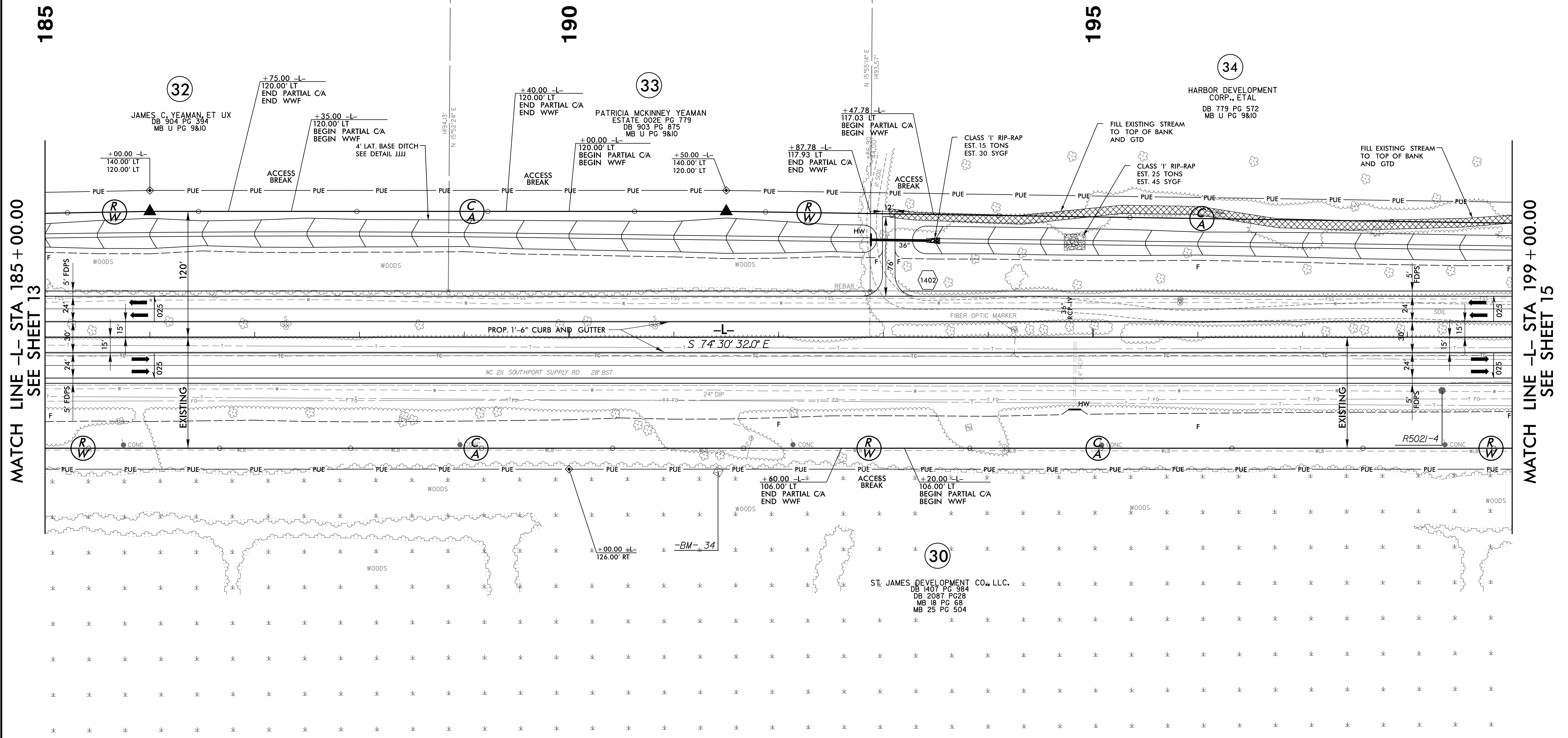
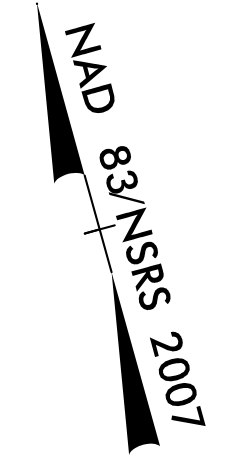


5/14/2021

PROJECT REFERENCE NO. R-5021		SHEET NO. 14	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCH LINE -L- STA 185 + 00.00
SEE SHEET 13

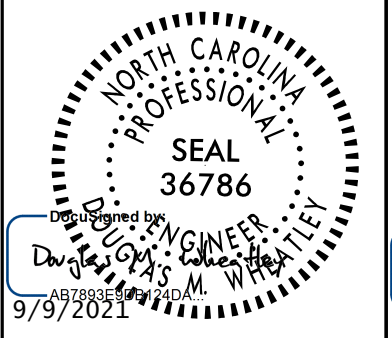
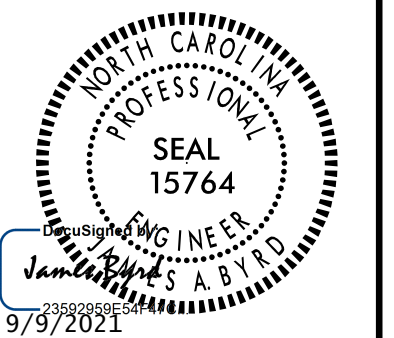
MATCH LINE -L- STA 199 + 00.00
SEE SHEET 15

NOTE:

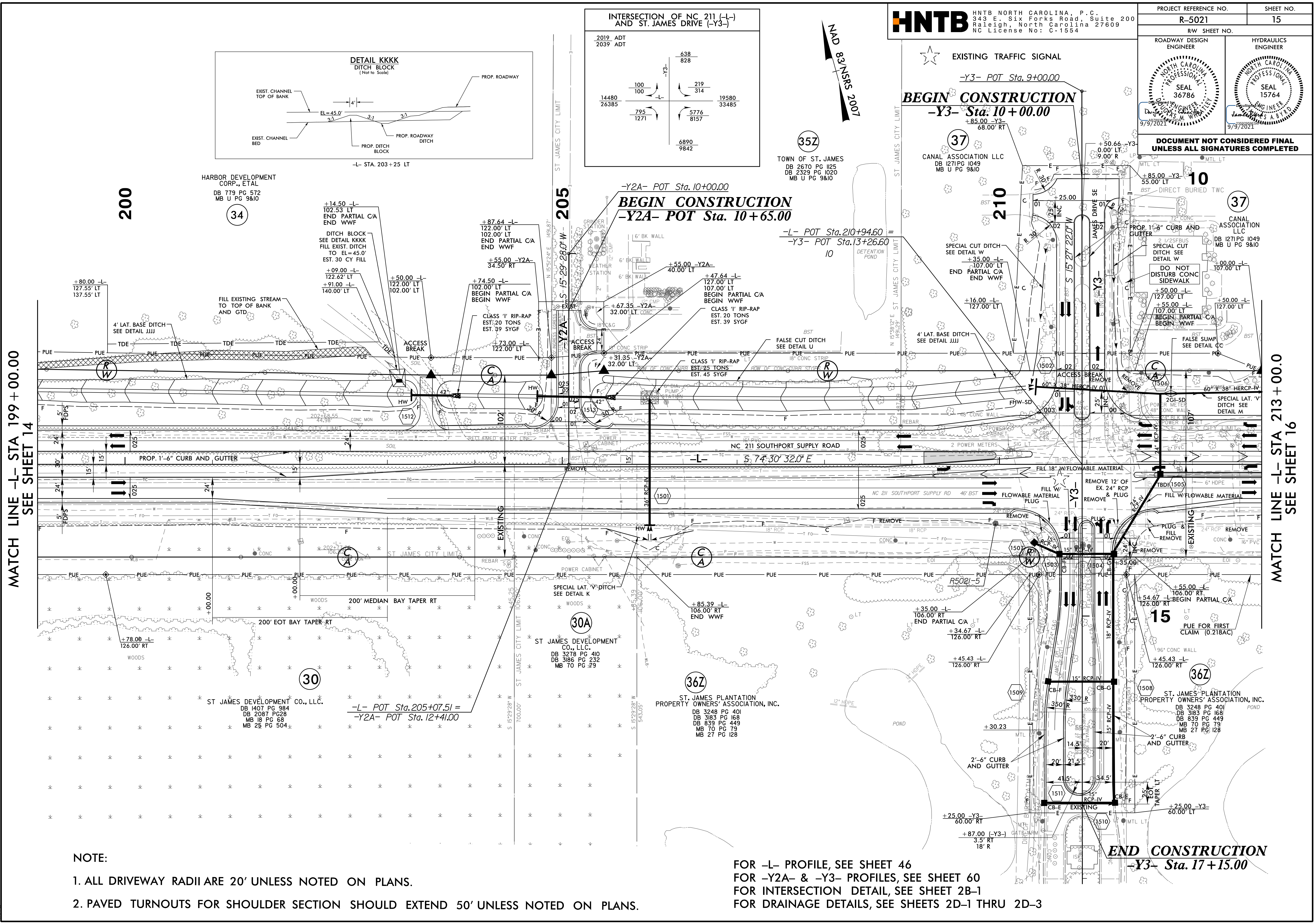
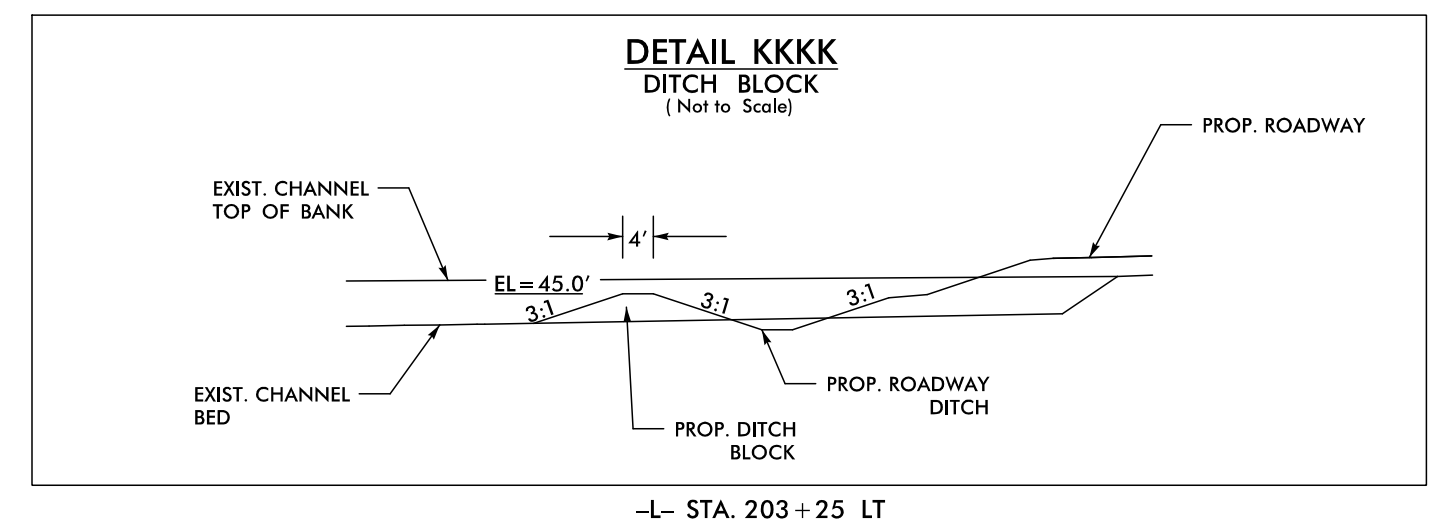
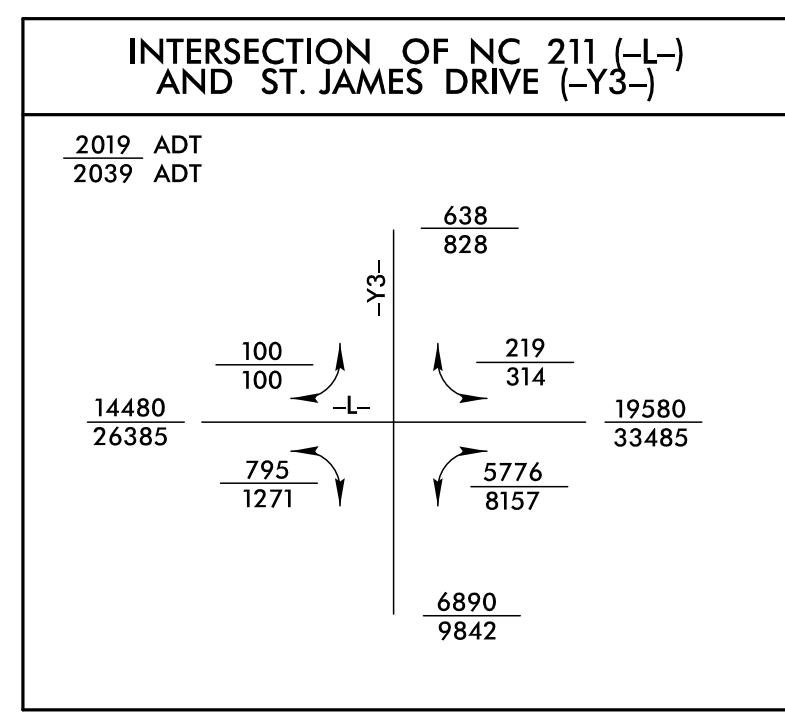
1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- PROFILE, SEE SHEET 46
FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

22-JUL-2021 09:56
\\regdway\p-co\jnr-5021-rd\psh14.dgn

PROJECT REFERENCE NO. R-5021	SHEET NO. 15
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



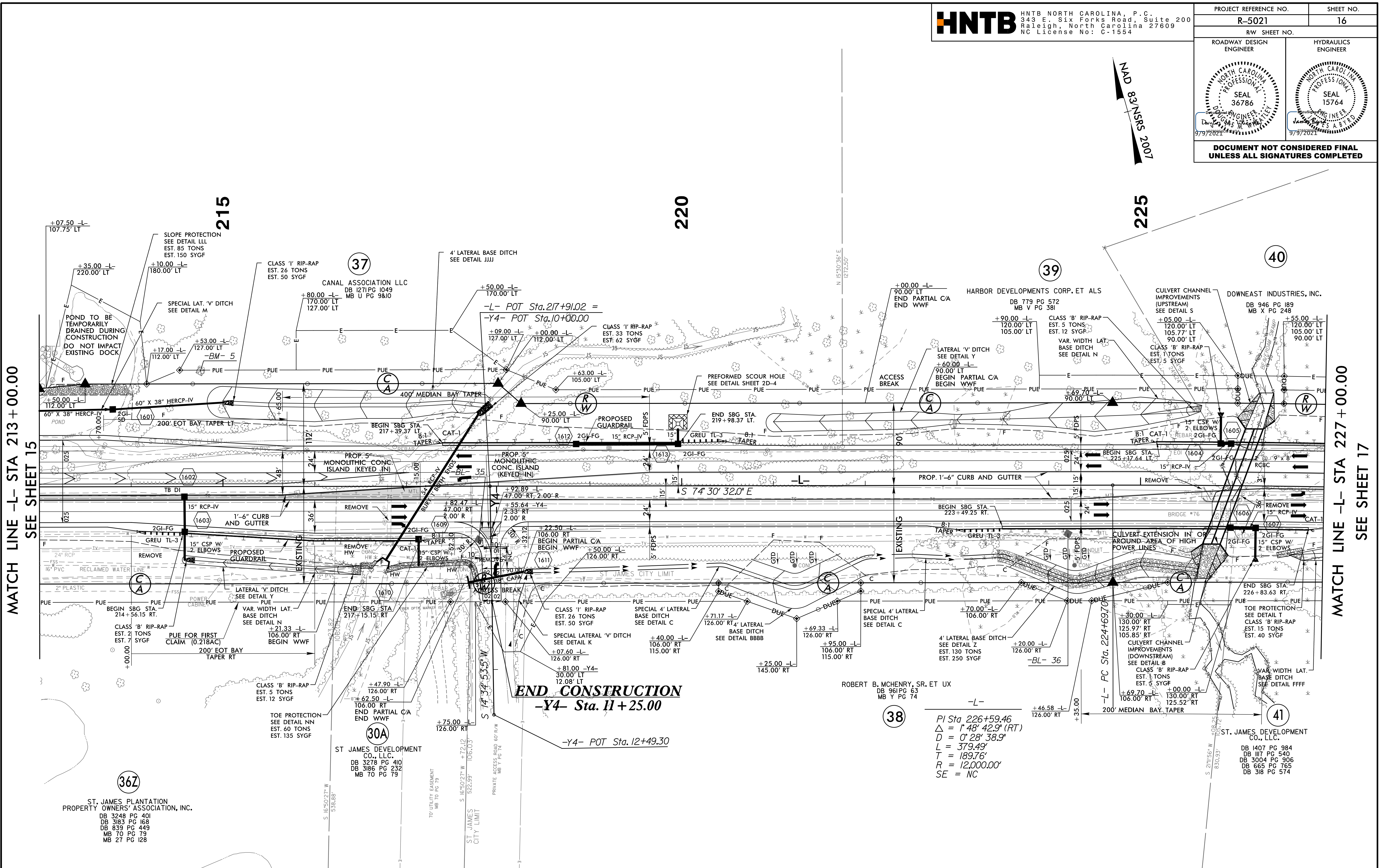
NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- PROFILE, SEE SHEET 46
 FOR -Y2A- & -Y3- PROFILES, SEE SHEET 60
 FOR INTERSECTION DETAIL, SEE SHEET 2B-1
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

5/14/2021

PROJECT REFERENCE NO. R-5021	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -L- STA 213 + 00.00
SEE SHEET 15

MATCH LINE -L- STA 227 + 00.00
SEE SHEET 17

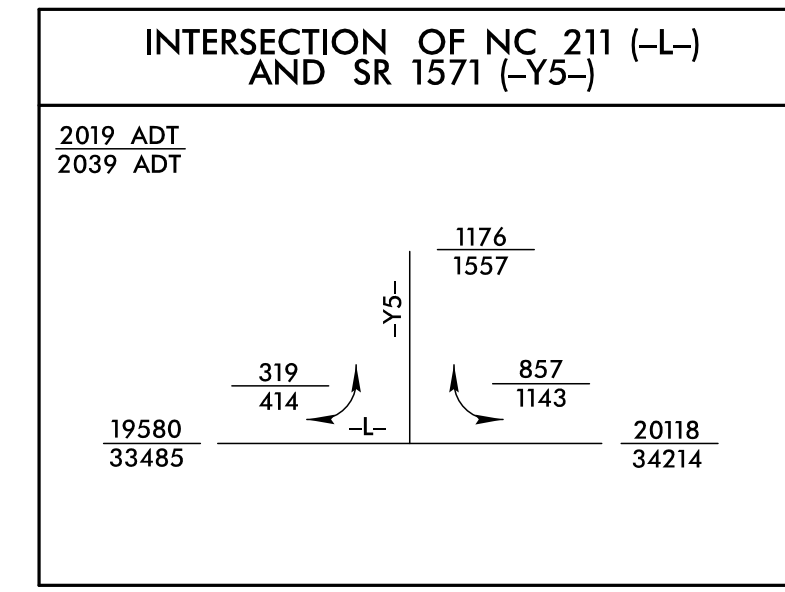
NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

