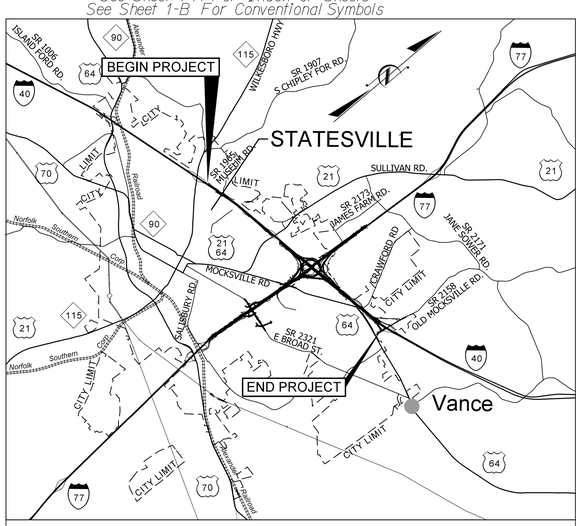
09/08/99

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



VICINITY MAP

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

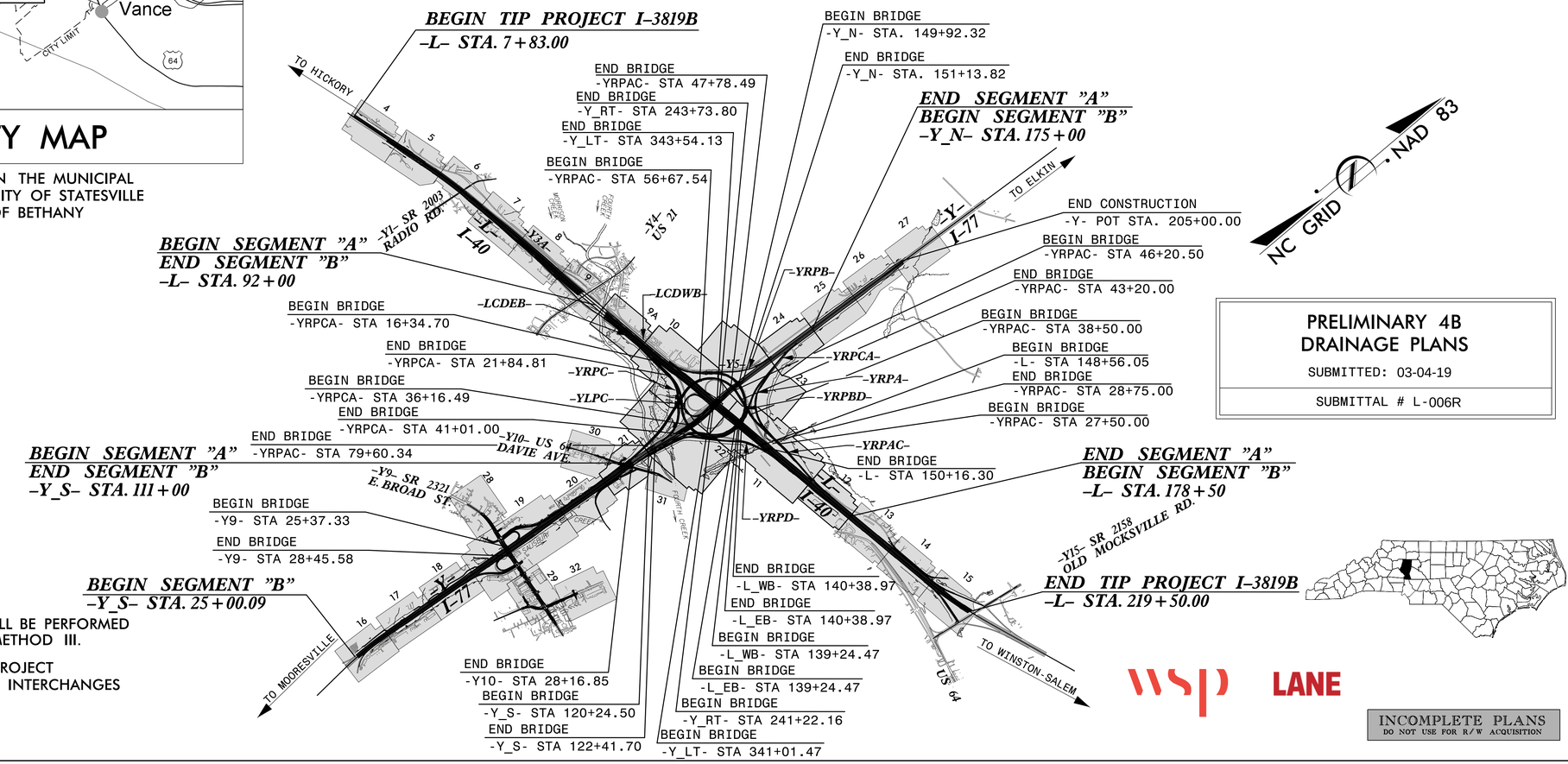
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

IREDELL COUNTY

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	

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*



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

PRELIMINARY 4B
DRAINAGE PLANS

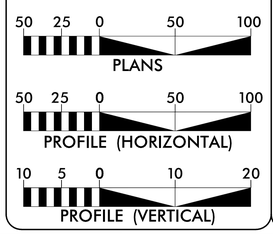
SUBMITTED: 03-04-19

SUBMITTAL # L-006R

WSP LANE

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

GRAPHIC SCALES



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

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-3819B	=	3.885
LENGTH STRUCTURES TIP PROJECT I-3819B	=	0.124
TOTAL LENGTH OF TIP PROJECT I-3819B	=	4.009

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 *P.E.*

2/2/2019
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PWICS$

12/2/2016

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	1-B

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale **S.U.E. = Subsurface Utility Engineering*

BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin — EIP
- Computed Property Corner
- Property Monument — ECM
- Parcel/Sequence Number — 123
- Existing Fence Line
- 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 — S
- Potential Contamination Area: Soil — S
- Known Contamination Area: Water — W
- Potential Contamination Area: Water — W
- 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 — FLOW
- False Sump

RAILROADS:

- Standard Gauge — CSX TRANSPORTATION
- RR Signal Milepost — MILEPOST 35
- Switch — SWITCH
- RR Abandoned
- RR Dismantled

RIGHT OF WAY & PROJECT CONTROL:

- Secondary Horiz and Vert Control Point
- Primary Horiz Control Point
- Primary Horiz and Vert Control Point
- Exist Permanent Easment Pin and Cap
- New Permanent Easement Pin and Cap
- Vertical Benchmark
- Existing Right of Way Marker
- Existing Right of Way Line
- New Right of Way Line — RW
- New Right of Way Line with Pin and Cap — RW
- New Right of Way Line with Concrete or Granite R/W Marker — RW
- New Control of Access Line with Concrete C/A Marker — CA
- Existing Control of Access — CA
- New Control of Access — CA
- Existing Easement Line — E
- New Temporary Construction Easement — E
- New Temporary Drainage Easement — TDE
- New Permanent Drainage Easement — PDE
- New Permanent Drainage / Utility Easement — DUE
- New Permanent Utility Easement — PUE
- New Temporary Utility Easement — TUE
- New Aerial Utility Easement — AUE

ROADS AND RELATED FEATURES:

- Existing Edge of Pavement
- Existing Curb
- Proposed Slope Stakes Cut — C
- Proposed Slope Stakes Fill — F
- Proposed Curb Ramp — CR
- Existing Metal Guardrail
- Proposed Guardrail
- Existing Cable Guiderail
- Proposed Cable Guiderail
- Equality Symbol
- Pavement Removal

VEGETATION:

- Single Tree
- Single Shrub
- Hedge
- Woods Line
- Orchard
- Vineyard — Vineyard

EXISTING STRUCTURES:

MAJOR:

- Bridge, Tunnel or Box Culvert — CONC
- Bridge Wing Wall, Head Wall and End Wall — CONC WW

MINOR:

- Head and End Wall — CONC HW
- Pipe Culvert
- Footbridge
- Drainage Box: Catch Basin, DI or JB — CB
- Paved Ditch Gutter
- Storm Sewer Manhole — S
- Storm Sewer — S

UTILITIES:

POWER:

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

TELEPHONE:

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

WATER:

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

TV:

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

GAS:

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

SANITARY SEWER:

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

MISCELLANEOUS:

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

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	I-A
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

INDEX OF ROADWAY SHEETS

1 ..... TITLE SHEET

1–A ..... INDEX OF SHEETS AND GENERAL NOTES

1–B ..... CONVENTIONAL SYMBOLS

2A–1 THRU 2A–9; 2B–1 THRU 2B–16 ..... TYPICAL SECTIONS, PAVEMENT SCHEDULE & DETAILS

4 THRU 32 ..... PLAN SHEETS

33 THRU 89 ..... PROFILE SHEETS

2/6/2019
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jwilcox

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

A1	14″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITH DOWELS)	R1	1′-6″ CONCRETE CURB AND GUTTER.
A2	11½″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITH DOWELS)	R2	2′-6″ CONCRETE CURB AND GUTTER.
A3	13″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITH DOWELS)	R3	5″ MONOLITHIC CONCRETE ISLAND (KEYED IN).
A4	14″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITHOUT DOWELS)	R4	PROPOSED SHOULDER BERM GUTTER.
B	PROP. APPROX. ¾″ OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD. EXTENDED 1-FT. BEYOND EDGE OF TRAVEL LANE	R5	CONCRETE EXPRESSWAY GUTTER.
C1	PROP. APPROX. 1¼″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 138 LBS. PER SQ. YD.	R6	SINGLE FACED CONCRETE BARRIER.
C2	PROP. APPROX. 3″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 336 LBS. PER SQ. YD.	R7	CONCRETE MEDIAN BARRIER (T, T1, T2)
C3	PROP. APPROX. 3″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 330 LBS. PER SQ. YD.	S	4″ CONCRETE SIDEWALK.
C4	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1″ DEPTH, TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 1″ NOT TO EXCEED 2″ IN DEPTH.	T	EARTH MATERIAL.
C5	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 1.5″ NOT TO EXCEED 2″ IN DEPTH.	U	EXISTING PAVEMENT.
C6	PROP. 1.5″ DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V	MILLING BITUMINUOS PAVEMENT (DEPTH VARIES)
D1	PROP. APPROX. 3″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAILS)
D2	PROP. APPROX. 4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	Y	MILLED RUMBLE STRIPS
D3	PROP. APPROX. 2½″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.		
D4	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH, TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 2½″ NOT TO EXCEED 4″ IN DEPTH.		
E1	PROP. APPROX. 3″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
E2	PROP. APPROX. 4″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.		
E3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 3″ NOT TO EXCEED 5 1/2″ IN DEPTH.		
E4	PROP. APPROX. 12.5″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MININUM LIFT OF 3″ NOT TO EXCEED 5 1/2″ IN DEPTH.		
E5	PROP. APPROX. 13.5″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MININUM LIFT OF 3″ NOT TO EXCEED 5 1/2″ IN DEPTH.		
G1	PROP. 8″ CEMENT TREATED BASE COURSE.		
J1	PROP. 6″ AGGREGATE BASE COURSE.		
J2	PROP. 8″ AGGREGATE BASE COURSE.		
J3	PROP. VAR. DEPTH AGGREGATE BASE COURSE.		
J4	PROP. 6″ #57 STONE		
K1	12″ TYPE 1 AGGREGATE SUBGRADE.		
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER		
P1	PRIME COAT. AT AVERAGE RATE OF 0.35 GAL. PER SQ. YD.		

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A1	14″ PCCP (JOINTED WITH DOWELS)
A4	14″ PCCP (JOINTED WITHOUT DOWELS)
C1	1¼″ S9.5B
E1	3″ B25.0C
K1	12″ TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
R7	CONCRETE MEDIAN BARRIER
T	EARTH MATERIAL
U	EX PAVEMENT
Y	MILLED RUMBLE STRIPS

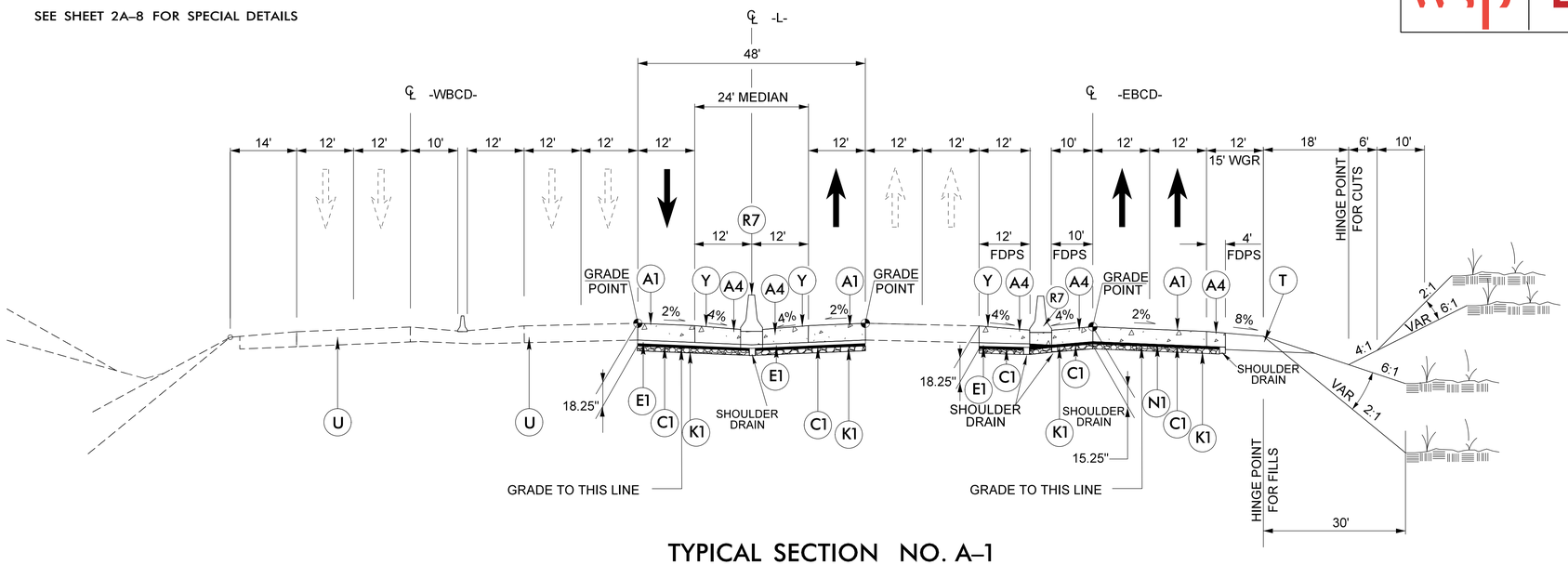
SEE SHEET 2A–8 FOR SPECIAL DETAILS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

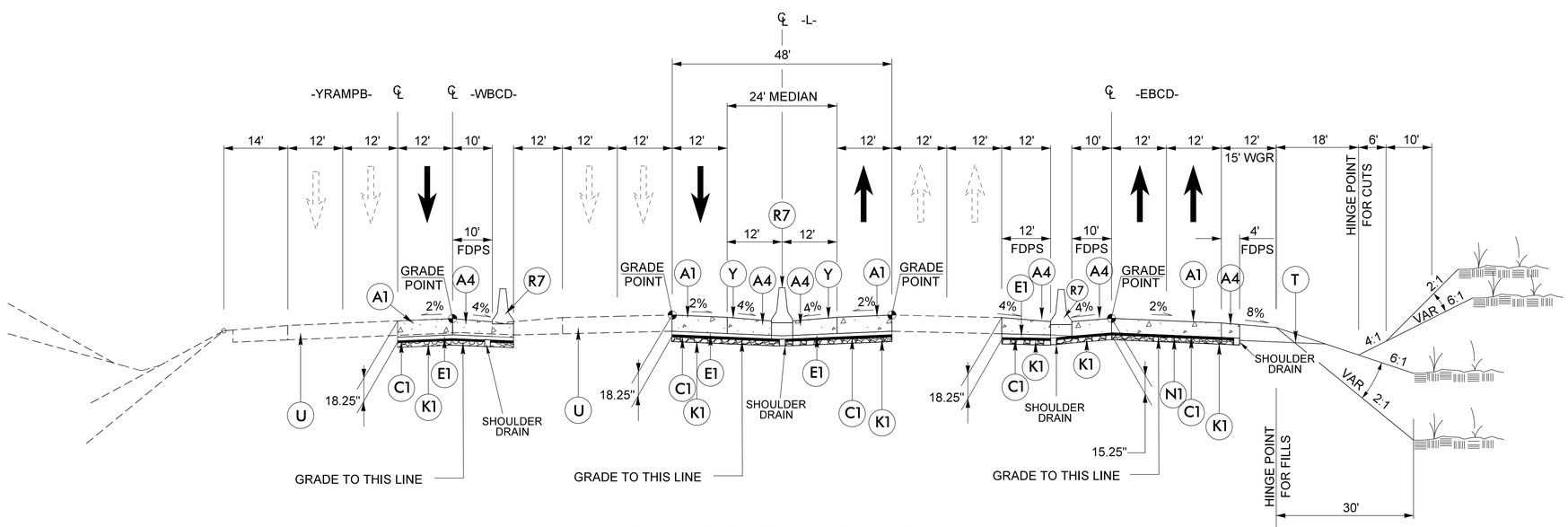
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. A–1

–L– I–40

–L– STA. 93+40.14 TO 114+82.99



TYPICAL SECTION NO. A–2

–L– I–40

–L– STA. 114+82.99 TO 118+79.81

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

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WSDOT

A1	14″ PCCP (JOINTED WITH DOWELS)
A4	14″ PCCP (JOINTED WITHOUT DOWELS)
C1	1¼″ S9.5B
K1	12″ TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
R7	CONCRETE MEDIAN BARRIER
T	EARTH MATERIAL
Y	MILLED RUMBLE STRIPS

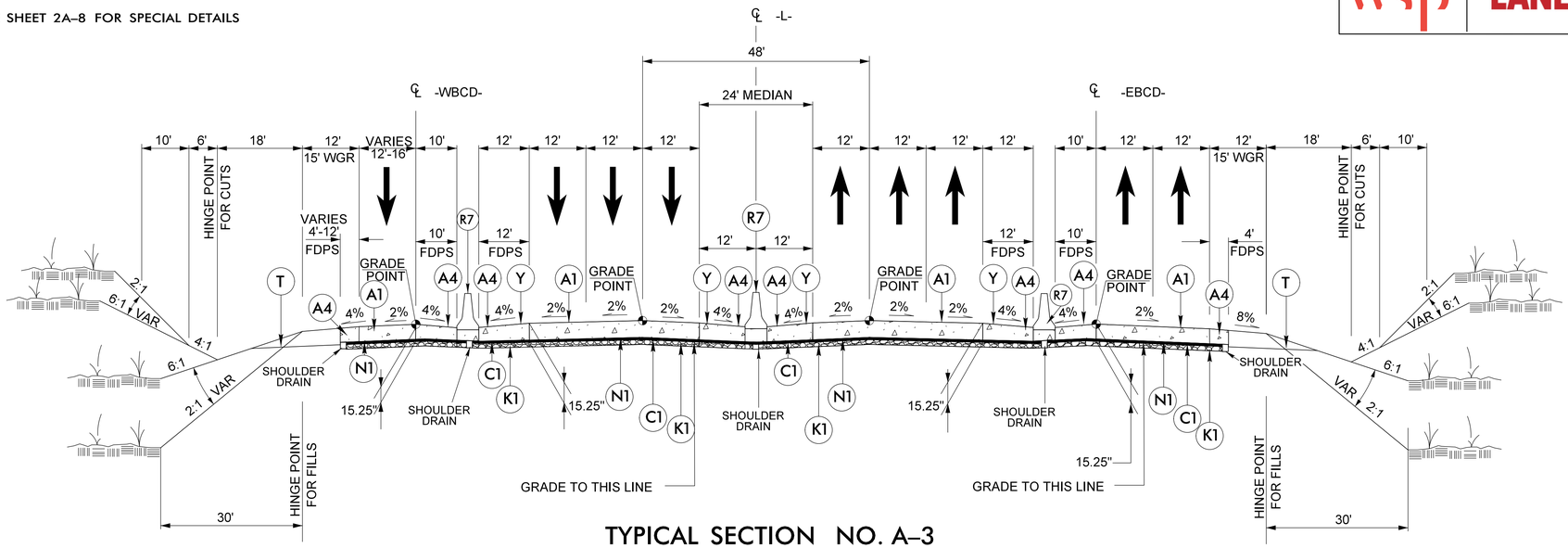
SEE SHEET 2A–8 FOR SPECIAL DETAILS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

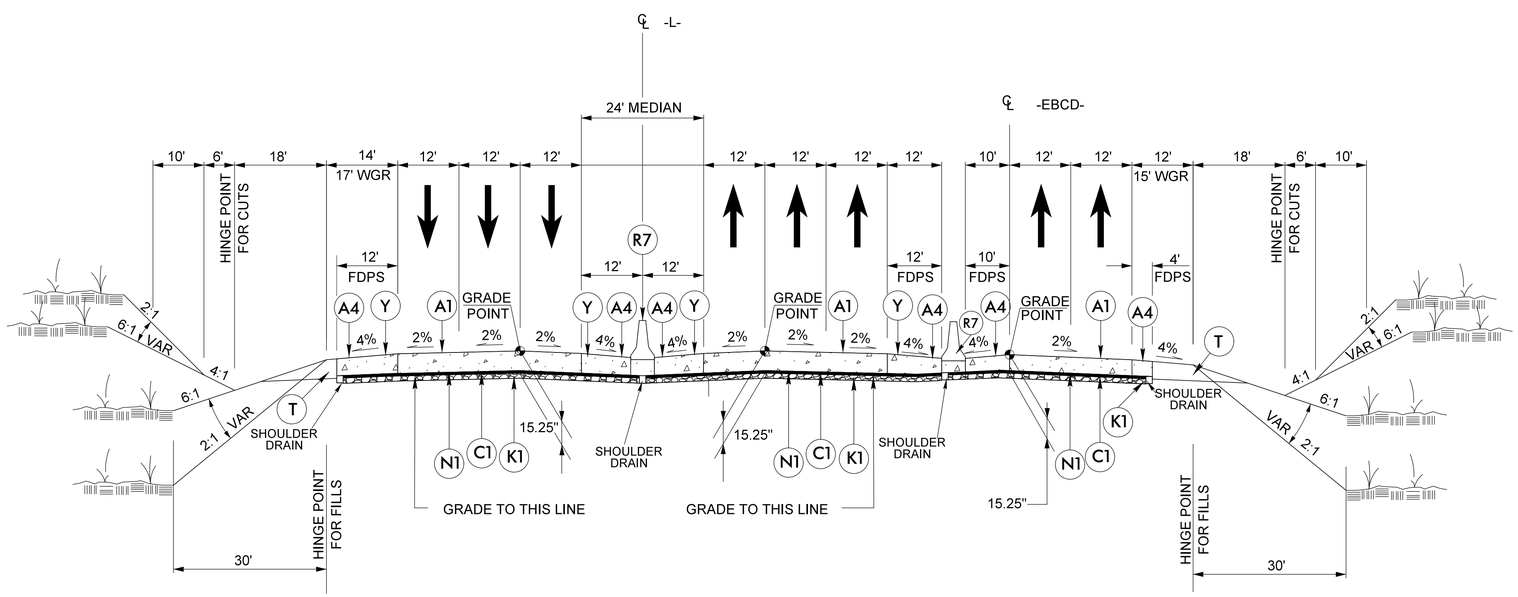
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. A–3

–L– I–40

–L– STA. 118+79.81 TO STA 128+50.00



TYPICAL SECTION NO. A–3

–L– I–40

–L– STA. 128+50.00 TO STA 134+10.00

–L– STA. 145+60.07 TO BRIDGE STA 148+56.05

–L– BRIDGE STA. 150+16.30 TO STA 175+41.24

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

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WISDOT

A1	14″ PCCP (JOINTED WITH DOWELS)
A4	14″ PCCP (JOINTED WITHOUT DOWELS)
C1	1¼″ S9.5B
C2	3″ S9.5D
D1	3″ I19.0C
E4	12.5″ B25.0C
K1	12″ TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
P1	PRIME COAT
R7	CONCRETE MEDIAN BARRIER
T	EARTH MATERIAL
Y	MILLED RUMBLE STRIPS

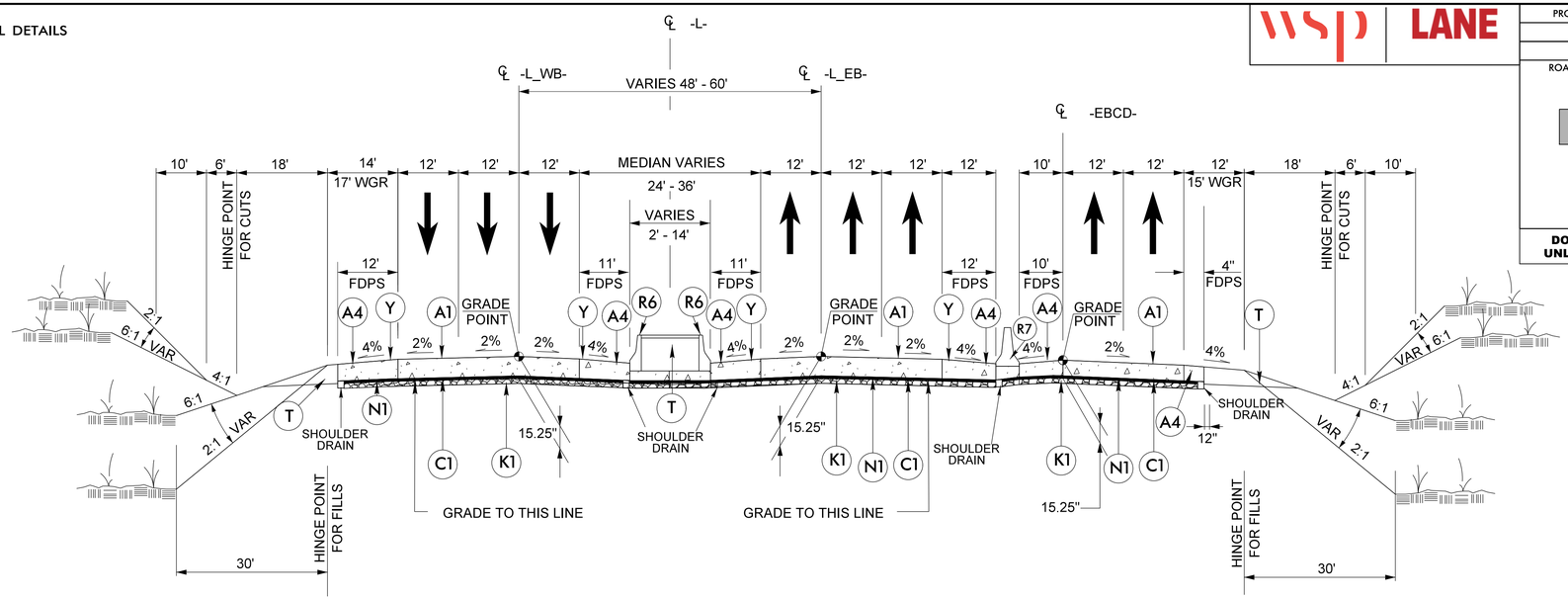
SEE SHEET 2A–8 FOR SPECIAL DETAILS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

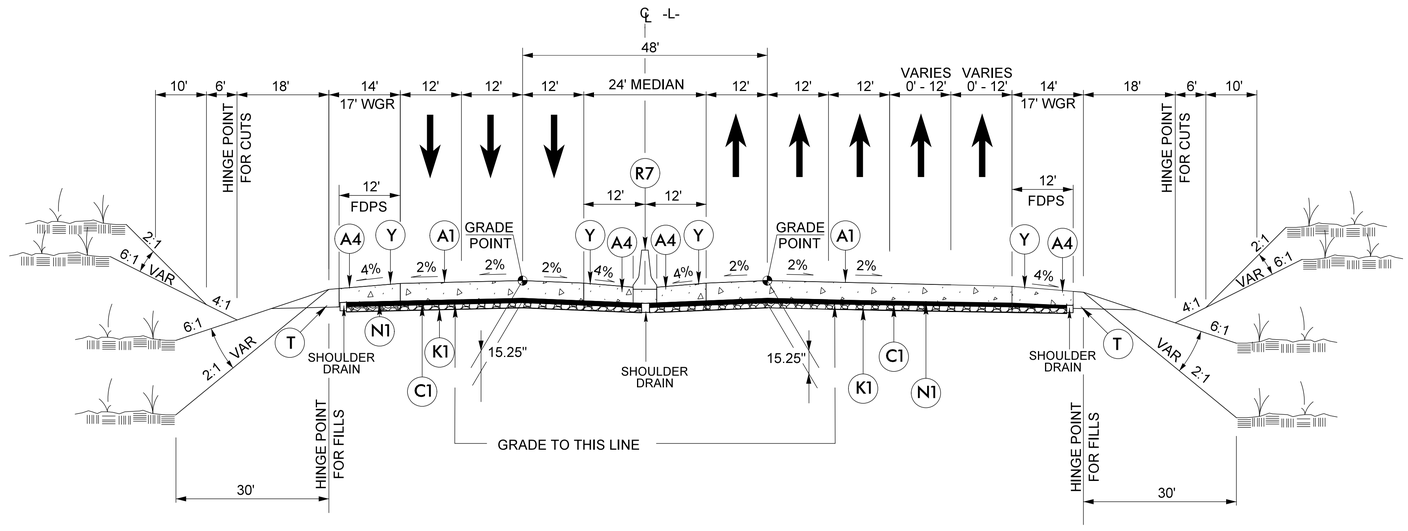


TYPICAL SECTION NO. A–5

–L– I–40

–L– STA. 134+10.00 TO BRIDGE STA 139+24.47

–L– BRIDGE STA. 140+39.33 TO STA 145+60.07



TYPICAL SECTION NO. A–6

–L– I–40

–L– STA. 175+41.24 TO 178+50.00

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

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B	OGFC
C2	3" S9.5D
D1	3" I19.0C
E2	4" B25.0C
G1	8" CTB
K1	12" TYPE 1
R6	SINGLE FACED CONCRETE BARRIER
R7	CONCRETE MEDIAN BARRIER
T	EARTH MATERIAL
Y	MILLED RUMBLE STRIPS

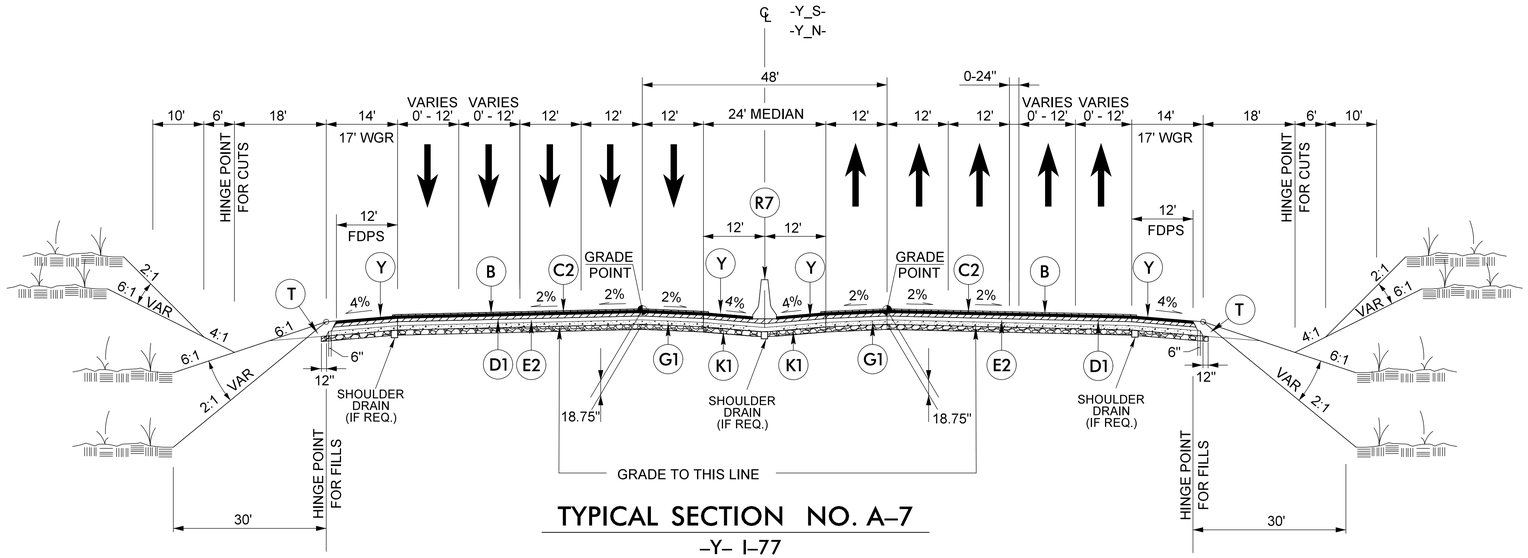
SEE SHEET 2A–8 FOR SPECIAL DETAILS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



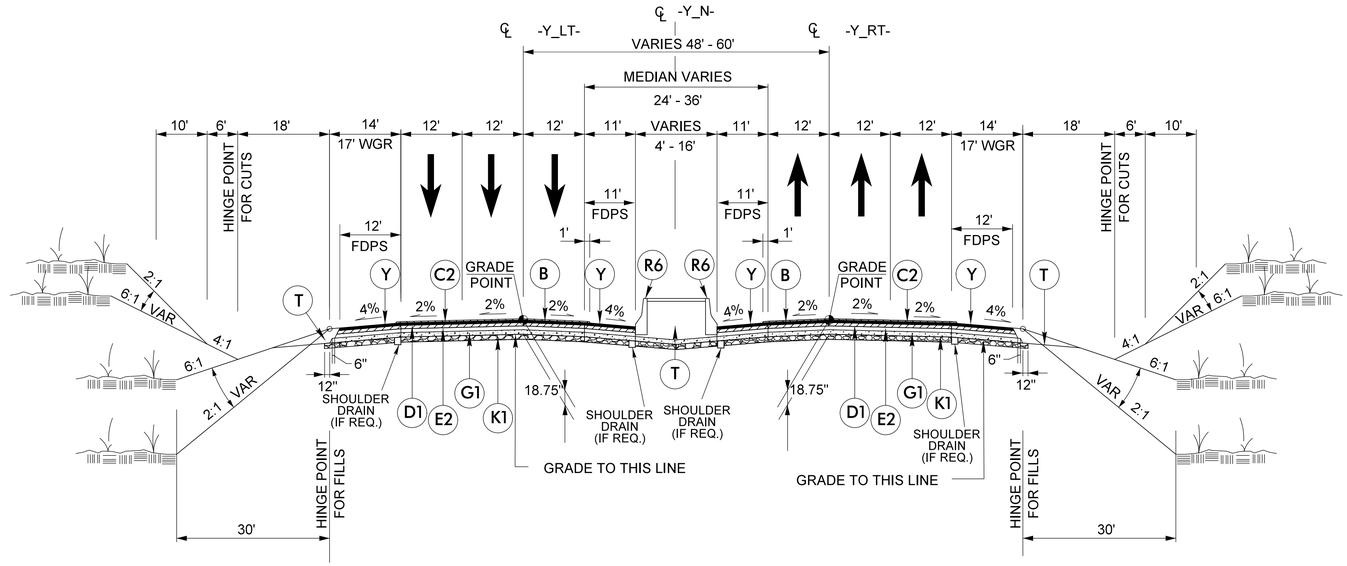
TYPICAL SECTION NO. A–7

–Y– I–77

–Y_S– STA. 111+00.00 TO BRIDGE STA. 120+24.50

–Y_S– BRIDGE STA. 122+17.56 TO 129+98.98

–Y_N– STA. 151+13.82 TO 175+00.00



TYPICAL SECTION NO. A–8

–Y– I–77

–Y_LT– STA. 329+93.79 TO BRIDGE STA 341+01.47

–Y_LT– BRIDGE STA. 343+54.13 TO –Y_N– STA. 149+32.32 BRIDGE

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

1/22/2019
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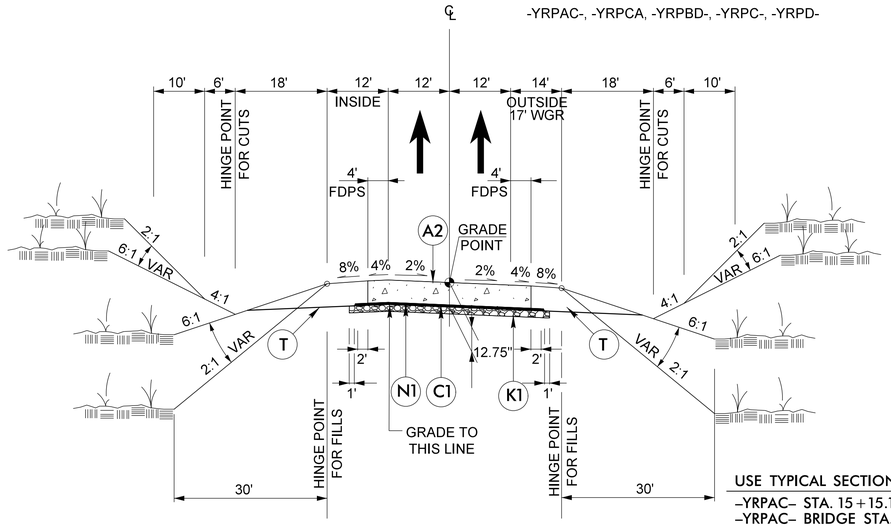
kwicks

A2	11½" PCCP
A3	13" PCCP
C1	1¼" S9.5B
E1	3" B25.0C
E2	4" B25.0C
K1	12" TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
R2	2'-6" C & G
T	EARTH MATERIAL

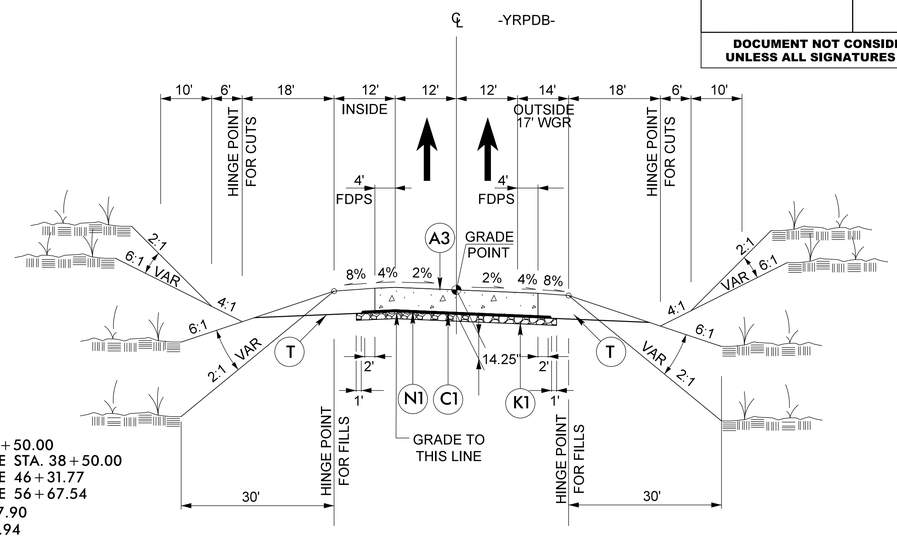
SEE SHEET 2A–8 FOR SPECIAL DETAILS



TYPICAL SECTION NO. A–9

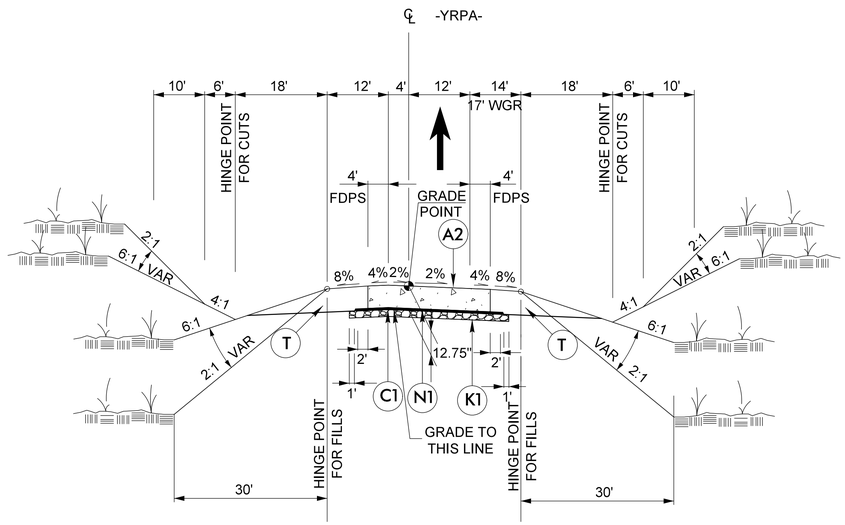
–YRPAC– RAMP AC
–YRPCA– RAMP CA
–YRPC– RAMP C
–YRPD– RAMP D

USE TYPICAL SECTION NO. A–9
–YRPAC– STA. 15+15.10 TO BRIDGE STA. 27+50.00
–YRPAC– BRIDGE STA. 28+75.00 TO BRIDGE STA. 38+50.00
–YRPAC– BRIDGE STA. 43+20.00 TO BRIDGE 46+31.77
–YRPAC– BRIDGE STA. 47+78.49 TO BRIDGE 56+67.54
–YRPAC– BRIDGE STA. 79+60.74 TO 83+97.90
–YRPCA– BRIDGE STA. 41+01.00 TO 75+34.94
–YRPC– STA. 15+86.14 TO STA 26+70.50
–YRPD– STA. 13+50.01 TO STA 32+16.40



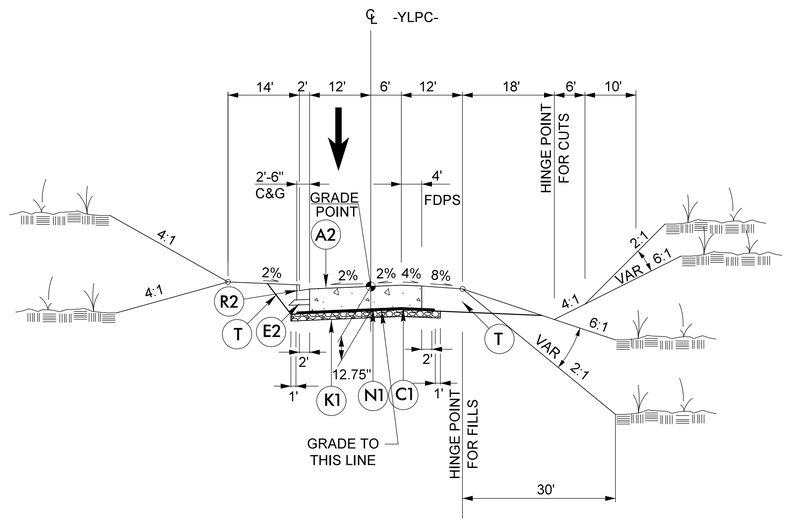
TYPICAL SECTION NO. A–10

–YRPDB– RAMP DB
–YRPDB– STA. 17+87.27 TO 52+20.68



TYPICAL SECTION NO. A–11

–YRPA– RAMP A
–YRPA– STA. 13+20.38 TO 26+12.05



TYPICAL SECTION NO. A–12

–YLPC– LOOP C
–YLPC– STA. 13+25.31 TO 23+94.45

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

WSP LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

1/22/2019
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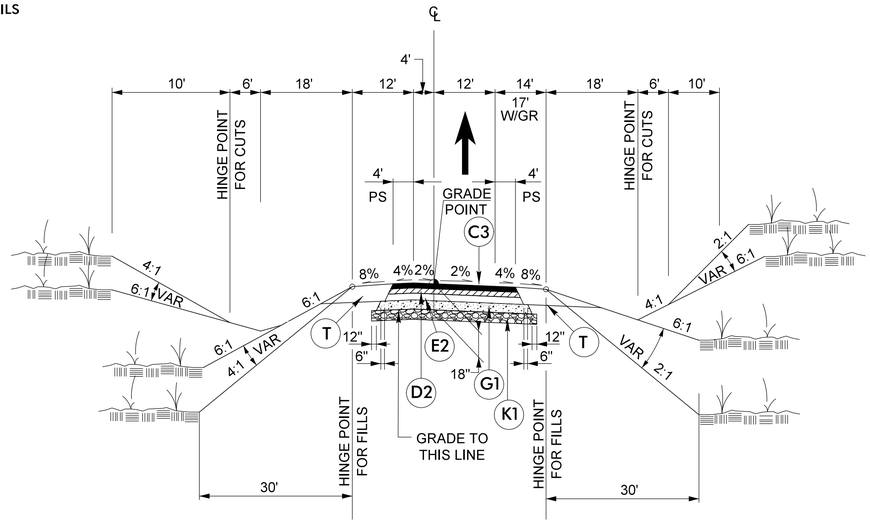
Eq. Units
English

A3	13" PCCP
C1	1¼" S9.5B
C2	3" S9.5D
D1	3" I19.0C
D2	4" I19.0C
E1	3" B25.0C
E2	4" B25.0C
G1	8" CTB
K1	12" TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
T	EARTH MATERIAL

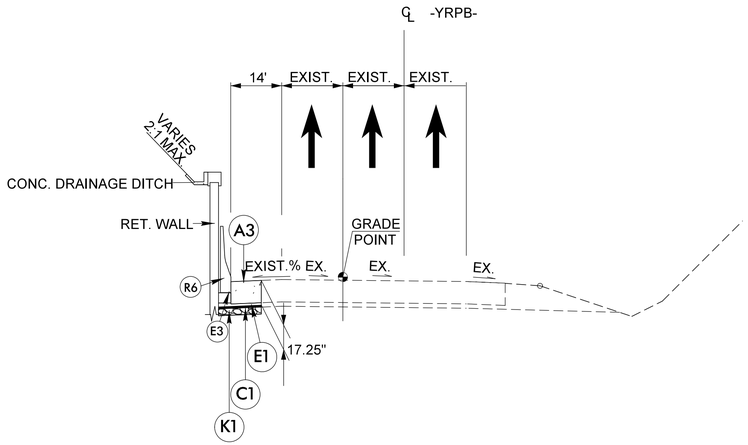
SEE SHEET 2A-8 FOR SPECIAL DETAILS



TYPICAL SECTION NO. A–13

–YRPB– RAMP B

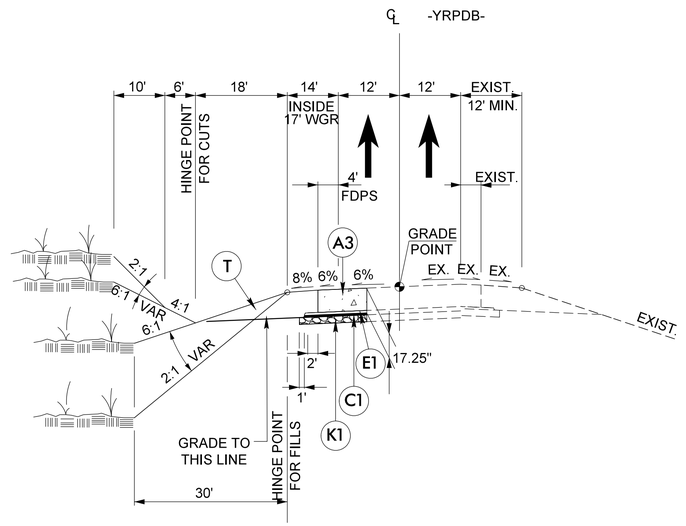
–YRPB– STA. 14+62.00 TO 15+03.54



TYPICAL SECTION NO. A–14

–YRPB– RAMP B

–YRPB– STA. 25+56.64 TO 30+80.36



TYPICAL SECTION NO. A–15

–YRPDB– RAMP DB

–YRPDB– STA. 52+20.68 TO 57+87.16

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

WSP LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

1/22/2019
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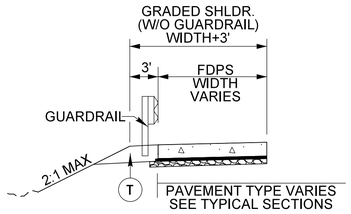
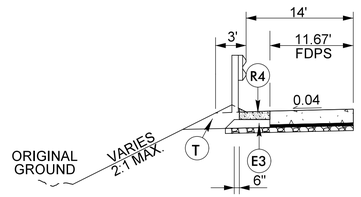
wilcox

E1	3" B25.0C
E2	4" B25.0C
E3	B25.0C VARIES
J1	6" ABC
J2	8" ABC
R4	SBG
R5	EXP GUTTER
T	EARTH MATERIAL



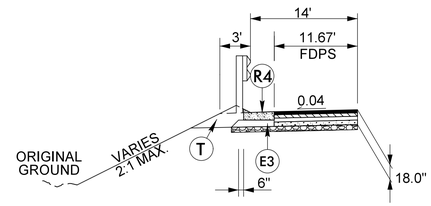
TYPICAL SECTION DETAIL NO. 1
GUARDRAIL DETAIL

SEE PLANS FOR GUARDRAIL LOCATIONS



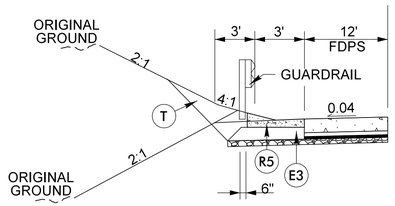
TYPICAL SECTION DETAIL NO. 2
SHOULDER BERM GUTTER

SEE PLANS FOR LOCATIONS ALONG:
–L–
–YRPCA–
–YRPC–
–YRPAC–
–YRPDB–
–YRPA–



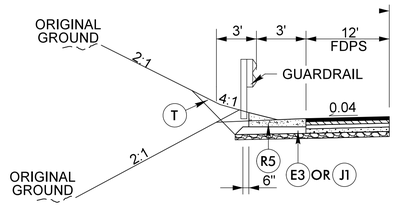
TYPICAL SECTION DETAIL NO. 3
SHOULDER BERM GUTTER

SEE PLANS FOR LOCATIONS ALONG:
–Y_S–
–Y_RT–
–Y_LT–
–Y_N–



TYPICAL SECTION DETAIL NO. 5
EXPRESSWAY GUTTER W/GUARDRAIL

SEE PLANS FOR LOCATIONS ALONG:
–YRPC–



TYPICAL SECTION DETAIL NO. 6
EXPRESSWAY GUTTER W/G.R.

