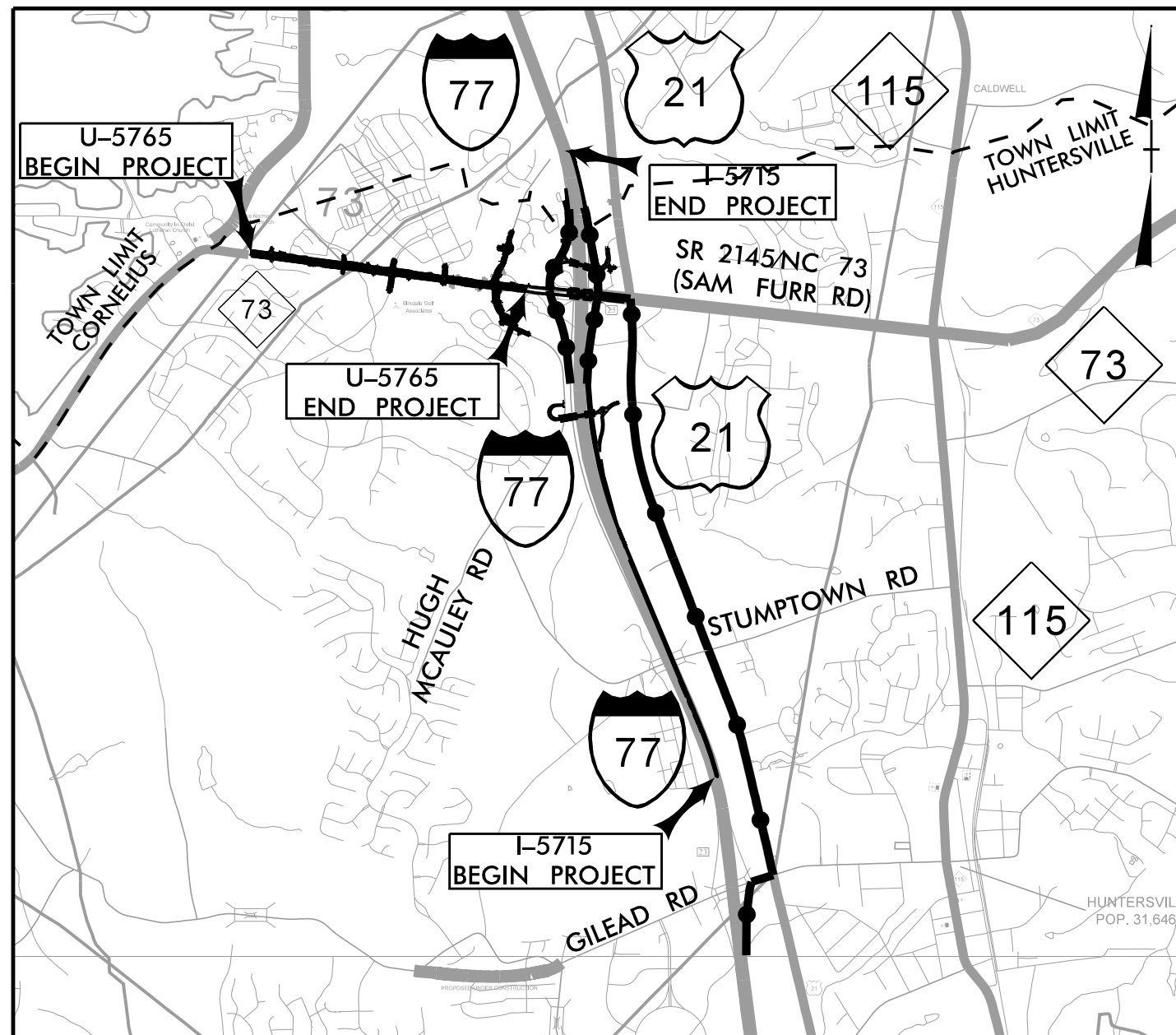


CONTRACT: C205223

TIP PROJECT: I-5715/U-5765/BL-0119

SEE SHEET 1A FOR INDEX OF SHEETS
SEE SHEET 1B FOR CONVENTIONAL PLAN SHEET SYMBOLS



VICINITY MAP N.T.S.

DETOUR ROUTE (I-5715)

(SEE TRANSPORTATION MANAGEMENT PLANS FOR ADDITIONAL DETOUR ROUTES)

BEGIN CONSTRUCTION
(FOR OVERHEAD SIGNING)
-L3NB- Sta. 803 + 55.00

BEGIN TIP PROJECT I-5715
-L3NB- Sta. 840 + 78.00

**I-5715
DESIGN DATA**

ADT 2025 = 121,400
ADT 2045 = 152,000
DHV = 8 %
D = 55 %
T = 14 % *
V = 70 MPH
* (TTST 10% + DUAL 4%)
FUNC. CLASS = INTERSTATE
"STATE WIDE TIER"

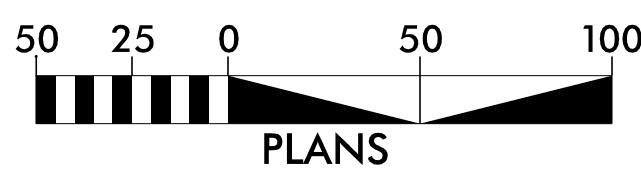
**U-5765
DESIGN DATA**

ADT 2026 = 63,350
ADT 2045 = 76,100
DHV = 8 %
D = 55 %
T = 4 % *
V = 50 MPH
* (TTST 1% + DUAL 3%)
FUNC. CLASS = REGIONAL
TIER

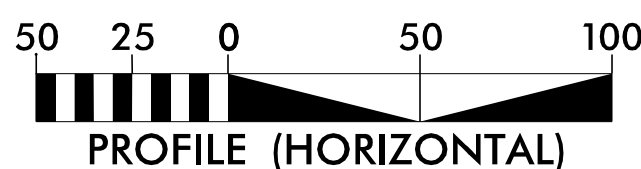
★ **TRAFFIC SIGNAL**

A PORTION OF THIS PROJECT IS LOCATED WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWNS OF HUNTERSVILLE AND CORNELIUS. THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS LIMITED TO POINTS AS SHOWN ON THE PLANS

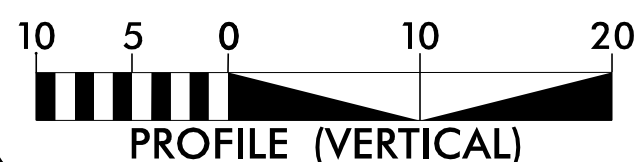
GRAPHIC SCALES



PLANS



PROFILE (HORIZONTAL)



PROFILE (VERTICAL)

PROJECT LENGTH

I-5715
LENGTH ROADWAY TIP PROJECT I-5715 = 2.559 MILES
TOTAL LENGTH OF TIP PROJECT I-5715 = 2.559 MILES
* NOTE: PROJECT LENGTH BASED ON L3NB

U-5765/BL-0119
LENGTH ROADWAY TIP PROJECT U-5765/BL-0119 = 1.067 MILES
LENGTH STRUCTURE TIP PROJECT U-5765/BL-0119 = 0.011 MILES
TOTAL LENGTH TIP PROJECT U-5765/BL-0119 = 1.078 MILES

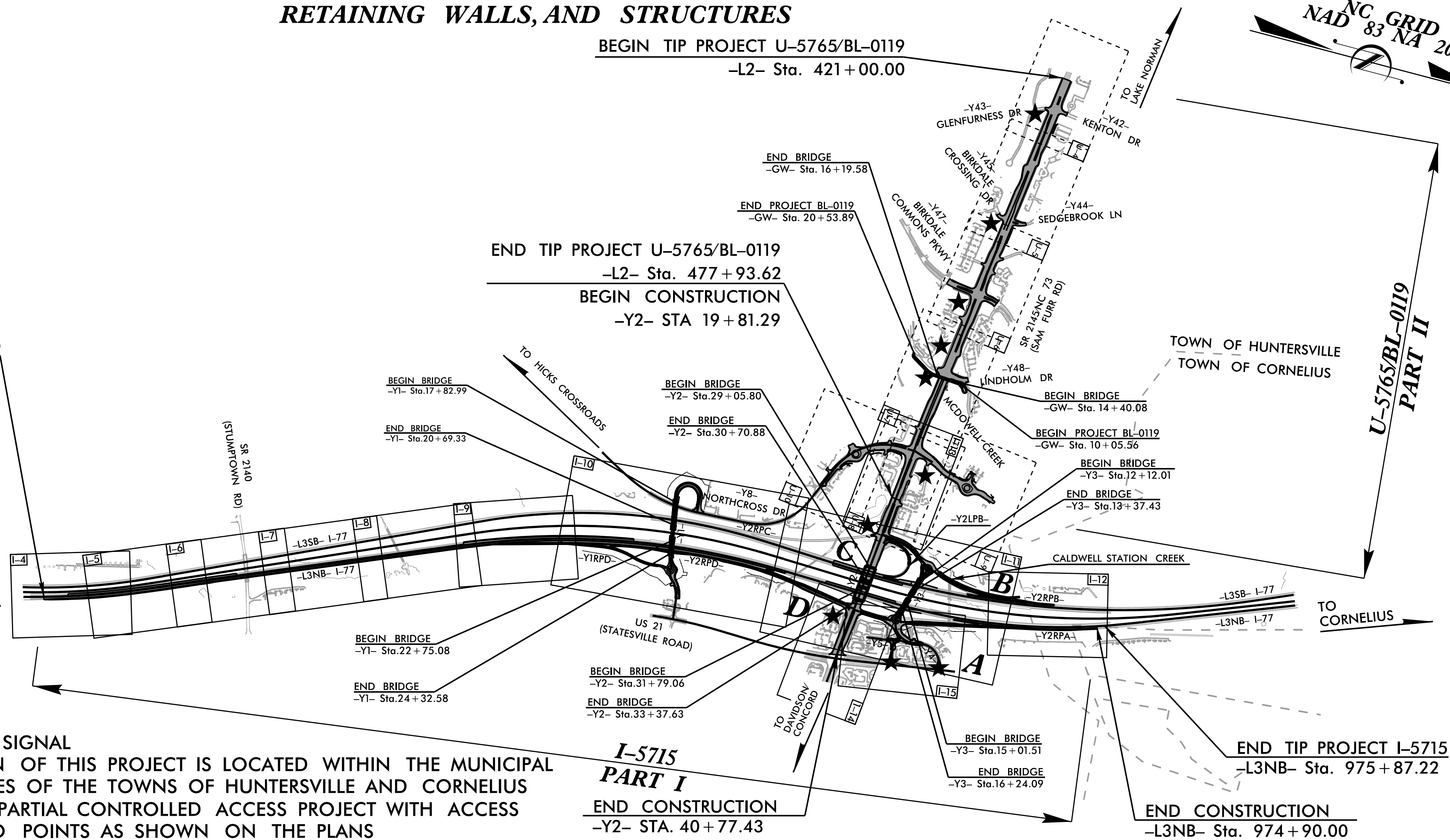
GRAND TOTAL LENGTH OF TIP PROJECTS = 3.637 MILES
I-5715/U-5765/BL-0119

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MECKLENBURG COUNTY

LOCATION: I-77 AND THE NC 73 INTERCHANGE UPGRADE EXISTING INTERCHANGE TO SPLIT DIAMOND CONFIGURATION

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



BEGIN TIP PROJECT U-5765/BL-0119
-L2- Sta. 421 + 00.00

END TIP PROJECT U-5765/BL-0119
-L2- Sta. 477 + 93.62
BEGIN CONSTRUCTION
-Y2- STA 19 + 81.29

**I-5715
PART I**
END CONSTRUCTION
-Y2- STA. 40 + 77.43

END TIP PROJECT I-5715
-L3NB- Sta. 975 + 87.22
END CONSTRUCTION
-L3NB- Sta. 974 + 90.00

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5715 / U-5765 / BL-0119	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50128.1.FS1	NHPP-077-1(220)29	PE (I-5715)	
50128.2.1	NHPP-077-1(220)29	ROW (I-5715)	
50128.2.2	NHPP-077-1(220)29	UTIL (I-5715)	
50128.3.1	NHPP-077-1(220)29	CON (I-5715)	
50178.1.1	N/A	PE (U-5765)	
50178.2.1	N/A	ROW (U-5765)	
50178.2.2	N/A	UTIL (U-5765)	
50178.3.1	N/A	CON (U-5765)	
51704.3.1	5170401	CON (BL-0119)	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

Prepared for the North Carolina Department of Transportation
In the Office of:

Kimley»Horn

NC LICENSE #F-0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE: (704) 333-5131

HR

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-01116

2024 STANDARD SPECIFICATIONS
RIGHT OF WAY DATE:
I-5715 8/30/2023

RIGHT OF WAY DATE:
U-5765/BL-0119 9/16/2022

LETTING DATE:
10/20/2026

TONY SPACEK, P.E.
PROJECT ENGINEER

SYDNEY ROSENBLUM, P.E.
PROJECT DESIGN ENGINEER

NCDOT CONTACT: RADHA ATTALURI
PROJECT MANAGER

PAUL ROBBINS, P.E.
PROJECT ENGINEER

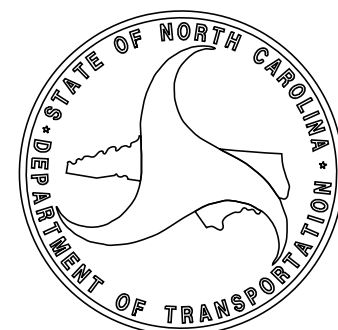
JORDAN BOND, P.E.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____
ROADWAY DESIGN ENGINEER

SIGNATURE: _____
P.E.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA



STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

EFF. 01-16-2024

PROJECT REFERENCE NO.
I-5715/U-5765/BL-0119

SHEET NO.
1A

I-5715
ROADWAY DESIGN
ENGINEER
09/09/2026

U-5765BL-0119
ROADWAY DESIGN
ENGINEER
09/09/2026

Kimley»Horn
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200 S. TRYON ST. • CHARLOTTE, NC 28202

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St., Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

INDEX OF SHEETS	
SHEET NUMBER	SHEET
I	TITLE SHEET (I-5715 / U-5765)
1A	INDEX OF SHEETS, GENERAL NOTES, LIST OF ROADWAY STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS SHEET

I-5715
MECKLENBURG COUNTY

INDEX OF SHEETS	
SHEET NUMBER	SHEET
I	TITLE SHEET
2A-I THRU 2A-20	PAVEMENT SCHEDULE, TYPICAL SECTIONS, AND MISCELLANEOUS DETAILS
2B-I THRU 2B-3	ROUNDABOUT DETAILS
2B-4	Y2RPA DETOUR DETAILS
2B-5	Y2RPB DETOUR DETAILS
2B-6	MONOLITHIC CONCRETE ISLAND WITH RECESSED PEDESTRIAN REFUGE DETAIL
2B-7	Y2 BRIDGE ALIGNMENT DETAILS
2C-I THRU 2C-16	SPECIAL DETAILS
2D-I THRU 2D-5	DRAINAGE DETAILS
2G-I THRU 2G-4	GEOTECHNICAL DETAILS
2N-1	NOISE WALL ENVELOPE DETAILS
3B-1	SUMMARY OF EARTHWORK
3B-2	SUMMARY OF GUARDRAIL
3B-3	SUMMARY OF SHOULDER BERM GUTTER, EXISTING PAVEMENT BREAKING, EXISTING ASPHALT PAVEMENT REMOVAL, AND DECORATIVE FENCE
3D-I THRU 3D-10	SUMMARY OF DRAINAGE QUANTITIES
3G-1	GEOTECHNICAL SUMMARY
3P-1	PARCEL INDEX SHEETS
4 THRU 15	PLAN SHEETS
16 THRU 41	PROFILE SHEETS
RW-01	SURVEY CONTROL TITLE SHEET
RW-10 THRU RW-15	SURVEY CONTROL, EXISTING CENTERLINES, RIGHT OF WAY, EASEMENT AND PROPERTY TIES
PMP-I THRU PMP-13	PAVEMENT MARKING PLANS
E-I THRU E-4	ELECTRICAL PLANS
EC-I THRU EC-28	EROSION CONTROL PLANS
RF-1	REFORESTATION PLANS
SIGN-I THRU SIGN-33	SIGNING PLANS
SIG-I THRU SIG-14,3	SIGNAL PLANS
SIG, MIA THRU SIG, M9	STANDARD METAL POLE SHEETS
SCP-I THRU SCP-5	SIGNAL COMMUNICATION PLANS
ITS-I THRU ITS-13	ITS PLANS
UC-I THRU UC-21	UTILITIES CONSTRUCTION PLANS
UO-I THRU UO-6	UTILITIES BY OTHERS PLANS
X-0	CROSS-SECTION INDEX
X-1A THRU X-1F	CROSS-SECTION SUMMARY SHEETS
X-1 THRU X-233	CROSS-SECTIONS
SI-I THRU S6-35	STRUCTURE PLANS
CIA-I THRU C2-5	CULVERT PLANS
SBW-I THRU S7-14	NOISE WALL PLANS
W-I THRU W-42	WALL PLANS

U-5765/BL-0119
MECKLENBURG COUNTY

INDEX OF SHEETS	
SHEET NUMBER	SHEET
I	TITLE SHEET
1B-1	CONVENTIONAL SYMBOLS
2A-I THRU 2A-11	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-I THRU 2B-11	ROADWAY DETAILS
2C-I THRU 2C-15	SPECIAL DETAIL
2G-I THRU 2G-4	GEOTECHNICAL DETAILS
3B-I THRU 3B-3	ROADWAY SUMMARIES
3D-I THRU 3D-9	DRAINAGE SUMMARIES
3G-1	GEOTECHNICAL SUMMARIES
3P-1	PARCEL INDEX SHEET
4 THRU 20	PLAN AND PROFILE SHEETS
RW-I THRU RW-10	SURVEY CONTROL, EXISTING CENTERLINES, RIGHT OF WAY, EASEMENT AND PROPERTY TIES
TMP-I THRU TMP-5,31	TRAFFIC MANAGEMENT PLANS
PMP-I THRU PMP-8A	PAVEMENT MARKING PLANS
E-I THRU E-6	ELECTRICAL PLANS
EC-I THRU EC-17	EROSION CONTROL PLANS
RF-1	REFORESTATION PLANS
SIGN-I THRU SIGN-12	SIGNING PLANS
SIG-I THRU SIG-35,3	SIGNAL PLANS
SCP-I THRU SCP-14	SIGNAL COMMUNICATION PLANS
UC-I THRU UC-18	UTILITIES CONSTRUCTION PLANS
UO-I THRU UO-8	UTILITIES BY OTHERS PLANS
X-1	CROSS-SECTION INDEX
X-1A THRU X-1B	CROSS-SECTION SUMMARIES
X-2 THRU X-85	CROSS-SECTIONS
S-I THRU S-60	STRUCTURE PLANS
C-I THRU C-35	CULVERT PLANS
W-I THRU W-8	WALL PLANS

GENERAL NOTES

2024 SPECIFICATIONS

EFFECTIVE: 01-16-24

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 THE I-5715 PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III. CLEARING ON THE U-5765/BL-0119 PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 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. NO. 560.01 AND STD. NO. 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 RADIUS 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 RADIUS 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 (PIEDMONT (DUKE), AT&T, CHARTER, ENERGY UNITED, MCNC, SEGRA, VERIZON, GOOGLE, LUMEN (CENTURYLINK), CROWN CASTLE, TDM, SPECTRUM, WILLIAM GAS, AND CITY OF CHARLOTTE WATER/SEWER

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 OTHERS.

CURB RAMPS

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

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

200.02 METHOD OF CLEARING - METHOD II
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
225.03 DECELERATION AND ACCELERATION LANES
225.04 METHOD OF OBTAINING SUPERELEVATION - TWO LANE PAVEMENT
225.06 METHOD OF GRADING SIGHT DISTANCE AT INTERSECTIONS
225.09 GUIDE FOR SHOULDER AND DITCH TRANSITION AT GRADE SEPERATIONS
275.01 ROCK PLATING

DIVISION 3 - PIPE CULVERTS

300.01 METHOD OF PIPE INSTALLATION (USE DETAILS IN LIEU OF STANDARDS FOR SHEETS 1 AND 2 OF 2.)
310.10 DRIVEWAY PIPE CONSTRUCTION

DIVISION 4 - MAJOR STRUCTURES

423.01 BRIDGE APPROACH FILLS - TYPE 1 APPROACH FILL FOR BRIDGE ABUTMENT
423.02 BRIDGE APPROACH FILLS - TYPE 1A ALTERNATE APPROACH FILL FOR INTEGRAL BRIDGE ABUTMENT
423.03 BRIDGE APPROACH FILLS - TYPE 2 APPROACH FILL FOR BRIDGE ABUTMENT WITH MSE WALL
423.04 BRIDGE APPROACH FILLS - TYPE 2A ALTERNATE APPROACH FILL FOR INTEGRAL 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

610.04 GUIDE FOR PAVING SHOULDERS UNDER BRIDGES - METHOD IV
654.01 PAVEMENT REPAIRS
665.01 ASPHALT SHOULDERS - MILLED RUMBLE STRIPS
665.02 LIMITS FOR ASPHALT SHOULDERS - MILLED RUMBLE STRIPS

DIVISION 7 - CONCRETE PAVEMENTS AND SHOULDERS

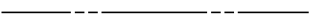
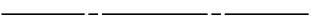
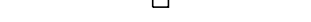
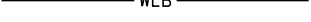
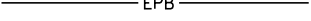
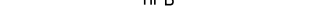
700.01 CONCRETE PAVEMENT JOINTS - CONSTRUCTION AND CONTRACTION JOINTS
700.05 TYING PROPOSED PAVEMENT TO EXISTING PAVEMENT

DIVISION 8 - INCIDENTALS

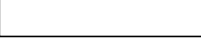
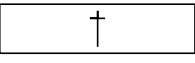
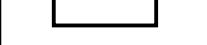
815.02 SUBSURFACE DRAIN
838.01 CONCRETE ENDWALL FOR SINGLE AND DOUBLE PIPE CULVERTS - 15" THRU 48" PIPE 90° SKEW
838.11 BRICK ENDWALL FOR SINGLE AND DOUBLE PIPE CULVERTS - 15" THRU 48" PIPE 90° SKEW
840.00 CONCRETE BASE PAD FOR DRAINAGE STRUCTURES
840.01 BRICK CATCH BASIN - 12" THRU 54" PIPE
840.02 CONCRETE CATCH BASIN - 12" THRU 54" PIPE
840.03 FRAME, GRATES AND HOOD - FOR USE ON STANDARD CATCH BASIN
840.04 CONCRETE OPEN THROAT CATCH BASIN - 12" THRU 48" PIPE
840.05 BRICK OPEN THROAT CATCH BASIN - 12" THRU 48" PIPE
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
840.18 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
840.27 BRICK GRATED DROP INLET TYPE 'B' - 12" THRU 36" PIPE
840.28 BRICK GRATED DROP INLET TYPE 'D' - 12" 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
840.35 TRAFFIC BEARING GRATED DROP INLET - FOR CAST IRON 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 (USE DETAIL IN LIEU OF STANDARD)
848.02 DRIVEWAY TURNOUT - RADIUS TYPE
848.04 STREET TURNOUT
848.06 CURB RAMP (USE DETAILS IN LIEU OF STANDARDS FOR SHEETS 9 AND 10 OF 13)
848.07 CONCRETE SIDEPATH/SHARED USE PATH/GREENWAY CONSTRUCTION
850.01 CONCRETE PAVED DITCHES
852.01 CONCRETE ISLANDS
852.02 CONCRETE MOUNTABLE MEDIAN
852.04 METHOD FOR PLACEMENT OF DROP INLETS IN GRASSED MEDIAN - USING 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
854.05 CONCRETE MEDIAN TRANSITION BARRIER - LOCATION OF OVERHEAD ASSEMBLY
857.01 PRECAST REINFORCED CONCRETE BARRIER - 4' SINGLE FACED
862.01 GUARDRAIL PLACEMENT (USE DETAIL IN LIEU OF STANDARDS FOR SHEETS 4, 6, AND 12 OF 15)
862.02 GUARDRAIL INSTALLATION
862.03 STRUCTURE ANCHOR UNITS
862.04 ANCHORING END OF GUARDRAIL - FOR B-77 AND B-83 ANCHOR UNITS
866.01 CHAIN LINK FENCE - 4', 5' AND 6' HIGH FENCE
876.01 RIP RAP IN CHANNELS AND DITCHES
876.02 GUIDE FOR RIP RAP AT PIPE OUTLETS
876.04 DRAINAGE DITCHES WITH CLASS 'B' RIP RAP

Note: Not to Scale

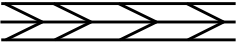
BOUNDARIES AND PROPERTY:

State Line	
County Line	
Township Line	
City Line	
Reservation Line	
Property Line	
Existing Iron Pin (EIP)	
Computed Property Corner	
Existing Concrete Monument (ECM)	
Parcel/Sequence Number	
Existing Fence Line	
Proposed Woven Wire Fence	
Proposed Chain Link Fence	
Proposed Barbed Wire Fence	
Existing Wetland Boundary	
Proposed Wetland Boundary	
Existing Endangered Animal Boundary	
Existing Endangered Plant Boundary	
Existing Historic Property Boundary	
Known Contamination Area: Soil	
Potential Contamination Area: Soil	
Known Contamination Area: Water	
Potential Contamination Area: Water	
Contaminated Site: Known or Potential	

BUILDINGS AND OTHER CULTURE:

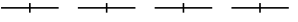
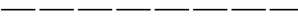
Gas Pump Vent or U/G Tank Cap	
Sign	
Well	
Small Mine	
Foundation	
Area Outline	
Cemetery	
Building	
School	
Church	
Dam	

HYDROLOGY:

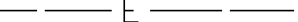
Stream or Body of Water	
Hydro, Pool or Reservoir	
Jurisdictional Stream	
Buffer Zone 1	
Buffer Zone 2	
Flow Arrow	
Disappearing Stream	
Spring	
Wetland	
Proposed Lateral, Tail, Head Ditch	
False Sump	

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS
CONVENTIONAL PLAN SHEET SYMBOLS

RAILROADS:

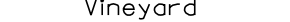
Standard Gauge	
RR Signal Milepost	
Switch	
RR Abandoned	
RR Dismantled	

RIGHT OF WAY & PROJECT CONTROL:

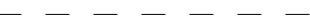
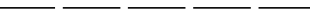
Primary Horiz Control Point	
Primary Horiz and Vert Control Point	
Secondary Horiz and Vert Control Point	
Vertical Benchmark	
Existing Right of Way Monument	
Proposed Right of Way Monument (Rebar and Cap)	
Proposed Right of Way Monument (Concrete)	
Existing Permanent Easement Monument	
Proposed Permanent 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	
Existing Control of Access Line	
Proposed Control of Access Line	
Proposed ROW and CA Line	
Existing Easement Line	
Proposed Temporary Construction Easement	
Proposed Temporary Drainage Easement	
Proposed Permanent Drainage Easement	
Proposed Permanent Drainage/Utility Easement	
Proposed Permanent Utility Easement	
Proposed Temporary Utility Easement	
Proposed Aerial Utility Easement	

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	
Existing Curb	
Proposed Slope Stakes Cut	
Proposed Slope Stakes Fill	
Proposed Curb Ramp	
Existing Metal Guardrail	
Proposed Guardrail	
Existing Cable Guiderail	
Proposed Cable Guiderail	
Equality Symbol	
Pavement Removal	
VEGETATION:	
Single Tree	
Single Shrub	
Hedge	

Woods Line	
Orchard	
Vineyard	

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	
Bridge Wing Wall, Head Wall and End Wall	
MINOR:	
Head and End Wall	
Pipe Culvert	
Footbridge	
Drainage Box: Catch Basin, DI or JB	
Paved Ditch Gutter	
Storm Sewer Manhole	
Storm Sewer	

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	
H-Frame Pole	
U/G Power Line Test Hole (SUE – LOS A)*	
U/G Power Line (SUE – LOS B)*	
U/G Power Line (SUE – LOS C)*	
U/G Power Line (SUE – LOS D)*	

TELEPHONE:

Existing Telephone Pole	
Proposed Telephone Pole	
Telephone Manhole	
Telephone Pedestal	
Telephone Cell Tower	
U/G Telephone Cable Hand Hole	
U/G Telephone Test Hole (SUE – LOS A)*	
U/G Telephone Cable (SUE – LOS B)*	
U/G Telephone Cable (SUE – LOS C)*	
U/G Telephone Cable (SUE – LOS D)*	
U/G Telephone Conduit (SUE – LOS B)*	
U/G Telephone Conduit (SUE – LOS C)*	
U/G Telephone Conduit (SUE – LOS D)*	
U/G Fiber Optics Cable (SUE – LOS B)*	
U/G Fiber Optics Cable (SUE – LOS C)*	
U/G Fiber Optics Cable (SUE – LOS D)*	