- FOR -L- PROFILE, SEE SHEET 47
- FOR -Y4- PROFILE, SEE SHEET 60
- FOR INTERSECTION DETAIL, SEE SHEET 2B-1
- FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
- FOR CULVERT DETAILS, SEE SHEETS C3-1 THRU C3-5

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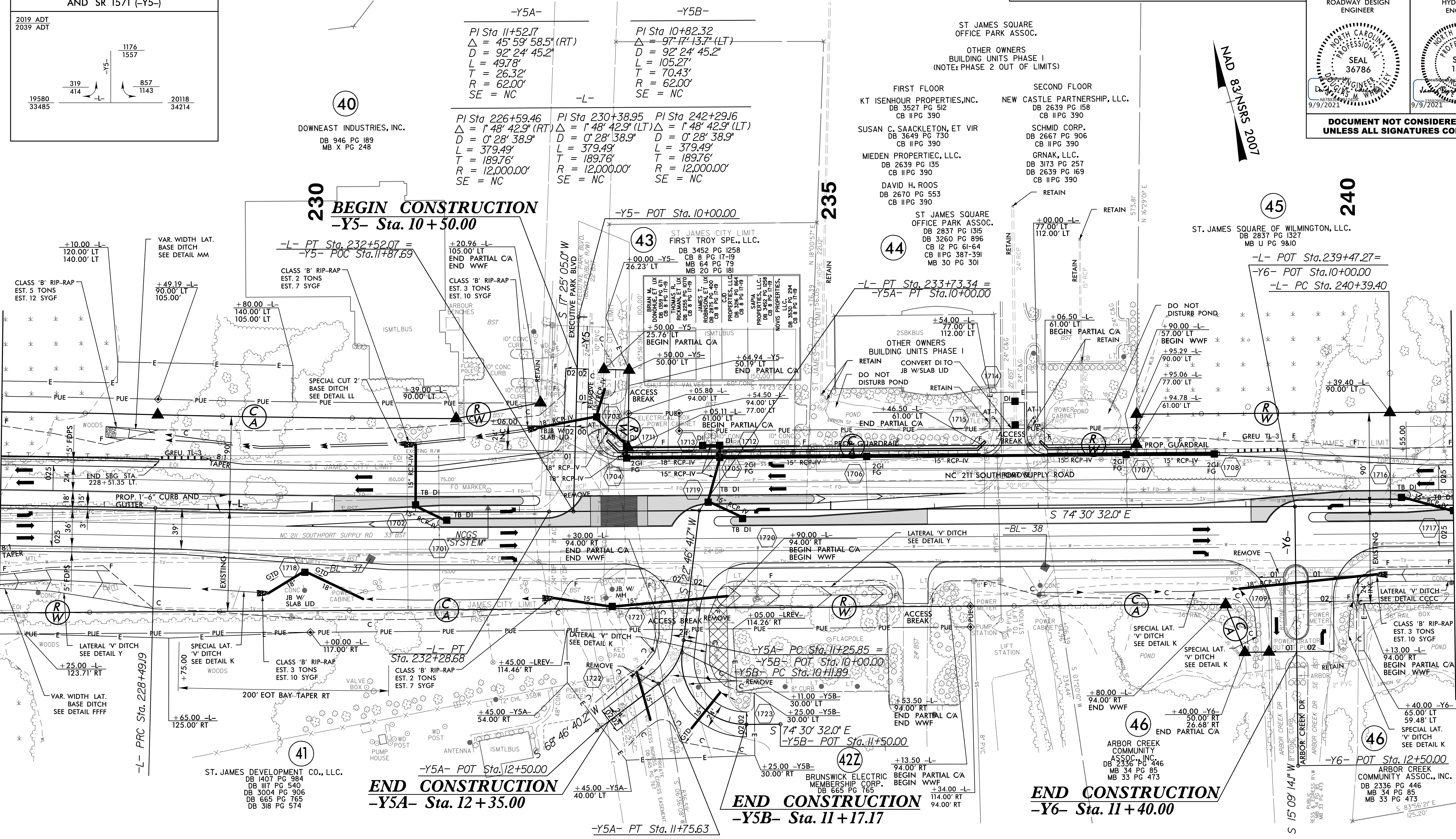
5/14/2019



PROJECT REFERENCE NO. R-5021	SHEET NO. 17
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCH LINE -L- STA 227+00.00
SEE SHEET 16

MATCH LINE -L- STA 241+00.00
SEE SHEET 18



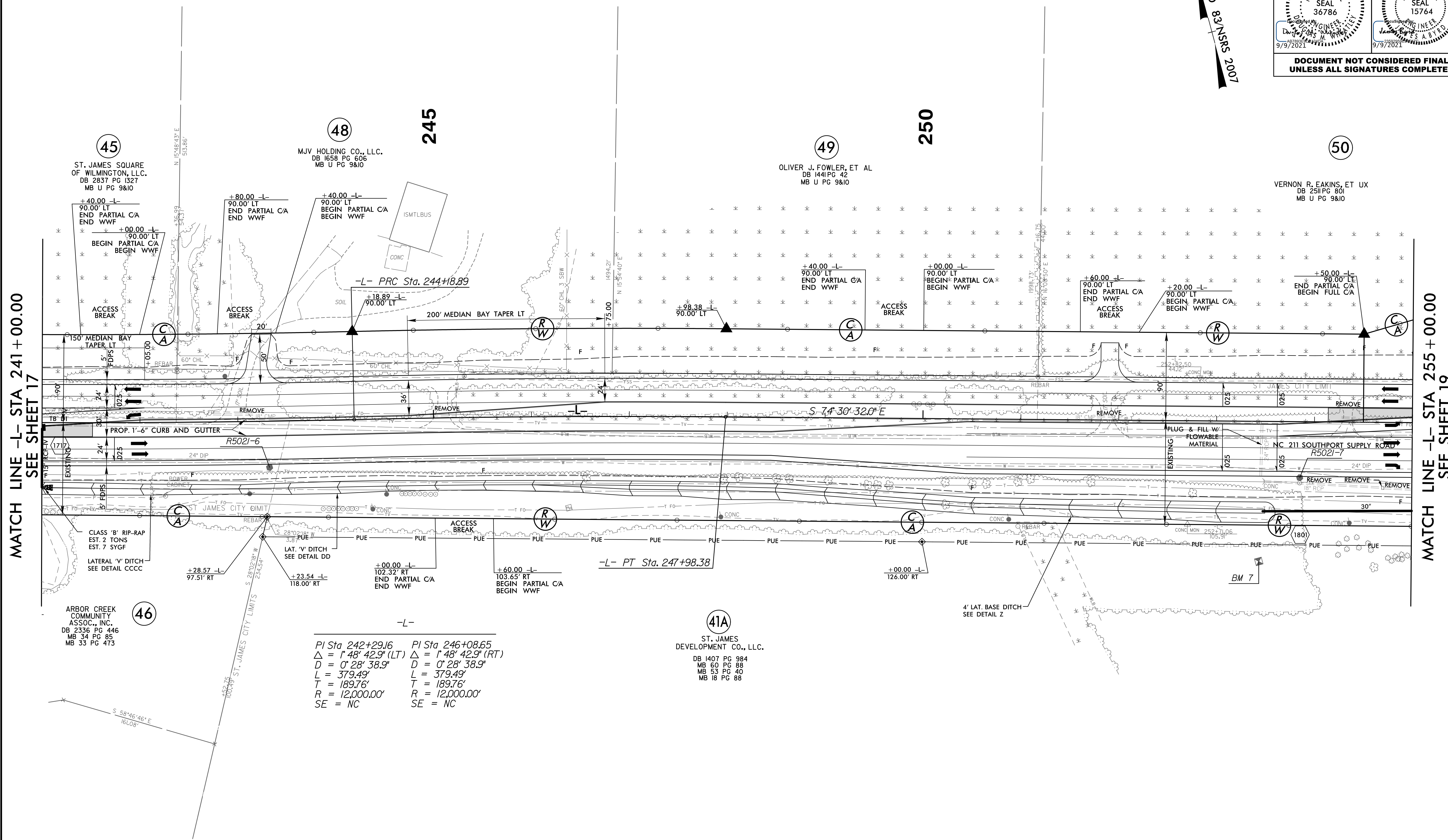
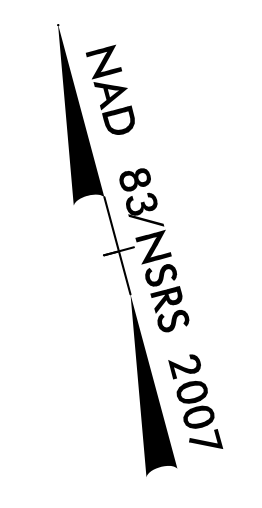
NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

- FOR -L- PROFILE, SEE SHEET 47
- FOR -Y5- & -Y6- PROFILES, SEE SHEET 61
- FOR -Y5A- PROFILE, SEE SHEET 61
- FOR -Y5B- PROFILE, SEE SHEET 61
- FOR -Y5- & -Y6- INTERSECTION DETAILS, SEE SHEET 2B-2
- FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
- FOR RETAINING WALL PLANS, SEE SHEETS W-1 THRU W-2

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PROJECT REFERENCE NO. R-5021	SHEET NO. 18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -L- STA 241+00.00
SEE SHEET 17

MATCH LINE -L- STA 255+00.00
SEE SHEET 19

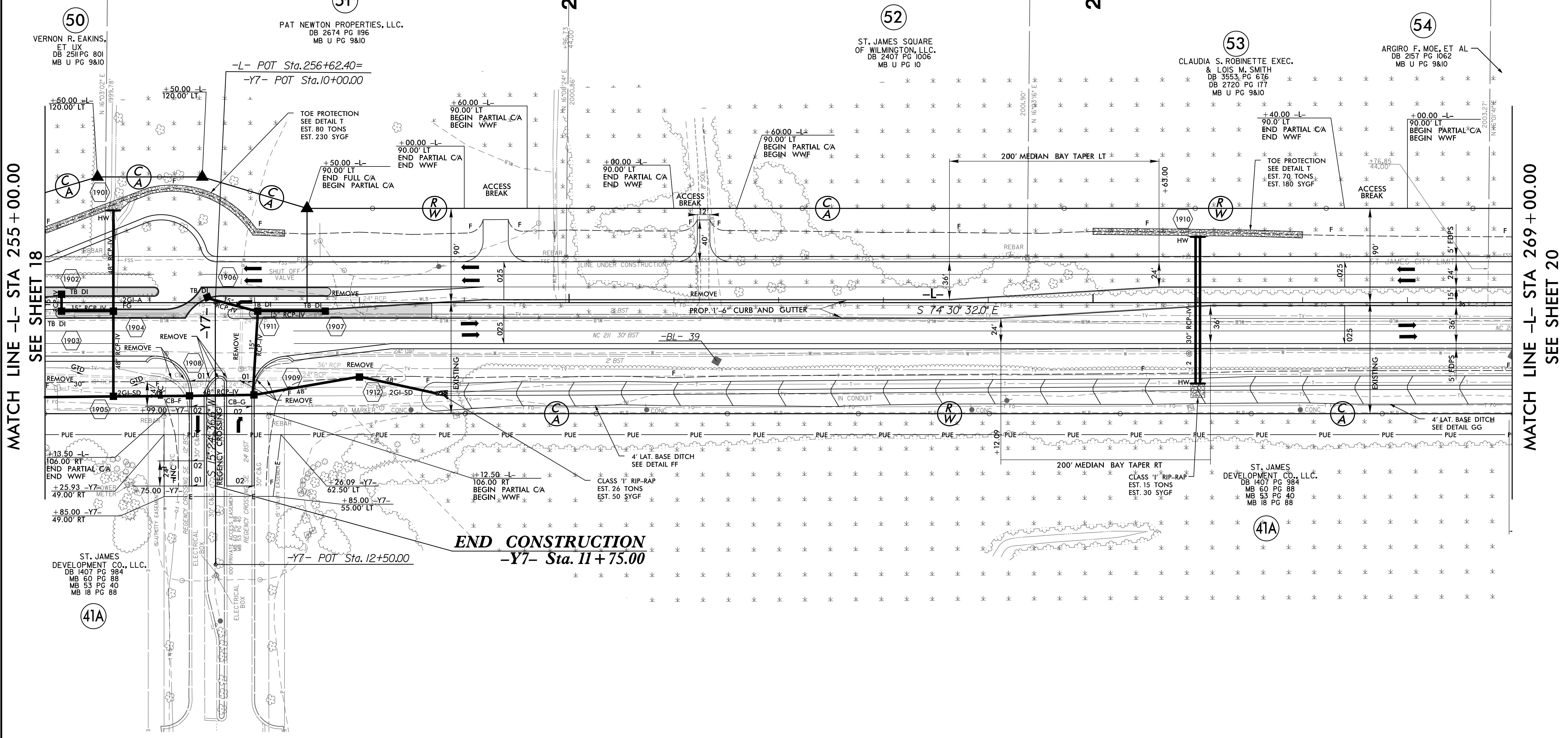
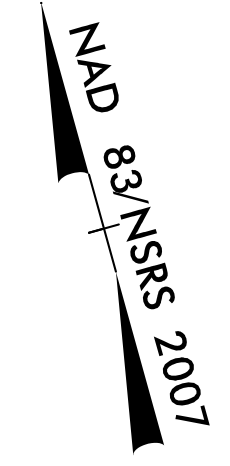
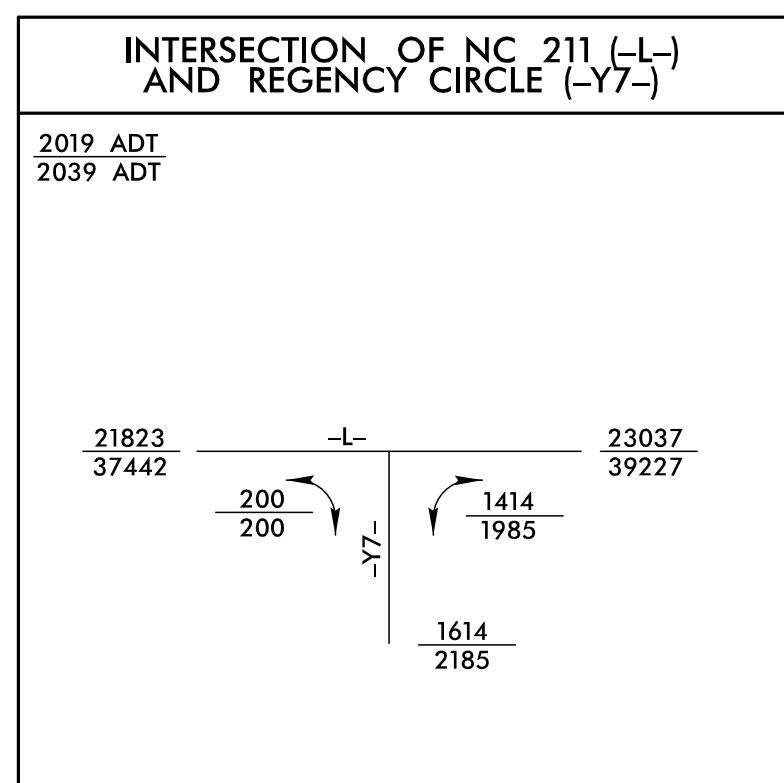
NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

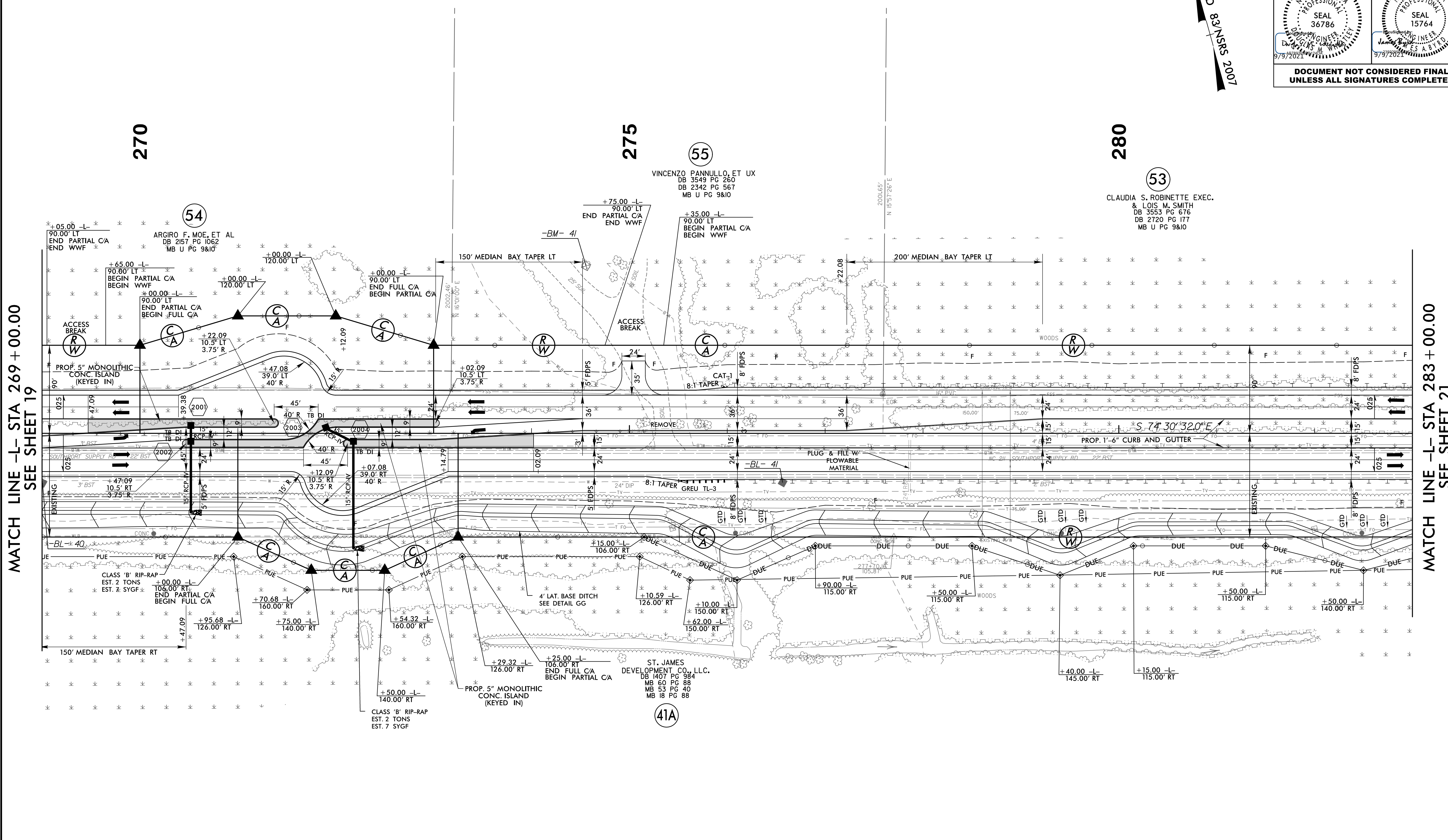
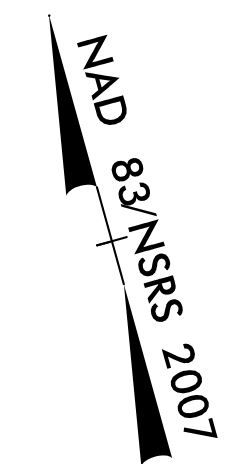
FOR -L- PROFILE, SEE SHEET 48
 FOR DETAIL FOR DIRECTIONAL CROSS OVER, SEE SHEET 2B-2
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

