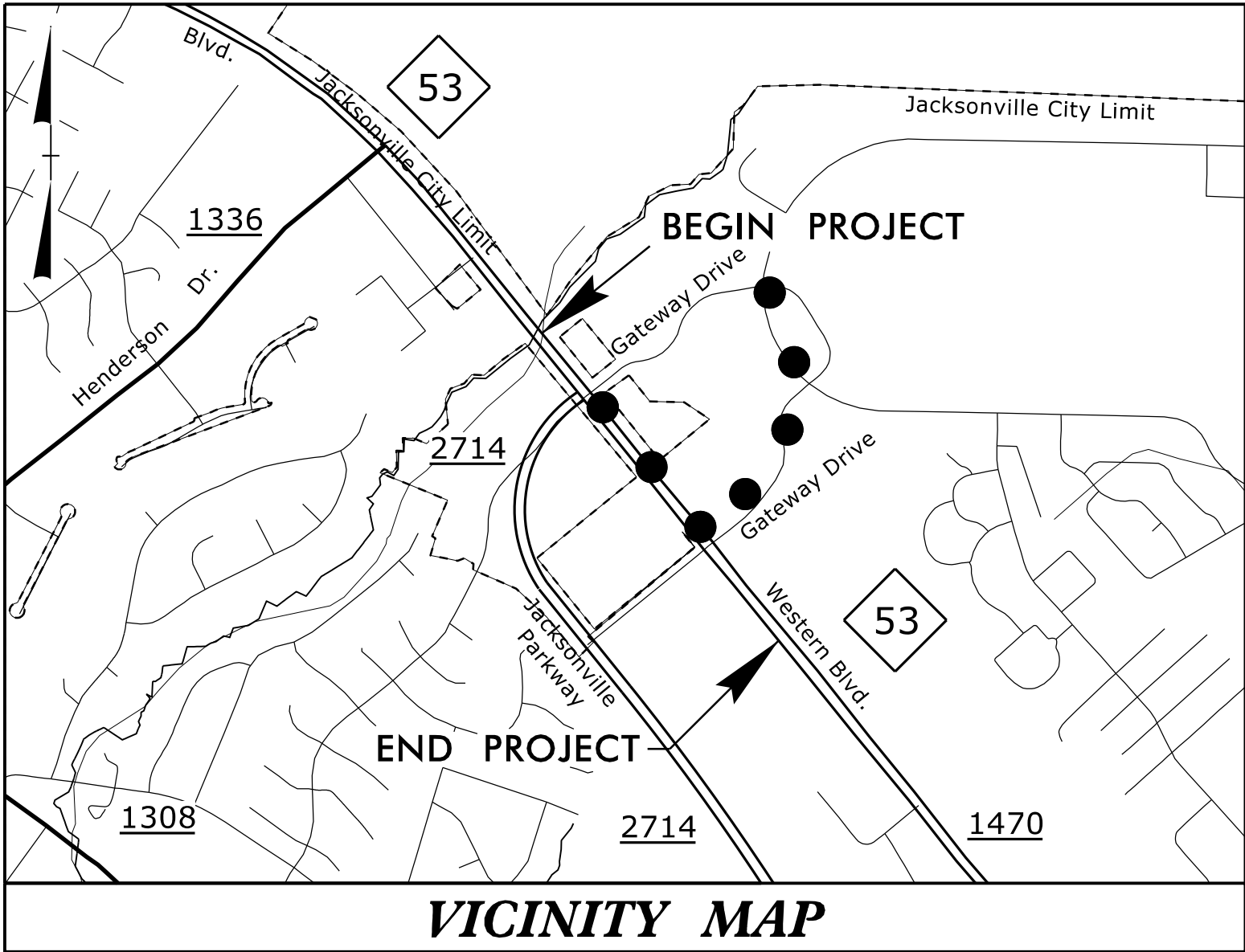


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-5789	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
44361.1.2	N/A	PE	
44361.2.1	N/A	ROW & UTIL	
44361.3.2	4436101	CONST.	



See Sheet I-B For Conventional Plan Sheet Symbols

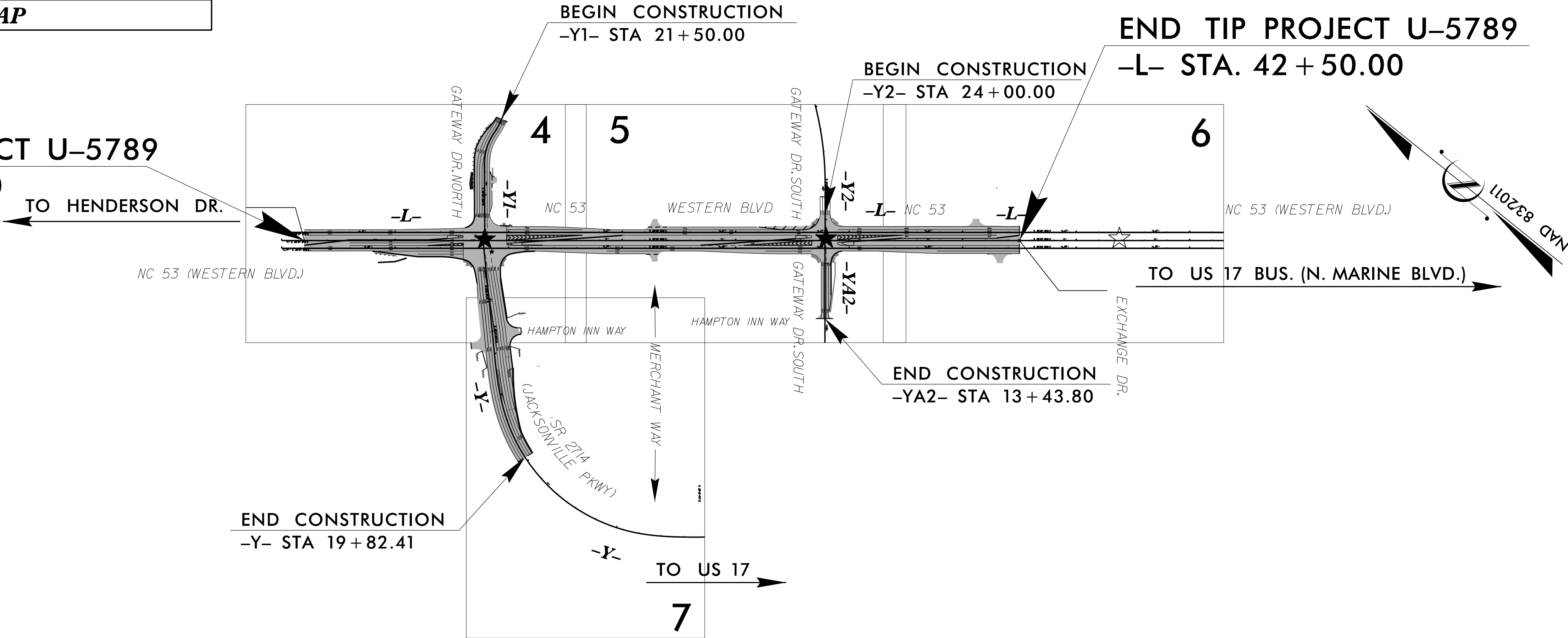


VICINITY MAP

OFF SITE DETOUR ● ● ●

BEGIN TIP PROJECT U-5789
-L- STA. 11 + 00.00

END TIP PROJECT U-5789
-L- STA. 42 + 50.00

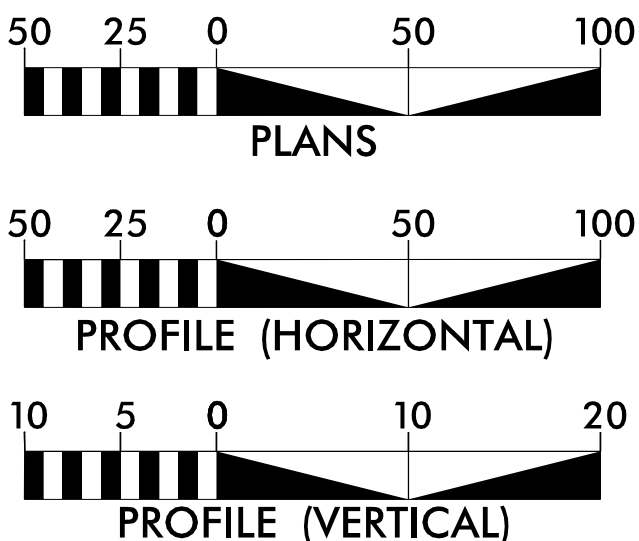


THIS IS NOT A CONTROL OF ACCESS PROJECT
THIS PROJECT IS WITHIN THE JACKSONVILLE MUNICIPAL BOUNDARIES.

- ★ EXISTING SIGNAL TO BE UPGRADED
- ☆ EXISTING SIGNAL TO BE RETAINED

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2025 = 44500
ADT 2040 = 52000
DHV = 10 %
D = 60 %
T = 2 % *
V = 50 MPH
* TTST 1% + DUAL 1%
FUNC CLASS =
MINOR URBAN ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-5789 = 0.597 MILES
LENGTH STRUCTURE TIP PROJECT U-5789 = 0.000 MILES
TOTAL LENGTH OF TIP PROJECT U-5789 = 0.597 MILES



2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
NOVEMBER 9, 2017

LETTING DATE:
SEPTEMBER 16, 2025

NCDOT CONTACT:

Prepared for the North Carolina Department
of Transportation in the Office of:
HOME OFFICE
119 BROOKSTOWN AVE, SUITE PH-1
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NCBELS FIRM LICENSE NO. C-2622

ZACHERY P. ANDREWS, PE
PROJECT ENGINEER

EVAN T. BRIGHAM, PE
PROJECT DESIGN ENGINEER

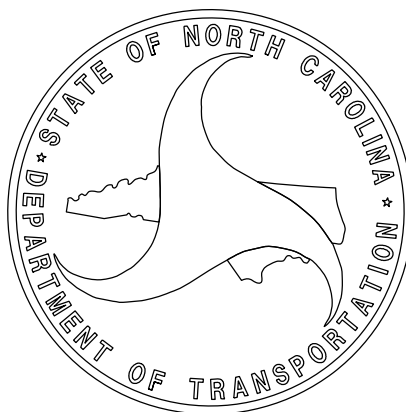
ZACHARY R. HOWARD, PE
DIVISION 3 CONTACT

HYDRAULICS ENGINEER

Signed by:
Brian A. Maggodi 07/07/2025 P.E.
SIGNATURE:

ROADWAY DESIGN ENGINEER

Signed by:
Zachary P. Andrews 07/07/2025 P.E.
SIGNATURE:



INDEX OF SHEETS, GENERAL NOTES, AND LIST OF STANDARDS

SHEET	DESCRIPTION	GENERAL NOTES: (CONTINUED)	STD.NO.	TITLE
1	TITLE SHEET		DIVISION 2	– EARTHWORK
1A	INDEX OF SHEETS /NOTES /STANDARDS		200.03	Method of Clearing – Method III
1B	CONVENTIONAL SYMBOLS	SUBSURFACE DRAINS:	225.02	Guide for Grading Subgrade – Secondary and Local
2A–1 – 2A–4	TYPICAL SECTIONS		225.04	Method of Obtaining Superelevation – Two Lane Pavement
2B–1 – 2B–2	INTERSECTION DETAILS	SUBSURFACE DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.02 AT LOCATIONS DIRECTED BY THE ENGINEER.	225.05	Method of Obtaining Superelevation – Divided Highways
2C–1 – 2C–8	STANDARD DETAILS			
3B–1	EARTHWORK SUMMARY	DRIVEWAYS:		
3D–1 – 3D–2	DRAINAGE SUMMARY	DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.03 AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.	DIVISION 3	– PIPE CULVERTS
3G–1	GEOTECHNICAL SUMMARY		300.01	Method of Pipe Installation
3P–1	PARCEL INDEX SHEET		310.02	Parallel Pipe End Section – Precast Concrete Section for 15” to 24” Pipe
4 THRU 7	ROADWAY PLAN	STREET TURNOUT:	310.10	Driveway Pipe Construction
8 THRU 14	ROADWAY PROFILE			
RW–1 THRU RW–7	SURVEY CONTROL, EXISTING CENTERLINES	STREET RETURNS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 848.04 USING THE RADII NOTED ON PLANS.	DIVISION 5	– SUBGRADE, BASES AND SHOULDERS
	RIGHT OF WAY, EASEMENT AND PROPERTY TIES		560.01	Method of Shoulder Construction – High Side of Superelevated Curve – Method I
		GUARDRAIL:		
TMP–1 – TMP–25	TRAFFIC CONTROL PLAN		DIVISION 8	– INCIDENTALS
PMP–1 – PMP–5	PAVEMENT MARKING PLAN	THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.	815.02	Subsurface Drain
EC–1 – EC–11	EROSION CONTROL PLAN		838.39	Reinforced Concrete Endwall – for Single 72” Pipe 90 Skew
SIGN–1 – SIGN–6	SIGNING PLANS		838.45	Notes for Reinforced Concrete Endwall – Std. Dwg 838.21 thru 838.40
SIG A	SIGNAL PLAN TITLE SHEET	TEMPORARY SHORING:	838.69	Reinforced Brick Endwall – for Single 72” Pipe 90 Skew
SIG–1.0 – SIG–4.8	SIGNAL PLANS		838.75	Notes for Reinforced Brick Endwall – Std. Dwg 838.51 thru 838.70
SCP–1 – SCP–4	SIGNAL COMMUNICATION PLANS	SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC WILL BE PAID FOR AS “EXTRA WORK” IN ACCORDANCE WITH SECTION 104–7.	838.80	Precast Endwalls – 12” thru 72” Pipe 90 Skew
UC–1 – UC–9	UTILITY CONSTRUCTION PLANS		840.00	Concrete Base Pad for Drainage Structures
UO–1 – UO–5	UTILITY BY OTHERS PLANS	UTILITIES:	840.03	Frame, Grates and Hood – for Use on Standard Catch Basin
X–1 – X–23	CROSS SECTIONS		840.14	Concrete Drop Inlet – 12” thru 30” Pipe
		UTILITY OWNERS ON THIS PROJECT ARE DUKE ENERGY – (DISTRIBUTION) PIEDMONT NATURAL GAS – (DISTRIBUTION) BRIGHTSPEED – (COMMUNICATIONS) CONTERRA – (COMMUNICATIONS) CHARTER – (COMMUNICATIONS) CROWN CASTLE – (COMMUNICATIONS) METRONET – (COMMUNICATIONS)	840.15	Brick Drop Inlet – 12” thru 30” Pipe
GENERAL NOTES:	2024 SPECIFICATIONS EFFECTIVE: 01–16–2024 REVISED:	ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.	840.16	Drop Inlet Frame and Grates – for use with Std. Dwg 840.14 and 840.15
		RIGHT–OF–WAY MARKERS:	840.18	Concrete Grated Drop Inlet Type ‘B’ – 12” thru 36” Pipe
GRADING AND SURFACING OR RESURFACING AND WIDENING:	WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.		840.19	Concrete Grated Drop Inlet Type ‘D’ – 12” thru 36” Pipe
			840.22	Frames and Wide Slot Sag Grates
CLEARING:			840.27	Brick Grated Drop Inlet Type ‘B’ – 12” thru 36” Pipe
	CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III (MODIFIED).		840.28	Brick Grated Drop Inlet Type ‘D’ – 12” thru 36” Pipe
		CURB RAMPS	840.31	Concrete Junction Box – 12” thru 36” Pipe
SUPERELEVATION:	ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STDs. NO. 225.04 AND 225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.	CURB RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS. CONSTRUCT ALL CURB RAMPS ACCORDANCE WITH STD 848.05 and/or 848.06.	840.32	Brick Junction Box – 12” thru 66” Pipe
			840.34	Traffic Bearing Junction Box – for Use with Pipes 42” and Under
SHOULDER CONSTRUCTION:		2024 ROADWAY ENGLISH STANDARD DRAWINGS	840.35	Traffic Bearing Grated Drop Inlet – for Cast Iron Double Frame and Grates
	ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01	EFF. 01–16–2024 REV.	840.37	Steel Grate and Frame
		The following Roadway Standards as appear in “Roadway Standard Drawings” Highway Design Branch –	840.45	Precast Drainage Structure
SIDE ROADS:	THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.	N. C. Department of Transportation – Raleigh, N. C., Dated January, 2024 are applicable to this project	840.46	Traffic Bearing Precast Drainage Structure
		and by reference hereby are considered a part of these plans:	840.54	Manhole Frame and Cover
			840.66	Drainage Structure Steps
			840.72	Pipe Collar
			846.01	Concrete Curb, Gutter and Curb & Gutter
			848.01	Concrete Sidewalk
			848.03	Driveway Turnout – Drop Curb Type
			848.04	Street Turnout
			848.06	Curb Ramp
			852.01	Concrete Islands
			852.06	Method for Placement of Drop Inlets in Concrete Islands
			862.01	Guardrail Placement
			862.02	Guardrail Installation
			876.01	Rip Rap in Channels and Ditches
			876.02	Guide for Rip Rap at Pipe Outlets

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS
CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

PROJECT REFERENCE NO.	SHEET NO.
U-5789	1B

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ ETP
Property Corner	-----x
Property Monument	□ ECM
Parcel/Sequence Number	123
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	-----○-----
Proposed Chain Link Fence	-----□-----
Proposed Barbed Wire Fence	-----◇-----
Existing Wetland Boundary	-----WLB-----
Proposed Wetland Boundary	-----WLB-----
Existing Endangered Animal Boundary	-----EAB-----
Existing Endangered Plant Boundary	-----EPB-----
Existing Historic Property Boundary	-----HPB-----
Known Contamination Area: Soil	-----☠-----☠-----
Potential Contamination Area: Soil	-----?-----?-----
Known Contamination Area: Water	-----☠-----☠-----
Potential Contamination Area: Water	-----?-----?-----
Contaminated Site: Known or Potential	-----☠-----?-----

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□ +
Building	□
School	□
Church	□
Dam	-----

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	-----
Jurisdictional Stream	-----JS-----
Buffer Zone 1	-----BZ 1-----
Buffer Zone 2	-----BZ 2-----
Flow Arrow	-----<-----
Disappearing Stream	----->-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	-----
Switch	-----
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY:

Baseline Control Point	-----
Existing Right of Way Marker	-----
Existing Right of Way Line	-----
Proposed Right of Way Line	-----
Proposed Right of Way Line with Iron Pin and Cap Marker	-----
Proposed Right of Way Line with Concrete or Granite RW Marker	-----
Proposed Control of Access Line with Concrete C/A Marker	-----
Existing Control of Access	-----
Proposed Control of Access	-----
Existing Easement Line	-----
Proposed Temporary Construction Easement	-----
Proposed Temporary Drainage Easement	-----
Proposed Permanent Drainage Easement	-----
Proposed Permanent Drainage / Utility Easement	-----
Proposed Permanent Utility Easement	-----
Proposed Temporary Utility Easement	-----
Proposed Aerial Utility Easement	-----
Proposed Permanent Easement with Iron Pin and Cap Marker	-----

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----
Proposed Slope Stakes Fill	-----
Proposed Curb Ramp	-----
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	-----
Pavement Removal	-----
Superelevation Arrow	-----

VEGETATION:

Single Tree	-----
Single Shrub	-----
Hedge	-----
Woods Line	-----

Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	-----
Bridge Wing Wall, Head Wall and End Wall	-----
MINOR:	
Head and End Wall	-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	-----
Paved Ditch Gutter	-----
Storm Sewer Manhole	-----
Storm Sewer	-----

UTILITIES:

POWER:	
Existing Power Pole	-----
Proposed Power Pole	-----
Existing Joint Use Pole	-----
Proposed Joint Use Pole	-----
Power Manhole	-----
Power Line Tower	-----
Power Transformer	-----
U/G Power Cable Hand Hole	-----
H-Frame Pole	-----
U/G Power Line LOS B (S.U.E.*)	-----
U/G Power Line LOS C (S.U.E.*)	-----
U/G Power Line LOS D (S.U.E.*)	-----

TELEPHONE:

Existing Telephone Pole	-----
Proposed Telephone Pole	-----
Telephone Manhole	-----
Telephone Pedestal	-----
Telephone Cell Tower	-----
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	-----
U/G Telephone Cable LOS C (S.U.E.*)	-----
U/G Telephone Cable LOS D (S.U.E.*)	-----
U/G Telephone Conduit LOS B (S.U.E.*)	-----
U/G Telephone Conduit LOS C (S.U.E.*)	-----
U/G Telephone Conduit LOS D (S.U.E.*)	-----
U/G Fiber Optics Cable LOS B (S.U.E.*)	-----
U/G Fiber Optics Cable LOS C (S.U.E.*)	-----
U/G Fiber Optics Cable LOS D (S.U.E.*)	-----

WATER:

Water Manhole	-----
Water Meter	-----
Water Valve	-----
Water Hydrant	-----
U/G Water Line LOS B (S.U.E.*)	-----
U/G Water Line LOS C (S.U.E.*)	-----
U/G Water Line LOS D (S.U.E.*)	-----
Above Ground Water Line	-----

TV:

TV Pedestal	-----
TV Tower	-----
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	-----
U/G TV Cable LOS C (S.U.E.*)	-----
U/G TV Cable LOS D (S.U.E.*)	-----
U/G Fiber Optic Cable LOS B (S.U.E.*)	-----
U/G Fiber Optic Cable LOS C (S.U.E.*)	-----
U/G Fiber Optic Cable LOS D (S.U.E.*)	-----

GAS:

Gas Valve	-----
Gas Meter	-----
U/G Gas Line LOS B (S.U.E.*)	-----
U/G Gas Line LOS C (S.U.E.*)	-----
U/G Gas Line LOS D (S.U.E.*)	-----
Above Ground Gas Line	-----

SANITARY SEWER:

Sanitary Sewer Manhole	-----
Sanitary Sewer Cleanout	-----
U/G Sanitary Sewer Line	-----
Above Ground Sanitary Sewer	-----
SS Forced Main Line LOS B (S.U.E.*)	-----
SS Forced Main Line LOS C (S.U.E.*)	-----
SS Forced Main Line LOS D (S.U.E.*)	-----

MISCELLANEOUS:

Utility Pole	-----
Utility Pole with Base	-----
Utility Located Object	-----
Utility Traffic Signal Box	-----
Utility Unknown U/G Line LOS B (S.U.E.*)	-----
U/G Tank; Water, Gas, Oil	-----
Underground Storage Tank, Approx. Loc.	-----
A/G Tank; Water, Gas, Oil	-----
Geoenvironmental Boring	-----
U/G Test Hole LOS A (S.U.E.*)	-----
Abandoned According to Utility Records	-----
End of Information	-----

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE

-L- STA. 15+00.00 TO 18+25.00
-L- STA. 20+75.00 TO 25+20.00
-L- STA. 28+50.00 TO 33+49.00
-L- STA. 34+40.00 TO 42+49.00
-YA2- STA. 11+00.00 TO 13+44.00

Diagram illustrating the Geotextile Machine Direction (MD) and Cross-Direction (CD) for Subgrade Stabilization.

The diagram shows a cross-section of a road structure with a subgrade and a geotextile layer. The geotextile is laid in a machine direction (MD) and cross-direction (CD). The machine direction (MD) is indicated by a horizontal arrow labeled "GEOTEXTILE MACHINE DIRECTION (MD)". The cross-direction (CD) is indicated by a vertical arrow labeled "GEOTEXTILE CROSS-MACHINE DIRECTION (CD)".

Key features and dimensions shown:

- Geotextile for Subgrade Stabilization:** Indicated by a dashed line.
- Roll Width 13' Min (Typ):** The width of the geotextile roll.
- Survey Line or Lane Line:** A vertical dashed line indicating the lane boundary.
- Subgrade E.O.P. (End of Project):** A horizontal line indicating the end of the subgrade.
- 12" (Typ):** Dimension indicating the typical width of the geotextile strip.
- No Overlap Required:** Indicated by a label pointing to the geotextile strip.

