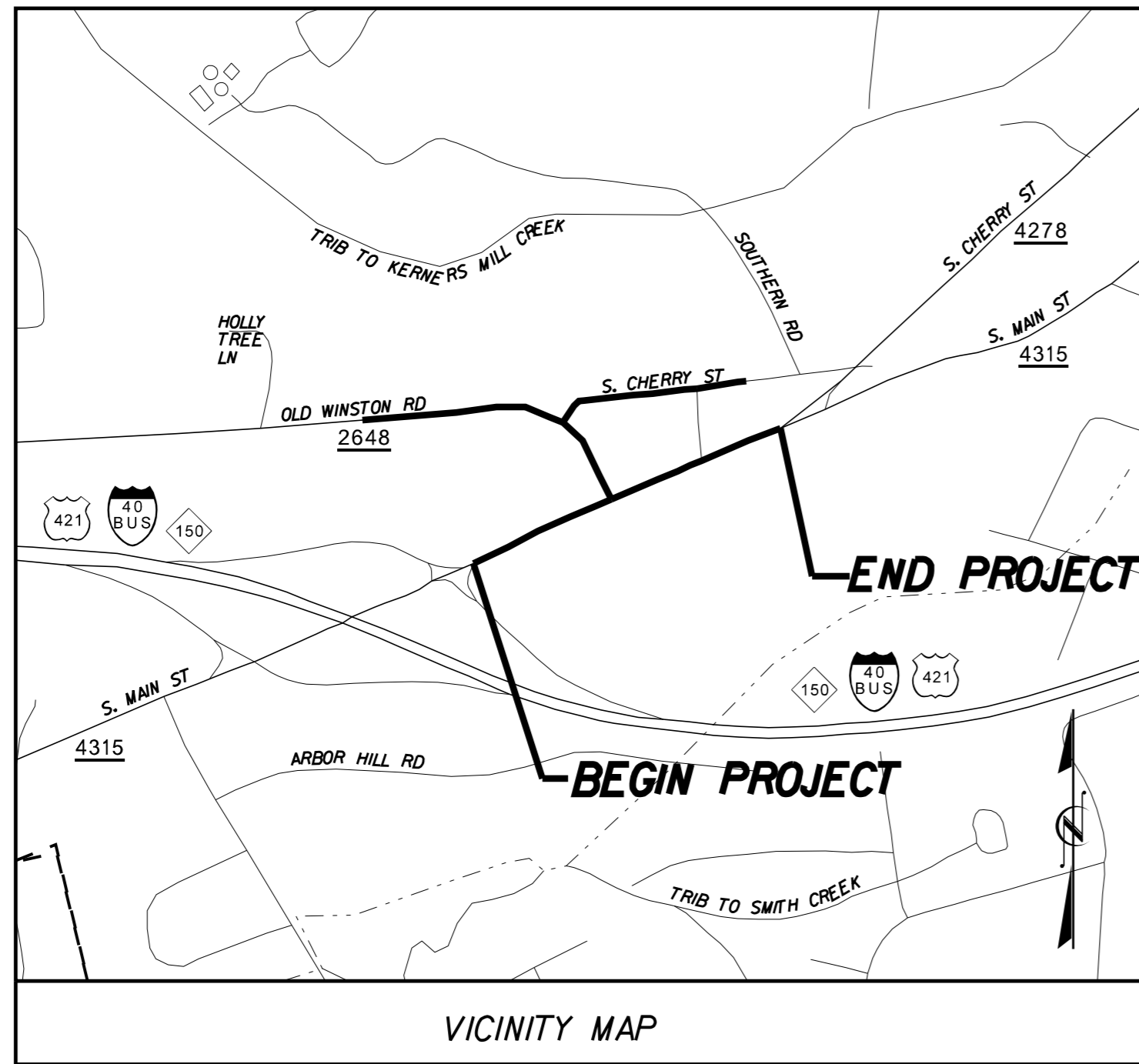


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See Sheet 1A For Index of Sheets  
See Sheet 1B For Conventional Plan Sheet Symbols

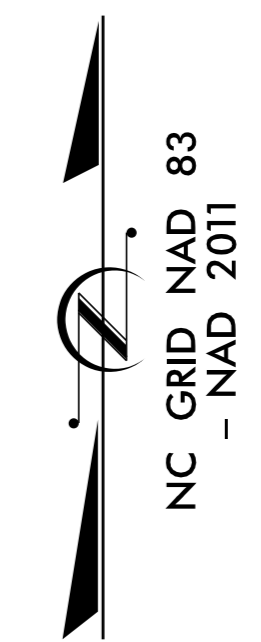


TOWN OF KERNERSVILLE

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**FORSYTH COUNTY**

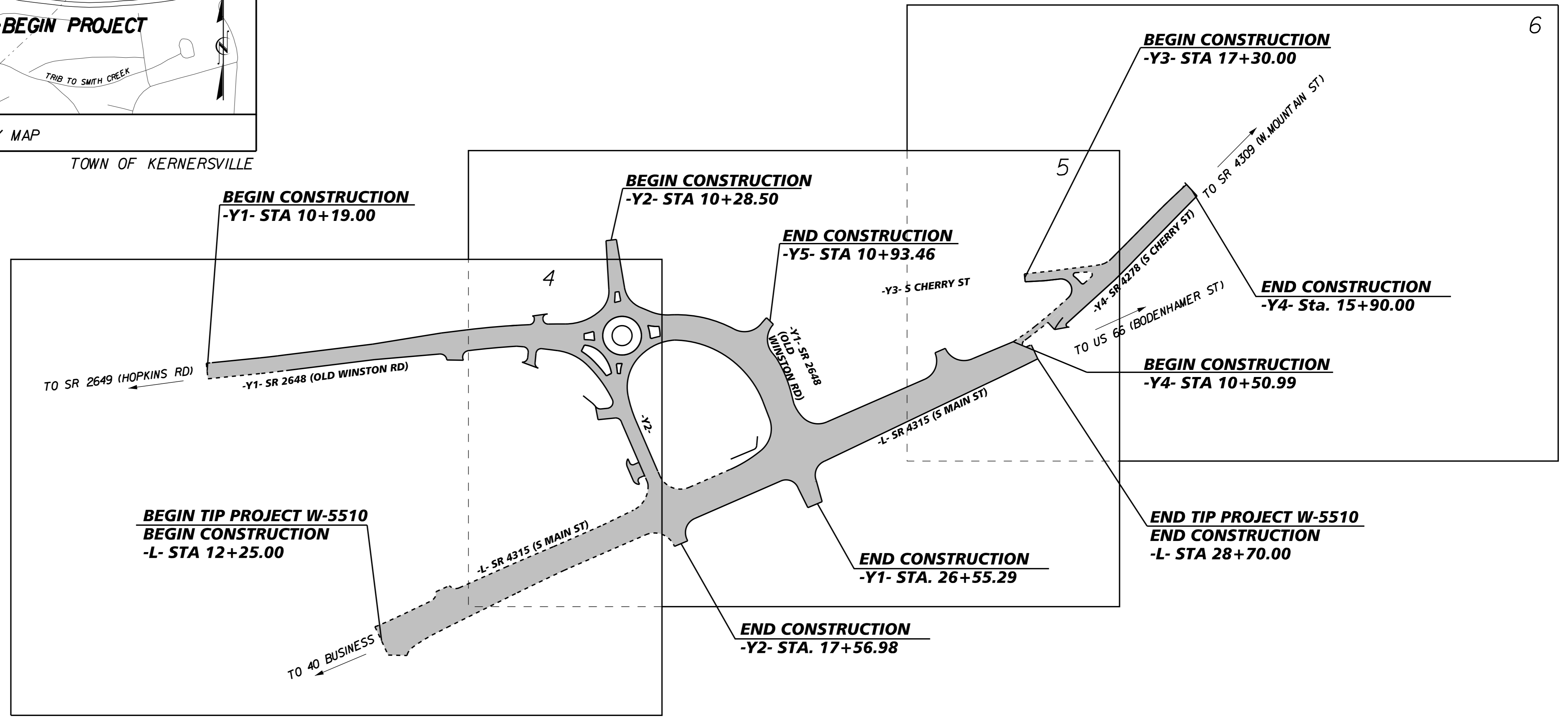
**LOCATION: SR 4315 (S MAIN STREET) FROM I-BUS-40 RAMP TO SR 4278 (S CHERRY STREET), AND SR 2648 (OLD WINSTON ROAD)**

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



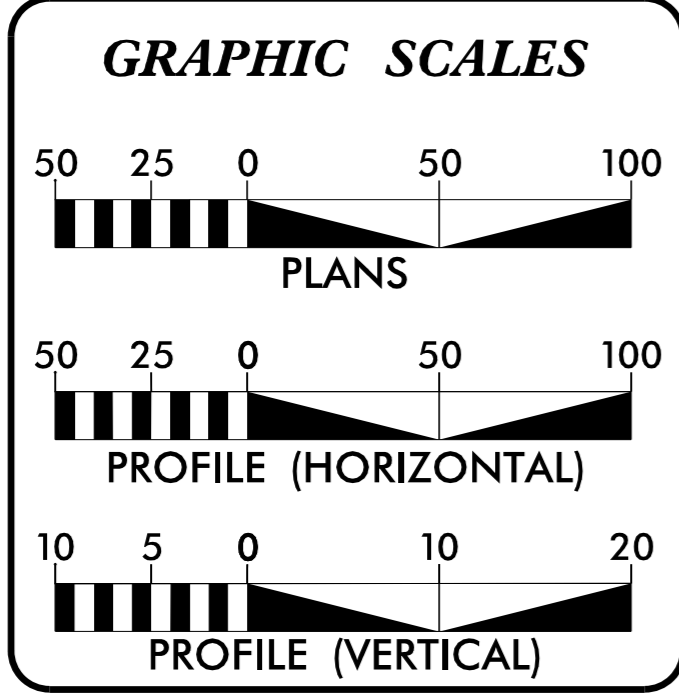
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5510	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50080.1.DI	HSIP-4315(2)	PE	
50080.2.FDI	HSIP-4315(2)	RW / UTILITIES	
50080.3.FDI	HSIP-4315(2)	CONST	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



NC DOT CONTACT: BRETT ABERNATHY  
DIVISION 9, PROJECT MANAGER  
(336) 747-7800

CONTRACT: C203780 TIP PROJECT: W-5510



**DESIGN DATA**

ADT 2016	=	33,700 VPD
ADT 2036	=	43,400 VPD
DHV	=	8%
D	=	55%
T	=	3% *
V	=	40 mph
* (TTST 1% + DUAL 2%)		
DESIGN EXCEPTION: N/A		
FUNCTIONAL CLASSIFICATION: URBAN COLLECTOR REGIONAL TIER		

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT W-5510	=	0.312 MILES
TOTAL LENGTH TIP PROJECT W-5510	=	0.312 MILES

PLANS PREPARED FOR THE NCDOT BY: **Kimley»Horn**

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JULY 22, 2014

LETTING DATE: MAY 17, 2016

**MATTHEW WEST, PE**  
PROJECT ENGINEER

**ERIN THOMPSON, P.E.**  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

DocuSigned by: *Erin Thompson* 3/17/2016 P.E.

**ROADWAY DESIGN ENGINEER**

DocuSigned by: *Matthew West* 3/21/2016 P.E.

DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA



**INDEX OF SHEETS**

SHEET NUMBER	DESCRIPTION
I	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND LIST OF STANDARDS
1B	CONVENTIONAL SYMBOLS
1C-1	SURVEY CONTROL SHEET
1D-1	CENTERLINE COORDINATE LIST
2A-1 THRU 2A-10	TYPICAL SECTIONS, PAVEMENT SCHEDULE, AND MISCELLANEOUS DETAILS
2B-1 THRU 2B-4	INTERSECTION DETAILS
2B-5	TOP OF CURB ALIGNMENTS
2C-1 THRU 2C-2	CURB RAMP DETAILS
2C-3	COAL COMBUSTION PRODUCT PLACEMENT DETAIL
2D-1	DRAINAGE DETAILS
2H-1	CONTAMINATED SOIL CONTAINMENT DETAIL
3B-1 THRU 3B-2	SUMMARY SHEETS
3D-1 THRU 3D-3	DRAINAGE SUMMARY SHEETS
3G-1	GEOTECHNICAL SUMMARY SHEETS
3P-1	PARCEL INDEX SHEET
4-6	PLAN SHEETS
7-10	PROFILE SHEETS
11-12	TOP OF CURB PROFILE SHEETS
TMP-1 THRU TMP-12	TRAFFIC MANAGEMENT PLANS
SD-1	SPECIAL SIGN DESIGN
PMP-1 THRU PMP-5	PAVEMENT MARKING PLANS
EC-1 THRU EC-9	EROSION CONTROL PLANS
SIGN-1 THRU SIGN-6	SIGNING PLANS
SIG-1 THRU SCP-3	SIGNAL PLANS
UC-1 THRU UC-8	UTILITY PLANS
UO-1 THRU UO-5	UTILITIES BY OTHERS
X-0	CROSS SECTION INDEX
X-1A	CROSS SECTION SUMMARY SHEET
X-1 THRU X-32	CROSS SECTIONS
W-1 THRU W-4	RETAINING WALL PLANS

**GENERAL NOTES**

GENERAL NOTES: 2012 SPECIFICATIONS  
EFFECTIVE: 01-17-12  
REVISED: 07/30/12

**GRADING AND SURFACING OR RESURFACING AND WIDENING:**

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

**CLEARING:**

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

**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.

**DRIVEWAYS:**

DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.02 USING 900 MM RADII OR RADII AS SHOWN ON THE PLANS. LOCATIONS OF DRIVES WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

**STREET TURNOUT:**

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

**TEMPORARY SHORING:**

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC WILL BE PAID FOR AS "EXTRA WORK" IN ACCORDANCE WITH SECTION 104-7.

**SUBSURFACE PLANS:**

NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

**UTILITIES:**

UTILITY OWNERS ON THIS PROJECT ARE

- (A) POWER; DUKE ENERGY; LARRY ROBINSON 336-209-6631
- (B) TELEPHONE; AT&T; JIM BROOKS 336-788-0150
- (C) TELEPHONE; CENTURY LINK; BRIAN MCNIFF 336-996-5999
- (D) WATER/SEWER; CITY OF WINSTON SALEM; JACK FITZGERALD 336-747-7309
- (E) GAS; PIEDMONT; ANDY RUMLEY 336-222-7108
- (F) CABLE; TWC; ERIC VIVOD 336-669-8824
- (G) FIBERTECH; JOHN SMITH 585-743-1796

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

**RIGHT-OF-WAY MARKERS:**

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

**CURB RAMPS**

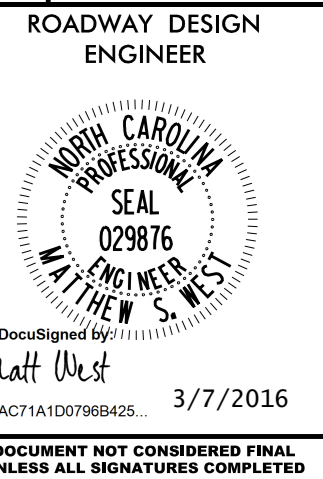
CURB RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS. CONSTRUCT ALL CURB RAMPS ACCORDANCE WITH STD 848.05 and/or 848.06.

**LIST OF ROADWAY STANDARD DRAWINGS**

2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N.C. Department of Transportation - Raleigh, N.C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD. NO.	TITLE
<b>DIVISION 2 - EARTHWORK</b>	
200.02	Method of Clearing - Method II
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superlevation - Two Lane Pavement
225.06	Method of Grading Sight Distance at Intersections
<b>DIVISION 3 - PIPE CULVERTS</b>	
300.01	Method of Pipe Installation
<b>DIVISION 5 - SUBGRADE, BASES AND SHOULDERS</b>	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
<b>DIVISION 8 - INCIDENTALS</b>	
806.01	Concrete Right-of-Way Marker
806.02	Granite Right-of-Way Marker
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
840J4	Concrete Drop Inlet - 12" thru 30" Pipe
840J5	Brick Drop Inlet - 12" thru 30" Pipe
840J6	Drop Inlet Frame and Grates - for use with Std. Dwg 840J4 and 840J5
840.25	Anchorage for Frames - Brick or Concrete or Precast
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
840.45	Precast Drainage Structure
840.46	Traffic Bearing Precast Drainage Structure
840.54	Manhole Frame and Cover
840.66	Drainage Structure Steps
840.71	Concrete and Brick Pipe Plug
846.01	Concrete Curb, Gutter and Curb & Gutter
848.01	Concrete Sidewalk
848.02	Driveway Turnout - Radius Type
848.04	Street Turnout
848.05	Curb Ramp - Proposed Curb & Gutter
848.06	Curb Ramp - Existing Curb & Gutter
852.01	Concrete Islands
852.06	Method for Placement of Drop Inlets in Concrete Islands
876.02	Guide for Rip Rap at Pipe Outlets



K:\RAL\_Roadway\01036245 - Kerner\sl\16\Roadway\Proj\W5510\_RDY\_TSH.dgn 3/4/2016

# STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

## CONVENTIONAL PLAN SHEET SYMBOLS

*Note: Not to Scale*      \*S.U.E. = *Subsurface Utility Engineering*

### BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○
Property Corner	✕
Property Monument	□
Parcel/Sequence Number	123
Existing Fence Line	---x---x---x---
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	---WLB---
Proposed Wetland Boundary	---WLB---
Existing Endangered Animal Boundary	---EAB---
Existing Endangered Plant Boundary	---EPB---
Existing Historic Property Boundary	---HPB---
Known Contamination Area: Soil	---☠---
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	OSW
Well	○
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	+
Building	□
School	□
Church	□
Dam	—

### HYDROLOGY:

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

### RAILROADS:

Standard Gauge	-----
RR Signal Milepost	-----
Switch	-----
RR Abandoned	-----
RR Dismantled	-----

### RIGHT OF WAY:

Baseline Control Point	◆
Existing Right of Way Marker	△
Existing Right of Way Line	-----
Proposed Right of Way Line	-----
Proposed Right of Way Line with Iron Pin and Cap Marker	-----
Proposed Right of Way Line with Concrete or Granite RW Marker	-----
Proposed Control of Access Line with Concrete C/A Marker	-----
Existing Control of Access	-----
Proposed Control of Access	-----
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	-----
Proposed Permanent Easement with Iron Pin and Cap Marker	-----

### 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:

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 LOS B (S.U.E.*)	-----
U/G Power Line LOS C (S.U.E.*)	-----
U/G Power Line LOS D (S.U.E.*)	-----

### TELEPHONE:

Existing Telephone Pole	-----
Proposed Telephone Pole	-----
Telephone Manhole	-----
Telephone Pedestal	-----
Telephone Cell Tower	-----
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	-----
U/G Telephone Cable LOS C (S.U.E.*)	-----
U/G Telephone Cable LOS D (S.U.E.*)	-----
U/G Telephone Conduit LOS B (S.U.E.*)	-----
U/G Telephone Conduit LOS C (S.U.E.*)	-----
U/G Telephone Conduit LOS D (S.U.E.*)	-----
U/G Fiber Optics Cable LOS B (S.U.E.*)	-----
U/G Fiber Optics Cable LOS C (S.U.E.*)	-----
U/G Fiber Optics Cable LOS D (S.U.E.*)	-----

### WATER:

Water Manhole	-----
Water Meter	-----
Water Valve	-----
Water Hydrant	-----
U/G Water Line LOS B (S.U.E.*)	-----
U/G Water Line LOS C (S.U.E.*)	-----
U/G Water Line LOS D (S.U.E.*)	-----
Above Ground Water Line	-----

### TV:

TV Pedestal	-----
TV Tower	-----
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	-----
U/G TV Cable LOS C (S.U.E.*)	-----
U/G TV Cable LOS D (S.U.E.*)	-----
U/G Fiber Optic Cable LOS B (S.U.E.*)	-----
U/G Fiber Optic Cable LOS C (S.U.E.*)	-----
U/G Fiber Optic Cable LOS D (S.U.E.*)	-----

### GAS:

Gas Valve	-----
Gas Meter	-----
U/G Gas Line LOS B (S.U.E.*)	-----
U/G Gas Line LOS C (S.U.E.*)	-----
U/G Gas Line LOS D (S.U.E.*)	-----
Above Ground Gas Line	-----

### SANITARY SEWER:

Sanitary Sewer Manhole	-----
Sanitary Sewer Cleanout	-----
U/G Sanitary Sewer Line	-----
Above Ground Sanitary Sewer	-----
SS Forced Main Line LOS B (S.U.E.*)	-----
SS Forced Main Line LOS C (S.U.E.*)	-----
SS Forced Main Line LOS D (S.U.E.*)	-----

### MISCELLANEOUS:

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



# SURVEY CONTROL SHEET W-5510

BL	POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
5		BL-5	860991.9290	1677954.2880	955.13	10+46.77	44.56 LT
6		BL-6	861175.3330	1678544.6270	952.85	16+61.22	35.21 RT
1		MAIN-1	861294.0720	1678846.6670	962.81	19+85.74	47.34 RT
7		BL-7	861594.6700	1679311.3770	977.33	25+31.91	42.19 LT
3		MAIN-3	861788.3840	1679758.6820	984.89	30+20.17	36.74 LT
8		BL-8	861891.5880	1680164.2100	990.48	34+36.33	21.68 RT

BY3	POINT	DESC.	NORTH	EAST	ELEVATION	Y3 STATION	OFFSET
4		MAIN-4	862213.3840	1680144.2560	984.31	OUTSIDE PROJECT LIMITS	

BY2	POINT	DESC.	NORTH	EAST	ELEVATION	Y2 STATION	OFFSET
11		BY2-11	861839.8660	1679284.5270	982.58	11+21.27	592.46 LT
12		BY2-12	861741.5400	1678694.3450	973.47	12+34.69	4.99 LT

BY1	POINT	DESC.	NORTH	EAST	ELEVATION	Y1 STATION	OFFSET
9		BY1-9	861584.1810	1677196.4900	962.77	OUTSIDE PROJECT LIMITS	
10		BY1-10	861618.4420	1677749.3910	969.87	10+32.69	27.99 RT
2		MAIN-2	861727.8540	1678472.7320	974.22	17+63.50	0.35 LT

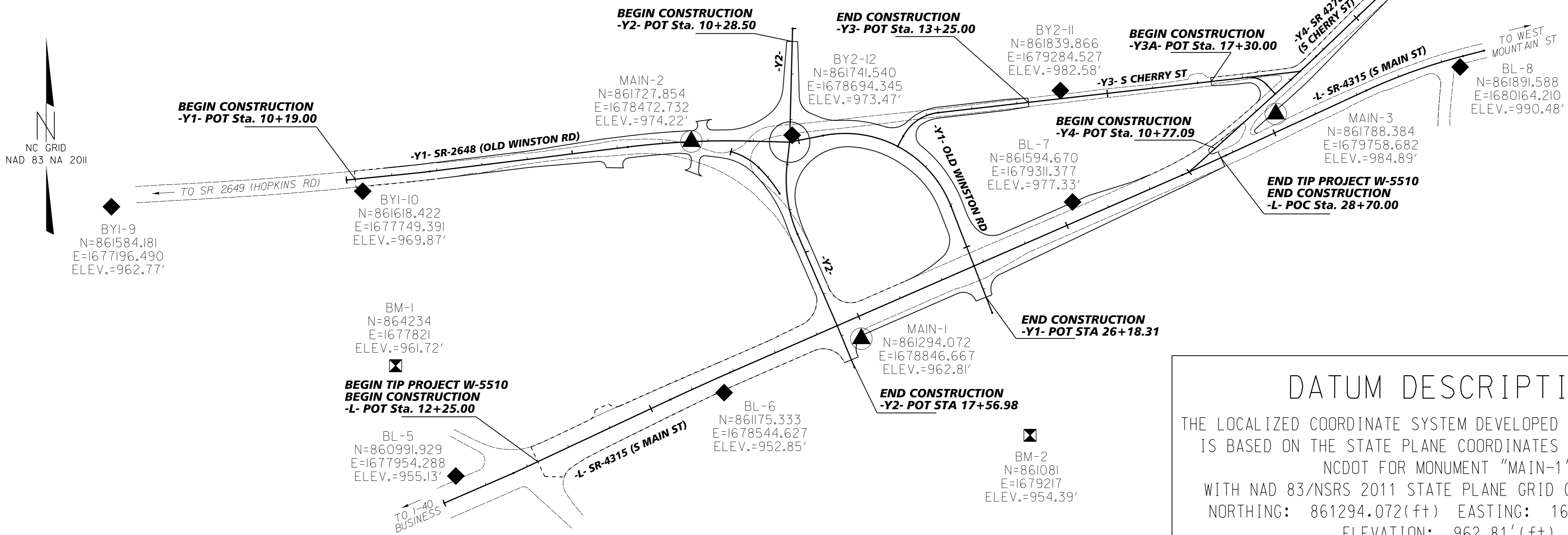
BENCHMARKS (NAVD 88)

\*\*\*\*\*

BM1 ELEVATION = 961.72'  
 N 861235 E 1677822  
 L STATION 10+22 320' LEFT  
 CHISELED SQUARE IN CONCRETE CURB AT  
 RETENTION POND BEHIND J. PEPPERS  
 \*\*\*\*\*

BM2 ELEVATION = 954.39'  
 N 861081 E 1679218  
 L STATION 22+41 391' RIGHT  
 CHISELED SQUARE IN CONCRETE CURB IN  
 FRONT OF GOODWILL & DOLLAR TREE  
 \*\*\*\*\*

BM3 ELEVATION = 984.90'  
 N 862248 E 1680181  
 Y4 STATION 18+48 19' LEFT  
 CHISELED SQUARE IN SIDEWALK FOR CHERRY  
 STREET IN FRONT OF 606 CHERRY STREET  
 \*\*\*\*\*



### DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "MAIN-1" WITH NAD 83/NSRS 2011 STATE PLANE GRID COORDINATES OF NORTHING: 861294.072(++) EASTING: 1678846.667(++) ELEVATION: 962.81'(++)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999442018

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "MAIN-1" TO -L- STATION 10+00.00 IS  
 S 68°29'19.62" W 986.24'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES  
 VERTICAL DATUM USED IS NAVD 88

**NOTES:**

▲ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.

PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.