5/14/2021

PROJECT REFERENCE NO. R-5021	SHEET NO. 19
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



PROJECT REFERENCE NO. R-5021		SHEET NO. 20
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



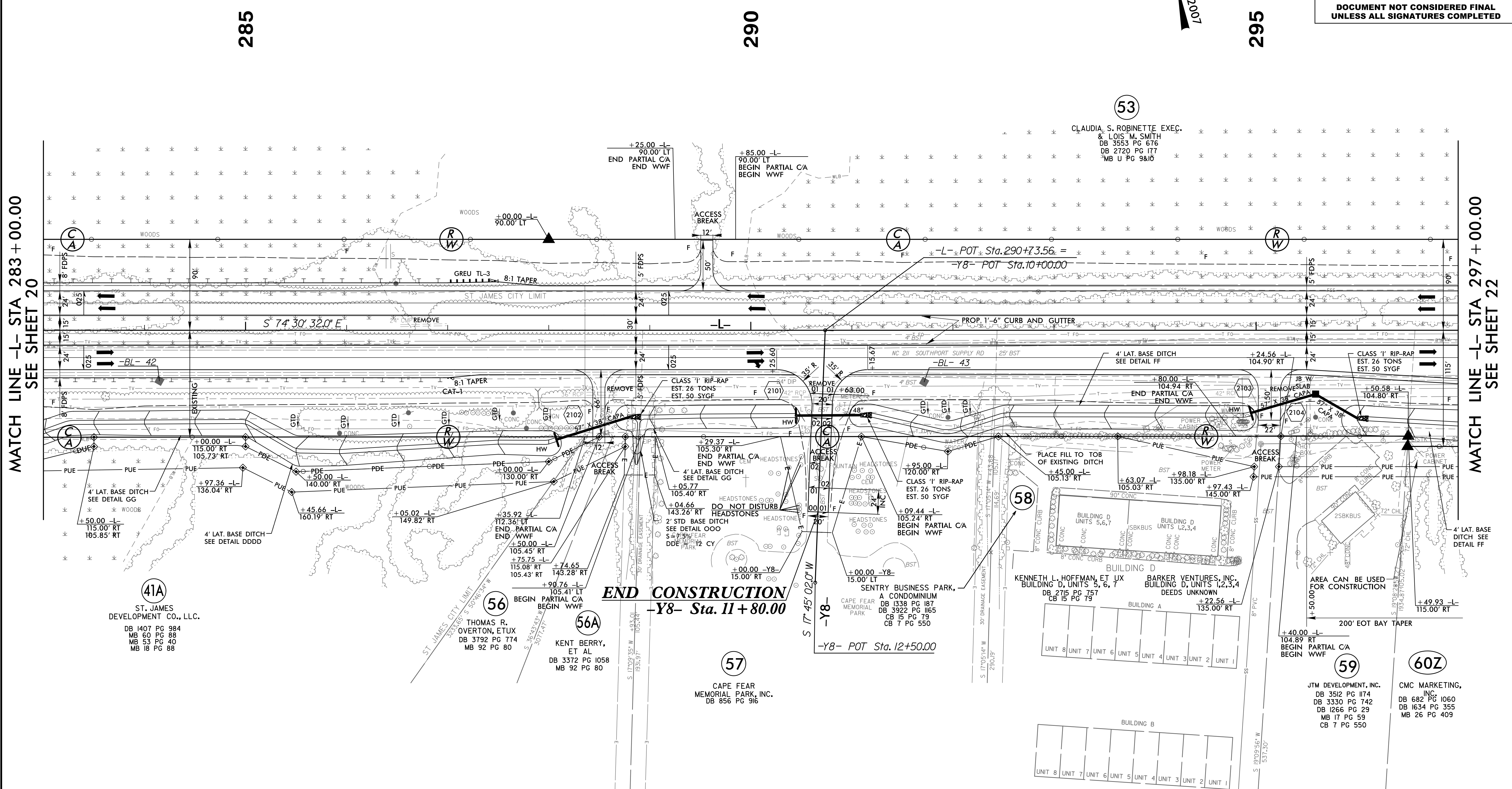
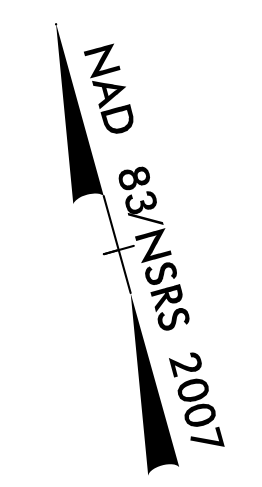
MATCH LINE -L- STA 269 + 00.00
SEE SHEET 19

MATCH LINE -L- STA 283 + 00.00
SEE SHEET 21

- NOTE:**
1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- PROFILE, SEE SHEET 49
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

PROJECT REFERENCE NO. R-5021	SHEET NO. 21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- PROFILE, SEE SHEET 49
 FOR -Y8- PROFILE, SEE SHEET 62
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

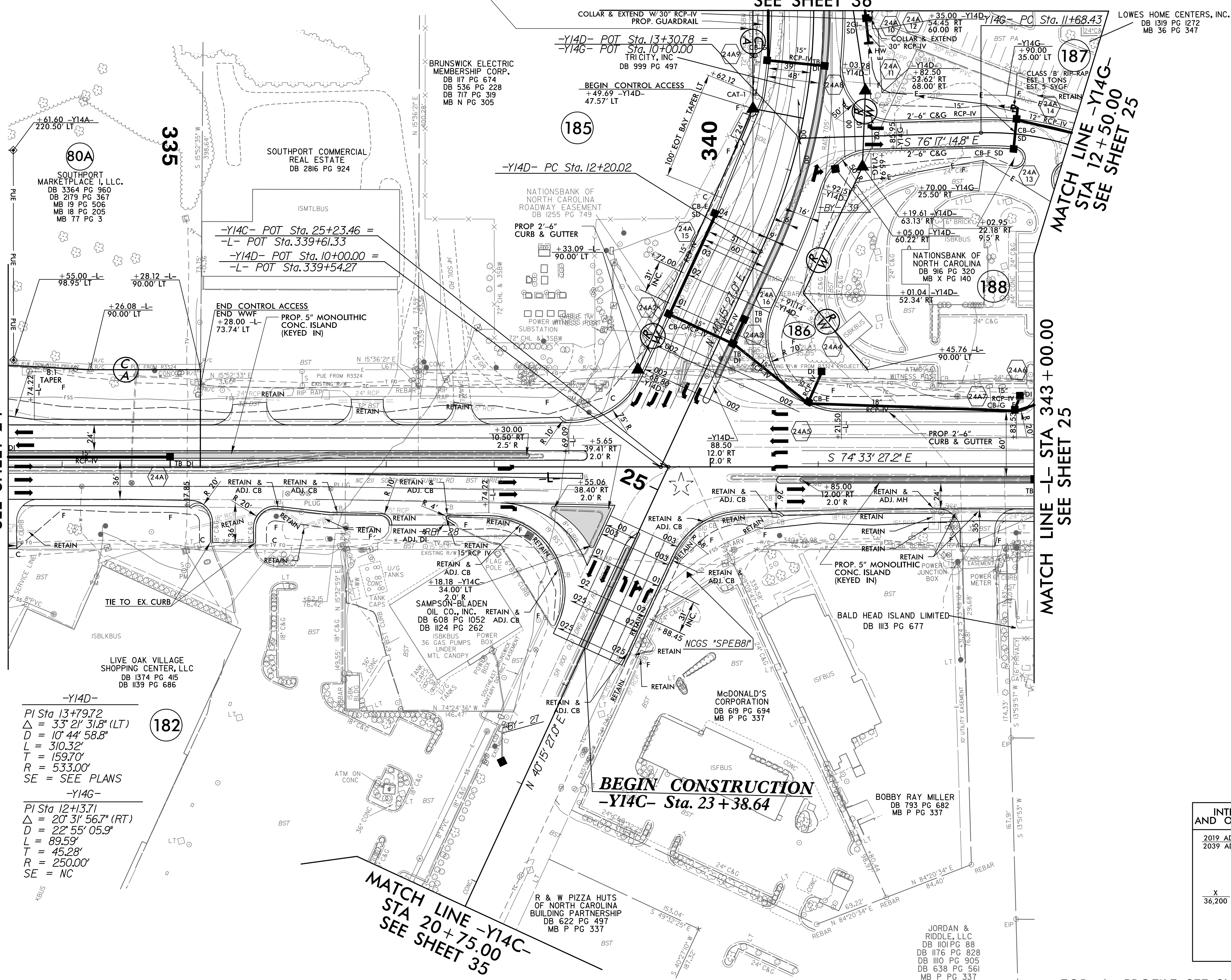
PROJECT REFERENCE NO. R-5021	SHEET NO. 24A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

DO NOT DISTURB FENCE AROUND BRUNSWICK ELECTRIC PARCEL

**MATCH LINE -Y14D- STA 14+50.00
SEE SHEET 36**

**MATCH LINE -L- STA 333+50.00
SEE SHEET 24**

**MATCH LINE -L- STA 343+00.00
SEE SHEET 25**



-Y14D-
 PI Sta 13+79.72
 $\Delta = 33' 21'' 31.8''$ (LT)
 $D = 10' 44'' 58.8''$
 $L = 310.32'$
 $T = 159.70'$
 $R = 533.00'$
 SE = SEE PLANS

-Y14G-
 PI Sta 12+13.71
 $\Delta = 20' 31'' 56.7''$ (RT)
 $D = 22' 55'' 05.9''$
 $L = 89.59'$
 $T = 45.28'$
 $R = 250.00'$
 SE = NC

**MATCH LINE -Y14C- STA 20+75.00
SEE SHEET 35**

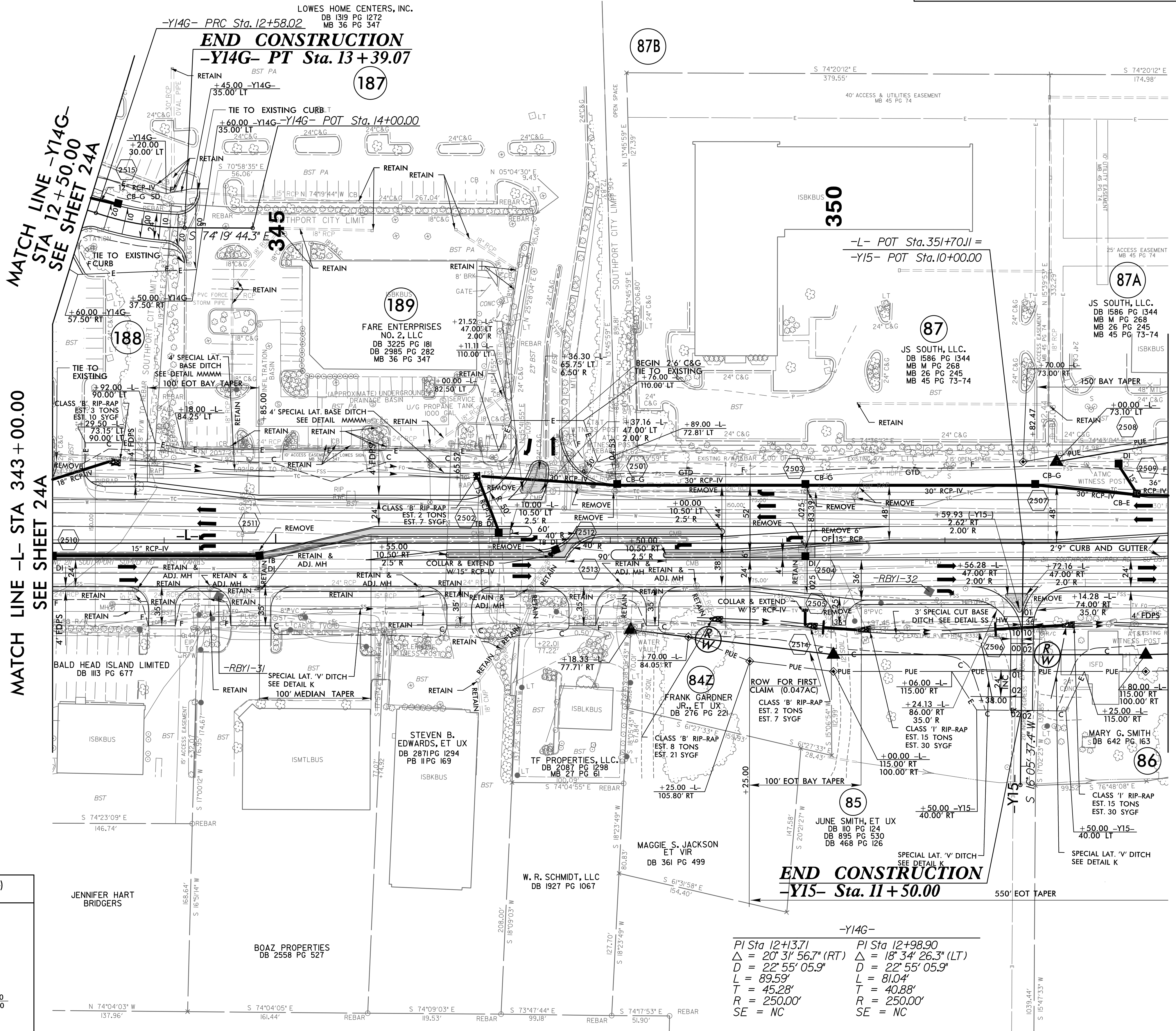
INTERSECTION OF NC 211 (-L-) AND OLD LONGBEACH RD (-Y14CD-)

2019 ADT				
2039 ADT				
	X	X	X	X
	13,500	28,800	8,500	
				X
				38,100
	X		X	
	36,200		11,400	
				X
				22,700

NOTE: 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- PROFILE, SEE SHEET 51
 FOR -Y14C- AND -Y14D- PROFILE, SEE SHEET 65
 FOR -Y14G- PROFILE, SEE SHEET 66
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

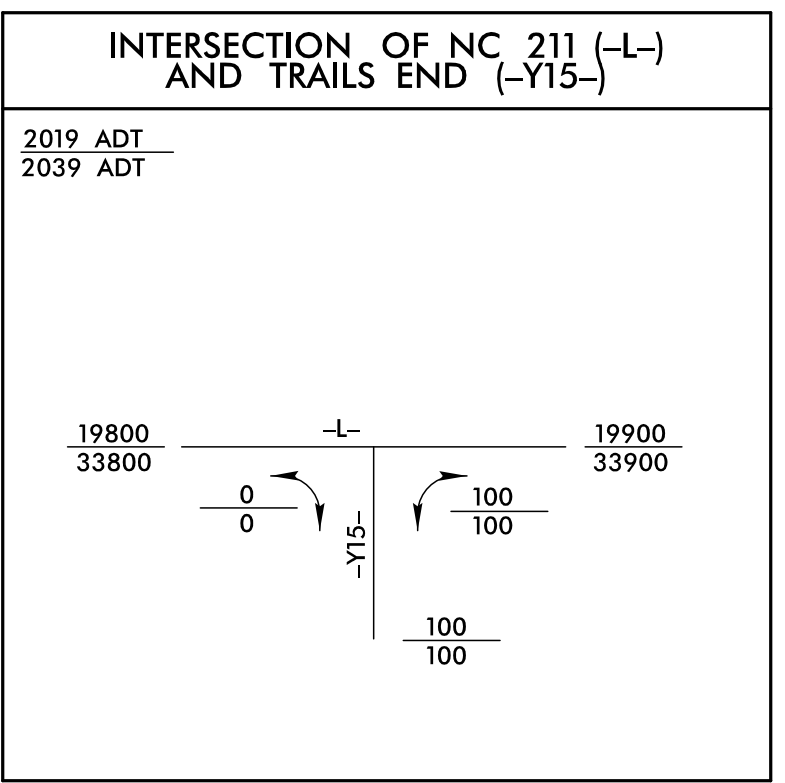
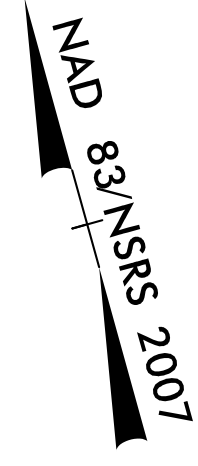
PROJECT REFERENCE NO. R-5021	SHEET NO. 25
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -Y14G-
STA 12+50.00
SEE SHEET 24A