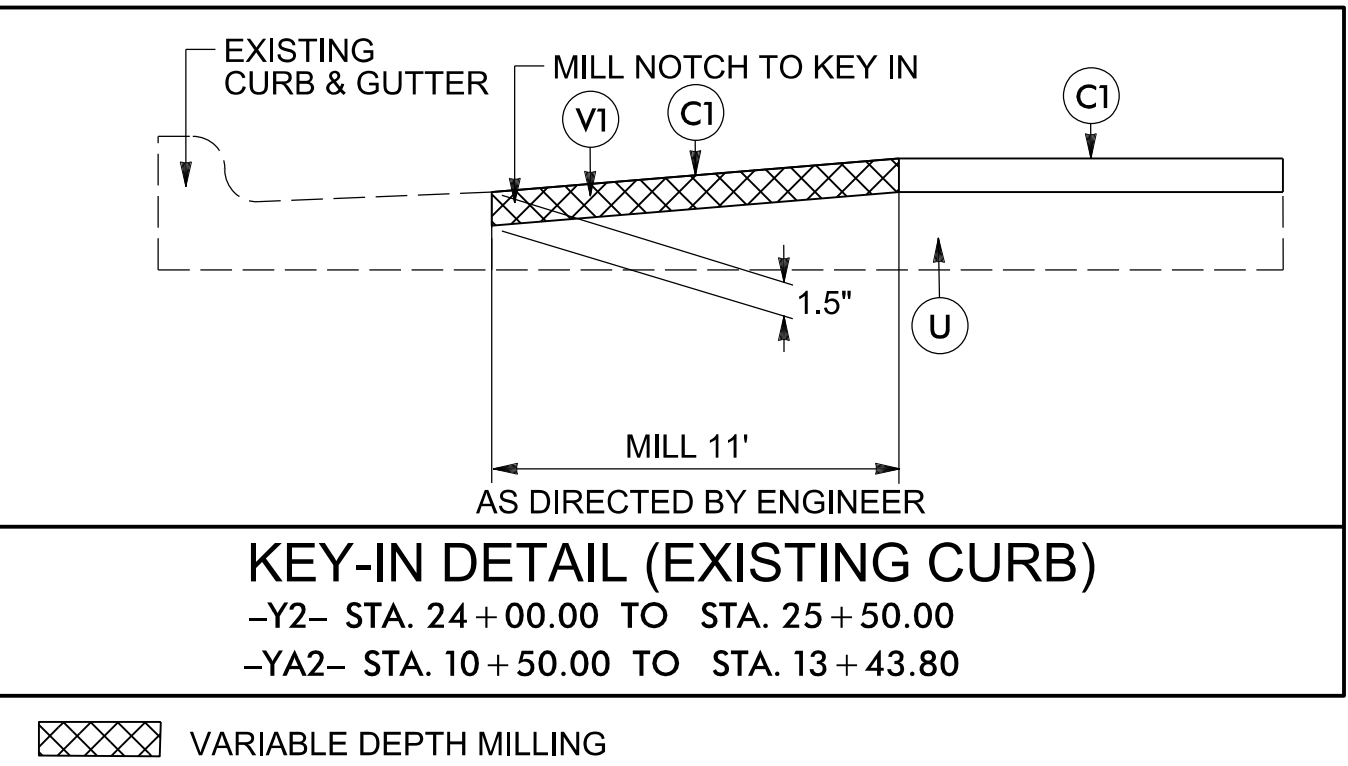
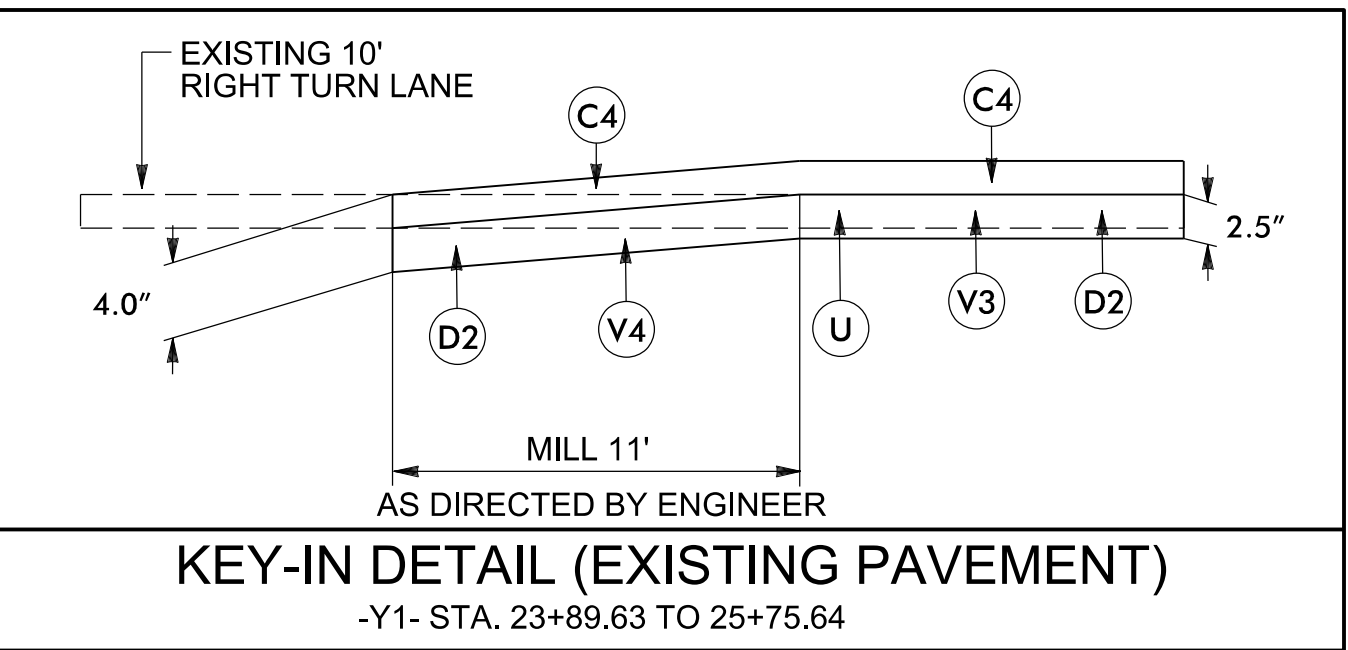
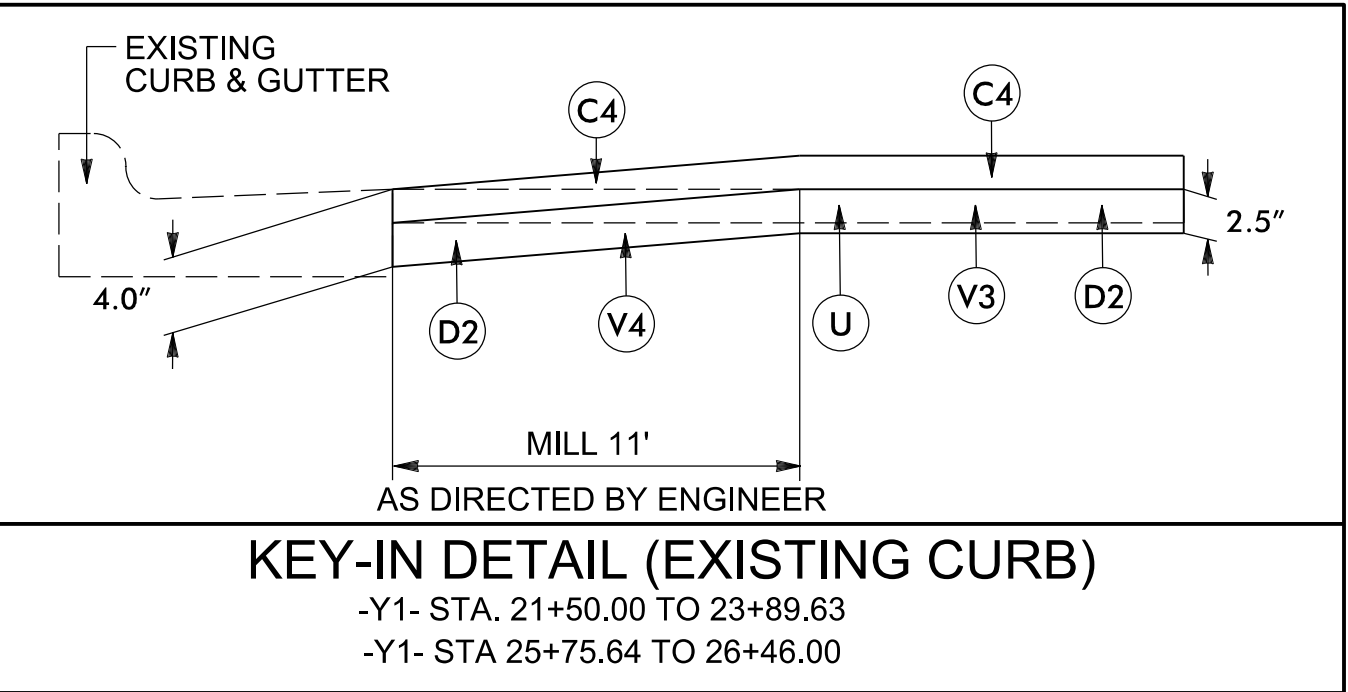
Diagram illustrating the cross-section of a road surface showing the location of a machine (MO) and the placement of test points E1, T, K, and N. The diagram indicates a 12-inch distance from the machine to the test points and a 12-inch distance from the test points to the road edge. The machine is labeled "MO=MACHINE DIRECTION".

AS DIRECTED BY ENGINEER

PROFILE TRANSITION DETAIL

MILL PAVEMENT ON THE FOLLOWING ALIGNMENT TIES:

-L- -Y-
 -Y1- -Y2-
 -YA2-

 VARIABLE DEPTH MILLING

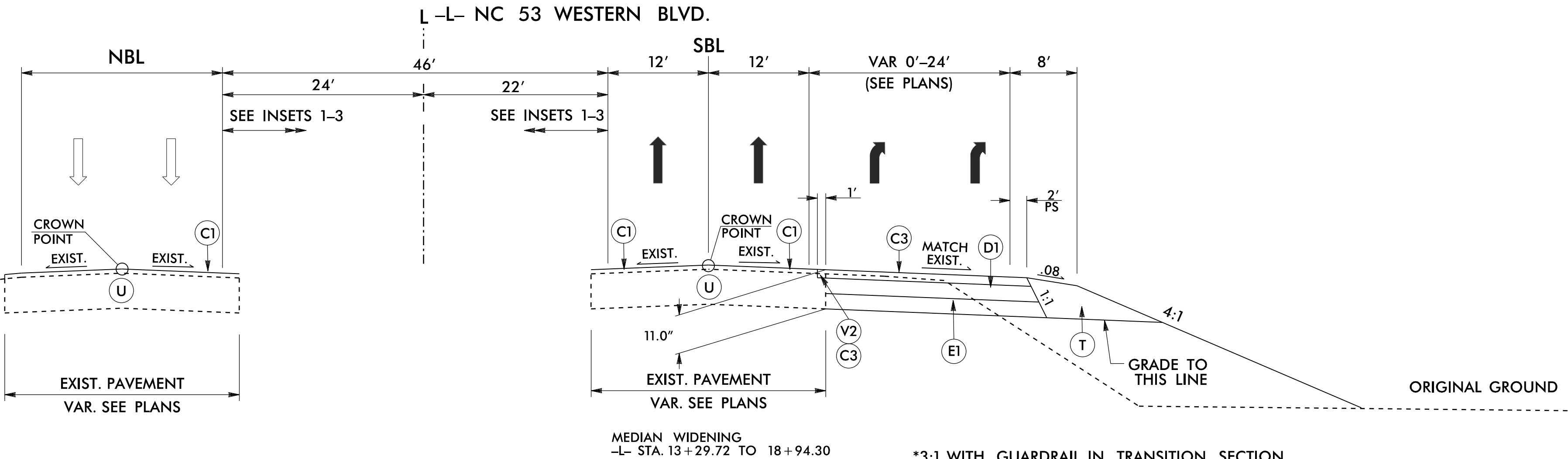
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PAVEMENT SCHEDULE	
C1	1.5" S9.5C
C2	VAR. S9.5C
C3	3.0" S9.5C
C4	1.5" S9.5B
C5	3.0" S9.5B
D1	4.0" I19.0C
D2	2.5" I19.0C
E1	4.0" B25.0C
K	12.0" CLASS IV SUBGRADE
N	GEOTEXTILE
R1	1'-6" C & G
R2	2'-6" C & G
R3	5" MONO. CON. ISLAND
S	SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	1.5" MILLING
V3	2.5" MILLING
V4	2.5" TO 4.0" MILLING

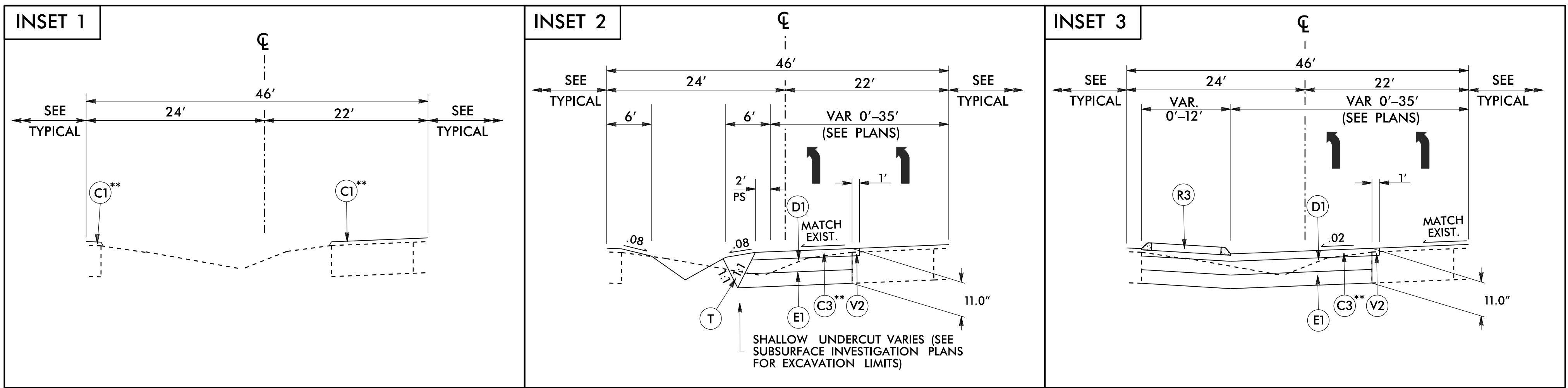
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE

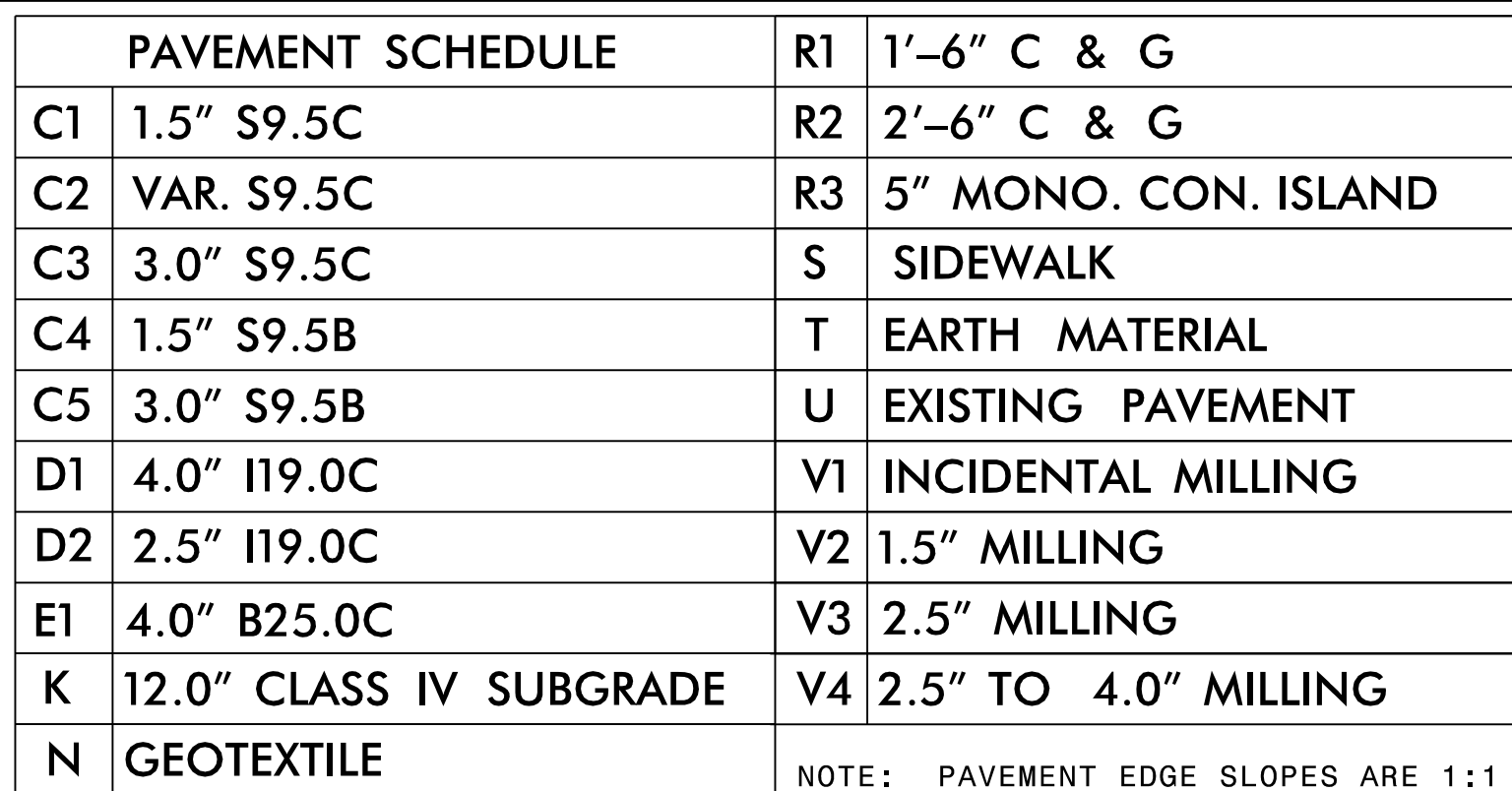
USE TYPICAL SECTION NO. 1 AS FOLLOWS

-L- STA. 11+00.00 TO STA. 18+94.3 +/-
INSET 1: STA. 11+00.00 TO STA. 11+50.00
INSET 2: STA. 11+50.00 TO STA. 17+30.00
INSET 3: STA. 17+30.00 TO STA. 17+84.54



TYPICAL SECTION NO. 1





NOTE: PAVEMENT EDGE SLOPES ARE 1:1
UNLESS SHOWN OTHERWISE

MEDIAN WIDENING
-L- STA. 19+24.24 TO 24+97.10

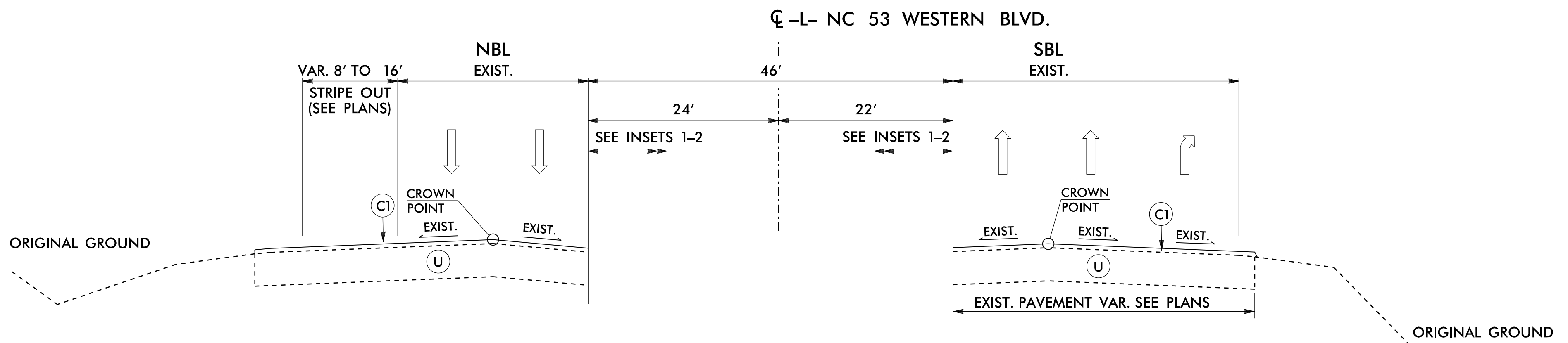
- SHALLOW UNDERCUT VARIES (SEE SUBSURFACE INVESTIGATION PLANS FOR EXCAVATION LIMITS)

TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 AS FOLLOWS

-L STA. 18+94.63 TO STA. 28+46.27
INSET 4: STA. 18+94.63 TO 20+58.41
INSET 5: STA. 20+58.41 TO 24+97.10
INSET 6: STA. 24+97.10 TO 28+46.27

****ADD 5" MONOLITHIC CONCRETE ISLAND (KEYED IN)
-L- 20+11.72 - 20+58.41 (SEE PLANS)**

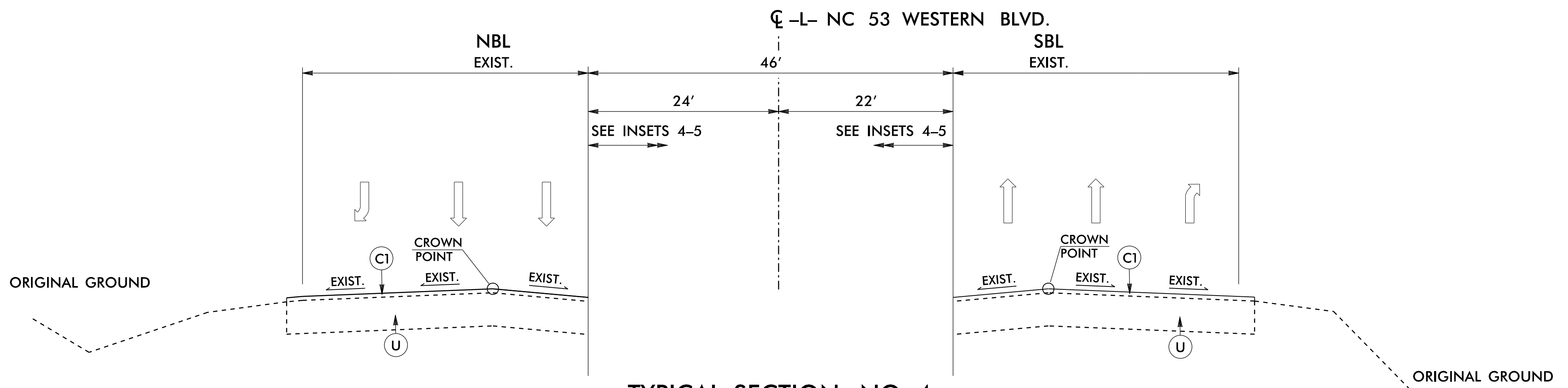


TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 3 AS FOLLOWS

-L- STA. 28+46.27 TO STA. 33+94 +/-
INSET 2 STA. 28+46.27 TO 30+65.00
INSET 3 STA. 30+65.00 TO 33+14.98
NOTE: INSET 2 FOR THIS STATION RANGE
WILL BE SINGLE LEFT

****ADD 5" MONOLITHIC CONCRETE ISLAND (KEYED IN)
-L- 32+65 - 33+14.98 (SEE PLANS)**

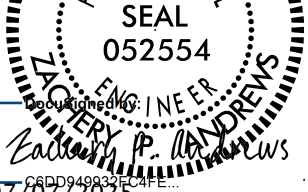
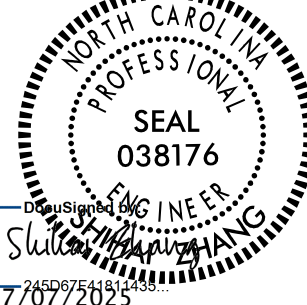


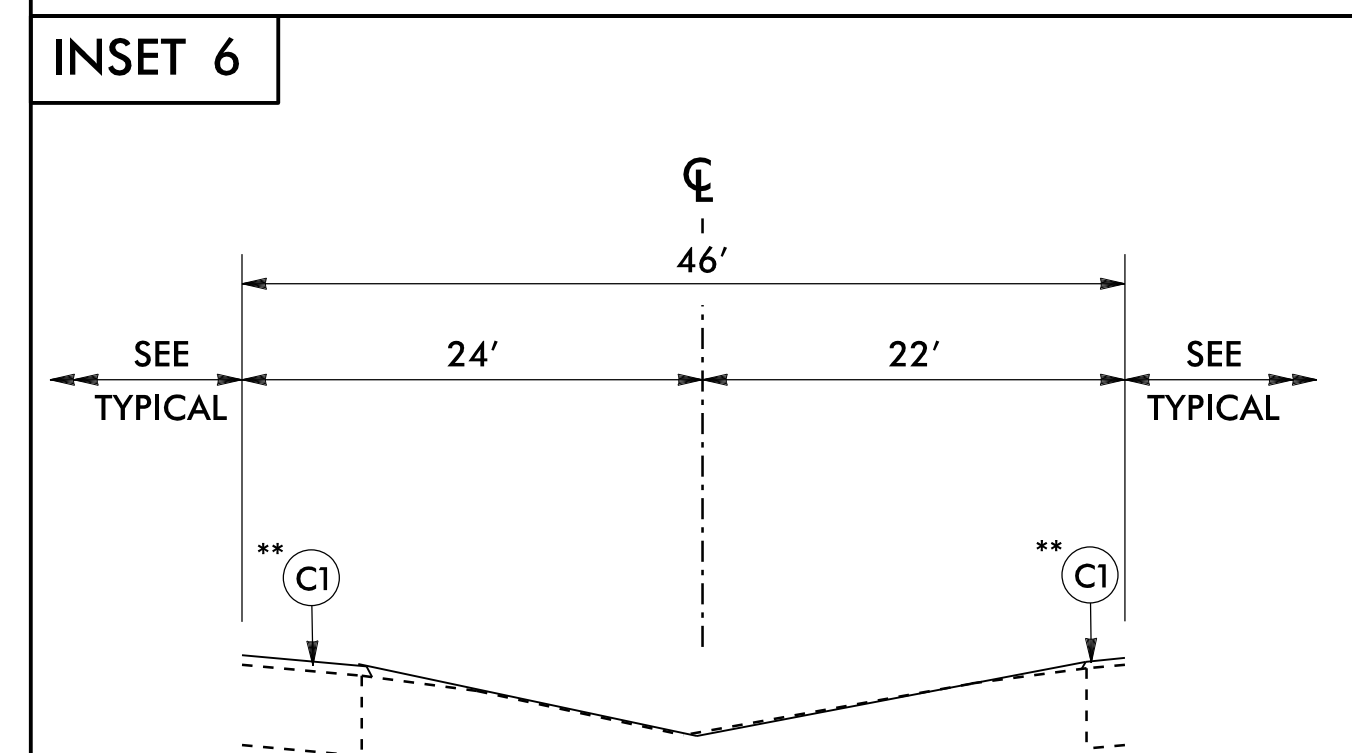
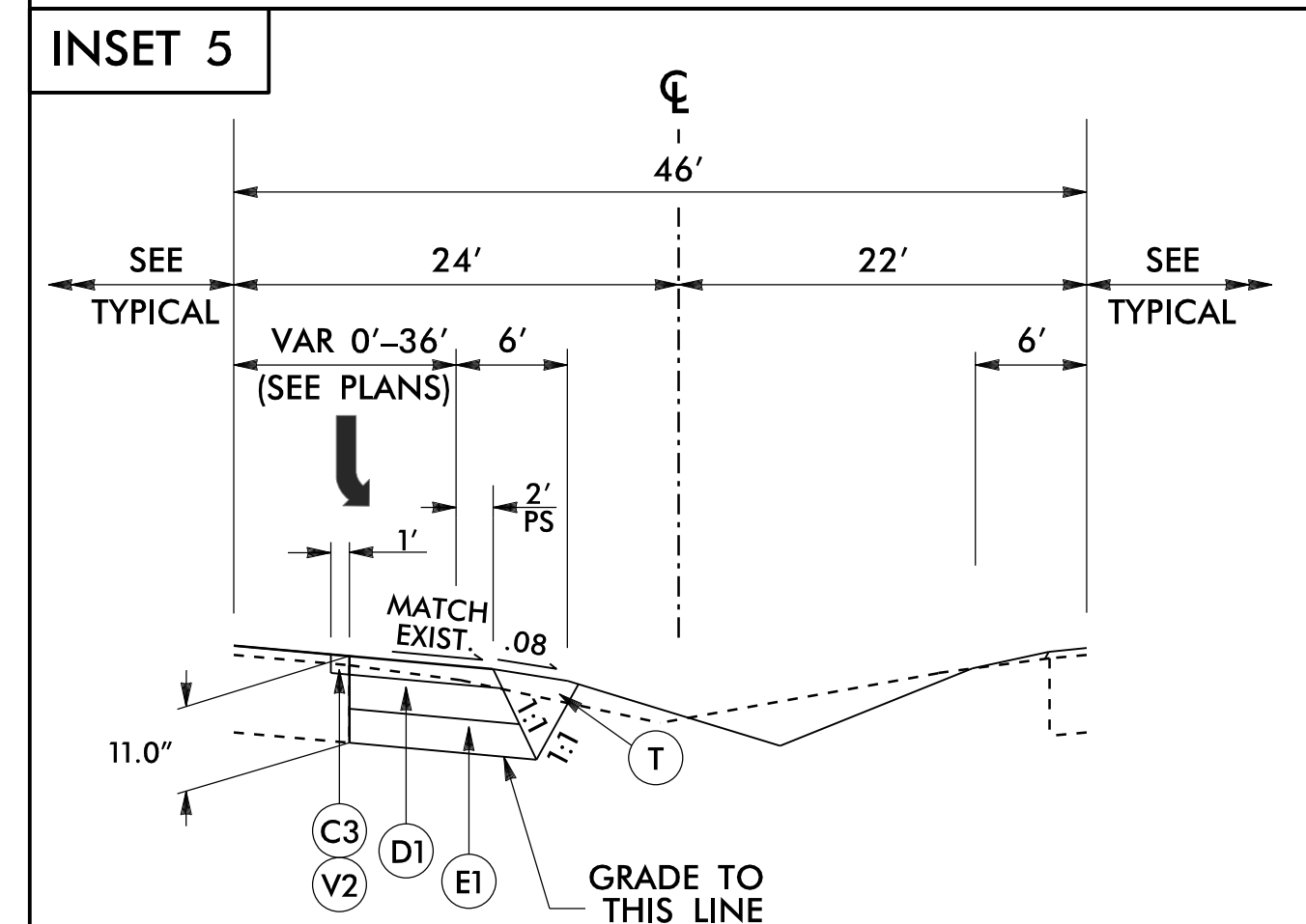
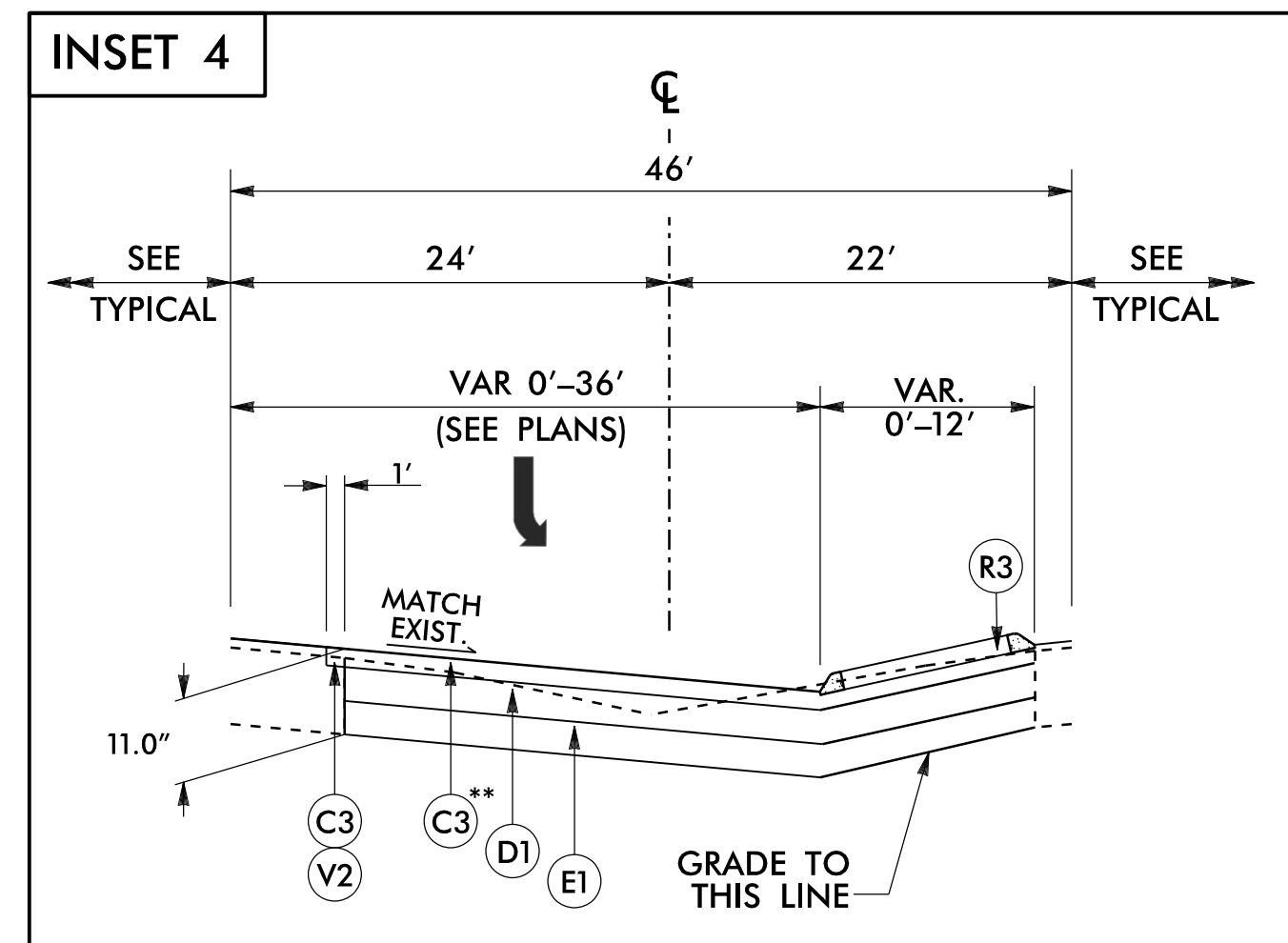
TYPICAL SECTION NO. 4

