

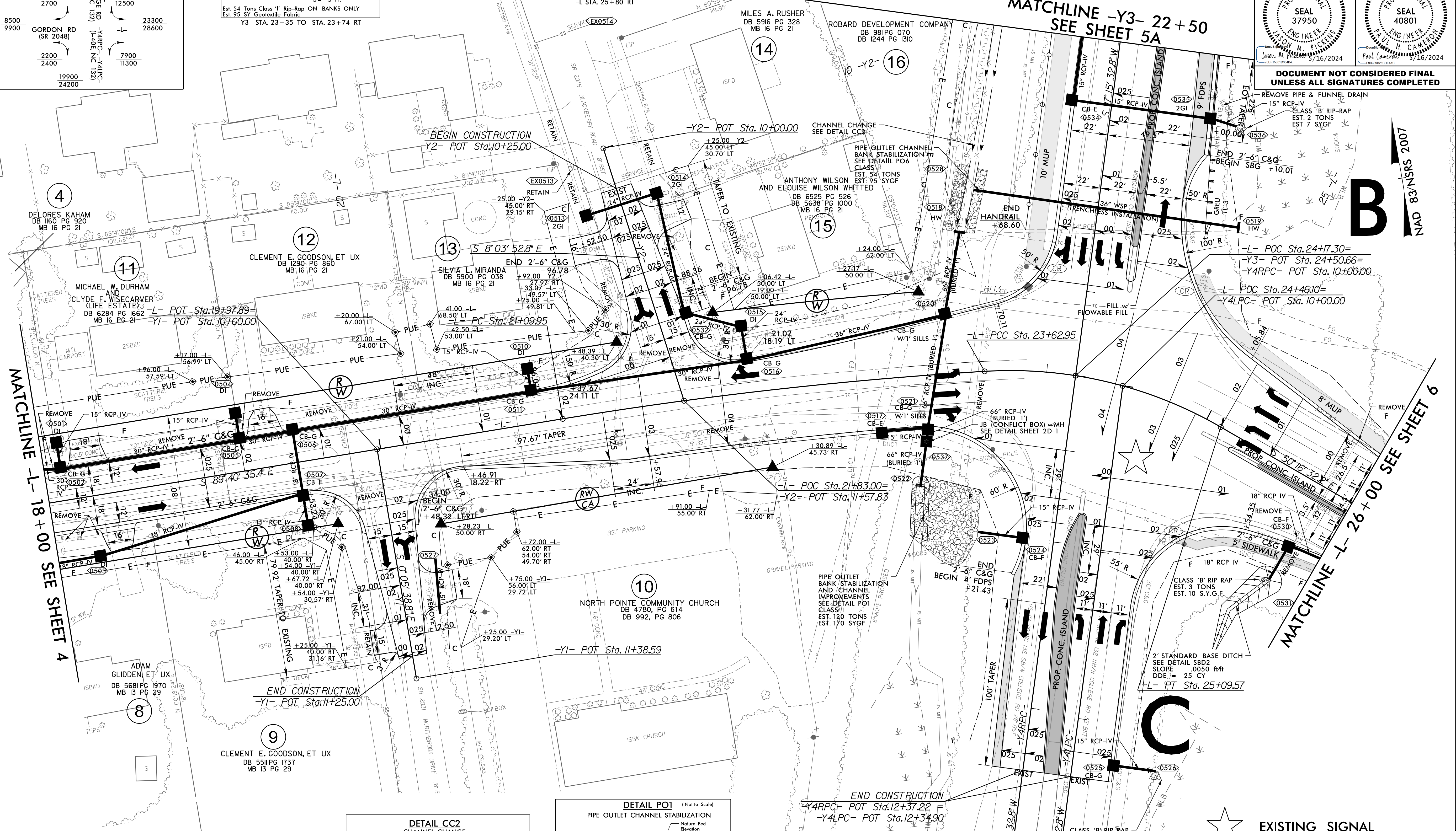
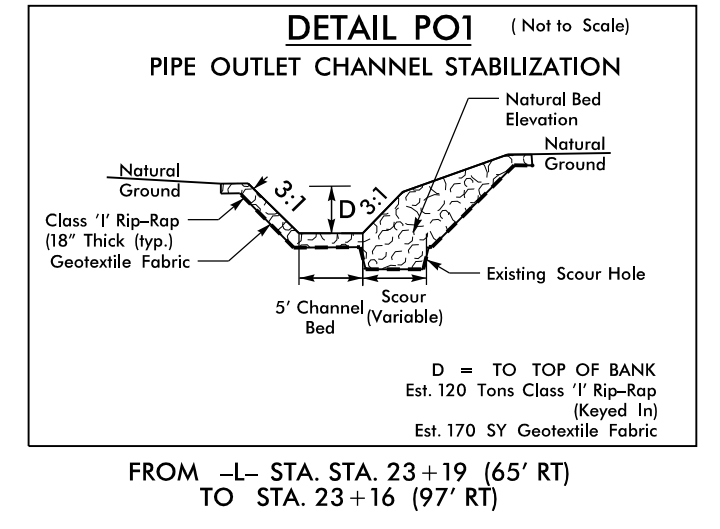
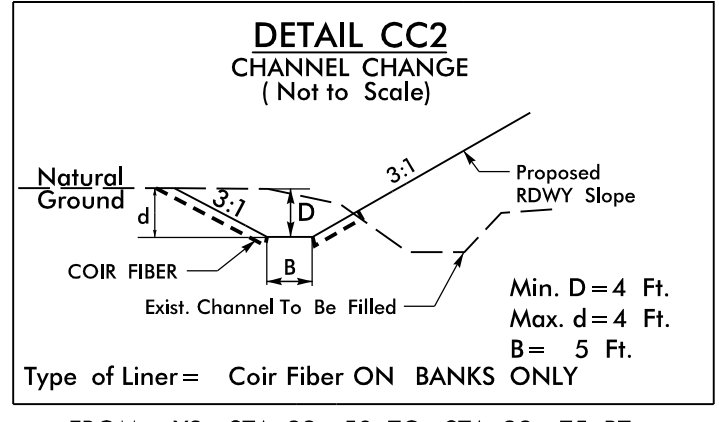
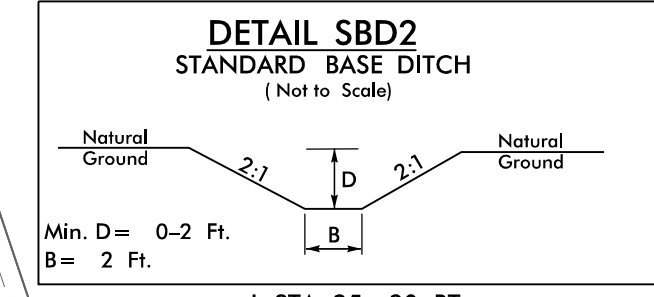
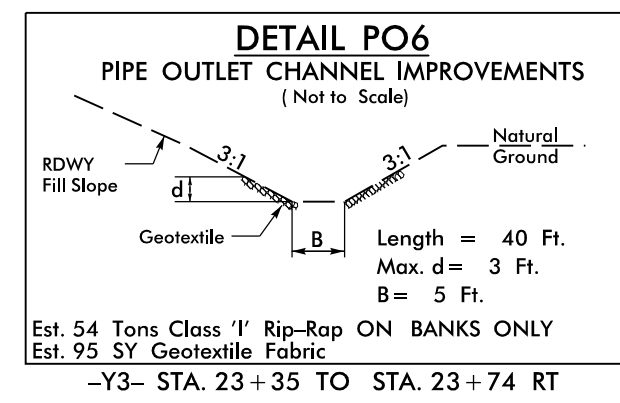
8.17.24
13 MAY 2024 09:05
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N:\106202

PROJECT REFERENCE NO. U-6202	SHEET NO. 5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

INTERSECTION OF GORDON RD (-L-), I-40, AND US 117/NC 132

2024 ADT 2044 ADT	22400 25700	10900 12500	23300 28600
1700 2700			
8500 9900	GORDON RD (SR 2048)		
2200 2400		7900 11300	
19900 24200			

US 117/NC 132
-44RC- -Y4RC-
-I-40E- NC 132

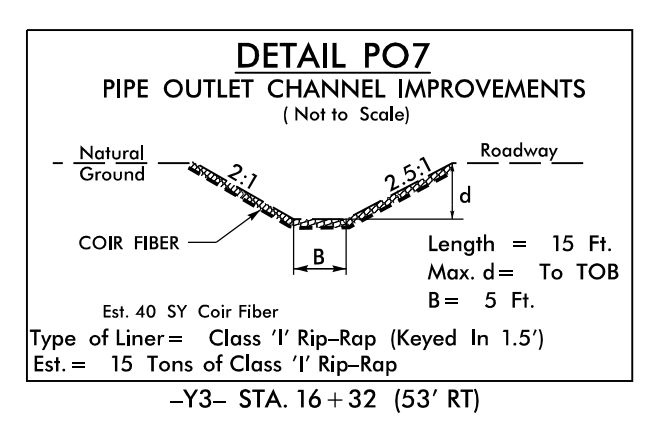
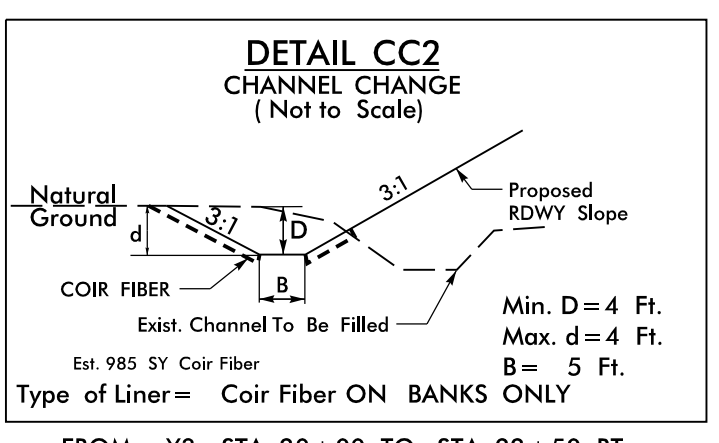
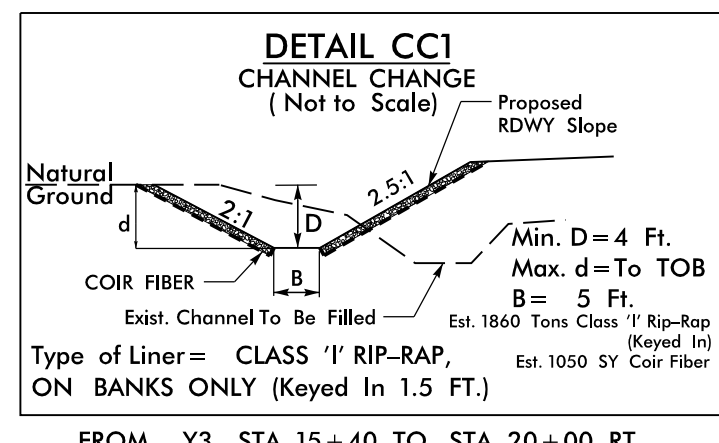


NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

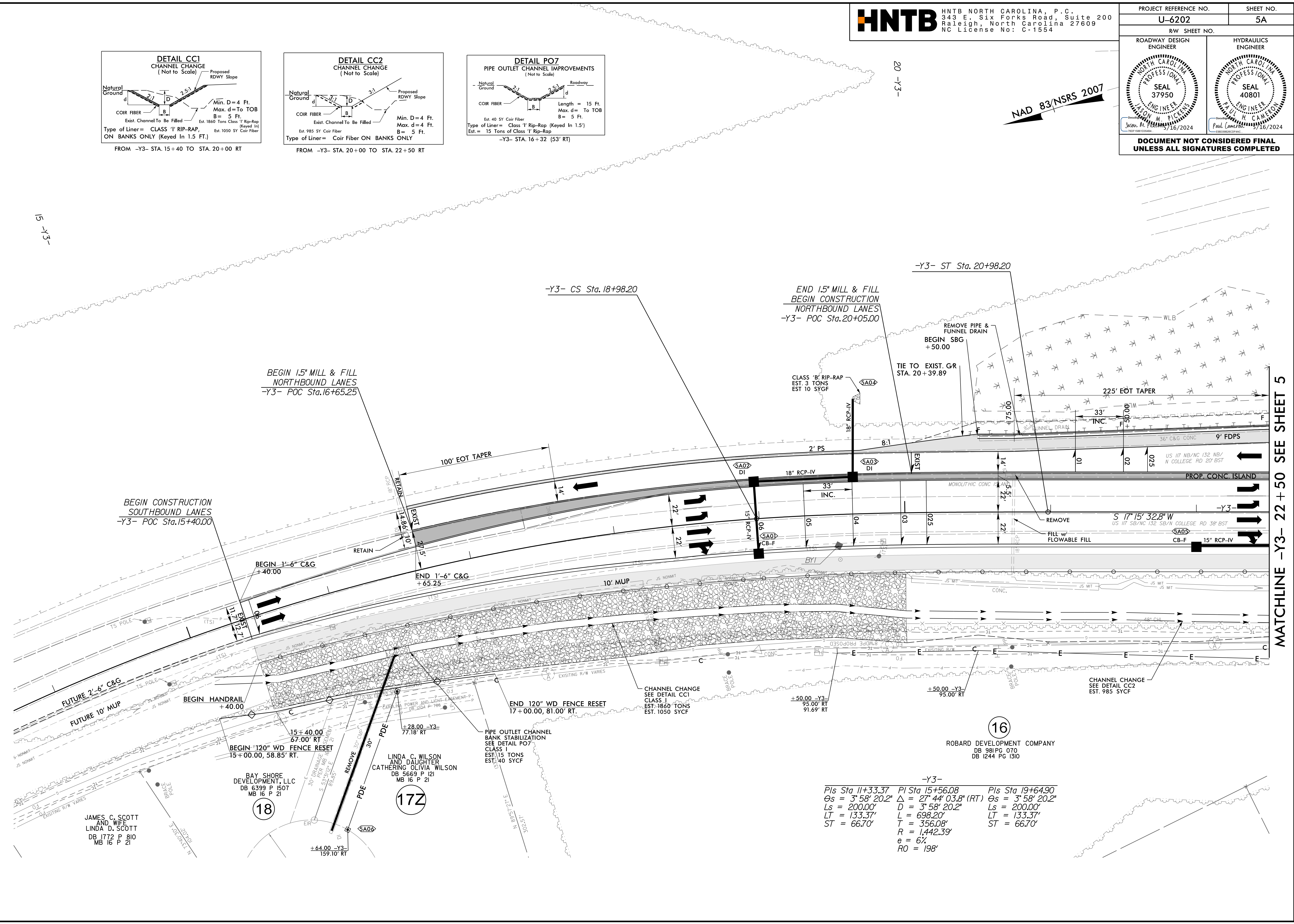
-L- PI Sta 22+36.56 Δ = 5' 47' 54.2" (RT) D = 2' 17' 30.6" L = 253.00' T = 126.61' R = 2,500.00' e = 4' RO = 192'	-L- PI Sta 24+38.44 Δ = 33' 36' 09.0" (RT) D = 22' 55' 05.9" L = 146.62' T = 75.49' R = 250.00' e = 4' RO = 136'
---	--

FOR -L- PROFILE, SEE SHEET 26
FOR -Y1- PROFILE, SEE SHEET 31
FOR -Y2- PROFILE, SEE SHEET 31
FOR -Y3- PROFILE, SEE SHEET 32
FOR -Y4RPC- PROFILE, SEE SHEET 32
FOR -Y4LPC- PROFILE, SEE SHEET 32
FOR INTERSECTION DETAIL SEE SHEET 2B-1

PROJECT REFERENCE NO. U-6202	SHEET NO. 5A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



NAD 83/NSRS 2007



MATCHLINE -Y3- 22 + 50 SEE SHEET 5

13 MAY 2024 09:05
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 HNTB

JAMES C. SCOTT
AND WIFE
LINDA D. SCOTT
DB 1772 P 910
MB 16 P 21

BAY SHORE
DEVELOPMENT, LLC
DB 6399 P 1507
MB 16 P 21

LINDA C. WILSON
AND DAUGHTER
CATHERINE OLIVIA WILSON
DB 5669 P 121
MB 16 P 21

ROBOARD DEVELOPMENT COMPANY
DB 981 PG 070
DB 1244 PG 1310

-Y3-
 Pls Sta 11+33.37 Pl Sta 15+56.08 Pls Sta 19+64.90
 Os = 3' 58" 20.2" Δ = 27' 44" 03.8" (RT) Os = 3' 58" 20.2"
 Ls = 200.00' D = 3' 58" 20.2" Ls = 200.00'
 LT = 133.37' L = 698.20' LT = 133.37'
 ST = 66.70' R = 356.08' T = 1442.39'
 R = 1,442.39'
 e = 6%
 RO = 198'

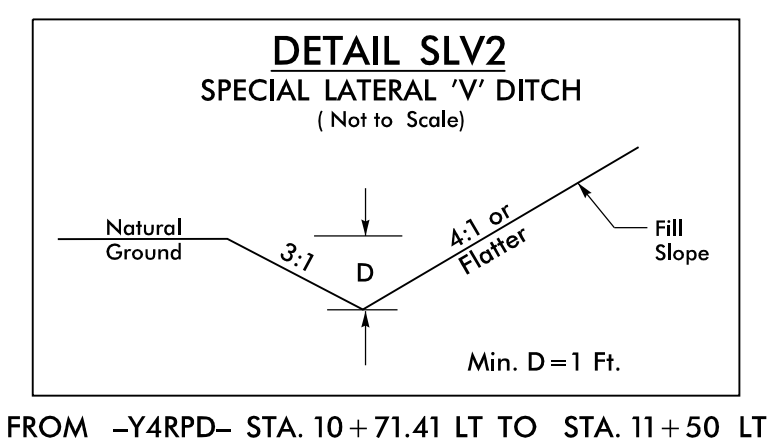
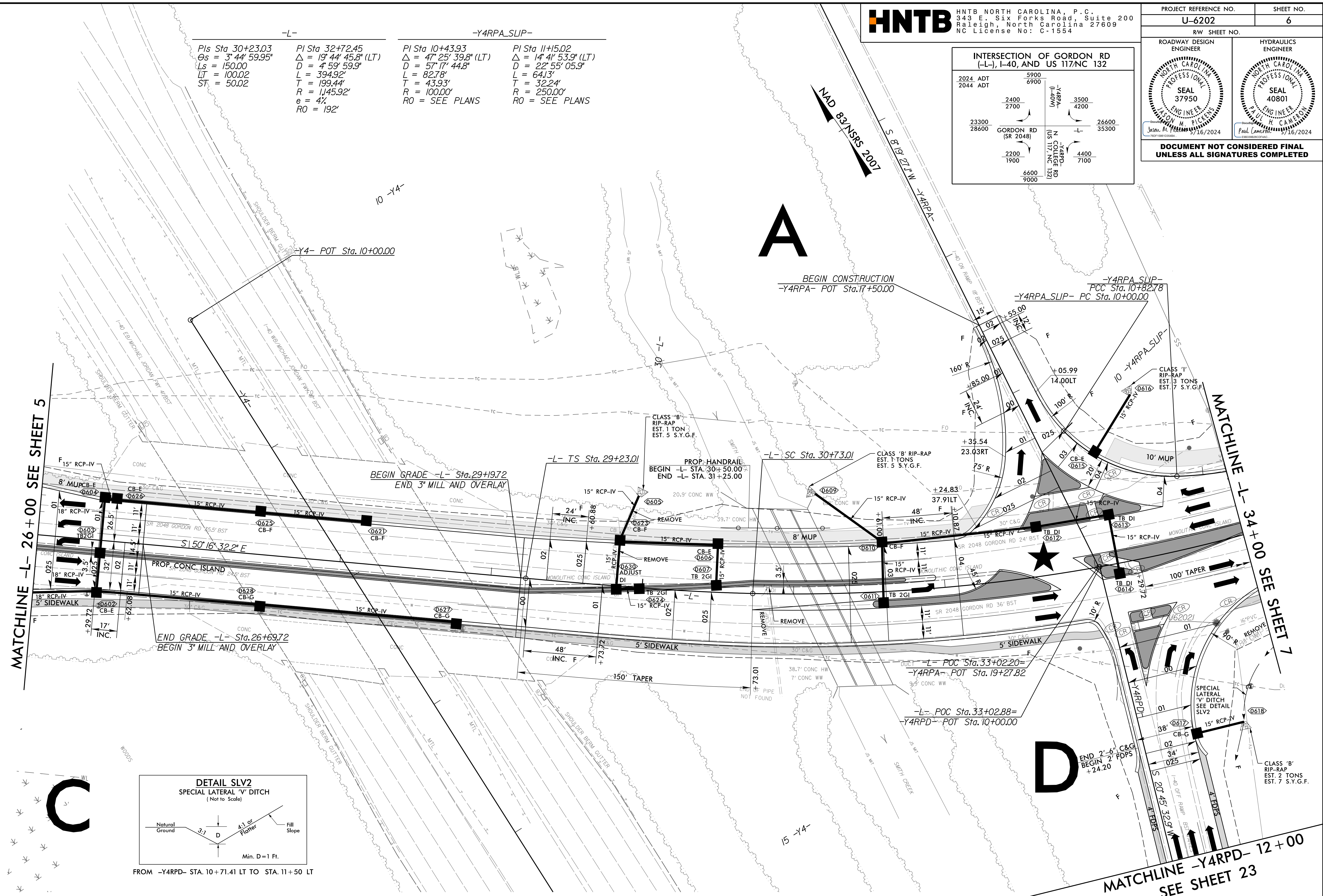
8.17.24

PROJECT REFERENCE NO. U-6202	SHEET NO. 6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

INTERSECTION OF GORDON RD (-L-), I-40, AND US 117/NC 132

2024 ADT	5900	3500	26600
2044 ADT	6900	4200	35300
	2400		
	2700		
23300			
28600			
	2200		4400
	1900		7100
	6600		
	9000		

-L-		-Y4RPA_SLIP-	
PI Sta 30+23.03	PI Sta 32+72.45	PI Sta 10+43.93	PI Sta 11+15.02
$\Delta = 3^\circ 44' 59.95"$	$\Delta = 19^\circ 44' 45.8" (LT)$	$\Delta = 47^\circ 25' 39.8" (LT)$	$\Delta = 14^\circ 41' 53.9" (LT)$
$L_s = 150.00$	$D = 4^\circ 59' 59.9"$	$D = 57^\circ 17' 44.8"$	$D = 22^\circ 55' 05.9"$
$LT = 100.02$	$L = 394.92'$	$L = 82.78'$	$L = 64.13'$
$ST = 50.02$	$T = 199.44'$	$T = 43.93'$	$T = 32.24'$
	$R = 1,45.92'$	$R = 100.00'$	$R = 250.00'$
	$e = 4\%$		
	$RO = 192'$	$RO = \text{SEE PLANS}$	$RO = \text{SEE PLANS}$



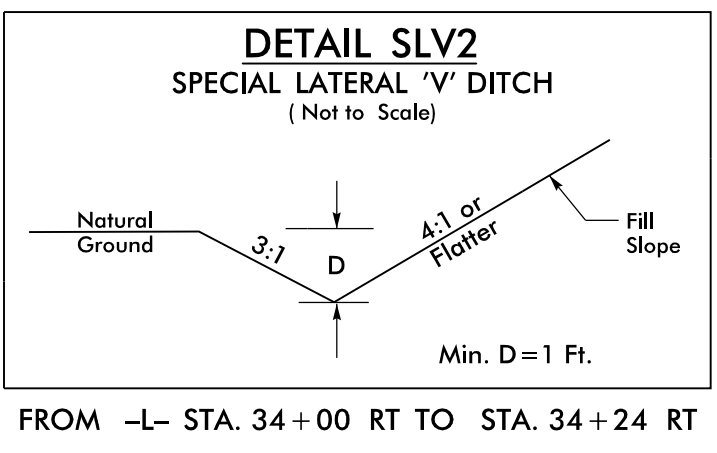
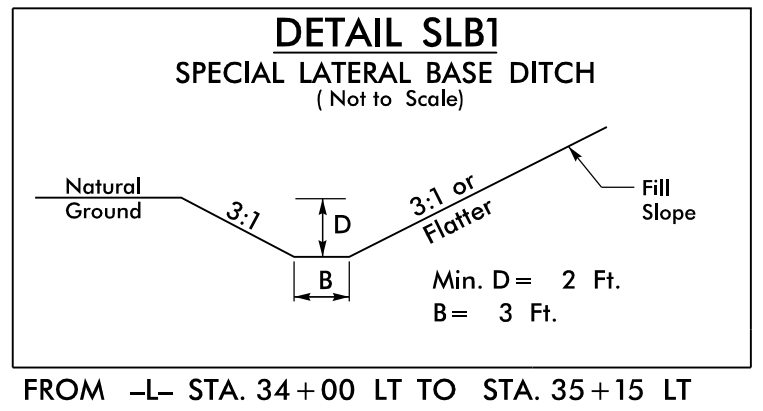
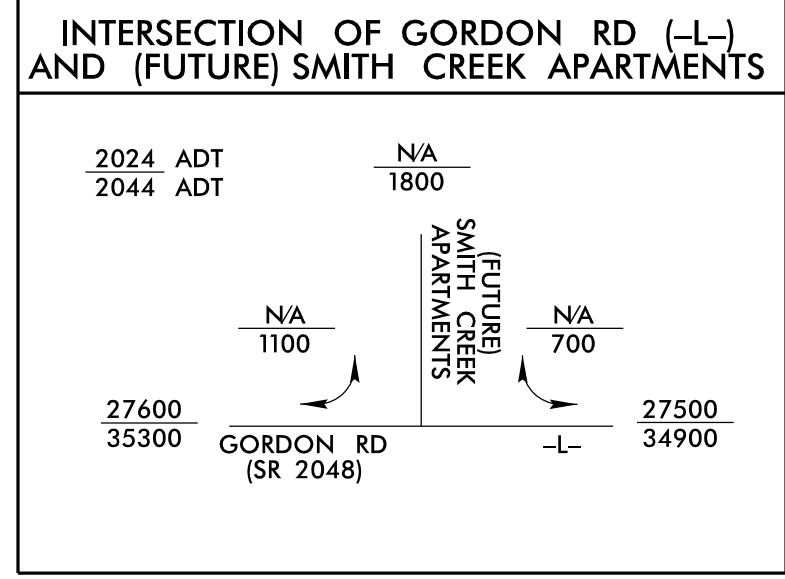
NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

PROPOSED SIGNAL

FOR -L- PROFILE, SEE SHEET 26
FOR -Y4RPA- PROFILE, SEE SHEET 32
FOR -Y4RPA SLIP- PROFILE, SEE SHEET 38
FOR -Y4RPD- PROFILE, SEE SHEET 33
FOR INTERSECTION DETAIL SEE SHEET 2B-1

