' 34.9" (LT)$
 $D = 1' 08' 45.3"$
 $L = 117.20'$
 $T = 58.60'$
 $R = 5,000.00'$

| | |
|---|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 12 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/29/2015 | HYDRAULICS ENGINEER T. R. REID SEAL 026696 9/10/2015 |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

MATCHLINE -L- STA 210+50 SEE SHEET 11

MATCHLINE -L- STA 224+50 SEE SHEET 13



FOR -L- PROFILE SEE SHEET 32 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL Crossover AND MEDIAN U-TURNS
 SEE DETAIL #7 ON SHEET 2B-2
 FOR PROPOSED CURB ELEVATIONS TABLE SEE SHEET 2D

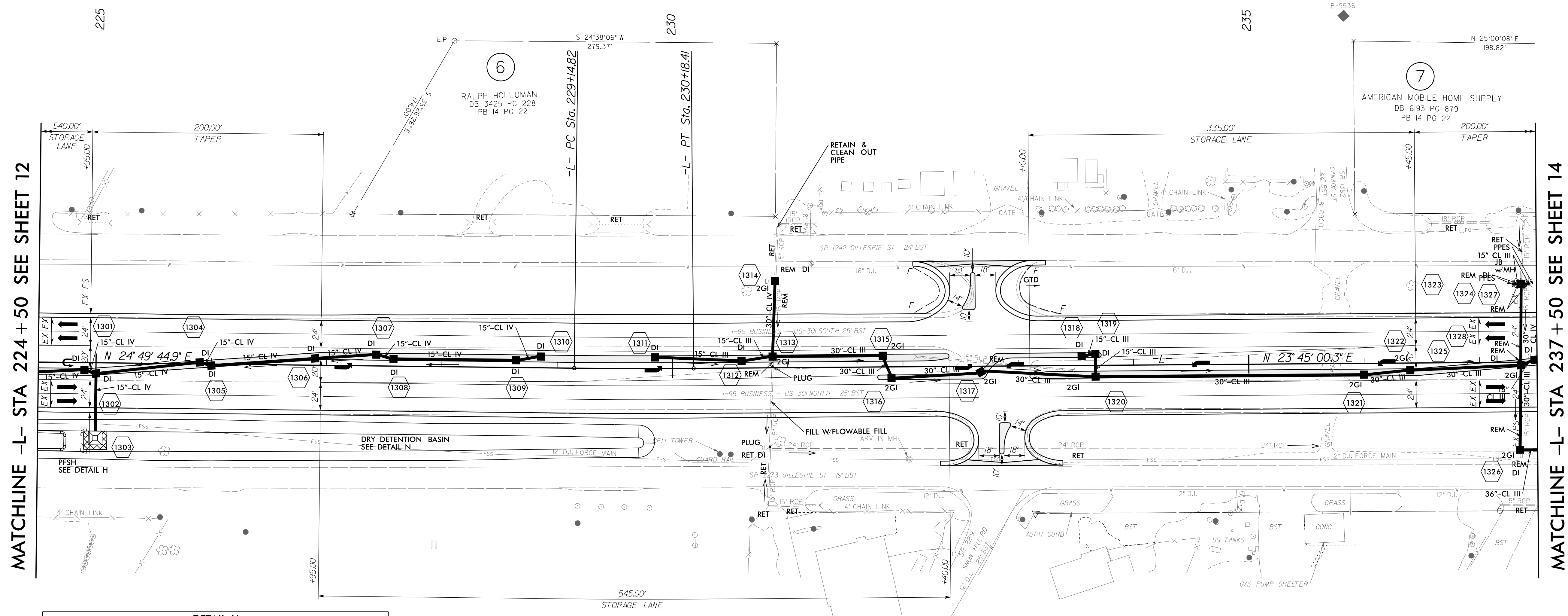
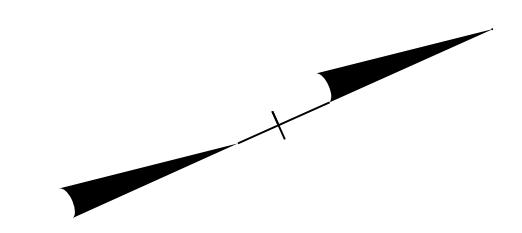
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| | |
|---|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 13 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER T. R. REID SEAL 026696 9/10/2015 |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

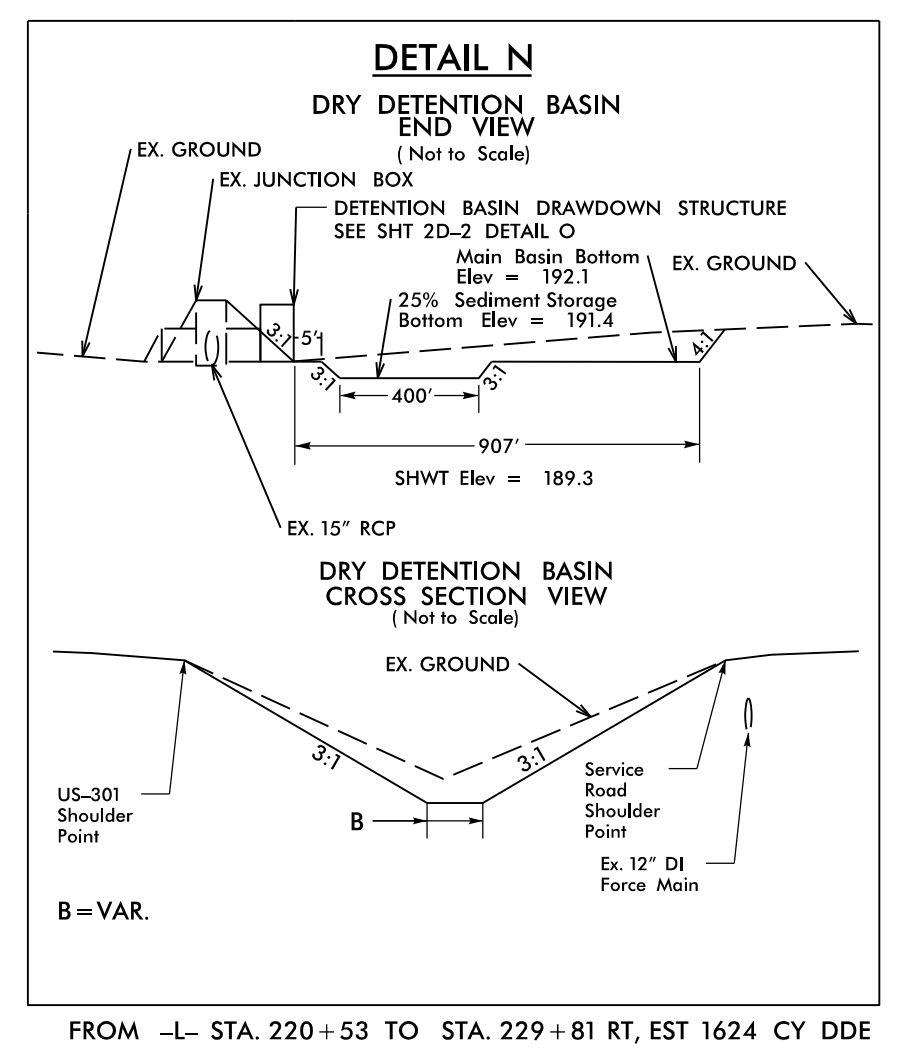
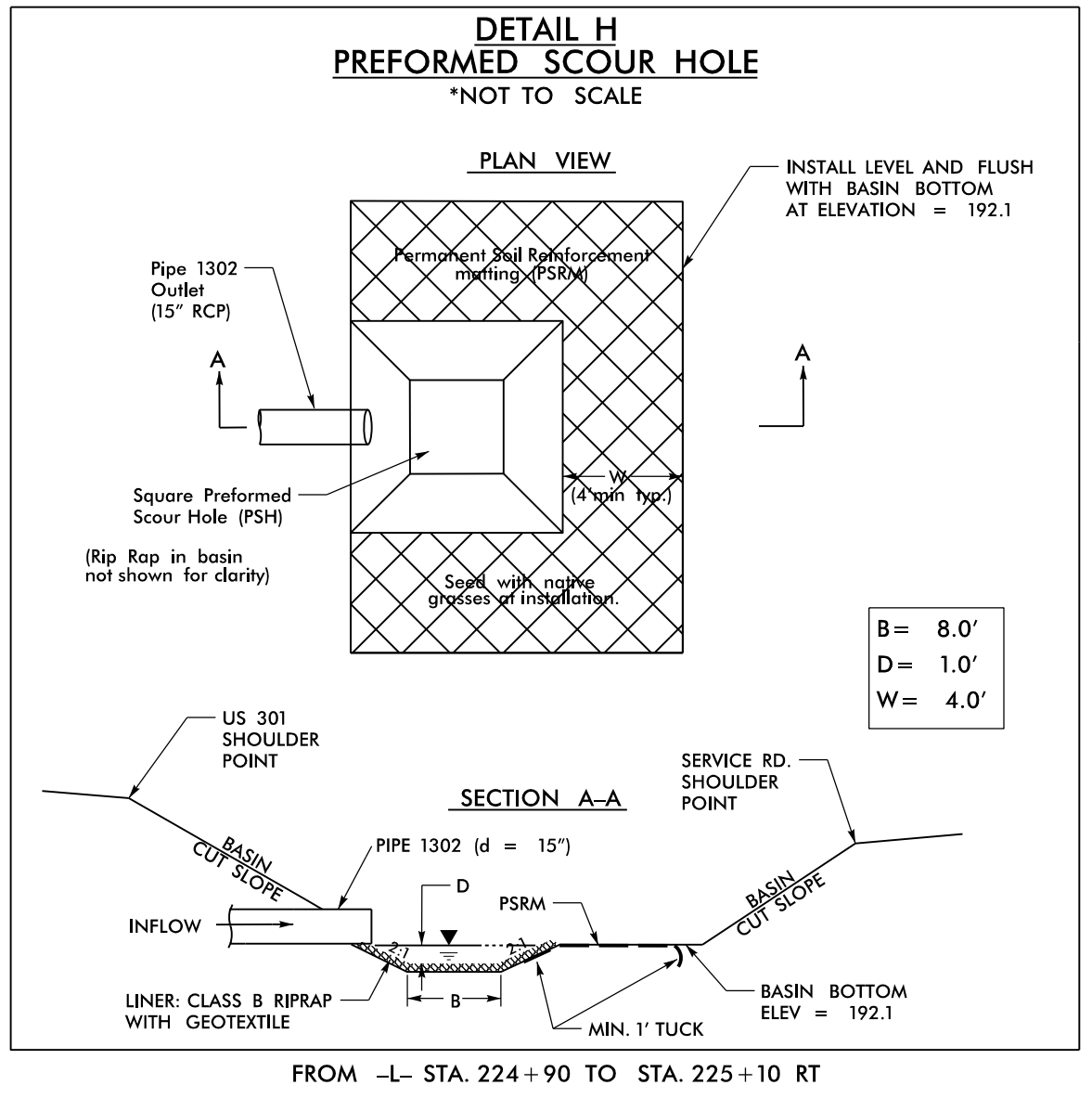
-L-

PI Sta 229+66.62
 $\Delta = 1^{\circ}04'44.6''$ (LT)
 $D = 1^{\circ}02'30.3''$
 $L = 103.58'$
 $T = 51.79'$
 $R = 5,500.00'$



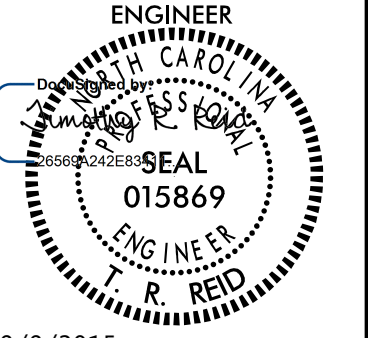
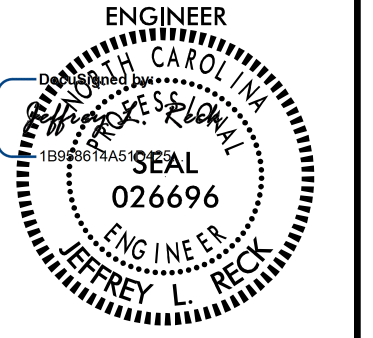

MATCHLINE -L- STA 224 + 50 SEE SHEET 12

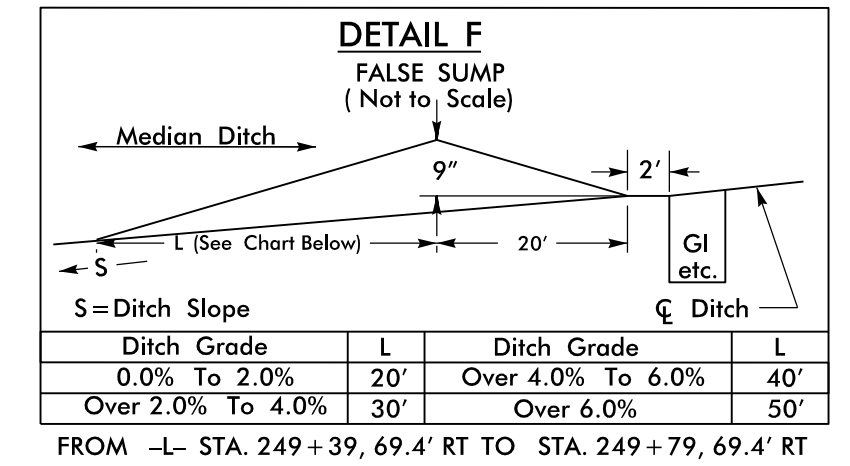
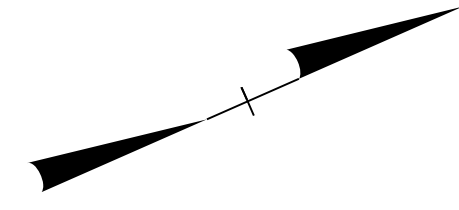
MATCHLINE -L- STA 237 + 50 SEE SHEET 14



FOR -L- PROFILE SEE SHEETS 32 & 33 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #8 ON SHEET 2B-2
 FOR PROPOSED CURB ELEVATIONS TABLE SEE SHEET 2D

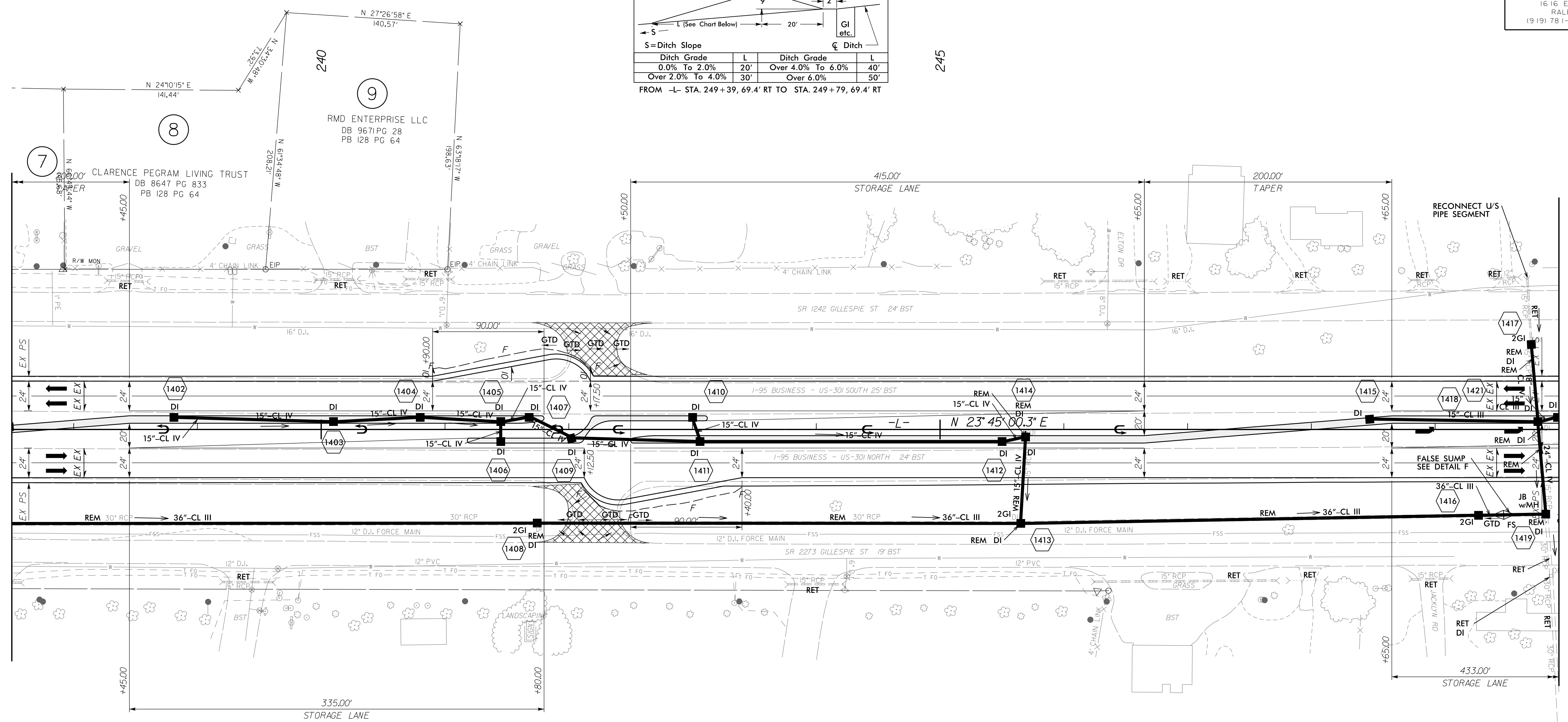
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|--|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 14 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER  | HYDRAULICS ENGINEER  |
| 9/9/2015 | 9/10/2015 |
|  1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |




MATCHLINE -L- STA 237+50 SEE SHEET 13

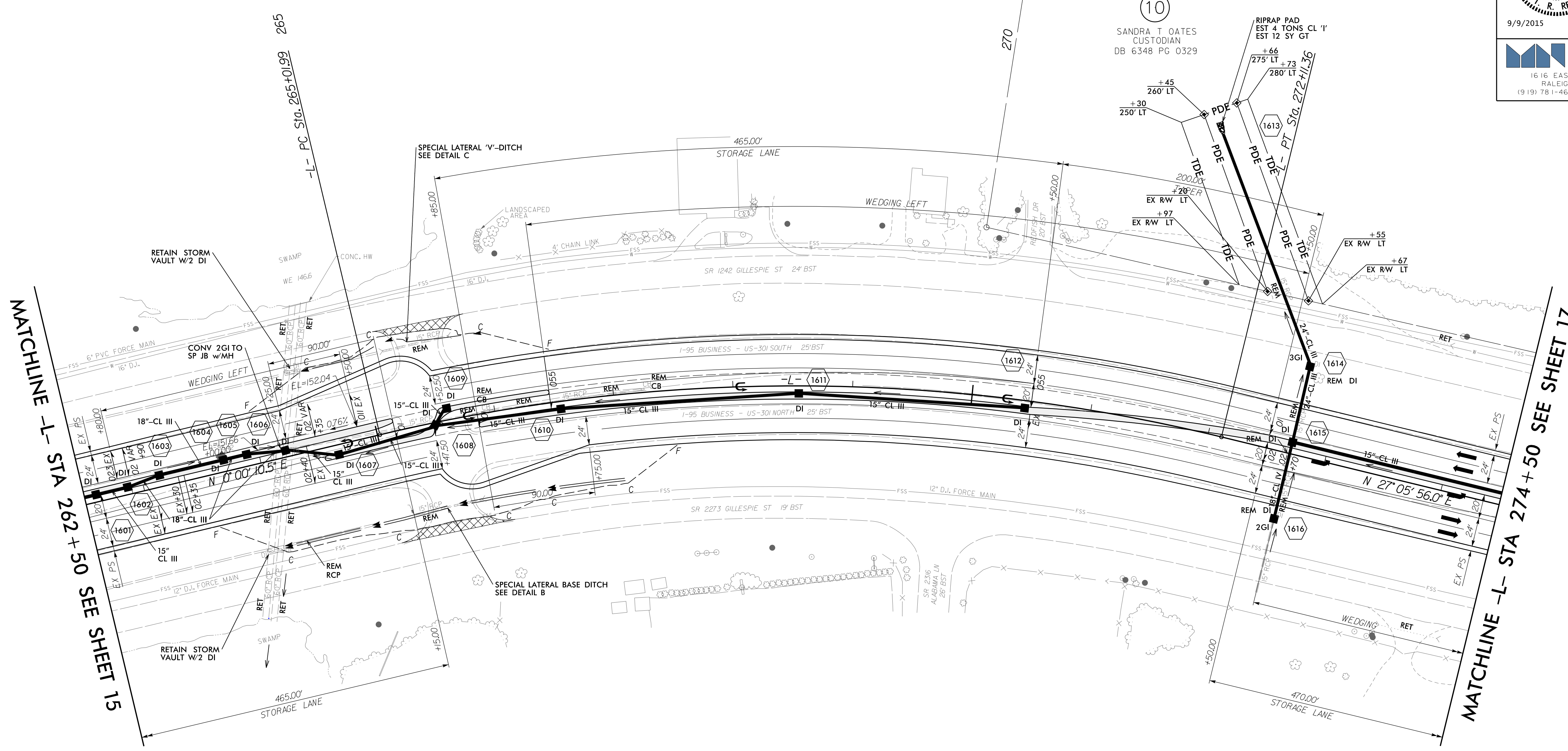
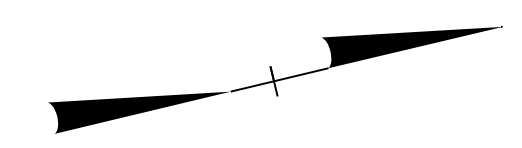
MATCHLINE -L- STA 250+00 SEE SHEET 15



FOR -L- PROFILE SEE SHEET 33 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #9 ON SHEET 2B-3
 FOR PROPOSED CURB ELEVATIONS TABLE SEE SHEET 2D

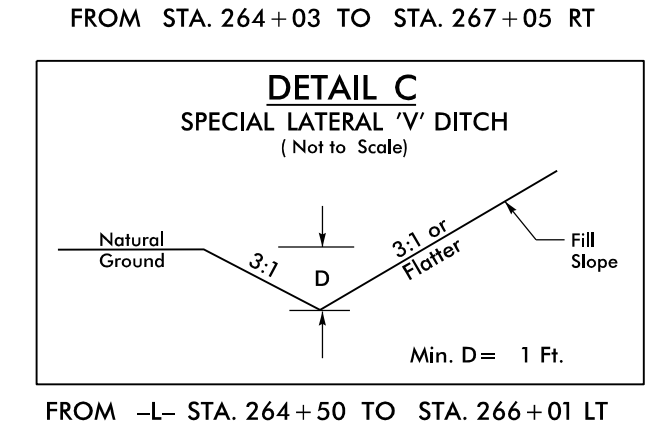
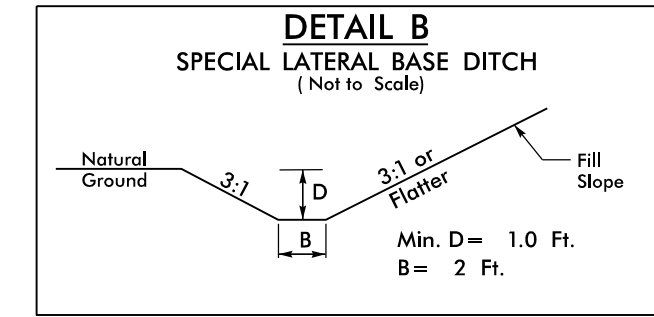
| | |
|--|---|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 16 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JEFFREY L. ROCK SEAL 026696 9/10/2015 |
|  1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-L-
 PI Sta 268+63.44
 $\Delta = 27^{\circ} 05' 45.5" (RT)$
 $D = 3^{\circ} 49' 11.0"$
 $L = 709.37'$
 $T = 361.45'$
 $R = 1,500.00'$



MATCHLINE -L- STA 262+50 SEE SHEET 15

MATCHLINE -L- STA 274+50 SEE SHEET 17



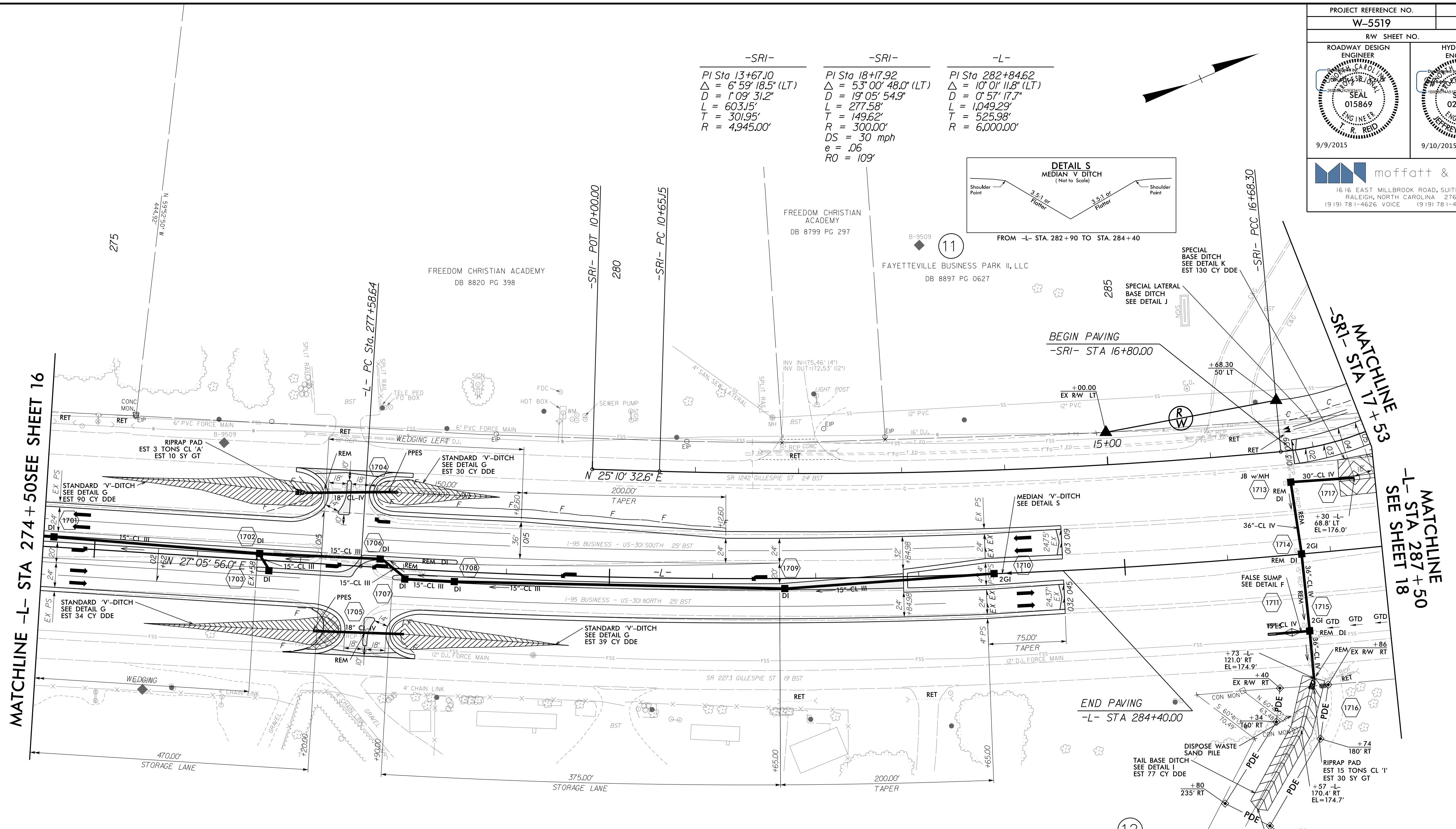
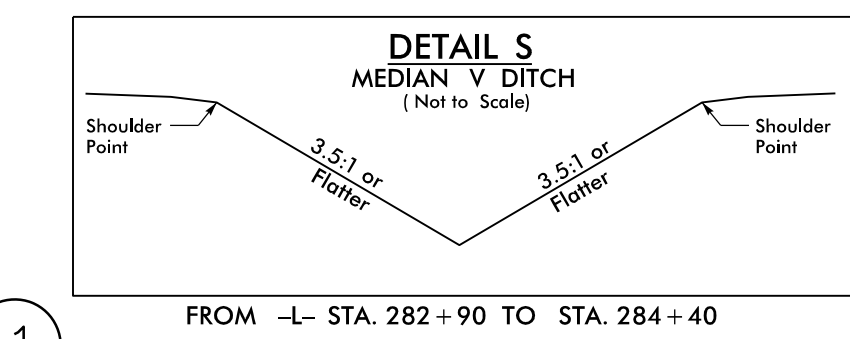
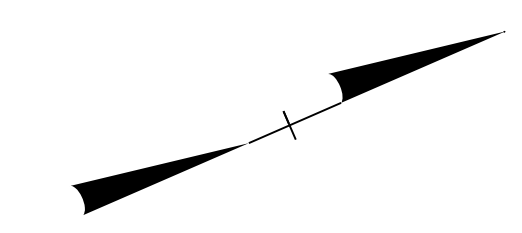
FOR -L- PROFILE SEE SHEET 34 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 ON DETAIL #11 ON SHEET 2B-3

| | |
|---|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 17 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 ENGINEER 9/9/2015 | HYDRAULICS ENGINEER T. R. REID SEAL 026696 ENGINEER 9/10/2015 |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-SRI-
 PI Sta 13+67.10
 $\Delta = 6^{\circ} 59' 18.5" (LT)$
 $D = 1^{\circ} 09' 31.2"$
 $L = 603.15'$
 $T = 301.95'$
 $R = 4,945.00'$

-SRI-
 PI Sta 18+17.92
 $\Delta = 53^{\circ} 00' 48.0" (LT)$
 $D = 19^{\circ} 05' 54.9"$
 $L = 277.58'$
 $T = 149.62'$
 $R = 300.00'$
 $DS = 30 \text{ mph}$
 $e = .06$
 $RO = 109'$

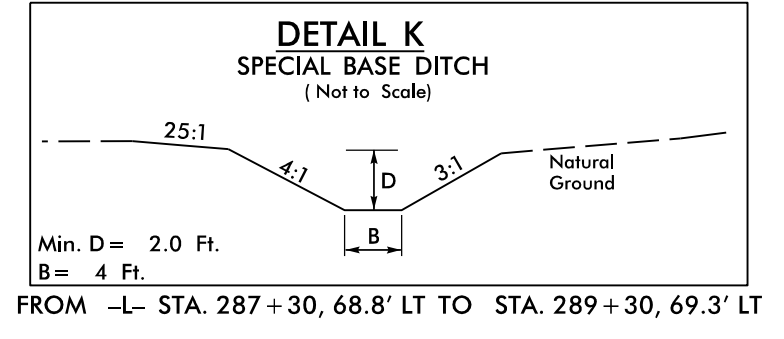
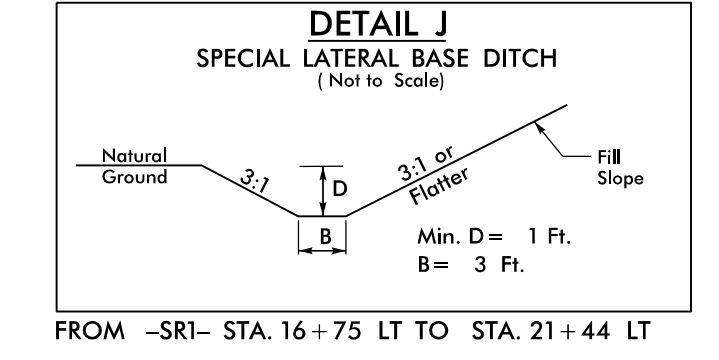
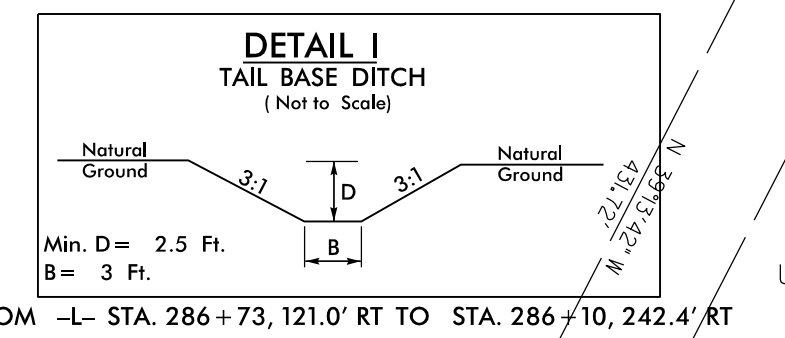
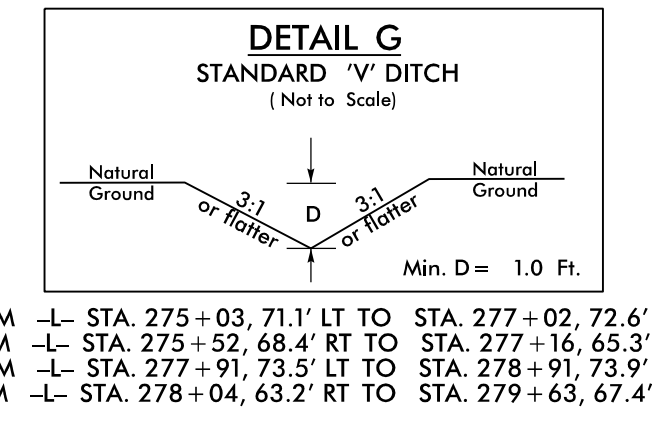
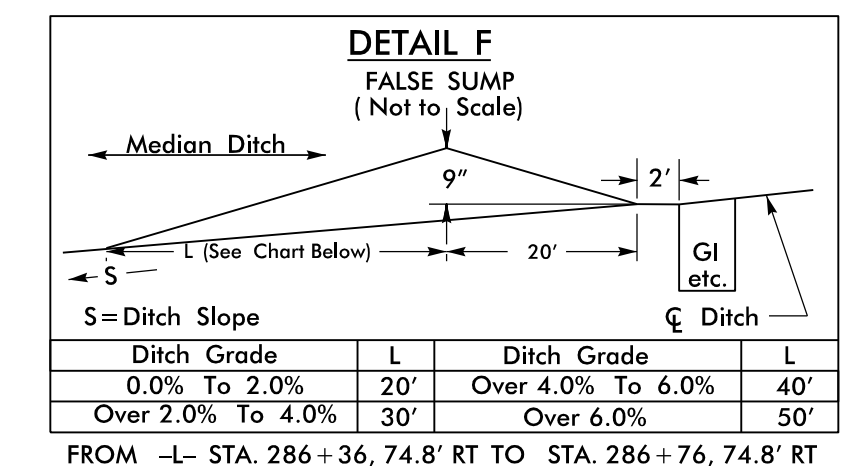
-L-
 PI Sta 282+84.62
 $\Delta = 10^{\circ} 01' 11.8" (LT)$
 $D = 0^{\circ} 57' 17.7"$
 $L = 1,049.29'$
 $T = 525.98'$
 $R = 6,000.00'$



MATCHLINE -L- STA 274+50 SEE SHEET 16

MATCHLINE -SRI- STA 17+53

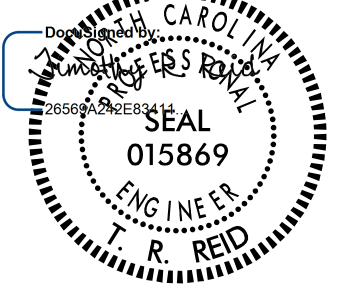
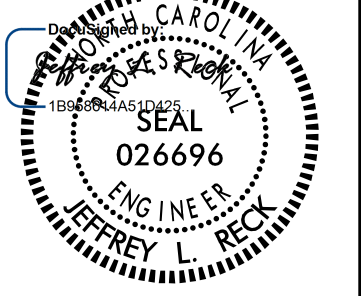
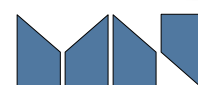
MATCHLINE -L- STA 287+50 SEE SHEET 18



FOR -L- PROFILE SEE SHEETS 34 & 35 (FOR DITCH GRADES ONLY)
 FOR -SRI- PROFILE SEE SHEET 40
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #12 ON SHEET 2B-3

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| | | | |
|--|--|--|--|
| PROJECT REFERENCE NO. W-5519 | | SHEET NO. 18 | |
| RW SHEET NO. | | | |
| ROADWAY DESIGN ENGINEER  | | HYDRAULICS ENGINEER  | |
| 10/28/2015 | | 10/29/2015 | |
|  moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | | | |

-SRI-

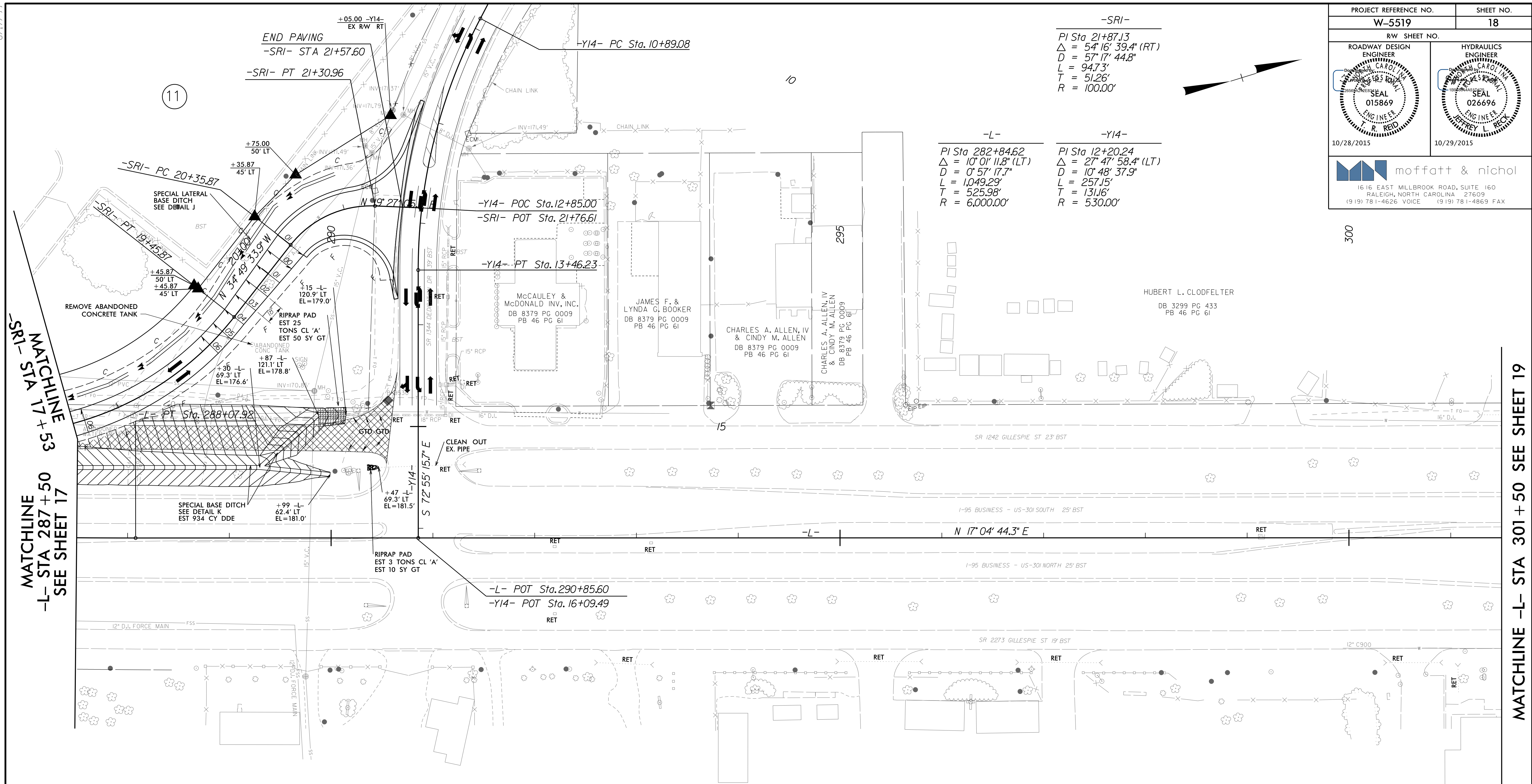
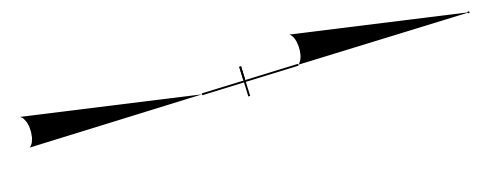
PI Sta 21+87.13
 $\Delta = 54' 16" 39.4" (RT)$
 $D = 57' 17" 44.8"$
 $L = 94.73'$
 $T = 51.26'$
 $R = 100.00'$