USE TYPICAL SECTION NO. 4 AS FOLLOWS

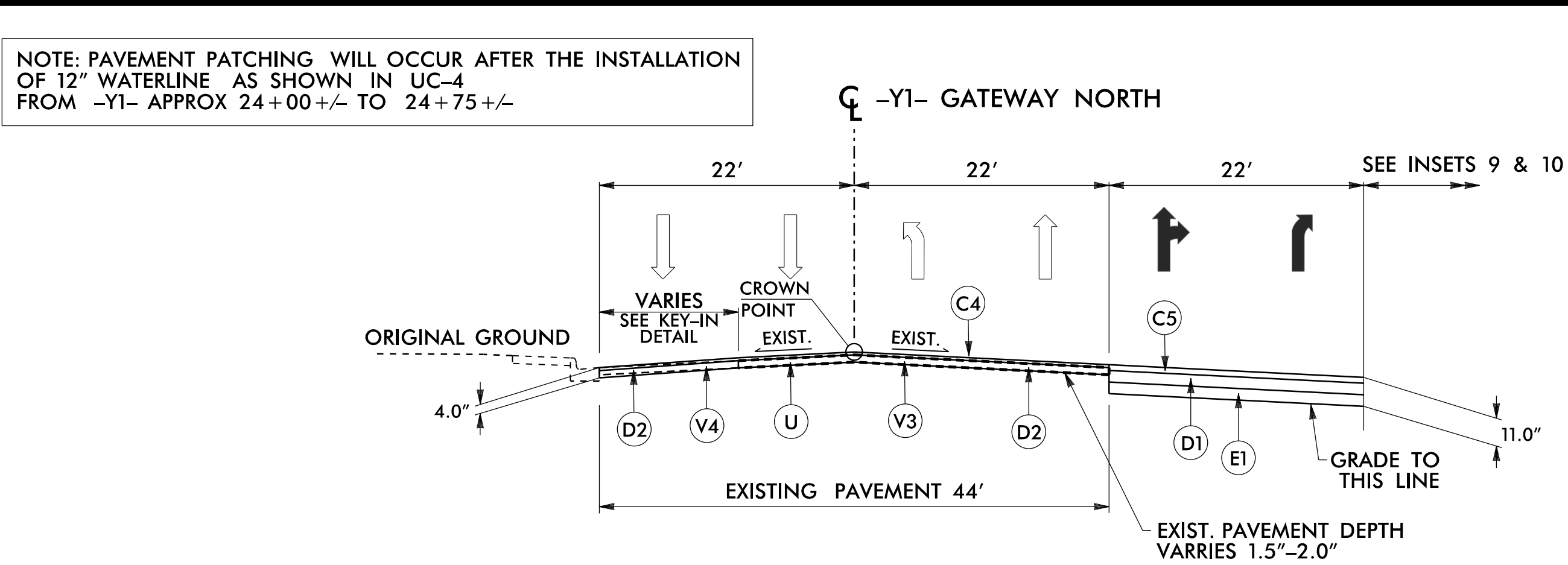
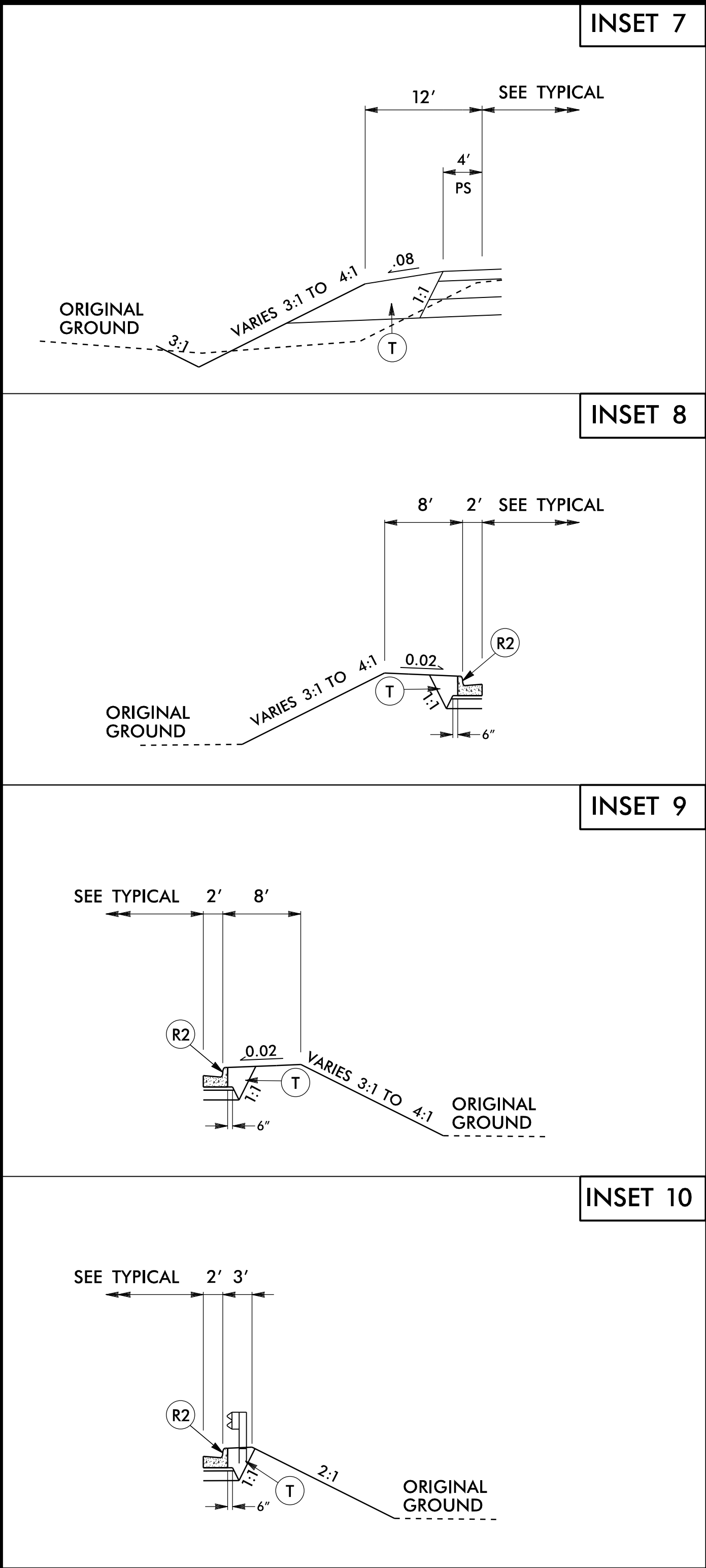
-L- STA. 33+94 +/- TO STA. 42+50.00
INSET 4: STA. 34+69.61 TO 35+20.00
INSET 5: STA. 35+20.00 TO 42+50.00
INSET 6: STA 42+50.00 TO 43+86.18

****ADD 5" MONOLITHIC CONCRETE ISLAND (KEYED IN)**
-L- 34+69.61 - 35+20.00 (SEE PLANS)

PROJECT REFERENCE NO.		SHEET NO.	
U-5789		2A-3	
ROADWAY DESIGN ENGINEER		PAVEMENT DESIGN ENGINEER	
			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
 DAVENPORT 119 BROOKSTOWN AVE, SUITE PH-1 WINSTON-SALEM, NC 27101 336-764-1636 www.davenportinc.com NCBELS FIRM LICENSE NO. C-2522			

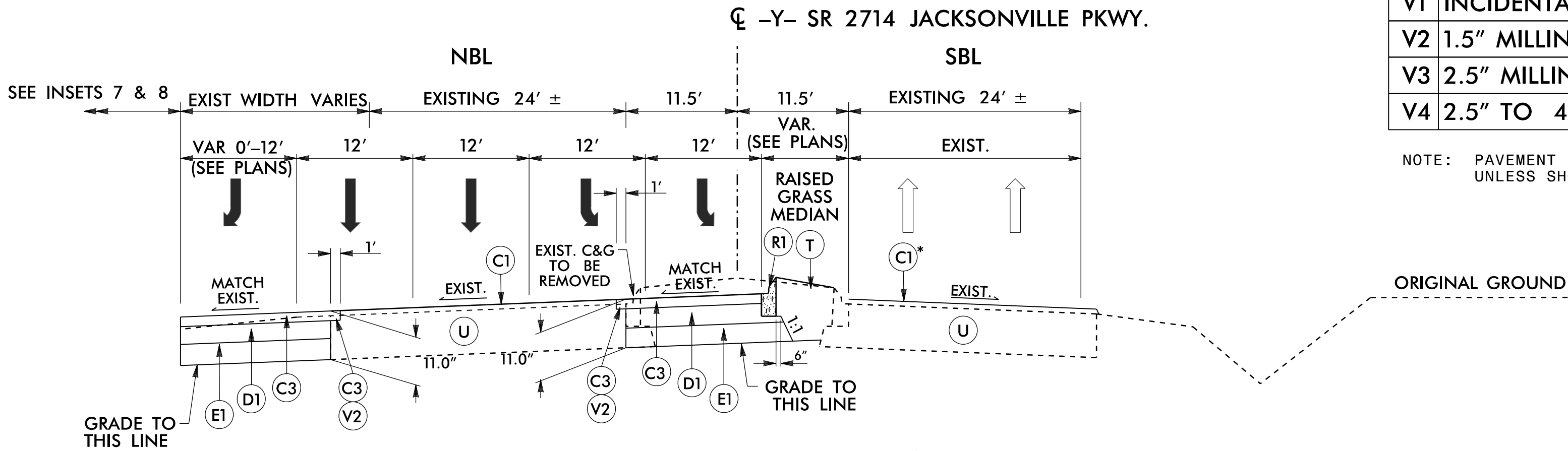


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TYPICAL SECTION NO. 5

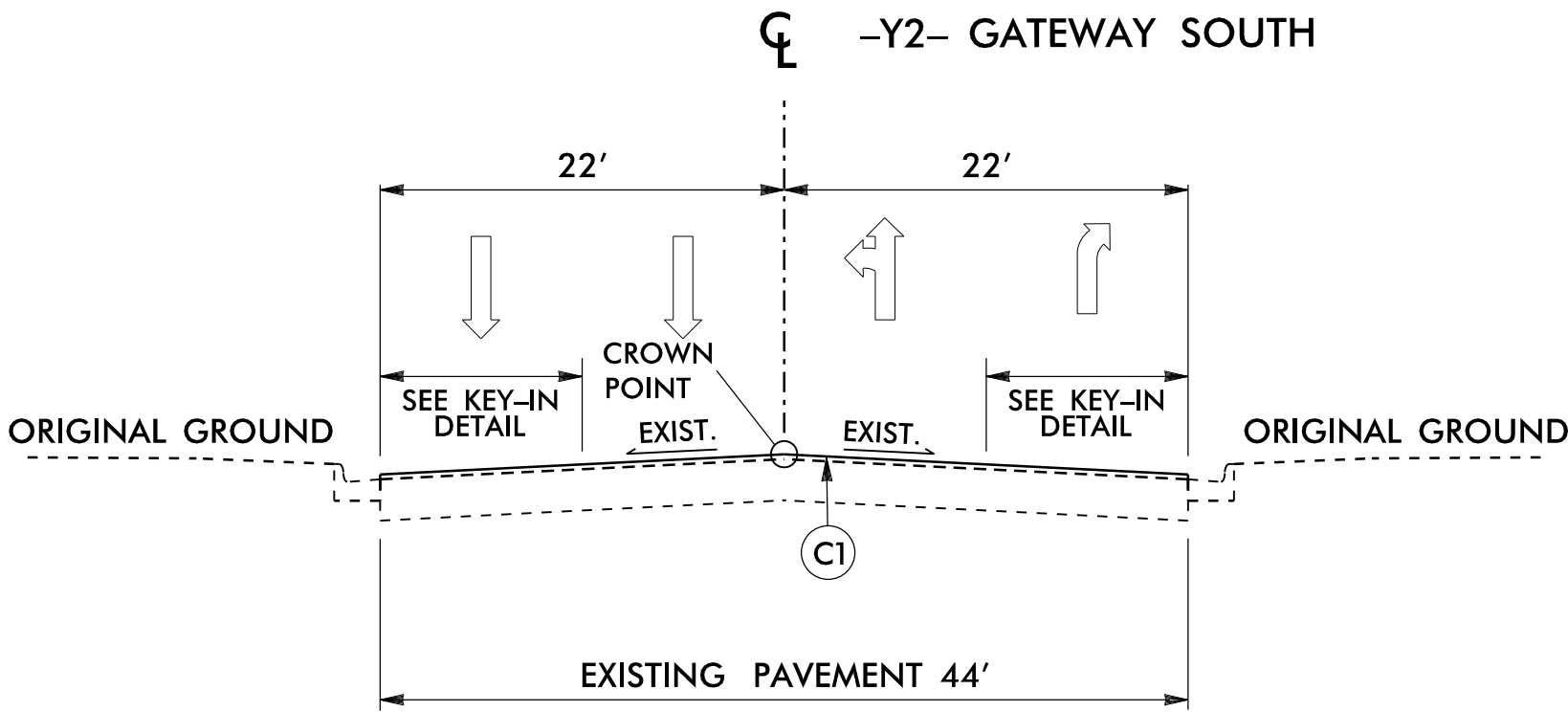
USE TYPICAL SECTION NO. 5 AS FOLLOWS
-Y1- STA. 21+50.00 TO STA. 26+46.00
INSET 9: STA. 21+50.00 TO 21+92.16
INSET 10: STA. 21+92.16 TO 24+81.24
INSET 9: STA. 24+81.24 TO 26+46.00



TYPICAL SECTION NO. 6

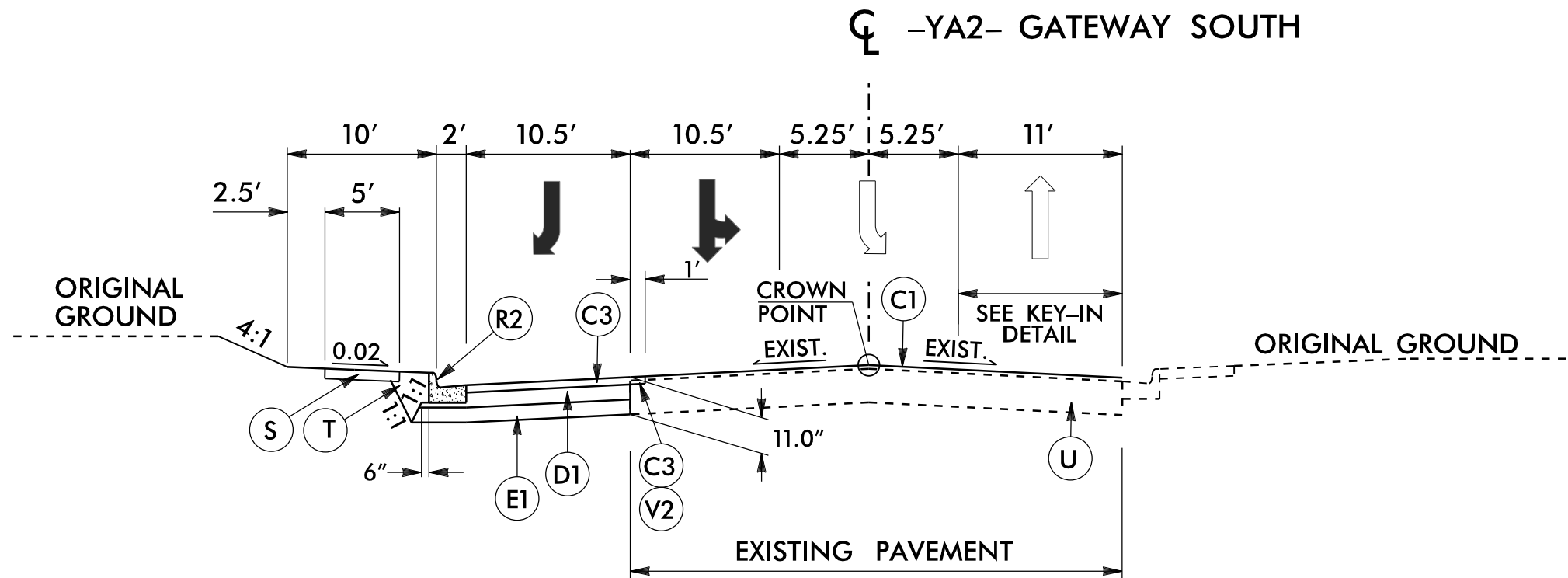
USE TYPICAL SECTION NO. 6 AS FOLLOWS
-Y- STA. 10+46.23 TO STA. 19+82.41
INSET 7: STA. 10+46.23 TO 13+49.21
INSET 8: STA. 13+49.21 TO 15+75.30
INSET 7: STA. 15+75.30 TO 19+82.41

*END OVERLAY
-Y- STA. 19+82.41 RT (SEE PLANS)



TYPICAL SECTION NO. 7

USE TYPICAL SECTION NO. 7 AS FOLLOWS
-Y2- STA. 24+00.00 TO STA. 25+26.43



TYPICAL SECTION NO. 8

USE TYPICAL SECTION NO. 8 AS FOLLOWS
-YA2- STA. 10+50.00 TO STA. 13+43.80

PAVEMENT SCHEDULE	
C1	1.5" S9.5C
C2	VAR. S9.5C
C3	3.0" S9.5C
C4	1.5" S9.5B
C5	3.0" S9.5B
D1	4.0" I19.0C
D2	2.5" I19.0C
E1	4.0" B25.0C
K	12.0" CLASS IV SUBGRADE
N	GEOTEXTILE
R1	1'-6" C & G
R2	2'-6" C & G
R3	5" MONO. CON. ISLAND
S	SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	1.5" MILLING
V3	2.5" MILLING
V4	2.5" TO 4.0" MILLING

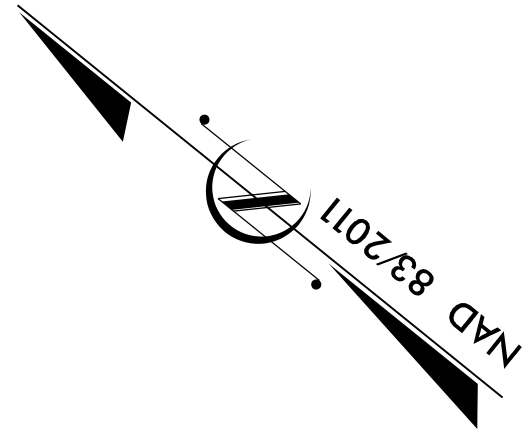
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE

PROJECT REFERENCE NO. U-5789	SHEET NO. 2A-4
ROADWAY DESIGN ENGINEER SEAL 052554 07/07/2025	PAVEMENT DESIGN ENGINEER SEAL 038176 07/07/2025
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 DAVENPORT 119 BROOKSTOWN AVE, SUITE PH-1 WINSTON-SALEM, NC 27101 336-744-1536 www.davenportworld.com NOBELS FIRM LICENSE NO. C-2522	

8/17/99

5/26/2025 2:09:07 NC001_U5789_Roadway\Proj\U5789_ROY_PSH_2BL.dgn
DAVENPORT WORLD

INTERSECTION DETAIL
SR 2714 (JACKSONVILLE PARKWAY)
AT GATEWAY DR. NORTH

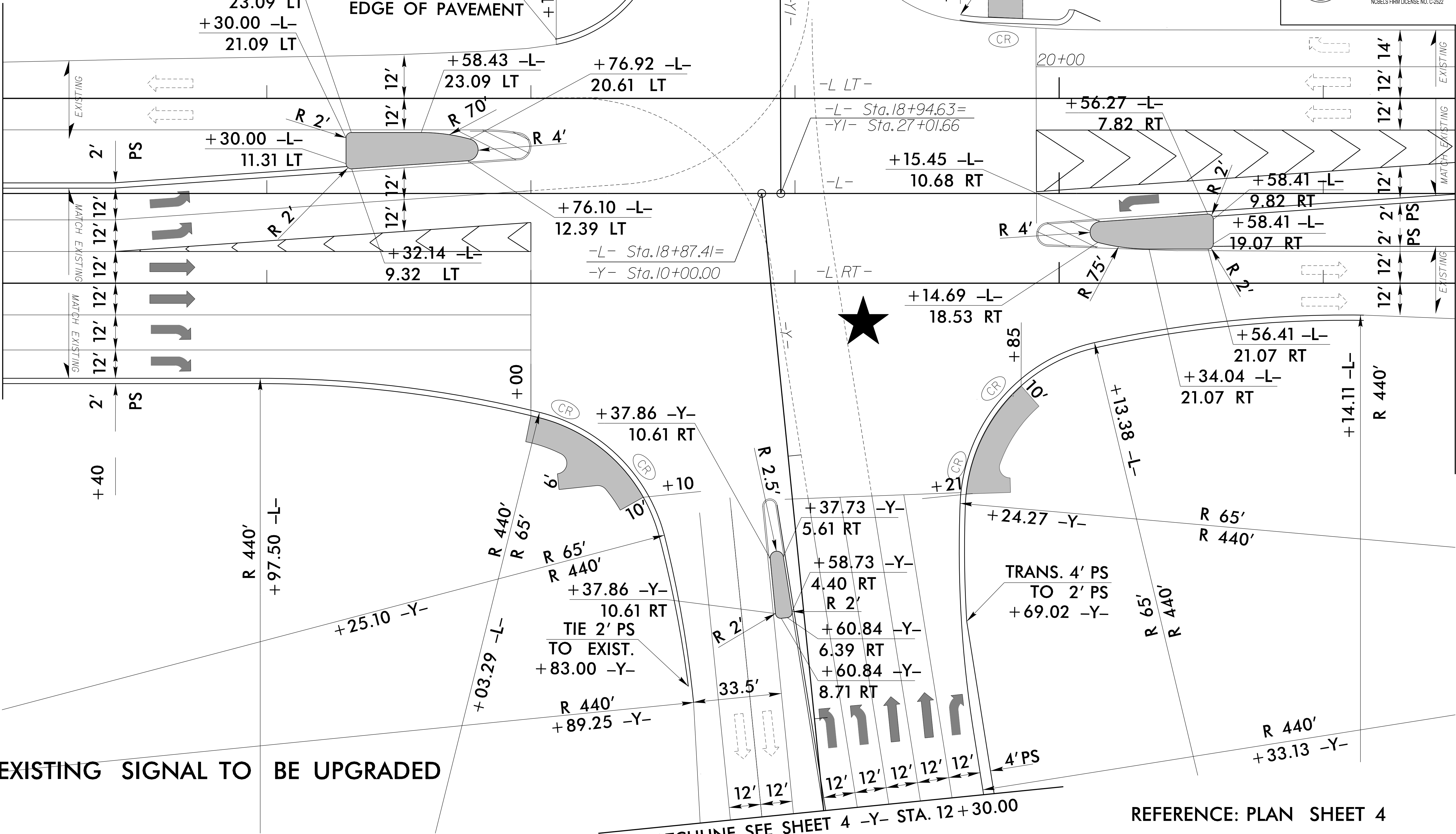


MATCHLINE SEE SHEET 4 -Y1- STA. 25 + 40.00



PROJECT REFERENCE NO.	SHEET NO.
U-5789	2B-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 119 BROOKSTOWN AVE, SUITE PH-1 WINSTON-SALEM, NC 27101 336-744-1636 www.davenportworld.com NCBELS FIRM LICENSE NO. C-2622	