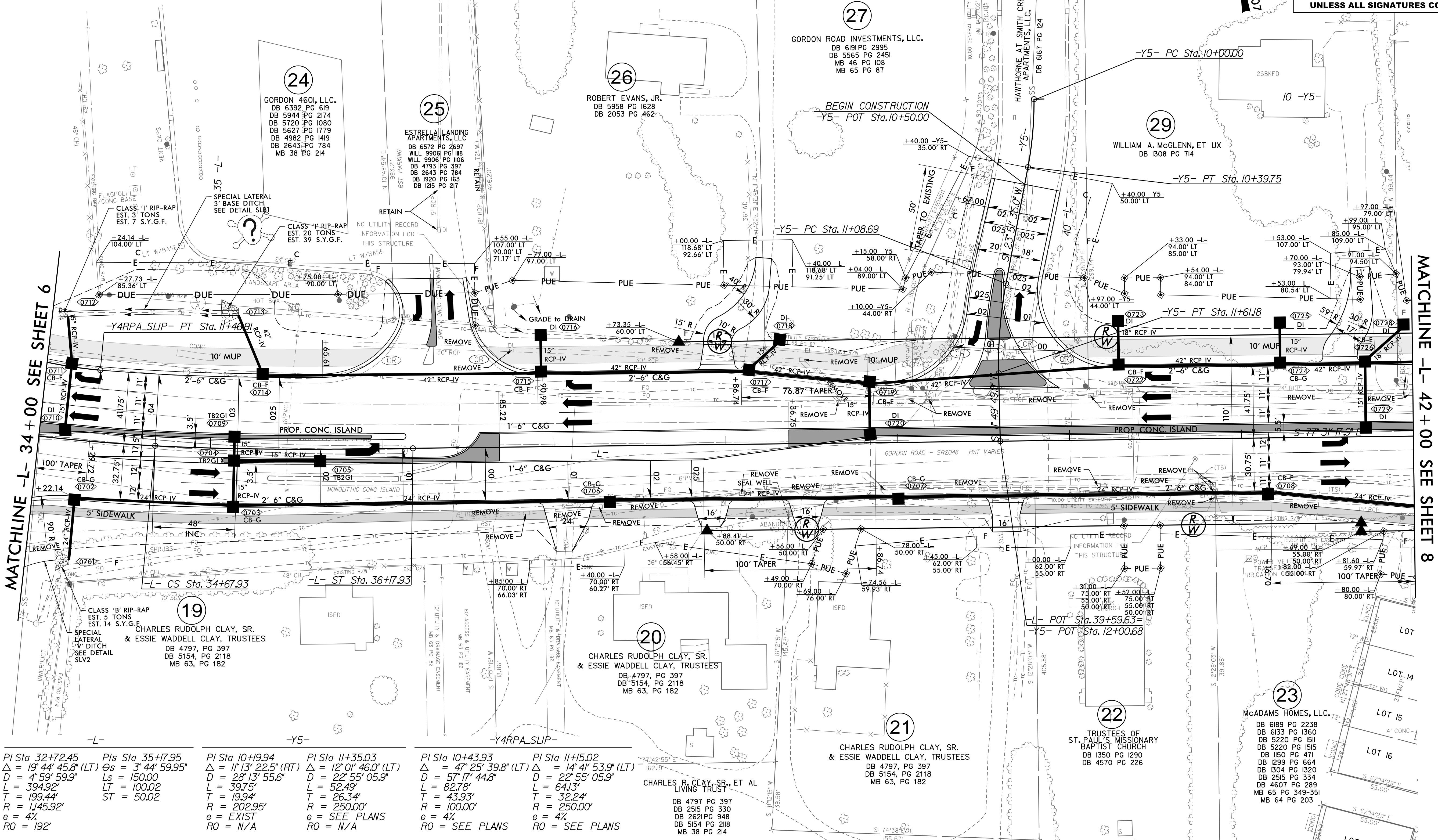
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8.17/29



HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO. U-6202	SHEET NO. 7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



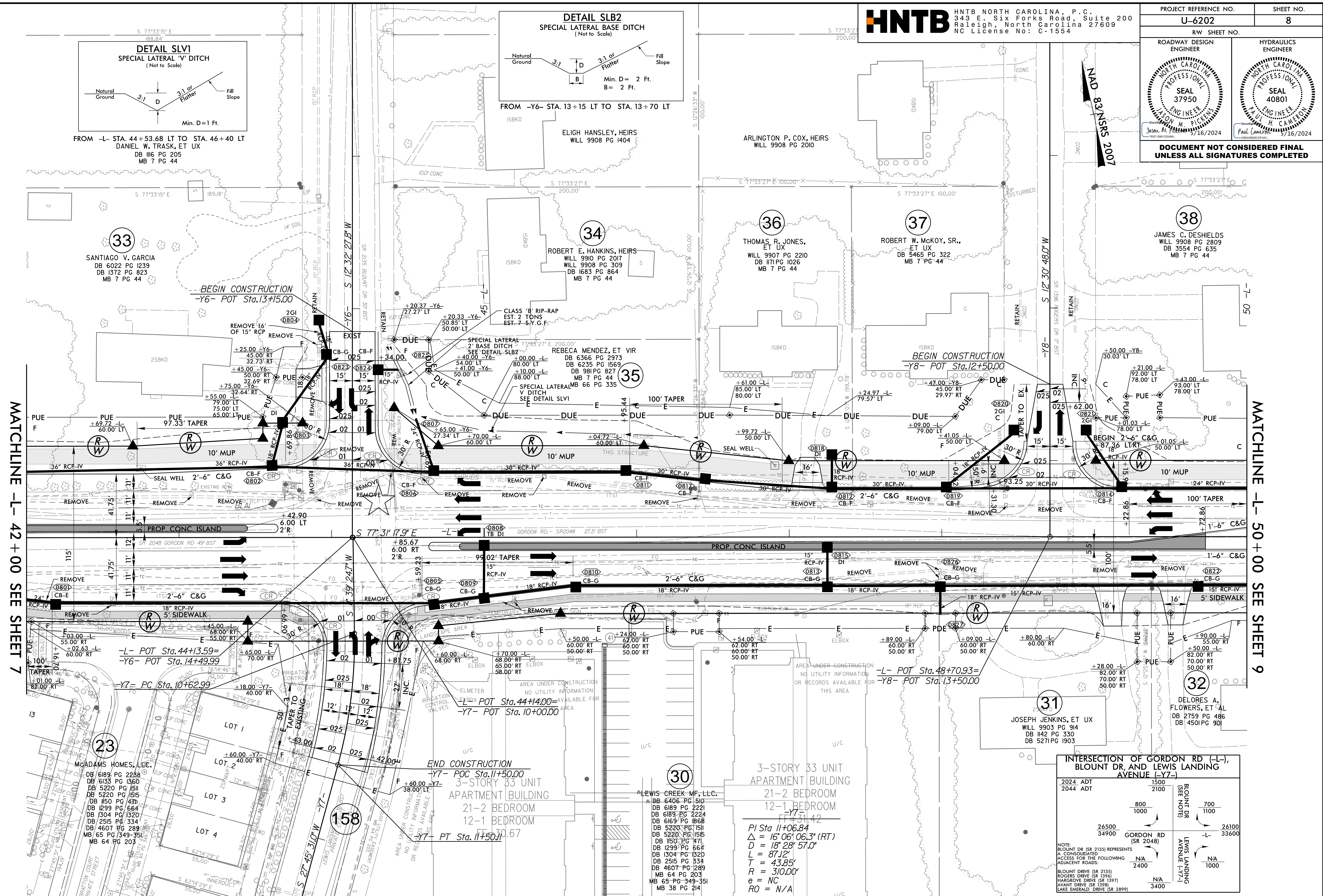
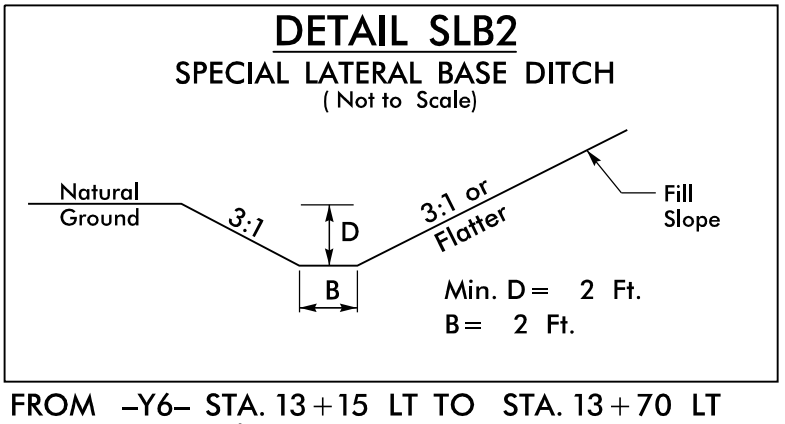
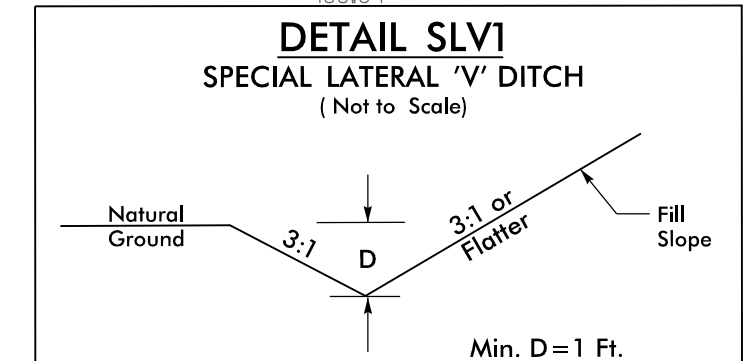
$PI\ Sta\ 32+72.45$	$PIs\ Sta\ 35+17.95$	$PI\ Sta\ 10+19.94$	$PI\ Sta\ 11+35.03$	$PI\ Sta\ 10+43.93$	$PI\ Sta\ 11+15.02$
$\Delta = 19^{\circ}44'45.8\" (LT)$	$Os = 3^{\circ}44'59.95\"$	$\Delta = 11^{\circ}13'22.5\" (RT)$	$\Delta = 12^{\circ}01'46.0\" (LT)$	$\Delta = 47^{\circ}25'39.8\" (LT)$	$\Delta = 14^{\circ}41'53.9\" (LT)$
$D = 4^{\circ}59'59.9\"$	$LT = 150.00$	$D = 28^{\circ}13'55.6\"$	$D = 22^{\circ}55'05.9\"$	$D = 57^{\circ}17'44.8\"$	$D = 22^{\circ}55'05.9\"$
$L = 394.92'$	$LT = 100.02$	$L = 397.5'$	$L = 52.49'$	$L = 82.78'$	$L = 64.13'$
$T = 199.44'$	$ST = 50.02$	$T = 19.94'$	$T = 26.34'$	$T = 19.94'$	$T = 32.24'$
$R = 1,45.92'$		$R = 202.95'$	$R = 250.00'$	$R = 100.00'$	$R = 250.00'$
$e = 4'$		$e = EXIST$	$e = SEE\ PLANS$	$e = 4'$	$e = 4'$
$RO = 192'$		$RO = N/A$	$RO = N/A$	$RO = SEE\ PLANS$	$RO = SEE\ PLANS$

NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEETS 26 AND 27
FOR -Y4RPA SLIP- PROFILE, SEE SHEET 38
FOR -Y5- PROFILE, SEE SHEET 33
FOR INTERSECTION DETAILS, SEE SHEET 2B-1

13 MAY 2024 09:05
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PROJECT REFERENCE NO. U-6202		SHEET NO. 8	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



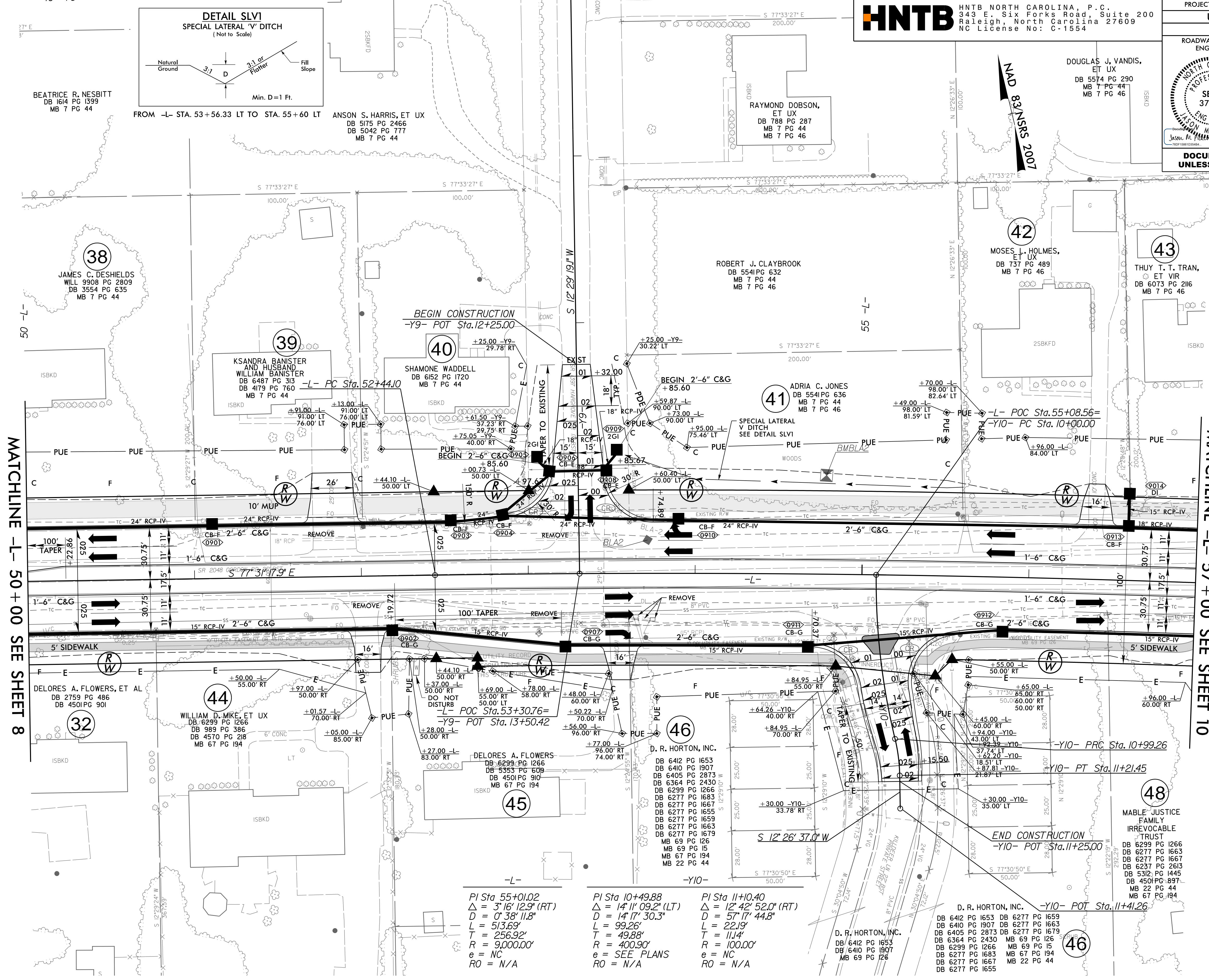
NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

★ EXISTING SIGNAL

FOR -L- PROFILE, SEE SHEET 27
FOR -Y6- PROFILE, SEE SHEET 33
FOR -Y7- PROFILE, SEE SHEET 33
FOR -Y8- PROFILE, SEE SHEET 34
FOR INTERSECTION DETAIL, SEE SHEET 2B-2

8/17/24

PROJECT REFERENCE NO. U-6202	SHEET NO. 9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 50 + 00 SEE SHEET 8

MATCHLINE -L- 57 + 00 SEE SHEET 10

$PI\ Sta\ 55+01.02$ $\Delta = 3' 16'' 12.9'' (RT)$ $D = 0' 38'' 11.8''$ $L = 513.69'$ $T = 256.92'$ $R = 9,000.00'$ $e = NC$ $RO = N/A$	$PI\ Sta\ 10+49.88$ $\Delta = 14' 11'' 09.2'' (LT)$ $D = 5' 17'' 30.3''$ $L = 99.26'$ $T = 49.88'$ $R = 200.90'$ $e = SEE\ PLANS$ $RO = N/A$	$PI\ Sta\ 11+01.40$ $\Delta = 12' 42'' 52.0'' (RT)$ $D = 5' 17'' 44.8''$ $L = 22.19'$ $T = 11.14'$ $R = 100.00'$ $e = NC$ $RO = N/A$
--	---	---

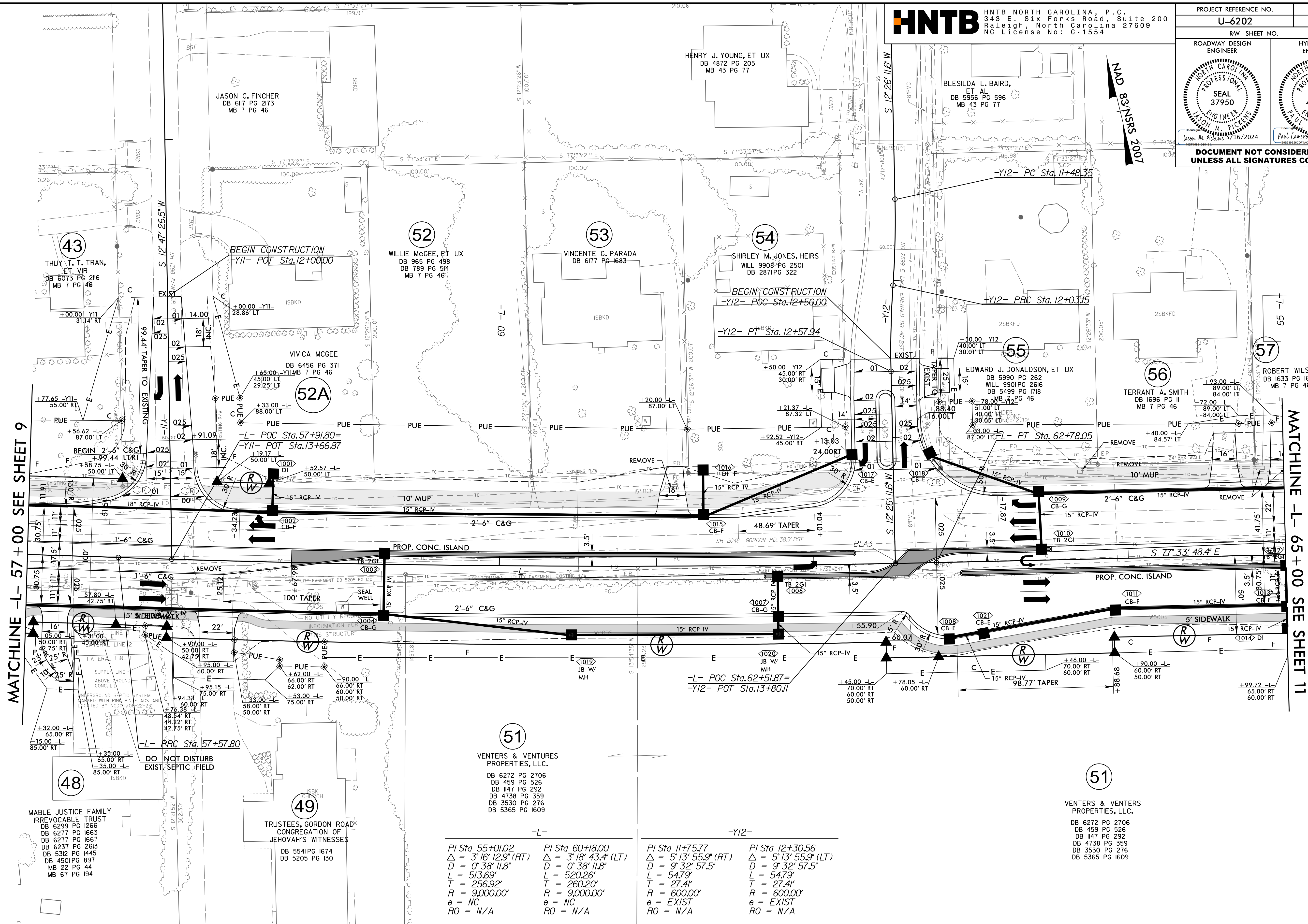
NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 27
 FOR -Y9- PROFILE, SEE SHEET 34
 FOR -Y10- PROFILE, SEE SHEET 34
 FOR INTERSECTION DETAIL, SEE SHEET 28-2

13 MAY 2024 09:05
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8.17.19

PROJECT REFERENCE NO. U-6202	SHEET NO. 10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 57 + 00 SEE SHEET 9

MATCHLINE -L- 65 + 00 SEE SHEET 11

48
MABLE JUSTICE FAMILY
IRREVOCABLE TRUST
DB 6299 PG 1266
DB 6277 PG 1663
DB 6277 PG 1667
DB 6237 PG 2613
DB 5312 PG 1445
DB 4501 PG 897
MB 22 PG 44
MB 67 PG 194

49
TRUSTEES, GORDON ROAD
CONGREGATION OF
JEHOVAH'S WITNESSES
DB 5541 PG 1674
DB 5205 PG 130

51
VENTERS & VENTERS
PROPERTIES, LLC.
DB 6272 PG 2706
DB 459 PG 526
DB 1147 PG 292
DB 4738 PG 359
DB 3530 PG 276
DB 5365 PG 1609

51
VENTERS & VENTERS
PROPERTIES, LLC.
DB 6272 PG 2706
DB 459 PG 526
DB 1147 PG 292
DB 4738 PG 359
DB 3530 PG 276
DB 5365 PG 1609

-L-
PI Sta 55+01.02
Δ = 3° 16' 12.9" (RT)
D = 0' 38' 11.8"
L = 513.69'
T = 256.92'
R = 9,000.00'
e = NC
RO = N/A

-L-
PI Sta 60+18.00
Δ = 3° 18' 43.4" (LT)
D = 0' 38' 11.8"
L = 520.26'
T = 260.20'
R = 9,000.00'
e = NC
RO = N/A

-Y12-
PI Sta 11+75.77
Δ = 5° 13' 55.9" (RT)
D = 9' 32' 57.5"
L = 54.79'
T = 27.4'
R = 600.00'
e = EXIST
RO = N/A

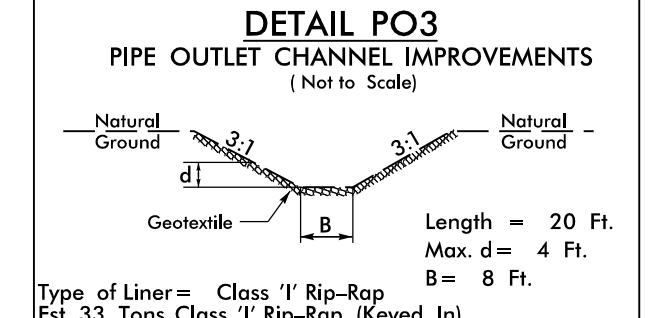
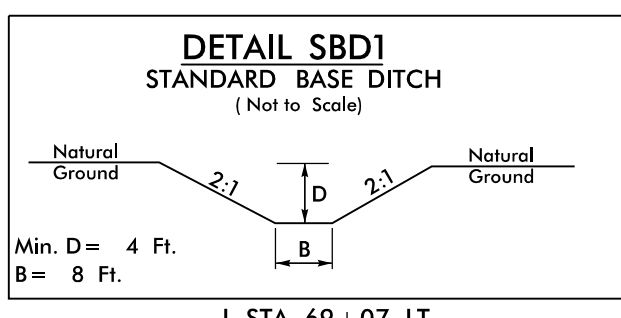
-Y12-
PI Sta 12+30.56
Δ = 5° 13' 55.9" (LT)
D = 9' 32' 57.5"
L = 54.79'
T = 27.4'
R = 600.00'
e = EXIST
RO = N/A

NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 27
FOR -Y11- PROFILE, SEE SHEET 34
FOR -Y12- PROFILE, SEE SHEET 35
FOR INTERSECTION DETAIL, SEE SHEET 2B-2

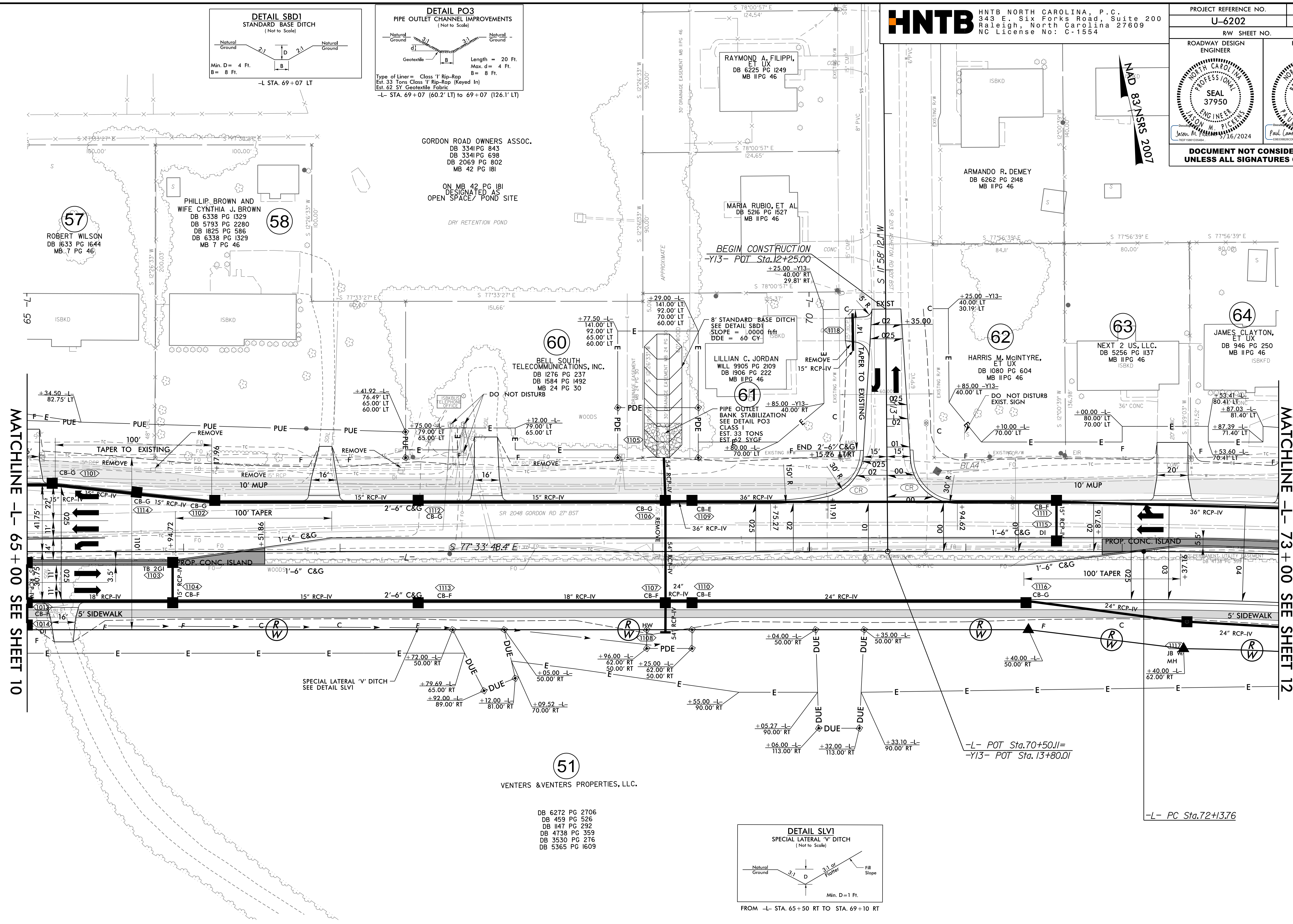
13 MAY 2024 09:05
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HNTB

8.17.17.99



HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

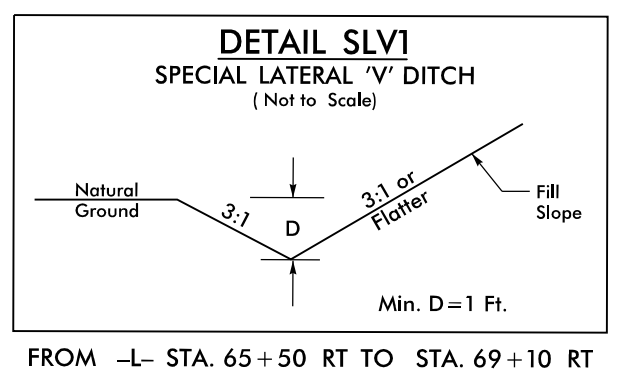
PROJECT REFERENCE NO. U-6202	SHEET NO. 11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 65 + 00 SEE SHEET 10

MATCHLINE -L- 73 + 00 SEE SHEET 12

51
VENTERS & VENTERS PROPERTIES, LLC.
DB 6272 PG 2706
DB 459 PG 526
DB 1147 PG 292
DB 4738 PG 359
DB 3530 PG 276
DB 5365 PG 1609