NOTE: DRAWING NOT TO SCALE

6/24/14  
 I:\DEC-2015\_07\1513-5510-1C-1.dwg  
 5/11/2015 10:55:00  
 T:\proj\5510-1C-1.dwg  
 5/11/2015 10:55:00  
 T:\proj\5510-1C-1.dwg  
 5/11/2015 10:55:00  
 T:\proj\5510-1C-1.dwg

# CENTERLINE COORDINATE LIST

ROW MARKER CONCRETE OR GRANITE-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	14+73.75	48.00	861085.6064	1678380.4524
L	16+24.98	39.92	861156.3323	1678513.6948
L	16+24.98	48.00	861148.9711	1678517.0165
L	18+40.00	-40.06	861315.8499	1678678.1321
L	18+77.00	-45.00	861335.1827	1678710.0641
L	21+50.00	-50.00	861449.0036	1678958.2509
L	21+50.00	-40.01	861439.8495	1678962.2478
L	22+00.00	-50.00	861469.0110	1679004.0734
L	22+24.00	-67.82	861494.9462	1679018.9416
L	23+65.00	-50.00	861535.0368	1679155.2913
L	23+80.00	49.00	861450.3104	1679208.6527
L	26+50.00	-35.79	861636.0603	1679422.1641
L	26+50.00	-50.00	861649.0789	1679416.4798
L	28+70.00	29.24	861665.5002	1679649.9526
L	28+70.00	32.00	861662.9917	1679651.1037

ROW MARKER CONCRETE OR GRANITE-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y1	13+20.00	36.00	861642.8363	1678036.4833
Y1	13+20.00	29.75	861649.0383	1678035.7167
Y1	15+30.00	-35.00	861739.0608	1678236.1877
Y1	15+29.98	-31.93	861736.0117	1678236.5461
Y1	16+84.10	36.00	861686.3390	1678396.7307
Y1	18+40.00	-35.00	861764.3179	1678549.1374
Y1	20+60.00	70.00	861672.8380	1678779.7250
Y1	20+85.00	40.00	861704.9633	1678795.3983
Y1	20+87.87	-45.98	861790.9459	1678792.5348
Y1	22+70.00	-40.00	861723.3414	1678990.1206
Y1	24+53.80	40.00	861524.5005	1679024.6361
Y1	24+60.00	-40.00	861547.5768	1679101.4862

ROW MARKER CONCRETE OR GRANITE-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y2	10+25.00	-30.00	861950.5161	1678724.7160
Y2	10+25.00	37.12	861952.2360	1678657.6204
Y2	10+28.79	64.75	861949.1553	1678629.9000
Y2	11+25.00	-30.00	861850.5490	1678722.1536
Y2	11+90.00	81.27	861788.4366	1678609.2430
Y2	13+35.00	-70.00	861642.1742	1678751.3880
Y2	13+60.00	-30.00	861619.4679	1678712.4595
Y2	14+96.23	-30.00	861499.1898	1678749.6927
Y2	16+05.70	30.00	861374.8815	1678738.2096

ROW MARKER CONCRETE OR GRANITE-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y3	11+25.12	25.00	861766.3617	1679018.3915

ROW MARKER CONCRETE OR GRANITE-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y4	14+71.59	30.00	861958.3531	1679935.9969
Y4	15+90.00	30.00	862039.1889	1680021.6607
Y4	15+90.04	25.40	862042.6062	1680018.5811

## DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "MAIN-1" WITH NAD 83/NSRS 2011 STATE PLANE GRID COORDINATES OF NORTHING: 861294.072(ft) EASTING: 1678846.667(ft) ELEVATION: 962.81'(ft) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999442018 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "MAIN-1" TO -L- STATION 10+00.00 IS S 68°29'19.62" W 986.24' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

L

TYPE	STATION	NORTH	EAST
POT	10+00.00	860932.4353	1677929.1256
POT	11+65.94	860998.5023	1678081.3491
PC	15+46.93	861160.1177	1678426.3632
PT	16+92.12	861219.9636	1678558.6383
PC	27+77.22	861654.1624	1679553.0766
PT	28+82.52	861697.3102	1679649.1264
PC	32+22.35	861839.8213	1679957.6333
PT	34+48.70	861915.6716	1680170.5701
POT	34+96.76	861927.6383	1680217.1137

Y1

TYPE	STATION	NORTH	EAST
POT	10+00.00	861643.0303	1677714.0656
PC	11+42.70	861657.2852	1677856.0553
PT	11+83.96	861661.8766	1677897.0566
PC	16+22.96	861715.7287	1678332.7410
PT	18+92.18	861728.6872	1678601.3918
POT	19+79.78	861726.3588	1678688.9603
PC	20+54.63	861740.8142	1678762.4045
PT	24+03.64	861585.7073	1679043.8497
POT	26+55.29	861351.0050	1679134.6310

Y2

TYPE	STATION	NORTH	EAST
POT	10+00.00	861976.2767	1678695.3665
POT	12+50.00	861726.3588	1678688.9603
PC	12+98.68	861678.0011	1678683.3692
PT	14+55.99	861524.1674	1678706.1584
POT	16+75.75	861322.5567	1678793.6056
POT	17+75.00	861230.8886	1678831.6519

Y3

TYPE	STATION	NORTH	EAST
POT	10+03.41	861716.9748	1678926.6921
PC	10+29.30	861739.7078	1678939.0846
PT	11+25.12	861791.2008	1679015.5600
POT	19+26.85	861882.0058	1679812.1379

Y3A

TYPE	STATION	NORTH	EAST
POT	17+00.00	861856.3123	1679586.7443
PC	18+10.00	861868.7709	1679696.0365
PT	18+57.08	861852.9084	1679738.5301
POT	18+85.06	861832.2946	1679757.4565

Y4

TYPE	STATION	NORTH	EAST
POT	10+00.00	861660.7868	1679568.1804
PC	13+02.40	861863.8363	1679792.2661
PT	13+77.60	861915.0265	1679847.3558
PC	15+07.41	862004.7930	1679941.1249
PT	16+61.07	862108.8918	1680054.1327
POT	20+57.61	862371.9051	1680350.8958

ROW MARKER PERMANENT EASEMENT-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	13+96.26	156.00	860954.9336	1678356.0927
L	14+12.49	95.68	861016.4423	1678345.2025
L	16+72.00	59.00	861157.8946	1678564.0194
L	16+72.00	39.98	861175.2975	1678556.3449
L	16+99.00	-61.00	861278.6196	1678540.5335
L	16+99.00	-40.06	861259.4247	1678548.9145
L	17+09.00	-61.00	861282.6211	1678549.6980
L	17+09.00	-40.06	861263.4262	1678558.0790
L	18+73.00	67.00	861230.9396	1678751.2148
L	18+83.00	-70.00	861360.4948	1678705.5591
L	18+83.00	-48.62	861340.8980	1678714.1156
L	18+93.00	-70.00	861364.4963	1678714.7236
L	18+93.00	-54.64	861350.4236	1678720.8682
L	20+02.62	-45.51	861385.9148	1678824.9853
L	20+29.00	-55.00	861405.1696	1678845.3631
L	20+29.00	-40.01	861391.4276	1678851.3633
L	20+49.00	-55.00	861413.1725	1678863.6922
L	20+49.00	-40.01	861399.4305	1678869.6923
L	23+54.00	-58.20	861538.1512	1679141.9287
L	23+54.00	-71.00	861549.8807	1679136.8073
L	23+74.00	-71.00	861557.8836	1679155.1363
L	23+74.00	-50.00	861538.6382	1679163.5394
L	24+63.00	68.00	861466.1101	1679292.3209
L	25+66.00	-50.00	861615.4665	1679339.4980
L	25+66.00	-71.00	861634.7119	1679331.0949
L	25+86.00	-71.00	861642.7149	1679349.4239
L	25+86.00	-50.00	861623.4694	1679357.8270
L	26+15.00	68.00	861526.9325	1679431.6214
L	27+64.00	59.00	861594.0025	1679564.5713
L	28+90.00	50.00	861655.0574	1679676.8879
L	29+09.00	30.06	861681.1271	1679685.7745

ROW MARKER PERMANENT EASEMENT-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y1	10+60.00	-65.00	861713.6987	1677767.2725
Y1	10+60.00	-29.84	861678.7142	1677770.7847
Y1	10+80.00	-65.00	861715.6965	1677787.1725
Y1	10+80.00	-29.80	861680.6767	1677790.6883
Y1	12+84.00	-58.00	861731.7103	1677989.2242
Y1	12+84.00	-29.64	861703.5629	1677992.7034
Y1	15+00.00	-61.00	861761.1843	1678203.2249
Y1	17+60.00	-61.00	861788.2814	1678466.3957
Y1	18+75.00	-60.00	861789.0531	1678585.2425
Y1	18+99.38	-69.00	861797.4713	1678610.4274
Y1	20+70.00	-68.00	861810.7181	1678768.5608
Y1	20+92.00	-67.54	861812.7414	1678796.4460

ROW MARKER PERMANENT EASEMENT-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y2	10+65.00	-30.00	861910.5293	1678723.6910
Y2	10+65.00	-46.00	861910.1193	1678739.6858
Y2	10+95.00	-48.00	861880.0779	1678740.9164
Y2	11+24.00	-64.00	861850.6774	1678756.1680
Y2	14+00.00	-46.00	861587.4638	1678733.6523
Y2	14+00.00	-30.00	861583.9312	1678718.0471
Y2	14+75.00	-30.00	861518.6635	1678741.2461
Y2	14+75.00	-46.00	861525.0303	1678755.9248
Y2	16+05.00	-30.00	861399.3991	1678792.9762
Y2	16+05.00	-54.00	861408.9493	1678814.9942

ROW MARKER PERMANENT EASEMENT-E


ALIGN	STATION	OFFSET	NORTH	EAST
Y3	11+43.00	-45.00	861837.9368	1679028.2317
Y3	13+43.00	-25.00	861840.7175	1679229.2100

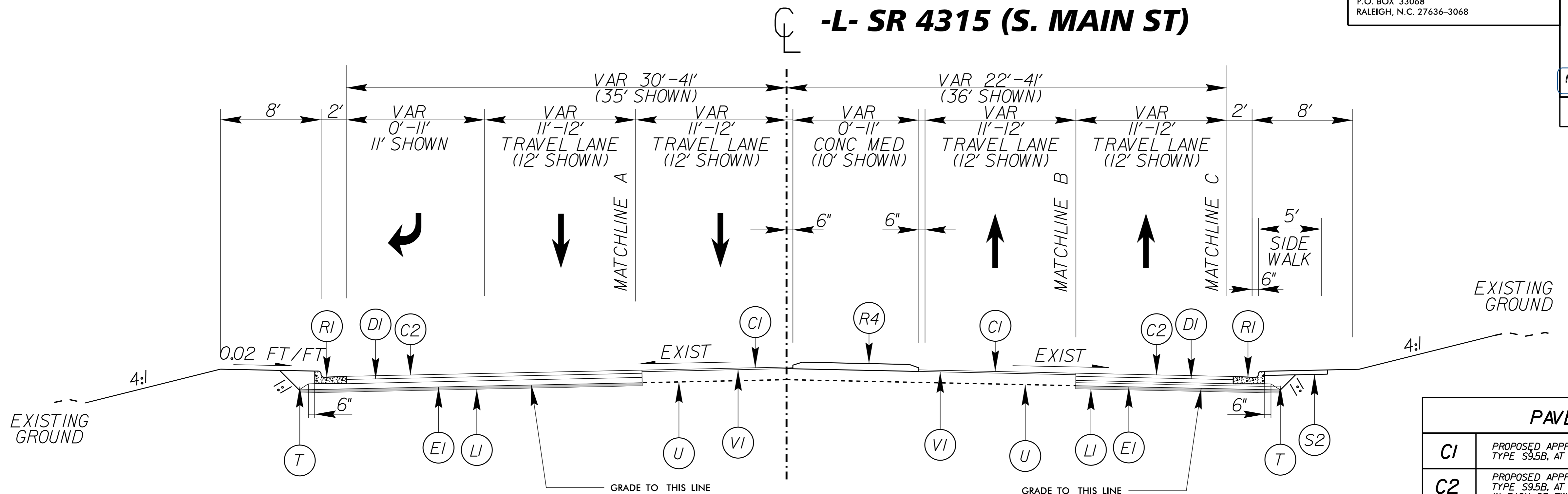
**NOTES:**

- ▲ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
- PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.

**NOTE: DRAWING NOT TO SCALE**

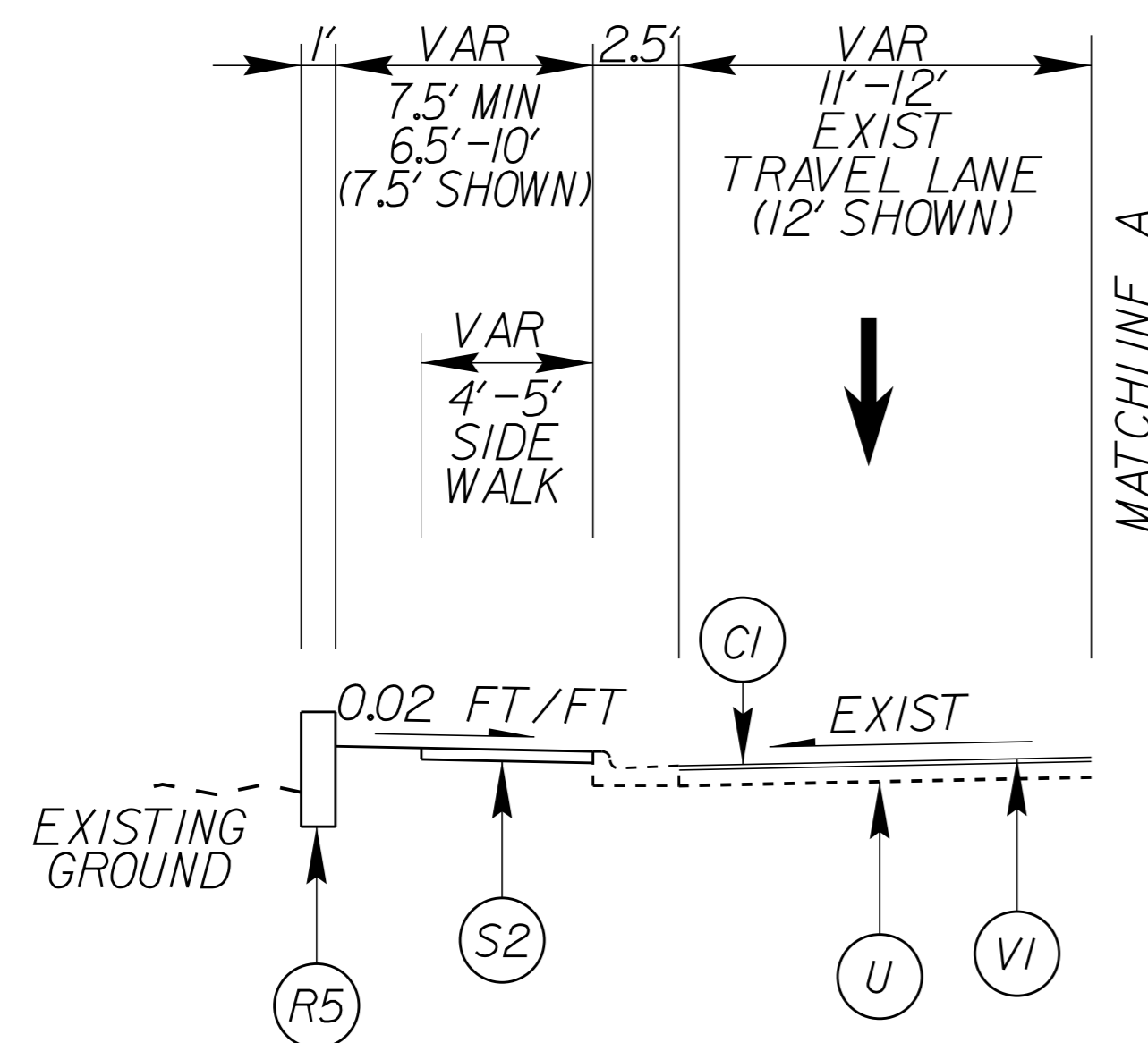


PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



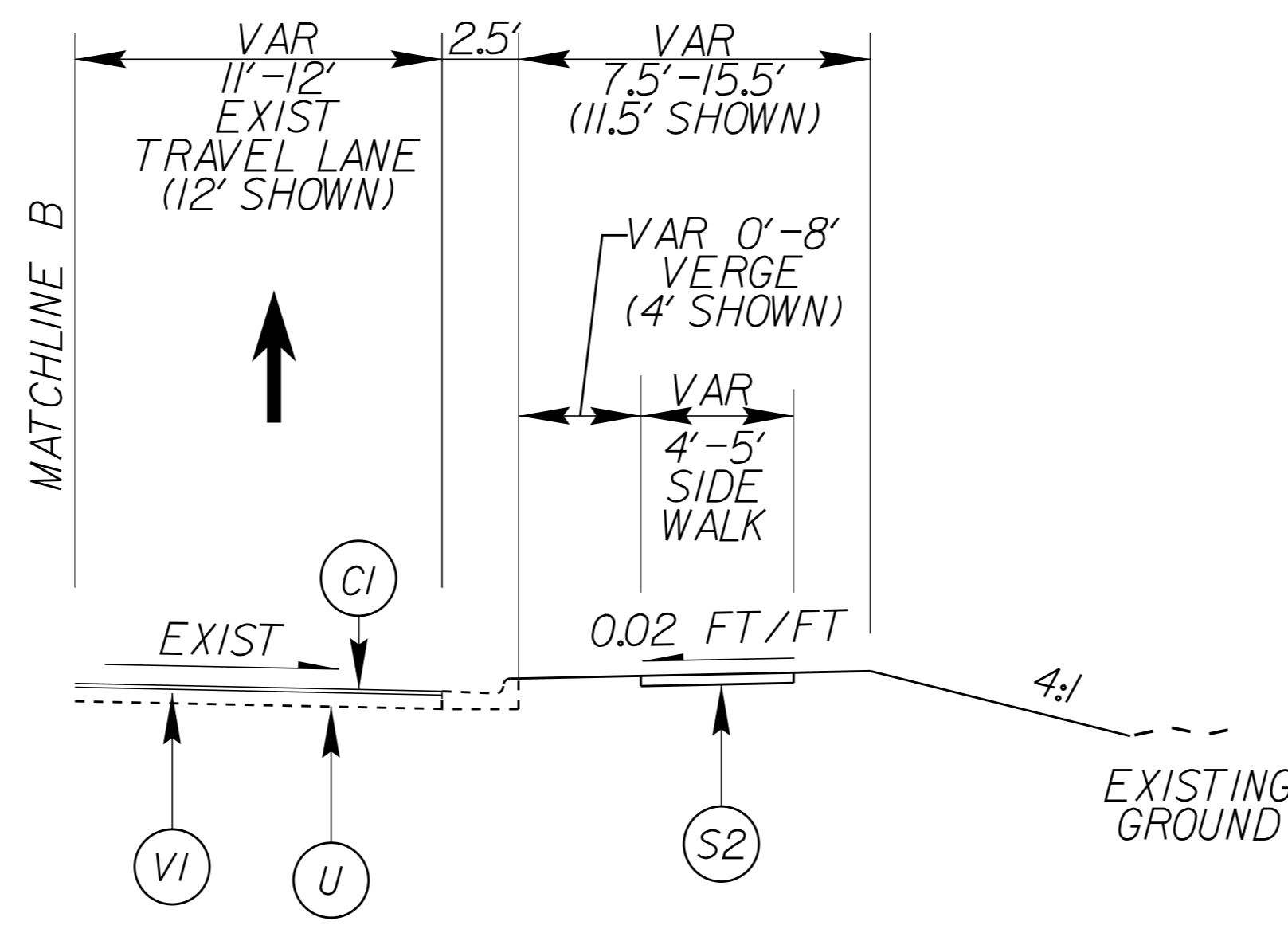
**TYPICAL SECTION NO. 1**

-L- STA 12+25.00 TO STA 28+70.00



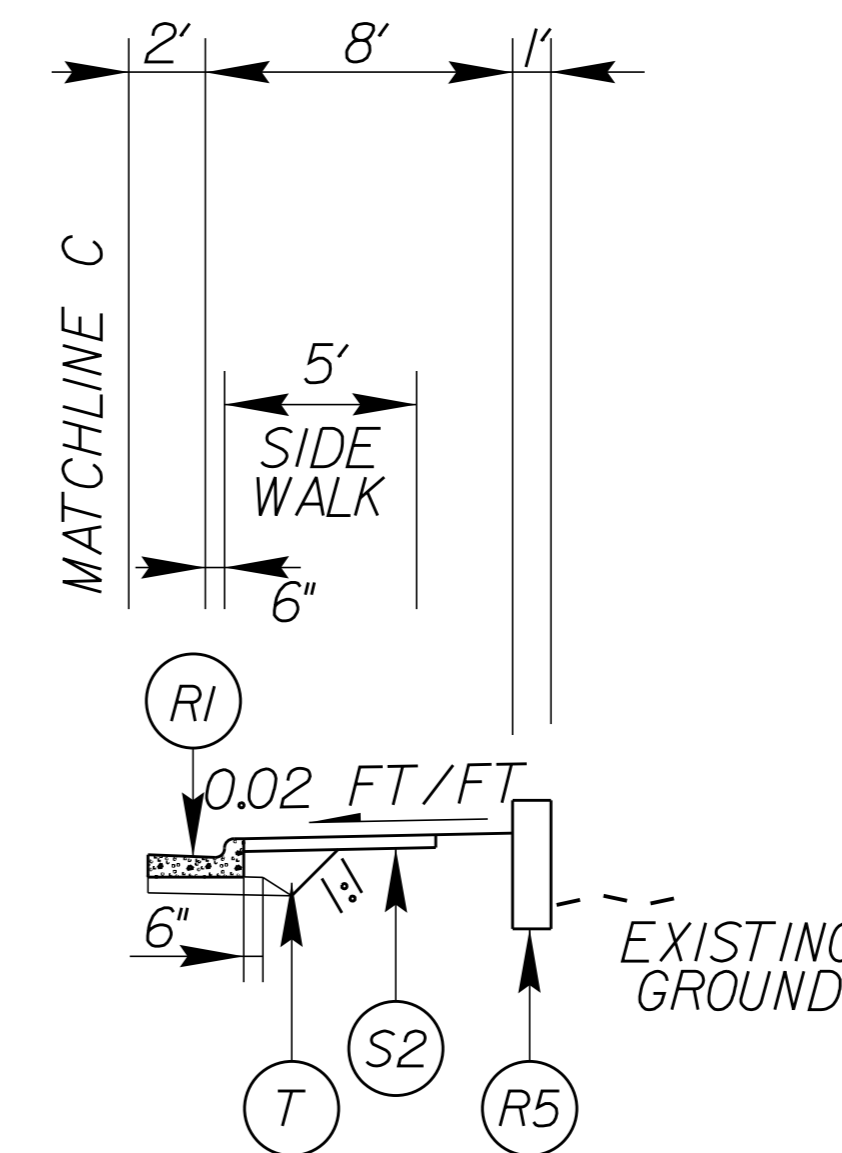
**TYPICAL SECTION NO. 1A**

-L- STA 14+47.00 TO STA 15+18.00 (LT)  
-L- STA 15+35.00 TO STA 16+17.00 (RT)  
-L- STA 16+01.00 TO STA 16+47.00 (LT)



**TYPICAL SECTION NO. 1B**

-L- STA 12+63.62 TO 15+35.00 (RT)  
-L- STA 14+22.79 TO 14+47.00 (LT)  
-L- STA 16+17.00 TO 19+23.67 (RT)  
-L- STA 15+18.00 TO 16+01.00 (LT)  
-L- STA 16+47.00 TO 21+25.00 (LT)



**TYPICAL SECTION NO. 1C**


-L- STA 20+40.00 TO STA 22+15.00 (RT)

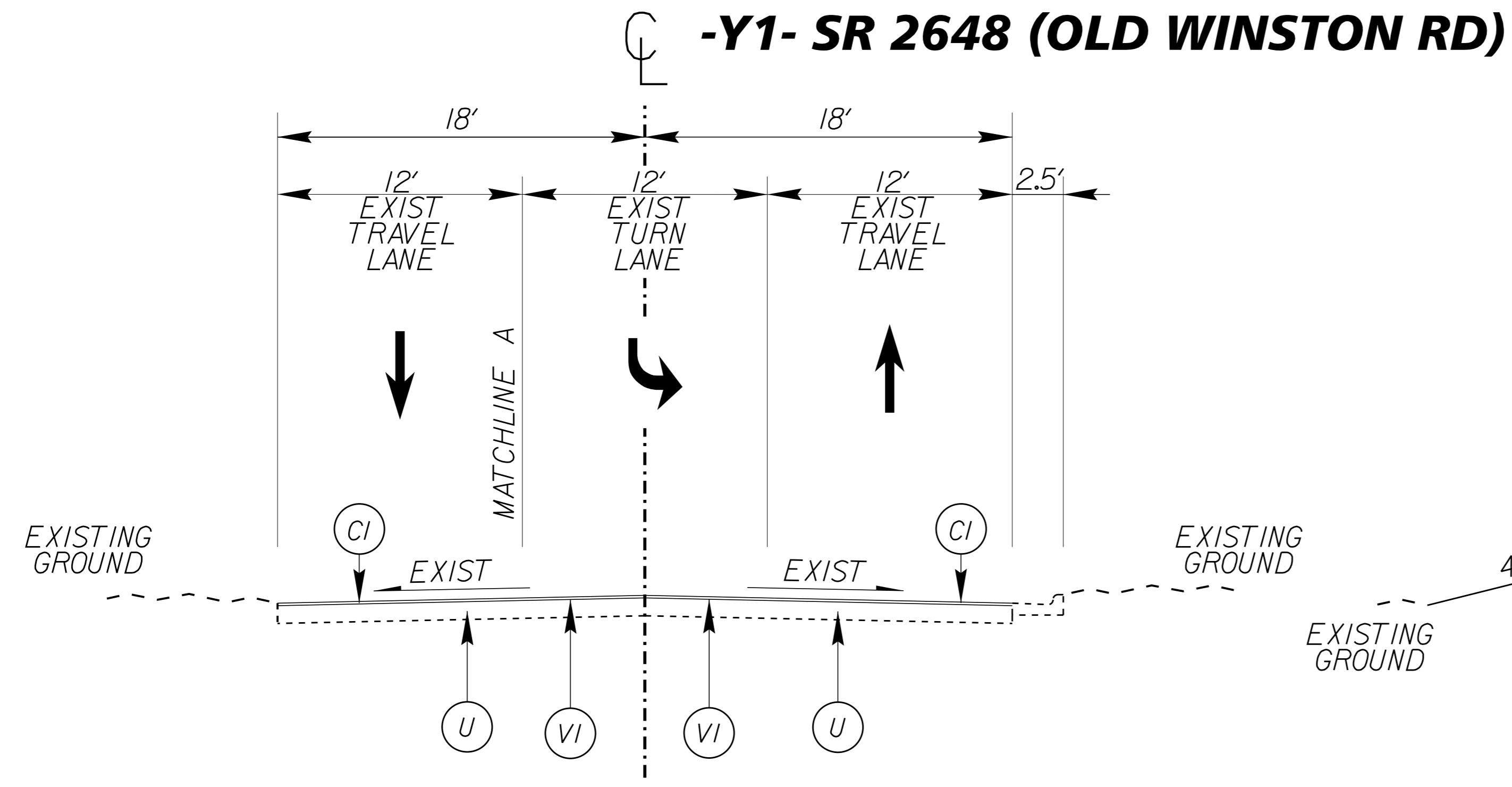
**NOTES:**

- PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
- SEE PLANS FOR TAPER LOCATIONS
- SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
- SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
- SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
- USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
- SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

PAVEMENT SCHEDULE	
C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
DI	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 10" AGGREGATE BASE COURSE
L1	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
R1	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
S1	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
VI	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0" - 1.5")
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

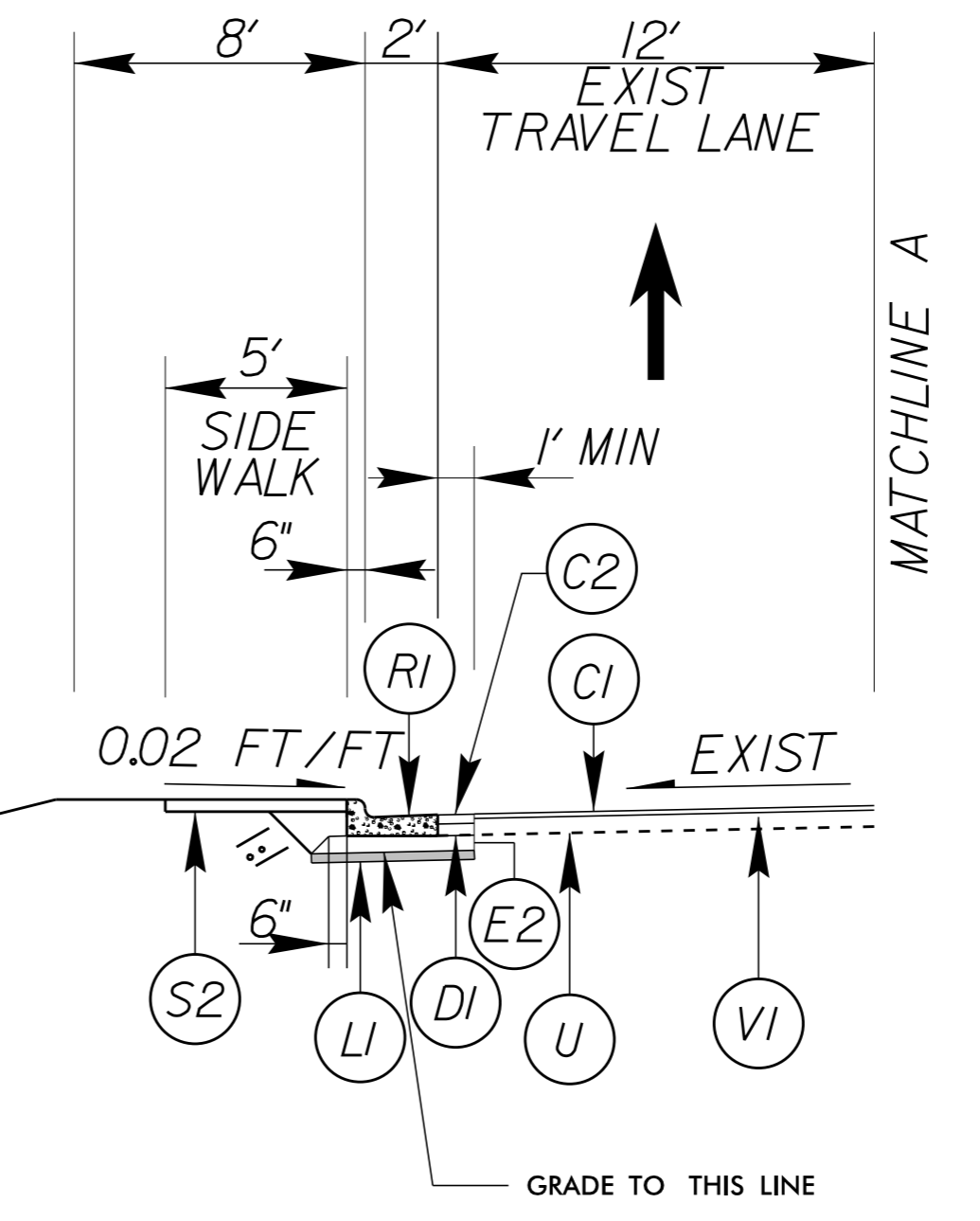


PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



**TYPICAL SECTION NO. 2**

-Y1- STA 10+00.00 TO STA 12+00.00



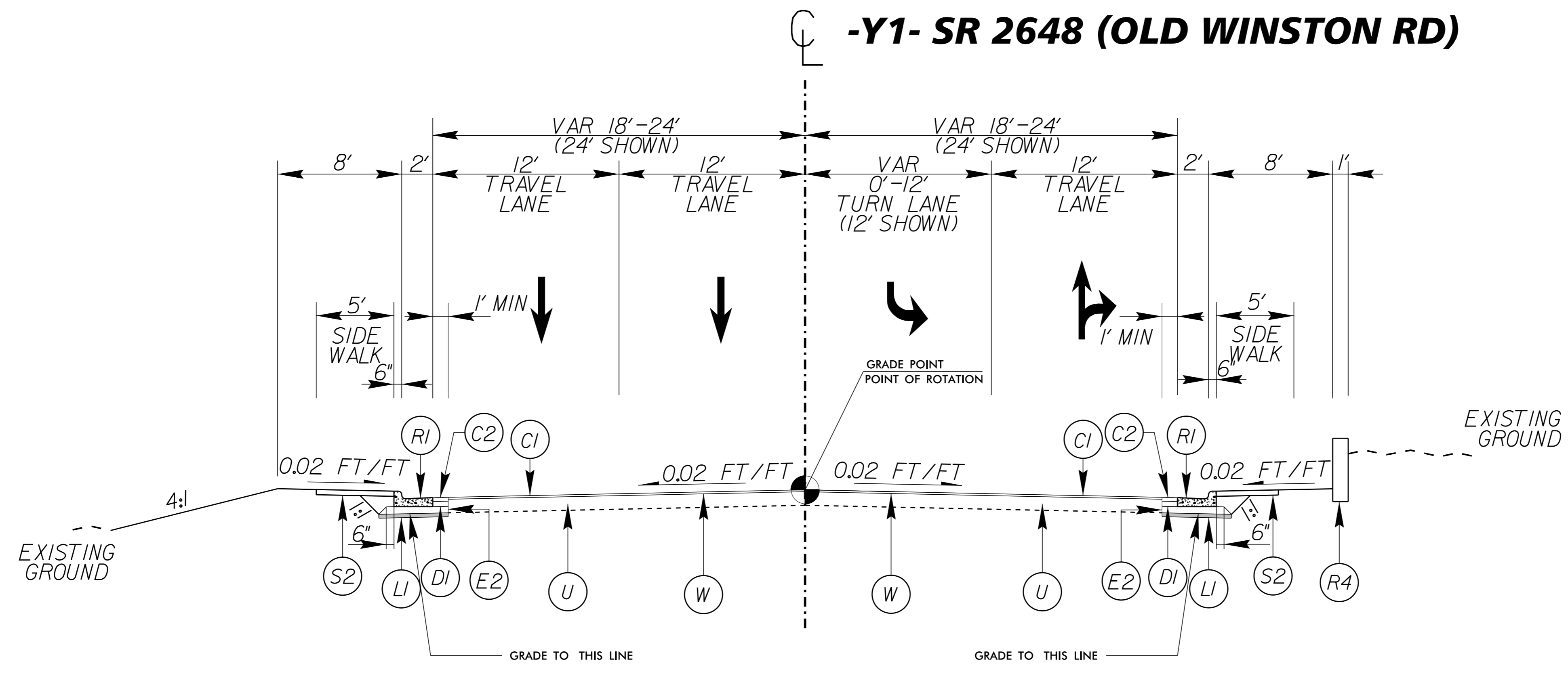
**TYPICAL SECTION NO. 2A**

-Y1- STA 10+51.67 TO STA 12+00.00 (LT)

