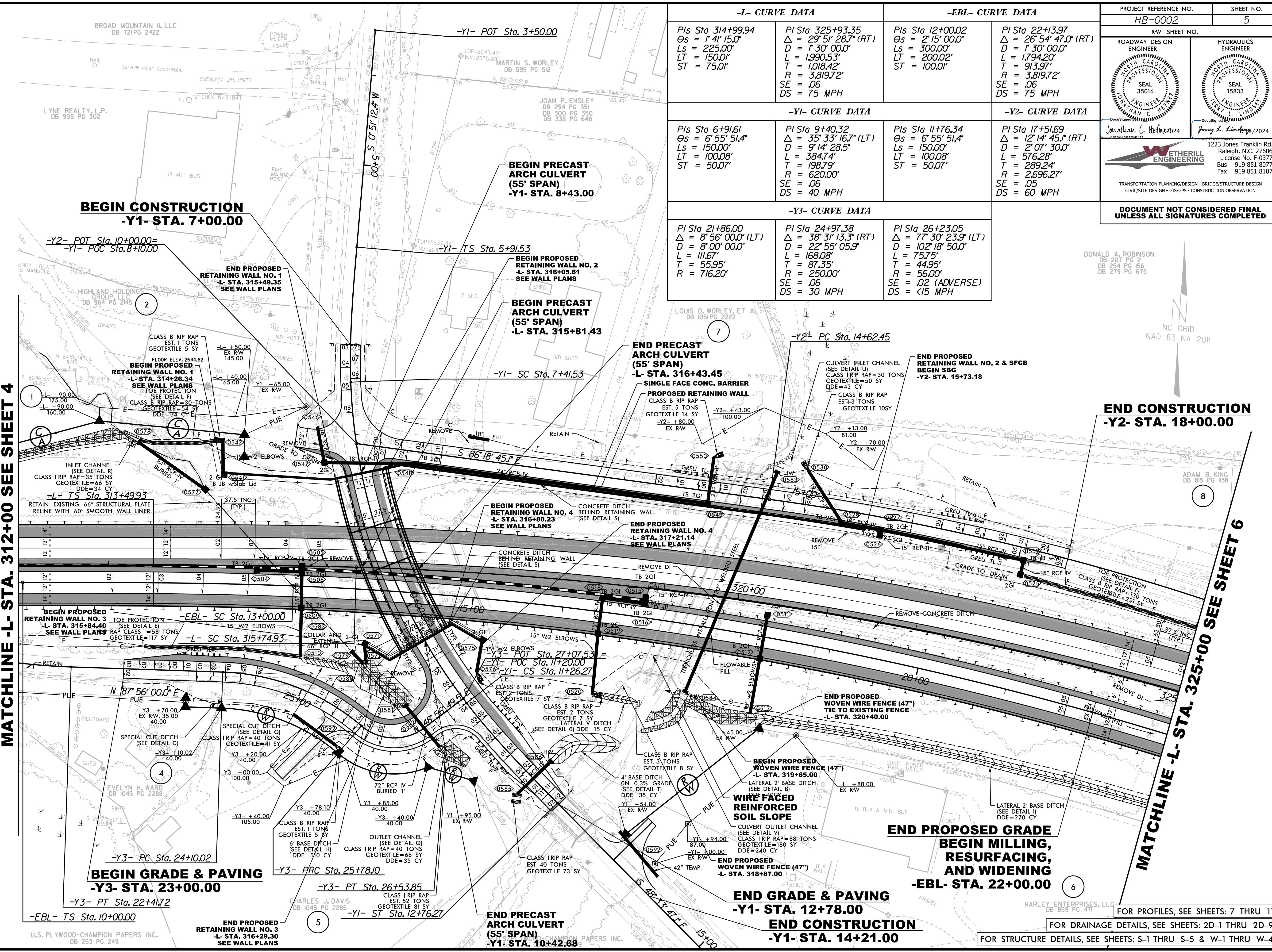


8/17/2024



-L- CURVE DATA		-EBL- CURVE DATA	
PI Sta 314+99.94 $\Delta s = 1' 4" 15.0"$ $L_s = 225.00'$ $LT = 150.01'$ $ST = 75.01'$	PI Sta 325+93.35 $\Delta = 29' 51" 28.7" (RT)$ $D = 1' 30" 00.0"$ $L = 1,990.53'$ $T = 1,018.42'$ $R = 3,819.72'$ $SE = .06$ $DS = 75 MPH$	PI Sta 12+00.02 $\Delta s = 2' 15" 00.0"$ $L_s = 300.00'$ $LT = 200.02'$ $ST = 100.01'$	PI Sta 22+13.97 $\Delta = 26' 54" 47.0" (RT)$ $D = 1' 30" 00.0"$ $L = 1,794.20'$ $T = 913.97'$ $R = 3,819.72'$ $SE = .06$ $DS = 75 MPH$
-Y1- CURVE DATA		-Y2- CURVE DATA	
PI Sta 6+91.61 $\Delta s = 6' 55" 51.4"$ $L_s = 150.00'$ $LT = 100.08'$ $ST = 50.07'$	PI Sta 9+40.32 $\Delta = 35' 33" 16.7" (LT)$ $D = 9' 14" 28.5"$ $L = 384.74'$ $T = 198.79'$ $R = 620.00'$ $SE = .06$ $DS = 40 MPH$	PI Sta 11+76.34 $\Delta s = 6' 55" 51.4"$ $L_s = 150.00'$ $LT = 100.08'$ $ST = 50.07'$	PI Sta 17+51.69 $\Delta = 12' 14" 45.1" (RT)$ $D = 2' 07" 30.0"$ $L = 576.28'$ $T = 289.24'$ $R = 2,696.27'$ $SE = .05$ $DS = 60 MPH$
-Y3- CURVE DATA			
PI Sta 21+86.00 $\Delta = 8' 56" 00.0" (LT)$ $D = 8' 00" 00.0"$ $L = 111.67'$ $T = 55.95'$ $R = 716.20'$	PI Sta 24+97.38 $\Delta = 38' 31" 13.3" (RT)$ $D = 22' 55" 05.9"$ $L = 168.08'$ $T = 87.35'$ $R = 250.00'$ $SE = .06$ $DS = 30 MPH$	PI Sta 26+23.05 $\Delta = 77' 30" 23.9" (LT)$ $D = 102' 18" 50.0"$ $L = 75.75'$ $T = 44.95'$ $R = 56.00'$ $SE = .02 (ADVERSE)$ $DS = <15 MPH$	

PROJECT REFERENCE NO. **HB-0002** SHEET NO. **5**

RW SHEET NO.

ROADWAY DESIGN ENGINEER

 Jonathan C. Belfrage, 2024