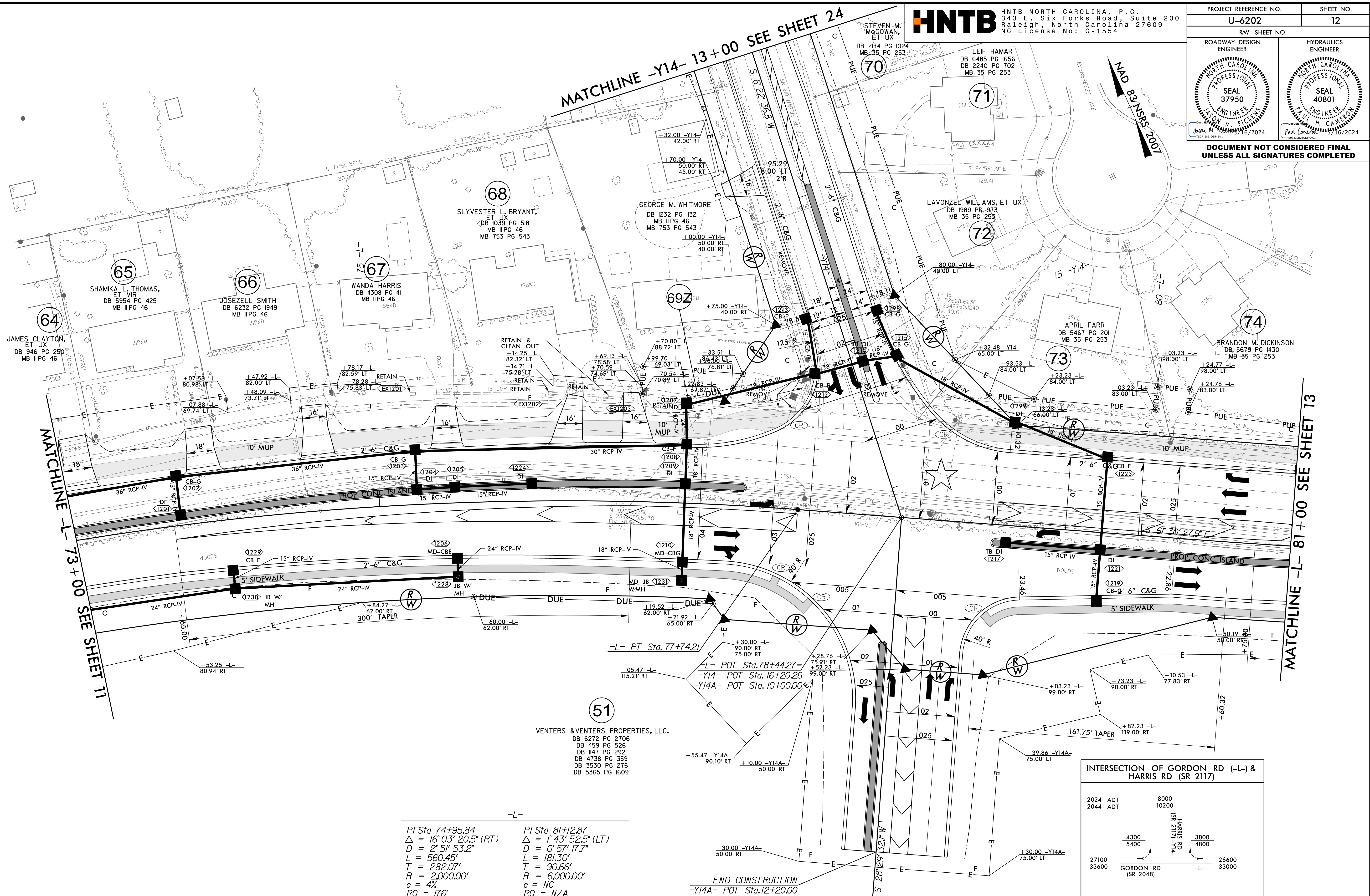


NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 28
FOR -Y13- PROFILE, SEE SHEET 35

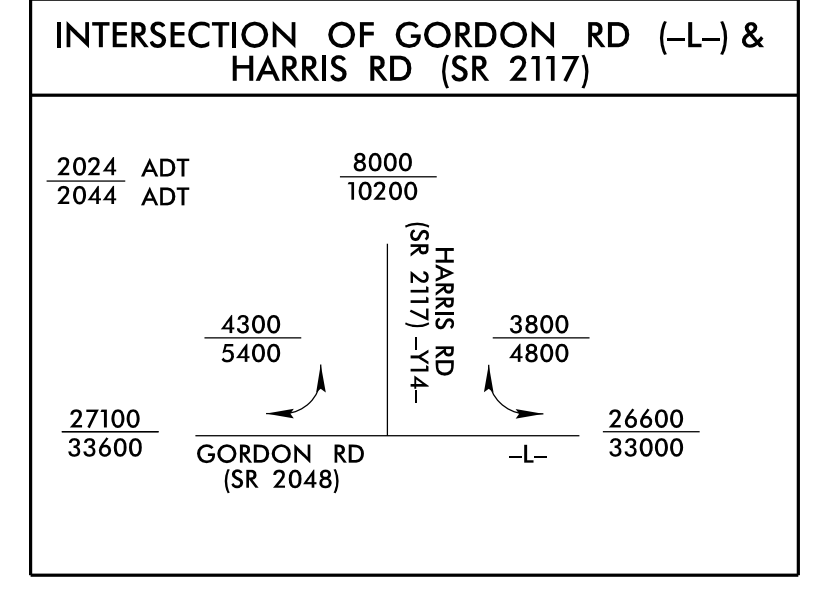
13 MAY 2024 09:05 C:\pdr\dwg\CP-coj\U-6202-RDY_PSH11.dgn

PROJECT REFERENCE NO. U-6202	SHEET NO. 12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



51
VENTERS & VENTERS PROPERTIES, LLC.
DB 6272 PG 2706
DB 459 PG 526
DB 147 PG 292
DB 4738 PG 359
DB 3530 PG 276
DB 5365 PG 1609

-L-
 PI Sta 74+95.84 PI Sta 81+12.87
 $\Delta = 16^{\circ} 03' 20.5''$ (RT) $\Delta = 1^{\circ} 43' 52.5''$ (LT)
 $D = 2^{\circ} 51' 53.2''$ $D = 0^{\circ} 57' 17.7''$
 $L = 560.45'$ $L = 181.30'$
 $T = 282.07'$ $T = 90.66'$
 $R = 2,000.00'$ $R = 6,000.00'$
 $e = 4'$ $e = NC$
 $RO = 176'$ $RO = N/A$



NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

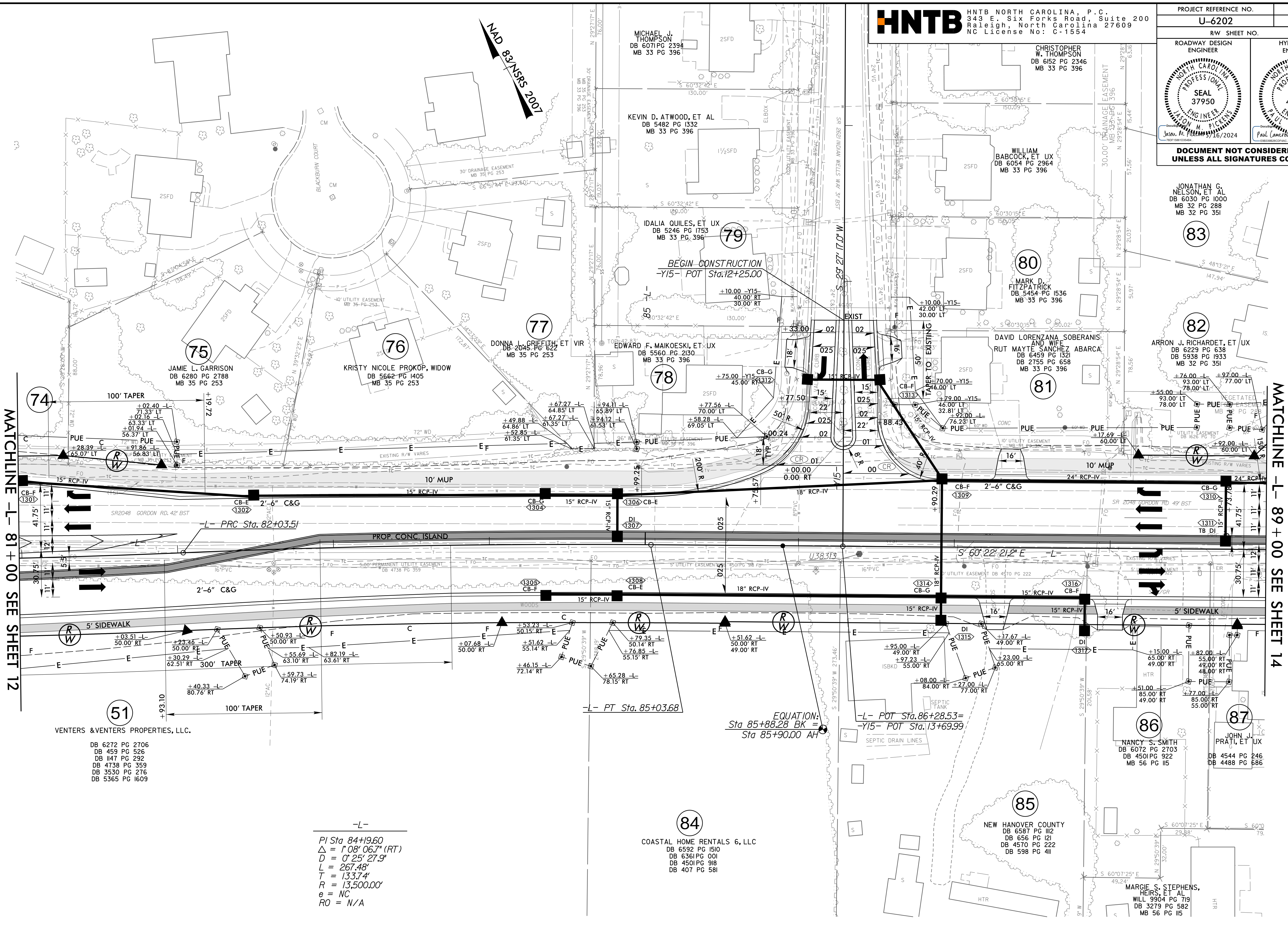
EXISTING SIGNAL

FOR -L- PROFILE, SEE SHEET 28
FOR -Y14- PROFILE, SEE SHEET 35
FOR -Y14A- PROFILE, SEE SHEET 38
FOR INTERSECTION DETAIL, SEE SHEET 28-2

13 MAY 2024 09:06 [Project Path]_RDY_PSH12.dgn

8.17.19

PROJECT REFERENCE NO. U-6202		SHEET NO. 13	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCHLINE -L- 81+00 SEE SHEET 12

MATCHLINE -L- 89+00 SEE SHEET 14

VENTERS & VENTERS PROPERTIES, LLC.
 DB 6272 PG 2706
 DB 459 PG 526
 DB 1147 PG 292
 DB 4738 PG 359
 DB 3530 PG 276
 DB 5365 PG 1609

-L-
 PI Sta 84+19.60
 $\Delta = 1^{\circ}08'06.7''$ (RT)
 $D = 0^{\circ}25'27.9''$
 $L = 267.48'$
 $T = 133.74'$
 $R = 13,500.00'$
 $e = NC$
 $RO = N/A$

84
 COASTAL HOME RENTALS 6, LLC
 DB 6592 PG 1510
 DB 6361 PG 001
 DB 4501 PG 918
 DB 407 PG 581

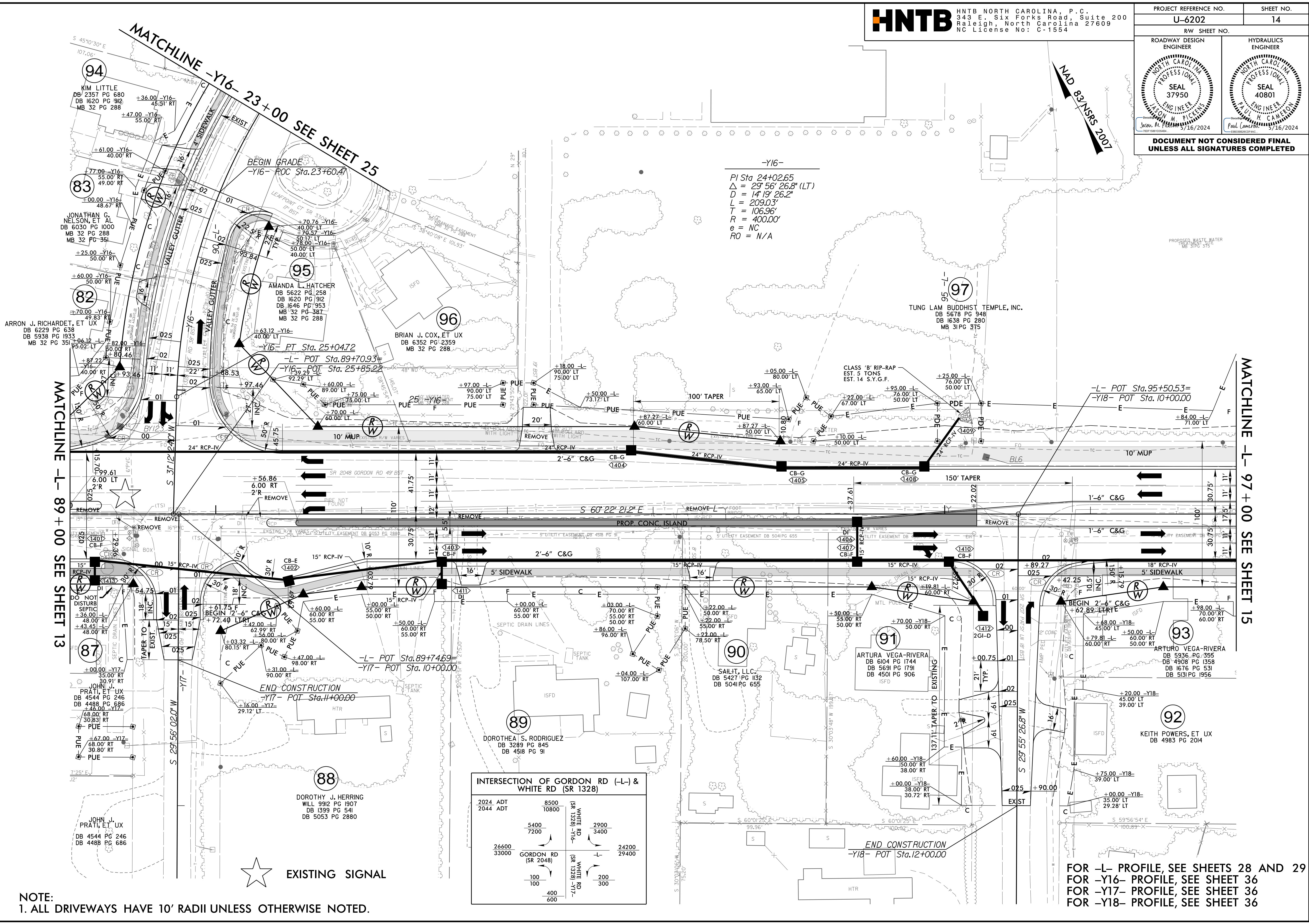
EQUATION:
 Sta 85+88.28 BK =
 Sta 85+90.00 AH

FOR -L- PROFILE, SEE SHEET 28
 FOR -Y15- PROFILE, SEE SHEET 35

13 MAY 2024 09:06
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 HNTB

8.17.19

PROJECT REFERENCE NO. U-6202	SHEET NO. 14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y16-
 PI Sta 24+02.65
 $\Delta = 29^{\circ} 56' 26.8''$ (LT)
 $D = 14^{\circ} 19' 26.2''$
 $L = 209.03'$
 $T = 106.96'$
 $R = 400.00'$
 $e = NC$
 $RO = N/A$

INTERSECTION OF GORDON RD (-L-) & WHITE RD (SR 1328)

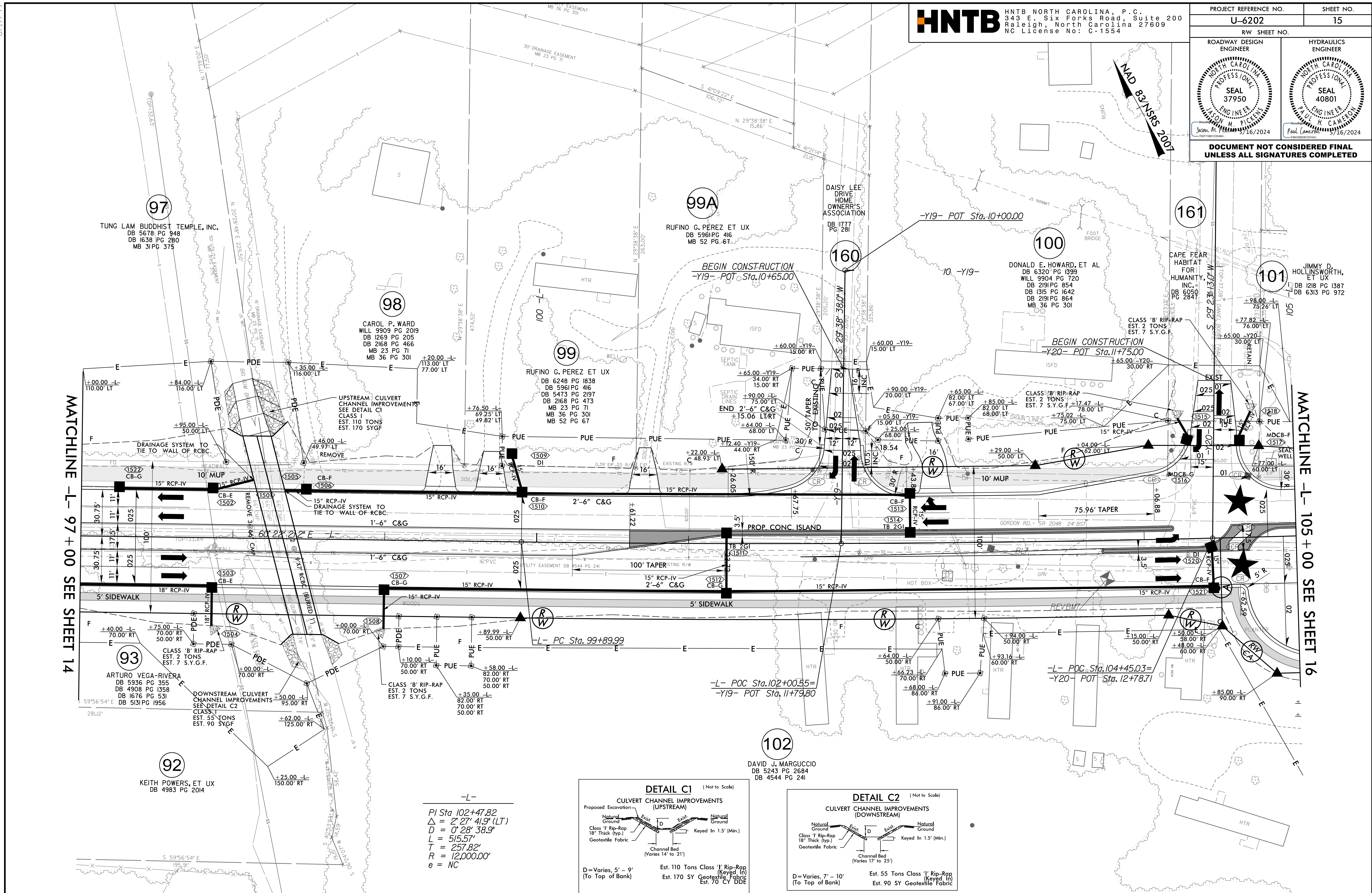
2024 ADT	8500	5400	2900
2044 ADT	10800	7200	3400
		26600	24200
		33000	29400
		100	200
		100	300
		400	600

NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEETS 28 AND 29
 FOR -Y16- PROFILE, SEE SHEET 36
 FOR -Y17- PROFILE, SEE SHEET 36
 FOR -Y18- PROFILE, SEE SHEET 36

13 MAY 2024 09:06
 (P:\dms\p\proj\062022_RDY_PSH14.dgn
 HNTB

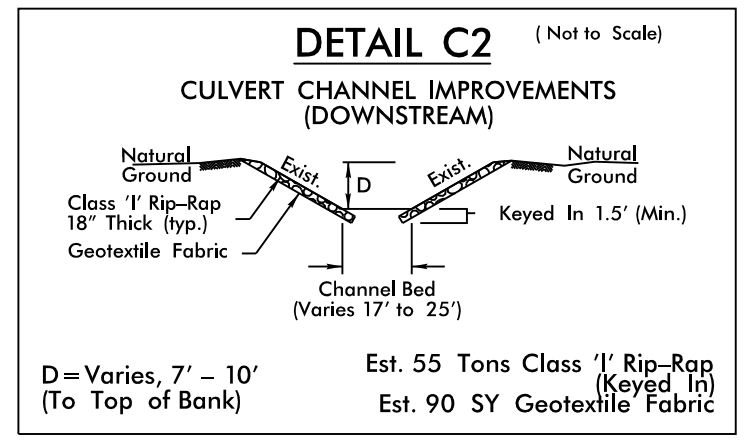
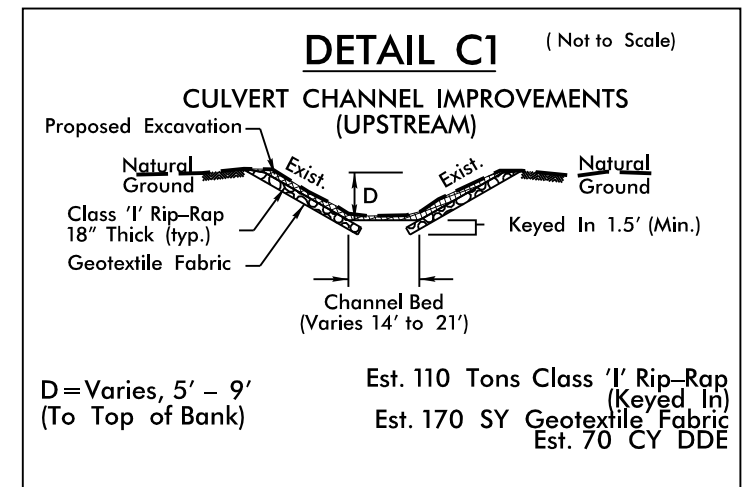
PROJECT REFERENCE NO. U-6202	SHEET NO. 15
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 97 + 00 SEE SHEET 14

MATCHLINE -L- 105 + 00 SEE SHEET 16

-L-
 $PI\ Sta\ 102+47.82$
 $\Delta = 2' 27' 41.9\" (LT)$
 $D = 0' 28' 38.9\"$
 $L = 515.57'$
 $T = 257.82'$
 $R = 12,000.00'$
 $e = NC$



NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

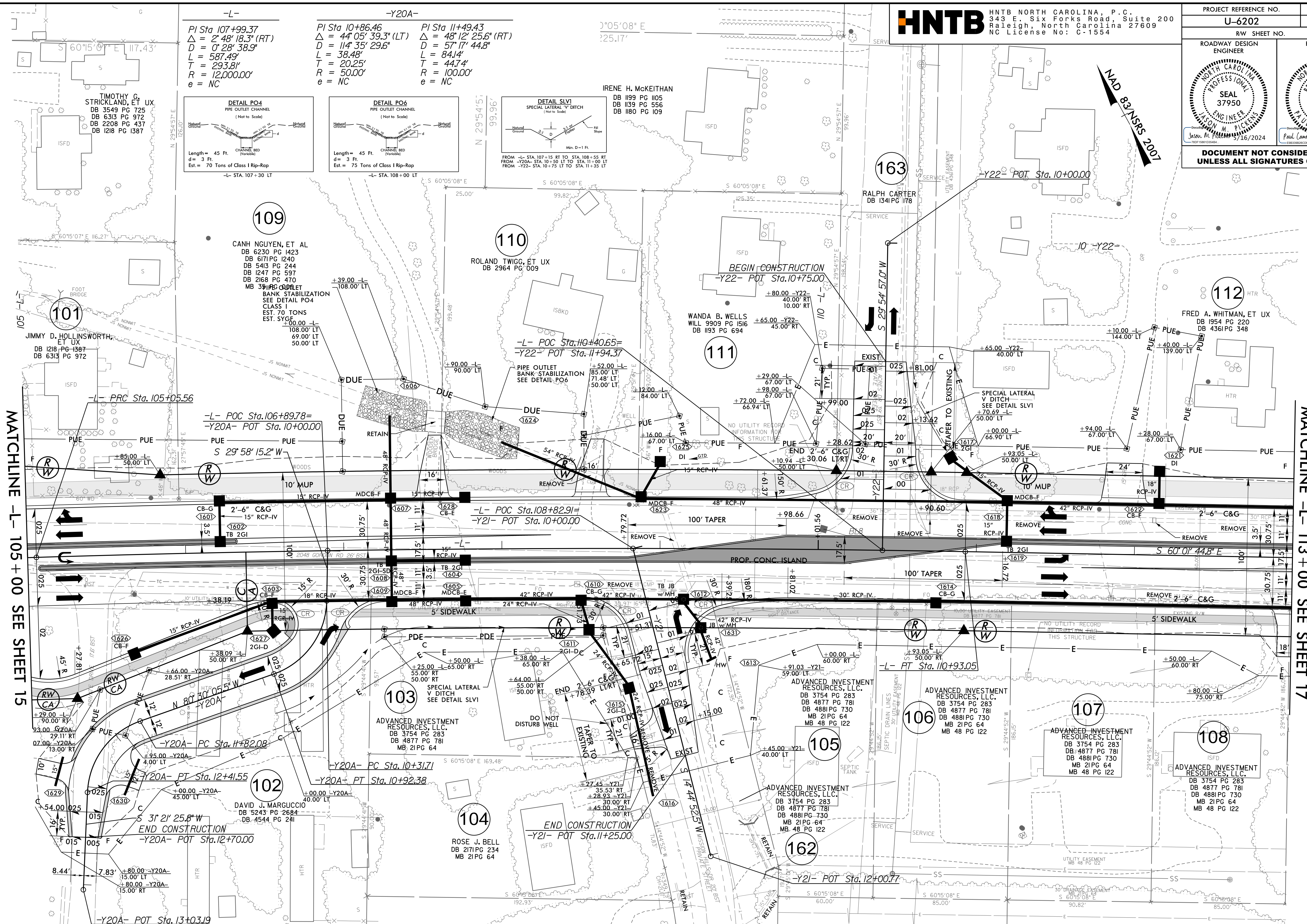
★ **PROPOSED SIGNAL**

FOR -L- PROFILE, SEE SHEET 29
 FOR -Y19- PROFILE, SEE SHEET 36
 FOR -Y20- PROFILE, SEE SHEET 37
 FOR INTERSECTION DETAIL, SEE SHEET 2B-3

8.17.199
 13 MAY 2024 09:06 C:\p062022\RDY_PSH15.dgn
 HNTB

8.17/799

PROJECT REFERENCE NO. U-6202	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 105 + 00 SEE SHEET 15

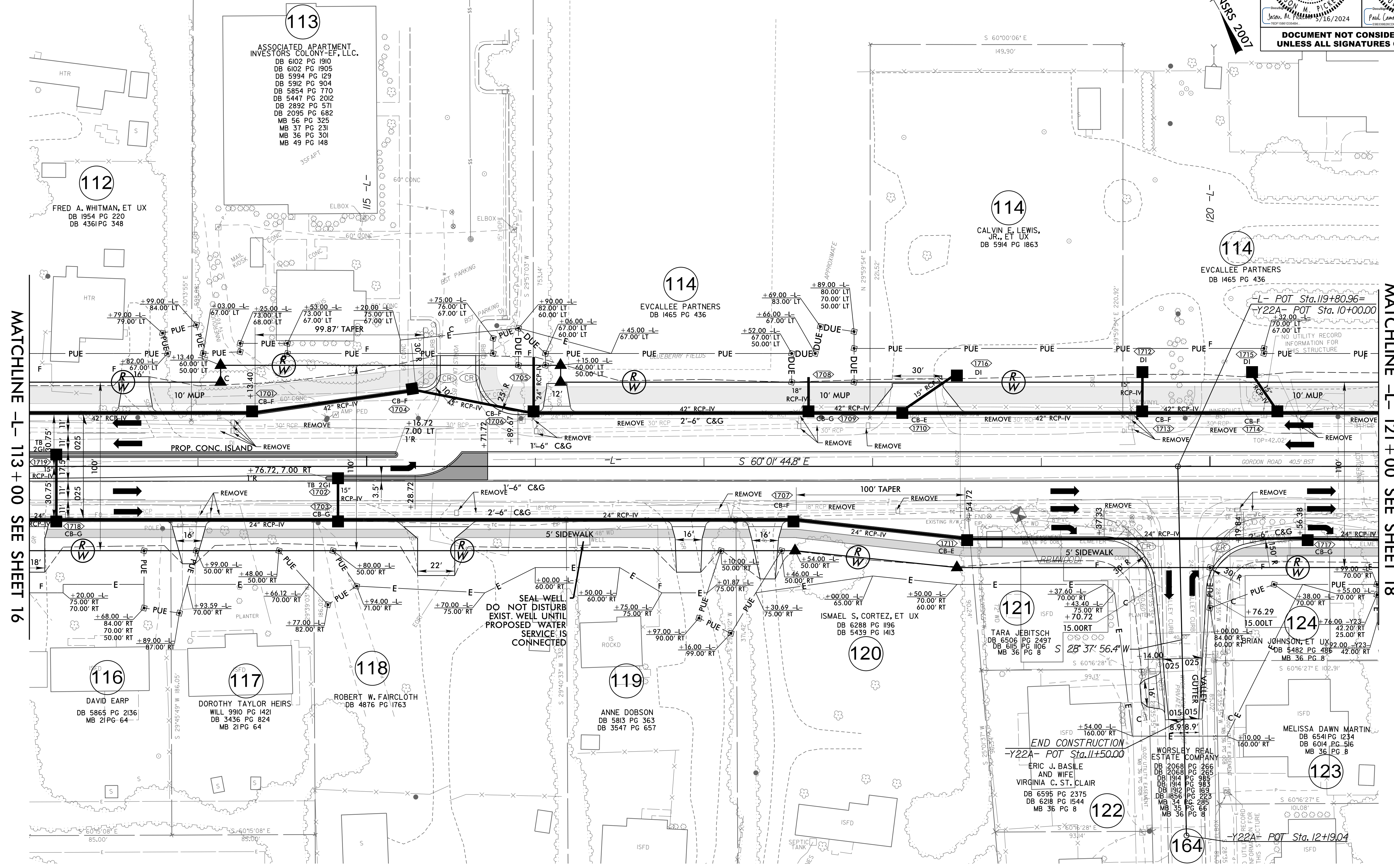
MATCHLINE -L- 113 + 00 SEE SHEET 17

NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 29
FOR -Y20A- PROFILE, SEE SHEET 37
FOR -Y21- PROFILE, SEE SHEET 37
FOR -Y22- PROFILE, SEE SHEET 37
FOR INTERSECTION DETAIL, SEE SHEET 2B-3

