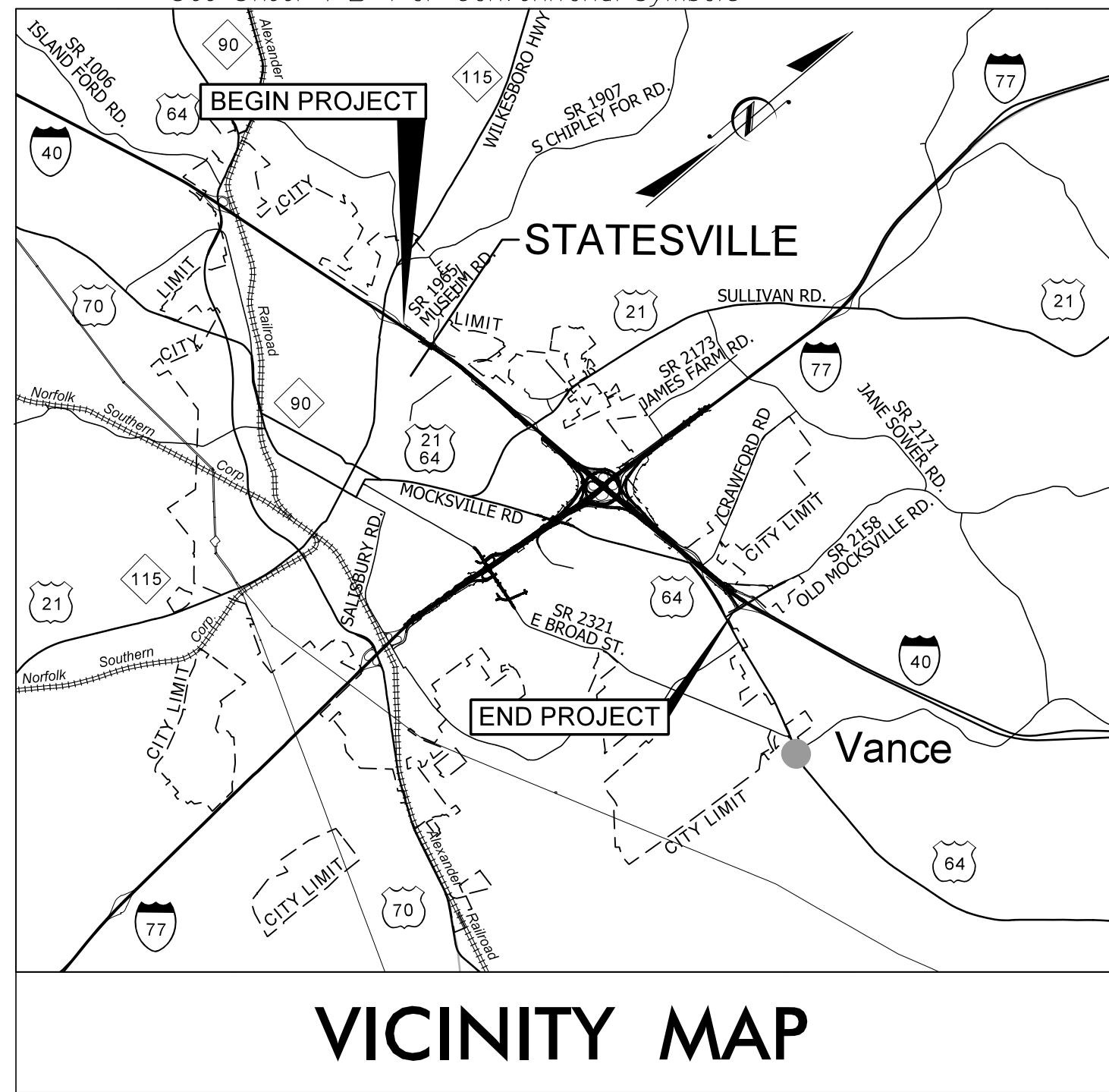


TIP PROJECT: I-3819B/U-6039

PROJECT: 34192.1.2

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Symbols



THIS PROJECT IS WITHIN THE MUNICIPAL
BOUNDARIES OF THE CITY OF STATESVILLE
AND THE TOWNSHIP OF BETHANY

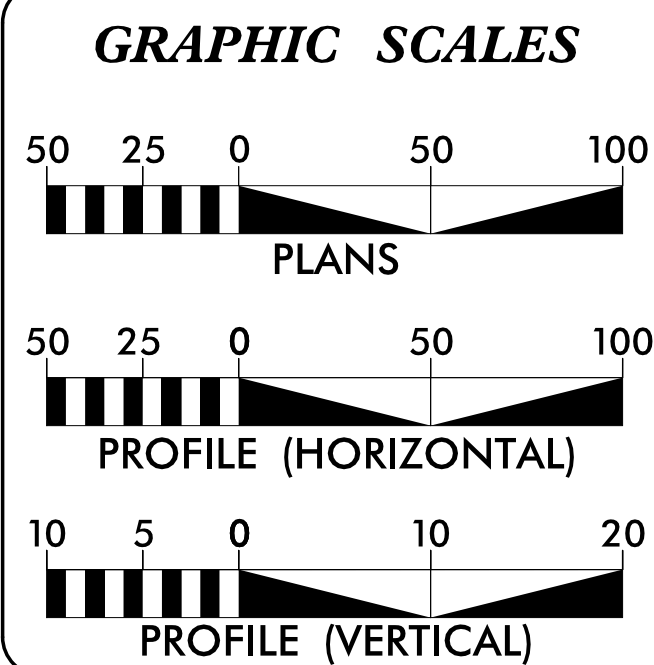
BEGIN SEGMENT "A"
END SEGMENT "B"
 -L- STA. 92+00

BEGIN SEGMENT "A"
END SEGMENT "B"
-Y S- STA. 111+00

BEGIN SEGMENT "B"
-Y S- STA. 25+00.09

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

THIS IS A CONTROLLED ACCESS PROJECT
WITH ACCESS BEING LIMITED TO INTERCHANGES



DESIGN DATA

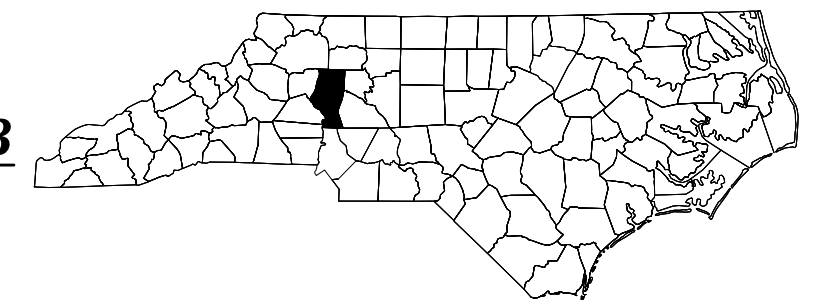
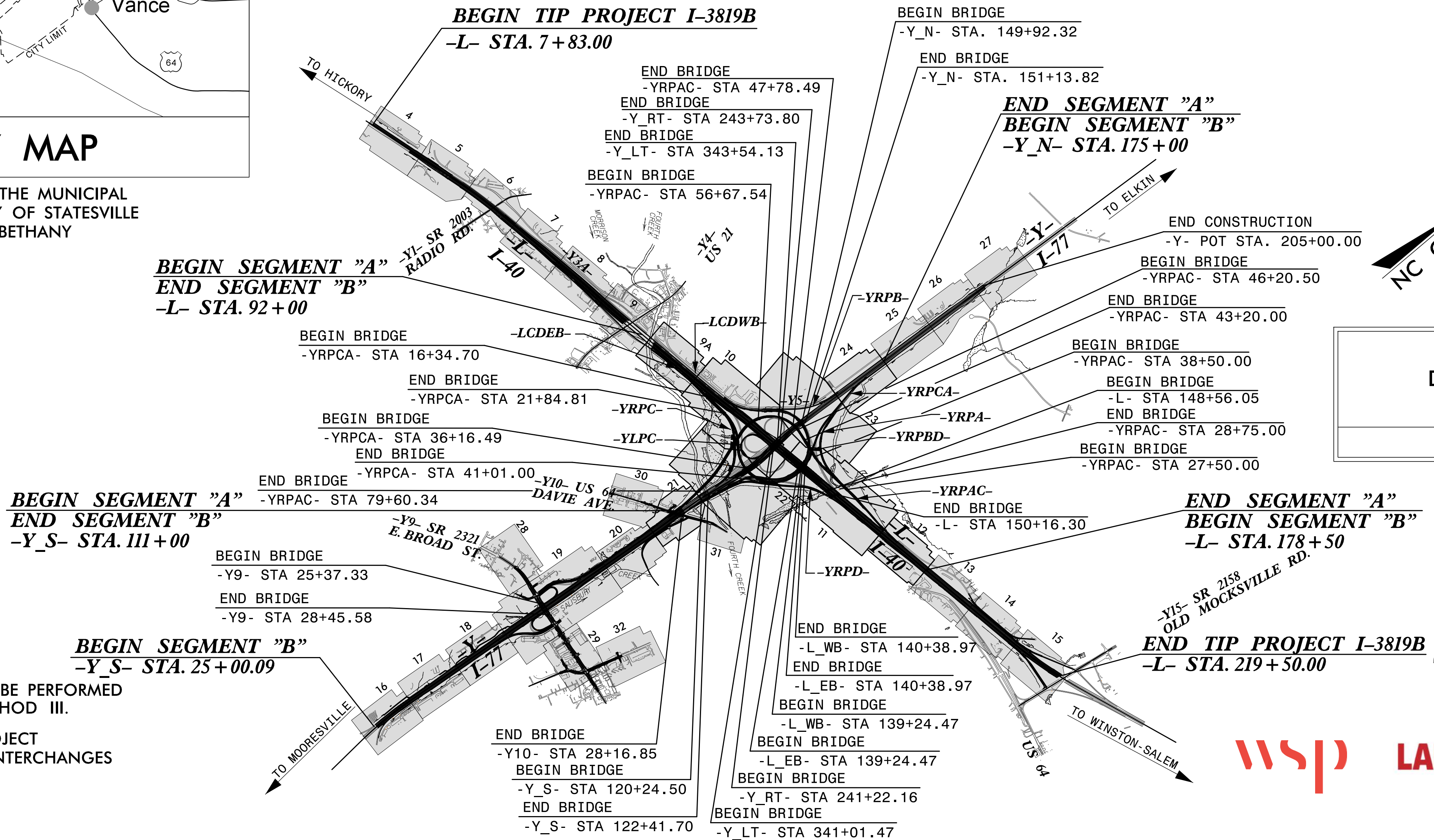
	I-40	I-77
ADT 2018 =	57,300	62,900
ADT 2040 =	72,500	77,500
DHV =	5,800	6,200
D =	55 %	55 %
T =	16 % *	19 % *
V =	60 MPH	60 MPH
* TTST 13 + DUAL 3 (I-40)		
** TTST 16 + DUAL 3 (I-77)		
CLASSIFICATION: INTERSTATE		

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

IREDELL COUNTY

**LOCATION: I-40/I-77 INTERCHANGE INCLUDING I-40 FROM WEST OF
SR 2003 (RADIO RD.) TO SR 2158 (OLD MOCKSVILLE RD.) & I-77 FROM SOUTH OF
SR 2321 (EAST BROAD ST.) TO SOUTH OF SR 2171 (JANE SOWERE RD.)**

***TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES,
RETAINING WALLS, NOISE WALLS, AND TRAFFIC CONTROL***



ANE

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

STATE	STATE PROJECT	REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-3819B/U	6039	1	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION		
34192.1.2	IMS-40-2(124)	P.E.		
34192.3.2	N/A	DESIGN BUILD		

PRELIMINARY 4B DRAINAGE PLANS

SUBMITTED: 03-04-19

SUBMITTAL # L-006R

Prepared in the Office of:

WSP

1001 Morehead Square Dr., Suite 610, Charlotte, NC 28203
NC LIC NO. F-0165

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
OCTOBER 30, 2018

LETTING DATE:
OCTOBER 30, 2018

CHRISTOPHER D. DAVIS, P.E.
PROJECT ENGINEER

ERIC W. SECKINGER, P.E.
PROJECT DESIGN ENGINEER

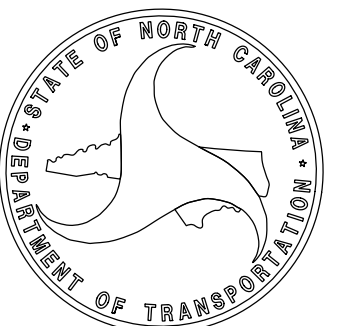
HYDRAULICS ENGINEER

SIGNATURE: _____ **P.E.**

**ROADWAY DESIGN
ENGINEER**

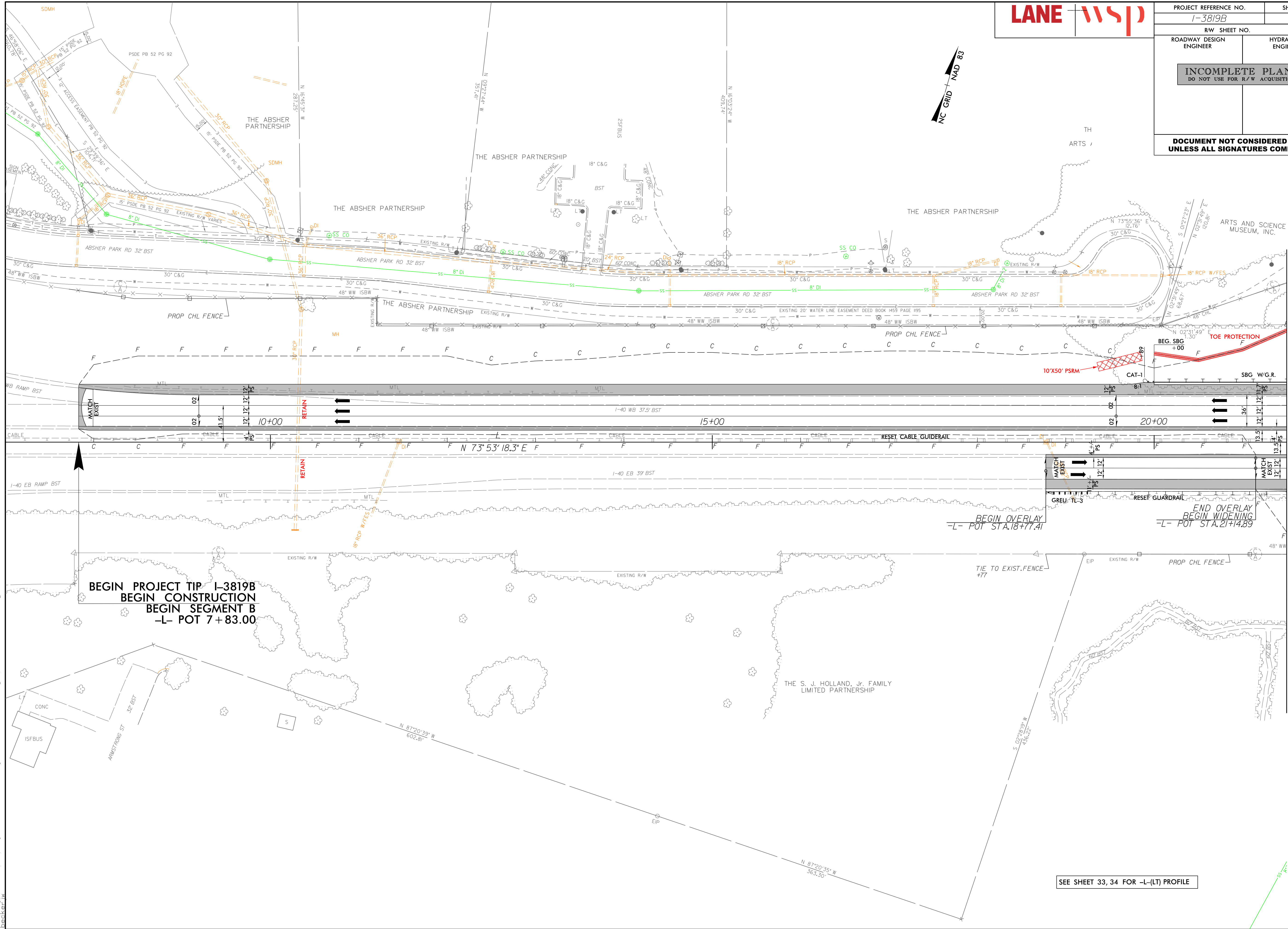
SIGNATURE: _____ **P.E.**

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA



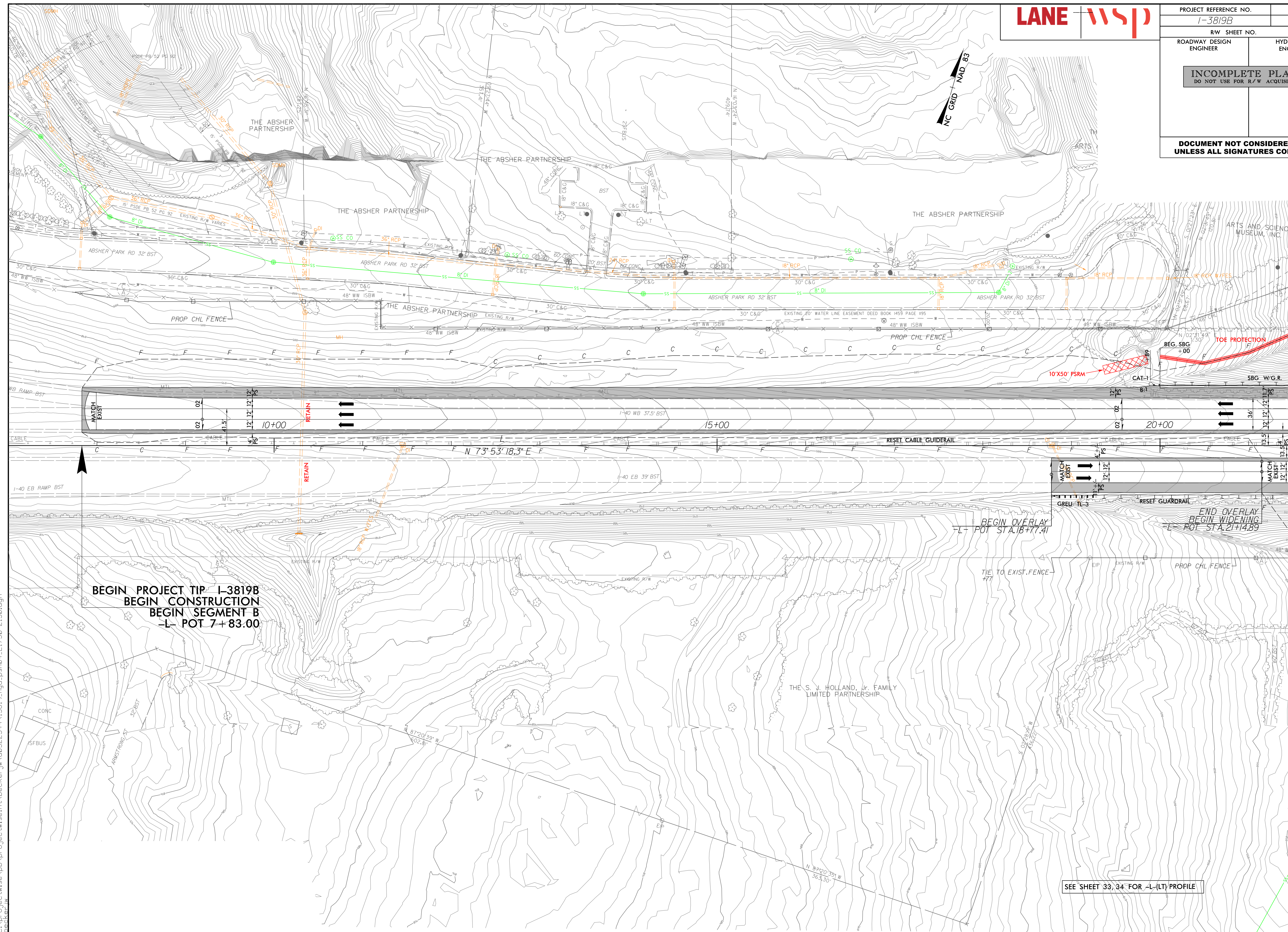
STATE HIGHWAY DESIGN ENGINEER

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02/28/19
becker-jw



PROJECT REFERENCE NO. <i>1-3819B</i>		SHEET NO. <i>4</i>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<div>INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION</div>			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

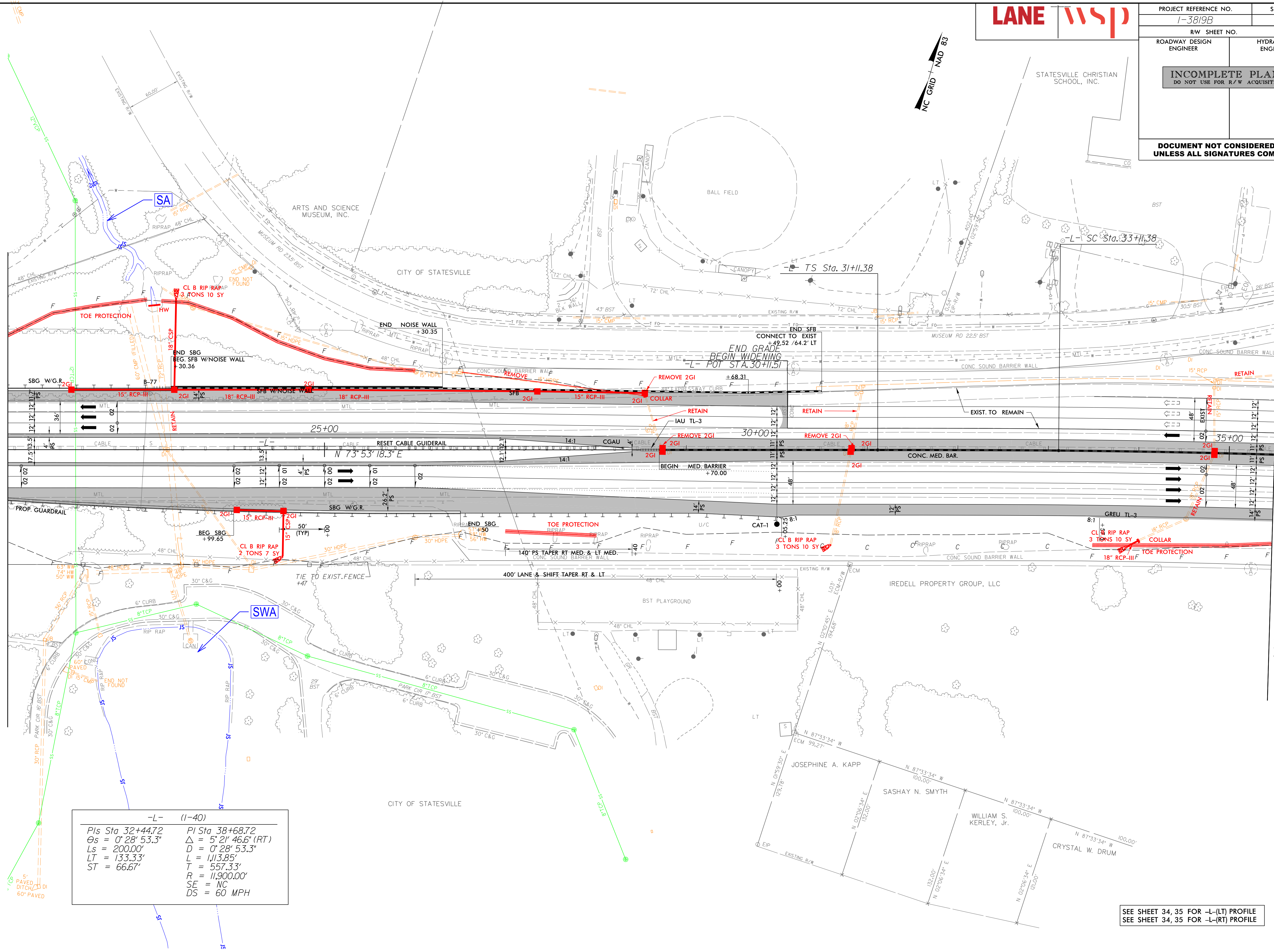
-MATCHLINE- STA. 21 + 50.00 -L- SEE SHEET NO. 5



—MATCHLINE— STA. 21+50.00 —L— SEE SHEET NO. 5

SEE SHEET 33, 34 FOR -L-(LT) PROFILE

-MATCHLINE- STA. 21+50.00 -L- SEE SHEET NO. 4

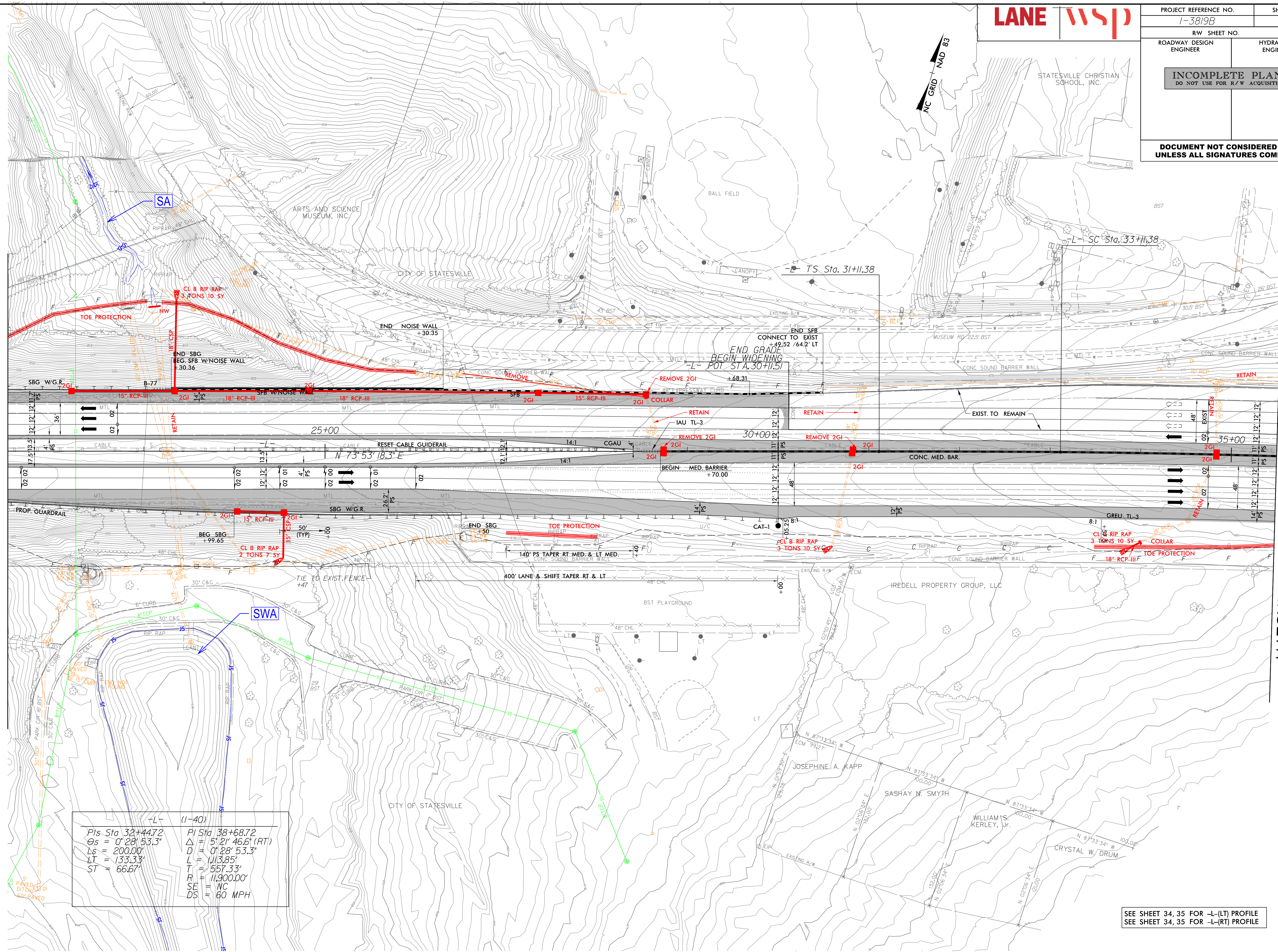


-MATCHLINE- STA. 35+50.00 -L- SEE SHEET NO. 6

-L- (1-40)	
Pls Sta 32+44.72	Pl Sta 38+68.72
$\Delta s = 0^{\circ} 28' 53.3''$	$\Delta = 5^{\circ} 21' 46.6''$ (RT)
LT = 200.00'	D = 0' 28' 53.3''
LT = 133.33'	L = 1,113.85'
ST = 66.67'	T = 557.33'
	R = 11,900.00'
	SE = NC
	DS = 60 MPH

