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PROJECT REFERENCE NO.	SHEET NO.
BR-0033	4
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER — SEAL 19563 — TIMOTHY SCOTT HANSEL — ENGINEER — 1/10/2022

HYDRAULICS ENGINEER — SEAL 046600 — RANDALL C HENDRICKS — ENGINEER — 1/11/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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ENGINEERING | PLANNING | SURVEYING | ENVIRONMENTAL

REVISIONS 8/17/99

–L– SR 1234

RAMP C –RPC– : 7 / 10 ; 4 / 6 ; 3 / 4
SR 1234 –L– : 20 / 28 ; 23 / 31
RAMP D –RPD– : 4 / 6 ; 8 / 11 ; 12 / 17
(In Hundreds) 2018 ADT 2040 ADT

DETAIL 1
LATERAL BASE DITCH
(Not to Scale)
Natural Ground, 2:1, D, 2:1, b, 1'-Ft., B, Fill Slope
Min. D= 1.0 Ft.
B= 3.0 Ft.
b= 2.0 Ft.
FROM –L– STA. 10+50 TO STA. 11+50 LT

DETAIL 2
TOE PROTECTION
(Not to Scale)
2:1 or Flatter Fill Slope, d, Geotextile
d= 1.0 Ft.
Type of Liner= Class 'B' Rip-Rap
FROM –L– STA. 12+33 TO STA. 12+92 RT
CLASS 'B' RIP RAP EST. 20 TONS
GEOTEXTILE EST. 46 SY

–Y2– CURVE DATA

PI Sta 12+03.89	PI Sta 13+22.38
△ = 18° 43' 38.8" (LT)	△ = 32° 58' 38.8" (LT)
D = 14° 37' 30.8"	D = 30° 48' 46.7"
L = 128.05'	L = 107.02'
T = 64.60'	T = 55.04'
R = 391.76'	R = 185.95'
SE = 0.02	

–RPC– CURVE DATA

PI Sta 12+87.95
△ = 22° 50' 52.6" (LT)
D = 15° 26' 37.0"
L = 147.94'
T = 74.97'
R = 371.00'

–RPD– CURVE DATA

PI Sta 12+75.17
△ = 11° 53' 00.3" (RT)
D = 3° 32' 06.5"
L = 336.15'
T = 168.68'
R = 1,620.76'

–L– CURVE DATA

PI Sta 11+84.16	PI Sta 13+54.36
△ = 18° 17' 46.1" (RT)	△ = 18° 17' 46.1" (LT)
D = 10° 44' 58.8"	D = 10° 44' 58.8"
L = 170.20'	L = 170.20'
T = 85.83'	T = 85.83'
R = 533.00'	R = 533.00'
SE = 0.03	SE = 0.03
RUNOFF = 60'	RUNOFF = 60'

NAD 83/2011

BEGIN TIP PROJECT BR-0033
–L– STA. 10+30.00

BEGIN CONSTRUCTION
–L– STA. 9+70.00

–L– POT Sta. 9+00.00

BEGIN CONSTRUCTION
–Y2– STA. 11+25.00

–Y2– POT Sta. 10+00.00

–RPC– POT Sta. 10+00.00

–Y2– PC Sta. 11+39.29

–Y2– PCC Sta. 12+67.34

–Y2– PT Sta. 13+74.37
N 75° 07' 39.2" E

–Y2– POT Sta. 13+92.71
–L– POC STA. 11+76.23
–L– PRC Sta. 12+68.53

–RPD– POT Sta. 10+00.00
–RPC– POT Sta. 13+87.43
–L– POC STA. 13+38.35

–RPD– PC Sta. 11+06.49

END CONSTRUCTION
–RPD– STA. 11+90.00

–RPD– PT Sta. 14+42.64

–L– PC Sta. 10+98.33

–L– PT Sta. 14+38.73

–L– POT Sta. 16+11.51 =
–140– POT Sta. 19+16.80

BEGIN CONSTRUCTION
–140– STA. 22+10.00

–Y1– PC Sta. 10+50.15

–Y1– PT Sta. 12+69.80

BEGIN CONSTRUCTION
–Y1– STA. 13+00.00

END TIP PROJECT BR-0033
–L– POT STA. 18+54.66
–Y1– POT STA. 14+40.79

END CONSTRUCTION
–Y1– STA. 15+04.53

–Y1– PC Sta. 15+11.27

–Y1– PT Sta. 17+66.71

RESET EXISTING FENCE

TIE TO EXIST. GR
–RPC– STA. 12+12.94 RT.

TIE TO EX FENCE
48" WOVEN WIRE FENCE
–Y1– STA. 13+50.27
TO STA. 13+87.15
50 LF

BEGIN BRIDGE
–L– STA. 15+15.26

END BRIDGE
–L– STA. 17+24.26

REMOVE EXISTING BRIDGE
SR 1234 PARKER PADGETT RD (SR BST)
LONG BRIDGE DECK

BEGIN APPROACH
–L– STA. 15+01.29

END APPROACH
–L– STA. 17+38.24

BEGIN SBG
& –L– STA. 14+77 RT
& –L– STA. 14+87 LT
TO APPROACH SLAB

BEGIN SBG
APPROACH SLAB TO
–L– STA. 18+20 RT & LT.

TOE PROTECTION
SEE DETAIL 2

CLASS 'B' RIP RAP
EST. 11 TONS
GEOTEXTILE
EST. 28 SY
LATERAL BASE DITCH
SEE DETAIL 1

CLASS 'B' RIP RAP
EST. 3 TONS
GEOTEXTILE
EST. 11 SY

CLASS 'B' RIP RAP
EST. 5 TONS
GEOTEXTILE
EST. 14 SY

BM-1
CHISELED X ON
THE NE
CORNER OF
BRIDGE
WHEEL GUARD

BM-2
RR SPIKE SET IN THE
BASE OF A 24" OAK

CATAWBA RIVER

SR 1234 PARKER PADGETT RD (SR BST)

GREENLEE RD (SR 1246)

FRONTIER COMMUNICATIONS OF AMERICA INC

DUKE ENERGY PROGRESS

JOHN R & JOYCE BRADLEY
DB 244 PG 380

CYNTHIA ELLEN SUGG
DB 926 PG 259

SH&H ENTERPRISES, LLC
DB 345 PG 969

–L– SR 1234

21 / 27 ; 12 / 16 ; 23 / 31 ; SR 1234 –L– ; 11 / 15 ; 20 / 26 ; GREENLEE RD –Y1–
(In Hundreds) 2018 ADT 2040 ADT

PAVEMENT REMOVAL

SEE SHEET 2B-1 FOR DETOUR PLANS
SEE SHEET S-1 THRU S-32 FOR STRUCTURE PLANS
SEE SHEET 5 FOR –L– AND –Y1– PROFILE
SEE SHEET 6 FOR –RPC– AND –RPD– PROFILE
SEE SHEET 7 FOR –Y2– PROFILE

DESIGN EXCEPTION REQUIRED FOR DESIGN SPEED, MAXIMUM GRADE, HORIZONTAL & VERTICAL CURVES AND VERTICAL STOPPING SIGHT DISTANCE.

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