TIP PROJECT: U-2826B

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2826B	EC-1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

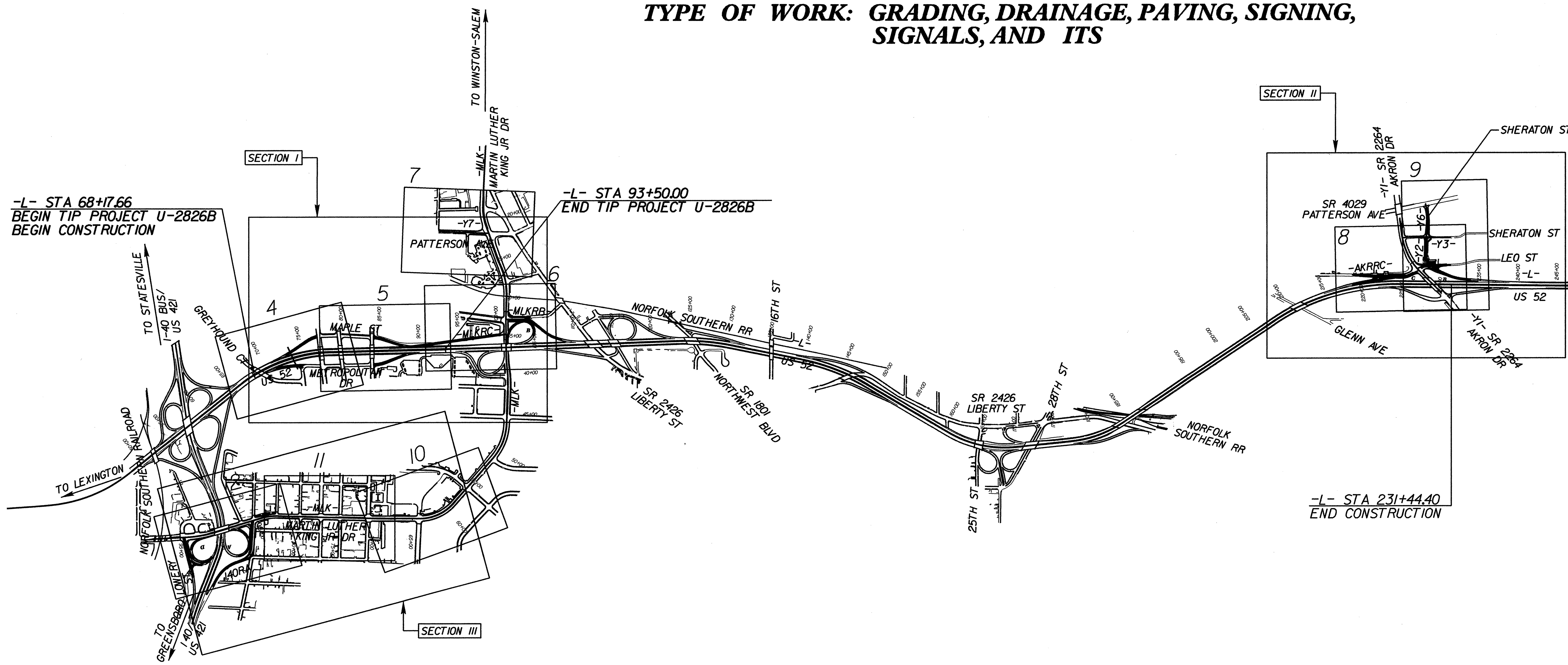
PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL

FORSYTH COUNTY

NAD 83

***LOCATION:** US 52 FROM GREYHOUND COURT TO SR 2264 (AKRON DRIVE), INCLUDING MARTIN LUTHER KING, JR. DRIVE*

***TYPE OF WORK:** GRADING, DRAINAGE, PAVING, SIGNING, SIGNALS, AND ITS*



EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TSD
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
	Silt Basin Type B	
1633.01	Temporary Rock Silt Check Type-A	
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	
	Temporary Rock Silt Check Type-B	
	Wattle/Coir Fiber Wattle	
	Wattle/Coir Fiber Wattle with Polyacrylamide (PAM)	
1634.01	Temporary Rock Sediment Dam Type-A	
1634.02	Temporary Rock Sediment Dam Type-B	
1635.01	Rock Pipe Inlet Sediment Trap Type-A	
1635.02	Rock Pipe Inlet Sediment Trap Type-B	
1630.04	Stilling Basin	
1630.06	Special Stilling Basin	
	Rock Inlet Sediment Trap:	
1632.01	Type A	A
1632.02	Type B	B
1632.03	Type C	C
	Skimmer Basin	
	Tiered Skimmer Basin	
	Infiltration Basin	

THIS PROJECT CONTAINS EROSION CONTROL PLANS FOR CLEARING AND GRUBBING PHASE OF CONSTRUCTION.

GRAPHIC SCALE

0

PLANS

0

PROFILE (HORIZONTAL)

0

PROFILE (VERTICAL)

ROADSIDE ENVIRONMENTAL UNIT
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

Prepared In the Office of:

ROADSIDE ENVIRONMENTAL UNIT

1 South Wilmington St.
Raleigh, NC 27611

2006 STANDARD SPECIFICATIONS

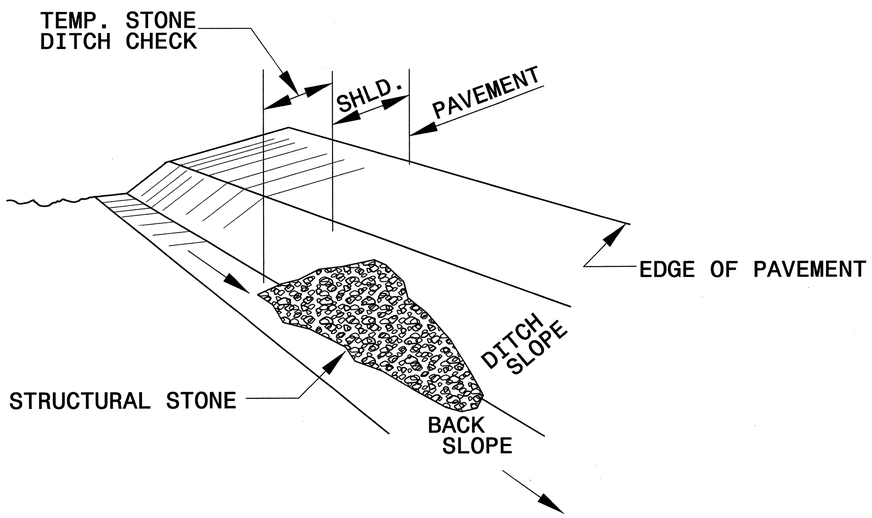
Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit – N. C. Department of Transportation – Raleigh, N. C., dated July 18, 2006 and the latest revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

1605.01	Temporary Silt Fence	1632.02	Rock Inlet Sediment Trap Type B
1606.01	Special Sediment Control Fence	1632.03	Rock Inlet Sediment Trap Type C
1607.01	Gravel Construction Entrance	1633.01	Temporary Rock Silt Check Type A
1622.01	Temporary Berms and Slope Drains	1635.02	Rock Pipe Inlet Sediment Trap Type B

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

TEMPORARY ROCK SILT CHECK TYPE 'B' DETAIL

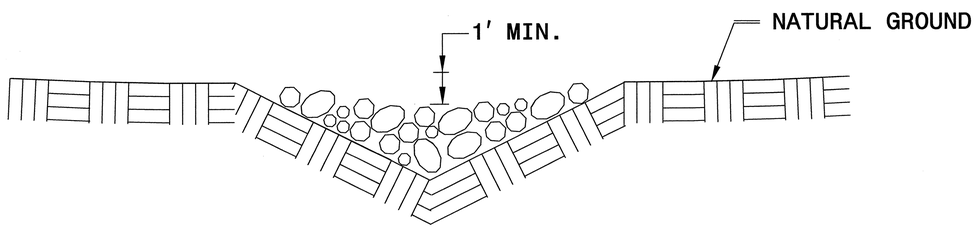


ISOMETRIC VIEW

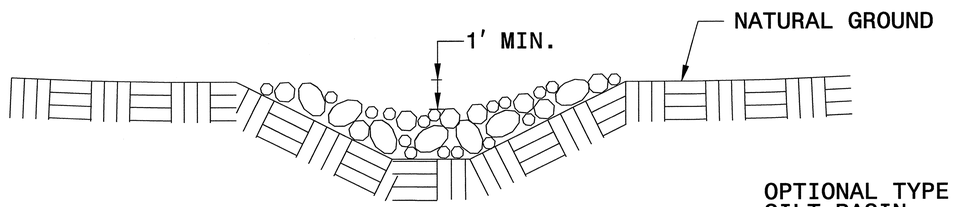
NOTES:

USE CLASS 'B' EROSION CONTROL STONE FOR STRUCTURAL STONE.

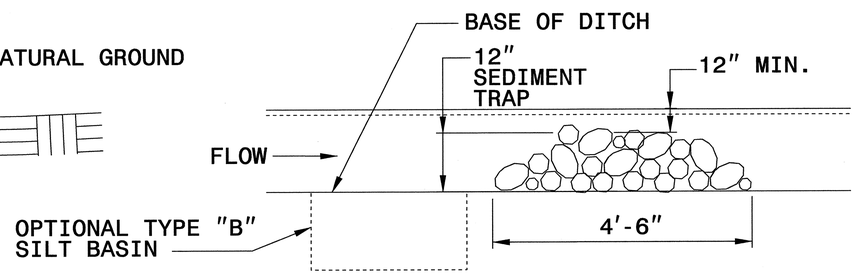
THE ENGINEER MAY DIRECT THE OPTION OF CLASS "A" STONE FOR SITES HAVING LESS THAN ONE (1) ACRE DRAINAGE AREA AND A DITCH GRADE LESS THAN 3%.



CROSS SECTION VEE DITCH



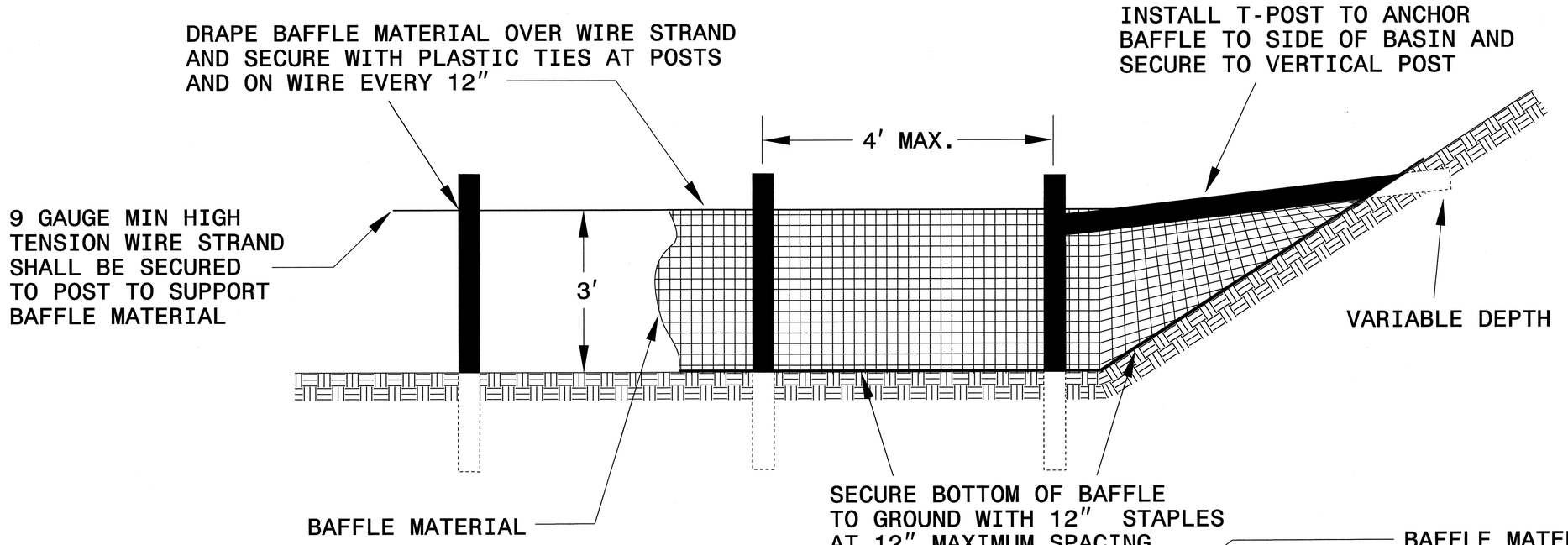
CROSS SECTION TRAPEZOIDAL DITCH

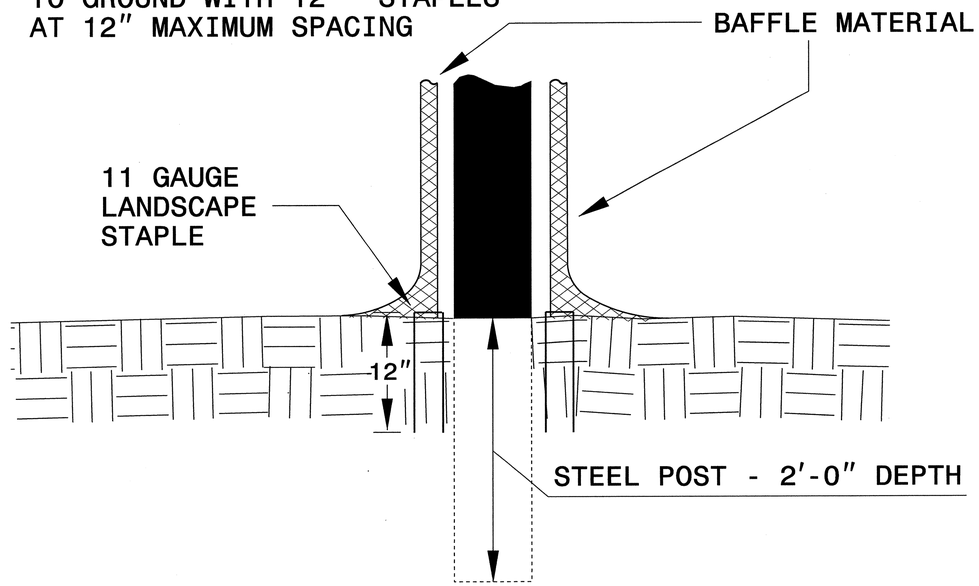


ELEVATION VIEW

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-2A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

COIR FIBER BAFFLE DETAIL





BAFFLE MATERIAL SHALL BE SECURED TO THE BOTTOM AND SIDES OF BASIN USING 12″ LANDSCAPE STAPLES

NOTES:

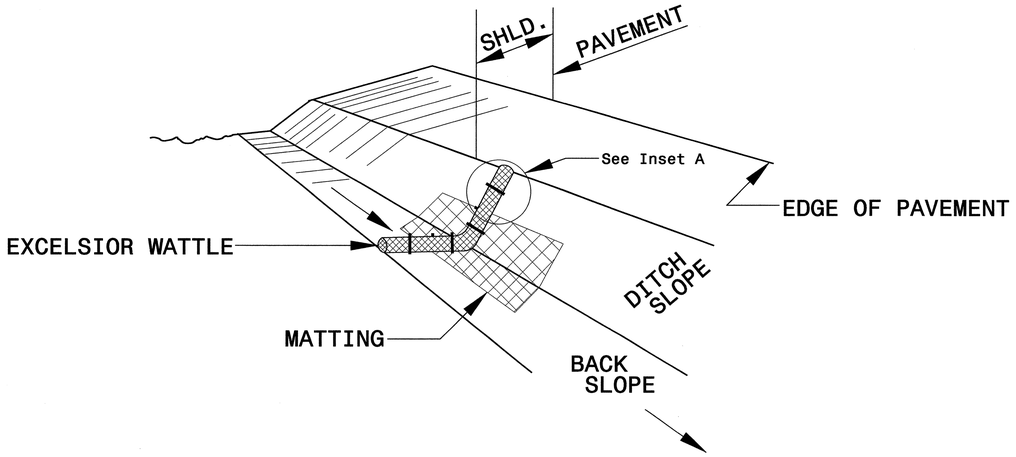
1. INSTALL THREE(3) COIR FIBER BAFFLES IN SILT BASINS AND SEDIMENT DAMS AT DRAINAGE OUTLETS WITH A SPACING OF ¼ THE BASIN LENGTH.

2. TWO(2) COIR FIBER BAFFLES CAN BE INSTALLED IN SILT BASINS AND DAMS LESS THAN 20 FT. IN LENGTH WITH A SPACING OF 1/3 THE BASIN LENGTH.

