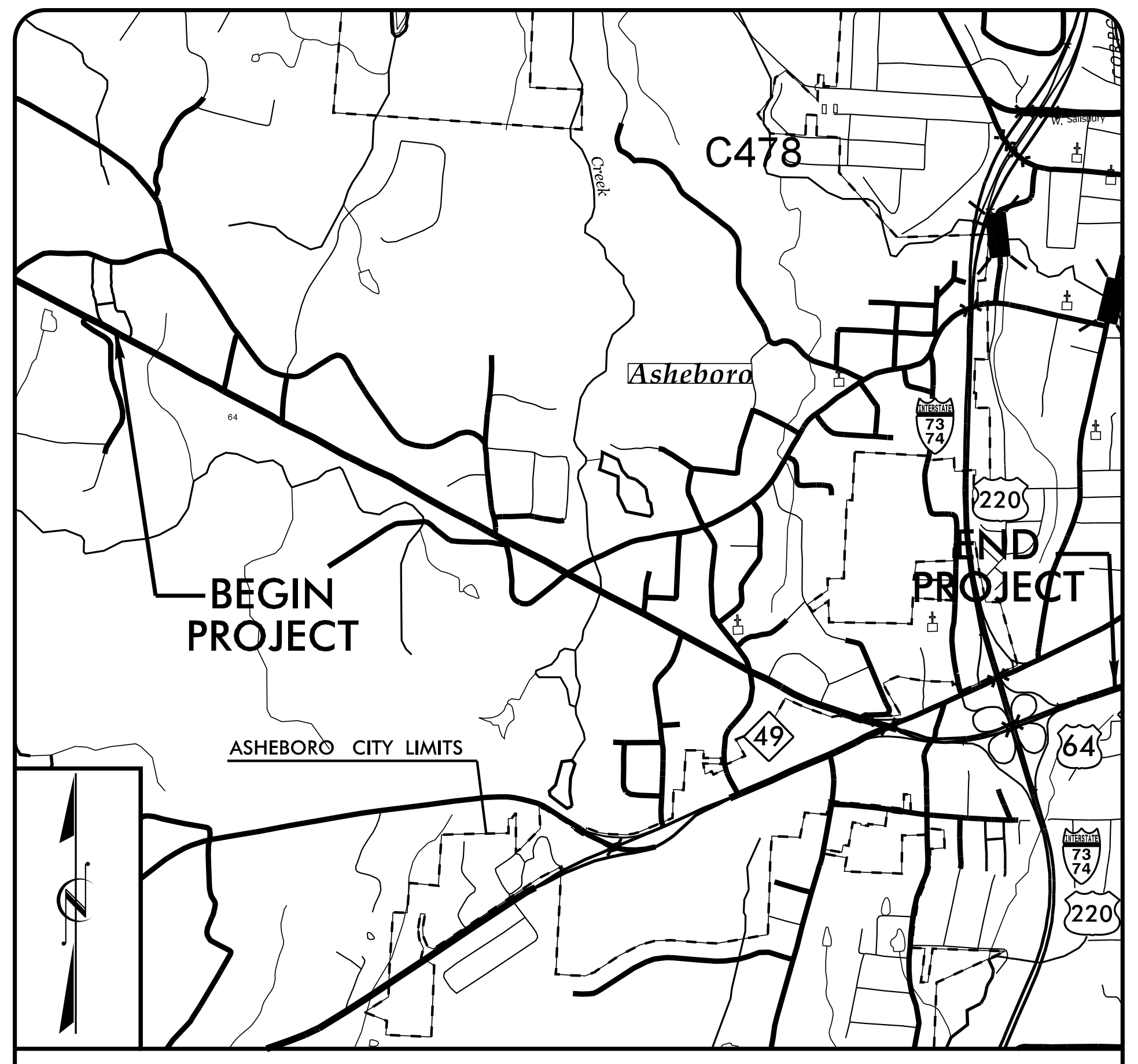
DocuSign Envelope ID: 3F182EF6-40B3-41BE-981D-796B34F301F1

09/08/99

TIP PROJECT: U-5813

CONTRACT: C204843

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


C478
Asheboro
BEGIN PROJECT
END PROJECT
ASHEBORO CITY LIMITS
220
49
64
73 74

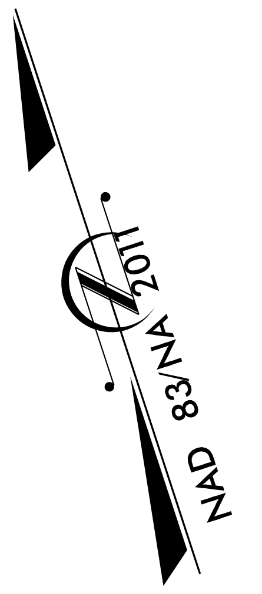
VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

RANDOLPH COUNTY

LOCATION: *ASHEBORO BYPASS TO EAST OF I-73 /I-74 /US 220 IN ASHEBORO. WIDEN TO MULTILANES, RECONSTRUCT INTERCHANGE AT NC 49, MODIFY INTERCHANGE AT I-73 / I-74 /US 220 AND REPLACE BRIDGE 750171 OVER US 64 AND NC 49.*

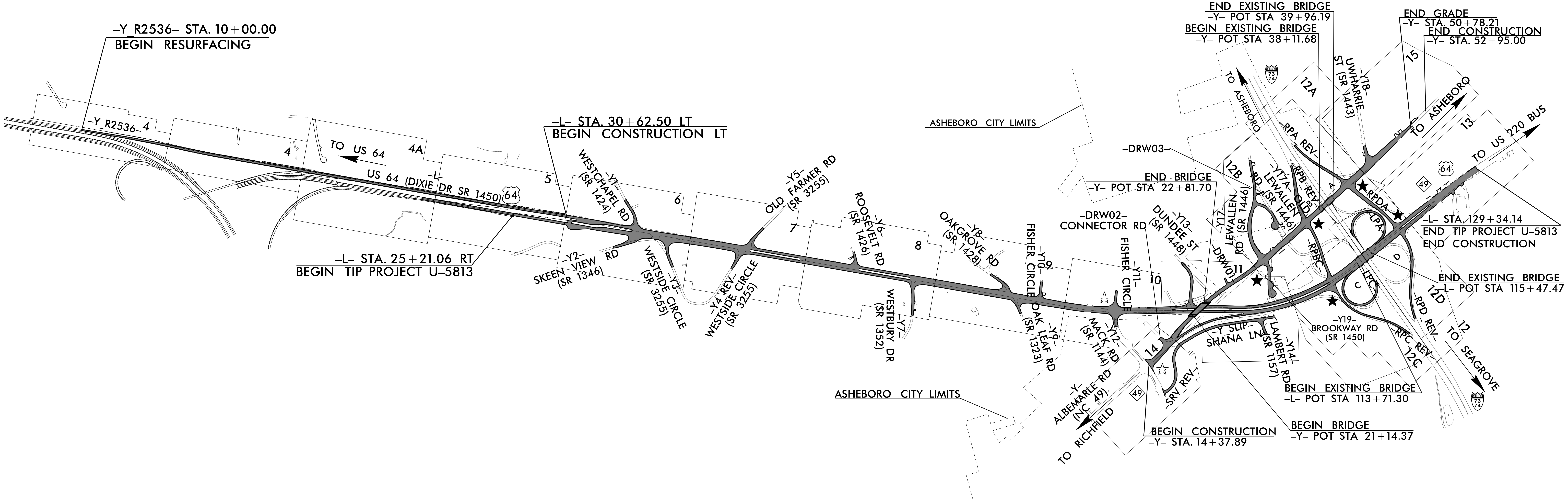
TYPE OF WORK: *GRADING, DRAINAGE, PAVING, STRUCTURES, CULVERT & SIGNALS*


NAD 83/NA 2011

STATE	STATE PROJECT REFERENCE NO.		SHEET NO.	TOTAL SHEETS
N.C.	U-5813		1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION		
44385.1.3		PE		
44385.2.3	NHP-0064(206)	ROW		
44385.2.4	NHP-0064(206)	UTILITY		
44385.3.3	NHP-0064(206)	CONSTRUCTION		

☆ EXISTING SIGNAL

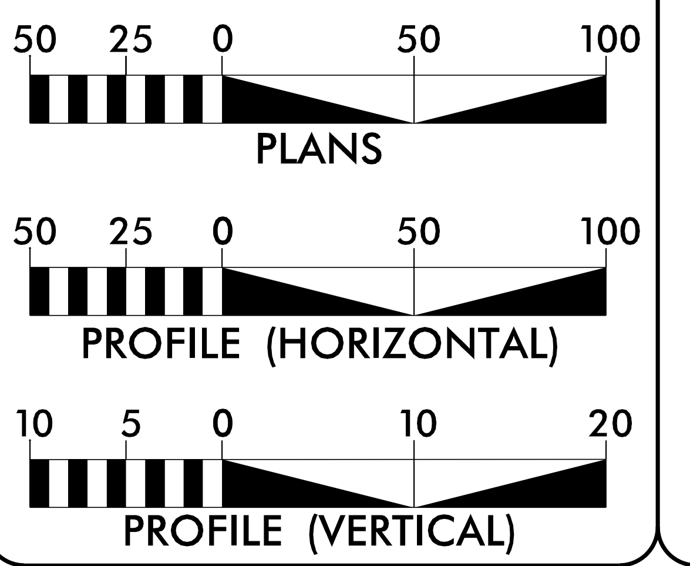
★ PROPOSED SIGNAL


-Y_R2536- STA. 10+00.00
BEGIN RESURFACING
-Y_R2536_4
4
TO US 64
4A
-L-
US 64 (DIXIE DR SR 1450)
64
5
-L- STA. 25+21.06 RT
BEGIN TIP PROJECT U-5813
-L- STA. 30+62.50 LT
BEGIN CONSTRUCTION LT
-Y1-
WESTCHAPEL RD
(SR 1424)
-Y2-
SKEEN VIEW RD
(SR 1346)
-Y3-
WESTSIDE CIRCLE
(SR 3255)
6
-Y4_REV-
WESTSIDE CIRCLE
(SR 3255)
-Y5-
OLD FARMER RD
(SR 3255)
7
-Y6-
ROOSEVELT RD
(SR 1426)
-Y7-
WESTBURY DR
(SR 1352)
8
-Y8-
OAKGROVE RD
(SR 1428)
ASHEBORO CITY LIMITS
-Y9-
OAK LEAF RD
(SR 1323)
-Y10-
FISHER CIRCLE
-Y11-
FISHER CIRCLE
-Y12-
MACK RD
(SR 1144)
10
-DRW02-
CONNECTOR RD
-DRW03-
END BRIDGE
-Y- POT STA 22+81.70
-Y13-
DUNDEE ST
(SR 1448)
-DRW01-
11
-Y17-
LEWALLEN RD (SR 1446)
-Y17A-
LEWALLEN RD (SR 1446)
OLD
12B
END EXISTING BRIDGE
-Y- POT STA 39+96.19
BEGIN EXISTING BRIDGE
-Y- POT STA 38+11.68
TO ASHEBORO
73 74
12A
-Y18-
UWHARRIE ST (SR 1443)
-RPA_REV-
-RPB_REV-
A
B
END GRADE
-Y- STA. 50+78.21
END CONSTRUCTION
-Y- STA. 52+95.00
15
TO ASHEBORO
13
TO US 220 BUS
64
49
-RPDA-
-LPA-
-RPBC-
-L- STA. 129+34.14
END TIP PROJECT U-5813
END CONSTRUCTION
D
C
-LPC-
END EXISTING BRIDGE
-L- POT STA 115+47.47
12D
-RPD_REV-
-Y19-
BROOKWAY RD
(SR 1450)
-RPC_REV-
12C
12
TO SEAGROVE
73 74
-Y_SLIP-
SHANA LN
-Y14-
LAMBERT RD
(SR 1157)
14
-SRV_REV-
-Y-
ALBEMARLE RD
(NC 49)
TO RICHFIELD
49
ASHEBORO CITY LIMITS
BEGIN EXISTING BRIDGE
-L- POT STA 113+71.30
BEGIN CONSTRUCTION
-Y- STA. 14+37.89
BEGIN BRIDGE
-Y- POT STA 21+14.37

A PORTION OF THIS PROJECT IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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 2024 = 32,900
ADT 2044 = 36,500
K = 8%
D = 55%
T = 4% *
V = 60 MPH / 50 MPH (C&G)
* TTST = 3% DUAL 1%
FUNC CLASS = PRINCIPAL ARTERIAL STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-5813	=	1.939 MILES
LENGTH EXISTING STUCTURE TIP PROJECT U-5813	=	0.033 MILES
TOTAL LENGTH TIP PROJECT U-5813	=	1.972 MILES

TOTAL LENGTH BASED ON -L- CENTERLINE AND RIGHT SIDE BEGIN CONSTRUCTION

PREPARED IN THE OFFICE OF:
HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554
FOR NCDOT

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JANUARY 15, 2021

LETTING DATE:
JULY 16, 2024

J. MATTHEW PICKENS, PE
PROJECT ENGINEER

ANDREW J. McOMBER, PE
PROJECT DESIGN ENGINEER

TERRY FARR, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

DocuSigned by:
Paul Cameron
E9B339B26CDF4AC...
SEAL 40801
PAUL H. CAMERON
5/21/2024
SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER

DocuSigned by:
Jason M. Pickens
76DF15861D354B4...
SEAL 37950
JASON M. PICKENS
5/21/2024
SIGNATURE: P.E.

24-APR-2024 16:36
\Roadway\Proj\U5813_rdy_tsh.dgn
HNTB

8/17/99

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	1A

ROADWAY DESIGN ENGINEER

SEAL 37950
JASON M. PICKENS

DocuSigned by:
Jason M. Pickens 5/21/2024
76DF15861D354B4...

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A-1 THRU 2A-14	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-1 THRU 2B-10D	ROADWAY DETAILS
2C-1	SPECIAL VEHICLE ACCESS FOR CONCRETE ISLAND DETAIL
2C-2	GUARDRAIL ANCHOR UNIT TYPE III MODIFIED FOR CHURCH RAIL DETAIL
2C-3	DETAIL OF 1'-6" TO 2'-9" CURB & GUTTER TRANSITION SECTION
2C-4	DETAIL OF TEMPORARY 1" STEEL COVER OVER DRAINAGE STRUCTURE
2C-5	DETAIL OF MEDIAN CURB FOR TRAFFIC BEARING GRATED DROP INLET
2C-6	DETAIL TO CONVERT EXISTING DI, CB, OTCB, OR GI TO JUNCTION BOX
2C-7	DETAIL TO CONVERT EXISTING CB OR JB TO DI
2C-8	DETAIL OF CURB RAMP
2C-9	DETAIL OF EXTRA DEPTH CONCRETE CATCH BASIN
2C-10	DETAIL OF CONCRETE MEDIAN DI TYPE 'A' EXTRA DEPTH
2C-11	DETAIL OF 2'-6" CURB & GUTTER TO EXPRESSWAY GUTTER TRANSITION SECTION
2C-12	DETAIL OF 2'-6" CURB & GUTTER TO 4' PAVED SHOULDER TRANSITION SECTION
2D-1	DRAINAGE DETAILS
2G-1 THRU 2G-4	TEMPORARY SHORING DETAILS
2N-1	NOISE WALL ENVELOPE DETAILS
3B-1 THRU 3B-3	ROADWAY SUMMARIES
3D-1 THRU 3D-15	DRAINAGE SUMMARIES
3G-1	GEOTECHNICAL SUMMARIES
3P-1	PARCEL INDEX SHEET
4 THRU 32	PLAN AND PROFILE SHEETS
RW01	RIGHT OF WAY TITLE SHEET
RW02C-1 THRU RW02C-12	SURVEY CONTROL SHEETS
RW02D-1	PROPOSED ALIGNMENT CONTROL SHEET
RW02E-1 THRU RW02E-3	RIGHT OF WAY CONTROL SHEETS
RW-04 THRU RW-15	RIGHT OF WAY SHEETS
TMP-1 THRU TMP-53	TRAFFIC MANAGEMENT PLANS
PMP-1 THRU PMP-21	PAVEMENT MARKING PLANS
E-1 THRU ECS-8	ELECTRICAL PLANS
EC-1 THRU EC-28	EROSION CONTROL PLANS
RF-1	REFORESTATION PLANS
SIGN-1 THRU SIGN-32	SIGNING PLANS
SIG 1.0 THRU SIG 27.0	SIGNAL PLANS
SIG.M1A THRU SIG.M9	STANDARD DRAWINGS FOR ALL METAL POLES
SCP.1 THRU SCP.14	SIGNAL COMMUNICATION PLANS
UC-1 THRU UC-16	UTILITIES CONSTRUCTION PLANS
UO-1 THRU UO-13	UTILITIES BY OTHERS PLANS
X-0	CROSS-SECTION INDEX
X-0A THRU X-0D	CROSS-SECTION SUMMARY SHEET
X-1 THRU X-267	CROSS-SECTIONS
S-0	STRUCTURES TITLE SHEET
S1-1 THRU S3-14	STRUCTURE PLANS
C1-1 THRU C1-7	CULVERT PLANS
W-1 THRU W-5	RETAINING WALL PLANS
SW-1 THRU SW-3	SOUND BARRIER PLANS

GENERAL NOTES:

2024 SPECIFICATIONS
EFFECTIVE: 01-16-2024
REVISED:

GRADING AND SURFACING OR RESURFACING AND WIDENING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:

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

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NOS. 224.04/225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NOS. 560.01/560.02

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

SUBSURFACE DRAINS:

SUBSURFACE DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.02 AT LOCATIONS DIRECTED BY THE ENGINEER.

DRIVEWAYS:

DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.02 USING 3 FOOT RADII OR RADII AS SHOWN ON THE PLANS. LOCATIONS OF DRIVES WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

STREET TURNOUT:

STREET RETURNS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 848.04 USING THE RADII NOTED ON PLANS.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

TEMPORARY SHORING:

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC NOT SHOWN ON THE PLANS WILL BE PAID FOR AT THE CONTRACT PRICE FOR "TEMPORARY SHORING".

END BENTS:

THE ENGINEER SHALL CHECK THE STRUCTURE END BENT PLANS, DETAILS, AND CROSS-SECTION PRIOR TO SETTING OF THE SLOPE STAKES FOR THE EMBANKMENT OR EXCAVATION APPROACHING A BRIDGE.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE POWER - DUKE ENERGY,

POWER - RANDOLPH EMC, COMM - CENTURYLINK, COMM - CONTERRA NETWORKS,

TV - SPECTRUM, SIGNAL COMM - NCDOT, GAS - PIEDMONT NATURAL GAS,

WATER & SEWER - CITY OF ASHEBORO

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY CONTRACT.

CURB RAMPS

CURB RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS. CONSTRUCT ALL CURB RAMPS ACCORDANCE WITH STD 848.06.

EFF. 01-16-2024
REV.

2024 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Contracts Standards and Development Unit - N. C. Department of Transportation - Raleigh, N. C., Dated January 16, 2024 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
225.01	Guide for Grading Subgrade - Interstate and Freeway
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
225.05	Method of Obtaining Superelevation - Divided Highways
225.06	Method of Grading Sight Distance at Intersections
235.01	Embankment Monitoring
275.01	Rock Plating
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
310.10	Driveway Pipe Construction
DIVISION 4 - MAJOR STRUCTURES	
423.03	Bridge Approach Fills - Type 2 Approach Fill for Bridge Abutment with MSE Wall
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
560.02	Method of Shoulder Construction - High Side of Superelevated Curve - Method II
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
654.01	Pavement Repairs
DIVISION 8 - INCIDENTALS	
806.01	Concrete Right-of-Way Marker
806.02	Granite Right-of-Way Marker
806.03	Concrete Contol of Access Marker
815.02	Subsurface Drain
840.00	Concrete Base Pad for Drainage Structures
840.01	Brick Catch Basin - 12" thru 54" Pipe
840.02	Concrete Catch Basin - 12" thru 54" Pipe
840.03	Frame, Grates and Hood - for Use on Standard Catch Basin
840.14	Concrete Drop Inlet - 12" thru 30" Pipe
840.15	Brick Drop Inlet - 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.17	Concrete Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
840.18	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.19	Concrete Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
840.20	Frames and Wide Slot Flat Grates
840.22	Frames and Wide Slot Sag Grates
840.24	Frames and Narrow Slot Sag Grates
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.26	Brick Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
840.27	Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.28	Brick Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
840.29	Frames and Narrow Slot Flat Grates
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.34	Traffic Bearing Junction Box - for Use with Pipes 42" and Under
840.36	Traffic Bearing Grated Drop Inlet - for Steel (840.37) Double Frame and Grates
840.37	Steel Grate and Frame
840.45	Precast Drainage Structure
840.46	Traffic Bearing Precast Drainage Structure
840.54	Manhole Frame and Cover
840.66	Drainage Structure Steps
840.72	Pipe Collar
846.01	Concrete Curb, Gutter and Curb & Gutter
846.04	Drop Inlet Installation in Shoulder Berm Gutter
848.01	Concrete Sidewalk
848.02	Driveway Turnout - Radius Type
848.04	Street Turnout
848.06	Curb Ramp
852.01	Concrete Islands
852.02	Concrete Mountable Median - for Use with Rigid or Flexible Pavement
852.04	Method for Placement of Drop Inlets in Grassed Median - Using 1'-6" Curb and Gutter
852.05	Median Curb for Catch Basin - for Use with 1'-6" Curb and Gutter
852.06	Method for Placement of Drop Inlets in Concrete Islands
852.10	Median Construction - with Curb and Gutter
854.04	Concrete Median Barrier - Precast Permanent
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
866.02	Woven Wire Fence - with Wood Post
876.01	Rip Rap in Channels and Ditches
876.02	Guide for Rip Rap at Pipe Outlets
876.03	Drainage Ditches with Class 'A' Rip Rap
876.04	Drainage Ditches with Class 'B' Rip Rap

13-MAY-2024 17:48
\Roadway\Proj\U5813_RDY_PSH_01A.dgn
HNTB

9/10/2021

PROJECT REFERENCE NO.	SHEET NO.
U-5813	1B

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale

BOUNDARIES AND PROPERTY:

State Line	— - - —
County Line	— - - —
Township Line	— - —
City Line	— - —
Reservation Line	— · —
Property Line	———
Existing Iron Pin (EIP)	○ EIP
Computed Property Corner	×
Existing Concrete Monument (ECM)	☐ 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 — ☠ — S
Potential Contamination Area: Soil	☠ — S — ☠ — S
Known Contamination Area: Water	☠ — W — ☠ — W
Potential Contamination Area: Water	☠ — W — ☠ — 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:

Primary Horiz Control Point	⬡
Primary Horiz and Vert Control Point	⬢
Secondary Horiz and Vert Control Point	◆
Vertical Benchmark	⧗
Existing Right of Way Monument	△
Proposed Right of Way Monument (Rebar and Cap)	▲
Proposed Right of Way Monument (Concrete)	ⓐ
Existing Permanent Easement Monument	◇
Proposed Permanent Easement Monument (Rebar and Cap)	◈
Existing C/A Monument	△
Proposed C/A Monument (Rebar and Cap)	▲
Proposed C/A Monument (Concrete)	ⓐ
Existing Right of Way Line	— — —
Proposed Right of Way Line	—(R/W)—
Existing Control of Access Line	—(C/A)—
Proposed Control of Access Line	—(C/A)—
Proposed ROW and CA Line	—(RW/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 —

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	—T—T—
Proposed Guardrail	—T—T—T—
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	Ⓢ
Storm Sewer	— S —

UTILITIES:

** SUE – Subsurface Utility Engineering*
LOS – Level of Service – A,B,C or D (Accuracy)

POWER:

Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	—●—
Proposed Joint Use Pole	—○—
Power Manhole	Ⓟ
Power Line Tower	☒
Power Transformer	◩
U/G Power Cable Hand Hole	HH
H-Frame Pole	●—●
U/G Power Line Test Hole (SUE – LOS A)*	◕
U/G Power Line (SUE – LOS B)*	- - - P - - -
U/G Power Line (SUE – LOS C)*	— — P — —
U/G Power Line (SUE – LOS D)*	——— P ———

TELEPHONE:

Existing Telephone Pole	—●—
Proposed Telephone Pole	—○—
Telephone Manhole	Ⓣ
Telephone Pedestal	T
Telephone Cell Tower	♙
U/G Telephone Cable Hand Hole	HH
U/G Telephone Test Hole (SUE – LOS A)*	◕
U/G Telephone Cable (SUE – LOS B)*	- - - T - - -
U/G Telephone Cable (SUE – LOS C)*	— — T — —
U/G Telephone Cable (SUE – LOS D)*	——— T ———
U/G Telephone Conduit (SUE – LOS B)*	- - - TC - - -
U/G Telephone Conduit (SUE – LOS C)*	— — TC — —
U/G Telephone Conduit (SUE – LOS D)*	——— TC ———
U/G Fiber Optics Cable (SUE – LOS B)*	- - - T FO - - -
U/G Fiber Optics Cable (SUE – LOS C)*	— — T FO — —
U/G Fiber Optics Cable (SUE – LOS D)*	——— T FO ———

WATER:

Water Manhole	Ⓦ
Water Meter	⬭
Water Valve	⊗
Water Hydrant	⌖
U/G Water Line Test Hole (SUE – LOS A)*	◕
U/G Water Line (SUE – LOS B)*	- - - W - - -
U/G Water Line (SUE – LOS C)*	— — W — —
U/G Water Line (SUE – LOS D)*	——— W ———
Above Ground Water Line	A/G Water

TV:

TV Pedestal	C
TV Tower	⊗
U/G TV Cable Hand Hole	HH
U/G TV Test Hole (SUE – LOS A)*	◕
U/G TV Cable (SUE – LOS B)*	- - - TV - - -
U/G TV Cable (SUE – LOS C)*	— — TV — —
U/G TV Cable (SUE – LOS D)*	——— TV ———
U/G Fiber Optic Cable (SUE – LOS B)*	- - - TV FO - - -
U/G Fiber Optic Cable (SUE – LOS C)*	— — TV FO — —
U/G Fiber Optic Cable (SUE – LOS D)*	——— TV FO ———

GAS:

Gas Valve	◇
Gas Meter	◈
U/G Gas Line Test Hole (SUE – LOS A)*	◕
U/G Gas Line (SUE – LOS B)*	- - - G - - -
U/G Gas Line (SUE – LOS C)*	— — G — —
U/G Gas Line (SUE – LOS D)*	——— 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 Force Main Line Test Hole (SUE – LOS A)*	◕
SS Force Main Line (SUE – LOS B)*	- - - FSS - - -
SS Force Main Line (SUE – LOS C)*	— — FSS — —
SS Force Main Line (SUE – LOS D)*	——— FSS ———

MISCELLANEOUS:

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

Docusign Envelope ID: B6F2661C-0CA2-47D6-B2E5-28497737BF8C

6/2/99

PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	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.
C3	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 NOT LESS THAN 1" IN DEPTH OR GREATER THAN 1.5" IN DEPTH.
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 LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
C5	PROP. APPROX. 2.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C6	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 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. 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 2.5" IN DEPTH OR GREATER THAN 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. 3.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD.
E3	PROP. APPROX. 4.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E4	PROP. APPROX. 4.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.
E5	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E6	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 5.5" IN DEPTH.
J1	PROP. 8" AGGREGATE BASE COURSE
J2	PROP. 6" AGGREGATE BASE COURSE
K1	SUBBASE TO BE TREATED WITH LIME TO A DEPTH OF 8", AT A RATE OF 24 LBS. PER SQ. YD., AS DIRECTED BY THE ENGINEER. OR SUBBASE TO BE TREATED WITH CEMENT TO A DEPTH OF 7", AT A RATE OF 56 LBS. PER SQ. YD., AS DIRECTED BY THE ENGINEER.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
P1	PRIME COAT AT THE RATE OF 0.35 GAL. PER SQ. YARD.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER.
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V1	INCIDENTAL MILLING.
V2	1½" MILLING.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).
W4	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 4 ON SHEET 2A-2).

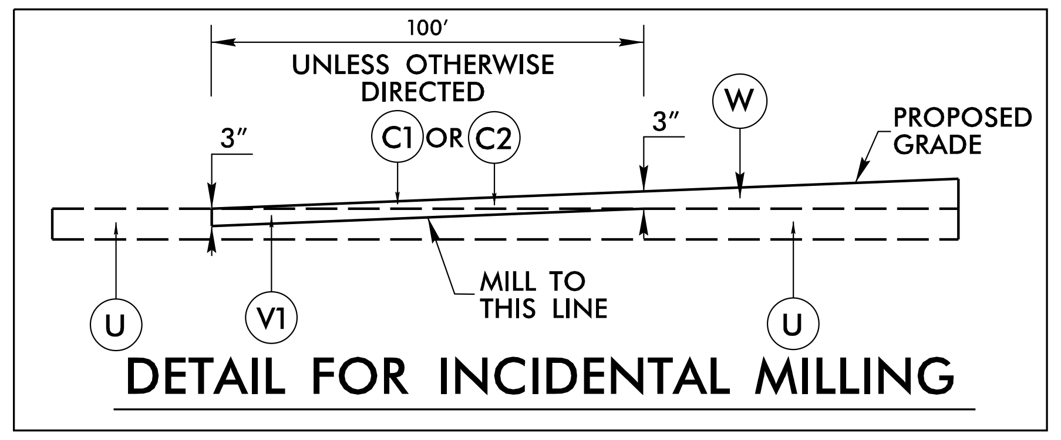
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

10-JUL-2024 10:26
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

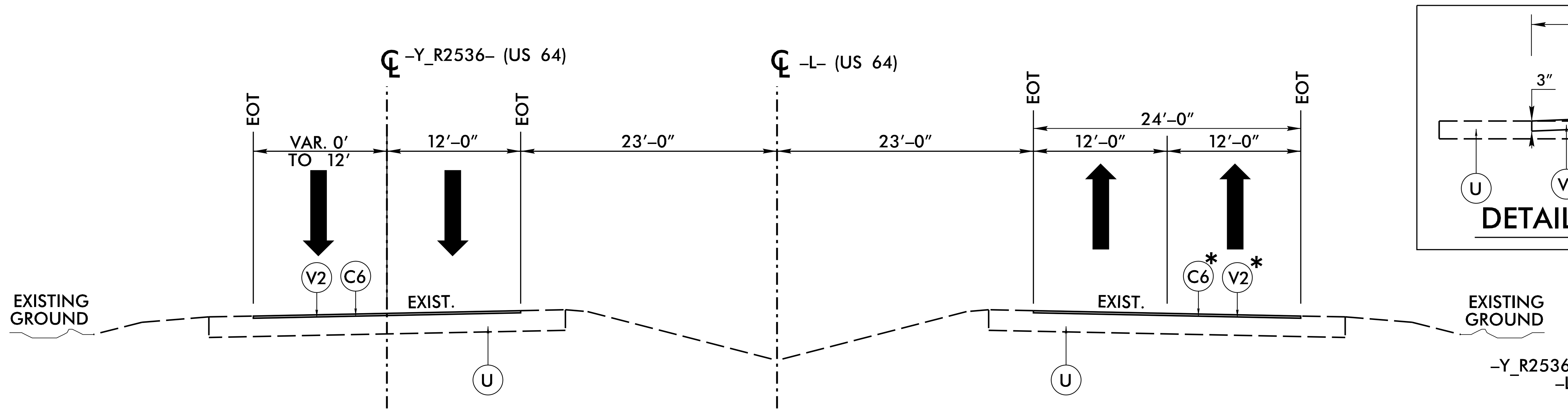
HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DocuSigned by: Jason M Pickens SEAL 37950 JASON M. PICKENS 7/10/2024	DocuSigned by: Andrew Wargo SEAL 044590 ANDREW D. WARGO 7/10/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


100'
UNLESS OTHERWISE DIRECTED
3"
C1 OR C2
3"
W
PROPOSED GRADE
MILL TO THIS LINE
U
V1
U

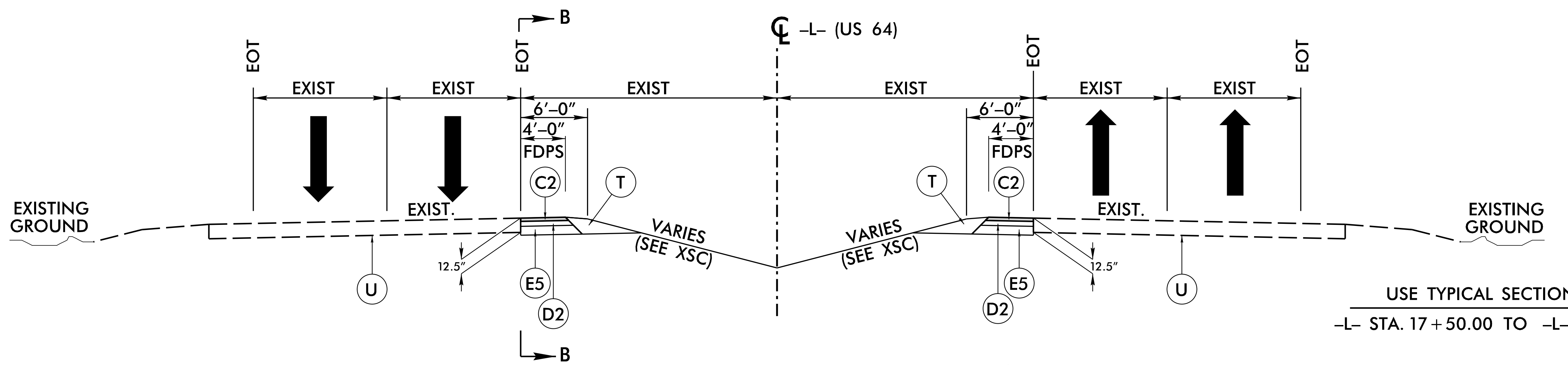
DETAIL FOR INCIDENTAL MILLING


℄ -Y_R2536- (US 64)
℄ -L- (US 64)
EOT
EOT
EOT
EOT
VAR. 0' TO 12'
12'-0"
23'-0"
23'-0"
24'-0"
12'-0"
12'-0"
V2
C6
C6*
V2*
EXIST.
EXIST.
EXISTING GROUND
EXISTING GROUND
U
U

*-L- STA. 15+67.27 TO -L- STA. 25+21.06 RT

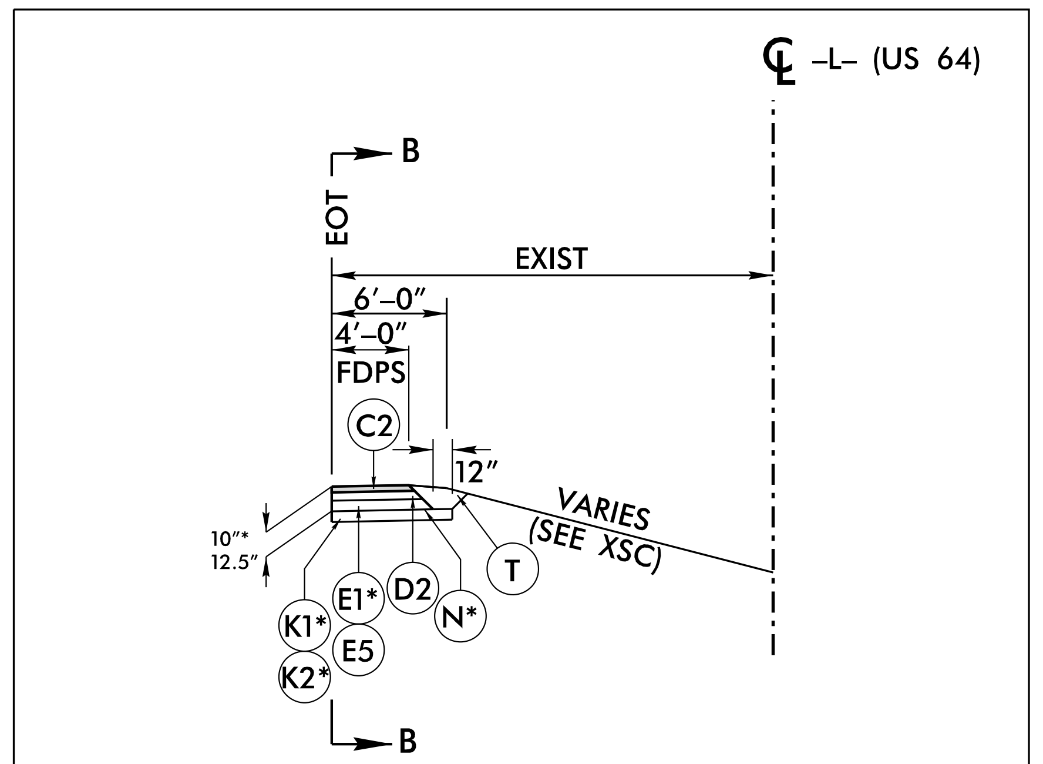
USE TYPICAL SECTION NO. 1
-Y_R2536- STA. 10+00.00 TO -Y_R2536- STA. 39+93.56
-L- STA. 10+00.00 TO -L- STA. 25+21.06

TYPICAL SECTION NO. 1
R-2536 TRANSITION TO -L- (US 64)


℄ -L- (US 64)
B
B
EOT
EOT
EOT
EOT
EXIST
EXIST
EXIST
EXIST
EXIST
EXIST
6'-0"
4'-0"
FDPS
6'-0"
4'-0"
FDPS
C2
T
T
C2
EXIST.
EXIST.
VARIES (SEE XSC)
VARIES (SEE XSC)
12.5"
12.5"
E5
D2
E5
D2
U
U
EXISTING GROUND
EXISTING GROUND

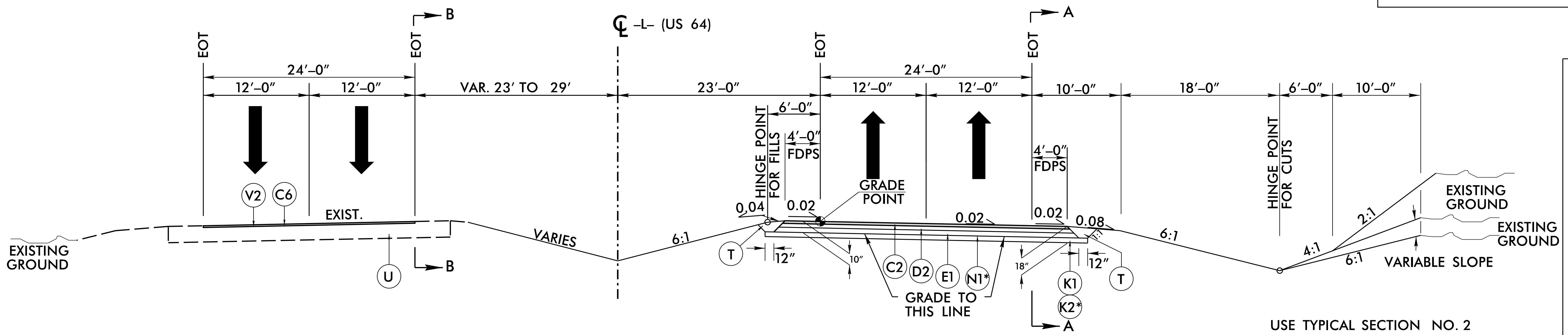
USE TYPICAL SECTION NO. 1A
-L- STA. 17+50.00 TO -L- STA. 25+21.06

TYPICAL SECTION NO. 1A
-L- (US 64)


℄ -L- (US 64)
B
EOT
EXIST
6'-0"
4'-0"
FDPS
C2
12"
VARIES (SEE XSC)
10"*
12.5"
E1*
D2
N*
T
K1*
E5
K2*
B

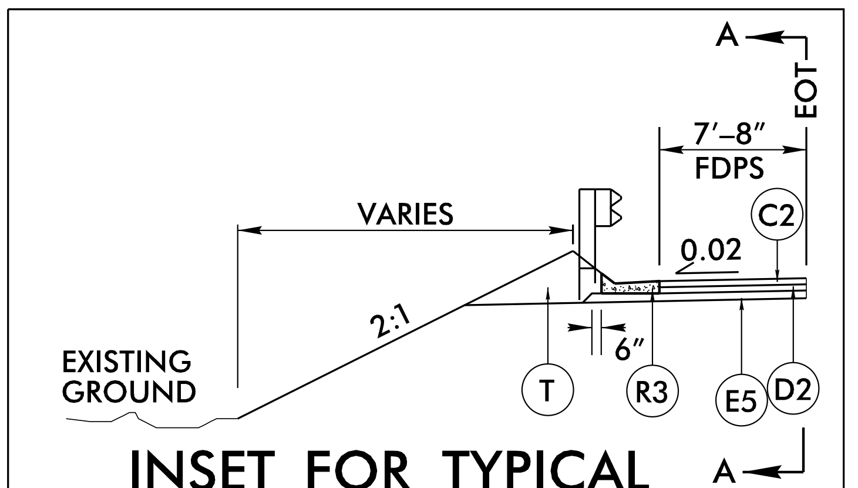
INSET FOR TYPICAL SECTION NO. 1A & 2

-L- STA. 23+80.00 TO -L- STA. 25+21.06
-L- STA. 25+21.06 TO -L- STA. 30+62.50*
*ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)


℄ -L- (US 64)
B
B
A
A
EOT
EOT
EOT
EOT
24'-0"
12'-0"
12'-0"
VAR. 23' TO 29'
23'-0"
24'-0"
12'-0"
12'-0"
10'-0"
18'-0"
6'-0"
10'-0"
6'-0"
4'-0"
FDPS
4'-0"
FDPS
HINGE POINT FOR FILLS
HINGE POINT FOR CUTS
GRADE POINT
V2
C6
EXIST.
VARIES
6:1
0.04
0.02
0.02
0.02
0.08
6:1
4:1
2:1
6:1
T
12"
10"
18"
C2
D2
E1
N1*
K1
K2*
12"
T
GRADE TO THIS LINE
U
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE

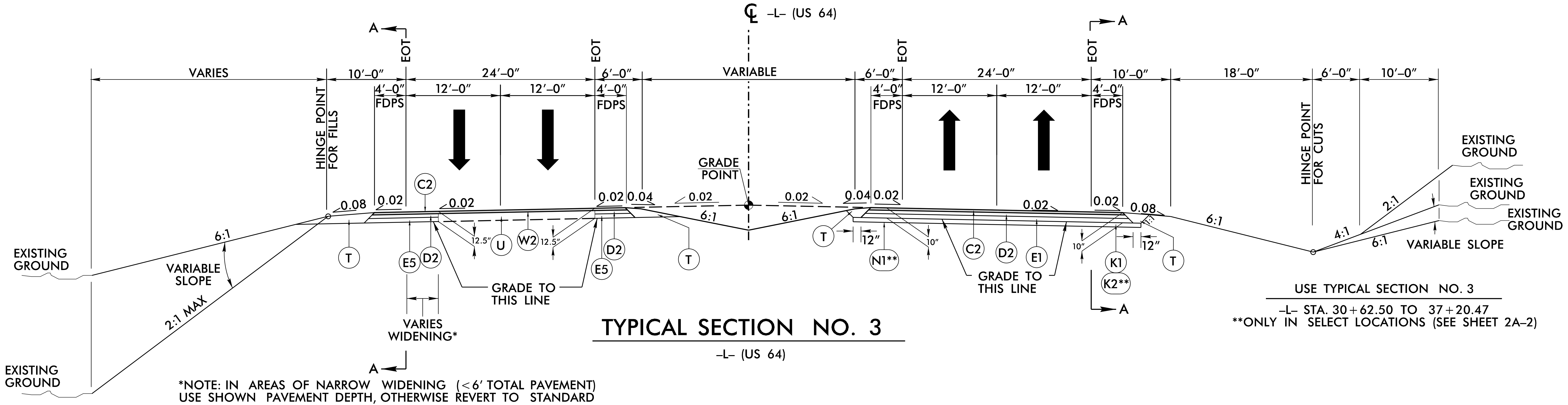
USE TYPICAL SECTION NO. 2
-L- STA. 25+21.06 TO -L- STA. 30+62.50
*ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)

TYPICAL SECTION NO. 2
R-2536 TRANSITION TO -L- (US 64)


A
EOT
7'-8"
FDPS
VARIES
C2
0.02
2:1
6"
EXISTING GROUND
T
R3
E5
D2
A

INSET FOR TYPICAL SECTION NO. 2 & 3

-L- STA. 30+62.50 TO 31+56.44 LT
-L- STA. 24+25.00 TO 31+99.49 RT


℄ -L- (US 64)
A
A
A
A
EOT
EOT
EOT
EOT
VARIES
10'-0"
24'-0"
6'-0"
VARIABLE
6'-0"
24'-0"
10'-0"
18'-0"
6'-0"
10'-0"
4'-0"
FDPS
12'-0"
12'-0"
4'-0"
FDPS
4'-0"
FDPS
12'-0"
12'-0"
4'-0"
FDPS
HINGE POINT FOR FILLS
HINGE POINT FOR CUTS
GRADE POINT
C2
0.08
0.02
0.02
0.02
0.04
0.02
0.02
0.04
0.02
0.02
0.02
0.08
6:1
6:1
6:1
6:1
4:1
2:1
6:1
2:1 MAX
12.5"
12.5"
U
W2
T
E5
D2
D2
E5
T
T
12"
N1**
10"
C2
D2
E1
10"
12"
K1
K2**
T
GRADE TO THIS LINE
GRADE TO THIS LINE
VARIES WIDENING*
VARIABLE SLOPE
VARIABLE SLOPE
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND

*NOTE: IN AREAS OF NARROW WIDENING (<6' TOTAL PAVEMENT) USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD MAINLINE BASE DEPTH OF 3".

TYPICAL SECTION NO. 3
-L- (US 64)

USE TYPICAL SECTION NO. 3
-L- STA. 30+62.50 TO 37+20.47
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)

NOTES:
1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.
2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

Docusign Envelope ID: B6F2661C-0CA2-47D6-B2E5-28497737BF8C

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
JASON M. PICKENS 7/10/2024	ANDREW D. WARGO 7/10/2024

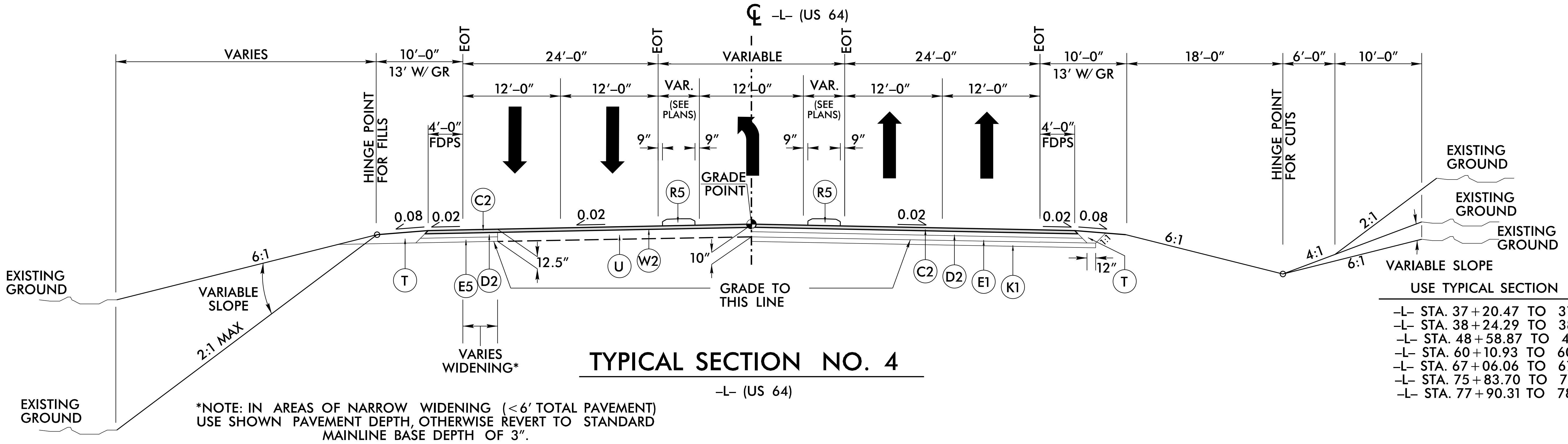
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON THIS SHEET).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON THIS SHEET).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON THIS SHEET).
W4	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 4 ON THIS SHEET).

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


℄ -L- (US 64)
VARIES
10'-0"
13' W/ GR
EOT
24'-0"
VARIABLE
24'-0"
10'-0"
13' W/ GR
18'-0"
6'-0"
10'-0"
12'-0"
12'-0"
VAR. (SEE PLANS)
12'-0"
VAR. (SEE PLANS)
12'-0"
12'-0"
HINGE POINT FOR FILLS
HINGE POINT FOR CUTS
4'-0" FDPS
9"
GRADE POINT
0.08
0.02
0.02
0.02
0.02
0.08
C2
R5
12.5"
10"
12"
T
E5
D2
U
W2
D2
E1
K1
GRADE TO THIS LINE
6:1
2:1 MAX
VARIABLE SLOPE
VARIES WIDENING*
EXISTING GROUND
4:1
2:1
6:1
VARIABLE SLOPE

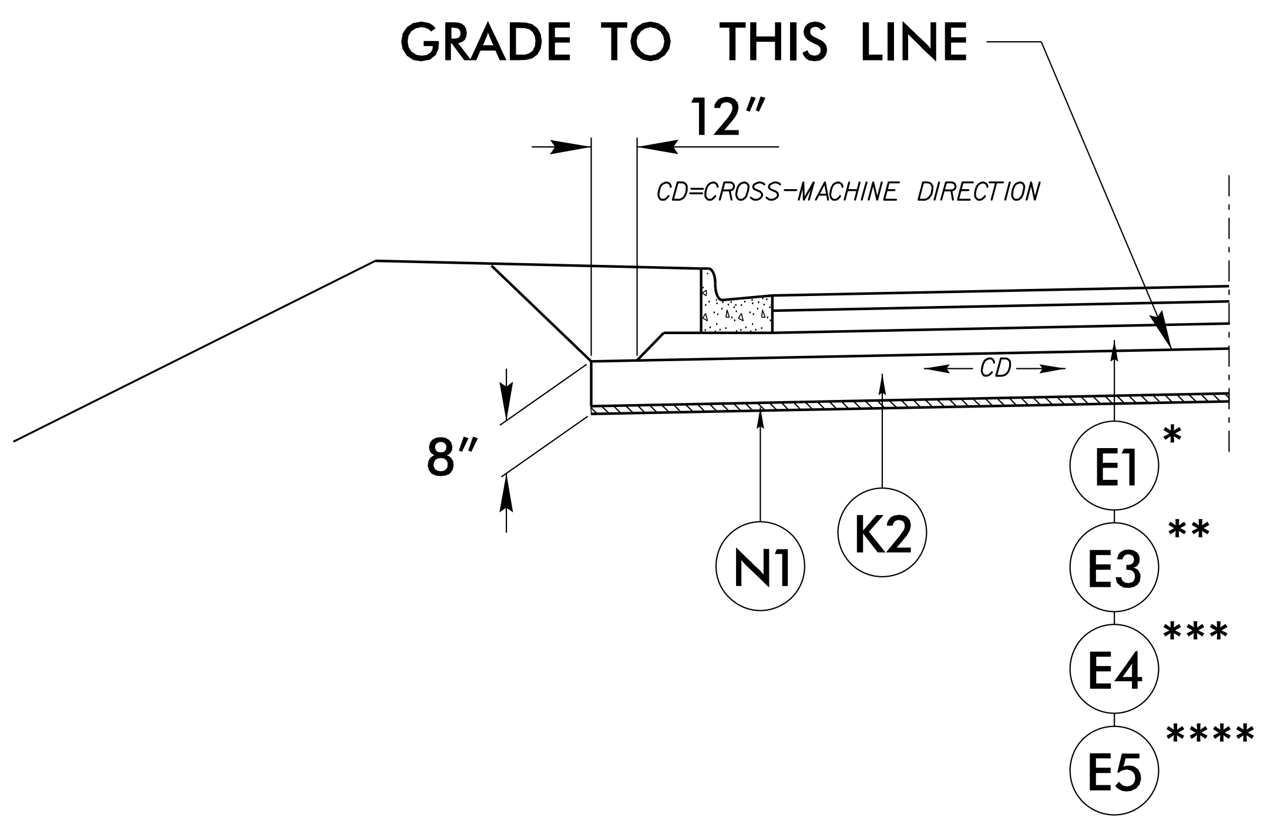
TYPICAL SECTION NO. 4

-L- (US 64)

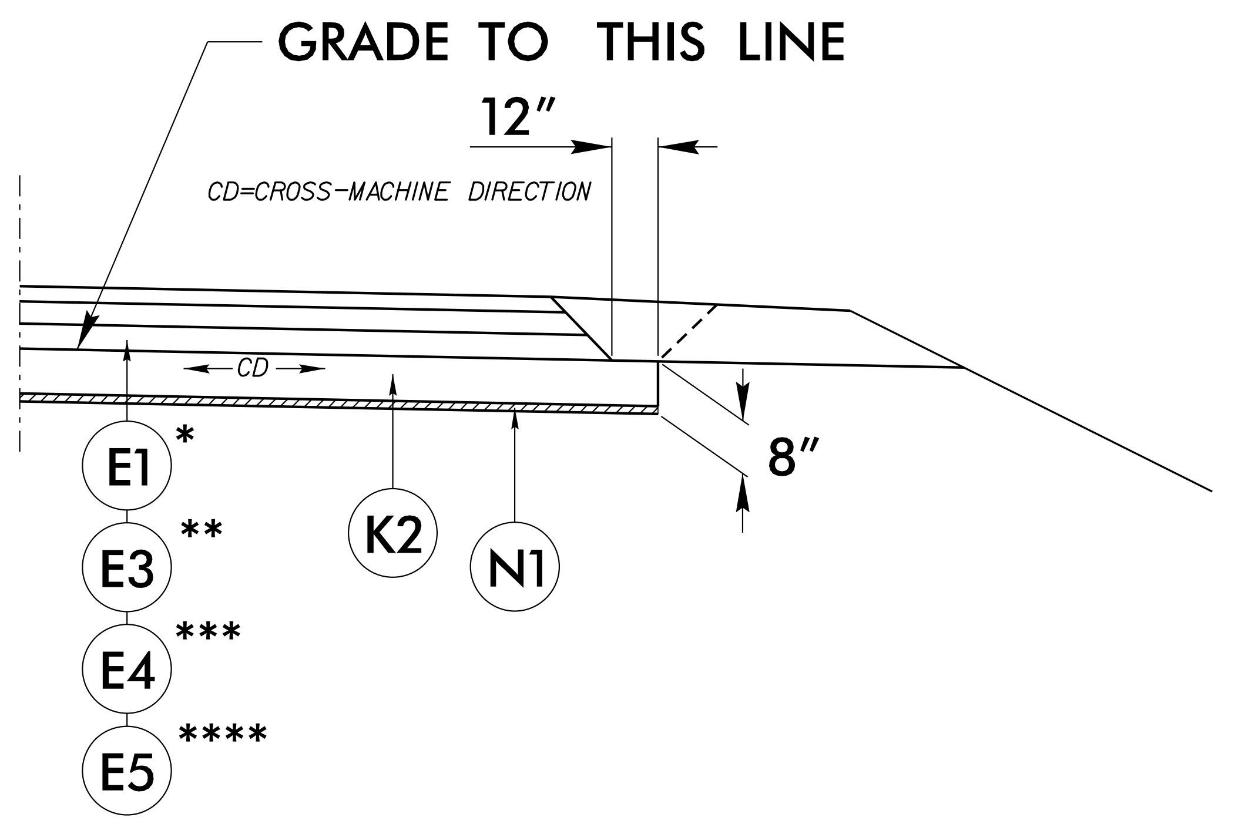
*NOTE: IN AREAS OF NARROW WIDENING (<6' TOTAL PAVEMENT) USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD MAINLINE BASE DEPTH OF 3".

USE TYPICAL SECTION NO. 4

-L- STA. 37+20.47 TO 37+35.56
-L- STA. 38+24.29 TO 38+93.55
-L- STA. 48+58.87 TO 49+02.11
-L- STA. 60+10.93 TO 60+38.53
-L- STA. 67+06.06 TO 67+33.67
-L- STA. 75+83.70 TO 76+13.30
-L- STA. 77+90.31 TO 78+19.98


GRADE TO THIS LINE
12"
CD=CROSS-MACHINE DIRECTION
CD
8"
N1
K2
E1 *
E3 **
E4 ***
E5 ****

AGGREGATE SUBGRADE TYPE 2 FOR CG WITH ASPHALT BASE

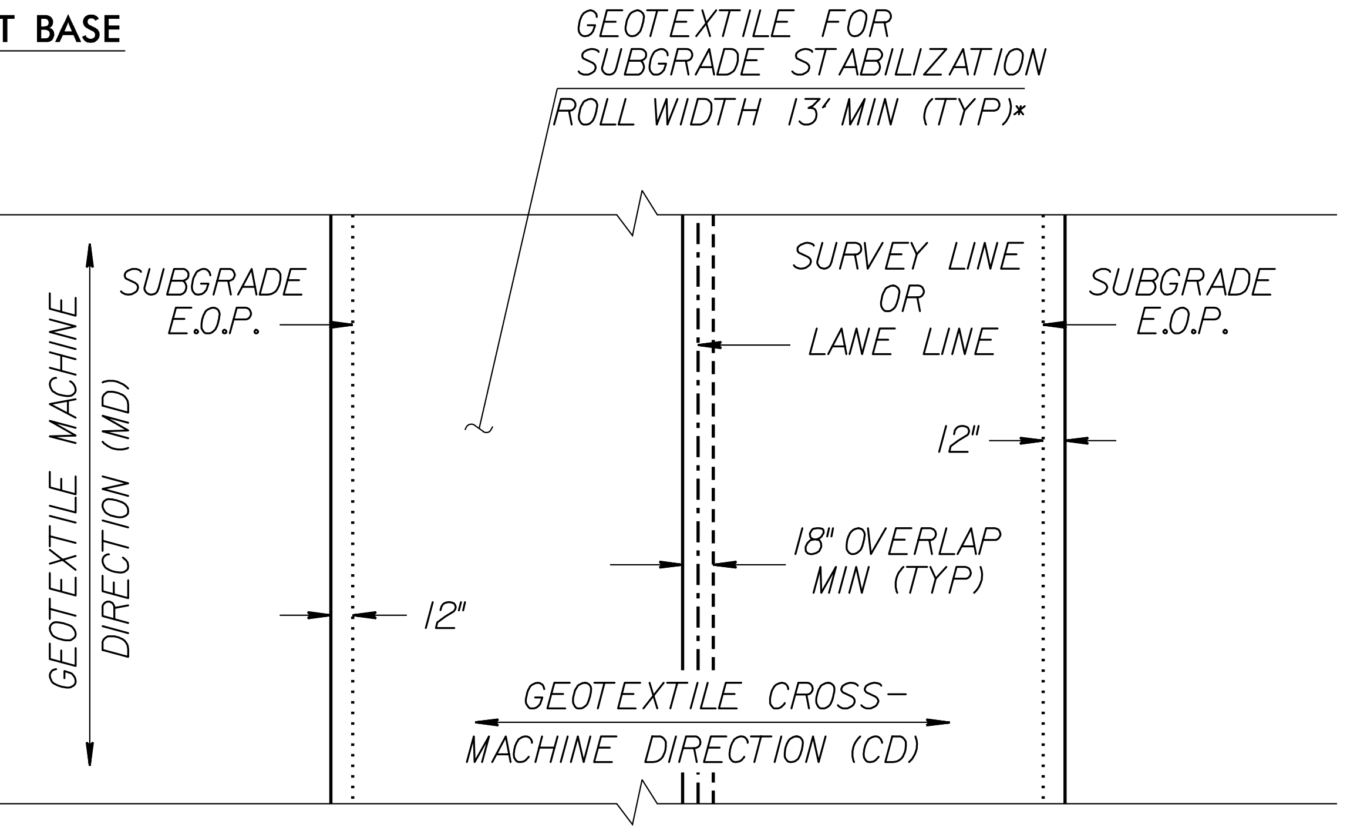

GRADE TO THIS LINE
12"
CD=CROSS-MACHINE DIRECTION
CD
8"
E1 *
E3 **
E4 ***
E5 ****
K2
N1

AGGREGATE SUBGRADE TYPE 2 FOR SHOULDER WITH ASPHALT BASE

USE IN CONJUNCTION WITH
TYPICAL SECTION NO. 2, 3, 5, 6, 13, 15, 18, 25, 27, 32, 32A, 34, AND FROM

* -L- STA. 25+50.00 TO 31+00.00 CL
* -L- STA. 31+00.00 TO 32+00.00 RT
* -L- STA. 47+50.00 TO 48+50.00 RT
* -L- STA. 53+00.00 TO 57+50.00 RT
* -L- STA. 67+50.00 TO 69+00.00 RT
* -L- STA. 71+50.00 TO 75+00.00 RT
**** -L- STA. 105+25.00 TO 105+75.00 LT
* -RPA_REV- STA. 14+50.00 TO 16+00.00 LT
* -RPBC- STA. 11+25.00 TO 13+75.00 CL
* -RPC_REV- STA. 17+00.00 TO 19+75.00 CL
* -RPD_REV- STA. 18+25.00 TO 20+50.00 CL
*** -Y- STA. 18+00.00 TO 21+50.00 LT
*** -Y- STA. 23+00.00 TO 25+50.00 CL
** -Y4_REV- STA. 12+75.00 TO 13+50.00 LT
** -Y7- STA. 12+00.00 TO 13+25.00 CL
** -DRW02- STA. 10+50.00 TO 11+00.00 RT

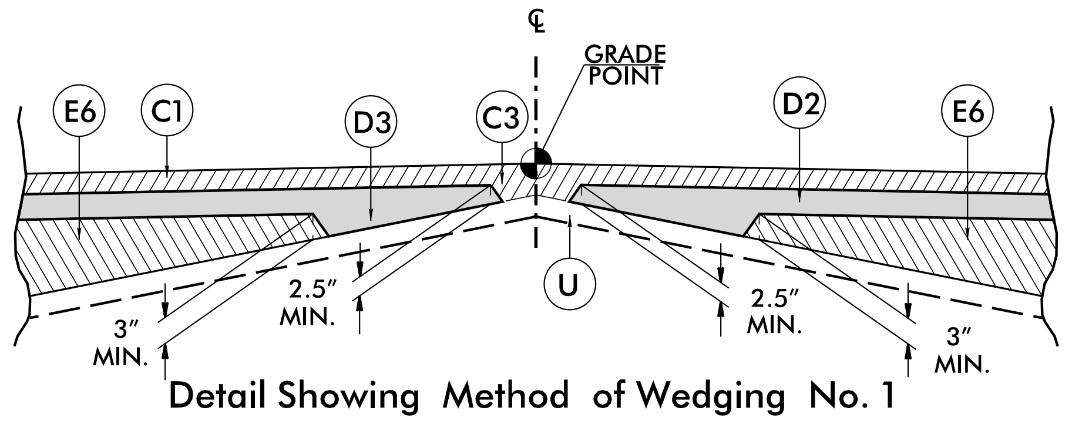
NOTE: -DRW02- FORMERLY KNOWN AS -Y15- AS REFERENCED IN GEOTECHNICAL REPORTS
-Y4_REV- FORMERLY KNOWN AS -Y4- AS REFERENCED IN GEOTECHNICAL REPORTS


GEOTEXTILE FOR SUBGRADE STABILIZATION ROLL WIDTH 13' MIN (TYP)*
SUBGRADE E.O.P.
SURVEY LINE OR LANE LINE
SUBGRADE E.O.P.
GEOTEXTILE MACHINE DIRECTION (MD)
12"
18" OVERLAP MIN (TYP)
12"
GEOTEXTILE CROSS-MACHINE DIRECTION (CD)

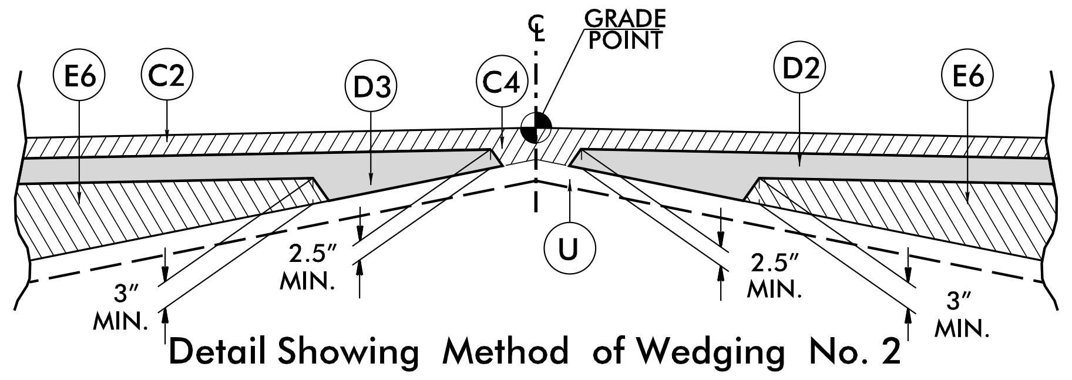
GEOTEXTILE FOR SUBGRADE STABILIZATION PLACEMENT (PLAN VIEW)

(100% COVERAGE REQUIRED)

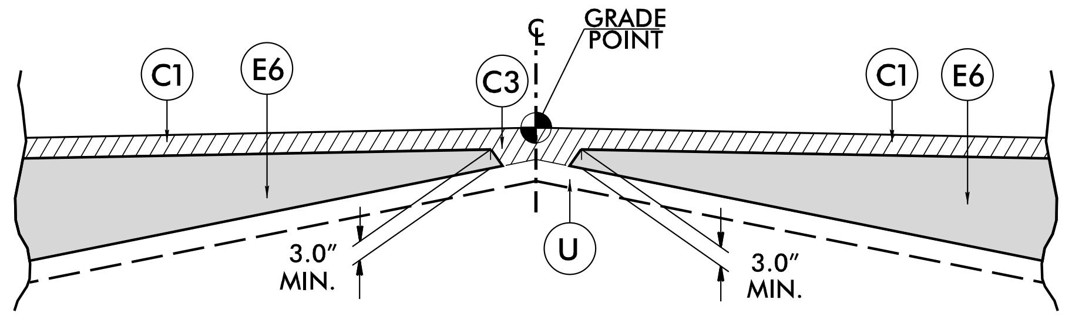
*INSTALL GEOTEXTILE FOR SUBGRADE STABILIZATION WITH MINIMUM ROLL WIDTH UNDER ROADWAY EDGES AND SHOULDERS ADJACENT TO FILL SLOPES


E6
C1
D3
C3
℄
GRADE POINT
D2
E6
U
3" MIN.
2.5" MIN.
2.5" MIN.
3" MIN.

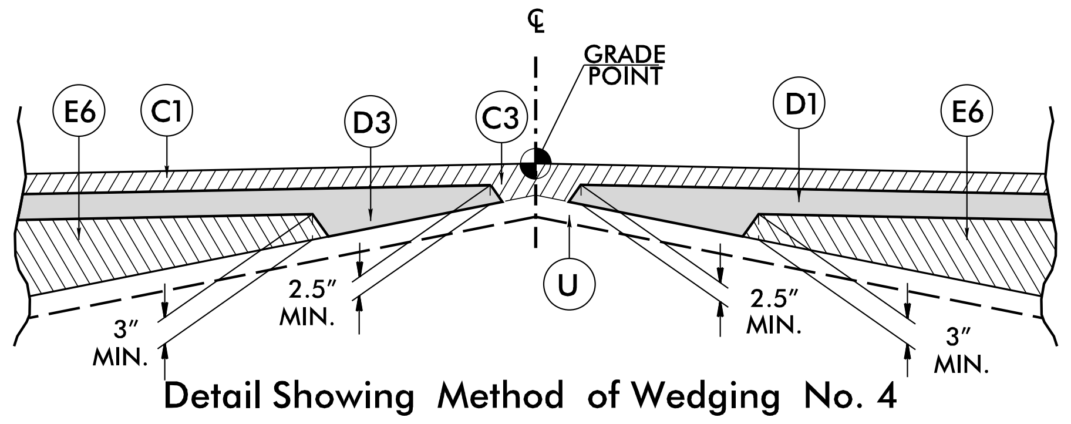
Detail Showing Method of Wedging No. 1


E6
C2
D3
C4
℄
GRADE POINT
D2
E6
U
3" MIN.
2.5" MIN.
2.5" MIN.
3" MIN.

Detail Showing Method of Wedging No. 2


C1
E6
C3
℄
GRADE POINT
C1
E6
U
3.0" MIN.
3.0" MIN.

Detail Showing Method of Wedging No. 3


E6
C1
D3
C3
℄
GRADE POINT
D1
E6
U
3" MIN.
2.5" MIN.
2.5" MIN.
3" MIN.

Detail Showing Method of Wedging No. 4

6/2/99

10-JUL-2024 10:26
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

DocuSign Envelope ID: 16EC151C-CA02-4CDF-8FE4-9676D920CCFD

6/2/99

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-3
ROADWAY DESIGN ENGINEER SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 5/21/2024	PAVEMENT DESIGN ENGINEER SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 5/22/2024

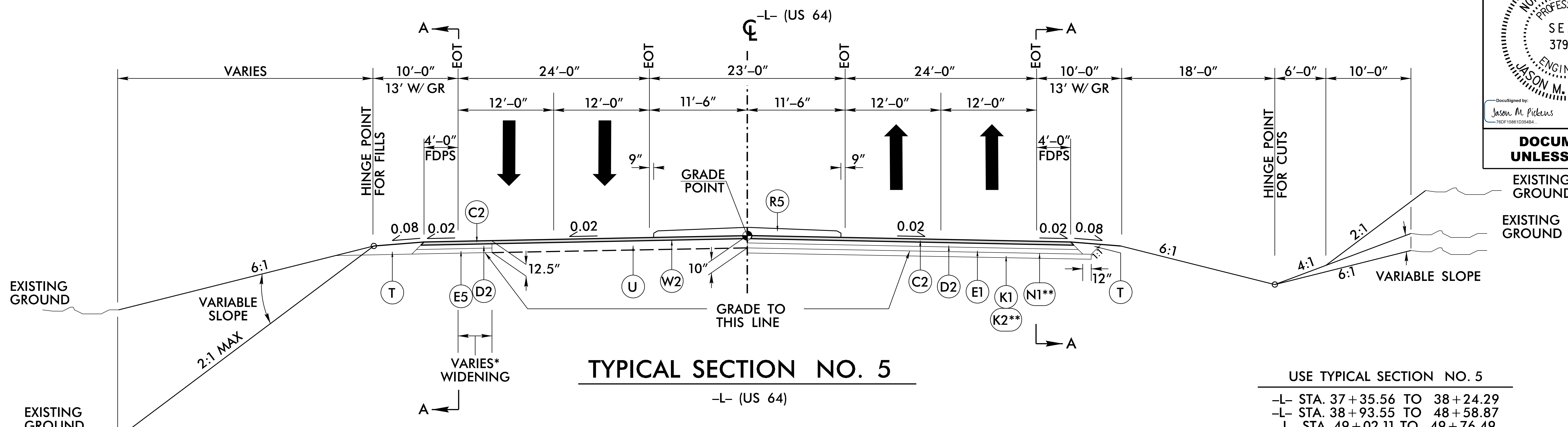
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).

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


℄ -L- (US 64)
A
EOT
VARIES
10'-0"
13' W/ GR
24'-0"
23'-0"
18'-0"
6'-0"
12'-0"
11'-6"
4'-0"
FDPS
9"
GRADE POINT
HINGE POINT FOR FILLS
HINGE POINT FOR CUTS
0.08
0.02
12.5"
10"
12"
C2
R5
T
E5
D2
U
W2
E1
K1
N1**
K2**
GRADE TO THIS LINE
6:1
4:1
2:1
1:1
VARIABLE SLOPE
2:1 MAX
EXISTING GROUND
VARIES* WIDENING

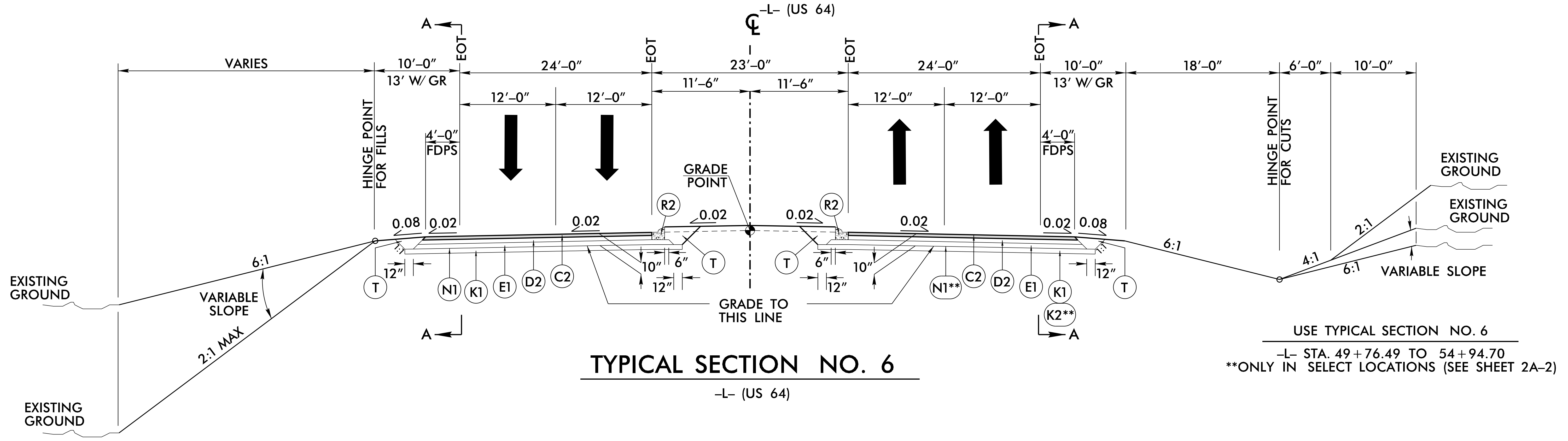
TYPICAL SECTION NO. 5

-L- (US 64)

*NOTE: IN AREAS OF NARROW WIDENING (<6' TOTAL PAVEMENT) USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD MAINLINE BASE DEPTH OF 3".

USE TYPICAL SECTION NO. 5

-L- STA. 37+35.56 TO 38+24.29
-L- STA. 38+93.55 TO 48+58.87
-L- STA. 49+02.11 TO 49+76.49
-L- STA. 54+94.70 TO 60+10.93
-L- STA. 60+38.53 TO 61+06.01
-L- STA. 66+38.51 TO 67+06.06
-L- STA. 67+33.67 TO 75+83.70
-L- STA. 76+13.30 TO 77+90.31
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)

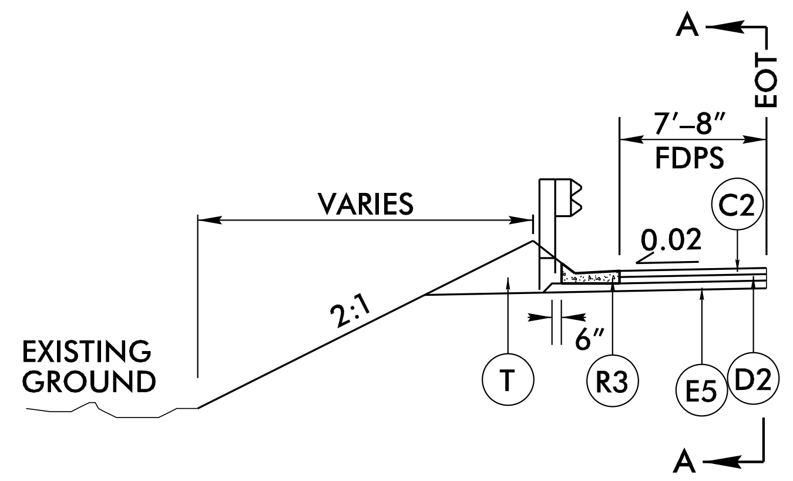

℄ -L- (US 64)
A
EOT
VARIES
10'-0"
13' W/ GR
24'-0"
23'-0"
18'-0"
6'-0"
12'-0"
11'-6"
4'-0"
FDPS
GRADE POINT
HINGE POINT FOR FILLS
HINGE POINT FOR CUTS
0.08
0.02
12"
10"
6"
R2
T
N1
K1
E1
D2
C2
N1**
K2**
GRADE TO THIS LINE
6:1
4:1
2:1
VARIABLE SLOPE
2:1 MAX
EXISTING GROUND

TYPICAL SECTION NO. 6

-L- (US 64)

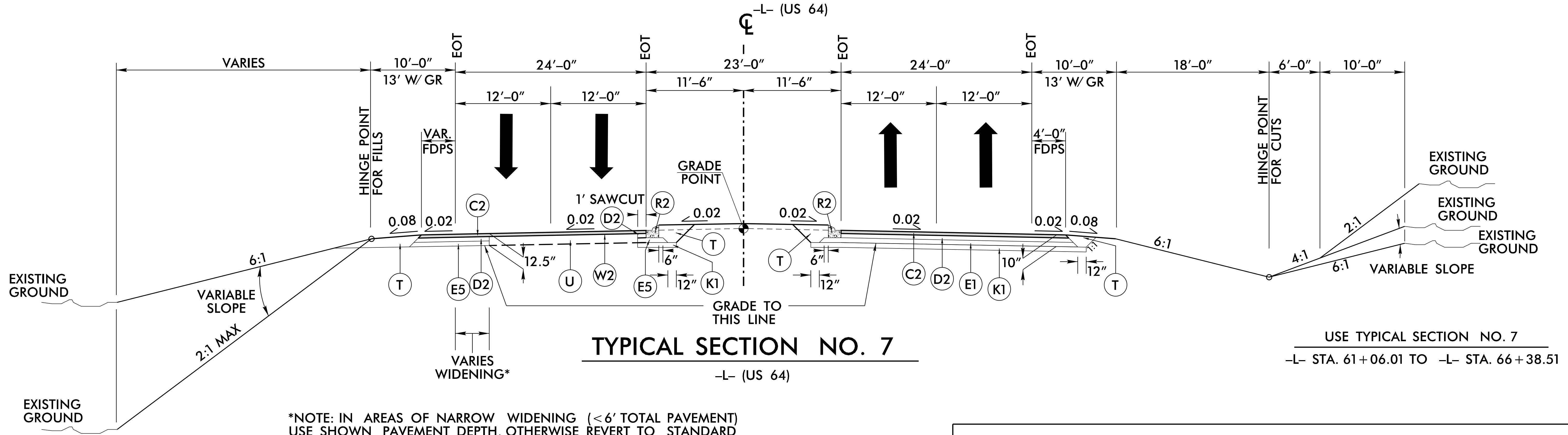
USE TYPICAL SECTION NO. 6

-L- STA. 49+76.49 TO 54+94.70
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)


A
EOT
7'-8"
FDPS
VARIES
C2
0.02
2:1
6"
EXISTING GROUND
T
R3
E5
D2

INSET FOR TYPICAL SECTION NO. 5 & 6

-L- STA. 53+47.51 TO 55+68.58 LT
-L- STA. 52+48.24 TO 54+70.09 RT
-L- STA. 55+66.16 TO 57+28.66 RT
-L- STA. 68+15.28 TO 70+22.35 RT
-L- STA. 71+08.98 TO 74+33.98 RT


℄ -L- (US 64)
EOT
VARIES
10'-0"
13' W/ GR
24'-0"
23'-0"
18'-0"
6'-0"
12'-0"
11'-6"
VAR. FDPS
4'-0" FDPS
GRADE POINT
1' SAWCUT
HINGE POINT FOR FILLS
HINGE POINT FOR CUTS
0.08
0.02
12.5"
6"
12"
10"
C2
D2
R2
T
E5
U
W2
K1
E1
GRADE TO THIS LINE
6:1
4:1
2:1
VARIABLE SLOPE
2:1 MAX
EXISTING GROUND
VARIES WIDENING*

TYPICAL SECTION NO. 7

-L- (US 64)

*NOTE: IN AREAS OF NARROW WIDENING (<6' TOTAL PAVEMENT) USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD MAINLINE BASE DEPTH OF 3".

