-L-	-RABT2-	-RABT3-	-Y5-	-Y6-
PI Sta 48+17.50	PI Sta 10+00.00	PI Sta 10+00.01	PI Sta 10+85.03	PI Sta 15+01.45
Δ = 15° 22' 36.2" (LT)	Δ = 359° 59' 20.3" (LT)	Δ = 359° 59' 16.1" (LT)	Δ = 6° 29' 20.3" (RT)	Δ = 5° 02' 21.0" (RT)
D = 4° 10' 55.8"	D = 110° 11' 03.1"	D = 121° 54' 21.3"	D = 3° 49' 11.0"	D = 2° 51' 53.2"
L = 367.67'	L = 326.72'	L = 295.30'	L = 169.88'	L = 175.90'
T = 184.95'	T = 0.00'	T = 0.00'	T = 85.03'	T = 88.01'
R = 1,370.00'	R = 52.00'	R = 47.00'	R = 1,500.00'	R = 2,000.00'
e = 0.03	e = NC	e = NC	e = EXIST.	e = EXIST.
RO = 78'	RO = N/A	RO = N/A	RO = N/A	RO = N/A
DS = 40 mph	DS = N/A	DS = N/A	DS = 40 mph	DS = 25 mph

PROJECT REFERENCE NO.	SHEET NO.
U-5536	6
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER — NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033400 — 12/19/2024 — Digitally signed by DAVID V. ROGER

HYDRAULICS ENGINEER — NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 33246 — 12/19/2024 — Digitally signed by WILLIAM WYATT JOHNS

CDM Smith — CDM Smith Inc, 5400 Glenwood Avenue, Suite 400, Raleigh, NC 27612-3228, NC CDA No. F-1255

MI Engineering, PLLC, 1011 Schaub Drive, Suite 100, Raleigh, NC 27606, NC CDA No. P-0671

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NAD 83/NA 2011

5/14/99

MATCH LINE –L– POT STA. 38+00.00 SEE SHEET 5

MATCH LINE –L– POT STA. 51+50.00 SEE SHEET 7

DITCH MATCH LINE SEE SHEET 9

PC Sta. 10+00.00
PT Sta. 13+26.72

–L– POT Sta. 40+35.26 =
–Y5– POT Sta. 15+92.77

–L– POT Sta. 39+83.26 =
–RABT2– POC Sta.10+71.57

–Y5– POT Sta. 15+40.77 =
–RABT2– POC Sta.11+58.45

–Y5– PI Sta. 13+44.24 =
–RABT3– POC Sta.11+10.32

–Y1A– POT Sta. 13+12.82 =
–RABT3– POC Sta.11+81.01

–Y1A– POT Sta. 13+59.87 =
–Y5– POT Sta.12+97.08

–L– POT Sta. 40+87.26 =
–RABT2– POC Sta.12+34.93

–L– POT Sta.45+53.04 =
–Y6– PI Sta.12+80.68

–Y1A– POT Sta. 14+06.82 =
–RABT3– POC Sta.10+32.98

PC Sta. 14+13.44

PC Sta. 46+32.56

PT Sta. 50+00.23

END CONSTRUCTION
–Y6– POT STA. 14+30.00

END CONSTRUCTION
–Y1A– POT STA. 16+00.00

BEGIN CONSTRUCTION
–Y1A– POT STA. 11+35.00

BEGIN CONSTRUCTION
–Y5– POC STA. 11+37.35

BEGIN CONSTRUCTION
–Y6– POT STA. 10+18.02

PC Sta. 10+00.00
PT Sta. 12+95.30
N 31° 25' 00.9" W

PC Sta. 10+00.00
PT Sta. 11+69.88

POT Sta. 16+44.06

POT Sta. 10+00.00

N 64° 00' 00.0" E

N 48° 37' 23.8" E

N 31° 43' 54.8" W

N 27° 19' 32.2" W

N 30° 26' 16.2" W

N 62° 19' 13.0" E

STD 2' BASE DITCH SEE DETAIL 6F

LATERAL 2' BASE DITCH SEE DETAIL 6D

SPEC. LATERAL 2' BASE DITCH SEE DETAIL 6H

SPECIAL LATERAL 2' BASE DITCH SEE DETAIL 6C

SPECIAL LATERAL 'V' DITCH SEE DETAIL 6A

TOE PROTECTION EST 30 TONS, EST 94 SY GF SEE DETAIL 6E

OUTLET PROTECTION 2 TONS CL B RIP RAP 7 SY GEOTEXTILE

INCIDENTAL STONE BASE

REMOVE 2' BASE TAIL DITCH SEE DETAIL 6G

REMOVE PARKING 8' WIDE (TYP.)

SPECIAL SHOULDER GRADING SEE Y6 CROSS SECTIONS

SPECIAL SHOULDER GRADING SEE CROSS SECTION Y5 STA. 14+50 RT.

PIPE CLEANOUT & OUTLET PROTECTION 1 TONS CL B RIP RAP, 5 SY GEOTEXTILE

END RETAINING WALL #1 TIE TO EXISTING –WL1– STA. 10+00.00 = –Y5– STA. 11+37.35, 25.23' RT.

END RETAINING WALL #1 –WL1– STA. 12+29.15 = –Y1A– STA. 15+24.43, 26.50' RT.

END RETAINING WALL #2 TIE TO EXISTING –WL2– STA. 10+72.23 = –Y6– STA. 10+51.44, 22.55' LT.

BEG. RETAINING WALL #2 TIE TO EXISTING –WL2– STA. 10+00.00 = –Y6– STA. 10+25.69, 82.86' LT.

END RETAINING WALL #3 TIE TO EXISTING –WL3– STA. 10+70.37 = –Y6– STA. 10+51.52, 22.55' RT.

BEG. RETAINING WALL #3 TIE TO EXISTING –WL3– STA. 10+00.00 = –Y6– STA. 10+26.15, 81.11' RT.

END RETAINING WALL #5 W/FENCE –WL5– STA. 11+58.52 = –Y1A– STA. 12+65.73, 27.84' RT.

BEG. RETAINING WALL #5 W/FENCE –WL5– STA. 10+00.00 = –Y5– STA. 11+47.18, 26.00' LT.

DO NOT DISTURB CHURCH SIGN

DO NOT DISTURB EXXON SIGN

INV=919.14 +/– STA. 49+65 248.2' LT

INV=922.50 +/– STA. 49+51 102.1' LT

INV=926.79 (18" RCP-IV & DITCH) +/– STA. 49+44 109.5' LT

AVERAGE DAILY TRAFFIC			
2015 ## NO. OF VEHICLES PER DAY			
2040 (VPD) IN 100'S			
–L– GREAT WAGON RD.			
N/A 48	N/A 16	N/A 49	N/A 81
		–Y5– LEWISVILLE CLEMMONS RD.	
	N/A 65		

GREAT WAGON RD./ LEWISVILLE CLEMMONS RD.

AVERAGE DAILY TRAFFIC			
2015 ## NO. OF VEHICLES PER DAY			
2040 (VPD) IN 100'S			
N/A 14	N/A 65	N/A 2	
–Y1A– SHALLOWFORD RD.			
82 68	22 18	–Y5– LEWISVILLE CLEMMONS RD. 59 40	119 78
	81 107		

SHALLOWFORD RD./ LEWISVILLE CLEMMONS RD.

AVERAGE DAILY TRAFFIC			
2015 ## NO. OF VEHICLES PER DAY			
2040 (VPD) IN 100'S			
	1– 1–		
N/A 1–	N/A 1–		
–L– GREAT WAGON RD.			
N/A 81	N/A 1–	N/A 1–	N/A 81
	–1 1		

GREAT WAGON RD./STYERS ST.

AVERAGE DAILY TRAFFIC			
2015 ## NO. OF VEHICLES PER DAY			
2040 (VPD) IN 100'S			
	1– 1–		
–Y6– STYERS ST.			
119 78	1– 1–	–1 1	119 79
SHALLOWFORD RD.			

SHALLOWFORD RD./STYERS ST.

NOTES:
1. REPLACE ALL EXISTING DRIVEWAYS WITH LIKE MATERIAL.
2. PROPOSED DRIVEWAY WIDTHS SHALL MATCH EXISTING DRIVEWAY WIDTH.
3. SEE SPECIAL PROVISIONS FOR TRUCK APRON STAIN & STAMP REQUIREMENTS.

LEGEND
- CONCRETE SW/DRWY/ISLAND
- CONCRETE TRUCK APRON

SEE SHEETS 2B–2, 2B–3 & 2B–6 FOR INTERSECTION DETAILS.
SEE SHEET 2D–1 FOR DRAINAGE DETAILS
SEE SHEET 11 FOR –L– PROFILE
SEE SHEET 12 FOR –Y1A– PROFILE
SEE SHEET 13 FOR –Y5– PROFILE
SEE SHEET 14 FOR –Y6– PROFILE
SEE SHEET 15 FOR –RABT2– PROFILE
SEE SHEET 15 FOR –RABT3– PROFILE

SYSTIME: 5/5/2025 3:55:36 PM
USER: CDRAGO
U-5536_Rdy_psh_06.dgn

-L-	-RABT2-	-RABT3-	-Y5-	-Y6-
PI Sta 48+17.50	PI Sta 10+00.00	PI Sta 10+00.01	PI Sta 10+85.03	PI Sta 15+01.45
Δ = 15° 22' 36.2" (LT)	Δ = 359° 59' 20.3" (LT)	Δ = 359° 59' 16.1" (LT)	Δ = 6° 29' 20.3" (RT)	Δ = 5° 02' 21.0" (RT)
D = 4° 10' 55.8"	D = 110° 11' 03.1"	D = 121° 54' 21.3"	D = 3° 49' 11.0"	D = 2° 51' 53.2"
L = 367.67'	L = 326.72'	L = 295.30'	L = 169.88'	L = 175.90'
T = 184.95'	T = 0.00'	T = 0.00'	T = 85.03'	T = 88.01'
R = 1,370.00'	R = 52.00'	R = 47.00'	R = 1,500.00'	R = 2,000.00'
e = 0.03	e = NC	e = NC	e = EXIST.	e = EXIST.
RO = 78'	RO = N/A	RO = N/A	RO = N/A	RO = N/A
DS = 40 mph	DS = N/A	DS = N/A	DS = 40 mph	DS = 25 mph

PROJECT REFERENCE NO.	SHEET NO.
U-5536	6A
RW SHEET NO.	