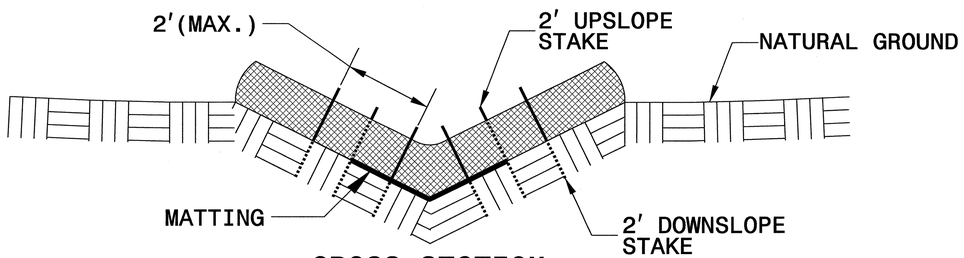
3. TOP HEIGHT OF COIR FIBER BAFFLES SHALL NOT BE BELOW BASE OF EMERGENCY SPILLWAY ELEVATION.

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-2B
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

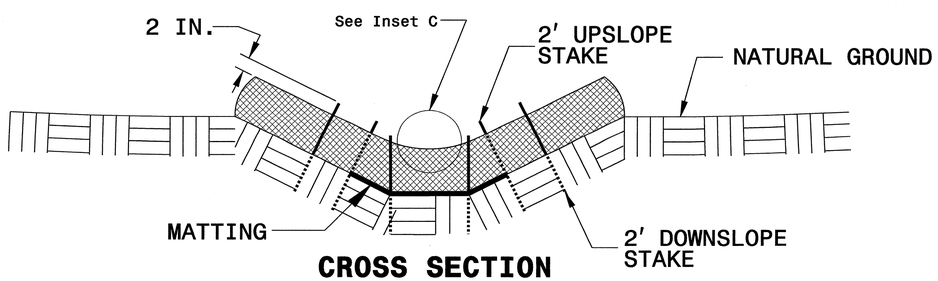
WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

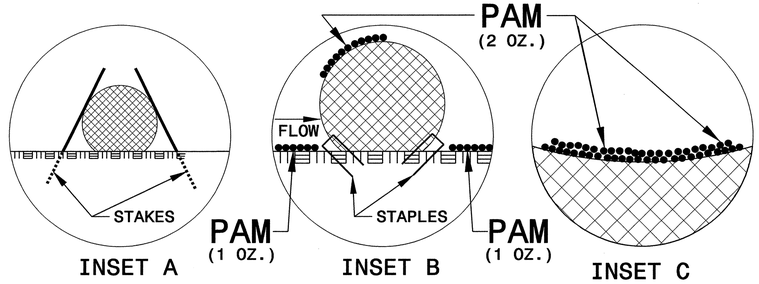
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

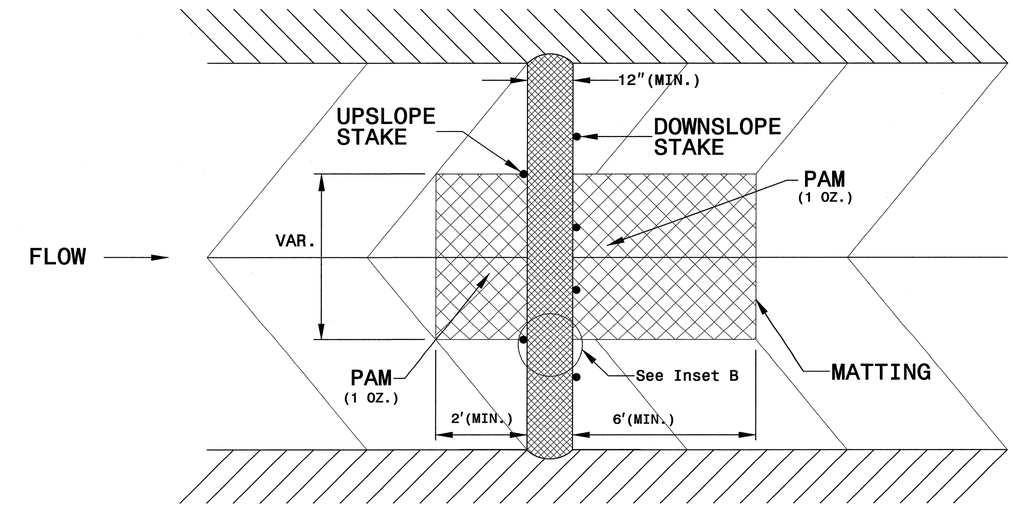
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

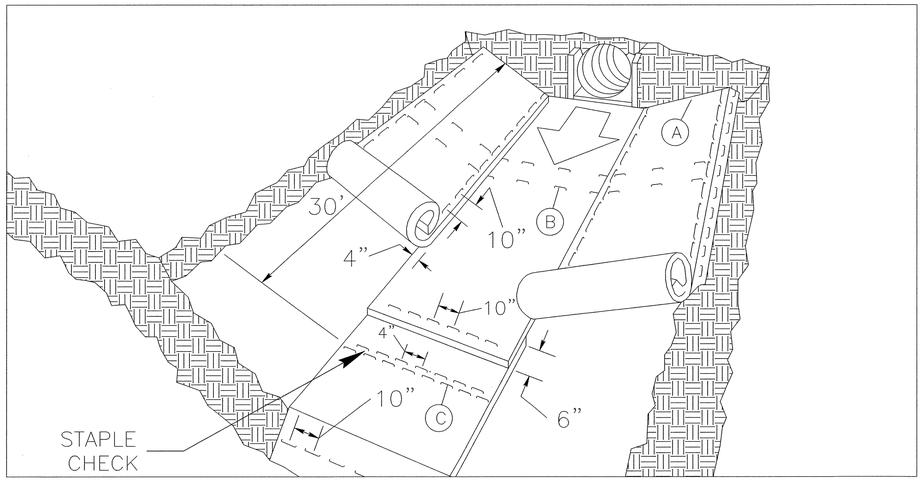




TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-2C
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

MATTING INSTALLATION DETAIL



MATTING IN DITCHES

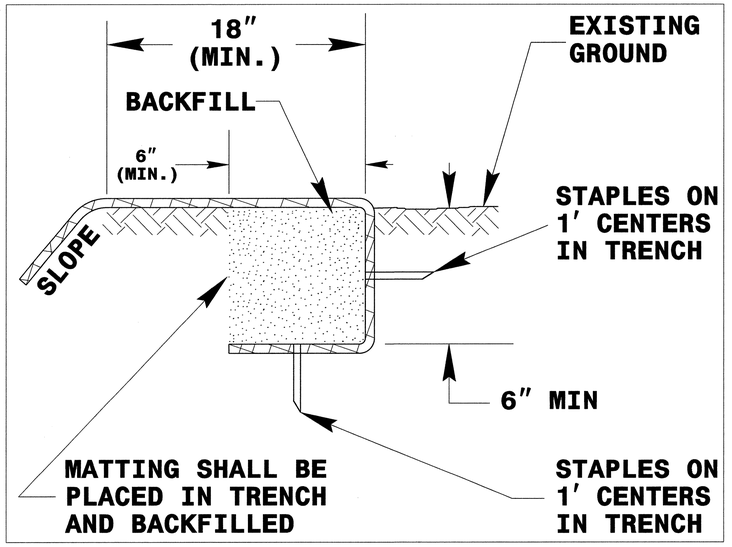
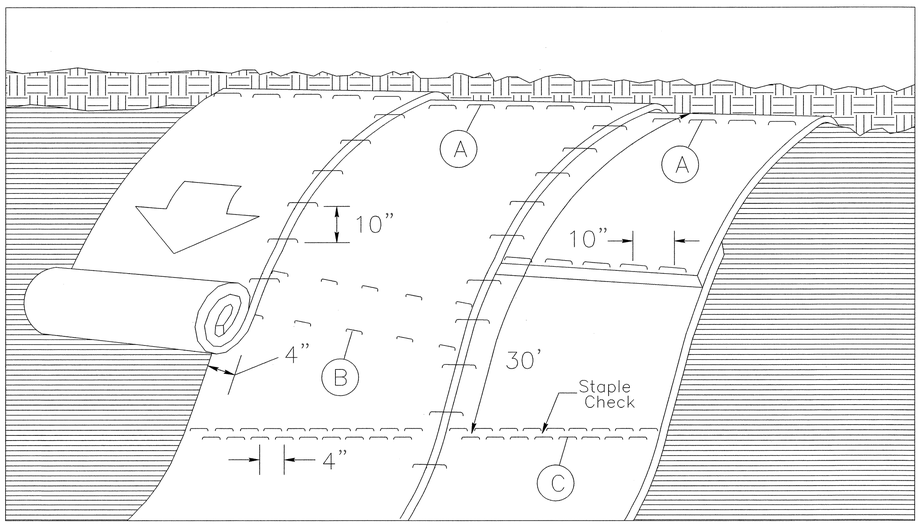


DIAGRAM (A)



MATTING ON SLOPES

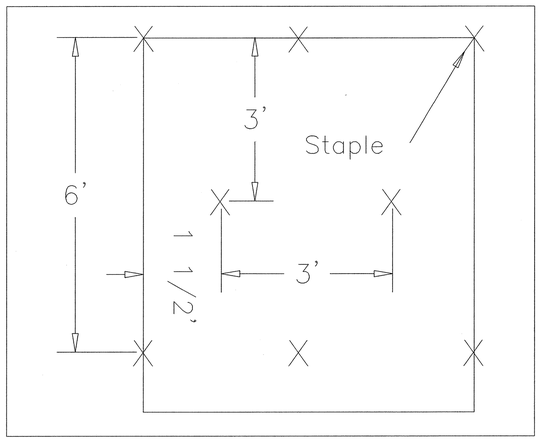


DIAGRAM (B)

Staple Check Pattern

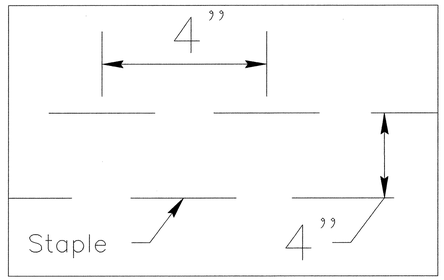


DIAGRAM (C)

NOTES:

THIS DETAIL APPLIES TO STRAW, EXCELSIOR, AND PERMANENT SOIL REINFORCEMENT MAT (PSRM) INSTALLATION.

STAPLES SHALL BE NO. 11 GAUGE STEEL WIRE FORMED INTO A "U" SHAPE WITH A MINIMUM THROAT WIDTH OF 1 INCH AND NOT LESS THAN 6 INCHES IN LENGTH.

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-3
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
9	-Y6-	10+00	14+50	RT	510
9	-Y6-	10+00	14+50	LT	510
				SUBTOTAL	1020
MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER					13825
				TOTAL	14845
				SAY	15000

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-4/CONST.4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

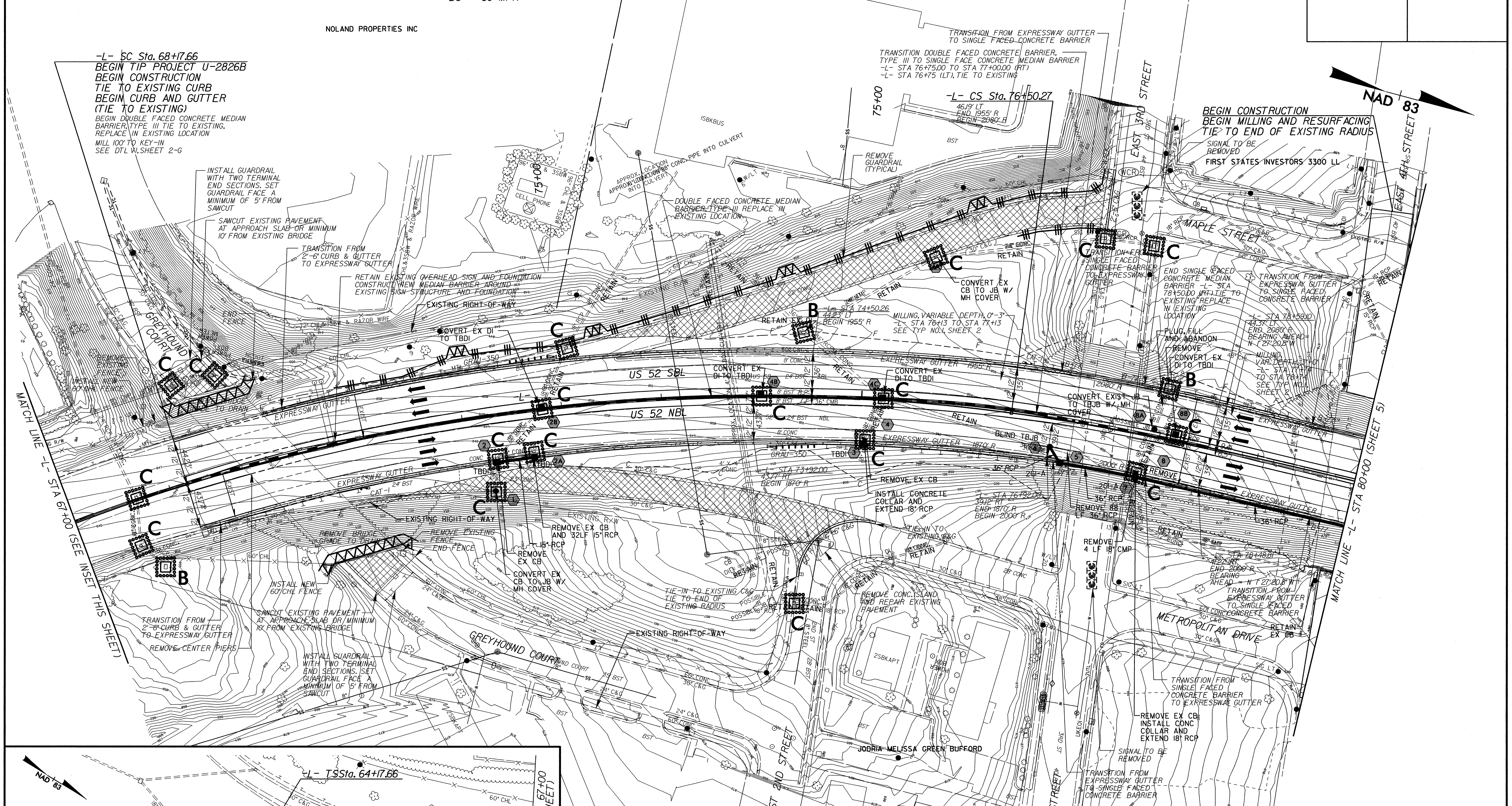
SECTION I

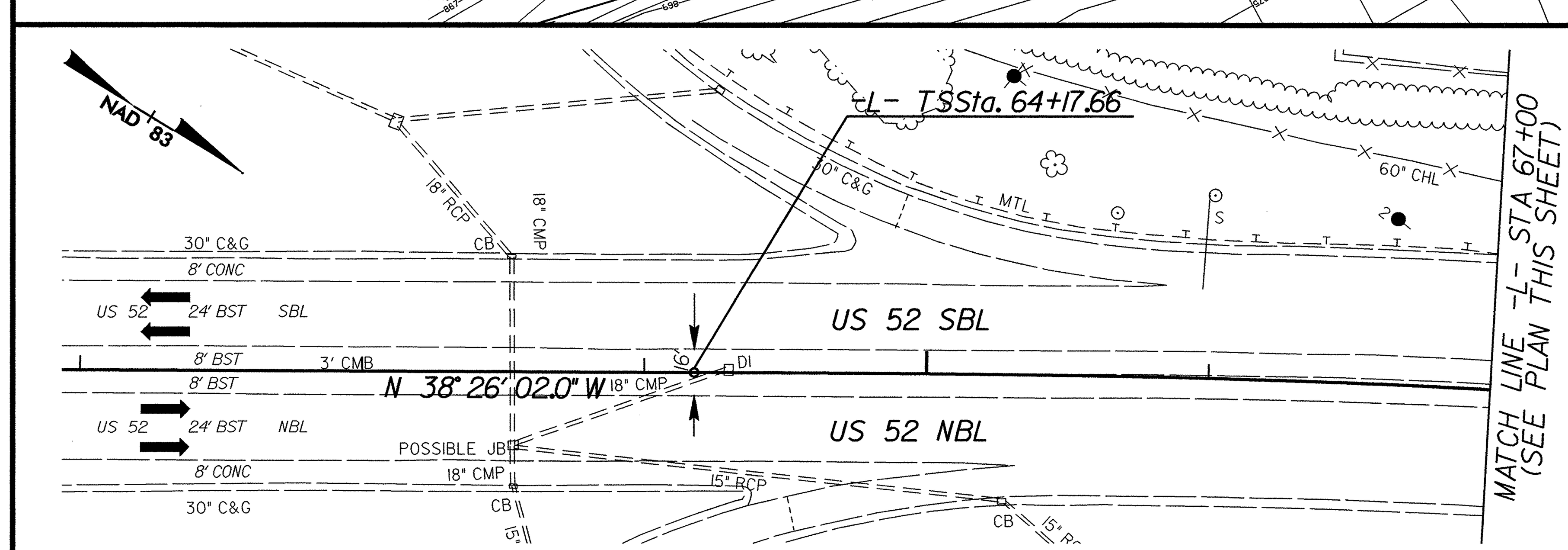
CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 4