USE TYPICAL SECTION NO. 7

-L- STA. 61+06.01 TO -L- STA. 66+38.51

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

24-APR-2024 16:51
R:\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

6/2/99

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U–5813	2A–4

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 76DF15861D354B4... 5/21/2024	SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... 5/22/2024

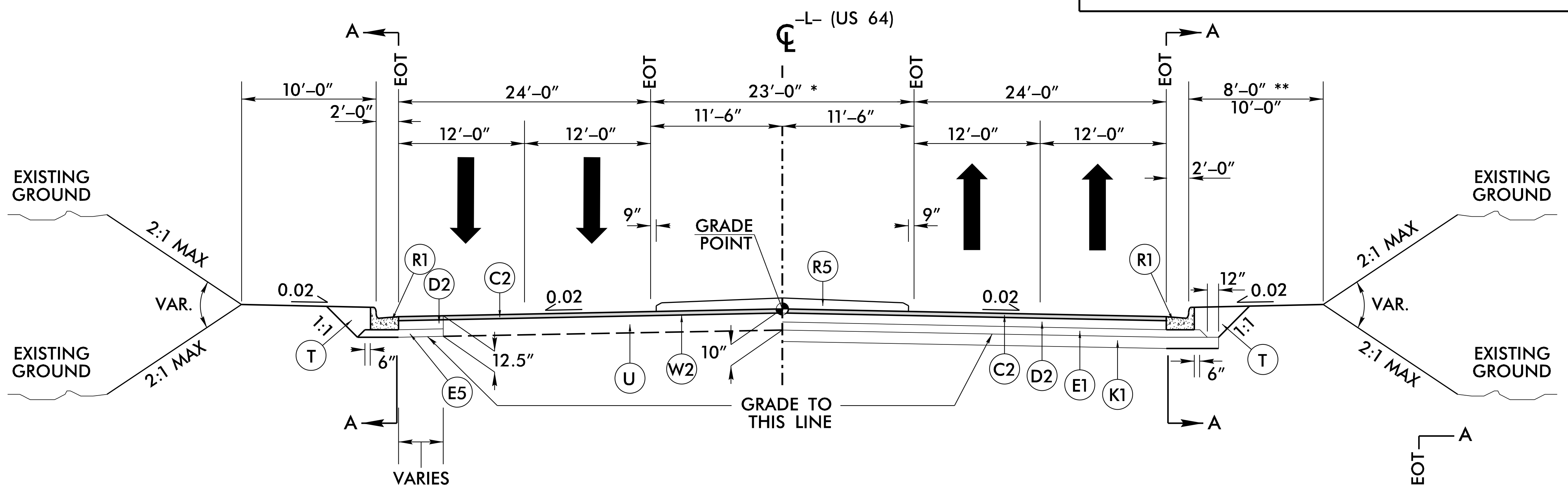
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3″ ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3″ ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5″ ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4″ ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3″ ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5″ ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4″ ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5″ ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5″ ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8″ ABC
K1	PROP. 8″ LIME STABILIZATION. OR PROP. 7″ CEMENT STABILIZATION.
K2	PROP 8″ CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2′-6″ CONCRETE CURB AND GUTTER.
R2	1′-6″ CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5″ MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5″ MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2′-9″ CONCRETE CURB AND GUTTER
S1	4″ CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).

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


℄ –L– (US 64)
A
EOT
10′–0″
2′–0″
24′–0″
12′–0″
12′–0″
23′–0″ *
11′–6″
11′–6″
8′–0″ **
10′–0″
9″
9″
GRADE POINT
EXISTING GROUND
2:1 MAX
VAR.
0.02
1:1
12″
6″
12.5″
10″
R1
D2
C2
R5
T
E5
U
W2
C2
D2
E1
K1
GRADE TO THIS LINE
VARIES WIDENING*

*NOTE: IN AREAS OF NARROW WIDENING (<6′ TOTAL PAVEMENT) USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD MAINLINE BASE DEPTH OF 3″.

TYPICAL SECTION NO. 8

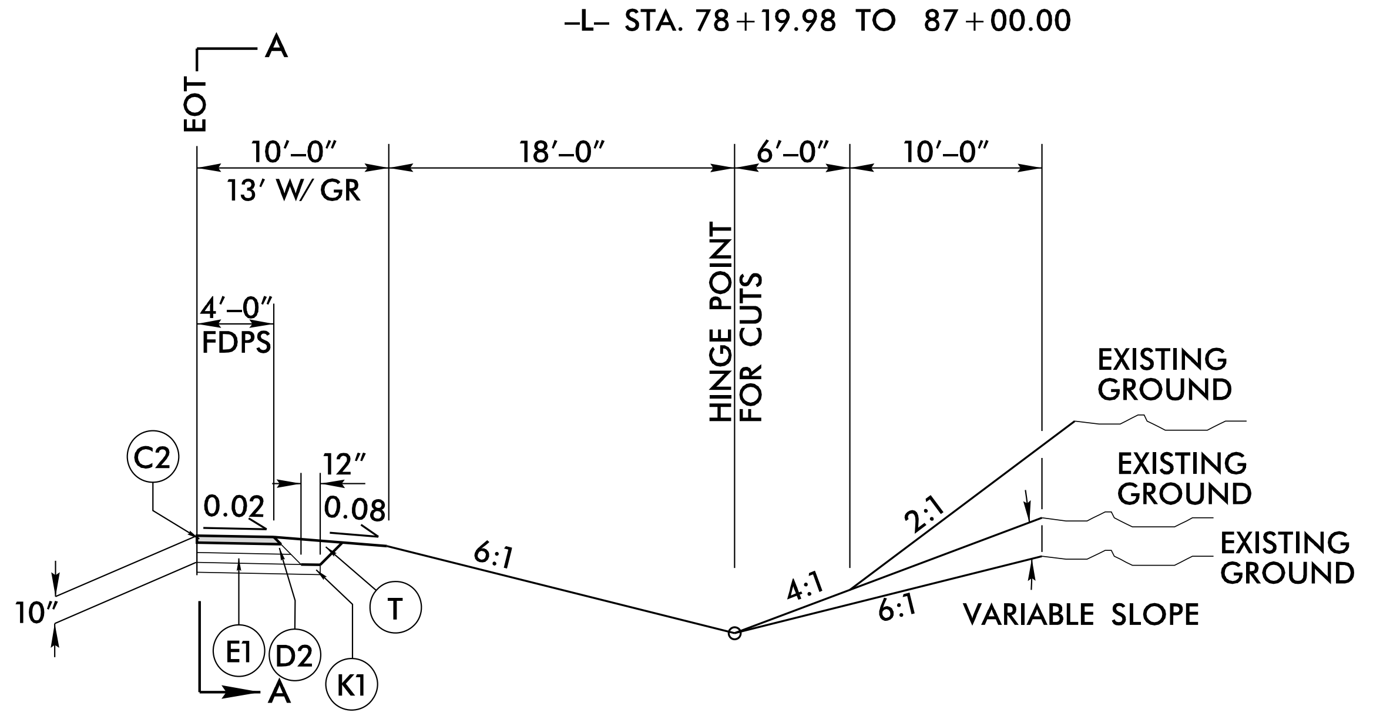
–L– (US 64)

* NOTE: MEDIAN TAPERS FROM 23′–0″ TO 17′–6″ FROM –L– STA. 80+46.39 TO STA. 81+86.39

** NOTE: 8′ BERM UTILIZED FROM –L– STA. 80+00 TO STA. 80+50 RT.

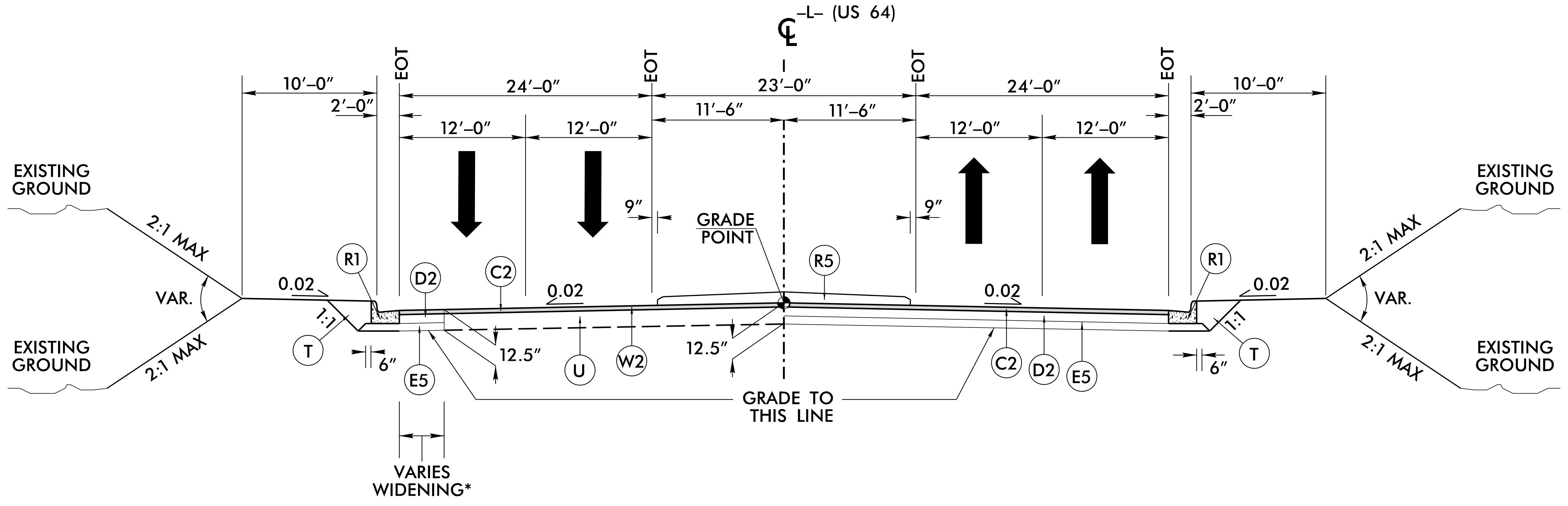
USE TYPICAL SECTION NO. 8

–L– STA. 78+19.98 TO 87+00.00


A
EOT
10′–0″
13′ W/ GR
18′–0″
6′–0″
10′–0″
4′–0″ FDPS
HINGE POINT FOR CUTS
C2
0.02
12″
0.08
10″
6:1
4:1
2:1
6:1
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
E1
D2
K1
T

INSET FOR TYPICAL SECTION NO. 8

–L– STA. 78+19.98 TO 79+21.73 LT


℄ –L– (US 64)
EOT
10′–0″
2′–0″
24′–0″
12′–0″
12′–0″
23′–0″
11′–6″
11′–6″
10′–0″
2′–0″
9″
9″
GRADE POINT
EXISTING GROUND
2:1 MAX
VAR.
0.02
1:1
6″
12.5″
12.5″
R1
D2
C2
R5
T
E5
U
W2
C2
D2
E5
GRADE TO THIS LINE
VARIES WIDENING*

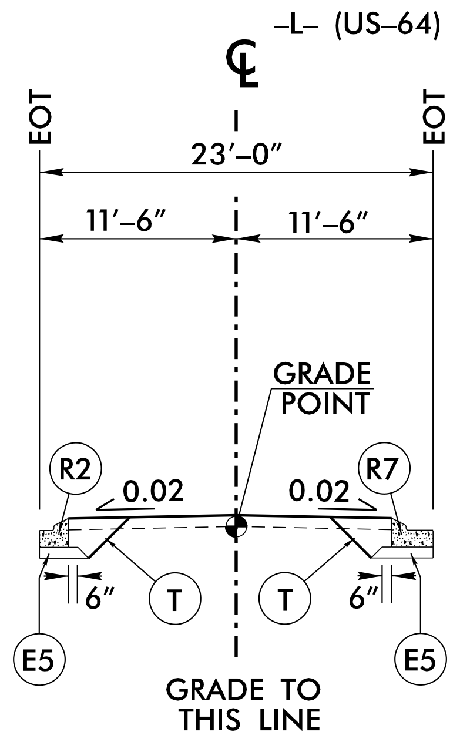
USE TYPICAL SECTION NO. 9

–L– STA. 87+00.00 TO 93+50.00

TYPICAL SECTION NO. 9

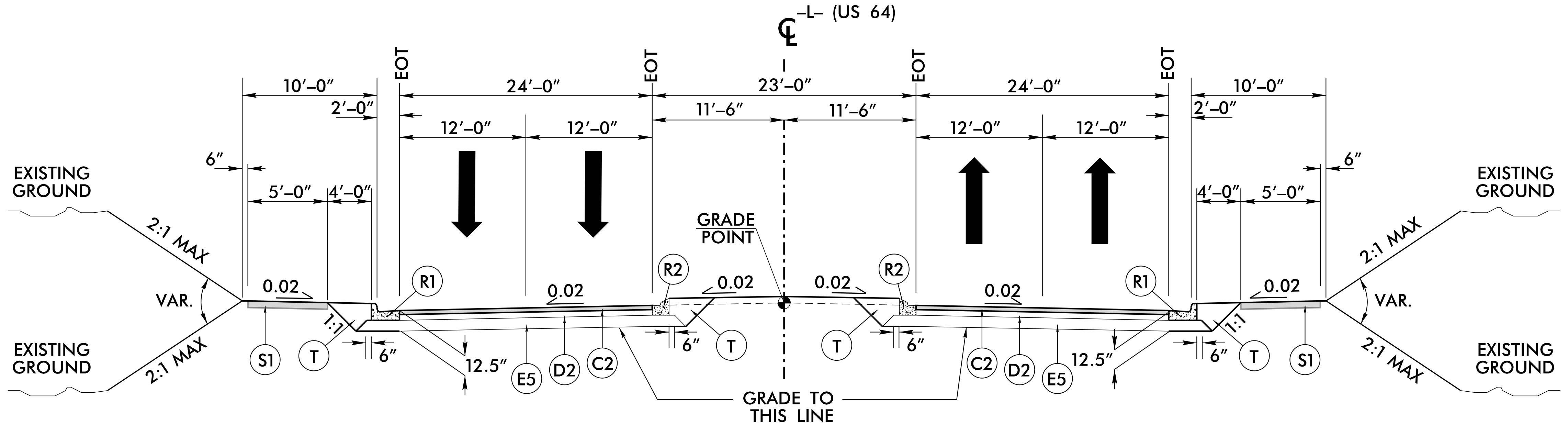
–L– (US 64)

*NOTE: IN AREAS OF NARROW WIDENING (<6′ TOTAL PAVEMENT) USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD MAINLINE BASE DEPTH OF 3″.


℄ –L– (US–64)
EOT
23′–0″
11′–6″
11′–6″
GRADE POINT
R2
R7
0.02
0.02
6″
6″
T
T
E5
E5
GRADE TO THIS LINE

INSET FOR 2′–9″ CURB AND GUTTER

USE IN CONJUNCTION WITH TYPICAL NO. 10:
–L– STA. 98+84.50 TO 100+85.09 RT


℄ –L– (US 64)
EOT
10′–0″
2′–0″
24′–0″
12′–0″
12′–0″
23′–0″
11′–6″
11′–6″
10′–0″
2′–0″
6″
5′–0″
4′–0″
GRADE POINT
EXISTING GROUND
2:1 MAX
VAR.
0.02
1:1
6″
12.5″
R1
R2
S1
T
E5
D2
C2
GRADE TO THIS LINE

TYPICAL SECTION NO. 10

–L– (US 64)

USE TYPICAL SECTION NO. 10

–L– STA. 93+50.00 TO 95+31.34
–L– STA. 97+36.31 TO 100+85.09

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

3) REMOVE PARTIAL DEPTH PAVED SHOULDERS ALONG –L– BETWEEN STATIONS 100+00 AND 125+00.

24-APR-2024 16:51
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

6/2/99

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-5

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 76DF15861D354B4... 5/21/2024	SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... 5/22/2024

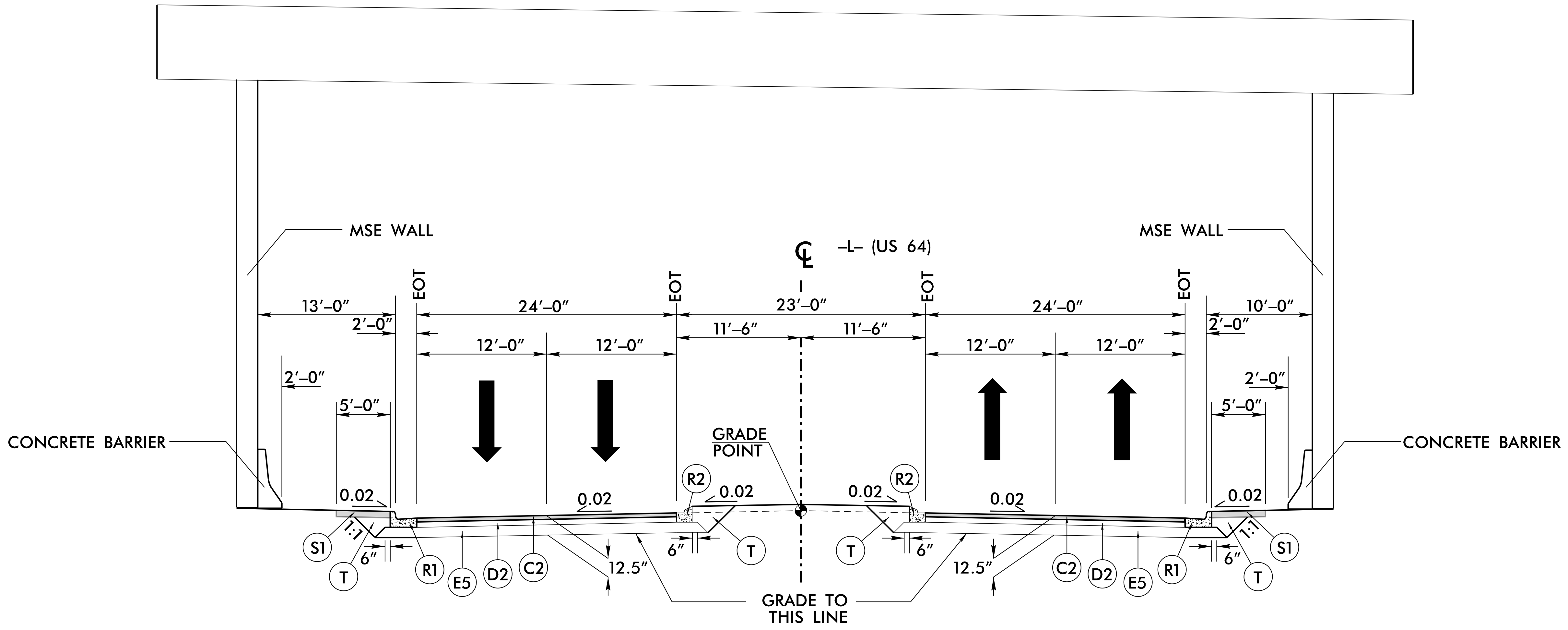
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).

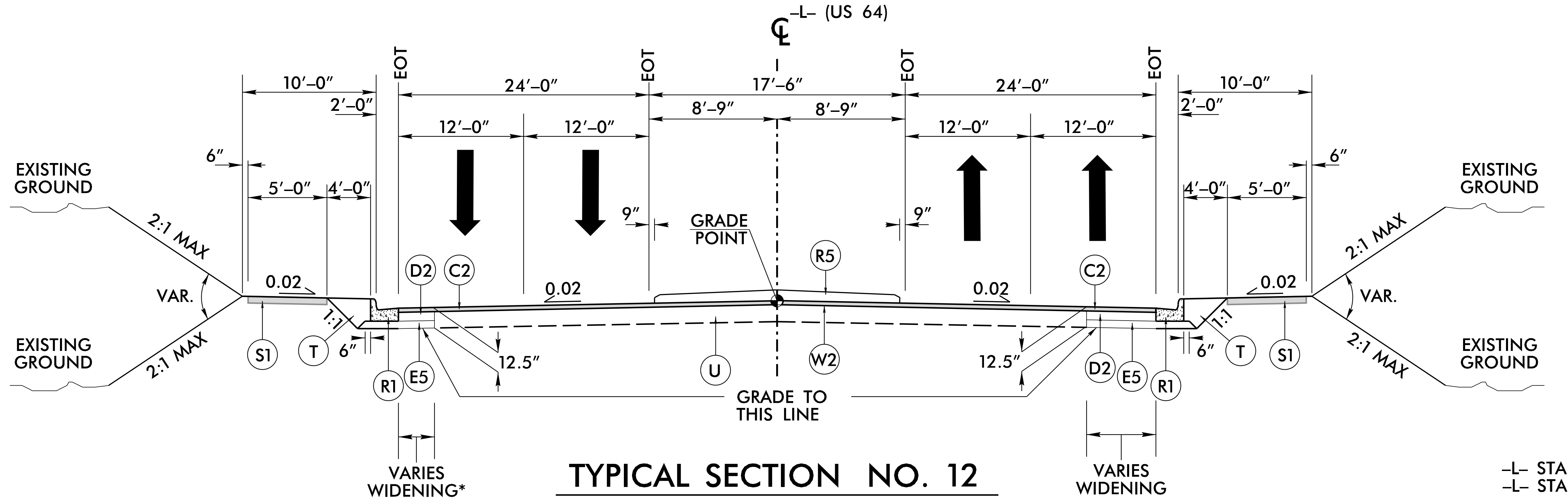
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.


MSE WALL
MSE WALL
℄ -L- (US 64)
EOT
13'-0"
2'-0"
24'-0"
12'-0"
12'-0"
23'-0"
11'-6"
11'-6"
24'-0"
12'-0"
12'-0"
10'-0"
2'-0"
2'-0"
5'-0"
2'-0"
5'-0"
CONCRETE BARRIER
CONCRETE BARRIER
GRADE POINT
0.02
0.02
0.02
0.02
0.02
0.02
1:1
S1
T
6"
R1
E5
D2
C2
R2
12.5"
6"
T
GRADE TO THIS LINE

TYPICAL SECTION NO. 11

-L- (US 64)

USE TYPICAL SECTION NO. 11
-L- STA. 95+31.34 TO 97+36.31

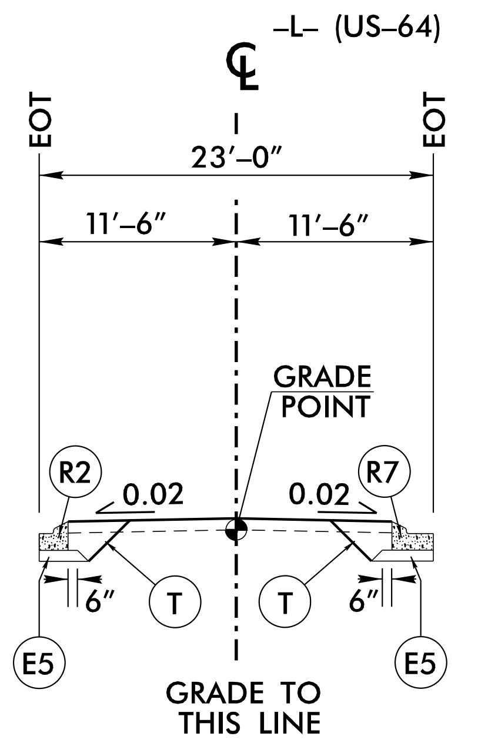

℄ -L- (US 64)
EOT
10'-0"
2'-0"
24'-0"
12'-0"
12'-0"
17'-6"
8'-9"
8'-9"
24'-0"
12'-0"
12'-0"
10'-0"
2'-0"
6"
5'-0"
4'-0"
4'-0"
5'-0"
6"
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
2:1 MAX
2:1 MAX
VAR.
VAR.
9"
9"
GRADE POINT
R5
D2
C2
C2
0.02
0.02
0.02
0.02
1:1
S1
T
6"
R1
E5
12.5"
U
W2
D2
E5
R1
T
S1
GRADE TO THIS LINE
VARIES WIDENING*
VARIES WIDENING

TYPICAL SECTION NO. 12

-L- (US 64)

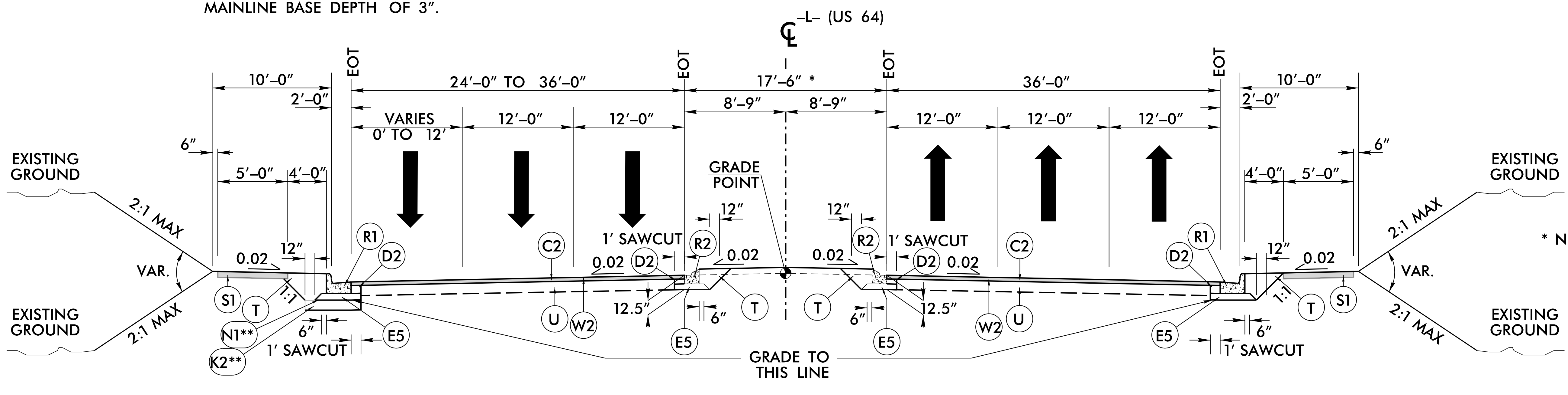
*NOTE: IN AREAS OF NARROW WIDENING (<6' TOTAL PAVEMENT)
USE SHOWN PAVEMENT DEPTH, OTHERWISE REVERT TO STANDARD
MAINLINE BASE DEPTH OF 3".

USE TYPICAL SECTION NO. 12
-L- STA. 109+86.18 TO 113+71.30 (EXISTING BRIDGE)
-L- STA. 115+47.47 (EXISTING BRIDGE) TO 119+30.00


℄ -L- (US-64)
EOT
EOT
23'-0"
11'-6"
11'-6"
GRADE POINT
R2
R7
0.02
0.02
6"
T
T
6"
E5
E5
GRADE TO THIS LINE

INSET FOR 2'-9" CURB AND GUTTER

USE IN CONJUNCTION WITH TYPICAL NO. 13:
-L- STA. 100+85.09 TO 110+25.00 RT


℄ -L- (US 64)
EOT
10'-0"
2'-0"
24'-0" TO 36'-0"
VARIES 0' TO 12'
12'-0"
12'-0"
17'-6" *
8'-9"
8'-9"
36'-0"
12'-0"
12'-0"
12'-0"
10'-0"
2'-0"
6"
5'-0"
4'-0"
4'-0"
5'-0"
6"
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
2:1 MAX
2:1 MAX
VAR.
VAR.
GRADE POINT
12"
12"
12"
12"
1' SAWCUT
1' SAWCUT
1' SAWCUT
1' SAWCUT
R1
D2
C2
R2
R2
C2
D2
R1
0.02
0.02
0.02
0.02
0.02
0.02
1:1
1:1
S1
T
N1**
K2**
6"
E5
U
W2
12.5"
6"
T
T
6"
12.5"
W2
U
E5
6"
T
S1
GRADE TO THIS LINE

TYPICAL SECTION NO. 13

-L- (US 64)

* NOTE: -L- STA. 102+50.00 TO 109+86.18
MEDIAN WIDTH IS 23'-0".

USE TYPICAL SECTION NO. 13
*-L- STA. 100+85.09 TO 109+86.18
-L- STA. 119+30.00 TO 123+32.50
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

3) REMOVE PARTIAL DEPTH PAVED SHOULDERS ALONG -L- BETWEEN STATIONS 100+00 AND 125+00.

Docusign Envelope ID: B6F2661C-0CA2-47D6-B2E5-28497737BF8C

6/2/99

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).
W4	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 4 ON SHEET 2A-2).

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

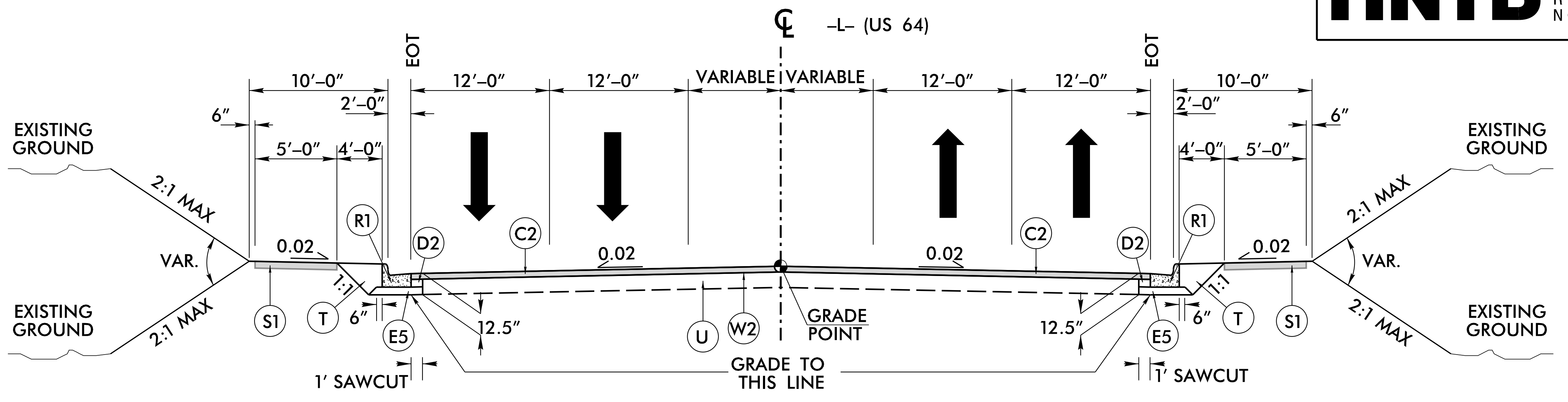
HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-6

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DocuSigned by: Jason M. Pickens 76DF15861D354B4... SEAL 37950 JASON M. PICKENS 7/10/2024	DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... SEAL 044590 ANDREW D. WARGO 7/10/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



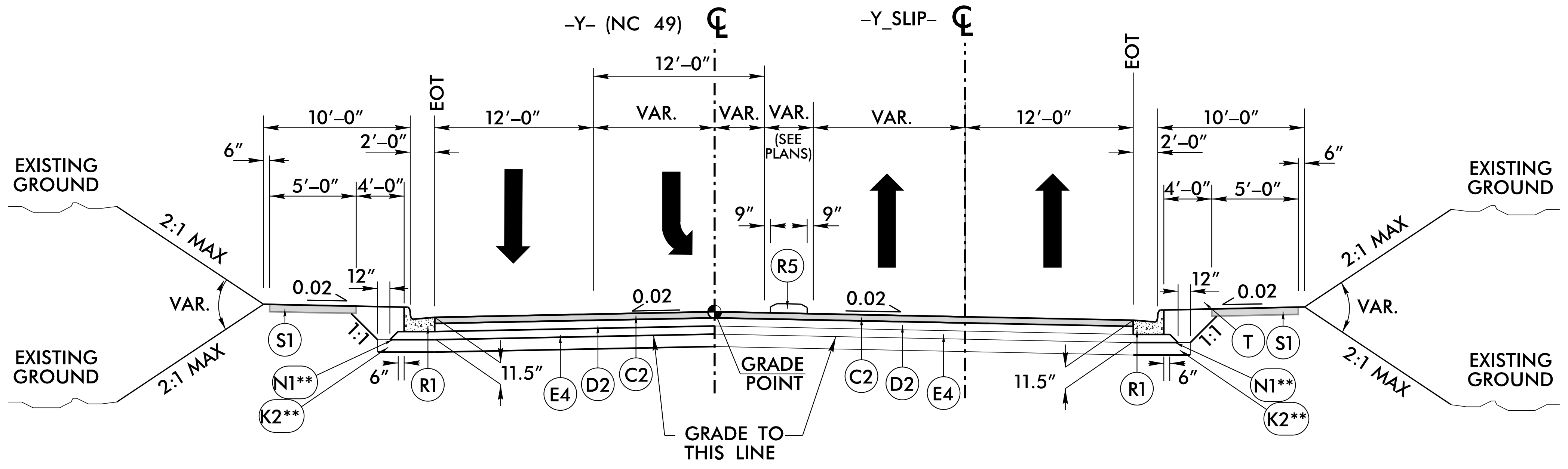
℄ -L- (US 64)
EOT
EOT
10'-0"
2'-0"
6"
5'-0"
4'-0"
12'-0"
12'-0"
VARIABLE
VARIABLE
12'-0"
12'-0"
10'-0"
2'-0"
6"
4'-0"
5'-0"
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
VAR.
0.02
R1
D2
C2
0.02
0.02
C2
D2
R1
0.02
VAR.
2:1 MAX
2:1 MAX
EXISTING GROUND
EXISTING GROUND
1:1
1:1
S1
T
6"
E5
12.5"
U
W2
GRADE POINT
12.5"
E5
6"
T
S1
1' SAWCUT
GRADE TO THIS LINE
1' SAWCUT

TYPICAL SECTION NO. 14

-L- (US 64)

USE TYPICAL SECTION NO. 14

-L- STA. 123+32.50 TO STA. 129+34.14



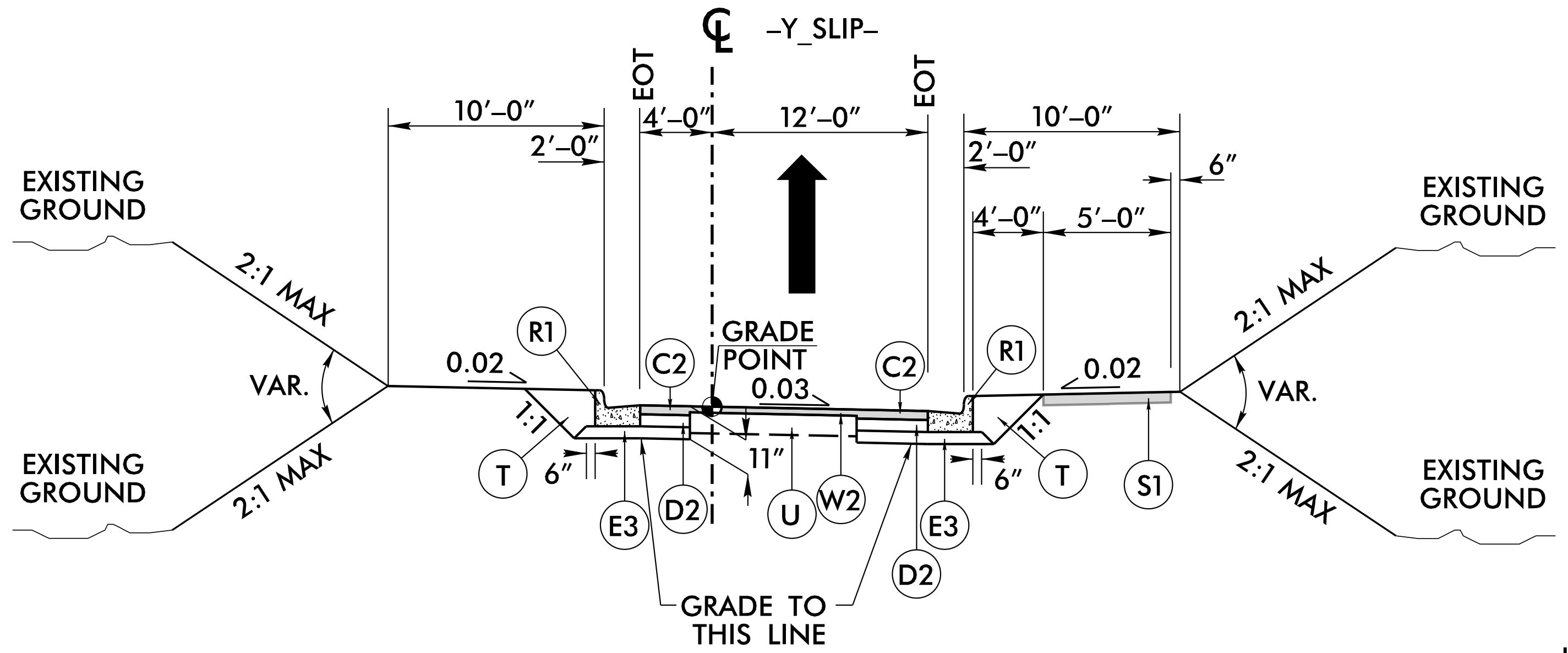
-Y- (NC 49) ℄
-Y_SLIP- ℄
EOT
EOT
12'-0"
10'-0"
2'-0"
6"
5'-0"
4'-0"
12'-0"
VAR.
VAR.
VAR.
(SEE PLANS)
VAR.
12'-0"
10'-0"
2'-0"
6"
4'-0"
5'-0"
9"
9"
R5
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
VAR.
0.02
12"
0.02
0.02
12"
0.02
VAR.
2:1 MAX
2:1 MAX
EXISTING GROUND
EXISTING GROUND
1:1
1:1
S1
N1**
K2**
6"
R1
11.5"
E4
D2
C2
GRADE POINT
C2
D2
E4
11.5"
R1
6"
T
S1
N1**
K2**
GRADE TO THIS LINE

TYPICAL SECTION NO. 15

-Y- (NC 49)

USE TYPICAL SECTION NO. 15

-Y- STA. 14+37.89 TO STA. 21+14.37 (BEGIN BRIDGE)
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)



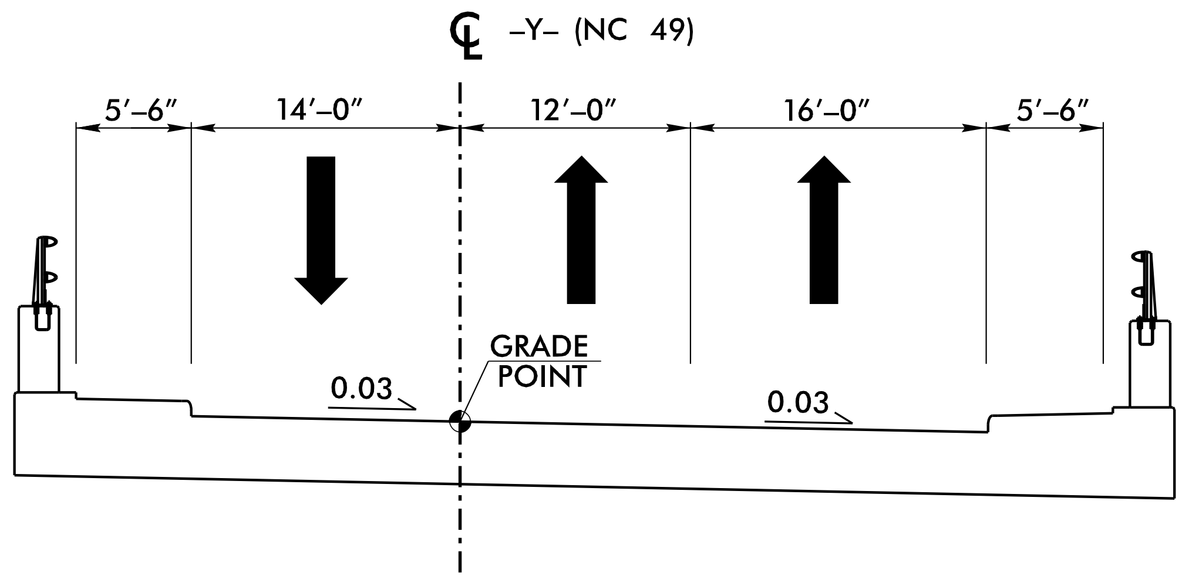
℄ -Y_SLIP-
EOT
EOT
10'-0"
2'-0"
4'-0"
12'-0"
10'-0"
2'-0"
6"
4'-0"
5'-0"
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
VAR.
R1
0.02
C2
GRADE POINT
0.03
C2
R1
0.02
VAR.
2:1 MAX
2:1 MAX
EXISTING GROUND
EXISTING GROUND
1:1
1:1
T
6"
E3
D2
11"
U
W2
E3
D2
6"
T
S1
GRADE TO THIS LINE

TYPICAL SECTION NO. 16

-Y_SLIP- (NC 49)

USE TYPICAL SECTION NO. 16

-Y_SLIP- STA. 10+00.00 TO STA. 21+26.05



℄ -Y- (NC 49)
5'-6"
14'-0"
12'-0"
16'-0"
5'-6"
GRADE POINT
0.03
0.03

TYPICAL SECTION NO. 17

USE TYPICAL SECTION NO. 17 FOR BRIDGE OF -Y- (NC 49)

USE TYPICAL SECTION NO. 17

-Y- STA. 21+14.37 TO STA. 22+81.70

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

3) REMOVE PARTIAL DEPTH PAVED SHOULDERS ALONG -L- BETWEEN STATIONS 100+00 AND 125+00.

10-JUL-2024 10:27
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

DocuSign Envelope ID: 16EC151C-CA02-4CDF-8FE4-9676D920CCFD

6/2/99

PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

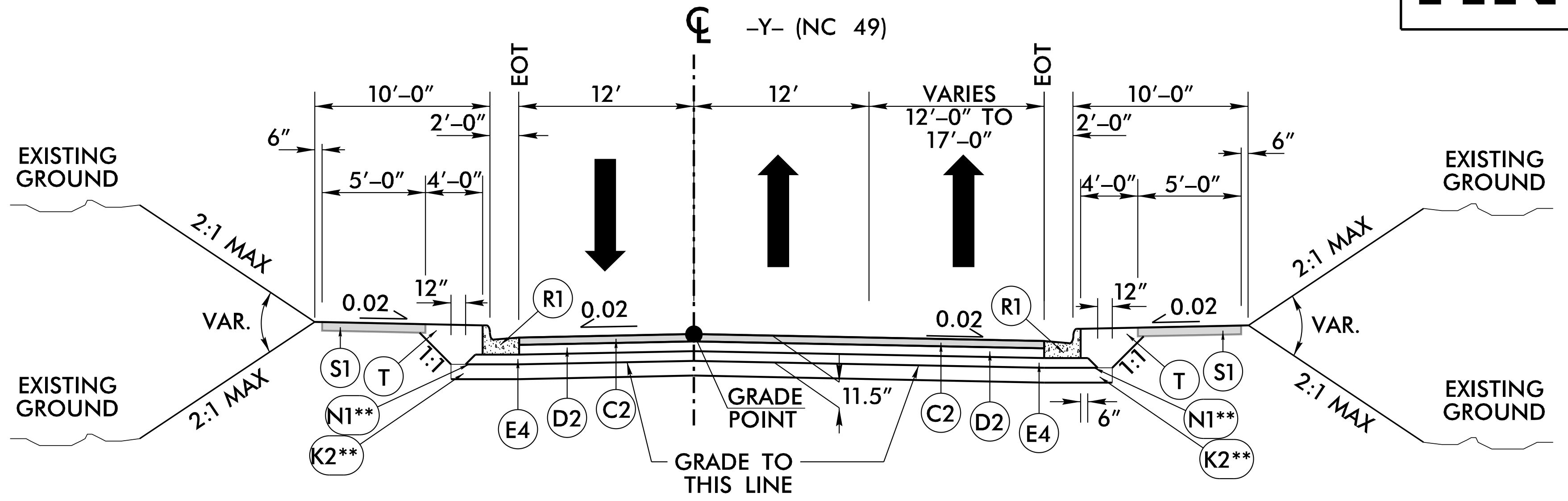
C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).

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

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-7
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS Jason M. Pickens 5/21/2024	SEAL 044590 ANDREW D. WARGO Andrew Wargo 5/22/2024

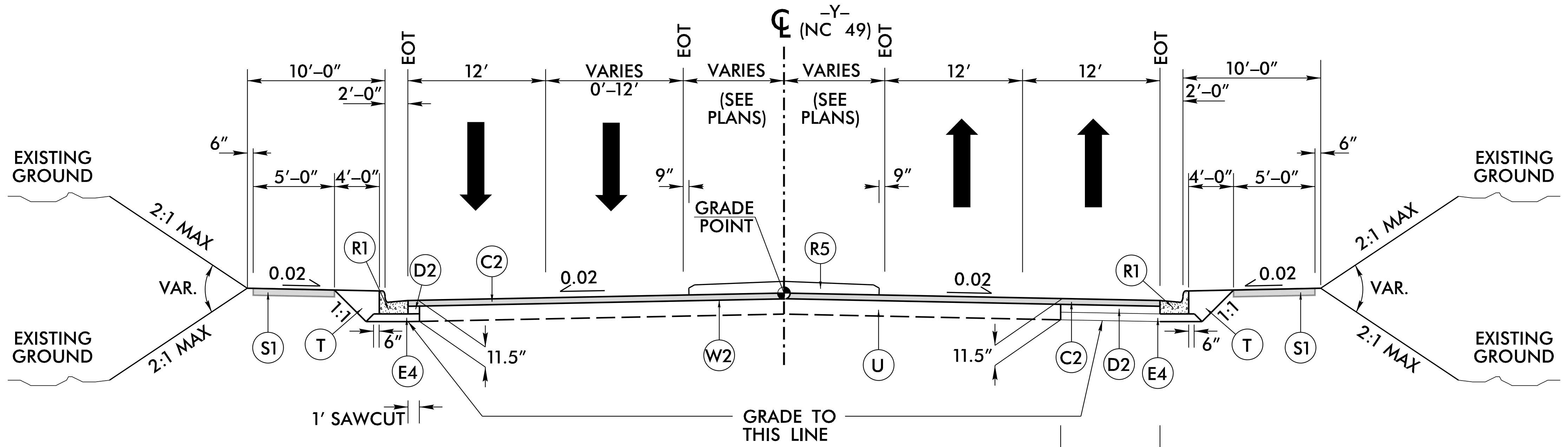
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



℄ -Y- (NC 49)
EOT
10'-0"
2'-0"
6"
5'-0"
4'-0"
12'
12'
VARIES 12'-0" TO 17'-0"
EXISTING GROUND
2:1 MAX
VAR.
0.02
12"
R1
0.02
S1
T
N1**
K2**
E4
D2
C2
GRADE POINT
11.5"
GRADE TO THIS LINE
1:1
6"

TYPICAL SECTION NO. 18
-Y- (NC 49)

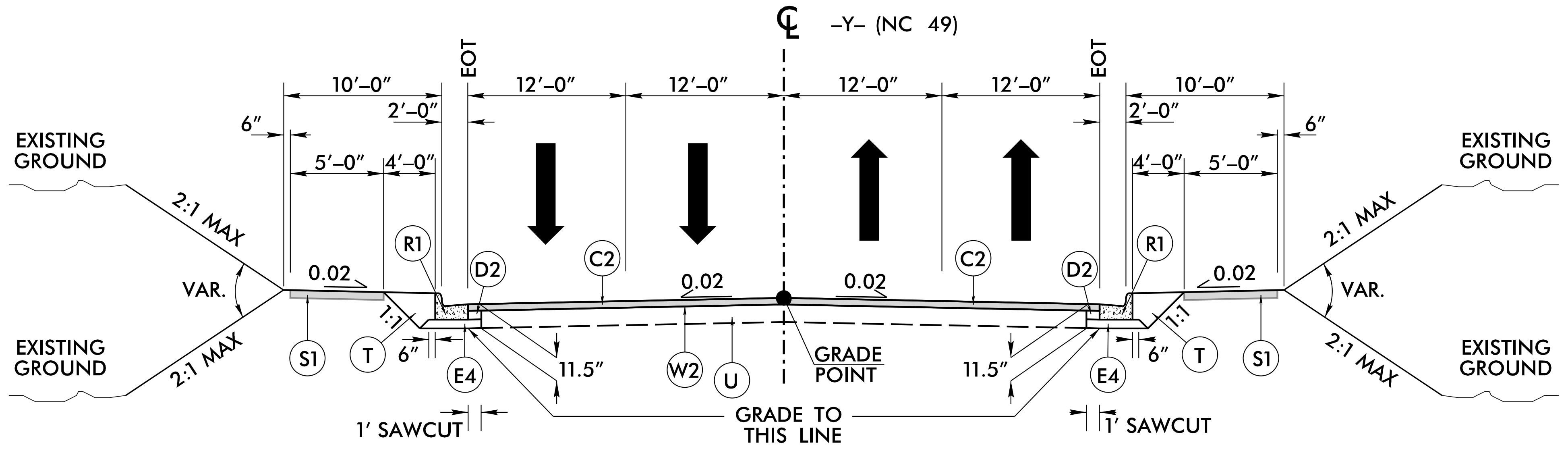
USE TYPICAL SECTION NO. 18
-Y- STA. 22+81.70 (END BRIDGE) TO STA. 30+85.91
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)



℄ -Y- (NC 49)
EOT
10'-0"
2'-0"
6"
5'-0"
4'-0"
12'
VARIES 0'-12'
VARIES (SEE PLANS)
VARIES (SEE PLANS)
12'
12'
9"
9"
GRADE POINT
EXISTING GROUND
2:1 MAX
VAR.
0.02
R1
D2
C2
R5
S1
T
6"
E4
11.5"
W2
U
1:1
1' SAWCUT
GRADE TO THIS LINE
VARIES WIDENING

TYPICAL SECTION NO. 19
-Y- (NC 49)

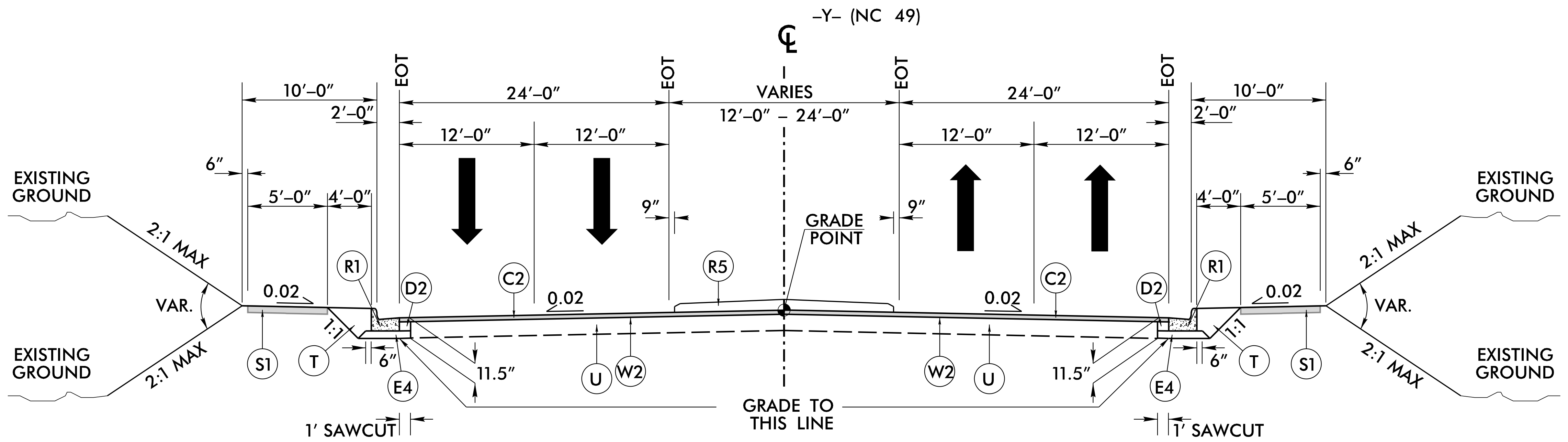
USE TYPICAL SECTION NO. 19
-Y- STA. 30+85.91 TO 35+98.91



℄ -Y- (NC 49)
EOT
10'-0"
2'-0"
6"
5'-0"
4'-0"
12'-0"
12'-0"
12'-0"
12'-0"
EXISTING GROUND
2:1 MAX
VAR.
0.02
R1
D2
C2
S1
T
6"
E4
11.5"
W2
U
GRADE POINT
1:1
1' SAWCUT
GRADE TO THIS LINE

TYPICAL SECTION NO. 20
-Y- (NC 49)

USE TYPICAL SECTION NO. 20
-Y- STA. 35+98.91 TO STA. 38+11.68 (EXISTING BRIDGE)
-Y- STA. 39+96.19 (EXISTING BRIDGE) TO STA. 42+60.00



℄ -Y- (NC 49)
EOT
10'-0"
2'-0"
6"
5'-0"
4'-0"
24'-0"
12'-0"
12'-0"
VARIES 12'-0" - 24'-0"
9"
9"
GRADE POINT
EXISTING GROUND
2:1 MAX
VAR.
0.02
R1
D2
C2
R5
S1
T
6"
E4
11.5"
U
W2
1:1
1' SAWCUT
GRADE TO THIS LINE

TYPICAL SECTION NO. 21
-Y- (NC 49)

USE TYPICAL SECTION NO. 21
-Y- STA. 42+60.00 TO 46+25.00

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

24-APR-2024 16:51
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

Docusign Envelope ID: B6F2661C-0CA2-47D6-B2E5-28497737BF8C

6/2/99

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3″ ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3″ ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5″ ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4″ ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3″ ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5″ ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4″ ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5″ ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5″ ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8″ ABC
K1	PROP. 8″ LIME STABILIZATION. OR PROP. 7″ CEMENT STABILIZATION.
K2	PROP 8″ CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2′-6″ CONCRETE CURB AND GUTTER.
R2	1′-6″ CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5″ MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5″ MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2′-9″ CONCRETE CURB AND GUTTER
S1	4″ CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).
W4	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 4 ON SHEET 2A-2).

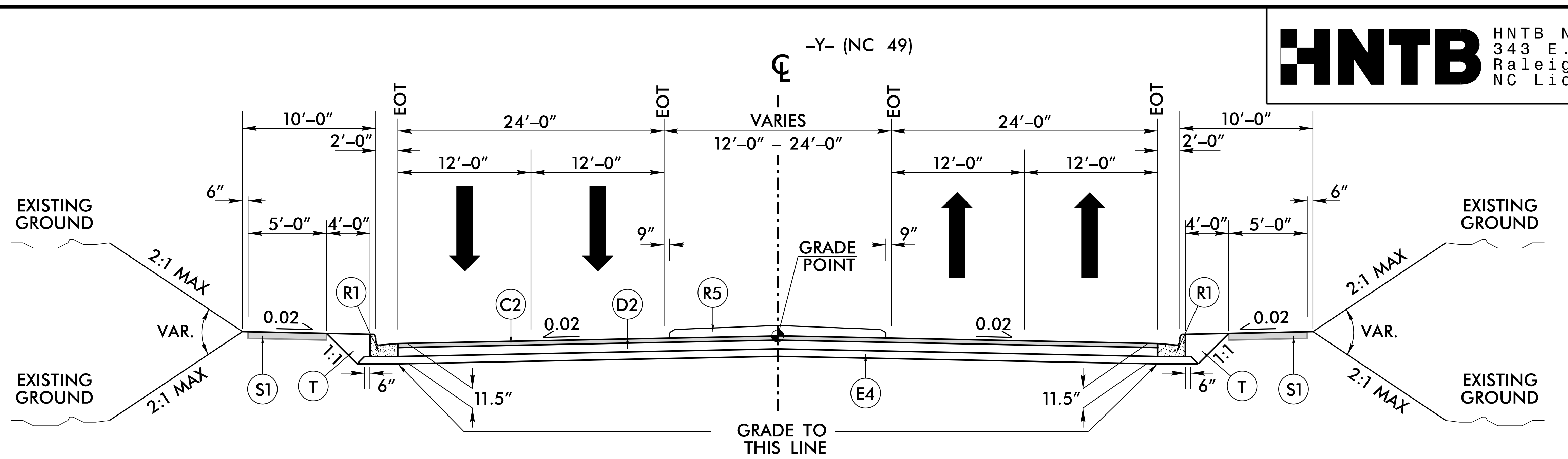
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-8
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DocuSigned by: Jason M Pickens 76DF15861D254B4... SEAL 37950 JASON M. PICKENS 7/10/2024	DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... SEAL 044590 ANDREW D. WARGO 7/10/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

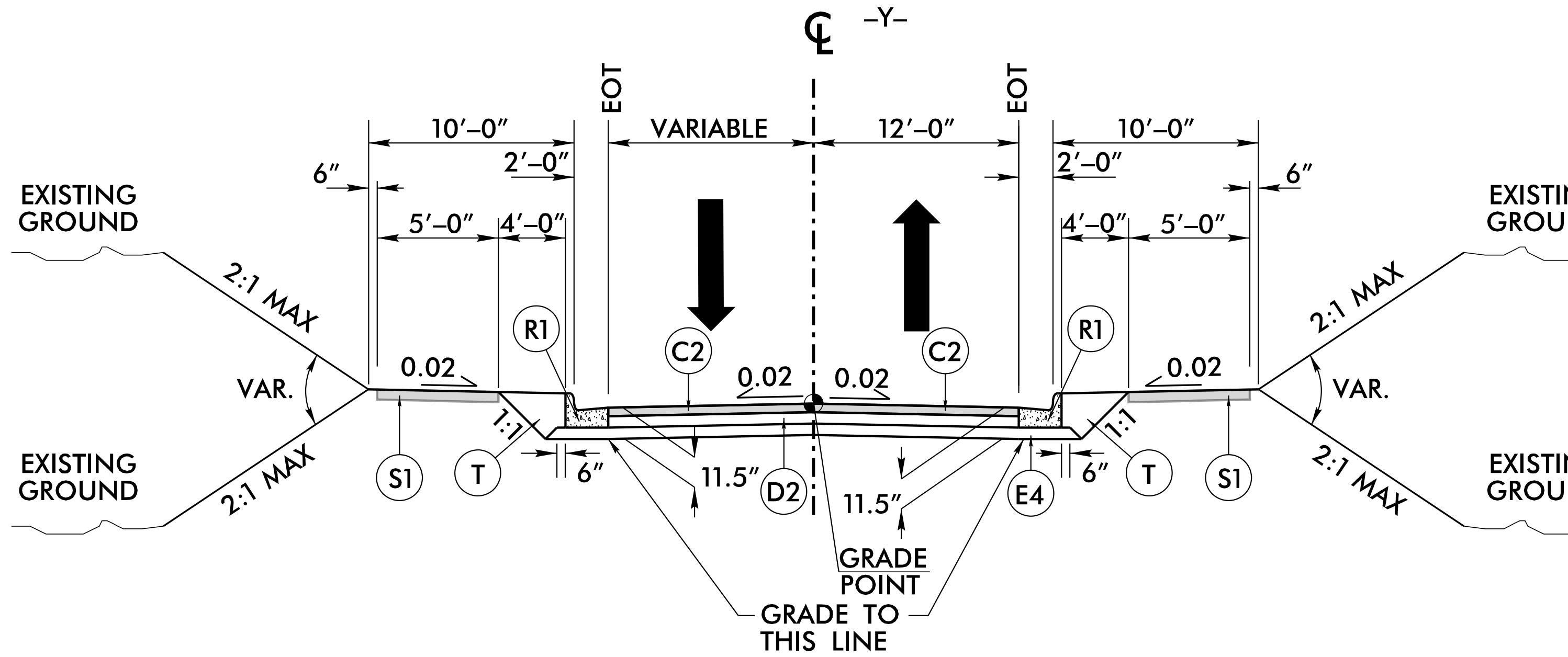

–Y– (NC 49)
EOT
10′–0″
2′–0″
24′–0″
12′–0″
12′–0″
VARIES
12′–0″ – 24′–0″
6″
5′–0″
4′–0″
9″
GRADE POINT
EXISTING GROUND
2:1 MAX
VAR.
0.02
R1
C2
D2
R5
E4
S1
T
6″
11.5″
1:1
GRADE TO THIS LINE

TYPICAL SECTION NO. 22

–Y– (NC 49)

USE TYPICAL SECTION NO. 22

–Y– STA. 46+25.00 TO 48+22.66

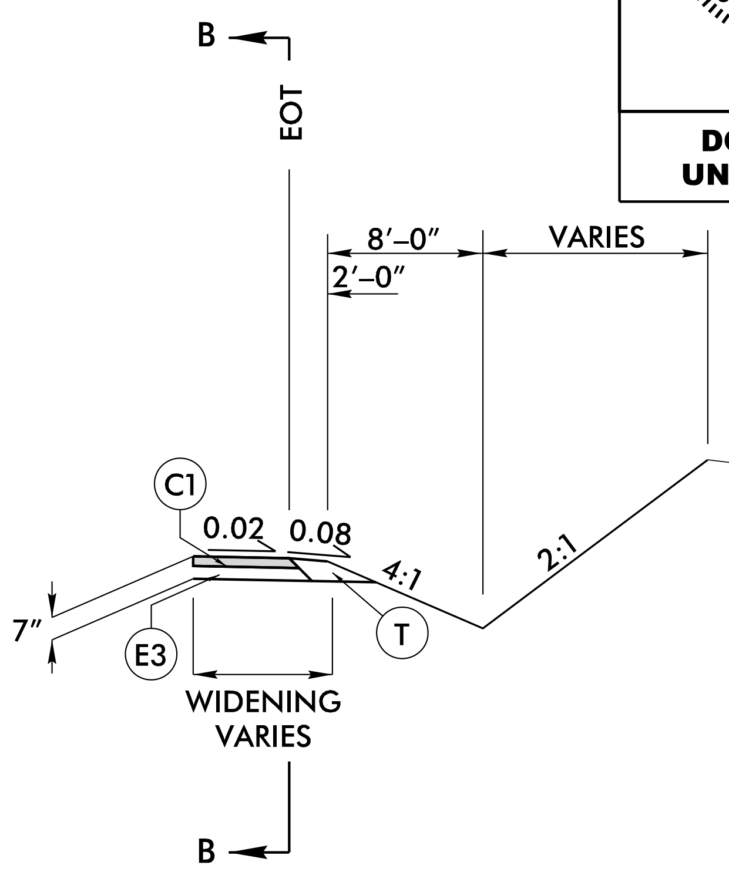

–Y–
EOT
10′–0″
2′–0″
VARIABLE
12′–0″
6″
5′–0″
4′–0″
EXISTING GROUND
2:1 MAX
VAR.
0.02
R1
C2
S1
T
6″
11.5″
D2
E4
1:1
GRADE POINT
GRADE TO THIS LINE

TYPICAL SECTION NO. 23

–Y– (NC 49)

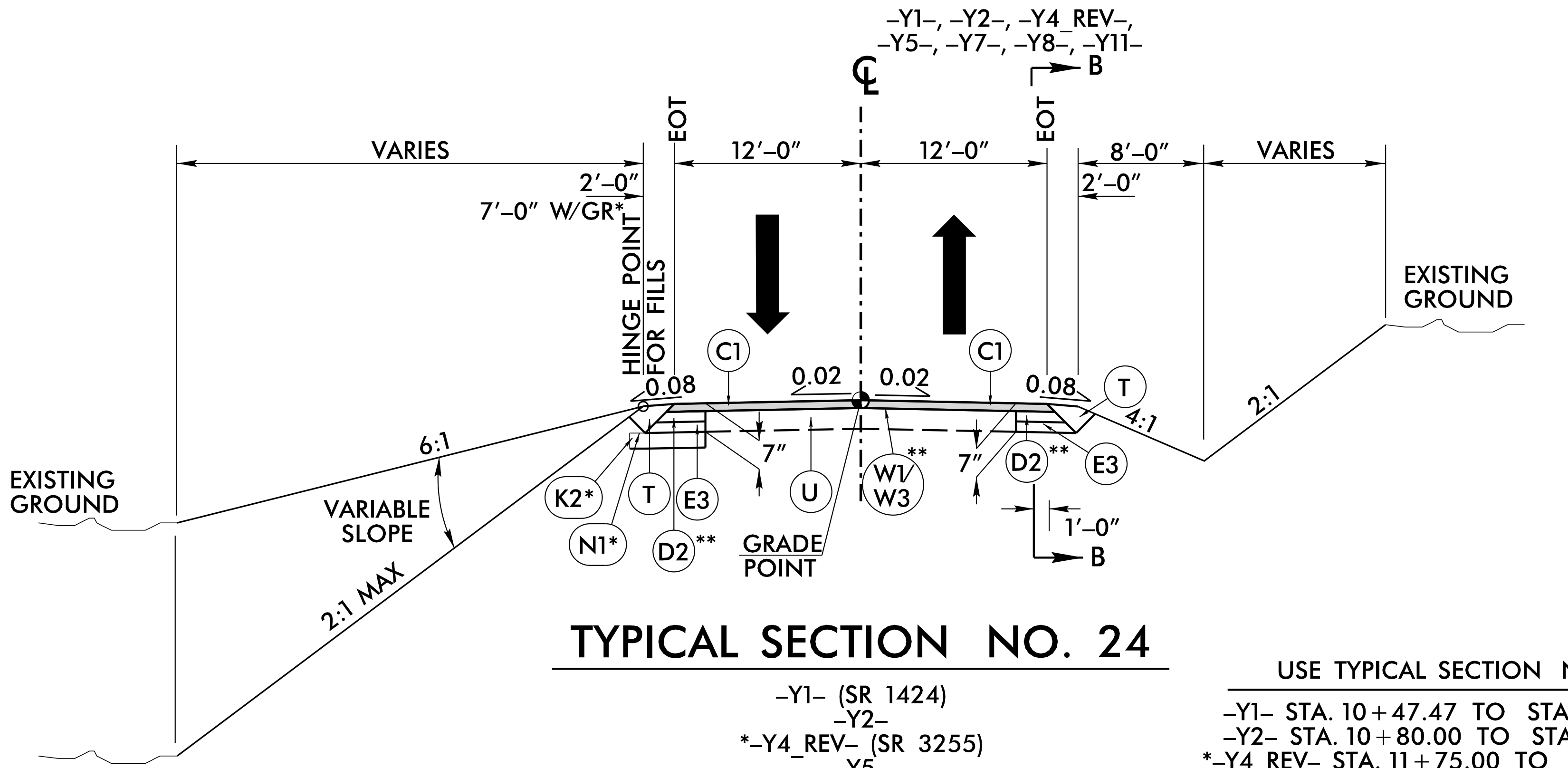
USE TYPICAL SECTION NO. 23

–Y– STA. 48+22.66 TO STA. 50+78.21


B
EOT
8′–0″
VARIES
2′–0″
EXISTING GROUND
2:1
4:1
C1
0.02
0.08
7″
E3
T
WIDENING VARIES

INSET FOR TYPICAL SECTION NO. 24

–Y1– STA. 11+75.69 TO 13+60.00 RT
–Y1– STA. 10+47.47 TO 11+75.69 LT

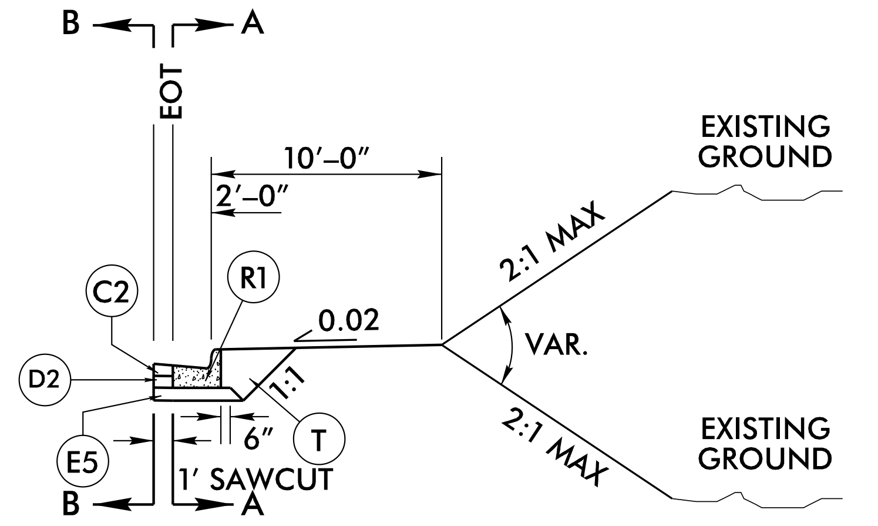

–Y1–, –Y2–, –Y4_REV–,
–Y5–, –Y7–, –Y8–, –Y11–
B
EOT
VARIES
2′–0″
7′–0″ W/GR*
12′–0″
8′–0″
HINGE POINT FOR FILLS
EXISTING GROUND
6:1
VARIABLE SLOPE
2:1 MAX
C1
0.08
0.02
T
4:1
2:1
7″
K2*
N1*
T
E3
D2**
U
W1/W3**
D2**
E3
1′–0″
GRADE POINT

TYPICAL SECTION NO. 24

–Y1– (SR 1424)
–Y2–
*–Y4_REV– (SR 3255)
–Y5–
–Y7–
–Y8– (SR 1428)
** –Y11– (INCLUDE D2 AND W1)

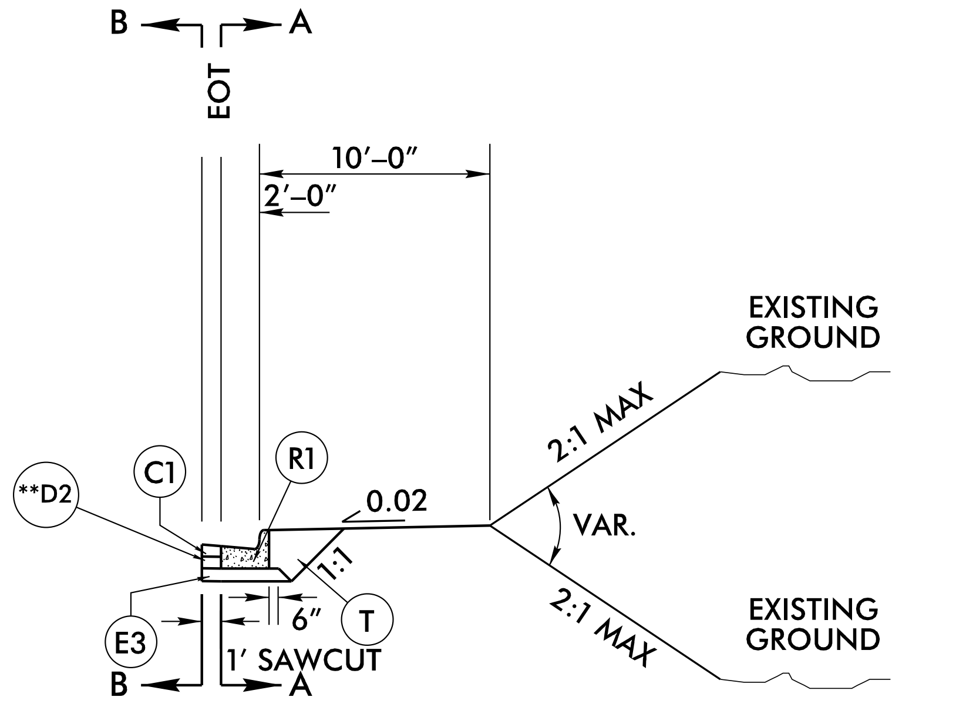
USE TYPICAL SECTION NO. 24

–Y1– STA. 10+47.47 TO STA. 13+60.00
–Y2– STA. 10+80.00 TO STA. 11+50.00
*–Y4_REV– STA. 11+75.00 TO STA. 13+70.92
–Y5– STA. 10+35.61 TO STA. 12+85.00
–Y7– STA. 10+00.00 TO STA. 11+00.00
–Y8– STA. 10+35.75 TO STA. 13+00.00
–Y11– STA. 10+32.77 TO STA. 12+05.40
*ONLY IN SELECT LOCATIONS (SEE SHEET 2A–2)


B
A
EOT
10′–0″
2′–0″
EXISTING GROUND
2:1 MAX
VAR.
C2
R1
0.02
D2
1:1
E5
6″
T
1′ SAWCUT

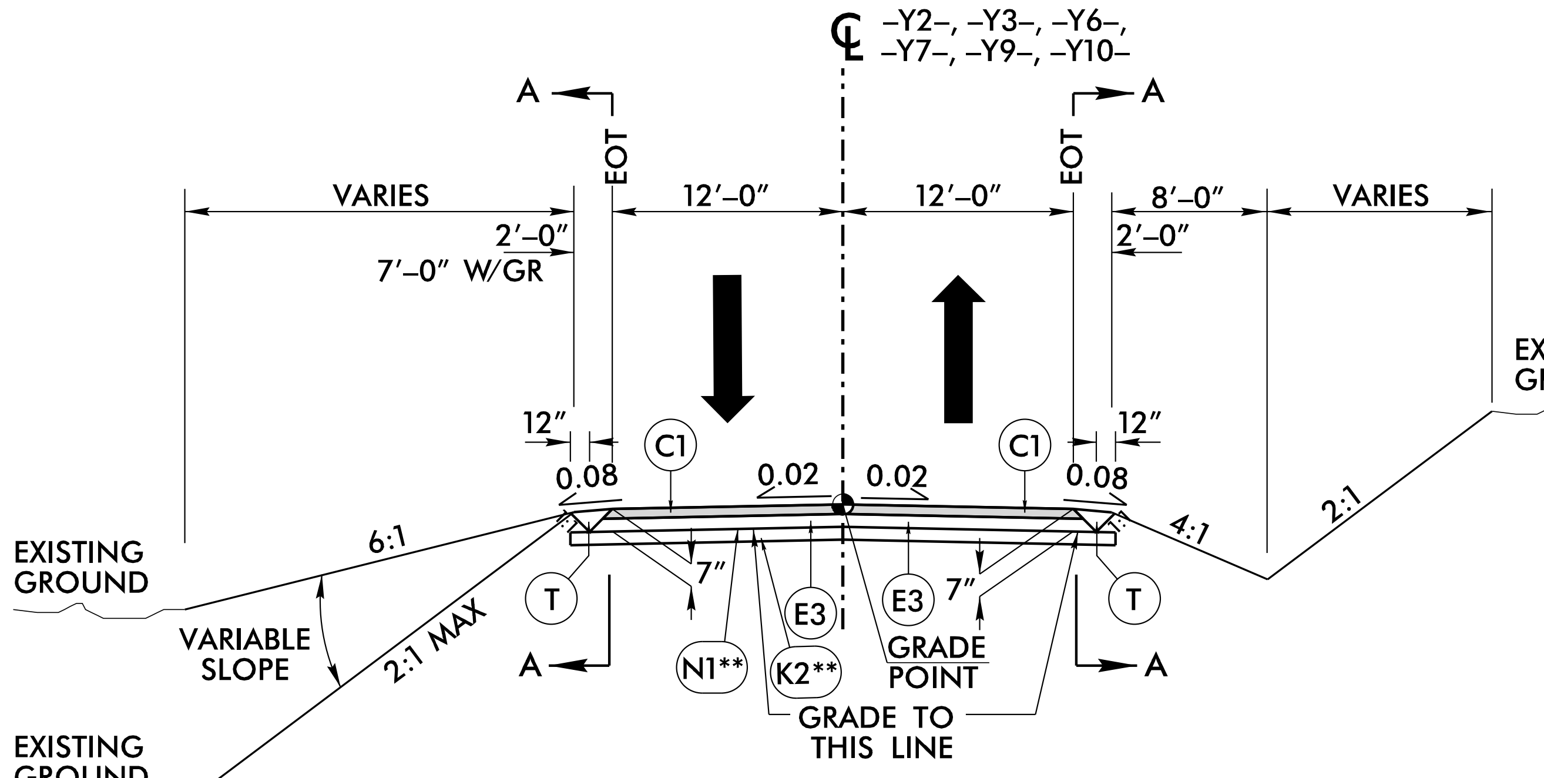
INSET FOR TYPICAL SECTION NO. 25

–Y13– STA. 10+35.67 TO STA. 11+05.55 LT
–Y13– STA. 10+35.67 TO STA. 11+89.73 RT
(–L– PAVEMENT STRUCTURE TO BE MAINTAINED THROUGH THE LIMITS OF –Y13– CURB AND GUTTER)


B
A
EOT
10′–0″
2′–0″
EXISTING GROUND
2:1 MAX
VAR.
**D2
C1
R1
0.02
1:1
E3
6″
T
1′ SAWCUT

INSET FOR TYPICAL SECTION NO. 24,25,28

–Y9– STA. 10+42.69 TO STA. 11+39.19 RT
**–Y11– STA. 10+32.77 TO STA. 11+39.19 RT
**–Y11– STA. 10+32.77 TO STA. 11+35.64 LT(NARROW WIDENING)
**–Y11– STA. 10+98.95 TO STA. 11+89.73

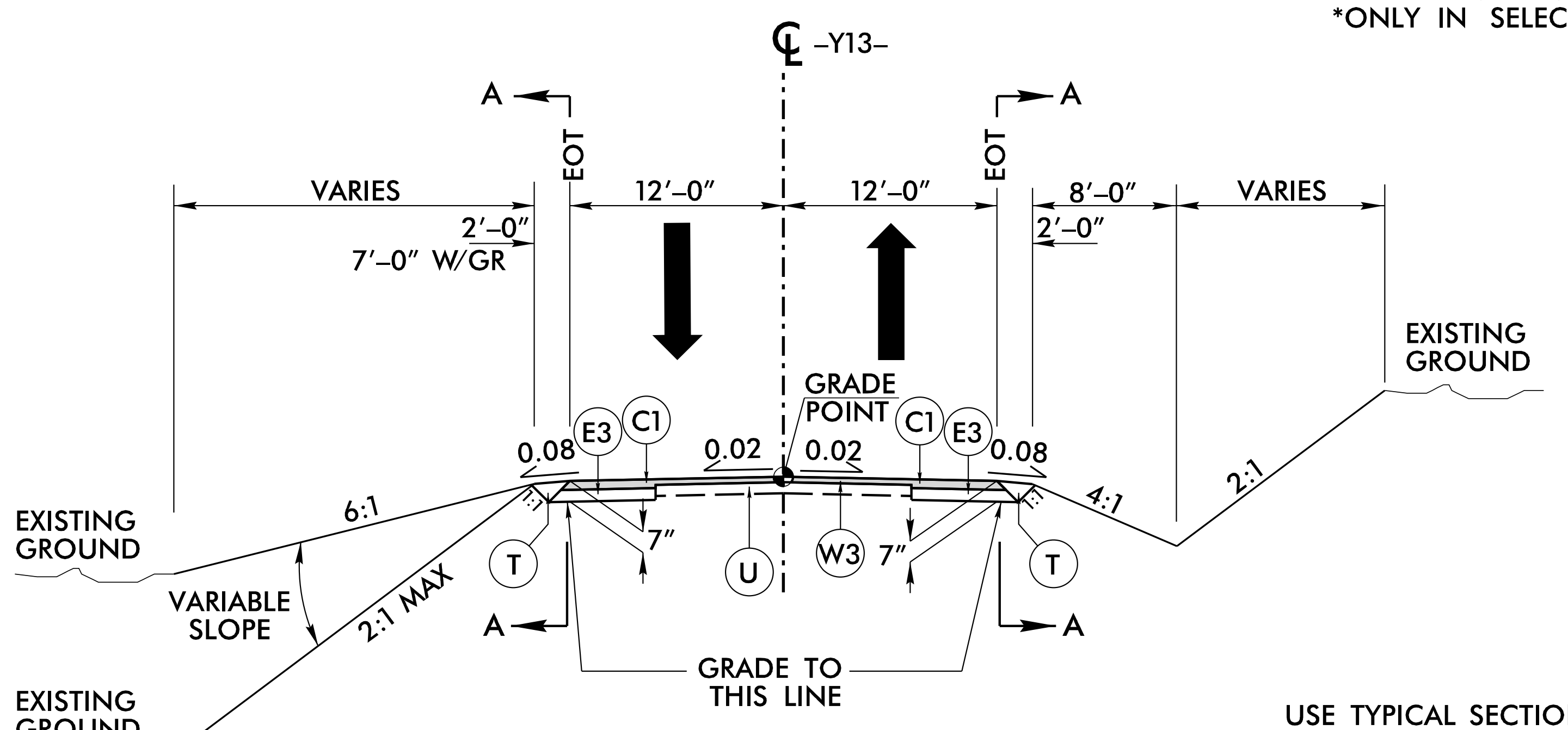

–Y2–, –Y3–, –Y6–,
–Y7–, –Y9–, –Y10–
A
EOT
VARIES
2′–0″
7′–0″ W/GR
12′–0″
8′–0″
12″
C1
0.08
0.02
EXISTING GROUND
6:1
VARIABLE SLOPE
2:1 MAX
4:1
2:1
T
7″
E3
N1**
K2**
GRADE POINT
GRADE TO THIS LINE

TYPICAL SECTION NO. 25

–Y2– (SR 1346)
–Y3– (SR 3255)
–Y6– (SR 1426)
–Y7– (SR 1352)
–Y9– (SR 1323)
–Y10–

USE TYPICAL SECTION NO. 25

–Y2– STA. 11+50.00 TO STA. 13+69.47
–Y3– STA. 10+00.00 TO STA. 12+76.77
–Y6– STA. 10+35.51 TO STA. 11+69.95
–Y7– STA. 11+00.00 TO STA. 13+34.03
–Y9– STA. 10+00.00 TO STA. 11+39.19
–Y10– STA. 10+35.70 TO STA. 12+00.00
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A–2)


–Y13–
A
EOT
VARIES
2′–0″
7′–0″ W/GR
12′–0″
8′–0″
GRADE POINT
E3
C1
0.08
0.02
EXISTING GROUND
6:1
VARIABLE SLOPE
2:1 MAX
4:1
2:1
T
7″
U
W3
GRADE TO THIS LINE

TYPICAL SECTION NO. 25A

–Y13– (SR 1448)

USE TYPICAL SECTION NO. 25A

–Y13– STA. 10+35.67 TO STA. 15+16.93

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

10-JUL-2024 10:27
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-9

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DocuSigned by: Jason M Pickens 76DF1586D354B4... SEAL 37950 JASON M. PICKENS 7/10/2024	DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... SEAL 046590 ANDREW D. WARGO 7/10/2024

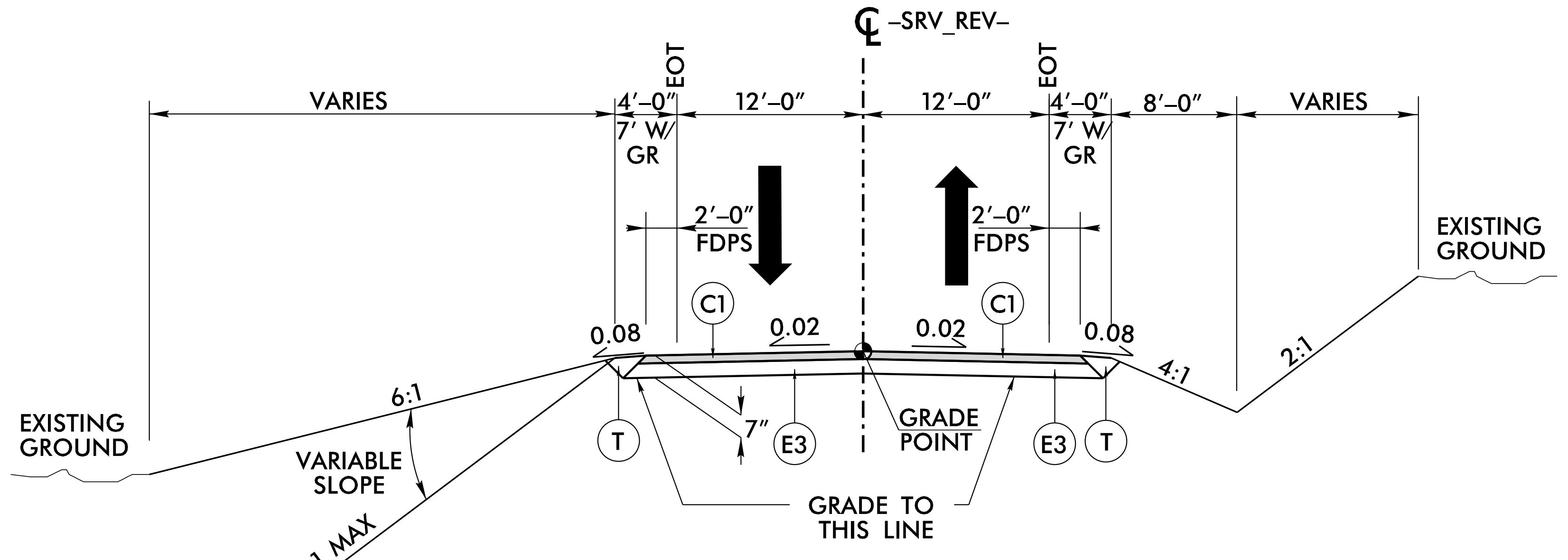
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).
W4	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 4 ON SHEET 2A-2).