31 MAY 2024 09:06 [redacted]_RDY_PSH16.dgn

PROJECT REFERENCE NO. U-6202	SHEET NO. 17
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

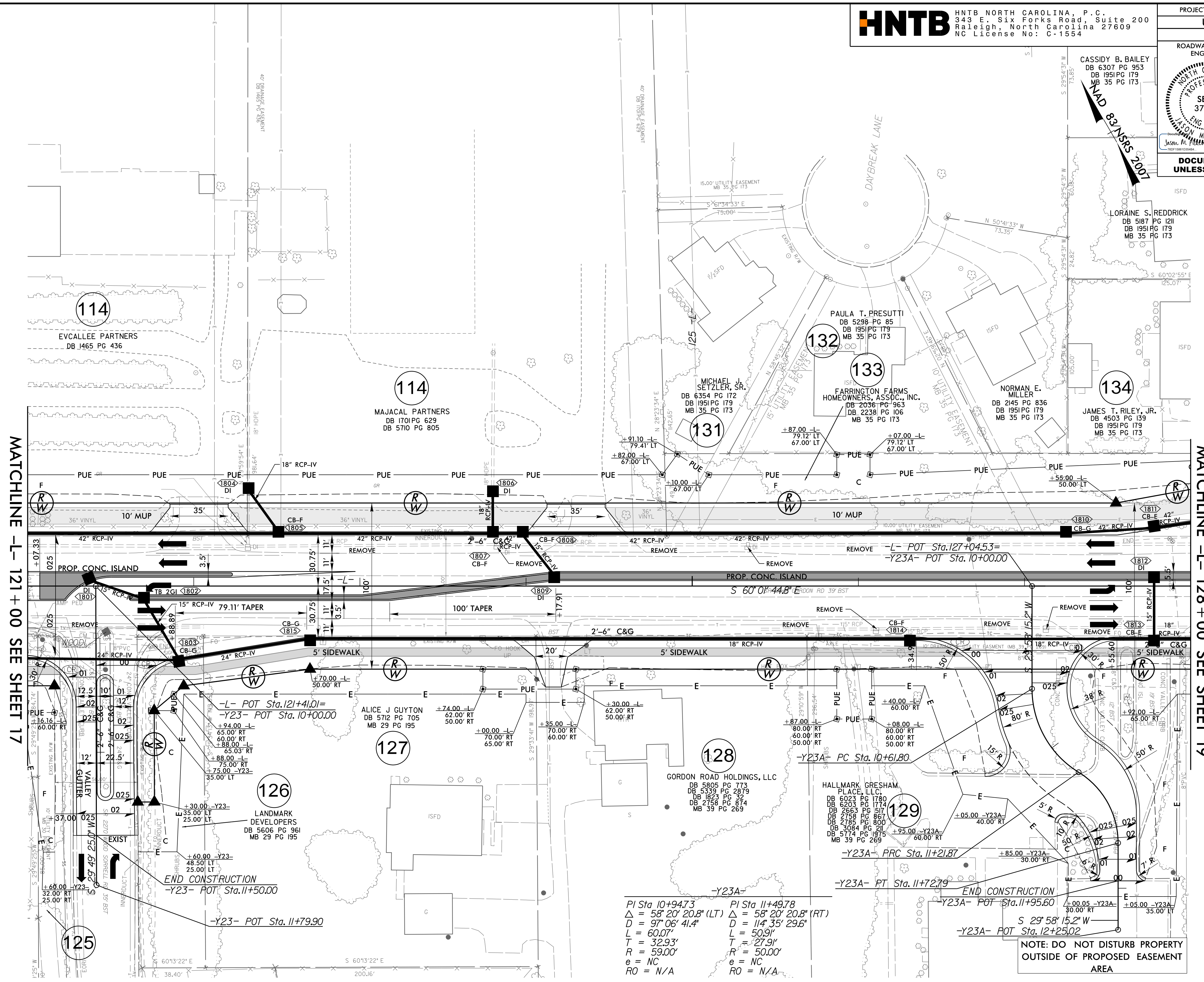


NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 29
 FOR -Y22A- PROFILE, SEE SHEET 37

13 MAY 2024 09:06
 C:\p\dw\2024\U-6202-RD\PSH17.dgn
 HNTB

PROJECT REFERENCE NO. U-6202	SHEET NO. 18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER CASSIDY B. BAILEY DB 6307 PG 953 DB 1951 PG 179 MB 35 PG 173	HYDRAULICS ENGINEER LORRAINE S. REDDRICK DB 5187 PG 1211 DB 1951 PG 179 MB 35 PG 173
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	



MATCHLINE -L- 121 + 00 SEE SHEET 17

MATCHLINE -L- 128 + 00 SEE SHEET 19

NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

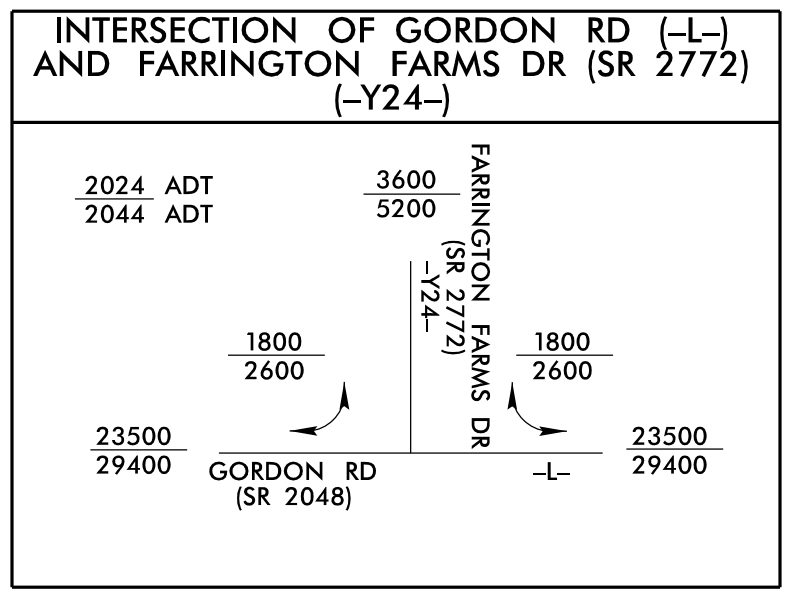
PI Sta 10+947.3 PI Sta 11+49.78
 $\Delta = 58^\circ 20' 20.8''$ (LT) $\Delta = 58^\circ 20' 20.8''$ (RT)
 $D = 97' 06' 41.4''$ $D = 114' 35' 29.6''$
 $L = 60.07'$ $L = 50.91'$
 $T = 32.93'$ $T = 27.91'$
 $R = 59.00'$ $R = 50.00'$
 $e = NC$ $e = NC$
 $RO = N/A$ $RO = N/A$

NOTE: DO NOT DISTURB PROPERTY
 OUTSIDE OF PROPOSED EASEMENT
 AREA

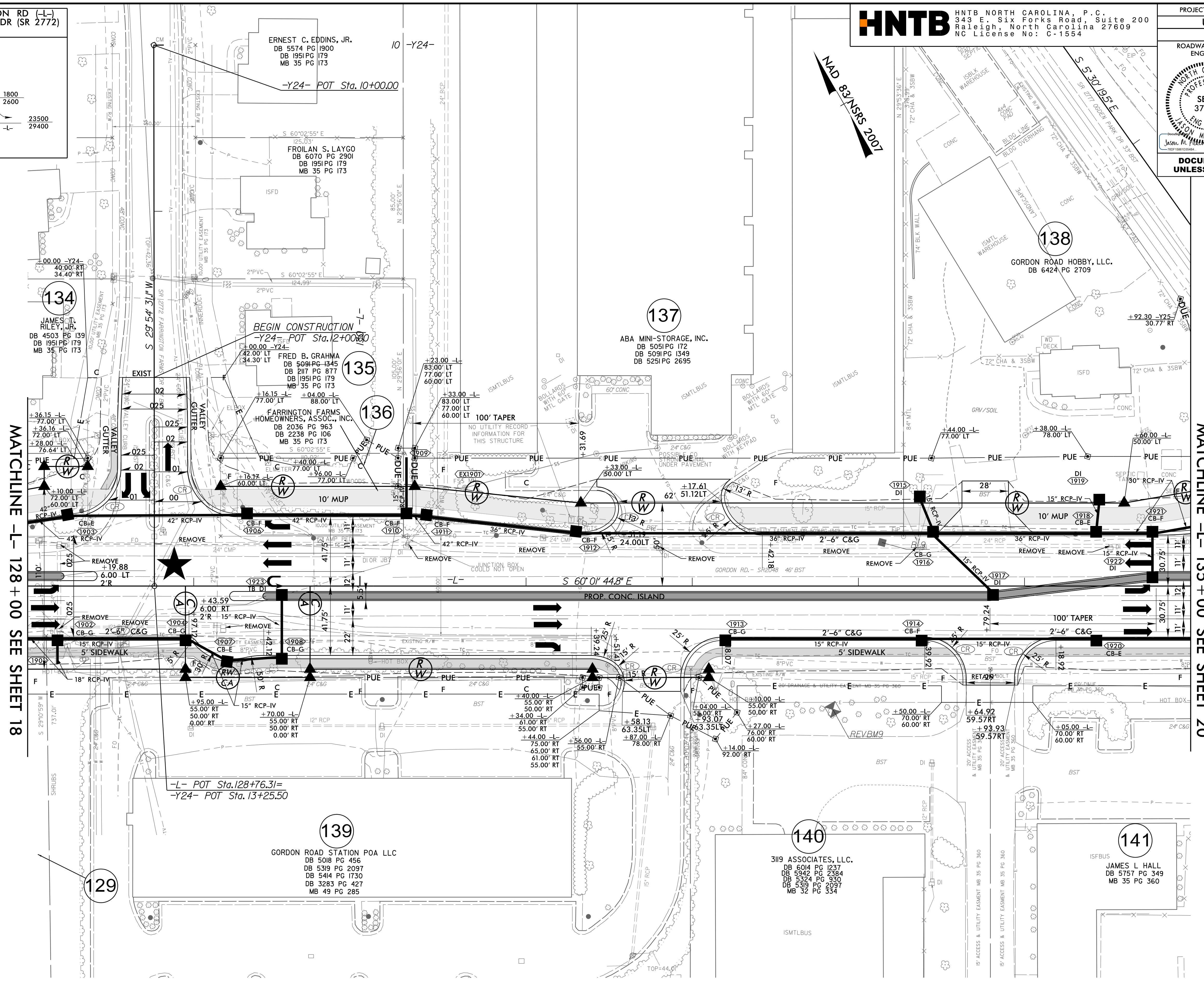
FOR -L- PROFILE, SEE SHEET 30
 FOR -Y23- PROFILE, SEE SHEET 37
 FOR -Y23A- PROFILE, SEE SHEET 38
 FOR INTERSECTION DETAILS, SEE SHEET 2B-3

13 MAY 2024 09:06
 P:\Projects\2024\U-6202\RDY_PSH18.dgn
 HNTB

8.17.24



PROJECT REFERENCE NO. U-6202	SHEET NO. 19
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



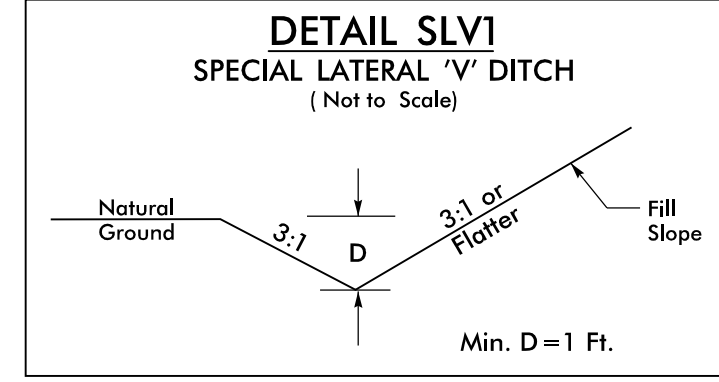
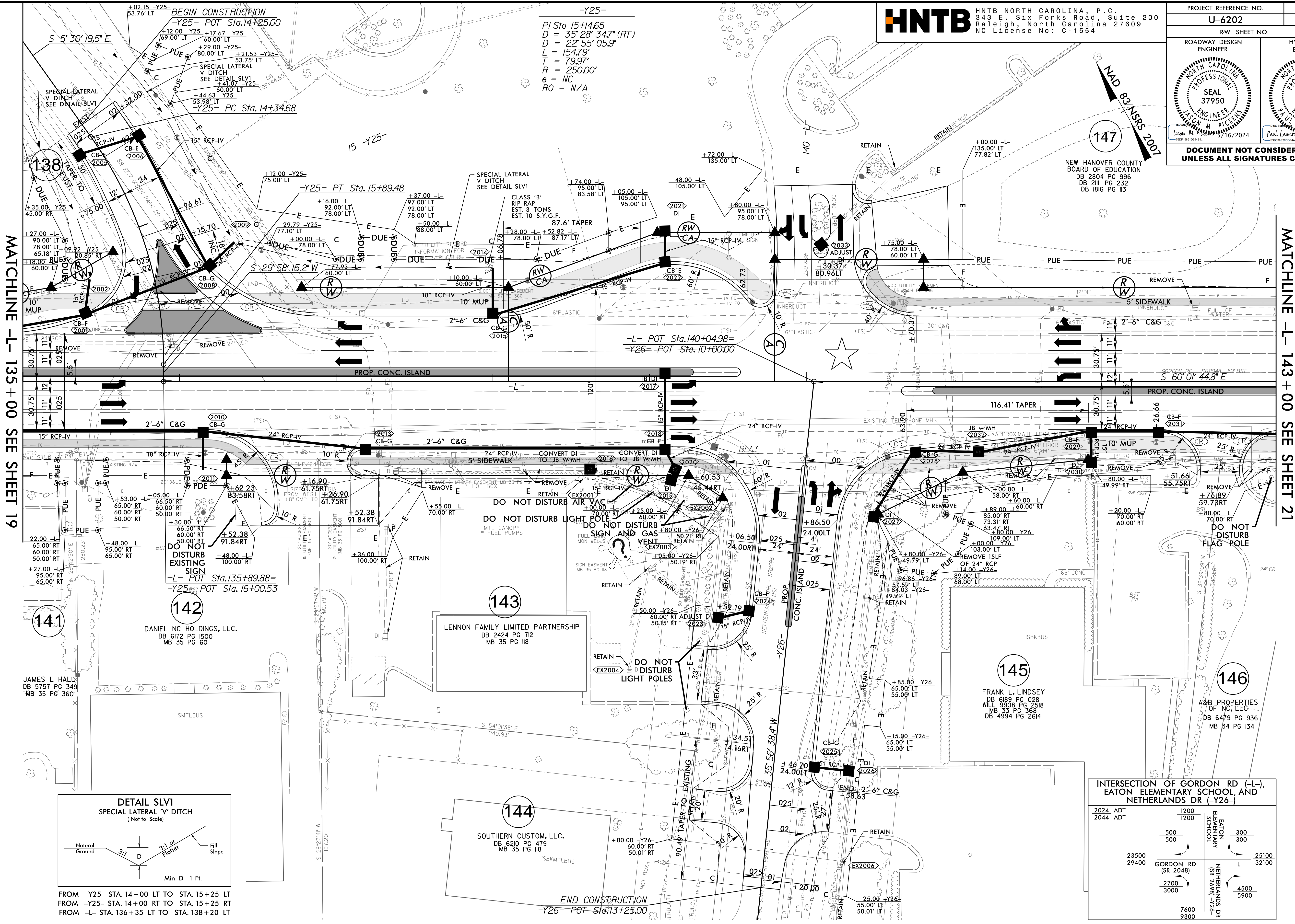
NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

★ PROPOSED SIGNAL

FOR -L- PROFILE, SEE SHEET 30
FOR -Y24- PROFILE SEE SHEET 38
FOR INTERSECTION DETAILS, SEE SHEET 2B-3

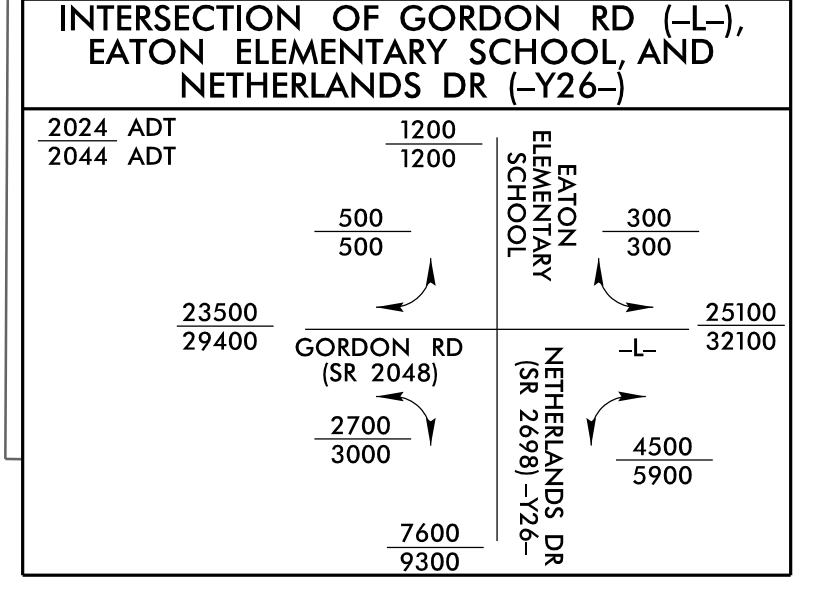
13 MAY 2024 09:06
C:\pwworking\hntb.com\2024\U-6202-RD\PSH19.dgn

PROJECT REFERENCE NO. U-6202	SHEET NO. 20
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	SEAL 37950
PAUL R. CAMERON NORTH CAROLINA PROFESSIONAL ENGINEER EST. 1980/03/04	SEAL 40801
JASON H. WILSON NORTH CAROLINA PROFESSIONAL ENGINEER EST. 1998/03/04	PAUL CAMERON NORTH CAROLINA PROFESSIONAL ENGINEER EST. 1980/03/04
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



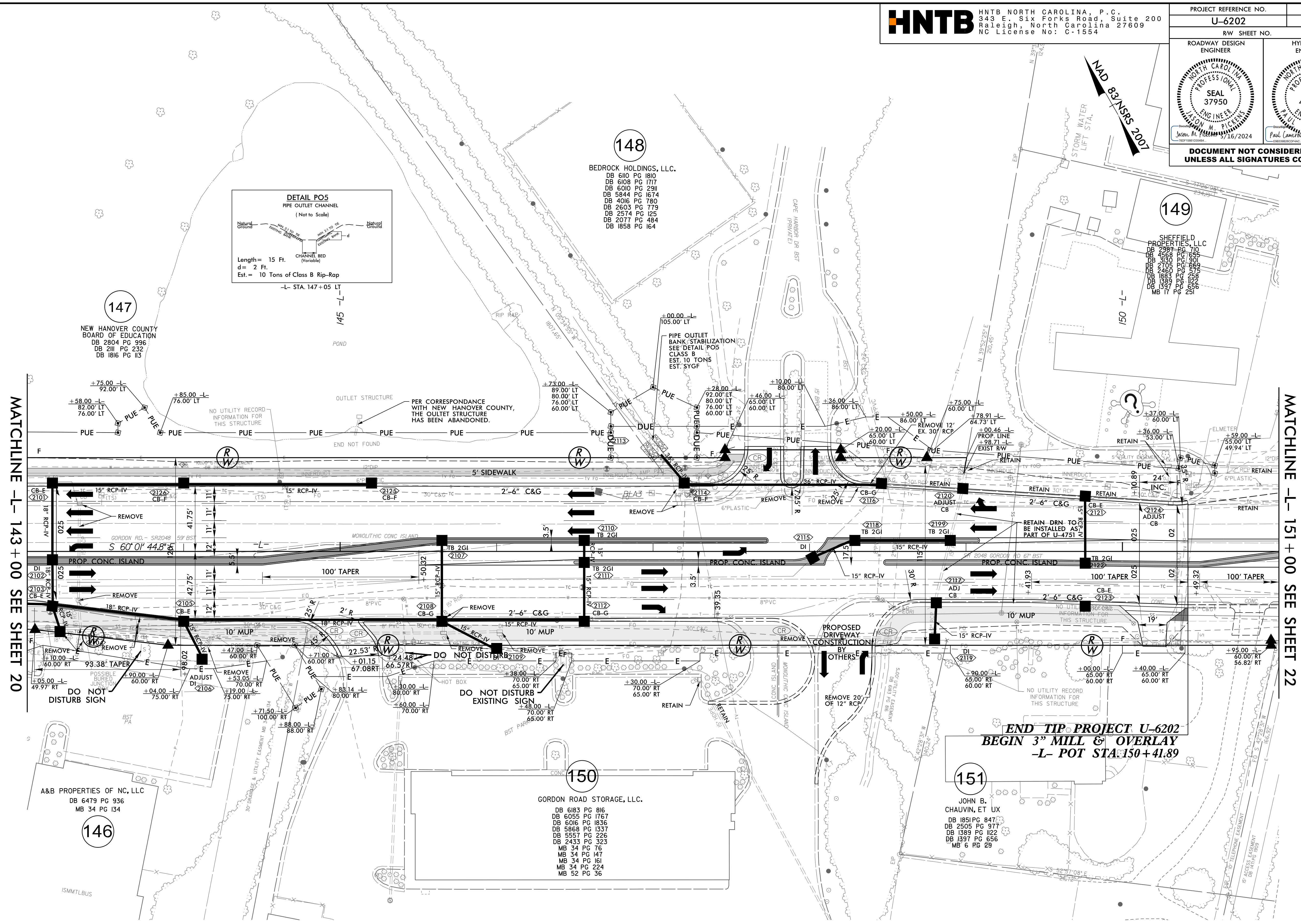
FROM -Y25- STA. 14+00 LT TO STA. 15+25 LT
 FROM -Y25- STA. 14+00 RT TO STA. 15+25 RT
 FROM -L- STA. 136+35 LT TO STA. 138+20 LT

NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.



FOR -L- PROFILE, SEE SHEET 30
 FOR -Y25- PROFILE, SEE SHEET 38
 FOR -Y26- PROFILE, SEE SHEET 38
 FOR INTERSECTION DETAILS, SEE SHEET 2B-3 AND 2B-4

8.17.799
 13 MAY 2024 09:06
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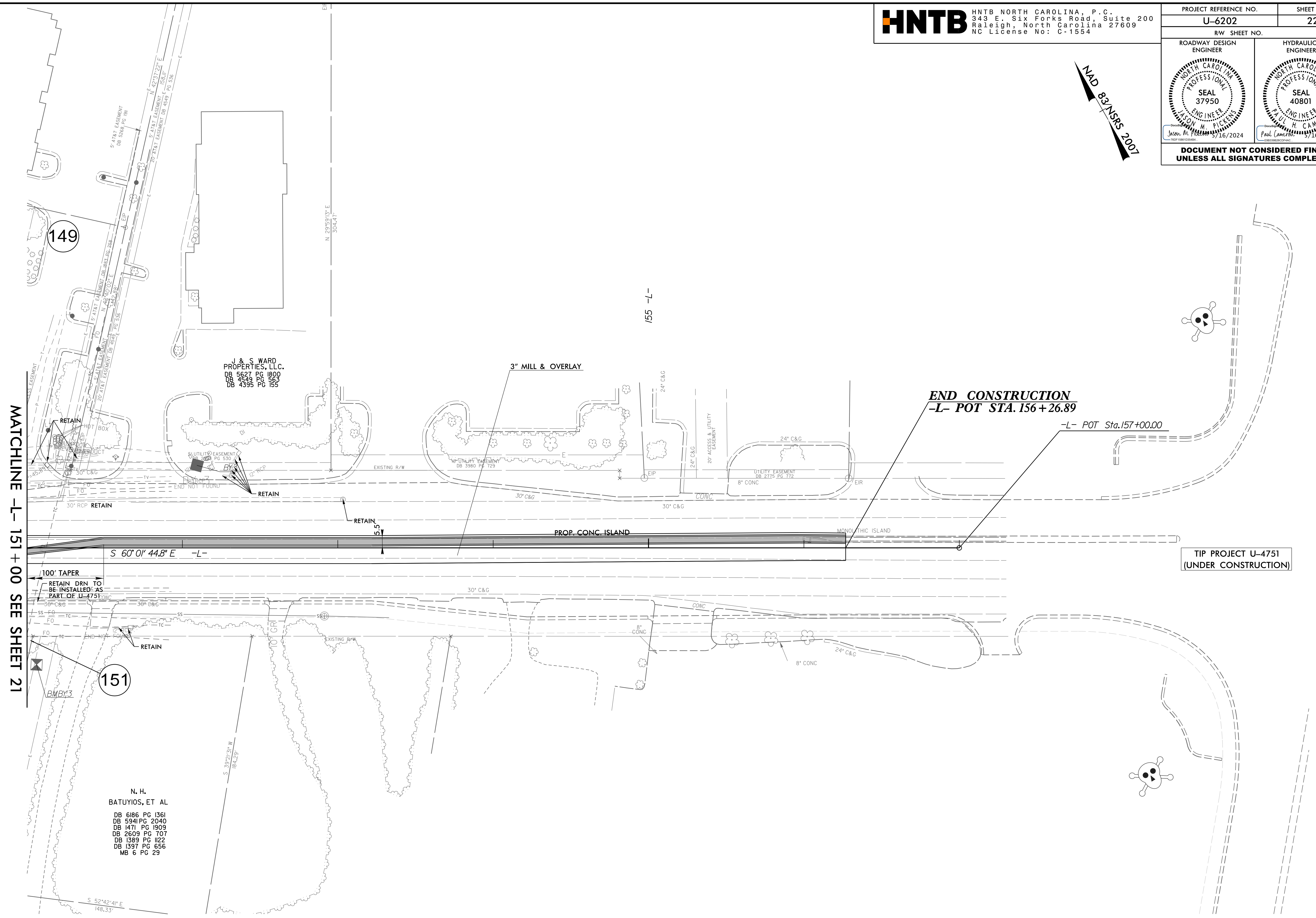
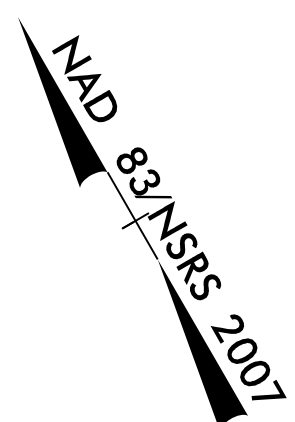
NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEETS 30 AND 31
FOR INTERSECTION DETAIL, SEE SHEET 2B-4

13-MAY-2024 09:06
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HNTB

8.17.19

PROJECT REFERENCE NO. U-6202	SHEET NO. 22
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