SEE PLANS FOR LOCATIONS ALONG:
–Y_S–

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

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2A-8
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

1/22/2019
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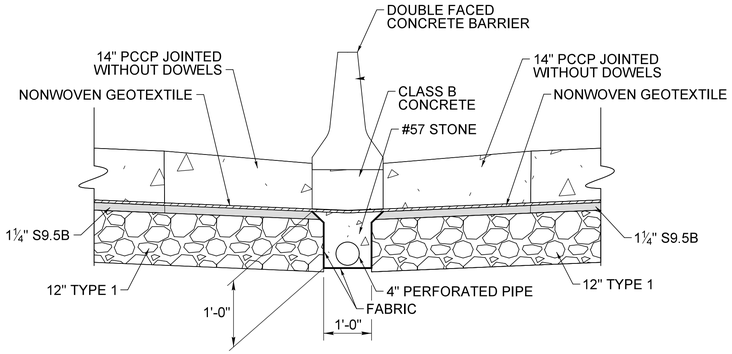
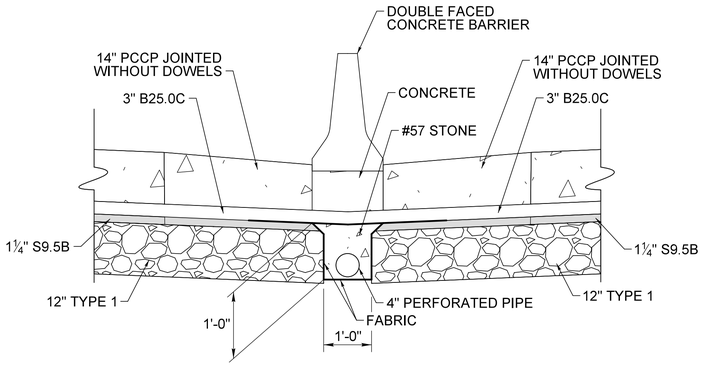
willcox



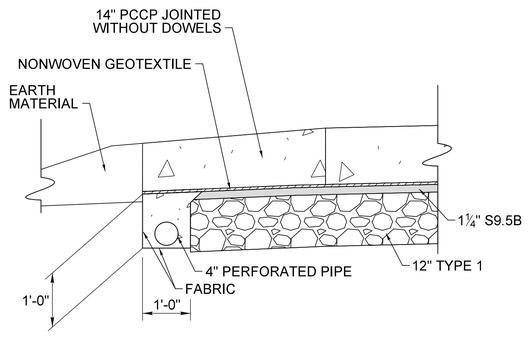
DETAIL OF SHOULDER DRAIN MAINLINE MEDIAN SHOULDER

TO BE USED WITH TYPICAL SECTION NO. 1 THRU NO. 6



DETAIL OF SHOULDER DRAIN MAINLINE MEDIAN SHOULDER

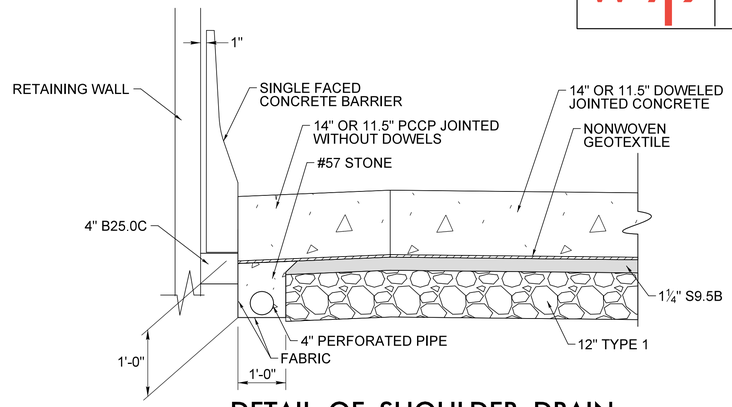
TO BE USED WITH TYPICAL SECTION NO. 1 & NO. 2



DETAIL OF SHOULDER DRAIN MAINLINE SHOULDER

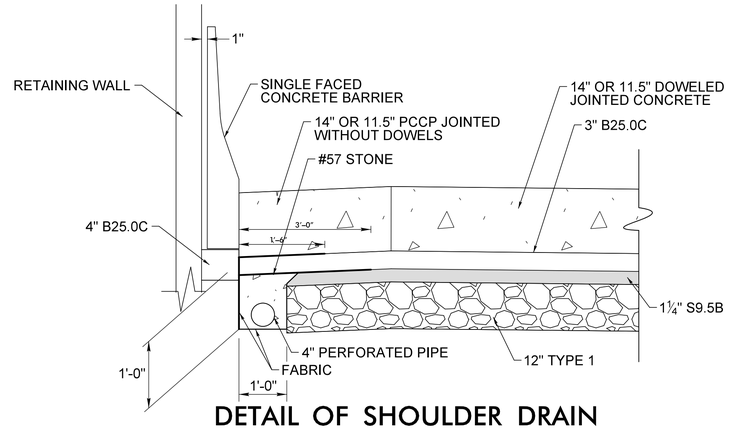
TO BE USED WITH TYPICAL SECTION NO. 1 THRU NO. 6

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



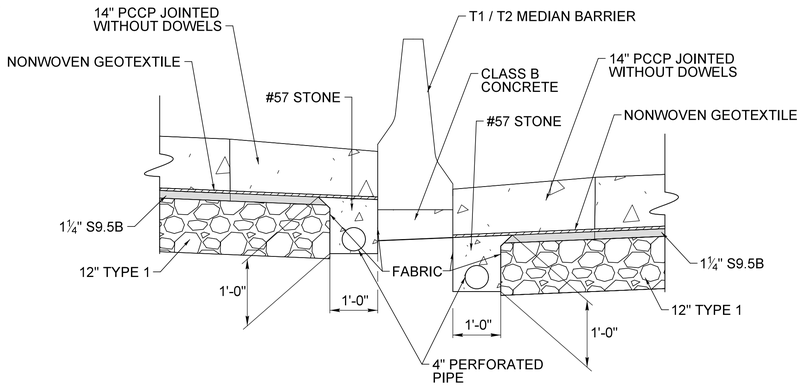
DETAIL OF SHOULDER DRAIN LOW SIDE SHOULDER AT RETAINING WALLS

TO BE USED WITH TYPICAL SECTION NO. 1 THUR NO. 6, NO. 9, NO. 10, & NO. 12



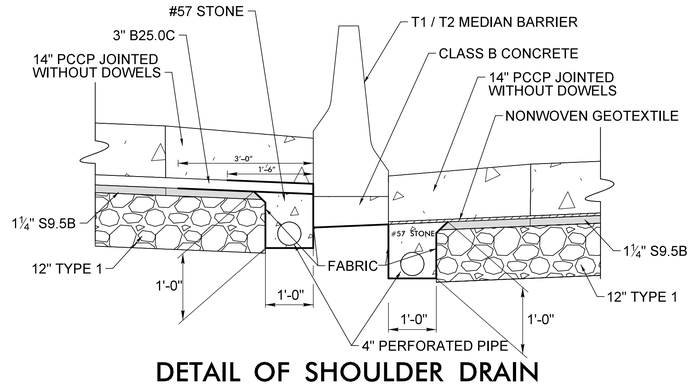
DETAIL OF SHOULDER DRAIN LOW SIDE SHOULDER AT RETAINING WALLS

TO BE USED WITH TYPICAL SECTION NO. 14



DETAIL OF SHOULDER DRAIN WITH T1 /T2 MEDIAN BARRIER

TO BE USED WITH TYPICAL SECTION NO. 3 THRU NO. 5



DETAIL OF SHOULDER DRAIN WITH T1 /T2 MEDIAN BARRIER

TO BE USED WITH TYPICAL SECTION NO. 1 THRU NO. 2

1/22/2019
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tcs

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

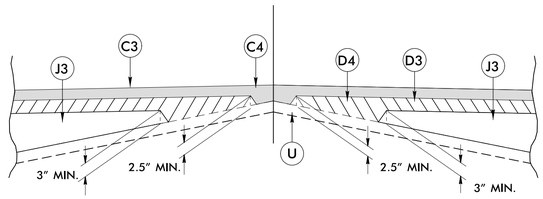
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

A1	14″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITH DOWELS)
A2	11½″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITH DOWELS)
A3	13″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITH DOWELS)
A4	14″ PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED WITHOUT DOWELS)
B	PROP. APPROX. ¾″ OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD. EXTENDED 1-FT. BEYOND EDGE OF TRAVEL LANE
C1	PROP. APPROX. 1¼″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 138 LBS. PER SQ. YD.
C2	PROP. APPROX. 3″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 336 LBS. PER SQ. YD.
C3	PROP. APPROX. 3″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 330 LBS. PER SQ. YD.
C4	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1″ DEPTH, TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 1″ NOT TO EXCEED 2″ IN DEPTH.
C5	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 1.5″ NOT TO EXCEED 2″ IN DEPTH.
C6	PROP. 1.5″ DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
D2	PROP. APPROX. 4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D3	PROP. APPROX. 2½″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D4	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH, TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 2½″ NOT TO EXCEED 4″ IN DEPTH.
E1	PROP. APPROX. 3″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E2	PROP. APPROX. 4″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MINIMUM LIFT OF 3″ NOT TO EXCEED 5 1/2″ IN DEPTH.
E4	PROP. APPROX. 12.5″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MININUM LIFT OF 3″ NOT TO EXCEED 5 1/2″ IN DEPTH.
E5	PROP. APPROX. 13.5″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS AT A MININUM LIFT OF 3″ NOT TO EXCEED 5 1/2″ IN DEPTH.
G1	PROP. 8″ CEMENT TREATED BASE COURSE.
J1	PROP. 6″ AGGREGATE BASE COURSE.
J2	PROP. 8″ AGGREGATE BASE COURSE.
J3	PROP. VAR. DEPTH AGGREGATE BASE COURSE.
J4	PROP. 6″ #57 STONE
K1	12″ TYPE 1 AGGREGATE SUBGRADE.
M3	MILING 3″
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER

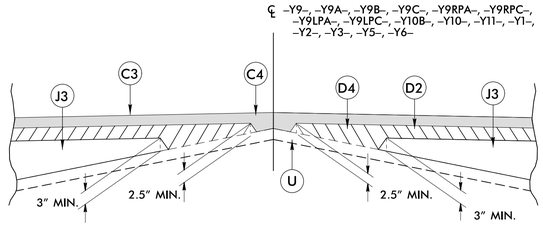
P1	PRIME COAT. AT AVERAGE RATE OF 0.35 GAL. PER SQ. YD.
R1	1′-6″ CONCRETE CURB AND GUTTER.
R2	2′-6″ CONCRETE CURB AND GUTTER.
R3	5″ MONOLITHIC CONCRETE ISLAND (KEYED IN).
R4	PROPOSED SHOULDER BERM GUTTER (SBG)
R5	CONCRETE EXPRESSWAY GUTTER.
R6	SINGLE FACED CONCRETE BARRIER (SFB)
R7	CONCRETE MEDIAN BARRIER (T, T1, T2)
S	4″ CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V	MILLING BITUMINUOS PAVEMENT (DEPTH VARIES)
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAILS)
Y	MILLED RUMBLE STRIPS

℄ –Y15RPB–, –Y15RPC–



Detail Showing Method of Wedging

℄ –Y9–, –Y9A–, –Y9B–, –Y9C–, –Y9RPA–, –Y9RPC–, –Y9LPA–, –Y9LPC–, –Y10B–, –Y10–, –Y11–, –Y1–, –Y2–, –Y3–, –Y5–, –Y6–



Detail Showing Method of Wedging

2/8/2019
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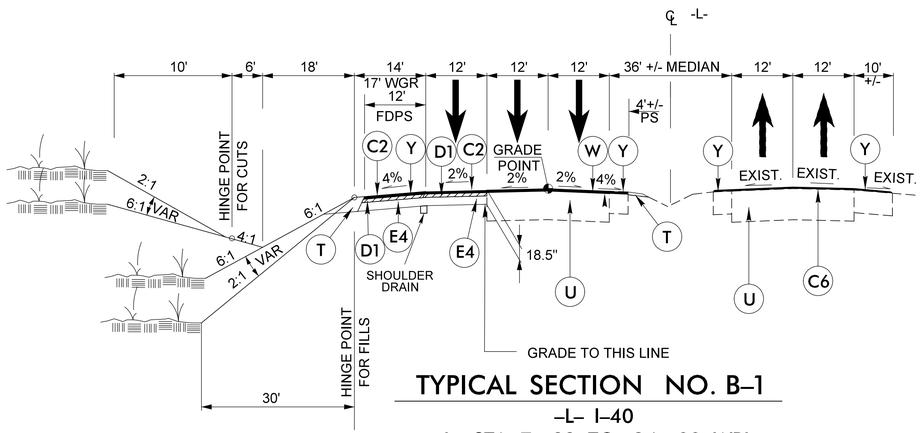
kwicks

C2	3" S9.5D
C5	VAR. S9.5D
C6	1.5" S9.5D
D1	3" I19.0C
D4	VAR. I19.0C
E3	VAR. B25.0C
E4	12.5" B25.0C
R7	MEDIAN CONCRETE BARRIER
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING
Y	MILLED RUMBLE STRIPS

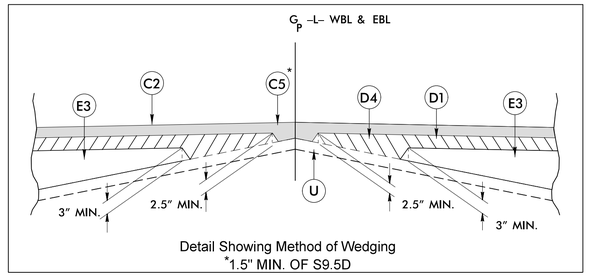


TYPICAL SECTION NO. B–1

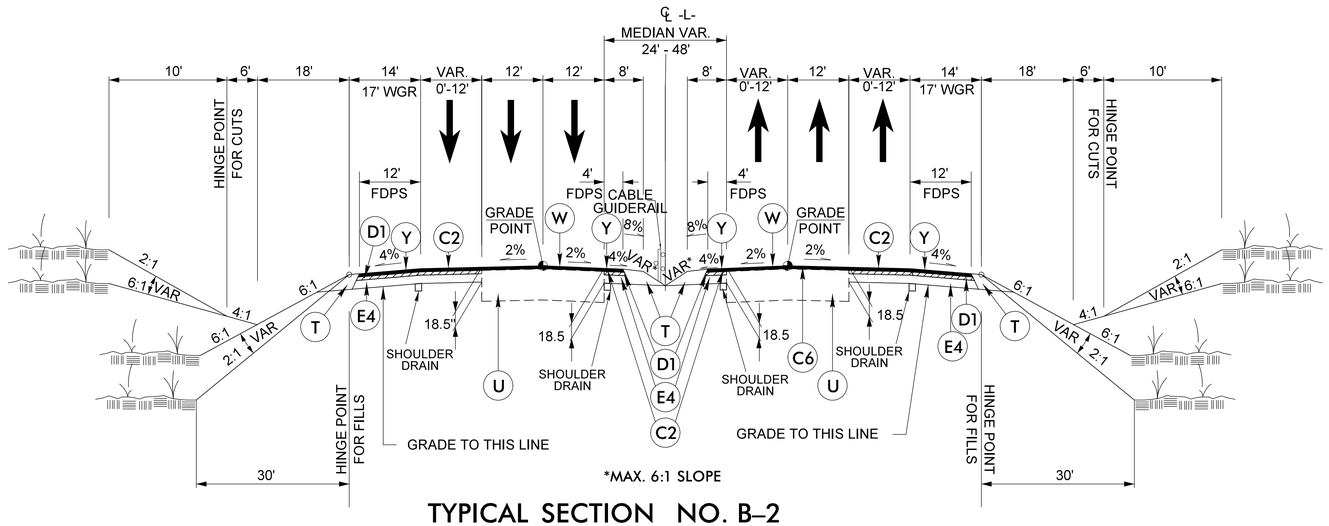
–L– I–40

–L– STA. 7+83 TO 24+00 WBL

–L– STA. 18+77.41 TO 24+00 EBL



Detail Showing Method of Wedging
*1.5" MIN. OF S9.5D

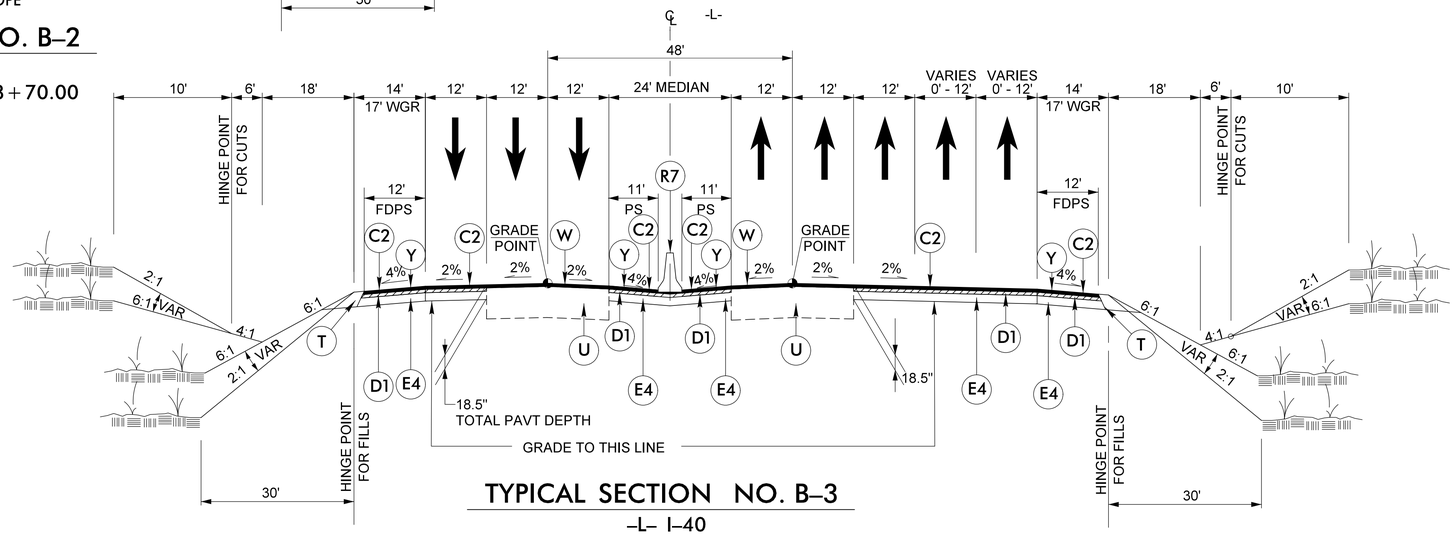


*MAX. 6:1 SLOPE

TYPICAL SECTION NO. B–2

–L– I–40

–L– STA. 24+00.00 TO 28+70.00



TYPICAL SECTION NO. B–3

–L– I–40

–L– STA. 28+70.00 TO 30+11.51

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-2
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

2/8/2019
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ESWILCOX

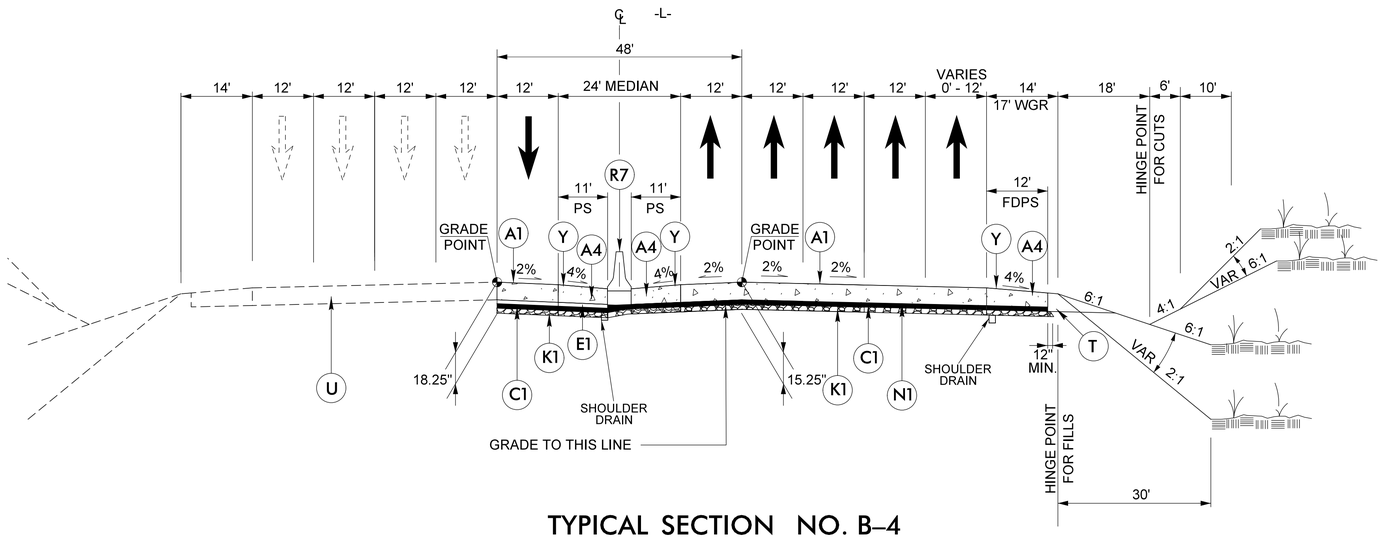
A1	14" PCCP W/ DOWELS
A4	14" PCCP JOINTED WITHOUT DOWELS
C1	1¼" SF9.5B
E1	3" B25.0C
K1	12" TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
R7	MEDIAN CONCRETE BARRIER
T	EARTH MATERIAL
U	EX PAVEMENT
Y	MILLED RUMBLE STRIPS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

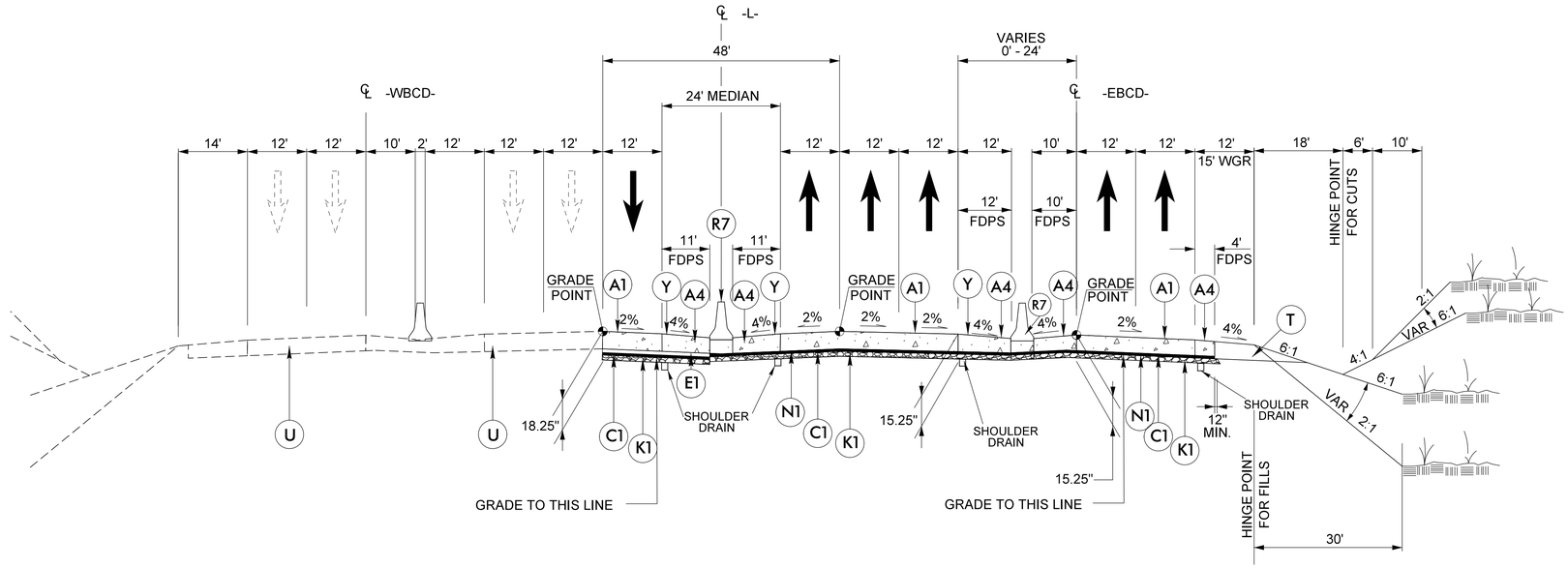
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–4

–L– I–40

–L– STA. 30+11.51 TO 56+50.00



TYPICAL SECTION NO. B–5

–L– I–40

–L– STA. 56+50 TO 62+99.52

2/8/2019
E:\nlss_workingdir\28296\282440.16729\I3819_rdy_typ2B-03.dgn
wilcox

A1	14" PCCP
A4	14" PCCP JOINTED WITHOUT DOWELS
C1	1¼" SF9.5B
E1	3" B25.0C
K1	12" TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
R7	MEDIAN CONCRETE BARRIER
T	EARTH MATERIAL
U	EX PAVEMENT
Y	MILLED RUMBLE STRIPS

WSP | LANE

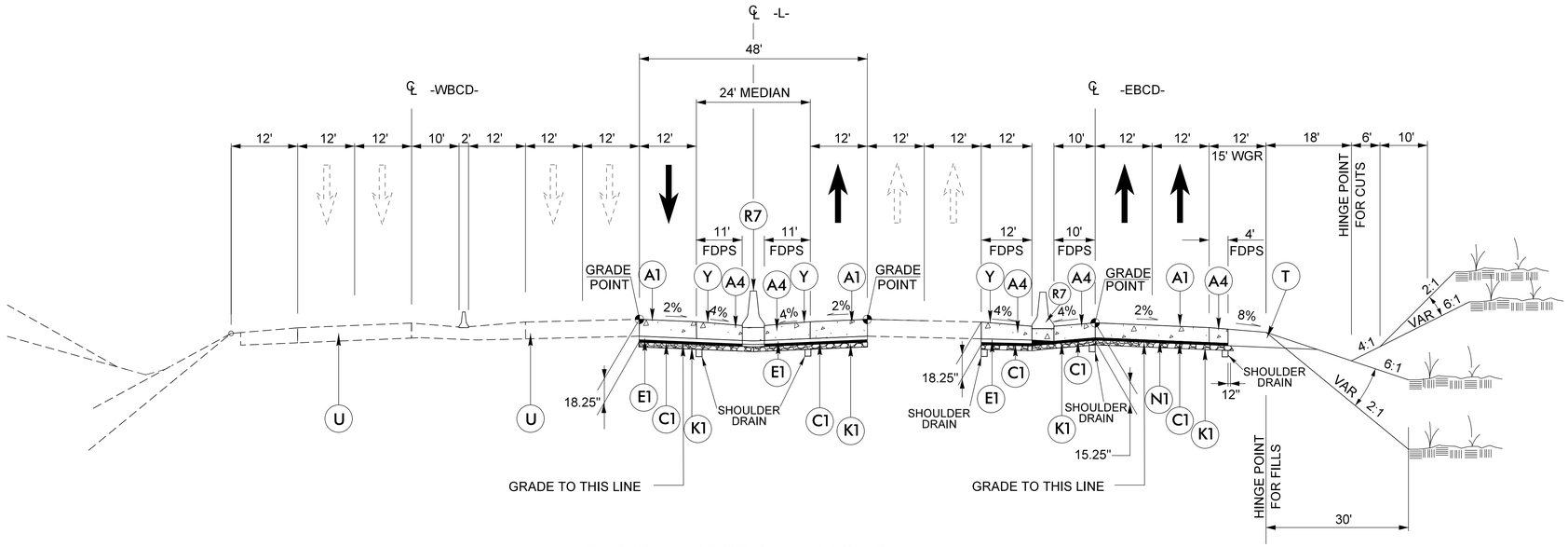
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-4
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–6

–L– I–40

–L– STA. 62 + 99.52 TO BEGIN APPROACH SLAB STA. 84 + 86.64

2/8/2019
E:\ucs_workingdir\28296\282440.16707\I3819_rdy_typ2B-04.dgn
bwilcox

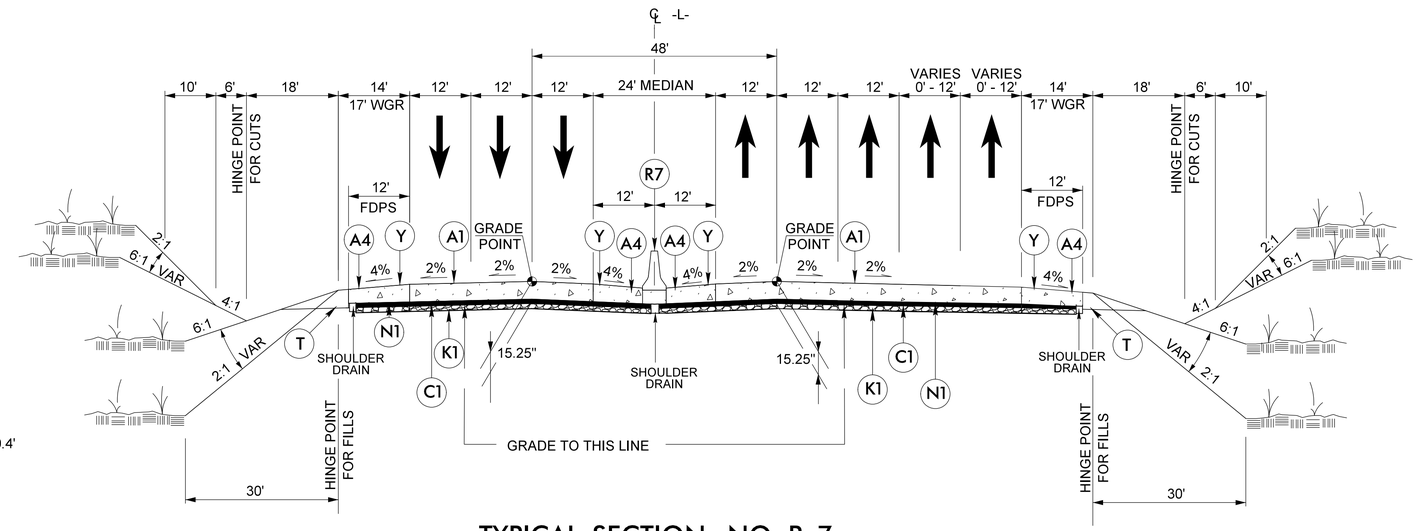
A1	14" PCCP W/ DOWELS
A4	14" PCCP JOINTED WITHOUT DOWELS
C1	1¼" SF9.5B
C2	3" S9.5D
D1	3" I19.0C
E2	4" B25.0C
E4	12.5" B25.0C
K1	12" TYPE 1
N1	NON-WOVEN GEOTEXTILE DRAINAGE LAYER
R7	MEDIAN CONCRETE BARRIER
T	EARTH MATERIAL
U	EX. PAVEMENT
Y	MILLED RUMBLE STRIPS

LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

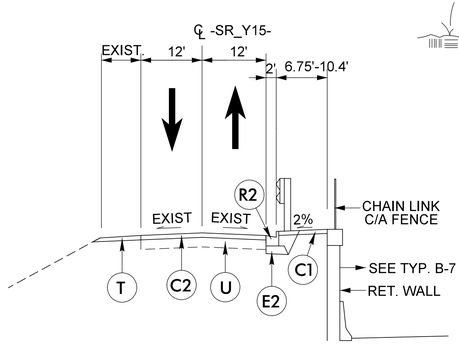
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



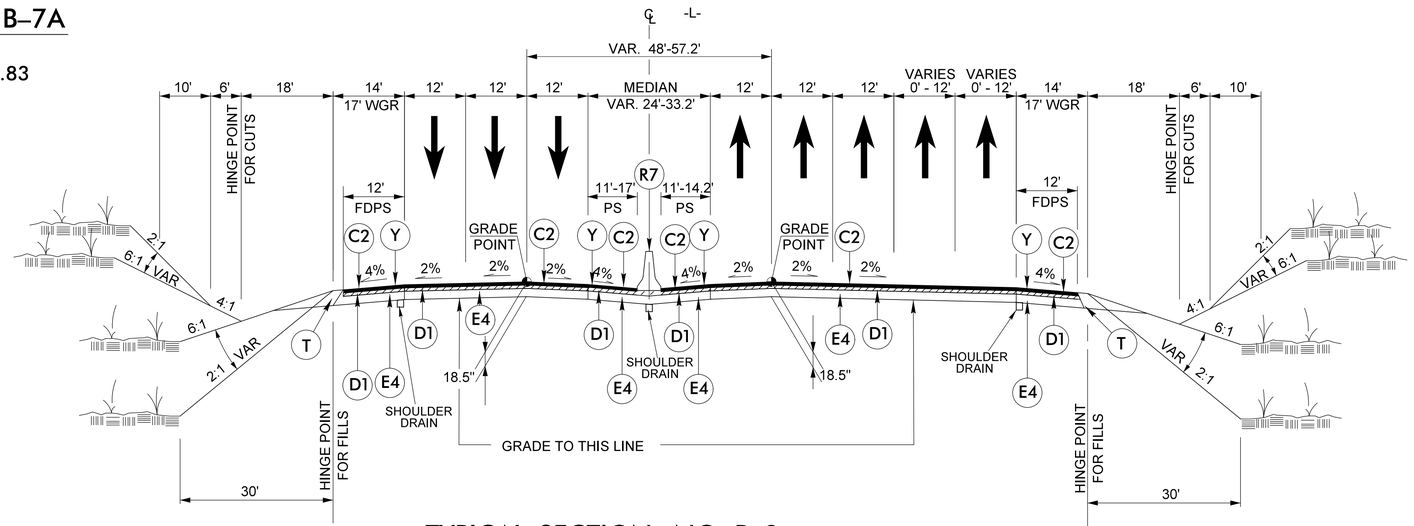
TYPICAL SECTION NO. B–7

–L– I–40
–L– STA. 178+50 TO 210+50



TYPICAL SECTION DETAIL NO. B–7A

–SR_Y15– WILSON PARK ROAD
–SR_Y15– STA. 13+91.65 TO 24+49.83



TYPICAL SECTION NO. B–8

–L– I–40
–L– STA. 210+50 TO 212+10

2/8/2019
E:\ics_wor_kingdir_\28296\282440_16730\13819_rdy_typ28-05.dgn
mjtcs

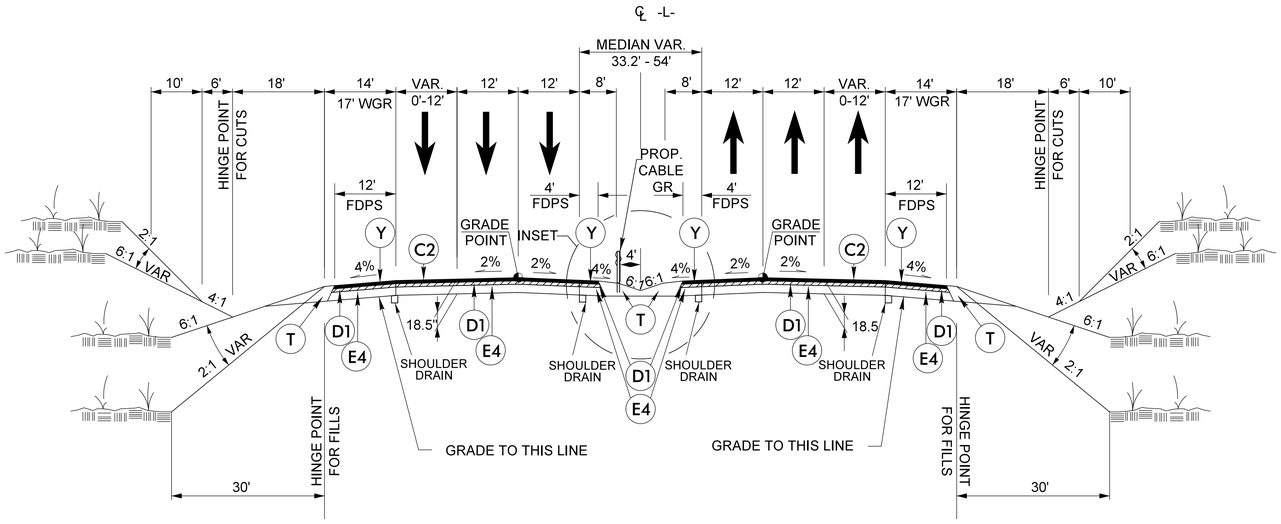
C2	3" S9.5D
D1	3" I19.0C
E4	12.5" B25.0C
T	EARTH MATERIAL
Y	MILLED RUMBLE STRIPS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

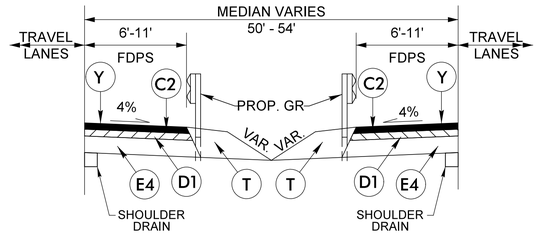
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–9

–L– I–40
–L– STA. 212+10.00 TO 219+35.97 (WESTBOUND)
–L– STA. 212+10.00 TO 219+02.76 (EASTBOUND)



INSET TO TYPICAL SECTION NO. B–9

–L– STA. 216+87.00 TO 219+35.97

2/8/2019
E:\ics_workingdir\28296\282440.16709\13819_rdy_typ2B-06.dgn
bvicsj

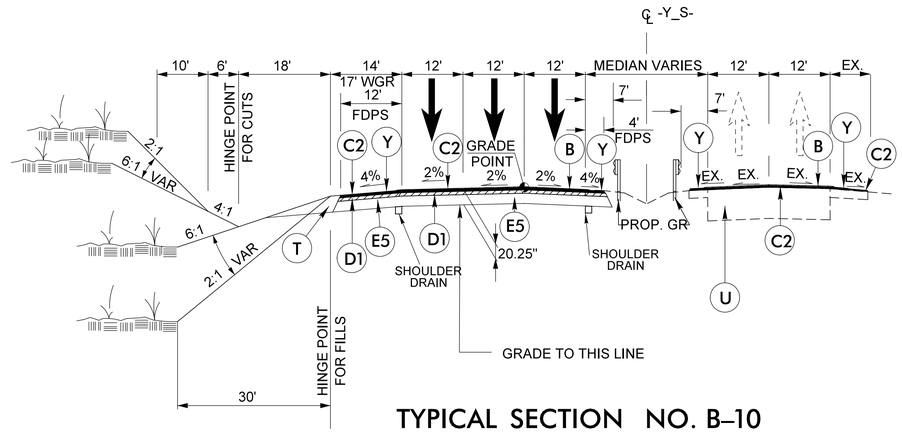
B	OGFC
C2	3" S9.5D
D1	3" I19.0C
E5	13.5" B25.0C
T	EARTH MATERIAL
U	EX PAVEMENT
Y	MILLED RUMBLE STRIPS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

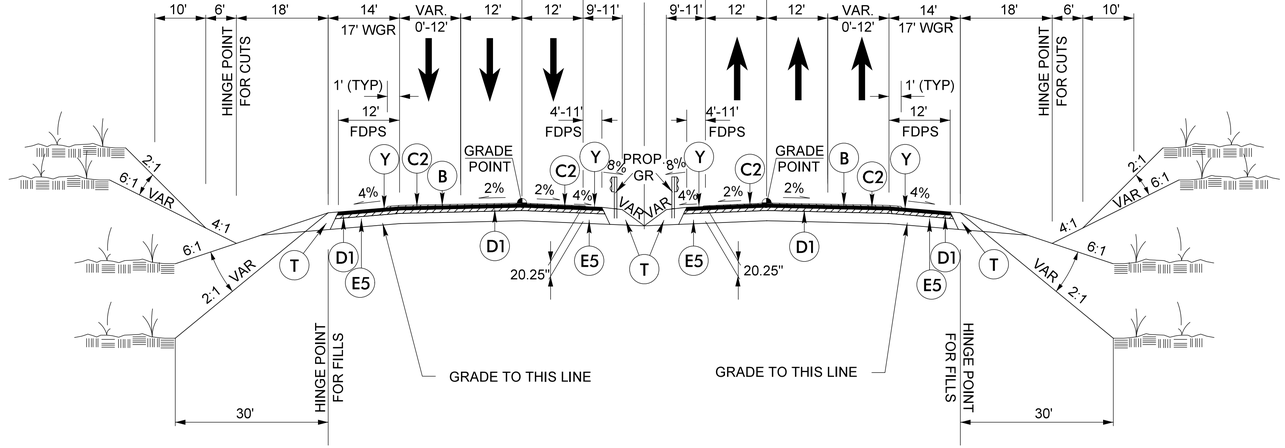
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–10

–Y– I–77

–Y_S– STA. 25+00.49 TO 31+25.00



TYPICAL SECTION NO. B–11

–Y_S– I–77

–Y_S– STA. 31+25.00 TO 37+00.00

2/8/2019
E:\ics_workingdir\28296\282440.1673\13819_rdy_typ2B-07.dgn
bwicks

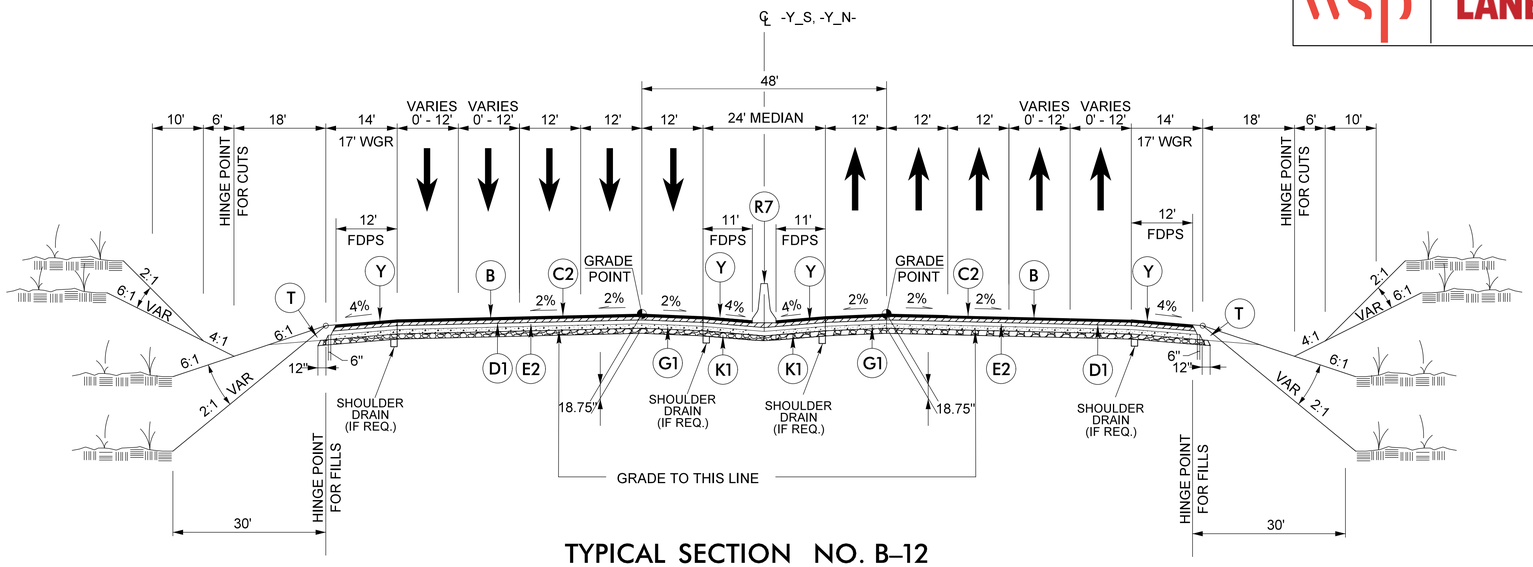
B	OGFC
C2	3" S9.5D
D1	3" I19.0C
E2	4" B25.0C
G1	8" CTB
K1	12" TYPE 1
R7	MEDIAN CONCRETE BARRIER
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING
Y	MILLED RUMBLE STRIPS

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

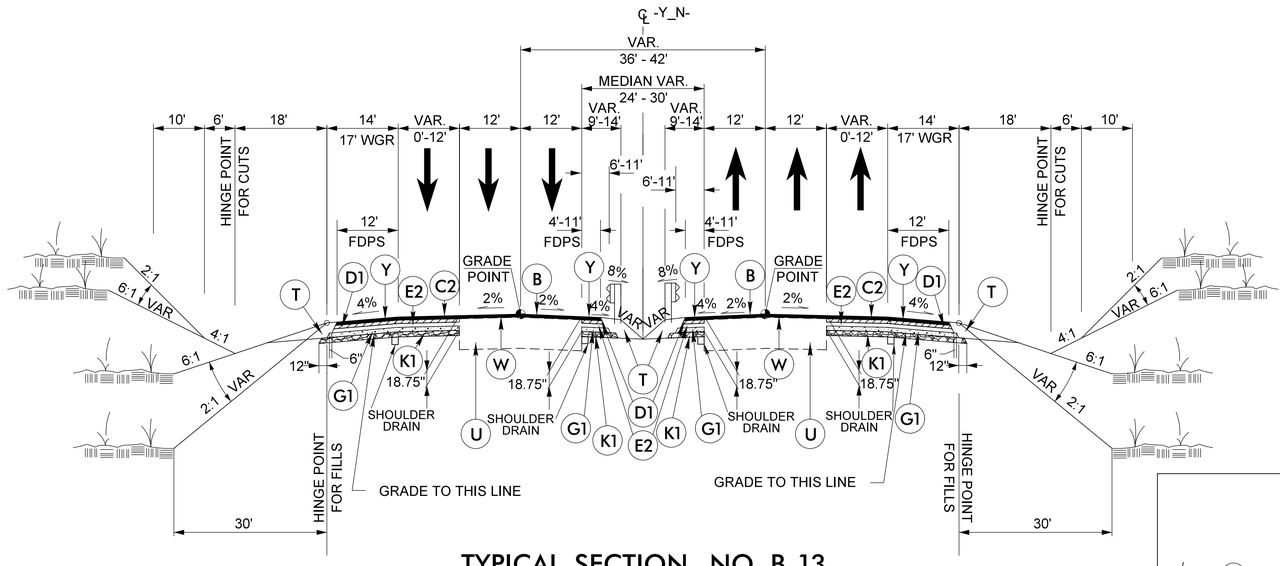
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



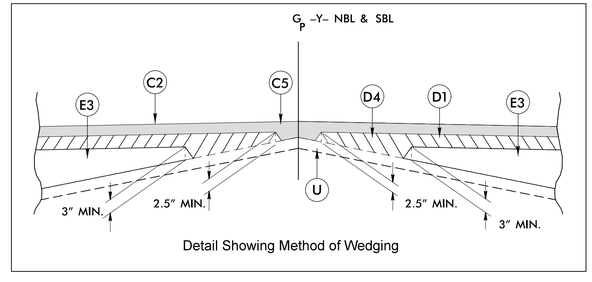
TYPICAL SECTION NO. B–12

–Y– I–77
–Y_S– STA. 37+00.00 TO 111+00.00
–Y_N– STA. 175+00.00 TO 197+95.43



TYPICAL SECTION NO. B–13

–Y– I–77
–Y_N– STA. 197+95.43 TO 205+15.43



Detail Showing Method of Wedging

2/8/2019
E:\ics_workingdir\28296\282440.16712\I3819_rdy_typ2B-08.dgn
bvillis

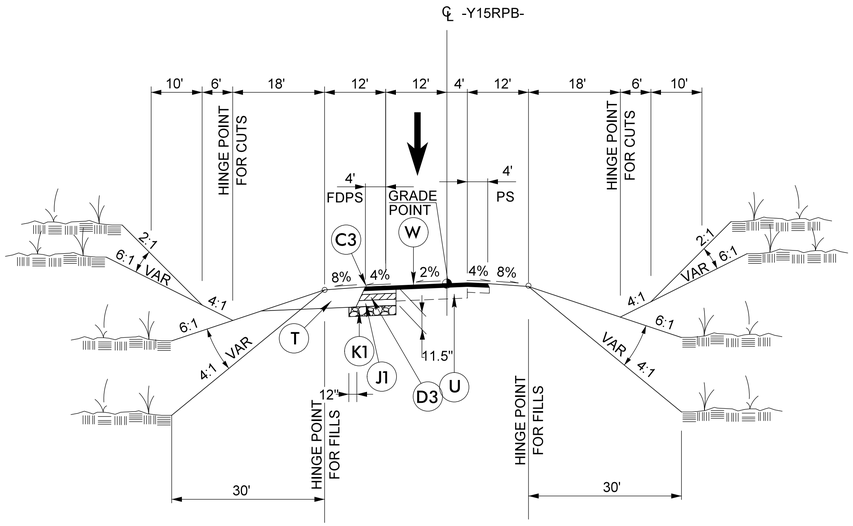
C3	3" S9.5B
D2	4" I19.0C
D3	2½" I19.0C
J1	6" ABC
J2	8" ABC
K1	12" TYPE 1
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

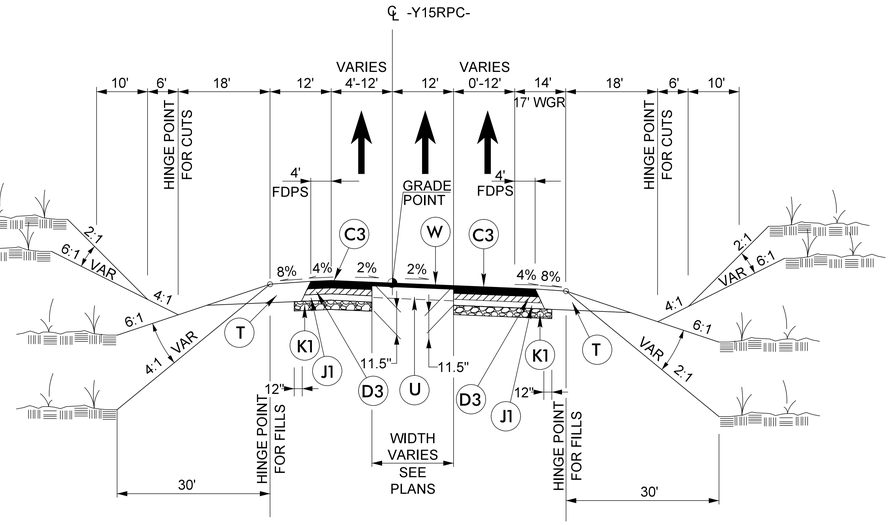
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–14

–Y15RPB– RAMP B

–Y15RPB– STA. 14+79.70 TO 18+00.00



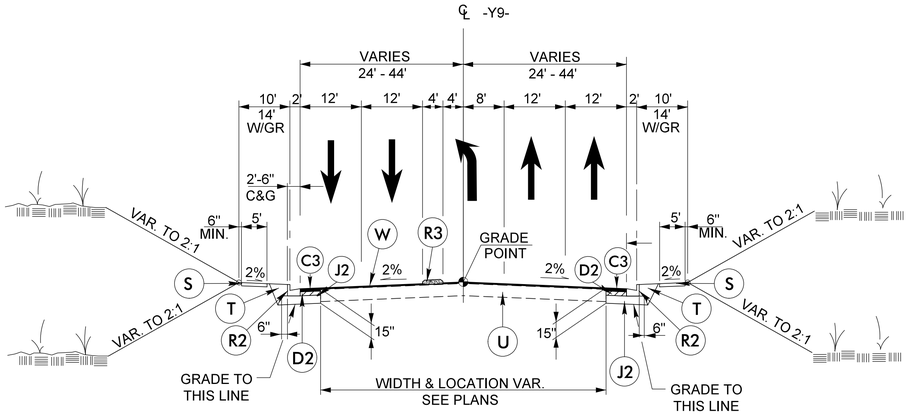
TYPICAL SECTION NO. B–15

–Y15RPC– RAMP C

–Y15RPC– STA. 14+94.43 TO 23+99.24

2/8/2019
E:\ics_workingdir\28296\282440.16732\I3819_rdy_typ2B-09.dgn
bvicsj$

C3	3" S9.5B
D2	4" I19.0C
J1	6" ABC
J2	8" ABC
K1	12" TYPE 1
R2	2'-6" C & G
R3	5" MCI
S	SIDEWALK
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING

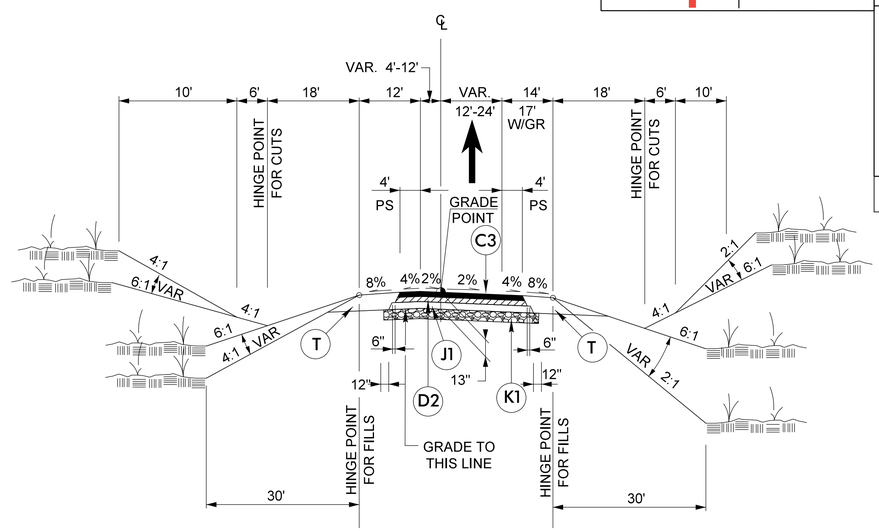


TYPICAL SECTION NO. B–16

–Y9– BROAD STREET

–Y9– STA. 14+41.60 TO BRIDGE STA. 25+37.33

–Y9– BRIDGE STA 28+45.58 TO 50+00.00



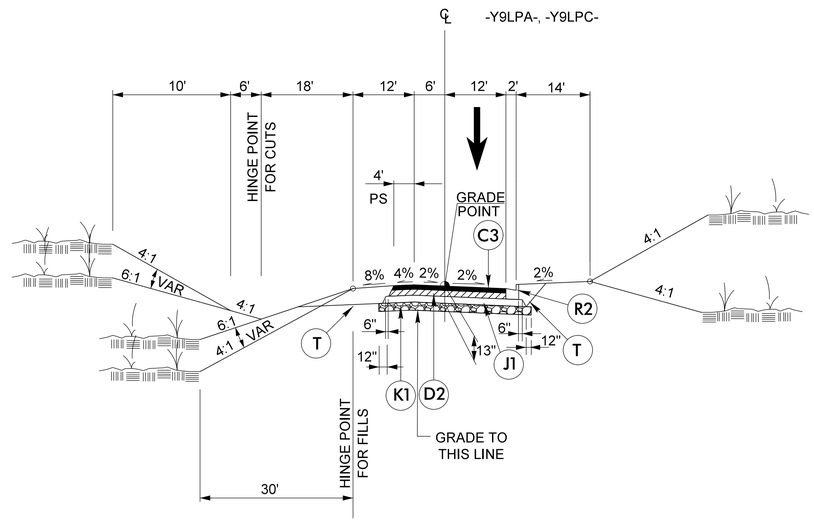
TYPICAL SECTION NO. B–17

–Y9RPA– RAMP A

–Y9RPA– STA. 17+13.86 TO 27+70.95

–Y9RPC– RAMP C

–Y9RPC– STA. 13+98.24 TO 24+52.47



TYPICAL SECTION NO. B–18

–Y9LPA– LOOP A

–Y9LPA– STA. 11+75.47 TO 18+11.27

–Y9LPC– LOOP C

–Y9LPC– STA. 11+87.87 TO 18+91.43

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
1-3819B	2B-10

R/W SHEET NO.