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

-L-

PIs Sta 66+84.48	PI Sta 72+40.68	PIs Sta 77+83.74
Θs = 6°00′00.0″	Δ = 24°58′41.2″ (RT)	Θs = 6°00′00.0″
Ls = 400.00′	D = 3°00′00.0″	Ls = 400.00′
LT = 266.82′	L = 832.60′	LT = 266.82′
ST = 133.47′	T = 423.02′	ST = 133.47′
	R = 1,909.86′	
	SE = EXIST	
	DS = 60 MPH	





LEGEND

- SIDEWALK CURB & GUTTER
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 13 FOR -L- PROFILE
* AUXILIARY LANE WIDTH AND SHOULDER WIDTH DESIGN EXCEPTION

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 5

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

SECTION I

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-5/CONST.5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

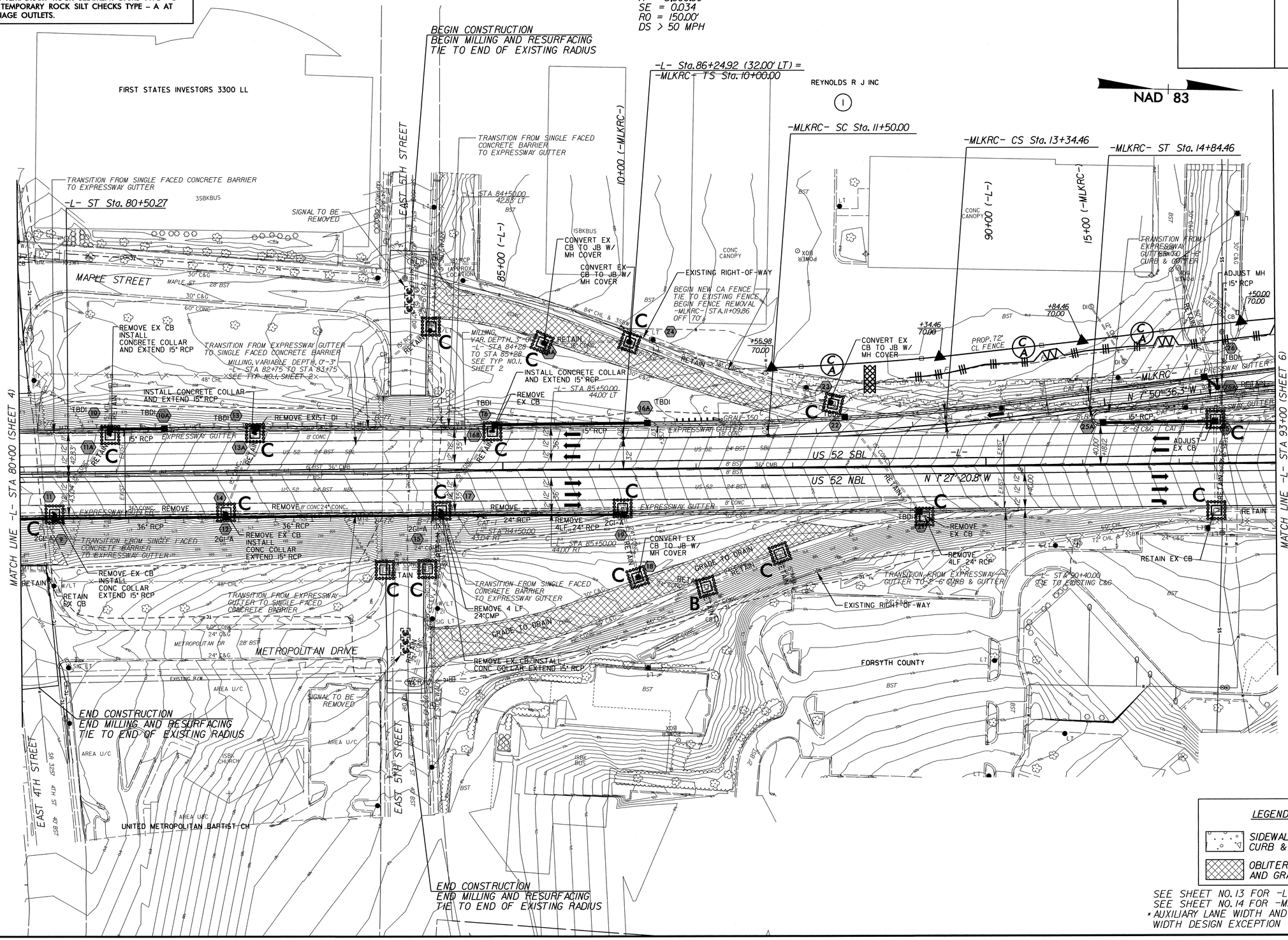
-L-
PIs Sta 77+83.74
Θs = 6° 00' 00.0"
Ls = 400.00'
LT = 266.82'
ST = 133.47'

-MLKRC-
PIs Sta 11+00.00
Θs = 1° 25' 56.6"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

PI Sta 12+42.26
Δ = 3° 31' 22.3" (LT)
D = 1° 54' 35.5"
L = 184.46'
T = 92.26'
R = 3,000.00'
SE = 0.034
RO = 150.00'
DS > 50 MPH

PIs Sta 13+84.46
Θs = 1° 25' 56.6"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

NAD 83



LEGEND

SIDEWALK
CURB & GUTTER

OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO.13 FOR -L- PROFILE
SEE SHEET NO.14 FOR -MLKRC- PROFILE
* AUXILIARY LANE WIDTH AND SHOULDER WIDTH DESIGN EXCEPTION

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-6/CONST.6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION I

NAD 83

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 6

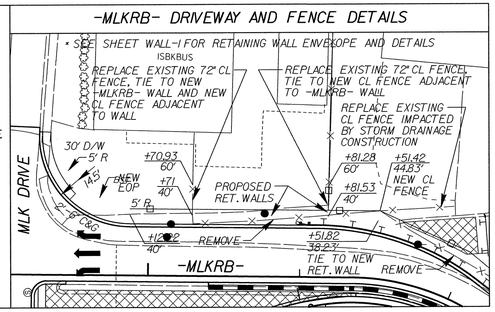
NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

-MLK- MARTIN LUTHER KING JR. DRIVE — 2005 / 2015

DHV = 15% DS = 65% DUAL = 1% TTST = 1%	5000 / 9400	DHV = 15% DS = 60% DUAL = 2% TTST = 3%
100 / 200	1200 / 1100	-MLKRA- MARTIN KING LUTHER JR. DRIVE RAMP A
1000 / 1600	1900 / 2600	
LINDEN STREET		
900 / 1700	700 / 1800	
DHV = 15% DS = 60% DUAL = 2% TTST = 3%	5300 / 11600	DHV = 15% DS 2005 = 55% DS 2015 = 65% DUAL = 1% TTST = 1%

-MLK- MARTIN LUTHER KING JR. DRIVE

-MLKRB- DRIVEWAY AND FENCE DETAILS



-MLK- MARTIN LUTHER KING JR. DRIVE — 2005 / 2015

DHV = 15% DS = 60% DUAL = 1% TTST = 1%	5900 / 8800	DHV = 15% DS = 60% DUAL = 2% TTST = 3%
400 / 1700		
US 52 NB RAMPS 1400 / 5800		
1000 / 4100		
DHV = 15% DS = 60% DUAL = 2% TTST = 3%	6500 / 11200	

-MLK- MARTIN LUTHER KING JR. DRIVE

LEGEND

- SIDEWALK CURB & GUTTER
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 14 FOR -L- PROFILE
SEE SHEET NO. 14 FOR -MLKRC- PROFILE
SEE SHEET NO. 15 FOR -MLK- PROFILE
SEE SHEET NO. 15 FOR -MLKRB- PROFILE
SEE SHEET NO. 15 FOR -MLKLPB- PROFILE
SEE SHEET WALL-1 FOR RET. WALL ENVELOPE
* AUXILIARY LANE WIDTH AND SHOULDER WIDTH DESIGN EXCEPTION

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 7

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

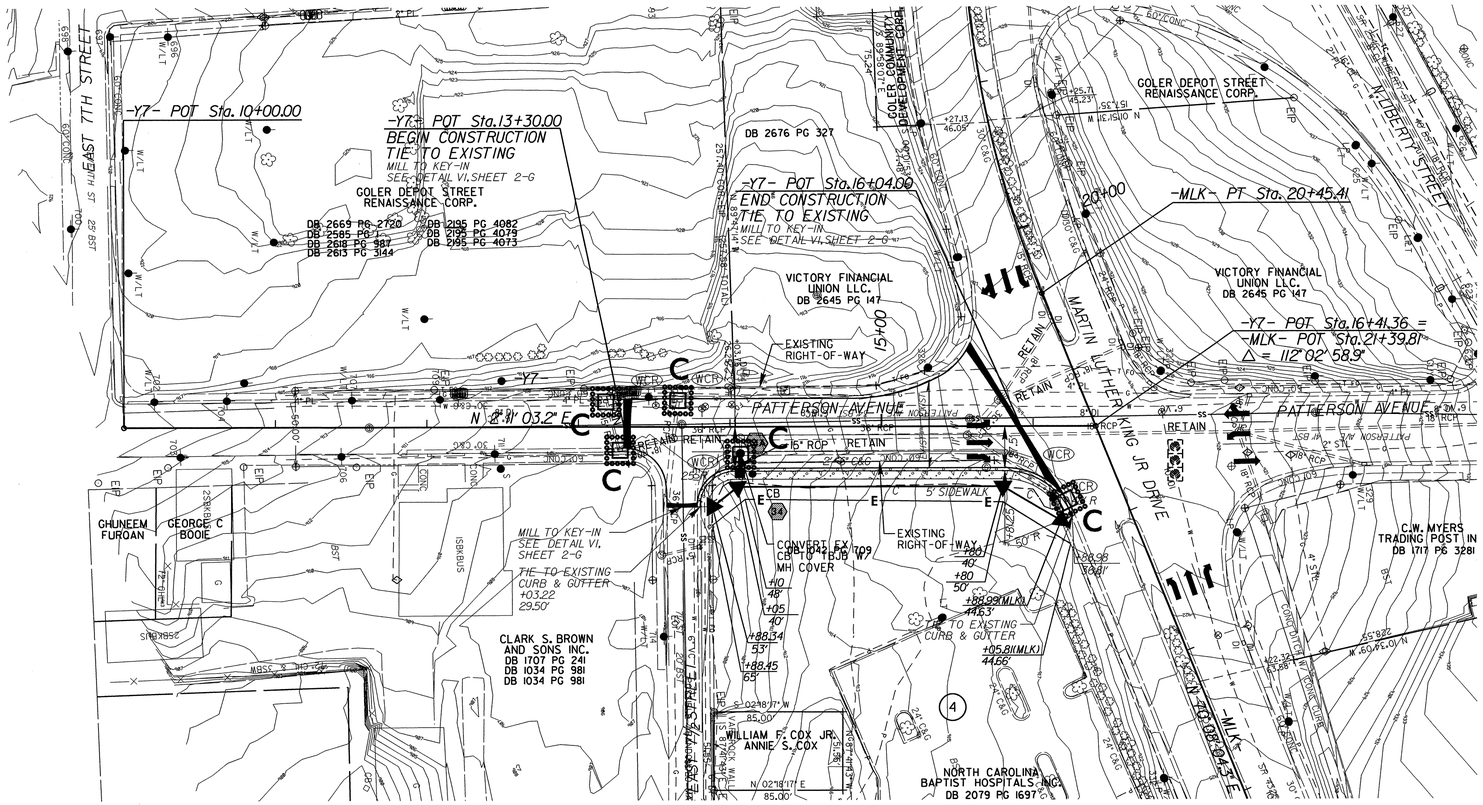
SECTION I

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-7/CONST.7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83

-MLK-

PI Sta 19+07.09	PI Sta 28+28.39
△ = 22° 25' 16.9" (LT)	△ = 21° 37' 27.5" (RT)
D = 8° 00' 00.0"	D = 8° 00' 00.0"
L = 280.27'	L = 270.30'
T = 141.95'	T = 136.78'
R = 716.20'	R = 716.20'
SE = EXIST	SE = EXIST
DS = 45 MPH	DS = 45 MPH



LEGEND

EXISTING SIGNAL

SIDEWALK
CURB & GUTTER

OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO.15 FOR -Y7- PROFILE

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 8

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

-Y1- AKRON DRIVE (2005 / 2015)

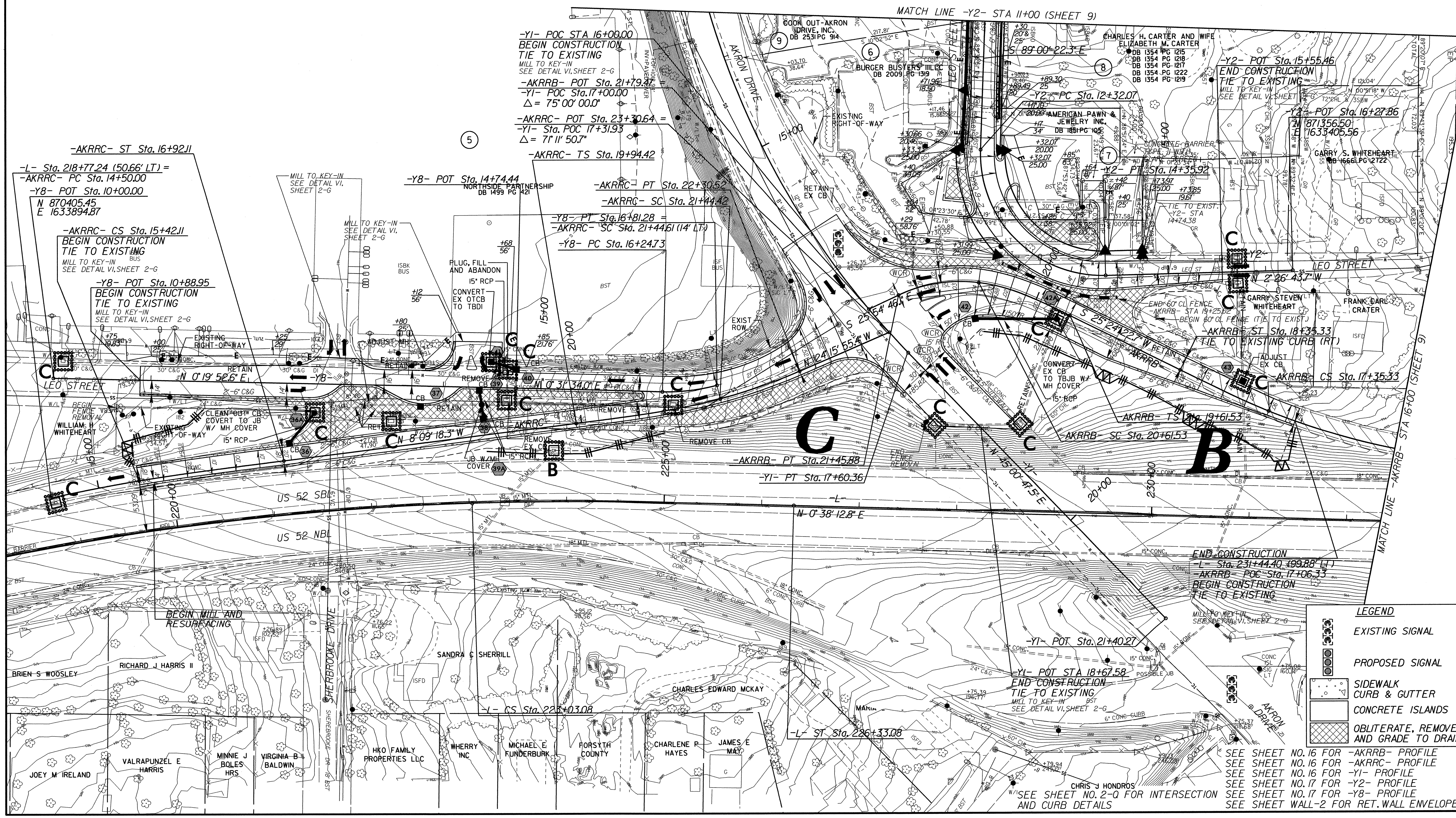
DHV = 15% DS 2005 = 85% DS 2015 = 100% DUAL = 1% TTST = 1%	15000 / 19000 — DHV = 10% DS = 55% DUAL = 1% TTST = 1%
-AKRRC- AKRON DRIVE RAMP C / -Y8- LEO STREET: 6500 / 6700; 4000 / 4800; 2300 / 2500	-AKRRB- AKRON DRIVE RAMP B: 600 / 1000; 2200 / 3000; 1300 / 1800
DHV = 10% DS = 55% DUAL = 1% TTST = 1% — 14000 / 17500	DHV = 15% DS 2005 = 85% DS 2015 = 100% DUAL = 1% TTST = 1%

