

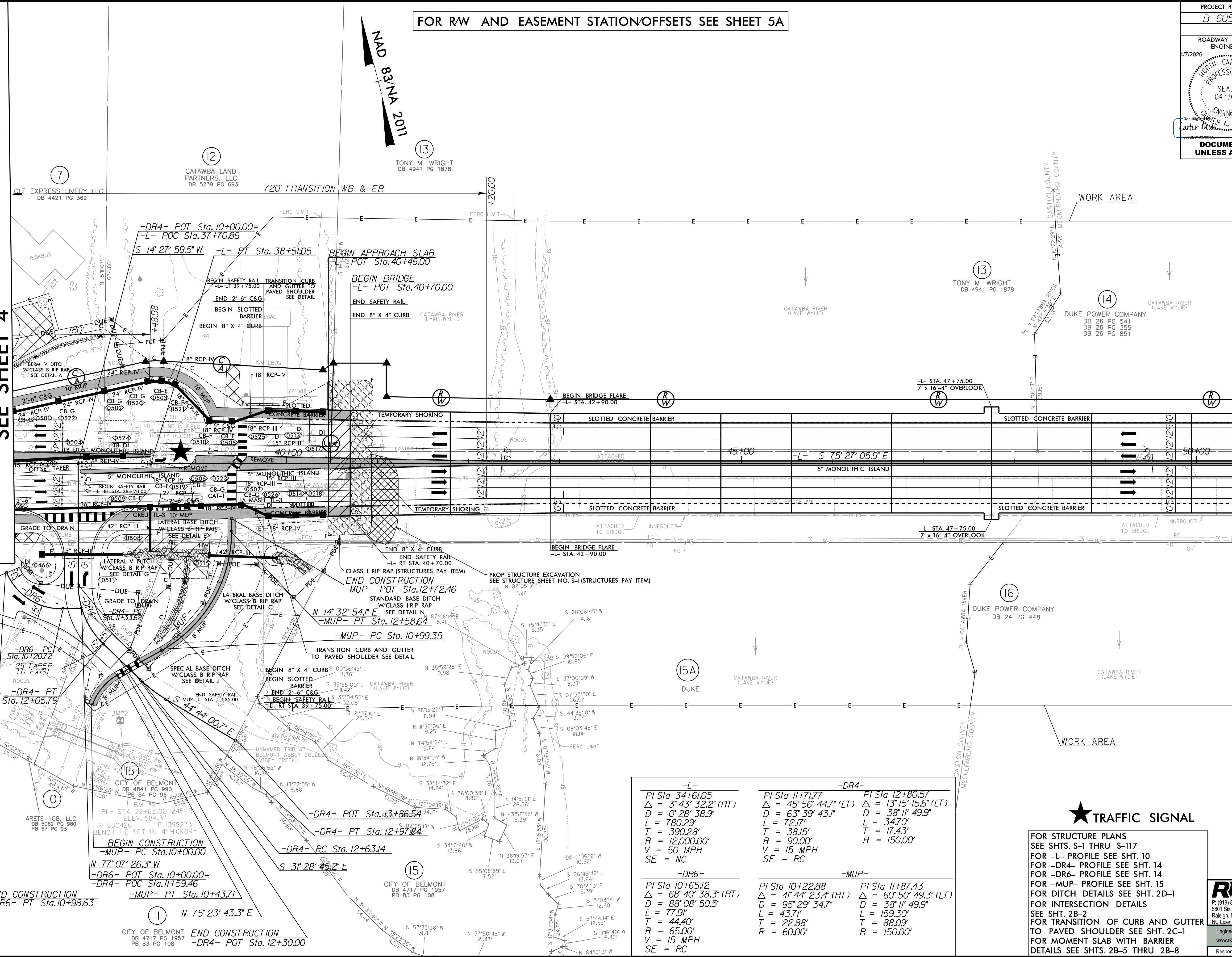
FOR RW AND EASEMENT STATION/OFFSETS SEE SHEET 5A

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 5
RW SHEET NO. 5A	
ROADWAY DESIGN ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 047301 ENGINEER Carter A. Mull	HYDRAULICS ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 036821 ENGINEER Elvni Kuyg
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 37 + 00.00
SEE SHEET 4

MATCHLINE -L- STA. 50 + 50.00 SEE SHEET 6

4/7/2026 R:\Roadway\Proj\B-6051\rdy_psh05a.dgn jolinger



<p>-L-</p> <p>PI Sta 34+61.05 $\Delta = 3^{\circ} 43' 32.2"$ (RT) $D = 0^{\circ} 28' 38.9"$ $L = 780.29'$ $T = 390.28'$ $R = 12000.00'$ $V = 50$ MPH $SE = NC$</p>	<p>-DR4-</p> <p>PI Sta 11+71.77 $\Delta = 45^{\circ} 56' 44.7"$ (LT) $D = 63^{\circ} 39' 43.1"$ $L = 72.17'$ $T = 38.15'$ $R = 90.00'$ $V = 15$ MPH $SE = RC$</p>	<p>-DR4-</p> <p>PI Sta 12+80.57 $\Delta = 13^{\circ} 15' 15.6"$ (LT) $D = 38^{\circ} 11' 49.9"$ $L = 34.70'$ $T = 17.43'$ $R = 150.00'$</p>
<p>-DR6-</p> <p>PI Sta 10+65.12 $\Delta = 68^{\circ} 40' 38.3"$ (RT) $D = 88^{\circ} 08' 50.5"$ $L = 77.91'$ $T = 44.40'$ $R = 65.00'$ $V = 15$ MPH $SE = RC$</p>	<p>-MUP-</p> <p>PI Sta 10+22.88 $\Delta = 41^{\circ} 44' 23.4"$ (RT) $D = 95^{\circ} 29' 34.7"$ $L = 43.71'$ $T = 22.88'$ $R = 60.00'$</p>	<p>-MUP-</p> <p>PI Sta 11+87.43 $\Delta = 60^{\circ} 50' 49.3"$ (LT) $D = 38^{\circ} 11' 49.9"$ $L = 159.30'$ $T = 88.09'$ $R = 150.00'$</p>

★ TRAFFIC SIGNAL

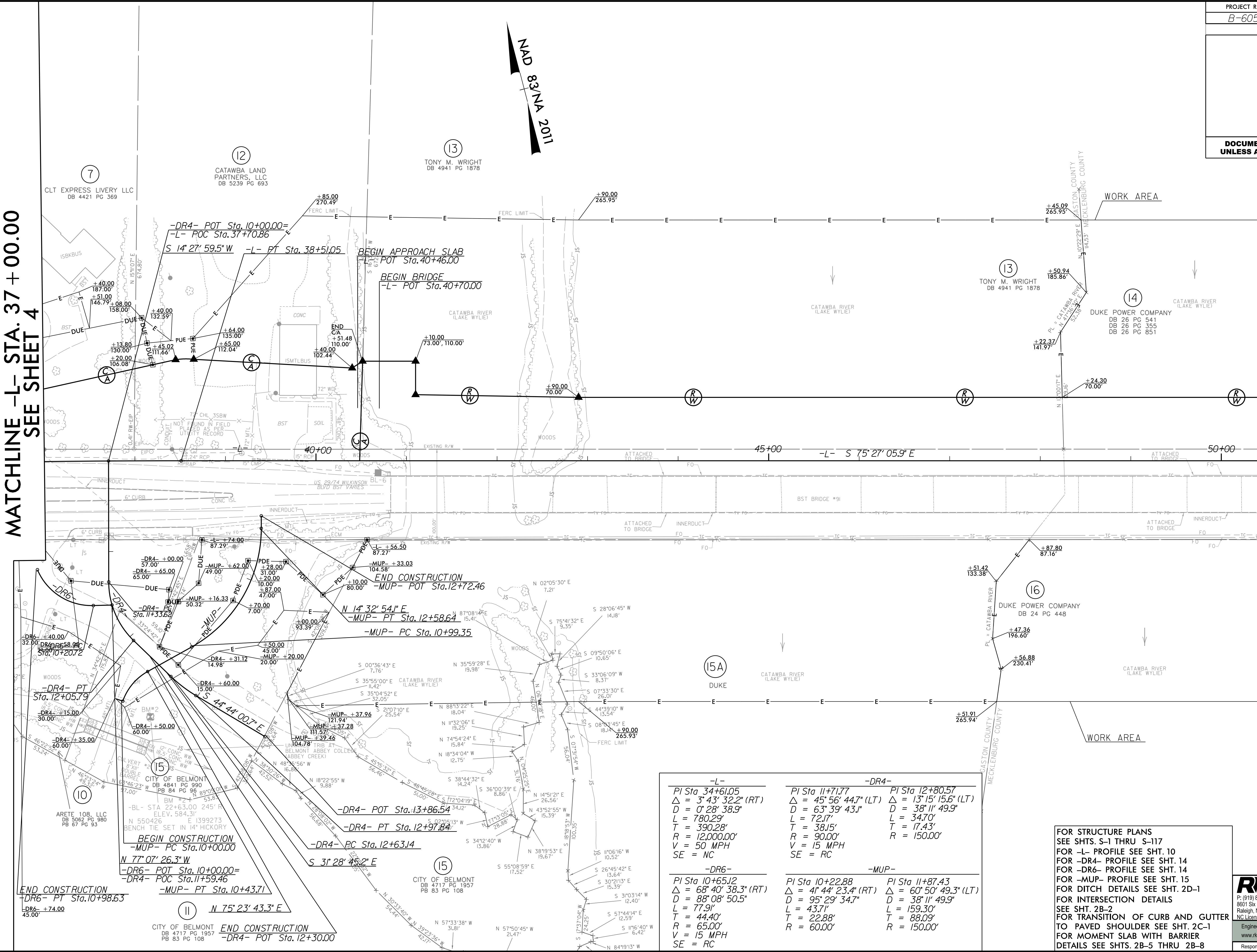
FOR STRUCTURE PLANS
SEE SHTS. S-1 THRU S-117
FOR -L- PROFILE SEE SHT. 10
FOR -DR4- PROFILE SEE SHT. 14
FOR -DR6- PROFILE SEE SHT. 14
FOR -MUP- PROFILE SEE SHT. 15
FOR DITCH DETAILS SEE SHT. 2D-1
FOR INTERSECTION DETAILS
SEE SHT. 2B-2
FOR TRANSITION OF CURB AND GUTTER
TO PAVED SHOULDER SEE SHT. 2C-1
FOR MOMENT SLAB WITH BARRIER
DETAILS SEE SHTS. 2B-5 THRU 2B-8

