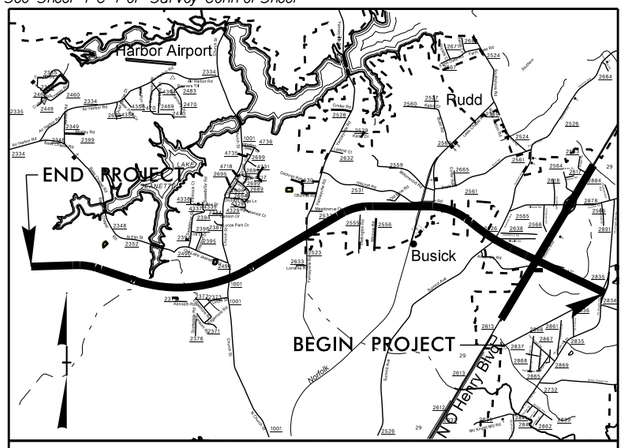
09/08/99

TIP PROJECT: U-2525C

CONTRACT:

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Plan Sheet Symbols
See Sheet 1-C For Survey Control Sheet



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

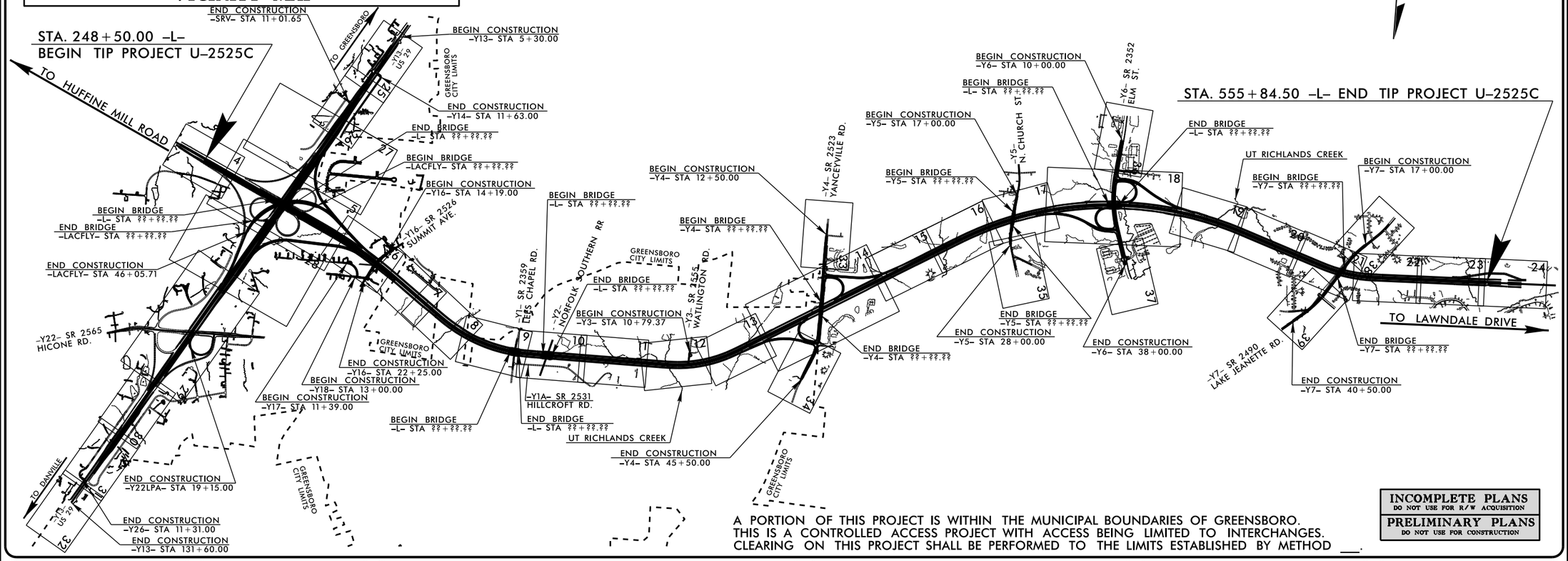
GUILFORD COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2525C	1	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
34821.1.4		PE	

LOCATION: GREENSBORO EASTERN LOOP FROM US 29 NORTH OF GREENSBORO TO SR 2303 (LAWNDALE DRIVE)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS, CULVERTS, AND STRUCTURES

NAD 83/95



A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF GREENSBORO.
THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD ___.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2018 = N/A
ADT 2030 = 72200
DHV = 10 %
D = 60 %
T = 15 % *
V = 70 MPH
* TTST 5% DUAL 10%
FUNC CLASS = INTERSTATE
"STATEWIDE TIER"

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-2525C = 0.000 MILES
LENGTH STRUCTURE TIP PROJECT U-2525C = 0.000 MILES
TOTAL LENGTH OF TIP PROJECT U-2525C = 4.665 MILES

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JULY 17, 2015

LETTING DATE:
JULY 17, 2018

JAMES A. SPEER, PE
PROJECT ENGINEER

DANIEL W. GARDNER, JR., PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

P.E.
SIGNATURE:

ROADWAY DESIGN ENGINEER

P.E.
SIGNATURE:

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

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04/16/11

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	1-B

Note: Not to Scale

****S.U.E. = Subsurface Utility Engineering***

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin — EIP
- Property Corner
- Property Monument — ECM
- Parcel/Sequence Number — 23
- 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
- Known Soil Contamination: Area or Site
- Potential Soil Contamination: Area or Site

BUILDINGS AND OTHER CULTURE:

- Gas Pump Vent or U/G Tank Cap
- Sign
- 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:

- Baseline Control Point
- Existing Right of Way Marker
- Existing Right of Way Line
- Proposed Right of Way Line — RW
- Proposed Right of Way Line with Iron Pin and Cap Marker — RW
- Proposed Right of Way Line with Concrete or Granite R/W Marker — RW
- Proposed Control of Access Line with Concrete C/A Marker — CA
- Existing Control of Access — CA
- Proposed Control of Access — CA
- Existing Easement Line — E
- Proposed Temporary Construction Easement — E
- Proposed Temporary Drainage Easement — TDE
- Proposed Permanent Drainage Easement — PDE
- Proposed Permanent Drainage / Utility Easement — DUE
- Proposed Permanent Utility Easement — PUE
- Proposed Temporary Utility Easement — TUE
- Proposed Aerial Utility Easement — AUE
- Proposed Permanent Easement with Iron Pin and Cap Marker

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
- Recorded U/G Power Line — P
- Designated U/G Power Line (S.U.E.*) — P

TELEPHONE:

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

WATER:

- Water Manhole — W
- Water Meter
- Water Valve
- Water Hydrant
- Recorded U/G Water Line — W
- Designated U/G Water Line (S.U.E.*) — W
- Above Ground Water Line — A/G Water

TV:

- TV Satellite Dish
- TV Pedestal — C
- TV Tower
- U/G TV Cable Hand Hole — HH
- Recorded U/G TV Cable — TV
- Designated U/G TV Cable (S.U.E.*) — TV
- Recorded U/G Fiber Optic Cable — TV FO
- Designated U/G Fiber Optic Cable (S.U.E.*) — TV FO

GAS:

- Gas Valve
- Gas Meter
- Recorded U/G Gas Line — G
- Designated U/G Gas Line (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
- Recorded SS Forced Main Line — FSS
- Designated SS Forced Main Line (S.U.E.*) — FSS

MISCELLANEOUS:

- Utility Pole
- Utility Pole with Base
- Utility Located Object
- Utility Traffic Signal Box — S
- Utility Unknown U/G Line — ?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 (S.U.E.*)
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.

6/2/99

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

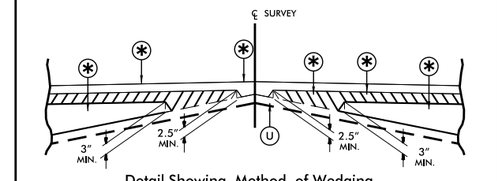
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

PRELIMINARY PAVEMENT SCHEDULE

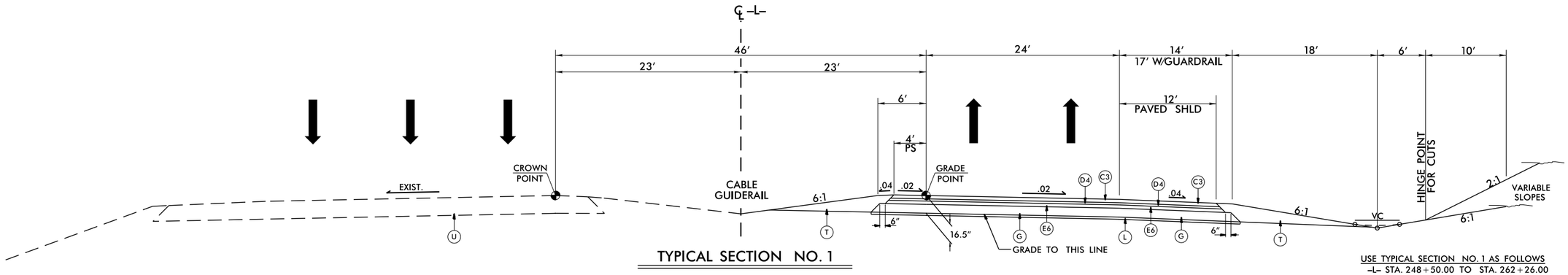
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	E1	PROP. APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	G	PROP. APPROX. 8" CEMENT TREATED BASE COURSE (PLANT MIXED).
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	E2	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	J	PROP. 8" AGGREGATE BASE COURSE.
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	E3	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.	L	BASE TO BE STABILIZED WITH 200 TO 400 LBS PER SQ. YARD OF STABILIZER AGGREGATE MIXED WITH THE TOP 3" OF SUBGRADE SOIL AT LOCATIONS DIRECTED BY THE ENGINEER.
C4	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	E4	PROP. APPROX. 5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.	R1	1'-6" CONCRETE CURB AND GUTTER.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	E5	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.	R2	2'-6" CONCRETE CURB AND GUTTER.
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	E6	PROP. APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	R3	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
D3	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2¼" IN DEPTH OR GREATER THAN 4" IN DEPTH.	E7	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	S	4" CONCRETE SIDEWALK
D4	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	E8	PROP. APPROX. 4½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.	T	EARTH MATERIAL
D5	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	E9	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	U	EXISTING PAVEMENT
D6	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	E10	PROP. APPROX. 13" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 494 LBS. PER SQ. YD. IN EACH OF THREE LAYERS.	V	PROPOSED MILLING
D7	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2¼" IN DEPTH OR GREATER THAN 4" IN DEPTH.	E11	PROP. VAR. DEPTH 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 NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.	W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL).