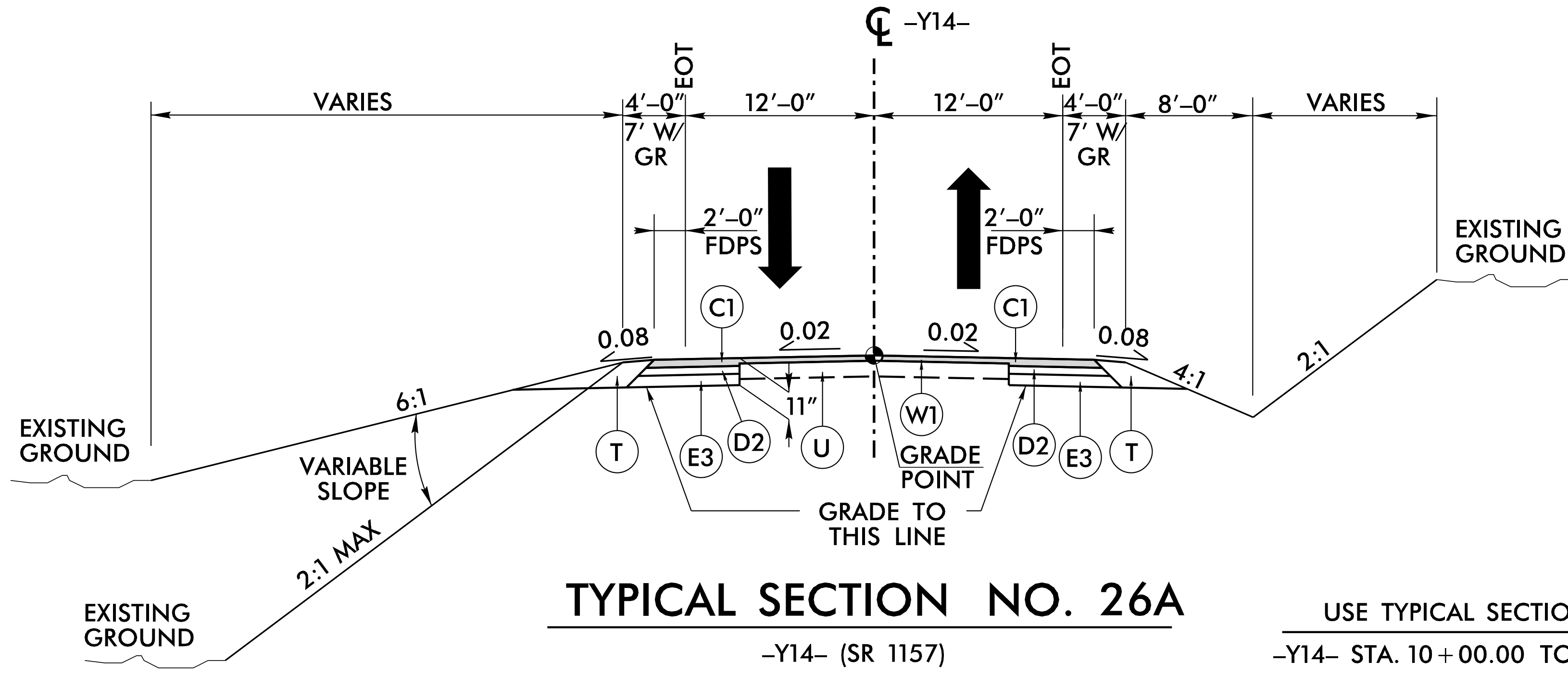
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.


℄ -SRV_REV-
EOT
EOT
VARIES
4'-0"
7' W/ GR
12'-0"
12'-0"
4'-0"
7' W/ GR
8'-0"
VARIES
2'-0" FDPS
2'-0" FDPS
C1
C1
0.08
0.02
0.02
0.08
6:1
4:1
2:1
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
2:1 MAX
T
7"
E3
GRADE POINT
E3
T
GRADE TO THIS LINE

TYPICAL SECTION NO. 26

-SRV_REV- (SERVICE ROAD)

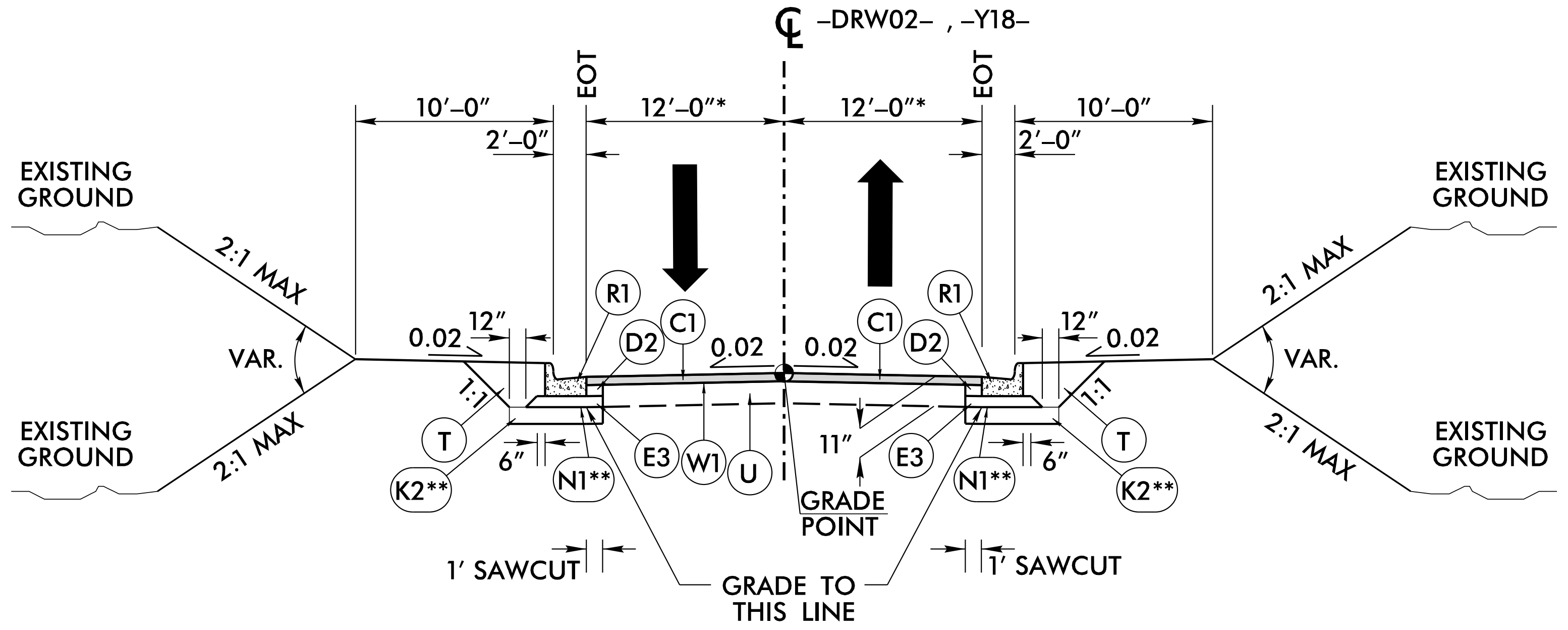
USE TYPICAL SECTION NO. 26
-SRV_REV- STA. 10+32.42 TO STA. 26+25.00


℄ -Y14-
EOT
EOT
VARIES
4'-0"
7' W/ GR
12'-0"
12'-0"
4'-0"
7' W/ GR
8'-0"
VARIES
2'-0" FDPS
2'-0" FDPS
C1
C1
0.08
0.02
0.02
0.08
6:1
4:1
2:1
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
2:1 MAX
T
E3
D2
11"
U
W1
GRADE POINT
D2
E3
T
GRADE TO THIS LINE

TYPICAL SECTION NO. 26A

-Y14- (SR 1157)

USE TYPICAL SECTION NO. 26A
-Y14- STA. 10+00.00 TO STA. 11+53.24

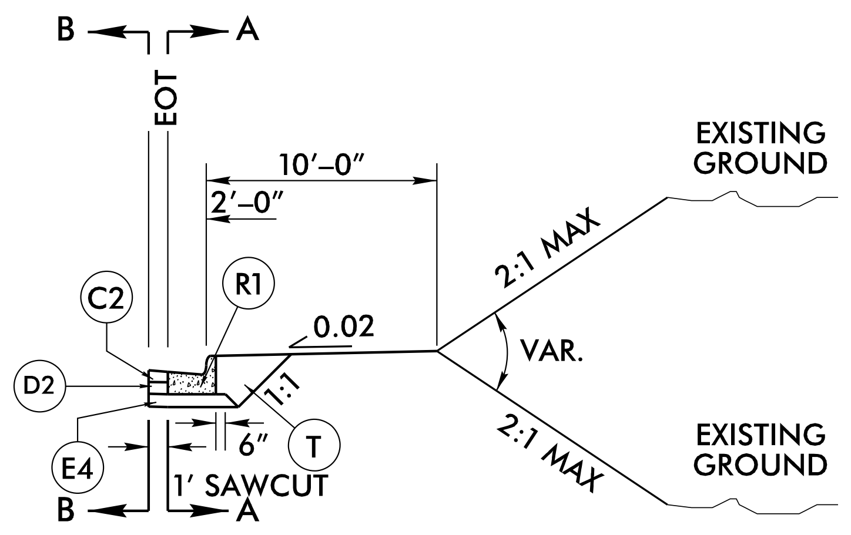

℄ -DRW02- , -Y18-
EOT
EOT
10'-0"
2'-0"
12'-0"*
12'-0"*
2'-0"
10'-0"
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
2:1 MAX
2:1 MAX
VAR.
VAR.
0.02
12"
R1
C1
D2
0.02
0.02
C1
D2
R1
12"
0.02
1:1
1:1
T
6"
E3
W1
U
11"
E3
6"
T
K2**
N1**
N1**
K2**
GRADE POINT
1' SAWCUT
1' SAWCUT
GRADE TO THIS LINE

TYPICAL SECTION NO. 27

-DRW02-
-Y18- (SR 1443)

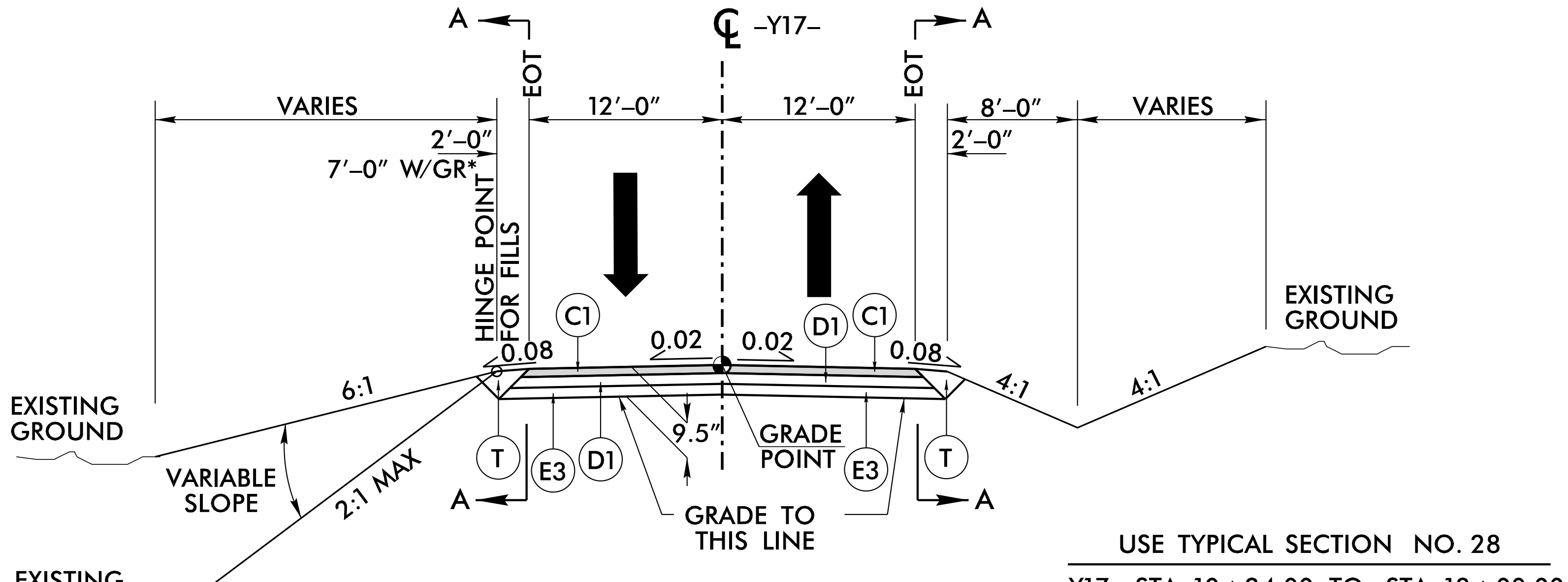
USE TYPICAL SECTION NO. 27
-DRW02- STA. 10+18.68 TO STA. 11+00.00
-Y18- STA. 10+36.00 TO STA. 12+00.31
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)

* NOTE: -DRW02- HAS 15'-0" LANES INSTEAD OF 12'-0" LANES


B
A
EOT
10'-0"
2'-0"
C2
R1
0.02
D2
1:1
E4
6"
T
1' SAWCUT
B
A
VAR.
2:1 MAX
2:1 MAX
EXISTING GROUND
EXISTING GROUND

INSET FOR TYPICAL SECTION NO. 28

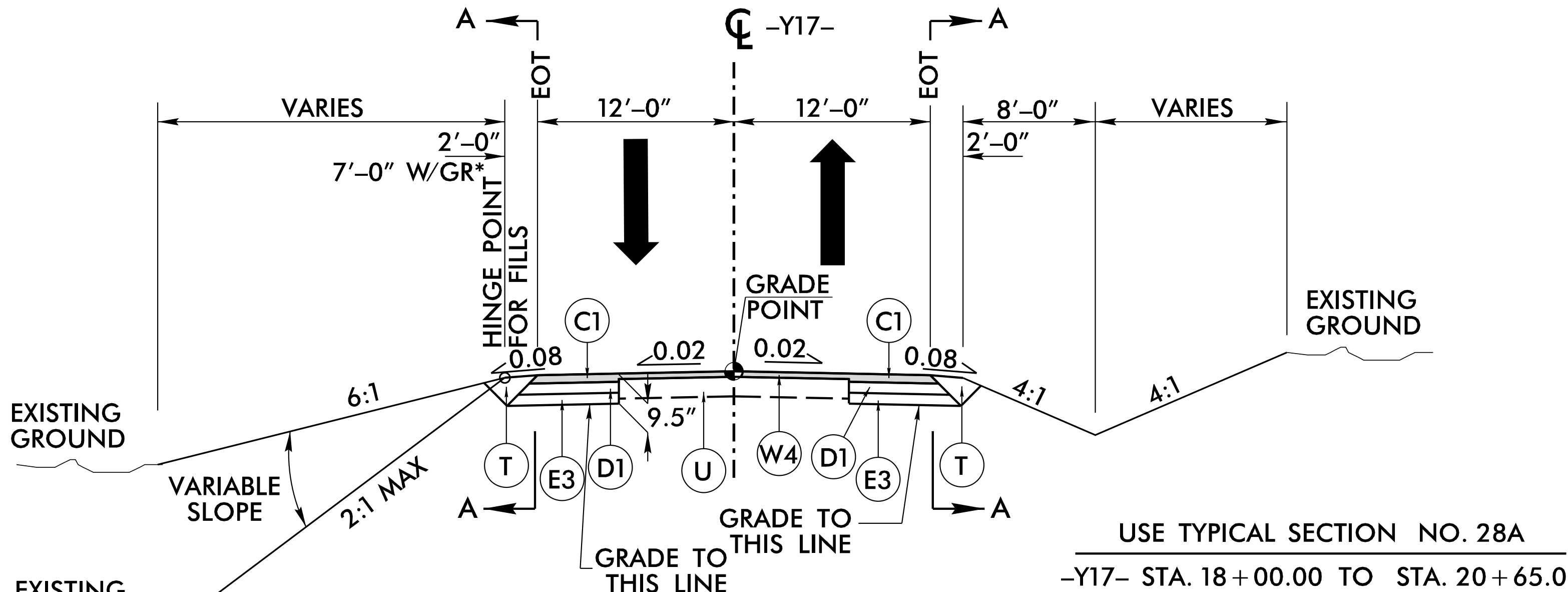
-Y17- STA. 10+24.00 TO STA. 10+88.37 LT
-Y17- STA. 10+24.00 TO STA. 11+01.67 RT
(-Y- PAVEMENT STRUCTURE TO BE MAINTAINED THROUGH THE LIMITS OF -Y17- CURB AND GUTTER)


A
℄ -Y17-
A
EOT
EOT
VARIES
2'-0"
7'-0" W/GR*
12'-0"
12'-0"
8'-0"
2'-0"
VARIES
HINGE POINT FOR FILLS
C1
0.08
0.02
0.02
D1
C1
0.08
6:1
4:1
4:1
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
2:1 MAX
T
E3
D1
9.5"
GRADE POINT
E3
T
A
A
GRADE TO THIS LINE

TYPICAL SECTION NO. 28

-Y17- (SR 1446)

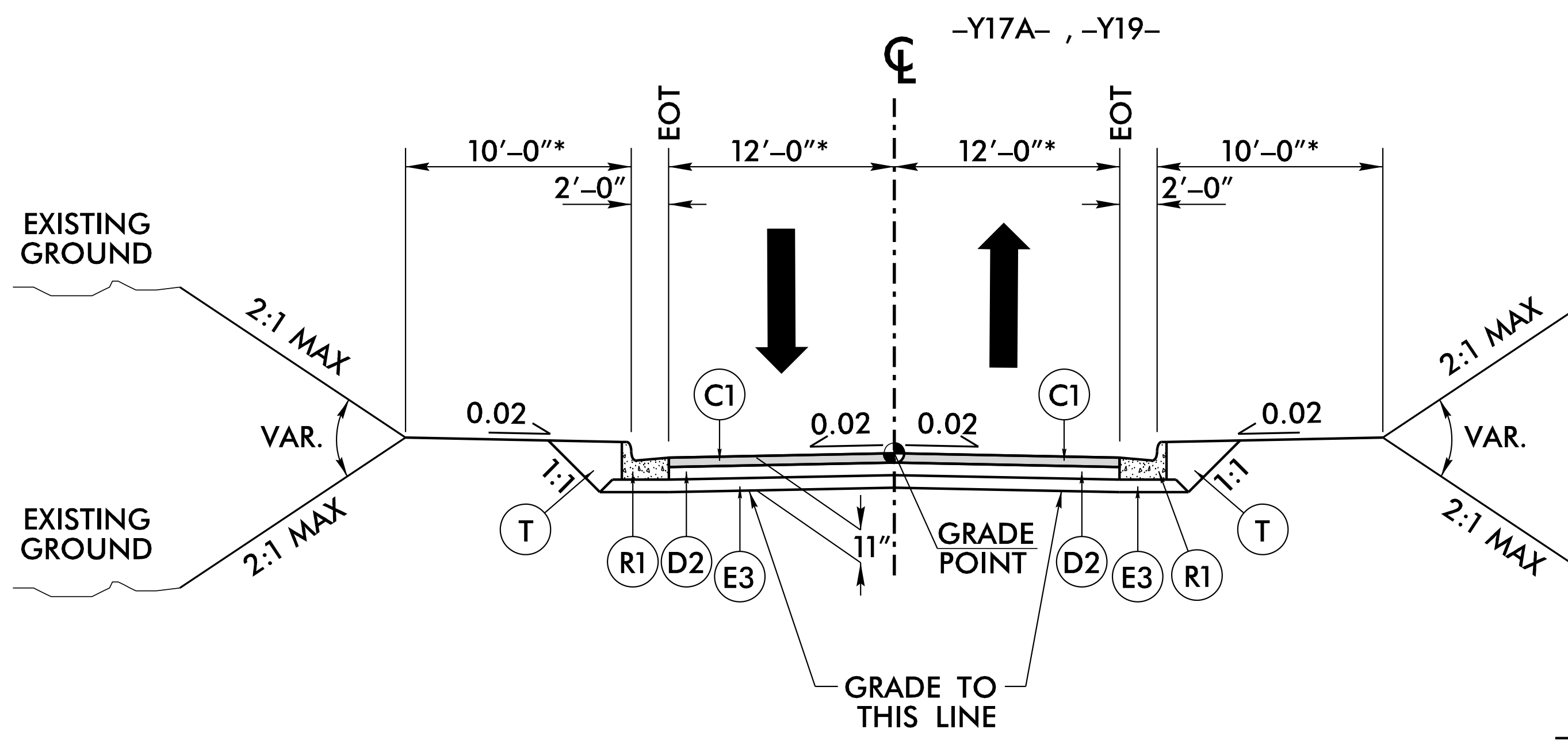
USE TYPICAL SECTION NO. 28
-Y17- STA. 10+24.00 TO STA. 18+00.00


A
℄ -Y17-
A
EOT
EOT
VARIES
2'-0"
7'-0" W/GR*
12'-0"
12'-0"
8'-0"
2'-0"
VARIES
HINGE POINT FOR FILLS
GRADE POINT
C1
0.08
0.02
0.02
C1
0.08
6:1
4:1
4:1
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
2:1 MAX
T
E3
D1
9.5"
U
W4
D1
E3
T
A
A
GRADE TO THIS LINE
GRADE TO THIS LINE

TYPICAL SECTION NO. 28A

-Y17- (SR 1446)

USE TYPICAL SECTION NO. 28A
-Y17- STA. 18+00.00 TO STA. 20+65.00


℄ -Y17A- , -Y19-
EOT
EOT
10'-0"*
2'-0"
12'-0"*
12'-0"*
2'-0"
10'-0"*
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
2:1 MAX
2:1 MAX
2:1 MAX
2:1 MAX
VAR.
VAR.
0.02
C1
0.02
0.02
C1
0.02
1:1
1:1
T
R1
D2
E3
11"
GRADE POINT
D2
E3
R1
T
GRADE TO THIS LINE

TYPICAL SECTION NO. 29

-Y17A- (SR 1446)
*-Y19- (SR 1450)

USE TYPICAL SECTION NO. 29
-Y17A- STA. 11+81.86 TO STA. 15+11.52
-Y19- STA. 10+00.00 TO STA. 13+28.97

* NOTE: -Y19- HAS 15'-0" LANES INSTEAD OF 12'-0" LANES AND 4'-0" BERM INSTEAD OF 10'-0" BERM

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

3) REMOVE THE ACCELERATION AND DECELERATION LANES FOR Y19.

6/2/99

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-10
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DocuSigned by: Jason M Pickens 76DF1586A7354B4... SEAL 037950 JASON M. PICKENS 7/10/2024	DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... SEAL 044559 ANDREW D. WARGO 7/10/2024

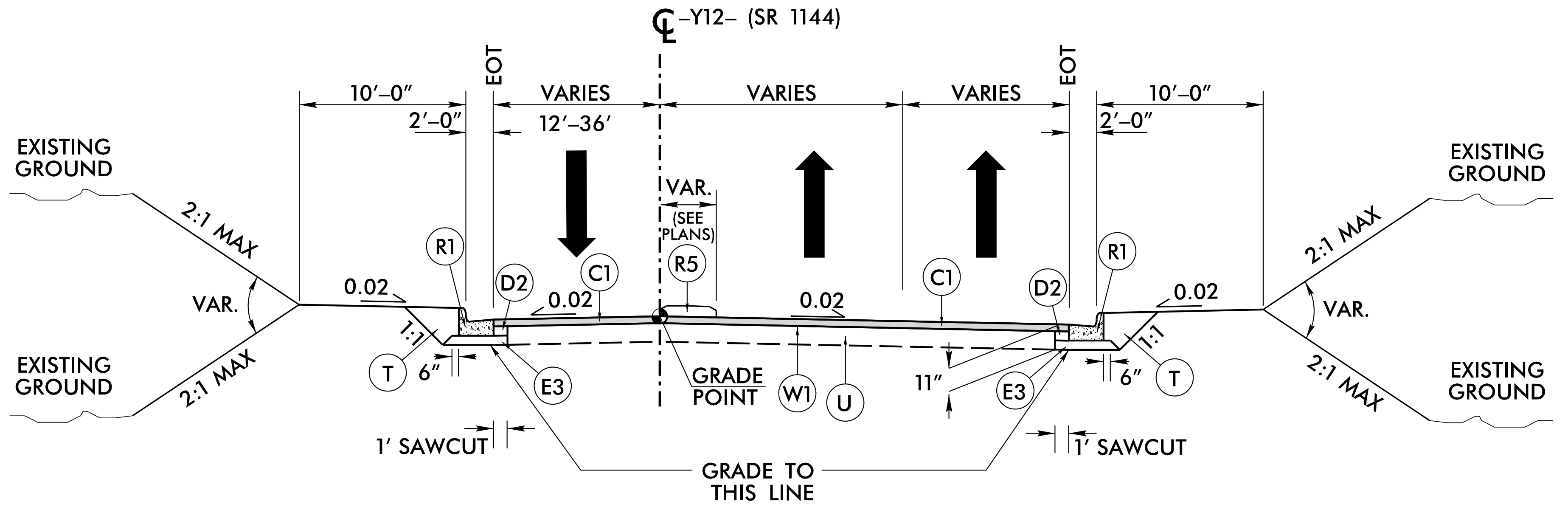
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).
W4	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 4 ON SHEET 2A-2).

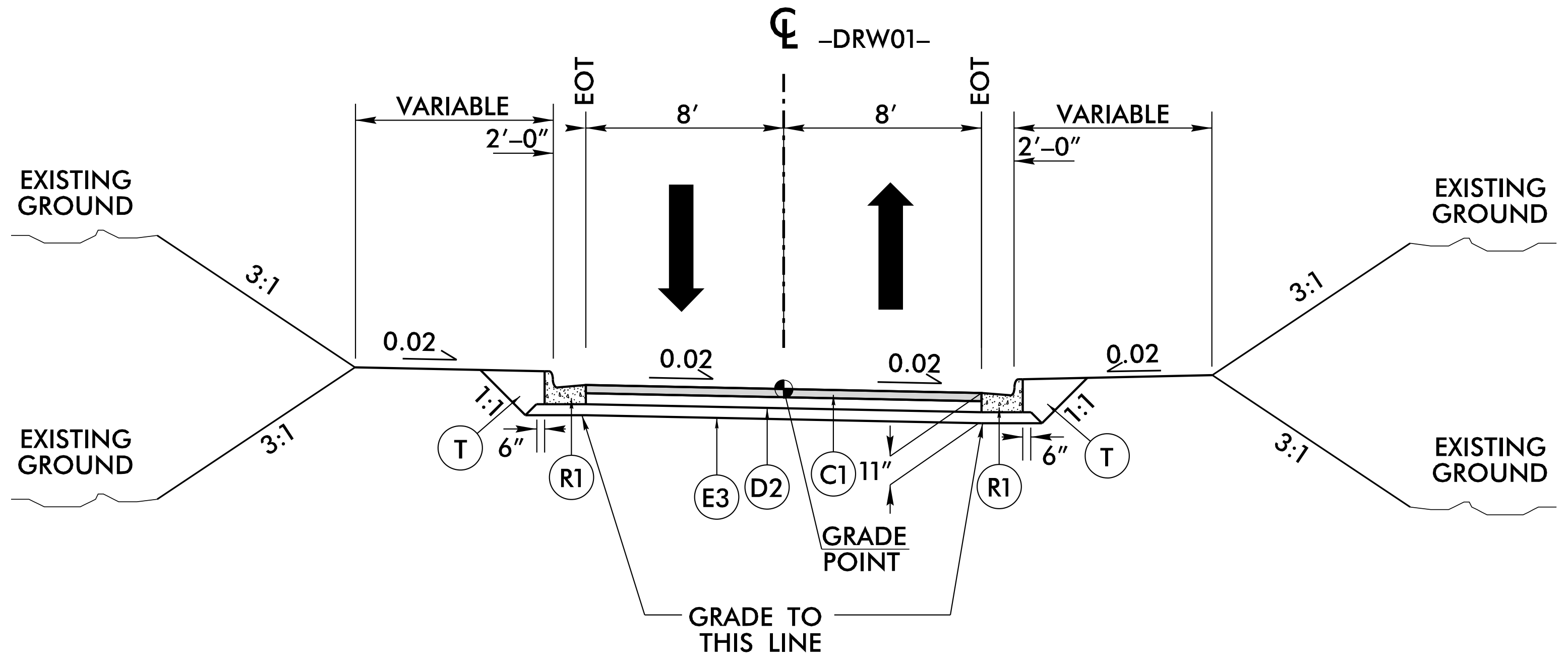
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.


℄ -Y12- (SR 1144)
EOT
10'-0"
2'-0"
VARIES
12'-36'
VARIES
VARIES
10'-0"
2'-0"
EXISTING GROUND
2:1 MAX
VAR.
0.02
0.02
VAR. (SEE PLANS)
R5
R1
D2
C1
0.02
C1
D2
R1
0.02
1:1
6"
T
E3
GRADE POINT
W1
U
11"
E3
6"
T
1' SAWCUT
GRADE TO THIS LINE
1' SAWCUT

TYPICAL SECTION NO. 30

-Y12- (SR 1144)

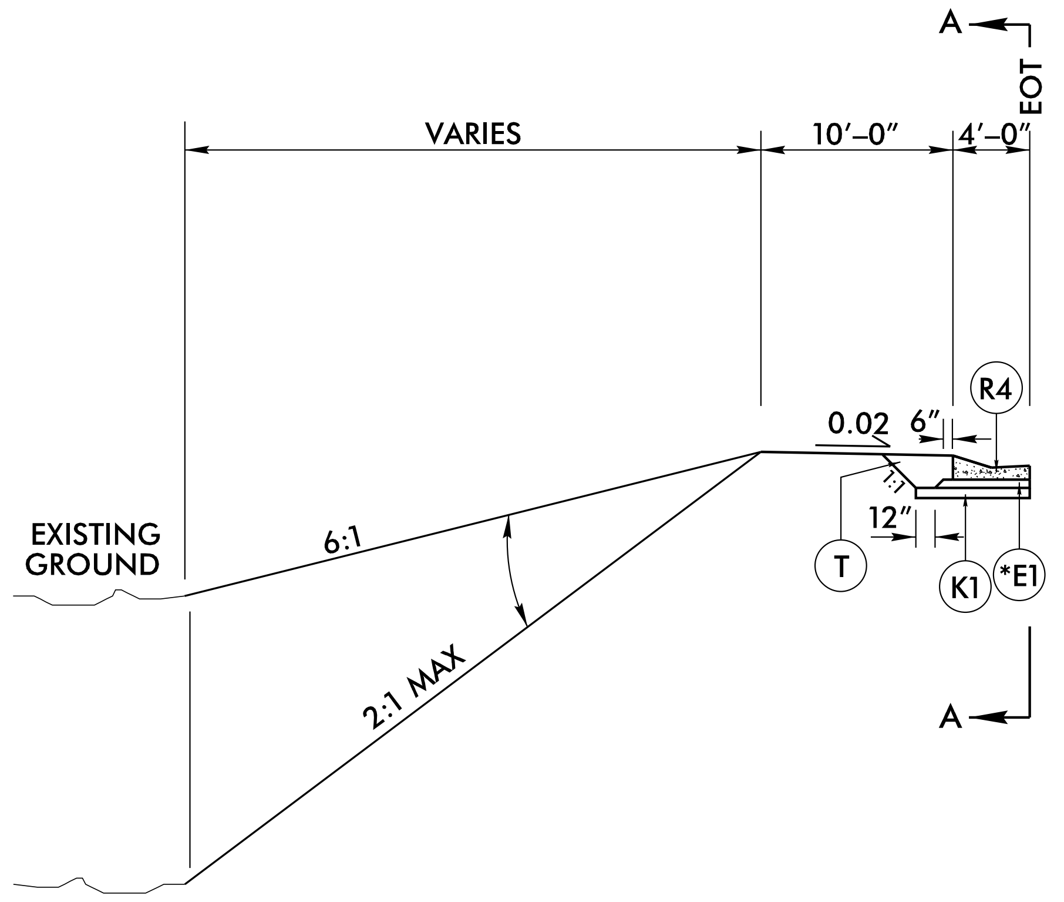
USE TYPICAL SECTION NO. 30
-Y12- STA. 18+80.00 TO STA. 20+12.27


℄ -DRW01-
VARIABLE
2'-0"
EOT
8'
8'
EOT
VARIABLE
2'-0"
EXISTING GROUND
3:1
0.02
0.02
0.02
0.02
1:1
6"
T
R1
E3
D2
C1
11"
GRADE POINT
R1
GRADE TO THIS LINE

TYPICAL SECTION NO. 31

-DRW01- (DRIVEWAY)

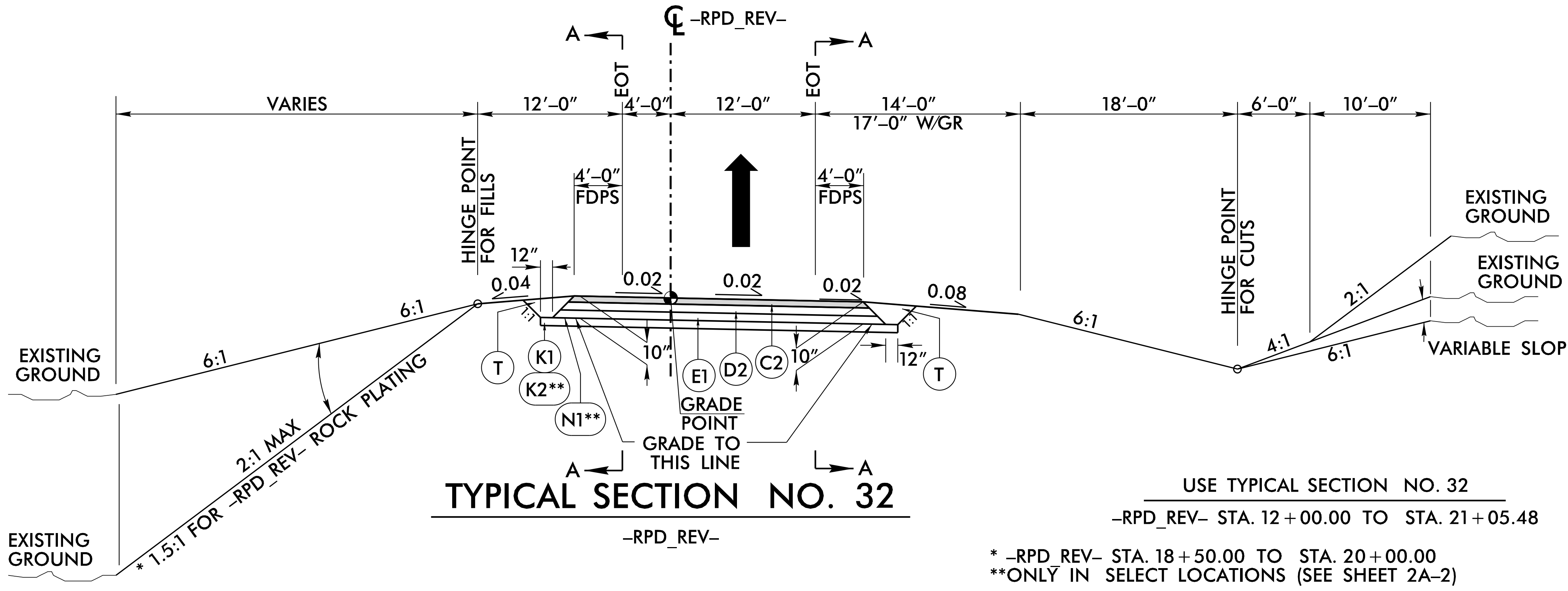
USE TYPICAL SECTION NO. 31
-DRW01- STA. 10+12.19 TO STA. 10+80.00


A
EOT
VARIES
10'-0"
4'-0"
EXISTING GROUND
6:1
2:1 MAX
0.02
6"
R4
12"
T
K1
*E1

*FOR -RPB_REV-, USE E2 INSTEAD OF E1

INSET FOR TYPICAL SECTION NO. 32B, 35

-RPB_REV- STA. 14+88.00 TO STA. 16+13.00 LT/RT
-LPA- STA. 10+00.00 TO STA. 12+33.45 RT
-LPC- STA. 10+05.00 TO STA. 11+58.01 RT

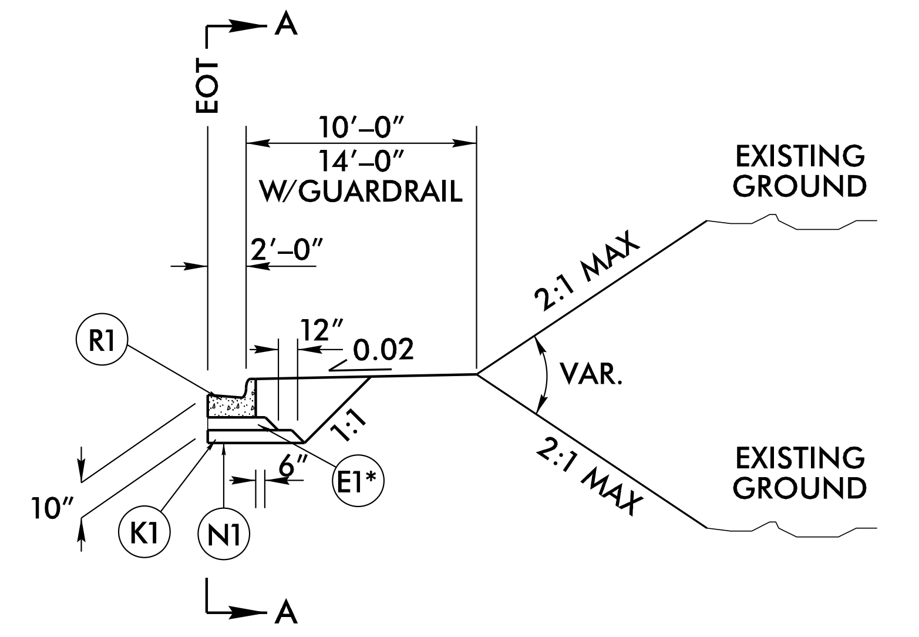

℄ -RPD_REV-
A
A
VARIES
12'-0"
EOT
4'-0"
12'-0"
EOT
14'-0"
17'-0" W/GR
18'-0"
6'-0"
10'-0"
HINGE POINT FOR FILLS
4'-0" FDPS
4'-0" FDPS
HINGE POINT FOR CUTS
EXISTING GROUND
12"
0.04
0.02
0.02
0.02
0.08
6:1
6:1
6:1
2:1
4:1
6:1
VARIABLE SLOPE
T
K1
K2**
N1**
10"
E1
D2
C2
10"
12"
T
GRADE POINT
GRADE TO THIS LINE
A
A
2:1 MAX
* 1.5:1 FOR -RPD_REV- ROCK PLATING

TYPICAL SECTION NO. 32

-RPD_REV-

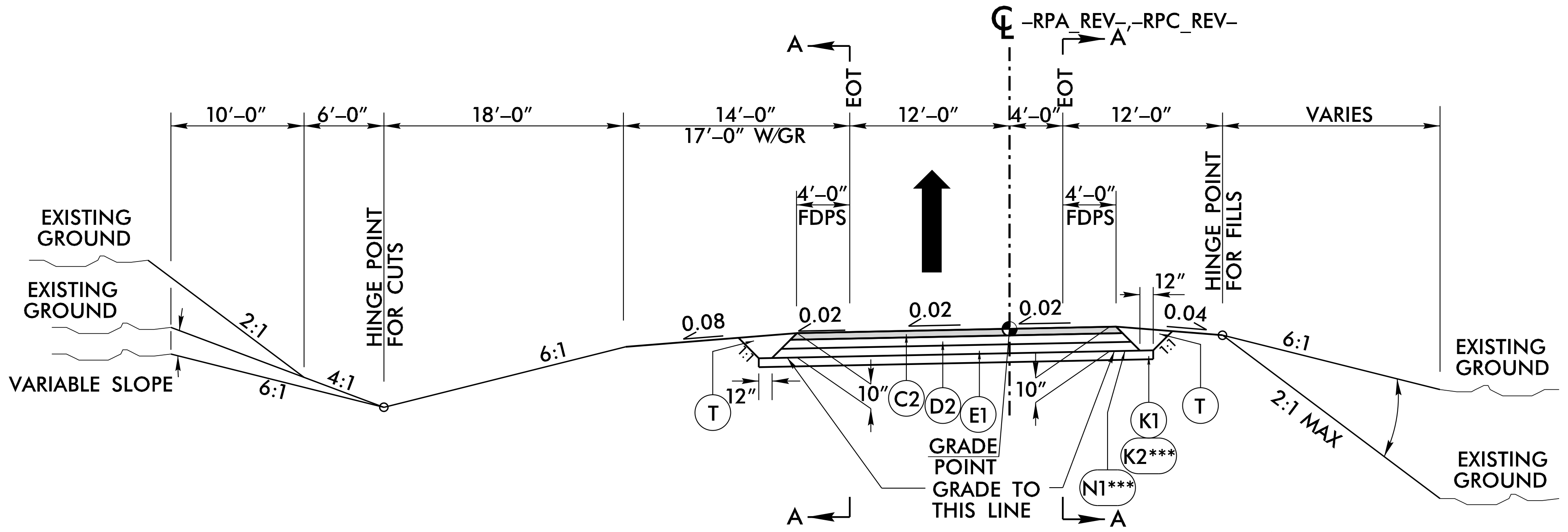
USE TYPICAL SECTION NO. 32
-RPD_REV- STA. 12+00.00 TO STA. 21+05.48

* -RPD_REV- STA. 18+50.00 TO STA. 20+00.00
**ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)


A
EOT
10'-0"
14'-0" W/GUARDRAIL
2'-0"
EXISTING GROUND
2:1 MAX
VAR.
R1
12"
0.02
1:1
6"
E1*
10"
K1
N1
A

INSET FOR TYPICAL SECTIONS NO. 32, 32A, 32B

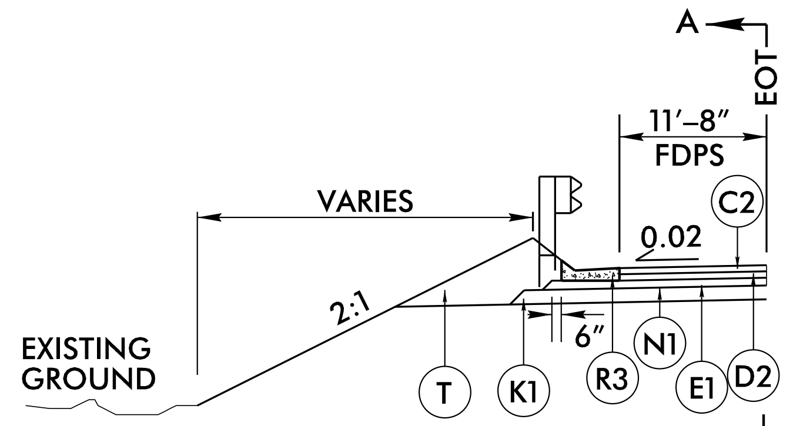
-RPA_REV- STA. 17+75.82 TO STA. 18+81.19 LT/RT
-RPB_REV- STA. 19+75.00 TO STA. 20+61.31 LT/RT
-RPC_REV- STA. 22+86.66 TO STA. 23+48.48 LT
-RPC_REV- STA. 23+24.36 TO STA. 23+48.48 RT
-RPD_REV- STA. 19+98.93 TO STA. 21+05.48 RT
-RPD_REV- STA. 20+05.48 TO STA. 21+05.48 LT


℄ -RPA_REV-, -RPC_REV-
A
A
EOT
EOT
10'-0"
6'-0"
18'-0"
14'-0"
17'-0" W/GR
12'-0"
4'-0"
12'-0"
VARIES
4'-0" FDPS
4'-0" FDPS
HINGE POINT FOR CUTS
HINGE POINT FOR FILLS
EXISTING GROUND
VARIABLE SLOPE
2:1
4:1
6:1
6:1
0.08
0.02
0.02
0.02
12"
0.04
6:1
2:1 MAX
T
12"
10"
C2
D2
E1
10"
K1
K2***
N1***
T
GRADE POINT
GRADE TO THIS LINE
A
A

TYPICAL SECTION NO. 32A

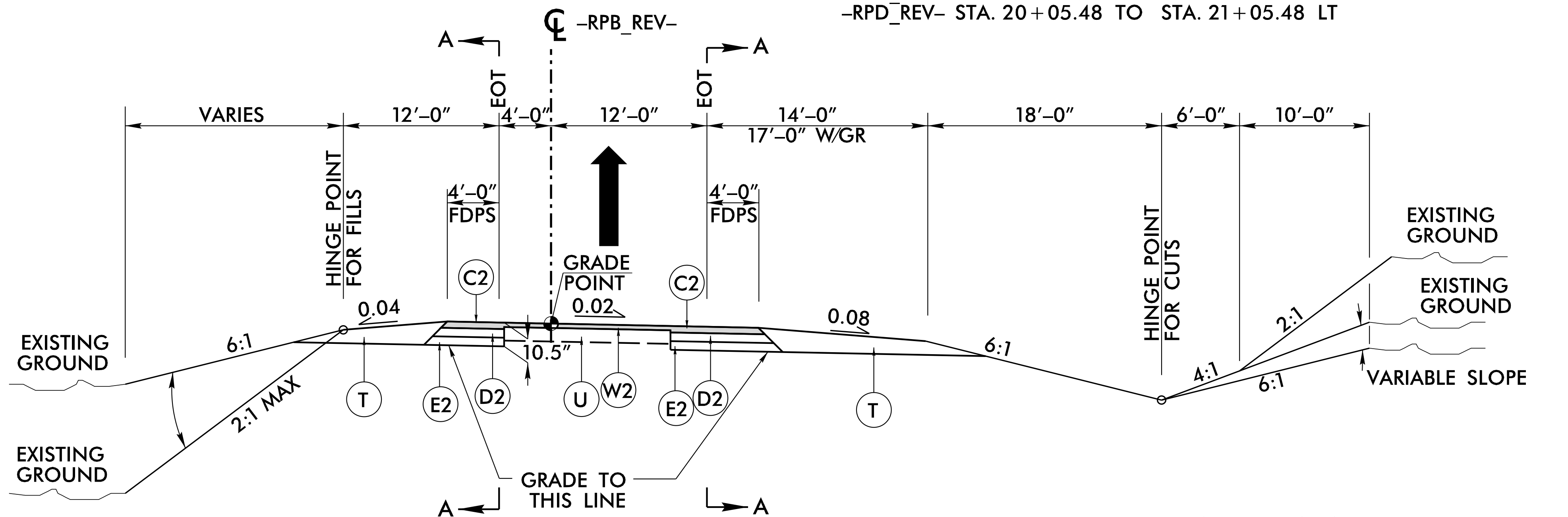
-RPA_REV-
-RPC_REV-

USE TYPICAL SECTION NO. 32A
-RPA_REV- STA. 12+35.00 TO STA. 18+81.19
-RPC_REV- STA. 14+00.60 TO STA. 23+48.48
***ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)


A
EOT
11'-8"
FDPS
VARIES
C2
0.02
EXISTING GROUND
2:1
6"
T
K1
R3
N1
E1
D2
A

INSET FOR TYPICAL SECTION NO. 32A

-RPA_REV- STA. 13+06.25 TO 16+05.00 LT


℄ -RPB_REV-
A
A
EOT
EOT
VARIES
12'-0"
4'-0"
12'-0"
14'-0"
17'-0" W/GR
18'-0"
6'-0"
10'-0"
HINGE POINT FOR FILLS
4'-0" FDPS
4'-0" FDPS
HINGE POINT FOR CUTS
EXISTING GROUND
6:1
2:1 MAX
0.04
C2
GRADE POINT
0.02
C2
0.08
6:1
2:1
4:1
6:1
VARIABLE SLOPE
6"
10.5"
T
E2
D2
U
W2
E2
D2
T
GRADE TO THIS LINE
A
A

TYPICAL SECTION NO. 32B

-RPB_REV-

USE TYPICAL SECTION NO. 32B
-RPB_REV- STA. 14+88.00 TO STA. 20+61.31

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

10-JUL-2024 10:28
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

DocuSign Envelope ID: 16EC151C-CA02-4CDF-8FE4-9676D920CCFD

6/2/99

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).

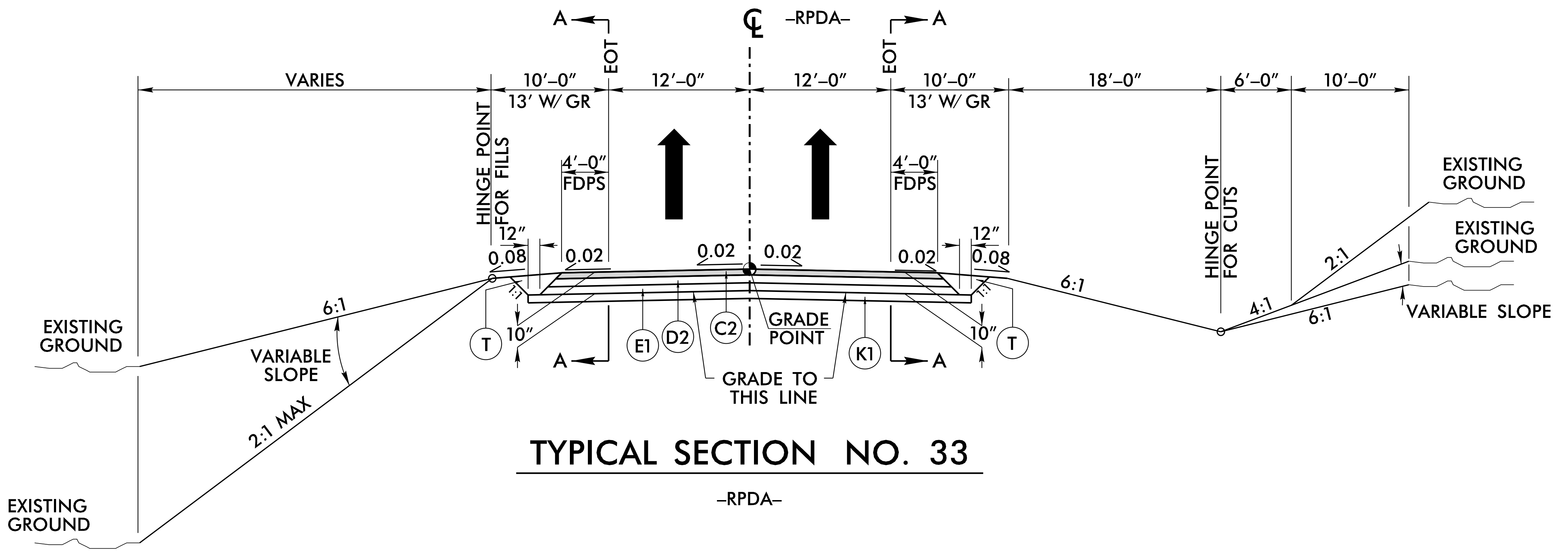
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-11
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 76DF15861D354B4... 5/21/2024	SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... 5/22/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

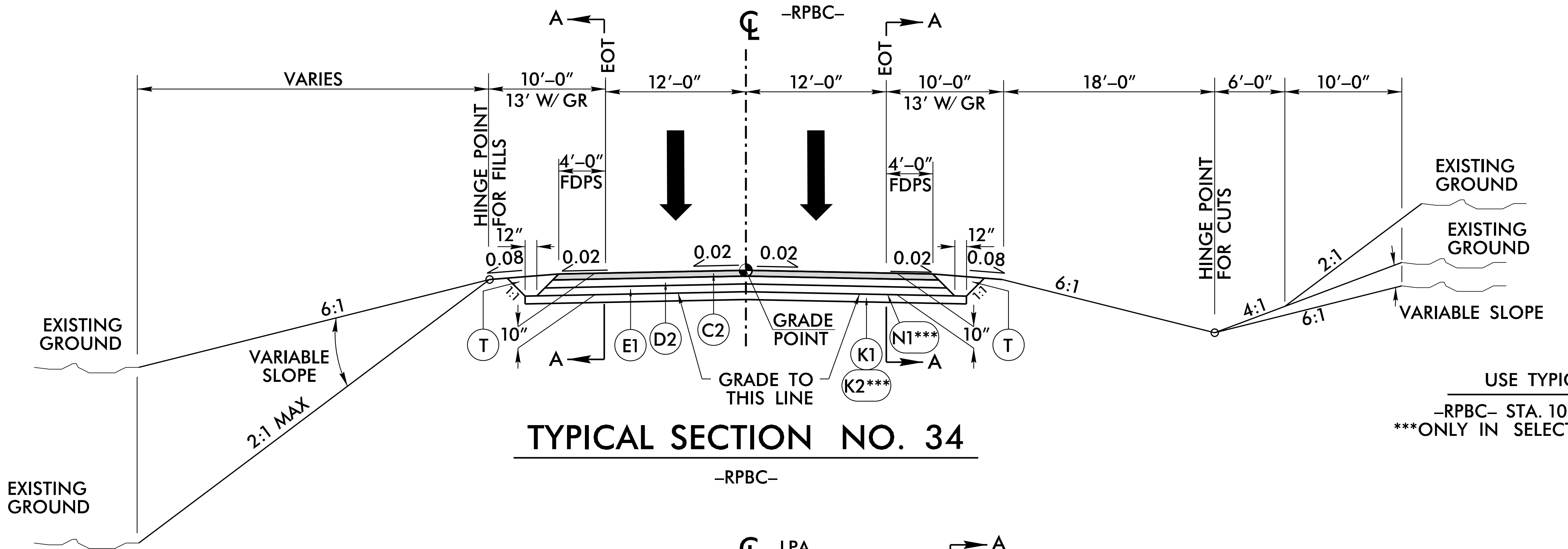

A
℄ -RPDA-
A
VARIES
10'-0"
13' W/ GR
EOT
12'-0"
12'-0"
EOT
10'-0"
13' W/ GR
18'-0"
6'-0"
10'-0"
HINGE POINT FOR FILLS
4'-0" FDPS
4'-0" FDPS
HINGE POINT FOR CUTS
EXISTING GROUND
EXISTING GROUND
12"
12"
0.08
0.02
0.02
0.02
0.02
0.08
2:1
6:1
6:1
4:1
6:1
VARIABLE SLOPE
EXISTING GROUND
VARIABLE SLOPE
T
10"
A
E1
D2
C2
GRADE POINT
K1
A
10"
T
GRADE TO THIS LINE
2:1 MAX
EXISTING GROUND

TYPICAL SECTION NO. 33

-RPDA-

USE TYPICAL SECTION NO. 33

-RPDA- STA. 10+44.75 TO STA. 16+76.18

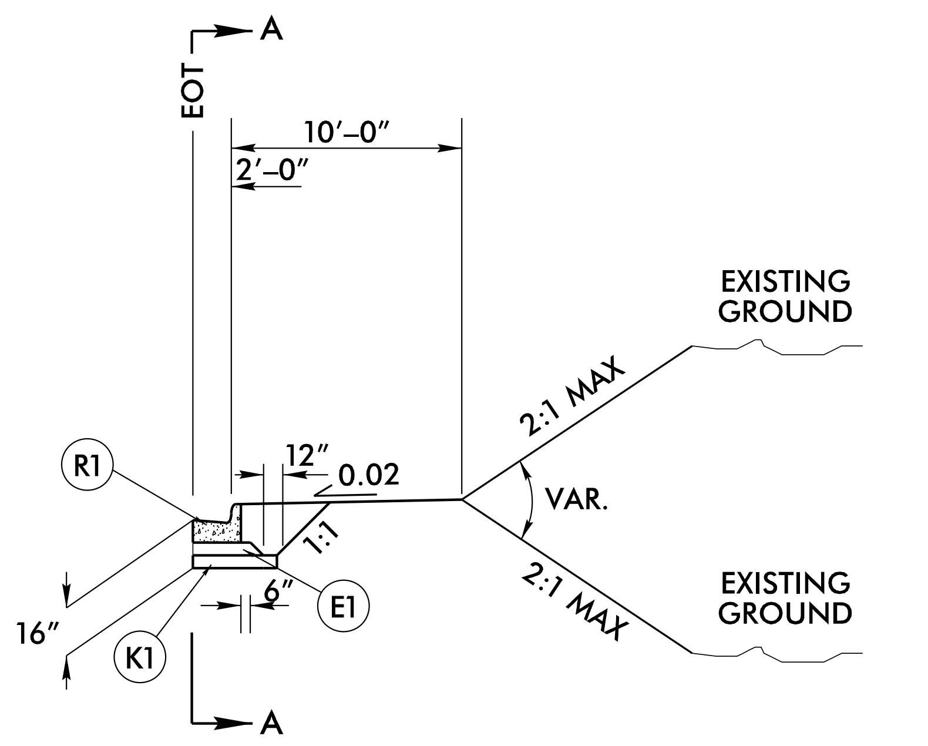

A
℄ -RPBC-
A
VARIES
10'-0"
13' W/ GR
EOT
12'-0"
12'-0"
EOT
10'-0"
13' W/ GR
18'-0"
6'-0"
10'-0"
HINGE POINT FOR FILLS
4'-0" FDPS
4'-0" FDPS
HINGE POINT FOR CUTS
EXISTING GROUND
EXISTING GROUND
12"
12"
0.08
0.02
0.02
0.02
0.02
0.08
2:1
6:1
6:1
4:1
6:1
VARIABLE SLOPE
EXISTING GROUND
VARIABLE SLOPE
T
10"
A
E1
D2
C2
GRADE POINT
K1
N1***
A
10"
T
K2***
GRADE TO THIS LINE
2:1 MAX
EXISTING GROUND

TYPICAL SECTION NO. 34

-RPBC-

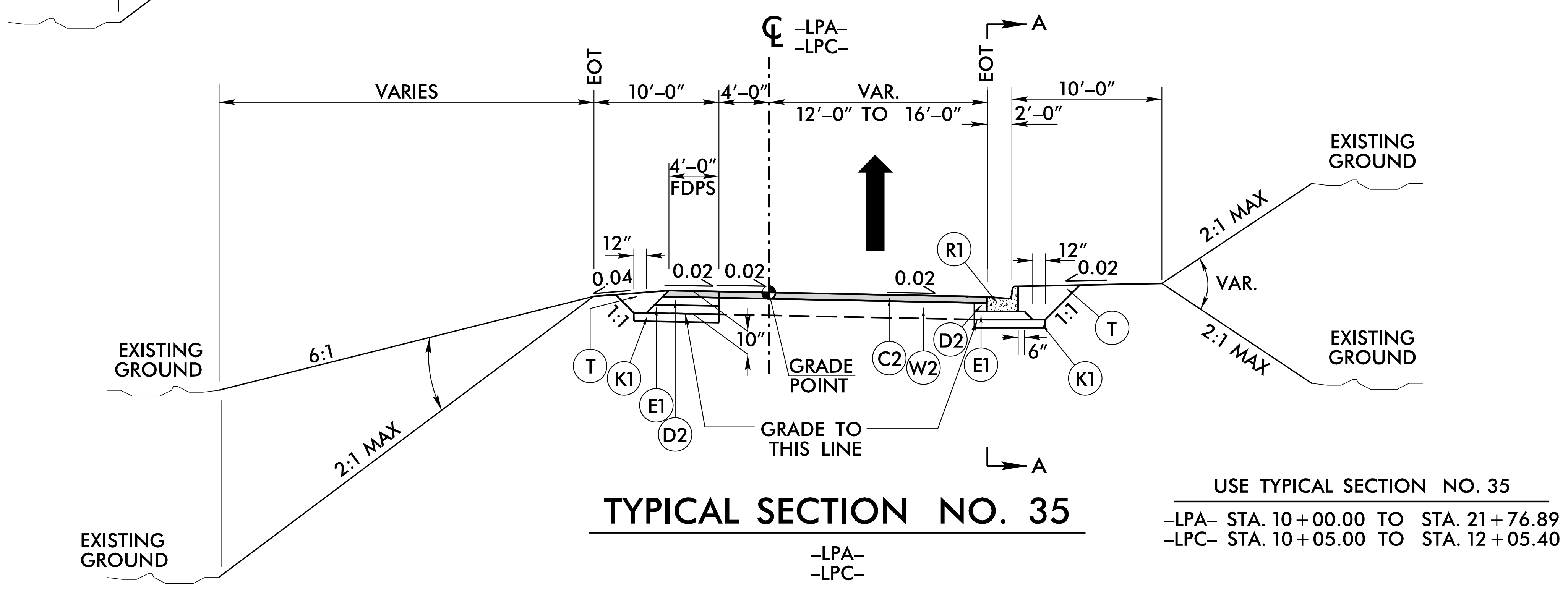
USE TYPICAL SECTION NO. 34

-RPBC- STA. 10+36.74 TO STA. 16+19.82
***ONLY IN SELECT LOCATIONS (SEE SHEET 2A-2)


A
EOT
10'-0"
2'-0"
EXISTING GROUND
2:1 MAX
R1
12"
0.02
1:1
VAR.
6"
E1
2:1 MAX
EXISTING GROUND
16"
K1
A

INSET FOR TYPICAL SECTION NO. 33, 34

-RPDA- STA. 10+44.75 TO STA. 11+28.29 RT
-RPDA- STA. 10+44.75 TO STA. 10+65.84 LT
-RPDA- STA. 15+61.44 TO STA. 16+76.18 LT/RT
-RPBC- STA. 10+36.74 TO STA. 11+18.88 RT
-RPBC- STA. 10+36.74 TO STA. 11+23.78 LT
-RPBC- STA. 15+41.79 TO STA. 16+19.82 RT
-RPBC- STA. 15+41.56 TO STA. 16+19.82 LT

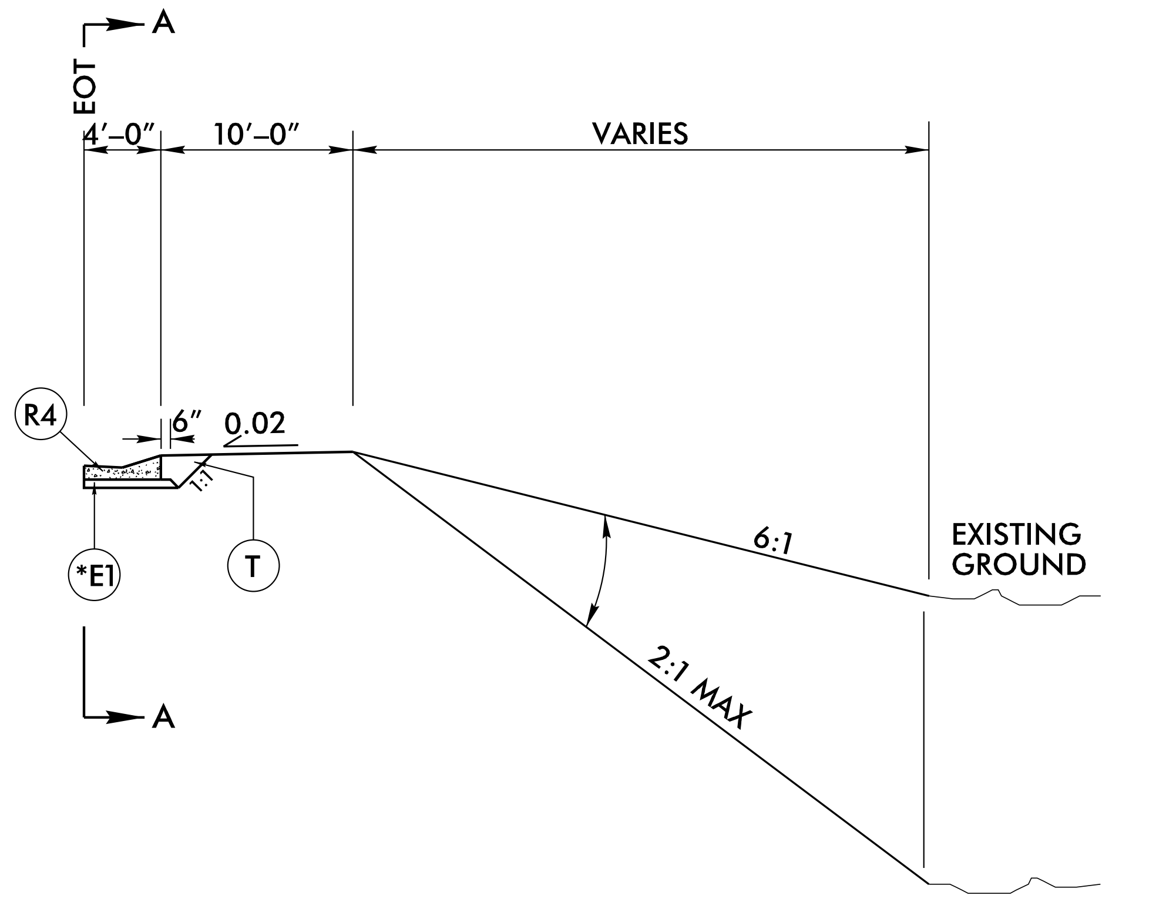

℄ -LPA- -LPC-
A
VARIES
EOT
10'-0"
4'-0"
VAR.
12'-0" TO 16'-0"
EOT
10'-0"
2'-0"
4'-0" FDPS
EXISTING GROUND
12"
0.04
0.02
0.02
0.02
R1
12"
0.02
2:1 MAX
VAR.
1:1
1:1
6:1
10"
6"
T
EXISTING GROUND
T
K1
E1
D2
GRADE POINT
C2
W2
D2
E1
K1
2:1 MAX
EXISTING GROUND
GRADE TO THIS LINE
2:1 MAX
A
EXISTING GROUND

TYPICAL SECTION NO. 35

-LPA-
-LPC-

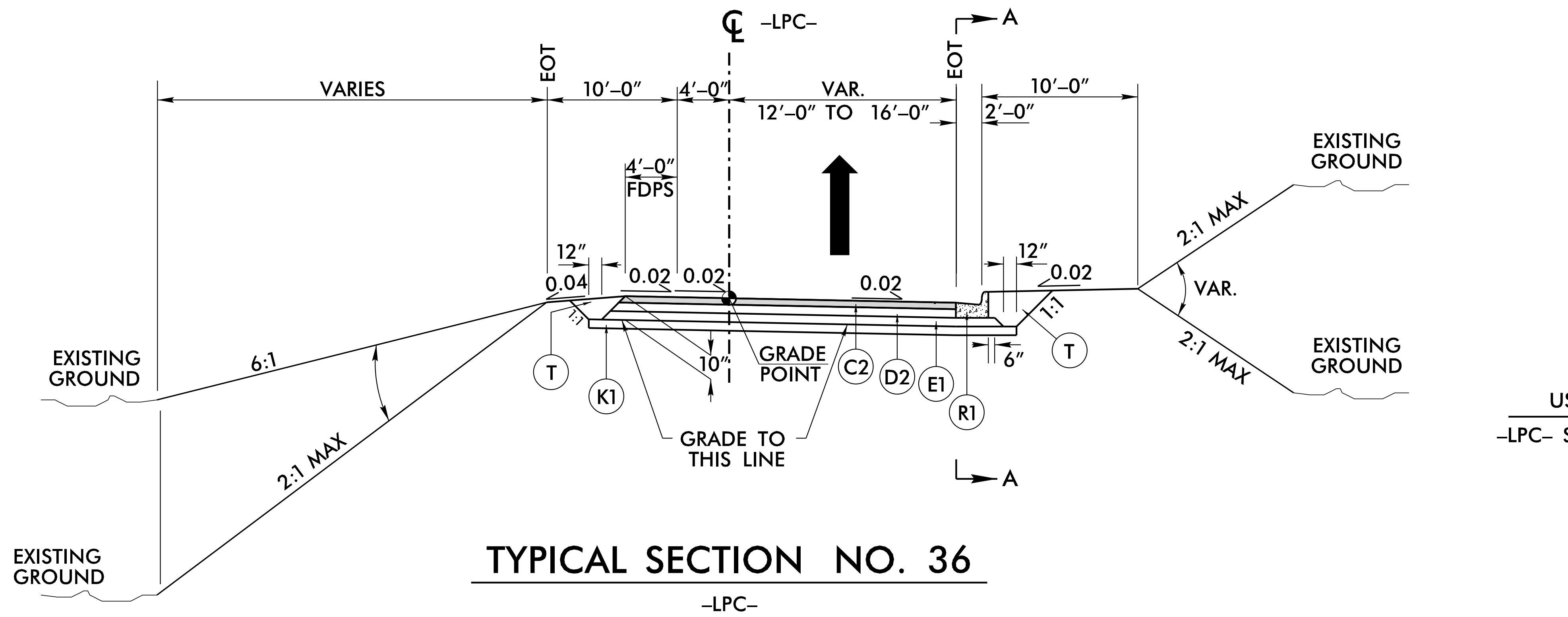
USE TYPICAL SECTION NO. 35

-LPA- STA. 10+00.00 TO STA. 21+76.89
-LPC- STA. 10+05.00 TO STA. 12+05.40


A
EOT
4'-0"
10'-0"
VARIES
R4
6"
0.02
*E1
T
6:1
EXISTING GROUND
2:1 MAX
A

INSET FOR TYPICAL SECTION NO. 35

-LPA- STA. 10+00.00 TO STA. 12+33.45 RT
-LPC- STA. 10+05.00 TO STA. 11+58.01 RT


℄ -LPC-
A
VARIES
EOT
10'-0"
4'-0"
VAR.
12'-0" TO 16'-0"
EOT
10'-0"
2'-0"
4'-0" FDPS
EXISTING GROUND
12"
0.04
0.02
0.02
0.02
12"
0.02
2:1 MAX
VAR.
1:1
6:1
10"
6"
T
EXISTING GROUND
T
K1
GRADE POINT
C2
D2
E1
R1
2:1 MAX
EXISTING GROUND
GRADE TO THIS LINE
2:1 MAX
A
EXISTING GROUND

TYPICAL SECTION NO. 36

-LPC-

USE TYPICAL SECTION NO. 36

-LPC- STA. 12+05.40 TO STA. 20+63.82

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

24-APR-2024 16:51
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

DocuSign Envelope ID: 16EC151C-CA02-4CDF-8FE4-9676D920CCFD

6/2/99

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

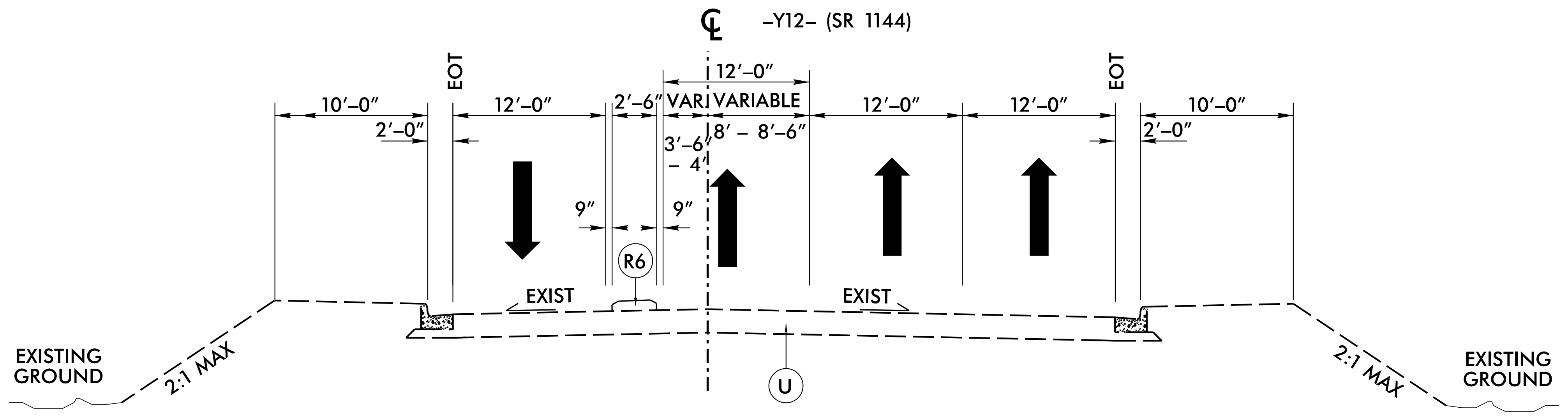
C1	PROP. APPROX. 3" ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3" ACSC, TYPE S9.5C.
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B.
C4	PROP. VAR. DEPTH ACSC, TYPE S9.5C.
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C.
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C.
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C.
E1	PROP. APPROX. 3" ACBC, TYPE B25.0C.
E2	PROP. APPROX. 3.5" ACBC, TYPE B25.0C.
E3	PROP. APPROX. 4" ACBC, TYPE B25.0C.
E4	PROP. APPROX. 4.5" ACBC, TYPE B25.0C.
E5	PROP. APPROX. 5.5" ACBC, TYPE B25.0C.
E6	PROP. VAR. DEPTH ACBC, TYPE B25.0C.
J1	PROP. 8" ABC
K1	PROP. 8" LIME STABILIZATION. OR PROP. 7" CEMENT STABILIZATION.
K2	PROP 8" CLASS IV SUBGRADE STABILIZATION.
N1	GEOTEXTILE FOR SUBGRADE STABILIZATION.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (STD MOUNTABLE).
R3	SHOULDER BERM GUTTER.
R4	CONCRETE EXPRESSWAY GUTTER.
R5	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).
R6	5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED).
R7	2'-9" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 1 ON SHEET 2A-2).
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 2 ON SHEET 2A-2).
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL SHOWING METHOD OF WEDGING No. 3 ON SHEET 2A-2).

