

FOR -L- PROFILE, SEE SHEET 7

-L- MAIN STREET	-L- MAIN STREET	-L- MAIN STREET
PI Sta. 12+93.74 Δ = 22° 03' 35.7" (RT) D = 11' 14" 04.1" L = 187.46' T = 94.80' R = 510.00' SE = NC DS = 35 RO = 44	PI Sta. 14+87.65 Δ = 22° 27' 26.8" (LT) D = 11' 14" 04.1" L = 187.46' T = 101.25' R = 510.00' SE = NC DS = 35 RO = 54	PI Sta. 16+31.47 Δ = 28° 56' 36.7" (RT) D = 32' 44" 25.6" L = 88.40' T = 45.17' R = 175.00' SE = NC DS = 25 RO = N/A
-L- POTTS STREET	-L- POTTS STREET	-L- POTTS STREET
PI Sta. 18+35.18 Δ = 18° 14' 00.2" (RT) D = 5' 43" 46.5" L = 318.23' T = 160.47' R = 1,000.00' SE = NC DS = 30 RO = N/A	PI Sta. 21+51.67 Δ = 50° 58' 14.5" (RT) D = 17' 12" 21.4" L = 296.24' T = 158.73' R = 333.00' SE = NC DS = 30 RO = N/A	

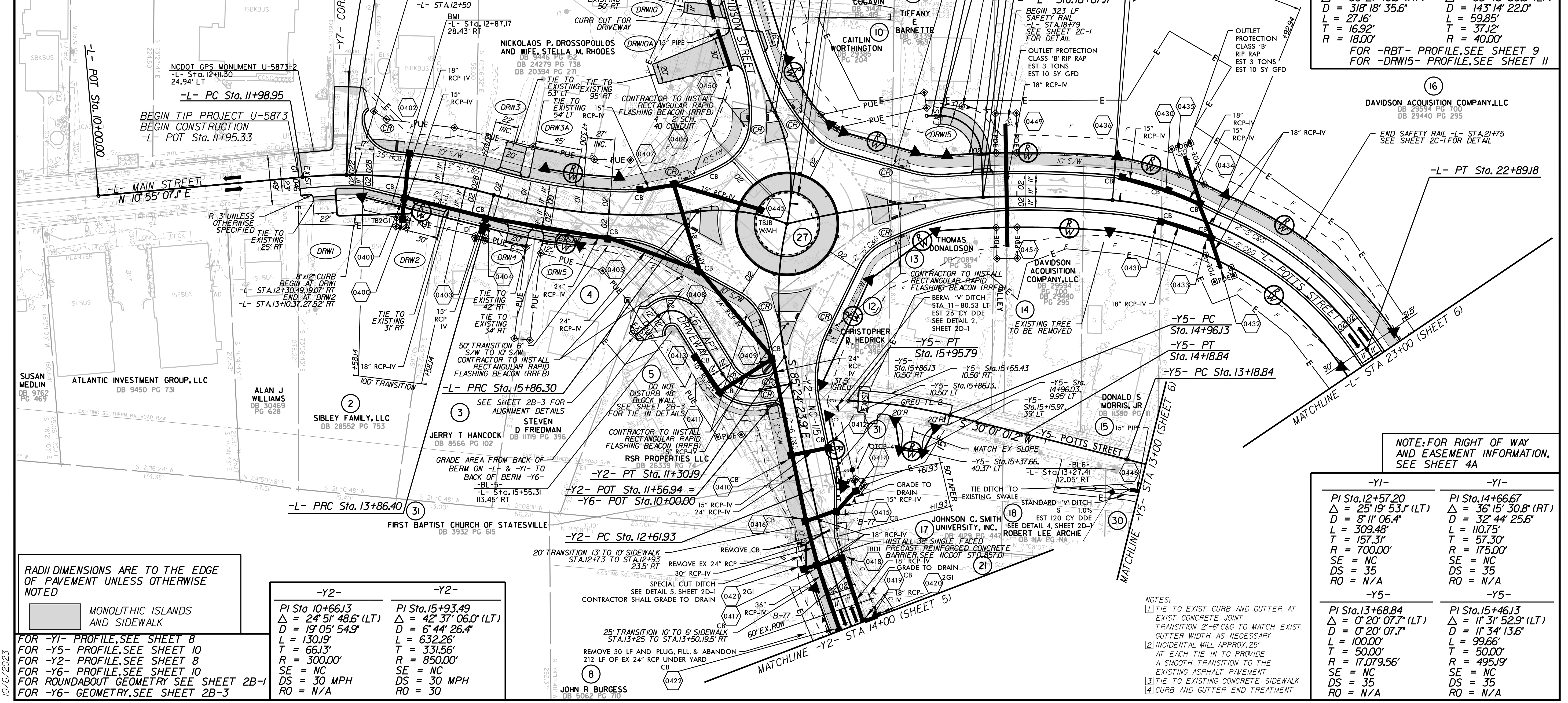
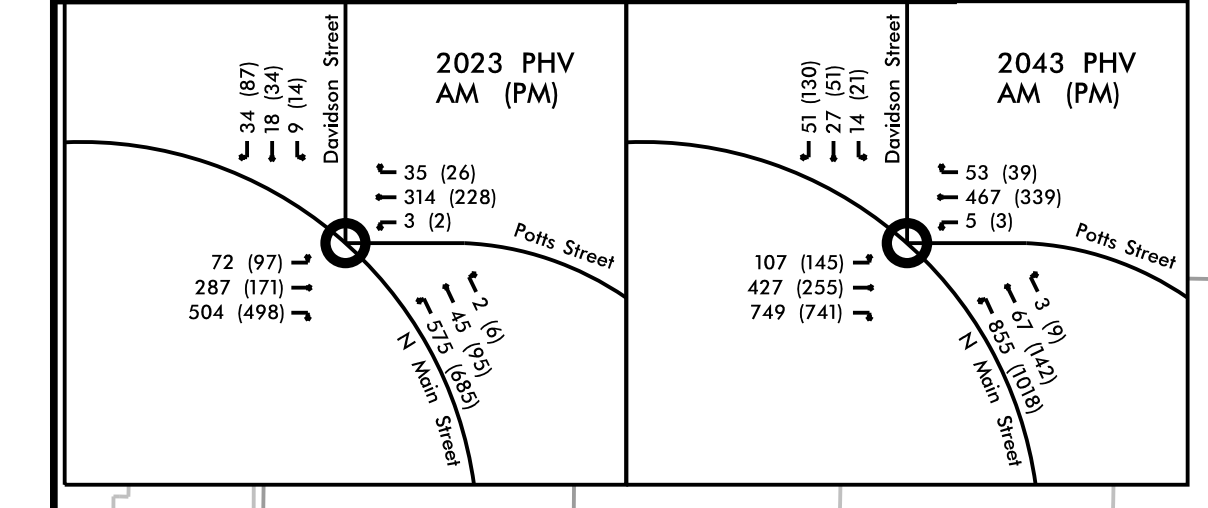
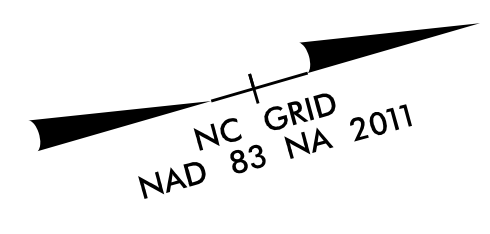
YOUNG MENS CHRISTIAN ASSOCIATION OF CHARLOTTE AND MECKLENBURG
DB 4313 PG 155

