

09/08/19

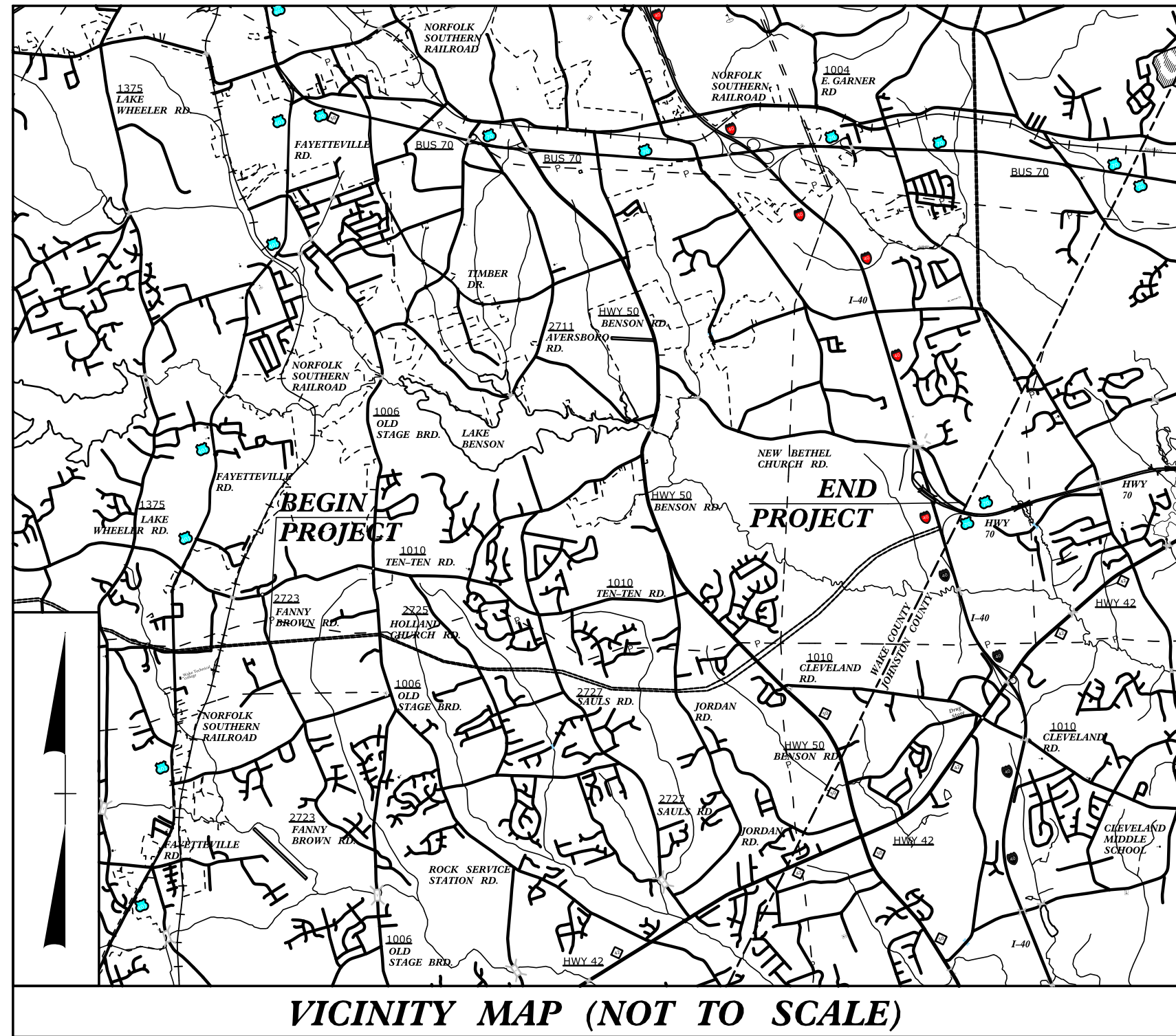
See Sheet 1A For Index of Sheets
See Sheet 1B For Standard Symbolology

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2828	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
35516.3.GV1	NHP-0540(043)	DESIGN-BUILD	

TIP PROJECT: R-2828

CONTRACT: C204197



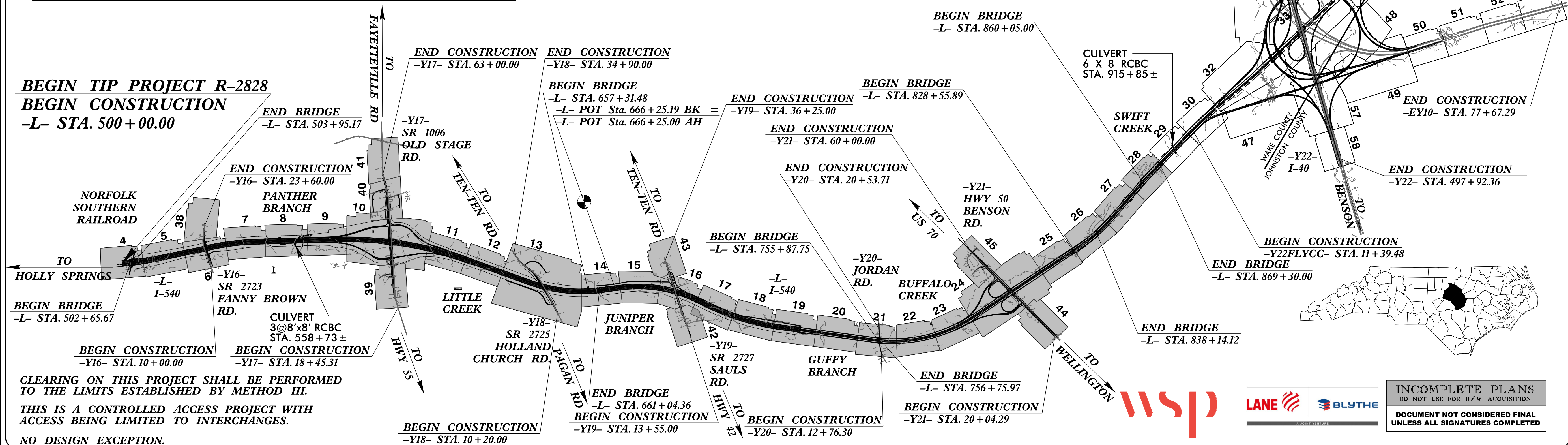
VICINITY MAP (NOT TO SCALE)

**LOCATION: TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION FROM
EAST OF US 401 TO EAST OF I-40**
**TYPE OF WORK: DESIGN-BUILD AS SPECIFIED IN THE SCOPE
OF WORK CONTAINED IN THE REQUEST FOR
PROPOSALS**

PRELIMINARY
HYDRAULICS DESIGN
WORK AREA 1 & 2

SUBMITTAL: X-019
DATE: 04-24-2019

WORKAREA 1
STA. 500+00 TO STA. 670+00
WORKAREA 2
STA. 670+50 TO STA. 870+00
WORKAREA 3
STA. 870+50 TO STA. 955+00



BEGIN TIP PROJECT R-2828
BEGIN CONSTRUCTION
-L- STA. 500 + 00.00

END BRIDGE
-L- STA. 503 + 95.17

END CONSTRUCTION
-Y16- STA. 23 + 60.00

NORFOLK SOUTHERN RAILROAD

BEGIN BRIDGE
-L- STA. 502 + 65.67

BEGIN CONSTRUCTION
-Y16- STA. 10 + 00.00

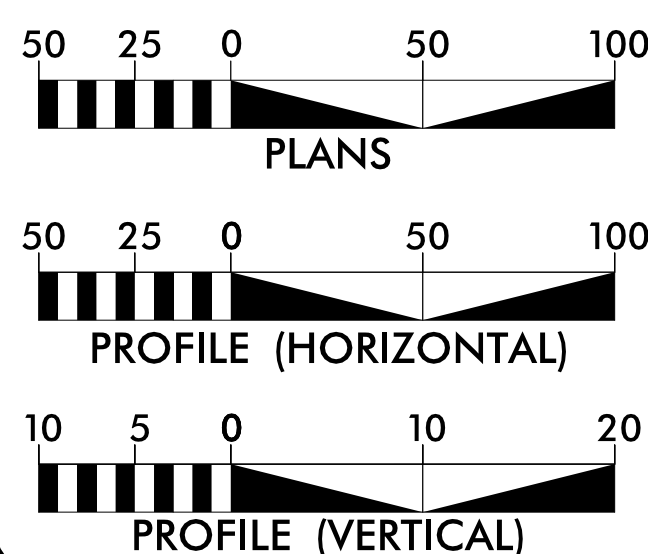
BEGIN CONSTRUCTION
-Y17- STA. 18 + 45.31

CLEARING ON THIS PROJECT SHALL BE PERFORMED
TO THE LIMITS ESTABLISHED BY METHOD III.

THIS IS A CONTROLLED ACCESS PROJECT WITH
ACCESS BEING LIMITED TO INTERCHANGES.

NO DESIGN EXCEPTION.

GRAPHIC SCALES



DESIGN DATA

ADT 2018 =
ADT 2040 = 53,400
DHV = 12 %
D = 65 %
T = 11 % *
V = 75 MPH
*(TTST 4 + DUAL 7)

FUNCTIONAL CLASS:
FREEWAY

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT R-2828 = 8.055 Miles
LENGTH OF STRUCTURE PROJECT R-2828 = 0.923 Miles
TOTAL LENGTH OF TIP PROJECT R-2828 = 8.617 Miles

NCDOT CONTACT:

AMY NEIDRINGHAUS, PE
DESIGN BUILD PROJECT ENGINEER
TRANSPORTATION PROGRAM MANAGEMENT UNIT

Prepared In the Office of

wsp

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
SEPT. 9, 2019

LETTING DATE:
DEC. 11, 2019

WSP USA
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
TEL: 919.836.4040
FAX: 919.836.4099
LICENSE NO. E-0165

DANIEL BRIDGES, PE
PROJECT ENGINEER

RONYELL THIGPEN, PE
PROJECT DESIGN ENGINEER

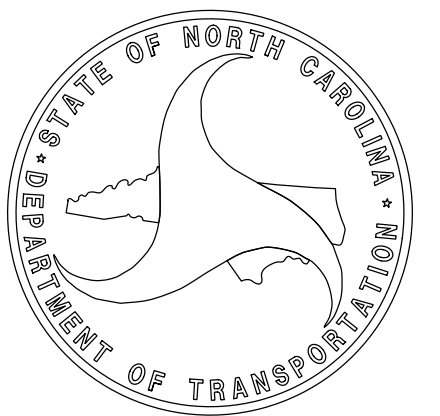
HYDRAULICS ENGINEER

SIGNATURE: P.E.

ROADWAY DESIGN
ENGINEER

SIGNATURE: P.E.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

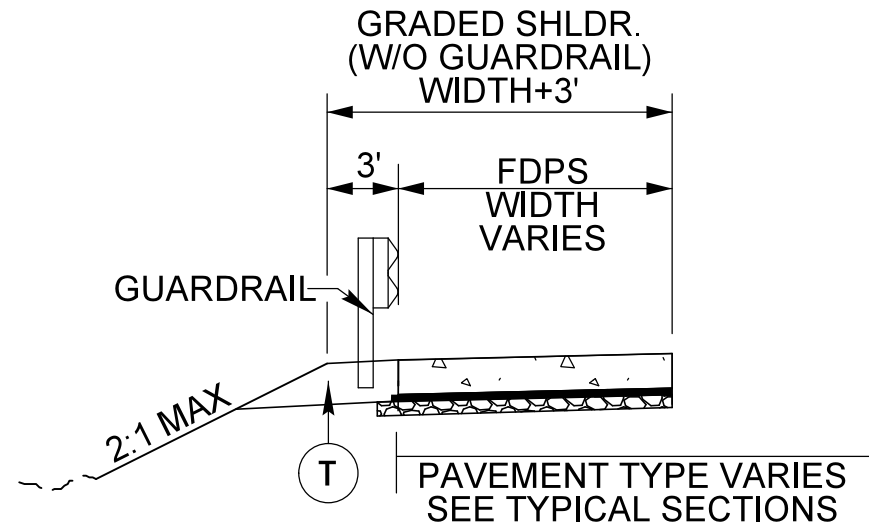


3/19/2019
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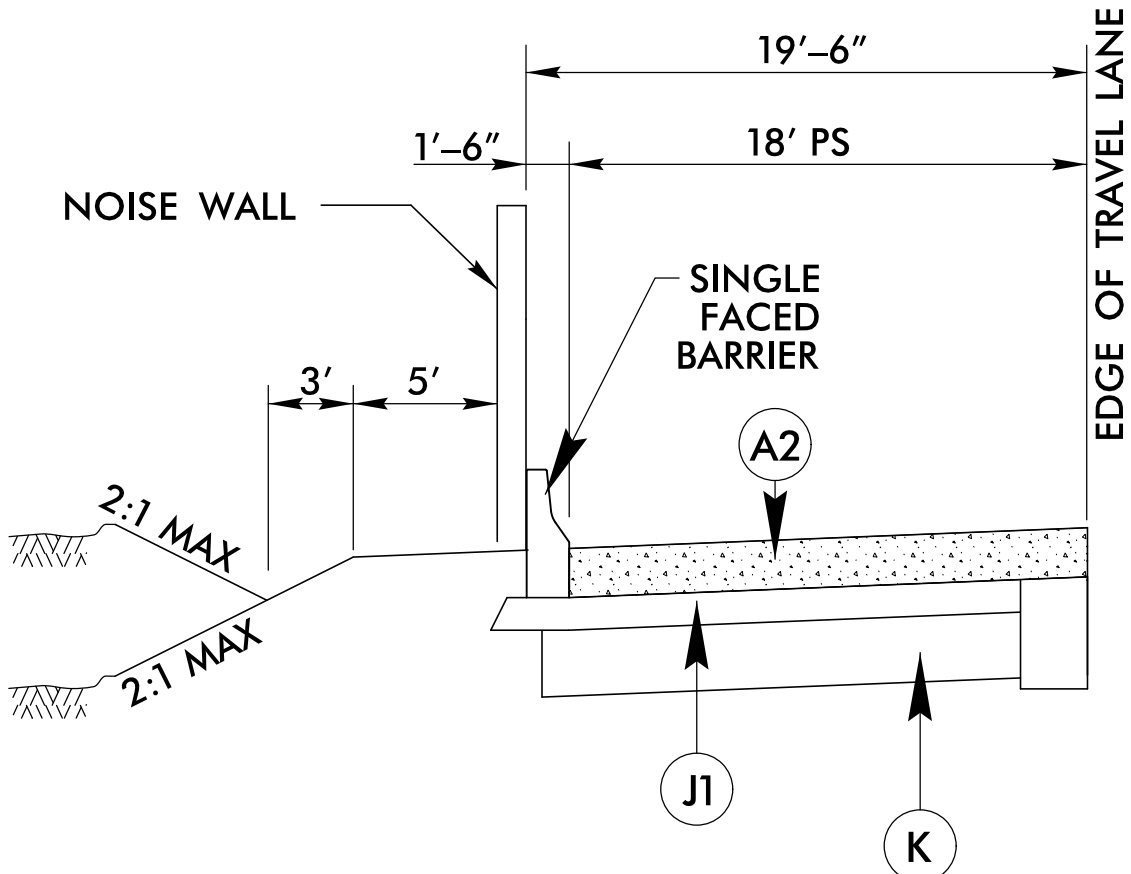
6/2/99
3/19/2019
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R2828.dwg

PAVEMENT SCHEDULE	
A1	12" DOWELED JOINTED CONCRETE
A2	9" ROLLER COMPACTED CONCRETE
A3	VARIABLE DEPTH ROLLER COMPACTED CONCRETE
C1	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 68 3/4 LBS. PER SQ.YD.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ.YD. IN EACH OF TWO LAYERS.
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD. IN EACH OF TWO LAYERS.
C4	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 1 1/2" IN DEPTH
C5	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 1 1/2" IN DEPTH
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YARD.
D2	PROP. APPROX. 4.0" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YARD.
D3	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YARD PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 5.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YARD.
J1	PROPOSED VAR. DEPTH AGGREGATE BASE COURSE (4.25" MIN)
J2	PROPOSED 6" AGGREGATE BASE COURSE
J3	PROPOSED 8" AGGREGATE BASE COURSE
J4	PROPOSED 10" AGGREGATE BASE COURSE
K1	SUBGRADE STABILIZATION
P	PRIME COAT
N1	NON-WOVEN GEOTEXTILE INTERLAYER
R1	2'-6" CURB & GUTTER
R2	1'-6" CURB & GUTTER
R3	5" MONOLITHIC CONCRETE ISLAND, KEYED IN
R4	CONCRETE EXPRESSWAY GUTTER
R5	SHOULDER BERM GUTTER
R6	SINGLE FACED CONCRETE BARRIER WALL
R7	DOUBLE FACED CONCRETE BARRIER WALL
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	MILLING
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL 1)
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL 2)

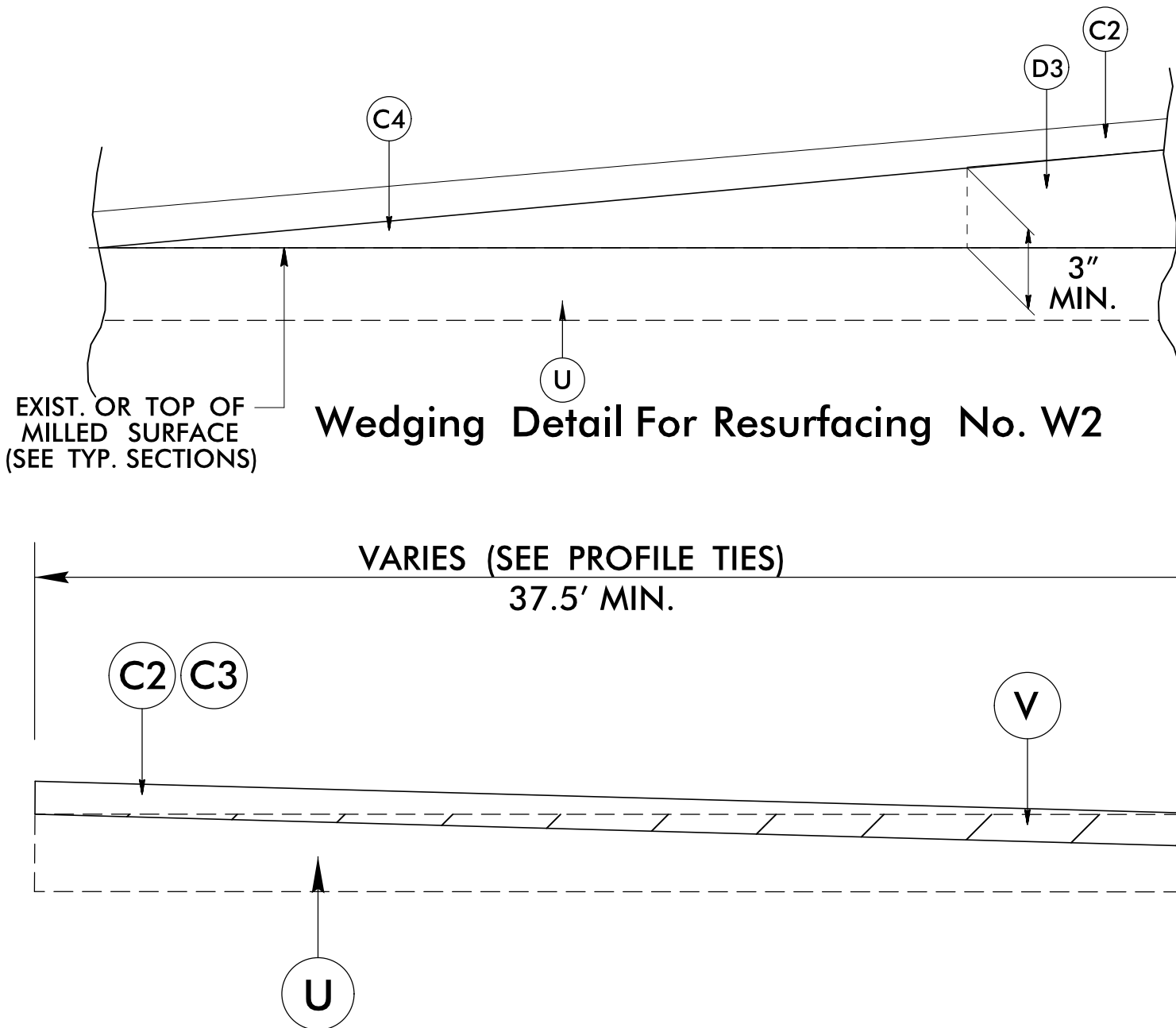
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE



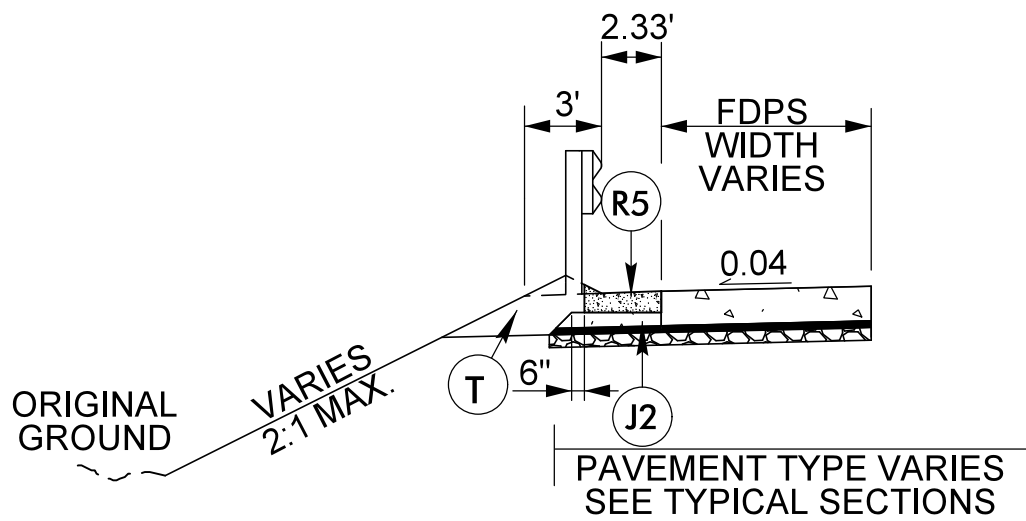
TYPICAL SECTION DETAIL
GUARDRAIL DETAIL
SEE PLANS FOR GUARDRAIL LOCATIONS



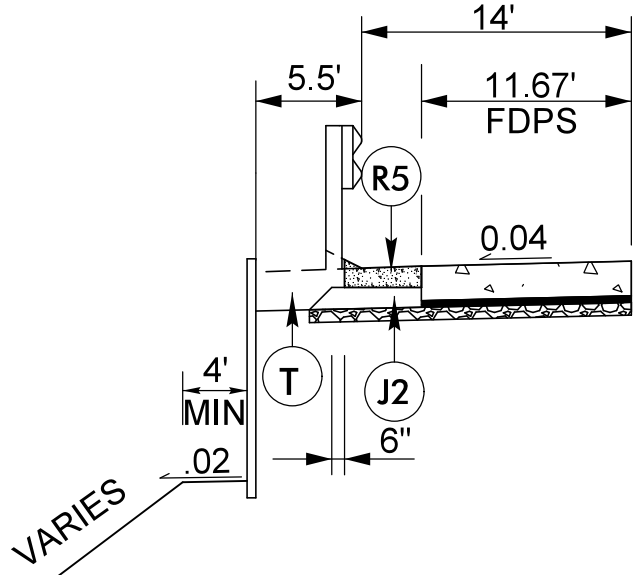
NOISE WALL DETAIL
SHOULDER CONSTRUCTION DETAIL WITH BARRIER AND NOISE WALL.
THIS TYPICAL IS TO BE USED IN FILL LOCATIONS.
(USE IN CONJUNCTION WITH TYPICAL SECTION NO.1 AND 2)
SEE PLAN FOR LOCATIONS



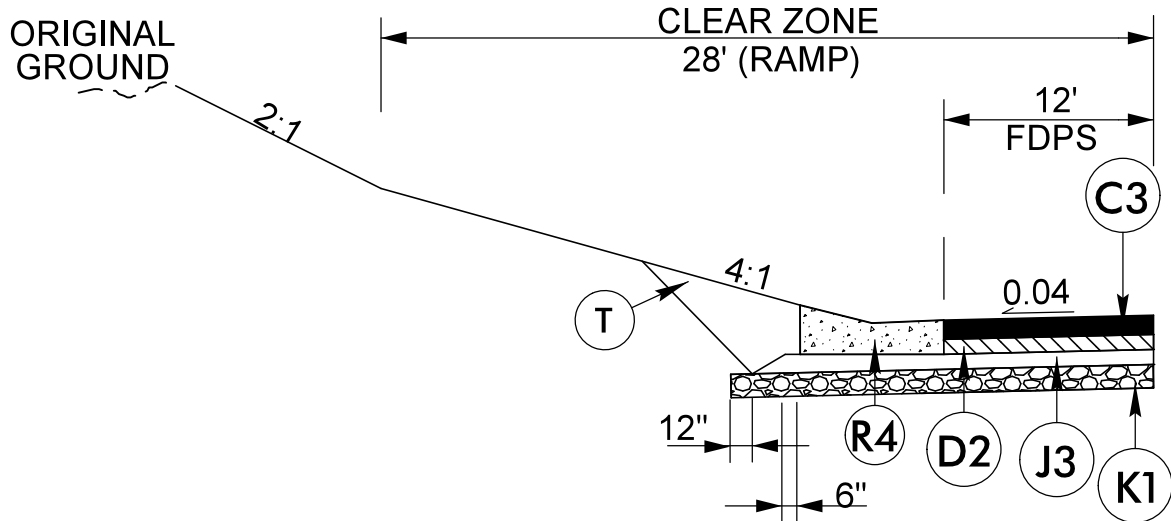
MILLING DETAIL
USE MILLING DETAIL AT RESURFACING TIES



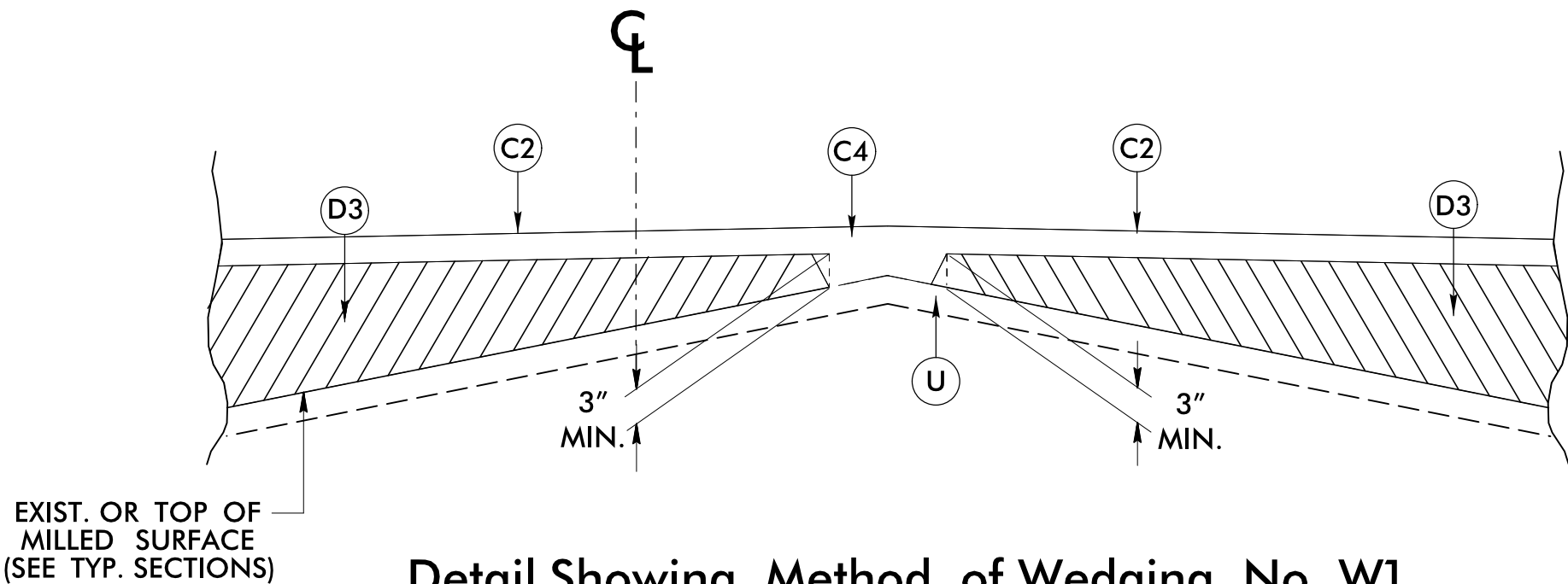
TYPICAL SECTION DETAIL
SHOULDER BERM GUTTER
SEE PLANS FOR SHOULDER BERM
GUTTER LOCATIONS



TYPICAL SECTION DETAIL
RETAINING WALL
SEE PLANS FOR LOCATIONS ALONG:
-L-



TYPICAL SECTION DETAIL
EXPRESSWAY GUTTER W/O GUARDRAIL
USE IN CONJUNCTION WITH TYPICAL NO. 21
-Y22FLYCC- STA. 18+00 TO 20+00 (LT)

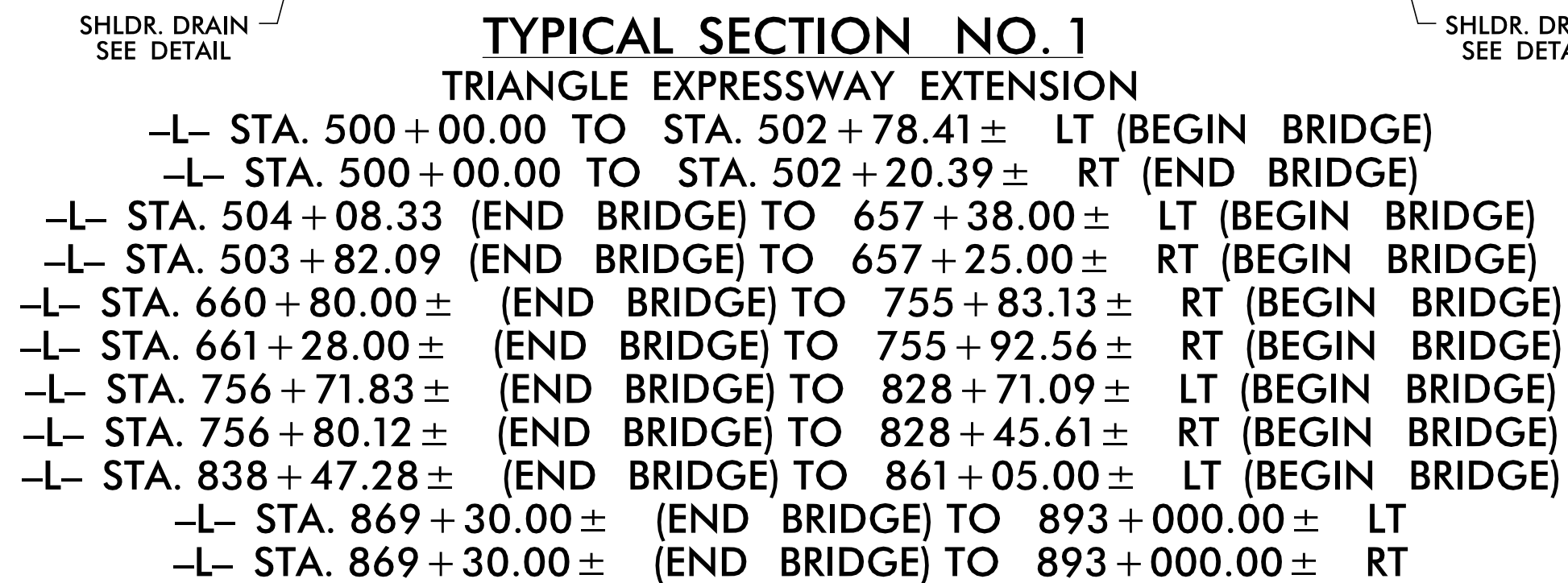


Detail Showing Method of Wedging No. W1

WORKAREA 1
STA. 500+00 TO STA. 670+00

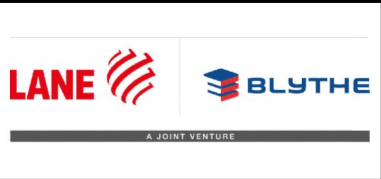
WORKAREA 2
STA. 670+50 TO STA. 870+00

WORKAREA 3
STA. 870+50 TO STA. 955+00

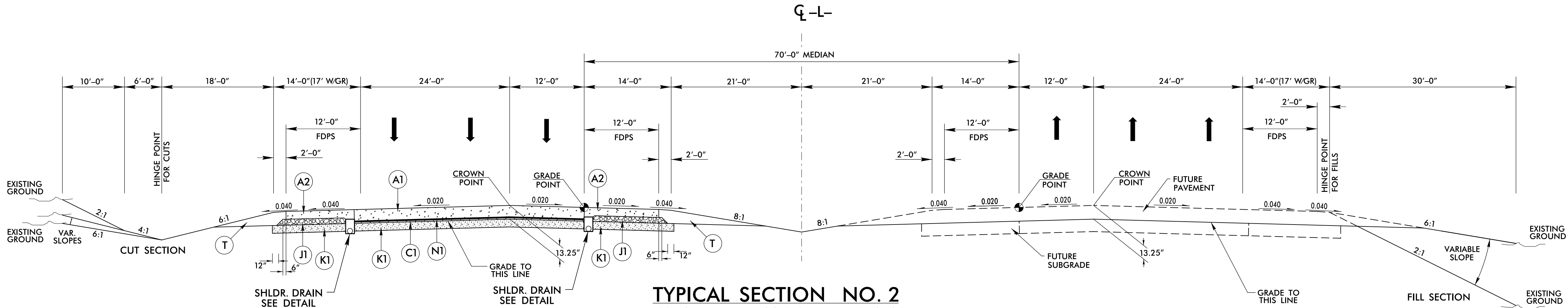


(USE IN CONJUNCTION WITH TYPICAL SECTION NO. 1 AND 2)