ROADWAY DESIGN ENGINEER
NORTH CAROLINA
12/19/2024
SEAL
033400
DAVID L. KISER

CDM Smith Inc.
5400 Glenwood Avenue
Suite 400
Raleigh, NC 27612-3228
NC CDA No. F-1255

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NAD 83/NA 2011

DITCH MATCH LINE SEE SHEET 9A

MATCH LINE -L- POT STA 51+50.00 SEE SHEET 7A

MATCH LINE -L- POT STA. 38+00.00 SEE SHEET 5A

PC Sta. 10+00.00
PT Sta. 13+26.72
-L- POT Sta. 40+35.26 =
-Y5- POT Sta. 15+92.77
-L- POT Sta. 39+83.26 =
-RABT2- POC Sta.10+71.57

PT Sta. 50+00.23

PC Sta. 14+13.44

PC Sta. 46+32.56

-Y5- POT Sta. 15+40.77 =
-RABT2- POC Sta.11+58.45

-L- POT Sta. 40+87.26 =
-RABT2- POC Sta.12+34.93

-L- POT Sta.45+53.04 =
-Y6- PI Sta.12+80.68

-Y1A- POT Sta. 13+12.82 =
-RABT3- POC Sta.11+81.01

PI Sta. 13+44.24 =
-RABT3- POC Sta.11+10.32

-Y1A- POT Sta. 14+06.82 =
-RABT3- POC Sta.10+32.98

-Y1A- POT Sta. 13+59.87=
-Y5- POT Sta.12+97.08

PC Sta. 10+00.00
PT Sta. 12+95.30

-Y5- PI Sta. 12+50.24
-RABT3- POC Sta.12+57.46

POT Sta. 16+44.06

POT Sta. 10+00.00

PT Sta. 11+69.88

PC Sta. 10+00.00

N 64°00'00.0" E

N 31°43'54.8" W

N 62°19'43.0" E

N 31°25'00.9" W

N 30°26'16.2" W

N 27°19'32.2" W

N 48°37'23.8" E

LANIER WILLIAMS REAL ESTATE, LLC DB 3262 PG 26 PB 29 PG 38

LEWISVILLE SHOPPING CENTER, LLC DB 3507 PG 2412

MARK NORMAN & CATHERINE NORMAN DB 3452 PG 4246 PB 13 PG 92

JOHN H SIMMONS DB 2990 PG 1141 PB 13 PG 92

GRACE J PHILLIPS PB 13 PG 92

KATIE MARIE ROBERTS DB 3771 PG 2313 PB 13 PG 92

GEORGE DAVID WILLIAMS, JR DB 2072 PG 1038 PB 13 PG 92

DORSEY D STIMSON JR & CAROLYN S SHORE TRUSTEES OF THE DORSEY D STIMSON TESTAMENTARY TRUST DB 2423 PG 1371 DB 622 PG 92 DB 1375 PG 1629 ESTATE FILE 14-E 1005

ANDREW P BOBOTSIARES DB 2795 PG 3348

DORIS B STIMSON DB 2100 PG 1422

DORSEY D STIMSON JR BACK REF: DB 170 PG 25 PB 2 PG31

CAROLYN S SHORE ET AL DB 2014E PG 1005

DORSEY D STIMSON, III & MARIA D STIMSON DB 1821PG 1182

TOWN OF LEWISVILLE DB 1918 PG 1321

QUALITY OIL COMPANY, LLC DB 3553 PG 1594 PB 2 PG 31

DAVID GLASGOW DB 2791PG 2504

THIRD SQUARE, LLC DB 3589 PG 248

HOPE M CROWELL & STEVEN J CROWELL DB 3506 PG 3909 DB 597 PG 328 PB 13 PG 92

BURKE ETC LLLC DB 2805 PG 3286

NEWSOME KITE INVSTMNTS INC DB 2991PG 1687

JOHN N & CATHERINE WELLS DB 1404 PG 1990

RENAISSANCE PROF. SERVICES, LLC DB 3265 PG 3016

MANCHEGO PROPERTIES, LLC DB 3574 PG 3247

PAULA BOLLIGER DB 3323 PG 1183

FORSYTH COUNTY DB 2680 PG 4118

CNPL LLC DB 3062 PG 2390

LEWISVILLE BAPTIST CHURCH DB 3060 PG 2044

UNITED SAV.&LOAN ASSOC DB 1224 PG 1729 DB 1227 PG 1694

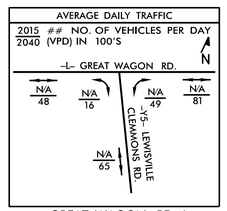
CSL NORTH CAROLINA SYSTEM LP DB 3236 PG 2045

NCDOT

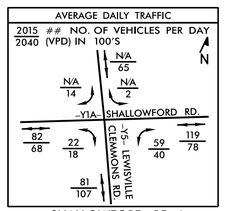
SHALLOWFORD RD.(SR 1001) 36' PAVED W/30°C&G

GREAT WAGON RD. / LEWISVILLE CLEMMONS RD.

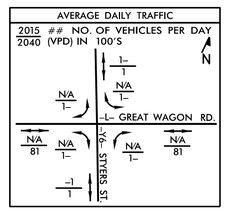
AVERAGE DAILY TRAFFIC
2015 ## NO. OF VEHICLES PER DAY
2040 (VPD) IN 100'S



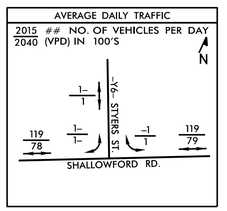
SHALLOWFORD RD. / LEWISVILLE CLEMMONS RD.



GREAT WAGON RD. / STYERS ST.



SHALLOWFORD RD. / STYERS ST.



SEE SHEETS 2B-2, 2B-3 & 2B-6 FOR INTERSECTION DETAILS.
SEE SHEET 11 FOR -L- PROFILE
SEE SHEET 12 FOR -Y1A- PROFILE
SEE SHEET 13 FOR -Y5- PROFILE
SEE SHEET 14 FOR -Y6- PROFILE
SEE SHEET 15 FOR -RABT2- PROFILE
SEE SHEET 15 FOR -RABT3- PROFILE

SYSTIME = 5/14/2025 @ 8:47:39 AM
USER: CFRANKHAM
U5536-Rdy-psh_06A.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5536	7
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 033400 ENGINEER
12/19/2024
DocuSigned by: TAYLOR E. KEISER
5FFD0B6D2A4A4E1...

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 33246 ENGINEER
12/19/2024
DocuSigned by: CINDY A. JOHNS
2434562B0D7D4B9...

CDM Smith
CDM Smith Inc
5400 Glenwood Avenue
Suite 400
Raleigh, NC 27612-3228
NC CDA No. F-1255

MI Engineering, PLLC
1011 Schaub Drive
Suite 100
Raleigh, NC 27606
NC CDA No. P-0671

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-L-			-Y8-
PI Sta 57+42.90 Δ = 21° 23' 53.0" (RT) D = 10° 44' 58.8" L = 199.06' T = 100.70' R = 533.00' e = NC RO = N/A DS = 15 mph	PI Sta 63+39.16 Δ = 58° 37' 56.4" (RT) D = 10° 44' 58.8" L = 545.43' T = 299.30' R = 533.00' e = 0.04 RO = 84/104' DS = 40 mph	PI Sta 67+00.19 Δ = 24° 19' 47.3" (LT) D = 10° 44' 58.8" L = 226.33' T = 114.90' R = 533.00' e = 0.04 RO = 104' DS = 40 mph	PI Sta 13+96.27 Δ = 63° 01' 24.9" (LT) D = 19° 05' 54.9" L = 329.99' T = 183.93' R = 300.00' e = 0.03 RO = 63' DS = 20 mph

-RABT4-
PI Sta 10+00.00 Δ = 359° 59' 20.3" (LT) D = 110° 11' 03.1" L = 326.72' T = 0.00' R = 52.00' e = NC RO = N/A DS = N/A

MATCH LINE -Y8- POT STA. 18+50.00 SEE SHEET 9

END PAVING
-Y8- POT STA. 18+33.32

NAD 83\NA 2011

MATCH LINE -L- POT STA. 51+50.00 SEE SHEET 6

MATCH LINE -L- POT STA. 67+75.00 SEE SHEET 8

BEGIN CONSTRUCTION
-Y7- POT STA. 10+18.12

BEGIN CONSTRUCTION
-Y8- POT STA. 12+10.10

-L- POT Sta. 52+66.40 = -Y7- POT Sta. 13+09.42

PC Sta. 56+42.20

-Y8- POT Sta. 16+96.88= -RABT4- POC Sta.11+26.61
-L- POT Sta. 58+67.81= -Y8- POT Sta.16+44.91
PT Sta. 58+41.25
-L- POC Sta. 58+15.47 = -RABT4- POC Sta.12+13.65

PC Sta. 60+39.86

-L- POT Sta. 59+19.47 = -RABT4- POC Sta.10+49.66
PC Sta. 10+00.00
PT Sta. 13+26.72
-Y8- POT Sta. 15+92.89 = -RABT4- POC Sta.12+90.65

PT Sta. 15+42.34

PC Sta. 13+50.39

PRC Sta. 14+40.88

PRC Sta. 65+85.29

-L- POC Sta.65+79.53= -Y1B- PT Sta. 17+06.03

PT Sta. 11+07.82

-Y1B- PC Sta. 10+00.00
-Y8- POC Sta.13+67.81

POT Sta. 10+00.00

POT Sta. 10+00.00

PC Sta. 12+12.35

BEG. RETAINING WALL #4 W/FENCE
-WL4- STA. 10+00.00 =
-Y8- STA. 15+30.00, 27.60' RT.

