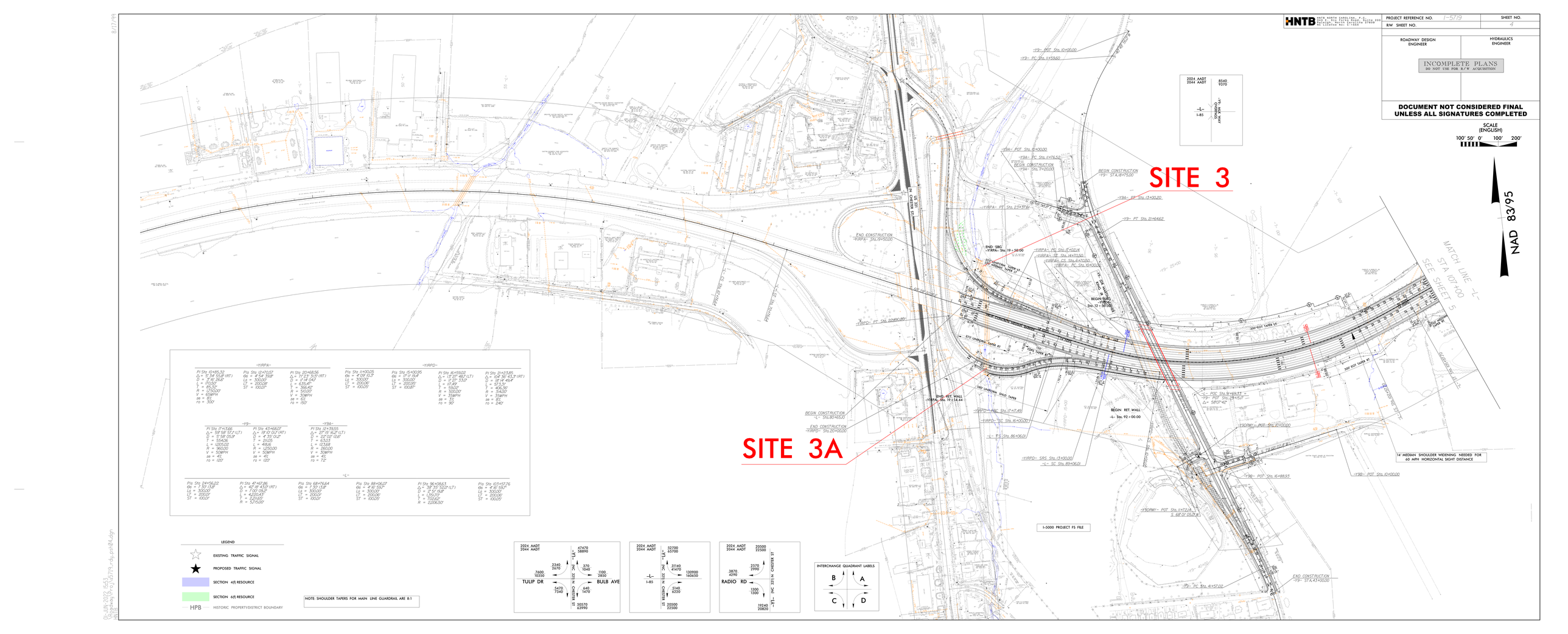
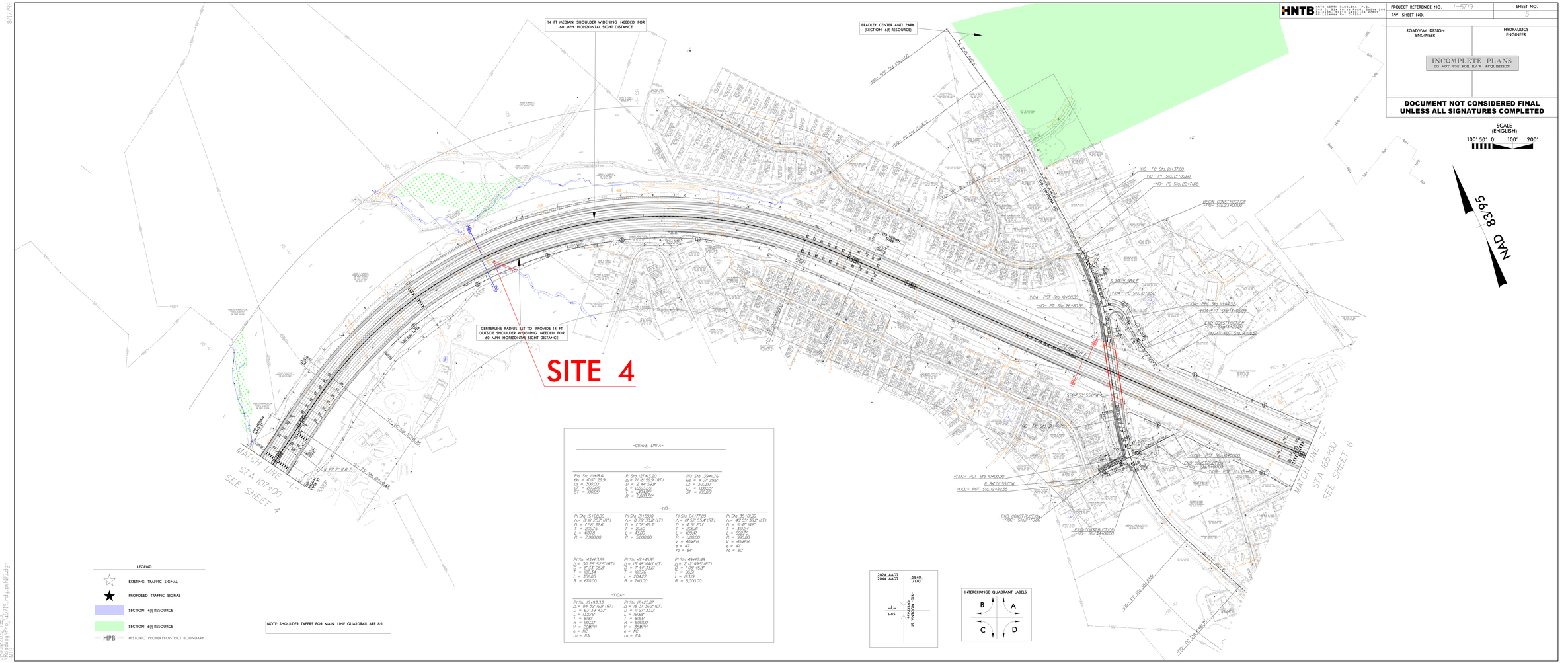
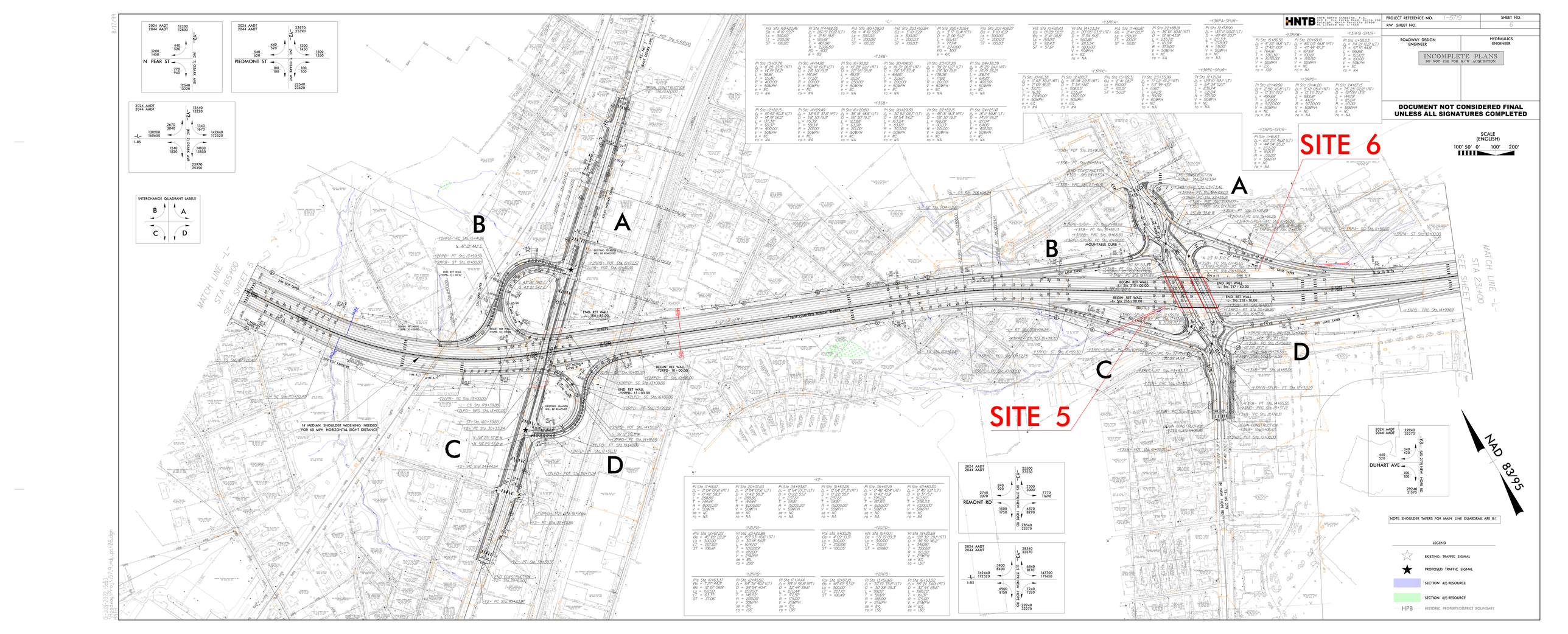

