

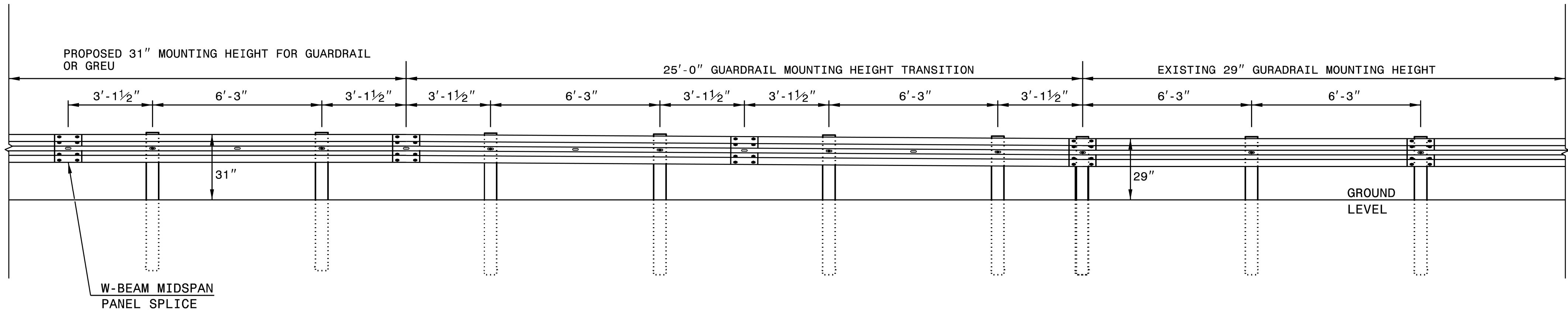
5/14/99

K:\CHL\PR\01036264 - I-57\5\Roadway\Pro\N-57\5_rdy_psh_2C-Series.dgn

8/3/2026

PROJECT REFERENCE NO.	SHEET NO.
I-5715	2C-17

NOTE: IF EXISTING GUARDRAIL IS LOWER THAN 29", USE AN ADDITIONAL 12'-6" LONG SECTION OF GUARDRAIL, FOR EVERY 1" OF HEIGHT DIFFERENCE, TO TRANSITION FROM EXISTING GUARDRAIL TO PROPOSED 31" GUARDRAIL.



ELEVATION VIEW

TRANSITION FROM 29" TO 31" W-BEAM GUARDRAIL MOUNTING HEIGHT

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

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 5 OF 9

862D02



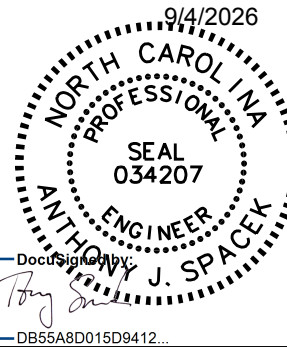
Signed by:
Nicole M. Hackler
58843203034164C5...

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

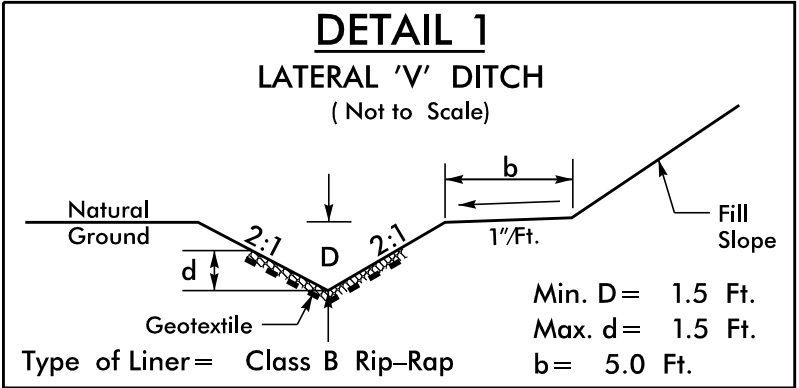
CONTRACTS STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-8950 FAX 919-250-4119

SEE TITLE BLOCK

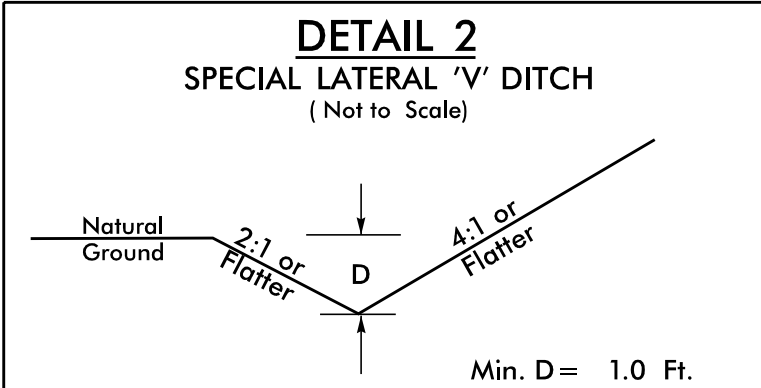
ORIGINAL BY: K. Aldridge DATE: 02-25
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.:



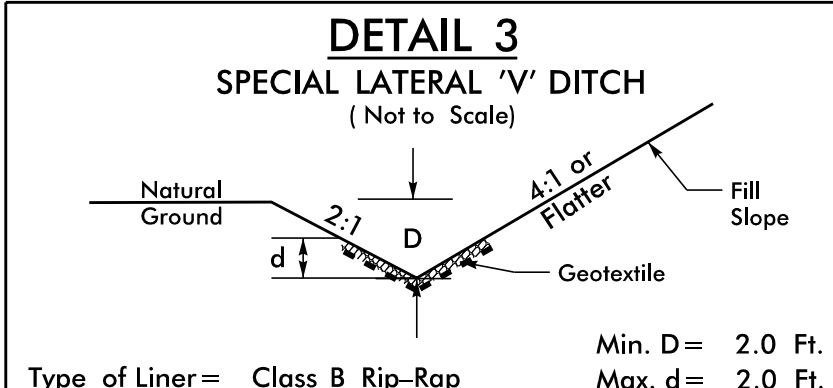
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UNLESS ALL SIGNATURES COMPLETED



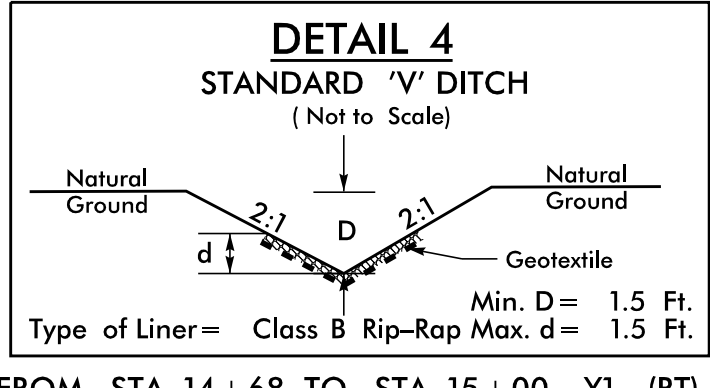
FROM STA. 11+50 TO STA. 13+40 -Y1- (RT)
FROM STA. 15+00 TO STA. 17+00 -Y1- (RT)
FROM STA. 20+60 TO STA. 21+50 -Y2RPA- (LT)
FROM STA. 14+50 TO STA. 20+25 -Y2RPB- (RT)
FROM STA. 20+45 TO STA. 24+00 -Y2RPB- (RT)
FROM STA. 38+00 TO STA. 43+50 -Y2RPD- (RT)
FROM STA. 18+50 TO STA. 20+08 -Y2RPD- (RT)
FROM STA. 49+00 TO STA. 51+00 -Y2RPD- (RT)



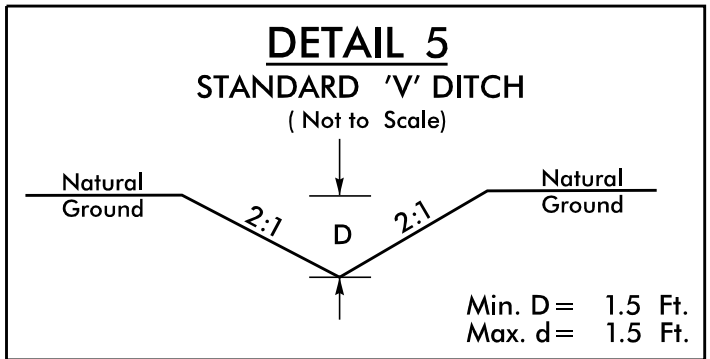
FROM STA. 17+50 TO STA. 19+50 -Y1RPD- (LT)
FROM STA. 38+00 TO STA. 40+00 -Y2- (LT)
FROM STA. 25+45 TO STA. 26+00 -Y2- (LT)
FROM STA. 28+75 TO STA. 31+00 -Y2RPA- (LT)
FROM STA. 28+50 TO STA. 31+50 -Y2RPA- (RT)
FROM STA. 14+00 TO STA. 15+50 -Y2LPB- (RT)
FROM STA. 16+50 TO STA. 18+30 -Y2LPB- (LT)
FROM STA. 12+60 TO STA. 13+20 -Y4- (RT)
FROM STA. 10+50 TO STA. 10+75 -Y5- (LT)
FROM STA. 10+38 TO STA. 10+50 -Y9- (LT)



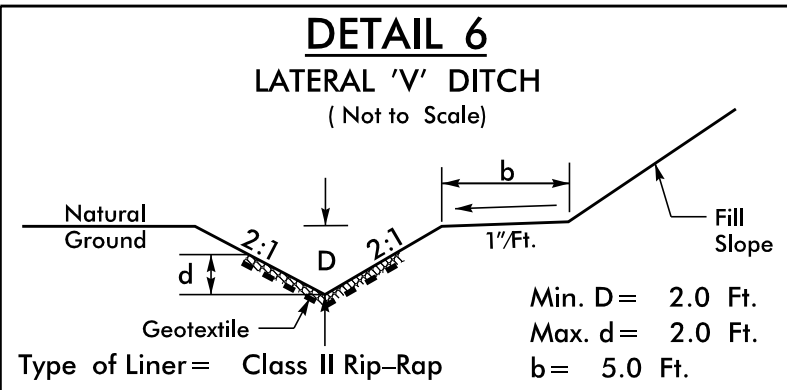
FROM STA. 22+50 TO STA. 24+80 -Y2RPA- (LT)
FROM STA. 12+00 TO STA. 14+50 -Y2RPB- (RT)



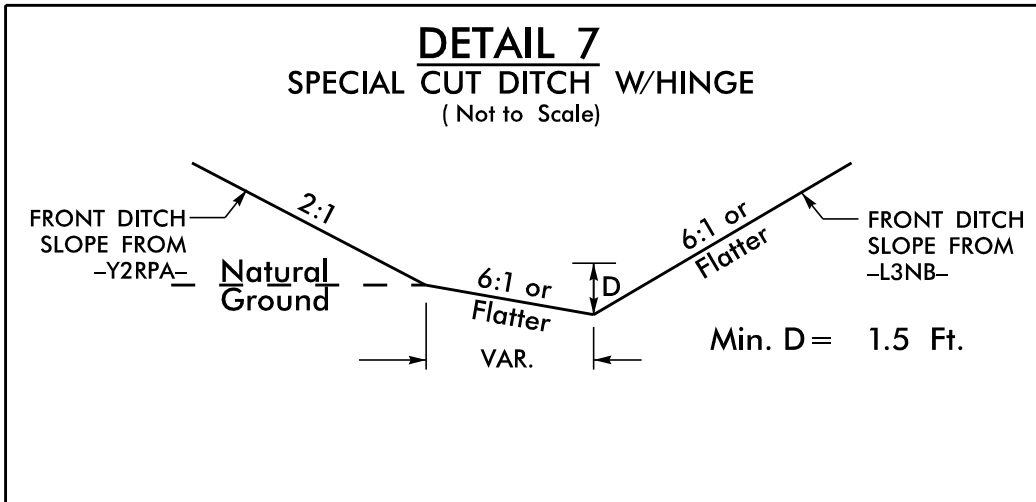
FROM STA. 14+68 TO STA. 15+00 -Y1- (RT)



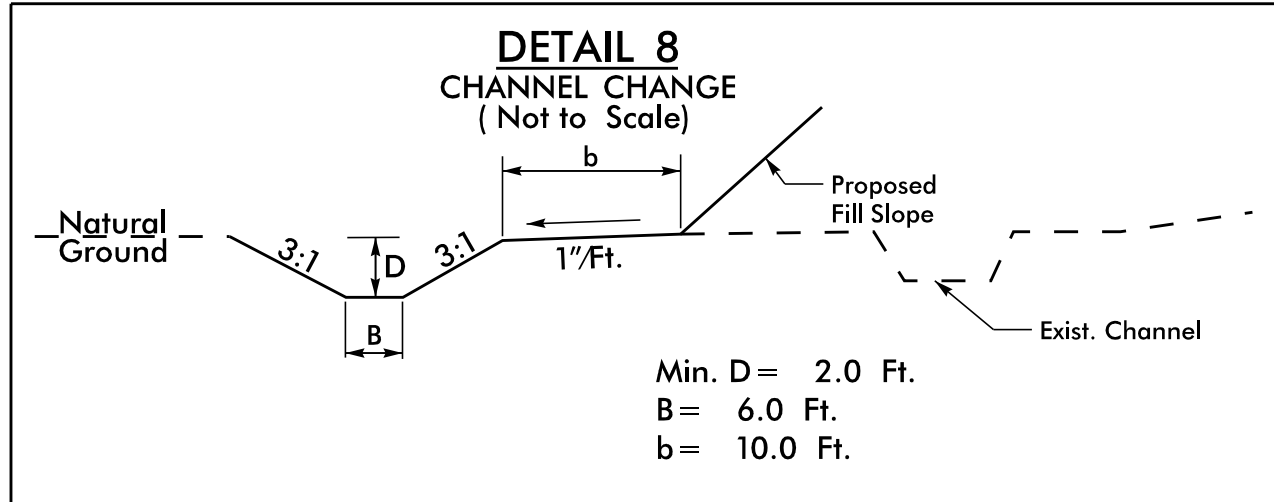
STA. 944+33 -L3SB- (RT)
FROM STA. 13+55 -Y4- (LT) TO STA. 25+17.50 -Y2RPA- (LT)
FROM STA. 11+45 -Y3- (RT) TO STA. 12+93 -Y2LPB- (RT)



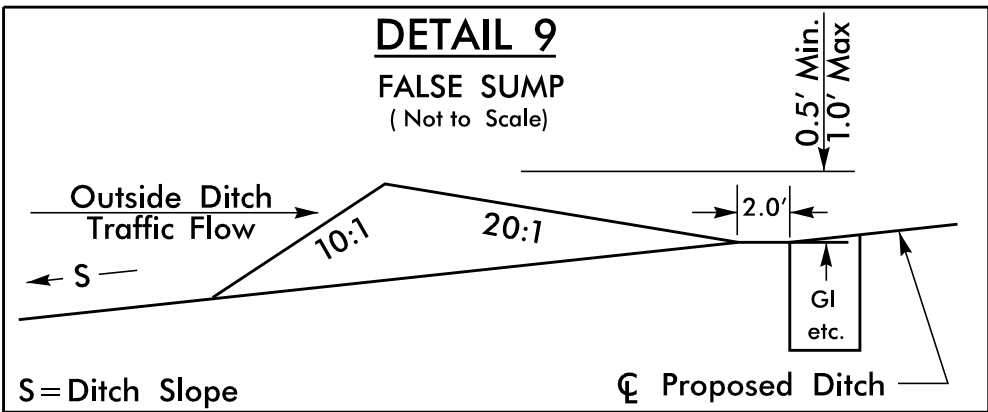
FROM STA. 26+84 TO STA. 30+00 -Y1- (RT)
FROM STA. 18+00 TO STA. 20+47 -Y1RPD- (RT)



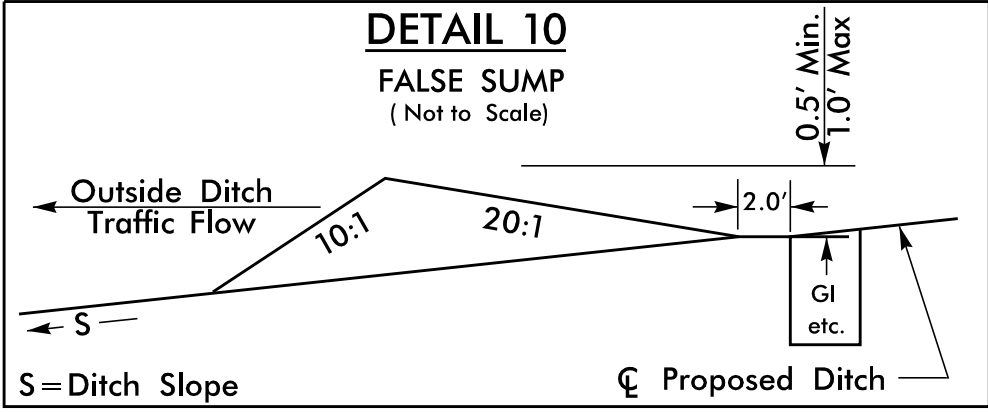
FROM STA. 22+00 TO 23+00 -Y2RPA- (RT)
FROM STA. 23+15 TO 25+00 -Y2RPA- (RT)