MATCHLINE SEE SHEET 4 -L- STA. 16 + 00.00



MATCHLINE SEE SHEET 4 -L- STA. 21 + 50.00

★ EXISTING SIGNAL TO BE UPGRADED

MATCHLINE SEE SHEET 4 -Y- STA. 12 + 30.00

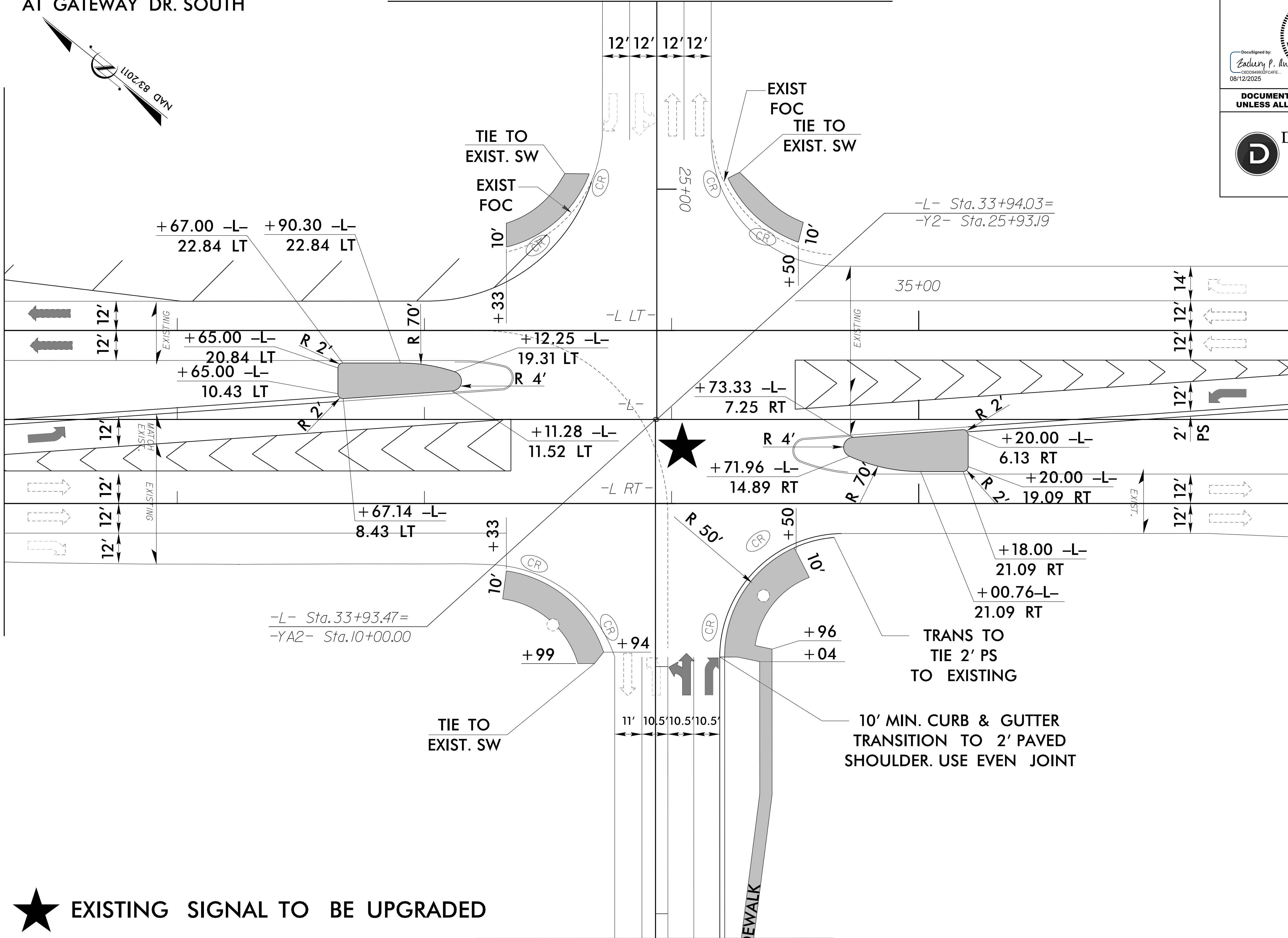
REFERENCE: PLAN SHEET 4

8/17/99
6/26/2025
U:\5789\Roadway\Pro\N\J5789_RDY_PSH_2B2.dgn
DAVENPORT
JACKSONVILLE PARKWAY
DAVENPORT

INTERSECTION DETAIL
SR 2714 (JACKSONVILLE PARKWAY)
AT GATEWAY DR. SOUTH

MATCHLINE SEE SHEET 5 -L- STA. 31 + 30.00

MATCHLINE SEE SHEET 5 -Y2- STA. 24 + 24.00



★ EXISTING SIGNAL TO BE UPGRADED

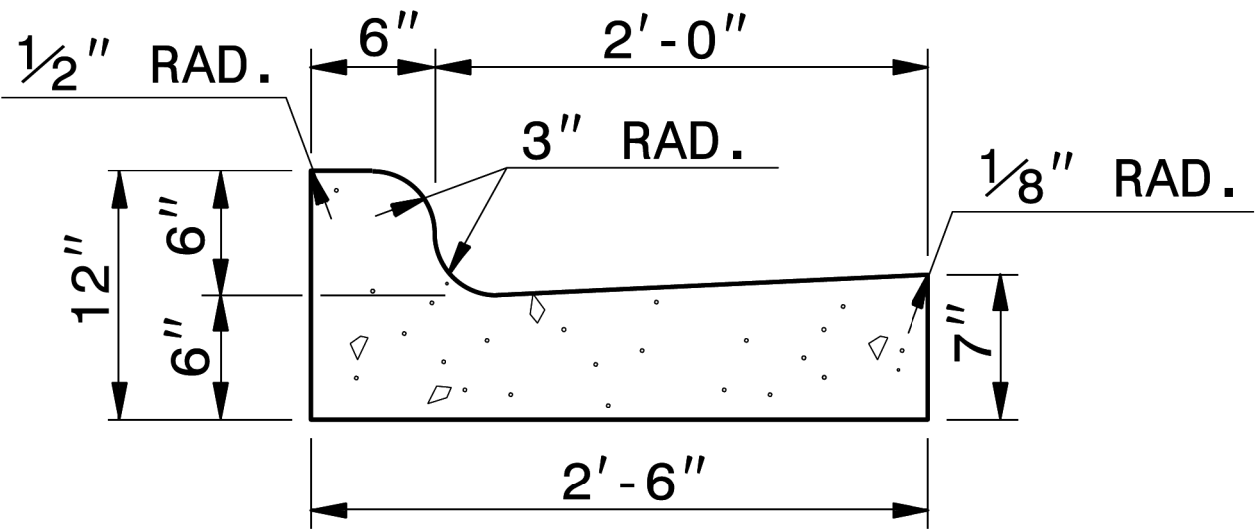
MATCHLINE SEE SHEET 5 -YA2- STA. 12 + 10.00

REFERENCE: PLAN SHEET 5

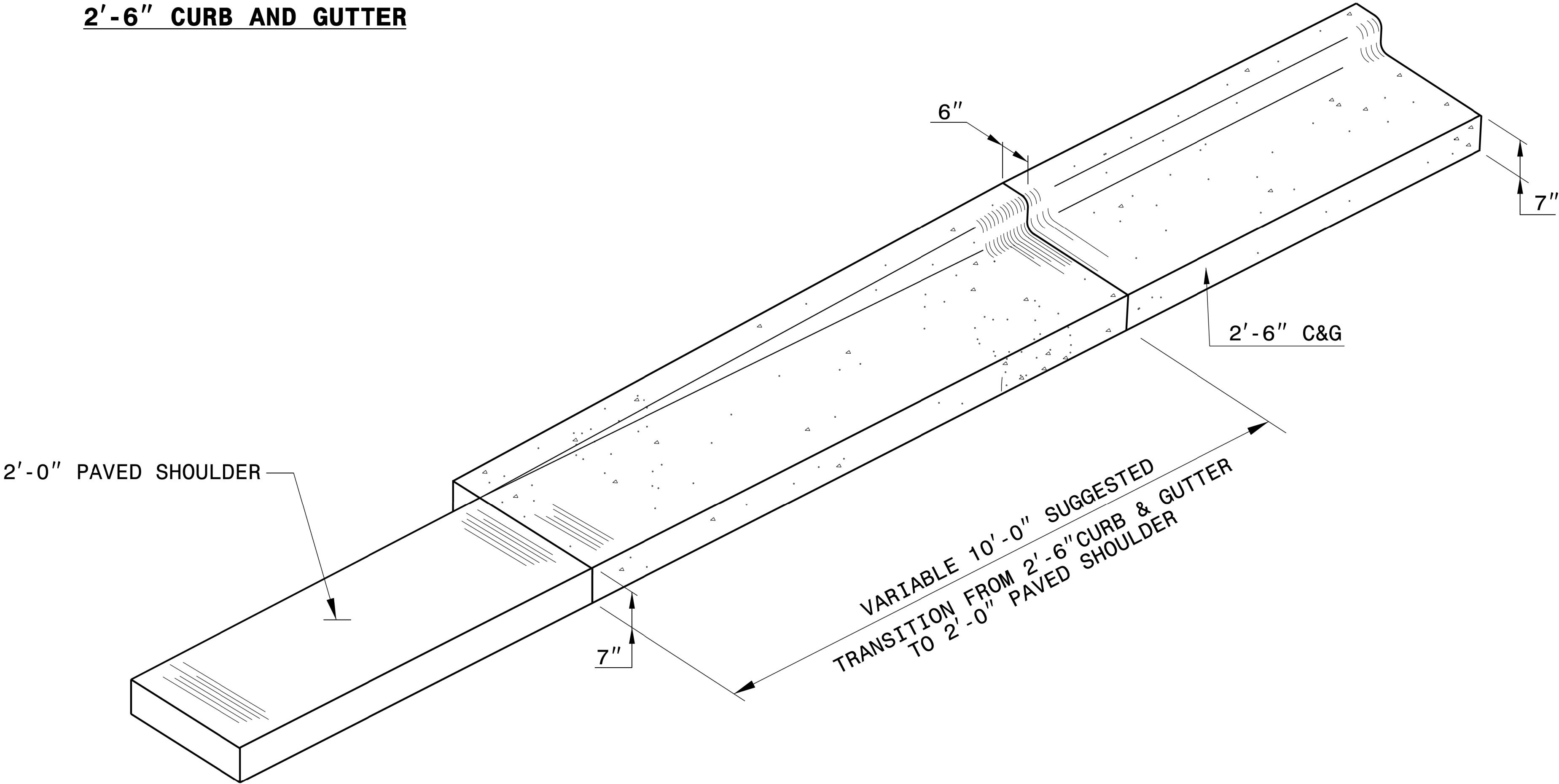
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U-5789	2B-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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PROJECT REFERENCE NO.	SHEET NO.
U-5789	2C-1

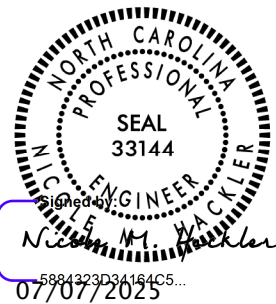
*NOTE: SEE STD. DWG. 846.01
FOR GENERAL NOTES



2'-6" CURB AND GUTTER



ISOMETRIC VIEW OF TRANSITION



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

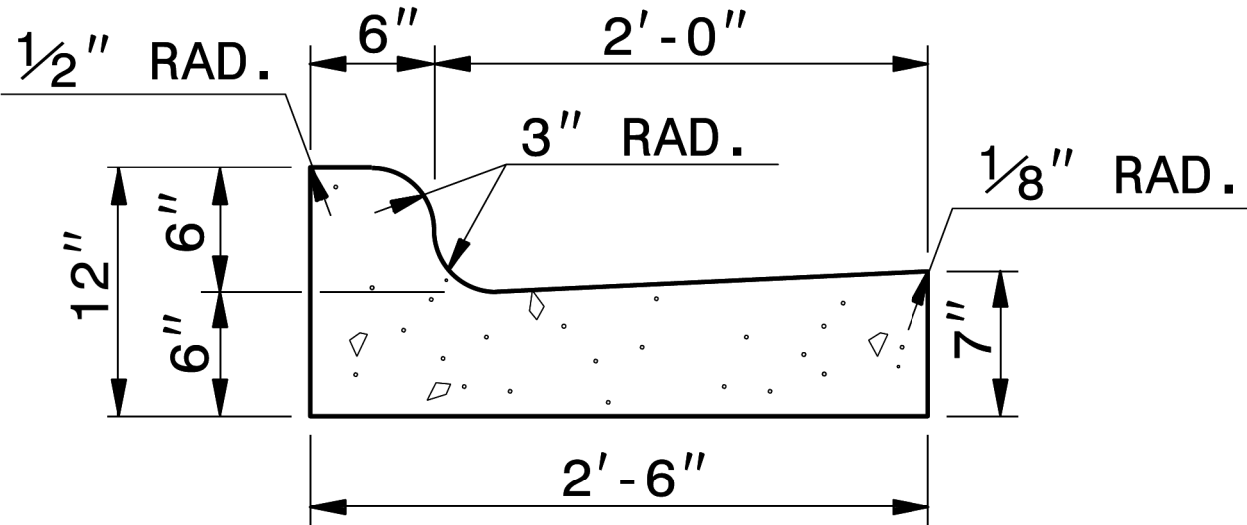
**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

**DETAIL OF 10' TRANSITION
FROM 2'-6" CURB & GUTTER
TO 2'-0" PAVED SHOULDER**

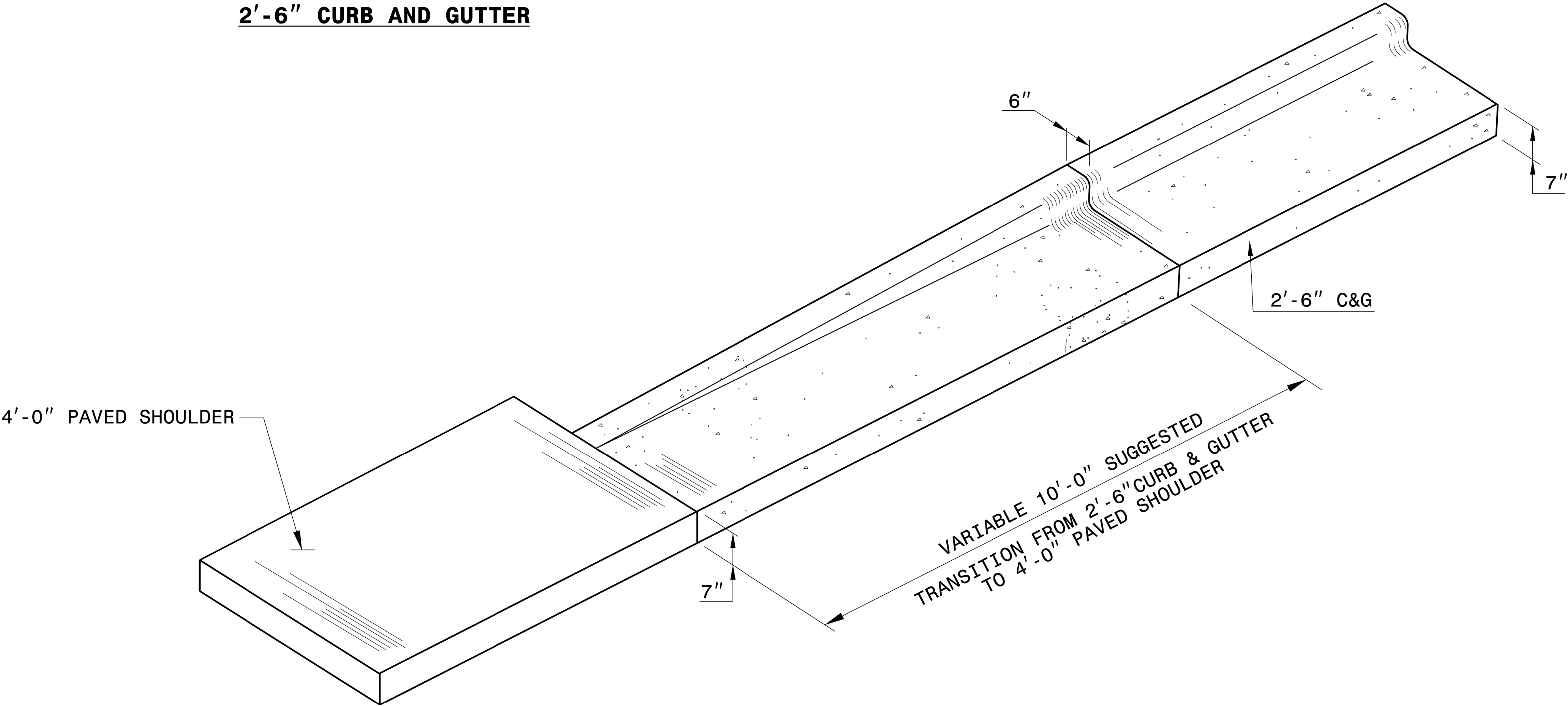
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MODIFIED BY: rnbritt DATE: 04-13-2016
CHECKED BY: _____ DATE: _____
FILE SPEC.: details/rnbritt/english/misc/c&g transition sections.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5789	2C-2

*NOTE: SEE STD. DWG. 846.01
FOR GENERAL NOTES



2'-6" CURB AND GUTTER



ISOMETRIC VIEW OF TRANSITION

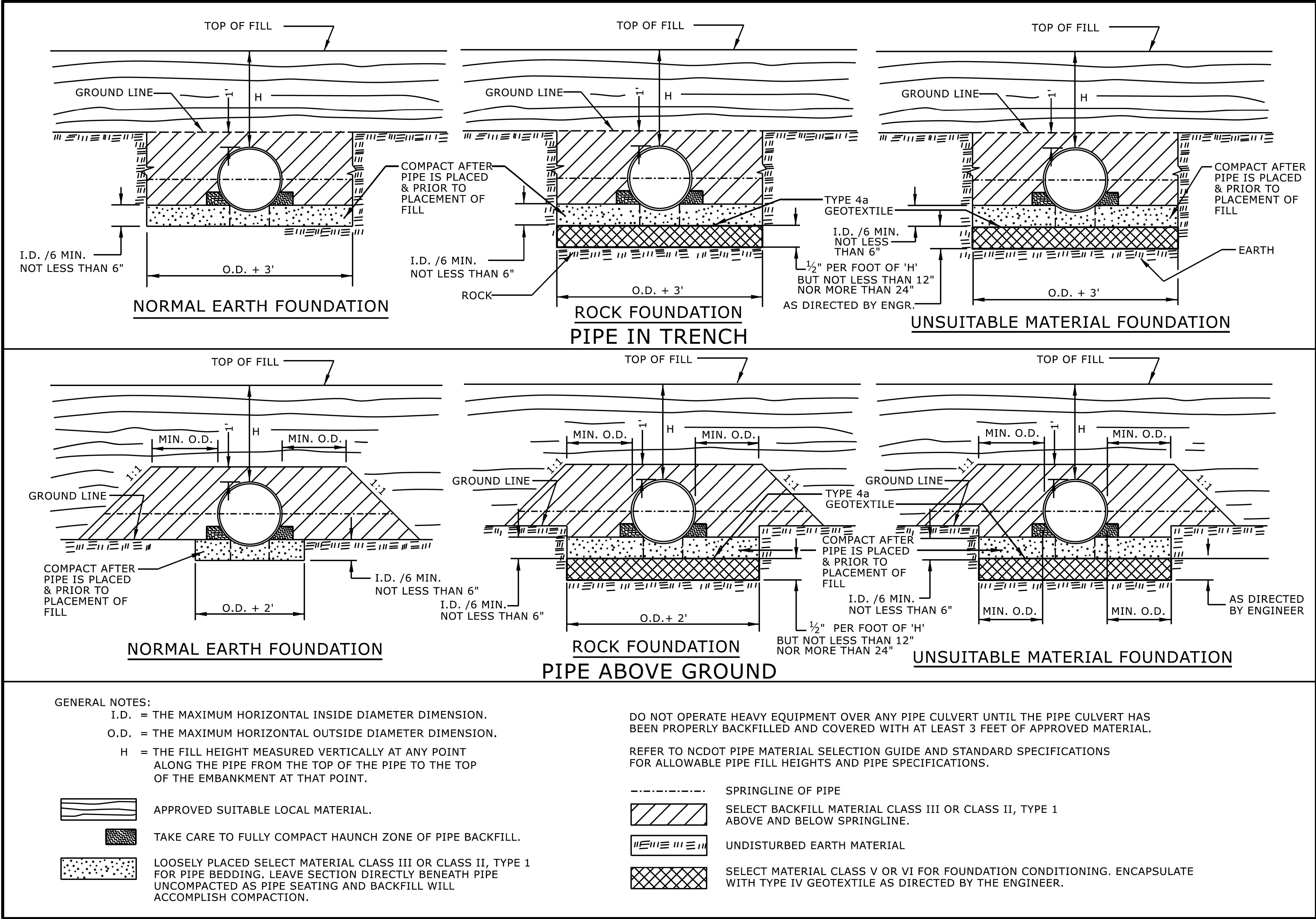


DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
DETAIL OF 10' TRANSITION FROM 2'-6" CURB & GUTTER TO 4'-0" PAVED SHOULDER	
ORIGINAL BY: _____	DATE: _____
MODIFIED BY: <u>rnbritt</u>	DATE: <u>04-13-2016</u>
CHECKED BY: _____	DATE: _____
FILE SPEC.: <u>details/nbritt/english/misc/c&g transition sections.dgn</u>	

REVISIONS

7/7/2025 2:30PM 230907_NCDOT_U5789_NC53_Jack DESIGN\U5789_Roadway\Proj\U5789_ROY_PSH_2C1.dgn
DAVENPORT/roadways



DOCUMENT NOT CONSIDERED FINAL
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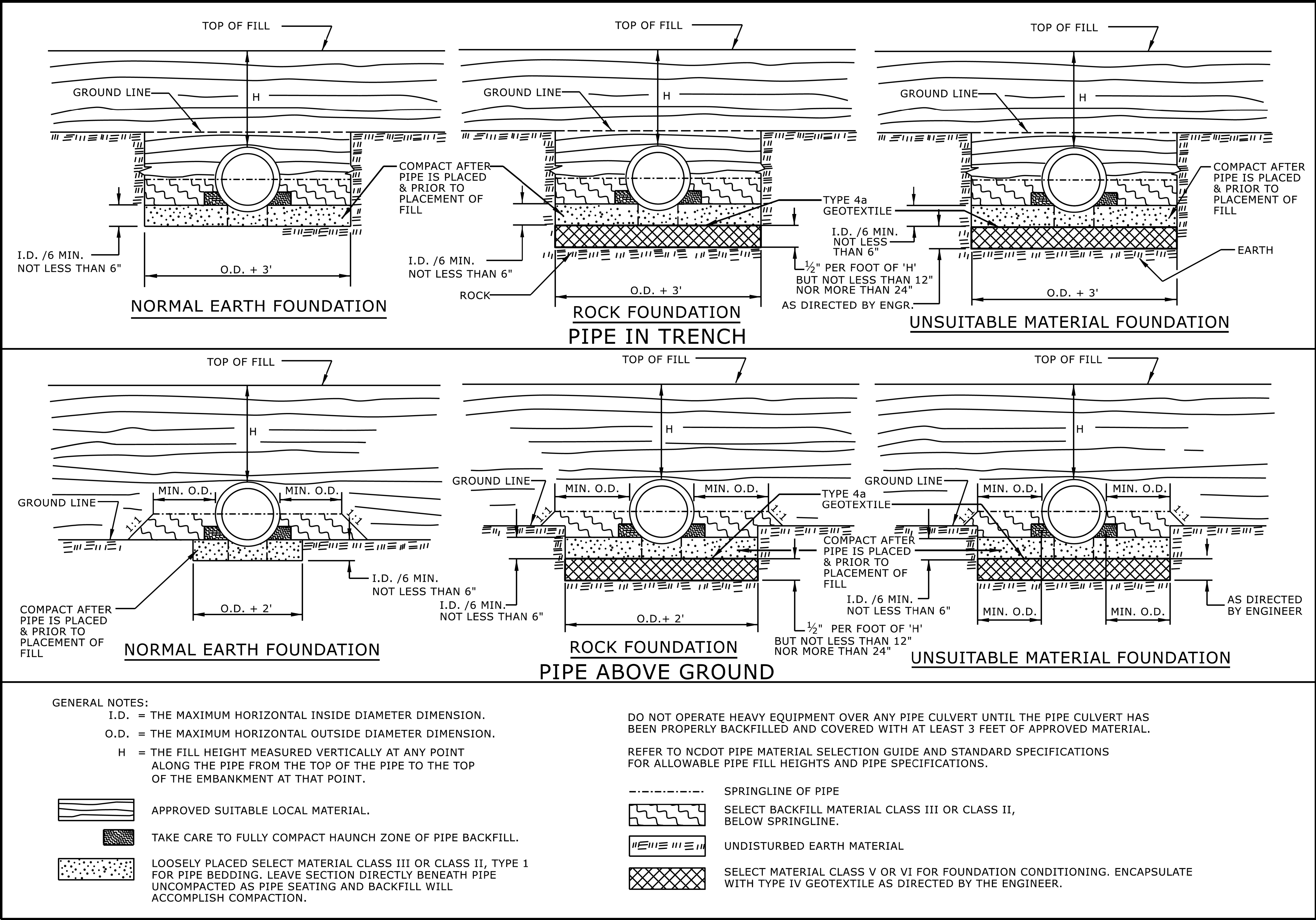
**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN	DATE: 7-25-2024
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC:	

REVISIONS

7/7/2025 2:30PM 230907_NCDOT_U5789_NC53_Jack DESIGN\U5789_Roadway\Pro\U5789_ROY_PSH_2C1.dgn
DAVID BENTZ / standards



STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
METHOD OF PIPE INSTALLATION
RIGID PIPE

SHEET 2 OF 2
300.01

- GENERAL NOTES:
- I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.
 - O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.
 - H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.
- APPROVED SUITABLE LOCAL MATERIAL.
 - TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.
 - LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

- DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.
- REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.
- SPRINGLINE OF PIPE
 - SELECT BACKFILL MATERIAL CLASS III OR CLASS II, BELOW SPRINGLINE.
 - UNDISTURBED EARTH MATERIAL
 - SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.