-Y1- AKRON DRIVE

SECTION II

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-8/CONST.8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83



LEGEND
- EXISTING SIGNAL
- PROPOSED SIGNAL
- SIDEWALK CURB & GUTTER
- CONCRETE ISLANDS
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 2-Q FOR INTERSECTION AND CURB DETAILS

SEE SHEET NO. 16 FOR -AKRRB- PROFILE
SEE SHEET NO. 16 FOR -AKRRC- PROFILE
SEE SHEET NO. 16 FOR -Y1- PROFILE
SEE SHEET NO. 17 FOR -Y2- PROFILE
SEE SHEET NO. 17 FOR -Y8- PROFILE
SEE SHEET WALL-2 FOR RET. WALL ENVELOPES

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-9/CONST.9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION II

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 9

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

-Y3-

PI Sta 10+91.65
△ = 3° 29' 17.0" (RT)
D = 1° 54' 12.7"
L = 183.24'
T = 91.65'
R = 3,010.00'
SE = NC
R = > 40 MPH

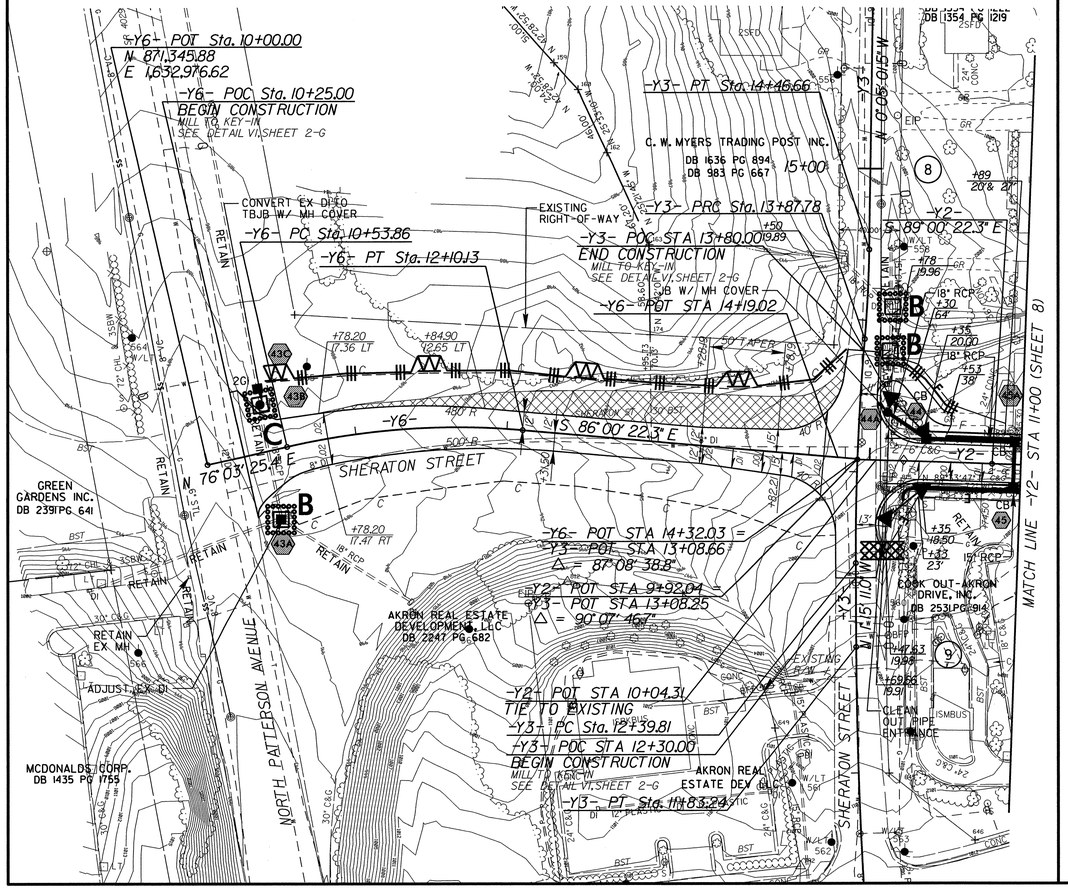
PI Sta 13+13.84
△ = 5° 08' 17.4" (RT)
D = 3° 28' 20.9"
L = 147.97'
T = 74.03'
R = 1,650.00'
SE = NC
R = > 40 MPH

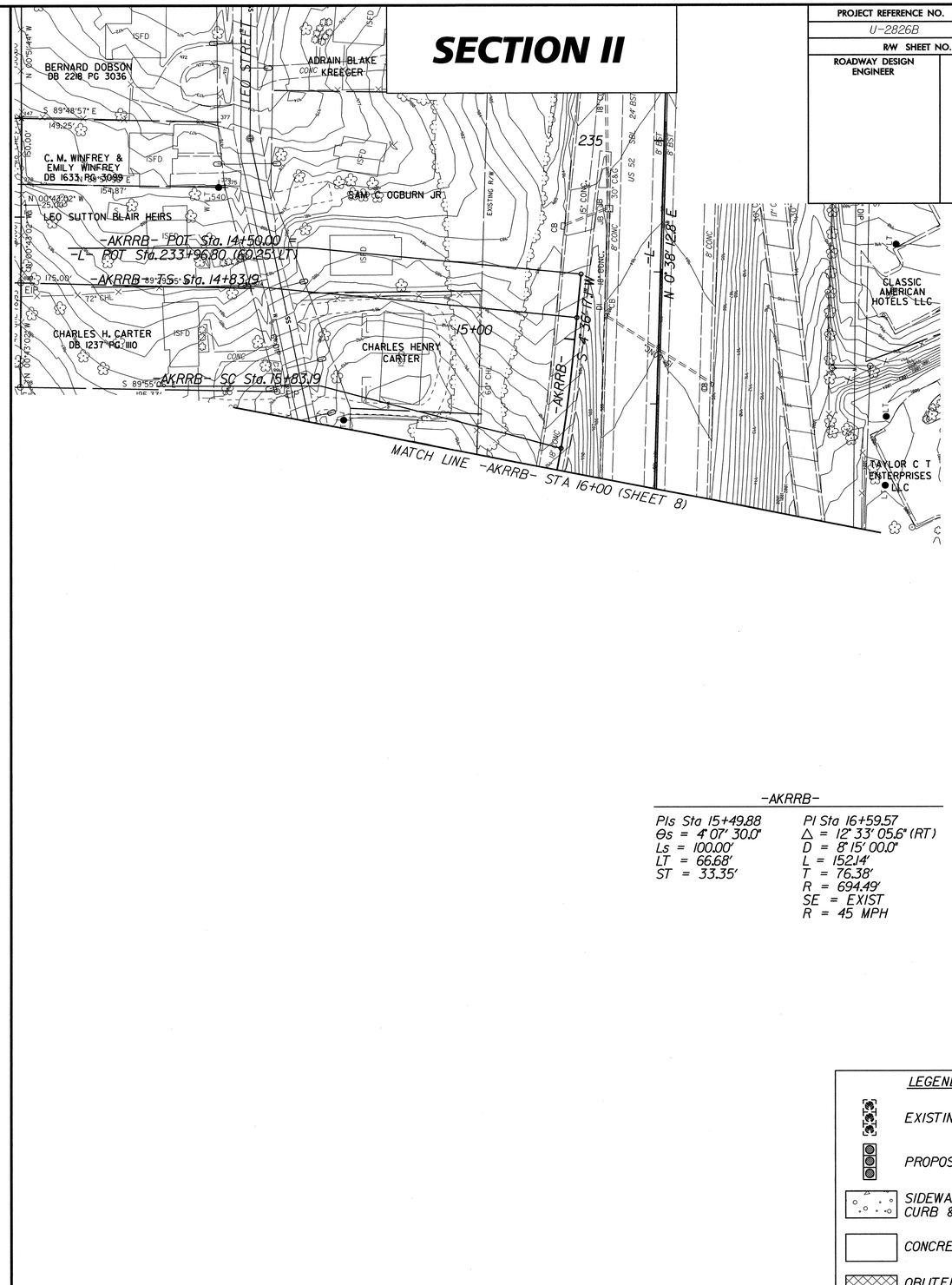
PI Sta 14+17.23
△ = 3° 58' 07.9" (LT)
D = 6° 44' 26.4"
L = 58.88'
T = 29.45'
R = 850.00'
SE = NC
R = > 40 MPH

Y6

PI Sta 11+32.77
△ = 17° 56' 12.3" (RT)
D = 11° 27' 33.0"
L = 156.53'
T = 78.91'
R = 500.00'
S = NC
DS = 40 MPH

NAD 83





NAD 83

-AKRRB-

PIs Sta 15+49.88
Θs = 4° 07' 30.0"
Ls = 100.00'
LT = 66.68'
ST = 33.35'

PI Sta 16+59.57
△ = 12° 33' 05.6" (RT)
D = 8° 15' 00.0"
L = 152.14'
T = 76.38'
R = 694.49'
SE = EXIST
R = 45 MPH

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- SIDEWALK CURB & GUTTER
- CONCRETE ISLANDS
- OBLITERATE, REMOVE AND GRADE TO DRAIN

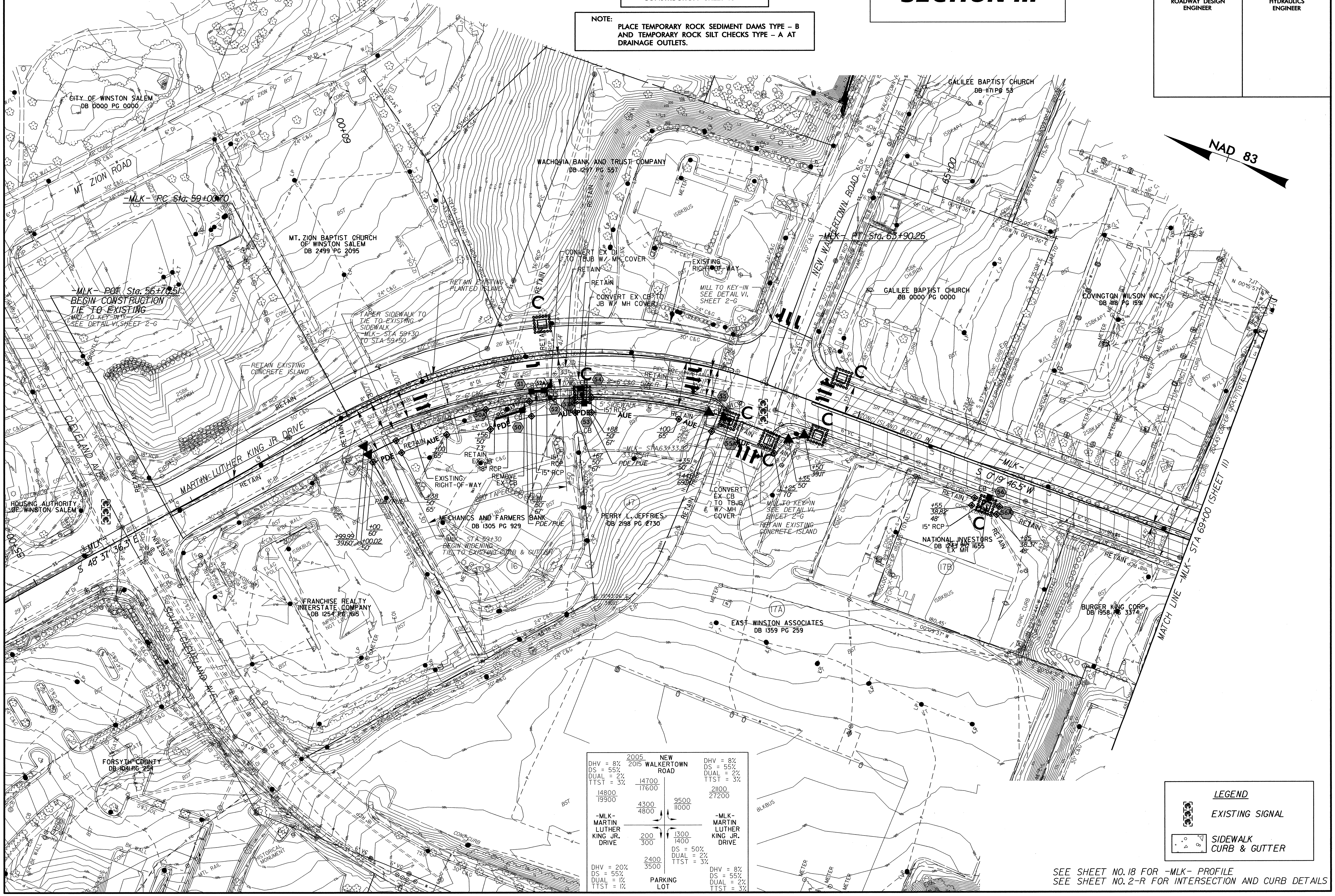
SEE SHEET NO. 17 FOR -Y2- PROFILE
SEE SHEET NO. 17 FOR -Y6- PROFILE
SEE SHEET WALL-2 FOR RETAINING WALL ENVELOPES
SEE SHEET NO. 2-Q FOR INTERSECTION AND CURB DETAILS

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-10/CONST10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION III

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 10

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.



LEGEND

- EXISTING SIGNAL
- SIDEWALK CURB & GUTTER

SEE SHEET NO. 18 FOR -MLK- PROFILE
SEE SHEET NO. 2-R FOR INTERSECTION AND CURB DETAILS

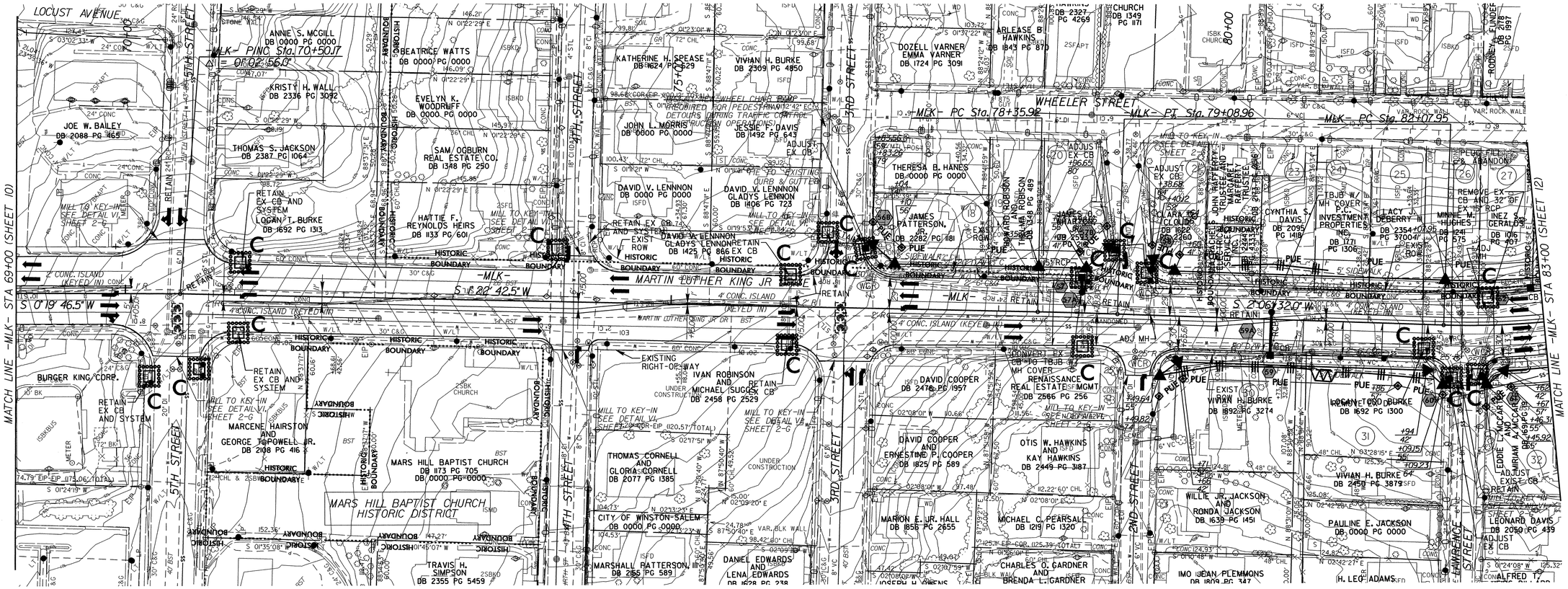
CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 11

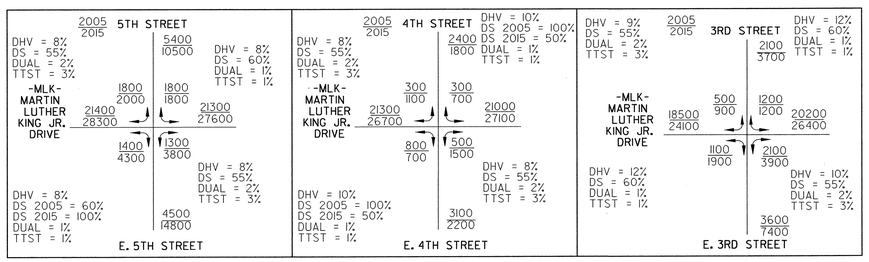
NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE – B AND TEMPORARY ROCK SILT CHECKS TYPE – A AT DRAINAGE OUTLETS.