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3/4/2026
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cmull

MATCHLINE -L- STA. 37 + 00.00
SEE SHEET 4

MATCHLINE -L- STA. 50 + 50.00 SEE SHEET 6



-L-	-DR4-	-DR6-
PI Sta 34+61.05	PI Sta 11+71.77	PI Sta 10+65.12
$\Delta = 3^{\circ} 43' 32.2''$ (RT)	$\Delta = 45^{\circ} 56' 44.7''$ (LT)	$\Delta = 68^{\circ} 40' 38.3''$ (RT)
$D = 0^{\circ} 28' 38.9''$	$D = 63^{\circ} 39' 43.1''$	$D = 88^{\circ} 08' 50.5''$
$L = 780.29'$	$L = 72.17'$	$L = 77.91'$
$T = 390.28'$	$T = 38.15'$	$T = 44.40'$
$R = 12000.00'$	$R = 90.00'$	$R = 65.00'$
$V = 50$ MPH	$V = 15$ MPH	$V = 15$ MPH
SE = NC	SE = RC	SE = RC

FOR STRUCTURE PLANS
SEE SHTS. S-1 THRU S-117
FOR -L- PROFILE SEE SHT. 10
FOR -DR4- PROFILE SEE SHT. 14
FOR -DR6- PROFILE SEE SHT. 14
FOR -MUP- PROFILE SEE SHT. 15
FOR DITCH DETAILS SEE SHT. 2D-1
FOR INTERSECTION DETAILS
SEE SHT. 2B-2
FOR TRANSITION OF CURB AND GUTTER
TO PAVED SHOULDER SEE SHT. 2C-1
FOR MOMENT SLAB WITH BARRIER
DETAILS SEE SHTS. 2B-5 THRU 2B-8

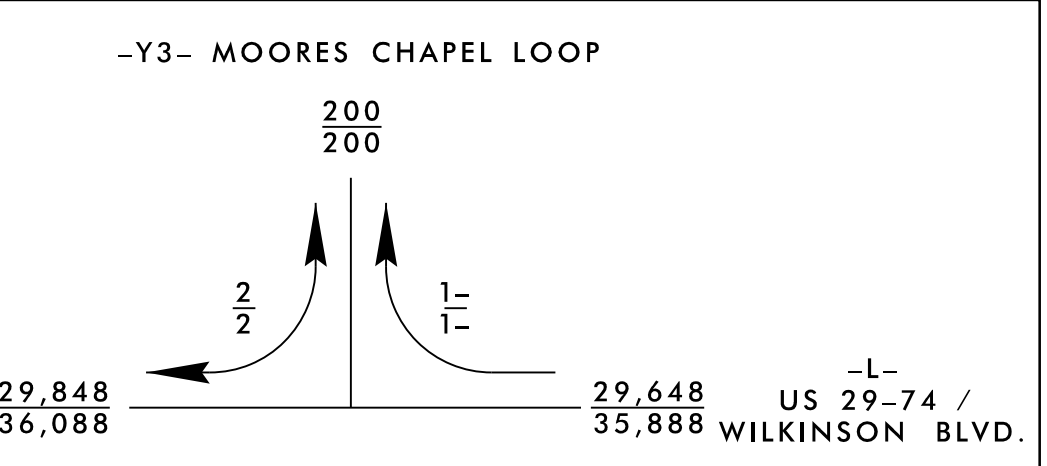
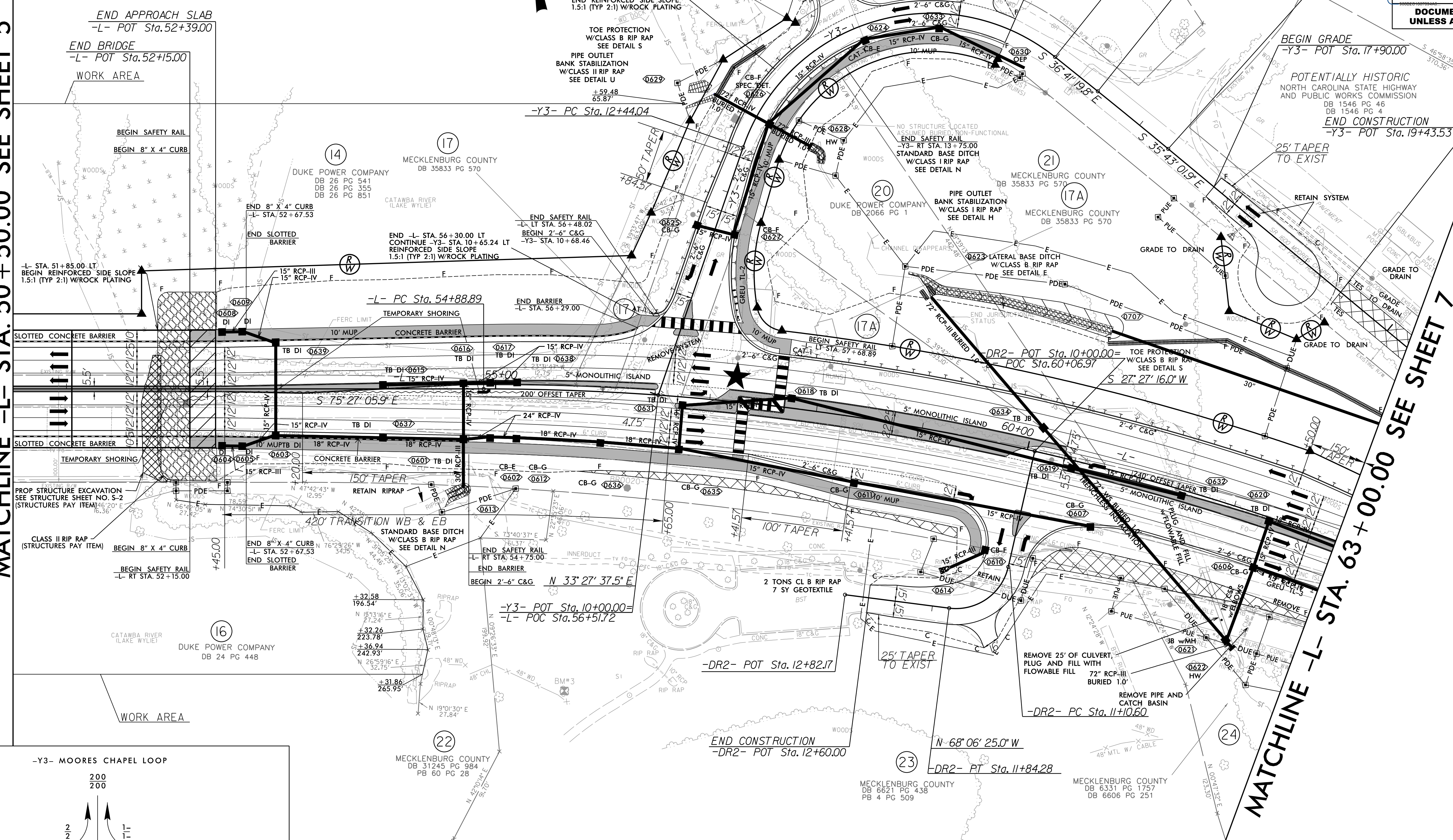
FOR RW AND EASEMENT STATION/OFFSETS SEE SHEET 6A

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 6
RW SHEET NO. 6A	
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 047301 Carter Moore	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 036821 Elena Rigg
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 50 + 50.00 SEE SHEET 5

MATCHLINE -L- STA. 63 + 00.00 SEE SHEET 7

NAD 83/NA 2011



-L-	-Y3-	-DR2-
PI Sta 61+42.81	PI Sta 15+07.52	PI Sta 11+55.96
Δ = 3' 44" 32.4" (RT)	Δ = 109' 51" 02.8" (RT)	Δ = 84' 26" 19.0" (RT)
D = 2' 29" 28.0"	D = 30' 58" 14.5"	D = 114' 35" 29.6"
L = 1,274.22'	L = 354.69'	L = 73.69'
T = 653.92'	T = 263.48'	T = 45.37'
R = 2,300.00'	R = 185.00'	R = 50.00'
V = 50 MPH	V = 25 MPH	V = 15 MPH
SE = .03	SE = .04	SE = RC