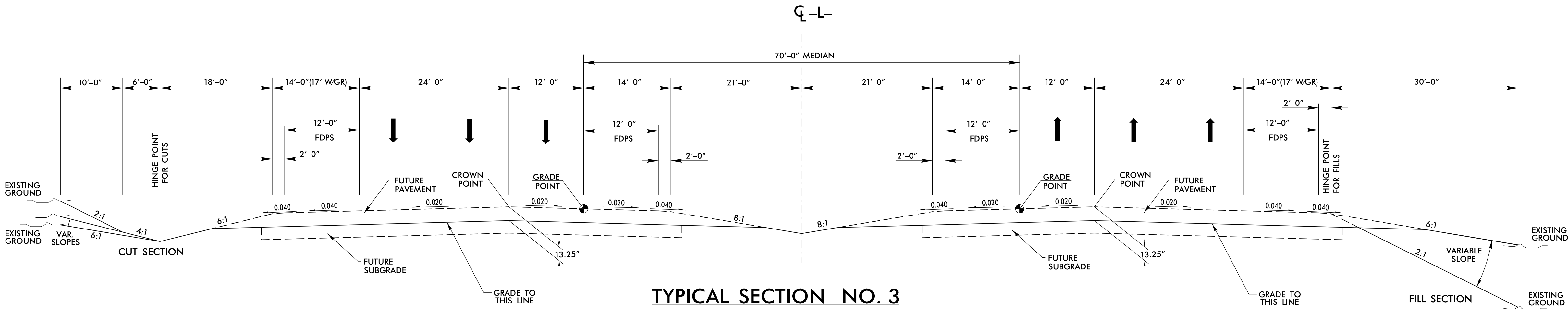
PAVEMENT SCHEDULE	
A1	12" CONC
A2	9" CONC
C1	1.25" S9.5B
J1	VAR DEPTH ABC (4.25" MIN)
K1	SUBGRADE STABILIZATION
N1	NON-WOVEN GEOTEXTILE INTERLAYER
T	EARTH MATERIAL



PROJECT REFERENCE NO.		SHEET NO.
R-2828		2A-3
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

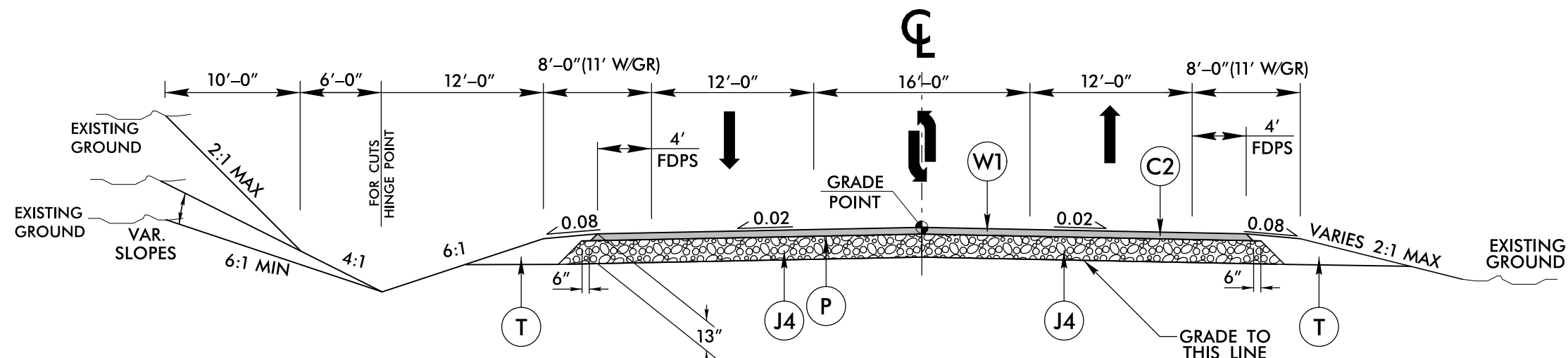


TYPICAL SECTION NO. 2
TRIANGLE EXPRESSWAY EXTENSION
-L- STA. 893+00.00 TO STA. 919+90.87 ± LT (BEGIN BRIDGE)
-L- STA. 893+00.00 TO STA. 919+75.27 ± RT (BEGIN BRIDGE)
-L- STA. 923+49.87 ± (END BRIDGE) TO STA. 923+25.28 ±
-L- STA. 923+25.28 ± (END BRIDGE) TO STA. 932+39.72 ± LT (BEGIN BRIDGE)
-L- STA. 934+89.05 ± (END BRIDGE) TO STA. 942+44.88 ± LT
-L- STA. 934+54.05 ± (END BRIDGE) TO STA. 942+40.88 ± RT

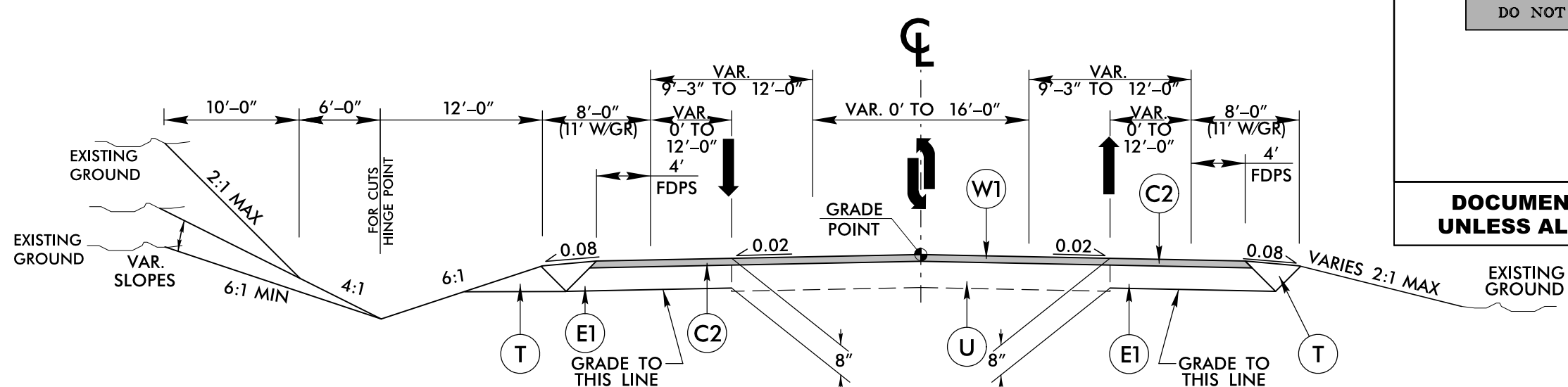


TYPICAL SECTION NO. 3
TRIANGLE EXPRESSWAY EXTENSION
-L- STA. 942+40.88 TO STA. 955+00.00

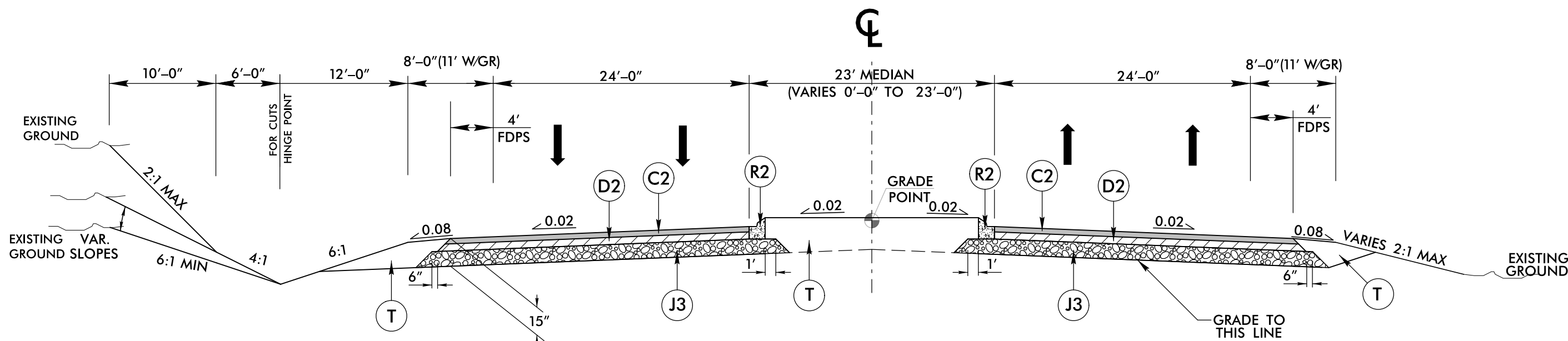
PAVEMENT SCHEDULE	
C2	3" S9.5B
C3	3" S9.5C
D1	2.5" I19.0C
D2	4" I19.0C
E1	5" B25.0C
J3	8" ABC
J4	10" ABC
K1	SUBGRADE STABILIZATION
P	PRIME COAT
R1	2'-6" CURB & GUTTER
R2	1'-6" CURB & GUTTER
R3	5" MON. CONC. ISLAND
S	4" CONC. SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING



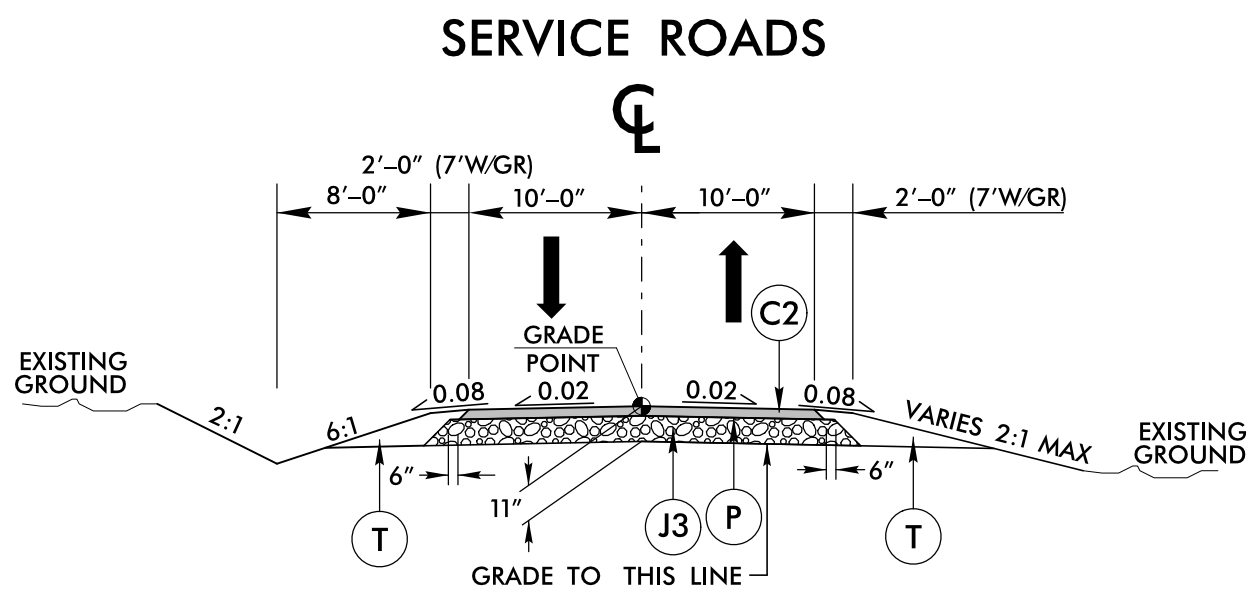
TYPICAL SECTION NO. 4
-Y16- STA. 14+00.00 TO STA. 15+38.71 (BEGIN BRIDGE)
-Y16- STA. 17+35.54 (END BRIDGE) TO STA. 18+76.00



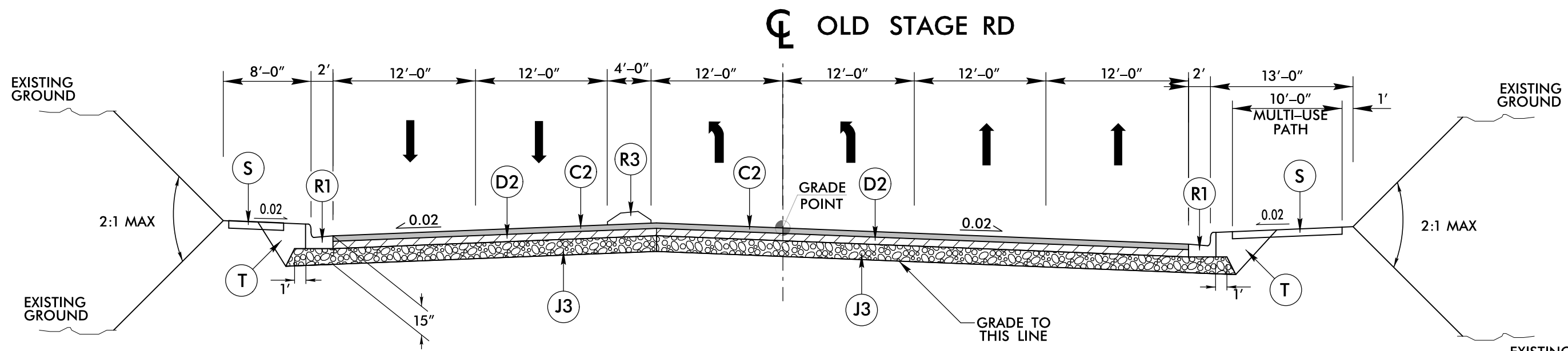
TYPICAL SECTION NO. 4A
-Y16- STA. 10+00.00 TO STA. 14+00.00
-Y16- STA. 18+76.00 TO STA. 23+60.00



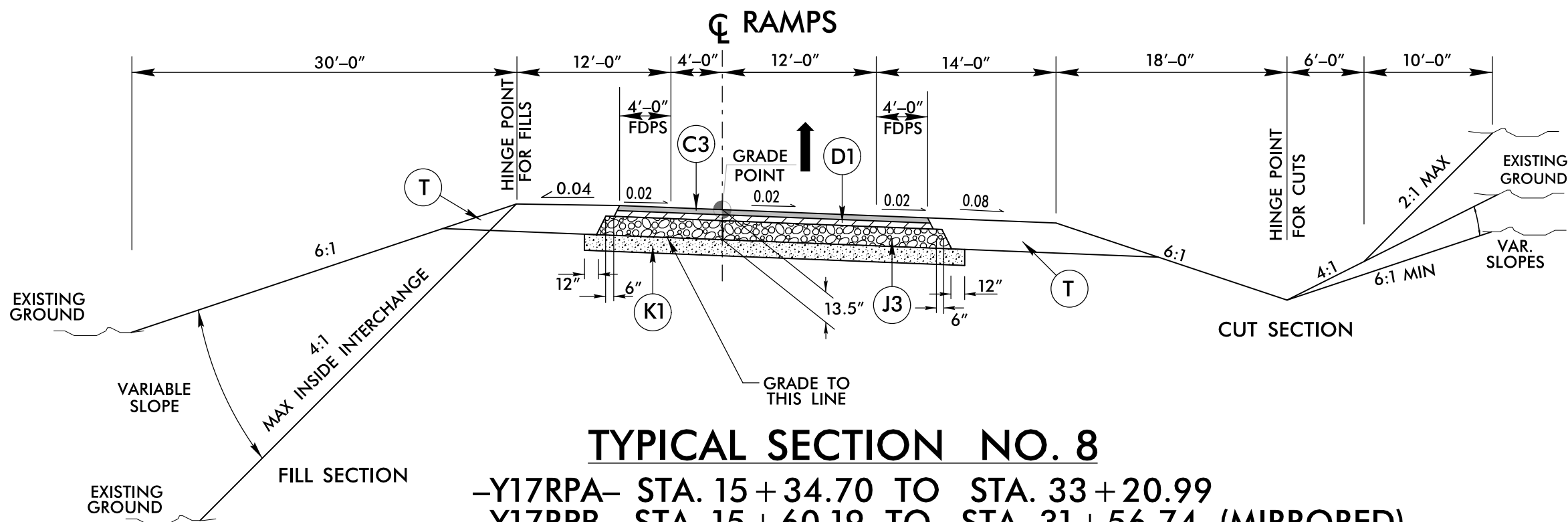
TYPICAL SECTION NO. 5
-Y17- STA. 20+50.00 TO STA. 35+30.00
-Y17- STA. 45+70.00 TO STA. 63+00.00



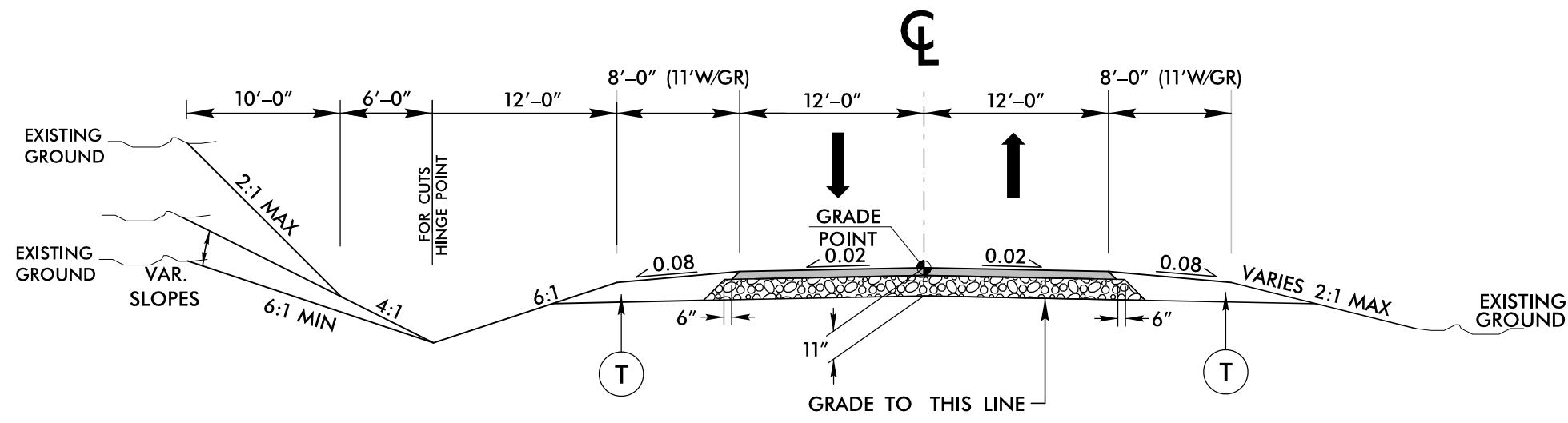
TYPICAL SECTION NO. 6
-Y17A- STA. 11+59.57 TO STA. 10+28.17
-Y17B- STA. 10+22.87 TO STA. 20+73.84
-Y17C- STA. 10+00.00 TO STA. 12+74.94
-Y17D- STA. 10+24.46 TO STA. 10+76.00
-Y17E- STA. 10+00.00 TO STA. 14+17.77



TYPICAL SECTION NO. 7
-Y17 STA. 35+30.00 TO STA. 39+43.81 (BEGIN BRIDGE)
-Y17- STA. 41+51.98 (END BRIDGE) TO STA. 45+70.00



TYPICAL SECTION NO. 8
-Y17RPA- STA. 15+34.70 TO STA. 33+20.99
-Y17RPB- STA. 15+60.19 TO STA. 31+56.74 (MIRRORED)
-Y17RPC- STA. 16+11.94 TO STA. 34+08.23
-Y17RPD- STA. 15+07.03 TO STA. 28+86.13 (MIRRORED)



TYPICAL SECTION NO. 9
DETOURS



PROJECT REFERENCE NO. R-2828	SHEET NO. 2A-4
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

6/2/99
3/19/2019
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R2828.rdy-tyj.pcdgn

PAVEMENT SCHEDULE	
C2	3" S9.5B
C3	3" S9.5C
D1	2.5" I19.0C
D2	4" I19.0C
J3	8" ABC
J4	10" ABC
K1	SUBGRADE STABILIZATION
P	PRIME COAT
R1	2'-6" CURB & GUTTER
R2	1'-6" CURB & GUTTER
R3	5" MON. CONC. ISLAND
S	4" CONC. SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING

LANE

BLUTHE

DRMP

PROJECT REFERENCE NO.
R-2828

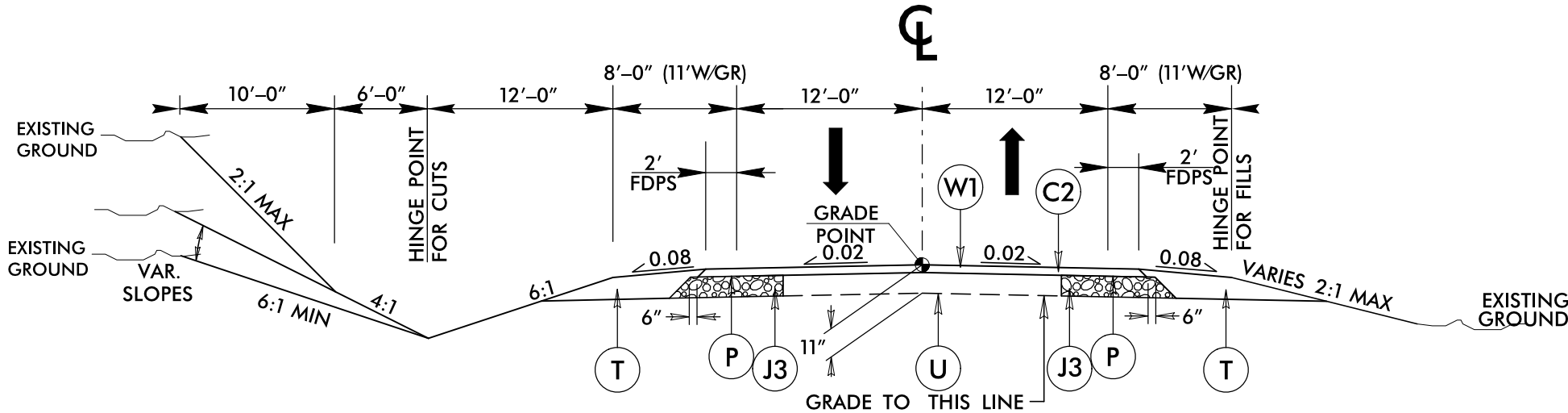
SHEET NO.
2A-5

ROADWAY DESIGN ENGINEER

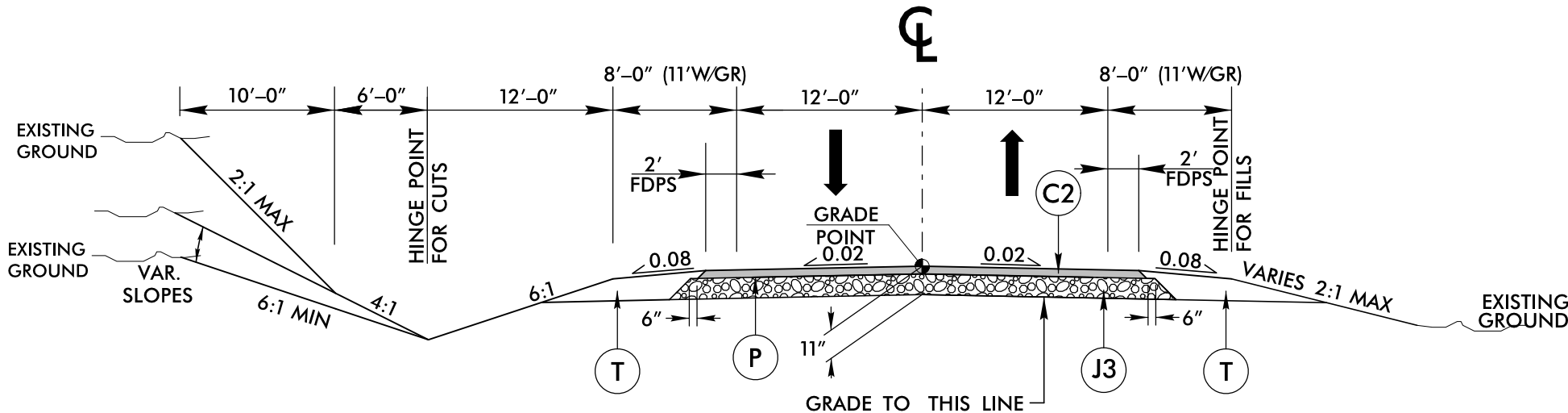
PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

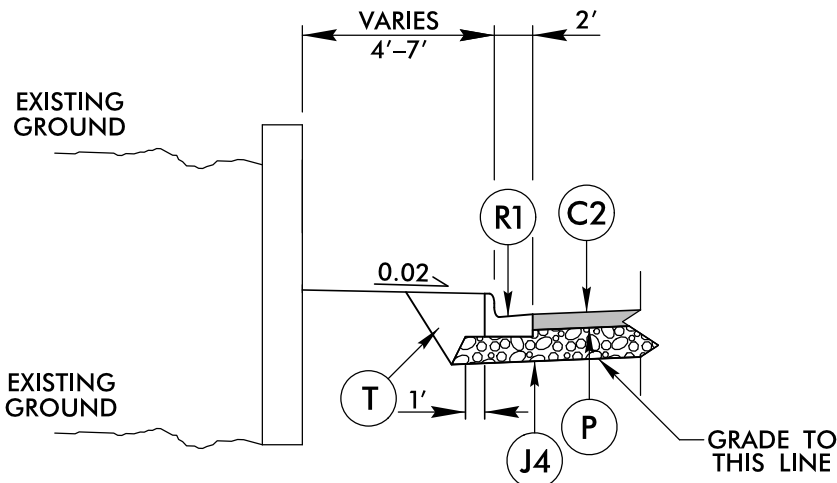
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. 10
-Y18- STA. 10+20.00 TO STA. 11+00.00
-Y18- STA. 31+00.00 TO STA. 34+90.00

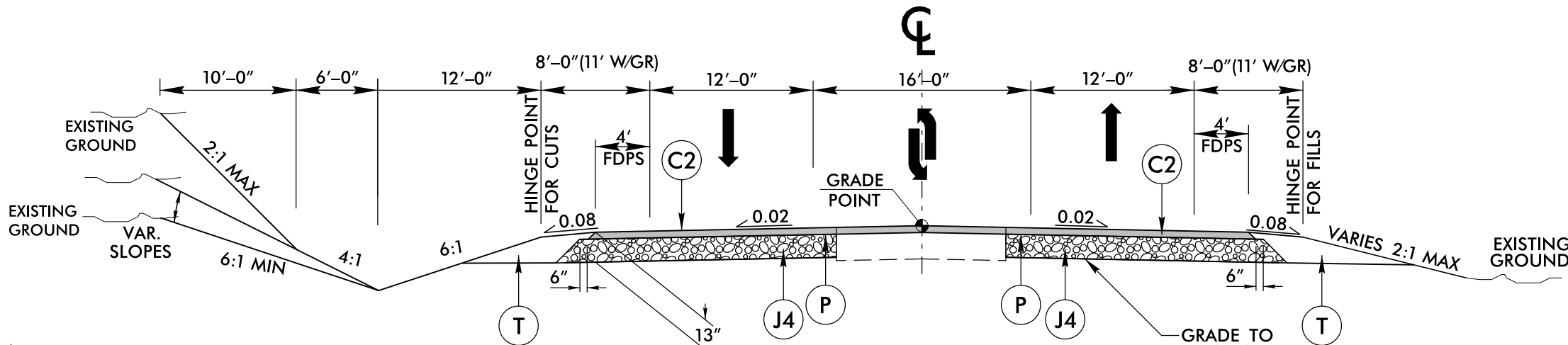


TYPICAL SECTION NO. 10A
-Y18- STA. 11+00.00 TO STA. 18+86.92 (BEGIN BRIDGE)
-Y18- STA. 21+78.42 (END BRIDGE) TO STA. 31+00.00



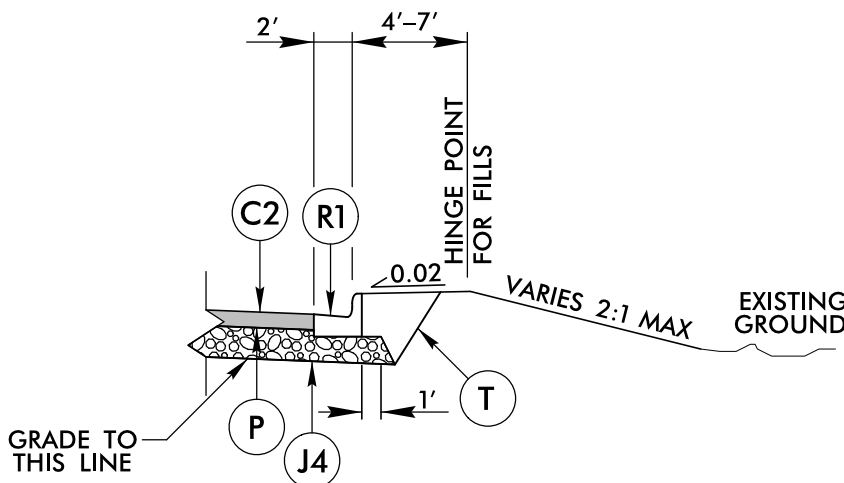
PARTIAL TYPICAL SECTION NO. 11A
WITH RETAINING WALL

-Y19- STA. 17+50.00 LT TO STA. 18+20.00 LT
-Y19- STA. 17+50.00 RT TO STA. 18+00.00 RT



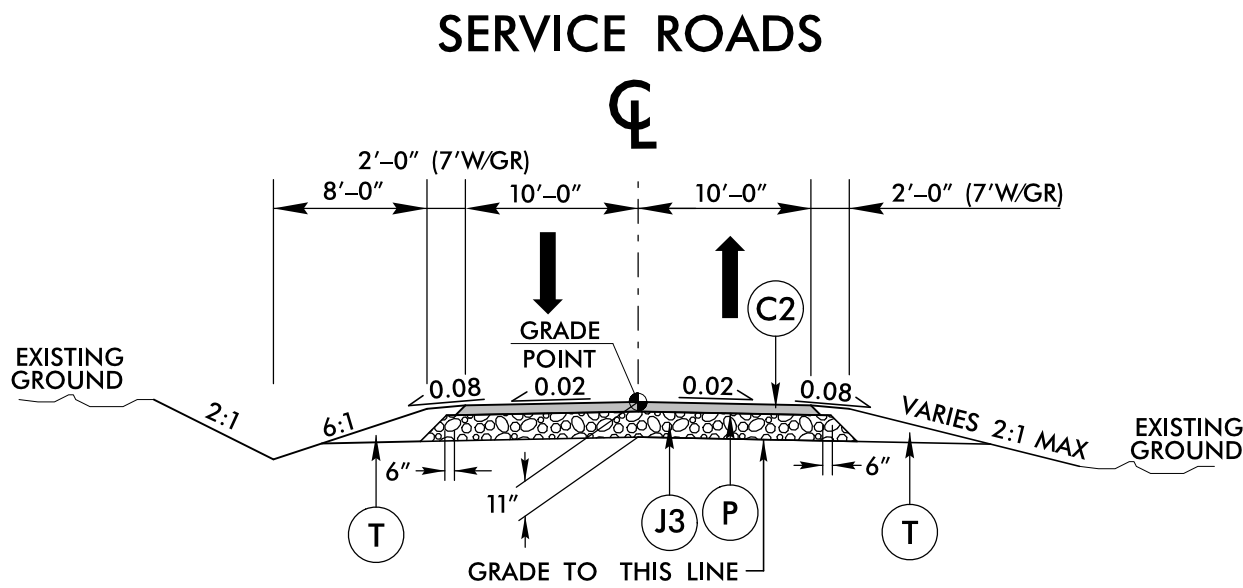
TYPICAL SECTION NO. 11

-Y19- STA. 13+55.00 TO STA. 24+19.63 (BEGIN BRIDGE)
-Y19- STA. 26+59.13 (END BRIDGE) TO STA. 36+25.00

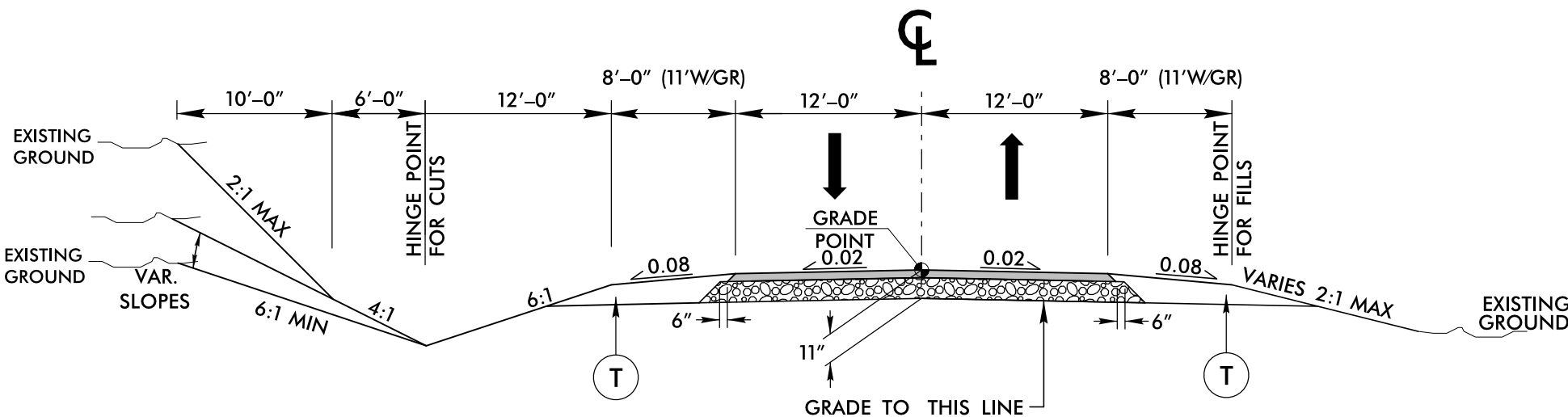


PARTIAL TYPICAL SECTION NO. 11B
WITH CURB & GUTTER

-Y19- STA. 15+75.00 LT TO STA. 17+50.00 LT
-Y19- STA. 16+50.00 RT TO STA. 17+50.00 RT
-Y19- STA. 18+20.00 LT TO STA. 18+79.90 LT
-Y19- STA. 18+00.00 RT TO STA. 18+09.95 RT