SEE SHEET 34, 35 FOR -L-(LT) PROFILE
SEE SHEET 34, 35 FOR -L-(RT) PROFILE

—MATCHLINE— STA. 21 + 50.00 —L— SEE SHEET NO. 4



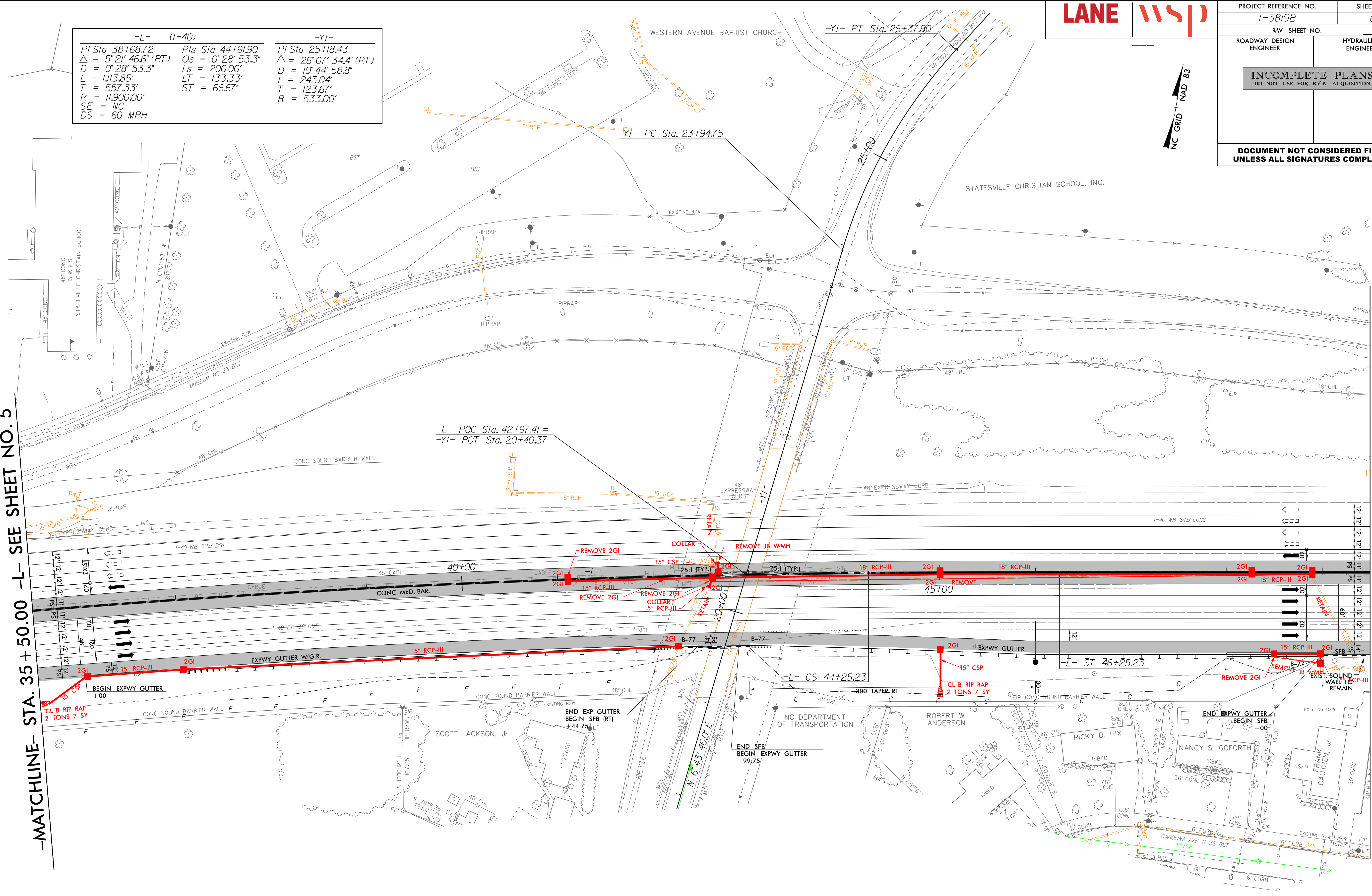
SEE SHEET 34, 35 FOR -L-(LT) PROFILE
SEE SHEET 34, 35 FOR -L-(RT) PROFILE

-MATCHLINE- STA. 35 + 50 -L- SEE SHEET NO. 6

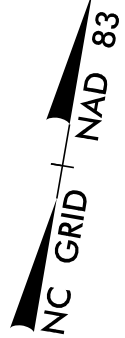
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becker-w

-MATCHLINE- STA. 35 + 50.00 -L- SEE SHEET NO. 5

-L- (I-40)		-YI-
PI Sta 38+68.72	PIs Sta 44+91.90	PI Sta 25+18.43
$\Delta = 5^{\circ} 21' 46.6" (RT)$	$\Theta s = 0^{\circ} 28' 53.3"$	$\Delta = 26^{\circ} 07' 34.4" (RT)$
$D = 0^{\circ} 28' 53.3"$	$Ls = 200.00'$	$D = 10^{\circ} 44' 58.8"$
$L = 1,113.85'$	$LT = 133.33'$	$L = 243.04'$
$T = 557.33'$	$ST = 66.67'$	$T = 123.67'$
$R = 11,900.00'$		$R = 533.00'$
$SE = NC$		
$DS = 60 \text{ MPH}$		



PROJECT REFERENCE NO.		SHEET NO.
1-3819B		6
RW SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



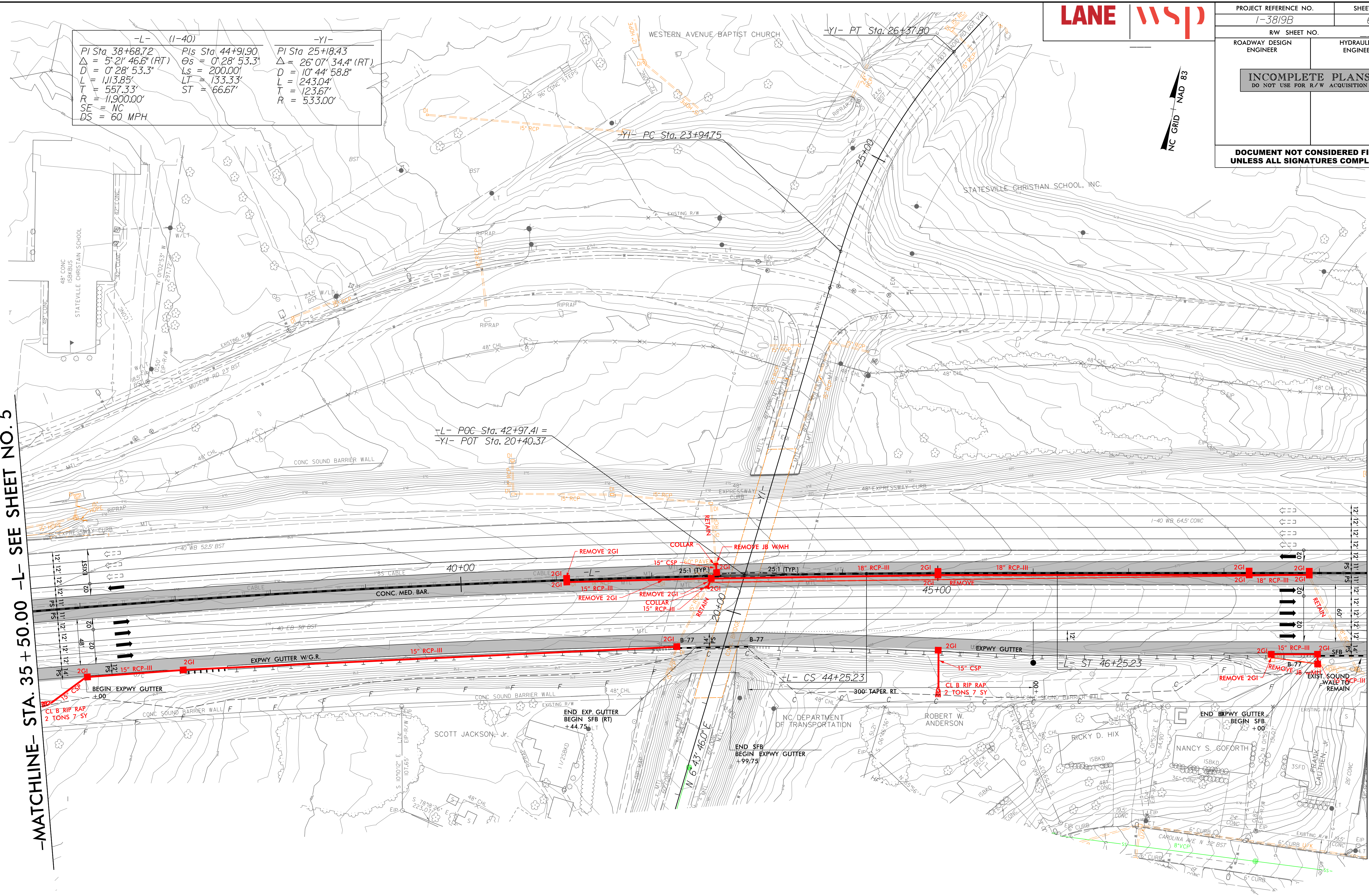
SEE SHEET 35, 36 FOR -L-(LT) PROFILE
SEE SHEET 35, 36 FOR -L-(RT) PROFILE

-MATCHLINE- STA. 49 + 50.00 -L- SEE SHEET NO. 7

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02/28/19
becker

-MATCHLINE- STA. 35 + 50.00 -L- SEE SHEET NO. 5

-L- (I-40)	-YI-
PI Sta 38+68.72	PI Sta 25+18.43
$\Delta = 5^{\circ} 21' 46.6" (RT)$	$\Delta = 26^{\circ} 07' 34.4" (RT)$
$D = 0^{\circ} 28' 53.3"$	$D = 10^{\circ} 44' 58.8"$
$L = 1,113.85'$	$L = 243.04'$
$T = 557.33'$	$T = 123.67'$
$R = 11,900.00'$	$R = 533.00'$
$SE = NC$	
$DS = 60 \text{ MPH}$	



PROJECT REFERENCE NO.		SHEET NO.
1-3819B		6
RW SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



-MATCHLINE- STA. 49 + 50.00 -L- SEE SHEET NO. 7

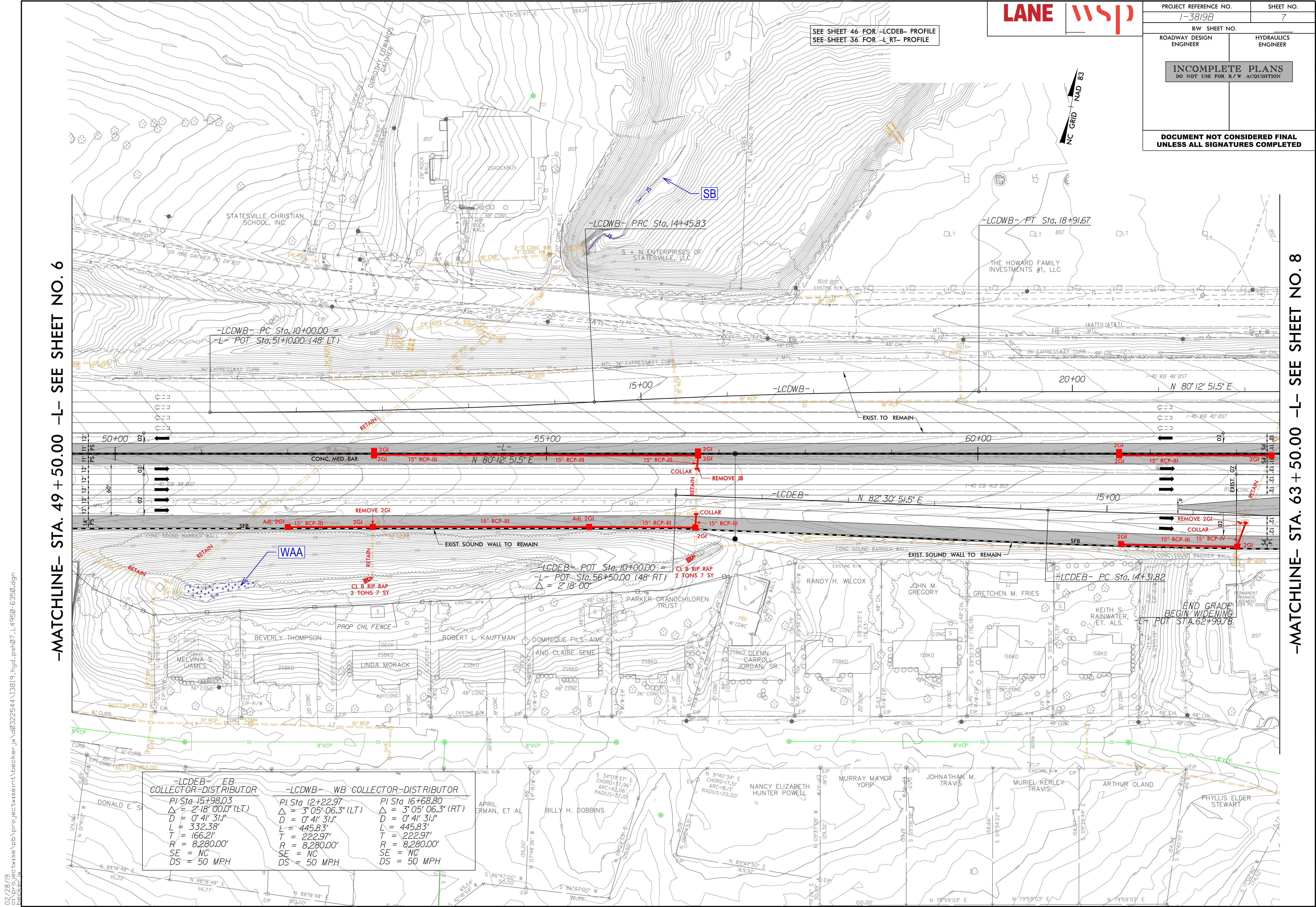
SEE SHEET 35, 36 FOR -L-(LT) PROFILE
SEE SHEET 35, 36 FOR -L-(RT) PROFILE

NC GRID + NAD 83



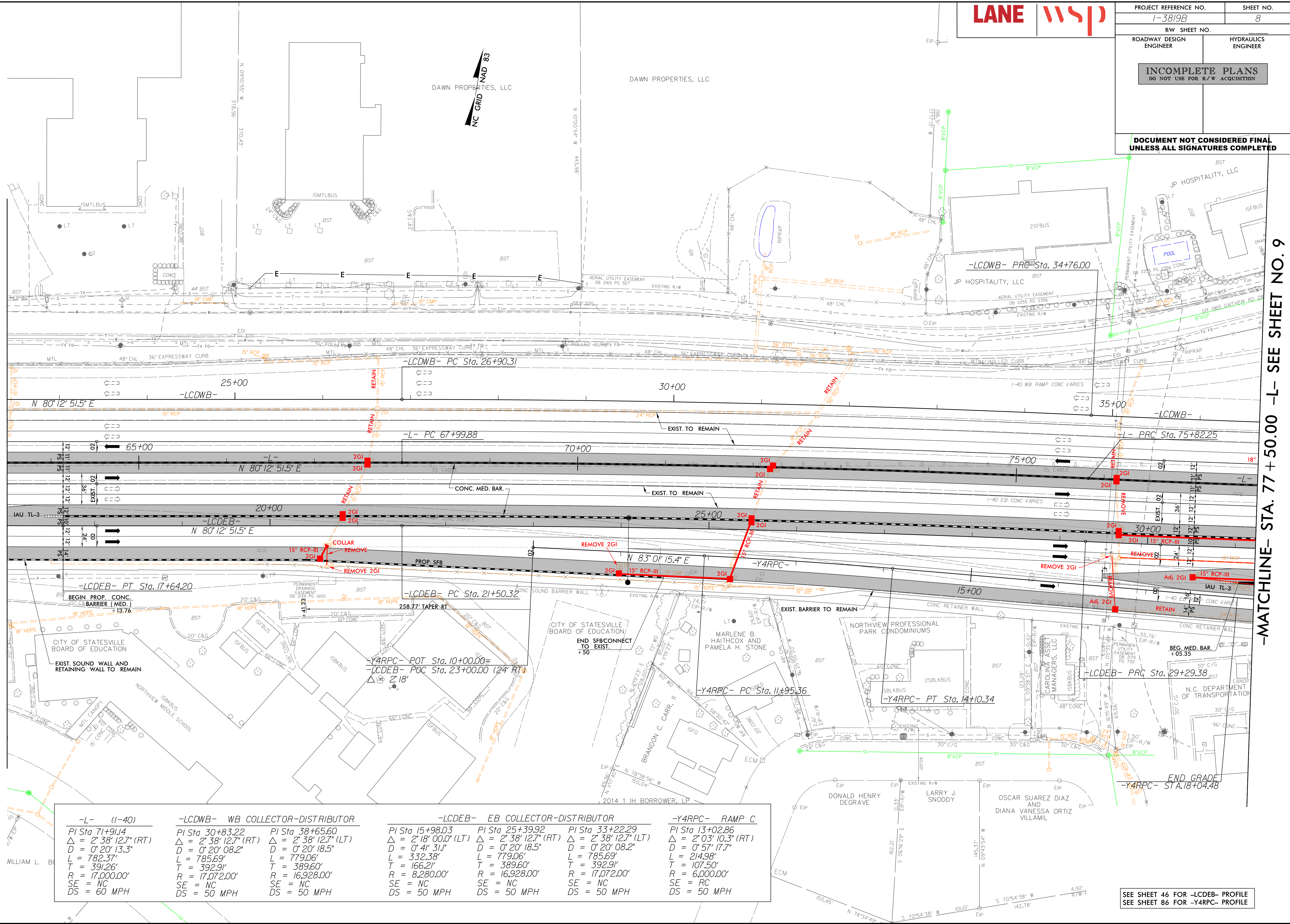
-MATCHLINE- STA. 63 + 50.00 -L- SEE SHEET NO. 8

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becker-jw



PROJECT REFERENCE NO.		SHEET NO.
1-3819B		7
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

02/28/19
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becker.w

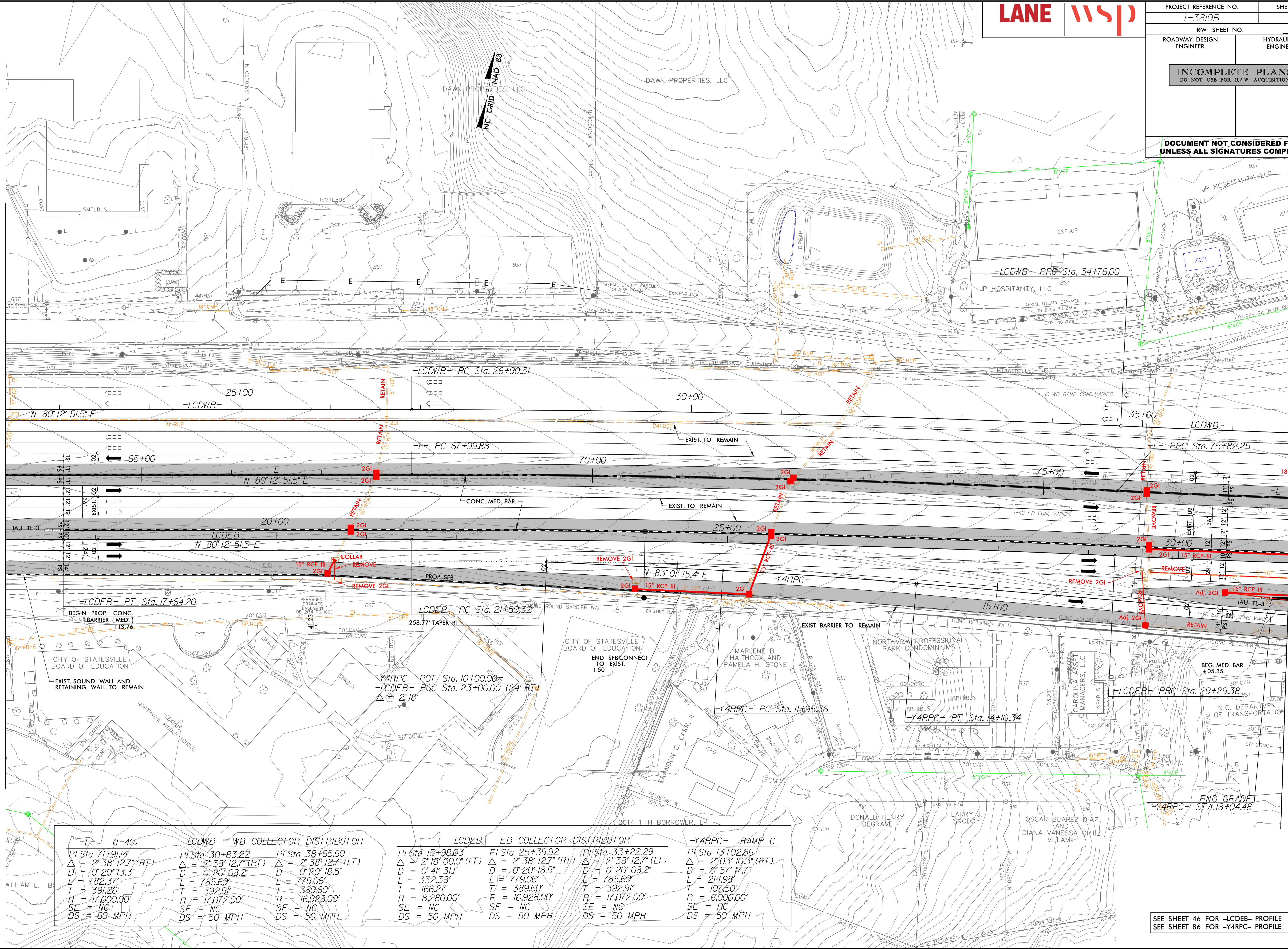


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becker_jw

-MATCHLINE- STA. 77 + 50.00 -L- SEE SHEET NO. 9

-MATCHLINE- STA. 63 + 50.00 -L- SEE SHEET NO. 7

-MATCHLINE- STA. 77 + 50.00 -L- SEE SHEET NO. 9

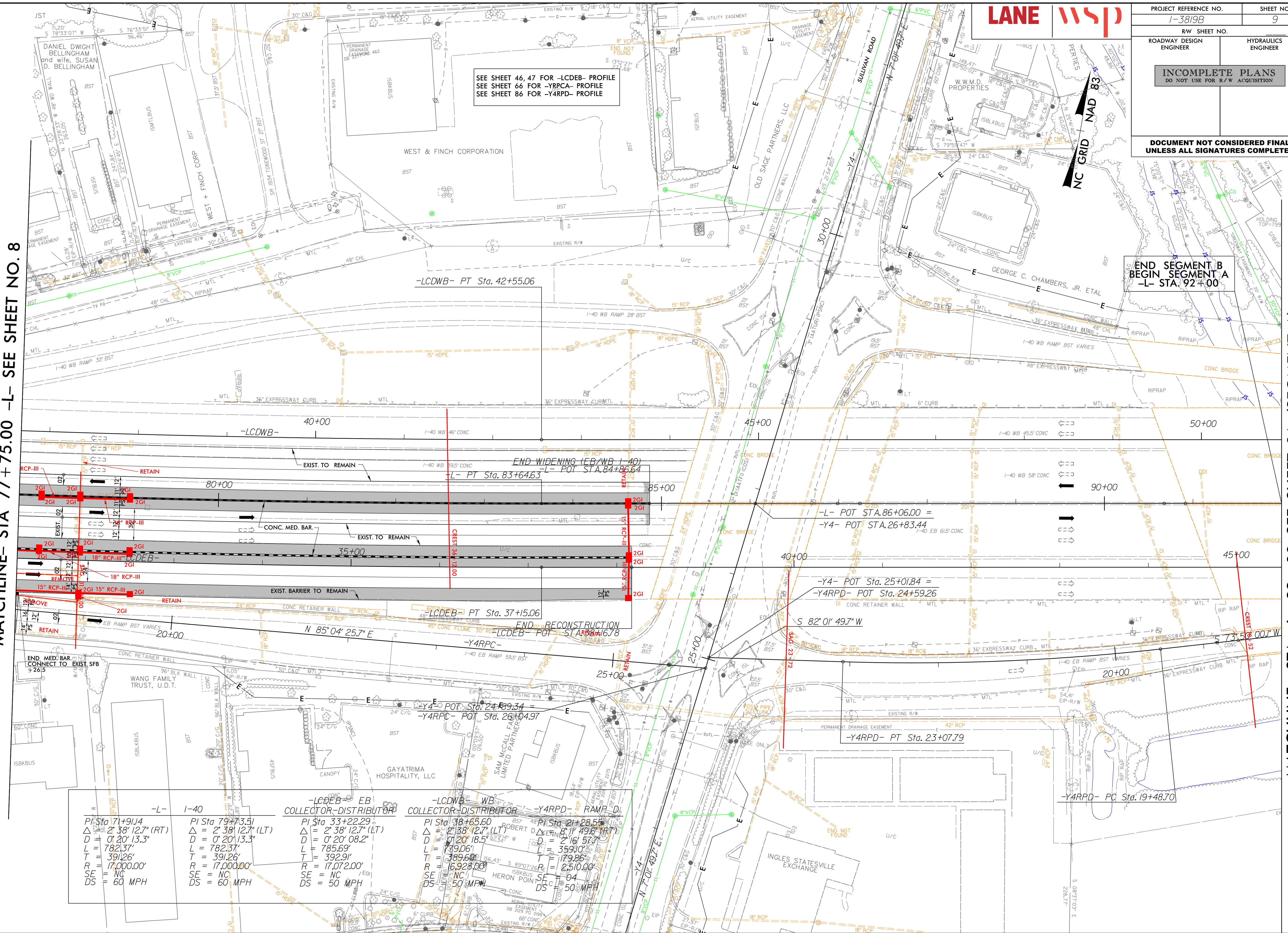


-L- (I-40)			-LCDWB- WB COLLECTOR-DISTRIBUTOR			-LCDWB- EB COLLECTOR-DISTRIBUTOR			-Y4RPC- RAMP C		
PI Sta 71+91.14	Δ = 2° 38' 12.7" (RT)	D = 0° 20' 13.3"	PI Sta 30+83.22	Δ = 2° 38' 12.7" (RT)	D = 0° 20' 08.2"	PI Sta 38+65.60	Δ = 2° 38' 12.7" (LT)	D = 0° 20' 18.5"	PI Sta 13+02.86	Δ = 2° 03' 10.3" (RT)	D = 0° 57' 17.7"
L = 782.37'	T = 391.26'	R = 17,000.00'	L = 785.69'	T = 392.91'	R = 17,072.00'	L = 779.06'	T = 389.60'	R = 16,928.00'	L = 214.98'	T = 107.50'	R = 6,000.00'
SE = NC	DS = 60 MPH		SE = NC	DS = 50 MPH		SE = NC	DS = 50 MPH		SE = NC	DS = 50 MPH	

SEE SHEET 46 FOR -LCDWB- PROFILE
SEE SHEET 86 FOR -Y4RPC- PROFILE

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02/28/19
becker

-MATCHLINE- STA 77+75.00 -L- SEE SHEET NO. 8



-MATCHLINE STA. -L- 92+00 SEE SHEET 9A (SEGMENT A)

LANE WSP

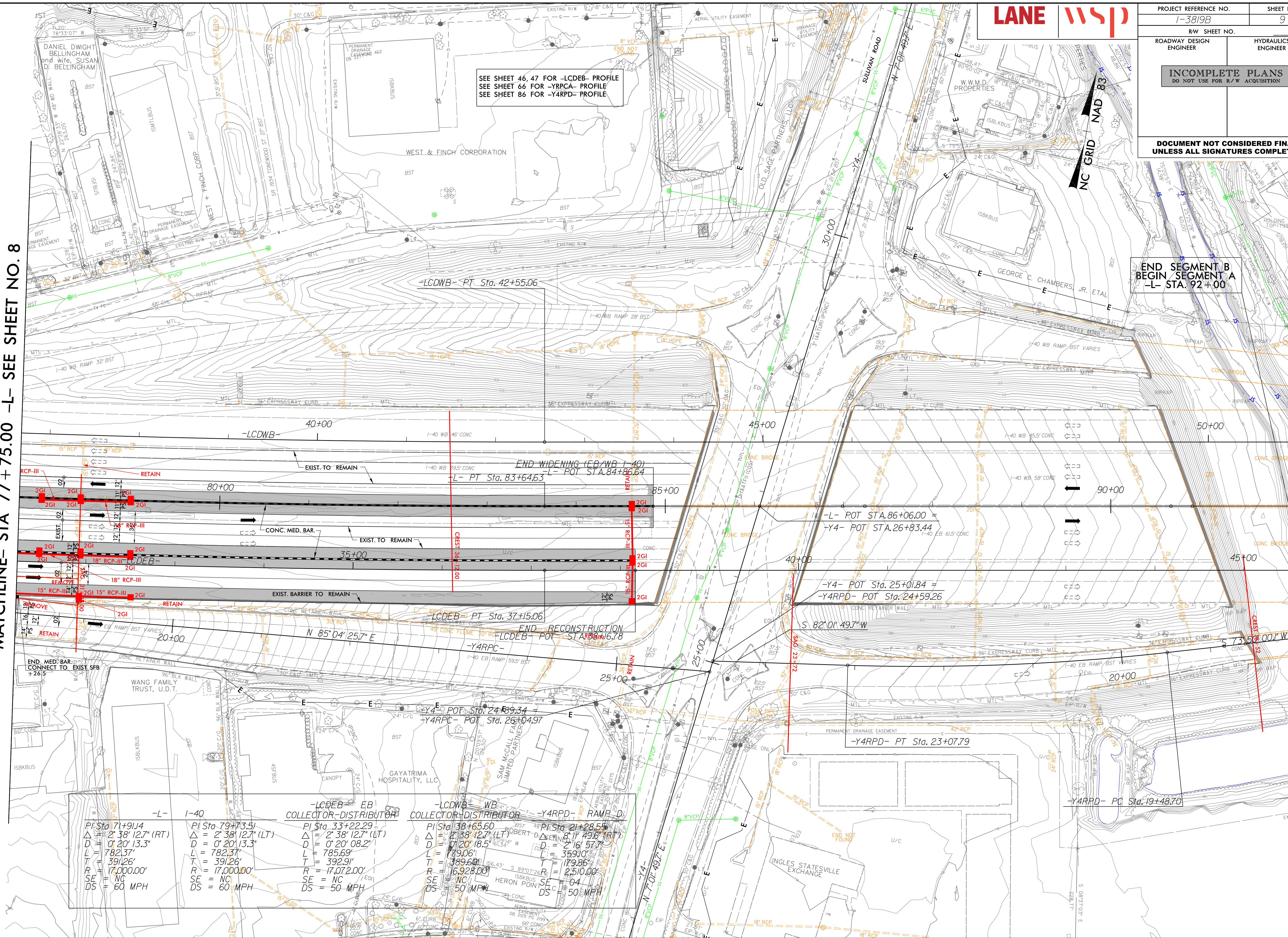
PROJECT REFERENCE NO.		SHEET NO.
1-3819B		9
RW SHEET NO.		HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER		
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

END SEGMENT B
BEGIN SEGMENT A
-L- STA. 92+00

SEE SHEET 46, 47 FOR -LCDWB- PROFILE
SEE SHEET 66 FOR -YRPCA- PROFILE
SEE SHEET 86 FOR -Y4RPD- PROFILE

-L- 1-40		-LCDWB- EB COLLECTOR-DISTRIBUTOR	-LCDWB- WB COLLECTOR-DISTRIBUTOR	-Y4RPC- RAMP D
PI Sta 71+91.4	PI Sta 79+73.5	PI Sta 33+22.29	PI Sta 38+65.60	PI Sta 21+28.5
$\Delta = 2' 38" 12.7" (RT)$	$\Delta = 2' 38" 12.7" (LT)$	$\Delta = 2' 38" 12.7" (LT)$	$\Delta = 2' 38" 12.7" (LT)$	$\Delta = 2' 38" 12.7" (LT)$
$D = 0' 20" 13.3"$	$D = 0' 20" 13.3"$	$D = 0' 20" 08.2"$	$D = 0' 20" 18.5"$	$D = 0' 20" 18.5"$
$L = 782.37'$	$L = 782.37'$	$L = 785.69'$	$L = 789.06'$	$L = 359.10'$
$T = 391.26'$	$T = 392.91'$	$T = 392.91'$	$T = 389.60'$	$T = 179.86'$
$R = 17,000.00'$	$R = 17,000.00'$	$R = 17,072.00'$	$R = 16,928.00'$	$R = 2,510.00'$
$SE = NC$	$SE = NC$	$SE = NC$	$SE = NC$	$SE = 04$
$DS = 60 \text{ MPH}$	$DS = 60 \text{ MPH}$	$DS = 50 \text{ MPH}$	$DS = 50 \text{ MPH}$	$DS = 50 \text{ MPH}$

