6/10/99

-YB-
PI Sta 0+45.665
△ = 6°09'01.5" (RT)
L = 91.243
T = 45.665
R = 850.000
SE = NC

DATUM DESCRIPTION

THE LOCALIZIED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "CIRCLE"
WITH NAD 83 STATE PLANE GRID COORDINATES OF
NORTHING: 118408.819 (m) EASTING: 760151.756 (m)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID IS: 0.99969969
THE N.C. LAMBERT GRID BEARING AND
LOCALIZED HORIZONTAL GROUND DISTANCE FROM
"CIRCLE" TO -L MED- POT STATION 98+95.276 IS
N83°34'12"E 919.532(m)
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NGVD 29

ROADWAY DESIGN BY:
TAYLOR• WISEMAN & TAYLOR
ENGINEERS • SURVEYORS •PLANNERS
G.P.S.• SUBSURFACE UTILITY ENGINEERING
3500 REGENCY PARKWAY, SUITE H, CARY, N.C. 27511
TELEPHONE NO. (919)297-0085 FAX NO. (919)297-0090

METRIC
5 0 10
CONST. REV.
R /W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2514A	4
R /W SHEET NO.	

ROADWAY DESIGN ENGINEER: NORTH CAROLINA PROFESSIONAL SEAL 022302 ENGINEER JAMES H. JATKO
HYDRAULICS ENGINEER: NORTH CAROLINA PROFESSIONAL SEAL 19775 ENGINEER RAY D. LOWINGOOD 13 Oct 98
HYDRAULIC DESIGN:
TRANSYSTEMS CORPORATION 4917 Waters Edge Drive, Suite 235 Raleigh, NC 27606 (919) 233-8125

NAD 83 NC GRID

JONES
DB 1176, PG 77

MARIE RIGGS
DB 1160, PG 847

WOODROW HUMPHREY
DB. 258, PG.291

MARIE RIGGS
DB 1160, PG 847

FRANK COLLINS
DB 285 PG 607

RUSSELL KELLUM
DB, 722, PG. 328

CDW HOLDINGS, INC.
DB 1654, PG 166
MB 40, PG 43

WEYERHAEUSER CO.
DB. 788, PG. 355
MB 24, PG. 1,
SLIDE C-349

JOHN KELLUM
DB 435, PG 395

JOHN KELLUM
DB 258, PG 417

BOBBY MORTON
DB. 384 PG. 260

BOBBY MORTON
DB. 638 PG. 174
DB. 384 PG. 260
DB. 1221 PG. 147

BOBBY MORTON
DB 638, PG 174

-L MED- POT STA. 98+95.276
BEGIN STATE PROJECT R2514-A

-L MED- POT STA. 99+00.000
BEGIN RESURFACING

-YB- STA 1+10.000
END CONSTRUCTION

-YB-STA 1+00.000
END GRADE

PT STA 0+91.243

BEGIN FENCE +91.243(-YB-)

CHORD +64.934(-YB-) 8.854m (29.05') +63.782(-YB-) 14.000m (45.93')

+04.845 (-L MED-) 29.157m (95.66')

END FENCE

R2514-2 PINC 1+97.273
BY2 PINC 5+00.000
BY1 PINC 8+28.405
POT 100+36.31 -L MED- (0.8 LT

39.900(-L MED-) 31.97.4m (104.90')

BEGIN FENCE +39.900 (-L MED-)

CLASS 'B' RIPRAP EST 0.9 TONS
FILTER FABRIC EST 4.2 SM
-L MED- STA 100+44.492=
-YB- PC STA 0+00.000

REMOVE DI & APPROX. 2m OF 375 RCP - INSTALL 2GI

N 66° 23' 26.3" E

PC STA 0+25.343

SPECIAL LATERAL 0.6m BASE DITCH SEE DETAIL 'B' ON SHEET 2E EST DDE = 289 M³

BEGIN FENCE +00(-L MED-)

+00.000(-L MED-) 23.047m, 26.095m (75.61', 85.61')

SLOPE STAKE LINE

+77.000(-L MED-) 37.000m (121.39')

SPECIAL CUT DITCH SEE DETAIL 'A' ON SHEET 2E
PT STA 0+85.028

+80.000(-YA-REV) 20.000m (65.62')

END FENCE

+00.000(-YA-REV) 20.000m (65.62')

REMOVE 7m 600mm RCP COLLAR AND EXTEND WITH 600mm RCP

+25.000(-YA-REV) 9.230m (30.28')

REMOVE AND REPLACE W/ 600 RCP
-YA-REV STA 1+30.000
END CONSTRUCTION

-YA-REV
PI Sta 0+55.328
△ = 13° 40' 43.4" (RT)
L = 59.685
T = 29.985
R = 250.000
SE = NC

+00.000(-YB-) 9.140m (30.00') END FENCE +00(-YB-)

SPECIAL CUT DITCH SEE DETAIL 'A' ON SHEET 2E SLOPE STAKE LINE

+00.000(-YB-) 9.144m (30.00')

+00.000(-YB-) 11.000m (36.09')

SLOPE STAKE LINE

+40.000(-YA-REV 19.920m

+55.000(-L MED- 45.000m

FILL W/ FLOWABLE FILL

+80.000(-L MED- 30.000m (98.43')

+55.000(-L MED- 30.000m (98.43')

END FENCE

SPECIAL CUT DITCH SEE DETAIL 'A' ON SHEET 2E

BEGIN FENCE

+65.000(-L MED-) 30.000m (98.43')

END FENCE ACCESS PT.

0.6 BASE HEAD DITCH SEE DETAIL 'C' ON SHEET 2E EST DDE = 16 M³

+75.000(-YA-REV) 15.402m (50.53')

+95.000(-YA-REV) 15.000m (49.21')

+00.000(-YA-REV) 20.000m (65.62') +20.000(-YA-REV) 9.050m (29.69')

-L MED-
PIs Sta 101+36.668
θs = 1° 21' 10.1"
Ls = 85.000
LT = 56.668
ST = 28.335

-L MED-
PI Sta 101+97.526
△ = 2° 04' 13.6" (RT)
L = 65.045
T = 32.526
R = 1,800.000
SE = 0.03

PIs Sta 102+58.380
θs = 1° 21' 10.1"
Ls = 85.000
LT = 56.668
ST = 28.335

-L MED- STA 100+44.942=
-YA-REV STA 0+00.000

T.S STA 100+80.000
END RESURFACING BEGIN GRADE

REMOVE 450mm RCP EXIST. R/W

SR 1327 / SR 1410 TRAFFIC DATA
SR 1327: 920/1400 — 2005 ADT / 2025 ADT
US 17: 220/300, 560/800 — 18,680 / 27,400
SR 1410: 340/500, 1400/2200 — 1880/3000
US 17: 20,080 / 29,600

SEE SHEET NO.2E FOR ALL DITCH DETAILS.

SEE SHEET NO.2D FOR ALL DRIVEWAY DETAILS.

SEE SHEET NO. 34 FOR NBL & SBL GRADES AND PROFILES AND ALL DITCH GRADES AND PROFILES.

SEE SHEET NO. 63 FOR -YA- & -YB- GRADES AND PROFILES AND ALL DITCH GRADES AND PROFILES.

MATCHLINE STA. 102+00 SEE SHEET 5

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jwilliams