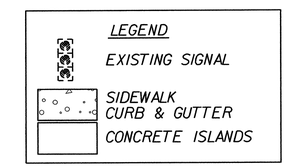
SECTION III

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-11/CONST.11
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83





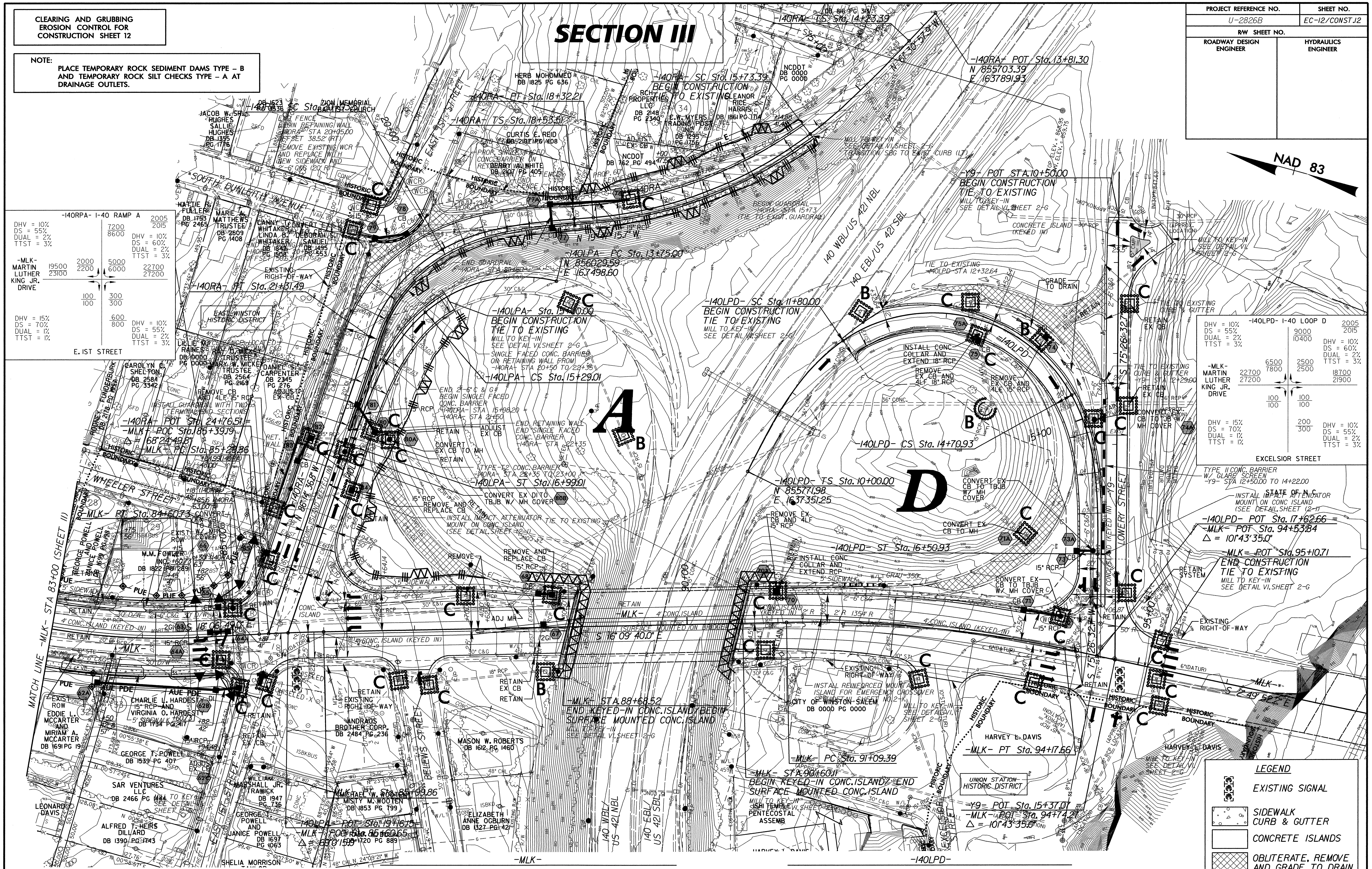


SEE SHEET NO.18 FOR -MLK- PROFILE
SEE SHEET NO.2-S FOR INTERSECTION AND CURB DETAILS

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 12

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-12/CONSTJ2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-I40RPA- I-40 RAMP A		
DHV = 10% DS = 55% DUAL = 2% TTST = 3%	2005: 7200 / 2015: 8600	DHV = 10% DS = 60% DUAL = 2% TTST = 3%
-MLK- MARTIN LUTHER KING JR. DRIVE: 19500 / 23100	2000 / 2200; 5000 / 6000	22700 / 27200
	100 / 100; 300 / 300	
DHV = 15% DS = 70% DUAL = 1% TTST = 1%	600 / 800	DHV = 10% DS = 55% DUAL = 2% TTST = 3%
	E. 1ST STREET	

-I40LPD- I-40 LOOP D		
DHV = 10% DS = 55% DUAL = 2% TTST = 3%	2005: 9000 / 2015: 10400	DHV = 10% DS = 60% DUAL = 2% TTST = 3%
-MLK- MARTIN LUTHER KING JR. DRIVE: 22700 / 27200	6500 / 7800; 2500 / 2500	18700 / 21900
	100 / 100; 200 / 300	
DHV = 15% DS = 70% DUAL = 1% TTST = 1%		DHV = 10% DS = 55% DUAL = 2% TTST = 3%
	EXCELSIOR STREET	

-MLK-

PI Sta 83+35.67	PI Sta 85+64.37	PI Sta 92+64.22
△ = 20°13' 21.0" (LT)	△ = 1°57' 09.0" (RT)	△ = 13°19' 47.8" (RT)
D = 8°00' 00.0"	D = 2°45' 00.0"	D = 4°19' 27.2"
L = 252.78'	L = 71.00'	L = 308.26'
T = 127.72'	T = 35.50'	T = 154.83'
R = 716.20'	R = 2,083.48'	R = 1,325.00'
SE = 0.038	SE = EXIST	SE = EXIST
RO = 138		

-I40LPD-

PIs Sta 11+21.71	PI Sta 13+71.82	PIs Sta 15+32.48
Θs = 29° 27' 59.0"	△ = 95° 15' 04.3" (RT)	Θs = 29° 27' 59.0"
Ls = 180.00'	D = 32° 44' 25.6"	Ls = 180.00'
LT = 121.71'	L = 290.93'	LT = 121.71'
ST = 61.55'	T = 191.82'	ST = 61.55'
	R = 175.00'	
	SE = 0.06	
	RO = SEE PLANS	
	DS = 25 MPH	

LEGEND

- EXISTING SIGNAL
- SIDEWALK CURB & GUTTER
- CONCRETE ISLANDS
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 19 FOR -MLK- PROFILE
SEE SHEET NO. 19 FOR -I40RA- PROFILE
SEE SHEET NO. 20 FOR -I40LPA- PROFILE
SEE SHEET NO. 20 FOR -I40LPD- PROFILE
SEE SHEET NO. 20 FOR -Y9- PROFILE
SEE SHEET NO. 2-T FOR INTERSECTION AND CURB DETAILS
SEE SHEET WALL-3 FOR RET. WALL ENVELOPES

SECTION 1

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-13/CONST.4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
Pls Sta 66+84.48
θs = 6° 00' 00.0"
Ls = 400.00'
LT = 266.82'
ST = 133.47'

PI Sta 72+40.68
Δ = 24° 58' 41.2" (RT)
D = 3° 00' 00.0"
L = 832.60'
T = 423.02'
R = 1,909.86'
SE = EXIST
DS = 60 MPH

Pls Sta 77+83.74
θs = 6° 00' 00.0"
Ls = 400.00'
LT = 266.82'
ST = 133.47'

NAD 83

-L- SC Sta. 68+17.66
BEGIN TIP PROJECT U-2826B
BEGIN CONSTRUCTION
TIE TO EXISTING CURB
BEGIN CURB AND GUTTER
(TIE TO EXISTING)
BEGIN DOUBLE FACED CONCRETE MEDIAN BARRIER TYPE III TIE TO EXISTING, REPLACE IN EXISTING LOCATION
MILL 100' TO KEY-IN
SEE DTL M, SHEET 2-G

-L- CS Sta. 76+50.27
46.19' LT
END 1955' R
BEGIN 2080' R

BEGIN CONSTRUCTION
BEGIN MILLING AND RESURFACING
TIE TO END OF EXISTING RADIUS

NOLAND PROPERTIES INC

DILLON SUPPLY CO

SIGNAL TO BE REMOVED

FIRST STATES INVESTORS 3300 LL

TRANSITION FROM EXPRESSWAY GUTTER TO SINGLE FACED CONCRETE BARRIER

TRANSITION DOUBLE FACED CONCRETE BARRIER, TYPE III TO SINGLE FACE CONCRETE MEDIAN BARRIER
-L- STA 76+75.00 TO STA 77+00.00 (RT)
-L- STA 76+75 (LT), TIE TO EXISTING

REMOVE GUARDRAIL (TYPICAL)

INSTALL GUARDRAIL WITH TWO TERMINAL END SECTIONS. SET GUARDRAIL FACE A MINIMUM OF 5' FROM SAWCUT

SAWCUT EXISTING PAVEMENT AT APPROACH SLAB OR MINIMUM 10' FROM EXISTING BRIDGE

TRANSITION FROM 2'-6" CURB & GUTTER TO EXPRESSWAY GUTTER

RETAIN EXISTING OVERHEAD SIGN AND FOUNDATION
CONSTRUCT NEW MEDIAN BARRIER AROUND EXISTING SIGN STRUCTURE AND FOUNDATION

DOUBLE FACED CONCRETE MEDIAN BARRIER TYPE III REPLACE IN EXISTING LOCATION

EXISTING RIGHT-OF-WAY

CONVERT EX DI TO TBDI

END FENCE

REMOVE EXISTING FENCE

INSTALL NEW 60' CHL FENCE

REMOVE BRIDGE

GRADE TO DRAIN

EXPRESSWAY GUTTER

US 52 SBL

US 52 NBL

CONVERT EX DI TO TBDI

CONVERT EX CB TO JB W/ MH COVER

-L- STA 74+50.26
44.23' LT
BEGIN 1955' R

MILLING, VARIABLE DEPTH, 0"-3"
-L- STA 76+13 TO STA 77+13
SEE TYP NO.1, SHEET 2

PLUG, FILL AND ABANDON

REMOVE

CONVERT EX DI TO TBDI

-L- STA 77+47 R
TO STA 78+74
SEE TYP NO.1, SHEET 2

END SINGLE FACED CONCRETE MEDIAN BARRIER -L- STA 78+50.00 (RT) TIE TO EXISTING REPLACE IN EXISTING LOCATION

-L- STA 78+59.10
44.37' LT
END 2080' R
BEARING AHEAD = N 1° 27' 20.8" W

TRANSITION FROM EXPRESSWAY GUTTER TO SINGLE FACED CONCRETE BARRIER

CONVERT EXIST JB TO TBJB W/ MH COVER

BLIND TBJB

REMOVE EX CB

INSTALL CONCRETE COLLAR AND EXTEND 18" RCP

-L- STA 73+92.00
437.7' RT
BEGIN 1870' R

-L- STA 76+92.00
391.2' RT
END 1870' R
BEGIN 2000' R

REMOVE 88 LF 36" RCP

REMOVE 4 LF 18" CMP

-L- STA 78+48.81
42.60' LT
END 2000' R
BEARING AHEAD = N 1° 27' 20.8" W

TRANSITION FROM EXPRESSWAY GUTTER TO SINGLE FACED CONCRETE BARRIER

REMOVE EX CB
INSTALL CONC COLLAR AND EXTEND 18" RCP

SIGNAL TO BE REMOVED

TRANSITION FROM EXPRESSWAY GUTTER TO SINGLE FACED CONCRETE BARRIER

REMOVE EX CB AND 32LF 15" RCP

REMOVE EX CB

CONVERT EX CB TO JB W/ MH COVER

TIE-IN TO EXISTING C&G TIE TO END OF EXISTING RADIUS

REMOVE CONC. ISLAND AND REPAIR EXISTING PAVEMENT

INSTALL GUARDRAIL WITH TWO TERMINAL END SECTIONS. SET GUARDRAIL FACE A MINIMUM OF 5' FROM SAWCUT

SAWCUT EXISTING PAVEMENT AT APPROACH SLAB OR MINIMUM 10' FROM EXISTING BRIDGE

TRANSITION FROM 2'-6" CURB & GUTTER TO EXPRESSWAY GUTTER

REMOVE CENTER PIERS

GREYHOUND COURT

EAST 3RD STREET

EAST 4TH STREET

MAPLE STREET

METROPOLITAN DRIVE

EAST 2ND STREET

JODRIA MELISSA GREEN BUFFORD

NATIONAL INVESTORS

CLAY V RING JR
NATIONAL INVESTORS

UNITED METROPOLITAN BAPTIST CH

NEW ZION BAPTIST CHURCH TRUSTE

MATCH LINE -L- STA 67+00 (SEE INSET THIS SHEET)

MATCH LINE -L- STA 80+00 (SHEET 5)

-L- TS Sta. 64+17.66

MATCH LINE -L- STA 67+00 (SEE PLAN THIS SHEET)

N 38° 26' 02.0" W

LEGEND

SIDEWALK
CURB & GUTTER

OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 13 FOR -L- PROFILE
* AUXILIARY LANE WIDTH AND SHOULDER WIDTH DESIGN EXCEPTION

SECTION 1

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-14/CONST.5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
PIs Sta 77+83.74
Θs = 6° 00' 00.0"
Ls = 400.00'
LT = 266.82'
ST = 133.47'

-MLKRC-
PIs Sta 11+00.00
Θs = 1° 25' 56.6"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

PI Sta 12+42.26
Δ = 3° 31' 22.3" (LT)
D = 1° 54' 35.5"
L = 184.46'
T = 92.26'
R = 3,000.00'
SE = 0.034
RO = 150.00'
DS > 50 MPH

PIs Sta 13+84.46
Θs = 1° 25' 56.6"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

NAD 83

Place Matting for Erosion Control on Slope as Work Allows.