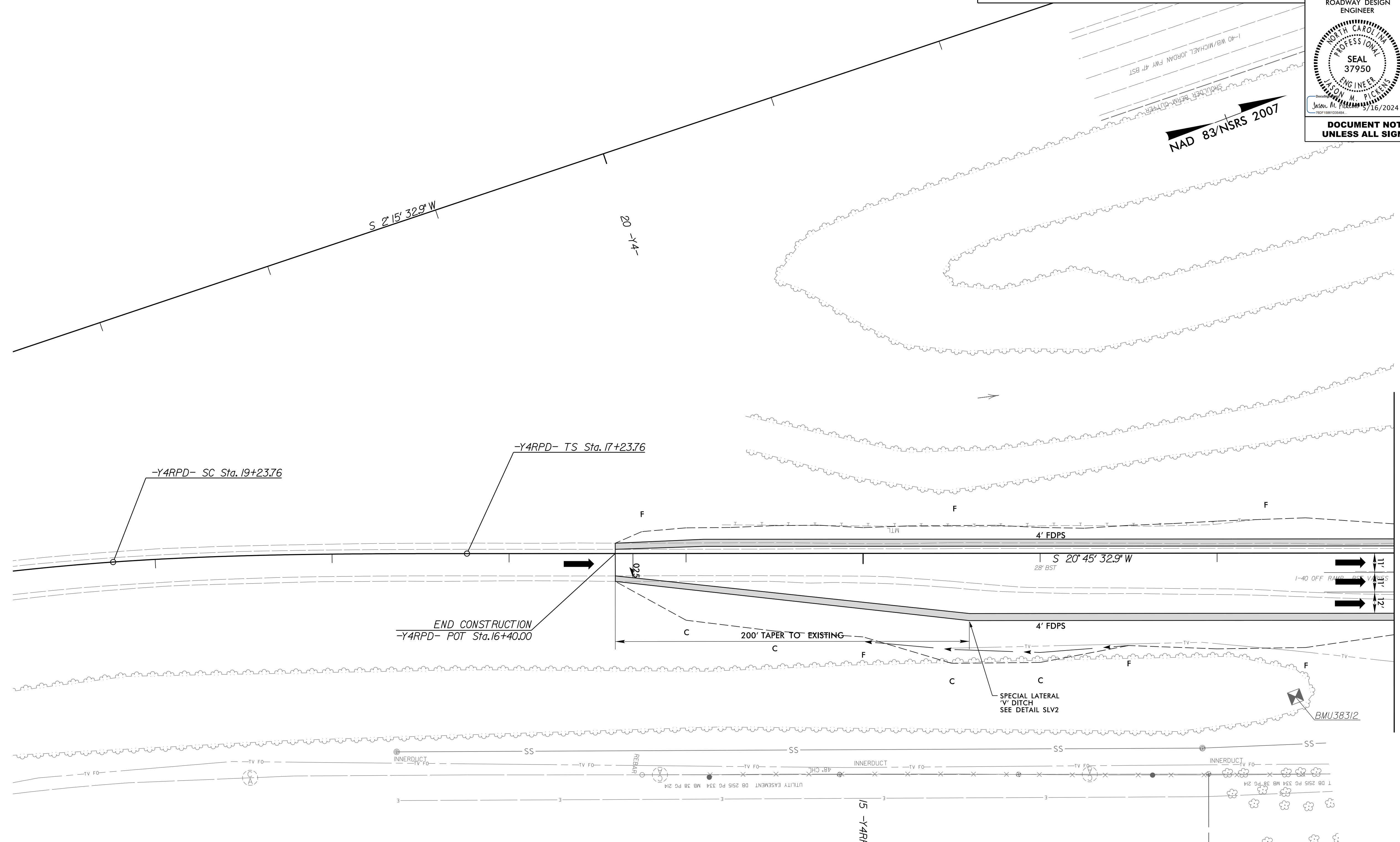
FOR -L- PROFILE, SEE SHEET 31

13 MAY 2024 09:06
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 HNTB

8.17.17.99

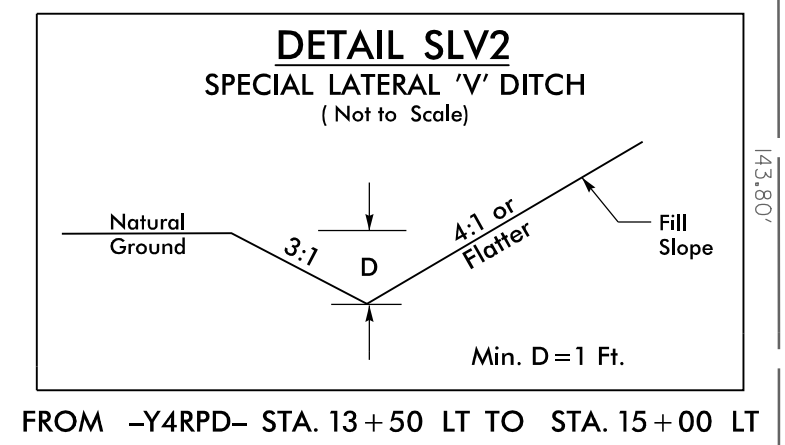
HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO. U-6202		SHEET NO. 23
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



MATCHLINE -YRPD- 12 + 00 SEE SHEET 6

-Y4RPD-		
PIs Sta 18+57.13	PI Sta 20+11.37	PIs Sta 21+65.46
$\Theta_s = 4' 00' 00.04''$	$\Delta = 6' 59' 59.9''$ (LT)	$\Theta_s = 4' 00' 00.04''$
$L_s = 200.00$	$D = 4' 00' 00.0''$	$L_s = 200.00$
$L = 133.37$	$L = 175.00'$	$LT = 133.37$
$ST = 66.70$	$T = 87.6'$	$ST = 66.70$
	$R = 1,432.39'$	
	$e = EXIST$	



FROM -Y4RPD- STA. 13 + 50 LT TO STA. 15 + 00 LT

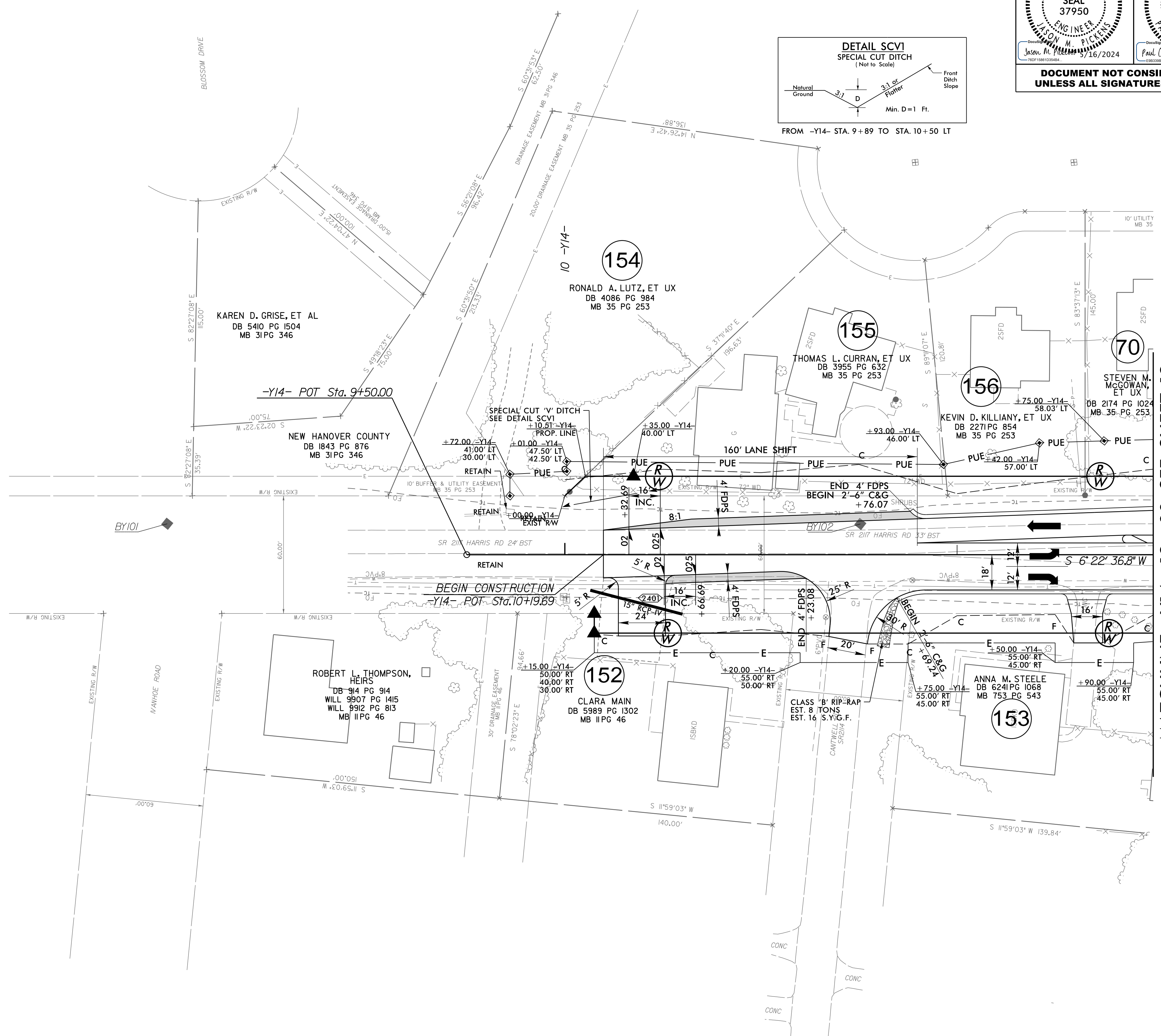
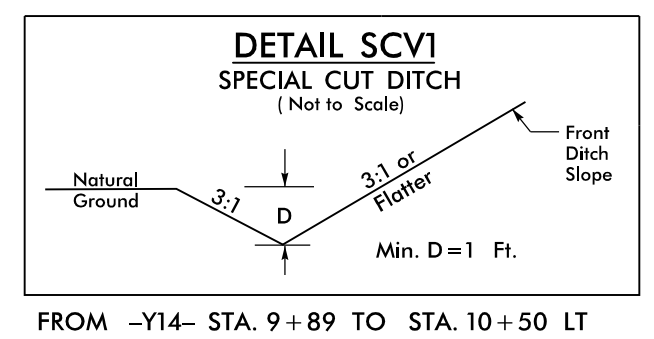
NOTE:
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -YRPD- PROFILE, SEE SHEET 33

13 MAY 2024 09:06
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HNTB

PROJECT REFERENCE NO. U-6202		SHEET NO. 24	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

NAD 83/NSRS 2007



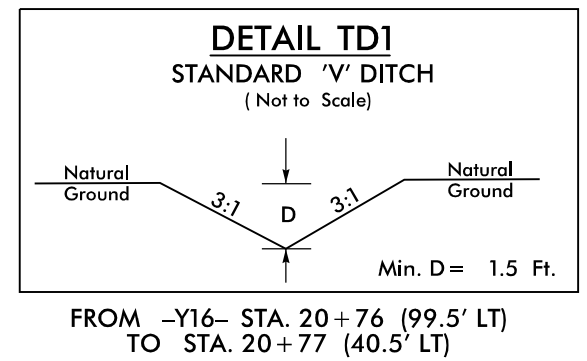
MATCHLINE -Y14- 13+00 SEE SHEET 12

NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -Y14- PROFILE, SEE SHEET 35

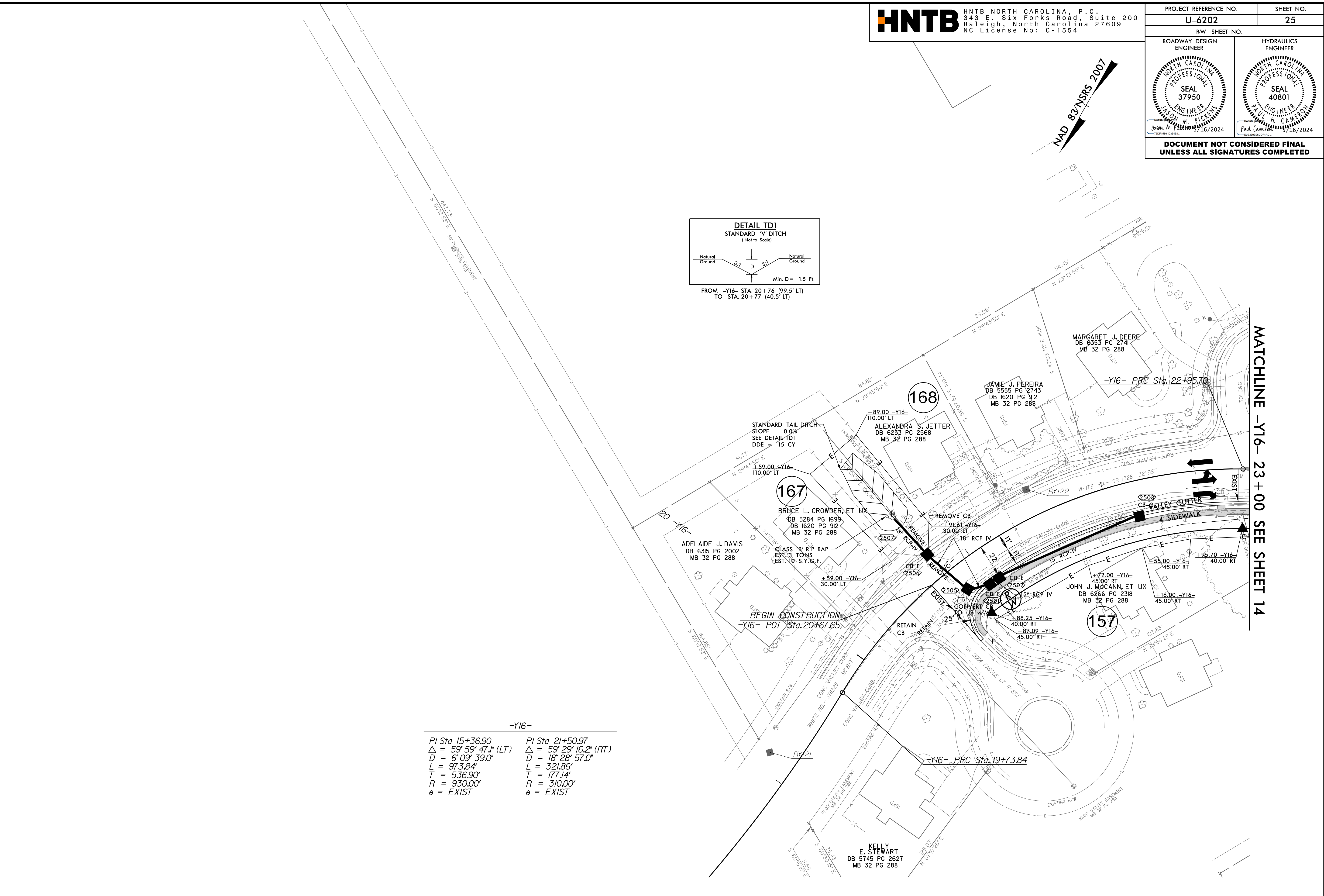
8.17.17.99

PROJECT REFERENCE NO. U-6202		SHEET NO. 25
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



NAD 83 N/SRS 2007

-Y16-	
PI Sta 15+36.90	PI Sta 21+50.97
$\Delta = 59^\circ 59' 47.1''$ (LT)	$\Delta = 59^\circ 29' 16.2''$ (RT)
D = 6' 09" 39.0"	D = 18' 28" 57.0"
L = 973.84'	L = 321.86'
T = 536.90'	T = 177.14'
R = 930.00'	R = 310.00'
e = EXIST	e = EXIST



MATCHLINE -Y16- 23+00 SEE SHEET 14

FOR -Y16- PROFILE, SEE SHEET 36

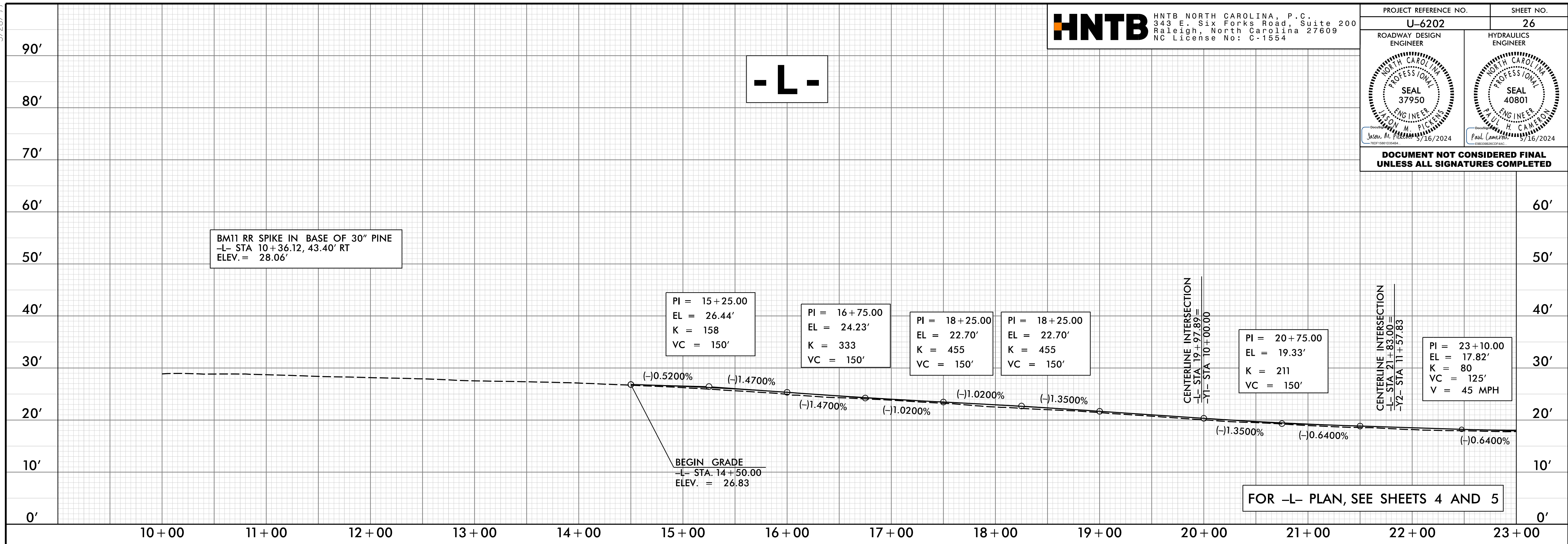
NOTE:
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

13 MAY 2024 09:06:00 P:\06202\RDY_PSH25.dgn

5/28/24

PROJECT REFERENCE NO. U-6202	SHEET NO. 26
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



BM11 RR SPIKE IN BASE OF 30" PINE
 -L- STA 10+36.12, 43.40' RT
 ELEV. = 28.06'

PI = 15+25.00
 EL = 26.44'
 K = 158
 VC = 150'

PI = 16+75.00
 EL = 24.23'
 K = 333
 VC = 150'

PI = 18+25.00
 EL = 22.70'
 K = 455
 VC = 150'

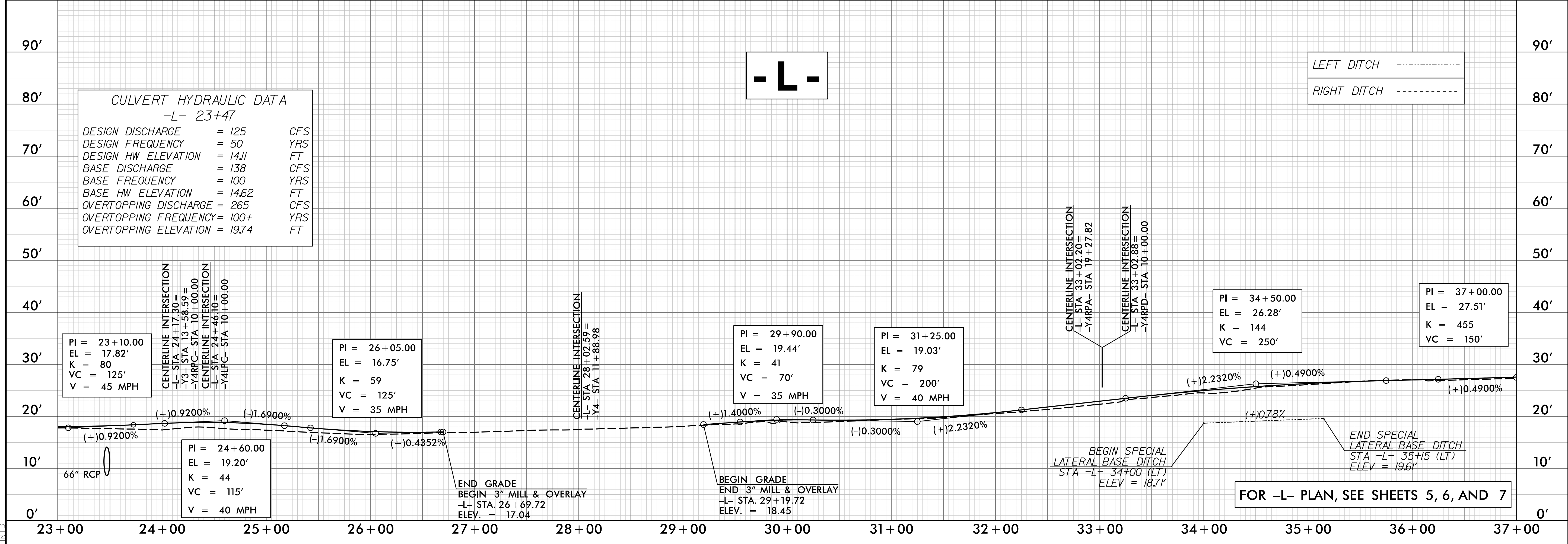
PI = 18+25.00
 EL = 22.70'
 K = 455
 VC = 150'

PI = 20+75.00
 EL = 19.33'
 K = 211
 VC = 150'

PI = 23+10.00
 EL = 17.82'
 K = 80
 VC = 125'
 V = 45 MPH

BEGIN GRADE
 -L- STA. 14+50.00
 ELEV. = 26.83

FOR -L- PLAN, SEE SHEETS 4 AND 5



CULVERT HYDRAULIC DATA
 -L- 23+47

DESIGN DISCHARGE	= 125	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 14.11	FT
BASE DISCHARGE	= 138	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 14.62	FT
OVERTOPPING DISCHARGE	= 265	CFS
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING ELEVATION	= 19.74	FT

PI = 23+10.00
 EL = 17.82'
 K = 80
 VC = 125'
 V = 45 MPH

CENTERLINE INTERSECTION
 -L- STA 24+17.30 =
 -Y3- STA 13+58.59 =
 -Y4RPC- STA 10+00.00 =
 CENTERLINE INTERSECTION
 -L- STA 24+46.10 =
 -Y4LPC- STA 10+00.00 =

PI = 26+05.00
 EL = 16.75'
 K = 59
 VC = 125'
 V = 35 MPH

CENTERLINE INTERSECTION
 -L- STA 28+02.59 =
 -Y4- STA 11+88.98 =

PI = 29+90.00
 EL = 19.44'
 K = 41
 VC = 70'
 V = 35 MPH

PI = 31+25.00
 EL = 19.03'
 K = 79
 VC = 200'
 V = 40 MPH

PI = 34+50.00
 EL = 26.28'
 K = 144
 VC = 250'

PI = 37+00.00
 EL = 27.51'
 K = 455
 VC = 150'

END GRADE
 BEGIN 3" MILL & OVERLAY
 -L- STA. 26+69.72
 ELEV. = 17.04

BEGIN GRADE
 END 3" MILL & OVERLAY
 -L- STA. 29+19.72
 ELEV. = 18.45

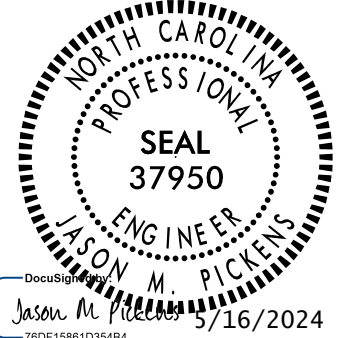

BEGIN SPECIAL LATERAL BASE DITCH
 STA -L- 34+00 (LT)
 ELEV = 18.71'

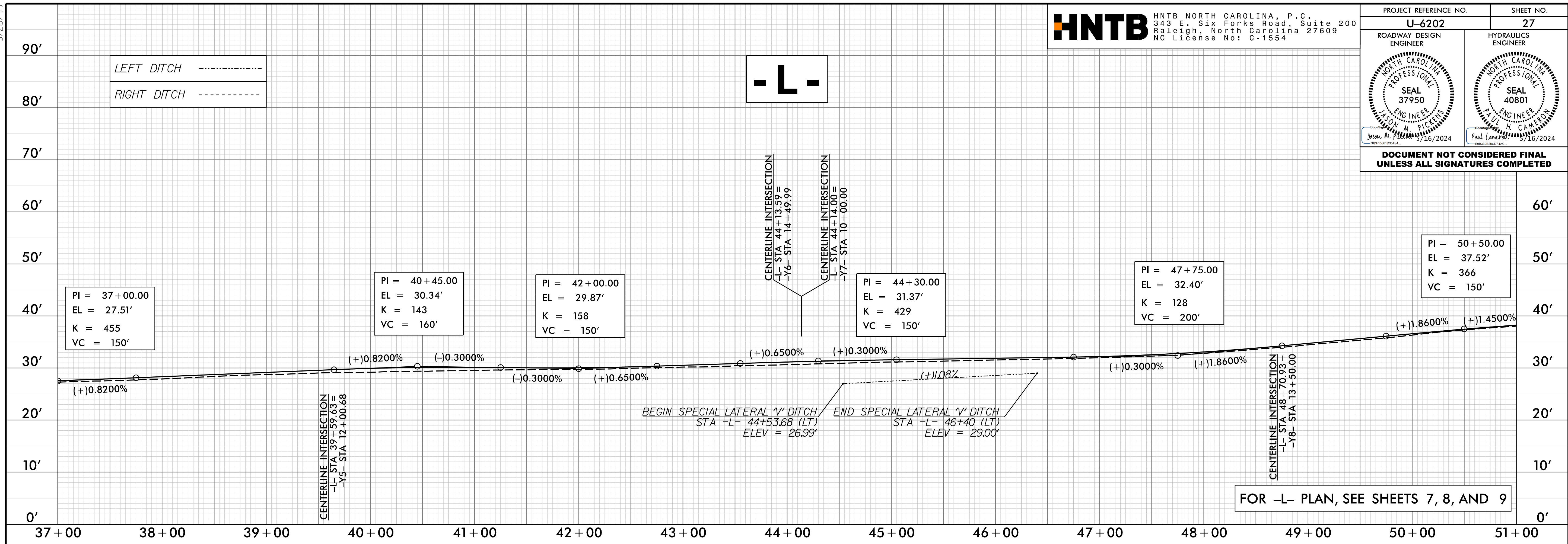
END SPECIAL LATERAL BASE DITCH
 STA -L- 35+15 (LF)
 ELEV = 19.61'

FOR -L- PLAN, SEE SHEETS 5, 6, AND 7

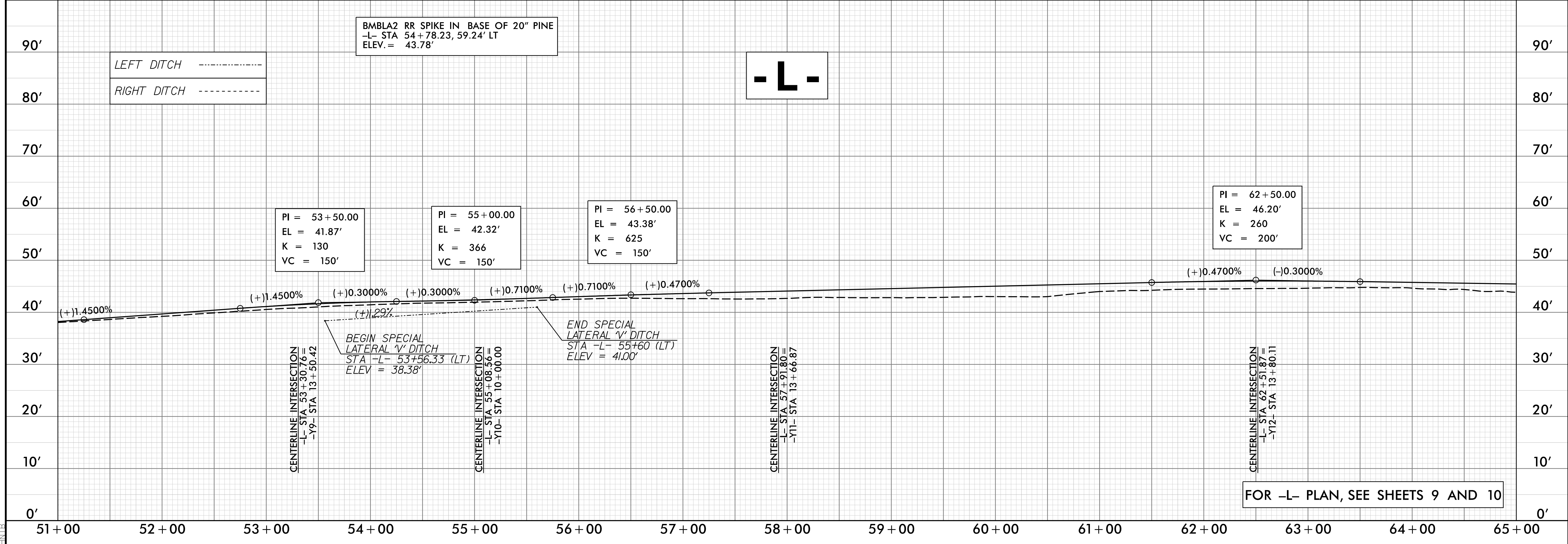
08 MAY 2024 11:35
C:\Users\jason.pickett\OneDrive\Documents\U6202_RDY_PFL26.dgn