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CONTRACTS STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

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MODIFIED BY:	DATE:
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DAVID R. WARD

REVISIONS

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
**MINIMUM DEPTH
CONCRETE CATCH BASIN**
12" THRU 84" PIPE

SHEET 1 OF 2

840D02

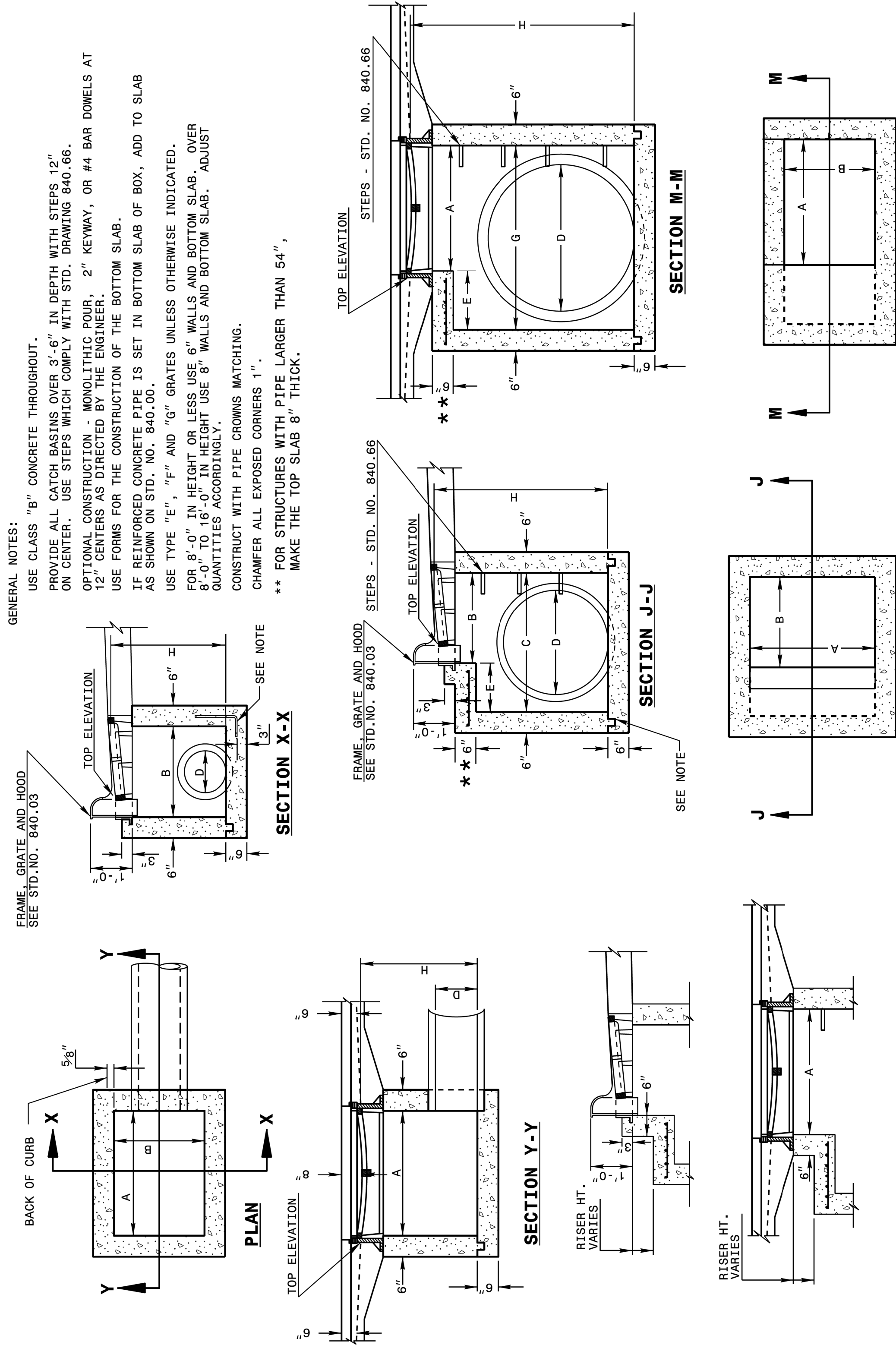
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
**MINIMUM DEPTH
CONCRETE CATCH BASIN**
12" THRU 84" PIPE

SHEET 1 OF 2

840D02

GENERAL NOTES:
USE CLASS "B" CONCRETE THROUGHOUT.
PROVIDE ALL CATCH BASINS OVER 3'-6" IN DEPTH WITH STEPS 12" ON CENTER. USE STEPS WHICH COMPLY WITH STD. DRAWING 840.66.
OPTIONAL CONSTRUCTION - MONOLITHIC POUR, 2" KEYWAY, OR #4 BAR DOWELS AT 12" CENTERS AS DIRECTED BY THE ENGINEER.
USE FORMS FOR THE CONSTRUCTION OF THE BOTTOM SLAB.
IF REINFORCED CONCRETE PIPE IS SET IN BOTTOM SLAB OF BOX, ADD TO SLAB AS SHOWN ON STD. NO. 840.00.
USE TYPE "E", "F" AND "G" GRATES UNLESS OTHERWISE INDICATED.
FOR 8'-0" IN HEIGHT OR LESS USE 6" WALLS AND BOTTOM SLAB. OVER 8'-0" TO 16'-0" IN HEIGHT USE 8" WALLS AND BOTTOM SLAB. ADJUST QUANTITIES ACCORDINGLY.
CONSTRUCT WITH PIPE CROWNS MATCHING.
CHAMFER ALL EXPOSED CORNERS 1".
** FOR STRUCTURES WITH PIPE LARGER THAN 54", MAKE THE TOP SLAB 8" THICK.



DETAIL SHOWING METHOD
OF RISER CONSTRUCTION

PLAN

PLAN

SHEET 1 OF 2

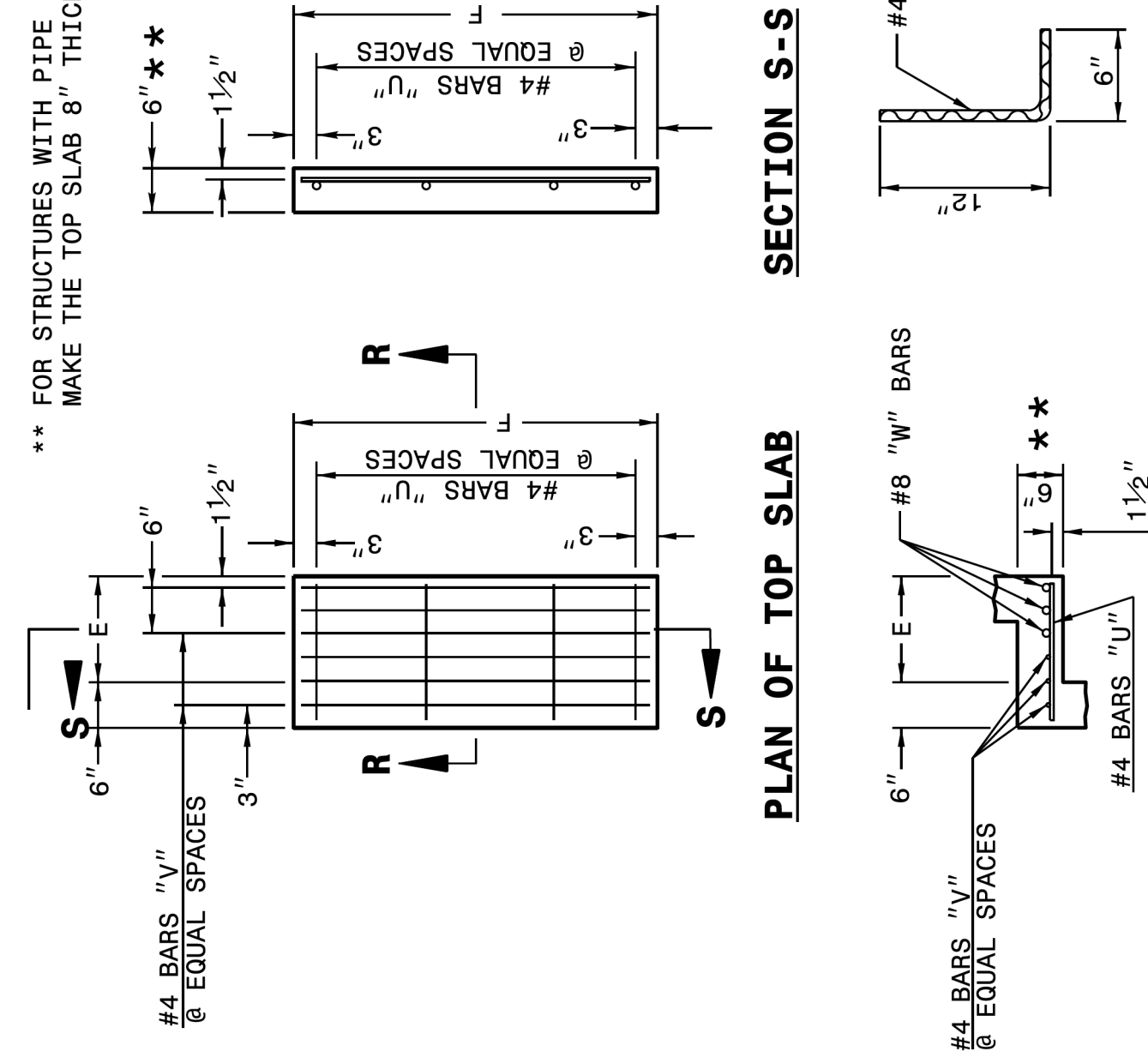
840D02

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
**MINIMUM DEPTH
CONCRETE CATCH BASIN**
12" THRU 84" PIPE

SHEET 2 OF 2

840D02



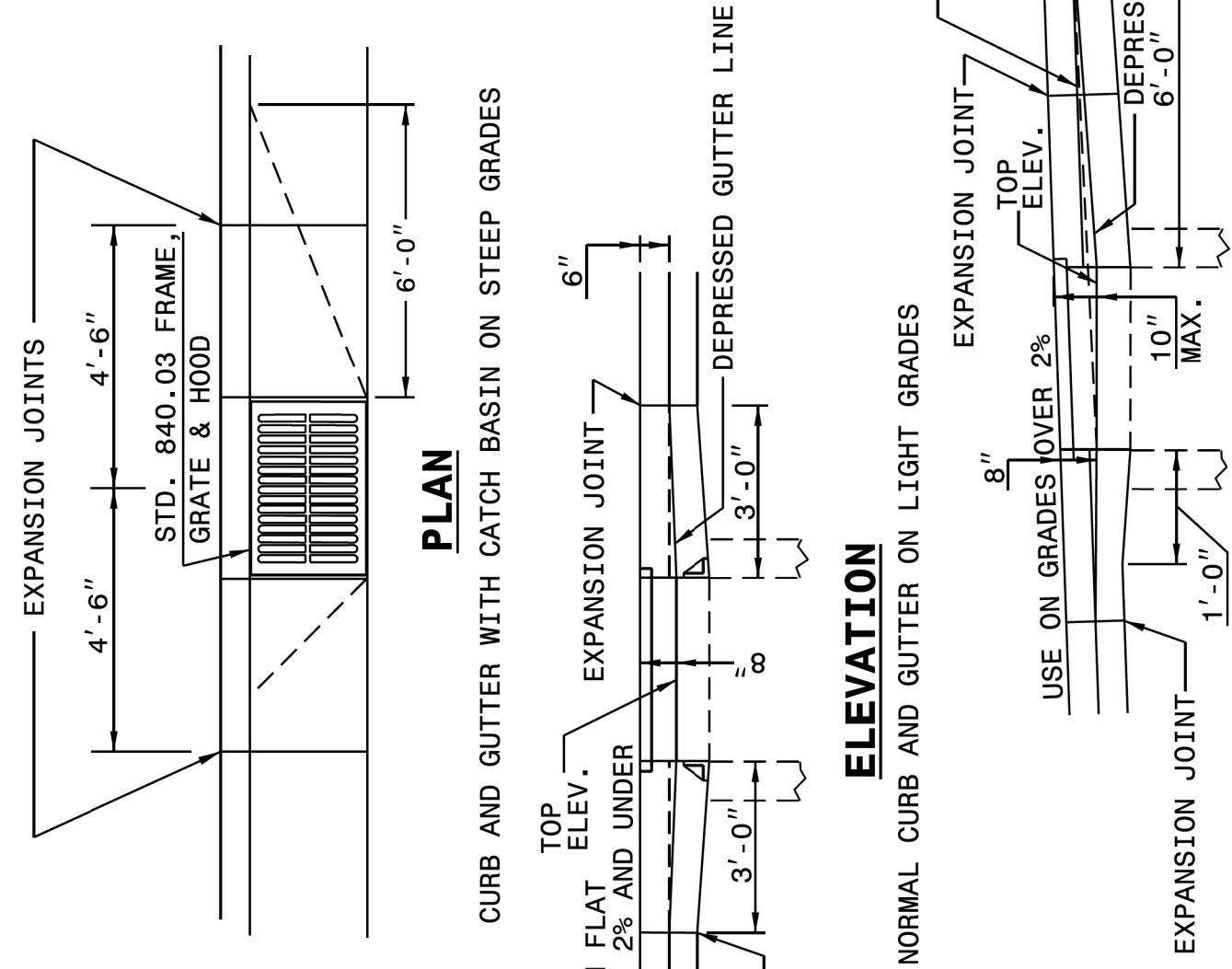
PLAN OF TOP SLAB

SECTION S-S

SECTION R-R

* RISER HAS .228 CUBIC YARDS OF CONCRETE PER FOOT HEIGHT

MINIMUM DIMENSIONS AND QUANTITIES FOR CONCRETE CATCH BASIN (BASED ON MIN. HEIGHT, H, WITH NO RISER) *									
DIMENSIONS OF BOX AND PIPE					COVER DIMENSION				
PIPE D	SPAN A	WIDTH B	WIDTH C	SPAN G	MIN. HEIGHT H	E	F	COVER DIMENSION	
12"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
15"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
18"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
24"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
30"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
36"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
42"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
48"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
54"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
60"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
66"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
72"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
78"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	
84"	3'-0"	2'-2"	2'-2"	3'-0"	2'-0"	2'-0"	2'-3"	3'-1"	



PLAN

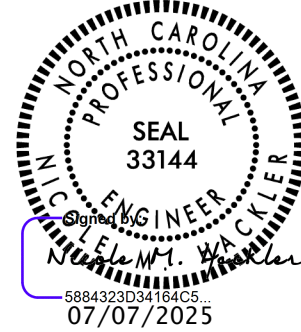
CURB AND GUTTER WITH CATCH BASIN ON STEEP GRADES

ELEVATION

NORMAL CURB AND GUTTER ON LIGHT GRADES

ELEVATION

NORMAL CURB AND GUTTER ON STEEP GRADES



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE PLATE FOR TITLE

ORIGINAL BY: 2002 Std.840.01 DATE:
MODIFIED BY: E.E. WARD DATE: 3-1-02
CHECKED BY: DATE:
FILE SPEC.: s:Special Details/jhowerton/840d02.dgn

REVISIONS

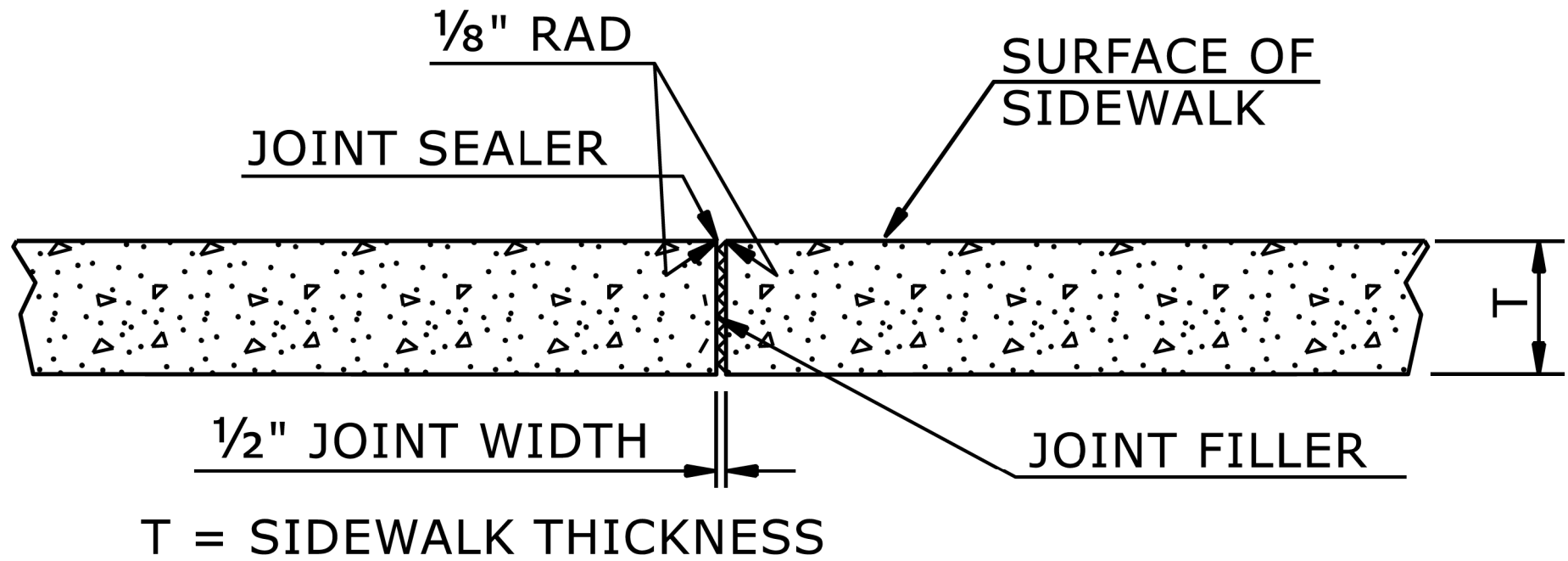
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DAVID R. ROY

NOTES:

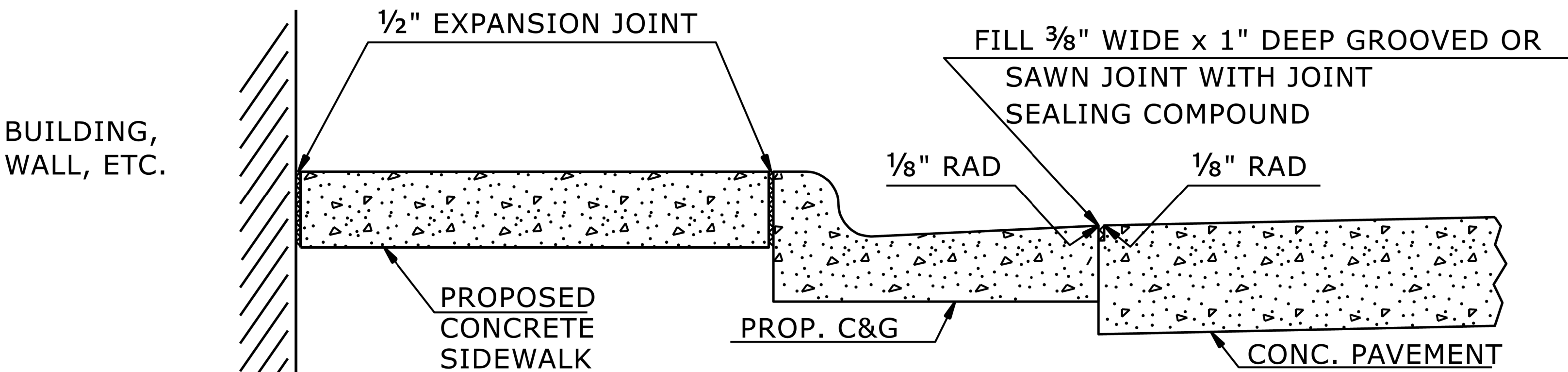
CONSTRUCT STANDARD SIDEWALK 5' WIDE AND 4" THICK UNLESS OTHERWISE DENOTED ON PLANS.

PLACE A GROOVE JOINT 1" DEEP WITH 1/8" RADII IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 50' INTERVALS. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.

SEE STD. DWG. 848.06 FOR CURB RAMP LOCATION REQUIREMENTS AND CONSTRUCTION GUIDELINES.



TRANSVERSE EXPANSION JOINT
IN SIDEWALK



DETAILS SHOWING JOINTS IN CONCRETE SIDEWALK

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
CONCRETE SIDEWALK

SHEET 1 OF 1

848D01



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**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**

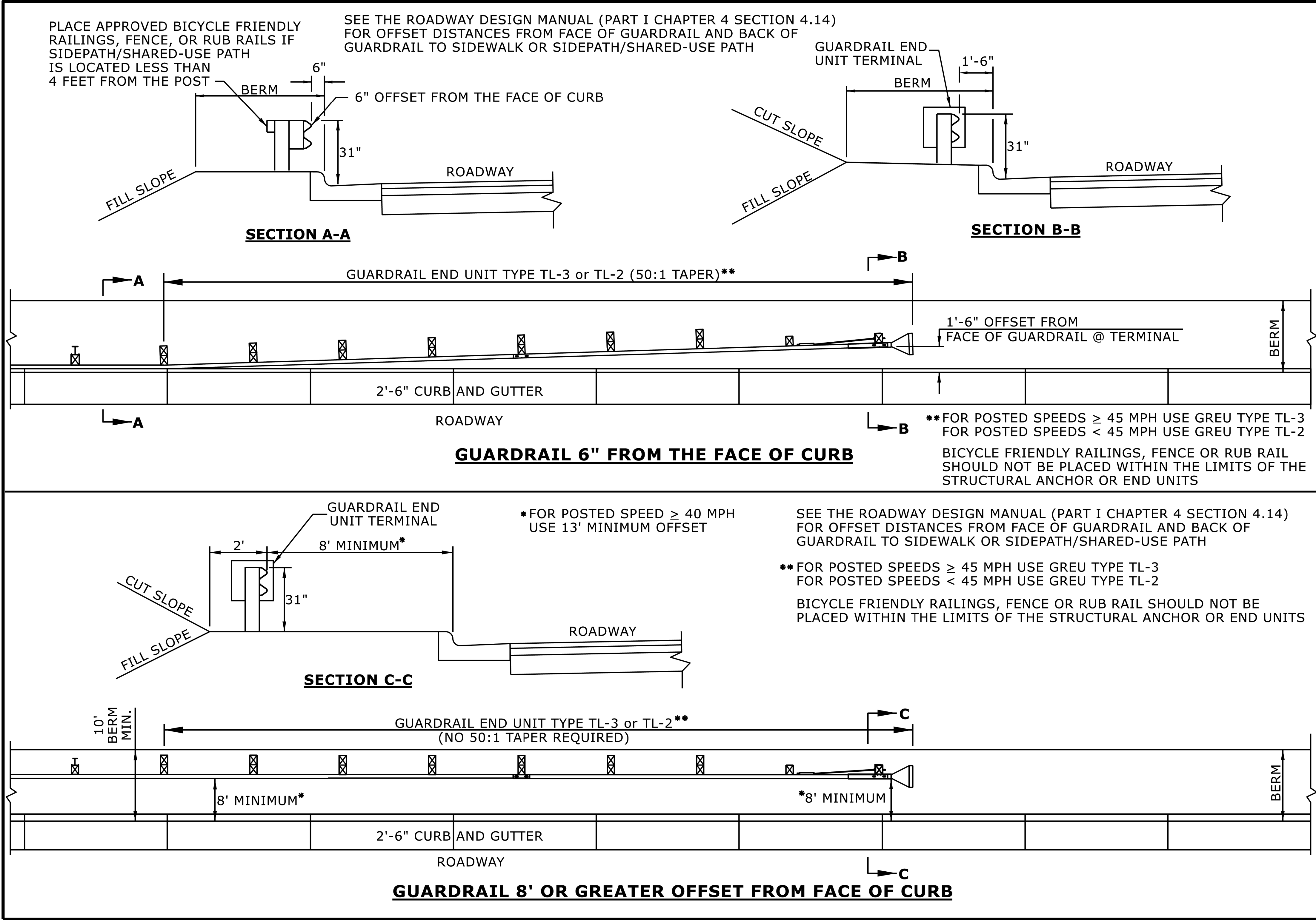
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

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MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE SPEC.: _____

REVISIONS

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DAVID R. HARTMAN



STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.