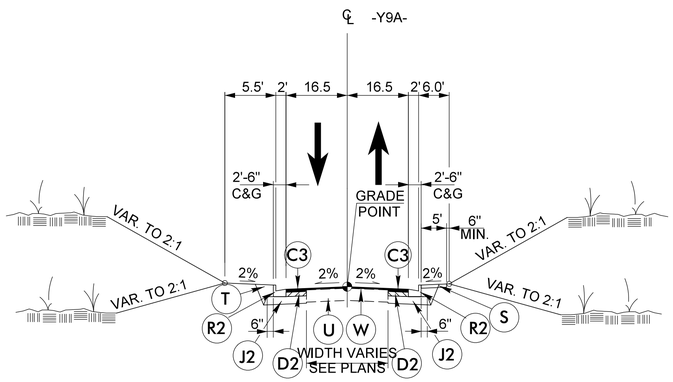
ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

2/8/2019
E:\ics_workingdir\28296\282440.16713\13819_rdy_typ2B-10.dgn
bvitosky

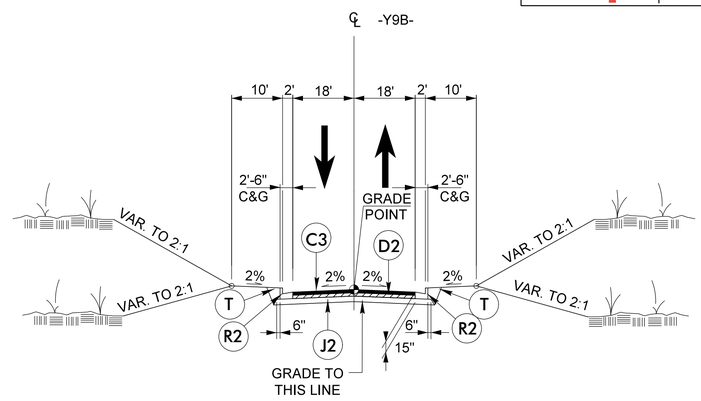
C3	3" S9.5B
D2	4" I19.0C
J2	8" ABC
K1	12" TYPE 1
R2	2'-6" C & G
R3	5" MCI
S	SIDEWALK
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING



TYPICAL SECTION NO. B–19

–Y9A– KNOX ROAD

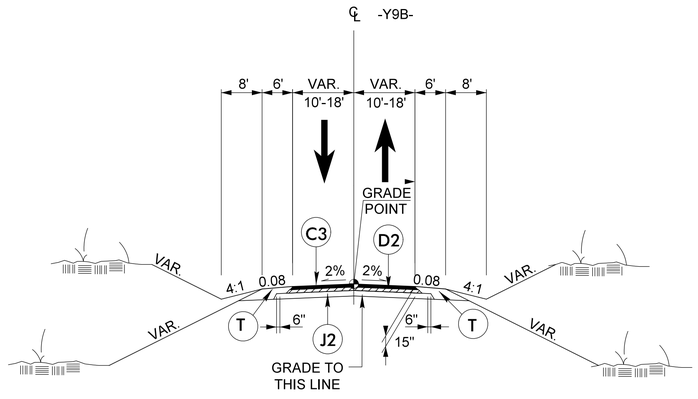
–Y9A– STA. 10+32.49 TO 11+56.68



TYPICAL SECTION NO. B–20

–Y9B– BEECHWOOD ROAD

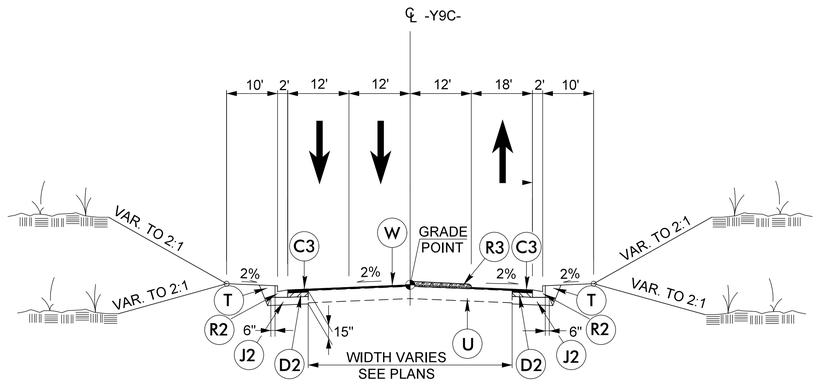
–Y9B– STA. 11+90.00 TO 14+98



TYPICAL SECTION NO. B–20A

–Y9B– BEECHWOOD ROAD

–Y9B– STA. 10+05.00 TO 11+90.00



TYPICAL SECTION NO. B–21

–Y9C– SHOPPING CENTER ENTRANCE

–Y9C– STA. 10+32.03 TO 11+69.41

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-11
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

2/8/2019
E:\ics_workingdir\28296\282440.16733\I3819_rdy_typ2B-11.dgn
bvitosky

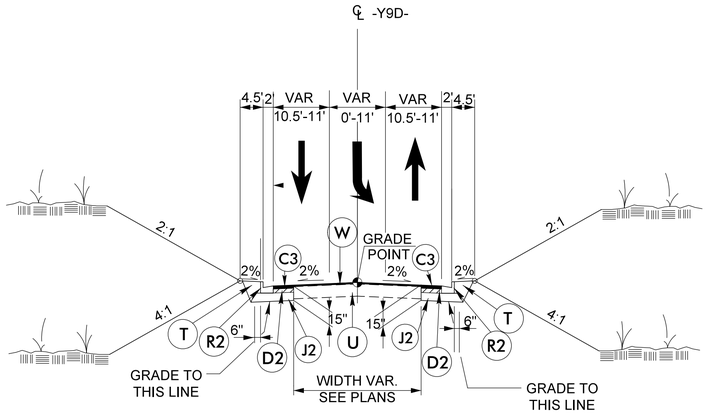
C3	3" S9.5B
D2	4" I19.0C
J2	8" ABC
R2	2'-6" C & G
S	4" SIDEWALK
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-12
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

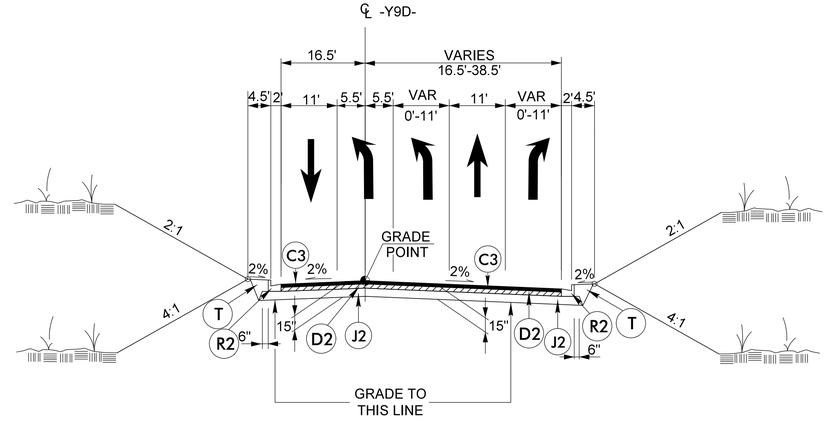
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–22

–Y9D– EASTSIDE DRIVE

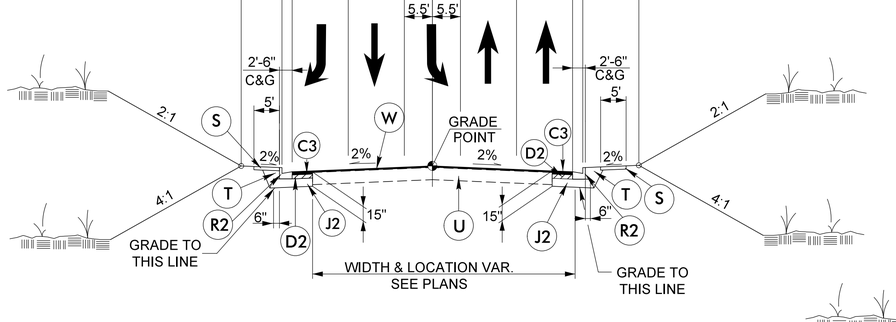
–Y9D– STA. 18+04.04 TO STA. 18+50.00



TYPICAL SECTION NO. B–23

–Y9D– EASTSIDE DRIVE

–Y9D– STA. 18+50.00 TO STA. 24+01.02

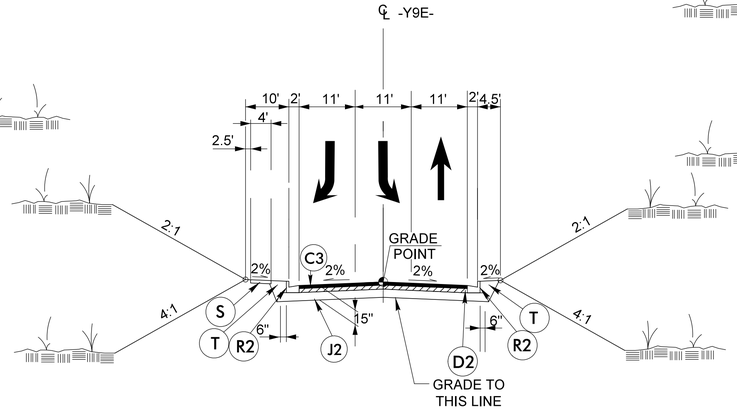


TYPICAL SECTION NO. B–24

–Y9D– SIGNAL HILL DRIVE

–Y9D– STA. 24+77.37 TO STA. 33+90.38

SEE PLAN FOR SIDEWALK LOCATION

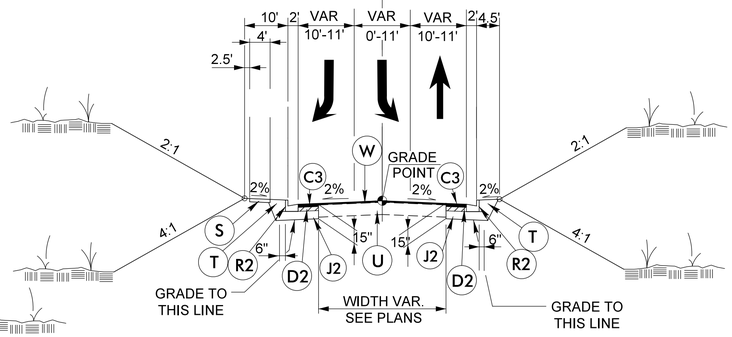


TYPICAL SECTION NO. B–25

–Y9E– CAROLINA STREET

–Y9E– STA. 10+16.50 TO STA. 11+35.00

SEE PLAN FOR SIDEWALK LOCATION



TYPICAL SECTION NO. B–25A

–Y9E– CAROLINA STREET

–Y9E– STA. 11+35.00 TO STA. 13+08.39

SEE PLAN FOR SIDEWALK LOCATION

2/8/2019
E:\pcs_workingdir\28296\282440.16715\3819_rdy_typ2B-12.dgn
kwilcox

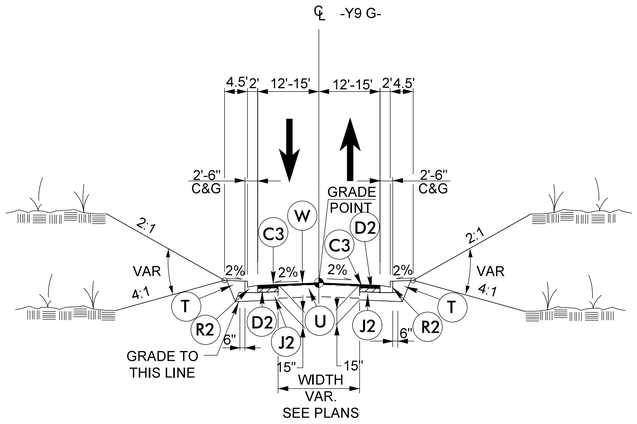
C3	3" S9.5B
D2	4" I19.0C
J2	8" ABC
R2	2'-6" C & G
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-13
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

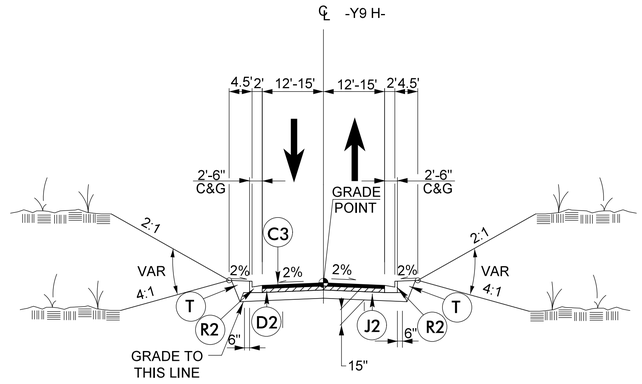
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TYPICAL SECTION NO. B–26

–Y9G– DALE STREET

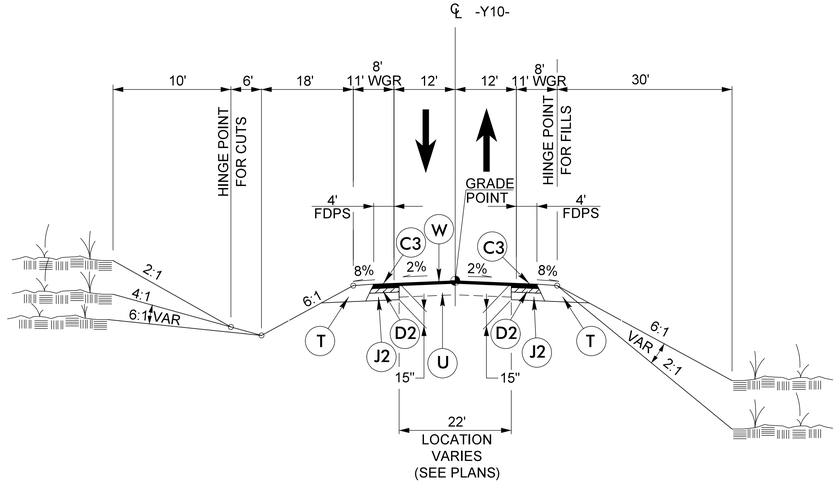
–Y9G– STA. 10+20 TO STA. 11+00.00



TYPICAL SECTION NO. B–26A

–Y9H– (DRIVEWAY)

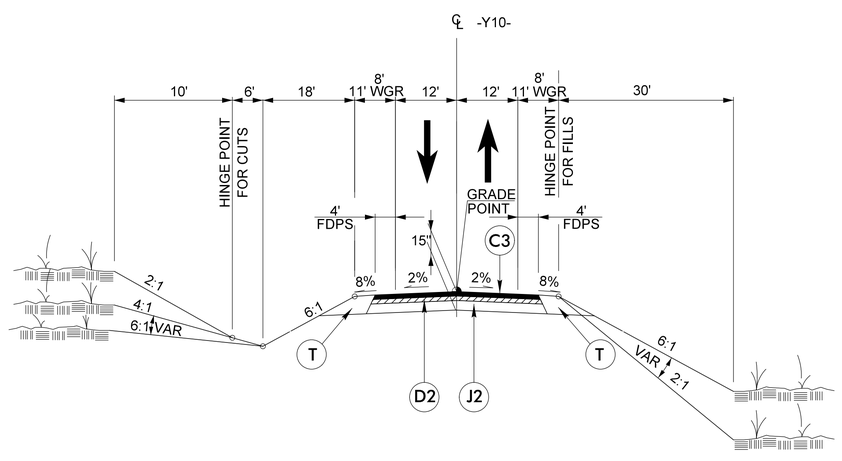
–Y9H– STA. 10+20 TO STA. 11+22.68



TYPICAL SECTION NO. B–27

–Y10– US 64 (DAVIE AVENUE)

–Y10– STA. 17+82.00 TO 21+20.00



TYPICAL SECTION NO. B–28

–Y10– US 64 (DAVIE AVENUE)

–Y10– STA. 21+20.00 TO BRIDGE STA. 25+77.48

2/8/2019
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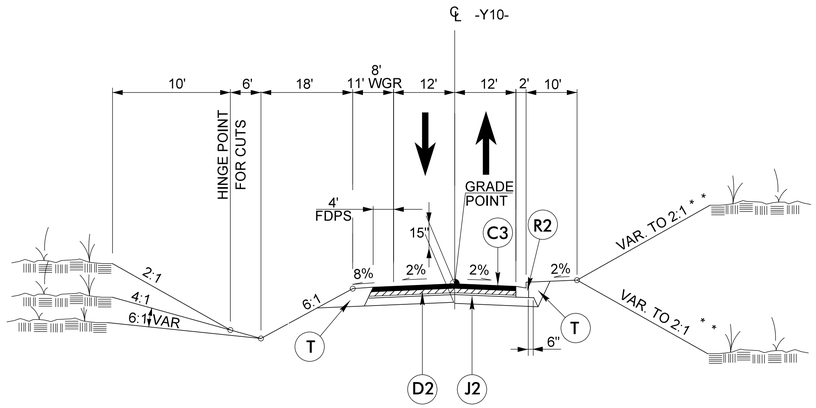
bvitosis

C3	3" S9.5B
D2	4" I19.0C
J2	8" ABC
M3	MILLING (3")
R2	2'-6" C & G
S	SIDEWALK
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING

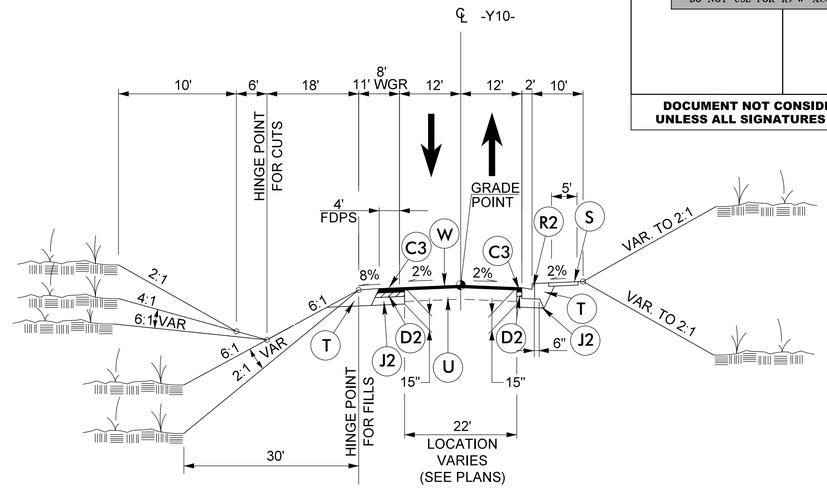


TYPICAL SECTION NO. B–29

–Y10– US 64 (DAVIE AVENUE)
–Y10– BRIDGE STA. 28+16.85 TO 31+50.00

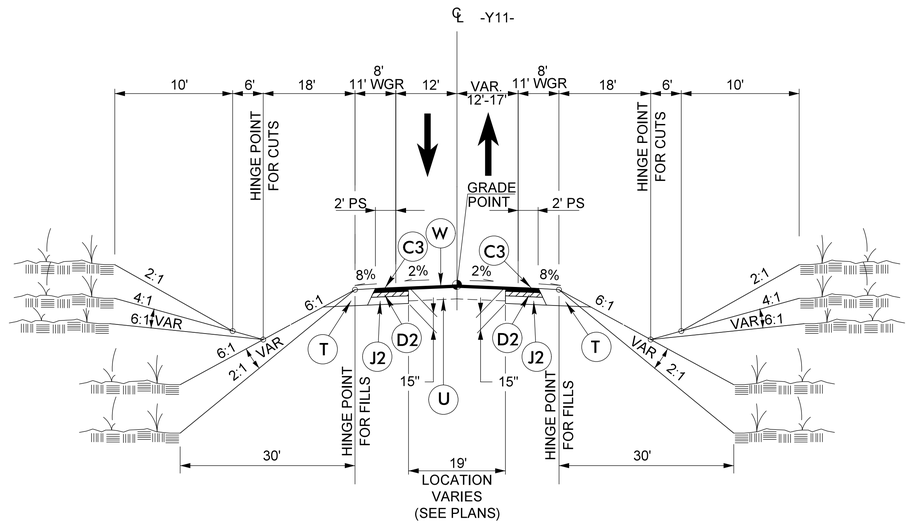
TYPICAL SECTION NO. B–30A

–Y10– US 64 (DAVIE AVENUE)
–Y10– STA. 33+97.20 TO 36+88.00



TYPICAL SECTION NO. B–30

–Y10– US 64 (DAVIE AVENUE)
–Y10– STA. 31+50.00 TO 33+97.20



TYPICAL SECTION NO. B–31

–Y11– SIMONTON ROAD
–Y11– STA. 19+00.00 TO 19+60.00

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-14
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

2/8/2019
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bwilson

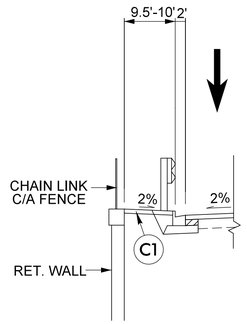
C3	3" S9.5B
D2	4" I19.0C
J1	6" ABC
J2	8" ABC
R2	2'-6" C & G
S	SIDEWALK
T	EARTH MATERIAL
U	EX PAVEMENT
W	WEDGING

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-15
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

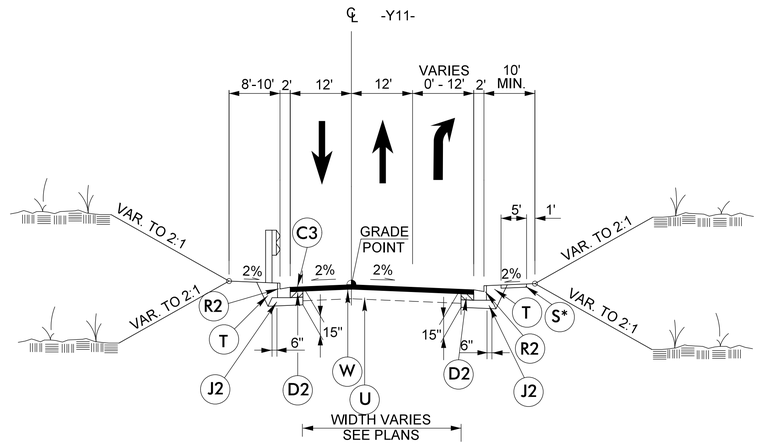
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



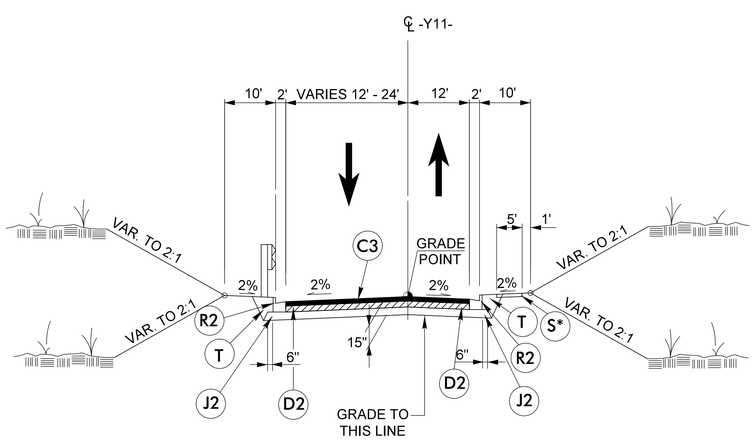
TYPICAL SECTION DETAIL NO. B–32

–Y11– SIMONTON ROAD
–Y11– STA. 20+31.18 TO 22+50.00



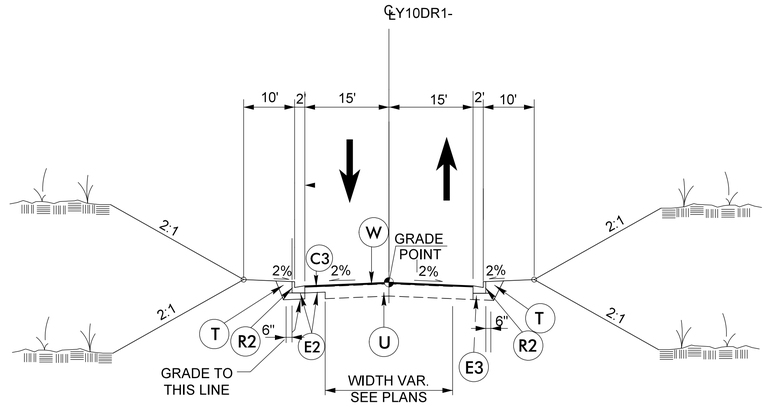
TYPICAL SECTION NO. B–32

–Y11– SIMONTON ROAD
–Y11– STA. 19+60.00 TO 31+50.00
*SIDEWALK LOCATION VARIES (SEE PLANS)



TYPICAL SECTION NO. B–33

–Y11– SIMONTON ROAD
–Y11– STA. 31+50.00 TO 33+13.85
*SIDEWALK LOCATION VARIES (SEE PLANS)



TYPICAL SECTION NO. B–34

–Y10DR1– DRIVEWAY
–Y10DR1– STA. 10+12.80 TO STA. 12+34.54

2/8/2019
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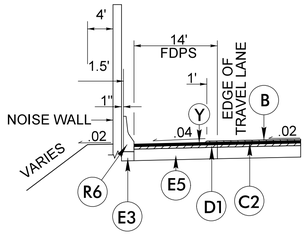
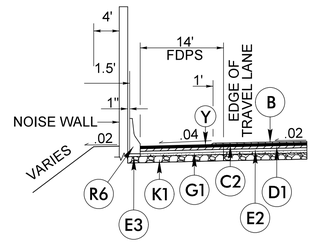
kwilcox

B	OGFC
C2	3" S9.5D
C3	3" S9.5B
D1	3" I19.0C
D2	4" I19.0C
D3	2½" I19.0C
E3	VAR. DEPTH B25.0C
E5	13.5" B25.0C
G1	8" CTB
J1	6" ABC
J3	VAR. DEPTH ABC
K1	12" TYPE 1
R4	SBG
R5	EXPY. GUTTER
R6	SINGLE FACED BARRIER
T	EARTH MATERIAL
Y	MILLED RUMBLE STRIPS



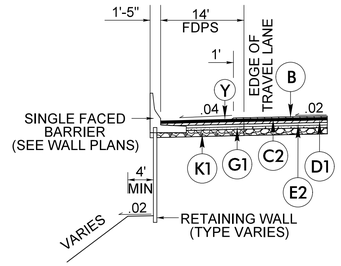
TYPICAL SECTION DETAIL NO. 1A
NOISE WALL W/BARRIER WALL

SEE PLANS FOR LOCATIONS ALONG:
–Y_S–



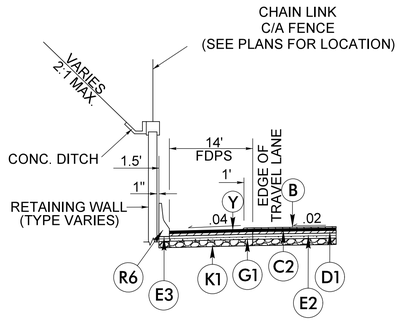
TYPICAL SECTION DETAIL NO. 1B
NOISE WALL W/BARRIER WALL

SEE PLANS FOR LOCATIONS ALONG:
–Y_S–



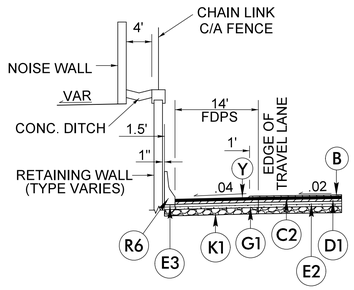
TYPICAL SECTION DETAIL NO. 2
RETAINING WALL AT FILL

SEE PLANS FOR LOCATIONS ALONG:
–Y_S–



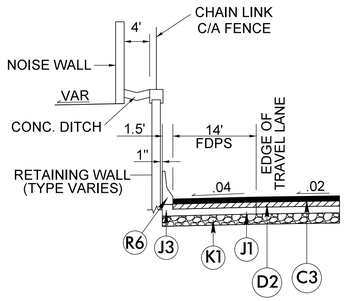
TYPICAL SECTION DETAIL NO. 3
RETAINING WALL IN CUT

SEE PLANS FOR LOCATIONS ALONG –Y_S–



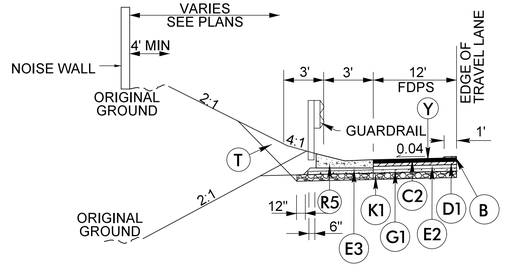
TYPICAL SECTION DETAIL NO. 4A
RETAINING WALL WITH NOISE WALL

SEE PLANS FOR LOCATIONS ALONG –Y_S–



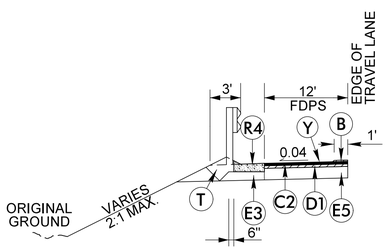
TYPICAL SECTION DETAIL NO. 4B
RETAINING WALL WITH NOISE WALL

SEE PLANS FOR LOCATIONS ALONG –Y9RPA–



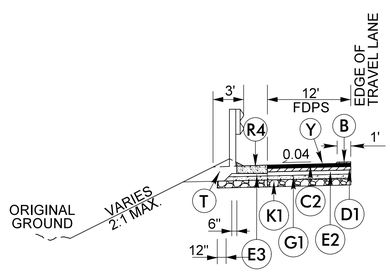
TYPICAL SECTION DETAIL NO. 5
EXPRESSWAY GUTTER W/GUARDRAIL

SEE PLANS FOR LOCATIONS ALONG:
–Y_S–



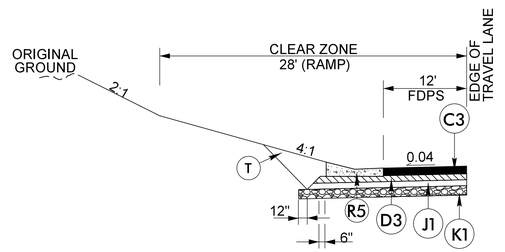
TYPICAL SECTION DETAIL NO. 6A
SHOULDER BERM GUTTER

SEE PLANS FOR LOCATIONS ALONG –Y_S–



TYPICAL SECTION DETAIL NO. 6B
SHOULDER BERM GUTTER

SEE PLANS FOR LOCATIONS ALONG –Y_S–



TYPICAL SECTION DETAIL NO. 7
EXPRESSWAY GUTTER W/O GUARDRAIL

SEE PLANS FOR LOCATIONS ALONG:
–Y9RPC–

WSP | LANE

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	2B-16
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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WISDOT

LANE WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	4
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

–L– SEE SHEET NO. 5

–MATCHLINE– STA. 21+50.00 –L–

THE ABSHER PARTNERSHIP

ARTS AND SCIENCE MUSEUM, INC.

THE S. J. HOLLAND, Jr. FAMILY LIMITED PARTNERSHIP

ABSHER PARK RD 32' BST

I-40 WB 37.5' BST

I-40 EB 39' BST

I-40 EB RAMP BST

WB RAMP BST

PROP CHL FENCE

TOE PROTECTION

BEG. SBG +00

10'X50' PSRM

CAT-1

SBG W/G.R.

RETAIN

RESET CABLE GUIDERAIL

RESET GUARDRAIL

GREU TL-3

BEGIN OVERLAY
–L– POT STA.18+77.41

END OVERLAY
BEGIN WIDENING
–L– POT STA.21+14.89

TIE TO EXIST.FENCE +77

BEGIN PROJECT TIP I-3819B
BEGIN CONSTRUCTION
BEGIN SEGMENT B
–L– POT 7+83.00

N 73°53'18.3" E

N 87°20'39" W 602.81'

N 87°20'36" W 363.50'

S 02°28'19" W 436.22'

SEE SHEET 33, 34 FOR –L–(LT) PROFILE

02/28/19
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Becker, JW

LANE WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	4
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

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

BEGIN PROJECT TIP I-3819B
BEGIN CONSTRUCTION
BEGIN SEGMENT B
–L– POT 7+83.00

BEGIN OVERLAY
–L– POT STA.18+77.41

END OVERLAY
BEGIN WIDENING
–L– POT STA.21+14.89

SEE SHEET 33, 34 FOR –L–(LT) PROFILE

THE ABSHER PARTNERSHIP

THE S. J. HOLLAND, Jr. FAMILY LIMITED PARTNERSHIP

ARTS AND SCIENCE MUSEUM, INC.

ABSHER PARK RD 32' BST

I-40 WB 37.5' BST

I-40 EB 39' BST

I-40 EB RAMP BST

WB RAMP BST

PROP CHL FENCE

EXISTING R/W

EXISTING 20' WATER LINE EASEMENT DEED BOOK 1459 PAGE 195

RESET CABLE GUIDERAIL

RESET GUARDRAIL

TOE PROTECTION

BEG. SBG +00

10'X50' PSRM

CAT-1

SBG W/G.R.

GREU TL-3

TIE TO EXIST.FENCE +77

N 73°53'18.3" E

02/28/19
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becker_jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	5
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

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

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

ARTS AND SCIENCE MUSEUM, INC.

CITY OF STATESVILLE

STATESVILLE CHRISTIAN SCHOOL, INC.

IREDELL PROPERTY GROUP, LLC

JOSEPHINE A. KAPP

SASHAY N. SMYTH

WILLIAM S. KERLEY, Jr.

CRYSTAL W. DRUM

BALL FIELD

BST PLAYGROUND

MUSEUM RD 22.5' BST

MUSEUM RD 23.5' BST

–L– TS Sta. 31+11.38

–L– SC Sta. 33+11.38

END GRADE
BEGIN WIDENING
–L– POT STA. 30+11.51

END SFB
CONNECT TO EXIST
+42.52 /64.2' LT

END NOISE WALL
+30.35

END SBG
BEG. SFB W/NOISE WALL
+30.36

BEG SBG
+99.65

END SBG
+50

BEGIN MED. BARRIER
+70.00

TIE TO EXIST. FENCE
+47

CL B RIP RAP
3.3 TONS 10 SY

CL B RIP RAP
2 TONS 7 SY

CL B RIP RAP
3 TONS 10 SY

TOE PROTECTION

140' PS TAPER RT MED. & LT MED.

400' LANE & SHIFT TAPER RT & LT

SFB W/NOISE WALL

SBG W/G.R.

PROP. GUARDRAIL

RESET CABLE GUIDERAIL

CONC. MED. BAR.

CONC SOUND BARRIER WALL

REMOVE

REMOVE 2GI

RETAIN

EXIST. TO REMAIN

IAU TL-3

CGAU

GREU TL-3

COLLAR

SWA

LCAN1

B-77

CAT-1

–L– (I-40)	
PIs Sta 32+44.72	PI Sta 38+68.72
Θs = 0° 28' 53.3"	Δ = 5° 21' 46.6" (RT)
Ls = 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

02/28/19
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becker jw

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	5
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

LANE | WSP

NC GRID | NAD 83

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

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

STATESVILLE CHRISTIAN SCHOOL, INC.

ARTS AND SCIENCE MUSEUM, INC.

CITY OF STATESVILLE

BALL FIELD

BST PLAYGROUND

IREDELL PROPERTY GROUP, LLC

JOSEPHINE A. KAPP

SASHAY N. SMYTH

WILLIAM S. KERLEY, Jr.

CRYSTAL W. DRUM

–L– TS Sta. 31+11.38

–L– SC Sta. 33+11.38

END GRADE
BEGIN WIDENING
–L– POT STA. 30+11.51

END SFB
CONNECT TO EXIST
42.52' /64.2' LT

END NOISE WALL
+30.35

END SBG
BEG. SFB W/NOISE WALL
+30.36

BEGIN MED. BARRIER
+70.00

BEG. SBG
+99.65

END SBG
+50

140' PS TAPER RT MED. & LT MED.

400' LANE & SHIFT TAPER RT & LT

TIE TO EXIST. FENCE
+47

SA

SWA

CL B RIP RAP
3 TONS /0 SY

CL B RIP RAP
2 TONS 7 SY

CL B RIP RAP
3 TONS 10 SY

TOE PROTECTION

SFB W/NOISE WALL

SBG W/G.R.

PROP. GUARDRAIL

RESET CABLE GUIDERAIL

CONC. MED. BAR.

CONC. SOUND BARRIER WALL

EXIST. TO REMAIN

RETAIN

REMOVE 2GI

REMOVE

IAU TL-3

CGAU

GREU TL-3

COLLAR

CAT-1

N 73°53'18.3" E

–L– (I-40)

Pls Sta 32+44.72
Θs = 0°28'53.3"
Ls = 200.00'
LT = 133.33'
ST = 66.67'

PI Sta 38+68.72
Δ = 5°21'46.6" (RT)
D = 0°28'53.3"
L = 1113.85'
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

02/28/19
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becker jw

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	6
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

-L- (I-40)		-Y1-
PI Sta 38+68.72	PIs Sta 44+91.90	PI Sta 25+18.43
△ = 5° 21' 46.6" (RT)	Θs = 0° 28' 53.3"	△ = 26° 07' 34.4" (RT)
D = 0° 28' 53.3"	Ls = 200.00'	D = 10° 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 MPH		

NC GRID + NAD 83

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

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

-Y1- PT Sta. 26+37.80

-Y1- PC Sta. 23+94.75

-L- POC Sta. 42+97.41 =
-Y1- POT Sta. 20+40.37

WESTERN AVENUE BAPTIST CHURCH

STATESVILLE CHRISTIAN SCHOOL, INC.

STATESVILLE CHRISTIAN SCHOOL

SCOTT JACKSON, Jr.

NC DEPARTMENT OF TRANSPORTATION

ROBERT W. ANDERSON

RICKY D. HIX

NANCY S. GOFORTH

FRANK CAUTHEN, Jr.

BEGIN EXPWY GUTTER +00

CL B RIP RAP 2 TONS 7 SY

END EXP. GUTTER BEGIN SFB (RT) +44.75

END SFB BEGIN EXPWY GUTTER +99.75

END EXPWY GUTTER BEGIN SFB +00

EXPWY GUTTER W/G.R.

CONC. MED. BAR.

CONC SOUND BARRIER WALL

REMOVE 2GI

REMOVE JB W/MH

REMOVE

RETAIN

EXIST. SOUND WALL TO REMAIN

-L- CS 44+25.23

-L- ST 46+25.23

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

02/28/19
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becker_jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	6
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

-L- (I-40)		-Y1-
PI Sta 38+68.72	PIs Sta 44+91.90	PI Sta 25+18.43
△ = 5° 21' 46.6" (RT)	Θs = 0° 28' 53.3"	△ = 26° 07' 34.4" (RT)
D = 0° 28' 53.3"	Ls = 200.00'	D = 10° 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 MPH		

-Y1- PT Sta. 26+37.80

-Y1- PC Sta. 23+94.75

-L- POC Sta. 42+97.41 =
-Y1- POT Sta. 20+40.37

-L- CS 44+25.23

-L- ST 46+25.23

WESTERN AVENUE BAPTIST CHURCH

STATESVILLE CHRISTIAN SCHOOL, INC.

SCOTT JACKSON, Jr.

NC DEPARTMENT OF TRANSPORTATION

ROBERT W. ANDERSON

RICKY D. HIX

NANCY S. GOFORTH

FRANK MATTHEW, JR

CONC. MED. BAR.

CONC SOUND BARRIER WALL

EXPWY GUTTER W/G.R.

EXPWY GUTTER

BEGIN EXPWY GUTTER +00

END EXP. GUTTER BEGIN SFB (RT) +44.75

END SFB BEGIN EXPWY GUTTER +99.75

END EXPWY GUTTER BEGIN SFB +00

300' TAPER RT

REMOVE 2GI

REMOVE JB W/MH

REMOVE

COLLAR

RETAIN

EXIST. SOUND WALL TO REMAIN

CL B RIP RAP 2 TONS 7 SY

15" CSP

15" RCP-III

18" RCP-III

2GI

B-77

25:1 (TYP.)

40+00

45+00

20+00

25+00

N 6°43'46.0"E

MUSEUM RD 23' BST

MUSEUM RD 25' BST

I-40 WB 52.5' BST

I-40 EB 38' BST

I-40 WB 64.5' CONC

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

-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

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	7
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

SEE SHEET 46 FOR –LCDEB– PROFILE
SEE SHEET 36 FOR –L_RT– PROFILE

NC GRID NAD 83

–MATCHLINE– STA. 49+50.00 –L– SEE SHEET NO. 6

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

STATESVILLE CHRISTIAN SCHOOL, INC.

2SROCKBUS

S + N ENTERPRISES OF STATESVILLE, LLC

THE HOWARD FAMILY INVESTMENTS #1, LLC

–LCDWB– PRC Sta. 14+45.83

–LCDWB– PT Sta. 18+91.67

–LCDWB– PC Sta. 10+00.00 = –L– POT Sta. 51+10.00 △(48' LT)

–LCDEB– PC Sta. 14+31.82

–LCDEB– POT Sta. 10+00.00 = –L– POT Sta. 56+50.00 (48' RT)
△ = 2°18' 00"

END GRADE
BEGIN WIDENING
–L– POT STA. 62+99.78

EXIST. TO REMAIN

EXIST. SOUND WALL TO REMAIN

WAA

CONC, MED. BAR.

REMOVE JB

REMOVE 2GI

COLLAR

CL B RIP RAP 2 TONS 7 SY

BEVERLY THOMPSON
MELVINA S. IJAMES

ROBERT L. KAUFFMAN
LINDA MORACK

DOMINIQUE FILS–AIME AND CLAIRE SEME

PARKER GRANDCHILDREN TRUST

GLENN CARROLL JORDAN, SR.

RANDY H. WILCOX

JOHN M. GREGORY

GRETCHEN M. FRIES

KEITH S. RAINWATER, ET. ALS.

DONALD E. S...

APRIL ...ERMAN, ET AL

BILLY H. DOBBINS

NANCY ELIZABETH HUNTER POWELL

MURRAY MAYER YOPP

JOHNATHAN M. TRAVIS

MURIEL KERLEY TRAVIS

ARTHUR OLAND

PHYLLIS ELDER STEWART

–LCDEB– EB COLLECTOR–DISTRIBUTOR	–LCDWB– WB COLLECTOR–DISTRIBUTOR	
PI Sta 15+98.03	PI Sta 12+22.97	PI Sta 16+68.80
△ = 2°18' 00.0" (LT)	△ = 3° 05' 06.3" (LT)	△ = 3° 05' 06.3" (RT)
D = 0° 41' 31.1"	D = 0° 41' 31.1"	D = 0° 41' 31.1"
L = 332.38'	L = 445.83'	L = 445.83'
T = 166.21'	T = 222.97'	T = 222.97'
R = 8,280.00'	R = 8,280.00'	R = 8,280.00'
SE = NC	SE = NC	SE = NC
DS = 50 MPH	DS = 50 MPH	DS = 50 MPH

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	7
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

SEE SHEET 46 FOR -LCDEB- PROFILE
SEE SHEET 36 FOR -L RT- PROFILE

NC GRID NAD 83

-MATCHLINE- STA. 49+50.00 -L- SEE SHEET NO. 6

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

STATESVILLE CHRISTIAN SCHOOL, INC.

S + N ENTERPRISES OF STATESVILLE, LLC

THE HOWARD FAMILY INVESTMENTS #1, LLC

-LCDWB- PRC Sta. 14+45.83

-LCDWB- PT Sta. 18+91.67

-LCDWB- PC Sta. 10+00.00 = -L- POT Sta. 51+10.00 (48' LT)

-LCDWB-

-L-

-LCDEB-

-LCDEB- PC Sta. 14+31.82

END GRADE
BEGIN WIDENING
-L- POT STA. 62+99.78

-LCDEB- POT Sta. 10+00.00 = -L- POT Sta. 56+50.00 (48' RT)
△ = 2° 18' 00"

CL B RIP RAP
2 TONS 7 SY

WAA

EXIST. TO REMAIN

EXIST. SOUND WALL TO REMAIN

RETAIN

REMOVE JB

REMOVE 2GI

COLLAR

-LCDEB- EB COLLECTOR-DISTRIBUTOR	-LCDWB- WB COLLECTOR-DISTRIBUTOR	PI Sta 16+68.80
PI Sta 15+98.03	PI Sta 12+22.97	△ = 3° 05' 06.3" (RT)
△ = 2° 18' 00.0" (LT)	△ = 3° 05' 06.3" (LT)	D = 0° 41' 31.1"
D = 0° 41' 31.1"	D = 0° 41' 31.1"	L = 445.83'
L = 332.38'	L = 445.83'	T = 222.97'
T = 166.21'	T = 222.97'	R = 8,280.00'
R = 8,280.00'	R = 8,280.00'	SE = NC
SE = NC	SE = NC	DS = 50 MPH
DS = 50 MPH	DS = 50 MPH	

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	8
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. 63 + 50.00 –L– SEE SHEET NO. 7

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

NC GRID NAD 83

DAWN PROPERTIES, LLC

JP HOSPITALITY, LLC

CITY OF STATESVILLE BOARD OF EDUCATION

2014 1 IH BORROWER, LP

MARLENE B. HAITHCOX AND PAMELA H. STONE

BRANDON C. CARR, II

NORTHVIEW PROFESSIONAL PARK CONDOMINIUMS

CAROLINA ASSET MANAGERS, LLC

N.C. DEPARTMENT OF TRANSPORTATION

DONALD HENRY DEGRAVE

LARRY J. SNODDY

OSCAR SUAREZ DIAZ AND DIANA VANESSA ORTIZ VILLAMIL

WILLIAM L. BO

-LCDWB- PRC Sta. 34+76.00

-LCDWB- PC Sta. 26+90.31

-LCDWB- PT Sta. 17+64.20

-LCDEB- PC Sta. 21+50.32

-LCDEB- POT Sta. 10+00.00=
-LCDEB- POC Sta. 23+00.00 (24' RT)
Δ = 2° 18'

-Y4RPC- PC Sta. 11+95.36

-Y4RPC- PT Sta. 14+10.34

-LCDEB- PRC Sta. 29+29.38

END GRADE
-Y4RPC- ST A 18+04.48

-L- PC 67+99.88

-L- PRC Sta. 75+82.25

BEGIN PROP. CONC. BARRIER (MED.) +13.76

BEG. MED. BARRIER +05.35

END SFBCONNECT TO EXIST. +50

EXIST. SOUND WALL AND RETAINING WALL TO REMAIN

EXIST. BARRIER TO REMAIN

EXIST. TO REMAIN

CONC. MED. BAR.

PROP. SFB

CONC SOUND BARRIER WALL

CONC RETAINER WALL

I-40 WB RAMP CONC VARIES

I-40 EB CONC VARIES

N 80°12' 51.5" E

N 83° 01' 15.4" E

N 69°01'55" W 378.96'

N 10°00'54" W 443.98'

370.43'

253.24'

-L- (I-40)
PI Sta 7I+9I.I4
Δ = 2° 38' I2.7" (RT)
D = 0° 20' I3.3"
L = 782.37'
T = 39I.26'
R = I7,000.00'
SE = NC
DS = 60 MPH

-LCDWB- WB COLLECTOR-DISTRIBUTOR

PI Sta 30+83.22	PI Sta 38+65.60
Δ = 2° 38' I2.7" (RT)	Δ = 2° 38' I2.7" (LT)
D = 0° 20' 08.2"	D = 0° 20' I8.5"
L = 785.69'	L = 779.06'
T = 392.9I'	T = 389.60'
R = I7,072.00'	R = I6,928.00'
SE = NC	SE = NC
DS = 50 MPH	DS = 50 MPH

-LCDEB- EB COLLECTOR-DISTRIBUTOR

PI Sta I5+98.03	PI Sta 25+39.92	PI Sta 33+22.29
Δ = 2° I8' 00.0" (LT)	Δ = 2° 38' I2.7" (RT)	Δ = 2° 38' I2.7" (LT)
D = 0° 4I' 3I.I"	D = 0° 20' I8.5"	D = 0° 20' 08.2"
L = 332.38'	L = 779.06'	L = 785.69'
T = I66.2I'	T = 389.60'	T = 392.9I'
R = 8,280.00'	R = I6,928.00'	R = I7,072.00'
SE = NC	SE = NC	SE = NC
DS = 50 MPH	DS = 50 MPH	DS = 50 MPH

-Y4RPC- RAMP C
PI Sta I3+02.86
Δ = 2° 03' I0.3" (RT)
D = 0° 57' I7.7"
L = 2I4.98'
T = I07.50'
R = 6,000.00'
SE = RC
DS = 60 MPH

SEE SHEET 46 FOR –LCDEB– PROFILE
SEE SHEET 86 FOR –Y4RPC– PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	8
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. 63+50.00 –L– SEE SHEET NO. 7

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

NC GRID NAD 83

DAWN PROPERTIES, LLC

JP HOSPITALITY, LLC

CITY OF STATESVILLE BOARD OF EDUCATION

EXIST. SOUND WALL AND RETAINING WALL TO REMAIN

CITY OF STATESVILLE BOARD OF EDUCATION/ END SFBCONNECT TO EXIST. +50

MARLENE B. HAITHCOX AND PAMELA H. STONE

NORTHVIEW PROFESSIONAL PARK CONDOMINIUMS

CAROLINA ASSET MANAGERS, LLC

N.C. DEPARTMENT OF TRANSPORTATION

2014 1 IH BORROWER, LP

DONALD HENRY DEGRAVE

LARRY J. SNODDY

OSCAR SUAREZ DIAZ AND DIANA VANESSA ORTIZ VILLAMIL

WILLIAM L. BO

-LCDWB- PC Sta. 26+90.31

-LCDWB- PRC Sta. 34+76.00

-L- PC 67+99.88

-L- PRC Sta. 75+82.25

-LCDEB- PT Sta. 17+64.20

-LCDEB- PC Sta. 21+50.32

-LCDEB- PRC Sta. 29+29.38

-Y4RPC- POT Sta. 10+00.00=
-LCDEB- POC Sta. 23+00.00 (24' RT)
Δ = 2°18'

-Y4RPC- PC Sta. 11+95.36

-Y4RPC- PT Sta. 14+10.34

-Y4RPC- ST A.18+04.48

END GRADE

BEGIN PROP. CONC. BARRIER (MED.) +13.76

BEG. MED. BAR. +05.35

EXIST. TO REMAIN

CONC. MED. BAR.

PROP. SFB

EXIST. BARRIER TO REMAIN

-L- (I-40)	-LCDWB- WB COLLECTOR-DISTRIBUTOR		-LCDEB- EB COLLECTOR-DISTRIBUTOR			-Y4RPC- RAMP C
PI Sta 71+91.14	PI Sta 30+83.22	PI Sta 38+65.60	PI Sta 15+98.03	PI Sta 25+39.92	PI Sta 33+22.29	PI Sta 13+02.86
Δ = 2°38'12.7" (RT)	Δ = 2°38'12.7" (RT)	Δ = 2°38'12.7" (LT)	Δ = 2°18'00.0" (LT)	Δ = 2°38'12.7" (RT)	Δ = 2°38'12.7" (LT)	Δ = 2°03'10.3" (RT)
D = 0°20'13.3"	D = 0°20'08.2"	D = 0°20'18.5"	D = 0°41'31.1"	D = 0°20'18.5"	D = 0°20'08.2"	D = 0°57'17.7"
L = 782.37'	L = 785.69'	L = 779.06'	L = 332.38'	L = 779.06'	L = 785.69'	L = 214.98'
T = 391.26'	T = 392.91'	T = 389.60'	T = 166.21'	T = 389.60'	T = 392.91'	T = 107.50'
R = 17,000.00'	R = 17,072.00'	R = 16,928.00'	R = 8,280.00'	R = 16,928.00'	R = 17,072.00'	R = 6,000.00'
SE = NC	SE = NC	SE = NC	SE = NC	SE = NC	SE = NC	SE = RC
DS = 60 MPH	DS = 50 MPH	DS = 50 MPH	DS = 50 MPH	DS = 50 MPH	DS = 50 MPH	DS = 50 MPH

SEE SHEET 46 FOR –LCDEB– PROFILE
SEE SHEET 86 FOR –Y4RPC– PROFILE

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	9
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

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

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

SEE SHEET 46, 47 FOR –LCDEB– PROFILE
SEE SHEET 66 FOR –YRPCA– PROFILE
SEE SHEET 86 FOR –Y4RPD– PROFILE

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

–LCDWB– PT Sta. 42+55.06

END WIDENING (EB/WB I-40)
–L– PT Sta. 83+64.63
–L– POT STA. 84+86.64

–LCDEB– PT Sta. 37+15.06
END RECONSTRUCTION
–LCDEB– POT STA. 36+16.78

–Y4RPC–

–Y4– POT Sta. 24+89.34 =
–Y4RPC– POT Sta. 26+04.97

–L– POT STA. 86+06.00 =
–Y4– POT STA. 26+83.44

–Y4– POT Sta. 25+01.84 =
–Y4RPD– POT Sta. 24+59.26

–Y4RPD– PT Sta. 23+07.79

–Y4RPD– PC Sta. 19+48.70

–L– I-40	–LCDEB– EB COLLECTOR-DISTRIBUTOR	–LCDWB– WB COLLECTOR-DISTRIBUTOR	–Y4RPD– RAMP D
PI Sta 71+91.14	PI Sta 33+22.29	PI Sta 38+65.60	PI Sta 21+28.55
Δ = 2° 38' 12.7" (RT)	Δ = 2° 38' 12.7" (LT)	Δ = 2° 38' 12.7" (LT)	Δ = 8° 11' 49.6" (RT)
D = 0° 20' 13.3"	D = 0° 20' 08.2"	D = 0° 20' 18.5"	D = 2° 16' 57.1"
L = 782.37'	L = 785.69'	L = 779.06'	L = 359.10'
T = 391.26'	T = 392.91'	T = 389.60'	T = 179.86'
R = 17,000.00'	R = 17,072.00'	R = 16,928.00'	R = 2,510.00'
SE = NC	SE = NC	SE = NC	SE = 04
DS = 60 MPH	DS = 50 MPH	DS = 50 MPH	DS = 50 MPH
PI Sta 79+73.51			
Δ = 2° 38' 12.7" (LT)			
D = 0° 20' 13.3"			
L = 782.37'			
T = 391.26'			
R = 17,000.00'			
SE = NC			
DS = 60 MPH			

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	9
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

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

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

SEE SHEET 46, 47 FOR –LCDEB– PROFILE
SEE SHEET 66 FOR –YRPCA– PROFILE
SEE SHEET 86 FOR –Y4RPD– PROFILE

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

DANIEL DWIGHT BELLINGHAM and wife, SUSAN D. BELLINGHAM

WEST & FINCH CORPORATION

W.W.M.D. PROPERTIES

GEORGE C. CHAMBERS, JR. ETAL

WANG FAMILY TRUST, U.D.T.