—MATCHLINE STA. -L- 92 + 00 SEE SHEET 9A (SEGMENT A)



PROJECT REFERENCE NO.		SHEET NO.
1-3819B		9A
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

SEE SHEET 46, 47 FOR -LCDEB- PROFILE
SEE SHEET 66 FOR -YRPA- PROFILE
SEE SHEET 86 FOR -Y4RPD- PROFILE

NC GRID NAD 83

BEGIN SEGMENT A
END SEGMENT B
-L- STA. 92+00

BEGIN WIDENING (WB)
-L- POT STA. 93+40.14

BEGIN WIDENING (EB)
-L- POT STA. 93+57.03

BEGIN RECONSTRUCTION
-LCDEB- POT STA. 47+28.66
-Y4RPD- PT STA. 16+68.21

-Y4RPD- RAMP D
PI Sta 13+34.45
 $\Delta = 6^{\circ}22'51.4"$ (LT)
D = 0'57"17.7"
L = 668.21'
R = 334.45'
SE = RC
DS = 50 MPH

-YRPA- POT Sta. 9+96.57=
-LCDEB- POT Sta. 58+91.05 (24' RT)
 $\Delta = 3^{\circ}57'00"$

-MATCHLINE- STA 106+50.00 -L- SEE SHEET NO. 10

PROJECT REFERENCE NO. 1-3819B		SHEET NO. 9A
RW SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

SEE SHEET 46, 47 FOR -LCDEB- PROFILE
SEE SHEET 66 FOR -YRPA- PROFILE
SEE SHEET 86 FOR -Y4RPD- PROFILE

NC GRID
NAD 83

BEGIN SEGMENT A
END SEGMENT B
-L- STA. 92+00

BEGIN WIDENING (WB)
-L- POT STA. 93+40.14

BEGIN WIDENING (EB)
-L- POT STA. 93+57.03

BEGIN RECONSTRUCTION
-LCDEB- POT STA. 47+28.66
-Y4RPD- PT STA. 16+68.21

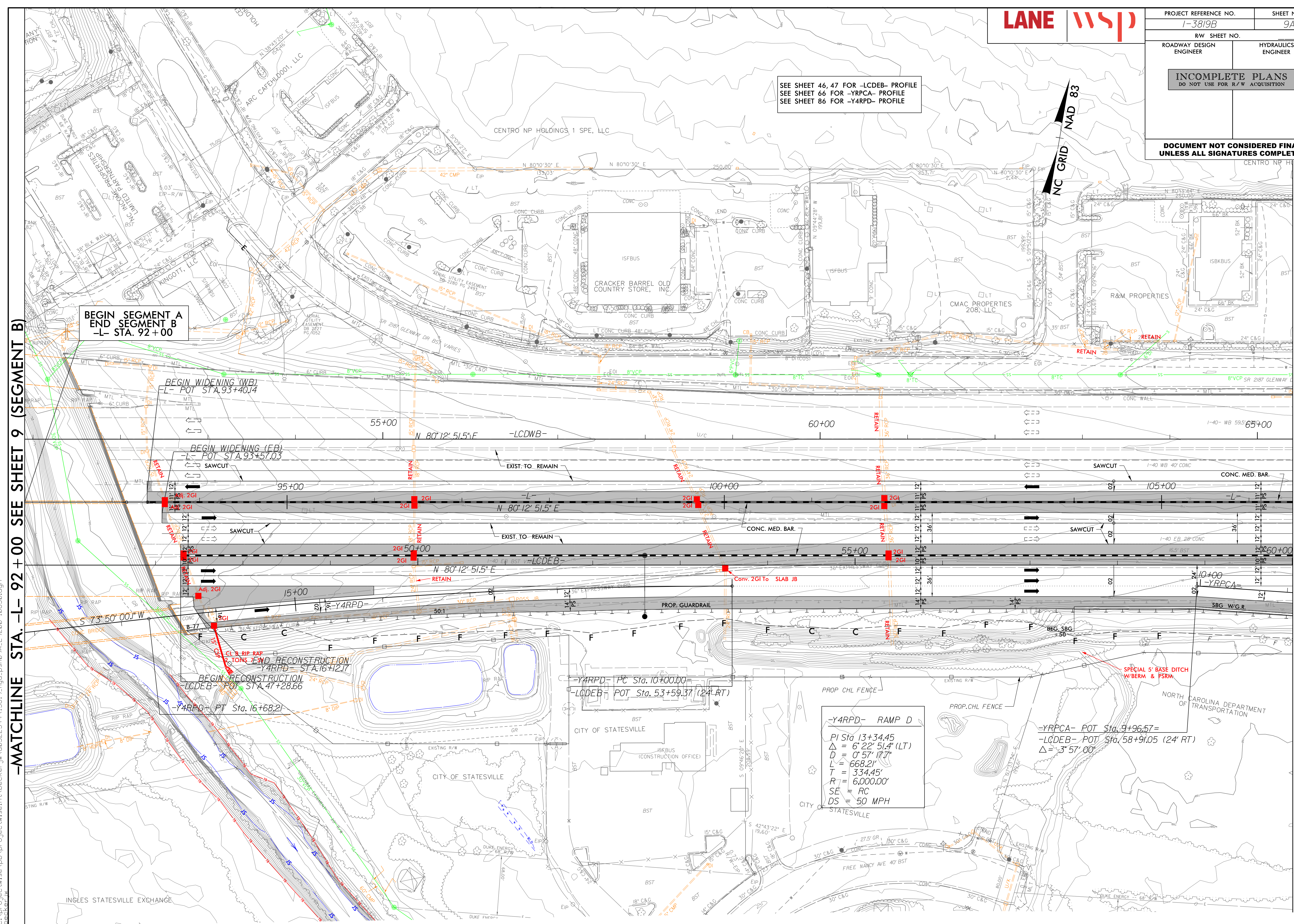
-Y4RPD- PC STA. 10+00.00
-LCDEB- POT STA. 53+59.37 (24' RT)

-Y4RPD- RAMP D
PI STA 13+34.45
 $\Delta = 6' 22'' 51.4''$ (LT)
D = 0' 57' 17.7"
L = 668.21'
T = 334.45'
R = 6,000.00'
SE = RC
DS = 50 MPH

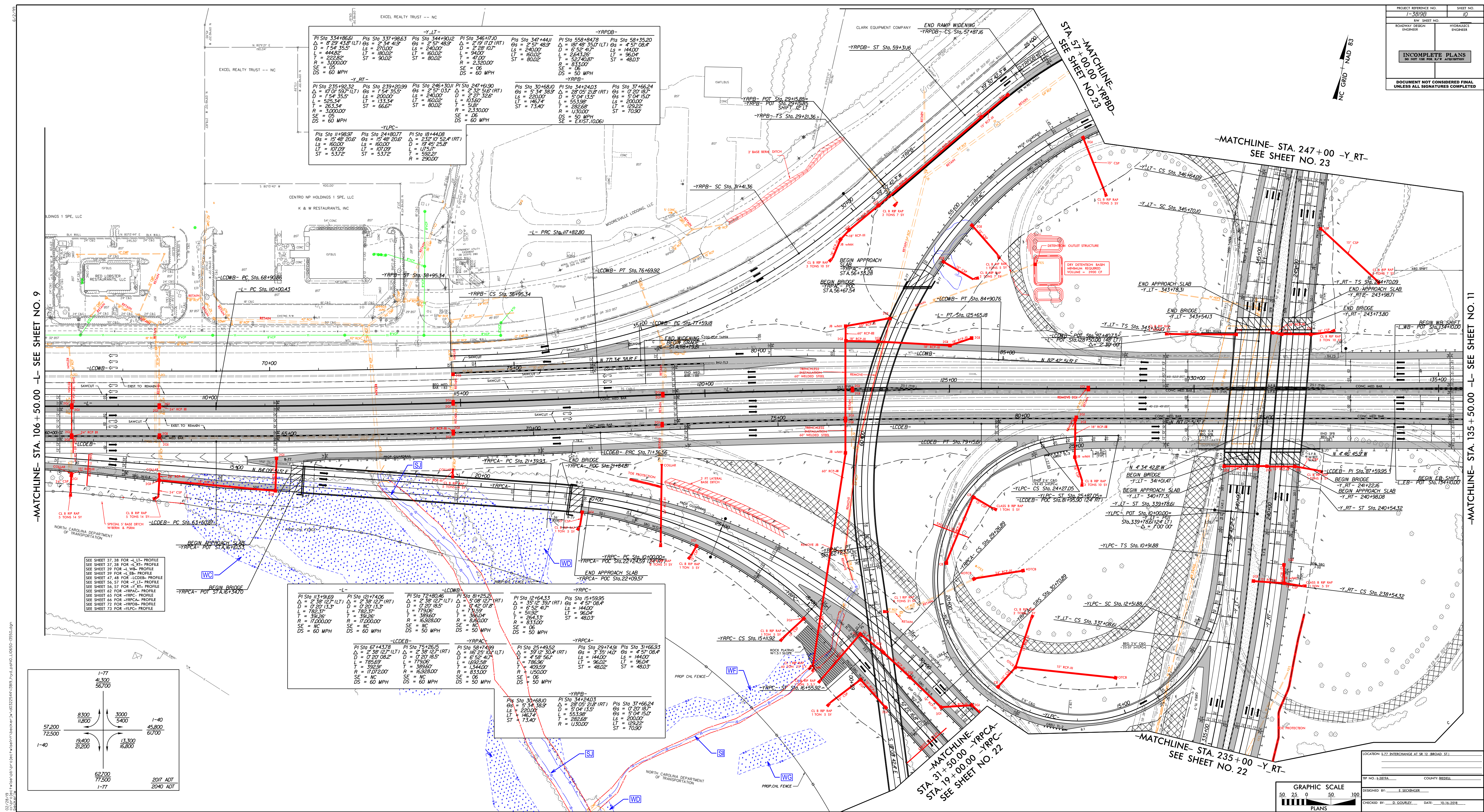
-YRPA- POT STA. 9+96.57 =
-LCDEB- POT STA. 58+91.05 (24' RT)
 $\Delta = 3' 57'' 00''$

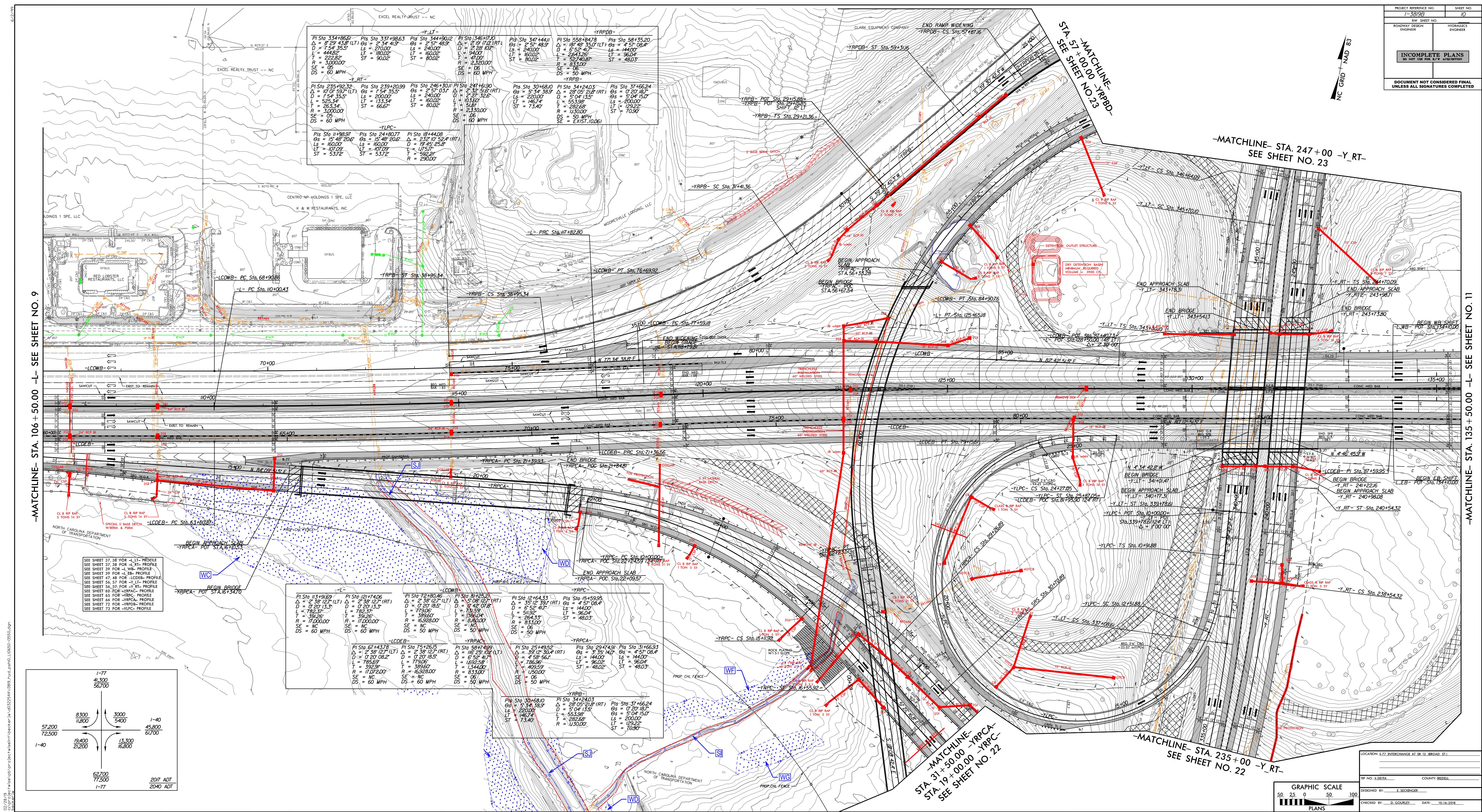
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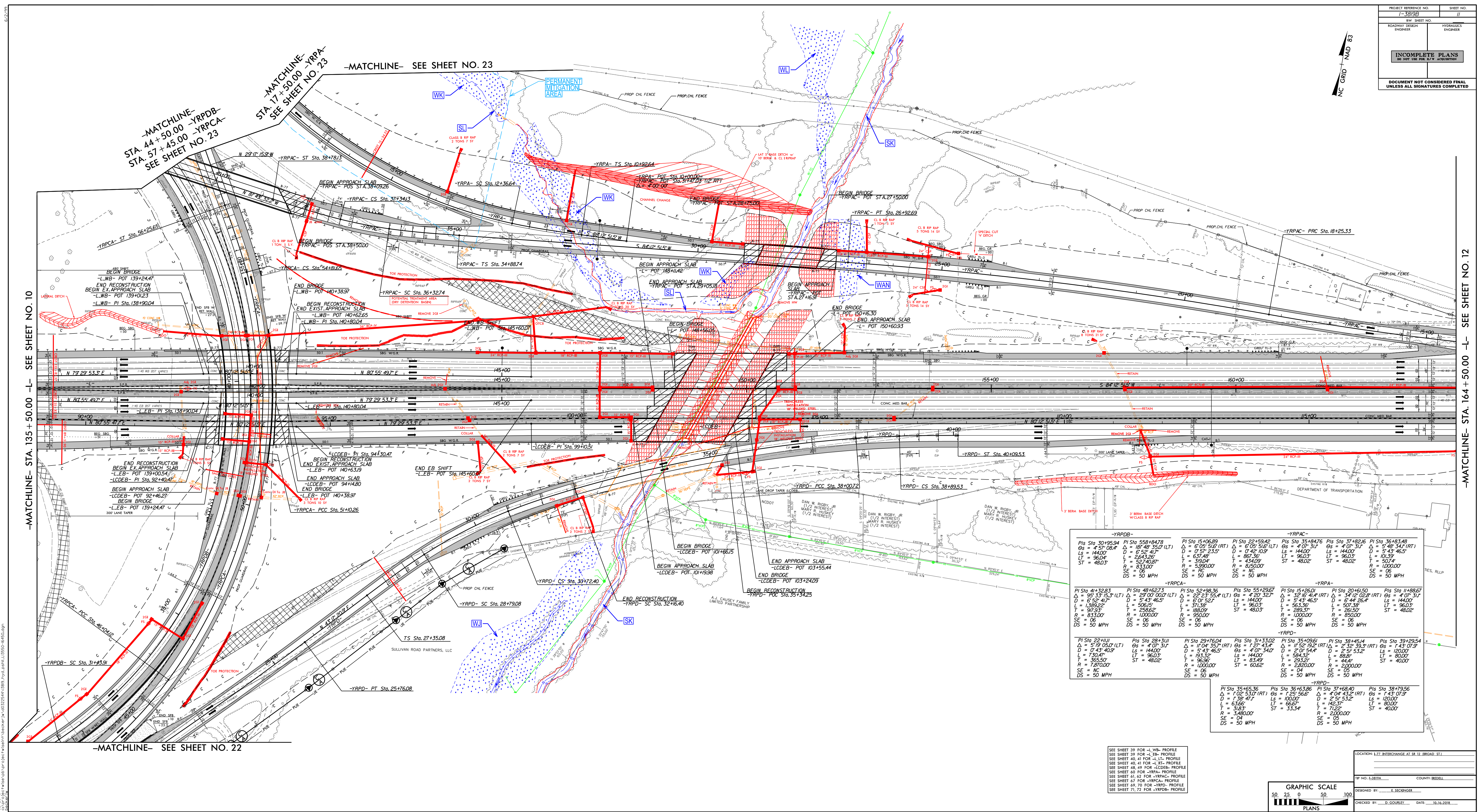
-MATCHLINE STA. -L- 92+00 SEE SHEET 9 (SEGMENT B)



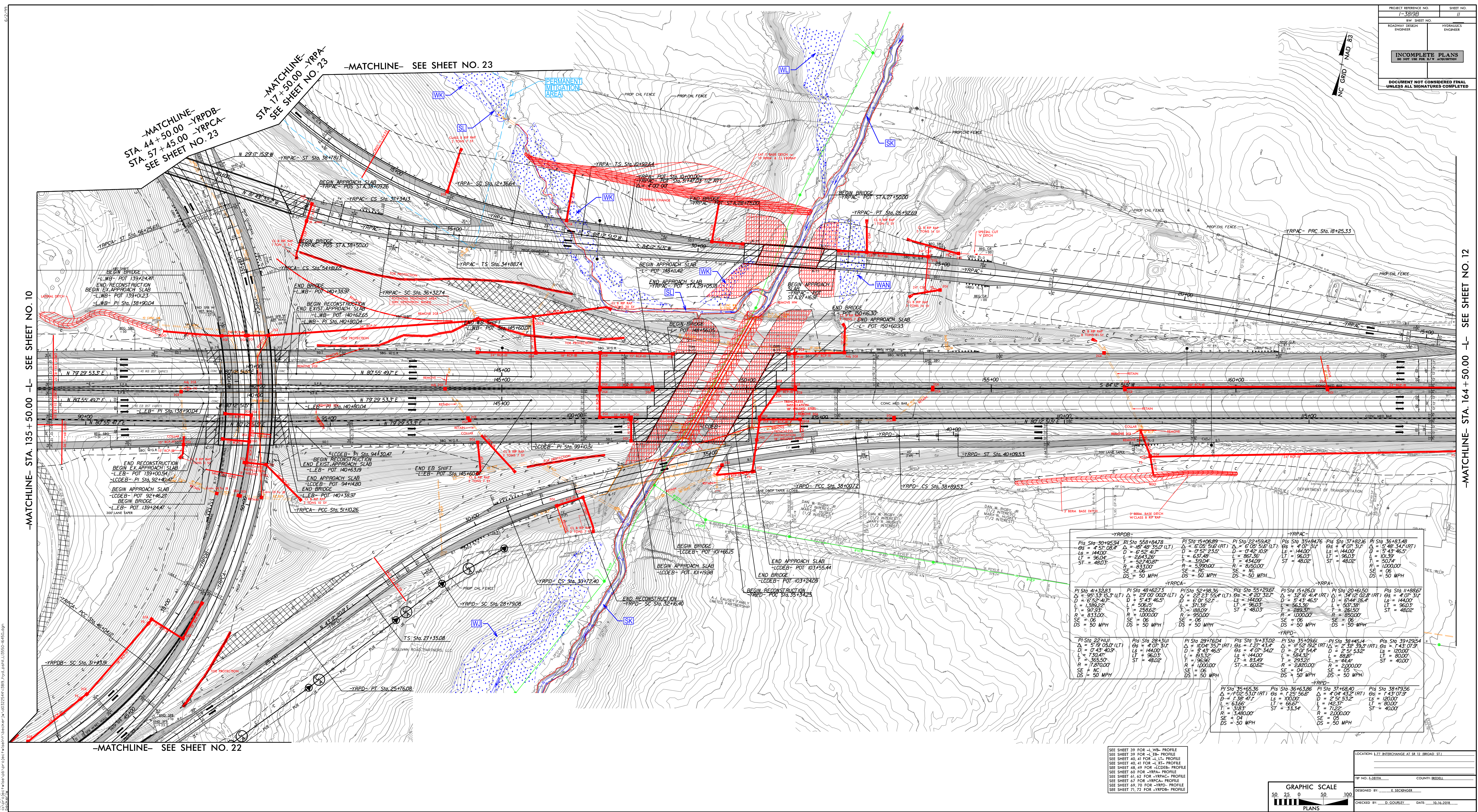
-MATCHLINE- STA 106+50.00 -L- SEE SHEET NO. 10





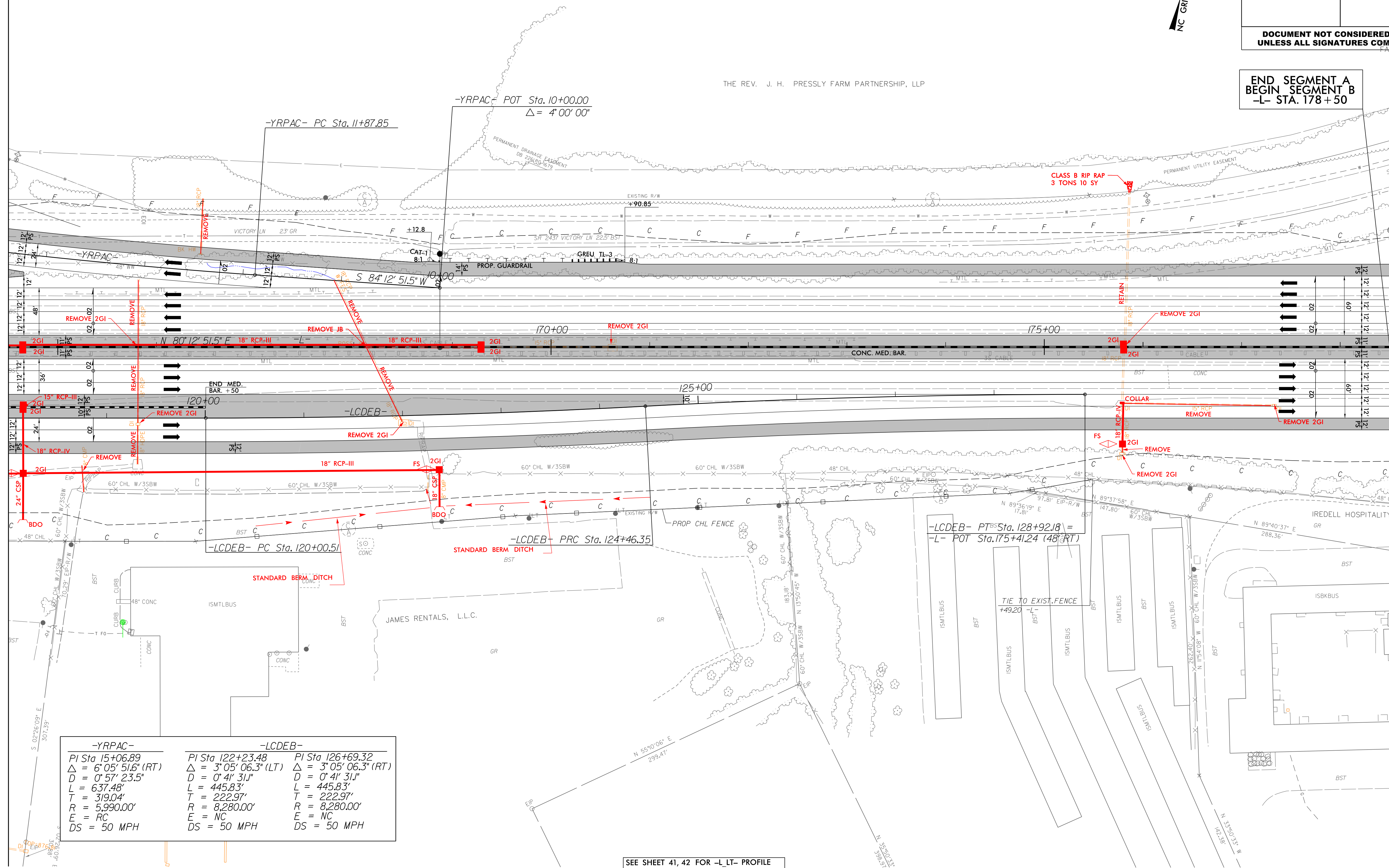


-MATCHLINE- STA. 164+50.00 -L- SEE SHEET NO. 12



-MATCHLINE- STA. 164 + 50.00 -L- SEE SHEET NO. 12

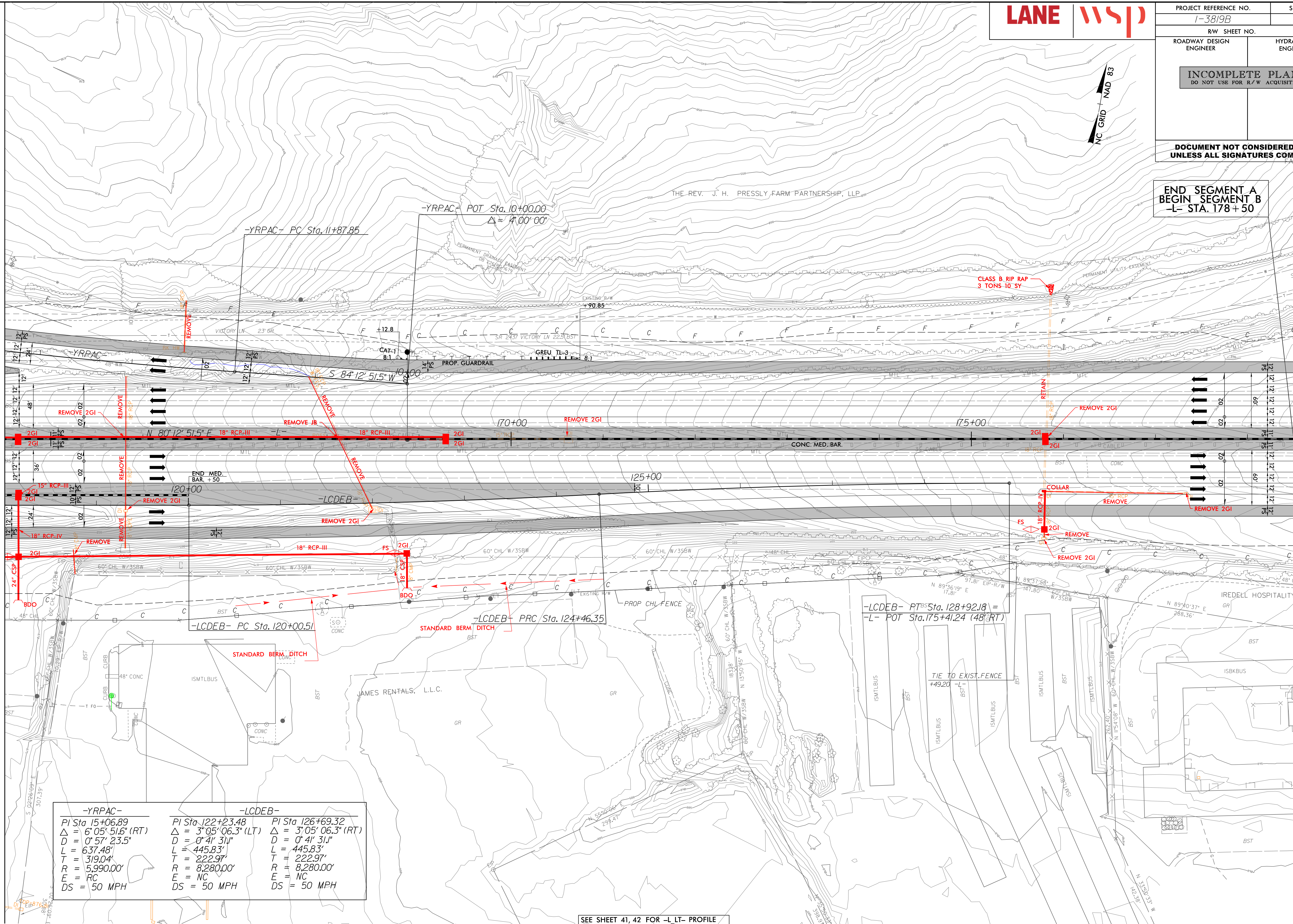
—MATCHLINE— STA. 178 + 50.00 —L— SEE SHEET NO. 13 (SEGMENT B)



SEE SHEET 41, 42 FOR -L_LT- PROFILE
SEE SHEET 41, 42 FOR -L_RT- PROFILE
SEE SHEET 49, 50 FOR -LCDEB- PROFILE
SEE SHEET 61 FOR -YRPAC- PROFILE

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becker_w

-MATCHLINE- STA. 164 + 50.00 -L- SEE SHEET NO.11



-YRPAC-	-LCDEB-	-YRPAC-
PI Sta 15+06.89	PI Sta 122+23.48	PI Sta 126+69.32
$\Delta = 6^{\circ}05'51.6''$ (RT)	$\Delta = 3^{\circ}05'06.3''$ (LT)	$\Delta = 3^{\circ}05'06.3''$ (RT)
D = 0'57'23.5"	D = 0'41'31.1"	D = 0'41'31.1"
L = 637.48'	L = 445.83'	L = 445.83'
T = 319.04'	T = 222.97'	T = 222.97'
R = 5,990.00'	R = 8,280.00'	R = 8,280.00'
E = RC	E = NC	E = NC
DS = 50 MPH	DS = 50 MPH	DS = 50 MPH