SITE 3
SITE 3A
MATCH LINE -L- STA 107+00 SEE SHEET 5
NAD 83/95
SCALE (ENGLISH)
100' 50' 0' 100' 200'
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION
PROJECT REFERENCE NO. I-5719
SHEET NO. 4
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
HNTB
-YIRPA-
PI Sta 10+85.32
Δ = 5° 34' 55.8" (RT)
D = 11° 15' 35.6"
L = 495.21'
R = 509.52'
T = 247.70'
V = 65MPH
se = 6%
ro = 300'
PI Sta 12+70.57
Δ = 4° 54' 59.8"
Le = 300.00'
LT = 200.08'
ST = 100.03'
PI Sta 20+68.56
Δ = 71° 53' 31.5" (RT)
D = 11° 14' 04.1"
L = 635.24'
R = 509.52'
T = 374.42'
V = 50MPH
se = 6%
ro = 150'
PI Sta 11+00.05
Δ = 4° 09' 03.3"
Le = 300.00'
LT = 200.06'
ST = 100.03'
PI Sta 15+00.95
Δ = 1° 17' 19.4"
Le = 300.00'
LT = 200.00'
ST = 100.00'
PI Sta 16+59.02
Δ = 13° 27' 48.7" (LT)
D = 11° 01' 33.2"
L = 1147'
R = 520.00'
T = 530.02'
V = 55MPH
se = 5%
ro = 90'
PI Sta 21+03.85
Δ = 104° 56' 43.3" (RT)
D = 18° 18' 49.4"
L = 673.37'
R = 312.76'
T = 544.05'
V = 35MPH
se = 5%
ro = 240'
-Y9-
PI Sta 17+13.86
Δ = 59° 58' 57.7" (LT)
D = 5° 58' 05.9"
T = 554.06'
L = 1005.02'
R = 960.00'
V = 50MPH
se = 4%
ro = 120'
PI Sta 43+68.07
Δ = 19° 51' 01.7" (RT)
D = 4° 35' 01.2"
T = 210.25'
L = 418.16'
R = 1250.00'
V = 50MPH
se = 4%
ro = 120'
-Y9A-
PI Sta 12+39.55
Δ = 37° 55' 16.2" (LT)
D = 22° 02' 12.8"
T = 63.53'
L = 123.68'
R = 260.00'
V = 30MPH
se = 4%
ro = 72'
-L-
Pi's Sta 24+56.22
Ge = 1° 50' 13.8"
Le = 300.00'
LT = 200.03'
ST = 100.04'
PI Sta 47+67.86
Δ = 42° 18' 45.5" (RT)
D = 1° 01' 05.2"
L = 4,220.43'
R = 5,615.65'
T = 3,713.09'
Pi's Sta 68+76.64
Ge = 1° 50' 13.8"
Le = 300.00'
LT = 200.03'
ST = 100.04'
Pi's Sta 88+06.07
Ge = 4° 16' 59.7"
Le = 300.00'
LT = 200.06'
ST = 100.05'
Pi's Sta 96+08.63
Δ = 38° 55' 52.2" (LT)
D = 2° 51' 15.8"
L = 1,361.70'
T = 708.62'
R = 2,006.50'
Pi's Sta 103+57.76
Ge = 4° 16' 59.7"
Le = 300.00'
LT = 200.06'
ST = 100.05'
LEGEND
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
SECTION 4(f) RESOURCE
SECTION 6(f) RESOURCE
HPB HISTORIC PROPERTY/DISTRICT BOUNDARY
NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1
2024 AADT 47470 68890
2044 AADT
7600 10350
2340 2670
-L- 2ND 231N CHESTER ST
370 1040
1100 2850
TULIP DR
BULB AVE
5470 7340
640 1470
20570 63990
2024 AADT 52700 65700
2044 AADT
I-85
-L- 2ND 231N CHESTER ST
31140 41470
130900 160650
8240 9230
20500 22500
2024 AADT 20500 23500
2044 AADT
3870 4390
2570 2990
RADIO RD
-L- 2ND 231N CHESTER ST
1300 1300
19240 20820
INTERCHANGE QUADRANT LABELS
B A C D
2024 AADT 8540 9370
2044 AADT
I-85
24' MIN WAY OVERPASS
-Y9- POT Sta. 10+00.00
-Y9- PC Sta. 11+59.60
-Y9A- POT Sta. 10+00.00
-Y9A- PC Sta. 11+76.52
BEGIN CONSTRUCTION -Y9A- Sta. 11+20.00
BEGIN CONSTRUCTION -Y9- STA. 8+93.20
-Y9A- PT Sta. 13+00.20
-Y9- PT Sta. 21+64.62
-YIRPA- PT Sta. 23+37.86
END CONSTRUCTION -YIRPA- Sta. 13+50.00
END SBG -YIRPA- Sta. 19 + 50.00
-YIRPA- PC Sta. 17+00.14
-YIRPA- SE Sta. 14+70.50
-YIRPA- PC Sta. 8+70.50
-YIRPA- PC Sta. 10+00.00
-Y9- ON RAMP BEGIN WIDENING
BEGIN SBG -YIRPA- Sta. 12 + 50.00
-YIRPD- PT Sta. 20+90.89
300' EXIT TAPER
300' EXIT TAPER LT
375' UNIFORM TAPER RT
375' UNIFORM TAPER LT
300' EXIT TAPER RT
-L- PCC Sta. 9+69.11 = -Y9- POT Sta. 29+57.71
Δ = 58°07'42"
-Y9- POT Sta. 21+00.00
-Y9DRW- POT Sta. 11+00.00
-Y9- POT Sta. 16+88.93
-Y9DRW- POT Sta. 11+72.14 S 68° 09' 05" W
-Y9- PC Sta. 6+57.02
END CONSTRUCTION -Y9- STA. 43+00.00
-Y9- POT Sta. 12+00.00
14' MEDIAN SHOULDER WIDENING NEEDED FOR 60 MPH HORIZONTAL SIGHT DISTANCE
BEGIN CONSTRUCTION -L- Sta. 80+65.00
END CONSTRUCTION -YIRPD- Sta. 83+00.00
END - RET. WALL -YIRPA- Sta. 19 + 14.44
BEGIN RET. WALL -L- Sta. 92 + 00.00
-YIRPD- ANC Sta. 17+17.49
-YIRPD- PC Sta. 16+00.01
-L- PT Sta. 86+06.21
-YIRPD- SRS Sta. 13+00.01
-L- SC Sta. 89+96.01
I-5000 PROJECT FS FILE
-L- 100' UNIFORM SHED TAPER
-L- 300' SHED TAPER
-L- 300' SHED TAPER
-L- 300'


14 FT MEDIAN SHOULDER WIDENING NEEDED FOR 60 MPH HORIZONTAL SIGHT DISTANCE
BRADLEY CENTER AND PARK (SECTION 4(f) RESOURCE)
CENTERLINE RADIUS SET TO PROVIDE 14 FT OUTSIDE SHOULDER WIDENING NEEDED FOR 60 MPH HORIZONTAL SIGHT DISTANCE
SITE 4
MATCH LINE -L- STA 107+00 SEE SHEET 4
MATCH LINE -L- STA 165+00 SEE SHEET 6
NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1
LEGEND
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
SECTION 4(f) RESOURCE
SECTION 6(f) RESOURCE
HPB HISTORIC PROPERTY/DISTRICT BOUNDARY
2024 AADT 5840
2044 AADT 7170
-L- 1-85
ITB MODIFIED OVERPASS
INTERCHANGE QUADRANT LABELS
B A C D
HNTB
PROJECT REFERENCE NO. I-5719
R/W SHEET NO.
SHEET NO. 5
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
SCALE (ENGLISH)
100' 50' 0' 100' 200'
NAD 83/95



HNTB NORTH CAROLINA, P.C. 343 EAST SIX FORKS ROAD, SUITE 200 RALEIGH, NORTH CAROLINA 27609 919.851.7300

PROJECT REFERENCE NO.	SHEET NO.
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

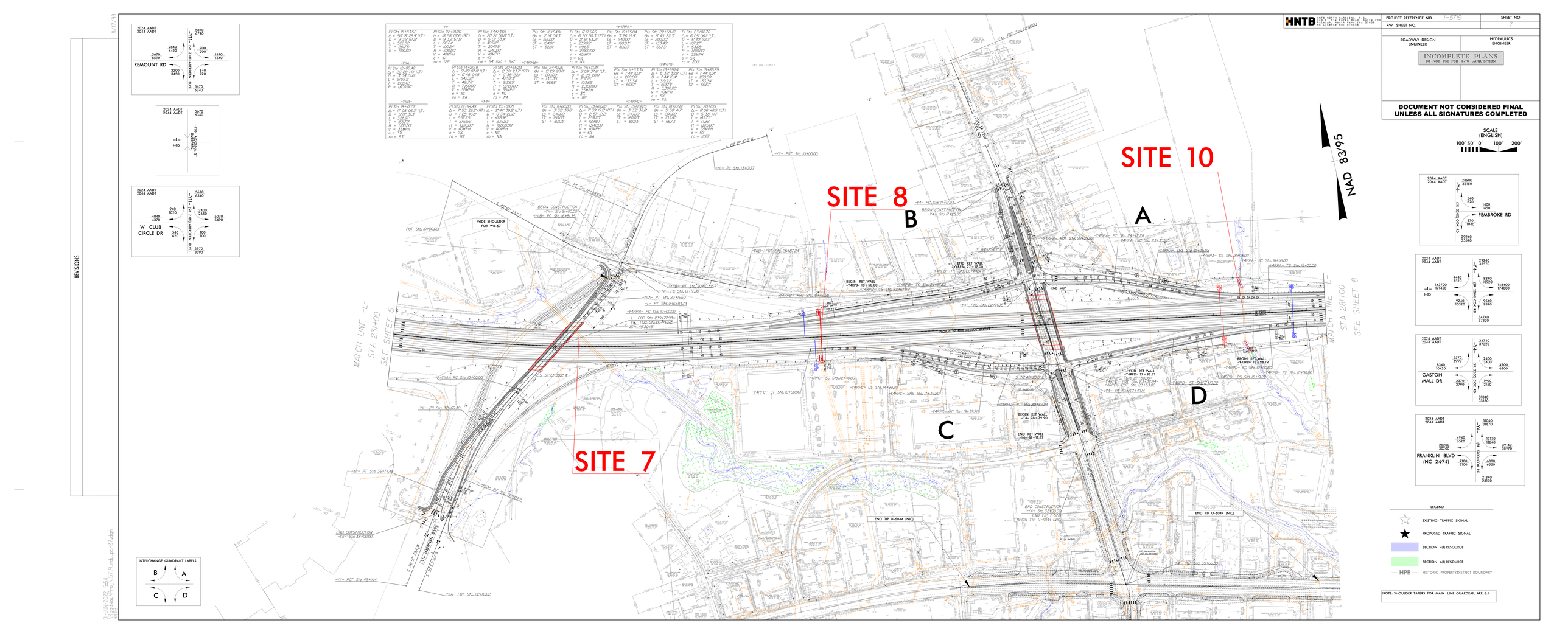
HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