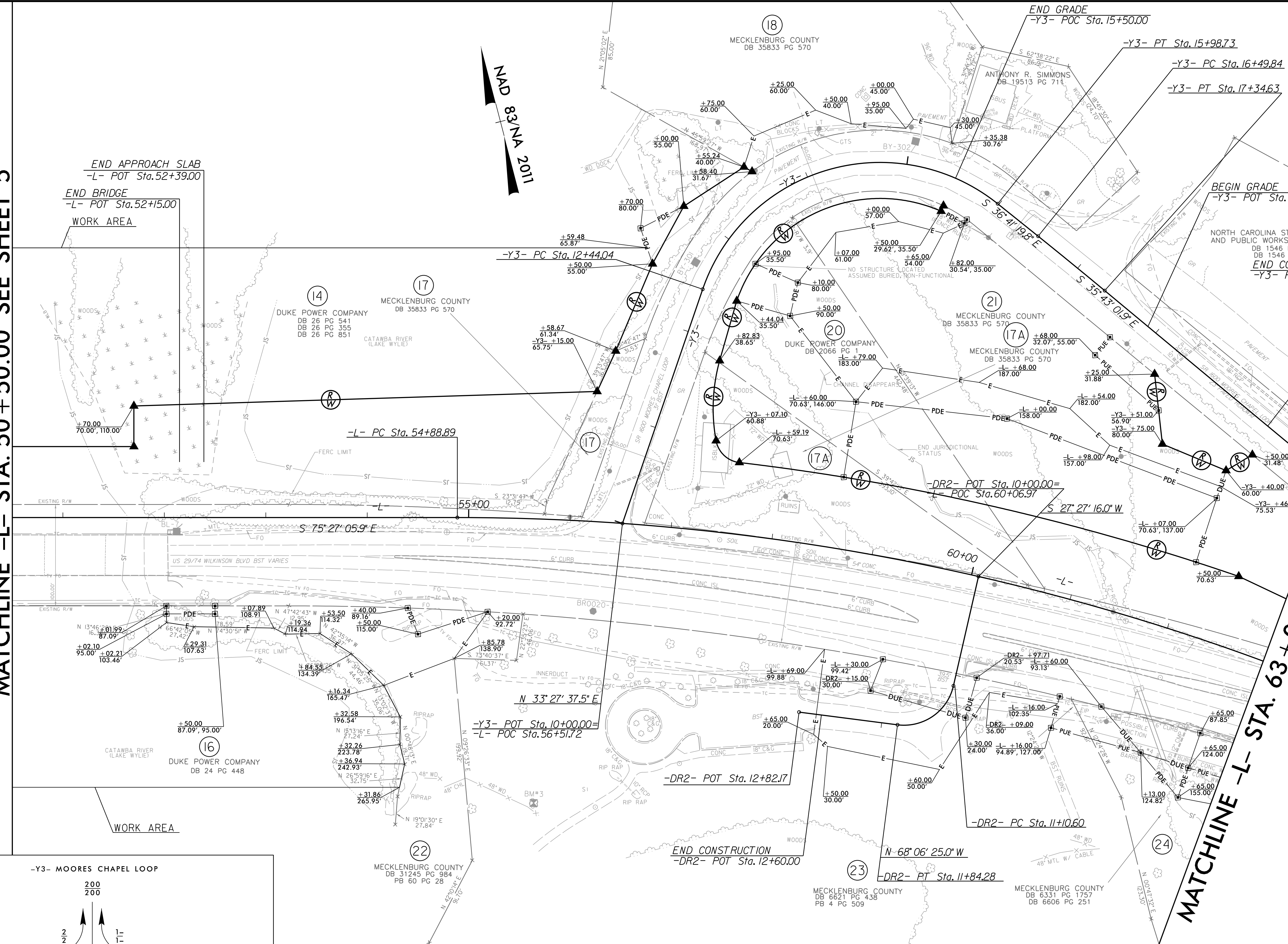
FOR STRUCTURE PLANS
SEE SHTS. S-1 THRU S-117
FOR -L- PROFILE SEE SHTS. 10-11
FOR -Y3- PROFILE SEE SHT. 13
FOR -DR2- PROFILE SEE SHT. 13
FOR DITCH DETAILS SEE SHT. 2D-1
FOR INTERSECTION DETAILS
SEE SHTS. 2B-3 & 2B-4
FOR MOMENT SLAB WITH BARRIER
DETAILS SEE SHTS. 2B-5 THRU 2B-8

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MATCHLINE -L- STA. 50 + 50.00 SEE SHEET 5

MATCHLINE -L- STA. 63 + 00.00 SEE SHEET 7

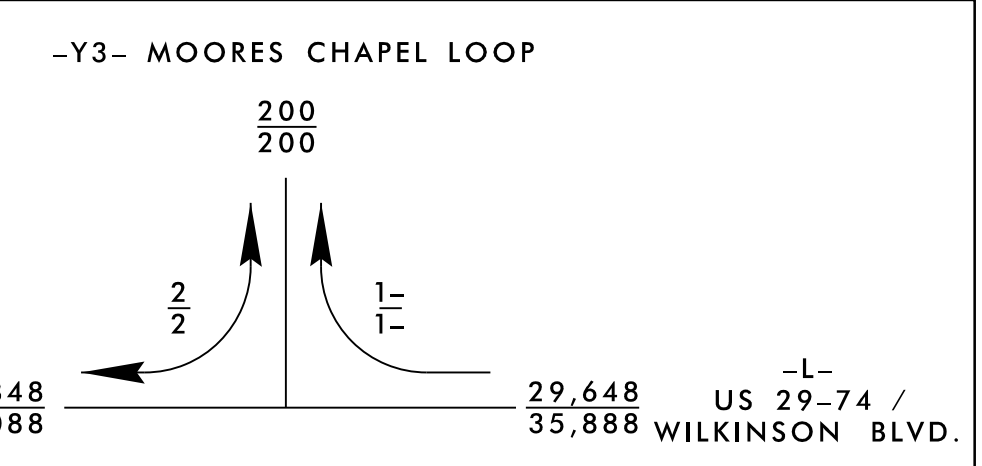


END APPROACH SLAB
-L- POT Sta. 52+39.00

END BRIDGE
-L- POT Sta. 52+15.00

WORK AREA

WORK AREA



-L-	-Y3-	-DR2-
PI Sta 61+42.81	PI Sta 15+07.52	PI Sta 11+55.96
$\Delta = 31' 44'' 32.4''$ (RT)	$\Delta = 109' 51'' 02.8''$ (RT)	$\Delta = 84' 26'' 19.0''$ (RT)
D = 2' 29' 28.0"	D = 30' 58' 14.5"	D = 114' 35' 29.6"
L = 1,274.22'	L = 354.69'	L = 73.69'
T = 653.92'	T = 263.48'	T = 45.37'
R = 2,300.00'	R = 185.00'	R = 50.00'
V = 50 MPH	V = 25 MPH	V = 15 MPH
SE = .03	SE = .04	SE = NC

FOR STRUCTURE PLANS
SEE SHTS. S-1 THRU S-117

FOR -L- PROFILE SEE SHTS. 10-11

FOR -Y3- PROFILE SEE SHT. 13

FOR -DR2- PROFILE SEE SHT. 13

FOR DITCH DETAILS SEE SHT. 2D-1

FOR INTERSECTION DETAILS
SEE SHTS. 2B-3 & 2B-4

FOR MOMENT SLAB WITH BARRIER
DETAILS SEE SHTS. 2B-5 THRU 2B-8

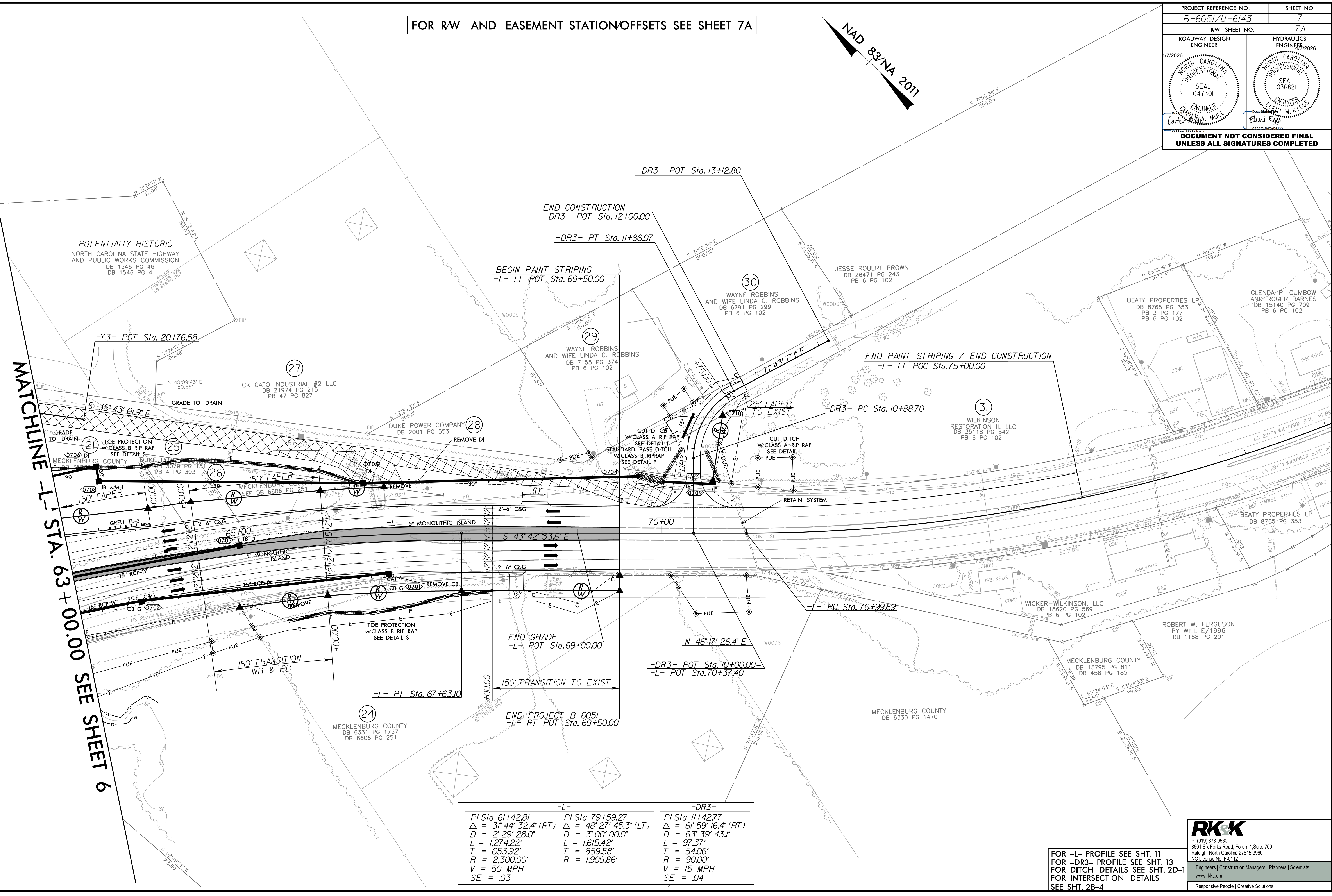
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3/4/2026
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FOR RW AND EASEMENT STATION/OFFSETS SEE SHEET 7A