BEGIN CONSTRUCTION
BEGIN MILLING AND RESURFACING
TIE TO END OF EXISTING RADIUS

-L- Sta.86+24.92 (32.00' LT) =
-MLKRC- TS Sta. 10+00.00

-MLKRC- SC Sta. 11+50.00

-MLKRC- CS Sta. 13+34.46

-MLKRC- ST Sta. 14+84.46

FIRST STATES INVESTORS 3300 LL

REYNOLDS R J INC

TRANSITION FROM SINGLE FACED CONCRETE BARRIER TO EXPRESSWAY GUTTER

-L- ST Sta. 80+50.27

SIGNAL TO BE REMOVED

EAST 5TH STREET

TRANSITION FROM SINGLE FACED CONCRETE BARRIER TO EXPRESSWAY GUTTER

-L- STA 84+50.00
42.83' LT

85+00 (-L-)

90+00 (-L-)

15+00 (-MLKRC-)

10+00 (-MLKRC-)

CONVERT EX CB TO JB W/ MH COVER

CONVERT EX CB TO JB W/ MH COVER

EXISTING RIGHT-OF-WAY

BEGIN NEW CA FENCE
TIE TO EXISTING FENCE
BEGIN FENCE REMOVAL
-MLKRC- STA.11+09.86
OFF 70'

MAPLE STREET

REMOVE EX CB
INSTALL CONCRETE COLLAR
AND EXTEND 15" RCP

TRANSITION FROM EXPRESSWAY GUTTER TO SINGLE FACED CONCRETE BARRIER

MILLING, VAR. DEPTH, 3"-0"
-L- STA 84+28
TO STA 85+28
SEE TYP NO.1. SHEET 2

MILLING, VARIABLE DEPTH, 0"-3"
-L- STA 82+75 TO STA 83+75
SEE TYP NO.1, SHEET 2

INSTALL CONCRETE COLLAR AND EXTEND 15" RCP

INSTALL CONCRETE COLLAR AND EXTEND 15" RCP
-L- STA 85+50.00
44.00' LT

REMOVE EX CB

REMOVE EXIST DI

TBDI

15" RCP

EXPRESSWAY GUTTER

8' CONC

US 52 24' BST SBL

US 52 SBL

-L-

US 52 NBL

N 1° 27' 20.8" W

MLKRC-

N 7° 50' 36.3" W

PROP. 72" CL FENCE

+34.46
70.00

+55.98
70.00

+84.46
70.00

+50.00
70.00

ADJUST MH

ADJUST EX CB

RETAIN

RETAIN EX CB

REMOVE 4LF 24" RCP

REMOVE 8' CONC 24" CONC.

REMOVE 4LF 24" RCP

36" RCP

36" CONC. REMOVE

REMOVE EX CB INSTALL CONC COLLAR EXTEND 15" RCP

TRANSITION FROM SINGLE FACED CONCRETE BARRIER TO EXPRESSWAY GUTTER

TRANSITION FROM EXPRESSWAY GUTTER TO SINGLE FACED CONCRETE BARRIER

CAT -I 24" RCP
-L- STA 84+50.00
43.04' RT

-L- STA 85+50.00
44.00' RT

TRANSITION FROM SINGLE FACED CONCRETE BARRIER TO EXPRESSWAY GUTTER

REMOVE 4 LF 24"CMP

CONVERT EX CB TO JB W/ MH COVER

GRADE TO DRAIN

REMOVE EX CB INSTALL CONC COLLAR EXTEND 15" RCP

REMOVE EX CB

TRANSITION FROM EXPRESSWAY GUTTER TO 2'-6" CURB & GUTTER

-L- ST & 90+40.00
TIE TO EXISTING C&G

EXISTING RIGHT-OF-WAY

RETAIN EX CB

METROPOLITAN DRIVE

METROPOLITAN DR 28' BST

EAST 4TH STREET

EAST 5TH STREET

AREA U/C

ISBK CHURCH

UNITED METROPOLITAN BAPTIST CH

ISBK BUS

FORSYTH COUNTY

BST

CONC CANOPY

POWER BOX

END CONSTRUCTION
END MILLING AND RESURFACING
TIE TO END OF EXISTING RADIUS

END CONSTRUCTION
END MILLING AND RESURFACING
TIE TO END OF EXISTING RADIUS

MATCH LINE -L- STA 80+00 (SHEET 4)

MATCH LINE -L- STA 93+00 (SHEET 6)

LEGEND

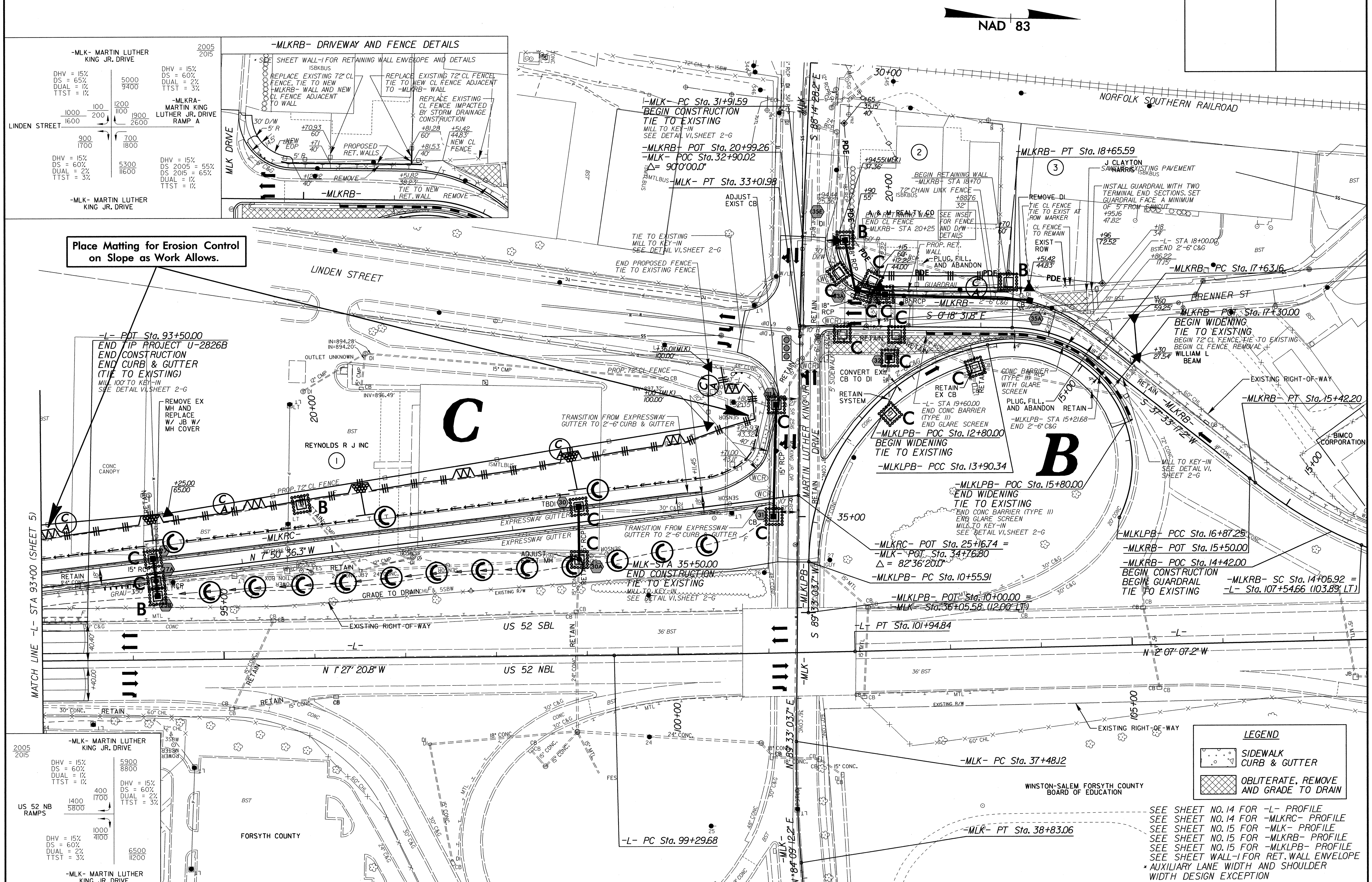
SIDEWALK
CURB & GUTTER

OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 13 FOR -L- PROFILE
SEE SHEET NO. 14 FOR -MLKRC- PROFILE
* AUXILIARY LANE WIDTH AND SHOULDER WIDTH DESIGN EXCEPTION

SECTION I

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-15/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



NAD 83
-MLKRB- DRIVEWAY AND FENCE DETAILS
-MLK- MARTIN LUTHER KING JR. DRIVE
-MLKRA- MARTIN KING LUTHER JR. DRIVE RAMP A
LINDEN STREET
DHV = 15% DS = 65% DUAL = 1% TTST = 1%
DHV = 15% DS = 60% DUAL = 2% TTST = 3%
DHV = 15% DS 2005 = 55% DS 2015 = 65% DUAL = 1% TTST = 1%
2005 2015
Place Matting for Erosion Control on Slope as Work Allows.
LINDEN STREET
NORFOLK SOUTHERN RAILROAD
BRENNER ST
-MLK- PC Sta. 31+91.59
BEGIN CONSTRUCTION
TIE TO EXISTING
MILL TO KEY-IN SEE DETAIL VI, SHEET 2-G
-MLKRB- POT Sta. 20+99.26
-MLK- POC Sta. 32+90.02
Δ= 90°0'00.0"
-MLK- PT Sta. 33+01.98
-MLKRB- PT Sta. 18+65.59
J CLAYTON HARRIS
A & M REALTY CO
-MLKRB- PC Sta. 17+63.16
-MLKRB- POT Sta. 17+30.00
BEGIN WIDENING
TIE TO EXISTING
-MLKRB- PT Sta. 15+42.20
BIMCO CORPORATION
-L- POT Sta. 93+50.00
END TIP PROJECT U-2826B
END CONSTRUCTION
END CURB & GUTTER
(TIE TO EXISTING)
REYNOLDS R J INC
C
B
-MLKLPB- POC Sta. 12+80.00
BEGIN WIDENING
TIE TO EXISTING
-MLKLPB- PCC Sta. 13+90.34
-MLKLPB- POC Sta. 15+80.00
END WIDENING
TIE TO EXISTING
-MLKRC- POT Sta. 25+16.74 =
-MLK- POT Sta. 34+76.80
Δ = 82°36'20.0"
-MLKLPB- PC Sta. 10+55.91
-MLKLPB- POT Sta. 10+00.00 =
-MLK- Sta. 36+05.58 (12.00' LT)
-MLK- STA 35+50.00
END CONSTRUCTION
TIE TO EXISTING
-MLKLPB- PCC Sta. 16+87.25
-MLKRB- POT Sta. 15+50.00
-MLKRB- POC Sta. 14+42.00
BEGIN CONSTRUCTION
BEGIN GUARDRAIL
TIE TO EXISTING
-MLKRB- SC Sta. 14+05.92 =
-L- Sta. 107+54.66 (103.89' LT)
-MLKRC-
N 7°50'36.3" W
US 52 SBL
US 52 NBL
-L-
N 1°27'20.8" W
-L- PT Sta. 101+94.84
N 2°07'07.2" W
MATCH LINE -L- STA 93+00 (SHEET 5)
MARTIN LUTHER KING JR. DRIVE
-MLK- PC Sta. 37+48.12
-MLK- PT Sta. 38+83.06
-L- PC Sta. 99+29.68
WINSTON-SALEM FORSYTH COUNTY BOARD OF EDUCATION
FORSYTH COUNTY
EXISTING RIGHT-OF-WAY
US 52 NB RAMPS

LEGEND

- SIDEWALK CURB & GUTTER
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 14 FOR -L- PROFILE
SEE SHEET NO. 14 FOR -MLKRC- PROFILE
SEE SHEET NO. 15 FOR -MLK- PROFILE
SEE SHEET NO. 15 FOR -MLKRB- PROFILE
SEE SHEET NO. 15 FOR -MLKLPB- PROFILE
SEE SHEET WALL-1 FOR RET. WALL ENVELOPE
* AUXILIARY LANE WIDTH AND SHOULDER WIDTH DESIGN EXCEPTION

SECTION I

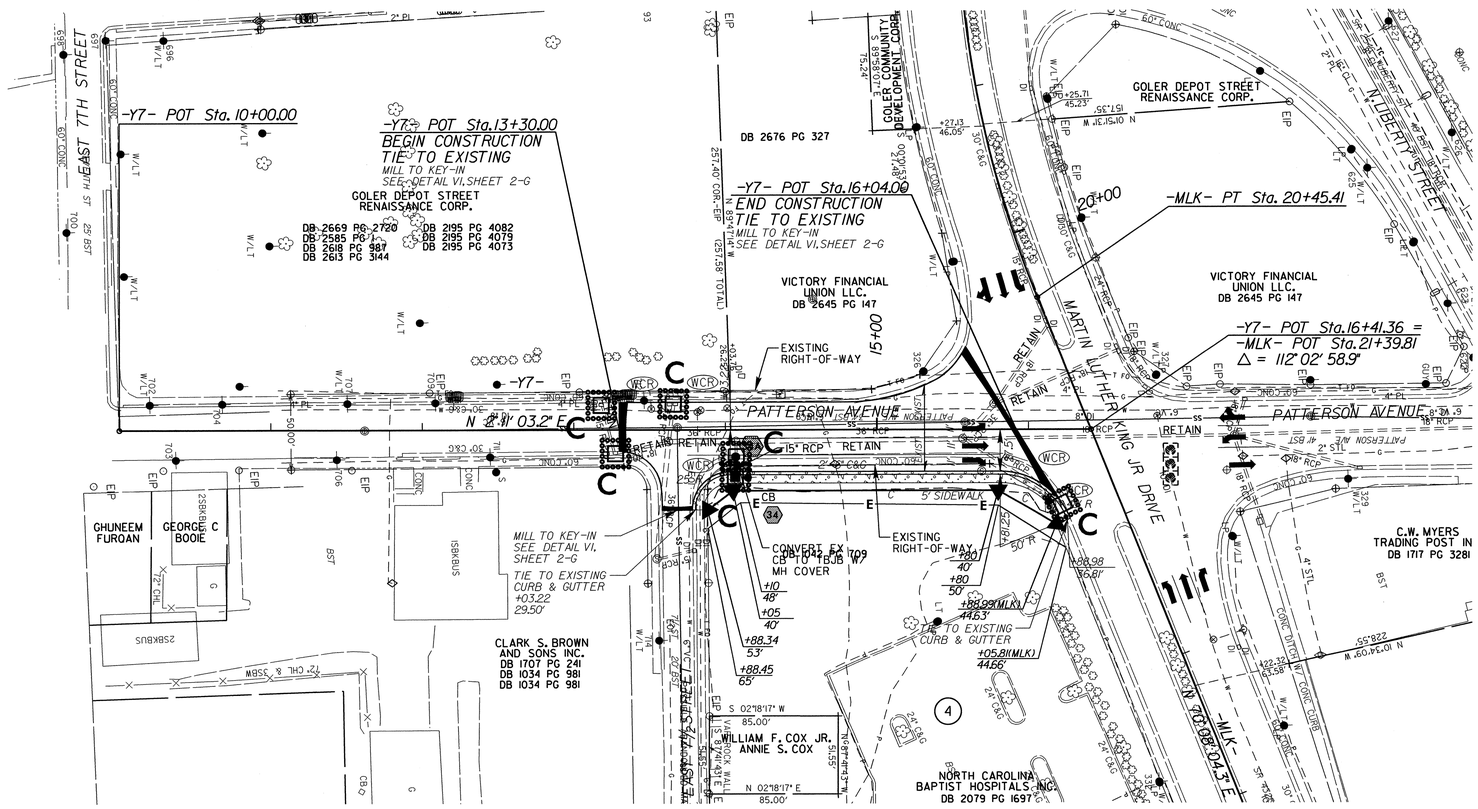
PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-16/CONST.7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83