MATCH LINE -L- STA 343+00.00
SEE SHEET 24A

MATCH LINE -L- STA 353+00.00
SEE SHEET 26



NOTE: 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

-Y14G-

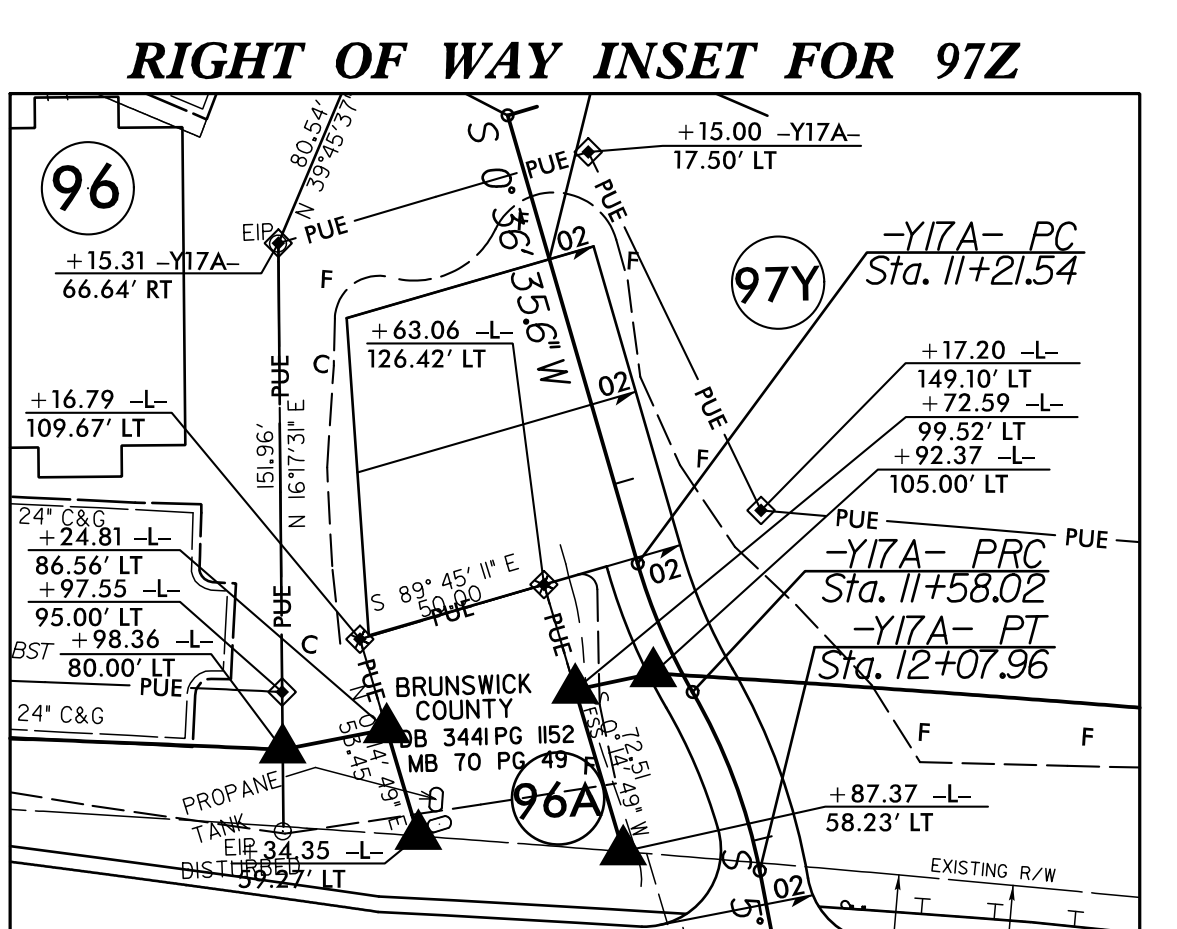
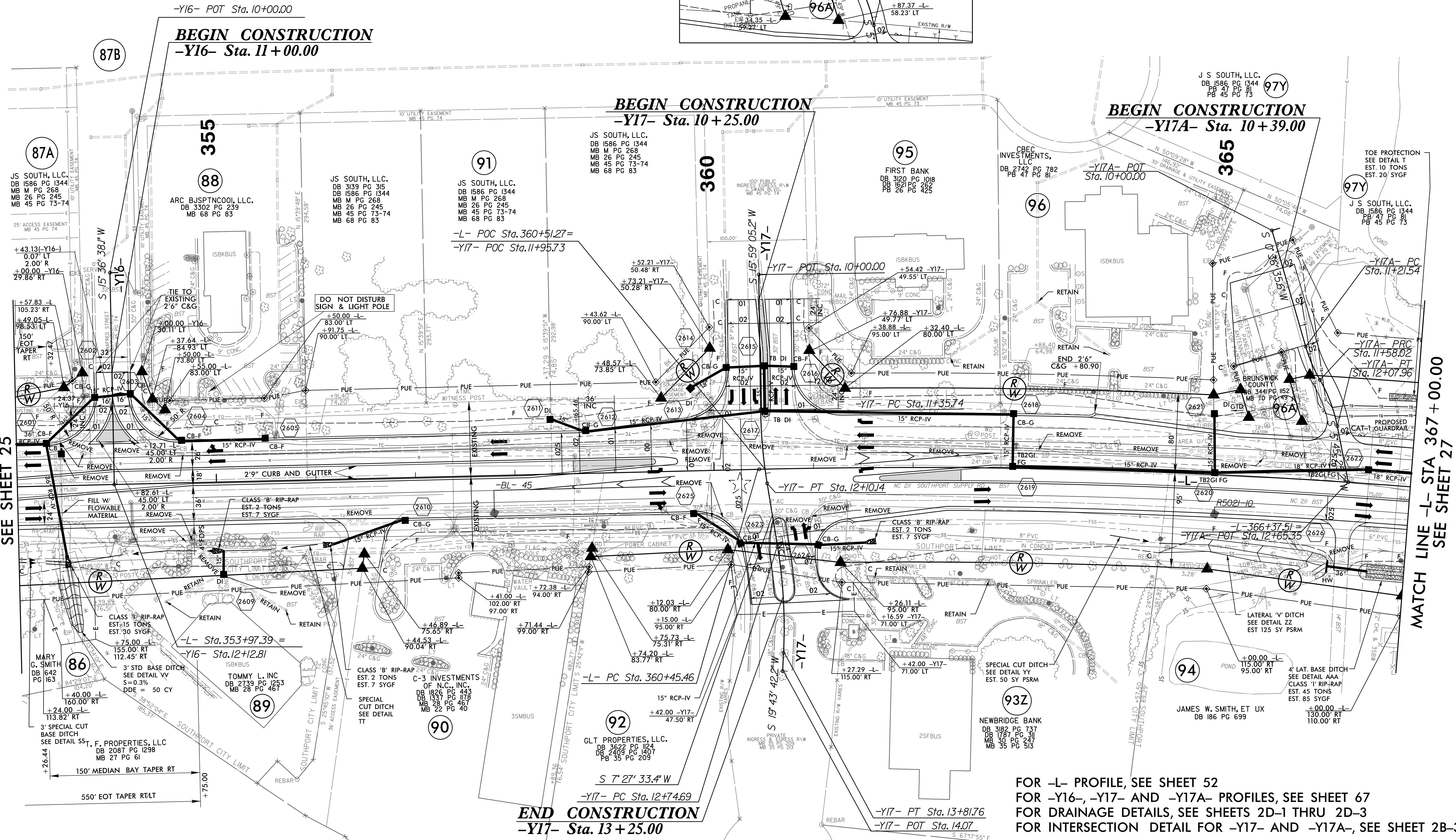
PI Sta 12+13.71	PI Sta 12+98.90
$\Delta = 20' 31' 56.7''$ (RT)	$\Delta = 18' 34' 26.3''$ (LT)
$D = 22' 55' 05.9''$	$D = 22' 55' 05.9''$
$L = 89.59'$	$L = 81.04'$
$T = 45.28'$	$T = 40.88'$
$R = 250.00'$	$R = 250.00'$
SE = NC	SE = NC

FOR -L- PROFILE, SEE SHEET 51
 FOR -Y14G- PROFILE, SEE SHEET 66
 FOR -Y15- PROFILE, SEE SHEET 67
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

NOTE:

- 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
- 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

-Y17A-		-Y17-		-L-	
PI Sta 11+39.87	PI Sta 11+83.22	PI Sta 11+73.00	PI Sta 13+28.43	PI Sta 374+14.38	
$\Delta = 13^{\circ} 55' 52.7"$ (LT)	$\Delta = 19^{\circ} 04' 42.3"$ (RT)	$\Delta = 8^{\circ} 31' 31.8"$ (LT)	$\Delta = 12^{\circ} 16' 08.9"$ (RT)	$\Delta = 23^{\circ} 51' 25.5"$ (RT)	
D = 38' 11" 49.9"	D = 38' 11" 49.9"	D = 11' 27" 33.0"	D = 11' 27" 33.0"	D = 0' 53" 03.1"	
L = 36.47'	L = 49.95'	L = 74.40'	L = 107.07'	L = 2,698.17'	
T = 18.33'	T = 25.21'	T = 37.27'	T = 53.74'	T = 1,368.92'	
R = 150.00'	R = 150.00'	R = 500.00'	R = 500.00'	R = 6,480.00'	
SE = SEE PLANS SE = SEE PLANS		SE = SEE PLANS SE = SEE PLANS		SE = RC	



HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

PROJECT REFERENCE NO. R-5021	SHEET NO. 26
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<i>Eng. Seal</i> 36786	<i>James Bean</i> 15764
10/29/2021	11/1/2021

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

EXISTING TRAFFIC SIGNAL

REVISIONS

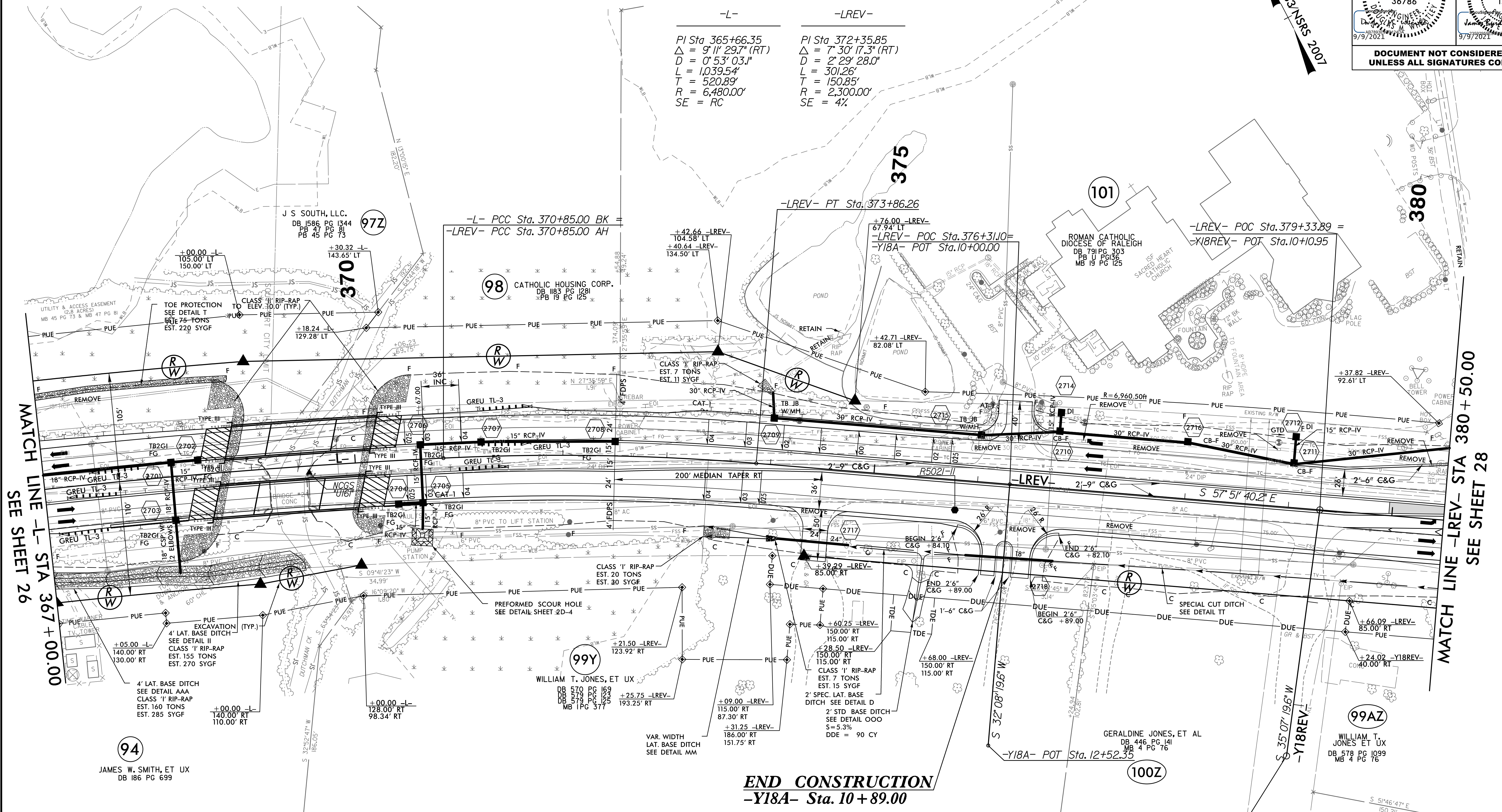
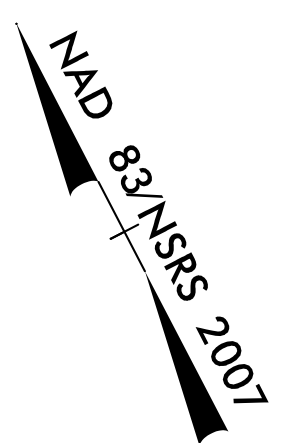
- 07-19-2016 - REVISED PUES ON PARCELS 88, 91, 95, 96, 96A AND 97. MID
- 08-25-2016 - REVISED PUES ON PARCELS 91 AND 95. MID
- 11-09-2016 - REVISED RW AND PUE ON PARCELS 88 & 91. DWM
- 02-20-2017 - REVISED RW AND PUE ON PARCEL 88 TO STAY OFF PARKING LOT. DWM
- 02-20-2017 - REVISED RW AND PUE ON PARCELS 96 AND 96A. REVISED RW, PUE AND TCE ON PARCEL 97 TO ALIGN WITH NEW DRIVEWAY. TSG
- 07-12-2018 - REVISED RW AND PUE ON PARCEL 97Z. ADDED ROW TO PARCEL 92A. ADDED PUE TO PARCEL 92A. ADDED TCE TO PARCELS 92A & 93Z. REMOVED TCE ON PARCEL 97Z. ABH
- 10-03-2018 - REVISED RW AND PUE ON PARCEL 97Z TO PREVIOUSLY PURCHASED ROW REVISION (7-19-2016). CRG
- 02-24-2021 - REVISED RW AND PUE ON PARCEL 88 TO "DO NOT DISTURB SIGN & LIGHT POLE". RHT
- 02-24-2021 - REVISED RW AND PUE ON PARCEL 88 TO "DO NOT DISTURB SIGN & LIGHT POLE". RHT
- 10-20-2021 - NEW PROPERTY LINES AROUND PARCEL 96A. RESULTS IN ROW AND PUE REVISIONS TO PARCEL 97Z. DWM

MATCH LINE -L- STA 353 + 00.00
SEE SHEET 25

MATCH LINE -L- STA 367 + 00.00
SEE SHEET 27

FOR -L- PROFILE, SEE SHEET 52
 FOR -Y16-, -Y17- AND -Y17A- PROFILES, SEE SHEET 67
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR INTERSECTION DETAIL FOR -Y17- AND -Y17A-, SEE SHEET 2B-3

PROJECT REFERENCE NO. R-5021	SHEET NO. 27
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



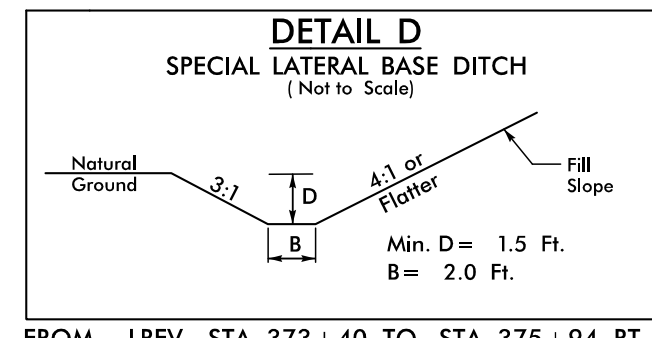
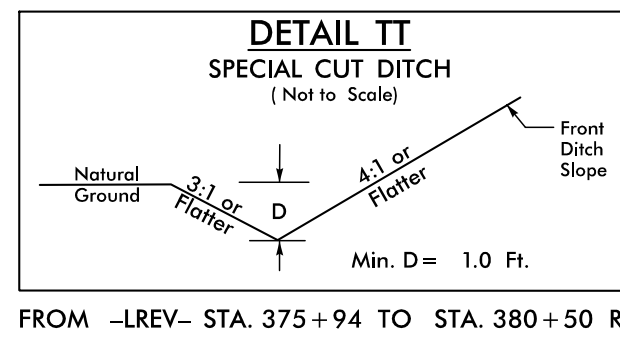
-L- -LREV-

PI Sta 365+66.35 PI Sta 372+35.85
 $\Delta = 9' 11'' 29.7'' (RT)$ $\Delta = 7' 30'' 17.3'' (RT)$
 $D = 0' 53'' 03.1''$ $D = 2' 29'' 28.0''$
 $L = 1,039.54'$ $L = 301.26'$
 $T = 520.89'$ $T = 150.85'$
 $R = 6,480.00'$ $R = 2,300.00'$
 $SE = RC$ $SE = 4\%$

MATCH LINE -L- STA 367 + 00.00
SEE SHEET 26

MATCH LINE -LREV- STA 380 + 50.00
SEE SHEET 28

END CONSTRUCTION
-Y18A- Sta. 10 + 89.00



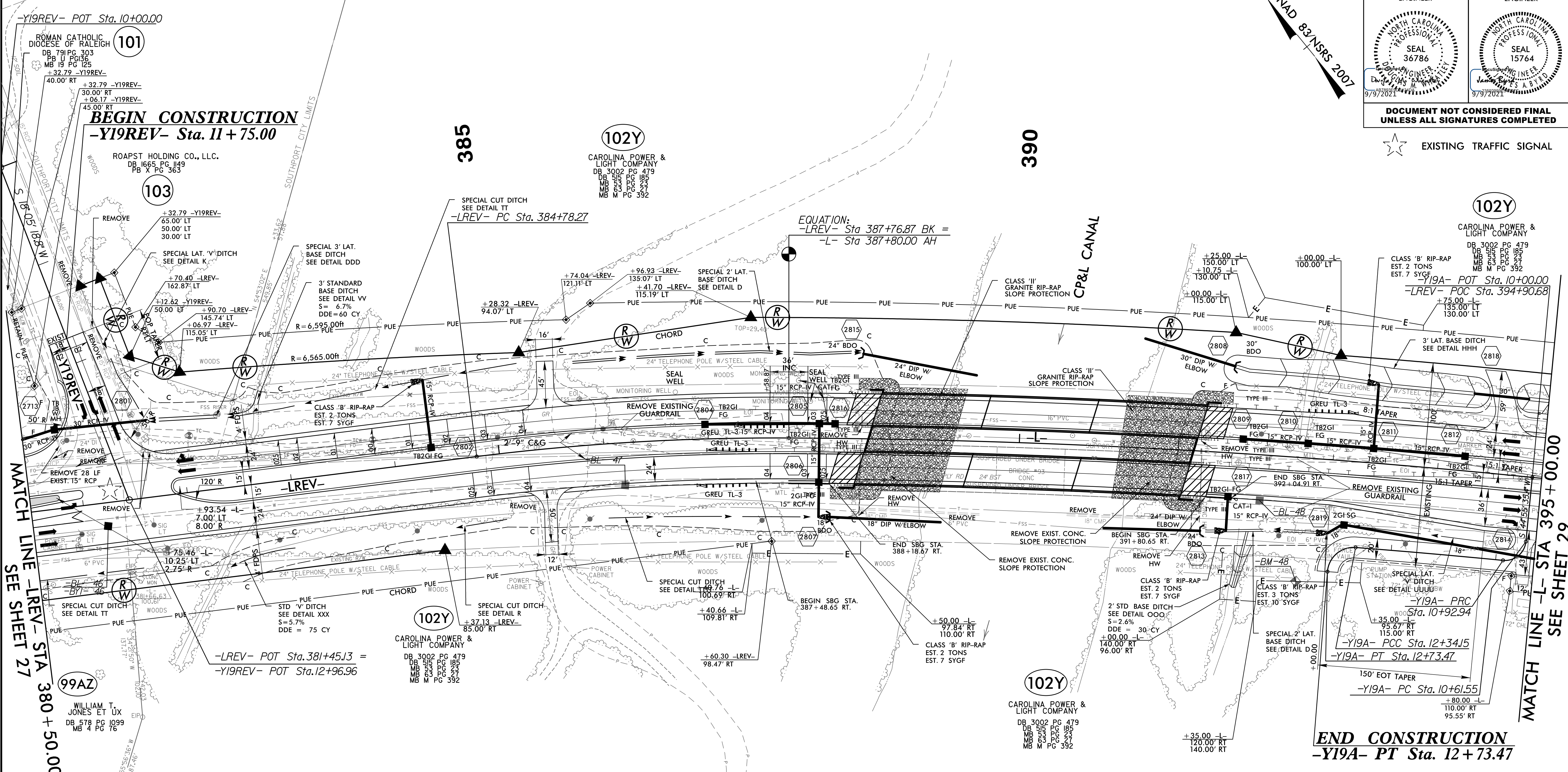
NOTE:
 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- & -LREV- PROFILE, SEE SHEET 52
 FOR -Y18A- PROFILE, SEE SHEET 67
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR STRUCTURE PLANS, SEE SHEETS S1-1 THRU S1-38
 FOR STRUCTURE PLANS, SEE SHEETS S2-1 THRU S2-38
 FOR BRIDGE DETAIL SKETCH, SEE SHEET 2B-6