TYPICAL SECTION NO. 12
-Y18A- STA. 10+14.00 TO STA. 19+38.61
-Y18B- STA. 10+14.00 TO STA. 27+60.00
-Y19A- STA. 10+16.00 TO STA. 16+49.81

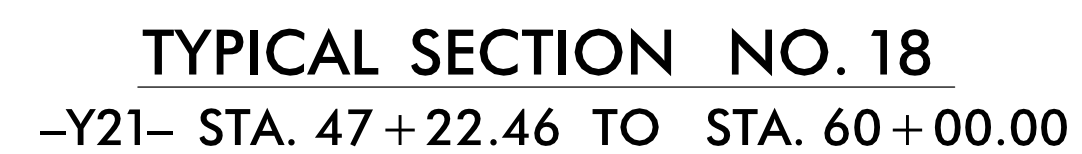
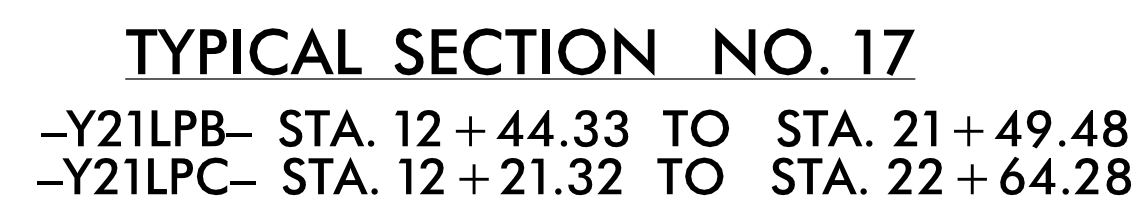
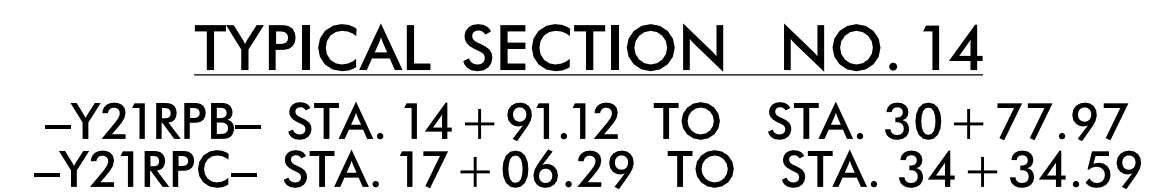


TYPICAL SECTION NO. 13
DETOURS

LANE   **BLYTHE**
A JOINT VENTURE



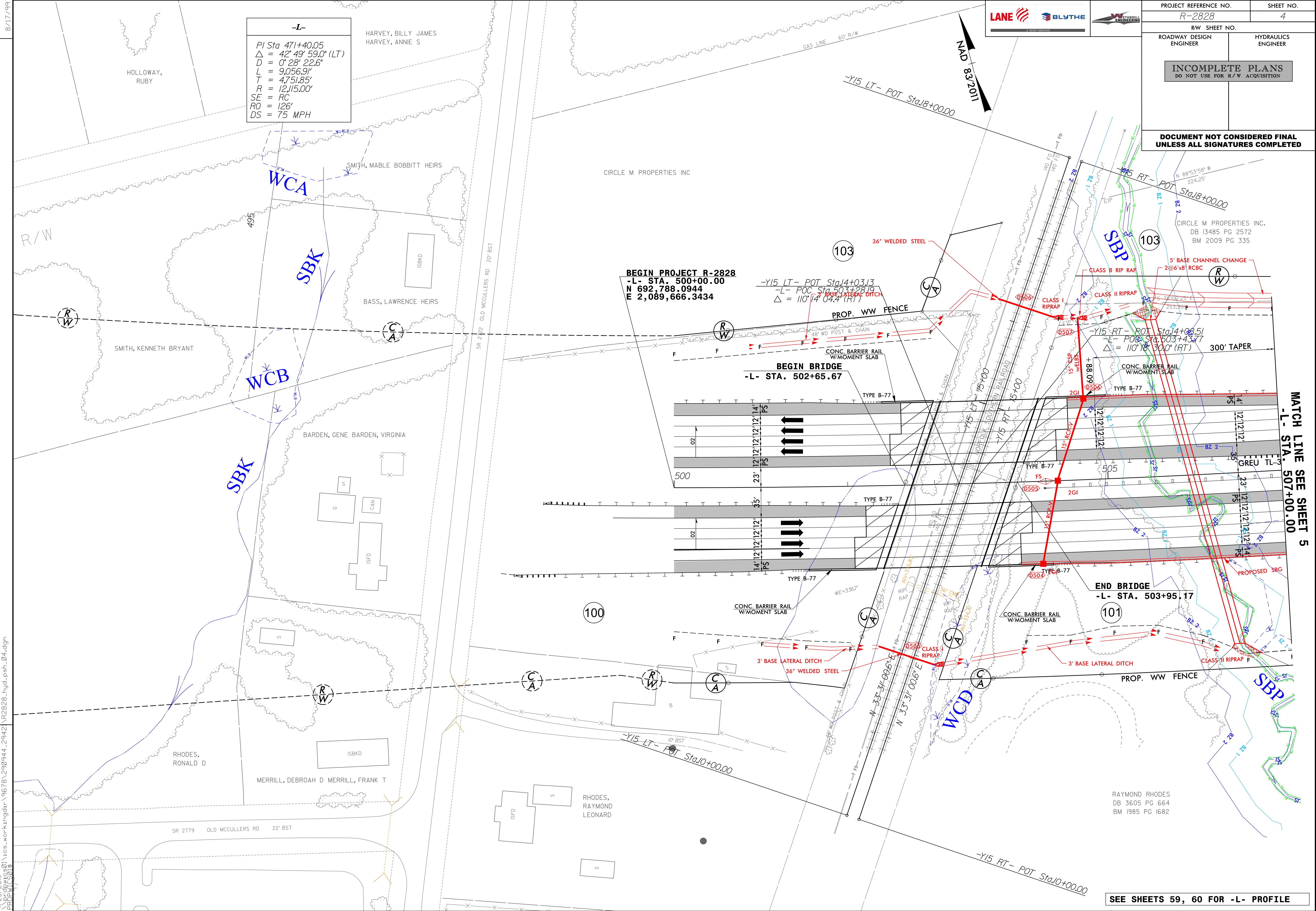
PROJECT REFERENCE NO.	SHEET NO.
R-2828	2A-6
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DO NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



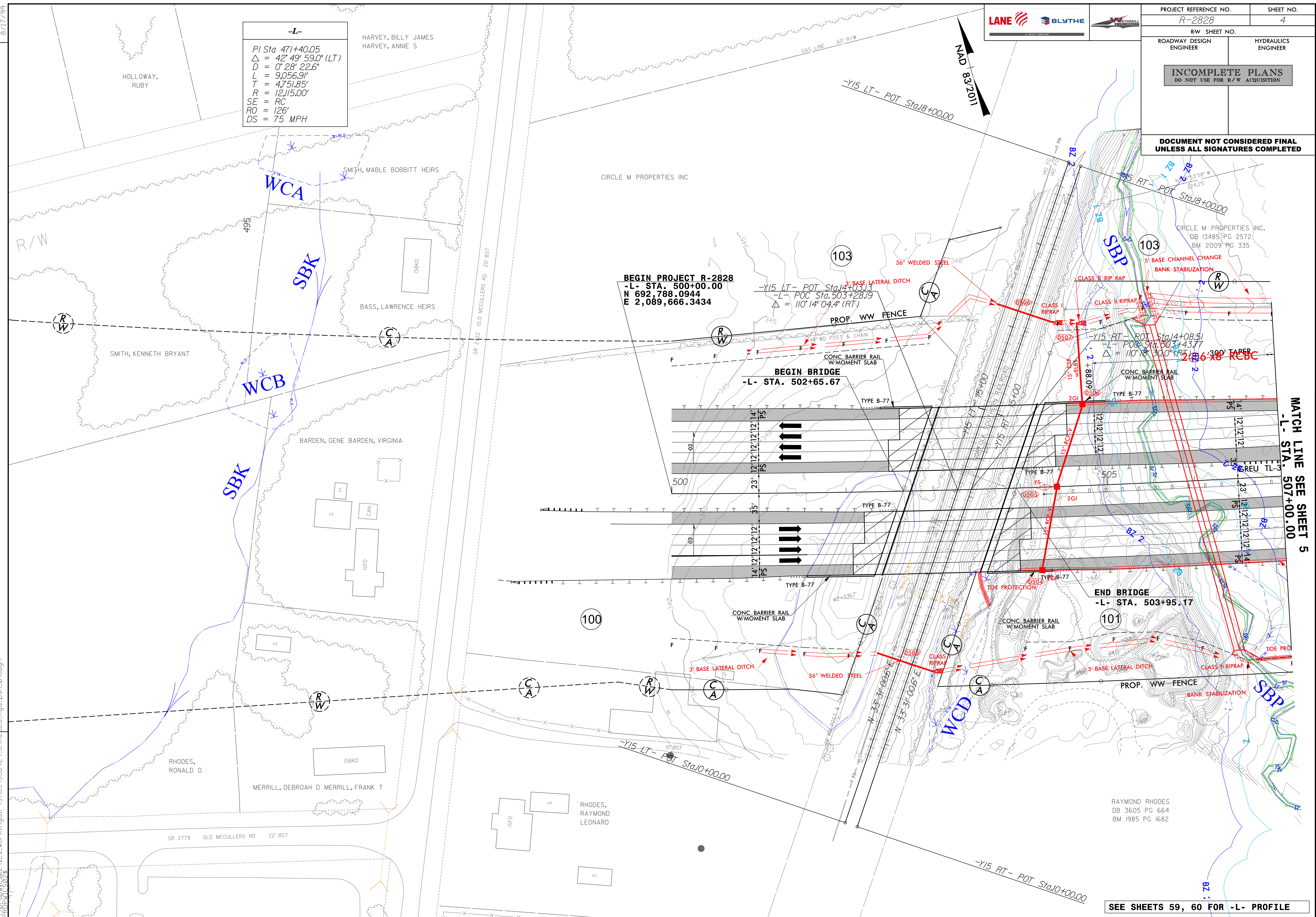
8/17/99

4/25/2019
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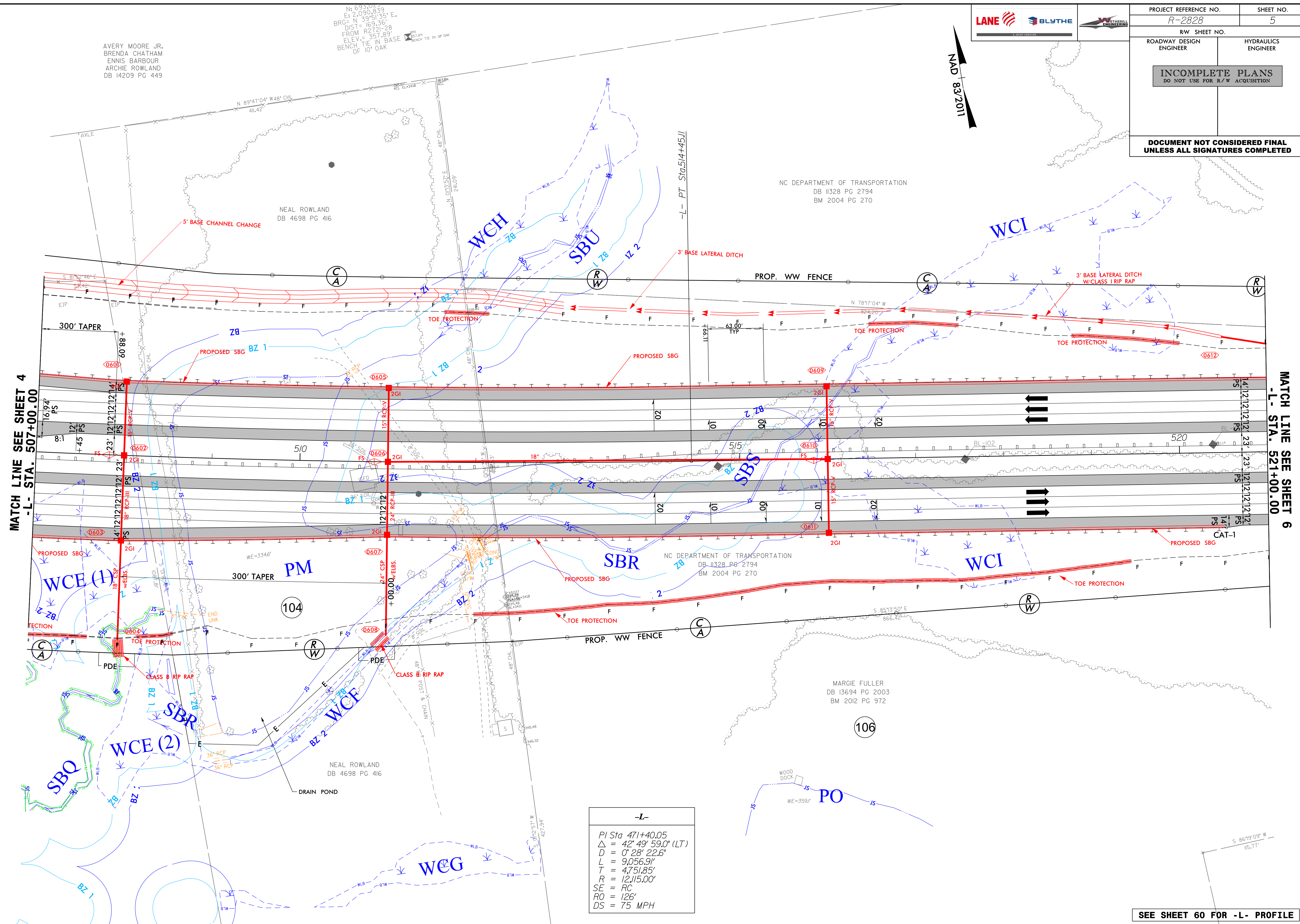
REVISIONS



SEE SHEETS 59, 60 FOR -L- PROFILE



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



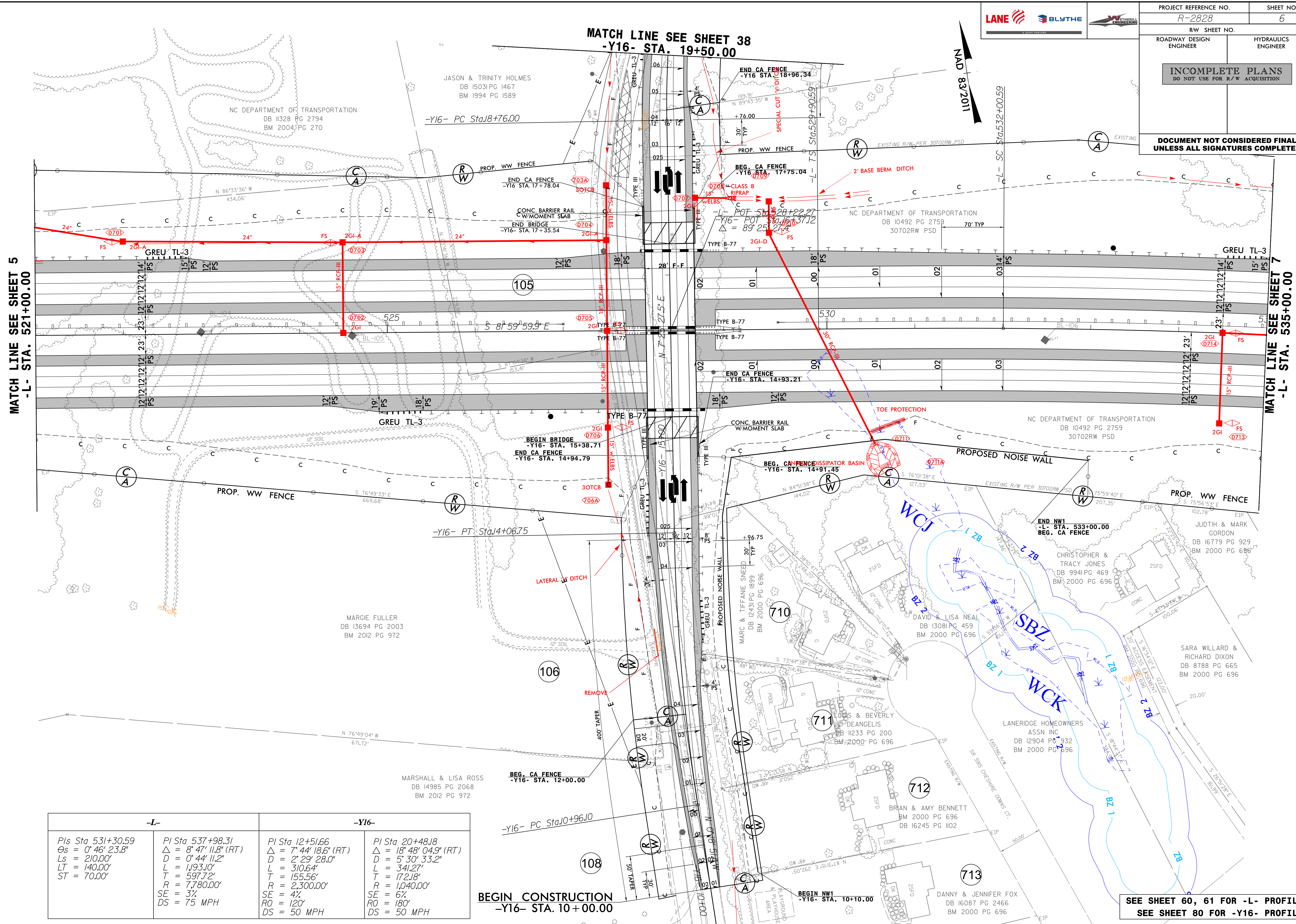
SEE SHEET 60 FOR -L- PROFILE

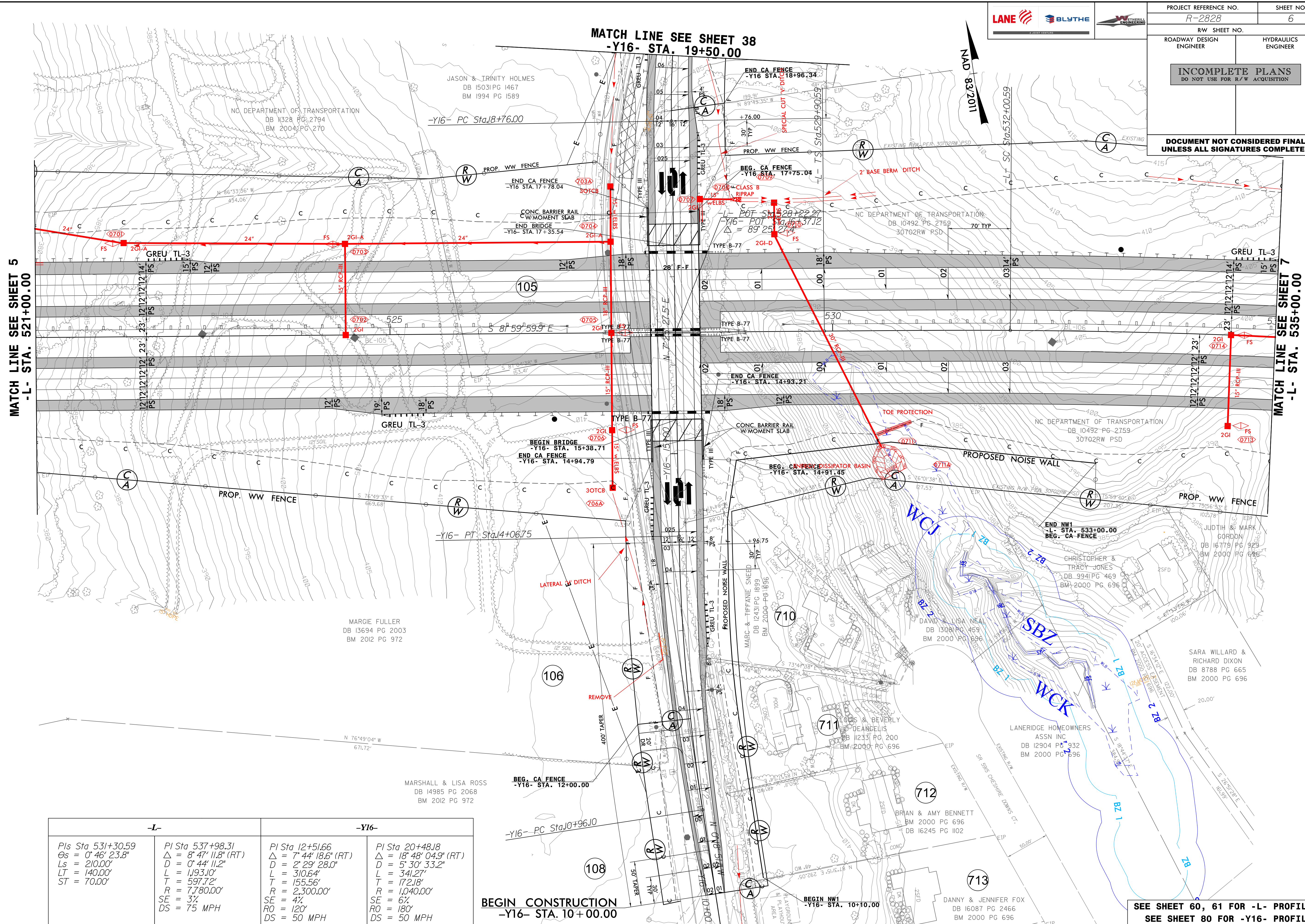
8/17/99

4/25/2019
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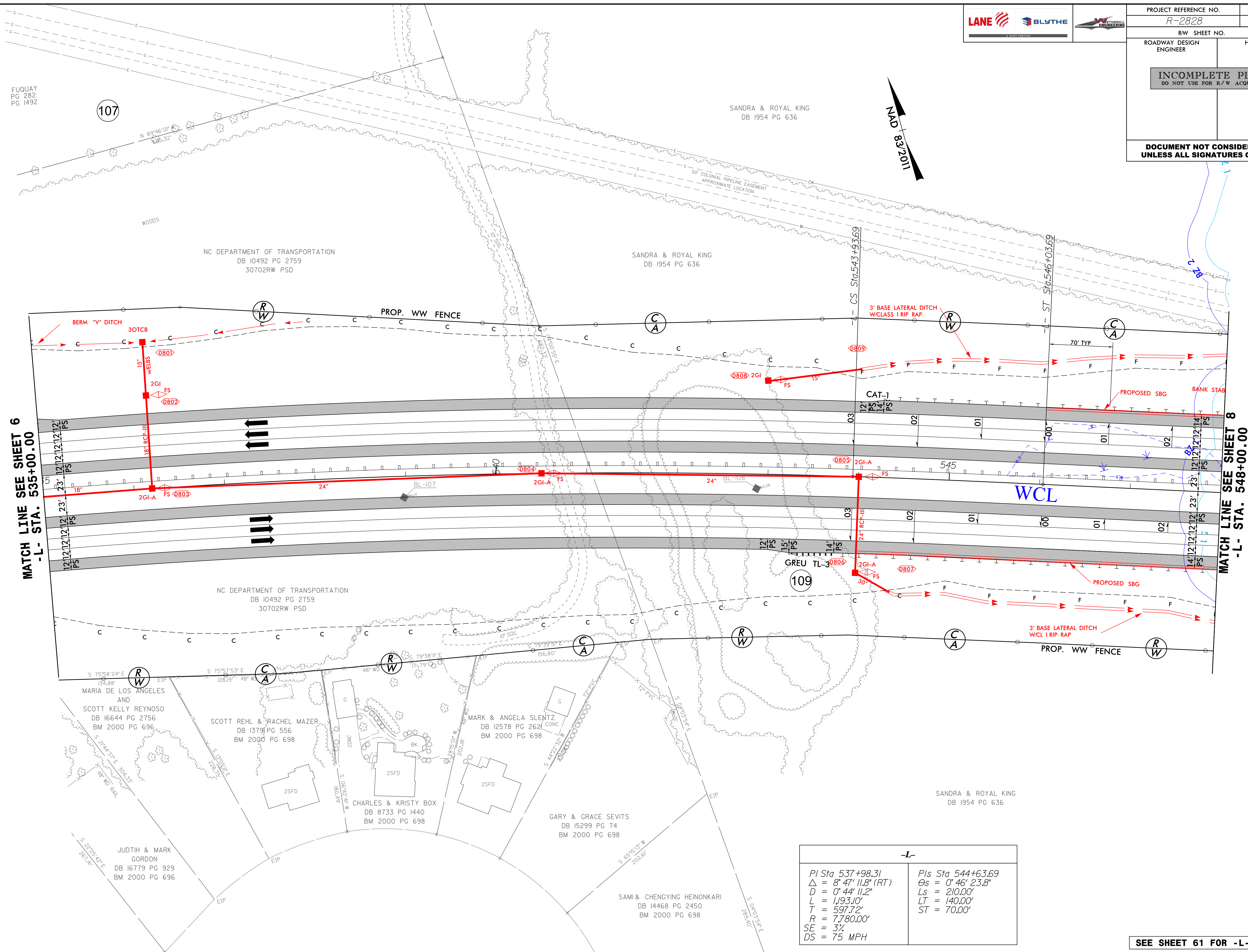
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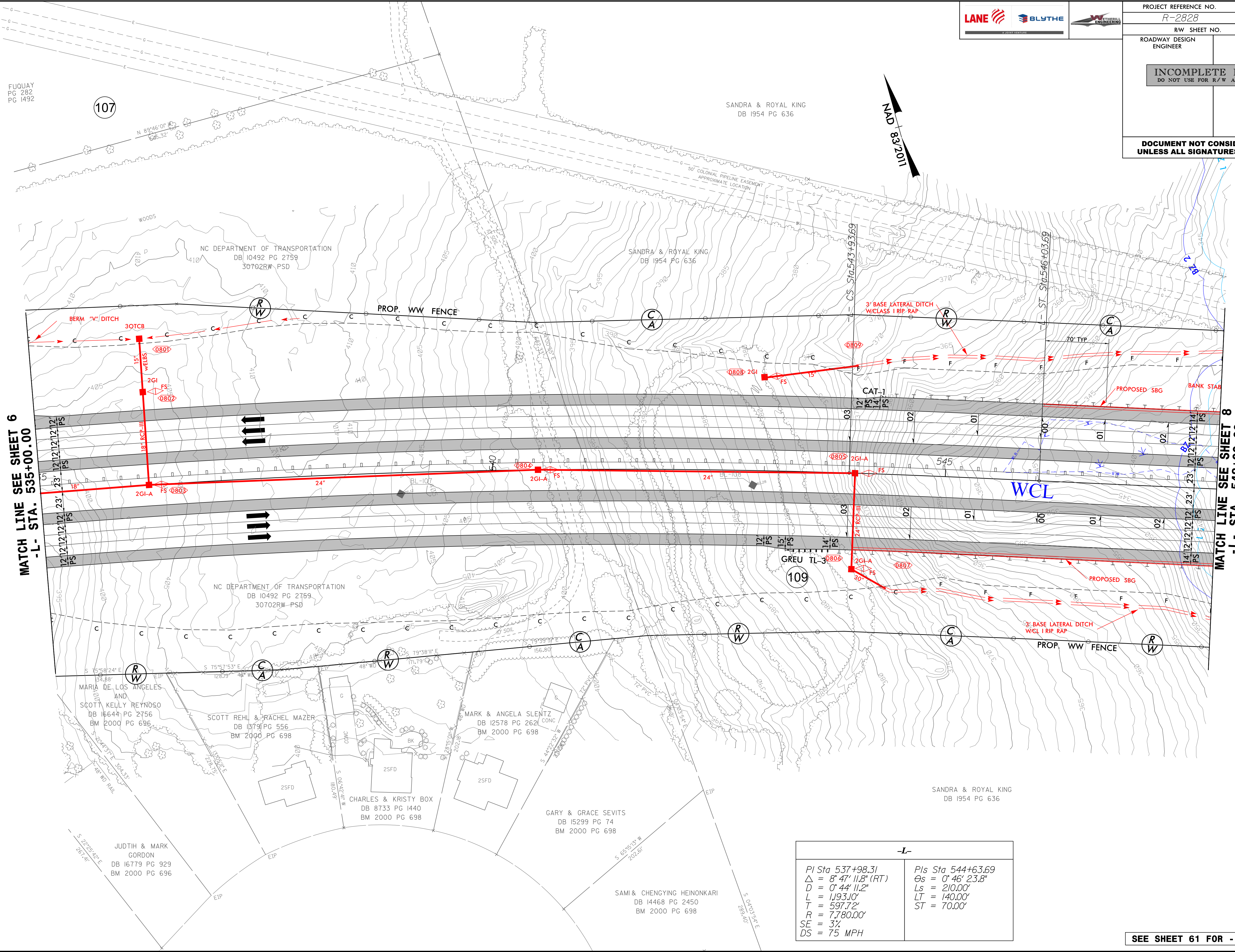
-L-		-Y16-	
<i>Pls Sta 531+30.59</i>	<i>Pl Sta 537+98.31</i>	<i>Pl Sta 12+51.66</i>	<i>Pl Sta 20+48.18</i>
<i>Es = 0° 46' 23.8"</i>	<i>Δ = 8° 47' 11.8" (RT)</i>	<i>Δ = 7° 44' 18.6" (RT)</i>	<i>Δ = 18° 48' 04.9" (RT)</i>
<i>Ls = 210.00'</i>	<i>D = 0° 44' 11.2"</i>	<i>D = 2° 29' 28.0"</i>	<i>D = 5° 30' 33.2"</i>
<i>LT = 140.00'</i>	<i>L = 1193.10'</i>	<i>L = 310.64'</i>	<i>L = 341.27'</i>
<i>ST = 70.00'</i>	<i>T = 597.72'</i>	<i>T = 155.56'</i>	<i>T = 172.18'</i>
	<i>R = 7,780.00'</i>	<i>R = 2,300.00'</i>	<i>R = 1,040.00'</i>
	<i>SE = 3%</i>	<i>SE = 4%</i>	<i>SE = 6%</i>
	<i>DS = 75 MPH</i>	<i>RO = 120'</i>	<i>RO = 180'</i>
		<i>DS = 50 MPH</i>	<i>DS = 50 MPH</i>

SEE SHEET 60, 61 FOR -L- PROFILE
SEE SHEET 80 FOR -Y16- PROFILE



REVISIONS

4/25/2019 8:47/99
C:\p02\105\workingdir\3783_336429_8\RD282_hyd_psh_07.dgn
P02\WCS028



MATCH LINE SEE SHEET 6
-L- STA. 535+00.00

MATCH LINE SEE SHEET 8
-L- STA. 548+00.00

-L-	
PI Sta 537+98.31 $\Delta = 8^\circ 47' 11.8''$ (RT) $D = 0^\circ 44' 11.2''$ $L = 1,193.10'$ $T = 597.72'$ $R = 7,780.00'$ $SE = 3\%$ $DS = 75$ MPH	PIs Sta 544+63.69 $\Theta_s = 0^\circ 46' 23.8''$ $L_s = 210.00'$ $LT = 140.00'$ $ST = 70.00'$

SEE SHEET 61 FOR -L- PROFILE



PROJECT REFERENCE NO.		SHEET NO.
R-2828		7
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

8/17/99

4/25/2019
P:\DWG\2019\02\105\workingdir\3783_336429_9\RB2828_hyd_psh_08.dgn
P:\DWG\2019\02\105\workingdir\3783_336429_9\RB2828_hyd_psh_08.dgn

