NORTH CAROLINA PROFESSIONAL SEAL 24912 ENGINEER KEVIN E. MOORE 3-6-05

NORTH CAROLINA PROFESSIONAL SEAL 18538 ENGINEER ANTHONY T. NOTTINGHAM 3/6/05

REVISIONS

7/06/05

MATCH LINE SEE SHEET 14 -Y2- STA 16+46.000

-RPB-
PI Sta 10+42.681
Gs = 4° 38' 30.1" (LT)
Ls = 64.000
LT = 42.681
ST = 21.341

PI Sta 11+84.262
Δ = 33° 52' 01.0" (LT)
Lt = 233.980
L = 120.262
R = 395.000
SE = .08
Vdes. = 100 KM/H

PI Sta 13+18.827
Gs = 4° 38' 30.1" (LT)
Ls = 64.000
LT = 42.681
ST = 21.341

-RPB-
PI Sta 14+04.294
Gs = 14° 40' 03.2" (RT)
Ls = 64.000
LT = 42.824
ST = 21.467

PI Sta 14+86.020
Δ = 57° 40' 59.4" (RT)
L = 119.755
T = 63.570
R = 125.000
SE = .08
Vdes. = 50 KM/H

-Y2-
PI Sta 21+90.727
Δ = 10° 40' 36.4" (RT)
L = 553.935
T = 277.858
R = 2,300.000
SE = RC
Vdes. = 100 KM/H

-Y2DET-
PI Sta 16+67.532
Δ = 21° 42' 48.9" (LT)
L = 94.943
T = 47.532
R = 250.000
SE = .02
V = 90 KM/H

-Y2DET-
PI Sta 18+79.401
Δ = 44° 56' 39.5" (RT)
L = 312.759
T = 165.459
R = 400.000
SE = .05
V = 90 KM/H

PI Sta 20+68.994
Δ = 18° 35' 08.2" (LT)
L = 41.281
R = 250.000
V = 90 KM/H

-RPC-
PI Sta 11+25.615
Gs = 4° 38' 30.1" (RT)
Ls = 64.000
LT = 42.681
ST = 21.341

-RPC-
PI Sta 11+92.232
Δ = 13° 05' 02.8" (RT)
L = 90.203
T = 45.298
R = 395.000
SE = .08
Vdes. = 100 KM/H

PI Sta 16+58.483
Gs = 4° 38' 30.1" (RT)
Ls = 64.000
LT = 42.681
ST = 21.341

-L-
PI Sta 54+96.592
Gs = 1° 36' 03.3" (LT)
Ls = 64.000
LT = 63.936
ST = 31.869

PI Sta 57+45.284
Δ = 18° 16' 00.7" (LT)
L = 288.728
R = 1,700.000
SE = .04
Vdes. = 110 KM/H

PI Sta 60+58.67
Gs = 1° 36' 03.3" (LT)
Ls = 64.000
LT = 63.936
ST = 31.869

-RPA-
PI Sta 10+38.594
R 1 = 1682.502
Gs 1 = 1° 09' 20.3" (RT)
L = 400.000
Gs 2 = 4° 35' 04.9" (RT)
Ls = 64.000
LT = 38.594
ST = 25.455

PI Sta 11+55.697
Δ = 28° 48' 30.9" (RT)
L = 179.529
T = 91.697
R = 400.000
SE = .08
Vdes. = 100 KM/H

PI Sta 14+48.865
Gs = 2° 55' 01.2" (RT)
Ls = 64.000
LT = 42.681
ST = 21.346

-RPD-
PI Sta 10+21.334
Gs = 1° 04' 02.8" (RT)
Ls = 64.000
LT = 42.681
ST = 21.334

PI Sta 11+06.681
Gs = 4° 38' 30.1" (LT)
Ls = 64.000
LT = 42.681
ST = 21.341

PI Sta 12+24.123
Δ = 21° 56' 14.7" (LT)
L = 188.539
T = 95.329
R = 395.000
SE = .08
V = 100 KM/H

-RPD-
PI Sta 13+11.907
Gs = 4° 38' 30.1" (LT)
Ls = 64.000
LT = 42.681
ST = 21.341

PI Sta 14+23.394
Gs = 4° 40' 03.2" (RT)
Ls = 64.000
LT = 42.824
ST = 21.467

-RPD-
PI Sta 15+13.360
Δ = 15° 38' 31.1" (RT)
L = 124.746
T = 62.719
R = 182.500
SC = .08
V = 50 KM/H

-RPB- SC 14+25.480
30.000 (98.43')