**NOTES:**

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

PAVEMENT SCHEDULE	
C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
DI	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 10" AGGREGATE BASE COURSE
LI	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
RI	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
S1	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
VI	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0' - 1.5')
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)



**TYPICAL SECTION NO. 3**

-Y1- STA 12+00.00 TO STA 16+50.00 (LT)  
 -Y1- STA 12+00.00 TO STA 15+25.00 (RT)

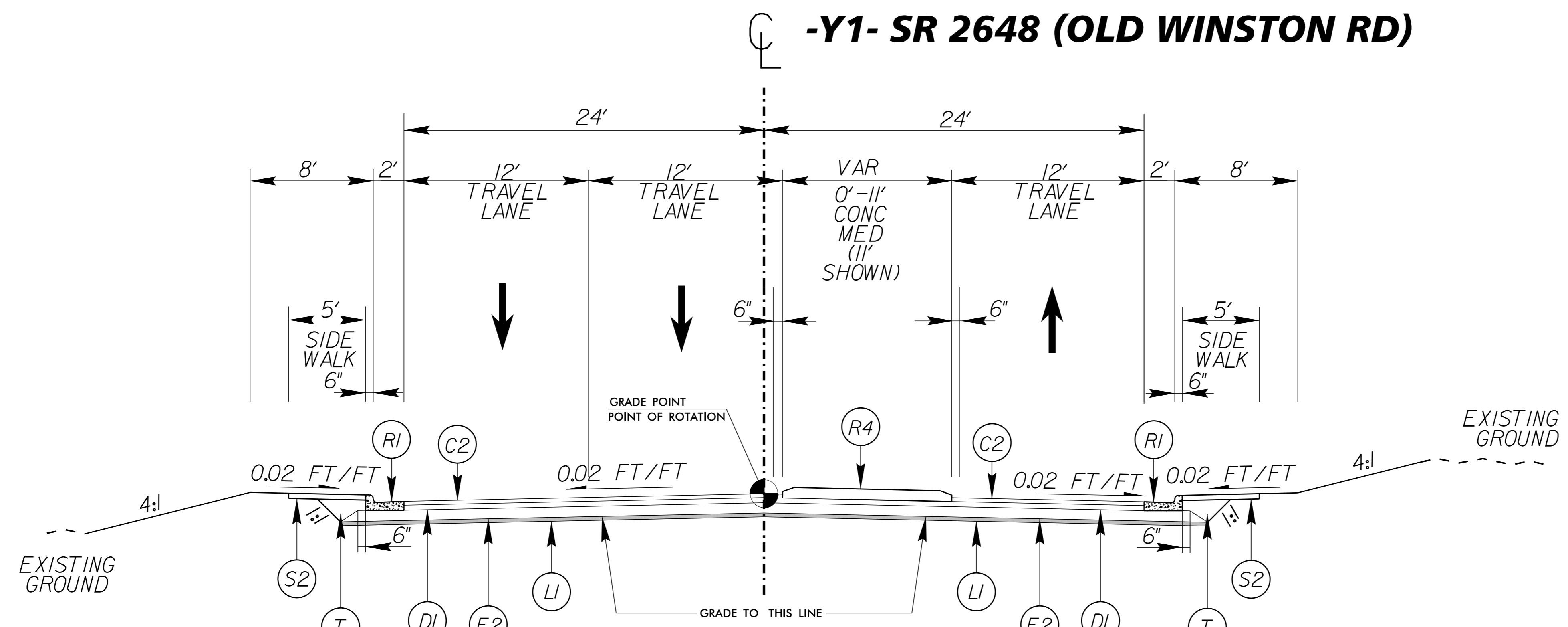
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 12/22/2015





P.O. BOX 33068  
RALEIGH, N.C. 27636-3068

PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-3
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

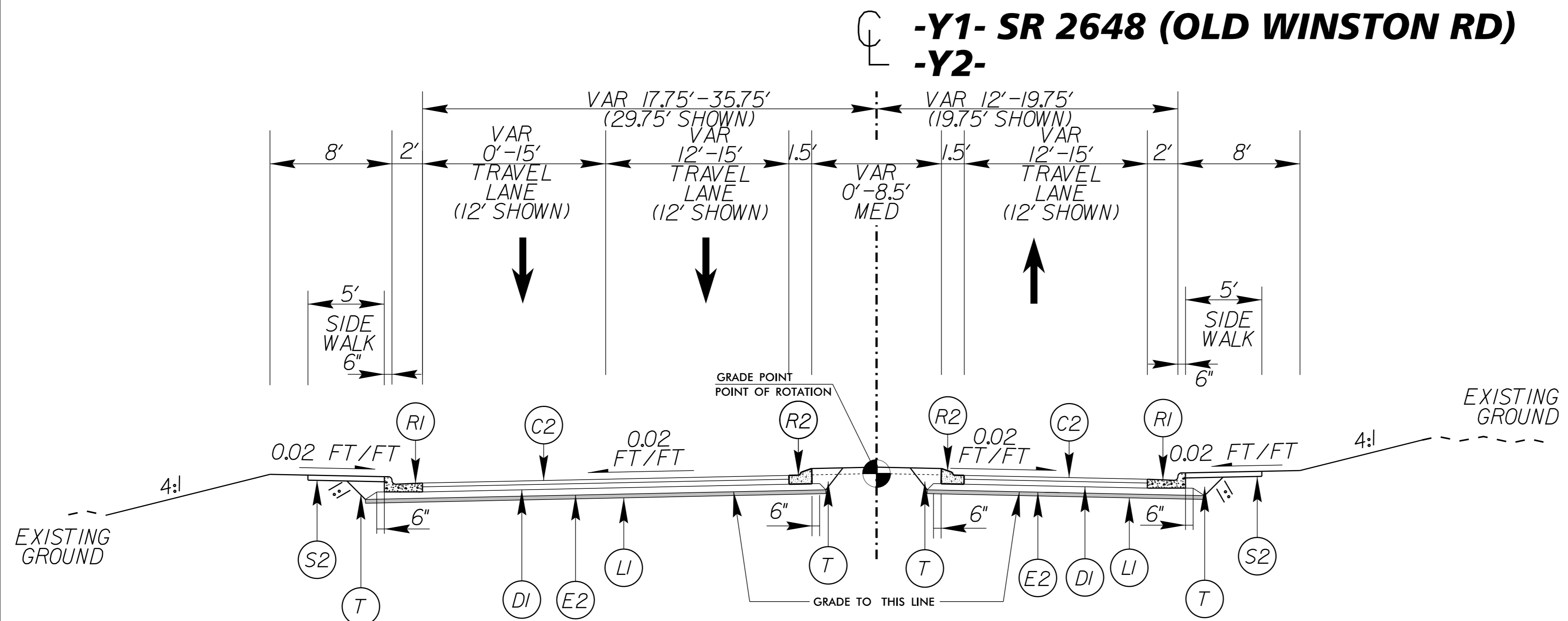


**TYPICAL SECTION NO. 4**

-Y1- STA 15+25.00 TO STA 18+92.28 (RT)  
-Y1- STA 16+50.00 TO STA 18+92.28 (LT)

**NOTES:**

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL



**TYPICAL SECTION NO. 5**

-Y1- STA 18+92.28 TO STA 19+17.28  
-Y1- STA 20+42.28 TO STA 20+67.28  
-Y2- STA 11+48.50 TO STA 11+73.50  
-Y2- STA 13+12.50 TO STA 13+37.57

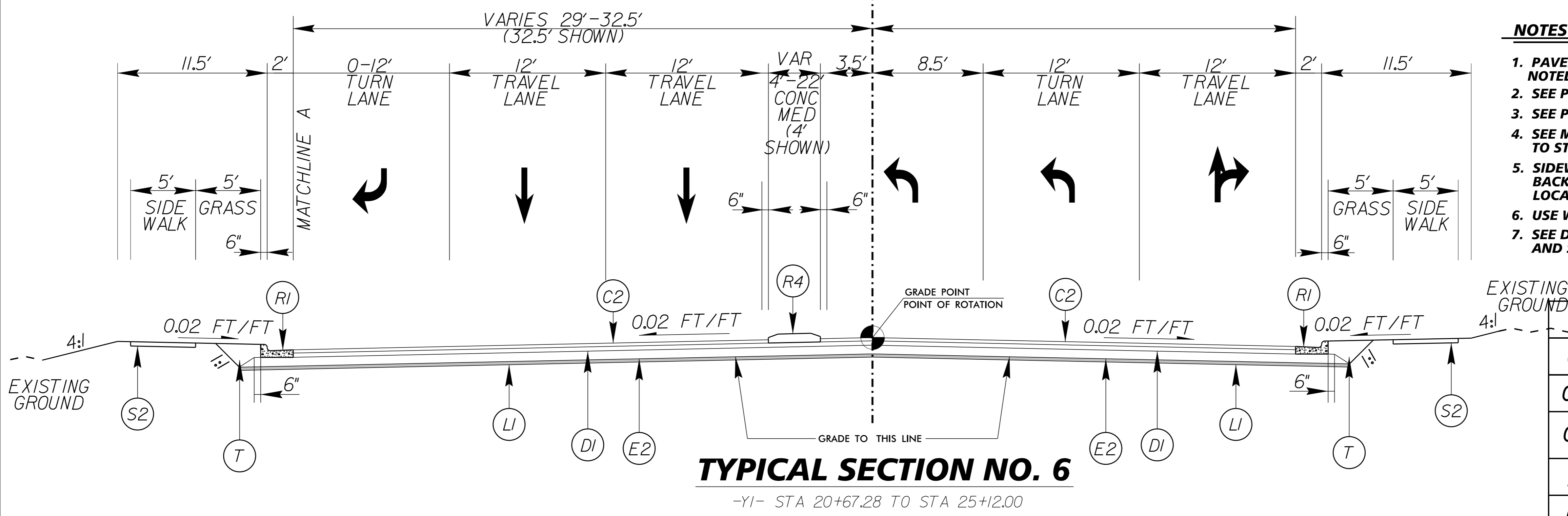
PAVEMENT SCHEDULE	
C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
DI	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 10" AGGREGATE BASE COURSE
LI	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
R1	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
S1	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0' - 1.5')
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

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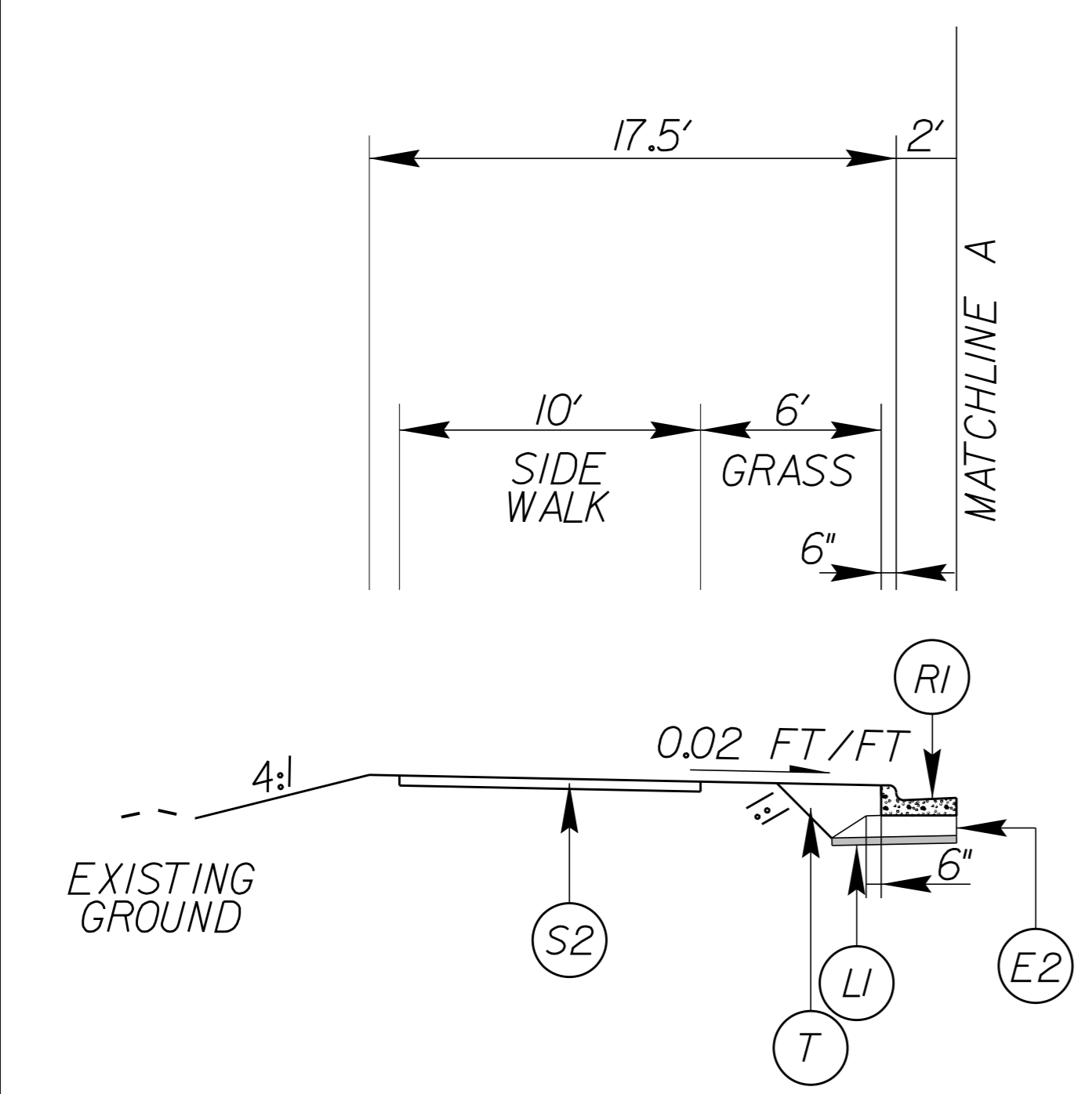
**-Y1- SR 2648 (OLD WINSTON RD)**

**NOTES:**

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL



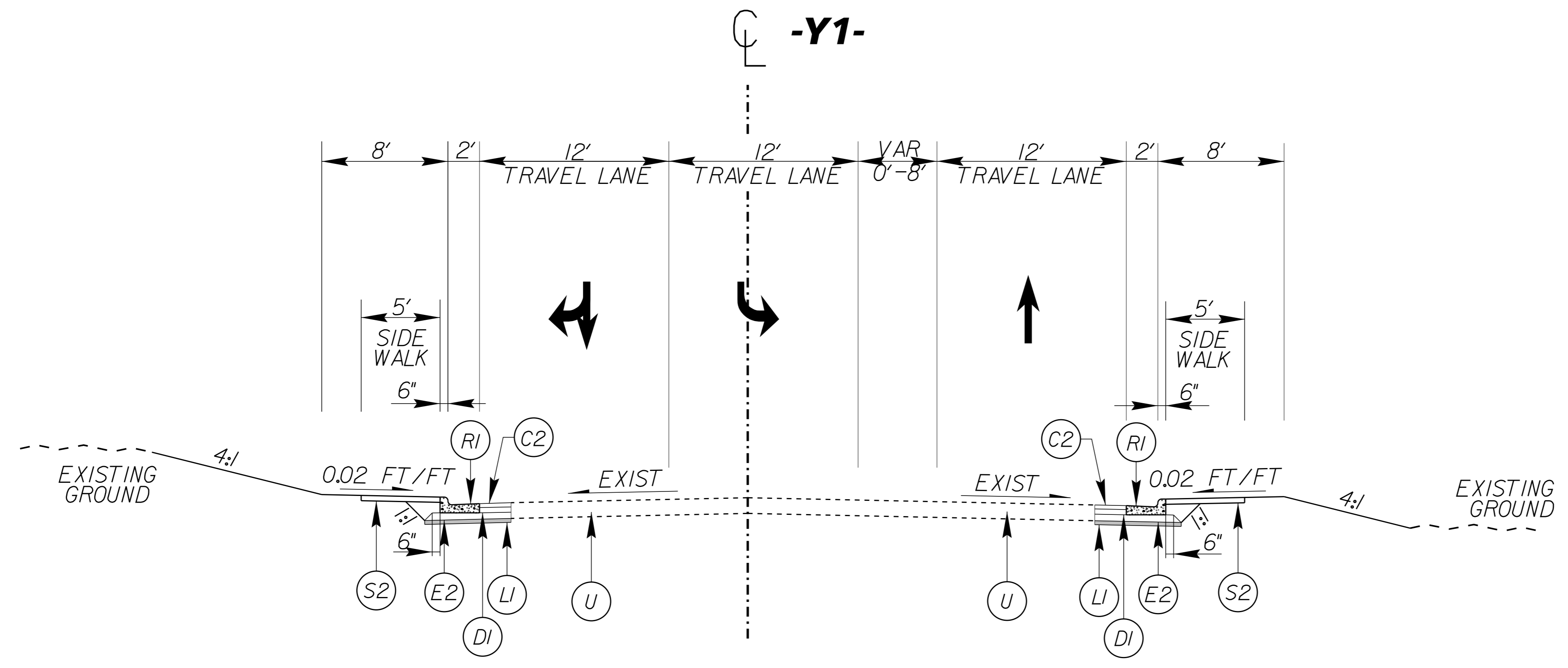
PAVEMENT SCHEDULE	
C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
DI	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 10" AGGREGATE BASE COURSE
LI	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
RI	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
S1	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0" - 1.5")
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)



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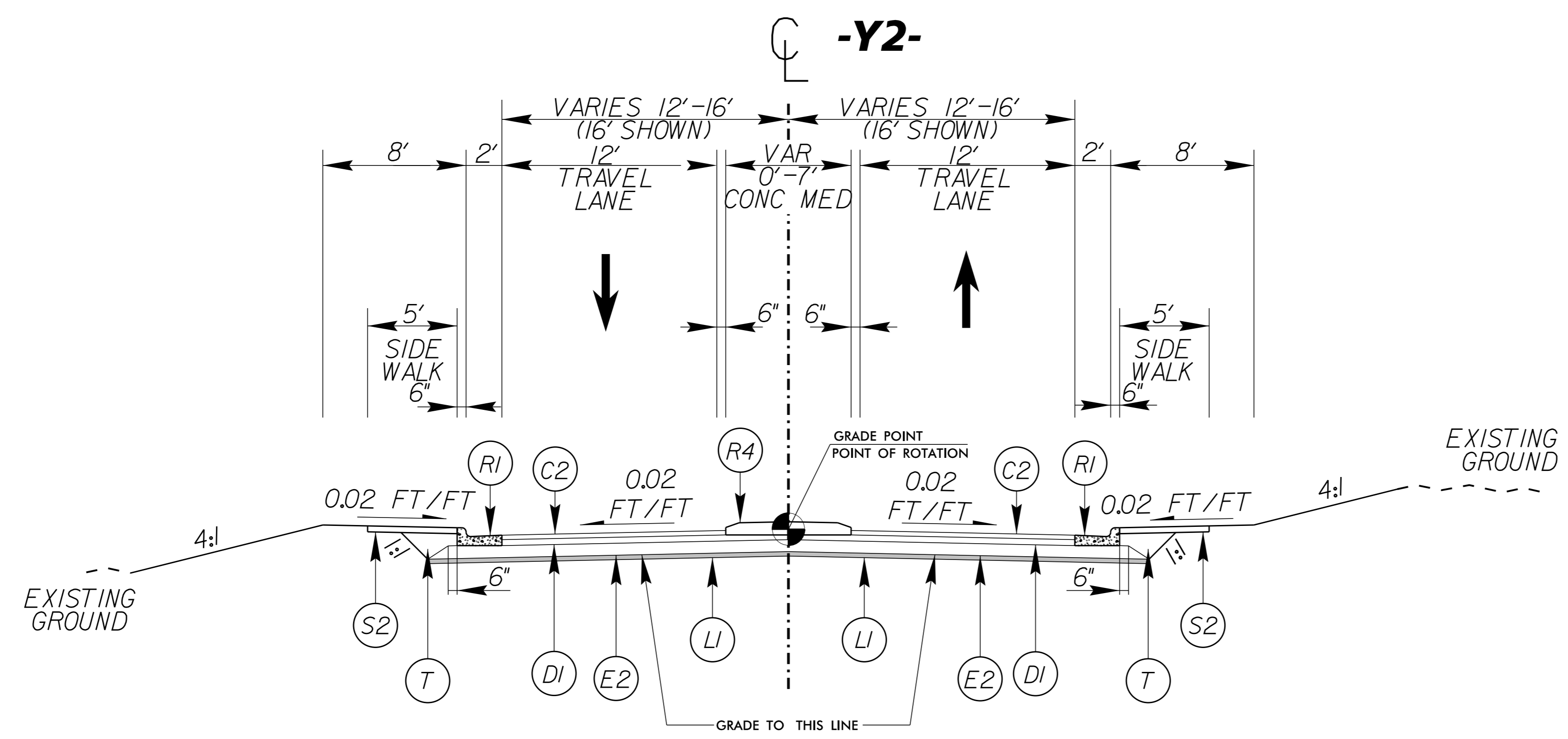


PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-5
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
Discussed by: Matt West Date: 1/4/2016	
<b>DOCUMENT NOT CONSIDERED FINAL                  UNLESS ALL SIGNATURES COMPLETED</b>	



**TYPICAL SECTION NO. 7**

-Y1- STA 25+88.00 TO STA 26+55.29



**TYPICAL SECTION NO. 8**

-Y2- STA 10+28.50 TO STA 11+48.50  
 -Y2- STA 13+37.57 TO STA 15+25.75

**NOTES:**

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

**PAVEMENT SCHEDULE**

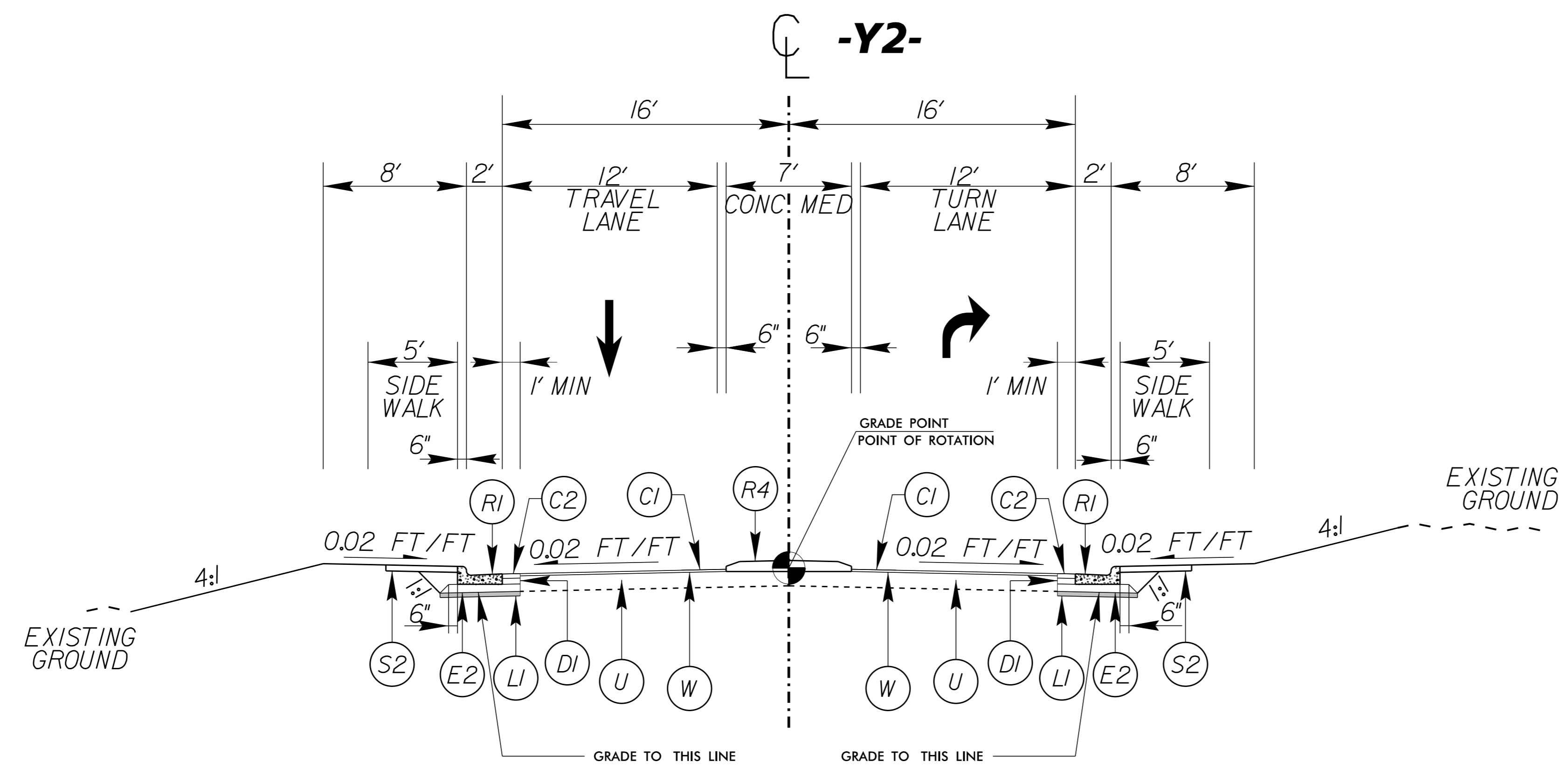
<b>C1</b>	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
<b>C2</b>	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
<b>C3</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
<b>DI</b>	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>D2</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
<b>E1</b>	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
<b>E2</b>	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>E3</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
<b>J1</b>	PROPOSED 10" AGGREGATE BASE COURSE
<b>L1</b>	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
<b>R1</b>	PROPOSED 2'-6" CONCRETE CURB & GUTTER
<b>R2</b>	PROPOSED 1'-6" CONCRETE CURB & GUTTER
<b>R3</b>	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
<b>R4</b>	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
<b>R5</b>	PROPOSED RETAINING WALL
<b>S1</b>	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
<b>S2</b>	PROPOSED 4" CONCRETE SIDEWALK
<b>T</b>	EARTH MATERIAL
<b>U</b>	EXISTING PAVEMENT
<b>V1</b>	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
<b>V2</b>	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0' - 1.5')
<b>W</b>	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