STANDARD 'V' DITCH
S = 1.9%
EST 20 CY DDE
SEE DETAIL 4

OUTLET PROTECTION CLASS 'B' RIP RAP EST 2 TONS EST 7 SY GFD

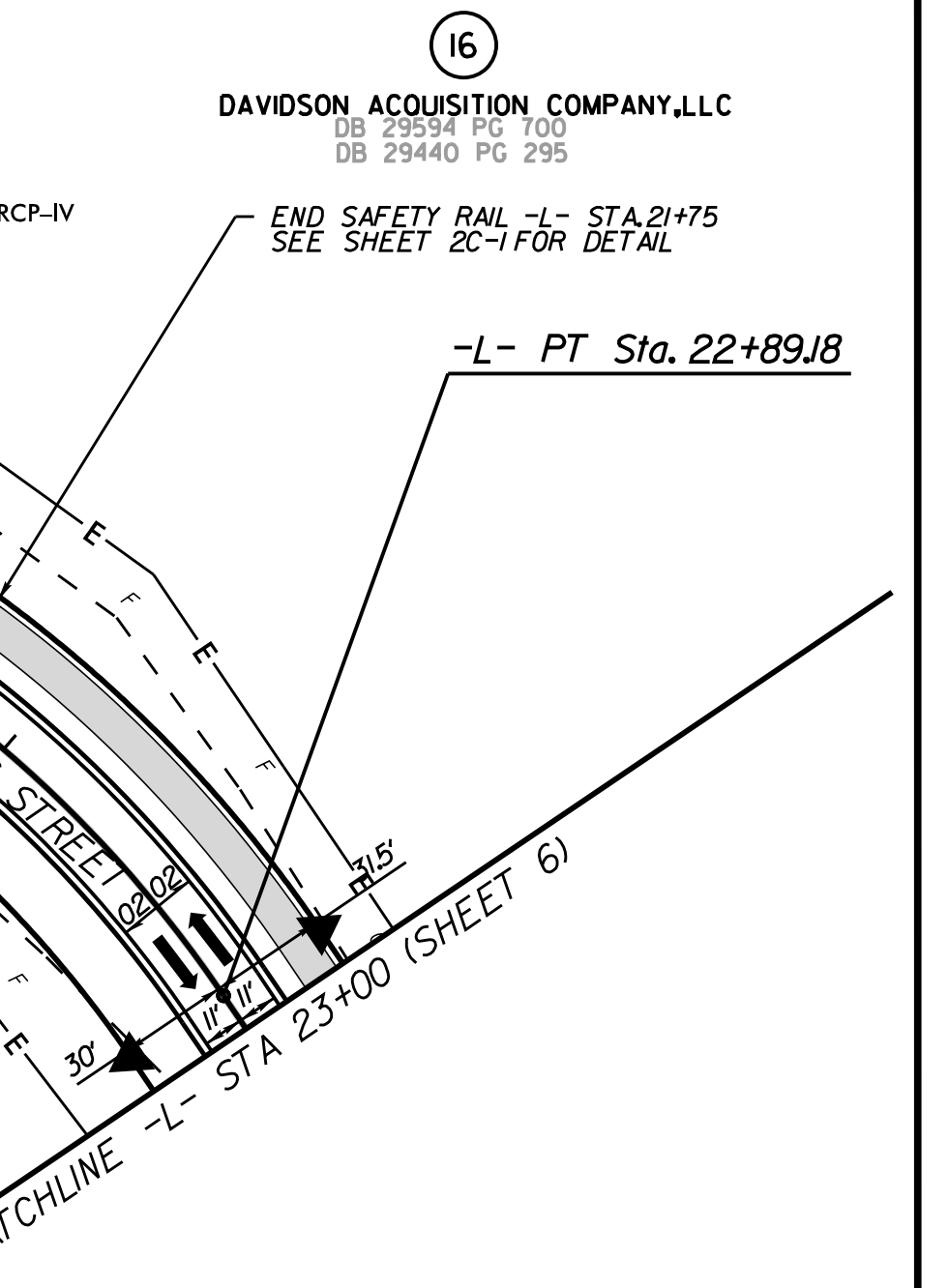


PROJECT REFERENCE NO. U-5873	SHEET NO. 4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEAL 037923	SEAL 032615
DocuSigned by: Frank Mashburn	DocuSigned by: Jason Leving
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-RBT-	-RBT-
PI Sta. 10+50.00 Δ = 90° 00' 00.0" (LT) D = 114' 35" 29.6" L = 78.54' T = 50.00' R = 50.00'	PI Sta. 12+85.62 Δ = 90° 00' 00.0" (LT) D = 114' 35" 29.6" L = 78.54' T = 50.00' R = 50.00'
-RBT-	-RBT-
PI Sta. 11+28.54 Δ = 90° 00' 00.0" (LT) D = 114' 35" 29.6" L = 78.54' T = 50.00' R = 50.00'	PI Sta. 12+07.08 Δ = 90° 00' 00.0" (LT) D = 114' 35" 29.6" L = 78.54' T = 50.00' R = 50.00'
-RBT-	-RBT-
PI Sta. 11+31.90 Δ = 86° 27' 10.9" (RT) D = 318' 18" 35.6" L = 27.16' T = 16.92' R = 18.00'	PI Sta. 10+79.14 Δ = 85° 43' 38.8" (LT) D = 143' 14" 22.0" L = 59.85' T = 37.12' R = 40.00'

FOR -RBT- PROFILE, SEE SHEET 9
FOR -DRW15- PROFILE, SEE SHEET 11



NOTE: FOR RIGHT OF WAY AND EASEMENT INFORMATION, SEE SHEET 4A

-Y1-	-Y1-