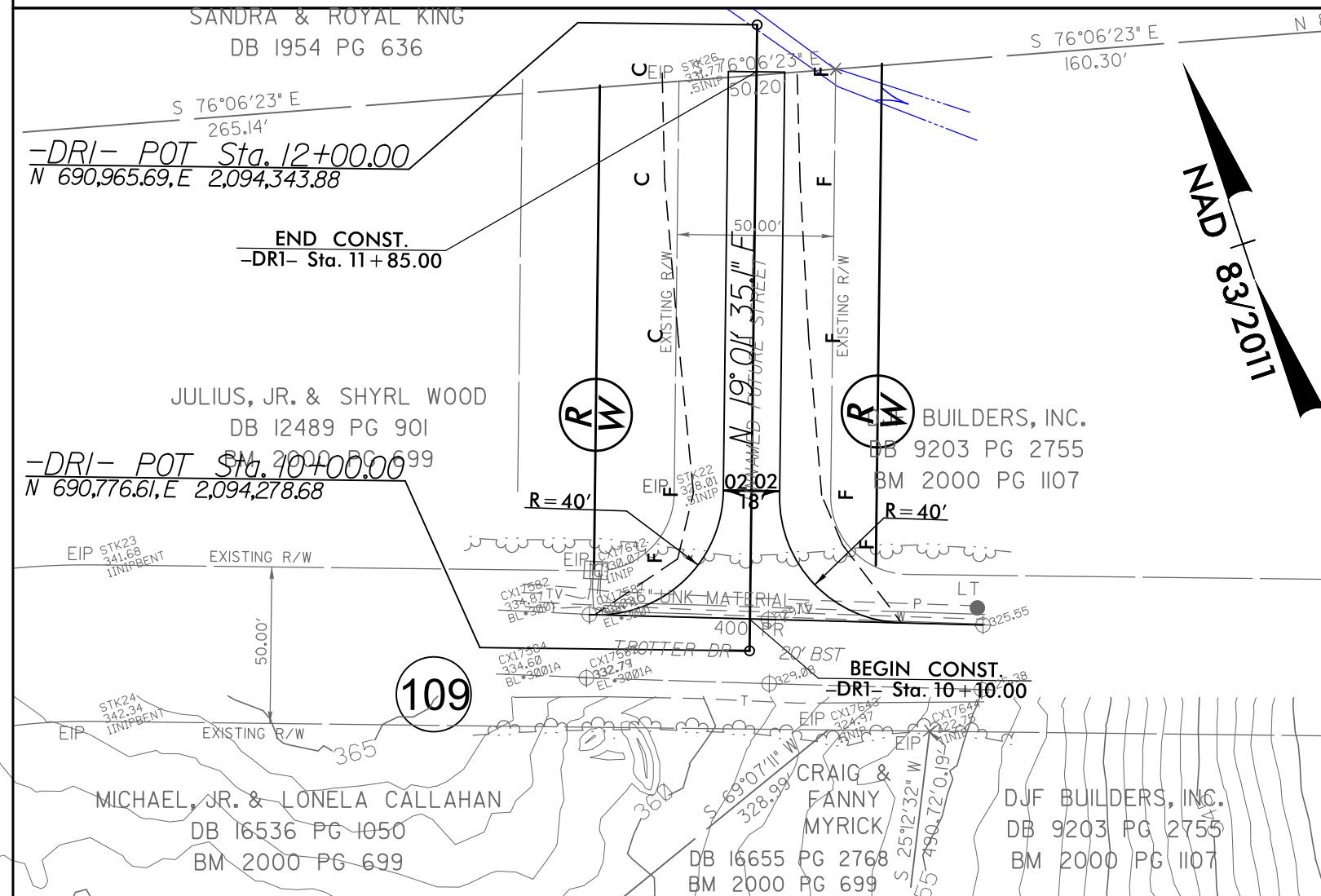
REVISIONS

MATCH LINE SEE SHEET 7
-L- STA. 548+00.00

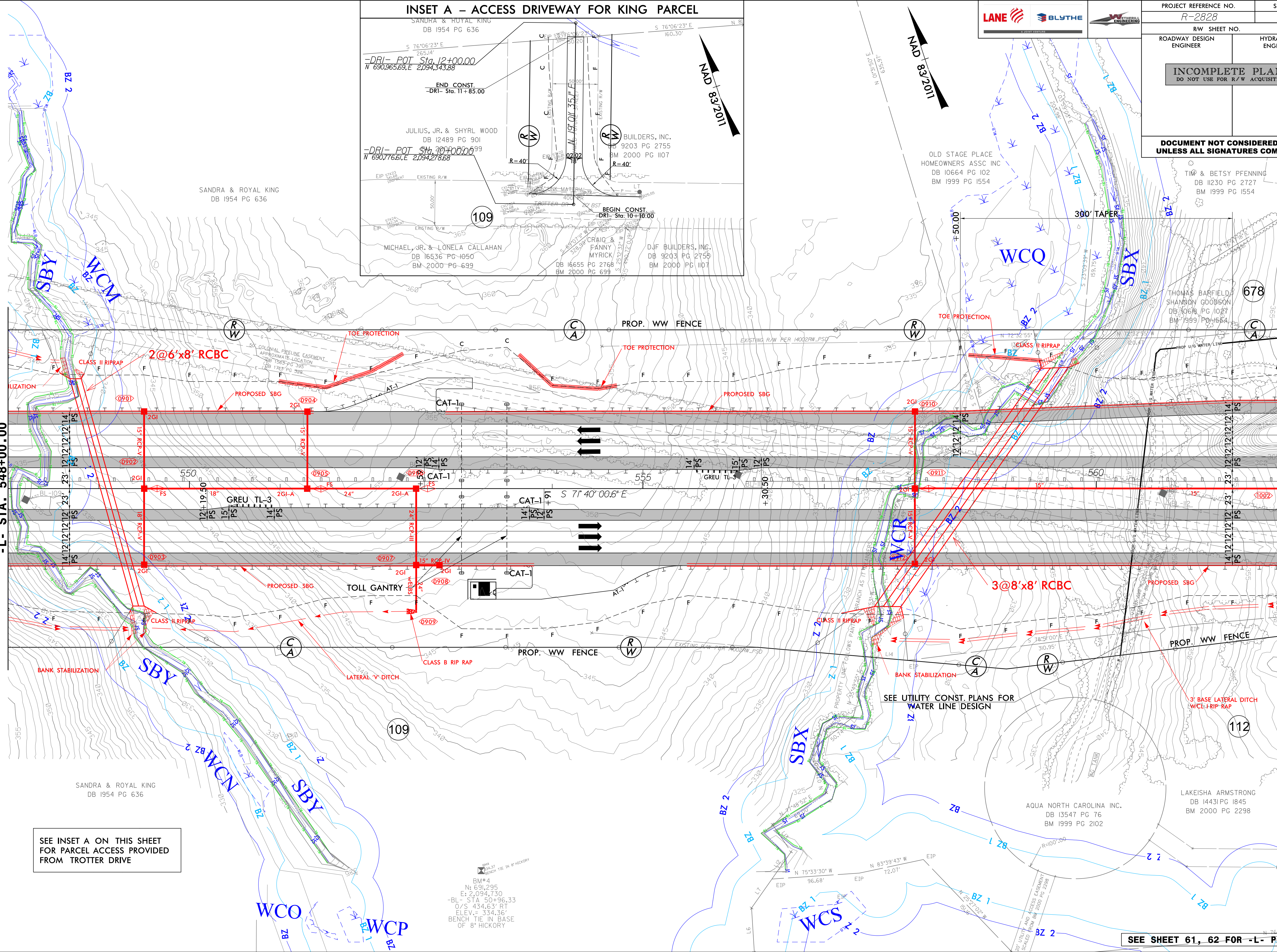
MATCH LINE SEE SHEET 9
-L- STA. 562+00.00

SEE INSET A ON THIS SHEET
FOR PARCEL ACCESS PROVIDED
FROM TROTTER DRIVE

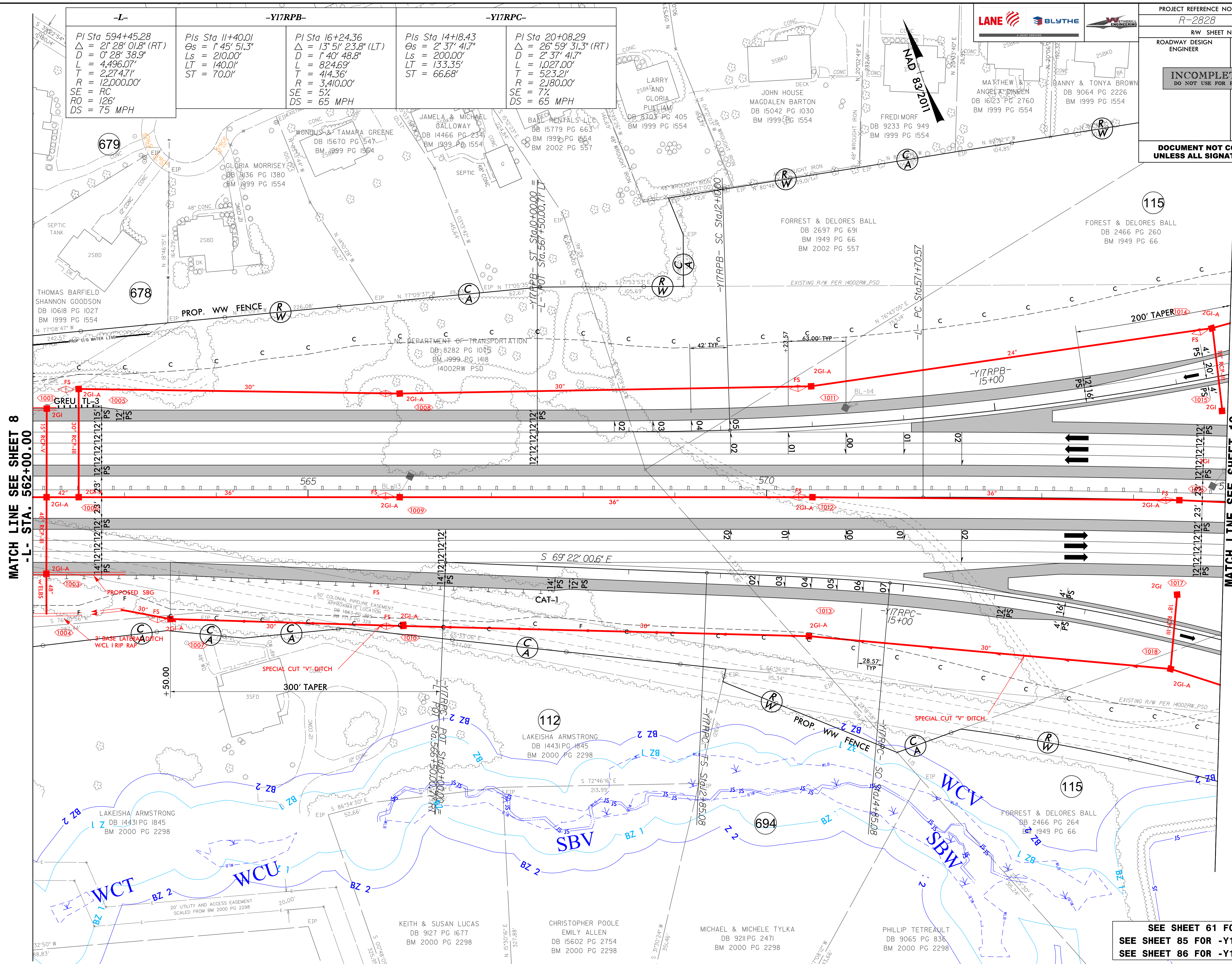
INSET A - ACCESS DRIVEWAY FOR KING PARCEL



PROJECT REFERENCE NO. R-2828		SHEET NO. 8
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



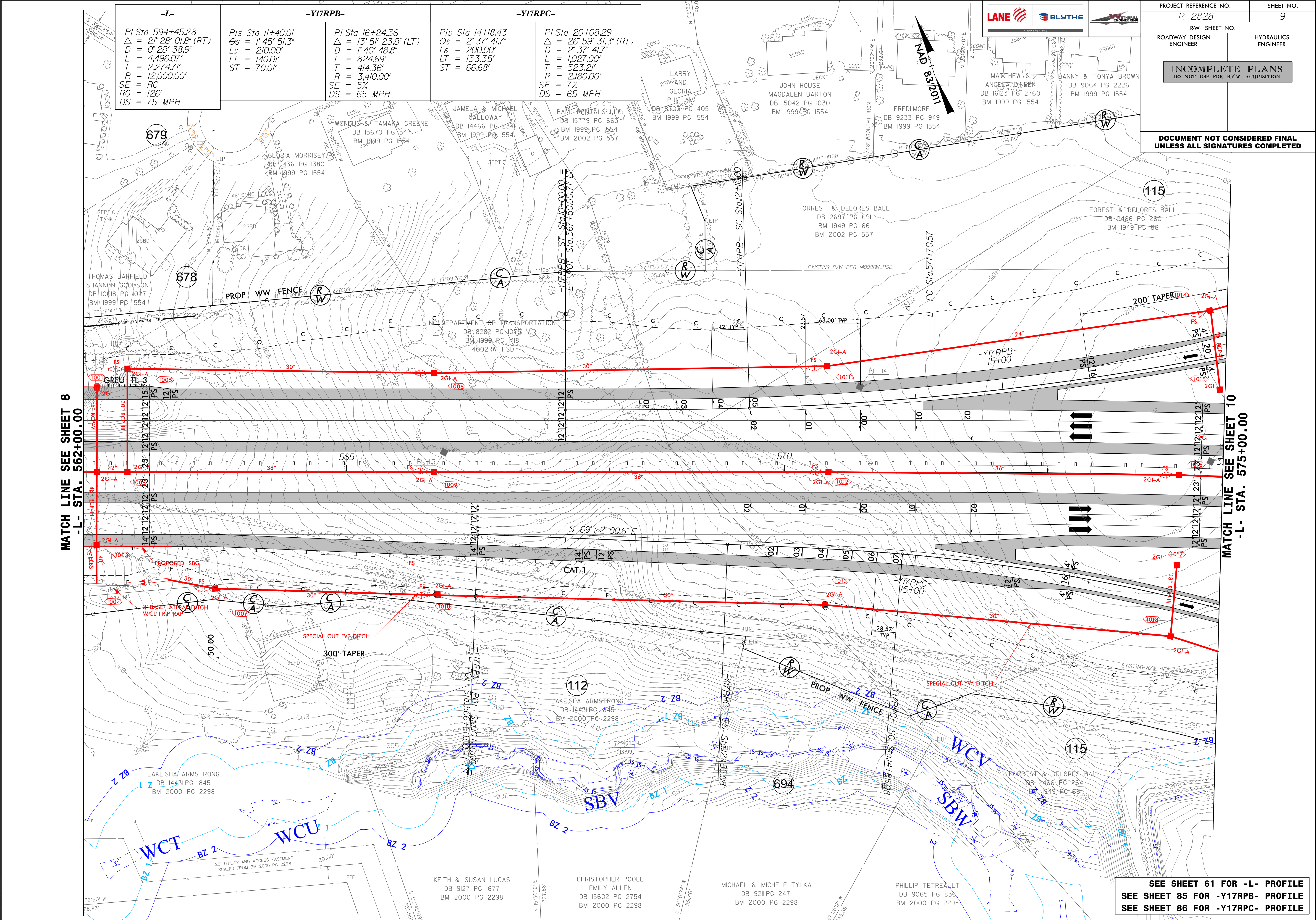
SEE SHEET 61, 62 FOR -L- PROFILE



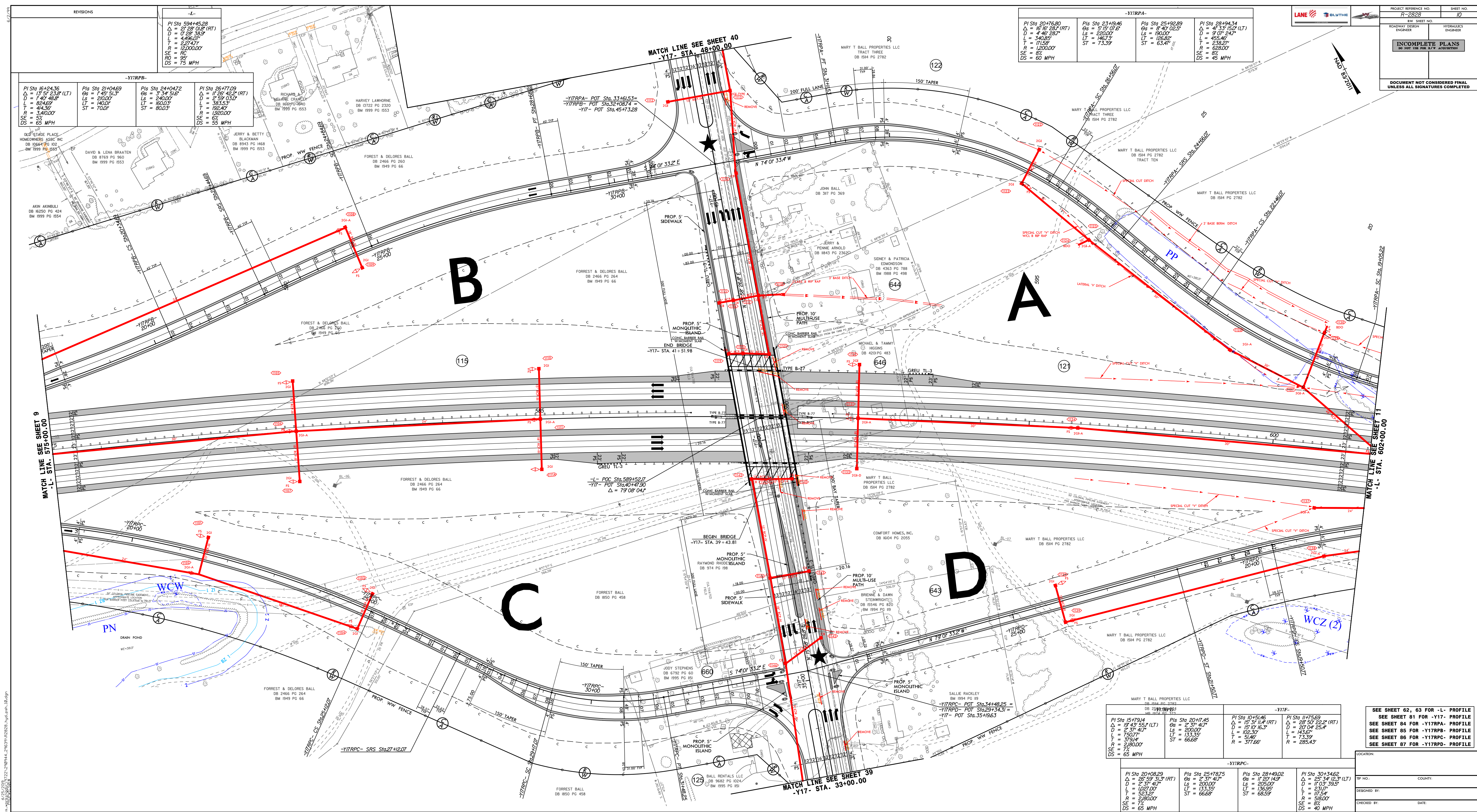
SEE SHEET 61 FOR -L- PROFILE
SEE SHEET 85 FOR -Y17RPB- PROFILE
SEE SHEET 86 FOR -Y17RPC- PROFILE

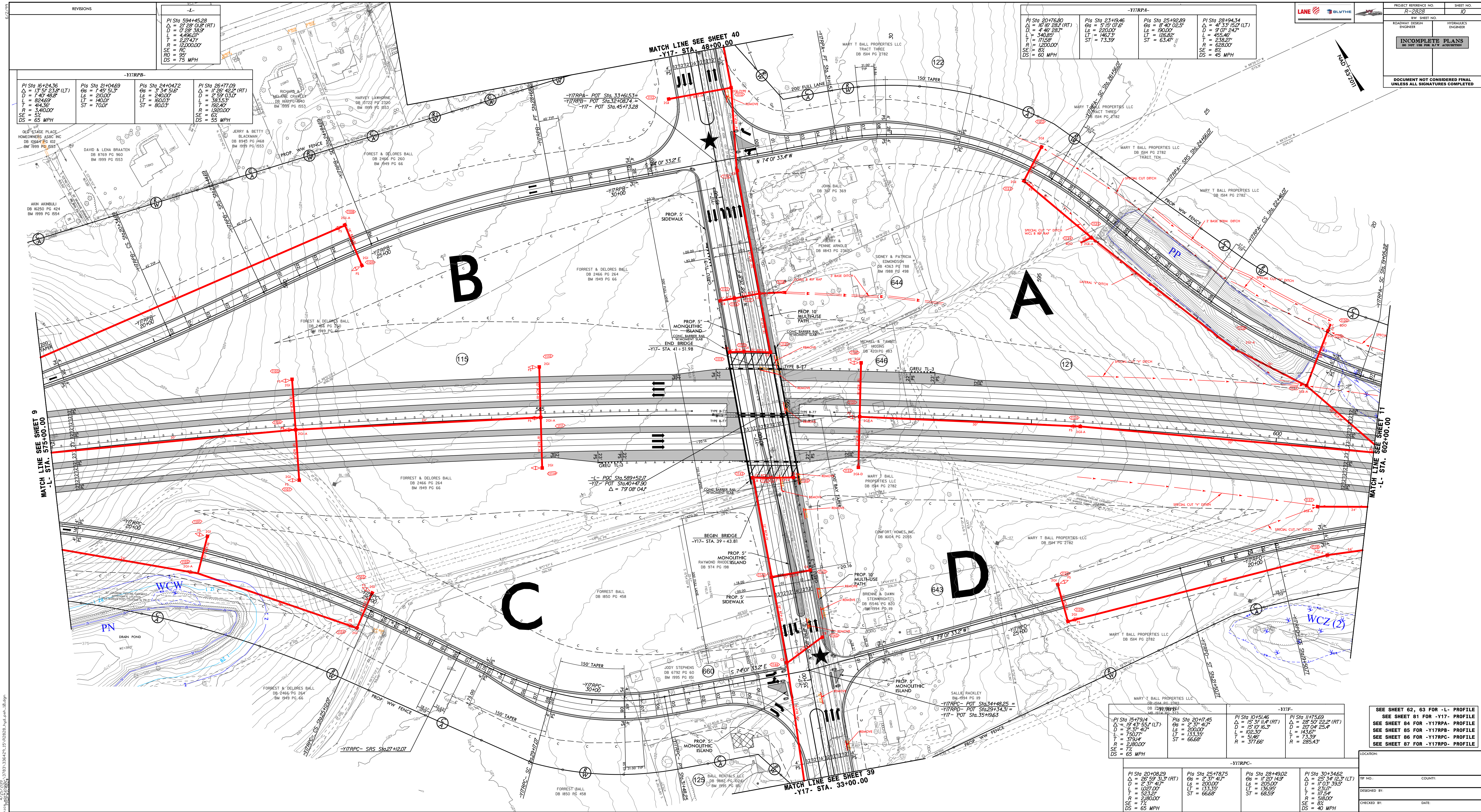
REVISIONS

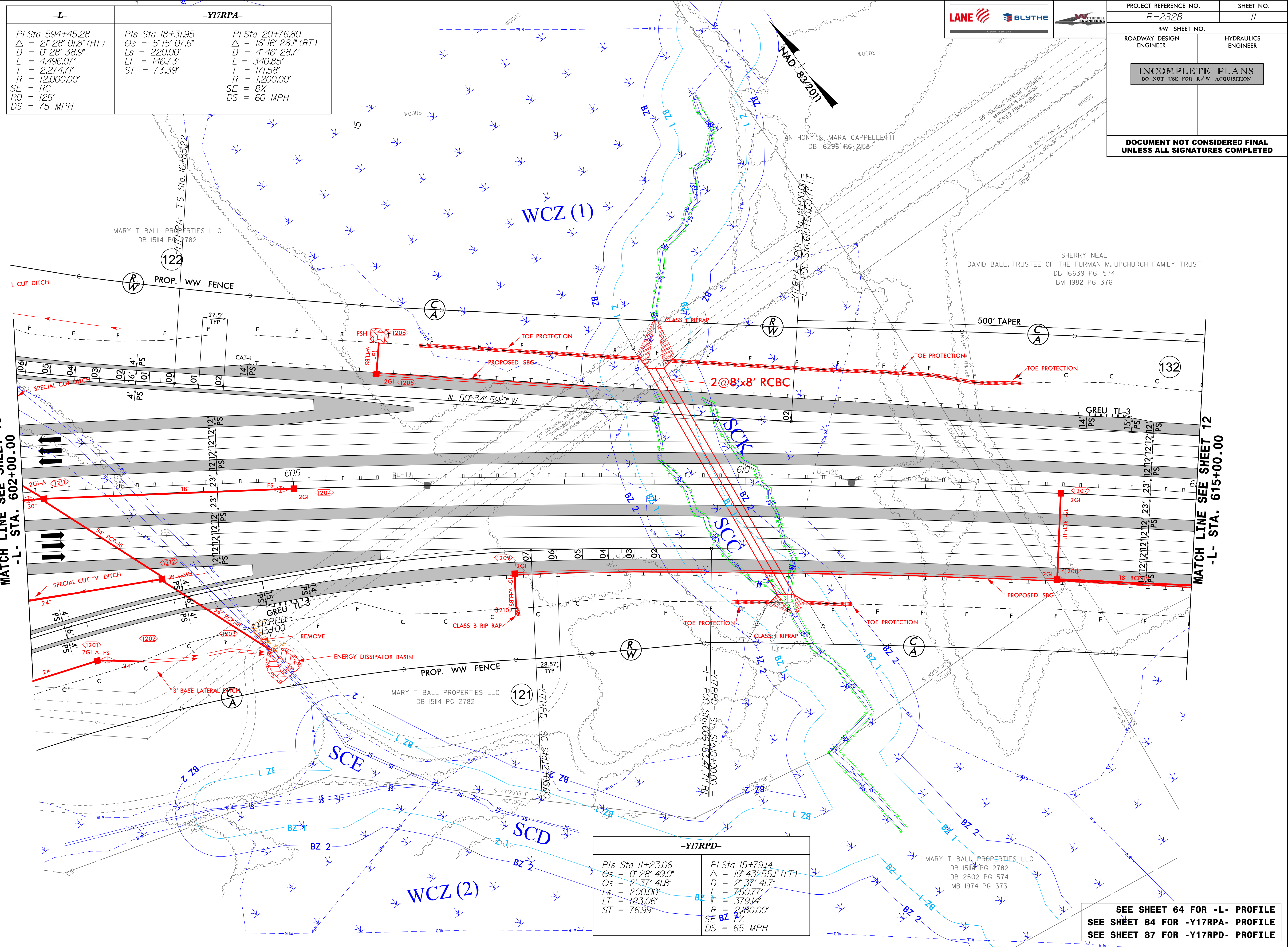
4/25/2019
\\prodwisc01\lcs.workingdir\9722\290944_29638\PR2828_hyd_psh_09.dgn
9PFWFC501\$

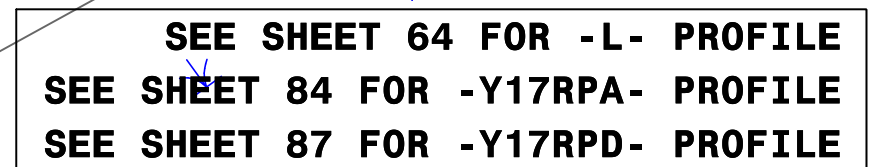


SEE SHEET 61 FOR -L- PROFILE
SEE SHEET 85 FOR -Y17RPB- PROFILE
SEE SHEET 86 FOR -Y17RPC- PROFILE

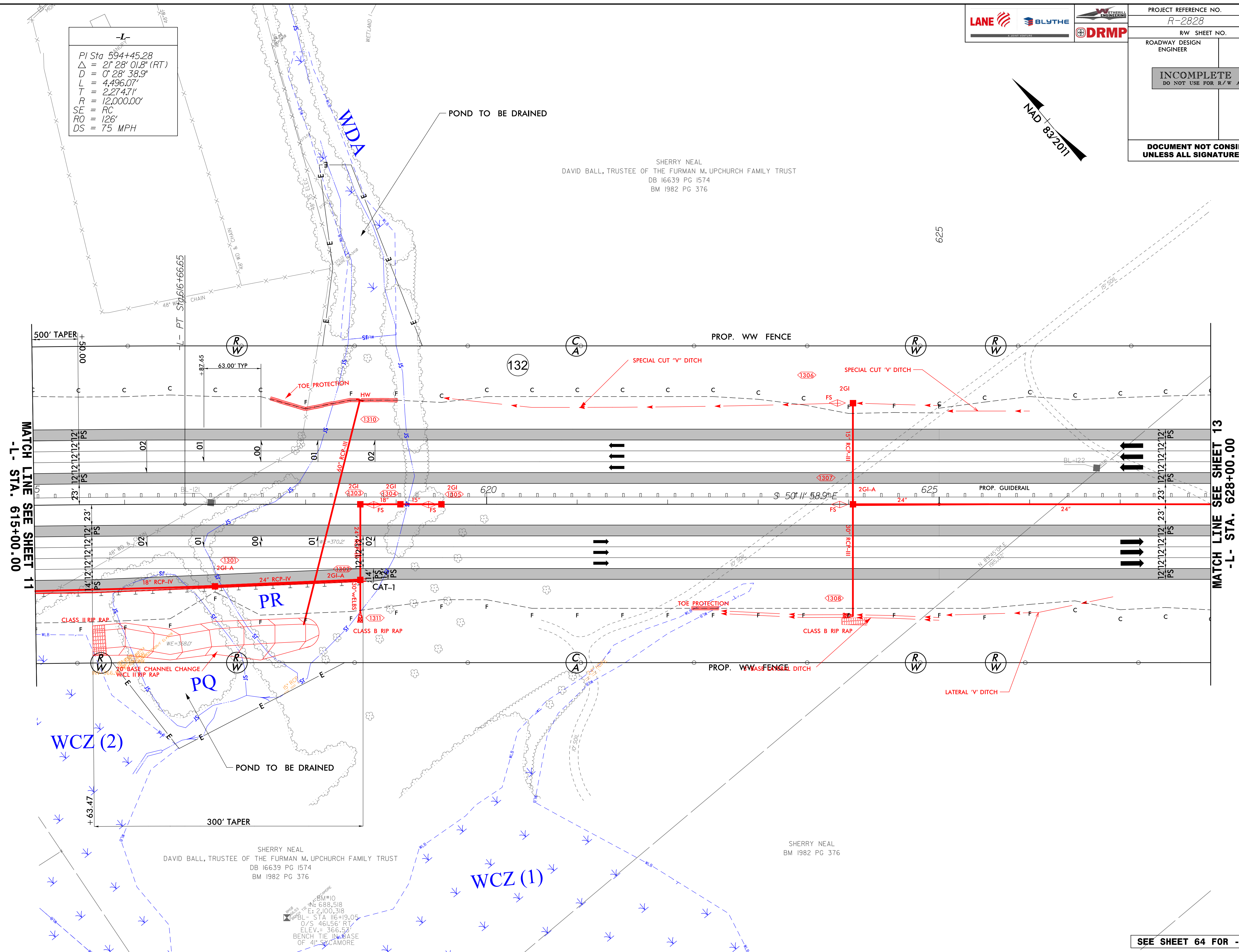








SEE SHEET 64 FOR -L- PROFILE



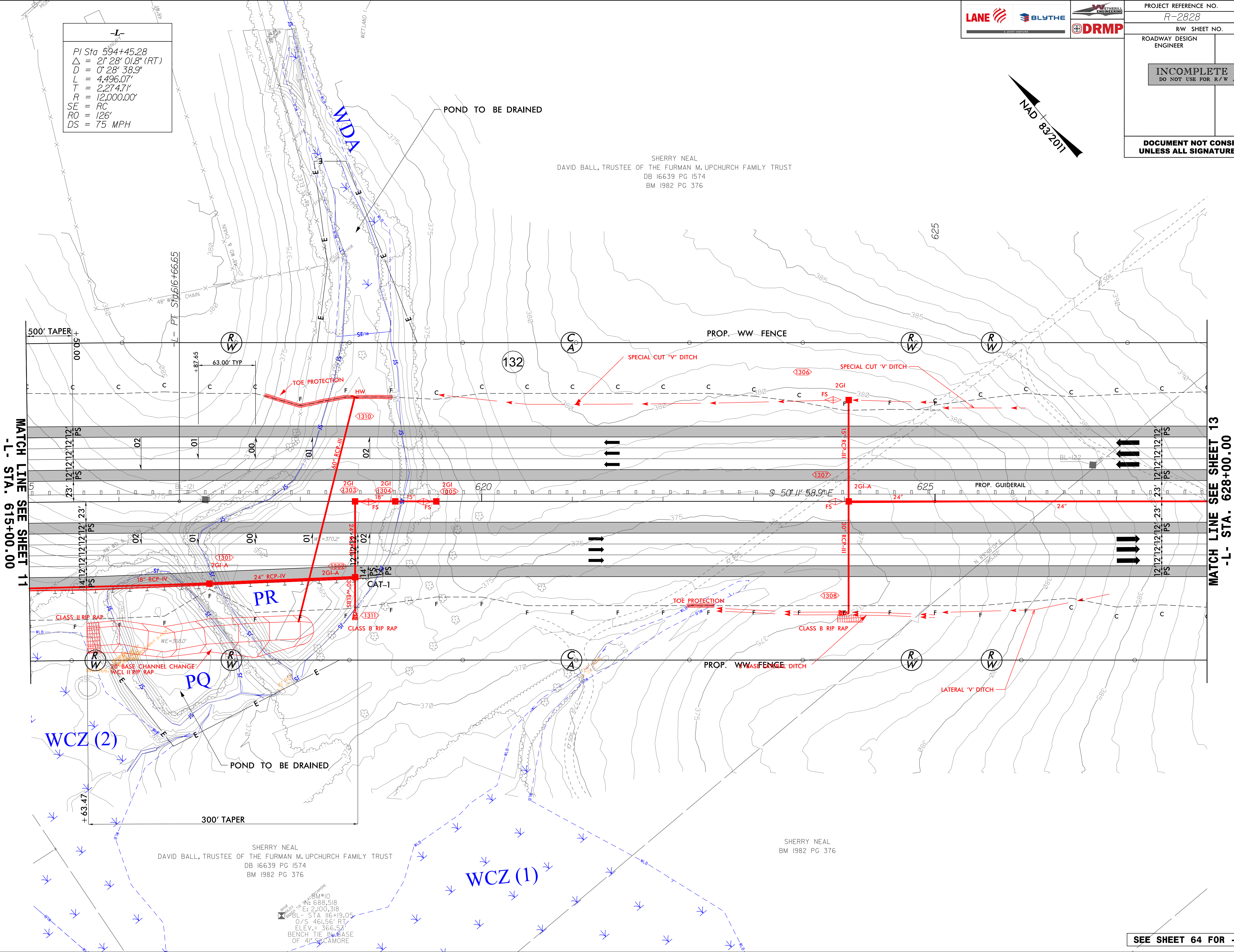
8/17/99

4/25/2019
C:\pcc\dwg\01\cs\work\kingdr\9778\336429_17\R2828_hyd_psh_12.dgn
P2828.dwg