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



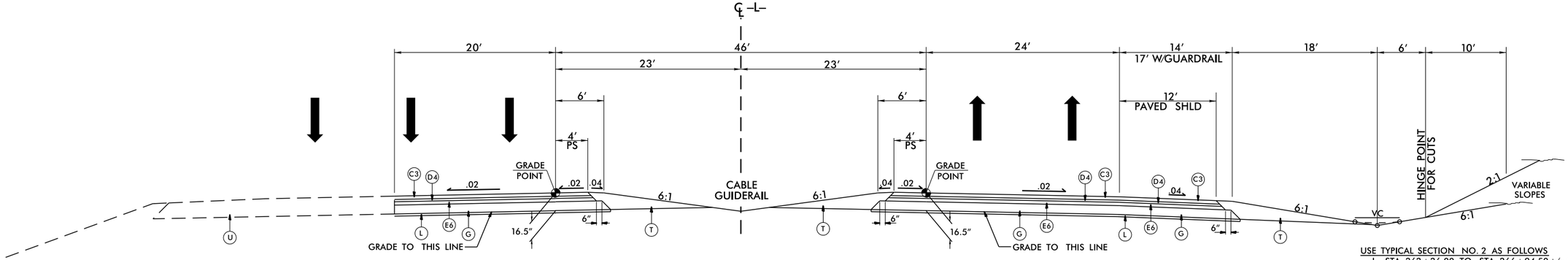
Detail Showing Method of Wedging

✱ NOTE: FOR PAVEMENT TYPES AND DEPTHS SEE RELEVANT TYPICAL SECTION



TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 AS FOLLOWS
–L– STA. 248+50.00 TO STA. 262+26.00



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 AS FOLLOWS
–L– STA. 262+26.00 TO STA. 266+94.50 +/– (BEGIN BRIDGE)
–L– STA. 269+90.00 +/– (END BRIDGE) TO STA. 272+87.11

NOTE: USE MILLED RUMBLE STRIPS FOR MEDIAN AND OUTSIDE ASPHALT PAVED SHOULDER. SEE STD. 665.01

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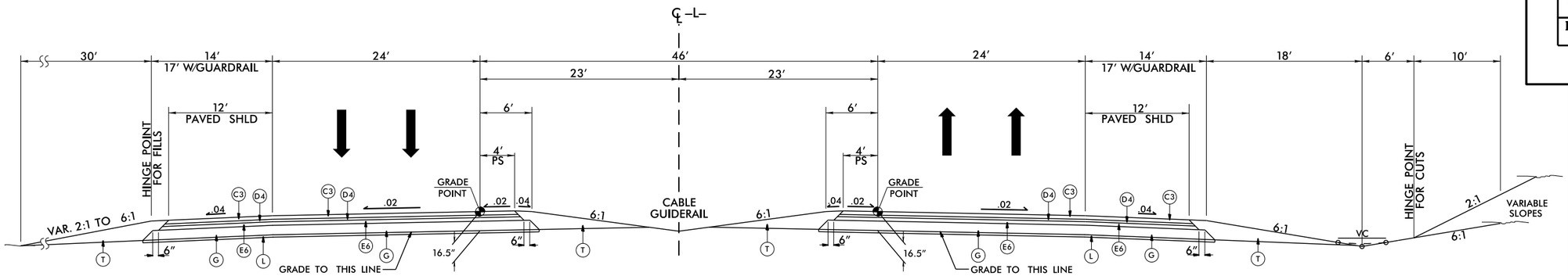
6/2/99

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-A
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

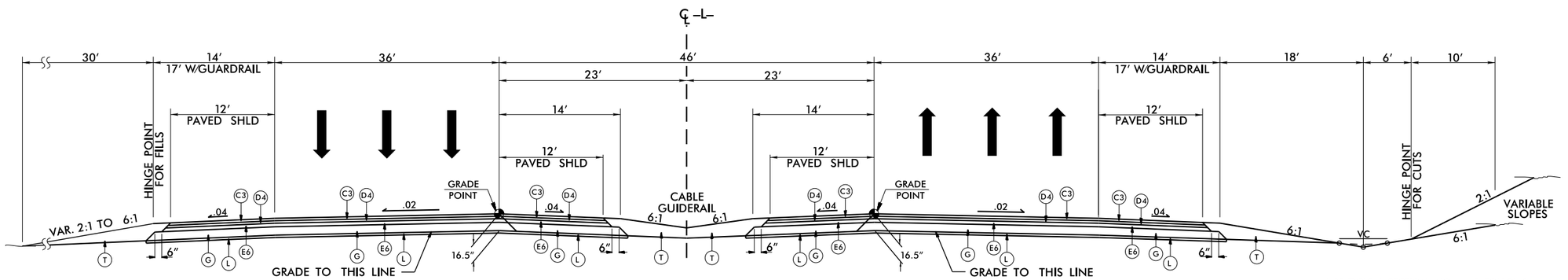
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



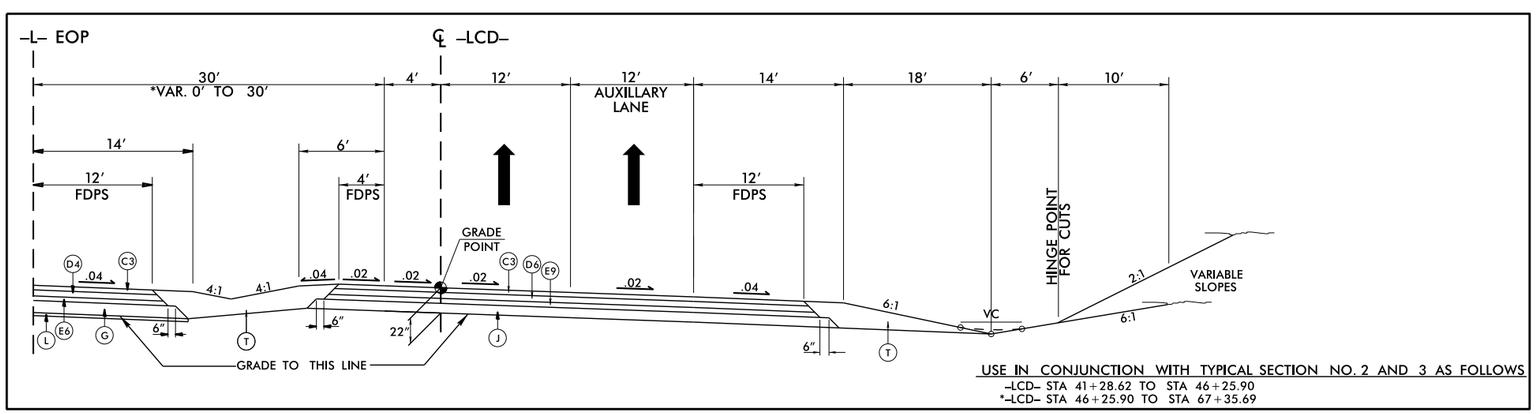
TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 3 AS FOLLOWS
–L– STA. 272+87.11 TO STA. 292+45.00 LT.
–L– STA. 272+87.11 TO STA. 298+71.44 RT.



TYPICAL SECTION NO. 4

USE TYPICAL SECTION NO. 4 AS FOLLOWS
–L– STA. 292+45.00 LT. TO STA. 300+00.00 LT.
–L– STA. 298+71.44 RT. TO STA. 300+00.00 RT.



USE IN CONJUNCTION WITH TYPICAL SECTION NO. 2 AND 3 AS FOLLOWS
–LCD– STA 41+28.62 TO STA 46+25.90
*–LCD– STA 46+25.90 TO STA 67+35.69

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING

NOTE: USE MILLED RUMBLE STRIPS FOR MEDIAN AND OUTSIDE ASPHALT PAVED SHOULDER. SEE STD. 665.01

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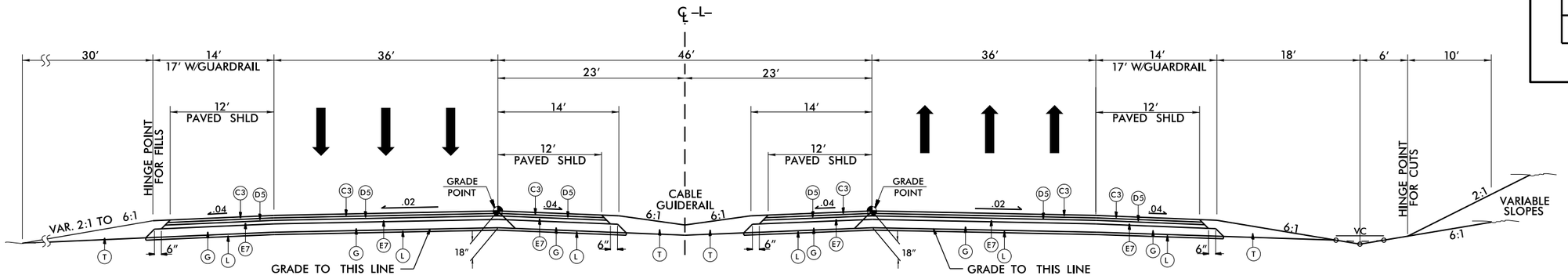
6/2/99

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-B
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

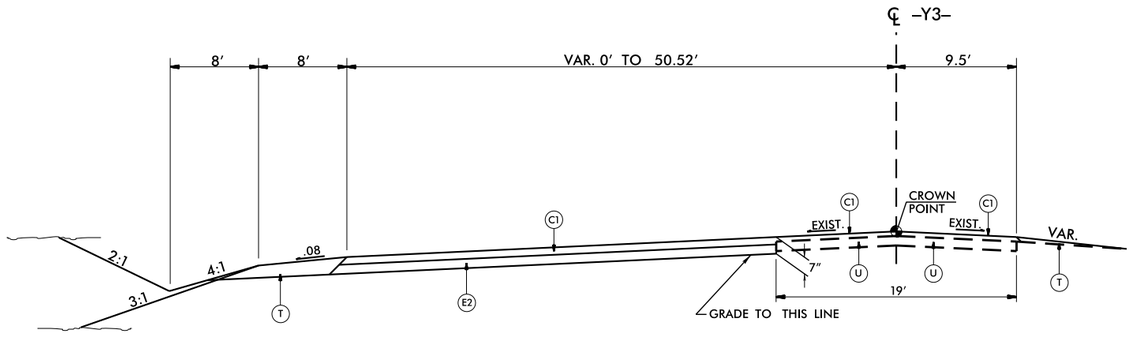
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



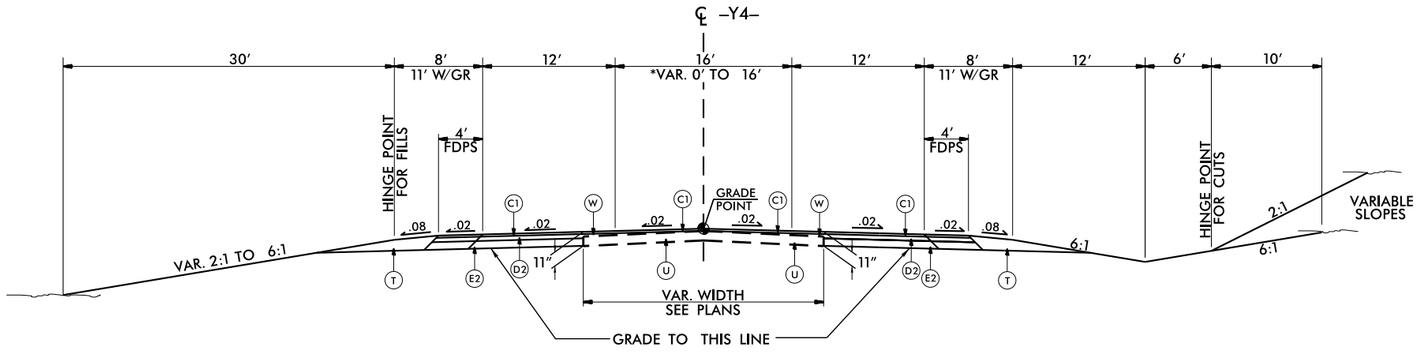
TYPICAL SECTION NO. 5

USE TYPICAL SECTION NO. 5 AS FOLLOWS
–L– STA. 300+00.00 TO STA. 329+00.00+/– (BEGIN BRIDGE)
–L– STA. 330+85.23+/– (END BRIDGE) TO STA. 336+26.07+/– (BEGIN BRIDGE)
–L– STA. 338+15.07+/– (END BRIDGE) TO STA. 469+42.07+/– (BEGIN BRIDGE)
–L– STA. 471+50.07+/– (END BRIDGE) TO STA. 555+84.50