RETAIN END RETAINING WALL #4 W/FENCE
-WL4- STA. 11+66.67
-L- STA. 60+10.08, 22.13' RT.

BEG. RETAINING WALL #6
-WL6- STA. 10+00.00 =
-Y1B- STA. 11+98.21, 24.00' RT.

END RETAINING WALL #6
-WL6- POT STA. 10+60.00 =
-Y1B- STA. 12+44.22, 37.11' RT

PIPE OUTLET CHANNEL STABILIZATION SEE DETAIL 7D

SPECIAL LATERAL 2' BASE DITCH SEE DETAIL 7C

TOE PROTECTION EST 9 TONS, EST 27 SY GF SEE DETAIL 7B

TOE PROTECTION EST 5 TONS, EST 14 SY GF SEE DETAIL 7B

SPEC. LAT. 'V' DITCH SEE DETAIL 7A

OUTLET PROTECTION 15 TONS CL I RIP RAP 30 SY GEOTEXTILE

BANK STABILIZATION SEE DETAIL 7E 8 TONS CL I RIP RAP 12 SY GEOTEXTILE

SPEC. LAT 'V' DITCH SEE DETAIL 7A

GRADE TO DRAIN

FLOWABLE FILL

CLEAR TREES FOR SIGHT DISTANCE

DO NOT DISTURB POST OFFICE SIGN

INCIDENTAL STONE BASE

5' BIKE LANE PARKING 8' WIDE (TYP.)

PARKING 16.5' WIDE (TYP.)

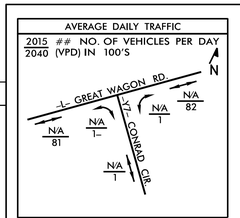
PARKING 8' WIDE (TYP.)

PARKING 8' WIDE (TYP.)

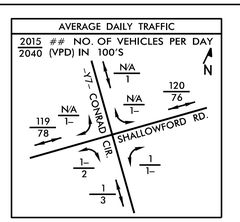
NOTES:
1. REPLACE ALL EXISTING DRIVEWAYS WITH LIKE MATERIAL.
2. PROPOSED DRIVEWAY WIDTHS SHALL MATCH EXISTING DRIVEWAY WIDTH.
3. SEE SPECIAL PROVISIONS FOR TRUCK APRON STAIN & STAMP REQUIREMENTS.

-Y1B-		
PI Sta 10+55.58 Δ = 34° 19' 16.4" (LT) D = 31° 49' 51.6" L = 107.82' T = 55.58' R = 180.00' e = NC RO = N/A DS = 15 mph	PI Sta 13+95.74 Δ = 9° 43' 40.9" (RT) D = 10° 44' 58.8" L = 90.50' T = 45.36' R = 533.00' e = RC RO = 36' DS = 15 mph	PI Sta 15+76.26 Δ = 28° 30' 08.8" (LT) D = 10° 44' 58.8" L = 265.15' T = 135.38' R = 533.00' e = RC RO = 36' DS = 15 mph

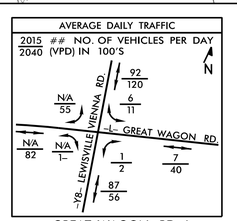
AVERAGE DAILY TRAFFIC
2015 ## NO. OF VEHICLES PER DAY
2040 (VPD) IN 100'S



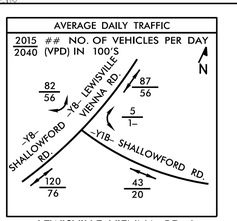
GREAT WAGON RD./CONRAD CIR.



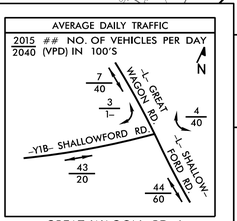
SHALLOWFORD RD./CONRAD CIR.



GREAT WAGON RD./ LEWISVILLE VIENNA RD.



LEWISVILLE VIENNA RD./ SHALLOWFORD RD.



GREAT WAGON RD./ SHALLOWFORD RD.

LEGEND
- CONCRETE SW/DRWY/ISLAND
- CONCRETE TRUCK APRON

SEE SHEETS 2B-4, 2B-7 & 2B-8 FOR INTERSECTION DETAILS.
SEE SHEET 2D-1 FOR DRAINAGE DETAILS
SEE SHEETS 11, 12 FOR -L- PROFILE
SEE SHEET 12 FOR -Y1B- PROFILE
SEE SHEET 14 FOR -Y7- PROFILE
SEE SHEET 14 FOR -Y8- PROFILE
SEE SHEET 15 FOR -RABT4- PROFILE

5/14/99

SYSTIME
USER: DONALD
- 05536_Rdy_psh_07.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5536	7A
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER
NORTH CAROLINA
12/19/2024
SEAL 033400
ENGINEER
DAMON T. LESSER
5FFD0B2D5F4F4A1...

CDM Smith
CDM Smith Inc
5400 Glenwood Avenue
Suite 400
Raleigh, NC 27612-3228
NC CDA No. F-1255

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–	–Y8–
PI Sta 57+42.90 △ = 21° 23' 53.0" (RT) D = 10° 44' 58.8" L = 199.06' T = 100.70' R = 533.00' e = NC RO = N/A DS = 15 mph	PI Sta 63+39.16 △ = 58° 37' 56.4" (RT) D = 10° 44' 58.8" L = 545.43' T = 299.30' R = 533.00' e = 0.04 RO = 84/104' DS = 40 mph	PI Sta 67+00.19 △ = 24° 19' 47.3" (LT) D = 10° 44' 58.8" L = 226.33' T = 114.90' R = 533.00' e = 0.04 RO = 104' DS = 40 mph	PI Sta 13+96.27 △ = 63° 01' 24.9" (LT) D = 19° 05' 54.9" L = 329.99' T = 183.93' R = 300.00' e = 0.03 RO = 63' DS = 20 mph

–RABT4–
PI Sta 10+00.00 △ = 359° 59' 20.3" (LT) D = 110° 11' 03.1" L = 326.72' T = 0.00' R = 52.00' e = NC RO = N/A DS = N/A

–YIB–		
PI Sta 10+55.58 △ = 34° 19' 16.4" (LT) D = 31° 49' 51.6" L = 107.82' T = 55.58' R = 180.00' e = NC RO = N/A DS = 15 mph	PI Sta 13+95.74 △ = 9° 43' 40.9" (RT) D = 10° 44' 58.8" L = 90.50' T = 45.36' R = 533.00' e = RC RO = 36' DS = 15 mph	PI Sta 15+76.26 △ = 28° 30' 08.8" (LT) D = 10° 44' 58.8" L = 265.15' T = 135.38' R = 533.00' e = RC RO = 36' DS = 15 mph

MATCH LINE –Y8– POT STA. 18+50.00 SEE SHEET 9A

MATCH LINE –L– POT STA. 51+50.00 SEE SHEET 6A

MATCH LINE –L– POC STA. 67+75.00 SEE SHEET 8A

NAD 83NA 2011

PETER M FOX & ROXY L MCCALL DB 3549 PG 4164

BRYAN L REDDY

QUIRANTE D. A. DOZ

ESTATE OF MARTHA B JENNINGS DB 2459 PG 2272 ESTATE FILE 22-E-555

MAPLE TREE INVESTMENTS LLC DB 3661PG 218 DB 2435 PG 634 PB 46 PG 162

THOMAS H FOWLER FAMILY LLC DB 2479 PG 672

THOMAS H FOWLER FAMILY LLC DB 2435 PG 634

WOOD LEWISVILLE CENTE DB 3733 PG 281 PB 48 PG 170

PHILIP F & CHRISTIE B SEVERINO DB 2236 PG 5414

ANDREW P BOBOTSIARES DB 2795 PG 3348

QUALITY OIL COMPANY, LLC DB 3553 PG 1594 PB 2 PG 31

TOWN OF LEWISVILLE DB 1918 PG 1321

NCDOT DB 3785 PG 3788

JOHN W OWEN DB 920 PG 40

NCDOT DB 3785 PG 46 PG 3789

WEST BEND MASONIC LDG 434AF&AM DB 1640 PG 3140

WESTBEND MASONIC LDG #434 TRST DB 2455 PG 121

REICH W S INC T/A LEW AUTO SER DB 565 PG 489

NCDOT DB 3751PG 1203

JARVIS E & NAN JOHNSON DB 1177 PG 307

LEWISVILLE UNITED METHODIST CHURCH DB 374 PG 89 DB 706 PG 817 DB 1406 PG 1282

WILLIAM W & GLORIA C LUCAS DB 3180 PG 2283

ESTATE OF DAVID E TAYLOR DB 2351 PG 252 ESTATE FILE 23-E-420

BOBBY GENE HICKS & BETTY HICKS TAYLOR DB 3585 PG 4035

ROBERT C HICKS & BETTY HICKS TAYLOR DB 3742 PG 3620

INNOVATION PROPERTIES OF LEWISVILLE, LLC DB 3717 PG 3557

SHARON C WARREN DB 2533 PG 193 PB 10 PG 84

WHITE DENVER OIL CO INC DB 1633 PG 1291

TANYA M TISE & SANDRA M SPACH DB 3253 PG 19

POT Sta. 10+00.00

PC Sta. 12+12.35

PT Sta. 11+07.82

–YIB– PC Sta. 10+00.00
–Y8– POC Sta.13+67.81

PC Sta. 56+42.20

–L– POT Sta. 52+66.40 =
–Y7– POT Sta. 13+09.42

–Y8– POT Sta. 16+96.88=
–RABT4– POC Sta.11+26.61
–L– POT Sta. 58+67.81=
–Y8– POT Sta. 16+44.91
PT Sta. 58+41.25

–L– POC Sta. 58+15.47 =
–RABT4– POC Sta.12+13.65

PT Sta. 15+42.34

–L– POT Sta. 59+19.47 =
–RABT4– POC Sta.10+49.66
PC Sta. 10+00.00
PT Sta. 13+26.72
–Y8– POT Sta. 15+92.89 =
–RABT4– POC Sta.12+90.65

PC Sta. 60+39.86

PC Sta. 13+50.39

PRC Sta. 14+40.88

PRC Sta. 65+85.29

–L– POC Sta. 65+79.53=
–YIB– PT Sta. 17+06.03

N 48° 37' 23.8" E

N 41° 41' 47.7" W

N 47° 53' 08.6" E

N 67° 33' 15.4" E

N 15° 08' 16.4" W

N 70° 01' 16.9" E

–RABT4–

–YIB–

–Y7–

–Y8–

–L–

PAVED

CONC

ISBK&BUS

ISBKBUS

ISFD

ISFBUS

EIP

EX. P/L

PROP. PDE

PROP. PUE

PROP. R/W

EX. R/W

PDE

PUE

R/W

SEE SHEETS 2B–4, 2B–7 & 2B–8 FOR INTERSECTION DETAILS.
SEE SHEETS 11, 12 FOR –L– PROFILE
SEE SHEET 12 FOR –Y1B– PROFILE
SEE SHEET 14 FOR –Y7– PROFILE
SEE SHEET 14 FOR –Y8– PROFILE
SEE SHEET 15 FOR –RABT4– PROFILE

AVERAGE DAILY TRAFFIC
2015 ## NO. OF VEHICLES PER DAY
2040 (VPD) IN 100'S

GREAT WAGON RD./CONRAD CIR.