6/17/19

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SITE 10
SITE 8
SITE 7
A
B
C
D
NAD 83/95
SCALE (ENGLISH)
100' 50' 0' 100' 200'
MATCH LINE -L- STA 23+00
SEE SHEET 6
MATCH LINE -L- STA 28+00
SEE SHEET 8
REMOUNT RD
W CLUB CIRCLE DR
I-85
PEMBROKE RD
GASTON MALL DR
FRANKLIN BLVD (NC 2474)
WIDE SHOULDER FOR WB-67
PCC CONCRETE BARRIER
END TIP U-6044 (NIC)
BEGIN CONSTRUCTION -Y4-
END CONSTRUCTION -Y4-
BEGIN RET WALL -Y4RPB- 19+50.00
END RET WALL -Y4RPB- 27+17.00
BEGIN RET WALL -Y4RPC- 12+75.78
END RET WALL -Y4RPC- 17+92.71
BEGIN RET WALL -Y4- 28+79.90
END RET WALL -Y4- 31+11.87
-Y1- PI Sta 15+83.52
-Y4RPA- PI Sta 17+75.65
-Y4RPB- PI Sta 19+75.04
-Y4RPC- PI Sta 23+88.70
-Y1A- PI Sta 12+85.62
-Y4RPA- PI Sta 24+04.06
-Y4- PI Sta 17+47.46
-Y4RPA- PI Sta 22+68.62
-Y4RPB- PI Sta 11+33.34
-Y4RPC- PI Sta 11+93.74
-Y1B- PI Sta 19+94.49
-Y4- PI Sta 25+09.01
-Y4RPA- PI Sta 15+63.03
-Y4RPB- PI Sta 15+79.23
-Y4RPC- PI Sta 20+14.29
-Y1C- PI Sta 18+47.27
-Y4- PI Sta 14+60.03
-Y4RPA- PI Sta 15+76.82
-Y4RPB- PI Sta 17+92.62
-Y4RPC- PI Sta 23+71.80
-Y1- POT Sta 10+00.00
-Y1- PC Sta 13+09.77
-Y1- PT Sta 36+74.48
-Y1- PC Sta 32+69.80
-Y1A- PT Sta 30+00.72
-Y1A- POT Sta 22+10.22
-Y1- POT Sta 42+10.14
-Y1- POT Sta 39+66.10
-Y4- POT Sta 17+70.93
-Y4- POT Sta 19+00.00
-Y4RPA- PT Sta 24+82.26
-Y4RPA- SC Sta 23+15.02
-Y4RPA- SCS Sta 21+15.02
-Y4RPA- CS Sta 19+25.02
-Y4RPA- SC Sta 16+56.00
-Y4RPA- TS Sta 15+00.00
-Y4RPB- PT Sta 24+67.24
-Y4RPB- SC Sta 24+67.24
-Y4RPB- SCS Sta 22+67.24
-Y4RPB- CS Sta 20+67.24
-Y4RPB- PCC Sta 18+47.24
-Y4RPB- ST Sta 16+00.00
-Y4RPC- SC Sta 12+40.03
-Y4RPC- SCS Sta 14+59.20
-Y4RPC- CS Sta 16+79.20
-Y4RPC- ST Sta 19+00.00
-Y4RPC- PT Sta 22+82.34
-Y4RPC- SC Sta 19+79.20
-Y4RPD- SC Sta 17+40.00
-Y4RPD- ST Sta 15+00.00
-Y4RPD- CS Sta 15+01.29
-Y4RPD- PT Sta 13+43.80
-Y4- PT Sta 27+49.24
-Y4- PC Sta 17+17.93
-Y4- POT Sta 17+00.00
-Y4- PRC Sta 22+47.08
-Y4- PT Sta 23+15.02
-Y1A- PT Sta 23+46.02
-L- PT Sta 24+46.47
-Y4RPB- PC Sta 19+00.00
-L- POC Sta 23+49.93
-Y1C- Sta 36+82.28
Δ= 49°30'13"
-Y1B- PT Sta 20+19.32
-Y1B- PC Sta 21+17.96
-Y1A- PT Sta 23+46.02
-Y1A- PC Sta 19+00.00
-Y1- PT Sta 13+77.48
-Y1- POT Sta 10+00.00
-Y1B- POT Sta 28+47.24
S 88°59'43"E
S 01°32'44"E
S 01°12'50"W
S 90°01'55"E
S 90°01'55"W
S 88°59'43"W
S 88°59'43"E
S 01°32'44"W
S 87°40'20"E
S 87°40'20"W
N 01°32'44"E
N 88°59'43"W
N 01°12'50"E
N 90°01'55"W
N 88°59'43"E
N 01°32'44"W
N 87°40'20"W
N 87°40'20"E
N 01°12'50"W
N 90°01'55"E
N 88°59'43"W
N 01°32'44"E
N 88°59'43"E
N 01°12'50"W
N 90°01'55"W
N 88°59'43"E
N 01°32'44"W
N 87°40'20"W
N 87°40'20"E
N 01°12'50"E

PROJECT REFERENCE NO.	I-5719	SHEET NO.
R/W SHEET NO.		8

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SCALE (ENGLISH)
100' 50' 0' 100' 200'