HYDRAULICS ENGINEER

 Jerry L. Lindberg, 2024

WETHERILL ENGINEERING
 1223 Jones Franklin Rd.
 Raleigh, N.C. 27606
 License No. F-0377
 Bus: 919 851 8077
 Fax: 919 851 8107

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
 CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DONALD A. ROBINSON
 DB 207 PG 2
 DB 254 PG 156
 DB 279 PG 675

NC GRID
 NAD 83 NA 2011

MATCHLINE -L- STA. 312+00 SEE SHEET 4

MATCHLINE -L- STA. 325+00 SEE SHEET 6

BEGIN CONSTRUCTION
-Y1- STA. 7+00.00

BEGIN PRECAST ARCH CULVERT (55' SPAN)
-Y1- STA. 8+43.00

BEGIN PRECAST ARCH CULVERT (55' SPAN)
-L- STA. 315+81.43

END PRECAST ARCH CULVERT (55' SPAN)
-L- STA. 316+43.45

END CONSTRUCTION
-Y2- STA. 18+00.00

BEGIN PROPOSED RETAINING WALL NO. 3
-L- STA. 315+84.40
SEE WALL PLANS

BEGIN PROPOSED RETAINING WALL NO. 4
-L- STA. 316+80.23
SEE WALL PLANS

END PROPOSED RETAINING WALL NO. 4
-L- STA. 317+21.14
SEE WALL PLANS

BEGIN GRADE & PAVING
-Y3- STA. 23+00.00

END GRADE & PAVING
-Y1- STA. 12+78.00

END PROPOSED GRADE, RESURFACING, AND WIDENING
-EBL- STA. 22+00.00

END PRECAST ARCH CULVERT (55' SPAN)
-Y1- STA. 10+42.68

END CONSTRUCTION
-Y1- STA. 14+21.00

END PROPOSED RETAINING WALL NO. 3
-L- STA. 316+29.30
SEE WALL PLANS

REVISIONS

3/18/2024 H0202_rdy_psh_05.dgn
11:56:13 AM

U.S. PLYWOOD-CHAMPION PAPERS INC.
DB 253 PG 249

CHARLES J. DAVIS
DB 1045 PG 2285

HARLEY ENTERPRISES, LLC
DB 859 PG 471

FOR PROFILES, SEE SHEETS: 7 THRU 11
FOR DRAINAGE DETAILS, SEE SHEETS: 2D-1 THRU 2D-9
FOR STRUCTURE DETAILS, SEE SHEETS: S-1 THRU S-5 & W-1 THRU W-4