NAD 83/NA 2011

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 7
R/W SHEET NO. 7A	
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 047301 Carter Mulla, MULL	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 036821 Elini Ruff
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 63+00.00 SEE SHEET 6



-L-		-DR3-	
PI Sta 61+42.81	PI Sta 79+59.27	PI Sta 11+42.77	
$\Delta = 31' 44" 32.4" (RT)$	$\Delta = 48' 27" 45.3" (LT)$	$\Delta = 61' 59" 16.4" (RT)$	
$D = 2' 29" 28.0"$	$D = 3' 00" 00.0"$	$D = 63' 39" 43.1"$	
$L = 1,274.22'$	$L = 1,615.42'$	$L = 97.37'$	
$T = 653.92'$	$T = 859.58'$	$T = 54.06'$	
$R = 2,300.00'$	$R = 1,909.86'$	$R = 90.00'$	
$V = 50 \text{ MPH}$		$V = 15 \text{ MPH}$	
$SE = .03$		$SE = .04$	

FOR -L- PROFILE SEE SHT. 11
FOR -DR3- PROFILE SEE SHT. 13
FOR DITCH DETAILS SEE SHT. 2D-1
FOR INTERSECTION DETAILS
SEE SHT. 2B-4

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NAD 83/NA 2011

MATCHLINE -L- STA. 63+00.00 SEE SHEET 6

NORTH CAROLINA STATE HIGHWAY AND PUBLIC WORKS COMMISSION
DB 1546 PG 46
DB 1546 PG 4

CK CATO INDUSTRIAL #2 LLC
DB 21974 PG 215
PB 47 PG 827

END CONSTRUCTION
-DR3- POT Sta. 12+00.00

-DR3- PT Sta. 11+86.07

BEGIN PAINT STRIPING
-L- LT POT Sta. 69+50.00

END PAINT STRIPING / END CONSTRUCTION
-L- LT POC Sta. 75+00.00

WAYNE ROBBINS AND WIFE LINDA C. ROBBINS
DB 7155 PG 374
PB 6 PG 102

JESSE ROBERT BROWN
DB 26471 PG 243
PB 6 PG 102

BEATY PROPERTIES LP
DB 8765 PG 353
PB 3 PG 177
PB 6 PG 102

GLENDIA P. CUMBOW AND ROGER BARNES
DB 15140 PG 709
PB 6 PG 102

MECKLENBURG COUNTY
DB 35833 PG 570

DUKE POWER COMPANY
DB 3079 PG 151
PB 4 PG 303

MECKLENBURG COUNTY
SEE DB 6606 PG 251

DUKE POWER COMPANY
DB 2001 PG 553

WAYNE ROBBINS AND WIFE LINDA C. ROBBINS
DB 7155 PG 374
PB 6 PG 102

WILKINSON RESTORATION II, LLC
DB 35118 PG 542
PB 6 PG 102

MECKLENBURG COUNTY
DB 6331 PG 1757
DB 6606 PG 251

MECKLENBURG COUNTY
DB 6331 PG 1757
DB 6606 PG 251

MECKLENBURG COUNTY
DB 6331 PG 1757
DB 6606 PG 251

MECKLENBURG COUNTY
DB 6331 PG 1757
DB 6606 PG 251

END GRADE
-L- POT Sta. 69+00.00

-DR3- POT Sta. 10+00.00 =
-L- POT Sta. 70+37.40

END PROJECT B-6051
-L- RT POT Sta. 69+50.00

-L- PC Sta. 70+99.69

-DR3- PC Sta. 10+88.70

WICKER-WILKINSON, LLC
DB 18620 PG 569
PB 6 PG 102

ROBERT W. FERGUSON
BY WILL E/1996
DB 1188 PG 201

MECKLENBURG COUNTY
DB 13795 PG 811
DB 458 PG 185

MECKLENBURG COUNTY
DB 6330 PG 1470

-L-		-DR3-	
PI Sta 61+42.81	PI Sta 79+59.27	PI Sta 11+42.77	
$\Delta = 31' 44" 32.4" (RT)$	$\Delta = 48' 27" 45.3" (LT)$	$\Delta = 61' 59" 16.4" (RT)$	
$D = 2' 29" 28.0"$	$D = 3' 00" 00.0"$	$D = 63' 39" 43.1"$	
$L = 1,274.22'$	$L = 1,615.42'$	$L = 97.37'$	
$T = 653.92'$	$T = 859.58'$	$T = 54.06'$	
$R = 2,300.00'$	$R = 1,909.86'$	$R = 90.00'$	
$V = 50 \text{ MPH}$		$V = 15 \text{ MPH}$	
$SE = .03$		$SE = .04$	

FOR -L- PROFILE SEE SHT. 11
FOR -DR3- PROFILE SEE SHT. 13
FOR DITCH DETAILS SEE SHT. 2D-1
FOR INTERSECTION DETAILS
SEE SHT. 2B-4

FOR R/W AND EASEMENT STATION/OFFSETS SEE SHEET 8A

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 8
RW SHEET NO. 8A	
ROADWAY DESIGN ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 047301 Carter Mull	HYDRAULICS ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 036821 Eleni Kays
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NA 2011

END CONSTRUCTION
-YI- POT Sta. 16+15.00

-YI- POT Sta. 17+34.66

BEGIN PROJECT U-6143
-YI- POT Sta. 15+70.00

-YI- PT Sta. 14+68.33

MATCHLINE
-YI- STA. 14+00.00
SEE SHEET 4

-YI-
PI Sta 13+72.07
 $\Delta = 28^{\circ} 09' 28.0''$ (LT)
D = 14' 19" 26.2"
L = 196.58'
T = 100.32'
R = 400.00'
V = 30 MPH
SE = .04

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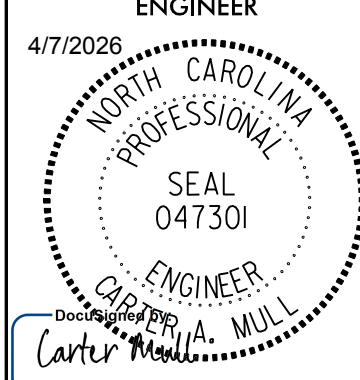
FOR -YI- PROFILE SEE SHT. 12

8/17/99

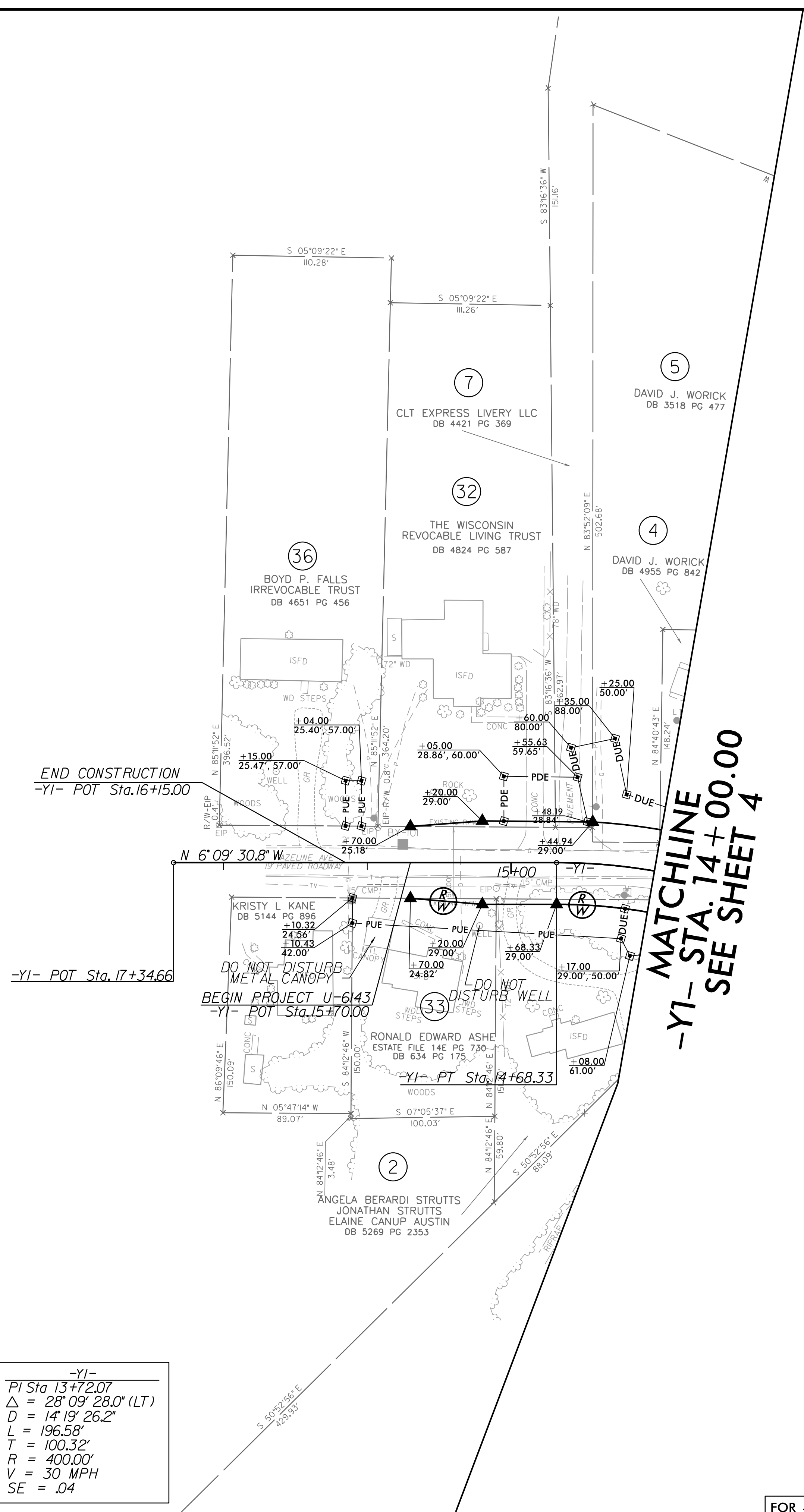
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jollinger