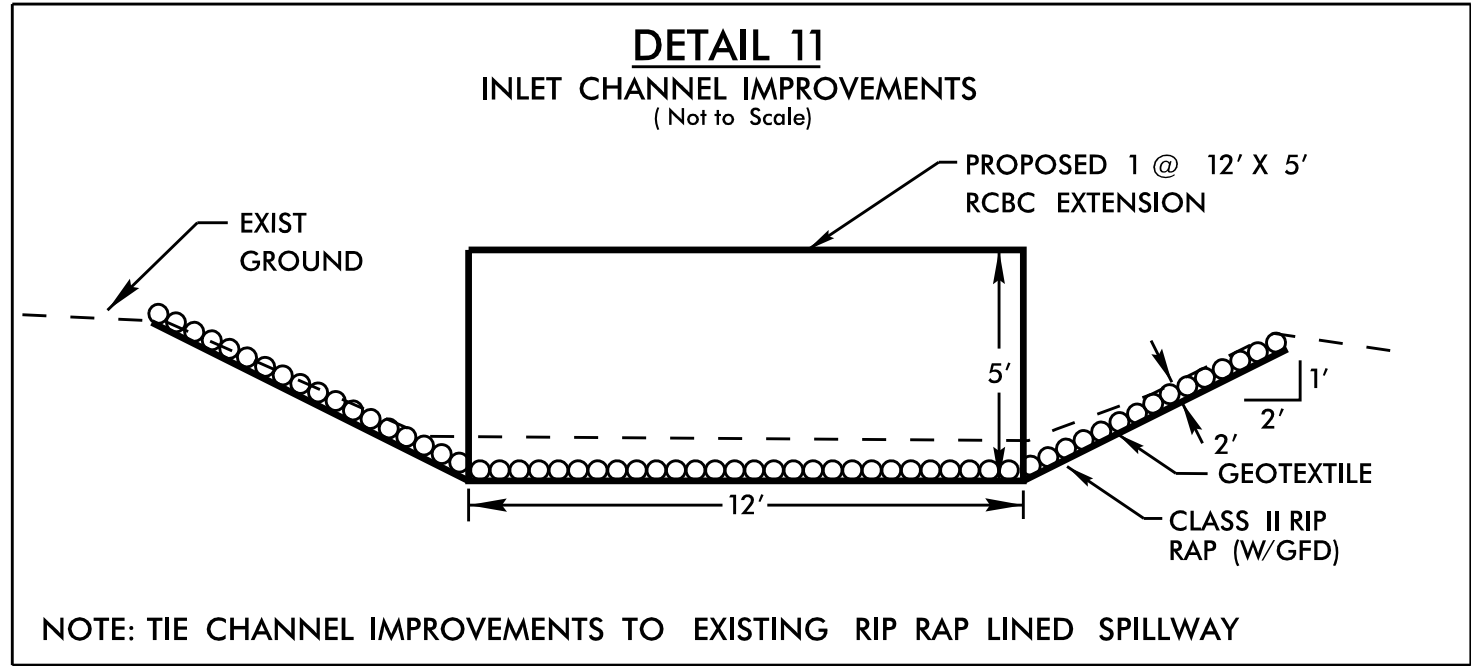
FROM STA. 17+35 TO STA. 20+45 -Y2RPA- (LT)



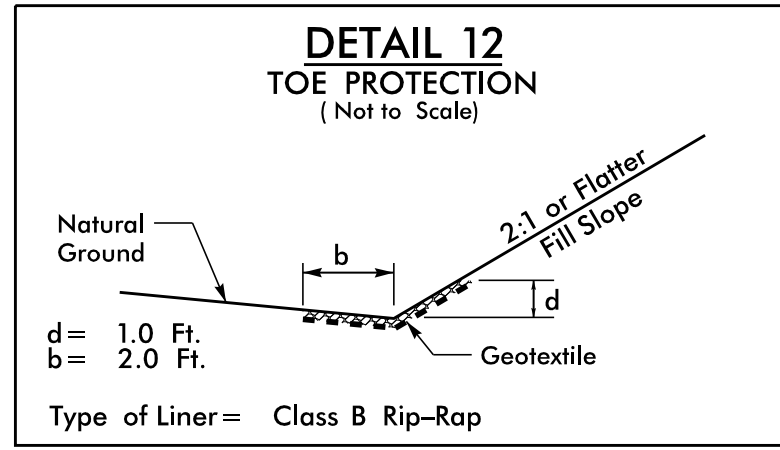
STA. 849+41 -L3NB- (RT)
STA. 897+37 -L3NB- (RT)
STA. 969+70 -L3NB- (RT)
STA. 974+65 -L3NB- (RT)
STA. 23+15 -Y2RPA- (RT)
STA. 25+15 -Y2RPA- (RT)
STA. 11+85 -Y2RPD- (RT)



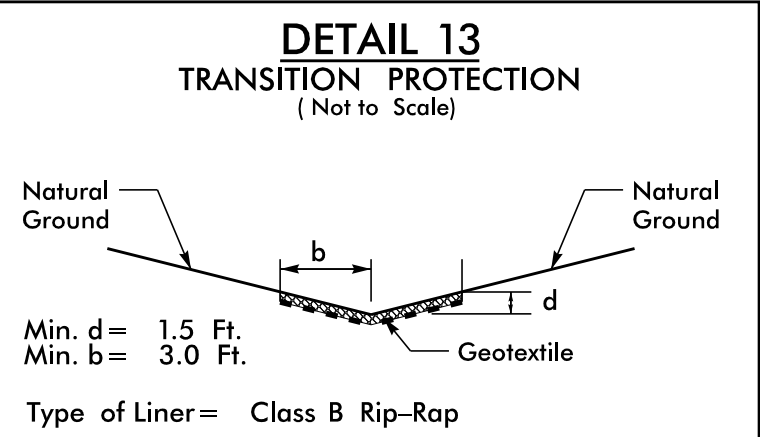
STA. 949+15 -L3NB- (RT)
STA. 22+36 -Y2RPA- (LT)
STA. 11+00 -Y2RPB- (RT)
STA. 30+65 -Y2RPD- (RT)



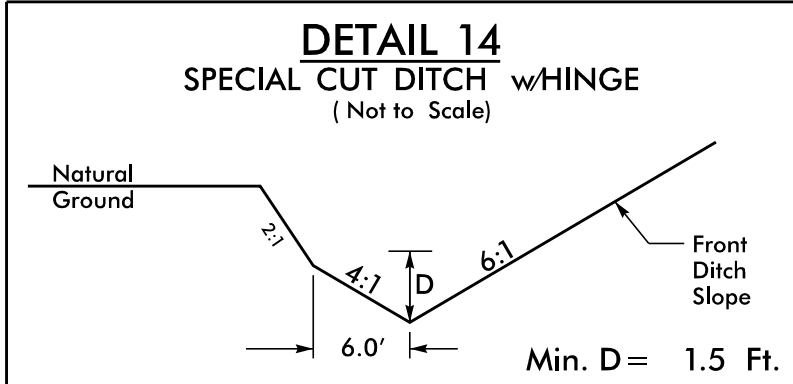
STA. 19+93 -Y2- (RT)



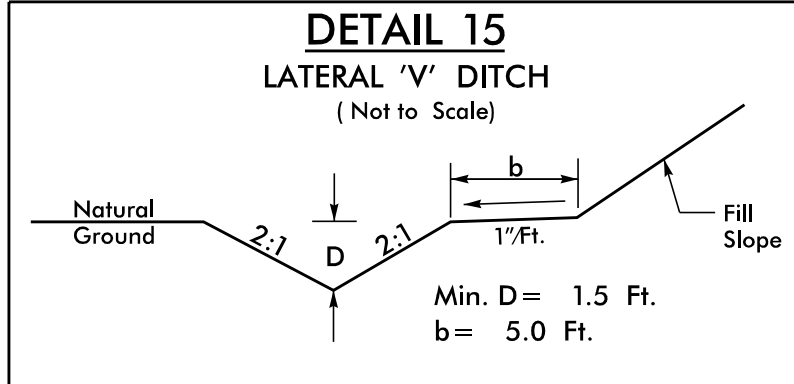
FROM STA. 16+50 TO STA. 18+08 -Y2RPD- (RT)
FROM STA. 18+08 TO STA. 18+50 -Y2RPD- (RT)



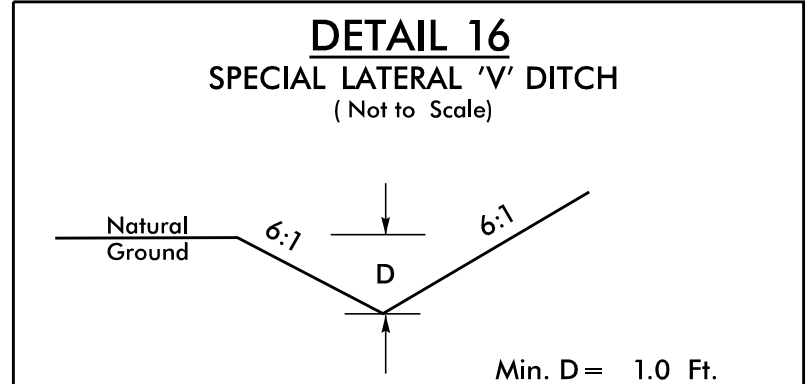
FROM STA. 14+63 TO STA. 14+68 -Y1- (RT)



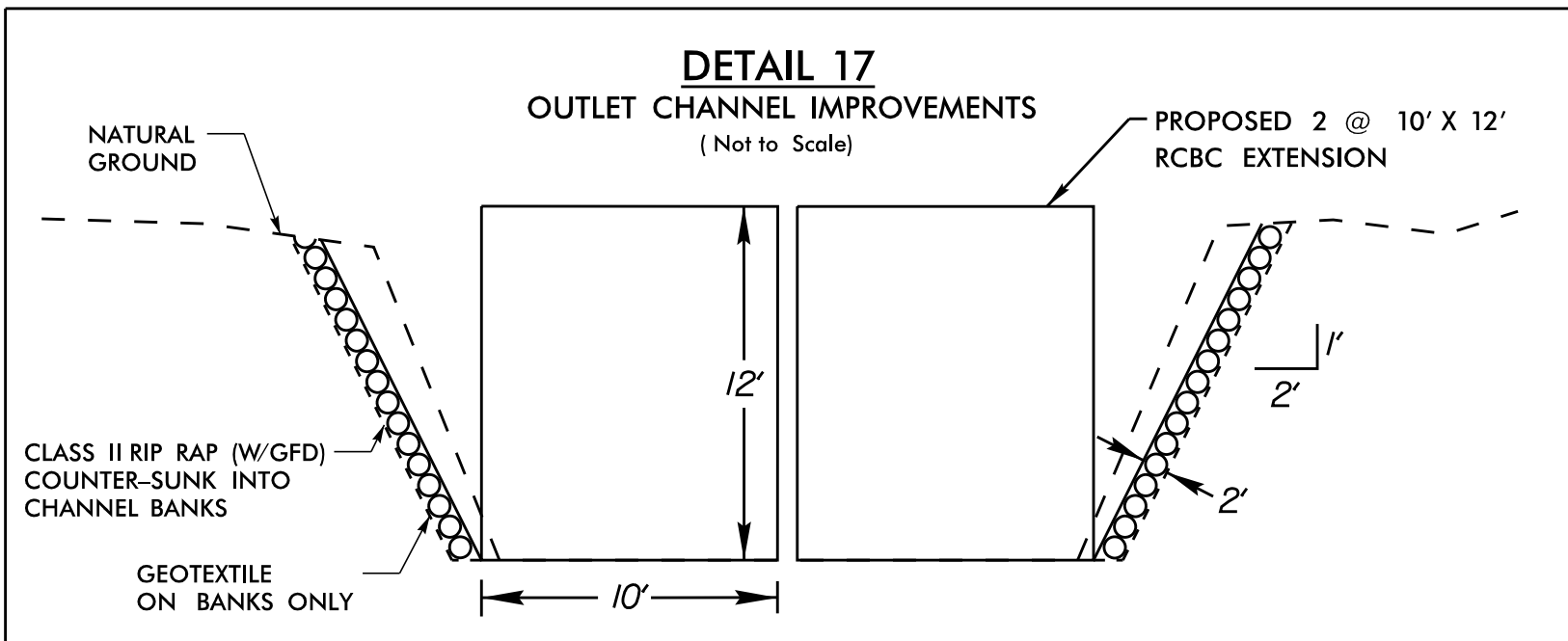
FROM STA. 10+00 TO STA. 14+50 -Y1RPD- (RT)
FROM STA. 14+50 TO STA. 18+00 -Y1RPD- (RT)
FROM STA. 16+50 TO STA. 17+50 -Y1RPD- (LT)
FROM STA. 10+00 TO STA. 11+50 -Y2RPB- (RT)
FROM STA. 26+00 TO STA. 30+50 -Y2RPD- (RT)
FROM STA. 51+00 TO STA. 52+00 -Y2RPD- (RT)



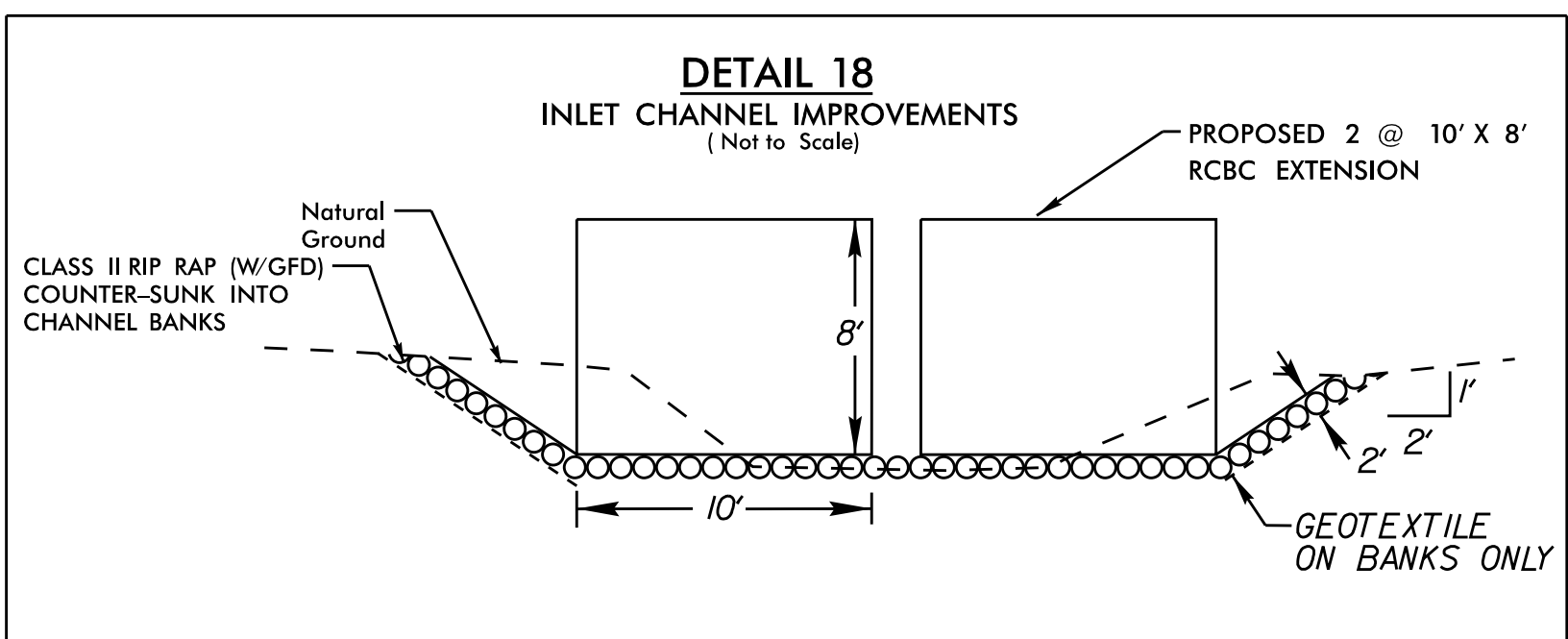
FROM STA. 10+88 TO STA. 13+50 -Y1- (LT)
FROM STA. 20+45 TO STA. 24+00 -Y2RPB- (RT)
FROM STA. 10+15 TO STA. 11+45 -Y3- (RT)



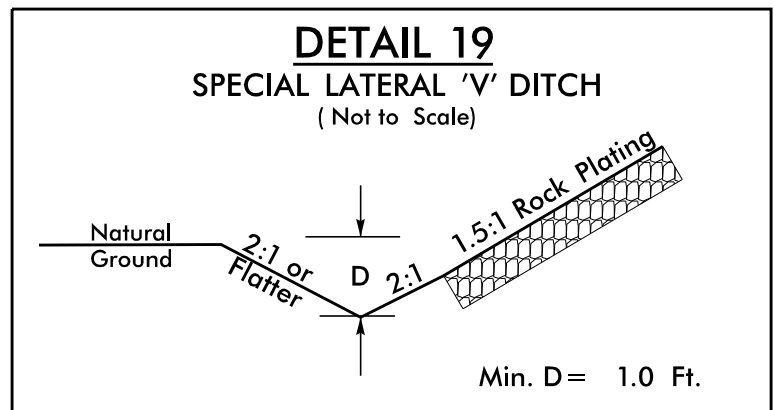
FROM STA. 32+50 TO STA. 35+50 -Y2RPD- (RT)