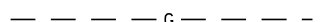
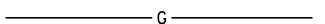
WATER:

Water Manhole	
Water Meter	
Water Valve	
Water Hydrant	
U/G Water Line Test Hole (SUE – LOS A)*	
U/G Water Line (SUE – LOS B)*	
U/G Water Line (SUE – LOS C)*	
U/G Water Line (SUE – LOS D)*	
Above Ground Water Line	

TV:

TV Pedestal	
TV Tower	
U/G TV Cable Hand Hole	
U/G TV Test Hole (SUE – LOS A)*	
U/G TV Cable (SUE – LOS B)*	
U/G TV Cable (SUE – LOS C)*	
U/G TV Cable (SUE – LOS D)*	
U/G Fiber Optic Cable (SUE – LOS B)*	
U/G Fiber Optic Cable (SUE – LOS C)*	
U/G Fiber Optic Cable (SUE – LOS D)*	

GAS:

Gas Valve	
Gas Meter	
U/G Gas Line Test Hole (SUE – LOS A)*	
U/G Gas Line (SUE – LOS B)*	
U/G Gas Line (SUE – LOS C)*	
U/G Gas Line (SUE – LOS D)*	
Above Ground Gas Line	

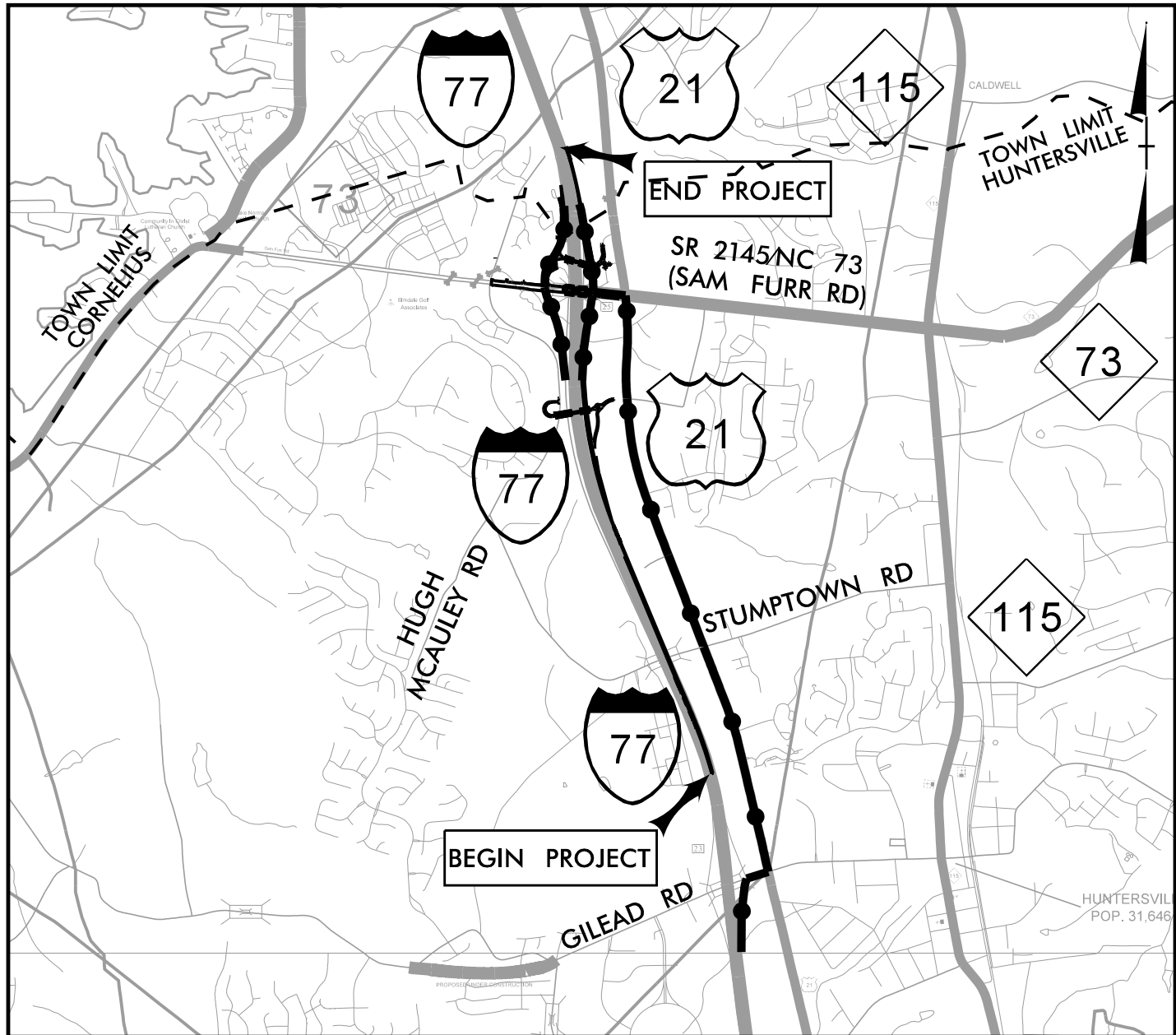
SANITARY SEWER:

Sanitary Sewer Manhole	
Sanitary Sewer Cleanout	
U/G Sanitary Sewer Line	
Above Ground Sanitary Sewer	
SS Force Main Line Test Hole (SUE – LOS A)*	
SS Force Main Line (SUE – LOS B)*	
SS Force Main Line (SUE – LOS C)*	
SS Force Main Line (SUE – LOS D)*	

MISCELLANEOUS:

Utility Pole	
Utility Pole with Base	
Utility Located Object	
Utility Traffic Signal Box	
Utility Unknown U/G Line (SUE – LOS B)*	
U/G Tank; Water, Gas, Oil	
Underground Storage Tank, Approx. Loc.	
A/G Tank; Water, Gas, Oil	
Geoenvironmental Boring	
Abandoned According to Utility Records	
End of Information	

SEE SHEET 1A FOR INDEX OF SHEETS
SEE SHEET 1B FOR CONVENTIONAL PLAN SHEET SYMBOLS



VICINITY MAP N.T.S.

DETOUR ROUTE

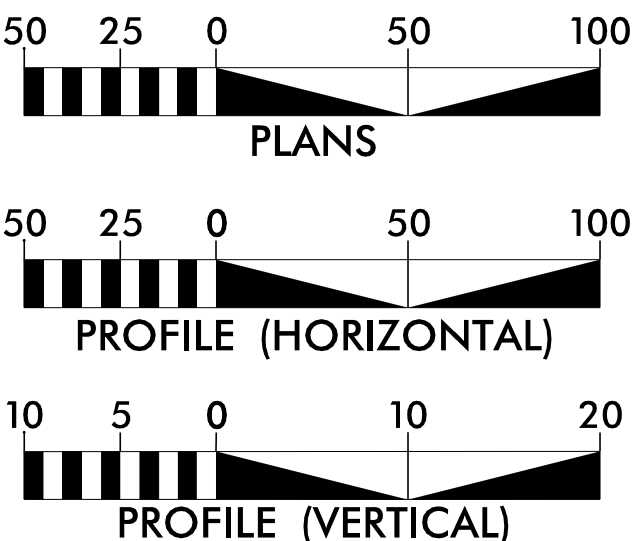
(SEE TRANSPORTATION MANAGEMENT PLANS FOR ADDITIONAL DETOUR ROUTES)

BEGIN TIP PROJECT I-5715
-L3NB- Sta. 840+78.00

BEGIN CONSTRUCTION
(FOR OVERHEAD SIGNING)
-L3NB- Sta. 803+55.00

★ TRAFFIC SIGNAL
A PORTION OF THIS PROJECT IS LOCATED WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWNS OF HUNTERSVILLE AND CORNELIUS
THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS LIMITED TO POINTS AS SHOWN ON THE PLANS

GRAPHIC SCALES



DESIGN DATA

ADT 2025 = 121,400
ADT 2045 = 152,000
DHV = 8 %
D = 55 %
T = 14 % *
V = 70 MPH
* (TTST 10% + DUAL 4%)
FUNC. CLASS = INTERSTATE
"STATE WIDE TIER"

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-5715 = 2.559 MILES

TOTAL LENGTH OF TIP PROJECT I-5715 = 2.559 MILES

* NOTE: PROJECT LENGTH BASED L3NB

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

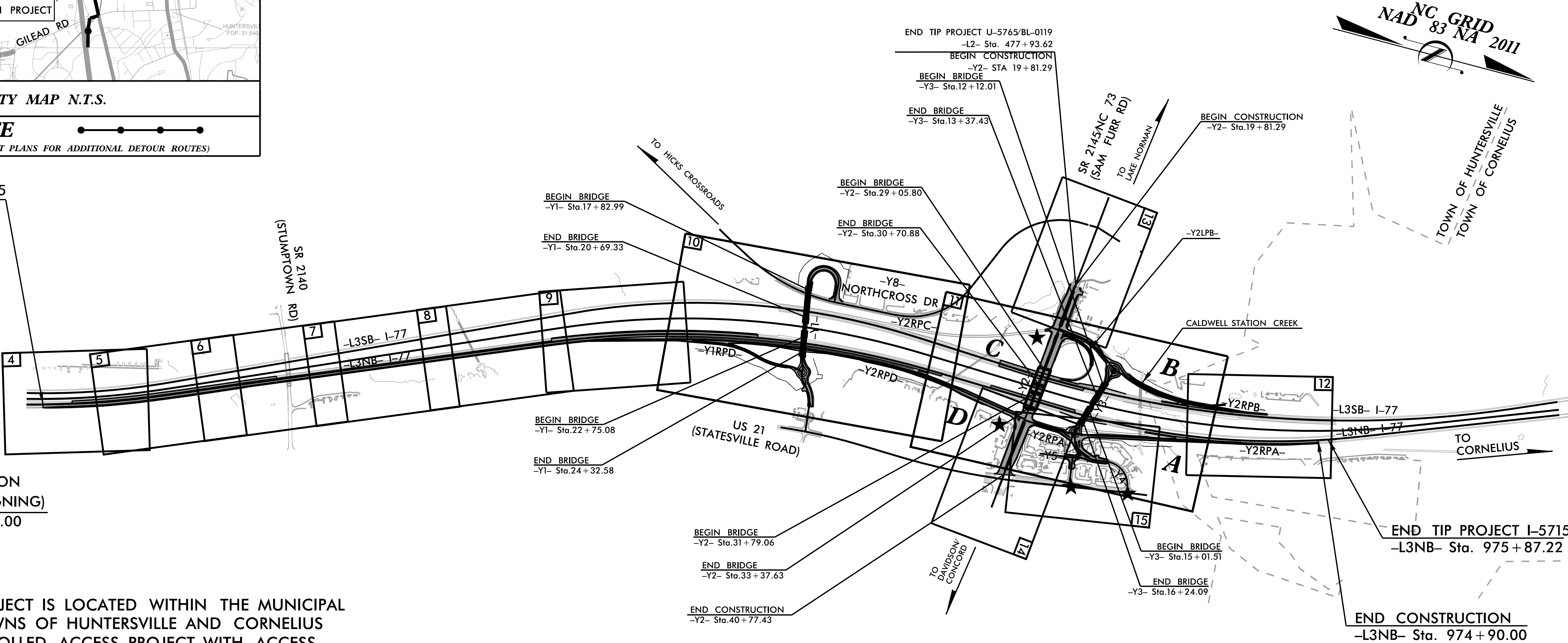
MECKLENBURG COUNTY

LOCATION: I-77 AND THE NC 73 INTERCHANGE UPGRADE EXISTING INTERCHANGE TO
SPLIT DIAMOND CONFIGURATION

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5715	1	
STATE PROJ.NO.	F.A.PROJ.NO.	DESCRIPTION	
50128.1.FS1	NHPP-077-1(220)29	PE (I-5715)	
50128.2.1	NHPP-077-1(220)29	ROW (I-5715)	
50128.2.2	NHPP-077-1(220)29	UTIL (I-5715)	
50128.3.1	NHPP-077-1(220)29	CON (I-5715)	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



Kimley»Horn

NC LICENSE #0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE: (704) 333-5131

PLANS PREPARED FOR
THE NCDOT BY:

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
AUGUST 30, 2023

LETTING DATE:
OCTOBER 20, 2026

TONY SPACEK, P.E.
PROJECT ENGINEER

SYDNEY ROSENBLUM, P.E.
PROJECT DESIGN ENGINEER

RADHA ATTALURI
NCDOT PROJECT MANAGER

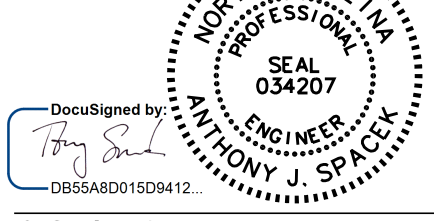
HYDRAULICS ENGINEER

9/4/2026



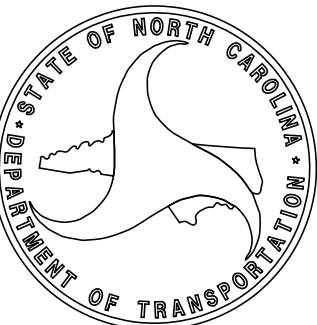
SIGNATURE:
ROADWAY DESIGN ENGINEER

9/4/2026



SIGNATURE:

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA



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FINAL PAVEMENT SCHEDULE					
A1	PROPOSED 12" CONCRETE TRUCK APRON	E3	PROPOSED APPROX. 15" ASPHALT CONCRETE BASE COURSE TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. IN EACH OF THREE LAYERS.	R10	PROPOSED 2'-6" CONCRETE SPILL CURB & GUTTER
C1	PROPOSED APPROX 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	E4	PROPOSED 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" OR GREATER THAN 5.5" IN DEPTH.	S1	PROPOSED 4" CONCRETE SIDEWALK
C2	PROPOSED APPROX 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	K	CLASS IV SUBGRADE STABILIZATION	S2	PROPOSED 4" CONCRETE MULTI-USE PATH
C3	PROPOSED APPROX 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	N	GEOTEXTILE FOR SUBGRADE STABILIZATION	T	EARTH MATERIAL
C4	PROPOSED APPROX 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	R1	PROPOSED 2'-6" CONCRETE CURB & GUTTER	U	EXISTING PAVEMENT
C5	PROPOSED 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" OR GREATER THAN 2" IN DEPTH.	R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER	VI	MILLING ASPHALT PAVEMENT, 1.5" DEPTH
C6	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 1.5" OR GREATER THAN 2" IN DEPTH.	R3	PROPOSED 8" X 18" CONCRETE CURB	V2	MILLING ASPHALT PAVEMENT, 1.5" TO 3" DEPTH
D1	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (SURFACE MOUNTED)	V3	INCIDENTAL MILLING
D2	PROPOSED 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" OR GREATER THAN 4" IN DEPTH.	R5	PROPOSED SHOULDER BERM GUTTER	W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL)
E1	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	R7	PROPOSED SINGLE FACED CONCRETE BARRIER	Y	MILLED RUMBLE STRIPS
E2	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.	R8	PROPOSED CONCRETE MEDIAN BARRIER, TYPE T2		
		R9	PROPOSED 1'-6" CURB AND GUTTER, (CLASS AA CONCRETE)		

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RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

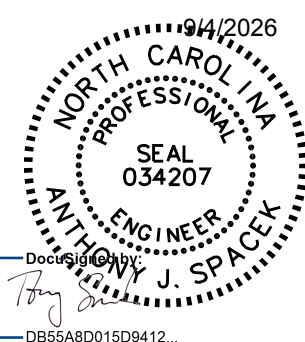
I-57/5

SHEET NO.

2A-1

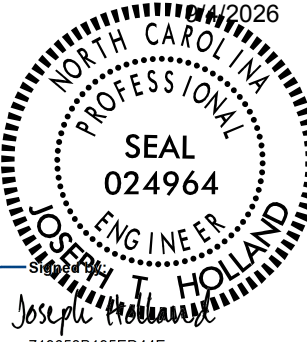
ROADWAY DESIGN

ENGINEER



PAVEMENT DESIGN

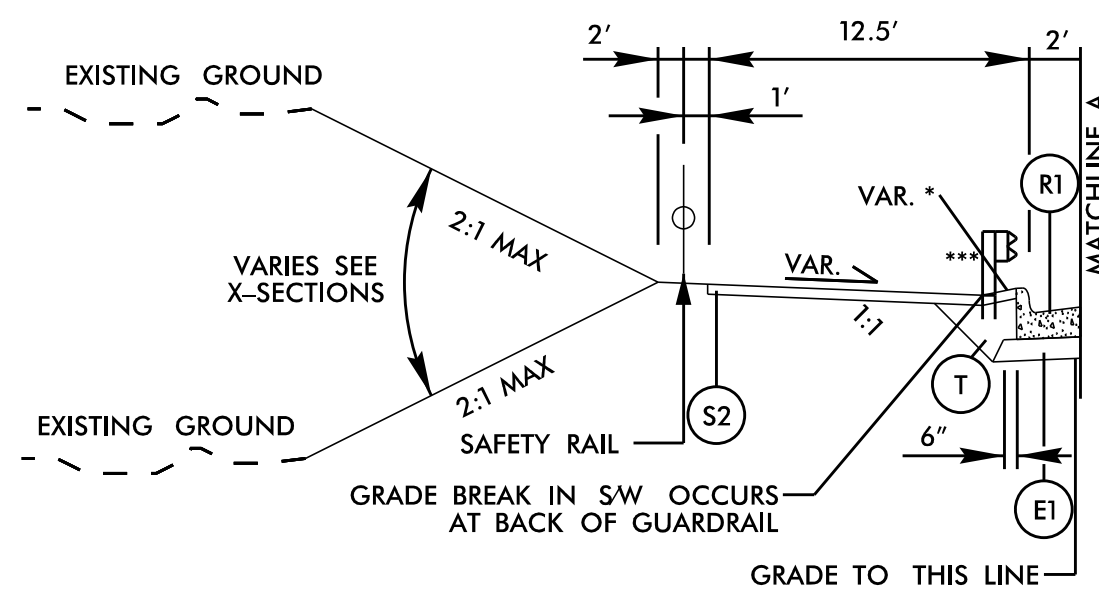
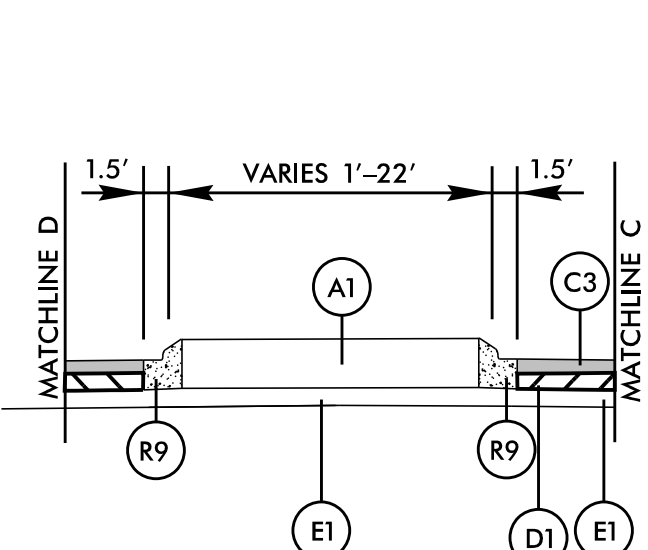
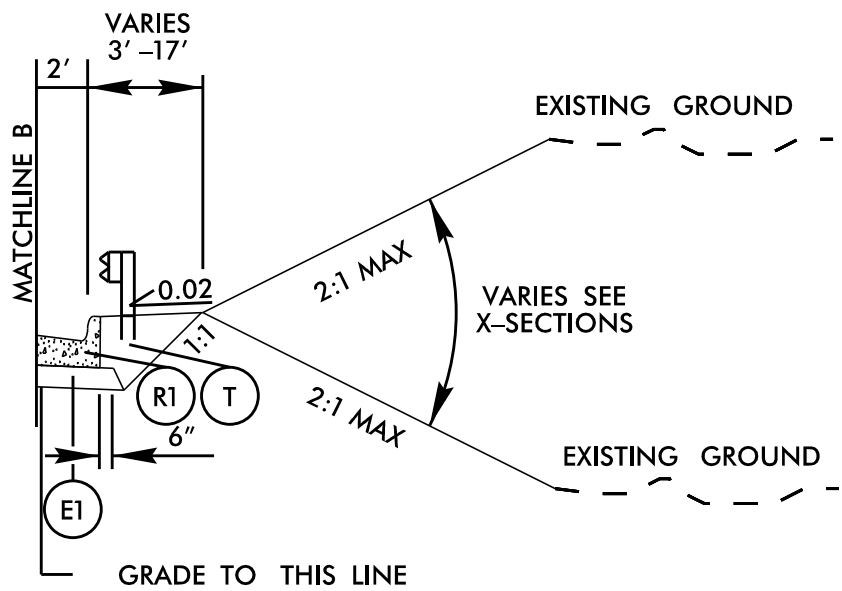
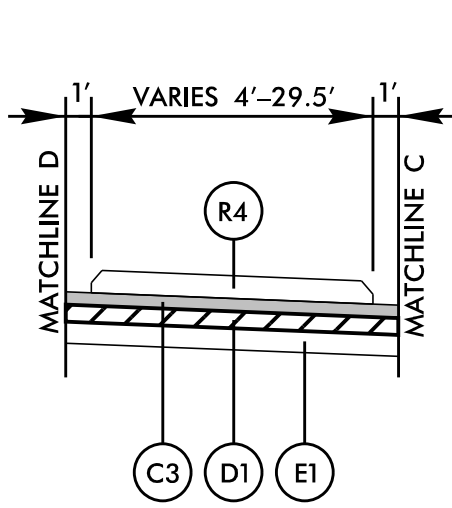
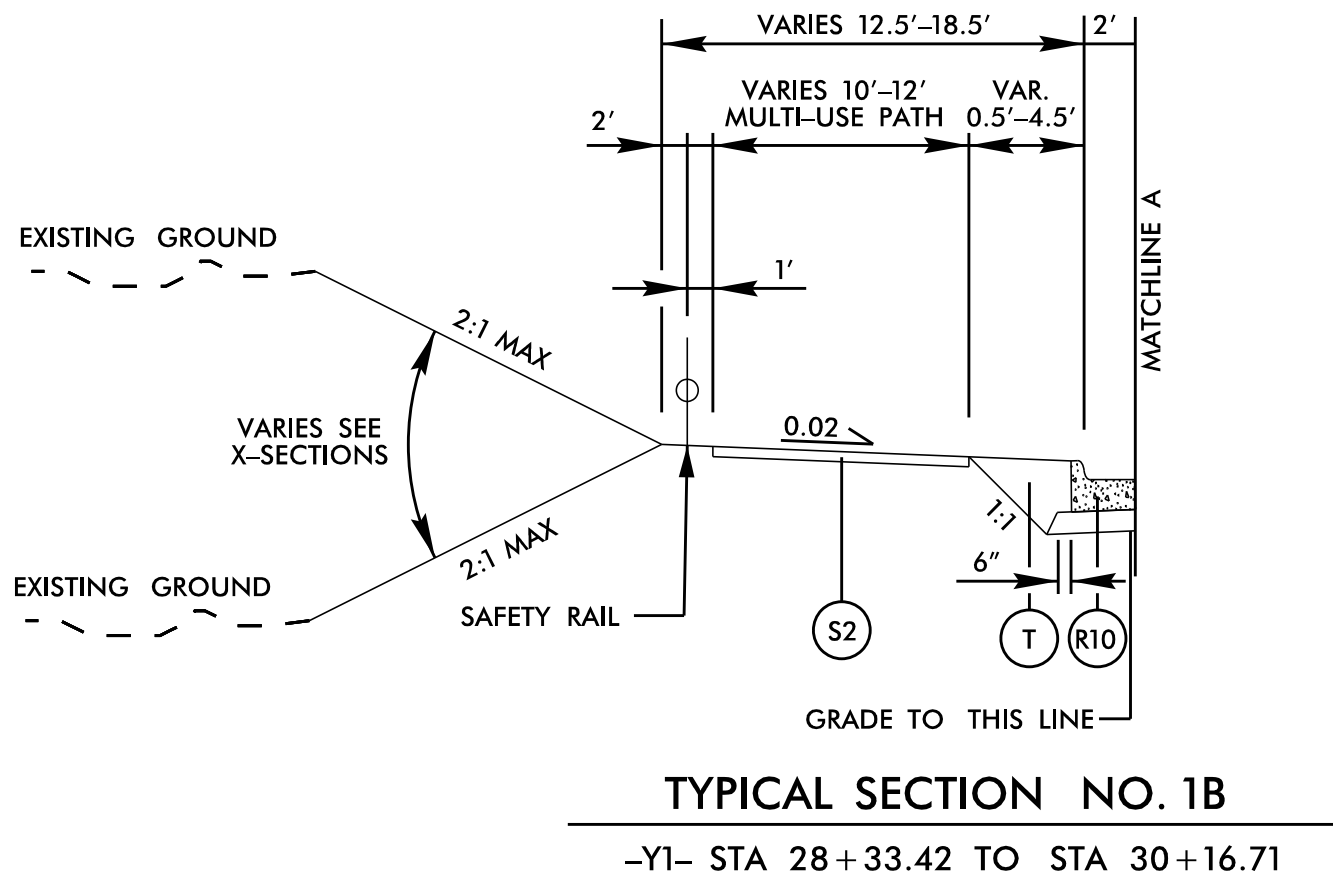
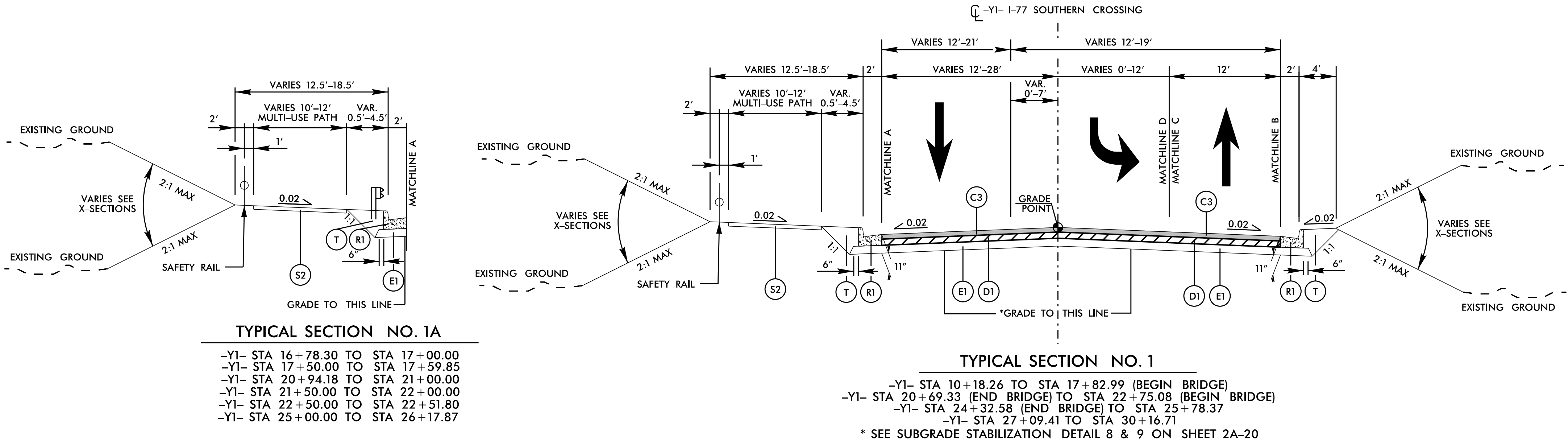
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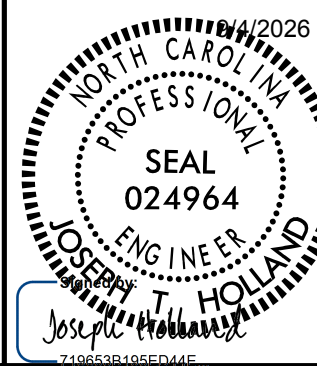
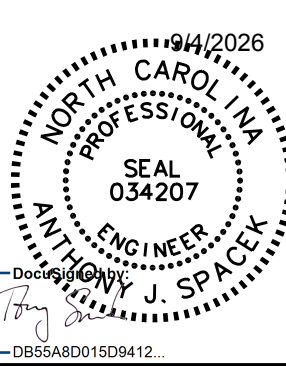


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UNLESS ALL SIGNATURES COMPLETED

NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS $\leq 5'$, USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS $5' < 10'$, USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS $> 10'$, USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.
7. TRUCK APRON SHALL BE JOINTED CONCRETE WITH WIRE MESH (6X6 W8.5XW8.5 OR HEAVIER).