GAYATRIMA HOSPITALITY, LLC

SAM McCALL FAMILY LIMITED PARTNERSHIP

ROBERT D. [illegible]

INGLES STATESVILLE EXCHANGE

HERON POINT, LLC

OLD SAGE PARTNERS, LLC

SULLIVAN ROAD

–LCDWB– PT Sta. 42+55.06

–LCDEB– PT Sta. 37+15.06

END WIDENING (EB/WB I-40)
–L– POT STA.84+86.64
–L– PT Sta. 83+64.63

END RECONSTRUCTION
–LCDEB– POT STA.88+16.78

–L– POT STA.86+06.00 =
–Y4– POT STA.26+83.44

–Y4– POT Sta. 25+01.84 =
–Y4RPD– POT Sta. 24+59.26

–Y4– POT Sta. 24+39.34 =
–Y4RPC– POT Sta. 26+04.97

–Y4RPD– PT Sta. 23+07.79

–Y4RPD– PC Sta. 19+48.70

–L–	I-40
PI Sta 71+91.14	PI Sta 79+73.51
Δ = 2° 38' 12.7" (RT)	Δ = 2° 38' 12.7" (LT)
D = 0° 20' 13.3"	D = 0° 20' 13.3"
L = 782.37'	L = 782.37'
T = 391.26'	T = 391.26'
R = 17,000.00'	R = 17,000.00'
SE = NC	SE = NC
DS = 60 MPH	DS = 60 MPH

–LCDEB– EB COLLECTOR-DISTRIBUTOR	–LCDWB– WB COLLECTOR-DISTRIBUTOR	–Y4RPD– RAMP D
PI Sta 33+22.29	PI Sta 38+65.60	PI Sta 21+28.55
Δ = 2° 38' 12.7" (LT)	Δ = 2° 38' 12.7" (LT)	Δ = 8° 11' 49.6" (RT)
D = 0° 20' 08.2"	D = 0° 20' 18.5"	D = 2° 16' 57.7"
L = 785.69'	L = 779.06'	L = 359.10'
T = 392.91'	T = 389.60'	T = 179.86'
R = 17,072.00'	R = 16,928.00'	R = 2,510.00'
SE = NC	SE = NC	SE = 04
DS = 50 MPH	DS = 50 MPH	DS = 50 MPH

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	9A
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

SEE SHEET 46, 47 FOR –LCDEB– PROFILE
SEE SHEET 66 FOR –YRPCA– PROFILE
SEE SHEET 86 FOR –Y4RPD– PROFILE

NC GRID NAD 83

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

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

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
Δ = 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

–YRPCA– POT Sta. 9+96.57=
–LCDEB– POT Sta. 58+91.05 (24' RT)
Δ = 3° 57' 00"

CENTRO NP HOLDINGS 1 SPE, LLC
ARC CAFEHLD001, LLC
KINGOTT, LLC
CRACKER BARREL OLD COUNTRY STORE, INC.
CMAC PROPERTIES 208, LLC
R&M PROPERTIES
CITY OF STATESVILLE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
INGLES STATESVILLE EXCHANGE

SR 2187 GLENWAY DR BST VARIES
FREE NANCY AVE 40' BST
I-40 WB 59.5' CONC
I-40 EB BST VAR
I-40 WB 40' CONC
I-40 EB 28' CONC
I-40 WB 59.5' BST

-LCDWB-
-L-
-LCDEB-
-Y4RPD-
-YRPCA-

N 80°12' 51.5"E
N 80°10'30" E
S 73° 50' 00.1" W

CL B RIP RAP
2 TONS / SYD RECONSTRUCTION
-Y4RPD- STA.16+12.17

SPECIAL 5' BASE DITCH W/BERM & PSRM

PROP. GUARDRAIL
Conv. 2GI To SLAB JB
CONC. MED. BAR.
SAWCUT
EXIST. TO REMAIN
RETAIN

02/28/19
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becker, jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	9A
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

SEE SHEET 46, 47 FOR –LCDEB– PROFILE
SEE SHEET 66 FOR –YRPCA– PROFILE
SEE SHEET 86 FOR –Y4RPD– PROFILE

NC GRID | NAD 83

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

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

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

TONS END RECONSTRUCTION
–Y4RPD– STA.16+12.17

–Y4RPD– PC Sta. 10+00.00=
–LCDEB– POT Sta. 53+59.37 (24' RT)

–Y4RPD– RAMP D
PI Sta 13+34.45
Δ = 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

–YRPCA– POT Sta. 9+96.57=
–LCDEB– POT Sta. 58+91.05 (24' RT)
Δ = 3° 57' 00"

CRACKER BARREL OLD COUNTRY STORE, INC.
CENTRO NP HOLDINGS 1 SPE, LLC
ARC CAFEHL0001, LLC
KINGOTT, LLC
NC UNIQUE PROPERTIES LIMITED PARTNERSHIP
CMAC PROPERTIES 208, LLC
R&M PROPERTIES
CITY OF STATESVILLE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DUKE ENERGY 68' R/W
INGLES STATESVILLE EXCHANGE

SR 2187 GLENWAY DR BST VARIES
I-40 WB 59.5' BST
I-40 EB 28' CONC
I-40 WB 40' CONC
CONC. MED. BAR.
SAWCUT
EXIST. TO REMAIN
PROP. GUARDRAIL
SPECIAL 5' BASE DITCH W/BERM & PSRM
Conv. 2GI To SLAB JB
CL B RIP RAP
SBG W/G.R
BEG. SBG
PROP CHL FENCE
FREE NANCY AVE 40' BST

02/28/19
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becker_jw

PROJECT REFERENCE NO.	SHEET NO.
I-5818D	10
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

-MATCHLINE- STA. 57+00.00 -YRPBD- SEE SHEET NO. 23

-MATCHLINE- STA. 247+00 -Y_RT- SEE SHEET NO. 23

-MATCHLINE- STA. 106+50.00 -L- SEE SHEET NO. 9

-MATCHLINE- STA. 135+50.00 -L- SEE SHEET NO. 11

-MATCHLINE- STA. 31+50.00 -YRPCA- STA. 19+00.00 -YRPC- SEE SHEET NO. 22

-MATCHLINE- STA. 235+00 -Y_RT- SEE SHEET NO. 22

-YRPBD-

PI Sta 334+86.61 Δ = 8° 29' 43.8" (LT) D = 1° 54' 35.5" L = 444.82' T = 222.82' R = 3,000.00' SE = 05 DS = 60 MPH	PIs Sta 337+98.63 Gs = 2° 34' 41.9" Ls = 270.00' LT = 180.02' ST = 90.02'	PIs Sta 344+90.12 Gs = 2° 57' 48.9" Ls = 240.00' LT = 160.02' ST = 80.02'	PI Sta 346+17.10 Δ = 2° 19' 17.0" (RT) D = 2° 58' 03" L = 94.00' T = 47.00' R = 2,320.00' SE = 06 DS = 60 MPH	PIs Sta 347+44.11 Gs = 2° 57' 48.9" Ls = 240.00' LT = 160.02' ST = 80.02'	PI Sta 558+84.78 Δ = 18° 48' 35.0" (LT) D = 6° 52' 41.7" L = 2,643.26' T = 1,327.40.68' R = 833.00' SE = 08 DS = 50 MPH	PIs Sta 58+35.20 Gs = 4° 57' 08.4" Ls = 144.00' LT = 96.04' ST = 48.03'

-Y_LT-

PI Sta 235+92.32 Δ = 107° 09' 59.7" (LT) D = 1° 54' 35.5" L = 525.34' T = 353.34' R = 3,000.00' SE = 05 DS = 60 MPH	PIs Sta 239+20.99 Gs = 1° 54' 35.5" Ls = 200.00' LT = 133.34' ST = 66.67'	PIs Sta 246+30.11 Gs = 2° 57' 03.1' Ls = 240.00' LT = 160.02' ST = 80.02'	PI Sta 247+61.90 Δ = 2° 32' 51.6" (RT) D = 2° 27' 32.6" L = 103.60' T = 51.81' R = 2,330.00' SE = 06 DS = 60 MPH	PI Sta 30+68.10 Gs = 5° 34' 38.9' Ls = 220.00' LT = 146.74' ST = 73.40'	PI Sta 34+24.03 Δ = 28° 05' 21.2" (RT) D = 5° 04' 13.5" L = 553.98' T = 282.68' R = 1,130.00' DS = 50 MPH SE = EXIST.(.026)	PIs Sta 37+66.24 Gs = 0° 20' 18.7' Ls = 200.00' LT = 129.22' ST = 70.90'

-YLPC-

PIs Sta 11+98.97 Gs = 15° 48' 20.6" Ls = 160.00' LT = 107.09' ST = 53.72'	PIs Sta 24+80.71 Gs = 15° 48' 20.6" Ls = 160.00' LT = 107.09' ST = 53.72'	PI Sta 18+44.08 Δ = 2° 52' 01" 52.4" (RT) D = 19° 45' 25.8" L = 175.71' T = 592.21' R = 290.00'

-L-

PI Sta 113+91.69 Δ = 2° 38' 12.7" (LT) D = 1° 20' 13.3" L = 782.37' T = 391.26' R = 17,000.00' SE = NC DS = 65 MPH	PI Sta 121+74.06 Δ = 2° 38' 12.7" (RT) D = 1° 20' 13.3" L = 785.37' T = 392.76' R = 17,000.00' SE = NC DS = 60 MPH	PI Sta 72+80.46 Δ = 2° 38' 12.7" (LT) D = 1° 20' 18.5" L = 779.06' T = 389.60' R = 16,928.00' SE = NC DS = 50 MPH	PI Sta 81+25.20 Δ = 5° 08' 12.7" (RT) D = 2° 42' 01.8" L = 731.59' T = 366.04' R = 8,160.00' SE = NC DS = 50 MPH	PI Sta 12+64.33 Δ = 35° 12' 39.2" (RT) D = 5° 52' 41.7" L = 510.95' T = 264.33' R = 813.00' SE = 06 DS = 50 MPH	PIs Sta 15+59.95 Gs = 4° 57' 08.4" Ls = 144.00' LT = 96.04' ST = 48.03'

-LCDMB-

PI Sta 67+43.78 Δ = 2° 38' 12.7" (LT) D = 1° 20' 08.2" L = 785.69' R = 17,017.00' SE = NC DS = 60 MPH	PI Sta 75+26.15 Δ = 2° 38' 12.7" (RT) D = 1° 20' 18.5" L = 779.06' T = 389.60' R = 16,928.00' SE = NC DS = 60 MPH	PI Sta 58+74.99 Δ = 66° 25' 03.4" (LT) D = 6° 52' 41.7" L = 1,692.08' T = 1,344.06' R = 833.00' SE = 06 DS = 50 MPH	PI Sta 30+68.10 Gs = 5° 34' 38.9' Ls = 220.00' LT = 146.74' ST = 73.40'	PI Sta 25+49.52 Δ = 39° 12' 30.4" (RT) D = 4° 58' 56" L = 786.98' T = 409.59' R = 1,150.00' SE = 06 DS = 50 MPH	PIs Sta 29+74.91 Gs = 3° 35' 14.2' Ls = 144.00' LT = 96.02' ST = 48.02'

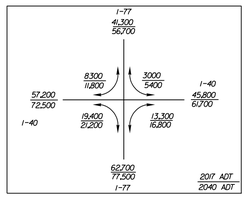
-YRPC-

PI Sta 12+64.33 Δ = 35° 12' 39.2" (RT) D = 5° 52' 41.7" L = 510.95' T = 264.33' R = 813.00' SE = 06 DS = 50 MPH	PIs Sta 15+59.95 Gs = 4° 57' 08.4" Ls = 144.00' LT = 96.04' ST = 48.03'	PI Sta 25+49.52 Δ = 39° 12' 30.4" (RT) D = 4° 58' 56" L = 786.98' T = 409.59' R = 1,150.00' SE = 06 DS = 50 MPH	PIs Sta 29+74.91 Gs = 3° 35' 14.2' Ls = 144.00' LT = 96.02' ST = 48.02'	PIs Sta 31+66.93 Gs = 4° 57' 08.4" Ls = 144.00' LT = 96.04' ST = 48.03'

-YRPB-

PI Sta 30+68.10 Gs = 5° 34' 38.9' Ls = 220.00' LT = 146.74' ST = 73.40'	PI Sta 34+24.03 Δ = 28° 05' 21.2" (RT) D = 5° 04' 13.5" L = 553.98' T = 282.68' R = 1,130.00' DS = 50 MPH SE = EXIST.(.026)	PIs Sta 37+66.24 Gs = 0° 20' 18.7' Ls = 200.00' LT = 129.22' ST = 70.90'

SEE SHEET 37, 38 FOR -L_LT- PROFILE
SEE SHEET 37, 38 FOR -L_RT- PROFILE
SEE SHEET 39 FOR -L_WB- PROFILE
SEE SHEET 39 FOR -L_EB- PROFILE
SEE SHEET 47, 48 FOR -LCDEB- PROFILE
SEE SHEET 56, 57 FOR -Y_LT- PROFILE
SEE SHEET 56, 57 FOR -Y_RT- PROFILE
SEE SHEET 62 FOR -YRPAC- PROFILE
SEE SHEET 63 FOR -YRPC- PROFILE
SEE SHEET 66 FOR -YRPCA- PROFILE
SEE SHEET 72 FOR -YRPDB- PROFILE
SEE SHEET 73 FOR -YLPC- PROFILE



LOCATION: I-77 INTERCHANGE AT SR 12 (IREDELL ST.)	
TIP NO. I-5818A	COUNTY: IREDELL
DESIGNED BY: E. SECKINGER	
CHECKED BY: D. GOURLEY	DATE: 10-16-2018

GRAPHIC SCALE
50 25 0 50 100
PLANS

02/28/19
C:\Projects\I-5818A\roadway\plans\sheets\I-5818A_hyd_pshts_LOCSD-135SD.dgn

PROJECT REFERENCE NO.	SHEET NO.
I-5818B	10
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

-MATCHLINE- STA. 57+00.00 -YRPBD- SEE SHEET NO. 23

-MATCHLINE- STA. 247+00 -Y_RT- SEE SHEET NO. 23

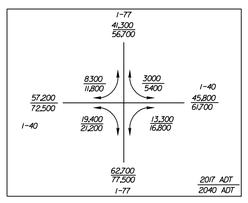
-MATCHLINE- STA. 106+50.00 -L- SEE SHEET NO. 9

-MATCHLINE- STA. 135+50.00 -L- SEE SHEET NO. 11

-MATCHLINE- STA. 235+00 -Y_RT- SEE SHEET NO. 22

-MATCHLINE- STA. 31+50.00 -YRPCA- STA. 19+50.00 -YRPC- SEE SHEET NO. 22

SEE SHEET 37, 38 FOR =L_LT= PROFILE
SEE SHEET 37, 38 FOR =Y_RT= PROFILE
SEE SHEET 39 FOR =L_WB= PROFILE
SEE SHEET 39 FOR =L_EB= PROFILE
SEE SHEET 47, 48 FOR -LCDEB- PROFILE
SEE SHEET 54, 57 FOR =Y_LT= PROFILE
SEE SHEET 56, 57, FOR =Y_RT= PROFILE
SEE SHEET 60 FOR =YRPCA= PROFILE
SEE SHEET 65 FOR =YRPC_ PROFILE
SEE SHEET 66 FOR =YRPCB= PROFILE
SEE SHEET 73 FOR =YRPDB= PROFILE
SEE SHEET 73 FOR =YLPC= PROFILE



LOCATION: I-77 INTERCHANGE AT SR 12 (BROAD ST.)	
TIP NO.: I-5818A	COUNTY: BEDDELL
DESIGNED BY: E. SECKINGER	
CHECKED BY: D. GOURLEY	DATE: 10-16-2018

GRAPHIC SCALE
50 25 0 50 100
PLANS

0:/25/19
C:\Users\dgourley\Desktop\I-5818A_Hyd_sshts\I-5818A_Hyd_sshts_LOC50-1550.dgn

PROJECT REFERENCE NO.	SHEET NO.
1-38190	11
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

–MATCHLINE– SEE SHEET NO. 23

–MATCHLINE– STA. 44+50.00 –YRPDB– STA. 57+45.00 –YRPCA– SEE SHEET NO. 23

–MATCHLINE– STA. 17+50.00 –YRPA– SEE SHEET NO. 23

–L– SEE SHEET NO. 10

–MATCHLINE– STA. 135+50.00

–L– SEE SHEET NO. 12

–MATCHLINE– STA. 164+50.00

–MATCHLINE– SEE SHEET NO. 22

PERMANENT MITIGATION AREA

WK

SL

WL

SK

WAN

WJ

–YRPA– TS Sta. 10+92.64

–YRPA– SC Sta. 12+36.64

–YRPA– POT Sta. 14+00.00
–YRPAC– POT Sta. 31+11.03 (12" RP)
–L– POT 14+11.42

–YRPA– ST Sta. 16+38.47

–YRPAC– POT STA. 21+50.00

–YRPAC– PT Sta. 26+92.69

–YRPAC– PRC Sta. 18+25.33

–YRPAC– ST Sta. 38+78.13

–YRPAC– POS STA. 38+90.26

–YRPAC– CS Sta. 37+34.13

–YRPAC– POS STA. 38+50.00

–YRPAC– CS Sta. 54+18.06

–YRPAC– TS Sta. 34+88.74

–YRPAC– SC Sta. 36+32.74

–YRPAC– ST Sta. 56+25.66

–YRPAC– PCC Sta. 46+04.12

–YRPDB– SC Sta. 31+43.91

–YRPD– PT Sta. 25+76.08

–YRPD– SC Sta. 28+79.08

–YRPD– CS Sta. 30+72.40

–YRPD– PCC Sta. 38+00.72

–YRPD– ST Sta. 40+09.53

–YRPD– CS Sta. 38+89.53

–YRPD– SC Sta. 32+16.40

–YRPD– PCC Sta. 35+34.25

–YRPD– ST Sta. 37+68.40

–YRPD– PT Sta. 39+29.54

–LCDEB– PI Sta. 94+30.47

–LCDEB– PI Sta. 99+10.51

–LCDEB– POT 101+66.15

–LCDEB– POT 101+99.98

–LCDEB– POT 103+55.44

–LCDEB– POT 103+24.09

–L– POT 145+60.01

–L– POT 146+15.60

–L– POT 150+16.30

–L– POT 150+60.93

–L– POT 140+38.97

–L– POT 140+63.19

–L– POT 140+80.04

–L– POT 140+62.65

–L– POT 140+38.04

–L– PI Sta. 138+90.04

–L– PI Sta. 139+90.54

–L– POT 139+24.47

–L– POT 139+24.47

–L– POT 92+46.27

–L– PI Sta. 92+40.47

–L– POT 94+14.80

–L– POT 94+30.47

–L– POT 99+10.51

–L– POT 101+66.15

–L– POT 101+99.98

–L– POT 103+24.09

–L– POT 103+55.44

–L– POT 145+60.01

–L– POT 146+15.60

–L– POT 150+16.30

–L– POT 150+60.93

–L– PI Sta. 140+80.04

–L– PI Sta. 138+90.04

–L– PI Sta. 92+40.47

–L– POT 92+46.27

–L– POT 139+24.47

–L– POT 139+00.54

–L– PI Sta. 138+90.04

–L– POT 139+24.47

–L– POT 139+00.54

–L– PI Sta. 138+90.04

–L– POT 140+38.97

–L– POT 140+63.19

–L– POT 140+80.04

–L– POT 140+62.65

–L– POT 140+38.04

–L– PI Sta. 138+90.04

–L– POT 145+60.01

–L– POT 146+15.60

–L– POT 150+16.30

–L– POT 150+60.93

–L– PI Sta. 140+80.04

–L– PI Sta. 138+90.04

–L– PI Sta. 94+30.47

–L– PI Sta. 99+10.51

–L– POT 101+66.15

–L– POT 101+99.98

–L– POT 103+55.44

–L– POT 103+24.09

–L– POT 145+60.01

–L– POT 146+15.60

–L– POT 150+16.30

–L– POT 150+60.93

N 79° 29' 53.3" E

N 87° 55' 49.7" E

S 84° 12' 51.5" W

N 87° 55' 49.7" E

N 79° 29' 53.3" E

S 84° 12' 51.5" W

N 87° 55' 49.7" E

N 79° 29' 53.3" E

S 84° 12' 51.5" W

N 87° 55' 49.7" E

N 79° 29' 53.3" E

S 84° 12' 51.5" W

N 29° 17' 15.3" W

N 87° 55' 49.7" E

N 79° 29' 53.3" E

S 84° 12' 51.5

PROJECT REFERENCE NO.	SHEET NO.
1-38180	11
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

–MATCHLINE– SEE SHEET NO. 23

–MATCHLINE– STA. 44+50.00 –YRPDB– STA. 57+45.00 –YRPCA– SEE SHEET NO. 23

–MATCHLINE– STA. 17+50.00 –YRPA– SEE SHEET NO. 23

–L– SEE SHEET NO. 10

–MATCHLINE– STA. 135+50.00

–L– SEE SHEET NO. 12

–MATCHLINE– STA. 164+50.00

–MATCHLINE– SEE SHEET NO. 22

PERMANENT MITIGATION AREA

WK

SL

WL

SK

WAN

WJ

–YRPA– TS Sta. 10+92.64

–YRPA– PCC Sta. 13+40.05 (TIE RP1 –YRPAC– PCC Sta. 314+05.02)

–YRPA– SC Sta. 12+36.64

–YRPAC– ST Sta. 384+78.13

–YRPAC– CS Sta. 37+34.13

–YRPAC– TS Sta. 34+88.74

–YRPAC– SC Sta. 36+32.74

–YRPAC– ST Sta. 384+25.60

–YRPAC– CS Sta. 384+18.03

–YRPAC– PC Sta. 18+92.69

–YRPAC– PRC Sta. 18+25.33

–YRPAC– PT Sta. 21+92.69

–YRPAC– PCC Sta. 46+41.42

–YRPDB– SC Sta. 3+93.91

–YRPD– CS Sta. 30+72.40

–YRPD– SC Sta. 28+79.08

–YRPD– PT Sta. 25+76.08

–YRPD– ST Sta. 40+09.53

–YRPD– CS Sta. 38+89.53

–YRPD– PCC Sta. 38+00.72

–YRPCA– PCC Sta. 51+10.26

–LCDEB– PI Sta. 99+10.51

–LEB– PI Sta. 138+90.04

–LEB– PI Sta. 140+80.04

–LWB– PI Sta. 140+92.04

–LWB– PI Sta. 145+60.09

–LWB– PI Sta. 139+24.47

–LWB– PI Sta. 139+24.71

–LWB– PI Sta. 140+38.05

–LWB– PI Sta. 140+62.65

–LWB– PI Sta. 140+38.03

–LWB– PI Sta. 139+24.78

–LWB– PI Sta. 139+24.78

–LEB– PI Sta. 139+90.54

–LEB– PI Sta. 140+63.19

–LEB– PI Sta. 140+38.97

–LCDEB– PI Sta. 92+46.21

–LCDEB– PI Sta. 92+40.47

–LCDEB– PI Sta. 94+30.41

–LCDEB– PI Sta. 94+14.80

–LCDEB– PI Sta. 101+96.15

–LCDEB– PI Sta. 103+55.44

–LCDEB– PI Sta. 103+74.08

–LCDEB– PI Sta. 35+34.25

–LCDEB– PI Sta. 32+16.40

–LCDEB– PI Sta. 27+35.08

–LCDEB– PI Sta. 145+45.08

–LCDEB– PI Sta. 145+60.09

–LCDEB– PI Sta. 145+60.04

–LCDEB– PI Sta. 145+60.04

–LCDEB– PI Sta. 145+60.09

–LCDEB– PI Sta. 145+60.09

–LCDEB– PI Sta. 145+60.09

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-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

NC GRID + NAD 83

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

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

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

THE REV. J. H. PRESSLY FARM PARTNERSHIP, LLP

–YRPAC– POT Sta. 10+00.00
△ = 4° 00' 00"

–YRPAC– PC Sta. 11+87.85

PERMANENT DRAINAGE EASEMENT DB 2261 PG 679

PERMANENT UTILITY EASEMENT

CLASS B RIP RAP
3 TONS 10 SY

EXISTING R/W +90.85

VICTORY LN 23' GR

SR 2437 VICTORY LN 22.5' BST

CAT-1 8:1

GREU TL-3 8:1

PROP. GUARDRAIL

S 84° 12' 51.5" W 10.00

N 80° 12' 51.5" E

–L–

CONC. MED. BAR.

END MED. BAR. +50

–LCDEB– PC Sta. 120+00.51

–LCDEB– PRC Sta. 124+46.35

–LCDEB– PT Sta. 128+92.18 =
–L– POT Sta. 175+41.24 (48' RT)

PROP CHL FENCE

STANDARD BERM DITCH

TIE TO EXIST. FENCE +49.20 –L–

JAMES RENTALS, L.L.C.

IREDELL HOSPITALITY

ISBKBUS

ISMTLBUS

–YRPAC–	–LCDEB–	
PI Sta 15+06.89	PI Sta 122+23.48	PI Sta 126+69.32
△ = 6° 05' 51.6" (RT)	△ = 3° 05' 06.3" (LT)	△ = 3° 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

02/28/19
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becker_jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-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

NC GRID + NAD 83

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

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

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

-YRPAC- PC Sta. 11+87.85

-YRPAC- POT Sta. 10+00.00
Δ = 4° 00' 00"

-YRPAC- PT Sta. 12+12.85

-YRPAC-
PI Sta 15+06.89
Δ = 6° 05' 51.6" (RT)
D = 0° 57' 23.5"
L = 637.48'
T = 319.04'
R = 5,990.00'
E = RC
DS = 50 MPH

-LCDEB-
PI Sta 122+23.48
Δ = 3° 05' 06.3" (LT)
D = 0° 41' 31.1"
L = 445.83'
T = 222.97'
R = 8,280.00'
E = NC
DS = 50 MPH

-LCDEB-
PI Sta 126+69.32
Δ = 3° 05' 06.3" (RT)
D = 0° 41' 31.1"
L = 445.83'
T = 222.97'
R = 8,280.00'
E = NC
DS = 50 MPH

-LCDEB- PC Sta. 120+00.51

-LCDEB- PRC Sta. 124+46.35

-LCDEB- PT Sta. 128+92.18 =
-L- POT Sta. 175+41.24 (48' RT)

S 84° 12' 51.5" W 100.00

N 80° 12' 51.5" E

CLASS B RIP RAP
3 TONS 10 SY

PROP. GUARDRAIL

CONC. MED. BAR.

STANDARD BERM DITCH

TIE TO EXIST. FENCE
+49.20 -L-

THE REV. J. H. PRESSLY FARM PARTNERSHIP, LLP

JAMES RENTALS, L.L.C.

IREDELL HOSPITALITY

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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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-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

NC GRID | NAD 83

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

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

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

-SR_Y15- PC Sta. 10+83.61

-SR_Y15- POT Sta. 10+00.00

S 78° 43' 47.0" E

-SR_Y15-

CAROLINA FARM CREDIT, ACA

REV. J. H. PRESSLY RM PARTNERSHIP, LLP

DIETER J. LOHRMANN
ULRICH H. LOHRMANN

TONY L. BREWER

HAAS / CARTER REAL ESTATE, LLC

LONG ROAD RACING CORPORATION

EDWARD RAY HARMON

TOE PROTECTION

TIE TO EXIST. FENCE

REMOVE EXISTING BRIDGE

10X50 PSRM

CONC. MED. BAR.

180+00

185+00

190+00

-L-

N 80° 12' 51.5" E

SBG W/G.R.

BEGIN SBG +00

END SBG +50

BEG SBG +75

CAT-1

300' LANE TAPER

GREU TL-2

GREU TL-3

REMOVE 2GI

REMOVE

RETAIN

15" RCP-III

18" RCP-III

24" RCP-III

24" RCP-IV

COLLAR

-SR_Y15-
PI Sta 25+32.96
Δ = 36° 39' 10.6" (LT)
D = 9° 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

02/28/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-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

NC GRID | NAD 83

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

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

–SR_Y15– PC Sta. 10+83.61

–SR_Y15– POT Sta. 10+00.00

S 78° 43' 47.0" E

–SR_Y15–

TOE PROTECTION

TIE TO EXIST. FENCE

JB w/MH

REMOVE EXISTING BRIDGE

BEG SBG +75

END SBG +50

BEGIN SBG +00

SBG W/G.R.

CAT-1

10X50 PSRM

REMOVE 2GI

RETAIN

REMOVE

15" RCP-III

18" RCP-III

24" RCP-IV

GREU TL-2

GREU TL-3

COLLAR

300' LANE TAPER

CONC. MED. BAR.

–L–

N 80° 12' 51.5" E

180+00

185+00

190+00

CRES 11+30

CRES 11+11

–SR_Y15–
PI Sta 25+32.96
Δ = 36° 39' 10.6" (LT)
D = 9° 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

REV. J. H. PRESSLY RM PARTNERSHIP, LLP

CAROLINA FARM CREDIT, ACA

DIETER J. LOHRMANN
ULRICH H. LOHRMANN

TONY L. BREWER

HAAS / CARTER REAL ESTATE, LLC

LONG ROAD RACING CORPORATION

EDWARD RAY HARMON

HWY 64 MOCKSVILLE HWY 35' BST

HWY 64 WB MOCKSVILLE HWY 19' CONC

HWY 64 EB MOCKSVILLE HWY 27' CONC

I-40 EB RAMP 37' CONC

I-40 WB RAMP 37.5' BST

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	14
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

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

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

BEG. EXP. GUTTER +75.00

BEG. RESURFACING –SR_Y15– POC Sta. 13+91.65

–SR_Y15– PT Sta. 15+07.39

BIG TOP, LLC

DOCKERY FAMILY LIMITED PARTNERSHIP

FORT KNOX STATESVILLE, LLC

–SR_Y15– PC Sta. 23+34.22

–Y15RPB– CS Sta. 10+00.00 = –L– POC Sta. 205+30.82 (60' LT)

–L– TS Sta. 202+94.01

–L– SC Sta. 204+94.01

END RESURFACING –SR_Y15– POC Sta. 24+49.83

–SR_Y15– N 80° 36' 20.8" E

PIPE CLEAN OUT

BEGIN RET. WALL #1 +00

GRADE TO DRAIN

PROP. GUARDRAIL

2'6" C&G

S.F.B. W/RET. WALL

END EXP. GUTTER BEGIN. S.F.B. +50

18" RCP-III COLLAR

REMOVE 2GI

CONC. MED. BAR

REMOVE EXISTING BRIDGE

24" RCP-IV

15" RCP-III

SBG W/G.R.

18" CSP TOE PROTECTION

JB w/MH

END SBG W/G.R. +00

24" RCP-III

24" CSP

BDO

3GI (A)

TOE PROTECTION

RETAIN

RIPRAP

TIE TO EXIST. RCP/JUNCTION BOX

END S.F.B. W/ RET. WALL #1 +00

I-40 WB 44' CONC

I-40 EB 32' CONC

PROP CHL FENCE

BLACKWELDER HOLDING, LLC

COONEY PROPERTIES, LLC

ROSEROCK HOLDING, LLC

DEED OVERLAP

SHERRILL

SR 2481 PEACHTREE RD

HWY 64 WB MOCKSVILLE HWY 3F CONC

HWY 64 EB MOCKSVILLE HWY

–Y15RPC–	–Y15RPB–	–L–		–SR_Y15–	
PIs Sta 12+01.61	PIs Sta 11+23.95	PIs Sta 204+27.35	PI Sta 214+81.51	PI Sta 12+97.83	PI Sta 25+32.96
Θs = 2° 29' 28.0"	Θs = 0° 29' 34.4"	Θs = 0° 29' 26.0"	Δ = 9° 39' 55.0" (LT)	Δ = 20° 39' 52.2" (LT)	Δ = 36° 39' 10.6" (LT)
Ls = 200.00'	Ls = 200.00'	Ls = 200.00'	D = 0° 29' 26.0"	D = 4° 52' 34.5"	D = 9° 32' 57.5"
LT = 133.35'	Ls = 200.00'	LT = 133.33'	L = 1,970.31'	L = 423.78'	L = 383.83'
ST = 66.68'	LT = 123.95'	ST = 66.67'	T = 987.50'	T = 214.22'	T = 198.74'
	ST = 76.10'		R = 11,680.00'	R = 1,175.00'	R = 600.00'
			SE = 02	SE = EXIST.	SE = 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

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	14
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. 192 + 50.00 –L– SEE SHEET NO. 13

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

NC GRID – NAD 83

–SR_Y15– PT Sta. 15+07.39

–SR_Y15– PC Sta. 23+34.22

–Y15RPB– CS Sta. 10+00.00 = –L– POC Sta. 205+30.82 (60' LT)

BEG. RESURFACING –SR_Y15– POC Sta. 13+91.65

END RESURFACING –SR_Y15– POC Sta. 24+49.83

–L– TS Sta. 202+94.01

–L– SC Sta. 204+94.01

–SR_Y15– N 80° 36' 20.8" E

FORT KNOX STATESVILLE, LLC

DOCKERY FAMILY LIMITED PARTNERSHIP

BIG TOP, LLC

BLACKWELDER HOLDING, LLC

COONEY PROPERTIES, LLC

ROSEROCK HOLDING, LLC

BEG. EXP. GUTTER +75.00

BEGIN RET. WALL #1 +00

GRADE TO DRAIN

PROP. GUARDRAIL

END EXP. GUTTER BEGIN. S.F.B. +50

S.F.B. W/RET. WALL

END S.F.B. W/ RET. WALL #1 +00

PIPE CLEAN OUT

18" RCP-III COLLAR

REMOVE 2GI

CONC. MED. BAR

REMOVE EXISTING BRIDGE

24" RCP-IV

24" RCP-III

15" RCP-III

18" CSP TOE PROTECTION

JB w/MH

END SBG W/G.R. +00

SBG W/G.R.

CAT-1

24" CSP

BDO

3GI (A)

TIE TO EXIST. RCP/WALL

GREU TL-2

GREU TL-3

2'6" C&G

B-77

PROP. CHL FENCE

RETAIN

–Y15RPC–	–Y15RPB–	–L–		–SR_Y15–	
PIs Sta 12+01.61	PIs Sta 11+23.95	PIs Sta 204+27.35	PI Sta 214+81.51	PI Sta 12+97.83	PI Sta 25+32.96
Θs = 2° 29' 28.0"	Θs = 0° 29' 34.4"	Θs = 0° 29' 26.0"	Δ = 9° 39' 55.0" (LT)	Δ = 20° 39' 52.2" (LT)	Δ = 36° 39' 10.6" (LT)
Ls = 200.00'	Ls = 200.00'	Ls = 200.00'	D = 0° 29' 26.0"	D = 4° 52' 34.5"	D = 9° 32' 57.5"
LT = 133.35'	LT = 133.33'	LT = 133.33'	L = 1,970.31'	L = 423.78'	L = 383.83'
ST = 66.68'	ST = 66.67'	ST = 66.67'	T = 987.50'	T = 214.22'	T = 198.74'
			R = 11,680.00'	R = 1,175.00'	R = 600.00'
			SE = 02	SE = EXIST.	SE = 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

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	15
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

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

–SR_Y15– POT Sta. 30+07.88
N 45° 57' 10.2" E
–SR_Y15– PT Sta. 27+18.05
–SR_Y15– SC Sta. 12+00.00
–Y15RPB– SC Sta. 12+00.00
–Y15RPB– CS Sta. 15+45.68
–Y15RPB– ST Sta. 17+45.68
END CONSTRUCTION
–Y15RPB– POT Sta. 18+00.00
N 62° 40' 51.2" E
–Y15RPC– SC Sta. 12+68.26
–Y15RPC– CS Sta. 17+22.14
–Y15RPC– ST Sta. 19+22.14
S 83° 29' 48.2" E
END CONSTRUCTION
–Y15RPC– POT Sta. 23+99.24
–Y15RPC– POT Sta. 24+36.38
–Y15– POT Sta. 18+15.21
N 8° 27' 09.0" E
END TIP PROJECT I-3819B
END CONSTRUCTION
–L– POC STA. 219+50.00
END WB RECONSTRUCTION
MATCH EXIST. APPROACH SLAB
–L– POC STA. 219+35.97
END EB RECONSTRUCTION
MATCH EXIST. APPROACH SLAB
–L– POC STA. 219+02.76

J. DONALD CLINE
A.G. & MARGIE C. IRREVOCABLE LIVIN
ROSEROCK HOLDING, LLC
TIE TO EXIST. FENCE
PROP CHL FENCE
24' ROLLED CURB
I-40 WB RAMP 24' BST
I-40 EB RAMP 24' BST
I-40 WB 36" CONC
I-40 WB 27" CONC
I-40 EB RAMP CONC VARIES
CONC BRIDGE
OLD MOCKSVILLE ROAD
SR 2158
SR 2437 WILSON PARK RD 24' BST

300' LANE TAPER (WB INSIDE AND OUTSIDE LN)
150' TURN LANE TAPER (LT & RT)
720' EB MEDIAN TRANSITION (RT)
720' EB OUTSIDE LANE DROP (RT)
SPECIAL CUT DITCH
STANDARD BERM DITCH
TRENCHLESS INSTALLATION
30" WELDED STEEL
CLASS B RIP RAP
8 TONS 21 SY
END CONC. MED. BAR. +10
–L– STA. 212+10
END CONCRETE PAV'T
BEGIN ASPHALT PAV'T
PROP. GUARDRAIL
PROP. CRAU
IAU TL-3
GREU TL-3
CGAU
CAT-1
5' BASE DITCH W/PSRM
33.33' TYP.
40' (TYP)
30' (TYP)
55' (TYP)
45' (TYP)

RETAIN
REMOVE
REMOVE 2GI
REMOVE DI
2GI
FS
COLLAR
BDO
HW
DI
WO

–Y15RPB–		
PIs Sta 11+23.95	PI Sta 13+73.31	PIs Sta 16+12.37
Θs = 0° 29' 34.4"	△ = 10° 22' 10.8" (LT)	Θs = 2° 59' 59.2"
Θs = 2° 59' 59.9"	D = 2° 59' 59.2"	Ls = 200.00'
Ls = 200.00'	L = 345.68'	LT = 133.35'
LT = 123.95'	T = 173.31'	ST = 66.68'
ST = 76.10'	R = 1,910.00'	
	SE = 06	
	DS = 50 MPH	

–SR_Y15–	
PI Sta 25+32.96	
△ = 36° 39' 10.6" (LT)	
D = 9° 32' 57.5"	
L = 383.83'	
T = 198.74'	
R = 600.00'	
SE = EXIST.	
DS = EXIST.	

–Y15RPC–		
PIs Sta 12+01.61	PI Sta 14+95.94	PIs Sta 17+88.82
Θs = 2° 29' 28.0"	△ = 11° 18' 24.2" (RT)	Θs = 2° 29' 28.0"
Ls = 200.00'	D = 2° 29' 28.0"	Ls = 200.00'
LT = 133.35'	L = 453.88'	LT = 133.35'
ST = 66.68'	T = 227.68'	ST = 66.68'
	R = 2,300.00'	
	SE = 05	
	DS = 50 MPH	

–L–	
PI Sta 214+81.51	PIs Sta 225+30.99
△ = 9° 39' 55.0" (LT)	Θs = 0° 29' 26.0"
D = 0° 29' 26.0"	Ls = 200.00'
L = 1,970.31'	LT = 133.33'
T = 987.50'	ST = 66.67'
R = 11,680.00'	
02	
DS = 60 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

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	15
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

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

–SR_Y15– POT Sta. 30+07.88
–SR_Y15– PT Sta. 27+18.05
–SR_Y15– L N 45° 57' 10.2" E
SR 2437 WILSON PARK RD 44' BST
TIE TO EXIST. FENCE
PROP CHL FENCE
J. DONALD CLINE
A.G. & MARGIE C. IRREVOCABLE LIVIN
COMPANY
24' ROW (TYP)
EXISTING R/W
48" WW
24" RCP
END CONSTRUCTION
–Y15RPB– POT Sta. 18+00.00
–Y15RPB– ST Sta. 17+45.68
–Y15RPB– CS Sta. 15+45.68
–Y15RPB– SC Sta. 12+00.00
–Y15RPB–
–Y15RPC– SC Sta. 12+68.26
–Y15RPC– CS Sta. 17+22.14
–Y15RPC– ST Sta. 19+22.14
–Y15RPC– POT Sta. 23+99.24
–Y15RPC– POT Sta. 24+36.38
–Y15– POT Sta. 18+15.21
–L– N 62° 40' 51.2" E
–L– N 8° 27' 09.0" E
–L– S 83° 29' 48.2" E
I-40 WB RAMP 24' BST
I-40 EB RAMP 19' BST
I-40 EB RAMP 24' BST
I-40 WB 36' CONC
I-40 WB 27' CONC
I-40 EB RAMP CONC VARIES
LONG BRIDGE
SR 2158 OLD MOCKSVILLE ROAD
ROSEROCK HOLDING, LLC
PERMANENT EASEMENT DB 2293 PG 1625
U/C
15" RCP-III
30" RCP-III
18" RCP-III
18" CSP
24" RCP
24" CMP
36" CSP
2GI
FS
COLLAR
GREU TL-3
IAU TL-3
CGAU
CAT-1
PROP. GUARDRAIL
50:1 PROP. GUARDRAIL
PROP. CRAU
CLASS B RIP RAP 8 TONS 21 SY
TRENCHLESS INSTALLATION 30" WELDED STEEL
300' LANE TAPER (WB INSIDE AND OUTSIDE LN)
150' TURN LANE TAPER (LT & RT)
720' EB MEDIAN TRANSITION (RT)
720' EB OUTSIDE LANE DROP (RT)
SPECIAL CUT DITCH
STANDARD BERM DITCH
END CONC. MED. BAR. +10
–L– STA. 212+10 END CONCRETE PAV'T BEGIN ASPHALT PAV'T
END WB RECONSTRUCTION MATCH EXIST. APPROACH SLAB –L– POC STA. 219+35.97
END EB RECONSTRUCTION MATCH EXIST. APPROACH SLAB –L– POC STA. 219+02.76
END TIP PROJECT I-3819B
END CONSTRUCTION
–L– POC STA. 219+50.00
END CONSTRUCTION
–Y15RPC– POT Sta. 23+99.24
RETAIN
REMOVE
REMOVE 2GI
REMOVE DI
BDO
FES
MATCH EXIST
WO

–Y15RPB–

PIs Sta 11+23.95	PI Sta 13+73.31	PIs Sta 16+12.37
Θs = 0° 29' 34.4"	Δ = 10° 22' 10.8" (LT)	Θs = 2° 59' 59.2"
Θs = 2° 59' 59.9"	D = 2° 59' 59.2"	Ls = 200.00'
Ls = 200.00'	L = 345.68'	LT = 133.35'
LT = 123.95'	T = 173.31'	ST = 66.68'
ST = 76.10'	R = 1,910.00'	
	SE = 06	
	DS = 50 MPH	

–SR_Y15–

PI Sta 25+32.96
Δ = 36° 39' 10.6" (LT)
D = 9° 32' 57.5"
L = 383.83'
T = 198.74'
R = 600.00'
SE = EXIST.
DS = EXIST.

–Y15RPC–

PIs Sta 12+01.61	PI Sta 14+95.94	PIs Sta 17+88.82
Θs = 2° 29' 28.0"	Δ = 11° 18' 24.2" (RT)	Θs = 2° 29' 28.0"
Ls = 200.00'	D = 2° 29' 28.0"	Ls = 200.00'
LT = 133.35'	L = 453.88'	LT = 133.35'
ST = 66.68'	T = 227.68'	ST = 66.68'
	R = 2,300.00'	
	SE = 05	
	DS = 50 MPH	

–L–

PI Sta 214+81.51	PIs Sta 225+30.99
Δ = 9° 39' 55.0" (LT)	Θs = 0° 29' 26.0"
D = 0° 29' 26.0"	Ls = 200.00'
L = 1,970.31'	LT = 133.33'
T = 987.50'	ST = 66.67'
R = 11,680.00'	
02	
DS = 60 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

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	16
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

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

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

SEE SHEET 52A FOR –Y_S– PROFILE
SEE SHEET 52A FOR –Y_S– PROFILE

–Y_S–		
PIs Sta 20+35.76	PI Sta 27+24.08	PIs Sta 34+10.24
Θs = 0° 39' 58.4"	Δ = 8° 16' 07.9" (RT)	Θs = 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	

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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	16
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

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

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

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

-Y_S-

PIs Sta 20+35.76	PI Sta 27+24.08	PIs Sta 34+10.24
Θs = 0° 39' 58.4"	Δ = 8°16' 07.9" (RT)	Θs = 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	

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becker jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	17
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

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

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

SX (P)

SW

SX (I)

C A

R W

LAT BASE DITCH W/CL B RIP RAP

CLASS I RIP RAP 40 TONS 75 SY

CLASS B RIP RAP 2 TONS 7 SY

DRY DETENTION BASIN MIN. REQUIRED VOLUME = 2870 CF.

DRY DETENTION BASIN MIN. REQUIRED VOLUME = 6501 CF.

DRY DETENTION BASIN MIN. REQUIRED C VOLUME = 2810 CF.

720' LANE DROP TAPER (LT)

300' LANE TAPER (RT)

BEGIN NOISEWALL +47.88, 114.19' LT

END SFB W/NOISE WALL BEGIN EXP.GUTTER +00.48

END EXP GUTTER BEGIN SFB +00

END SBG +20

SFB W/ NOISE WALL +40

SFB W/NOISE WALL

SBG W/G.R.

EXP. GUTTER W/G.R.

CONC. MED. BAR.

TRENCHLESS INSTALLATION 48" WELDED STEEL

TRENCHLESS INSTALLATION 42" WELDED STEEL

TOE PROTECTION

FOREBAY

OTCB

CLEAN OUT

CL B RIP RAP EST. 690 TONS

CL I RIP RAP

–Y_S– ST Sta. 35+43.57

–Y_S–
PIs Sta 34+10.24
Θs = 0° 39' 58.4"
Ls = 200.00'
LT = 133.33'
ST = 66.67'

C & P PROPERTIES OF STATESVILLE, LP

ROMAN CATHOLIC DIOCESE OF CHARLOTTE, NC

THE ROMAN CATHOLIC DIOCESE OF CHARLOTTE, N.C.

ISML T&BK STATESVILLE MONTESSORI SCHOOL

BERTOLAMI FAMILY LIMITED PARTNERSHIP

DT INVESTMENTS OF STATESVILLE, LLC

RAY LACKEY ENTERPRISES, INC.

FOLGER DRIVE PROPERTIES, L.L.C.

SEE SHEET 52 FOR –Y_S– PROFILE

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becker, jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	17
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

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

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

SX (P)

SX (I)

SW

–Y_S–
PIs Sta 34+10.24
Θs = 0° 39' 58.4"
Ls = 200.00'
LT = 133.33'
ST = 66.67'

–Y_S– ST Sta. 35+43.57

SEE SHEET 52 FOR –Y_S– PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	18
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NC GRID | NAD 83

–MATCHLINE– STA 49+00.00 –Y_S– SEE SHEET NO. 17

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

MELVIN B. KELLY
SHANNON B. CARVER AND DAYLEN W. CURRY
ELIZABETH W. BURNS
THE AGNES SCHNEIDER QTIP TRUST
TIMOTHY KERWIN GARBER
JOE BAILY STEPHENS
BRAD MOFFITT
MAYRA FABIOLA PEREZ
DONNA M. EAGLE
JUSTIN CARROLL
ROBERT A. COLLIER, Jr.
PEGGY RICKERT
ELEANOR B. McMILLAN
FAYE M. GOFORTH
RICHARD K. MARTIN WAYNE K. MARTIN
MELODY P. FLOUTON

EARLWOOD RD 18' BST 8"VCP

END SFB BEGIN EXP. GUTTER +05
END EXPWY GUTTER BEGIN SFB +50
BEG. EXP. GUTTER END SFB +25
END EXP. GUT. +51

NOISE WALL
EXPWY GUTTER W/G.R.
SFB W/NOISE WALL
CONC. MED. BAR.
6" CURB
24" C&G

CL B RIP RAP 3 TONS 10 S.Y.
TOE PROTECTION
FLOWABLE FILL
TRENCHLESS INSTALLATION 48" WELDED STEEL

300' TAPER LT
196.56' TAPER
GREU TL-3
CAT-1

REMOVE 2GI
REMOVE HW
REMOVE CB
REMOVE
RETAIN
COLLAR

PROP CHL FENCE
BERM BASE DITCH W/CL 'B' RIP RAP
BERM 'V' DITCH W/CL 'B' RIP RAP
PUE

–Y9RPC–
Pls Sta 12+83.44
Θs = 7° 09' 43.1"
Ls = 200.00'
LT = 133.44'
ST = 66.77'

–Y9RPC– POT Sta. 10+00.00
–Y_S– POT Sta. 60+10.39 (60' RT)
Δ = 3° 30' 0.0"

–Y9RPC– TS Sta. 11+50.00

SEE SHEET 52, 53 FOR –Y_S– PROFILE
SEE SHEET 77 FOR –Y9RPC– PROFILE

02/28/19
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becker JW

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	18
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

–MATCHLINE– STA 49+00.00 –Y_S– SEE SHEET NO. 17

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

MELVIN B. KELLY
SHANNON B. CARVER AND DAYLEN W. CURRY
ELIZABETH W. BURNS
THE AGNES SCHNEIDER QTIP TRUST
TIMOTHY KERWIN GARBER
JOE BAILY STEPHENS
BRAD MOFFITT
MAYRA FABIOLA PEREZ
PEGGY RICKERT
DONNA M. EAGLE
JUSTIN CARROLL
ELEANOR B. McMILLAN
ROBERT A. COLLIER, Jr.
FAYE M. GOFORTH
RICHARD K. MARTIN WAYNE K. MARTIN
MELODY P. FLOUTON

EARLWOOD RD
SR 1131
8"VCP
18" BST
EXISTING R/W
EOP
EOW
CONC HW
CMP
ISBKD
PROP CHL FENCE
GR
MTL
SS
8"VCP

END SFB
BEGIN EXP. GUTTER
+05
END EXPWY GUTTER
BEGIN SFB
+50
NOISE WALL
48" CHL
72" CHL
B-77
EXPWY GUTTER W/G.R.
SFB W/NOISE WALL
JB w/MH
15" RCP-III
2GI
15" CSP
CL B RIP RAP
3 TONS 10 S.Y.
BEG. EXP. GUTTER
END SFB
+45
TOE PROTECTION
300' TAPER LT
+43.30
END EXP. GUTT.
+51
+93.25
GREU TL-3
8:1
14' PS
12' PS
6" CURB
24" C&G

REMOVE 2GI
REMOVE
REMOVE CB
REMOVE HW
RETAIN
COLLAR
TRENCHLESS INSTALLATION
48" WELDED STEEL
FLOWABLE FILL
18" RCP-III
18" RCP
24" RCP-III
48" RCP-III
FS
FS-1
CAT-1
HW
CONC. MED. BAR.
50+00
55+00
60+00
–Y_S–
–Y9RPC–
N -9° 01' 02.8" E
196.56' TAPER
+10.38
+13.81
+70.45
BERM BASE DITCH W/CL 'B' RIP RAP
BERM 'V' DITCH W/CL 'B' RIP RAP
PUE

–Y9RPC–
Pls Sta 12+83.44
Θs = 7° 09' 43.1"
Ls = 200.00'
LT = 133.44'
ST = 66.77'

–Y9RPC– POT Sta. 10+00.00
–Y_S– POT Sta. 60+10.39 (60' RT.)
△ = 3° 30' 0.0"
–Y9RPC– TS Sta. 11+50.00

SEE SHEET 52, 53 FOR –Y_S– PROFILE
SEE SHEET 77 FOR –Y9RPC– PROFILE

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becker jw

PROJECT REFERENCE NO.	SHEET NO.
I-5818B	19
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

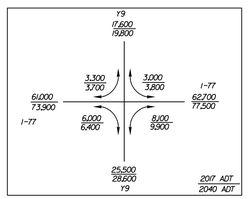
–MATCHLINE– STA 19+50.00 –Y9– SEE SHEET NO. 28

–MATCHLINE– STA 63+00.00 –Y S– SEE SHEET NO. 18

–MATCHLINE– STA 92+00.00 –Y S– SEE SHEET NO. 20

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

NC GRID NAD 83



–Y9B– POT Sta. 10+00.00
BEGIN CONSTRUCTION
–Y9B– POT Sta. 10+05.00
–Y9– PC Sta. 20+30.29
–Y9– POT Sta. 20+92.83
–Y9A– POT Sta. 10+00.00
END CONSTRUCTION
–Y9A– POT Sta. 11+56.58
–Y9A– N 4°08' 34.11" E
–Y9A– POT Sta. 11+84.08
–Y9– PRC Sta. 22+85.62
–Y9B– PC Sta. 12+89.42
–Y9RPA– PT Sta. 24+51.41
–Y9RPA– SC Sta. 22+64.79
–Y9RPA– SRS Sta. 20+64.80
–Y9RPA– CS Sta. 18+64.81
–Y9RPA– SC Sta. 15+99.96
–Y9RPA– CS Sta. 14+99.96
–Y9RPA– PC Sta. 10+00.00
–Y S– POT Sta. 9+86.92 (150' LT)
–Y9– POT Sta. 23+25.91
–Y9B– POT Sta. 15+43.06
–Y9RPA– POT Sta. 28+15.31
–Y9– POT Sta. 23+52.91
–Y9LPA– POT Sta. 18+55.45
–Y9– POT Sta. 25+40.98
–Y9LPA– ST Sta. 10+00.00
–Y S– POT Sta. 7+86.07 (150' LT)
–Y9LPA– SC Sta. 11+92.93
–Y9LPA– PT Sta. 15+03.29
–Y9B– PT Sta. 12+80.20
N 25° 17' 11.5" E
–Y9RPA– PT Sta. 7+03.29
–Y9LPA– S 2° 50' 58.4" W
–Y9LPA– S 2° 50' 50.2" W
BEG APPROACH SLAB
–Y9– STA 25+15.36
BEG BRIDGE
–Y9– Sta. 25+47.33
END BRIDGE
–Y9– Sta. 28+45.58
BEG APPROACH SLAB
–Y9– Sta. 28+69.75
–Y9LPC– ST Sta. 17+02.68
–Y9LPC– CS Sta. 15+02.68
–Y9– POC Sta. 31+09.07
–Y9LPC– POT Sta. 19+25.74
–Y9LPC– PC Sta. 13+43.46
–Y9– POT Sta. 10+00.00
–Y9C– POT Sta. 11+69.41
–Y9C– PRC Sta. 11+75.53
–Y9C– POT Sta. 11+76.39
–Y9LPC– S 54° 23' E
–Y9RPC– N 12° 02' 34" E
–Y9RPC– PT Sta. 21+72.16
–Y9RPC– SC Sta. 13+50.00
–Y9RPC– CS Sta. 16+10.48
–Y9RPC– SRS Sta. 18+10.47
–Y9RPC– SC Sta. 20+10.47
–Y9– POC Sta. 14+89.36
–Y9RPC– POT Sta. 24+86.81
–Y S– POT Sta. 7+44.52
–Y9– POT Sta. 26+14.83
Δ = 92° 02' 27"
–Y S– POT Sta. 12+01.95 (150' RT)
–Y9– PC Sta. 28+45.45
–Y9LPC– ST Sta. 10+00.00
–Y S– POT Sta. 12+99.39
–Y9LPC– CS Sta. 15+02.68
–Y9LPC– PT Sta. 21+57.98
–Y9– POT Sta. 24+13.33
–Y9– POT Sta. 30+09.40
–Y9– POT Sta. 33+44.72
–Y9B– POT Sta. 13+37.11
–Y9– POT Sta. 24+13.33
–Y9– POT Sta. 30+09.40
–Y9– POT Sta. 33+44.72
–Y9B– POT Sta. 13+37.11

ROBERT L. GERMAIN
ROBERT L. GERMAIN, JR.
ROBERT A. COLLIER, JR.
GLENN L. TUSSING, Sr.
LINDA B. SHAKER
RONALD M. HAWKINS, JR.
KENDALL SCOTT BUNN
WAYNE S. NEAL
CHARLES H. HUTTER
EDWARD G. GUNN
ROSE G. ADAMS
CITY OF STATESVILLE BOARD OF EDUCATION
CHESTNUT COMMON HOMEOWNERS ASSOCIATION
CHESTNUT C HOMEOWN ASSOCIA
1519 – CHARLES W. I
1521 – DEBRA KONCZ
1525 – CHESTNUT CC
1503 – LINDA BOWLIN
1507 – SUE L. PLYLE
1511 – MARK L. CLIN
THE RALPH MOONY REVOCABLE TRUST; RALPH MOONY & SHIRLEY MOONY CO-TRUSTEES
SUMMIT REALTY AND DEVELOPMENT, LLC
SB MOTEL STATESVILLE CORP.
INTERSTATE DEVELOPMENT COMPANY
BROAD STREET STATION SHOPPING CENTER, LLC
BROAD STREET STATION SHOPPING CENTER, LLC

SBA
ST
WU
PROP CHL FENCE
TIE FENCE TO WALL
BEGIN MSE W/NOISE WALL
END MSE W/NOISE WALL
NOISE WALL
SFR NOISE WALL
EXTEND MSE WALL
TOE PROTECTION
SPECIAL DITCH
DRY DETENTION BASIN VOLUME = 73,100 CF.
WET DETENTION BASIN VOLUME = 34,100 CF.
CROSS DRAINAGE TO CONTINUE STRAIGHT/ENCLOSED SMOOTH BOX
BEG. EXP. GUT.
END EXP. GUTTER
EXP. GUTTER W/C & G
RETAIN
RETAINING WALL #1
RETAINING WALL #2
END RETAIN WALL W100
END RETAIN WALL W200
BERM BASE DITCH W/CL 'B' RIP RAP
BERM 'A' DITCH
LAT. BASE DITCH W/CL 'B' RIP RAP
COVER BENCH W/FILTER FABRIC
CLASS B RIP RAP W/FILTER FABRIC
CLASS B RIP RAP
CLASS A RIP RAP
CLASS I RIP RAP
CL B RIP RAP 2 TONS 7 SY
CL B RIP RAP 2 TONS 28 SY
CLASS I RIP RAP 385 TONS 630 SY
CLASS I RIP RAP 11 TONS 32 SY
CLASS I RIP RAP 3 TONS 11 SY
CL B RIP RAP 1 TONS 3 SY
SP CUT DITCH W/FBAN
SP CUT DITCH W/RIP RAP
SP CUT DITCH W/CL 'B' RIP RAP
SPECIAL DITCH
REMOVE PAVED DITCH
REMOVE CB
REMOVE DE
REMOVE 2GE
REMOVE 2GI
REMOVE 2GJ
REMOVE 2GK
REMOVE 2GL
REMOVE 2GM
REMOVE 2GN
REMOVE 2GO
REMOVE 2GP
REMOVE 2GQ
REMOVE 2GR
REMOVE 2GS
REMOVE 2GT
REMOVE 2GU
REMOVE 2GV
REMOVE 2GW
REMOVE 2GX
REMOVE 2GY
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REMOVE 2HA
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REMOVE 2KZ
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REMOVE 2LB
REMOVE 2LC
REMOVE 2LD
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REMOVE 2LG
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REMOVE 2ME
REMOVE 2MF
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REMOVE 2MH
REMOVE 2MI
REMOVE 2MJ
REMOVE 2MK
REMOVE 2ML
REMOVE 2MM
REMOVE 2MN
REMOVE 2MO
REMOVE 2MP
REMOVE 2MQ
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REMOVE 2MS
REMOVE 2MT
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REMOVE 2MV
REMOVE 2MW
REMOVE 2MX
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REMOVE 2NE
REMOVE 2NF
REMOVE 2NG
REMOVE 2NH
REMOVE 2NI
REMOVE 2NJ
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REMOVE 2NL
REMOVE 2NM
REMOVE 2NN
REMOVE 2NO
REMOVE 2NP
REMOVE 2NQ
REMOVE 2NR
REMOVE 2NS
REMOVE 2NT
REMOVE 2NU
REMOVE 2NV
REMOVE 2NW
REMOVE 2NX
REMOVE 2NY
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REMOVE 2OA
REMOVE 2OB
REMOVE 2OC
REMOVE 2OD
REMOVE 2OE
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REMOVE 2OG
REMOVE 2OH
REMOVE 2OI
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REMOVE 2OL
REMOVE 2OM
REMOVE 2ON
REMOVE 2OO
REMOVE 2OP
REMOVE 2OQ
REMOVE 2OR
REMOVE 2OS
REMOVE 2OT
REMOVE 2OU
REMOVE 2OV
REMOVE 2OW
REMOVE 2OX
REMOVE 2OY
REMOVE 2OZ
REMOVE 2PA
REMOVE 2PB
REMOVE 2PC
REMOVE 2PD
REMOVE 2PE
REMOVE 2PF
REMOVE 2PG
REMOVE 2PH
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REMOVE 2PJ
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REMOVE 2PM
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REMOVE 2PP
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REMOVE 2PR
REMOVE 2PS
REMOVE 2PT
REMOVE 2PU
REMOVE 2PV
REMOVE 2PW
REMOVE 2PX
REMOVE 2PY
REMOVE 2PZ
REMOVE 2QA
REMOVE 2QB
REMOVE 2QC
REMOVE 2QD
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REMOVE 2RA
REMOVE 2RB
REMOVE 2RC
REMOVE 2RD
REMOVE 2RE
REMOVE 2RF
REMOVE 2RG
REMOVE 2RH
REMOVE 2RI
REMOVE 2RJ
REMOVE 2RK
REMOVE 2RL
REMOVE 2RM
REMOVE 2RN
REMOVE 2RO
REMOVE 2RP
REMOVE 2RQ
REMOVE 2RR
REMOVE 2RS
REMOVE 2RT
REMOVE 2RU
REMOVE 2RV
REMOVE 2RW
REMOVE 2RX
REMOVE 2RY
REMOVE 2RZ
REMOVE 2SA
REMOVE 2SB
REMOVE 2SC
REMOVE 2SD
REMOVE 2SE
REMOVE 2SF
REMOVE 2SG
REMOVE 2SH
REMOVE 2SI
REMOVE 2SJ
REMOVE 2SK
REMOVE 2SL
REMOVE 2SM
REMOVE 2SN
REMOVE 2SO
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REMOVE 2SV
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REMOVE 2SX
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REMOVE 2SZ
REMOVE 2TA
REMOVE 2TB
REMOVE 2TC
REMOVE 2TD
REMOVE 2TE
REMOVE 2TF
REMOVE 2TG
REMOVE 2TH
REMOVE 2TI
REMOVE 2TJ
REMOVE 2TK
REMOVE 2TL
REMOVE 2TM
REMOVE 2TN
REMOVE 2TO
REMOVE 2TP
REMOVE 2TQ
REMOVE 2TR
REMOVE 2TS
REMOVE 2TT
REMOVE 2TU
REMOVE 2TV
REMOVE 2TW
REMOVE 2TX
REMOVE 2TY
REMOVE 2TZ
REMOVE 2UA
REMOVE 2UB
REMOVE 2UC
REMOVE 2UD
REMOVE 2UE
REMOVE 2UF
REMOVE 2UG
REMOVE 2UH
REMOVE 2UI
REMOVE 2UJ
REMOVE 2UK
REMOVE 2UL
REMOVE 2UM
REMOVE 2UN
REMOVE 2UO
REMOVE 2UP
REMOVE 2UQ
REMOVE 2UR
REMOVE 2US
REMOVE 2UT
REMOVE 2UU
REMOVE 2UV
REMOVE 2UW
REMOVE 2UX
REMOVE 2UY
REMOVE 2UZ
REMOVE 2VA
REMOVE 2VB
REMOVE 2VC
REMOVE 2VD
REMOVE 2VE
REMOVE 2VF
REMOVE 2VG
REMOVE 2VH
REMOVE 2VI
REMOVE 2VJ
REMOVE 2VK
REMOVE 2VL
REMOVE 2VM
REMOVE 2VN
REMOVE 2VO
REMOVE 2VP
REMOVE 2VQ
REMOVE 2VR
REMOVE 2VS
REMOVE 2VT
REMOVE 2VU
REMOVE 2VV
REMOVE 2VW
REMOVE 2VX
REMOVE 2VY
REMOVE 2VZ
REMOVE 2WA
REMOVE 2WB
REMOVE 2WC
REMOVE 2WD
REMOVE 2WE
REMOVE 2WF
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–Y9RPA–