NAD 83/95

SITE 11

SITE 12

MATCH LINE -L- STA 28+00 SEE SHEET 7

MATCH LINE -L- STA 339+00 SEE SHEET 9

N 75° 59' 08.4" W

-YARPA- POT Sta 10+00.00

S 75° 59' 26.4" E

12' FDPS

CAT-1

300' EOT TAPER #7

NCDOT CONCRETE MEDIAN BARRIER

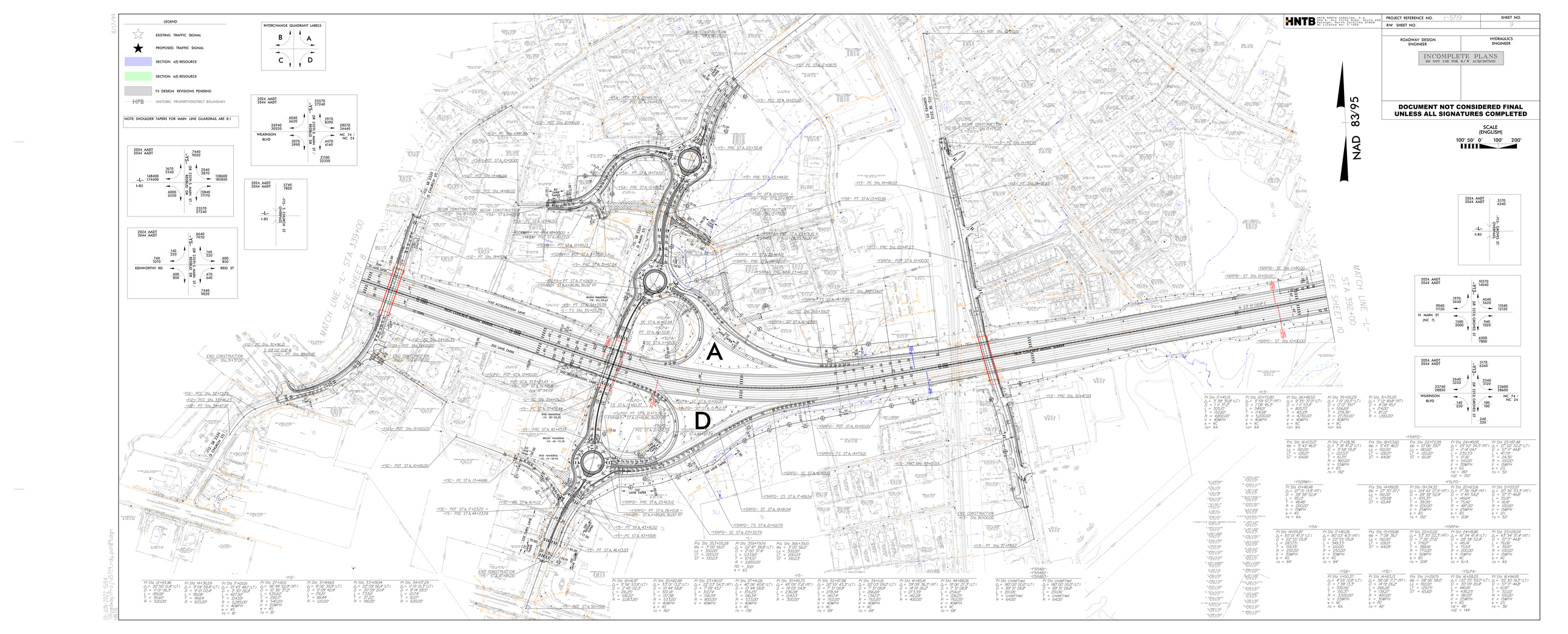
300' EOT TAPER #7

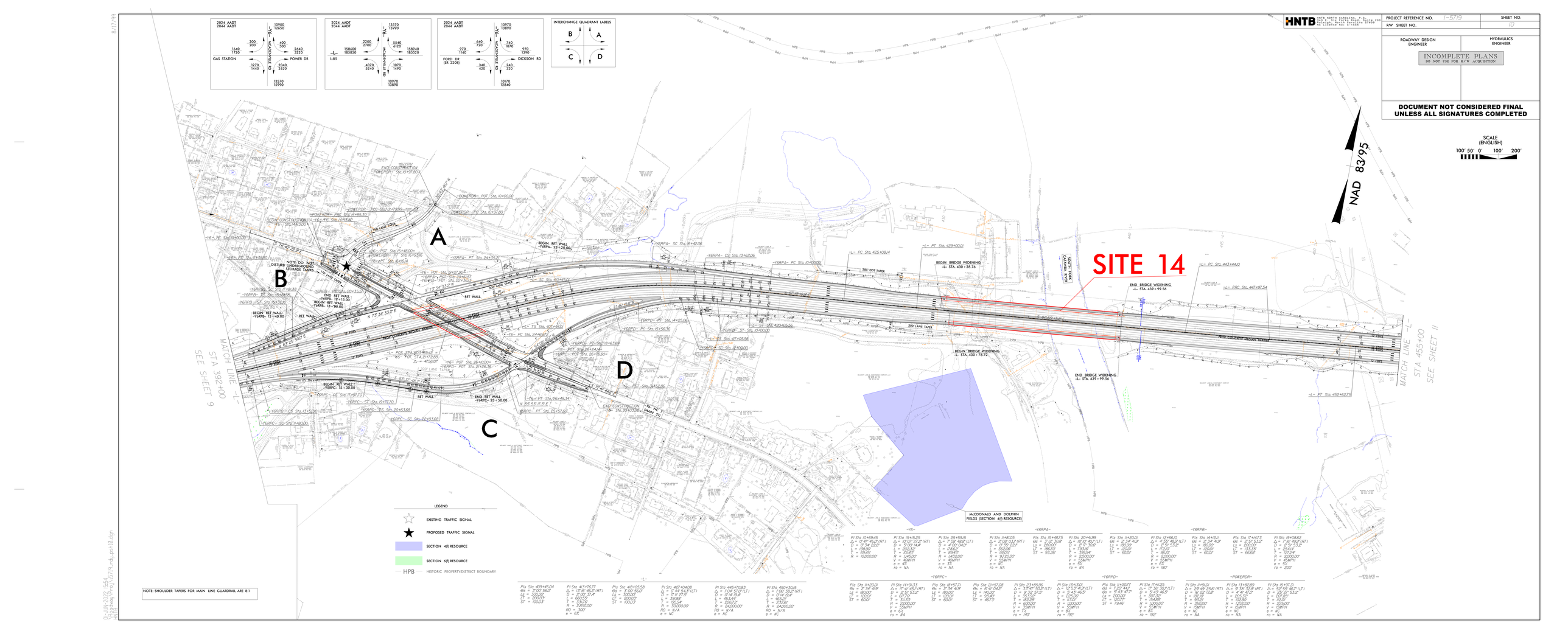
NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1

LEGEND

- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- SECTION 4(f) RESOURCE
- SECTION 6(f) RESOURCE
- HPB HISTORIC PROPERTY/DISTRICT BOUNDARY

8/17/21
DR-LINK-2012-1654
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LEGEND
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
SECTION 4(f) RESOURCE
SECTION 6(f) RESOURCE
Y5 DESIGN REVISIONS PENDING
HPB HISTORIC PROPERTY/DISTRICT BOUNDARY
NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1
INTERCHANGE QUADRANT LABELS
B A C D
2024 AADT 2044 AADT
I-85
WILKINSON BLVD
SUNSET AVE
CHARLOTTE DR
NC 74 / NC 24
KENWORTHY RD
REID ST
S CHURCH ST
N MAIN ST (NC 7)
WILKINSON BLVD
SUNSET AVE
CHARLOTTE DR
S CHURCH ST
N MAIN ST (NC 7)
KENWORTHY RD
REID ST
I-85
S CHURCH ST
MATCH LINE -L- STA 339+00 SEE SHEET 8
MATCH LINE -L- STA 392+00 SEE SHEET 10
A
D
NAD 83/95
SCALE (ENGLISH)
100' 50' 0' 100' 200'
HNTB
PROJECT REFERENCE NO. I-5719
SHEET NO. 9
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
8/17/19
R-5719_2012_15A5719_rdy.ppw


2024 AADT
2044 AADT
10900
12650
1640
1720
200
200
MCDONNELL BLVD
400
500
2640
3220
GAS STATION
POWER DR
1270
1440
2040
2620
13570
15990
13570
15990
2200
2700
5540
6120
158600
185850
I-85
MCDONNELL BLVD
158940
185520
4070
5240
1070
1490
10970
13890
10970
13890
640
720
740
1070
970
1140
970
1390
FORD DR
(SR 2208)
MCDONNELL BLVD
340
420
240
320
DICKSON RD
10170
12840
INTERCHANGE QUADRANT LABELS
B
A
C
D
HNTB
PROJECT REFERENCE NO.
I-5719
SHEET NO.
10
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
SCALE
(ENGLISH)
100' 50' 0' 100' 200'
NAD 83/95
SITE 14
SOUTH MAIN CAMPUS ENTRY
NOTE: DO NOT DISTURB UNDERGROUND STORAGE TANKS
MATCH LINE "L" STA 394+00 SEE SHEET 9
MATCH LINE "L" STA 455+00 SEE SHEET 11
A
B
C
D
BEGIN RET WALL -YARPA- 23 = 20.00
END RET WALL -YARPA- 19 = 15.00
BEGIN RET WALL -YARPB- 18 = 90.00
BEGIN RET WALL -YARPB- 13 = 40.00
END RET WALL -YARPB- 23 = 50.00
BEGIN RET WALL -YARPC- 13 = 30.00
END CONSTRUCTION -POWERDR- STA 10+73.80
END CONSTRUCTION -L- STA 10+03.08 (MAIN ST)
BEGIN BRIDGE WIDENING -L- STA. 430 + 28.76
END BRIDGE WIDENING -L- STA. 439 + 99.56
BEGIN BRIDGE WIDENING -L- STA. 430 + 78.72
END BRIDGE WIDENING -L- STA. 439 + 99.56
McDONALD AND DOLPHIN FIELDS (SECTION 4(f) RESOURCE)
LEGEND
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
SECTION 4(f) RESOURCE
SECTION 6(f) RESOURCE
HPB HISTORIC PROPERTY/DISTRICT BOUNDARY
NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1
-Y6-
PI Sta 10+69.45
Δ = 5° 00' 56.2" (RT)
Ls = 100.00'
Lt = 201.13'
L = 200.03'
ST = 100.03'
PI Sta 15+65.25
Δ = 37° 01' 14.4" (RT)
Ls = 200.00'
Lt = 302.53'
L = 534.14'
R = 1,482.00'
V = 40MPH
e = 4%
ro = NA
PI Sta 25+59.15
Δ = 17° 09' 49.25" (LT)
Ls = 200.00'
L = 1,178.61'
R = 1,965.00'
V = 40MPH
e = 4%
ro = NA
-YERPA-
PI Sta 11+80.25
Δ = 5° 08' 13.2" (RT)
Ls = 200.00'
L = 563.57'
R = 7,020.00'
V = 55MPH
e = NC
ro = NA
PI Sta 15+48.75
Δ = 28° 00' 00.0"
Ls = 200.00'
L = 1,180.00'
ST = 593.90'
PI Sta 20+41.99
Δ = 18° 17' 10.1" (LT)
Ls = 200.00'
L = 793.85'
R = 2,490.00'
V = 55MPH
e = 5%
ro = NA
-YERPB-
PI Sta 10+20.01
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 12+56.60
Δ = 4° 52' 53.2" (LT)
Ls = 200.00'
L = 1,173.53'
R = 1,200.00'
V = 55MPH
e = 5%
ro = 1,180'
PI Sta 14+12.01
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 17+47.73
Δ = 4° 52' 53.2"
Ls = 200.00'
L = 1,173.53'
R = 1,200.00'
V = 55MPH
e = 5%
ro = 1,180'
PI Sta 19+08.62
Δ = 7° 15' 41.9" (RT)
Ls = 200.00'
L = 1,154.24'
R = 1,200.00'
V = 45MPH
e = 5%
ro = 200'
-YERPC-
PI Sta 11+20.01
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 14+19.33
Δ = 17° 41' 45.1" (RT)
Ls = 200.00'
L = 617.70'
R = 2,000.00'
V = 55MPH
e = 6%
ro = NA
PI Sta 19+57.71
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 21+57.08
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 23+85.96
Δ = 53° 47' 55.0" (LT)
Ls = 200.00'
L = 1,163.57'
T = 662.26'
R = 1,240.00'
V = 35MPH
e = 7%
ro = 140'
-YERPD-
PI Sta 13+53.01
Δ = 12° 53' 41.0" (LT)
Ls = 200.00'
L = 1,126.36'
T = 565.01'
R = 5,000.00'
V = 55MPH
e = 6%
ro = 192'
PI Sta 16+20.77
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 17+11.25
Δ = 17° 30' 30.1" (LT)
Ls = 200.00'
L = 597.14'
T = 301.16'
R = 1,950.00'
V = 55MPH
e = 6%
ro = 192'
-POWERDR-
PI Sta 11+59.01
Δ = 29° 49' 05.6" (RT)
Ls = 100.00'
L = 180.82'
T = 93.07'
R = 350.00'
V = 15MPH
e = NC
ro = NA
PI Sta 13+82.89
Δ = 9° 39' 53.8" (RT)
Ls = 100.00'
L = 306.36'
T = 153.90'
R = 1,820.00'
V = 25MPH
e = NC
ro = NA
PI Sta 15+97.31
Δ = 52° 55' 46.2" (LT)
Ls = 100.00'
L = 329.89'
T = 177.53'
R = 225.00'
V = 35MPH
e = NC
ro = NA
-L-
PI Sta 409+45.04
Ls = 5° 00' 56.2"
Ls = 100.00'
LT = 200.03'
ST = 100.03'
PI Sta 463+76.77
Δ = 13° 16' 46.3" (RT)
D = 7° 00' 37.4"
L = 660.55'
T = 331.76'
R = 1,850.00'
RO = 5.00'
e = 6%
PI Sta 468+05.58
Ls = 5° 00' 56.2"
Ls = 100.00'
LT = 200.03'
ST = 100.03'
PI Sta 427+04.08
Δ = 0° 44' 54.3" (LT)
D = 0° 1' 27.3"
L = 134.88'
T = 195.94'
R = 50,000.00'
RO = N/A
e = NC
PI Sta 446+70.83
Δ = 1° 04' 57.2" (LT)
D = 0° 14' 19.4"
L = 453.44'
T = 226.73'
R = 24,000.00'
RO = N/A
e = NC
PI Sta 450+30.15
Δ = 1° 06' 58.2" (RT)
D = 0° 14' 19.4"
L = 465.17'
T = 232.64'
R = 24,000.00'
RO = N/A
e = NC
-L-
PI Sta 10+90.80
Δ = 5° 00' 56.2" (RT)
Ls = 100.00'
Lt = 201.13'
L = 200.03'
ST = 100.03'
PI Sta 15+45.25
Δ = 37° 01' 14.4" (RT)
Ls = 200.00'
Lt = 302.53'
L = 534.14'
R = 1,482.00'
V = 40MPH
e = 4%
ro = NA
PI Sta 25+59.15
Δ = 17° 09' 49.25" (LT)
Ls = 200.00'
L = 1,178.61'
R = 1,965.00'
V = 40MPH
e = 3%
ro = NA
-YERPA-
PI Sta 11+80.25
Δ = 5° 08' 13.2" (RT)
Ls = 200.00'
L = 563.57'
R = 7,020.00'
V = 55MPH
e = NC
ro = NA
PI Sta 15+48.75
Δ = 28° 00' 00.0"
Ls = 200.00'
L = 1,180.00'
ST = 593.90'
PI Sta 20+41.99
Δ = 18° 17' 10.1" (LT)
Ls = 200.00'
L = 793.85'
R = 2,490.00'
V = 55MPH
e = 5%
ro = NA
PI Sta 10+20.01
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 12+56.60
Δ = 4° 52' 53.2" (LT)
Ls = 200.00'
L = 1,173.53'
R = 1,200.00'
V = 55MPH
e = 5%
ro = 180'
PI Sta 14+12.01
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 17+47.73
Δ = 4° 52' 53.2"
Ls = 200.00'
L = 1,173.53'
R = 1,200.00'
V = 45MPH
e = 5%
ro = 200'
PI Sta 19+08.62
Δ = 7° 15' 41.9" (RT)
Ls = 200.00'
L = 1,154.24'
R = 1,200.00'
V = 45MPH
e = 5%
ro = 200'
-YERPC-
PI Sta 11+20.01
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 14+19.33
Δ = 17° 41' 45.1" (RT)
Ls = 200.00'
L = 617.70'
R = 2,000.00'
V = 55MPH
e = 6%
ro = NA
PI Sta 19+57.71
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 21+57.08
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 23+85.96
Δ = 53° 47' 55.0" (LT)
Ls = 200.00'
L = 1,163.57'
T = 662.26'
R = 1,240.00'
V = 35MPH
e = 7%
ro = 140'
-YERPD-
PI Sta 13+53.01
Δ = 12° 53' 41.0" (LT)
Ls = 200.00'
L = 1,126.36'
T = 565.01'
R = 5,000.00'
V = 55MPH
e = 6%
ro = 192'
PI Sta 16+20.77
Ls = 100.00'
L = 200.00'
ST = 100.01'
PI Sta 17+11.25
Δ = 17° 30' 30.1" (LT)
Ls = 200.00'
L = 597.14'
T = 301.16'
R = 1,950.00'
V = 55MPH
e = 6%
ro = 192'
-POWERDR-
PI Sta 11+59.01
Δ = 29° 49' 05.6" (RT)
Ls = 100.00'
L = 180.82'
T = 93.07'
R = 350.00'
V = 15MPH
e = NC
ro = NA
PI Sta 13+82.89
Δ = 9° 39' 53.8" (RT)
Ls = 100.00'
L = 306.36'
T = 153.90'
R = 1,820.00'
V = 25MPH
e = NC
ro = NA
PI Sta 15+97.31
Δ = 52° 55' 46.2" (LT)
Ls = 100.00'
L = 329.89'
T = 177.53'
R = 225.00'
V = 35MPH
e = NC
ro = NA
-L-
PI Sta 409+45.04
Ls = 5° 00' 56.2"
Ls = 100.00'
LT = 200.03'
ST = 100.03'
PI Sta 463+76.77
Δ = 13° 16' 46.3" (RT)
D = 7° 00' 37.4"
L = 660.55'
T = 331.76'
R = 1,850.00'
RO = 5.00'
e = 6%
PI Sta 468+05.58
Ls = 5° 00' 56.2"
Ls = 100.00'
LT = 200.03'
ST = 100.03'
PI Sta 427+04.08
Δ = 0° 44' 54.3" (LT)
D = 0° 1' 27.3"
L = 134.88'
T = 195.94'
R = 50,000.00'
RO = N/A
e = NC
PI Sta 446+70.83
Δ = 1° 04' 57.2" (LT)
D = 0° 14' 19.4"
L = 453.44'
T = 226.73'
R = 24,000.00'
RO = N/A
e = NC
PI Sta 450+30.15
Δ = 1° 06' 58.2" (RT)
D = 0° 14' 19.4"
L = 465.17'
T = 232.64'
R = 24,000.00'
RO = N/A
e = NC