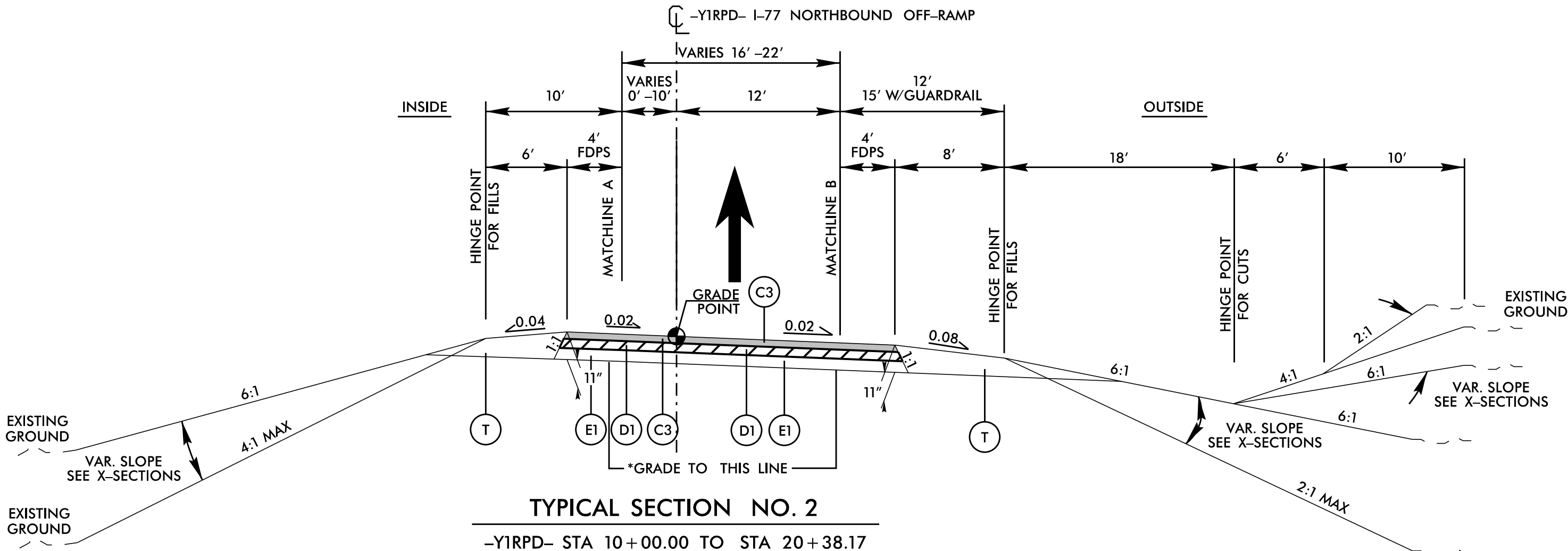




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NOTES:

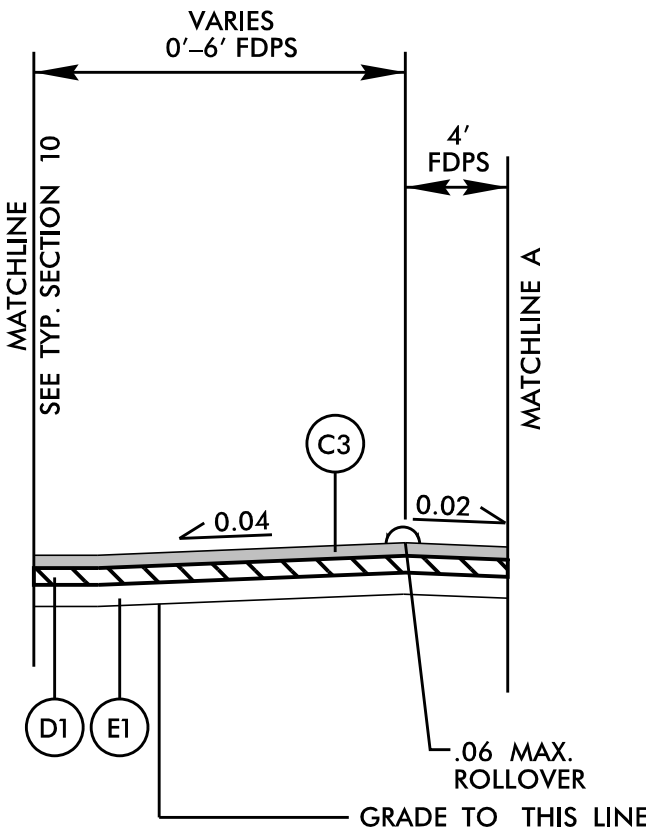
1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



TYPICAL SECTION NO. 2

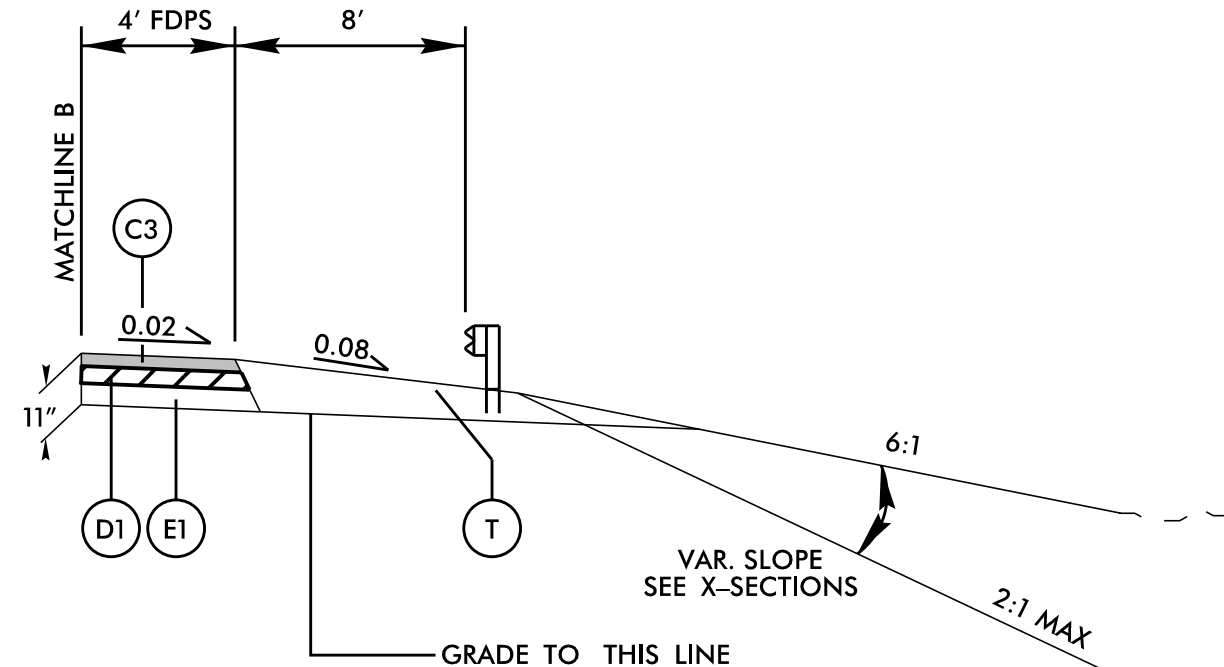
-YIRPD- STA 10+00.00 TO STA 20+38.17

* SEE SUBGRADE STABILIZATION DETAIL ON SHEET 2A-20



TYPICAL SECTION NO. 2A

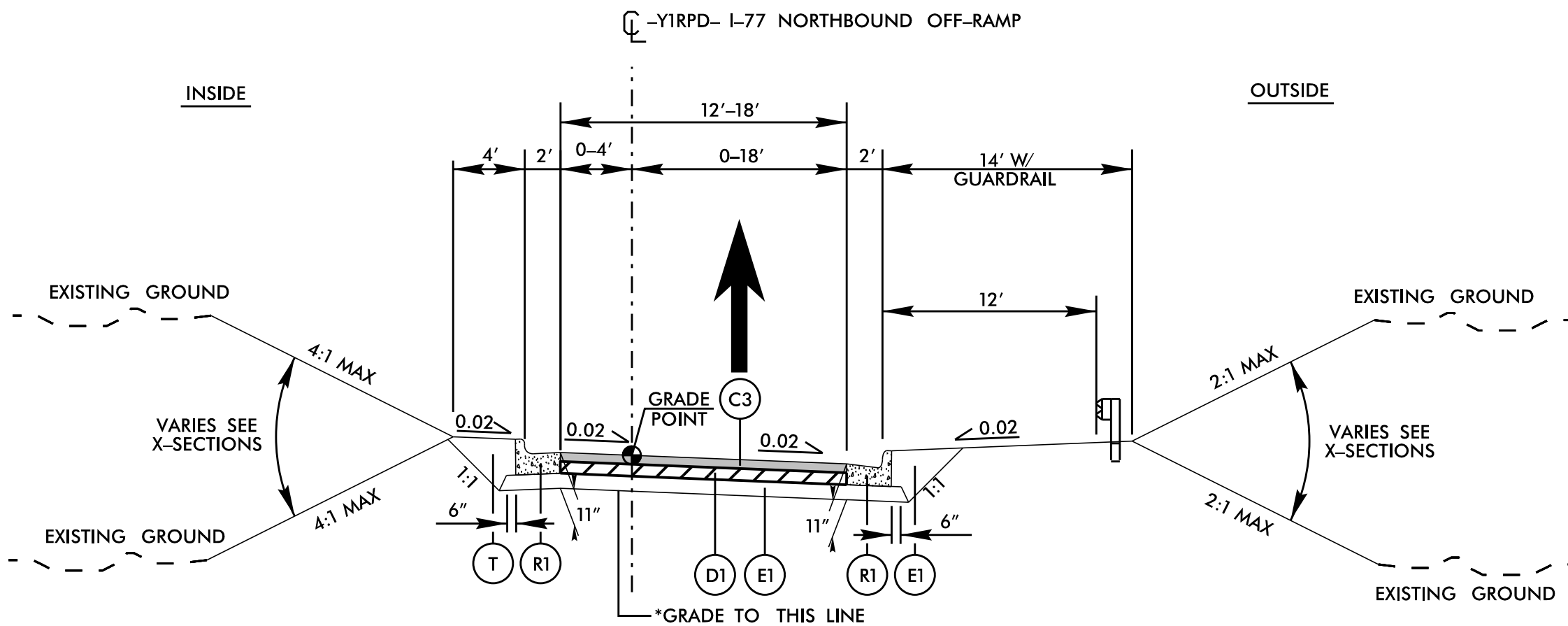
-YIRPD- STA 10+00.00 TO STA 13+78.19



TYPICAL SECTION NO. 2B

-YIRPD- STA 17+26.71 TO STA 20+38.17

-YIRPD- STA 10+00.00 TO STA 14+00.00



TYPICAL SECTION NO. 3

-YIRPD- STA 20+38.17 TO STA 21+44.82

* SEE SUBGRADE STABILIZATION DETAIL ON SHEET 2A-20

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

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RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

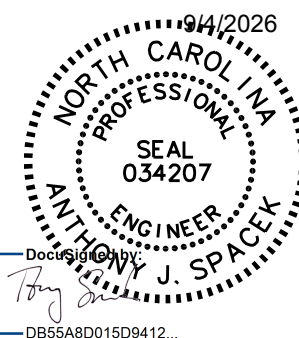
1-5715

SHEET NO.

2A-3

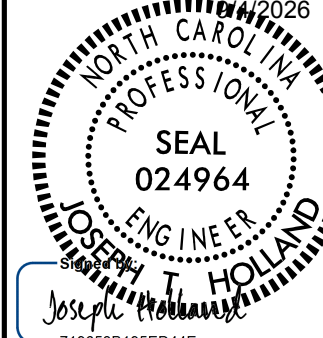
ROADWAY DESIGN

ENGINEER



PAVEMENT DESIGN

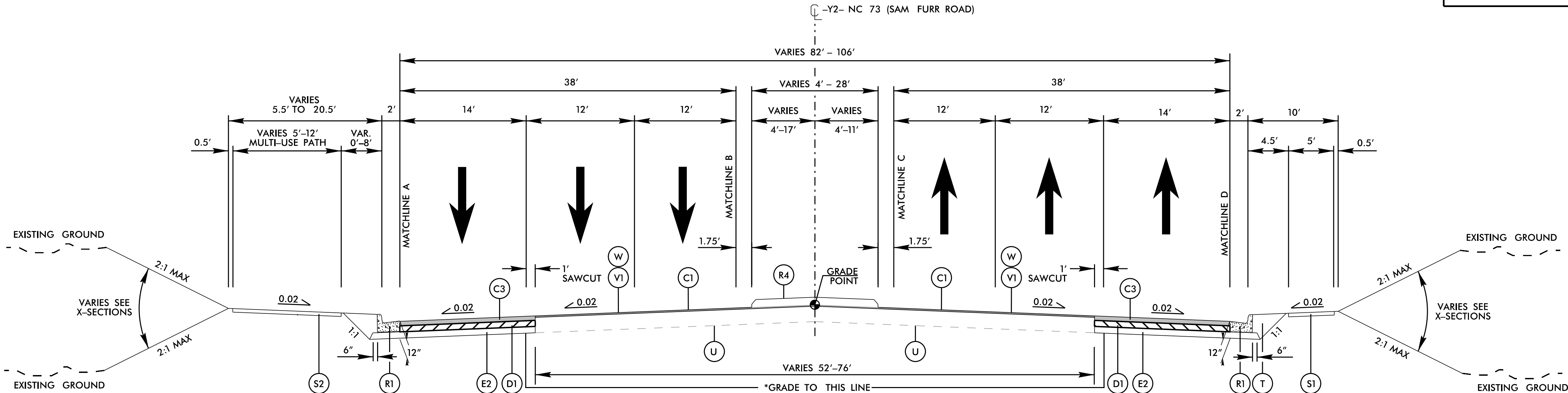
ENGINEER



DOCUMENT NOT CONSIDERED FINAL
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NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.

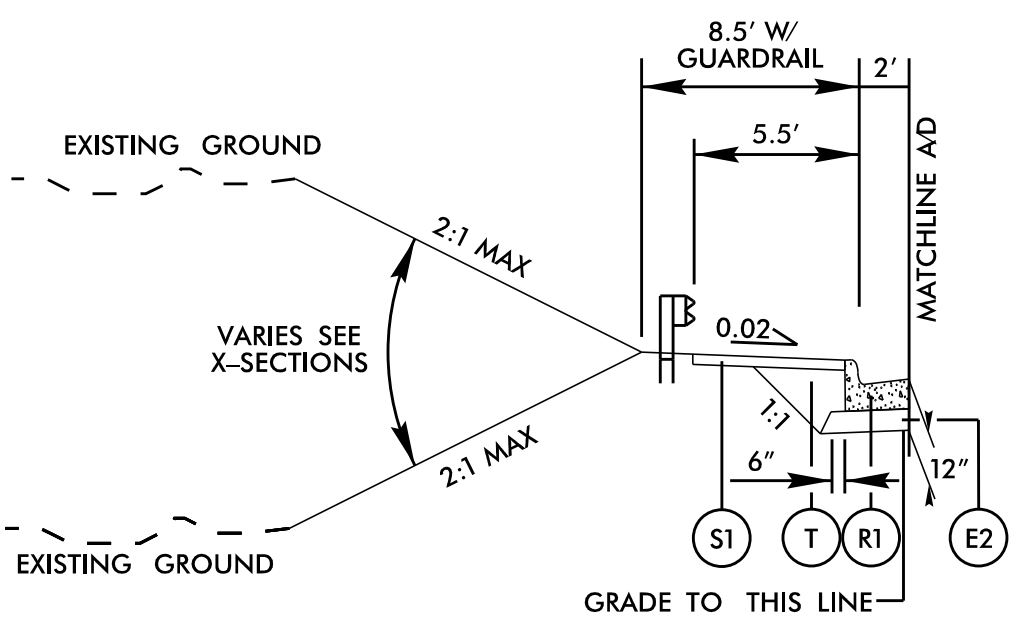


TYPICAL SECTION NO. 4

-Y2- STA 19+81.29 TO STA 29+05.80 (BEGIN BRIDGE)