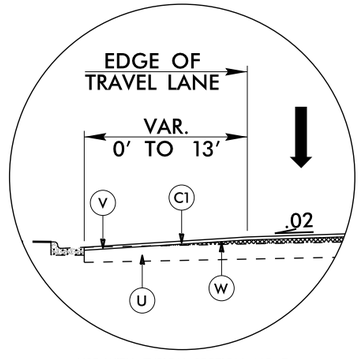
TYPICAL SECTION NO. 6

USE TYPICAL SECTION NO. 6 AS FOLLOWS
–Y3– STA. 10+79.37 TO STA. 11+54.34

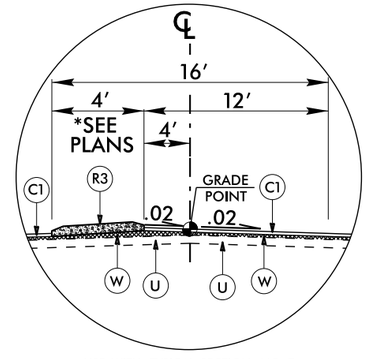


TYPICAL SECTION NO. 7

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING



USE WITH TYPICAL SECTION NO. 7
TIE PROPOSED PAVEMENT TO EXISTING C&G
–Y4– STA. 14+85.41 LT. TO STA. 20+60.58 LT.



USE WITH TYPICAL SECTION NO. 7
MEDIAN DETAIL – REVERSE FOR SOUTHBOUND TURN LANE
*–Y4– STA. 18+45.00 TO STA. 19+50.00
–Y4– STA. 19+50.00 TO STA. 21+00.00
–Y4– STA. 37+50.00 TO STA. 39+75.00
*–Y4– STA. 39+75.00 TO STA. 41+00.00

NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 7
–Y4– STA. 12+50.00 TO STA. 13+00.00

USE TYPICAL SECTION NO. 7 AS FOLLOWS
*–Y4– STA. 13+00.00 TO STA. 17+00.00
–Y4– STA. 17+00.00 TO STA. 27+65.00+/– (BEGIN BRIDGE)
–Y4– STA. 30+30.00+/– (END BRIDGE) TO STA. 41+00.00
*–Y4– STA. 41+00.00 TO STA. 45+00.00

NOTE: TRANSITION FROM TYPICAL SECTION NO. 7 TO EXISTING
–Y4– STA. 45+00.00 TO STA. 45+50.00

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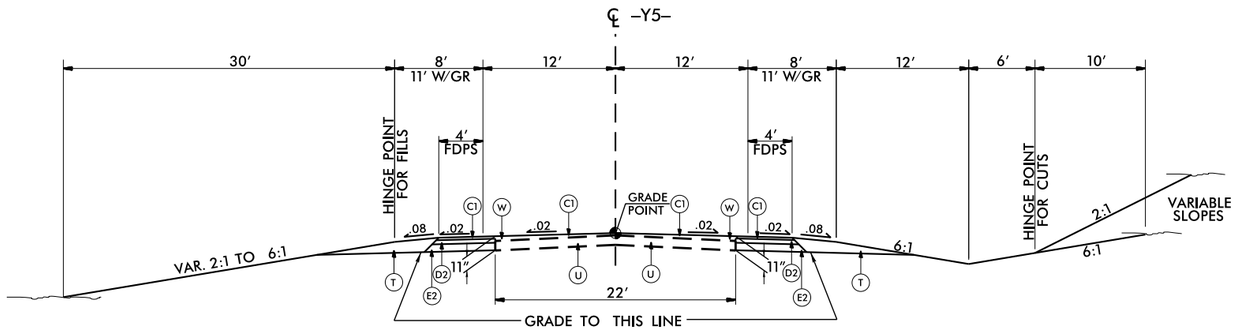
$$$$$$ENGAGE$$$$$

6/2/99

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-C
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

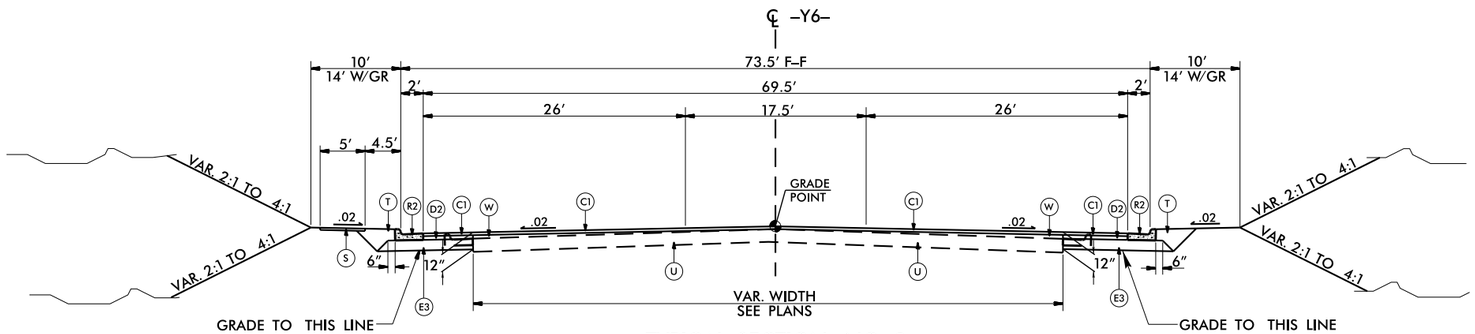


TYPICAL SECTION NO. 8

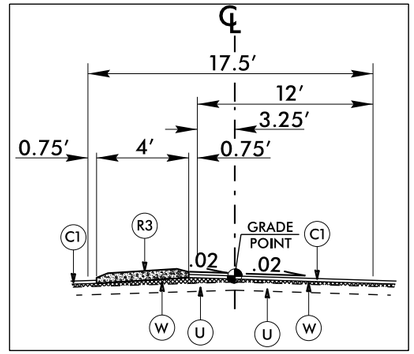
NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 8
–Y5– STA. 17+00.00 TO STA. 17+50.00

USE TYPICAL SECTION NO. 8 AS FOLLOWS
–Y5– STA. 17+50.00 TO STA. 20+85.50+/– (BEGIN BRIDGE)
–Y5– STA. 23+60.50+/– (END BRIDGE) TO STA. 27+50.00

NOTE: TRANSITION FROM TYPICAL SECTION NO. 8 TO EXISTING
–Y5– STA. 27+50.00 TO STA. 28+00.00



TYPICAL SECTION NO. 9

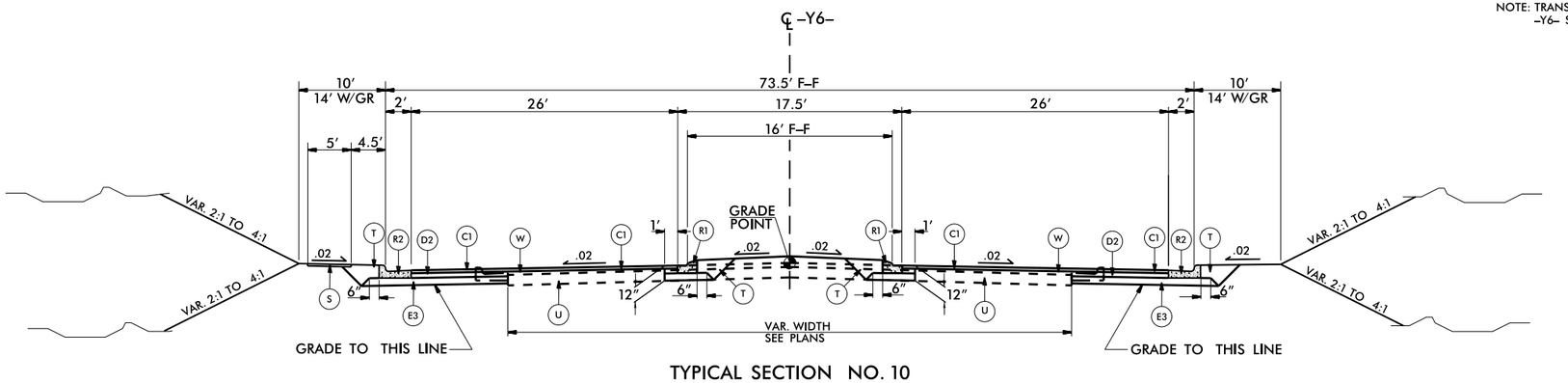


USE WITH TYPICAL SECTION NO. 9
MEDIAN DETAIL REVERSE FOR SOUTHBOUND TURN LANE
–Y6– STA. 14+00.00 TO STA. 18+75.00
–Y6– STA. 30+55.00 TO STA. 36+30.00

NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 9
–Y6– STA.10+00.00 TO STA. 13+62.50

USE TYPICAL SECTION NO. 9 AS FOLLOWS
–Y6– STA. 13+62.50 TO STA. 19+60.00
–Y6– STA. 29+51.00 TO STA. 37+50.00

NOTE: TRANSITION FROM TYPICAL SECTION NO. 9 TO EXISTING
–Y6– STA. 37+50.00 TO STA. 38+00.00



TYPICAL SECTION NO. 10

USE TYPICAL SECTION NO. 10 AS FOLLOWS
–Y6– STA. 19+60.00 TO STA. 29+51.00

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING

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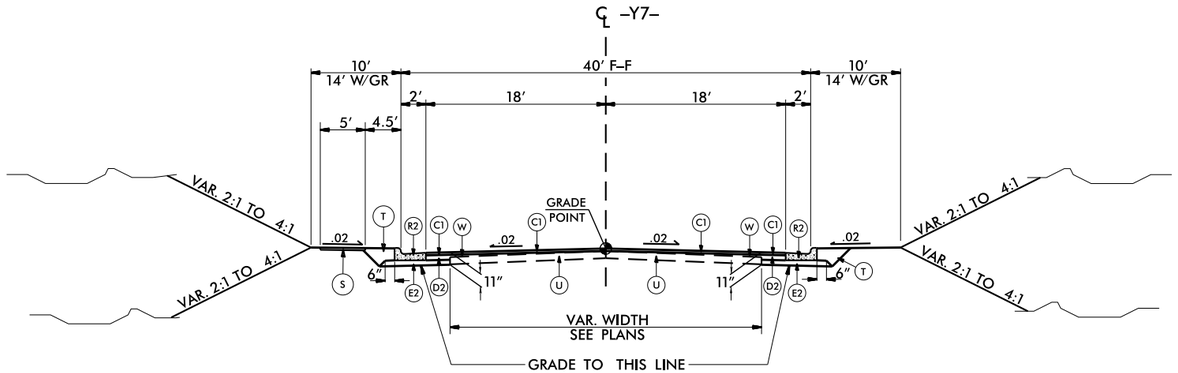
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-D
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