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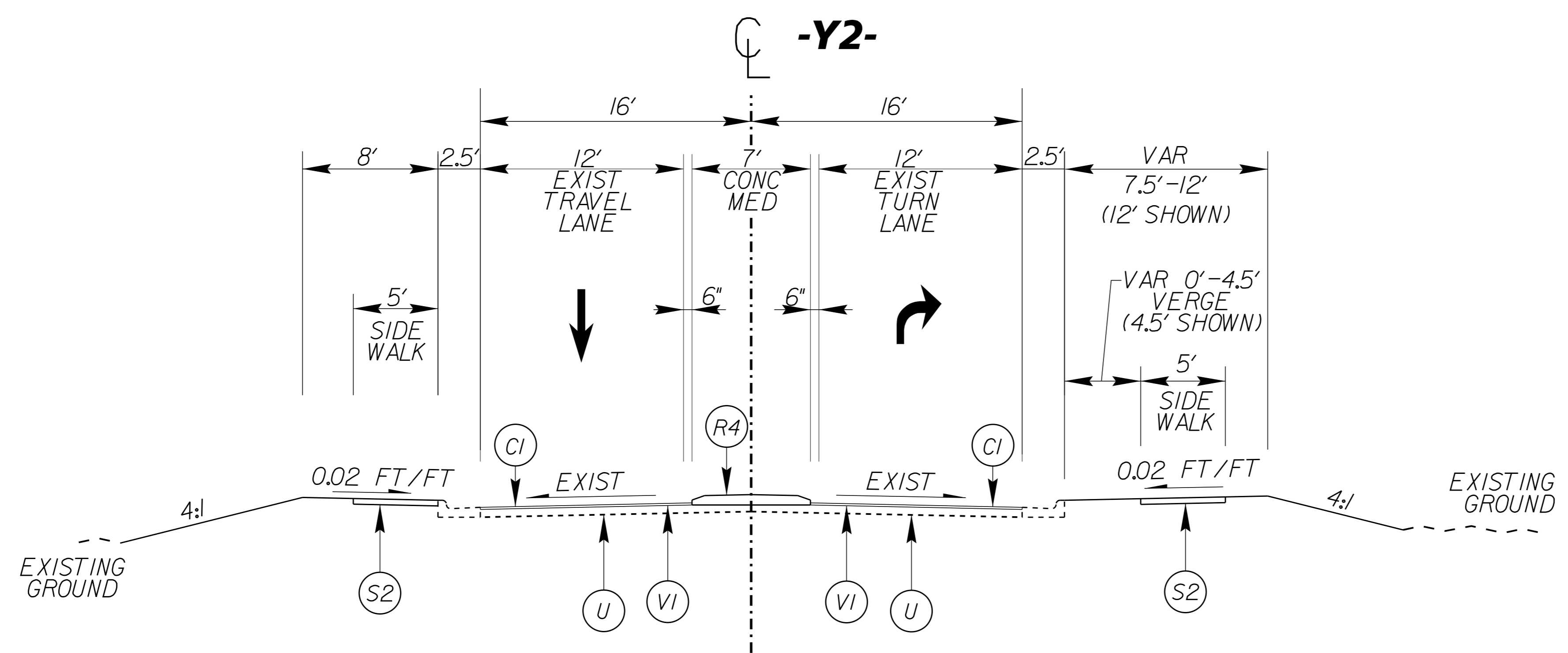
P.O. BOX 33068  
RALEIGH, N.C. 27636-3068

PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-6
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
Documented by: Matt West Date: 1/4/2016 AC71A100708425	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



**TYPICAL SECTION NO. 9**

-Y2- STA 15+25.75 TO STA 15+75.75



**TYPICAL SECTION NO. 10**

-Y2- STA 15+75.75 TO STA 16+45.75

**NOTES:**


1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

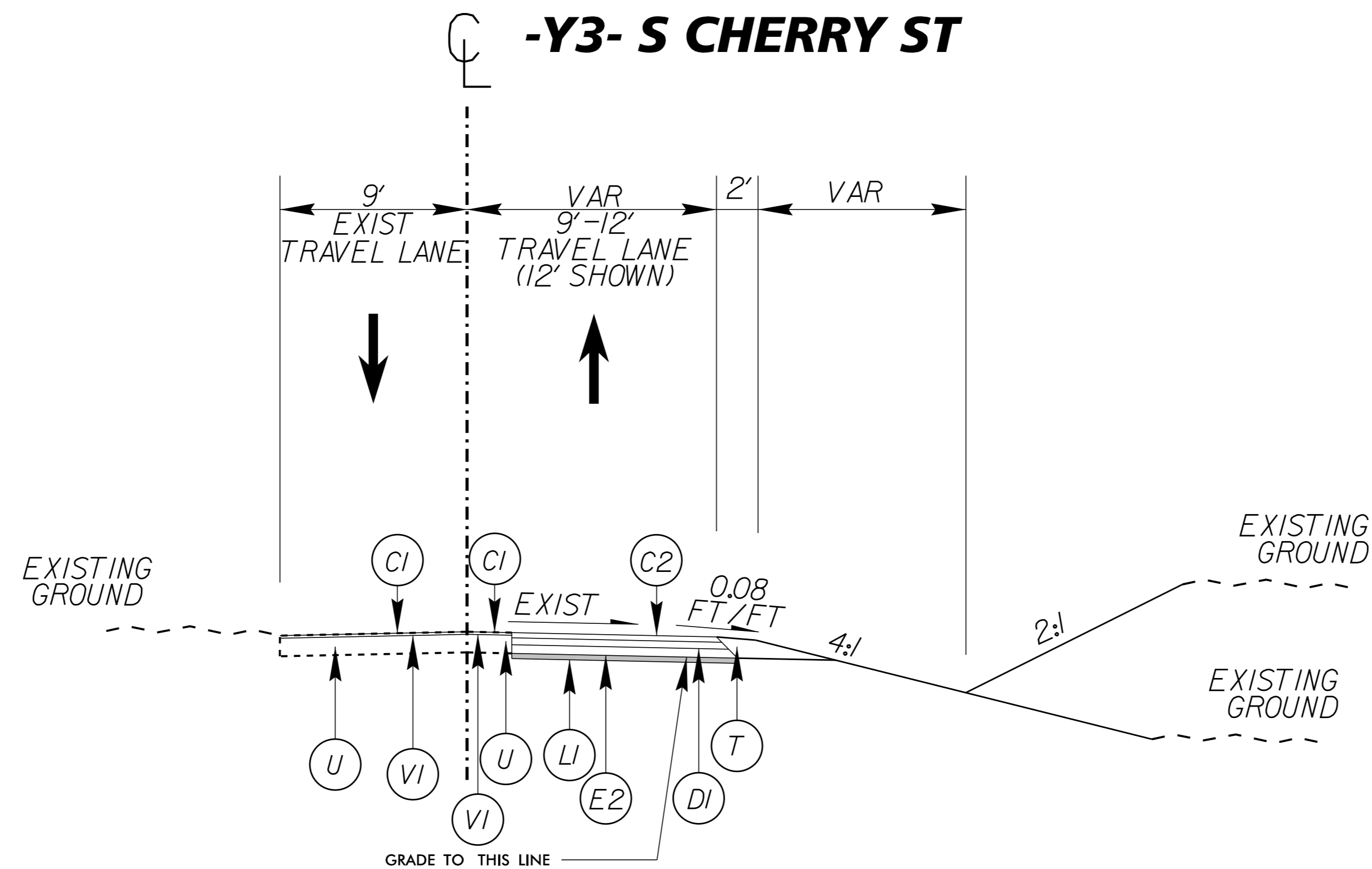
**PAVEMENT SCHEDULE**

C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ.YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
DI	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ.YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ.YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ.YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 10" AGGREGATE BASE COURSE
LI	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
RI	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
S1	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
VI	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0' - 1.5')
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

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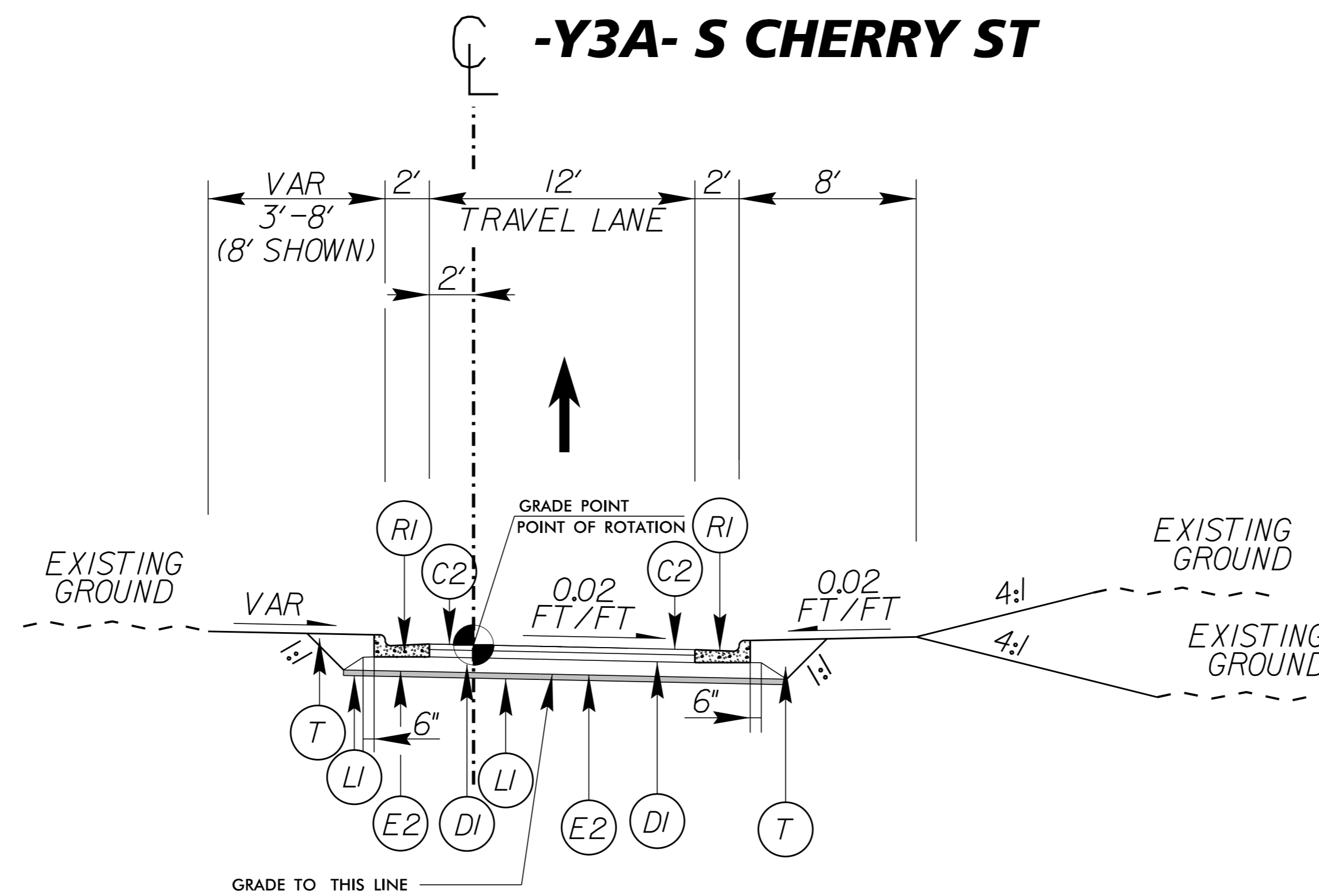


PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-7
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



**TYPICAL SECTION NO. 11**

-Y3- STA 17+30.00 TO STA 18+10.00



**TYPICAL SECTION NO. 12**

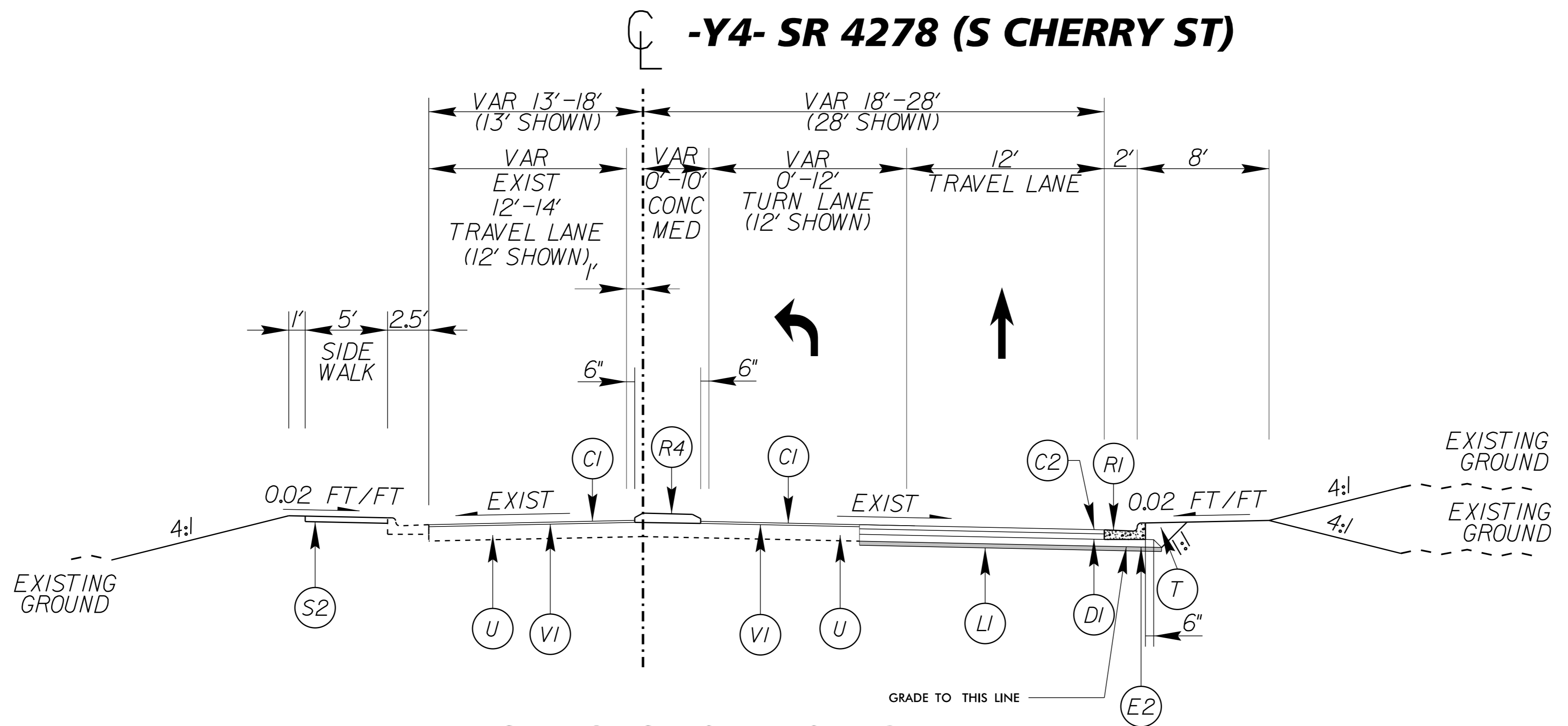
-Y3A- STA 18+10.00 TO 18+71.65

**NOTES:**

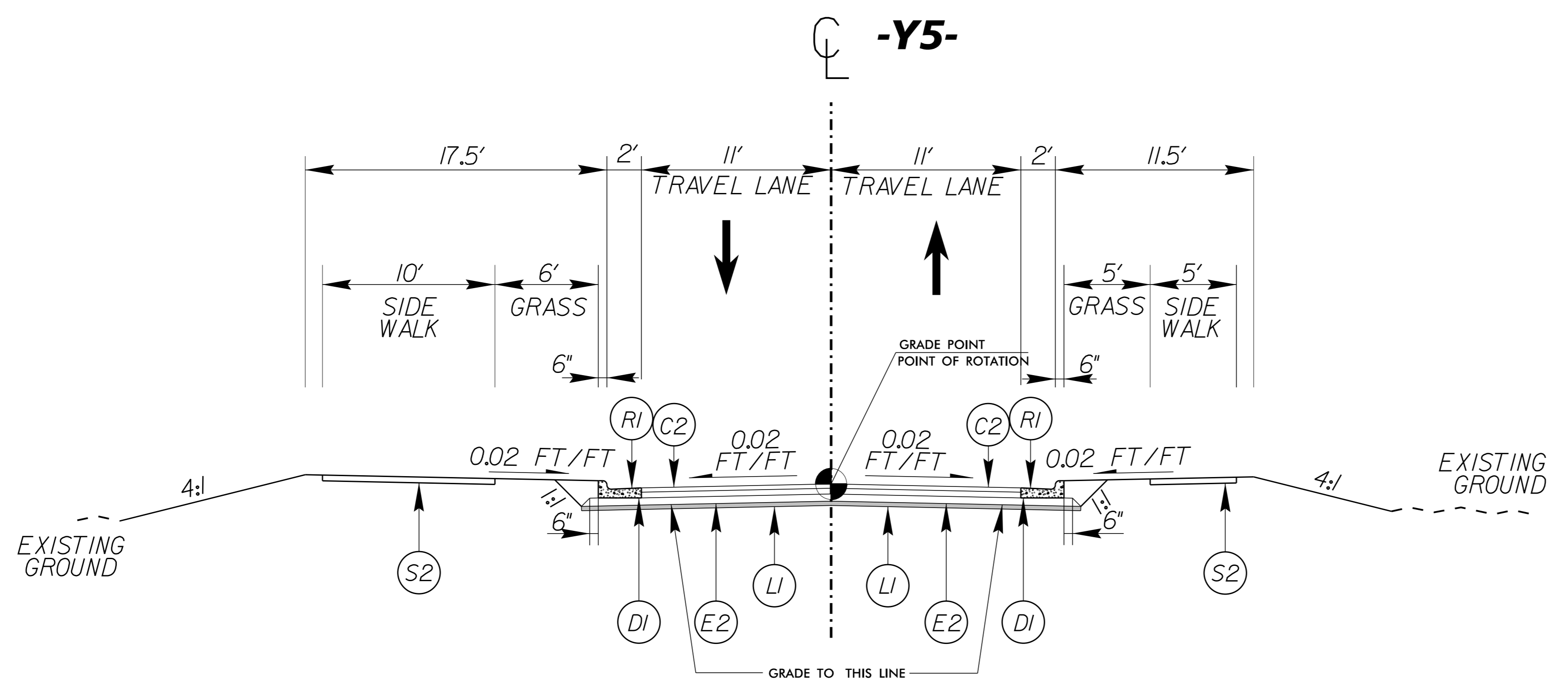
1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

**PAVEMENT SCHEDULE**

<b>C1</b>	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
<b>C2</b>	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
<b>C3</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
<b>DI</b>	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>D2</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
<b>E1</b>	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
<b>E2</b>	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>E3</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
<b>J1</b>	PROPOSED 10" AGGREGATE BASE COURSE
<b>LI</b>	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
<b>R1</b>	PROPOSED 2'-6" CONCRETE CURB & GUTTER
<b>R2</b>	PROPOSED 1'-6" CONCRETE CURB & GUTTER
<b>R3</b>	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
<b>R4</b>	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
<b>R5</b>	PROPOSED RETAINING WALL
<b>S1</b>	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
<b>S2</b>	PROPOSED 4" CONCRETE SIDEWALK
<b>T</b>	EARTH MATERIAL
<b>U</b>	EXISTING PAVEMENT
<b>VI</b>	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
<b>V2</b>	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0" - 1.5")
<b>W</b>	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)



**TYPICAL SECTION NO. 13**  
 -Y4- STA 10+50.99 TO STA 15+90.00



**TYPICAL SECTION NO. 14**  
 -Y5- STA 10+32.07 TO STA 10+93.46

**NOTES:**

1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

**PAVEMENT SCHEDULE**

<b>CI</b>	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
<b>C2</b>	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
<b>C3</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
<b>DI</b>	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>D2</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
<b>E1</b>	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
<b>E2</b>	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
<b>E3</b>	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
<b>J1</b>	PROPOSED 10" AGGREGATE BASE COURSE
<b>LI</b>	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
<b>RI</b>	PROPOSED 2'-6" CONCRETE CURB & GUTTER
<b>R2</b>	PROPOSED 1'-6" CONCRETE CURB & GUTTER
<b>R3</b>	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
<b>R4</b>	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
<b>R5</b>	PROPOSED RETAINING WALL
<b>S1</b>	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
<b>S2</b>	PROPOSED 4" CONCRETE SIDEWALK
<b>T</b>	EARTH MATERIAL
<b>U</b>	EXISTING PAVEMENT
<b>VI</b>	MILLING ASPHALT PAVEMENT (1.5' DEPTH)
<b>V2</b>	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0' - 1.5')
<b>W</b>	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

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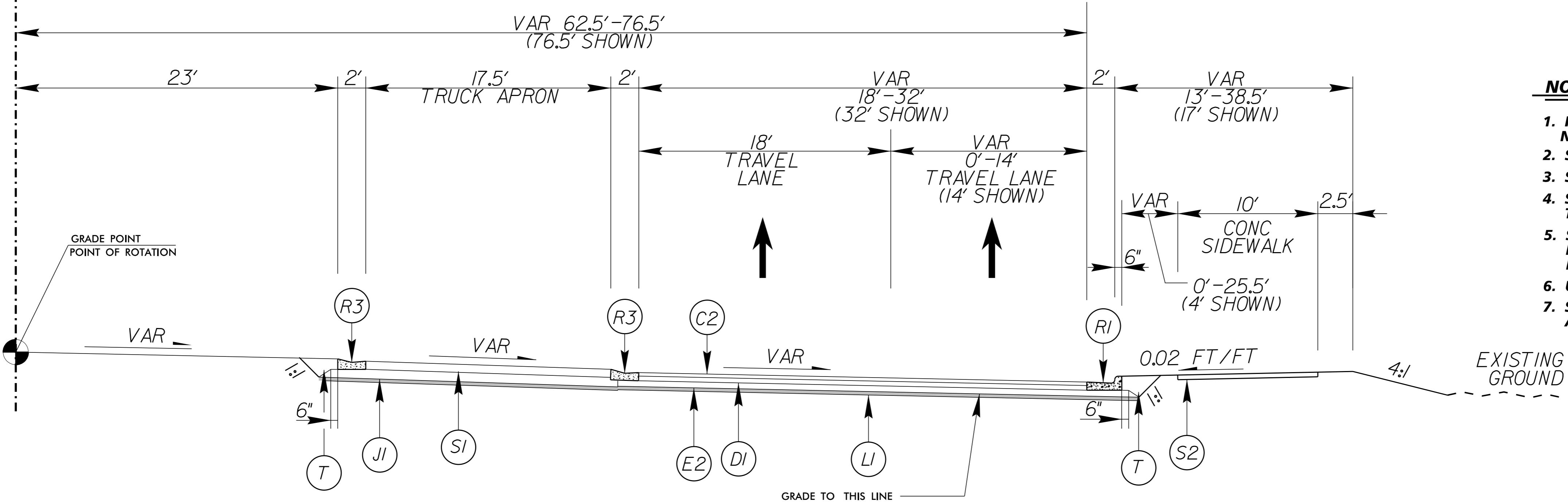


# ROUNDBABOUT



P.O. BOX 33068  
RALEIGH, N.C. 27636-3068

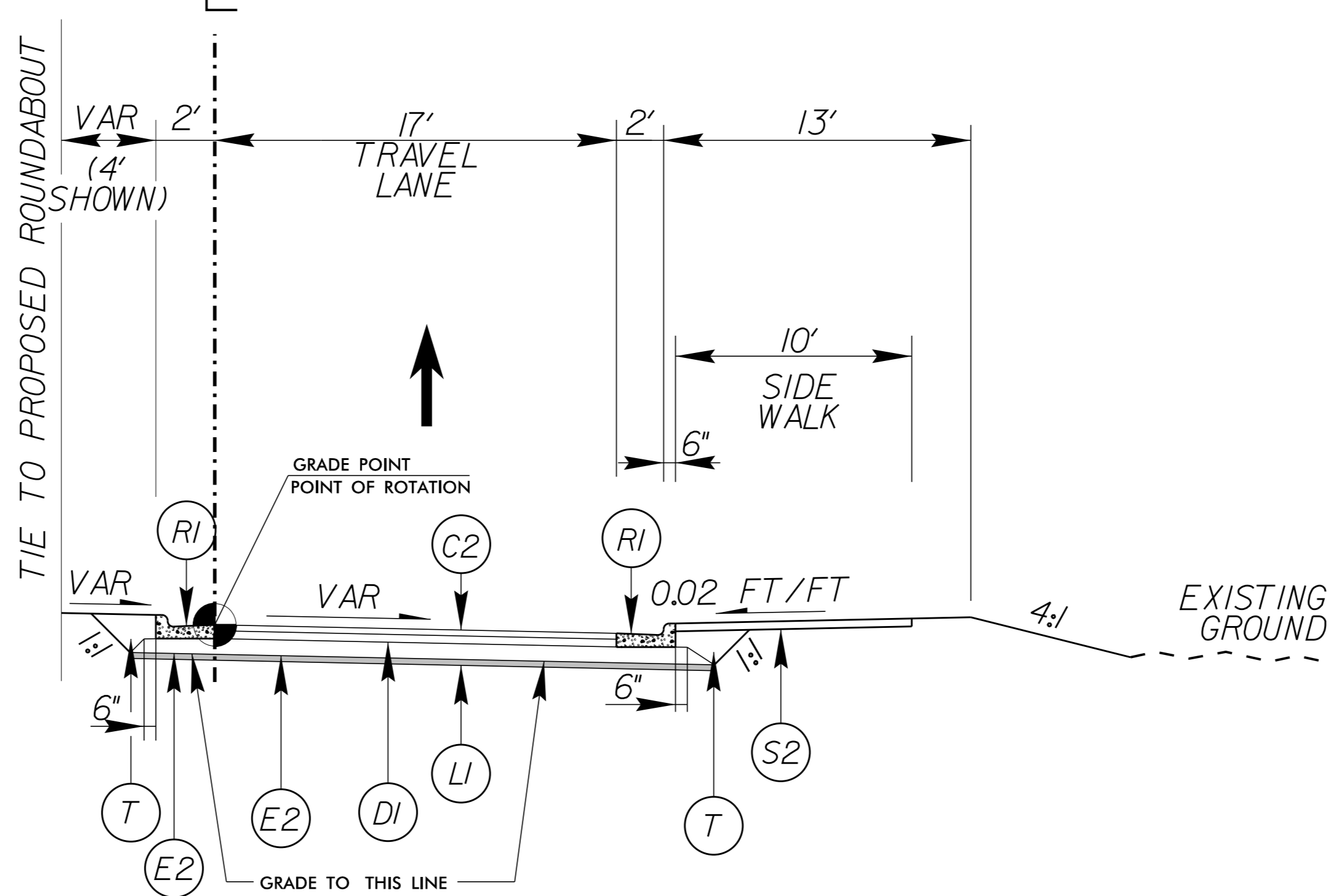
PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-9
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
MATT WEST 1/4/2016	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



