

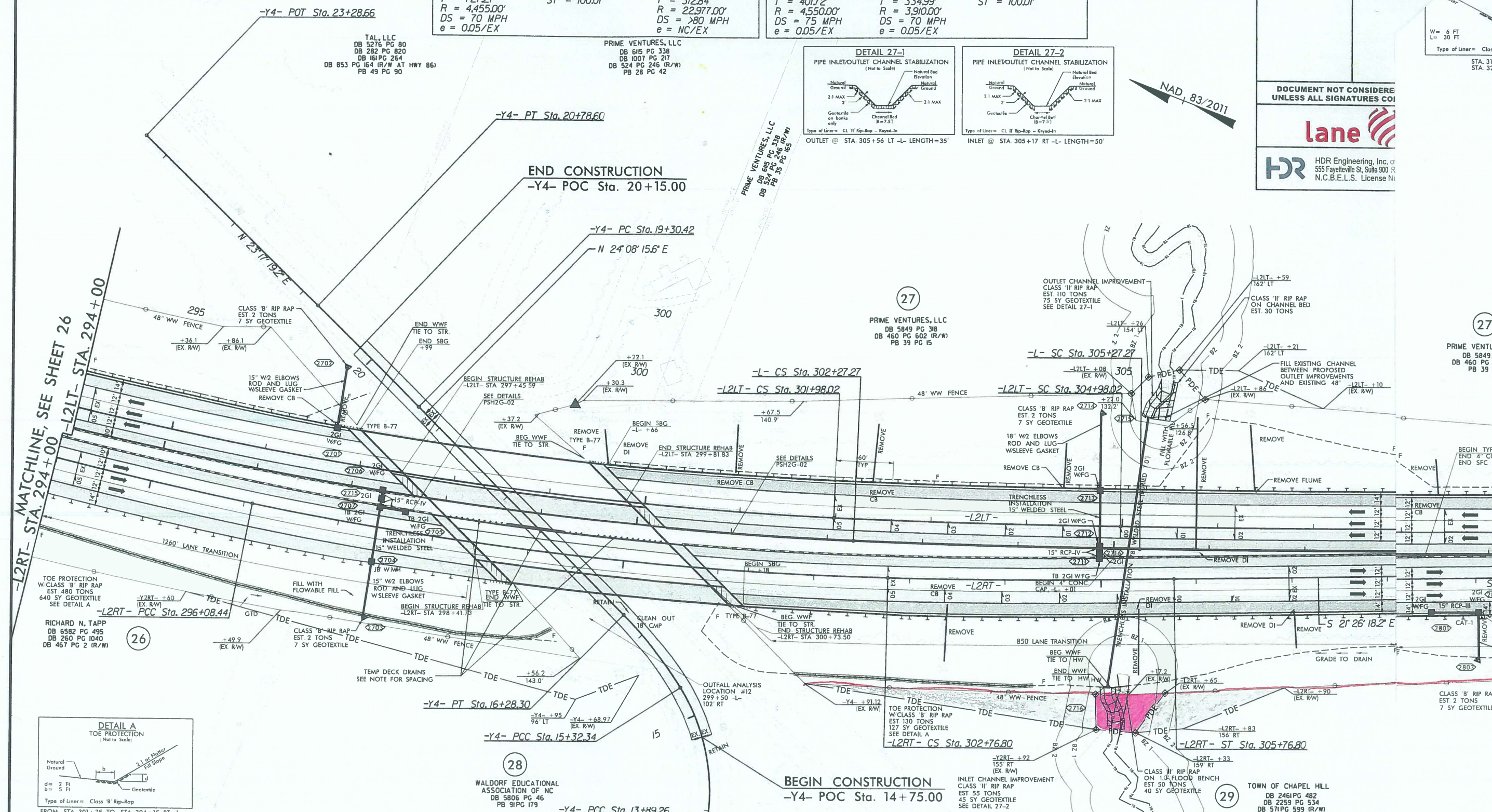
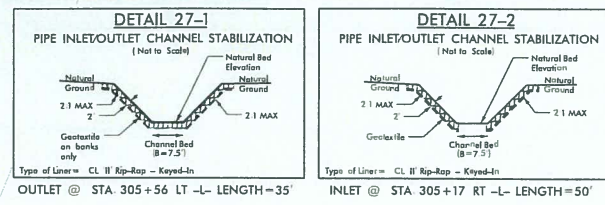
-L2LT-