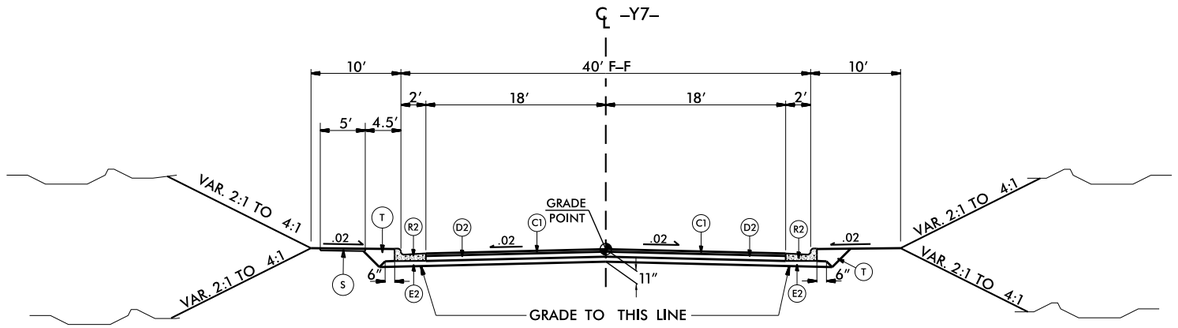


TYPICAL SECTION NO. 11

NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 11
–Y7– STA. 17+00.00 TO STA. 18+00.00

USE TYPICAL SECTION NO. 11 AS FOLLOWS
–Y7– STA. 18+00.00 TO STA. 21+56.97
–Y7– STA. 33+00.00 TO STA. 39+50.00

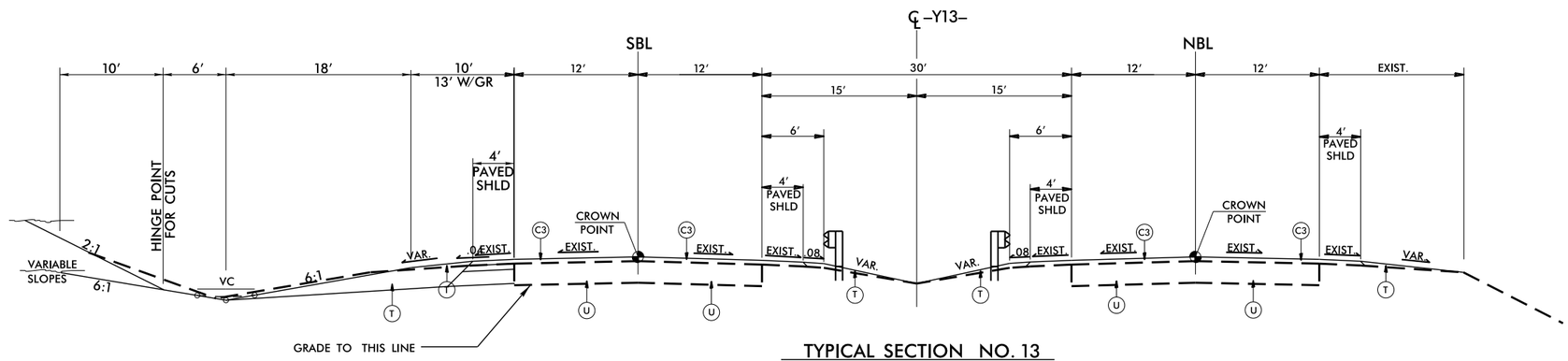
NOTE: TRANSITION FROM TYPICAL SECTION NO. 11 TO EXISTING
–Y7– STA. 39+50.00 TO STA. 40+50.00



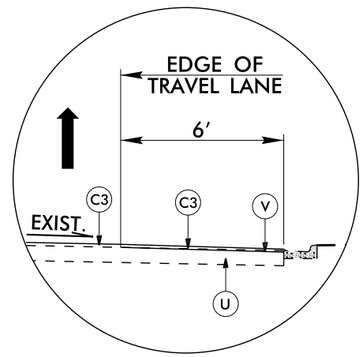
TYPICAL SECTION NO. 12

USE TYPICAL SECTION NO. 12 AS FOLLOWS
–Y7– STA. 21+56.97 TO STA. 24+00.00+/– (BEGIN BRIDGE)
–Y7– STA. 26+46.00+/– (END BRIDGE) TO STA. 33+00.00

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING



TYPICAL SECTION NO. 13



USE WITH TYPICAL SECTION NO. 13
TIE PROPOSED PAVEMENT TO EXISTING C&G
–Y13– STA. 7+82.40 TO STA. 11+87.14 RT.

USE TYPICAL SECTION NO. 13 AS FOLLOWS
–Y13– STA 5+30.00 TO STA 11+00.00

NOTE: SEE PLAN SHEETS 25 FOR LEFTOVER DESIGN
–Y13– STA. 5+30.00 TO STA. 11+60.00

NOTE: USE MILLED RUMBLE STRIPS FOR MEDIAN AND OUTSIDE ASPHALT PAVED SHOULDER. SEE STD. 665.01

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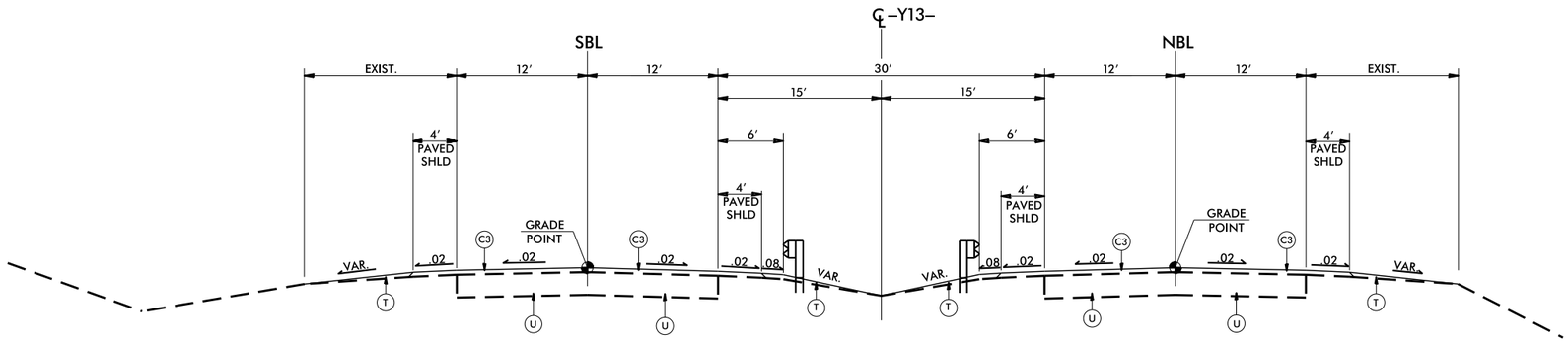
6/2/99

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-E
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

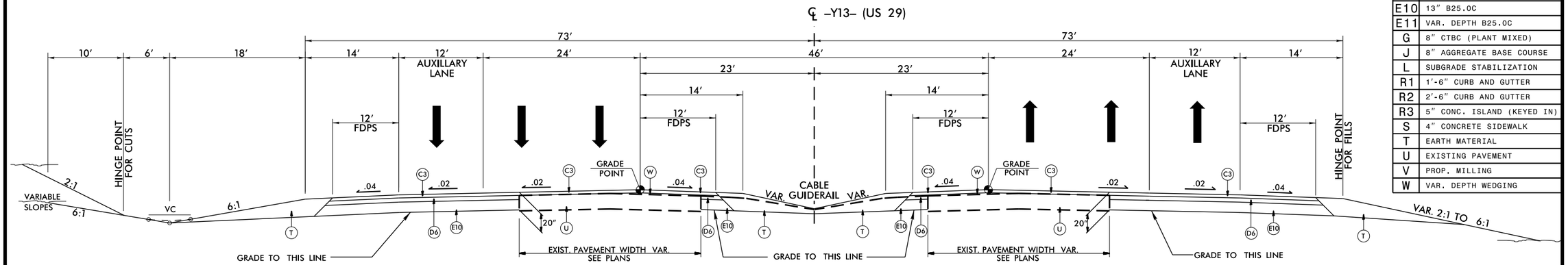


TYPICAL SECTION NO. 14

USE TYPICAL SECTION NO. 14 AS FOLLOWS
–Y13– STA 11+00.00 TO STA 16+07.78
–Y13– STA 121+71.48 TO STA 123+54.31
–Y13– STA 123+54.31 TO STA 131+57.64

NOTE: SEE PLAN SHEETS 25 FOR LEFTOVER DESIGN
–Y13– STA. 8+80.00 TO STA. 15+10.00

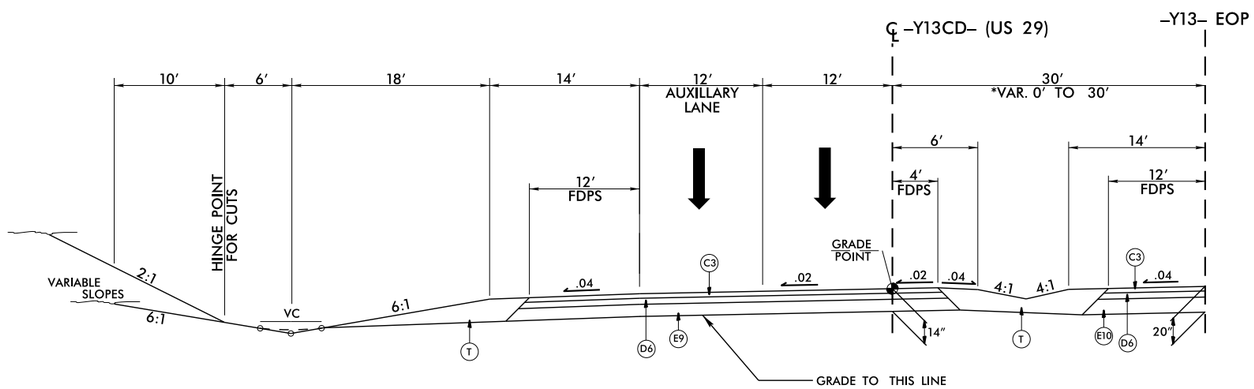
NOTE: TRANSITION FROM TYPICAL SECTION NO. 14 TO TYPICAL SECTION NO. 15
–Y13– STA. 16+07.78 TO STA. 20+87.78



TYPICAL SECTION NO. 15

USE TYPICAL SECTION NO. 15 AS FOLLOWS
–Y13– STA. 20+87.78 TO STA. 116+91.48

NOTE: TRANSITION FROM TYPICAL SECTION NO. 15 TO TYPICAL SECTION NO. 14
–Y13– STA. 116+91.48 TO STA. 121+71.48



TYPICAL SECTION NO. 16

USE TYPICAL SECTION NO. 16 AS FOLLOWS
*–Y13CD– STA. 10+00.00 TO STA. 19+79.95
–Y13CD– STA. 19+79.95 TO STA. 34+24.54
–Y13CD– STA. 43+33.92 TO STA. 54+05.30
*–Y13CD– STA. 54+05.30 TO STA. 63+11.20