-L-

PI Sta 282+84.62
 $\Delta = 10' 01" 11.8" (LT)$
 $D = 0' 57" 17.7"$
 $L = 1,049.29'$
 $T = 525.98'$
 $R = 6,000.00'$

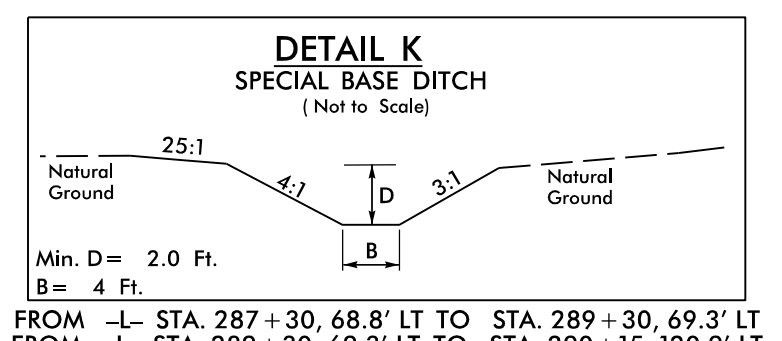
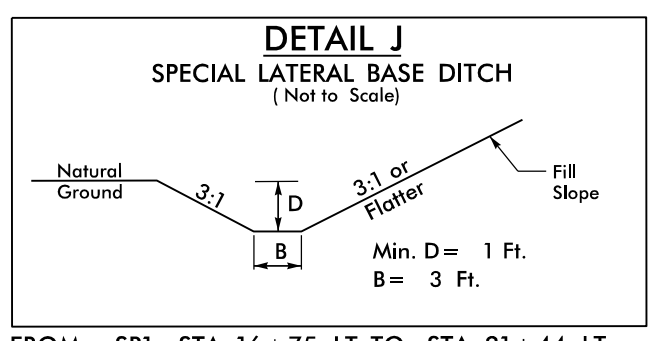
-Y14-

PI Sta 12+20.24
 $\Delta = 27' 47" 58.4" (LT)$
 $D = 10' 48" 37.9"$
 $L = 257.15'$
 $T = 131.16'$
 $R = 530.00'$



MATCHLINE -SRI- STA 17+53
 MATCHLINE -L- STA 287+50
 MATCHLINE -L- STA 287+71
 SEE SHEET 17

MATCHLINE -L- STA 301+50
 SEE SHEET 19



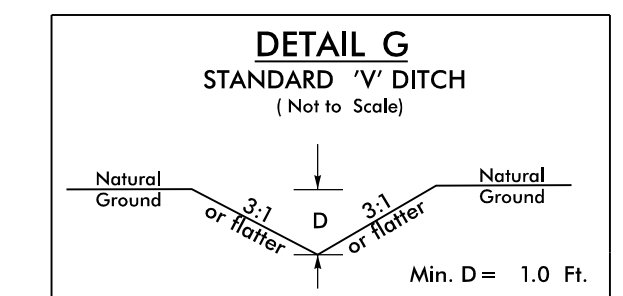
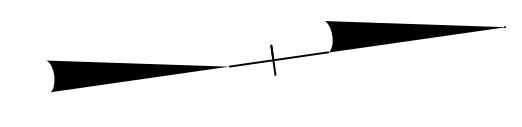
FOR -L- PROFILE SEE SHEET 35 (FOR DITCH GRADES ONLY)
 FOR -SRI- PROFILE SEE SHEET 40
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #13 ON SHEET 2B-4

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 10/28/2015 10:44:05 AM
 T. Reid

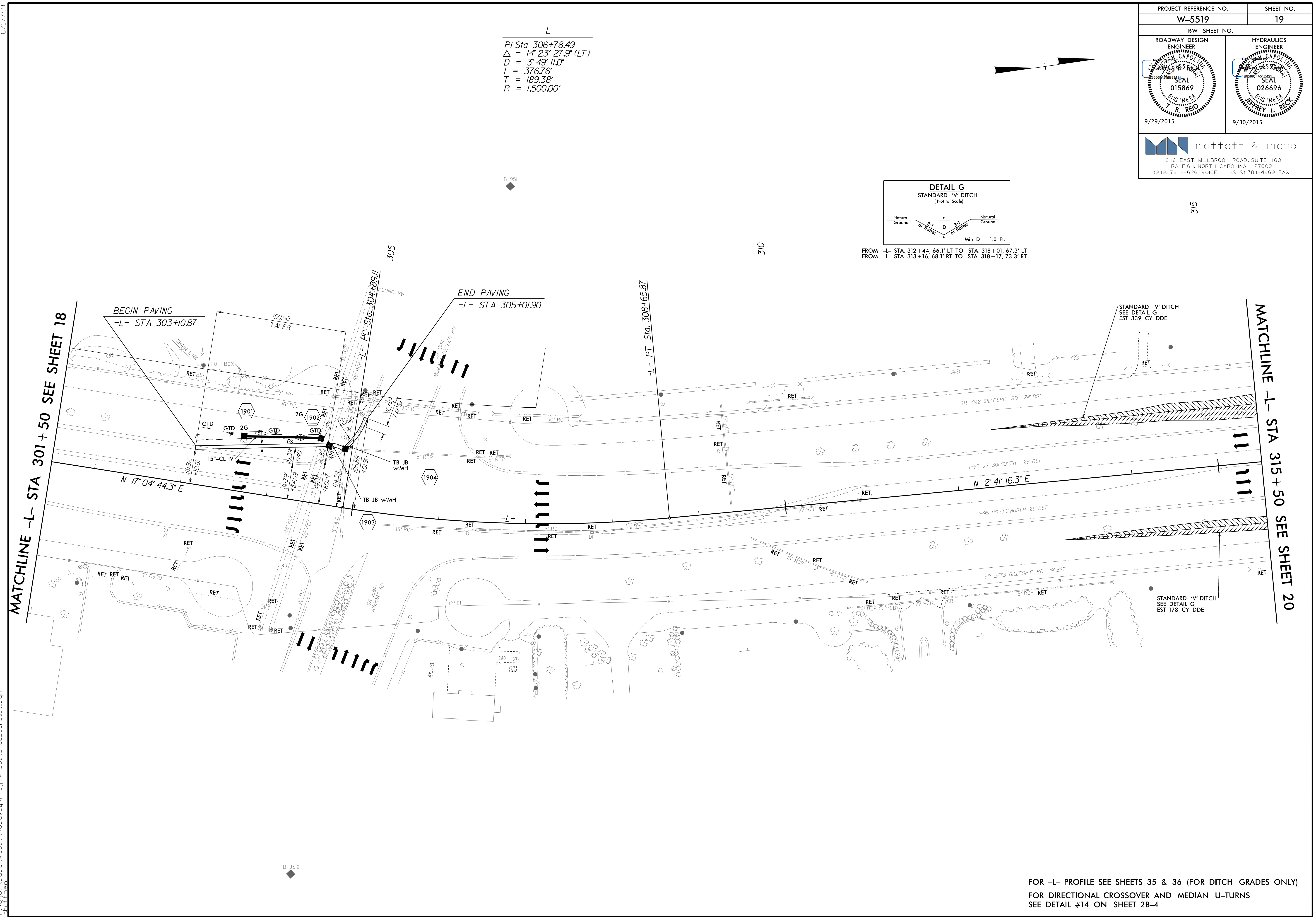
8/17/99

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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 19 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-L-
 PI Sta 306+78.49
 $\Delta = 14' 23" 27.9" (LT)$
 $D = 3' 49" 11.0"$
 $L = 376.76'$
 $T = 189.38'$
 $R = 1,500.00'$



FROM -L- STA. 312+44, 66.1' LT TO STA. 318+01, 67.3' LT
 FROM -L- STA. 313+16, 68.1' RT TO STA. 318+17, 73.3' RT



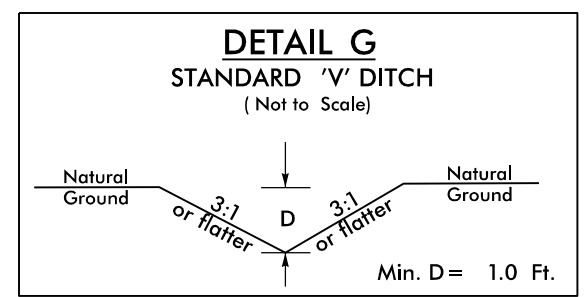
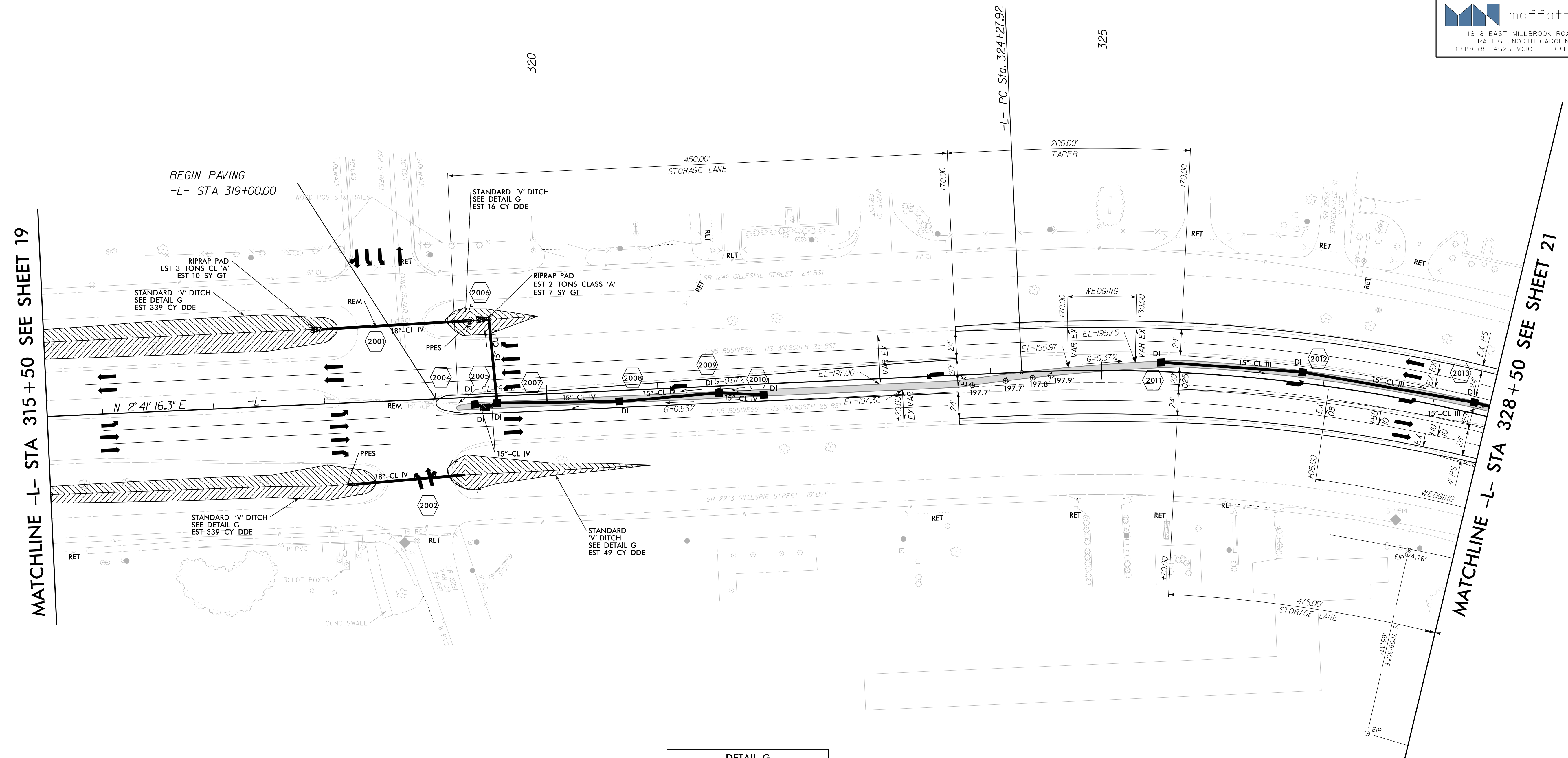
9/29/2015
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 T.R. Reid

FOR -L- PROFILE SEE SHEETS 35 & 36 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #14 ON SHEET 2B-4

8/17/99

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|---|--|---------------------|--|
| PROJECT REFERENCE NO. | | SHEET NO. | |
| W-5519 | | 20 | |
| RW SHEET NO. | | | |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER | |
| | | | |
| | | | |
| 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | | | |

-L-
 PI Sta 326+78.01
 $\Delta = 18^{\circ} 55' 53.1'' (RT)$
 $D = 3^{\circ} 49' 11.0''$
 $L = 495.62'$
 $T = 250.09'$
 $R = 1,500.00'$



- FROM -L- STA. 312+44, 66.1' LT TO STA. 318+01, 67.3' LT
- FROM -L- STA. 313+16, 68.1' RT TO STA. 318+17, 73.3' RT
- FROM -L- STA. 319+36, 69.1' LT TO STA. 319+95, 70.2' LT
- FROM -L- STA. 319+24, 69.8' RT TO STA. 320+90, 68.3' RT

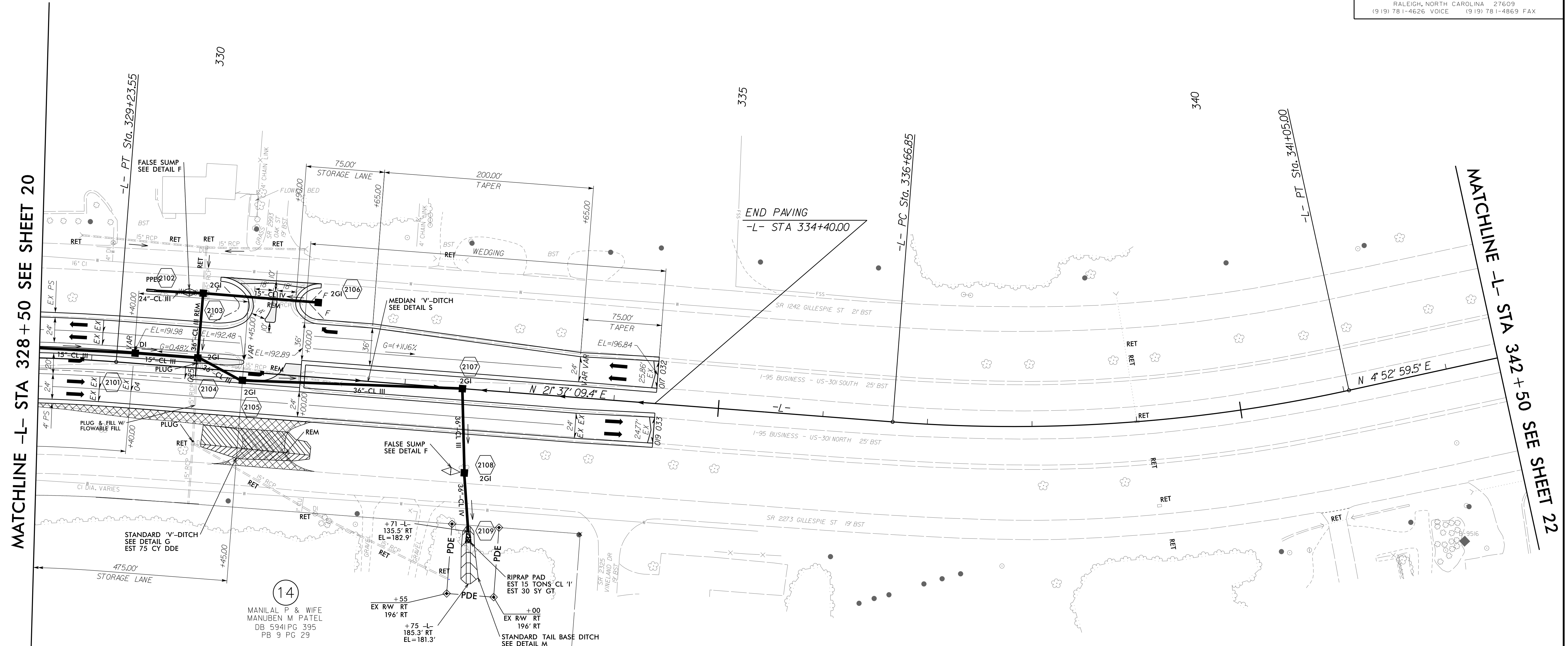
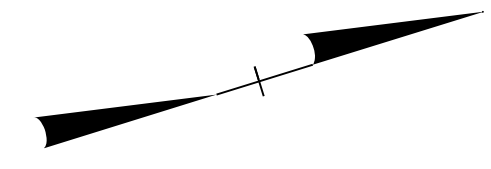
FOR -L- PROFILE SEE SHEET 36 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #15 ON SHEET 2B-4
 FOR PROPOSED CURB ELEVATIONS TABLE SEE SHEET 2D

10/8/2015
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 T.R.Reid

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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 21 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