PI Sta 294+83.47 Δ = 18° 32' 35.7" (LT) D = 1' 17" 10.0" L = 1,441.82' T = 727.27' R = 4,455.00' DS = 70 MPH e = 0.05/EX	PIs Sta 302+98.03 Δs = 1° 55' 44.9" Ls = 300.00' LT = 200.01' ST = 100.01'	PI Sta 308+10.87 Δ = 1° 33' 36.5" (LT) D = 0' 14' 57.7" L = 625.65' T = 312.84' R = 22,977.00' DS = 80 MPH e = NC/EX
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-L2RT-

PI Sta 292+08.80 Δ = 10° 05' 27.7" (LT) D = 1° 15' 33.3" L = 801.35' T = 401.72' R = 4,550.00' DS = 75 MPH e = 0.05/EX	PI Sta 299+43.43 Δ = 9° 47' 37.9" (LT) D = 1° 27' 55.3" L = 668.36' T = 334.99' R = 3,910.00' DS = 70 MPH e = 0.05/EX	PIs Sta 303+76.81 Δs = 2° 11' 53.0" Ls = 300.00' LT = 200.02' ST = 100.01'
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PROJECT REFERENCE NO I-3306A / W-5707C	SHEET NO 27
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED UNLESS ALL SIGNATURES COI	
lane	
HDR Engineering, Inc. 555 Fayetteville St, Suite 900 R, N.C.B.E.L.S. License No.	



-L-

PIs Sta 286+40.32 Δs = 1° 53' 05.0" Ls = 300.00' LT = 200.01' ST = 100.01'	PI Sta 294+90.44 Δ = 18° 41' 00.5" (LT) D = 1° 15' 23.4" L = 1,486.96' T = 750.14' R = 4,560.00' DS = 75 MPH e = 0.05/EX	PIs Sta 303+27.28 Δs = 1° 53' 05.0" Ls = 300.00' LT = 200.01' ST = 100.01'
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-L-40 EB BRIDGE OVER MILLHOUSE ROAD TEMP DECK DRAINS

TEMP 8"x3" DRAINAGE OPENING THROUGH BARRIER @ 6' SPACING FROM -L2RT- 298+17 TO -L2RT- 298+71 (TOTAL 10)

TEMP 6" PVC THROUGH DECK @ 12' SPACING WITH COLLECTION SYSTEM AND OUTLET PIPE ATTACHED TO THE EXISTING COLUMN FROM -L2RT- 298+77 TO -L2RT- 299+37 (TOTAL 6)

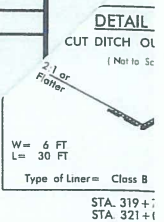
TEMP 8"x3" DRAINAGE OPENING THROUGH BARRIER @ 6' SPACING FROM -L2RT- 299+43 TO -L2RT- 299+55 FROM -L2RT- 299+73 TO -L2RT- 300+39 (TOTAL 15, NO OPENING OVER RAILROAD TRACKS)