8/17/99

2/9/2026
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Jolinger

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 8A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
4/7/2026	
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NA 2011



-YI-
PI Sta 13+72.07
$\Delta = 28^{\circ} 09' 28.0''$ (LT)
$D = 14^{\circ} 19' 26.2''$
$L = 196.58'$
$T = 100.32'$
$R = 400.00'$
$V = 30$ MPH
$SE = .04$

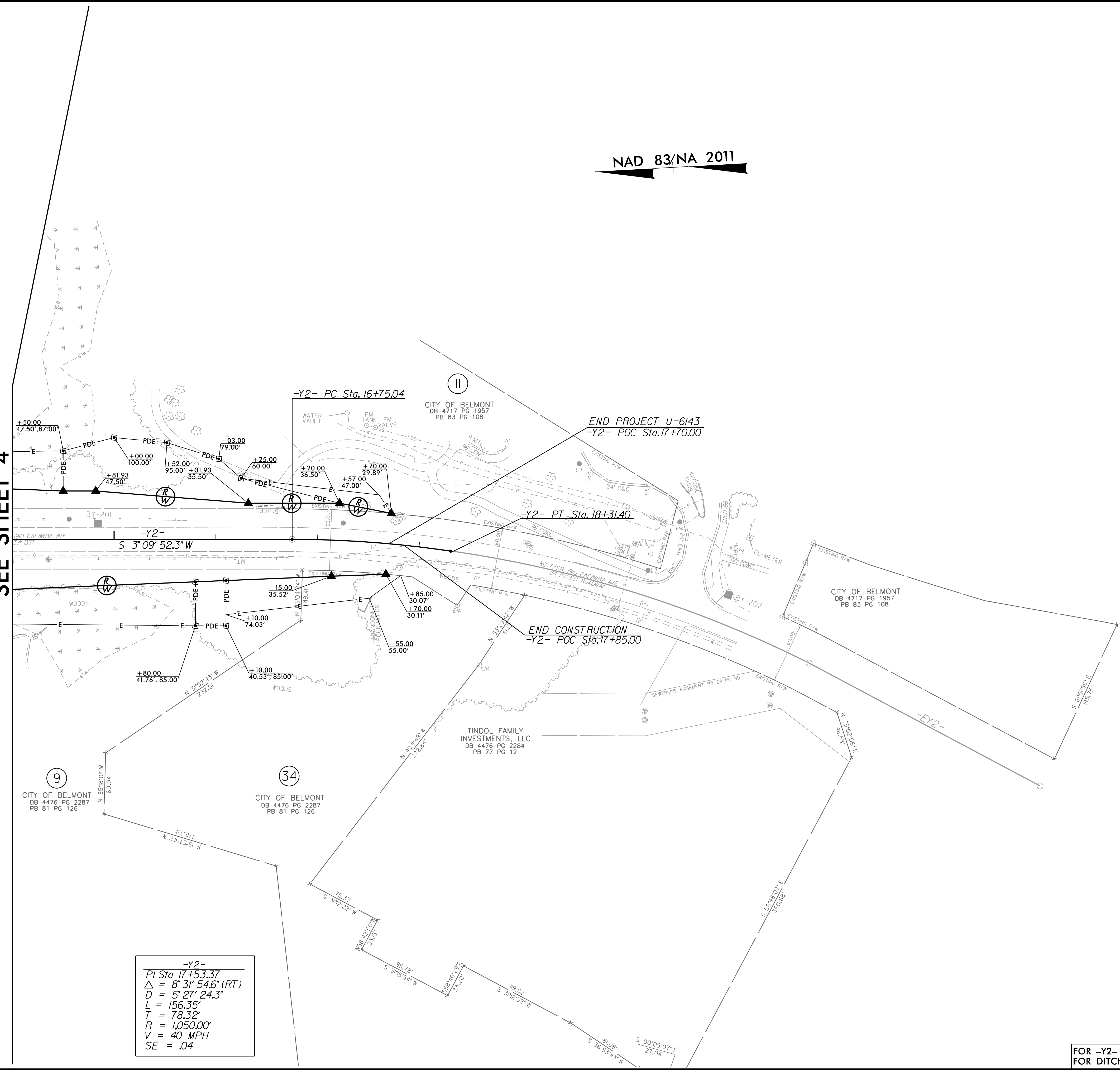
FOR -YI- PROFILE SEE SHT. 12



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MATCHLINE
-Y2- STA. 14+00.00
SEE SHEET 4



-Y2-
PI Sta 17+53.37
Δ = 8° 31' 54.6" (RT)
D = 5° 27' 24.3"
L = 156.35'
T = 78.32'
R = 1,050.00'
V = 40 MPH
SE = .04

FOR -Y2- PROFILE SEE SHT. 12
FOR DITCH DETAILS SEE SHT. 2D-1

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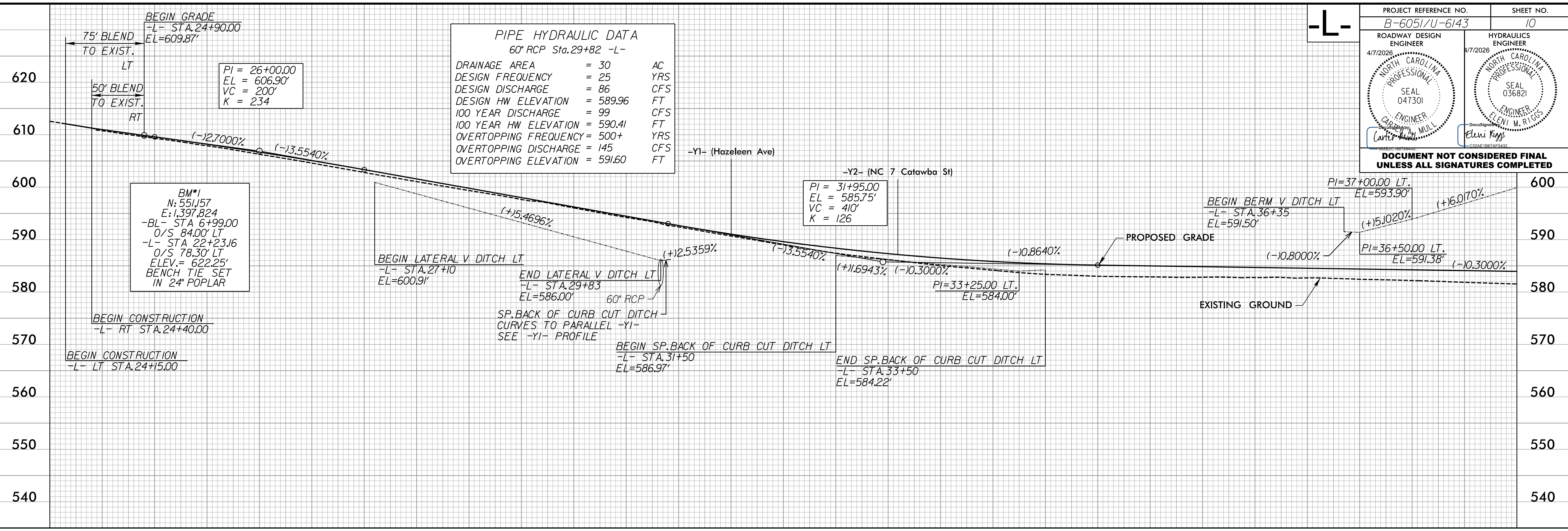
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2/9/2026
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PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 10
ROADWAY DESIGN ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 047301 Carter Mull	HYDRAULICS ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 036821 Elvis Rigg
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PIPE HYDRAULIC DATA
60" RCP Sta. 29+82 -L-