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

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-12
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 76DF15861D354B4... 5/21/2024	SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... 5/22/2024

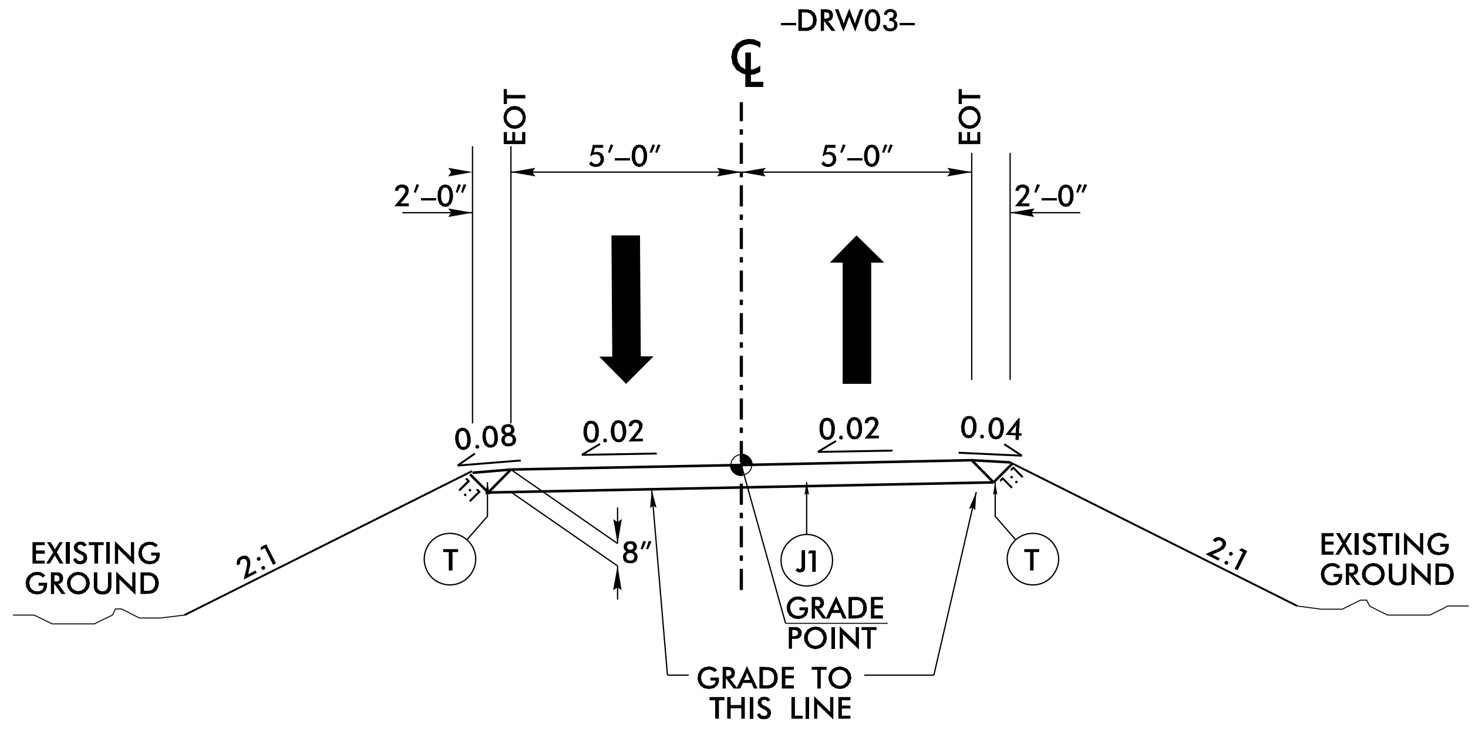
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


℄ -Y12- (SR 1144)
EOT
EOT
10'-0"
2'-0"
12'-0"
2'-6"
VAR
12'-0"
VARIABLE
8' - 8'-6"
3'-6" - 4'
12'-0"
12'-0"
10'-0"
2'-0"
9"
9"
R6
EXIST
EXIST
EXISTING GROUND
2:1 MAX
U
2:1 MAX
EXISTING GROUND

MEDIAN ISLAND EXTENSION TYPICAL SECTION NO. 37

-Y12- (SR 1144)

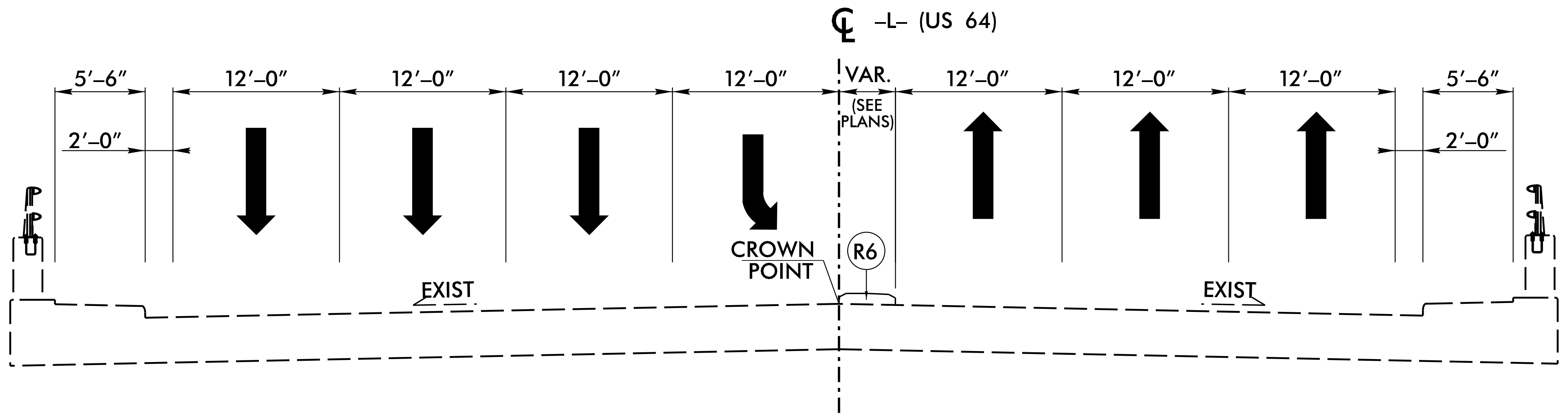
USE TYPICAL SECTION NO. 37
-Y12- STA. 10+18.00 TO STA. 11+48.22


℄ -DRW03-
EOT
EOT
2'-0"
5'-0"
5'-0"
2'-0"
0.08
0.02
0.02
0.04
EXISTING GROUND
2:1
T
8"
J1
GRADE POINT
GRADE TO THIS LINE
T
2:1
EXISTING GROUND

TYPICAL SECTION NO. 38

-DRW03-

USE TYPICAL SECTION NO. 38
-DRW03- STA. 10+12.00 TO STA. 11+00.00


℄ -L- (US 64)
5'-6"
2'-0"
12'-0"
12'-0"
12'-0"
12'-0"
VAR.
(SEE PLANS)
12'-0"
12'-0"
12'-0"
5'-6"
2'-0"
CROWN POINT
R6
EXIST
EXIST

EXISTING BRIDGE TYPICAL NO. 1

-L-

USE EXISTING BRIDGE TYPICAL SECTION NO. 1
-L- STA. 113+71.30 TO STA. 115+47.47

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

24-APR-2024 16:51
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

6/2/99

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3″ ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3″ ACSC, TYPE S9.5C.
C5	PROP. APPROX. 2.5″ ACSC, TYPE S9.5B.
J1	PROP. 8″ ABC
J2	PROP. 6″ ABC
P1	PRIME COAT

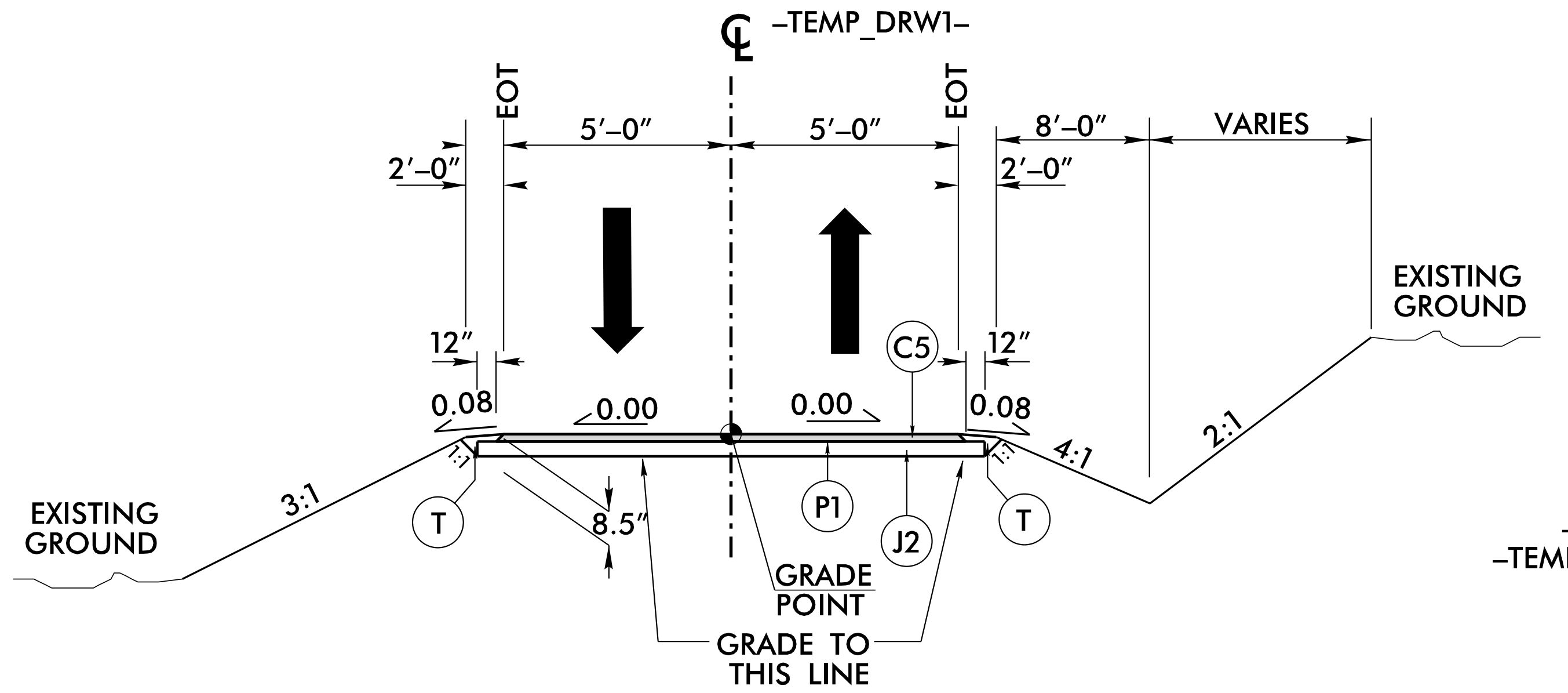
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-13

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 76DF15861D354B4... 5/21/2024	SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... 5/22/2024

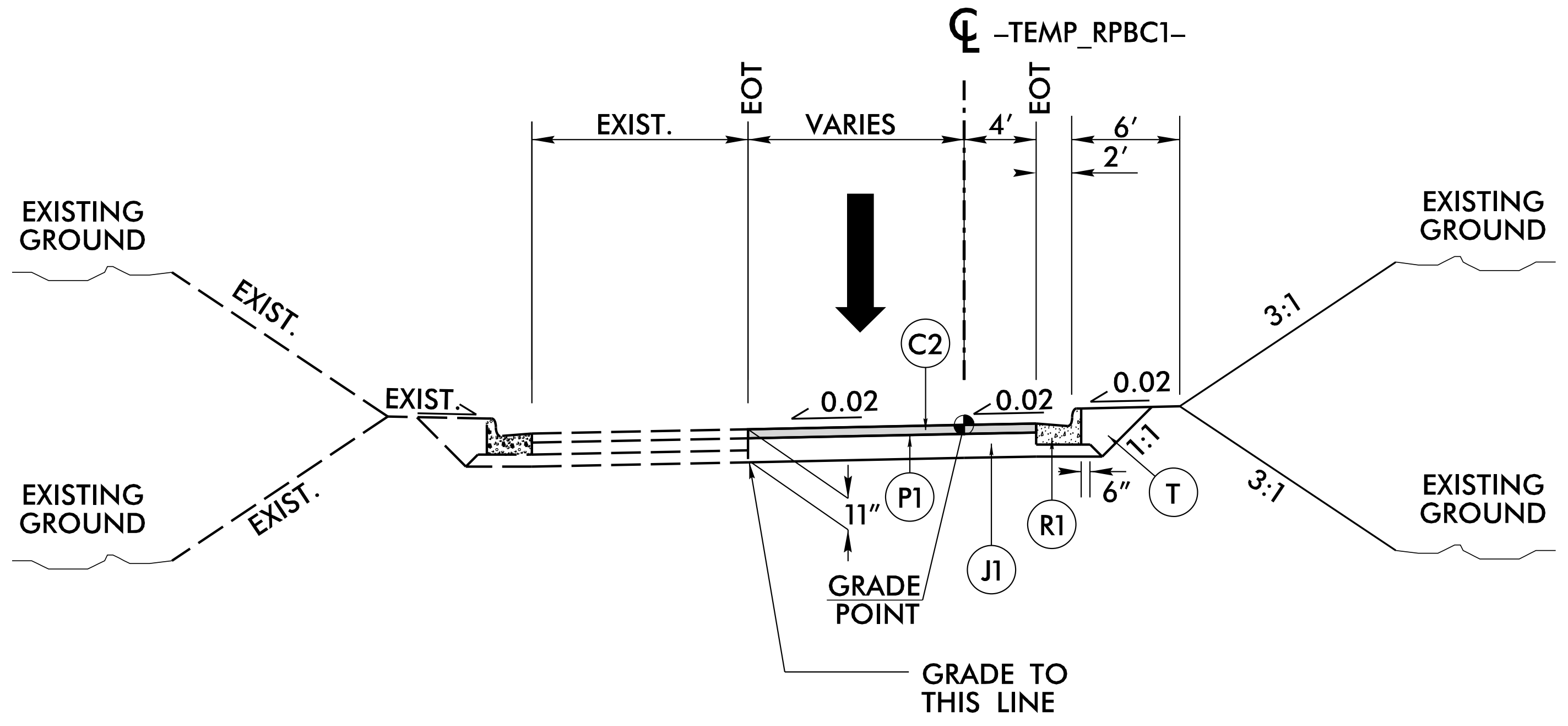
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


℄ -TEMP_DRW1-
EOT
EOT
2'-0"
5'-0"
5'-0"
8'-0"
2'-0"
VARIES
EXISTING GROUND
12"
12"
C5
0.08
0.00
0.00
0.08
4:1
2:1
3:1
EXISTING GROUND
T
8.5"
P1
J2
T
GRADE POINT
GRADE TO THIS LINE

USE TYPICAL SECTION NO. 39
-TEMP_DRW1- STA. 10+35.50 TO STA. 15+01.22

TYPICAL SECTION NO. 39

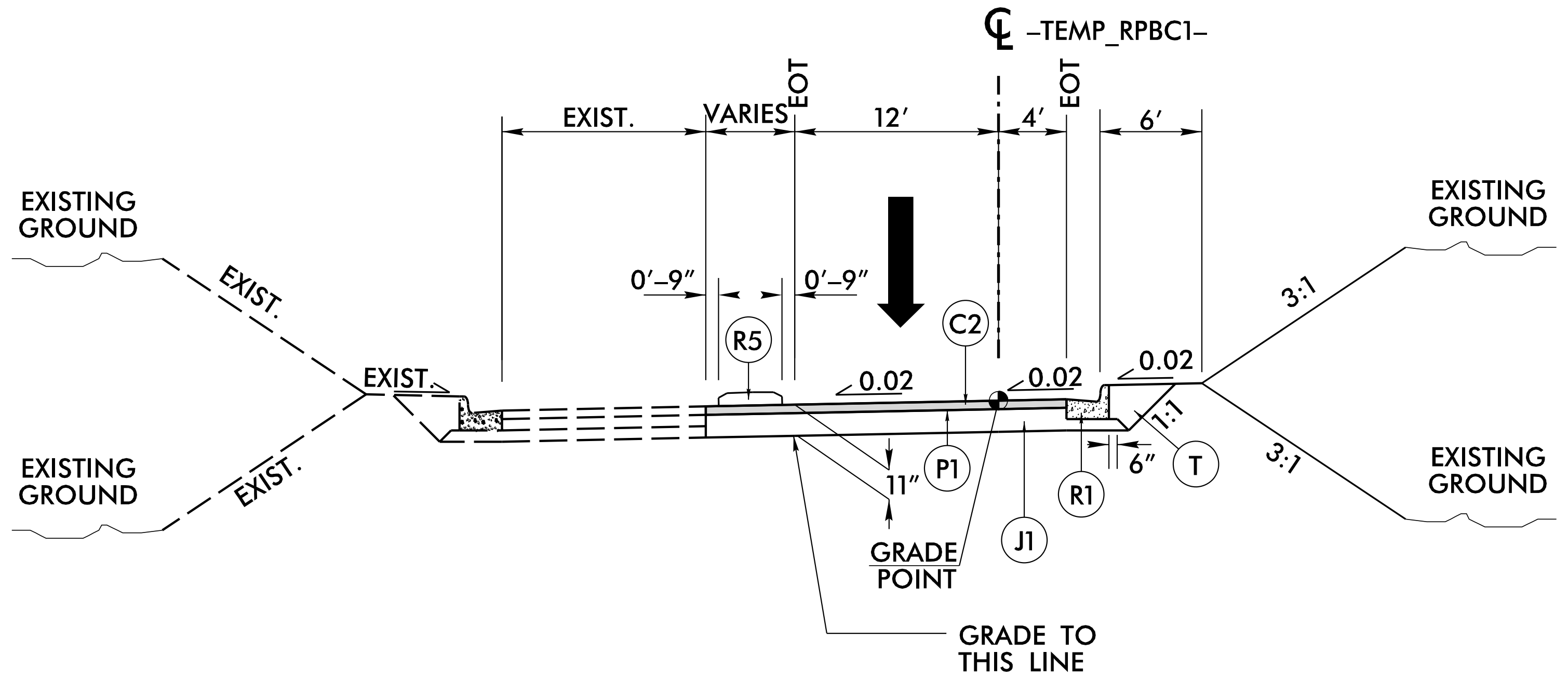
-TEMP_DRW1-


℄ -TEMP_RPBC1-
EOT
EOT
EXIST.
VARIES
4'
6'
2'
EXISTING GROUND
EXIST.
EXISTING GROUND
3:1
C2
EXIST.
0.02
0.02
0.02
EXISTING GROUND
EXIST.
1:1
3:1
EXISTING GROUND
11"
P1
R1
6"
T
GRADE POINT
J1
GRADE TO THIS LINE

TYPICAL SECTION NO. 40

-TEMP_RPBC1-

USE TYPICAL SECTION NO. 40
-TEMP_RPBC1- STA. 10+63.24 TO STA. 11+01.86


℄ -TEMP_RPBC1-
EOT
EOT
EXIST.
VARIES
12'
4'
6'
EXISTING GROUND
EXIST.
0'-9"
0'-9"
R5
C2
EXISTING GROUND
3:1
EXIST.
0.02
0.02
0.02
EXISTING GROUND
EXIST.
1:1
3:1
EXISTING GROUND
11"
P1
R1
6"
T
GRADE POINT
J1
GRADE TO THIS LINE

TYPICAL SECTION NO. 41

-TEMP_RPBC1-

USE TYPICAL SECTION NO. 41
-TEMP_RPBC1- STA. 11+01.86 TO STA. 11+55.00

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

24-APR-2024 16:51
\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

DocuSign Envelope ID: 16EC151C-CA02-4CDF-8FE4-9676D920CCFD

6/2/99

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN)

C1	PROP. APPROX. 3″ ACSC, TYPE S9.5B.
C2	PROP. APPROX. 3″ ACSC, TYPE S9.5C.
C5	PROP. APPROX. 2.5″ ACSC, TYPE S9.5B.
J1	PROP. 8″ ABC
J2	PROP. 6″ ABC
P1	PRIME COAT

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

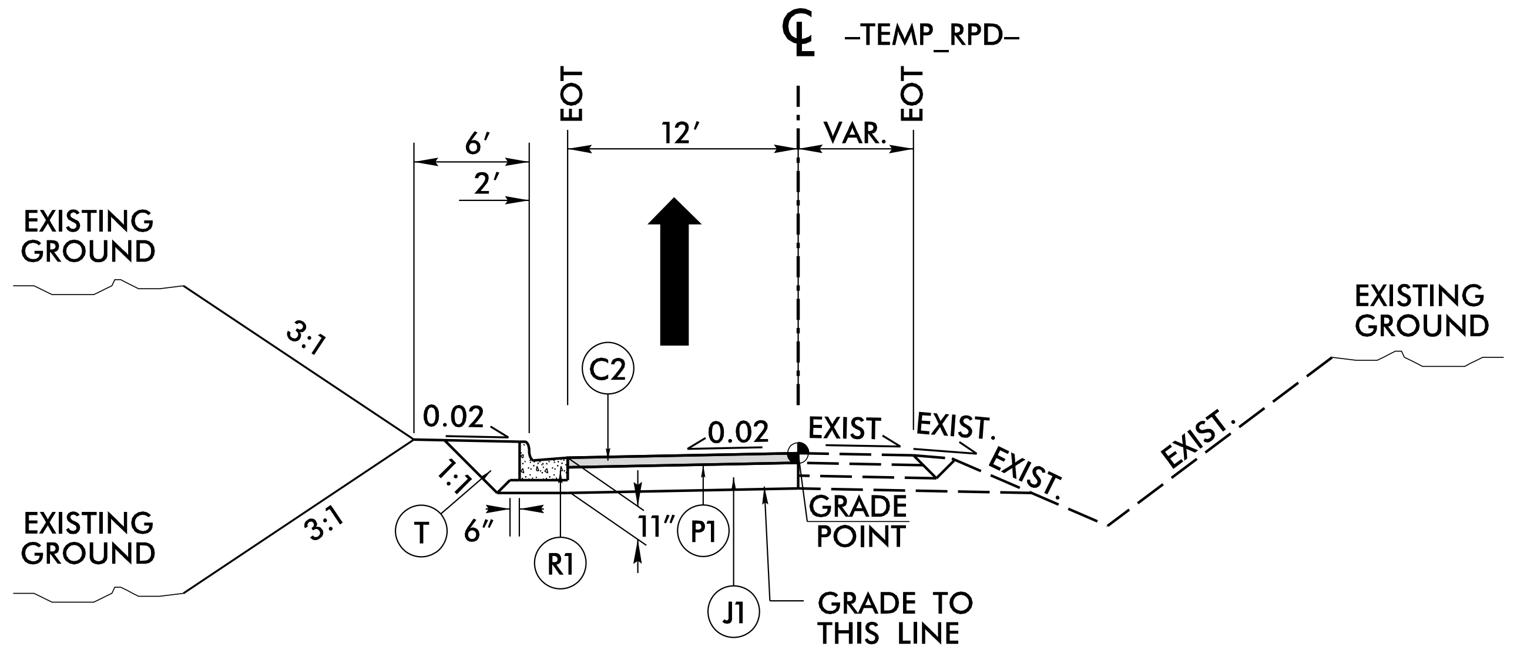
HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2A-14

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M Pickens 76DF15861D354B4... 5/21/2024	SEAL 044590 ANDREW D. WARGO DocuSigned by: Andrew Wargo 2D2C959DCBCA49E... 5/22/2024

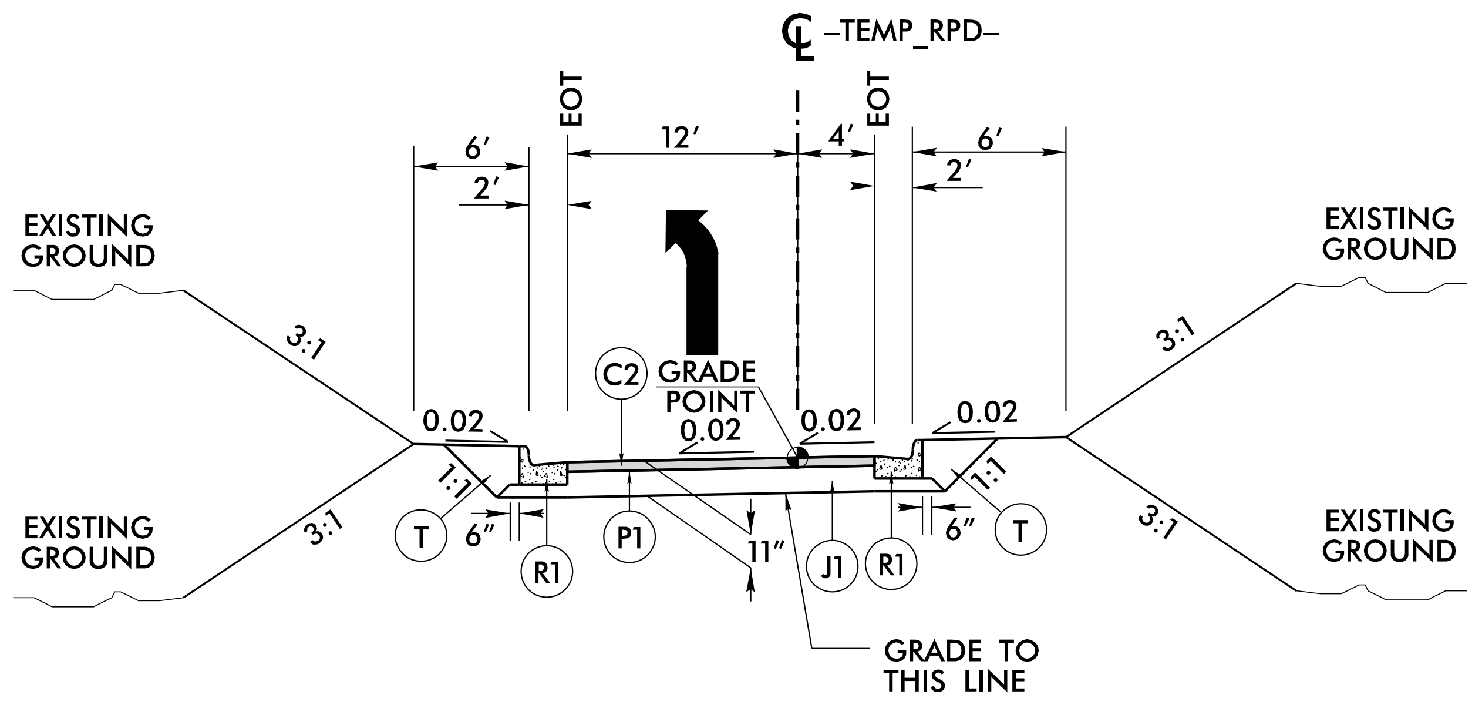
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


℄ -TEMP_RPD-
EOT
EOT
6′
2′
12′
VAR.
EXISTING GROUND
3:1
C2
0.02
0.02
EXIST.
EXIST.
EXIST.
EXIST.
EXISTING GROUND
1:1
EXISTING GROUND
3:1
T
6″
R1
11″
P1
GRADE POINT
J1
GRADE TO THIS LINE

TYPICAL SECTION NO. 42

-TEMP_RPD-

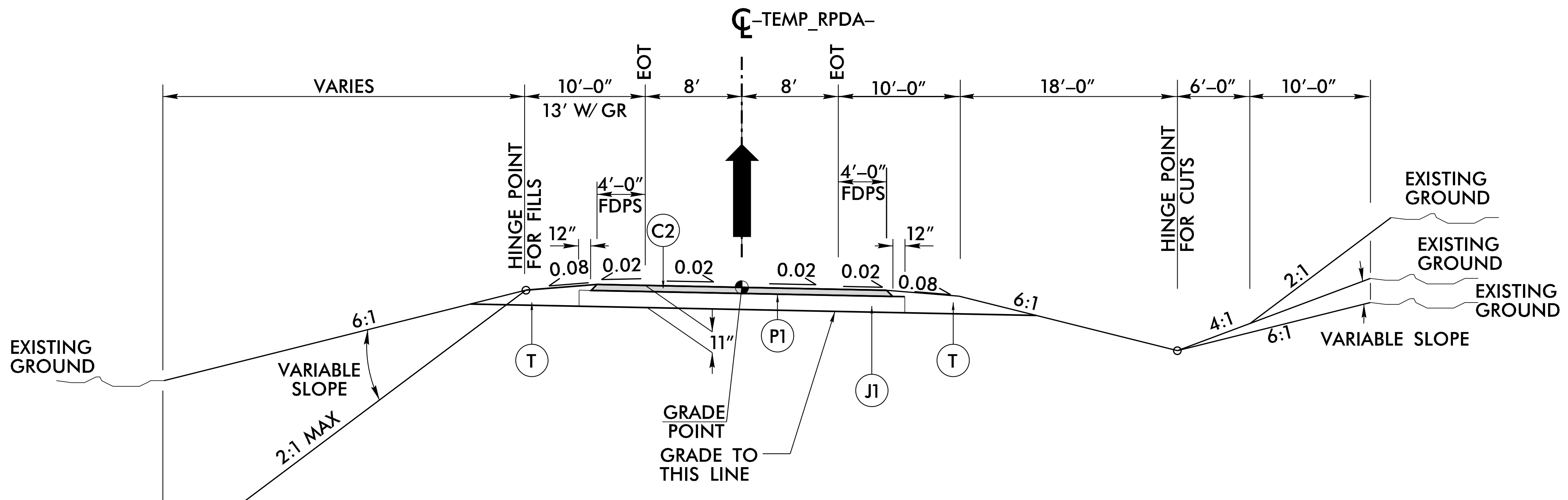
USE TYPICAL SECTION NO. 42
-TEMP_RPD- STA. 19+51.31 TO STA. 20+89.85


℄ -TEMP_RPD-
EOT
EOT
6′
2′
12′
4′
6′
2′
EXISTING GROUND
EXISTING GROUND
3:1
3:1
C2
GRADE POINT
0.02
0.02
0.02
0.02
1:1
1:1
EXISTING GROUND
EXISTING GROUND
3:1
3:1
T
6″
R1
P1
11″
J1
R1
6″
T
GRADE TO THIS LINE

TYPICAL SECTION NO. 43

-TEMP_RPD-

USE TYPICAL SECTION NO. 43
-TEMP_RPD- STA. 20+89.85 TO STA. 22+11.16


℄ -TEMP_RPDA-
VARIES
10′-0″
13′ W/ GR
EOT
8′
8′
EOT
10′-0″
18′-0″
6′-0″
10′-0″
HINGE POINT FOR FILLS
4′-0″
FDPS
12″
C2
4′-0″
FDPS
12″
HINGE POINT FOR CUTS
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
0.08
0.02
0.02
0.02
0.02
0.08
6:1
2:1
4:1
6:1
VARIABLE SLOPE
6:1
EXISTING GROUND
VARIABLE SLOPE
T
11″
P1
T
J1
GRADE POINT
GRADE TO THIS LINE
2:1 MAX
EXISTING GROUND

TYPICAL SECTION NO. 44

-TEMP_RPDA-

USE TYPICAL SECTION NO. 44
-TEMP_RPDA- STA. 14+50.00 TO STA. 17+98.70

NOTES:

1) SEE PLANS FOR TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, SIDEWALK AND LANE TAPER LOCATIONS.

2) DO NOT USE STABILIZATION ON PAVEMENT WIDTHS LESS THAN 6 FEET.

24-APR-2024 16:51
R:\Roadway\Proj\u5813_rdy_typ.dgn
HNTB

8/17/99

HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-1
R/W SHEET NO.	

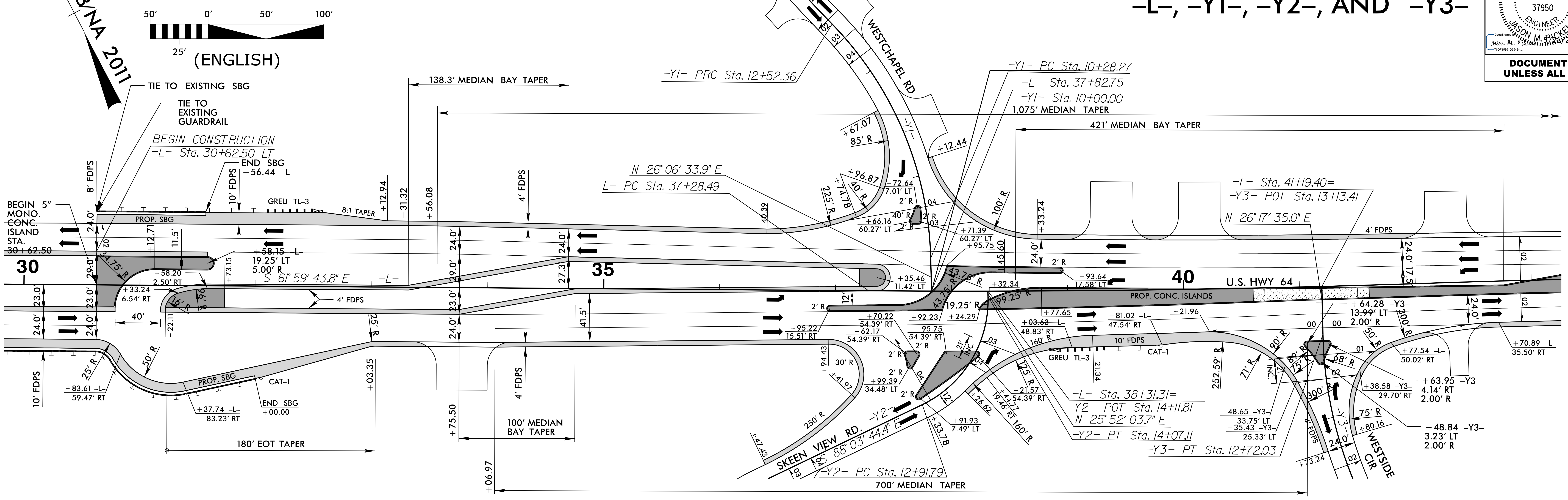
ROADWAY DESIGN ENGINEER

SEAL 37950
JASON M. PICKENS
2024

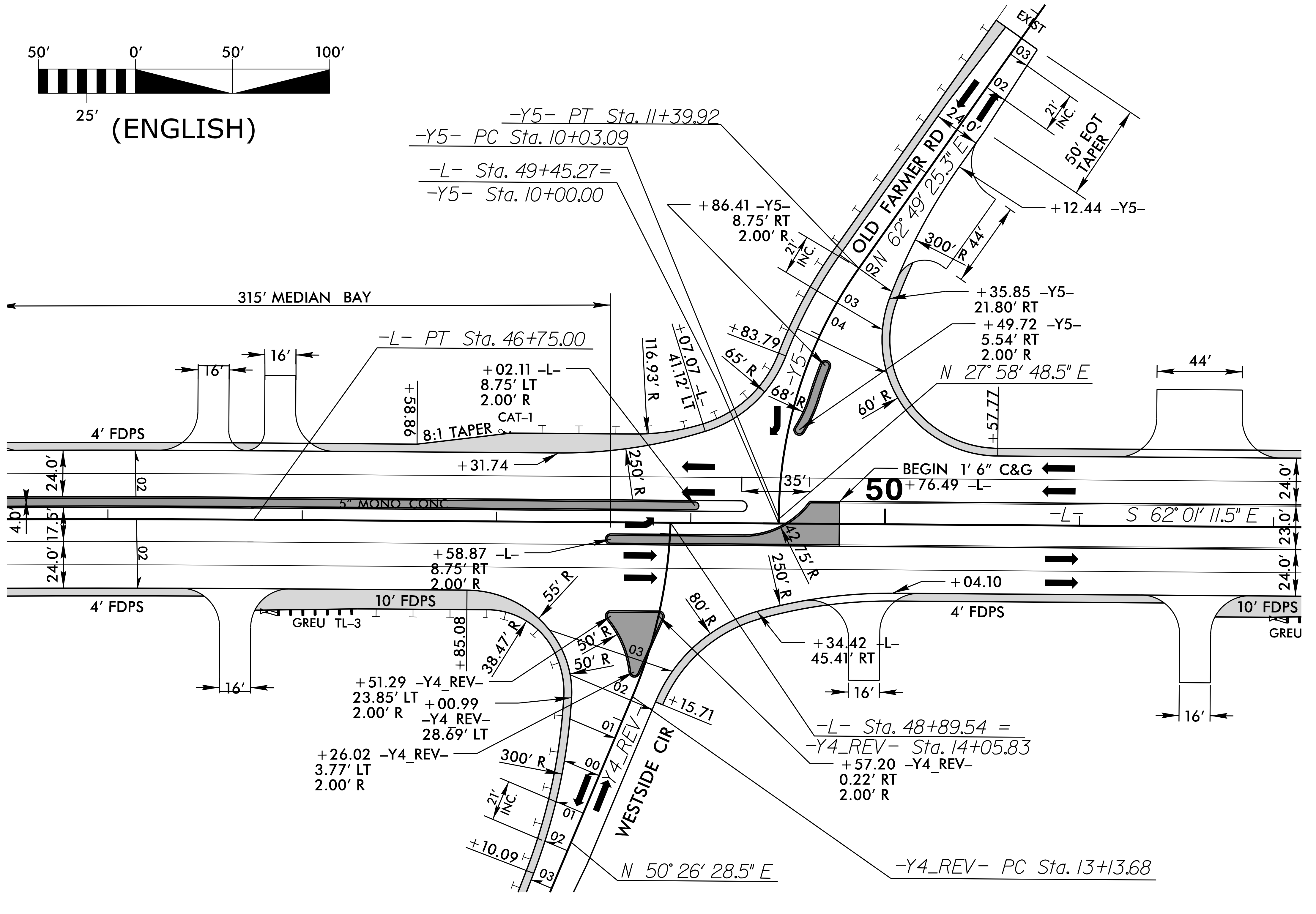
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

FOR -L- PLAN, SEE SHEET 6
FOR -L- PROFILE, SEE SHEETS 16,17
FOR -Y1-, -Y2-, AND -Y3- PLANS, SEE SHEET 6
FOR -Y1-, -Y2-, AND -Y3- PROFILES, SEE SHEET 23

INTERSECTION DETAIL -L-, -Y1-, -Y2-, AND -Y3-


NAD 83/NA 2011
50' 0' 50' 100'
25' (ENGLISH)
TIE TO EXISTING SBG
TIE TO EXISTING GUARDRAIL
BEGIN CONSTRUCTION -L- Sta. 30+62.50 LT
END SBG +56.44 -L-
BEGIN 5" MONO. CONC. ISLAND STA. 30+62.50
8' FDPS
10' FDPS
GREU TL-3
8:1 TAPER
PROP. SBG
138.3' MEDIAN BAY TAPER
+12.94
+31.32
+56.08
4' FDPS
24.0'
29.0'
23.0'
12.71
11.5'
+58.15 -L- 19.25' LT 5.00' R
+58.20 2.50' RT
+33.24 6.54' RT
34.75' R
16' R
96' R
+73.15
40'
+22.11
30
S 61° 59' 43.8" E -L-
4' FDPS
25' R
50' R
+83.61 -L- 59.47' RT
+37.74 -L- 83.23' RT
PROP. SBG
CAT-1
END SBG +00.00
+03.35
180' EOT TAPER
10' FDPS
27.3'
41.5'
35
+75.50
100' MEDIAN BAY TAPER
+06.97
N 26° 06' 33.9" E
-L- PC Sta. 37+28.49
+40.39
-Y1- PRC Sta. 12+52.36
WESTCHAPEL RD
-Y1-
00 01 02 03 04
+67.07 85' R
+96.87 40' R
+74.78 225' R
+72.64 7.01' LT
2' R
+66.16 60.27' LT
+71.39 60.27' LT
+95.75
+12.44
100' R
-Y1- PC Sta. 10+28.27
-L- Sta. 37+82.75
-Y1- Sta. 10+00.00
1,075' MEDIAN TAPER
421' MEDIAN BAY TAPER
+33.24
45.60
43.75' R
+35.46 11.42' LT
12'
19.25' R
99.25' R
+32.34
+92.23
+24.29
+93.64 17.58' LT
+95.22 15.51' RT
+70.22 54.39' RT
+62.17 54.39' RT
+95.75 54.39' RT
+99.39 34.48' LT
+94.43
30' R
+41.97
250' R
+47.43
SKEEN VIEW RD.
-Y2-
S 88° 03' 44.4" E
-Y2- PC Sta. 12+91.79
700' MEDIAN TAPER
+91.93 7.49' LT
+33.78
21' INC.
+26.62
+44.77 19.46' RT
160' R
125' R
+21.57 54.39' RT
+77.65
+03.63 -L- 48.83' RT
+81.02 -L- 47.54' RT
+21.34
+21.96
10' FDPS
CAT-1
-L- Sta. 38+31.31=
-Y2- POT Sta. 14+11.81
N 25° 52' 03.7" E
-Y2- PT Sta. 14+07.11
-Y3- PT Sta. 12+72.03
252.59' R
40
U.S. HWY 64
PROP. CONC. ISLANDS
-L- Sta. 41+19.40=
-Y3- POT Sta. 13+13.41
N 26° 17' 35.0" E
+64.28 -Y3- 13.99' LT 2.00' R
300' R
50' R
90' R
89' R
75' R
71' R
68' R
+48.65 -Y3- 33.75' LT
+35.43 -Y3- 25.33' LT
+38.58 -Y3- 29.70' RT
+63.95 -Y3- 4.14' RT 2.00' R
+48.84 -Y3- 3.23' LT 2.00' R
+77.54 -L- 50.02' RT
+70.89 -L- 35.50' RT
17.5'
-Y3-
75' R
+80.16
WESTSIDE CIR
+73.24

INTERSECTION DETAIL -L-, -Y4_REV-, AND -Y5-


NAD 83/NA 2011
50' 0' 50' 100'
25' (ENGLISH)
-Y5- PT Sta. 11+39.92
-Y5- PC Sta. 10+03.09
-L- Sta. 49+45.27=
-Y5- Sta. 10+00.00
315' MEDIAN BAY
-L- PT Sta. 46+75.00
16'
4' FDPS
+58.86
8:1 TAPER
CAT-1
+02.11 -L- 8.75' LT 2.00' R
+31.74
116.93' R
+07.07 -L- 41.12' LT
250' R
5" MONO. CONC.
24.0'
4.0'
17.5'
+58.87 -L- 8.75' RT 2.00' R
10' FDPS
GREU TL-3
+85.08
55' R
38.47' R
50' R
+51.29 -Y4_REV- 23.85' LT 2.00' R
+00.99 -Y4_REV- 28.69' LT
+26.02 -Y4_REV- 3.77' LT 2.00' R
300' R
21' INC.
+10.09
-Y4_REV-
WESTSIDE CIR
N 50° 26' 28.5" E
OLD FARMER RD
N 62° 49' 25.3" E
EXIST
24.0'
50' EOT TAPER
+12.44 -Y5-
+86.41 -Y5- 8.75' RT 2.00' R
300' R
44'
+35.85 -Y5- 21.80' RT
+49.72 -Y5- 5.54' RT 2.00' R
N 27° 58' 48.5" E
+83.79
65' R
68' R
-Y5-
60' R
+57.77
35'
BEGIN 1' 6" C&G
50 +76.49 -L-
-L- S 62° 01' 11.5" E
23.0'
42
75' R
80' R
+04.10
4' FDPS
+34.42 -L- 45.41' RT
+15.71
-L- Sta. 48+89.54 =
-Y4_REV- Sta. 14+05.83
+57.20 -Y4_REV- 0.22' RT 2.00' R
-Y4_REV- PC Sta. 13+13.68
10' FDPS
GREU

FOR -L- PLAN, SEE SHEET 7
FOR -L- PROFILE, SEE SHEET 17
FOR -Y4_REV-, AND -Y5- PLANS, SEE SHEET 7
FOR -Y4_REV-, AND -Y5- PROFILE, SEE SHEET 23
FOR -Y5- PROFILE, SEE SHEET 24

28-NOV-2023 11:54
R:\Roadway\Proj\U5813_RDY_DETAIL_2B-1.dgn
HNTB

8/17/99

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

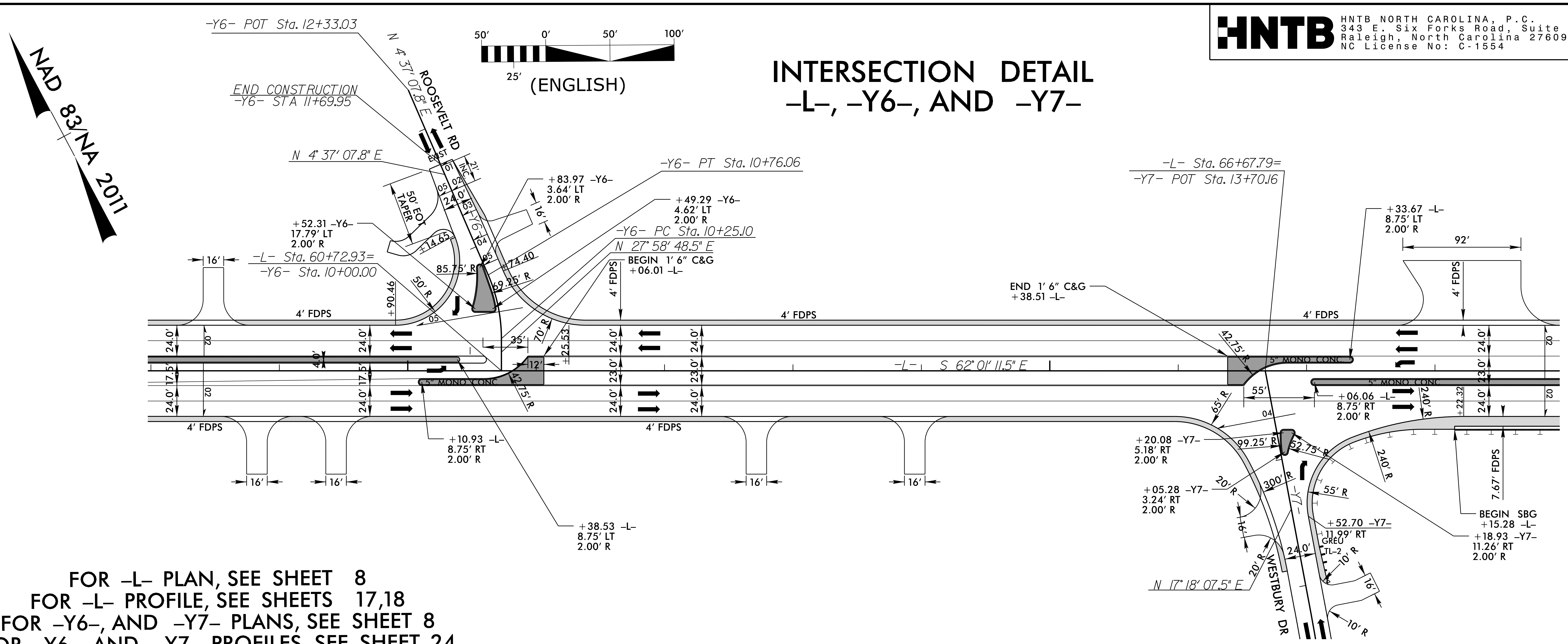
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-2
R/W SHEET NO.	

ROADWAY DESIGN
ENGINEER

SEAL
37950
JASON M. PICKENS
DocuSigned by:
Jason M. Pickens
76DF15861D354B4...
5/21/2024

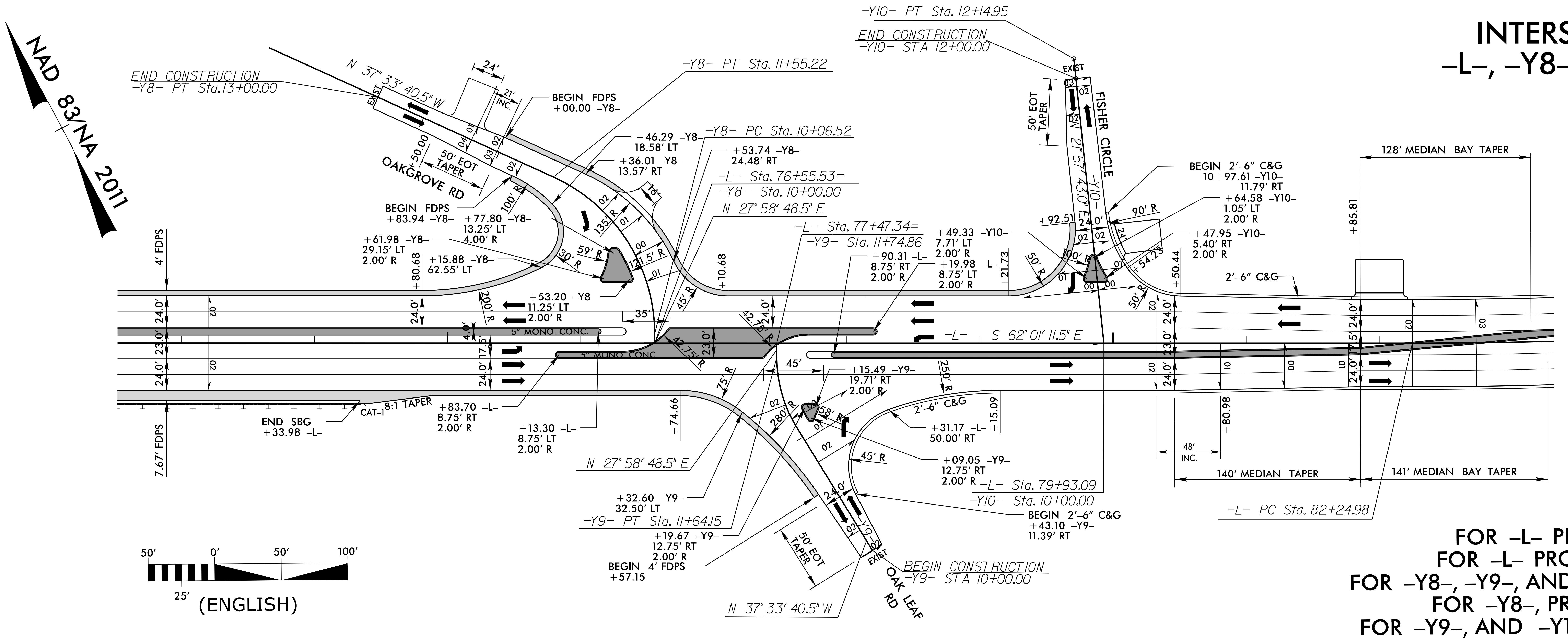
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

INTERSECTION DETAIL
-L-, -Y6-, AND -Y7-


NAD 83/NA 2011
50′ 0′ 50′ 100′
25′ (ENGLISH)
-Y6- POT Sta. 12+33.03
N 4° 37′ 07.8″ E
ROOSEVELT RD
END CONSTRUCTION
-Y6- STA 11+69.95
N 4° 37′ 07.8″ E
EXIST
21′ INC.
24.0′
-Y6-
50′ EOT TAPER
+14.65
+52.31 -Y6-
17.79′ LT
2.00′ R
16′
-L- Sta. 60+72.93=
-Y6- Sta. 10+00.00
85.75′ R
50′ R
+90.46
4′ FDPS
+83.97 -Y6-
3.64′ LT
2.00′ R
-Y6- PT Sta. 10+76.06
+49.29 -Y6-
4.62′ LT
2.00′ R
-Y6- PC Sta. 10+25.10
N 27° 58′ 48.5″ E
BEGIN 1′ 6″ C&G
+06.01 -L-
+74.40
69.25′ R
70′ R
35′
+25.53
12′
4.0′
24.0′
17.5′
23.0′
5″ MONO CONC.
42.75′ R
+10.93 -L-
8.75′ RT
2.00′ R
+38.53 -L-
8.75′ LT
2.00′ R
-L- S 62° 01′ 11.5″ E
END 1′ 6″ C&G
+38.51 -L-
-L- Sta. 66+67.79=
-Y7- POT Sta. 13+70.16
+33.67 -L-
8.75′ LT
2.00′ R
92′
55′
+06.06 -L-
8.75′ RT
2.00′ R
240′ R
+22.32
65′ R
+20.08 -Y7-
5.18′ RT
2.00′ R
99.25′ R
52.75′ R
300′ R
20′ R
+05.28 -Y7-
3.24′ RT
2.00′ R
55′ R
+52.70 -Y7-
11.99′ RT
GREU TL-2
10′ R
7.67′ FDPS
BEGIN SBG
+15.28 -L-
+18.93 -Y7-
11.26′ RT
2.00′ R
N 17° 18′ 07.5″ E
WESTBURY DR
-Y7-

FOR -L- PLAN, SEE SHEET 8
FOR -L- PROFILE, SEE SHEETS 17,18
FOR -Y6-, AND -Y7- PLANS, SEE SHEET 8
FOR -Y6-, AND -Y7- PROFILES, SEE SHEET 24

INTERSECTION DETAIL
-L-, -Y8-, -Y9-, AND -Y10-


NAD 83/NA 2011
END CONSTRUCTION
-Y8- PT Sta.13+00.00
N 37° 33′ 40.5″ W
EXIST
24′
21′ INC.
BEGIN FDPS
+00.00 -Y8-
-Y8- PT Sta. 11+55.22
+46.29 -Y8-
18.58′ LT
-Y8- PC Sta. 10+06.52
+36.01 -Y8-
13.57′ RT
+53.74 -Y8-
24.48′ RT
-L- Sta. 76+55.53=
-Y8- Sta. 10+00.00
N 27° 58′ 48.5″ E
+50.00
50′ EOT TAPER
OAKGROVE RD
100′ R
135′ R
16′
BEGIN FDPS
+83.94 -Y8-
+77.80 -Y8-
13.25′ LT
4.00′ R
+61.98 -Y8-
29.15′ LT
2.00′ R
+15.88 -Y8-
62.55′ LT
59′ R
30′ R
121.5′ R
45′ R
+80.68
+10.68
4′ FDPS
200′ R
+53.20 -Y8-
11.25′ LT
2.00′ R
35′
5″ MONO CONC.
42.75′ R
END SBG
+33.98 -L-
CAT-1
8:1 TAPER
+83.70 -L-
8.75′ RT
2.00′ R
+13.30 -L-
8.75′ LT
2.00′ R
7.67′ FDPS
+74.66
75′ R
45′
280′ R
58′ R
N 27° 58′ 48.5″ E
+32.60 -Y9-
32.50′ LT
-Y9- PT Sta. 11+64.15
+19.67 -Y9-
12.75′ RT
2.00′ R
BEGIN 4′ FDPS
+57.15
50′ EOT TAPER
N 37° 33′ 40.5″ W
OAK LEAF RD
BEGIN CONSTRUCTION
-Y9- STA 10+00.00
-L- Sta. 77+47.34=
-Y9- Sta. 11+74.86
+90.31 -L-
8.75′ RT
2.00′ R
+15.49 -Y9-
19.71′ RT
2.00′ R
-Y10- PT Sta. 12+14.95
END CONSTRUCTION
-Y10- STA 12+00.00
50′ EOT TAPER
FISHER CIRCLE
N 2° 57′ 43.0″ E
-Y10-
+92.51
24.0′
+49.33 -Y10-
7.71′ LT
2.00′ R
+19.98 -L-
8.75′ LT
2.00′ R
+21.73
50′ R
100′ R
BEGIN 2′-6″ C&G
10+97.61 -Y10-
11.79′ RT
+64.58 -Y10-
1.05′ LT
2.00′ R
90′ R
+54.23
+47.95 -Y10-
5.40′ RT
2.00′ R
+50.44
2′-6″ C&G
-L- S 62° 01′ 11.5″ E
250′ R
+15.09
+31.17 -L-
50.00′ RT
+09.05 -Y9-
12.75′ RT
2.00′ R
-L- Sta. 79+93.09
-Y10- Sta. 10+00.00
BEGIN 2′-6″ C&G
+43.10 -Y9-
11.39′ RT
128′ MEDIAN BAY TAPER
+85.81
+80.98
48′ INC.
140′ MEDIAN TAPER
141′ MEDIAN BAY TAPER
-L- PC Sta. 82+24.98
50′ 0′ 50′ 100′
25′ (ENGLISH)

FOR -L- PLAN, SEE SHEET 9
FOR -L- PROFILE, SEE SHEET 18
FOR -Y8-, -Y9-, AND -Y10- PLANS, SEE SHEET 9
FOR -Y8-, PROFILE, SEE SHEET 24
FOR -Y9-, AND -Y10- PROFILES, SEE SHEET 25

28-NOV-2023 11:54
\Roadway\Proj\U5813_RDY_DETAIL_2B-2.dgn
HNTB

8/17/99

HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-3
R/W SHEET NO.	

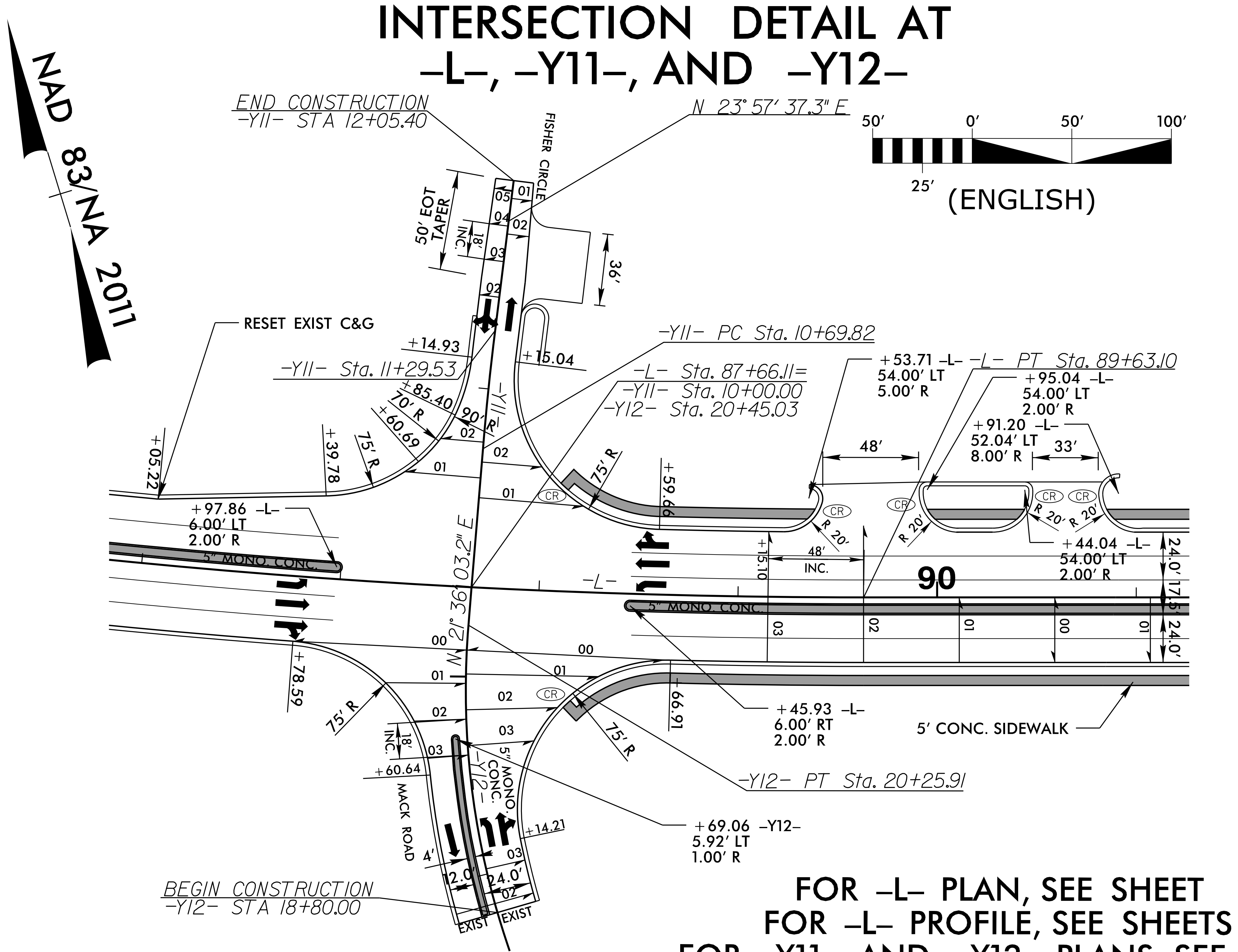
ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 37950 ENGINEER JASON M. PICKENS

Jason M. Pickens 2024

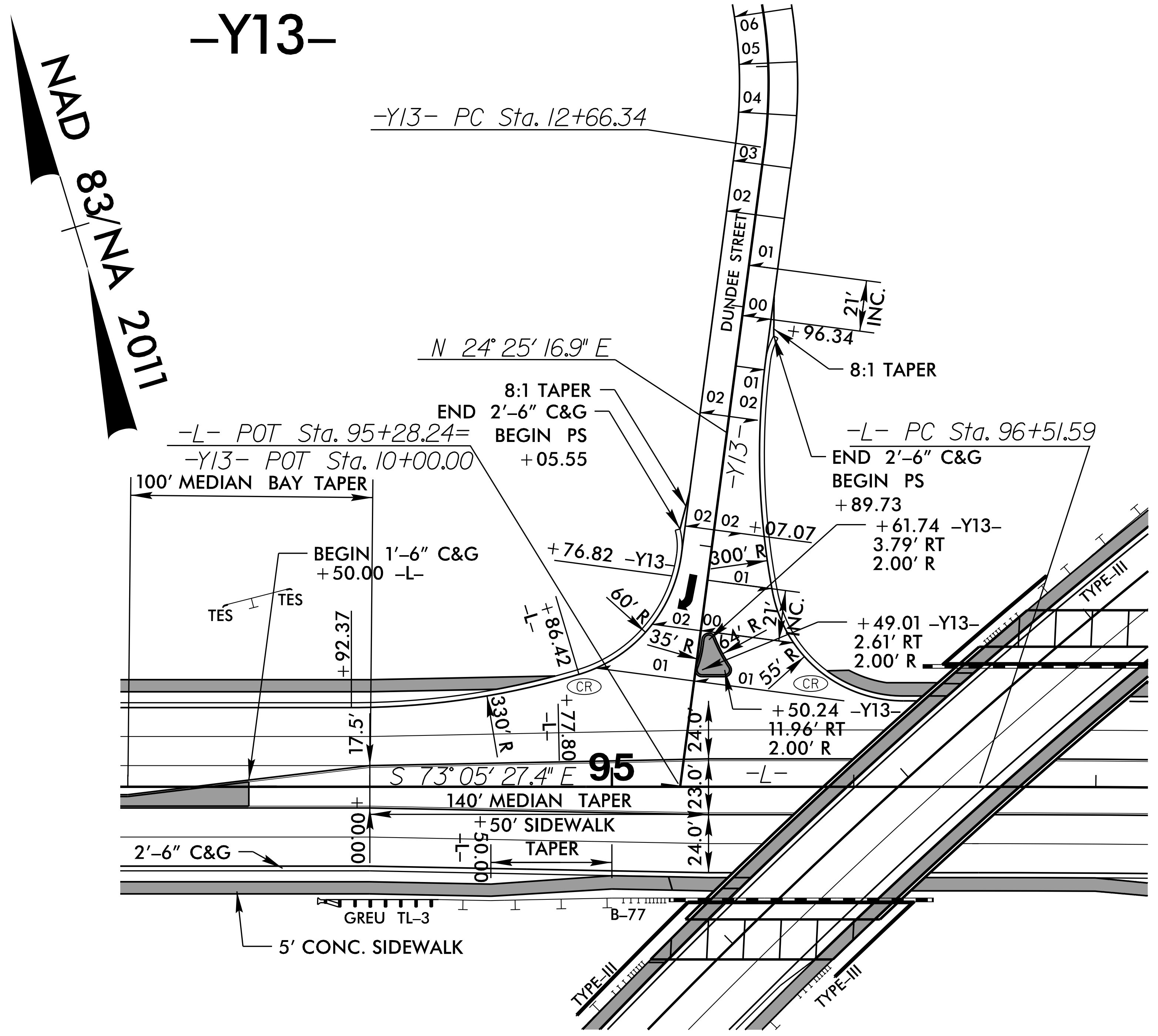
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

INTERSECTION DETAIL AT –L–, –Y11–, AND –Y12–


NAD 83/NA 2011
50' 0' 50' 100'
25' (ENGLISH)
END CONSTRUCTION –Y11– STA 12+05.40
N 23° 57' 37.3" E
FISHER CIRCLE
50' EOT TAPER
36'
RESET EXIST C&G
+14.93
–Y11– Sta. 11+29.53
+15.04
–Y11– PC Sta. 10+69.82
–L– Sta. 87+66.11= –Y11– Sta. 10+00.00 –Y12– Sta. 20+45.03
+53.71 –L– 54.00' LT 5.00' R
–L– PT Sta. 89+63.10
+95.04 –L– 54.00' LT 2.00' R
+91.20 –L– 52.04' LT 8.00' R
48'
33'
+85.40
+60.69
70' R
90' R
75' R
+39.78
+05.22
+59.66
+97.86 –L– 6.00' LT 2.00' R
5" MONO CONC
48' INC.
+15.10
–L–
90
5" MONO CONC
+44.04 –L– 54.00' LT 2.00' R
24.0'
17.5'
24.0'
N 21° 36' 03.2" E
+78.59
75' R
+66.91
+45.93 –L– 6.00' RT 2.00' R
5' CONC. SIDEWALK
18' INC.
+60.64
MACK ROAD
5" MONO CONC.
75' R
–Y12– PT Sta. 20+25.91
+14.21
+69.06 –Y12– 5.92' LT 1.00' R
BEGIN CONSTRUCTION –Y12– STA 18+80.00
12.0'
24.0'
4'
EXIST
EXIST
CR

FOR –L– PLAN, SEE SHEET 10
FOR –L– PROFILE, SEE SHEETS 18
FOR –Y11–, AND –Y12– PLANS, SEE SHEET 10
FOR –Y11–, AND –Y12– PROFILES, SEE SHEET 25

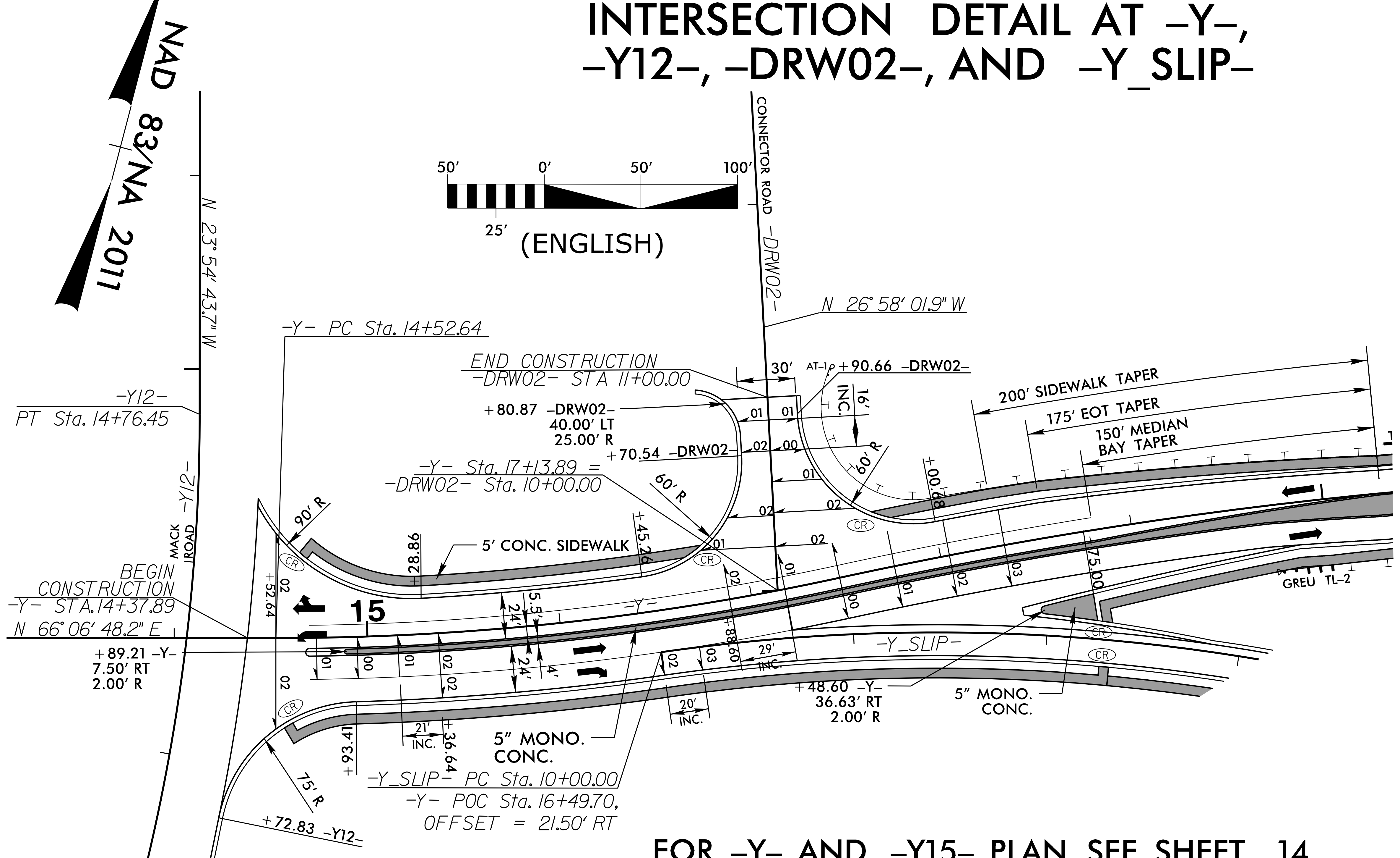
INTERSECTION DETAIL AT –L– AND –Y13–


NAD 83/NA 2011
–Y13– PC Sta. 12+66.34
DUNDEE STREET
21' INC.
+96.34
8:1 TAPER
N 24° 25' 16.9" E
8:1 TAPER
END 2'-6" C&G
BEGIN PS
+05.55
–L– POT Sta. 95+28.24= –Y13– POT Sta. 10+00.00
100' MEDIAN BAY TAPER
–L– PC Sta. 96+51.59
END 2'-6" C&G
BEGIN PS
+89.73
+61.74 –Y13– 3.79' RT 2.00' R
BEGIN 1'-6" C&G +50.00 –L–
+76.82 –Y13–
+07.07
300' R
TES
+92.37
+86.42
60' R
35' R
55' R
+49.01 –Y13– 2.61' RT 2.00' R
+50.24 –Y13– 11.96' RT 2.00' R
TYPE-III
17.5'
330' R
+77.80
24.0'
24.0'
95
S 73° 05' 27.4" E
–L–
140' MEDIAN TAPER
+50' SIDEWALK TAPER
+00.00
+50.00
2'-6" C&G
GREU TL-3
B-77
5' CONC. SIDEWALK
CR

FOR –L– PLAN, SEE SHEET 11
FOR –L– PROFILE, SEE SHEETS 18,19
FOR –Y13– PLAN, SEE SHEET 11
FOR –Y13– PROFILE, SEE SHEET 26

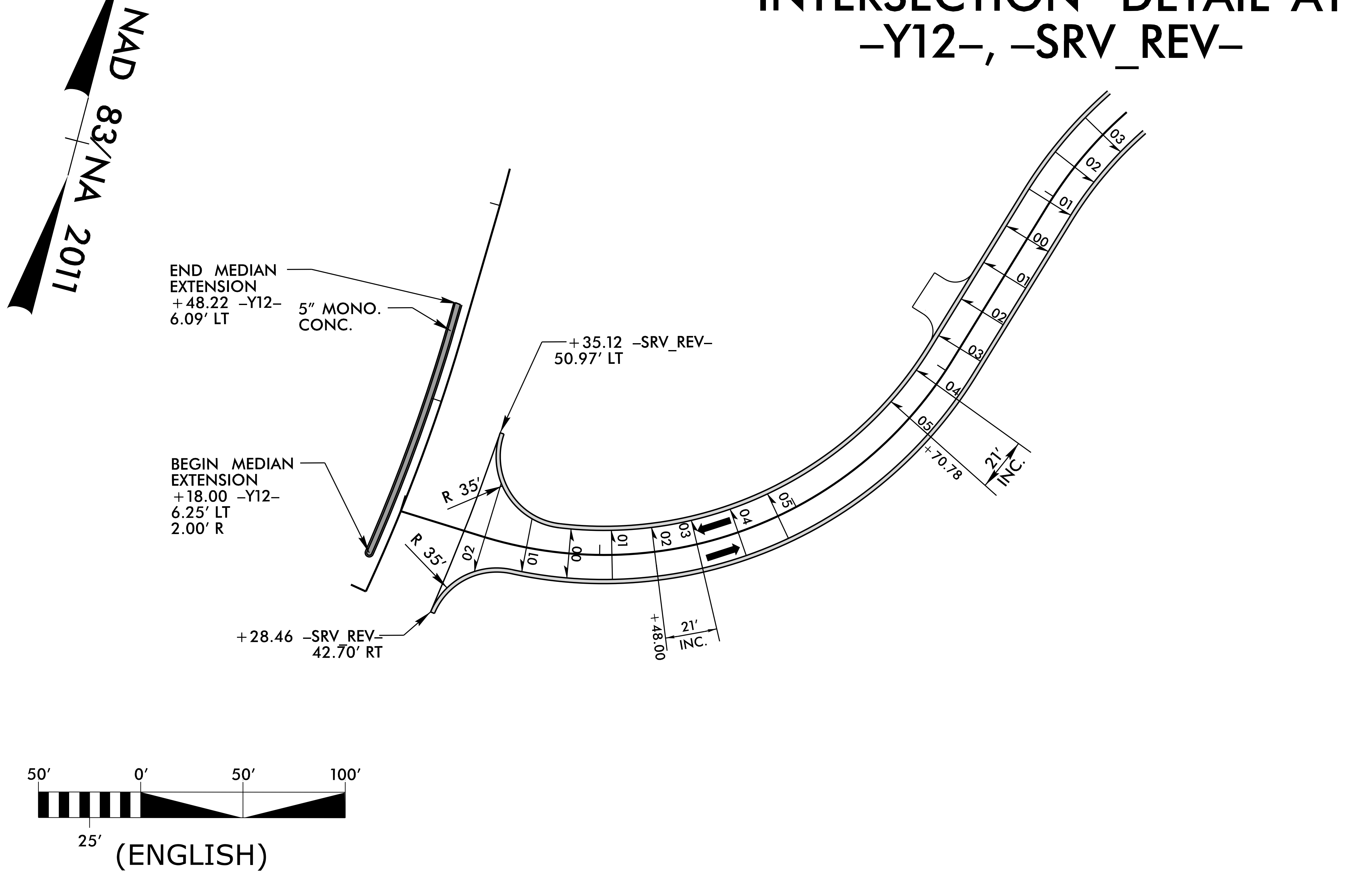
50' 0' 50' 100'
25' (ENGLISH)

INTERSECTION DETAIL AT –Y–, –Y12–, –DRW02–, AND –Y_SLIP–


NAD 83/NA 2011
50' 0' 50' 100'
25' (ENGLISH)
N 23° 54' 43.7" W
CONNECTOR ROAD –DRW02–
N 26° 58' 01.9" W
–Y– PC Sta. 14+52.64
–Y12– PT Sta. 14+76.45
END CONSTRUCTION –DRW02– STA 11+00.00
30'
AT-1
+90.66 –DRW02–
16' INC.
200' SIDEWALK TAPER
175' EOT TAPER
150' MEDIAN BAY TAPER
+80.87 –DRW02– 40.00' LT 25.00' R
+70.54 –DRW02–
60' R
–Y– Sta. 17+13.89 = –DRW02– Sta. 10+00.00
60' R
+00.68
90' R
–Y12–
MACK ROAD
BEGIN CONSTRUCTION –Y– STA.14+37.89
N 66° 06' 48.2" E
5' CONC. SIDEWALK
+28.86
+45.26
+52.64
15
–Y–
5.5'
24'
4'
+75.00
GREU TL-2
+89.21 –Y– 7.50' RT 2.00' R
+88.60
29' INC.
–Y_SLIP–
+48.60 –Y– 36.63' RT 2.00' R
5" MONO. CONC.
20' INC.
21' INC.
+36.64
+93.41
5" MONO. CONC.
–Y_SLIP– PC Sta. 10+00.00 –Y– POC Sta. 16+49.70, OFFSET = 21.50' RT
75' R
+72.83 –Y12–
CR

FOR –Y– AND –Y15– PLAN, SEE SHEET 14
FOR –Y– PROFILE, SEE SHEET 21
FOR –Y_SLIP– PLAN, SEE SHEETS 11,14
FOR –DRW02– AND –Y_SLIP– PROFILES, SEE SHEET 26

INTERSECTION DETAIL AT –Y12–, –SRV_REV–


NAD 83/NA 2011
END MEDIAN EXTENSION +48.22 –Y12– 6.09' LT
5" MONO. CONC.
+35.12 –SRV_REV– 50.97' LT
BEGIN MEDIAN EXTENSION +18.00 –Y12– 6.25' LT 2.00' R
R 35'
R 35'
+28.46 –SRV_REV– 42.70' RT
+48.00
21' INC.
+70.78
21' INC.
50' 0' 50' 100'
25' (ENGLISH)

FOR –Y12– AND –SRV_REV– PLAN, SEE SHEET 14
FOR –Y12– PROFILE, SEE SHEET 25
FOR –SRV_REV– PLAN, SEE SHEETS 32

17-APR-2024 15:47
\Roadway\Proj\U5813_RDY_DETAIL_2B-3.dgn
HNTB

8/17/99

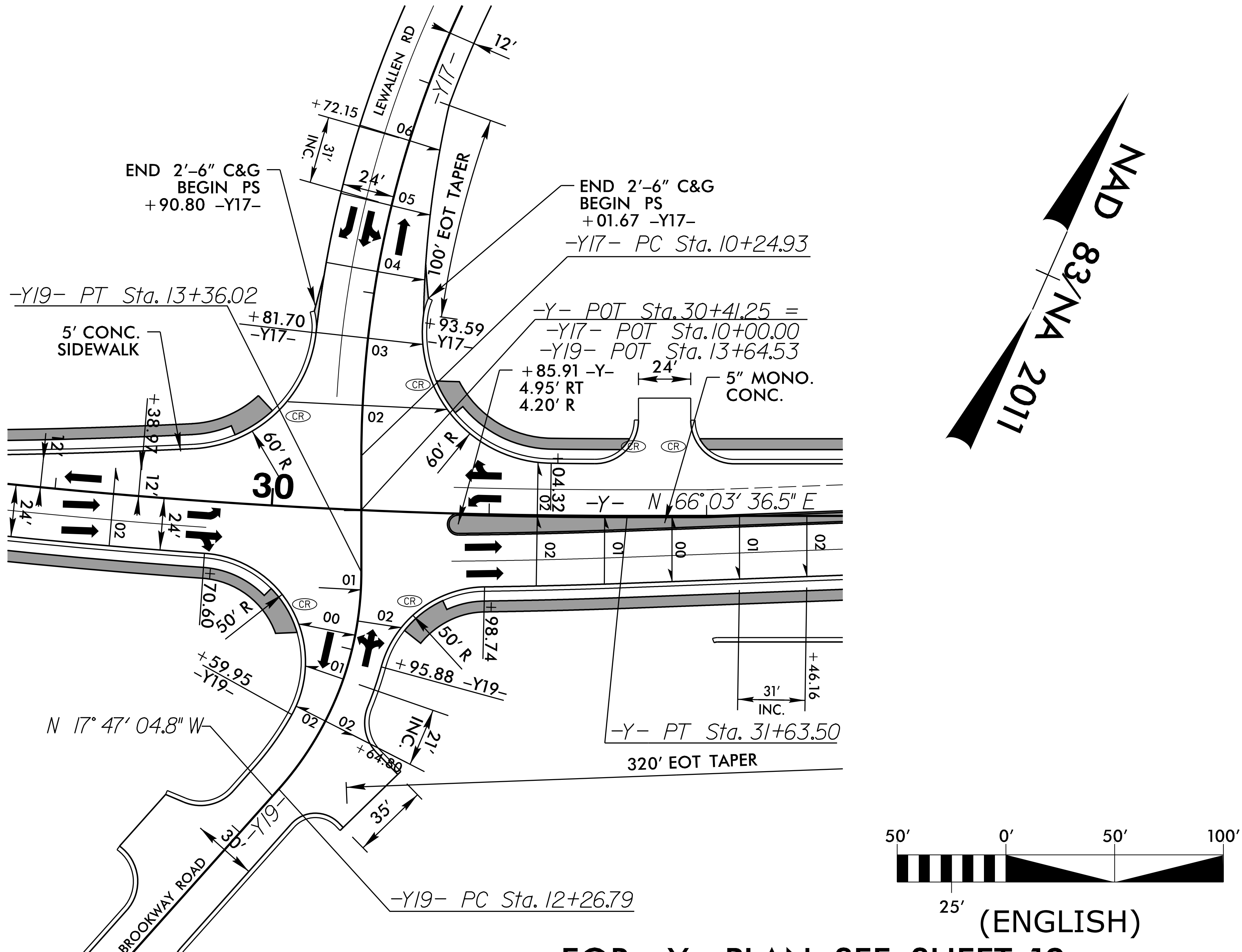
HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-4
R/W SHEET NO.	