PI Sta 13+39.59 Δ = 10° 52' 32.6" (LT) D = 10° 54' 48.5" L = 1,996.5' T = 49.98' R = 525.00' DS = 20 MPH e = 0.05/EX	PI Sta 14+64.02 Δ = 40° 59' 16.6" (LT) D = 28° 38' 52.4" L = 143.07' T = 74.75' R = 200.00' DS = 15 MPH e = 0.05/EX	PI Sta 15+80.52 Δ = 12° 56' 11.8" (LT) D = 13° 28' 52.9" L = 95.96' T = 48.18' R = 425.00' DS = 20 MPH e = 0.05/EX	PI Sta 20+04.51 Δ = 0° 50' 56.4" (LT) D = 0° 34' 22.6" L = 148.18' T = 74.09' R = 10,000.00' DS = 55 MPH e = 0.02/EX
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PLOT DRIVER: NCDOT_pdp_color_eng_50.plt
USER: ANTHONYS
DATE: 7/1/2022
FILE: ...I3306A.ROY_PSH27.dgn

REVISIONS

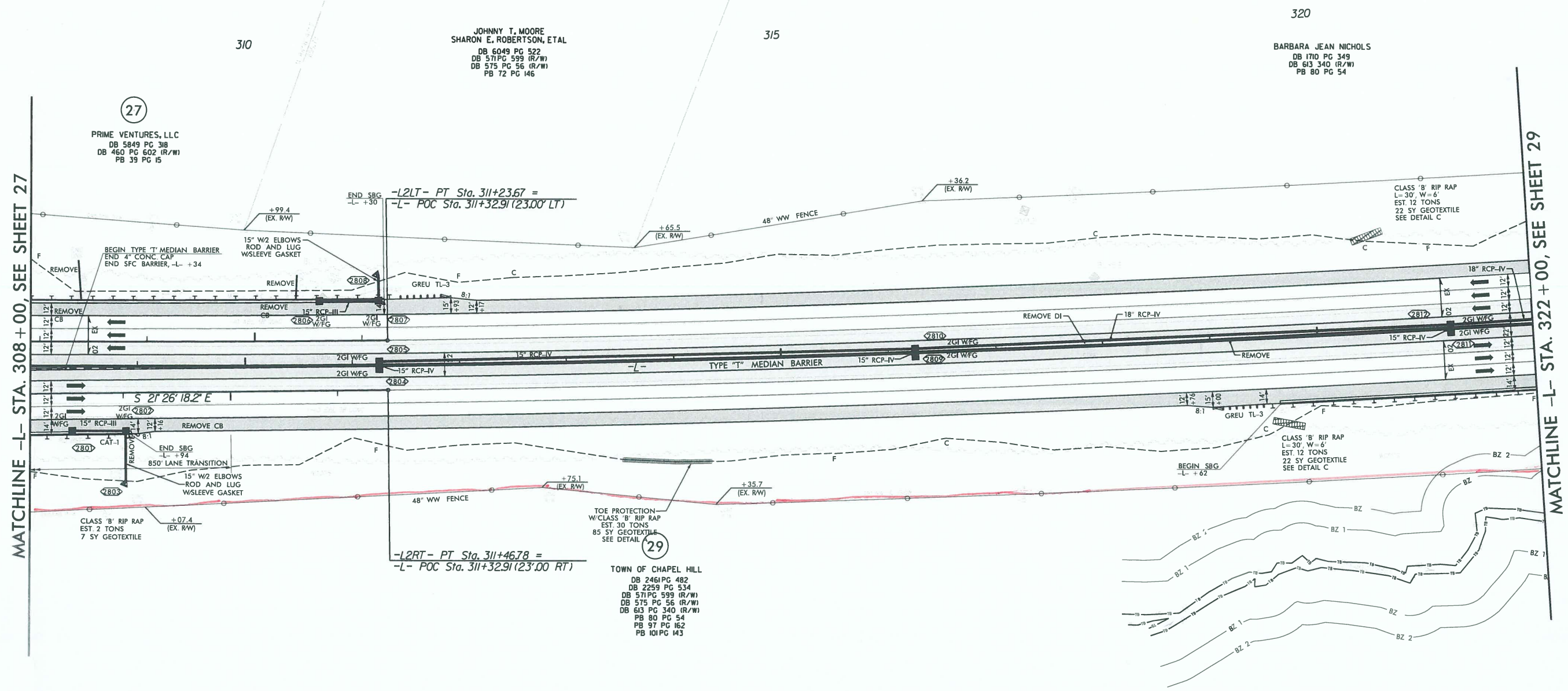
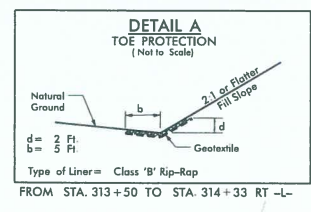
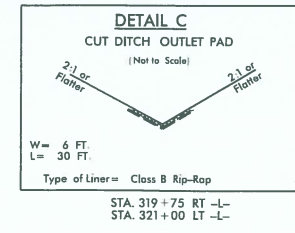
MATCHLINE, SEE SHEET 26