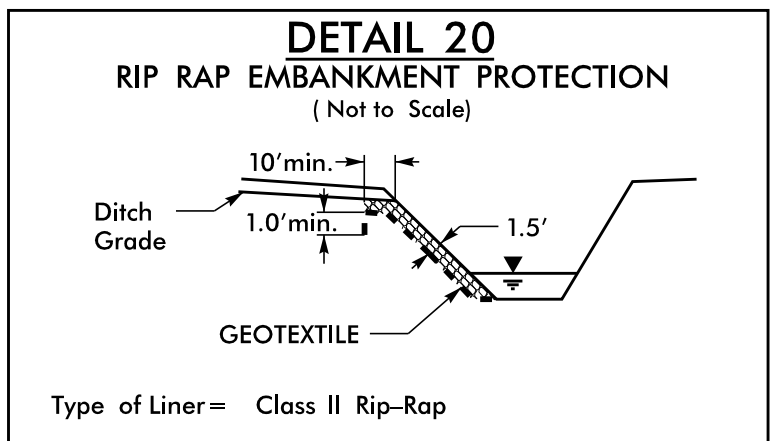
STA. 20+27 -Y2RPB- (RT)



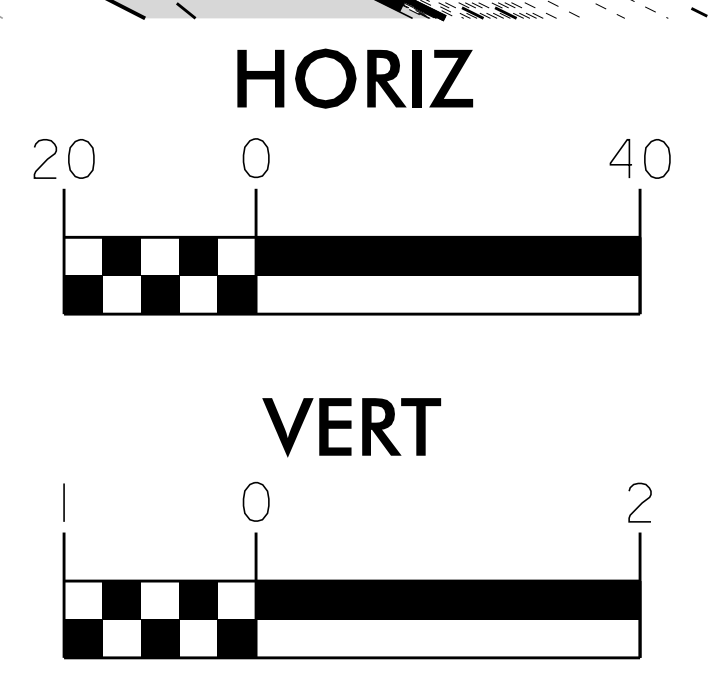
STA. 20+51 -Y2RPA- (LT)



FROM STA. 49+00 TO STA. 51+00 -Y2RPD- (RT)



FROM STA. 17+28 TO STA. 17+70 -Y2RPA- (RT)
FROM STA. 46+14 TO STA. 46+32 -Y2RPD- (RT)



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.

2D-3

R/W SHEET NO.

HYDRAULICS ENGINEER

6/4/2026

NOTAR SEAL

032615

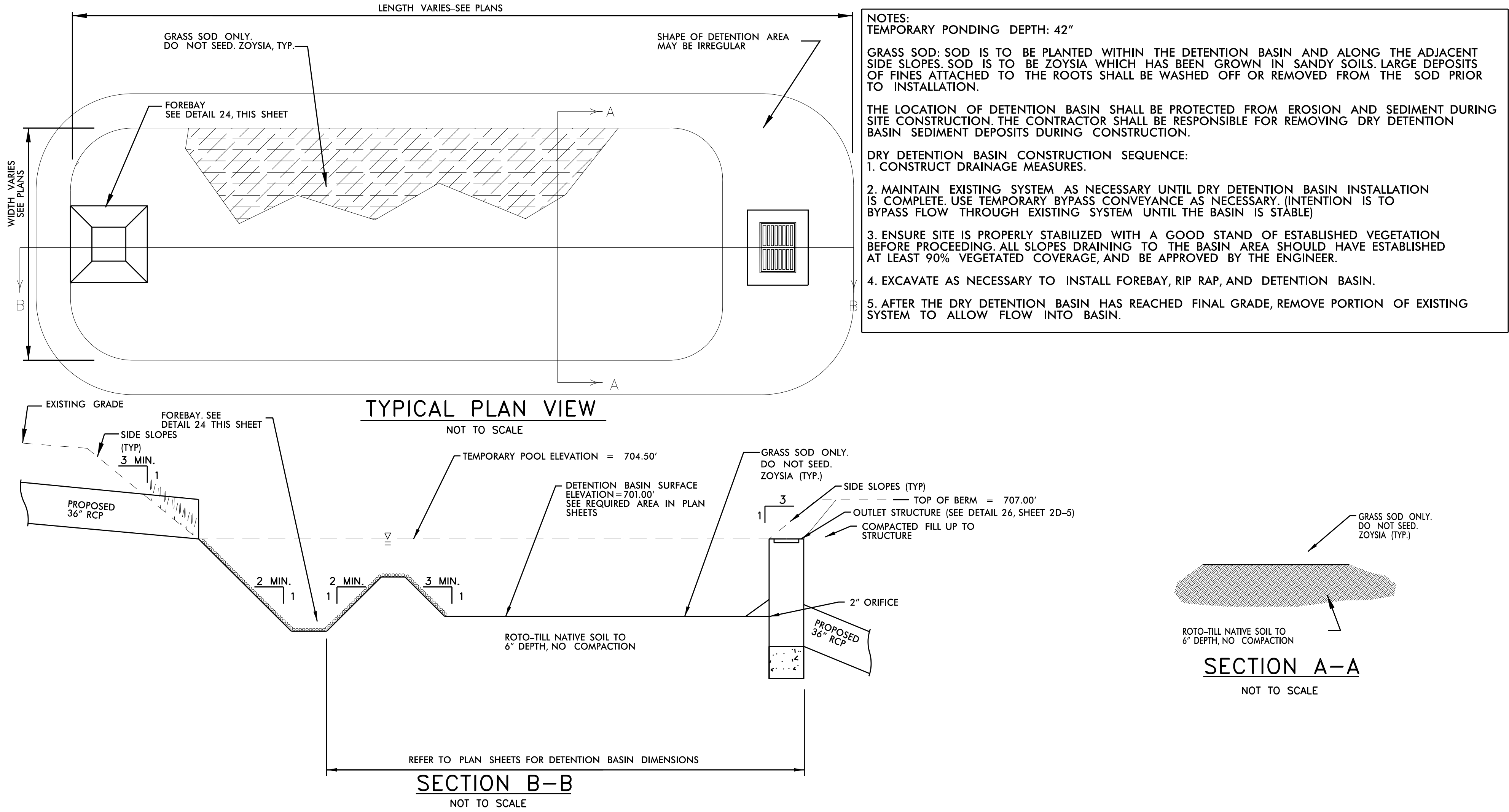
PROFESSIONAL ENGINEER

Jason D. Lanning

DocId:353AB2D6SE1407

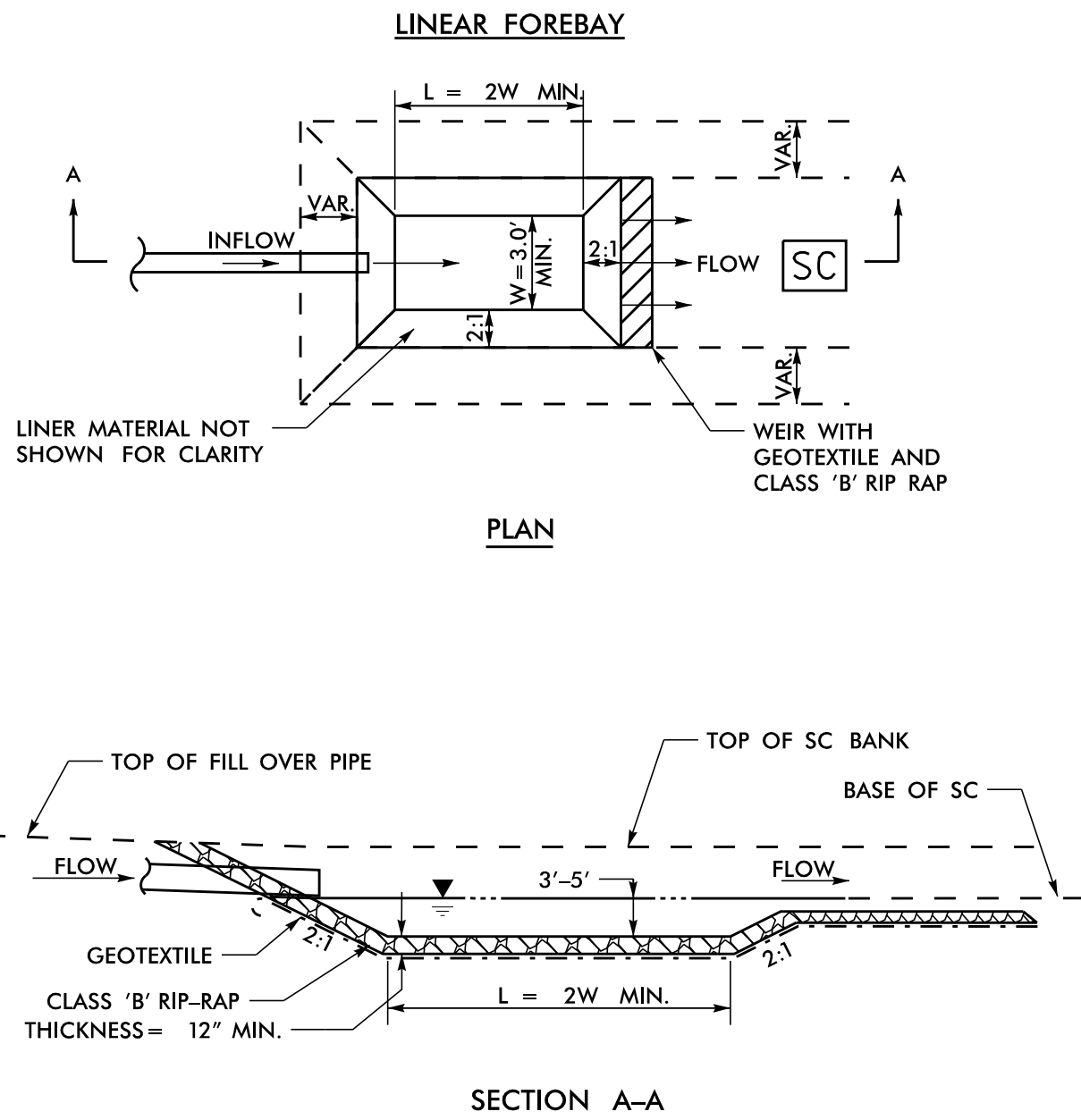
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DETAIL 24

RECTANGULAR FOREBAYS WITH PIPE

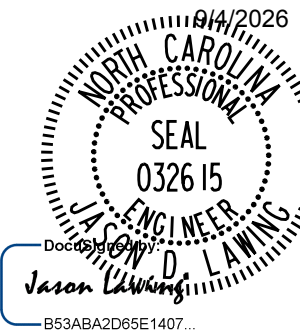


NOTES:
1) LINER MATERIAL TO BE SPECIFIED BY ENGINEER.
2) MODIFICATIONS MAY BE NEEDED, AS APPROVED BY ENGINEER.