5/14/2021

PROJECT REFERENCE NO. R-5021	SHEET NO. 28
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

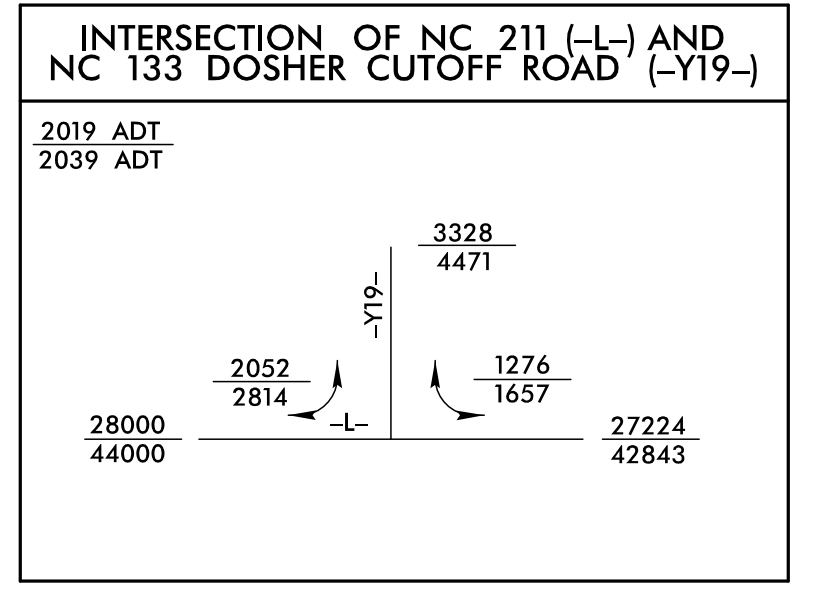
EXISTING TRAFFIC SIGNAL



MATCH LINE -LREV- STA 380 + 50.00
SEE SHEET 27

MATCH LINE -L- STA 395 + 00.00
SEE SHEET 29

-LREV-	-L-	-Y19A-
PI Sta 386+27.78	PI Sta 397+38.92	PI Sta 10+81.53
$\Delta = 7' 26'' 18.8''$ (RT)	$\Delta = 14' 34'' 20.0''$ (RT)	$\Delta = 89' 55'' 24.8''$ (RT)
$D = 2' 29'' 28.0''$	$D = 0' 45'' 50.2''$	$D = 286' 28'' 44.0''$
$L = 298.60'$	$L = 1,907.50'$	$L = 31.39'$
$T = 149.51'$	$T = 958.92'$	$T = 19.97'$
$R = 2,300.00'$	$R = 7,500.00'$	$R = 20.00'$
$SE = 4\%$	$SE = RC$	

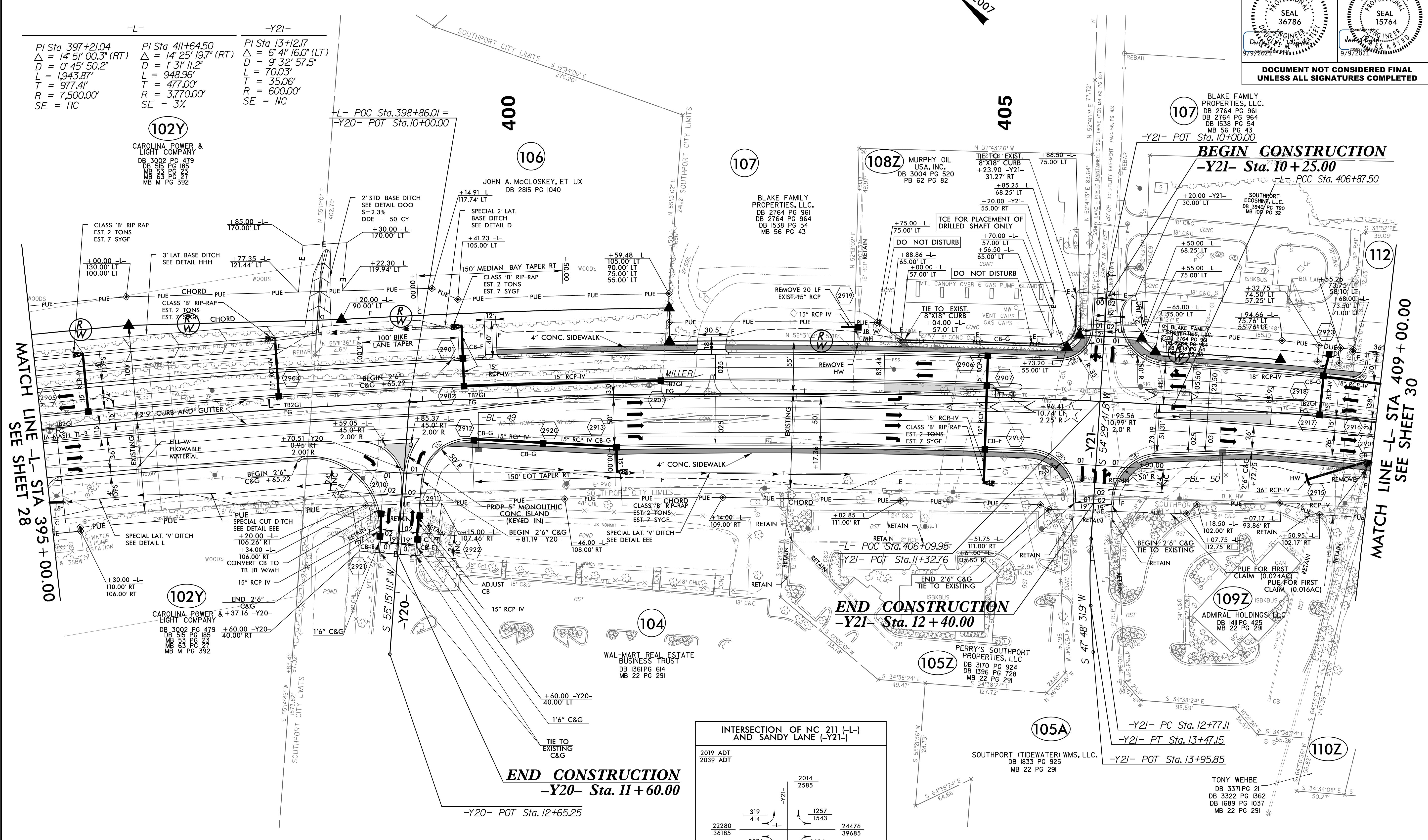


NOTE:
 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- & -LREV- PROFILE, SEE SHEETS 52 & 53
 FOR -Y19REV- PROFILE, SEE SHEET 67
 FOR BRIDGE DETAIL SHEET, SEE SHEET 2B-6
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR STRUCTURE PLANS, SEE SHEETS S5-1 THRU S6-39

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PROJECT REFERENCE NO. R-5021	SHEET NO. 29
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-L-	-Y2I-
PI Sta 397+21.04	PI Sta 411+64.50
$\Delta = 14' 51'' 00.3''$ (RT)	$\Delta = 14' 25'' 19.7''$ (RT)
$D = 0' 45'' 50.2''$	$D = 1' 31'' 11.2''$
$L = 1,943.87'$	$L = 948.96'$
$T = 977.41'$	$T = 477.00'$
$R = 7,500.00'$	$R = 3,770.00'$
$SE = RC$	$SE = NC$

102Y
CAROLINA POWER & LIGHT COMPANY
DB 3002 PG 479
MB 315 PG 185
MB 316 PG 186
MB 317 PG 187
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NOTE:

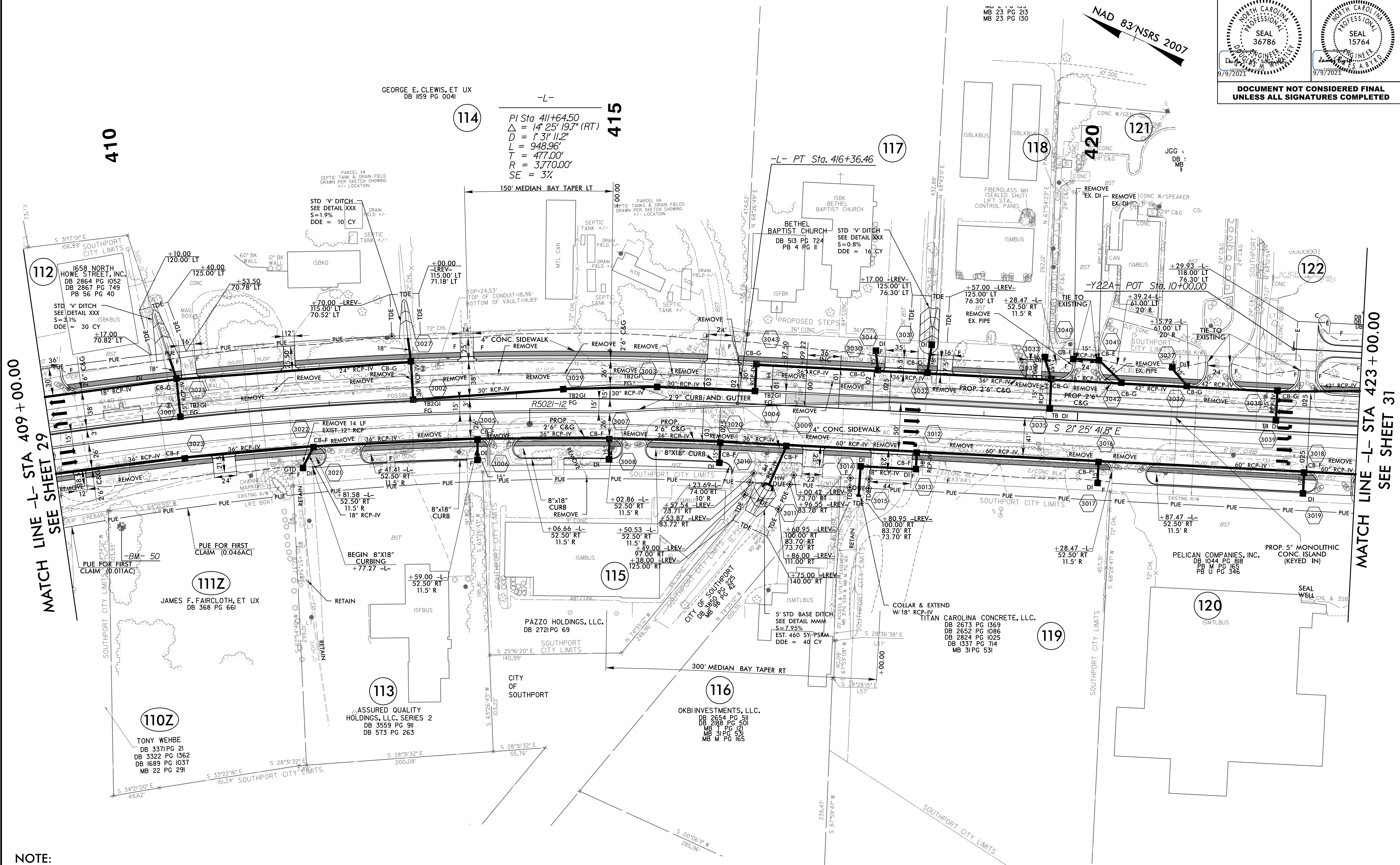
- ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
- PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

INTERSECTION OF NC 211 (-L-) AND SANDY LANE (-Y2I-)

2019 ADT 2039 ADT		2014 2585	
	319 414		1257 1543
22280 36185			24476 39685
	2376 2757		3604 5128
		6418 8513	

FOR -L- PROFILE, SEE SHEET 53
FOR -Y20- & -Y21- PROFILES, SEE SHEET 68
FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

PROJECT REFERENCE NO. R-5021	SHEET NO. 30
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



- NOTE:**
1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -L- PROFILE, SEE SHEET 54
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

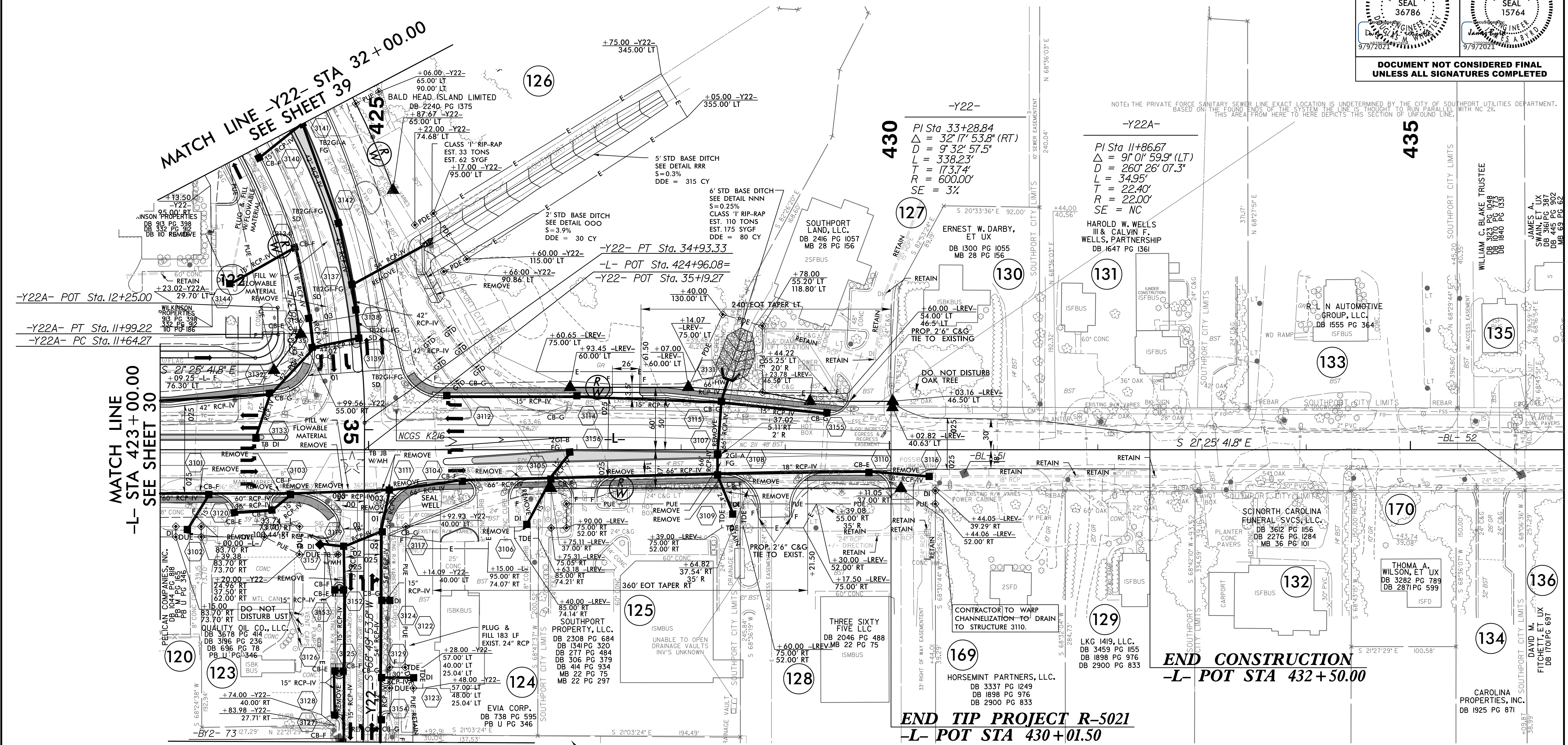
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PROJECT REFERENCE NO. R-5021	SHEET NO. 31
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

**DO NOT DISTURB THE MONUMENT
"NCGS K216".**

NAD 83/NSRS 2007

EXISTING TRAFFIC SIGNAL

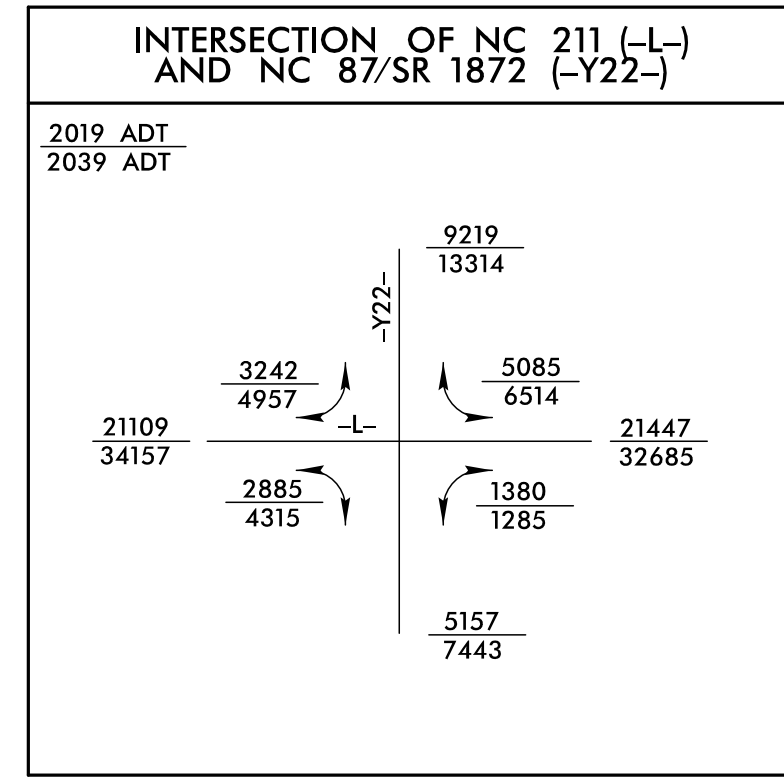


NOTE: THE PRIVATE FORCE SANITARY SEWER LINE EXACT LOCATION IS UNDETERMINED BY THE CITY OF SOUTHPORT UTILITIES DEPARTMENT. BASED ON THE FOUND ENDS OF THE SYSTEM THE LINE IS THOUGHT TO RUN PARALLEL WITH NC 216. THIS AREA FROM HERE TO HERE DEPICTS THIS SECTION OF UNFOUND LINE.