-Y2- STA 33+37.63 (END BRIDGE) TO STA 40+77.43

* SEE SUBGRADE STABILIZATION DETAIL ON SHEET 2A-20



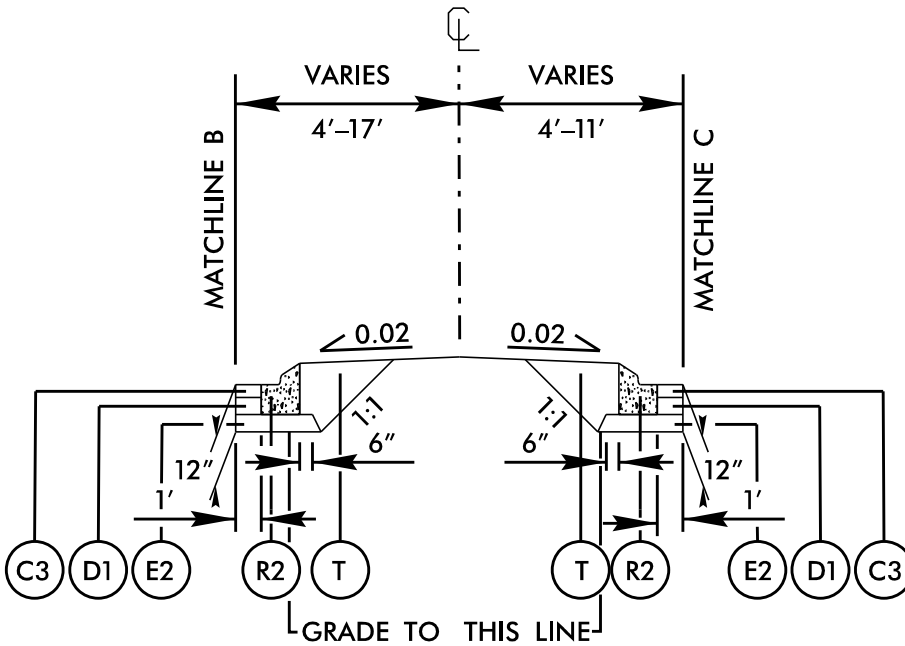
TYPICAL SECTION NO. 4A

-Y2- STA 26+80.22 TO STA 29+11.47 RT

-Y2- STA 28+16.36 TO STA 29+00.58 LT

-Y2- STA 33+31.09 TO STA 34+37.22 LT

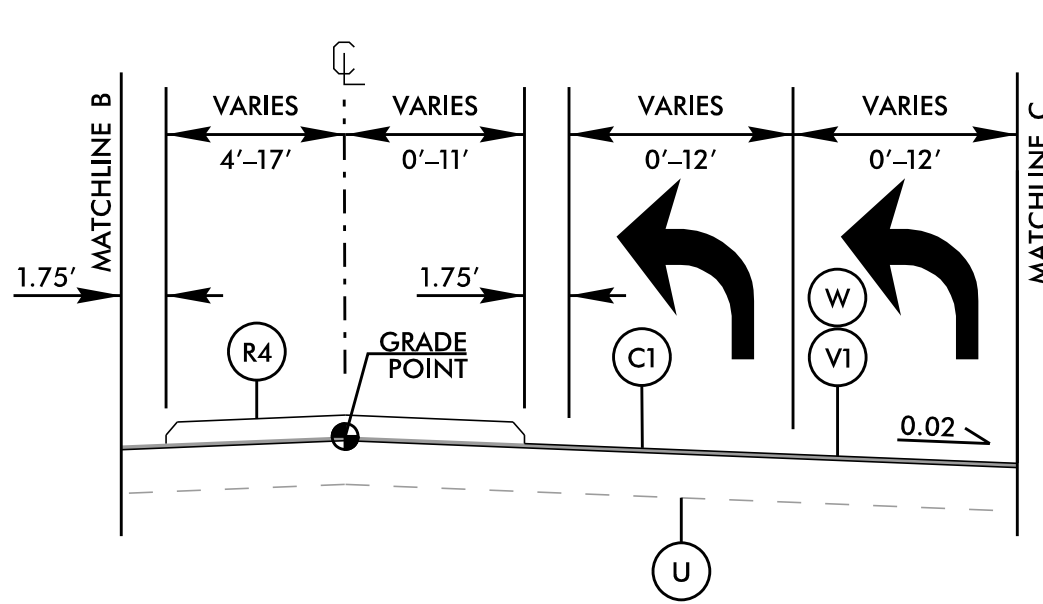
-Y2- STA 33+40.85 TO STA 34+14.95 RT



TYPICAL SECTION NO. 4B

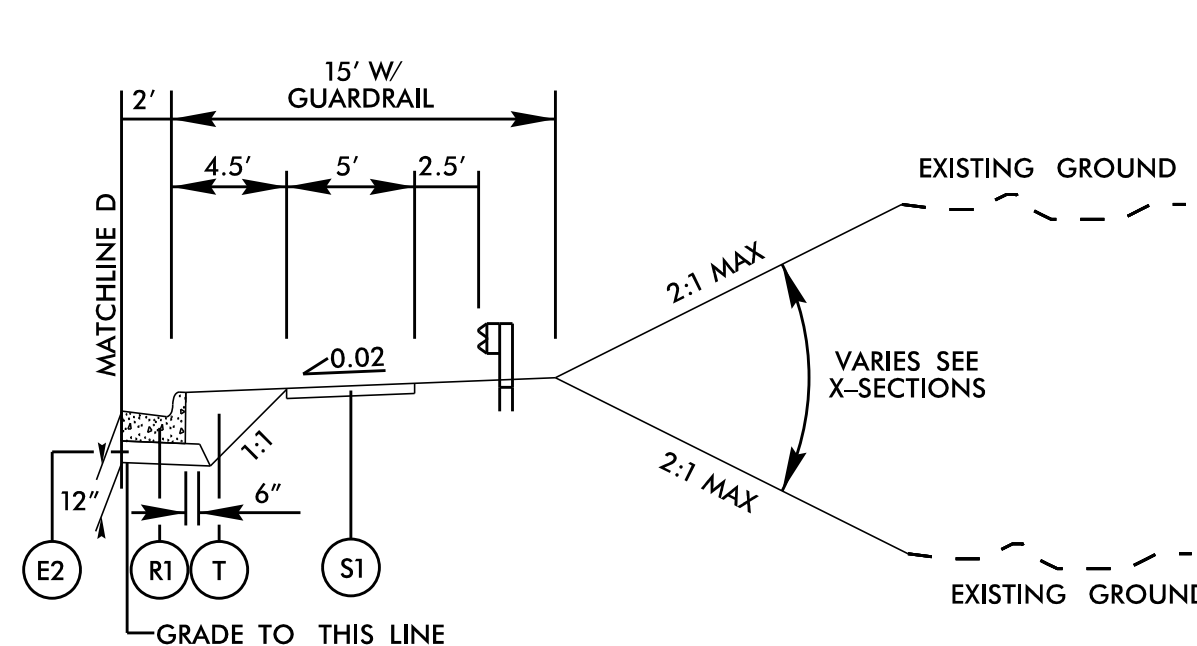
-Y2- STA 20+44.98 TO STA 24+31.82

-Y2- STA 34+90.76 TO STA 39+99.84



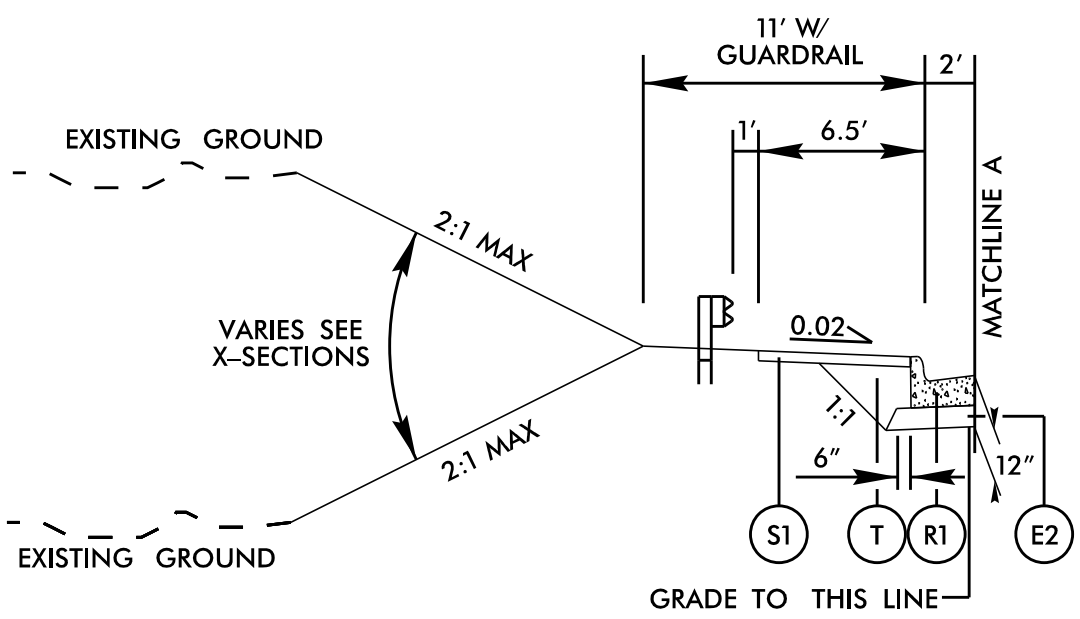
TYPICAL SECTION NO. 4C

-Y2- STA 25+74.75 TO STA 29+05.80



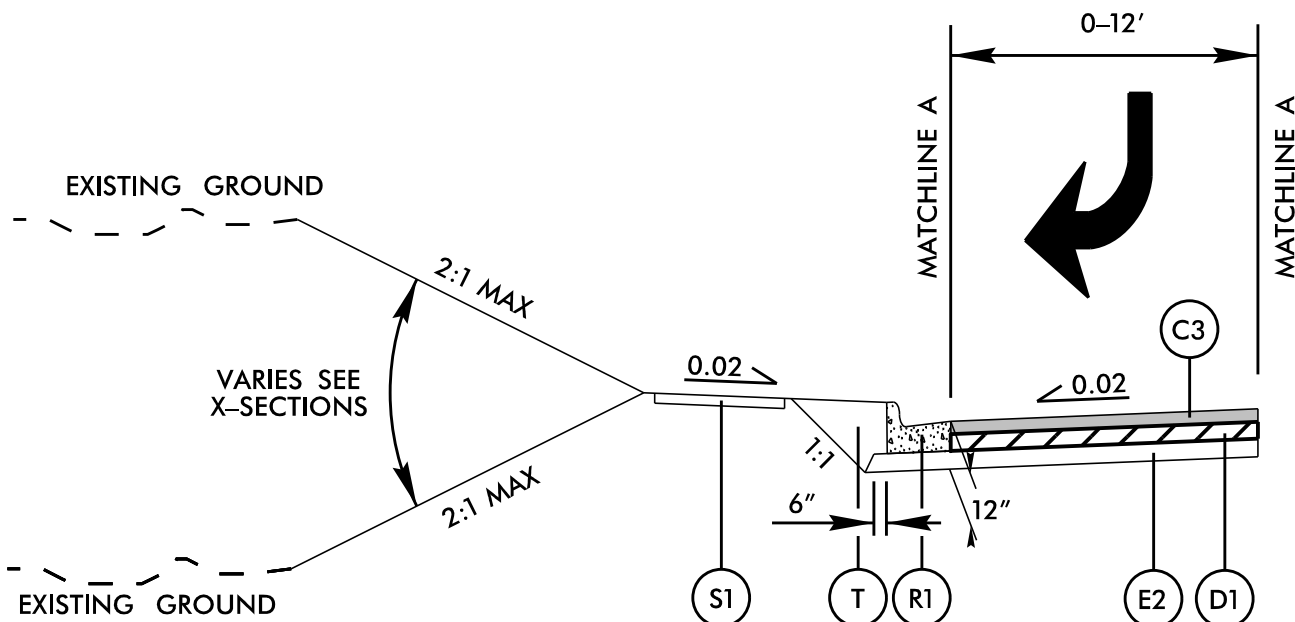
TYPICAL SECTION NO. 4D

-Y2- STA 19+81.29 TO STA 23+25.00



TYPICAL SECTION NO. 4E

-Y2- STA 37+43.67 TO STA 39+47.59

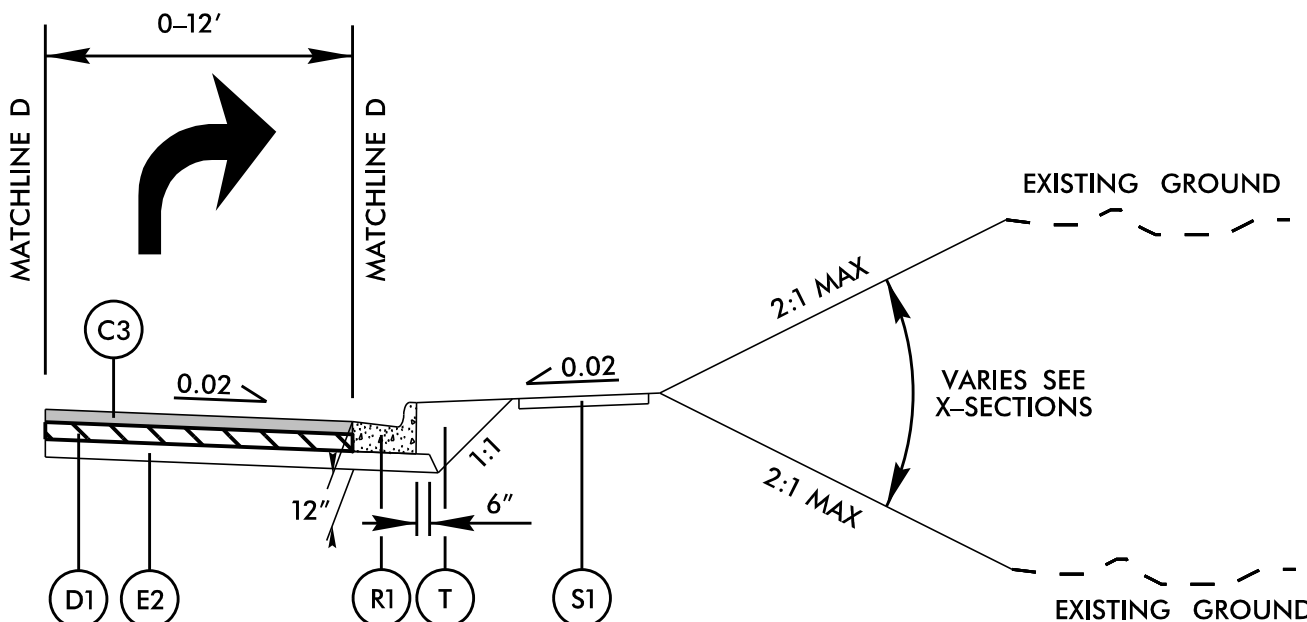


TYPICAL SECTION NO. 4F

-Y2- STA 25+54.69 TO STA 29+06.89

-Y2- STA 33+36.55 TO STA 33+99.11

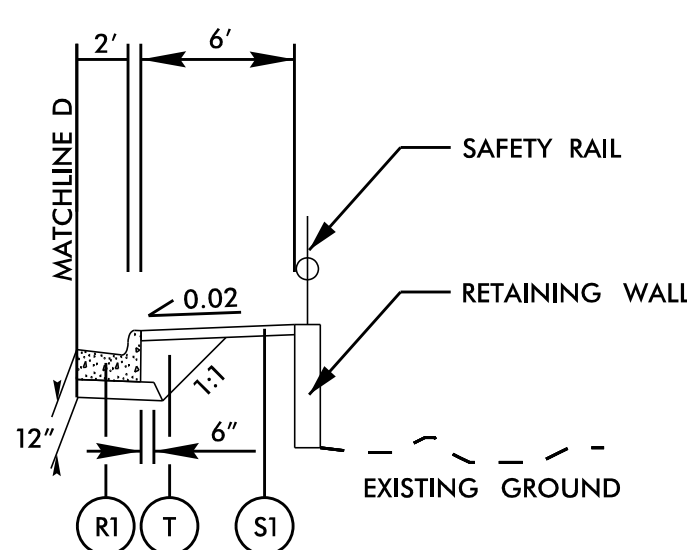
-Y2- STA 35+27.42 TO STA 39+72.51



TYPICAL SECTION NO. 4G

-Y2- STA 20+89.85 TO STA 24+08.15

-Y2- STA 35+66.35 TO STA 40+77.43



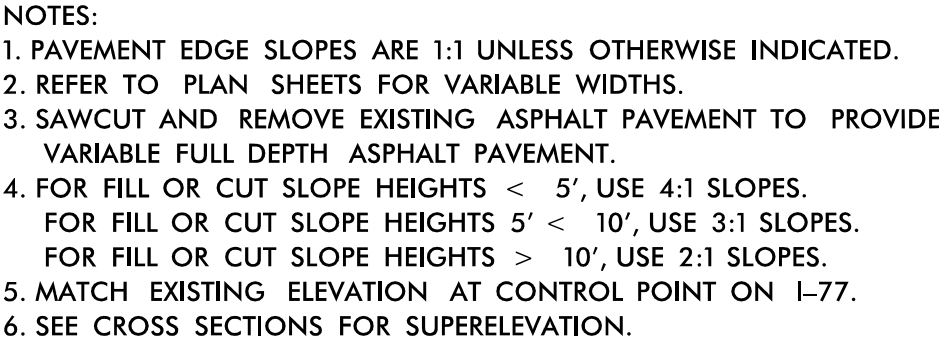
TYPICAL SECTION NO. 4H

-Y2- STA 35+43.00 TO STA 35+59.00

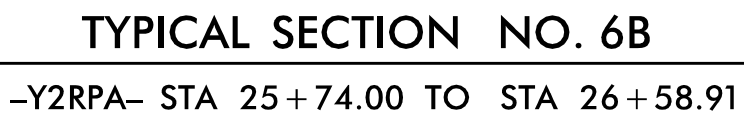
FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

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8/3/2026



TYPICAL SECTION 5 OMITTED



FINAL PAYMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS



1-5715

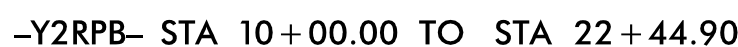
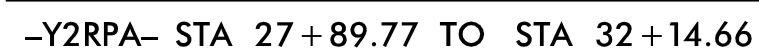
DocuSign Envelope
J. SPACEK
ENGINEER
ANTHONY J. SPACEK
DB55A8D015D9412...

2A-5

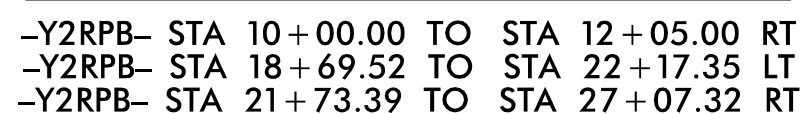
Signed by  Joseph T. Hollander

NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS $< 5'$, USE 4:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS $5' < 10'$, USE 3:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS $> 10'$, USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



* SEE SUBGRADE STABILIZATION DETAIL ON SHEET 2A-20



Kimley»Horn

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200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

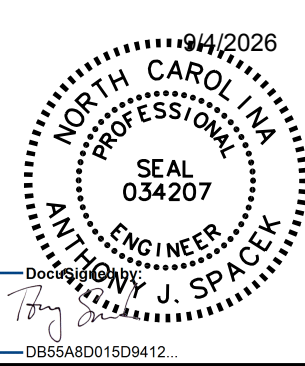
PROJECT REFERENCE NO.

1-5715

SHEET NO.

2A-6

ROADWAY DESIGN
ENGINEER



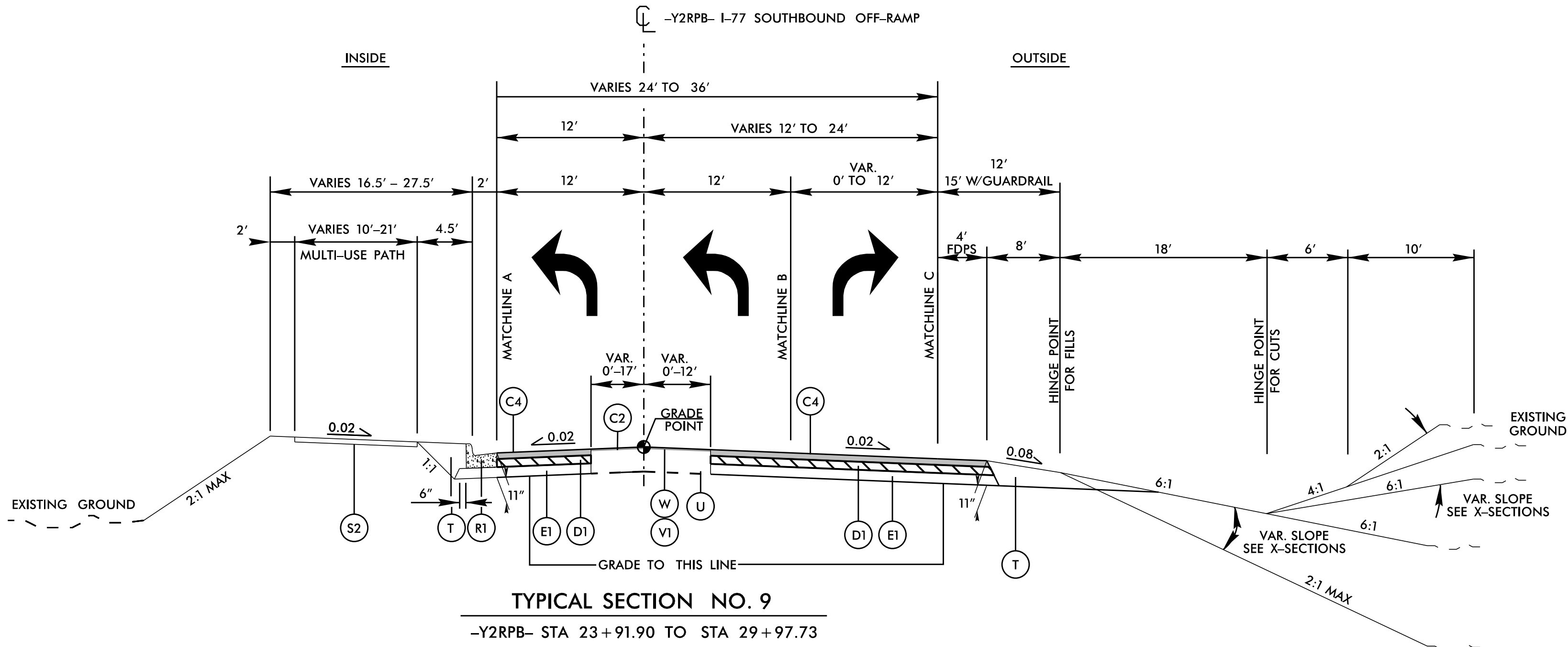
PAVEMENT DESIGN
ENGINEER



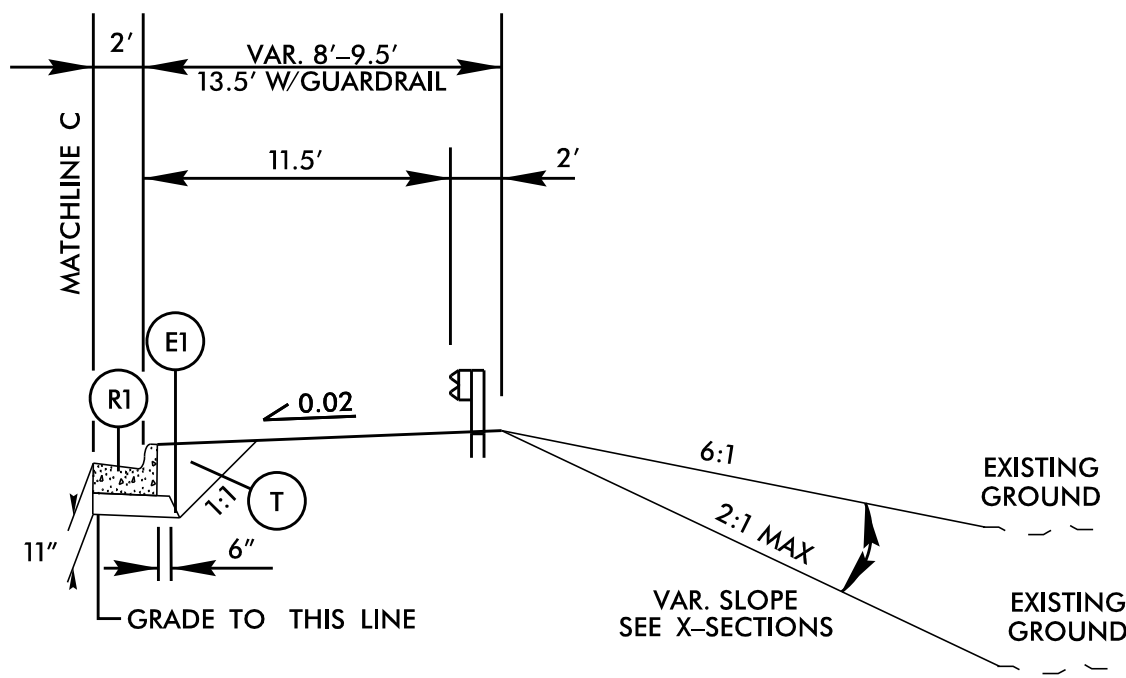
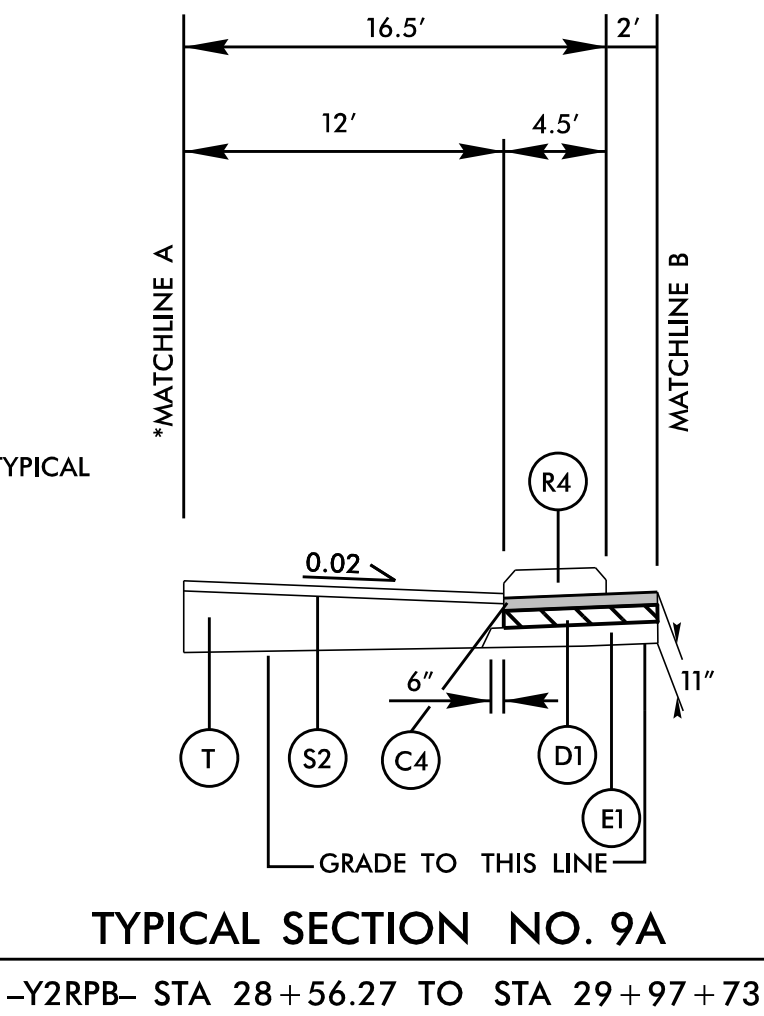
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



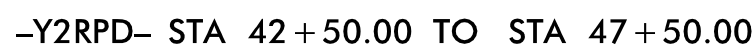
* FOR -Y2LPB- SEE TYPICAL
SECTION 13



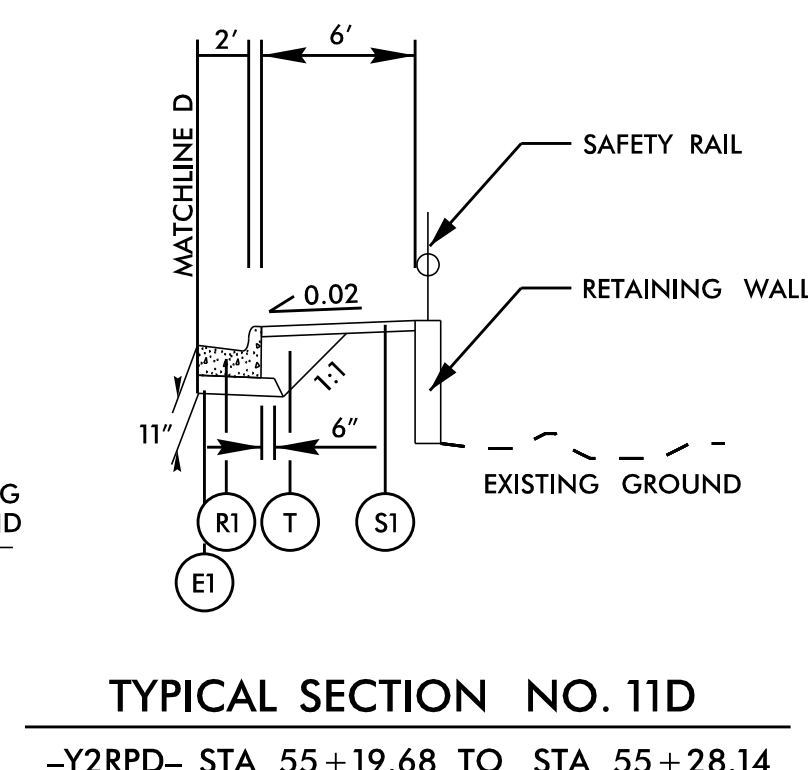
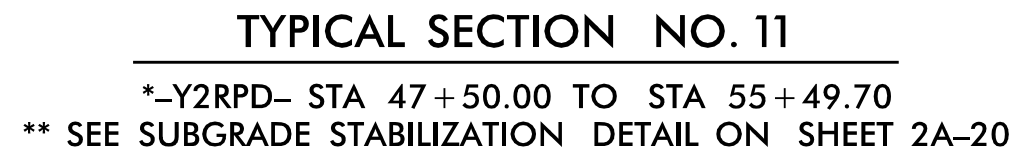
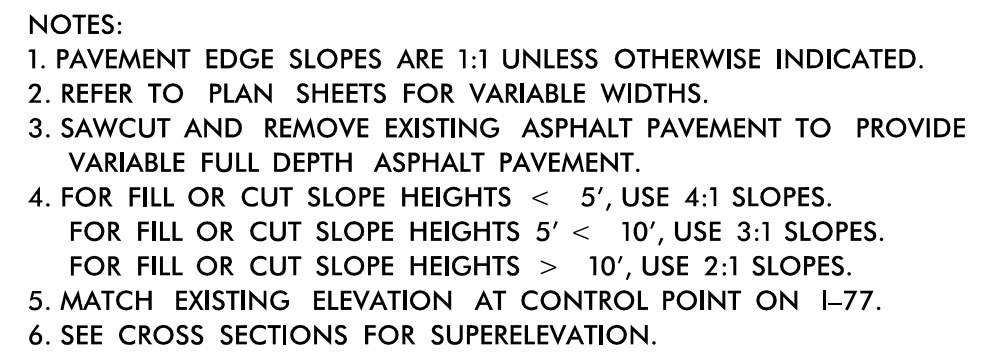
FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

NOTES:

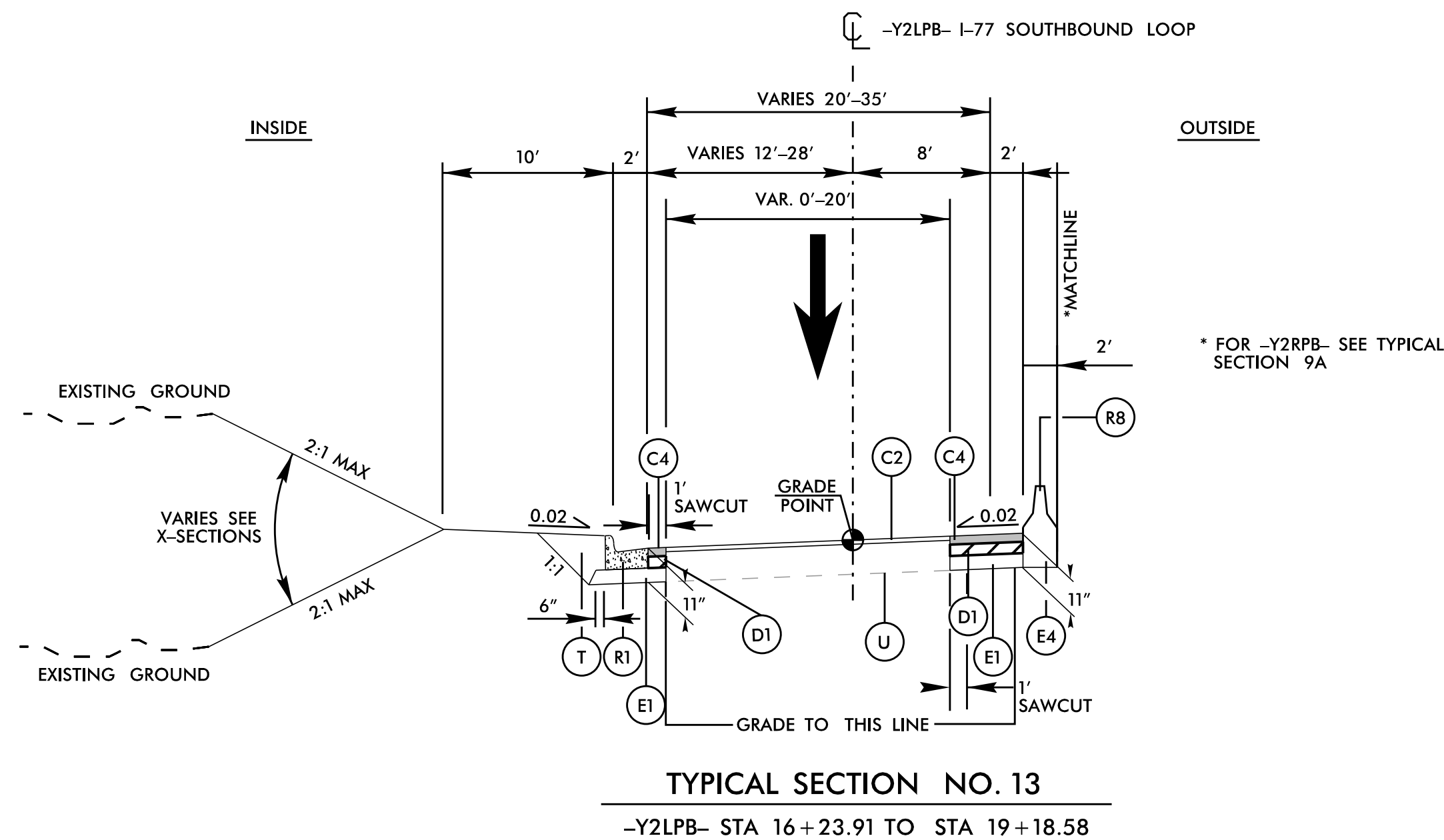
1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS



FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS



PROJECT REFERENCE NO.

1-5715

SHEET NO.

2A-9

ROADWAY DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

PAVEMENT DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

2026

PROFESSIONAL SEAL

034207

ANTHONY J. SPACK

2026

2026

PROFESSIONAL SEAL

024964

JOSEPH T. HOLLAND

2026

DOCUMENT NOT CONSIDERED FINAL

UNLESS ALL SIGNATURES COMPLETED

TYPICAL SECTION NO. 14
-Y3- STA 10+81.00 TO STA 12+12.01 (BEGIN BRIDGE)
**-Y3- STA 13+37.43 (END BRIDGE) TO STA 15+01.51 (BEGIN BRIDGE)
-Y3- STA 16+24.09 (END BRIDGE) TO STA 17+18.26
* SEE SUBGRADE STABILIZATION DETAIL ON SHEET 2A-20
** USE C3 - 3" S9.5C IN THIS STATION RANGE

TYPICAL SECTION NO. 14A
-Y3- STA 10+81.00 TO STA 11+26.85

TYPICAL SECTION NO. 14B
-Y3- STA 11+50.00 TO STA 11+90.00
-Y3- STA 13+50.00 TO STA 14+00.00
-Y3- STA 14+50.00 TO STA 15+00.00
-Y3- STA 16+50.00 TO STA 17+00.00
* 6" CURB HEIGHT AND VARIABLE SIDEWALK SLOPE WITHIN GUARDRAIL TRANSITIONED OVER 50'
*** APPROVED BICYCLE FRIENDLY RAILINGS OR RUB RAILS REQUIRED ON BACK OF GUARDRAIL (STD. 862.01 SHEET 12 OF 15)

TYPICAL SECTION NO. 15
-Y4- STA 10+83.39 TO STA 12+29.82

TYPICAL SECTION NO. 15A
-Y4- STA 10+83.39 TO STA 11+70.46

TYPICAL SECTION NO. 15B
-Y4- STA 10+84.78 TO STA 12+29.82

TYPICAL SECTION NO. 15C
-Y4- STA 10+83.39 TO STA 11+11.37

NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.
7. TRUCK APRON SHALL BE JOINTED CONCRETE WITH WIRE MESH (6X6 W8.5XW8.5 OR HEAVIER).

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

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8/3/2026

PROJECT REFERENCE NO.

1-5715

SHEET NO.

2A-10

ROADWAY DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

2026

PROFESSIONAL SEAL

034207

ANTHONY J. SPACK

2026

PROFESSIONAL SEAL

024964

JOSEPH T. HOLLAND

DOCUMENT NOT CONSIDERED FINAL

UNLESS ALL SIGNATURES COMPLETED

NOTES:

- PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
- REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
- SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
- FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
- MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
- SEE CROSS SECTIONS FOR SUPERELEVATION.

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

Diagram of Typical Section No. 16, showing a cross-section of a roadway. The diagram includes lane widths, matchlines (MATCHLINE A, B, C, D), and elevations. Key features include: a 10' multi-use path on the left; lane widths varying from 0' to 12' and 12' to 18'; matchlines A, B, C, and D; a 1' sawcut; a grade point; and elevations ranging from 0.02 to 0.5'. The diagram is labeled "TYPICAL SECTION NO. 16" and "Y4- STA 12+29.82 TO STA 15+20.00".

Diagram of Typical Section No. 16A, showing a cross-section of a roadway. The diagram includes lane widths, matchlines (MATCHLINE A, B), and elevations. Key features include: a 4' wide lane; matchlines A and B; and elevations ranging from 0.02 to 0.5'. The diagram is labeled "TYPICAL SECTION NO. 16A" and "Y4- STA 12+29.82 TO STA 13+16.57".

Diagram of Typical Section No. 16B, showing a cross-section of a roadway. The diagram includes lane widths, matchlines (MATCHLINE C, D), and elevations. Key features include: a 4' wide lane; matchlines C and D; and elevations ranging from 0.02 to 0.5'. The diagram is labeled "TYPICAL SECTION NO. 16B" and "Y4- STA 12+62.98 TO STA 13+62.97".

Diagram of Typical Section No. 16C, showing a cross-section of a roadway. The diagram includes lane widths, matchlines (MATCHLINE C, D), and elevations. Key features include: a 4' wide lane; matchlines C and D; and elevations ranging from 0.02 to 0.5'. The diagram is labeled "TYPICAL SECTION NO. 16C" and "Y4- STA 13+75.00 TO STA 15+20.00".

Diagram of Typical Section No. 17, showing a cross-section of a roadway. The diagram includes lane widths, matchlines (MATCHLINE A, B), and elevations. Key features include: a 10' wide lane; matchlines A and B; a 1' sawcut; a grade point; and elevations ranging from 0.02 to 0.5'. The diagram is labeled "TYPICAL SECTION NO. 17" and "Y5- STA 10+18.00 TO STA 11+02.16".

Diagram of Typical Section No. 17A, showing a cross-section of a roadway. The diagram includes lane widths, matchlines (MATCHLINE A, B), and elevations. Key features include: a 4' wide lane; matchlines A and B; and elevations ranging from 0.02 to 0.5'. The diagram is labeled "TYPICAL SECTION NO. 17A" and "Y5- STA 10+18.81 TO STA 10+41.11".