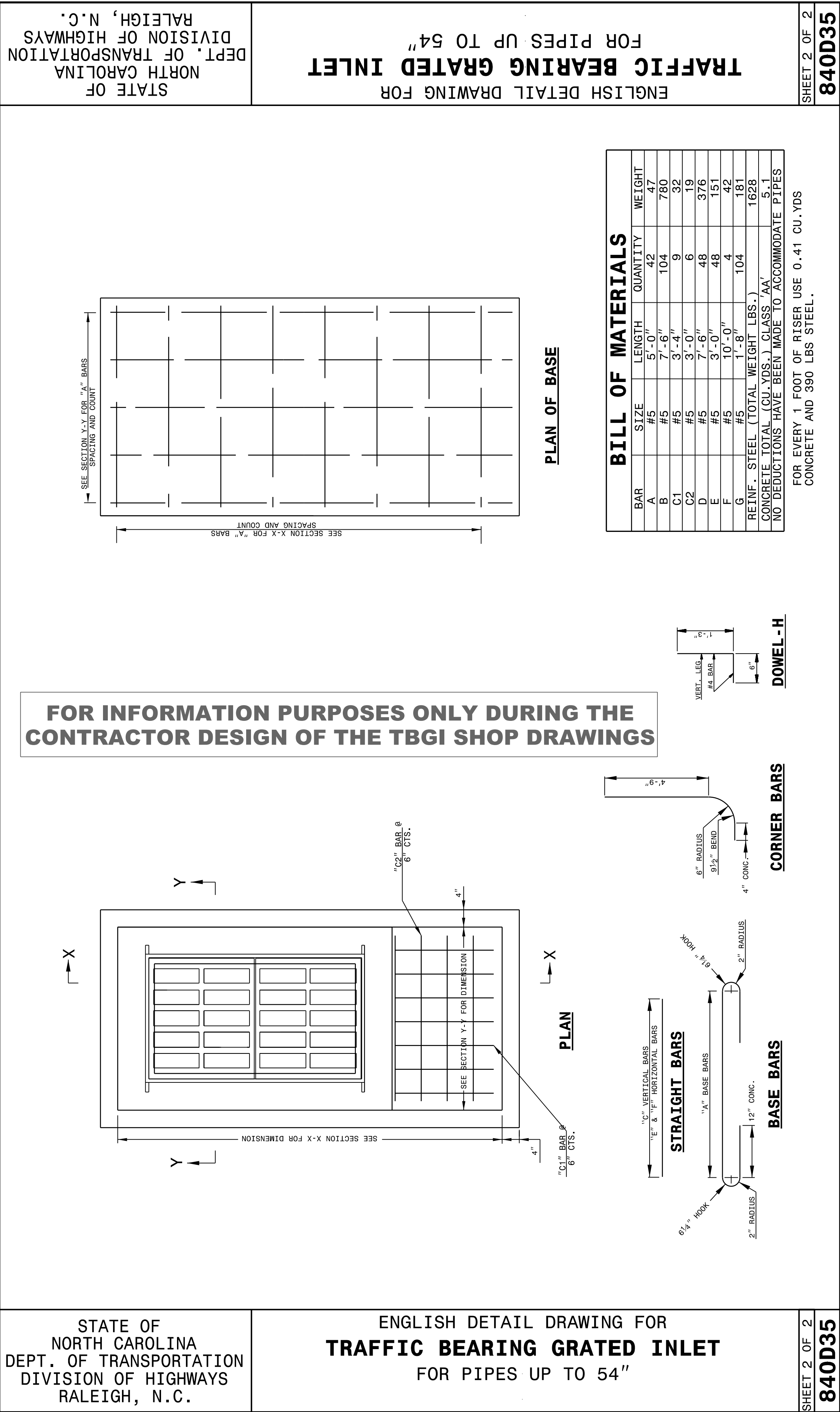
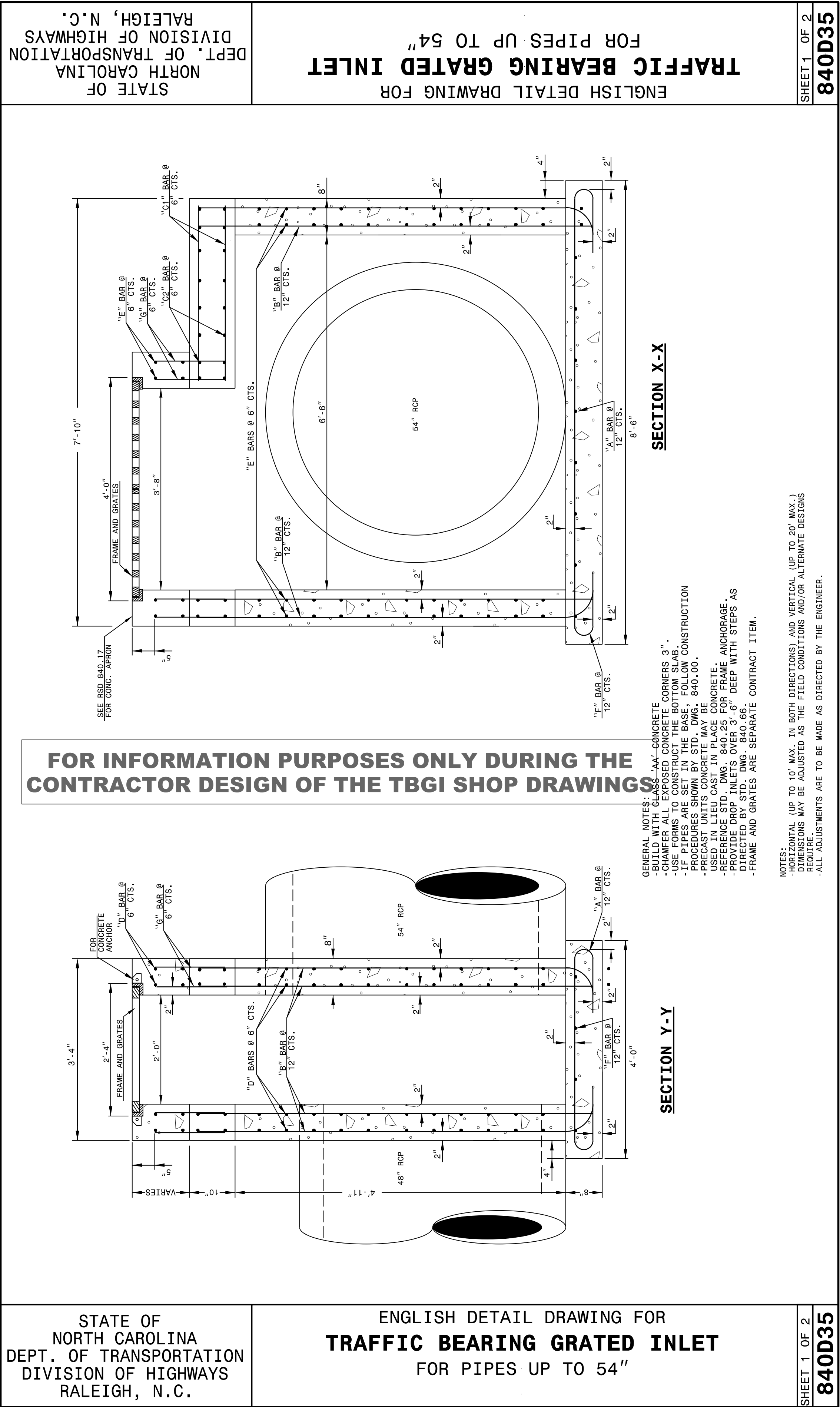
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CONTRACTS STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

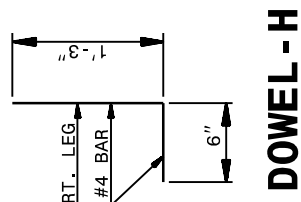
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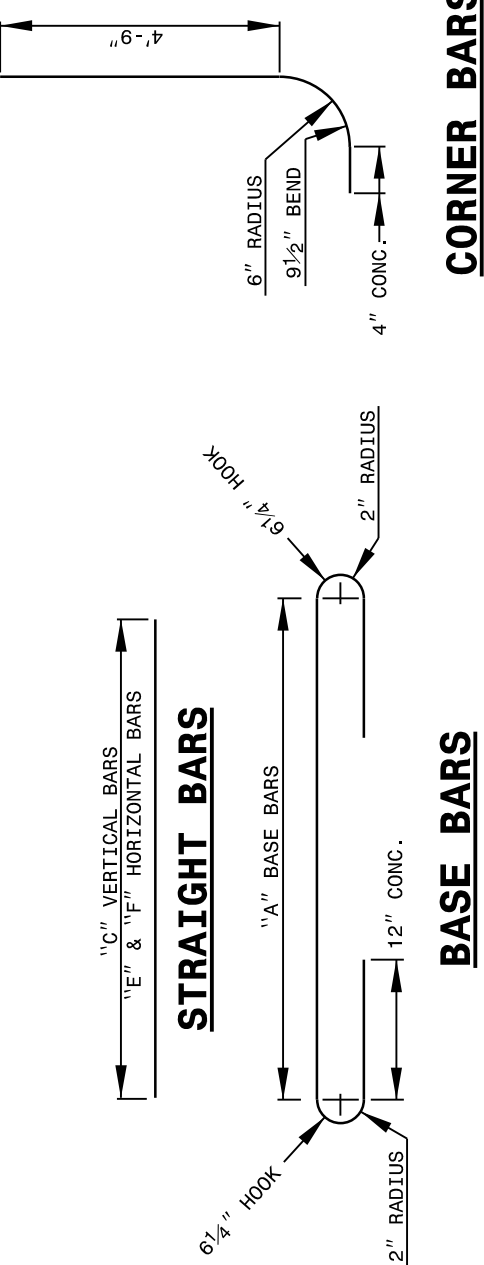


BAR	SIZE	LENGTH	QUANTITY	WEIGHT
A	#5	5'-0"	42	47
B	#5	7'-6"	104	780
C1	#5	3'-4"	9	32
C2	#5	3'-0"	6	19
D	#5	7'-6"	48	376
E	#5	3'-0"	48	151
F	#5	10'-0"	4	42
G	#5	1'-8"	104	181
REINF. STEEL (TOTAL WEIGHT LBS.)				1628
CONCRETE TOTAL (CU YDS.) CLASS 'AA'				5.1
NO DEDUCTIONS HAVE BEEN MADE TO ACCOMMODATE PIPES				

FOR EVERY 1 FOOT OF RISER USE 0.41 CU.YDS CONCRETE AND 390 LBS STEEL.



DOWEL - H

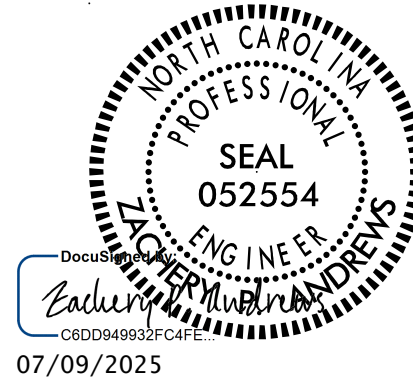


CORNER BARS



STRAIGHT BARS

BASE BARS



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CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE PLATE FOR TITLE

ORIGINAL BY: K. KEMPF DATE: 03-03-2015
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: jhowerton/840d35 TBGI Up to 54in.dgn

5/28/95

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK
IN CUBIC YARDS

LINE	STATION	STATION	UNCL. EXCAV.	UNDERCUT EXCAV.	EMBANK.	BORROW	WASTE
-Y1-	21+50.00	26+00.00	340		738	398	
-YA2-	10+50.00	13+00.00	56		16		40
-L- LT	27+99.00	33+63.00	105		6		99
SUBTOTALS:			501		760	398	139
-L- RT	13+00.00	18+50.00			864	864	
-Y- RT	11+00.00	13+01.00	36				36
-Y- RT	14+83.47	15+59.41			49	49	
SUBTOTALS:			36		913	913	36
-L-	10+00.00	18+00.00	44		381	337	
-L-	19+50.00	25+00.00	58		379	321	
-L-	26+50.00	33+00.00	39		211	172	
-L-	34+00.00	46+00.00	149	90	519	370	
-L- RT	39+24.00	41+50.00	94				94
SUBTOTALS:			384	90	1490	1200	94
-Y- LT	11+00.00	120+00.00	598		1989	1391	
-L- RT	20+00.00	21+50.00			106	106	
SUBTOTALS:			598		2095	1497	
-Y-	10+86.00	14+04.00			5	5	
SUBTOTALS:					5	5	
TOTAL:			1519	90	5263	4013	269
MATERIAL FOR SHOUDER CONSTRUCTION					938	938	
LOSS DUE TO CLEARING AND GRUBBING			-100			100	
ADDITIONAL UNDERCUT EXCAVATION				1250	1563	1563	1250
WASTE IN LIEU OF BORROW						-269	-269
PROJECT TOTAL:			1419	1340	7764	6345	1250
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT						317	
GRAND TOTALS:			1419	1340	7764	6663	1250
SAY:			1500	1340		6700	

EST. DDE = 27 CUBIC YARDS
EST. SHALLOW UNDERCUT = 1710 CUBIC YARDS
EST. SELECT GRANULAR MATERIAL = 1250 CUBIC YARDS

ASPHALT PAVEMENT REMOVAL
SUMMARY

LINE	BEGIN STA.	END STA.	LOCATION	AREA FT	AREA YD'
-Y1-	21+50	26+00	MED	21906.96	2434.11
TOTAL					2434.11
SAY					2440

WOVEN WIRE FENCE
RESET SUMMARY

LINE	BEGIN STA.	END STA.	LOCATION	LENGTH FT
-Y-	18+79	19+60	LT	71
TOTAL				71
SAY				75

GUARDRAIL SUMMARY

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH (LF)			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS										IMPACT ATTENUATOR TYPE 350			REMOVE EXISTING GUARDRAIL	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GREU-TL-3	CAT-1														PERMITTED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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-L-	14 + 07.17	15 + 05.74	RT	99.77					8'	6'		50		1		1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

5/28/95

SUB-REGIONAL & REGIONAL

ABBREVIATIONS

STATION	LOCATION (T, RT, OR CL)	STRUCTURE NO.		TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	SLOPE CRITICAL	DRAINAGE PIPE (RCP, CSP, CAAAP, HDPE, or PVC)								C.S. PIPE								R.C. PIPE (CLASS III)								R.C. PIPE (CLASS IV)								*** R. C. PIPE (CLASS V)	*** R. C. PIPE CULVERTS, CONTRACTOR DESIGN PIPE	*** R. C. PIPE CULVERTS, CONTRACTOR DESIGN PIPE	15' SIDE DRAIN PIPE	18' SIDE DRAIN PIPE	ENDWALLS		QUANTITIES FOR MATERIALS STRUCTURES * TOTAL L.F. FOR PAY QUANTITY SHALL BE COL. "A + [(1.3 X COL-8)]"	FRAME, GRATES AND HOOD STANDARD 840.03				CONCRETE TRANSITIONAL SECTION		G.D.I. TYPE "B" STD. 840.18 OR 840.27	G.D.I. TYPE "D" STD. 840.19 OR 840.28	G.D.I. FRAME WITH TWO GRATES STD. 840.22	G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.24	J.B. STD. 840.31 OR 840.32	T.B.J.B. STD. 840.34	M.H. FRAME & COVER STD. 840.54	T.B.DI. STD. 840.36	STEEL FRAME AND GRATES STD. 840.37	CONC. COLLARS CL. "B" C.Y. STD. 840.72	CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71	PIPE REMOVAL LIN. FT.	ABBREVIATIONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		FROM	TO					12"	15"	18"	24"	30"	36"	42"	48"	DO NOT USE RCP	DO NOT USE CSP	DO NOT USE CAAAP	DO NOT USE HDPE	.064	.064	.064	.079	.109	.109	12"	15"	18"	24"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"						42"	48"		R.C.P.	C.S.P.	CU. YDS.	PER EACH (0' THRU 5.0')	5.0' THRU 10.0'	10.0' AND ABOVE													E	F	G	CATCH BASIN	DROP INLET	J.B.	N.D.I.	D.I.	G.D.I.	T.B.D.I.	M.H.	T.B.J.B.	CATCH BASIN	NARROW DROP INLET	DROP INLET	GRATED DROP INLET	GRATED DROP INLET (NARROW SLOT)	JUNCTION BOX	MANHOLE	TRAFFIC BEARING DROP INLET	TRAFFIC BEARING JUNCTION BOX																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		THICKNESS OR GAUGE	THICKNESS OR GAUGE					A	B	LIN. FT.	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A						B	A		B	A	B	A	B	A													B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NOTE: Invert Elevations are for Bid Purposes only and shall not be used for project construction stakeout.
See "Standard Specifications For Roads and Structures, Section 300-5".

ABBREVIATIONS

[illegible]

COMPUTED BY: A. Suttle, P.G. DATE: 04/10/2025
CHECKED BY: A. Mulla, P.E. DATE: 04/10/2025

(2-3-23)

PROJECT NO.	SHEET NO.
U-5789	3G-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF SUBSURFACE DRAINAGE

LINE	Station	Station	Location LT/RT/CL	Drain Type* UD/BD/SD	LF
CONTINGENCY				SD	3800
				TOTAL LF:	3800

*UD = Underdrain
*BD = Blind Drain
*SD = Subsurface Drain

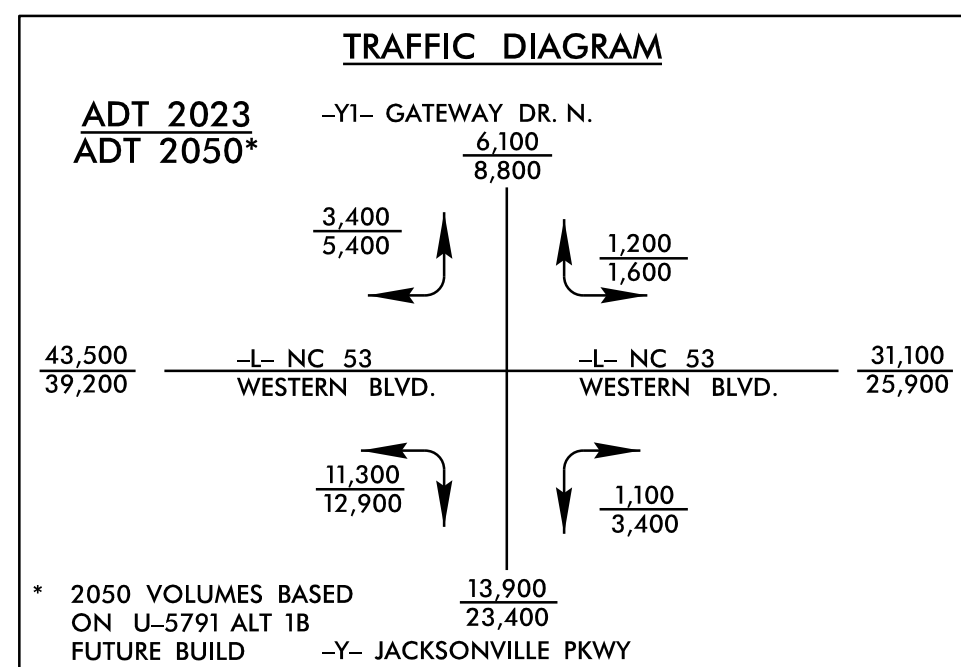
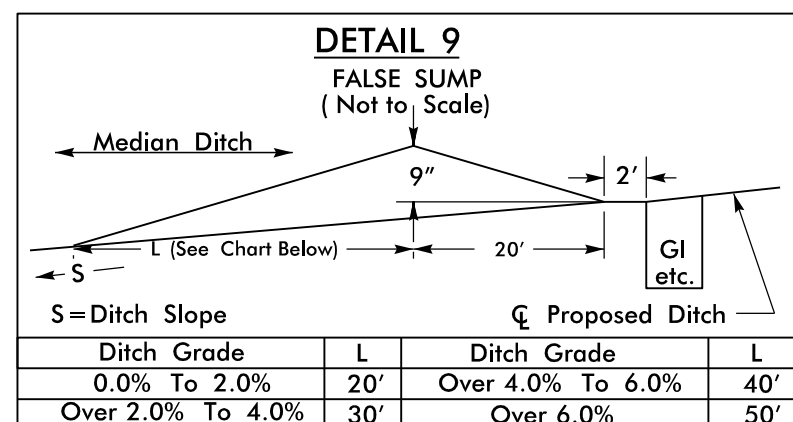
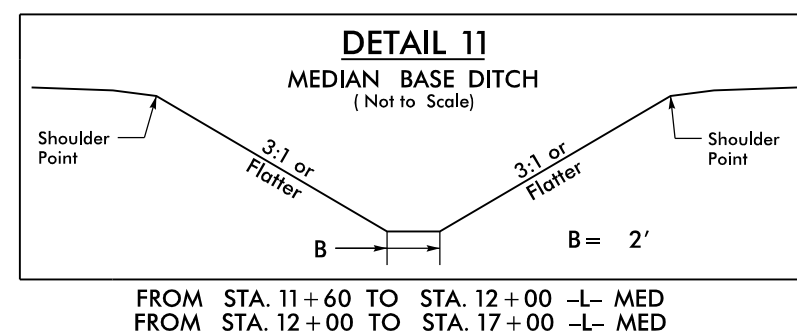
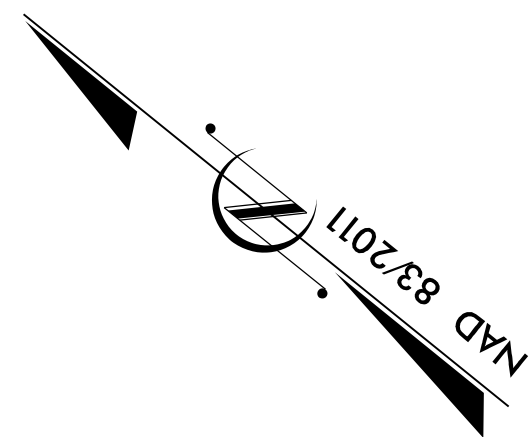
SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION

LINE	Station	Station	Aggregate Type* ASU(1/2)/ AST	Aggregate Thickness INCHES [8" for ASU(2)]	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Subgrade Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
-L-	15+00	18+25	ASU1	12	440	1050	1665		
-L-	20+75	25+20	ASU1	12	150	280	440		
-L-	28+50	33+49	ASU1	12	190	380	605		
-L-	34+40	42+49	ASU1	12	310	650	1025		
-YA2-	11+00	13+44	ASU1	12	120	240	365		
CONTINGENCY			ASU1	12	500	950	1500		
			TOTAL CY/TONS/SY:		1710	3550**	5600**	0	0

*ASU(1/2) = Aggregate Subgrade (Type 1 or 2)
*AST = Aggregate Stabilization

**Total tons of "Class IV Subgrade Stabilization" and total square yards of "Geotextile for Subgrade Stabilization" are only the estimated quantities for ASU(1/2)/AST and may only represent a portion of the subgrade stabilization and geotextile quantities shown in the Item Sheets of the Proposal.

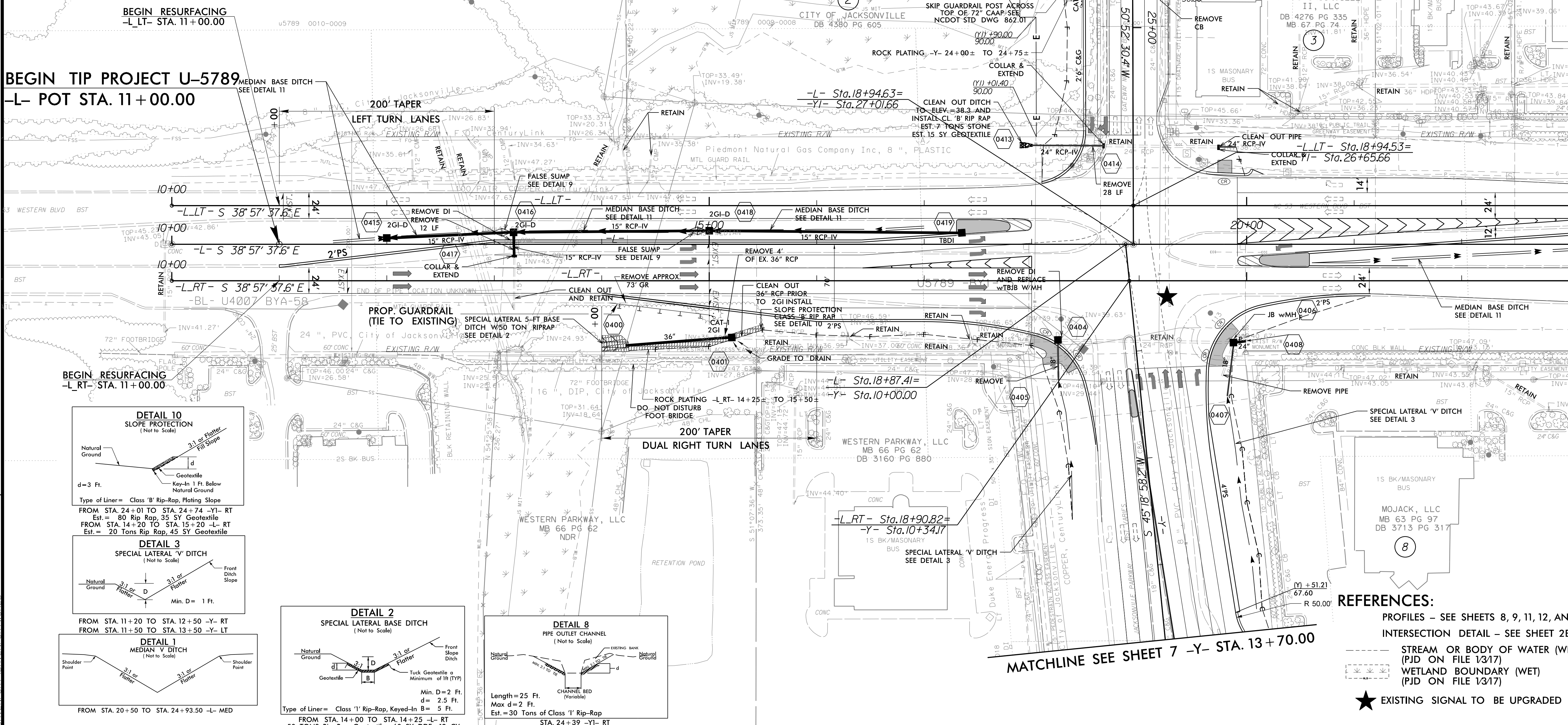
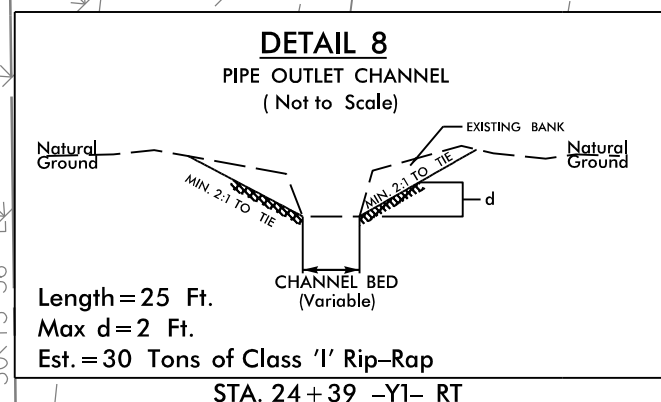
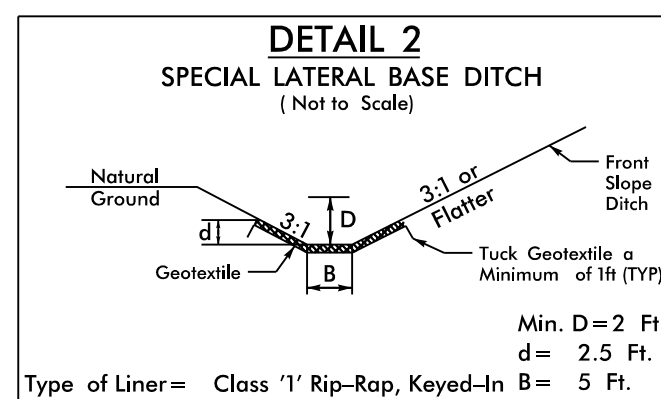
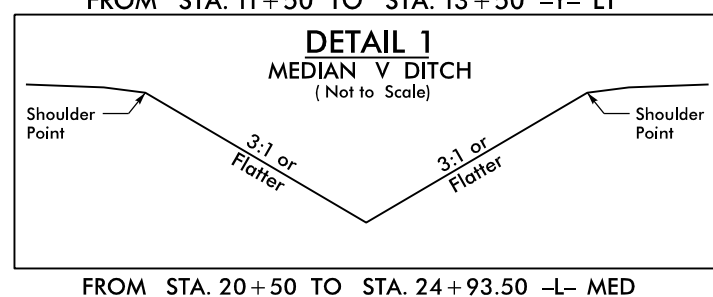
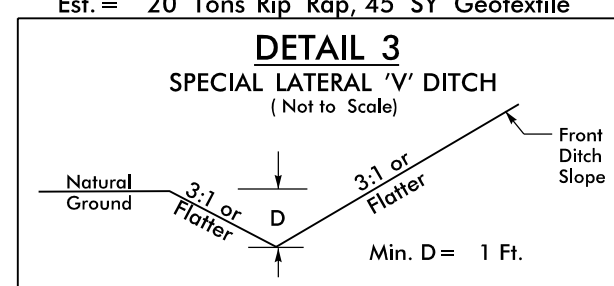
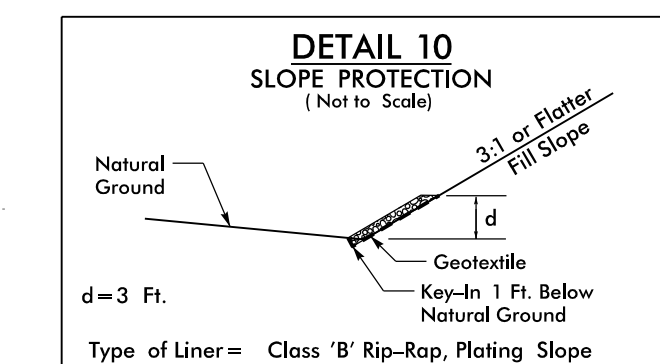
[illegible][illegible][illegible][illegible]