SHALLOWFORD RD./CONRAD CIR.

GREAT WAGON RD./ LEWISVILLE VIENNA RD.

LEWISVILLE VIENNA RD./ SHALLOWFORD RD.

GREAT WAGON RD./ SHALLOWFORD RD.

PROJECT REFERENCE NO.	SHEET NO.
U-5536	8
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033400 JONATHAN W. JOHNS
12/19/2024
Docusigned by: JONATHAN JOHNS
SFFD0D4F4F8F4B6...

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 33246 JOSEPH M. JOHNS
12/19/2024
Docusigned by: JOSEPH JOHNS
2434588A8B1A4A3...

CDM Smith Inc
5400 Glenwood Avenue
Suite 400
Raleigh, NC 27612-3228
NC COA No. F-1255

MI Engineering, PLLC
1011 Schaub Drive
Suite 100
Raleigh, NC 27606
NC COA No. P-0671

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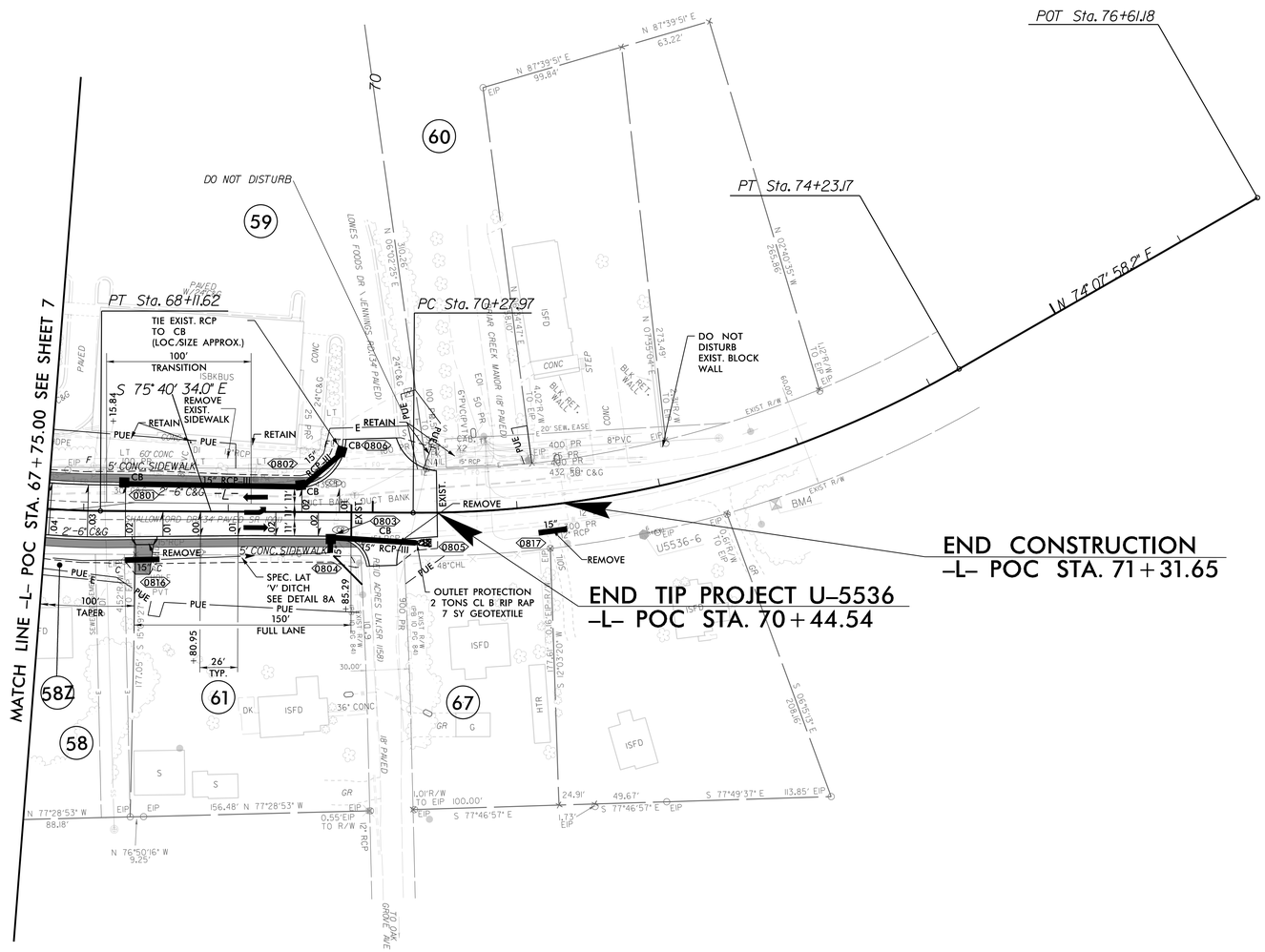
5/14/99

NAD 83/NA 2011



-L-	
PI Sta 67+00.19	PI Sta 72+30.27
△ = 24° 19' 47.3" (LT)	△ = 30° 11' 27.7" (LT)
D = 10° 44' 58.8"	D = 7° 38' 22.0"
L = 226.33'	L = 395.20'
T = 114.90'	T = 202.30'
R = 533.00'	R = 750.00'
e = 0.04	e = EXIST.
R0 = 104'	R0 = N/A
DS = 40 mph	DS = 40 mph

NOTES:
1. REPLACE ALL EXISTING DRIVEWAYS WITH LIKE MATERIAL.
2. PROPOSED DRIVEWAY WIDTHS SHALL MATCH EXISTING DRIVEWAY WIDTH.

LEGEND

CONCRETE SW/DRWY/ISLAND

SEE SHEET 2D-1 FOR DRAINAGE DETAILS
SEE SHEET 12 FOR -L- PROFILE

SYSTIME - 12/19/2024 12:19:49 PM
USER: JONJOHNS
U5536_Rdy_psh_08.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5536	8A
R/W SHEET NO.	

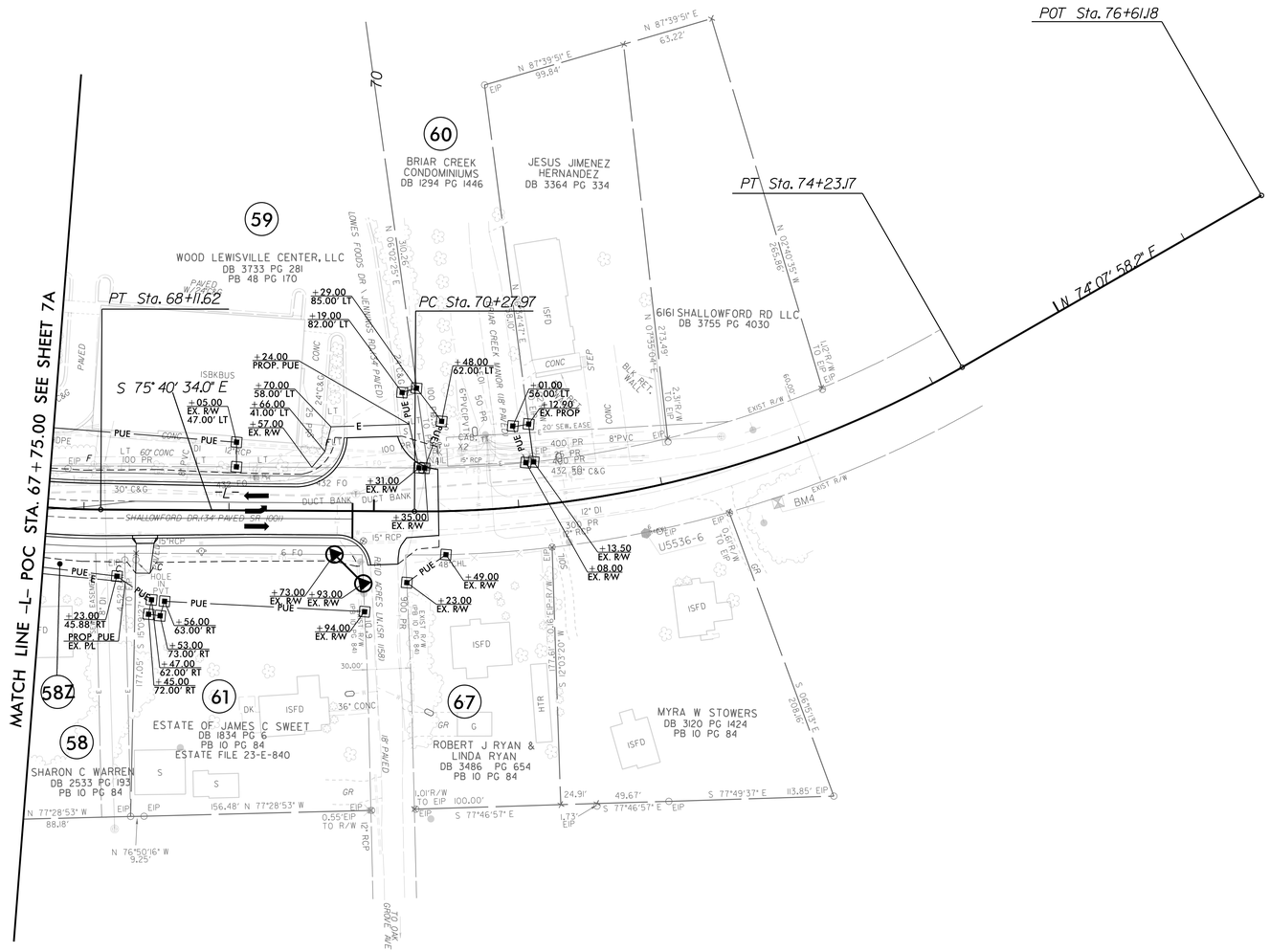
ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033400 — 5/19/2024 — VANESSA MENDEZ-WALKER — 5FFD0E1A4E3341E...