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FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

PROJECT REFERENCE NO.

1-5715

SHEET NO.

2A-12

ROADWAY DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

PAVEMENT DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

2026

PROFESSIONAL SEAL

034207

ANTHONY J. SPACEK

2026

2026

PROFESSIONAL SEAL

024964

JOSEPH T. HOLLAND

2026

DOCUMENT NOT CONSIDERED FINAL

UNLESS ALL SIGNATURES COMPLETED

Diagram of Typical Section No. 21. The section shows a cross-section of a road with a center of roundabout on the left. Key features include: a 6" perforated pipe for subsurface drainage, expansion joints, a grade point, and various layers labeled A1, E1, R9, C3, D1, E1, R1, S2, and T. Dimensions include a total width of 67' and various offsets from the center of roundabout. The section is labeled -Y1-RDBT- STA 10+00.00 TO STA 12+95.31.

Diagram of Typical Section No. 21A. This section shows a cross-section of a road with a center of roundabout on the left. Key features include: a 6" perforated pipe for subsurface drainage, expansion joints, a grade point, and various layers labeled A1, E1, R9, C3, D1, E1, R1, S2, and T. Dimensions include a total width of 67' and various offsets from the center of roundabout. The section is labeled -Y1-RDBT- STA 11+47.65 TO STA 12+95.31.

NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.
7. TRUCK APRON SHALL BE JOINTED CONCRETE WITH WIRE MESH (6X6 W8.5XW8.5 OR HEAVIER).

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

Diagram of Typical Section No. 22. The section shows a cross-section of a road with a center of roundabout on the left. Key features include: a 6" perforated pipe for subsurface drainage, expansion joints, a grade point, and various layers labeled A1, E1, R9, C4, D1, E1, R1, S2, and T. Dimensions include a total width of 67' and various offsets from the center of roundabout. The section is labeled -Y2RPA-RDBT- STA 10+00.00 TO STA 12+76.07.

Diagram of Typical Section No. 22A. This section shows a cross-section of a road with a center of roundabout on the left. Key features include: a 6" perforated pipe for subsurface drainage, expansion joints, a grade point, and various layers labeled A1, E1, R9, C4, D1, E1, R1, S2, and T. Dimensions include a total width of 67' and various offsets from the center of roundabout. The section is labeled -Y2RPA-RDBT- STA 11+26.05 TO STA 12+38.

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8/3/2026

Kimley»Horn

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200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.
1-5715

SHEET NO.
2A-13

ROADWAY DESIGN ENGINEER

PAVEMENT DESIGN ENGINEER

04/2026

PROFESSIONAL SEAL

034207

ANTHONY J. SPACEK

04/2026

PROFESSIONAL SEAL

024964

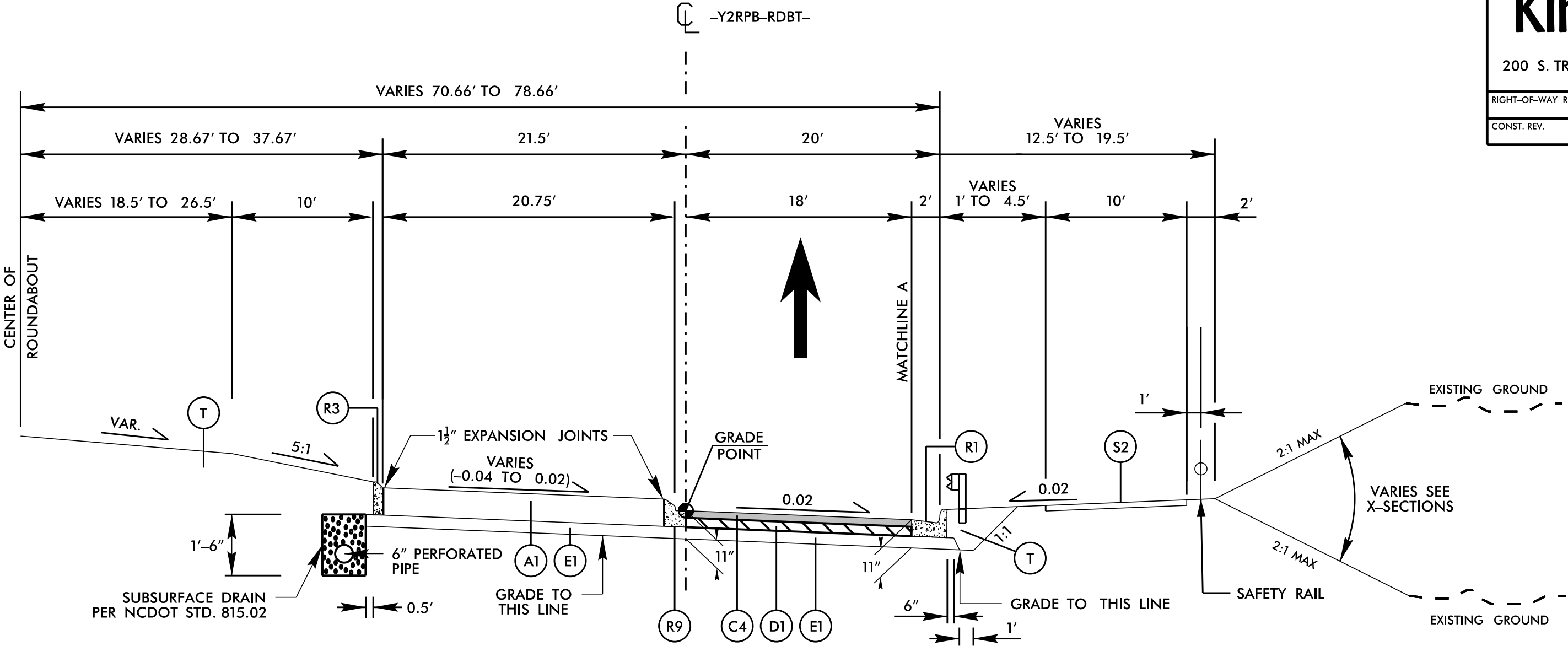
JOSEPH T. HOLLAND

DOCUMENT NOT CONSIDERED FINAL

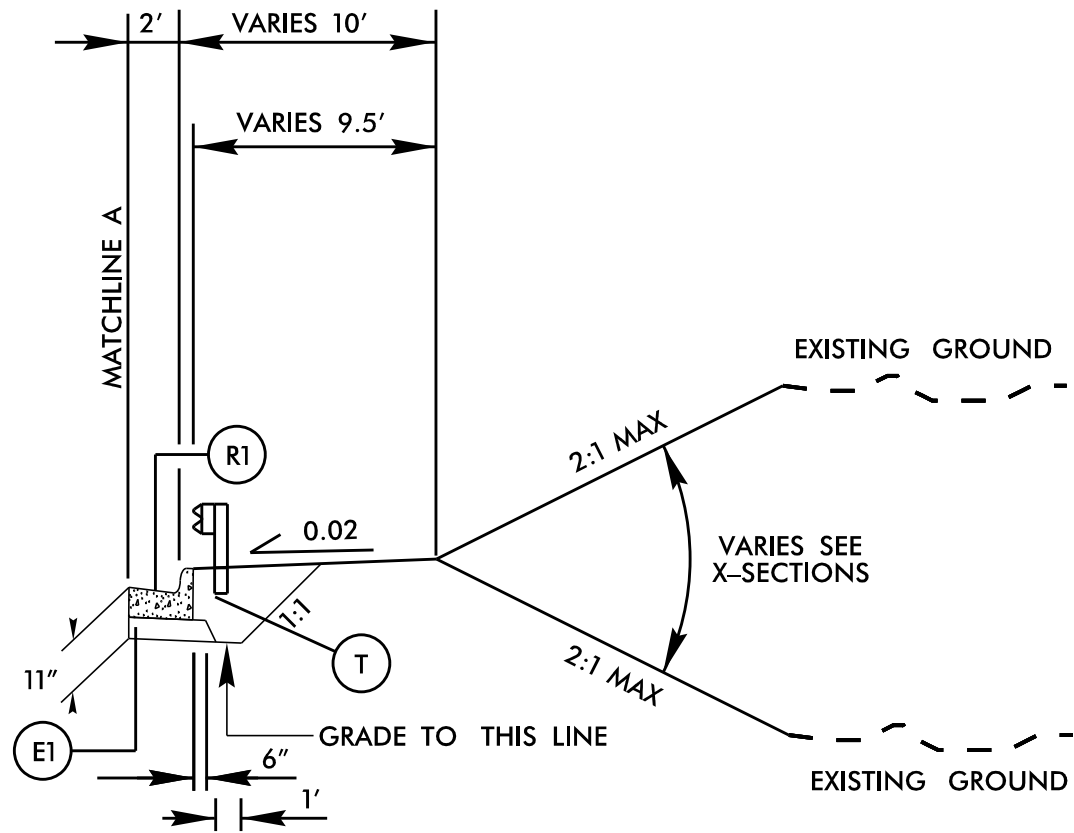
UNLESS ALL SIGNATURES COMPLETED

- NOTES:
- PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
 - REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
 - SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
 - FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
 - MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
 - SEE CROSS SECTIONS FOR SUPERELEVATION.
 - TRUCK APRON SHALL BE JOINTED CONCRETE WITH WIRE MESH (6X6 W8.5XW8.5 OR HEAVIER).

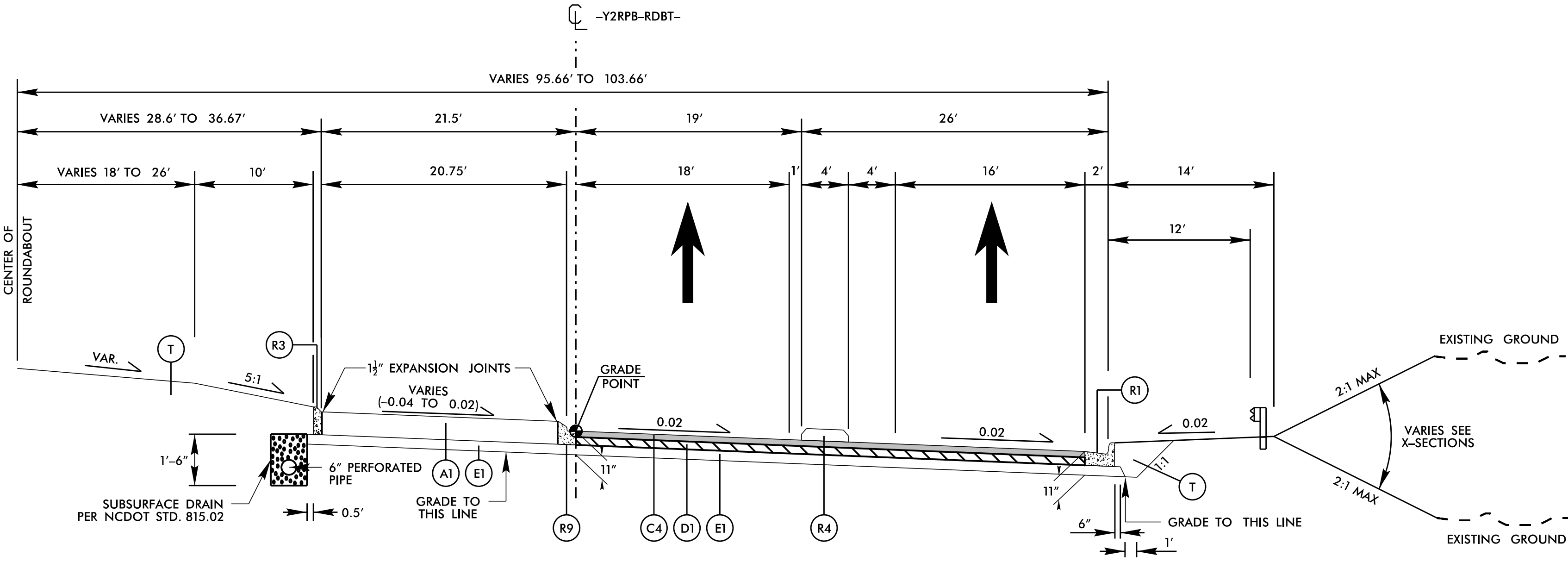
FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS



TYPICAL SECTION NO. 23
-Y2RPB-RDBT- STA 10+00.00 TO STA 11+71.24
-Y2RPB-RDBT- STA 12+90.96 TO STA 13+42.47



TYPICAL SECTION NO. 23A
-Y2RPB-RDBT- STA 10+64.16 TO STA 11+71.24



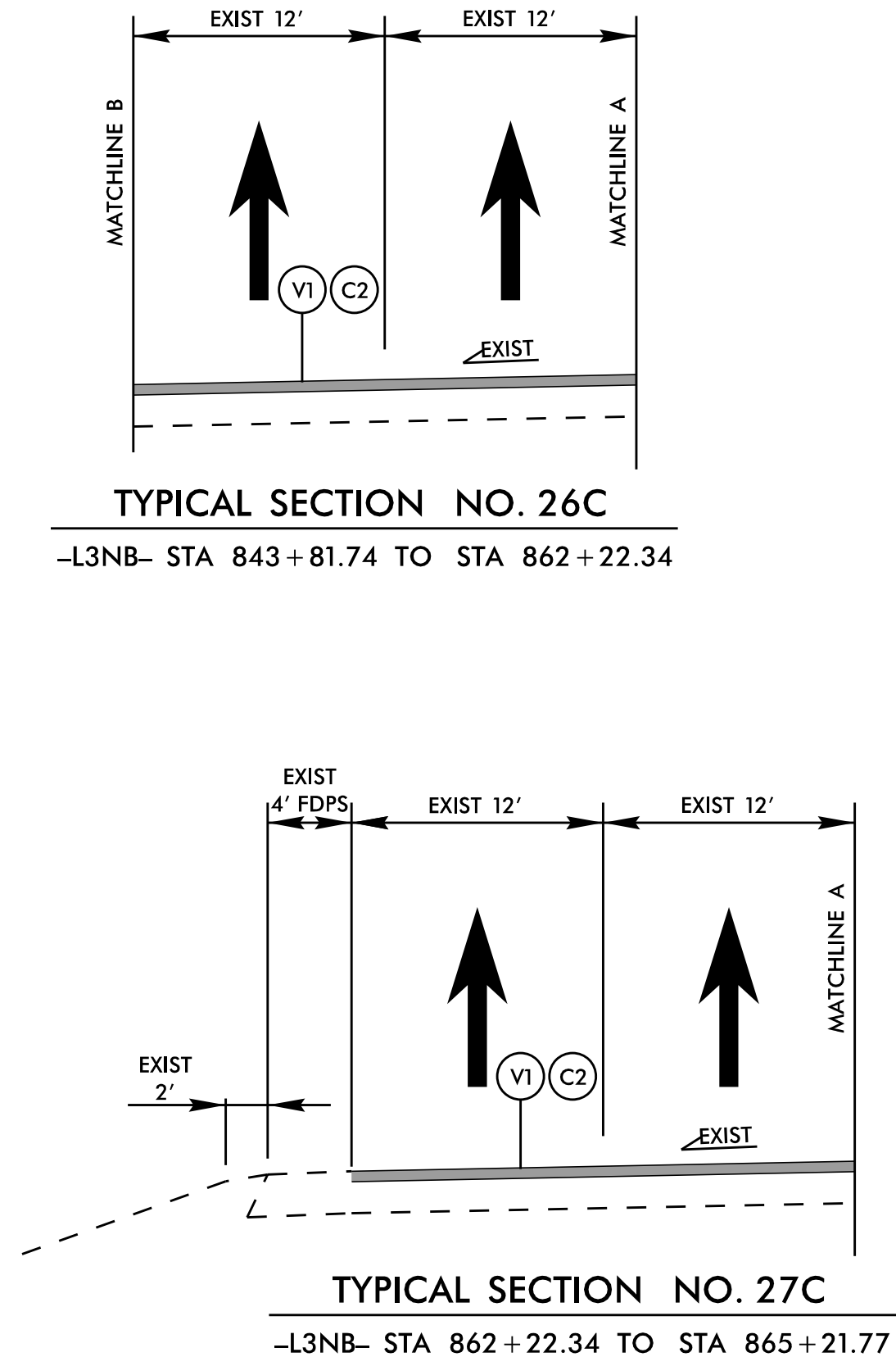
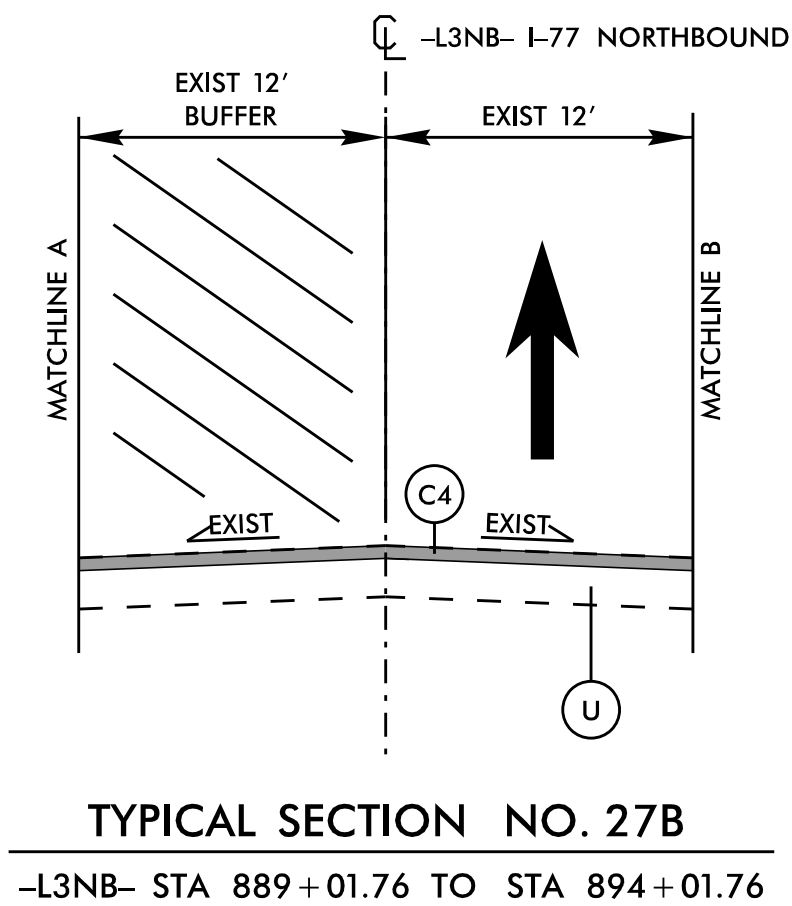
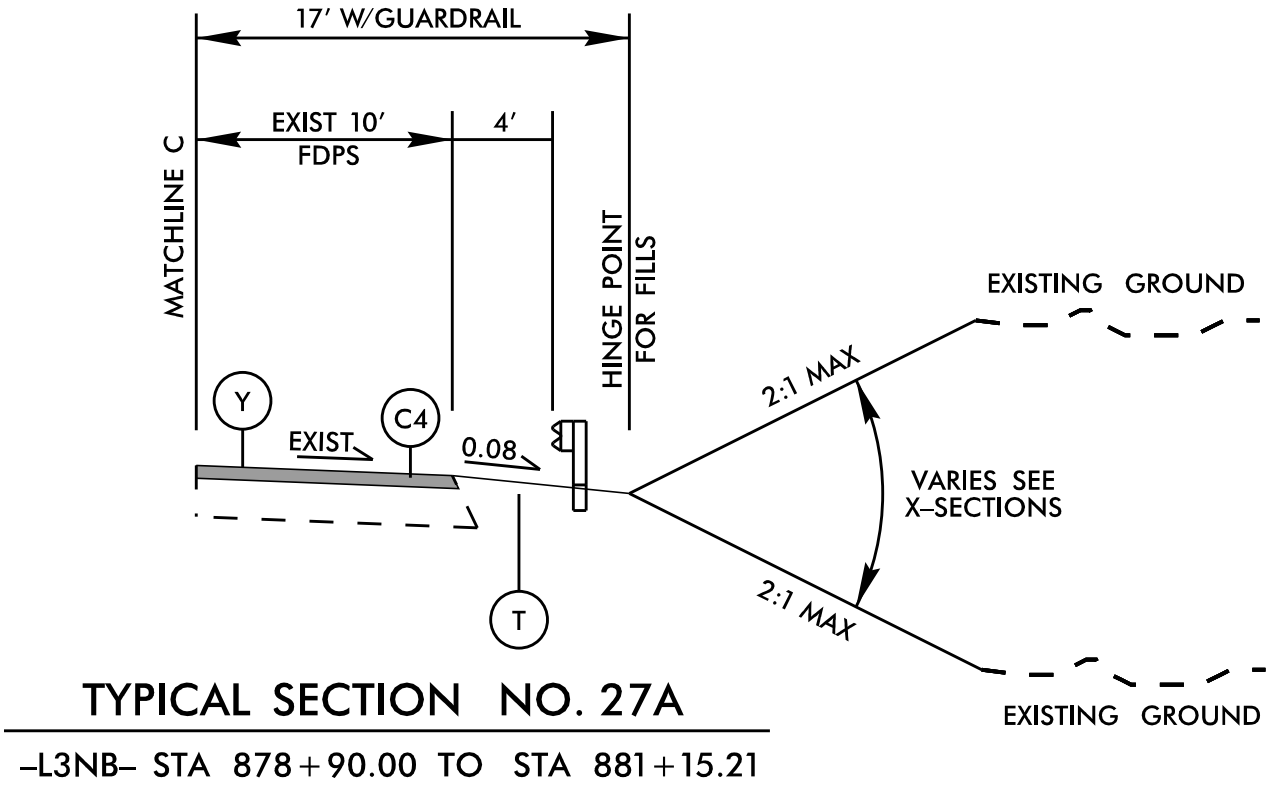
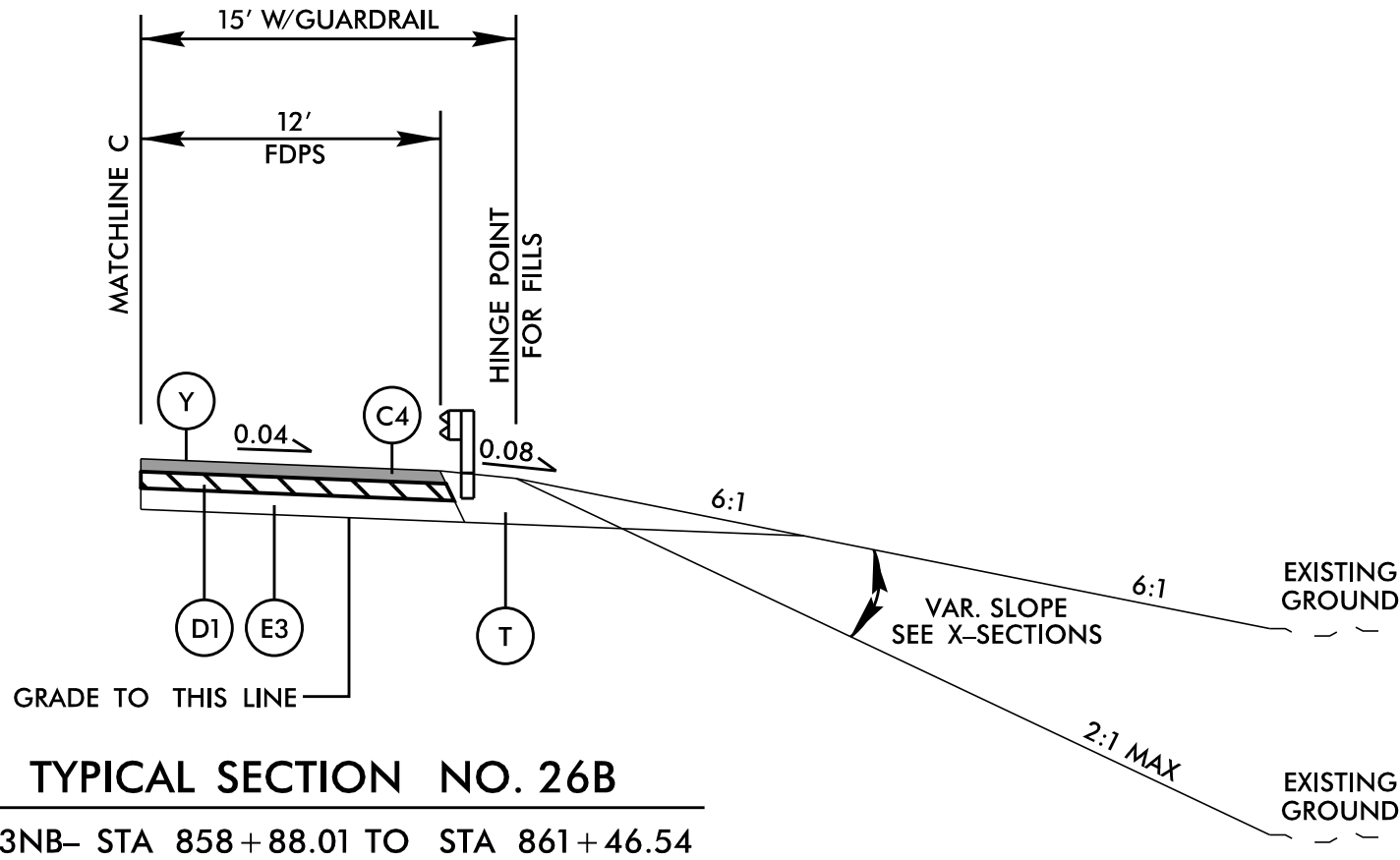
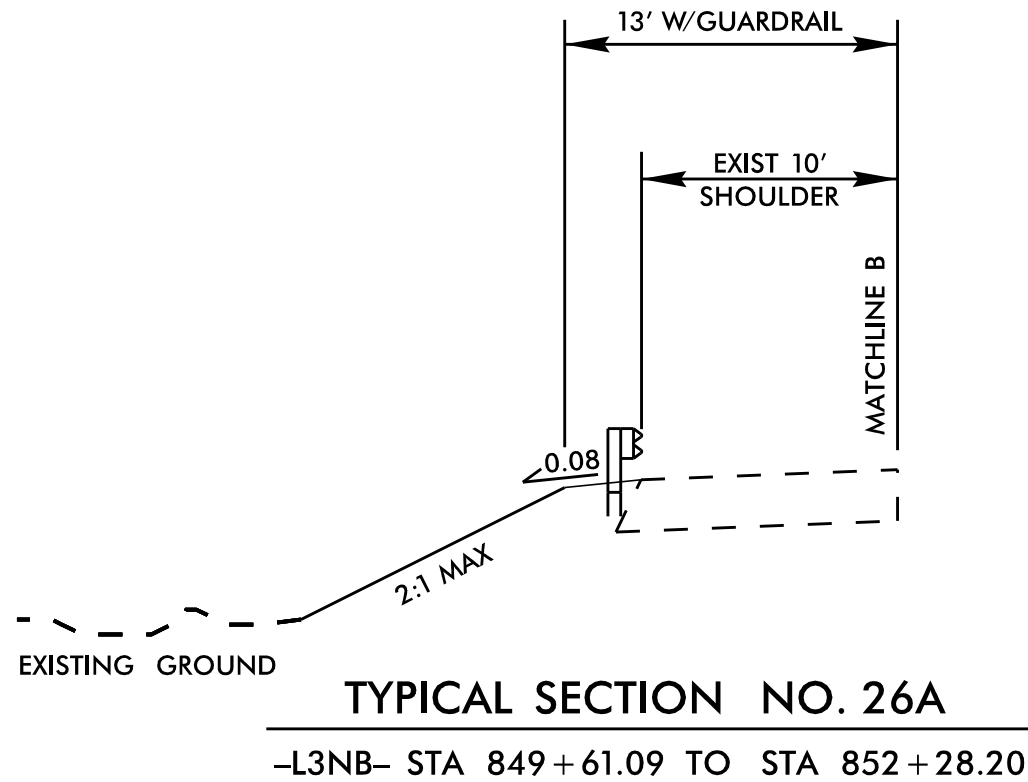
TYPICAL SECTION NO. 24
-Y2RPB-RDBT- STA 11+71.24 TO STA 12+90.96

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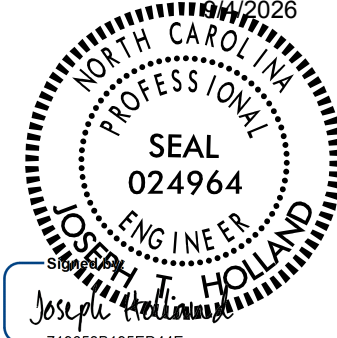
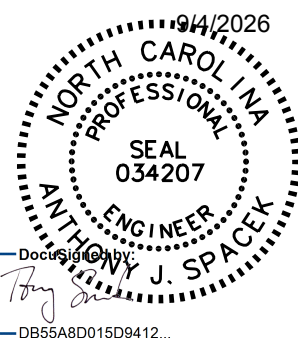
8/3/2026

NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



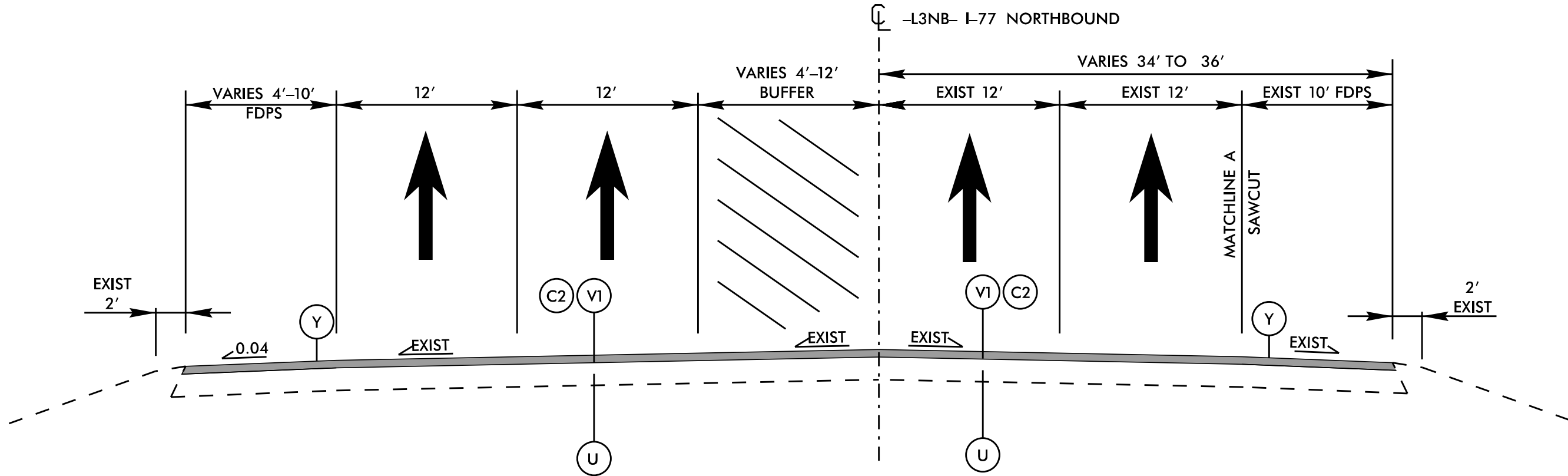
FINAL PAYEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAYEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS



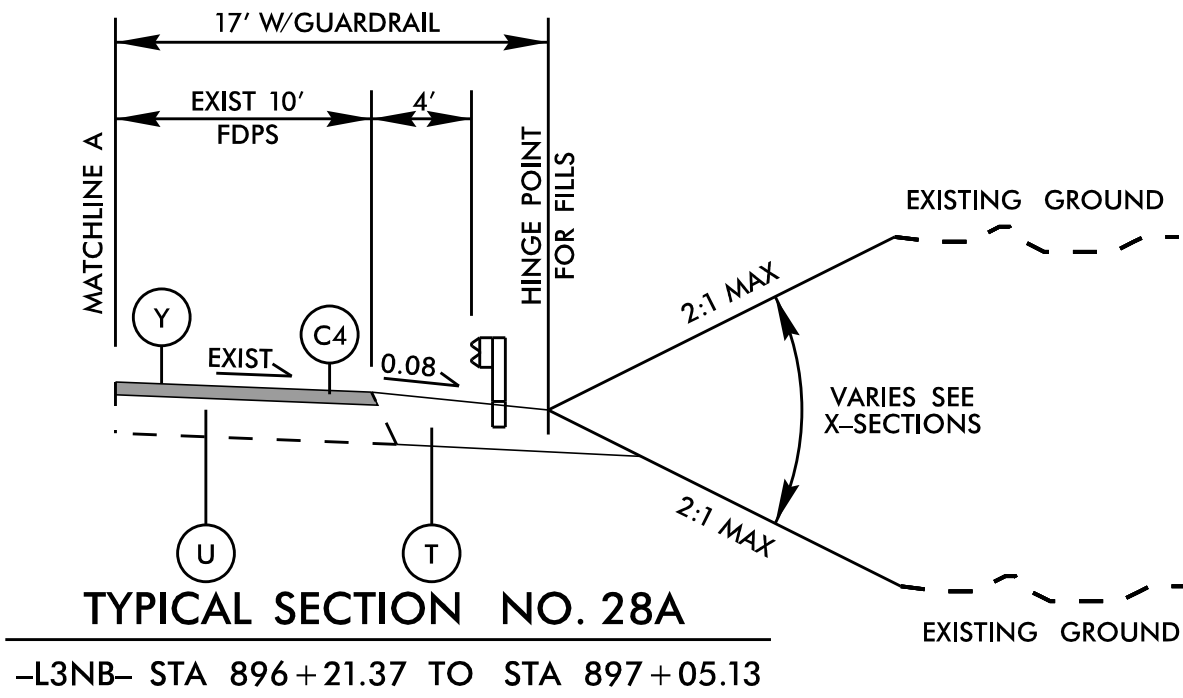
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

NOTES:

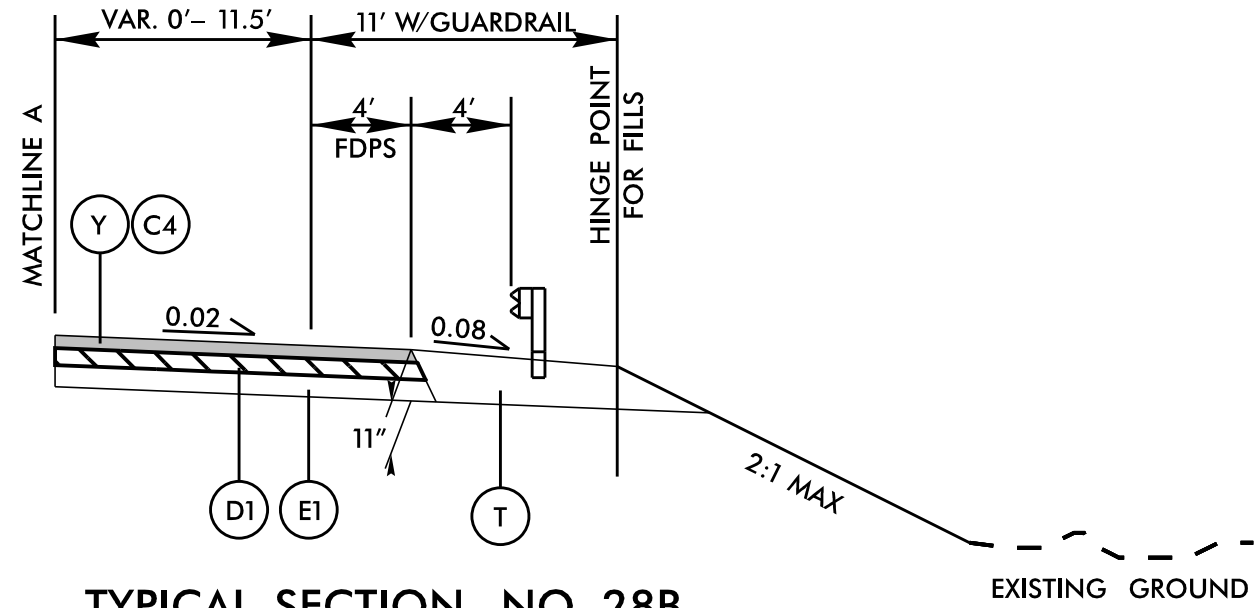
1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
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4. FOR FILL OR CUT SLOPE HEIGHTS < 5', USE 4:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS 5' < 10', USE 3:1 SLOPES. FOR FILL OR CUT SLOPE HEIGHTS > 10', USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



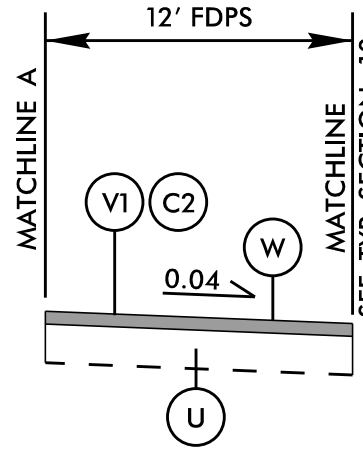
TYPICAL SECTION NO. 28
-L3NB- STA 894+01.76 TO STA 915+41.77



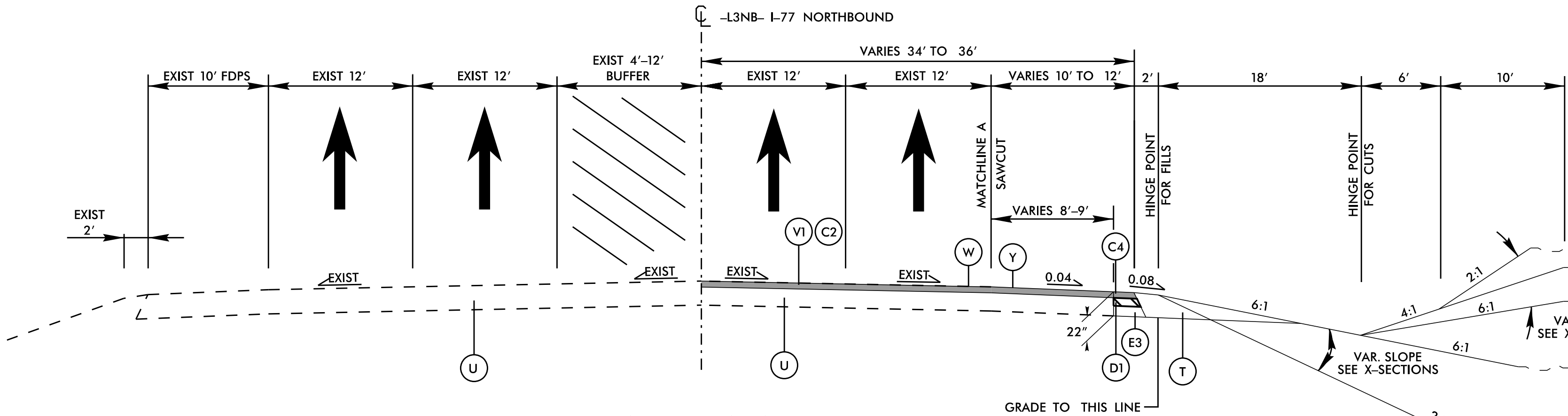
TYPICAL SECTION NO. 28A
-L3NB- STA 896+21.37 TO STA 897+05.13



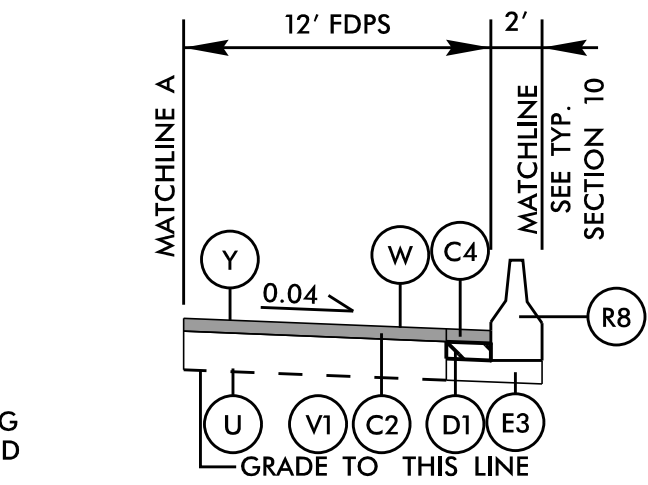
TYPICAL SECTION NO. 28B
-L3NB- STA 897+05.13 TO STA 898+43.34



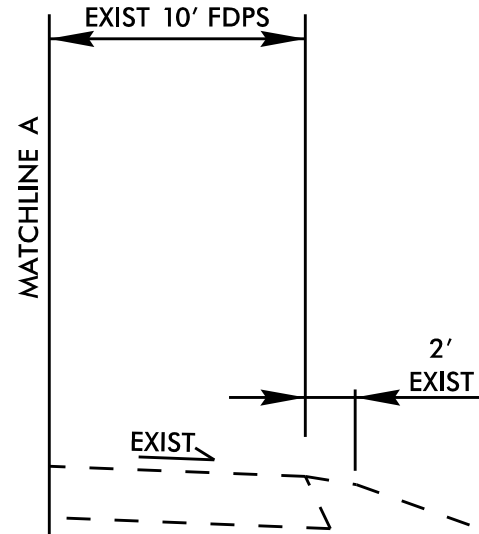
TYPICAL SECTION NO. 28C
-L3NB- STA 898+43.34 TO STA 915+41.77



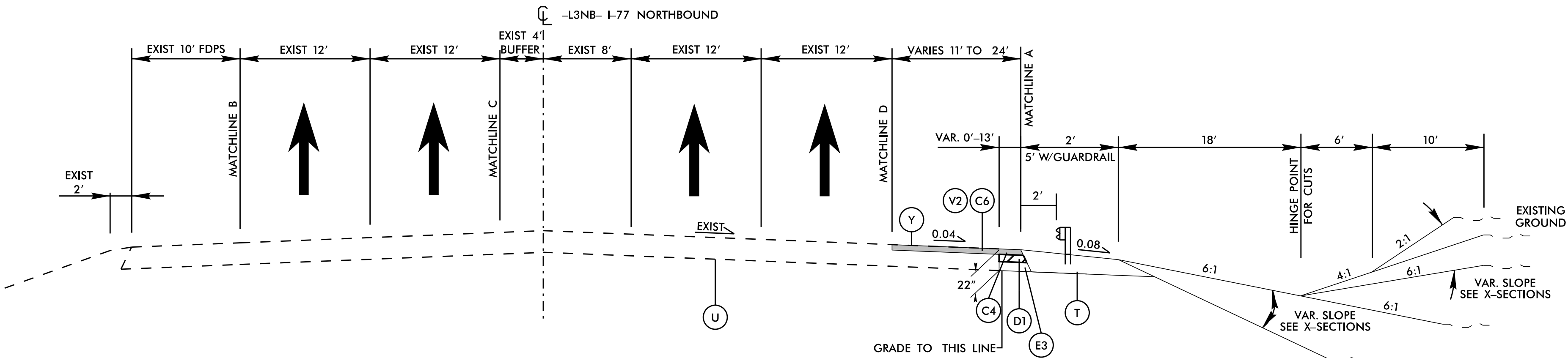
TYPICAL SECTION NO. 29
-L3NB- STA 915+41.77 TO STA 934+95.19



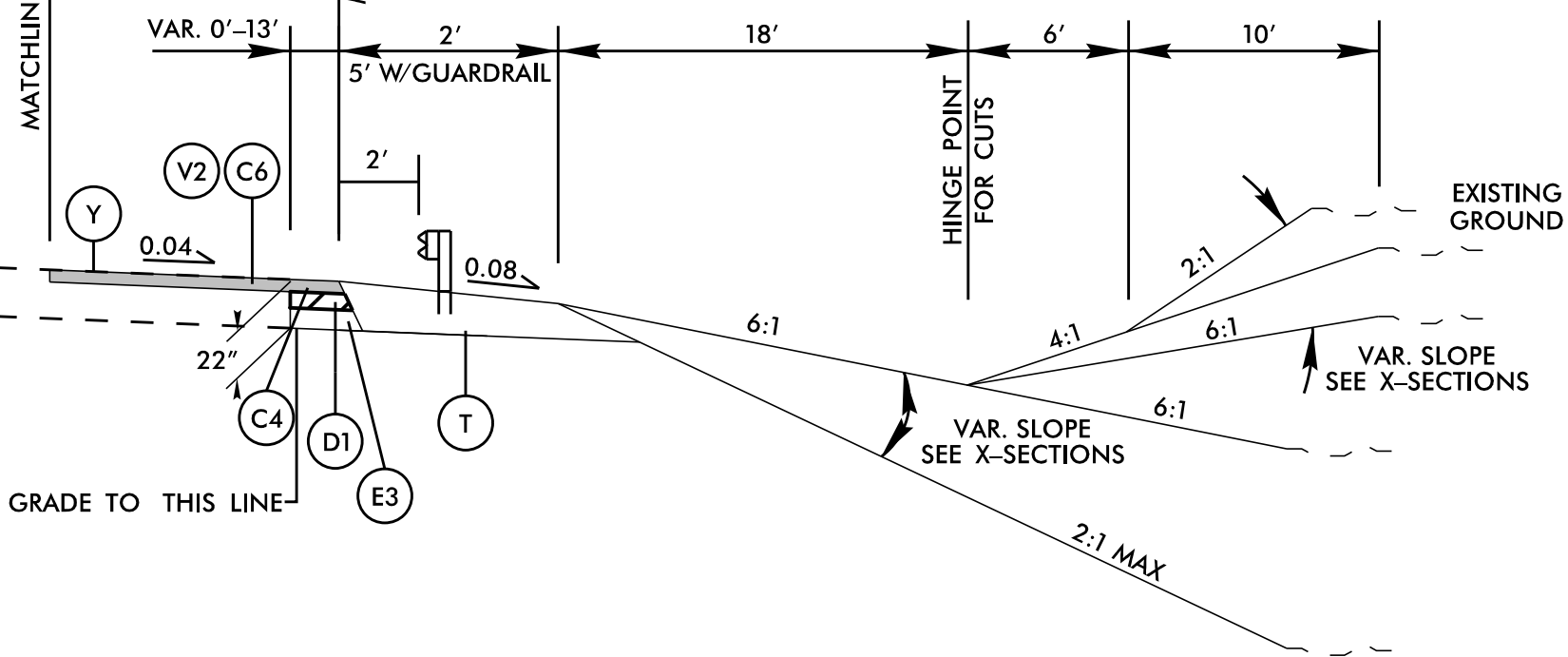
TYPICAL SECTION NO. 29A
-L3NB- STA 915+41.77 TO STA 932+50.00



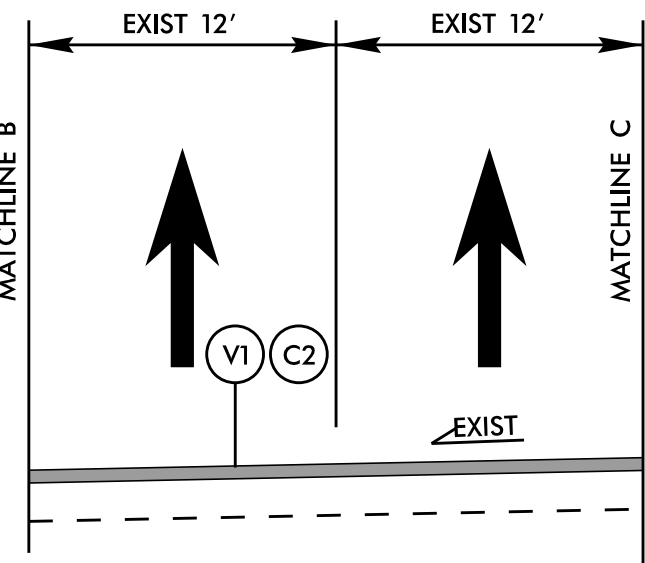
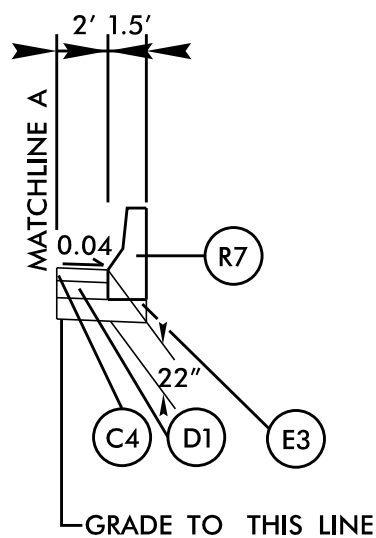
TYPICAL SECTION NO. 29B
-L3NB- STA 933+45.59 TO STA 934+95.19



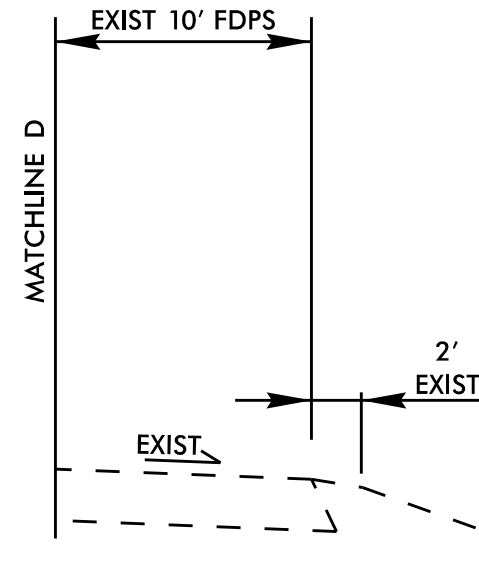
TYPICAL SECTION NO. 30
-L3NB- STA 940+17.04 TO STA 952+79.88



TYPICAL SECTION NO. 30A
-L3NB- STA 949+97.38 TO STA 950+60.00

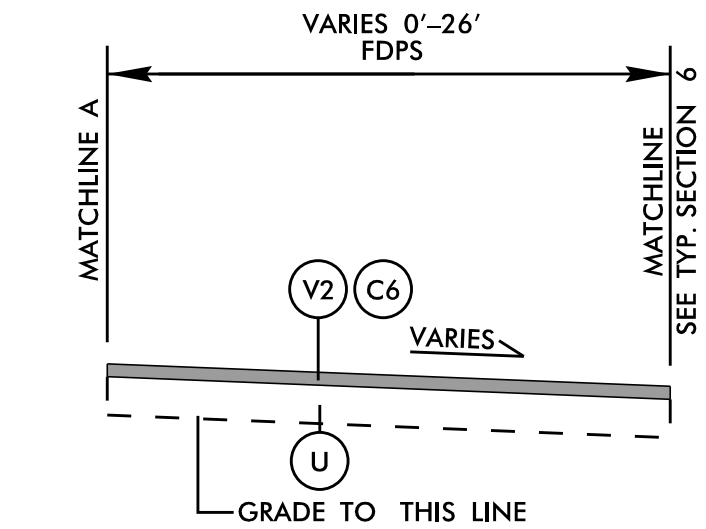
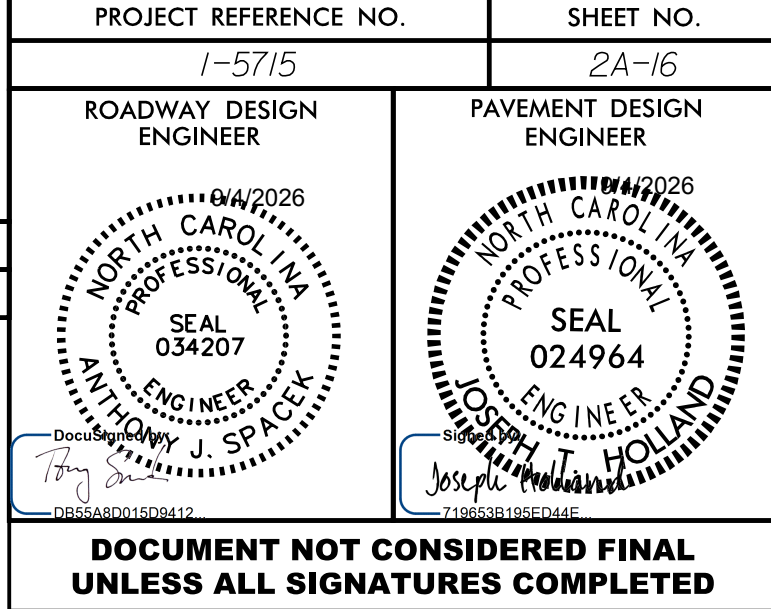


TYPICAL SECTION NO. 30B
-L3NB- STA 940+17.04 TO STA 949+28.32

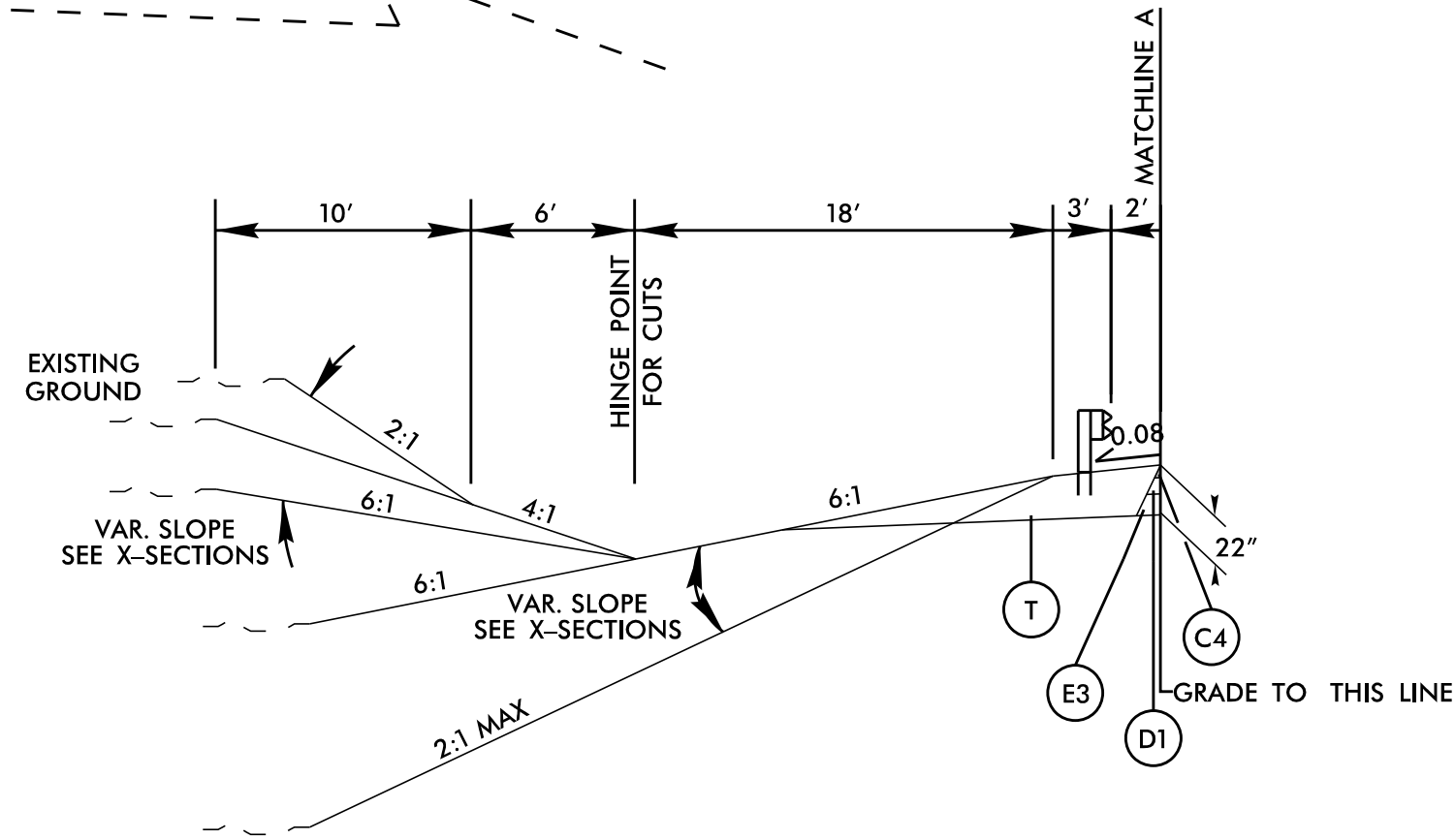
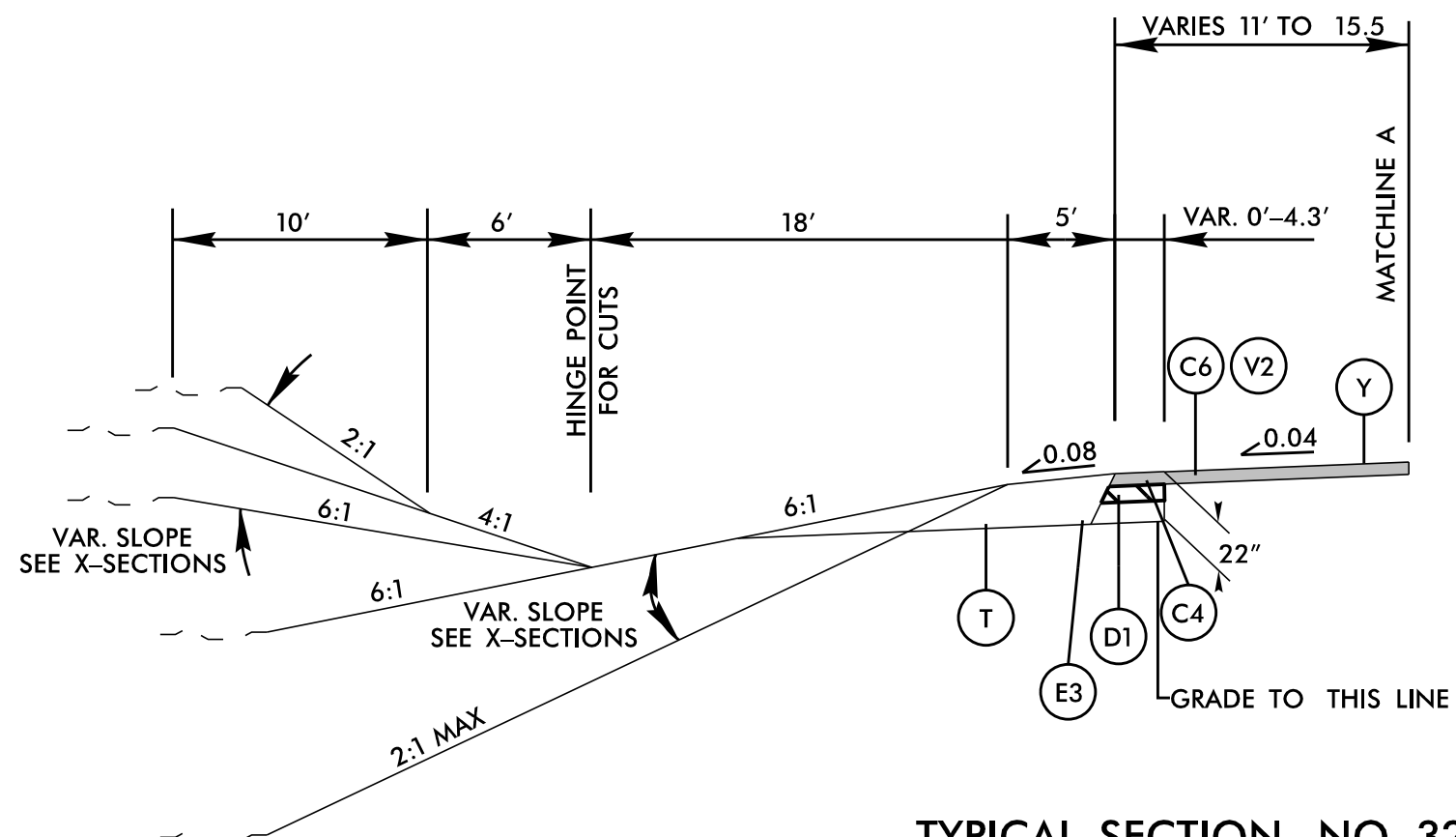


TYPICAL SECTION NO. 30C
-L3NB- STA 940+17.04 TO STA 946+79.24

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS



1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE INDICATED.
2. REFER TO PLAN SHEETS FOR VARIABLE WIDTHS.
3. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
4. FOR FILL OR CUT SLOPE HEIGHTS $< 5'$, USE 4:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS $5' < 10'$, USE 3:1 SLOPES.
FOR FILL OR CUT SLOPE HEIGHTS $> 10'$, USE 2:1 SLOPES.
5. MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
6. SEE CROSS SECTIONS FOR SUPERELEVATION.