PI Sta. 12+57.20 Δ = 25° 19' 53.1" (LT) D = 8' 11" 06.4" L = 130.19' T = 66.13' R = 300.00' SE = NC DS = 35 RO = N/A	PI Sta. 14+66.67 Δ = 36° 15' 30.8" (RT) D = 32' 44" 25.6" L = 110.75' T = 57.30' R = 175.00' SE = NC DS = 35 RO = N/A
-Y5-	-Y5-
PI Sta. 13+68.84 Δ = 0° 20' 07.7" (LT) D = 0' 20' 07.7" L = 100.00' T = 50.00' R = 17,079.56' SE = NC DS = 35 RO = N/A	PI Sta. 15+46.13 Δ = 11° 31' 52.9" (LT) D = 11' 34" 13.6" L = 99.66' T = 50.00' R = 495.19' SE = NC DS = 35 RO = N/A

RADI DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED

MONOLITHIC ISLANDS AND SIDEWALK

FOR -Y1- PROFILE, SEE SHEET 8
FOR -Y5- PROFILE, SEE SHEET 10
FOR -Y2- PROFILE, SEE SHEET 8
FOR -Y6- PROFILE, SEE SHEET 10
FOR ROUNDABOUT GEOMETRY SEE SHEET 2B-1
FOR -Y6- GEOMETRY, SEE SHEET 2B-3

-Y2-	-Y2-
PI Sta. 10+66.13 Δ = 24° 51' 48.6" (LT) D = 19' 05" 54.9" L = 130.19' T = 66.13' R = 300.00' SE = NC DS = 30 MPH RO = N/A	PI Sta. 15+93.49 Δ = 42° 37' 06.0" (LT) D = 6' 44" 26.4" L = 632.26' T = 331.56' R = 850.00' SE = NC DS = 30 MPH RO = 30

- NOTES:
- TIE TO EXIST CURB AND GUTTER AT EXIST CONCRETE JOINT TRANSITION 2'-6" C&G TO MATCH EXIST GUTTER WIDTH AS NECESSARY
 - INCIDENTAL MILL APPROX. 25' AT EACH TIE IN TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING ASPHALT PAVEMENT
 - TIE TO EXISTING CONCRETE SIDEWALK
 - CURB AND GUTTER END TREATMENT