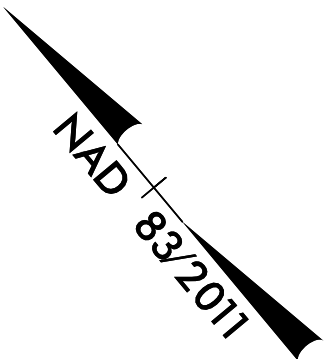
REVISIONS

-L-

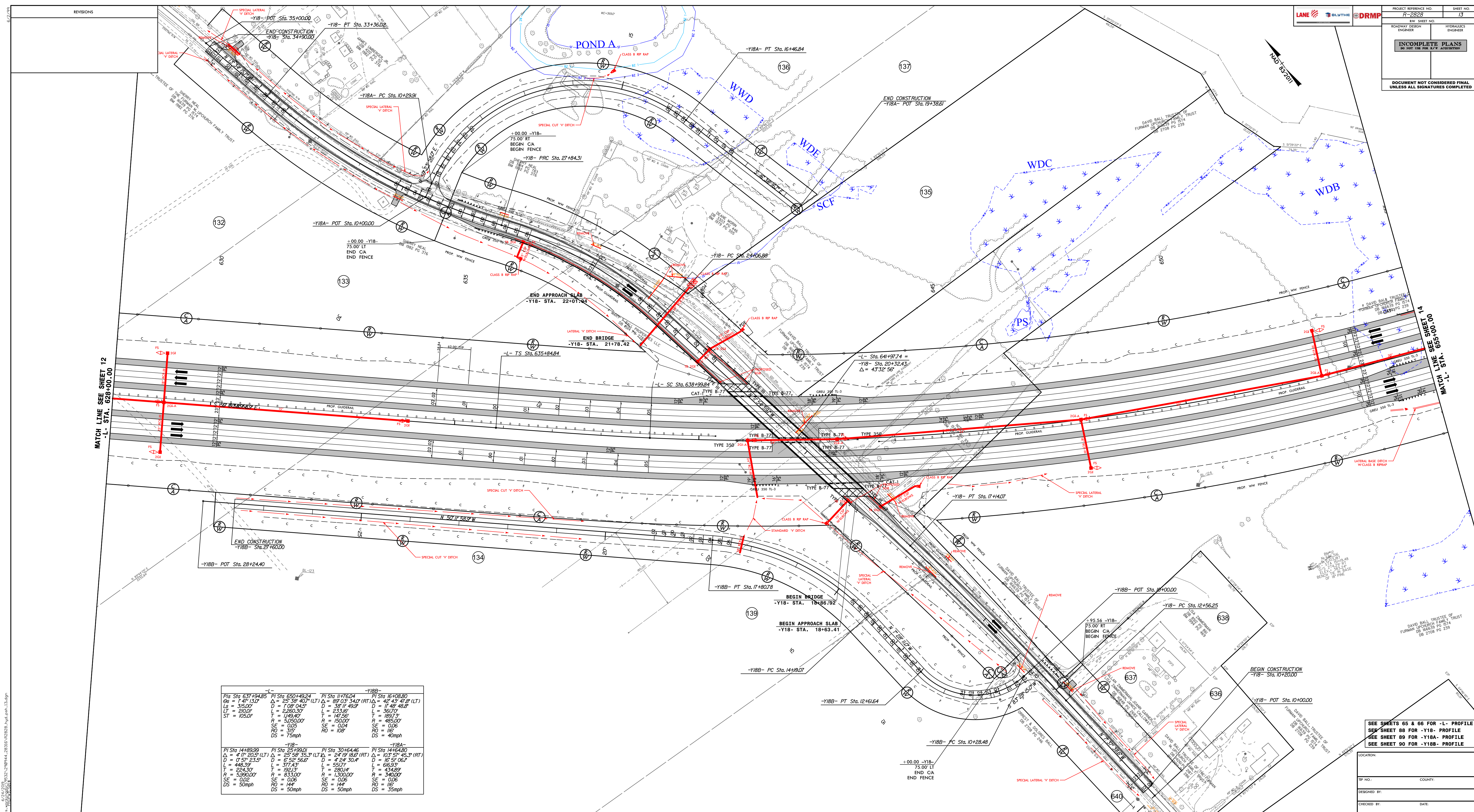
PI Sta 594+45.28
 $\Delta = 21^\circ 28' 01.8" (RT)$
 $D = 0' 28' 38.9"$
 $L = 4,496.07'$
 $T = 2,274.71'$
 $R = 12,000.00'$
 $SE = RC$
 $RO = 126'$
 $DS = 75 \text{ MPH}$

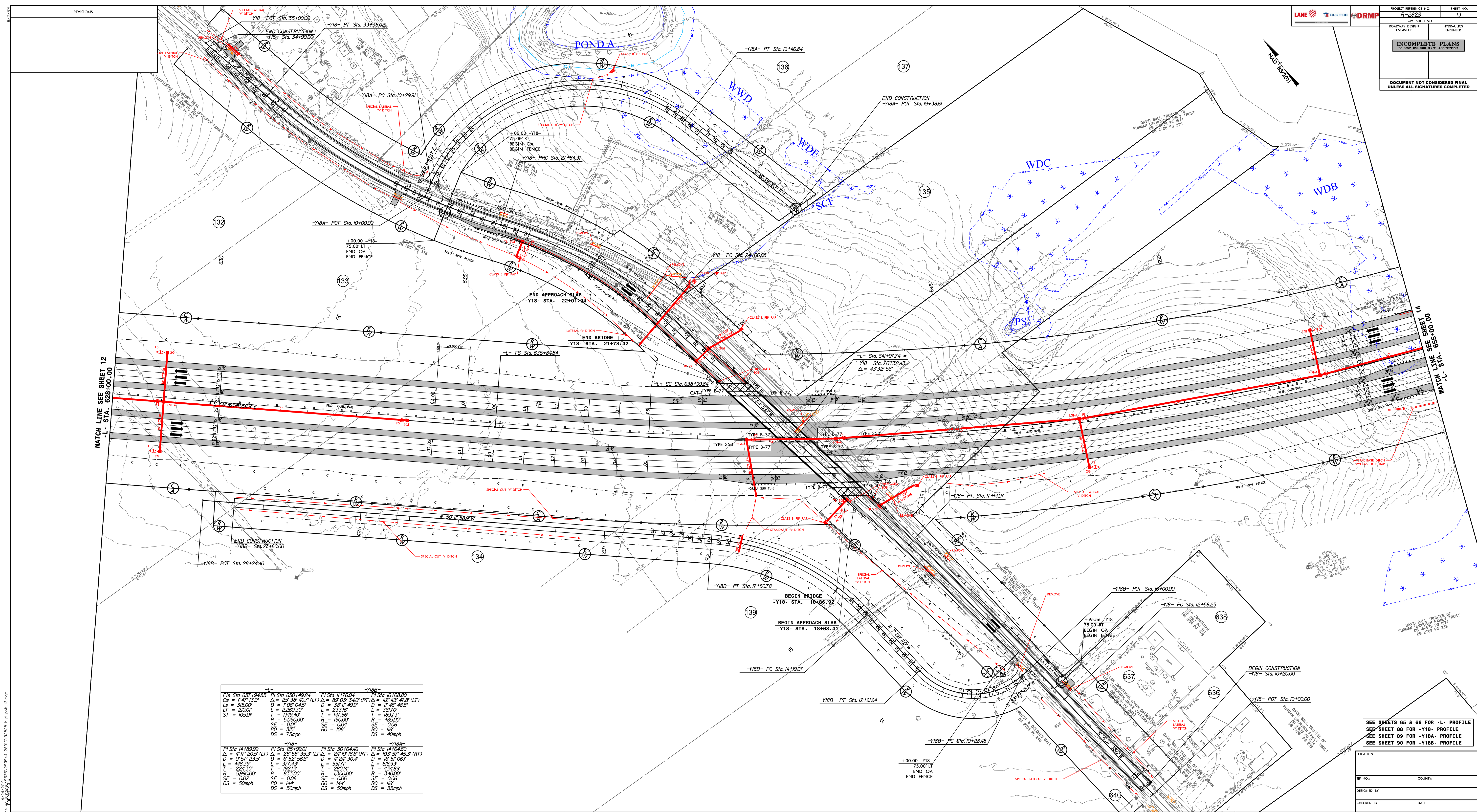


PROJECT REFERENCE NO. <i>R-2828</i>		SHEET NO. <i>12</i>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



SEE SHEET 64 FOR -L- PROFILE





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

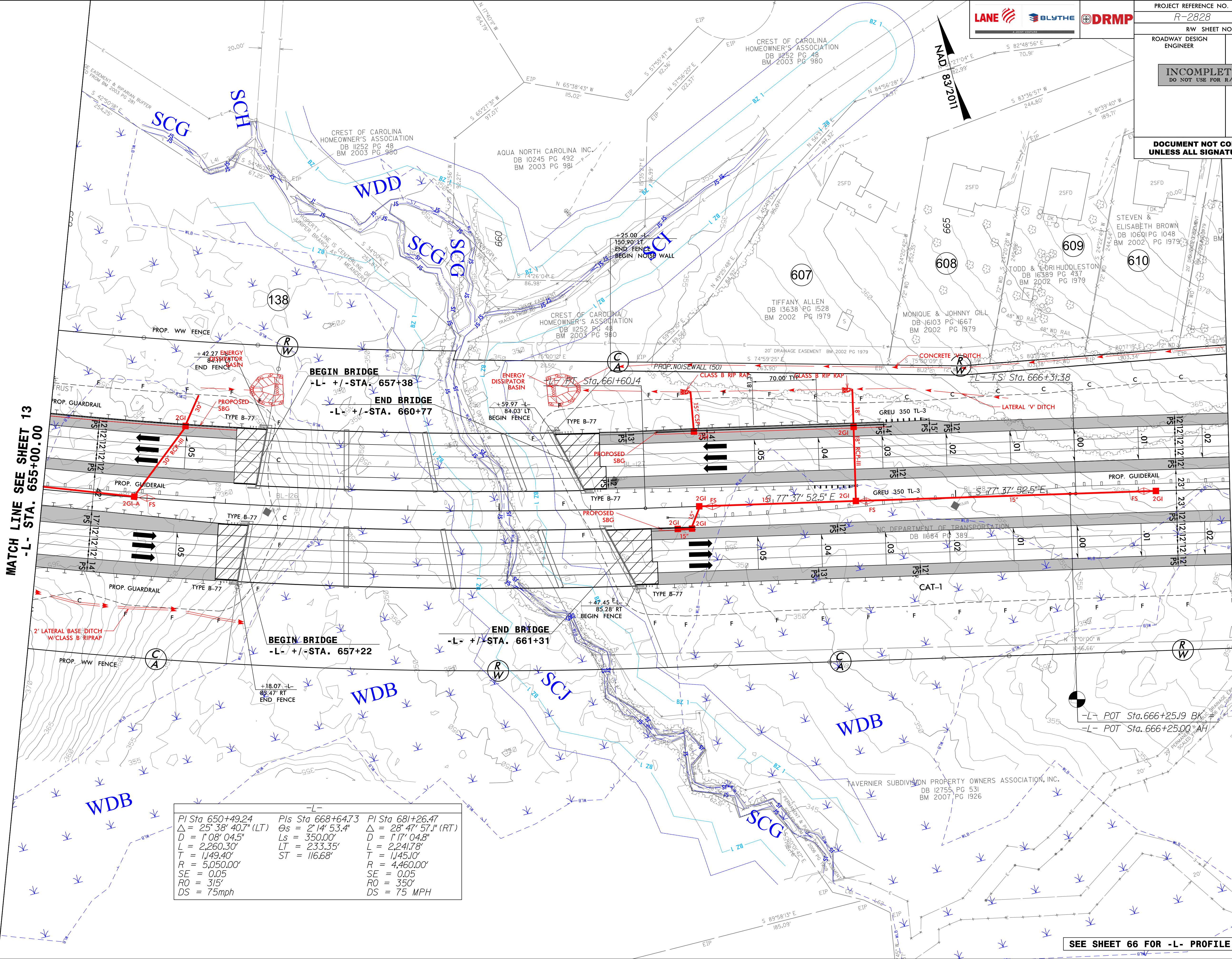
MATCH LINE SEE SHEET 13
-L- STA. 655+00.00

MATCH LINE SEE SHEET 15
-L- STA. 668+00.00

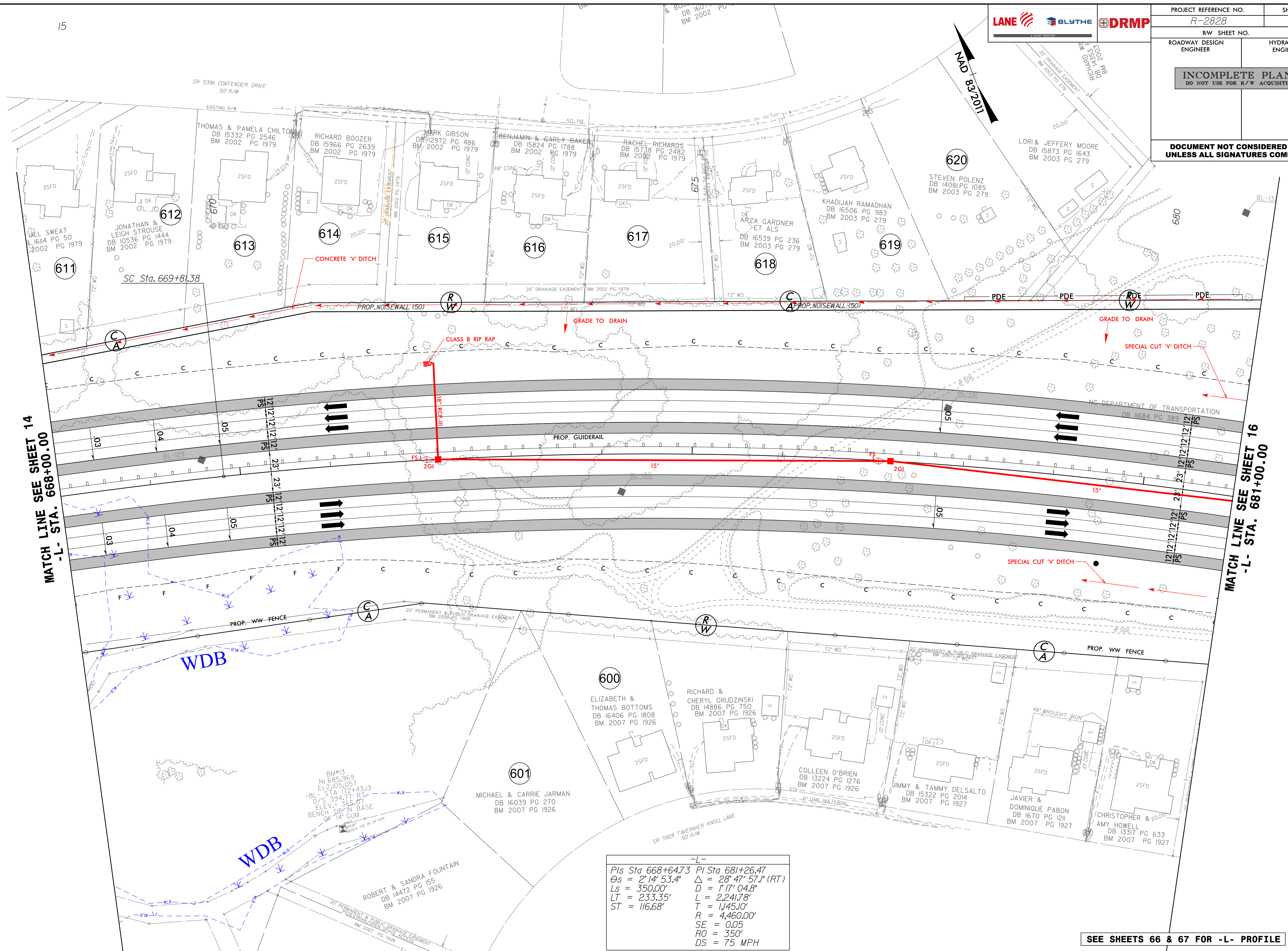
-L- POT Sta. 666+25.19 E

SEE SHEET 66 FOR -L- PROFILE

<i>PI Sta</i> 650+49.24	<i>PI Sta</i> 668+64.73	<i>PI Sta</i> 681+26.47
$\Delta = 25^{\circ} 38' 40.7''$ (LT)	$\Theta_s = 2^{\circ} 14' 53.4''$	$\Delta = 28^{\circ} 47' 57.1''$ (RT)
$L = 1^{\circ} 08' 04.5''$	$L_s = 350.00'$	$\Delta = 1^{\circ} 17' 04.8''$
$T = 2,260.30'$	$LT = 233.35'$	$L = 2,241.78'$
$T = 1,494.0'$	$ST = 116.68'$	$T = 1,455.0'$
$R = 5,050.00'$		$R = 4,460.00'$
$SE = 0.05$		$SE = 0.05$
$RO = 315^{\circ}$		$RO = 350^{\circ}$
$DS = 75\text{mph}$		$DS = 75\text{ MPH}$

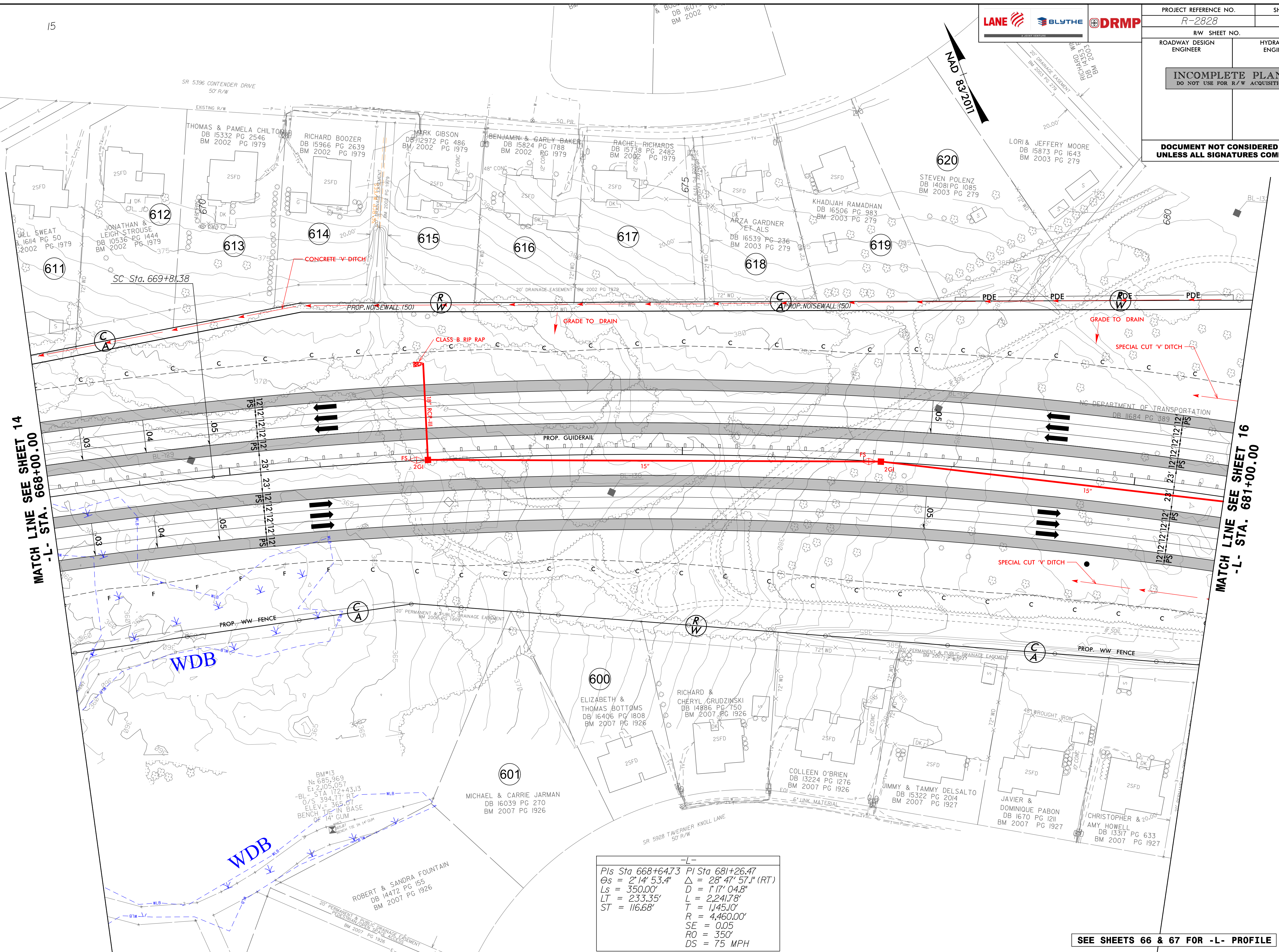


PI Sta 650+49.24	PIs Sta 668+64.73	PI Sta 681+26.47
$\Delta = 25^{\circ} 38' 40.7''$ (LT)	$\Delta s = 2^{\circ} 14' 53.4''$	$\Delta = 28^{\circ} 47' 57.1''$ (RT)
$D = 1^{\circ} 08' 04.5''$	$Ls = 350.00'$	$D = 1^{\circ} 17' 04.8''$
$L = 2,260.30'$	$LT = 233.35'$	$L = 2,241.78'$
$T = 1,149.40'$	$ST = 116.68'$	$T = 1,145.10'$
$SE = 5,050.00'$		$R = 4,460.00'$
$RO = 0.05$		$SE = 0.05$
$DS = 315'$		$RO = 350'$
$DS = 75\text{mph}$		$DS = 75\text{ MPH}$



SEE SHEETS 66 & 67 FOR -L- PROFILE

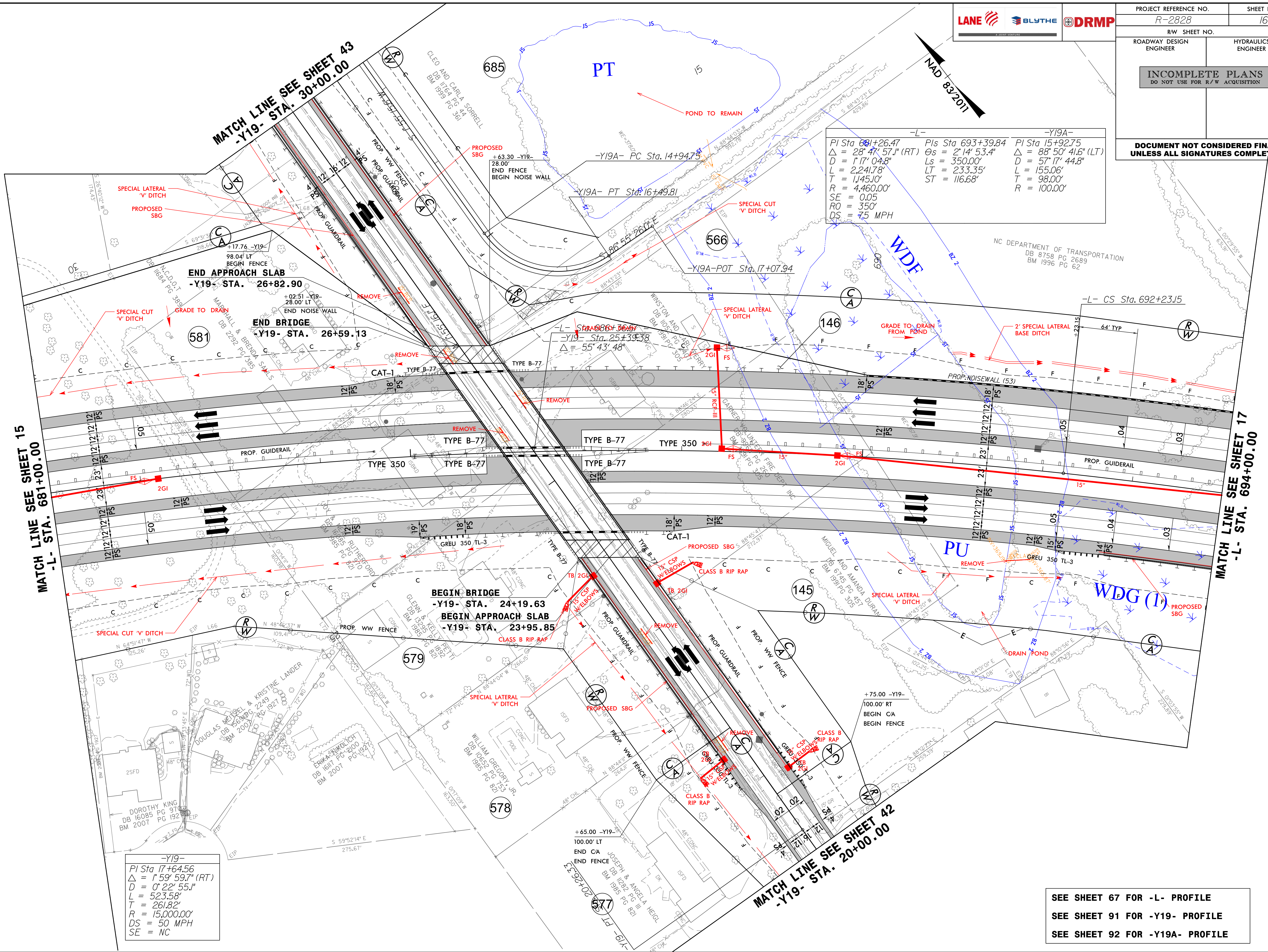
-L-	
P/Is	$Sta\ 668+64.73$
$\Theta s = 2^{\circ} 14' 53.4''$	$\Delta I = 28^{\circ} 47' 57.1'' (RT)$
$Ls = 350.00'$	$D = 1^{\circ} 17' 04.8''$
$LT = 233.35'$	$L = 2,241.78'$
$ST = 116.68'$	$T = 1,445.10'$
	$R = 4,460.00'$
	$SE = 0.05$
	$RO = 350'$
	$DS = 75\ MPH$



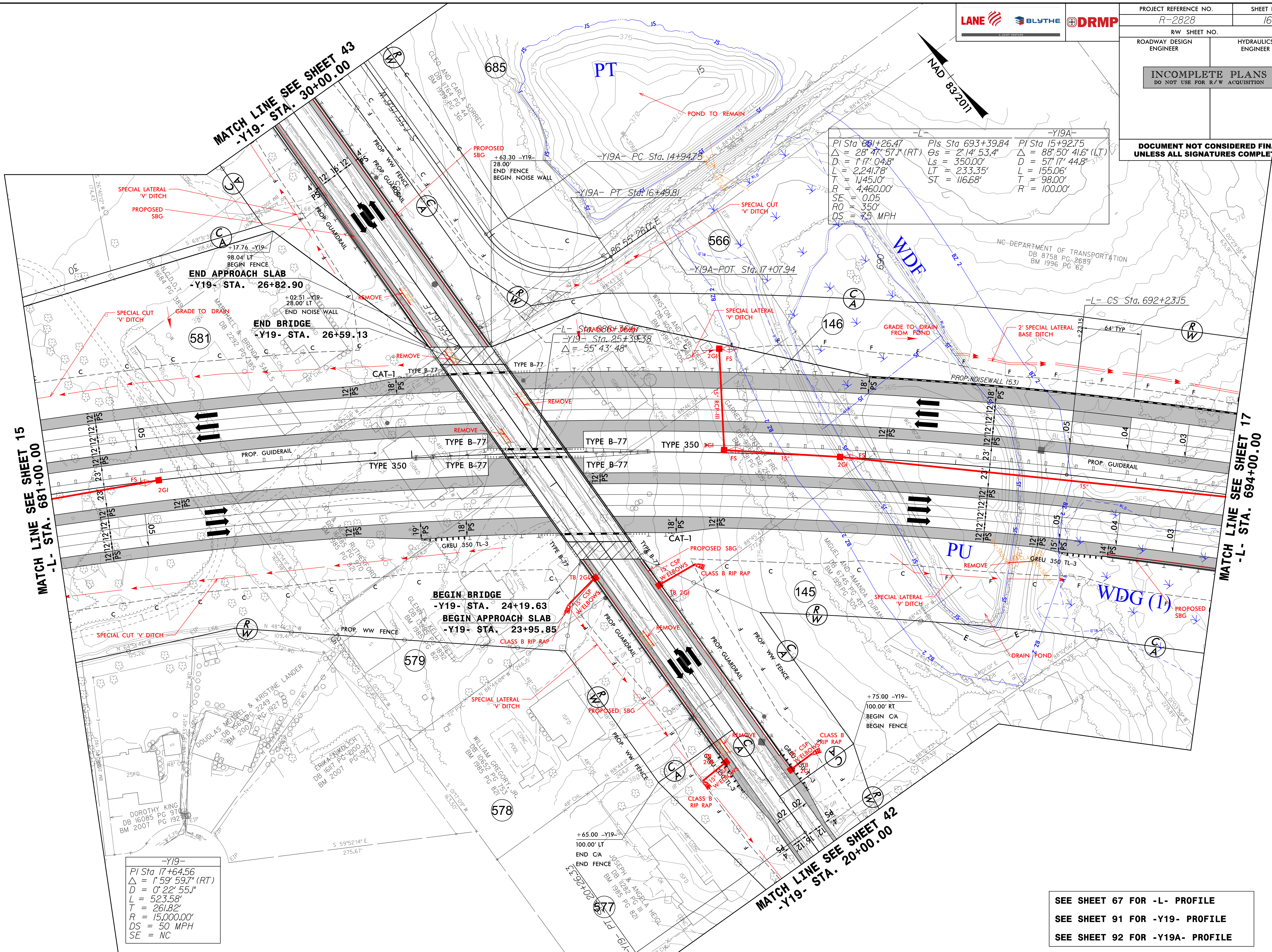
SEE SHEETS 66 & 67 FOR -L- PROFILE

REVISIONS

4/24/2019
\\prodwces01\ics.workingdir\95351290944_28300\R2828_hyd_psh_15.dgn
PROP.WCS01\$



SEE SHEET 67 FOR -L- PROFILE
SEE SHEET 91 FOR -Y19- PROFILE
SEE SHEET 92 FOR -Y19A- PROFILE



SEE SHEET 67 FOR -L- PROFILE
SEE SHEET 91 FOR -Y19- PROFILE
SEE SHEET 92 FOR -Y19A- PROFILE

17



REVISIONS

-L-		
Pls Sta 693+39.84	Pls Sta 699+01.58	Pls Sta 710+96.24
$\theta s = 2' 14'' 53.4''$	$\theta s = 0' 46'' 23.8''$	$\Delta = 16' 27'' 04.4'' (LT)$
$Ls = 350.00'$	$Ls = 210.00'$	$D = 0' 44'' 11.2''$
$LT = 233.35'$	$LT = 140.00'$	$L = 2,233.85'$
$ST = 116.68'$	$ST = 70.00'$	$T = 1,124.66'$
		$R = 7,780.00'$
		$SE = 0.03$
		$RO = 210'$
		$DS = 75 \text{ MPH}$



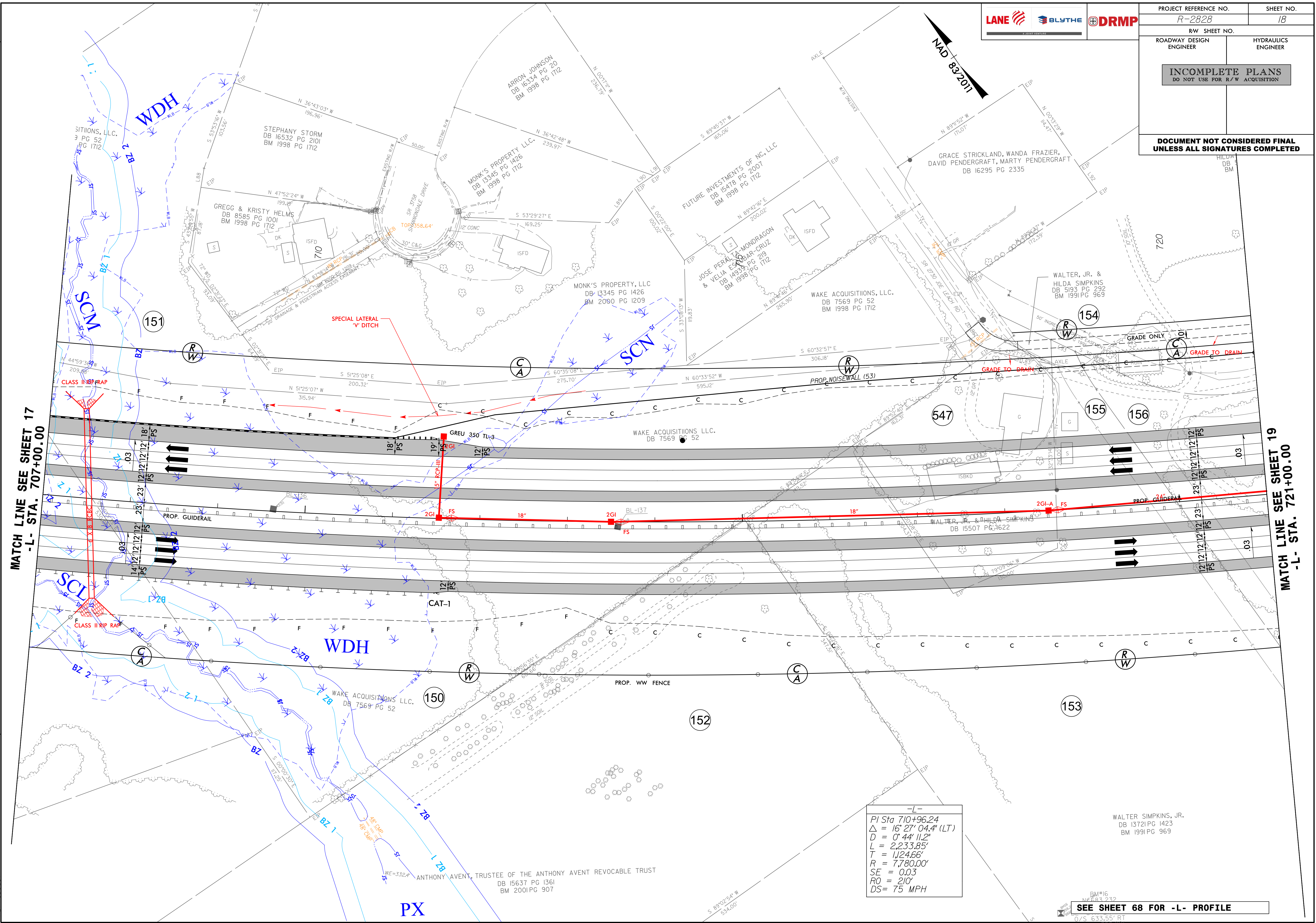
PROJECT REFERENCE NO. R-2828	SHEET NO. 17
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

REVISIONS

MATCH LINE SEE SHEET 16
-L- STA. 694+00.00

MATCH LINE SEE SHEET 18
-L- STA. 707+00.00

SEE SHEETS 67 & 68 FOR -L- PROFILE



-L-
PI Sta 710+96.24
$\Delta = 16^\circ 27' 04.4''$ (LT)
$D = 0^\circ 44' 11.2''$
$L = 2,233.85'$
$T = 1,246.66'$
$R = 7,780.00'$
$SE = 0.03$
$RO = 210'$
$DS = 75$ MPH