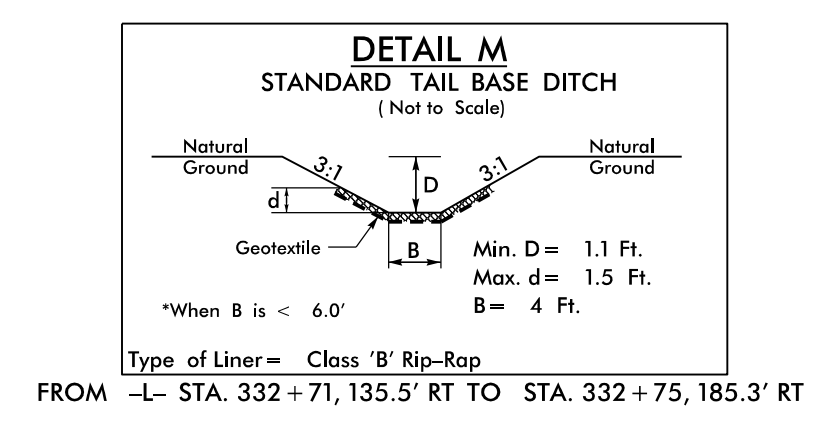
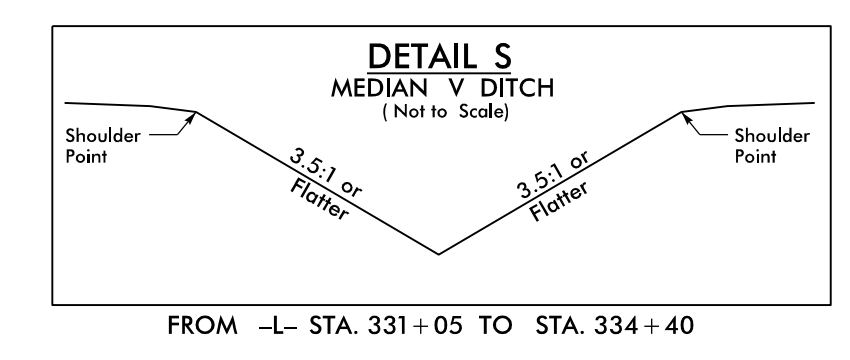
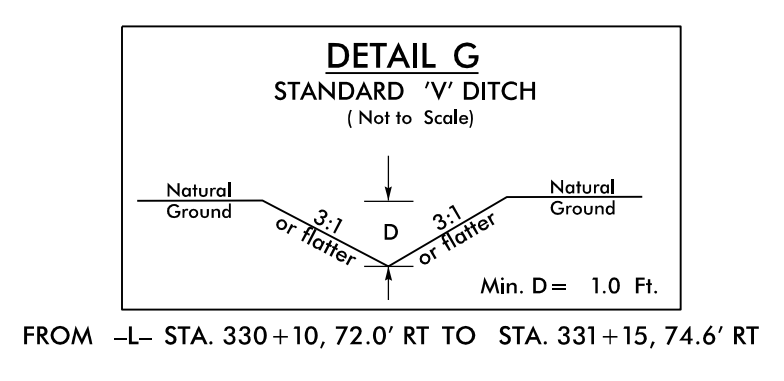
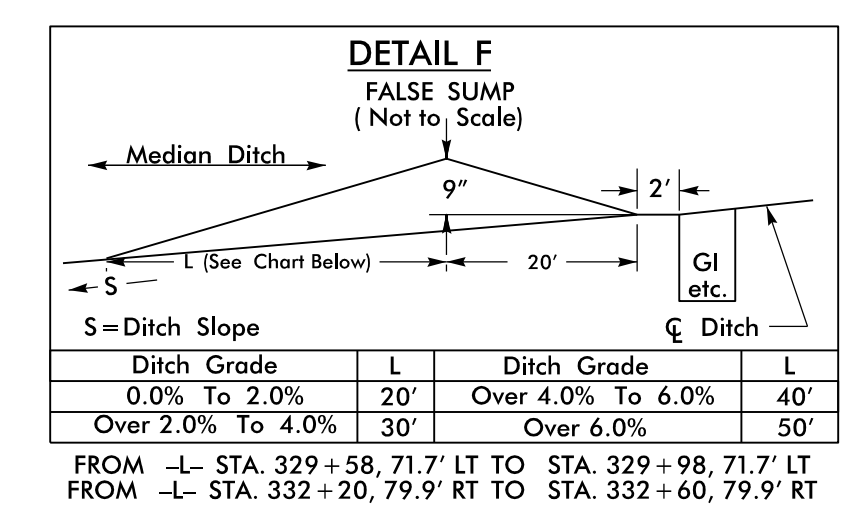
-L-
 PI Sta 326+78.01
 $\Delta = 18^{\circ} 55' 53.1''$ (RT)
 $D = 3^{\circ} 49' 11.0''$
 $L = 495.62'$
 $T = 250.09'$
 $R = 1,500.00'$

-L-
 PI Sta 338+87.49
 $\Delta = 16^{\circ} 44' 09.9''$ (LT)
 $D = 3^{\circ} 49' 11.0''$
 $L = 438.15'$
 $T = 220.65'$
 $R = 1,500.00'$



MATCHLINE -L- STA 328+50 SEE SHEET 20


MATCHLINE -L- STA 342+50 SEE SHEET 22



FOR -L- PROFILE SEE SHEETS 36 & 37 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #16 ON SHEET 2B-5

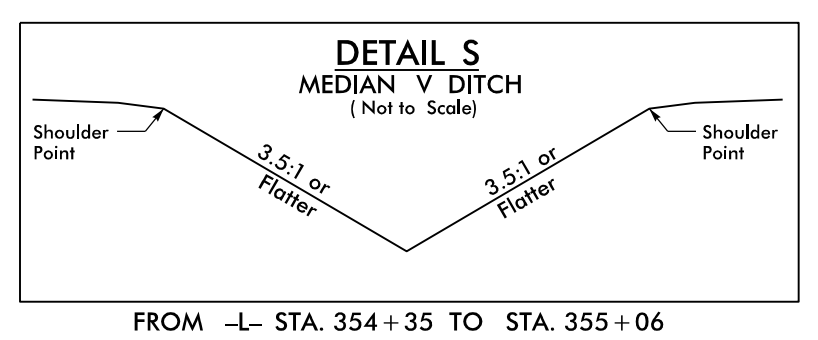
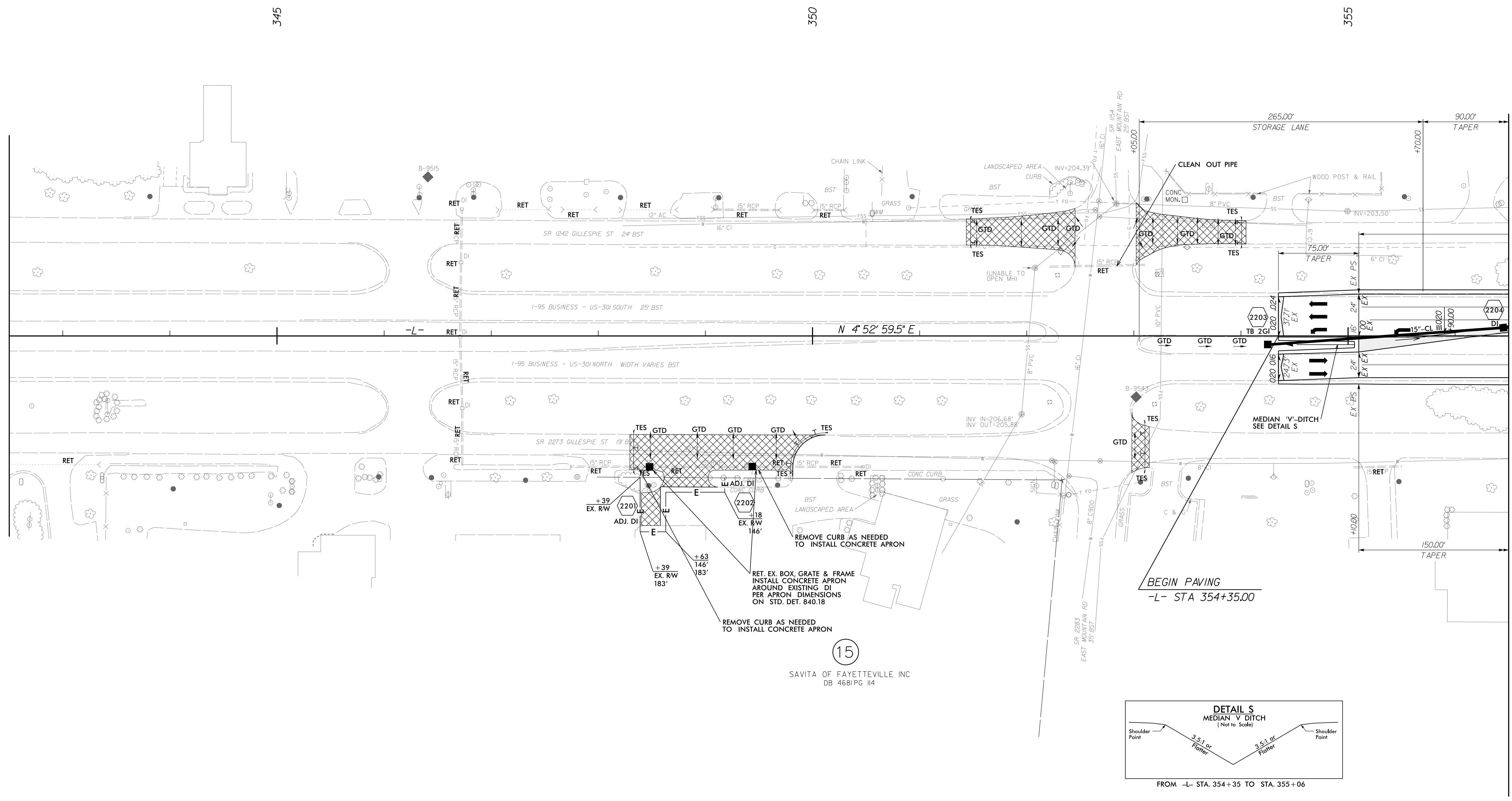
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 9/3/2015
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8/17/99

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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 22 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 ENGINEER 9/9/2015 | HYDRAULICS ENGINEER TREY L. RECK SEAL 026696 ENGINEER 9/10/2015 |
|  1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

MATCHLINE -L- STA 342 + 50 SEE SHEET 21

MATCHLINE -L- STA 356 + 50 SEE SHEET 23



15
SAVITA OF FAYETTEVILLE INC
DB 4681 PG 114

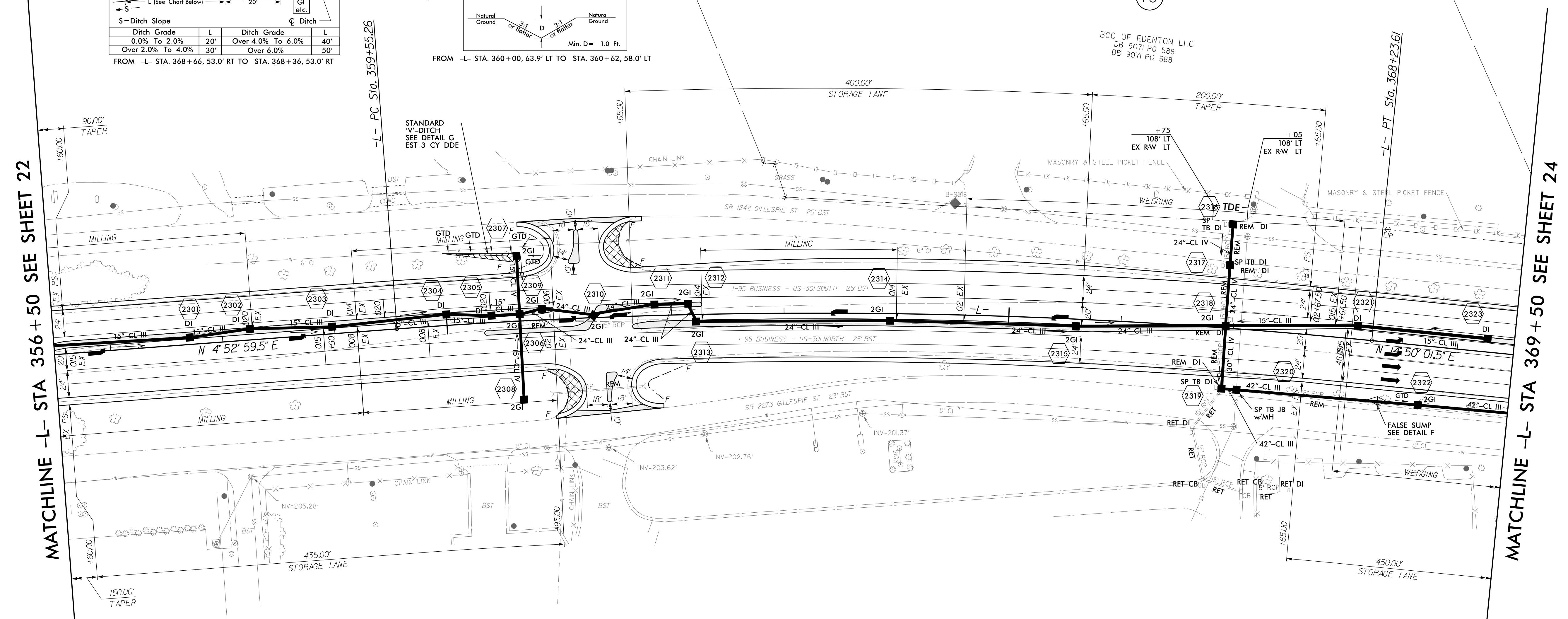
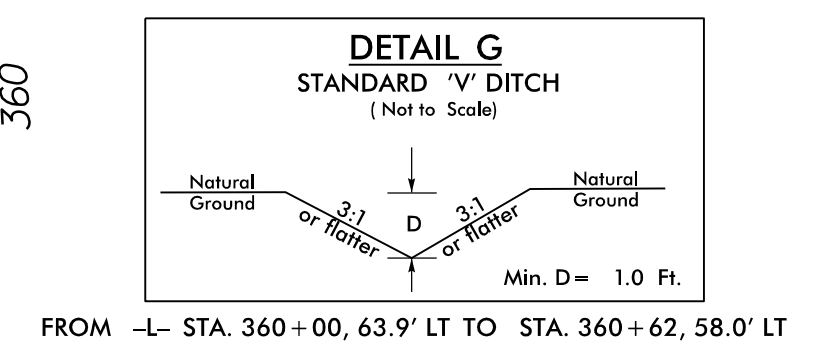
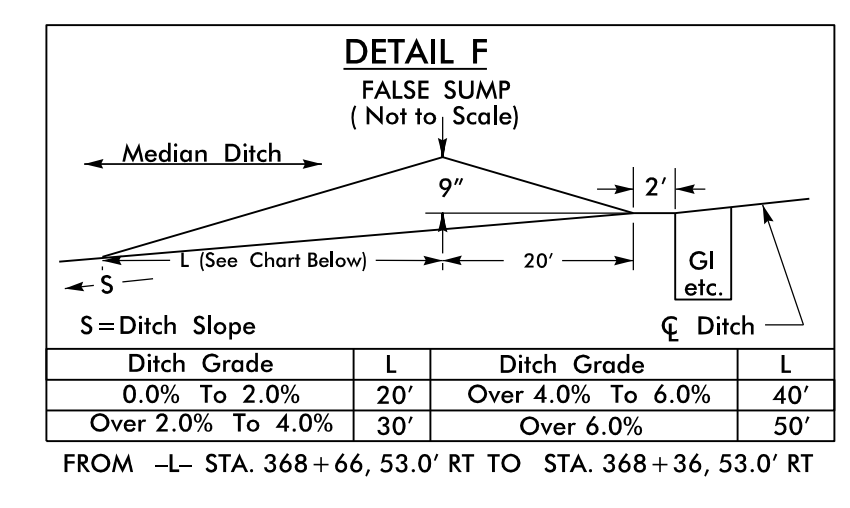
FOR -L- PROFILE SEE SHEET 37 (FOR DITCH GRADES ONLY)

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8/17/99

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|--|--|------------------------|
| PROJECT REFERENCE NO. W-5519 | | SHEET NO. 23 |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER |
| | | |
| 9/9/2015 | | 9/10/2015 |
| moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | | |

-L-
 PI Sta 363+90.53
 $\Delta = 9'57''02.0''$ (RT)
 $D = 1'08''45.3''$
 $L = 868.35'$
 $T = 435.27'$
 $R = 5,000.00'$

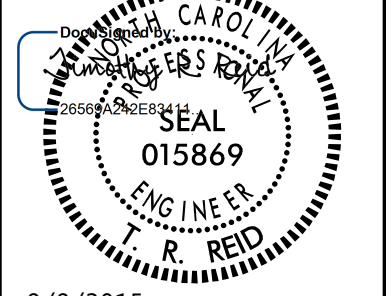
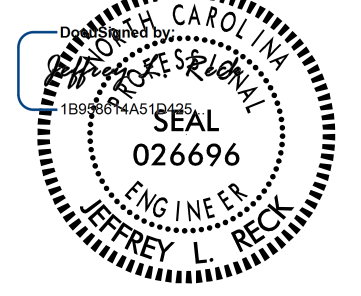
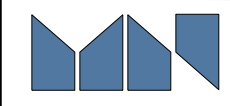


MATCHLINE -L- STA 356 + 50 SEE SHEET 22

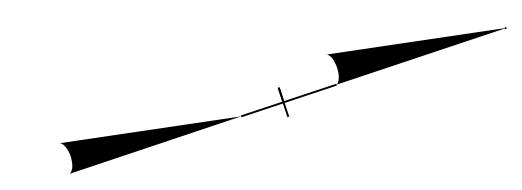
MATCHLINE -L- STA 369 + 50 SEE SHEET 24

FOR -L- PROFILE SEE SHEETS 37 & 38 (FOR DITCH GRADES ONLY)
 FOR DIRECTIONAL CROSSOVER AND MEDIAN U-TURNS
 SEE DETAIL #17 ON SHEET 2B-5

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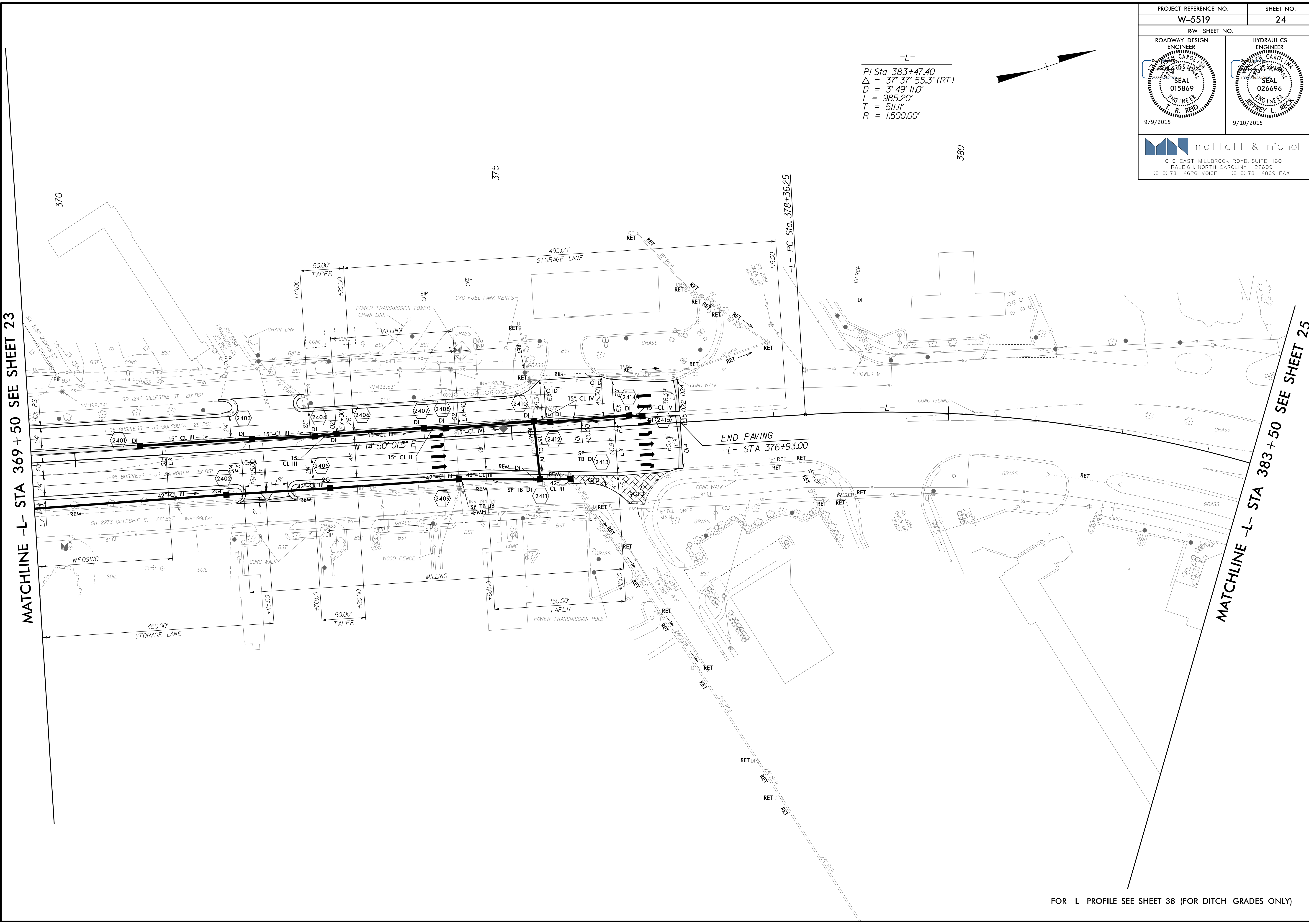
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|--|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 24 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER  | HYDRAULICS ENGINEER  |
| 9/9/2015 | 9/10/2015 |
|  moffatt & nichol 1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-L-
 PI Sta 383+47.40
 $\Delta = 37' 37" 55.3" (RT)$
 $D = 3' 49" 11.0"$
 $L = 985.20'$
 $T = 511.11'$
 $R = 1,500.00'$