STA. 319+...
STA. 321+...

con't →

PROJECT REFERENCE NO. I-3306A / W-5707C		SHEET NO. 28	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116			



MATCHLINE -L- STA. 308 + 00, SEE SHEET 27

MATCHLINE -L- STA. 322 + 00, SEE SHEET 29

(27)

(29)

JOHNNY T. MOORE
SHARON E. ROBERTSON, ETAL
DB 6049 PG 522
DB 571 PG 599 (R/W)
DB 575 PG 56 (R/W)
PB 72 PG 146

BARBARA JEAN NICHOLS
DB 1710 PG 349
DB 613 340 (R/W)
PB 80 PG 54

PRIME VENTURES, LLC
DB 5849 PG 318
DB 460 PG 602 (R/W)
PB 39 PG 15

TOWN OF CHAPEL HILL
DB 2461 PG 482
DB 2259 PG 534
DB 571 PG 599 (R/W)
DB 575 PG 56 (R/W)
DB 613 PG 340 (R/W)
PB 80 PG 54
PB 97 PG 162
PB 101 PG 143

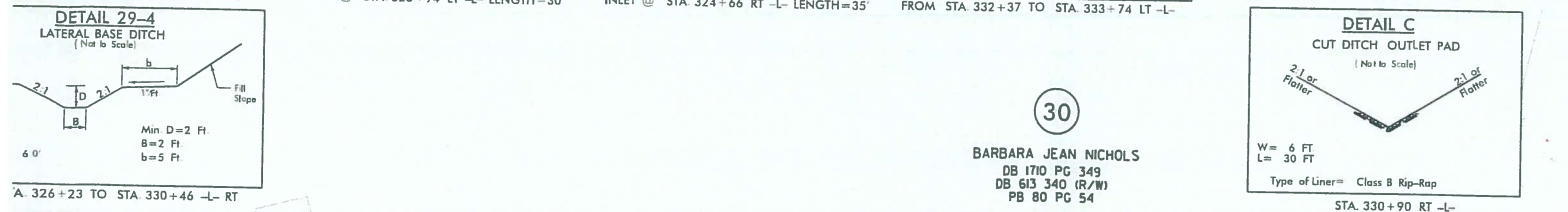
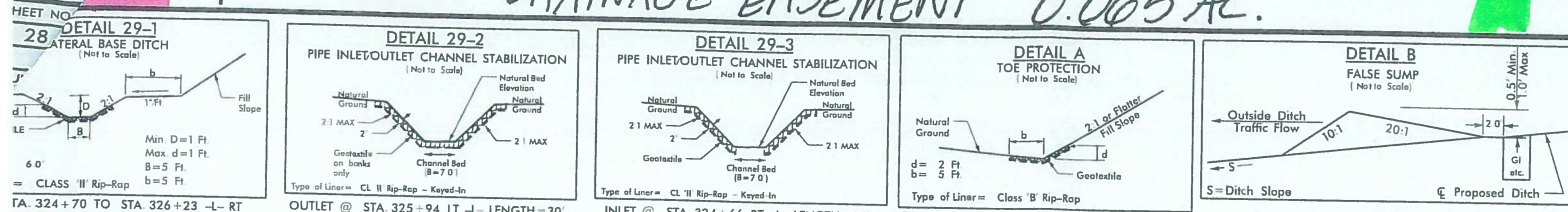
-L-
PI Sta 322+31.77
Δ = 8' 28" 36.2" (LT)
D = 0' 14" 56.8"
L = 3,402.78'
T = 1,704.50'
R = 23,000.00'
DS = >80 MPH
e = NC/EX