5/28/24

PROJECT REFERENCE NO. U-6202	SHEET NO. 27
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



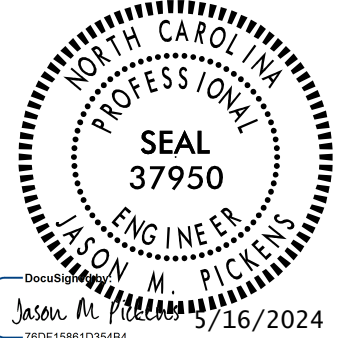

FOR -L- PLAN, SEE SHEETS 7, 8, AND 9

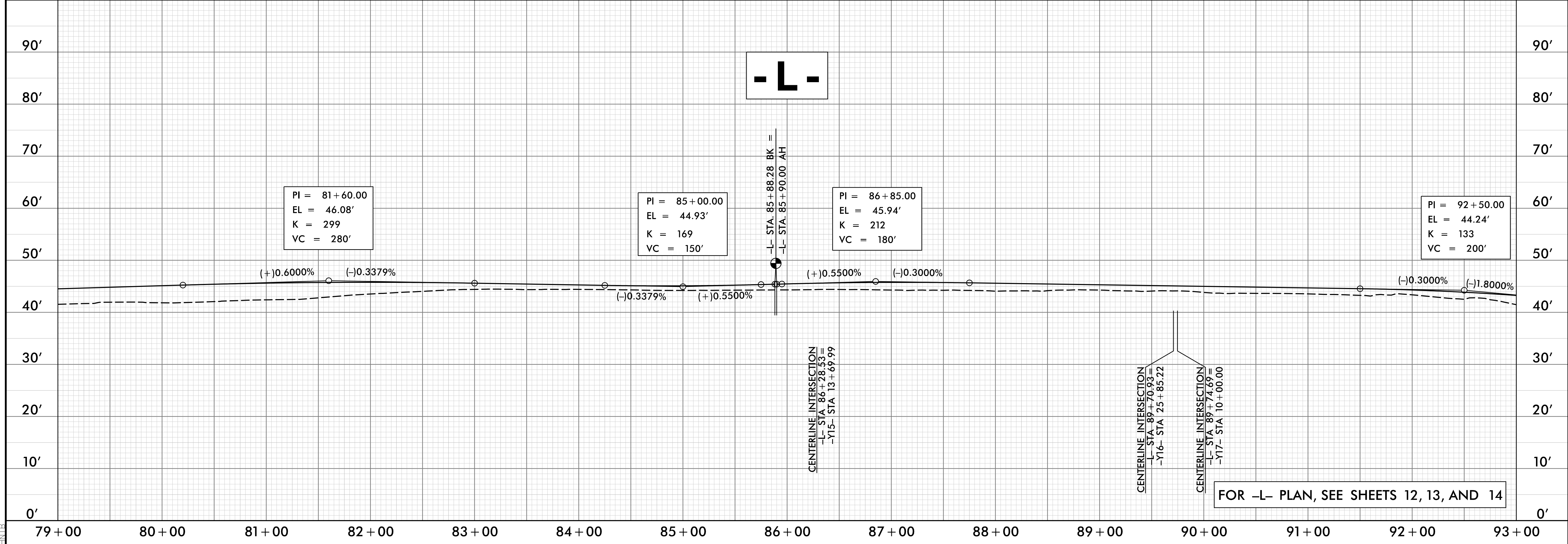
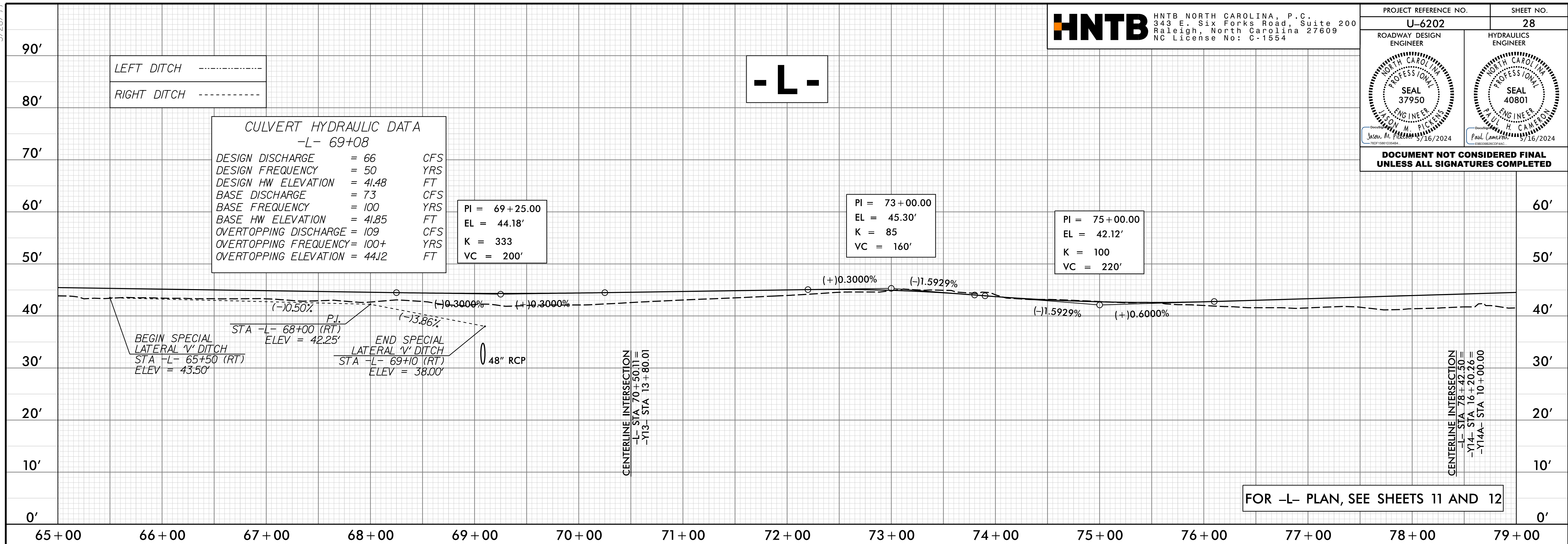


FOR -L- PLAN, SEE SHEETS 9 AND 10

08 MAY 2024 11:35
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5/28/24

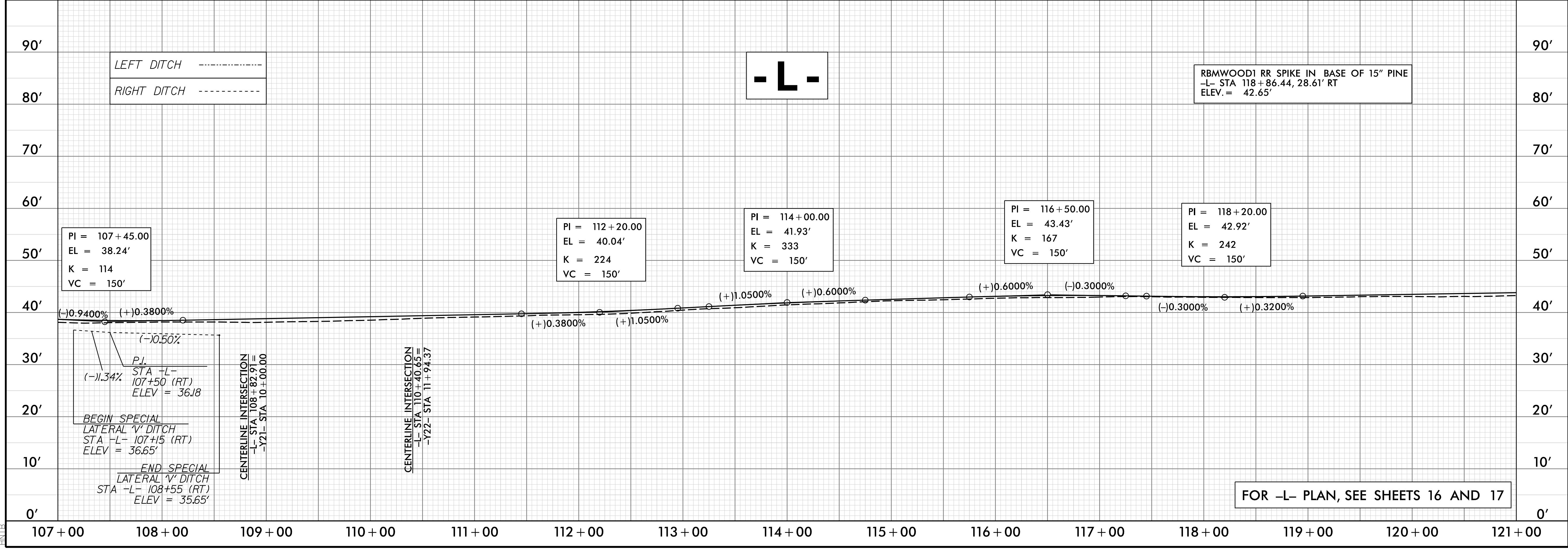
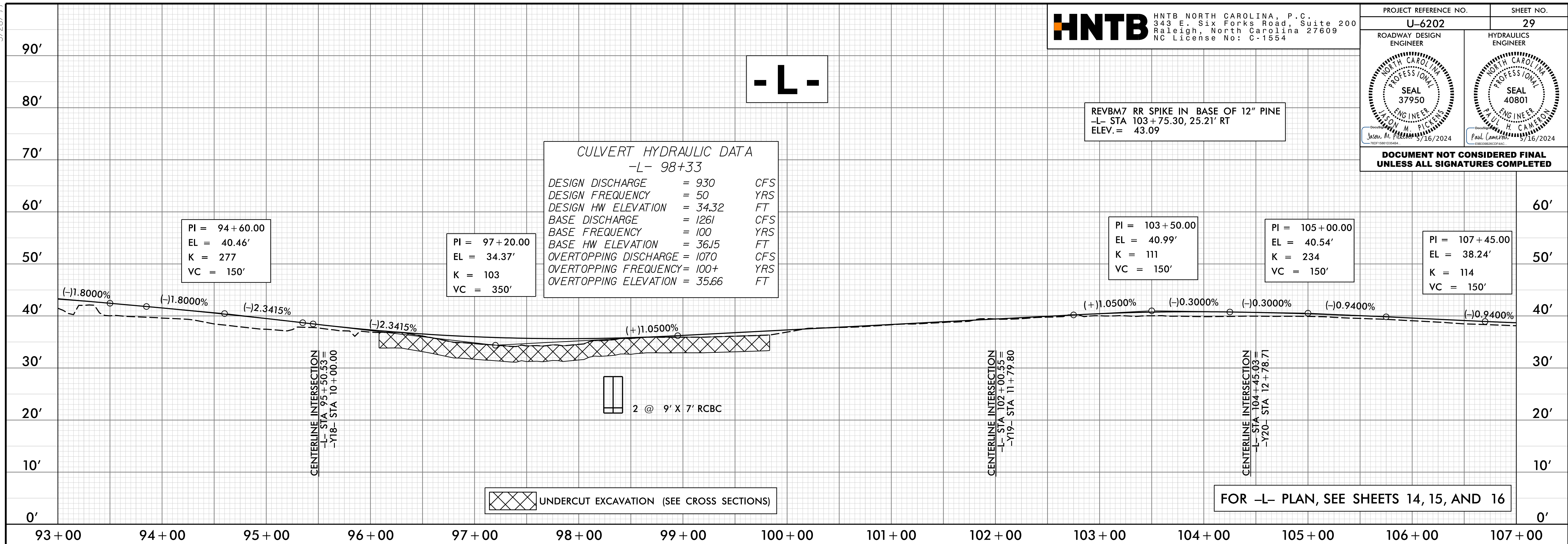
PROJECT REFERENCE NO. U-6202	SHEET NO. 28
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



08 MAY 2024 11:35
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5/28/24

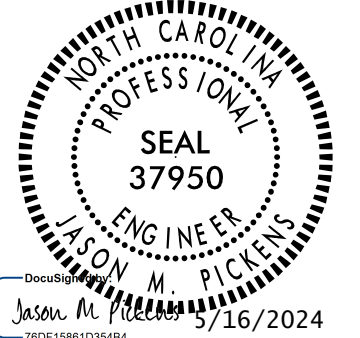

PROJECT REFERENCE NO. U-6202	SHEET NO. 29
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

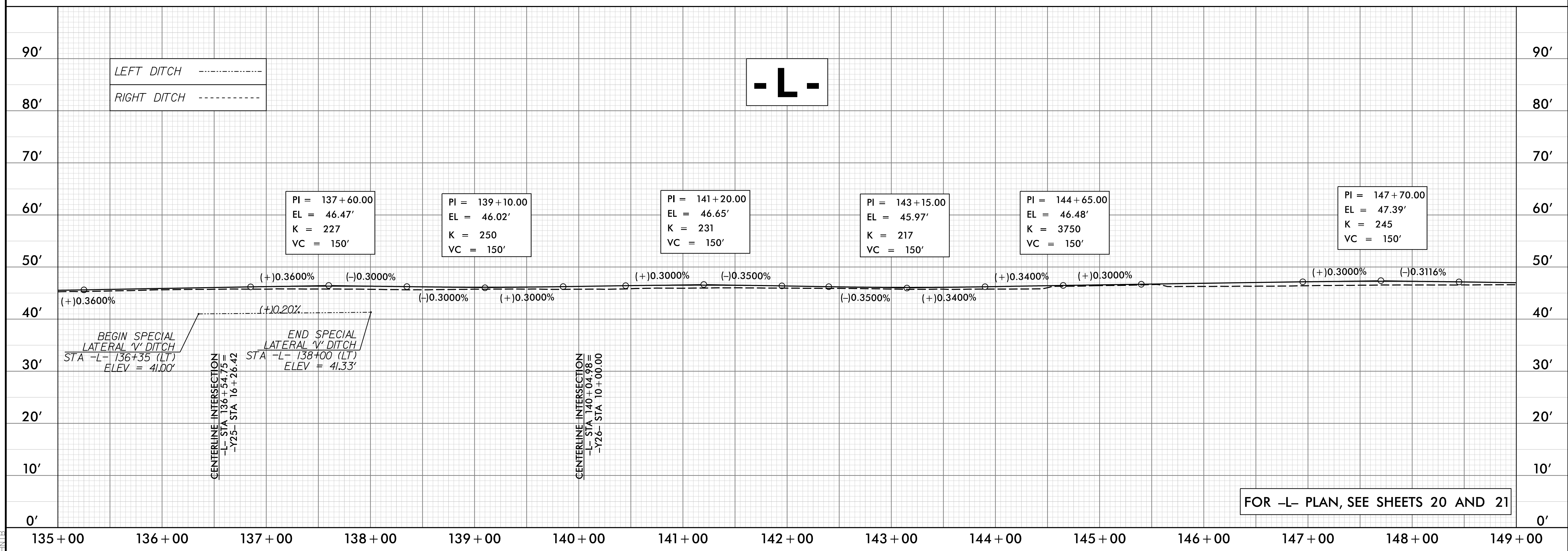
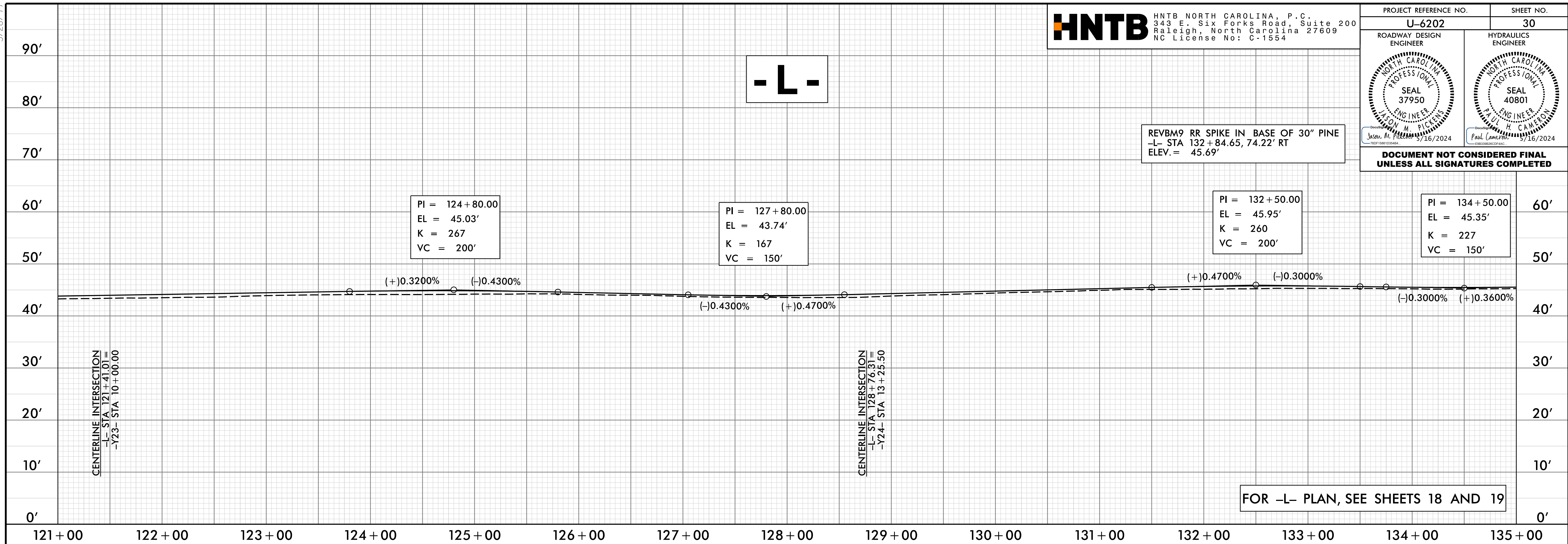


08 MAY 2024 11:35
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HNTB

5/28/24


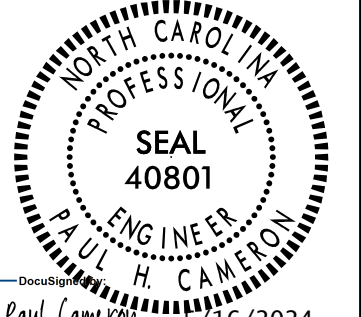
HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

PROJECT REFERENCE NO. U-6202	SHEET NO. 30
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

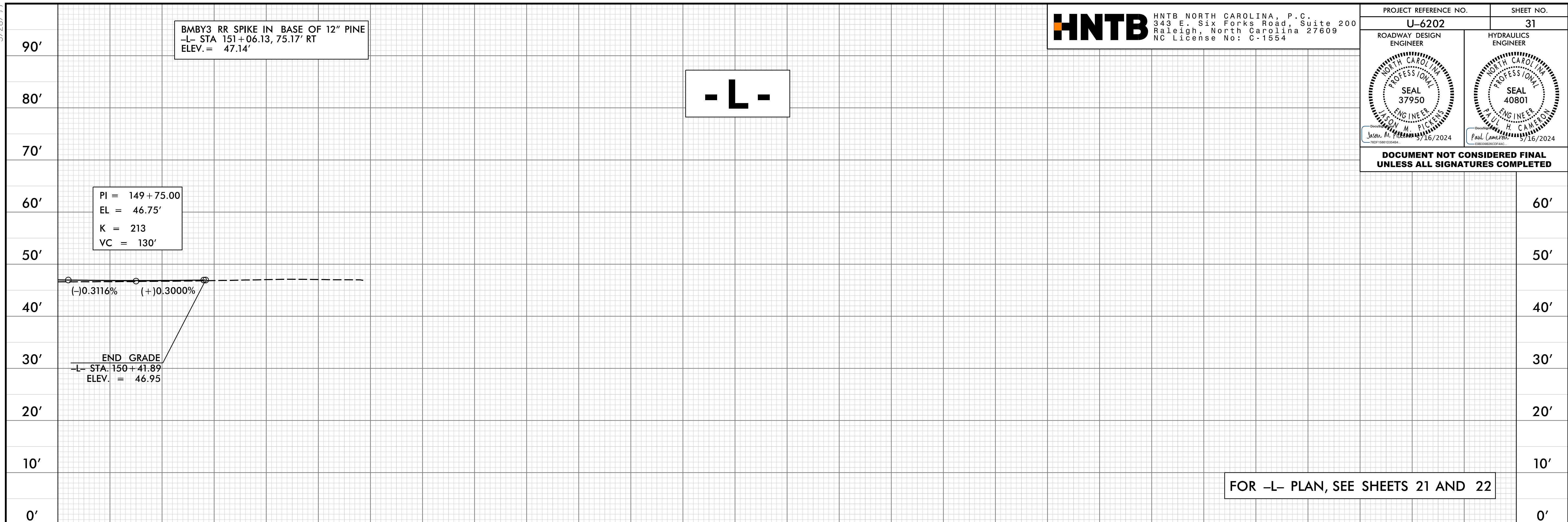


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 HNTB

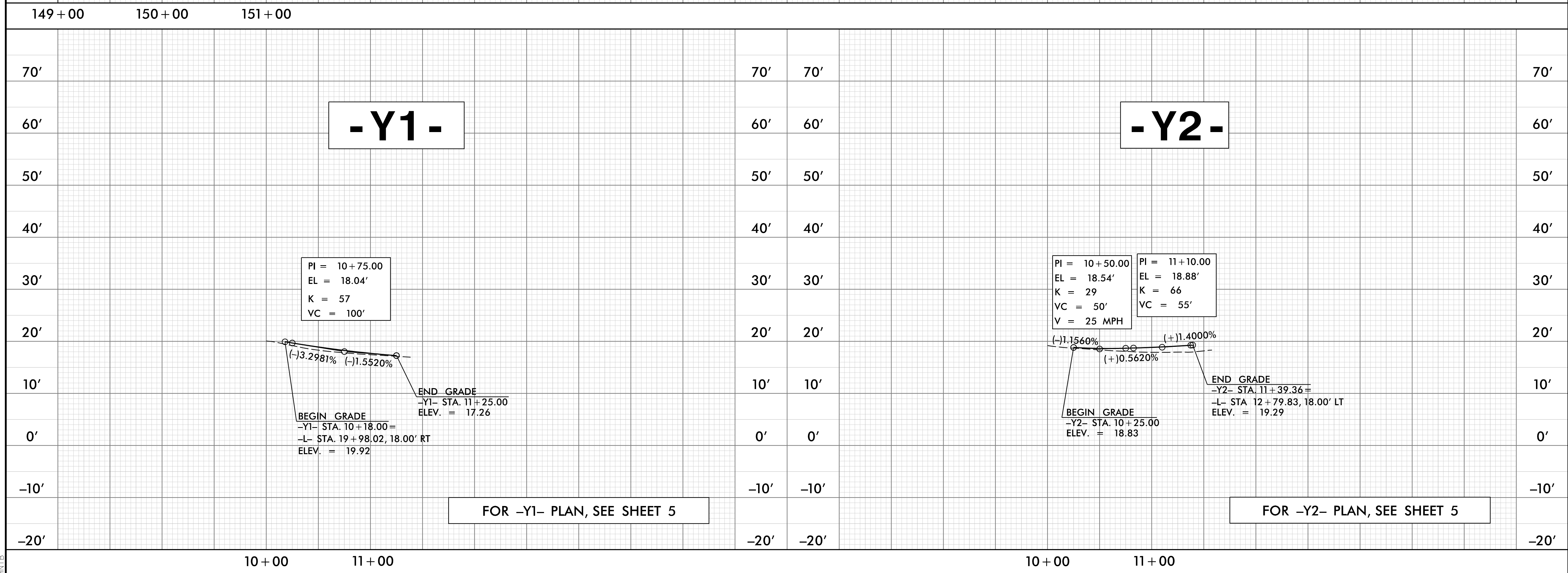
5/28/24

PROJECT REFERENCE NO. U-6202	SHEET NO. 31
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



FOR -L- PLAN, SEE SHEETS 21 AND 22



FOR -Y1- PLAN, SEE SHEET 5

FOR -Y2- PLAN, SEE SHEET 5

08-MAY-2024 11:35
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 HNTB

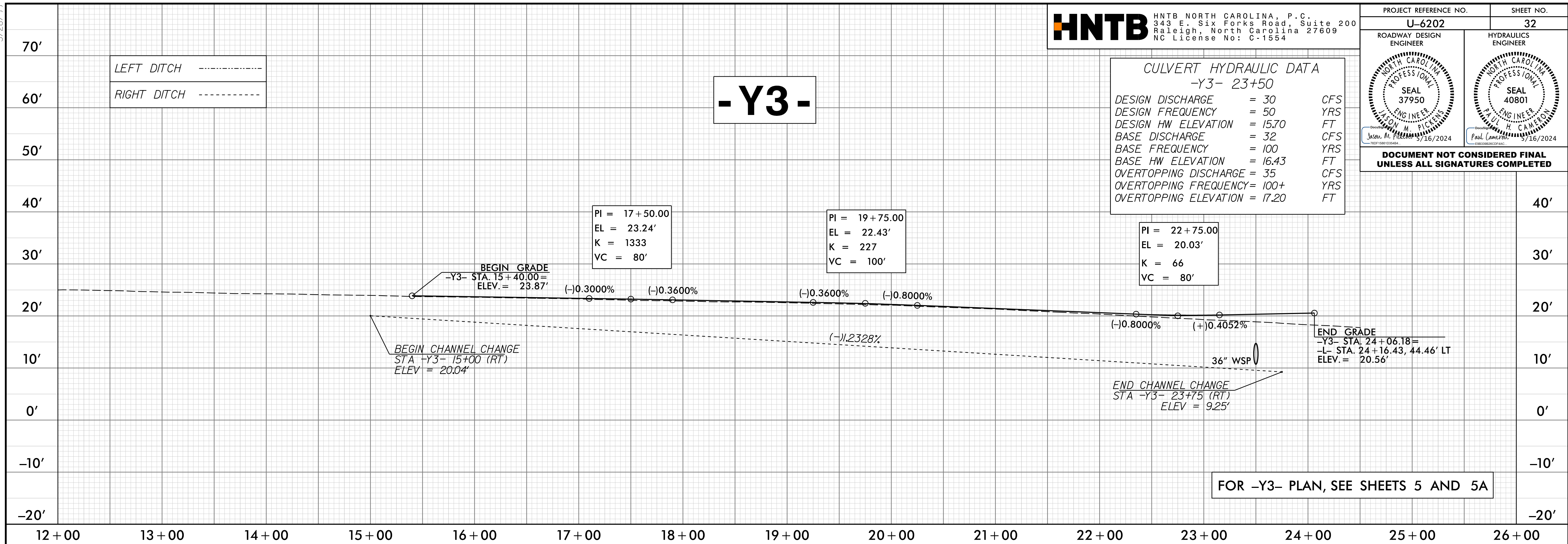
5/28/24

PROJECT REFERENCE NO. U-6202	SHEET NO. 32
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

