Docusign Envelope ID: E03116D9-9111-4A69-87F1-46AF0CF86082

8/17/99

REVISIONS

-DRW1- POT Sta. 10+00.00
BEGIN CONSTRUCTION

INDIGO HOSPITALITY ONE, LLC
DB 1222 PG 88 (13)

-L-
PI Sta 22+16.73
Δ = 13° 17' 34.0" (RT)
D = 3° 47' 39.9"
L = 350.32'
T = 175.95'
R = 1,510.00'
SE = 0.05
Lr = 125'

PI Sta 35+80.40
Δ = 19° 22' 00.5" (RT)
D = 2° 29' 28.0"
L = 777.43'
T = 392.46'
R = 2,300.00'
SE = 0.04
Lr = 100'

-DRW1-
PI Sta 14+11.25
Δ = 35° 30' 50.8" (RT)
D = 38° 11' 49.9"
L = 92.98'
T = 48.04'
R = 150.00'
SE = 0.04

-Y3- POT Sta. 10+00.00

① = -L- POC Sta. 23+58.07= -RAMPD- POT Sta. 10+00.00
② = -L- POC Sta. 23+74.56= -DRW1- POT Sta. 15+41.78
③ = -L- PT Sta. 23+91.10= -LOOPD- POT Sta. 10+00.00
④ = -DRW1- PT Sta. 14+56.19

-RAMPD-
PI Sta 15+14.80
Δ = 79° 48' 27.8" (LT)
D = 19° 05' 54.9"
L = 417.87'
T = 250.87'
R = 300.00'
SE = 0.08
(MATCH EXIST)

PI Sta 19+19.36
Δ = 2° 11' 19.2" (RT)
D = 7° 09' 43.1"
L = 30.56'
T = 15.28'
R = 800.00'

PI Sta 19+87.87
Δ = 7° 10' 02.0" (RT)
D = 6° 44' 26.4"
L = 106.33'
T = 53.23'
R = 850.00'

PI Sta 21+00.74
Δ = 14° 39' 00.9" (RT)
D = 12° 19' 18.0"
L = 118.90'
T = 59.78'
R = 465.00'

PI Sta 23+13.12
Δ = 19° 19' 38.4" (RT)
D = 6° 21' 58.3"
L = 303.59'
T = 153.25'
R = 900.00'

NAD 83 NA 2011

DETAIL 10
STANDARD 'V' DITCH
(Not to Scale)
Natural Ground, 2:1, D, d, Geotextile
Type of Liner= Class 'B' Rip-Rap
Min. D= 2.0 Ft.
Max. d= 2.0 Ft.

DETAIL 9
CONCRETE DITCH BEHIND RETAINING WALL
(Not to Scale)
RETAINING WALL, BOND BREAKER, VARIES, B, D, 2:1, NATURAL GROUND, 4"
D= 1.0'
B= 0' (0" TO 2.0")

-LOOPD- STA. 17+03 to 17+20 LT
-LOOPD- STA. 17+20 to 21+06 LT
-Y3- STA. 13+41 TO STA. 14+12 RT
-Y3- STA. 14+88 TO STA. 15+53 RT
-Y3- STA. 15+19 TO STA. 15+89 LT
-Y3- STA. 16+65 TO STA. 17+29 LT

MARION WELBORN
JEWELL W. WELBORN
DB 1081 PG 311
DB 50 PG 201

MARION G. WELBORN
FAMILY LIMITED PARTNERSHIP
DB 726 PG 168

(14) MARION G. WELBORN
FAMILY LIMITED PARTNERSHIP
DB 574 PG 156
PB 8 PG 827

-LOOPD-
PI Sta 15+47.73
Δ = 97° 59' 42.0" (LT)
D = 21° 13' 14.4"
L = 461.79'
T = 310.57'
R = 270.00'
SE = 0.08
(MATCH EXIST)

PI Sta 17+47.07
Δ = 32° 30' 49.5" (LT)
D = 34° 43' 29.0"
L = 93.63'
T = 48.11'
R = 165.00'
(MATCH EXIST)

PI Sta 18+80.67
Δ = 60° 11' 11.0" (LT)
D = 37° 41' 40.5"
L = 159.67'
T = 88.09'
R = 152.00'

-LOOPA-
PI Sta 12+88.19
Δ = 86° 29' 04.5" (RT)
D = 26° 46' 25.4"
L = 323.02'
T = 201.26'
R = 214.00'
SE = 0.08
(MATCH EXIST)

PI Sta 14+72.65
Δ = 23° 36' 29.8" (RT)
D = 19° 05' 54.9"
L = 123.61'
T = 62.70'
R = 300.00'
(MATCH EXIST)

PI Sta 15+68.37
Δ = 4° 49' 52.7" (RT)
D = 6° 56' 41.8"
L = 69.57'
T = 34.80'
R = 825.00'

-L- POT Sta. 27+76.48=
-Y3- POT Sta. 15+38.59

-L- POT Sta. 29+01.48
-L- POT Sta. 29+14.87
-L- PC Sta. 31+87.94

PROJECT REFERENCE NO.	SHEET NO.
B-5833	05

R/W SHEET NO.

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 027418 MARCUS LOWERY ENGINEER
3/5/2026

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 044158 BENJAMIN J. HENEGAR ENGINEER
3/5/2026

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TGS ENGINEERS
706 HILLSBOROUGH ST. SUITE 200
RALEIGH, NC 27603
PH (919) 773-8887
CORP. LICENSE NO.: C-0275

MATCHLINE -L- STA. 21+00.00 SEE SHEET 04

MATCHLINE -L- STA. 34+00.00 SEE SHEET 06

MATCHLINE -LOOPA- STA 13+50.00 SEE SHEET 06

MATCHLINE -Y3- STA 23+00.00 SEE SHEET 06

-DRW1-
US 21 BUS
350/550 175/250 3,825/4,250
75/125 575/625 850/950 975/1175 1150/1325 3,250/3,625
-RAMPD- I-77 SB
-LOOPD- I-77 SB
2026/2046 ADT

SEE SHEET 2B-2 FOR INTERSECTION DETAILS

SEE SHEET 07 FOR -L- PROFILE
SEE SHEET 08 FOR -DRW1 PROFILE
SEE SHEET 09 FOR -RAMPD- PROFILE
SEE SHEET 09 FOR -LOOPD- PROFILE
SEE SHEET 10 FOR -Y3- PROFILE
SEE SHEET 11 FOR -LOOPA- PROFILE

CHANNELIZATION RADII ARE 3' UNLESS OTHERWISE NOTED

RADII DIMENSIONS ARE TO FACE OF CURB (F/C) UNLESS OTHERWISE NOTED

DRIVE RADII ARE 10' UNLESS OTHERWISE NOTED

DETAIL 4
SPECIAL CUT DITCH
(Not to Scale)
Natural Ground, 4:1, D, 4:1 or Flatter, Front Ditch Slope
Min. D=1.5 Ft.

FROM -L- STA. 21+50 TO STA. 22+50 RT
FROM -LOOPD- STA. 11+00 TO STA. 11+50 LT
FROM -L- STA. 30+50 TO STA. 34+00 RT

DETAIL 5
FALSE SUMP
(Not to Scale)
Outside Ditch Traffic Flow, 6:1, 2:1, 1.5', 2', GI etc.
S=Ditch Slope
℄ Proposed Ditch
-LOOPD- STA. 11+64 LT

3/3/2026
J:\Projects\NCDOT\B-5833\Roadway\Prod\b5833_rdy_psh_05.dgn
jmiller