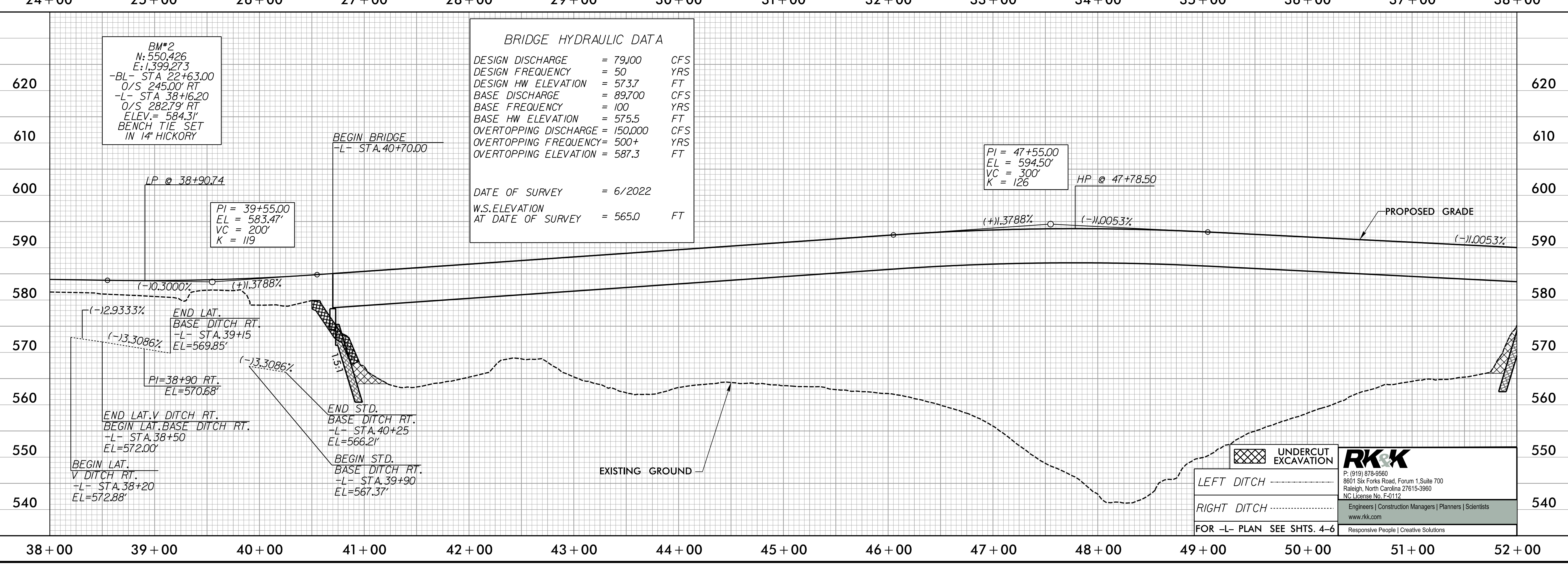
DRAINAGE AREA	= 30	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 86	CFS
DESIGN HW ELEVATION	= 589.96	FT
100 YEAR DISCHARGE	= 99	CFS
100 YEAR HW ELEVATION	= 590.41	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 145	CFS
OVERTOPPING ELEVATION	= 591.60	FT



BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 79,000	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 573.7	FT
BASE DISCHARGE	= 89,700	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 575.5	FT
OVERTOPPING DISCHARGE	= 150,000	CFS
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING ELEVATION	= 587.3	FT

DATE OF SURVEY = 6/2022
W.S. ELEVATION AT DATE OF SURVEY = 565.0 FT



	UNDERCUT EXCAVATION
LEFT DITCH
RIGHT DITCH
FOR -L- PLAN SEE SHTS. 4-6	

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 10/1/2026

5/28/99

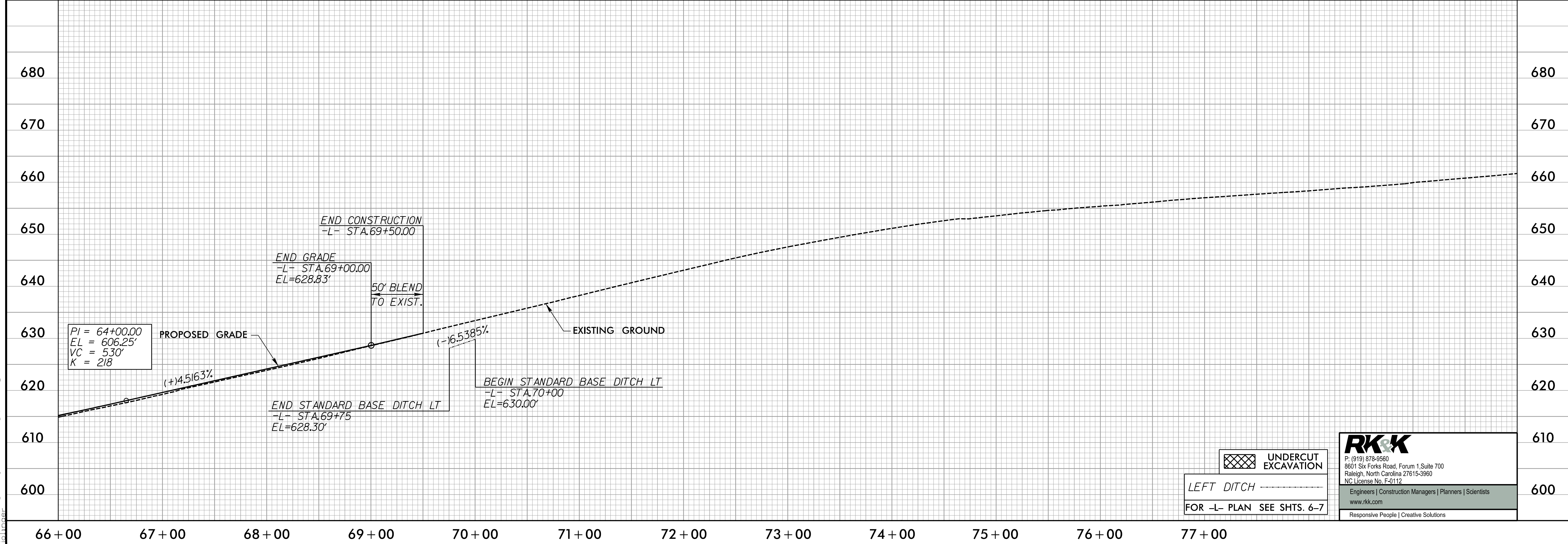
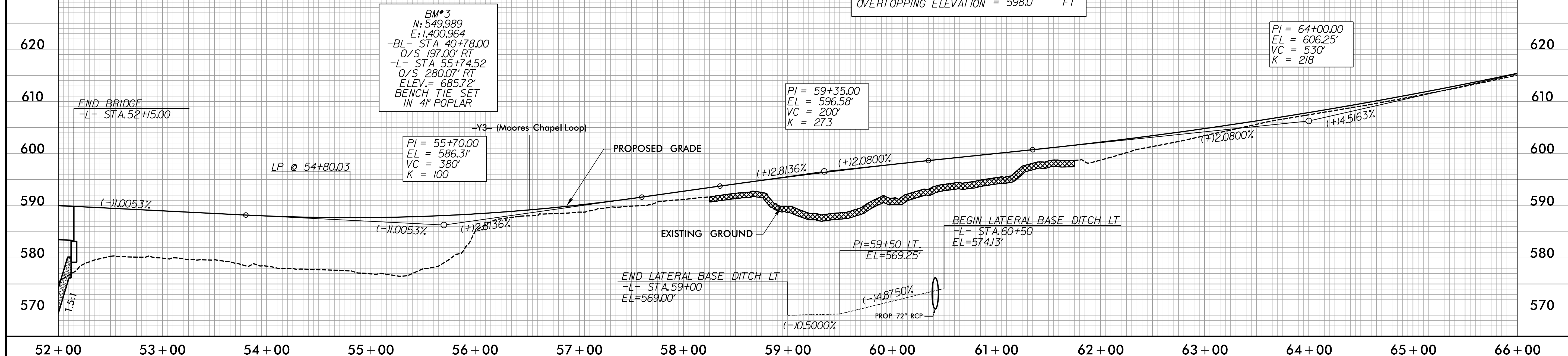
PIPE HYDRAULIC DATA
72" WS -L- STA.60+42

DRAINAGE AREA	= 104	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 190	CFS
DESIGN HW ELEVATION	= 576.8	FT
100 YEAR DISCHARGE	= 200	CFS
100 YEAR HW ELEVATION	= 577.3	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 604	CFS
OVERTOPPING ELEVATION	= 598.0	FT

PIPE HYDRAULIC DATA
72" RCP Sta.60+41.5 -L-

DRAINAGE AREA	= 104	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 170	CFS
DESIGN HW ELEVATION	= 576.8	FT
100 YEAR DISCHARGE	= 240	CFS
100 YEAR HW ELEVATION	= 577.7	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 604	CFS
OVERTOPPING ELEVATION	= 598.0	FT

PROJECT REFERENCE NO.	B-6051/U-6143	SHEET NO.	11
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