SEE SHEET 41, 42 FOR -L LT- PROFILE
SEE SHEET 41, 42 FOR -L RT- PROFILE
SEE SHEET 49, 50 FOR -LCDEB- PROFILE
SEE SHEET 61 FOR -YRPAC- PROFILE



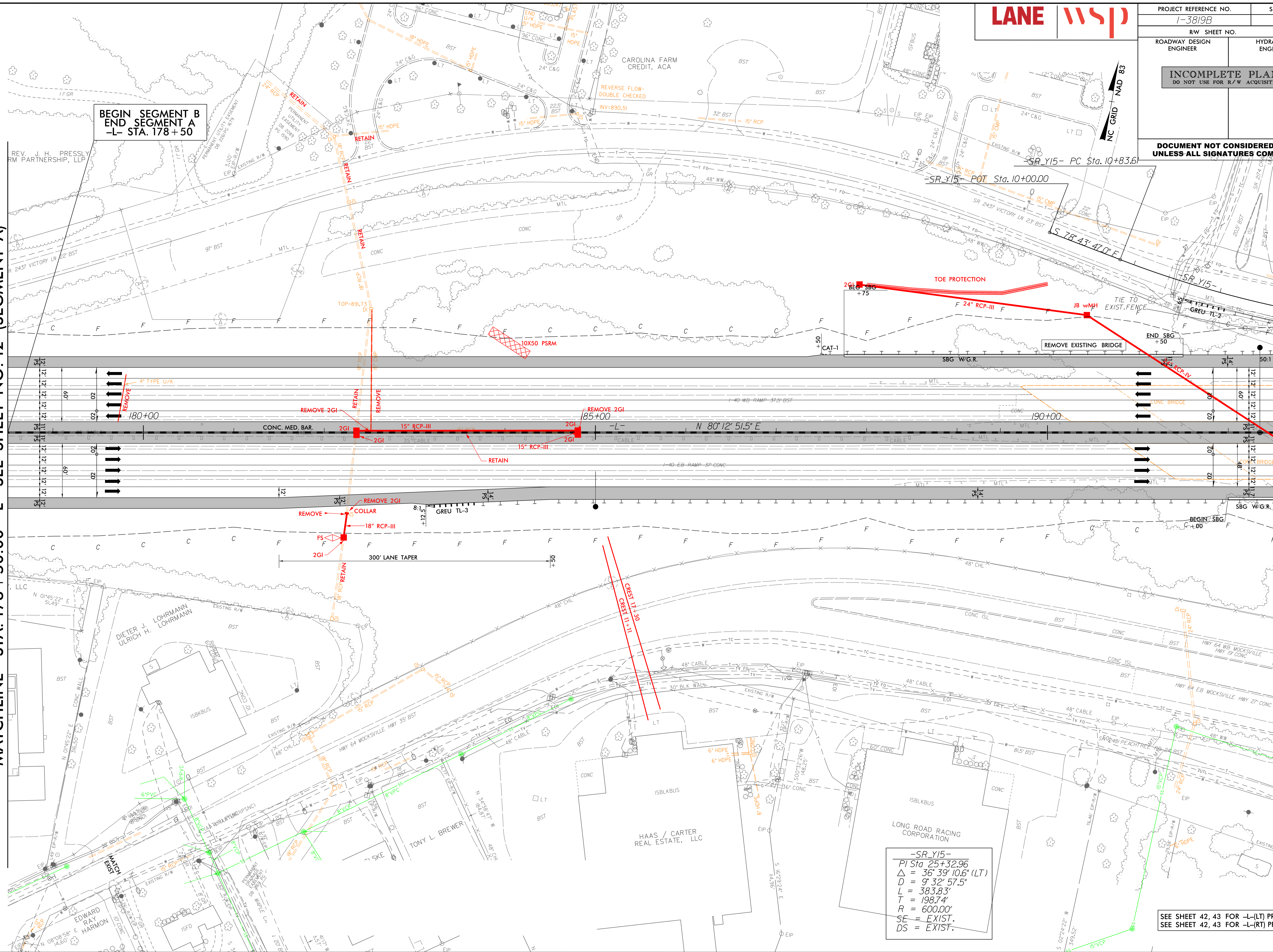
PROJECT REFERENCE NO.	SHEET NO.
1-3819B	12
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

END SEGMENT A
BEGIN SEGMENT B
-L- STA. 178 + 50

-MATCHLINE- STA. 178 + 50.00 -L- SEE SHEET NO. 13 (SEGMENT B)

02/28/19
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becker.w

-MATCHLINE- STA. 178 + 50.00 -L- SEE SHEET NO.12 (SEGMENT A)



PROJECT REFERENCE NO.		SHEET NO.	
1-3819B		13	
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

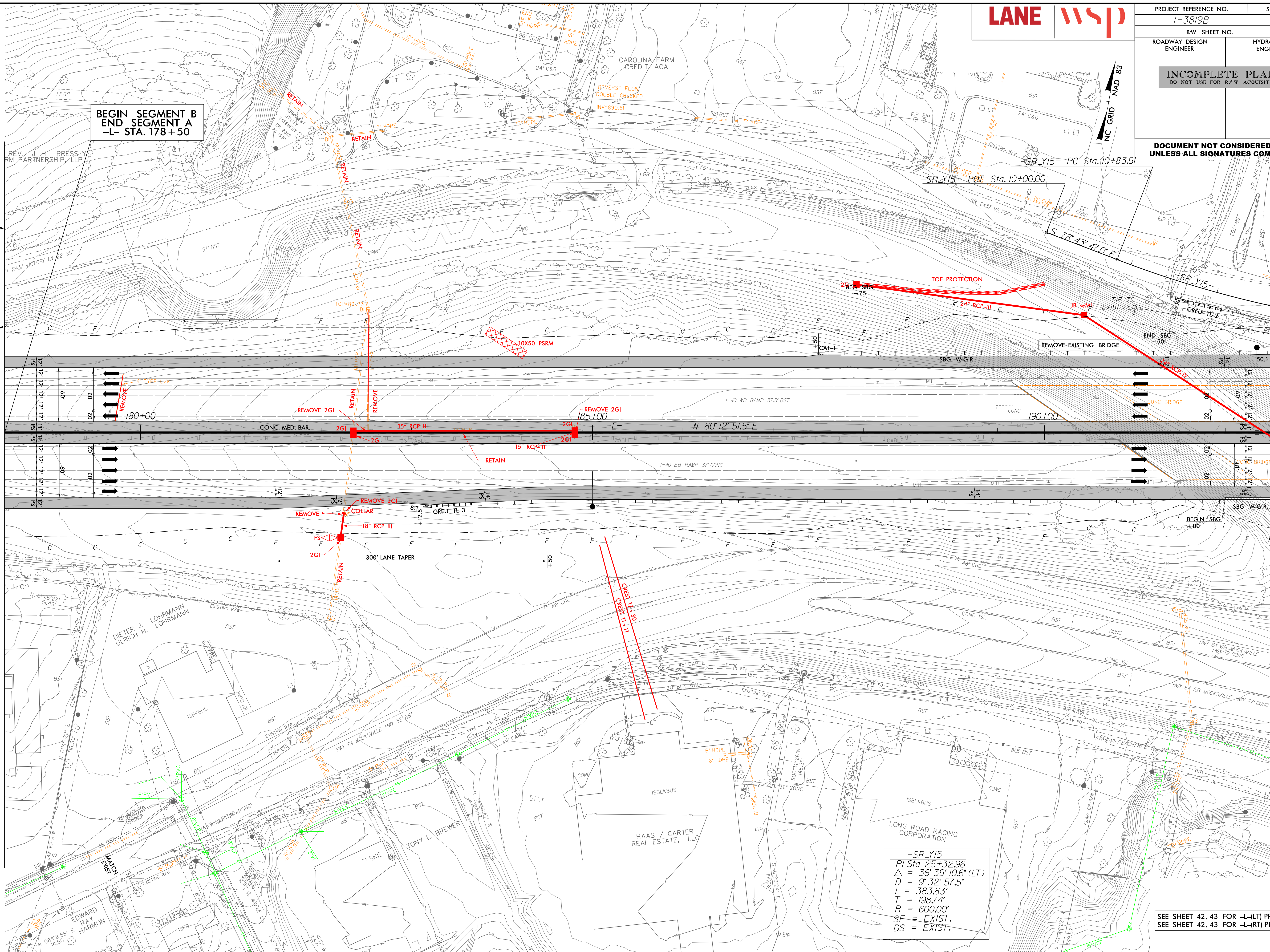
-SR Y15-
PI Sta. 25+32.96
 $\Delta = 36^{\circ} 39' 10.6''$ (LT)
 $D = 9^{\circ} 32' 57.5''$
 $L = 383.83'$
 $T = 198.74'$
 $R = 600.00'$
SE = EXIST.
DS = EXIST.

SEE SHEET 42, 43 FOR -L(LT) PROFILE
SEE SHEET 42, 43 FOR -L(RT) PROFILE

-MATCHLINE- STA. 192 + 50.00 -L- SEE SHEET NO.14

02/28/19
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becker-w

-MATCHLINE- STA. 178 + 50.00 -L- SEE SHEET NO.12 (SEGMENT A)

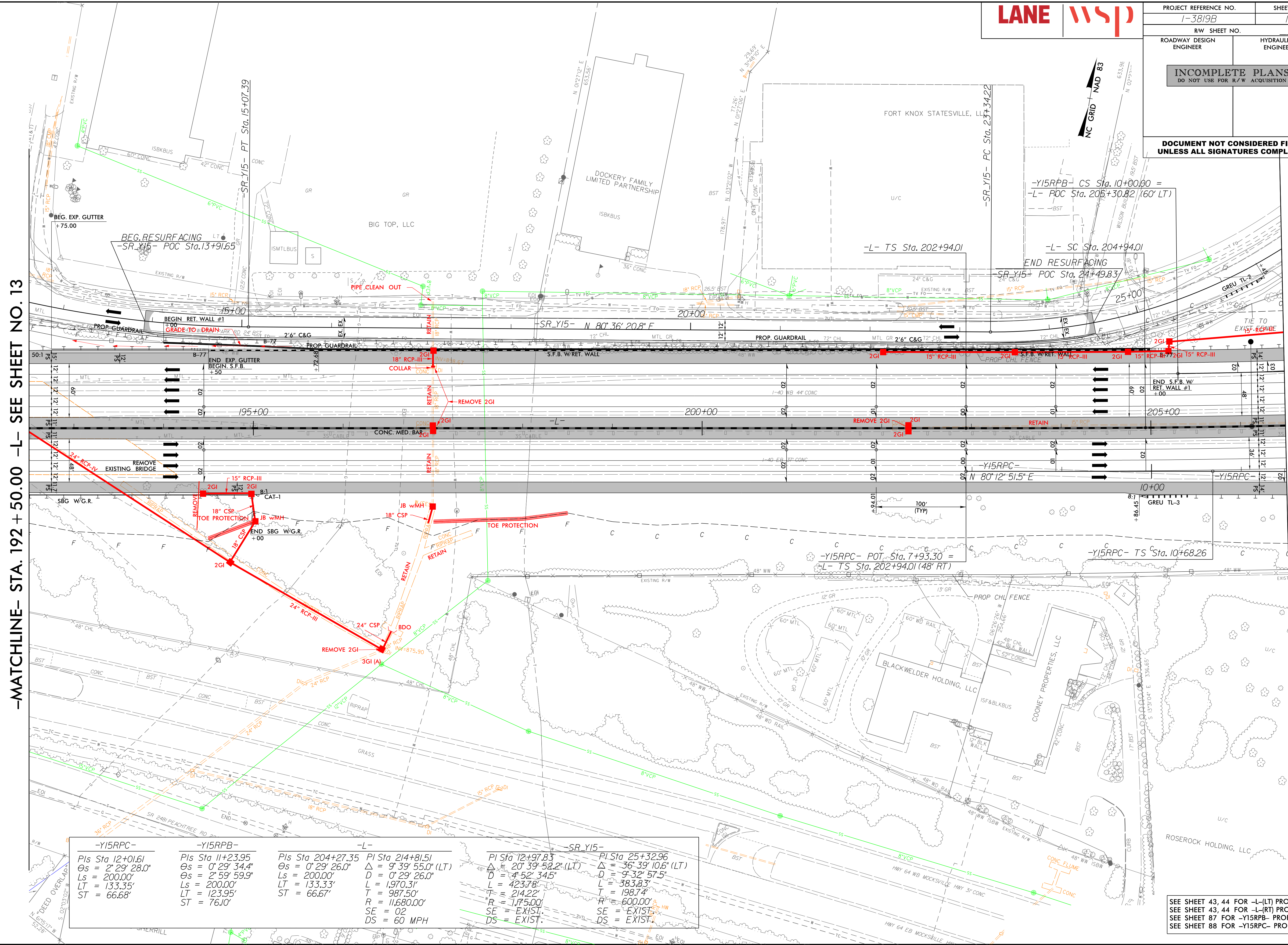


PROJECT REFERENCE NO.		SHEET NO.
1-3819B		13
<hr/>		
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
<div>INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION</div>		
<hr/>		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

-SR Y15-
PI Sta. 25+32.96
 $\Delta = 36^{\circ} 39' 10.6''$ (LT)
 $D = 9^{\circ} 32' 57.5''$
 $L = 383.83'$
 $T = 198.74'$
 $R = 600.00'$
SE = EXIST.
DS = EXIST.

SEE SHEET 42, 43 FOR -L(LT) PROFILE
SEE SHEET 42, 43 FOR -L(RT) PROFILE

-MATCHLINE- STA. 192 + 50.00 -L- SEE SHEET NO.14

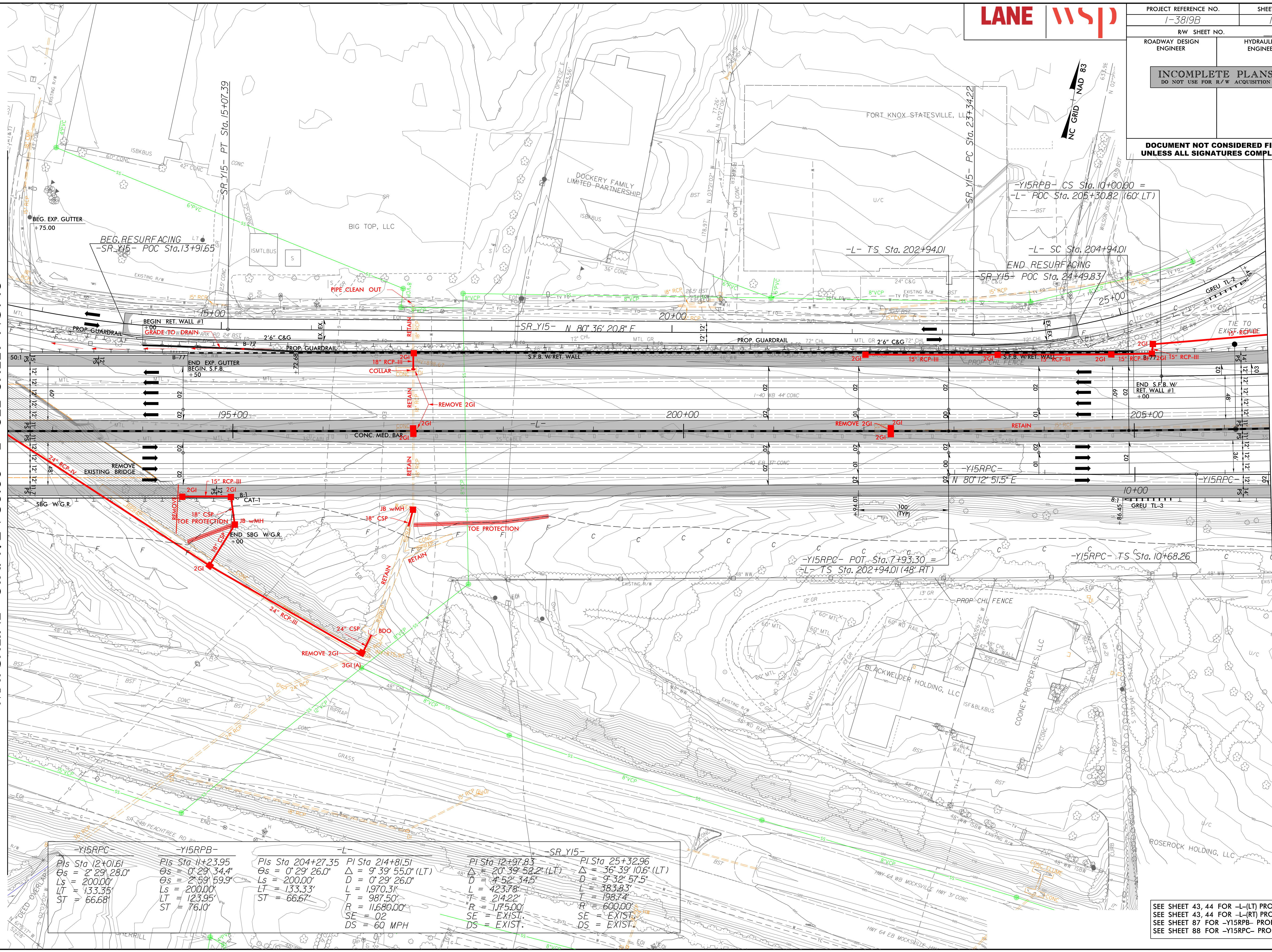


SEE SHEET 43, 44 FOR -L-(LT) PROFILE
SEE SHEET 43, 44 FOR -L-(RT) PROFILE
SEE SHEET 87 FOR -Y15RPB- PROFILE
SEE SHEET 88 FOR -Y15RPC- PROFILE

02/28/19
c:\projectwise\pb\projectwiseint\becker\w\d0322544\13819_hyd_psh14_119250-20650.dgn

-MATCHLINE- STA. 192 + 50.00 -L- SEE SHEET NO. 13

-MATCHLINE- STA. 206 + 50.00 -L- SEE SHEET NO. 15

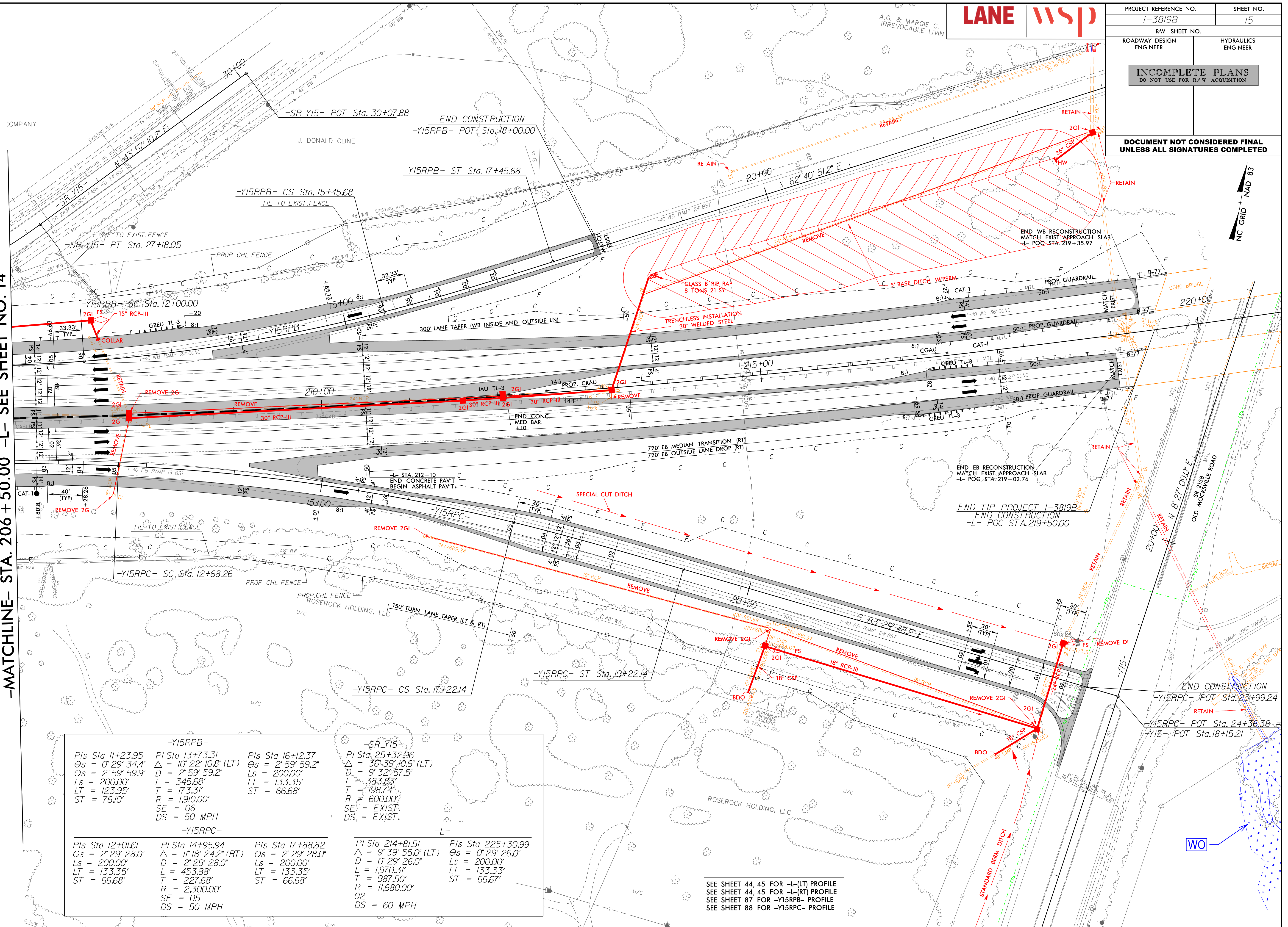


-Y15RPC-		-Y15RPB-		-L-		-SR Y15-	
PI Sta 12+01.61	PI Sta 11+23.95	PI Sta 11+23.95	PI Sta 12+97.83	PI Sta 204+27.35	PI Sta 214+81.51	PI Sta 12+97.83	PI Sta 25+32.96
OS = 2' 29" 28.0"	OS = 0' 29" 34.4"	OS = 0' 29" 34.4"	OS = 20' 39" 52.2" (LT)	OS = 0' 29" 26.0"	OS = 9' 39" 55.0" (LT)	OS = 20' 39" 52.2" (LT)	OS = 36' 39" 10.6" (LT)
LS = 200.00'	LS = 2' 59" 59.9"	LS = 2' 59" 59.9"	D = 4' 52" 34.5"	LS = 200.00'	D = 0' 29" 26.0"	D = 4' 52" 34.5"	D = 9' 32" 57.5"
LT = 133.35'	LT = 200.00'	LT = 200.00'	L = 423.78'	LT = 133.33'	L = 1,970.31'	L = 423.78'	L = 383.83'
ST = 66.68'	LT = 123.95'	LT = 123.95'	T = 214.22'	ST = 66.67'	T = 987.50'	T = 214.22'	T = 198.74'
	ST = 76.10'		R = 1,175.00'		R = 11,680.00'	R = 1,175.00'	R = 600.00'
			SE = EXIST.		SE = 02	SE = EXIST.	SE = EXIST.
			DS = EXIST.		DS = 60 MPH	DS = EXIST.	DS = EXIST.

SEE SHEET 43, 44 FOR -L-(LT) PROFILE
SEE SHEET 43, 44 FOR -L-(RT) PROFILE
SEE SHEET 87 FOR -Y15RPB- PROFILE
SEE SHEET 88 FOR -Y15RPC- PROFILE

02/28/19
c:\projectwise\pb\projectwise\nt\becker\j\ad0322544\13819_hyd_psh15.L20650-21770.dgn
becker-jw

-MATCHLINE- STA. 206 + 50.00 -L- SEE SHEET NO. 14



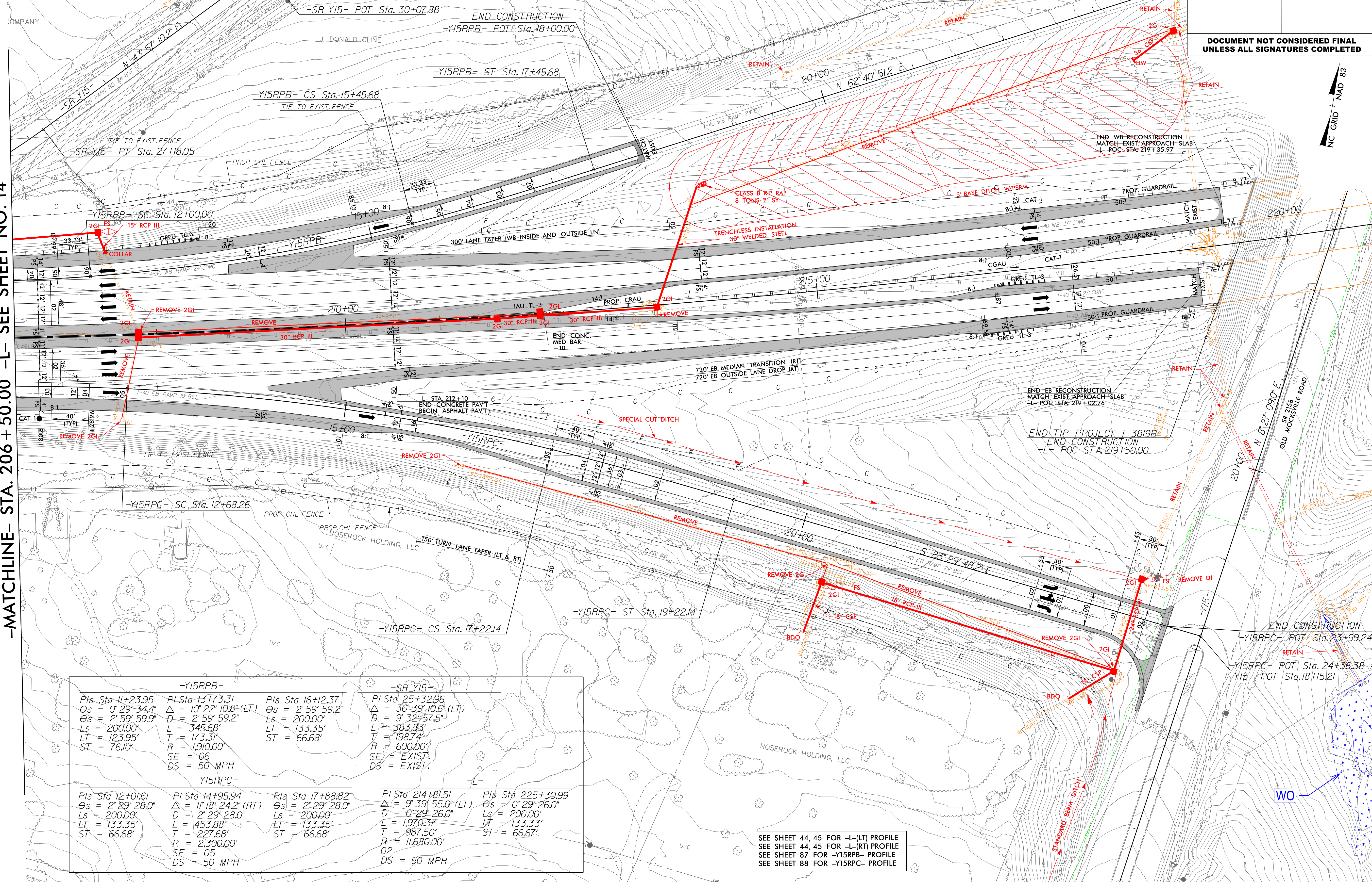
-Y15RPB-			-SR_Y15-		
Pls Sta 11+23.95	PI Sta 13+73.31	Pls Sta 16+12.37	PI Sta 25+32.96		
$\Delta s = 0^{\circ} 29' 34.4"$	$\Delta = 10^{\circ} 22' 10.8" (LT)$	$\Delta s = 2^{\circ} 59' 59.2"$	$\Delta = 36^{\circ} 39' 10.6" (LT)$		
$\Delta s = 2^{\circ} 59' 59.9"$	$D = 2^{\circ} 59' 59.2"$	$Ls = 200.00'$	$D = 9^{\circ} 32' 57.5"$		
$Ls = 200.00'$	$L = 345.68'$	$LT = 133.35'$	$L = 383.83'$		
$LT = 123.95'$	$T = 173.31'$	$ST = 66.68'$	$T = 198.74'$		
$ST = 76.10'$	$R = 1,910.00'$		$R = 600.00'$		
	$SE = 06$		$SE = EXIST.$		
	$DS = 50 \text{ MPH}$		$DS = EXIST.$		
-Y15RPC-			-L-		
Pls Sta 12+01.61	PI Sta 14+95.94	Pls Sta 17+88.82	PI Sta 214+81.51	Pls Sta 225+30.99	
$\Delta s = 2^{\circ} 29' 28.0"$	$\Delta = 11^{\circ} 18' 24.2" (RT)$	$\Delta s = 2^{\circ} 29' 28.0"$	$\Delta = 9^{\circ} 39' 55.0" (LT)$	$\Delta s = 0^{\circ} 29' 26.0"$	
$Ls = 200.00'$	$D = 2^{\circ} 29' 28.0"$	$Ls = 200.00'$	$D = 0^{\circ} 29' 26.0"$	$Ls = 200.00'$	
$LT = 133.35'$	$L = 453.88'$	$LT = 133.35'$	$L = 1,970.31'$	$LT = 133.33'$	
$ST = 66.68'$	$T = 227.68'$	$ST = 66.68'$	$T = 987.50'$	$ST = 66.67'$	
	$R = 2,300.00'$		$R = 11,680.00'$		
	$SE = 05$		$DS = 60 \text{ MPH}$		
	$DS = 50 \text{ MPH}$				

SEE SHEET 44, 45 FOR -L-(LT) PROFILE
SEE SHEET 44, 45 FOR -L-(RT) PROFILE
SEE SHEET 87 FOR -Y15RPB- PROFILE
SEE SHEET 88 FOR -Y15RPC- PROFILE