WALTER SIMPKINS, JR.
DB 13721PG 1423
BM 1991PG 969

BM#16
N^o 83 232

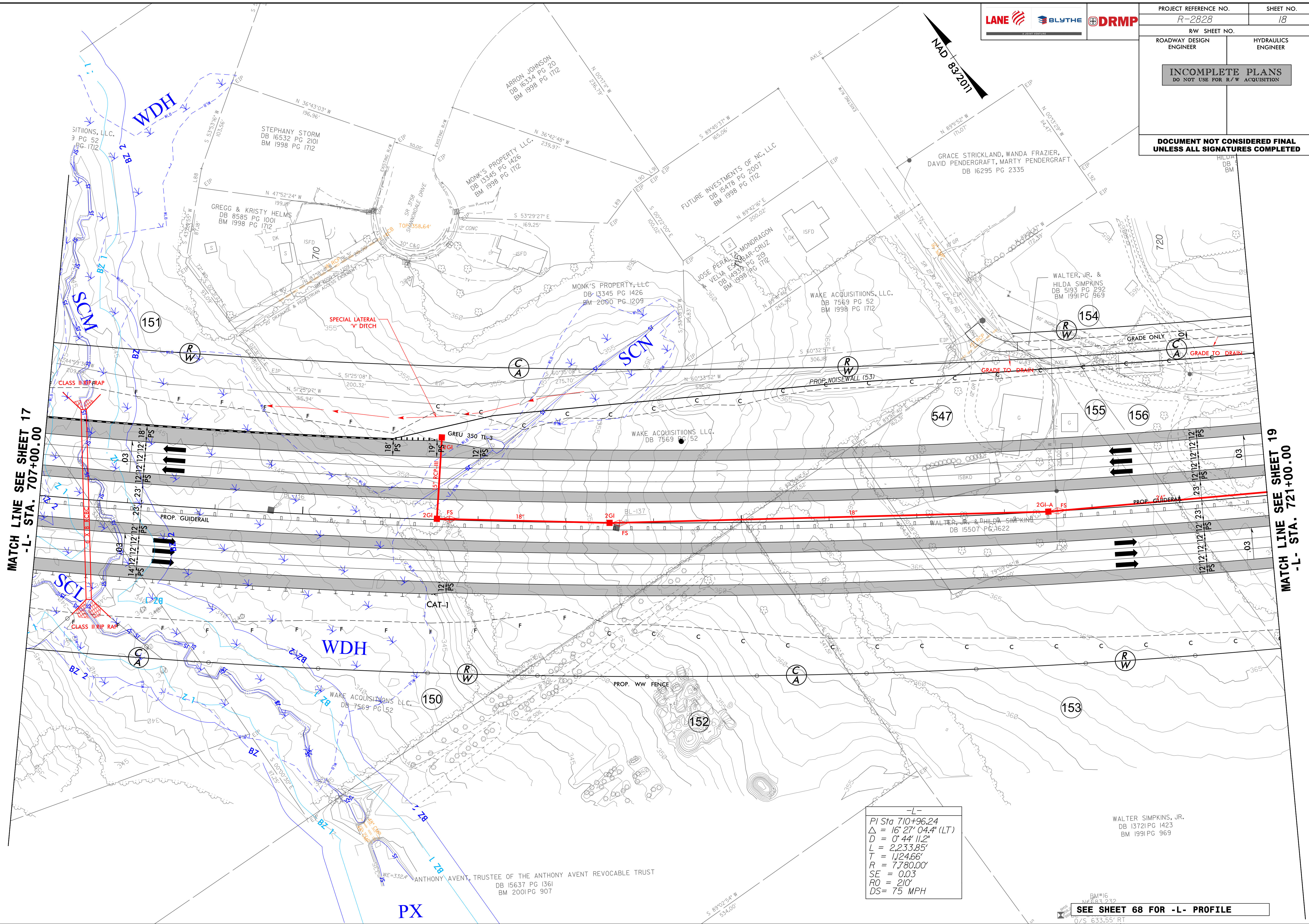
SEE SHEET 68 FOR -L- PROFILE

0/S 633.55' R

8/17/99

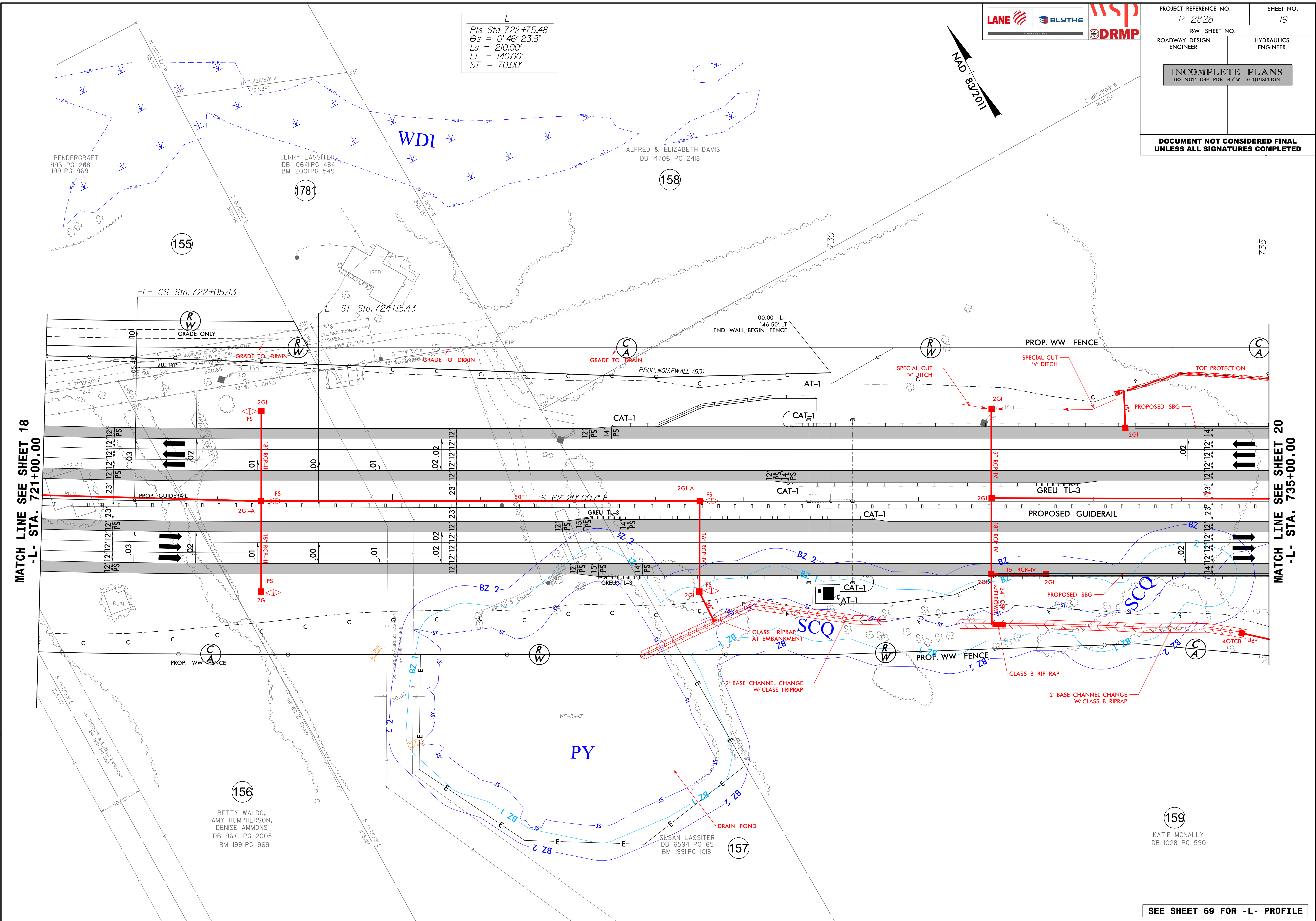
REVISIONS

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PRDPWICS01\$



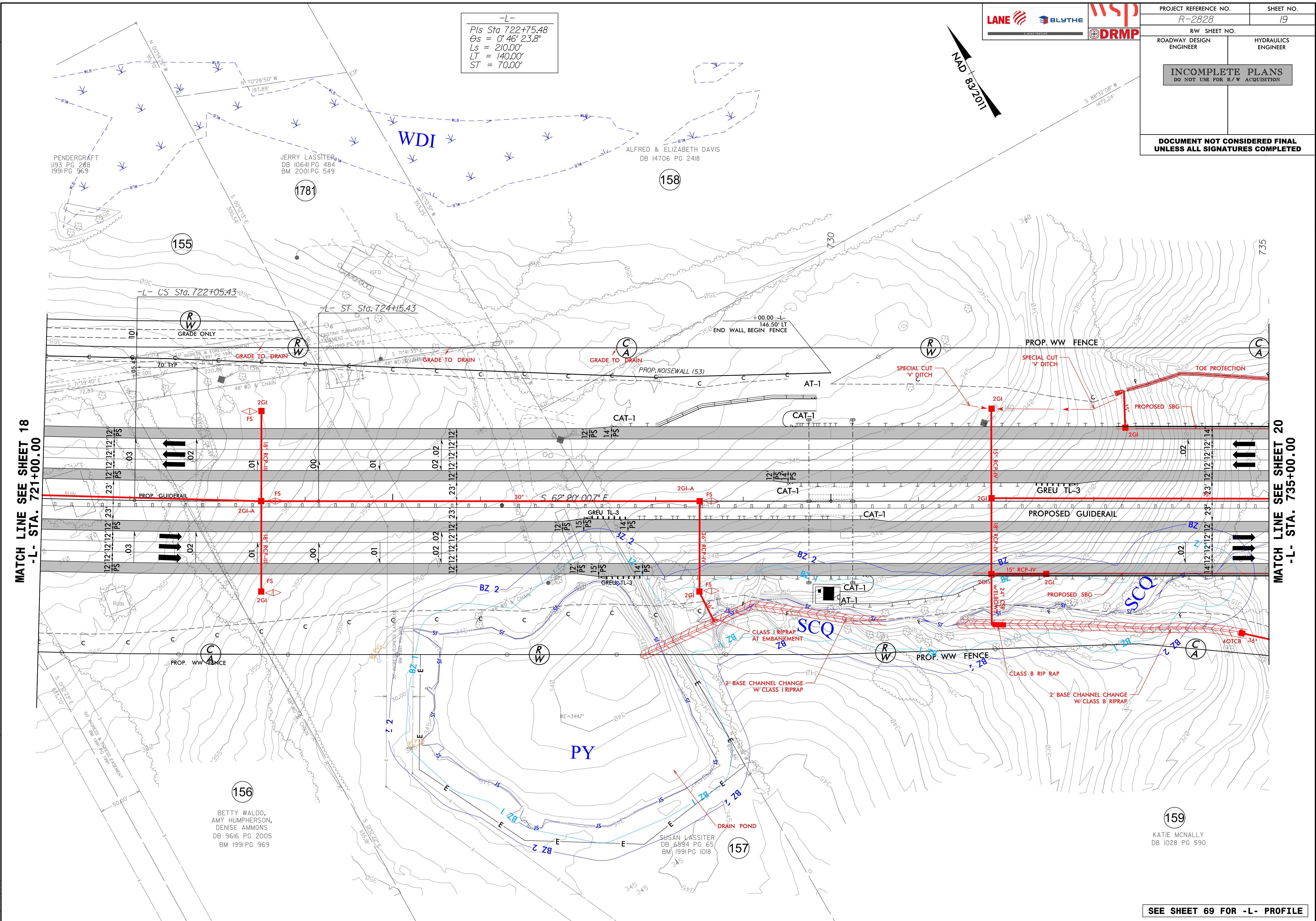
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

SEE SHEET 69 FOR -L- PROFILE



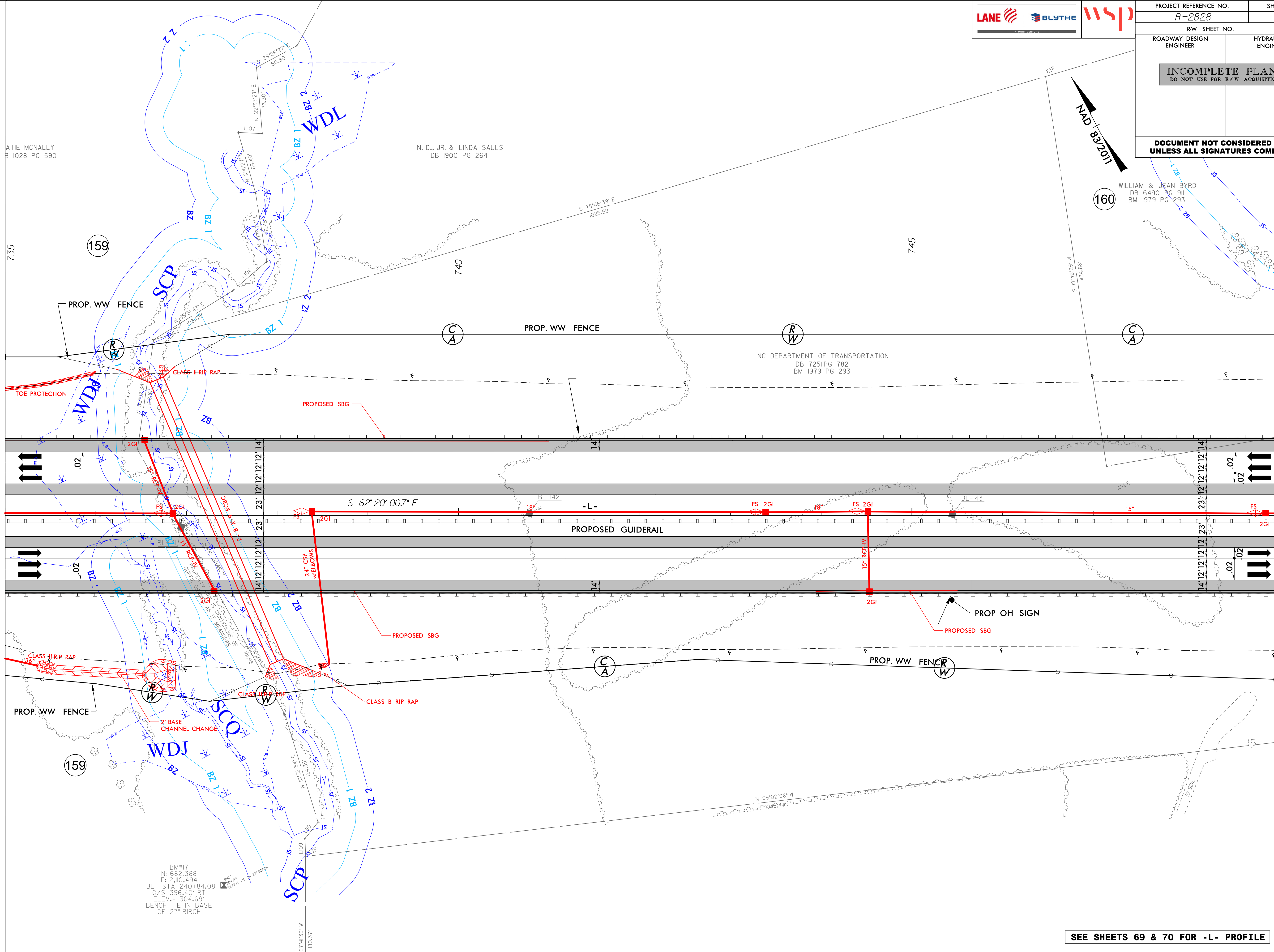
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

SEE SHEET 69 FOR -L- PROFILE



REVISIONS

MATCH LINE SEE SHEET 19
-L- STA. 735+00.00



SEE SHEETS 69 & 70 FOR -L- PROFILE

MATCH LINE SEE SHEET 21
-L- STA. 749+00.00

LANE

BLYTHE

WSP

PROJECT REFERENCE NO.
R-2828

SHEET NO.
20

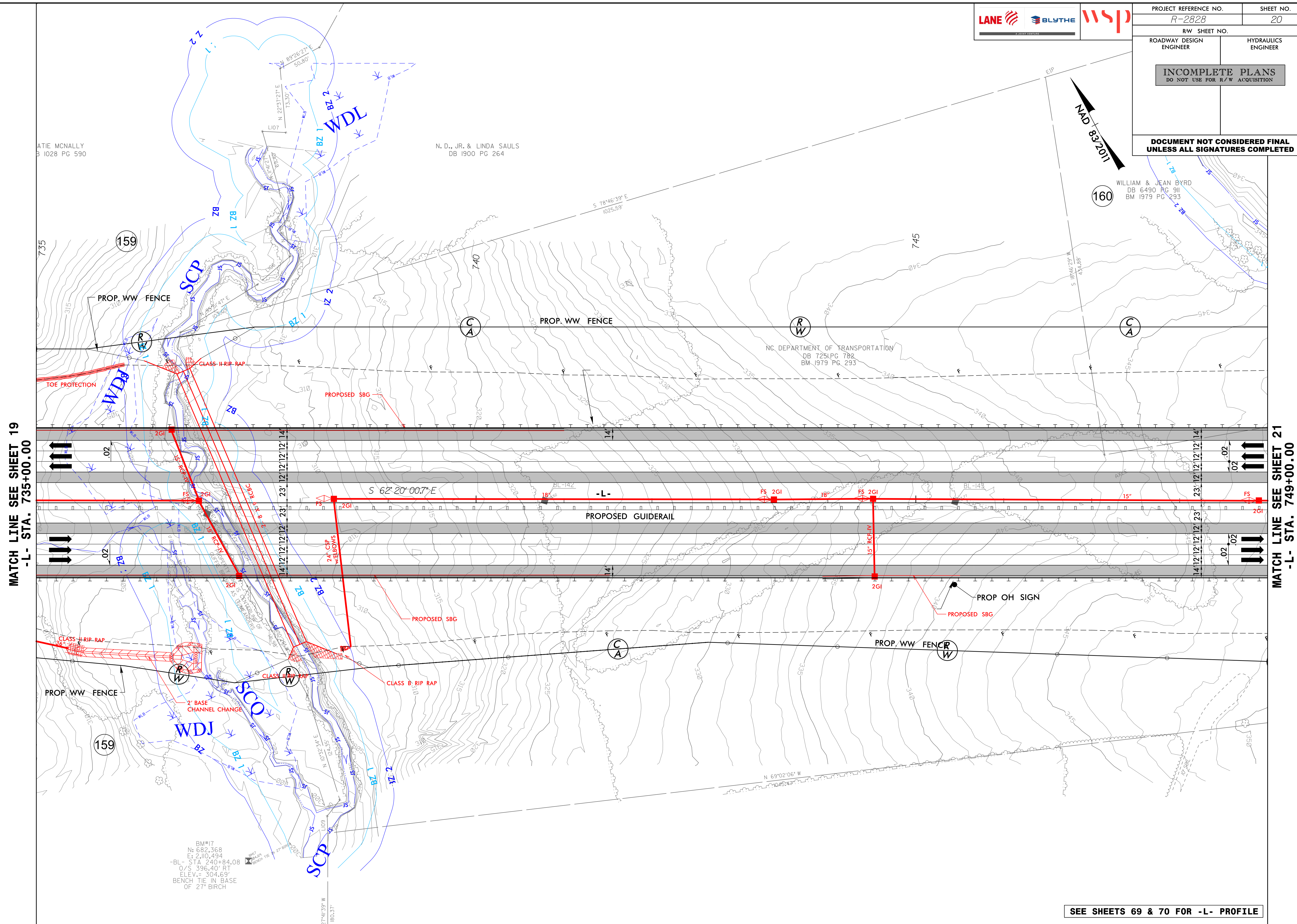
R/W SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



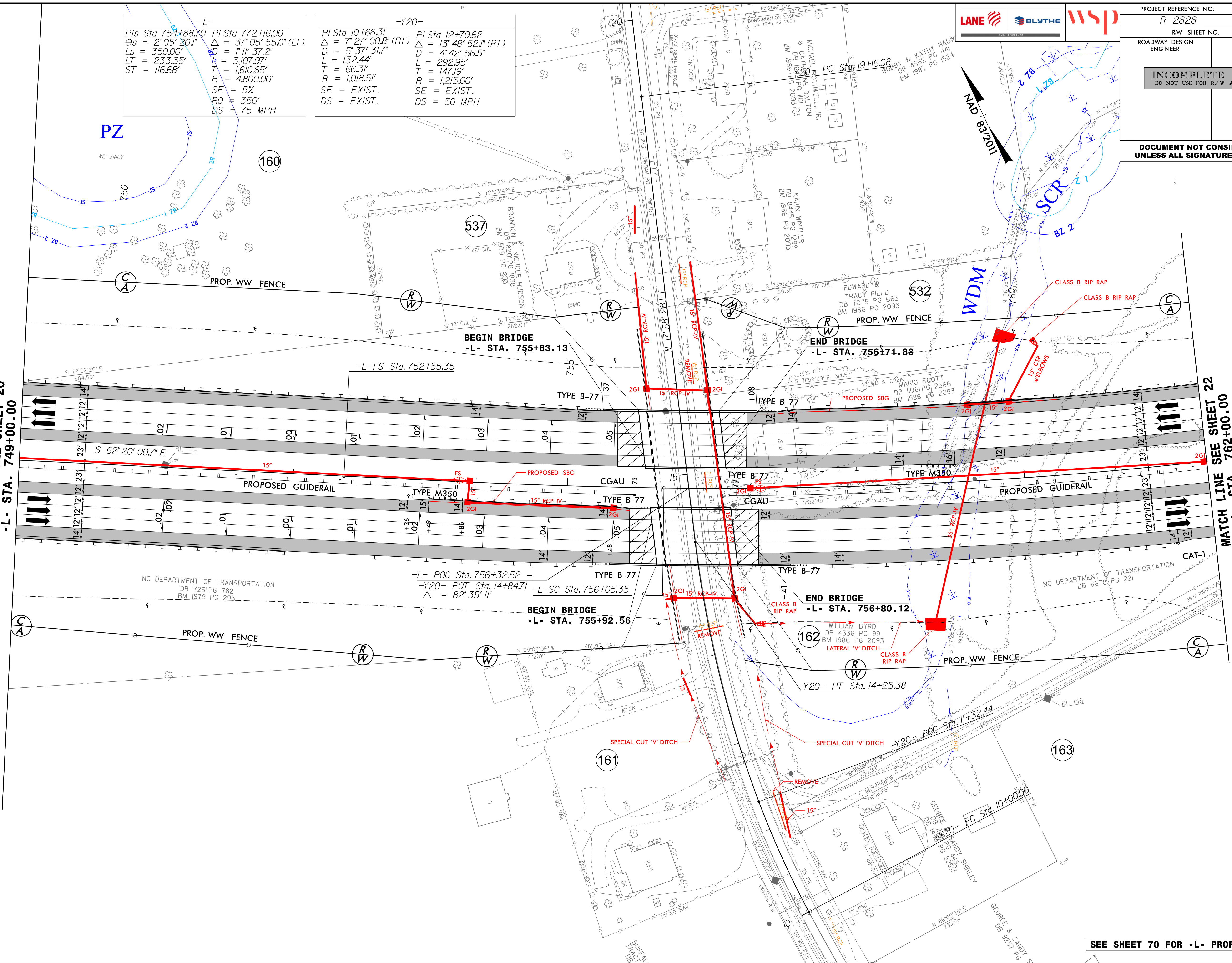
SEE SHEETS 69 & 70 FOR -L- PROFILE

REVISIONS

4/24/2019
\\\\prdwic01\ics_workingdir\9535\290944_28268\PR2828_hyd_psh_20.dgn
D:\PWC501\$

MATCH LINE SEE SHEET 20
-L- STA. 749+00.00

MATCH LINE SEE SHEET 22
-L- STA. 762+00.00



-L-
PI Sta 754+88.70
 $\Delta = 2^\circ 05' 20.1''$
 $L_s = 350.00'$
 $LT = 233.35'$
 $ST = 116.68'$
PI Sta 772+16.00
 $\Delta = 37^\circ 05' 55.0''$ (LT)
 $\Delta = 1^\circ 11' 37.2''$
 $E = 3,107.97'$
 $T = 1,610.65'$
 $R = 4,800.00'$
 $SE = 5\%$
 $RO = 350'$
 $DS = 75$ MPH

-Y20-
PI Sta 10+66.31
 $\Delta = 7^\circ 27' 00.8''$ (RT)
 $D = 5^\circ 37' 31.7''$
 $L = 132.44'$
 $T = 66.31'$
 $R = 1,018.51'$
 $SE = EXIST.$
 $DS = EXIST.$
PI Sta 12+7962
 $\Delta = 13^\circ 48' 52.1''$ (RT)
 $D = 4^\circ 42' 56.5''$
 $L = 292.95'$
 $T = 147.19'$
 $R = 1,215.00'$
 $SE = EXIST.$
 $DS = 50$ MPH

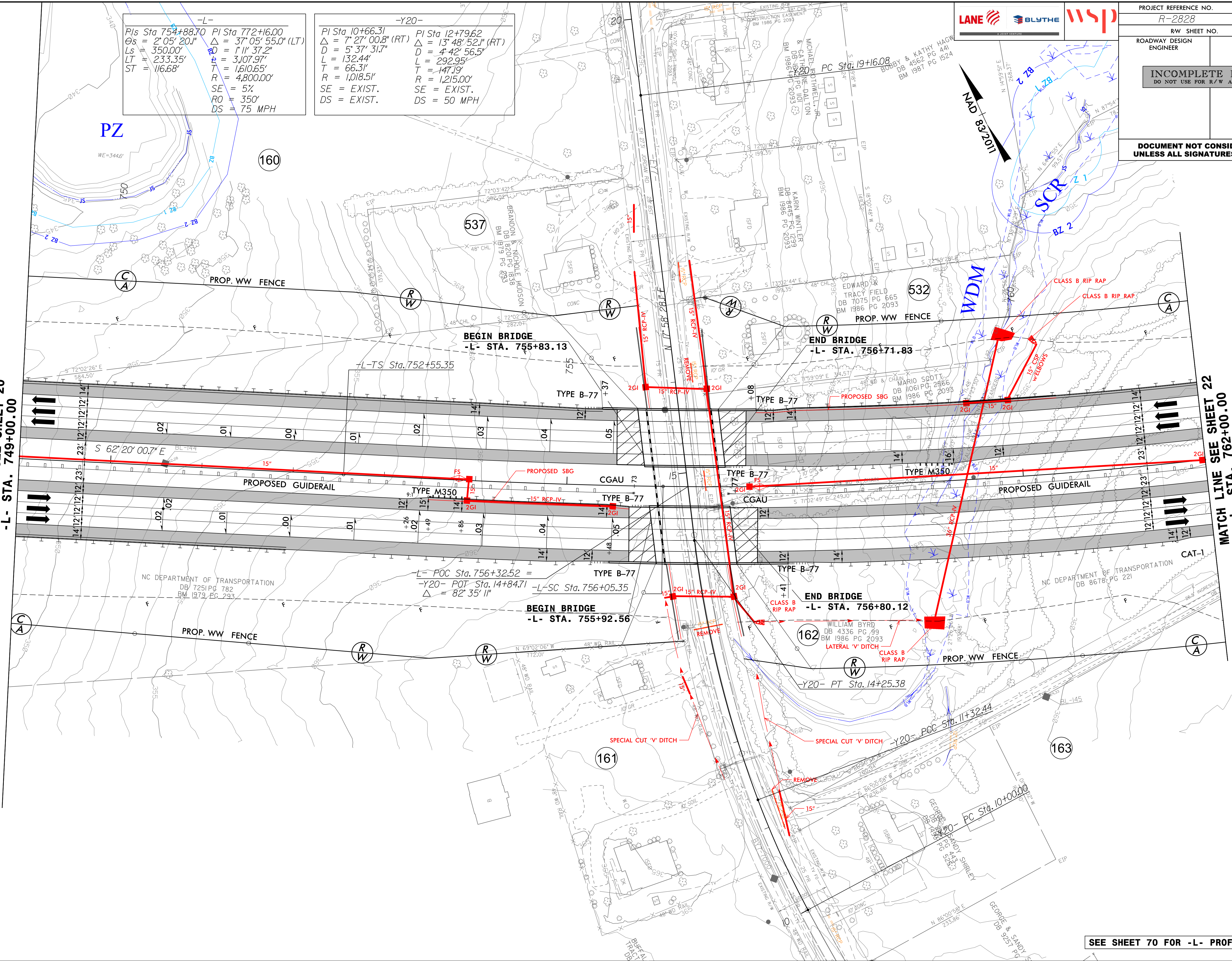


PROJECT REFERENCE NO. <i>R-2828</i>		SHEET NO. <i>21</i>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

SEE SHEET 70 FOR -L- PROFILE

MATCH LINE SEE SHEET 20
-L- STA. 749+00.00

MATCH LINE SEE SHEET 22
-L- STA. 762+00.00



-L-
PI Sta 754+88.70
 $\Delta = 2' 05'' 20.1''$
 $L_s = 350.00'$
 $LT = 233.35'$
 $ST = 116.68'$
PI Sta 772+16.00
 $\Delta = 37' 05'' 55.0'' (LT)$
 $PD = 1' 11'' 37.2''$
 $E = 3,107.97'$
 $T = 1,610.65'$
 $R = 4,800.00'$
 $SE = 5\%$
 $RO = 350'$
 $DS = 75 MPH$

-Y20-
PI Sta 10+66.31
 $\Delta = 7' 27'' 00.8'' (RT)$
 $D = 5' 37'' 31.7''$
 $L = 132.44'$
 $T = 66.31'$
 $R = 1,018.51'$
 $SE = EXIST.$
 $DS = EXIST.$
PI Sta 12+796.2
 $\Delta = 13' 48'' 52.1'' (RT)$
 $D = 4' 42'' 56.5''$
 $L = 292.95'$
 $T = 147.19'$
 $R = 1,215.00'$
 $SE = EXIST.$
 $DS = 50 MPH$



PROJECT REFERENCE NO. <i>R-2828</i>		SHEET NO. <i>21</i>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

4/24/2019
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PROPIETCS01\$

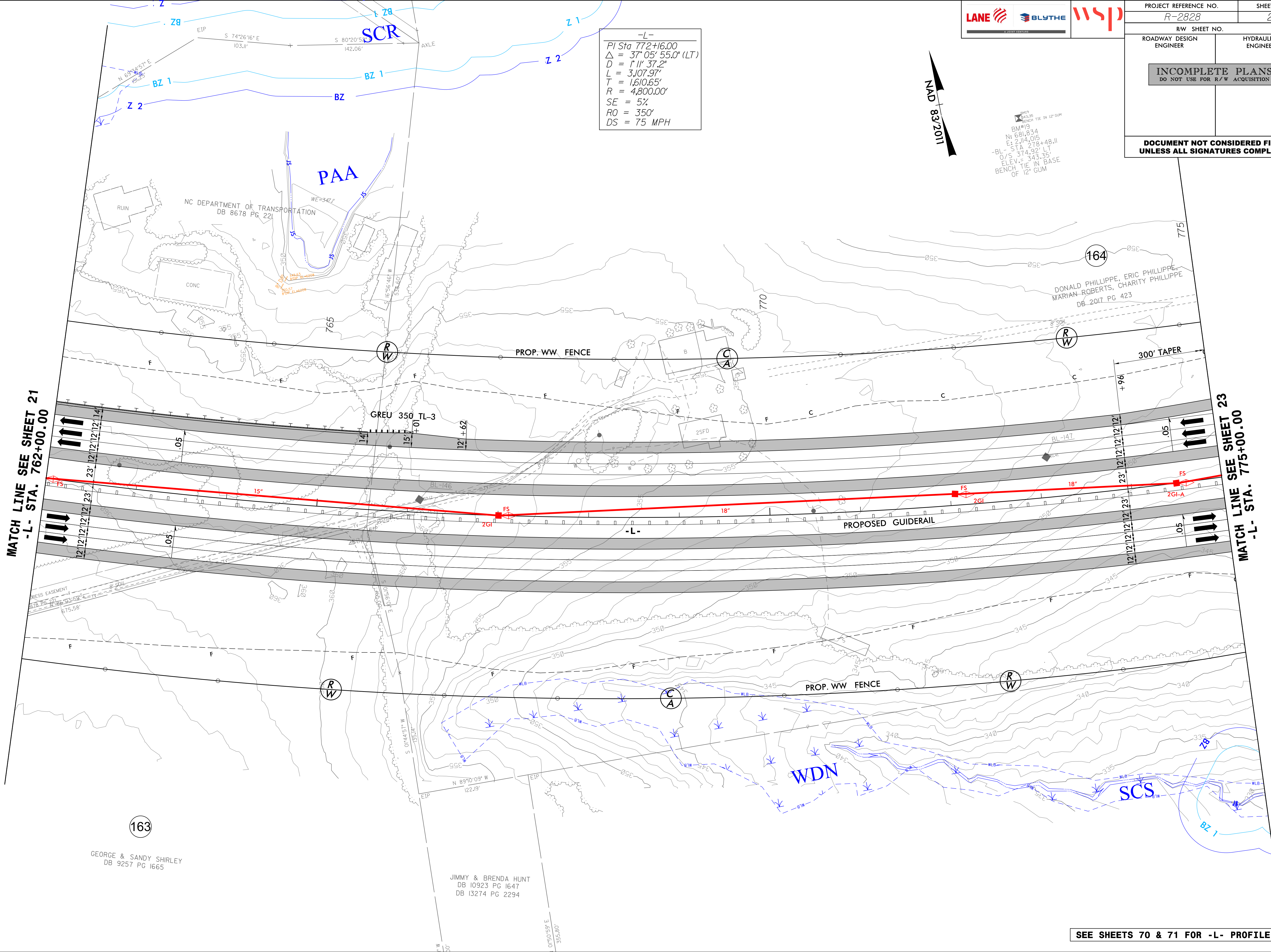
8/17/99

REVISIONS

4/24/2019
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P:\B-C\p\lca01\lcs\work\kingd\1\9535\230944_28270\1R2828_hyd_psh_23.dgn