8/17/99

9/3/2015
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MATCHLINE -L- STA 369 + 50 SEE SHEET 23

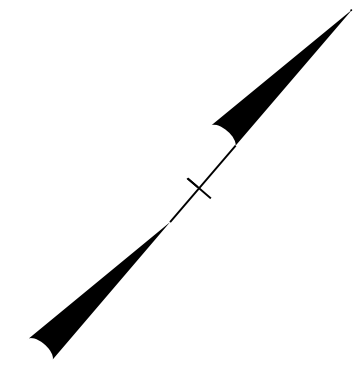
MATCHLINE -L- STA 383 + 50 SEE SHEET 25

FOR -L- PROFILE SEE SHEET 38 (FOR DITCH GRADES ONLY)

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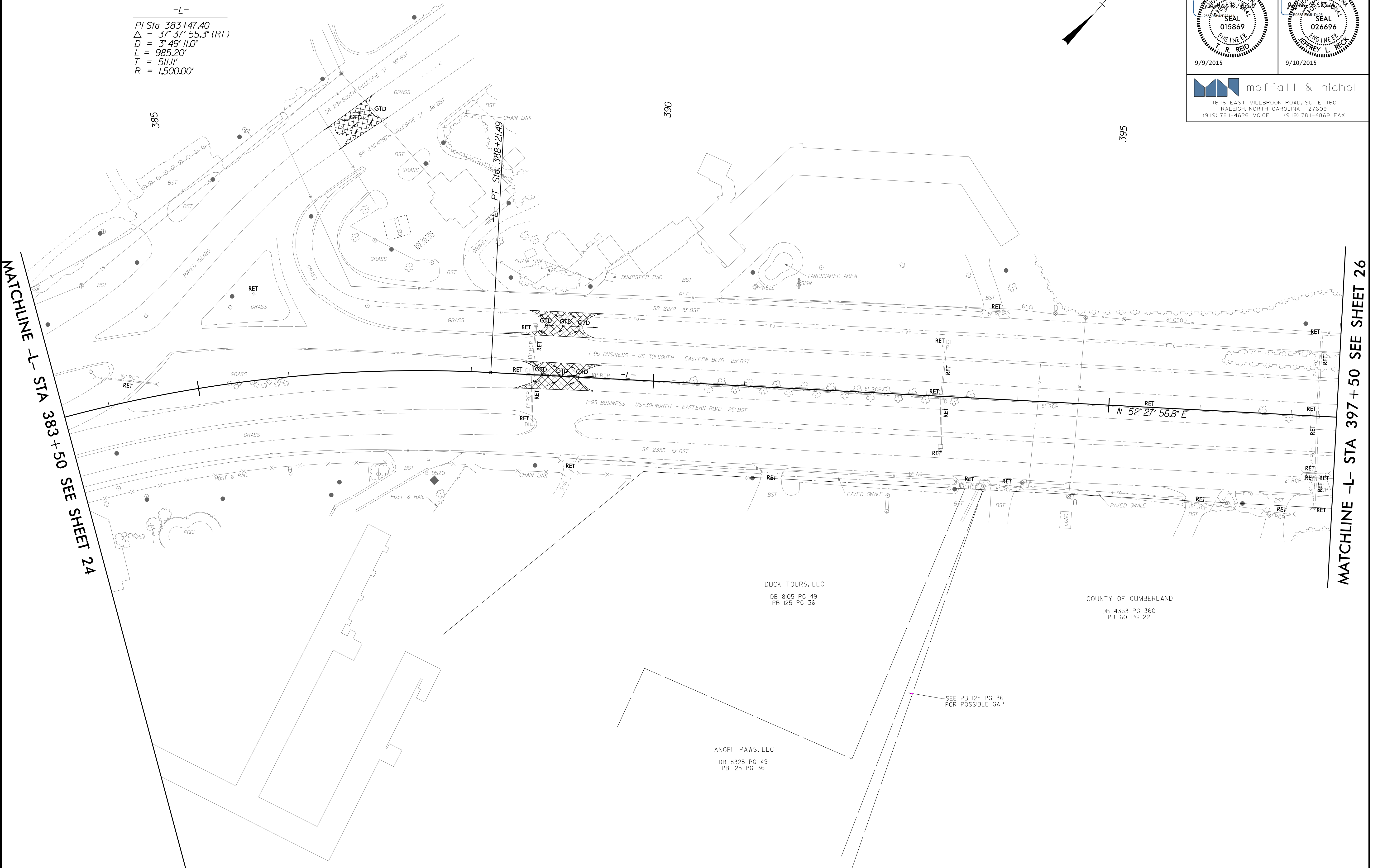
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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 25 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER T. R. REID SEAL 026696 9/10/2015 |
|  1616 EAST MILLBROOK ROAD, SUITE 160 RALEIGH, NORTH CAROLINA 27609 (919) 781-4626 VOICE (919) 781-4869 FAX | |

-L-
 PI Sta 383+47.40
 $\Delta = 37^{\circ} 37' 55.3" (RT)$
 $D = 3^{\circ} 49' 11.0"$
 $L = 985.20'$
 $T = 511.11'$
 $R = 1,500.00'$



MATCHLINE -L- STA 383 + 50 SEE SHEET 24

MATCHLINE -L- STA 397 + 50 SEE SHEET 26

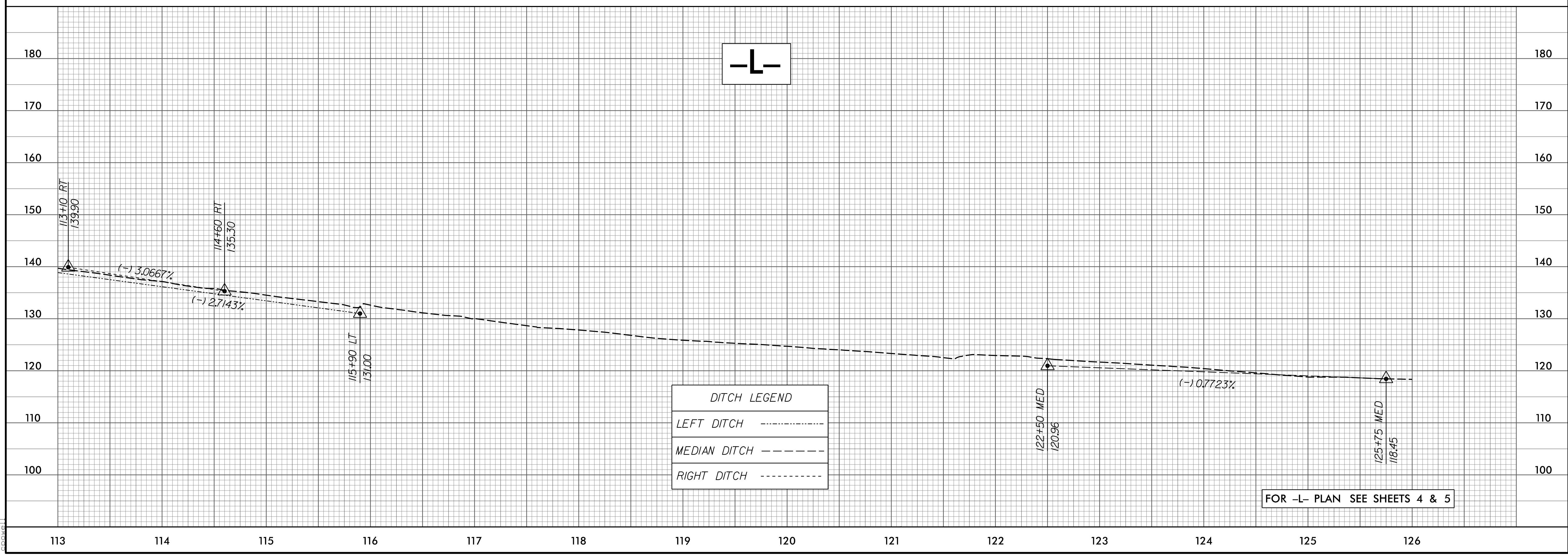
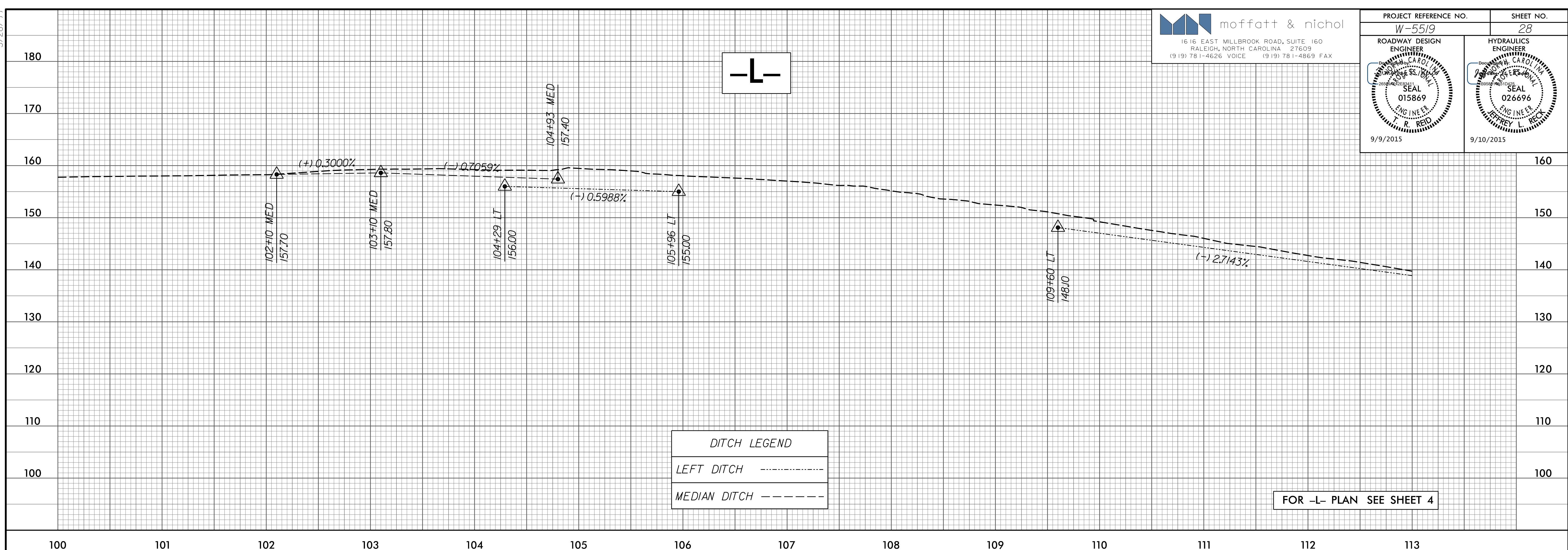


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FOR -L- PROFILE SEE SHEETS 38 & 39 (FOR DITCH GRADES ONLY)

5/28/99

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|--|---|
| PROJECT REFERENCE NO. <i>W-5519</i> | SHEET NO. <i>28</i> |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER J. R. RECK SEAL 026696 9/10/2015 |

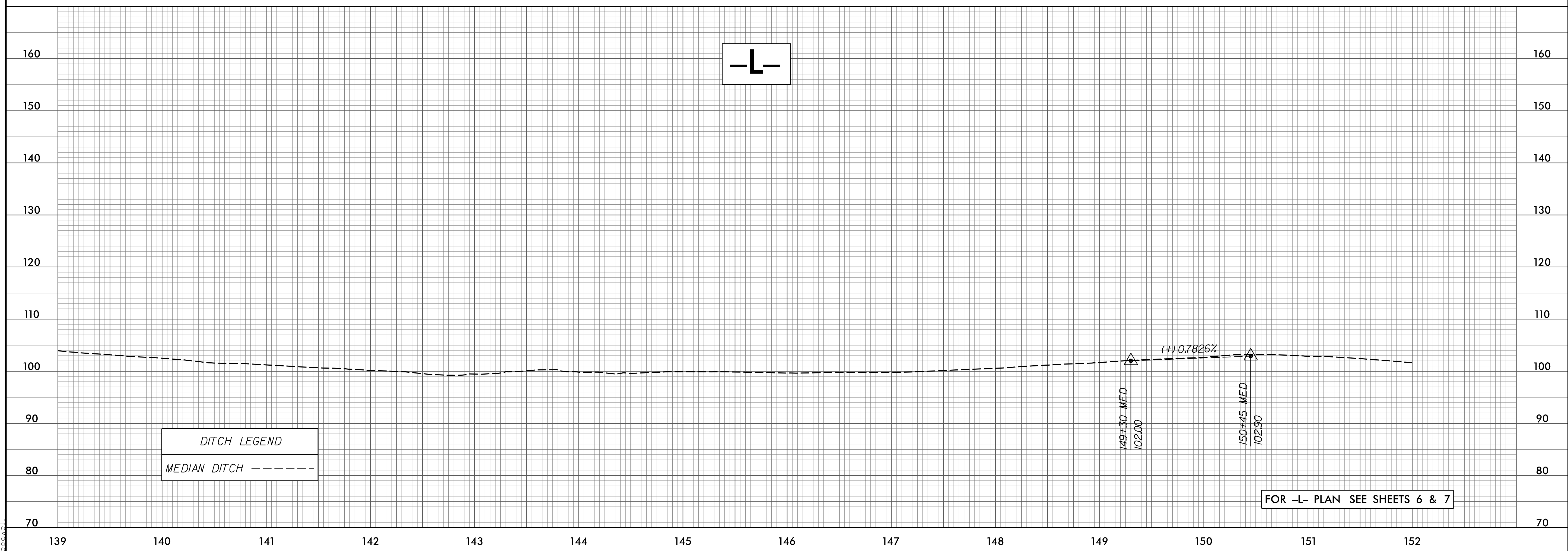
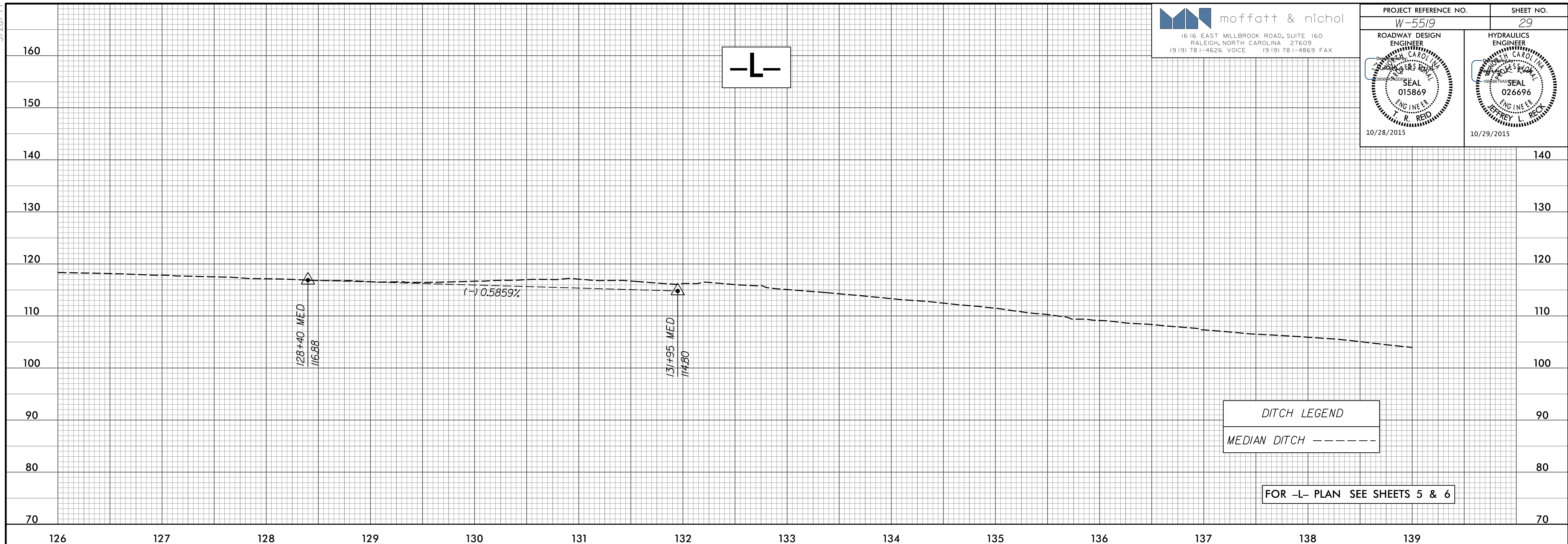


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5/28/15

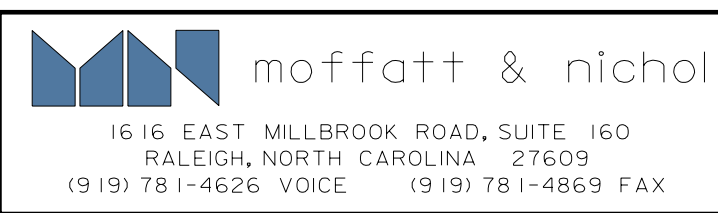
moffatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

| | |
|--|--|
| PROJECT REFERENCE NO. <i>W-5519</i> | SHEET NO. <i>29</i> |
| ROADWAY DESIGN ENGINEER SEAL 015869 T. R. REID 10/28/2015 | HYDRAULICS ENGINEER SEAL 026696 JEREMY L. RECK 10/29/2015 |