-Y/-

<i>PI Sta 22+92.85</i>	<i>PI Sta 20+38.07</i>
$\Delta = 34^{\circ} 55' 53.0''$ (LT)	$\Delta = 69^{\circ} 55' 26.0''$ (RT)
<i>D = 24' 54" 40.4"</i>	<i>D = 16' 22" 12.8"</i>
<i>L = 140.22'</i>	<i>L = 427.14'</i>
<i>T = 72.37'</i>	<i>T = 244.73'</i>
<i>R = 230.00'</i>	<i>R = 350.00'</i>

SEE = SEE CROSS-SECTIONS



REFERENCES:

PROFILES – SEE SHEETS 8, 9, 11, 12, AND 13
INTERSECTION DETAIL – SEE SHEET 2B1

STREAM OR BODY OF WATER (WET)
(PJD ON FILE 1/3/17)
WETLAND BOUNDARY (WET)
(PJD ON FILE 1/3/17)

★ EXISTING SIGNAL TO BE UPGRADED

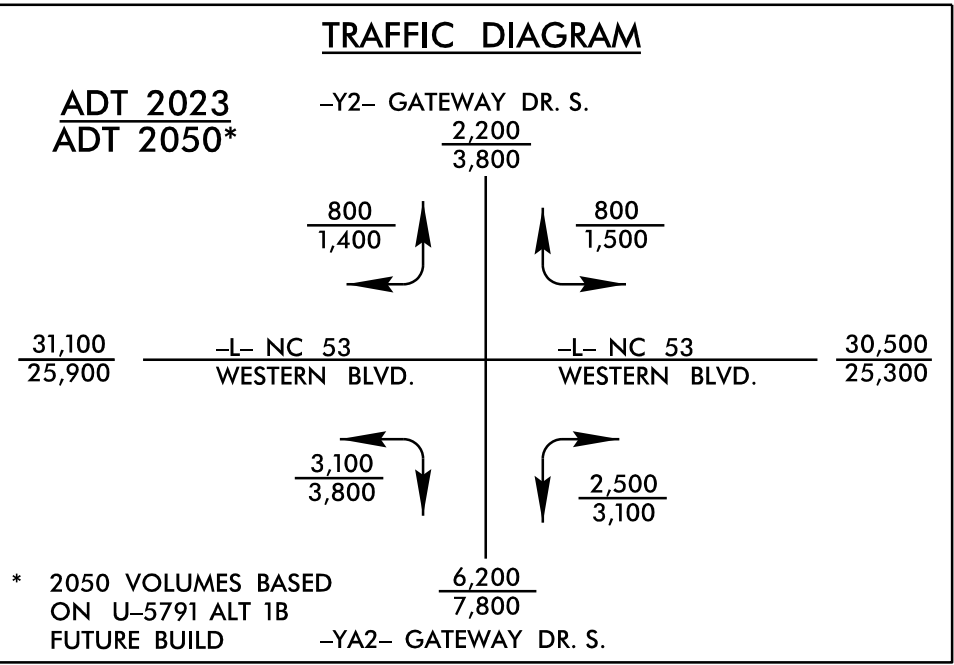
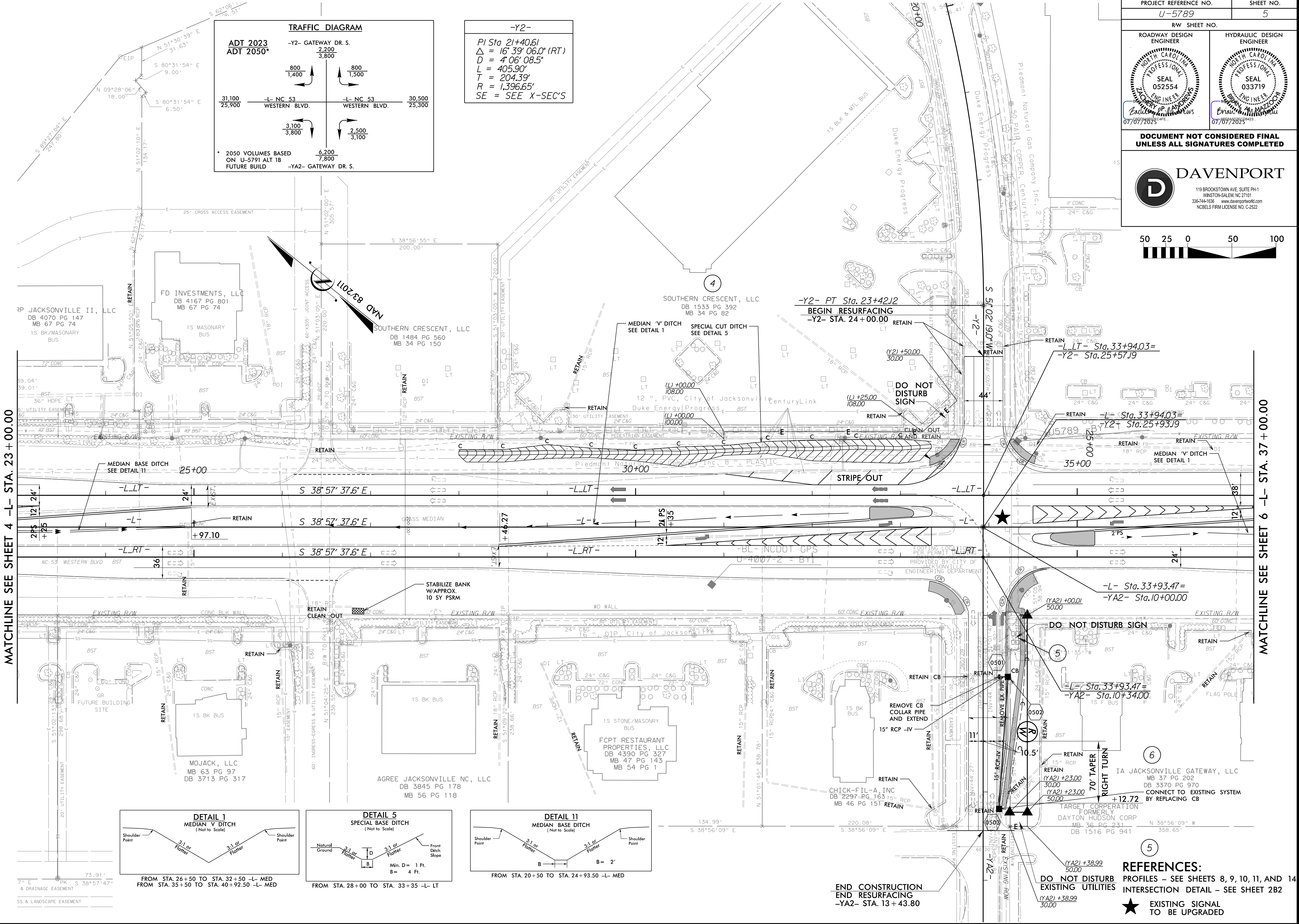
8/17/2025

7/17/2025 3:09:07 NCDDT_U5789_NC53_Jack DESIGN U5789_Roadway ProJ_U5789_ROY_PSH_05.dgn

REVISIONS

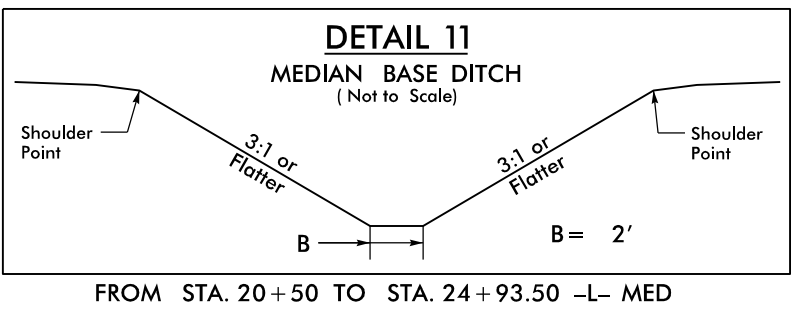
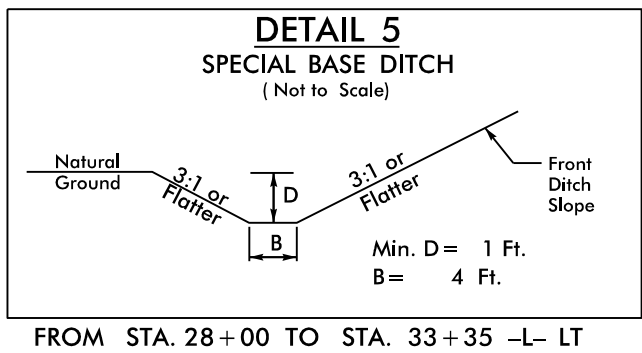
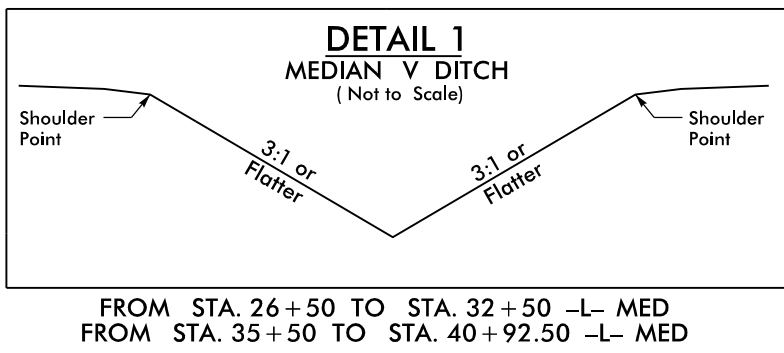
MATCHLINE SEE SHEET 4 -L- STA. 23 + 00.00

MATCHLINE SEE SHEET 6 -L- STA. 37 + 00.00



-Y2-

PI Sta 21+40.61
 $\Delta = 16^{\circ}39'06.0''$ (RT)
 $D = 4^{\circ}06'08.5''$
 $L = 405.90'$
 $T = 204.39'$
 $R = 1,396.65'$
 $SE = \text{SEE X-SEC'S}$



REFERENCES:

PROFILES - SEE SHEETS 8, 9, 10, 11, AND 14

INTERSECTION DETAIL - SEE SHEET 2B2

EXISTING SIGNAL TO BE UPGRADED

PROJECT REFERENCE NO. **U-5789** SHEET NO. **5**

R/W SHEET NO.

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 052554
Caitlin P. Meadows
07/07/2025

HYDRAULIC DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 033719
Brian A. MacEachron
07/07/2025

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

DAVENPORT
119 BROOKSTOWN AVE, SUITE PH-1
WINSTON-SALEM, NC 27101
336-744-1636 www.davenportworld.com
NCELS FIRM LICENSE NO. C-3322

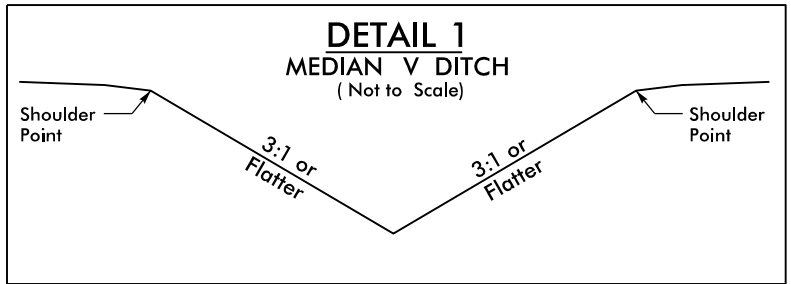
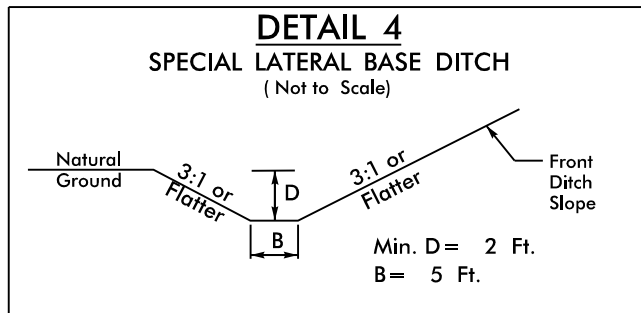
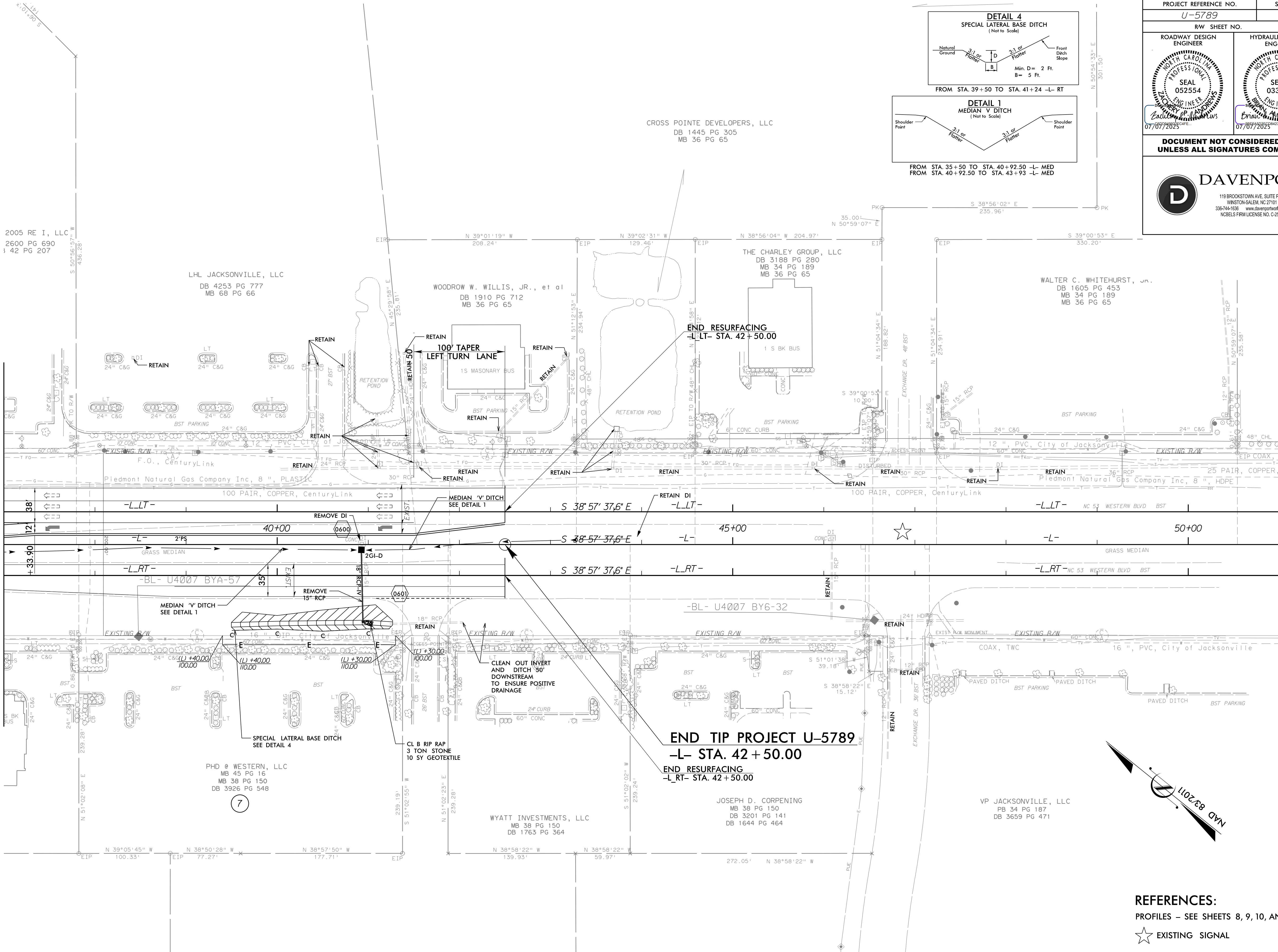
50 25 0 50 100

8/17/99

REVISIONS

7/17/2025 3:39:07 NC001 U5789, NC53 Jack DESIGN U5789, Roadway Pro, U5789, RDY_PSH_06.dgn
DAVENPORT DAVENPORT WORLD

MATCHLINE SEE SHEET 5 -L- STA. 37+00.00



FROM STA. 39+50 TO STA. 41+24 -L- RT
FROM STA. 35+50 TO STA. 40+92.50 -L- MED
FROM STA. 40+92.50 TO STA. 43+93 -L- MED

PROJECT REFERENCE NO.		SHEET NO.	
U-5789		6	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULIC DESIGN ENGINEER	
 07/07/2025		 07/07/2025	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
 DAVENPORT 119 BROOKSTOWN AVE, SUITE PH-1 WINSTON-SALEM, NC 27101 336-744-1636 www.davenportworld.com NCBELS FIRM LICENSE NO. C-322			

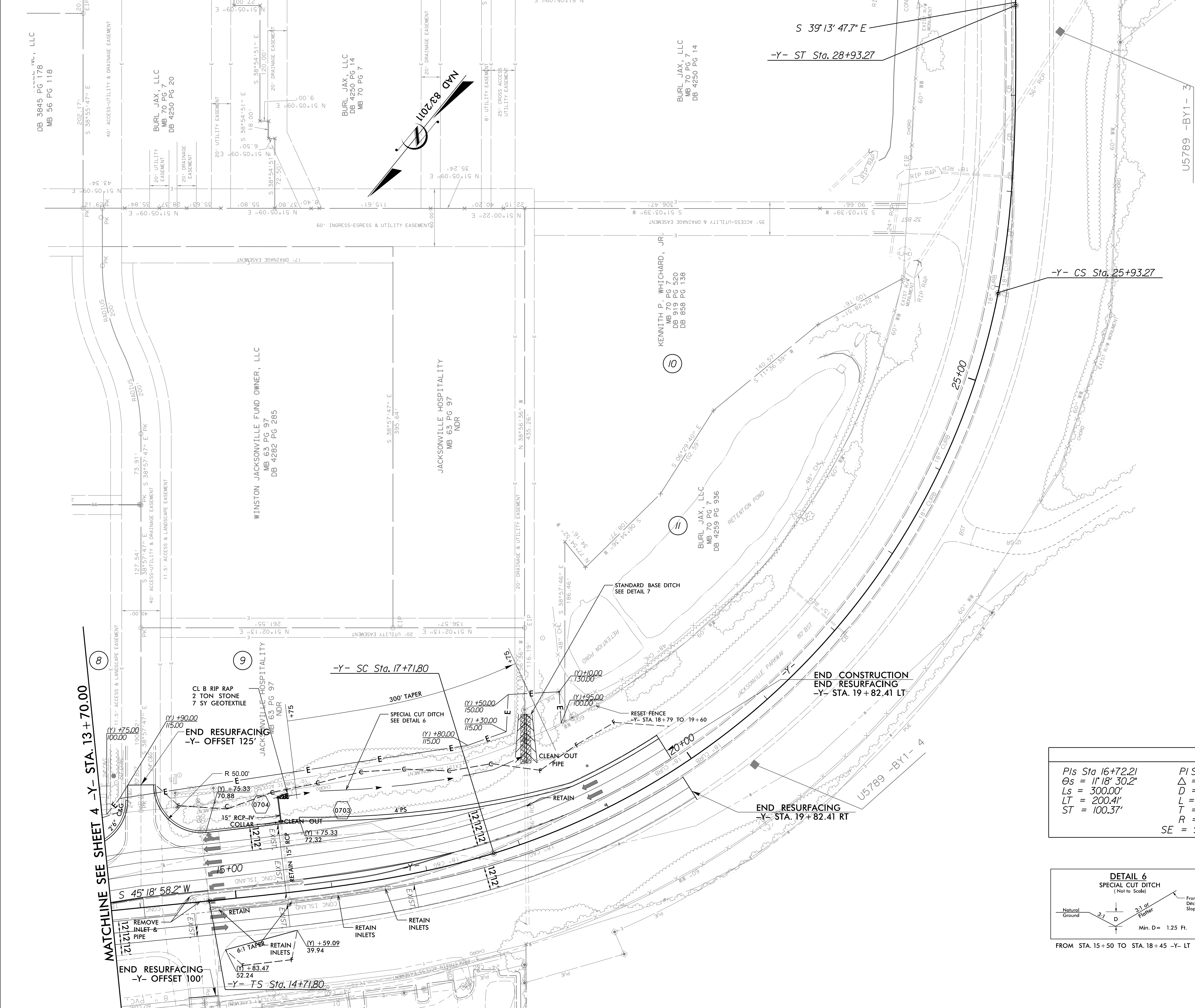
REFERENCES:

PROFILES - SEE SHEETS 8, 9, 10, AND 12

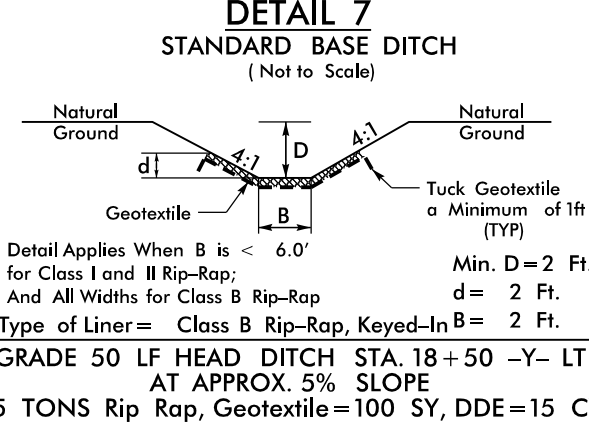
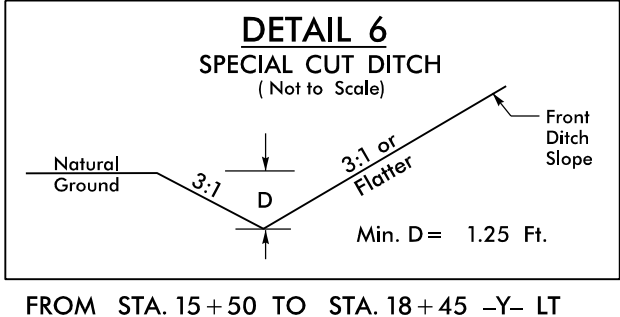
☆ EXISTING SIGNAL

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REVISIONS

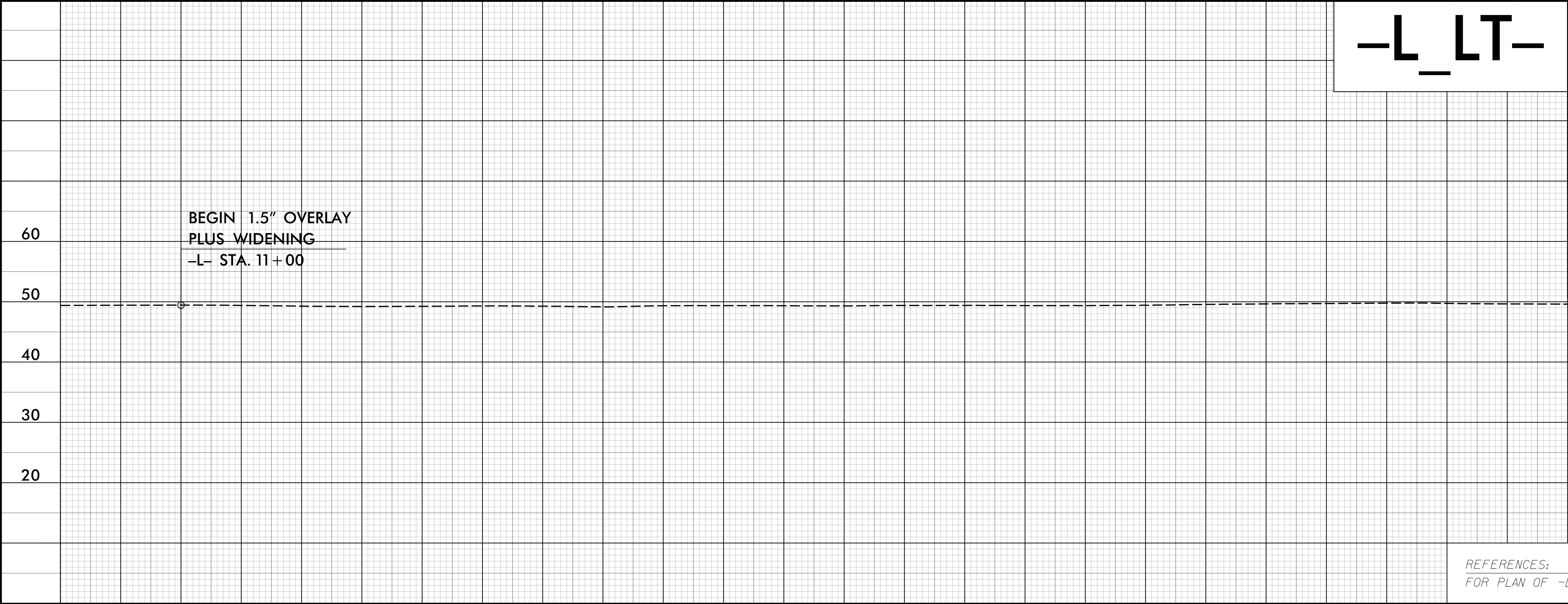


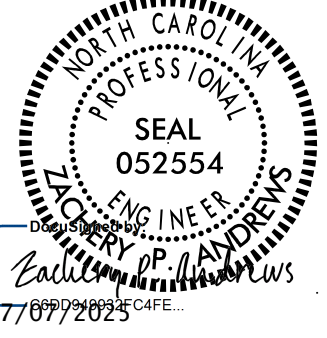
-Y-		
Pls Sta 16+72.21 Θs = 11° 18' 30.2" Ls = 300.00' LT = 200.41' ST = 100.37'	Pl Sta 22+27.82 Δ = 61° 55' 47.8" (LT) D = 7' 32" 20.1" L = 821.47' T = 456.02' R = 760.00'	Pls Sta 26+93.64 Θs = 11° 18' 30.2" Ls = 300.00' LT = 200.41' ST = 100.37'
SE = SEE CROSS-SECTIONS		