PI Sta 12+50.05	PIs Sta 16+27.70	PI Sta 17+82.68
Δ = 5° 22' 10.3" (RT)	6s = 1° 40' 24.4"	Δ = 11° 48' 22.5" (RT)
D = 17° 40' 29.6"	6s = 1° 09' 45.4"	D = 7° 09' 43.1"
L = 499.96'	Ls = 200.00'	L = 164.85'
T = 250.00'	LT = 127.74'	T = 82.72'
R = 650.00'	ST = 72.53'	R = 800.00'
SE = NC		SE = 08
DS = 50 MPH		DS = 50 MPH
PIs Sta 19+31.58	PIs Sta 21+98.42	PI Sta 23+59.20
6s = 1° 09' 43.1"	6s = 11° 27' 33.0"	Δ = 27° 23' 05.9" (LT)
Ls = 200.00'	Ls = 200.00'	D = 11° 27' 33.0"
LT = 133.44'	LT = 133.56'	L = 186.62'
ST = 66.77'	ST = 66.92'	T = 94.61'
		R = 500.00'
		SE = 06
		DS = 25 MPH

PIs Sta 12+83.44	PIs Sta 14+81.40	PIs Sta 16+77.24
6s = 1° 09' 43.1"	Δ = 18° 39' 19.5" (RT)	6s = 1° 09' 43.1"
Ls = 200.00'	D = 7° 09' 43.1"	Ls = 200.00'
LT = 133.44'	L = 260.48'	LT = 133.44'
ST = 66.71'	T = 131.40'	ST = 66.71'
	R = 800.00'	
	SE = 08	
	DS = 50 MPH	
PIs Sta 19+14.09	PI Sta 20+92.04	
6s = 11° 27' 33.0"	Δ = 18° 31' 43.9" (LT)	
Ls = 200.00'	D = 11° 27' 33.0"	
LT = 133.56'	L = 161.69'	
ST = 66.92'	T = 81.56'	
	R = 500.00'	
	SE = 06	
	DS = 25 MPH	

–Y9LPC–

PI Sta 11+35.96	PI Sta 14+14.31	PI Sta 15+47.76
6s = 34° 30' 55.9"	Δ = 104° 58' 39.4" (LT)	6s = 34° 30' 55.9"
Ls = 200.00'	D = 34° 30' 55.9"	Ls = 200.00'
LT = 135.96'	L = 302.70'	LT = 135.96'
ST = 69.06'	T = 214.31'	ST = 69.06'
	R = 166.00'	
	SE = 08	
	DS = 25 MPH	

–Y9LPA–

PIs Sta 11+37.98	PI Sta 15+24.26
6s = 45° 17' 35.2"	Δ = 137° 22' 35.1" (LT)
Ls = 200.00'	D = 45° 17' 35.2"
LT = 137.98'	L = 303.31'
ST = 70.19'	T = 324.26'
	R = 126.50'
	SE = 08
	DS = 20 MPH

–Y9–

PI Sta 21+57.98	PI Sta 24+13.33	PI Sta 30+09.40	PI Sta 33+44.72
Δ = 5° 04' 02.1" (RT)	Δ = 5° 04' 02.1" (LT)	Δ = 5° 59' 32.3" (LT)	Δ = 4° 03' 47.5" (RT)
D = 1° 12' 04.2"	D = 1° 12' 04.2"	D = 1° 12' 04.2"	D = 1° 12' 04.2"
L = 255.35'	L = 255.35'	L = 332.37'	L = 338.27'
T = 127.71'	T = 127.71'	T = 166.25'	T = 169.21'
R = 4,770.00'	R = 4,770.00'	R = 4,770.00'	R = 4,770.00'
SE = NC	SE = NC	SE = NC	SE = NC
DS = 40 MPH	DS = 40 MPH	DS = 40 MPH	DS = 40 MPH

–Y9B–

PI Sta 13+37.11
Δ = 43° 25' 38.5" (LT)
D = 47° 44' 47.3"
L = 90.78'
T = 47.69'
R = 120.00'
SE = 04
DS = 20 MPH

SEE SHEET 53, 54 FOR –Y S– PROFILE
SEE SHEET 74 FOR –Y9– PROFILE
SEE SHEET 76 FOR –Y9RPA– PROFILE
SEE SHEET 77 FOR –Y9RPC– PROFILE
SEE SHEET 79 FOR –Y9A– PROFILE
SEE SHEET 79 FOR –Y9B– PROFILE
SEE SHEET 80 FOR –Y9C– PROFILE

GRAPHIC SCALE
50 25 0 50 100
PLANS

LOCATION: I-77 INTERCHANGE AT SR 12 (BROAD ST.)
TIP NO.: I-3819A
COUNTY: IREDELL
DESIGNED BY: E SECKINGER
CHECKED BY: D. DOUBLEY
DATE: 10-16-2018

02/28/19
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PROJECT REFERENCE NO.	SHEET NO.
I-5818B	19
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– 19+50.00 –Y9– SEE SHEET NO. 28

–MATCHLINE– STA 63+00.00 –Y S– SEE SHEET NO. 18

–MATCHLINE– STA 92+00.00 –Y S– SEE SHEET NO. 20

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

NC GRID NAD 83

SEE SHEET 53, 54 FOR –Y S– PROFILE
SEE SHEET 74 FOR –Y9– PROFILE
SEE SHEET 76 FOR –Y9RPA– PROFILE
SEE SHEET 77 FOR –Y9RPC– PROFILE
SEE SHEET 78 FOR –Y9LA– PROFILE
SEE SHEET 79 FOR –Y9B– PROFILE
SEE SHEET 80 FOR –Y9C– PROFILE

GRAPHIC SCALE
50 25 0 50 100
PLANS

LOCATION: I-77 INTERCHANGE AT SR 12 (BROAD ST.)

TIP NO.: I-5818A COUNTY: IREDELL

DESIGNED BY: E SECKINGER

CHECKED BY: D. GOURLEY DATE: 10.16.2018

07/24/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	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

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

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

CHESTNUT COMMONS HOMEOWNERS ASSOCIATION

TODD ELLIS BUILDERS, INC.

INTERSTATE DEVELOPMENT COMPANY

WILLIAM R. AXLEY, ET.AL.

SU

CHANNEL IMPROVEMENT CLASS I RIP RAP

END NOISE WALL –Y– STA. 92+30.55 95.5' LT

CLASS B RIP RAP 1 TONS 5 SY

LAT 'V' DITCH W/CL 'B' RIP RAP

CL B RIP RAP 1 TON 5 SY

PROP CHL FENCE

BEGIN RET. WALL +00

SFB W/NOISE WALL

RET. WALL W/SFB

REMOVE HW COLLAR

CLASS B RIP RAP 2 TONS 7 SY

95+00 –Y S–

CONC. MED. BAR.

I-77 SB 37.5' BST

I-77 NB 37.5' BST

SBG W/GUARDRAIL

TOE PROTECTION

DRY DETENTION BASIN MIN. REQUIRED VOLUME = 34,100 CF.

FOREBAY

5' BASIN

GATE

CLASS I RIP RIP 20 TONS 39 SY

ST

END RETAIN WALL +00.00

BEGIN RETAIN. WALL +00.00

TRENCHLESS INSTALLATION 48" WELDED STEEL

FLOWABLE FILL

JB wMH END SBG +00

100+00

BEGIN SBG BEGIN G.R. W/ GLARE SCREEN +50

SBG W/GUARDRAIL & GLARE SCREEN

PROP. NOISE WALL

105+00 –Y S–

BEGIN SFB W/RET. WALL +50

SFB

N 4°58'00.0" E

–Y S– PC Sta. 102+02.34

–Y11– PC Sta. 19+67.47

END RESURFACING BEGIN GRADE –Y11– POT Sta. 19+00.00

–Y11– PC Sta. 17+55.94

BEGIN CONSTRUCTION BEGIN GRADE –Y11– ST A 15+14.36

–Y11– PT Sta. 14+64.36

–Y11– PT Sta. 22+83.90

BEGIN 2'–6" C&G +60

BEGIN 2'–6" C&G +50

BEGIN 5' SW +17

300' TAPER

150' TAPER

CL B RIP RAP 3 TONS 11 SY

CL B (RIP) RAP 2 TONS 7 SY

3' BASE HEAD DITCH W/PSRM

PERMANENT DRAINAGE EASEMENT DB 2151PG 542

N 73°12'00.0" W

–Y11–			–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 = 41° 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 –Y11– PROFILE

02/28/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	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

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

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

CHESTNUT COMMONS HOMEOWNERS ASSOCIATION

TODD ELLIS BUILDERS, INC.

INTERSTATE DEVELOPMENT COMPANY

WILLIAM R. AXLEY, ET AL

SU

CHANNEL IMPROVEMENT CLASS I RIP RAP

END NOISE WALL –Y– STA. 92+30.55 95.5' LT

CLASS B RIP RAP 1 TONS 5 SY

LAT. 'V' DITCH W/CL 'B' RIP RAP

CL B RIP RAP 1 TON 5 SY

15" RCP-III

66" RCP-III

15" CSP

JB w/MH

SFB W/NOISE WALL

REMOVE HW

COLLAR

BEGIN RET. WALL +00

RET. WALL W/SFB

CLASS B RIP RAP 2 TONS 7 SY

15" RCP

95+00 –Y S–

REMOVE 2GI

CONC. MED. BAR.

SBG W/GUARDRAIL

TOE PROTECTION

DRY DETENTION BASIN MIN. REQUIRED VOLUME = 34,100 CF.

FOREBAY

5' BASIN

42" CSP

GATE

PDE

CLASS I RIP RAP 20 TONS 39 SY

ST

END RETAIN. WALL +00.00

RETAIN

BEGIN RETAIN. WALL +00.00

CL B RIP RAP 2 TONS 7 SY

SPECIAL CUT DITCH

18" CSP

PROP. NOISE WALL

18" RCP-III

2OTCB

100+00

TRENCHLESS INSTALLATION 48" WELDED STEEL

FLOWABLE FILL

END SBG +00

48" RCP-III

CLASS B RIP RAP 8 TONS 21 SY

CLASS B RIP RAP 2 TONS 7 SY

BEGIN 2'-6" C&G +60

BEGIN 2'-6" C&G +50

105+00 –Y S–

24" RCP-III

BEGIN SBG BEGIN G.R. W/ GLARE SCREEN +50

SBG W/GUARDRAIL & GLARE SCREEN

2'-6" C&G W/GUARDRAIL

GREU TL-3

JB w/MH

CB

18" RCP-III REMOVE

CL B (INP) RIP RAP 3 TONS 11 SY

BEGIN 5' SW +17

–Y11– PT Sta. 22+83.90

–Y11– PC Sta. 20+00

–Y11– PCC Sta. 19+67.47

END RESURFACING BEGIN GRADE –Y11– POT Sta. 19+00.00

–Y11– PC Sta. 17+55.94

3' BASE HEAD DITCH W/PSRM

TDE

HW

42" CSP

EX

N 13°12'00.0" W

15+00

BEGIN CONSTRUCTION –Y11– STA. 15+14.36

–Y11– PT Sta. 14+64.36

N 4°58'00.0" E

–Y S– PC Sta. 102+02.34

–Y11–			–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 = 41° 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 –Y11– PROFILE

02/28/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	21
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

–MATCHLINE– STA. 22+00 –Y10– SEE SHEET NO. 30

–MATCHLINE– STA. 106+00 –Y_S– SEE SHEET NO. 20

–MATCHLINE– STA. 80+50.00 –YRPAC– SEE SHEET NO. 22 (SEGMENT A)

–MATCHLINE– STA. 120+00 –Y_S– SEE SHEET NO. 22 (SEGMENT A)

–MATCHLINE– STA. 33+00 –Y10– SEE SHEET NO. 31

END SEGMENT B
BEGIN SEGMENT A
–Y_S– STA. 111+00

"FOURTH CREEK OFFICE COMPANY CONDOMINIUMS" DAVID G. KOGUT, ET. ALS.

G. L. WILSON BUILDING COMPANY

WILLIAM R. AXLEY

SULLIVAN ROAD PARTNERS, LLC

SULLIVAN ROAD PARTNERS, LLC
TRACT 4

BRUCE W. RANDOLPH

SUPERIOR PROPERTIES OF STATESVILLE LIMITED PARTNERSHIP
ALLEN C. JOHNSON AND JOYCE R. JOHNSON
AN UNDIVIDED 5% INTEREST

–Y10DRI– PC Sta. 11+78.73
–Y10DRI– PT Sta. 11+96.62
N 2° 50' 54.3" E

–Y10DRI– PT Sta. 11+17.23
–Y10DRI– PC Sta. 10+77.78

–Y10DRI– POT Sta. 10+00.00 =
–Y10– POT Sta. 24+77.87

BEGIN APPROACH SLAB
–Y10– PT Sta. 25+52.48
BEGIN BRIDGE
–Y10– POT Sta. 25+77.48

END CONSTRUCTION
–Y10DRI– POT Sta. 12+34.54

–Y_S– POC Sta. 113+43.23 =
–Y10– POT Sta. 27+13.79
Δ = 127° 16' 37"

–YRPAC– PT Sta. 88+97.10=
–Y_S– POC Sta. 111+42.63 (72' LT)

–Y11– PC Sta. 26+44.38

–Y11– PT Sta. 28+66.61

–Y11– PC Sta. 32+56.19

–Y11– PT Sta. 33+27.01 =
–Y10– POT Sta. 29+55.40

END RET. WALL
+00
–Y_S– PRC Sta. 112+31.03

END BRIDGE
–Y10– POT Sta. 28+16.85

END APPROACH SLAB
–Y10– POT Sta. 28+41.63

–Y10– PC Sta. 28+80.22

–YRPDB– PC Sta. 12+27.60

–YRPDB– POT Sta. 10+00.00= –Y_S– POC Sta. 116+50.00 (48' RT)
Δ = 3° 45' 00"

–YRPDB–	–YRPAC–	–Y10DRI–		–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
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)
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"
L = 392.80'	L = 864.78'	L = 39.45'	L = 17.88'	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'
R = 9,000.00'	R = 5,700.00'	R = 90.00'	R = 100.00'	R = 32,800.00'	R = 11,500.00'
SE = NC	SE = RC	SE = NC	SE = NC	SE = NC	SE = NC
	DS = 50 MPH			DS = 60 MPH	DS = 60 MPH

–Y11–		–Y10–	
PI Sta 27+55.78	PI Sta 32+92.27	PI Sta 23+34.74	PI Sta 31+03.88
Δ = 10° 00' 00.0" (RT)	Δ = 27° 02' 54.5" (LT)	Δ = 4° 21' 03.6" (LT)	Δ = 4° 44' 04.7" (LT)
D = 4° 30' 00.0"	D = 38° 11' 49.9"	D = 1° 03' 32.7"	D = 1° 03' 32.7"
L = 222.22'	L = 70.81'	L = 410.83'	L = 447.06'
T = 111.39'	T = 36.08'	T = 205.52'	T = 223.65'
R = 1,273.24'	R = 150.00'	R = 5,410.00'	R = 5,410.00'
SE = 04	SE = 03	SE = NC	SE = NC
DS = 55 MPH	DS = 30 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

02/28/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	21
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

–MATCHLINE– STA. 22+00 –Y10– SEE SHEET NO. 30

–MATCHLINE– STA. 80+50.00 –YRPAC– SEE SHEET NO. 22 (SEGMENT A)

–MATCHLINE– STA. 106+00 –Y_S– SEE SHEET NO. 20

–MATCHLINE– STA. 120+00 –Y_S– SEE SHEET NO. 22 (SEGMENT A)

–MATCHLINE– STA. 33+00 –Y10– SEE SHEET NO. 31

"FOURTH CREEK OFFICE COMPANY CONDOMINIUMS" DAVID G. KOGUT, ET. ALS.

G. L. WILSON BUILDING COMPANY

SULLIVAN ROAD PARTNERS, LLC

SULLIVAN ROAD PARTNERS, LLC TRACT 4

BRUCE W. RANDOLPH

WILLIAM R. AXLEY

SUPERIOR PROPERTIES OF REDELL LIMITED PARTNERSHIP ALLEN C. JOHNSON AND JOYCE R. JOHNSON AN UNDIVIDED 5% INTEREST

–Y10DRI– PC Sta. 10+77.78

–Y10DRI– PT Sta. 11+17.23

–Y10DRI– PC Sta. 11+78.73

–Y10DRI– PT Sta. 11+96.62
N 2° 50' 54.3" E

–Y10DRI– POT Sta. 10+00.00 =
–Y10– POT Sta. 24+77.87

BEGIN APPROACH SLAB
–Y10– PT Sta. 25+52.48
BEGIN BRIDGE
–Y10– POT Sta. 25+77.48

END CONSTRUCTION
–Y10DRI– POT Sta. 12+34.54

–Y_S– POC Sta. 113+43.23 =
–Y10– POT Sta. 27+13.79
Δ = 127° 16' 37"

END SEGMENT B
BEGIN SEGMENT A
–Y_S– STA. 111+00

–YRPAC– PT Sta. 88+97.10=
–Y_S– POC Sta. 111+42.63 (72' LT)

–Y11– PC Sta. 26+44.38

–Y11– PT Sta. 28+66.61

–Y11– PC Sta. 32+56.19

–Y11– PT Sta. 33+27.01 =
–Y10– POT Sta. 29+55.40

–Y_S– PRC Sta. 112+31.03

END BRIDGE
–Y10– POT Sta. 28+16.85

END APPROACH SLAB
–Y10– POT Sta. 28+41.63

–Y10– PC Sta. 28+80.22

–YRPDB– POT Sta. 10+00.00= –Y_S– POC Sta. 116+50.00 (48' RT)
Δ = 3° 45' 00"

–YRPDB– PC Sta. 12+27.60

N 4° 58' 00.0" E

N 14° 58' 00.0" E

N 9° 33' 30.3" E

N 12° 01' 12.2" W

N 3° 05' 42.4" W

N 87° 00' 08.5" E

S 04° 05' 48" W 456.66'

S 45° 05' 26" W 39.91'

S 77° 54' 59" W 39.92'

S 89° 05' 56" W 39.43'

–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
DS = 50 MPH

–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 = RC
DS = 50 MPH

–Y10DRI–
PI Sta 10+75.76
Δ = 25° 06' 54.6" (RT)
D = 63° 39' 43.1"
L = 39.45'
T = 20.05'
R = 90.00'
SE = NC

PI Sta 11+65.63
Δ = 10° 14' 48.2" (LT)
D = 57° 17' 44.8"
L = 17.88'
T = 8.97'
R = 100.00'
SE = NC

–Y11–
PI Sta 27+55.78
Δ = 10° 00' 00.0" (RT)
D = 4° 30' 00.0"
L = 222.22'
T = 111.39'
R = 1,273.24'
SE = 04
DS = 55 MPH

PI Sta 32+92.27
Δ = 27° 02' 54.5" (LT)
D = 38° 11' 49.9"
L = 70.81'
T = 36.08'
R = 150.00'
SE = 03
DS = 30 MPH

–Y_S–
PI Sta 107+16.73
Δ = 1° 47' 49.0" (LT)
D = 0° 10' 28.9"
L = 1,028.69'
T = 514.39'
R = 32,800.00'
SE = NC
DS = 60 MPH

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

–Y10–
PI Sta 23+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

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

02/28/19
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becker jw

PROJECT REFERENCE NO.	SHEET NO.
I-5819B	22
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

-MATCHLINE- STA. 19+00.00 -YRPC- STA. 31+50.00 -YRPCA- SEE SHEET NO. 9

-MATCHLINE- STA. 235+00 -Y_RT- SEE SHEET NO. 10

-MATCHLINE- SEE SHEET NO. 11

-MATCHLINE- STA. 80+40.00 -YRPAC- SEE SHEET NO. 21

-MATCHLINE- STA. 120+00 -Y_S- SEE SHEET NO. 21

-YRPAC- PC Sta.71+03.29
-YRPAC- PT Sta.76+96.36
-YRPAC- TS Sta.19+29.00
-YRPAC- SC Sta.12+14.89
-YRPAC- CS Sta.28+09.00
-YRPAC- PC Sta.80+32.32
-YRPC- SC Sta.20+31.00
-YRPC- TS Sta.19+29.00
-Y_LT- SC Sta.332+63.79
-Y_LT- POT Sta.1X1+63.98
-Y_LT- ST Sta.329+93.79=
-Y_S- POT Sta.129+29.79 (LT)
-Y_S- PT Sta.123+05.46
-Y_S- POT Sta.122+44.70
-Y_S- POT Sta.122+17.56
-Y_S- PC Sta.120+24.50
-Y_S- POT Sta.120+00.39
-YRPDB- SC Sta.24+22.27
-YRPDB- TS Sta.22+78.22
-YRPDB- CS Sta.21+68.58
-YRPDB- PC Sta.18+45.21
-YRPDB- ST Sta.17+12.58
-YRPDB- SRS Sta.29+99.91
-YRPDB- CS Sta.28+55.91
-Y_RT- SC Sta.233+28.98
-Y_RT- POT Sta.229+98.98=
-Y_S- POT Sta.129+98.98 (RT)
-Y_RT- TS Sta.231+28.98
-YRPDB- TS Sta.10+97.31
-YRPDB- PT Sta.10+00.00=
-YRPDB- PT Sta.20+49.86 (LT)
DN 4°08'00"
-YRPDB- PT Sta.16+20.40
-YRPDB- PT Sta.15+20.40

BEGIN APPROACH SLAB -YRPCA- POC ST A.35+90.62
BEGIN BRIDGE -YRPCA- POC STA.36+16.49
END APPROACH SLAB -YRPCA- POC ST A.41+25.45
END BRIDGE -YRPCA- POC ST A.41+01.00
END APPROACH SLAB -YRPAC- POT ST A.79+90.66
END BRIDGE -YRPAC- POT STA.79+60.34
END APPROACH SLAB -Y_S- POC Sta.122+41.70
END BRIDGE -Y_S- POT Sta.122+17.56
BEGIN BRIDGE -Y_S- POC Sta.120+24.50
BEGIN APPROACH SLAB -Y_S- POT Sta.120+00.39

-YRPDB-

PI Sta 14+24.03	Pis Sta 23+74.30	Pis Sta 29+03.94	Pis Sta 30+95.94
Δ = 5° 30' 03.3" (RT)	θs = 4° 52' 55.2"	Δ = 29° 24' 11.0" (RT)	θs = 4° 52' 55.2"
D = 0° 39' 11.8"	Ls = 144.00'	D = 6° 46' 50.0"	Ls = 144.00'
L = 592.80'	LT = 96.04'	L = 433.64'	LT = 96.04'
T = 296.43'	ST = 48.03'	T = 221.71'	ST = 48.03'
R = 9,000.00'		R = 845.00'	
SE = NC		SE = 06	
DS = 50 MPH		DS = 50 MPH	

-Y_S-

PI Sta 17+58.63
Δ = 5° 27' 11.0" (RT)
D = 12° 29' 53.6"
L = 1,074.43'
T = 537.61'
R = 1,150.00'
SE = NC
DS = 60 MPH

-YRPAC-

PI Sta 74+01.12
Δ = 13° 19' 38.2" (RT)
D = 2° 14' 48.8"
L = 593.15'
T = 297.92'
R = 2,550.00'
SE = 04
DS = 50 MPH

-YLPC-

PI Sta 18+44.08
Δ = 23° 17' 52.4" (RT)
D = 19° 45' 25.8"
L = 1,175.71'
T = 592.21'
R = 290.00'
SE = 08
DS = 30 MPH

-Y_LT-

Pis Sta 33+47.38	PI Sta 334+86.61
θs = 2° 54' 41.9"	Δ = 8° 29' 43.8" (LT)
Ls = 270.00'	D = 7° 54' 35.5"
LT = 180.02'	L = 444.82'
ST = 90.02'	T = 222.82'
	R = 1,000.00'
	SE = 05
	DS = 60 MPH

-Y_RT-

Pis Sta 232+62.32	PI Sta 235+92.32
θs = 1° 54' 35.5"	Δ = 10° 21' 59.7" (LT)
Ls = 200.00'	D = 1° 54' 35.5"
LT = 133.34'	L = 525.34'
ST = 66.67'	T = 263.34'
	R = 3,000.00'
	SE = 05
	DS = 60 MPH

-YRPC-

Pis Sta 20+25.04	PI Sta 24+66.97	Pis Sta 28+57.03
θs = 4° 57' 08.4"	Δ = 57° 17' 24.9" (RT)	θs = 4° 57' 08.4"
Ls = 144.00'	D = 6° 52' 40.7"	Ls = 144.00'
LT = 96.04'	L = 736.00'	LT = 96.04'
ST = 48.03'	T = 393.59'	ST = 48.03'
	R = 833.00'	
	SE = 06	
	DS = 50 MPH	

-YRPD-

Pis Sta 11+93.35	PI Sta 14+07.08	Pis Sta 16+16.61	Pis Sta 22+11.11
θs = 4° 57' 08.4"	Δ = 22° 30' 56.4" (RT)	θs = 4° 57' 08.4"	Δ = 5° 19' 05.0" (LT)
Ls = 144.00'	D = 6° 52' 40.7"	Ls = 144.00'	D = 0° 43' 40.3"
LT = 96.04'	L = 327.27'	LT = 96.04'	L = 730.47'
ST = 48.03'	T = 165.77'	ST = 48.03'	T = 365.50'
	R = 833.00'		R = 7,870.00'
	SE = 06		SE = NC
	DS = 50 MPH		DS = 50 MPH

-YRPCA-

Pis Sta 31+66.93	PI Sta 41+32.83
θs = 4° 57' 08.4"	Δ = 95° 33' 15.3" (LT)
Ls = 144.00'	D = 6° 52' 40.7"
LT = 96.04'	L = 1,389.22'
ST = 48.03'	T = 917.05'
	R = 833.00'
	SE = 06
	DS = 50 MPH

WE
WD
SJ
SH
WD
WH
FOURTH CREEK

THE CITY OF STATESVILLE, N.C.
YPSI INVESTMENT COMPANY, LLC
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SULLIVAN ROAD PARTNERS, LLC
IH3 PROPERTY NORTH CAROLINA LP
ADAM D. BROWN
G. L. WILSON BUILDING COMPANY
CHRISTOPHER, DICKEY AND KIRSTEN TODD

SEE SHEET 55 FOR -Y_S- PROFILE
SEE SHEET 56 FOR -Y_LT- PROFILE
SEE SHEET 57 FOR -Y_RT- PROFILE
SEE SHEET 65 FOR -YRPC- PROFILE
SEE SHEET 69 FOR -YRPD- PROFILE
SEE SHEET 71 FOR -YRPDB- PROFILE

GRAPHIC SCALE
50 25 0 50 100
PLANS

LOCATION: I-77 INTERCHANGE AT SR 12 (BROAD ST.)
TIP NO.: I-5819A
COUNTY: IREDELL
DESIGNED BY: E. SECKINGER
CHECKED BY: D. GOURLEY
DATE: 10/16/2018

02/26/19
12:04:24 PM
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PROJECT REFERENCE NO.	SHEET NO.
I-5818B	22
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. 19+00.00 -YRPC- STA. 31+50.00 -YRPCA- SEE SHEET NO. 9

-MATCHLINE- STA. 235+00 -Y_RT- SEE SHEET NO. 10

-MATCHLINE- SEE SHEET NO. 11

-MATCHLINE- STA. 80+40.00 -YRPAC- SEE SHEET NO. 21

-MATCHLINE- STA. 120+00 -Y_S- SEE SHEET NO. 21

NC GRID | NAD 83

-YRPC- TS Sta. 19+29.00

-YRPC- PT Sta. 76+96.36

-YRPAC- PC Sta. 71+05.21

-YRPAC- PT Sta. 80+32.32

-YRPCA- SC Sta. 12+14.89

-YRPCA- POC STA. 35+30.62

BEGIN APPROACH SLAB -YRPCA- POC STA. 36+16.49

BEGIN BRIDGE -YRPCA- POC STA. 36+16.49

-Y_LT- SC Sta. 332+63.79

-Y_LT- POT Sta. 1+63.98

-Y_LT- ST Sta. 329+93.79= -Y_S- POT Sta. 169+29.79 (24 LT)

END APPROACH SLAB -YRPAC- POT STA. 79+90.86

END BRIDGE -YRPAC- POT STA. 79+60.58

-YRPDB- SRS Sta. 29+99.91

-YRPDB- CS Sta. 28+55.91

-Y_RT- SC Sta. 233+29.98

-YRPDB- PC Sta. 18+45.21

END APPROACH SLAB -YRPCA- POC STA. 41+23.95

END BRIDGE -YRPCA- POC STA. 41+01.00

-YRPD- ST Sta. 17+12.58

-YRPD- CS Sta. 15+68.58

-Y_RT- TS Sta. 217+28.98

-YRPDB- SC Sta. 24+22.27

-Y_RT- POT Sta. 229+98.98= -Y_S- POT Sta. 129+98.98 (24 RT)

-YRPD- SC Sta. 12+14.31

-YRPDB- TS Sta. 22+78.29

-YRPD- CS Sta. 28+09.00

-YRPD- TS Sta. 10+97.31

-YRPD- POT Sta. 10+00.00= -YRPDB- POT Sta. 207+86.98 (12 RT)= Δ= 4°08.00"

-Y_S- PT Sta. 123+05.46

-YRPDB- PT Sta. 15+20.40

END APPROACH SLAB -Y_S- POC Sta. 122+41.70

END BRIDGE -Y_S- POT Sta. 122+17.56

BEGIN BRIDGE -Y_S- POC Sta. 120+24.50

BEGIN APPROACH SLAB -Y_S- POT Sta. 120+00.39

-YRPAC- PT Sta. 84+66.59

-YRPAC- POT Sta. 85+43.00= -Y_S- POT Sta. 174+90.00 (60 LT)

WE

WD

SJ

SH

WD

FOURTH CREEK

WH

THE CITY OF STATESVILLE, N.C.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

SULLIVAN ROAD PARTNERS, LLC

PROP CHL FENCE

-YRPDB-

PI Sta 14+24.03	Pts Sta 23+74.30	PI Sta 26+43.91	Pts Sta 29+03.94 Pts Sta 30+95.94
Δ = 5° 30' 02.3" (RT)	Gs = 4° 52' 55.2"	Δ = 29° 24' 11.0" (RT)	Gs = 4° 52' 55.2" Gs = 4° 51' 08.4"
D = 1° 39' 11.8"	Ls = 144.00'	D = 6° 46' 50.0"	Ls = 144.00' Ls = 144.00'
L = 330.80'	LT = 96.04'	L = 433.66'	LT = 96.04' LT = 96.04'
T = 196.43'	ST = 48.03'	T = 220.51'	ST = 48.03' ST = 48.03'
R = 3,500.00'		R = 845.00'	
SE = NC		SE = 06	
DS = 50 MPH		DS = 50 MPH	

-Y_S-

PI Sta 17+52.63	
Δ = 5° 21' 11.0" (RT)	
D = 1° 29' 54.6"	
L = 1,017.43'	
T = 509.04'	
R = 1,550.00'	
SE = NC	
DS = 60 MPH	

-YRPAC-

PI Sta 74+01.12	
Δ = 17° 19' 59.2" (RT)	
D = 2° 14' 48.8"	
L = 593.15'	
T = 299.32'	
R = 2,550.00'	
SE = 04	
DS = 50 MPH	

-YLPC-

PI Sta 18+44.08	
Δ = 23° 10' 52.4" (RT)	
D = 19° 45' 25.8"	
L = 1,215.71'	
T = 598.21'	
R = 290.00'	
SE = 08	
DS = 30 MPH	

-Y_LT-

Pts Sta 3+17+73.81	
Gs = 2° 34' 41.9"	
Ls = 270.00'	
LT = 180.02'	
ST = 90.02'	

PI Sta 3+34+86.61	
Δ = 6° 29' 43.8" (LT)	
D = 1° 54' 35.5"	
L = 444.85'	
T = 222.62'	
R = 3,000.00'	
SE = 05	
DS = 60 MPH	

Pts Sta 2+32+62.52	
Gs = 1° 54' 35.5"	
Ls = 200.00'	
LT = 133.34'	
ST = 66.67'	

PI Sta 2+35+92.32	
Δ = 10° 01' 59.7" (LT)	
D = 1° 54' 35.5"	
L = 525.34'	
T = 263.54'	
R = 3,000.00'	
SE = 05	
DS = 60 MPH	

-Y_RT-

Pts Sta 20+25.04	
Gs = 4° 57' 08.4"	
Ls = 144.00'	
LT = 96.04'	
ST = 48.03'	

PI Sta 24+66.91	
Δ = 50° 17' 24.5" (RT)	
D = 6° 52' 40.7"	
L = 736.00'	
T = 393.59'	
R = 833.00'	
SE = 06	
DS = 50 MPH	

-YRPC-

Pts Sta 28+57.03	
Gs = 4° 57' 08.4"	
Ls = 144.00'	
LT = 96.04'	
ST = 48.03'	

-YRPD-

Pts Sta 11+93.35	
Gs = 4° 57' 08.4"	
Ls = 144.00'	
LT = 96.04'	
ST = 48.03'	

PI Sta 14+07.00	
Δ = 52° 37' 36.4" (RT)	
D = 6° 52' 40.7"	
L = 521.27'	
T = 280.77'	
R = 833.00'	
SE = 06	
DS = 50 MPH	

Pts Sta 16+16.61	
Gs = 4° 57' 08.4"	
Ls = 144.00'	
LT = 96.04'	
ST = 48.03'	

PI Sta 22+11.11	
Δ = 5° 19' 05.0" (LT)	
D = 0° 43' 40.9"	
L = 790.40'	
T = 395.50'	
R = 7,870.00'	
SE = NC	
DS = 50 MPH	

-YRPC-

Pts Sta 31+66.93	
Gs = 4° 57' 08.4"	
Ls = 144.00'	
LT = 96.04'	
ST = 48.03'	

PI Sta 41+32.83	
Δ = 95° 13' 15.3" (LT)	
D = 6° 52' 40.7"	
L = 1,369.22'	
T = 981.95'	
R = 833.00'	
SE = 06	
DS = 50 MPH	

SEE SHEET 55 FOR -Y_S- PROFILE
SEE SHEET 56 FOR -Y_LT- PROFILE
SEE SHEET 57 FOR -Y_RT- PROFILE
SEE SHEET 65 FOR -YRPC- PROFILE
SEE SHEET 69 FOR -YRPD- PROFILE
SEE SHEET 71 FOR -YRPDB- PROFILE

GRAPHIC SCALE
50 25 0 50 100
PLANS

LOCATION: I-77 INTERCHANGE AT SR 12 (BROAD ST.)

TIP NO. I-5818A COUNTY: IREDELL

DESIGNED BY: E. SECKINGER

CHECKED BY: D. GOURLEY DATE: 10-16-2018

02/28/19
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dgourley

PROJECT REFERENCE NO.	SHEET NO.
1-38180	23
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

-YRPA-
PI Sta 20+61.50
Δ = 54°12' 02.8" (RT)
D = 6° 44' 26.4"
Lc = 507.58'
T = 296.50'
R = 850.00'
SE = 06
DS = 50 MPH

Pis Sta 23+55.41
Θs = 4° 50' 11.8"
Ls = 144.00'
LT = 96.04'
ST = 48.03'

Pis Sta 26+70.22
Θs = 17° 51' 17.7"
Ls = 100.00'
LT = 66.62'
ST = 33.33'

PI Sta 28+23.65
Δ = 4° 35' 05.4" (RT)
D = 1° 54' 35.5"
Lc = 240.06'
T = 120.09'
R = 3000.00'
SE = 04
DS = 50 MPH

Pis Sta 29+76.95
Θs = 17° 51' 17.7"
Ls = 100.00'
LT = 66.62'
ST = 33.33'

-YRPDB-
PI Sta 2+34+20.56
Δ = 175° 16' 30.7" (LT)
D = 6° 52' 43"
Lc = 2,548.26'
T = 80,926.6'
R = 833.00'
SE = 06
DS = 50 MPH

-Y_LT-

Pis Sta 3+47+44.1
Θs = 2° 57' 48.9"
Ls = 240.00'
LT = 160.02'
ST = 80.02'

-YRPDB-

PI Sta 11+33.36
Θs = 3° 22' 13.2"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

PI Sta 16+41.24
Δ = 89° 06' 02.4" (RT)
D = 3° 22' 13.2"
L = 863.43'
T = 144.24'
R = 1700.00'
SE = EXIST
DS = 50 MPH

Pis Sta 21+30.12
Θs = 3° 22' 13.2"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

-YRPCA-
Pis Sta 60+40.20
Θs = 2° 46' 07.2"
Ls = 144.00'
LT = 96.01'
ST = 48.01'

PI Sta 62+70.04
Δ = 13° 55' 01.4" (RT)
D = 3° 50' 43.3"
L = 361.90'
T = 181.81'
R = 1,490.00'
SE = 06
DS = 50 MPH

Pis Sta 64+98.12
Θs = 2° 46' 07.2"
Ls = 144.00'
LT = 96.01'
ST = 48.01'

-Y_RT-

PI Sta 247+61.90
Δ = 2° 32' 51.8" (RT)
D = 2° 27' 32.6"
L = 103.62'
T = 51.81'
R = 2,330.00'
SE = 06
DS = 60 MPH

Pis Sta 248+93.71
Θs = 2° 57' 03.1"
Ls = 240.00'
LT = 160.02'
ST = 80.02'

-YRPAC-
PI Sta 58+74.99
Δ = 116° 25' 10.1" (LT)
D = 6° 52' 41.7"
L = 1,692.56'
T = 1,344.00'
R = 833.00'
SE = 06
DS = 50 MPH

-MATCHLINE-
STA. 161+00 -Y_N-
SEE SHEET NO. 24

-MATCHLINE-
STA. 79+80.00 -YRPCA-
SEE SHEET NO. 24

-MATCHLINE- STA. 247+00 -Y_RT-
SEE SHEET NO. 10

-MATCHLINE-
STA. 57+00.00 -YRPBD-
SEE SHEET NO.10

-MATCHLINE- STA. 44+50.00 -YRPDB- -YRPCA-
STA. 57+45.00
SEE SHEET NO. 11

-MATCHLINE-
STA. 17+50.00 -YRPA-
SEE SHEET NO. 11

-MATCHLINE- SEE SHEET NO. 11

END RECONSTRUCTION
-YRPB- POC STA.15+03.54

END EXISTING APPROACH SLAB
-Y_N- Sta.151+37.14

END RAMP RECONSTRUCTION
BEGIN RAMP WIDENING
-YRPDB- POC Sta. 52+20.68

-YRPDB- POC Sta. 51+15.79 =
-Y_N- POT Sta. 150+46.87
Δ = 92° 48' 5"
-Y_RT- ST Sta. 2+04+5.369=
-Y_N- POT Sta.150+50.26 (124' RT)

-YRPCA- SC Sta. 60+88.19=

-Y_LT- POT STA 350+00.05=
-Y_N- POT STA.150+03.01 (124' LT)

-Y_LT- ST STA 349+6.379

-Y_LT- ST STA 349+04.09

END BRIDGE
-YRPAC- POC STA.41+18.49

END APPROACH SLAB
-YRPAC- POC STA.48+08.25

TIE EXIST APPROACH SLAB
-Y_RT- STA.249+73.10
-Y_N- POT Sta. 149+76.66=
-Y_LT- POT 349+53.01 (124' RT)

BEGIN BRIDGE
-YRPAC- POC STA.46+31.71

BEGIN APPROACH SLAB
-YRPAC- POC STA.46+08.11

-YRPAC- PC
Sta. 46+30.39

-Y_RT- CS Sta. 248+13.69

END APPROACH SLAB
-YRPAC- POT
STA.43+69.21

END BRIDGE
-YRPAC- POT
STA.43+20.00

-Y_RT- SC Sta. 241+10.09

-YRPA- ST Sta. 30+43.62
-YRPCA- POT Sta.40+55.66 (12' RT)

-YRPA- CS Sta. 29+43.62

-YRPA- SC Sta. 27+03.56

-YRPA- TS Sta. 26+03.56

-YRPCA- ST Sta. 65+94.11

-YRPA- ST Sta. 24+51.38

-YRPA- CS Sta. 64+50.11

-YRPA- CS Sta. 23+07.38

-YRPA- TS
Sta. 59+44.79

-YRPA- PCC Sta. 18+00.00

-YRPA- SC Sta. 60+88.19

-YRPA- CS Sta. 61+32.58

-YRPA- ST Sta. 62+70.04

-YRPA- PCC Sta. 64+98.12

-YRPA- PT Sta. 65+94.11

-YRPA- PRC Sta. 66+40.20

-YRPA- PT Sta. 67+86.04

-YRPA- PCC Sta. 68+34.12

-YRPA- PRC Sta. 69+31.83

-YRPA- PT Sta. 70+78.67

-YRPA- PCC Sta. 71+26.75

-YRPA- PRC Sta. 72+24.46

-YRPA- PT Sta. 73+71.30

-YRPA- PCC Sta. 74+19.38

-YRPA- PRC Sta. 75+17.09

-YRPA- PT Sta. 76+63.93

-YRPA- PCC Sta. 77+12.01

-YRPA- PRC Sta. 78+09.72

-YRPA- PT Sta. 79+56.56

-YRPA- PCC Sta. 80+04.64

-YRPA- PRC Sta. 81+02.35

-YRPA- PT Sta. 82+49.19

-YRPA- PCC Sta. 82+97.27

-YRPA- PRC Sta. 83+94.98

-YRPA- PT Sta. 85+41.82

-YRPA- PCC Sta. 85+89.90

-YRPA- PRC Sta. 86+87.61

-YRPA- PT Sta. 88+34.45

-YRPA- PCC Sta. 88+82.53

-YRPA- PRC Sta. 89+80.24

-YRPA- PT Sta. 91+27.08

-YRPA- PCC Sta. 91+75.16

-YRPA- PRC Sta. 92+72.87

-YRPA- PT Sta. 94+19.71

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-YRPA- PRC Sta. 95+65.50

-YRPA- PT Sta. 97+12.34

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-YRPA- PRC Sta. 98+58.13

-YRPA- PT Sta. 100+04.97

-YRPA- PCC Sta. 100+53.05

-YRPA- PRC Sta. 101+50.76

-YRPA- PT Sta. 102+97.60

-YRPA- PCC Sta. 103+45.68

-YRPA- PRC Sta. 104+43.39

-YRPA- PT Sta. 105+90.23

-YRPA- PCC Sta. 106+38.31

-YRPA- PRC Sta. 107+36.02

-YRPA- PT Sta. 108+82.86

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-YRPA- PRC Sta. 628+22.16

-YRPA- PT Sta. 629+69.00

-YRPA- PCC Sta. 630+17.08

-YRPA- PRC Sta. 631+14.79

-YRPA- PT Sta. 632+61.63

-YRPA- PCC Sta. 633+09.71

-YRPA- PRC Sta. 634+07.42

-YRPA- PT Sta. 635+54.26

-YRPA- PCC Sta. 636+02.34

-YRPA- PRC Sta. 636+99.05

-YRPA- PT Sta. 638+45.89

-YRPA- PCC Sta. 638+93.97

-YRPA- PRC Sta. 639+91.68

-YRPA- PT Sta. 641+38.52

-YRPA- PCC Sta. 641+86.60

-YRPA- PRC Sta. 642+84.31

-YRPA- PT Sta. 644+31.15

-YRPA- PCC Sta. 644+79.23

-YRPA- PRC Sta. 645+76.94

-YRPA- PT Sta. 647+23.78

-YRPA- PCC Sta. 647+71.86

-YRPA- PRC Sta. 648+69.57

-YRPA- PT Sta. 650+16.41

-YRPA- PCC Sta. 650+64.49

-YRPA- PRC Sta. 651+62.20

-YRPA- PT Sta. 653+09.04

-YRPA- PCC Sta. 653+57.12

-YRPA- PRC Sta. 654+54.83

-YRPA- PT Sta. 656+01.67

-YRPA- PCC Sta. 656+49.75

-YRPA- PRC Sta. 657+47.46

-YRPA- PT Sta. 658+94.30

-YRPA- PCC Sta. 659+42.38

-YRPA- PRC Sta. 660+40.09

-YRPA- PT Sta. 661+86.93

-YRPA- PCC Sta. 662+35.01

-YRPA- PRC Sta. 663+32.72

-YRPA- PT Sta. 664+79.56

-YRPA- PCC Sta. 665+27.64

-YRPA- PRC Sta. 666+25.35

-YRPA- PT Sta. 667+72.19

-YRPA- PCC Sta. 668+20.27

-YRPA- PRC Sta. 669+17.98

-YRPA- PT Sta. 670+64.82

-YRPA- PCC Sta. 671+12.90

-YRPA- PRC Sta. 672+10.61

-YRPA- PT Sta. 673+57.45

-YRPA- PCC Sta. 674+05.53

-YRPA- PRC Sta. 675+03.24

-YRPA- PT Sta. 676+50.08

-YRPA- PCC Sta. 676+98.16

-YRPA- PRC Sta. 677+95.87

-YRPA- PT Sta. 679+42.71

-YRPA- PCC Sta. 679+90.79

-YRPA- PRC Sta. 680+88.50

-YRPA- PT Sta. 682+35.34

-YRPA- PCC Sta. 682+83.42

-YRPA- PRC Sta. 683+81.13

-YRPA- PT Sta. 685+27.97

-YRPA- PCC Sta. 685+76.05

-YRPA- PRC Sta. 686+73.76

-YRPA- PT Sta. 688+20.60

-YRPA- PCC Sta. 688+68.68

-YRPA- PRC Sta. 689+66.39

-YRPA- PT Sta. 691+13.23

-YRPA- PCC Sta. 691+61.31

-YRPA- PRC Sta. 692+59.02

-YRPA- PT Sta. 694+05.86

-YRPA- PCC Sta. 694+53.94

-YRPA- PRC Sta. 695+51.65

-YRPA- PT Sta. 696+98.49

-YRPA- PCC Sta. 697+46.57

-YRPA- PRC Sta. 698+44.28

-YRPA- PT Sta. 699+91.12

-YRPA- PCC Sta. 700+39.20

-YRPA- PRC Sta. 701+36.91

-YRPA- PT Sta. 702+83.75

-YRPA- PCC Sta. 703+31.83

-YRPA- PRC Sta. 704+29.54

-YRPA- PT Sta. 705+76.38

-YRPA- PCC Sta. 706+24.46

-YRPA- PRC Sta. 707+22.17

-YRPA- PT Sta. 708+69.01

-YRPA- PCC Sta. 709+17.09

-YRPA- PRC Sta. 710+14.80

-YRPA- PT Sta. 711+61.64

-YRPA- PCC Sta. 712+09.72

-YRPA- PRC Sta. 713+07.43

-YRPA- PT Sta. 714+54.27

-YRPA- PCC Sta. 715+02.35

-YRPA- PRC Sta. 715+99.06

-YRPA- PT Sta. 717+45.90

-YRPA- PCC Sta. 717+93.98

-YRPA- PRC Sta. 718+91.69

-YRPA- PT Sta. 720+38.53

-YRPA- PCC Sta. 720+86.61

-YRPA- PRC Sta. 721+84.32

-YRPA- PT Sta. 723+31.16

-YRPA- PCC Sta. 723+79.24

-YRPA- PRC Sta. 724+76.95

-YRPA- PT Sta. 726+23.79

-YRPA- PCC Sta. 726+71.87

-YRPA- PRC Sta. 727+69.58

-YRPA- PT Sta. 729+16.42

-YRPA- PCC Sta. 729+64.50

-YRPA- PRC S

PROJECT REFERENCE NO.	SHEET NO.
I-5818B	23
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

-YRPA-

PI Sta 20+16.50	PIs Sta 23+55.41	PIs Sta 26+70.22	PI Sta 28+23.65	PIs Sta 29+76.95
Δ = 34°12'02.8" (RT)	Gs = 4°50'11.8"	Gs = 13°51'17.7"	Δ = 4°35'20.4" (RT)	Gs = 13°51'17.7"
D = 10°44'26.4"	Ls = 144.00'	Ls = 100.00'	D = 1°54'35.5"	Ls = 100.00'
L = 507.58'	LT = 96.04'	LT = 66.67'	L = 240.06'	LT = 66.67'
T = 260.50'	ST = 48.03'	ST = 33.33'	T = 120.09'	ST = 33.33'
R = 850.00'			R = 3000.00'	
SE = 06			SE = 04	
DS = 50 MPH			DS = 50 MPH	

-YRPDB-

PI Sta 2+34+20.56
Δ = 175°16'30.2" (LT)
D = 6°52'46"
L = 2,548.26'
T = 20,926.6'
R = 833.00'
SE = 06
DS = 50 MPH

-Y_LT-

PIs Sta 3+47+44.11
Gs = 2°57'48.9"
Ls = 240.00'
LT = 160.02'
ST = 80.02'

-YRPDB-

PIs Sta 11+33.36	PI Sta 16+41.24	PIs Sta 21+30.12
Gs = 3°22'13.2"	Δ = 29°06'02.4" (RT)	Gs = 3°22'13.2"
Ls = 200.00'	D = 2°22'13.2"	Ls = 200.00'
LT = 133.36'	L = 863.43'	LT = 133.36'
ST = 66.69'	T = 441.24'	ST = 66.69'
	R = 1,700.00'	
	SE = EXIST	
	DS = 50 MPH	

-YRPCA-

PIs Sta 60+40.20	PIs Sta 62+70.04	PIs Sta 64+98.12
Gs = 2°46'07.2"	Δ = 13°55'01.4" (RT)	Gs = 2°46'07.2"
Ls = 144.00'	D = 3°50'43.3"	Ls = 144.00'
LT = 96.01'	L = 560.90'	LT = 96.01'
ST = 48.01'	T = 281.85'	ST = 48.01'
	R = 1,490.00'	
	SE = 06	
	DS = 50 MPH	

-Y_RT-

PI Sta 247+61.90	PIs Sta 248+93.71
Δ = 2°32'51.2" (RT)	Gs = 2°57'03.1"
D = 2°27'32.6"	Ls = 240.00'
L = 613.62'	LT = 160.02'
T = 518'	ST = 80.02'
R = 2,330.00'	
SE = 05	
DS = 60 MPH	

-YRPAC-

PI Sta 58+74.99
Δ = 116°25'10.1" (LT)
D = 6°52'46"
L = 1,692.56'
T = 1,344.00'
R = 833.00'
SE = 06
DS = 50 MPH

-MATCHLINE- STA. 161+00 -Y_N- SEE SHEET NO. 24

-MATCHLINE- STA. 79+80.00 -YRPCA- SEE SHEET NO. 24

-MATCHLINE- STA. 57+00.00 -YRPBD- SEE SHEET NO.10

-MATCHLINE- STA. 247+00 -Y_RT- SEE SHEET NO. 10

-MATCHLINE- STA. 44+50.00 -YRPDB- STA. 57+45.00 -YRPCA- SEE SHEET NO. 11

-MATCHLINE- STA. 17+50.00 -YRPA- SEE SHEET NO. 11

-MATCHLINE- SEE SHEET NO. 11

NC GRID + NAD 83

END RECONSTRUCTION -YRPB- POC STA.143+03.54

END EXISTING APPROACH SLAB -Y_N- Sta.151+37.14

END RAMP RECONSTRUCTION BEGIN RAMP WIDENING -YRPDB- POC Sta.52+20.88

END BRIDGE -YRPAC- POC STA.47+78.49

END APPROACH SLAB -YRPAC- POC STA.48+08.25

TIE EXIST APPROACH SLAB -Y_LT- STA.349+15.79

-Y_LT- POT STA.350+00.05 -Y_N- POT STA.150+03.01 (24' LT)

-Y_LT- ST STA.349+10.09

TIE EXIST APPROACH SLAB -Y_RT- STA.249+73.30

-Y_N- POT Sta.150+65.65 -Y_LT- POT STA.353+01.12 (24' RT)

BEGIN BRIDGE -YRPAC- POC STA.464+31.11

BEGIN APPROACH SLAB -YRPAC- POC STA.46+10.51

-YRPAC- POC Sta.461+30.99

-Y_RT- CS Sta.248+13.69

END APPROACH SLAB -YRPAC- POT STA.43+69.21

END BRIDGE -YRPAC- POT STA.43+20.20

-Y_RT- SC Sta.247+10.09

-YRPDB- POC Sta.51+15.79 -Y_N- POT Sta.150+46.61 Δ = 92°48'5"

-Y_RT- ST Sta.250+13.69 -Y_N- POT Sta.150+50.26 (24' RT)

-YRPCA- SC Sta.60+88.29

-YRPCA- TS Sta.59+44.19

-YRPA- ST Sta.17+43.62 -YRPCA- POT Sta.81+56.66 (12' RT)

-YRPA- CS Sta.29+43.62

-YRPA- SC Sta.27+03.66

-YRPA- TS Sta.26+03.56

-YRPCA- ST Sta.65+94.41

-YRPA- ST Sta.24+51.38

-YRPCA- CS Sta.64+50.11

-YRPA- CS Sta.23+07.38

-YRPA- PCC Sta.18+00.00

WAL

SL

WAM

WK

SU

PERMANENT MITIGATION AREA

PROP. CHL FENCE

SEE SHEET 57 FOR -Y_LT- PROFILE
SEE SHEET 57 FOR -Y_RT- PROFILE
SEE SHEET 58 FOR -Y_N- PROFILE
SEE SHEET 60 FOR -YRPA- PROFILE
SEE SHEET 62 FOR -YRPAC- PROFILE
SEE SHEET 67, 68 FOR -YRPCA- PROFILE
SEE SHEET 72 FOR -YRPDB- PROFILE

GRAPHIC SCALE
50 25 0 50 100
PLANS

LOCATION: I-77 INTERCHANGE AT SR 72 (BROAD ST.)