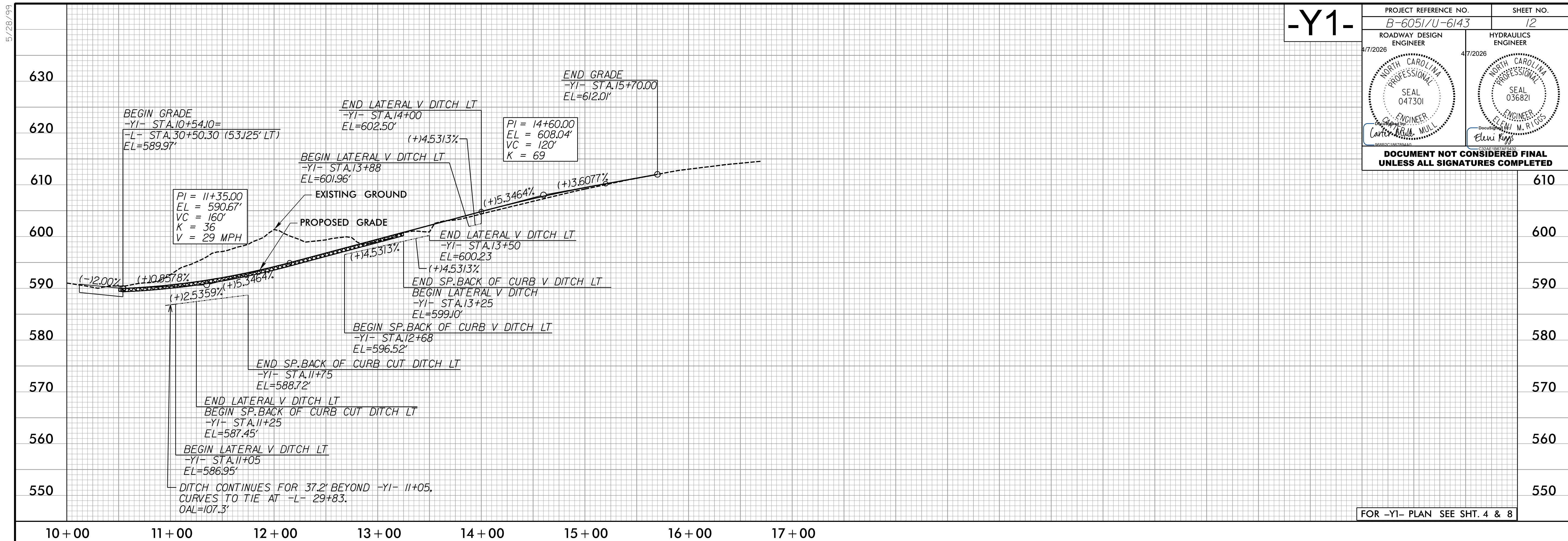
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	UNDERCUT EXCAVATION
	LEFT DITCH
FOR -L- PLAN SEE SHTS. 6-7	

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-Y1-

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 12
ROADWAY DESIGN ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 047301 Carter Mull	HYDRAULICS ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 036821 Eluni Kipp
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

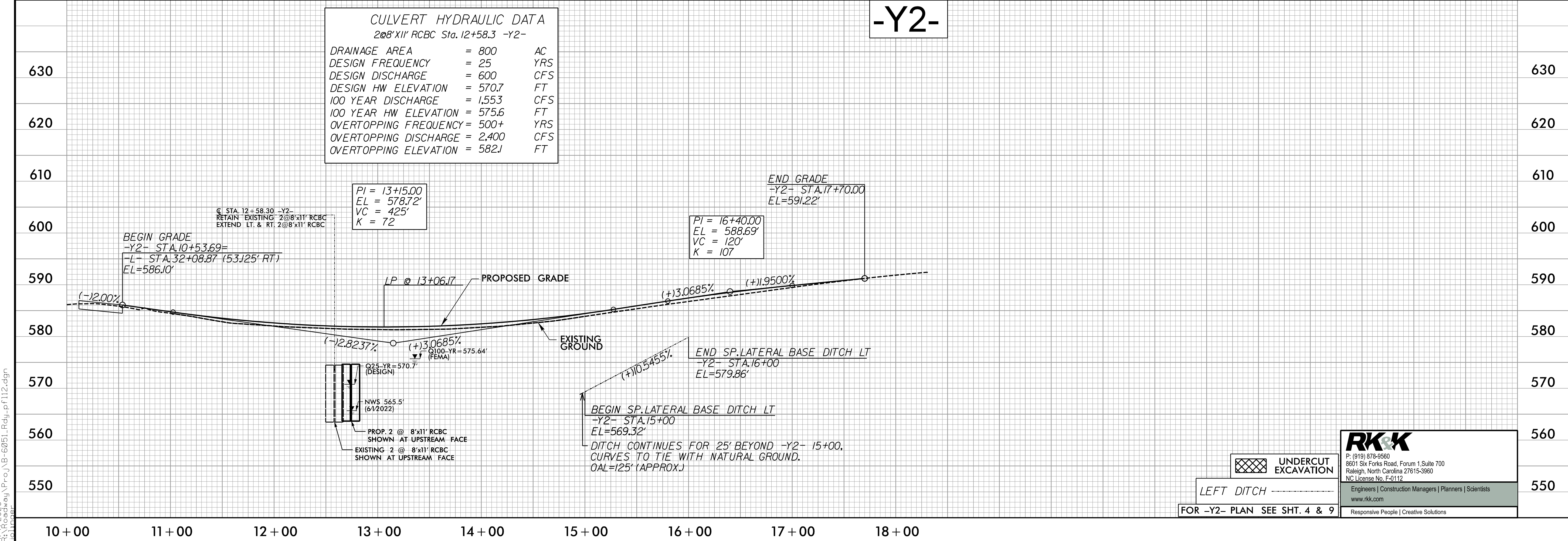


FOR -Y1- PLAN SEE SHT. 4 & 8

-Y2-

CULVERT HYDRAULIC DATA
2@8'x11' RCBC Sta. 12+58.3 -Y2-

DRAINAGE AREA	= 800	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 600	CFS
DESIGN HW ELEVATION	= 570.7	FT
100 YEAR DISCHARGE	= 1,553	CFS
100 YEAR HW ELEVATION	= 575.6	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 2,400	CFS
OVERTOPPING ELEVATION	= 582.1	FT



UNDERCUT EXCAVATION

LEFT DITCH

FOR -Y2- PLAN SEE SHT. 4 & 9

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-Y3-

PROJECT REFERENCE NO. B-6051/U-6143	SHEET NO. 13
ROADWAY DESIGN ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 047301 Curtis Mull	HYDRAULICS ENGINEER 4/7/2026 NORTH CAROLINA PROFESSIONAL SEAL 036821 Eleni Ruff
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

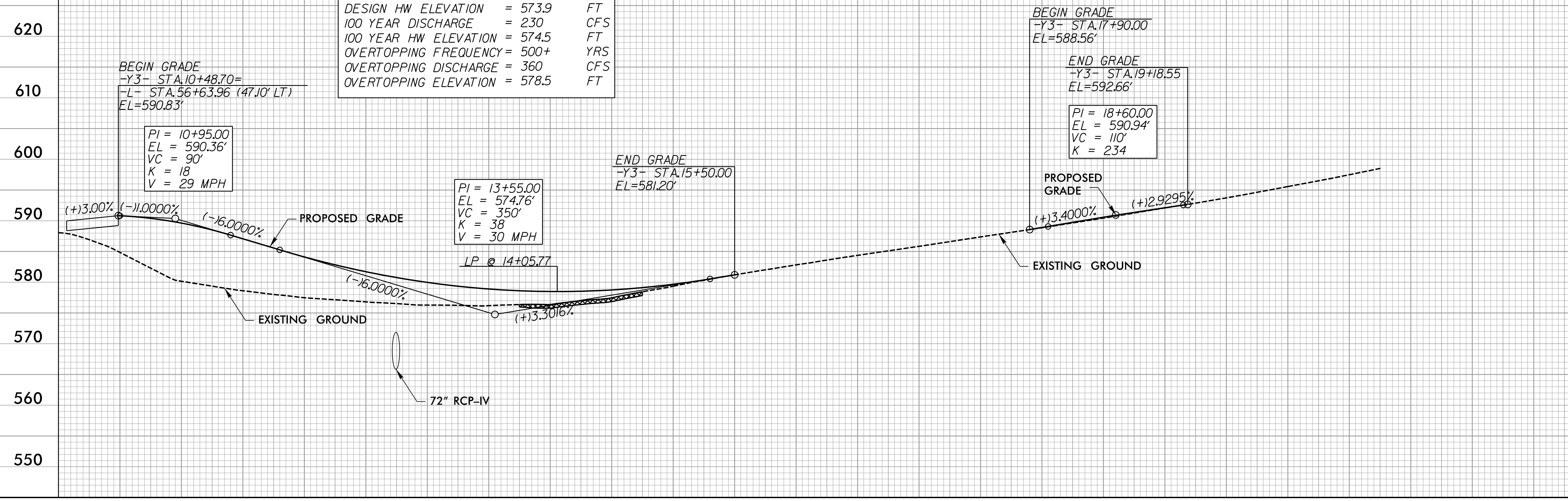
PIPE HYDRAULIC DATA
72" RCP Sta.12+75 -Y3-

DRAINAGE AREA	= 125	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 200	CFS
DESIGN HW ELEVATION	= 573.9	FT
100 YEAR DISCHARGE	= 230	CFS
100 YEAR HW ELEVATION	= 574.5	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 360	CFS
OVERTOPPING ELEVATION	= 578.5	FT

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630
620
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600
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580
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610
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580
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550