FINAL PAYEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
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R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAYEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

PROJECT REFERENCE NO.

1-5715

SHEET NO.

2A-17

ROADWAY DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

PAVEMENT DESIGN ENGINEER

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

9/4/2026

PROFESSIONAL ENGINEER

SEAL 034207

ANTHONY J. SPACEK

9/4/2026

PROFESSIONAL ENGINEER

SEAL 024964

JOSEPH T. HOLLAND

DOCUMENT NOT CONSIDERED FINAL

UNLESS ALL SIGNATURES COMPLETED

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- SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT TO PROVIDE VARIABLE FULL DEPTH ASPHALT PAVEMENT.
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- MATCH EXISTING ELEVATION AT CONTROL POINT ON I-77.
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FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
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E3	15" B25.0C
E4	VAR. B25.0C
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N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
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R10	2'-6" SPILL CURB
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S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

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8/3/2026

Kimley»Horn

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

1-5715

SHEET NO.

2A-18

DOCUMENT NOT CONSIDERED FINAL

UNLESS ALL SIGNATURES COMPLETED

SEE STRUCTURE PLANS FOR

STRUCTURE CONSTRUCTION DETAILS

BRIDGE TYPICAL SECTION NO. 1

-Y1- STA 17+82.99 TO STA 20+69.33
-Y1- STA 22+75.08 TO STA 24+32.58

BRIDGE TYPICAL SECTION NO. 2

-Y3- STA 12+12.01 TO STA 13+37.43
-Y3- STA 15+01.51 TO STA 16+24.09

BRIDGE TYPICAL SECTION NO. 3

-Y2- STA 29+05.80 TO STA 30+70.88
-Y2- STA 31+79.06 TO STA 33+37.63

**SEE STRUCTURES PLANS FOR CROWN POINT LOCATION

BRIDGE TYPICAL SECTION NO. 4

-Y2- STA 30+70.88 (END BRIDGE) TO STA 31+79.06 (BEGIN BRIDGE)

**SEE STRUCTURES PLANS FOR CROWN POINT LOCATION

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8/3/2026

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200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

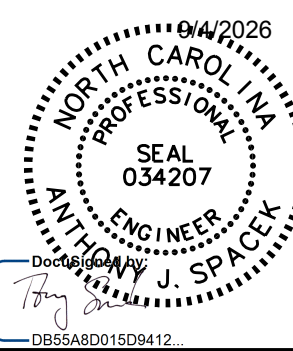
PROJECT REFERENCE NO.

1-5715

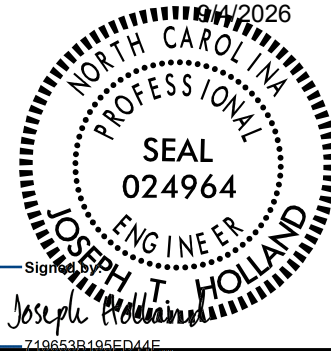
SHEET NO.

2A-19

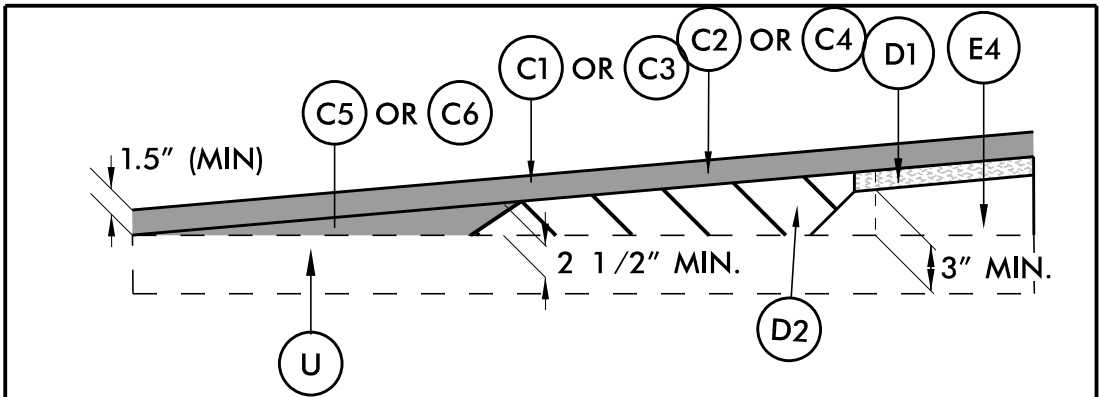
ROADWAY DESIGN
ENGINEER



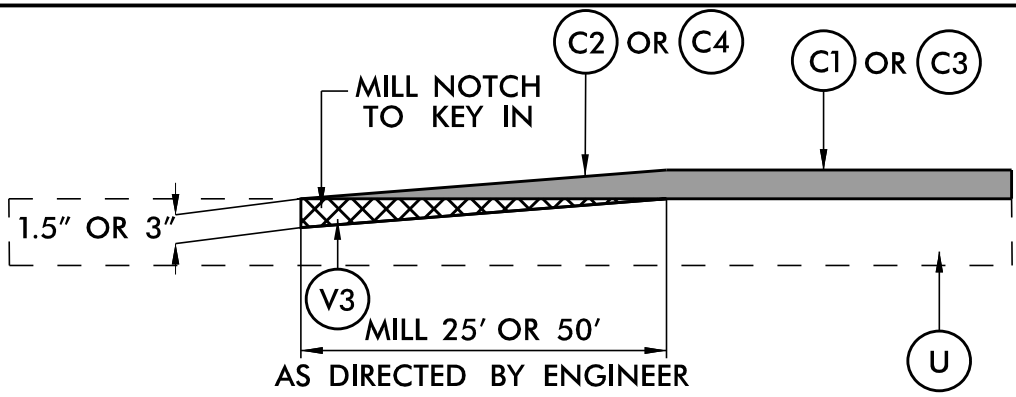
PAVEMENT DESIGN
ENGINEER



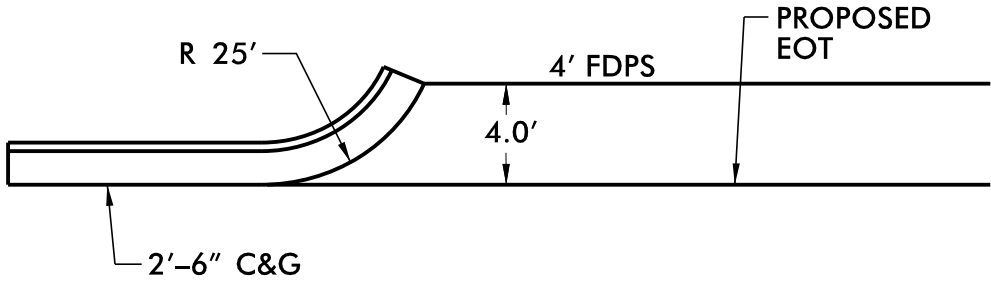
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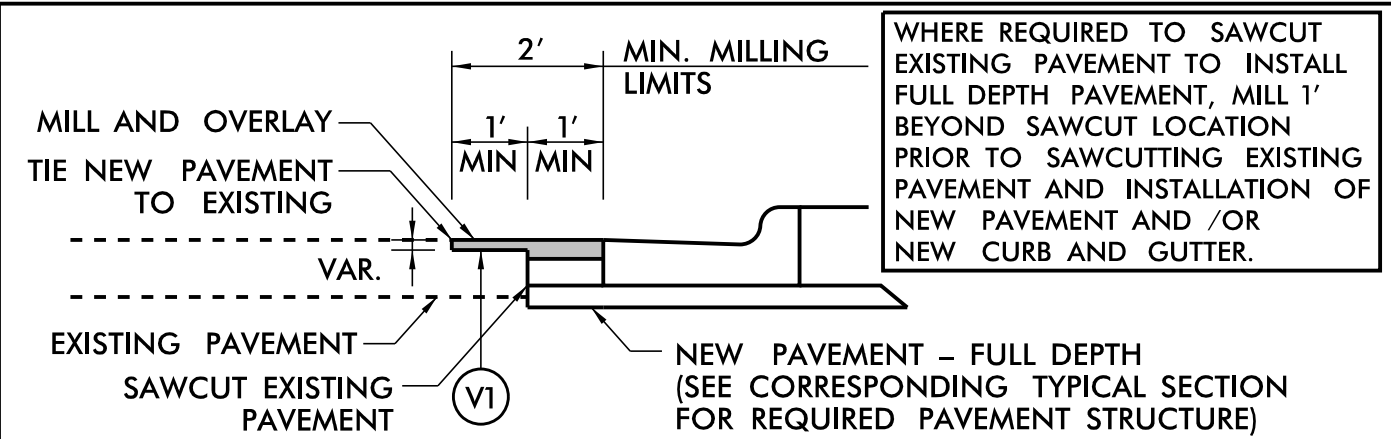
DETAIL 1 – METHOD OF WEDGING



DETAIL 2 – INCIDENTAL MILLING DETAIL



DETAIL 3 – CURB RETURN DETAIL



DETAIL 4 – MILLING AND SAWCUT DIMENSIONS

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" \$9.5C
C2	1.5" \$9.5D
C3	3" \$9.5C
C4	3" \$9.5D
C5	VAR. \$9.5C
C6	VAR. \$9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

Kimley»Horn

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

1-5715

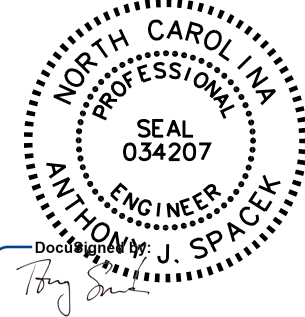
SHEET NO.

2A-20

ROADWAY DESIGN

ENGINEER

9/8/2026



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USE ALONG:

-L3NB- STA 902+75 TO 903+75

-L3NB- STA 909+75 TO 911+75

-L3NB- STA 920+75 TO 924+75

-L3NB- STA 926+25 TO 930+75

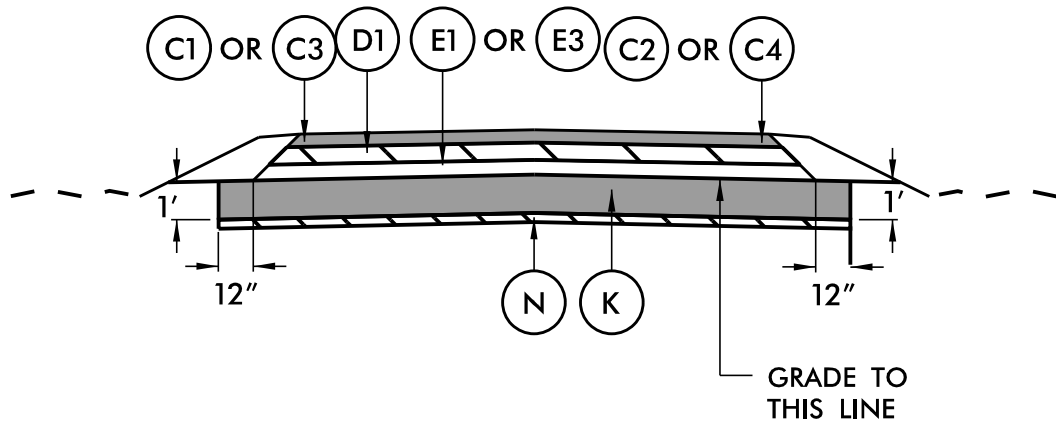
-Y1RPD- STA 11+25 TO 13+25

-Y2RPD- STA 13+75 TO 15+75

-Y2RPD- STA 21+25 TO 23+25

-Y2RPD- STA 31+75 TO 36+25

-Y2RPD- STA 37+75 TO 38+25



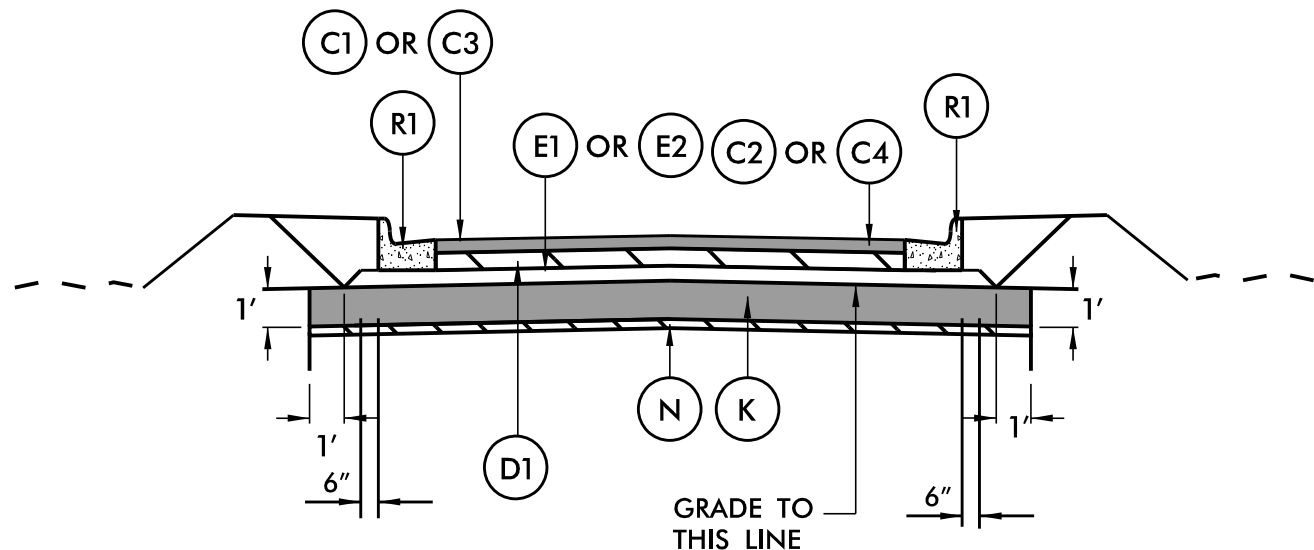
DETAIL 5 – SHALLOW UNDERCUT

USE ALONG:

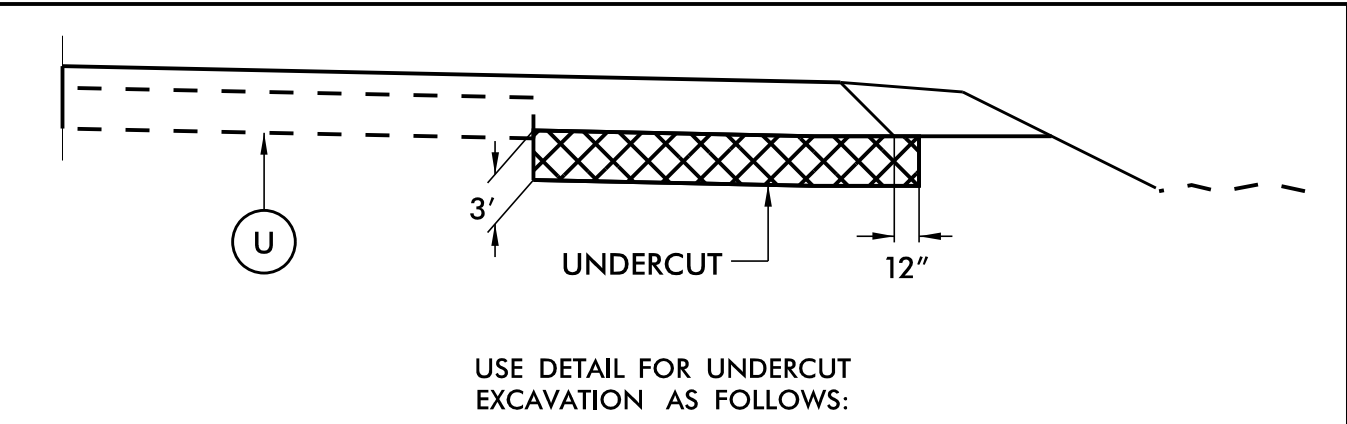
-Y2- STA 26+25 TO 28+75

-Y2RPB- STA 10+00 TO 11+25

-Y2RPD- STA 38+25 TO 40+75

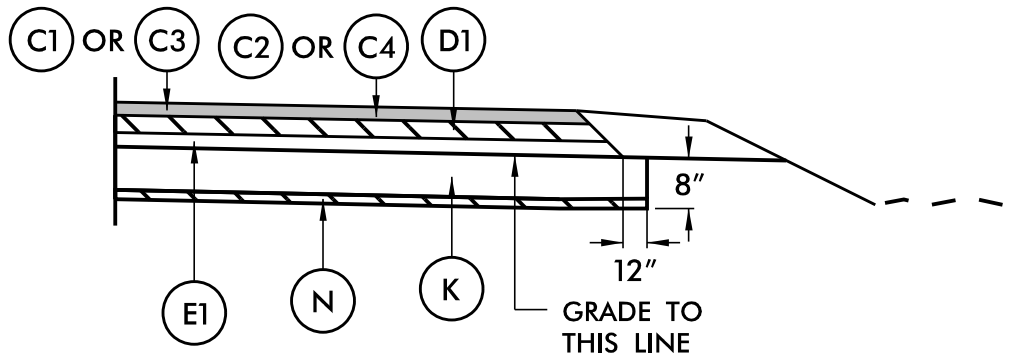


DETAIL 6 – SHALLOW UNDERCUT



USE 3':
-Y1RPD- STA 15+75 TO 17+25

DETAIL 7 – UNDERCUT EXCAVATION



USE DETAIL FOR SUBGRADE STABILIZATION
WITH PAVED SHOULDER SECTION AS FOLLOWS:

USE ALONG:

-Y1RPD- STA 18+25 TO 20+75

-Y2RPA- STA 15+25 TO 16+50

-Y2RPA- STA 16+50 TO 25+75

-Y2RPB- STA 17+00 TO 18+70 (LT)

-Y2RPB- STA 17+00 TO 21+73 (RT)

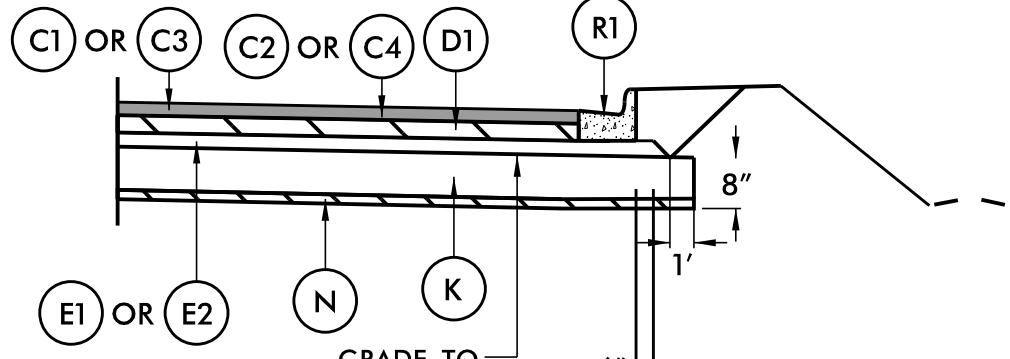
-Y2RPD- STA 17+50 TO 19+00

-Y2RPD- STA 39+75 TO 45+50 (LT)

-Y2RPD- STA 48+25 TO 48+50 (LT)

-Y2RPD- STA 48+50 TO 51+50 (LT)

DETAIL 8 – TYPE 2 SUBGRADE STABILIZATION



USE DETAIL FOR SUBGRADE STABILIZATION
WITH CURB AND GUTTER SECTION AS FOLLOWS:

USE ALONG:

-Y1- STA 10+18 TO 17+60

-Y1- STA 21+00 TO 22+60

-Y1- STA 24+50 TO 30+17

-Y2- STA 28+75 TO 29+25

-Y2RPB- STA 18+70 TO 25+75 (LT)

-Y2RPB- STA 21+73 TO 25+75 (RT)

-Y2RPD- STA 39+75 TO 45+50 (RT)

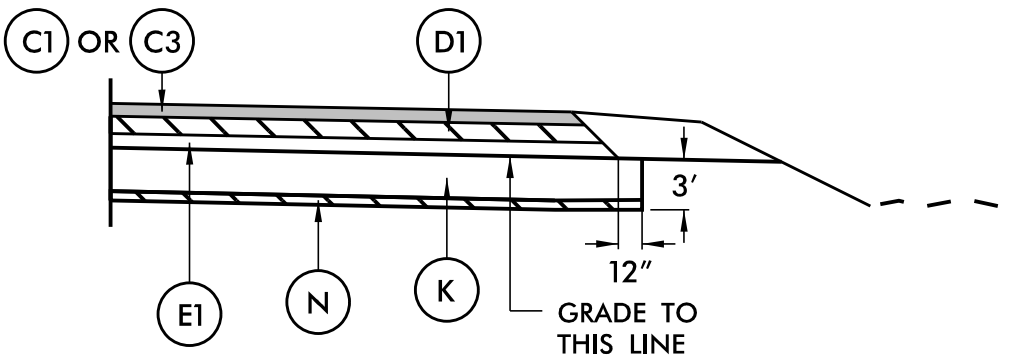
-Y2RPD- STA 48+25 TO 48+50 (RT)

-Y2RPD- STA 48+50 TO 51+50 (RT)

-Y3- STA 10+00 TO 12+00

-Y3- STA 13+50 TO 15+00

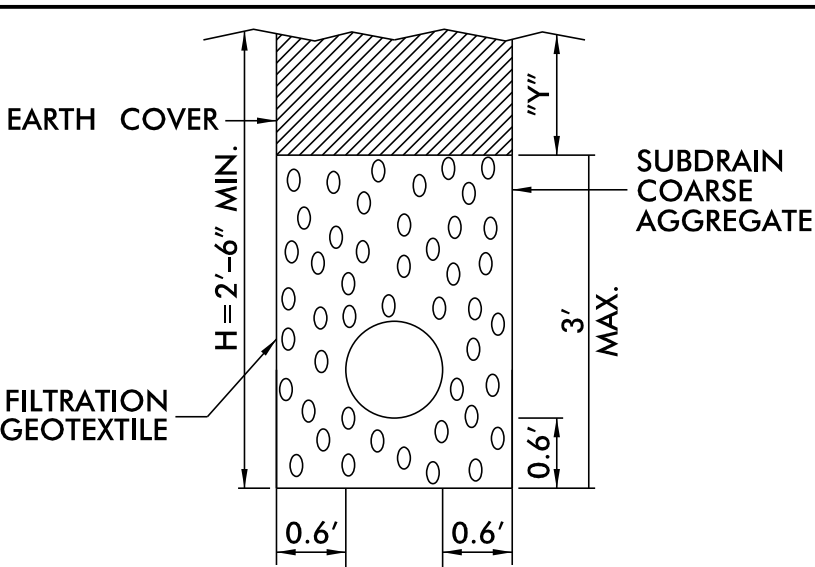
DETAIL 9 – TYPE 2 SUBGRADE STABILIZATION



USE DETAIL FOR SUBGRADE STABILIZATION
WITH PAVED SHOULDER SECTION AS FOLLOWS:

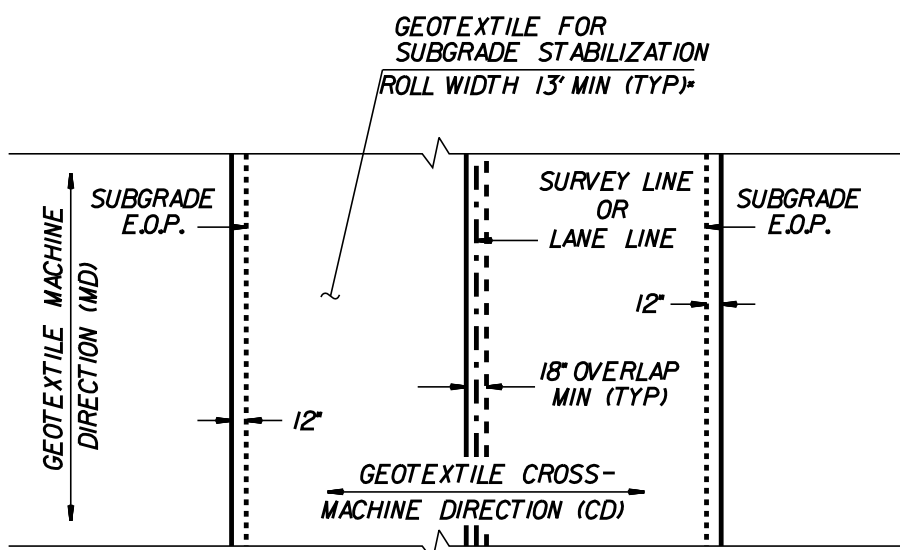
USE 3':
-Y1RPD- STA 15+75 TO 17+25

DETAIL 10 – SUBGRADE STABILIZATION



Y=12" WHEN "H" IS 4'-0" OR LESS
Y=VARIABLE WHEN "H" IS OVER 4'-0"

DETAIL 11 – SUBSURFACE DRAIN



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

FINAL PAVEMENT SCHEDULE	
A1	12" CONC. APRON
C1	1.5" S9.5C
C2	1.5" S9.5D
C3	3" S9.5C
C4	3" S9.5D
C5	VAR. S9.5C
C6	VAR. S9.5D
D1	4" I19.0C
D2	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	15" B25.0C
E4	VAR. B25.0C
K	CLASS IV SUBGRADE STABILIZATION
N	GEOTEXTILE FOR SUBGRADE STABILIZATION
R1	2'-6" C & G
R2	1'-6" C & G
R3	8" X 18" CURB
R4	5" MONO. CONCRETE ISLAND (SURFACE MOUNTED)
R5	SHOULDER BERM GUTTER
R7	SINGLE FACED CONC. BARRIER
R8	CONC. MEDIAN BARRIER
R9	1'-6" C&G CLASS AA
R10	2'-6" SPILL CURB
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V1	1.5" MILLING
V2	1.5"-3" MILLING
V3	INCIDENTAL MILLING
W	VAR. WEDGING
Y	MILLED RUMBLE STRIPS

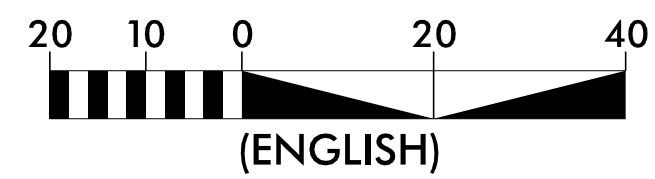
Y1 ROUNABOUT GEOMETRY SHEET

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RIGHT-OF-WAY REV.