TIP NO.: I-5818A — COUNTY: IREDELL

DESIGNED BY: E SECKINGER

CHECKED BY: D. GOUBLEY — DATE: 10-16-2018

02/25/19
10:54:47 AM
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DGN: ac_ac

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-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

NC GRID | NAD 83

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

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

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

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

-YRPCA-
PIs Sta 74+96.43
Θs = 3° 47' 39.9"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

PI Sta 76+41.07
△ = 5° 54' 51.8" (RT)
D = 3° 47' 39.9"
L = 155.87'
T = 78.00'
R = 1,510.00'
E = 06
DS = 50 MPH

PIs Sta 77+85.63
Θs = 3° 47' 39.9"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

-YRPB-
PIs Sta 11+33.36
Θs = 3° 22' 13.2"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

S 03°39'46" W
100.04'

CONGRESS STATESVILLE, LLC

AERIAL UTILITY EASEMENT DB 223 PG 171

AERIAL UTILITY EASEMENT DB 212 PG 163

EXISTING R/W

UNSCAPED

225' BST

SR 2187 GLENWAY DR 24' BST

I-77 SB 44' BST

I-77 NB 43' BST

I-77 NB 28' BST

-YRPB- ST Sta.10+00.00

-Y_N- POT Sta.161+82.40 (48' LT)

TOE PROTECTION

GREU TL-3

+26.4
8:1

15" CSP

15" RCP-III

18" RCP-III

48" RCP-III

30" RCP-III

36" RCP-III

BDO

FS

COLLAR

HW

6" DIP

REMOVE OTCB

SPRING

SPRING BOX

FLOWABLE FILL

6" CMP

PLUG

RETAIN

REMOVE

DITCH COVERED WITH DEBRIS

SAG

-Y_N-

N 3° 40' 11.9" E

CONC. MED. BAR.

REMOVE 2GI

24" RCP-III

CLASS B RIP RAP
5 TONS 14 SY

5' BASE BERM DITCH W/CLASS B RIP RAP

RETAIN 50' CMP

RETAIN 24" CMP

165+00

170+00

175+00

TRENCHLESS INSTALLATION 30" WELDED STEEL

TRENCHLESS INSTALLATION 42" WELDED STEEL

30" CSP

JB w/MH

CL B RIP RAP
3 TONS 10 SY

33.33' (TYP)

RIPRAP

-YRPCA- CS Sta. 77+18.94

-YRPCA- TS Sta. 73+63.07

-YRPCA- SC Sta. 75+63.07

-YRPCA- ST Sta. 79+18.94=
-Y_N- POT Sta.169+50.42 (60' RT)

SBG W/G.R.

N 9° 50' 00.5" W

300' LN DROP TAPER

CAT I 8:1

END PROP SBG
+ 39.30, 30' RT

CL B RIP RAP
2 TONS 7 SY

PROP CHL FENCE

PERMANENT MITIGATION AREA

SL

TIE TO EXIST. FENCE
+51.70 -Y-

JAMES

SEE SHEET 58 FOR -Y N- PROFILE
SEE SHEET 68 FOR -YRPCA- PROFILE

02/28/19
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Becker, JW

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	24
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. 161+20 -Y_N- SEE SHEET NO. 23

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

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

-YRPCA-
PIs Sta 74+96.43
Θs = 3° 47' 39.9"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

PI Sta 76+41.07
△ = 5° 54' 51.8" (RT)
D = 3° 47' 39.9"
L = 155.87'
T = 78.00'
R = 1,510.00'
E = 06'
DS = 50 MPH

PIs Sta 77+85.63
Θs = 3° 47' 39.9"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

-YRPB-
PIs Sta 11+33.36
Θs = 3° 22' 13.2"
Ls = 200.00'
LT = 133.36'
ST = 66.69'

NC GRID NAD 83

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

CONGRESS STATESVILLE, LLC

SR 2187 GLENWAY DR 24' BST

AERIAL UTILITY EASEMENT DB 223 PG 171

AERIAL UTILITY EASEMENT DB 242 PG 83

EXISTING R/W 48' WW

TOE PROTECTION

-YRPB- ST Sta.10+00.00

-Y_N- POT Sta.161+82.40 (48' LT)

GREU TL-3

+26.4 8:1

15" CSP

15" RCP-III

18" RCP-III

48" RCP-III

30" RCP-III

36" RCP-IIIF

30" CSP

24" RCP-III

15" RCP-III

6" DIP

6" CMP

FLOWABLE FILL

SPRING

SPRING BOX

COLLAR

FS

BDO

HW

REMOVE OTCB

REMOVE 2GI

REMOVE 24" CMP

RETAIN 30" CMP

RETAIN 24" CMP

5' BASE BERM DITCH W/CLASS B RIP RAP

DITCH COVERED WITH DEBRIS

SAG

-Y_N-

N 3° 40' 11.9" E

CONC. MED. BAR.

TRENCHLESS INSTALLATION 30" WELDED STEEL

TRENCHLESS INSTALLATION 42" WELDED STEEL

JB w/MH

CL B RIP RAP 3 TONS 10 SY

CL B RIP RAP 2 TONS 7 SY

CLASS B RIP RAP 5 TONS 14 SY

33.33' (TYP)

-YRPCA- CS Sta. 77+18.94

-YRPCA- TS Sta. 73+63.07

-YRPCA- SC Sta. 75+63.07

-YRPCA- ST Sta. 79+18.94=
-Y_N- POT Sta.169+50.42 (60' RT)

N 9° 50' 00.5" W

SBG W/G.R.

END PROP SBG +39.30, 30' RT

300' LN DROP TAPER

CAT I 8:1

RETAIN

REMOVE

TIE TO EXIST. FENCE +54.70, -Y-

PROP CHL FENCE

PERMANENT MITIGATION AREA

SL

JAMES

SEE SHEET 58 FOR -Y N- PROFILE
SEE SHEET 68 FOR -YRPCA- PROFILE

02/28/19
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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	25
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

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

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

CONGRESS STATESVILLE, LLC

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

EXISTING R/W 60.00' EXISTING R/W

SR 2187 GLENWAY DR 24' BST

48" CHL

48" WW

EXISTING R/W

PROP CHL FENCE

DO NOT DISTURB SIGN

DO NOT DISTURB SIGN

CONGRESS STATESVILLE, LLC

N 88°51'27" W 1253.34'

25' BST

BST

AERIAL UTILITY

CAT-1

GREU TC-3

33.8

175+00

180+00

185+00

–Y_N–

N 3° 40' 11.9" E

CONC. MED. BAR.

24" RCP-III

18" RCP

48" CONC

MTL

CONC

FS

2GI

COLLAR

REMOVE 2GI

RETAIN 18" RCP

RETAIN

15" RCP-III

33" RCP-III

300' LANE DROP TAPER

+50.4

EXISTING R/W

TIE TO EXIST.FENCE +50.06

FARMS, INC.

DO NOT DISTURB SIGN

PROP.CHL FENCE

GR

SEE SHEET 58, 59 FOR –Y_N– PROFILE

02/28/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	25
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

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

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

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

CONGRESS STATESVILLE, LLC

SR 2187 GLENWAY DR 24' BST

EXISTING R/W

60.00'

48" WW

48" CHL

PROP CHL FENCE

DO NOT DISTURB SIGN

175+00

180+00

185+00

–Y_N–

N 3° 40' 11.9" E

1254.34'

N 88°51'47" W

24" RCP-III

18" RCP

15" RCP-III

2GI

FS

COLLAR

REMOVE 2GI

RETAIN

CONC. MED. BAR.

300' LANE DROP TAPER

TIE TO EXIST. FENCE
+50.06

+50.4

FARMS, INC.

CAT-1

GREU TL-3

8:1

+33.8

+41

SEE SHEET 58, 59 FOR –Y_N– PROFILE

02/28/19
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becker jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	26
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

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

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

IREDELL COUNTY

ISBK CLOVER LEAF ELEVATION SCHOOL

GREASE TRAPS

S. 88°50'50" E 819.8

AERIAL UTILITY EASEMENT

PROP.CHL FENCE

300' LN TAPER (LT)

720' LN TAPER (LT)
720' LN DROP TAPER (RT)
720' MEDIAN WIDTH TRANSITION (LT & RT)

300' LN DROP TAPER

REMOVE HW

REMOVE 2GI

PROP. CONC. BARRIER

15" RCP-III

18" RCP-III

COLLAR

2GI

FS

15" CSP

CL B RIP RAP
1 TONS 5 SY

CL B RIP RAP
2 TONS 7 SY

CL B RIP RAP
3 TONS 10 SY

RETAIN

END CONC. MED. BARRIER +95.43

CONVERT OTCB TO 2GI

RETAIN & PIPE CLEANOUT

TRENCHLESS INSTALLATION
42" WELDED STEEL

48" RCP-III
REMOVE HW

BEG SBG +07.52 (71.18' LT)

+02.27
73.81' LT

CAT-1

SBG W/G.R.

GREU TL-3

TOE PROTECTION

+07.50
77.92' RT

BEG SBG +10.49 (68.78' RT)

2' LATERAL BASE DITCH W/CLASS B RIP RAP

JAMES FARMS, INC.

GOFORTH FAMILY REVOCABLE TRUST

N. 88°51'58" W 217.21'

SEE SHEET 59 FOR –Y_N– PROFILE

02/28/19
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beckerjw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	26
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

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

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

IREDELL COUNTY

CLOVER LEAF ELEVATION SCHOOL

GREASE TRAPS

PROP.CHL FENCE

AERIAL UTILITY EASEMENT

300' LN TAPER (LT)

720' LN TAPER (LT)
720' LN DROP TAPER (RT)
720' MEDIAN WIDTH TRANSITION (LT & RT)

300' LN DROP TAPER

TRENCHLESS INSTALLATION 42" WELDED STEEL

48" RCP-III REMOVE HW

15" CSP

CL B RIP RAP 1 TONS 5 SY

BEG SBG +02.27 73.81' LT

BEG SBG +07.52 (71.18' LT)

SBG W/G.R.

CAT-1

8:1

REMOVE HW

REMOVE 2GI

PROP. CONC. BARRIER

15" RCP-III

END CONC. MED. BARRIER +95.43

CONVERT OTCB TO 2GI

RETAIN & PIPE CLEANOUT

BEG SBG +10.49 (68.78'RT)

CL B RIP RAP 1 TONS 5 SY

GREU TL-3

+07.50 77.92' RT

18" RCP-III

TOE PROTECTION

12" CSP

CL B RIP RAP 2 TONS 7 SY

CL B RIP RAP 3 TONS 10 SY

2' LATERAL BASE DITCH W/CLASS B RIP RAP

JAMES FARMS, INC.

GOFORTH FAMILY REVOCABLE TRUST

SEE SHEET 59 FOR –Y_N– PROFILE

02/28/19
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becker_jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	27
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

–MATCHLINE– STA. 203+00 –Y_N– SEE SHEET NO. 26

GOFORTH, GOFORTH & CLINE, LLC

END CONSTRUCTION SEGMENT B
–Y_N– POT STA. 205+15.43

720' LN TAPER (LT)
720' LN DROP TAPER (RT)
720' MEDIAN WIDTH TRANSITION (LT & RT)

TIE TO EXIST.FENCE
+61.61 –Y–

+15.43

+22.45
51.43' LT

END SBG
+15.43

SBG W/G.R.

GREU TL-3

RETAIN

2GI

205+00

MATCH EXIST

TRENCHLESS INSTALLATION
42" WELDED STEEL

TIE TO EXISTING GUARDRAIL

RETAIN

+00

+25.66
52.15' RT

COLLAR

CAT-1

15" RCP, III

END PROP. SBG
+94.7, 51.32' RT

INV=860.78

CLASS I RIP RAP
52 TONS 100 SY

CLASS B RIP RAP
2 TONS 7 SY

PROP.CHL FENCE

EXISTING R/W

48" WW

210+00

215+00

N 3° 40' 11.9" E

PAVED DITCH
FULL OF DEBRIS

–Y_N–

RAMONA LOWE JOHNSON

WR

SR

WAB

SR

48" CMP

GOFORTH FAMILY REVOCABLE TRUST

SEE SHEET 59 FOR –Y_N– PROFILE

02/28/19
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becker_jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	27
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. 203+00 –Y_N– SEE SHEET NO. 26

NC GRID | NAD 83

GOFORTH, GOFORTH & CLINE, LLC

RAMONA LOWE JOHNSON

GOFORTH FAMILY REVOCABLE TRUST

END CONSTRUCTION SEGMENT B
–Y_N– POT STA. 205+15.43

720' LN TAPER (LT)
720' LN DROP TAPER (RT)
720' MEDIAN WIDTH TRANSITION (LT & RT)

TIE TO EXISTING FENCE
+61.61 –Y–

+15.43

+22.45
51.43' LT

END SBG
+15.43

SBG W/G.R.

GREU TL-3

RETAIN

2GI

205+00

MATCH EXIST

TRENCHLESS INSTALLATION
42" WELDED STEEL

TIE TO EXISTING GUARDRAIL

RETAIN

+.00

COLLAR

CAT-1
15" RCP, III

+25.66
52.15' RT

END PROP. SBG
+94.7, 51.32' RT

CLASS B RIP RAP
2 TONS 7 SY

CLASS I RIP RAP
52 TONS 100 SY

PROP.CHL FENCE

EXISTING R/W

48" WW

210+00

215+00

N 3° 40' 11.9" E

–Y_N–

WR

SR

WAB

PAVED DITCH
FULL OF DEBRIS

60" RCP

48" RCP

SEE SHEET 59 FOR –Y_N– PROFILE

02/28/19
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becker_jw

-Y9-	
PI Sta 11+90.51	PI Sta 16+46.47
△ = 7° 31' 01.7" (RT)	△ = 20° 13' 29.9" (RT)
D = 1° 58' 32.6"	D = 5° 12' 31.3"
L = 380.48'	L = 388.29'
T = 190.51'	T = 196.19'
R = 2,900.00'	R = 1,100.00'
SE = EXIST	SE = 033
DS = EXIST	DS = 40 MPH

NC GRID | NAD 83

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	28
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 19+50.00 -Y9- SEE SHEET NO. 19

BEGIN CONSTRUCTION -Y9- POT Sta. 14+41.60 RETAIN

-Y9- PC Sta. 10+00.00

-Y9- PT Sta. 13+80.48

-Y9- PC Sta. 14+50.29

-Y9- PT Sta. 18+38.58

BEG C&G +17.25 LT

END C&G +75.52 LT

SEE SHEET 74 FOR -Y9- PROFILE

02/28/19
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becker_jw

LANE WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	28
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

-Y9-

PI Sta 11+90.51	PI Sta 16+46.47
Δ = 7° 31' 01.7" (RT)	Δ = 20° 13' 29.9" (RT)
D = 1° 58' 32.6"	D = 5° 12' 31.3"
L = 380.48'	L = 388.29'
T = 190.51'	T = 196.19'
R = 2,900.00'	R = 1,100.00'
SE = EXIST	SE = 033
DS = EXIST	DS = 40 MPH

NAD 83 / NC GRID

BEGIN CONSTRUCTION
-Y9- POT Sta. 14+41.60 RETAIN

-Y9- PC Sta. 10+00.00

-Y9- PT Sta. 13+80.48

-Y9- PC Sta. 14+50.29

-Y9- PT Sta. 18+38.58

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

SEE SHEET 74 FOR -Y9- PROFILE

02/28/19
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becker.jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	29
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- THIS SHEET -Y9- STA. 47+00

-MATCHLINE- STA 34+00.00 -Y9- SEE SHEET NO. 19

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

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

NC GRID NAD 83

-Y9D-

PI Sta 19+99.53
△ = 35° 08' 37.5" (RT)
D = 15° 26' 37.0"
L = 227.56'
T = 117.49'
R = 371.00'
SE = 0.04
DS = 35 MPH

PI Sta 23+10.66
△ = 30° 28' 18.6" (LT)
D = 15° 26' 37.0"
L = 197.31'
T = 101.05'
R = 371.00'
SE = 0.02
DS = STOP.COND.

PI Sta 25+33.87
△ = 6° 04' 01.3" (LT)
D = 7° 31' 08.9"
L = 80.69'
T = 40.38'
R = 762.00'
SE = 0.02
DS = STOP.COND.

-Y9-

PI Sta 33+44.72
△ = 4° 03' 47.5" (RT)
D = 1° 12' 04.2"
L = 338.27'
T = 169.21'
R = 4,770.00'
SE = NC
DS = 40 MPH

-Y9E-

PI Sta 10+55.26
△ = 30° 08' 46.2" (LT)
D = 28° 56' 14.1"
L = 104.18'
T = 53.32'
R = 198.00'
SE = .04
DS = 25 MPH

142.5' EOP TRANSITION (LT)
WILLIAM D HOLLAND
ISFBUS
ISBKBUS
BARBARA S MYERS, ETAL
5' SW
2'6" C&G
20'
24'
50+00
-Y9-
36'
28'
END CONSTRUCTION -Y9- POT 50+00.00
114.5' EOP TRANSITION (RT)
62.25'
237.75' EOP TAPER (RT)
INTERSTATE DEVELOPMENT C
2SFDBUS
DO NOT DISTURB SIGN
ISBK BUS
TIE TO EXIST C&G
213.5' TRANSITION (LT)
150' EOP TAPER (LT)
BELK CHARLOTTE, INC.
18" RCP
TOE PROTECTION
-Y9D- PT Sta. 25+74.18
-Y9D- PC Sta. 24+93.49
-Y9D- POT Sta. 24+40.38 =
-Y9- POT Sta.44+81.22
C & F ASSOCIATES
ISBKBUS
ISMBUS
PEBBLE HILL MP LL
THE JOHN T WALKER REVOCABLE TRUST
35+00
40+00
45+00
REMOVE CB
RETAIN
15" RCP-III
80' TAPER
100' TAPER
154' TAPER
MONO. CONC. ISLAND
Adj. DI
Adj. MH
SP. CB
REMOVE UB
AUE
8' X 12' CURB
ORION VENTURE ROA, LLC
150' LT TURN TAPER
200' EOP TRANSITION (RT)
-Y9D- PC Sta. 22+09.61
-Y9E- PT Sta. 24+06.92
BROAD SIGNAL
60' TAPER
HMS DOUBLE D TODD FARM
THE S.J. HOLLAND, Jr. FAMILY LIMITED PARTNERSHIP
HOLLAND PROPERTIES GROUP LIMITED PARTNERSHIP
-Y9- PT Sta. 35+13.79
-Y9D- PT Sta. 21+09.61
N 53° 06' 03.7" E
-Y9E- PC Sta. 10+01.93
77.3' EOP TRANS. (RT & RT)
CAROLINA ST 33' BST
-Y9E-
N 82° 42' 07.9" W
END CONSTRUCTION -Y9E- POT Sta. 13+08.39
-Y9E- PT Sta. 11+06.11
MIJIN BAE
DOUGLAS ALLEN GR HANELINE
BEGIN CONSTRUCTION -Y9D- POT Sta.18+02.04
COLLETT BRANDT LAND PTNRSHP
-Y9E- POT Sta. 10+00.00 =
-Y9D- POC Sta.19+93.58
-Y9D- PC Sta. 18+82.05
243' TRANSITION
100' TAPER
TROUTMAN FAMILY LIMITED PARTNERSHIP
CAROLYN LIPPARD GOODIN
RICHARD D. MATHIS
PEARL B SIGM
FIRST CITIZENS BK AND TR CO
S 82° 22' 14.9" E
N 22° 27' 45" E

SEE SHEET 74, 75 FOR -Y9- PROFILE
SEE SHEET 81 FOR -Y9D- PROFILE
SEE SHEET 82 FOR -Y9E- PROFILE

02/28/19
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LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	29
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- THIS SHEET -Y9- STA. 47+00

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

-MATCHLINE- STA 34+00.00 -Y9- SEE SHEET NO. 19

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

-Y9D-
PI Sta. 19+99.53
Δ = 35° 08' 37.5" (RT)
D = 15° 26' 37.0"
L = 227.56'
T = 117.49'
R = 371.00'
SE = 0.04
DS = 35 MPH

PI Sta. 23+10.66
Δ = 30° 28' 18.6" (LT)
D = 15° 26' 37.0"
L = 197.31'
T = 101.05'
R = 371.00'
SE = 0.02
DS = STOP.COND.

PI Sta. 25+33.87
Δ = 6° 04' 01.3" (LT)
D = 7° 31' 08.9"
L = 80.69'
T = 40.38'
R = 762.00'
SE = 0.02
DS = STOP.COND.

-Y9-
PI Sta. 33+44.72
Δ = 4° 03' 47.5" (RT)
D = 1° 12' 04.2"
L = 338.27'
T = 169.21'
R = 4,770.00'
SE = NC
DS = 40 MPH

-Y9E-
PI Sta. 10+55.26
Δ = 30° 08' 46.2" (LT)
D = 28° 56' 14.1"
L = 104.18'
T = 53.32'
R = 198.00'
SE = .04
DS = 25 MPH

NC GRID NAD 83

-Y9D- PT Sta. 25+74.18
-Y9D- PC Sta. 24+93.49
-Y9D- POT Sta. 24+40.38 = -Y9- POT Sta. 44+81.22
-Y9D- PT Sta. 24+06.92
-Y9D- PC Sta. 22+09.61
-Y9D- PT Sta. 21+09.61
-Y9D- PC Sta. 18+82.05
-Y9- PT Sta. 35+13.79
-Y9E- PC Sta. 10+01.93
-Y9E- PT Sta. 11+06.11
END CONSTRUCTION -Y9E- POT Sta. 13+08.39
-Y9E- POT Sta. 10+00.00 = -Y9D- POC Sta. 19+93.58
BEGIN CONSTRUCTION -Y9D- POT Sta. 18+04.04
END CONSTRUCTION -Y9- POT 50+00.00

142.5' EOP TRANSITION (LT)
114.5' EOP TRANSITION (RT)
237.75' EOP TAPER (RT)
213.5' TRANSITION (LT)
150' EOP TAPER (LT)
200' EOP TRANSITION (RT)
150' LT TURN TAPER
100' TAPER
154' TAPER
60' TAPER
77.3' EOP TRANS. (RT & RT)
243' TRANSITION

TIE TO EXIST C&G
DO NOT DISTURB SIGN
TOE PROTECTION
RETAIN
REMOVE CB
REMOVE SP. CB
RETAIN COLLAR
ADJ. CB
ADJ. MH
ADJ. DI
15" RCP-III
18" RCP
MONO. CONC. ISLAND
5' SW
2'6" C&G
12" X 12" CURB
AUE

BELK CHARLOTTE, INC.
THE S.J. HOLLAND, Jr. FAMILY LIMITED PARTNERSHIP
HOLLAND PROPERTIES GROUP LIMITED PARTNERSHIP
HMS DOUBLE D TODD FARM
ORION VENTURE ROAD LLC
PEBBLE HILL MP LL
THE JOHN T. WALKER REVOCABLE TRUST
TROUTMAN FAMILY LIMITED PARTNERSHIP
CAROLYN LIPPARD GOODIN
RICHARD D. MATHIS
COLLETT BRANDT LAND PTNRSHIP
DOUGLAS ALLEN JR HANELINE
BARBARA S MYERS, ETAL
WILLIAM D HOLLAND
INTERSTATE DEVELOPMENT C

SEE SHEET 74, 75 FOR -Y9- PROFILE
SEE SHEET 81 FOR -Y9D- PROFILE
SEE SHEET 82 FOR -Y9E- PROFILE

02/28/19
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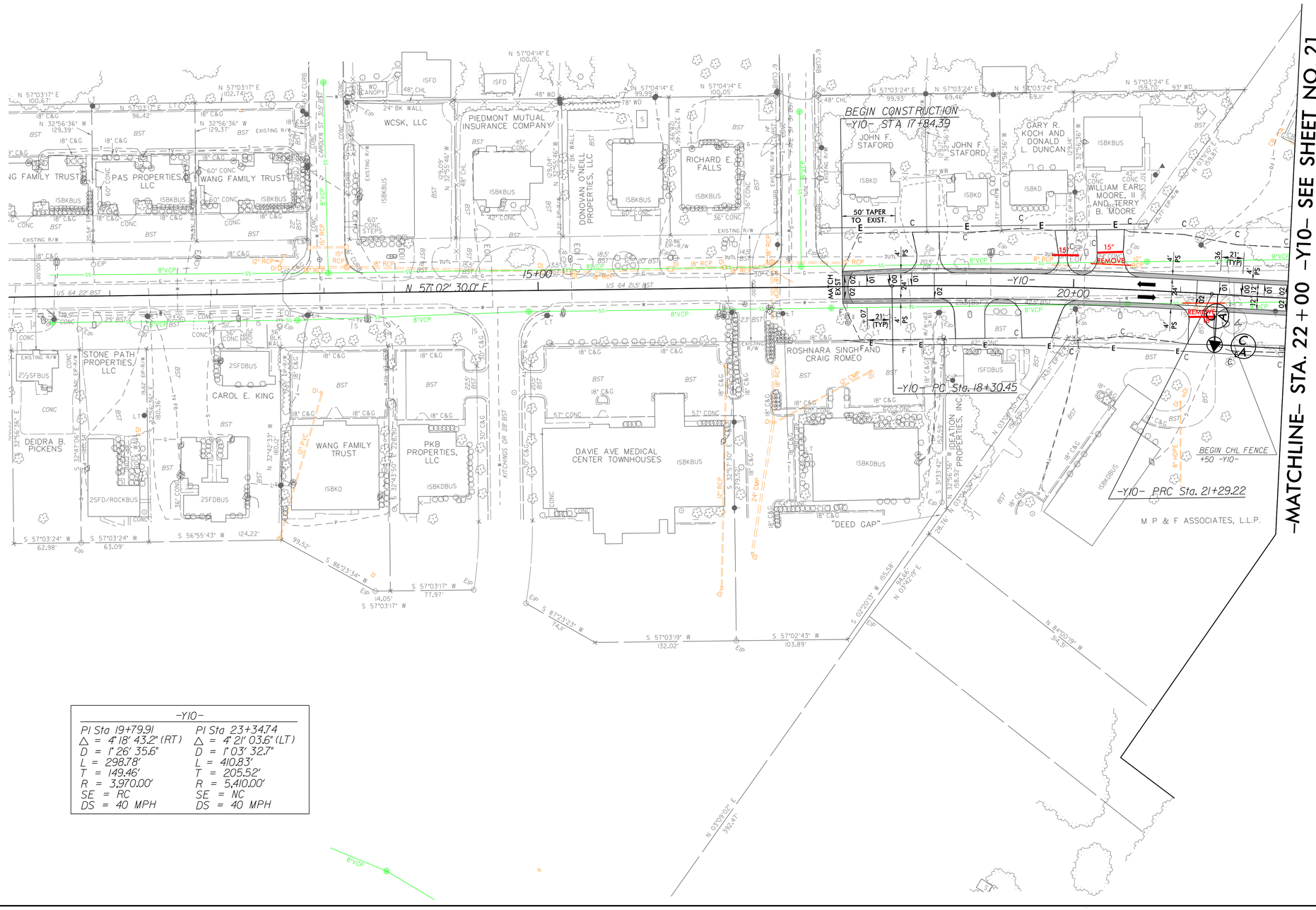
LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	30
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



SEE SHEET 84 FOR -Y10- PROFILE

02/28/19
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Becker, JW

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	30
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

-MATCHLINE- STA. 22+00 -Y10- SEE SHEET NO. 21

BEGIN CONSTRUCTION -Y10- STA 17+84.39

-Y10-

PI Sta 19+79.91	PI Sta 23+34.74
Δ = 4°18' 43.2" (RT)	Δ = 4° 21' 03.6" (LT)
D = 1° 26' 35.6"	D = 1° 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

-Y10- PC Sta. 18+30.45

-Y10- PRC Sta. 21+29.22

BEGIN CHL FENCE +50' -Y10-

SEE SHEET 84 FOR -Y10- PROFILE

02/28/19
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Becker JW

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	31
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

-MATCHLINE- STA. 33+00 -Y10- SEE SHEET NO. 21

-Y10- PT Sta. 33+27.28

N 52° 16' 04.9" E

DO NOT DISTURB SIGN

END CHL FENCE

190' TAPER (LT)

GREU TL-3

135+00 -Y10-

MILL & RESURF

Adj. CB

RETAIN

END 12'-6" C&G PROTECTION

END 5' SW

85.4' TAPER (RT)

-Y10- PC Sta. 33+73.35

END CONSTRUCTION -Y10- STA 36+88.00

-Y10- PT Sta. 37+20.30

-Y10- POT Sta. 39+76.09

N 71° 12' 00.0" E

FERN CREEK DR BST VARIES

SULLIVAN ROAD PARTNERS

18" RCP UNABLE TO LOCATE

RETAIN SYSTEM

US 64 DI BST

DUKE ENERGY - 68' R/W

GREENWAY EASEMENT - 20' R/W

SEE SHEET 84 FOR -Y10- PROFILE

-Y10-	
PI Sta 31+03.88	PI Sta 35+48.42
Δ = 4° 44' 04.7" (LT)	Δ = 18° 55' 55.1" (RT)
D = 1° 03' 32.7"	D = 5° 27' 24.3"
L = 447.06'	L = 346.95'
T = 223.65'	T = 175.07'
R = 5,410.00'	R = 1,050.00'
SE = NC	SE = 06
DS = 50 MPH	DS = 50 MPH

02/28/19
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Becker, Jeff W

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	31
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

–MATCHLINE– STA. 33+00 –Y10– SEE SHEET NO. 21

–Y10– PT Sta. 33+27.28
N 52° 16' 04.9" E

DO NOT DISTURB SIGN

END CHL FENCE

190' TAPER (LT)

GREU TL-3

–Y10– 35+00

MILL & RESURF

Adj. CB

RETAIN

END 12"-6" C&G PROTECTION 5' SW

85.4' TAPER (RT)

–Y10– PC Sta. 33+73.35

FERN CREEK DR (BST VARIES)

SULLIVAN ROAD PARTNERS

18" RCP

UNABLE TO LOCATE

RETAIN SYSTEM

24"CMP

END CONSTRUCTION
–Y10– STA 36+88.00

S 86°04'59" E
91.49'

N 80°26'45" E
100.26'

S 87°36'01" E
97.24'

N 85°
36"CMP

–Y10– POT Sta. 39+76.09

N 71°12'00.0" E

US 64 BR BST

48" CMP

CONC

GREENWAY EASEMENT – 120' R/W

BLUE ENERGY – 66' R/W

–Y10–

PI Sta 31+03.88	PI Sta 35+48.42
Δ = 4°44' 04.7" (LT)	Δ = 18° 55' 55.1" (RT)
D = 1° 03' 32.7"	D = 5° 27' 24.3"
L = 447.06'	L = 346.95'
T = 223.65'	T = 175.07'
R = 5,410.00'	R = 1,050.00'
SE = NC	SE = 06
DS = 50 MPH	DS = 50 MPH

S66°54'10"W
259.64'

N67°54'10"E

S29°00'42"E
132.10'

SEE SHEET 84 FOR –Y10– PROFILE

02/28/19
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becker_jw

LANE | WSP

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	32
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

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

–Y9H– POT Sta. 11+22.68

END CONSTRUCTION
–Y9D– POT Sta. 33+90.38

–Y9G– POT Sta. 10+00.00 =
–Y9H– POT Sta. 10+00.00 =
–Y9D– POT Sta. 33+10.47

–Y9G– POT Sta. 11+38.80

200' TAPER (LT & RT)

30+00

N 16° 33' 43.8" E

15" RCP III 30" Conv. CB To JB

Adj. CB

CREST 10+85

SAG 10+32

END C&G +11.00 RT

BEG C&G +11.00 LT

MCDONALDS (82 32)

SIGNAL HILL APARTMENTS LLC

KENT DALE BELL AND WIFE MARTHA SUE BELL

SIGNAL HILLS MALL LLC

CBL PERIPHERAL PROPERTY LIMITED PARTNERSHIP

HORIZON CHURCH INC

DUBOIS DEVELOPMENT LLC

RECIPROCAL EASEMENT FOR INGRESS, EGRESS & UTILITIES DB 708, PG 788

SR 2422 SIGNAL HILL DR 40' BST

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

02/28/19
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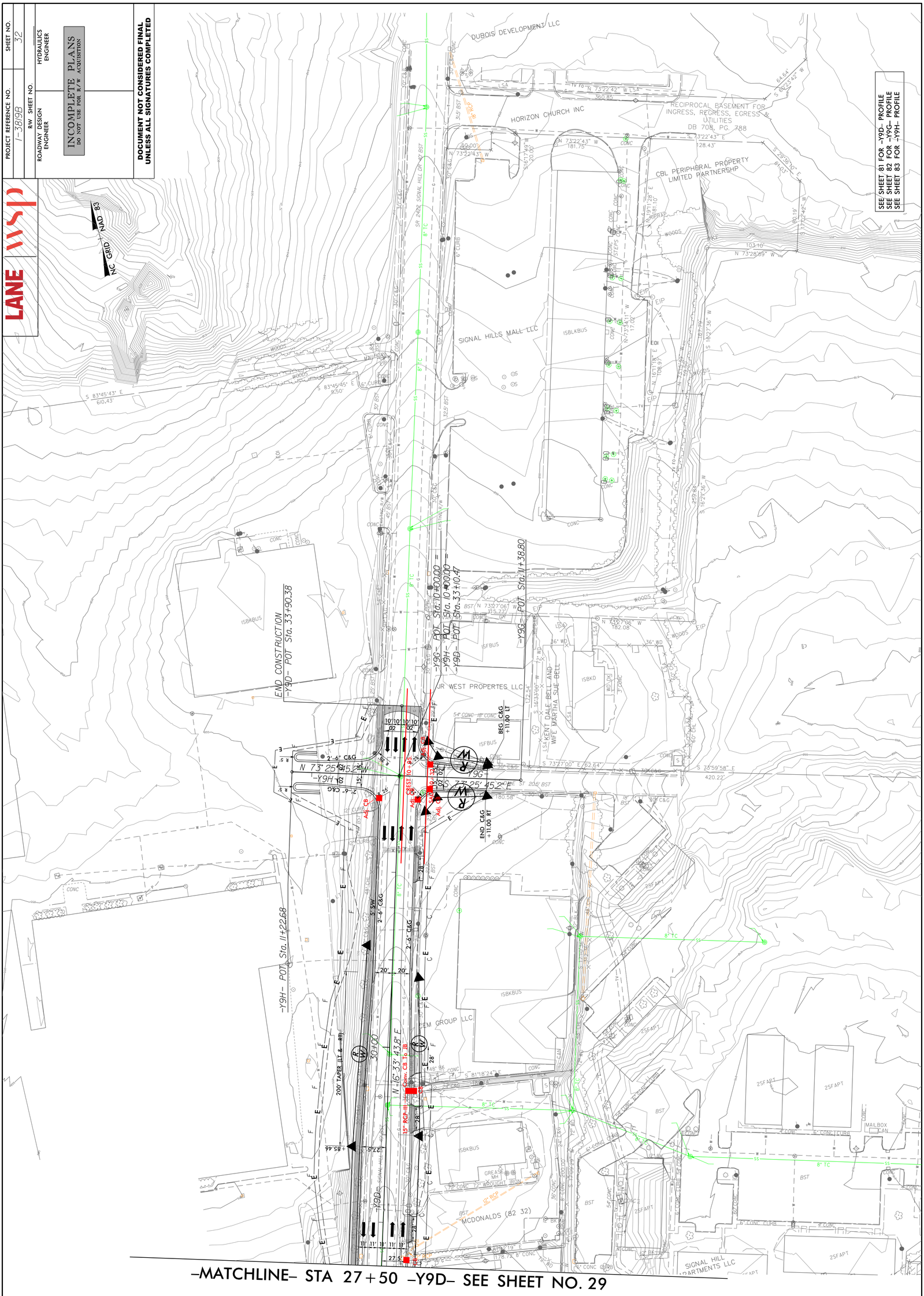
becker_jw



02/28/19
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becker.jw

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	33
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)

BEGIN PROJECT TIP I-3819B – SEGMENT B
BEGIN GRADE
–L–(LT) STA. 7+83.00 =
EL. 898.92'

PI = 8+65.00
EL = 898.68'
VC = 100'
K = 250
DS = 70 MPH

PI = 11+40.00
EL = 896.75'
VC = 450'
K = 304
DS = 74 MPH

PI = 22+55.00
EL = 872.42'
VC = 480'
K = 136
DS = 60 MPH

(–)0.3000%
(–)0.7000%
(–)0.7000%
(–)12.1818%
(–)12.1818%

PROPOSED GRADE

EXISTING GROUND

BM #50
N 752602 E 1436093
–L– STA. 7+79.05
198.24' LT
ELEVATION = 882.65
CHISELED SQUARE ON THE SOUTHWEST CORNER OF A CATCH BASIN HOOD

SEE SHEET 4 FOR –L– PLAN

930 920 910 900 890 880 870 860 850 840

7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00

–L–(RT)

EXISTING GROUND

BM #50
N 752602 E 1436093
–L– STA. 7+79.05
198.24' LT
ELEVATION = 882.65
CHISELED SQUARE ON THE SOUTHWEST CORNER OF A CATCH BASIN HOOD

UNIFORM OVERLAY FROM STA. 18+77.41 TO STA. 21+14.89 (EASTBOUND)

SEE SHEET 4 FOR –L– PLAN

900 890 880 870 860 850 840 830 820 810

7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	34
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)

END GRADE
–L–(LT) STA. 30+11.51 =
EL. 882.60'

PI = 22+55.00
EL = 872.42'
VC = 480'
K = 136
DS = 60 MPH

PROPOSED GRADE

(–)2.1818%

(+)1.3446%

EXISTING GROUND

MATCH EXISTING CONCRETE FROM STA. 30+11.51 TO STA. 84+86.64 (WESTBOUND)

BM #51
N 752586 E 1438267
–L– STA. 28+63.20
419.60' RT
ELEVATION = 873.63
CHISELED SQUARE ON THE NORTHEAST CORNER OF A CATCH BASIN HOOD

SEE SHEET 4, 5 FOR –L– PLAN

920 910 900 890 880 870 860 850 840 830

21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

–L–(RT)

BEGIN GRADE
–L–(RT) STA. 21+14.89 =
EL. 875.36'

BEGIN PGL EB TRANSITION
–L–(RT) STA. 26+00.00
OFFSET 17.5' RT
EL. 876.71'

END PGL EB TRANSITION
–L–(RT) STA. 30+00.00
OFFSET 24' RT
EL. 882.61'

PI = 22+65.00
EL = 873.40'
VC = 278'
K = 136
DS = 60 MPH

PI = 25+00.00
EL = 875.15'
VC = 190'
K = 234
DS > 80 MPH

PI = 27+95.00
EL = 879.74'
VC = 180'
K = 1168
DS > 80 MPH

PI = 38+63.00
EL = 894.71'
VC = 960'
K = 277
DS = 72 MPH

PROPOSED GRADE

(–)1.3000%

(+)0.7432%

(+)0.7432%

(+)1.5562%

(+)1.5562%

(+)1.4021%

(+)1.4021%

EXISTING GROUND

BM #51
N 752586 E 1438267
–L– STA. 28+63.20
419.60' RT
ELEVATION = 873.63
CHISELED SQUARE ON THE NORTHEAST CORNER OF A CATCH BASIN HOOD

SEE SHEET 4, 5 FOR –L– PLAN

920 910 900 890 880 870 860 850 840 830

21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)

BM #89
N 753460 E 1439531
–L– STA. 43+10.44
119.97' LT
ELEVATION = 908.74
CHISELED X ON THE NORTHWEST CORNER OF BRIDGE WING WALL

MATCH EXISTING CONCRETE FROM STA. 30+11.51 TO STA. 84+86.64 (WESTBOUND)

EXISTING GROUND

SEE SHEET 5, 6 FOR –L– PLAN

930 920 910 900 890 880 870 860 850 840

35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00

–L–(RT)

PI = 38+63.00
EL = 894.71'
VC = 960'
K = 277
DS = 72 MPH

(+)1.4021%

(–)2.0593%

BM #89
N 753460 E 1439531
–L– STA. 43+10.44
119.97' LT
ELEVATION = 908.74
CHISELED X ON THE NORTHWEST CORNER OF BRIDGE WING WALL

PROPOSED GRADE

EXISTING GROUND

SEE SHEET 5, 6 FOR –L– PLAN

920 910 900 890 880 870 860 850 840 830

35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)

930 920 910 900 890 880 870 860 850 840

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00

MATCH EXISTING CONCRETE FROM STA. 30+11.51 TO STA. 84+86.64 (WESTBOUND)

EXISTING GROUND

BM #6
N 753367 E 1441566
–L– STA. 62+97.75
319.39' RT
ELEVATION = 856.28
CHISELED SQUARE IN CONCRETE SIDEWALK

–L–(RT)

900 890 880 870 860 850 840 830 820 810

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00

PI = 53+59.00
EL = 863.91'
VC = 430'
K = 553
DS > 80 MPH

(–)2.0593%

(–)1.2818%

PROPOSED GRADE

EXISTING GROUND

END EB GRADE
–L–(RT) STA. 62+99.78 =
EL. 851.85'

BM #6
N 753367 E 1441566
–L– STA. 62+97.75
319.39' RT
ELEVATION = 856.28
CHISELED SQUARE IN CONCRETE SIDEWALK

SEE SHEET 6, 7 FOR –L– PLAN

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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

–L–(LT)

BEGIN GRADE
–L_LT– STA. 118+79.81=
EL. 804.55'

PI = 121+00.00
EL = 809.89'
VC = 210'
K = 138
DS = 60 MPH

(+)2.4270%

(+)3.9500%

–YRPAC–
BRIDGE

–L– STA.123+46.19=
–YRPAC– STA.58+94.60

17' MIN.

EXISTING GROUND

PI = 128+86.41
EL = 840.96'
VC = 500'
K = 151
DS = 60 MPH

(+)3.9500%

(+)0.6420%

–Y_LT–
BRIDGE

–Y_RT–
BRIDGE

–L– STA.131+23.13=
–Y_LT– STA.342+32.59

–L– STA.131+92.68= 17' MIN.
–Y_RT– STA.242+53.17

PROPOSED GRADE

SEE SHEET 10 FOR –L– PLAN

870 860 850 840 830 820 810 800

118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00

–L–(RT)

BEGIN GRADE
–L_RT– STA. 118+79.81=
EL. 804.54'

PI = 121+00.00
EL = 809.89'
VC = 210'
K = 138
DS = 60 MPH

(+)2.4288%

(+)3.9500%

–YRPAC–
BRIDGE

–L– STA.123+46.19=
–YRPAC– STA.58+94.60

17' MIN.

EXISTING GROUND

PROPOSED GRADE

PI = 128+26.40
EL = 838.58'
VC = 450'
K = 152
DS = 60 MPH

(+)3.9500%

(+)0.9822%

–Y_LT–
BRIDGE

–Y_RT–
BRIDGE

–L– STA.131+23.13=
–Y_LT– STA.342+32.59

17' MIN.

–L– STA.131+92.68=
–Y_RT– STA.242+53.17

SEE SHEET 10 FOR –L– PLAN

870 860 850 840 830 820 810 800 790 780

118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00

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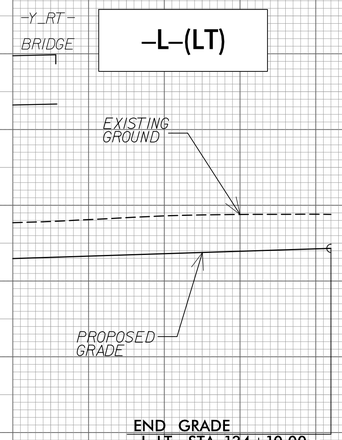
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

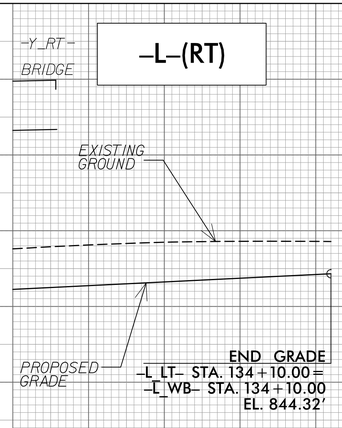
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)



SEE SHEET 10 FOR –L– PLAN

–L–(RT)



SEE SHEET 10 FOR –L– PLAN

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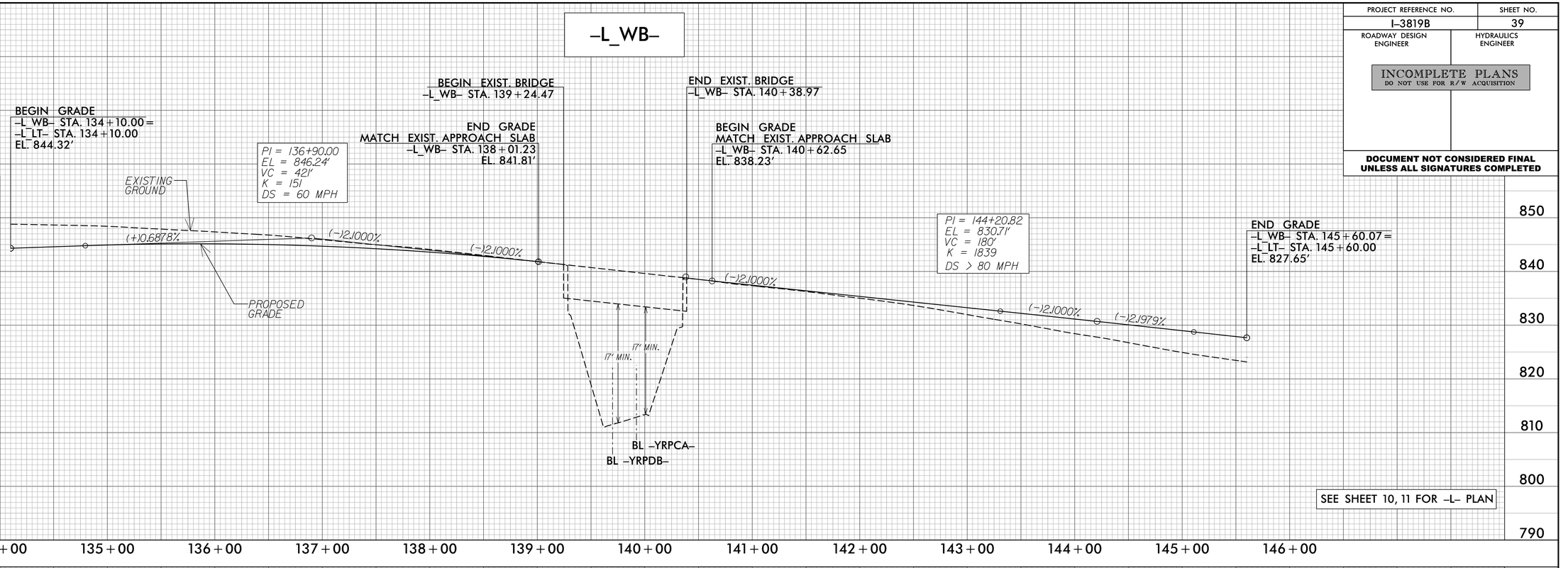
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	39
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

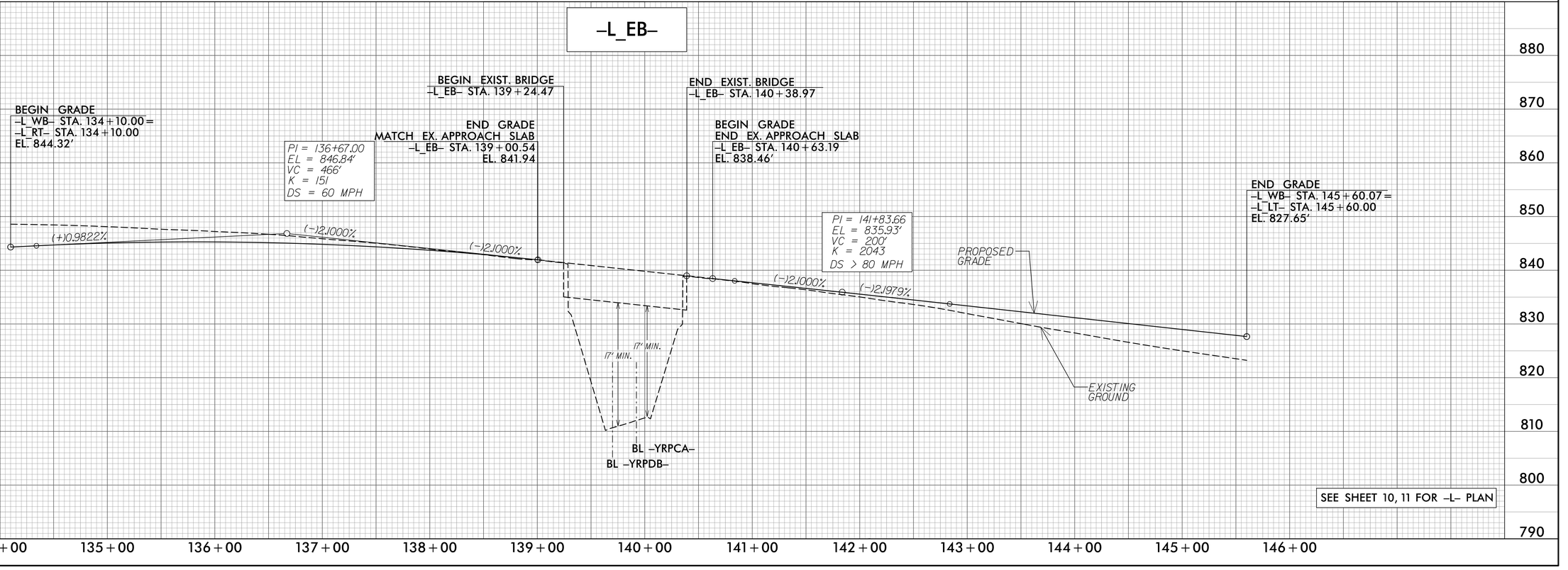
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L_WB–



SEE SHEET 10, 11 FOR –L– PLAN

–L_EB–



SEE SHEET 10, 11 FOR –L– PLAN

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pfisht39

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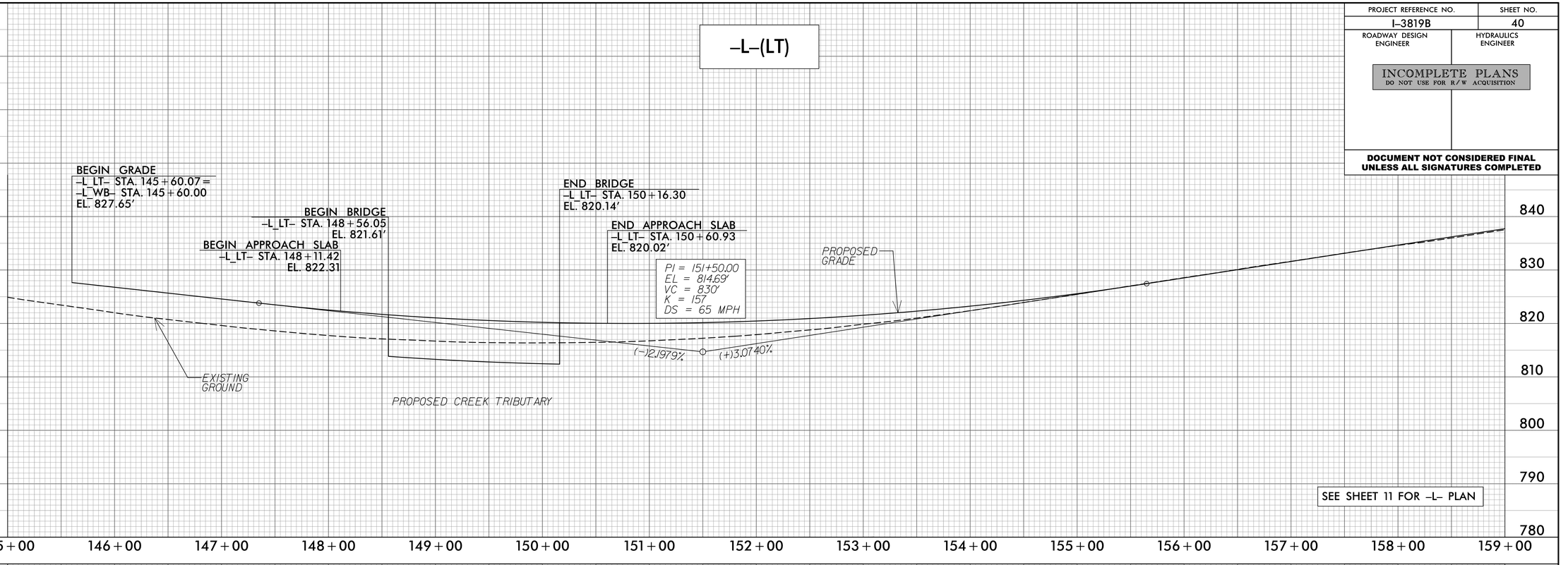
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	40
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

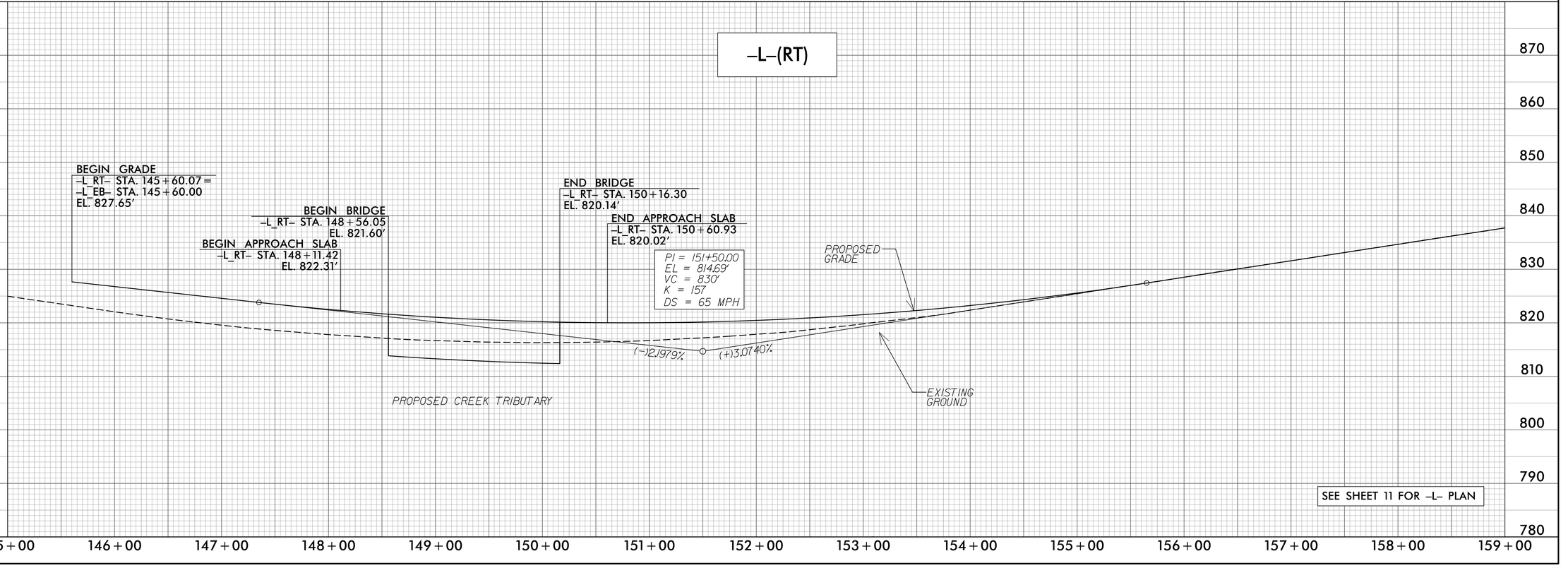
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)