LANE 

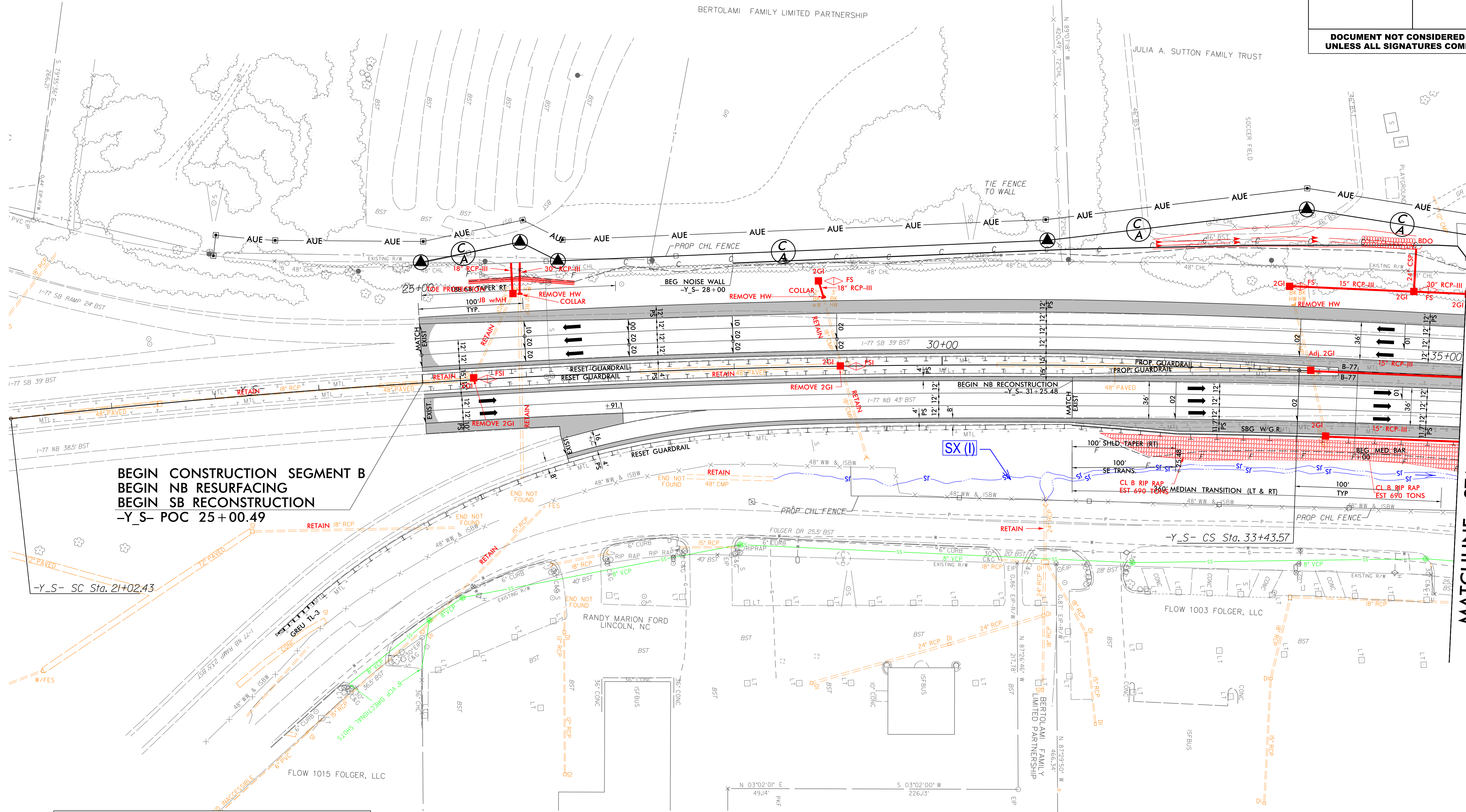
PROJECT REFERENCE NO.		SHEET NO.
1-3819B		15
RW SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

MATCH LINE- STA. 206 + 50.00 -L- SEE SHEET NO. 14



SEE SHEET 44, 45 FOR -L-(LT) PROFILE
SEE SHEET 44, 45 FOR -L-(RT) PROFILE
SEE SHEET 87 FOR -Y15RPB- PROFILE
SEE SHEET 88 FOR -Y15RPC- PROFILE

NC GRID + NAD 83



BEGIN CONSTRUCTION SEGMENT B
BEGIN NB RESURFACING
BEGIN SB RECONSTRUCTION
-Y_S- POC 25+00.49

-Y_S- SC Sta. 21+02.43

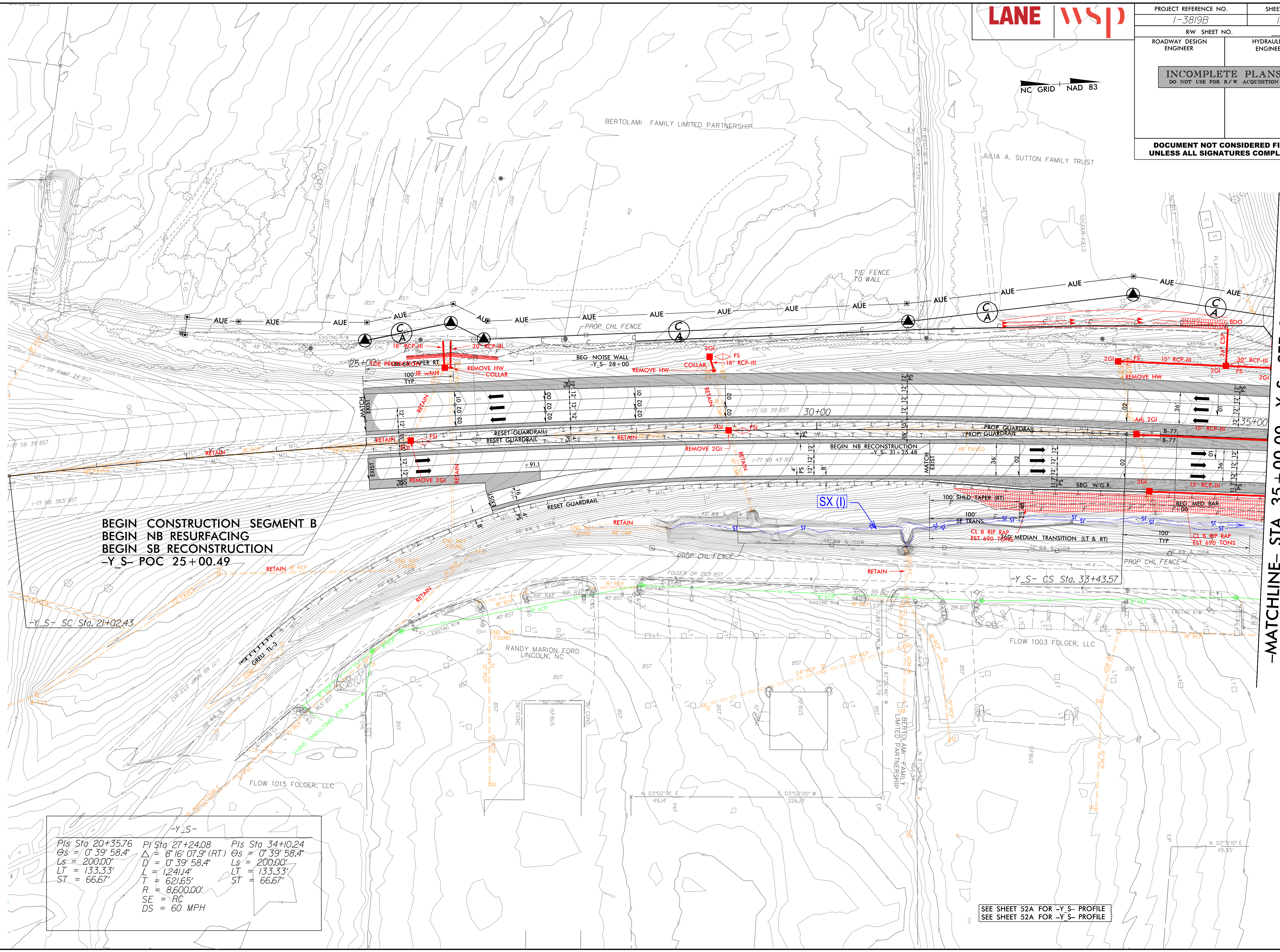
-Y_S- CS Sta. 33+43.57

-Y_S-		
Pls Sta 20+35.76	Pls Sta 27+24.08	Pls Sta 34+10.24
Os = 0° 39' 58.4"	Δ = 8° 16' 07.9" (RT)	Os = 0° 39' 58.4"
Ls = 200.00'	D = 0° 39' 58.4"	Ls = 200.00'
LT = 133.33'	L = 1,241.14'	LT = 133.33'
ST = 66.67'	T = 621.65'	ST = 66.67'
	R = 8,600.00'	
	SE = RC	
	DS = 60 MPH	

SEE SHEET 52A FOR -Y_S- PROFILE
SEE SHEET 52A FOR -Y_S- PROFILE

-MATCHLINE- STA 35 + 00.00 -Y_S- SEE SHEET NO. 17

NC GRID + NAD 83



BEGIN CONSTRUCTION SEGMENT B
BEGIN NB RESURFACING
BEGIN SB RECONSTRUCTION
-Y_S- POC 25+00.49

-Y_S- SC Sta. 21+02.43

-Y_S-		
Pls Sta 20+35.76	Pls Sta 27+24.08	Pls Sta 34+02.24
Os = 0° 39' 58.4"	Δ = 8° 16' 07.9" (RT)	Os = 0° 39' 58.4"
Ls = 200.00'	D = 0° 39' 58.4"	Ls = 200.00'
LT = 133.33'	L = 1,241.14'	LT = 133.33'
ST = 66.67'	T = 621.65'	ST = 66.67'
	R = 8,600.00'	
	SE = RC	
	DS = 60 MPH	

SEE SHEET 52A FOR -Y_S- PROFILE
SEE SHEET 52A FOR -Y_S- PROFILE

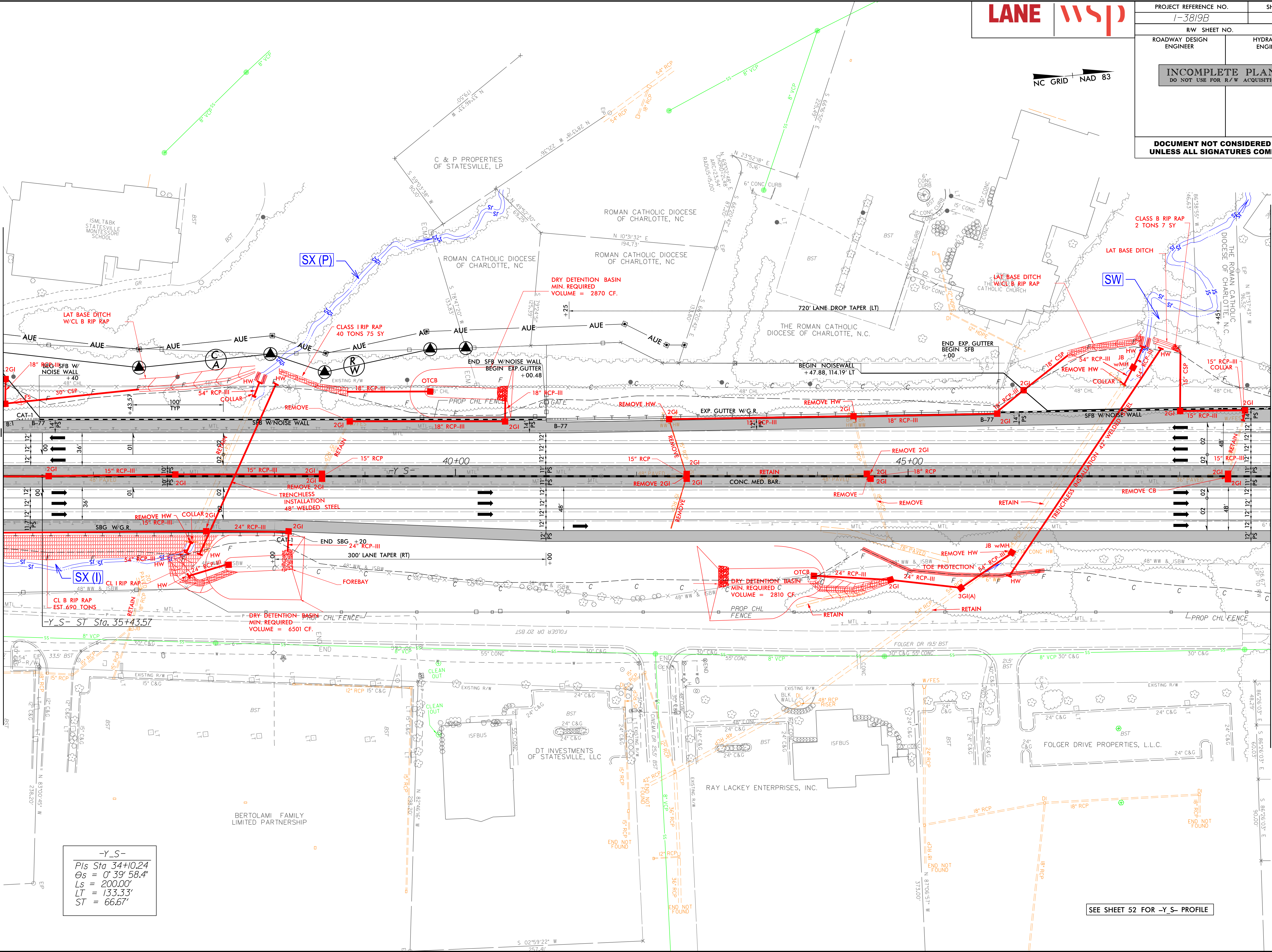
-MATCHLINE- STA 35 + 00.00 -Y_S- SEE SHEET NO. 17

02/28/19
c:\projects\wise\p\project\wise\becker\m\40322544\13819_hyd_psh16_Y2100-3500.dgn
becker-w

NC GRID NAD 83

-MATCHLINE- STA 35+00.00 -Y_S- SEE SHEET NO.16

-MATCHLINE- STA 49+00.00 -Y_S- SEE SHEET NO.18

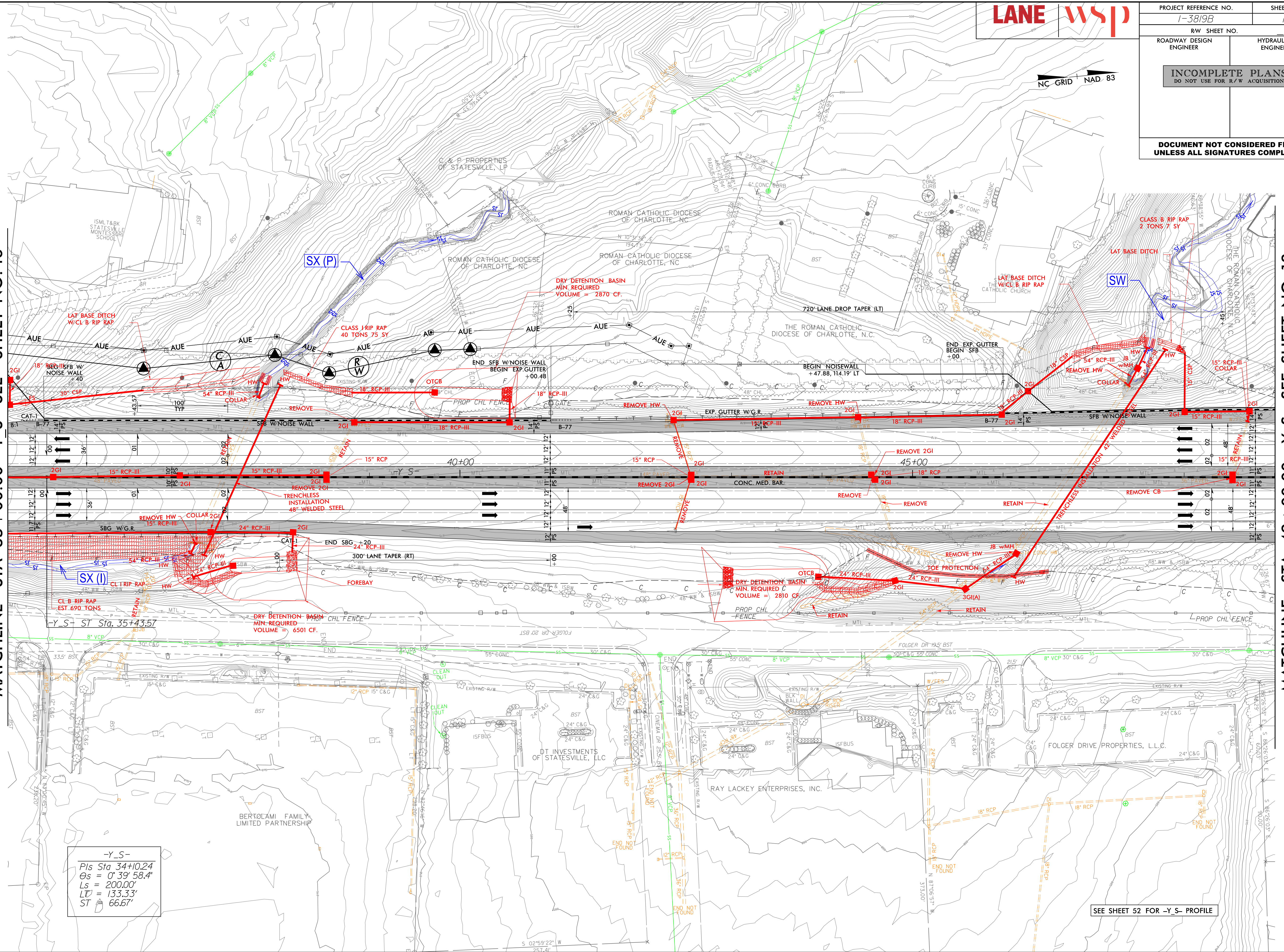


-Y_S-
Pls Sta 34+02.24
Os = 0° 39' 58.4"
Ls = 200.00'
LT = 133.33'
ST = 66.67'

SEE SHEET 52 FOR -Y_S- PROFILE

02/28/19
c:\projects\wise\pb\project\wise\backer\m\40322544\13819_hyd_psh17_Y3500-4900.dgn
backer-w

-MATCHLINE- STA 35+00.00 -Y_S- SEE SHEET NO.16



-Y_S-
Pls Sta 34+10.24
Os = 0° 39' 58.4"
Ls = 200.00'
LT = 133.33'
ST = 66.67'

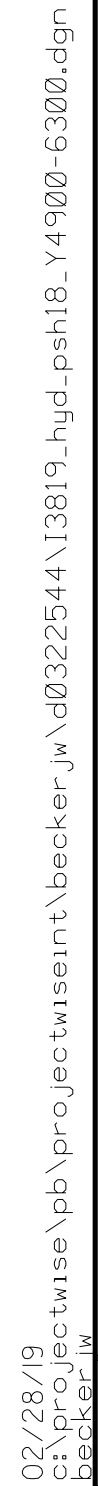
SEE SHEET 52 FOR -Y_S- PROFILE

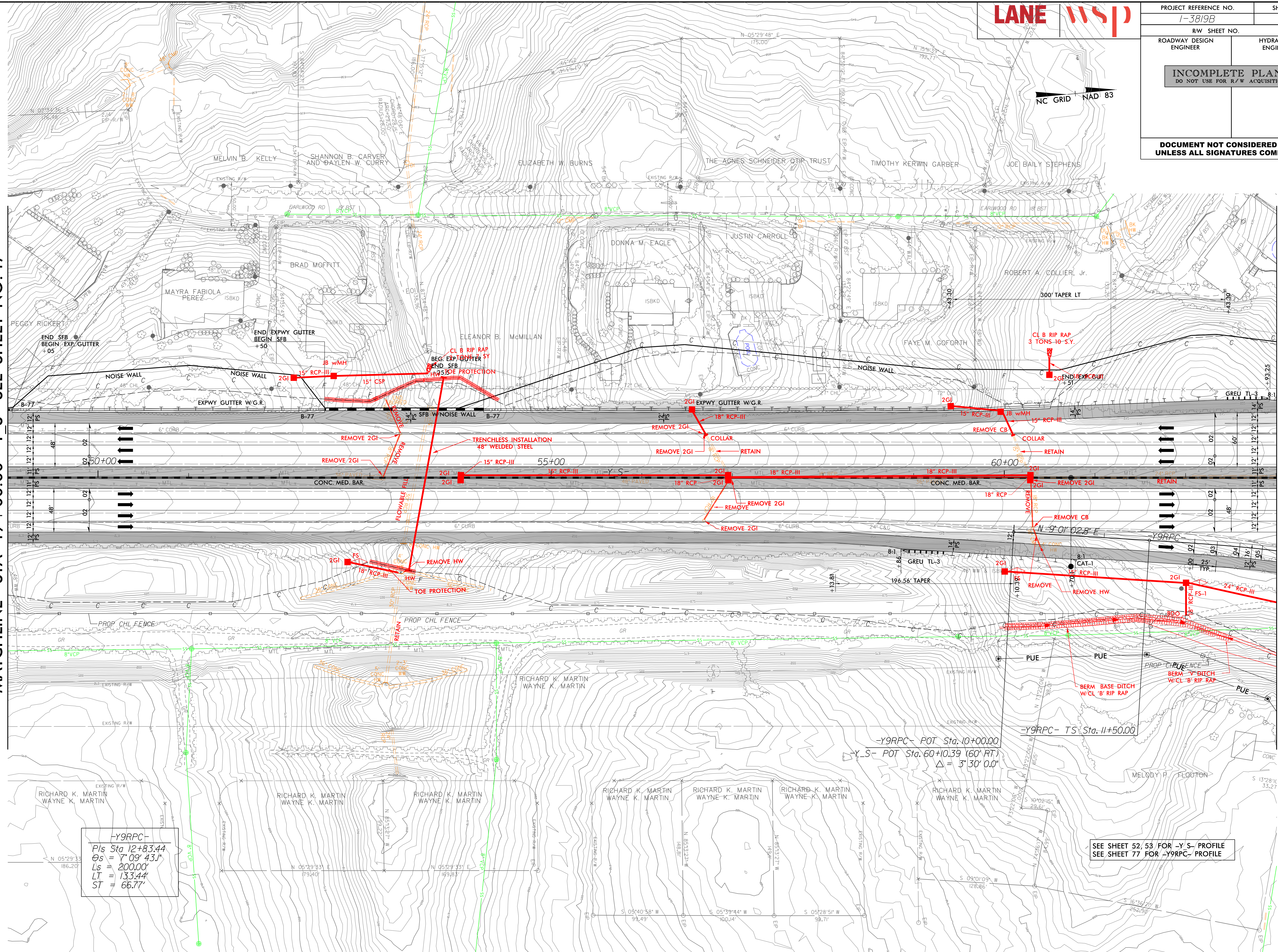
-MATCHLINE- STA 49+00.00 -Y_S- SEE SHEET NO.18



PROJECT REFERENCE NO.		SHEET NO.	
1-3819B		17	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

NC GRID NAD 83





-MATCHLINE- STA 63+00.00 -Y_S- SEE SHEET NO. 19

SEE SHEET 52, 53 FOR -Y-S- PROFILE
SEE SHEET 77 FOR -Y9RPC- PROFILE

-Y9RPC-

$Pls Sta 12+83.44$
 $\theta_s = 7^{\circ} 09' 43.1''$
 $L_s = 200.00'$
 $LT = 133.44'$
 $ST = 66.77'$

-Y9RPC- POT Sta. 10+00.00
-Y_S- POT Sta. 60+10.39 (60' RT)
 $\Delta = 3^\circ 30' 0.0''$

1519 - CHARLES W. I
1521 - DEBRA KONCZ
1523 - CHRISTINE CC
1503 - LINDA BOWLP
1507 - SUE L. PYLE
1511 - MARK L. CLIN

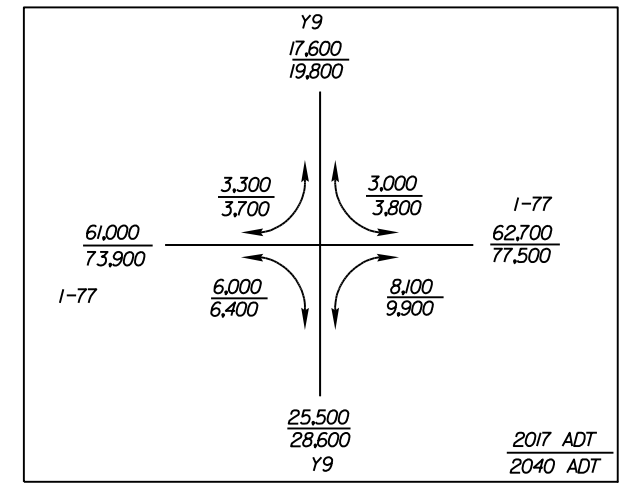
NC GRID NAD 83

-MATCHLINE- STA 92 + 00.00 -Y- SEE SHEET NO. 20

-MATCHLINE STA- 19 + 50.00 -Y9- SEE SHEET NO. 28

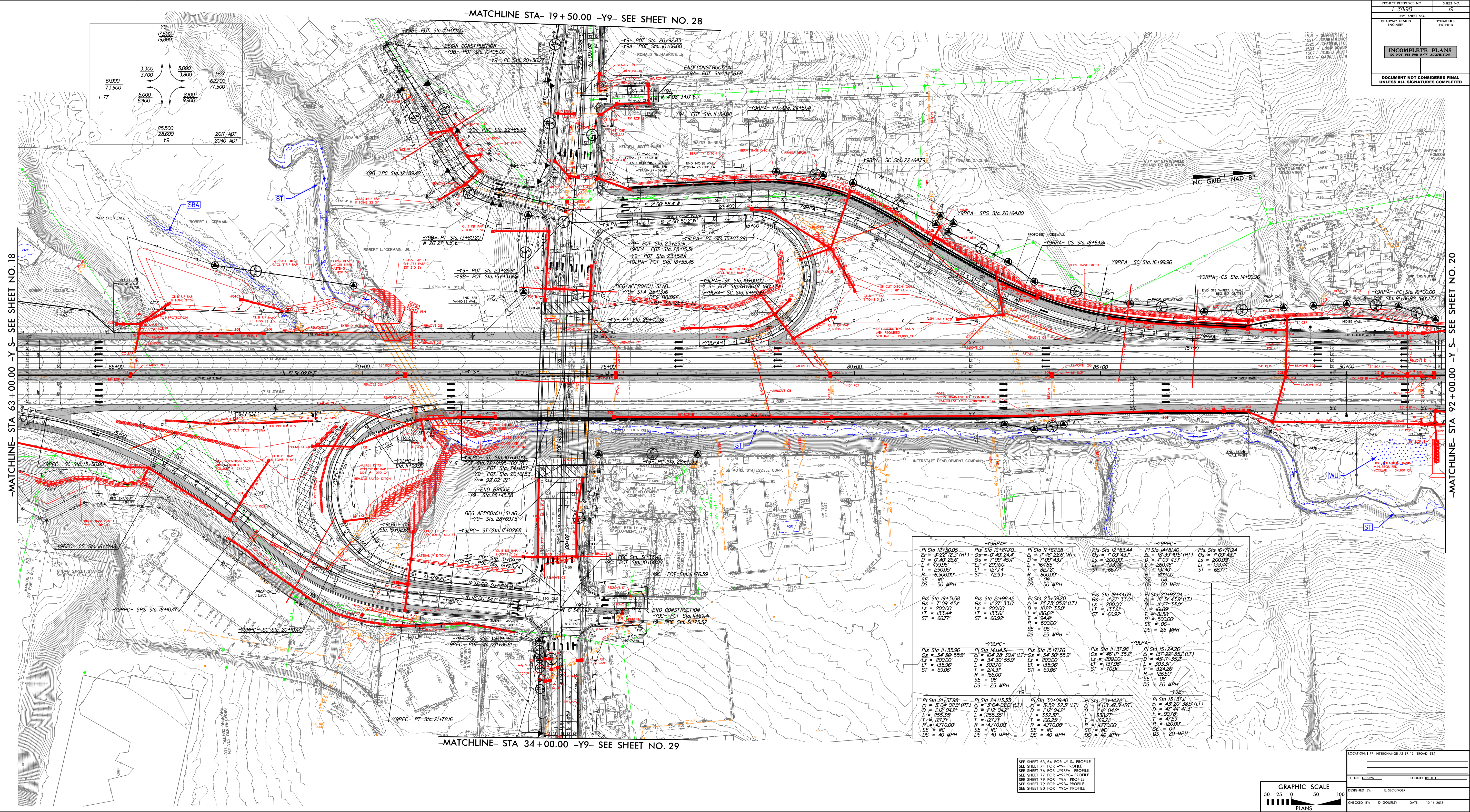
-MATCHLINE- STA 34 + 00.00 -Y9- SEE SHEET NO. 29

-MATCHLINE- STA 63 + 00.00 -Y- SEE SHEET NO. 18



-Y9RPA- PI Sta 12+50.05 Δ = 3.22' (2.3' RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 16+21.70 Δ = 0' 40' 24.4" Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 17+82.68 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 12+83.44 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 14+81.40 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 15+77.24 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH
-Y9RPA- PI Sta 19+31.58 Δ = 7' 09' 43.1" Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 21+98.42 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 23+59.20 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 19+44.09 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 20+92.04 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 15+24.26 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH
-Y9RPA- PI Sta 14+33.33 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 15+77.24 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 17+82.68 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 12+83.44 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 14+81.40 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 15+77.24 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH
-Y9RPA- PI Sta 19+31.58 Δ = 7' 09' 43.1" Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 21+98.42 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 23+59.20 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 19+44.09 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 20+92.04 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH	-Y9RPA- PI Sta 15+24.26 Δ = 1' 48' 22.6' (RT) Os = 7' 09' 43.1" D = 7' 09' 43.1" L = 133.44' T = 133.44' SE = 0.00' DS = 25 MPH