## TYPICAL SECTION NO. 15

-Y1- STA 19+17.28 TO STA 20+42.28  
-Y2- STA 11+73.50 TO STA 13+12.50

## -R1- SLIP RAMP



## TYPICAL SECTION NO. 16

-R1- STA 10+00.00 TO STA 11+44.62

### NOTES:

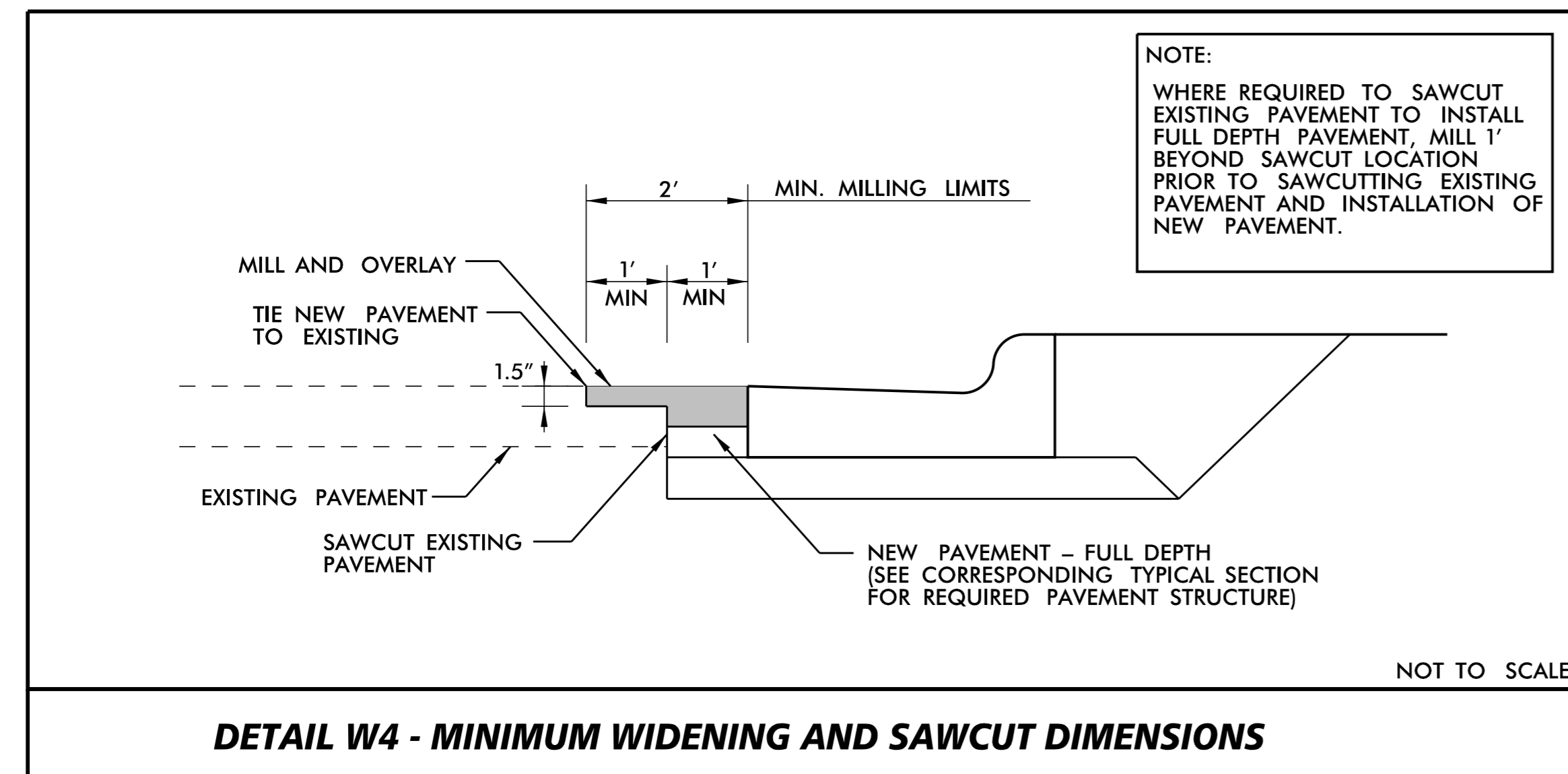
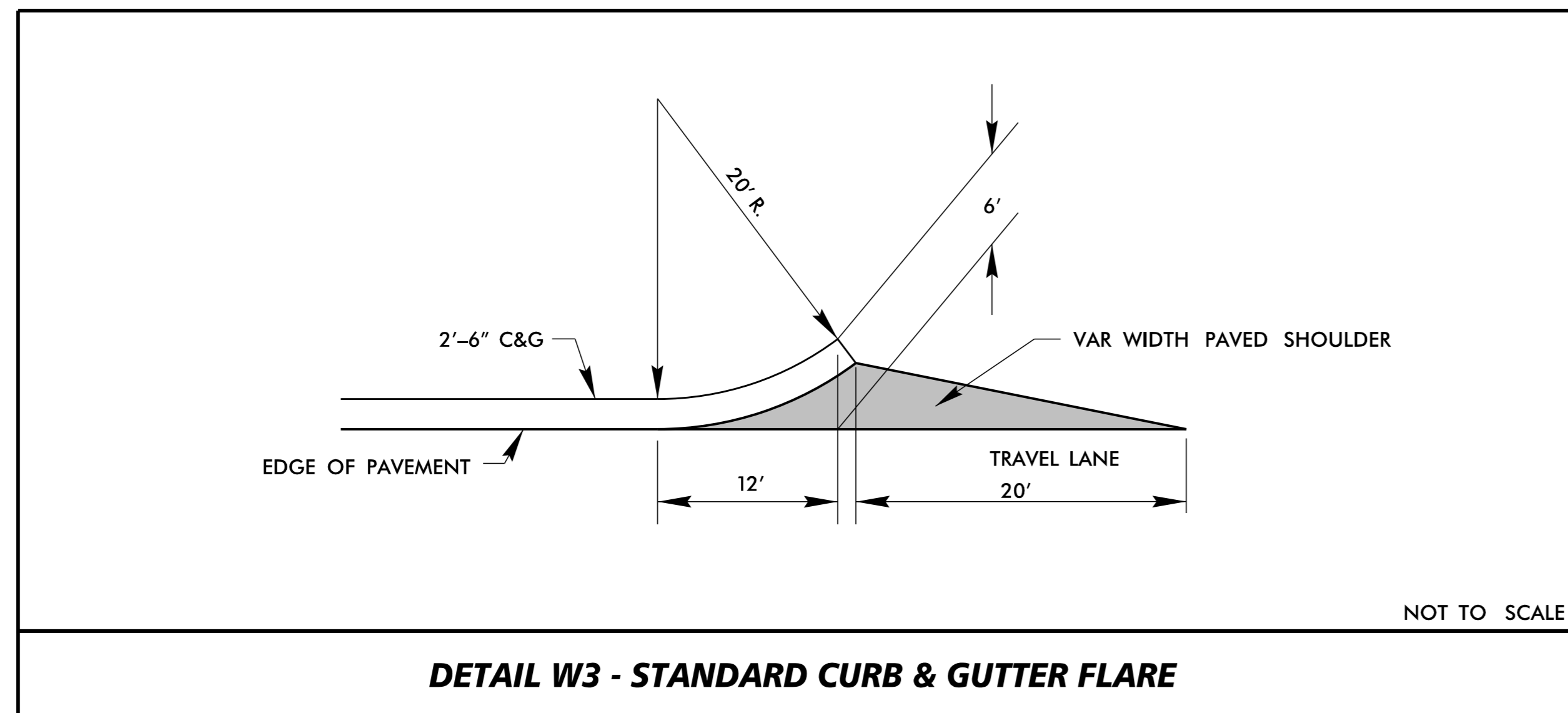
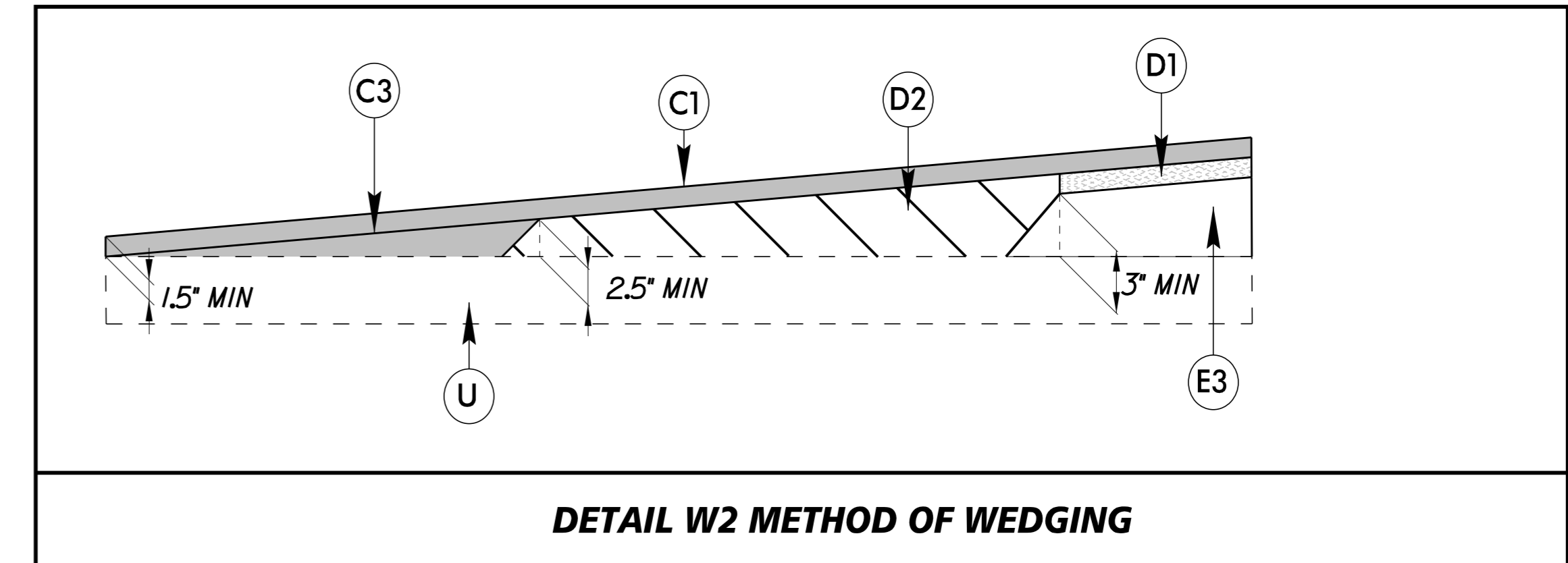
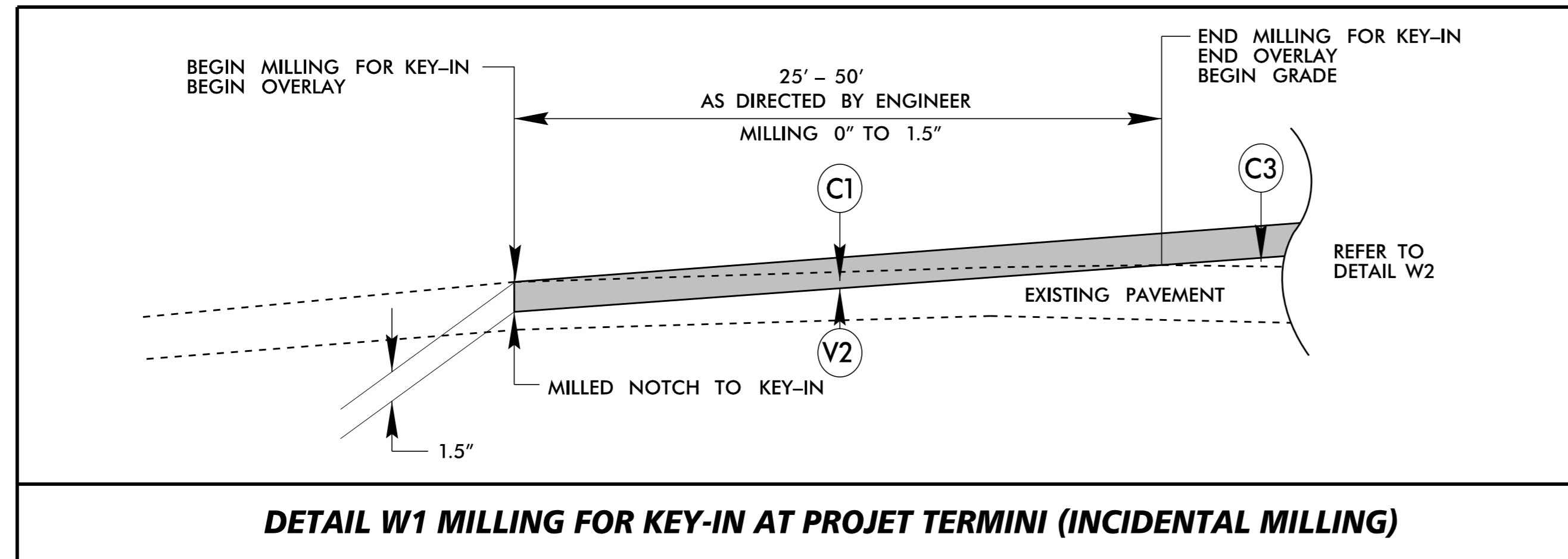
1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED
2. SEE PLANS FOR TAPER LOCATIONS
3. SEE PLANS FOR SPECIFIC ISLAND LOCATIONS AND TYPE
4. SEE MATCH LINE SECTIONS FOR EXCEPTIONS TO STATION LIMITS
5. SIDEWALK LOCATIONS, WIDTH, AND OFFSETS FROM BACK OF CURB WILL VARY. SEE PLANS FOR SPECIFIC LOCATIONS AND DIMENSIONS.
6. USE WEDGING AS NECESSARY (SEE DETAIL W2, SHEET 2A-10)
7. SEE DETAIL W4, SHEET 2A-10 FOR MINIMUM WIDENING AND SAWCUT DETAIL

### PAVEMENT SCHEDULE

C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ.YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
DI	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ.YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ.YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ.YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
JI	PROPOSED 10" AGGREGATE BASE COURSE
LI	PROPOSED 3" STABILIZER AGGREGATE TO BE APPLIED TO SUBGRADE TO ASSIST WITH SUBGRADE STABILITY
RI	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
SI	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
VI	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0' - 1.5')
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

K:\RAL\_Roadway\01036245 - Kerner\sv\116\Roadway\Proj\W5510\_RDY\_TYP.dgn 12/22/2015

PROJECT REFERENCE NO. W-5510	SHEET NO. 2A-10
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
Described by: <u>Matt West</u> Date: 1/4/2016	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



PAVEMENT SCHEDULE	
C1	PROPOSED APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROPOSED VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
D1	PROPOSED APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROPOSED VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2.5" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROX. 5" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROPOSED APPROX. 4" ASPHALT CONCRETE BASE COURSE TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E3	PROPOSED VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5.5" IN DEPTH.
J1	PROPOSED 10" AGGREGATE BASE COURSE
R1	PROPOSED 2'-6" CONCRETE CURB & GUTTER
R2	PROPOSED 1'-6" CONCRETE CURB & GUTTER
R3	PROPOSED 2'-0" CONCRETE VALLEY GUTTER
R4	PROPOSED 5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R5	PROPOSED RETAINING WALL
S1	PROPOSED 8" REINFORCED CONCRETE PAVEMENT (TRUCK APRON)
S2	PROPOSED 4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
V2	MILLING ASPHALT PAVEMENT, VARIABLE DEPTH (0" - 1.5")
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE DETAIL W2, SHEET 2A-10)

K:\RAL\_Roadway\01036245 - Kernersville Roadway\Proj\W5510\_RDY\_PSH\_2A-10.dgn

12/22/2015

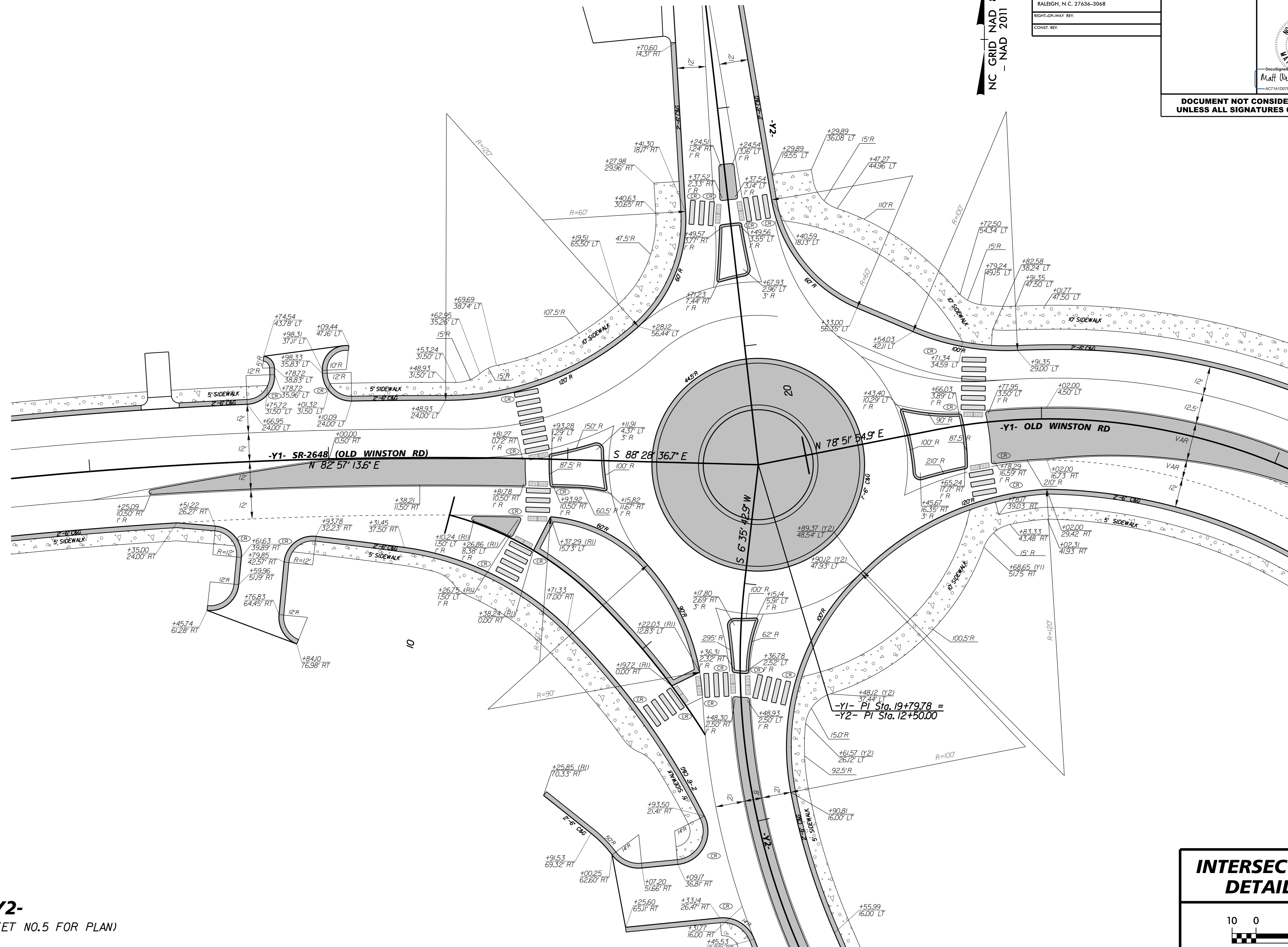






PROJECT REFERENCE NO. W-5510	SHEET NO. 2B-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NC GRID NAD 83  
- NAD 2011



K:\PAL\_Roadway\01036245 - Kernerville\Roadway\Pro\W5510\_RDY\_PSH\_2B-2.dgn


**-Y1-/-Y2-**  
(SEE SHEET NO.5 FOR PLAN)

12/22/2015

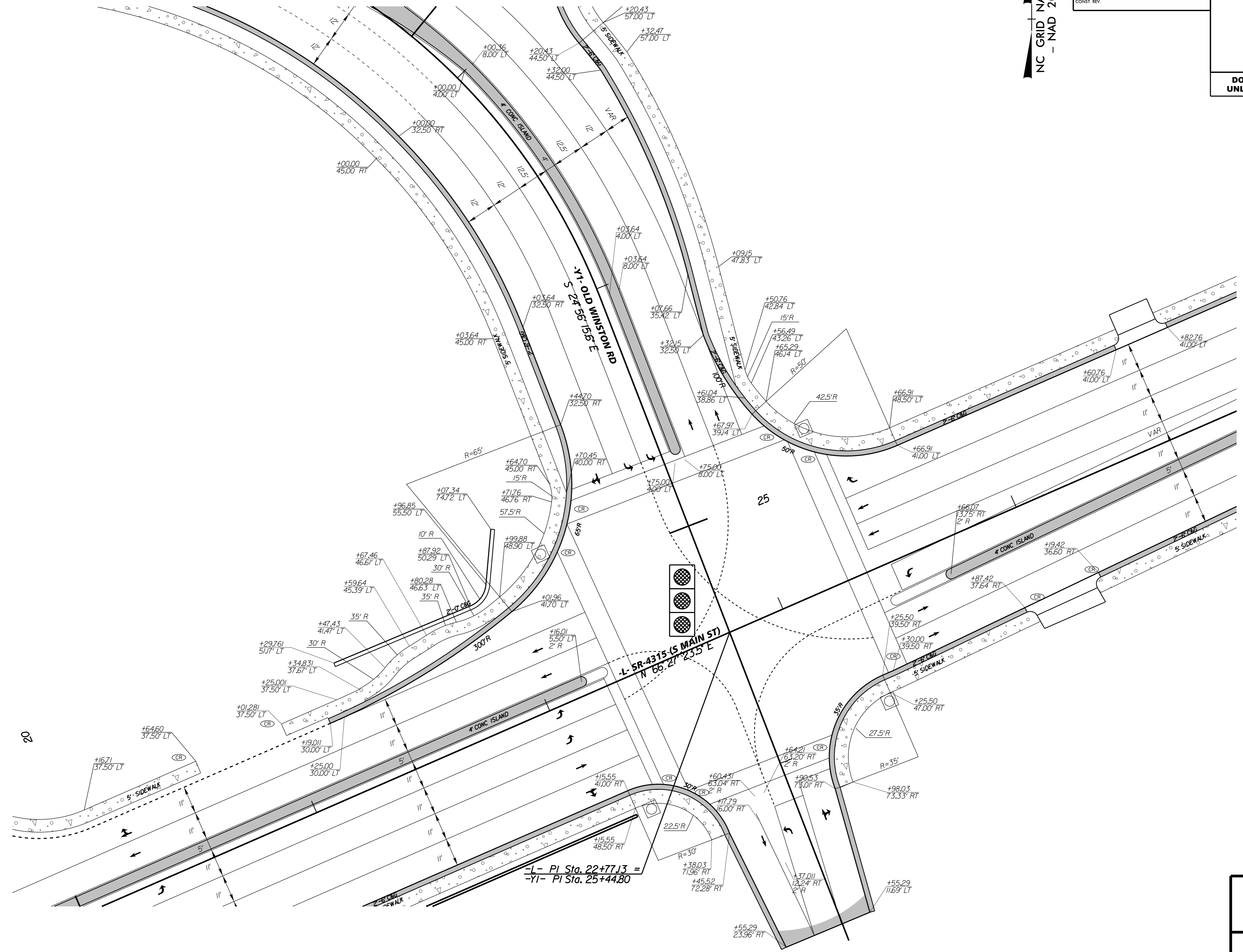
**INTERSECTION DETAILS**



**Kimley»Horn**  
 P.O. BOX 33068  
 RALEIGH, N.C. 27636-3068  
 RIGHT-OF-WAY REV.  
 CONST. REV.

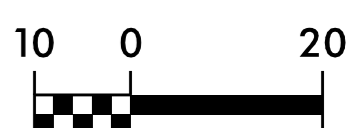
PROJECT REFERENCE NO. W-5510	SHEET NO. 2B-3
R/W SHEET NO.	ROADWAY DESIGN ENGINEER
	 1/4/2016
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

NC GRID NAD 83  
 - NAD 2011



**-L/-Y1-**  
 (SEE SHEET NO.5 FOR PLAN)

**INTERSECTION  
DETAILS**



K:\RAL\_Roadway\01036245 - Kernersville\Roadway\Pro\W5510\_RDY\_PSH\_2B-3.dgn 12/22/2015



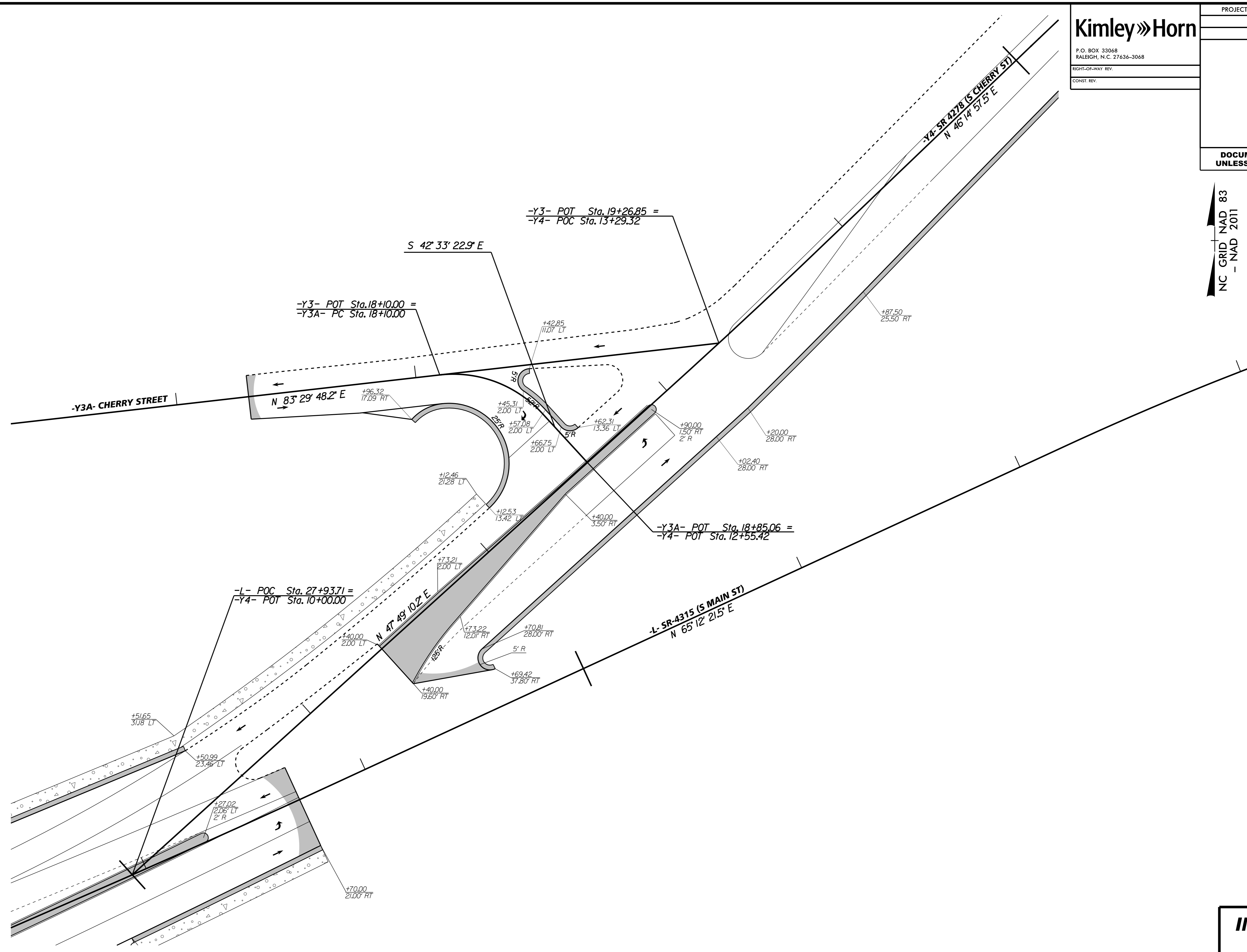
**Kimley»Horn**

P.O. BOX 33068  
RALEIGH, N.C. 27636-3068

RIGHT-OF-WAY REV.  
CONST. REV.

PROJECT REFERENCE NO. W-5510	SHEET NO. 2B-4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
Documented by: <i>Matt West</i> 1/4/2016	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

NC GRID NAD 83  
- NAD 2011



**-L-/-Y4- AND -Y3-/-Y3A-/-Y4-**  
(SEE SHEET NO.6 FOR PLAN)

**INTERSECTION  
DETAILS**

K:\RAL\_Roadway\01036245 - Kerner\ville\Roadway\Pro\W5510\_RDY\_PSH\_2B-4.dgn  
12/22/2015



PROJECT REFERENCE NO. W-5510	SHEET NO. 2B-5
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSigned by: Matt West ACT1A1007968425... 1/4/2016	DocuSigned by: Larry Robinson CE1B297105643E... 1/4/2016
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

NC GRID NAD 83  
- NAD 2011

**-TOC1-**

PI Sta 10+45.48 Δ = 42° 09' 20.8" (LT) D = 48' 33" 20.7" L = 86.82' T = 45.48' R = 118.00'	PI Sta 11+14.73 Δ = 51° 23' 15.7" (LT) D = 98' 47" 09.0" L = 52.02' T = 27.91' R = 58.00'
---	--

**-TOC2-**

PI Sta 10+31.75 Δ = 57° 23' 44.9" (LT) D = 98' 47" 09.0" L = 58.10' T = 31.75' R = 58.00'	PI Sta 11+05.84 Δ = 25° 40' 58.1" (LT) D = 58' 27" 54.3" L = 43.93' T = 22.34' R = 98.00'
--	--

**-TOC3-**

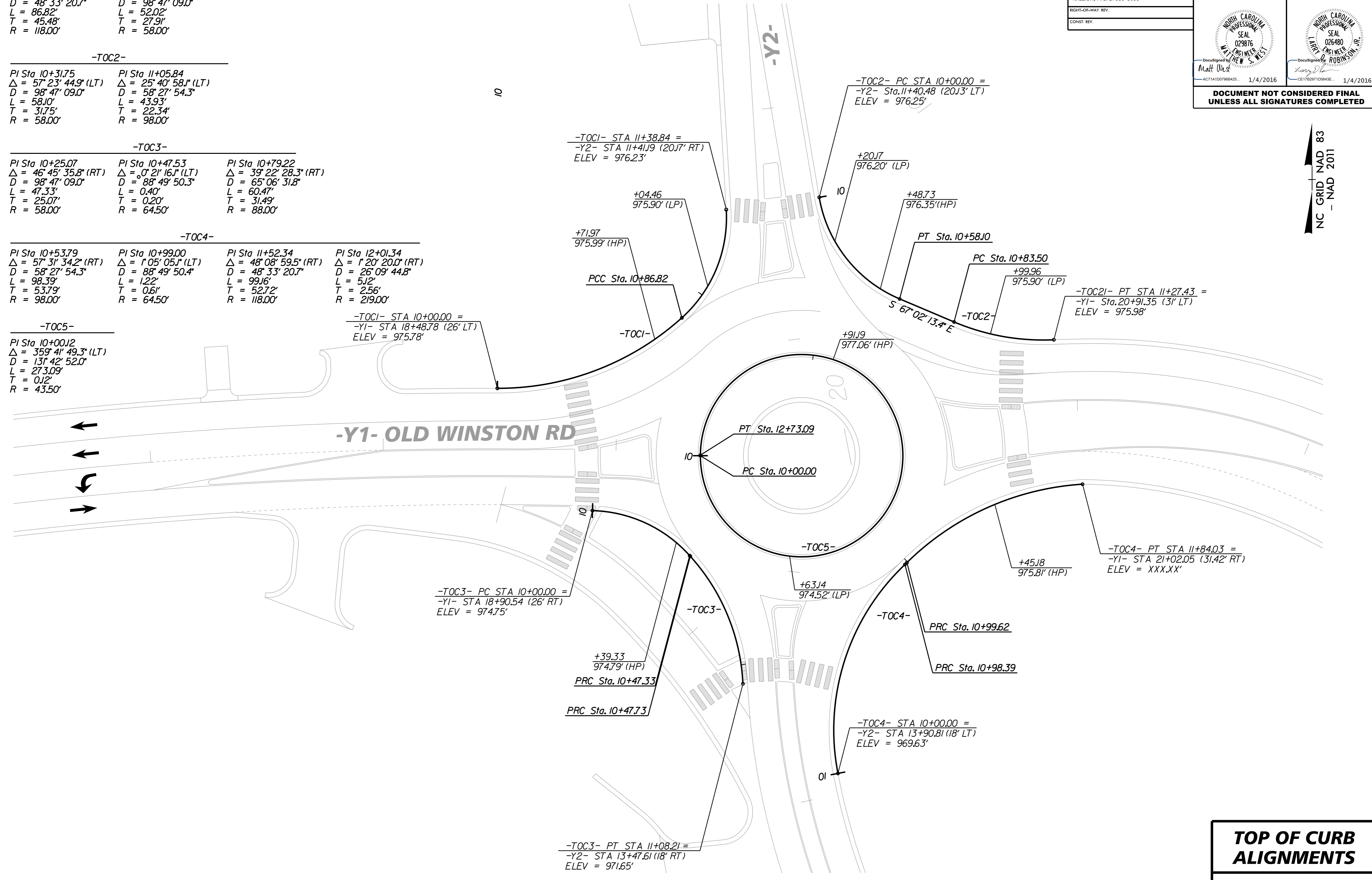
PI Sta 10+25.07 Δ = 46° 45' 35.8" (RT) D = 98' 47" 09.0" L = 47.33' T = 25.07' R = 58.00'	PI Sta 10+47.53 Δ = 0° 21' 16.1" (LT) D = 88' 49" 50.3" L = 0.40' T = 0.20' R = 64.50'	PI Sta 10+79.22 Δ = 39° 22' 28.3" (RT) D = 65' 06" 31.8" L = 60.47' T = 31.49' R = 88.00'
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**-TOC4-**