PROJECT REFERENCE NO.	I-57/I9	SHEET NO.
R/W SHEET NO.		11

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SITE 13

SCALE (ENGLISH)
100' 50' 0' 100' 200'

NAD 83/95

MATCH LINE "L" STA 455+00 SEE SHEET 10

MATCH LINE "L" STA 513+00 SEE SHEET 12

-Y14- POT Sta 10+00.00
N 74°06'26.8"W
-CEMETERY RD- PC Sta 10+43.16
-CEMETERY RD- PT Sta 10+87.64
BEGIN CONSTRUCTION -Y14- Sta 11+36.76
-Y14- PC Sta 11+36.76
-Y14- POT -CEMETERY RD- Sta 13+11.28
-CEMETERY RD- POT, Sta 10+00.00
S 22°26'05.4"W
-CEMETERY RD- PC Sta 11+47.12
-CEMETERY RD- PRC Sta 13+60.04
-CEMETERY RD- PT Sta 14+09.16
-Y14- PT Sta 14+44.26
-NBL1- POT Sta 408+00.00
-SBL1- POT Sta 485+00.00
-L- POT Sta 414+00.00
-SBL2- TS Sta 495+78.42
-SBL2- SC Sta 498+78.42
-SBL2- ST Sta 506+68.33
BEGIN BARRIER -95.62 -SBL2, 85.25' LT
-SBL2- CS Sta 503+68.33
-Y17RFB- ST Sta 10+00.00
-Y17RFB- SC Sta 11+04.00
-L- POS STA 464+74.46
-Y14- POT ST Sta 14+57.94
Δ = 5°40'33.06"
-NBL1- PC Sta 478+35.55
-L- PC Sta 481+09.90
END BARRIER -49.89 -NBL3, 37.5' LT
-Y14- PT Sta 18+17.38
-Y14- PRC Sta 20+53.99
-Y14- PRC Sta 24+22.54
-Y14- PT Sta 26+49.01
END CONSTRUCTION -Y14- Sta 25+94.00
-Y17RFB- ST Sta 12+00.00
-L- PT Sta 510+91.37
-Y14- 2000 HICKORY GROVE RD
-Y14- HICKORY GROVE RD (SR 2000)
I-85
2024 AADT 9400
2044 AADT 10900
INTERCHANGE QUADRANT LABELS
B A C D

CEMETERY RD.

PI Sta 10+09.52	PI Sta 12+89.01	PI Sta 14+26.05
Δ = 77°31'54.0" (LT)	Δ = 86°09'09.8" (RT)	Δ = 16°44'57.0" (LT)
D = 17°53'24.9"	D = 34°30'55.9"	D = 10°54'56.4"
L = 144.81'	L = 134.93'	L = 87.55'
T = 86.56'	T = 84.23'	T = 44.01'
R = 53.00'	R = 166.00'	R = 540.00'

-Y14-

PI Sta 12+99.68	PI Sta 19+44.02	PI Sta 22+58.35	PI Sta 25+40.89
Δ = 47°18'09.01" (RT)	Δ = 15°48'46.8" (RT)	Δ = 4°23'57.3" (LT)	Δ = 4°43'54.3" (RT)
D = 15°51'36.9"	D = 7°58'22.2"	D = 1°31'57.2"	D = 1°59'59.0"
L = 307.94'	L = 180.8'	L = 368.55'	L = 236.56'
T = 163.36'	T = 90.85'	T = 184.37'	T = 118.51'
R = 97.00'	R = 750.00'	R = 4,800.00'	R = 2,865.00'
V = 35MPH	V = 35MPH	V = 40MPH	V = 35MPH
e = 4%	e = 4%	e = NC	e = NC
rg = 4%	rg = 4%	rg = NA	rg = NA

-L-

PIs Sta 496+34.00
Δ = 89°31'04.1" (RT)
D = 17°58'58.1"
L = 1286.45'
T = 1352.40'
R = 5,830.00'
RO = N/A
e = N/A

-SBL2-

PIs Sta 487+78.44	PIs Sta 496+34.83	PIs Sta 504+68.34
6s = 2°27'09.9"	Δ = 64°23'24.2" (RT)	6s = 2°27'09.9"
Ls = 300.00'	D = 1°36'13.7"	Ls = 300.00'
LT = 200.02'	L = 1,489.08'	LT = 200.02'
ST = 100.02'	V = 75MPH	ST = 100.02'
	R = 3,500.00'	
	RO = 300'	
	e = 5%	

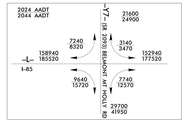
-NBL1-

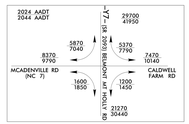
PI Sta 496+24.33
Δ = 09°18'04.7" (RT)
D = 17°41'54.9"
L = 1,634.68'
T = 1,288.78'
R = 325.00'
RO = 438'
e = 3%

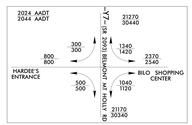
NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1

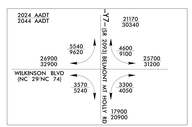
LEGEND
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- SECTION 4(f) RESOURCE
- SECTION 6(f) RESOURCE
- HPB HISTORIC PROPERTY/DISTRICT BOUNDARY

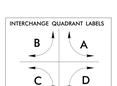
8/17/21
DR-JUNK-2012.15.65
N:\Projects\Mobile\I-57\I-57\19-dfg.ppltl.dgn
MicroStation V8i (SELECTseries 3)