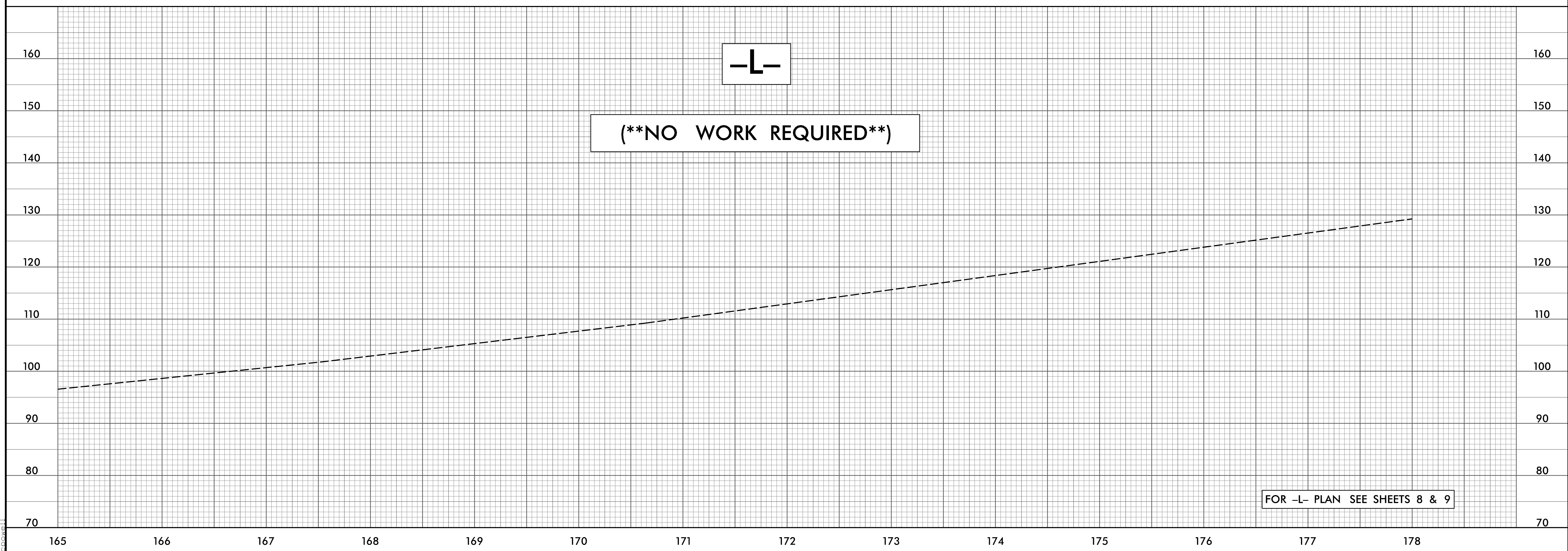
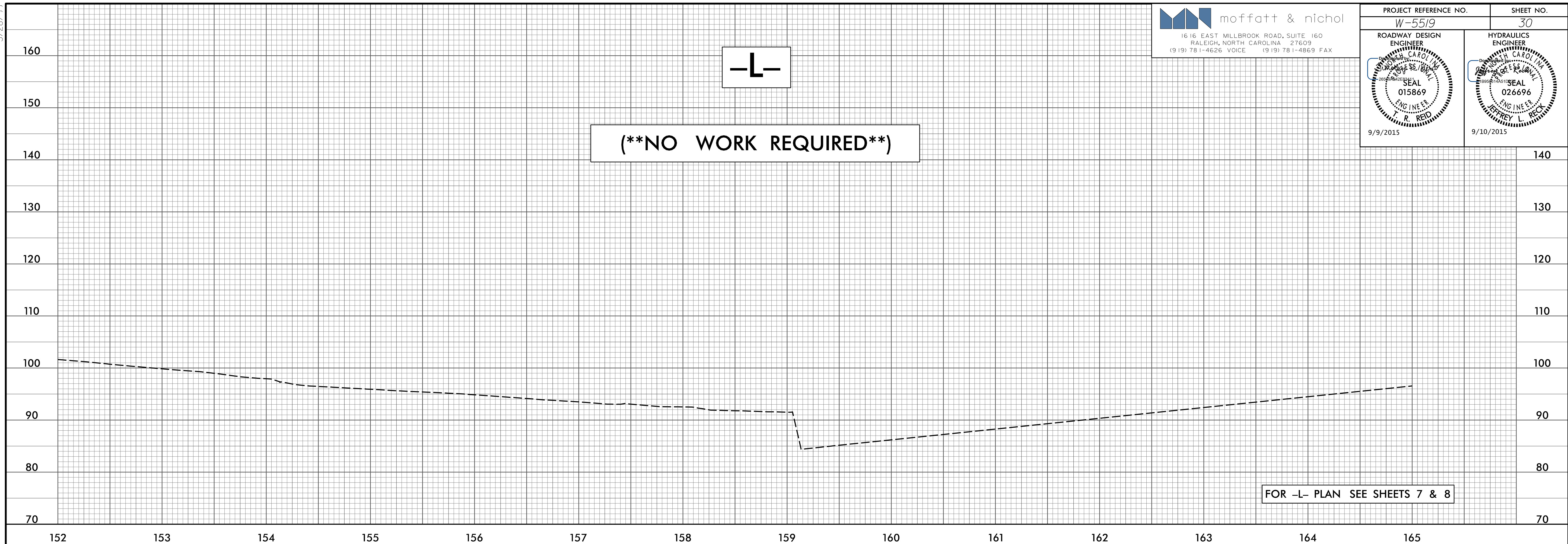


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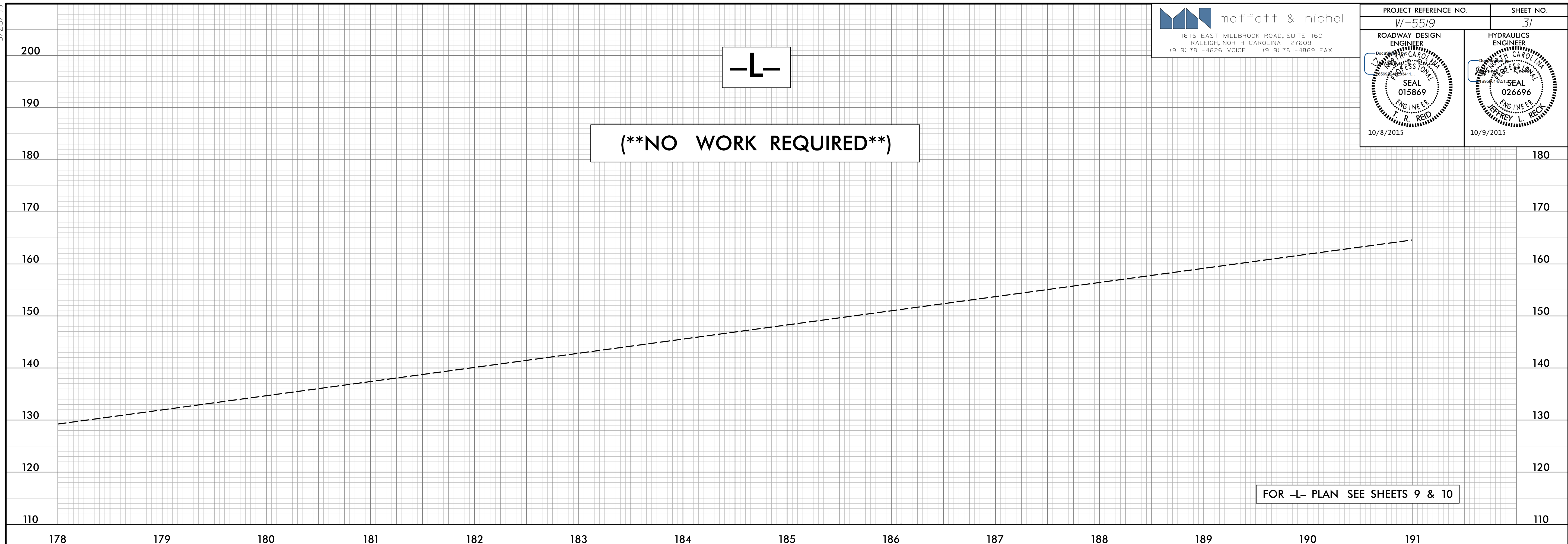
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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 30 |
| ROADWAY DESIGN ENGINEER SEAL 015869 R. REID 9/9/2015 | HYDRAULICS ENGINEER SEAL 026696 JEREMY L. RECK 9/10/2015 |



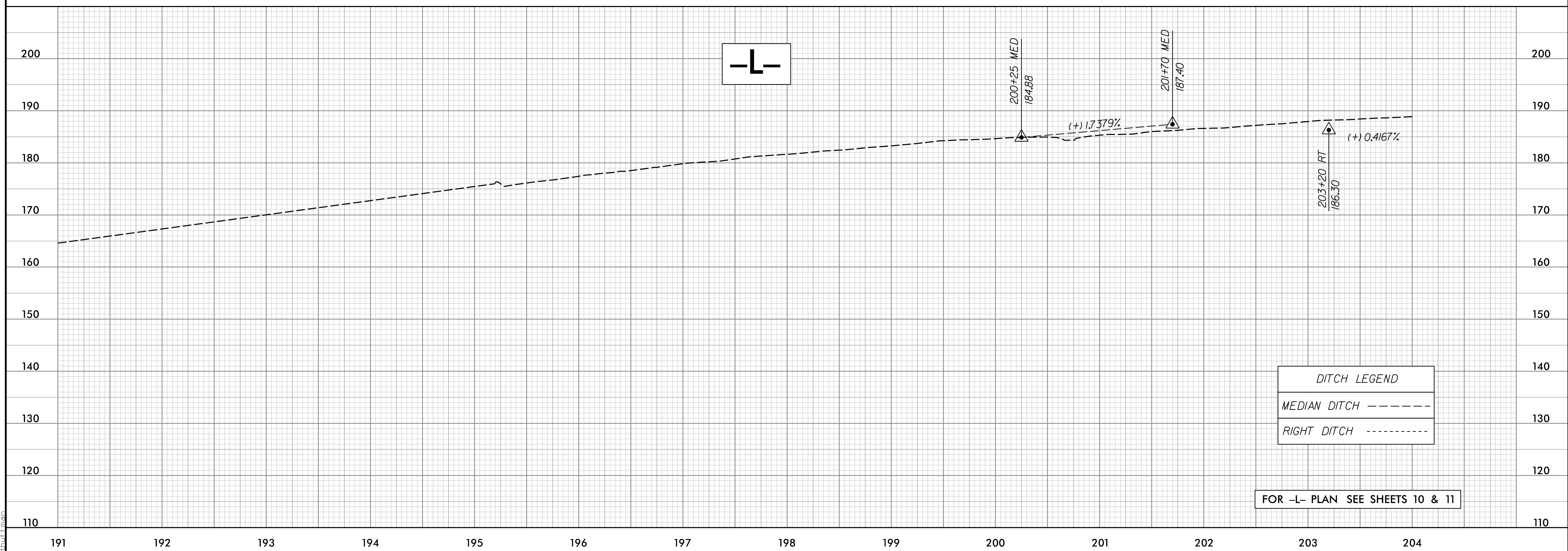
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5/28/99

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|---|---|
| PROJECT REFERENCE NO. <i>W-5519</i> | SHEET NO. <i>31</i> |
| ROADWAY DESIGN ENGINEER SEAL 015869 T. R. REID 10/8/2015 | HYDRAULICS ENGINEER SEAL 026696 JERREY L. RECK 10/9/2015 |

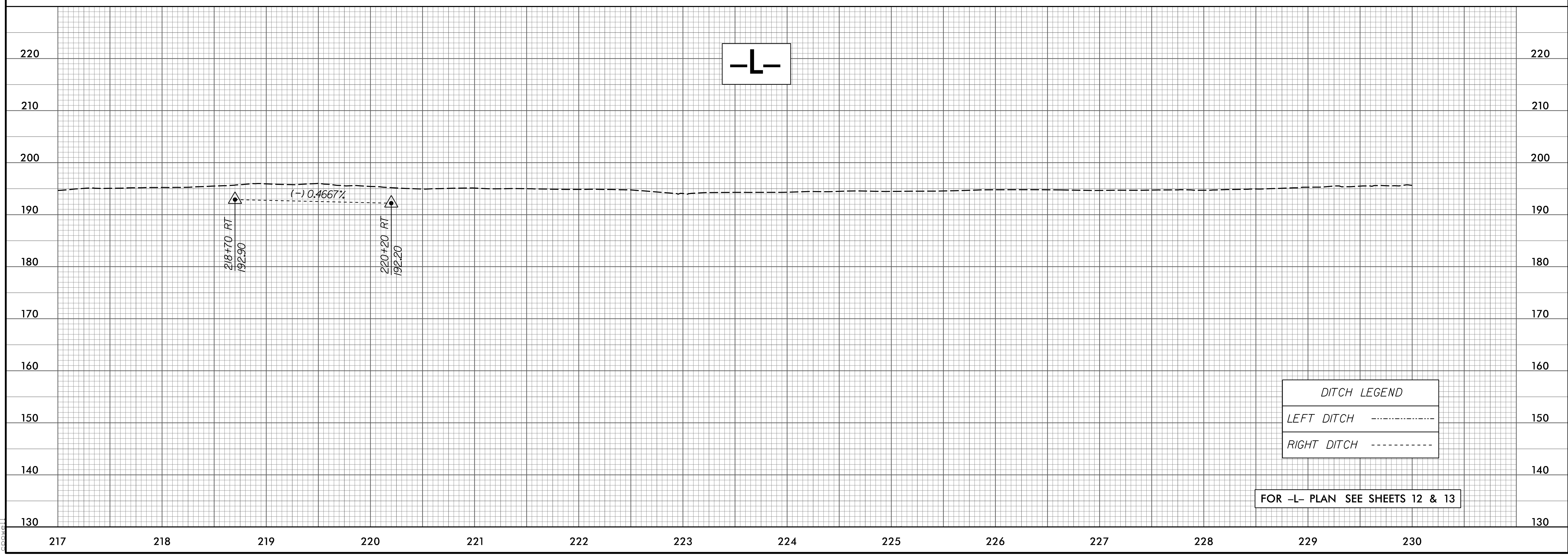
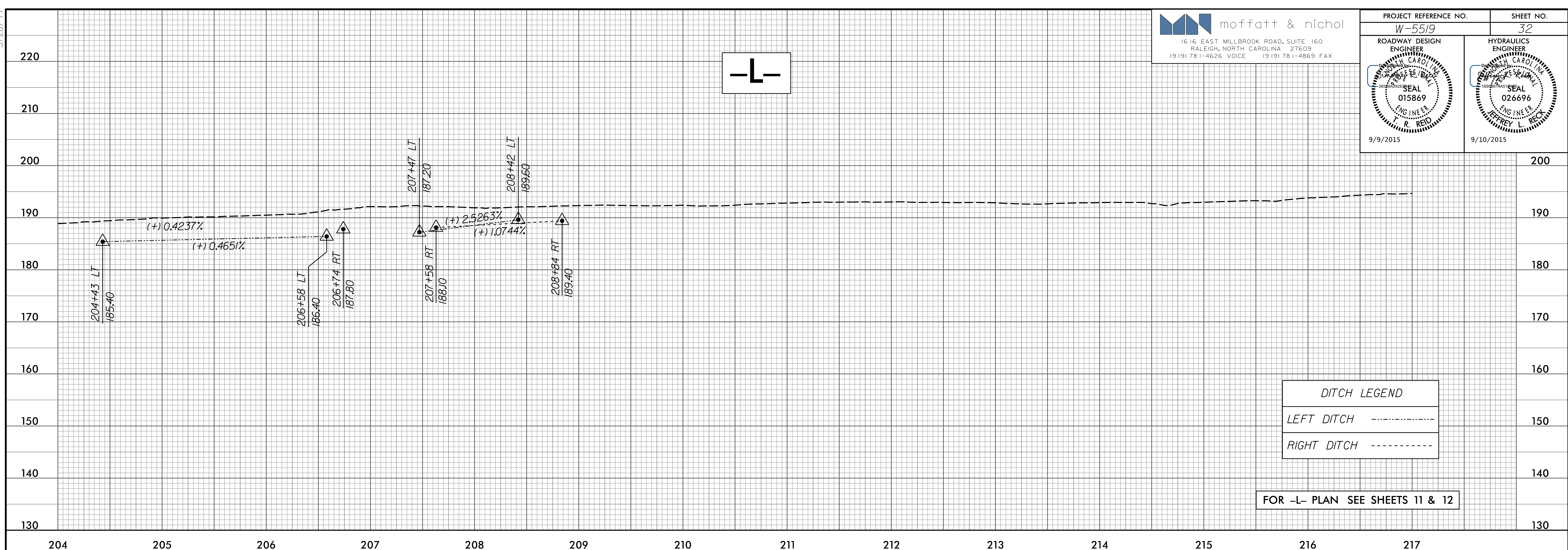


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|---|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 32 |
| ROADWAY DESIGN ENGINEER R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER J. RECK SEAL 026696 9/10/2015 |

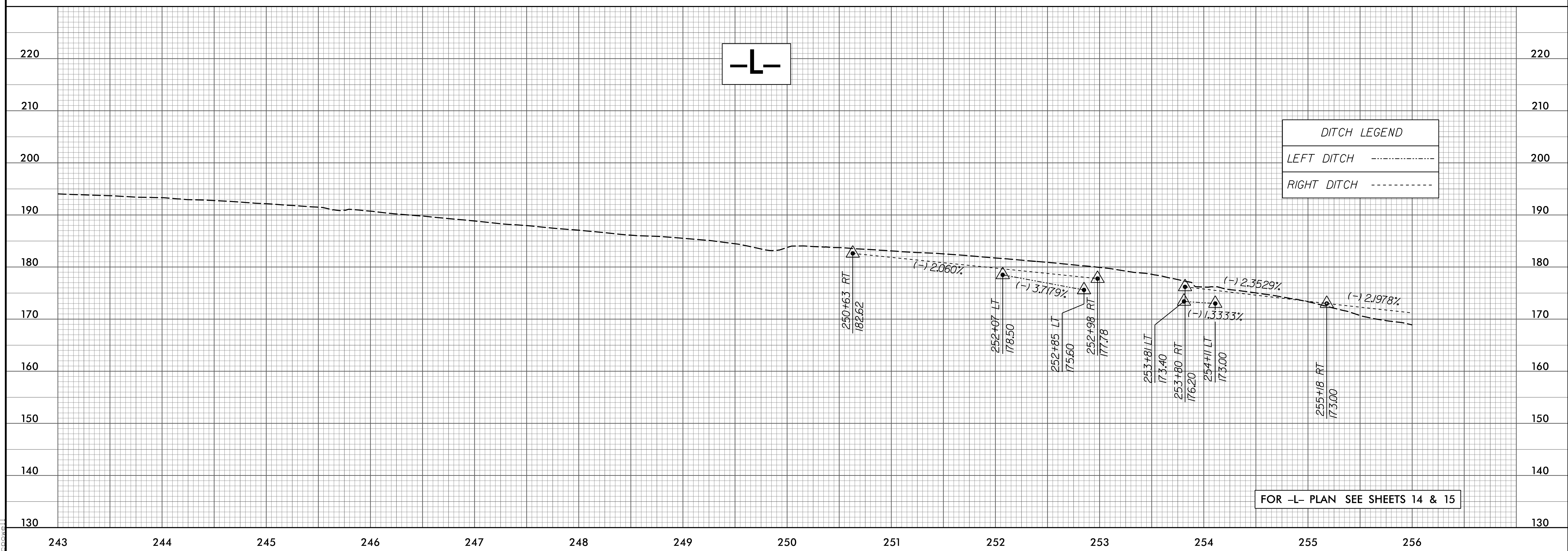
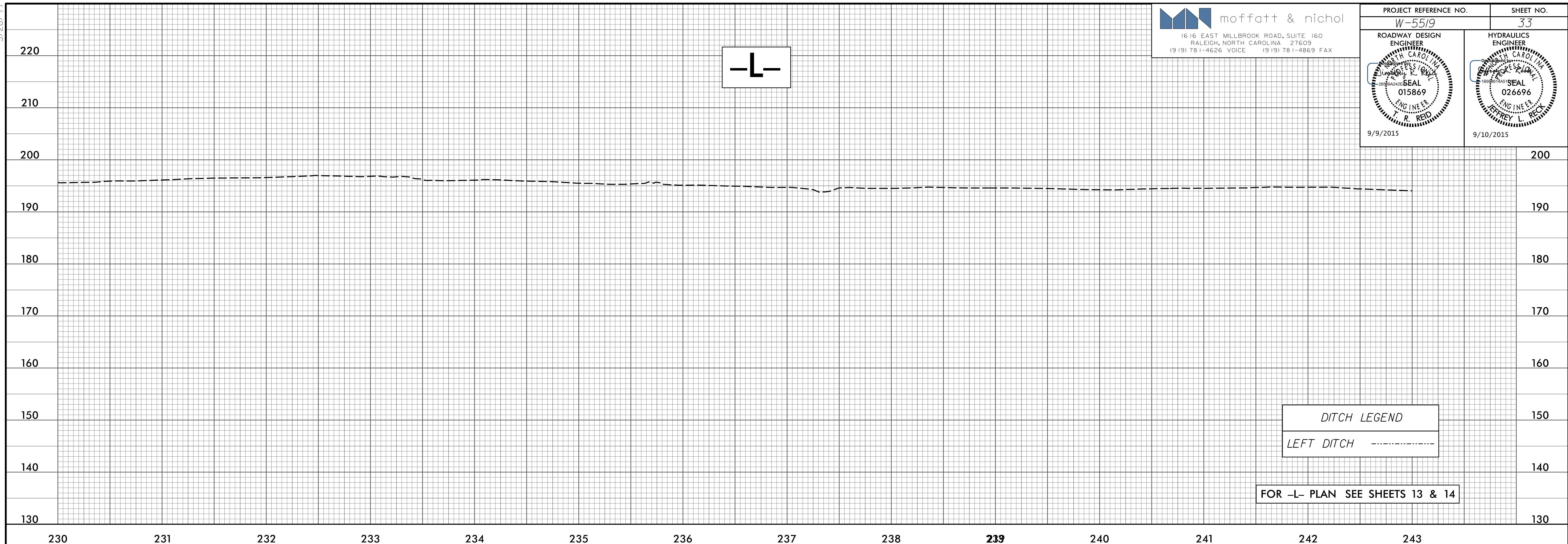