-RPB- PT 15+38.236
30.000 (98.43')

-RPA- +65.495
30.000 (98.43')

-RPA- +67.959
30.000 (98.43')

-RPA- +67.559
30.000 (98.43')

-RP-A- ST 13+07.515

-RP-B- SRS 13+61.480
30.000 (98.43')

-RP-B- CS 12+97.480
30.000 (98.43')

-RPB- +20.000
30.000 (98.43')

-RPC- +00.136
30.000 (98.43')

-RPC- +26.000
37.000 (121.39')

-RPC- +00.136
30.000 (98.43')

-RP-C- ST 13+01.136

-RP-C- SC 19+12.869

-RP-C- POT 20+40.000

-RP-C- PT 14+90.021

-RP-D- POT 16+30.336

-RP-D- PT 15+70.336

-RP-D- SC 14+49.580

-RP-D- SRS 13+80.580
30.000 (98.43')

-RP-D- CS 13+16.580
30.000 (98.43')

-Y2- POT 16+80.000
-RP-A- POT 15+00.685
-RP-B- POT 16+03.236

-Y2- POT 18+12.869

-Y2- POT 18+96.081

-Y2- POT 19+08.048

-Y2- POT 20+44.742
(RT) 5.462 RT)

-Y2- POT 18+46.443

-Y2- POT 18+60.011

-Y2- POT 52+34.693

-Y2DET- PRC 17+13.943

-Y2DET- POC 18+27.714

-Y2DET- PRC 19+27.714

-Y2- POC 20+40.000

-L- POT 52+83.607

-L- POT 53+98.192 (OFF 12.981 LT)

-L- POT 54+54.659 (OFF 10.305 RT)

-L- POT 53+44.267 (OFF 13.778 LT)

-L- POT 53+63.256

-L- POT 54+58.256

-L- POT 50+69.030 (OFF 104.804 LT)

-L- POT 49+70.084 (OFF 78.833 LT)

-L- POT 49+94.935 (OFF 8.784 RT)

-L- POT 51+37.936 (OFF 2.381 LT)

-L- POT 50+34.996 (OFF 8.542 LT)

-L- POT 50+83.496 (OFF 8.399 LT)

-L- POT 51+15.000

-L- POT 51+45.000

-L- POT 50+83.496 (OFF 8.399 LT)

-L- POT 50+35.446 (OFF 0.299 LT)

-L- POT 49+94.935 (OFF 8.784 RT)

-L- POT 50+69.030 (OFF 104.804 LT)

-L- POT 50+70.084 (OFF 78.833 LT)

-L- POT 51+37.936 (OFF 2.381 LT)

-L- POT 52+83.607

-L- POT 53+98.192 (OFF 12.981 LT)

-L- POT 54+54.659 (OFF 10.305 RT)

-L- POT 53+44.267 (OFF 13.778 LT)

-L- POT 53+63.256

-L- POT 54+58.256

BL-740 61+00.590

BL-736 56+68.370

BL-737 57+70.668

BL- 58+95.956

BLREV-R908 PINC 58+59.315

BLREV-R907 PINC 57+56.805

BLREV-R906 PINC 57+15.288

BLREV-R904 PINC 59+61.204

BLREV-R903 PINC 59+61.204

BLREV-R902 PINC 60+85.438

BLREV-R91 PINC 61+95.582

BY5-504 14+75.956
BL 59+96.237
(OFF 8.542 LT)

BY5-505 17+92.231
(OFF 8.399 LT)

BY5-505 17+92.231
(OFF 8.399 LT)

N 41° 07' 05.3" W

S 41° 07' 05.3" E

S 37° 57' 04.4" E

N 37° 57' 04.4" W

LS 64 19 07.4" E

LS 64 19 07.4" E

N 52° 42' 54.6" W

N 37° 57' 04.4" W

S 37° 57' 04.4" E

S 52° 42' 54.6" E

N 52° 42' 54.6" W

A

B

C

D

MATCH LINE SEE SHEET 10 -Y2- STA 19+40.000

MATCH LINE SEE SHEET 15 -Y2- STA 20+59.000

MATCH LINE SEE SHEET 12 -Y2- STA 15+20.000

MATCH LINE SEE SHEET 13 -Y2- STA 17+20.000

PROP. WW FENCE

PROP. 1.0m YAL DITCH

HOWL

GRAU 350

CAT-1

CAT-2

2CI

2CO

TYPE D

TYPE III

TYPE III

1.0 m SPEC CUT BASE DITCH GRASS LINED SEE DETAIL N

PERM. ROCK SILT CHECK DAM CLASS B RIP RAP 1.0 MTH (EA.) SEE DETAIL D STD 1633.02 STA. 13+05.000 STA. 13+31.000 STA. 13+63.000