PROJECT REFERENCE NO. 1-3839B
SHEET NO. 19
RW SHEET NO.
ROADWAY DESIGN
INCHES
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PI Sta 12+50.05 Δ = 3°22'12.3" (RT) D = 0'40'26.5" L = 499.95' T = 250.00' R = 6500.00' SE = MC DS = 50 MPH	PI Sta 16+27.20 Δ = 0°40'24.4" D = 0'40'26.5" L = 499.95' T = 250.00' R = 6500.00' SE = MC DS = 50 MPH	PI Sta 17+82.68 Δ = 1°48'22.6" (RT) D = 7°09'43.1" L = 1645.9' T = 827.8' R = 8000.00' SE = 08 DS = 50 MPH	PI Sta 12+83.44 Δ = 7°09'43.1" D = 7°09'43.1" L = 260.48' T = 133.44' R = 8000.00' SE = 08 DS = 50 MPH	PI Sta 14+99.96 Δ = 18°39'19.5" (RT) D = 7°09'43.1" L = 260.48' T = 133.44' R = 8000.00' SE = 08 DS = 50 MPH	PI Sta 15+77.24 Δ = 7°09'43.1" D = 7°09'43.1" L = 260.48' T = 133.44' R = 8000.00' SE = 08 DS = 50 MPH
PI Sta 19+31.58 Δ = 7°09'43.1" D = 200.00' L = 133.44' T = 66.77'	PI Sta 21+98.42 Δ = 1°27'33.0" D = 200.00' L = 133.44' T = 66.77'	PI Sta 23+59.20 Δ = 2°23'05.3" (LT) D = 1°27'33.0" L = 166.62' T = 84.41' R = 5000.00' SE = 06 DS = 25 MPH	PI Sta 29+44.09 Δ = 1°27'33.0" D = 200.00' L = 133.44' T = 66.77'	PI Sta 30+92.04 Δ = 18°39'19.5" (LT) D = 7°09'43.1" L = 260.48' T = 133.44' R = 8000.00' SE = 08 DS = 50 MPH	PI Sta 31+77.24 Δ = 7°09'43.1" D = 7°09'43.1" L = 260.48' T = 133.44' R = 8000.00' SE = 08 DS = 50 MPH
PI Sta 11+35.96 Δ = 34°30'55.9" (LT) D = 34°30'55.9" L = 302.70' T = 24.27' R = 166.00' SE = 08 DS = 25 MPH	PI Sta 14+41.33 Δ = 1°04'09.9" (LT) D = 34°30'55.9" L = 302.70' T = 24.27' R = 166.00' SE = 08 DS = 25 MPH	PI Sta 15+77.24 Δ = 1°27'33.0" D = 200.00' L = 133.44' T = 66.77'	PI Sta 17+82.68 Δ = 1°48'22.6" (RT) D = 7°09'43.1" L = 1645.9' T = 827.8' R = 8000.00' SE = 08 DS = 50 MPH	PI Sta 19+31.58 Δ = 7°09'43.1" D = 200.00' L = 133.44' T = 66.77'	PI Sta 21+98.42 Δ = 1°27'33.0" D = 200.00' L = 133.44' T = 66.77'
PI Sta 21+57.98 Δ = 1°12'04.2" D = 255.15' T = 127.71' R = 4770.00' SE = MC DS = 40 MPH	PI Sta 24+13.33 Δ = 1°12'04.2" D = 255.15' T = 127.71' R = 4770.00' SE = MC DS = 40 MPH	PI Sta 30+08.40 Δ = 3°59'16.2" (LT) D = 1°12'04.2" L = 335.31' T = 168.25' R = 4770.00' SE = MC DS = 40 MPH	PI Sta 33+44.72 Δ = 1°12'04.2" D = 255.15' T = 127.71' R = 4770.00' SE = MC DS = 40 MPH	PI Sta 35+77.24 Δ = 43°22'38.5" (LT) D = 47°44'47.3" L = 307.78' T = 47.89' R = 1200.00' SE = 04 DS = 20 MPH	PI Sta 37+24.26 Δ = 43°22'38.5" (LT) D = 47°44'47.3" L = 307.78' T = 47.89' R = 1200.00' SE = 04 DS = 20 MPH

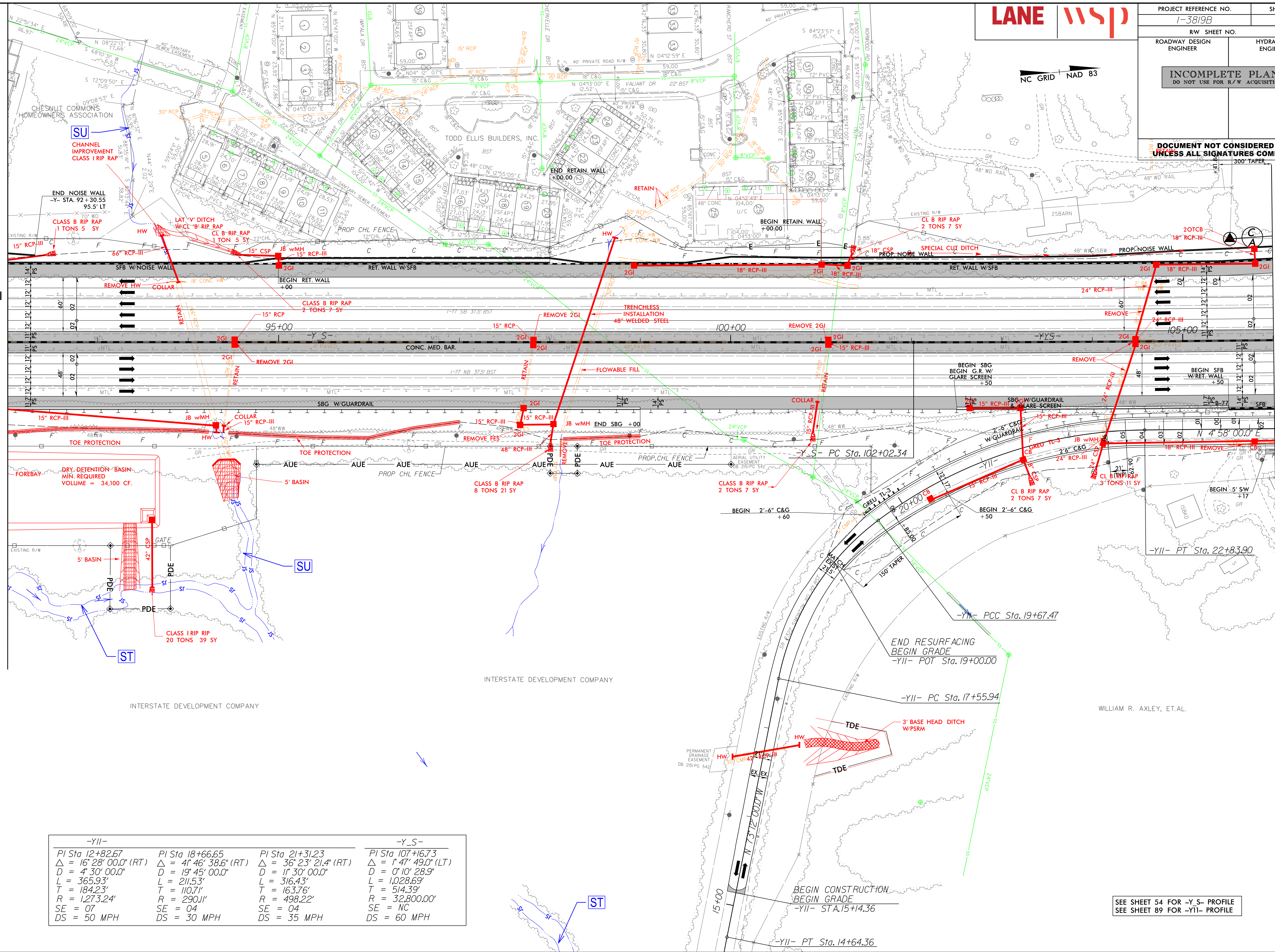
-MATCHLINE- STA 92 + 00.00 -Y_S- SEE SHEET NO.19

-MATCHLINE- STA. 106 + 00 -Y_S- SEE SHEET NO.21



PROJECT REFERENCE NO. 1-3819B		SHEET NO. 20
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

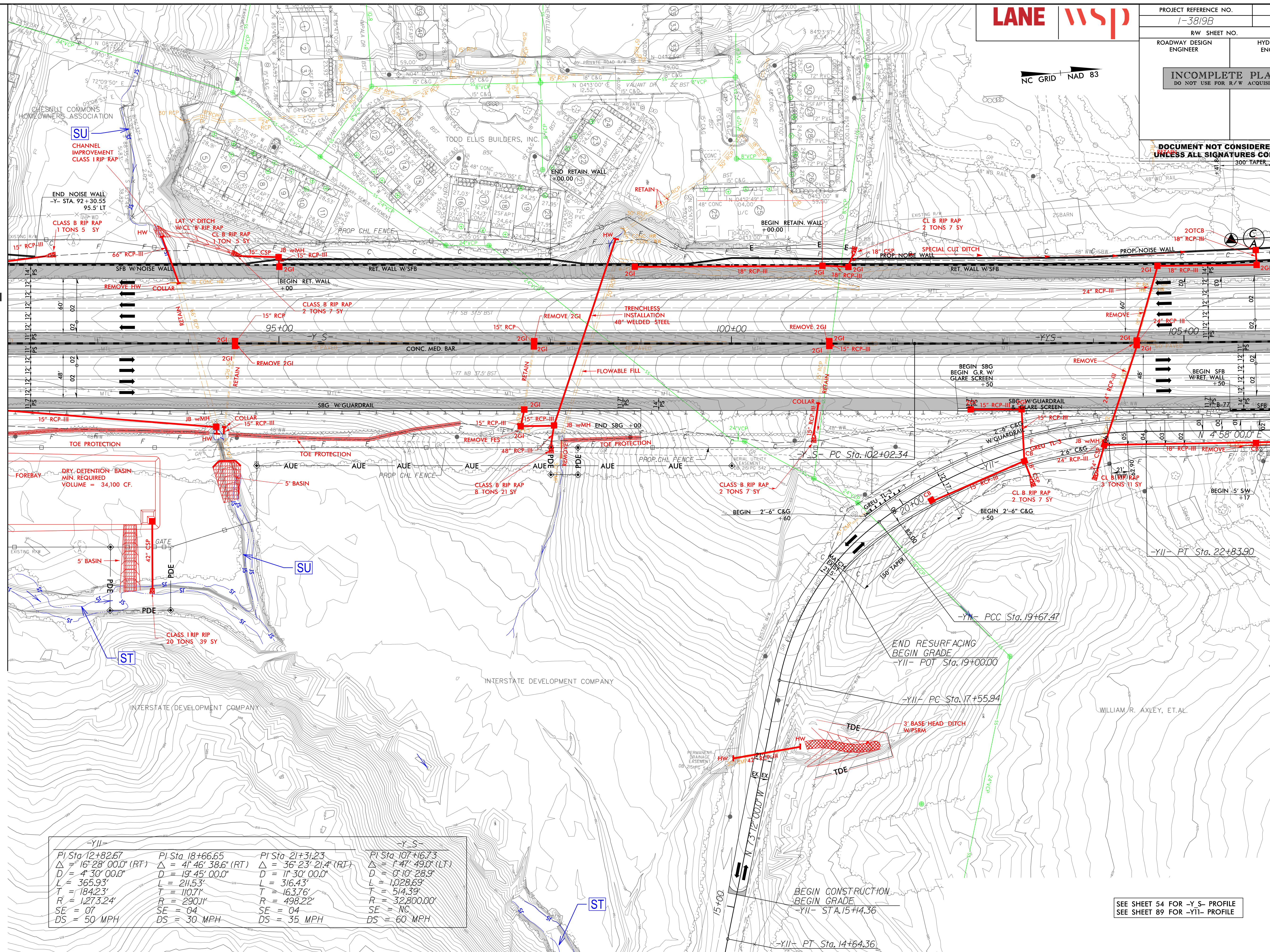
NC GRID NAD 83



-YII-			-Y_S-
PI Sta 12+82.67	PI Sta 18+66.65	PI Sta 21+31.23	PI Sta 107+16.73
Δ = 16° 28' 00.0" (RT)	Δ = 4° 46' 38.6" (RT)	Δ = 36° 23' 21.4" (RT)	Δ = 1° 47' 49.0" (LT)
D = 4° 30' 00.0"	D = 19° 45' 00.0"	D = 11° 30' 00.0"	D = 0° 10' 28.9"
L = 365.93'	L = 211.53'	L = 316.43'	L = 1,028.69'
T = 184.23'	T = 110.71'	T = 163.76'	T = 514.39'
R = 1,273.24'	R = 290.11'	R = 498.22'	R = 32,800.00'
SE = 07	SE = 04	SE = 04	SE = NC
DS = 50 MPH	DS = 30 MPH	DS = 35 MPH	DS = 60 MPH

SEE SHEET 54 FOR -Y_S- PROFILE
SEE SHEET 89 FOR -YII- PROFILE

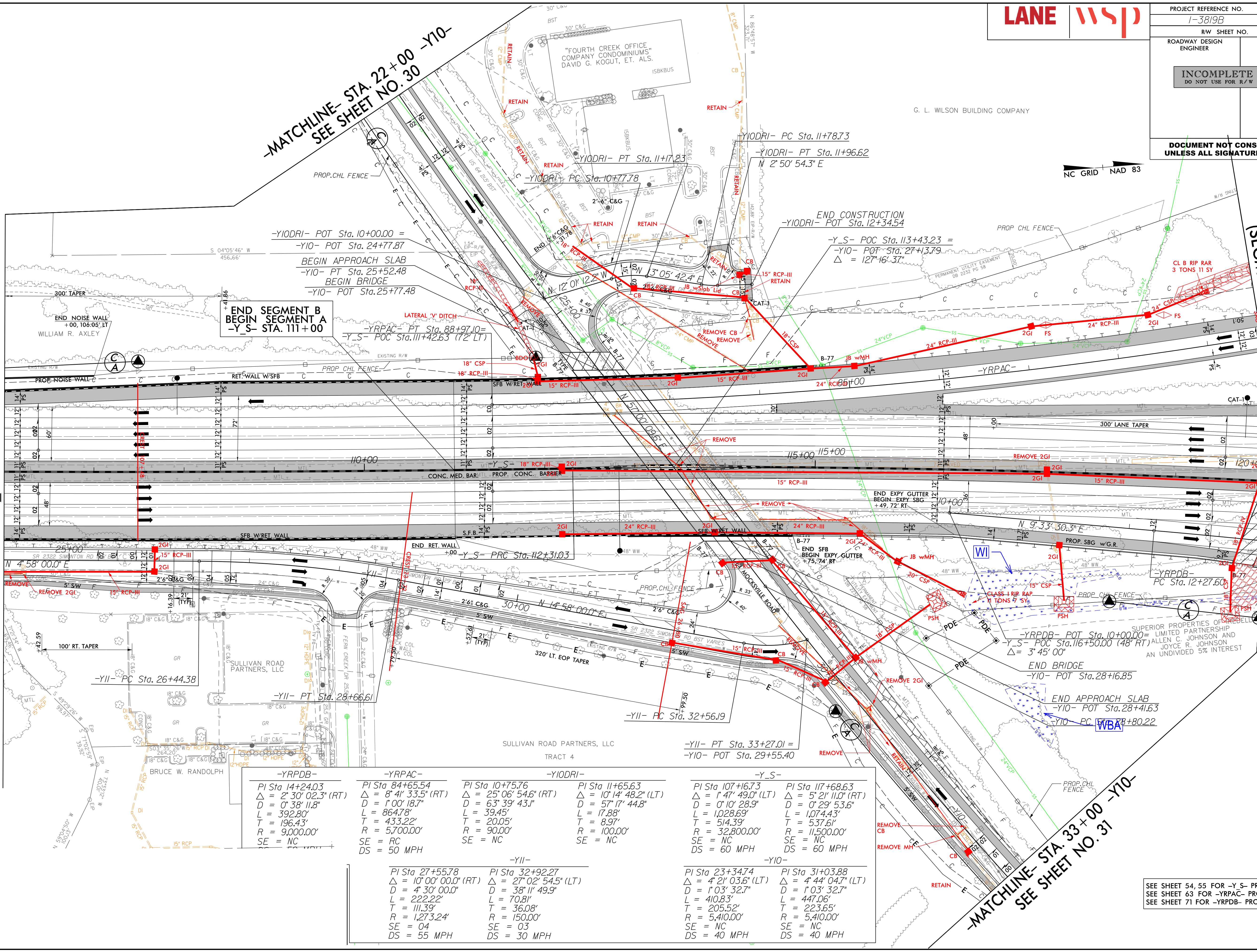
MATCHLINE- STA. 106+00 -Y S- SEE SHEET NO. 21



SEE SHEET 54 FOR -Y_S- PROFILE
SEE SHEET 89 FOR -Y₁₁- PROFILE

-MATCHLINE- STA. 106+00 -Y S- SEE SHEET NO. 20

-MATCHLINE- YRPAC- STA. 80+50.00 -YRPAC- SEE SHEET NO. 22 (SEGMENT A)
-S-Y- 00+00 STA. 120+00 -INITCHAW- (A) INWEGES) 22 ON LEHS EES

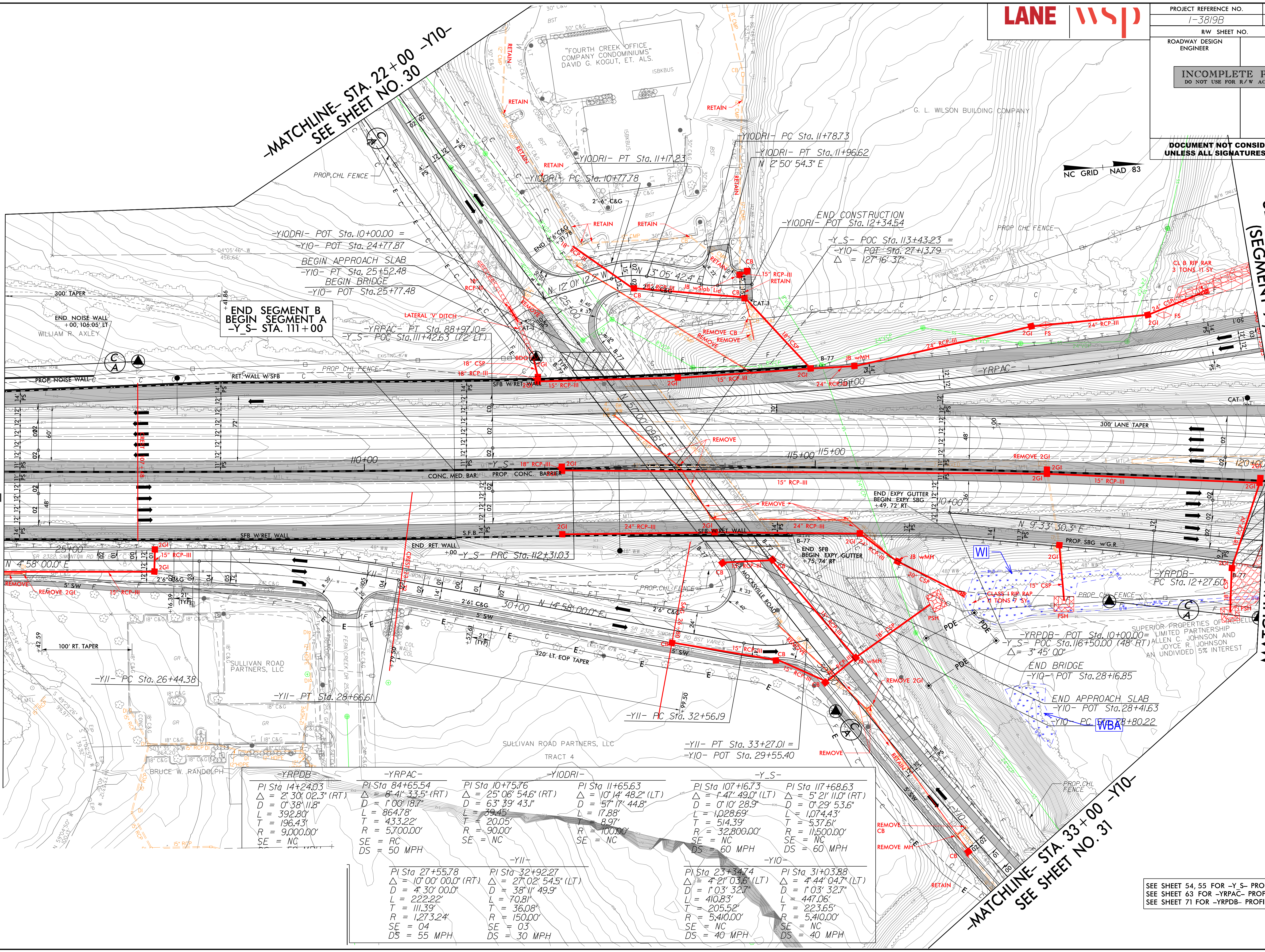


-YRPDB-		-YRPAC-		-YIODRI-		-Y S-	
PI Sta 14+24.03	PI Sta 84+65.54	PI Sta 10+75.76	PI Sta 11+65.63	PI Sta 107+16.73	PI Sta 117+68.63	PI Sta 107+16.73	PI Sta 117+68.63
Δ = 2° 30' 02.3" (RT)	Δ = 8° 41' 33.5" (RT)	Δ = 25° 06' 54.6" (RT)	Δ = 10° 14' 48.2" (LT)	Δ = 1° 47' 49.0" (LT)	Δ = 5° 21' 11.0" (RT)	Δ = 1° 47' 49.0" (LT)	Δ = 5° 21' 11.0" (RT)
D = 0° 38' 11.8"	D = 1° 00' 18.7"	D = 63° 39' 43.1"	D = 57° 17' 44.8"	D = 0° 10' 28.9"	D = 0° 29' 53.6"	D = 0° 10' 28.9"	D = 0° 29' 53.6"
L = 392.80'	L = 864.78'	L = 39.45'	L = 17.88'	L = 1,028.69'	L = 1,074.43'	L = 1,028.69'	L = 1,074.43'
T = 196.43'	T = 433.22'	T = 20.05'	T = 8.97'	T = 514.39'	T = 537.61'	T = 514.39'	T = 537.61'
R = 9,000.00'	R = 5,700.00'	R = 90.00'	R = 100.00'	R = 32,800.00'	R = 11,500.00'	R = 32,800.00'	R = 11,500.00'
SE = NC	SE = RC	SE = NC	SE = NC	SE = NC	SE = NC	SE = NC	SE = NC
DS = 50 MPH	DS = 50 MPH	DS = 50 MPH	DS = 50 MPH	DS = 60 MPH	DS = 60 MPH	DS = 60 MPH	DS = 60 MPH
-YII-		-YII-		-YII-		-YII-	
PI Sta 27+55.78	PI Sta 32+92.27	PI Sta 27+55.78	PI Sta 32+92.27	PI Sta 23+34.74	PI Sta 31+03.88	PI Sta 23+34.74	PI Sta 31+03.88
Δ = 10° 00' 00.0" (RT)	Δ = 27° 02' 54.5" (LT)	Δ = 10° 00' 00.0" (RT)	Δ = 27° 02' 54.5" (LT)	Δ = 4° 21' 03.6" (LT)	Δ = 4° 44' 04.7" (LT)	Δ = 4° 21' 03.6" (LT)	Δ = 4° 44' 04.7" (LT)
D = 4° 30' 00.0"	D = 38° 11' 49.9"	D = 4° 30' 00.0"	D = 38° 11' 49.9"	D = 1° 03' 32.7"	D = 1° 03' 32.7"	D = 1° 03' 32.7"	D = 1° 03' 32.7"
L = 222.22'	L = 70.81'	L = 222.22'	L = 70.81'	L = 410.83'	L = 447.06'	L = 410.83'	L = 447.06'
T = 111.39'	T = 36.08'	T = 111.39'	T = 36.08'	T = 205.52'	T = 223.65'	T = 205.52'	T = 223.65'
R = 1,273.24'	R = 150.00'	R = 1,273.24'	R = 150.00'	R = 5,410.00'	R = 5,410.00'	R = 5,410.00'	R = 5,410.00'
SE = 04	SE = 03	SE = 04	SE = 03	SE = NC	SE = NC	SE = NC	SE = NC
DS = 55 MPH	DS = 30 MPH	DS = 55 MPH	DS = 30 MPH	DS = 40 MPH	DS = 40 MPH	DS = 40 MPH	DS = 40 MPH

SEE SHEET 54, 55 FOR -Y S- PROFILE
SEE SHEET 63 FOR -YRPAC- PROFILE
SEE SHEET 71 FOR -YRPDB- PROFILE

-MATCHLINE- STA. 106+00 -Y S- SEE SHEET NO. 20

-MATCHLINE- YRPAC- STA. 80+50.00 -YRPAC- SEE SHEET NO. 22 (SEGMENT A)
-S-Y- 00+00+021.15S -ENITHC1AW- (A) N EWGES) 22.0N LEHS EES



END SEGMENT B
BEGIN SEGMENT A
-Y S- STA. 111+00

-YRPDB-
PI Sta 14+24.03
Δ = 2° 30' 02.3" (RT)
D = 0° 38' 11.8"
L = 392.80'
T = 196.43'
R = 9,000.00'
SE = NC

-YRPAC-
PI Sta 84+65.54
Δ = 8° 41' 33.5" (RT)
D = 1° 00' 18.7"
L = 864.78'
T = 433.22'
R = 5,700.00'
SE = NC
DS = 50 MPH

-YIODRI-
PI Sta 10+75.76
Δ = 25° 06' 54.6" (RT)
D = 63° 39' 43.1"
L = 79.45'
T = 20.05'
R = 90.00'
SE = NC

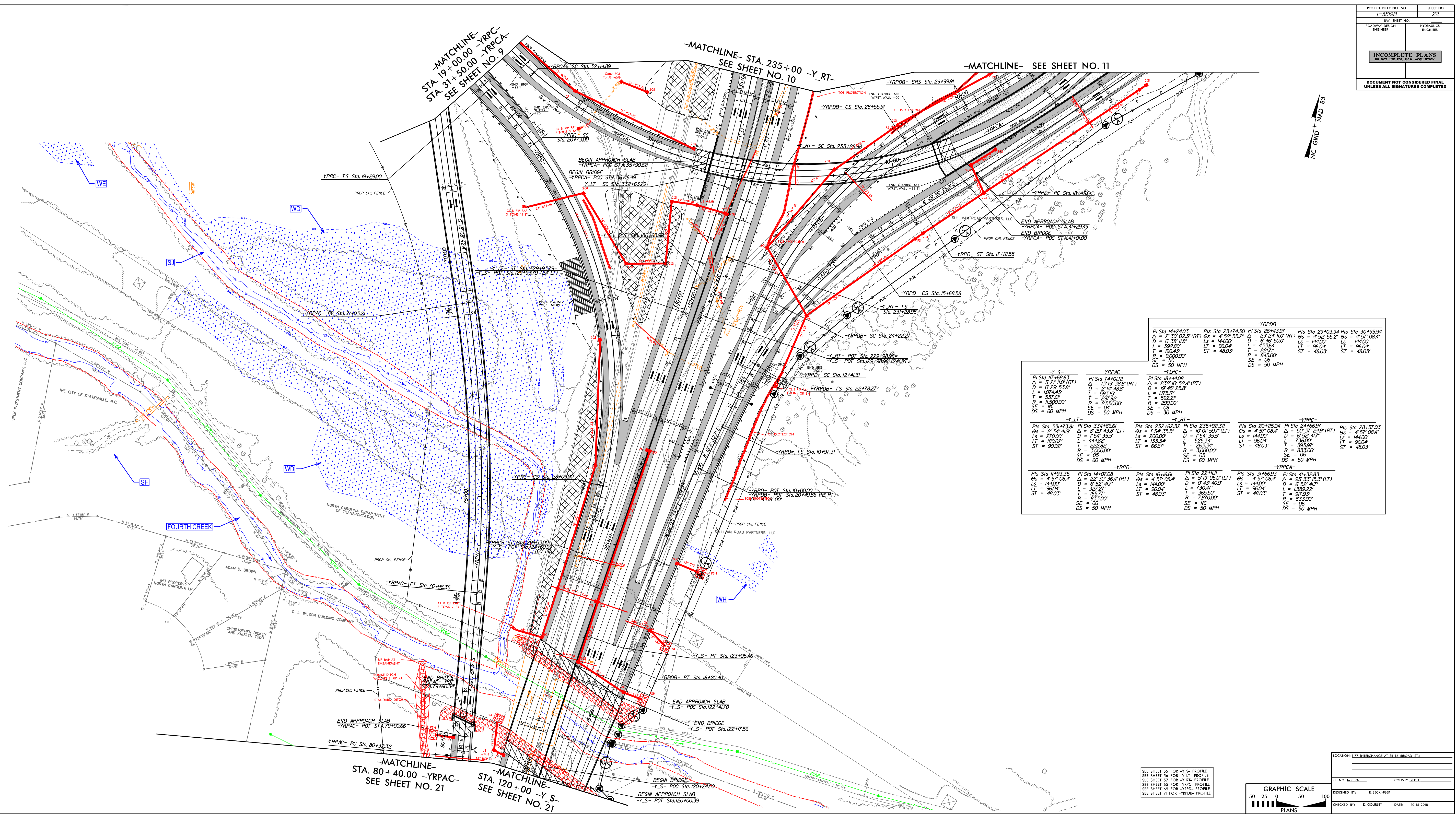
-Y S-
PI Sta 107+16.73
Δ = 1° 47' 49.0" (LT)
D = 1° 10' 28.9"
L = 1,028.69'
T = 514.39'
R = 32,800.00'
SE = NC
DS = 60 MPH