PLOT DRIVER: NCDOT_psd_color_eng_50.plt
USER: ANTHONPS
FILE: ...PFCO\I3306A.RDY_PSH28.dgn
PENTABLE: NCDOT_pshpfi.tbl
DATE: 7/1/2022
TIME: 9:26:36 AM

REVISIONS

PERMANENT DRAINAGE EASEMENT 0.065 AC.

RIGHT OF WAY 0.031 AC.

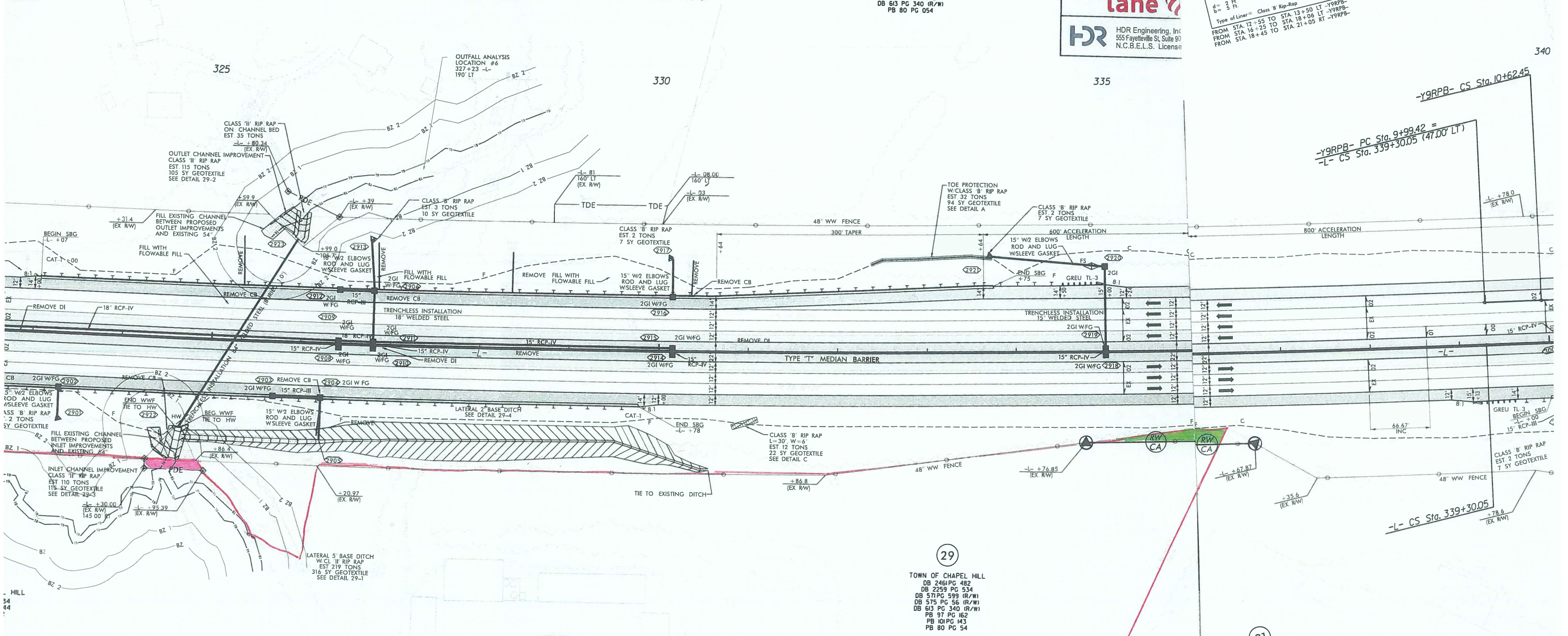


PROJECT REFERENCE NO L-3306A / W-5707C	SHEET NO 29 of 30
ROADWAY DESIGN ENGINEER	HYDRAULIC ENGINEER
FROM STA. 12+55 TO STA. 13+50 LT -Y9RPB- FROM STA. 16+25 TO STA. 18+06 LT -Y9RPB- FROM STA. 18+45 TO STA. 21+05 RT -Y9RPB-	

$PI\ Sta\ 341+96.75$
 $\Delta = 2^\circ 59' 03.0''$
 $Ls = 400.00'$
 $LT = 266.70'$
 $ST = 133.37'$

$PI\ Sta\ 352+34.43$
 $\Delta = 26^\circ 30' 19.1'' (LT)$
 $D = 1776.40'$
 $L = 904.39'$
 $R = 3840.00'$
 $DS = 75\ MPH$
 $e = 0.06/EX$

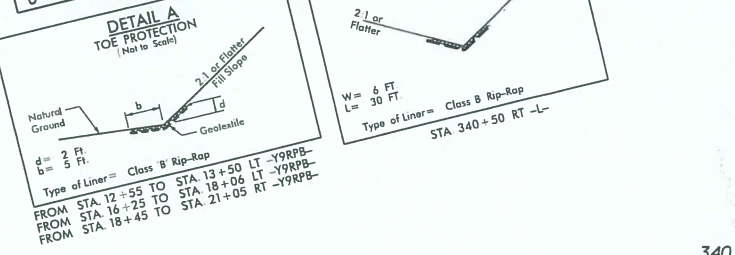
$PI\ Sta\ 362+39.8'$
 $\Delta = 2^\circ 59' 03.0''$
 $Ls = 400.00'$
 $LT = 266.70'$
 $ST = 133.37'$



30
 BARBARA JEAN NICHOLS
 DB 1710 PG 349
 DB 613 PG 340 (R/W)
 PB 80 PG 54