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5/28/14

moffatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

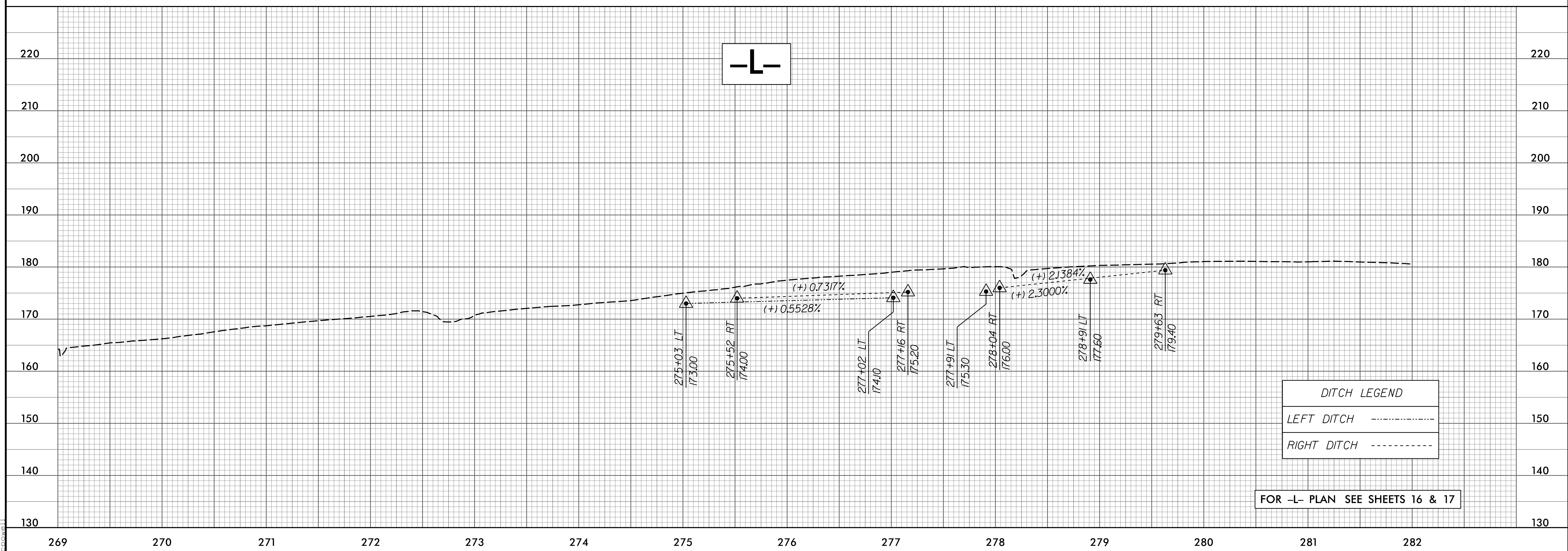
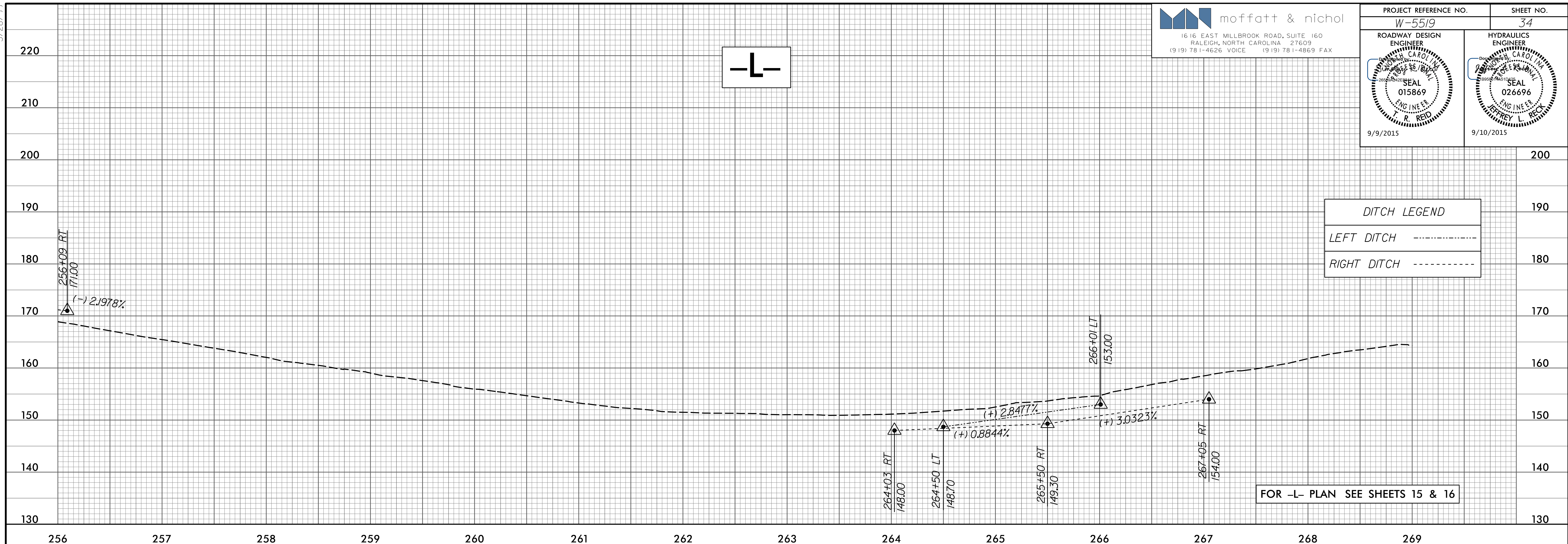
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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 33 |
| ROADWAY DESIGN ENGINEER R. REID 015869 9/9/2015 | HYDRAULICS ENGINEER J. RECK 026696 9/10/2015 |



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5/28/15

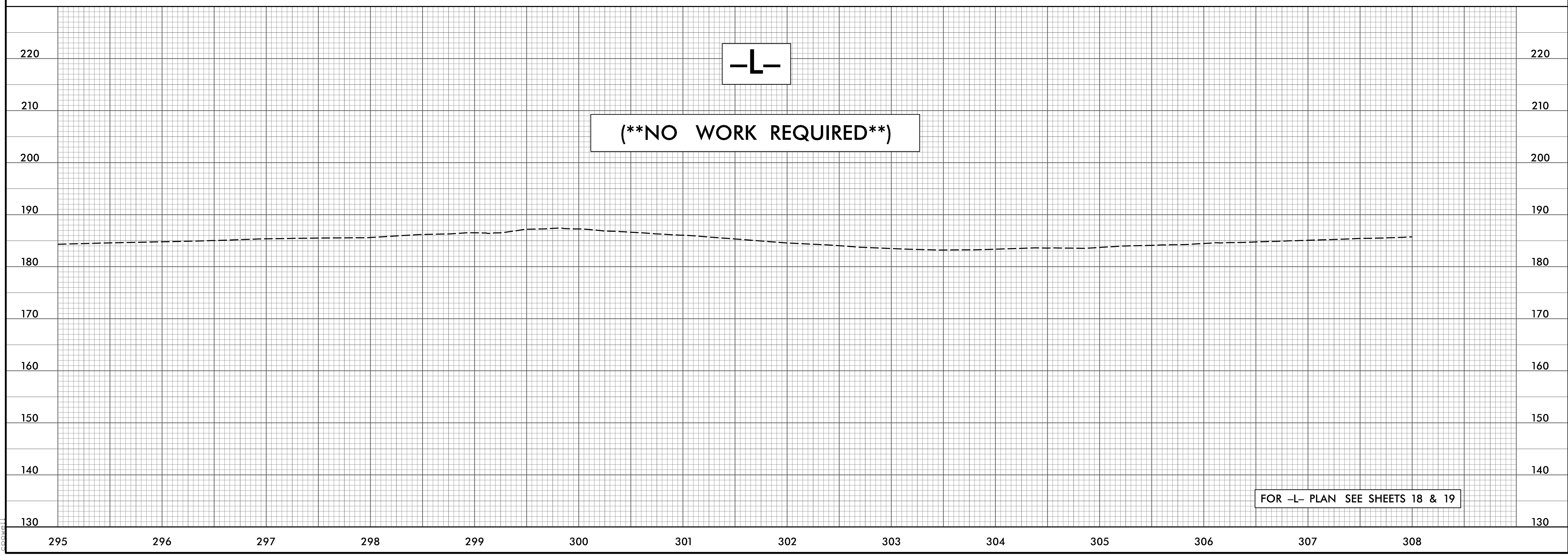
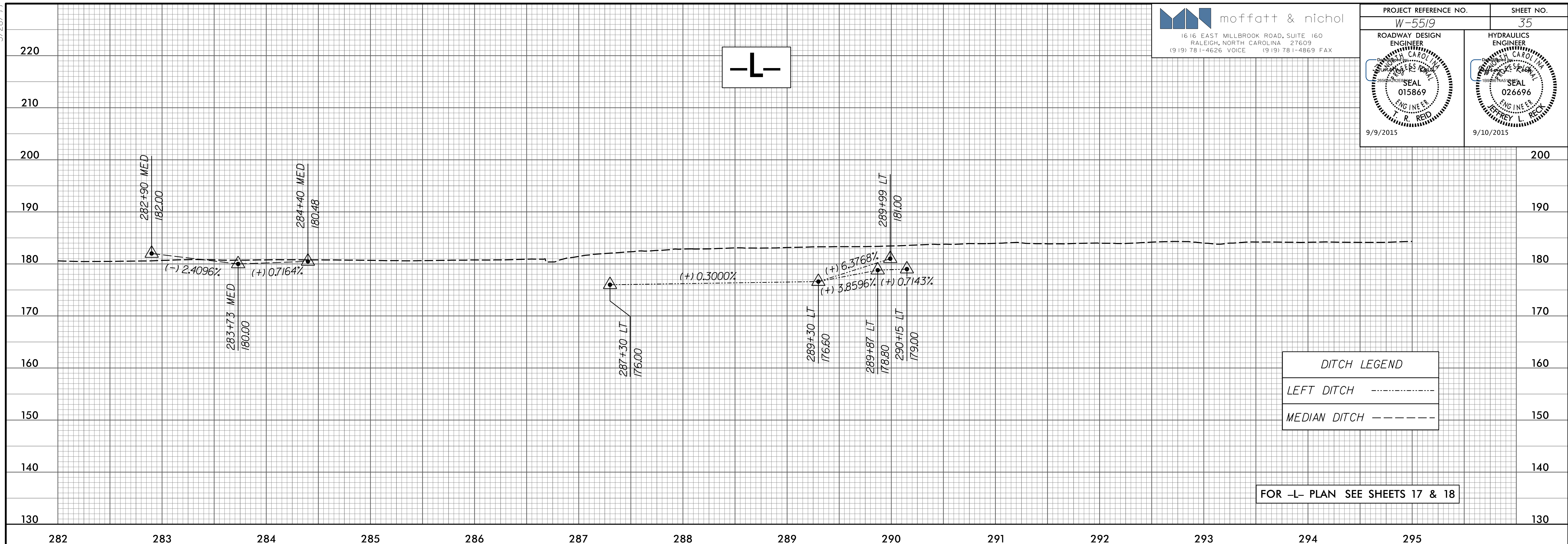
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|--|---|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 34 |
| ROADWAY DESIGN ENGINEER SEAL 015869 T. R. REID 9/9/2015 | HYDRAULICS ENGINEER SEAL 026696 JEREMY L. RECK 9/10/2015 |



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5/28/14

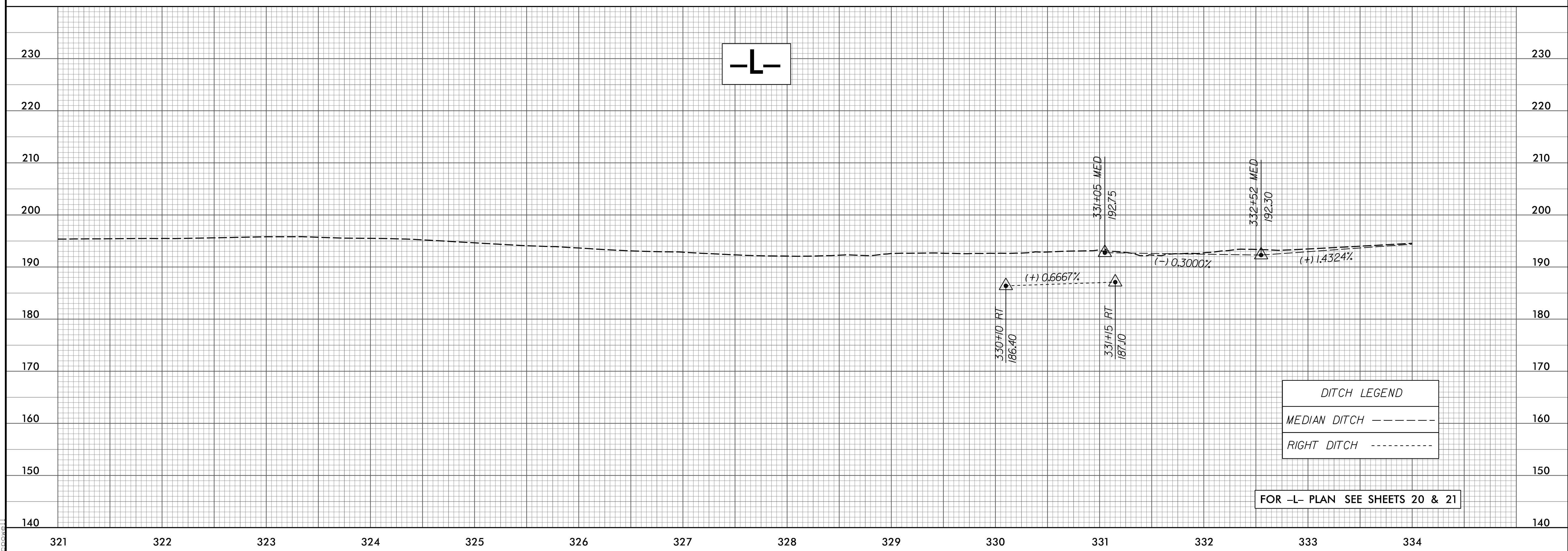
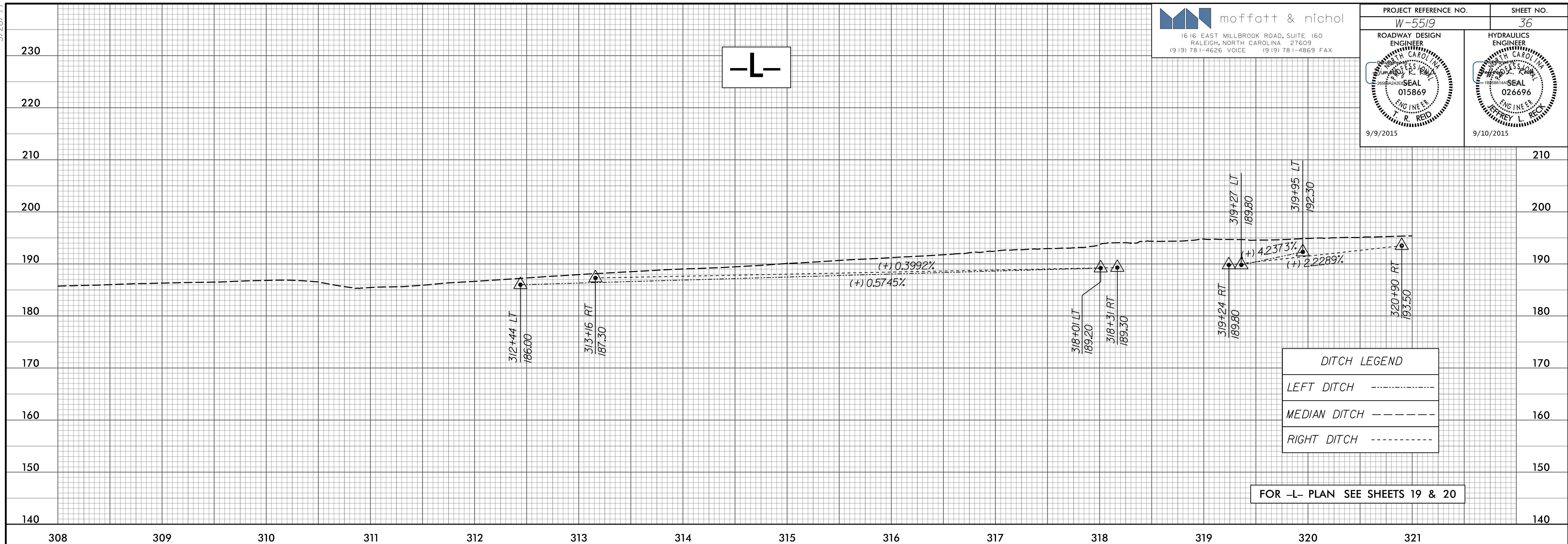
| | |
|---|--|
| PROJECT REFERENCE NO. <i>W-5519</i> | SHEET NO. <i>35</i> |
| ROADWAY DESIGN ENGINEER R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER J. RECK SEAL 026696 9/10/2015 |



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5/28/99

| | |
|---|--|
| PROJECT REFERENCE NO. W-5519 | SHEET NO. 36 |
| ROADWAY DESIGN ENGINEER JAMES R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JAMES L. RECK SEAL 026696 9/10/2015 |