FOR -Y3- PLAN SEE SHT. 6

10+00 11+00 12+00 13+00 14+00 15+00 16+00 16+00 16+00 16+00 16+00 16+00

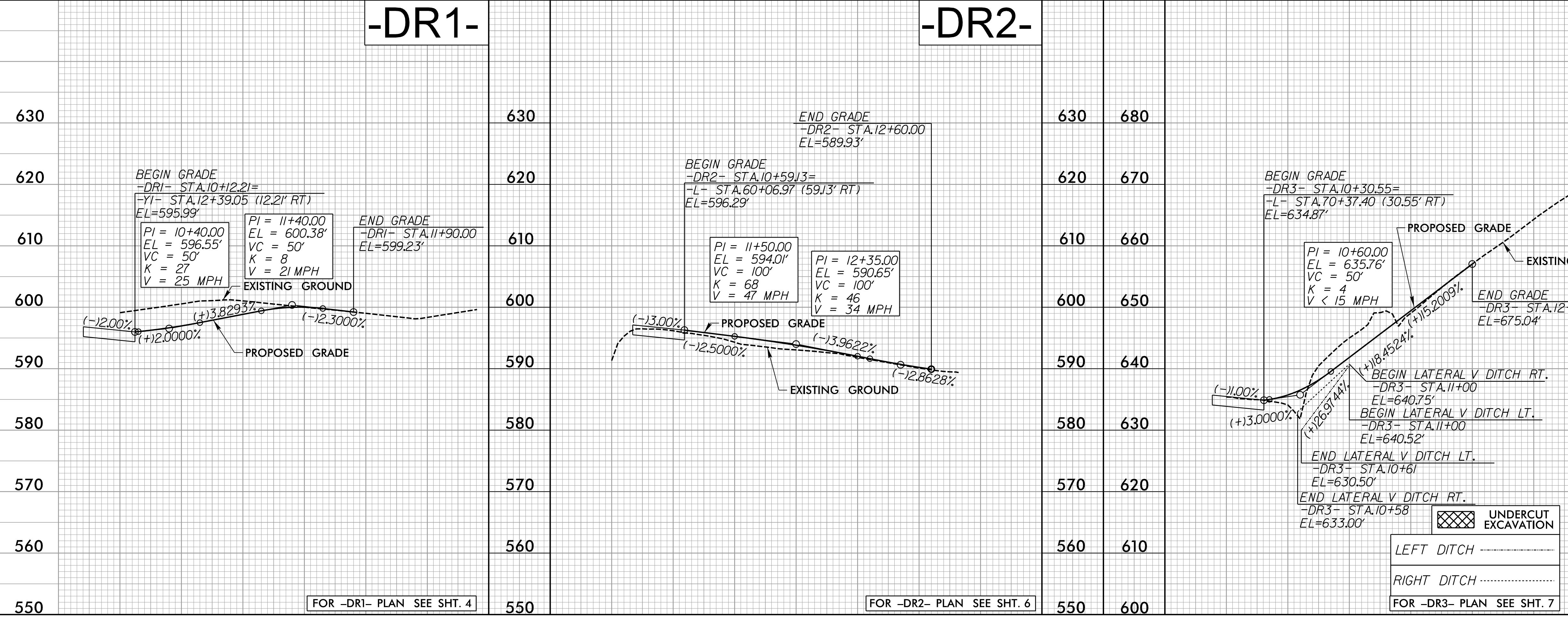
-DR1-

-DR2-

-DR3-

630
620
610
600
590
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560
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680
670
660
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640
630
620
610
600



FOR -DR1- PLAN SEE SHT. 4

FOR -DR2- PLAN SEE SHT. 6

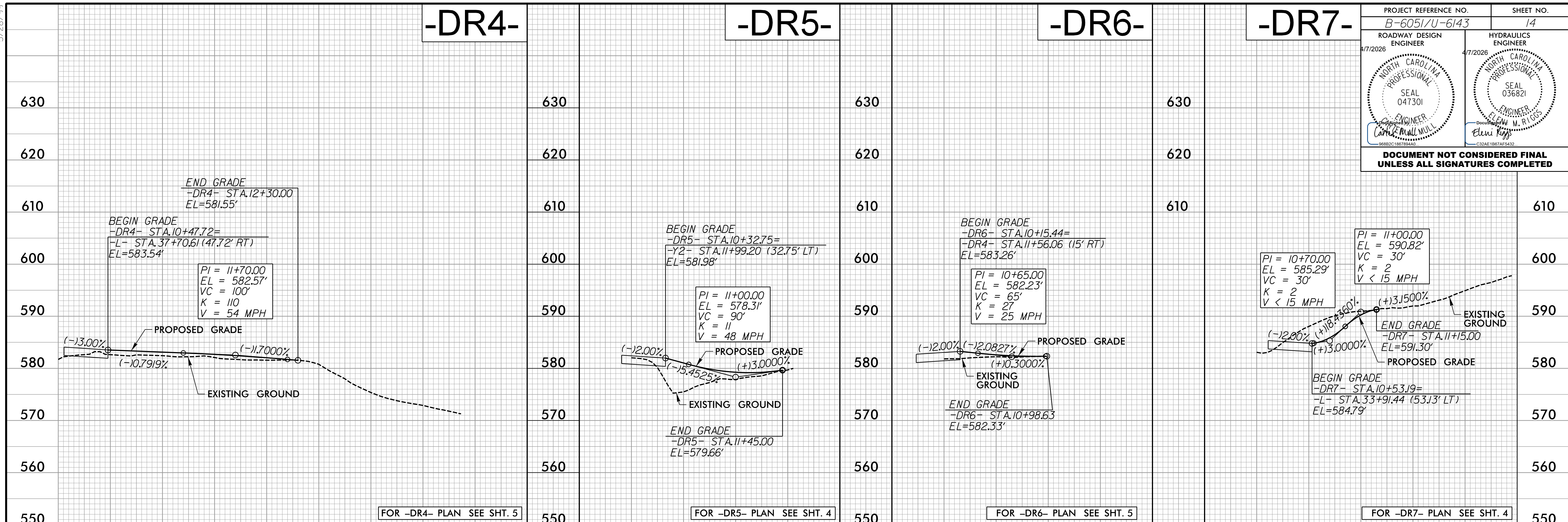
FOR -DR3- PLAN SEE SHT. 7

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101\road\p\p\B-6051_Rd1-pf114.dgn

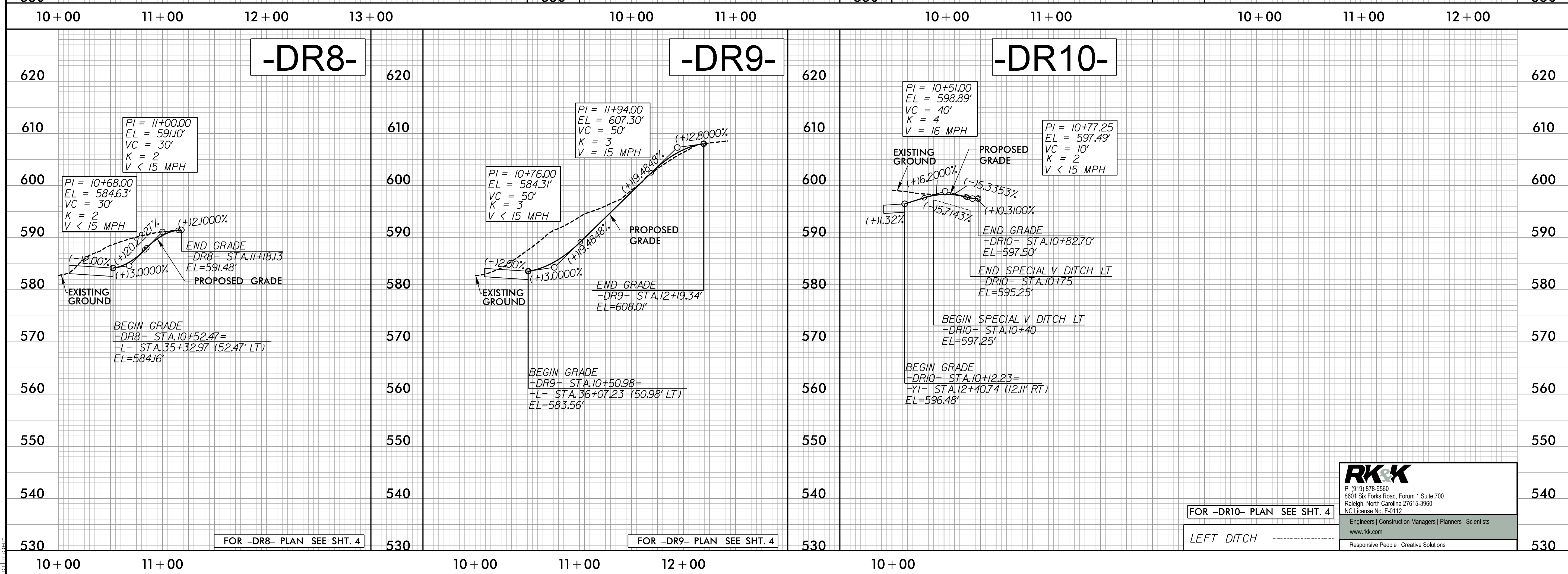


PROJECT REFERENCE NO. B-6051/U-6143 SHEET NO. 14

ROADWAY DESIGN ENGINEER 4/7/2026
 NORTH CAROLINA PROFESSIONAL SEAL 047301
 ENGINEER CAROL MULL

HYDRAULICS ENGINEER 4/7/2026
 NORTH CAROLINA PROFESSIONAL SEAL 036821
 ENGINEER ELEANOR RIGGS

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FOR -DR10- PLAN SEE SHT. 4

LEFT DITCH

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-DR11-

PROJECT REFERENCE NO. B-6051/U-6143		SHEET NO. 15
ROADWAY DESIGN ENGINEER 4/7/2026	HYDRAULICS ENGINEER 4/7/2026	
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-MUP-



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