CONST. REV.



PROJECT REFERENCE NO.	SHEET NO.
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1-5715	2B-1
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RW SHEET NO.

ROADWAY DESIGN
ENGINEER

/4/2026



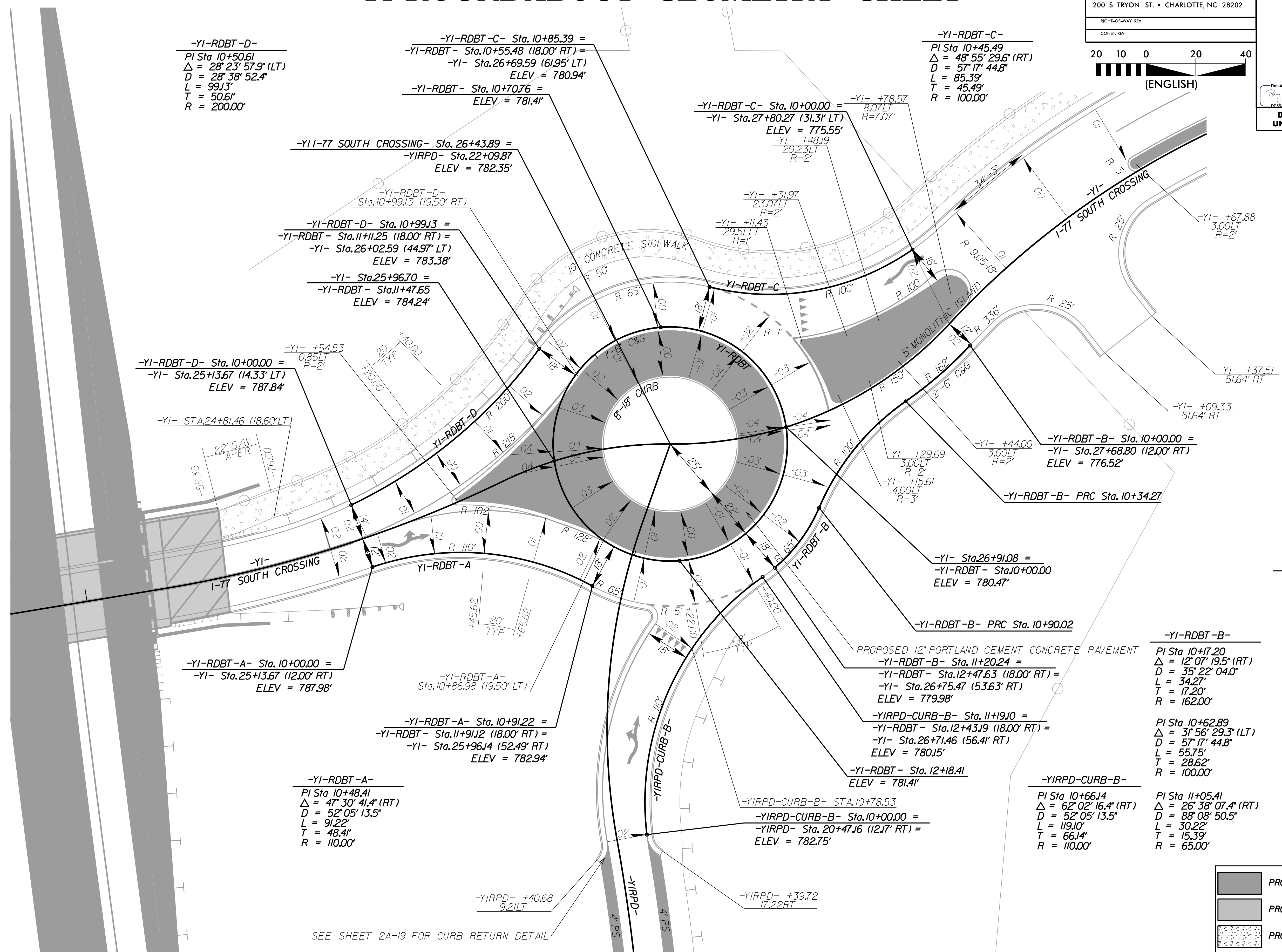
DocuSigned by:
Tony Smith

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NC GRID
NAD 83 NA 2011

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8/3/2026



SEE SHEET 2A-19 FOR CURB RETURN DETAIL

FOR -Y1- AND -Y1RPD- PROFILE, SEE SHEETS 24 & 25
FOR CURB PROFILES, SEE SHEETS 37 & 38
FOR ROUNDABOUT PROFILE, SEE SHEET 38

Y2RPA ROUNDABOUT GEOMETRY SHEET

Kimley»Horn

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.
CONST. REV.



PROJECT REFERENCE NO.	SHEET NO.
I-5715	2B-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
9/4/2026	
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-Y2RPA-RDBT-D-
PI Sta 10+54.50
Δ = 30° 29' 05.7" (LT)
D = 28° 38' 52.4"
L = 106.41'
T = 54.50'
R = 200.00'

PI Sta 11+16.34
Δ = 20° 25' 44.6" (RT)
D = 104° 02' 28.7"
L = 19.64'
T = 9.92'
R = 55.07'

-Y2RPA-RDBT-C- Sta. 11+53.21 =
-Y2RPA- Sta. 25+75.00 (22.28' LT)
ELEV = 744.24'

-Y2RPA-RDBT-C-
PI Sta 10+20.01 Δ = 25° 04' 06.4" (RT) Δ = 70° 37' 46.9" (RT) Δ = 9° 08' 11.0" (RT)
D = 63° 39' 43.1" D = 95° 29' 36.1" D = 22° 55' 05.2"
L = 39.38' L = 73.96' L = 39.87'
T = 20.01' T = 42.51' T = 19.98'
R = 90.00' R = 60.00' R = 250.00'

-Y2RPA-RDBT-D- Sta. 11+26.05 =
-Y2RPA- Sta. 26+64.60 (5.58' LT)
ELEV = 745.94'

-Y2RPA-RDBT-C-
PCC Sta. 11+13.34
-Y2RPA-RDBT-C- Sta. 10+00.00 =
-Y4- Sta. 11+65.00 (43.31' LT)
ELEV = 742.90'

-Y2RPA-RDBT-D- Sta. 10+01.22 =
-Y3- Sta. 16+46.21 (13.38' LT)
ELEV = 749.80'

-Y2RPA-RDBT-D- PRC Sta. 11+06.41
-Y3- +54.33 36.31LT
-Y2RPA-RDBT- PCC Sta. 11+93.01

-Y2RPA-RDBT-A- Sta. 10+08.94 =
-Y3- Sta. 16+53.94 (12.00' RT)
ELEV = 749.93'

-Y2RPA-RDBT-A- PC Sta. 10+09.20

-Y2RPA-RDBT-A- PRC Sta. 10+99.77

-Y2RPA-RDBT-A- PRC Sta. 11+06.26
-Y2RPA-RDBT- PC Sta. 10+00.00

-Y2RPA- Sta. 27+28.80 =
-Y3- 17+81.76 =
-Y4- 10+00.00
ELEV = 747.64'
-Y2RPA-RDBT-A- 11+20.98 12.58RT

-Y2RPA-RDBT-A- Sta. 11+81.51 =
-Y2RPA- Sta. 27+88.64 (6.27' RT)
ELEV = 746.22'

-Y2RPA-RDBT-A- 11+56.45 29.90RT
-Y2RPA- 28+27.01 30.48RT

-Y2RPA- 30.4815 25.24RT

-Y2RPA- +34.56 15.06LT R=2'

-Y2RPA- +47.53 9.97LT R=2'

-Y2RPA-RDBT-A-
PI Sta 10+56.98
Δ = 45° 07' 32.0" (RT)
D = 49° 49' 20.7"
L = 90.57'
T = 47.78'
R = 115.00'

PI Sta 11+03.02
Δ = 5° 42' 56.4" (LT)
D = 88° 08' 50.5"
L = 6.48'
T = 3.24'
R = 65.00'

PI Sta 11+50.24
Δ = 74° 20' 35.1" (LT)
D = 98° 47' 09.0"
L = 75.26'
T = 43.98'
R = 58.00'

	PAVEMENT REMOVAL
	PROPOSED CONCRETE
	PROPOSED PAVED SHOULDER
	PROPOSED SIDEWALK

PROPOSED 12" PORTLAND CEMENT CONCRETE PAVEMENT

-Y2RPA-RDBT-B-
PI Sta 10+18.17
Δ = 7° 45' 33.6" (RT)
D = 21° 22' 44.5"
L = 36.29'
T = 18.17'
R = 268.00'

PI Sta 10+91.93
Δ = 31° 05' 30.3" (LT)
D = 28° 38' 52.4"
L = 108.53'
T = 55.64'
R = 200.00'

PI Sta 12+62.83
Δ = 17° 30' 25.1" (LT)
D = 28° 38' 52.4"
L = 61.11'
T = 30.80'
R = 200.00'

-Y2RPA-RDBT -
PI Sta 10+32.83
Δ = 78° 45' 10.6" (LT)
D = 143° 14' 22.0"
L = 54.98'
T = 32.83'
R = 40.00'

PI Sta 11+22.25
Δ = 10° 14' 49.5" (LT)
D = 121° 54' 20.9"
L = 83.05'
T = 57.27'
R = 47.00'

PI Sta 11+70.86
Δ = 78° 45' 09.2" (LT)
D = 143° 14' 22.7"
L = 54.98'
T = 32.83'
R = 40.00'

PI Sta 12+50.28
Δ = 10° 14' 50.2" (LT)
D = 121° 54' 20.9"
L = 83.05'
T = 57.27'
R = 47.00'

FOR -Y2-, -Y2RPA AND -Y4- PROFILE, SEE SHEETS 26-28 & 33
FOR CURB PROFILES, SEE SHEET 39
FOR ROUNDABOUT PROFILE, SEE SHEET 40

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Y2RPB ROUNDABOUT GEOMETRY SHEET

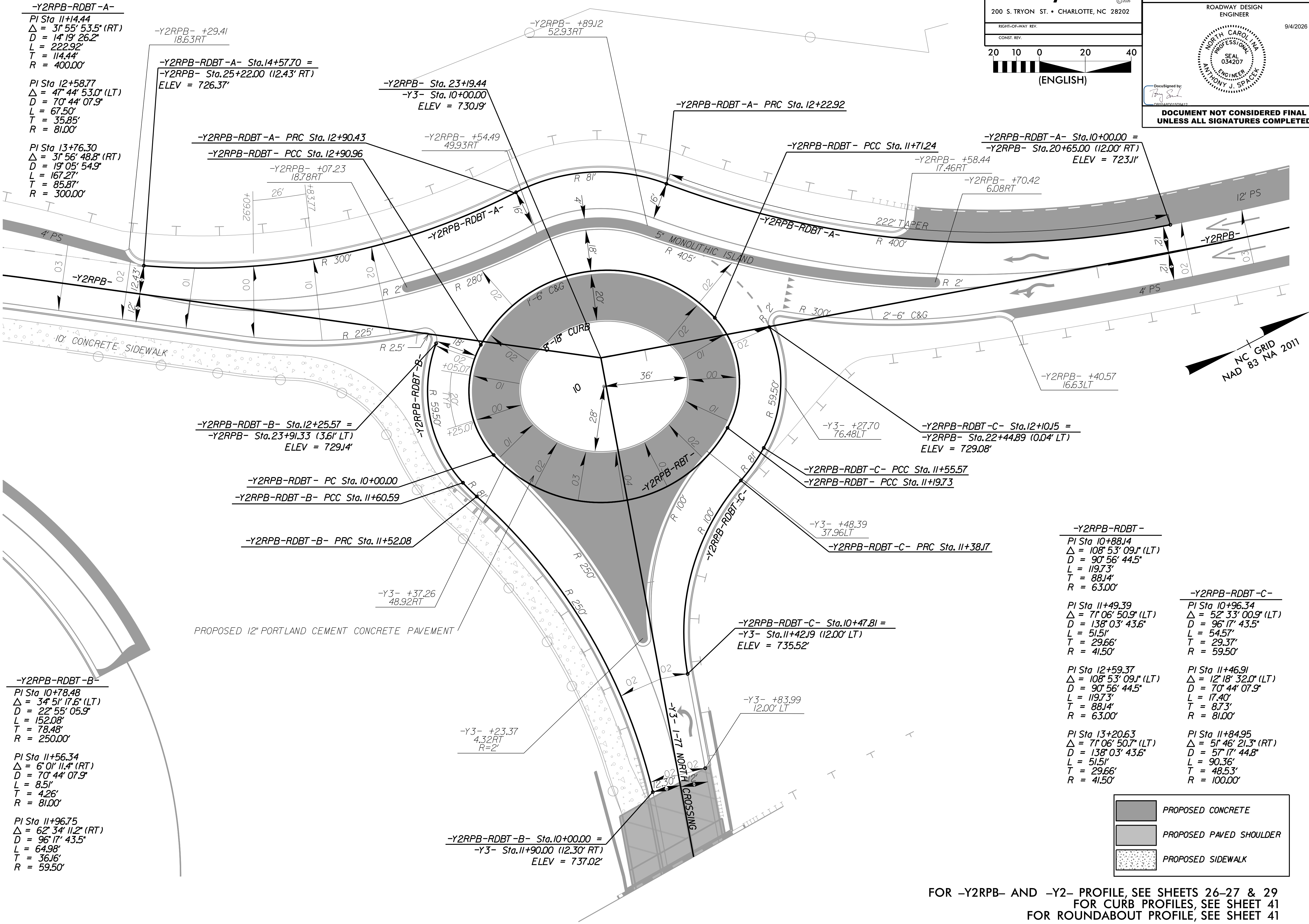
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200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.
CONST. REV.



PROJECT REFERENCE NO.	SHEET NO.
I-5715	2B-3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	
9/4/2026	
	
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FOR -Y2RPB- AND -Y2- PROFILE, SEE SHEETS 26-27 & 29
FOR CURB PROFILES, SEE SHEET 41
FOR ROUNDABOUT PROFILE, SEE SHEET 41

K:\CHL\PR\101036264 - I-5715\Roadway\Pro\N-5715_rdy_psh_2B-3.dgn

8/3/2026

Y2RPA DETOUR GEOMETRY SHEET

Kimley»Horn

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

NC GRID
NAD 83 NA 2011

PROJECT REFERENCE NO.

SHEET NO.

1-5715

2B-4

RW SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

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8/3/2026

-L3SB-

-L3SB-

-Y2RPA-DTR- PT Sta. 16+61.11

-Y2RPA-DTR- PRC Sta. 25+40.44

-Y2RPA-DTR- PC Sta. 22+39.16

$$\frac{-Y2RPA-DTR- POT Sta. 29+85.91}{-Y2- POT Sta. 34+73.60}$$

-Y2RPA-DTR- PT Sta. 28+88.94

SEE SHEET TMP-5.15
FOR PROFILE, SEE SHEET 34 AND 35.

TIE TO EXIST
-Y2RPA-DTR- Sta.28+77.91 =
-Y2RPA- Sta.31+62.87

TIE TO EXIST
[-L3NB- Sta. 948+80.40]

~~-Y2RPA-DTR- PC Sta. 10+00.00 =~~
~~-L3NB- Sta. 964+03.70.24' RT~~

PI Sta 27+23.58
 $\Delta = 25^{\circ} 47' 19.0''$ (RT)
 $D = 7^{\circ} 09' 43''$
 $L = 360.08'$
 $T = 183.14'$
 $R = 800.00'$
 $SE = 0.04$

-Y2RPA-DTR-

PI Sta 23+90.95
 $\Delta = 17^{\circ} 15' 42.8''$ (LT)
 $D = 5^{\circ} 43' 46.5''$
 $L = 301.28'$
 $T = 151.79'$
 $R = 1,000.00'$
 $SE = 0.06$

$PI Sta\ 13+30.76$
 $\Delta = 4^{\circ} 56' 00.3" (RT)$
 $D = 0^{\circ} 44' 46.4"$
 $L = 661.11'$
 $T = 330.76'$
 $R = 7,678.00'$

Y2RPB DETOUR GEOMETRY SHEET

Kimley»Horn

200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

PROJECT REFERENCE NO.

SHEET NO.

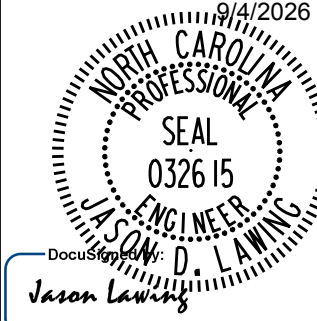
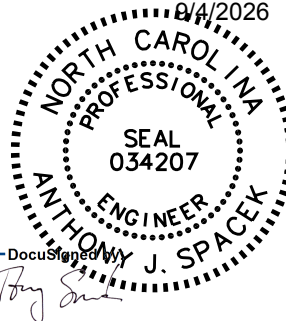
1-5715

2B-5

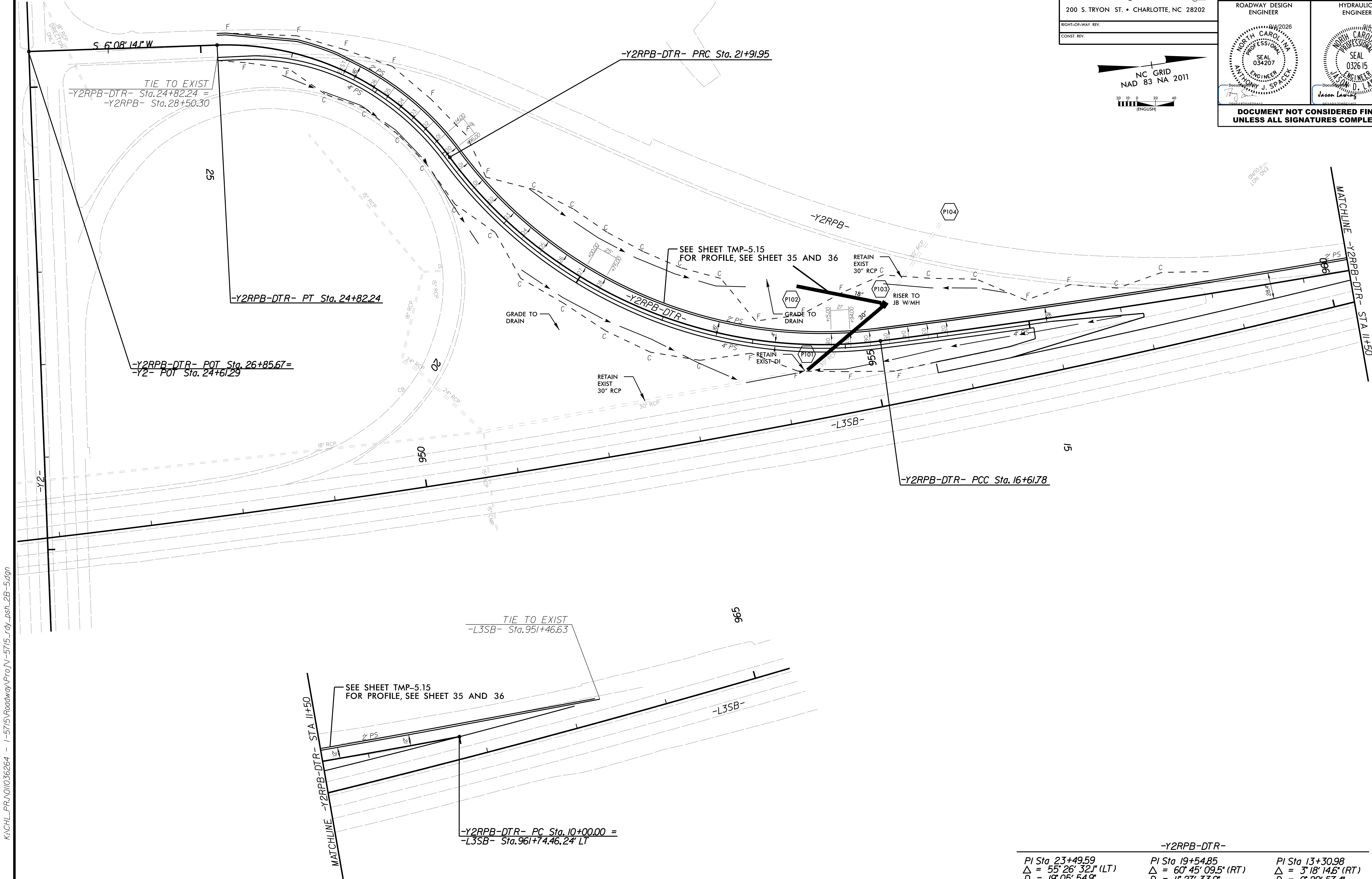
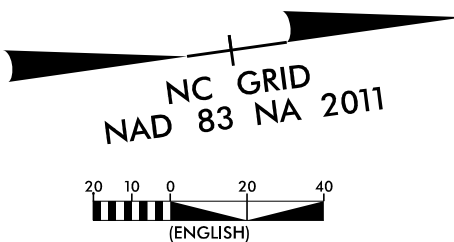
R/W SHEET NO.

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER



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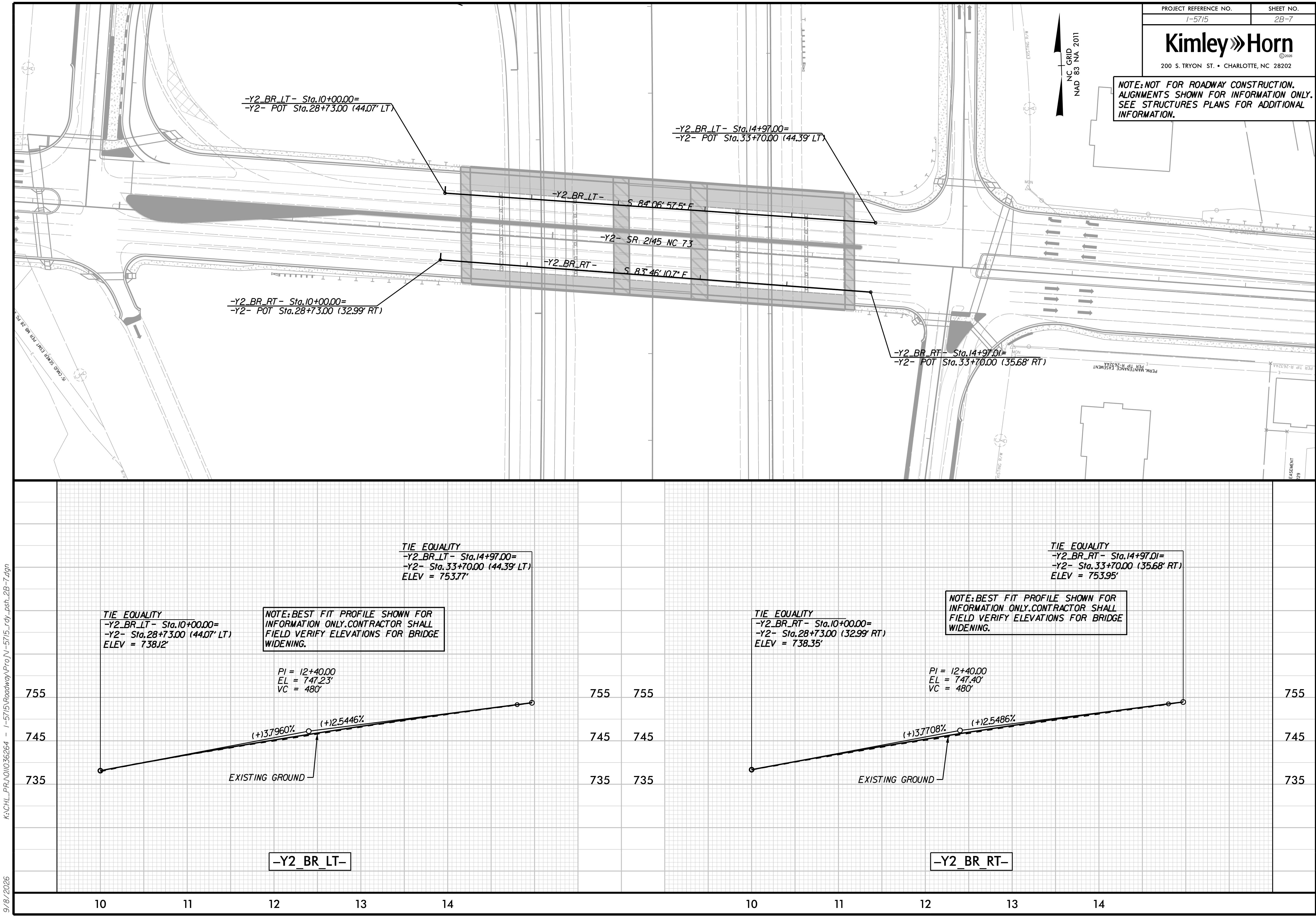
-Y2RPB-DTR-		
PI Sta 23+49.59	PI Sta 19+54.85	PI Sta 13+30.98
$\Delta = 55^{\circ} 26' 32.1''$ (LT)	$\Delta = 60^{\circ} 45' 09.5''$ (RT)	$\Delta = 3^{\circ} 18' 14.6''$ (RT)
$D = 19^{\circ} 05' 54.9''$	$D = 11^{\circ} 27' 33.0''$	$D = 0^{\circ} 29' 57.4''$
$L = 290.29'$	$L = 530.17'$	$L = 661.78'$
$T = 157.64'$	$T = 293.07'$	$T = 330.98'$
$R = 300.00'$	$R = 500.00'$	$R = 11,476.00'$
$SE = 0.08$	$SE = 0.06$	

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8/3/2026

MONOLITHIC CONCRETE ISLAND WITH RECESSED PEDESTRIAN REFUGE DETAIL

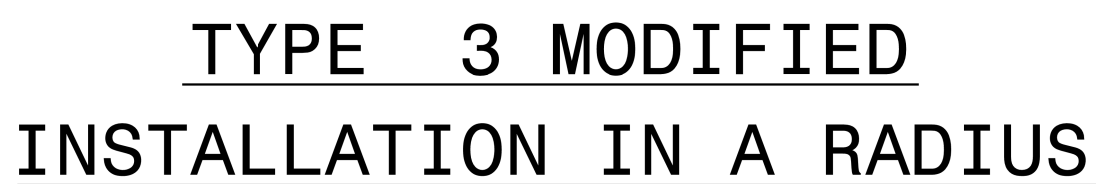
The diagram illustrates a cross-section of a monolithic concrete island with a recessed pedestrian refuge detail. The island is shown as a raised concrete structure with a central recessed area. The recessed area is labeled "DETECTABLE WARNING DOMES" and has a width of "5' Min". The island is labeled "MONOLITHIC CONCRETE ISLAND" on both sides. The existing pavement is shown below the island, with a height of "5''" indicated. The distance from the edge of the island to the recessed area is "1'".



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CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
BICYCLE / PEDESTRIAN SAFETY RAIL	
ORIGINAL BY: _____	DATE: _____
MODIFIED BY: K.A. KEMPF _____	DATE: 7-20-23 _____
CHECKED BY: _____	DATE: _____
FILE SPEC.: details@kempfenglishsafetyrails.com 2024.dgn	



DETECTABLE WARNING SURFACE



- PAY LIMITS FOR 1 CURB RAMP

SHEET 9 OF 13

848D06