CDM Smith Inc.
5400 Glenwood Avenue
Suite 400
Raleigh, NC 27612-3228
NC CDA No. F-1255

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NAD 83/NA 2011



-L-	
PI Sta 67+00.19	PI Sta 72+30.27
Δ = 24° 19' 47.3" (LT)	Δ = 30° 11' 27.7" (LT)
D = 10° 44' 58.8"	D = 7° 38' 22.0"
L = 226.33'	L = 395.20'
T = 114.90'	T = 202.30'
R = 533.00'	R = 750.00'
e = 0.04	e = EXIST.
RO = 104'	RO = N/A
DS = 40 mph	DS = 40 mph

SEE SHEET 12 FOR -L- PROFILE

-SYSTIME
-SYSNAME
USER: FORMDAY
U5536_Rdy_psh_08A.dgn

5/14/99

5/14/99

PROJECT REFERENCE NO.	SHEET NO.
U-5536	9
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033400 — 12/19/2024

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 33246 — 12/19/2024

CDM Smith — CDM Smith Inc, 5400 Glenwood Avenue Suite 400, Raleigh, NC 27612-3228, NC COA No. P-1255

MI Engineering, PLLC, 1011 Schaub Drive Suite 100, Raleigh, NC 27606, NC COA No. P-0671

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y8-
PI Sta 23+47.87
Δ = 54° 07' 05.5" (RT)
D = 9° 32' 57.5"
L = 566.72'
T = 306.50'
R = 600.00'
e = 0.03
RO = 6.3'
DS = 20 mph

NAD 83/NA 2011

31A

DORSEY D STIMSON JR TESTAMENTARY TRUST & DORSEY D STIMSON DB 2014E PG 1005

31

32

S 62°50'11" W 95.17'

S 62°55'11" W 36.26'

S 62°38'20" W 53.65'

S 63°02'03" W 36.57'

N 26°38'46" W 100.47'

N 22°22'47" W 100.47'

N 61°48'32" E 233.53'

S 26°13'55" E 100.04'

N 62°00'49" E 233.29'

10.65' EIP TO R/W

INV=908.59 -L- STA. 50+04 458.6' LT

2' BASE TAIL DITCH SEE DETAIL 6G

REMOVE

INV=918.50 -L- STA. 49+75 307.7' LT

DITCH MATCH LINE SEE SHEET 6

25

NAD 83/NA 2011

END CONSTRUCTION -Y8- POC STA. 24+26.81

TO CONRAD RD

GRAPEVINE RD SR 1501

TO YADKINVILLE RD

EXISTING R/W

PT Sta. 26+08.10

47C

N 89°43'46" E 196.23'

RETAIN

24" RCP

30" RCP

OUTLET PROTECTION APRON LENGTH=16' 10 TONS CL B RIP RAP 29 SY GEOTEXTILE

PDE

IRONWOOD RD 20' PAVED

EASEMENT TO PIEDMONT NATURAL GAS BOOK 1624 PAGE 0179

S 15°32'24" W 163.50'

60' EXISTING R/W

18" RCP TO LOWES FOODS

GUY

PC Sta. 20+41.38

20

12" RCP DI

BY-21

18" RCP

18" RCP-III

REMOVE

47B

ISFD

48" CHL

N 86°14'04" E 182.78'

N 17°25'16" W 194.39'

N 04°08'25" E 5.53'

S 68°39'17" E 165.50'

N 73°32'50" E 140.00'

N 84°34'29" E 135.80'

N 13°24'00" E 216.76'

S 89°41'00" E 55.33'

S 89°41'00" E 38.31'

S 89°41'00" E 74.93'

N 13°24'00" E 253.61'

47A

-Y8-

PUE

PUE

S 14°33'58" W 38.98'

N 82°49'25" E 185.93'

46

ISBKD

MATCH LINE -Y8- POT STA. 18+50.00 SEE SHEET 7

SEE SHEET 2D-1 FOR DRAINAGE DETAILS

SYSTIME = 5/14/2024 10:56:36
USER: C:\Projects\U-5536_Rdy_psh_09.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5536	9A
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 033400 DAVID L. KISER
12/19/2024
Signed by: DAVID L. KISER
SFF0D0E0A0E0A0...

CDM Smith Inc.
5400 Glenwood Avenue
Suite 400
Raleigh, NC 27612-3228
NC CDA No. F-1255

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y8-
PI Sta 23+47.87
△ = 54° 07' 05.5" (RT)
D = 9° 32' 57.5"
L = 566.72'
T = 306.50'
R = 600.00'
e = 0.03
RO = 63'
DS = 20 mph

NAD 83/NA 2011

31A

DORSEY D STIMSON JR
TESTAMENTARY TRUST
W & DORSEY D STIMSON
DB 2014E PG 1005

31

DORSEY D. STIMSON JR
BACK REF:
DB 1170 PG 25
PB 2 PG31

32

+67.00 475.00' LT
+83.00 461.00' LT
+20.00 456.00' LT
+34.00 466.00' LT
+24.00 391.00' LT
+16.00 303.00' LT

N 61°48'32" E 233.53'
N 62°00'49" E 233.29'
S 62°50'11" W 95.17'
S 62°55'11" W 36.26'
S 62°38'20" W 53.65'
S 63°02'03" W 36.57'
N 26°29'19" W 852.24'
N 27°24'47" W 550.35'
S 26°53'00" E 1000.00'

DITCH MATCH LINE
SEE SHEET 6A

25

NAD 83/NA 2011

TO CONRAD RD
GRAEPINE RD SR 1007
TO YADKINVILLE RD
EXISTING R/W
PT Sta. 26+08.10
MICHAEL JENNINGS
DARRYL JENNINGS
T/E 104
+36.00 EX. R/W
47C
LISA J ROBERTSON &
THOMAS W. ROBERTSON
DB 817 PG 217
LOT 1PB 20 PG 77
ESTATE FILE 18-E-872
+46.00 98.00' RT
EX. R/W 98.00' RT
KENNETH INMAN
DB 3143 PG 2718
N 89°43'44" E 195.23'
S 13°32'44" W 16.50'
LEWISVILLE PENTICOSTAL HOLINESS CHURCH
DB 873 PG 159
LOT 2 PB 20 PG 77
LOT 3 PB 20 PG 77
N 13°24'00" E 218.76'
N 13°24'00" E 253.61'
S 89°41'00" E 39.31'
S 89°41'00" E 14.33'
S 89°46'00" E 53.33'
N 84°34'25" E 135.80'
N 00°09'34" W 150.00'
S 15°19'44" E 101.10'
S 15°19'44" E 99.10'
N 82°49'25" E 82.76'
JENNINGS RD 20' PAVED
EXISTING R/W
TO LOWES FOODS
GUY
EASEMENT TO PIEDMONT NATURAL GAS FOR NEW LINE DB 2548 PG 2428

PC Sta. 20+41.38
20
WILLIAM O HARDIN, JR
DB 3805 PG 2263
ISFD
48" CHL
12" RCP
30" RCP
24" RCP
12" RCP(2)
12" RCP(1)
BY-21
+09.05 EX. R/W
+09.00 28.00' RT
N 86°41'04" E 442.78'
47B
MICHAEL B & KAREN Z JENNINGS
DB 1729 PG 3669
146' R/W
-Y8-
+09.00 EX. R/W
+19.04 28.21' RT
47A
DARRYL & MICHAEL JENNINGS DB 357 PG 140
+14.00 50.00' RT
+99.00 52.00' RT
+03.00 77.00' RT
+95.00 78.00' RT
+91.00 54.00' RT
+74.91 27.59' RT
+80.00 56.00' RT
+79.00 EX. R/W 46.33'LT
+74.00 EX. R/W
EMILY NICOLE DUGGAN & MRS. ALEXANDER DUGGAN DB 4421 PG 4421
DB 3126 PG 98 AMOS QUINTER REEDY ESTATE
N 72°57'45" W 154.13'
N 04°08'25" E 5.53'
S 74°33'56" W 85.43'
S 72°57'45" E 160.00'
S 04°08'25" W 5.53'
S 74°33'56" W 85.43'
N 72°57'45" W 160.00'
PUE
46
MATCH LINE -Y8- POT STA. 18+50.00 SEE SHEET 7A

LOT 3 PB 20 PG 77

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-5536	10

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 033400 ENGINEER DAVID L. HESTER
5/19/2024
Signed by: David L. Hester
SFFCD1A4...

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 33246 ENGINEER THOMAS W. JOHNS
5/19/2024
Thomas W. Johns
243A9...