-Y22A- POT Sta. 12+25.00
-Y22A- PT Sta. 11+99.22
-Y22A- PC Sta. 11+64.27

MATCH LINE
-L- STA 423+00.00
SEE SHEET 30

MATCH LINE -Y22- STA 38+00.00
SEE SHEET 40



**END CONSTRUCTION
-L- POT STA 432+50.00**

**END TIP PROJECT R-5021
-L- POT STA 430+01.50**

- NOTE:**
1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

- FOR -L- PROFILE, SEE SHEET 54
FOR -Y22- PROFILE, SEE SHEET 69
FOR INTERSECTION DETAIL, SEE SHEET 2B-4
FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

5/14/2021

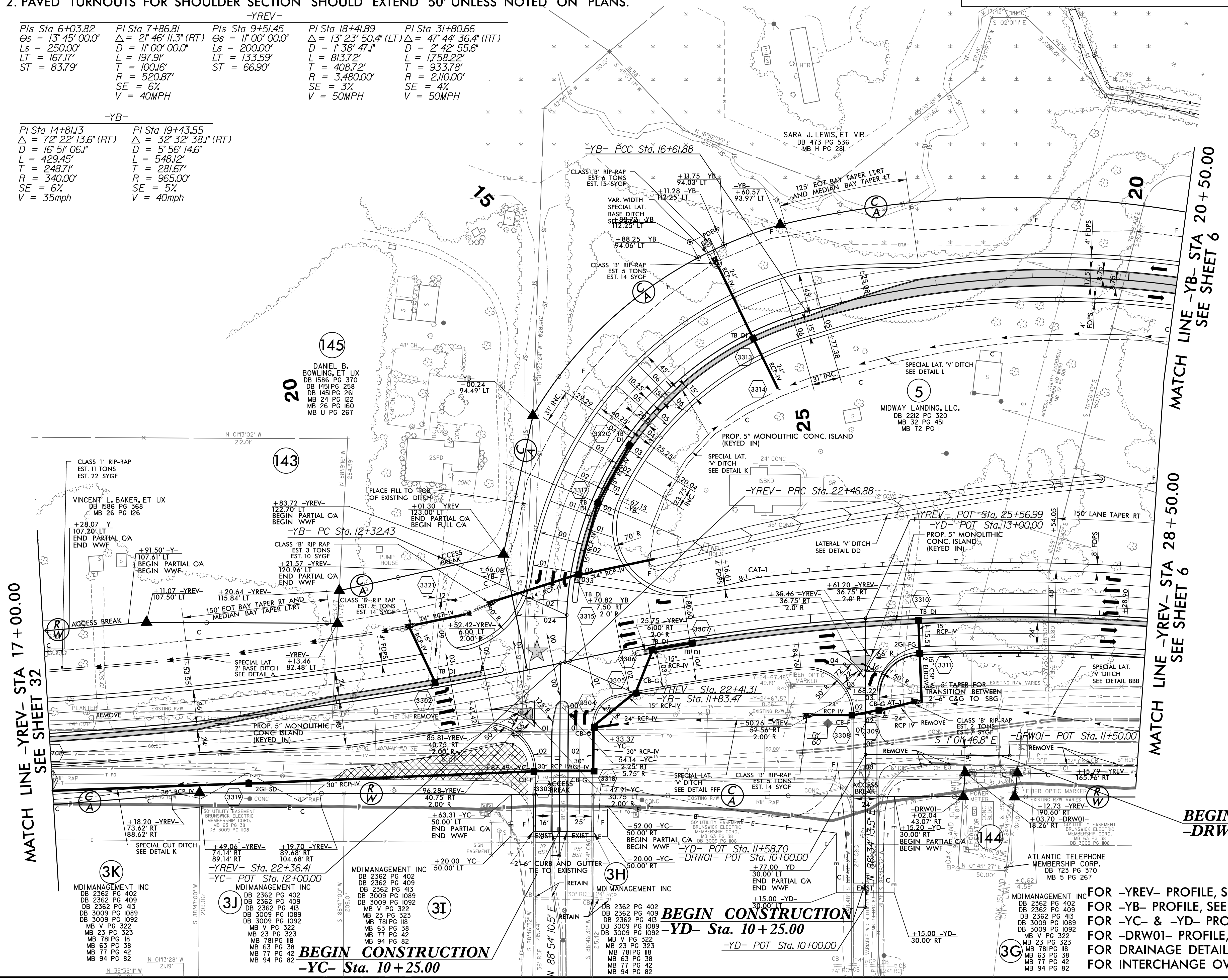
NOTE:
 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

-YREV-	
PI Sta 6+03.82 Δ = 13' 45" 00.0" Ls = 250.00' LT = 167.17' ST = 83.79'	PI Sta 7+86.81 Δ = 21' 46" 11.3" (RT) D = 11' 00" 00.0" L = 197.91' T = 100.16' R = 520.87' SE = 6% V = 40MPH
PI Sta 9+51.45 Δ = 11' 00" 00.0" Ls = 200.00' LT = 133.59' ST = 66.90'	PI Sta 18+41.89 Δ = 13' 23" 50.4" (LT) D = 1' 38" 47.1" L = 813.72' T = 408.72' R = 3,480.00' SE = 3% V = 50MPH
PI Sta 31+80.66 Δ = 47' 44" 36.4" (RT) D = 2' 42" 55.6" L = 1,758.22' T = 933.78' R = 2,110.00' SE = 4% V = 50MPH	

-YB-	
PI Sta 14+81.13 Δ = 72' 22" 13.6" (RT) D = 16' 51" 06.1" L = 429.45' T = 248.71' R = 340.00' SE = 6% V = 35mph	PI Sta 19+43.55 Δ = 32' 32" 38.1" (RT) D = 5' 56" 14.6" L = 548.12' T = 281.67' R = 965.00' SE = 5% V = 40mph

PROJECT REFERENCE NO. R-5021	SHEET NO. 33
RW SHEET NO. 34	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	SEAL 36786
	SEAL 15764
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NSRS 2007
 ★ PROPOSED TRAFFIC SIGNAL



MATCH LINE -YREV- STA 17 + 00.00
 SEE SHEET 32

MATCH LINE -YB- STA 20 + 50.00
 SEE SHEET 6

MATCH LINE -YREV- STA 28 + 50.00
 SEE SHEET 6

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 DB 3009 PG 1092
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BEGIN CONSTRUCTION
 -YC- Sta. 10 + 25.00

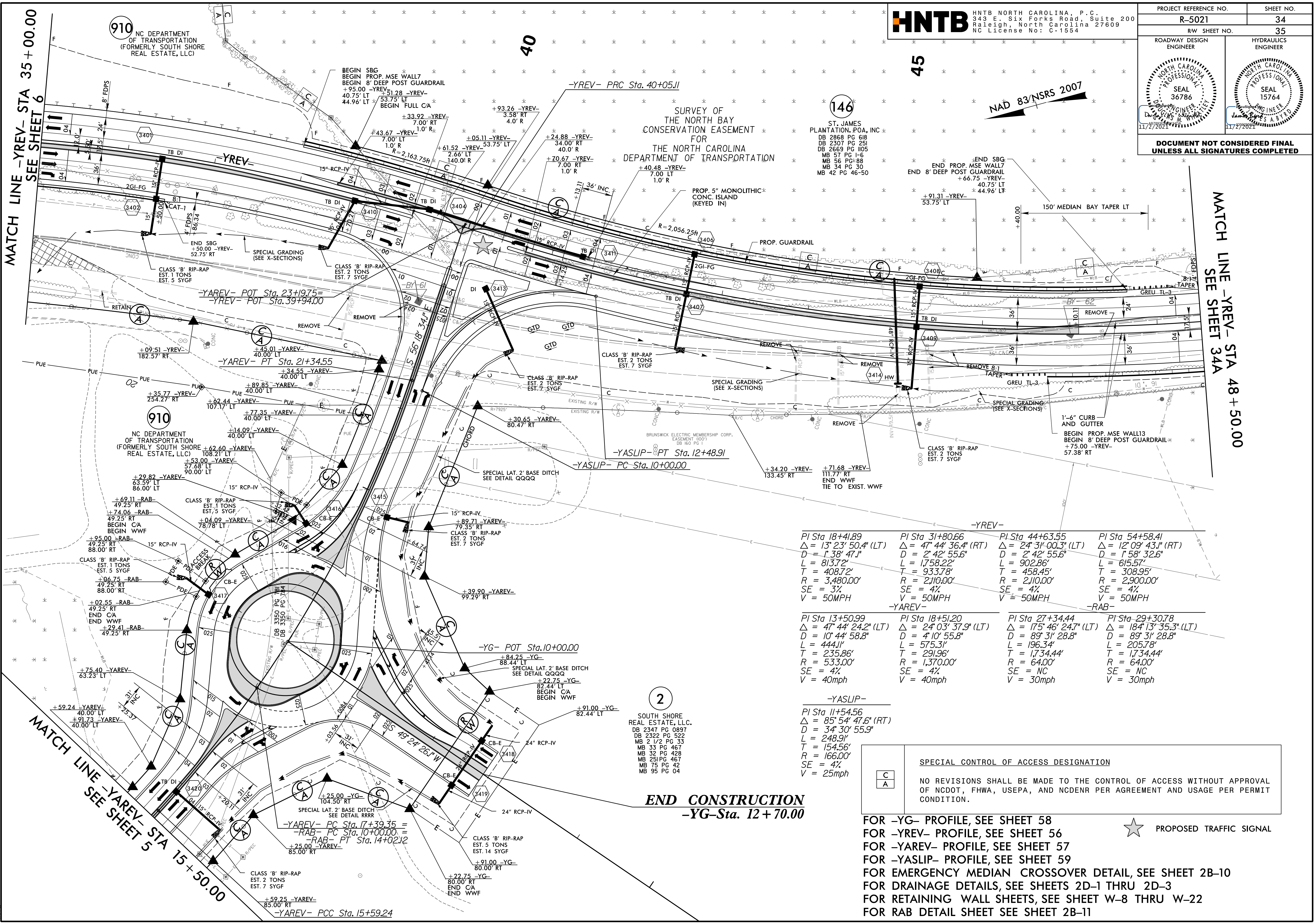
BEGIN CONSTRUCTION
 -YD- Sta. 10 + 25.00

BEGIN CONSTRUCTION
 -DRW01- Sta. 11 + 40.00

FOR -YREV- PROFILE, SEE SHEET 55
 FOR -YB- PROFILE, SEE SHEET 57
 FOR -YC- & -YD- PROFILES, SEE SHEET 58
 FOR -DRW01- PROFILE, SEE SHEET 58
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR INTERCHANGE OVERVIEW, SEE SHEET 2B-7

5/14/2021

PROJECT REFERENCE NO. R-5021	SHEET NO. 34
RW SHEET NO. 35	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	SEAL 36786 11/27/2021
	SEAL 15764 11/27/2021
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-YREV- PI Sta 18+41.89 $\Delta = 13' 23' 50.4''$ (LT) $D = 1' 38' 47.1''$ $L = 813.72'$ $T = 408.72'$ $R = 3,480.00'$ $SE = 3\%$ $V = 50MPH$	-YREV- PI Sta 31+80.66 $\Delta = 47' 44' 36.4''$ (RT) $D = 2' 42' 55.6''$ $L = 1,758.22'$ $T = 933.78'$ $R = 2,110.00'$ $SE = 4\%$ $V = 50MPH$	-YREV- PI Sta 44+63.55 $\Delta = 24' 31' 00.3''$ (LT) $D = 2' 42' 55.6''$ $L = 902.86'$ $T = 458.45'$ $R = 2,110.00'$ $SE = 4\%$ $V = 50MPH$	-YREV- PI Sta 54+58.41 $\Delta = 12' 09' 43.1''$ (RT) $D = 1' 58' 32.6''$ $L = 615.57'$ $T = 308.95'$ $R = 2,900.00'$ $SE = 4\%$ $V = 50MPH$
---	---	---	---

-YAREV- PI Sta 13+50.99 $\Delta = 47' 44' 24.2''$ (LT) $D = 10' 44' 58.8''$ $L = 444.11'$ $T = 235.86'$ $R = 533.00'$ $SE = 4\%$ $V = 40mph$	-YAREV- PI Sta 18+51.20 $\Delta = 24' 03' 37.9''$ (LT) $D = 4' 10' 55.8''$ $L = 575.31'$ $T = 291.96'$ $R = 1,370.00'$ $SE = 4\%$ $V = 40mph$	-YAREV- PI Sta 27+34.44 $\Delta = 175' 46' 24.7''$ (LT) $D = 89' 31' 28.8''$ $L = 196.34'$ $T = 173.444'$ $R = 64.00'$ $SE = NC$ $V = 30mph$	-YAREV- PI Sta 29+30.78 $\Delta = 184' 13' 35.3''$ (LT) $D = 89' 31' 28.8''$ $L = 205.78'$ $T = 173.444'$ $R = 64.00'$ $SE = NC$ $V = 30mph$
---	--	---	---

-YASLIP-
 PI Sta 11+54.56
 $\Delta = 85' 54' 47.6''$ (RT)
 $D = 34' 30' 55.9''$
 $L = 248.91'$
 $T = 154.56'$
 $R = 166.00'$
 $SE = 4\%$
 $V = 25mph$

SPECIAL CONTROL OF ACCESS DESIGNATION

C
A

NO REVISIONS SHALL BE MADE TO THE CONTROL OF ACCESS WITHOUT APPROVAL OF NCDOT, FHWA, USEPA, AND NCDENR PER AGREEMENT AND USAGE PER PERMIT CONDITION.

END CONSTRUCTION
-YG- Sta. 12 + 70.00

- FOR -YG- PROFILE, SEE SHEET 58
- FOR -YREV- PROFILE, SEE SHEET 56
- FOR -YAREV- PROFILE, SEE SHEET 57
- FOR -YASLIP- PROFILE, SEE SHEET 59
- FOR EMERGENCY MEDIAN CROSSOVER DETAIL, SEE SHEET 2B-10
- FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
- FOR RETAINING WALL SHEETS, SEE SHEET W-8 THRU W-22
- FOR RAB DETAIL SHEET SEE SHEET 2B-11

★ PROPOSED TRAFFIC SIGNAL

02-NOV-2021 14:09
 \\regdway\p-co\NR-5021.LRDY_PSH34.dgn

8/17/99

PROJECT REFERENCE NO. R-5021	SHEET NO. 34A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NSRS 2007

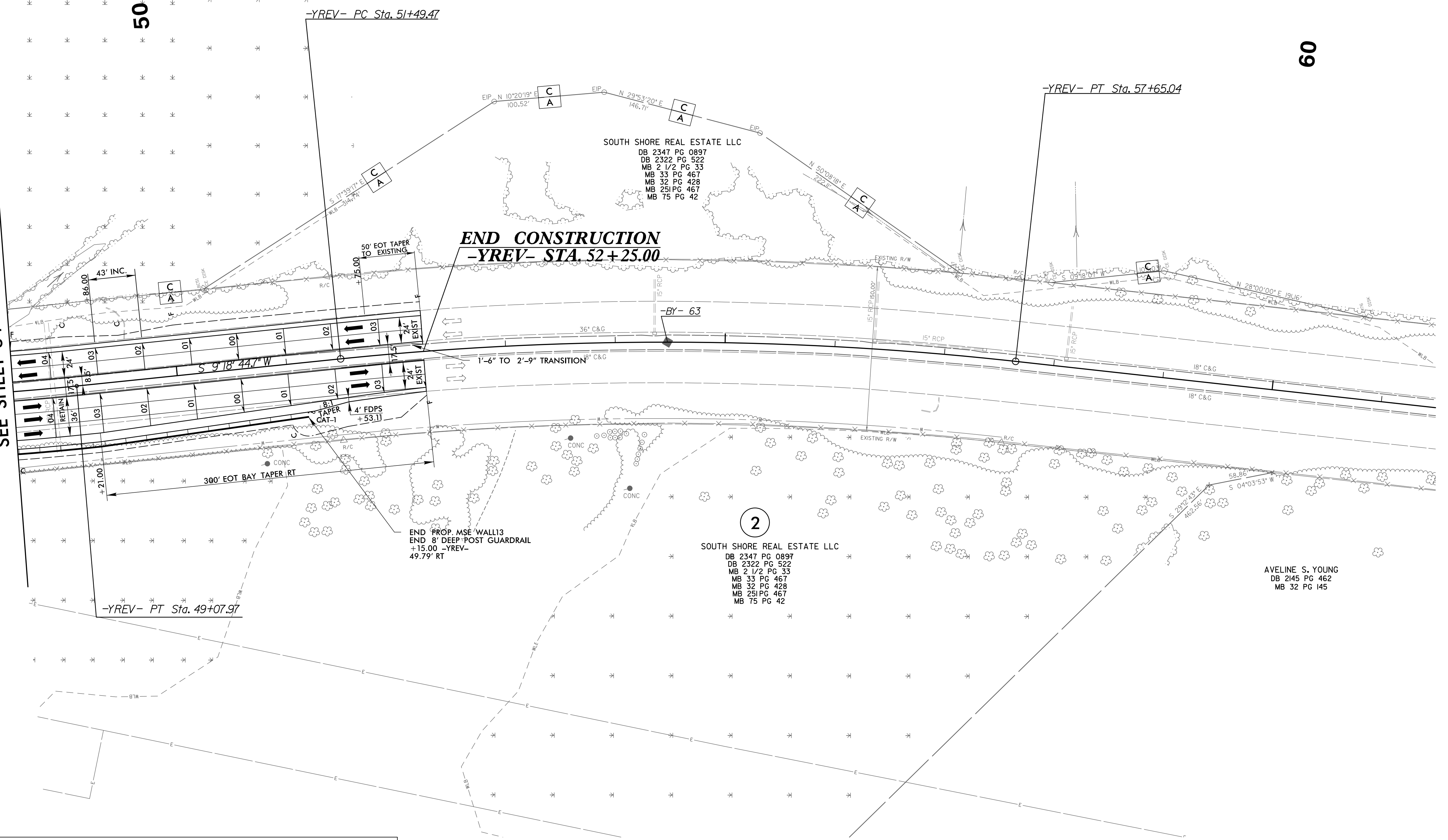
SURVEY OF
 THE NORTH BAY
 CONSERVATION EASEMENT
 FOR
 THE NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION

146
 ST. JAMES
 PLANTATION, POA, INC
 DB 2868 PG 618
 DB 2307 PG 251
 DB 2669 PG 1105
 MB 57 PG 1-6
 MB 56 PG 88
 MB 34 PG 30
 MB 42 PG 46-50

55

60

MATCH LINE -YREV- STA 48+50.00
 SEE SHEET 34



<table border="1"> <tr><td>C</td></tr> <tr><td>A</td></tr> </table>	C	A	<p>SPECIAL CONTROL OF ACCESS DESIGNATION</p> <p>NO REVISIONS SHALL BE MADE TO THE CONTROL OF ACCESS WITHOUT APPROVAL OF NCDOT, FHWA, USEPA, AND NCDENR PER AGREEMENT AND USAGE PER PERMIT CONDITION.</p>
C			
A			

2
 SOUTH SHORE REAL ESTATE LLC
 DB 2347 PG 0897
 DB 2322 PG 522
 MB 2 1/2 PG 33
 MB 33 PG 467
 MB 32 PG 428
 MB 25 PG 467
 MB 75 PG 42

