PROJECT REFERENCE NO.	SHEET NO.
B-3157	4

MULKEY ENGINEERS & CONSULTANTS

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "LUMBER" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 760812.4548(ft) EASTING: 1625958.2573(ft) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99989180 THE N.C. LAMBERT GRID BEARING LOCALIZED HORIZONTAL GROUND DISTANCE FROM "LUMBER" TO -L- STATION 17+00.00 IS S 76° 56' 53.4" W 2252.39' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NGVD 29

-L-

PIs Sta 14+68.96	PI Sta 22+22.47	PIs Sta 29+39.58
θs = 7° 16' 32.4"	Δ = 34° 52' 55.7" (RT)	θs = 7° 16' 32.4"
Ls = 480.00'	D = 03°01'53.5"	Ls = 480.00'
ST = 160.25'	L = 1,150.65'	ST = 160.25'
LT = 320.27'	T = 593.78'	LT = 320.27'
	R = 1,890.00'	
	Se = 0.06	

-Y3-

PI Sta 11+92.38	PI Sta 14+26.76
Δ = 25° 58' 44.3" (RT)	Δ = 02° 45' 33.6" (RT)
D = 81°51'04.0"	D = 04°00'00"
L = 31.74'	L = 68.98'
T = 16.15'	T = 34.50'
R = 70.00'	R = 1432.39'
Se = NC	Se = NC

-Y1-

PI Sta 24+55.50	PI Sta 27+66.75
Δ = 10° 23' 06.6" (LT)	Δ = 8° 05' 50.0" (RT)
D = 2° 15' 00"	D = 5° 00' 00"
L = 461.56'	L = 161.94'
T = 231.42'	T = 81.11'
R = 2,546.48'	R = 1,145.92'
Se = EXIST.	R = EXIST.

RAMP C

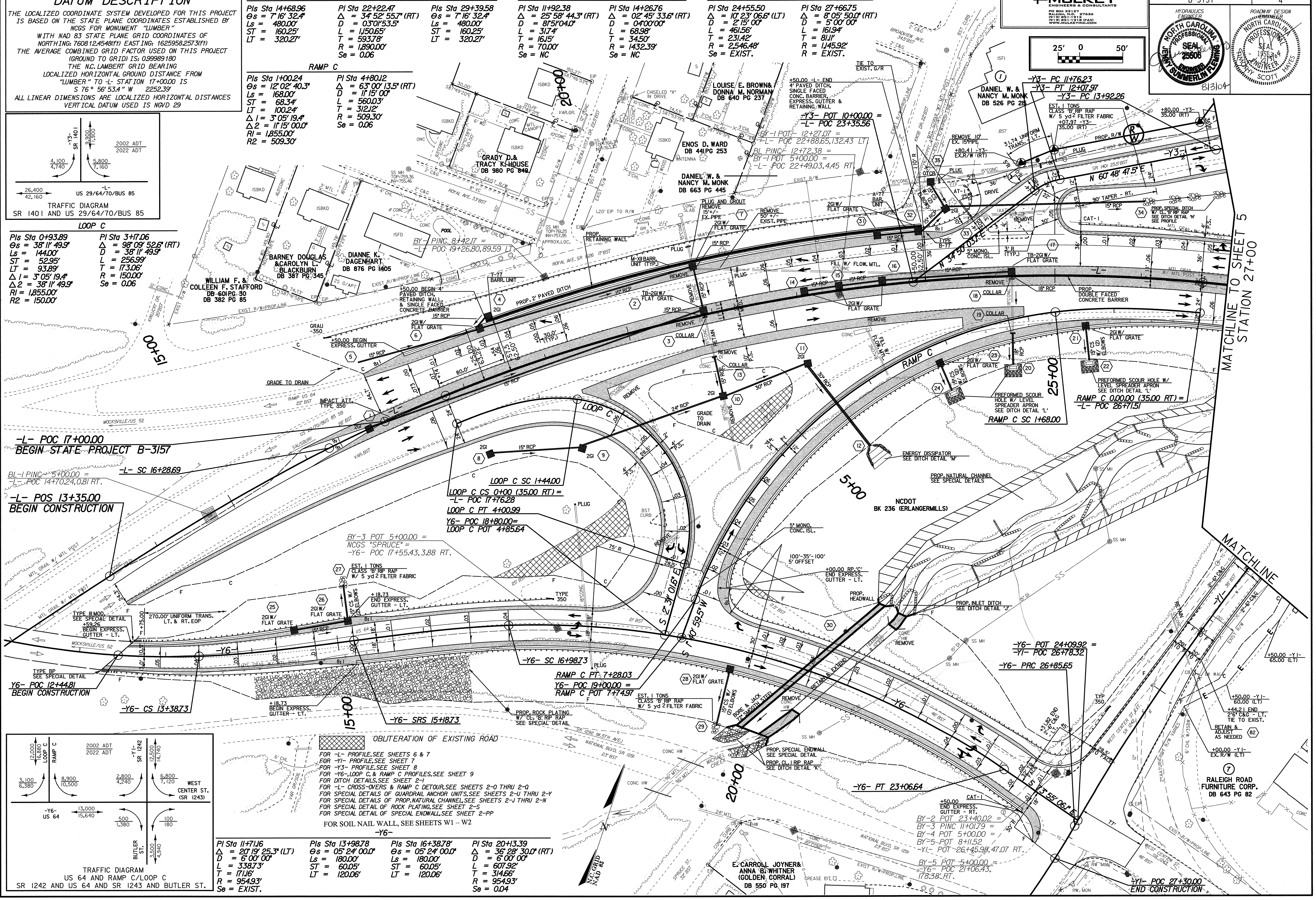
PIs Sta 1+00.24	PI Sta 4+80.12
θs = 12° 02' 40.3"	Δ = 63° 00' 13.5" (RT)
Ls = 168.00'	D = 11° 15' 00"
ST = 68.34'	L = 560.03'
LT = 100.24'	T = 312.12'
Δ1 = 3° 05' 19.4"	R = 509.30'
Δ2 = 11° 15' 00.0"	Se = 0.06
R1 = 1,855.00'	
R2 = 509.30'	