DETAIL 23: TYPICAL DRY DETENTION BASIN

K:\CHL_PRJ\01036264 - 1-5715\Roadway\ProN-5715_rdy.psh.2D-3.dgn

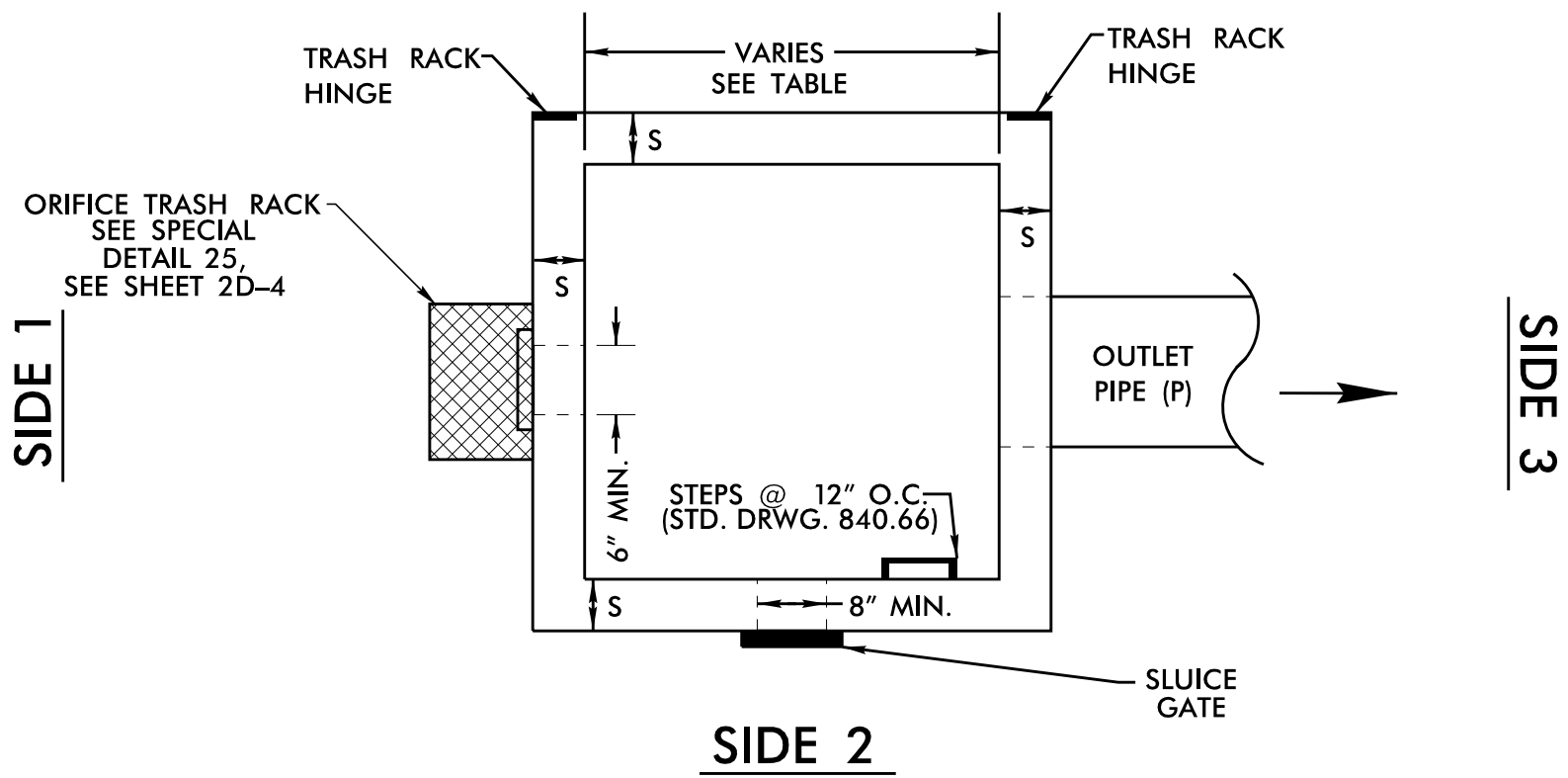
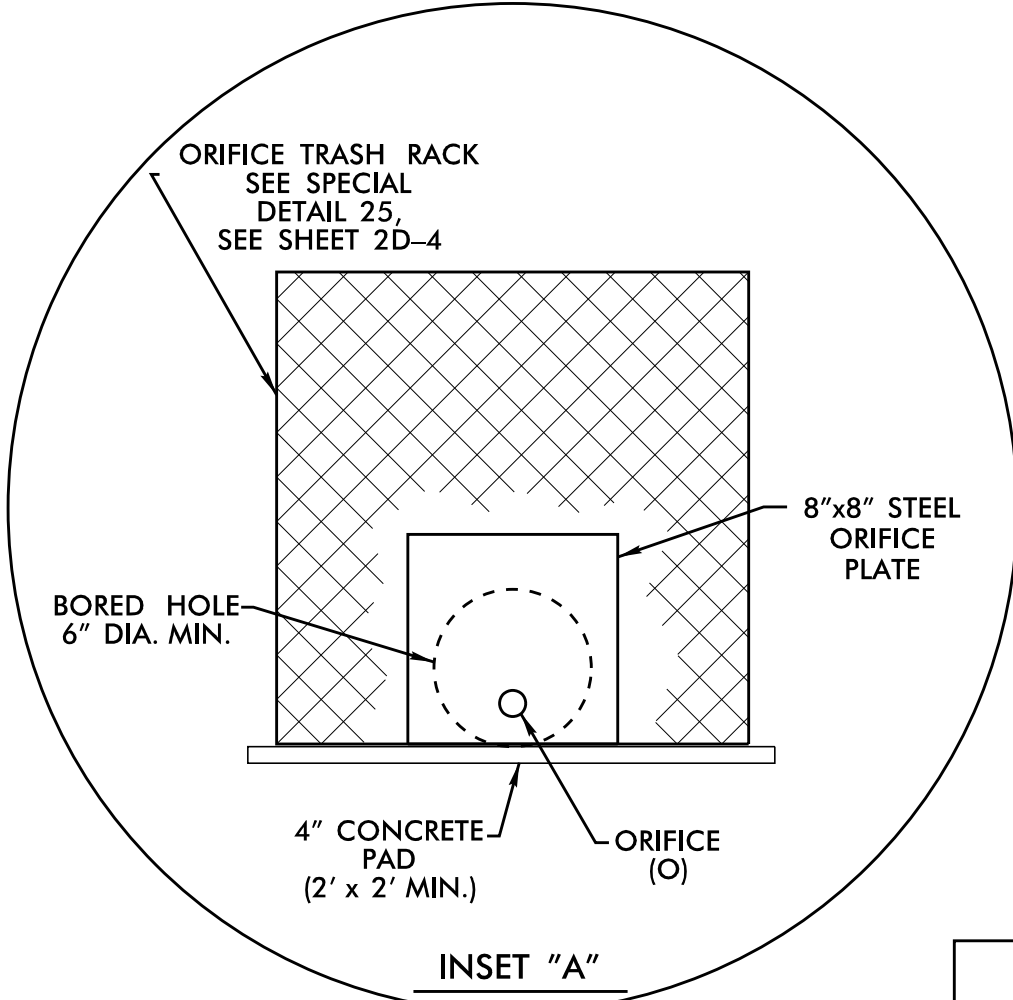
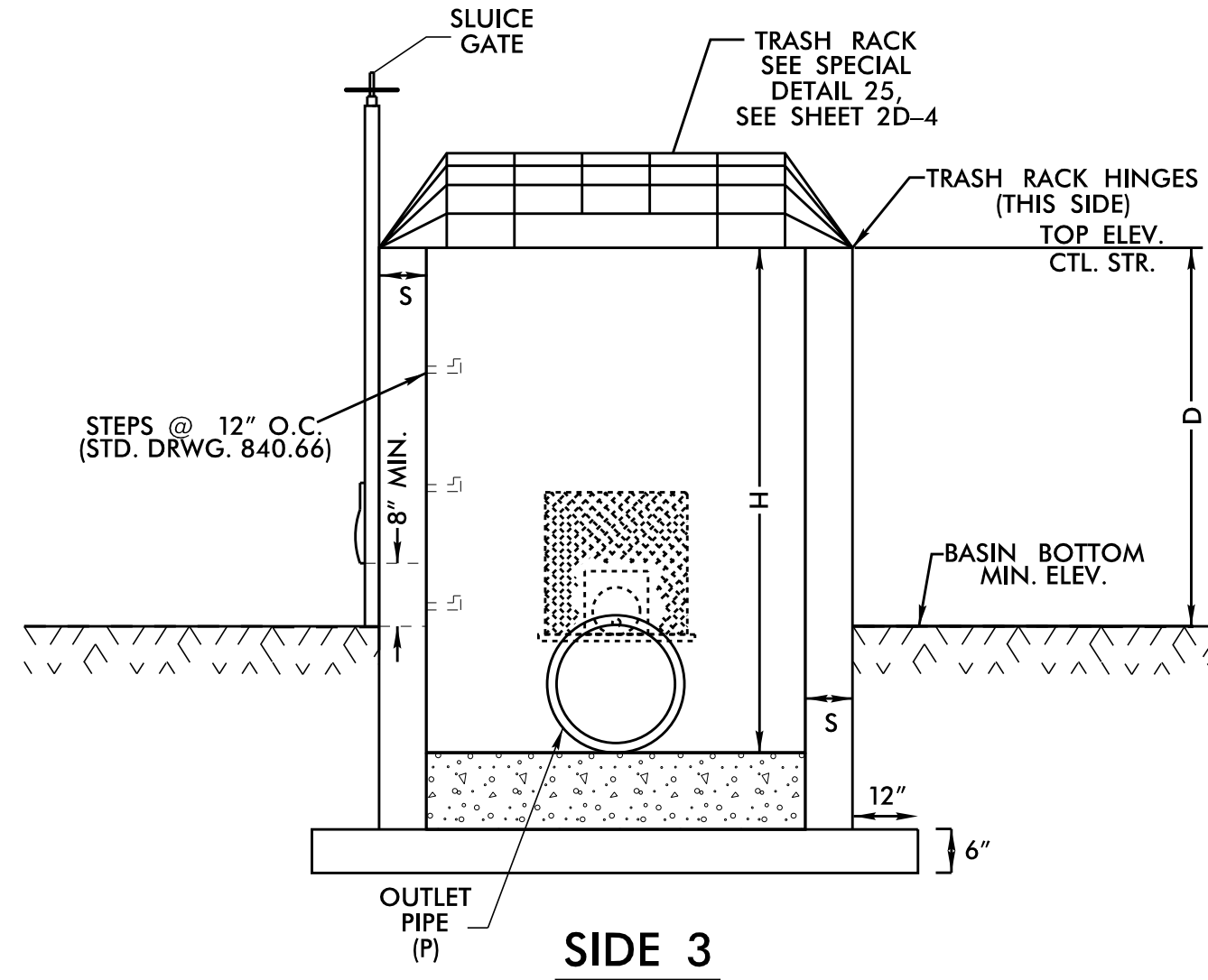
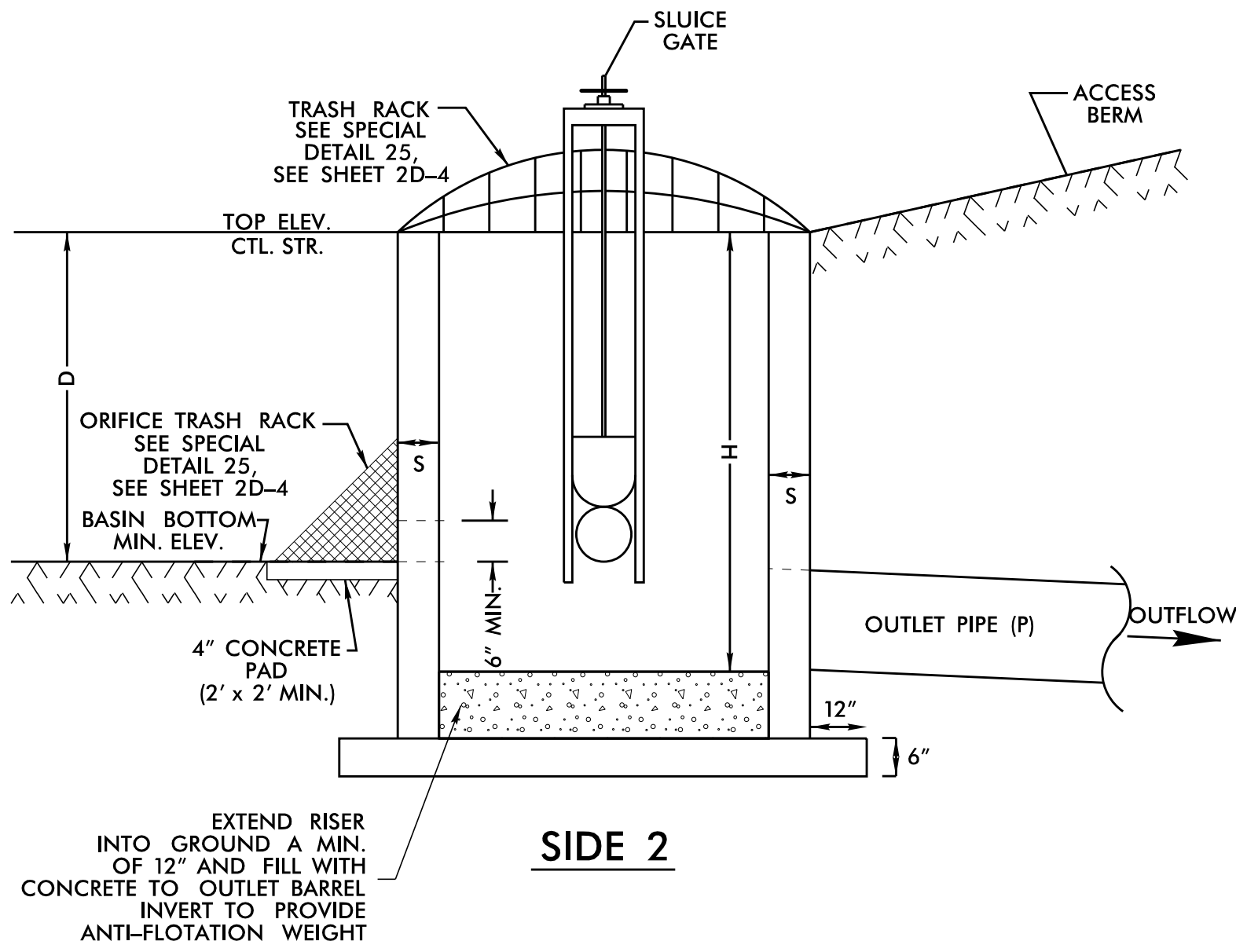
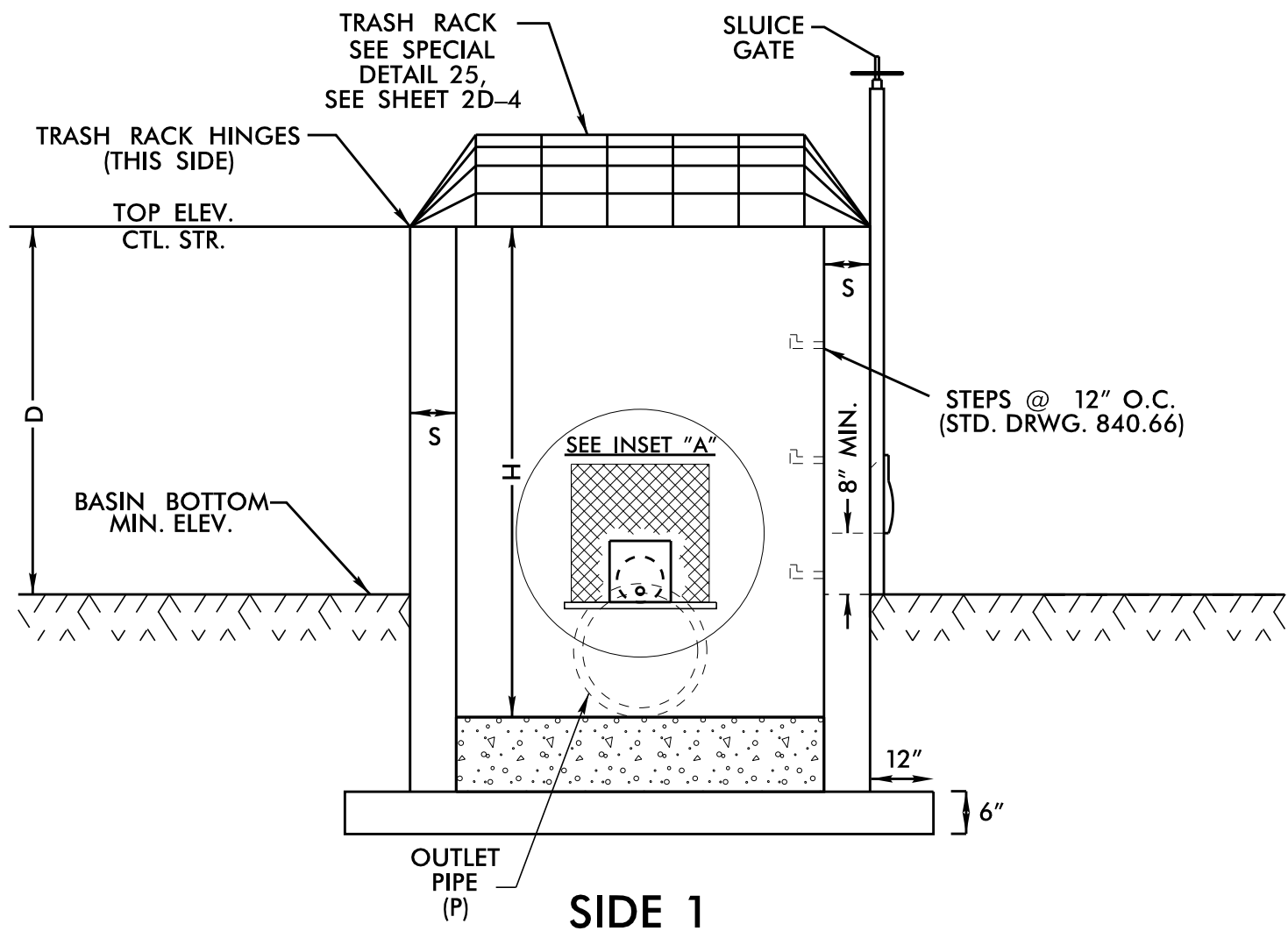
8/3/2026



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DETAIL 26
DRY DETENTION BASIN DRAWDOWN STRUCTURE

NOT TO SCALE



- NOTES:
1. TOP ELEVATION OF CONTROL STRUCTURE (WEIR ELEVATION) SHOULD BE SET AT THE WQV ELEVATION.
 2. 2" MINIMUM DIAMETER ORIFICE. IF ORIFICE IS GREATER THAN 6", A STEEL PLATE IS NOT REQUIRED.
 3. NO BEDDING MATERIAL TO BE USED. THEREFORE, DO NOT FOLLOW STANDARD DRAWINGS FOR METHOD OF PIPE INSTALLATION FOR OUTLET PIPE THROUGH EMBANKMENT.
 4. SLUICE GATE IS FOR MAINTENANCE AND SHOULD REMAIN CLOSED DURING NORMAL OPERATION. A GATE VALVE MAY BE USED IN LIEU OF THE 8" SLUICE GATE.
 5. SLUICE GATE SHALL PROVIDE WATERTIGHT SEAL. PROVIDE ADEQUATE CLEARANCE FOR GATE OPERATION AND FOR PROPER SEATING OF GATE OVER PIPE.
 6. SELECT BOX STANDARD AS REQUIRED TO ACCOMMODATE SLUICE GATE AND ORIFICE TRASH RACK WIDTH.
 7. ENSURE TRASH RACK OPENS FREELY AND WITHOUT INTERFERENCE WITH SLUICE GATE.
 8. ADJUST FOOTER DIMENSIONS AS NEEDED FOR ANTI-FLOTATION.

PLAN VIEW
TRASH RACK NOT SHOWN FOR CLARITY

MINIMUM DIMENSIONS FOR DRY DETENTION BASIN DRAWDOWN STRUCTURE											
STATION	STRUCTURE NUMBER	S (INCHES) 6" MIN.	B (INCHES) 6" MIN.	BASIN BOTTOM MINIMUM ELEV.	TOP ELEVATION CONTROL STRUCTURE	MAX. STORAGE DEPTH(D) FEET	INV. ELEV. CTL. STR.	CTL. STR. DIMENSIONS (W x L x H)	ORIFICE DIAMETER (O) INCHES	ORIFICE INV. ELEV.	OUTLET PIPE DIAMETER(P) INCHES
STA. 21+08-Y2RPB	1174	6"	6"	701.00'	704.50'	3.5'	700.00'	4.0'X5.0'X4.5'	2.0"	701.00'	36.0"

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200 S. TRYON ST. • CHARLOTTE, NC 28202

RIGHT-OF-WAY REV.

CONST. REV.

EXIST NOISE WALL
WI - STA 20+81.43
10' 186.75 60.34' RT

POT Sta. 20+81.43

17' 4 1/4" 09.6' W

965

4' 4 1/4" 03.2' E

965



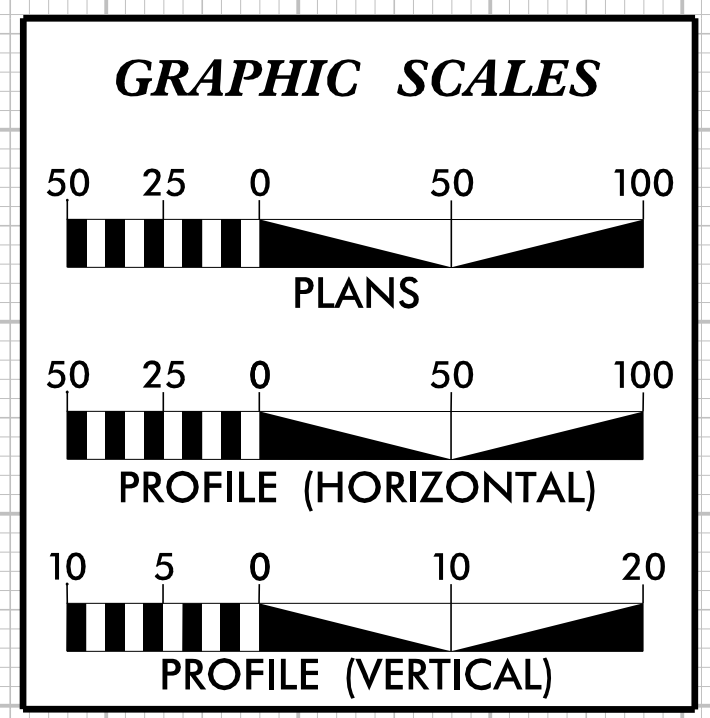
PANEL NO.	1-4	5	6-7	8-9	10-14	15-16	17-19	20-26	27-29	30-32	33-35	36-38	39-41	42-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69	70-71	72
TOP ELEVATION	739'	738'	737'	736'	735'	734'	733'	732'	733'	734'	735'	736'	737'	738'	739'	740'	741'	742'	743'	744'	745'	746'	747'	748'	749'	750'	751'	752'	753'
LENGTH	60'	15'	30'	30'	75'	30'	45'	105'	45'	45'	45'	45'	45'	45'	30'	30'	30'	30'	30'	30'	30'	30'	60'	30'	30'	30'	15'	30'	15'

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)



STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

NOTE: QUANTITIES ARE APPROXIMATE ONLY. THE RESIDENT ENGINEER WILL USE METHODS INCLUDING BUT NOT LIMITED TO RECROSS-SECTIONING, TRUCK MEASUREMENTS, AND AERIAL SURVEYS TO COMPUTE FINAL QUANTITIES WHICH THE CONTRACTOR WILL BE PAID.