REFERENCES:
PROFILES – SEE SHEET 13

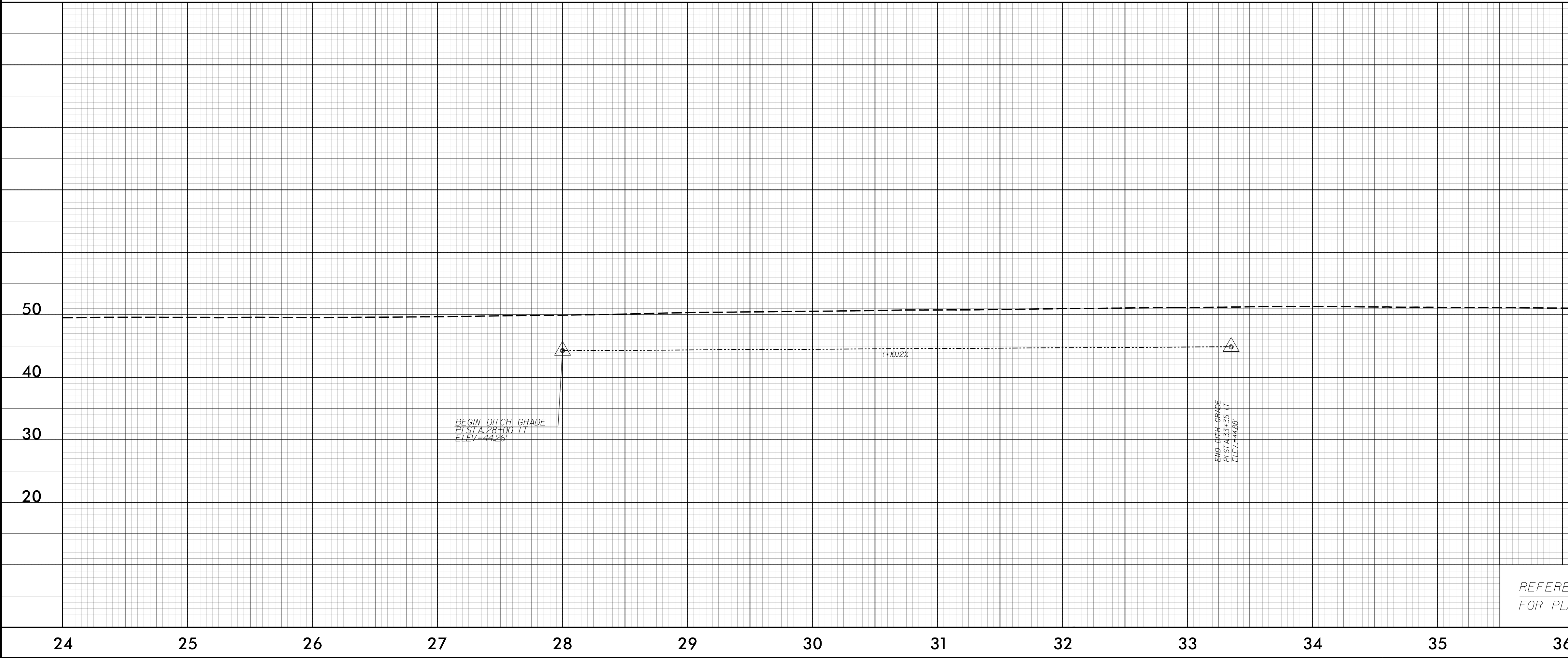
5/28/99



PROJECT REFERENCE NO. <i>U-5789</i>		SHEET NO. <i>8</i>	
ROADWAY DESIGN ENGINEER		HYDRAULIC DESIGN ENGINEER	
			
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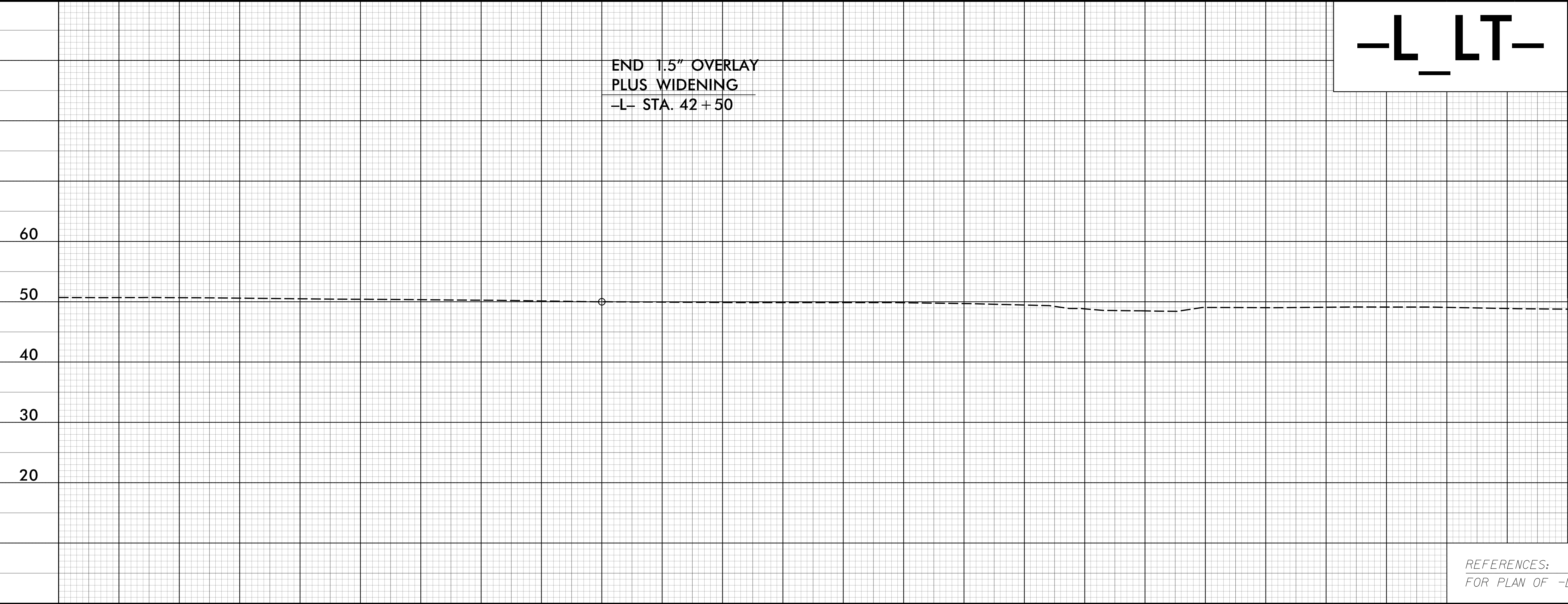
REFERENCES:
FOR PLAN OF -L-LT- SEE SHEETS 4 & 5

50,0000' / in.
ZZ:\0000\330907_NCDOT_U5789_NC53-Jack DESIGN\U5789_Roadway\Proj\U5789_ROY_PSH_08_PFL_01.dgn
DAVENPORT



			
REFERENCES: FOR PLAN OF -L-LT- SEE SHEETS 5 & 6			

5/28/99
50,000' / in.
Z:\6093330907_NCDOT_U5789\Roadway\Proj\U5789_ROY_PSH_09_PFL_02.dgn
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PROJECT REFERENCE NO.
U-5789

SHEET NO.
9

ROADWAY DESIGN ENGINEER

Brian A. Mazzocchi

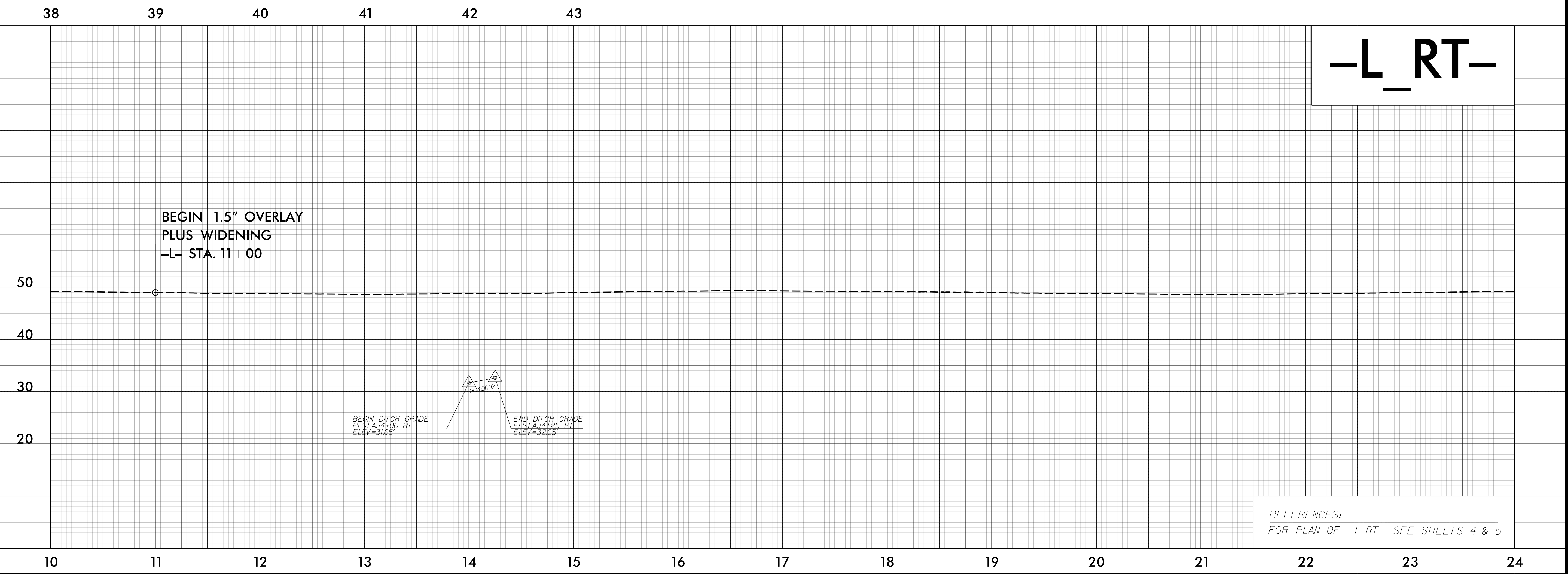
HYDRAULIC DESIGN ENGINEER

Brian A. Mazzocchi

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REFERENCES:
FOR PLAN OF -L_LT- SEE SHEET 6



-L_RT-

REFERENCES:
FOR PLAN OF -L_RT- SEE SHEETS 4 & 5



5/28/2025

PIPE HYDRAULIC DATA			
EX. DUAL 48" RCP Sta. 12+81.1-L-			
DRAINAGE AREA	= 86.7	AC	
DESIGN FREQUENCY	= 25	YRS	
DESIGN DISCHARGE	= 110	CFS	
DESIGN HW ELEVATION	= 29.8	FT	
100 YEAR DISCHARGE	= 170	CFS	
100 YEAR HW ELEVATION	= 30.8	FT	
OVERTOPPING FREQUENCY	= 100+	YRS	
OVERTOPPING DISCHARGE	= 350	CFS	
OVERTOPPING ELEVATION	= 36.3	FT	

PIPE HYDRAULIC DATA			
EXISTING 48" RCP Sta. 13+68.1-L-			
DRAINAGE AREA	= 131	AC	
DESIGN FREQUENCY	= 25	YRS	
DESIGN DISCHARGE	= 150	CFS	
DESIGN HW ELEVATION	= 33.4	FT	
100 YEAR DISCHARGE	= 240	CFS	
100 YEAR HW ELEVATION	= 40.7	FT	
OVERTOPPING FREQUENCY	= 100+	YRS	
OVERTOPPING DISCHARGE	= 195	CFS	
OVERTOPPING ELEVATION	= 36.3	FT	

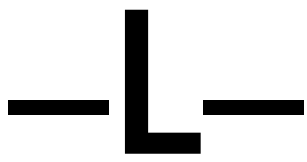
DITCH LEGEND

LEFT DITCH -----

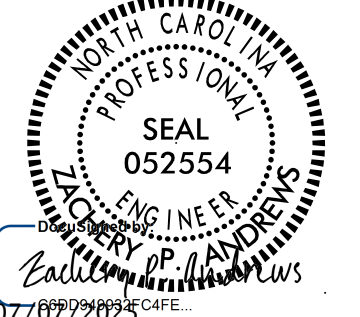
MEDIAN DITCH -----

RIGHT DITCH -----

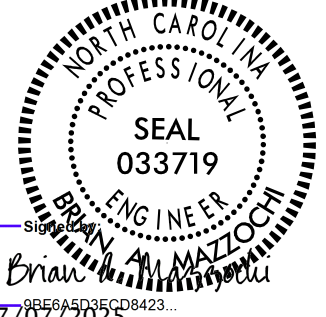
DITCH VPI 



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ROADWAY DESIGN ENGINEER


SHEET NO.
11

HYDRAULIC DESIGN ENGINEER


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BEGIN 1.5" OVERLAY
PLUS WIDENING
-L- STA. 11+00

 UNDERCUT EXCAVATION

REFERENCES:
FOR PLAN OF -L- SEE SHEET 4

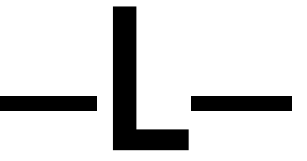
DITCH LEGEND

LEFT DITCH -----

MEDIAN DITCH -----

RIGHT DITCH -----

DITCH VPI 

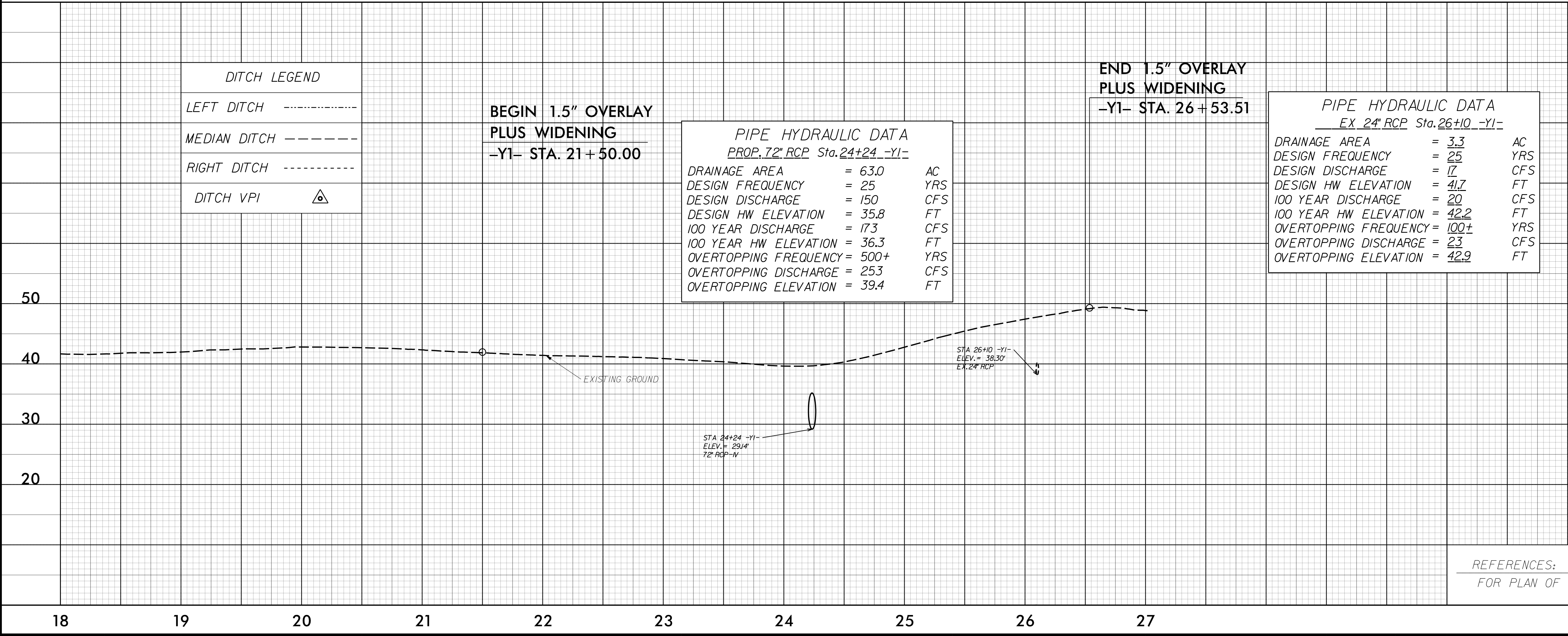
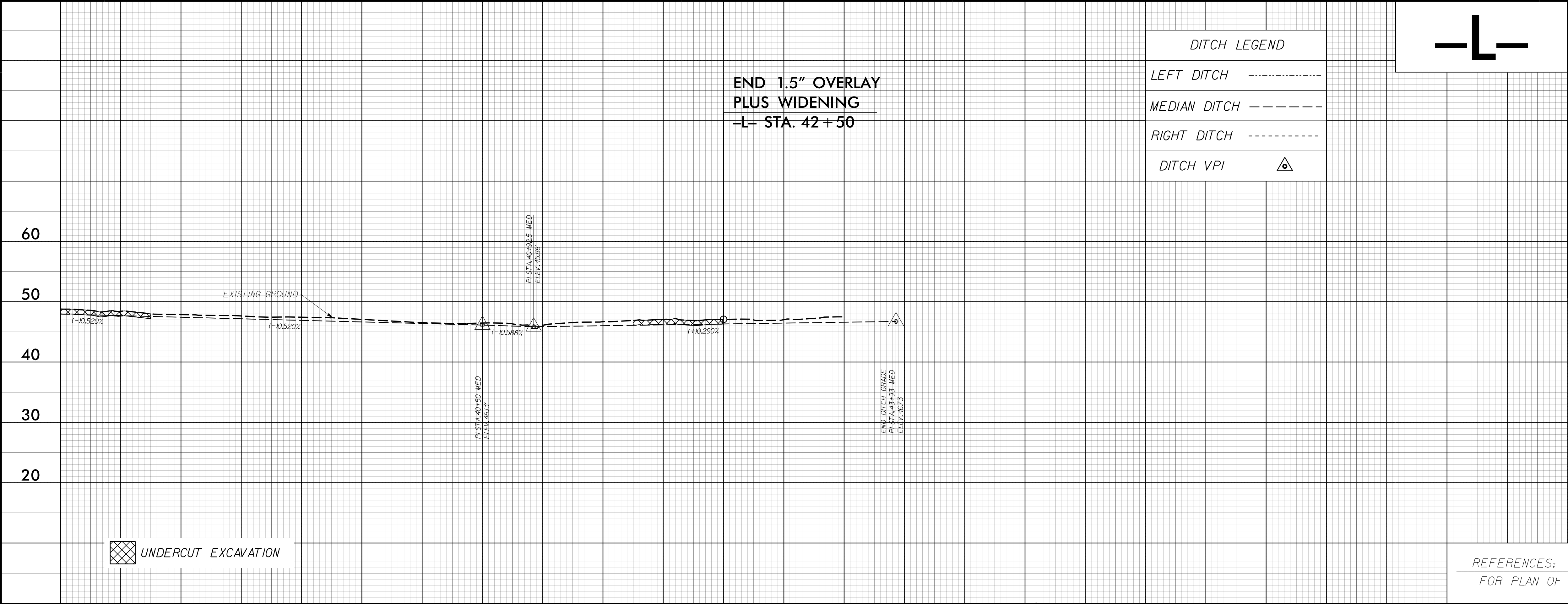


 UNDERCUT EXCAVATION

REFERENCES:
FOR PLAN OF -L- SEE SHEET 5

50,0000' / in.
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50,0000' / in.
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DAVENPORT

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BEGIN 1.5" OVERLAY
PLUS WIDENING
-Y- STA. 10+46.38

DITCH LEGEND	
LEFT DITCH	-----
MEDIAN DITCH	-----
RIGHT DITCH	-----
DITCH VPI	

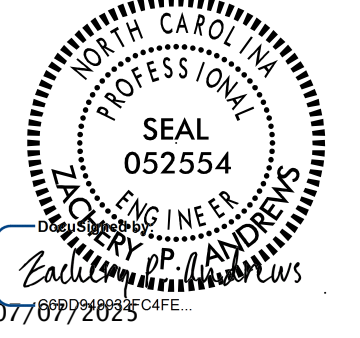
PIPE HYDRAULIC DATA		
<u>36" RCP</u> Sta. 18+09 -Y-		
DRAINAGE AREA	= 11.9	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 60	CFS
DESIGN HW ELEVATION	= 42.6	FT
100 YEAR DISCHARGE	= 70	CFS
100 YEAR HW ELEVATION	= 43.6	FT
OVERTOPPING FREQUENCY	= 100	YRS
OVERTOPPING DISCHARGE	= 70	CFS
OVERTOPPING ELEVATION	= 43.1	FT

END 1.5" OVERLAY
PLUS WIDENING
-Y- STA. 19+82.41

-Y-

PROJECT REFERENCE NO.
U-5789

SHEET NO.
13

ROADWAY DESIGN ENGINEER


HYDRAULIC DESIGN ENGINEER


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REFERENCES:
FOR PLAN OF -Y- SEE SHEETS 4 & 7

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

-Y-

PIPE HYDRAULIC DATA		
<u>EXISTING 36" RCP</u> Sta. 27+88 -Y-		
DRAINAGE AREA	= 13.3	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 60	CFS
DESIGN HW ELEVATION	= 42.8	FT
100 YEAR DISCHARGE	= 75	CFS
100 YEAR HW ELEVATION	= 44.7	FT
OVERTOPPING FREQUENCY	= 100	YRS
OVERTOPPING DISCHARGE	= 65	CFS
OVERTOPPING ELEVATION	= 43.1	FT

PIPE HYDRAULIC DATA		
<u>EXISTING 42" RCP</u> Sta. 29+77 -Y-		
DRAINAGE AREA	= 14.7	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 70	CFS
DESIGN HW ELEVATION	= 41.4	FT
100 YEAR DISCHARGE	= 80	CFS
100 YEAR HW ELEVATION	= 42.0	FT
OVERTOPPING FREQUENCY	= 100	YRS
OVERTOPPING DISCHARGE	= 105	CFS
OVERTOPPING ELEVATION	= 44.1	FT

DITCH LEGEND	
LEFT DITCH	-----
MEDIAN DITCH	-----
RIGHT DITCH	-----
DITCH VPI	

STA 27+88 -Y-
ELEV. = 37.20'
EX 36" RCP

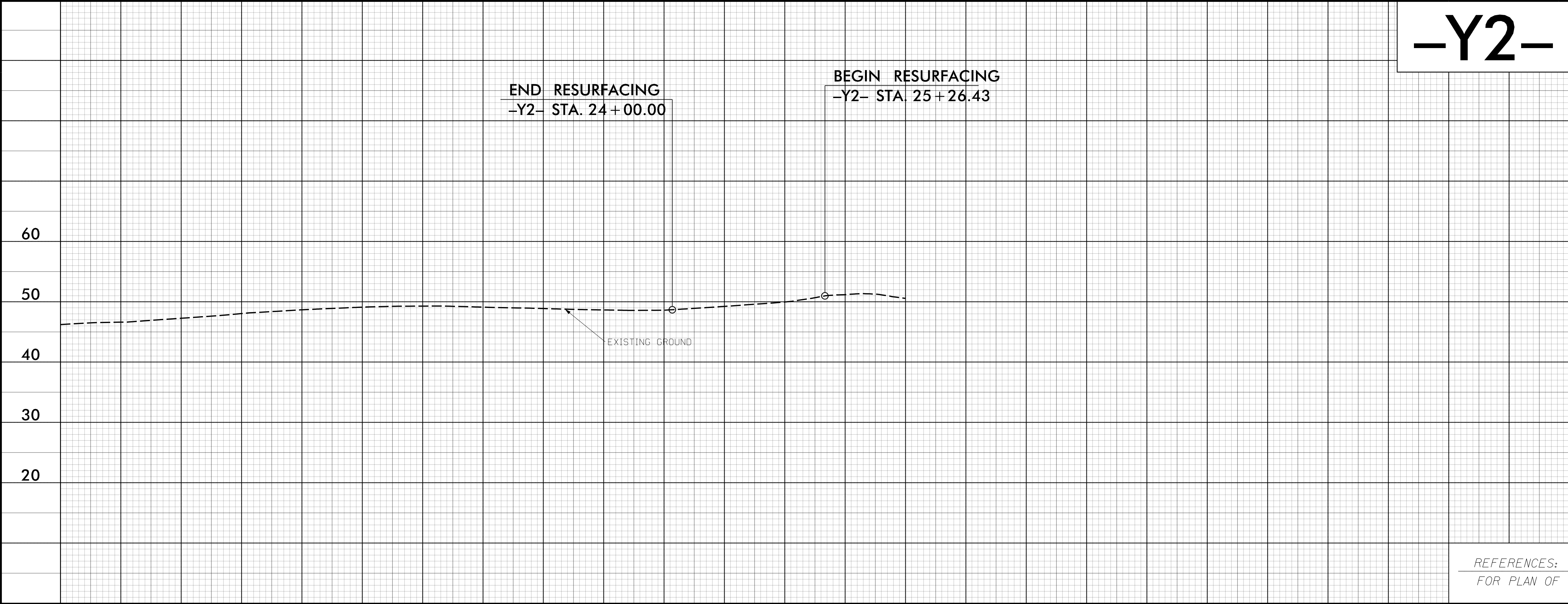
STA 29+77.8 -Y-
ELEV. = 36.23'
EX 42" RCP

REFERENCES:
FOR PLAN OF -Y- SEE SHEET 7

24 25 26 27 28 29 30 31 32 33 34 35 36 37 38

50,0000' / in.
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PROJECT REFERENCE NO. <i>U-5789</i>		SHEET NO. <i>14</i>	
ROADWAY DESIGN ENGINEER 		HYDRAULIC DESIGN ENGINEER 	
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50.0000' / in.
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