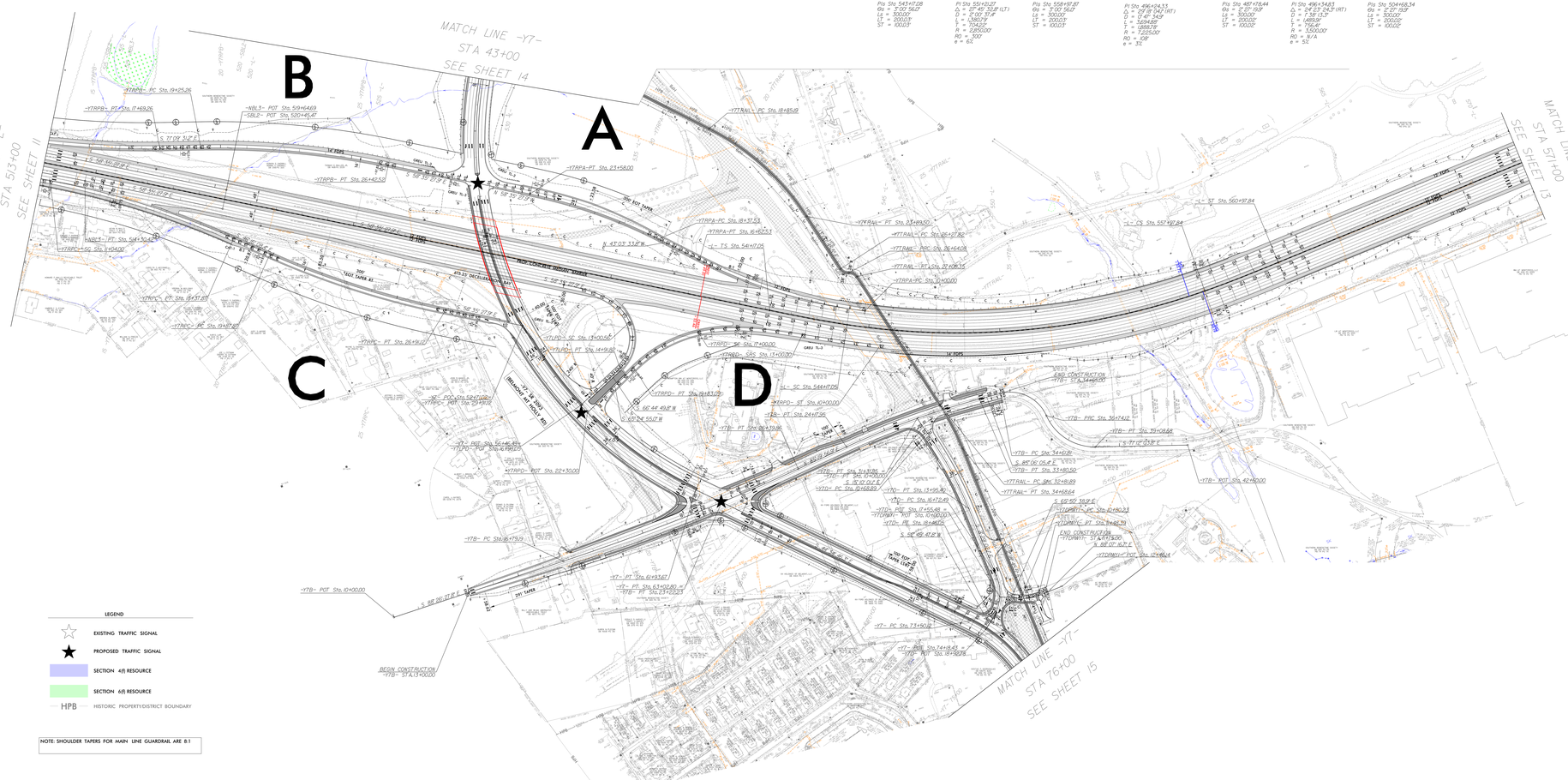











MATCH LINE -Y7-
STA 43+00
SEE SHEET 14
MATCH LINE -L-
STA 513+00
SEE SHEET 11
MATCH LINE -L-
STA 577+00
SEE SHEET 13
MATCH LINE -Y7-
STA 76+00
SEE SHEET 15
B
A
C
D
-Y7RPA- PC Sta. 19+25.26
-Y7RPB- PT Sta. 17+83.26
-NBL3- POT Sta. 519+64.69
-SBL2- POT Sta. 520+45.47
-Y7RPA- PT Sta. 23+58.00
-Y7RPB- PT Sta. 26+42.53
-Y7RPC- PT Sta. 19+31.87
-Y7RPC- PC Sta. 13+67.87
-Y7RPC- PT Sta. 26+19.00
-Y7RPC- SC Sta. 11+54.00
-Y7RPC- PT Sta. 13+67.87
-Y7RPC- PC Sta. 52+17.82
-Y7RPC- PT Sta. 57+19.82
-Y7RPD- PC Sta. 12+46.89
-Y7RPD- PT Sta. 16+89.00
-Y7RPD- POT Sta. 22+30.00
-Y7RPD- SC Sta. 13+00.00
-Y7RPD- PT Sta. 14+19.82
-Y7RPD- CS Sta. 13+00.00
-Y7RPD- PT Sta. 19+83.00
-Y7RPD- SR Sta. 13+00.00
-Y7RPD- SRS Sta. 13+00.00
-Y7RPD- ST Sta. 41+00.00
-Y7RPD- PC Sta. 17+00.00
-Y7RPA- PC Sta. 18+37.53
-Y7RPA- PT Sta. 16+62.53
-L- TS Sta. 54+17.05
-L- SC Sta. 54+47.05
-Y7RPA- PC Sta. 23+47.82
-Y7RPA- PRC Sta. 26+64.08
-Y7RPA- RT Sta. 31+06.16
-Y7RPA- PC Sta. 31+00.00
-Y7TRAL- PC Sta. 18+85.19
-Y7TRAL- PT Sta. 13+89.00
-Y7TRAL- PC Sta. 28+47.82
-Y7TRAL- PRC Sta. 26+64.08
-Y7TRAL- RT Sta. 31+06.16
-L- ST Sta. 560+97.84
-L- CS Sta. 557+97.84
-L- SC Sta. 544+17.05
-L- TS Sta. 541+17.05
-Y7TRAL- PC Sta. 34+68.64
-Y7TRAL- PT Sta. 33+68.64
-Y7TRAL- PC Sta. 32+81.89
-Y7TRAL- PT Sta. 33+80.50
-Y7TRAL- PC Sta. 42+80.33
-Y7TRAL- PT Sta. 41+80.33
-Y7TRAL- PC Sta. 51+80.61
-Y7TRAL- PT Sta. 50+80.61
-Y7TRAL- PC Sta. 61+17.49
-Y7TRAL- PT Sta. 60+17.49
-Y7TRAL- PC Sta. 71+55.82
-Y7TRAL- PT Sta. 70+55.82
-Y7TRAL- PC Sta. 81+80.89
-Y7TRAL- PT Sta. 80+80.89
-Y7TRAL- PC Sta. 91+80.53
-Y7TRAL- PT Sta. 90+80.53
-Y7TRAL- PC Sta. 101+80.53
-Y7TRAL- PT Sta. 100+80.53
-Y7TRAL- PC Sta. 111+80.53
-Y7TRAL- PT Sta. 110+80.53
-Y7TRAL- PC Sta. 121+80.53
-Y7TRAL- PT Sta. 120+80.53
-Y7TRAL- PC Sta. 131+80.53
-Y7TRAL- PT Sta. 130+80.53
-Y7TRAL- PC Sta.

NAD 83/95

SCALE (ENGLISH)
100' 50' 0' 100' 200'

-YBRPB-
PI1 Sta 1142.00
Gs = 3°.00'.28.0"
Ls = 168.00'
LT = 102.00'
ST = 56.0'

PI Sta 1548.20
Δ = 12°.51'.06.4" (LT)
D = 3°.54'.51.6"
T = 180.20'
L = 358.89'
R = 1600.00'

PI2 Sta 1548.90
Gs = 3°.00'.28.0"
Ls = 168.00'
LT = 102.00'
ST = 56.0'

-YBRPC-
PI1 Sta 1142.00
Gs = 3°.00'.30.8"
Ls = 168.00'
LT = 102.00'
ST = 56.0'

PI Sta 1340.48
Δ = 15°.00'.00.2" (RT)
D = 3°.49'.11.7"
T = 176.63'
L = 350.51'
R = 1,500.00'

PI2 Sta 1516.72
Gs = 3°.00'.30.83"
Ls = 168.00'
LT = 102.00'
ST = 56.0'

FUTURE HOSPITAL SITE

-YBRPB- POT Sta. 23+79.97

-YBRPB- ST Sta. 16+94.89

-YBRPB- SC Sta. 11+68.00

-YBRPB- CS Sta. 15+26.89

-YBRPB- ST Sta. 10+00.00

N. 18° 55' 07.2" E.

250' TAPER TO EXISTING

100' FOOT TURN LANE

END CONSTRUCTION STA. 594+00.00

PROP. CONCRETE MEDIAN BARRIER

12' TOPS

-YBRPC- ST Sta. 10+00.00

250' FOOT TAPER LANE

-YBRPC- SC Sta. 11+68.00

-YBRPC- POT Sta. 23+03.86

N. 72° 27' 10.9" E.

-YBRPC- CS Sta. 15+60.71

-YBRPC- ST Sta. 17+28.71

N. 87° 57' 07.3" E.

LT /RT

MATCH LINE -L- STA 1514.00

SEE SHEET 12

B

C

LEGEND

- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- SECTION 4(f) RESOURCE
- SECTION 6(f) RESOURCE
- HPB HISTORIC PROPERTY/DISTRICT BOUNDARY

INTERCHANGE QUADRANT LABELS

B | A
C | D

2024 AADT
2044 AADT

CALDWELL DR.