MATCH LINE SEE SHEET 21
-L- STA. 762+00.00

MATCH LINE SEE SHEET 23
-L- STA. 775+00.00

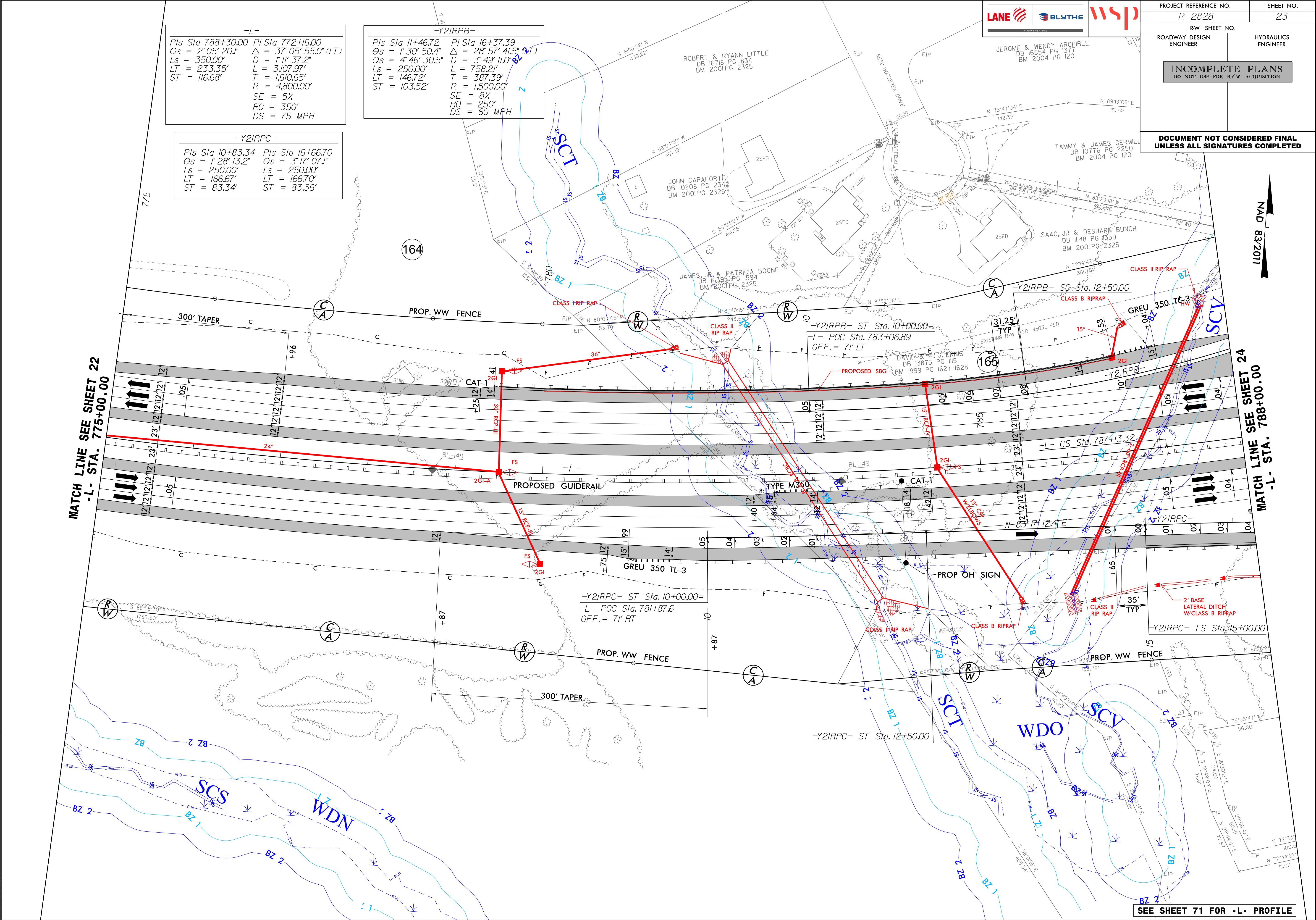


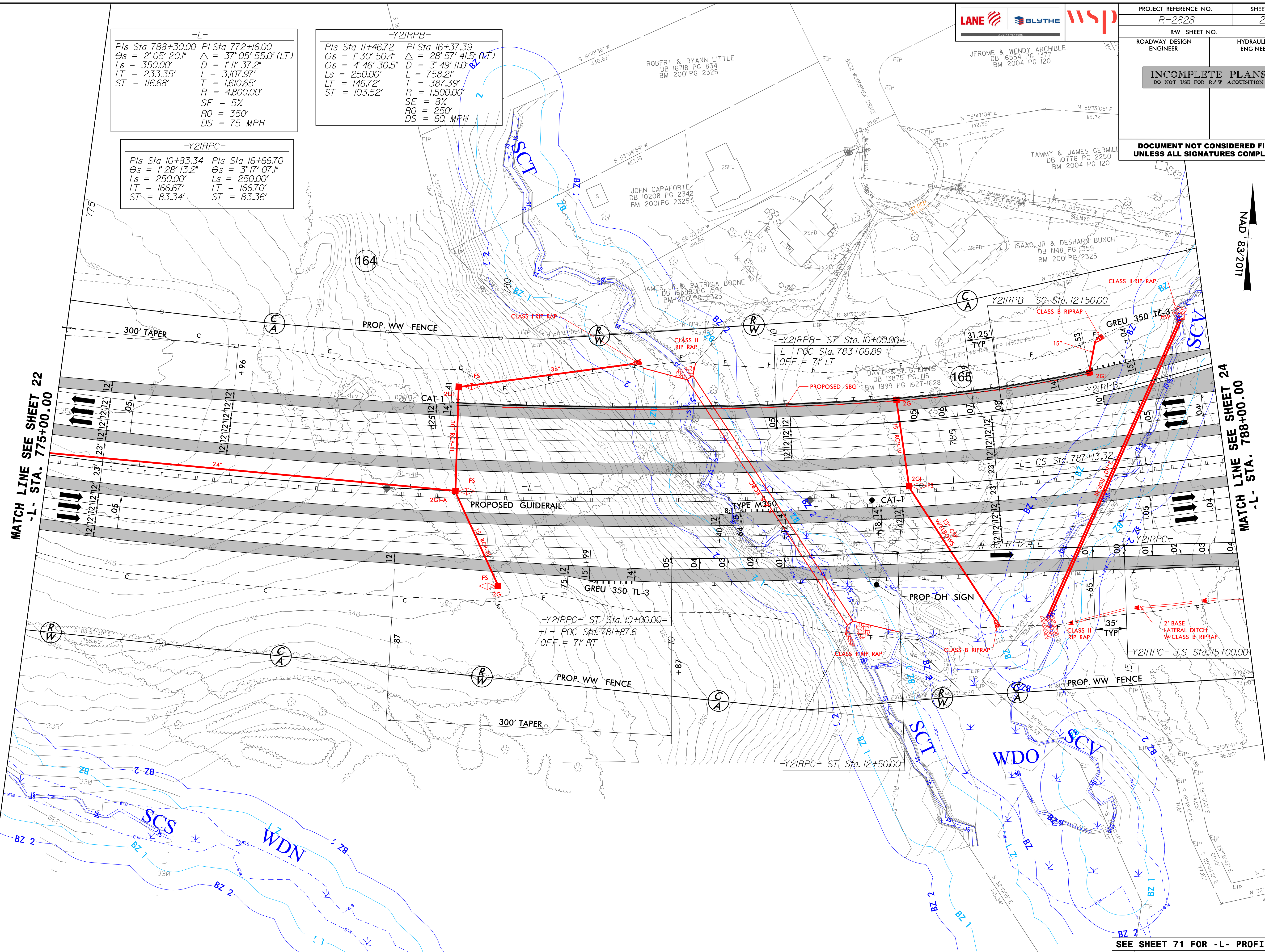
-L-
PI Sta 772+16.00
 $\Delta = 37^{\circ} 05' 55.0''$ (LT)
D = 11' 37.2"
L = 3,107.97'
T = 1,610.65'
R = 4,800.00'
SE = 5%
RO = 350'
DS = 75 MPH

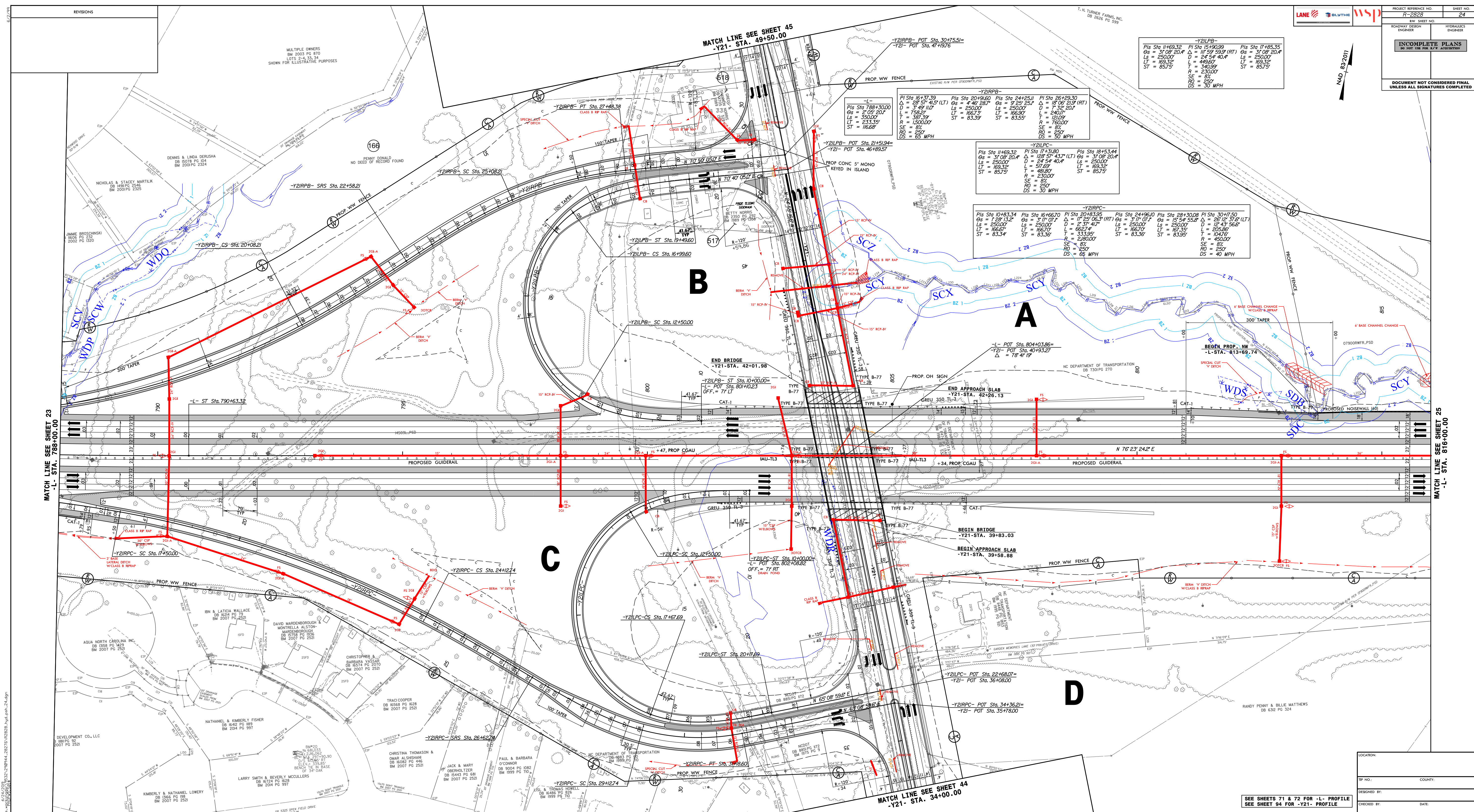
BM#19
N: 661.834
E: 2114.015
-BL- STA 278+48.11
O/S 374.92' LT
ELEV. = 343.35'
BENCH TIE IN BASE
OF 12" GUM

PROJECT REFERENCE NO. <i>R-2828</i>		SHEET NO. <i>22</i>	
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

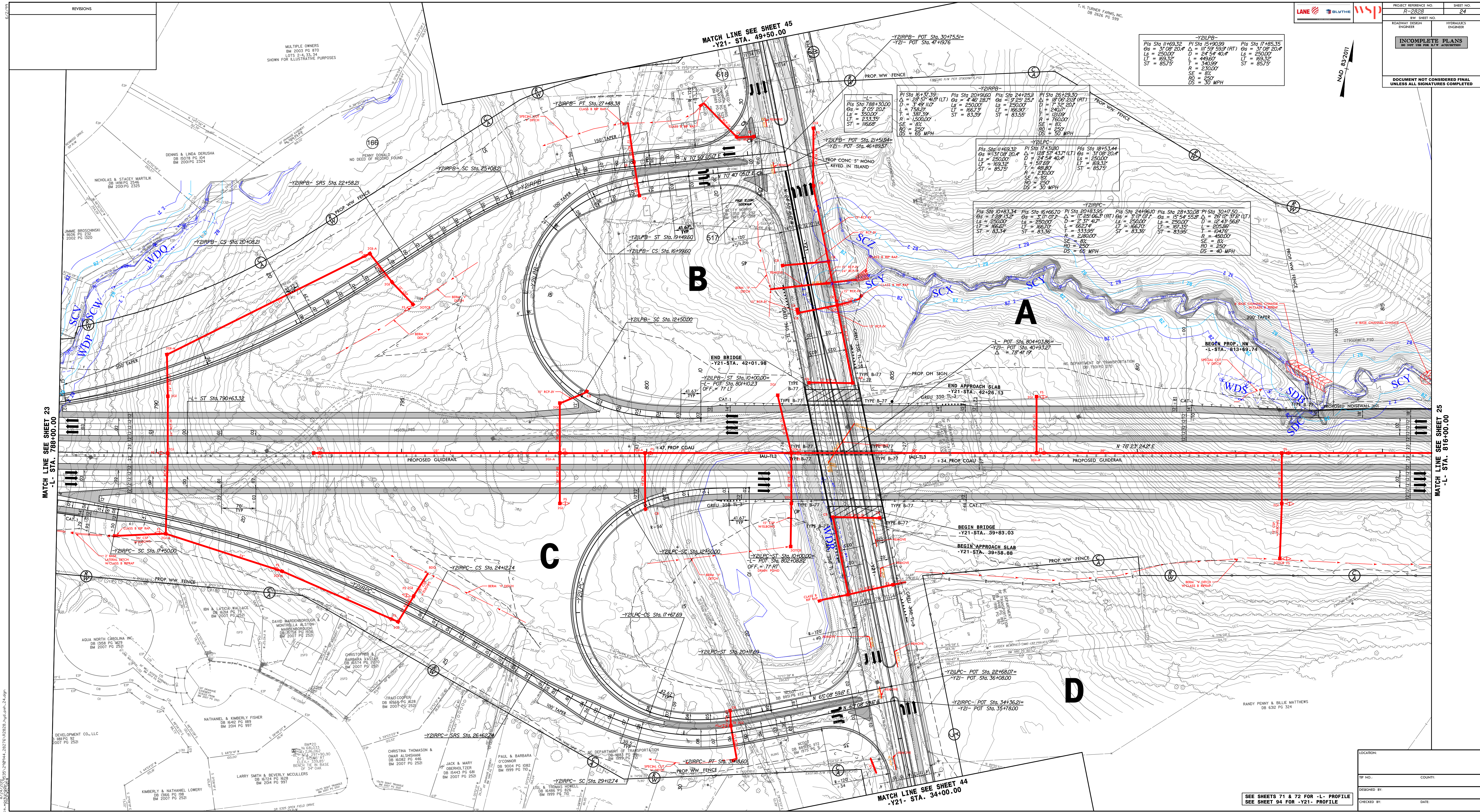
SEE SHEETS 70 & 71 FOR -L- PROFILE



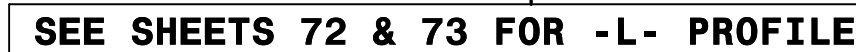




4/24/2019
1\ios_workingdir\9532\290944_28276\R2828_hyd_psh_24.dgn
Pantipat



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



MATCH LINE SEE SHEET 26
-L- STA. 829+00.00

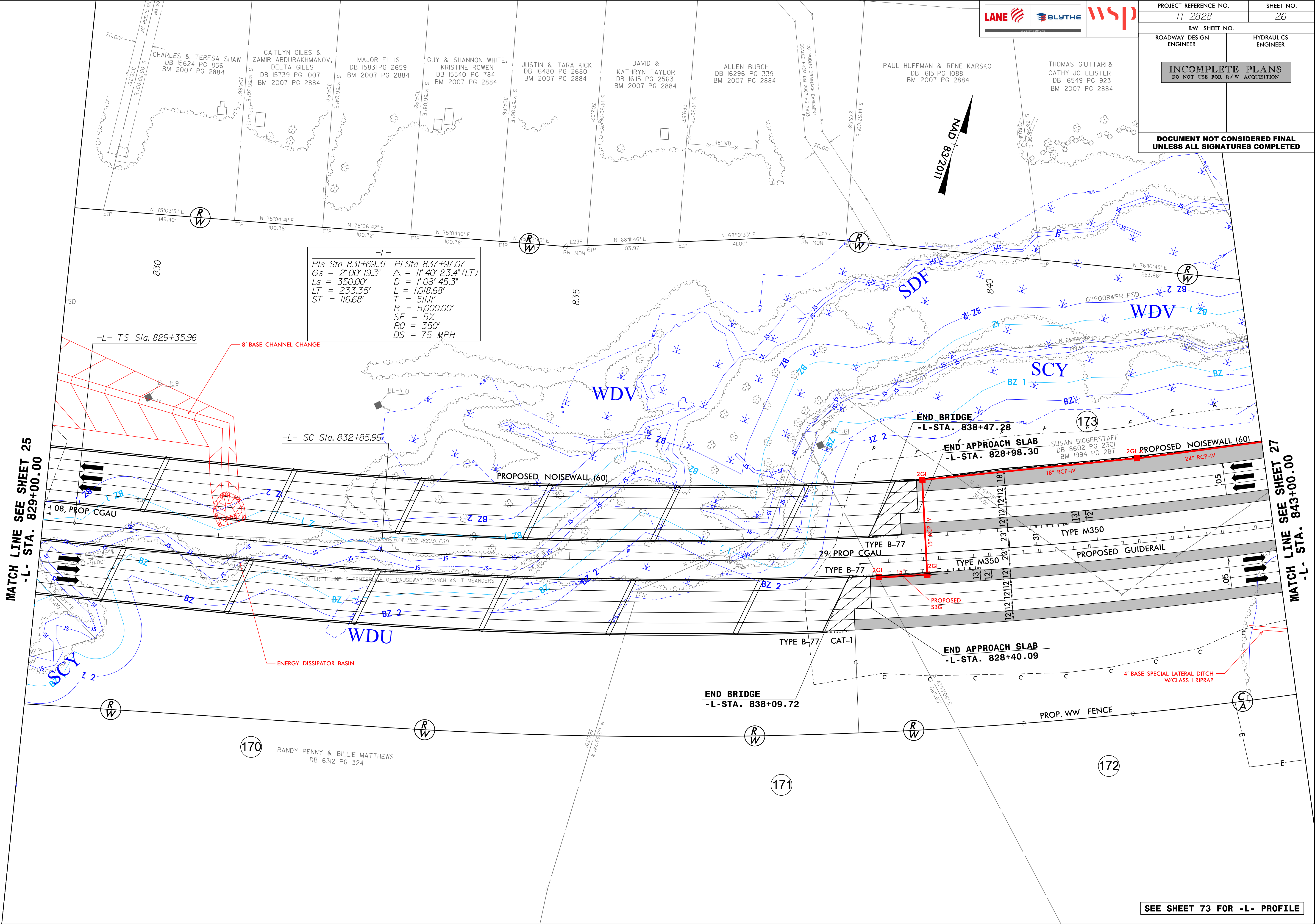
REVISIONS

4/24/2019
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8/17/99

4/24/2019
p:\p\cdp\lcsa01\lcsa\workingdir\9532\230944\28272\2828_hyd_psh_26.dgn
P:\P\WCS01

REVISIONS



SEE SHEET 73 FOR -L- PROFILE

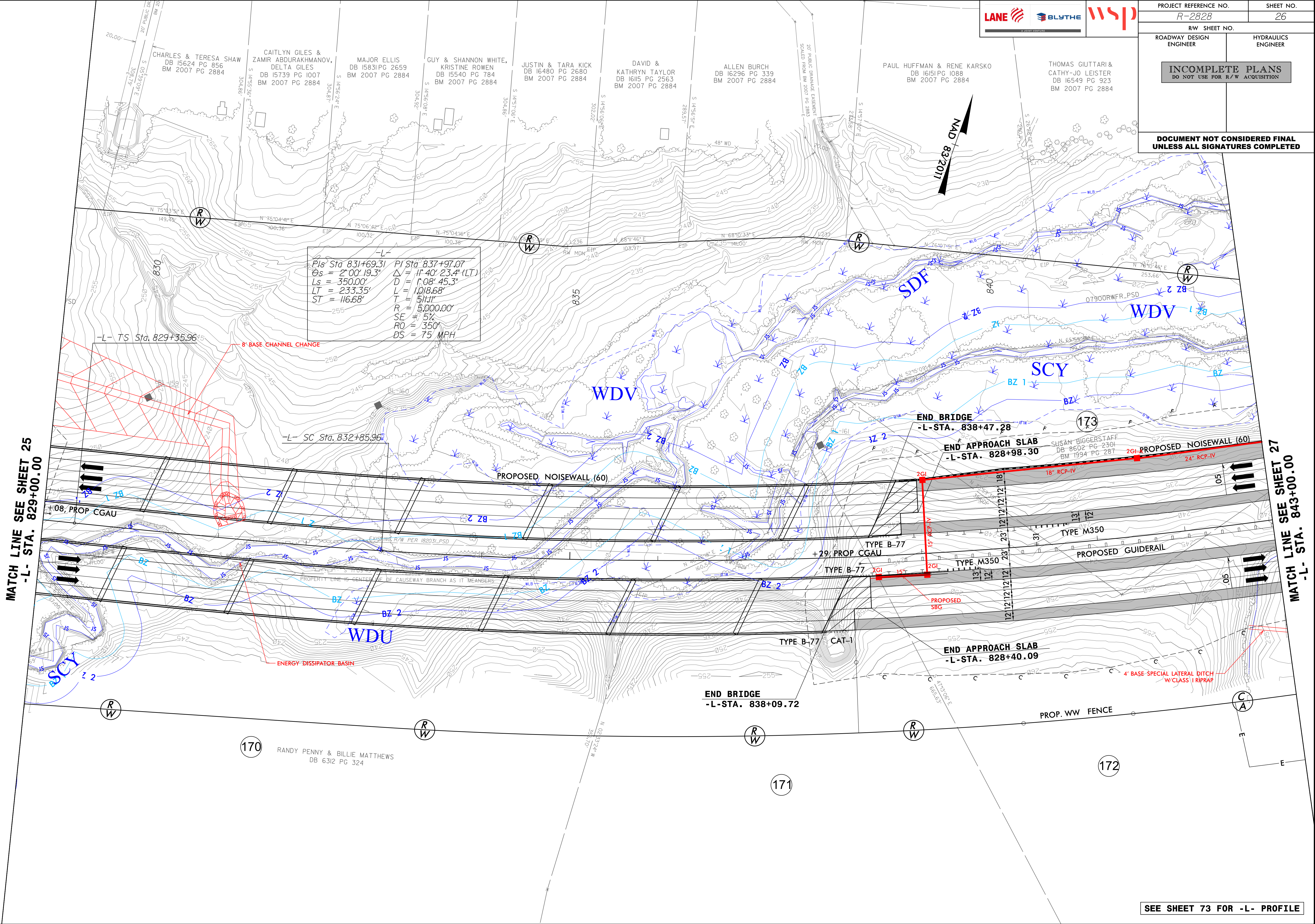
8/17/99

4/24/2019
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PLOT:WCS01

REVISIONS

MATCH LINE SEE SHEET 25
-L- STA. 829+00.00

MATCH LINE SEE SHEET 27
-L- STA. 843+00.00



PROJECT REFERENCE NO.		SHEET NO.
R-2828		26
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

SEE SHEET 73 FOR -L- PROFILE



SEE SHEET 74 FOR -L- PROFILE

REVISIONS

8/17/99

4/24/2019
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SEE SHEET 74 FOR -L- PROFILE

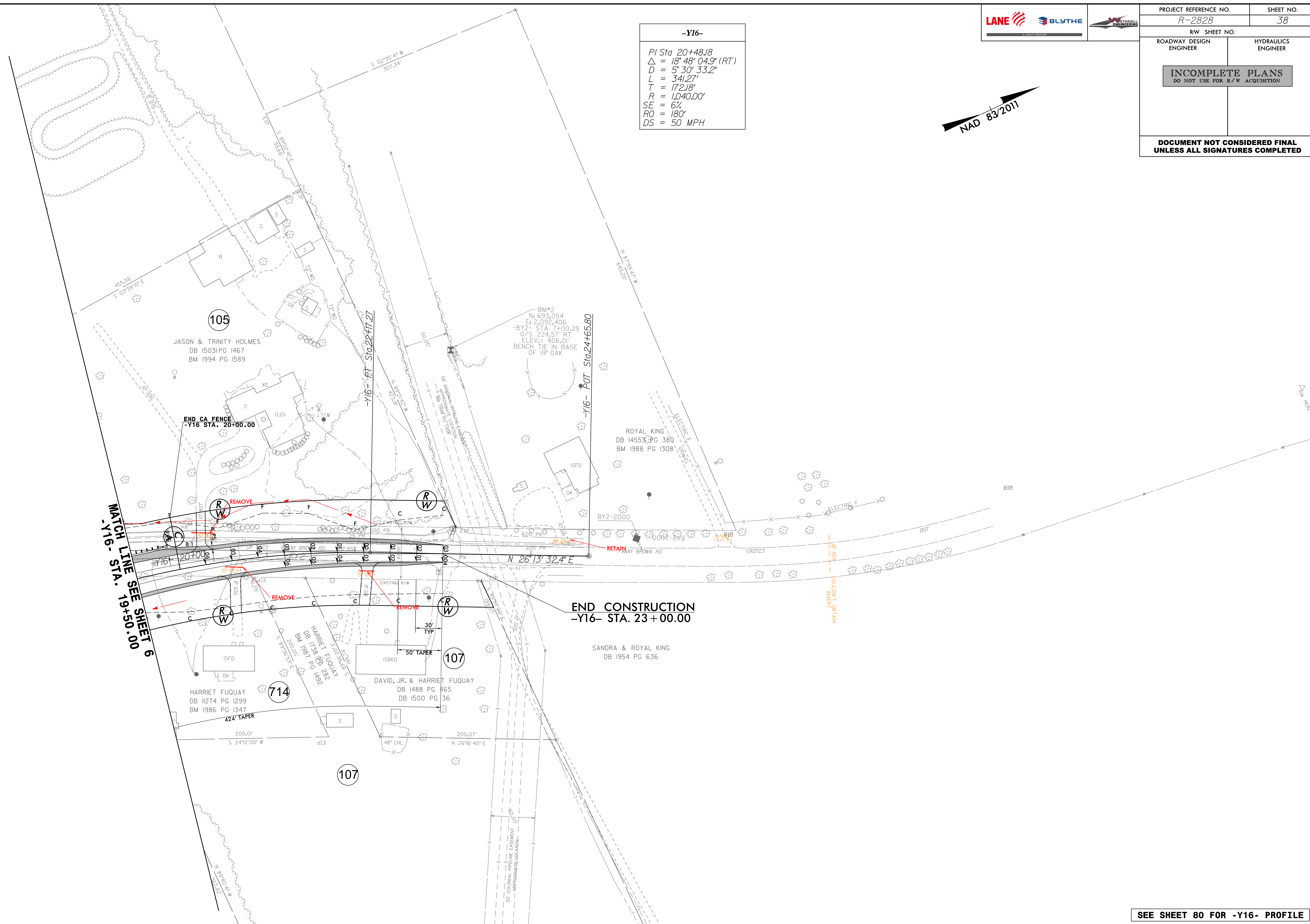
REVISIONS

8/17/99

4/24/2019
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R2828_hyd_psh_28.dgn

NAD 83/2011

PI Sta 20+48.18
 $\Delta = 18^\circ 48' 04.9''$ (RT)
 $D = 5^\circ 30' 33.2''$
 $L = 341.27'$
 $T = 172.18'$
 $R = 1,040.00'$
 $SE = 6\%$
 $RO = 180'$
 $DS = 50 \text{ MPH}$



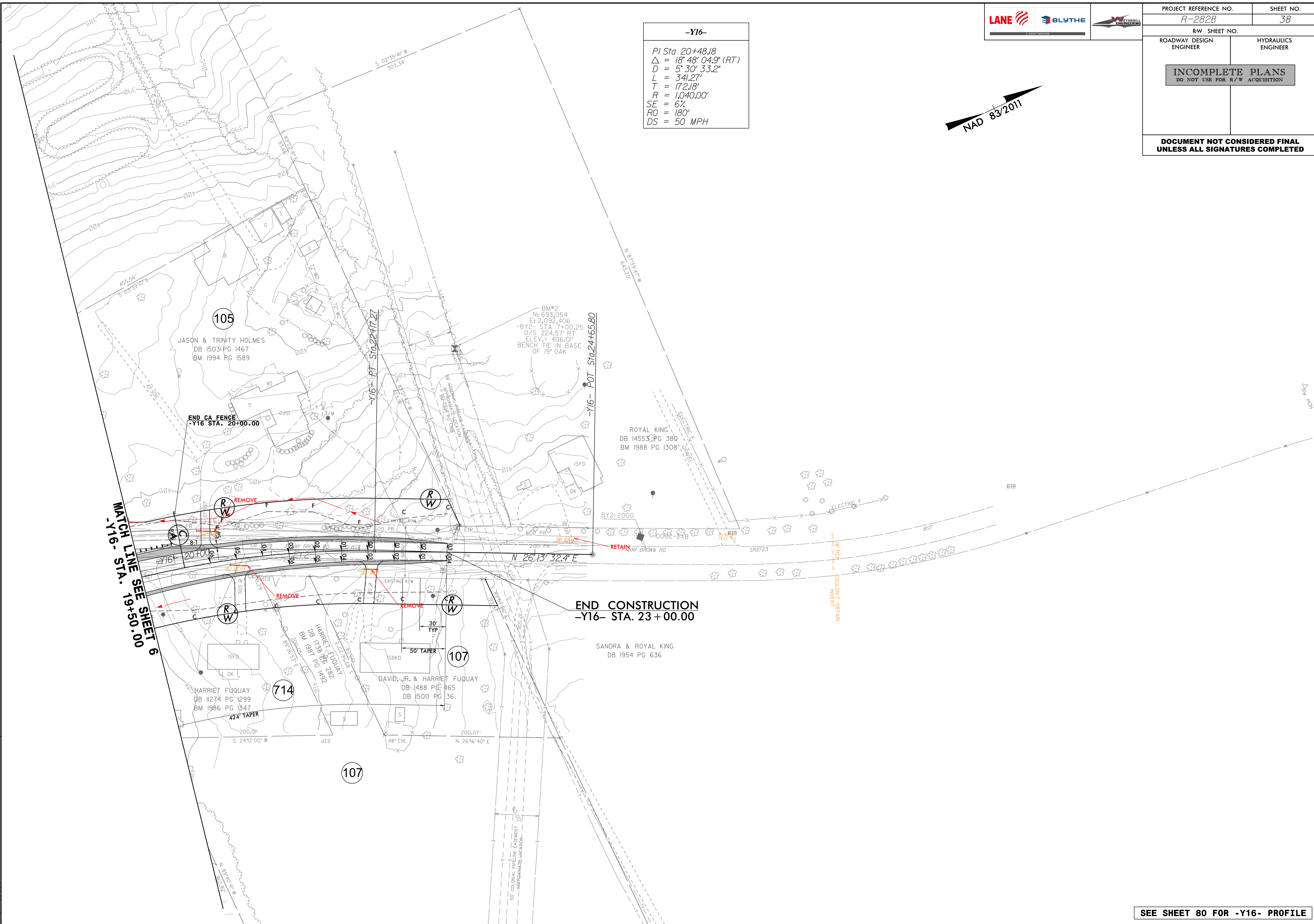
SEE SHEET 80 FOR -Y16- PROFILE

REVISIONS

4/25/2019
\\or-dpw\cs0\lcs.wor-kingdir\9722.290944_29634\R2828_hjd_psh_38.dgn
8/17/99

-Y16-
PI Sta 20+48.18
$\Delta = 18^{\circ} 48' 04.9" (RT)$
D = 5' 30" 33.2"
L = 341.27'
T = 172.18'
R = 1,040.00'
SE = 6%
RO = 180'
DS = 50 MPH