SUMMARY OF EARTHWORK

IN CUBIC YARDS

STATION	STATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
PHASE 1 SOUTH						
-L3NB- 840 + 78.00	870 + 78.00	4,946		58		4,889
-L3NB- 870 + 78.00	900 + 78.00	347		20		327
-L3NB- 900 + 78.00	925 + 35.00	561		20		541
-Y1- 10 + 18.26	17 + 82.99	419		84,836	84,417	
-Y1- 20 + 69.33	22 + 75.08			9,504	9,504	
-Y1- 24 + 32.58	25 + 78.37			15,965	15,965	
-Y1- 27 + 09.41	30 + 16.71	272		26,989	26,717	
-Y1-RDBT- 10 + 00.00	12 + 95.31			35,901	35,901	
-Y1RPD- 10 + 00.00	21 + 44.82	21,932	360	29,479	7,547	360
-Y2RPD- 10 + 00.00	36 + 77.97	14,111		4,444		9,667
-Y2RPD- RT 36 + 77.97	55 + 00.00	2,115		9,545	7,430	
-Y8- 21 + 00.00	25 + 25.14					
	SUBTOTAL	44,703	360	216,759	187,481	15,785
PHASE 2 SOUTH						
-L3NB- 925 + 35.00	933 + 45.59	133		3		130
-Y2RPD- LT 36 + 77.97	55 + 00.00	278		3,082	2,804	
	SUBTOTAL	411		3,085	2,804	130
PHASE 1 NORTH						
-L3NB- RT 943 + 21.77	946 + 11.62					
-L3NB- RT 950 + 54.29	953 + 55.33					
-L3SB- LT 944 + 50.03	947 + 42.88					
-Y2RPA-DTR- 17 + 00.00	28 + 77.91	1,290		2,885	1,595	
-Y2RPB-DTR- 13 + 00.00	24 + 82.24	3,139		3,861	722	
-Y3- 13 + 37.34	15 + 01.51			4,955	4,955	
	SUBTOTAL	4,429		11,701	7,272	
PHASE 2 NORTH						
-L3NB- LT 943 + 32.88	946 + 23.61					
-L3NB- 966 + 86.48	974 + 90.00	470		660	190	
-L3SB- RT 944 + 40.51	947 + 29.28					
-L3SB- 961 + 17.47	970 + 36.56	587		35		553
-Y2RPA- 10 + 00.00	26 + 64.06	899		51,989	51,090	
-Y2RPA- 27 + 89.77	32 + 07.82	309		3,467	3,158	
-Y2RPA-RDBT- 10 + 00.00	12 + 76.07			10,739	10,739	
-Y2RPB- 10 + 00.00	22 + 44.90	1,452		22,855	21,403	
-Y2RPB- 23 + 91.90	29 + 98.46	30		10,818	10,788	
-Y2RPB-RDBT- 10 + 00.00	13 + 42.47			19,122	19,122	
-Y4- 10 + 83.39	15 + 20.00	916		670		246
-Y5- RT 10 + 18.00	11 + 95.00	58		29		29
	SUBTOTAL	4,721		120,384	116,491	827
PHASE 3 NORTH						
-L3NB- 940 + 17.04	952 + 50.00	4,140		288		3,853
-L3NB- 956 + 85.99	960 + 10.29	3				3
-L3SB- 941 + 35.21	961 + 05.88	4,318		935		3,383
-Y2- LT 24 + 26.23	25 + 91.63	119		273	154	
-Y2LPB- RT 14 + 00.00	19 + 18.57	317		730	413	
-Y2RPA- RT 15 + 00.00	25 + 50.00	3,143		365		2,778
-Y2RPA- RT 28 + 50.00	31 + 40.27	345		739	394	
-Y2RPA-RDBT- 10 + 00.00	12 + 76.07			328	328	

SUMMARY OF EARTHWORK

IN CUBIC YARDS

STATION	STATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
PHASE 3 NORTH (CONT.)						
-Y2RPB- LT 15 + 09.03	22 + 44.90	1,470		661		809
-Y2RPB- LT 25 + 50.00	29 + 97.73	57		691	634	
-Y2RPB-RDBT- 10 + 00.00	13 + 42.47				60	
-Y3- 10 + 81.00	12 + 12.01	25		9,282	9,257	
-Y3- 16 + 24.09	17 + 16.75			5,766	5,766	
-Y4- RT 12 + 76.20	15 + 20.00	27		94	67	
-Y5- LT 10 + 18.00	11 + 95.00	38		21		17
-Y9- 10 + 18.00	11 + 20.00	76		5		71
	SUBTOTAL	14,078		20,237	17,073	10,914
PHASE 4 NORTH						
-Y2- 19 + 81.29	29 + 05.80	433		1,464	1,031	
-Y2- 30 + 70.88	31 + 79.06	120		25		95
-Y2- 33 + 37.63	40 + 77.43	392		427	35	
-Y2LPB- LT 14 + 00.00	19 + 18.58	100		274	174	
	SUBTOTAL	1,045		2,190	1,239	95
PHASE 4A NORTH						
-Y2- 19 + 81.29	29 + 05.80	383		1,620	1,237	
-Y2- 30 + 70.88	31 + 79.06	67		66		1
-Y2- 33 + 37 + 63	40 + 77.43	175		181	6	
-Y2RPD- 54 + 23.82	55 + 49.70	14		62	48	
	SUBTOTAL	639		1,929	1,291	1
PHASE 4B NORTH						
-Y2- 19 + 81.29	29 + 05.80	105		311	206	
-Y2- 30 + 70.88	31 + 79.06	1				1
-Y2- 33 + 37 + 63	40 + 77.43	236		225		11
	SUBTOTAL	342		536	206	12
SUMMARY TOTALS						
		70,368	360	376,821	333,856	27,764
MATERIAL FOR SHOULDER CONSTRUCTION						
				2,427	2,427	
LOSS DUE TO CLEARING & GRUBBING		-5,620			5,620	
GRADE POINT UNDERCUT			1,500			1,500
UNSUITABLE UNCLASSIFIED EXCAVATION						10,085
GRADE POINT EXCAVATION			1,880			1,880
WASTE IN LIEU OF BORROW					-27,404	-27,404
PROJECT TOTALS		64,748	3,740	379,248	314,500	13,825
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT						
					15,725	
GRAND TOTAL						
		64,748	3,740	379,248	330,224	13,825
I-57/15 SAY		64,800	3,800		330,300	
U-5765BL-0119 SAY		10,300	4,910		55,500	
GRAND TOTAL SAY		75,100	8,710		385,800	
EST. DDE = 2,710 CUBIC YARDS						
EST. SHALLOW UNDERCUT = 6,545 CUBIC YARDS						
SELECT GRANULAR MATERIAL = 1,000 CY						
CLASS IV SUBGRADE STABILIZATION = 24,350 TON						
*ACCEPTABLE UNCLASSIFIED EXCAVATION NOT TO BE USED IN TOP 3FT OF EMBANKMENT OR BACKFILL = 1,750 CUBIC YARDS						
*-Y2RPA- STA 28 + 75 TO 31 + 75, -Y2RPB- STA 10 + 00 TO 11 + 25, -Y2RPB- STA 14 + 75 TO 15 + 75, -Y2RPD- STA 10 + 00 TO 13 + 75,						
*-Y2RPD- STA 49 + 25 TO 51 + 75						

NOTE: EARTHWORK QUANTITIES ARE CALCULATED BY THE ROADWAY DESIGNER. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

K:\CHL_PRA\01036264 - I-57/15 Roadway\ProN-I-57/15_rdy_psh_sum.dgn

8/14/2026

STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

SUMMARY OF GUARDRAIL

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.

G = GATING IMPACT ATTENUATOR TL-3 OR TL-2
NG = NON-GATING IMPACT ATTENUATOR TL-3 OR TL-2

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS						WOOD RUB RAIL (SEE SHEET 2C-8)	IMPACT ATTENUATOR		SINGLE FACED CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMARKS	
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	TYPE III	B-77	GREU, TL-3	GREU, TL-2	CAT-1	AT-1		IA-MASH TL-3	G				NG
-L3NB-	833+66.88	835+68.09	LT	200.00'			834+16.31		1.0'	4.0'							1										
-L3NB-	841+35.21	843+98.29	LT	262.50'					1.0'	4.0'									1								TIE TO EXISTING GUARDRAIL
-L3NB-	849+61.09	852+28.20	LT	275.00'					10.0'	13.0'									1								
-L3NB-	858+88.01	861+46.54	RT	262.50'			859+00.00	860+50.00	12.0'	15.0'							1								38		REMOVE END UNIT AND TIE TO EXISTING GUARDRAIL
-L3NB-	878+90.00	881+15.21	RT	225.00'			879+00.00	881+00.00	14.0'	17.0'							1								50		REMOVE END UNIT AND TIE TO EXISTING GUARDRAIL
-L3NB-	896+21.18	899+01.50	RT	287.50'			896+70.00		14.0'	17.0'									1								
-L3NB-	906+15.27	906+40.37	RT	25.00'					12.0'	12.0'											1		1				
-L3NB-	946+79.24	949+97.38	RT	325.00'				BRIDGE	12.0'	16.0'		202.0'		11.00'		1	1								63		
-L3NB-	970+24.14	972+66.17	RT	250.00'			970+50.00		12.0'	15.0'							1			1							
-L3SB-	952+70.29	957+62.15	LT	500.00'				BRIDGE	12.0'	15.0'		206.0'		12.50'		1	1								64		
-L3SB-	966+19.15	969+58.71	LT	350.00'			969+50.00		14.0'	17.0'							1										
-Y1-	10+52.46	17+63.39	RT	787.50'			11+00.00	BRIDGE	2.5'	6.0'					1			1									
-Y1-	16+78.30	17+41.10	LT	112.50'				BRIDGE	2.5'	18.5'	75.5'		0.50'		1			1				31					
-Y1-	20+68.47	22+74.36	RT	275.00'				BRIDGE	2.5'	6.0'																	
-Y1-	20+94.18	22+51.80	LT	225.00'				BRIDGE	2.5'	18.5'					2							158					
-Y1-	24+31.85	25+20.34	RT	100.00'				BRIDGE	2.0'	6.0'		71.0'		9.50'	1			1									
-Y1-	24+57.94	26+17.87	LT	187.50'				BRIDGE	2.0'	18.5'					1			1				152					
-Y1RPD-	10+00.00	14+06.25	RT	412.50'				POLE	8.0'	11.0'										1							
-Y1RPD-	17+26.71	21+38.64	RT	362.50'	62.50'		18+00.00	ROUNDABOUT	12.0'	16.0'								1		1							
-Y2-	19+81.29	23+25.00	RT	350.00'			20+00.00		14.0'	17.0'										1							
-Y2-	26+80.22	29+10.28	RT	237.50'				BRIDGE	7.5'	10.5'	213.0'		4.50'		1		1										
-Y2-	28+16.36	28+99.91	LT	87.50'				BRIDGE	7.5'	10.5'		66.0'		1.50'	1					1							
-Y2-	30+63.90	31+74.49	LT																						111		
-Y2-	30+74.27	31+84.45	RT																						110		
-Y2-	33+31.09	34+31.36	LT	87.50'	87.50'		BRIDGE		7.5'	10.5'					1					1							
-Y2-	33+41.94	34+14.95	RT	75.00'			BRIDGE		7.5'	10.5'		55.5'		1.50'	1					1							
-Y2-	37+43.67	39+47.59	LT	212.50'			37+50.00	39+00.00	9.5'	13.0'							1			1							
-Y2RPA-	12+21.68	26+30.53	LT	1412.50'			ROUNDABOUT	SIGN	12.0'	15.0'								1		1						1125	
-Y2RPA-	19+84.16	26+14.57	RT	637.50'			ROUNDABOUT	20+50.00	12.0'	12.0'										1							
-Y2RPB-	10+00.00	12+05.00	RT	212.50'				12+00.00	12.0'	15.0'						1									960	450	
-Y2RPB-	18+69.52	22+17.35	LT	337.50'	25.00'		20+00.00	ROUNDABOUT	12.0'	15.0'							1									438	
-Y2RPB-	21+73.39	27+07.32	RT	462.50'	87.50'		ROUNDABOUT	27+00.00	12.0'	15.0'						1				1							
-Y2RPD-	16+25.00	20+12.50	RT	387.50'			16+50.00	19+50.00	12.0'	15.0'							1		1								
-Y2RPD-	28+27.29	31+21.28	RT	300.00'				BRIDGE	6.0'	9.0'		219.0'		12.50'		1	1								60		
-Y2RPD-	38+24.88	51+37.56	RT	1312.50'			38+50.00	51+00.00	12.0'	12.0'							1			1						1163	SHOULDER BERM GUTTER INSTALLATION
-Y2RPD-	46+25.00	50+81.26	LT	462.50'			46+50.00	50+50.00	12.0'	15.0'							1										
-Y3-	10+25.28	12+07.21	LT	137.50'	100.00'		ROUNDABOUT	BRIDGE	2.5'	21.5'					1												
-Y3-	10+41.49	11+92.92	RT	162.50'			ROUNDABOUT	BRIDGE	2.5'	6.0'					1							137					
-Y3-	13+32.63	14+97.21	LT	175.00'				BRIDGE	2.0'	6.0'					2												
-Y3-	13+66.16	14+81.85	RT	125.00'				BRIDGE	2.0'	17.0'					2							116					
-Y3-	16+19.80	17+18.74	LT	75.00'	87.50'			BRIDGE	2.5'	5.5'					1												
-Y3-	16+52.34	17+41.97	RT	25.00'	75.00'			BRIDGE	2.5'	19.0'					1					1			97				
-Y8-	21+39.92	23+13.71	LT	175.00'				BRIDGE	11.5'	14.5'						1	1								39		
	SUBTOTAL			12875.00'	537.50'																						
	LESS ANCHOR DEDUCTIONS																										
	TYPE III	20 @ 18.75'	=	375.00'																							
	B-77	6 @ 18.75'	=	112.50'																							
	GREU, TL-3	17 @ 50.00'	=	850.00'																							
	GREU, TL-2	6 @ 25.00'	=	150.00'																							
	CAT-1	19 @ 6.25'	=	100.00'	18.75'																						
	IMPACT ATTEN.	1 @ 25.00'	=	25.00'																							
TOTAL				1162.50'	518.75'										20	6	17	6	19		1	691	1		1407	3264	
			I-5715 SAY	11300.00'	550.00'										20	6	17	6	19		1	691	1		1410	3300	
			U-5765 SAY	3150.00'	400.00'												2	3	11	4						2361	
			GRAND TOTAL SAY	14450.00'	950.00'										20	6	19	9	30	4	1	700	1		1410	5661	
	I-5715 20 ADDITIONAL GUARDRAIL POSTS																										
	U-5765 10 ADDITIONAL GUARDRAIL POSTS																										
	GRAND TOTAL 30 ADDITIONAL GUARDRAIL POSTS																										
	U-5765 10 EXTRA LENGTH GUARDRAIL POSTS																										

STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

SUMMARY OF

SHOULDER BERM GUTTER

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH
-Y2RPD-	38 + 75.00	51 + 25.00	RT	1246.30
-Y2RPA-	19 + 90.41	25 + 74.00	RT	584'
TOTAL:				1830.3'
SAY:				1831'

SUMMARY OF EXISTING

PAVEMENT BREAKING

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD'
-Y2RPB-	17 + 50	26 + 50	LT/RT	2961.37
TOTAL:				2961.37
I-5715 SAY:				2970
U-5765 SAY:				3620
GRAND SAY:				6600

DECORATIVE FENCE

SUMMARY

STATION	STATION	LT/RT	FABRIC L.F.
-Y1-			
10 + 51.45	17 + 40.72	RT	1093
25 + 02.52	27 + 95	LT	425
27 + 12	27 + 95	RT	227
-Y1RPD-			
10 + 42.22	20 + 45	RT	1023
-Y2-			
20 + 90	24 + 04.38	RT	359
20 + 90	24 + 23.92	LT	292
35 + 36.72	35 + 90.39	RT	54
35 + 41.26	39 + 68.42	LT	393
-Y2RPA-			
17 + 13	20 + 35	LT	323
20 + 64	26 + 33	LT	617
27 + 07.67	29 + 98	LT	463
-Y2RPB-			
16 + 59.31	20 + 36.11	RT	388
20 + 60.41	24 + 23.92	RT	343
-Y2RPD-			
41 + 60.99	43 + 89.24	RT	492
TOTAL:			6492
I-5715 SAY:			6500
U-5765 SAY:			2460
GRAND SAY:			8960

SUMMARY OF EXISTING

ASPHALT PAVEMENT REMOVAL

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD'
-L3NB-	840 + 78	862 + 00	RT	2730.32
-L3NB-	897 + 00	930 + 51	RT	3870.40
-L3NB-	966 + 70	974 + 90	RT	1523.34
-L3SB-	958 + 65	969 + 76	LT	2589.88
-Y2-	20 + 45	24 + 59	RT/LT	1018.61
-Y2-	24 + 54	25 + 18	RT	77.40
-Y2-	34 + 85	40 + 00	RT/LT	1083.95
-Y2LPB-	14 + 00	19 + 19	RT/LT	1082.61
-Y2RPA-	10 + 16	31 + 51	RT/LT	5847.25
-Y2RPB-	11 + 10	17 + 50	LT	1183.31
-Y2RPB-	26 + 50	29 + 98	RT	1155.005
-Y2RPD-	39 + 30	47 + 50	RT/LT	1883.92
-Y2RPD-	51 + 81	55 + 11	RT/LT	185.80
-Y4-	10 + 55	13 + 75	RT/LT	2815.83
-Y2RPA-DTR-	17 + 20	23 + 81	RT/LT	1657.84
-Y2RPA-DTR-	24 + 03	27 + 82	RT/LT	668.73
-Y2RPB-DTR-	11 + 66	18 + 93	RT/LT	1797.48
-Y2RPB-DTR-	19 + 31	24 + 47	RT/LT	1049.26
TOTAL:				32220.97
I-5715 SAY:				32230
U-5765 SAY:				25960
GRAND SAY:				58130

COMPUTED BY:	JAR	DATE:	9/9/2026
CHECKED BY:	JDL	DATE:	9/9/2026

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

PROJECT NO.	SHEET NO.
I-5715	3D-1

Note: Invert Elevations indicated are for Bid Purposes only and shall not be used for project construction stakeout. See "Standard Specifications For Roads and Structures, Section 300-5".