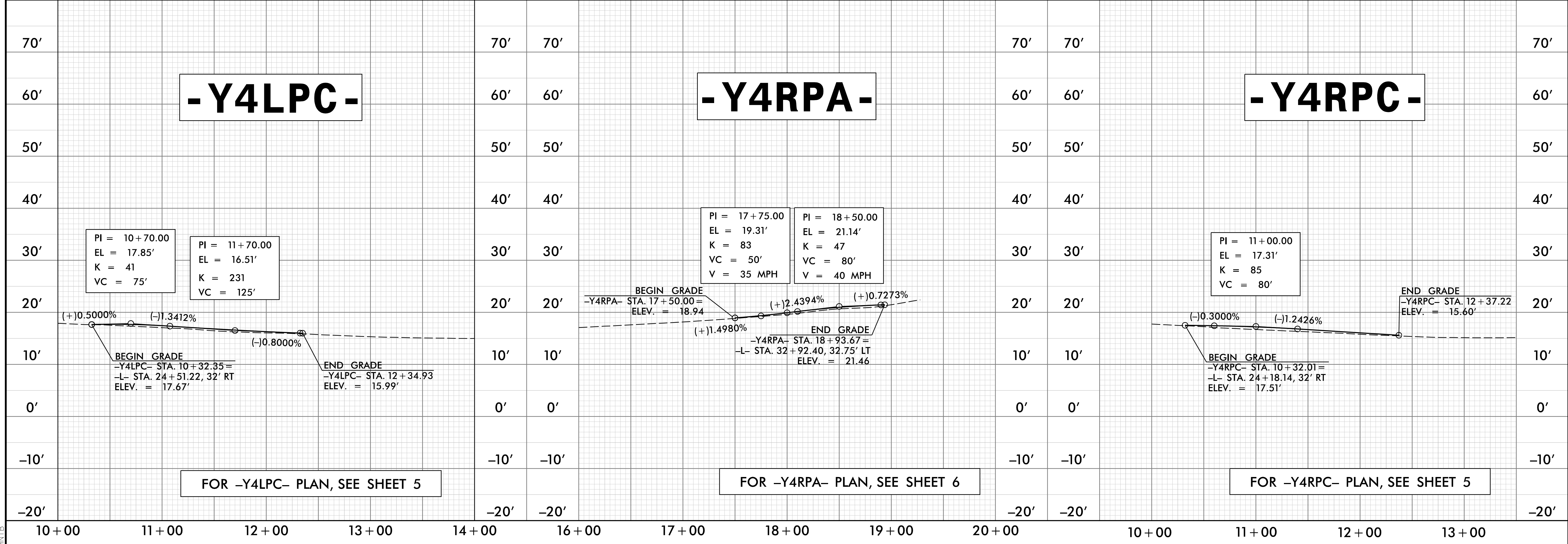
CULVERT HYDRAULIC DATA
 -Y3- 23+50

DESIGN DISCHARGE	= 30	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 15.70	FT
BASE DISCHARGE	= 32	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 16.43	FT
OVERTOPPING DISCHARGE	= 35	CFS
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING ELEVATION	= 17.20	FT

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



FOR -Y3- PLAN, SEE SHEETS 5 AND 5A



FOR -Y4LPC- PLAN, SEE SHEET 5

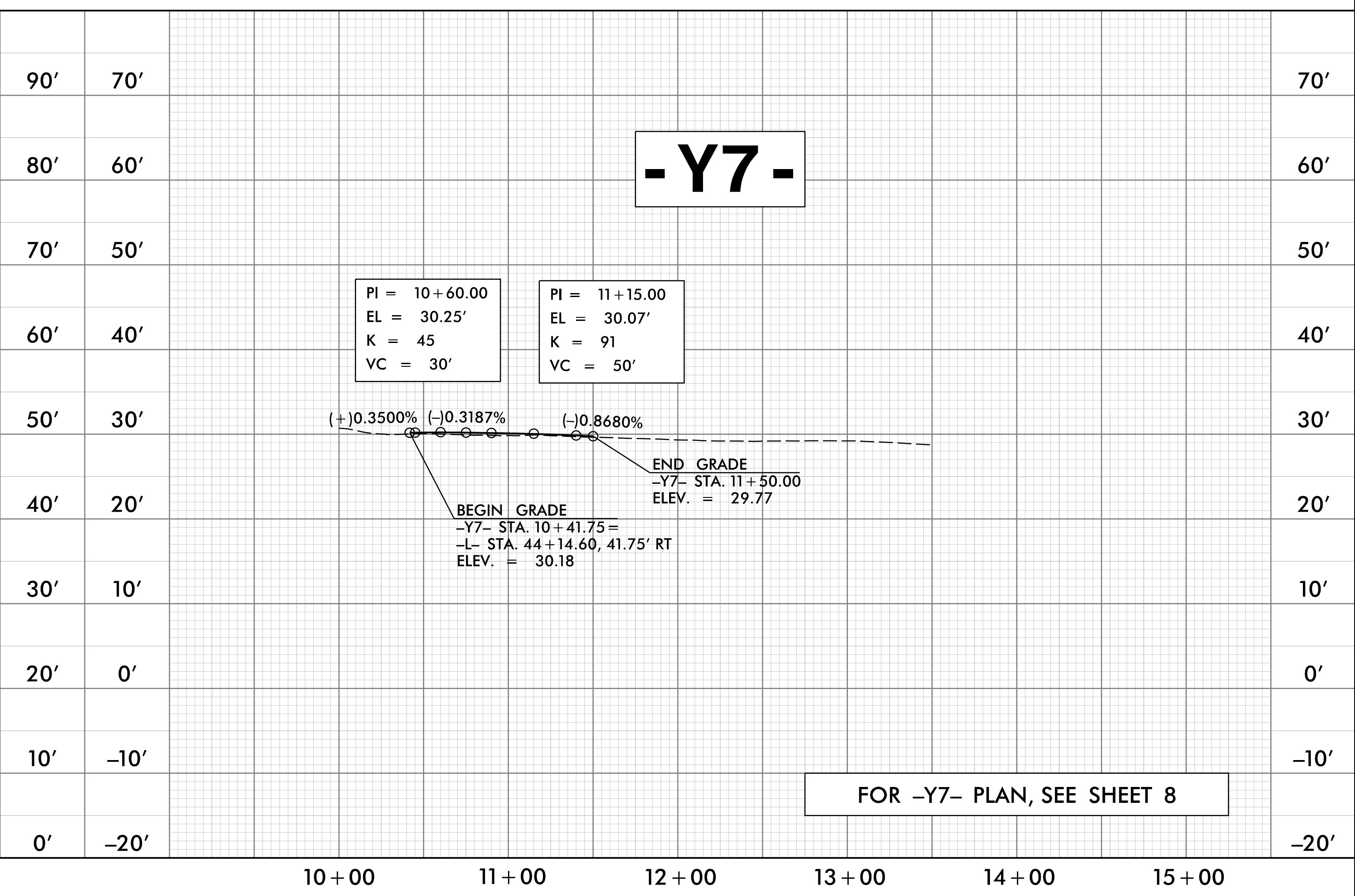
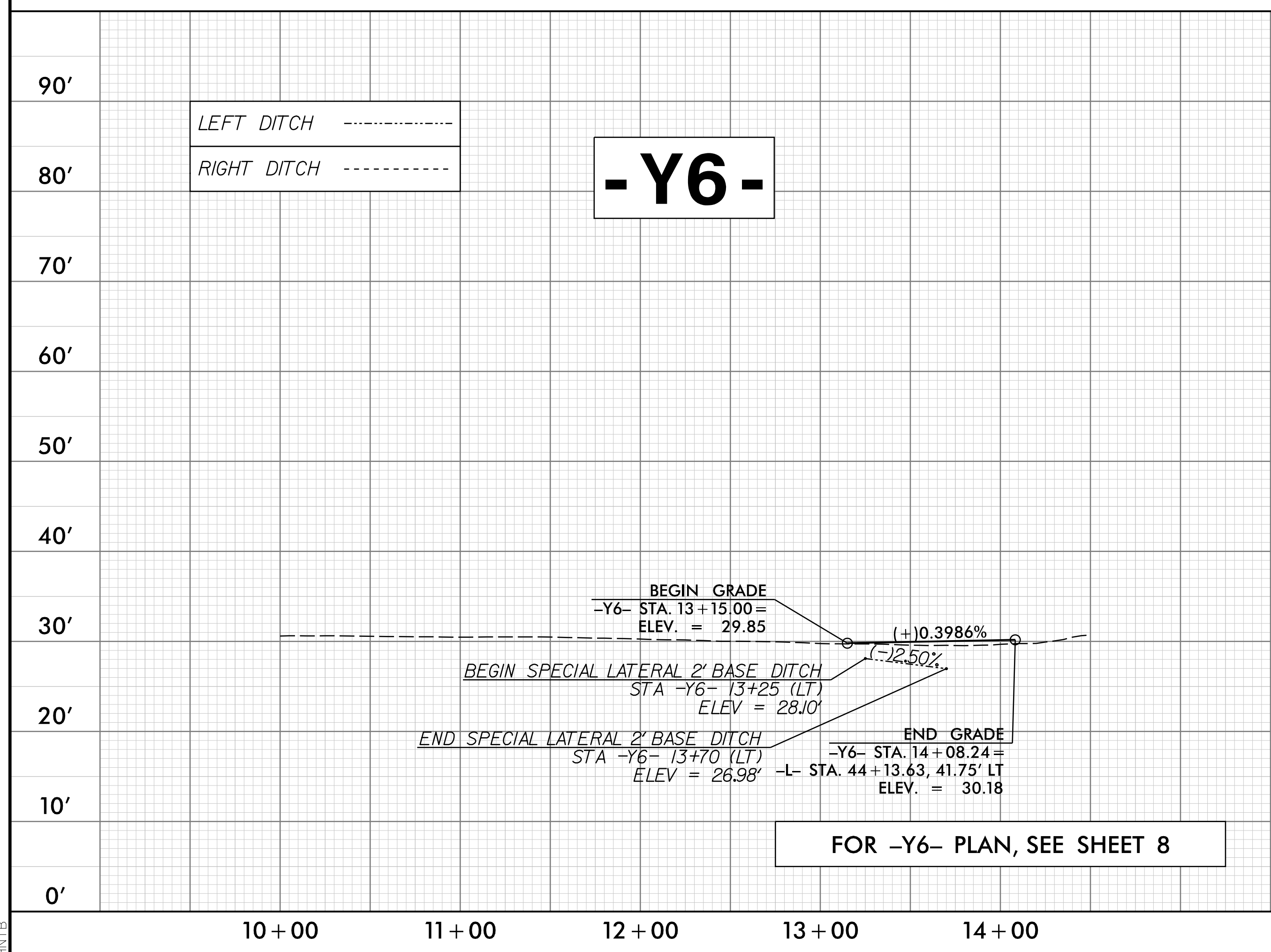
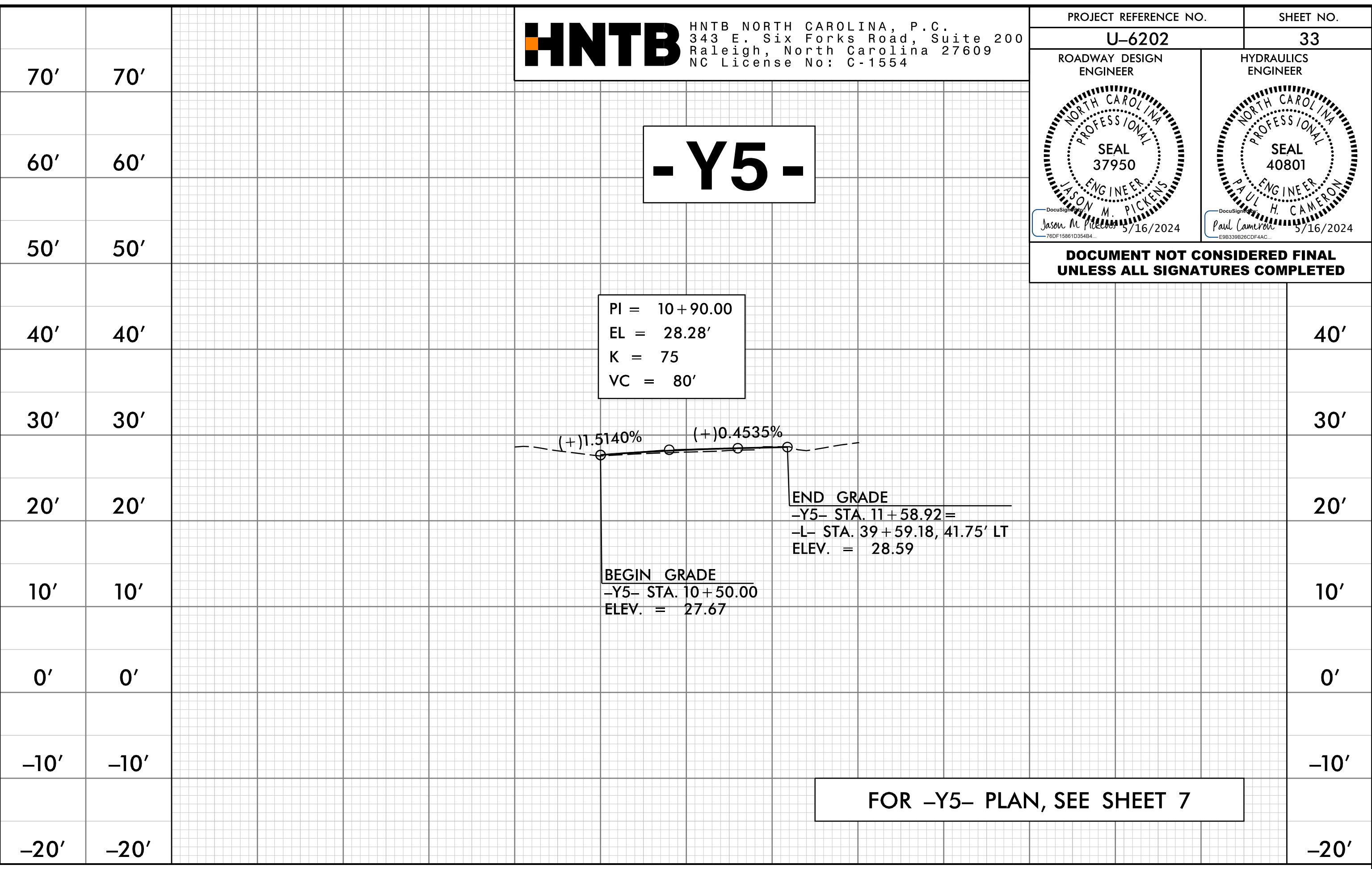
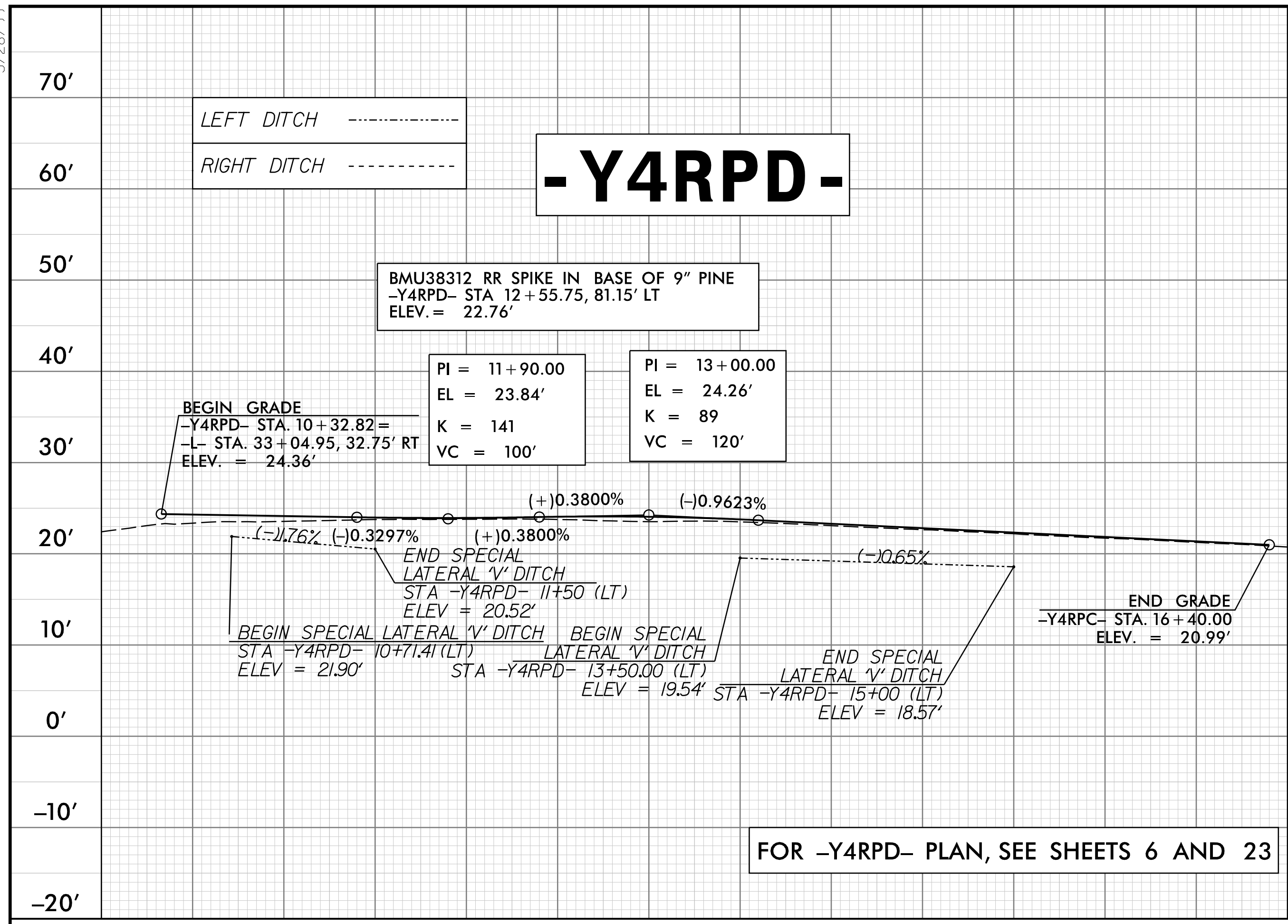
FOR -Y4RPA- PLAN, SEE SHEET 6

FOR -Y4RPC- PLAN, SEE SHEET 5

08-MAY-2024 11:35
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 HNTB

5/28/24

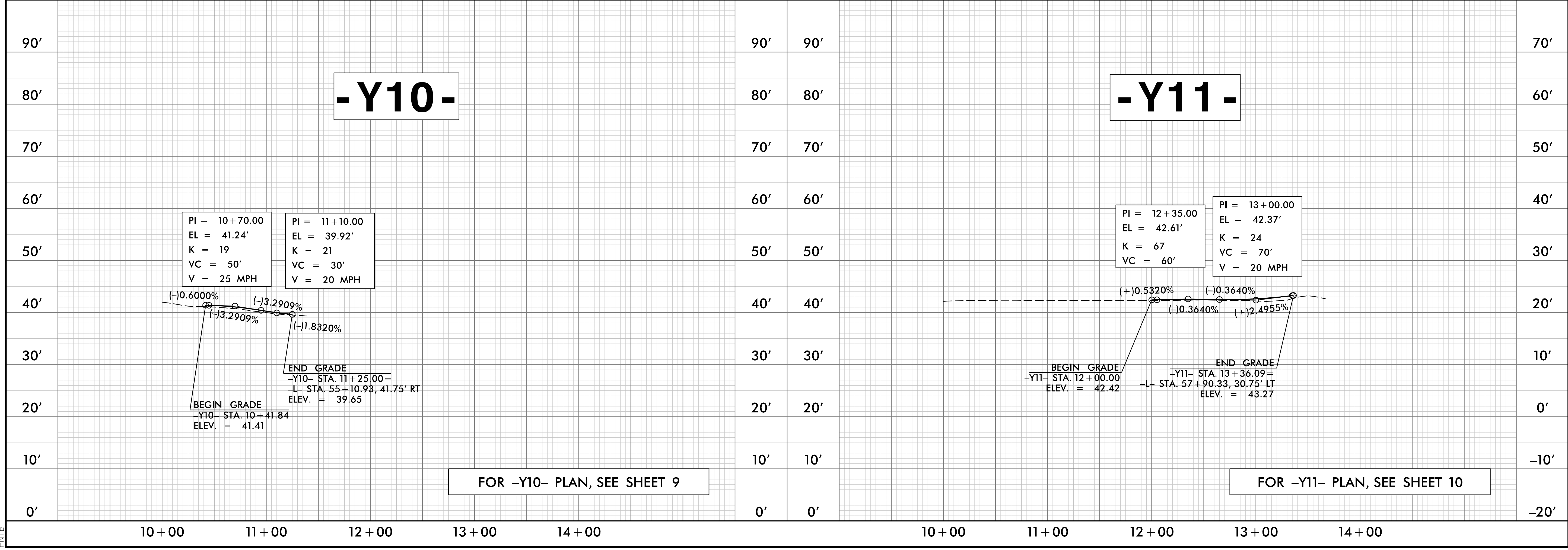
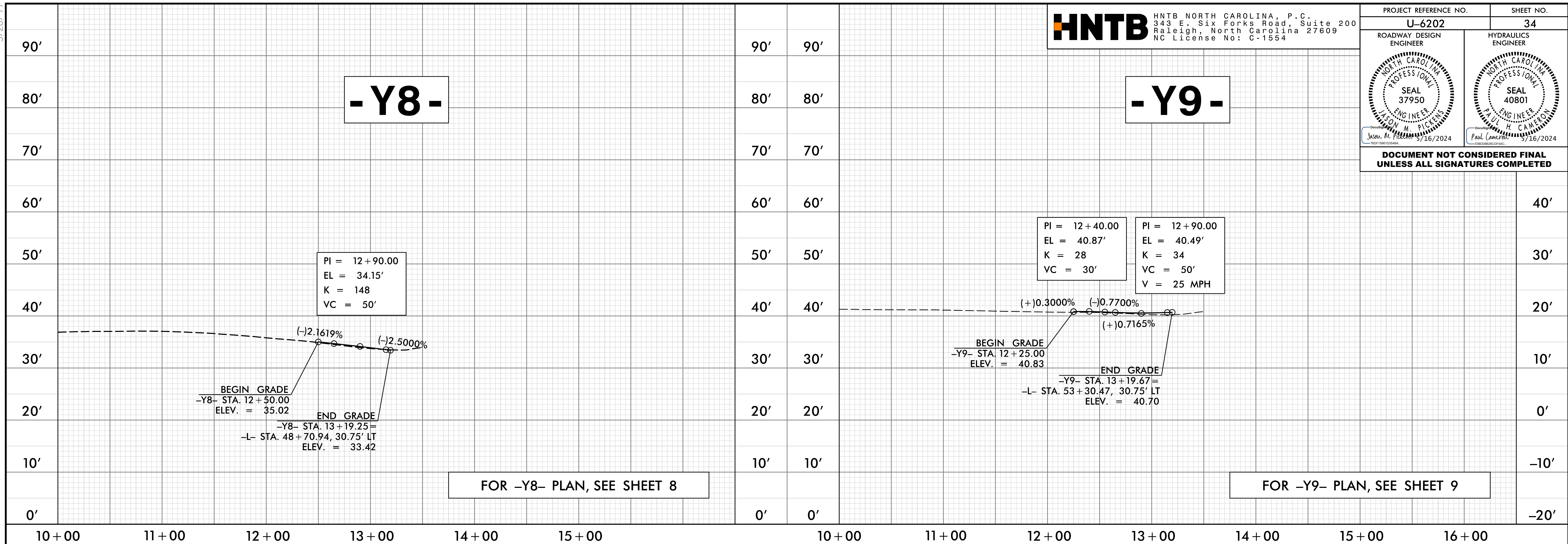
PROJECT REFERENCE NO. U-6202	SHEET NO. 33
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



08-MAY-2024 11:36
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 HNTB

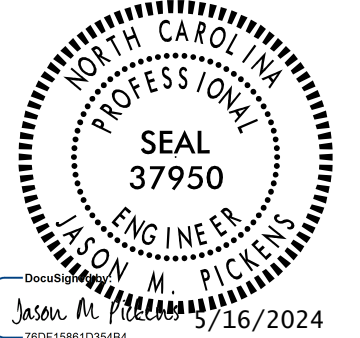

5/28/24

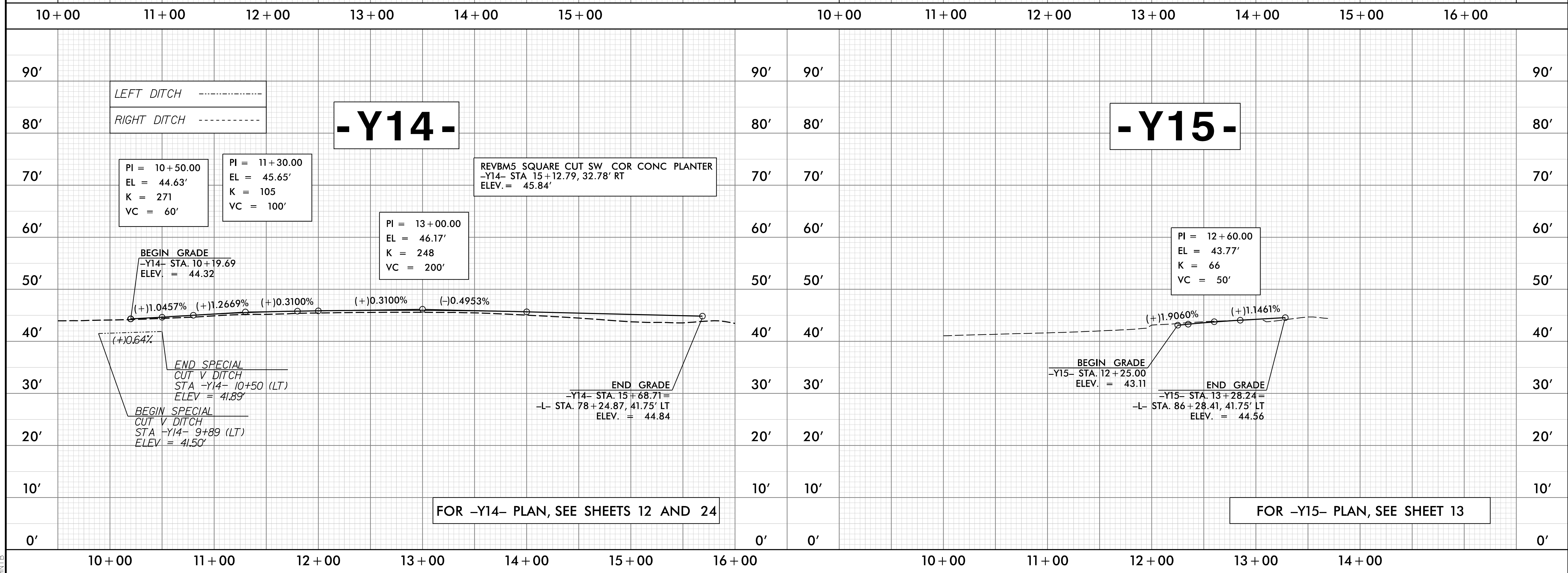
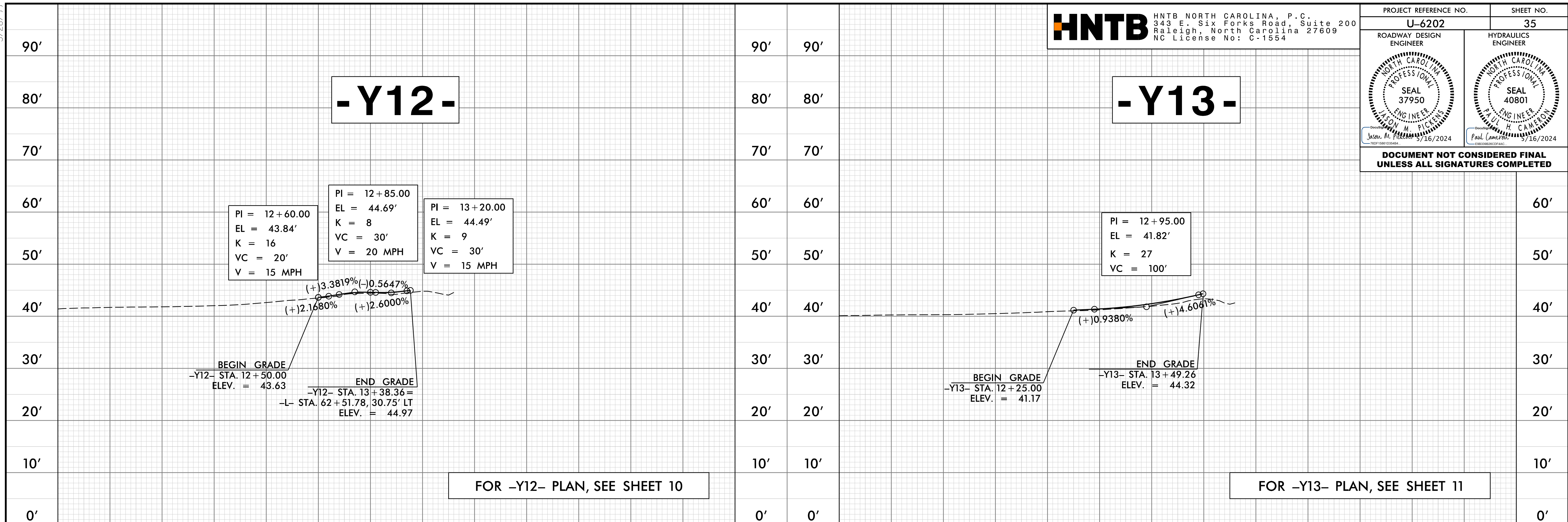
PROJECT REFERENCE NO. U-6202	SHEET NO. 34
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSign Jason M. Piccini 5/16/2024	DocuSign Paul Cameron 5/16/2024
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PROJECT REFERENCE NO. U-6202	SHEET NO. 35
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