NAD 83/2011



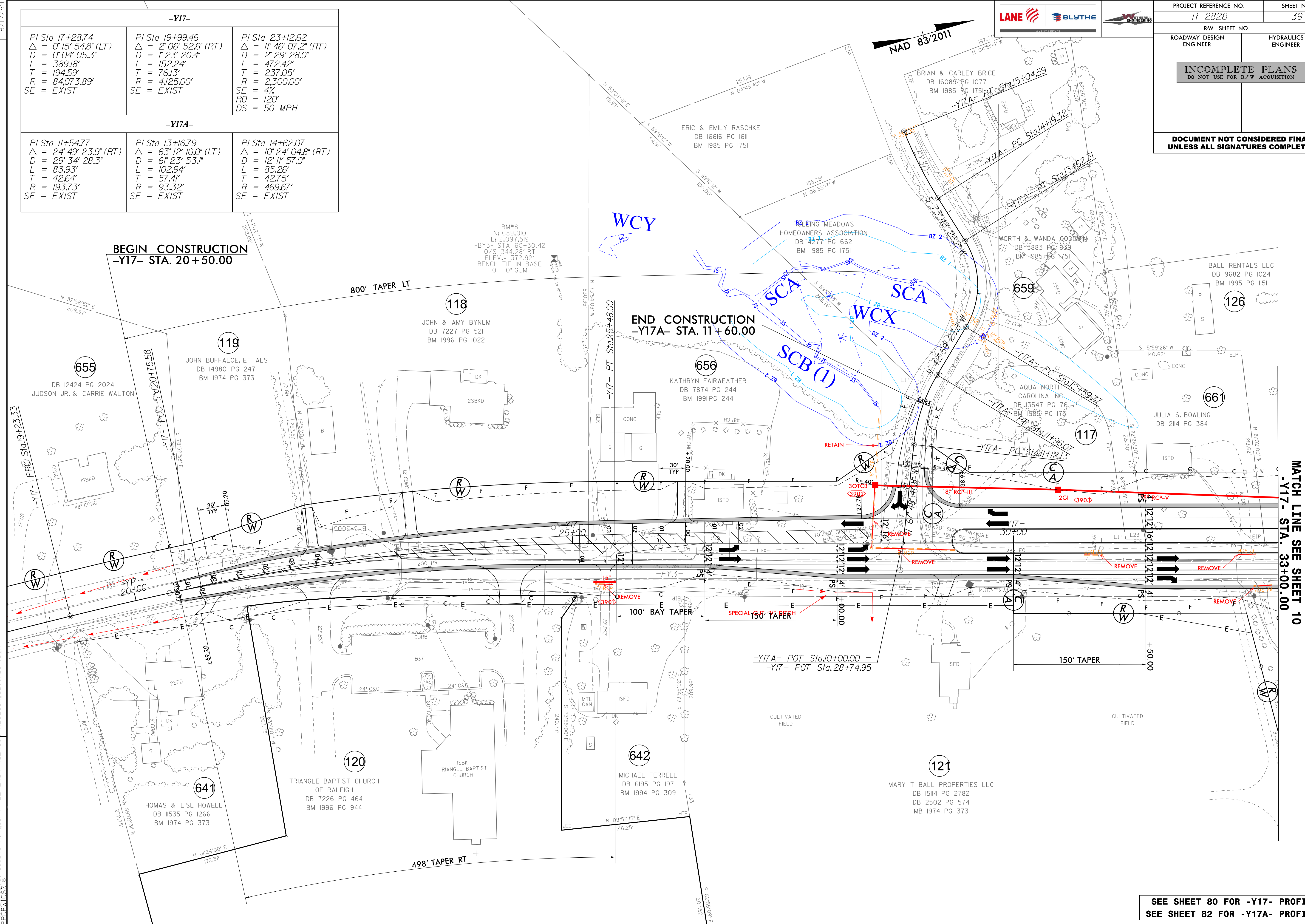
SEE SHEET 80 FOR -Y16- PROFILE

REVISIONS

8/17/99

4/25/2019
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RDPWICS01\$

-Y17A-		
<i>Pl Sta 17+28.74</i> $\Delta = 0^{\circ}15'54.8''$ (LT) <i>D = 0^{\circ}04'05.3''</i> <i>L = 389.18'</i> <i>T = 194.59'</i> <i>R = 84,073.89'</i> <i>SE = EXIST</i>	<i>Pl Sta 19+99.46</i> $\Delta = 2^{\circ}06'52.6''$ (RT) <i>D = 1^{\circ}23'20.4''</i> <i>L = 152.24'</i> <i>T = 76.13'</i> <i>R = 41,25.00'</i> <i>SE = EXIST</i>	<i>Pl Sta 23+126.2</i> $\Delta = 11^{\circ}46'07.2''$ (RT) <i>D = 2^{\circ}29'28.0''</i> <i>L = 472.42'</i> <i>T = 237.05'</i> <i>R = 2,300.00'</i> <i>SE = 4%</i> <i>RO = 120'</i> <i>DS = 50 MPH</i>
-Y17A-		
<i>Pl Sta 11+54.77</i> $\Delta = 24^{\circ}49'23.9''$ (RT) <i>D = 29^{\circ}34'28.3''</i> <i>L = 83.93'</i> <i>T = 42.64'</i> <i>R = 193.73'</i> <i>SE = EXIST</i>	<i>Pl Sta 13+16.79</i> $\Delta = 63^{\circ}12'10.0''$ (LT) <i>D = 61^{\circ}23'53.1''</i> <i>L = 102.94'</i> <i>T = 57.41'</i> <i>R = 93.32'</i> <i>SE = EXIST</i>	<i>Pl Sta 14+62.07</i> $\Delta = 10^{\circ}24'04.8''$ (RT) <i>D = 12^{\circ}11'57.0''</i> <i>L = 85.26'</i> <i>T = 42.75'</i> <i>R = 469.67'</i> <i>SE = EXIST</i>



SEE SHEET 80 FOR -Y17- PROFILE
SEE SHEET 82 FOR -Y17A- PROFILE

4/25/2019
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8/17/99



PROJECT REFERENCE NO.		SHEET NO.
R-2828		39
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

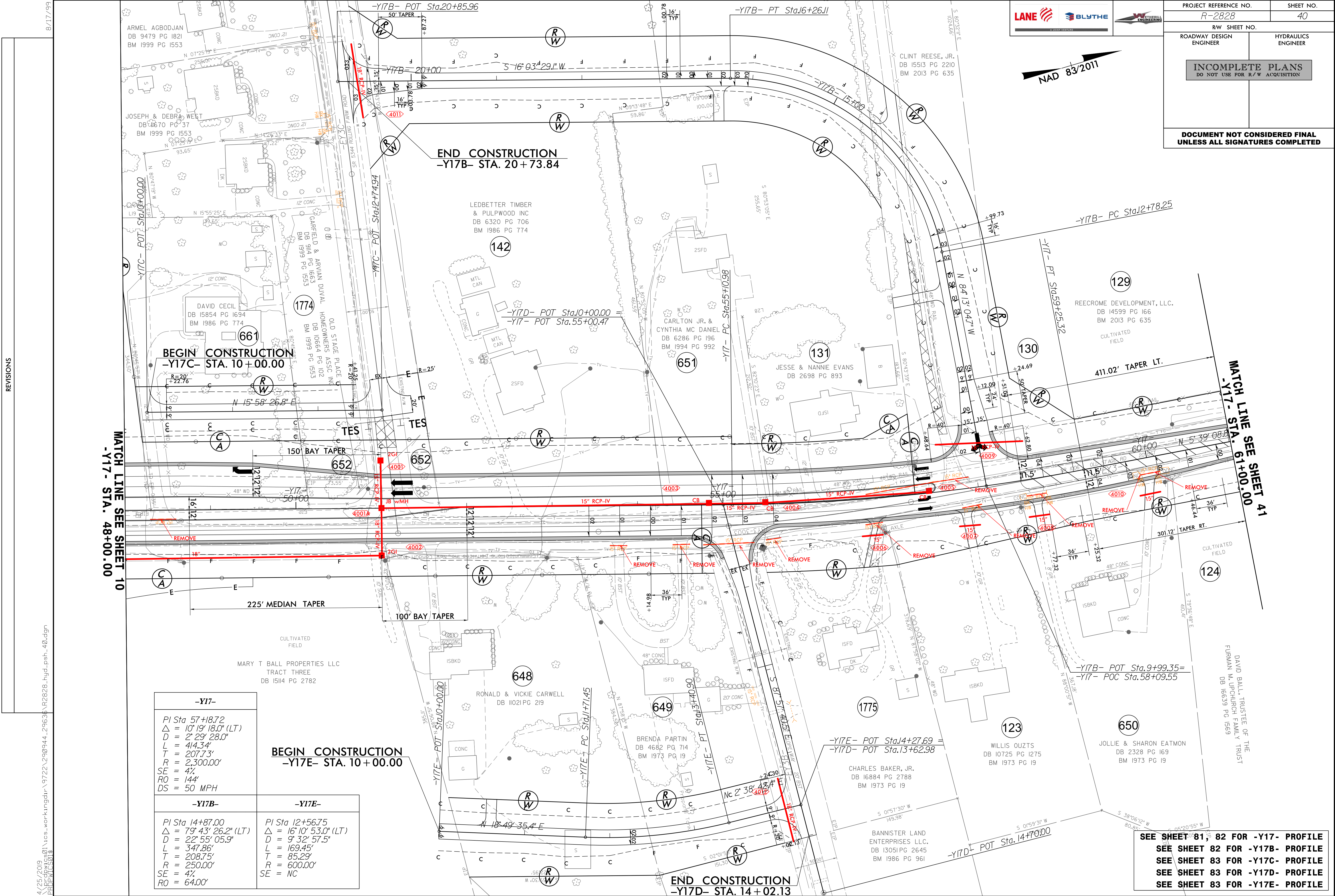
-Y17-		
PI Sta 17+28.74 Δ = 0° 15' 54.8" (LT) D = 0° 04' 05.3" L = 389.18' T = 194.59' R = 84.073.89' SE = EXIST	PI Sta 19+99.46 Δ = 2° 06' 52.6" (RT) D = 1° 23' 20.4" L = 152.24' T = 76.13' R = 4,125.00' SE = EXIST	PI Sta 23+12.62 Δ = 11° 46' 07.2" (RT) D = 2° 29' 28.0" L = 472.42' T = 237.05' R = 2,300.00' SE = 4% RO = 120' DS = 50 MPH
-Y17A-		
PI Sta 11+54.77 Δ = 24° 49' 23.9" (RT) D = 29° 34' 28.3" L = 83.93' T = 42.64' R = 193.73' SE = EXIST	PI Sta 13+6.79 Δ = 63° 12' 10.0" (LT) D = 6° 23' 53.1" L = 102.94' T = 57.41' R = 93.32' SE = EXIST	PI Sta 14+62.07 Δ = 10° 24' 04.8" (RT) D = 12° 11' 57.0" L = 85.26' T = 42.75' R = 469.67' SE = EXIST

BEGIN CONSTRUCTION
-Y17- STA. 20+50.00

END CONSTRUCTION
-Y17A- STA. 11+60.00

MATCH LINE SEE SHEET 10
-Y17- STA. 33+00.00

SEE SHEET 80 FOR -Y17- PROFILE
SEE SHEET 82 FOR -Y17A- PROFILE



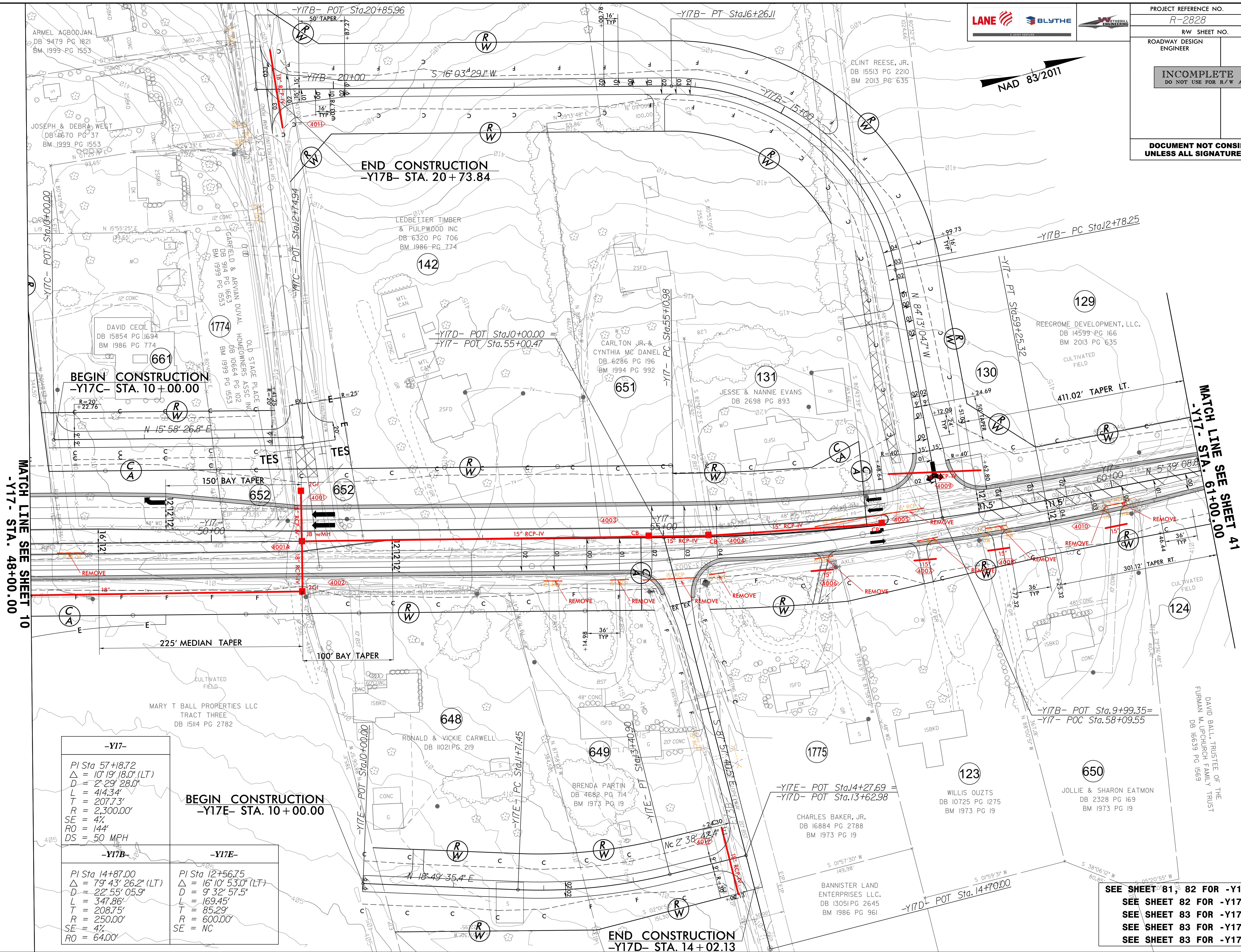
PROJECT REFERENCE NO. <i>R-2828</i>		SHEET NO. <i>40</i>
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

REVISIONS

4/25/2019
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R2828_hyd_psh_40.dgn

-Y17- PI Sta 57+18.72 Δ = 10' 19" 18.0" (LT) D = 2' 29" 28.0" L = 414.34' T = 207.73' R = 2,300.00' SE = 4% RO = 144' DS = 50 MPH	
-Y17B- PI Sta 14+87.00 Δ = 79' 43" 26.2" (LT) D = 22' 55" 05.9" L = 347.86' T = 208.75' R = 250.00' SE = 4% RO = 64.00'	-Y17E- PI Sta 12+56.75 Δ = 16' 10" 53.0" (LT) D = 9' 32" 57.5" L = 169.45' T = 85.29' R = 600.00' SE = NC

SEE SHEET 81, 82 FOR -Y17- PROFILE
SEE SHEET 82 FOR -Y17B- PROFILE
SEE SHEET 83 FOR -Y17C- PROFILE
SEE SHEET 83 FOR -Y17D- PROFILE
SEE SHEET 83 FOR -Y17E- PROFILE



SEE SHEET 81, 82 FOR -Y17- PROFILE
SEE SHEET 82 FOR -Y17B- PROFILE
SEE SHEET 83 FOR -Y17C- PROFILE
SEE SHEET 83 FOR -Y17D- PROFILE
SEE SHEET 83 FOR -Y17E- PROFILE

NAD 83/2011

END CONSTRUCTION
-Y17- STA. 63+00.00

**MATCH LINE SEE SHEET 40
-Y17- STA. 61+00.00**

REVISIONS

SEE SHEET 82 FOR -Y17- PROFILE

-Y17-				
<i>PI Sta 63+41.57</i> $\Delta = 11^{\circ} 55' 20.2''$ (RT) <i>D = 5' 11" 48.1"</i> <i>L = 229.42'</i> <i>T = 115.13'</i> <i>R = 1102.54'</i> <i>SE = EXIST</i>	<i>PI Sta 65+66.50</i> $\Delta = 1^{\circ} 45' 25.0''$ (RT) <i>D = 1' 26" 55.3"</i> <i>L = 121.28'</i> <i>T = 60.64'</i> <i>R = 3,955.01'</i> <i>SE = EXIST</i>	<i>PI Sta 67+92.20</i> $\Delta = 0^{\circ} 23' 01.4''$ (RT) <i>D = 0' 05" 21.2"</i> <i>L = 430.13'</i> <i>T = 215.06'</i> <i>R = 64,223.18'</i> <i>SE = EXIST</i>	<i>PI Sta 72+11.53</i> $\Delta = 1^{\circ} 35' 13.8''$ (LT) <i>D = 0' 23" 18.7"</i> <i>L = 408.50'</i> <i>T = 204.26'</i> <i>R = 147,446.62'</i> <i>SE = EXIST</i>	<i>PI Sta 77+26.20</i> $\Delta = 0^{\circ} 39' 59.6''$ (RT) <i>D = 0' 06" 26.5"</i> <i>L = 620.86'</i> <i>T = 310.44'</i> <i>R = 53,368.68'</i> <i>SE = EXIST</i>

8/17/99

4/25/2019
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NAD 83/2011

END CONSTRUCTION
-Y17- STA. 63+00.00

[illegible]

124

DAVID BALL, TRUSTEE OF THE
FURMAN M. UPCHURCH FAMILY TRUST
DB I6639 PG I569

127

DAVID BALL, TRUSTEE OF THE FURMAN M. UPCHURCH FAMILY TRUST
TRACT FOUR
TRACT FIVE
DB 16639 PG 1569

SASAN ENTERPRISES, LLC.
DB 14106 PG 253
BM 1987 PG 1081
BM 2012 PG 107

-Y17-

$PI\ Sta\ 63+41.57$	$PI\ Sta\ 65+16.50$	$PI\ Sta\ 67+92.20$	$PI\ Sta\ 72+11.53$	$PI\ Sta\ 77+26.20$
$\Delta = 11^{\circ} 55' 20.2'' (RT)$	$\Delta = 1^{\circ} 45' 25.0'' (RT)$	$\Delta = 0^{\circ} 23' 01.4'' (RT)$	$\Delta = 1^{\circ} 35' 13.8'' (LT)$	$\Delta = 0^{\circ} 39' 59.6'' (RT)$
$D = 5^{\circ} 11' 48.1''$	$D = 1^{\circ} 26' 55.3''$	$D = 0^{\circ} 05' 21.2''$	$D = 0^{\circ} 23' 18.7''$	$D = 0^{\circ} 06' 26.5''$
$L = 229.42'$	$L = 121.28'$	$L = 430.13'$	$L = 408.50'$	$L = 620.86'$
$T = 115.13'$	$T = 60.64'$	$T = 215.06'$	$T = 204.26'$	$T = 310.44'$
$R = 1,102.54'$	$R = 3,955.01'$	$R = 64,223.18'$	$R = 147,466.62'$	$R = 53,368.68'$
$SE = EXIST$	$SE = EXIST$	$SE = EXIST$	$SE = EXIST$	$SE = EXIST$

SEE SHEET 82 FOR -Y17- PROFILE

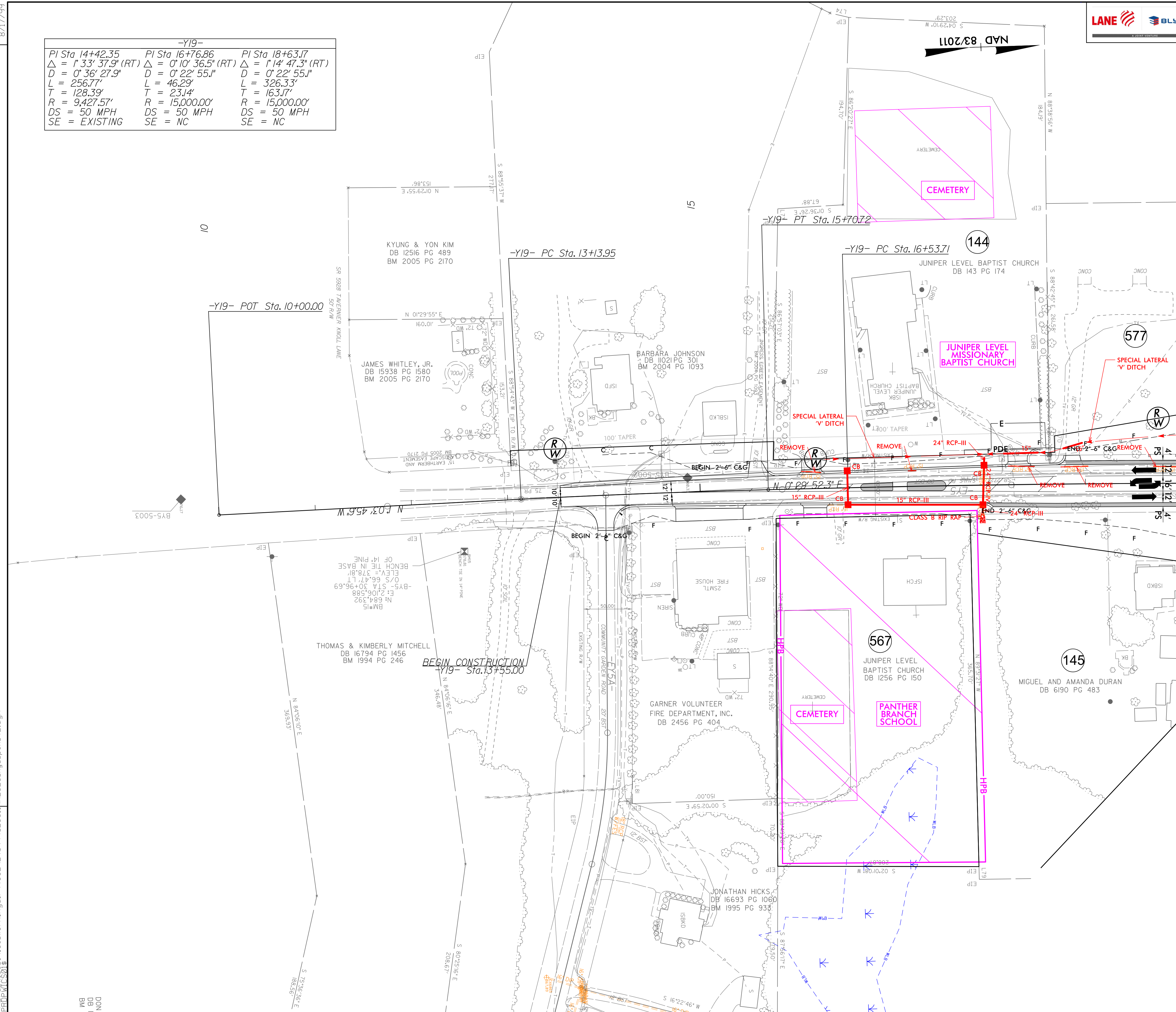
REVISIONS

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SEE SHEET 91 FOR -Y-19- PROFILE

-Y19-		
<i>PI Sta 14+42.35</i>	<i>PI Sta 16+76.86</i>	<i>PI Sta 18+63.17</i>
$\Delta = 1^{\circ} 33' 37.9" (RT)$	$\Delta = 0^{\circ} 10' 36.5" (RT)$	$\Delta = 1^{\circ} 14' 47.3" (RT)$
$D = 0^{\circ} 36' 27.9"$	$D = 0^{\circ} 22' 55.1"$	$D = 0^{\circ} 22' 55.1"$
$L = 256.77'$	$L = 46.29'$	$L = 326.33'$
$T = 128.39'$	$T = 23.14'$	$T = 163.17'$
$R = 9,427.57'$	$R = 15,000.00'$	$R = 15,000.00'$
$DS = 50 \text{ MPH}$	$DS = 50 \text{ MPH}$	$DS = 50 \text{ MPH}$
$SE = \text{EXISTING}$	$SE = \text{NC}$	$SE = \text{NC}$



REVISIONS

MATCH LINE SEE SHEET 16
-Y19- STA. 20+00.00

SEE SHEET 91 FOR -Y-19- PROFILE

REVISIONS

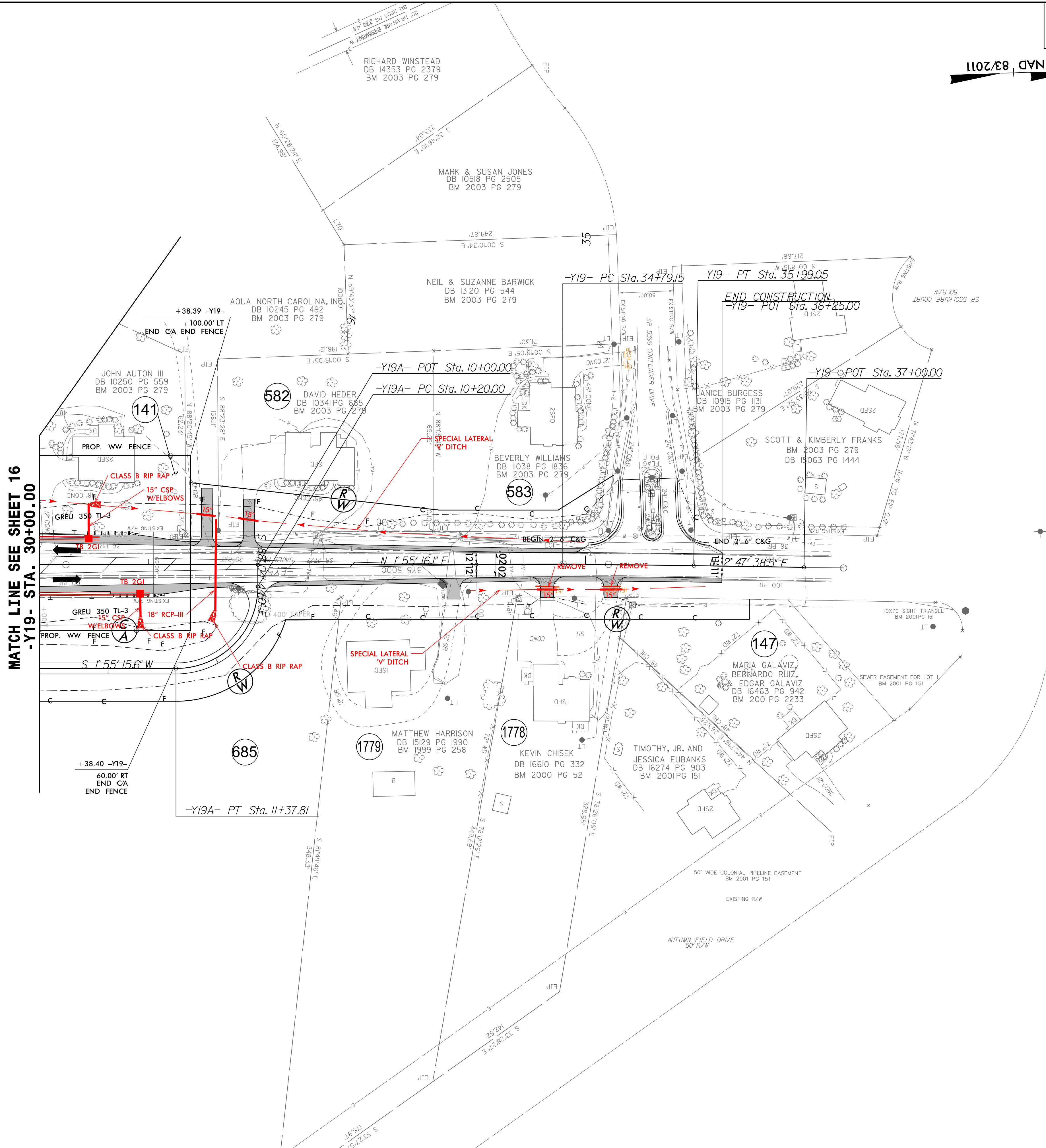
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INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

-Y19-	-Y19A-
<i>Pi</i> <i>Sta</i> 35+39.10	<i>Pi</i> <i>Sta</i> 10+95.00
$\Delta = 5^{\circ} 52' 22.4''$ (RT)	$\Delta = 89^{\circ} 59' 59.6''$ (RT)
<i>D</i> = 0° 43' 40.9"	<i>D</i> = 76° 23' 39.7"
<i>L</i> = 119.90'	<i>L</i> = 117.81'
<i>T</i> = 59.95'	<i>T</i> = 75.00'
<i>R</i> = 7,870.00'	<i>R</i> = 75.00'
<i>DS</i> = 20 MPH	<i>DS</i> = 20 MPH
<i>SE</i> = NC	<i>SE</i> = NC

SEE SHEET 92 FOR -Y19- PROFILE
SEE SHEET 92 FOR -Y19A- PROFILE



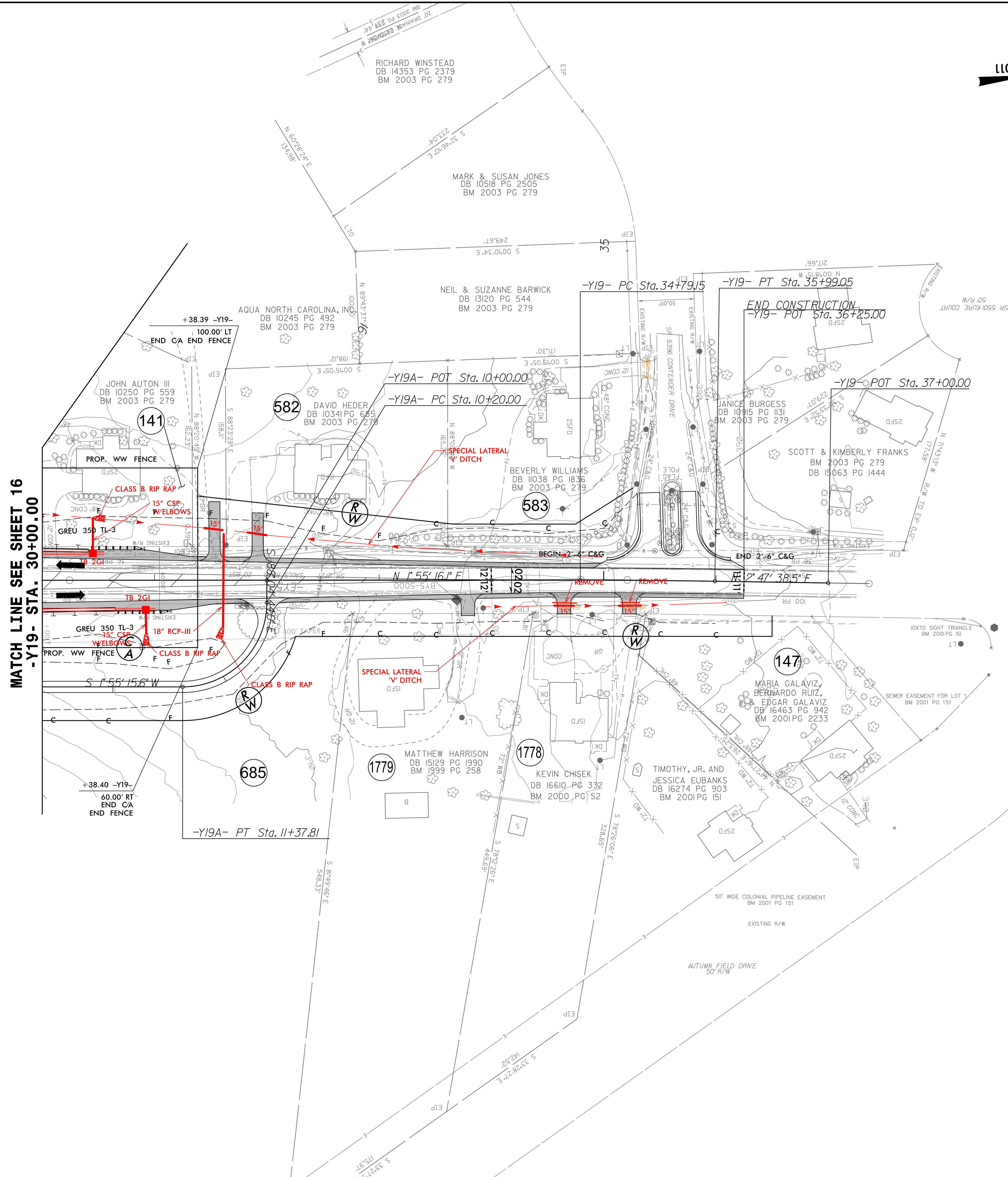
MATCH LINE SEE SHEET 16
-Y19- STA. 30+00.00

REVISIONS

8/17/99

4/24/2019
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**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



-YI9-	-YI9A-
Δ Sta 35+39.10	Δ Sta 10+95.00
$\Delta = 0^\circ 52' 22.4" (RT)$	$\Delta = 89^\circ 59' 59.6" (RT)$
$D = 0^\circ 43' 40.9"$	$D = 76^\circ 23' 39.7"$
$L = 119.90'$	$L = 117.81'$
$T = 59.95'$	$T = 75.00'$
$R = 7,870.00'$	$R = 75.00'$
$DS = 20 \text{ MPH}$	$DS = 20 \text{ MPH}$
$SE = NC$	$SE = NC$

SEE SHEET 92 FOR -Y19- PROFILE
SEE SHEET 92 FOR -Y19A- PROFILE

REVISIONS

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8/17/99



PROJECT REFERENCE NO.		SHEET NO.
R-2828		44
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

-Y21-
PI Sta 23+46.94
 $\Delta = 2^\circ 20' 55.6''$ (RT)
 $D = 0^\circ 24' 02.4''$
 $L = 586.2'$
 $T = 293.15'$
 $R = 14,300.00'$
 $SE = NC$
 $DS = 50$ MPH



REVISIONS

MATCH LINE SEE SHEET 24
-Y21- STA. 34+00.00

SEE SHEETS 93 & 94 FOR -Y21- PROFILE

**ENT NOT CONSIDERED FINAL
ALL SIGNATURES COMPLETED**

NAD 83/2011



SEE SHEETS 93 & 94 FOR -Y21- PROFILE

REVISIONS



TURNER MEMORIAL BAPTIST CHURCH
DB 1486 PG 589

END CONSTRUCTION
-Y2I= STA.60+00.00

SEE SHEET 94 FOR -Y21- PROFILE

REVISIONS

MATCH LINE SEE SHEET 24
-Y21- STA. 49+50.00

4/24/2019
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