LOOP C

PIs Sta 0+93.89	PI Sta 3+17.06
θs = 38° 11' 49.9"	Δ = 98° 09' 52.6" (RT)
Ls = 144.00'	D = 38° 11' 49.9"
ST = 52.95'	L = 256.99'
LT = 93.89'	T = 173.06'
Δ1 = 3° 05' 19.4"	R = 150.00'
Δ2 = 38° 11' 49.9"	Se = 0.06
R1 = 1,855.00'	
R2 = 150.00'	

TRAFFIC DIAGRAM
SR 1401 AND US 29/64/70/BUS 85

2002 ADT / 2022 ADT. -Y3- SR 1401: 9,900 / 11,900; 4,100 / 4,740; 5,800 / 7,160. -L- US 29/64/70/BUS 85: 26,400 / 42,160



OBLITERATION OF EXISTING ROAD

FOR -L- PROFILE, SEE SHEETS 6 & 7
FOR -Y1- PROFILE, SEE SHEET 7
FOR -Y3- PROFILE, SEE SHEET 8
FOR -Y6-, LOOP C, & RAMP C PROFILES, SEE SHEET 9
FOR DITCH DETAILS, SEE SHEET 2-I
FOR -L- CROSS-OVERS & RAMP C DETOUR, SEE SHEETS 2-O THRU 2-Q
FOR SPECIAL DETAILS OF GUARDRAIL ANCHOR UNITS, SEE SHEETS 2-U THRU 2-Y
FOR SPECIAL DETAILS OF PROP. NATURAL CHANNEL, SEE SHEETS 2-J THRU 2-N
FOR SPECIAL DETAIL OF ROCK PLATING, SEE SHEET 2-S
FOR SPECIAL DETAIL OF SPECIAL ENDWALL, SEE SHEET 2-PP

FOR SOIL NAIL WALL, SEE SHEETS W1 – W2

-Y6-

PI Sta 11+71.16	PIs Sta 13+98.78	PIs Sta 16+38.78'	PI Sta 20+13.39
Δ = 20° 19' 25.3" (LT)	θs = 05° 24' 00.0"	θs = 05° 24' 00.0"	Δ = 36° 28' 30.0" (RT)
D = 6° 00' 00"	Ls = 180.00'	Ls = 180.00'	D = 6° 00' 00"
L = 338.73'	ST = 60.05'	ST = 60.05'	L = 607.92'
T = 171.16'	LT = 120.06'	LT = 120.06'	T = 314.66'
R = 954.93'			R = 954.93'
Se = EXIST.			Se = 0.04

TRAFFIC DIAGRAM
US 64 AND RAMP C/LOOP C
SR 1242 AND US 64 AND SR 1243 AND BUTLER ST.

2002 ADT / 2022 ADT. LOOP C: 12,000 / 6,880; RAMP C; -Y1- SR 1242: 12,500 / 14,740; 3,100 / 6,380; 8,900 / 10,500; 2,800 / 4,240; 6,800 / 7,120; WEST CENTER ST. (SR 1243); -Y6- US 64: 13,000 / 15,640; 500 / 1,380; 100 / 180; BUTLER ST.: 3,500 / 4,940

REVISIONS

07/28/2004
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