NOTE: USE MILLED RUMBLE STRIPS FOR MEDIAN AND OUTSIDE ASPHALT PAVED SHOULDER. SEE STD. 665.01

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING

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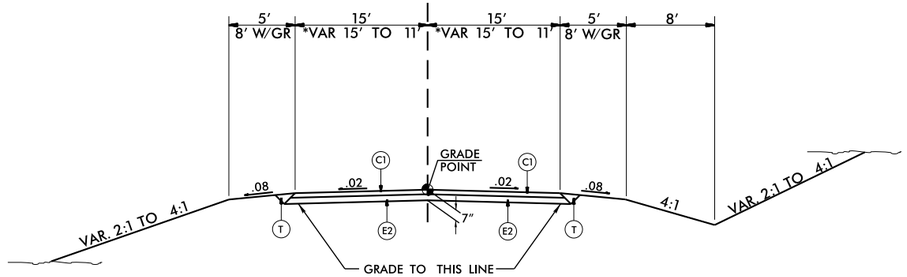
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-F
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

℄ –Y14– & –Y26–

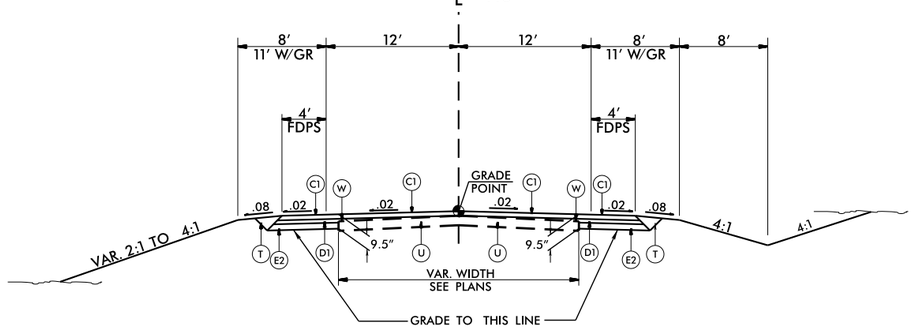


TYPICAL SECTION NO. 17

USE TYPICAL SECTION NO. 17 AS FOLLOWS
–Y14– STA. 10+93.00 TO STA. 11+63.00
*–Y26– STA. 10+81.00 TO STA. 11+31.00

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING

℄ –Y16–



TYPICAL SECTION NO. 18

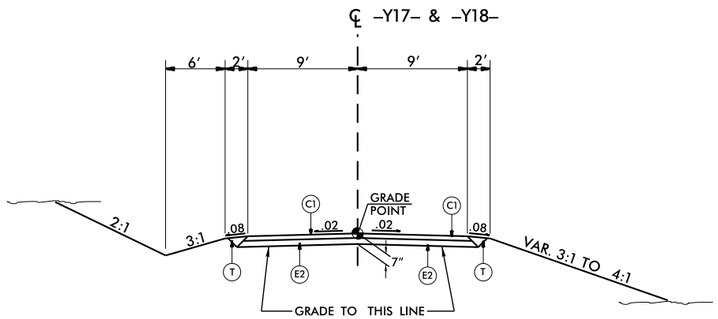
NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 18
–Y16– STA. 14+19.00 TO STA. 14+69.00

USE TYPICAL SECTION NO. 18 AS FOLLOWS
–Y16– STA. 14+69.00 TO STA. ??+??.?? (BEGIN BRIDGE)
–Y16– STA. ??+??.?? (END BRIDGE) TO STA. 20+12.00

NOTE: TRANSITION FROM TYPICAL SECTION NO. 18 TO EXISTING
–Y16– STA. 20+12.00 TO STA. 20+62.00

NOTE: OVERLAY EXISTING PAVEMENT WITH 3″ S9.5B
–Y16– STA. 20+62.00 TO STA. 22+23.04

℄ –Y17– & –Y18–



TYPICAL SECTION NO. 19

USE TYPICAL SECTION NO. 19 AS FOLLOWS
–Y17– STA. 11+39.00 TO STA. 15+34.53
–Y18– STA. 13+00.00 TO STA. 14+72.11

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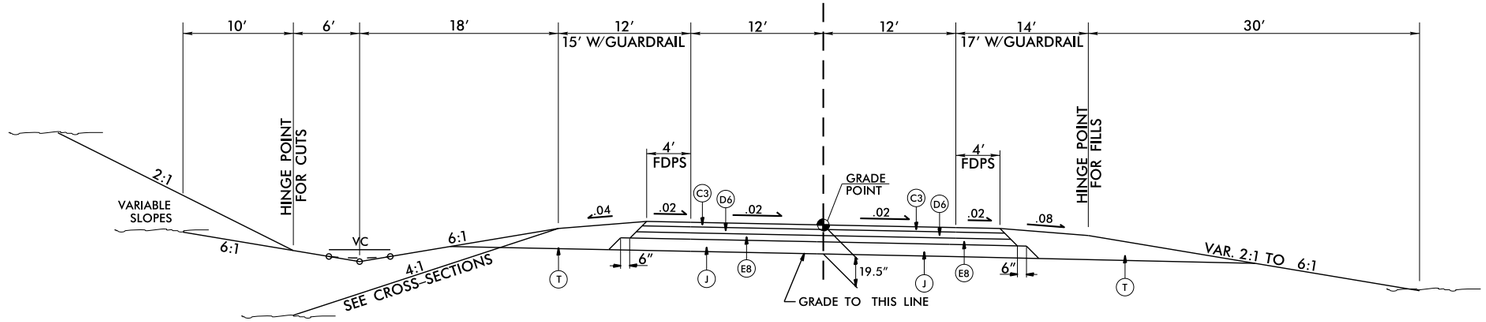
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-G
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

℄ –LACFLY– & –Y13RPD–

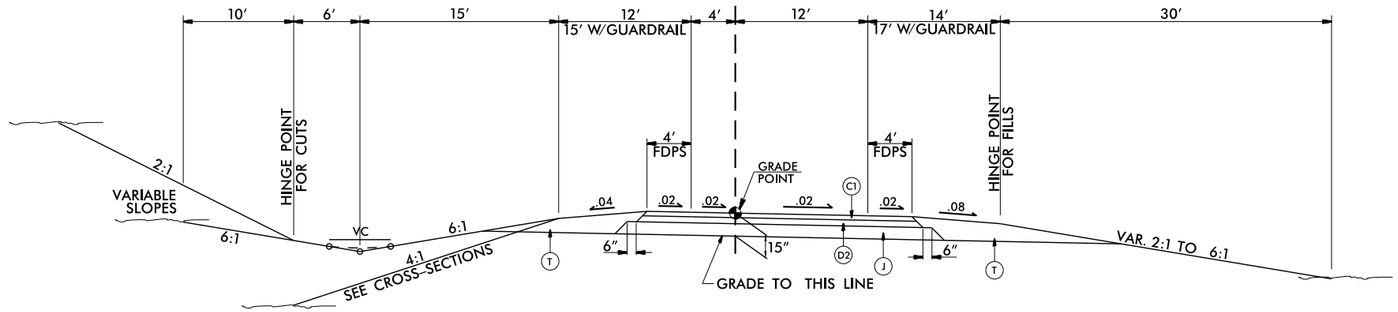


TYPICAL SECTION NO. 20

USE TYPICAL SECTION NO. 20 AS FOLLOWS
–LACFLY– STA. 10+00.00 TO STA. 60+53.54
–Y13RPD– STA. 10+00.00 TO STA. 35+75.19

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING

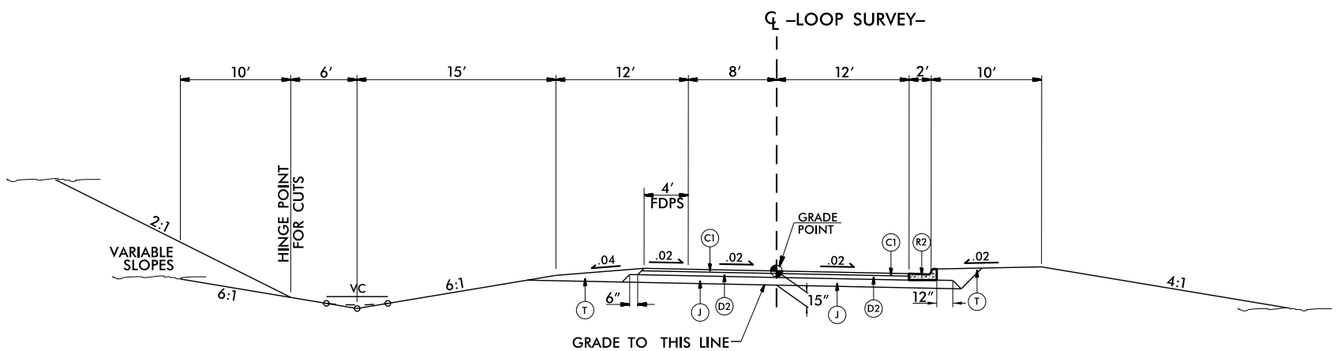
℄ –RAMP SURVEY–



TYPICAL SECTION NO. 21

USE TYPICAL SECTION NO. 21 AS FOLLOWS
–Y4RPA– STA. 10+00.00 TO STA. 26+00.00
–Y4RPC– STA. 10+00.00 TO STA. 24+79.00
–Y13RPA– STA. 10+00.00 TO STA. 27+72.75

℄ –LOOP SURVEY–



TYPICAL SECTION NO. 22

USE TYPICAL SECTION NO. 22 AS FOLLOWS
–Y4LPA– STA. 19+26.25 TO STA. 10+96.00
–Y4LPC– STA. 19+19.87 TO STA. 10+97.69

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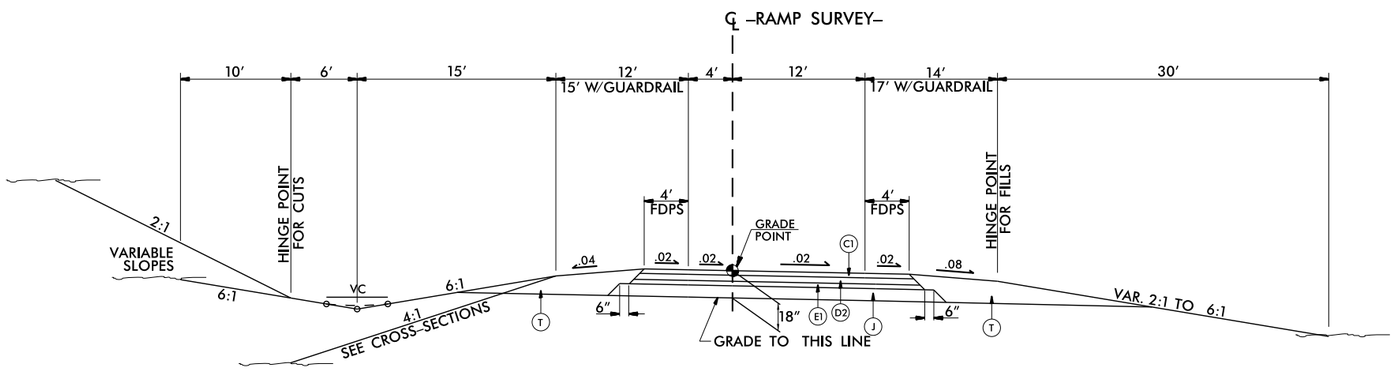
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-H
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