ROADWAY DESIGN
ENGINEER

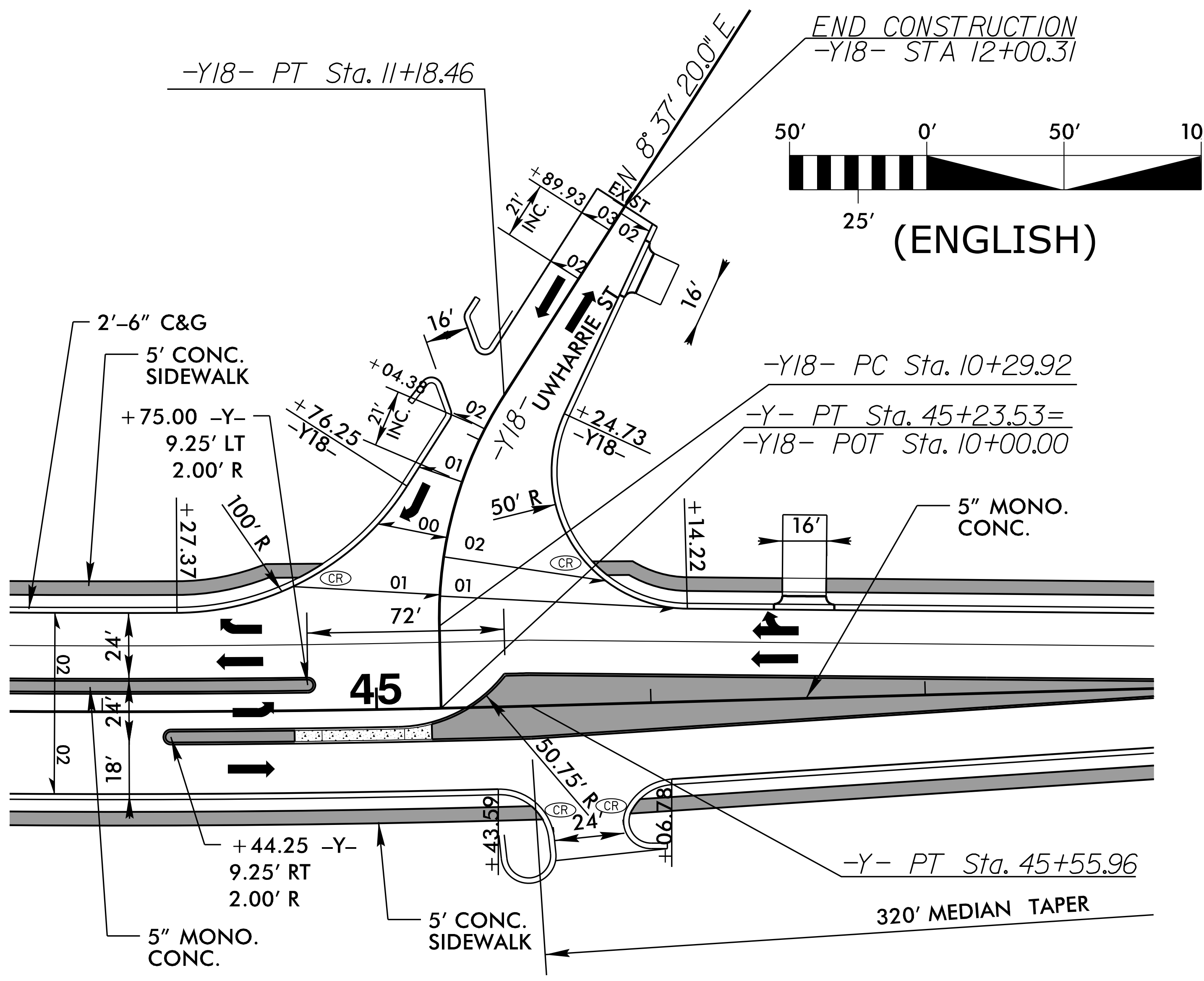
SEAL 37950
JASON M. PICKENS
DocuSigned by:
Jason M. Pickens
76DF15861D354B4...
5/21/2024

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


NAD 83/NA 2011
LEWALLEN RD
-Y17-
12'
+72.15
31' INC.
06
24'
05
04
03
02
01
00
100' EOT TAPER
END 2'-6" C&G
BEGIN PS
+90.80 -Y17-
END 2'-6" C&G
BEGIN PS
+01.67 -Y17-
-Y17- PC Sta. 10+24.93
-Y19- PT Sta. 13+36.02
+81.70 -Y17-
+93.59 -Y17-
5' CONC. SIDEWALK
-Y- POT Sta. 30+41.25 =
-Y17- POT Sta. 10+00.00
-Y19- POT Sta. 13+64.53
+85.91 -Y-
4.95' RT
4.20' R
24'
5" MONO. CONC.
CR
+38.97
12'
60' R
30
-Y- N 66° 03' 36.5" E
+04.32
24'
+70.60
50' R
+98.74
+59.95 -Y19-
+95.88 -Y19-
21' INC.
+64.80
+46.16
31' INC.
N 17° 47' 04.8" W
-Y- PT Sta. 31+63.50
320' EOT TAPER
35'
30'
-Y19-
BROOKWAY ROAD
-Y19- PC Sta. 12+26.79
50' 0' 50' 100'
25'
(ENGLISH)

INTERSECTION DETAIL AT
-Y-, -Y17-, AND -Y19-

FOR -Y- PLAN, SEE SHEET 12
FOR -Y- PROFILE, SEE SHEETS 21,22
FOR -Y17-, AND -Y19- PLANS, SEE SHEET 12
FOR -Y17-, AND -Y19- PROFILES, SEE SHEET 27

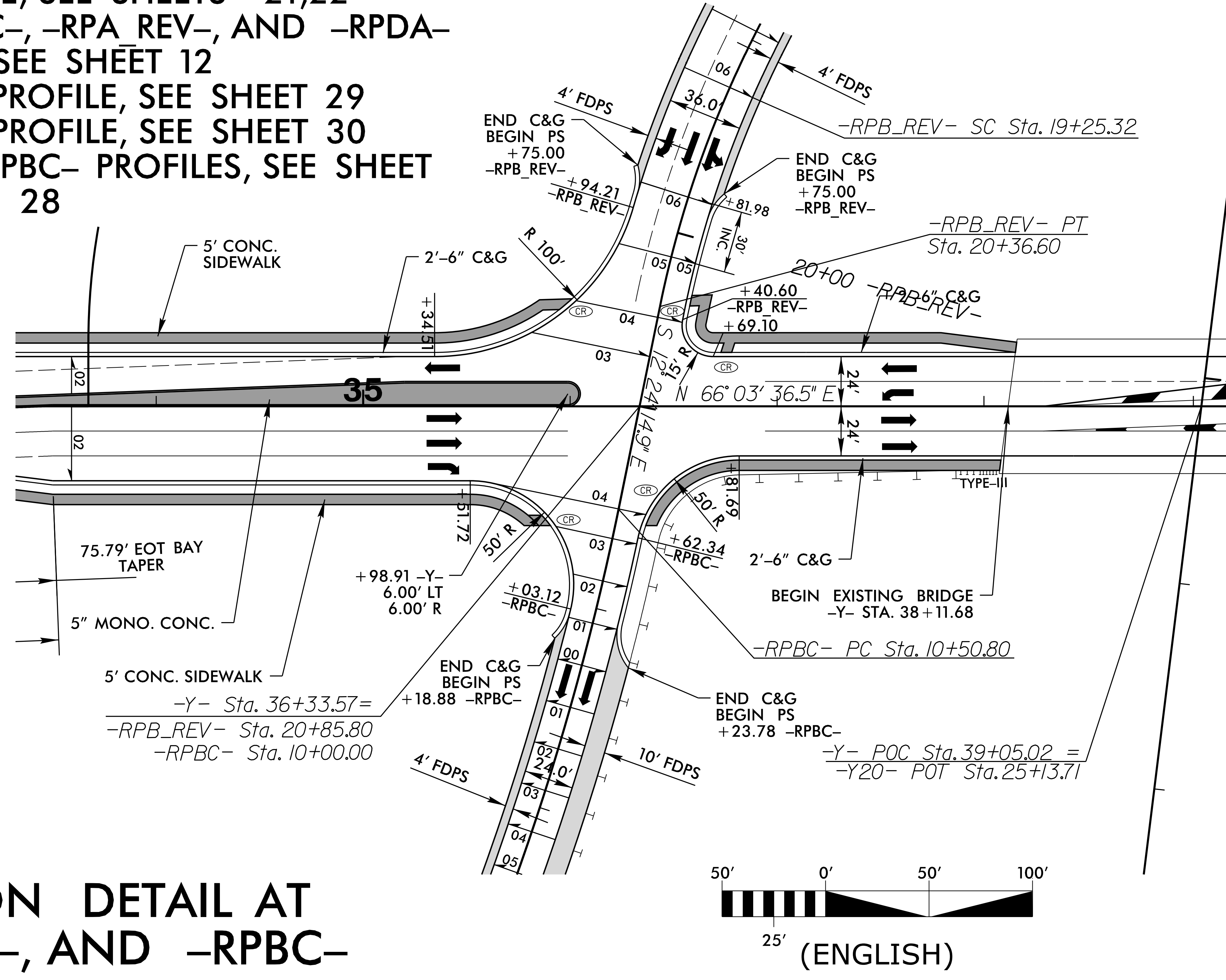

END CONSTRUCTION
-Y18- STA 12+00.31
-Y18- PT Sta. 11+18.46
N 8° 37' 20.0" E
EXIST
+89.93
21' INC.
03
02
01
00
16'
UWHARRIE ST
-Y18-
+04.38
21' INC.
+76.25 -Y18-
+24.73 -Y18-
2'-6" C&G
5' CONC. SIDEWALK
+75.00 -Y-
9.25' LT
2.00' R
100' R
+27.37
50' R
-Y18- PC Sta. 10+29.92
-Y- PT Sta. 45+23.53=
-Y18- POT Sta. 10+00.00
5" MONO. CONC.
+14.22
16'
CR
72'
24'
18'
45
50.75' R
24'
+43.59
+06.78
+44.25 -Y-
9.25' RT
2.00' R
5" MONO. CONC.
5' CONC. SIDEWALK
-Y- PT Sta. 45+55.96
320' MEDIAN TAPER
50' 0' 50' 100'
25'
(ENGLISH)

NAD 83/NA 2011

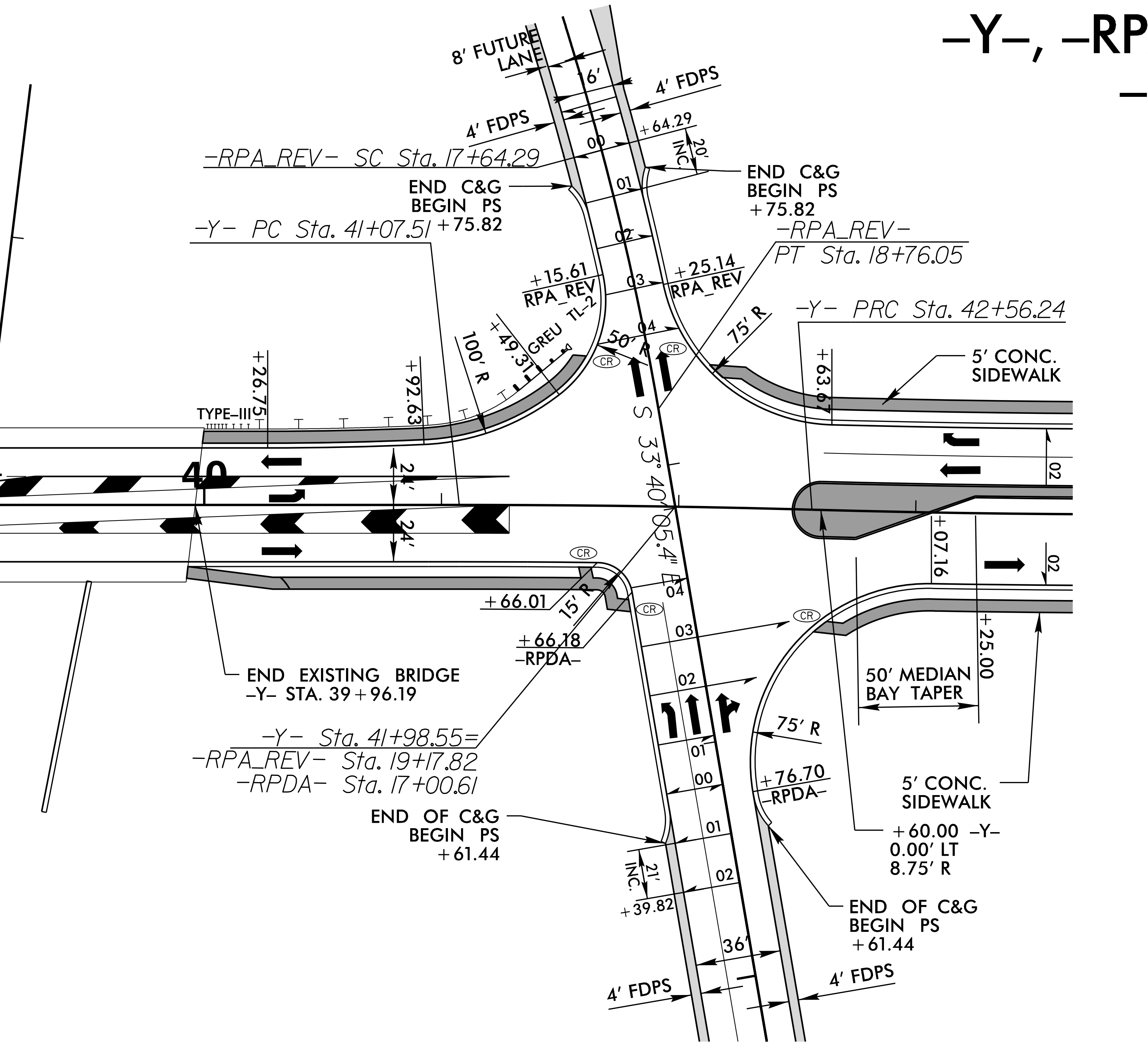
INTERSECTION DETAIL AT
-Y-, AND -Y18-

FOR -Y- PLAN, SEE SHEET 12
FOR -Y- PROFILE, SEE SHEETS 21,22
FOR -Y18-, PLAN, SEE SHEET 12
FOR -Y18-, PROFILE, SEE SHEET 27

FOR -Y- PLAN, SEE SHEET 12
FOR -Y- PROFILE, SEE SHEETS 21,22
FOR -RPC_REV-, -RPBC-, -RPA_REV-, AND -RPDA- PLANS, SEE SHEET 12
FOR -RPA_REV-, PROFILE, SEE SHEET 29
FOR -RPC_REV-, PROFILE, SEE SHEET 30
FOR -RPBA- AND -RPBC- PROFILES, SEE SHEET 28


4' FDPS
36.0'
06
05
04
03
02
01
00
-RPB_REV- SC Sta. 19+25.32
END C&G
BEGIN PS
+75.00
-RPB_REV-
+94.21 -RPB_REV-
+81.98
30' INC.
END C&G
BEGIN PS
+75.00
-RPB_REV-
-RPB_REV- PT
Sta. 20+36.60
20+00 -RPB_REV-
2'-6" C&G
R 100'
5' CONC. SIDEWALK
2'-6" C&G
+34.51
+40.60 -RPB_REV-
+69.10
15' R
CR
35
S 12° 24' 14.9" E
N 66° 03' 36.5" E
24'
24'
TYPE-III
+51.72
50' R
+81.69
50' R
+62.34 -RPBC-
2'-6" C&G
75.79' EOT BAY TAPER
+98.91 -Y-
6.00' LT
6.00' R
+03.12 -RPBC-
BEGIN EXISTING BRIDGE
-Y- STA. 38+11.68
5" MONO. CONC.
-RPBC- PC Sta. 10+50.80
5' CONC. SIDEWALK
END C&G
BEGIN PS
+18.88 -RPBC-
END C&G
BEGIN PS
+23.78 -RPBC-
-Y- Sta. 36+33.57=
-RPB_REV- Sta. 20+85.80
-RPBC- Sta. 10+00.00
-Y- POC Sta. 39+05.02 =
-Y20- POT Sta. 25+13.71
24.0'
4' FDPS
10' FDPS
50' 0' 50' 100'
25'
(ENGLISH)

INTERSECTION DETAIL AT
-Y-, -RPC_REV-, AND -RPBC-


8' FUTURE LANE
16'
4' FDPS
4' FDPS
+64.29
20' INC.
00
01
02
03
04
-RPA_REV- SC Sta. 17+64.29
END C&G
BEGIN PS
+75.82
END C&G
BEGIN PS
+75.82
-Y- PC Sta. 41+07.51
-RPA_REV-
PT Sta. 18+76.05
+15.61 RPA_REV
+25.14 RPA_REV
GREU TL-2
+49.31
100' R
50' R
75' R
-Y- PRC Sta. 42+56.24
TYPE-III
+26.75
+92.63
+63.67
5' CONC. SIDEWALK
CR
40
24'
24'
S 33° 40' 05.4" E
+07.16
02
+66.01
15' R
+66.18 -RPDA-
END EXISTING BRIDGE
-Y- STA. 39+96.19
50' MEDIAN BAY TAPER
+25.00
-Y- Sta. 41+98.55=
-RPA_REV- Sta. 19+17.82
-RPDA- Sta. 17+00.61
75' R
+76.70 -RPDA-
5' CONC. SIDEWALK
END OF C&G
BEGIN PS
+61.44
+60.00 -Y-
0.00' LT
8.75' R
21' INC.
+39.82
END OF C&G
BEGIN PS
+61.44
36'
4' FDPS
4' FDPS

INTERSECTION DETAIL AT
-Y-, -RPA_REV-, AND
-RPDA-

NAD 83/NA 2011

28-NOV-2023 11:54
\Roadway\Proj\U5813_RDY_DETAIL_2B-4.dgn
HNTB

8/17/99

INTERSECTION DETAIL AT –L–, –RPC_REV–, –RPD_REV–, –RPDA–, AND –RPBC–

50′ 0′ 50′ 100′
25′
(ENGLISH)

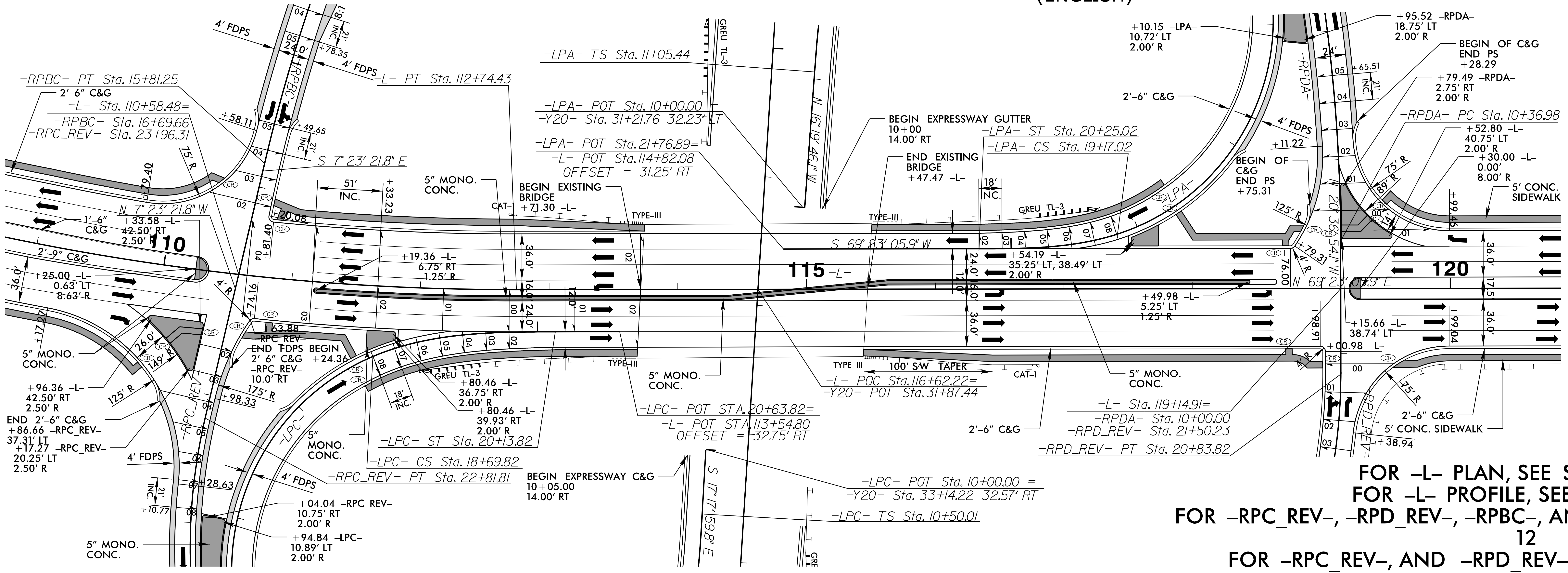
HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-5
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

SEAL 37950
JASON M. PICKENS
Jason M. Pickens
2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


4′ FDPS
04
05
24.0′
+78.35
21′ INC.
1:8
–RPBC–
4′ FDPS
–L– PT Sta. 112+74.43
–RPBC– PT Sta. 15+81.25
2′–6″ C&G
–L– Sta. 110+58.48=
–RPBC– Sta. 16+69.66
–RPC_REV– Sta. 23+96.31
+58.11
+49.65
21′ INC.
S 7° 23′ 21.8″ E
75′ R
+79.40
03
02
N 7° 23′ 21.8″ W
1′–6″ C&G
+33.58 –L–
42.50′ RT
2.50′ R
110
2′–9″ C&G
36.0′
+25.00 –L–
0.63′ LT
8.63′ R
+20.08
+81.40
04
+74.16
4′ R
51′ INC.
+33.23
5″ MONO. CONC.
CAT–1
BEGIN EXISTING BRIDGE +71.30 –L–
TYPE–III
+19.36 –L–
6.75′ RT
1.25′ R
36.0′
16.0
24.0′
12.0′
00
01
02
03
+17.27
5″ MONO. CONC.
26.0′
149′ R
+96.36 –L–
42.50′ RT
2.50′ R
125′ R
END 2′–6″ C&G
+86.66 –RPC_REV–
37.31′ LT
+17.27 –RPC_REV–
20.25′ LT
2.50′ R
+63.88 –RPC_REV–
END FDPS BEGIN 2′–6″ C&G –RPC_REV– 10.0′ RT
+24.36
175′ R
+98.33
–RPC_REV–
4′ FDPS
+28.63
21′ INC.
+10.77
5″ MONO. CONC.
–LPC–
5″ MONO. CONC.
GREU TL-3
18′ INC.
+80.46 –L–
36.75′ RT
2.00′ R
+80.46 –L–
39.93′ RT
2.00′ R
–LPC– ST Sta. 20+13.82
–LPC– CS Sta. 18+69.82
–RPC_REV– PT Sta. 22+81.81
4′ FDPS
+04.04 –RPC_REV–
10.75′ RT
2.00′ R
+94.84 –LPC–
10.89′ LT
2.00′ R
BEGIN EXPRESSWAY C&G
10+05.00
14.00′ RT
5″ MONO. CONC.
–LPC– POT STA. 20+63.82=
–L– POT STA. 113+54.80
OFFSET = 32.75′ RT
S 17° 17′ 59.8″ E
–LPC– POT Sta. 10+00.00 =
–Y20– Sta. 33+14.22 32.57′ RT
–LPC– TS Sta. 10+50.01
GREU TL-3
–LPA– TS Sta. 11+05.44
–LPA– POT Sta. 10+00.00 =
–Y20– Sta. 31+21.76 32.23′ LT
–LPA– POT Sta. 21+76.89=
–L– POT Sta. 114+82.08
OFFSET = 31.25′ RT
N 16° 19′ 46.1″ W
BEGIN EXPRESSWAY GUTTER
10+00
14.00′ RT
END EXISTING BRIDGE
+47.47 –L–
–LPA– ST Sta. 20+25.02
–LPA– CS Sta. 19+17.02
18′ INC.
GREU TL-3
TYPE–III
S 69° 23′ 05.9″ W
115 –L–
+54.19 –L–
35.25′ LT, 38.49′ LT
2.00′ R
–LPA–
2′–6″ C&G
+10.15 –LPA–
10.72′ LT
2.00′ R
–RPDA–
24′
05
04
03
02
01
+65.51
21′ INC.
4′ FDPS
+11.22
BEGIN OF C&G END PS +75.31
125′ R
+95.52 –RPDA–
18.75′ LT
2.00′ R
BEGIN OF C&G END PS +28.29
+79.49 –RPDA–
2.75′ RT
2.00′ R
–RPDA– PC Sta. 10+36.98
+52.80 –L–
40.75′ LT
2.00′ R
+30.00 –L–
0.00′
8.00′ R
5′ CONC. SIDEWALK
75′ R
89′ R
+99.46
N 20° 36′ 54.1″ W
+79.31
4′ R
+76.00
N 69° 23′ 05.9″ E
120
36.0′
17.5′
36.0′
+49.98 –L–
5.25′ LT
1.25′ R
+98.91
+15.66 –L–
38.74′ LT
+00.98 –L–
+99.04
TYPE–III
100′ S/W TAPER
CAT–1
5″ MONO. CONC.
–L– POC Sta. 116+62.22=
–Y20– POT Sta. 31+87.44
2′–6″ C&G
–L– Sta. 119+14.91=
–RPDA– Sta. 10+00.00
–RPD_REV– Sta. 21+50.23
–RPD_REV– PT Sta. 20+83.82
4′ R
00
01
02
03
–RPD_REV–
+38.94
75′ R
2′–6″ C&G
5′ CONC. SIDEWALK
CR

FOR –L– PLAN, SEE SHEET 12,13
FOR –L– PROFILE, SEE SHEETS 19
FOR –RPC_REV–, –RPD_REV–, –RPBC–, AND –RPDA– PLANS, SEE SHEET 12
FOR –RPC_REV–, AND –RPD_REV– PROFILES, SEE SHEET 30
FOR –RPBC–, AND –RPDA– PROFILES, SEE SHEET 28

28-NOV-2023 11:54
\Roadway\Proj\U5813_RDY_DETAIL_2B-5.dgn
HNTB

8/17/99

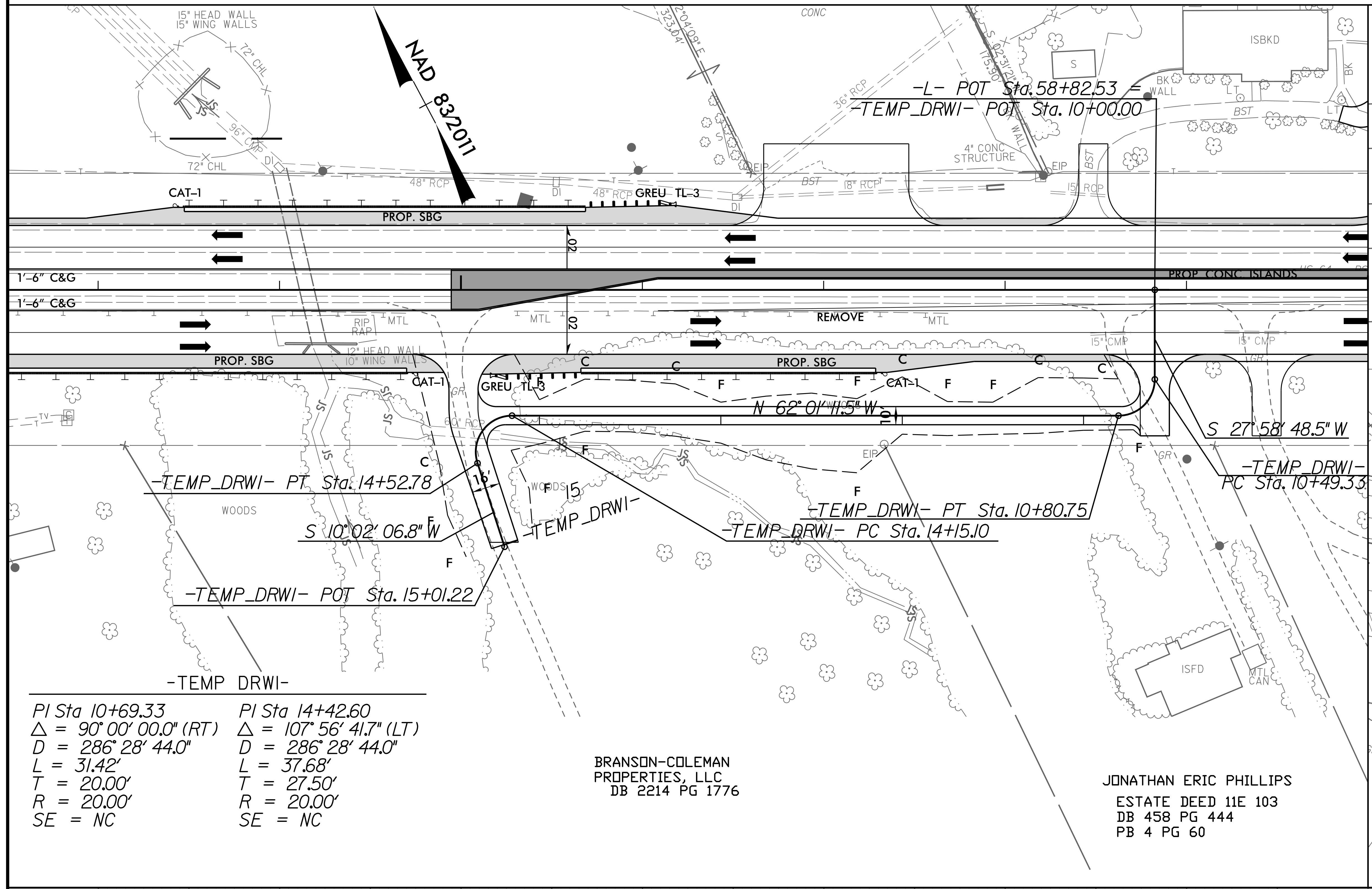
DETAIL OF TEMPORARY DETOURS (–TEMP_DRW1– AND –TEMP_RPBC1–)

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U–5813	2B–6
R/W SHEET NO.	

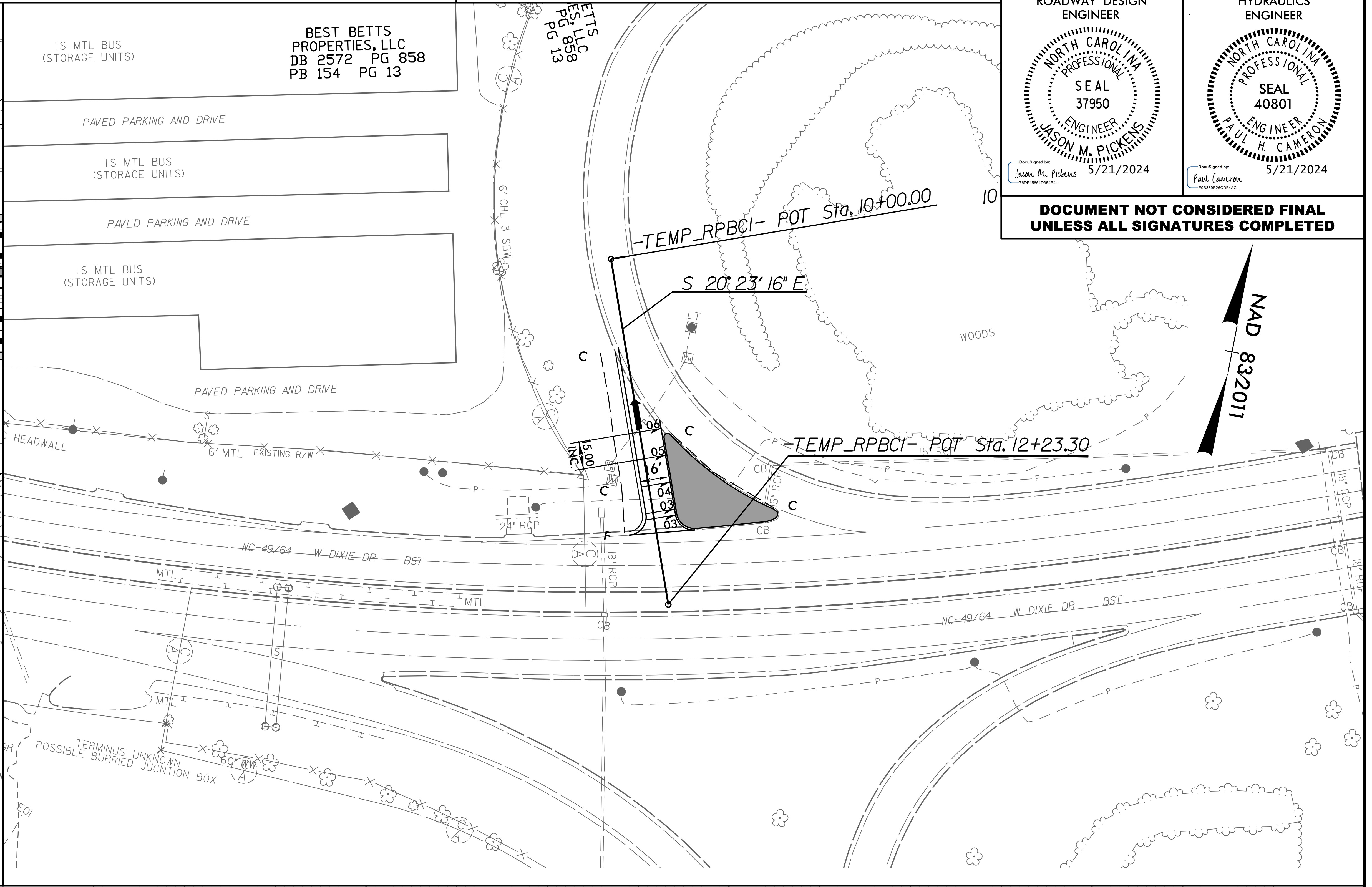
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEAL 37950 JASON M. PICKENS DocuSigned by: Jason M. Pickens 76DF15861D354B4... 5/21/2024	SEAL 40801 PAUL H. CAMERON DocuSigned by: Paul Cameron E9B339B26CDF4AC... 5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

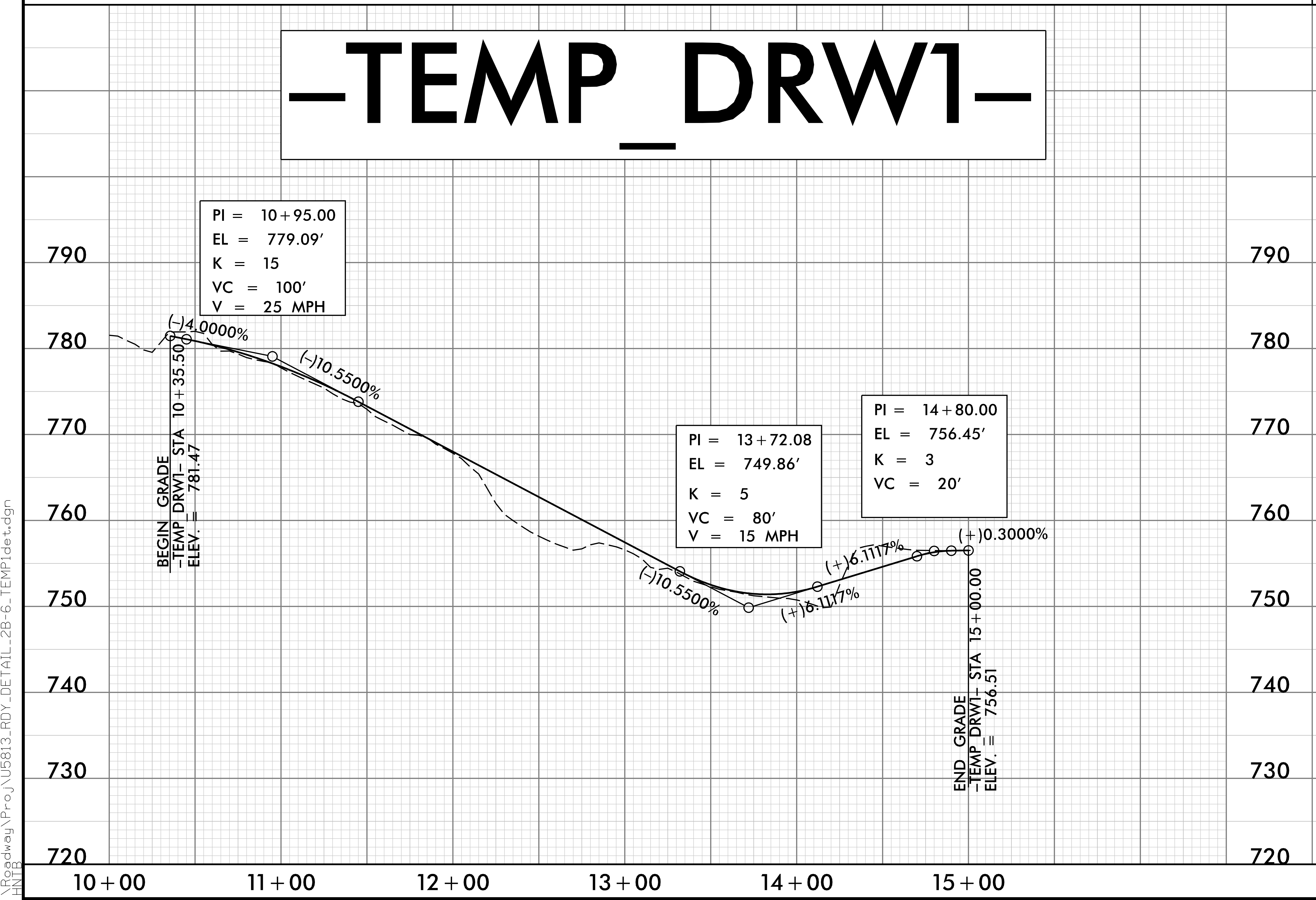

NAD 83/2011
15" HEAD WALL
15" WING WALLS
72" CHL
CAT-1
PROP. SBG
GREU TL-3
48" RCP
-L- POT Sta. 58+82.53
-TEMP_DRWI- POT Sta. 10+00.00
4" CONC STRUCTURE
ISBKD
BST
1'-6" C&G
PROP. CONC. ISLANDS
REMOVE
MTL
12" HEAD WALL
10" WING WALLS
RIP RAP
CAT-1
GREU TL-3
PROP. SBG
N 62° 01' 11.5" W
S 27° 58' 48.5" W
-TEMP_DRWI- PC Sta. 10+49.33
-TEMP_DRWI- PT Sta. 14+52.78
S 10° 02' 06.8" W
-TEMP_DRWI-
-TEMP_DRWI- PT Sta. 10+80.75
-TEMP_DRWI- PC Sta. 14+15.10
-TEMP_DRWI- POT Sta. 15+01.22
WOODS
ISFD
BRANSON-COLEMAN PROPERTIES, LLC DB 2214 PG 1776
JONATHAN ERIC PHILLIPS ESTATE DEED 11E 103 DB 458 PG 444 PB 4 PG 60

-TEMP DRWI-

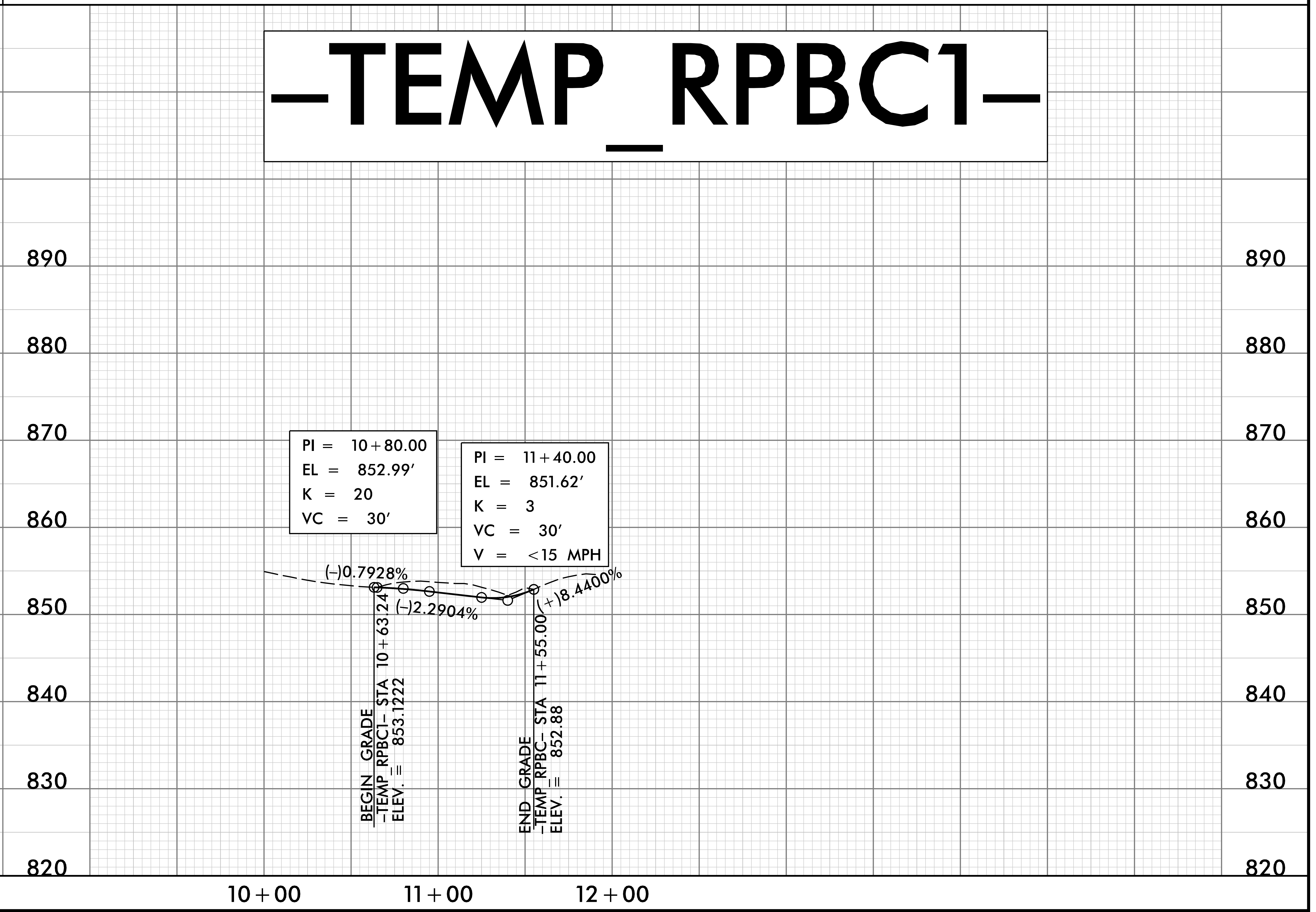
PI Sta 10+69.33	PI Sta 14+42.60
Δ = 90° 00' 00.0" (RT)	Δ = 107° 56' 41.7" (LT)
D = 286° 28' 44.0"	D = 286° 28' 44.0"
L = 31.42'	L = 37.68'
T = 20.00'	T = 27.50'
R = 20.00'	R = 20.00'
SE = NC	SE = NC


IS MTL BUS (STORAGE UNITS)
BEST BETTS PROPERTIES, LLC DB 2572 PG 858 PB 154 PG 13
PAVED PARKING AND DRIVE
6' CHL 3 SBW
-TEMP_RPBCI- POT Sta. 10+00.00
S 20° 23' 16" E
WOODS
NAD 83/2011
-TEMP_RPBCI- POT Sta. 12+23.30
HEADWALL
6' MTL EXISTING R/W
NC-49/64 W DIXIE DR BST
TERMINUS UNKNOWN POSSIBLE BURRIED JUNCTION BOX

–TEMP_DRW1–



–TEMP_RPBC1–



21-MAY-2024 12:54
\Roadway\Proj\U5813_RDY_DETAIL_2B-6_TEMP1det.dgn
HNTB

DocuSign Envelope ID: 3F182EF6-40B3-41BE-981D-796B34F301F1

8/17/99

DETAIL OF TEMPORARY DETOURS (-TEMP_RPD- AND -TEMP_RPDA-)

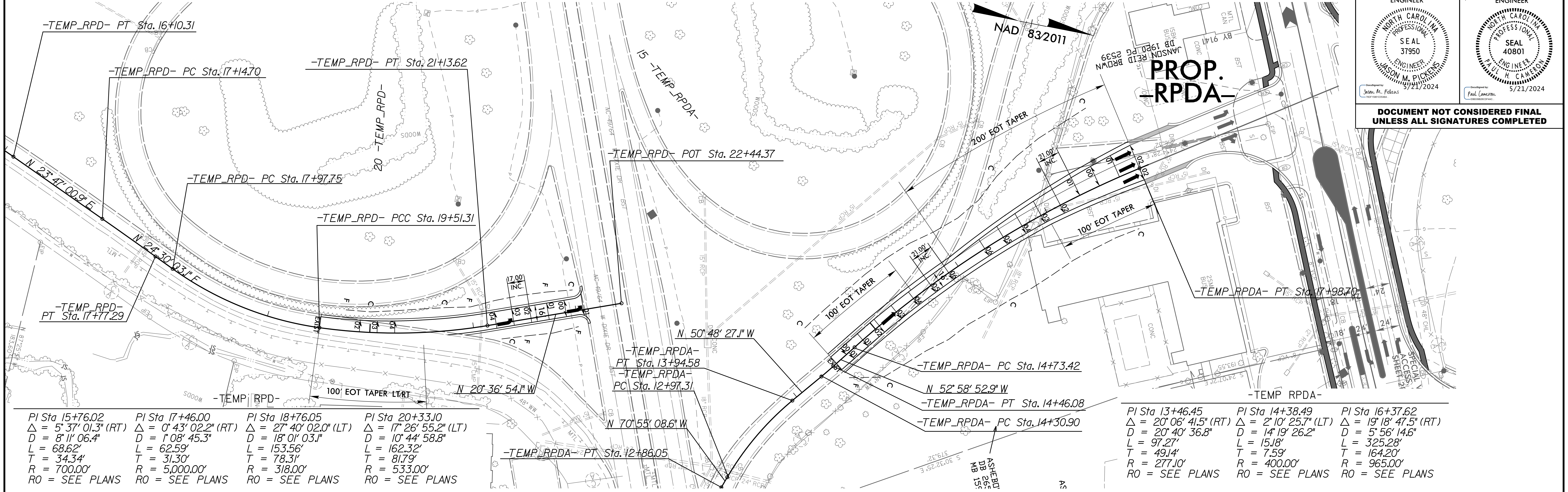
HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-7
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER
SEAL 37950
JASON M. PICKENS
Jason M. Pickens
5/21/2024

HYDRAULICS ENGINEER
SEAL 40801
PAUL H. CAMERON
Paul Cameron
5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


-TEMP_RPD- PT Sta. 16+10.31
-TEMP_RPD- PC Sta. 17+14.70
-TEMP_RPD- PT Sta. 21+13.62
-TEMP_RPD- PC Sta. 17+97.75
-TEMP_RPD- PCC Sta. 19+51.31
-TEMP_RPD- POT Sta. 22+44.37
-TEMP_RPD- PT Sta. 17+77.29
N 23° 47' 00.9" E
N 24° 30' 03.1" E
20 -TEMP_RPD-
15 -TEMP_RPDA-
NAD 83/2011
JANSON REID BROWN DB 1920 PG 2539
PROP. -RPDA-
200' EOT TAPER
100' EOT TAPER
21.00' INC.
17.00' INC.
-TEMP_RPDA- PT Sta. 17+98.70
-TEMP_RPDA- PC Sta. 14+73.42
N 52° 58' 52.9" W
-TEMP_RPDA- PT Sta. 14+46.08
-TEMP_RPDA- PC Sta. 14+30.90
N 50° 48' 27.1" W
-TEMP_RPDA- PT Sta. 13+94.58
-TEMP_RPDA- PC Sta. 12+97.31
N 70° 55' 08.6" W
-TEMP_RPDA- PT Sta. 12+86.05
N 20° 36' 54.1" W
100' EOT TAPER LT/RT
-TEMP RPD-
-TEMP RPDA-
SPECIAL ACCESS SHEET 2
WOODS
CONC
BST

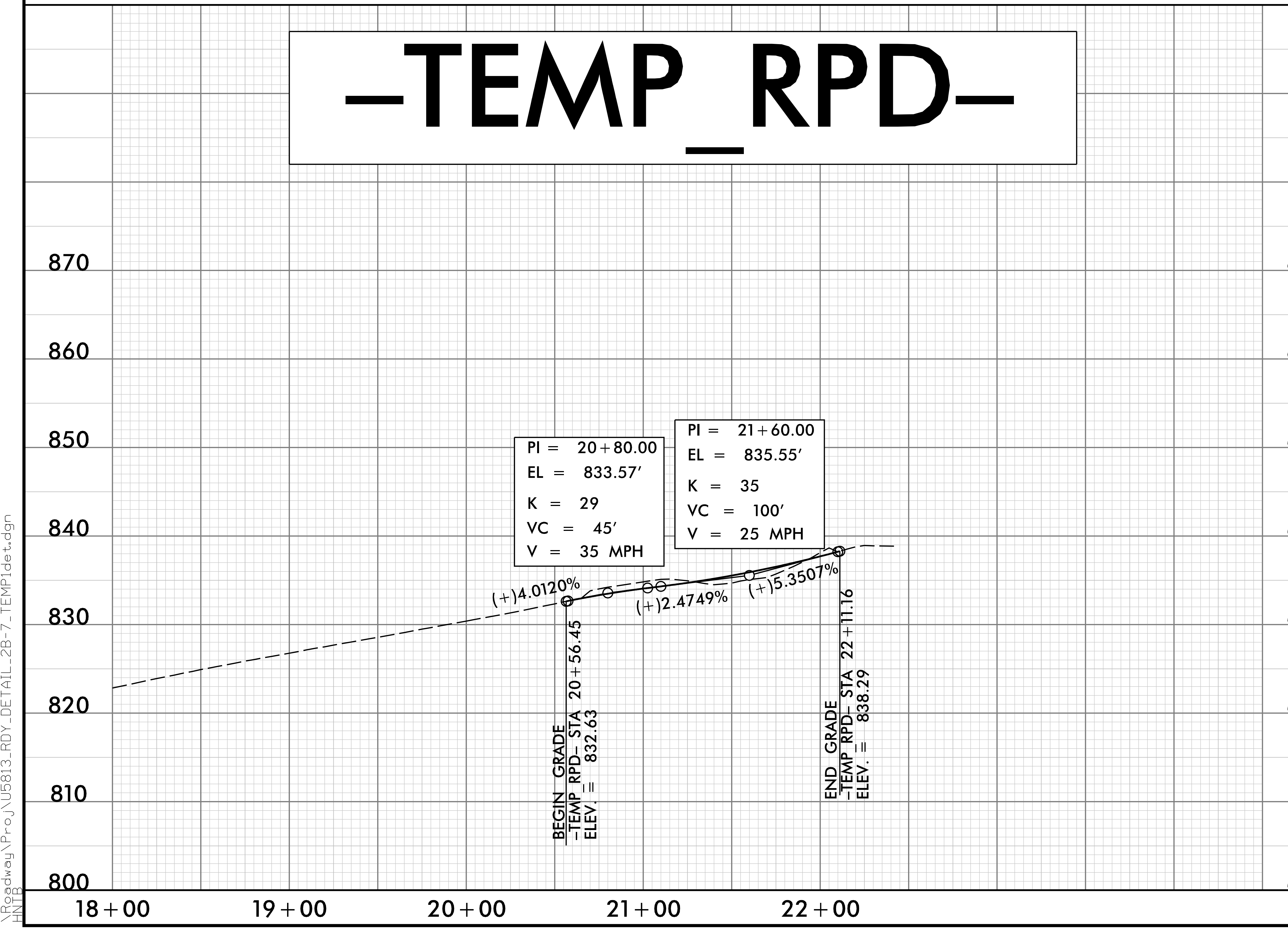
-TEMP RPD-

PI Sta 15+76.02	PI Sta 17+46.00	PI Sta 18+76.05	PI Sta 20+33.10
△ = 5° 37' 01.3" (RT)	△ = 0° 43' 02.2" (RT)	△ = 27° 40' 02.0" (LT)	△ = 17° 26' 55.2" (LT)
D = 8° 11' 06.4"	D = 1° 08' 45.3"	D = 18° 01' 03.1"	D = 10° 44' 58.8"
L = 68.62'	L = 62.59'	L = 153.56'	L = 162.32'
T = 34.34'	T = 31.30'	T = 78.31'	T = 81.79'
R = 700.00'	R = 5,000.00'	R = 318.00'	R = 533.00'
RO = SEE PLANS	RO = SEE PLANS	RO = SEE PLANS	RO = SEE PLANS

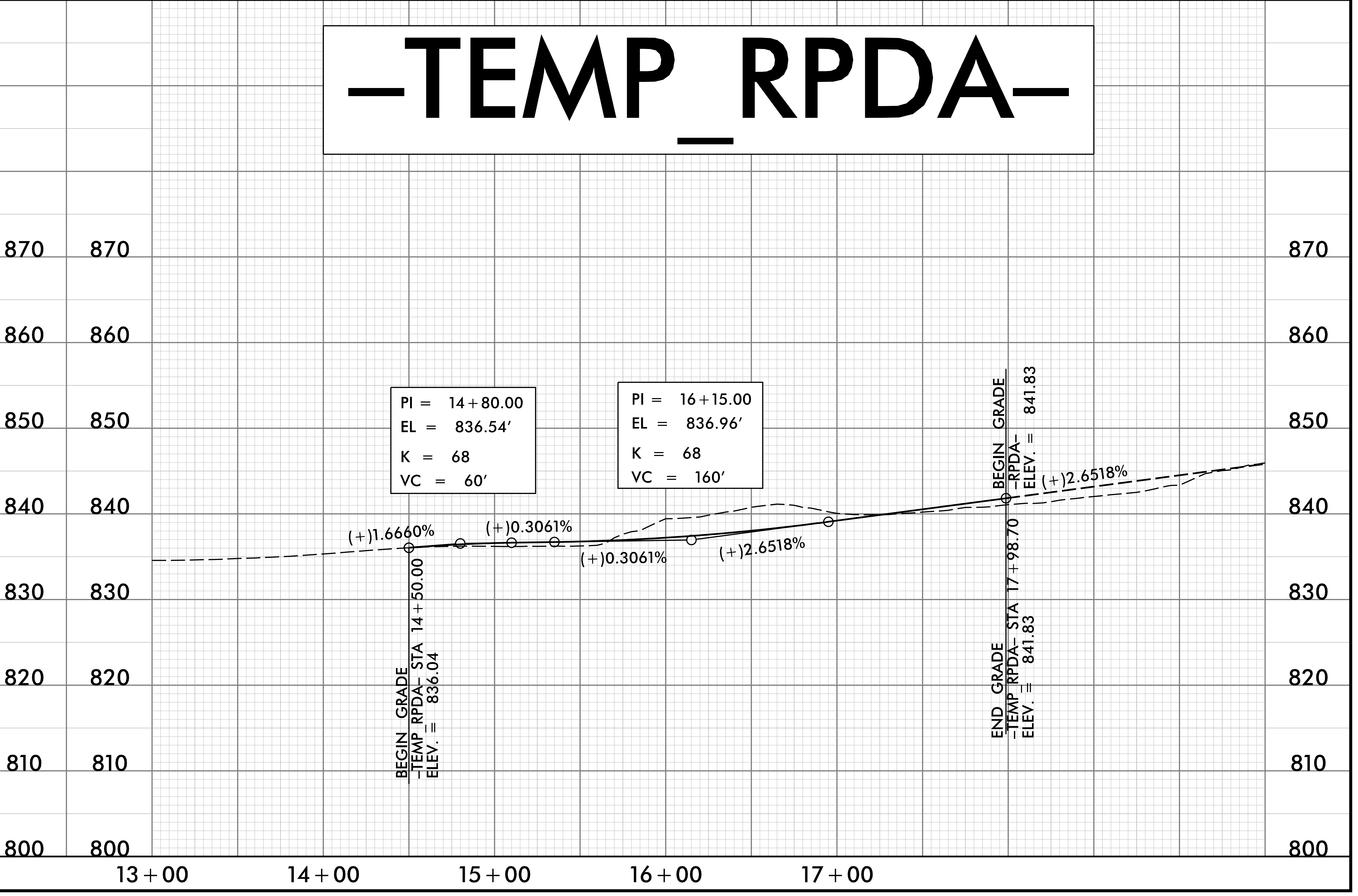
-TEMP RPDA-

PI Sta 13+46.45	PI Sta 14+38.49	PI Sta 16+37.62
△ = 20° 06' 41.5" (RT)	△ = 2° 10' 25.7" (LT)	△ = 19° 18' 47.5" (RT)
D = 20° 40' 36.8"	D = 14° 19' 26.2"	D = 5° 56' 14.6"
L = 97.27'	L = 15.18'	L = 325.28'
T = 49.14'	T = 7.59'	T = 164.20'
R = 277.10'	R = 400.00'	R = 965.00'
RO = SEE PLANS	RO = SEE PLANS	RO = SEE PLANS

-TEMP_RPD-



-TEMP_RPDA-



21-MAY-2024 12:55
\Roadway\Proj\U5813_RDY_DETAIL_2B-7_TEMP1det.dgn
HNTB

5/14/99

SPECIAL VEHICLE ACCESS DETAILS

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

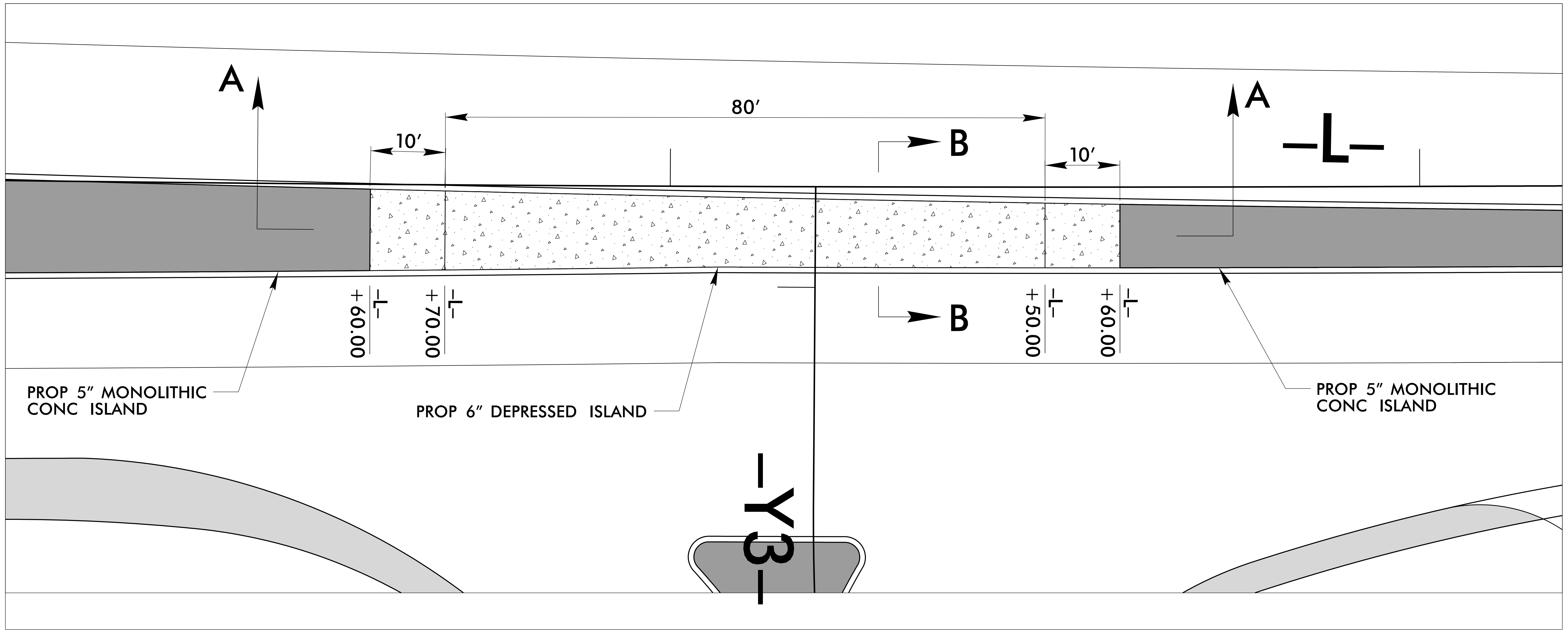
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-8
R/W SHEET NO.	

ROADWAY DESIGN
ENGINEER

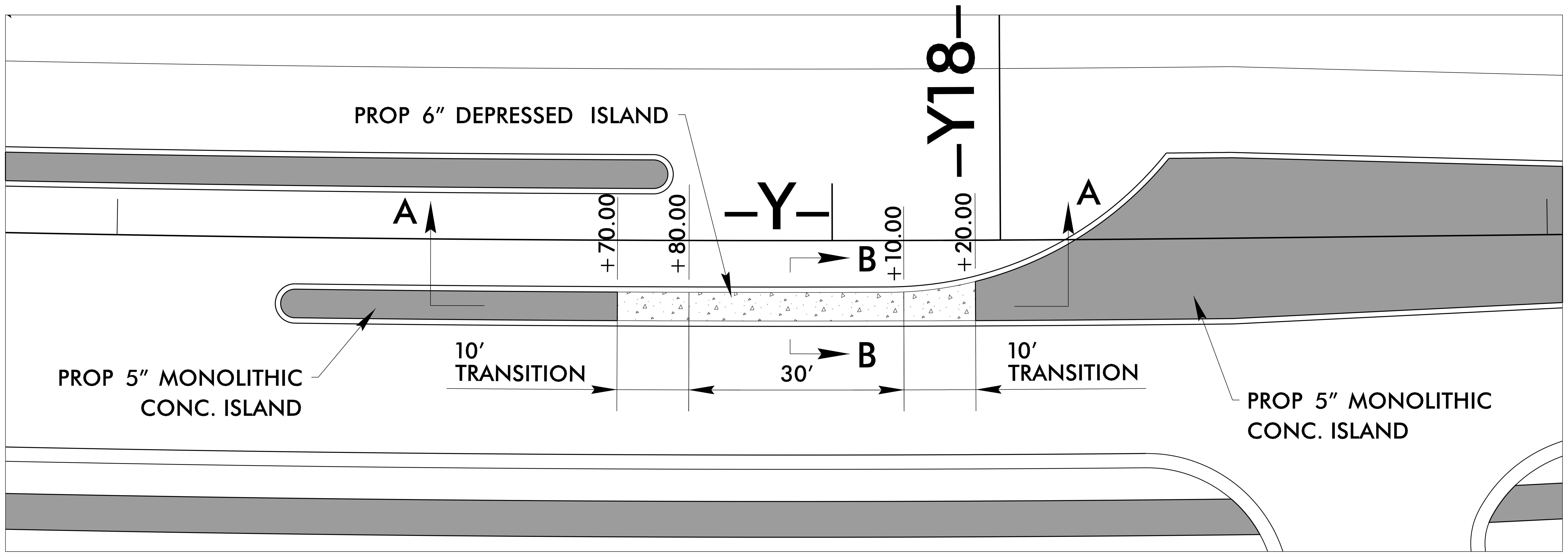
SEAL 37950
JASON M. PICKENS

DocuSigned by:
Jason M. Pickens
76DF15861D354B4...
5/21/2024

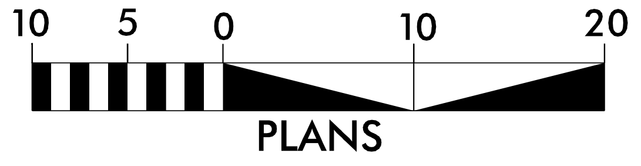
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED


A
80'
10'
B
10'
A
–L–
–L– +60.00
–L– +70.00
B
–L– +50.00
–L– +60.00
PROP 5" MONOLITHIC CONC ISLAND
PROP 6" DEPRESSED ISLAND
PROP 5" MONOLITHIC CONC ISLAND
–Y3–

–L– STA. 40+60.00 TO STA. 41+60.00


–Y18–
PROP 6" DEPRESSED ISLAND
A
+70.00
+80.00
–Y–
B
+10.00
+20.00
A
10' TRANSITION
B
30'
10' TRANSITION
PROP 5" MONOLITHIC CONC. ISLAND
PROP 5" MONOLITHIC CONC. ISLAND

–Y– STA. 44+70.00 TO STA. 45+20.00


10
5
0
10
20
PLANS

FOR SPECIAL VEHICLE ACCESS LOCATIONS, SEE PLAN SHEETS 6 AND 15
FOR SECTION VIEWS OF THE SPECIAL VEHICLE ACCESS FOR CONCRETE ISLAND DETAIL, SEE SHEET 2C-1

28-NOV-2023 11:54
\Roadway\Proj\U5813_RDY_DETAIL_2B-8.dgn
HNTB

8/17/99

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-9

ROADWAY DESIGN ENGINEER

SEAL 37950
JASON M. PICKENS
DocuSigned by: Jason M. Pickens 5/21/2024
76DF15861D354B4...

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

INTERCHANGE CURVE DATA DETAIL

-L-

PI Sta 108+35.82
△ = 26° 32′ 17.1″ (LT)
D = 2° 58′ 07.3″
L = 893.93′
T = 455.13′
R = 1,930.00′
SE = 0.04
RO = 204′

PI Sta 127+06.28
△ = 3° 20′ 47.4″ (RT)
D = 0° 50′ 33.3″
L = 397.17′
T = 198.64′
R = 6,800.00′
SE = 0.02
RO = 106′

PI Sta 129+48.71
△ = 1° 28′ 46.0″ (RT)
D = 1° 41′ 06.6″
L = 87.79′
T = 43.90′
R = 3,400′
SE = EXIST
RO = EXIST

-Y-

PI Sta 29+22.31
△ = 10° 02′ 22.7″ (LT)
D = 2° 04′ 33.4″
L = 483.62′
T = 242.43′
R = 2,760.00′
SE = 0.02
RO = 62′

PI Sta 41+81.88
△ = 1° 34′ 30.8″ (RT)
D = 1° 03′ 32.7″
L = 148.74′
T = 74.37′
R = 5,410.00′
SE = NC
RO = N/A

PI Sta 44+06.14
△ = 3° 10′ 27.3″ (LT)
D = 1° 03′ 32.7″
L = 299.72′
T = 149.90′
R = 5,410.00′
SE = NC
RO = N/A

-Y17-

PI Sta 12+96.74
△ = 58° 32′ 10.8″ (RT)
D = 11° 48′ 48.8″
L = 495.50′
T = 271.82′
R = 485.00′
SE = 0.06
RO = 186′

PI Sta 16+92.72
△ = 27° 03′ 35.0″ (LT)
D = 8° 00′ 07.9″
L = 338.15′
T = 172.29′
R = 716.00′
SE = 0.06
RO = 126′

-Y17A-

PI Sta 10+68.81
△ = 13° 11′ 35.5″ (RT)
D = 17° 15′ 28.0″
L = 76.45′
T = 38.39′
R = 332.00′

PI Sta 13+94.81
△ = 52° 12′ 58.8″ (LT)
D = 28° 38′ 52.4″
L = 182.27′
T = 98.01′
R = 200.00′
SE = 0.02
RO = 36′

-Y19-

PI Sta 10+47.25
△ = 5° 24′ 37.9″ (RT)
D = 5° 43′ 46.5″
L = 94.43′
T = 47.25′
R = 1,000.00′
SE = NC
RO = N/A

PI Sta 12+83.96
△ = 41° 43′ 28.3″ (LT)
D = 38° 11′ 49.9″
L = 109.23′
T = 57.17′
R = 150.00′
SE = NC
RO = N/A

-Y20-

PI Sta 15+61.79
△= 8° 19′ 23.4″ (LT)
D = 0° 44′ 31.5″
T = 561.79
L = 1,121.61
R = 7,721.01

PI Sta 22+01.96
△= 0° 07′ 37.9″ (LT)
D = 1° 08′ 45.3″
T = 5.55
L = 11.10
R = 5,000.00

PI Sta 45+22.86
△= 0° 50′ 59.0″ (RT)
D = 5° 43′ 46.5″
T = 7.42
L = 14.83
R = 1,000.00

PI Sta 48+78.01
△= 9° 48′ 20.0″ (RT)
D = 1° 57′ 03.1″
T = 251.93
L = 502.63
R = 2,936.96

-LPA-

PIs Sta 11+05.44
θs = 17° 40′ 47.4″
Ls = 108.00′
LT = 72.36′
ST = 36.33′

PI Sta 15+85.72
△= 230° 21′ 17.2″ (RT)
D = 32° 44′ 25.6″
T = 372.28
L = 703.58
R = 175.00
SE = 0.08
RO = 144′

PIs Sta 19+17.02
θs = 17° 40′ 47.4″
Ls = 108.00′
LT = 72.36′
ST = 36.33′

-LPC-

PIs Sta 10+50.01
θs = 17° 11′ 19.4″
Ls = 108.00′
LT = 72.34′
ST = 36.31′

PI Sta 15+76.20
△= 226° 34′ 35.4″ (RT)
D = 31° 49′ 51.6″
T = 418.19
L = 711.81
R = 180.00
SE = 0.08
RO = 144′

PIs Sta 18+69.82
θs = 22° 55′ 05.9″
Ls = 144.00′
LT = 48.74′
ST = 96.82′

-RPBC-

PI Sta 12+12.89
△ = 14° 06′ 27.2″ (RT)
D = 4° 22′ 25.4″
L = 322.55′
T = 162.10′
R = 1,310.00′
SE = 0.05
RO = 105′

PI Sta 14+77.52
△ = 9° 05′ 34.1″ (LT)
D = 4° 22′ 25.4″
L = 207.90′
T = 104.17′
R = 1,310.00′
SE = 0.05
RO = 105′

-RPDA-

PI Sta 11+86.85
△ = 13° 03′ 11.3″ (LT)
D = 4° 22′ 25.4″
L = 298.44′
T = 149.87′
R = 1,310.00′
SE = 0.05
RO = 105′

-DRW03-

PI Sta 10+38.28
△ = 28° 03′ 22.9″ (LT)
D = 114° 35′ 29.6″
L = 24.48′
T = 12.49′
R = 50.00′
RO = SEE PLANS

-RPA_REV-

PI Sta 10+91.84
△ = 4° 32′ 01.8″ (LT)
D = 2° 28′ 10.7″
L = 183.58′
T = 91.84′
R = 2,320.00′
SE = EXIST
RO = N/A

PIs Sta 12+40.48
θs = 1° 14′ 04.2″
θs = 2° 58′ 08.5″
Ls = 100.00′
LT = 56.90′
ST = 43.15′

PI Sta 13+64.12
△ = 9° 32′ 29.8″ (LT)
D = 5° 56′ 14.6″
L = 160.70′
T = 80.54′
R = 965.00′
SE = 0.08
RO = 200′
V = 55 MPH

PIs Sta 15+11.02
θs = 5° 56′ 14.6″
Ls = 200.00′
LT = 133.41′
ST = 66.73′

PIs Sta 17+24.30
θs = 2° 51′ 53.2″
Ls = 120.00′
LT = 80.01′
ST = 40.01′

PI Sta 18+20.21
△ = 5° 20′ 10.6″ (RT)
D = 4° 46′ 28.7″
L = 111.76′
T = 55.92′
R = 1,200.00′
SE = SEE PLANS
RO = SEE PLANS

-RPB_REV-

PI Sta 10+48.29
△ = 0° 42′ 49.3″ (LT)
D = 0° 44′ 20.4″
L = 96.58′
T = 48.29′
R = 7,753.26′
SE = EXIST
RO = N/A

PIs Sta 11+13.24
θs = 0° 11′ 05.1″
Ls = 50.00′
LT = 33.33′
ST = 16.67′

PIs Sta 11+79.91
θs = 0° 47′ 13.3″
Ls = 50.00′
LT = 33.33′
ST = 16.67′

PI Sta 12+77.54
△ = 5° 05′ 40.5″ (RT)
D = 3° 08′ 53.2″
L = 161.83′
T = 80.97′
R = 1,820.00′
SE = EXIST
RO = N/A

PI Sta 14+52.16
△ = 11° 09′ 20.4″ (RT)
D = 5° 58′ 05.9″
L = 186.92′
T = 93.75′
R = 960.00′
SE = EXIST
RO = SEE PLANS

PIs Sta 16+12.06
θs = 5° 58′ 05.9″
Ls = 200.00′
LT = 133.41′
ST = 66.74′

PIs Sta 18+65.51
θs = 9° 57′ 17.5″
Ls = 180.00′
LT = 120.19′
ST = 60.17′

PI Sta 19+81.18
△ = 12° 18′ 32.1″ (LT)
D = 11° 03′ 39.5″
L = 111.28′
T = 55.86′
R = 518.00′
SE = 0.06
RO = 180′
V = 30 MPH

-RPC_REV-

PIs Sta 11+06.67
θs = 1° 34′ 26.6″
Ls = 100.00′
LT = 66.67′
ST = 33.34′

PI Sta 11+96.91
△ = 3° 34′ 55.9″ (LT)
D = 3° 08′ 53.2″
L = 113.79′
T = 56.91′
R = 1,820.00′
SE = EXIST
RO = N/A

PIs Sta 13+11.08
θs = 1° 34′ 24.4″
θs = 4° 00′ 06.2″
Ls = 100.00′
LT = 57.29′
ST = 42.78′

PI Sta 14+99.11
△ = 22° 56′ 43.5″ (LT)
D = 8° 00′ 07.9″
L = 286.74′
T = 145.32′
R = 716.00′
SE = 0.07
RO = 168′
V = 40 MPH

PIs Sta 16+96.60
θs = 6° 43′ 18.7″
Ls = 168.00′
LT = 112.08′
ST = 56.07′

PIs Sta 19+20.74
θs = 10° 50′ 23.1″
Ls = 168.00′
LT = 112.21′
ST = 56.19′

PI Sta 21+35.48
△ = 39° 23′ 41.4″ (RT)
D = 12° 54′ 16.0″
L = 305.28′
T = 158.95′
R = 444.00′
SE = 0.08
RO = 168′
V = 40 MPH

-RPD_REV-

PI Sta 10+23.87
△ = 2° 16′ 43.2″ (RT)
D = 4° 46′ 28.7″
L = 47.72′
T = 23.87′
R = 1,200.00′
SE = EXIST
RO = N/A

PIs Sta 11+64.34
θs = 5° 09′ 00.7″
θs = 8° 10′ 11.8″
Ls = 216.00′
LT = 116.62′
ST = 100.35′

PI Sta 13+61.50
△ = 14° 42′ 01.2″ (RT)
D = 7° 33′ 31.7″
L = 194.48′
T = 97.78′
R = 758.00′
SE = 0.08
RO = 192′
V = 50 MPH

PIs Sta 15+22.30
θs = 7° 15′ 23.25″
Ls = 192.00
LT = 128.11
ST = 64.10

PIs Sta 17+67.78
θs = 11° 21′ 21.31″
Ls = 176.00
LT = 117.58
ST = 58.89

PI Sta 19+59.49
△ = 33° 25′ 07.6″ (LT)
D = 12° 54′ 16.0″
L = 258.97′
T = 133.29′
R = 444.00′
SE = 0.08
RO = 176′
V = 40 MPH

~~-RPA-~~

~~PI Sta 10+91.84~~
~~△ = 4° 32′ 01.8″ (LT)~~
~~D = 2° 28′ 10.7″~~
~~L = 183.58′~~
~~T = 91.84′~~
~~R = 2,320.00′~~
~~SE = EXIST~~
~~RO = EXIST~~

~~PIs Sta 12+40.48~~
~~θs = 1° 14′ 05.1″~~
~~θs = 2° 58′ 07.5″~~
~~Ls = 100.00′~~
~~LT = 56.90′~~
~~ST = 43.15′~~

~~PI Sta 13+63.31~~
~~△ = 9° 26′ 45.9″ (LT)~~
~~D = 5° 56′ 14.6″~~
~~L = 159.09′~~
~~T = 79.73′~~
~~R = 965.00′~~
~~SE = 0.08~~
~~RO = 192′~~

~~PIs Sta 15+07.77~~
~~θs = 5° 47′ 31.3″~~
~~Ls = 195.10′~~
~~LT = 130.14′~~
~~ST = 65.10′~~

~~PIs Sta 17+42.40~~
~~θs = 3° 44′ 44.2″~~
~~Ls = 156.90′~~
~~LT = 104.62′~~
~~ST = 52.32′~~

~~PI Sta 18+38.83~~
~~△ = 4° 12′ 52.4″ (RT)~~
~~D = 4° 46′ 28.7″~~
~~L = 88.27′~~
~~T = 44.15′~~
~~R = 1,200.00′~~
~~SE = 0.02~~
~~RO = 40′~~

~~-RPB-~~

~~PI Sta 7+78.15~~
~~△ = 0° 42′ 49.2″ (LT)~~
~~D = 0° 44′ 20.4″~~
~~L = 96.58′~~
~~T = 48.29′~~
~~R = 7,753.26′~~
~~SE = EXIST~~
~~RO = EXIST~~

~~PIs Sta 8+43.11~~
~~θs = 0° 11′ 05.1″~~
~~Ls = 50.00′~~
~~LT = 33.33′~~
~~ST = 16.67′~~

~~PIs Sta 9+09.77~~
~~θs = 0° 47′ 44.8″~~
~~Ls = 50.00′~~
~~LT = 33.33′~~
~~ST = 16.67′~~

~~PI Sta 10+05.76~~
~~△ = 5° 02′ 47.5″ (RT)~~
~~D = 3° 10′ 59.2″~~
~~L = 158.54′~~
~~T = 79.32′~~
~~R = 1,800.00′~~
~~SE = EXIST~~
~~RO = EXIST~~

~~PIs Sta 11+42.16~~
~~θs = 1° 35′ 29.0″~~
~~θs = 3° 58′ 44.5″~~
~~Ls = 100.00′~~
~~LT = 57.18′~~
~~ST = 42.89′~~

~~PI Sta 12+01.49~~
~~△ = 2° 37′ 39.5″ (RT)~~
~~D = 7° 57′ 27.9″~~
~~L = 33.02′~~
~~T = 16.51′~~
~~R = 720.00′~~
~~SE = 0.07~~
~~RO = 210′~~

~~PIs Sta 12+90.15~~
~~θs = 8° 35′ 39.7″~~
~~Ls = 216.00′~~
~~LT = 144.17′~~
~~ST = 72.15′~~

~~PIs Sta 16+03.89~~
~~θs = 11° 36′ 50.4″~~
~~Ls = 210.00′~~
~~LT = 140.30′~~
~~ST = 70.28′~~

~~PI Sta 17+20.17~~
~~△ = 10° 16′ 44.1″ (LT)~~
~~D = 11° 04′ 41.6″~~
~~L = 92.78′~~
~~T = 46.59′~~
~~R = 518.00′~~
~~SE = 0.07~~
~~RO = 210′~~

~~-RPC-~~

~~PIs Sta 8+54.26~~
~~θs = 1° 35′ 29.6″~~
~~Ls = 100.00′~~
~~LT = 66.67′~~
~~ST = 33.34′~~

~~PI Sta 9+47.21~~
~~△ = 3° 47′ 37.4″ (LT)~~
~~D = 3° 10′ 59.2″~~
~~L = 119.18′~~
~~T = 59.61′~~
~~R = 1,800.00′~~
~~SE = EXIST~~
~~RO = EXIST~~

~~PIs Sta 10+64.00~~
~~θs = 1° 35′ 29.0″~~
~~θs = 4° 00′ 04.5″~~
~~Ls = 100.00′~~
~~LT = 57.22′~~
~~ST = 42.86′~~

~~PI Sta 12+65.64~~
~~△ = 25° 01′ 08.5″ (LT)~~
~~D = 8° 00′ 07.9″~~
~~L = 312.65′~~
~~T = 158.86′~~
~~R = 716.00′~~
~~SE = 0.07~~
~~RO = 147′~~

~~PIs Sta 14+59.65~~
~~θs = 4° 49′ 26.7″~~
~~Ls = 120.57′~~
~~LT = 80.41′~~
~~ST = 40.22′~~

~~PIs Sta 16+69.95~~
~~θs = 12° 32′ 42.5″~~
~~Ls = 194.43′~~
~~LT = 129.95′~~
~~ST = 65.11′~~

~~PI Sta 18+87.80~~
~~△ = 38° 06′ 42.4″ (RT)~~
~~D = 12° 54′ 16.0″~~
~~L = 295.34′~~
~~T = 153.37′~~
~~R = 444.00′~~
~~SE = 0.08~~
~~RO = 160′~~

~~-RPD-~~

~~PI Sta 10+23.87~~
~~△ = 2° 16′ 43.2″ (RT)~~
~~D = 4° 46′ 28.7″~~
~~L = 47.72′~~
~~T = 23.87′~~
~~R = 1,200.00′~~
~~SE = EXIST~~
~~RO = EXIST~~

~~PIs Sta 11+64.34~~
~~θs = 5° 09′ 19.2″~~
~~θs = 8° 09′ 53.3″~~
~~Ls = 216.00′~~
~~LT = 116.62′~~
~~ST = 100.35′~~

~~PI Sta 13+79.73~~
~~△ = 17° 24′ 06.6″ (RT)~~
~~D = 7° 33′ 31.7″~~
~~L = 230.22′~~
~~T = 116.00′~~
~~R = 758.00′~~
~~SE = 0.08~~
~~RO = 176′~~

~~PIs Sta 15+37.31~~
~~θs = 4° 54′ 50.8″~~
~~Ls = 130.02′~~
~~LT = 86.72′~~
~~ST = 43.37′~~

~~PIs Sta 17+72.44~~
~~θs = 14° 19′ 20.8″~~
~~Ls = 221.98′~~
~~LT = 148.47′~~
~~ST = 74.44′~~

~~PI Sta 19+68.29~~
~~△ = 30° 48′ 41.1″ (LT)~~
~~D = 12° 54′ 16.0″~~
~~L = 238.77′~~
~~T = 122.35′~~
~~R = 444.00′~~
~~SE = 0.08~~
~~RO = 160′~~

FOR PLAN VIEW LAYOUT, SEE SHEET 12

INTERCHANGE RIGHT OF WAY DETAIL

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-10
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

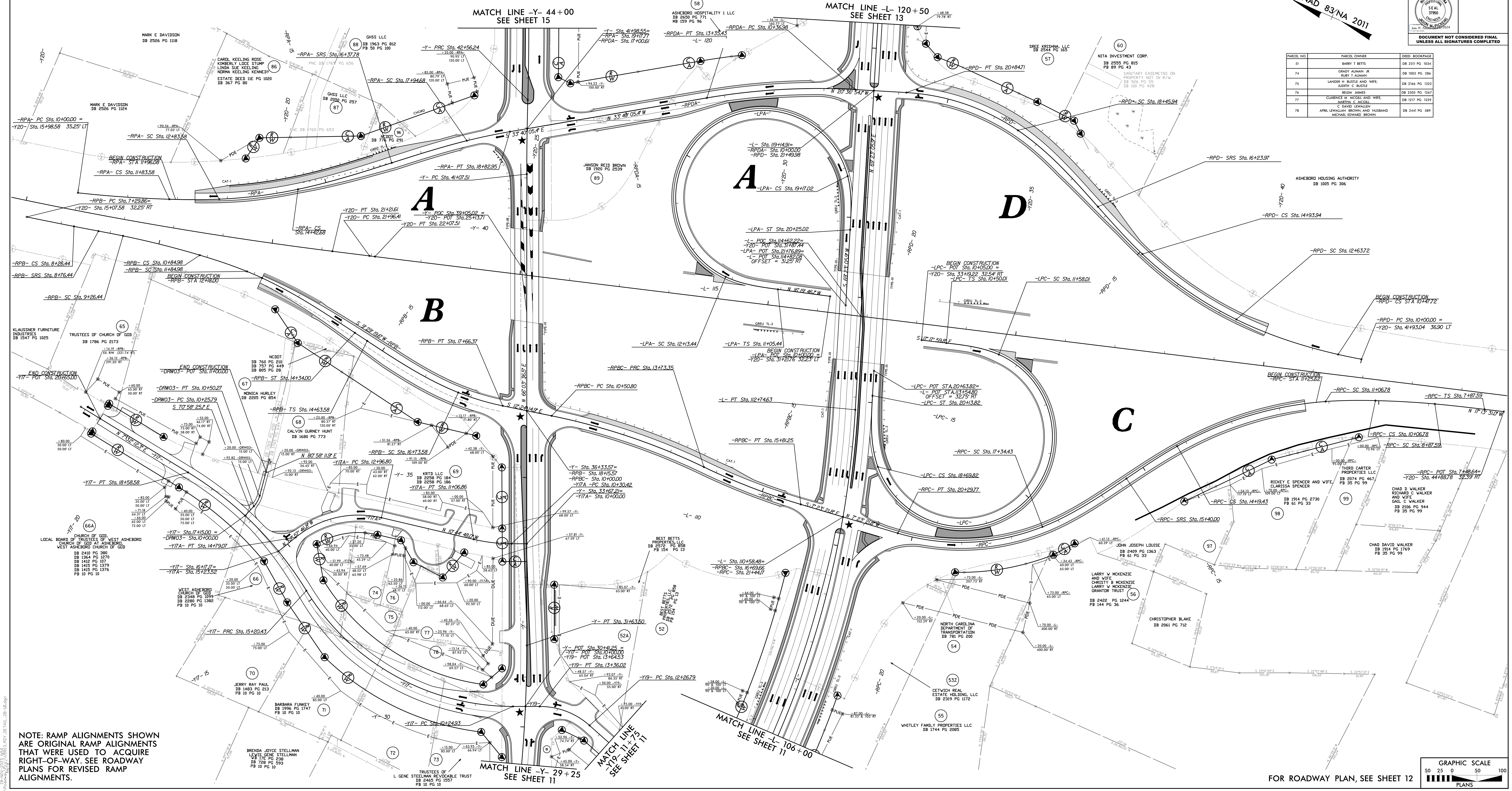
SEAL 37950 JASON M. PICKENS

Jason M. Pickens 2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NAD 83/NA 2011

PARCEL NO.	PARCEL OWNER	DEED BOOK/PAGE
51	BARRY T BETTS	DB 2511 PG 1034
74	GRADY AUMAN JR RUBY T AUMAN	DB 1003 PG 286
75	LANDER H BUSTLE AND WIFE, JUDITH C BUSTLE	DB 2166 PG 1322
76	BELEM JAIMES	DB 2505 PG 1267
77	CLARENCE M MCGILL AND WIFE, MARTHA C MCGILL	DB 1217 PG 1229
78	C DAVID LEWALLEN APRIL LEWALLAN BROWN, AND HUSBAND MICHAEL EDWARD BROWN	DB 2441 PG 589


MATCH LINE -Y- 44+00
SEE SHEET 15
MATCH LINE -L- 120+50
SEE SHEET 13
MATCH LINE -Y- 29+25
SEE SHEET 11
MATCH LINE -Y19- 11+75
SEE SHEET 11
MATCH LINE -L- 106+00
SEE SHEET 11
A
A
B
C
D
MARK E DAVIDSON DB 2526 PG 1118
MARK E DAVIDSON DB 2526 PG 1124
CAROL KEELING ROSE
KIMBERLY LOCE STUMP
LINDA SUE KEELING
NORMA KEELING KENNEDY
ESTATE DEED 11E PG 1020
DB 367 PG 80
GHSS LLC DB 1963 PG 812 PB 50 PG 100
GHSS LLC DB 2050 PG 257
NCDOT DB 776 PG 291
ASHEBORO HOSPITALITY 1 LLC DB 2650 PG 771 MB 159 PG 96
JANSON REID BROWN DB 1920 PG 2539
SREE KRISHNA, LLC DB 2544 PG 165
NITA INVESTMENT CORP. DB 2555 PG 815 PB 89 PG 43
ASHEBORO HOUSING AUTHORITY DB 1005 PG 306
KLAUSSNER FURNITURE INDUSTRIES DB 1547 PG 1025
TRUSTEES OF CHURCH OF GOD DB 1786 PG 2573
NCDOT DB 760 PG 210 DB 757 PG 449 DB 805 PG 28
MONICA HURLEY DB 2205 PG 854
CALVIN GURNEY HUNT DB 1680 PG 773
KRTD LLC DB 2258 PG 184 DB 2258 PG 186
CHURCH OF GOD, LOCAL BOARD OF TRUSTEES OF WEST ASHEBORO CHURCH OF GOD AT ASHEBORO, WEST ASHEBORO CHURCH OF GOD
DB 2410 PG 380 DB 1364 PG 1270 DB 1410 PG 107 DB 1415 PG 1379 DB 1415 PG 1376 PB 10 PG 10
WEST ASHEBORO CHURCH OF GOD DB 2348 PG 1099 DB 2280 PG 1382 PB 10 PG 10
JERRY RAY PAUL DB 1483 PG 213 PB 10 PG 10
BARBARA FUNKEY DB 1996 PG 1747
BRENDA JOYCE STELLMAN LEWIS GENE STELLMAN WB 17C PG 238 DB 728 PG 593 PB 10 PG 10
TRUSTEES OF L GENE STEELMAN REVOCABLE TRUST DB 2465 PG 1557
BEST BETTS PROPERTIES, LLC DB 2572 PG 858 PB 154 PG 13
JOHN JOSEPH LOUISE DB 2409 PG 1363 PB 61 PG 33
LARRY W MCKENZIE AND WIFE CHRISTY B MCKENZIE LARRY W MCKENZIE GRANTOR TRUST DB 2422 PG 1244 PB 144 PG 36
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DB 781 PG 200
CETWICH REAL ESTATE HOLDING, LLC DB 2319 PG 1172
WHITLEY FAMILY PROPERTIES LLC DB 1744 PG 2085
CHRISTOPHER BLAKE DB 2061 PG 712
RICKEY E SPENCER AND WIFE, CLARISSA SPENCER DB 1914 PG 2730 PB 61 PG 33
THIRD CARTER PROPERTIES LLC DB 2074 PG 467 PB 35 PG 99
CHAD D WALKER RICHARD C WALKER AND WIFE, GAIL C WALKER DB 2106 PG 944 PB 35 PG 99
CHAD DAVID WALKER DB 1914 PG 1769 PB 35 PG 99
BEGIN CONSTRUCTION -RPA- STA 11+96.18
BEGIN CONSTRUCTION -RPB- STA 12+18.00
BEGIN CONSTRUCTION -RPD- CS STA 14+47.72
BEGIN CONSTRUCTION -RPC- STA 11+25.22
BEGIN CONSTRUCTION -LPC- POT Sta. 10+05.00
BEGIN CONSTRUCTION -LPA- POT Sta. 10+00.00
END CONSTRUCTION -Y17- POT Sta. 20+65.00
END CONSTRUCTION -DRW03- POT Sta. 11+00.00
GRAPHIC SCALE
50 25 0 50 100
PLANS

NOTE: RAMP ALIGNMENTS SHOWN ARE ORIGINAL RAMP ALIGNMENTS THAT WERE USED TO ACQUIRE RIGHT-OF-WAY. SEE ROADWAY PLANS FOR REVISED RAMP ALIGNMENTS.