PERM. ROCK SILT CHECK DAM CLASS B RIP RAP 1.0 MTH (EA.) SEE DETAIL D STD 1633.02 STA. 13+01.000 STA. 13+29.000

BERM DITCH PROTECTION CLASS B RIPRAP (d=0.3 m)

STD. BERM DITCH

GRADE TO DRAIN GRADE TO EL. 89.40 m @ STA. 51+20 LT -L-

BEGIN SPECIAL MEDIAN GRADING -L- POT 51+15.000

STREAM RELOCATION 0.9 m BASE w/FLOODPLAIN DDE = 365m3 SEE DETAIL C

DRAIN POND

BEGIN INTERMITTENT STREAM /SUBTER

OUTLET CHANNEL PROTECTION SEE DETAIL AB

BEGIN APPROACH SLAB -Y2- POT 18+08.112

BEGIN BRIDGE -Y2- POT 18+23.311

END BRIDGE -Y2- STA.18+95.411

END APPROACH SLAB -Y2- STA.19+07.664

END SHOULDER BERM GUTTER -Y2- 18+08.112

BEGIN SHOULDER BERM GUTTER -Y2- 19+08.048

END SHOULDER BERM GUTTER -Y2- 19+08.048

BEGIN SHOULDER BERM GUTTER -Y2- 19+12.869

END SHOULDER BERM GUTTER -Y2- 19+12.869

END BRIDGE -Y2- POT 18+96.081

BEGIN SHOULDER BERM GUTTER -Y2- 20+44.742

END SHOULDER BERM GUTTER -Y2- 20+44.742

END SHOULDER BERM GUTTER -Y2- 18+46.443

END SHOULDER BERM GUTTER -Y2- 19+27.714

END SHOULDER BERM GUTTER -RPD- 15+87.700

BEGIN SHOULDER BERM GUTTER -RPD- 15+87.700

BEGIN SHOULDER BERM GUTTER -RPD- 15+87.700

BEGIN SHLD. BERM GUTTER -RPD- 15+87.700

BEGIN SHOULDER BERM GUTTER -RPD- 15+87.700

BEGIN CONSTRUCTION

BEGIN APPROACH SLAB -Y2- STA.18+11.562

BEGIN BRIDGE -Y2- STA.18+23.311

END BRIDGE -Y2- STA.18+95.411

END APPROACH SLAB -Y2- STA.19+07.664

-L- Sta.52+34.693 -Y2- Sta.18+60.011

SERVICE RD.-D- POT 9+80.000

SERVICE RD.-D- POT 9+90.000

SERVICE RD.-D- PC 10+45.000

SERVICE RD.-D- PT 14+44.580

SERVICE RD.-D- PI Sta 11+03.089 Δ = 13° 22' 32.7" (RT) L = 110.576 T = 55.589 R = 146.000

SERVICE RD.-D- 9+80.000 TO 14+44.580

SERVICE RD.-D- 9+80.000 TO 15+00.000 (10.253')

SERVICE RD.-D- 9+90.000 TO 15+00.000 (10.253')

SERVICE RD.-D- 10+45.000 TO 15+00.000 (10.253')

SERVICE RD.-D- 14+44.580 TO 15+00.000 (10.253')

SERVICE RD.-D- +45.000 (13.716')

SERVICE RD.-D- +85.000 (13.000' TAPER)

SERVICE RD.-D- +80.000 TO +85.000 (13.000' TAPER)

SERVICE RD.-D- +80.000 (13.000' TAPER)

SERV.RD.-D- +80.000 (15.000' TAPER)

SERV.RD.-D- +45.000 (15.000' TAPER)

SERV.RD.-D- +85.000 (13.000' TAPER)

SERV.RD.-D- +80.000 TO +85.000 (13.000' TAPER)

SERV.RD.-D- +80.000 (13