PI Sta 10+53.79 Δ = 57° 31' 34.2" (RT) D = 58' 27" 54.3" L = 98.39' T = 53.79' R = 98.00'	PI Sta 10+99.00 Δ = 1° 05' 05.1" (LT) D = 88' 49" 50.4" L = 1.22' T = 0.61' R = 64.50'	PI Sta 11+52.34 Δ = 48° 08' 59.5" (RT) D = 48' 33" 20.7" L = 99.16' T = 52.72' R = 118.00'	PI Sta 12+01.34 Δ = 1° 20' 20.0" (RT) D = 26' 09" 44.8" L = 5.12' T = 2.56' R = 219.00'
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**-TOC5-**

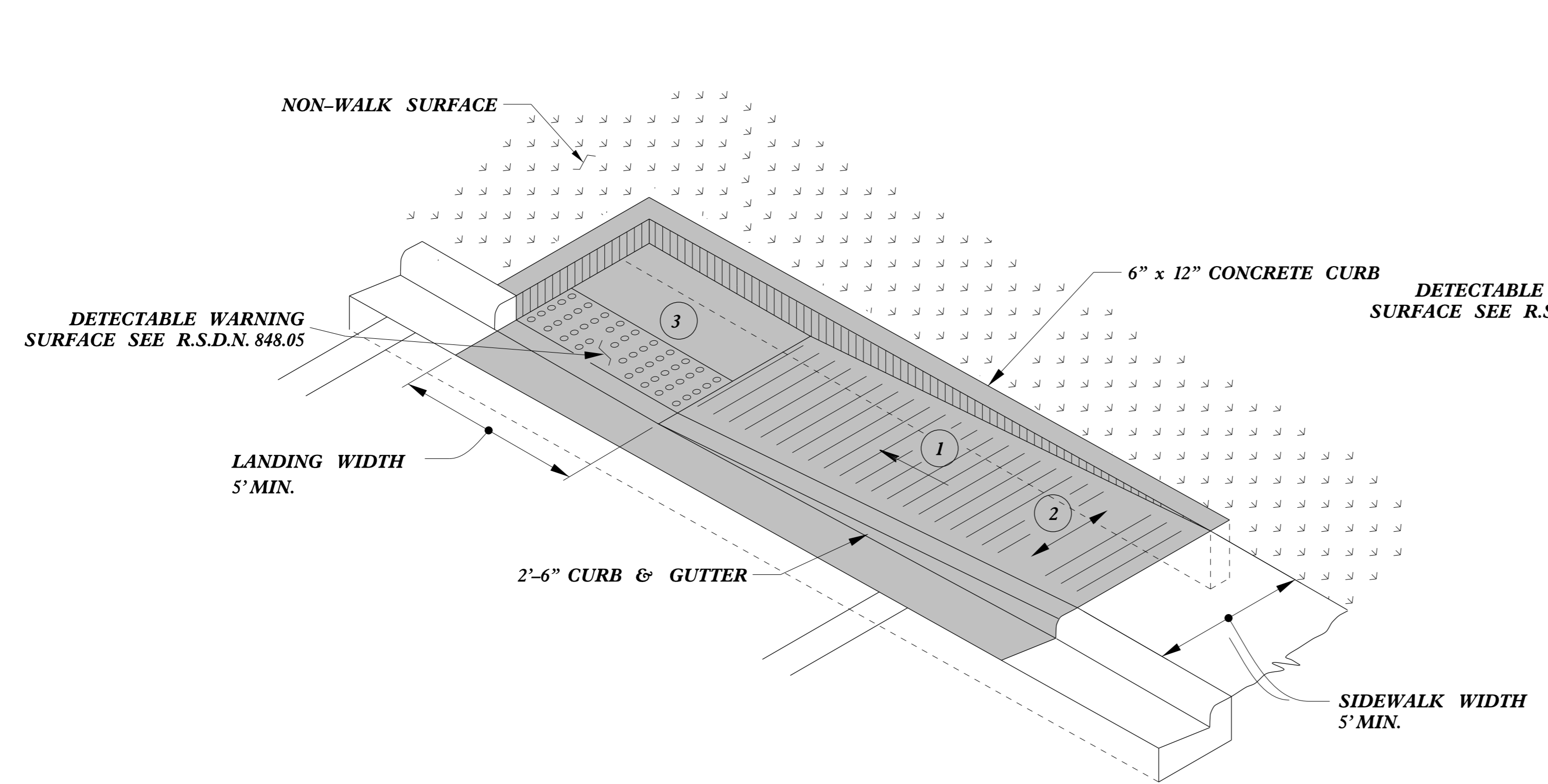
PI Sta 10+00.12 Δ = 359° 41' 49.3" (LT) D = 131' 42" 52.0" L = 273.09' T = 0.12' R = 43.50'
--



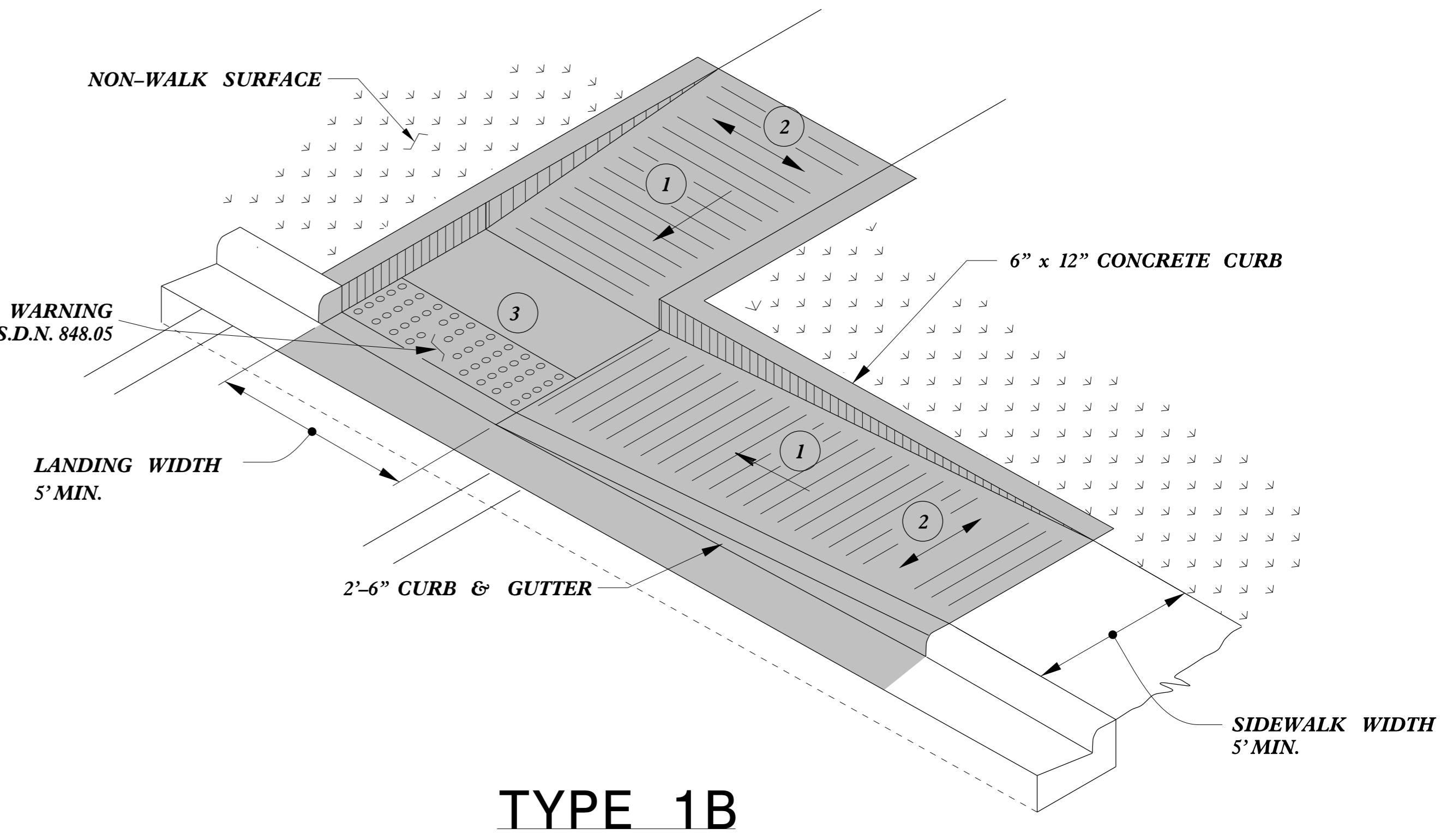
**TOP OF CURB ALIGNMENTS**

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5/14/99



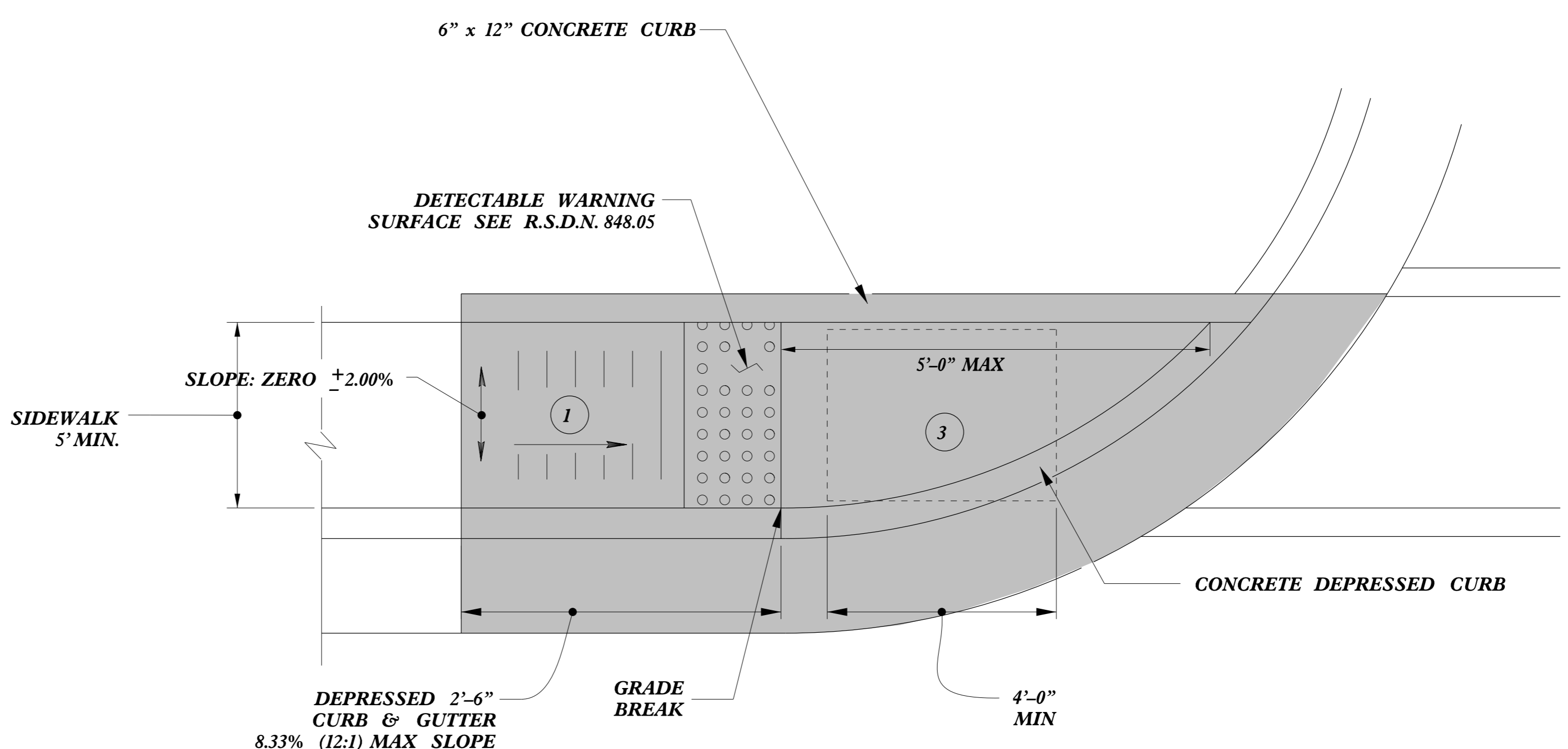
**TYPE 1A**



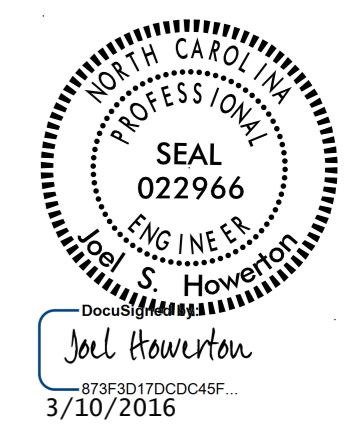
**TYPE 1B**

**PAY LIMITS FOR 1 CURB RAMP**

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



**TYPE 1**



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

**CURB RAMPS**  
Directional Ramps

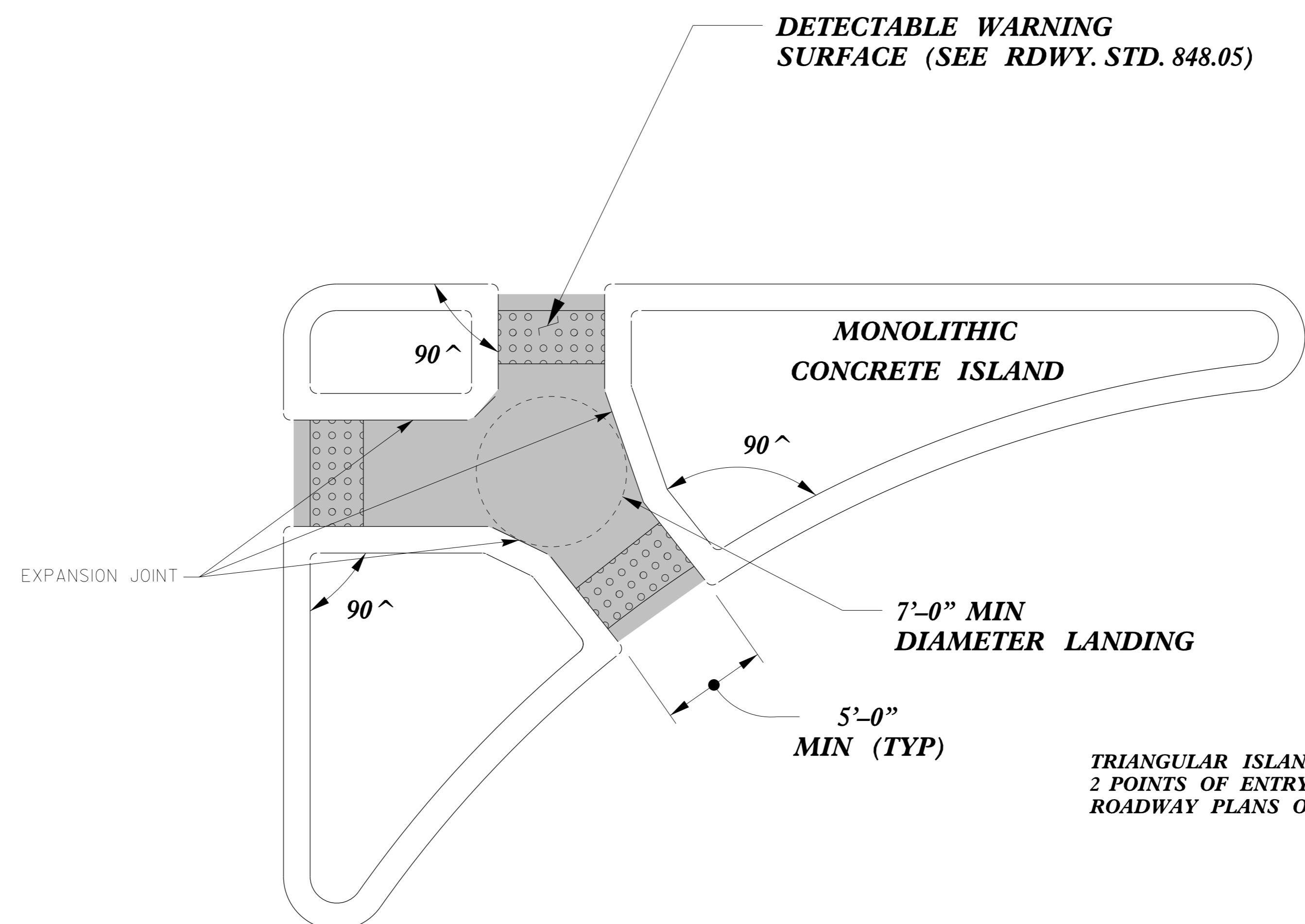
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11  
 MODIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

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 USER: JSH  
 TIME: 11:00 AM  
 DATE: 7/7/11

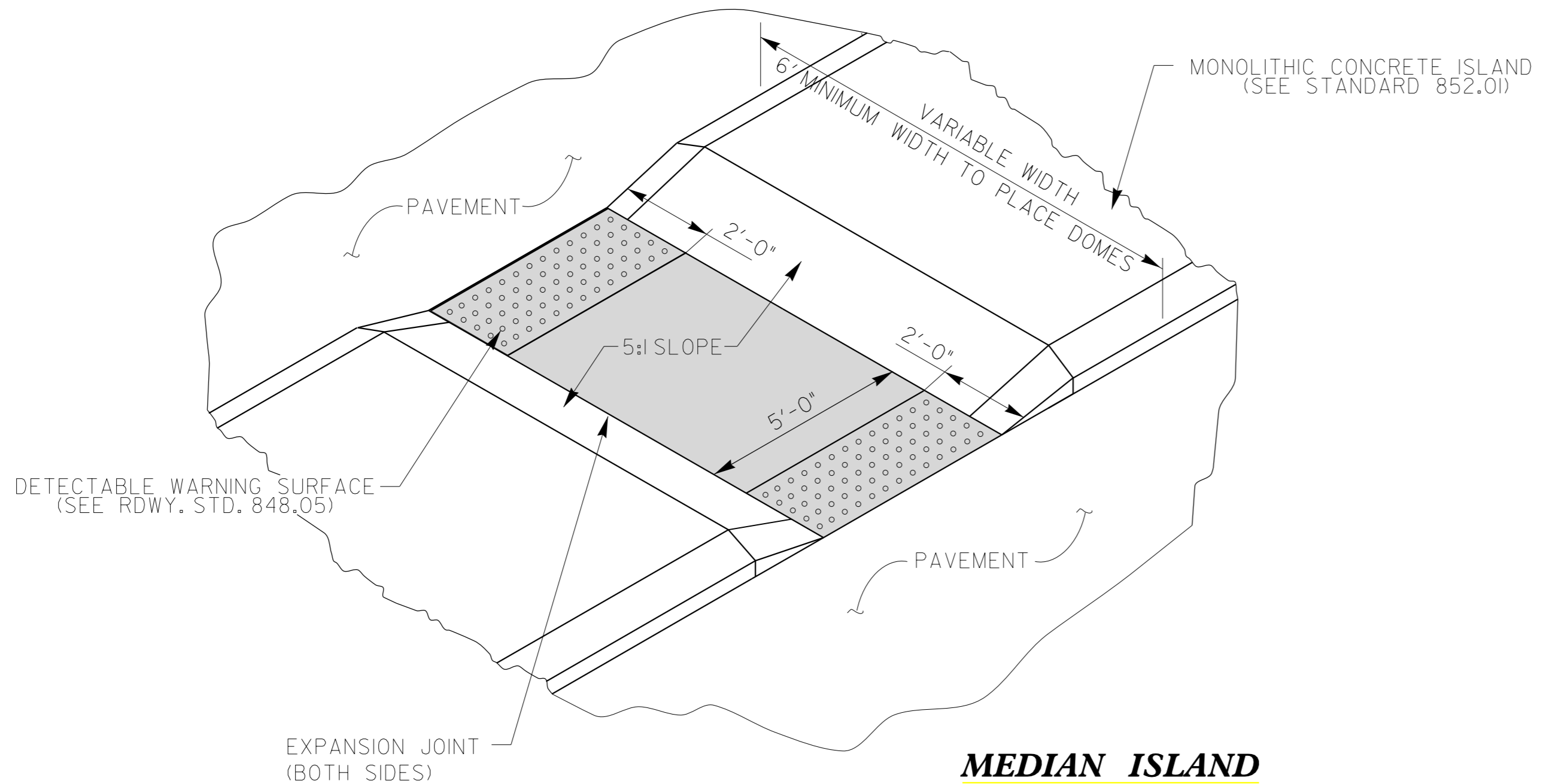


PAY LIMITS FOR 2 OR 3 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF  
SETS OF TRUNCATED DOMES)

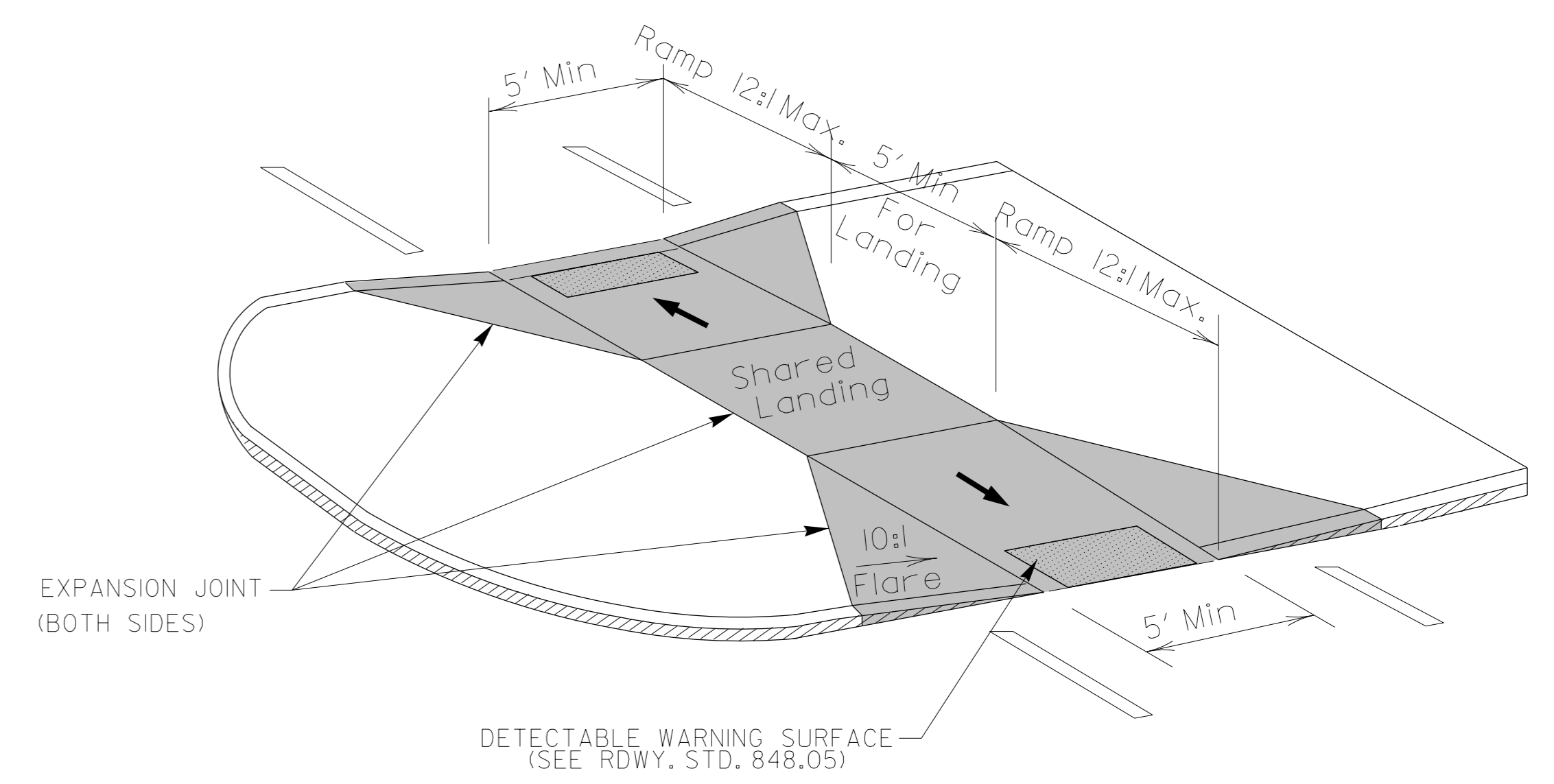


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY  
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE  
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

**TRIANGULAR ISLAND  
WITH CUT THROUGH**



**MEDIAN ISLAND  
WITH CUT THROUGH**



**MEDIAN ISLAND  
CURB RAMPS**

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

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

**CURB RAMPS**  
Median or Turn Lane Islands

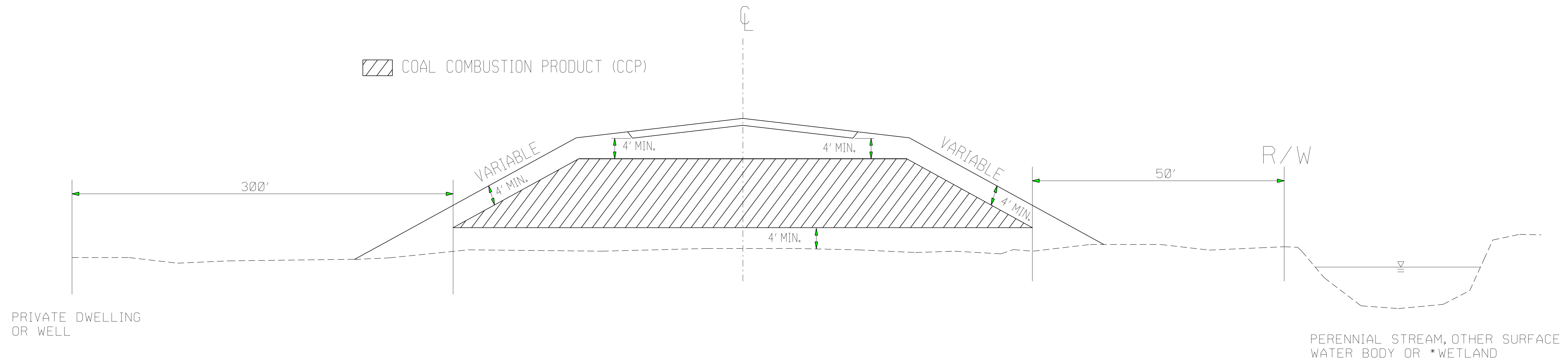
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11  
 MODIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn



J.S. Howerton  
3/18/2015

5/14/99  
C:\TIME\CON\CON\USER\NAME

# COAL COMBUSTION PRODUCT PLACEMENT



PLACE CCP IN HATCHED AREA IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISIONS

PLACE CCP A MINIMUM OF 5' ABOVE SEASONAL HIGH GROUND WATER

PLACE AT LOCATIONS AS APPROVED BY THE ENGINEER

PLACE SOIL BORROW MATERIAL ON THE OUTSIDE OF CCP AS EACH LIFT OF CCP IS PLACED

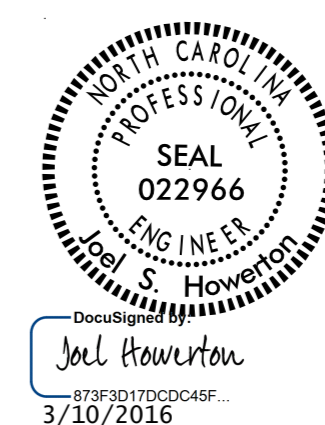
\*(OBTAIN PERMISSION FROM ARMY CORPS OF ENGINEERS)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

## COAL COMBUSTION PRODUCT PLACEMENT DETAIL


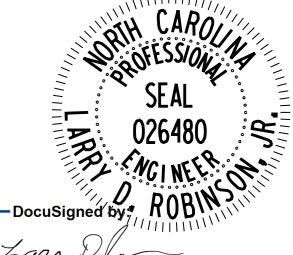
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MODIFIED BY:	DATE:
CHECKED BY:	DATE:
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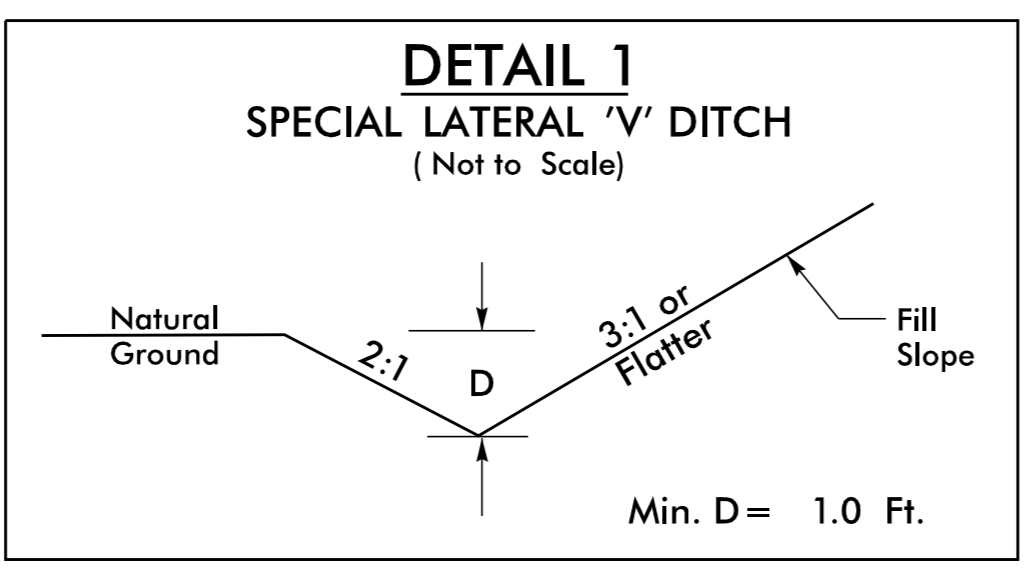


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**Kimley»Horn**  
P.O. BOX 33068  
RALEIGH, N.C. 27636-3068  
RIGHT-OF-WAY REV.  
CONST. REV.