FOR ROADWAY PLAN, SEE SHEET 12

8/17/99

INTERCHANGE RIGHT OF WAY DETAIL

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

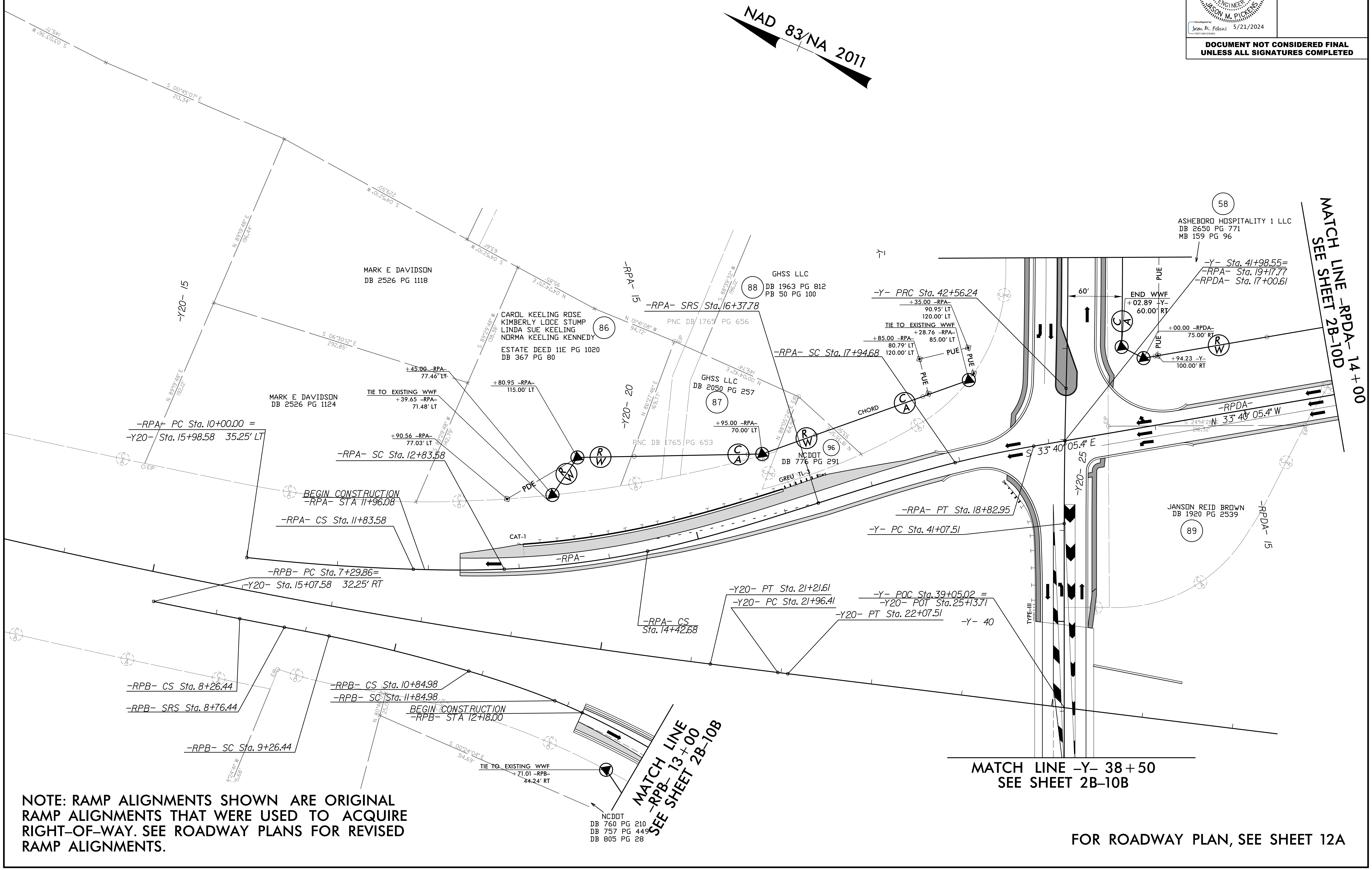
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-10A

ROADWAY DESIGN
ENGINEER

SEAL
37950
JASON M. PICKENS

DocuSigned by:
Jason M. Pickens
76DF15861D354B4...
5/21/2024

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED


NAD 83/NA 2011
S 03°03'36" W
149.71'
S 00°45'07" E
213.34'
S 04°21'01" W
229.50'
S 04°52'10" W
63.61'
N 04°24'25" E
95.85'
N 01°41'08" W
94.72'
N 00°04'42" E
149.74'
N 89°19'48" E
196.44'
N 89°19'48" E
192.12'
S 06°30'12" E
292.85'
S 89°29'48" W
138.38'
S 89°29'48" W
142.79'
S 88°39'32" W
196.12'
N 86°27'46" E
169.77'
N 88°05'24" E
64.96'
N 18°35'51" E
93.51'
-Y20- 15
-Y20- 20
-Y20- 25
-RPA- 15
-RPDA- 15
-Y-
-Y- 40
MARK E DAVIDSON
DB 2526 PG 1118
MARK E DAVIDSON
DB 2526 PG 1124
CAROL KEELING ROSE
KIMBERLY LOCE STUMP
LINDA SUE KEELING
NORMA KEELING KENNEDY
86
ESTATE DEED 11E PG 1020
DB 367 PG 80
GHSS LLC
88
DB 1963 PG 812
PB 50 PG 100
PNC DB 1765 PG 656
GHSS LLC
DB 2050 PG 257
87
PNC DB 1765 PG 653
NCDOT
96
DB 776 PG 291
58
ASHEBORO HOSPITALITY 1 LLC
DB 2650 PG 771
MB 159 PG 96
JANSON REID BROWN
DB 1920 PG 2539
89
-RPA- PC Sta. 10+00.00 =
-Y20- Sta. 15+98.58 35.25' LT
+45.00 -RPA-
77.46' LT
TIE TO EXISTING WWF
+39.65 -RPA-
71.48' LT
+90.56 -RPA-
77.03' LT
+80.95 -RPA-
115.00' LT
-RPA- SC Sta. 12+83.58
BEGIN CONSTRUCTION
-RPA- STA 11+96.08
-RPA- CS Sta. 11+83.58
PDE
R/W
C/A
EIP
-RPA- SRS Sta. 16+37.78
+95.00 -RPA-
70.00' LT
-RPA- SC Sta. 17+94.68
-Y- PRC Sta. 42+56.24
+35.00 -RPA-
90.95' LT
120.00' LT
TIE TO EXISTING WWF
+28.76 -RPA-
85.00' LT
+85.00 -RPA-
80.79' LT
120.00' LT
PUE
CHORD
GREU TL-3
CAT-1
-RPA-
60'
END WWF
+02.89 -Y-
60.00' RT
-Y- Sta. 41+98.55=
-RPA- Sta. 19+17.77
-RPDA- Sta. 17+00.61
+00.00 -RPDA-
75.00' RT
+94.23 -Y-
100.00' RT
-RPDA-
N 33° 40' 05.4" W
S 33° 40' 05.4" E
S 24°14'28" E
216.32'
-RPA- PT Sta. 18+82.95
-Y- PC Sta. 41+07.51
-RPB- PC Sta. 7+29.86=
-Y20- Sta. 15+07.58 32.25' RT
-RPA- CS
Sta. 14+42.68
-Y20- PT Sta. 21+21.61
-Y20- PC Sta. 21+96.41
-Y20- PT Sta. 22+07.51
-Y- POC Sta.39+05.02 =
-Y20- POT Sta.25+13.71
TYPE-III
-RPB- CS Sta. 8+26.44
-RPB- SRS Sta. 8+76.44
-RPB- SC Sta. 9+26.44
-RPB- CS Sta. 10+84.98
-RPB- SC Sta. 11+84.98
BEGIN CONSTRUCTION
-RPB- STA 12+18.00
N 80°46'
25.0
S 00°24'04" E
314.69'
TIE TO EXISTING WWF
+71.01 -RPB-
44.24' RT
NCDOT
DB 760 PG 210
DB 757 PG 449
DB 805 PG 28
MATCH LINE
-RPB- 13+00
SEE SHEET 2B-10B
MATCH LINE -RPDA- 14+00
SEE SHEET 2B-10D
MATCH LINE -Y- 38+50
SEE SHEET 2B-10B

NOTE: RAMP ALIGNMENTS SHOWN ARE ORIGINAL RAMP ALIGNMENTS THAT WERE USED TO ACQUIRE RIGHT-OF-WAY. SEE ROADWAY PLANS FOR REVISED RAMP ALIGNMENTS.

FOR ROADWAY PLAN, SEE SHEET 12A

INTERCHANGE RIGHT OF WAY DETAIL

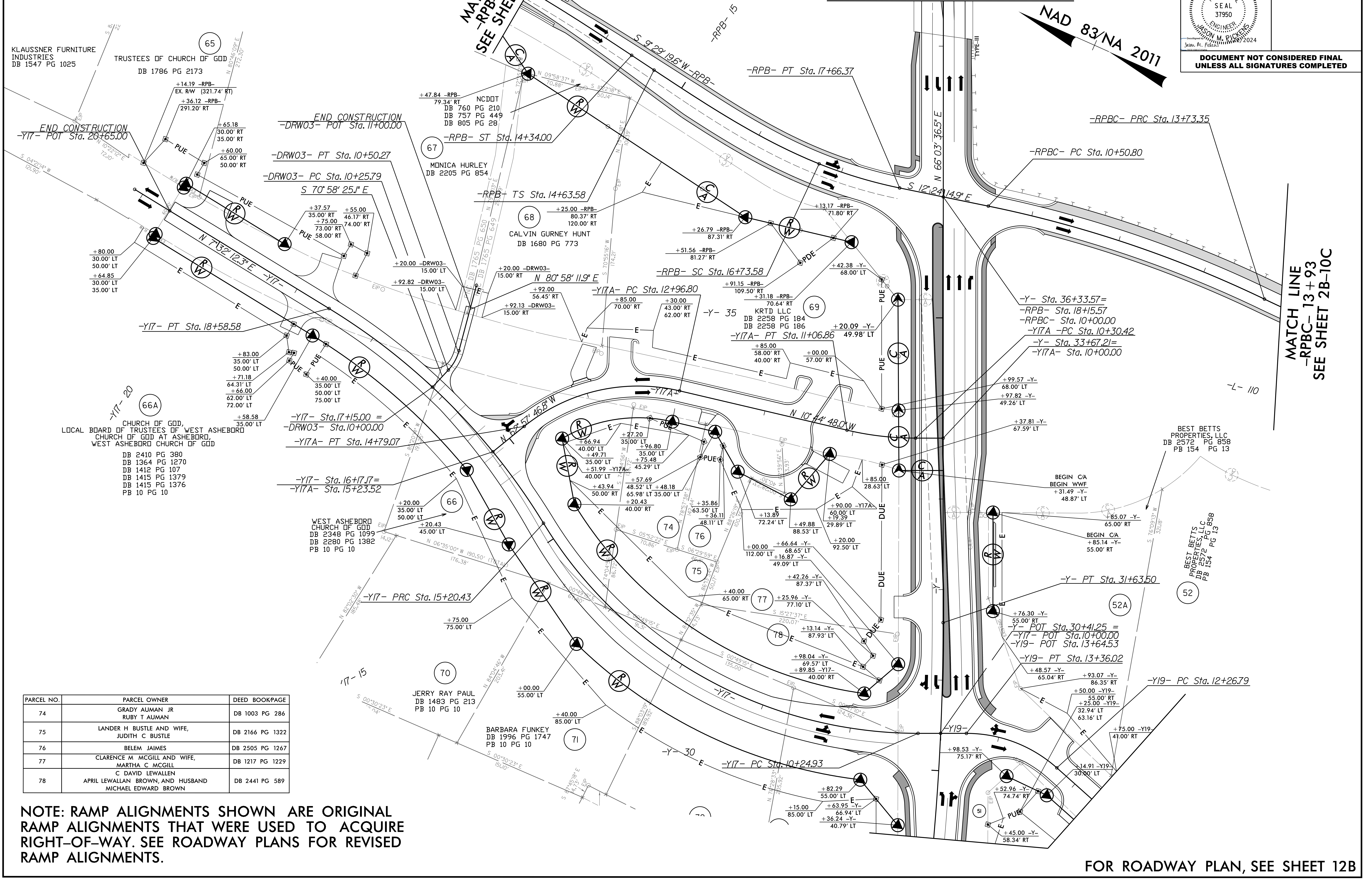
HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-10B
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

SEAL 37950
JASON M. PICKENS
DocuSigned by: Jason M. Pickens
5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


MATCH LINE -RPB- 13+00 SEE SHEET 2B-10A
MATCH LINE -Y- 38+50 SEE SHEET 2B-10A
NAD 83/NA 2011
MATCH LINE -RPBC- 13+93 SEE SHEET 2B-10C
KLAUSSNER FURNITURE INDUSTRIES DB 1547 PG 1025
65
TRUSTEES OF CHURCH OF GOD DB 1786 PG 2173
END CONSTRUCTION -Y17- POT Sta. 20+65.00
END CONSTRUCTION -DRW03- POT Sta. 11+00.00
-DRW03- PT Sta. 10+50.27
-DRW03- PC Sta. 10+25.79
S 70°58' 25.1" E
NCDOT DB 760 PG 210 DB 757 PG 449 DB 805 PG 28
-RPB- ST Sta. 14+34.00
67
MONICA HURLEY DB 2205 PG 854
-RPB- TS Sta. 14+63.58
68
CALVIN GURNEY HUNT DB 1680 PG 773
N 80° 58' 11.9" E
-RPB- SC Sta. 16+73.58
-RPB- PT Sta. 17+66.37
S 9°29' 19.6" W -RPB-
-RPB- 15
S 12°24' 14.9" E
N 66°03' 36.5" E
-RPBC- PRC Sta. 13+73.35
-RPBC- PC Sta. 10+50.80
69
KRTD LLC DB 2258 PG 184 DB 2258 PG 186
-Y17A- PC Sta. 12+96.80
-Y17A- PT Sta. 11+06.86
-Y- 35
-Y- Sta. 36+33.57= -RPB- Sta. 18+15.57 -RPBC- Sta. 10+00.00 -Y17A -PC Sta. 10+30.42
-Y- Sta. 33+67.21= -Y17A- Sta. 10+00.00
N 7°32' 12.3" E -Y17-
-Y17- PT Sta. 18+58.58
-Y17- 20
66A
CHURCH OF GOD, LOCAL BOARD OF TRUSTEES OF WEST ASHEBORO CHURCH OF GOD AT ASHEBORO, WEST ASHEBORO CHURCH OF GOD DB 2410 PG 380 DB 1364 PG 1270 DB 1412 PG 107 DB 1415 PG 1379 DB 1415 PG 1376 PB 10 PG 10
-Y17- Sta. 17+15.00 = -DRW03- Sta. 10+00.00
-Y17A- PT Sta. 14+79.07
-Y17- Sta. 16+17.17= -Y17A- Sta. 15+23.52
N 10°44' 48.0" W
-Y17A-
66
WEST ASHEBORO CHURCH OF GOD DB 2348 PG 1099 DB 2280 PG 1382 PB 10 PG 10
-Y17- PRC Sta. 15+20.43
74
75
76
77
78
BEST BETTS PROPERTIES, LLC DB 2572 PG 858 PB 154 PG 13
BEGIN C/A BEGIN WWF
BEGIN C/A
-L- 110
-Y- PT Sta. 31+63.50
52A
52
-Y- POT Sta. 30+41.25 = -Y17- POT Sta. 10+00.00 -Y19- POT Sta. 13+64.53
-Y19- PT Sta. 13+36.02
-Y19- PC Sta. 12+26.79
70
JERRY RAY PAUL DB 1483 PG 213 PB 10 PG 10
-Y17- 15
BARBARA FUNKEY DB 1996 PG 1747 PB 10 PG 10
71
-Y- 30
-Y17- PC Sta. 10+24.93
-Y17-
-Y19-
-Y-
51
PUE
PDE
DUE
E
C/A
R/W
EIP
TYPE-III
FOR ROADWAY PLAN, SEE SHEET 12B

PARCEL NO.	PARCEL OWNER	DEED BOOK/PAGE
74	GRADY AUMAN JR RUBY T AUMAN	DB 1003 PG 286
75	LANDER H BUSTLE AND WIFE, JUDITH C BUSTLE	DB 2166 PG 1322
76	BELEM JAIMES	DB 2505 PG 1267
77	CLARENCE M MCGILL AND WIFE, MARTHA C MCGILL	DB 1217 PG 1229
78	C DAVID LEWALLEN APRIL LEWALLAN BROWN, AND HUSBAND MICHAEL EDWARD BROWN	DB 2441 PG 589

NOTE: RAMP ALIGNMENTS SHOWN ARE ORIGINAL RAMP ALIGNMENTS THAT WERE USED TO ACQUIRE RIGHT-OF-WAY. SEE ROADWAY PLANS FOR REVISED RAMP ALIGNMENTS.

FOR ROADWAY PLAN, SEE SHEET 12B

8/17/99

INTERCHANGE RIGHT OF WAY DETAIL

HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

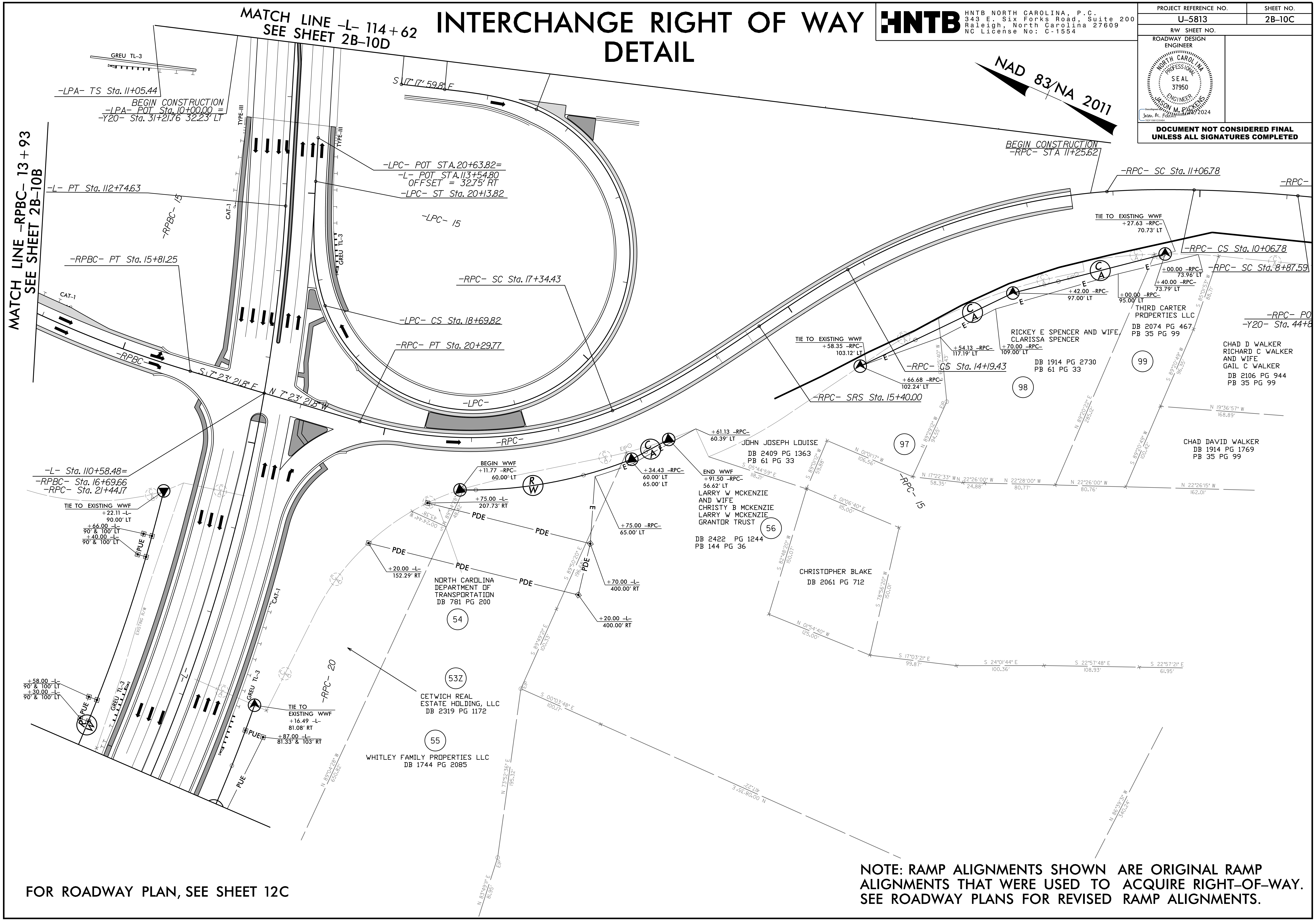
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-10C
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 37950 ENGINEER JASON M. PICKENS

Jason M. Pickens 2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED


MATCH LINE -L- 114+62
SEE SHEET 2B-10D
MATCH LINE -RPBC- 13+93
SEE SHEET 2B-10B
NAD 83/NA 2011
GREU TL-3
-LPA- TS Sta. 11+05.44
BEGIN CONSTRUCTION
-LPA- POT Sta. 10+00.00 =
-Y20- Sta. 31+21.76 32.23' LT
S 17°17' 59.81" E
TYPE-III
-LPC- POT STA.20+63.82=
-L- POT STA.113+54.80
OFFSET = 32.75' RT
-LPC- ST Sta. 20+13.82
-L- PT Sta. 112+74.63
-RPBC- 15
CAT-1
-LPC- 15
-RPBC- PT Sta. 15+81.25
-RPC- SC Sta. 17+34.43
-LPC- CS Sta. 18+69.82
-RPC- PT Sta. 20+29.77
-RPBC-
S 7°23' 21.8" E
N 7°23' 21.8" W
-LPC-
-RPC-
-L- Sta. 110+58.48=
-RPBC- Sta. 16+69.66
-RPC- Sta. 21+44.17
TIE TO EXISTING WWF
+22.11 -L-
90.00' LT
+66.00 -L-
90' & 100' LT
+40.00 -L-
90' & 100' LT
PUE
BEGIN CONSTRUCTION
-RPC- STA 11+25.62
-RPC- SC Sta. 11+06.78
-RPC-
TIE TO EXISTING WWF
+27.63 -RPC-
70.73' LT
-RPC- CS Sta. 10+06.78
+00.00 -RPC-
73.96' LT
+40.00 -RPC-
73.79' LT
-RPC- SC Sta. 8+87.59
+42.00 -RPC-
97.00' LT
+00.00 -RPC-
95.00' LT
THIRD CARTER PROPERTIES LLC
DB 2074 PG 467
PB 35 PG 99
-RPC- PO
-Y20- Sta. 44+8
RICKEY E SPENCER AND WIFE,
CLARISSA SPENCER
DB 1914 PG 2730
PB 61 PG 33
98
99
CHAD D WALKER
RICHARD C WALKER
AND WIFE
GAIL C WALKER
DB 2106 PG 944
PB 35 PG 99
TIE TO EXISTING WWF
+58.35 -RPC-
103.12' LT
+54.13 -RPC-
117.19' LT
+70.00 -RPC-
109.00' LT
-RPC- CS Sta. 14+19.43
+66.68 -RPC-
102.24' LT
-RPC- SRS Sta. 15+40.00
97
CHAD DAVID WALKER
DB 1914 PG 1769
PB 35 PG 99
+61.13 -RPC-
60.39' LT
JOHN JOSEPH LOUISE
DB 2409 PG 1363
PB 61 PG 33
-RPC- 15
BEGIN WWF
+11.77 -RPC-
60.00' LT
+34.43 -RPC-
60.00' LT
65.00' LT
END WWF
+91.50 -RPC-
56.62' LT
LARRY W MCKENZIE
AND WIFE
CHRISTY B MCKENZIE
LARRY W MCKENZIE
GRANTOR TRUST
DB 2422 PG 1244
PB 144 PG 36
56
+75.00 -L-
207.73' RT
+75.00 -RPC-
65.00' LT
PDE
+70.00 -L-
400.00' RT
+20.00 -L-
152.29' RT
+20.00 -L-
400.00' RT
NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION
DB 781 PG 200
54
CHRISTOPHER BLAKE
DB 2061 PG 712
-RPC- 20
53Z
CETWICH REAL
ESTATE HOLDING, LLC
DB 2319 PG 1172
55
WHITLEY FAMILY PROPERTIES LLC
DB 1744 PG 2085
+58.00 -L-
90' & 100' LT
+30.00 -L-
90' & 100' LT
TIE TO
EXISTING WWF
+16.49 -L-
81.08' RT
+87.00 -L-
81.33' & 103' RT
-L-
R/W
C/A
E
EIP
N 19°36'57" W 168.89'
N 22°26'15" W 162.01'
S 17°03'21" E 99.87'
S 24°01'44" E 100.36'
S 22°57'48" E 108.93'
S 22°57'21" E 61.95'
S 00°03'48" E 100.17'

FOR ROADWAY PLAN, SEE SHEET 12C

NOTE: RAMP ALIGNMENTS SHOWN ARE ORIGINAL RAMP ALIGNMENTS THAT WERE USED TO ACQUIRE RIGHT-OF-WAY. SEE ROADWAY PLANS FOR REVISED RAMP ALIGNMENTS.

8/17/99

INTERCHANGE RIGHT OF WAY DETAIL

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

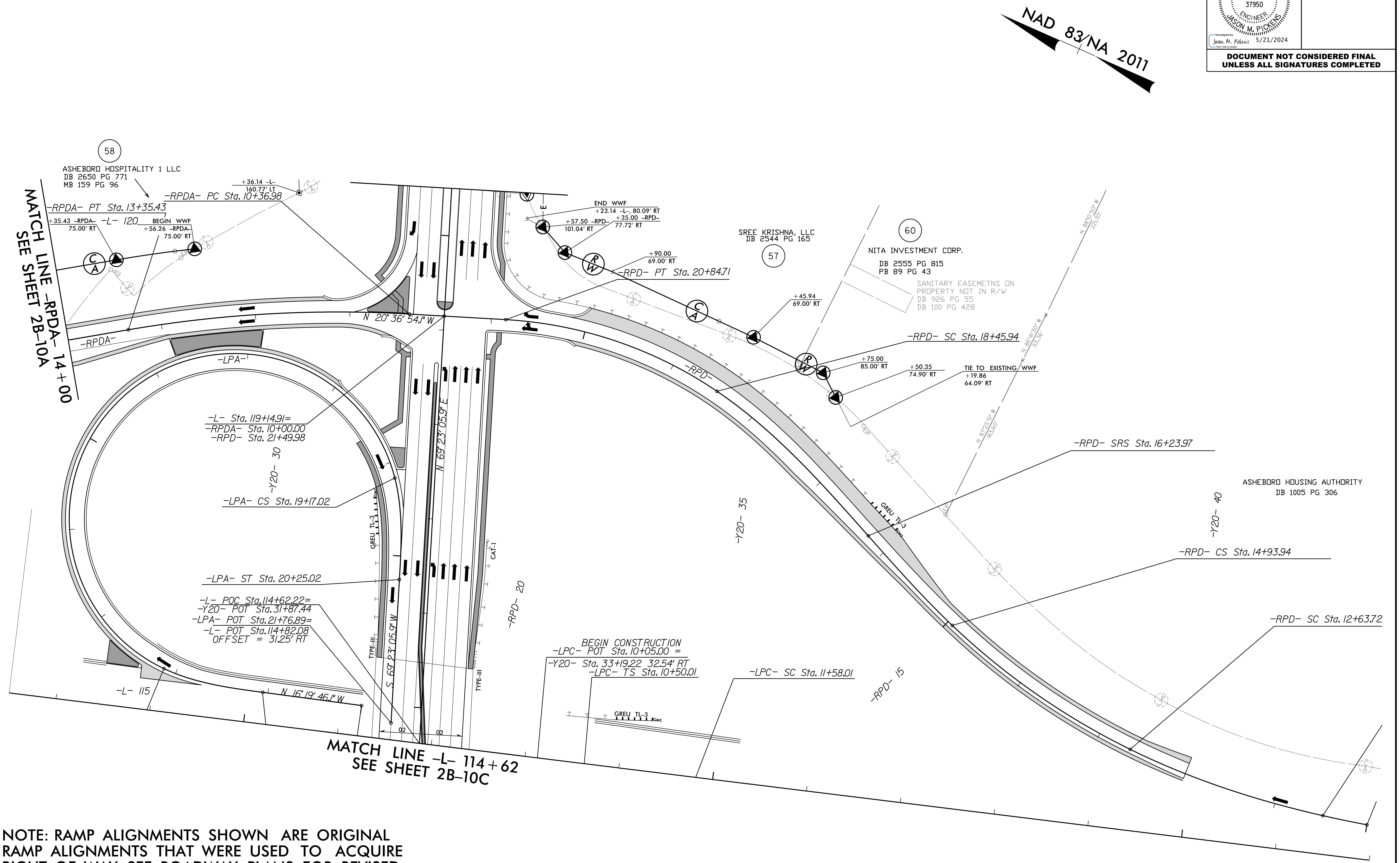
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2B-10D

ROADWAY DESIGN
ENGINEER

SEAL 37950
JASON M. PICKENS

DocuSigned by:
Jason M. Pickens 5/21/2024
76DF15861D354B4...

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

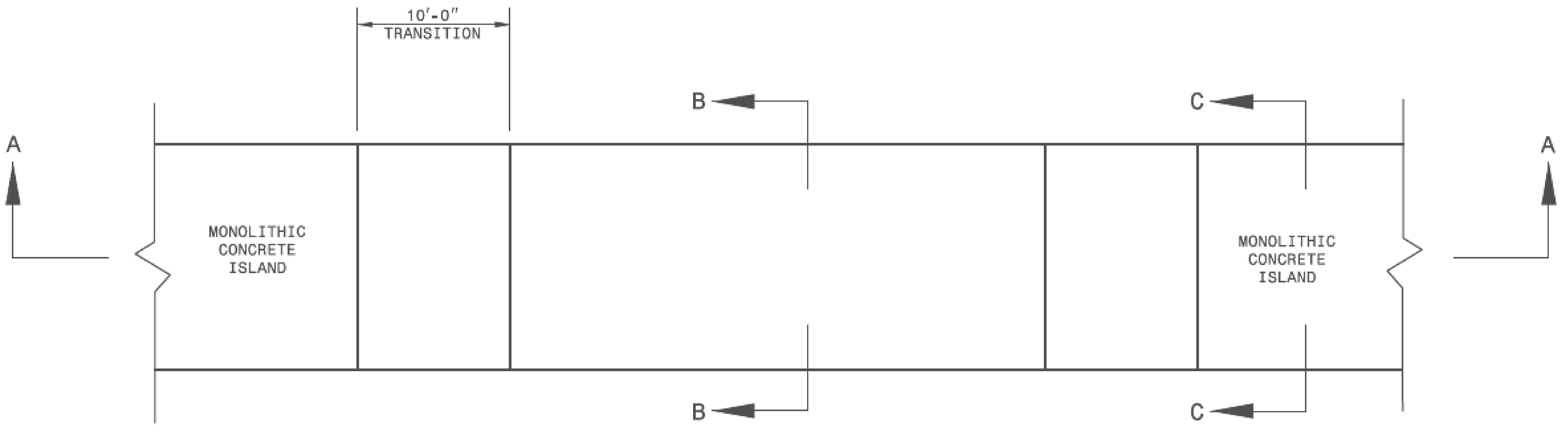

NAD 83/NA 2011
58
ASHEBORO HOSPITALITY 1 LLC
DB 2650 PG 771
MB 159 PG 96
-RPDA- PT Sta. 13+35.43
+35.43 -RPDA- 75.00' RT
-L- 120
BEGIN WWF
+56.26 -RPDA- 75.00' RT
+36.14 -L- 160.77' LT
-RPDA- PC Sta. 10+36.98
MATCH LINE -RPDA- 14+00
SEE SHEET 2B-10A
-RPDA-
-LPA-
N 20° 36' 54.1" W
END WWF
+23.14 -L-, 80.09' RT
+57.50 -RPD- 101.04' RT
+35.00 -RPD- 77.72' RT
+90.00 69.00' RT
-RPD- PT Sta. 20+84.71
SREE KRISHNA, LLC
DB 2544 PG 165
57
60
NITA INVESTMENT CORP.
DB 2555 PG 815
PB 89 PG 43
SANITARY EASEMETNS ON
PROPERTY NOT IN R/W
DB 926 PG 55
DB 100 PG 428
+45.94 69.00' RT
-RPD- SC Sta. 18+45.94
+75.00 85.00' RT
+50.35 74.90' RT
TIE TO EXISTING WWF
+19.86 64.09' RT
N 86°41'30" W 53.36'
N 87°25'51" W 183.60'
N 88°0'50" W 22.30'
-RPD-
-L- Sta. 119+14.91=
-RPDA- Sta. 10+00.00
-RPD- Sta. 21+49.98
-Y20- 30
N 69° 23' 05.9" E
-LPA- CS Sta. 19+17.02
GREU TL-3
CAT-1
-LPA- ST Sta. 20+25.02
-L- POC Sta. 114+62.22=
-Y20- POT Sta. 31+87.44
-LPA- POT Sta. 21+76.89=
-L- POT Sta. 114+82.08
OFFSET = 31.25' RT
TYPE-III
S 69° 23' 05.9" W
N 16° 19' 46.1" W
-L- 115
02
02
-RPD- 20
-Y20- 35
-RPD- SRS Sta. 16+23.97
ASHEBORO HOUSING AUTHORITY
DB 1005 PG 306
-Y20- 40
-RPD- CS Sta. 14+93.94
-RPD- SC Sta. 12+63.72
BEGIN CONSTRUCTION
-LPC- POT Sta. 10+05.00 =
-Y20- Sta. 33+19.22 32.54' RT
-LPC- TS Sta. 10+50.01
-LPC- SC Sta. 11+58.01
-RPD- 15
MATCH LINE -L- 114+62
SEE SHEET 2B-10C

NOTE: RAMP ALIGNMENTS SHOWN ARE ORIGINAL RAMP ALIGNMENTS THAT WERE USED TO ACQUIRE RIGHT-OF-WAY. SEE ROADWAY PLANS FOR REVISED RAMP ALIGNMENTS.

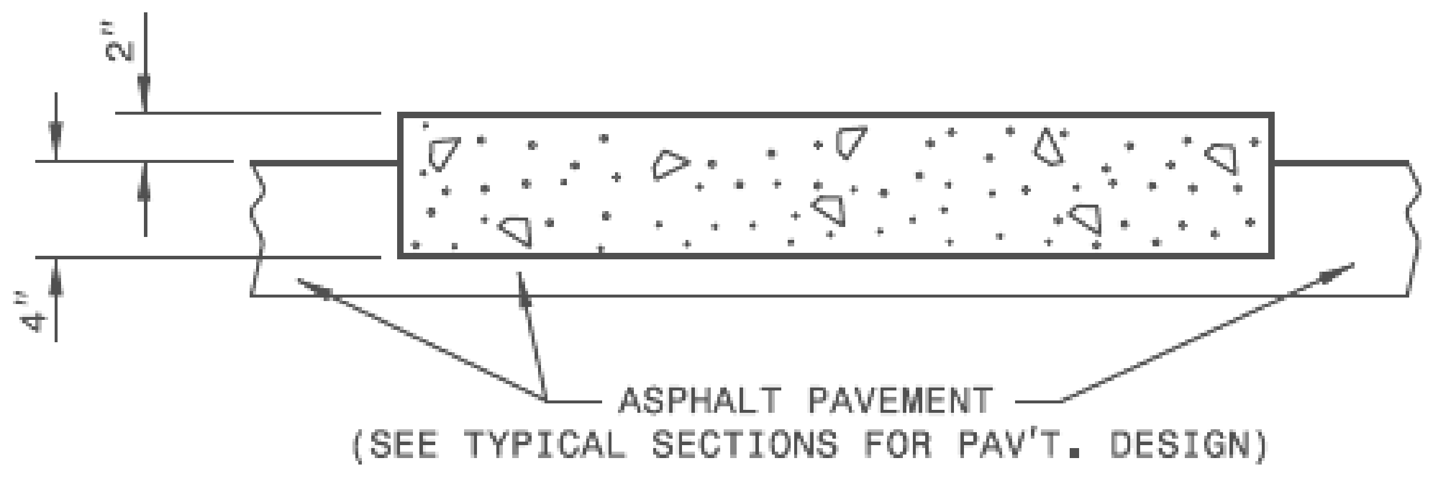
FOR ROADWAY PLAN, SEE SHEET 12D

DocuSign Envelope ID: DC495E45-2645-4520-A6BB-245AFB9825BA

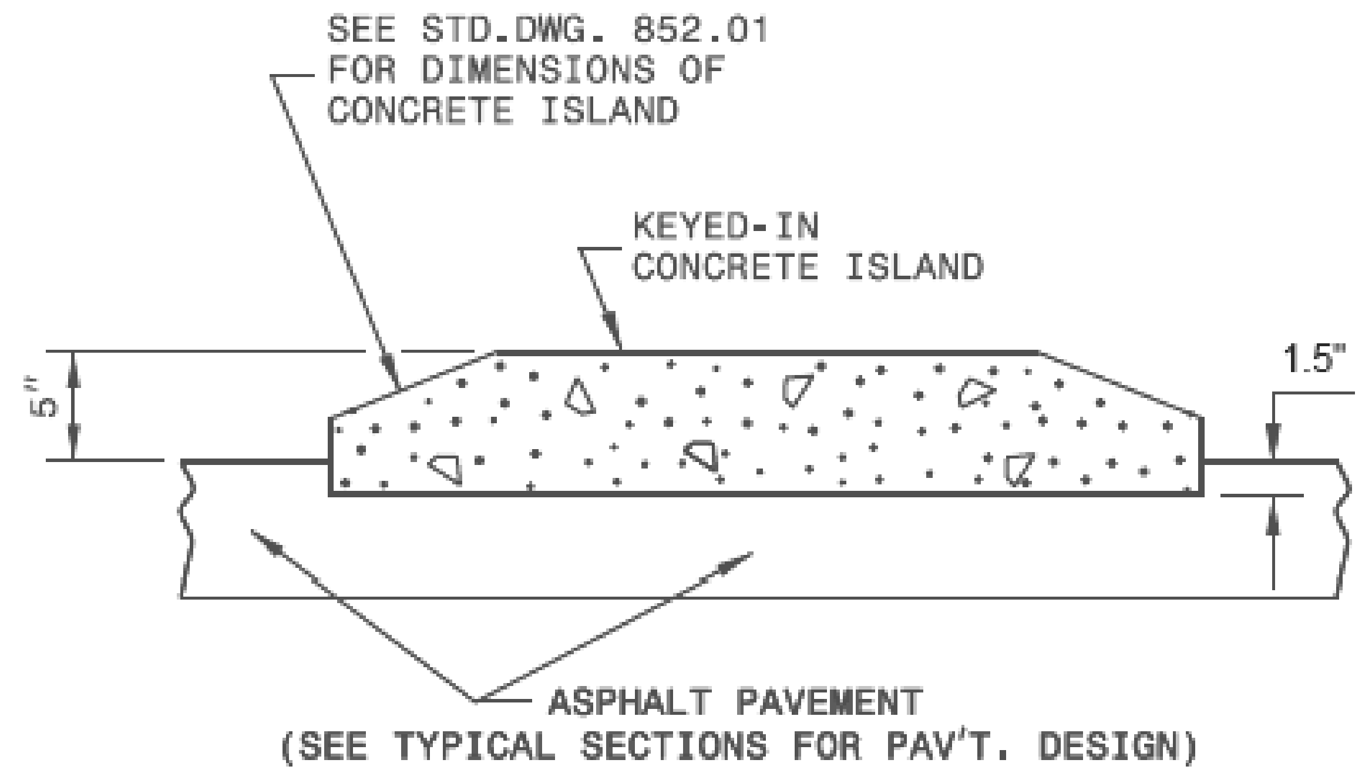
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-1


10'-0"
TRANSITION
A
A
B
B
C
C
MONOLITHIC CONCRETE ISLAND
MONOLITHIC CONCRETE ISLAND

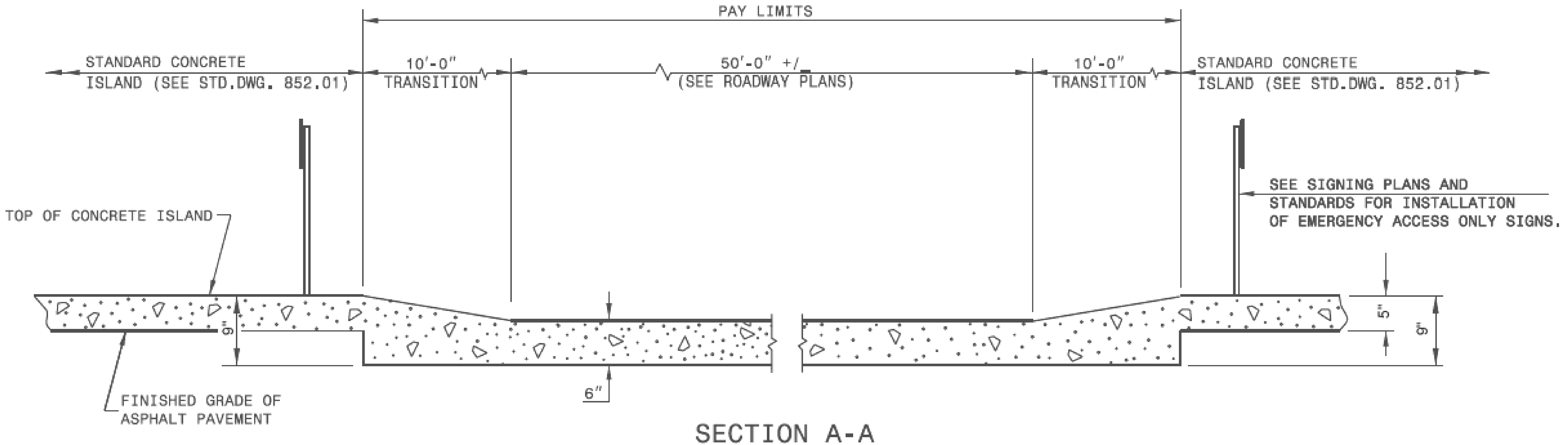
TOP VIEW


2"
4"
ASPHALT PAVEMENT
(SEE TYPICAL SECTIONS FOR PAV'T. DESIGN)

SECTION B-B


SEE STD.DWG. 852.01
FOR DIMENSIONS OF
CONCRETE ISLAND
KEYED-IN
CONCRETE ISLAND
5"
1.5"
ASPHALT PAVEMENT
(SEE TYPICAL SECTIONS FOR PAV'T. DESIGN)

SECTION C-C


PAY LIMITS
STANDARD CONCRETE
ISLAND (SEE STD.DWG. 852.01)
10'-0"
TRANSITION
50'-0" +/_
(SEE ROADWAY PLANS)
10'-0"
TRANSITION
STANDARD CONCRETE
ISLAND (SEE STD.DWG. 852.01)
SEE SIGNING PLANS AND
STANDARDS FOR INSTALLATION
OF EMERGENCY ACCESS ONLY SIGNS.
TOP OF CONCRETE ISLAND
9"
6"
5"
9"
FINISHED GRADE OF
ASPHALT PAVEMENT

SECTION A-A

DETAIL OF SPECIAL **VEHICLE ACCESS**

NOTES:

REFER TO SECTION 852 OF STANDARD SPECIFICATIONS FOR CONCRETE ISLANDS.

REFER TO STANDARD DRAWING 852.01 FOR CONTRACTION/EXPANSION JOINTS.

PLACE W6xW6 REINFORCING WIRE MESH IN THE BOTTOM 3RD OF THE SPECIAL VEHICLE ACCESS PORTION OF THE CONCRETE ISLAND THAT MEETS SECTION 1070 OF THE STANDARD SPECIFICATIONS.

SEAL 37950
JASON M. PICKENS
5/21/2024

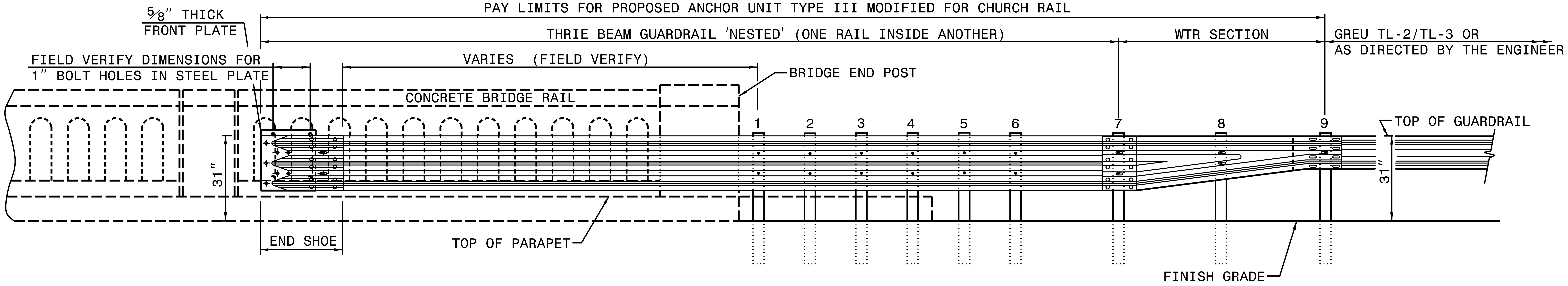
DocuSigned by:
Jason M. Pickens
76DF15861D354B4...

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

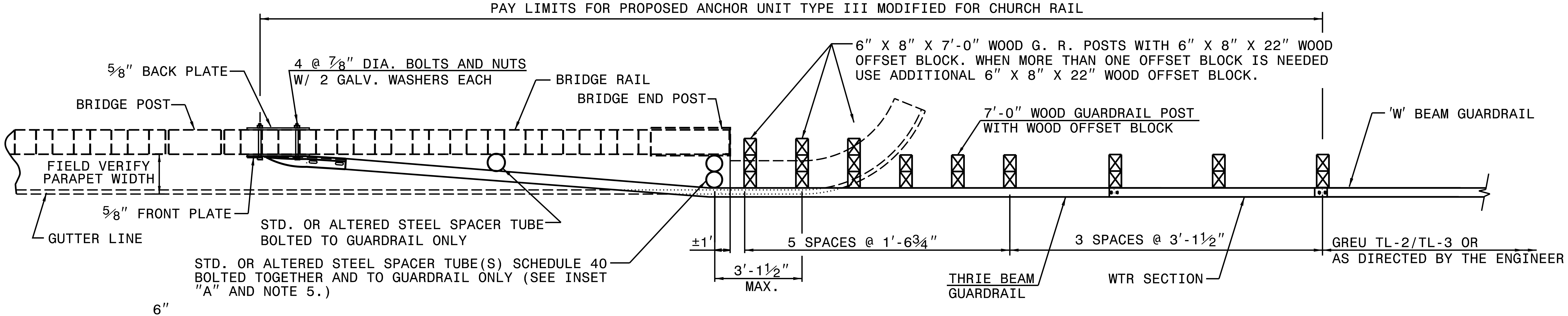
SPECIAL **VEHICLE ACCESS**
FOR CONCRETE ISLAND

ORIGINAL BY: E.E. WARD DATE: 12-99
MODIFIED BY: T.S.SPELL DATE: 12-05
CHECKED BY: ____ DATE: ____
FILE SPEC.: nbrftt\metric\murban\u3613b_emergency access.dgn

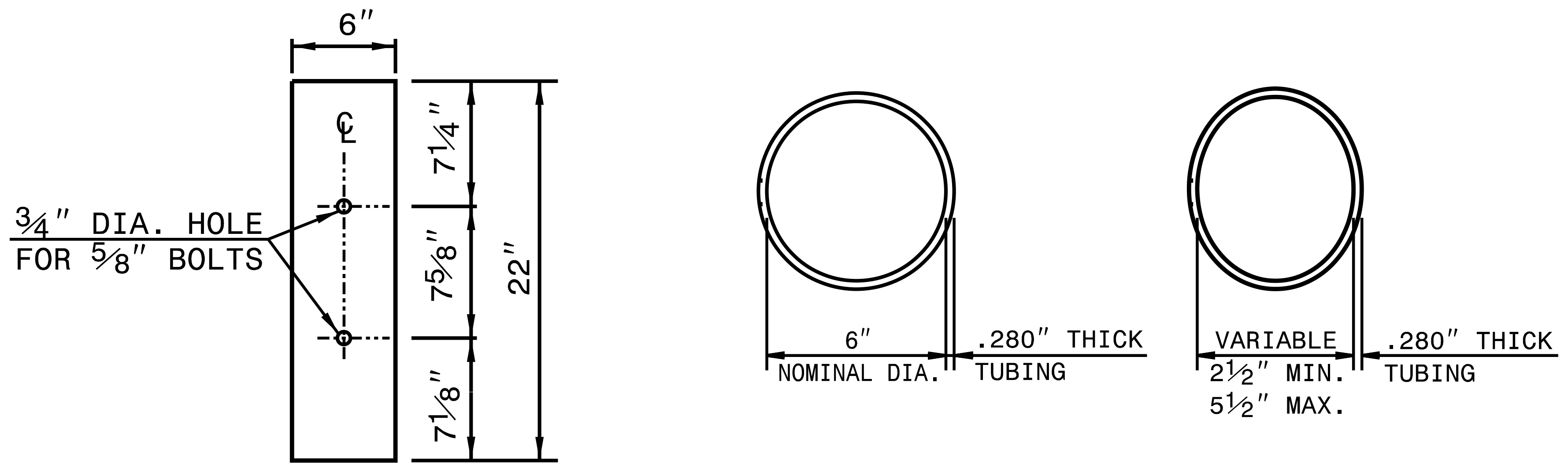
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-2


PAY LIMITS FOR PROPOSED ANCHOR UNIT TYPE III MODIFIED FOR CHURCH RAIL
5⁄8″ THICK FRONT PLATE
THRIE BEAM GUARDRAIL 'NESTED' (ONE RAIL INSIDE ANOTHER)
WTR SECTION
GREU TL-2/TL-3 OR AS DIRECTED BY THE ENGINEER
FIELD VERIFY DIMENSIONS FOR 1″ BOLT HOLES IN STEEL PLATE
VARIES (FIELD VERIFY)
BRIDGE END POST
CONCRETE BRIDGE RAIL
1
2
3
4
5
6
7
8
9
TOP OF GUARDRAIL
31″
31″
END SHOE
TOP OF PARAPET
FINISH GRADE

ELEVATION VIEW

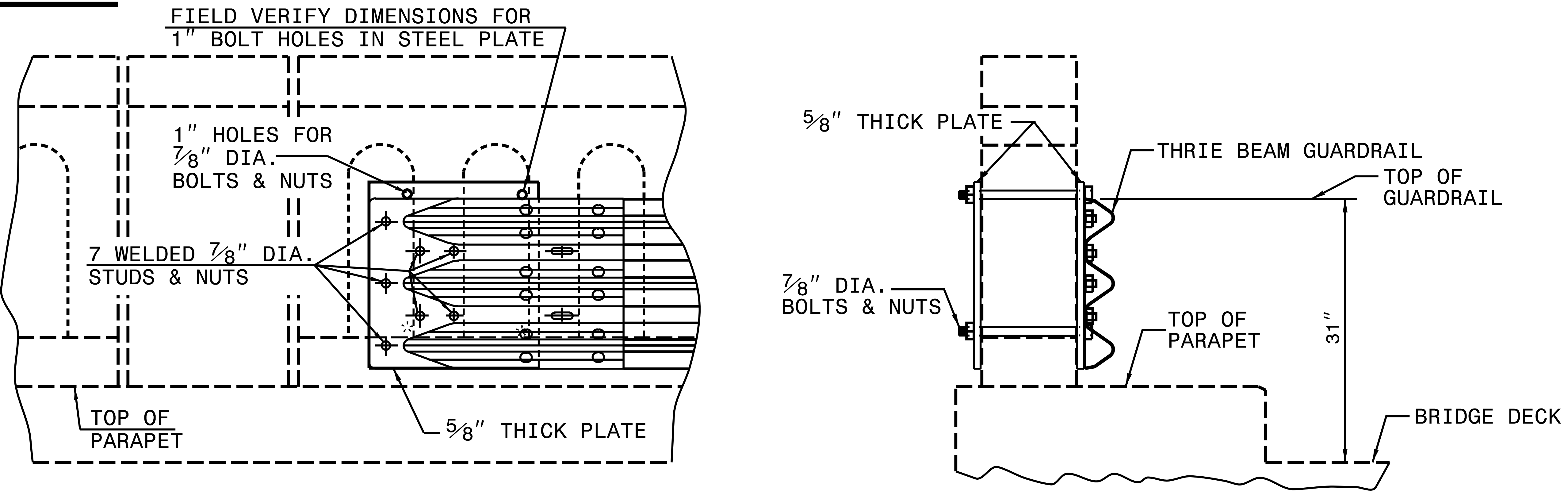

PAY LIMITS FOR PROPOSED ANCHOR UNIT TYPE III MODIFIED FOR CHURCH RAIL
5⁄8″ BACK PLATE
4 @ 7⁄8″ DIA. BOLTS AND NUTS W/ 2 GALV. WASHERS EACH
BRIDGE RAIL
BRIDGE POST
BRIDGE END POST
6″ X 8″ X 7'-0″ WOOD G. R. POSTS WITH 6″ X 8″ X 22″ WOOD OFFSET BLOCK. WHEN MORE THAN ONE OFFSET BLOCK IS NEEDED USE ADDITIONAL 6″ X 8″ X 22″ WOOD OFFSET BLOCK.
7'-0″ WOOD GUARDRAIL POST WITH WOOD OFFSET BLOCK
'W' BEAM GUARDRAIL
FIELD VERIFY PARAPET WIDTH
5⁄8″ FRONT PLATE
GUTTER LINE
STD. OR ALTERED STEEL SPACER TUBE BOLTED TO GUARDRAIL ONLY
STD. OR ALTERED STEEL SPACER TUBE(S) SCHEDULE 40 BOLTED TOGETHER AND TO GUARDRAIL ONLY (SEE INSET "A" AND NOTE 5.)
±1'
3'-1½″ MAX.
5 SPACES @ 1'-6¾″
3 SPACES @ 3'-1½″
GREU TL-2/TL-3 OR AS DIRECTED BY THE ENGINEER
THRIE BEAM GUARDRAIL
WTR SECTION

PLAN VIEW


6″
℄
3⁄4″ DIA. HOLE FOR 5⁄8″ BOLTS
7¼″
7⅝″
7⅛″
22″
6″ NOMINAL DIA.
.280″ THICK TUBING
VARIABLE 2½″ MIN. 5½″ MAX.
.280″ THICK TUBING

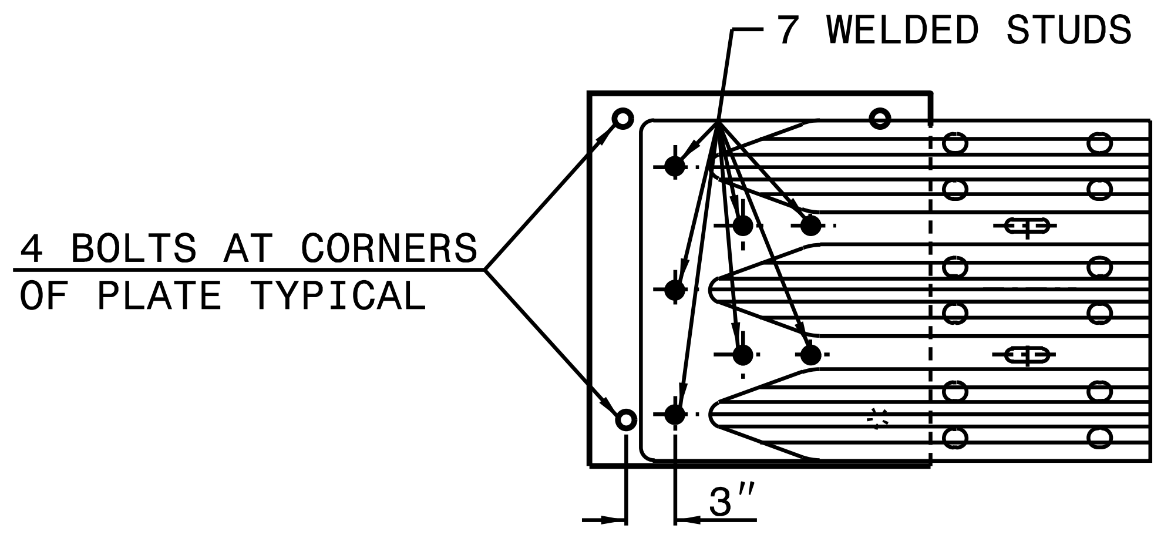
FRONT VIEW **PLAN VIEW** **PLAN VIEW INSET "A"**

STEEL SPACER TUBE


FIELD VERIFY DIMENSIONS FOR 1″ BOLT HOLES IN STEEL PLATE
1″ HOLES FOR 7⁄8″ DIA. BOLTS & NUTS
7 WELDED 7⁄8″ DIA. STUDS & NUTS
TOP OF PARAPET
5⁄8″ THICK PLATE
5⁄8″ THICK PLATE
THRIE BEAM GUARDRAIL
TOP OF GUARDRAIL
7⁄8″ DIA. BOLTS & NUTS
TOP OF PARAPET
31″
BRIDGE DECK

ELEVATION VIEW **SECTION VIEW**

GUARDRAIL ATTACHMENT TO BRIDGE POST


7 WELDED STUDS
4 BOLTS AT CORNERS OF PLATE TYPICAL
3″

GENERAL NOTES:

1. USE NUTS, BOLTS, AND WASHERS CONFORMING TO THE REQUIREMENTS OF A.S.T.M. A-307 AND GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF STAND. SPECS.
2. TAP NUTS FOR THE 7⁄8″ DIA. STUDS AND BOLTS AFTER GALVANIZING SEE A.S.T.M. A-563.
3. USE PLATES AND TUBES CONFORMING TO THE REQUIREMENTS OF A.S.T.M. A-36 AND GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH SECTION 1076 OF STAND. SPECS.
4. ADDITIONAL FIELD HOLES MAY BE DRILLED IN STEEL RAIL AS DIRECTED BY THE ENGINEER.
5. INSTALL FACE OF GUARDRAIL AS NEAR AS POSSIBLE TO PLUMB WITH THE PARAPET FACE AT BRIDGE END POST SPACER TUBE LOCATION BY USING STANDARD OR ALTERED SPACER TUBES OR A COMBINATION THEREOF OR AS DIRECTED BY THE ENGINEER. FOR VERY SMALL PARAPET WIDTHS, GUARDRAIL MAY BE INSTALLED AGAINST BRIDGE RAIL WITHOUT SPACER TUBES.
6. DO NOT DRILL BRIDGE RAIL IN ORDER TO INSTALL GUARDRAIL ANCHOR UNIT.
7. ATTACH THREADED STUDS TO PLATE WITH ¼″ WELDS ALL AROUND.
8. PROVIDE SHOP DRAWINGS OF THE PLATES TO THE ENGINEER FOR APPROVAL BEFORE FABRICATING THE PLATES.
9. LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW.
10. SEE 2024 ROADWAY STANDARD DRAWING 862.03 SHEET 3 FOR ADDITIONAL INFORMATION ON THE TYPE III ANCHOR UNIT.

SEAL 033144
NICOLE M. HACKLER

DocuSigned by:
Nicole M. Hackler
5884323D34164C5...
5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

GUARDRAIL ANCHOR UNIT TYPE III MODIFIED FOR CHURCH RAIL

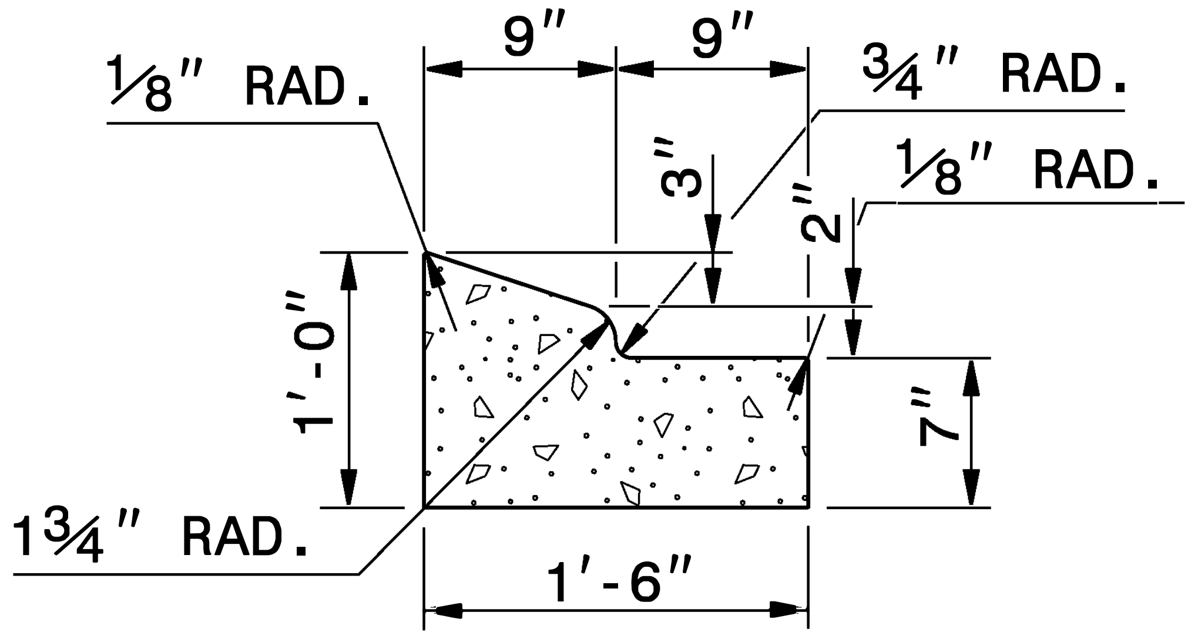
ORIGINAL BY: C.O. CUEVAS DATE: 12-00
MODIFIED BY: A. MCOMBER DATE: 11-23
CHECKED BY: ______ DATE: ______
FILE SPEC.: \usr\details\stand\bpiii.dgn

5/14/99

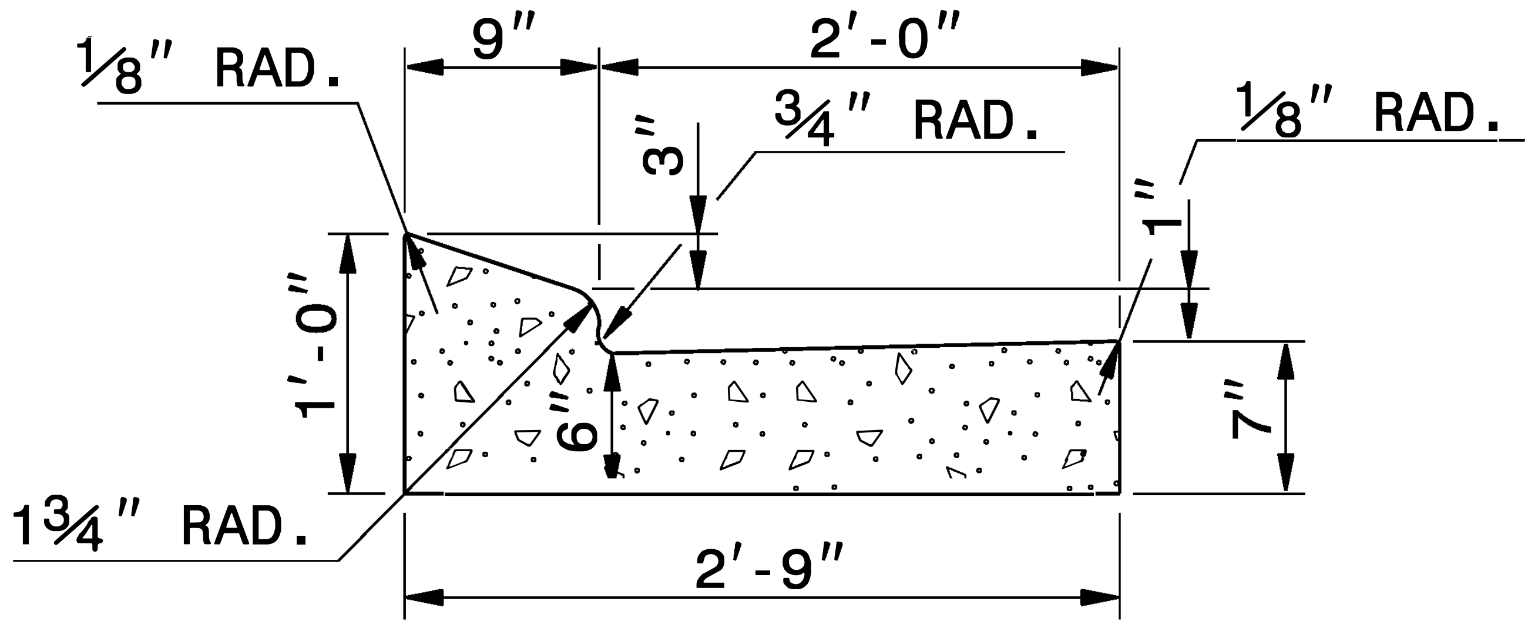
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-3

NOTE: SEE STD. DWG. 846.01 FOR ADDITIONAL CURB AND GUTTER INFORMATION.

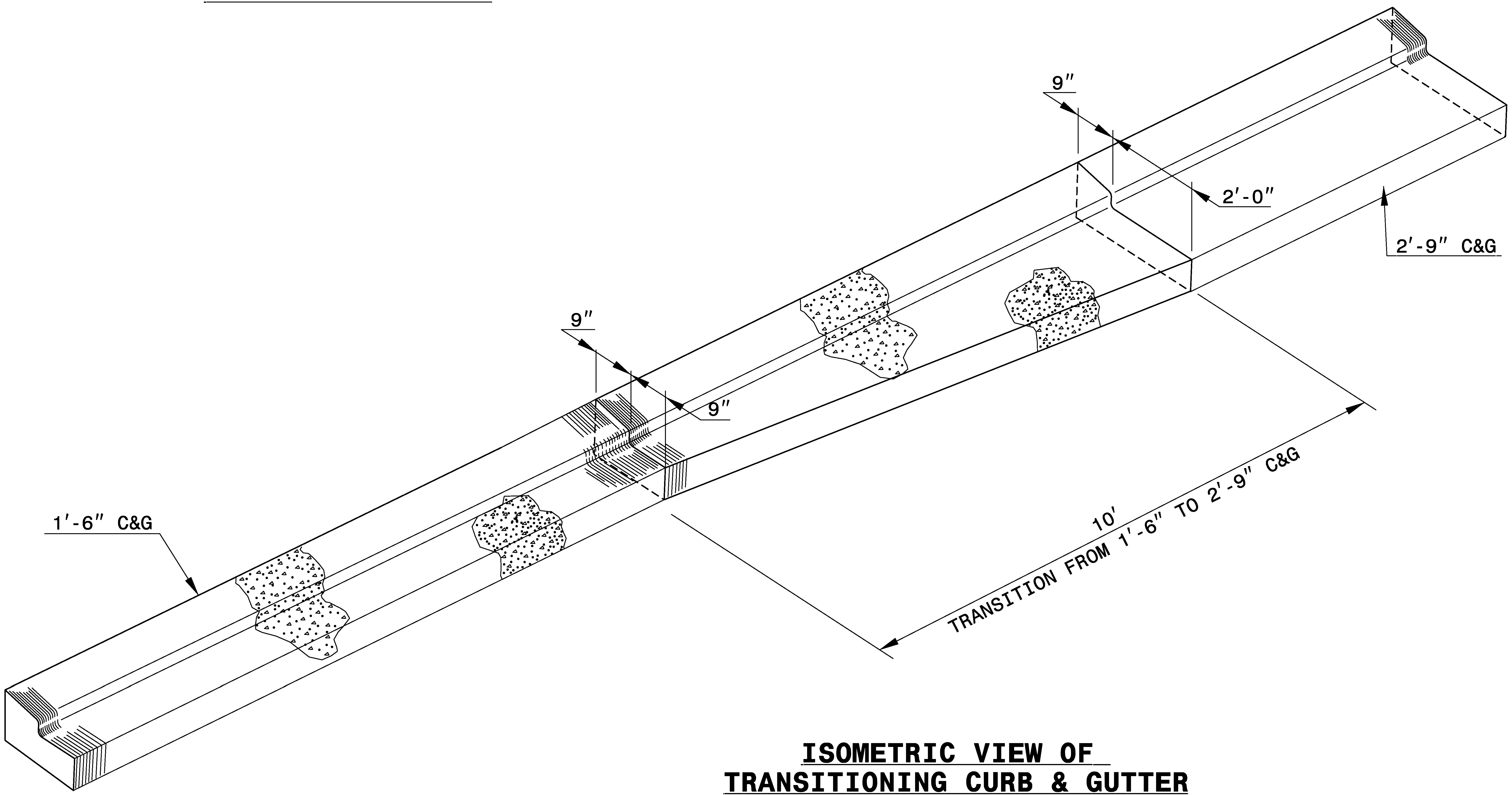
SEE ROADWAY PLANS FOR LOCATION OF CURB TRANSITION.