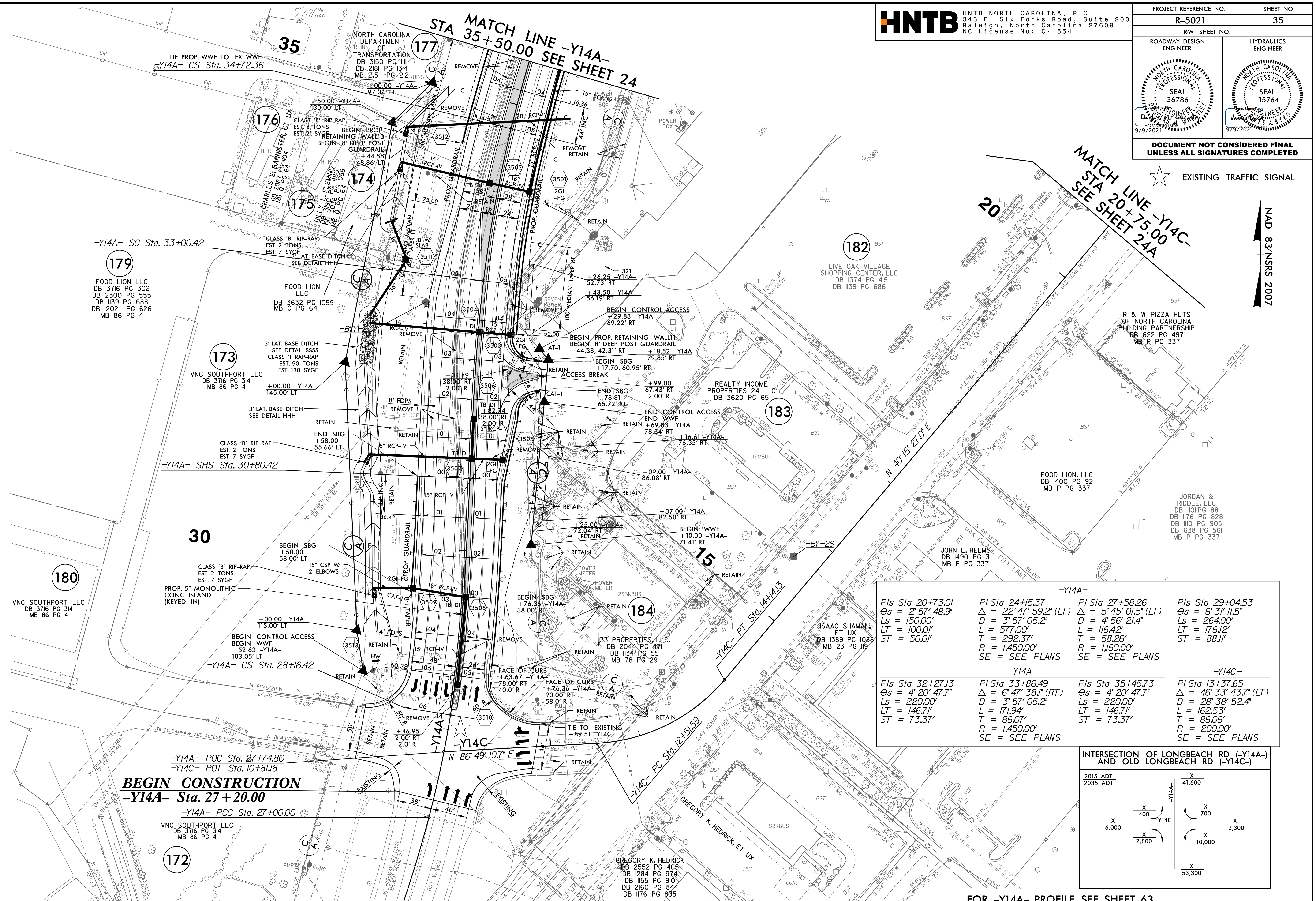
AVELINE S. YOUNG
 DB 2145 PG 462
 MB 32 PG 145

FOR -YREV- PROFILE, SEE SHEET 56
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR RETAINING WALL PLANS, SEE SHEETS W-18 THRU W-22

02-NOV-2021 14:09
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 HNTB

5/14/2021

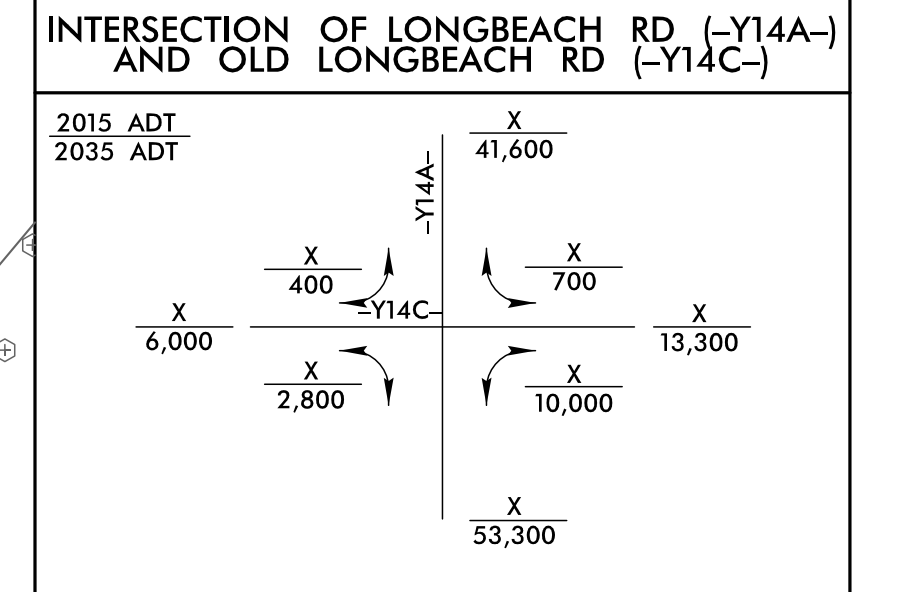
PROJECT REFERENCE NO. R-5021	SHEET NO. 35
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



EXISTING TRAFFIC SIGNAL

NAD 83/NSRS 2007

-Y14A-			
Pls Sta 20+73.01 Os = 2' 57" 48.9" Ls = 150.00' LT = 100.01' ST = 50.01'	Pls Sta 24+15.37 Δ = 22' 47" 59.2" (LT) D = 3' 57" 05.2" L = 577.00' T = 292.37' R = 1,450.00'	Pls Sta 27+58.26 Δ = 5' 45" 01.5" (LT) D = 4' 56" 21.4" L = 116.42' T = 58.26' R = 1,160.00'	Pls Sta 29+04.53 Os = 6' 31" 11.5" Ls = 264.00' LT = 176.12' ST = 88.11'
-Y14A-			
Pls Sta 32+27.13 Os = 4' 20" 47.7" Ls = 220.00' LT = 146.71' ST = 73.37'	Pls Sta 33+86.49 Δ = 6' 47" 38.1" (RT) D = 3' 57" 05.2" L = 171.94' T = 86.07' R = 1,450.00'	Pls Sta 35+45.73 Os = 4' 20" 47.7" Ls = 220.00' LT = 146.71' ST = 73.37'	Pls Sta 13+37.65 Δ = 46' 33" 43.7" (LT) D = 28' 38" 52.4" L = 162.53' T = 86.06' R = 200.00'



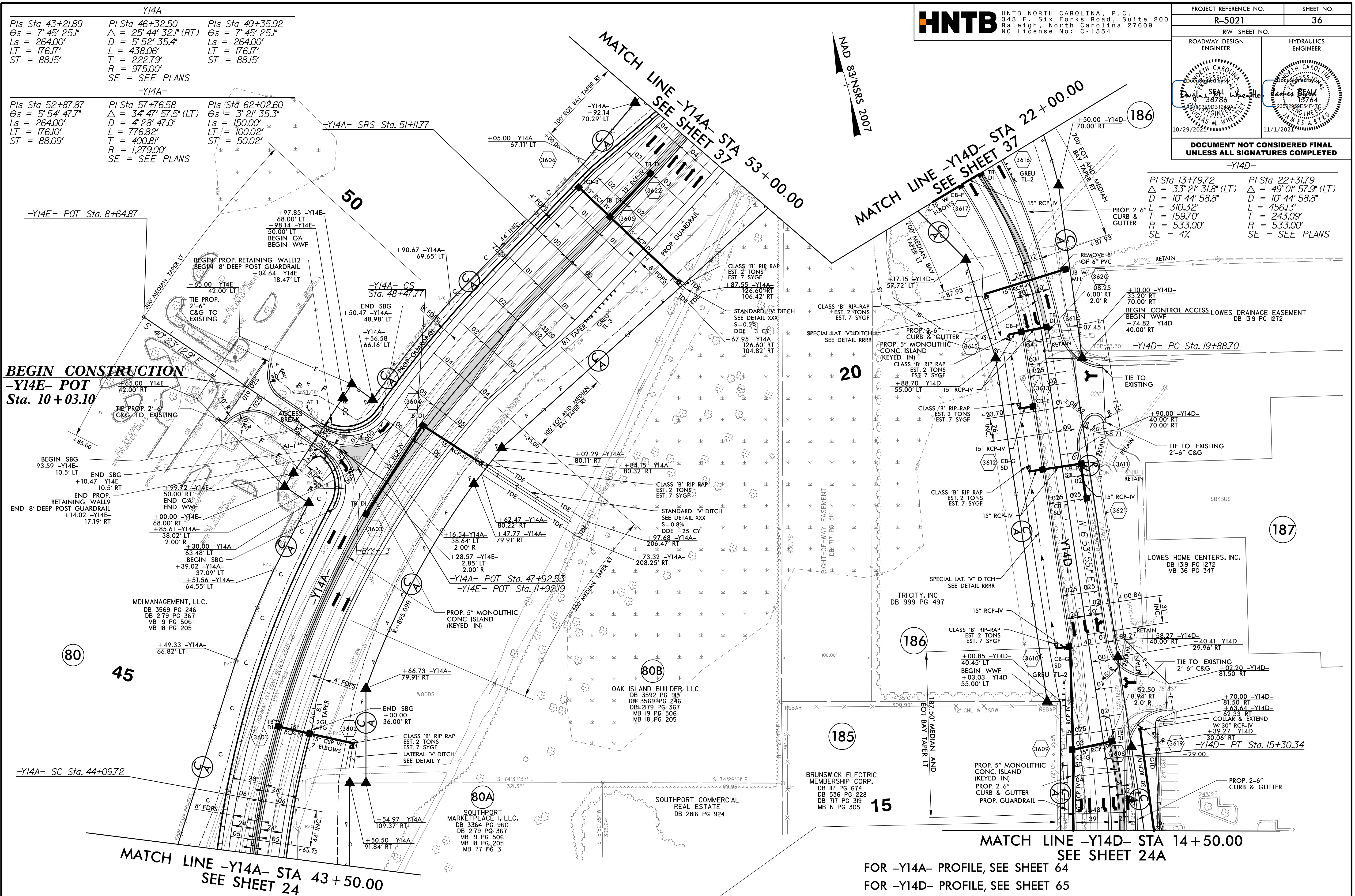
BEGIN CONSTRUCTION
 -Y14A- Sta. 27+20.00
 -Y14A- POC Sta. 27+74.86
 -Y14C- POT Sta. 10+81.18
 -Y14A- PCC Sta. 27+00.00

NOTE: 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -Y14A- PROFILE, SEE SHEET 63
 FOR -Y14C- PROFILE, SEE SHEET 65
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR RETAINING WALL PLANS, SEE SHEETS W-8 THRU W-17

22-JUL-2021 09:57
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PROJECT REFERENCE NO. R-5021	SHEET NO. 36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<i>David Seal</i> David Seal 36786 Professional Engineer 10/29/2021	<i>James Beal</i> James Beal 15764 Professional Engineer 11/1/2021
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y14A-
 Pls Sta 43+21.89 Pls Sta 46+32.50 Pls Sta 49+35.92
 $\Delta = 7' 45" 25.1"$ $\Delta = 25' 44" 32.1" (RT)$ $\Delta = 7' 45" 25.1"$
 $L_s = 264.00'$ $D = 5' 52" 35.4"$ $L_s = 264.00'$
 $LT = 176.17'$ $L = 438.06'$ $LT = 176.17'$
 $ST = 88.15'$ $T = 222.79'$ $ST = 88.15'$
 $R = 975.00'$
 SE = SEE PLANS

-Y14A-
 Pls Sta 52+87.87 Pls Sta 57+76.58 Pls Sta 62+02.60
 $\Delta = 5' 54' 47.7"$ $\Delta = 34' 47' 57.5" (LT)$ $\Delta = 3' 21' 35.3"$
 $L_s = 264.00'$ $D = 4' 28' 47.0"$ $L_s = 150.00'$
 $LT = 176.10'$ $L = 776.82'$ $LT = 100.02'$
 $ST = 88.09'$ $T = 400.81'$ $ST = 50.02'$
 $R = 1,279.00'$
 SE = SEE PLANS

-Y14D-
 Pls Sta 13+79.72 Pls Sta 22+31.79
 $\Delta = 33' 21' 31.8" (LT)$ $\Delta = 49' 01' 57.9" (LT)$
 $D = 10' 44' 58.8"$ $D = 10' 44' 58.8"$
 $L = 310.32'$ $L = 456.13'$
 $T = 159.70'$ $T = 243.09'$
 $R = 533.00'$ $R = 533.00'$
 SE = SEE PLANS

BEGIN CONSTRUCTION
 -Y14E- POT
 Sta. 10+03.10

80
 45

-Y14A- SC Sta. 44+09.72

MATCH LINE -Y14A- STA 43+50.00
 SEE SHEET 24

NOTE: 1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

DO NOT DISTURB FENCE AROUND BRUNSWICK ELECTRIC PARCEL

MATCH LINE -Y14D- STA 14+50.00
 SEE SHEET 24A

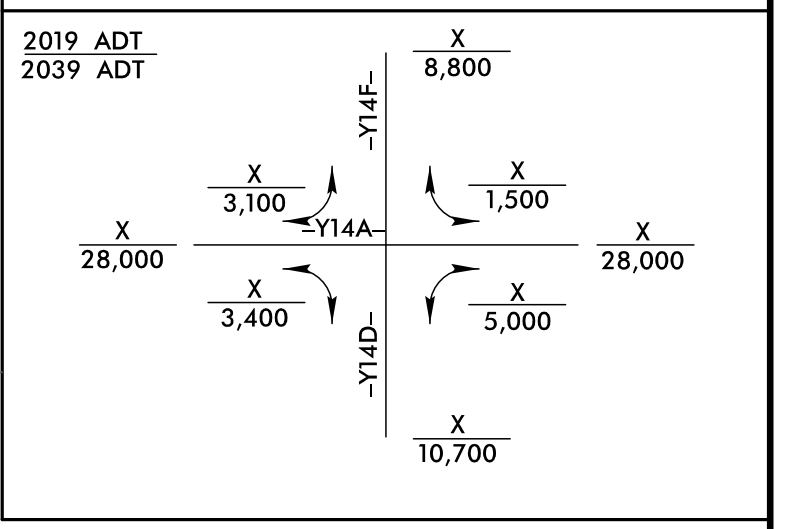
FOR -Y14A- PROFILE, SEE SHEET 64
 FOR -Y14D- PROFILE, SEE SHEET 65
 FOR -Y14E- PROFILE, SEE SHEET 66
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3
 FOR RETAINING WALL PLANS, SEE SHEETS W-8 THRU W-11 & W-18 THRU W-22

5/14/2021
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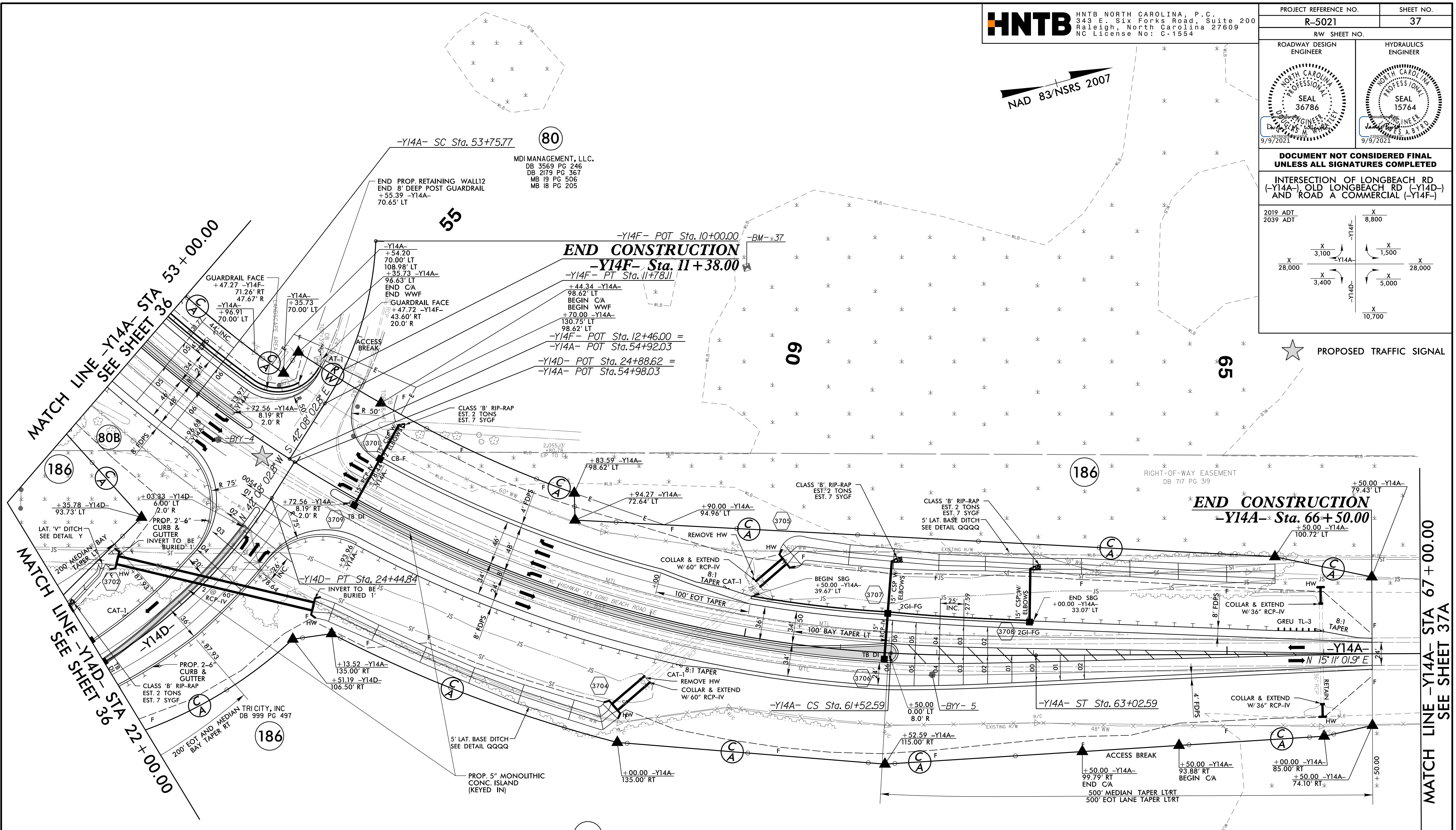
PROJECT REFERENCE NO. R-5021	SHEET NO. 37
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

**INTERSECTION OF LONGBEACH RD
(-Y14A-), OLD LONGBEACH RD (-Y14D-)
AND ROAD A COMMERCIAL (-Y14F-)**



★ PROPOSED TRAFFIC SIGNAL



-Y14A-		
Pls Sta 52+87.87	Pls Sta 57+76.58	Pls Sta 62+02.60
$\Delta = 5^{\circ} 54' 47.7''$	$\Delta = 34^{\circ} 47' 57.5''$ (LT)	$\Delta = 3^{\circ} 21' 35.3''$
$L_s = 264.00'$	$D = 4^{\circ} 28' 47.0''$	$L_s = 150.00'$
$LT = 176.10'$	$L = 776.82'$	$LT = 100.02'$
$ST = 88.09'$	$T = 400.81'$	$ST = 50.02'$
	$R = 1,279.00'$	
	SE = SEE PLANS	
-Y14D-		
Pls Sta 22+31.79	Pls Sta 10+91.15	
$\Delta = 49^{\circ} 01' 57.9''$ (LT)	$\Delta = 30^{\circ} 00' 52.6''$ (RT)	
$D = 10^{\circ} 44' 58.8''$	$D = 16^{\circ} 51' 06.1''$	
$L = 456.13'$	$L = 178.11'$	
$T = 243.09'$	$R = 91.15'$	
$R = 533.00'$	$T = 340.00'$	
SE = SEE PLANS	SE = SEE PLANS	