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48 INCHES & UNDER)

LINE & STATION	OFFSET		STRUCTURE NUMBER		TOP ELEVATION FT.	INVERT ELEVATION FT.	INVERT ELEVATION FT.	MINIMUM REQUIRED SLOPE %	Side Drain Pipe (RCP, CSP, CAAP, HDPE, PVC, or PP PIPE)					C. S. PIPE			R. C. PIPE CLASS III					R. C. PIPE CLASS IV					R. C. PIPE CLASS V					ENDWALLS STD. 838.01 OR STD. 838.11 (UNLESS NOTED OTHERWISE)	CY	CY	MASONRY	DRAINAGE STRUCTURE	QUANTITIES FOR DRAINAGE STRUCTURES			FRAME, GRATES, AND HOOD STD. 840.03			CONCRETE TRANSITIONAL SECTION			OPEN THROAT C.B. STD. 840.04 OR STD. 840.05	DRAWDOWN STRUCTURE, SEE SHEET 2D-5	D.I. STD. 840.14 OR STD. 840.15	D.I. FRAME AND GRATES STD. 840.16	G.D.I. TYPE "A" STD. 840.17 OR STD. 840.26	G.D.I. TYPE "B" STD. 840.18 OR STD. 840.27	G.D.I. TYPE "D" STD. 840.19 OR STD. 840.28	G.D.I. (W.S. FLAT) FRAME WITH GRATE STD. 840.20	G.D.I. (W.S. FLAT) FRAME W/ 2 GRATES STD. 840.22	G.D.I. (W.S. SAG) FRAME W/ GRATE STD. 840.22	G.D.I. (N.S. SAG) FRAME W/ 2 GRATES STD. 840.22	G.D.I. (N.S. SAG) FRAME W/ 2 GRATES STD. 840.24	G.D.I. (N.S. FLAT) FRAME W/ GRATE STD. 840.29	G.D.I. (N.S. FLAT) FRAME W/ 2 GRATES STD. 840.29	DRIVEWAY D.I. STD. 840.30	FRAME W/ GRATE FOR DRIVEWAY STD. 840.30	J.B. STD. 840.31 OR STD. 840.32	ANGLED VANE GRATES AND FRAMES STD. 840.33	T.B.J.B. STD. 840.34	T.B.D.I. STD. 840.35	T.B.D.I. FOR STEEL GRATES STD. 840.36	STEEL FRAME WITH TWO GRATES STD. 840.37	TEMP STEEL PLATE COVER MASONRY DRAINAGE	SPRING BOX STD. 840.41	M.H. STD. 840.51, STD. 840.52, OR STD. 840.53	M.H. FRAME AND COVER STD. 840.54	CONVERT EXISTING J.B. TO C.B.	CONVERT EXISTING D.I. TO C.B.	CONVERT EXISTING C.B. TO J.B.	CONVERT EXISTING C.B. TO D.I.	CONVERT EXISTING D.I. TO J.B.	CONVERT EXISTING J.B. TO D.I.	ADJUST D.I.	ADJUST J.B.	16" C.S. ELBOW	30" C.S. ELBOW	CY FLOWABLE FILL	CY CONCRETE COLLARS CL. "B" STD. 840.72	PIPE REMOVAL LIN. FT.	ABBREVIATIONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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	THICKNESS OR GAUGE	FROM	TO	FT.					FT.	FT.	%	12	15	18	24	30	36	12	15	30	36	12	15	18	24	30	36	12	15	18	24						30	36	E	F	G	D.I. STD. 852.04 OR STD. 852.06	C.B. STD. 852.05																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

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STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

GEOTECHNICAL SUMMARY

SUMMARY OF SUBSURFACE DRAINAGE

LINE	Station	Station	Location LT/RT	Drain Type* UD/BD/SD	LF
-L3NB-	907 + 00	910 + 00	RT	SD	300
-L3NB-	948 + 00	952 + 00	RT	SD	400
-L3SB-	961 + 00	964 + 00	LT	SD	300
-Y1RPD-	10 + 00	11 + 50	RT	SD	150
-Y2RPB-	12 + 50	15 + 00	RT	SD	250
-Y1-	26 + 19	26 + 69	CL	SD	160
-Y2RPA-	27 + 06	27 + 47	CL	SD	128
-Y2RPB-	22 + 90	23 + 45	CL	SD	198
CONTINGENCY				SD	500
				TOTAL LF	2386
				I-5715 SAY:	2400
				U-5765 SAY:	1094
				GRAND SAY:	3494

*UD = Underdrain
*BD = Blind Drain
*SD = Subsurface Drain

SUMMARY OF ROCK PLATING

LINE	Beginning Slope (H:V)	Approx. Station	Ending Slope (H:V)	Approx. Station	Location LT/RT	Rock Plating Detail No. 12/3/4	Riprap Class* 1/2/8	Rock Plating SY
-Y2RPD-	1.5:1	46 + 00	1.5:1	51 + 00	RT	2	B	1720
							TOTAL SY	1720
							SAY	1720

*Use Class 1, 2 or B riprap if riprap class is not shown for rock plating location.

SUMMARY OF AGGREGATE SUBGRADE / STABILIZATION

LINE	Station	Station	Aggregate Type* ASU(1/2)/ AST	Aggregate Thickness INCHES	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Subgrade Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
-L3NB-	902 + 75	903 + 75	ASU(1)	12	5	10	10		
-L3NB-	909 + 75	911 + 75	ASU(1)	12	100	200	310		
-L3NB-	920 + 75	924 + 75	ASU(1)	12	160	440	670		
-L3NB-	926 + 25	930 + 75	ASU(1)	12	240	500	760		
-Y1-	10 + 18	17 + 60	ASU(2)	8		1850	4090		
-Y1-	21 + 00	22 + 60	ASU(2)	8		330	730		
-Y1-	24 + 50	30 + 17	ASU(2)	8		1920	4230		
-Y1RPD-	11 + 25	13 + 25	ASU(1)	12	200	380	590		
-Y1RPD-	18 + 25	20 + 75	ASU(2)	8		380	840		
-Y2-	26 + 25	28 + 75	ASU(1)	12	320	680	1040		
-Y2-	28 + 75	29 + 25	ASU(2)	8		60	140		
-Y2RPA-	15 + 25	16 + 50	ASU(2)	8		160	370		
-Y2RPA-	16 + 50	25 + 75	ASU(2)	8		1740	3840		
-Y2RPB-	10 + 00	11 + 25	ASU(1)	12	60	230	350		
-Y2RPB-	17 + 00	25 + 75	ASU(2)	8		1580	3490		
-Y2RPD-	13 + 75	15 + 75	ASU(1)	12	120	380	580		
-Y2RPD-	17 + 50	19 + 00	ASU(2)	8		160	370		
-Y2RPD-	21 + 25	23 + 25	ASU(1)	12	110	350	540		
-Y2RPD-	31 + 75	36 + 25	ASU(1)	12	100	440	670		
-Y2RPD-	37 + 75	40 + 75	ASU(1)	12	130	330	500		
-Y2RPD-	39 + 75	45 + 50	ASU(2)	8		770	1700		
-Y2RPD-	48 + 25	48 + 50	ASU(2)	8		90	210		
-Y2RPD-	48 + 50	51 + 50	ASU(2)	8		370	810		
-Y3-	10 + 00	12 + 00	ASU(2)	8		660	1450		
-Y3-	13 + 50	15 + 00	ASU(2)	8		380	840		
CONTINGENCY					5000	9960	15000	500	
			TOTAL CY/TONS/SY		6545	24350**	44130**	500	0
				I-5715 SAY	6545	24350**	44130**	500	0
				U-5765 SAY	1225	4513**	8395**	300	0
			GRAND TOTAL CY/TONS/SY		7770	28863**	52525**	800	0

*ASU(1/2) = Aggregate Subgrade (Type 1 or 2)
*AST = Aggregate Stabilization
**Total tons of "Geotextile for Class IV Subgrade Stabilization" and total square yards of "Geotextile for Soil Stabilization" are only the estimated quantities for ASU(1/2)/AST and may only represent a portion of the geotextile quantity shown in the Item Sheets of the Proposal.

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PARCEL INDEX SHEET

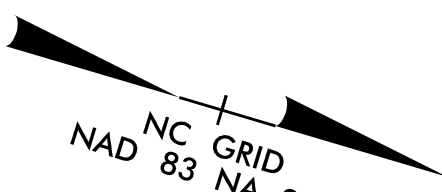
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Kimley»Horn © 2024

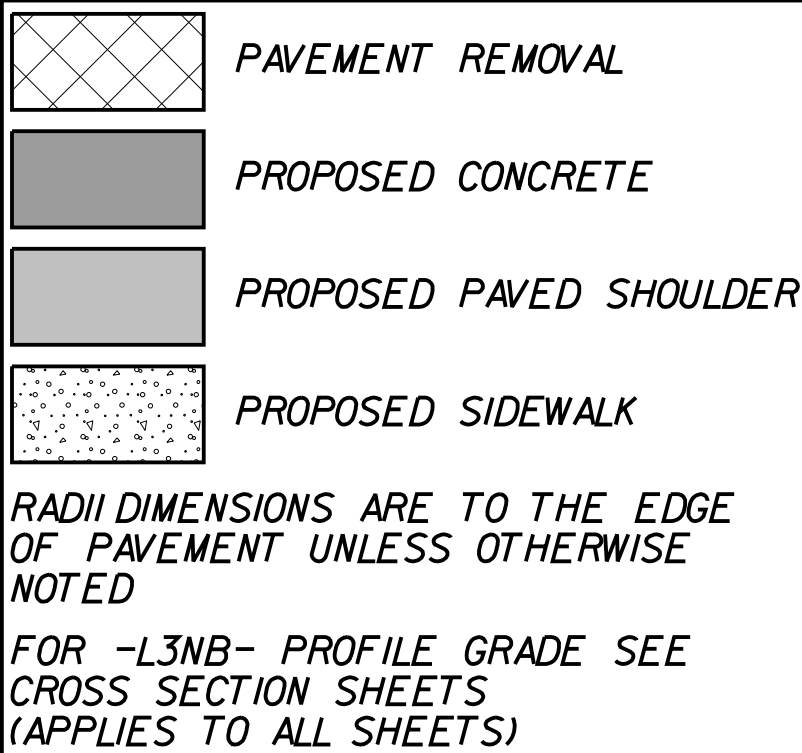
200 S. TRYON ST. • CHARLOTTE, NC 28202

RT-OF-WAY REV.

INST. REV.



PROJECT REFERENCE NO.		SHEET NO.	
I-5715		4	
RW SHEET NO.			
ROADWAY ENGINEER 		HYDRAULICS ENGINEER 	
DO NOT CONSIDERED FINAL UNTIL ALL SIGNATURES COMPLETED			



-L3SB-			-L-			-L3NB-		
Pls Sta 830+44.01	Pl Sta 841+85.68	Pls Sta 853+15.06	Pls Sta 829+18.26	Pl Sta 840+96.07	Pls Sta 852+63.17	Pls Sta 827+74.12	Pl Sta 839+90.32	Pls Sta 851+97.47
Os = 1'19" 04.0"	Δ = 15' 21" 51.3" (LT)	Os = 1'19" 04.0"	Os = 1'14" 49.3"	Δ = 14' 08' 36.9" (LT)	Os = 1'14" 49.3"	Os = 1'10' 02.5"	Δ = 12' 49' 01.3" (LT)	Os = 1'10' 02.5"
Ls = 349.59'	D = 0' 45' 14.0"	Ls = 349.59'	Ls = 370.00'	D = 0' 40' 26.6"	Ls = 370.00'	Ls = 393.63'	D = 0' 35' 35.2"	Ls = 393.63'
LT = 233.07'	L = 2,037.99'	LT = 233.07'	LT = 246.67'	L = 2,098.24'	LT = 246.67'	LT = 262.43'	L = 2,160.93'	LT = 262.43'
ST = 116.54'	T = 1,025.15'	ST = 116.54'	ST = 123.34'	T = 1,054.48'	ST = 123.34'	ST = 131.22'	T = 1,085.00'	ST = 131.22'
	R = 7,600.00'			R = 8,500.00'			R = 9,660.00'	
	SE = EXISTING						SE = EXISTING	
	RO = EXISTING						RO = EXISTING	

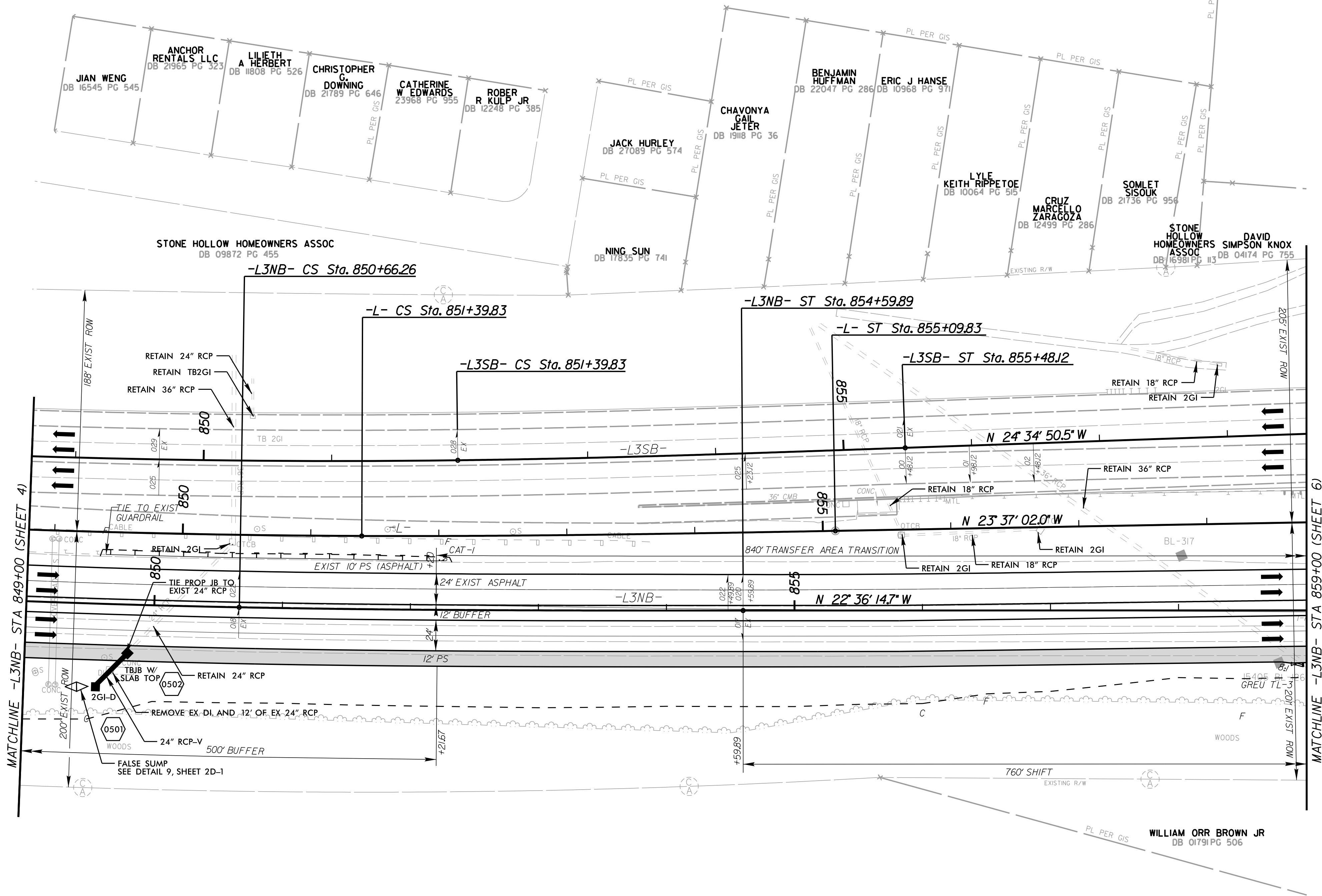
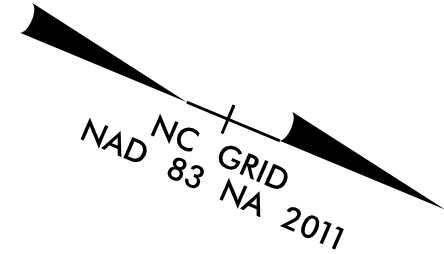
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CONST. REV.