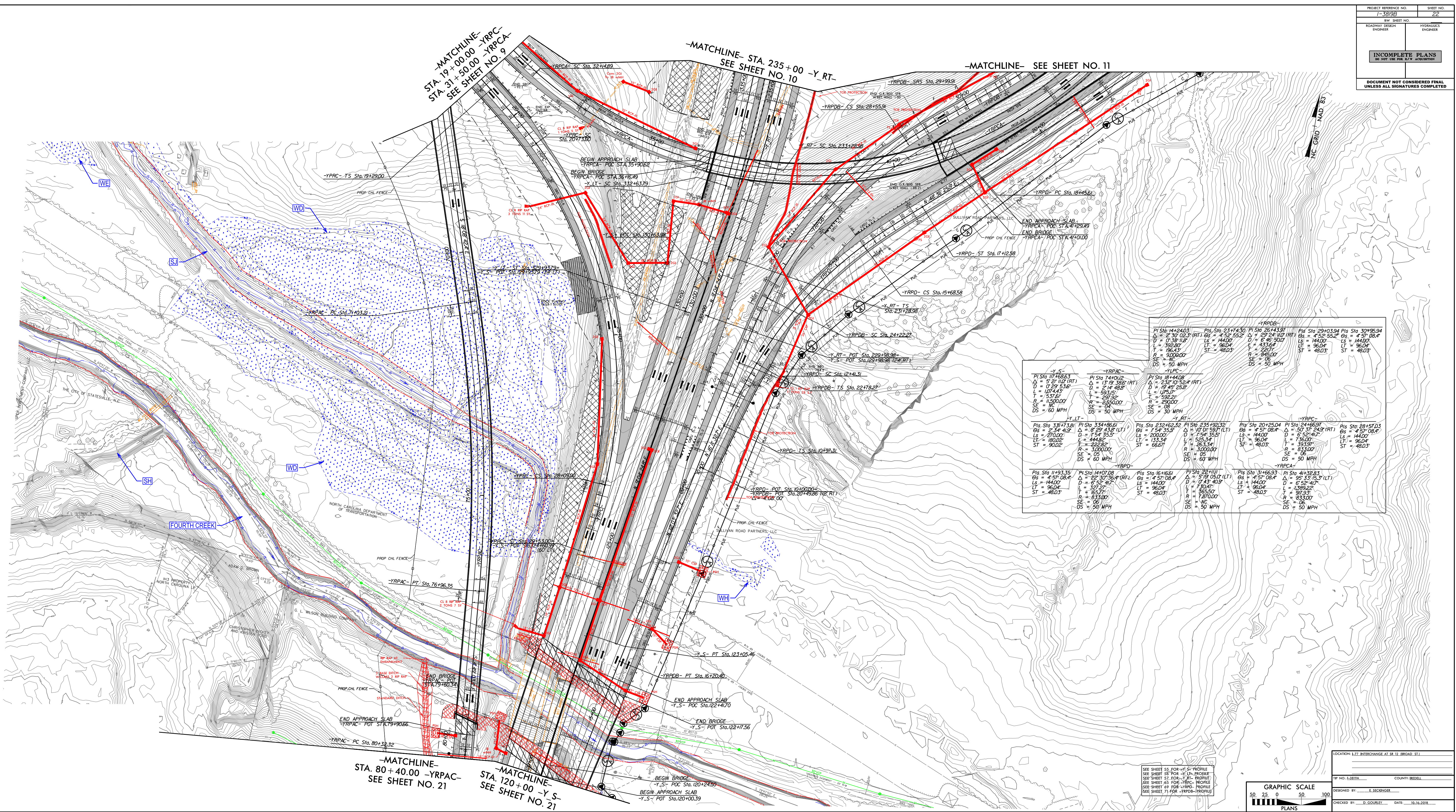
-Y S-
PI Sta 117+68.63
Δ = 5° 21' 11.0" (RT)
D = 0° 29' 53.6"
L = 1,074.43'
T = 537.61'
R = 11,500.00'
SE = NC
DS = 60 MPH

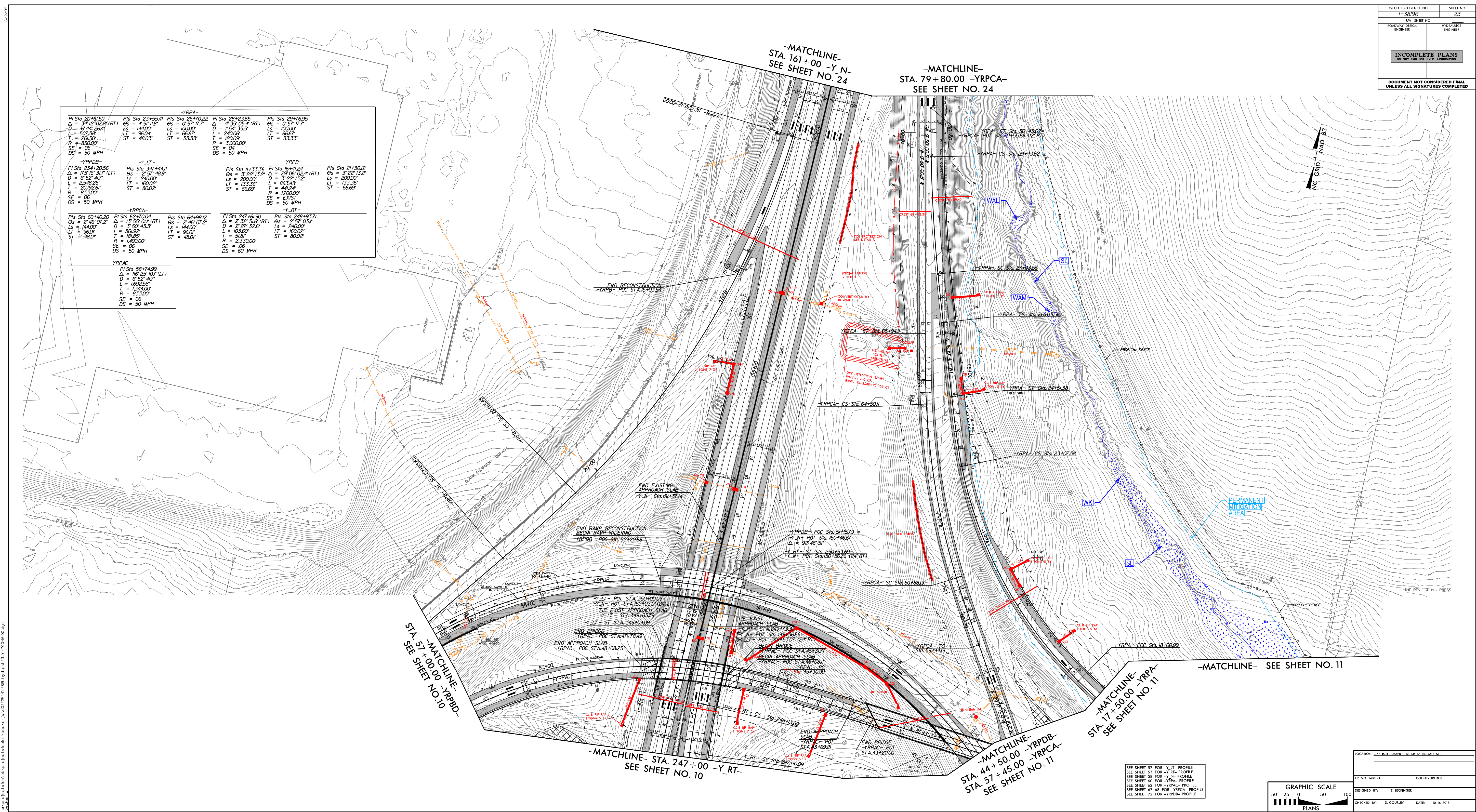
-Y S-
PI Sta 123+34.74
Δ = 4° 21' 03.6" (LT)
D = 1° 03' 32.7"
L = 410.83'
T = 205.52'
R = 5,410.00'
SE = NC
DS = 40 MPH

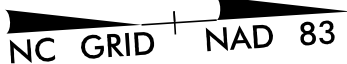
-Y S-
PI Sta 31+03.88
Δ = 4° 44' 04.7" (LT)
D = 1° 03' 32.7"
L = 447.06'
T = 223.65'
R = 5,410.00'
SE = NC
DS = 40 MPH

SEE SHEET 54, 55 FOR -Y S- PROFILE
SEE SHEET 63 FOR -YRPAC- PROFILE
SEE SHEET 71 FOR -YRPDB- PROFILE









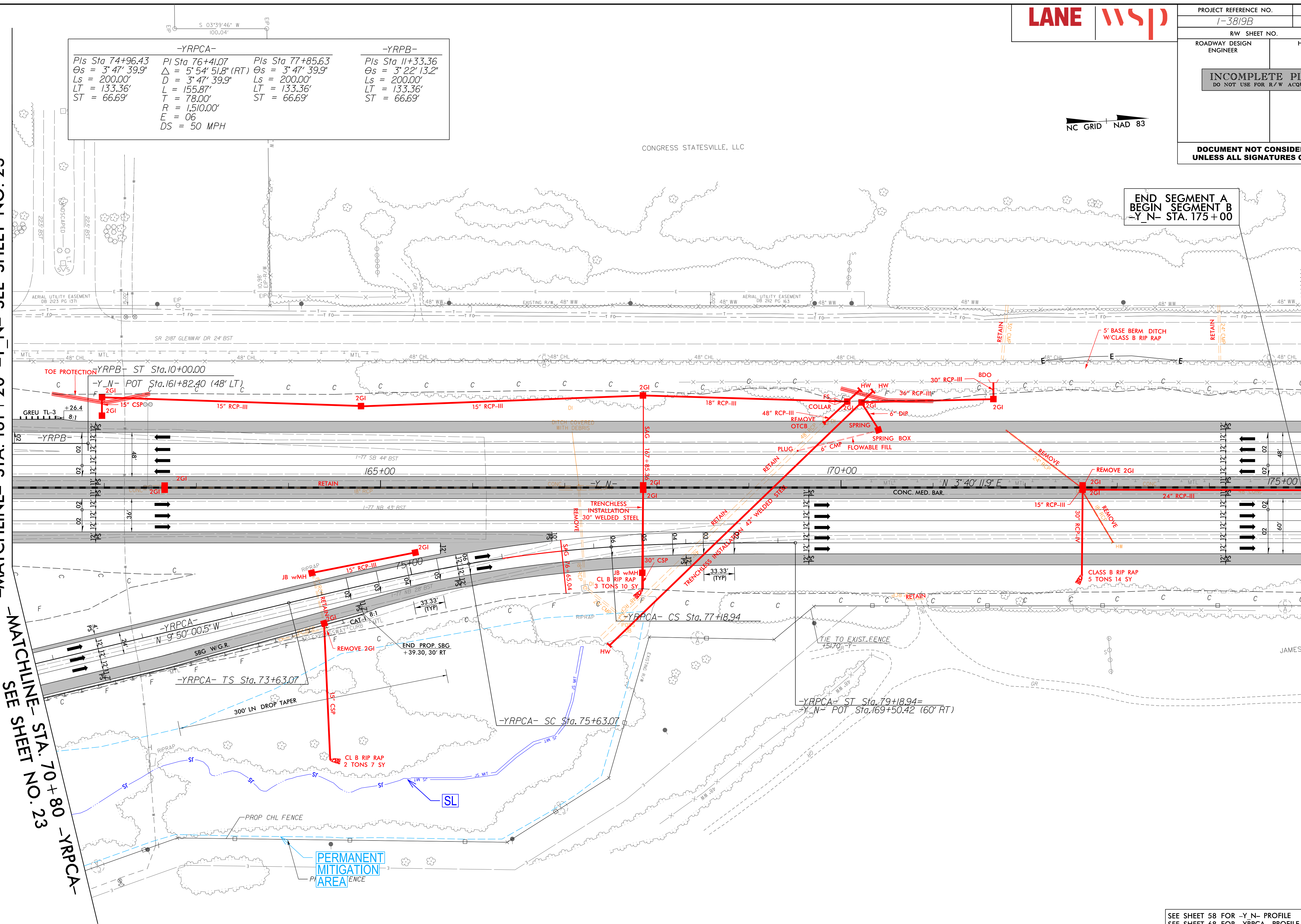
-YRPA-		-YRPB-	
Pls Sta 74+96.43	Pls Sta 76+41.07	Pls Sta 77+85.63	Pls Sta 11+33.36
Θs = 3° 47' 39.9"	Δ = 5° 54' 51.8" (RT)	Θs = 3° 47' 39.9"	Θs = 3° 22' 13.2"
Ls = 200.00'	D = 3° 47' 39.9"	Ls = 200.00'	Ls = 200.00'
LT = 133.36'	L = 155.87'	LT = 133.36'	LT = 133.36'
ST = 66.69'	T = 78.00'	ST = 66.69'	ST = 66.69'
	R = 1510.00'		
	E = 06		
	DS = 50 MPH		

CONGRESS STATESVILLE, LLC

END SEGMENT A
BEGIN SEGMENT B
-Y_N- STA. 175+00

-MATCHLINE- STA. 161+20 -Y_N- SEE SHEET NO. 23

-MATCHLINE- STA. 175+00 -Y_N- SEE SHEET NO. 25 (SEGMENT B)

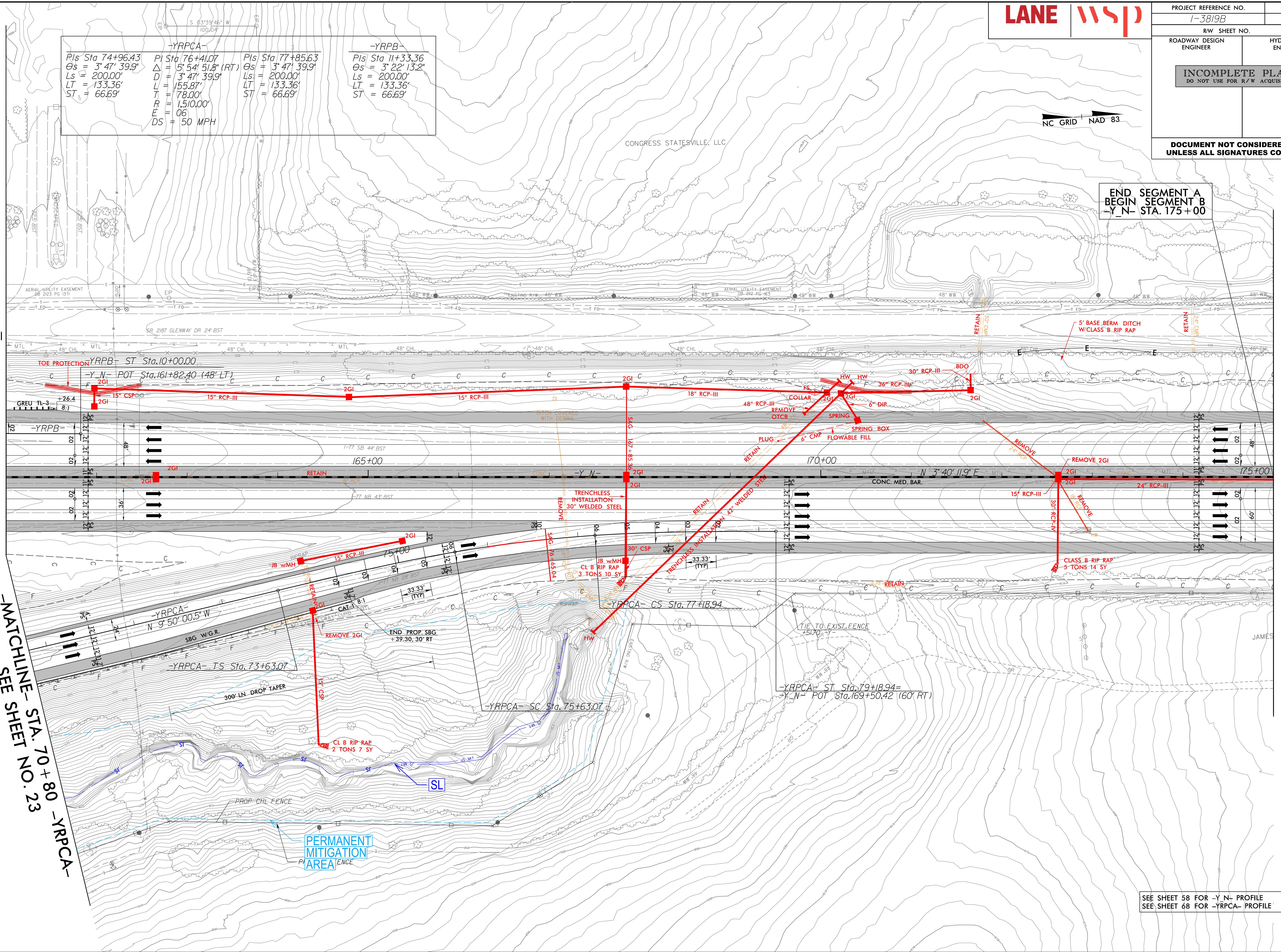


SEE SHEET 58 FOR -Y_N- PROFILE
SEE SHEET 68 FOR -YRPA- PROFILE

02/28/19
c:\projects\wise\p\project\wise\becker\m\40322544\13819_hyd_psh24_Y16100-17500.dgn
becker_w

-MATCHLINE- STA. 161+20 -Y_N- SEE SHEET NO. 23

-MATCHLINE- STA. 70+80 -YRPCA-
SEE SHEET NO. 23



SEE SHEET 58 FOR -Y_N- PROFILE
SEE SHEET 68 FOR -YRPCA- PROFILE

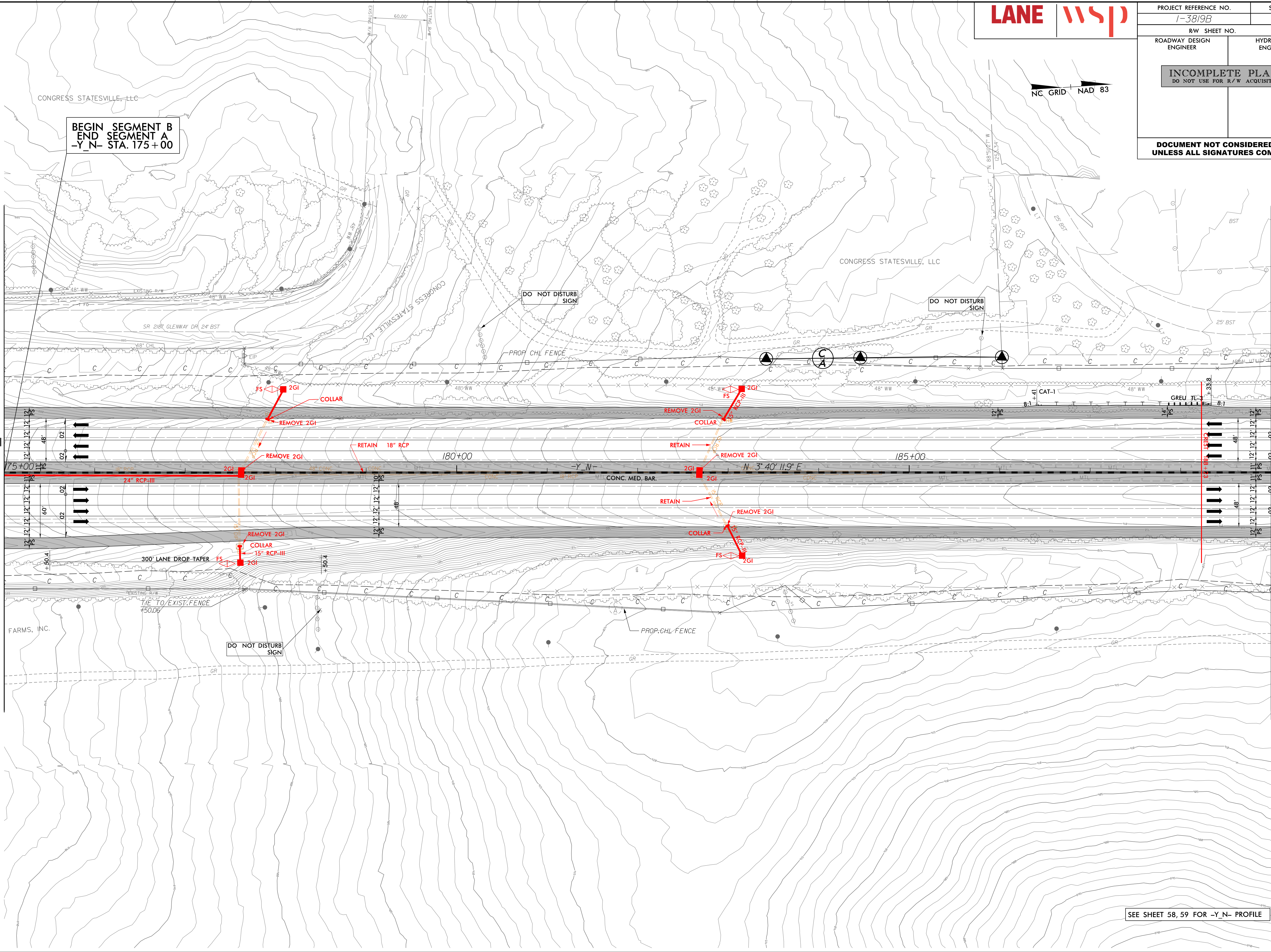


PROJECT REFERENCE NO.		SHEET NO.	
1-3819B		24	
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

-MATCHLINE- STA. 175+00 -Y_N- SEE SHEET NO. 25 (SEGMENT B)

c:\projects\wise\pb\project\wise\becker\m\40322544\13819_hyd_psh25_17500-18900.dgn
becker_w

-MATCHLINE- STA. 175+00 -Y_N- SEE SHEET NO. 24



SEE SHEET 58, 59 FOR -Y_N- PROFILE



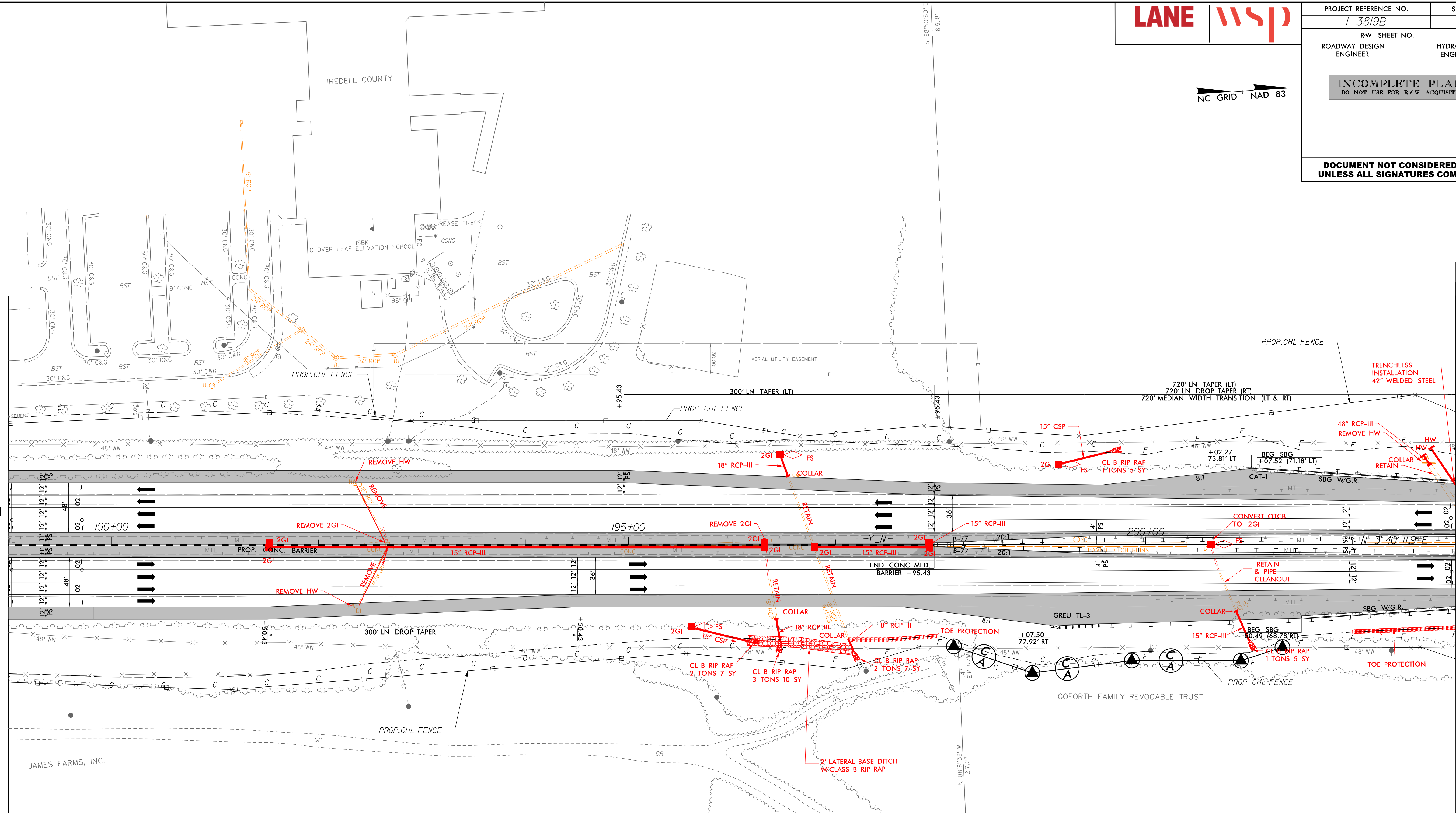
NC GRID NAD 83

PROJECT REFERENCE NO.		SHEET NO.
1-3819B		25
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

-MATCHLINE- STA. 189+00 -Y_N- SEE SHEET NO. 26

02/28/19
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becker-jw

-MATCHLINE- STA. 189 + 00 -Y_N- SEE SHEET NO. 25

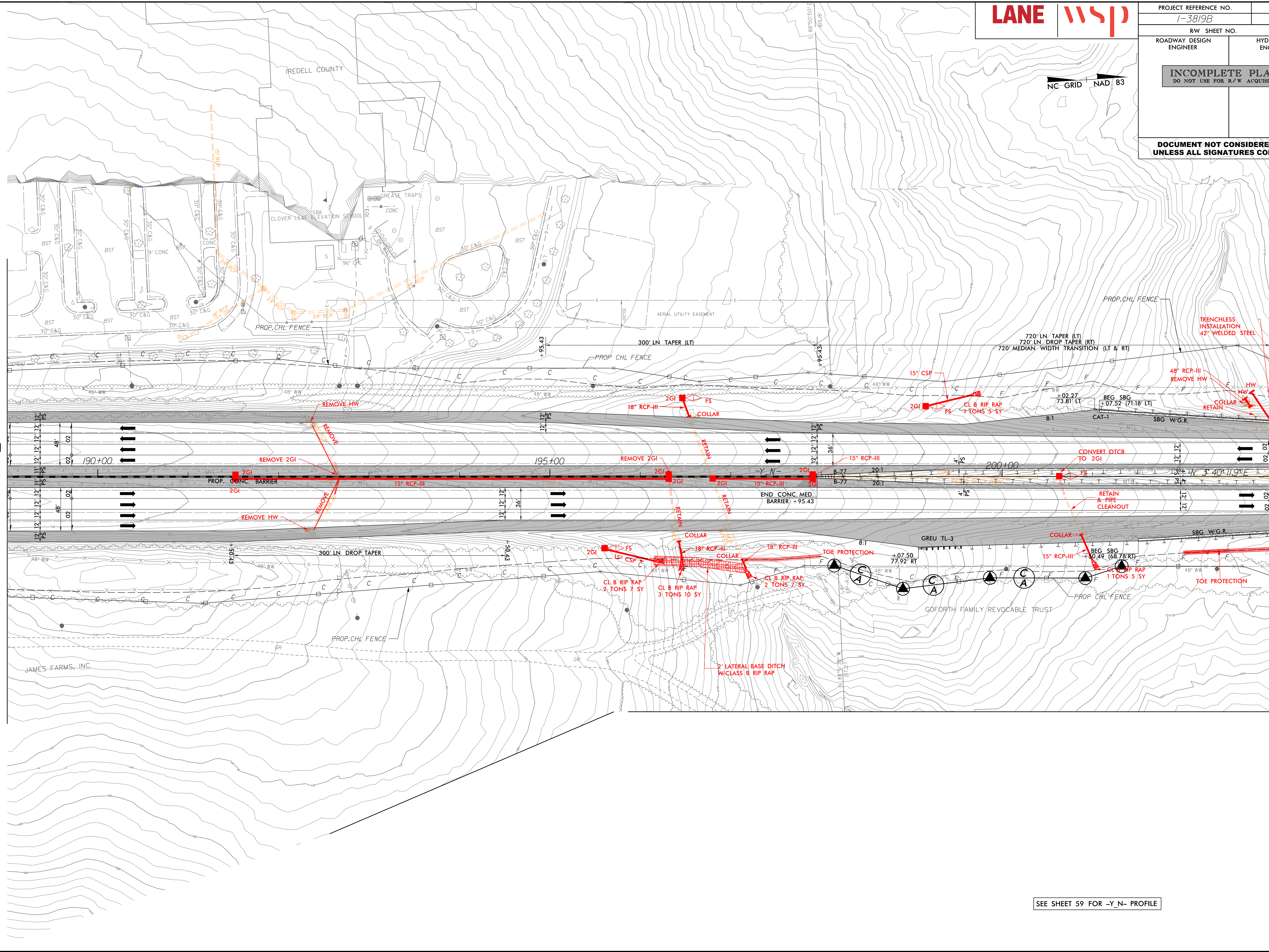
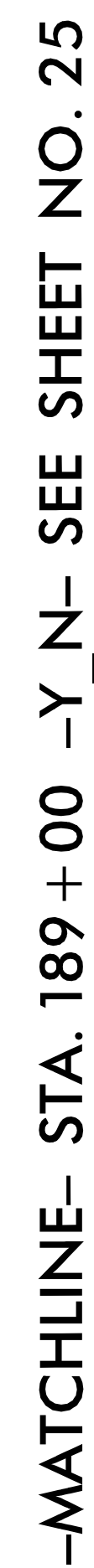


NC GRID + NAD 83

PROJECT REFERENCE NO.		SHEET NO.
1-3819B		26
RW SHEET NO.		
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