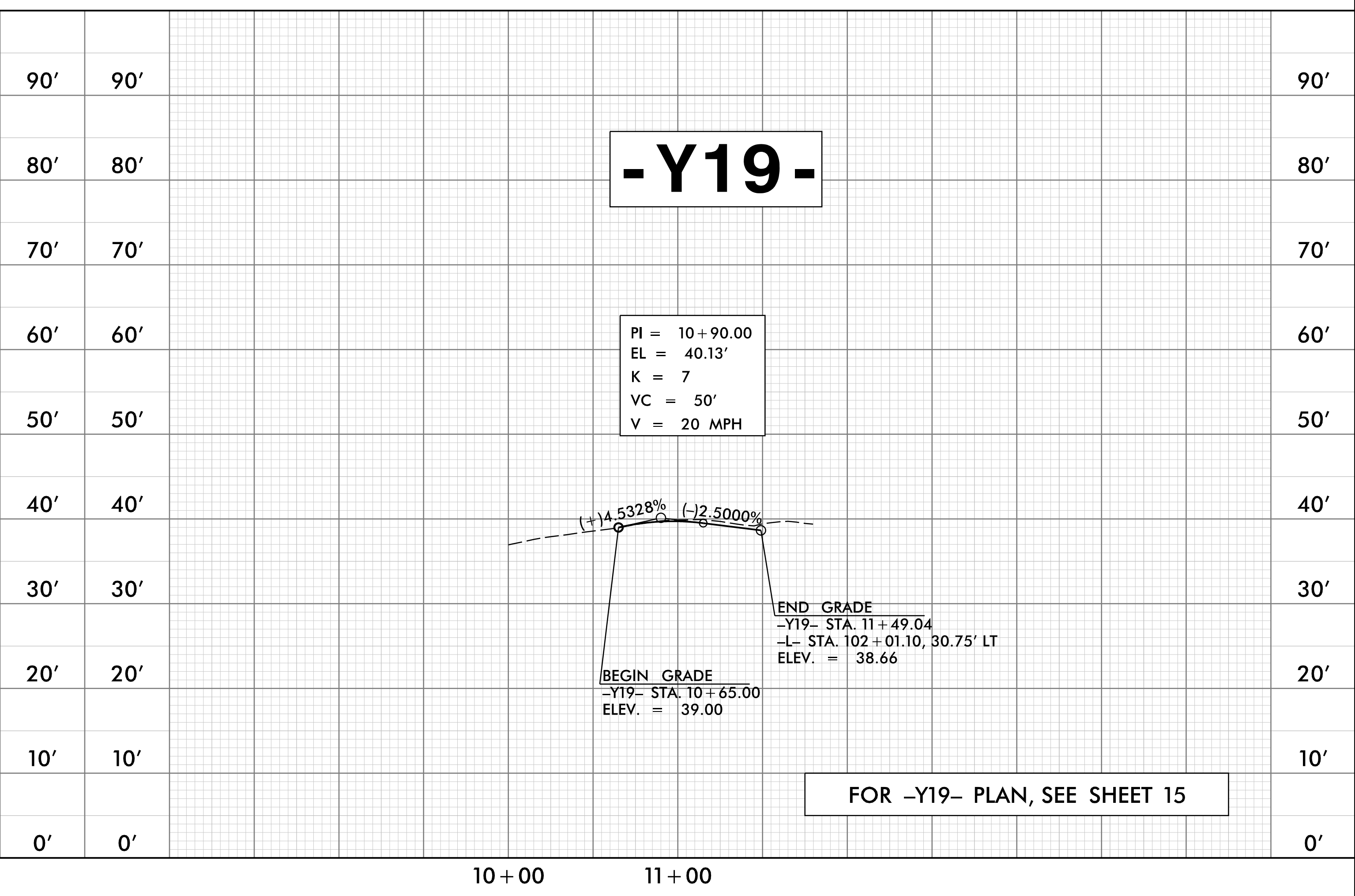
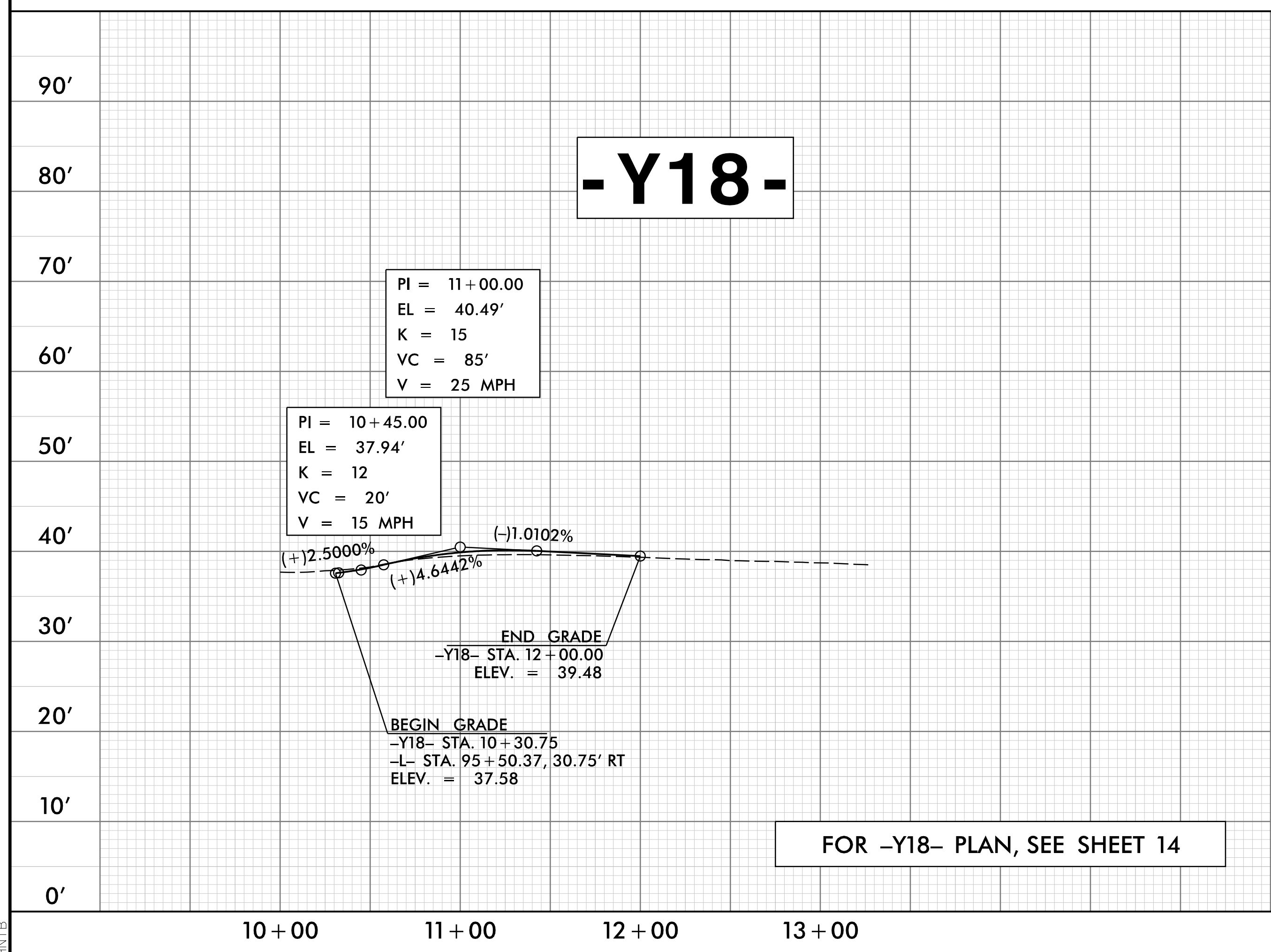
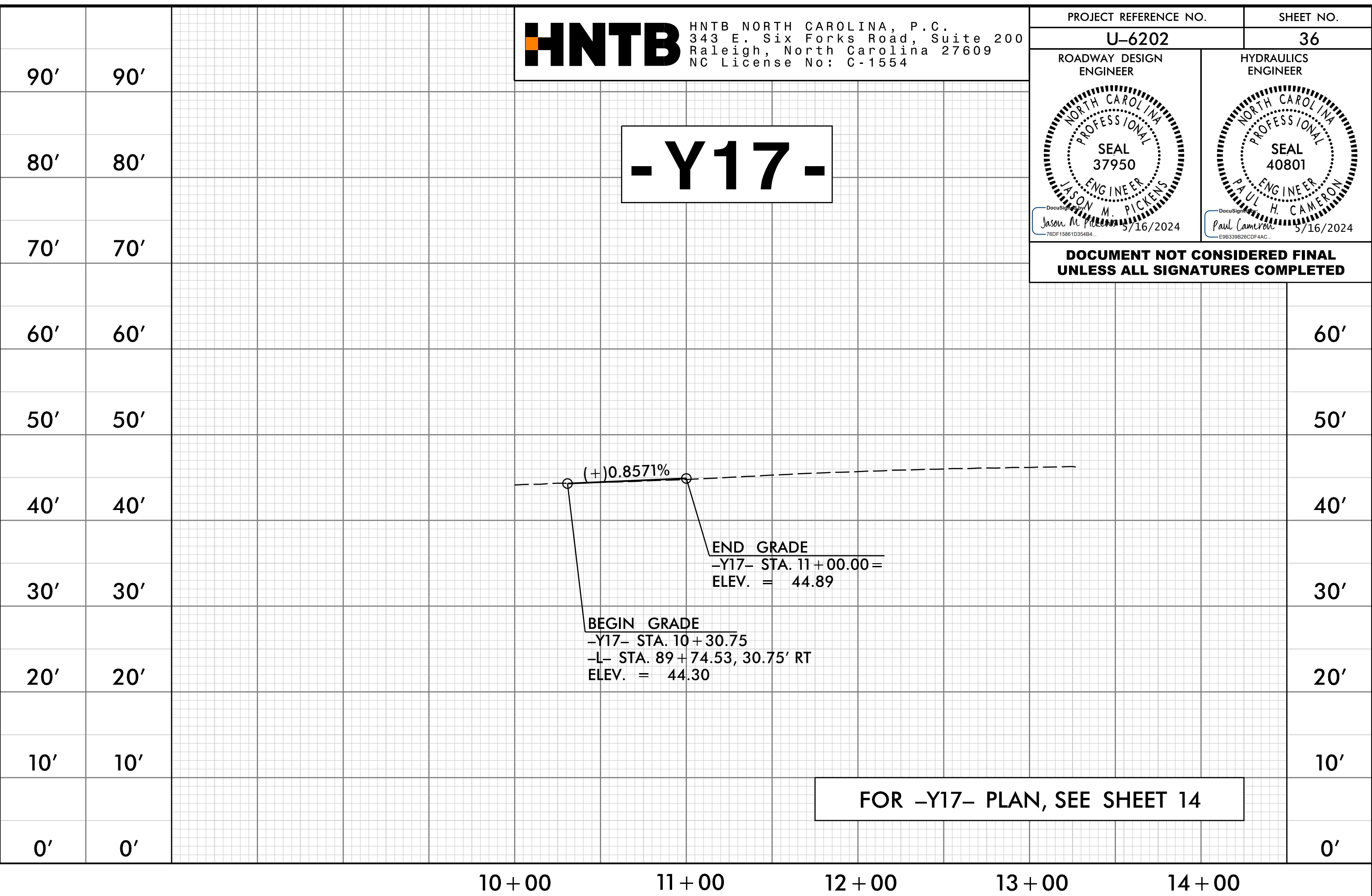
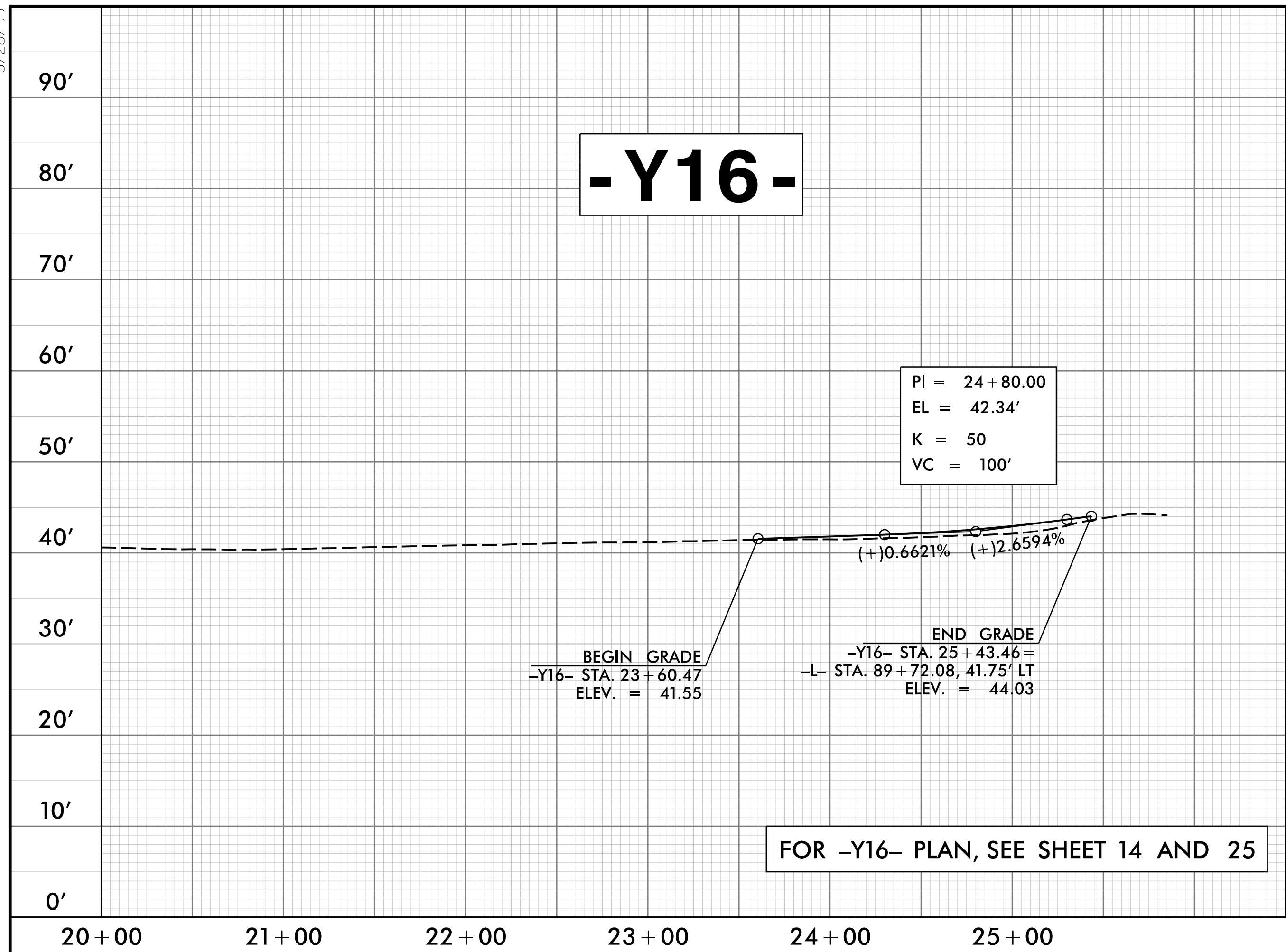


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PROJECT REFERENCE NO. U-6202	SHEET NO. 36
ROADWAY DESIGN ENGINEER JASON M. PICLENS SEAL 37950 7/16/2024	HYDRAULICS ENGINEER PAUL H. CAMERON SEAL 40801 7/16/2024
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

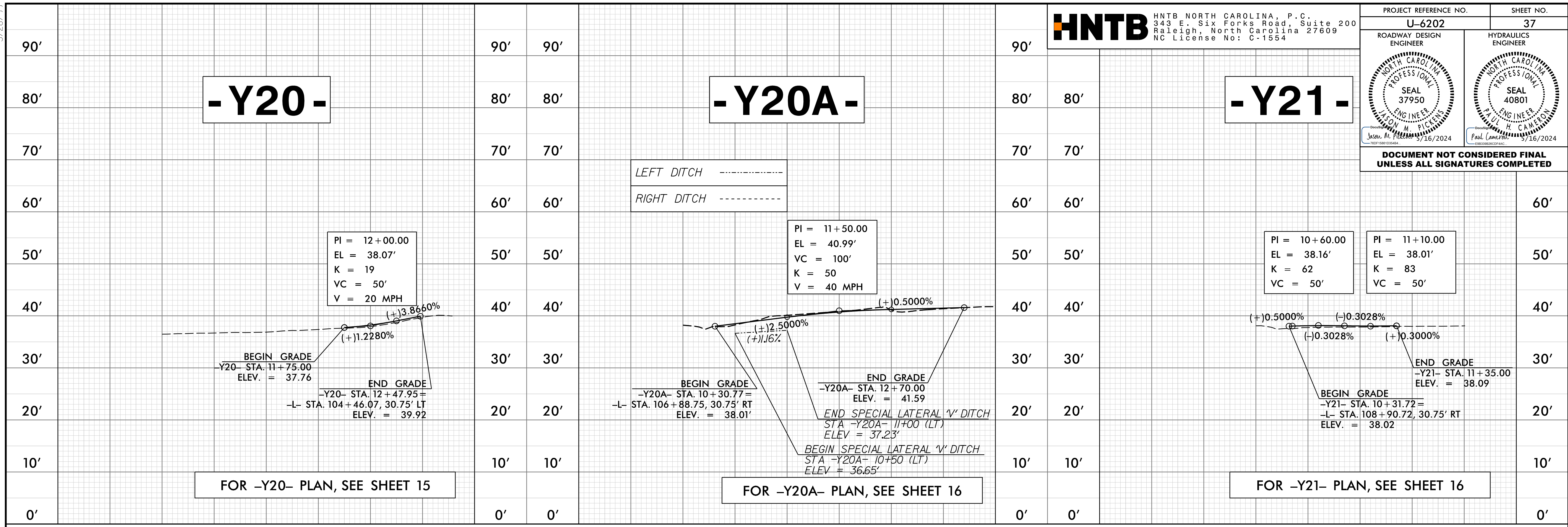


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PROJECT REFERENCE NO. U-6202	SHEET NO. 37
ROADWAY DESIGN ENGINEER JASON M. PICLES SEAL 37950 7/16/2024	HYDRAULICS ENGINEER PAUL H. CAMERON SEAL 40801 7/16/2024

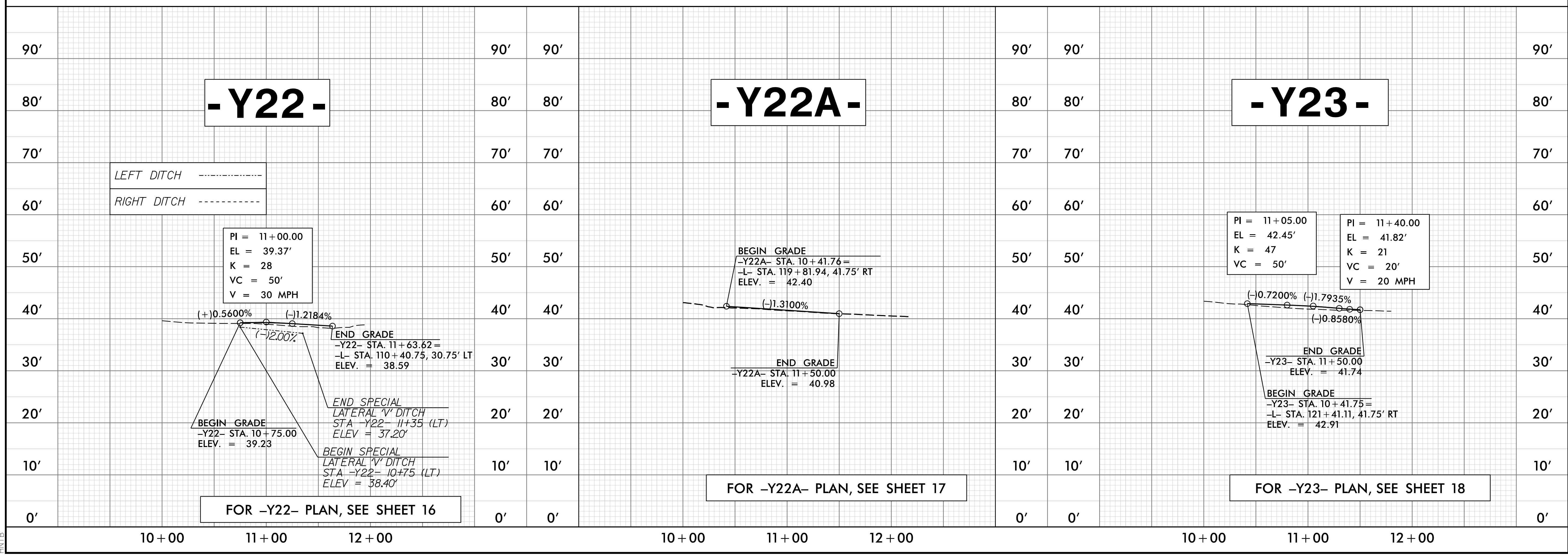
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FOR -Y20- PLAN, SEE SHEET 15

FOR -Y20A- PLAN, SEE SHEET 16

FOR -Y21- PLAN, SEE SHEET 16



FOR -Y22- PLAN, SEE SHEET 16

FOR -Y22A- PLAN, SEE SHEET 17

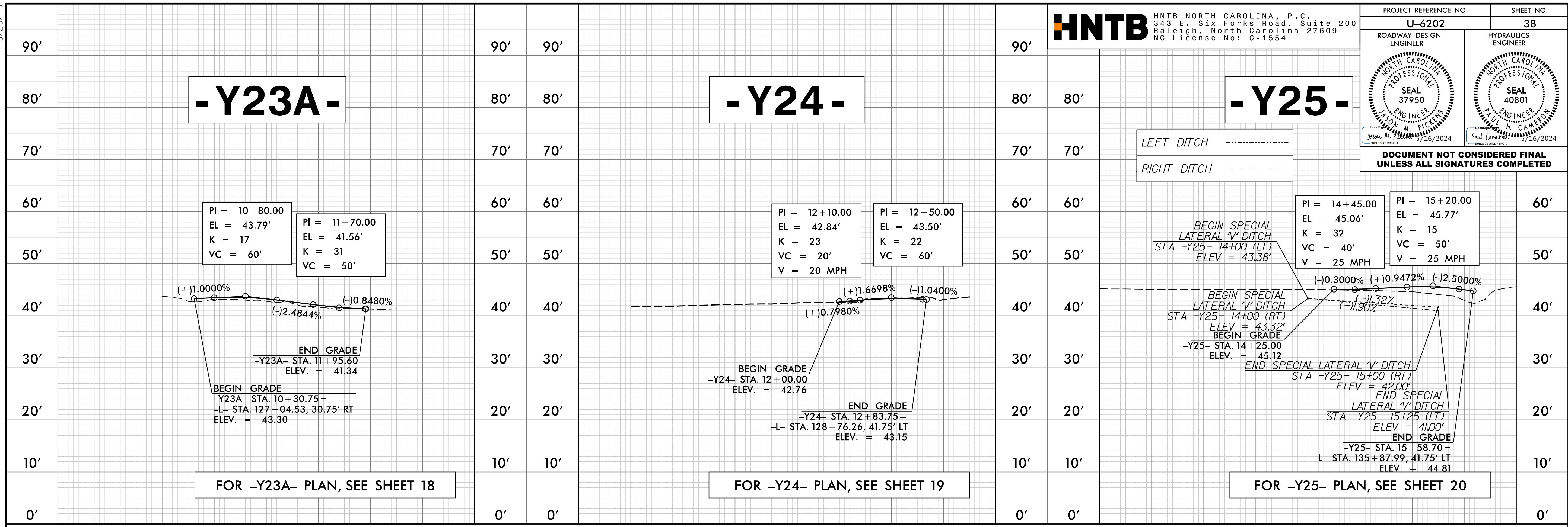
FOR -Y23- PLAN, SEE SHEET 18

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5/28/24

PROJECT REFERENCE NO. U-6202	SHEET NO. 38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
Jason M. Piccolo 5/16/2024 Paul Cameron 5/16/2024	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



-Y23A-

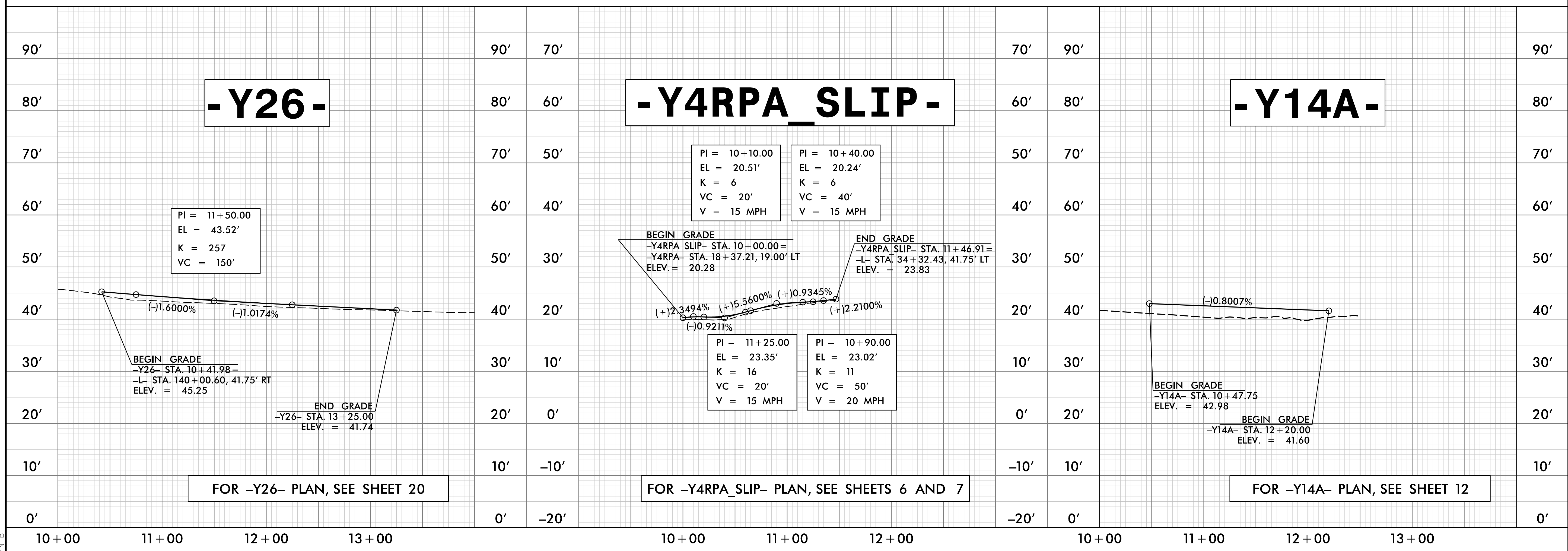
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-Y25-

FOR -Y23A- PLAN, SEE SHEET 18

FOR -Y24- PLAN, SEE SHEET 19

FOR -Y25- PLAN, SEE SHEET 20



-Y26-

-Y4RPA_SLIP-

-Y14A-

FOR -Y26- PLAN, SEE SHEET 20

FOR -Y4RPA_SLIP- PLAN, SEE SHEETS 6 AND 7

FOR -Y14A- PLAN, SEE SHEET 12

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