-MLK-

PI Sta 19+07.09
Δ = 22° 25' 16.9" (LT)
D = 8° 00' 00.0"
L = 280.27'
T = 141.95'
R = 716.20'
SE = EXIST
DS = 45 MPH

PI Sta 28+28.39
Δ = 21° 37' 27.5" (RT)
D = 8° 00' 00.0"
L = 270.30'
T = 136.78'
R = 716.20'
SE = EXIST
DS = 45 MPH



LEGEND

EXISTING SIGNAL

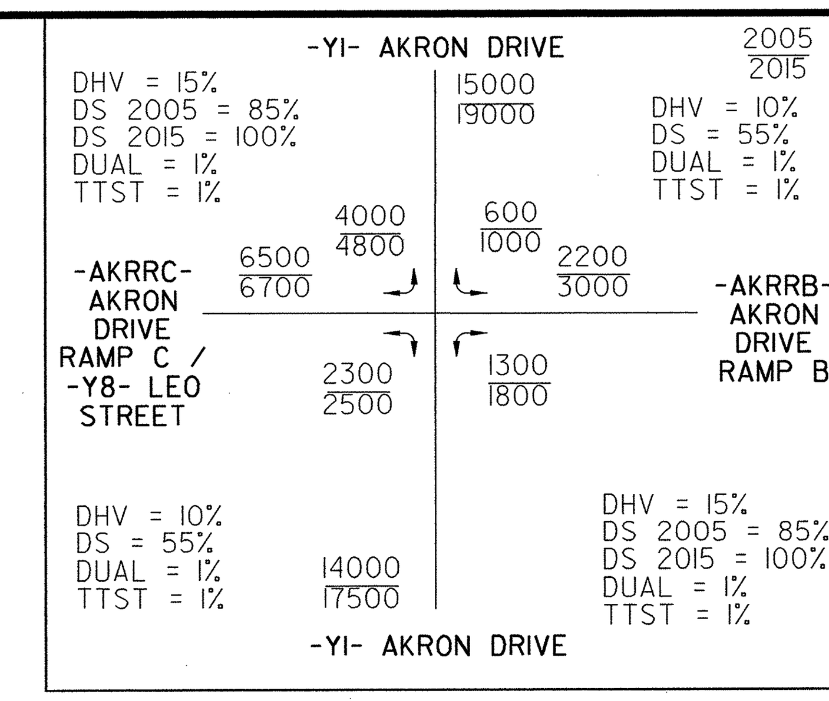
SIDEWALK CURB & GUTTER

OBLITERATE, REMOVE AND GRADE TO DRAIN

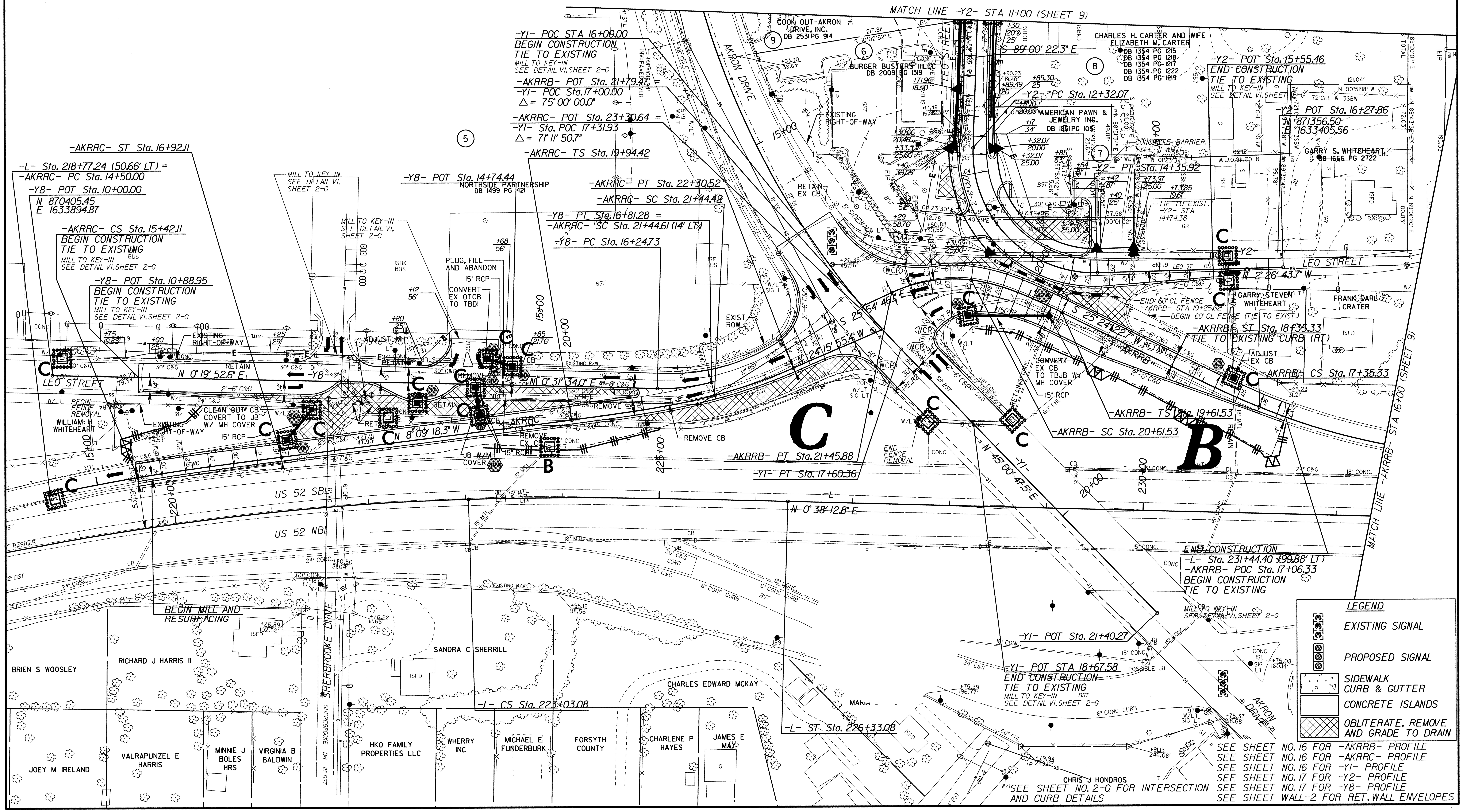
SEE SHEET NO.15 FOR -Y7- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-17/CONST.8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION II



NAD 83



LEGEND

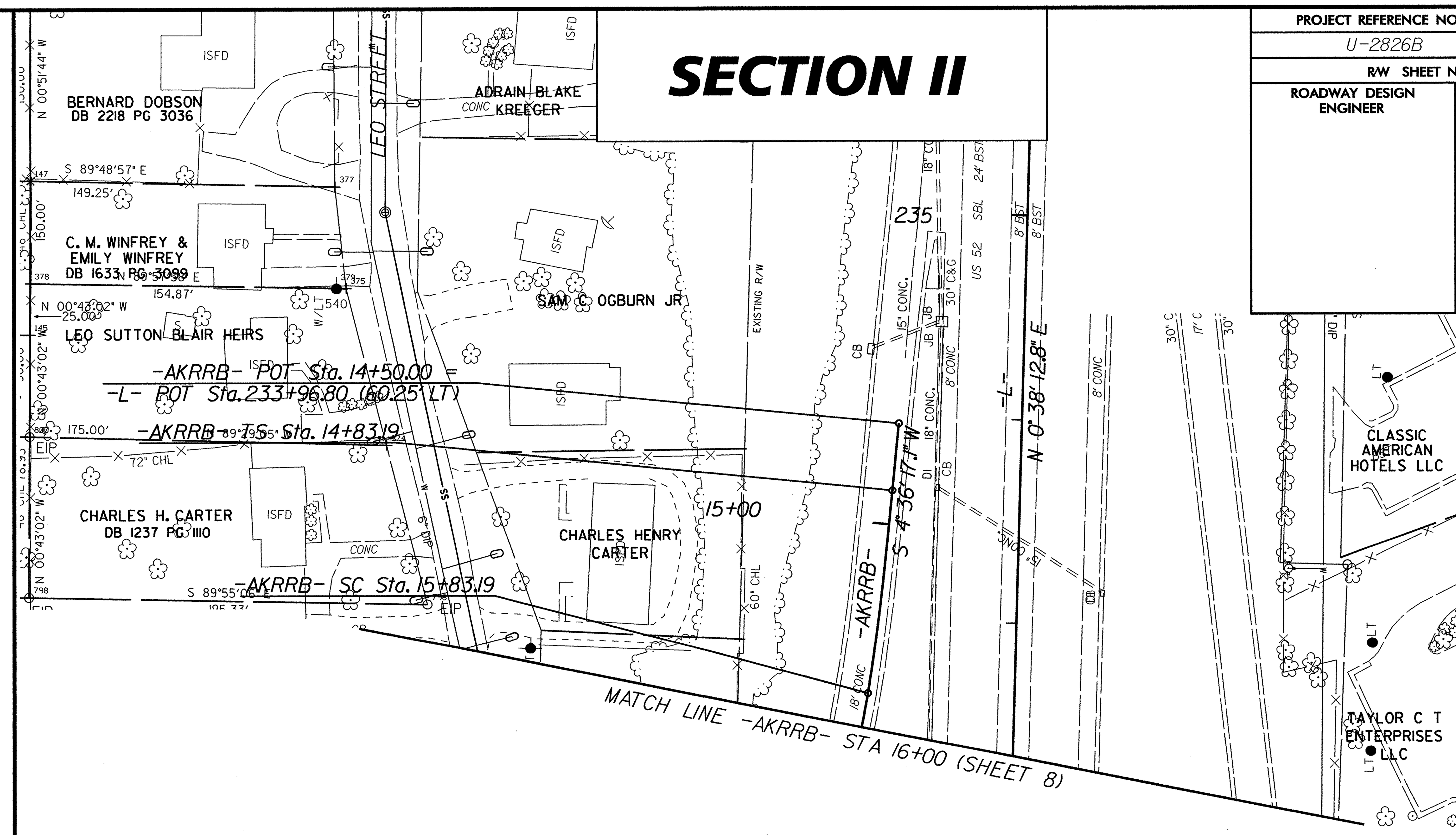
- EXISTING SIGNAL
- PROPOSED SIGNAL
- SIDEWALK CURB & GUTTER
- CONCRETE ISLANDS
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 2-Q FOR INTERSECTION AND CURB DETAILS

SEE SHEET NO. 16 FOR -AKRRB- PROFILE
SEE SHEET NO. 16 FOR -AKRRC- PROFILE
SEE SHEET NO. 16 FOR -Y1- PROFILE
SEE SHEET NO. 17 FOR -Y2- PROFILE
SEE SHEET NO. 17 FOR -Y8- PROFILE
SEE SHEET WALL-2 FOR RET. WALL ENVELOPES

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-18/CONST.9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION II



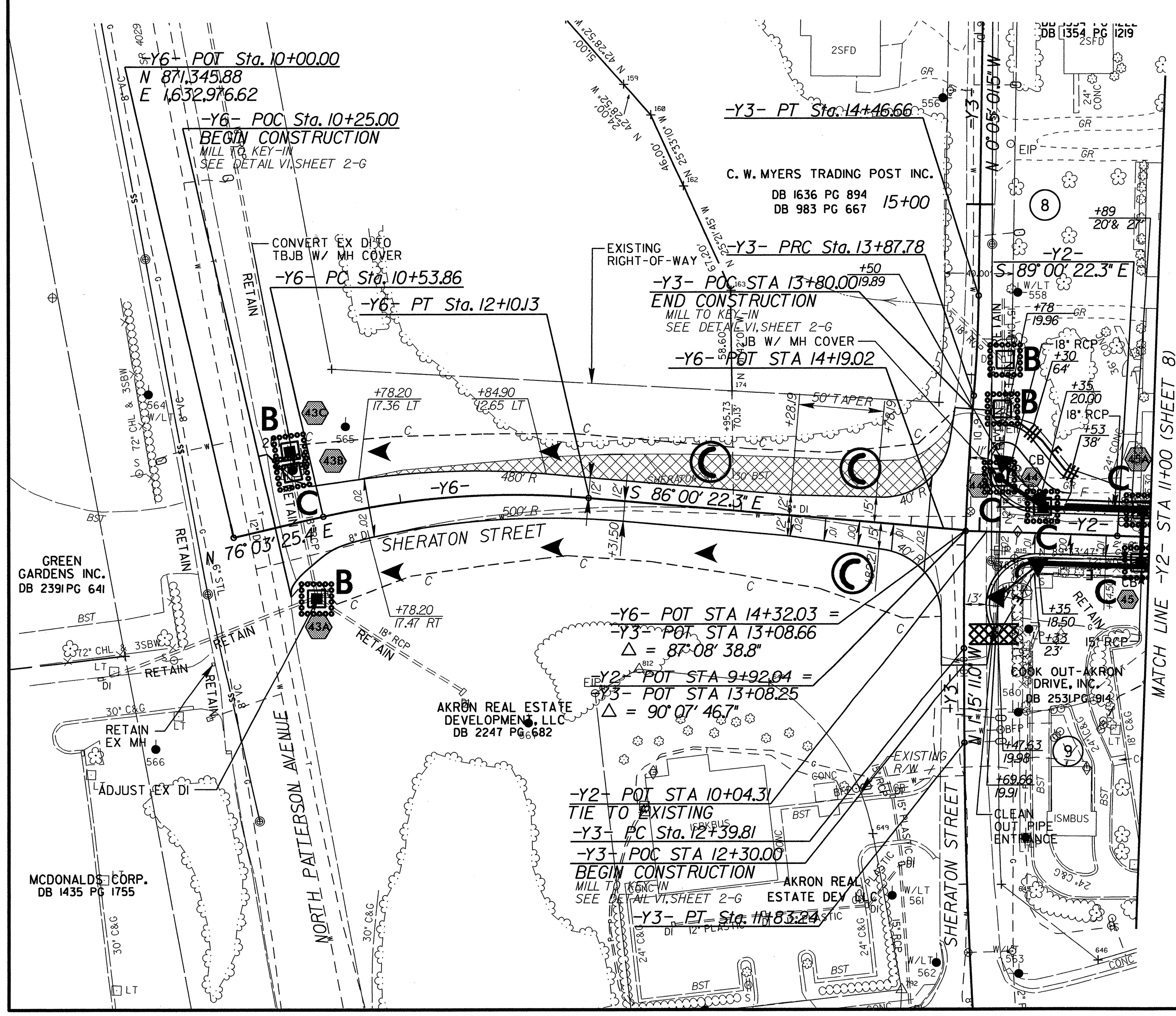
-Y3-

PI Sta 10+91.65	PI Sta 13+13.84	PI Sta 14+17.23
△ = 3° 29' 17.0" (RT)	△ = 5° 08' 17.4" (RT)	△ = 3° 58' 07.9" (LT)
D = 1° 54' 12.7"	D = 3° 28' 20.9"	D = 6° 44' 26.4"
L = 183.24'	L = 147.97'	L = 58.88'
T = 91.65'	T = 74.03'	T = 29.45'
R = 3,010.00'	R = 1,650.00'	R = 850.00'
SE = NC	SE = NC	SE = NC
R = > 40 MPH	R = > 40 MPH	R = > 40 MPH

Y6

PI Sta 11+32.77
△ = 17° 56' 12.3" (RT)
D = 11° 27' 33.0"
L = 156.53'
T = 78.91'
R = 500.00'
S = NC
DS = 40 MPH

NAD 83



-AKRRB-

PIs Sta 15+49.88	PI Sta 16+59.57
Θs = 4° 07' 30.0"	△ = 12° 33' 05.6" (RT)
Ls = 100.00'	D = 8° 15' 00.0"
LT = 66.68'	L = 152.14'
ST = 33.35'	T = 76.38'
	R = 694.49'
	SE = EXIST
	R = 45 MPH

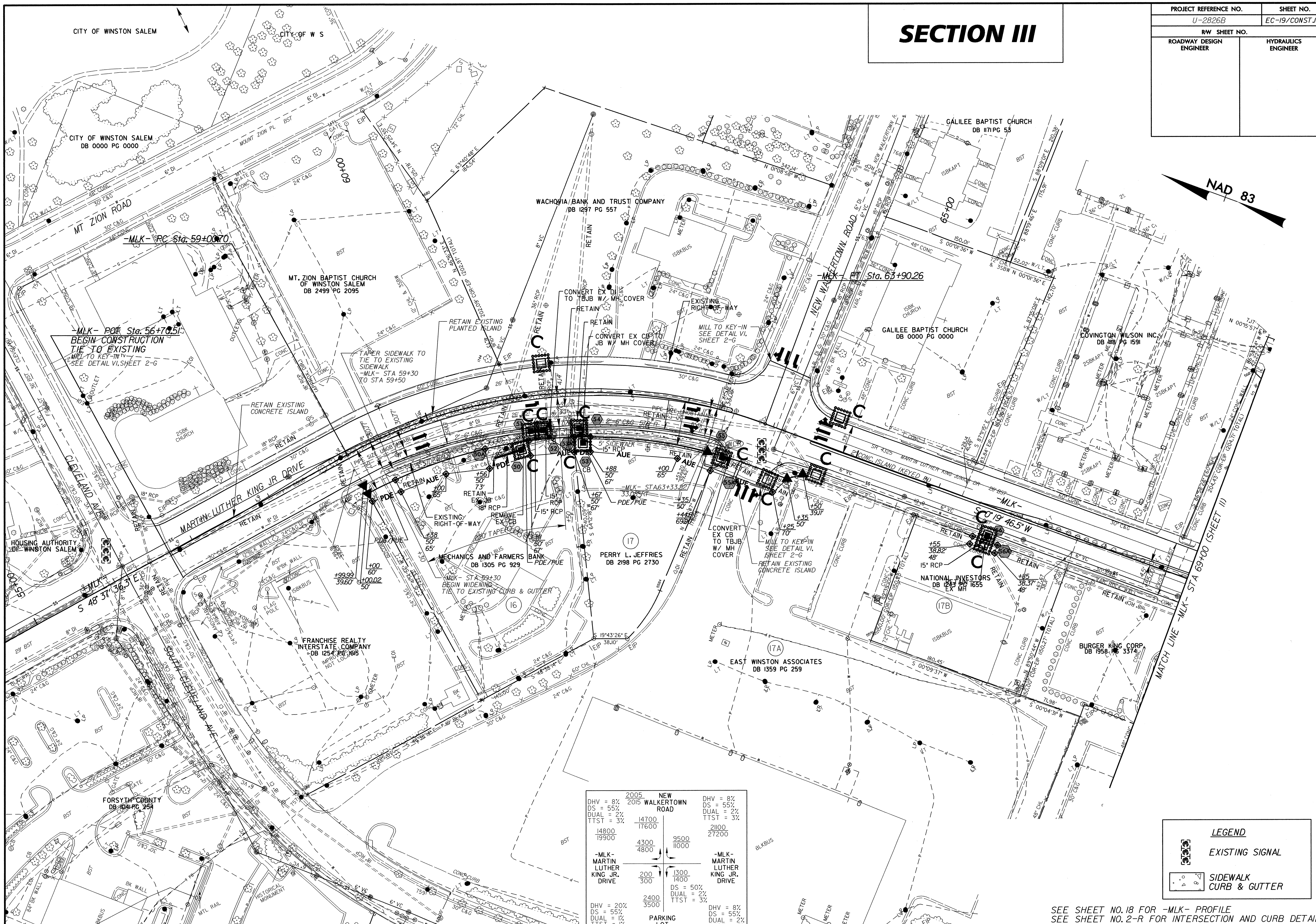
LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- SIDEWALK CURB & GUTTER
- CONCRETE ISLANDS
- OBLITERATE, REMOVE AND GRADE TO DRAIN