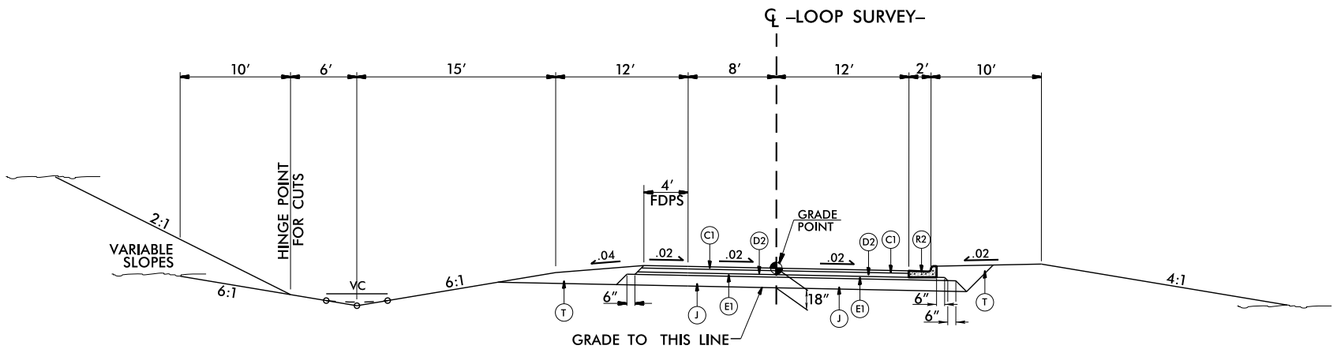
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



TYPICAL SECTION NO. 23

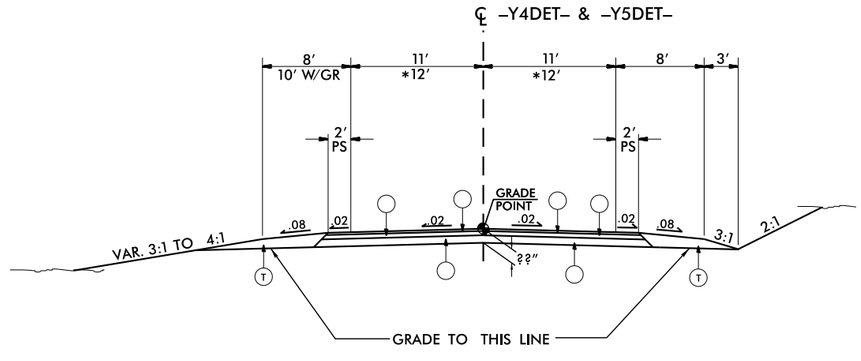
USE TYPICAL SECTION NO. 23 AS FOLLOWS
–Y6RPA– STA. 10+00.00 TO STA. 28+22.65
–Y6RPC– STA. 10+00.00 TO STA. 28+13.77

PAVEMENT SCHEDULE	
C1	3″ S9.5B
C2	VAR. DEPTH S9.5B
C3	3″ S9.5C
C4	VAR. DEPTH S9.5C
D1	2½″ I19.0B
D2	4″ I19.0B
D3	VAR. DEPTH I19.0B
D4	2½″ I19.0C
D5	3″ I19.0C
D6	4″ I19.0C
D7	VAR. DEPTH I19.0C
E1	3″ B25.0B
E2	4″ B25.0B
E3	5″ B25.0B
E4	5½″ B25.0B
E5	VAR. DEPTH B25.0B
E6	3″ B25.0C
E7	4″ B25.0C
E8	4½″ B25.0C
E9	7″ B25.0C
E10	13″ B25.0C
E11	VAR. DEPTH B25.0C
G	8″ CTBC (PLANT MIXED)
J	8″ AGGREGATE BASE COURSE
L	SUBGRADE STABILIZATION
R1	1′-6″ CURB AND GUTTER
R2	2′-6″ CURB AND GUTTER
R3	5″ CONC. ISLAND (KEYED IN)
S	4″ CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	PROP. MILLING
W	VAR. DEPTH WEDGING



TYPICAL SECTION NO. 24

USE TYPICAL SECTION NO. 24 AS FOLLOWS
–Y6LPA– STA. 10+00.00 TO STA. 19+86.86
–Y6LPC– STA. 10+00.00 TO STA. 19+44.87
–Y22LPA– STA. 15+60.00 TO STA. 22+56.20



TYPICAL SECTION NO. 25

NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 25
–Y4DET– STA. 10+00.00 TO STA. ??+??.??
–Y5DET– STA. 10+00.00 TO STA. 11+25.99

USE TYPICAL SECTION NO. 25 AS FOLLOWS
–Y4DET– STA. ??+??.?? TO STA. ??+??.??
–Y5DET– STA. 11+25.99 TO STA. 17+83.50

NOTE: TRANSITION FROM TYPICAL SECTION NO. 25 TO EXISTING
–Y4DET– STA. ??+??.?? TO STA. 23+32.24
–Y5DET– STA. 17+83.50 TO STA. 19+42.87

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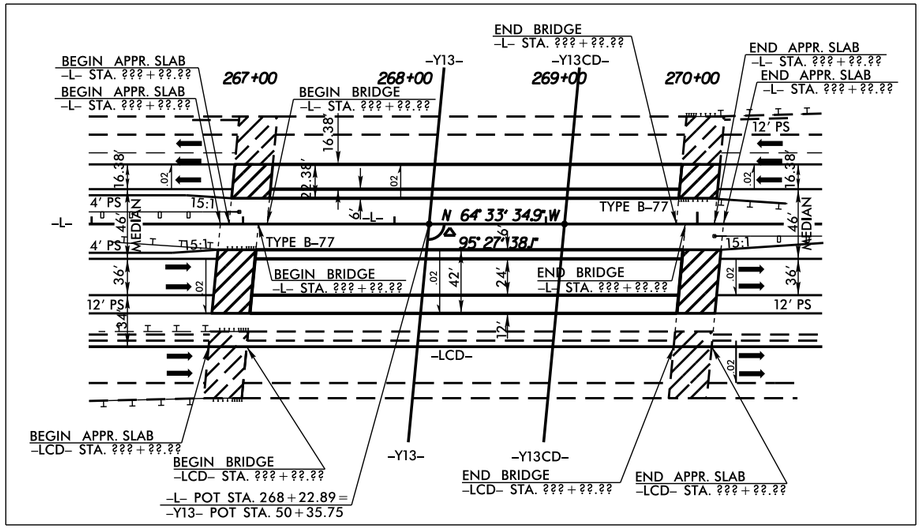
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

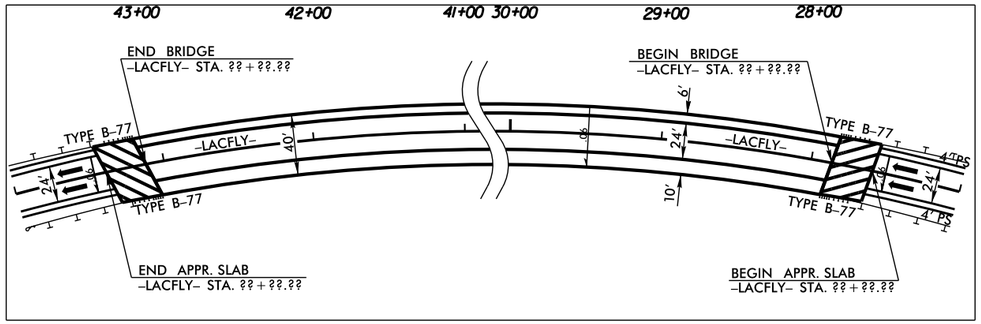
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

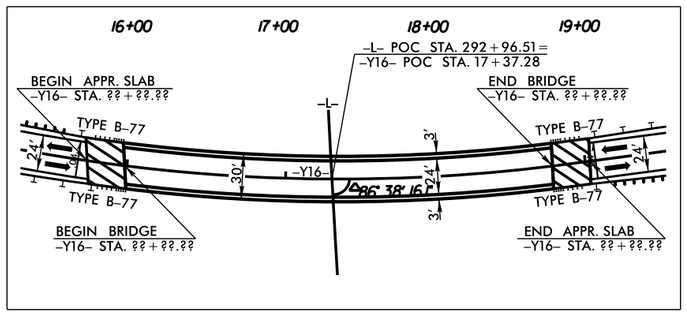
BRIDGE DETAILS
(NOT TO SCALE)



STRUCTURES AT –L– OVER –Y13– AND –Y13CD–
(SEE SHEET 5 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



STRUCTURE AT –LACFLY– OVER –L–, –LCD–, –Y13–, AND –Y13CD–
(SEE SHEET 5 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



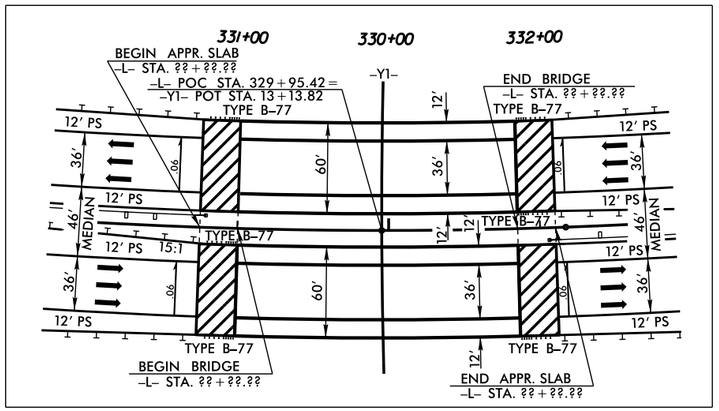
STRUCTURE AT –Y16– OVER –L–
(SEE SHEET 6 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)

6/2/99

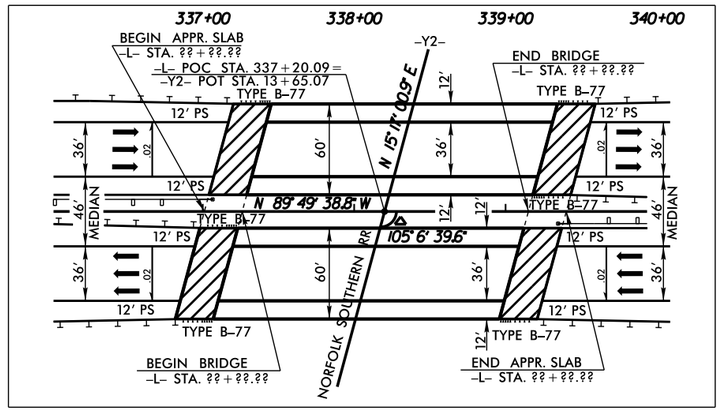
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	2-J
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

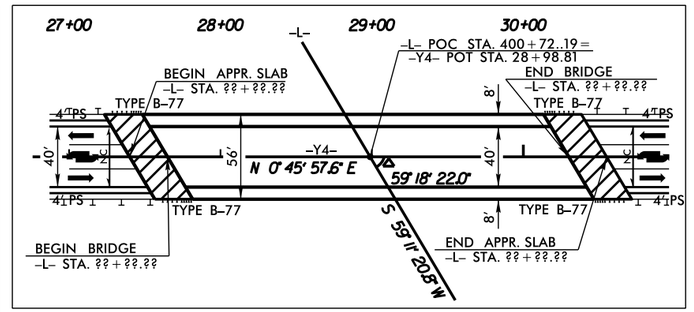
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