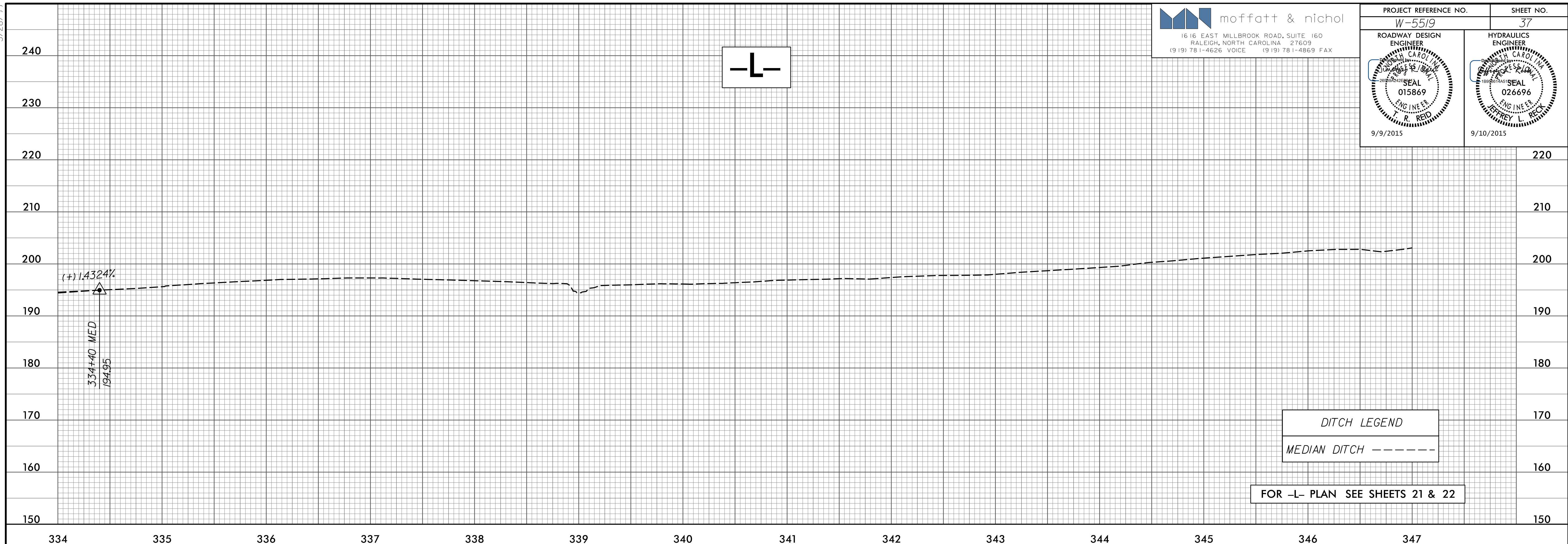


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5/28/99

moffatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

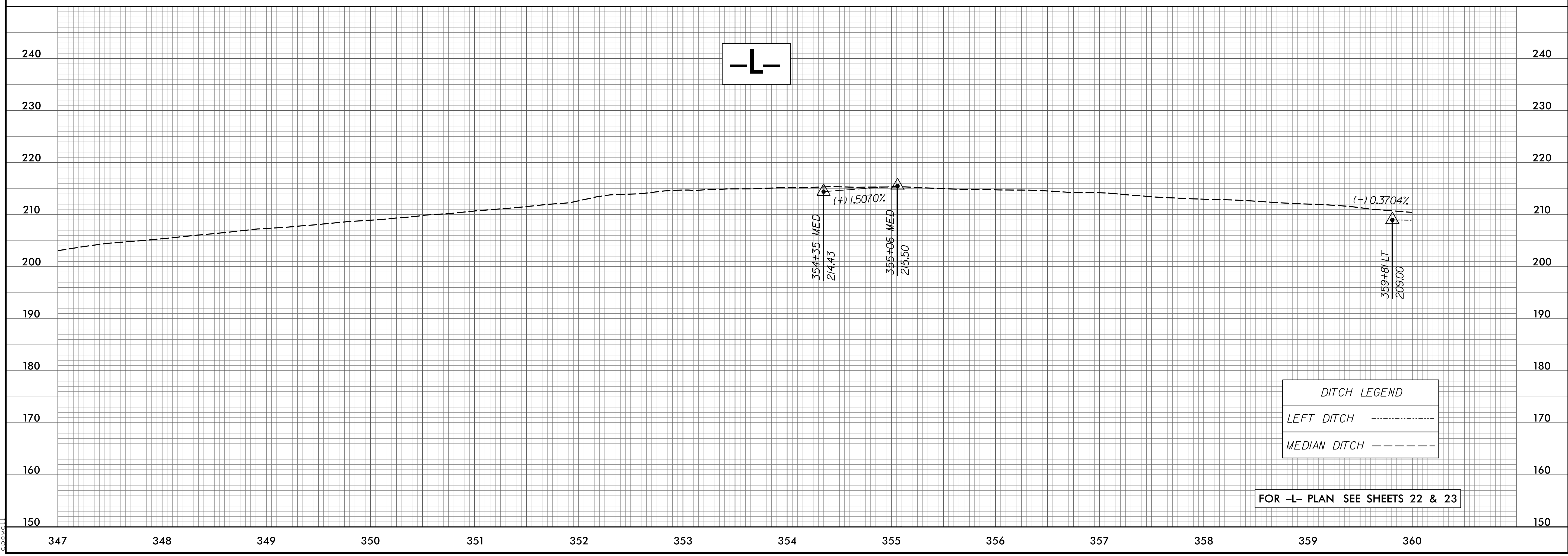
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| PROJECT REFERENCE NO. <i>W-5519</i> | SHEET NO. <i>37</i> |
| ROADWAY DESIGN ENGINEER T. R. REID 015869 9/9/2015 | HYDRAULICS ENGINEER J. RECK 026696 9/10/2015 |



DITCH LEGEND
 MEDIAN DITCH - - - - -

FOR -L- PLAN SEE SHEETS 21 & 22

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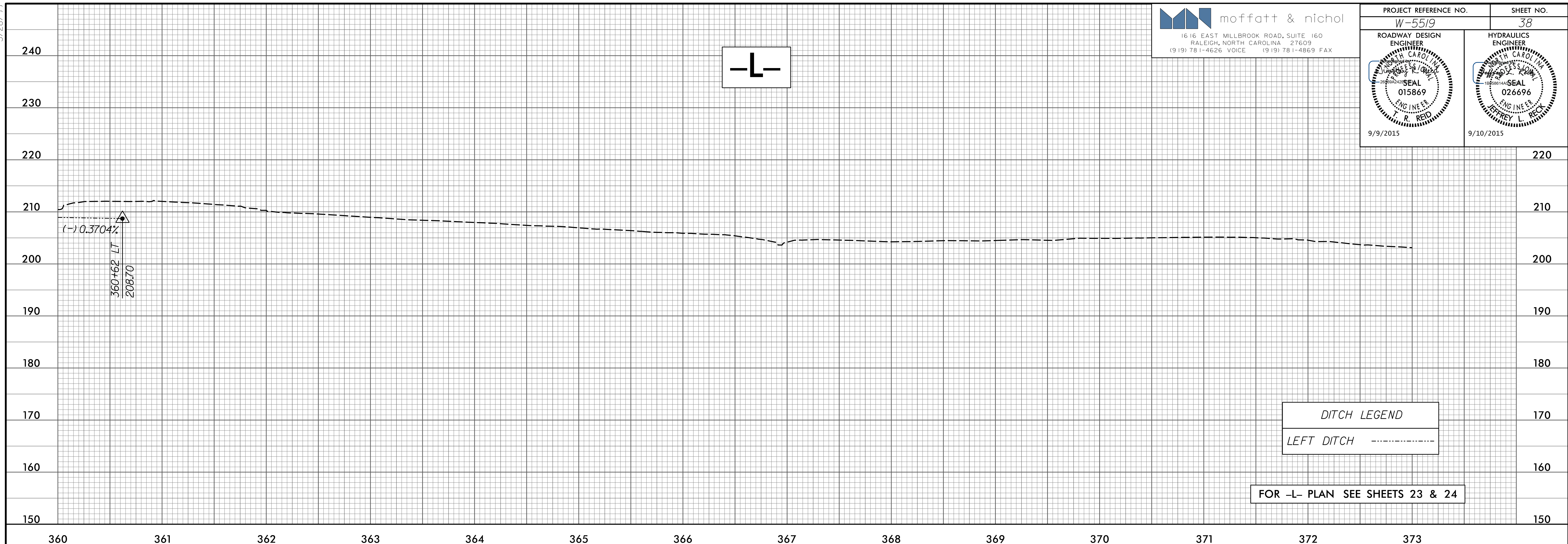
DITCH LEGEND
 LEFT DITCH
 MEDIAN DITCH - - - - -

FOR -L- PLAN SEE SHEETS 22 & 23

5/28/99

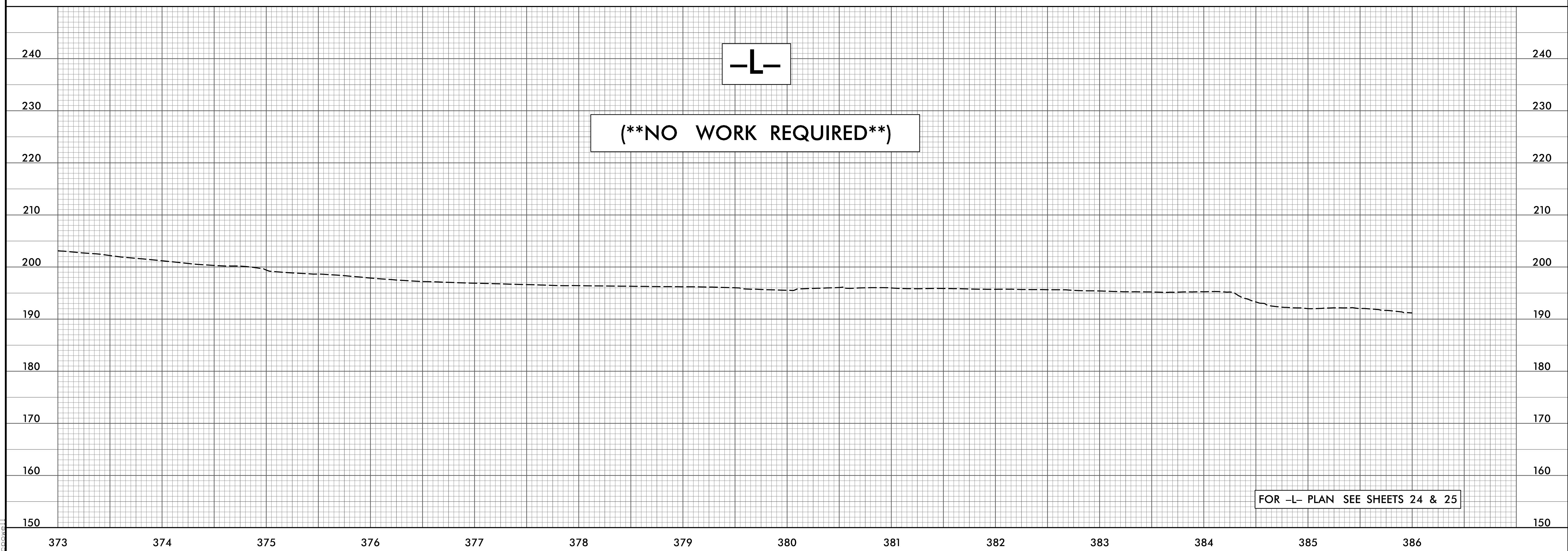
moffatt & nichol
1616 EAST MILLBROOK ROAD, SUITE 160
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX

| | |
|---|--|
| PROJECT REFERENCE NO. <i>W-5519</i> | SHEET NO. <i>38</i> |
| ROADWAY DESIGN ENGINEER R. REID 015869 9/9/2015 | HYDRAULICS ENGINEER J. RECK 026696 9/10/2015 |



DITCH LEGEND
LEFT DITCH -----

FOR -L- PLAN SEE SHEETS 23 & 24

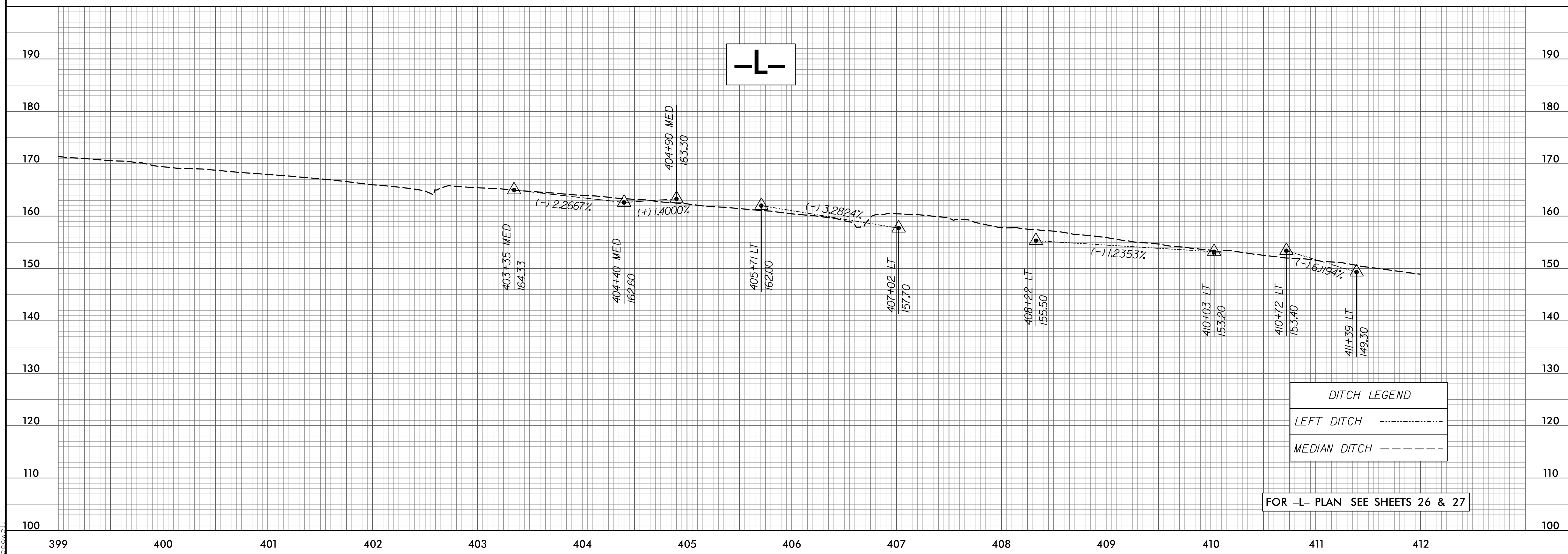
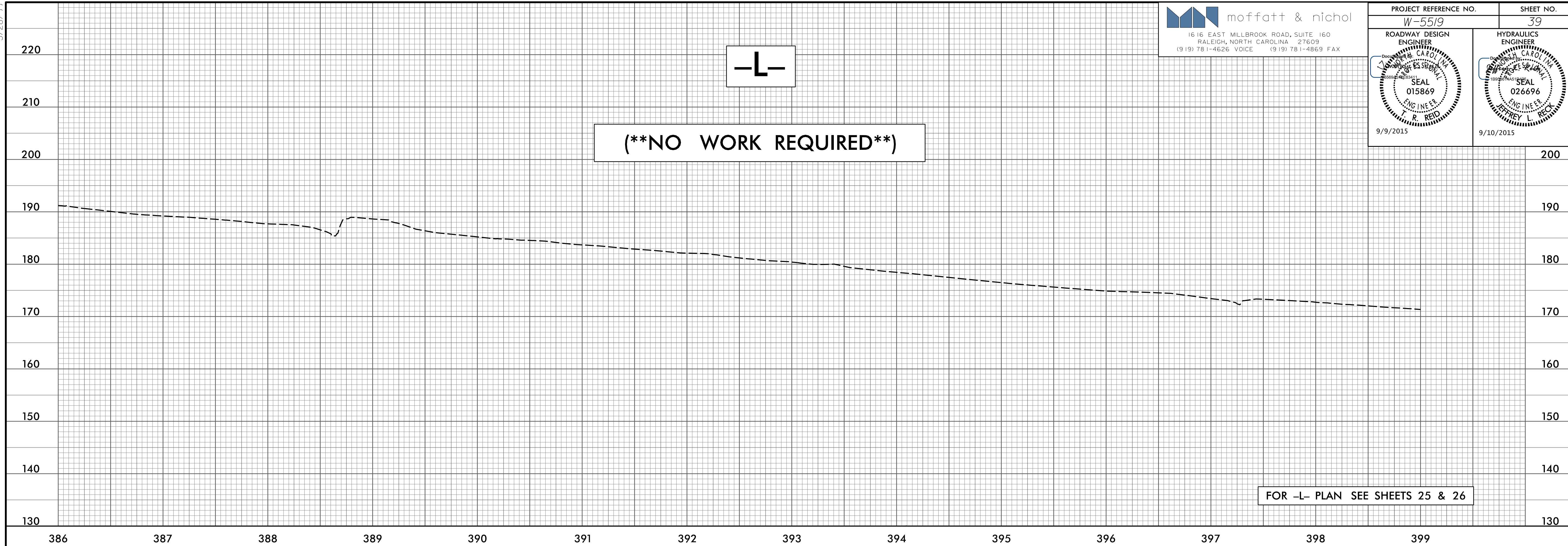


FOR -L- PLAN SEE SHEETS 24 & 25

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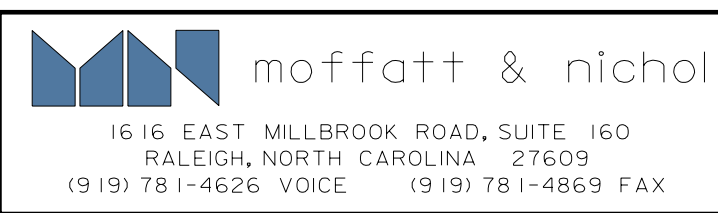
5/28/99

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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 39 |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JEREMY L. RECK SEAL 026696 9/10/2015 |

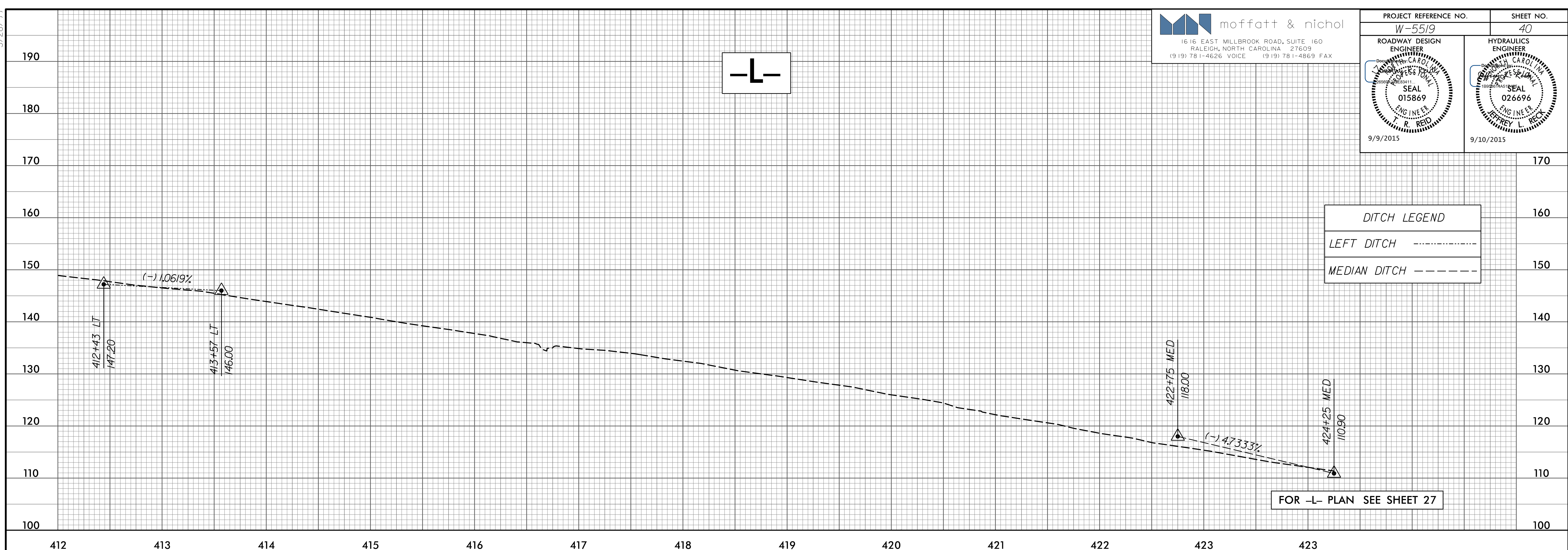


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5/28/99



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| PROJECT REFERENCE NO. W-5519 | SHEET NO. 40 |
| ROADWAY DESIGN ENGINEER T. R. REID SEAL 015869 9/9/2015 | HYDRAULICS ENGINEER JEREMY L. RECK SEAL 026696 9/10/2015 |



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