29270 / 37190
440 / 520
1200 / 1450
770 / 940
29600 / 37600

2024 AADT
2044 AADT

-L- I-85

29600 / 37600
9000 / 12250
8100 / 10100
152940 / 177520
158640 / 181720
8100 / 10100
16700 / 16450
35300 / 41800

2024 AADT
2044 AADT

WILKINSON BLVD (NC 29/NC 74)

35300 / 41800
4540 / 6120
3340 / 4270
5370 / 7290
4340 / 5920
840 / 1170
1000 / 1250
29270 / 33440

NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1

HNTB
2109 NORTH CAMERON, P.O. BOX 2567, HARLINGEN, TEXAS 78551-2567
956.428.3270 FAX 956.428.8520
CA 13-0004 TBPE F-2900

PROJECT REFERENCE NO.	SHEET NO.
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

SCALE (ENGLISH)
100' 50' 0' 100' 200'

NAD 83/95

-YTORW1:-
PI Sta 11+14.54
Δ = 90° 12' 04.8" (LT)
D = 38° 13' 49.5"
L = 66.46'
T = 54.06'
R = 150.00'
V = 10 MPH
se = NC
ro = 10%

-YTORW2-
PI Sta 10+67.69
Δ = 44° 12' 56.0" (RT)
D = 45° 04' 20.4"
L = 157.84'
T = 83.60'
R = 127.00'
V = 10 MPH
se = NC
ro = NA

PI Sta 11+28.28
Δ = 30° 04' 47.5" (RT)
D = 194° 19' 25.2"
L = 16.05'
T = 8.22'
R = 29.50'
V = 10 MPH
se = NC
ro = NA

-YTRAB1-
PI Sta Undefined
Δ = 180° 00' 00.0" (LT)
D = 89° 31' 28.8"
L = 225.06'
T = Undefined
R = 64.00'

PI Sta Undefined
Δ = 180° 00' 00.0" (LT)
D = 89° 31' 28.8"
L = 201.06'
T = Undefined
R = 64.00'

-YTRAB2-
PI Sta Undefined
Δ = 180° 00' 00.0" (LT)
D = 89° 31' 28.8"
L = 225.06'
T = Undefined
R = 64.00'

PI Sta Undefined
Δ = 180° 00' 00.0" (LT)
D = 89° 31' 28.8"
L = 201.06'
T = Undefined
R = 64.00'

-YTRB1-
PI Sta 13+34.59
Δ = 19° 46' 15.5" (RT)
D = 2° 59' 03.0"
L = 660.53'
T = 334.59'
R = 1,920.00'
V = 55 MPH
se = 6%
ro = 1%

PI Sta 20+99.37
Δ = 15° 31' 54.1" (LT)
D = 2° 59' 03.0"
L = 520.47'
T = 261.64'
R = 1,920.00'
V = 45 MPH
se = 4%
ro = 1%

-YTRP1-
PI Sta 10+69.33
Δ = 0° 54' 40.7"
Ls = 104.00'
LT = 69.33'
ST = 34.67'

PI Sta 14+37.78
Δ = 1° 59' 23.3" (LT)
D = 1° 45' 01.8"
L = 665.26'
T = 333.78'
R = 3,270.00'
V = 55 MPH
se = 4%
ro = 1%

PI Sta 23+85.34
Δ = 12° 54' 03.3" (RT)
D = 7° 45' 01.8"
L = 717.06'
T = 360.08'
R = 737.00'
V = 35 MPH
se = 4%
ro = 1%

-YTRP2-
PI Sta 10+58.51
Ls = 0° 54' 40.7"
Ls = 104.00'
LT = 69.33'
ST = 45.49'

PI Sta 14+77.49
Δ = 12° 51' 31.7" (RT)
D = 1° 45' 01.8"
L = 665.26'
T = 333.49'
R = 3,270.00'
V = 55 MPH
se = 4%
ro = 1%

PI Sta 23+40.86
Δ = 12° 19' 19.4" (LT)
D = 1° 45' 01.8"
L = 717.06'
T = 359.09'
R = 3,270.00'
V = 55 MPH
se = 4%
ro = 1%

-YTRP3-
PI Sta 14+00.03
Ls = 0° 57' 08.2"
Ls = 100.00'
LT = 100.03'
ST = 100.03'

PI Sta 15+68.76
Δ = 12° 57' 31.6"
Ls = 400.00'
LT = 268.76'
ST = 135.24'

PI Sta 19+45.15
Δ = 37° 11' 50.5" (LT)
D = 3° 0' 06.3"
L = 283.09'
T = 145.70'
R = 520.00'
V = 40 MPH
se = 6%
ro = 30%

-YTLPD-
PI Sta 12+11.78
Ls = 55° 05' 31.5"
Ls = 100.00'
LT = 200.63'
ST = 109.37'

PI Sta 14+10.29
Δ = 75° 14' 46.2" (RT)
D = 30° 43' 40.2"
L = 196.81'
T = 118.39'
R = 186.00'
V = 25 MPH
se = 6%
ro = 16%

-YT-
PI Sta 13+85.57
Δ = 13° 30' 40.2" (RT)
D = 2° 59' 45.4"
L = 434.56'
T = 218.17'
R = 1,290.00'
V = 60 MPH
se = 7%
ro = 22#

PI Sta 24+63.14
Δ = 15° 30' 49.8" (RT)
D = 13° 44' 58.8"
L = 144.32'
T = 72.60'
R = 533.00'
V = 10 MPH
se = NC
ro = 6#

PI Sta 51+47.30
Δ = 9° 54' 13.9" (LT)
D = 1° 09' 35.4"
L = 805.17'
T = 403.54'
R = 4,945.00'
V = 40 MPH
se = NC
ro = 6#

PI Sta 53+57.20
Δ = 96° 55' 54.8" (LT)
D = 9° 33' 51.2"
L = 2,229.80'
T = 1,585.22'
R = 1,470.00'
V = 40 MPH
se = 3%
ro = 9%

PI Sta 75+50.64
Δ = 41° 13' 59.2" (RT)
D = 10° 44' 58.8"
L = 561.57'
T = 293.52'
R = 533.00'
V = 40 MPH
se = 4%
ro = 16%

-YTA-
PI Sta 20+70.05
Δ = 90° 00' 00.2" (RT)
D = 7° 58' 45.3"
L = 900.61'
T = 452.57'
R = 1,200.00'
V = 60 MPH
se = 3%
ro = 16%

PI Sta 30+09.67
Δ = 17° 59' 16.3"
D = 11° 56' 59.2"
L = 1,149.61'
T = 577.54'
R = 1,200.00'
V = 60 MPH
se = 3%
ro = 16%

-YTB-
PI Sta 21+60.00
Δ = 61° 15' 35.3" (LT)
D = 11° 56' 59.2"
L = 960.56'
T = 480.81'
R = 1,200.00'
V = 50 MPH
se = NC
ro = 7%

PI Sta 31+10.90
Δ = 9° 37' 37.2" (RT)
D = 1° 09' 35.4"
L = 536.46'
T = 269.01'
R = 5,295.00'
V = 10 MPH
se = NC
ro = NA

PI Sta 35+19.04
Δ = 87° 05' 47.6" (RT)
D = 11° 56' 59.2"
L = 208.16'
T = 1,128.53'
R = 150.00'
V = 10 MPH
se = NC
ro = NA

PI Sta 38+06.09
Δ = 67° 31' 46.7" (LT)
D = 11° 56' 59.2"
L = 734.58'
T = 412.27'
R = 200.00'
V = 10 MPH
se = NC
ro = NA

-YTC-
PI Sta 12+10.56
Δ = 9° 14' 05.4" (LT)
D = 2° 23' 14.8"
L = 386.83'
T = 193.83'
R = 2,400.00'
V = 50 MPH
se = 3%
ro = 10%

PI Sta 14+75.86
Δ = 3° 30' 16.7" (RT)
D = 2° 36' 15.7"
L = 134.06'
T = 67.04'
R = 2,200.00'
V = 45 MPH
se = 3%
ro = 10%

PI Sta 18+82.20
Δ = 11° 54' 23.5" (LT)
D = 1° 45' 46.8"
L = 675.07'
T = 338.60'
R = 3,250.00'
V = 50 MPH
se = NC
ro = NA

-YTD-
PI Sta 12+32.81
Δ = 12° 40' 59.1" (RT)
D = 7° 53' 04.4"
L = 336.52'
T = 169.06'
R = 1,457.00'
V = 30 MPH
se = NC
ro = 6%

PI Sta 17+66.69
Δ = 55° 14' 49.3" (RT)
D = 11° 49' 51.8"
T = 94.20'
L = 171.56'
R = 160.00'
V = 10 MPH
se = NC
ro = 5%

-YTE-
PI Sta 12+86.01
Δ = 98° 36' 31.7" (RT)
D = 16° 05' 09.8"
L = 274.83'
T = 122.03'
R = 350.00'
V = 30 MPH
se = 4%
ro = 6#

PI Sta 15+06.36
Δ = 81° 05' 02.7" (LT)
D = 49° 44' 41.3"
L = 174.51'
T = 106.95'
R = 120.00'
V = 20 MPH
se = 4%
ro = 6#

-YTF-
PI Sta 11+10.25
Δ = 3° 45' 07.3" (RT)
D = 4° 07' 19.2"
L = 185.58'
T = 92.84'
R = 1,390.00'
V = 40 MPH
se = 3%
ro = 6%

PI Sta 13+92.55
Δ = 25° 46' 13.2" (RT)
D = 22° 55' 05.9"
L = 57.20'
T = 57.20'
R = 250.00'
V = 15 MPH
se = 3%
ro = 6%

-YTG-
PI Sta 11+62.22
Δ = 16° 25' 50.8" (LT)
D = 3° 31' 57.1"
L = 196.44'
T = 98.80'
R = 1,625.00'
V = 60 MPH
se = 3%
ro = 5#

-YTH-
PI Sta 13+78.49
Δ = 135° 01' 06.0" (LT)
D = 47° 44' 47.3"
L = 209.47'
T = 122.40'
R = 120.00'
V = 30 MPH
se = 6%
ro = 6#

PI Sta 15+58.94
Δ = 70° 05' 05.3" (RT)
D = 19° 05' 54.9"
L = 368.28'
T = 210.31'
R = 300.00'
V = 30 MPH
se = 6%
ro = 5#

PI Sta 17+94.26
Δ = 16° 31' 36.7" (RT)
D = 11° 50' 16.2"
L = 155.01'
T = 78.20'
R = 485.00'
V = 40 MPH
se = 6%
ro = 13#

-YTTRAIL-
PI Sta 10+37.35
Δ = 79° 0' 58.4" (LT)
D = 17° 31' 04.9"
T = 27.35'
L = 45.67'
R = 33.00'