–L–(RT)



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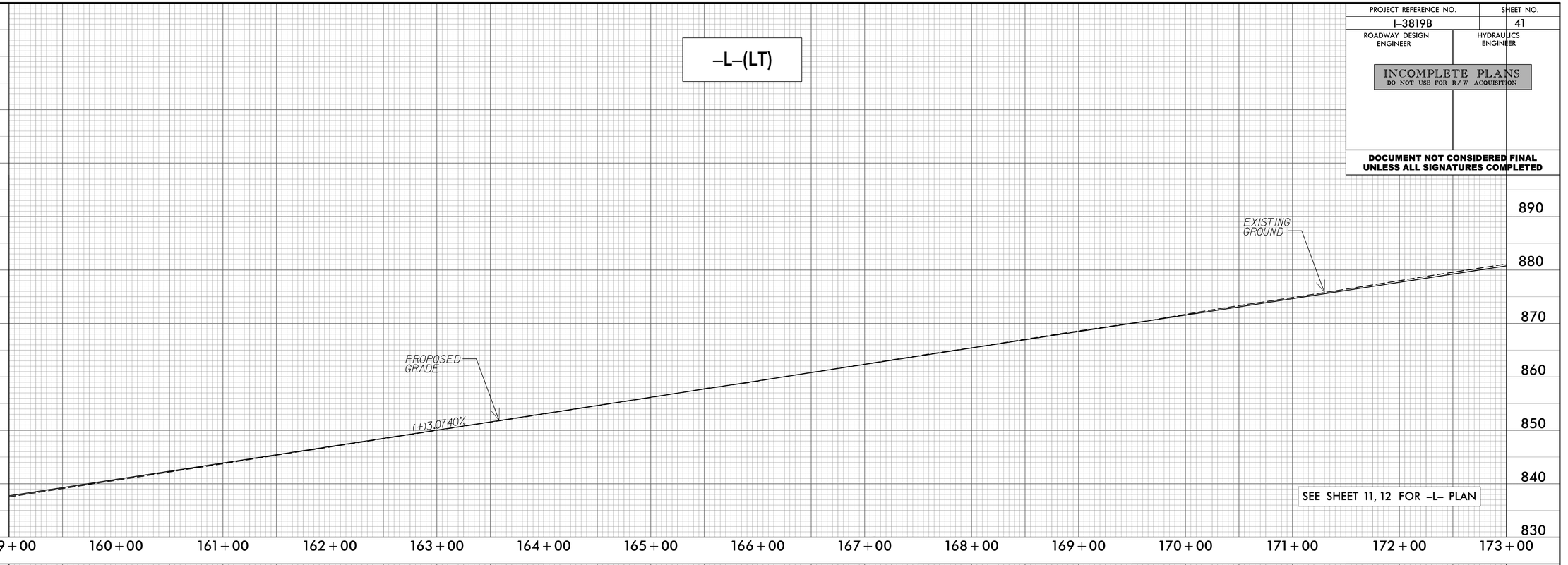
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	41
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

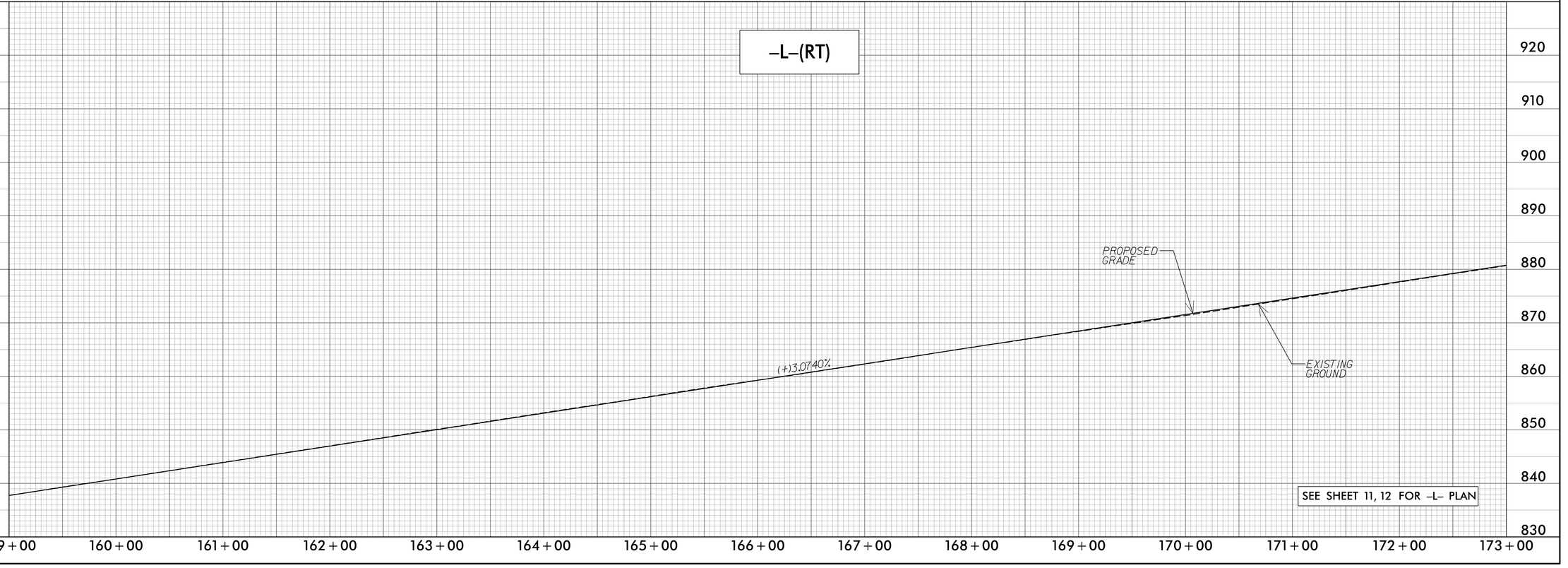
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)



SEE SHEET 11, 12 FOR –L– PLAN

–L–(RT)



SEE SHEET 11, 12 FOR –L– PLAN

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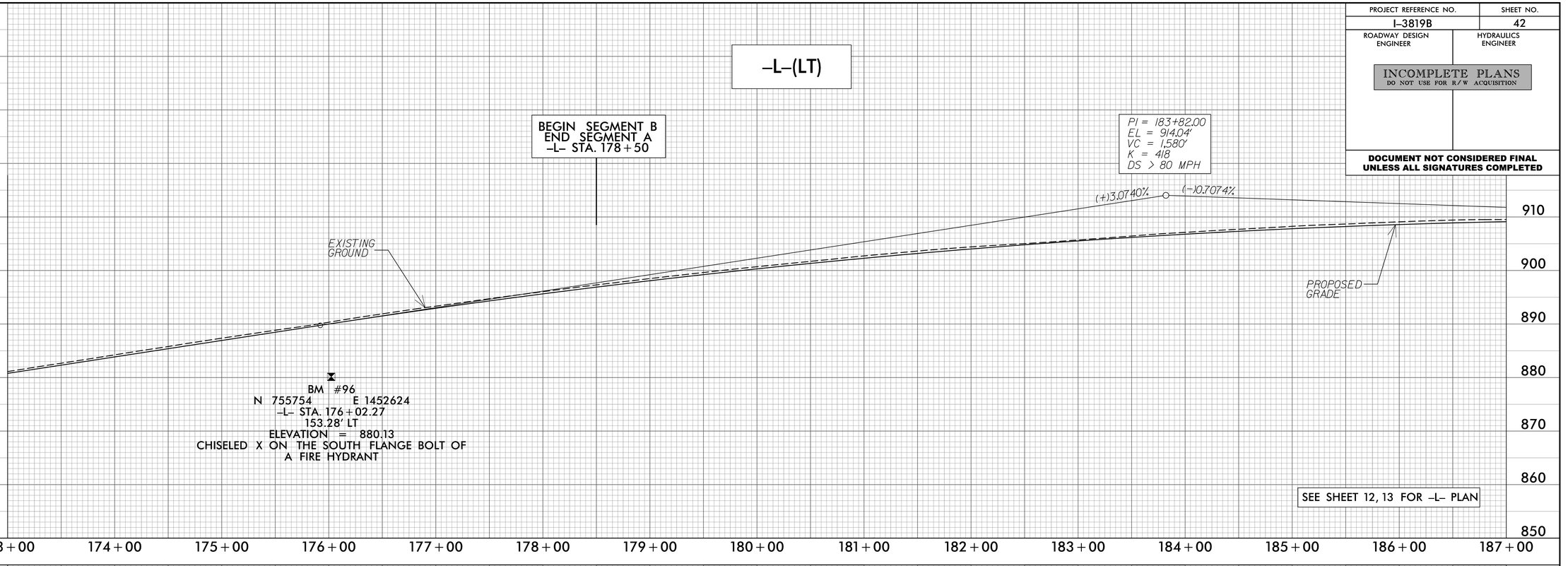
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	42
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

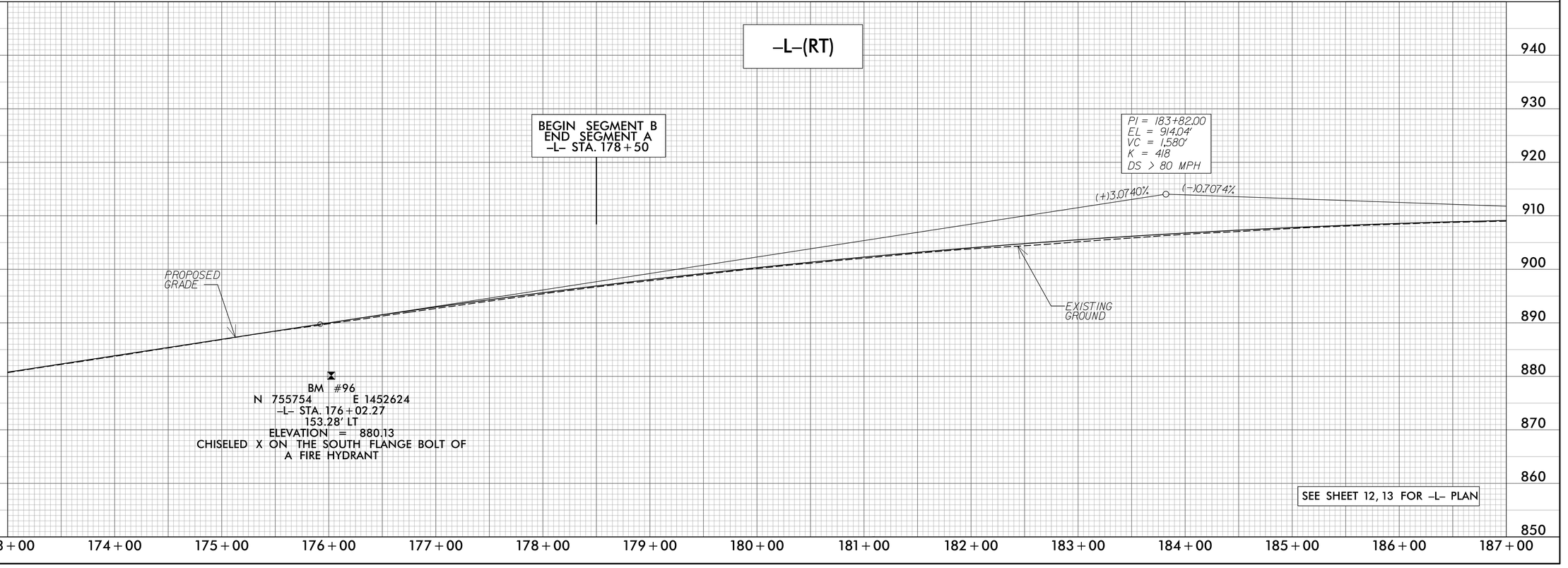
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)



–L–(RT)



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SWilcox

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	43
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-L-(LT)

PI = 183+82.00
EL = 914.04'
VC = 1,580'
K = 418
DS > 80 MPH

(-)0.7074%

PROPOSED GRADE

REMOVE BRIDGE

EXISTING GROUND

BM #11
N 755861 E 1454467
-L- STA. 194+36.49
54.63' RT
ELEVATION = 906.38
CHISELED X ON SE CORNER OF WW

SEE SHEET 13, 14 FOR -L- PLAN

950 940 930 920 910 900 890 880 870 860

187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00

-L-(RT)

PI = 183+82.00
EL = 914.04'
VC = 1,580'
K = 418
DS > 80 MPH

(-)0.7074%

PROPOSED GRADE

REMOVE BRIDGE

EXISTING GROUND

BM #11
N 755861 E 1454467
-L- STA. 194+36.49
54.63' RT
ELEVATION = 906.38
CHISELED X ON SE CORNER OF WW

SEE SHEET 13, 14 FOR -L- PLAN

950 940 930 920 910 900 890 880 870 860

187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00

2/8/2019
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bellis

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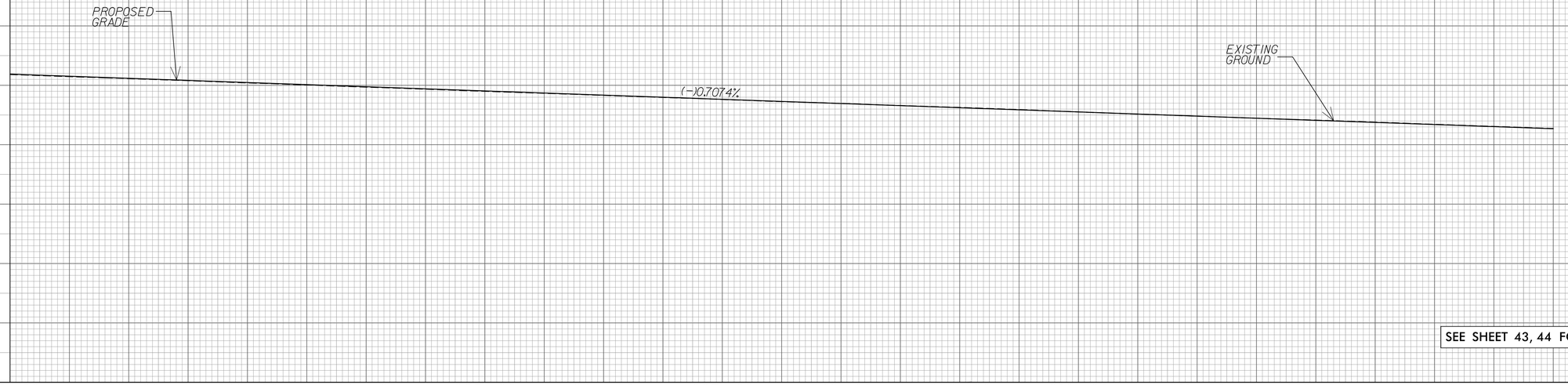
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	44
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

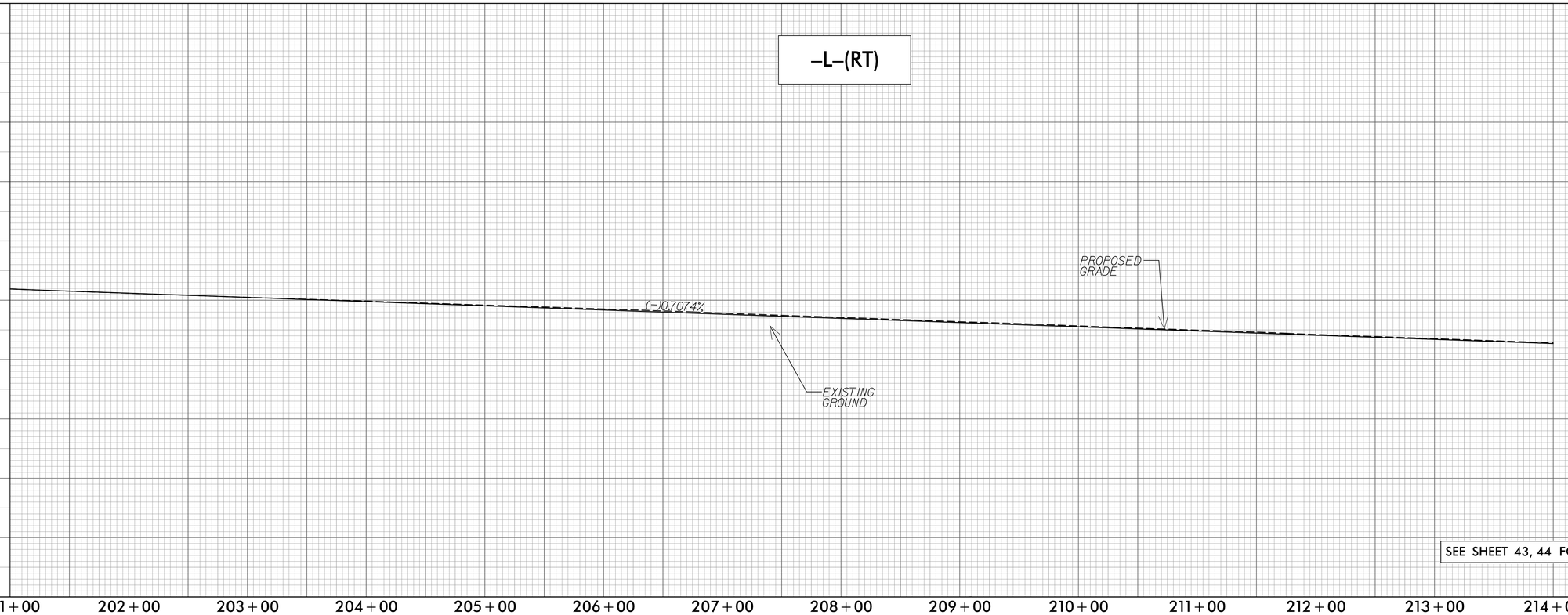
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)



SEE SHEET 43, 44 FOR –L– PLAN

–L–(RT)



SEE SHEET 43, 44 FOR –L– PLAN

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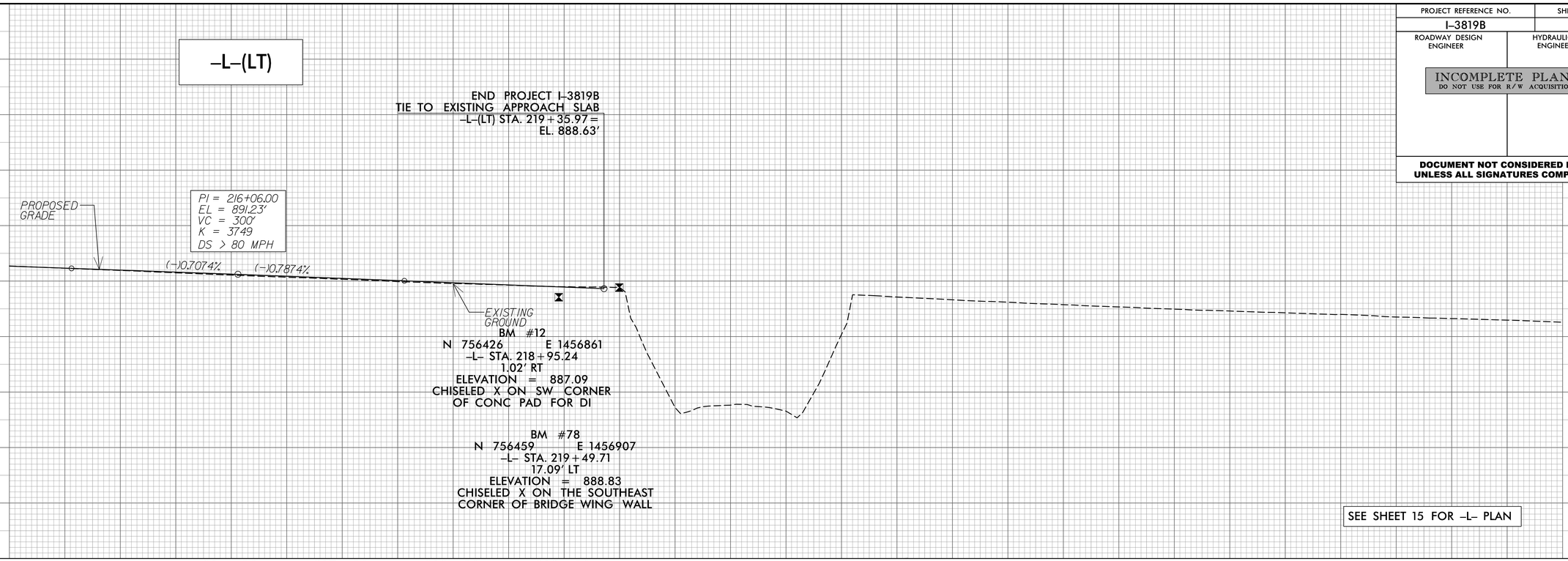
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	45
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

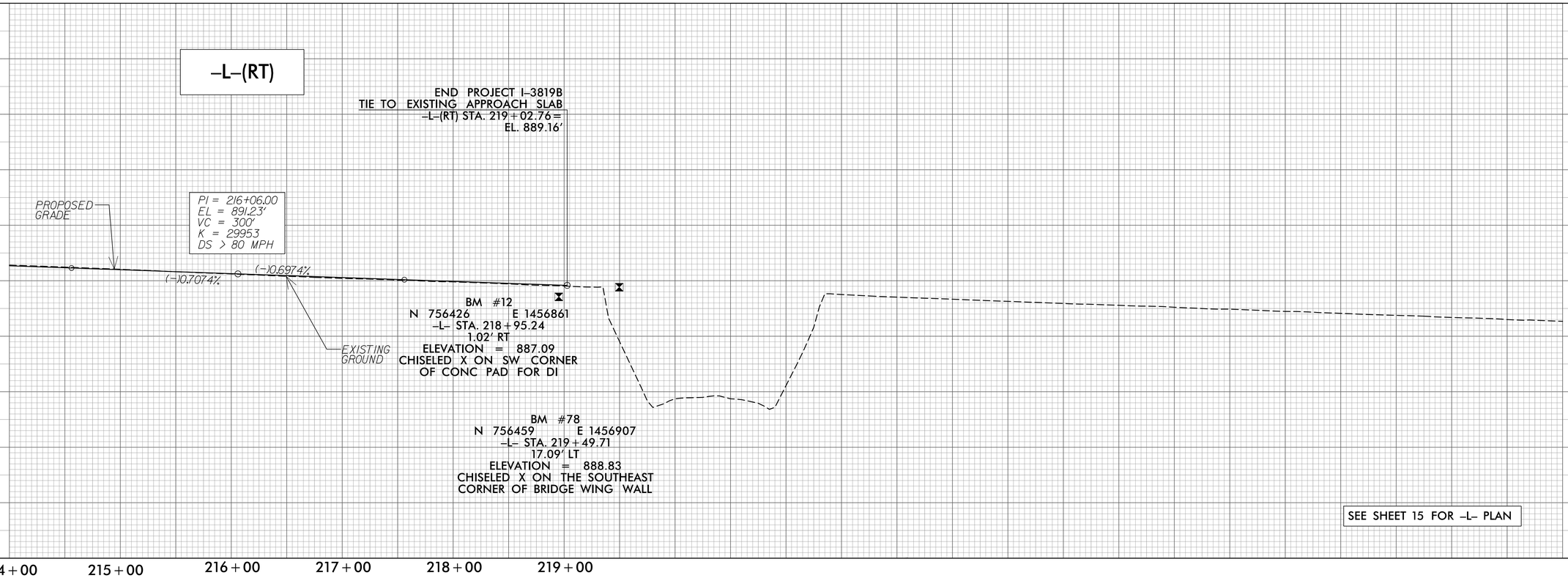
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–L–(LT)



SEE SHEET 15 FOR –L– PLAN

–L–(RT)



SEE SHEET 15 FOR –L– PLAN

2/8/2019
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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	46
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–LCDEB–

BEGIN GRADE
–LCDEB– STA. 10+00.00 =
EL. 859.70'

(–)1.2985%

SEE SHEET 7, 8 FOR –LCDEB– PLAN

890 880 870 860 850 840 830 820 810 800

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

–LCDEB–

PI = 31+30.00
EL = 832.04'
VC = 220'
K = 125
DS = 57 MPH

PI = 36+45.00
EL = 834.43'
VC = 275'
K = 165
DS = 61 MPH

(–)1.2985%
(–)1.2985%
(+)0.4640%
(+)0.4640%
(–)1.2077%
(–)1.2077%

SEE SHEET 8, 9 FOR –LCDEB– PLAN

880 870 860 850 840 830 820 810 800 790

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	47
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–LCDEB–

BEGIN SEGMENT A
END SEGMENT B
–LCDEB– STA. 43+50

END GRADE
TIE TO APPROACH SLAB
–LCDEB– STA. 38+16.78
EL. 832.36

PI = 48+85.00
EL = 797.14'
VC = 280'
K = 107
DS = 52 MPH

(–)3.1325%

(–)0.5186%

BEGIN GRADE
TIE TO EXIST APPROACH SLAB
–LCDEB– STA. 47+28.66
EL. 802.04

SEE SHEET 9 FOR –LCDEB– PLAN

850 840 830 820 810 800 790 780 770 760

38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00

–LCDEB–

PI = 60+55.00
EL = 791.07'
VC = 250'
K = 248
DS > 80 MPH

(–)0.5186%

(+)0.4908%

SEE SHEET 9, 10 FOR –LCDEB– PLAN

830 820 810 800 790 780 770 760 750 740

52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00

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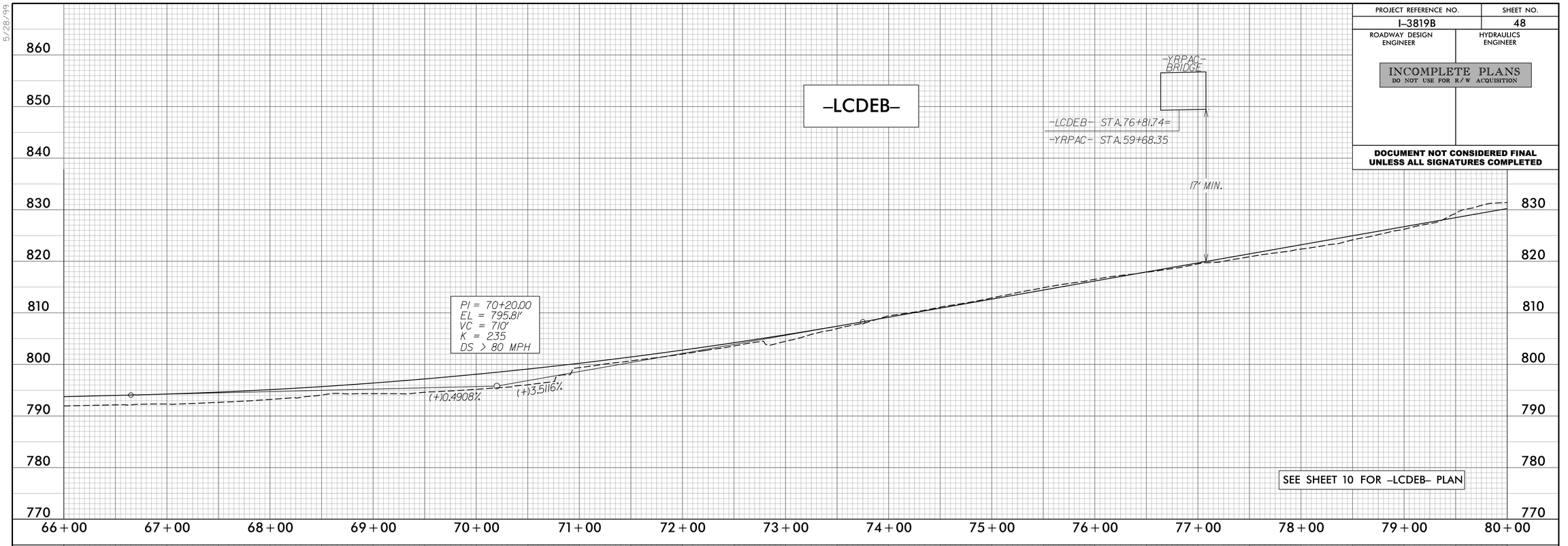
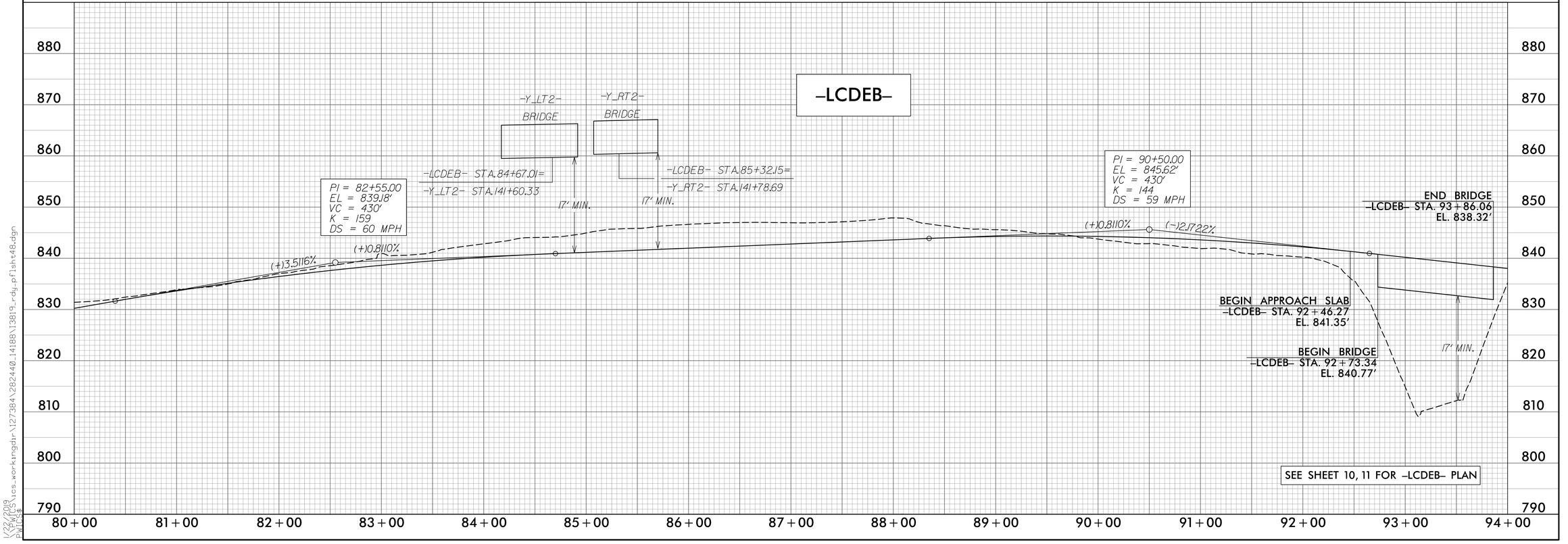
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	48
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED





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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	49
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–LCDEB–

END APPROACH SLAB
–LCDEB– STA. 94+14.80
EL. 837.70'

BEGIN BRIDGE
–LCDEB– STA. 101+66.15
EL. 821.59'

BEGIN APPROACH SLAB
–LCDEB– STA. 101+19.98
EL. 822.42'

END BRIDGE
–LCDEB– STA. 103+24.09
EL. 819.76'

END APPROACH SLAB
–LCDEB– STA. 103+55.44
EL. 819.58'

PI = 105+00.00
EL = 814.13'
VC = 830'
K = 158
DS = 65 MPH

(–)2.17722%

(+)3.07760%

SEE SHEET 11 FOR –LCDEB– PLAN

870 860 850 840 830 820 810 800 790 780

94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00

–LCDEB–

PI = 105+00.00
EL = 814.13'
VC = 830'
K = 158
DS = 65 MPH

(+)3.07760%

SEE SHEET 11, 12 FOR –LCDEB– PLAN

880 870 860 850 840 830 820 810 800 790

108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00

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5/22/2019
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dwilcox

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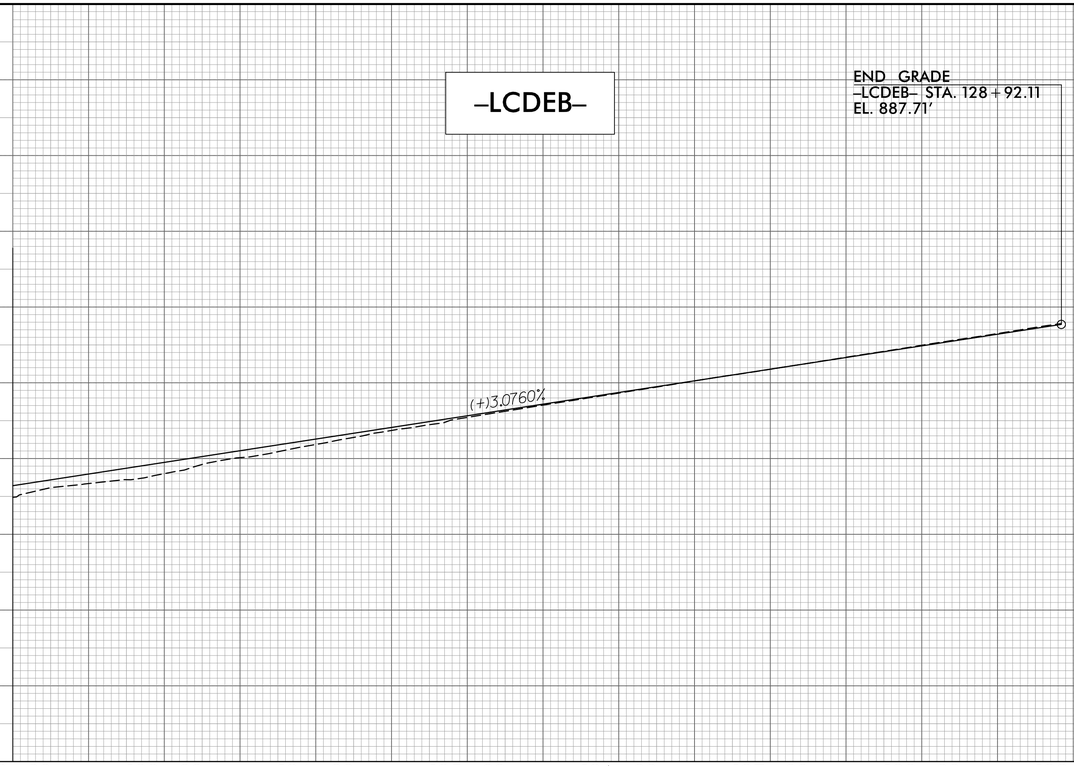
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	50
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



SEE SHEET 12 FOR –LCDEB– PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	51
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–LCDWB–

–YRPAC– BRIDGE

–LCDWB– STA. 82+57.17 =
–YRPAC– STA. 58+22.74

17' MIN.

BEGIN GRADE
–LCDWB– STA. 73+71.37
EL. 795.07

PI = 74+10.00
EL = 795.24'
VC = 75'
K = 5.34
DS > 80 MPH

PI = 75+80.00
EL = 796.25'
VC = 245'
K = 98
DS = 50 MPH

PI = 80+50.00
EL = 810.80'
VC = 400'
K = 416
DS > 80 MPH

PI = 86+50.00
EL = 835.13'
VC = 150'
K = 107
DS = 50 MPH

EXISTING GROUND

PROPOSED GRADE

(+)0.4520% (+)0.5925% (+)0.5925% (+)3.0946% (+)3.0946% (+)4.0552% (+)4.0552% (+)2.6479%

SEE SHEET 10 FOR –LCDWB– PLAN

870 860 850 840 830 820 810 800 790 780

73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00

–LCDWB–

EXISTING GROUND

END GRADE
–LCDWB– STA. 87+40.73
EL. 837.53'

(+)2.6479%

PROPOSED GRADE

PI = 86+50.00
EL = 835.13'
VC = 150'
K = 107
DS = 50 MPH

SEE SHEET 10 FOR –LCDWB– PLAN

880 870 860 850 840 830 820 810 800 790

87+00 88+00 89+00

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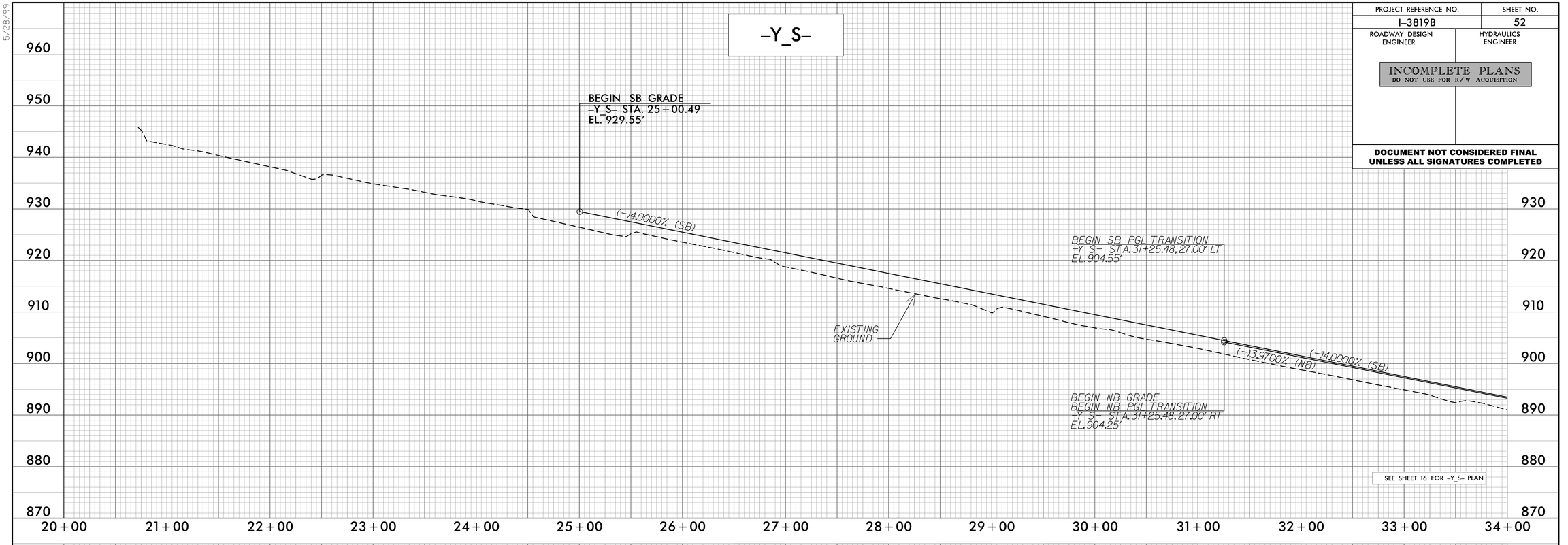
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	52
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	52A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y_S–

920 910 900 890 880 870 860 850 840 830

34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00

END SB PGL TRANSITION
–Y_S– STA. 34+25.48, 24.00' LT
EL. 890.15'

PROPOSED GRADE (SB)

(–)4.0000% (SB)

(–)3.9700% (NB)

PROPOSED GRADE (NB)

END NB PGL TRANSITION
–Y_S– STA. 34+25.48, 24.00' RT
EL. 889.96'

–Y_S– (SB)
PI = 37+56.10
EL = 879.33'
VC = 455'
K = 160
DS = 65 MPH

–Y_S– (NB)
PI = 37+52.16
EL = 879.37'
VC = 450'
K = 160
DS = 65 MPH

(–)4.0000% (SB)

(–)3.9700% (NB)

(–)11.1500% (SB)

(–)11.1500% (NB)

END NB GRADE
END SB GRADE
BEGIN –Y_S– GRADE (NB & SB)
–Y_S– STA. 41+00.00
EL. 875.31'

PROPOSED GRADE

EXISTING GROUND

(–)11.1500%

SEE SHEET 16, 17 FOR –Y_S– PLAN

–Y_S–

890 880 870 860 850 840 830 820 810 800

48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00

(–)11.1500%

(–)11.1500%

(–)13.1000%

PI = 53+60.00
EL = 860.88'
VC = 560'
K = 287
DS = 73 MPH

PROPOSED GRADE

(–)13.1000%

EXISTING GROUND

SEE SHEET 17, 18 FOR –Y_S– PLAN

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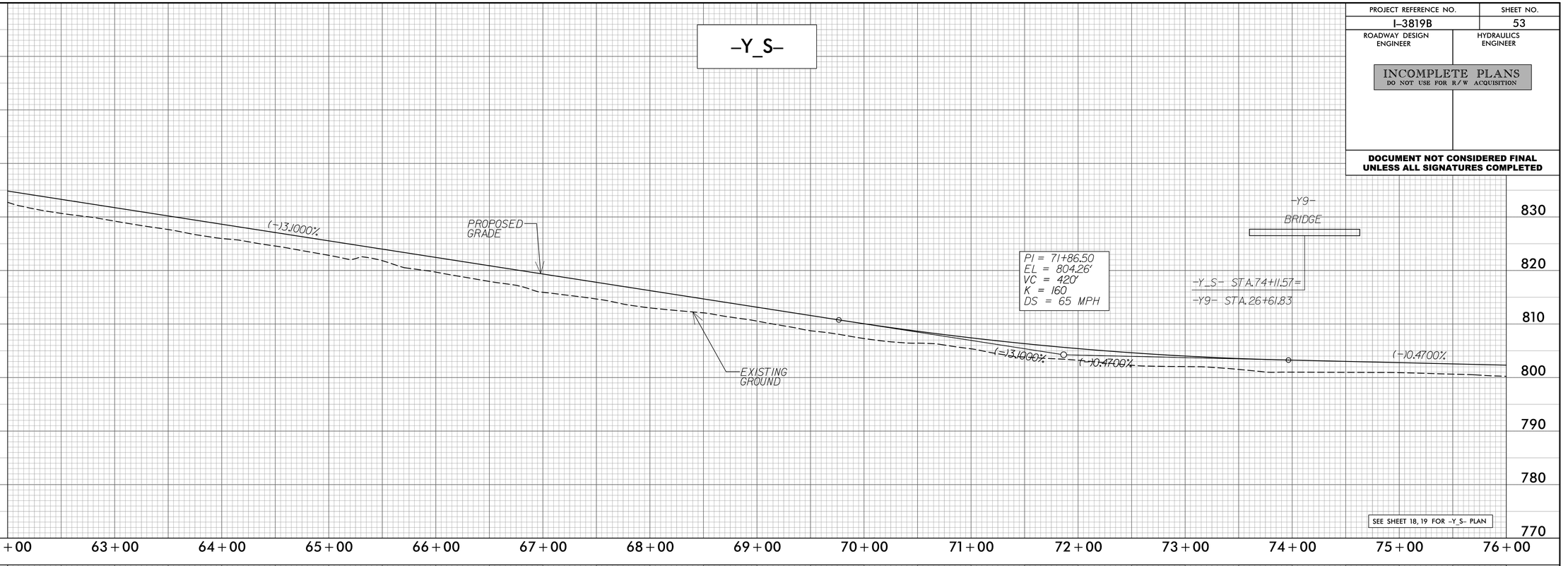
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	53
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

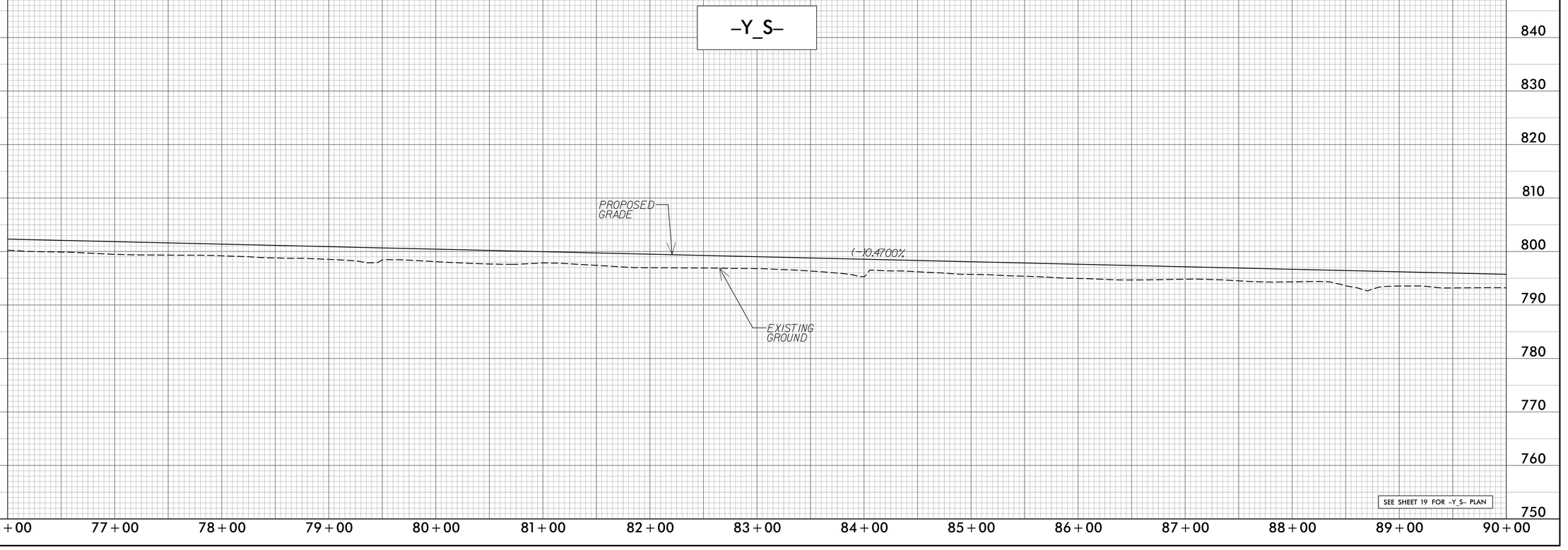
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y_S-



-Y_S-



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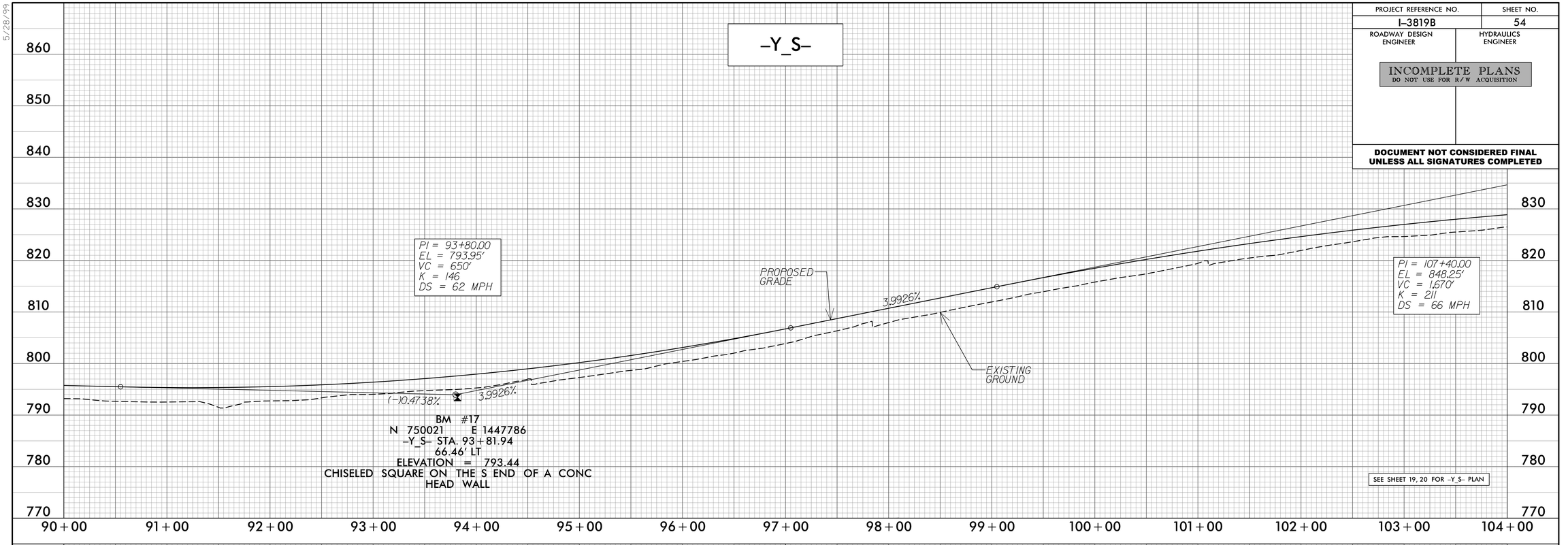
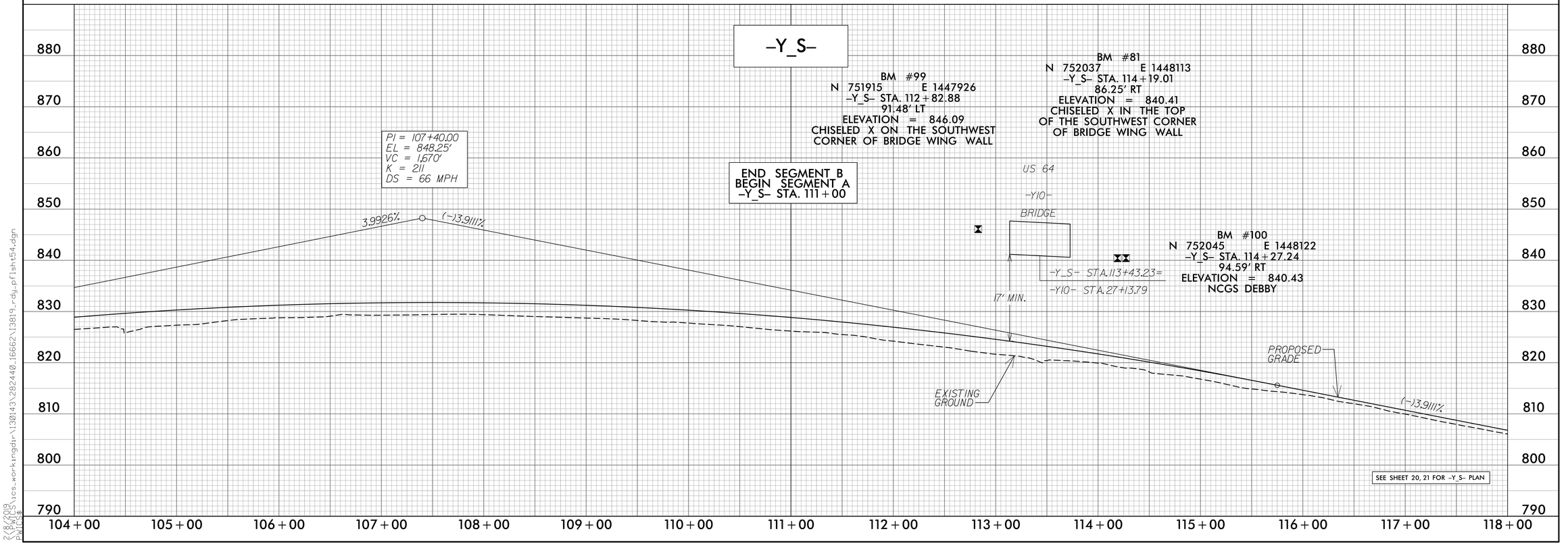
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	54
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED





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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	55
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y_S–

BEGIN BRIDGE
–Y_S– STA. 120+24.50
EL. 799.22'

BEGIN APPROACH SLAB
–Y_S– STA. 120+00.39
EL. 799.87'

END BRIDGE
–Y_S– STA. 122+17.57
EL. 795.60'

END APPROACH SLAB
–Y_S– STA. 122+41.70
EL. 795.34'

PI = 124+52.41
EL = 781.28'
VC = 1,220'
K = 137
DS = 60 MPH

END GRADE –Y_S– STA. 130+63.90, EL. 811.85' =
BEGIN GRADE –Y_RT– STA. 230+63.90 (24' RT), EL. 811.85
BEGIN GRADE –Y_LT– STA. 330+63.90 (24' LT), EL. 811.85

PROPOSED GRADE

(–)3.9111%

5.0000%

EXISTING GROUND

GREENWAY TRAIL

FOURTH CREEK

SEE SHEET 21, 22 FOR –Y_S– PLAN

850 840 830 820 810 800 790 780 770 760

118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	56
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y_LT–

BEGIN BRIDGE
–Y_LT– STA. 341+01.47
EL. 863.61'

PI = 344+81.34
EL = 882.72'
VC = 880'
K = 151
DS = 60 MPH

BEGIN APPROACH SLAB
–Y_LT– STA. 340+77.31
EL. 862.48'

–YRPCA–
BRIDGE

–Y_LT– STA. 333+00.50=
–YRPCA– STA. 36+63.72

17' MIN.

BEGIN GRADE
–Y_LT– STA. 330+63.90=
EL. 811.85'

(+)5.0000%

SEE SHEET 22, 10 FOR –Y_LT– PLAN

–Y_RT–

PI = 244+75.00
EL = 882.41'
VC = 880'
K = 153
DS = 60 MPH

BEGIN APPROACH SLAB
–Y_RT– STA. 240+98.08
EL. 863.44'

BEGIN BRIDGE
–Y_RT– STA. 241+22.16
EL. 864.52'

–YRPCA–
BRIDGE

–Y_RT– STA. 233+09.42=
–YRPCA– STA. 37+16.79

17' MIN.