1/8" RAD.
9"
9"
3/4" RAD.
1/8" RAD.
3"
2"
1'-0"
7"
1 3/4" RAD.
1'-6"

1'-6" CURB AND GUTTER


1/8" RAD.
9"
2'-0"
3"
3/4" RAD.
1/8" RAD.
1"
1'-0"
6"
7"
1 3/4" RAD.
2'-9"

2'-9" CURB AND GUTTER


9"
2'-0"
2'-9" C&G
9"
9"
1'-6" C&G
10'
TRANSITION FROM 1'-6" TO 2'-9" C&G

ISOMETRIC VIEW OF TRANSITIONING CURB & GUTTER

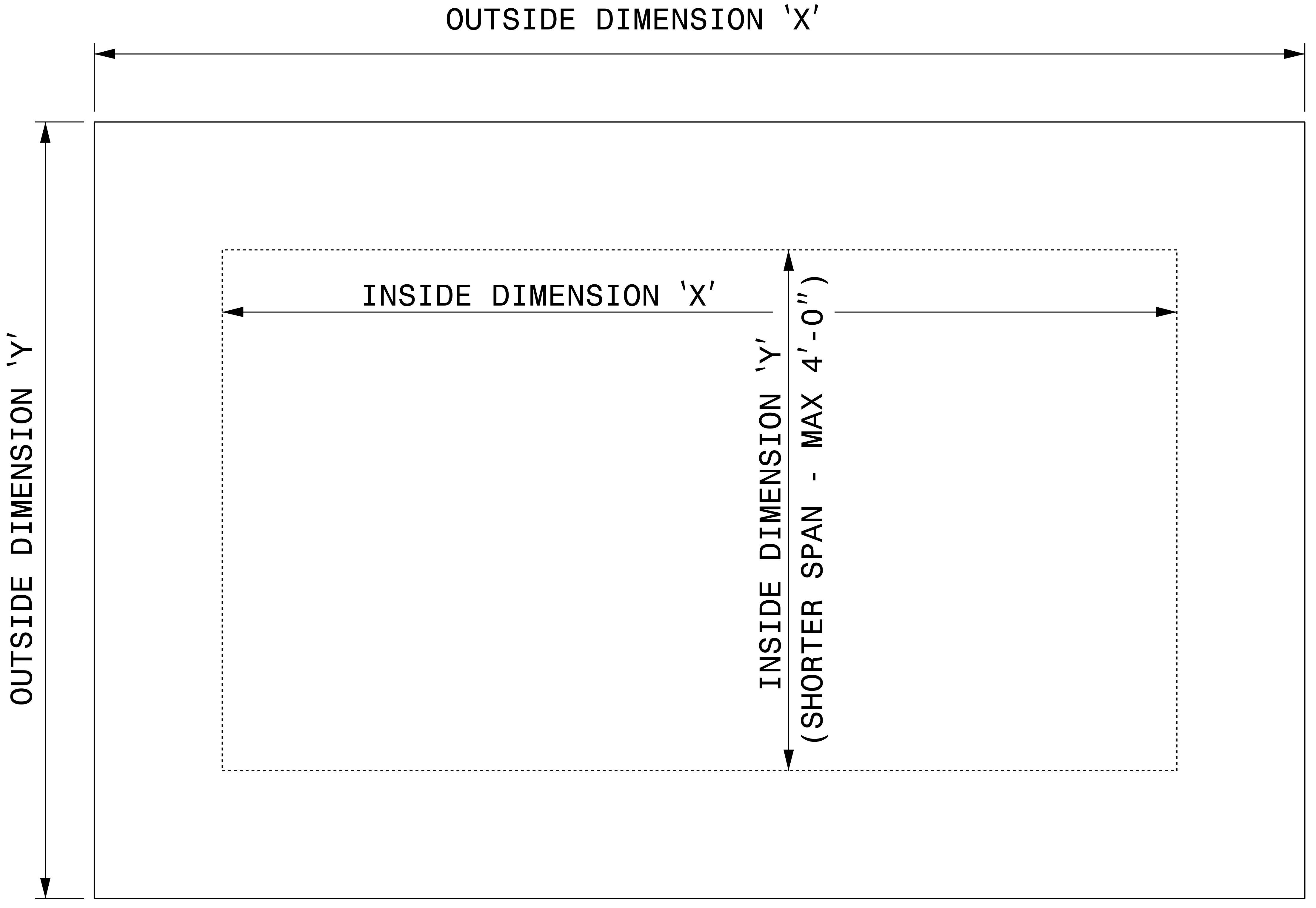
SEAL 33144
NICOLE M. HACKLER
5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

DETAIL OF 1'-6" TO 2'-9" CURB & GUTTER TRANSITION SECTION

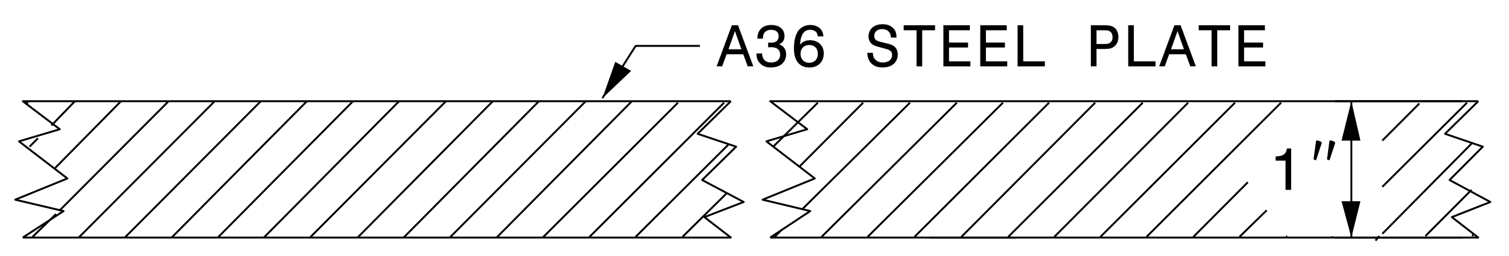
ORIGINAL BY: T.S.SPELL DATE: NOV. 26, 2001
MODIFIED BY: T.S.SPELL DATE: JAN. 23, 2007
CHECKED BY: DATE:
FILE SPEC.: DS174:/usr/details/stand/cgtransit.dgn


OUTSIDE DIMENSION 'X'
OUTSIDE DIMENSION 'Y'
INSIDE DIMENSION 'X'
INSIDE DIMENSION 'Y'
(SHORTER SPAN - MAX 4'-0")

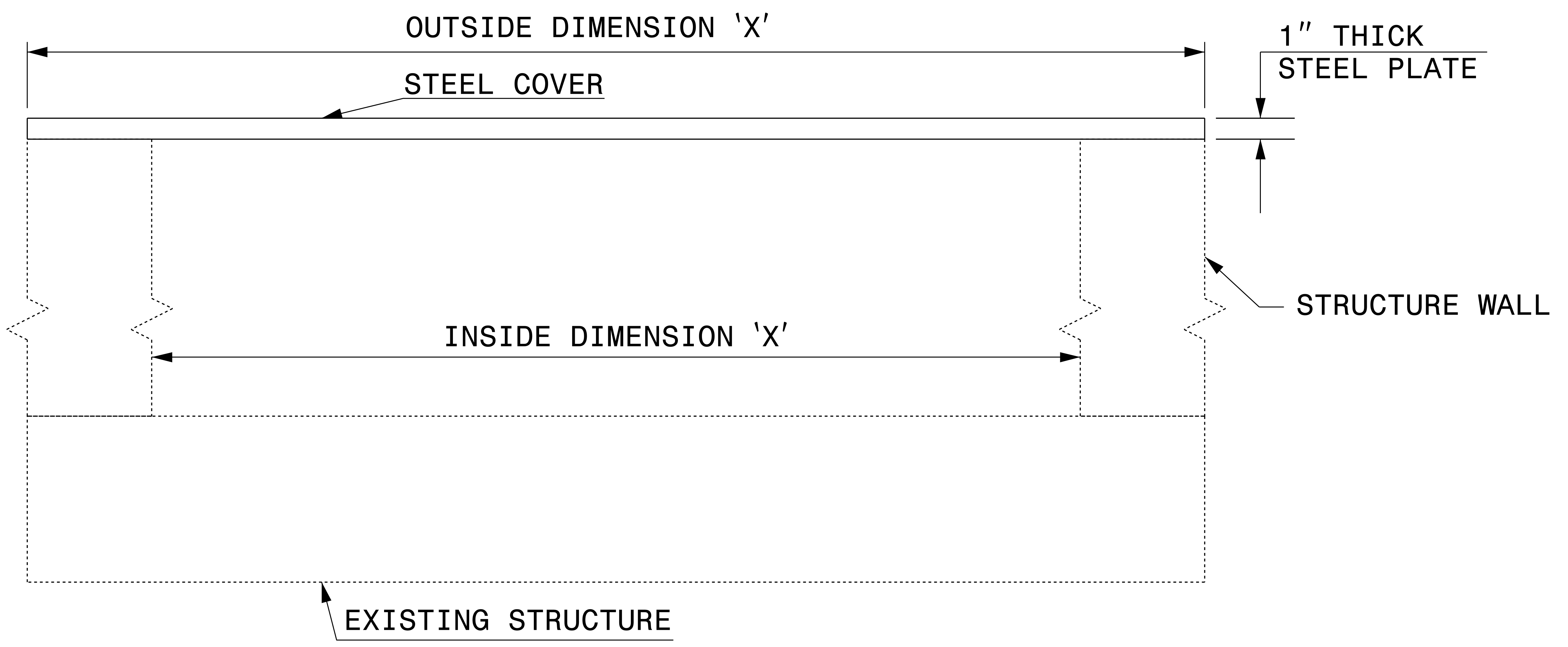
PLAN VIEWS

GENERAL NOTES:

-USE GRADE A36 STEEL
-STEEL COVERS ARE FOR TEMPORARY USE DURING PHASE CONSTRUCTION.
-FILL SHALL BE PLACED DIRECTLY OVER THE STEEL PLATES.
-SEE ROADWAY PLANS AND PROVISIONS FOR LOCATIONS
-QUANTITES TO BE PAID FOR AT THE UNIT PRICE BID PER EACH.


A36 STEEL PLATE
1"

SECTION VIEW OF STEEL TOP PLATE


OUTSIDE DIMENSION 'X'
STEEL COVER
1" THICK
STEEL PLATE
STRUCTURE WALL
INSIDE DIMENSION 'X'
EXISTING STRUCTURE

ELEVATION VIEWS

SEAL 33144
NICOLE M. HACKLER

DocuSigned by:
Nicole M. Hackler
5884323D34164C5...

5/21/2024

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

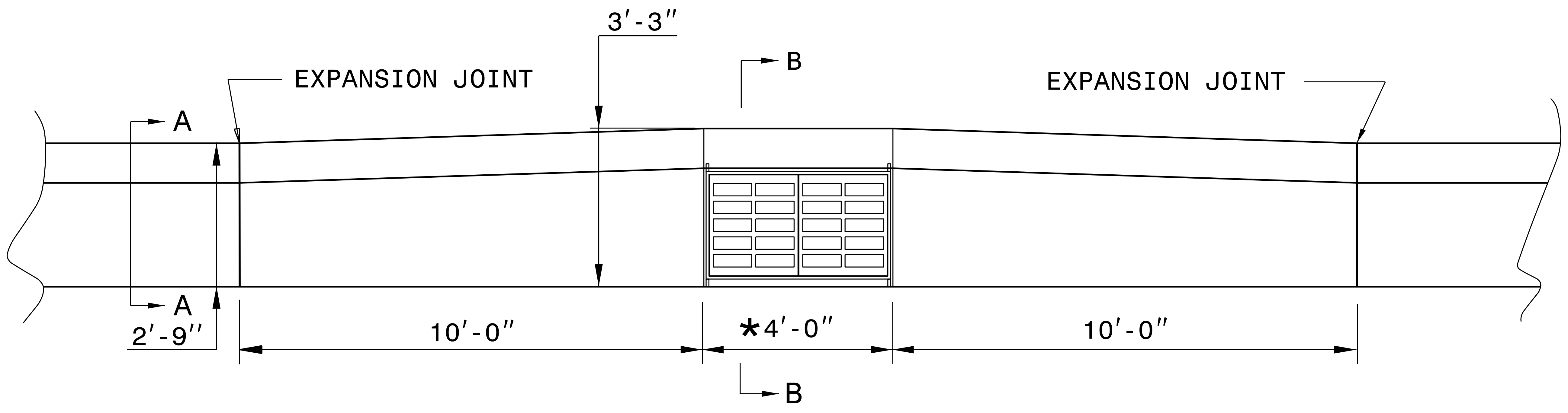
CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

DETAIL OF TEMPORARY 1" STEEL COVER

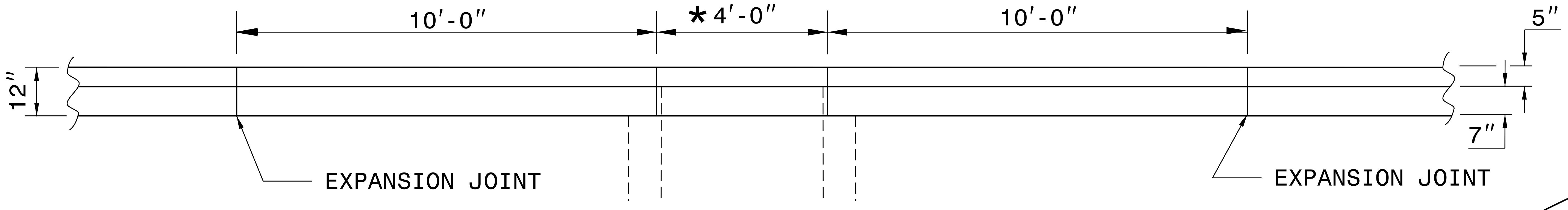
ORIGINAL BY: E.E. WARD DATE: 2-2-98
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: eric:/usr/details/metric/stand/stlcvr2.dgn

07-DEC-2018 09:57
S:\Contracts\Contracts\Special Details\jhowerton\Steel Cover.dgn
jhowerton AT CSD-292595

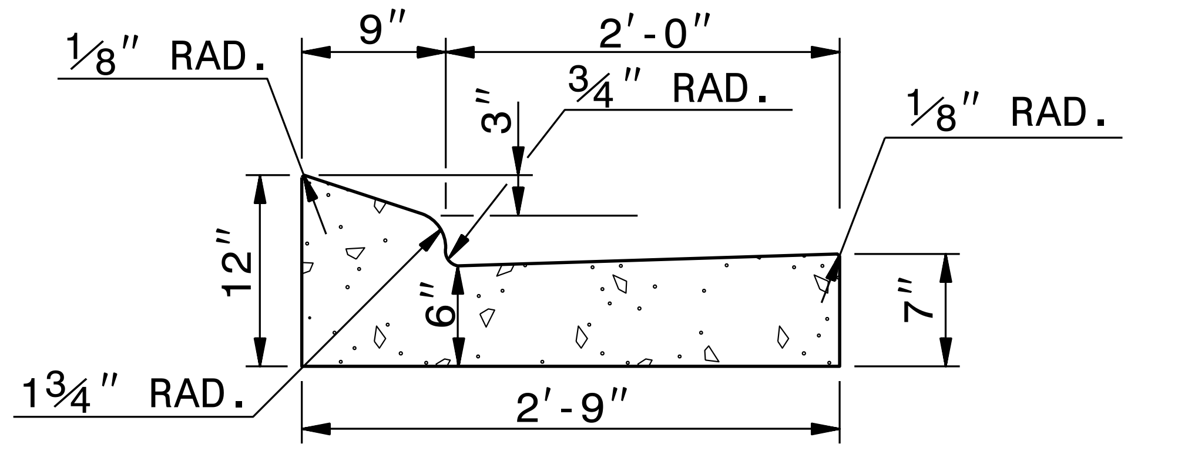
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-5


3'-3"
B
B
A
A
EXPANSION JOINT
EXPANSION JOINT
2'-9"
10'-0"
*4'-0"
10'-0"

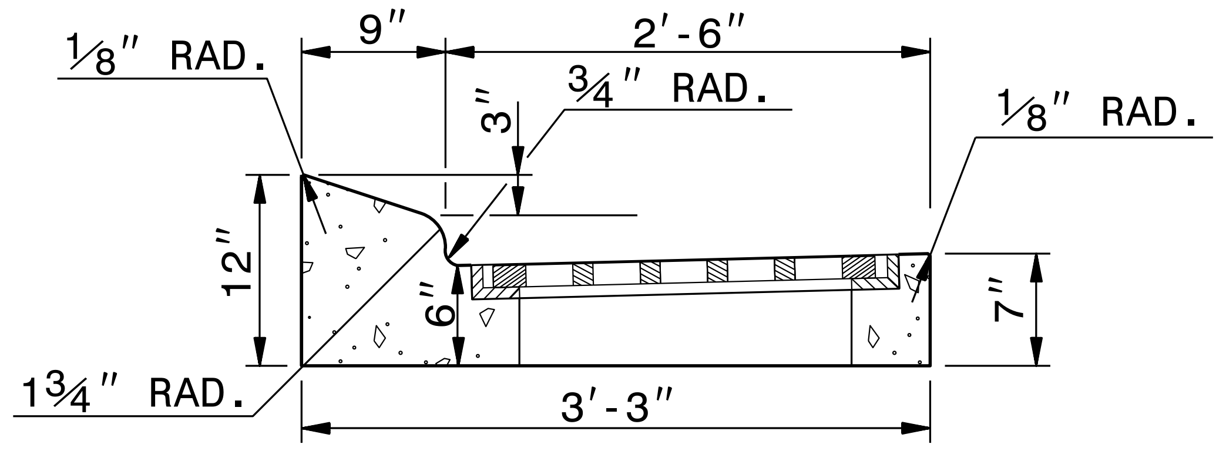
PLAN


10'-0"
*4'-0"
10'-0"
5"
12"
7"
EXPANSION JOINT
EXPANSION JOINT

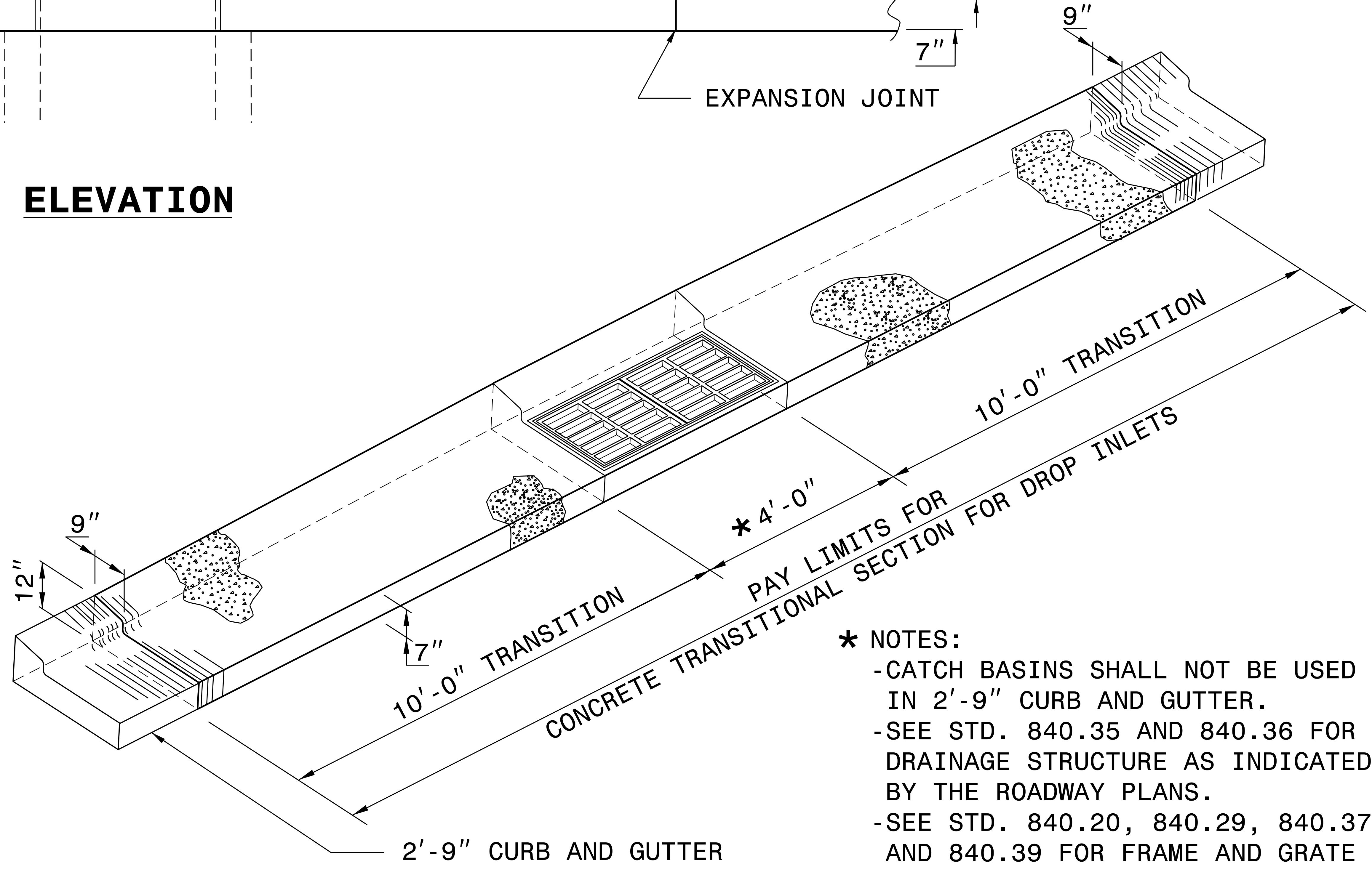
ELEVATION


1⁄8" RAD.
9"
2'-0"
3"
3⁄4" RAD.
1⁄8" RAD.
12"
6"
7"
13⁄4" RAD.
2'-9"

SECTION - AA


1⁄8" RAD.
9"
2'-6"
3"
3⁄4" RAD.
1⁄8" RAD.
12"
6"
7"
13⁄4" RAD.
3'-3"

SECTION - BB


9"
9"
12"
7"
10'-0" TRANSITION
*4'-0"
10'-0" TRANSITION
PAY LIMITS FOR
CONCRETE TRANSITIONAL SECTION FOR DROP INLETS
2'-9" CURB AND GUTTER

* NOTES:

-CATCH BASINS SHALL NOT BE USED IN 2'-9" CURB AND GUTTER.

-SEE STD. 840.35 AND 840.36 FOR DRAINAGE STRUCTURE AS INDICATED BY THE ROADWAY PLANS.

-SEE STD. 840.20, 840.29, 840.37, AND 840.39 FOR FRAME AND GRATE AS INDICATED BY THE ROADWAY PLANS.

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

ROADWAY DETAIL DRAWING FOR

MEDIAN CURB FOR TRAFFIC BEARING GRATED DROP INLET

(FOR USE WITH 2'-9" CURB AND GUTTER)

SHEET 1 OF 1

852D07

SEAL 033144
NICOLE M. HACKER
Nicole M. H
5/21/2024

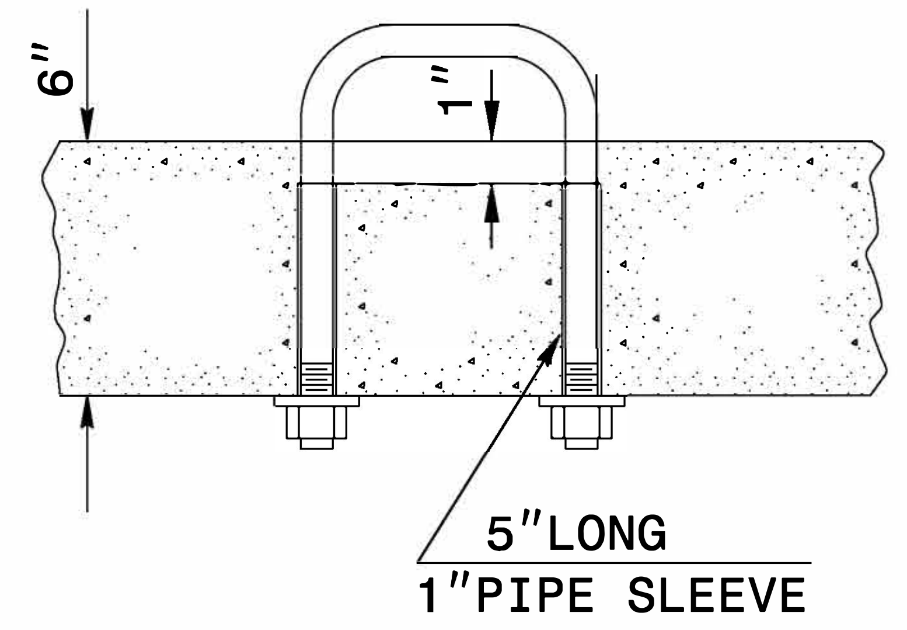
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

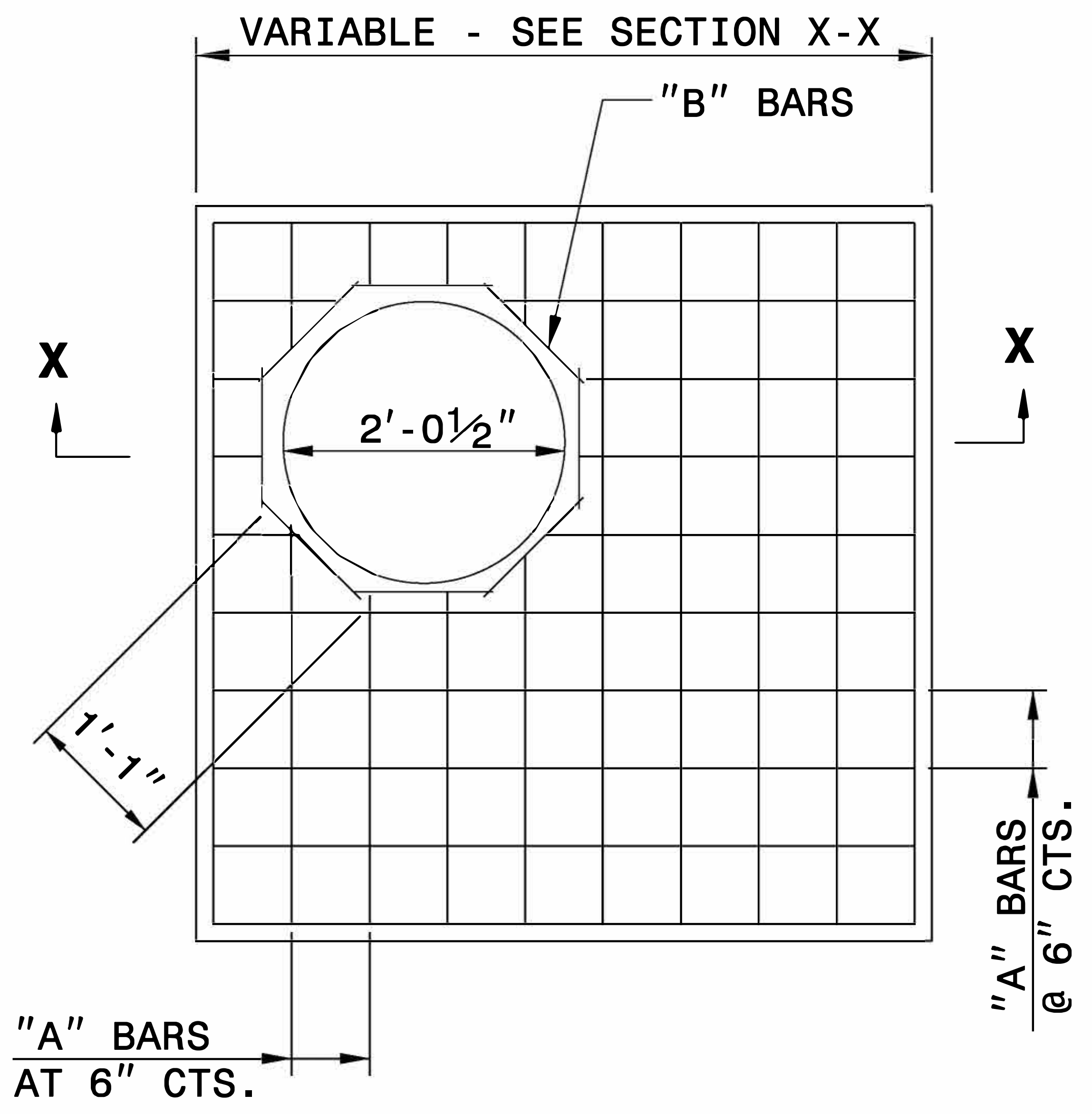
SEE TITLE BLOCK

ORIGINAL BY: K.A. KEMPF DATE: 7-20-23
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: 2024 details in lieu\852D0701.dgn

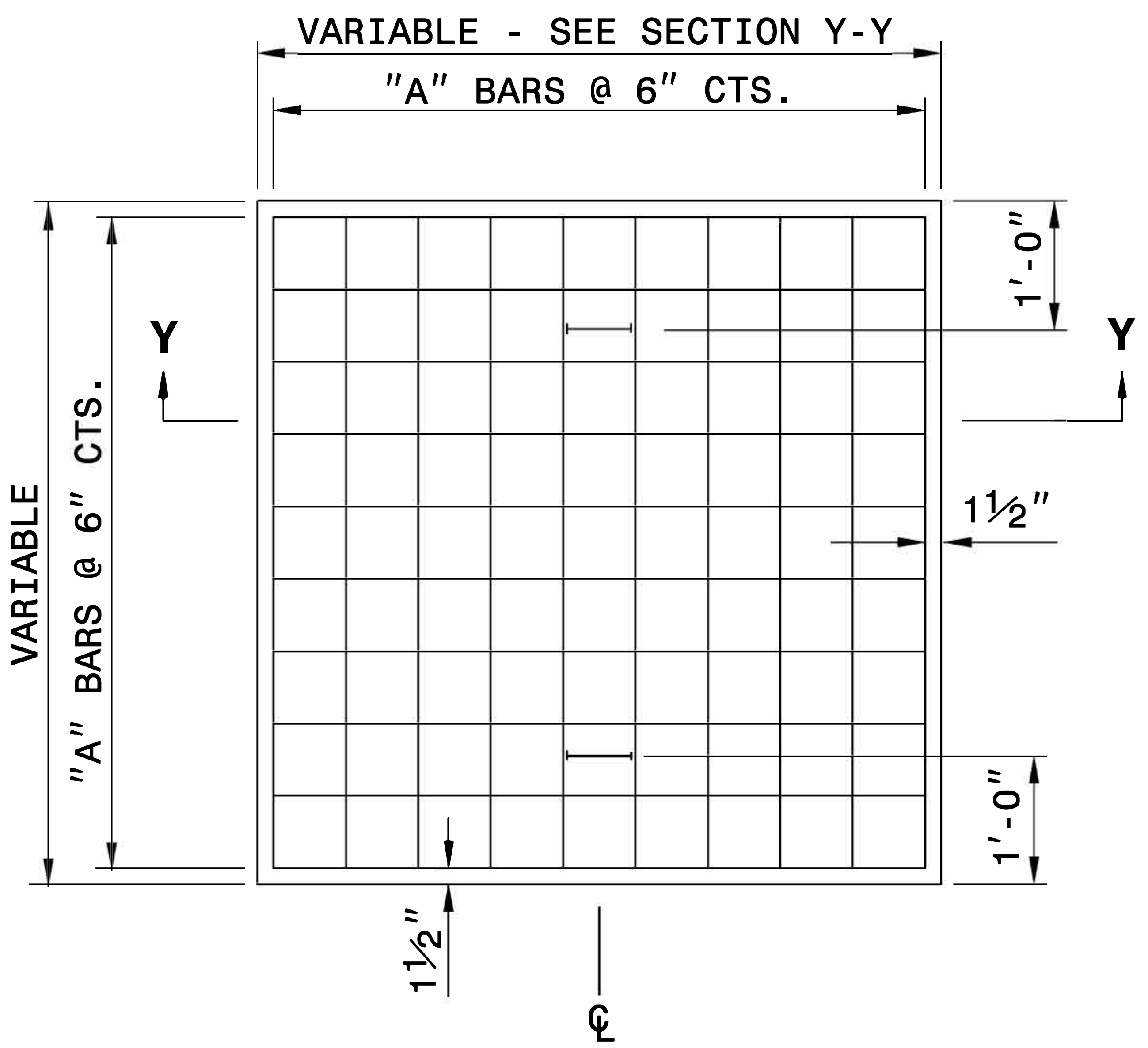
11-JAN-2024 12:49
\852D0701.dgn
$$$$USERNAME$$$$


6"
1"
5"LONG
1"PIPE SLEEVE

PARTIAL SECTION


VARIABLE - SEE SECTION X-X
"B" BARS
X
X
2'-0½"
1'-1"
"A" BARS
AT 6" CTS.
"A" BARS
@ 6" CTS.

PLAN


VARIABLE - SEE SECTION Y-Y
"A" BARS @ 6" CTS.
Y
Y
VARIABLE
"A" BARS @ 6" CTS.
1'-0"
1½"
1'-0"
1½"
℄

PLAN

GENERAL NOTES:

CONSTRUCT IN ACCORDANCE WITH SECTION 859 OF THE STANDARD SPECIFICATIONS.

THE DIMENSIONS FOR THE EXISTING BOXES ARE APPROXIMATE AND MAY VARY SLIGHTLY.

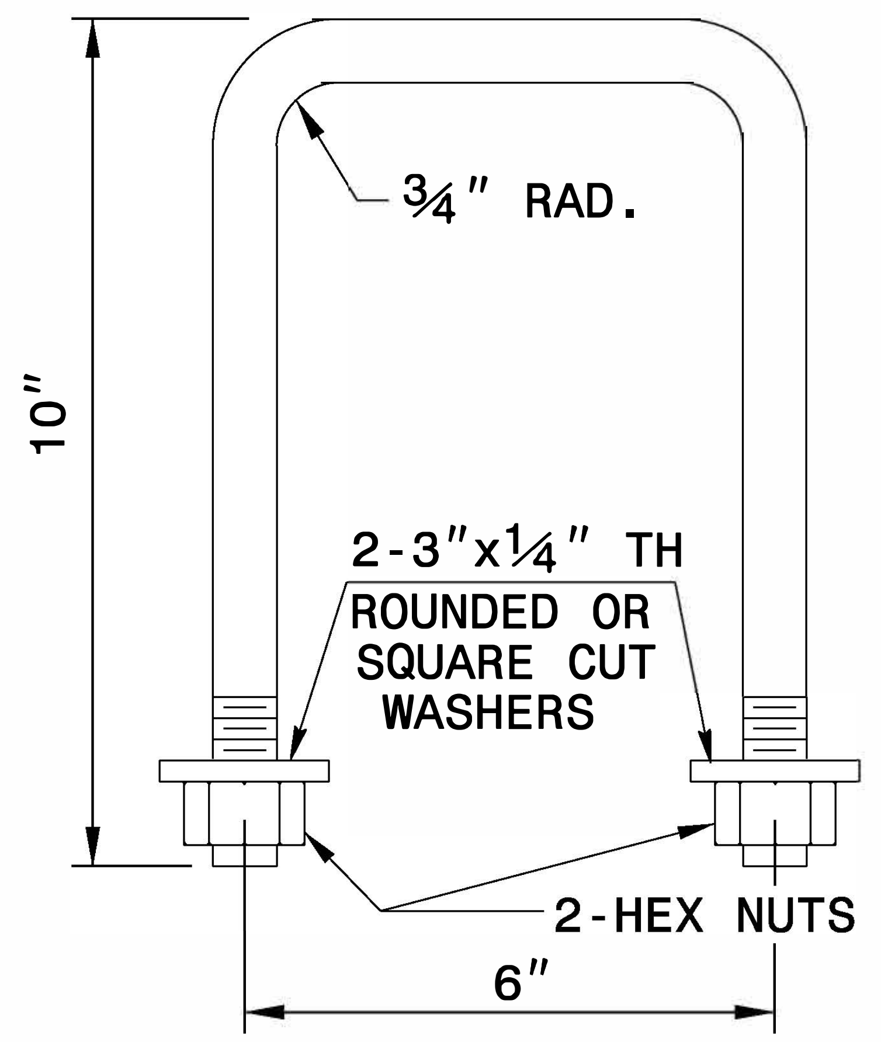
DETAIL INTENDED FOR NON-TRAFFIC BEARING DRAINAGE STRUCTURES.

BILL OF MATERIALS

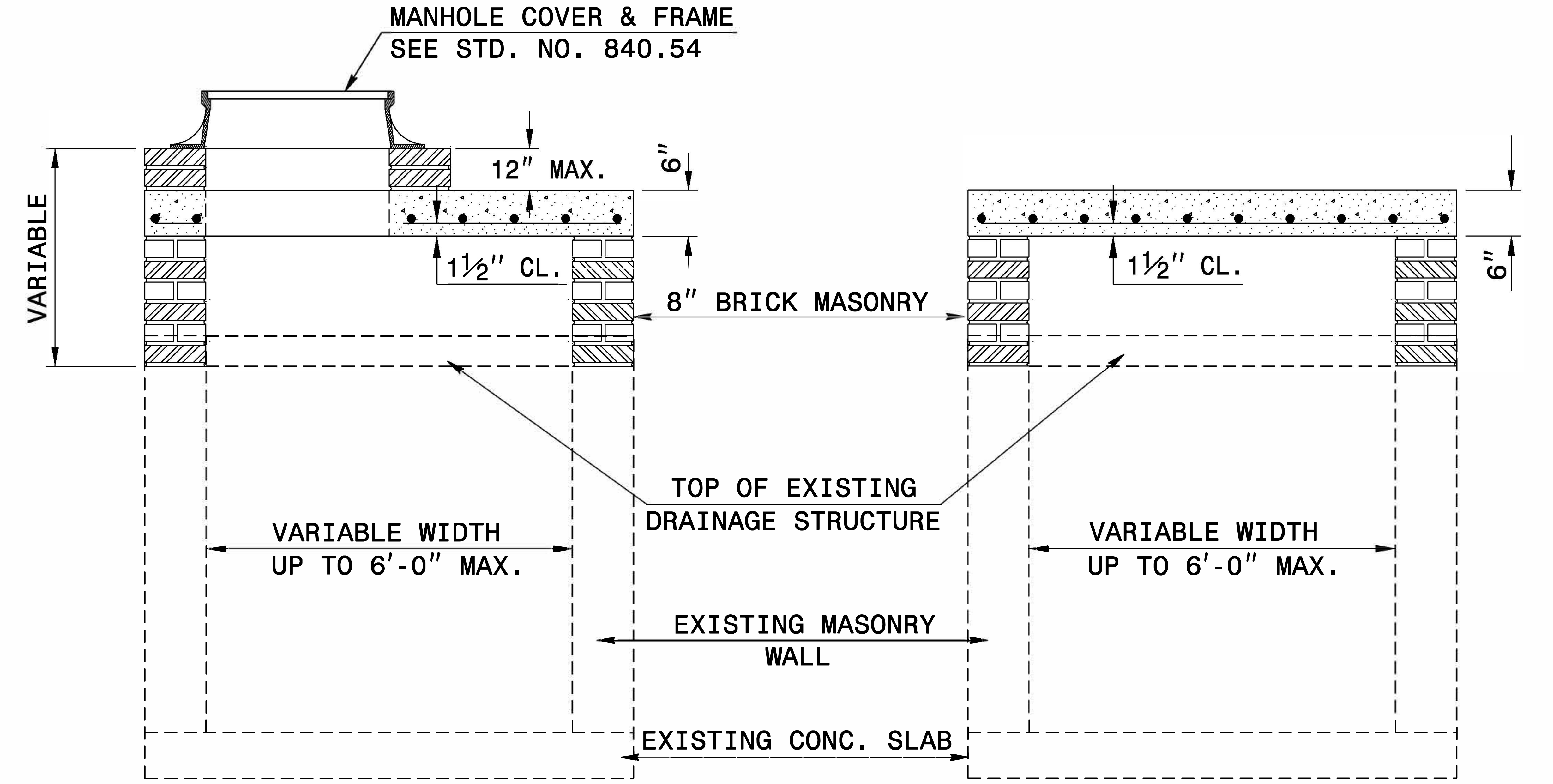
REINFORCING STEEL

CODE	SIZE	QTY.	LENGTH	REINF. STEEL LBS.
A	#4	20	4'-6"	60.12
B	#4	8	1'-1"	5.79
TOTAL				65.91 *

MASONRY	CU YDS
TOP SLAB CONCRETE CLASS "B"	.4326 *
BRICK MASONRY PER FT HT (MIN)	.4111


¾" RAD.
10"
2-3"x¼" TH
ROUNDED OR
SQUARE CUT
WASHERS
2-HEX NUTS
6"

DETAIL OF HANDLE


MANHOLE COVER & FRAME
SEE STD. NO. 840.54
12" MAX.
6"
VARIABLE
1½" CL.
8" BRICK MASONRY
1½" CL.
6"
TOP OF EXISTING
DRAINAGE STRUCTURE
VARIABLE WIDTH
UP TO 6'-0" MAX.
VARIABLE WIDTH
UP TO 6'-0" MAX.
EXISTING MASONRY
WALL
EXISTING CONC. SLAB

SECTION X-X

SECTION Y-Y

* NOTE:
QUANTITIES BASED ON 3'-6" X 3'-6" DRAINAGE STRUCTURE. ADJUST QUANTITIES FOR LARGER STRUCTURES AND MANHOLE CONSTRUCTION.

SEAL 33144
NICOLE M. HACKLER
5/21/2024

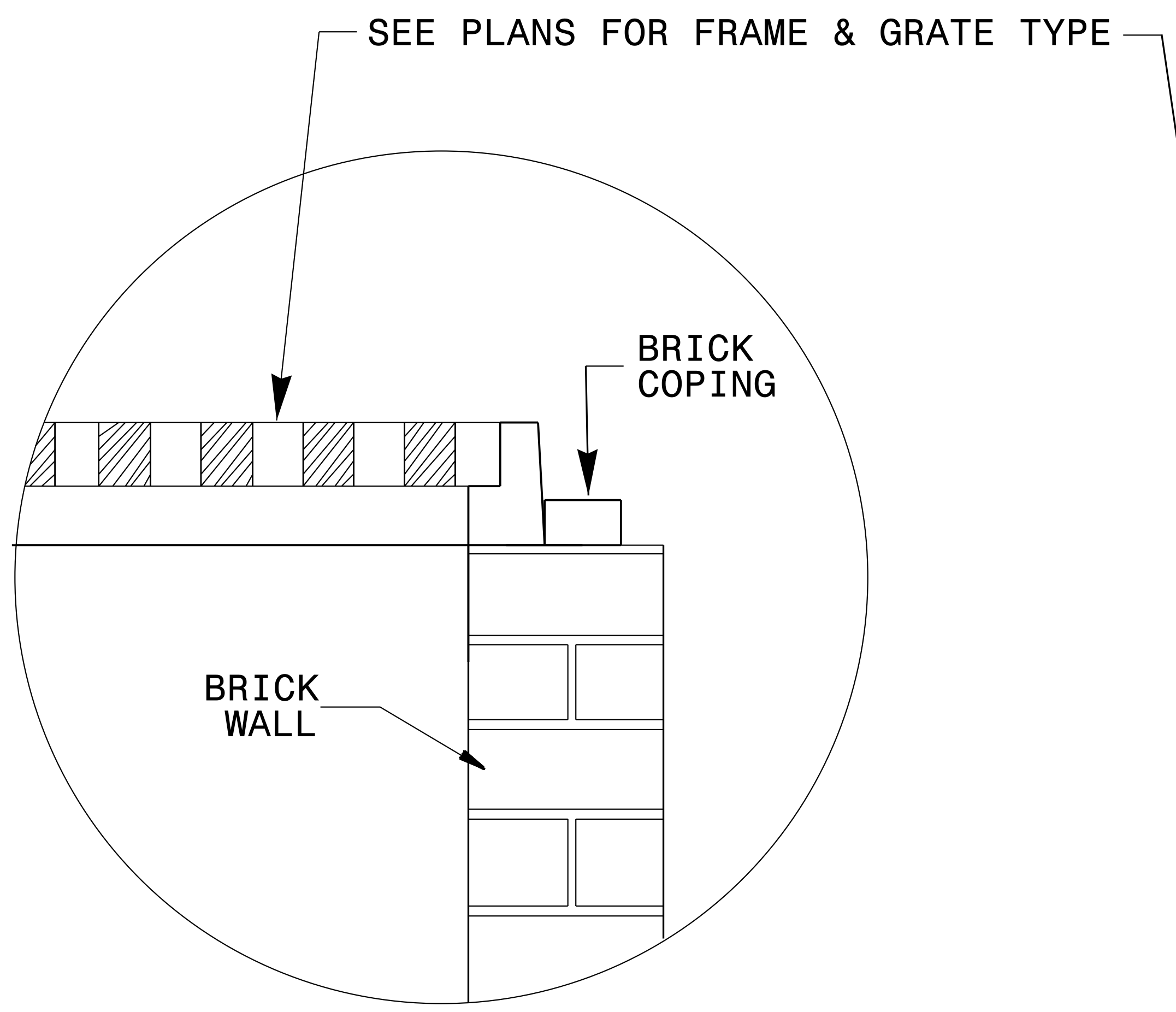
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

DETAIL TO CONVERT EXISTING
DI, CB, OTCB or GI
TO JUNCTION BOX
(MANHOLE OPTIONAL)

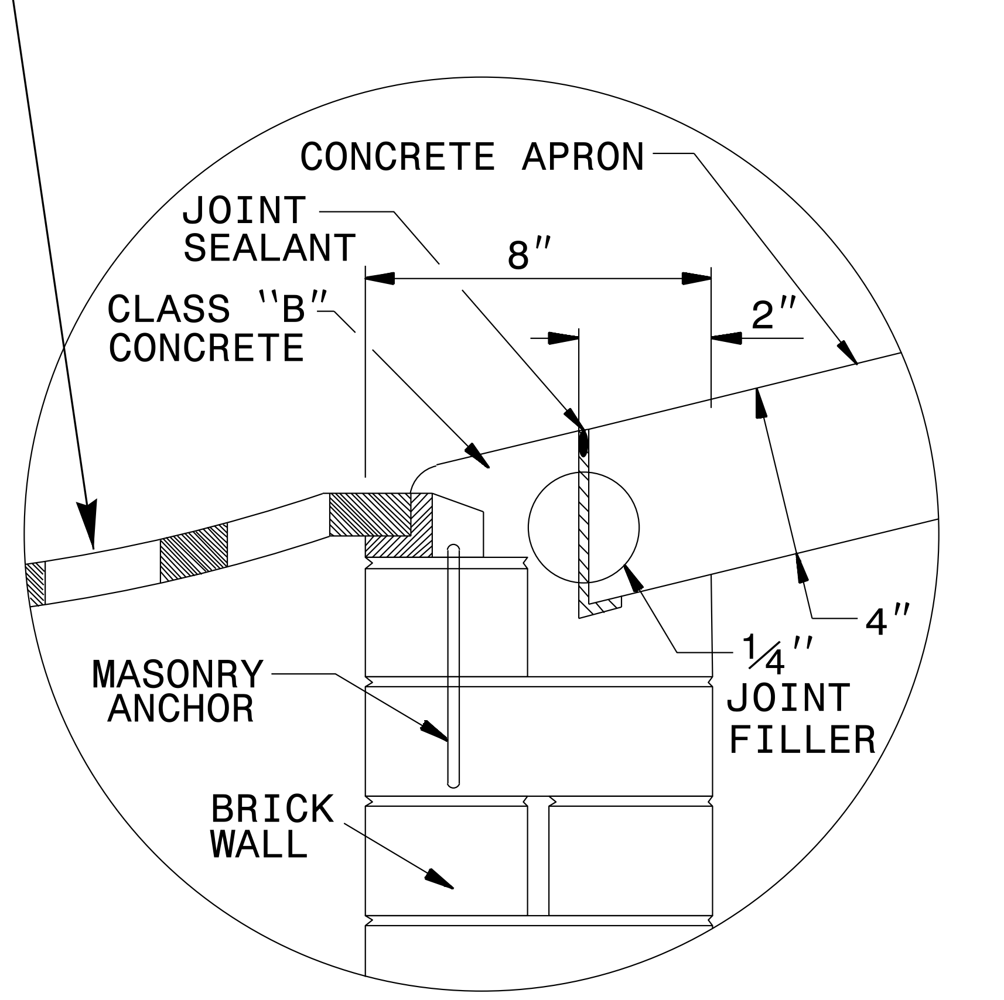
ORIGINAL BY: T.S.S. DATE: NOV.1997
MODIFIED BY: T.S.S. DATE: FEB.2000
CHECKED BY: DATE:
FILE SPEC.: ds174:/usr/details/stand/boxtojbe.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-7


SEE PLANS FOR FRAME & GRATE TYPE
BRICK COPING
BRICK WALL

GRATE PLACEMENT DETAIL

FOR DROP INLETS

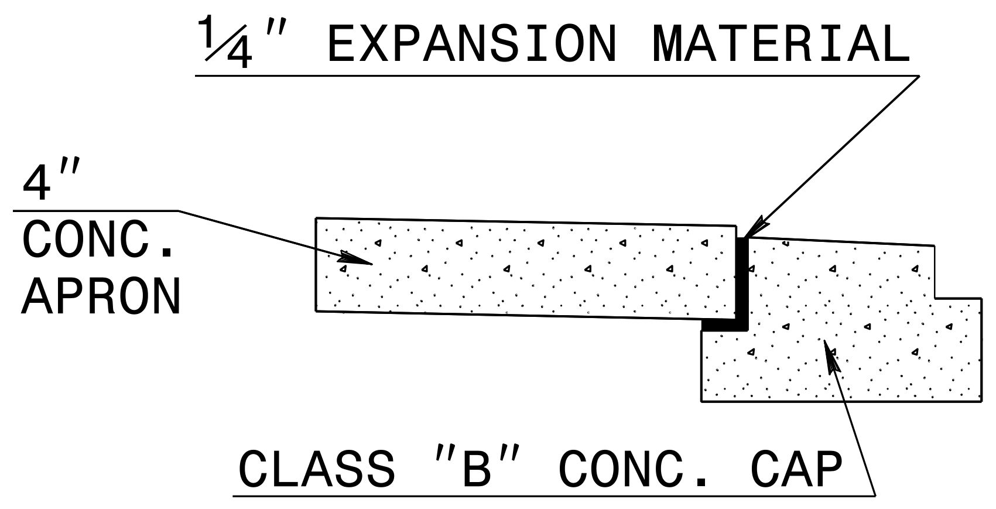

CONCRETE APRON
JOINT SEALANT
CLASS "B" CONCRETE
8"
2"
4"
¼" JOINT FILLER
MASONRY ANCHOR
BRICK WALL

GRATE PLACEMENT DETAIL

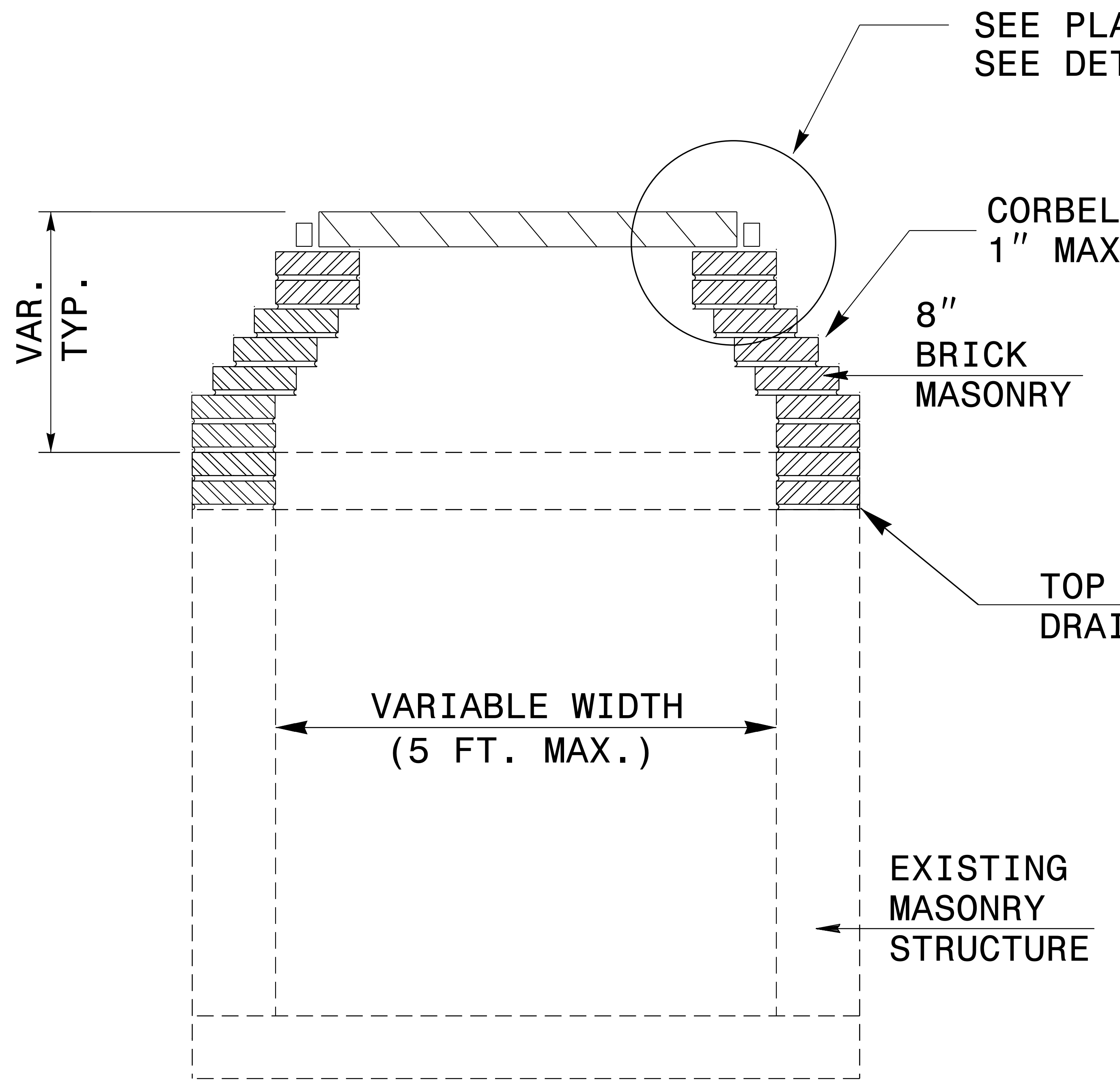
FOR GRATED DROP INLETS

GENERAL NOTES:

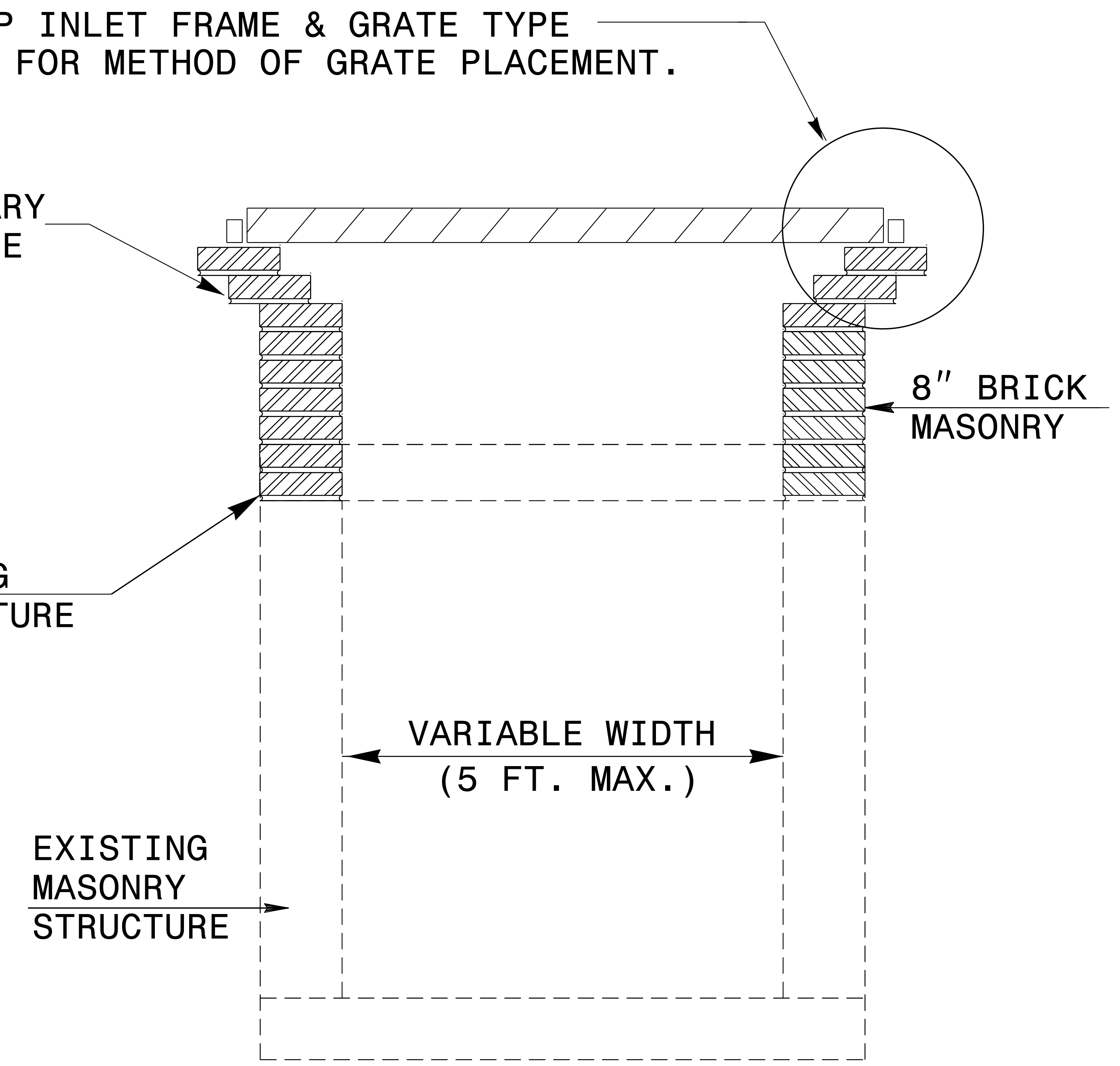
- -CONSTRUCT IN ACCORDANCE WITH SECTION 859 OF THE STANDARD SPECIFICATIONS.
- -USE CLASS B CONCRETE.
- -THE DIMENSIONS FOR THE EXISTING BOXES ARE APPROXIMATE AND MAY VARY SLIGHTLY.
- -JUMBO CONCRETE BRICK WILL BE PERMITTED. 4" CONCRETE BRICK OR 8" SOLID CONCRETE BLOCK ARE REQUIRED FOR DRAINAGE STRUCTURE.
- -INCLUDE 18" CONCRETE APRON IN UNIT PRICE BID PER EACH, CONVERT EXISTING CATCH BASIN TO DROP INLET.
- -SPECIAL DESIGN IS REQUIRED FOR USE UNDER PAVEMENT.
- -CONFIRM DIMENSIONS ON EACH INDIVIDUAL FRAME & GRATE PROPOSAL.
- -SEE STD. DRAWING 840.25 FOR MASONRY ANCHORAGE.


¼" EXPANSION MATERIAL
4" CONC. APRON
CLASS "B" CONC. CAP

EXPANSION JOINT DETAIL


SEE PLANS FOR DROP INLET FRAME & GRATE TYPE
SEE DETAILS ABOVE FOR METHOD OF GRATE PLACEMENT.
CORBEL AS NECESSARY
1" MAX. PER COURSE
VAR. TYP.
8" BRICK MASONRY
TOP OF EXISTING DRAINAGE STRUCTURE
VARIABLE WIDTH (5 FT. MAX.)
EXISTING MASONRY STRUCTURE

TYPICAL SECTION


8" BRICK MASONRY
VARIABLE WIDTH (5 FT. MAX.)
EXISTING MASONRY STRUCTURE

TYPICAL SECTION

SEAL 33144
NICOLE M. HACKLER
Nicole M. Hackler
5/21/2024

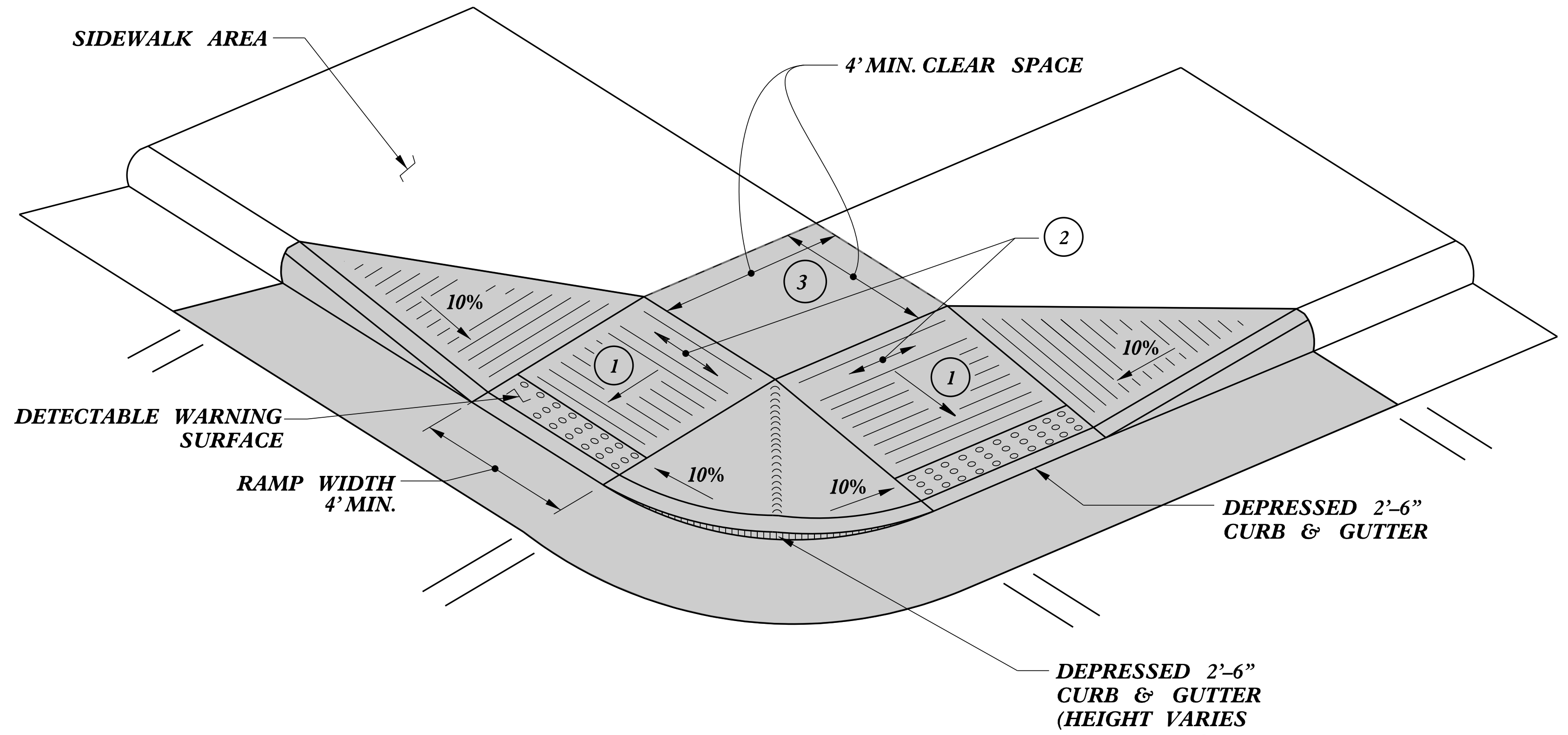
CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

DETAIL TO CONVERT
EXISTING CATCH BASIN OR
JUNCTION BOX TO DI OR 2-GI

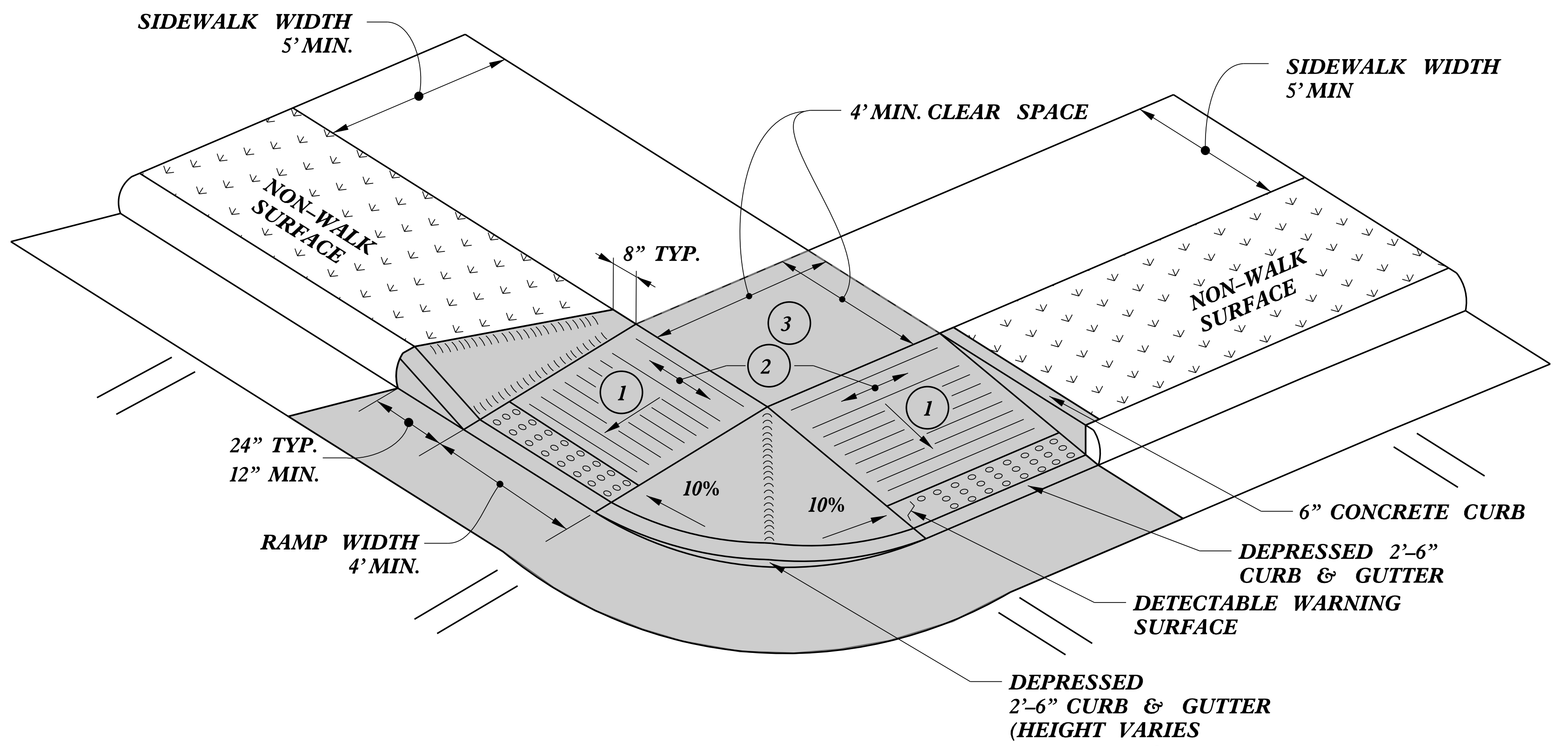
ORIGINAL BY: T.S.S. DATE: NOV.1997
MODIFIED BY: T.S.S. DATE: FEB.2000
CHECKED BY: DATE:
FILE SPEC.: s:usr/details/stand/cbtodi02.dgn

$$$$SYSTIME$$$$ $$$$DGN$$$$ $$$$USERNAME$$$$

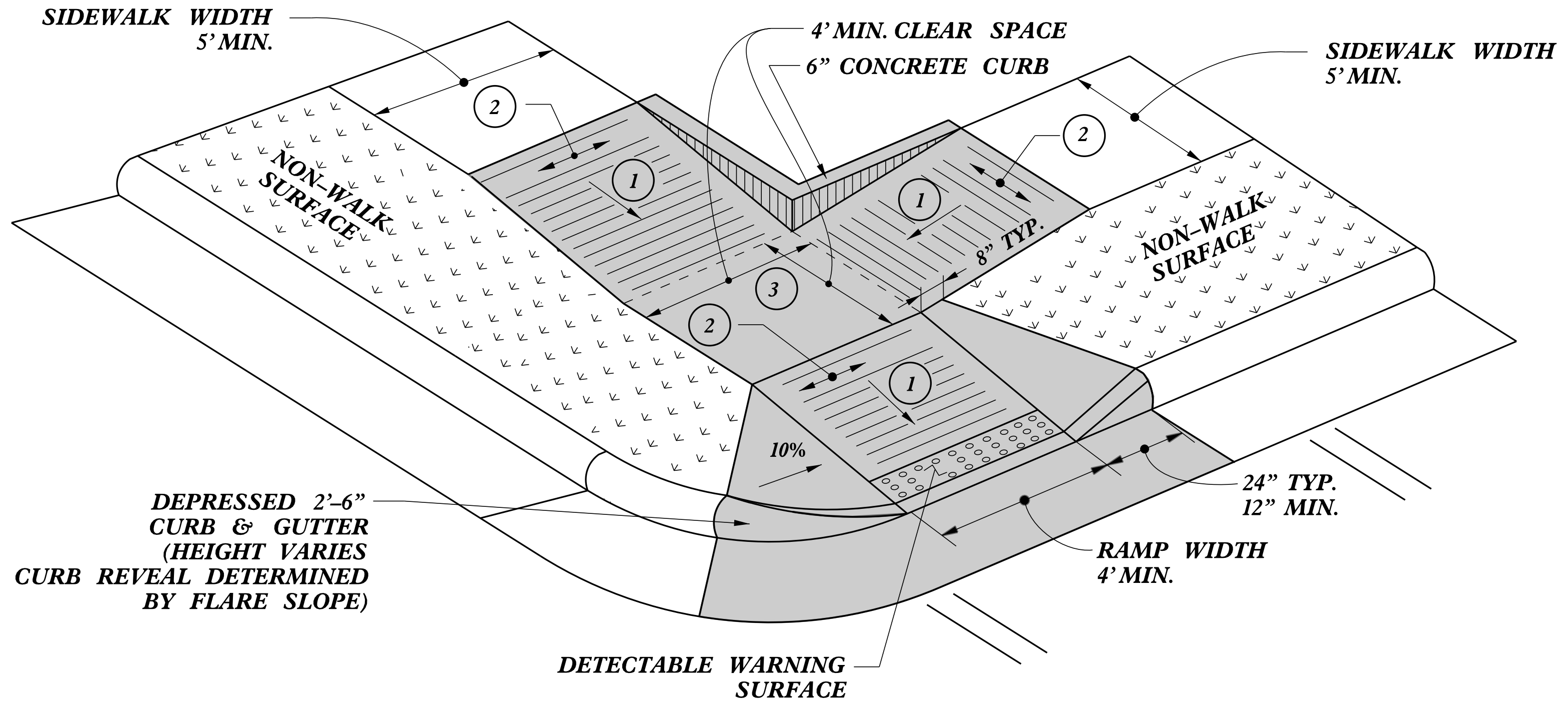
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-8


SIDEWALK AREA
4' MIN. CLEAR SPACE
2
3
1
1
10%
10%
10%
10%
DETECTABLE WARNING SURFACE
RAMP WIDTH 4' MIN.
DEPRESSED 2'-6" CURB & GUTTER
DEPRESSED 2'-6" CURB & GUTTER (HEIGHT VARIES CURB REVEAL DETERMINED BY FLARE SLOPE)

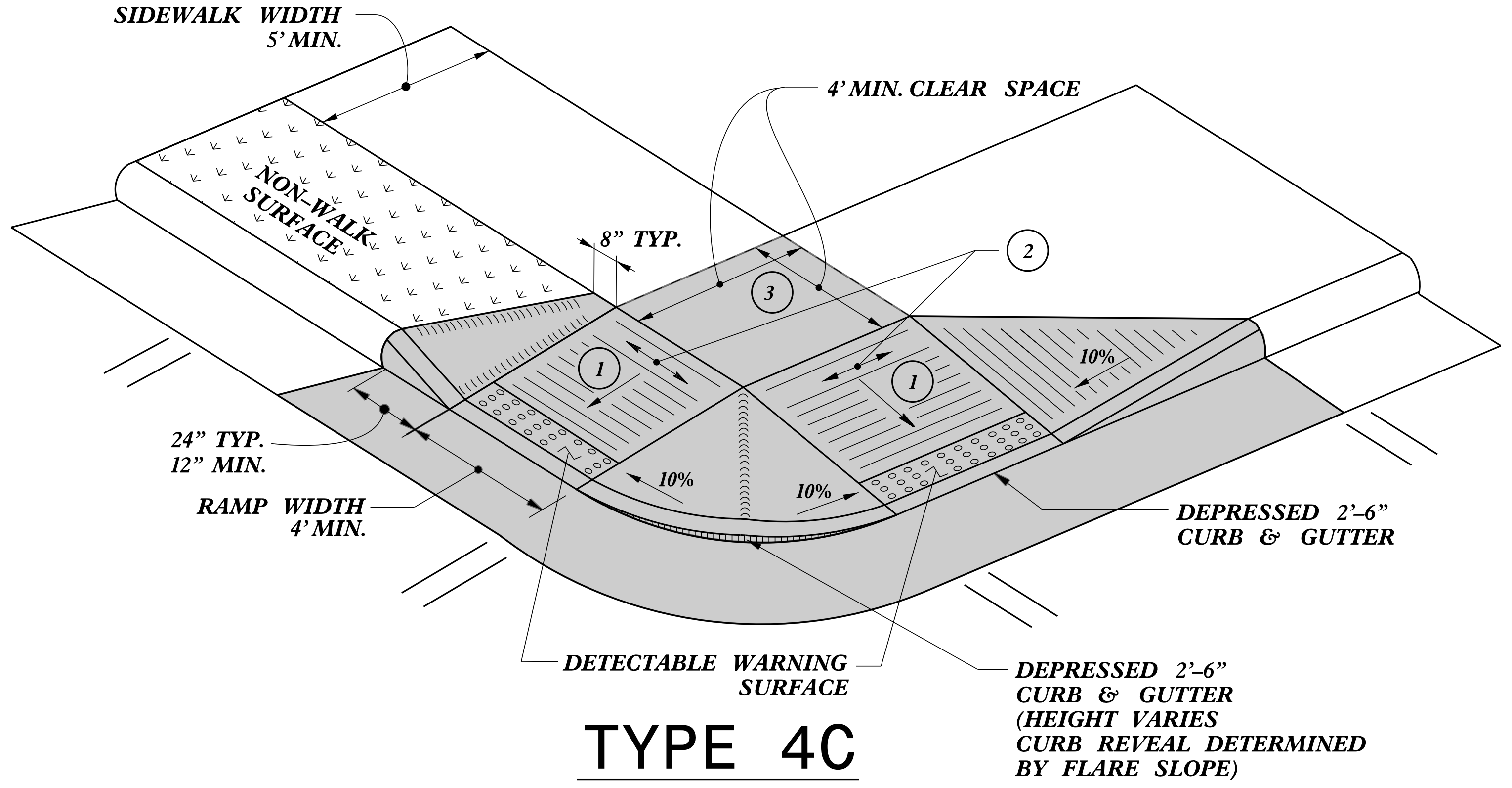
TYPE 4


SIDEWALK WIDTH 5' MIN.
SIDEWALK WIDTH 5' MIN
4' MIN. CLEAR SPACE
NON-WALK SURFACE
NON-WALK SURFACE
8" TYP.
3
2
1
1
24" TYP.
12" MIN.
RAMP WIDTH 4' MIN.
10%
10%
6" CONCRETE CURB
DEPRESSED 2'-6" CURB & GUTTER
DETECTABLE WARNING SURFACE
DEPRESSED 2'-6" CURB & GUTTER (HEIGHT VARIES CURB REVEAL DETERMINED BY FLARE SLOPE)

TYPE 4A


SIDEWALK WIDTH 5' MIN.
4' MIN. CLEAR SPACE
6" CONCRETE CURB
SIDEWALK WIDTH 5' MIN.
2
2
2
1
1
1
3
NON-WALK SURFACE
NON-WALK SURFACE
8" TYP.
10%
DEPRESSED 2'-6" CURB & GUTTER (HEIGHT VARIES CURB REVEAL DETERMINED BY FLARE SLOPE)
24" TYP.
12" MIN.
RAMP WIDTH 4' MIN.
DETECTABLE WARNING SURFACE

TYPE 4B


SIDEWALK WIDTH 5' MIN.
4' MIN. CLEAR SPACE
NON-WALK SURFACE
8" TYP.
3
2
1
1
10%
10%
10%
24" TYP.
12" MIN.
RAMP WIDTH 4' MIN.
DEPRESSED 2'-6" CURB & GUTTER
DETECTABLE WARNING SURFACE
DEPRESSED 2'-6" CURB & GUTTER (HEIGHT VARIES CURB REVEAL DETERMINED BY FLARE SLOPE)

TYPE 4C

NOTES:

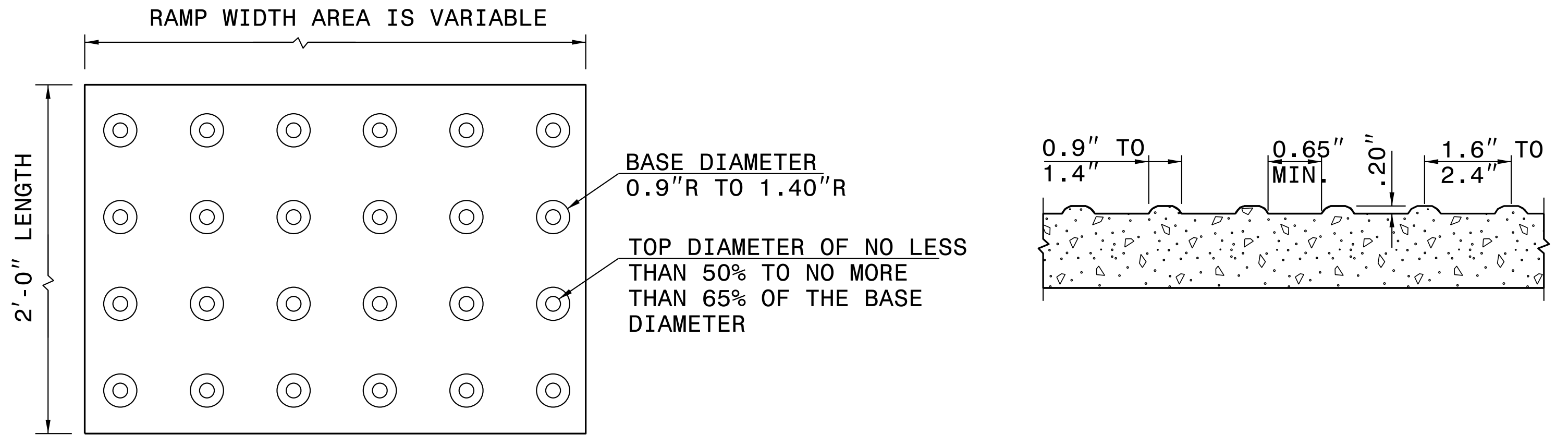
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.

DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.

① 8.33% (12:1) MAX RAMP SLOPE

② CROSS SLOPE: 2.00%

③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.


RAMP WIDTH AREA IS VARIABLE
2'-0" LENGTH
BASE DIAMETER 0.9"R TO 1.40"R
TOP DIAMETER OF NO LESS THAN 50% TO NO MORE THAN 65% OF THE BASE DIAMETER
0.9" TO 1.4"
0.65" MIN.
.20"
1.6" TO 2.4"

DETECTABLE WARNING SURFACE

▨ PAY LIMITS FOR 1 OR 2 CURB RAMPS (CALCULATE BASED ON NUMBER OF SETS OF DETECTABLE WARNING SURFACES

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

ROADWAY DETAIL DRAWING FOR
CURB RAMP
SHARED LANDING

SEAL
033144
NICOLE M. HACKLER
5/21/2024

DocuSigned by:
Nicole M. Hackler

SHEET 10 OF 13
848D06

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 12-22-2023
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: special_details\nmhackler\848D0610.dgn

16-APR-2018 11:44
S:\Contracts\Contracts\Special Details\jhowerton\840d02 Extra Depth CB.dgn
jhowerton AT CSD-292595

5/14/99

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

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

SHEET 1 OF 2
840D02

GENERAL NOTES:

USE CLASS "B" CONCRETE THROUGHOUT.

PROVIDE ALL CATCH BASINS OVER 3'-6" IN DEPTH WITH STEPS 12" ON CENTER. USE STEPS WHICH COMPLY WITH STD. DRAWING 840.66.

OPTIONAL CONSTRUCTION - MONOLITHIC POUR, 2" KEYWAY, OR #4 BAR DOWELS AT 12" CENTERS AS DIRECTED BY THE ENGINEER.

USE FORMS FOR THE CONSTRUCTION OF THE BOTTOM SLAB.

IF REINFORCED CONCRETE PIPE IS SET IN BOTTOM SLAB OF BOX, ADD TO SLAB AS SHOWN ON STD. NO. 840.00.

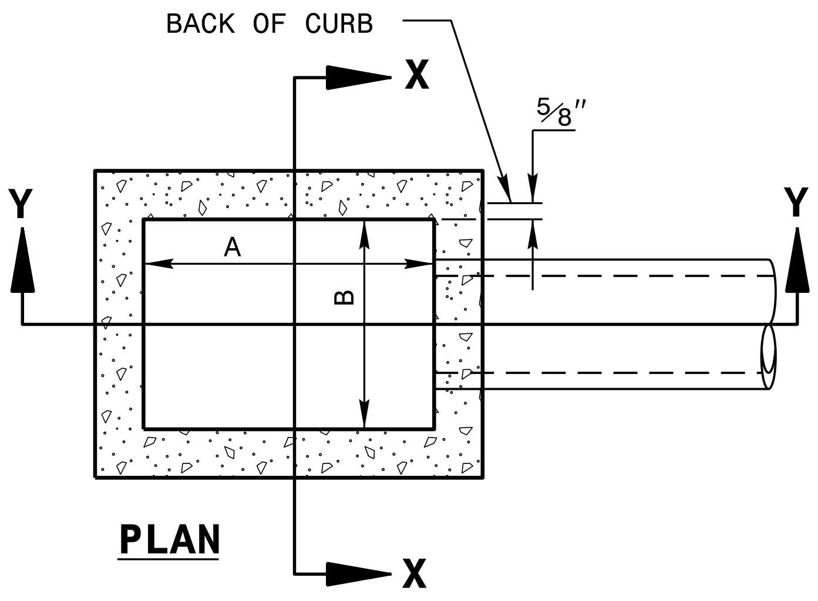
USE TYPE "E", "F" AND "G" GRATES UNLESS OTHERWISE INDICATED.

* USE 6" WALLS FOR BOXES UP TO 8' IN HEIGHT. USE 8" WALLS, 8" BOTTOM SLAB AND 8" TOP SLAB FOR BOXES GREATER THAN 8' IN HEIGHT AND UP TO 20' IN HEIGHT.

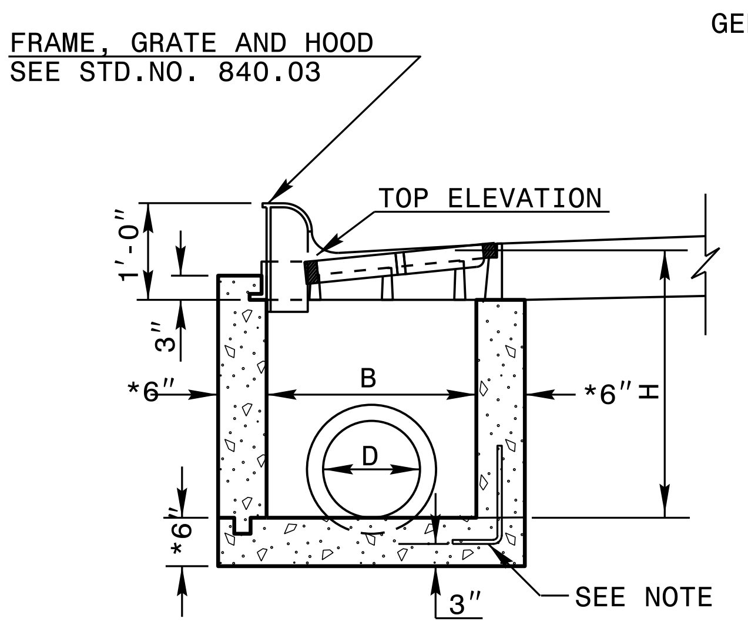
CONSTRUCT WITH PIPE CROWNS MATCHING.

CHAMFER ALL EXPOSED CORNERS 1".

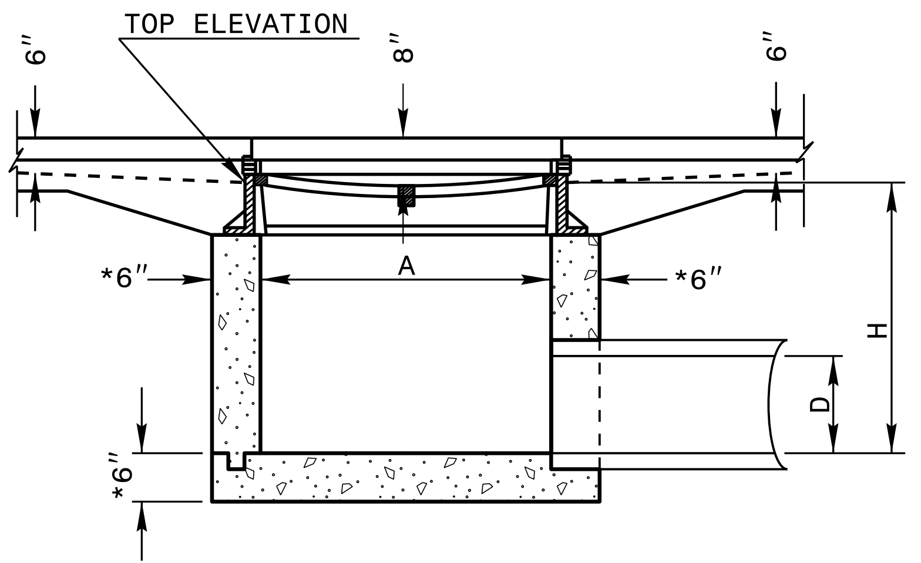
** FOR STRUCTURES WITH PIPE LARGER THAN 54", MAKE THE TOP SLAB 8" THICK.


BACK OF CURB
X
Y
Y
A
B
5/8"
X

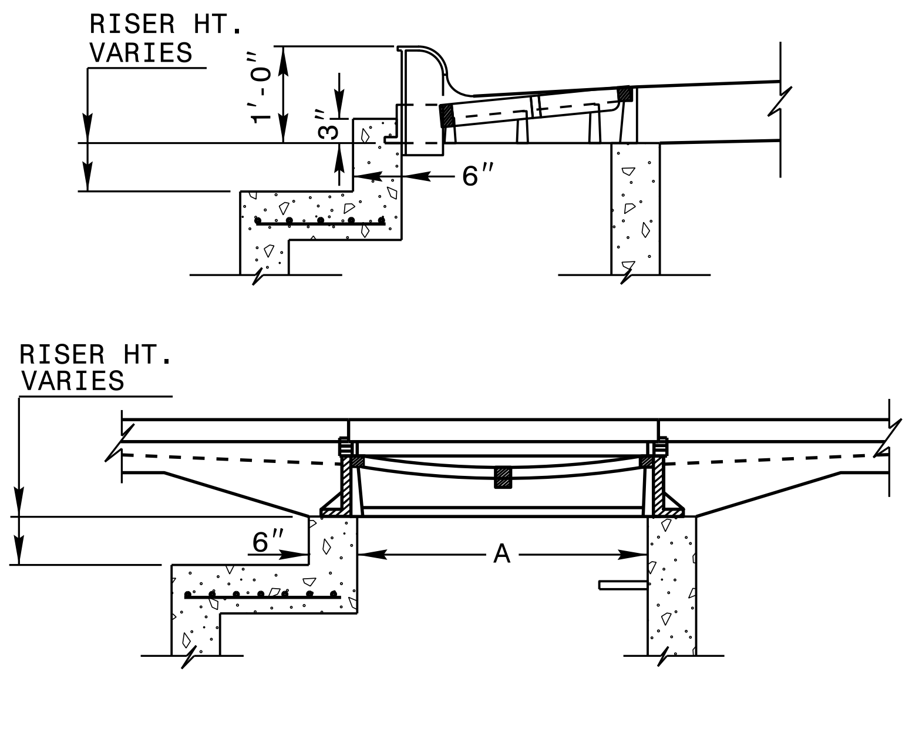
PLAN


FRAME, GRATE AND HOOD
SEE STD.NO. 840.03
TOP ELEVATION
1'-0"
3"
B
*6"
*6"
H
D
*6"
3"
SEE NOTE

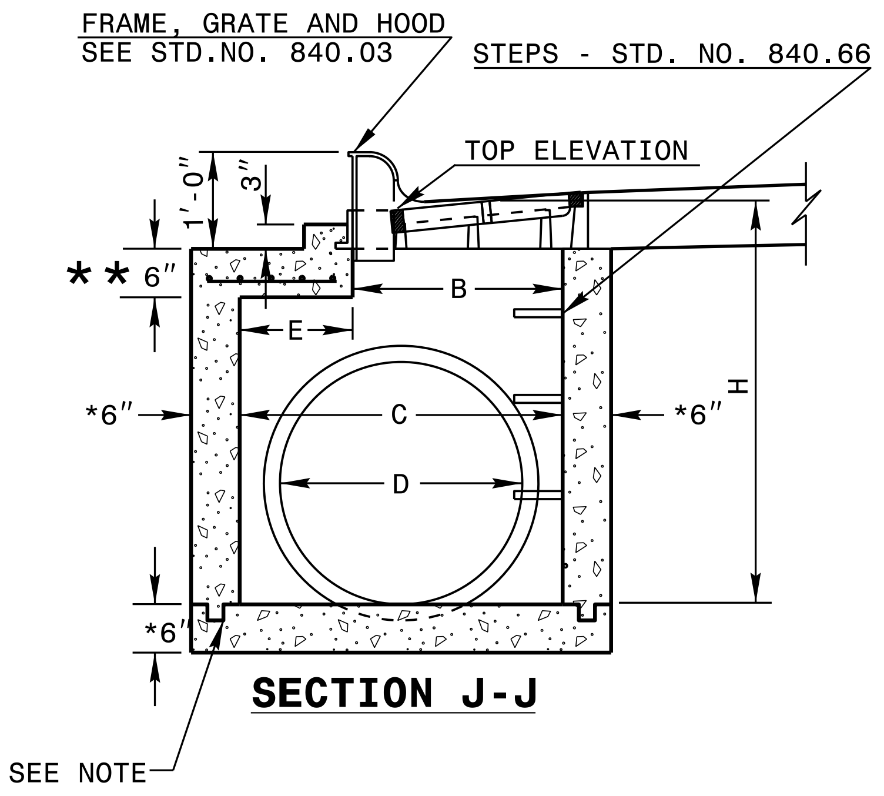
SECTION X-X


TOP ELEVATION
6"
8"
6"
*6"
A
*6"
H
D
*6"

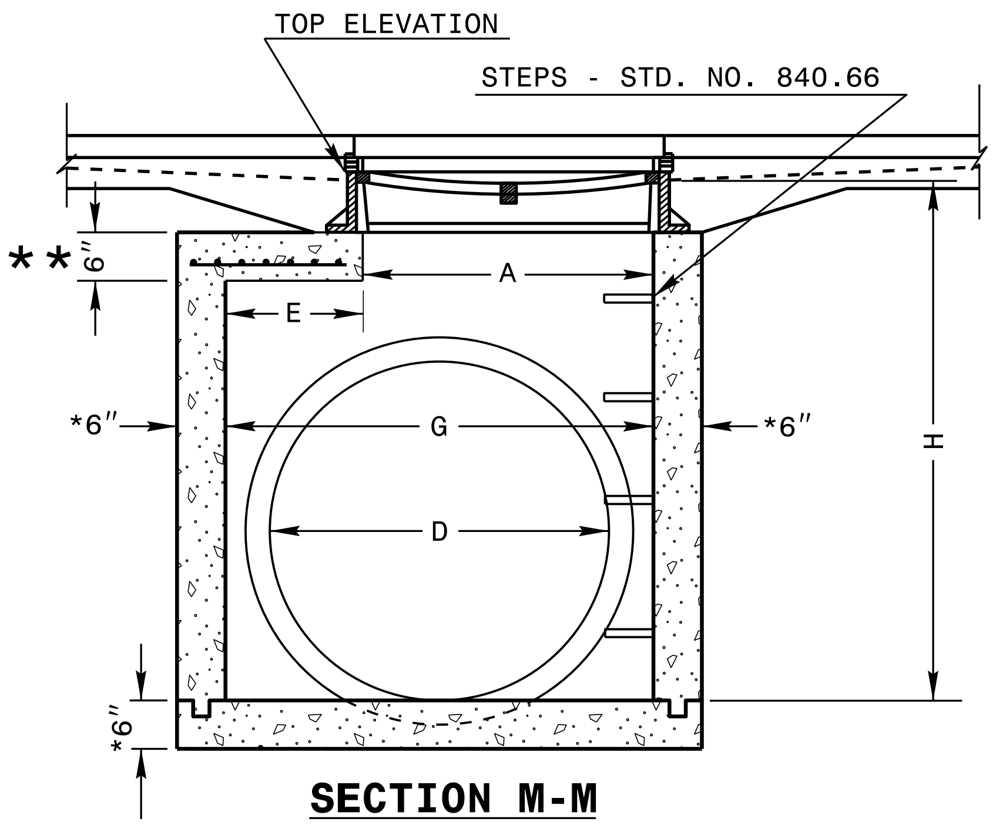
SECTION Y-Y


RISER HT.
VARIES
1'-0"
3"
6"
RISER HT.
VARIES
6"
A

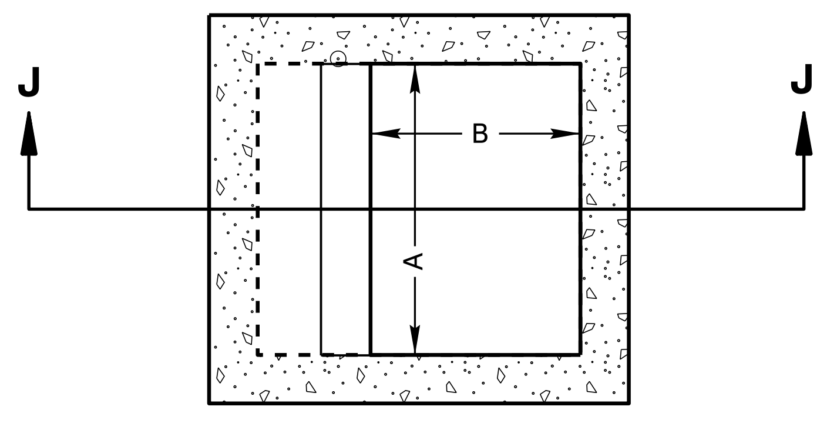
DETAIL SHOWING METHOD OF RISER CONSTRUCTION


FRAME, GRATE AND HOOD
SEE STD.NO. 840.03
STEPS - STD. NO. 840.66
TOP ELEVATION
1'-0"
3"
** 6"
E
B
*6"
C
D
*6"
H
*6"
SEE NOTE

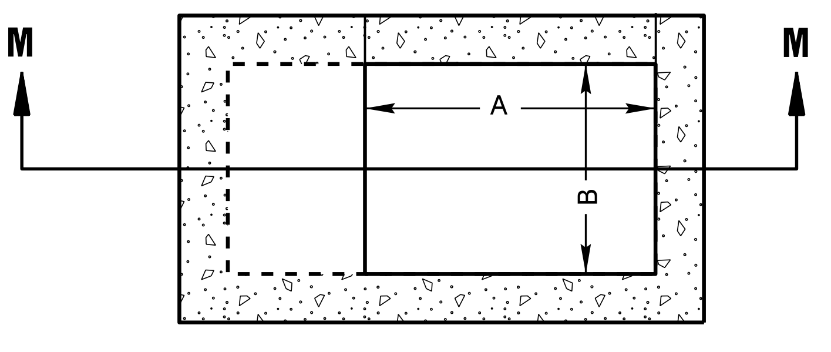
SECTION J-J


TOP ELEVATION
STEPS - STD. NO. 840.66
** 6"
E
A
*6"
G
D
*6"
H
*6"

SECTION M-M



PLAN



PLAN

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

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

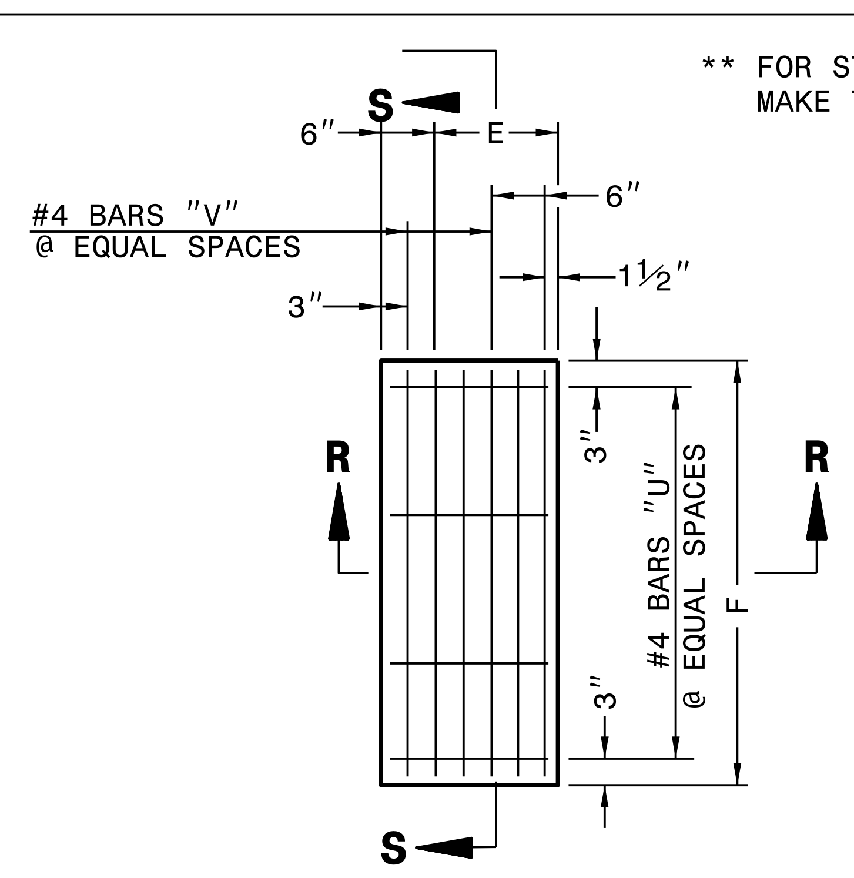
SHEET 1 OF 2
840D02

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

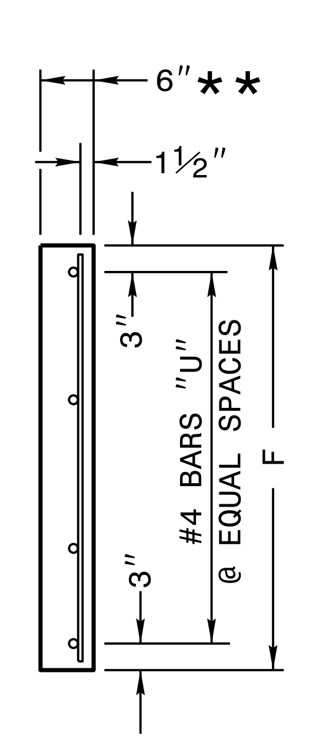
ENGLISH DETAIL DRAWING FOR
EXTRA DEPTH
CONCRETE CATCH BASIN
12" THRU 84" PIPE

SHEET 2 OF 2
840D02

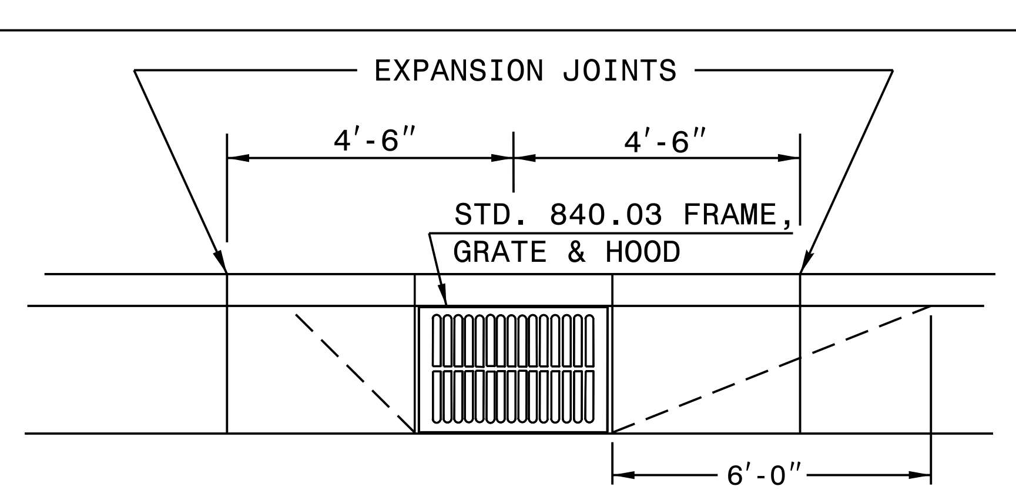
** FOR STRUCTURES WITH PIPE LARGER THAN 54", MAKE THE TOP SLAB 8" THICK.


S
6"
E
6"
#4 BARS "V"
@ EQUAL SPACES
1½"
3"
R
R
3"
#4 BARS "U"
@ EQUAL SPACES
F
3"
S

PLAN OF TOP SLAB

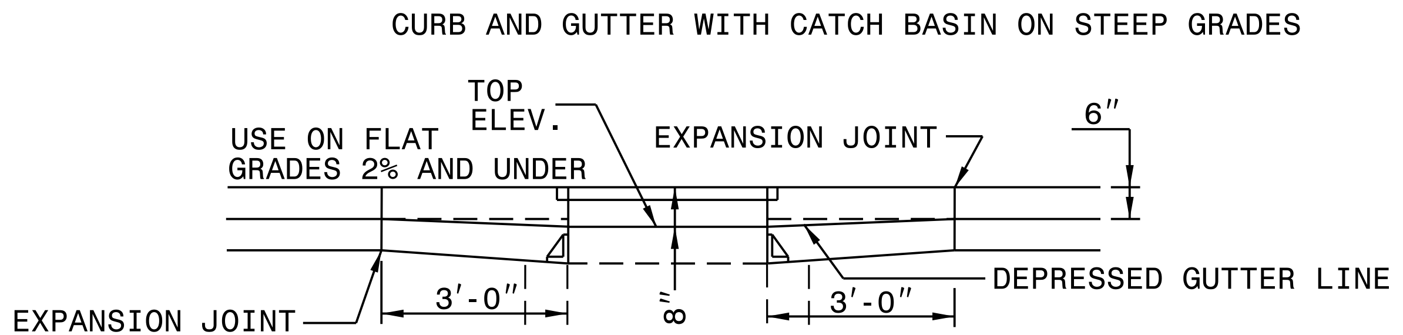

6"**
1½"
3"
#4 BARS "U"
@ EQUAL SPACES
F
3"

SECTION S-S


EXPANSION JOINTS
4'-6"
4'-6"
STD. 840.03 FRAME,
GRATE & HOOD
6'-0"

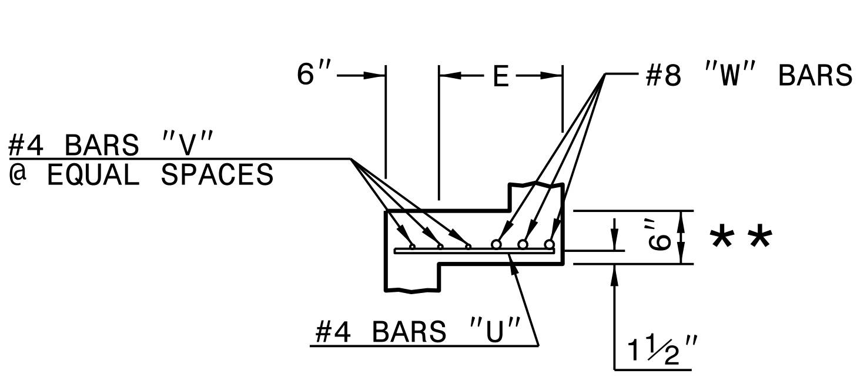
PLAN

CURB AND GUTTER WITH CATCH BASIN ON STEEP GRADES

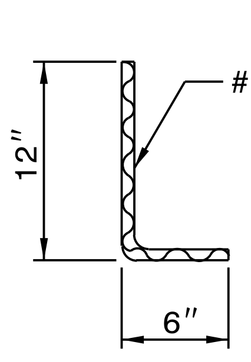

TOP
ELEV.
USE ON FLAT
GRADES 2% AND UNDER
EXPANSION JOINT
6"
EXPANSION JOINT
3'-0"
8"
3'-0"
DEPRESSED GUTTER LINE

ELEVATION

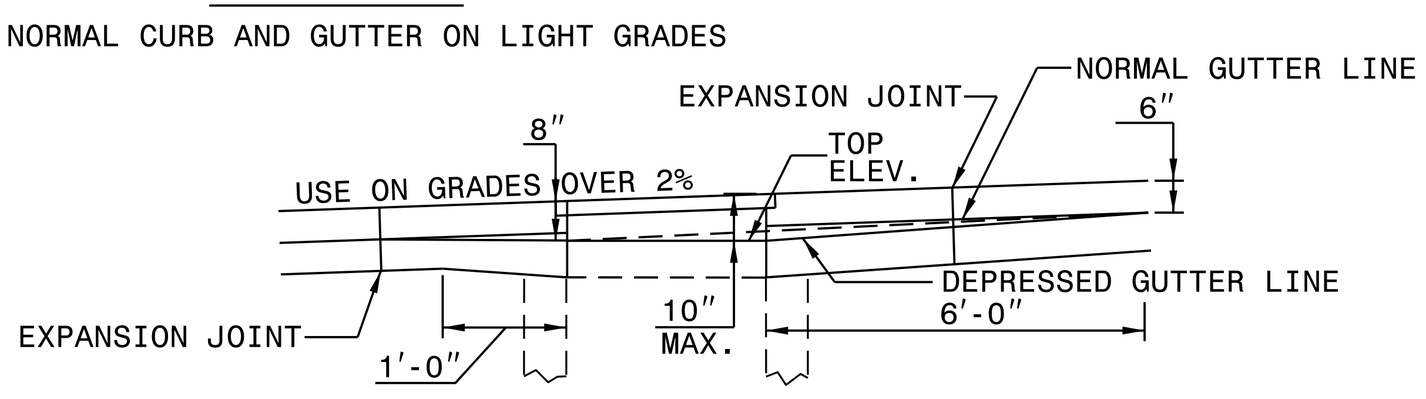
NORMAL CURB AND GUTTER ON LIGHT GRADES


6"
E
#8 "W" BARS
#4 BARS "V"
@ EQUAL SPACES
6"**
#4 BARS "U"
1½"

SECTION R-R



DOWEL


EXPANSION JOINT
NORMAL GUTTER LINE
6"
8"
TOP
ELEV.
USE ON GRADES OVER 2%
DEPRESSED GUTTER LINE
6'-0"
EXPANSION JOINT
1'-0"
10"
MAX.

ELEVATION

NORMAL CURB AND GUTTER ON STEEP GRADES

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

MINIMUM DIMENSIONS AND QUANTITIES FOR CONCRETE CATCH BASIN(BASED ON MIN. HEIGHT, H, WITH NO RISER) *

DIMENSIONS OF BOX AND PIPE						COVER DIMENSION									CU.YDS. CONC. IN BOX			DEDUCTIONS ONE PIPE	
PIPE	SPAN	WIDTH	WIDTH	SPAN	MIN. HEIGHT			BARS-U		BARS-V		BARS-W		TOTAL LBS.	TOP SLAB	BOTTOM SLAB	TOT. CONC. FOR MINIMUM HEIGHT, H		
D	A	B	C	G	H	E	F	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH					C.M.	R.C.
12"	3'-0"	2'-2"	--	--	2'-0"	--	--	--	--	--	--	--	--	--	--	0.235	0.772	0.015	0.026
15"	3'-0"	2'-2"			2'-3"											0.235	0.829	0.023	0.036
18"	3'-0"	2'-2"			2'-6"											0.235	0.887	0.033	0.049
24"	3'-0"	2'-2"			3'-1"											0.235	1.001	0.059	0.085
30"	3'-0"	2'-2"	3'-4"	3'-4"	3'-10"	1'-2"	4'-4"	4	1'-5"	2	4'-1"	3	4'-1"	39	0.123	0.347	1.433	0.092	0.127
36"	3'-0"	2'-2"	3'-10"	3'-10"	4'-6"	1'-8"	4'-10"	4	1'-11"	3	4'-7"	3	4'-7"	43	0.161	0.432	1.714	0.132	0.178
42"	3'-0"	2'-2"	4'-5"	4'-5"	4'-11"	2'-2"	5'-5"	5	2'-5"	4	5'-2"	3	5'-2"	47	0.200	0.543	1.738	0.180	0.243
48"	3'-0"	2'-2"	5'-0"	5'-0"	5'-6"	2'-10"	6'-0"	5	3'-1"	4	5'-9"	3	5'-9"	51	0.235	0.667	2.052	0.235	0.317
54"	3'-0"	2'-2"	5'-7"	5'-7"	6'-0"	3'-5"	6'-7"	6	3'-8"	5	6'-4"	3	6'-4"	56	0.289	0.802	2.387	0.297	0.401
60"	3'-0"	2'-2"	6'-3"	6'-3"	6'-6"	4'-1"	7'-3"	6	4'-4"	5	7'-0"	3	7'-0"	61	0.340	0.973	2.722	0.363	0.546
66"	3'-0"	2'-2"	6'-11"	6'-11"	7'-0"	4'-9"	7'-11"	7	5'-0"	6	7'-8"	3	7'-8"	66	0.391	1.160	3.057	0.440	0.655
72"	3'-0"	2'-2"	7'-6"	7'-6"	7'-6"	5'-3"	8'-6"	7	5'-6"	6	8'-3"	3	8'-3"	72	0.442	1.340	3.392	0.524	0.774
78"	3'-0"	2'-2"	8'-1"	8'-1"	8'-0"	5'-11"	9'-1"	8	6'-2"	7	8'-10"	3	8'-10"	78	0.493	1.530	3.727	0.615	0.893
84"	3'-0"	2'-2"	8'-9"	8'-9"	8'-6"	6'-7"	9'-9"	8	6'-10"	7	9'-6"	3	9'-6"	84	0.544	1.760	4.062	0.713	1.010

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

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

SHEET 2 OF 2
840D02

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-9

SEAL
33144
NICOLE M. HACKLER

DocuSigned by:
Nicole M. Hackler
5884323D34164C5...

5/21/2024

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

SEE PLATE FOR TITLE

ORIGINAL BY: 2002 Std.840.01 DATE:
MODIFIED BY: E.E. WARD DATE: 3-1-02
CHECKED BY: DATE:
FILE SPEC.: jhowerton/840d02 Extra Depth CB.dgn

01-MAR-2018 07:39
S:\Contracts\Contracts\Special Details\ericward\usr\details\stand\840d17 Extra Depth 2GI.dgn
jhowerton AT CSD-292595

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-10

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

ENGLISH DETAIL DRAWING FOR

CONCRETE MEDIAN DROP INLET TYPE 'A' EXTRA DEPTH OVER 12' TO 25'

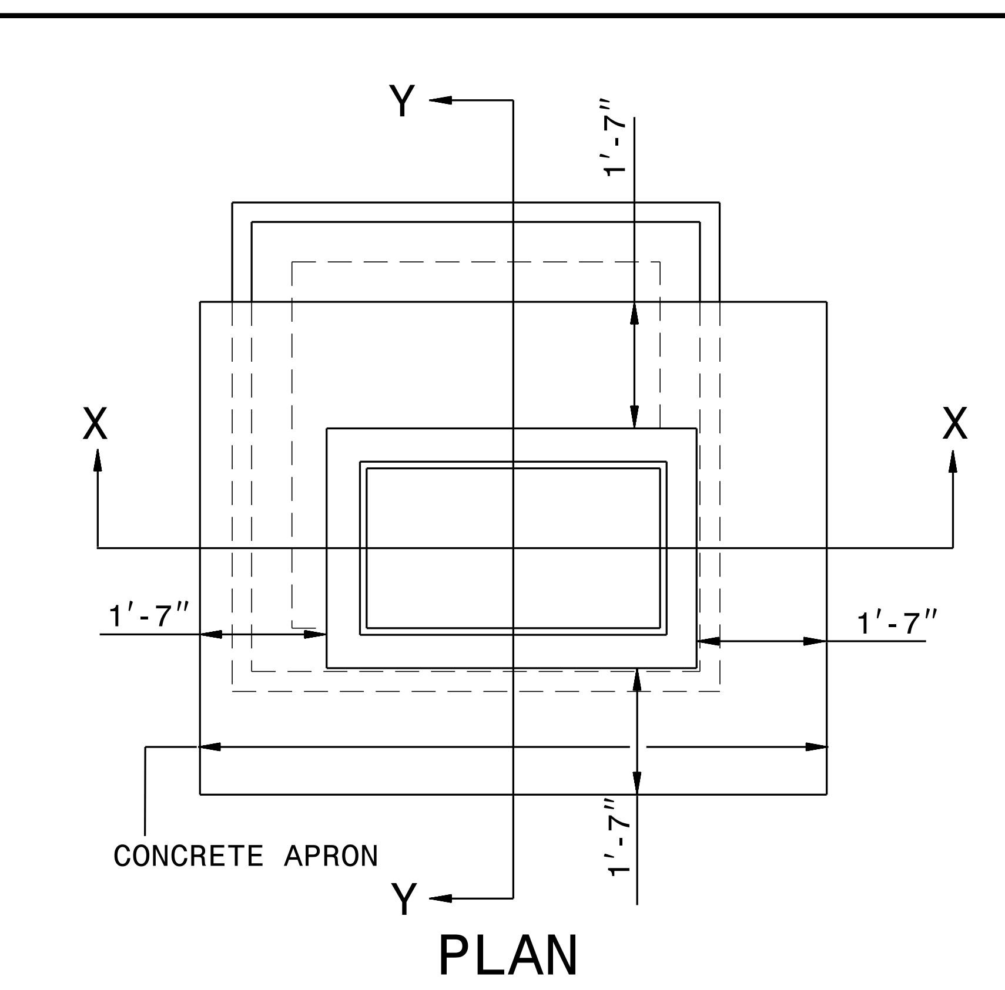
12" THRU 72" PIPE

SHEET 1 OF 2
840D17

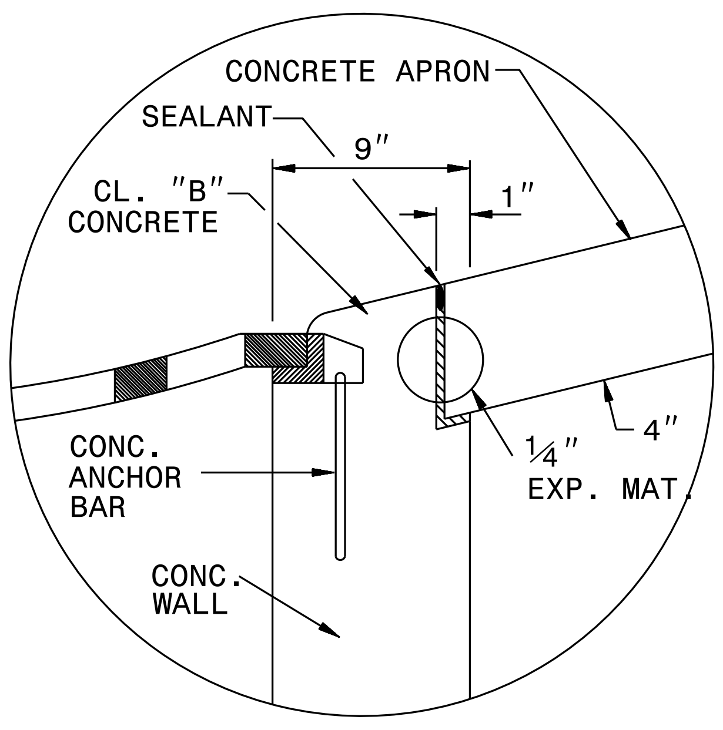
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
CONCRETE MEDIAN DROP INLET TYPE 'A' EXTRA DEPTH OVER 12' TO 25'
12" THRU 72" PIPE

SHEET 1 OF 2
840D17


Y
X
X
1'-7"
1'-7"
1'-7"
1'-7"
CONCRETE APRON
Y

PLAN


CONCRETE APRON
SEALANT
9"
1"
CL. "B" CONCRETE
CONC. ANCHOR BAR
CONC. WALL
¼" EXP. MAT.
4"

DETAIL

(APRON SUPPORT NOTCH)

GENERAL NOTES:

USE CLASS "B" CONCRETE THROUGHOUT.

PROVIDE DROP INLETS WITH STEPS 12" ON CENTER. USE STEPS WHICH COMPLY WITH STD. DRAWING 840.66.

OPTIONAL CONSTRUCTION - MONOLITHIC POUR, 2" KEYWAY, OR #4 BAR DOWELS AT 12" CENTERS AS DIRECTED BY THE ENGINEER.

USE FORMS FOR THE CONSTRUCTION OF THE BOTTOM SLAB.

IF REINFORCED CONCRETE PIPE IS SET IN BOTTOM SLAB OF BOX, ADD TO SLAB AS SHOWN ON STD. NO. 840.00.

WHEN PAYMENT FOR THE DROP INLET IS MADE ON A PER EACH BASIS, THE CONCRETE APRON WILL BE CONSIDERED PART OF THE DROP INLET.

CONSTRUCT WITH PIPE CROWNS MATCHING.

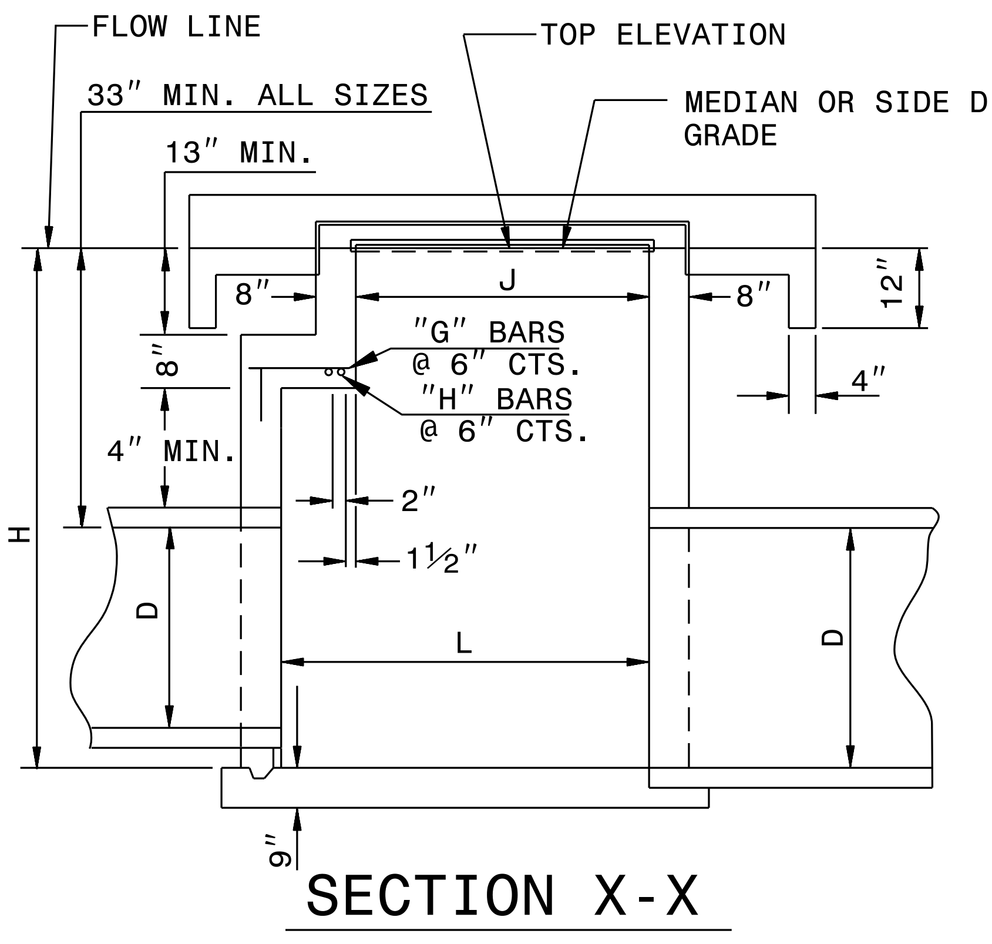
USE STANDARD FRAMES AND GRATES 840.22 (SHOWN), 840.24(SHOWN), 840.20, 840.29, AND 840.33.

SEE STANDARD DRAWING 840.25 FOR ATTACHMENT OF FRAMES AND GRATES NOT SHOWN.

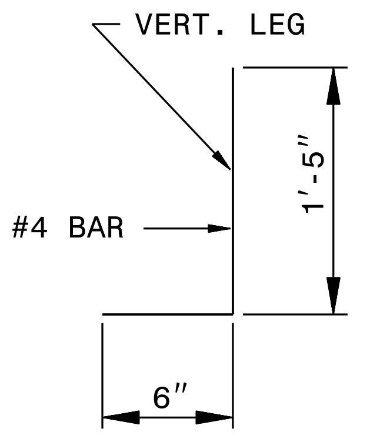
CHAMFER ALL EXPOSED CORNERS 1".

DRAWING NOT TO SCALE.

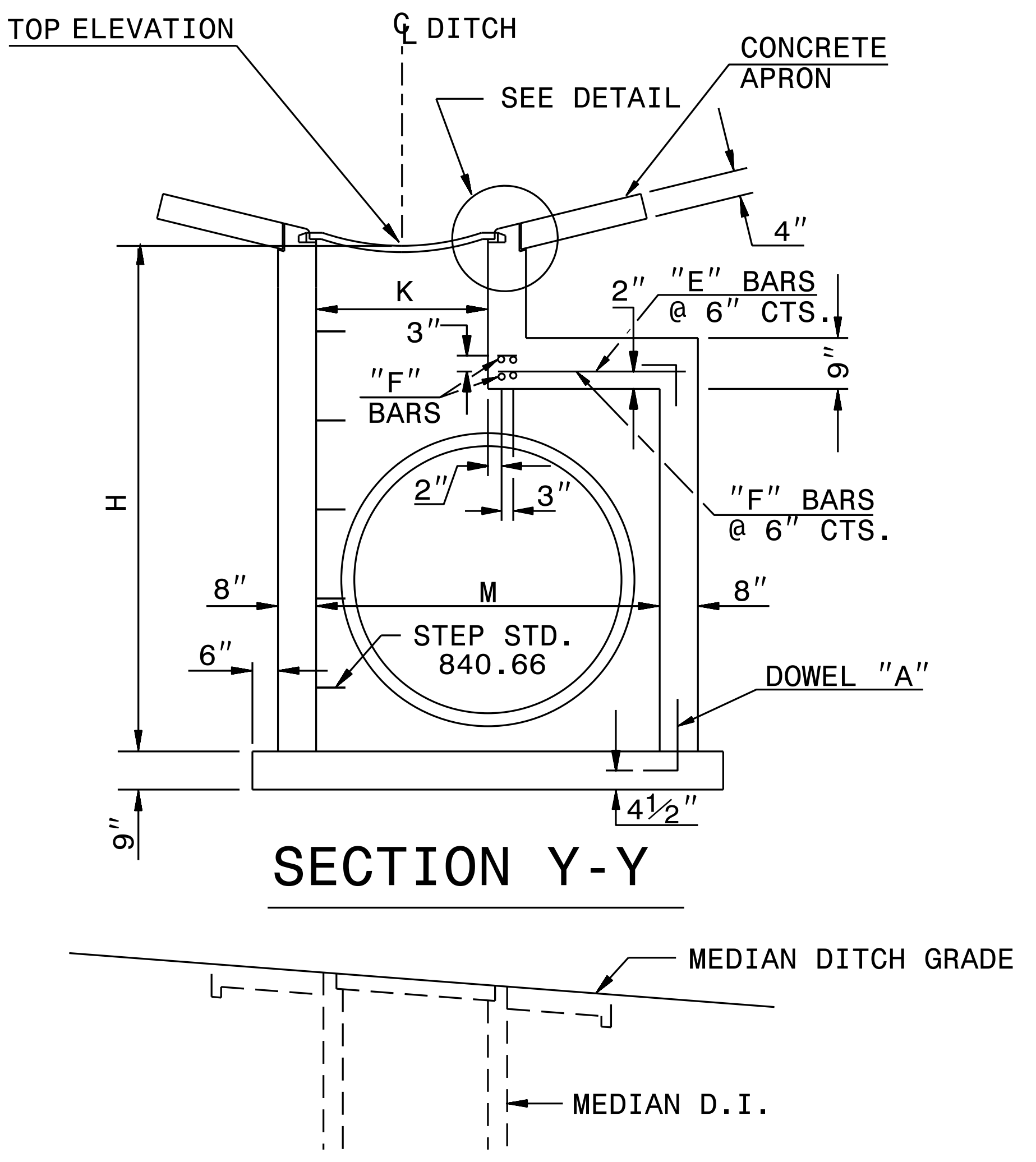
MAX. DEPTH OF THIS STRUCTURE FROM TOP OF BOTTOM SLAB TO TOP ELEVATION IS 25 FEET.


FLOW LINE
TOP ELEVATION
33" MIN. ALL SIZES
MEDIAN OR SIDE DITCH GRADE
13" MIN.
8"
J
8"
12"
8"
"G" BARS @ 6" CTS.
"H" BARS @ 6" CTS.
4"
4" MIN.
2"
1½"
H
D
L
D
9"

SECTION X-X


VERT. LEG
#4 BAR
1'-5"
6"

DOWEL-A


TOP ELEVATION
℄ DITCH
SEE DETAIL
CONCRETE APRON
4"
K
3"
2" "E" BARS @ 6" CTS.
"F" BARS
9"
H
2"
3"
"F" BARS @ 6" CTS.
8"
M
8"
6"
STEP STD. 840.66
DOWEL "A"
4½"
9"
MEDIAN DITCH GRADE
MEDIAN D.I.

SECTION Y-Y

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

ENGLISH DETAIL DRAWING FOR

CONCRETE MEDIAN DROP INLET TYPE 'A' EXTRA DEPTH OVER 12' TO 25'

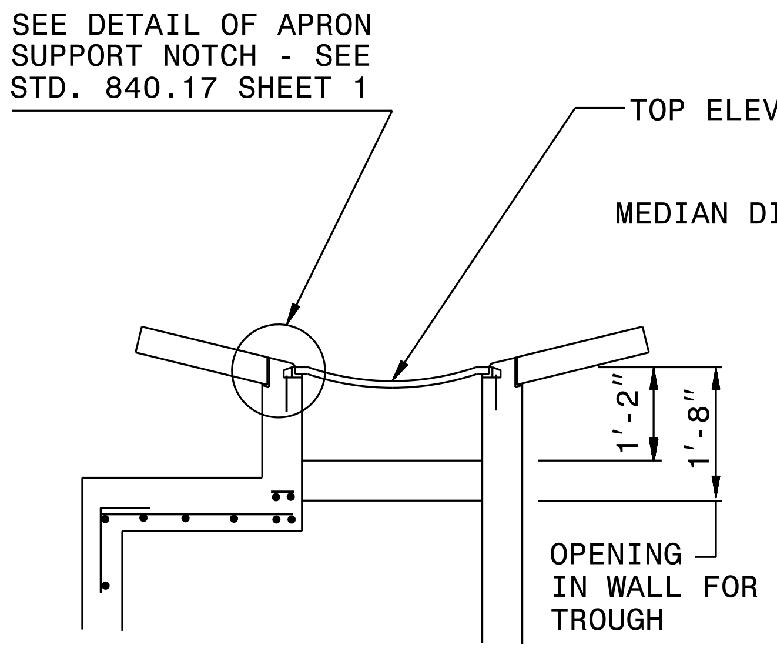
12" THRU 72" PIPE

SHEET 2 OF 2
840D17

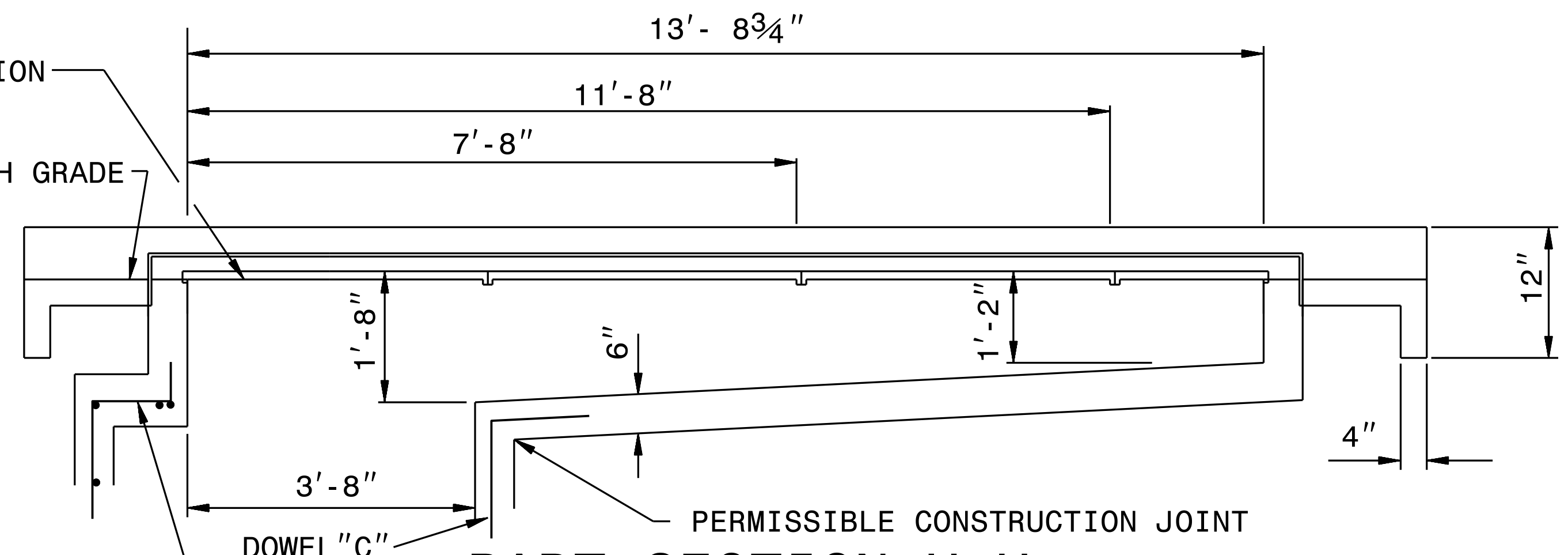
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
CONCRETE MEDIAN DROP INLET TYPE 'A' EXTRA DEPTH OVER 12' TO 25'
12" THRU 72" PIPE

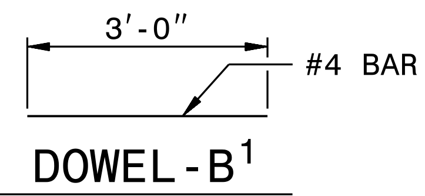
SHEET 2 OF 2
840D17


SEE DETAIL OF APRON SUPPORT NOTCH - SEE STD. 840.17 SHEET 1
1'-2"
1'-8"
OPENING IN WALL FOR TROUGH

PART SECTION V-V

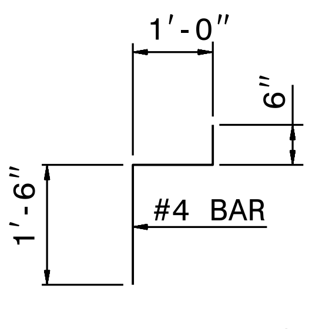

TOP ELEVATION
13'- 8¾"
11'-8"
7'-8"
MEDIAN DITCH GRADE
12"
1'-8"
6"
1'-2"
4"
3'-8"
DOWEL"C"
PERMISSIBLE CONSTRUCTION JOINT
DOWEL B¹,B² OR B³

PART SECTION U-U



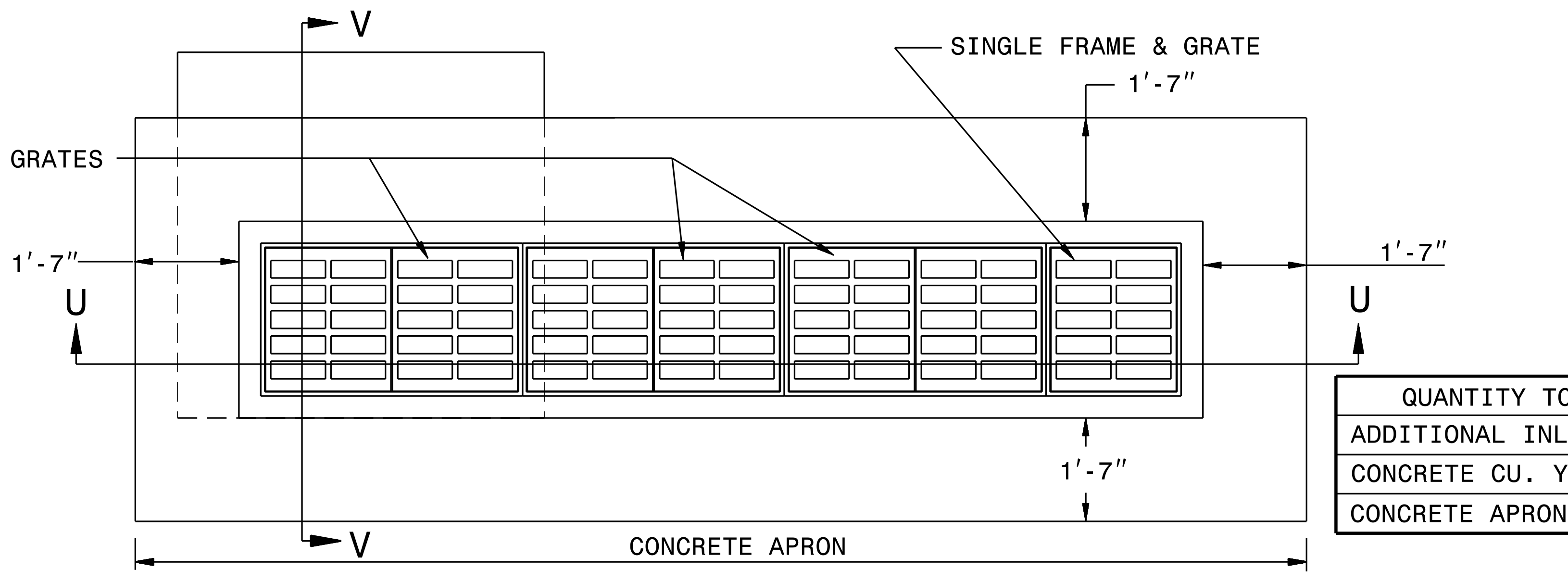
DOWEL-B¹

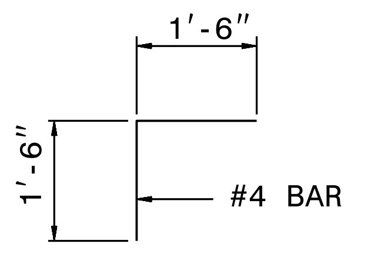
FOR 15" THRU 36" INLET



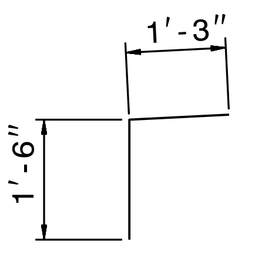
DOWEL-B²

FOR 42" INLET


V
SINGLE FRAME & GRATE
1'-7"
DOUBLE FRAME & GRATES
1'-7"
U
U
1'-7"
1'-7"
V
CONCRETE APRON



DOWEL-B³



DOWEL-C

QUANTITY TO BE ADDED FOR EACH 2' INCREMENT INLET OPENING						
ADDITIONAL INLETS	2'-0"	4'-0"	6'-0"	8'-0"	10'-0"	12'-0"
CONCRETE CU. YDS.	0.191	0.417	0.665	0.897	1.145	1.380
CONCRETE APRON CU. YDS.	0.074	0.148	0.222	0.296	0.370	0.444

MIN. DIMENSIONS AND QUANTITIES FOR CONCRETE GRATED DROP INLET(BASED ON MIN. HEIGHT, H)

DIMENSIONS OF BOX AND PIPE						REINFORCING STEEL - NO. 4 BARS									CU YDS CONC. IN BOX					DEDUCTIONS FOR ONE PIPE	
PIPE	SPAN	WIDTH	SPAN	WIDTH	HEIGHT	BARS E		BARS F		BARS G		BARS H		TOTAL LBS.	BOTTOM SLAB	H TOTAL	H PER FT HT	APRON	TOTAL	C.S.	R.C.
D	J	K	L	M	H	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH								
12"	3'-8"	2'-0"	3'-8"	2'-0"	3'-9"	—	—	—	—	—	—	—	—	—	0.362	0.926	0.247	0.395	1.683	0.015	0.024
15"	3'-8"	2'-0"	3'-8"	2'-0"	4'-0"	—	—	—	—	—	—	—	—	—	0.362	0.988	0.247	0.395	1.745	0.023	0.036
18"				2'-0"	4'-3"	—	—	—	—	—	—	—	—	—	0.362	1.050	0.247		1.807	0.033	0.049
24"				2'-10"	4'-9"	8	1'-5"	6	4'-9"	—	—	—	—	27	0.444	1.362	0.278		2.201	0.059	0.085
30"			3'-8"	3'-5"	5'-3"	8	2'-0"	7	4'-9"	—	—	—	—	33	0.502	1.644	0.288		2.541	0.092	0.127
36"			4'-0"	4'-0"	5'-9"	8	2'-5"	8	4'-11"	4	0'-9"	2	4'-11"	47	0.560	1.931	0.321		2.920	0.132	0.178
42"			4'-10"	4'-10"	6'-3"	10	3'-1"	9	5'-7"		1'-5"	3	5'-7"	67	0.704	2.500	0.370		3.677	0.180	0.243
48"			5'-4"	5'-4"	6'-9"	11	3'-7"	10	6'-1"		1'-11"	4	6'-1"	87	0.823	3.013	0.407		4.315	0.235	0.317
54"			6'-0"	6'-0"	7'-3"	12	4'-1"	11	6'-7"		2'-5"	5	6'-7"	107	0.951	3.589	0.444		5.072	0.297	0.401
60"			6'-6"	6'-6"	7'-9"	13	4'-9"	12	7'-3"		3'-1"	6	7'-3"	135	1.311	4.539	0.494		6.170	0.367	0.495
66"			7'-2"	7'-2"	8'-3"	14	5'-4"	14	7'-10"		3'-7"	7	7'-10"	168	1.136	5.061	0.537		6.901	0.444	0.599
72"	3'-8"	2'-0"	7'-8"	7'-8"	8'-9"	15	5'-11"	15	8'-5"	4	4'-3"	8	8'-5"	199	1.500	5.860	0.580	0.395	7.868	0.528	0.713

SEAL
33144
5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

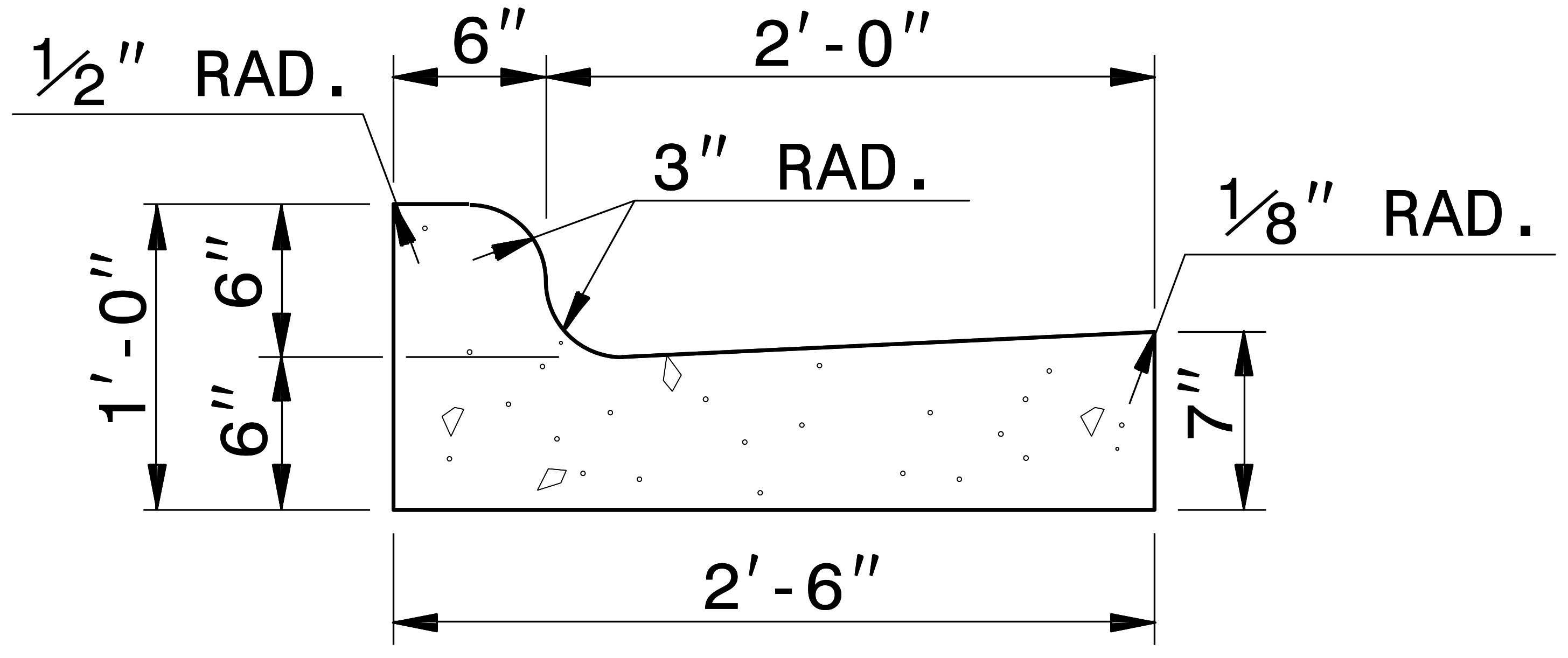
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE PLATE FOR TITLE

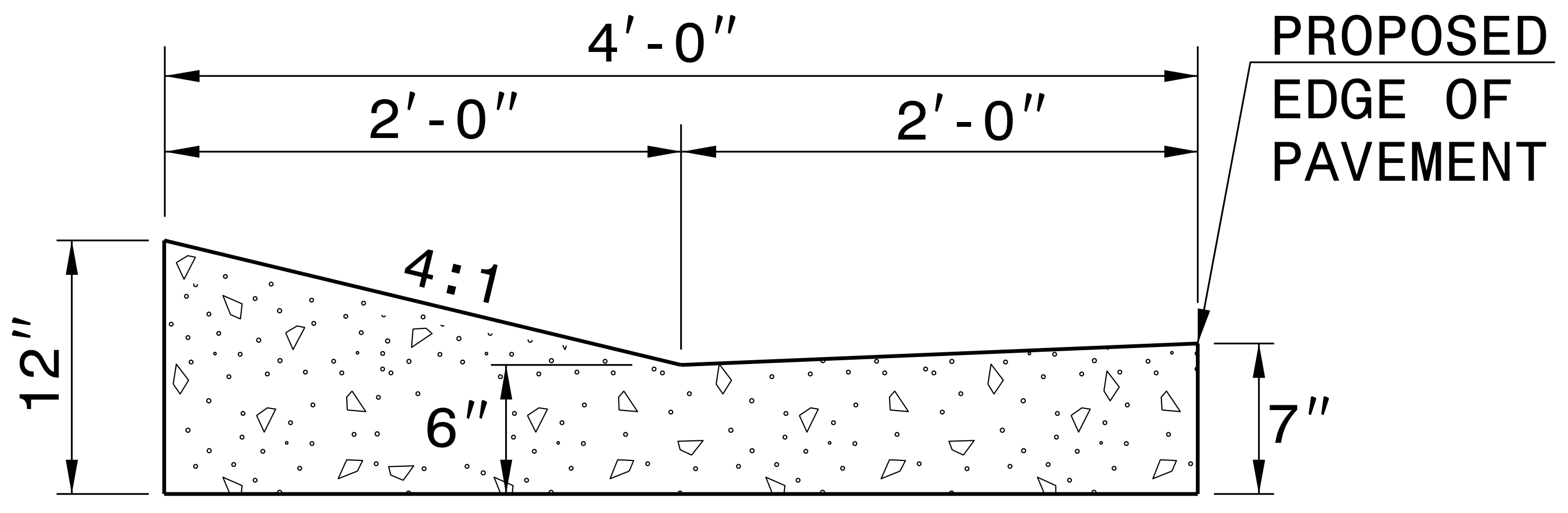
ORIGINAL BY: 2002 STD.840.17 DATE:
MODIFIED BY: K.A. KEMPF DATE: 07-06-09
CHECKED BY: DATE:
FILE SPEC.: /stand/840d17 Extra Depth 2GI.dgn

5/14/99

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-11


½″ RAD.
6″
2′-0″
3″ RAD.
⅛″ RAD.
1′-0″
6″
6″
7″
2′-6″

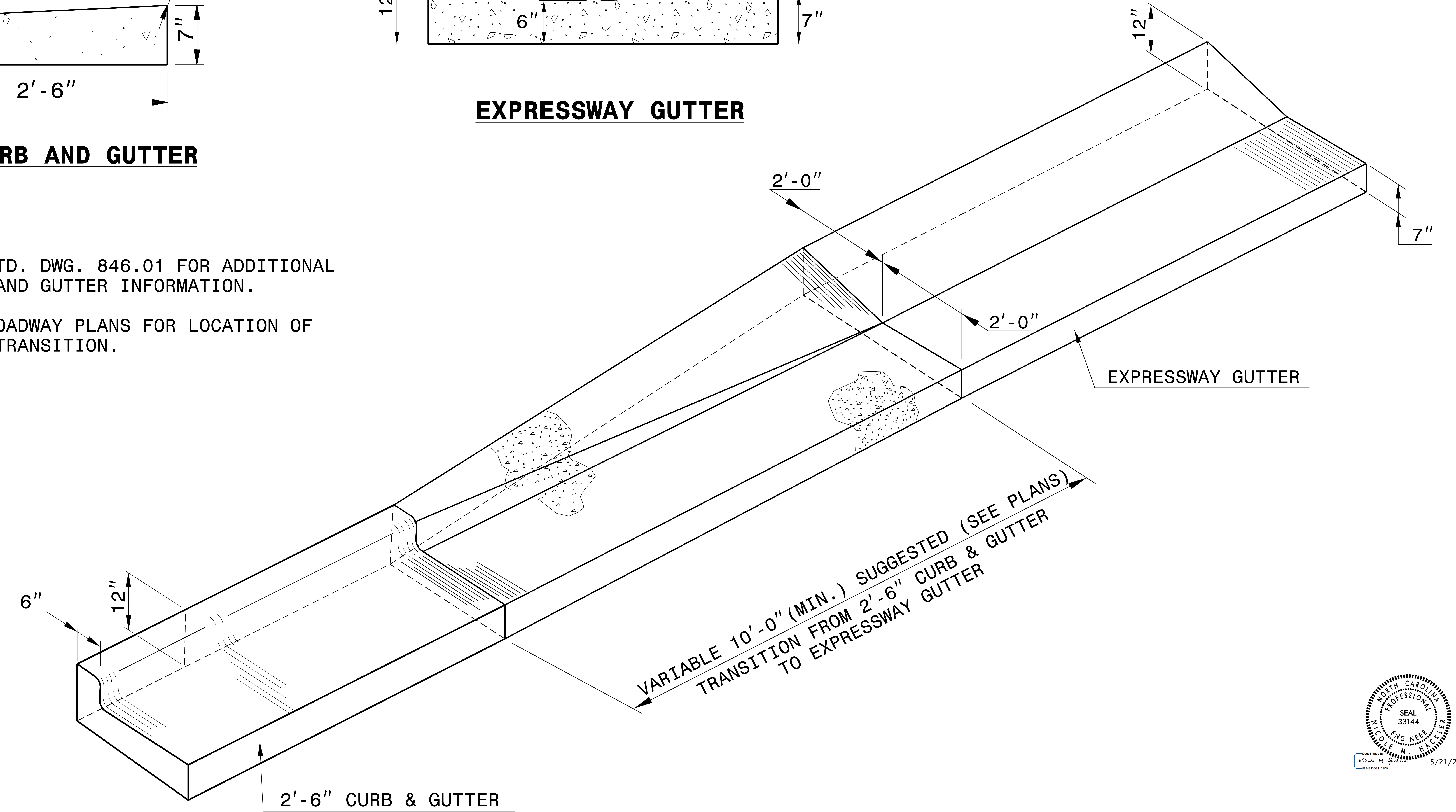
2′-6″ CURB AND GUTTER


4′-0″
2′-0″
2′-0″
PROPOSED
EDGE OF
PAVEMENT
4:1
12″
6″
7″

EXPRESSWAY GUTTER

NOTE: SEE STD. DWG. 846.01 FOR ADDITIONAL CURB AND GUTTER INFORMATION.

SEE ROADWAY PLANS FOR LOCATION OF CURB TRANSITION.


12″
7″
2′-0″
2′-0″
EXPRESSWAY GUTTER
VARIABLE 10′-0″(MIN.) SUGGESTED (SEE PLANS)
TRANSITION FROM 2′-6″ CURB & GUTTER
TO EXPRESSWAY GUTTER
6″
12″
2′-6″ CURB & GUTTER

ISOMETRIC VIEW OF TRANSITION

SEAL 33144
NICOLE M. HACKLER

DocuSigned by:
Nicole M. Hackler
5884323D34164C5...
5/21/2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

DETAIL OF 2′-6″ CURB & GUTTER
TO EXPRESSWAY GUTTER
TRANSITION SECTION

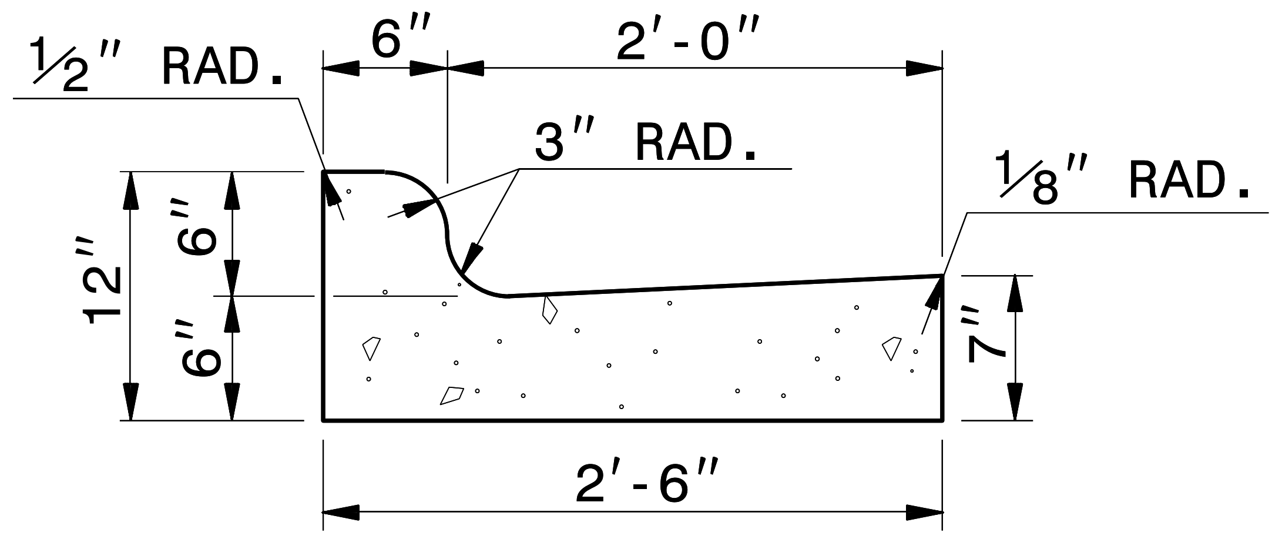
ORIGINAL BY: T.S.Spell DATE: 8-13-02
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: w:usr/details/stand/cgtransit.dgn

05-OCT-2017 08:23
S:\Contracts\Contracts\Special Details\ericward\usr\details\stand\c&g transition sections.dgn
jhowerton AT CSD-292595

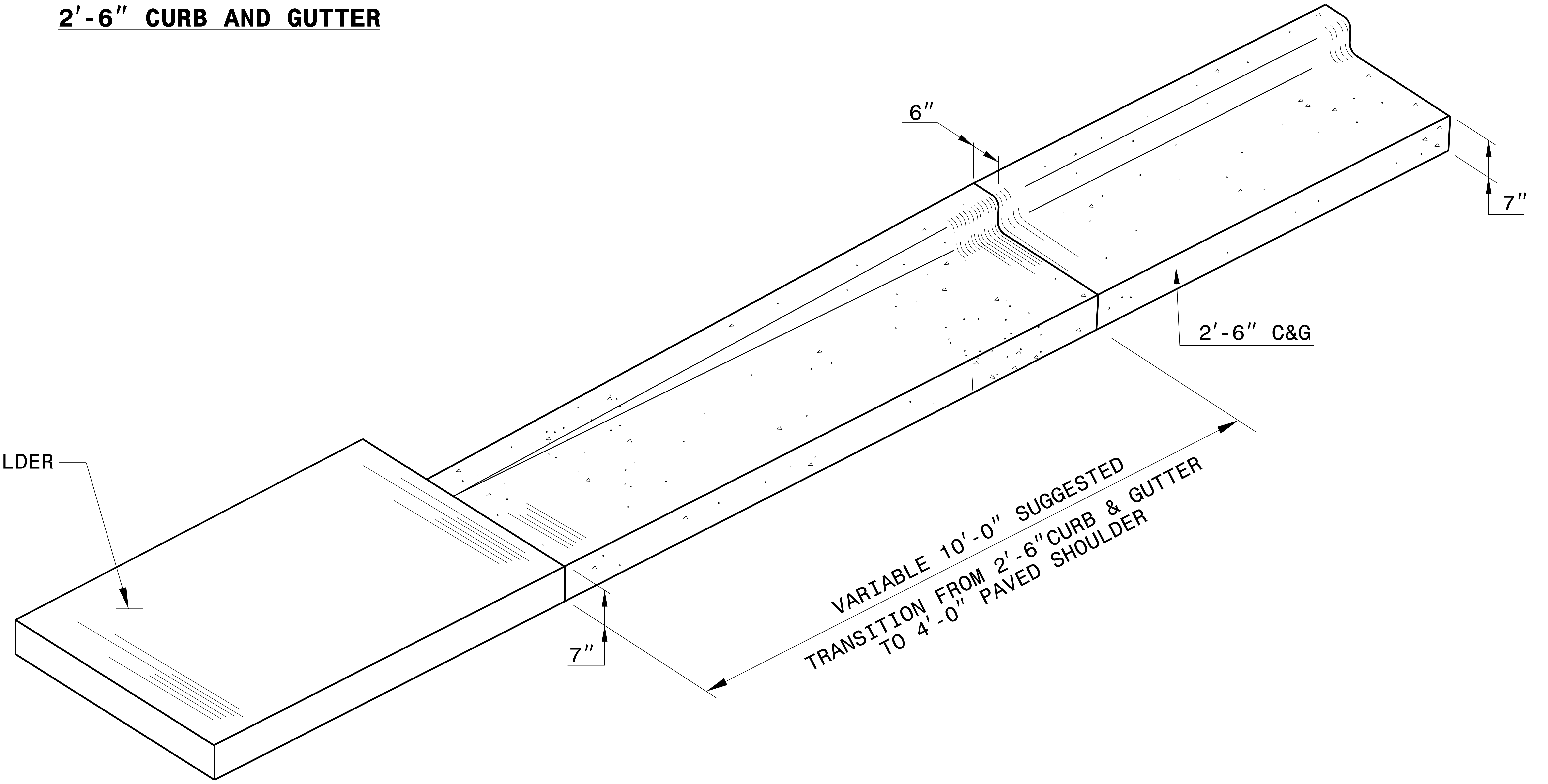
PROJECT REFERENCE NO.	SHEET NO.
U-5813	2C-12

5/14/99

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


½″ RAD.
6″
2′-0″
3″ RAD.
⅛″ RAD.
12″
6″
6″
7″
2′-6″

2′-6″ CURB AND GUTTER


6″
7″
2′-6″ C&G
4′-0″ PAVED SHOULDER
VARIABLE 10′-0″ SUGGESTED
TRANSITION FROM 2′-6″CURB & GUTTER
TO 4′-0″ PAVED SHOULDER
7″

ISOMETRIC VIEW OF TRANSITION

SEAL 33144
NICOLE M. HACKLER

DocuSigned by:
Nicole M. Hackler
5884323D34164C5...

5/21/2024

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

DETAIL OF 10′ TRANSITION
FROM 2′-6″CURB & GUTTER
TO 4′-0″ PAVED SHOULDER

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

10-MAR-2020 11:25
S:\Contracts\Contracts\Special Details\nbritt\english\misc\c&g transition sections.dgn
jhowerton AT CSD-320965