CDM Smith Inc. 5400 Glenwood Avenue, Suite 400 Raleigh, NC 27612-3228 NC COA No. P-1255

MI Engineering, PLLC 1011 Schaub Drive Suite 100 Raleigh, NC 27606 NC COA No. P-0871

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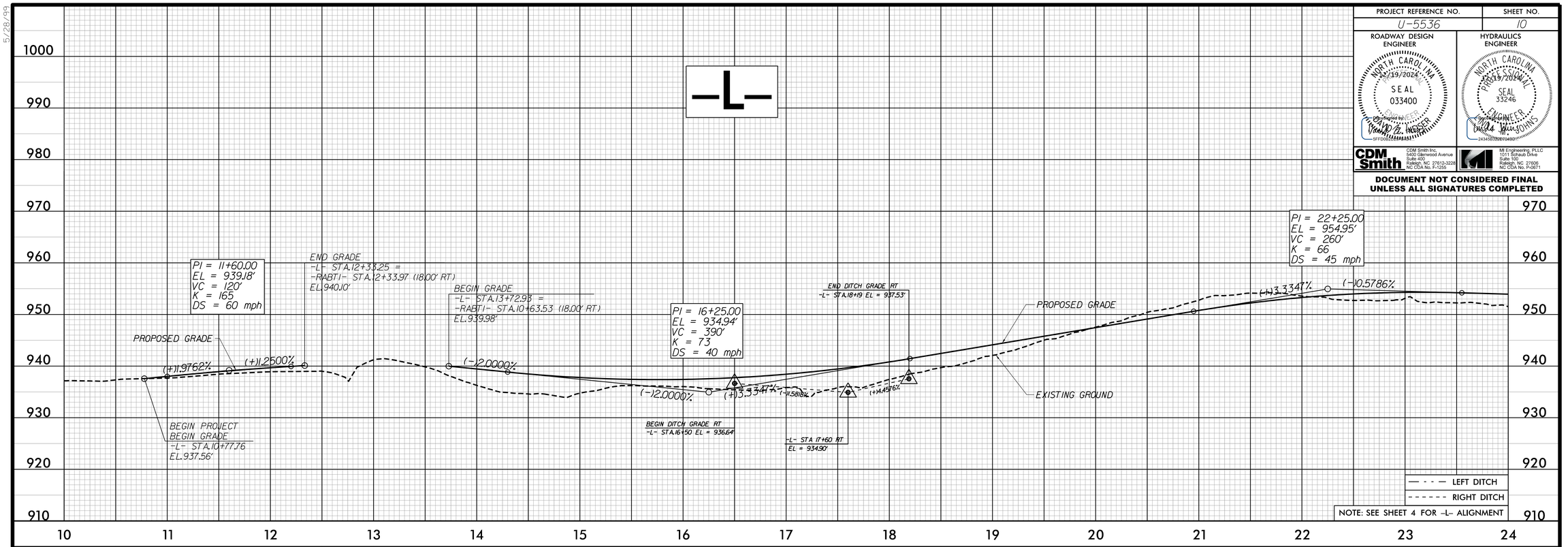

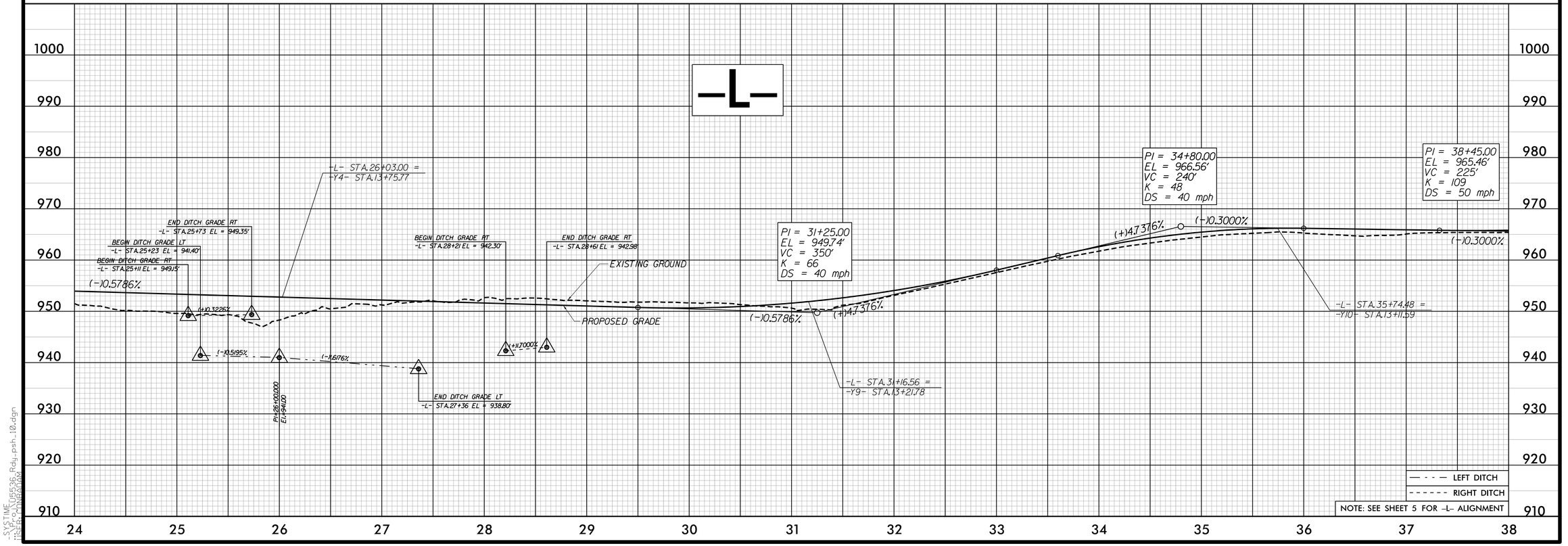

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USER: DNguyen
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PROJECT REFERENCE NO.	SHEET NO.
U-5536	11

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL 4/19/2024 SEAL 033400 ENGINEER VICTOR L. HOKER

Digitally signed by VICTOR L. HOKER 2434555291F0480...

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL 4/19/2024 SEAL 33246 ENGINEER CARA M. JOHNS

Digitally signed by CARA M. JOHNS 2434555291F0480...

CDM Smith — CDM Smith Inc. 5400 Glenwood Avenue Suite 400 Raleigh, NC 27612-3228 NC COA No. P-1255

MI Engineering, PLLC 1011 Schaub Drive Suite 100 Raleigh, NC 27606 NC COA No. P-0871

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5/28/99

PI = 38+45.00
EL = 965.46'
VC = 225'
K = 109
DS = 50 mph

END GRADE
-L- STA.39+65.26 =
-RABT2- STA.10+71.57 (18.00' RT.)
EL.967.58'

BEGIN GRADE
-L- STA.41+05.26 =
-RABT2- STA.12+34.93 (18.00' RT)
EL.965.52'

PI = 42+80.00
EL = 963.87'
VC = 280'
K = 68
DS = 40 mph

-L- STA.45+53.04 =
-Y6- STA.12+80.68

PI = 46+40.00
EL = 975.32'
VC = 440'
K = 54
DS = 40 mph

PI = 49+50.00
EL = 959.82'
VC = 180'
K = 88
DS = 45 mph

PROPOSED GRADE
EXISTING GROUND
(-)10.3000%
(+)11.7603%
(-)10.9428%
(+)3.1798%
(+)3.1798%
(-)15.0000%
(-)15.0000%
(-)12.9498%

BEGIN DITCH GRADE RT
-L- STA.41+34 EL = 952.88'

-L- STA 43+00 RT
EL = 958.90'

END DITCH GRADE RT
-L- STA.44+30 EL = 960.01'

BEGIN DITCH GRADE RT
-L- STA.48+13 EL = 958.50'

END DITCH GRADE RT
-L- STA.51+00 EL = 950.18'

(+)12.6250%
(+)37.3333%
(+)10.9000%
(+)17.0000%
(+)12.5000%
-L- STA 44+00 LT
EL = 958.05'
END DITCH GRADE LT
-L- STA.44+50 EL = 961.60'
(-)12.8696%
(-)19.8795%
(+)15.2239%
(+)19.4000%
(+)12.9600%

-L- STA 41+50 RT
EL = 953.30'
-L- STA 43+50 LT
EL = 951.90'
-L- STA 48+50 RT
EL = 948.70'
-L- STA 50+50 RT
EL = 948.70'

(+)17.4200%
(+)10.4000%
-L- STA 42+50 LT
EL = 941.50'
-L- STA 49+33 RT
EL = 940.50'
-L- STA 50+00 RT
EL = 944.00'

BEGIN DITCH GRADE LT
-L- STA.41+50 EL = 934.08'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 6 AND 7 FOR -L- ALIGNMENT

PI = 54+35.00
EL = 945.51'
VC = 330'
K = 64
DS = 40 mph

END GRADE
-L- STA.57+97.45 =
-RABT4- STA.12+14.36 (18.00' RT)
EL.953.41'

END DITCH GRADE RT
-L- STA.56+50 EL = 945.00'

BEGIN GRADE
-L- STA.59+37.47 =
-RABT4- STA.10+49.66 (18.00' RT)
EL.950.23'

PI = 61+05.00
EL = 942.66'
VC = 315'
K = 49
DS = 35 mph

PI = 63+70.00
EL = 947.65'
VC = 180'
K = 124
DS = 55 mph

PI = 66+20.00
EL = 948.75'
VC = 120'
K = 75
DS = 45 mph

PROPOSED GRADE
EXISTING GROUND
(-)12.9498%
(+)2.1787%
(+)2.1787%
(+)10.8583%
(-)14.5200%
(+)1.8851%
(+)1.8851%
(+)10.4372%
(+)10.4372%

-L- STA.52+66.40 =
-Y7- STA.13+09.42

-L- STA 55+30 RT
EL = 943.97'

-L- STA.65+79.53 =
-Y1B- STA.17+06.03

BEGIN DITCH GRADE RT
-L- STA.54+34 EL = 938.96'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 7 FOR -L- ALIGNMENT

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-5536	12

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 033400 ENGINEER DAVID T. FRASER

5/29/2024

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 33246 ENGINEER CHRISTOPHER M. JOHNS

5/29/2024

CDM Smith
CDM Smith Inc.
5400 Glenwood Avenue, Suite 400
Raleigh, NC 27612-3228
NC COA No. P-1255

MI Engineering, PLLC
1011 Schaub Drive
Suite 100
Raleigh, NC 27606
NC COA No. P-0871