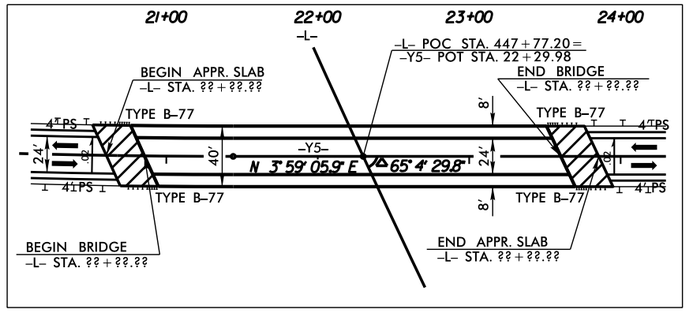
STRUCTURES AT –L– OVER –Y1–
(SEE SHEET 9 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



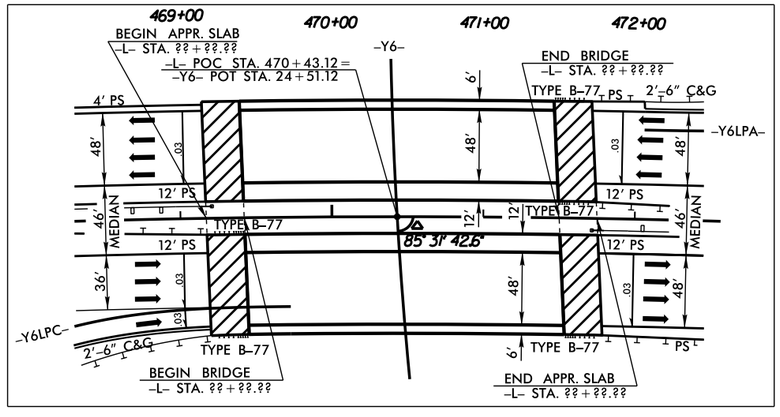
STRUCTURES AT –L– OVER –Y2–
(SEE SHEET 10 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



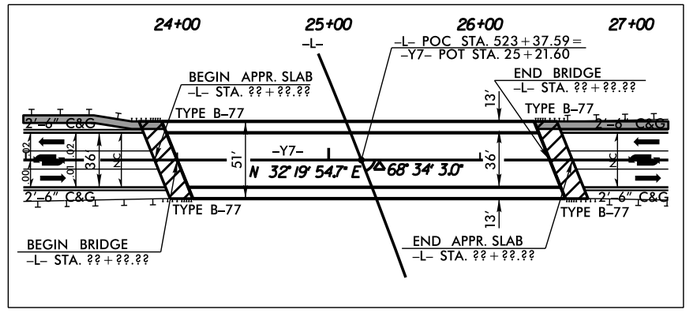
STRUCTURES AT –Y4– OVER –L–
(SEE SHEET 14 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



STRUCTURES AT –Y5– OVER –L–
(SEE SHEET 17 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



STRUCTURES AT –L– OVER –Y6–
(SEE SHEET 18 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)



STRUCTURES AT –Y7– OVER –L–
(SEE SHEET 21 FOR PLANS)
(SEE SHEETS S– THRU S– FOR STRUCTURE PLANS)

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PROJECT REFERENCE NO.	SHEET NO.
U-2525C	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-LCD-
PI Sta 15+56.93
Δ = 3° 30' 00.0" (LT)
D = 0° 28' 38.9"
L = 733.04'
T = 366.63'
R = 12,000.00'
SE = NC

NAD 83

CARROLLAND CORPORATION
DB 6316 PG 1914

616.26'
N63°59'02"W

515.40'
N64°58'42"W

328.00'
N 11°43'01" W

NCDOT
DB 4609 PG

PDE

-L- STA. 248+50.00 BEGIN TIP PROJECT U-2525C

MATCHLINE -L- STA. 242+00.00 SEE PROJECT U-2525B

MATCHLINE -L- STA. 255+00.00 SEE SHEET 5

EXIST. 48'

MEDIAN

4' PS

24'

12' PS

245

250

N 64° 33' 34.9" W

-L-

PC DRAIN WITH 20' SPEED

-LCD- PC Sta. 11+90.30

-LCD-

15

20

N 64° 33' 34.9" W

NOTE: SHOTS TAKEN ON ACTUAL STEEL CASING.

S 736.30'

737.49'

BEGIN CONSTRUCTION NBL
-L- STA. 248+50.00

PDE

S 89°38'27" W
100.59'

BL-61 238+49.24 PINC =
-L- Sta. 246+52.23 (40.92' RT.)

-LCD- PT Sta. 19+23.34

NCDOT
DB 4609 PG 2101

Harold A. Horton
DB 3461 PG 1283

20' UTILITY EASEMENT

S 89°38'27" W
330.74'

TOMMIE SUZANNE TAYLOR
DB 6431 PG 2034

CATHY BRENNAN
DB 4755 PG 1029
PB 37 PG 17

ROBERT & CATHY BRENNAN
DB 4030 PG 2149
PB 37 PG 17

S 05°46'04" W
244.92'

25' PERMANENT SANITARY SEWER EASEMENT

S 05°46'01" W
234.18'

CATHY BRENNAN
DB 4755 PG 1029
PB 37 PG 17

ROBERT & CATHY BRENNAN
DB 4030 PG 2149
PB 37 PG 17

PUE

EXISTING R/W

ARVID DR

GR

30" DIP

ARVID A. WHITE
DB 3689 PG 1866

TOMMIE SUZANNE TAYLOR
DB 6431 PG 2034

BM #8
SEE SHEET 1-D
ELEV. 745.86'

289.40'
S 82°40'50" E

JAMES R. FLINCHUM
DB 3543 PG 1087

SEE SHEET 40 FOR -L- PROFILE
SEE SHEET 60 FOR -LCD- PROFILE

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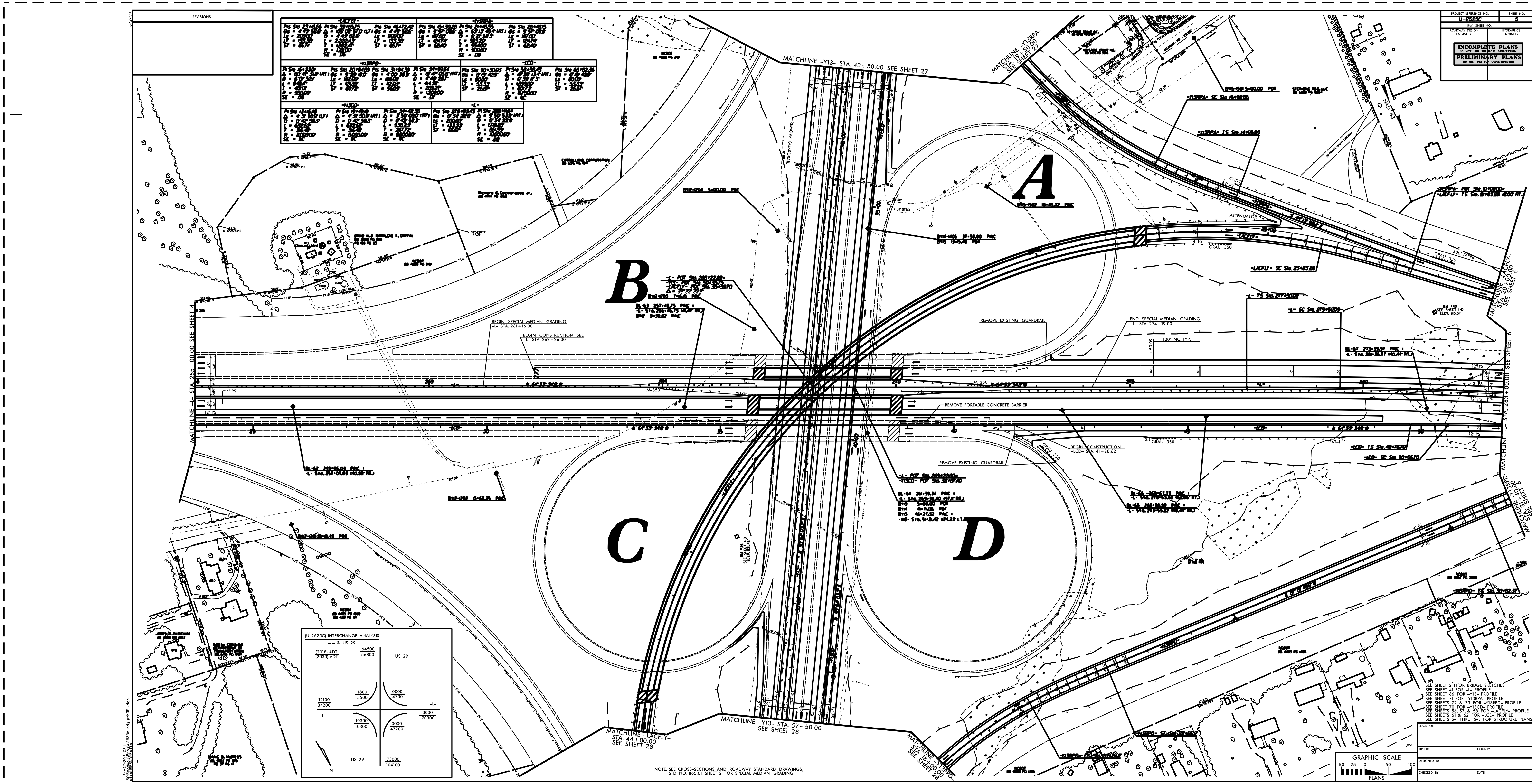


REVISIONS
INCOMPLETE PLANS
PRELIMINARY PLANS
MATCHLINE -Y13- STA. 43+50.00 SEE SHEET 27
MATCHLINE -Y13- STA. 57+50.00 SEE SHEET 28
MATCHLINE -LACFLY- STA. 44+00.00 SEE SHEET 28
MATCHLINE -L- STA. 255+00.00 SEE SHEET 4
MATCHLINE -L- STA. 283+00.00 SEE SHEET 6
A
B
C
D
REMOVE EXISTING GUARDRAIL
REMOVE PORTABLE CONCRETE BARRIER
BEGIN SPECIAL MEDIAN GRADING
END SPECIAL MEDIAN GRADING
BEGIN CONSTRUCTION
ATTENUATOR
(U-2525C) INTERCHANGE ANALYSIS
-L- & US 29
(2018) ADT
(2030) ADT
US 29
NOTE: SEE CROSS-SECTIONS AND ROADWAY STANDARD DRAWINGS, STD. NO. 865.01, SHEET 2 FOR SPECIAL MEDIAN GRADING.
SEE SHEET 24 FOR BRIDGE SKETCHES
SEE SHEET 41 FOR -L- PROFILE
SEE SHEET 66 FOR -Y13- PROFILE
SEE SHEET 71 FOR -Y13RPA- PROFILE
SEE SHEETS 72 & 73 FOR -Y13RPD- PROFILE
SEE SHEET 70 FOR -Y13CD- PROFILE
SEE SHEETS 56, 57 & 58 FOR -LACFLY- PROFILE
SEE SHEETS 61 & 62 FOR -LCD- PROFILE
SEE SHEETS S-1 THRU S-F FOR STRUCTURE PLANS
GRAPHIC SCALE
PLANS