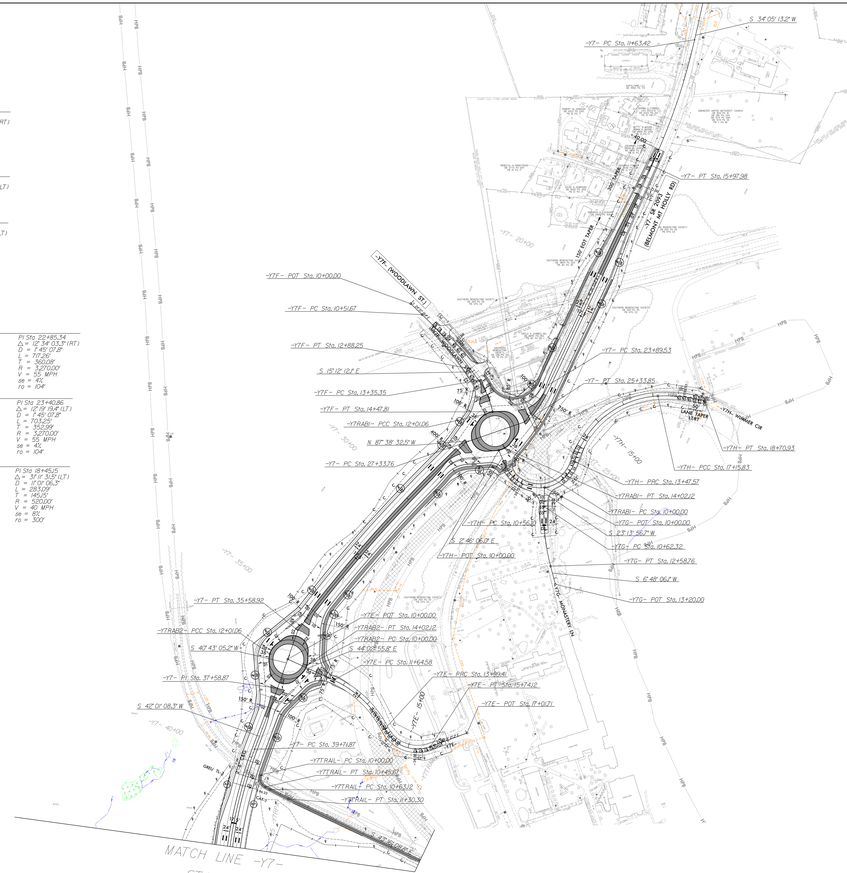
PI Sta 10+96.72
Δ = 11° 05' 29.8" (LT)
D = 4° 36' 07.5"
T = 33.60'
L = 67.18'
R = 1,245.00'

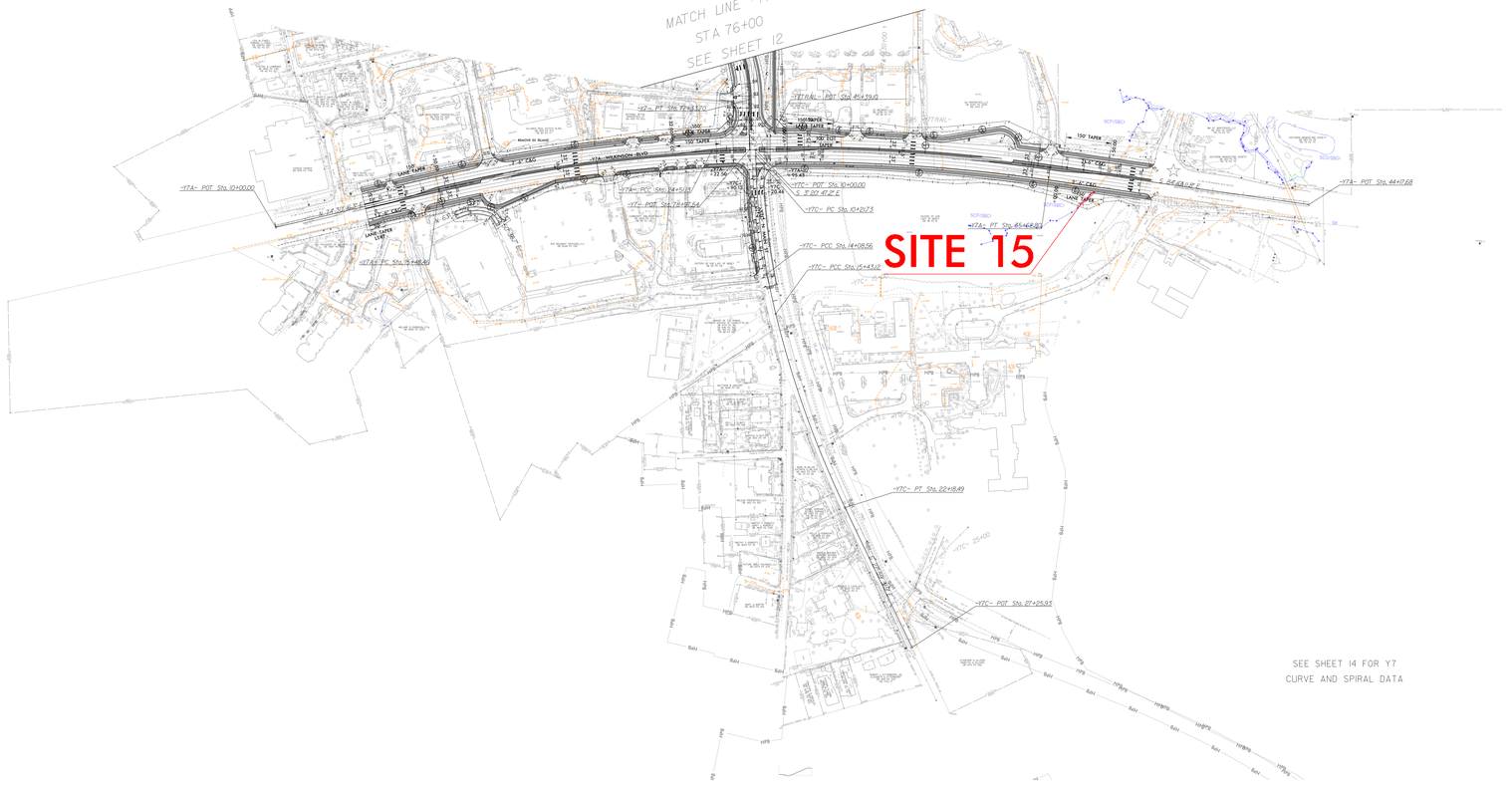
PI Sta 21+45.37
Δ = 30° 15' 03.3" (RT)
D = 17° 59' 56.4"
T = 256.18'
L = 504.31'
R = 955.00'

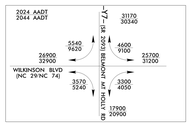
PI Sta 26+48.03
Δ = 62° 57' 51.5" (LT)
D = 17° 31' 04.9"
T = 20.21'
L = 36.26'
R = 33.00'

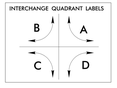
PI Sta 26+48.29
Δ = 17° 3' 31" (RT)
D = 10.21'
L = 36.26'
R = 33.00'

PI Sta 33+75.54
Δ = 11° 43' 46.5" (RT)
D = 11° 43' 46.5"
T = 93.65'
L = 186.75'
R = 1,200.00'


-YTE- (WOODLAWN ST)
-YTF- POT Sta. 10+00.00
-YTF- PC Sta. 10+51.67
-YTF- PT Sta. 12+88.25
S. 15° 12' 12" E
-YTF- PC Sta. 13+35.35
-YTF- PT Sta. 14+47.81
-YTRAB1- PCC Sta. 12+01.06
N. 87° 38' 32.5" W
-YT- PC Sta. 17+33.76
-YT- PT Sta. 25+33.85
-YTH- PRC Sta. 13+47.57
-YTRAB1- PT Sta. 14+00.12
-YTRAB1- PC Sta. 10+00.00
-YTG- POT Sta. 10+00.00
S. 83° 13' 56.7" W
-YTG- PC Sta. 10+62.32
S. 17° 46' 06.0" E
-YTH- POT Sta. 10+00.00
-YTF- PC Sta. 10+45.00
-YTH- PC Sta. 11+45.83
-YTG- PT Sta. 12+58.76
S. 6° 48' 06.2" W
-YTG- POT Sta. 13+20.00
-YT- PT Sta. 35+58.92
-YTRAB2- PCC Sta. 12+01.06
S. 40° 43' 05.2" E
-YT- PT Sta. 37+58.87
S. 42° 01' 08.3" W
-YTE- POT Sta. 10+00.00
-YTRAB2- PT Sta. 14+02.15
-YTRAB2- PC Sta. 10+00.00
S. 49° 58' 55.8" E
-YTE- PC Sta. 11+64.58
-YTE- PRC Sta. 13+80.16
-YTE- PT Sta. 15+47.42
-YTE- POT Sta. 17+02.71
-YT- PC Sta. 39+71.87
-YTTRAIL- PC Sta. 10+00.00
-YTTRAIL- PT Sta. 10+49.02
-YTTRAIL- PC Sta. 10+53.12
-YTTRAIL- PT Sta. 11+30.30
-YT- PT Sta. 15+97.98
-YT- 3500
-YT- 4000
-YT- 4500
-YTH- 5000
-YTH- 5500
-YTH- 6000
-YTH- 6500
-YTH- 7000
-YTH- 7500
-YTH- 8000
-YTH- 8500
-YTH- 9000
-YTH- 9500
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-YTH- PT Sta. 18+70.93
-YTH- 19000
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-YTH- 25500
-YTH- 26000
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-YTH- 27500
-YTH- 28000
-YTH- 28500
-YTH-







LEGEND

- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- SECTION 4(f) RESOURCE
- SECTION 6(f) RESOURCE
- HPB — HISTORIC PROPERTY/DISTRICT BOUNDARY

NOTE: SHOULDER TAPERS FOR MAIN LINE GUARDRAIL ARE 8:1

NAD 83/95

SCALE (ENGLISH)
100' 50' 0' 100' 200'

8/17/21
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NHTB