BEGIN GRADE
–Y_RT– STA. 230+63.90=
EL. 811.85'

(+)5.0000%

SEE SHEET 10, 22 FOR –Y_RT– PLAN

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TCS
Bentley

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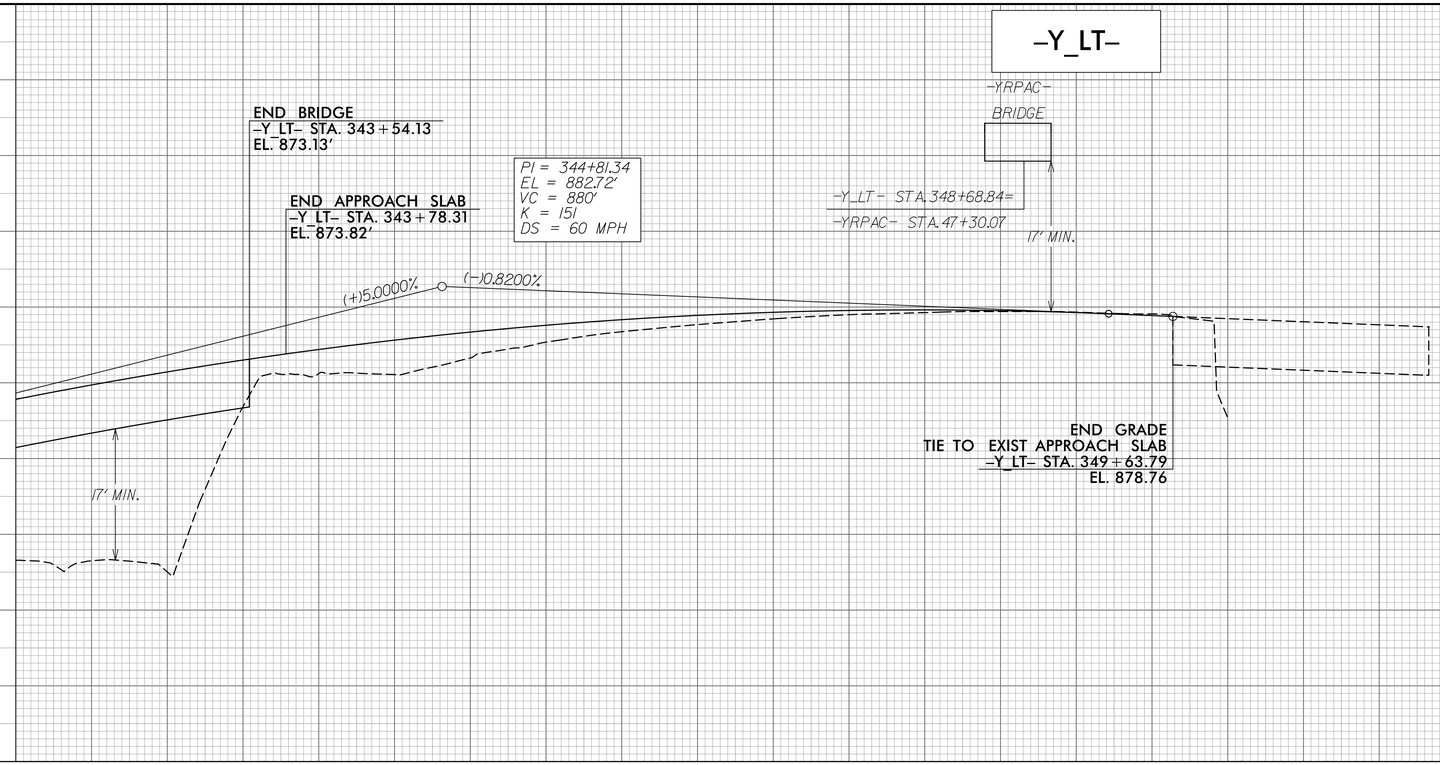
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	57
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

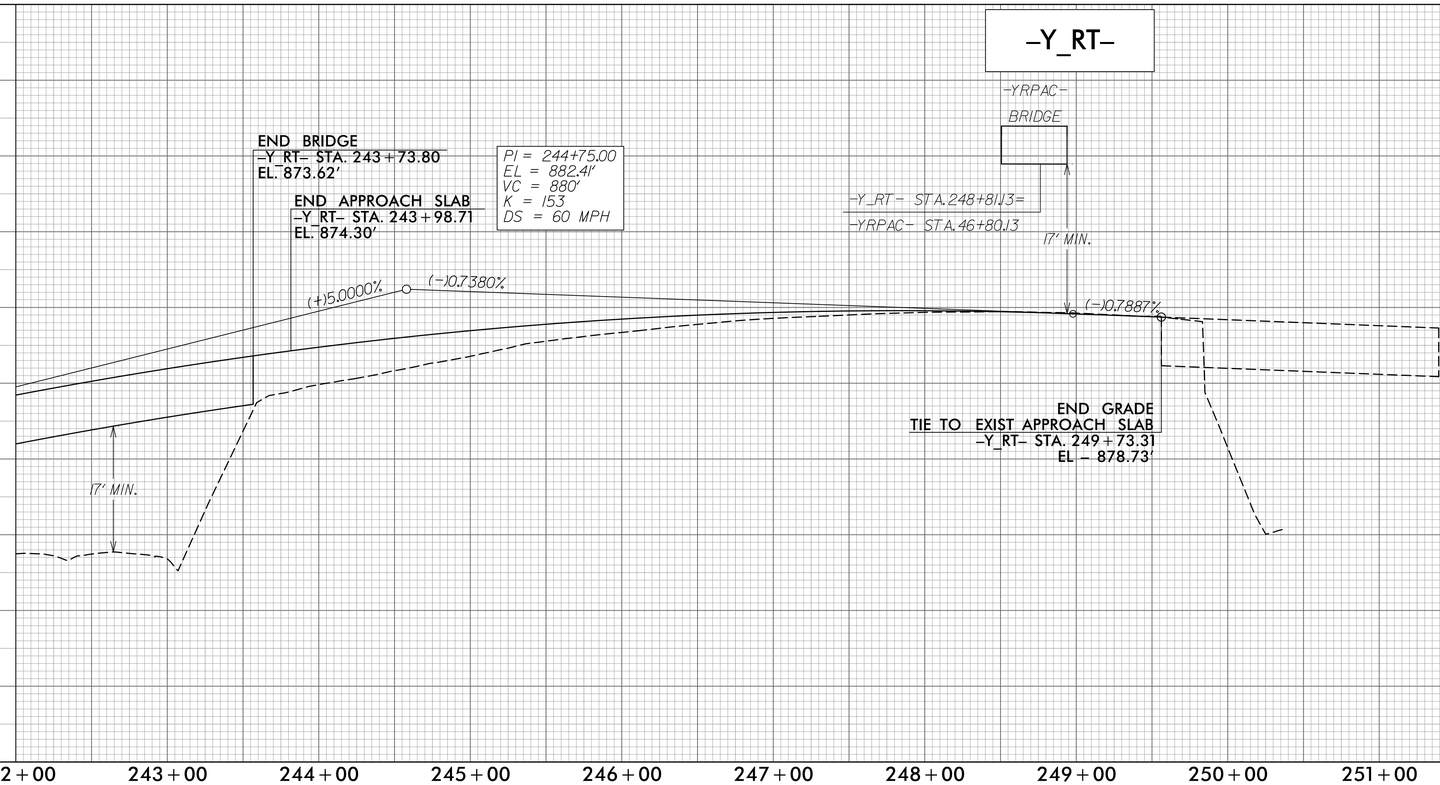
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y_LT-



SEE SHEET 10, 23 FOR -Y_LT- PLAN

-Y_RT-



SEE SHEET 10, 23 FOR -Y_RT- PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	58
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y_N–

PI = 154+50.00 (LT)
EL = 874.58'
VC = 180'
K = 1133
DS > 80 MPH

PI = 156+84.00
EL = 872.11'
VC = 250'
K = 533
DS > 80 MPH

PI = 160+78.00
EL = 869.80'
VC = 180'
K = 844
DS > 80 MPH

BEGIN SB GRADE
–Y_N– (LT) STA. 151+35.70=
EL. 877.40'

BEGIN NB GRADE
–Y_N– (RT) STA. 151+39.03=
EL. 877.29'

SOUTHBOUND
(–)0.8968%
(–)0.8800%
(–)1.0557%
(–)1.0557%
(–)1.0557%
(–)0.5867%
(–)0.5867%
(–)0.8000%
NORTHBOUND

PROPOSED GRADE

EXISTING GROUND

PI = 154+63.47 (RT)
EL = 874.44'
VC = 180'
K = 1024
DS > 80 MPH

BEGIN GRADE –Y_N–
END NB & SB GRADE –Y_N– (LT & RT)
STA. 155+59.00=
EL. 873.43'

BM #82
N 755715 E 1448197
–Y_N– STA. 151+08.27
63.52' LT
ELEVATION = 877.30
CHISELED X ON THE NORTHWEST BRIDGE ABUTMENT

SEE SHEET 24, 10 FOR –Y_N– PLAN

910 900 890 880 870 860 850 840 830 820

150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00

–Y_N–

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

BM #72
N 757382 E 1448167
–Y_N– STA. 167+69.84
200.51' LT
ELEVATION = 885.02
RR SPIKE SET IN UTILITY POLE 103551

PI = 169+75.00
EL = 862.62'
VC = 600'
K = 138
DS = 60 MPH

PROPOSED GRADE

EXISTING GROUND

(–)0.8000%
(+)3.5495%

SEE SHEET 24, 25 FOR –Y_N– PLAN

920 910 900 890 880 870 860 850 840 830

164+00 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	59
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y_N-

PI = 188+00.00
EL = 927.40'
VC = 1,820'
K = 263
DS = 71 MPH

(+)3.5495%

(-)3.3693%

PROPOSED GRADE

EXISTING GROUND

BM #94
N 758356 E 1448508
-Y_N- STA. 177+63.29
77.11' RT
ELEVATION = 885.47
CHISELED X ON THE NORTHWEST CORNER OF CONCRETE PAD AROUND CATCH BASIN

SEE SHEET 25, 26 FOR -Y_N- PLAN

960 950 940 930 920 910 900 890 880 870

178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00

-Y_N-

PI = 188+00.00
EL = 927.40'
VC = 1,820'
K = 263
DS = 71 MPH

PROPOSED GRADE

END GRADE
-Y_N- STA. 205+15.43 =
EL. 870.16'

PI = 204+00.00
EL = 873.49'
VC = 180'
K = 375
DS > 80 MPH

(-)3.3693%

(-)2.8897%

EXISTING GROUND

BM #98
N 761090 E 1448706
-Y_N- STA. 205+04.63
99.67' RT
ELEVATION = 865.69
RR SPIKE SET IN UTILITY POLE 138

SEE SHEET 26, 27 FOR -Y_N- PLAN

930 920 910 900 890 880 870 860 850 840

192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	60
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–YRPA–

BEGIN GRADE
–YRPA– STA. 10+00.00 =
EL. 834.63'

PI = 10+75.00
EL = 838.31'
VC = 150'
K = 818
DS > 80 MPH

4.9048%
4.7213%
4.7213%
(–)0.8931%

PI = 14+80.00
EL = 857.43'
VC = 500'
K = 89
DS = 50 MPH

PROPOSED GRADE

EXISTING GROUND

PI = 22+00.00
EL = 851.00'
VC = 400'
K = 110
DS = 50 MPH

(–)0.8931%
2.7273%

SEE SHEET 11, 23 FOR –YRPA– PLAN

880 870 860 850 840 830 820 810 790

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

–YRPA–

PI = 27+50.00
EL = 866.00'
VC = 280'
K = 91
DS = 50 MPH

PROPOSED GRADE

2.7273%
(–)0.3400%
(–)0.3400%
(–)0.2884%

EXISTING GROUND

END GRADE
–YRPA– STA. 30+43.62 =
EL. 865.05'

PI = 29+50.00
EL = 865.32'
VC = 100'
K = 1938
DS > 80 MPH

SEE SHEET 23 FOR –YRPA– PLAN

900 890 880 870 860 850 840 830 820 810

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	61
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–YRPAC–

BEGIN GRADE
–YRPAC– STA. 10+00.00=
EL. 867.37'

PROPOSED GRADE

EXISTING GROUND

PI = 16+50.00
EL = 846.43'
VC = 200'
K = 145
DS = 59 MPH

(–)3.2210%

(–)4.6013%

PI = 25+50.00
EL = 805.02'
VC = 930'
K = 97
DS = 50 MPH

SEE SHEET 12, 11 FOR –YRPAC– PLAN

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

880 870 860 850 840 830 820 810 800 790

–YRPAC–

BEGIN BRIDGE
–YRPAC– STA. 27+50.00
EL. 818.65'

END BRIDGE
–YRPAC– STA. 28+75.00
EL. 822.28'

BEGIN APPROACH SLAB
–YRPAC– STA. 27+16.+91
EL. 817.95'

END APPROACH SLAB
–YRPAC– STA. 29+05.18
EL. 823.40'

PROPOSED GRADE

5.0000%

(–)4.6013%

17' MIN.

MUSEUM GREENWAY

FOURTH CREEK

EXISTING GROUND

SEE SHEET 11 FOR –YRPAC– PLAN

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

860 850 840 830 820 810 800 790 780 770

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	62
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-YRPAC-

BEGIN APPROACH SLAB
-YRPAC- STA. 38+02.89
EL. 867.67'

BEGIN BRIDGE
-YRPAC- STA. 38+50.00
EL. 870.02'

5.0000%

PROPOSED GRADE

END BRIDGE
-YRPAC- STA. 43+20.00
EL. 893.52'

END APPROACH SLAB
-YRPAC- STA. 43+59.59
EL. 895.43'

17' MIN.

17' MIN.

-YRPAC- STA. 40+00.19=
-YRPCA- STA. 56+79.08

-YRPAC- STA. 41+16.89=
-YRPDB- STA. 44+80.01

EXISTING GROUND

BEGIN APPROACH SLAB
-YRPAC- STA. 46+08.11
EL. 903.16'

BEGIN BRIDGE
-YRPAC- STA. 46+31.77
EL. 903.51'

17' MIN.

17' MIN.

-YRPAC- STA. 46+80.13=
-Y_RT- STA. 248+81.13

END APPROACH SLAB
-YRPAC- STA. 48+08.02
EL. 904.03'

END BRIDGE
-YRPAC- STA. 47+78.50
EL. 904.33'

(-)5.0000%

(-)5.0000%

-YRPAC- STA. 47+30.07=
-Y_LT- STA. 348+68.84

PI = 47+45.00
EL = 914.77'
VC = 840'
K = 84
DS = 50 MPH

SEE SHEET 11, 23 FOR -YRPAC- PLAN

910 900 890 880 870 860 850 840 830 820

38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 +50

-YRPAC-

PI = 47+45.00
EL = 914.77'
VC = 840'
K = 84
DS = 50 MPH

PROPOSED GRADE

BEGIN APPROACH SLAB
-YRPAC- STA. 56+33.28
EL. 870.36'

BEGIN BRIDGE
-YRPAC- STA. 56+67.54
EL. 868.64'

EXISTING GROUND

PI = 59+44.50
EL = 854.80'
VC = 435'
K = 97
DS = 50 MPH

(-)5.0000%

(-)10.5024%

17' MIN.

17' MIN.

17' MIN.

17' MIN.

-YRPAC- STA. 58+29.26=
-LCDWB- STA. 82+54.95

-YRPAC- STA. 59+73.01=
-LCDEB- STA. 76+80.70

-YRPAC- STA. 58+99.33=
-LCDWB- STA. 123+44.84

SEE SHEET 23, 10 FOR -YRPAC- PLAN

890 880 870 860 850 840 830 820 810 800

+50 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	63
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-YRPAC-

(-)10.5024%

(-)13.5604%

PI = 65+30.00
EL = 851.85'
VC = 260'
K = 85
DS = 50 MPH

17' MIN.

PROPOSED GRADE

-YRPAC- STA. 65+21.43=
-YRPC- STA. 17+39.63

-YRPAC- STA. 63+88.84=
-YRPCA- STA. 28+78.44

EXISTING GROUND

SEE SHEET 10, 22 FOR -YRPAC- PLAN

850 840 830 820 810 800 790 780 770 760

64+00 65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00

-YRPAC-

END BRIDGE
-YRPAC- STA. 79+60.34
EL. 804.86'

END APPROACH SLAB
-YRPAC- STA. 79+90.66
EL. 804.68'

PROPOSED GRADE

(-)13.5604%

3.9482%

PI = 80+55.00
EL = 797.56'
VC = 750'
K = 100
DS = 50 MPH

EXISTING GROUND

3.9482%

2.6486%

2.6486%

2.0661%

END GRADE
-YRPAC- STA. 88+97.10 =
EL. 827.00'

PI = 86+50.00
EL = 821.05'
VC = 150'
K = 115
DS = 55 MPH

PI = 87+94.98
EL = 824.89'
VC = 100'
K = 172
DS = 55 MPH

SEE SHEET 22, 21 FOR -YRPAC- PLAN

840 830 820 810 800 790 780 770 760 750

77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	65
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–YRPC–

BEGIN GRADE
–YRPC– STA. 10+00.00=
EL. 795.90'

PI = 13+42.00
EL = 803.46'
VC = 206'
K = 96
DS = 50 MPH

PI = 11+25.00
EL = 797.25'
VC = 195'
K = 109
DS = 53 MPH

PI = 18+19.50
EL = 827.34'
VC = 730'
K = 84
DS = 50 MPH

PROPOSED GRADE

(+)1.0800%
(+)2.8634%
(+)2.8634%
(+)5.0000%
(+)5.0000%
(–)13.6408%

EXISTING GROUND

SEE SHEET 10, 22 FOR –YRPC– PLAN

840 830 820 810 800 790 780 770 760 750

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

–YRPC–

PI = 26+75.00
EL = 796.19'
VC = 290'
K = 99
DS = 50 MPH

END GRADE
–YRPC– STA. 29+53.00
EL. 794.19'

PROPOSED GRADE

(–)13.6408%
(–)0.7200%

EXISTING GROUND

SEE SHEET 22 FOR –YRPC– PLAN

840 830 820 810 800 790 780 770 760 750

24+00 25+00 26+00 27+00 28+00 29+00 30+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	66
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–YRPCA–

BEGIN GRADE
–YRPCA– STA. 10+00.00=
EL. 791.42'

PI = 12+00.00
EL = 790.26'
VC = 250'
K = 209
DS = 63 MPH

BEGIN BRIDGE
–YRPCA– STA. 16+34.70
EL. 792.94'

BEGIN APPROACH SLAB
–YRPCA– STA. 16+10.53
EL. 792.79'

END APPROACH SLAB
–YRPCA– STA. 22+09.57
EL. 796.50'

END BRIDGE
–YRPCA– STA. 21+84.81
EL. 796.33'

PROPOSED GRADE

0.6161%

-0.5776%

0.6161%

EXISTING GROUND

PI = 24+15.00
EL = 797.75'
VC = 440'
K = 100
DS = 51 MPH

SEE SHEET 9, 10 FOR –YRPCA– PLAN

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

–YRPCA–

PI = 38+00.00
EL = 867.00'
VC = 840'
K = 84
DS = 50 MPH

BEGIN BRIDGE
–YRPCA– STA. 36+16.49
EL. 854.50'

BEGIN APPROACH SLAB
–YRPCA– STA. 35+90.62
EL. 853.89'

5.0000%

–YRPAC–
BRIDGE

PROPOSED GRADE

–YRPCA– STA. 28+78.44=
–YRPAC– STA. 63+77.84

17' MIN.

17' MIN.

17' MIN.

PI = 24+15.00
EL = 797.75'
VC = 440'
K = 100
DS = 51 MPH

5.0000%

–YRPCA– STA. 36+63.72=
–Y_LT– STA. 333+00.50

EXISTING GROUND

–YRPCA– STA. 37+16.79=
–Y_RT– STA. 233+09.42

SEE SHEET 10, 22 FOR –YRPCA– PLAN

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	67
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–YRPCA–

PI = 38+00.00
EL = 867.00'
VC = 840'
K = 84
DS = 50 MPH

(–)5.0000%

END BRIDGE
–YRPCA– STA. 41+01.00
EL. 851.11'

END APPROACH SLAB
–YRPCA– STA. 41+29.49
EL. 850.04'

17' MIN.

PROPOSED GRADE

EXISTING GROUND

–YRPCA– STA. 39+40.49=
–YRPDB– STA. 27+51.42

–L_EB–
BRIDGE

–YRPCA– STA. 52+10.70=
–L_EB– STA. 140+11.54

17' MIN.

(–)5.0000%

4.2098%

SEE SHEET 22, 11 FOR –YRPCA– PLAN

870 860 850 840 830 820 810 800 790 780

38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00

–YRPCA–

–YRPAC–
BRIDGE

–YRPCA– STA. 57+50.22=
–YRPAC– STA. 41+16.89

17' MIN.

PI = 66+83.09
EL = 866.58'
VC = 380'
K = 86
DS = 50 MPH

PI = 58+50.00
EL = 832.65'
VC = 150'
K = 1094
DS > 80 MPH

PROPOSED GRADE

4.2098%

4.0726%

EXISTING GROUND

–L_WB–
BRIDGE

–YRPCA– STA. 52+70.72=
–L_WB– STA. 140+10.88

17' MIN.

PI = 51+10.00
EL = 801.50'
VC = 890'
K = 97
DS = 50 MPH

SEE SHEET 11, 23 FOR –YRPCA– PLAN

880 870 860 850 840 830 820 810 800 790

52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	68
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

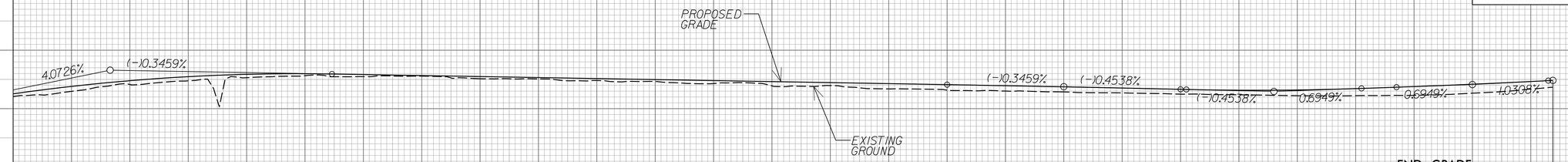
–YRPCA–

PI = 66+83.09
EL = 866.58'
VC = 380'
K = 86
DS = 50 MPH

PI = 75+00.00
EL = 863.75'
VC = 200'
K = 1853
DS > 80 MPH

PI = 76+80.00
EL = 862.94'
VC = 150'
K = 131
DS = 55 MPH

PI = 78+50.00
EL = 864.12'
VC = 130'
K = 387
DS > 80 MPH



END GRADE
–YRPCA– STA. 79+18.95 =
EL. 864.83'

SEE SHEET 23, 24 FOR –YRPCA– PLAN

900 890 880 870 860 850 840 830 820 810

66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	69
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-YRPD-

PI = 12+00.00
EL = 806.15'
VC = 200'
K = 133
DS = 55 MPH

PI = 15+10.00
EL = 811.94'
VC = 150'
K = 132
DS = 55 MPH

PI = 20+50.00
EL = 828.16'
VC = 875'
K = 160
DS = 60 MPH

BEGIN GRADE
-YRPD- STA. 10+00.00=
EL. 799.40'

(+)3.3750%
(+)1.8678%
(+)1.8678%
(+)3.0033%
(+)3.0033%
(-)2.4500%
PROPOSED GRADE
EXISTING GROUND

SEE SHEET 22 FOR -YRPD- PLAN

850 840 830 820 810 800 790 780 770 760

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-YRPD-

PI = 26+80.00
EL = 812.72'
VC = 320'
K = 111
DS = 50 MPH

PROPOSED GRADE
(-)2.4500%
(+)0.4262%
EXISTING GROUND
(+)0.4262%
0.5365%
END GRADE
TIE TO EXIST CONC. PAV'T
-YRPD- STA. 32+16.40
0.5365%
(+)0.9208%
PROPOSED GRADE
BEGIN GRADE/
TIE TO EXIST
APPROACH SLAB
-YRPD- 35+34.25
EXISTING GROUND

SEE SHEET 22, 11 FOR -YRPD- PLAN

860 850 840 830 820 810 800 790 780 770

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	70
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-YRPD-

END GRADE
-YRPD- STA. 40+09.53=
EL. 822.90'

PROPOSED GRADE

822.90

(+)10.9208%

(+)12.4345%

PI = 38+90.00
EL = 819.99'
VC = 170'
K = 112
DS = 50 MPH

EXISTING GROUND

SEE SHEET 11 FOR -YRPD- PLAN

860 850 840 830 820 810 800 790 780 770

38+00 39+00

-Y4RPD-

END SEGMENT A
BEGIN SEGMENT B
-Y4RPD- STA. 20+00

END RECONSTRUCTION
-Y4RPD- STA.16+27

PI = 14+18.00
EL = 795.85'
VC = 260'
K = 136
DS = 55 MPH

BEGIN GRADE
-Y4RPD+ STA.10+00.00=
-LCDEB+ STA. 53+59.37, 24.00 RT
EL. = 794.03'

PROPOSED GRADE

+0.4354%

+2.3533%

EXISTING GROUND

SEE SHEET 9A FOR -Y4RPD- PLAN

830 820 810 800 790 780 770

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	71
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–YRPDB–

BEGIN GRADE
–YRPDB– STA. 10+00.00 =
EL. 812.17'

OVERHEAD TRANSMISSION LINES

BEGIN BRIDGE
–YRPDB– STA. 13+50.81
EL. 798.85'

BEGIN GRADE
END/TIE TO APPROACH SLAB
–YRPDB– STA. 15+63.71
EL. 794.74'

END BRIDGE
–YRPDB– STA. 15+39.08
EL. 795.01'

END GRADE/
BEGIN/TIE TO APPROACH SLAB
–YRPDB– STA. 13+26.21
EL. 799.58'

PI = 11+00.00
EL = 808.08'
VC = 150'
K = 1999
DS > 80 MPH

(–)4.0870%
(–)4.0120%
(–)4.0120%
(–)3.1275%

PI = 15+63.59
EL = 794.55'

PI = 18+20.00
EL = 791.67'
VC = 445'
K = 97
DS = 50 MPH

PROPOSED GRADE

(–)1.1217%
(+)3.4676%

BRIDGE & APPROACH SLAB CONSTRUCTED OFF –Y S– PROFILE AT –2% CROSS SLOPE

PI = 12+50.00
EL = 802.06'
VC = 130'
K = 147
DS = 62 MPH

MUSEUM GREENWAY

FOURTH CREEK

EXISTING GROUND

SEE SHEET 21,22 FOR –YRPDB– PLAN

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

760 770 780 790 800 810 820 830 840 850

–YRPDB–

–YRPCA–
BRIDGE

–YRPDB– STA. 27+88.57 =
–YRPCA– STA. 39+90.28

17' MIN.

PI = 26+00.00
EL = 818.72'
VC = 340'
K = 85
DS = 50 MPH

(+)3.4676%
(–)0.5554%

PROPOSED GRADE

EXISTING GROUND

PI = 34+80.00
EL = 813.83'
VC = 160'
K = 88
DS = 50 MPH

(–)0.5554%
(–)2.3820%

PI = 37+25.00
EL = 808.00'
VC = 300'
K = 98
DS = 50 MPH

(–)2.3820%
(+)0.6711%

SEE SHEET 22,11 FOR –YRPDB– PLAN

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

760 770 780 790 800 810 820 830 840 850 860

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	72
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-YRPDB-

-YRPAC- BRIDGE

-YRPDB- STA. 44+71.71=
-YRPAC- STA. 41+19.56

17' MIN.

-L_EB- BRIDGE

-L_WB- BRIDGE

PI = 40+87.40
EL = 810.43'
VC = 420'
K = 97
DS = 50 MPH

-YRPDB- STA. 39+45.70=
-L_EB- STA. 139+61.74

-YRPDB- STA. 40+05.74=
-L_WB- STA. 139+59.78

17' MIN.

PROPOSED GRADE

EXISTING GROUND

(+)5.0000%

(-)0.7206%

PI = 49+30.00
EL = 852.56'
VC = 540'
K = 94
DS = 50 MPH

(+)0.6711%

(+)5.0000%

SEE SHEET 11,23 FOR -YRPDB- PLAN

870 860 850 840 830 820 810 800

38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00

-YRPDB-

END GRADE
-YRPDB- STA. 52+20.68=
EL. 850.47

EXISTING GROUND

PROPOSED GRADE

SEE SHEET 23,10 FOR -YRPDB- PLAN

870 860 850 840 830 820 810 800 790 780

52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	73
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-YLPC-

BEGIN GRADE
-YLPC- STA. 10+00.00 =
EL. 857.56'

PI = 12+04.00
EL = 846.52'
VC = 240'
K = 151
DS = 60 MPH

(-)5.4118%

(-)7.0000%

PI = 14+40.00
EL = 830.00'
VC = 225'
K = 39
DS = 30 MPH

(-)7.0000%

(-)1.2713%

PROPOSED GRADE

EXISTING GROUND

PI = 22+32.00
EL = 819.93'
VC = 250'
K = 39
DS = 30 MPH

(-)1.2713%

(+)5.2165%

SEE SHEET 10, 22 FOR -YLPC- PLAN

880 870 860 850 840 830 820 810 800 790

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-YLPC-

END GRADE
-YLPC- STA. 25+87.05 =
EL. 836.10'

PROPOSED GRADE

(+)5.2165%

(+)2.8771%

EXISTING GROUND

PI = 24+86.50
EL = 833.21'
VC = 130'
K = 56
DS = 35 MPH

SEE SHEET 10 FOR -YLPC- PLAN

24+00 25+00

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cochrant

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	74
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y9-

BEGIN GRADE
-Y9- STA. 14+41.60=
EL. 847.36'

PI = 17+15.00
EL = 859.66'
VC = 310'
K = 31
DS = 35 MPH

(+)4.5000%

(-)5.5000%

EXISTING GROUND

PROPOSED GRADE

PI = 23+43.75
EL = 825.08'
VC = 425'
K = 65
DS = 40 MPH

(-)5.5000%

(+)1.0000%

SEE SHEET 28 FOR -Y9- PLAN

880 870 860 850 840 830 820 810 800 790

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-Y9-

BEGIN APPROACH SLAB
-Y9- STA. 25+13.16
EL. 826.91'

BEGIN BRIDGE
-Y9- STA. 25+37.33
EL. 827.04'

END APPROACH SLAB
-Y9- STA. 28+69.75
EL. 826.30'

END BRIDGE
-Y9- STA. 28+45.58
EL. 826.59'

PI = 23+43.75
EL = 825.08'
VC = 425'
K = 65
DS = 40 MPH

PI = 26+86.00
EL = 828.50'
VC = 120'
K = 55
DS = 43 MPH

(+)1.0000%

(-)1.2000%

17' MIN

BL -Y_S-

EXISTING GROUND

PI = 32+30.00
EL = 821.97'
VC = 561'
K = 75
DS = 43 MPH

(-)1.2000%

(+)6.2500%

PROPOSED GRADE

PI = 39+95.00
EL = 869.75'
VC = 501'
K = 111
DS = 54 MPH

SEE SHEET 28, 19, 29 FOR -Y9- PLAN

860 850 840 830 820 810 800 790 780 770

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

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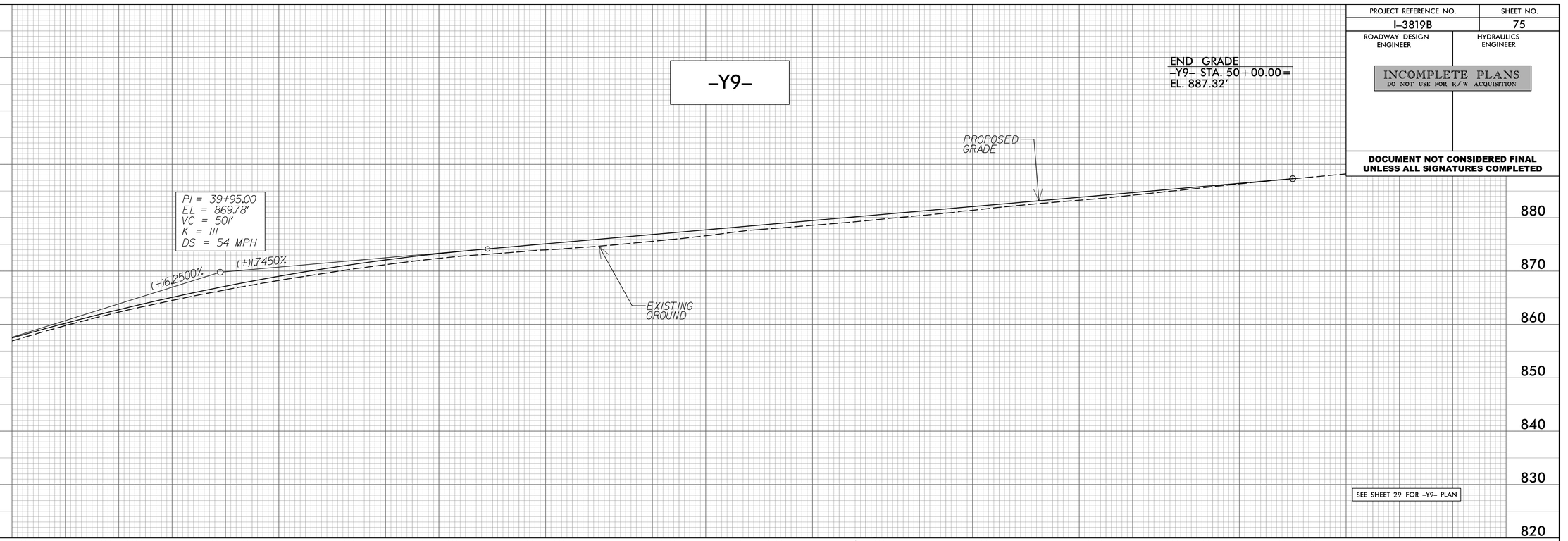
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	75
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y9-



SEE SHEET 29 FOR -Y9- PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	76
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y9RPA–

BEGIN GRADE
–Y9RPA– STA. 10+00.00 =
EL. 794.74'

PI = 10+60.00
EL = 794.48'
VC = 120'
K = 142
DS = 60 MPH

PI = 12+75.00
EL = 795.36'
VC = 100'
K = 2457
DS > 80 MPH

PI = 14+95.00
EL = 796.35'
VC = 140'
K = 135
DS = 57 MPH

PI = 19+46.25
EL = 793.72'
VC = 650'
K = 136
DS = 60 MPH

EXISTING GROUND

PROPOSED GRADE

(–)0.4333%
(±)0.4093%
(+)0.4093%
(+)0.4500%
(+)0.4500%
(–)0.5835%
(–)0.5835%
(+)4.1781%

SEE SHEET 19 FOR –Y9RPA– PLAN

–Y9RPA–

END GRADE
–Y9RPA– STA. 27+70.95 =
EL. 828.18'

PROPOSED GRADE

EXISTING GROUND

SEE SHEET 19 FOR –Y9RPA– PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	77
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y9RPC–

BEGIN GRADE
–Y9RPC– STA. 10+00.00 =
EL. 840.00'

PI = 11+50.00
EL = 835.17'
VC = 120'
K = 313
DS = 75 MPH

(–)3.2167%

(–)3.6000%

EXISTING GROUND

PI = 18+60.00
EL = 809.62'
VC = 980'
K = 159
DS = 65 MPH

PROPOSED GRADE

(–)3.6000%

(+)2.5481%

(+)2.5

SEE SHEET 18, 19 FOR –Y9RPC– PLAN

870 860 850 840 830 820 810 800 790 780

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

–Y9RPC–

PROPOSED GRADE

END GRADE
–Y9RPC– STA. 24+52.47 =
EL. 824.71'

481%

EXISTING GROUND

SEE SHEET 19 FOR –Y9RPC– PLAN

860 850 840 830 820 810 800 790 780 770

24+00 25+00

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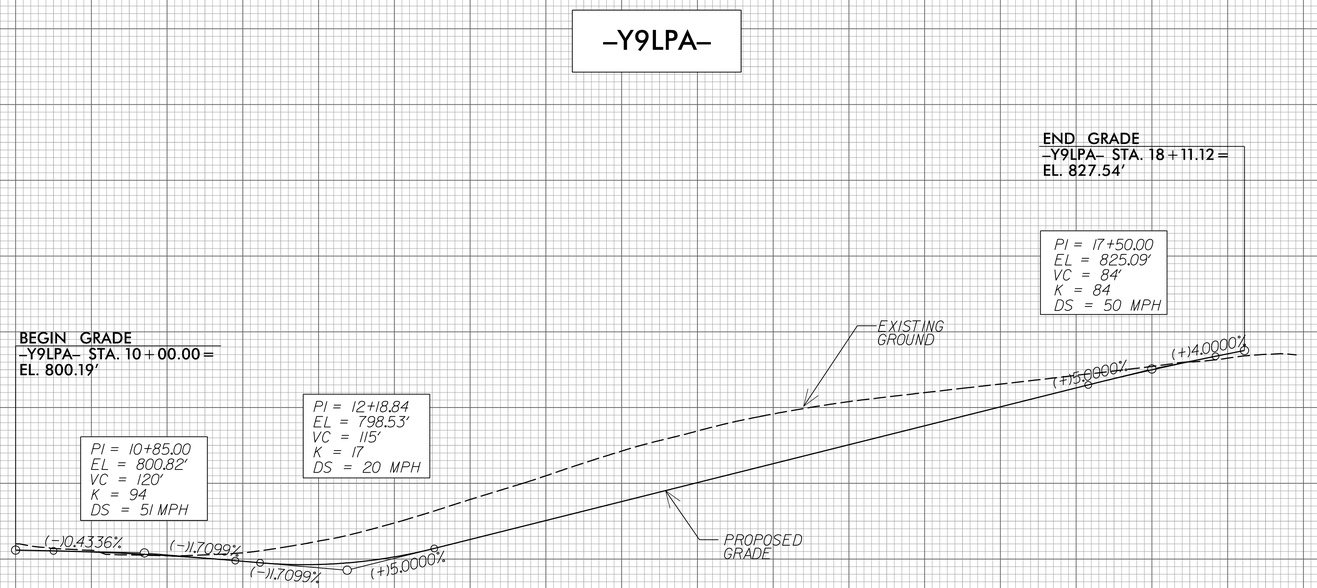
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	78
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

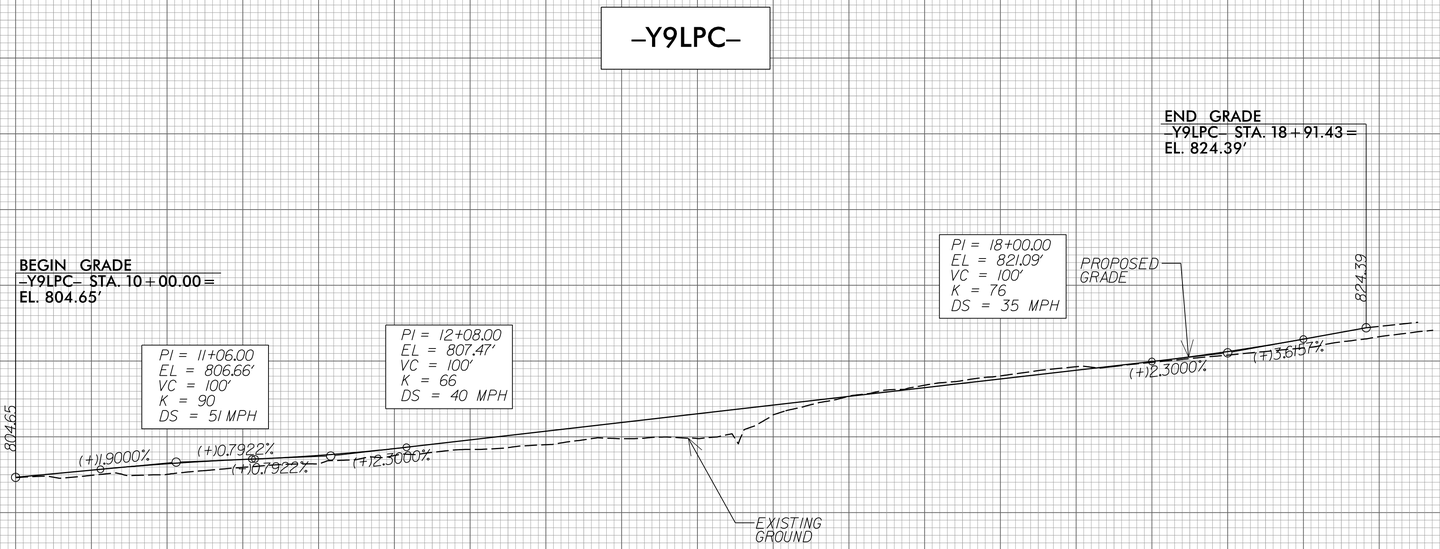
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y9LPA-



SEE SHEET 19 FOR -Y9LPA- PLAN

-Y9LPC-



SEE SHEET 19 FOR -Y9LPC- PLAN

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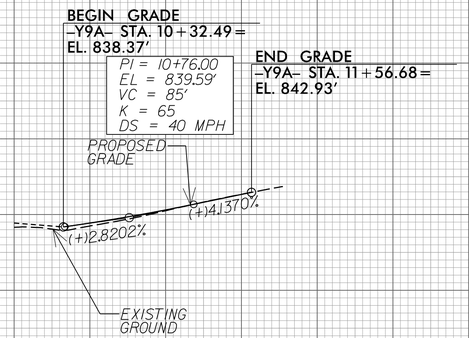
PROJECT REFERENCE NO.	SHEET NO.
I-3819B	79
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

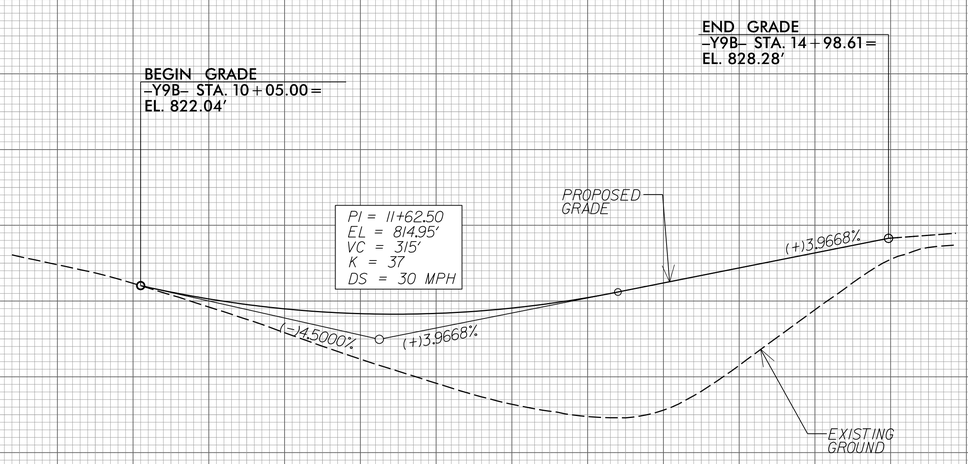
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y9A–



SEE SHEET 19 FOR –Y9A– PLAN

–Y9B–



SEE SHEET 19 FOR –Y9B– PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	80
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

870
860
850
840
830
820
810
800
790
780

840
830
820
810
800
790
780

-Y9C-

BEGIN GRADE
-Y9C- STA. 10+32.03 =
EL. 824.75'

END GRADE
-Y9C- STA. 11+69.41 =
EL. 817.55'

PI = 10+57.50
EL = 823.74'
VC = 50'
DS = 32 MPH

PROPOSED GRADE

(-)4.000%

(-)15.177%

(-)14.464%

EXISTING GROUND

PI = 11+27.00
EL = 819.44'
VC = 84'
K = 49
DS = 35 MPH

SEE SHEET 19 FOR -Y9C- PLAN

10+00 11+00 12+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	81
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y9D-

BEGIN GRADE
-Y9D- STA. 18+04.04 =
EL. 861.46'

PI = 20+31.00
EL = 873.94'
VC = 220'
K = 44
DS = 40 MPH

PROPOSED GRADE

(+)5.4983%

(+)0.5000%

EXISTING GROUND

(+)0.5000%

(+)2.3969%

PI = 23+20.00
EL = 875.38'
VC = 126'
K = 66
DS = 40 MPH

SEE SHEET 29 FOR -Y9D- PLAN

910 900 890 880 870 860 850 840 830 820

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-Y9D-

END GRADE
-Y9D- STA. 24+01.02 =
EL. 877.33

BEGIN GRADE
-Y9D- STA. 24+77.37 =
EL. 877.72

PROPOSED GRADE

(-)0.9180%

(-)0.5500%

PI = 25+50.00
EL = 877.05'
VC = 145'
K = 394
DS > 80 MPH

EXISTING GROUND

PI = 28+00.00
EL = 875.68'
VC = 120'
K = 171
DS = 62 MPH

(-)0.5500%

(-)1.2500%

PI = 29+85.00
EL = 873.37'
VC = 120'
K = 96
DS = 52 MPH

(-)1.2500%

(-)2.5000%

PI = 31+50.00
EL = 869.24'
VC = 120'
K = 343
DS > 80 MPH

(-)2.5000%

(-)2.1500%

(-)2.1500%

(-)1.0000%

END GRADE
-Y9D- STA. 33+90.38 =
EL. 865.20'

PI = 32+92.75
EL = 866.17'
VC = 120'
K = 104
DS = 52 MPH

SEE SHEET 29, 32 FOR -Y9D- PLAN

910 900 890 880 870 860 850 840 830 820

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	82
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y9E-

930 920 910 900 890 880 870 860 850 840

BEGIN GRADE
-Y9E- STA. 10+16.500 =
EL. 871.95'

PROPOSED GRADE

PI = 10+94.00
EL = 872.49'
VC = 107'
K = 19
DS = 30 MPH

PI = 12+15.00
EL = 866.59'
VC = 135'
K = 45
DS = 40 MPH

END GRADE
-Y9E- STA. 13+08.39 =
EL. 859.21'

(+)0.7000%

(-)4.8795%

(-)7.9000%

EXISTING GROUND

SEE SHEET 29 FOR -Y9E- PLAN

10+00 11+00 12+00 13+00

-Y9G-

920 910 900 890 880 870 860 850 840 830

BEGIN GRADE
-Y9G- STA. 10+20.00 =
EL. 865.68'

PROPOSED GRADE

END GRADE
-Y9G- STA. 11+00.00 =
EL. 866.88'

(+)1.5000%

PI = 10+20.00
EL = 865.68'

EXISTING GROUND

SEE SHEET 32 FOR -Y9G- PLAN

10+00 11+00 12+00 13+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	83
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

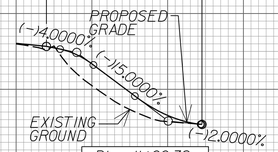
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y9H-

BEGIN GRADE
-Y9H- STA. 10+20.00=
EL. 865.67'

PI = 10+40.00
EL = 864.87'
VC = 22'
K = 2
DS < 15 MPH

END GRADE
-Y9H- STA. 11+22.68=
EL. 855.37'



PI = 11+00.39
EL = 855.81'
VC = 44'
K = 3
DS < 15 MPH

SEE SHEET 32 FOR -Y9H- PLAN

920 910 900 890 880 870 860 850 840 830

10+00 11+00 12+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	84
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y10-

930 920 910 900 890 880 870 860 850 840

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

BEGIN GRADE
-Y10- STA. 17+84.39 =
EL. 874.84'

PI = 20+87.50
EL = 873.93'
VC = 375'
K = 72
DS = 47 MPH

(-)0.3000%

(-)5.5235%

PROPOSED GRADE

EXISTING GROUND

PI = 24+70.00
EL = 852.80'
VC = 240'
K = 64
DS = 40 MPH

SEE SHEET 30, 21 FOR -Y10- PLAN

-Y10-

870 860 850 840 830 820 810 800 790 780

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

BEGIN BRIDGE
-Y10- STA. 25+77.48
EL. 850.88'

BEGIN APPROACH SLAB
-Y10- STA. 25+52.48
EL. 851.33'

END BRIDGE
-Y10- STA. 28+16.85
EL. 845.54'

END APPROACH SLAB
-Y10- STA. 28+41.63
EL. 844.71'

PI = 29+24.30
EL = 844.62'
VC = 500'
K = 100
DS = 52 MPH

(-)5.5235%

(-)1.8000%

(-)1.8000%

(-)6.7867%

PI = 24+70.00
EL = 852.80'
VC = 240'
K = 64
DS = 40 MPH

17' MIN

BL -Y_S-

PROPOSED GRADE

END GRADE
-Y9- STA. 33+92.70 =
EL. 813.27'

PI = 33+30.00
EL = 817.09'
VC = 120'
K = 173
DS = 68 MPH

EXISTING GROUND

(-)6.7867%

(-)6.0914%

SEE SHEET 21, 31 FOR -Y10- PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	85
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

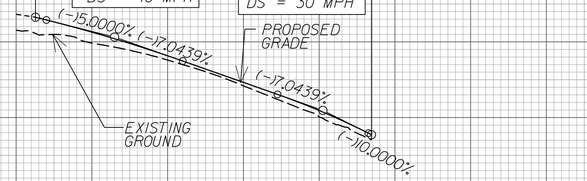
–Y10DRI–

BEGIN GRADE
–Y10DR1– STA. 10+12.80 =
EL. 852.76'

PI = 10+64.97
EL = 850.63'
VC = 90'
K = 44
DS = 40 MPH

PI = 12+02.50
EL = 840.94'
VC = 60'
K = 20
DS = 30 MPH

END GRADE
–Y10DR1– STA. 12+34.54 =
EL. 837.74'



SEE SHEET 21 FOR –Y10DR1– PLAN

890 880 870 860 850 840 830 820 810 800

10+00 11+00 12+00 13+00

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	86
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

–Y4RPC–

BEGIN GRADE
–Y4RPC– STA. 10+00.00=
EL. 842.32'

PI = 11+02.00
EL = 840.93'
VC = 100'
K = 1677
DS > 80 MPH

(–)1.3600%

(–)1.3004%

PROPOSED GRADE

EXISTING GROUND

END GRADE
–Y4RPC– STA. 18+25.00=
EL. 829.49'

PI = 17+30.00
EL = 832.77'
VC = 190'
K = 89
SSD = 598'
DS = 50 MPH

(–)1.3004%

(–)3.4468%

SEE SHEET 8, 9 FOR –Y4RPC– PLAN

880 870 860 850 840 830 820 810 800 790

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

–Y4RPD–

BEGIN GRADE
–Y4RPD– STA. 10+00.00=
EL. 794.20'

PI = 11+00.00
EL = 794.72'
VC = 100'
K = 1285
DS > 80 MPH

(+)0.5178%

PI = 12+05.00
EL = 795.18'
VC = 100'
K = 418
DS > 80 MPH

(+)0.4400%

(+)0.4400%

PI = 14+18.00
EL = 796.63'
VC = 170'
K = 152
DS = 63 MPH

(+)0.6792%

(+)0.6792%

PROPOSED GRADE

(+)1.8000%

EXISTING GROUND

END GRADE
–Y4RPD– STA. 16+12.17=
EL. 800.12'

SEE SHEET 9 FOR –Y4RPD– PLAN

850 840 830 820 810 800 790 780 770 760

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

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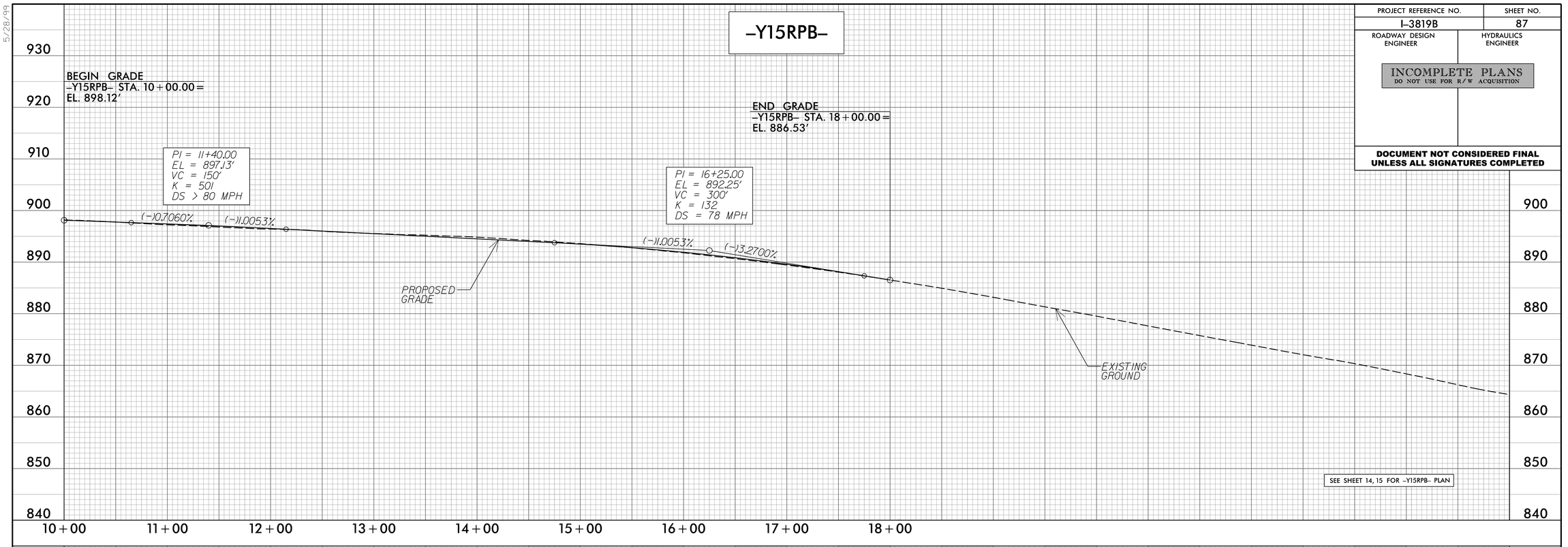
–Y15RPB–

PROJECT REFERENCE NO.	SHEET NO.
I–3819B	87
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



SEE SHEET 14, 15 FOR –Y15RPB– PLAN

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PROJECT REFERENCE NO.	SHEET NO.
I-3819B	88
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y15RPC-

BEGIN GRADE
-Y15RPC- STA. 7+93.30 =
EL. 900.51

PI = 10+00.00
EL = 899.55'
VC = 107'
K = 357
DS = 78 MPH

PI = 11+75.00
EL = 898.22'
VC = 128'
K = 729
DS > 80 MPH

PROPOSED GRADE

EXISTING GROUND

PI = 15+60.00
EL = 894.61'
VC = 100'
K = 163
DS = 66 MPH

PI = 17+00.00
EL = 894.15'
VC = 120'
K = 86
DS = 50 MPH

PI = 18+25.00
EL = 892.00'
VC = 130'
K = 289
DS = 73 MPH

PI = 20+90.00
EL = 886.25'
VC = 180'
K = 768
DS > 80 MPH

(-)0.4629% (-)0.7622% (-)0.7622% (-)0.9384% (-)0.9384% (-)0.3262% (-)0.3262% (-)1.7200% (-)1.7200% (-)2.1698% (-)2.1698%

SEE SHEET 14, 15 FOR -Y15RPC- PLAN

930 920 910 900 890 880 870 860 850 840

7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00

-Y15RPC-

END GRADE
-Y15RPC- STA. 23+99.24 =
EL. 880.16'

PI = 22+45.00
EL = 883.25'
VC = 130'
K = 232
DS = 68 MPH

PROPOSED GRADE

EXISTING GROUND

PI = 20+90.00
EL = 886.25'
VC = 180'
K = 768
DS > 80 MPH

PI = 23+60.00
EL = 880.38'
VC = 78'
K = 41
DS = 31 MPH

(-)1.9355% (-)1.9355% (-)2.4957% (-)2.4957% (-)0.5700%

SEE SHEET 15 FOR -Y15RPC- PLAN

920 910 900 890 880 870 860 850 840 830

21+00 22+00 23+00 24+00 25+00

2/8/2019
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cochrant

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
I-3819B	89
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-Y11-

PI = 22+05.00
EL = 822.33'
VC = 500'
K = 250
DS = 70 MPH

BEGIN GRADE
-Y11- STA. 19+00.00 =
EL. 804.03'

PROPOSED GRADE

(+)6.0000%

(+)4.0000%

EXISTING GROUND

SEE SHEET 20 FOR -Y11- PLAN

860 850 840 830 820 810 800 790 780 770

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-Y11-

PI = 22+05.00
EL = 822.33'
VC = 500'
K = 250
DS = 70 MPH

PROPOSED GRADE

(+)4.0000%

PI = 27+50.00
EL = 844.13'
VC = 420'
K = 80
DS = 49 MPH

(-)11.2500%

PI = 31+75.00
EL = 838.82'
VC = 260'
K = 119
DS = 55 MPH

(-)11.2500%

(+)0.9423%

(+)0.9423%

END GRADE
-Y11- STA. 33+13.85 =
EL. 840.13'

EXISTING GROUND

SEE SHEET 20, 21 FOR -Y11- PLAN

880 870 860 850 840 830 820 810 800 790

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00

2/8/2019
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cochrant