NOTE:

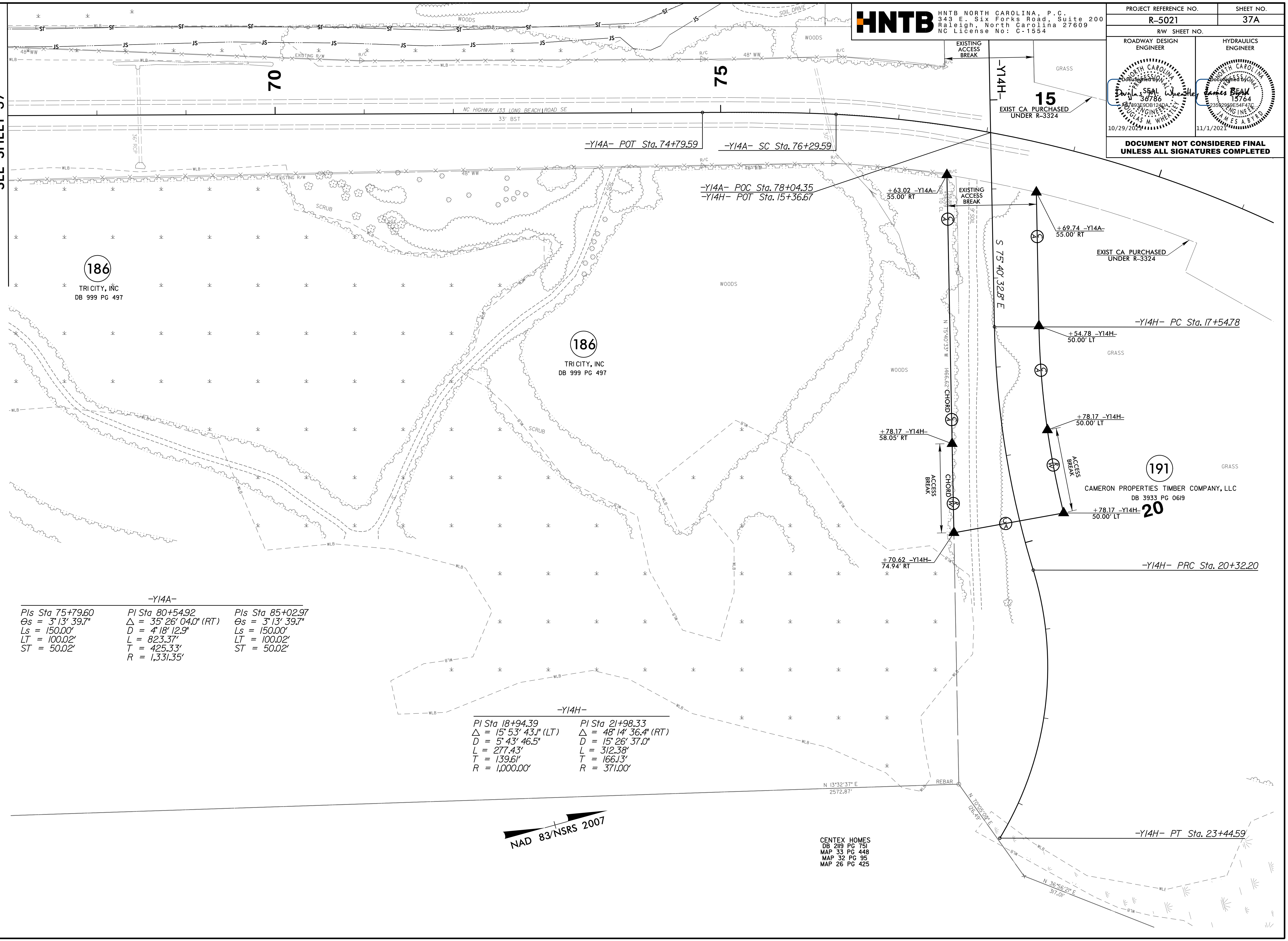
1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER PLAN SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

5/14/19

MATCH LINE -Y14A- STA 67 + 00.00
SEE SHEET 37

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO. R-5021	SHEET NO. 37A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER <i>James S. Wheatley</i> 15764 10/29/2022	HYDRAULICS ENGINEER <i>James S. Wheatley</i> 15764 11/1/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y14A-

PIs Sta 75+79.60 θs = 3° 13' 39.7" Ls = 150.00' LT = 100.02' ST = 50.02'	PI Sta 80+54.92 Δ = 35° 26' 04.0" (RT) D = 4° 18' 12.9" L = 823.37' T = 425.33' R = 1,331.35'	PIs Sta 85+02.97 θs = 3° 13' 39.7" Ls = 150.00' LT = 100.02' ST = 50.02'
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-Y14H-

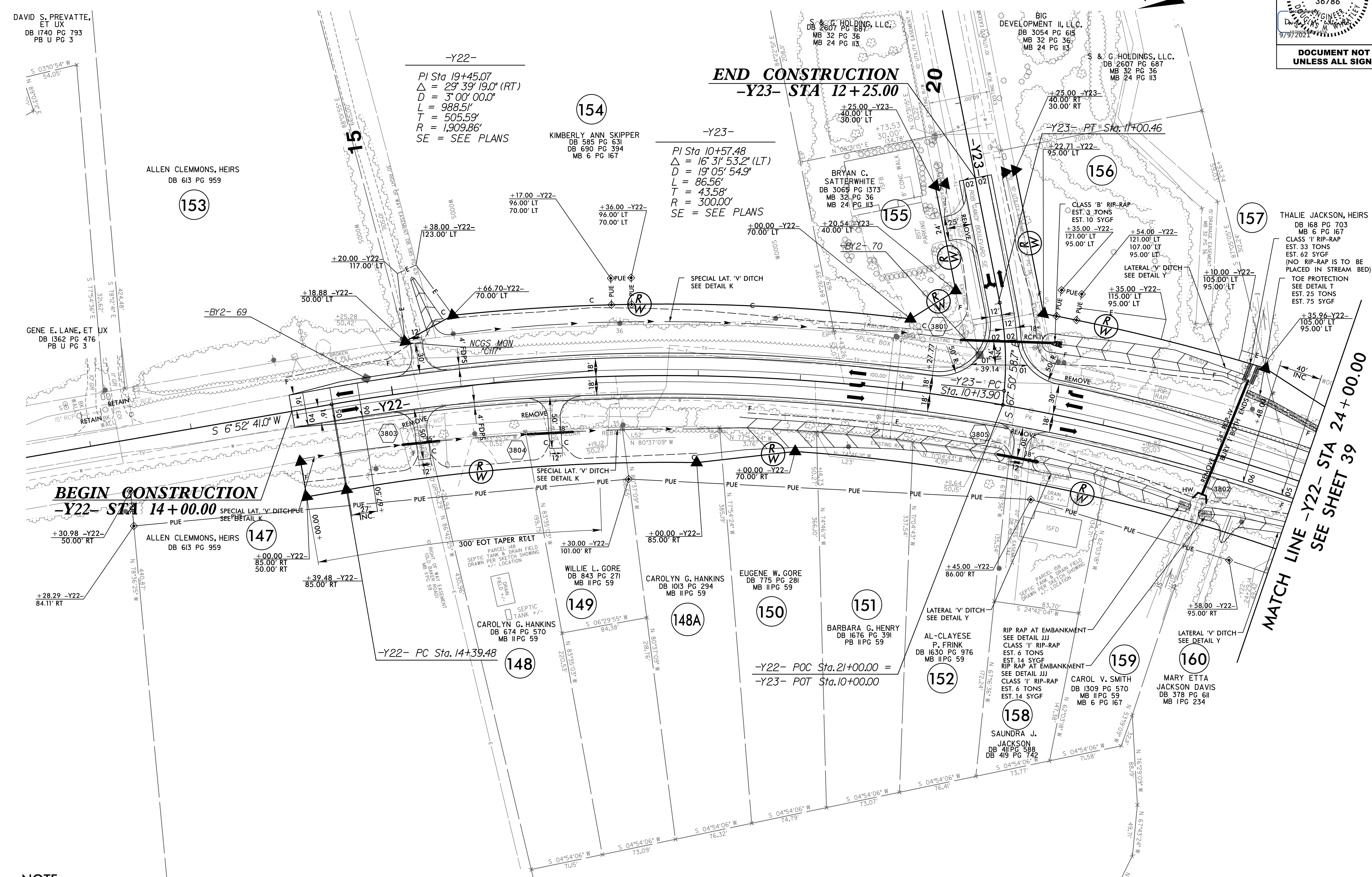
PI Sta 18+94.39 Δ = 15° 53' 43.1" (LT) D = 5° 43' 46.5" L = 277.43' T = 139.61' R = 1,000.00'	PI Sta 21+98.33 Δ = 48° 14' 36.4" (RT) D = 15° 26' 37.0" L = 312.38' T = 166.13' R = 371.00'
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NAD 83/NSRS 2007

CENTEX HOMES
DB 219 PG 751
MAP 33 PG 448
MAP 32 PG 95
MAP 26 PG 425

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MLB

PROJECT REFERENCE NO.	SHEET NO.
R-5021	38
RW SHEET NO.	36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

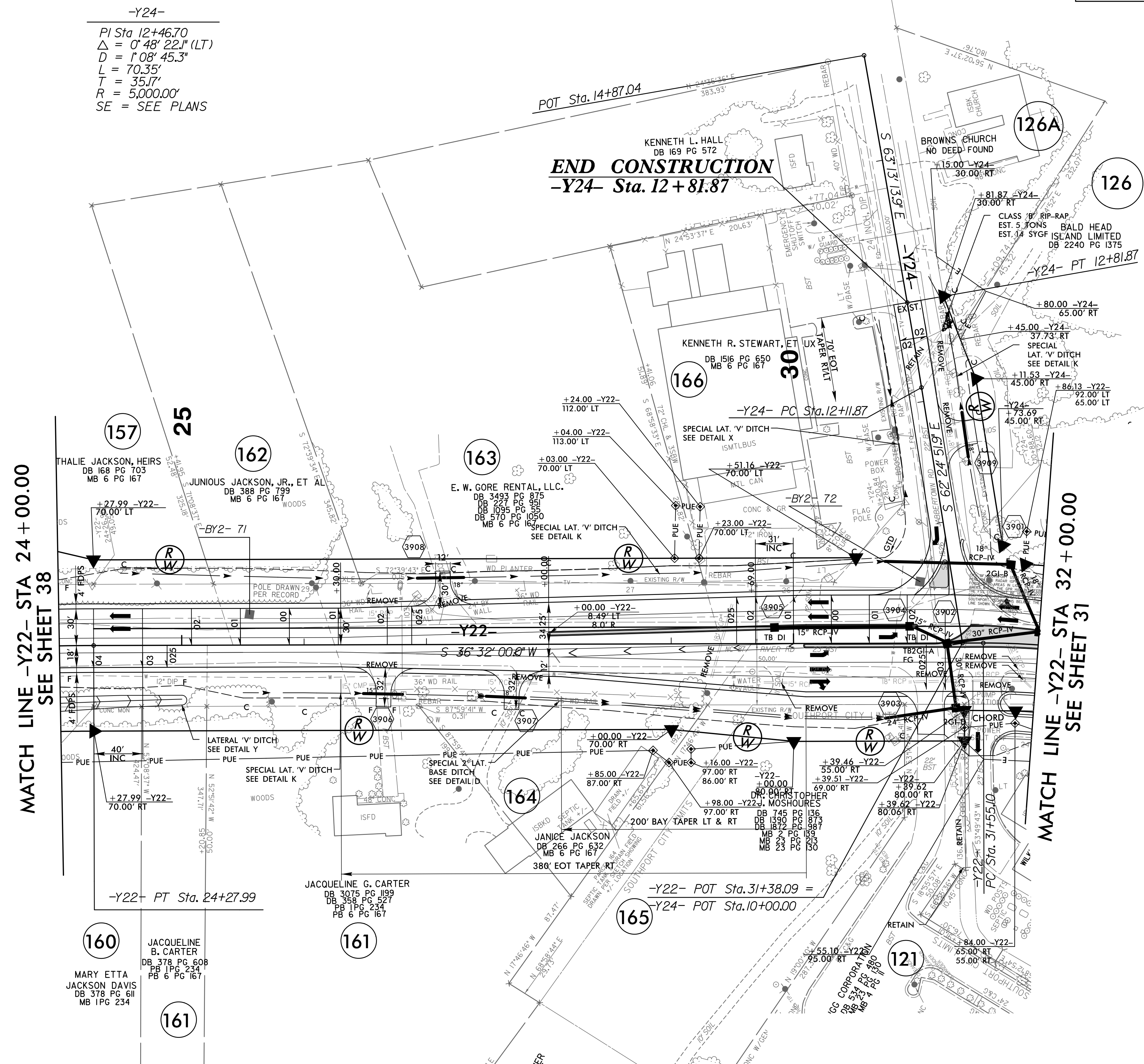
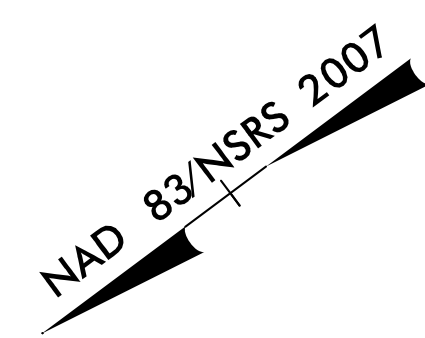


NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -Y22- PROFILE, SEE SHEET 68
 FOR -Y23- PROFILE, SEE SHEET 70
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

PROJECT REFERENCE NO.	SHEET NO.
R-5021	39
RW SHEET NO.	37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y24-
 PI Sta 12+46.70
 $\Delta = 0' 48' 22.1''$ (LT)
 $D = 1' 08' 45.3''$
 $L = 70.35'$
 $T = 35.17'$
 $R = 5,000.00'$
 SE = SEE PLANS

MATCH LINE -Y22- STA 24+00.00
SEE SHEET 38

MATCH LINE -Y22- STA 32+00.00
SEE SHEET 31

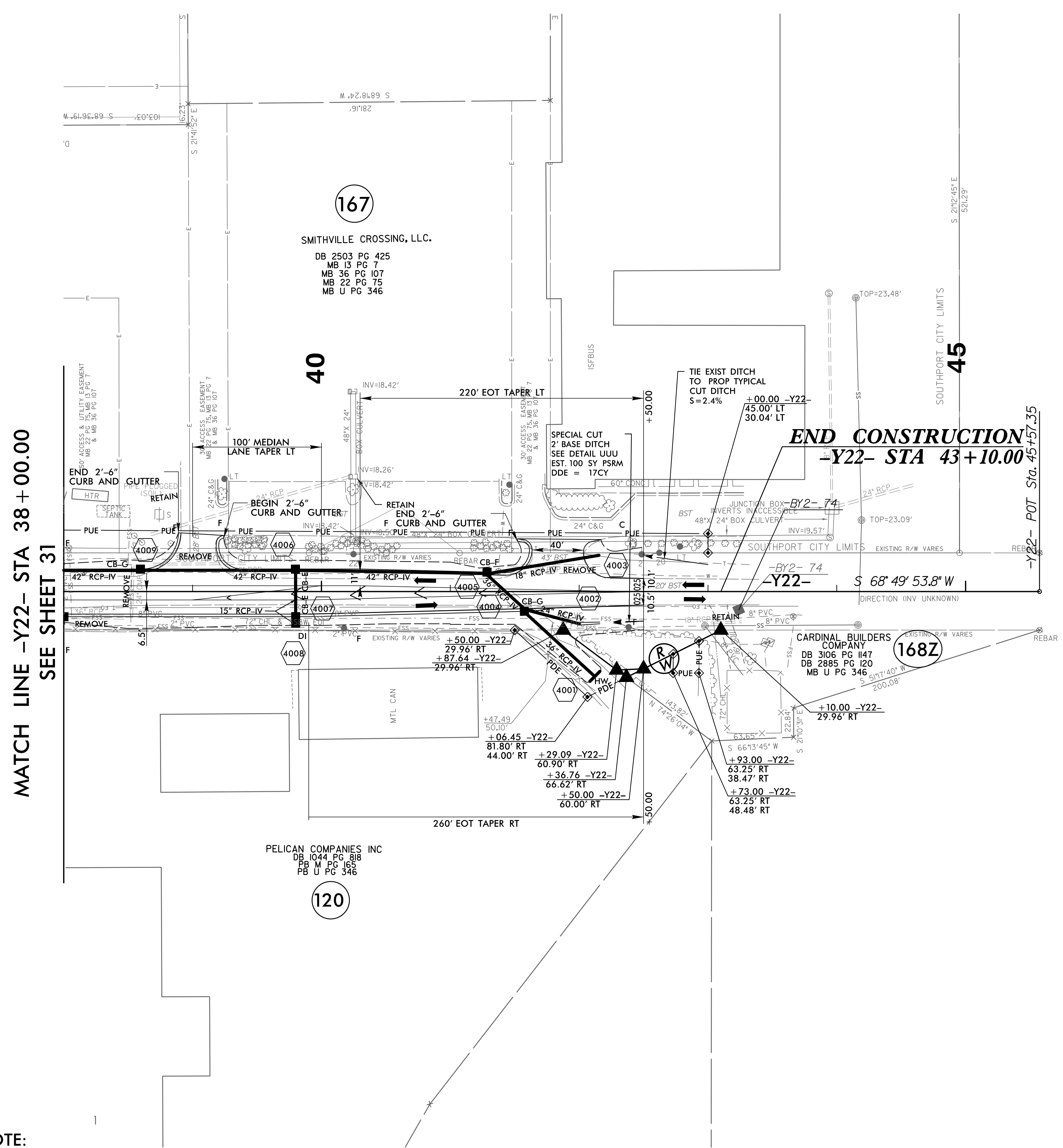
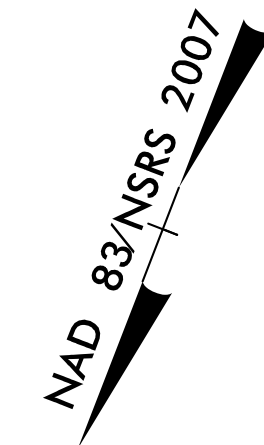
NOTE:

1. ALL DRIVEWAY RADII ARE 20' UNLESS NOTED ON PLANS.
2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -Y22- PROFILE, SEE SHEETS 68 & 69
 FOR -Y24- PROFILE, SEE SHEET 70
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

5/14/2021

PROJECT REFERENCE NO.	SHEET NO.
R-5021	40
RW SHEET NO.	38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



- NOTE:**
1. ALL DRIVEWAY RADII' ARE 20' UNLESS NOTED ON PLANS.
 2. PAVED TURNOUTS FOR SHOULDER SECTION SHOULD EXTEND 50' UNLESS NOTED ON PLANS.

FOR -Y22- PROFILE, SEE SHEET 69
 FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-3

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