SEE SHEET NO. 17 FOR -Y2- PROFILE
SEE SHEET NO. 17 FOR -Y6- PROFILE
SEE SHEET WALL-2 FOR RETAINING WALL ENVELOPES
SEE SHEET NO. 2-Q FOR INTERSECTION AND CURB DETAILS

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-19/CONSTJO
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION III



CITY OF WINSTON SALEM
CITY OF W S
CITY OF WINSTON SALEM
DB 0000 PG 0000
MT ZION ROAD
MOUNT ZION PL
-MLK- PC Sta. 59+00.70
MT. ZION BAPTIST CHURCH
OF WINSTON SALEM
DB 2499 PG 2095
-MLK- POT Sta. 56+70.51
BEGIN CONSTRUCTION
TIE TO EXISTING
MILL TO KEY-IN
SEE DETAIL VI, SHEET 2-G
RETAIN EXISTING
PLANTED ISLAND
TAPER SIDEWALK TO
TIE TO EXISTING
SIDEWALK
-MLK- STA 59+30
TO STA 59+50
RETAIN EXISTING
CONCRETE ISLAND
WACHOVIA BANK AND TRUST COMPANY
DB 1297 PG 557
CONVERT EX DI
TO TBJB W/ MH COVER
CONVERT EX CB TO
JB W/ MH COVER
EXISTING
RIGHT-OF-WAY
MILL TO KEY-IN
SEE DETAIL VI,
SHEET 2-G
NEW WALKERTOWN ROAD
GALILEE BAPTIST CHURCH
DB 1171 PG 53
GALILEE BAPTIST CHURCH
DB 0000 PG 0000
-MLK- PT Sta. 63+90.26
NAD 83
COVINGTON WILSON INC.
DB 1118 PG 1591
MARTIN LUTHER KING JR DRIVE
CLEVELAND AVE
HOUSING AUTHORITY
OF WINSTON SALEM
-MLK- S 48°37'36.3" E
REMOVE
EX CB
MECHANICS AND FARMERS BANK
DB 1305 PG 929
-MLK- STA 59+30
BEGIN WIDENING
TIE TO EXISTING CURB & GUTTER
-MLK- STA 63+33.32
PERRY L. JEFFRIES
DB 2198 PG 2730
CONVERT
EX CB
TO TBJB
W/ MH
COVER
MILL TO KEY-IN
SEE DETAIL VI,
SHEET 2-G
RETAIN EXISTING
CONCRETE ISLAND
-MLK- S 0°19'46.5" W
NATIONAL INVESTORS
DB 1283 PG 1655
EX MH
FRANCHISE REALTY
INTERSTATE COMPANY
DB 1254 PG 1618
EAST WINSTON ASSOCIATES
DB 1359 PG 259
BURGER KING CORP.
DB 1958 PG 3374
MATCH LINE -MLK- STA 69+00 (SHEET 11)
FORSYTH COUNTY
DB 1041 PG 254
HISTORICAL MONUMENT
PARKING LOT

2005 / 2015	NEW WALKERTOWN ROAD	
DHV = 8% DS = 55% DUAL = 2% TTST = 3%	14700 / 17600	DHV = 8% DS = 55% DUAL = 2% TTST = 3%
14800 / 19900	4300 / 4800 9500 / 11000	21100 / 27200
-MLK- MARTIN LUTHER KING JR. DRIVE	200 / 300 1300 / 1400 DS = 50% DUAL = 2% TTST = 3%	-MLK- MARTIN LUTHER KING JR. DRIVE
DHV = 20% DS = 55% DUAL = 1% TTST = 1%	2400 / 3500 PARKING LOT	DHV = 8% DS = 55% DUAL = 2% TTST = 3%

LEGEND

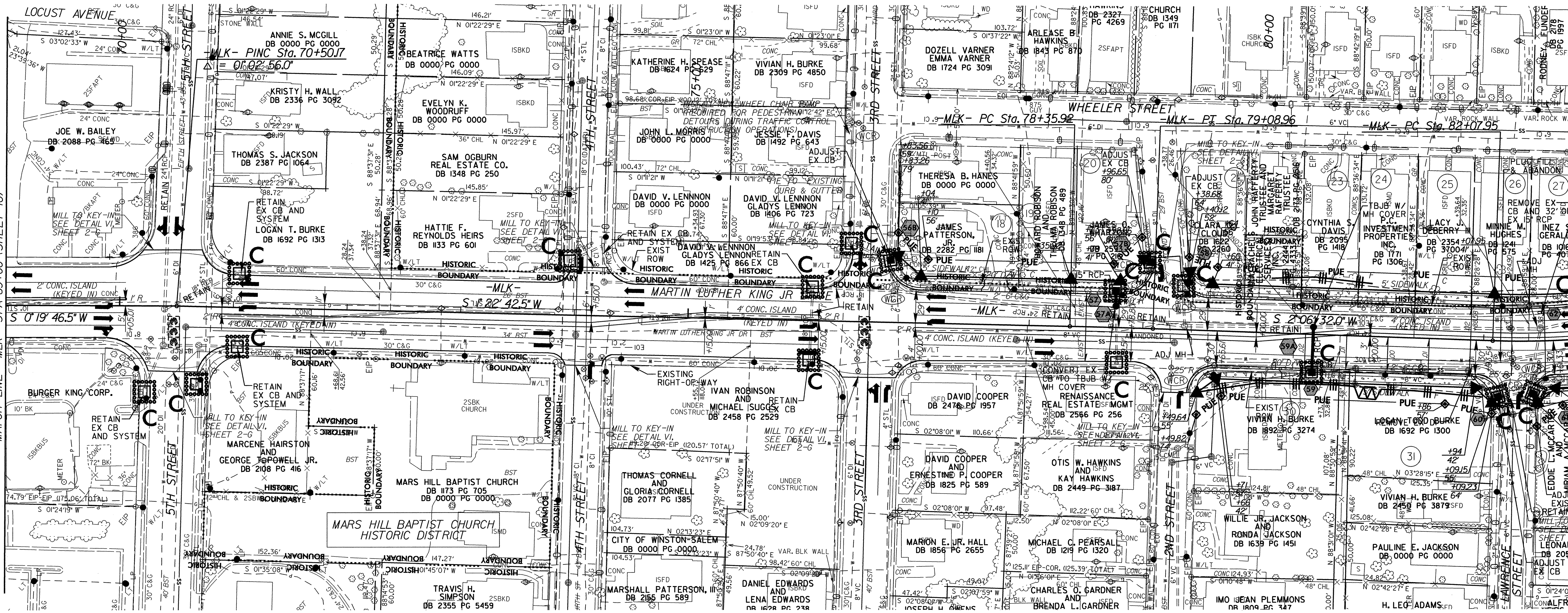
- EXISTING SIGNAL
- SIDEWALK CURB & GUTTER

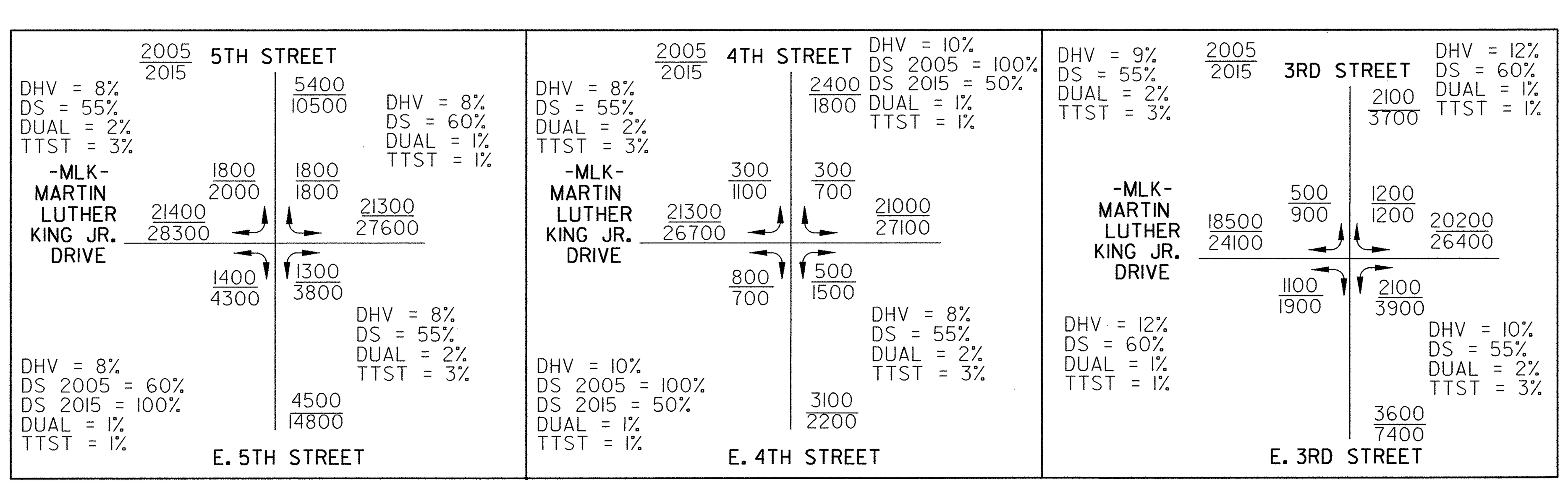
SEE SHEET NO. 18 FOR -MLK- PROFILE
SEE SHEET NO. 2-R FOR INTERSECTION AND CURB DETAILS

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-20/CONST.II
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION III

NAD 83





LEGEND

EXISTING SIGNAL

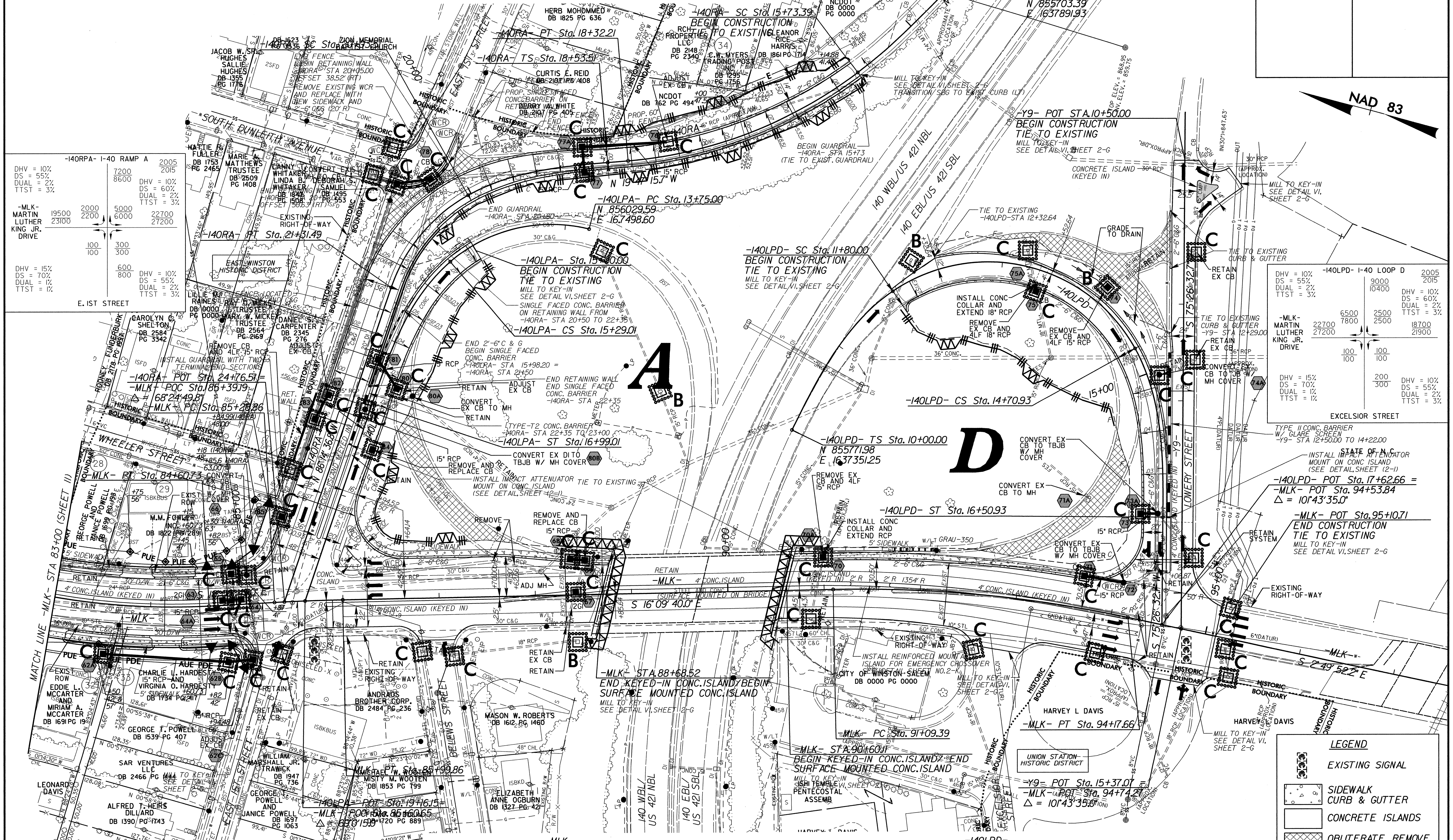
SIDEWALK CURB & GUTTER

CONCRETE ISLANDS

SEE SHEET NO. 18 FOR -MLK- PROFILE
SEE SHEET NO. 2-S FOR INTERSECTION AND CURB DETAILS

PROJECT REFERENCE NO.	SHEET NO.
U-2826B	EC-21/CONST.12
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SECTION III



-MLK-

PI Sta 83+35.67	PI Sta 85+64.37	PI Sta 92+64.22
△ = 20°13′21.0″ (LT)	△ = 1°57′09.0″ (RT)	△ = 13°19′47.8″ (RT)
D = 8°00′00.0″	D = 2°45′00.0″	D = 4°19′27.2″
L = 252.78′	L = 71.00′	L = 308.26′
T = 127.72′	T = 35.50′	T = 154.83′
R = 716.20′	R = 2,083.48′	R = 1,325.00′
SE = 0.038	SE = EXIST	SE = EXIST
RO = 138		

-I40LPD-

PIs Sta 11+21.71	PI Sta 13+71.82	PIs Sta 15+32.48
Θs = 29°27′59.0″	△ = 95°15′04.3″ (RT)	Θs = 29°27′59.0″
Ls = 180.00′	D = 32°44′25.6″	Ls = 180.00′
LT = 121.71′	L = 290.93′	LT = 121.71′
ST = 61.55′	T = 191.82′	ST = 61.55′
	R = 175.00′	
	SE = 0.06	
	RO = SEE PLANS	
	DS = 25 MPH	

SEE SHEET NO. 19 FOR -MLK- PROFILE
SEE SHEET NO. 19 FOR -I40RA- PROFILE
SEE SHEET NO. 20 FOR -I40LPA- PROFILE
SEE SHEET NO. 20 FOR -I40LPD- PROFILE
SEE SHEET NO. 20 FOR -Y9- PROFILE
SEE SHEET NO. 2-T FOR INTERSECTION AND CURB DETAILS
SEE SHEET WALL-3 FOR RET. WALL ENVELOPES