PROJECT REFERENCE NO.	SHEET NO.
W-5510	2D-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
DocuSigned By: Matthew S. West 1/4/2016	DocuSigned By: Larry D. Robinson 1/4/2016
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

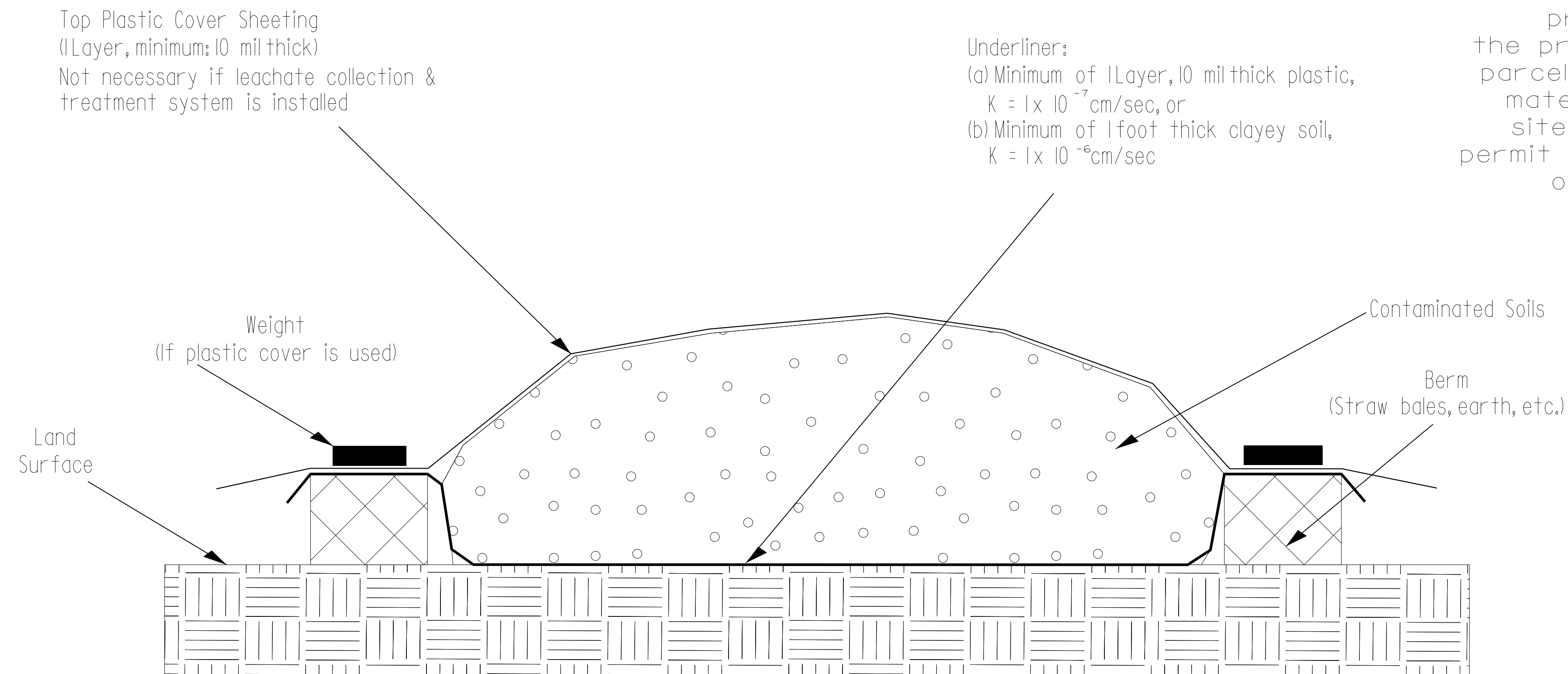


FROM STA. 14+00 TO STA. 14+66 -Y2- (LT)

12/22/2015 K:\RAL\_Roadway\01036245 - Kernerville\Roadway\Pro\W5510\_RDY\_PSH\_2D-1.dgn

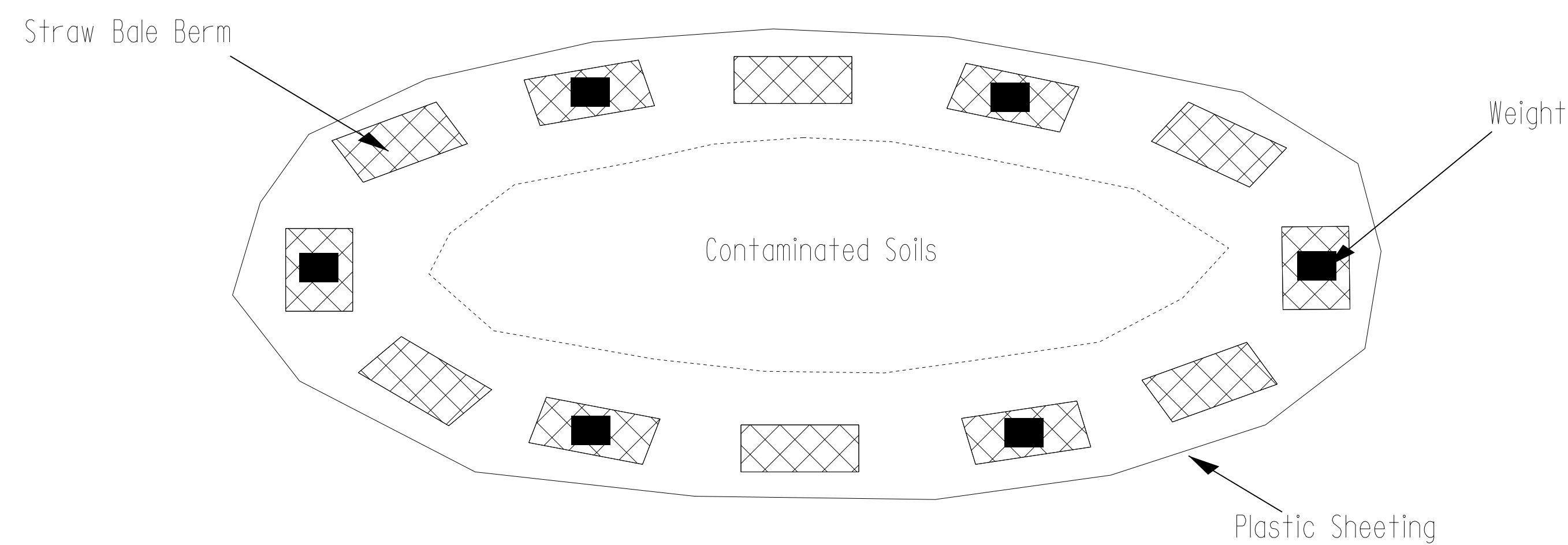
## Detail for Temporary Containment of Contaminated Soil

### Cross-Section View



**NOTE:**  
The Contractor shall stockpile all contaminated soil excavated from a property in a location within the property boundaries of the source parcel. If the volume of contaminated material exceeds available space on site, the Contractor shall obtain a permit from the NCDENR UST Section for off-site temporary storage.

### Map View



**GEOTECHNICAL ENGINEERING UNIT**

EASTERN REGIONAL OFFICE  
 WESTERN REGIONAL OFFICE  
 CONTRACT OFFICE

**STATE OF NORTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**  
**RALEIGH**

### STOCKPILE CONTAINMENT DETAIL

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

PREPARED BY:	DATE:
REVIEWED BY:	DATE:



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

# EARTHWORK SUMMARY

## IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	EMBT +%	BORROW	WASTE
-L- STA 12+25 TO STA 28+50	1437.7	306	0	1131.7
-Y1- STA 10+91.67 TO STA 19+17	163.9	3131	2967.1	0
-Y1- STA 20+42.28 TO STA 25+14.78	2702	427	0	2275
-Y1- STA 25+84.34 TO STA 26+55	61	45	0	16
-Y2- STA 10+28.50 TO STA 11+73.50	117.3	696	578.7	0
-Y2- STA 13+12.50 TO STA 16+45.75	125	1004	879	0
-Y3- STA 17+40 TO STA 18+10	31.5	5	0	26.5
-Y3A- STA 18+00 TO STA 18+85	63	3	0	60
-Y4- STA 10+50.99 TO STA 15+90	894.6	3	0	891.6
-Y5- STA 10+44.50 TO STA 10+93	235.8	0	0	235.8
ROUNDABOUT	0	1752	1752	0
SUB-TOTAL	5831.8	7372	6176.8	4637
LOSS DUE TO CLEARING AND GRUBBING	-1674	0	1674	0
EARTH WASTE TO REPLACE BORROW	0	0	-4637	-4637
ESTIMATED SHOULDER MATERIAL	0	6	6	0
EST 5% FOR REPLACING TOPSOIL ON BORROW PITS			161	
TOTAL	4158		3381	0
SAY	4160		3390	
STABILIZER AGGREGATE = 3000 TONS				







D086340

COMPUTED BY: BTV DATE: 9-17-2014  
CHECKED BY: LDR DATE: 9-17-2014

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PROJECT NO. 011036245 - Kernersville  
SHEET NO. 3D-2

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)

Table with columns for Line & Station, Offset, Structure Number, Invert Elevation, Pipe Type (Drainage Pipe, C.S. Pipe, R.C. Pipe Class III/IV), Quantities for Drainage Structures, Frame/Grates, and Abbreviations. Includes a SHEET TOTALS row at the bottom.

SHEET TOTALS

40 20 256 280 500 548 16 25 11.6 17 6 3 8 7 7 7 1 1





STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

## SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION

LINE	STATION	STATION	AGGREGATE TYPE ASU/AST	AGGREGATE THICKNESS INCHES	SHALLOW UNDERCUT CY	CLASS IV SUBGRADE STABILIZATION TONS	GEOTEXTILE FOR SOILD STABILIZATION SY	STABILIZER AGGREGATE TONS	CLASS IV AGGREGATE STABILIZATION TONS
-L- (LT)	21 + 25	22 + 00	AST	3"				19	
-L- (LT)	23 + 65	28 + 52	AST	3"				171	
-L- (RT)	10 + 60	28 + 70	AST	3"				231	
-Y1-	10 + 25	18 + 90	AST	3"				533	
-Y1-	20 + 65	25 + 15	AST	3"				706	
-Y2-	10 + 28	11 + 50	AST	3"				85	
-Y2-	13 + 35	15 + 75	AST	3"				199	
-Y3A-	17 + 30	18 + 72	AST	3"				405	
-Y4-	11 + 56	15 + 90	AST	3"				42	
ROUND			AST	3"				105	
	CONTINGENCY							500	
	TOTAL				0	0	0	2,996	0
	SAY							3,000	



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**PARCEL INDEX**

PARCEL NO.	SHEET NO.	PROPERTY OWNER NAME	DEED BOOK
1	4	ELIZABETH C. BURNS	DB 604 PG 143
2	4	PEAK ASSOCIATES, LLC	DB 2937 PG 3669
3	4	KENNETH D. & JENNIFER A. ALLEN	DB 2283 PG 1586
4	4	MARLENE S. DALTON	DB 2493 PG 1963
5	4	MARLENE S. DALTON	DB 2173 PG 4437
6	4	MALWINDER S. GHUMMAN & WIFE RANVIR K. GHUMMAN	DB 3094 PG 2499
7	4	GREENWOOD & CHARLES, INC	DB 1387 PG 479 DB 1364 PG 814
8	4,5	HELEN FLYNT SEARS & WILMA FLYNT PARRISH	DB 2026 PG 1852
9	4,5	SAVANNAS, LLC	DB 2953 PG 397
11	4	BEROTH OIL COMPANY	DB 1848 PG 1682
12	4	GREENWOOD & CHARLES, INC	DB 3109 PG 2373
13	4	GREENWOOD & CHARLES, INC	DB 1419 PG 851
14	4	TRIAD WENSTAR REALTY, LLC	DB 2170 PG 1591
15	4,5	EAC INVESTMENTS, LLC	DB 2805 PG 4006
17	5	DILLON & HASTINGS REAL ESTATE, INC.	DB 893 PG 184
18	5	J.C. FAW	DB 2323 PG 1682
19	5	SALLIE L. GREENFIELD	DB 1191 PG 1671
20	5	FRANCES F. SLADE	DB 1963 PG 3618 DB 1544 PG 894

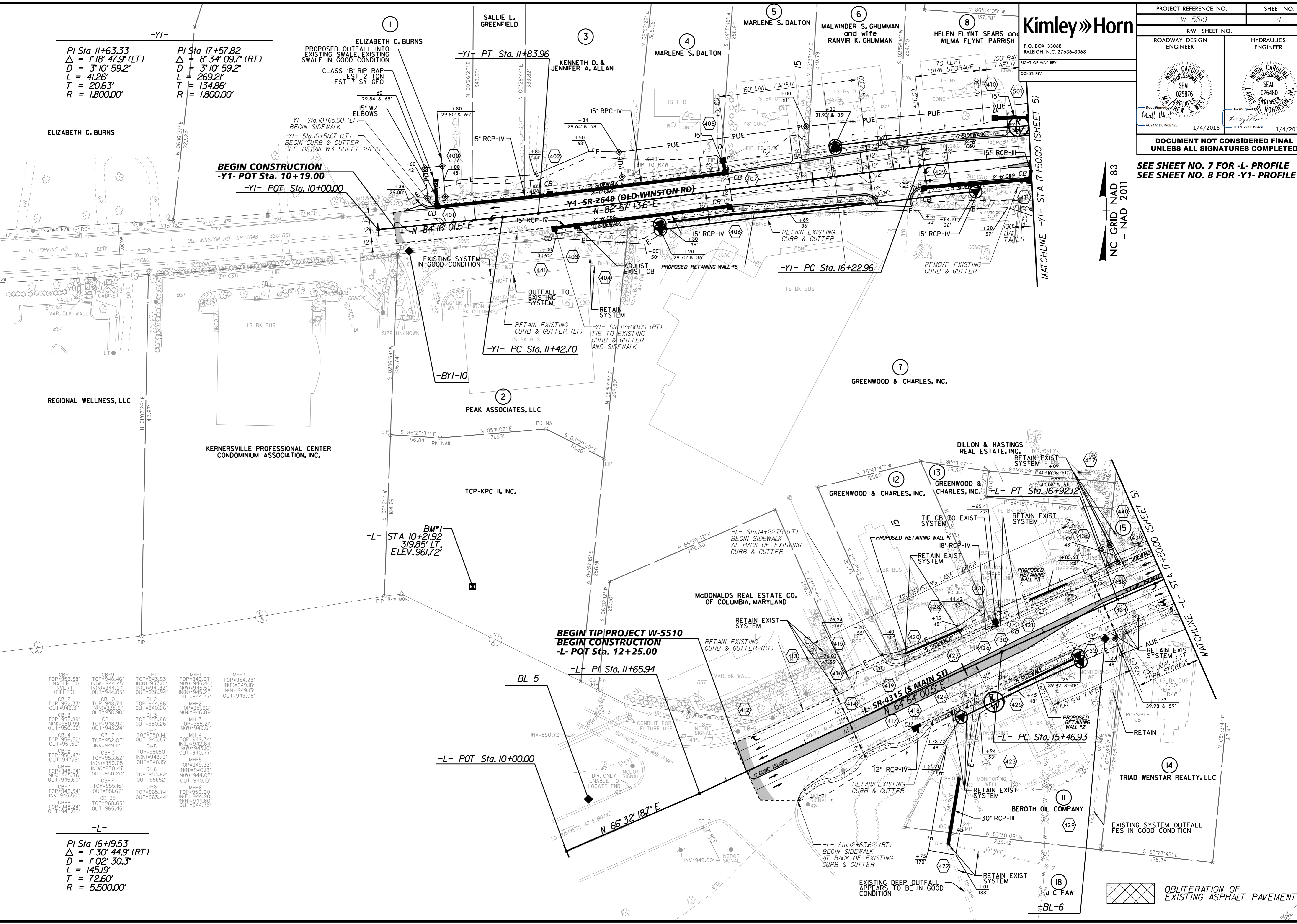
PARCEL NO.	SHEET NO.	PROPERTY OWNER NAME	DEED BOOK
21	5	GJERGJI LLANAJ & MARILDI LLANAJ	DB 2802 PG 3284
22	5	SALLIE L. GREENFIELD	DB 1781 PG 2292
23	5	SALLIE L. GREENFIELD	DB 1781 PG 2292
24	5,6	SALLIE L. GREENFIELD	DB 1629 PG 447
25	5	RONNIE J. ROBERTS and wife BOBBIE S. ROBERTS	DB 1853 PG 2300
26	5	SALLIE L. GREENFIELD	DB 79 PG 1051
27	5	SALLIE L. GREENFIELD	DB 1191 PG 1671
28	5	SALLIE L. GREENFIELD	NONE LISTED
29	5	T. ELWOOD SEARS and wife HELEN FLYNT SEARS	DB 1674 PG 2924
30	5	T. ELWOOD SEARS and wife HELEN FLYNT SEARS	DB 1672 PG 2911
31	5	SALLIE L. GREENFIELD	DB 1781 PG 2292
32	6	PETER J. JUGIS, BISHOP OF THE ROMAN CATHOLIC DIOCESE OF CHARLOTTE, NORTH CAROLINA, AND HIS SUCCESSORS IN OFFICE	DB 2773 PG 1522
33	6	PETER J. JUGIS, BISHOP OF THE ROMAN CATHOLIC DIOCESE OF CHARLOTTE, NORTH CAROLINA, AND HIS SUCCESSORS IN OFFICE	DB 2512 PG 2045
34	6	PETER J. JUGIS, BISHOP OF THE ROMAN CATHOLIC DIOCESE OF CHARLOTTE, NORTH CAROLINA, AND HIS SUCCESSORS IN OFFICE	DB 1821 PG 2503
35	6	CHARLES RAY KING	DB 2260 PG 3179
36	6	ALMA KIRK NEUGENT	DB 2171 PG 1693



PROJECT REFERENCE NO. W-5510		SHEET NO. 4	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
1/4/2016		1/4/2016	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>			

SEE SHEET NO. 7 FOR -L- PROFILE  
SEE SHEET NO. 8 FOR -Y1- PROFILE

NC GRID NAD 83  
- NAD 2011



**-Y1-**  
 PI Sta 11+63.33  
 $\Delta = 1' 18'' 47.9''$  (LT)  
 $D = 3' 10'' 59.2''$   
 $L = 41.26'$   
 $T = 20.63'$   
 $R = 1,800.00'$

PI Sta 17+57.82  
 $\Delta = 8' 34'' 09.7''$  (RT)  
 $D = 3' 10'' 59.2''$   
 $L = 269.21'$   
 $T = 134.86'$   
 $R = 1,800.00'$

CB-1 TOP=953.38' UNABLE TO INVERT (FILLED)	CB-9 TOP=948.46' IN=944.45' OUT=944.05'	DI-1 TOP=943.93' IN=937.03' OUT=936.94'	MH-1 TOP=949.07' IN=945.56' OUT=944.77'	MH-7 TOP=954.28' IN=949.18' OUT=949.08'
CB-2 TOP=952.33' OUT=949.31'	CB-10 TOP=948.74' IN=948.91' OUT=950.30'	DI-2 TOP=944.66' OUT=940.26'	MH-2 TOP=949.96' IN=946.06' OUT=944.77'	
CB-3 TOP=952.89' IN=950.99' OUT=950.36'	CB-11 TOP=948.97' OUT=950.26'	DI-3 TOP=955.86' OUT=949.12'	MH-3 TOP=955.21' IN=943.10' OUT=940.17'	
CB-4 TOP=956.52' OUT=947.05'	CB-12 TOP=952.07' INV=949.12'	DI-4 TOP=951.50' OUT=948.15'	MH-4 TOP=949.34' IN=942.84' OUT=940.17'	
CB-5 TOP=950.47' OUT=947.05'	CB-13 TOP=951.62' IN=950.65' OUT=950.20'	DI-5 TOP=953.82' OUT=951.52'	MH-5 TOP=949.33' IN=944.05' OUT=940.13'	
CB-6 TOP=948.74' IN=945.76' OUT=945.60'	CB-14 TOP=955.16' OUT=951.67'	DI-6 TOP=965.74' OUT=963.44'	MH-6 TOP=950.00' IN=944.80' OUT=944.75'	
CB-7 TOP=948.34' INV=945.50'	CB-35 TOP=968.65' OUT=945.55'			

**-L-**  
 PI Sta 16+19.53  
 $\Delta = 1' 30'' 44.9''$  (RT)  
 $D = 1' 02'' 30.3''$   
 $L = 145.19'$   
 $T = 72.60'$   
 $R = 5,500.00'$

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12/22/2015



-RI-	-Y1-	-Y2-	-Y3-	-Y3B-
PI Sta 10+36.49 Δ = 29° 49' 57.8" (RT) D = 41' 49" 18.3" L = 71.33' T = 36.49' R = 137.00'	PI Sta 11+08.14 Δ = 13° 14' 46.9" (RT) D = 18' 04" 27.8" L = 73.29' T = 36.81' R = 317.00'	PI Sta 22+64.36 Δ = 29° 59' 19.0" (RT) D = 22' 55" 05.9" L = 349.02' T = 209.73' R = 250.00'	PI Sta 13+79.19 Δ = 30° 02' 37.4" (LT) D = 19' 05" 54.9" L = 157.31' T = 80.51' R = 300.00'	PI Sta 10+81.24 Δ = 54° 54' 01.5" (RT) D = 57' 17" 44.8" L = 95.82' T = 51.95' R = 100.00'

**Kimley»Horn**  
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RALEIGH, N.C. 27636-3068  
RIGHT-OF-WAY REV.  
CONST. REV.

PROJECT REFERENCE NO. W-5510	SHEET NO. 5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

2016 ADT 2036 ADT

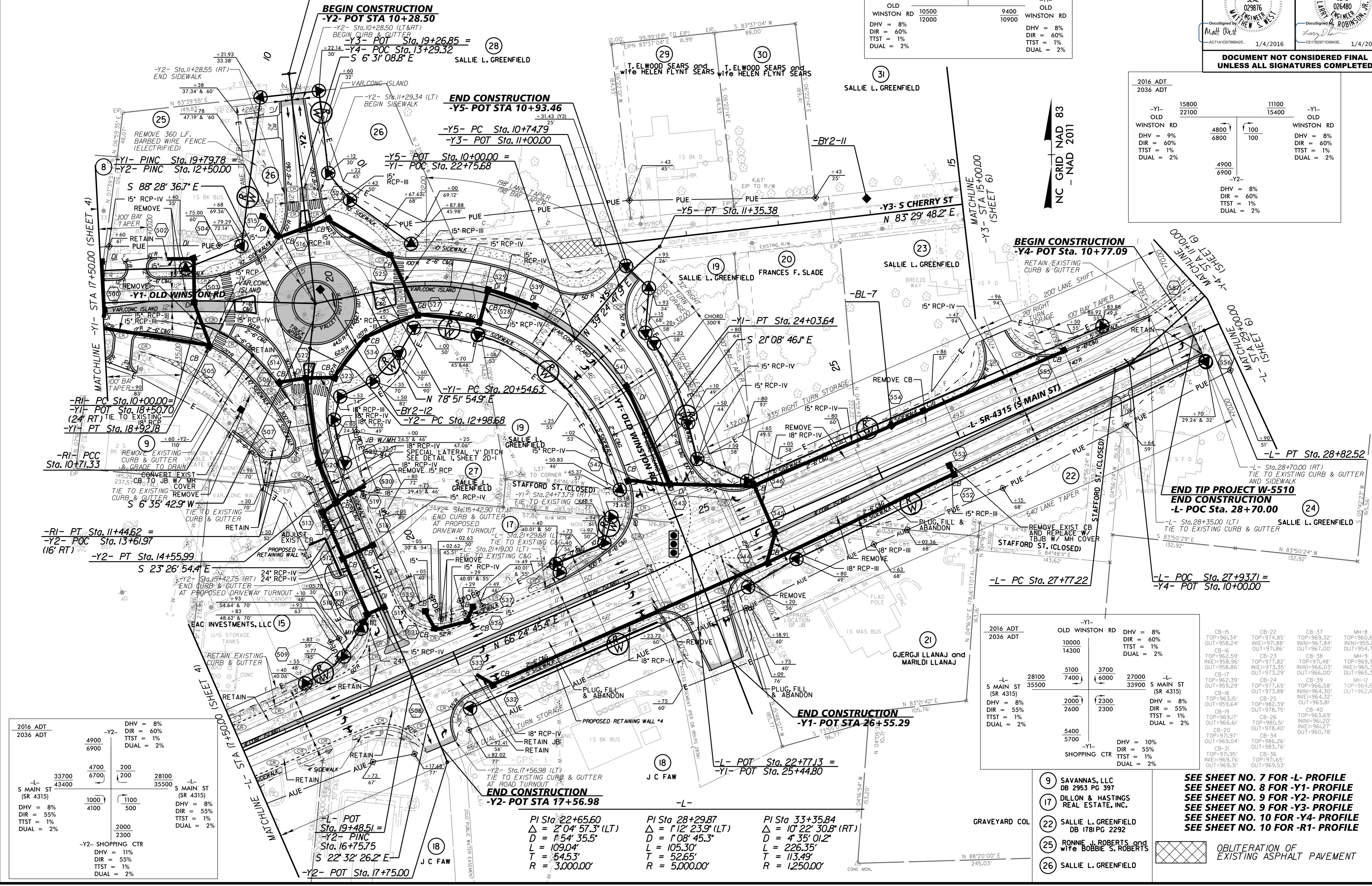
-Y1- OLD WINSTON RD	10500	12000	-Y5- 12000	DHV = 14%
	12000	1800		DIR = 90%
	1400	100		TTST = 1%
				DUAL = 2%

2016 ADT 2036 ADT

-Y1- OLD WINSTON RD	15800	11100	-Y1- OLD WINSTON RD	DHV = 8%
	22100	15400		DIR = 60%
	4800	100		TTST = 1%
	6800			DUAL = 2%

2016 ADT 2036 ADT

-Y1- OLD WINSTON RD	4900	6900	-Y2- 4900	DHV = 8%
	6900			DIR = 60%
				TTST = 1%
				DUAL = 2%



2016 ADT 2036 ADT

-L- S MAIN ST (SR 4315)	33700	43400	-L- S MAIN ST (SR 4315)	28100	35500
DHV = 8%	1000	4100	DHV = 8%	1100	500
DIR = 55%			DIR = 55%		
TTST = 1%			TTST = 1%		
DUAL = 2%			DUAL = 2%		

-Y2- SHOPPING CTR

DHV = 11%	2000	2300	DHV = 10%
DIR = 55%			DIR = 55%
TTST = 1%			TTST = 1%
DUAL = 2%			DUAL = 2%

2016 ADT 2036 ADT

-L- S MAIN ST (SR 4315)	28100	35500	-L- S MAIN ST (SR 4315)	27000	33900
DHV = 8%	5100	7400	DHV = 8%	3700	6000
DIR = 55%	2000	2600	DIR = 55%	2300	2300
TTST = 1%			TTST = 1%		
DUAL = 2%			DUAL = 2%		

2016 ADT 2036 ADT

-Y1- OLD WINSTON RD	10000	14300	-Y1- OLD WINSTON RD	DHV = 8%
				DIR = 60%
				TTST = 1%
				DUAL = 2%

2016 ADT 2036 ADT

-Y1- OLD WINSTON RD	10000	14300	-Y1- OLD WINSTON RD	DHV = 8%
				DIR = 60%
				TTST = 1%
				DUAL = 2%

- 9 SAVANNAS, LLC DB 2953 PG 397
  - 17 DILLON & HASTINGS REAL ESTATE, INC.
  - 22 SALLIE L. GREENFIELD DB 1781 PG 2292
  - 25 RONNIE J. ROBERTS and wife BOBBIE S. ROBERTS
  - 26 SALLIE L. GREENFIELD
- SEE SHEET NO. 7 FOR -L- PROFILE  
SEE SHEET NO. 8 FOR -Y1- PROFILE  
SEE SHEET NO. 9 FOR -Y2- PROFILE  
SEE SHEET NO. 9 FOR -Y3- PROFILE  
SEE SHEET NO. 10 FOR -Y4- PROFILE  
SEE SHEET NO. 10 FOR -R1- PROFILE
- OBLITERATION OF EXISTING ASPHALT PAVEMENT

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PROJECT REFERENCE NO. W-5510 SHEET NO. 6  
 R/W SHEET NO.