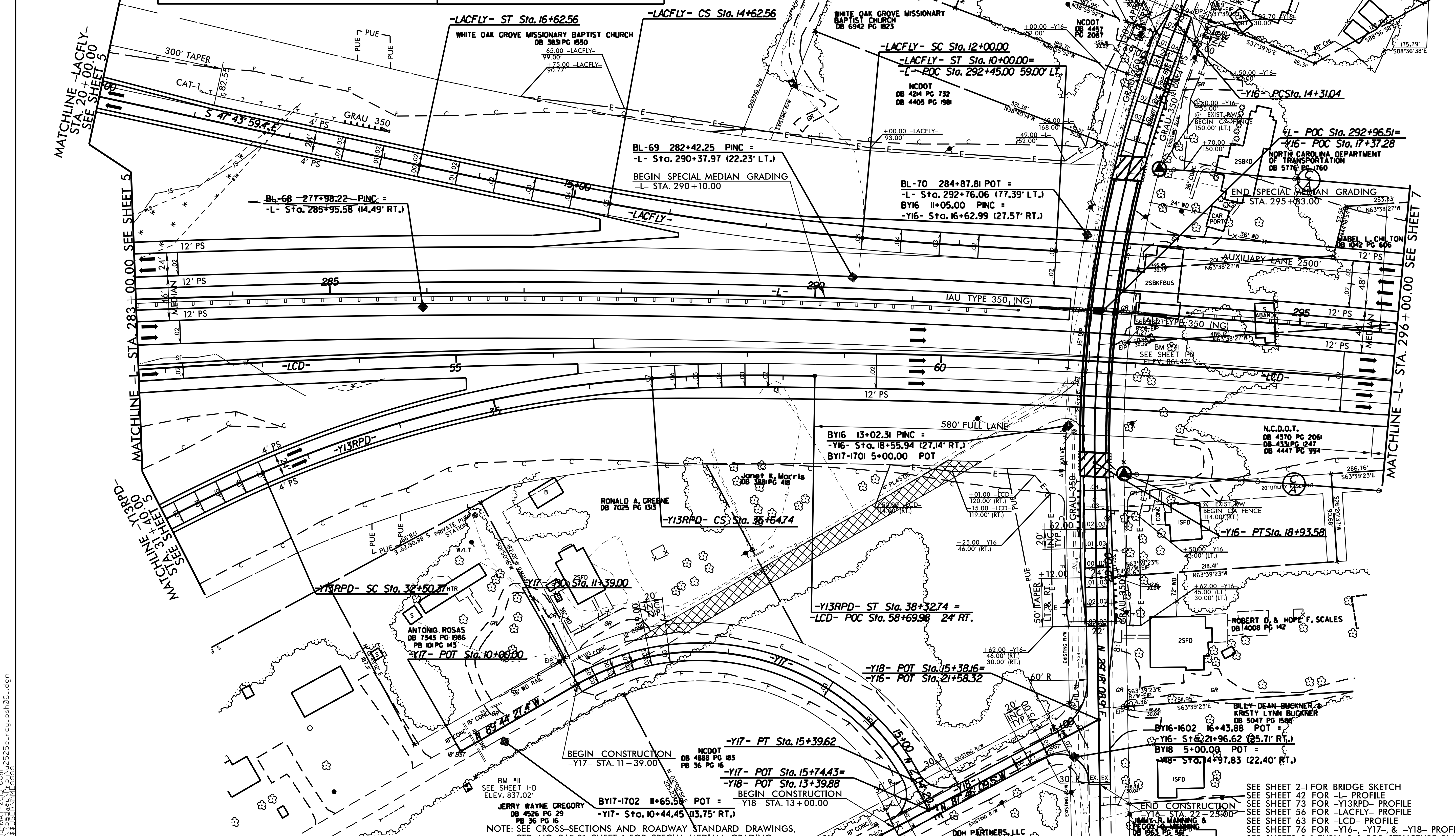
PROJECT REFERENCE NO.	SHEET NO.
U-2525C	6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

-L-		-Y16-	-Y17-	-LACFLY-		
PIs Sta 278+83.43 θs = 0° 34' 22.6" Ls = 200.00' LT = 133.33' ST = 66.67'	PI Sta 288+11.64 Δ = 9° 50' 53.9" (RT) D = 0° 34' 22.6" L = 1,718.85' T = 861.55' R = 10,000.00' SE = .02	PI Sta 16+65.48 = 23° 02' 41.3" (LT) D = 4° 58' 56.1" L = 462.54' T = 234.44' R = 1,150.00' SE = .04 RO = SEE PLANS	PI Sta 13+97.04 Δ = 91° 48' 47.7" (RT) D = 22° 55' 05.9" L = 400.61' T = 258.04' R = 250.00' SE = SEE PLANS	PIs Sta 11+33.34 θs = 1° 54' 35.5" Ls = 200.00' LT = 133.34' ST = 66.67'	PI Sta 13+31.37 Δ = 5° 00' 52.5" (RT) D = 1° 54' 35.5" L = 262.56' T = 131.37' R = 3,000.00' SE = .05	PIs Sta 15+29.24 θs = 1° 54' 35.5" Ls = 200.00' LT = 133.34' ST = 66.67'

-LCD-			-Y13RPD-	
PIs Sta 50+30.03 θs = 0° 15' 42.9" Ls = 80.00' LT = 53.33' ST = 26.67'	PI Sta 58+58.43 Δ = 10° 28' 13.4" (RT) D = 0° 39' 17.3" L = 1,599.00' T = 801.73' R = 8,750.00' SE = NC	PIs Sta 66+82.36 θs = 0° 15' 42.9" Ls = 80.00' LT = 53.33' ST = 26.67'	PI Sta 34+59.64 Δ = 19° 47' 05.8" (RT) D = 4° 46' 28.7" L = 414.38' T = 209.27' R = 1,200.00' SE = .07	PIs Sta 37+27.55 θs = 0° 33' 04.5" Ls = 168.00' LT = 105.27' ST = 62.81'



NOTE: SEE CROSS-SECTIONS AND ROADWAY STANDARD DRAWINGS, STD. NO. 865.01, SHEET 1 FOR SPECIAL MEDIAN GRADING.

SEE SHEET 2-1 FOR BRIDGE SKETCH
SEE SHEET 42 FOR -L- PROFILE
SEE SHEET 73 FOR -Y13RPD- PROFILE
SEE SHEET 56 FOR -LACFLY- PROFILE
SEE SHEET 63 FOR -LCD- PROFILE
SEE SHEET 76 FOR -Y16-, -Y17-, & -Y18- PROFILE
SEE SHEETS S-1 THRU S-? FOR STRUCTURE PLANS

5/14/99

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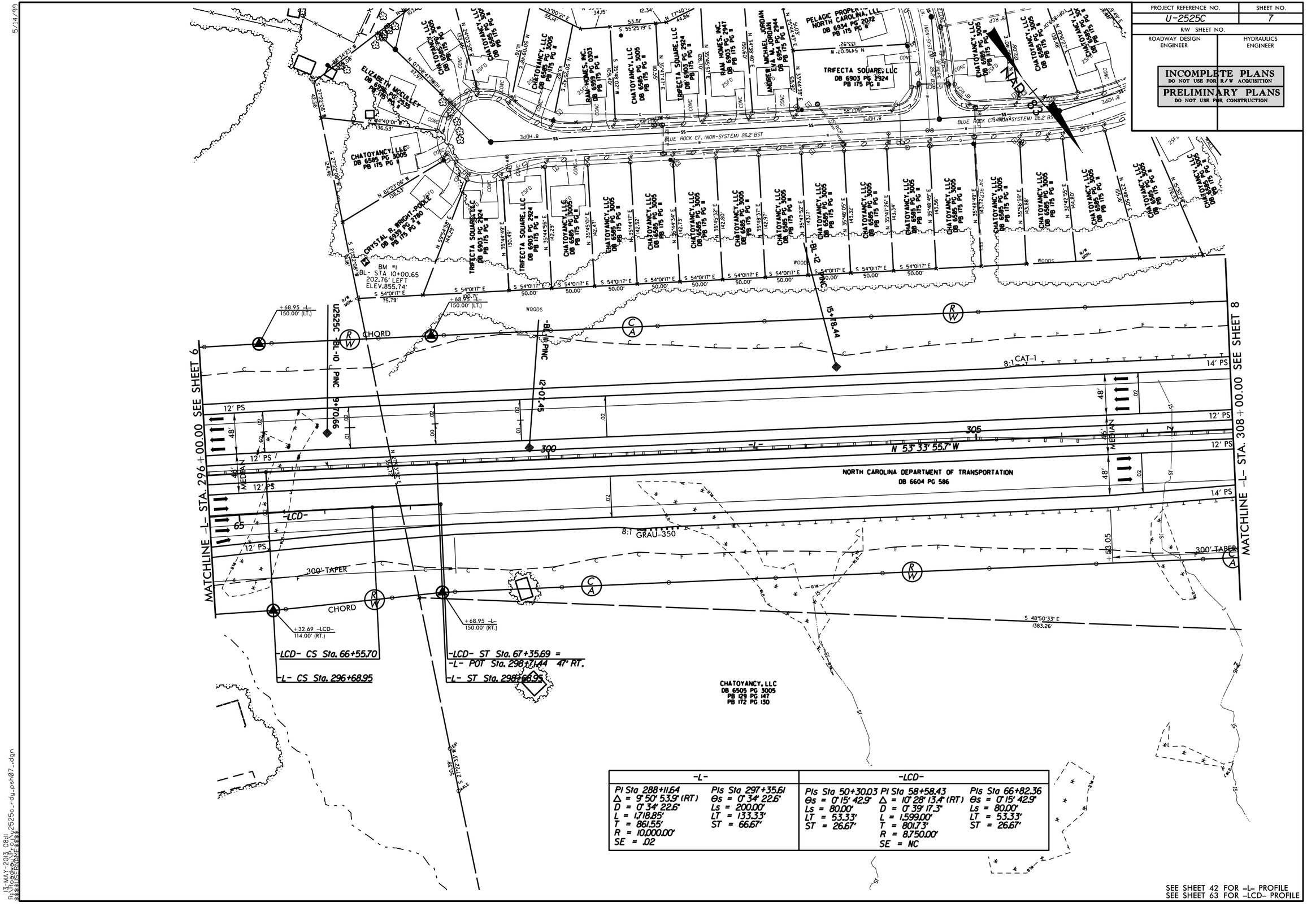
5/14/99

PROJECT REFERENCE NO.	SHEET NO.
U-2525C	7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



-L-		-LCD-		
PI Sta 288+11.64	Pls Sta 297+35.61	Pls Sta 50+30.03	PI Sta 58+58.43	Pls Sta 66+82.36
Δ = 9° 50' 53.9" (RT)	Θs = 0° 34' 22.6"	Θs = 0° 15' 42.9"	Δ = 10° 28' 13.4" (RT)	Θs = 0° 15' 42.9"
D = 0° 34' 22.6"	Ls = 200.00'	Ls = 80.00'	D = 0° 39' 17.3"	Ls = 80.00'
L = 1,718.85'	LT = 133.33'	LT = 53.33'	L = 1,599.00'	LT = 53.33'
T = 861.55'	ST = 66.67'	ST = 26.67'	T = 801.73'	ST = 26.67'
R = 10,000.00'			R = 8,750.00'	
SE = .02			SE = NC	

SEE SHEET 42 FOR -L- PROFILE
SEE SHEET 63 FOR -LCD- PROFILE

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