PROJECT REFERENCE NO.		SHEET NO.	
I-57/15		5	
RW SHEET NO.			
ROADWAY ENGINEER		HYDRAULICS ENGINEER	
8/4/2026 NORTH CAROLINA PROFESSIONAL SEAL 034207 ATLANTA, GA W. J. SPACEY		8/11/2026 NORTH CAROLINA PROFESSIONAL SEAL 032615 CHARLOTTE, NC DAVID KNOX	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



ROBERT MONROE BROWN
DB 04895 PG 133

	PAVEMENT REMOVAL
	PROPOSED CONCRETE
	PROPOSED PAVED SHOULDER
	PROPOSED SIDEWALK

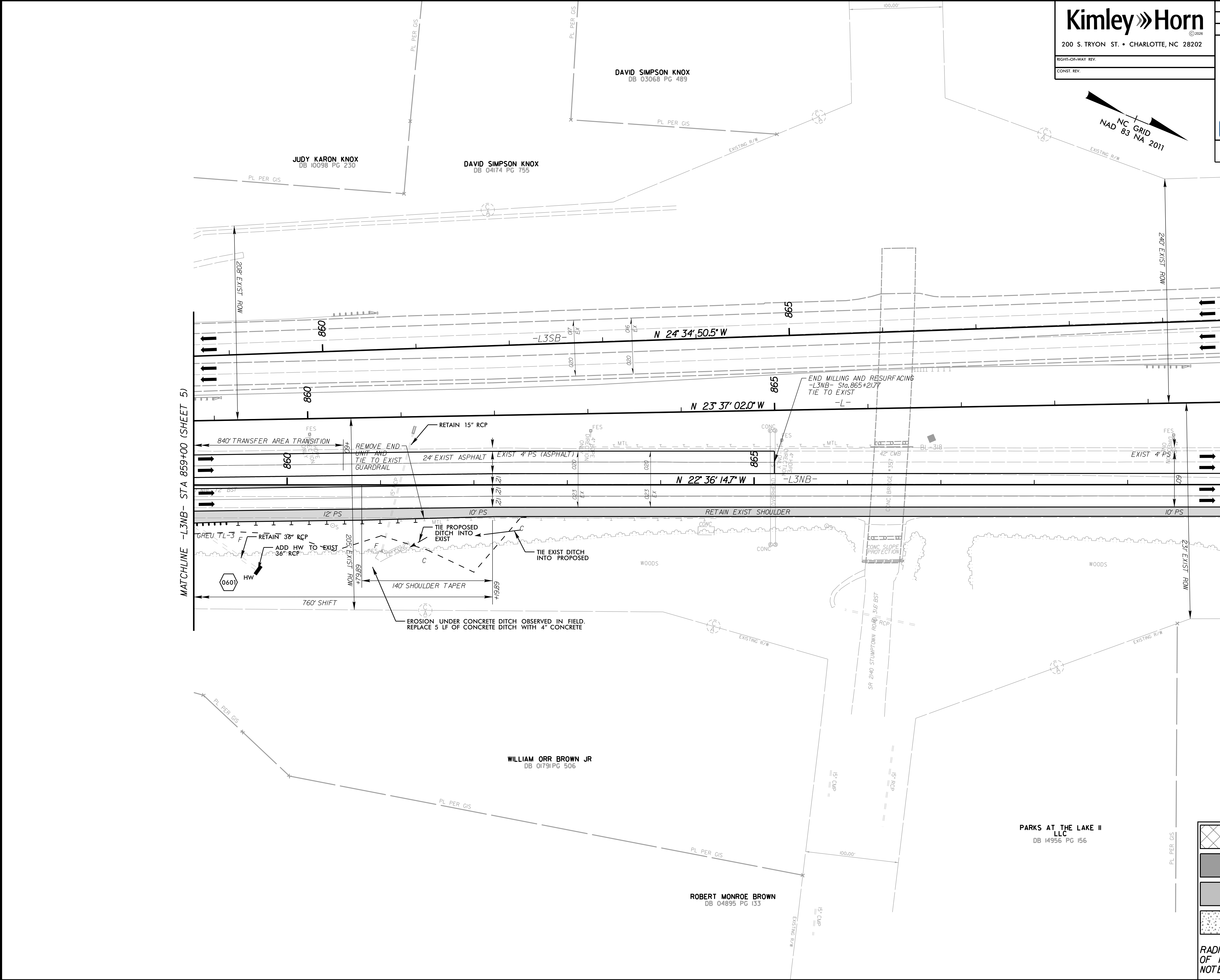
RADI DIMENSIONS ARE TO THE EDGE
OF PAVEMENT UNLESS OTHERWISE
NOTED

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8/3/2026

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8/3/2026

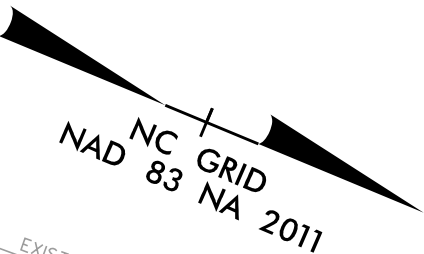


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PROJECT REFERENCE NO.		SHEET NO.	
1-5715		6	
R/W SHEET NO.			
ROADWAY ENGINEER		HYDRAULICS ENGINEER	
8/4/2026 NORTH CAROLINA PROFESSIONAL SEAL 034207 W. J. SPACEY		8/4/2026 NORTH CAROLINA PROFESSIONAL SEAL 032615 JASON L. LAMING	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

PAVEMENT REMOVAL

PROPOSED CONCRETE

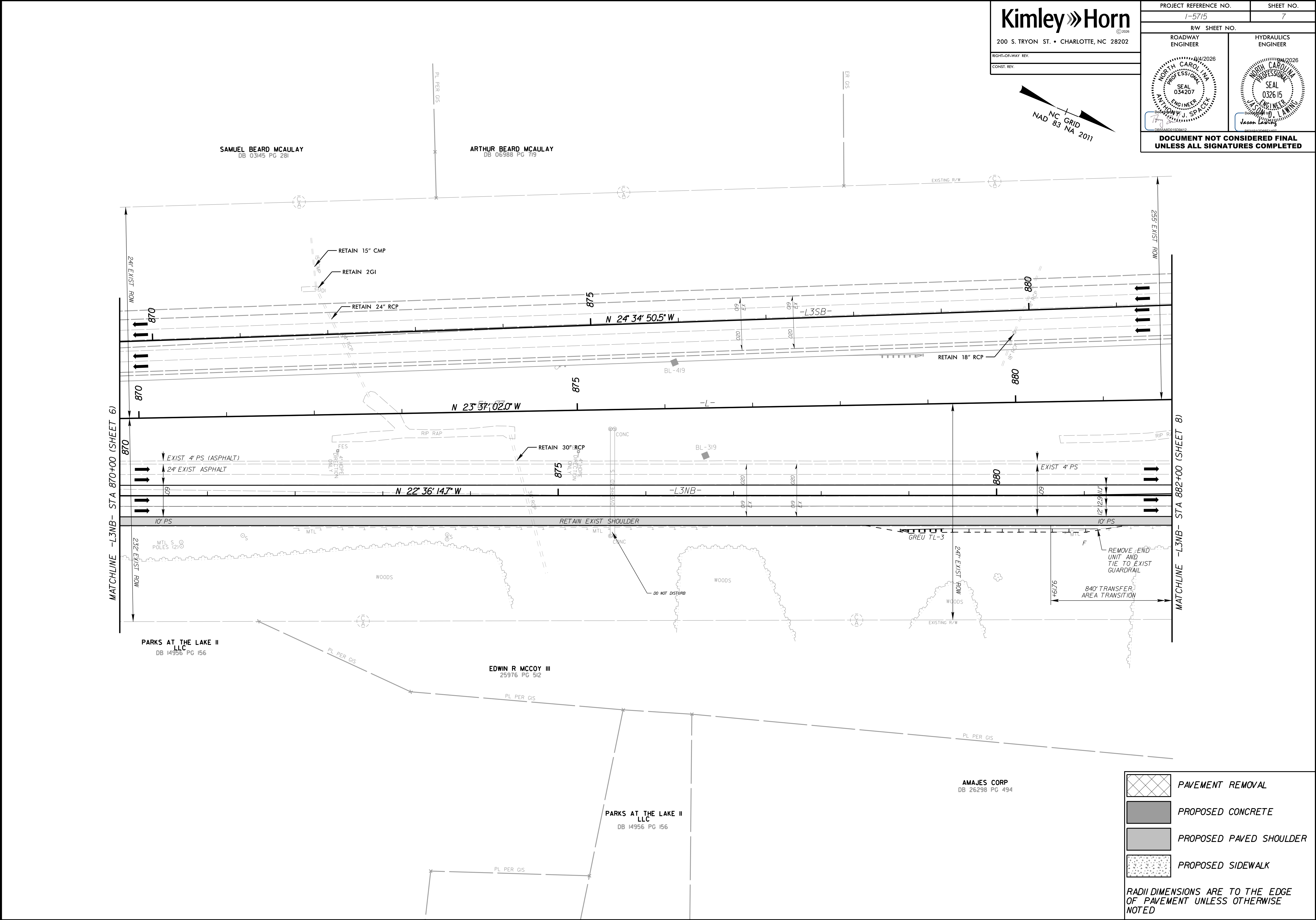
PROPOSED PAVED SHOULDER

PROPOSED SIDEWALK

RADI DIMENSIONS ARE TO THE EDGE
OF PAVEMENT UNLESS OTHERWISE
NOTED

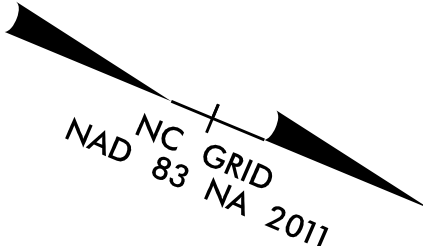
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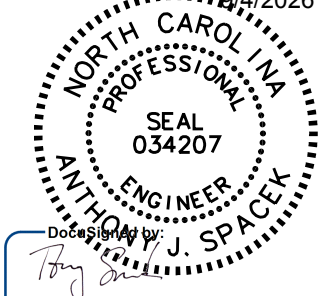
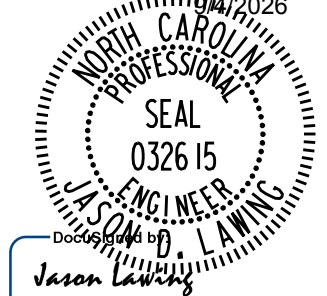
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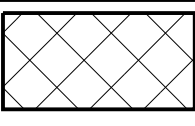
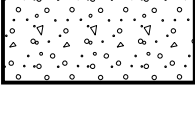


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PROJECT REFERENCE NO.		SHEET NO.
I-57/5		7
RW SHEET NO.		
ROADWAY ENGINEER	HYDRAULICS ENGINEER	
		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

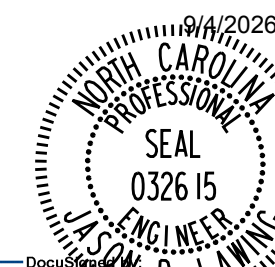
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	PROPOSED CONCRETE
	PROPOSED PAVED SHOULDER
	PROPOSED SIDEWALK

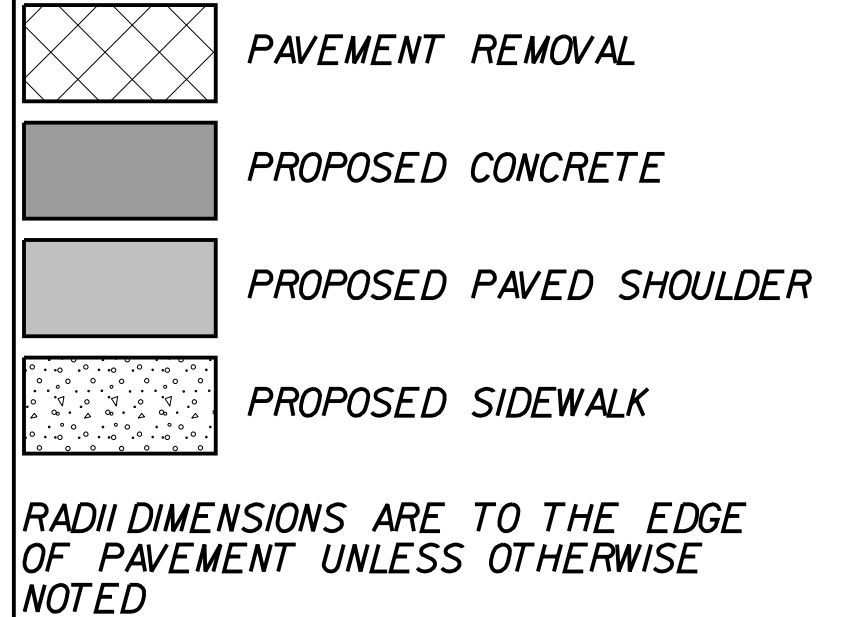
RADI DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED

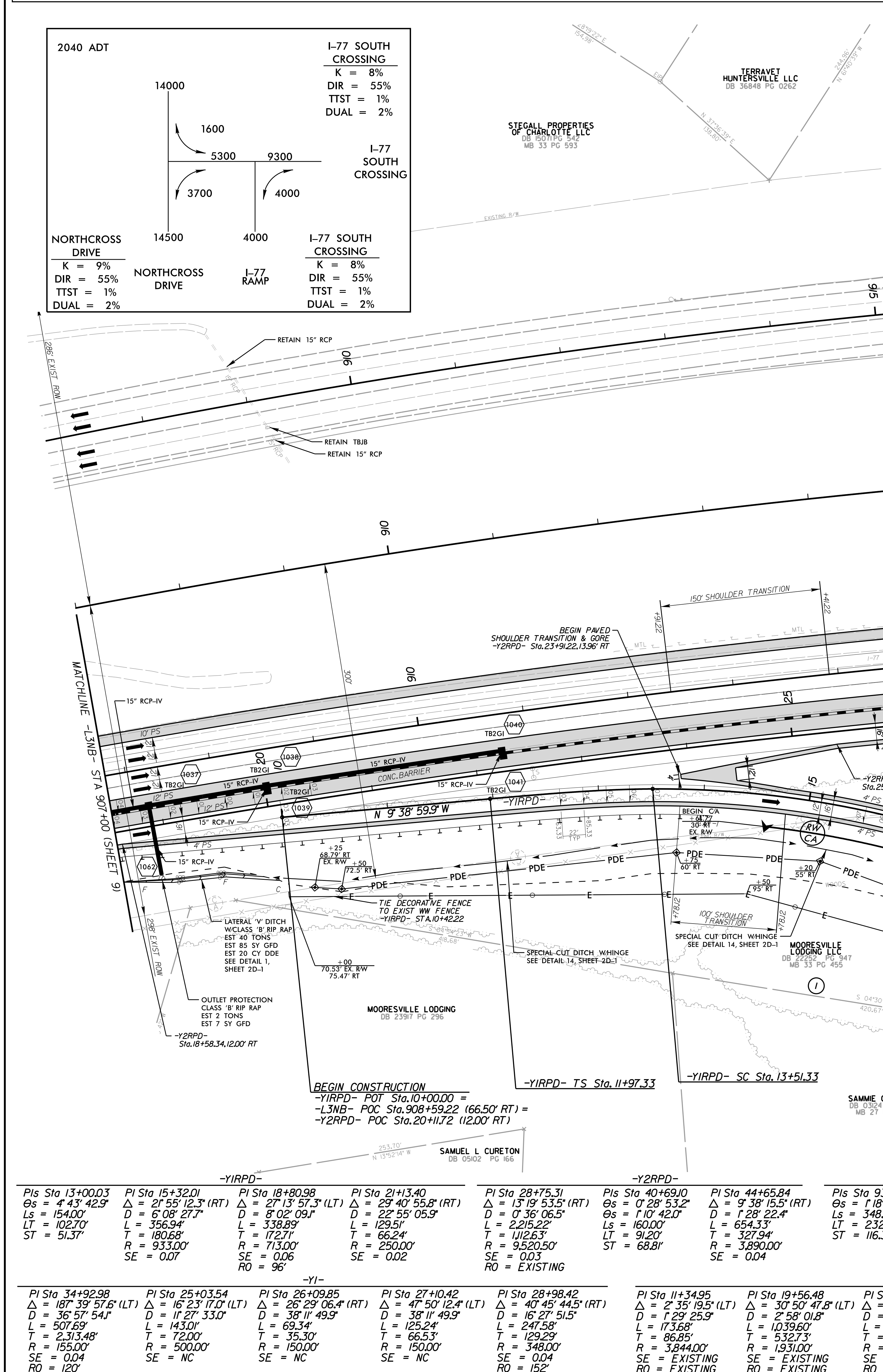
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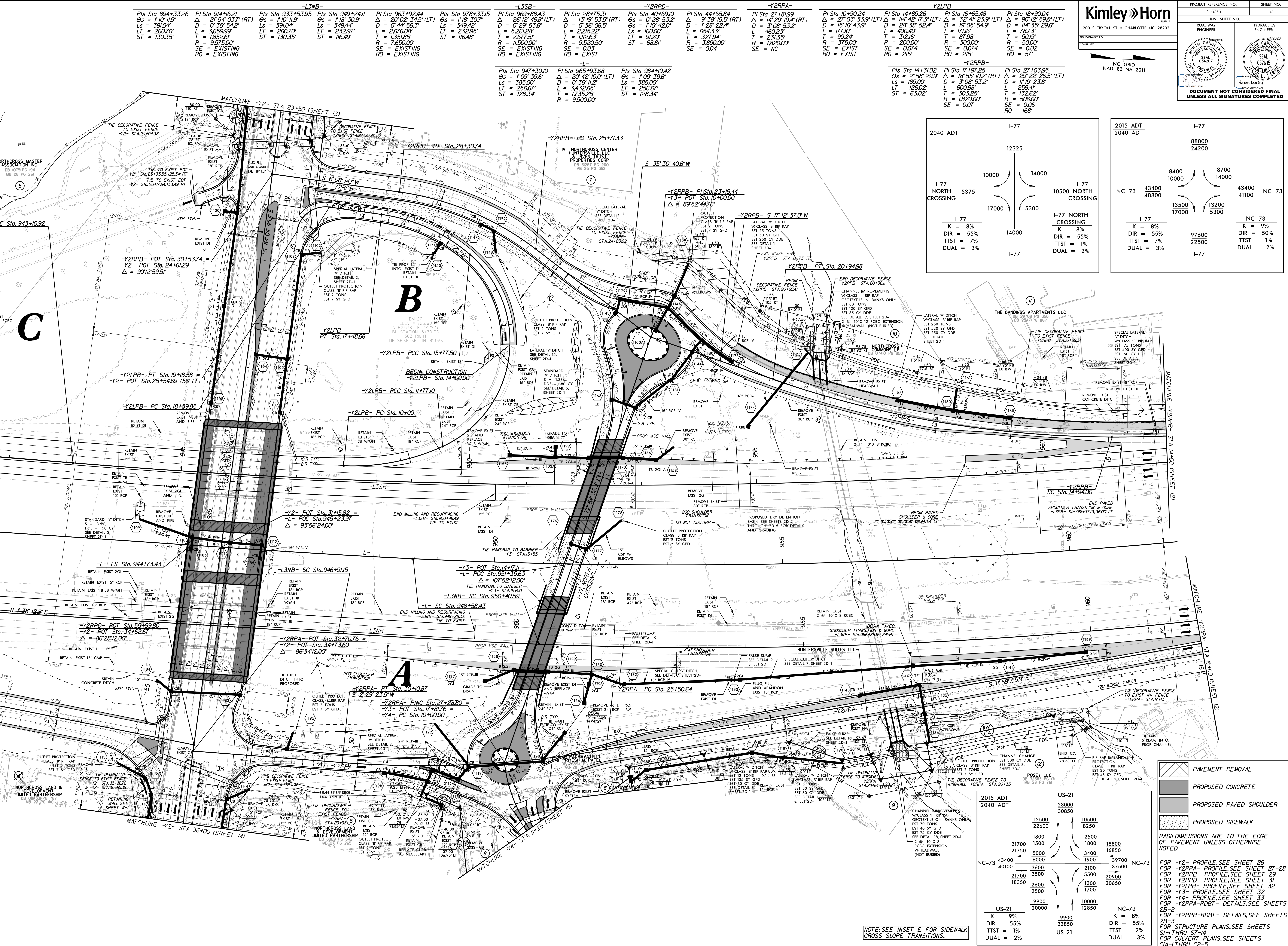
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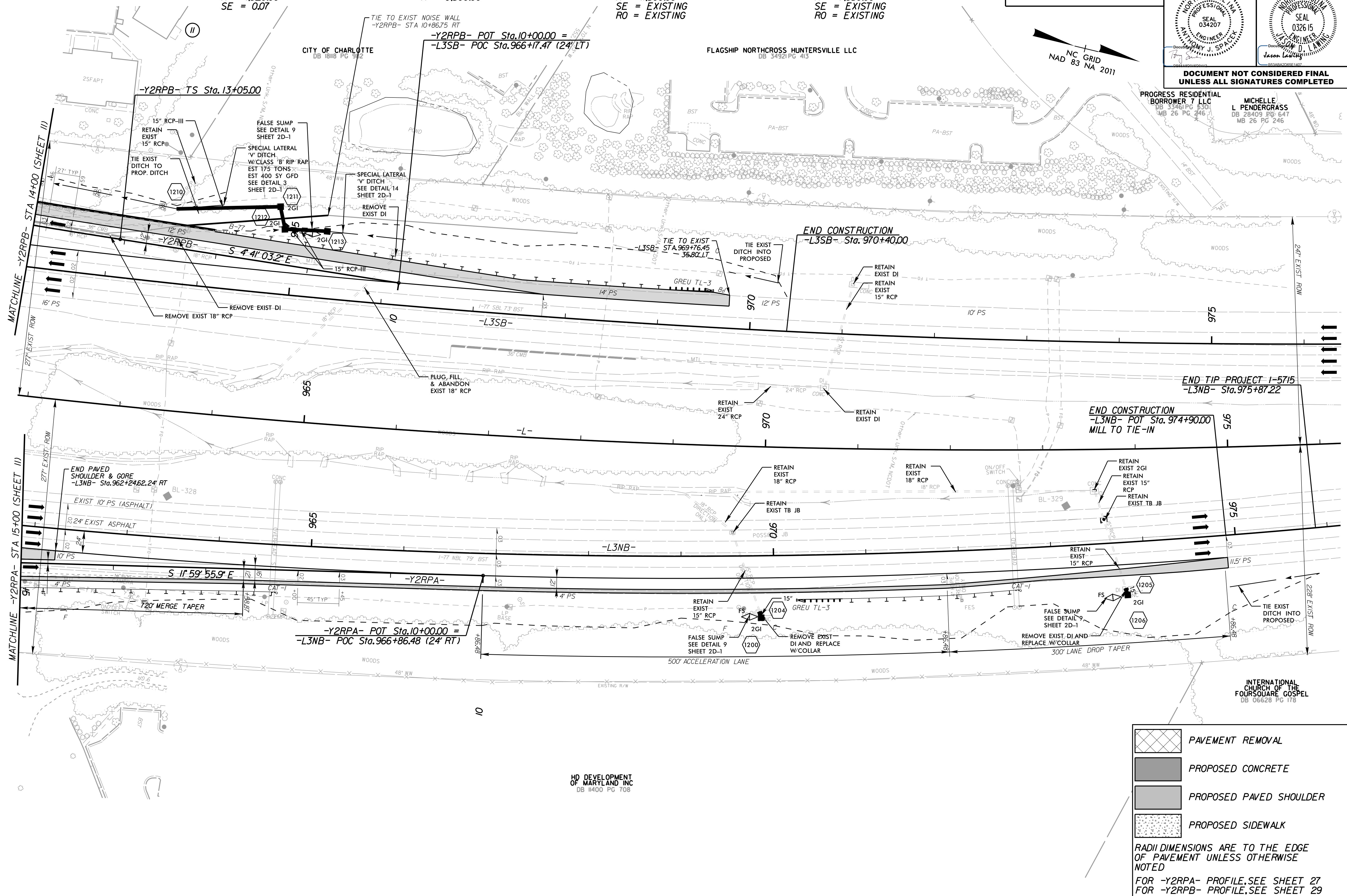
PROJECT REFERENCE NO.		SHEET NO.	
1-5715		8	
RW SHEET NO.			
ROADWAY ENGINEER  <i>James Spacet</i> _____ RD564001002192		HYDRAULICS ENGINEER  <i>Jason D. Lawing</i> _____ RD564001002197	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

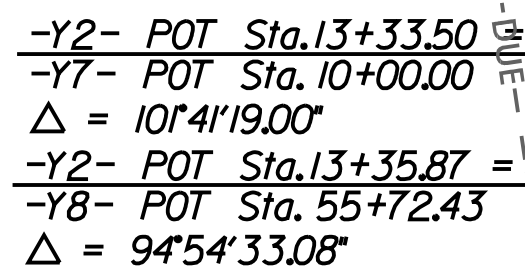






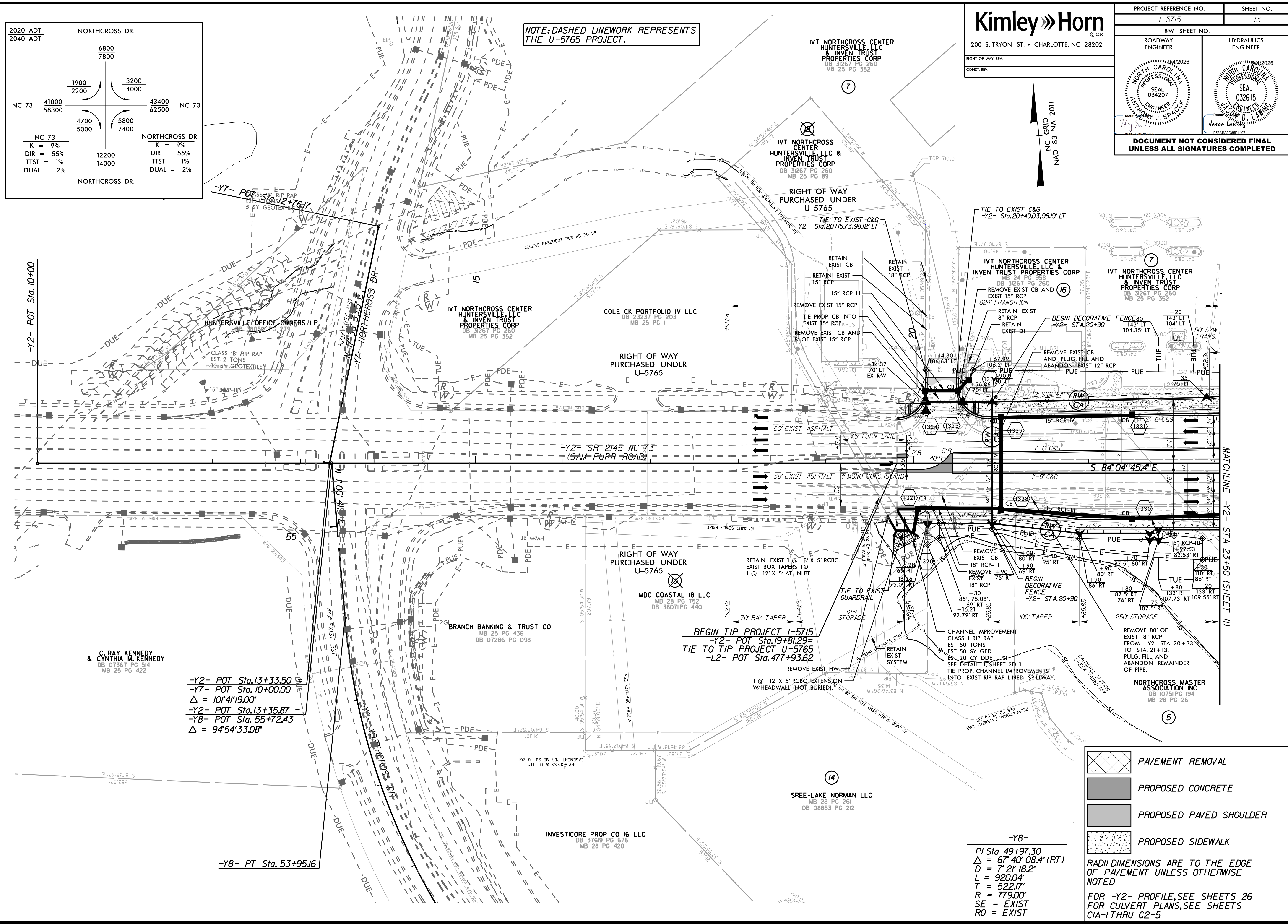
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	1-5715		12
	R/W SHEET NO.		
	ROADWAY ENGINEER	HYDRAULICS ENGINEER	
DESIGNED BY  04/2026 DESIGNED BY  04/2026		DESIGNED BY  04/2026	
03641640062-1417 03641640062-1417			
NC GRID NAD 83 NA 2011 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			





BEGIN TIP PROJECT I-5715
-Y2- POT Sta. 19+81.29=
TIE TO TIP PROJECT U-5765
-L2- POT Sta. 477+93.62

FOR -Y2- PROFILE, SEE SHEETS 26
FOR CULVERT PLANS, SEE SHEETS
CIA-1 THRU C2-5

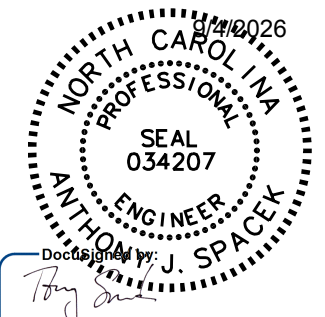


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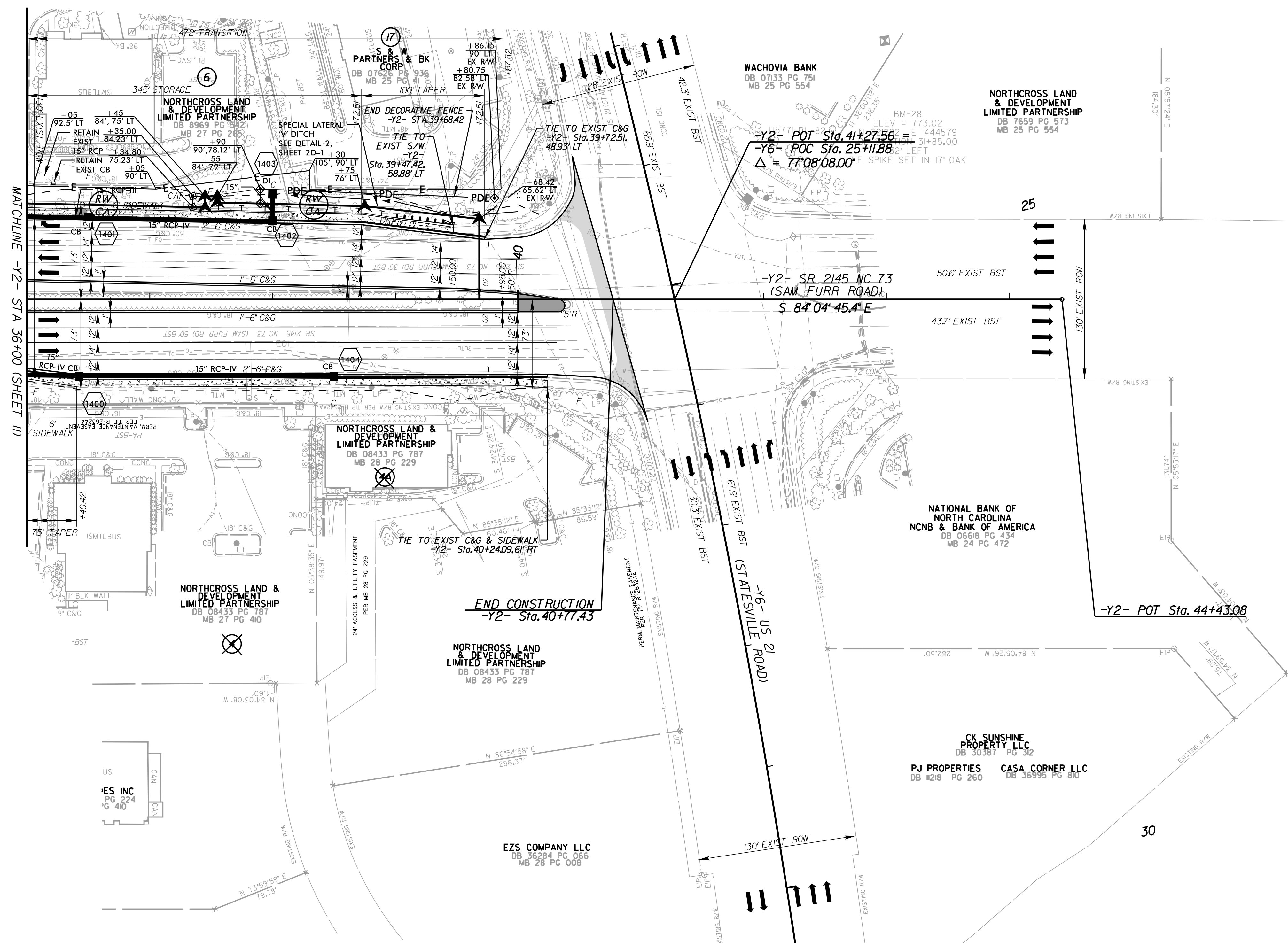
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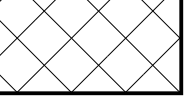
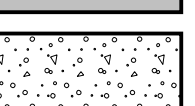
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PROJECT REFERENCE NO.		SHEET NO.
1-5715		14
RW SHEET NO.		
ROADWAY ENGINEER	HYDRAULICS ENGINEER	
		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

NC GRID
NAD 83 NA 2011



-  PAVEMENT REMOVAL
-  PROPOSED CONCRETE
-  PROPOSED PAVED SHOULDER
-  PROPOSED SIDEWALK

RADI DIMENSIONS ARE TO THE EDGE
OF PAVEMENT UNLESS OTHERWISE
NOTED
FOR -Y2- PROFILE, SEE SHEETS 26-27

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1-5715

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

PROFESSIONAL SEAL 034207

PROFESSIONAL SEAL 032615

ANY HORN J. SPACE

DocuSign Envelope ID: 668A8A86-8686-4407-8686-868686868686

DocuSign Envelope ID: 668A8A86-8686-4407-8686-868686868686

PROJECT REFERENCE NO.	SHEET NO.
1-5715	16
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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