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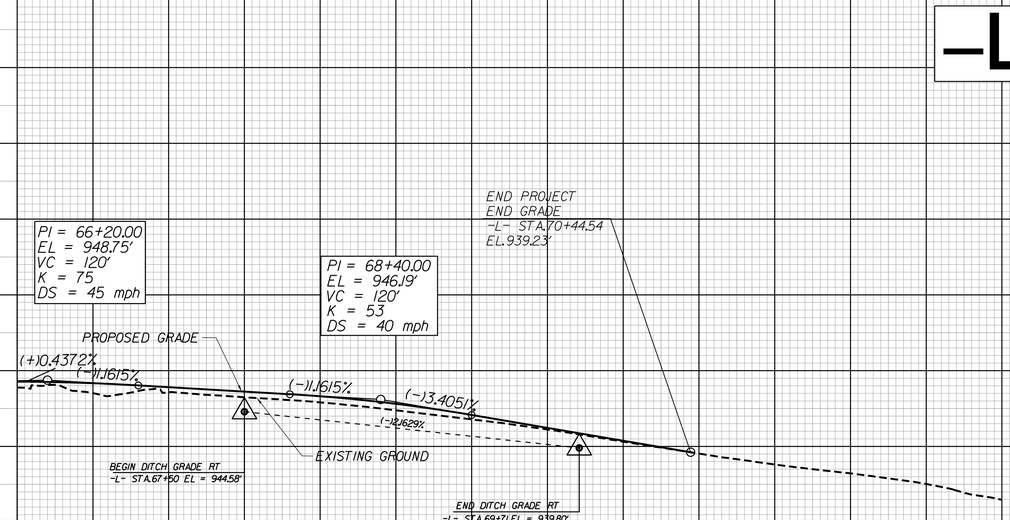
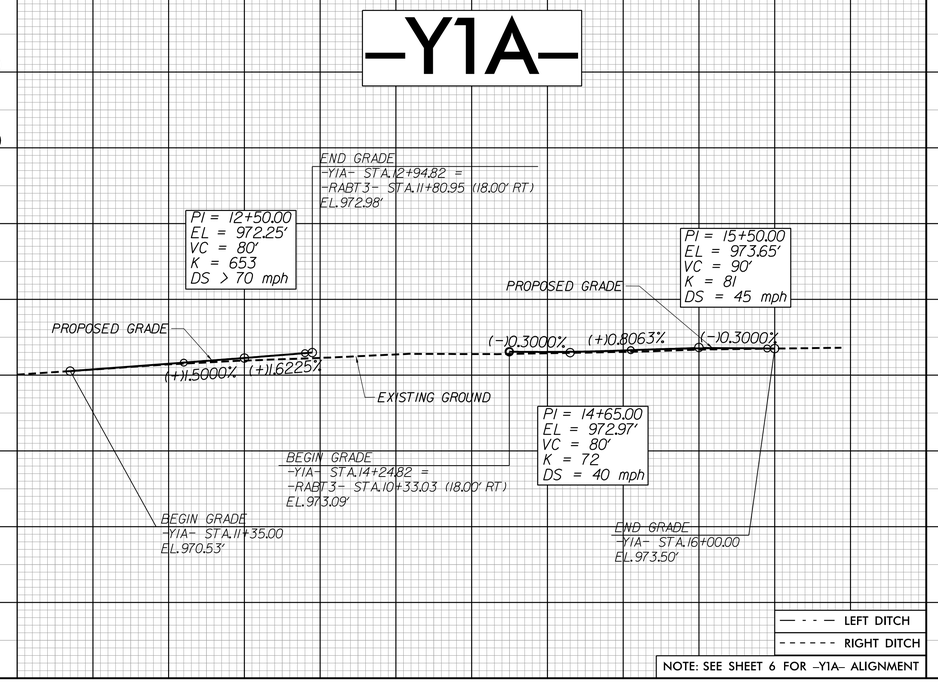


—— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 7 AND 8 FOR –L– ALIGNMENT

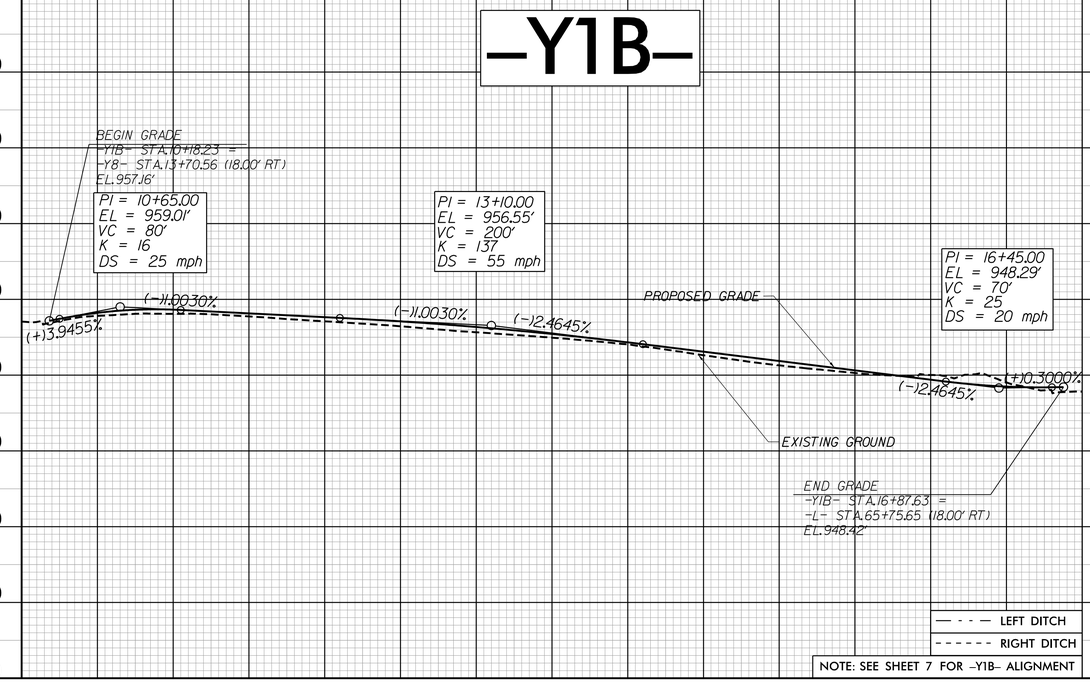
–Y1A–



—— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 6 FOR –Y1A– ALIGNMENT

–Y1B–



—— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 7 FOR –Y1B– ALIGNMENT

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-5536	13

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 033400 ENGINEER DAVID L. KEISER
5/27/2024
Digitally signed by DAVID L. KEISER
DN: C=US, E=dkeiser@cdmsmith.com, O=CDM Smith Inc, CN=DAVID L. KEISER
Date: 2024.05.27 09:08:08 -04'00'

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 33246 ENGINEER WILLIAM M. JOHNS
5/27/2024
Digitally signed by William M. Johns
Date: 2024.05.27 09:08:08 -04'00'

CDM Smith Inc. 5400 Glenwood Avenue, Suite 400 Raleigh, NC 27612-3228 NC COA No. P-1255

MI Engineering, PLLC 1011 Schaub Drive Suite 100 Raleigh, NC 27606 NC COA No. P-0871

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–Y2–

BEGIN GRADE
–Y2– STA.10+75.19 =
–RABT1– 11+56.86 (18.00' RT)
EL.938.4'

PI = 11+75.00
EL = 936.13'
VC = 120'
K = 258
DS = >70 mph

BEGIN DITCH GRADE LT
–Y2– STA.10+88 EL = 935.35'

PROPOSED GRADE

(–)2.2880%

(–)12856.3'

(–)1.8222%

(–)11.2130%

END GRADE
–Y2– STA.12+49.56
EL.934.77'

END CONSTRUCTION
–Y2– STA.12+69.00

EXISTING GROUND

END DITCH GRADE LT
–Y2– STA.11+20 EL = 934.50'

BEGIN DITCH GRADE LT
–Y2– STA.11+60 EL = 933.58'

END DITCH GRADE LT
–Y2– STA.12+68 EL = 932.27'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 4 FOR –Y2– ALIGNMENT

–Y3–

BEGIN CONSTRUCTION
–Y3– STA.11+18.91

BEGIN GRADE
–Y3– STA.12+30.98
EL.943.90'

PROPOSED GRADE

EXISTING GROUND

PI = 14+85.00
EL = 941.43'
VC = 130'
K = 82
DS = 45 mph

(–)10.9739%

(+)10.6058%

(–)11.0000%

(–)15.8787%

END GRADE
–Y3– STA.15+82.80 =
–RABT1– STA.12+91.81 (18.00' RT)
EL.942.02'

BEGIN SPECIAL BACK OF CURB CUT DITCH LT
STA.13+80 LT EL=941.94'

(–)12.2000%

PI=14+00.000
EL=941.50

PI=15+50.000
EL=940.00

END SPECIAL BACK OF CURB CUT DITCH LT
STA.15+80 LT EL=938.30'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 4 FOR –Y3– ALIGNMENT

–Y4–

BEGIN GRADE
–Y4– STA.10+17.67'
EL.956.82'

BEGIN DITCH GRADE LT
–Y4– STA.10+75 EL = 954.79'

EXISTING GROUND

PI = 12+40.00
EL = 952.15'
VC = 200'
K = 70
DS = 40 mph

(–)12.1029%

(+)10.7599%

(–)12.8800%

(–)11.4400%

(–)12.0313%

END DITCH GRADE LT
–Y4– STA.13+32 EL = 949.35'

PROPOSED GRADE

–Y4– STA.12+00 LT
EL = 951.44'

–Y4– STA.13+00 LT
EL = 950.00'

END GRADE
–Y4– STA.13+51.18 =
–L– STA.26+08.36 (24.00' RT)
EL.952.99'

UNDERCUT EXCAVATION

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 5 FOR –Y4– ALIGNMENT

–Y5–

END GRADE
–Y5– STA.12+32.24 =
–RABT 3– STA.12+57.31 (18.00' RT)
EL.974.77'