WILLIAM ROBERT HOGAN ESTATE
 NICOLAS JAMES TRUSTEE
 DB 1710 PG 0352
 DB 613 PG 340 (R/W)
 PB 80 PG 054

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-L-
 $PI\ Sta\ 322+31.77$
 $\Delta = 8^\circ 28' 36.2'' (LT)$
 $D = 0^\circ 14' 56.8''$
 $L = 3402.78'$
 $T = 1704.50'$
 $R = 23000.00'$
 $DS = >80\ MPH$
 $e = NC/EX$

29
 TOWN OF CHAPEL HILL
 DB 2461 PG 482
 DB 2259 PG 534
 DB 571 PG 599 (R/W)
 DB 575 PG 56 (R/W)
 DB 613 PG 340 (R/W)
 PB 97 PG 162
 PB 101 PG 143
 PB 80 PG 54

31
 TOWN OF CHAPEL HILL
 DB 2827 PG 371
 DB 2259 PG 532
 DB 613 PG 340 (R/W)
 PB 91 PG 116
 PB 80 PG 54

-Y9RPB-
 $PI\ Sta\ 10+30.94$
 $\Delta = 0^\circ 09' 26.4'' (LT)$
 $D = 0^\circ 14' 58.6''$
 $L = 63.03'$
 $T = 31.51'$
 $22953.00'$

$PI\ Sta\ 12+22.53$
 $\Delta = 5^\circ 43' 46.5''$
 $Ls = 240.00'$
 $LT = 160.08'$
 $ST = 80.08'$

$PI\ Sta\ 19+57.63$
 $\Delta = 5^\circ 16' 04.6'' (LT)$
 $D = 4^\circ 46' 28.7''$
 $L = 1199.42'$
 $R = 655.18'$
 $DS = 60\ MPH$
 $e = 0.08$