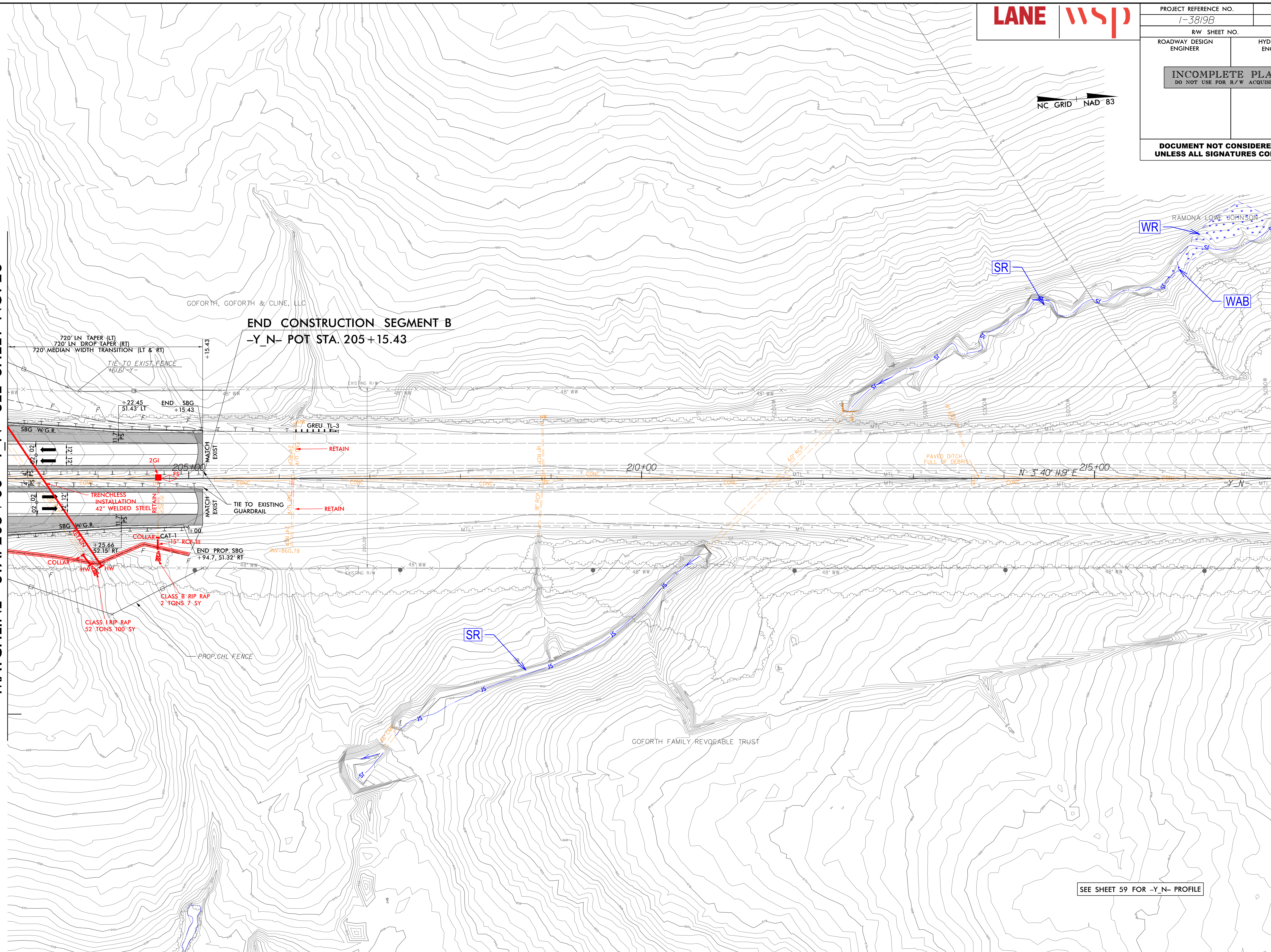
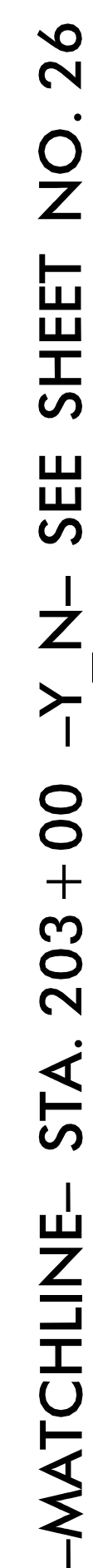
SEE SHEET 59 FOR -Y_N- PROFILE

-MATCHLINE- STA. 203 + 00 -Y_N- SEE SHEET NO. 27



SEE SHEET 59 FOR -Y N- PROFILE

—MATCHLINE— STA. 203+00 —Y N— SEE SHEET NO. 27

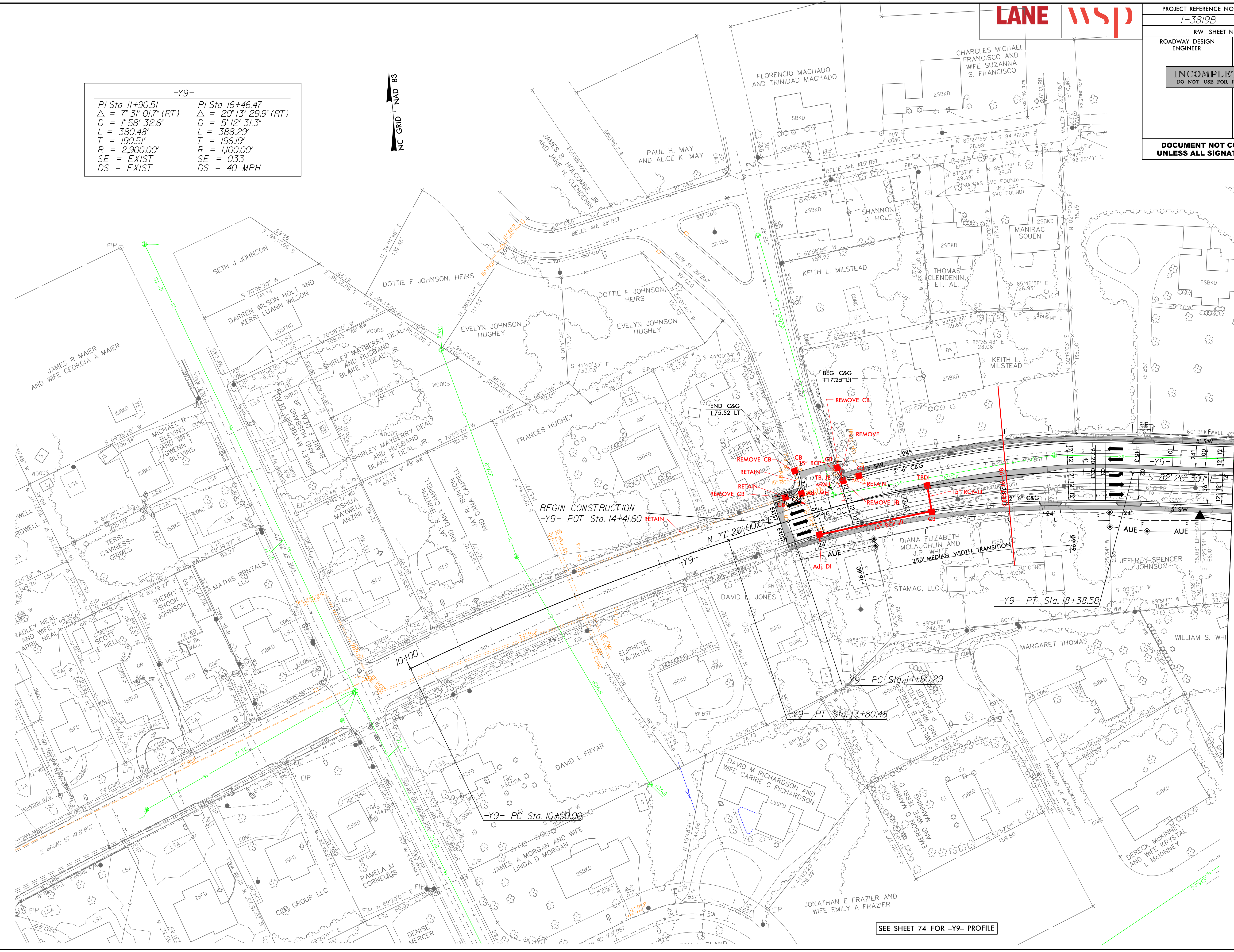


SEE SHEET 59 FOR -Y N- PROFILE

PROJECT REFERENCE NO.		SHEET NO.
1-3819B		28
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

-Y9-	
PI Sta 11+90.51	PI Sta 16+46.47
$\Delta = 7^{\circ} 31' 01.7" (RT)$	$\Delta = 20^{\circ} 13' 29.9" (RT)$
$D = 1^{\circ} 58' 32.6"$	$D = 5^{\circ} 12' 31.3"$
$L = 380.48'$	$L = 388.29'$
$T = 190.51'$	$T = 196.19'$
$R = 2,900.00'$	$R = 1,000.00'$
SE = EXIST	SE = 0.33
DS = EXIST	DS = 40 MPH

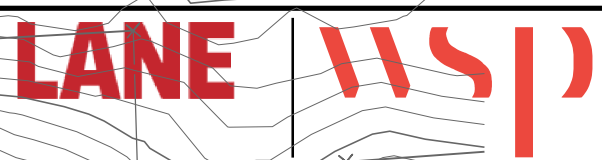
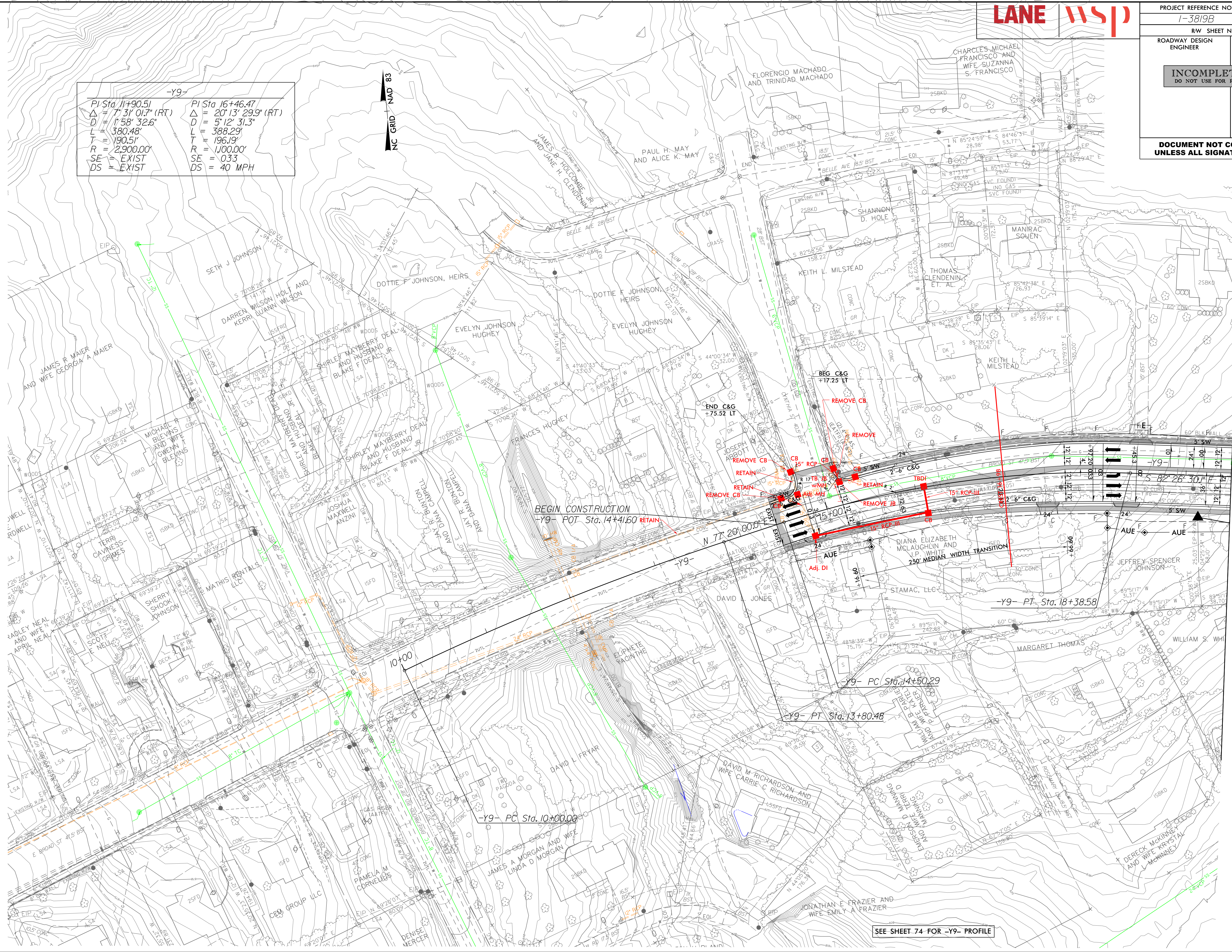
NAD 83
NC GRID



-MATCHLINE- STA 19 + 50.00 -Y9- SEE SHEET NO. 19

SEE SHEET 74 FOR -Y9- PROFILE

02/28/19
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becker-w



PROJECT REFERENCE NO. 1-3819B		SHEET NO. 28	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

-MATCHLINE- STA 19 + 50.00 -Y9- SEE SHEET NO. 19

SEE SHEET 74 FOR -Y9- PROFILE

-MATCHLINE- THIS SHEET
-Y9- STA. 47+00

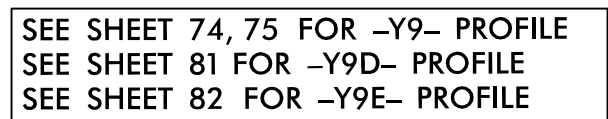
-MATCHLINE- STA 27+50 -Y9D- SEE SHEET NO. 32

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

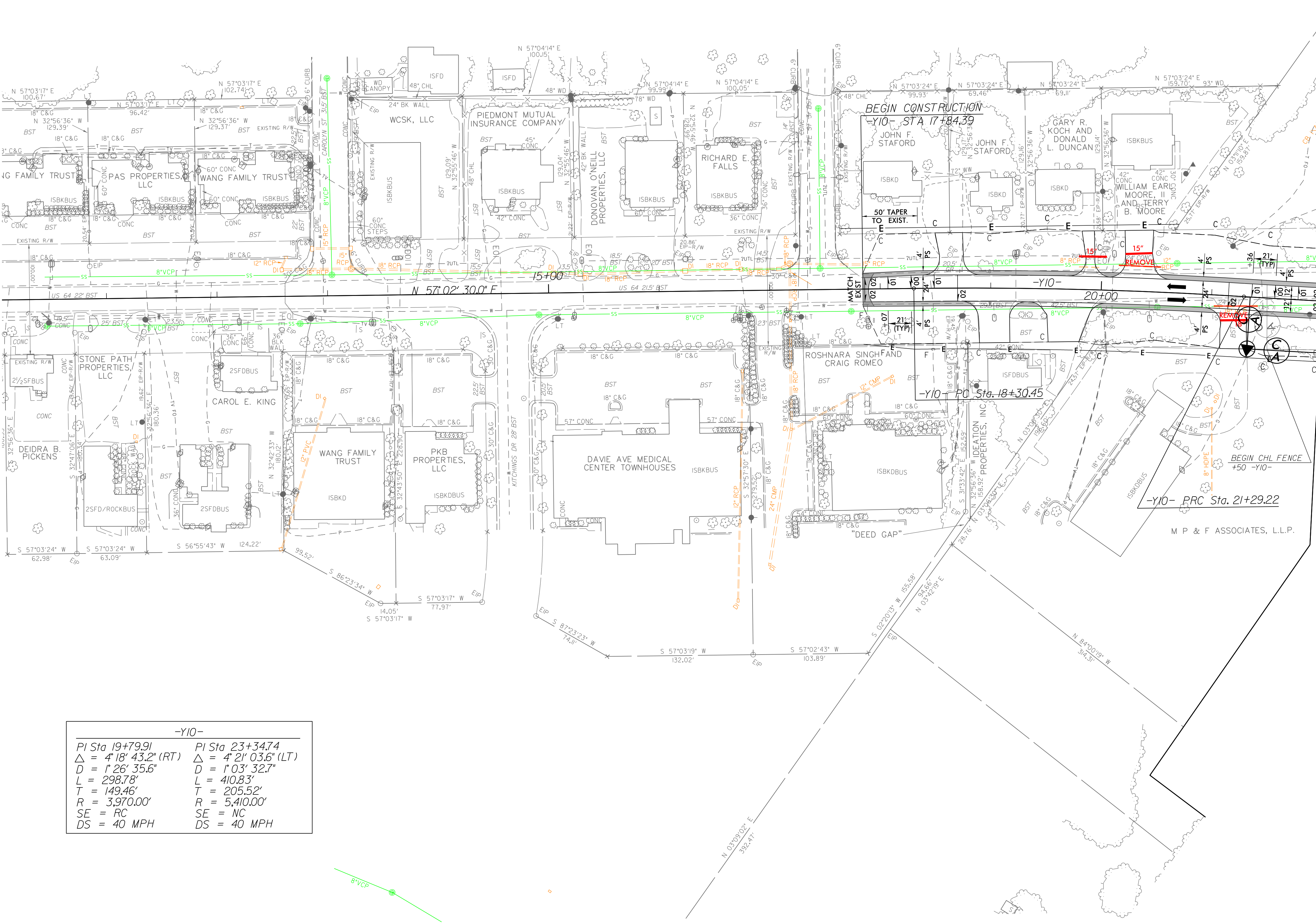
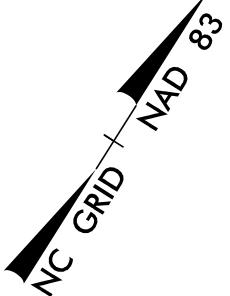
ISBKBUS

—MATCHLINE— THIS SHEET -Y9- STA. 47+00

02/28/19
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becker_jw



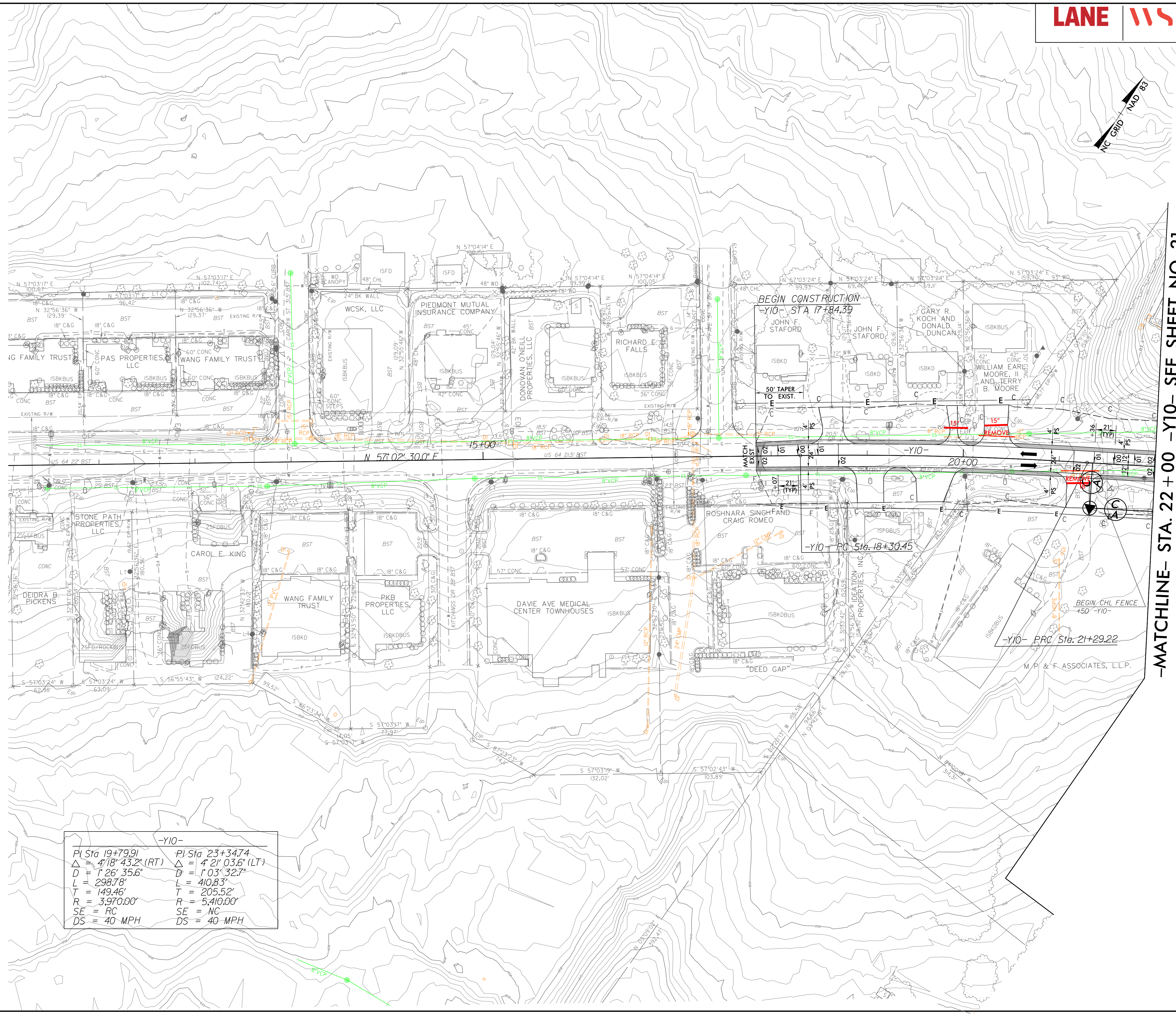
PROJECT REFERENCE NO.		SHEET NO.
1-3819B		30
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



-Y10-	
PI Sta 19+79.91	PI Sta 23+34.74
$\Delta = 4^{\circ}18'43.2"$ (RT)	$\Delta = 4^{\circ}21'03.6"$ (LT)
$D = 1^{\circ}26'35.6"$	$D = 1^{\circ}03'32.7"$
$L = 298.78'$	$L = 410.83'$
$T = 149.46'$	$T = 205.52'$
$R = 3,970.00'$	$R = 5,410.00'$
SE = RC	SE = NC
DS = 40 MPH	DS = 40 MPH

SEE SHEET 84 FOR -Y10- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
1-3819B	30
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

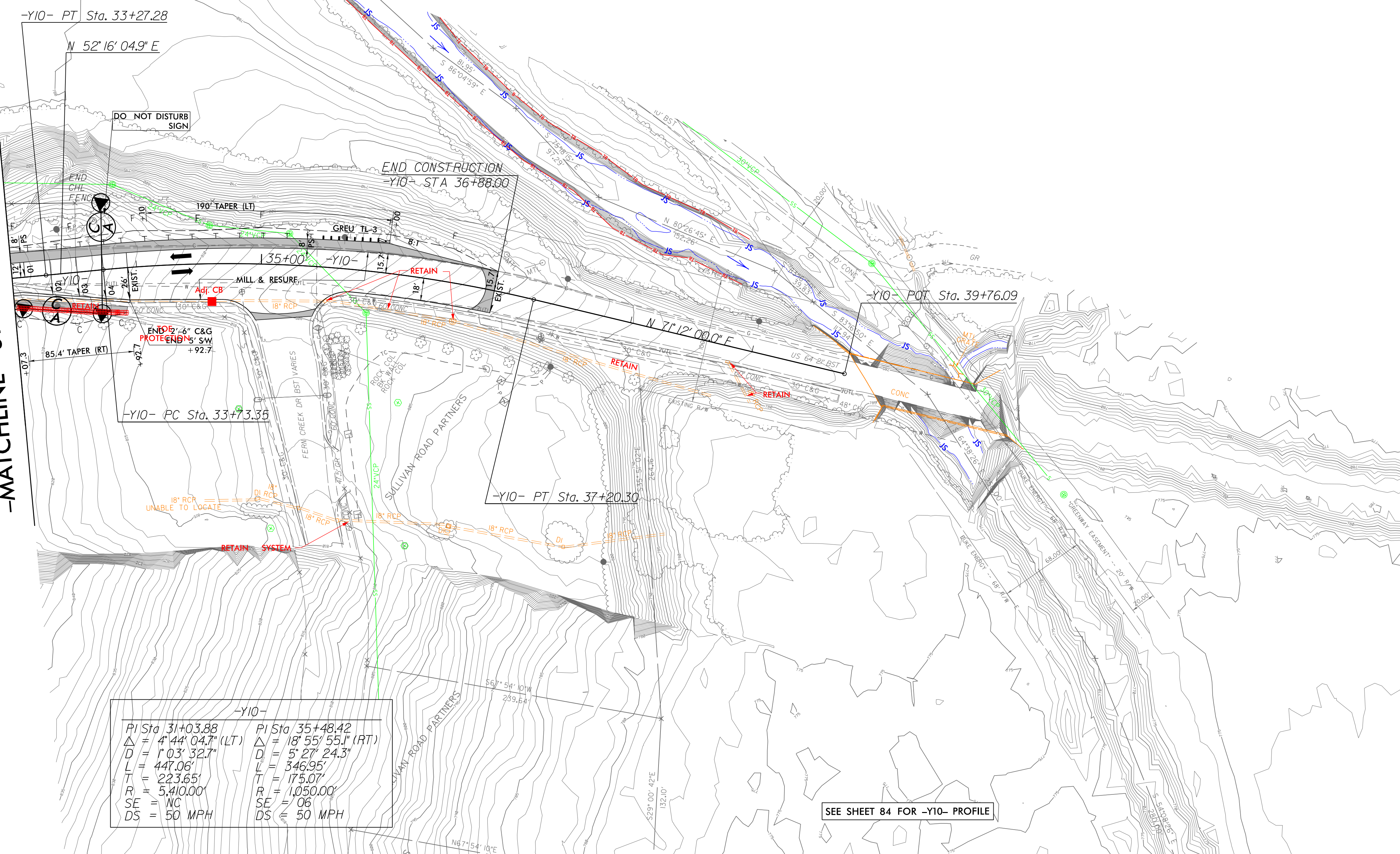
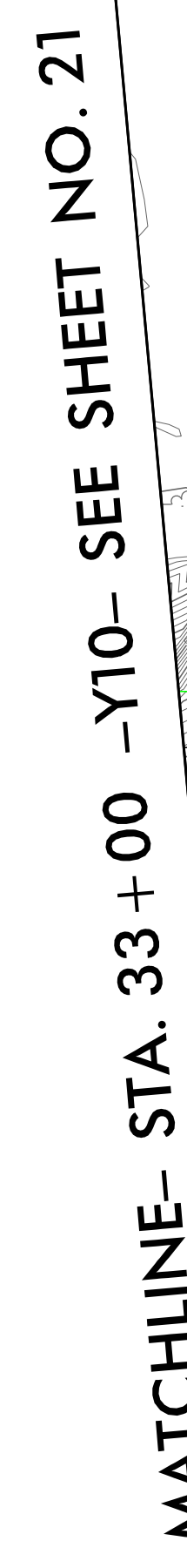
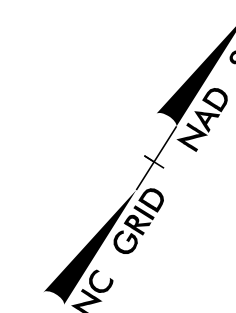


-Y10-	
PI Sta 19+79.91	PI Sta 23+34.74
$\Delta = 4^{\circ}18'43.2"$ (RT)	$\Delta = 4^{\circ}21'03.6"$ (LT)
$D = 1^{\circ}26'35.6"$	$D = 1^{\circ}03'32.7"$
$L = 298.78'$	$L = 410.83'$
$T = 149.46'$	$T = 205.52'$
$R = 3,970.00'$	$R = 5,410.00'$
SE = RC	SE = NC
DS = 40 MPH	DS = 40 MPH

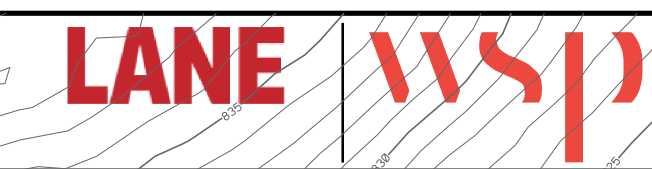
SEE SHEET 84 FOR -Y10- PROFILE

02/28/19
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becker-w



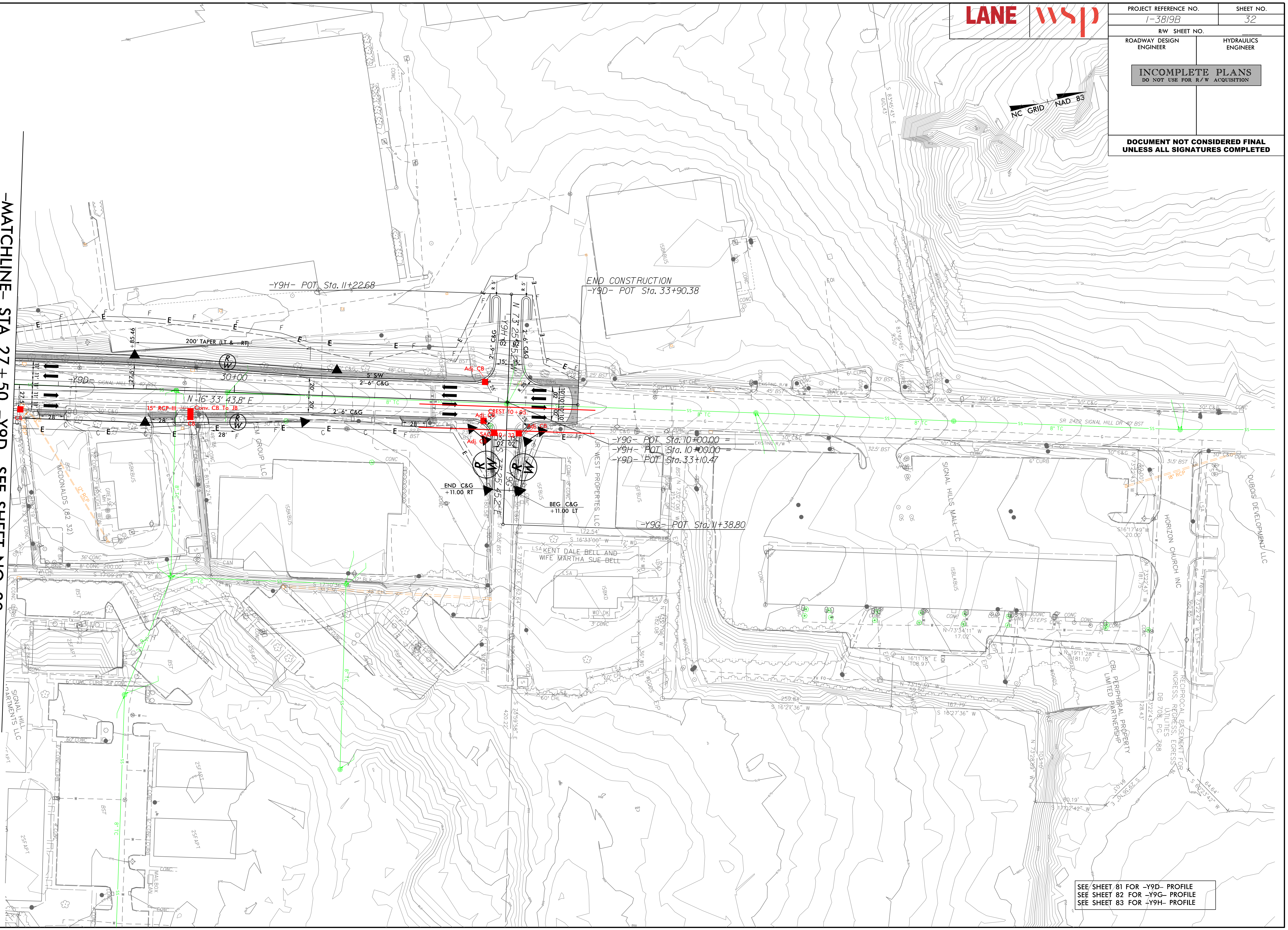






PROJECT REFERENCE NO.		SHEET NO.
1-3819B		32
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

-MATCHLINE- STA 27+50 -Y9D- SEE SHEET NO. 29



SEE SHEET 81 FOR -Y9D- PROFILE
SEE SHEET 82 FOR -Y9G- PROFILE
SEE SHEET 83 FOR -Y9H- PROFILE