PI = 11+80.00
EL = 977.22'
VC = 80'
K = 54
DS = 40 mph

BEGIN GRADE
–Y5– STA.13+62.24 =
–RABT 3– STA.11+10.32 (18.00' RT)
EL.971.12'

PROPOSED GRADE

(–)3.2000%

(–)14.6872%

PI = 14+60.00
EL = 966.23'
VC = 120'
K = 19
DS = 20 mph

BEGIN GRADE
–Y5– STA.11+37.35
EL.978.58'

(–)5.0000%

(+)11.4466%

(–)0.3748%

(–)0.2857%

PROPOSED GRADE

BEGIN DITCH GRADE LT
–Y5– STA.14+21 EL = 963.91'

–Y5– STA 14+75 LT
EL = 963.80'

END DITCH GRADE LT
–Y5– STA.15+10 EL = 963.90'

EXISTING GROUND

END GRADE
–Y5– STA.15+22.77'
–RABT 2– STA.11+58.45 (18.00' RT)
EL.967.14'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 6 FOR –Y5– ALIGNMENT

SYSTIME = 5/28/2024 08:09:00AM
USER: CDMBOAM
U5536_Rdy_psh_13.dgn

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-5536	14

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL 12/19/2024 SEAL 033400 ENGINEER

Digitally signed by [illegible]
Date: 2024.12.19 [illegible]

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL 12/19/2024 SEAL 33246 ENGINEER

Digitally signed by [illegible]
Date: 2024.12.19 [illegible]

CDM Smith

CDM Smith Inc.
5400 Glenwood Avenue, Suite 400
Raleigh, NC 27612-3228
NC COA No. P-1255

MI Engineering, PLLC
1011 Schaub Drive
Suite 100
Raleigh, NC 27606
NC COA No. P-0871

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y6–

PI = 10+85.00
EL = 975.72'
VC = 100'
K = 9
DS = 20 mph

PI = 12+10.00
EL = 972.97'
VC = 80'
K = 11.8
DS = 55 mph

PI = 13+30.00
EL = 969.11'
VC = 60'
K = 25
DS = 30 mph

PI = 10+25.00
EL = 970.13'
VC = 10'
K = 7
DS = <15 mph

(+)17.8269%
(+)9.3208%
(–)12.2003%
(–)12.2003%
(–)12.8768%
(–)14.0000%
(–)16.2882%

PROPOSED GRADE
EXISTING GROUND
PROPOSED GRADE

BEGIN GRADE
–Y6– STA.10+18.02
EL.969.58'

END GRADE
–Y6– STA.12+62.67 =
–L– STA.45+53.46 (18.00' RT)
EL.971.45'

BEGIN GRADE
–Y6– STA.12+98.63 =
–L– STA.45+52.63 (18.00' LT)
EL.970.37'

END GRADE
–Y6– STA.14+30.00
EL.962.83'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 6 FOR –Y6– ALIGNMENT

–Y7–

BEGIN GRADE
–Y7– STA.10+18.12
EL.952.58'

END DITCH GRADE LT
–Y7– STA.12+64 EL = 947.20'

PI = 11+45.00
EL = 948.92'
VC = 250'
K = 67
DS = 40 mph

BEGIN DITCH GRADE LT
–Y7– STA.11+50 EL = 949.11'

PROPOSED GRADE

(+)0.8218%
(–)12.8840%
(–)12.9036%
(+)11.1297%

EXISTING GROUND

–Y7– STA 12+33 LT
EL = 946.70'

END GRADE
–Y7– STA.12+91.42 =
–L– STA.52+66.50 (18.00' RT)
EL.950.12'

UNDERCUT EXCAVATION

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 7 FOR –Y7– ALIGNMENT

–Y8–

BEGIN GRADE
–Y8– STA.12+10.10
EL.953.81'

PI = 13+90.00
EL = 957.98'
VC = 220'
K = 45
DS = 40 mph

(+)2.3176%
(–)12.5581%
(–)12.5581%

EXISTING GROUND
PROPOSED GRADE

END GRADE
–Y8– STA.15+74.89 =
–RABT 4– STA.12+90.56 (18.00' RT)
EL.953.25'

BEGIN GRADE
–Y8– STA.17+14.88 =
–RABT 4– STA.11+26.70 (18.00' RT)
EL.950.33'

PROPOSED GRADE
(–)13.2824%

END GRADE
–Y8– STA.18+33.32
EL.946.44'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 7 FOR –Y8– ALIGNMENT

–Y9–

BEGIN GRADE
–Y9– STA.12+15.00
EL.950.26'

PI = 12+45.00
EL = 950.11'
VC = 60'
K = 20
DS = 20 mph

(–)10.5045%
(+)2.4946%
(–)11.0000%
(+)3.1204%

END GRADE
–Y9– STA.12+97.77 =
–L– STA.31+17.06 (24.00' RT)
EL.951.43'

BEGIN GRADE
–Y9– STA.13+33.78 =
–L– STA.31+16.31 (12.00' LT)
EL.951.65'

PROPOSED GRADE

PI = 13+60.00
EL = 951.39'
VC = 20'
K = 5
DS = <15 mph

PROPOSED GRADE
EXISTING GROUND

END GRADE
–Y9– STA.13+95.00
EL.952.48'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 5 FOR –Y9– ALIGNMENT

SYSTIME
-System Date: 12/19/2024
USER: CDMSMITH

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-5536	15

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 033400 ENGINEER — 12/19/2024

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 33246 ENGINEER — 12/19/2024

CDM Smith Inc. 5400 Glenwood Avenue, Suite 400 Raleigh, NC 27612-3228 NC COA No. P-1255

MI Engineering, PLLC 1011 Schaub Drive Suite 100 Raleigh, NC 27606 NC COA No. P-0871

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y10–

PI = 12+30.00
EL = 966.78'
VC = 50'
K = 26
DS = 30 mph

PI = 12+70.00
EL = 965.91'
VC = 30'
K = 25
DS = 20 mph

BEGIN GRADE
–Y10– STA.11+95.00
EL.966.89'

BEGIN GRADE
–Y10– STA.13+23.62 =
–L– STA.35+73.64 (12.00' LT)
EL.965.96'

PROPOSED GRADE

(–)0.3000%

(–)12.1922%

(–)11.0000%

(–)12.7890%

EXISTING GROUND

PROPOSED GRADE

END GRADE
–Y10– STA.12+87.42 =
–L– STA.35+77.26 (24.00' RT)
EL.965.73'

END GRADE
–Y10– STA.13+76.19
EL.964.50'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 5 FOR –Y10– ALIGNMENT

–RABT1–

BEGIN GRADE
–RABT1– STA.10+00.00
EL.941.80'

–RABT1– STA.12+35.20 =
–L– STA.12+51.31

PROPOSED GRADE

–RABT1– STA.10+62.30 =
–L– STA.13+54.87

PI = 11+75.00
EL = 937.77'
VC = 130'
K = 19
DS = 20 mph

PI = 12+85.00
EL = 942.76'
VC = 50'
K = 7
DS = 20 mph

(–)2.3000%

(+)4.5313%

(–)12.3000%

(+)4.5313%

(–)12.3000%

–RABT1– STA.11+56.34 =
–Y2– STA.10+57.18

EXISTING GROUND

–RABT1– STA.12+90.04 =
–Y3– STA.15+25.47

END GRADE
–RABT1– STA.13+26.72
EL.941.80'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 4 FOR –RABT1– ALIGNMENT

–RABT2–

BEGIN GRADE
–RABT2– STA.10+00.00
EL.966.50'

PI = 11+05.00
EL = 968.81'
VC = 120'
K = 26
DS = 30 mph

PI = 12+60.00
EL = 965.03'
VC = 120'
K = 26
DS = 30 mph

–RABT2– STA.11+58.45 =
–Y5– STA.14+14.94

–RABT2– STA.10+71.57 =
–L– STA.39+83.26

PROPOSED GRADE

(+)2.2000%

(–)12.4373%

(–)0.5316%

(–)12.4373%

(+)2.2000%

EXISTING GROUND

BEGIN DITCH GRADE RT
–RABT2– STA.11+00 EL = 964.07'

END DITCH GRADE RT
–RABT2– STA.11+32 EL = 963.90'

–RABT2– STA.12+34.93 =
–L– STA.40+87.26

END GRADE
–RABT2– STA.13+26.72
EL.966.50'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 6 FOR –RABT2– ALIGNMENT

–RABT3–

BEGIN GRADE
–RABT3– STA.10+00.00
EL.974.50'

PI = 11+10.00
EL = 971.00'
VC = 60'
K = 9
DS < 15 mph

–RABT3– STA.11+80.95 =
–Y1A– STA.12+94.82

PI = 12+55.00
EL = 975.78'
VC = 80'
K = 12
DS = 25 mph

PROPOSED GRADE

(+)3.1857%

(+)3.3021%

(–)13.1857%

–RABT3– STA.11+10.32 =
–Y5– STA.13+62.24

EXISTING GROUND

–RABT3– STA.10+33.03 =
–Y1A– STA.14+24.82

–RABT3– STA.12+57.31 =
–Y5– STA.12+32.24

END GRADE
–RABT3– STA.12+95.30
EL.974.50'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 6 FOR –RABT3– ALIGNMENT

–RABT4–

BEGIN GRADE
–RABT4– STA.10+00.00
EL.952.20'

–RABT4– STA.10+49.56 =
–L– STA.59+19.47

PI = 10+85.00
EL = 948.72'
VC = 150'
K = 19
DS = 20 mph

PI = 12+50.00
EL = 955.35'
VC = 110'
K = 14
DS = 25 mph

PROPOSED GRADE

(+)4.0184%

(–)4.1000%

(+)4.0184%

(–)4.1000%

–RABT4– STA.11+27.00 =
–Y8– STA.16+97.44

–RABT4– STA.12+13.65 =
–L– STA.58+15.47

EXISTING GROUND

–RABT4– STA.12+90.36 =
–Y8– STA.15+93.44

END GRADE
–RABT4– STA.13+26.72
EL.952.20'

— - - — LEFT DITCH
- - - - - - RIGHT DITCH

NOTE: SEE SHEET 7 FOR –RABT4– ALIGNMENT