ROADWAY DESIGN ENGINEER HYDRAULICS ENGINEER

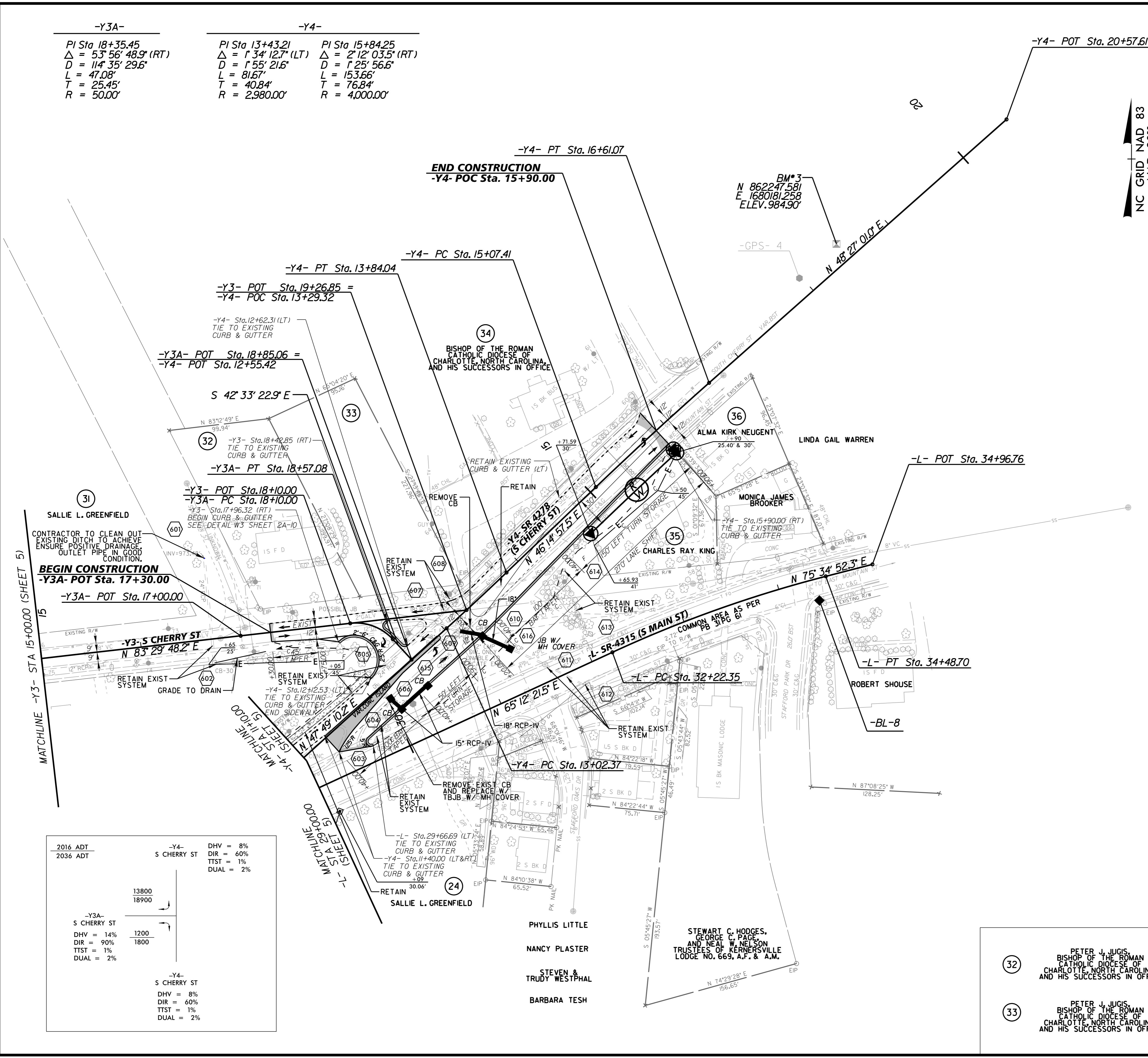
DocuSigned by:  
 Matt West  
 ACT1A1D0798425 1/4/2016

DocuSigned by:  
 Larry Robinson  
 CE178297105643E 1/4/2016

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

-Y3A-	-Y4-	-Y4-
PI Sta 18+35.45 Δ = 53° 56' 48.9" (RT) D = 114' 35' 29.6" L = 47.08' T = 25.45' R = 50.00'	PI Sta 13+43.21 Δ = 1° 34' 12.7" (LT) D = 1° 55' 21.6" L = 81.67' T = 40.84' R = 2.980.00'	PI Sta 15+84.25 Δ = 2° 12' 03.5" (RT) D = 1° 25' 56.6" L = 153.66' T = 76.84' R = 4.000.00'

NC GRID NAD 83  
 - NAD 2011



**BEGIN CONSTRUCTION**  
 -Y3A- POT Sta. 17+30.00

**END CONSTRUCTION**  
 -Y4- POC Sta. 15+90.00

2016 ADT 2036 ADT	-Y4- S CHERRY ST	DHV = 8% DIR = 60% TTST = 1% DUAL = 2%
-Y3A- S CHERRY ST		DHV = 14% DIR = 90% TTST = 1% DUAL = 2%
	-Y4- S CHERRY ST	DHV = 8% DIR = 60% TTST = 1% DUAL = 2%

CB-27 TOP=984.26' OUT=979.87'	MH-10 TOP=982.42' IN(E)=979.86' INV=978.59'	DI-7 TOP=983.12' IN(S)=981.08' OUT=981.01'
CB-28 TOP=981.79' IN(S)=978.16' OUT=978.08'	MH-11 TOP=987.02' IN(S)=983.73' OUT=980.67'	
CB-29 TOP=981.33' IN(W)=977.42' IN(S)=977.41' OUT=977.26'		
CB-30 TOP=979.76' IN(E)=976.19' OUT=976.13'		
CB-31 TOP=982.78' IN(E)=980.41' OUT=980.39'		
CB-32 TOP=982.67' IN(E)=979.80' OUT=979.49'		
CB-33 TOP=987.76' OUT=984.32'		

**SEE SHEET NO. 7 FOR -L- PROFILE**  
**SEE SHEET NO. 8 FOR -Y1- PROFILE**  
**SEE SHEET NO. 9 FOR -Y2- PROFILE**  
**SEE SHEET NO. 9 FOR -Y3- PROFILE**  
**SEE SHEET NO. 10 FOR -Y4- PROFILE**

OBLITERATION OF EXISTING ASPHALT PAVEMENT

(32) PETER J. JUGIS  
 BISHOP OF THE ROMAN CATHOLIC DIOCESE OF CHARLOTTE, NORTH CAROLINA AND HIS SUCCESSORS IN OFFICE

(33) PETER J. JUGIS  
 BISHOP OF THE ROMAN CATHOLIC DIOCESE OF CHARLOTTE, NORTH CAROLINA AND HIS SUCCESSORS IN OFFICE

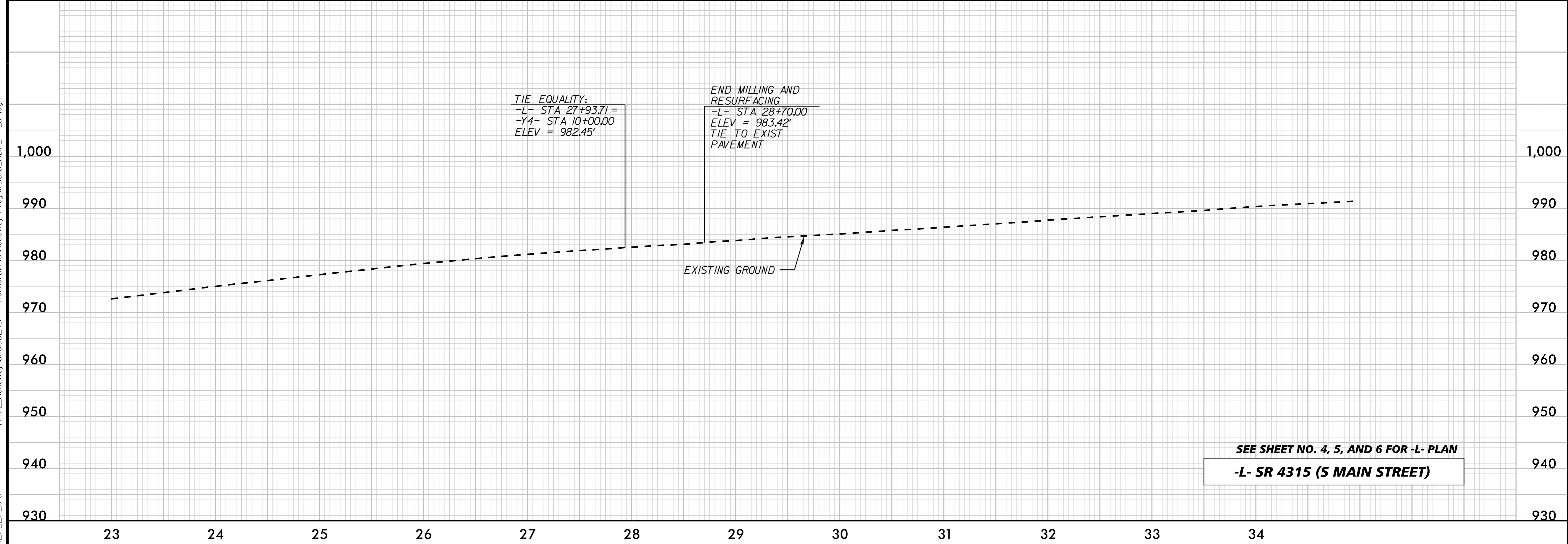
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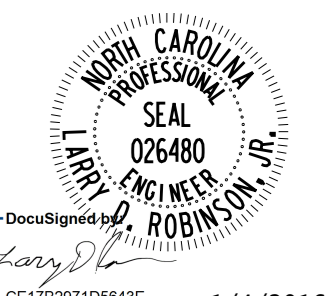
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ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSigned by: Matt West ACT1A10X79684ES 1/4/2016	DocuSigned by: Larry S. West CE1762710643E 1/4/2016
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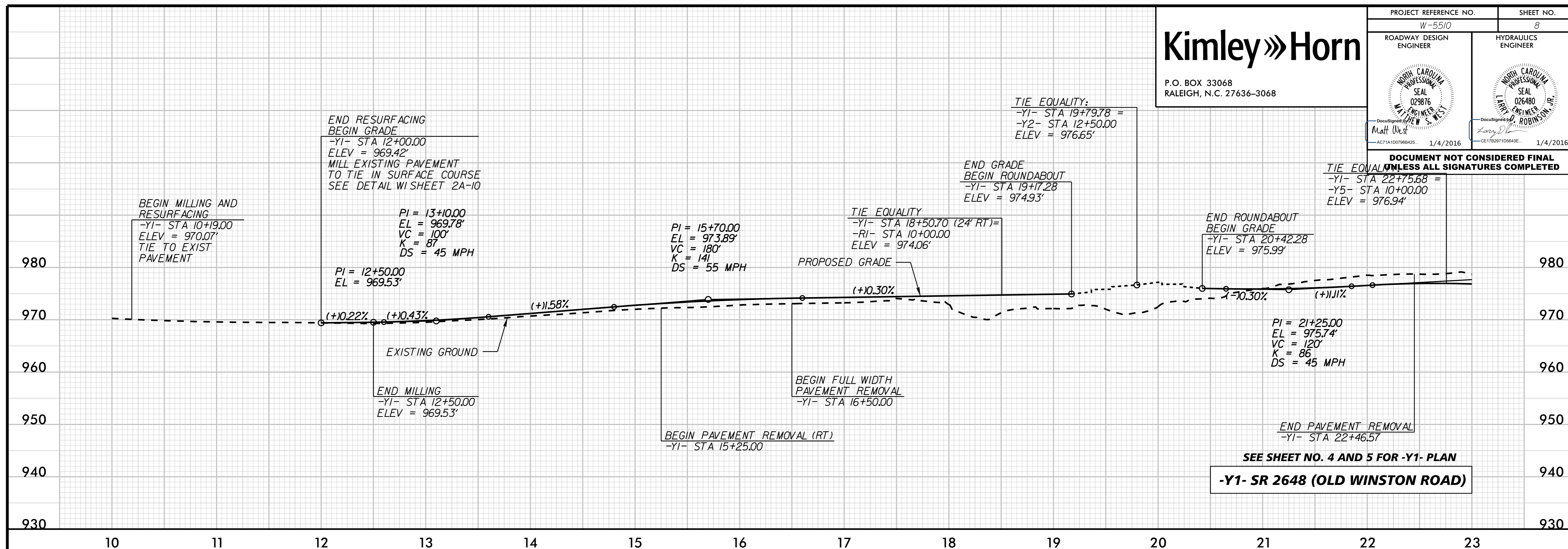
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1/2/22/2015

# Kimley»Horn

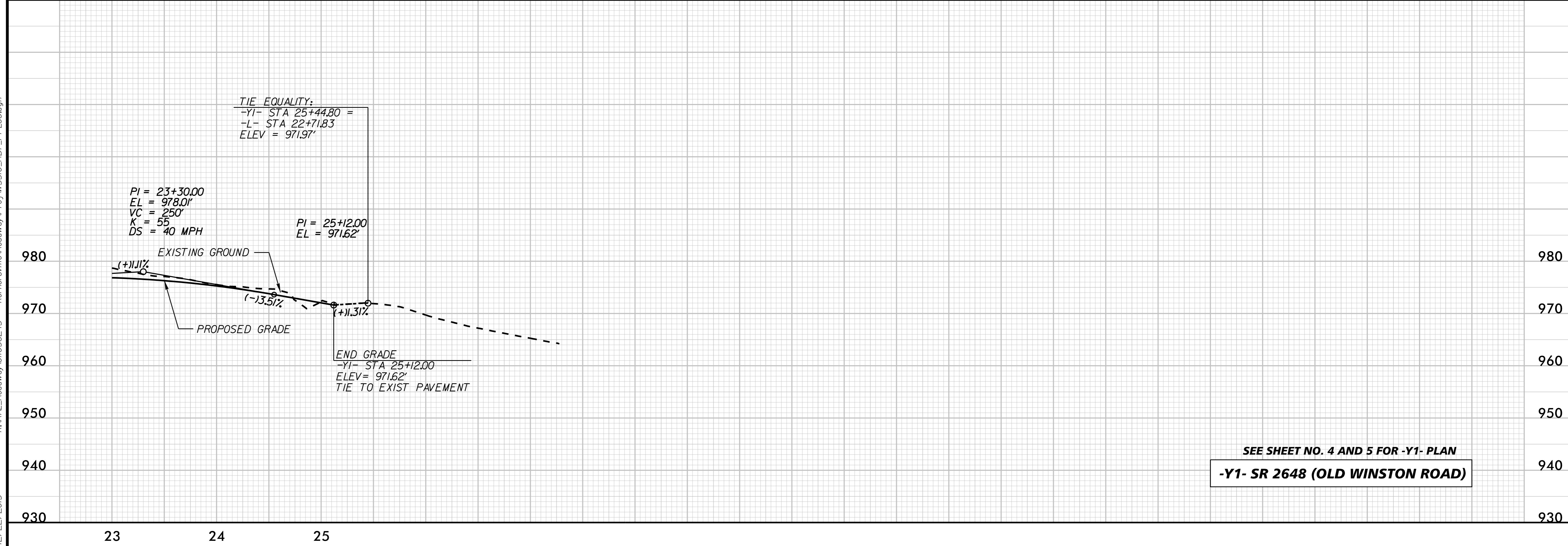
P.O. BOX 33068  
RALEIGH, N.C. 27636-3068

PROJECT REFERENCE NO. W-5510	SHEET NO. 8
ROADWAY DESIGN ENGINEER Matt West	HYDRAULICS ENGINEER Larry Robinson
 1/4/2016	 1/4/2016

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SEE SHEET NO. 4 AND 5 FOR -Y1- PLAN  
**-Y1- SR 2648 (OLD WINSTON ROAD)**

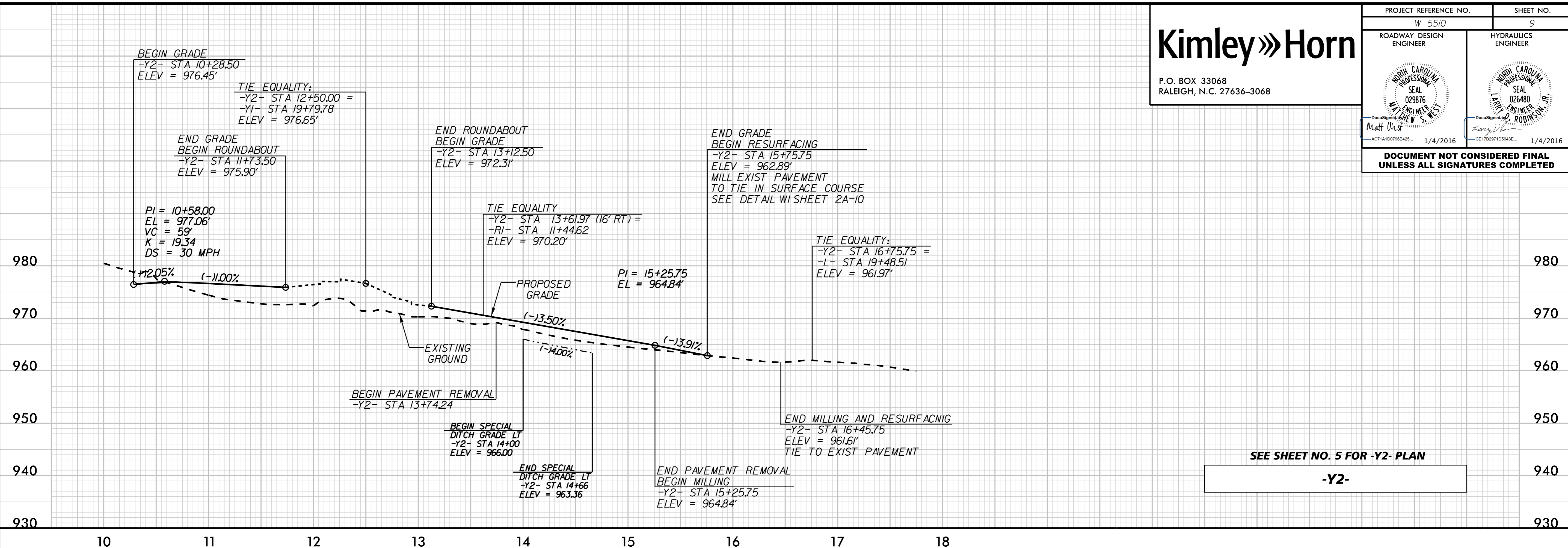


SEE SHEET NO. 4 AND 5 FOR -Y1- PLAN  
**-Y1- SR 2648 (OLD WINSTON ROAD)**

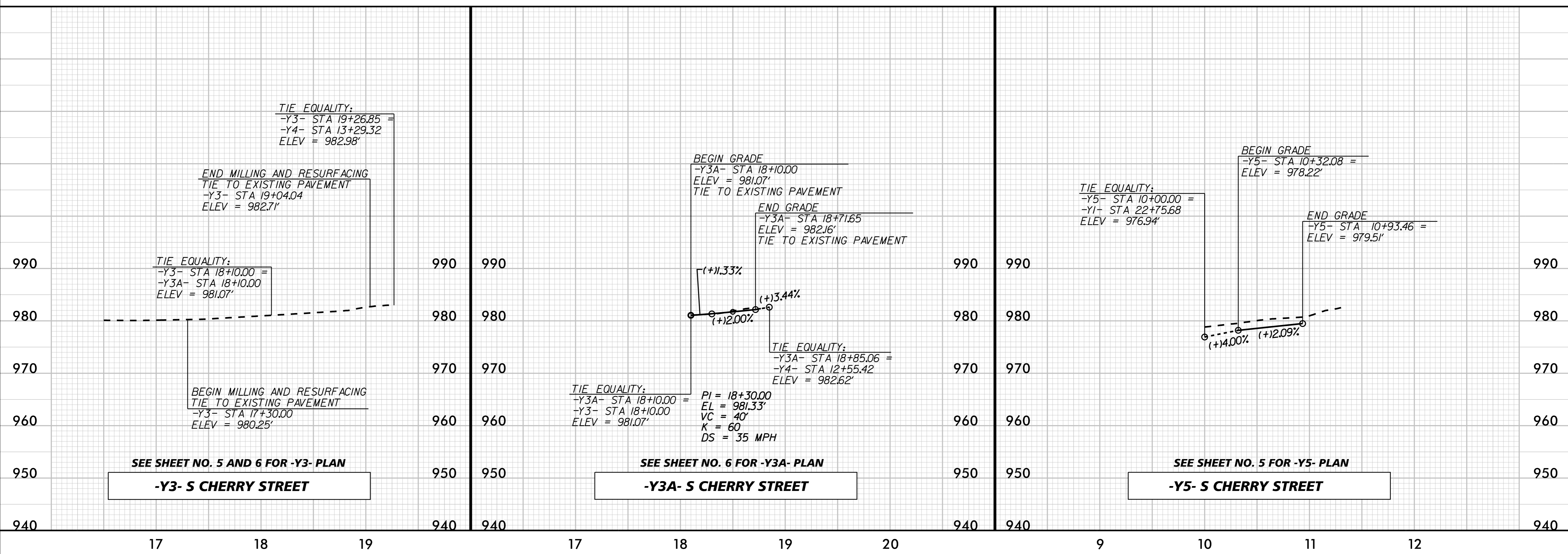
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PROJECT REFERENCE NO. W-5510	SHEET NO. 9
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSign 1/4/2016	DocuSign 1/4/2016
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	




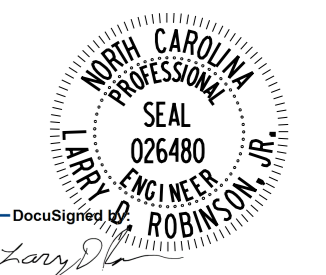
SEE SHEET NO. 5 FOR -Y2- PLAN  
**-Y2-**



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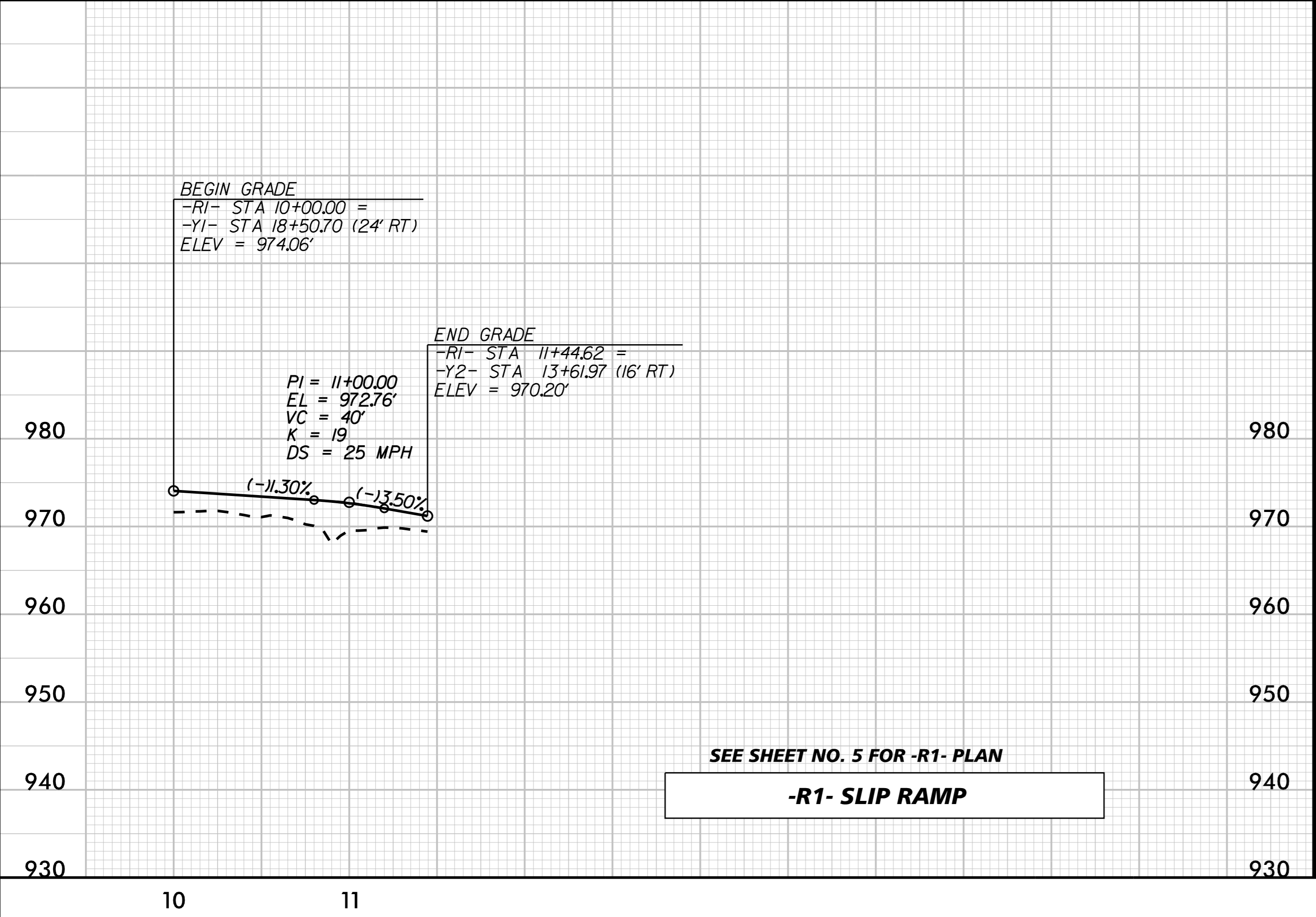
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PROJECT REFERENCE NO.	SHEET NO.
W-5510	10
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
 DocuSigned by: Matthew S. West ACT1A100798B425 1/4/2016	 DocuSigned by: Larry D. Robinson CE178297105643E 1/4/2016

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SEE SHEET NO. 5 AND 6 FOR -Y4- PLAN  
**-Y4- SR 4278 (S CHERRY STREET)**



SEE SHEET NO. 5 FOR -R1- PLAN  
**-R1- SLIP RAMP**

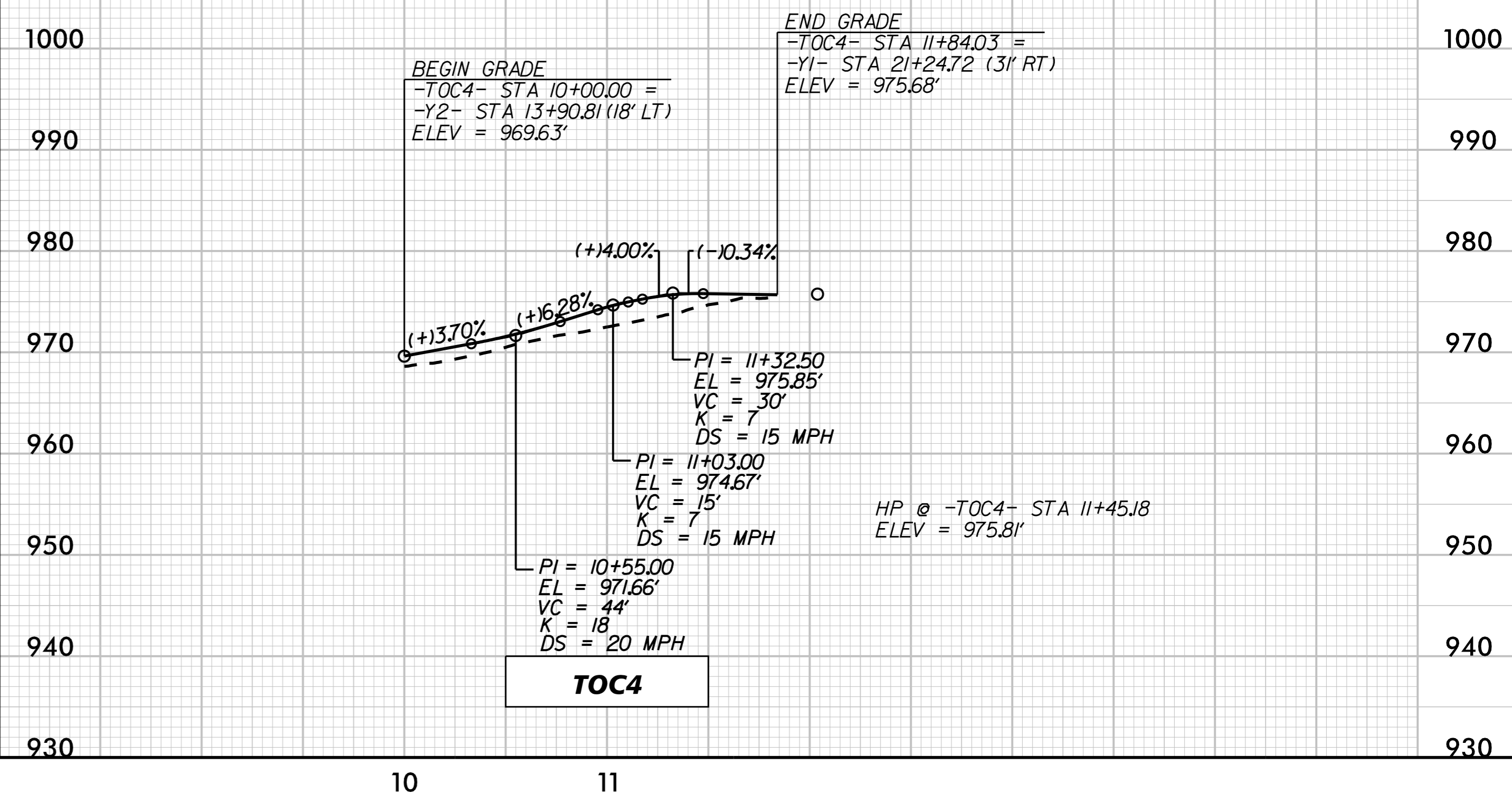
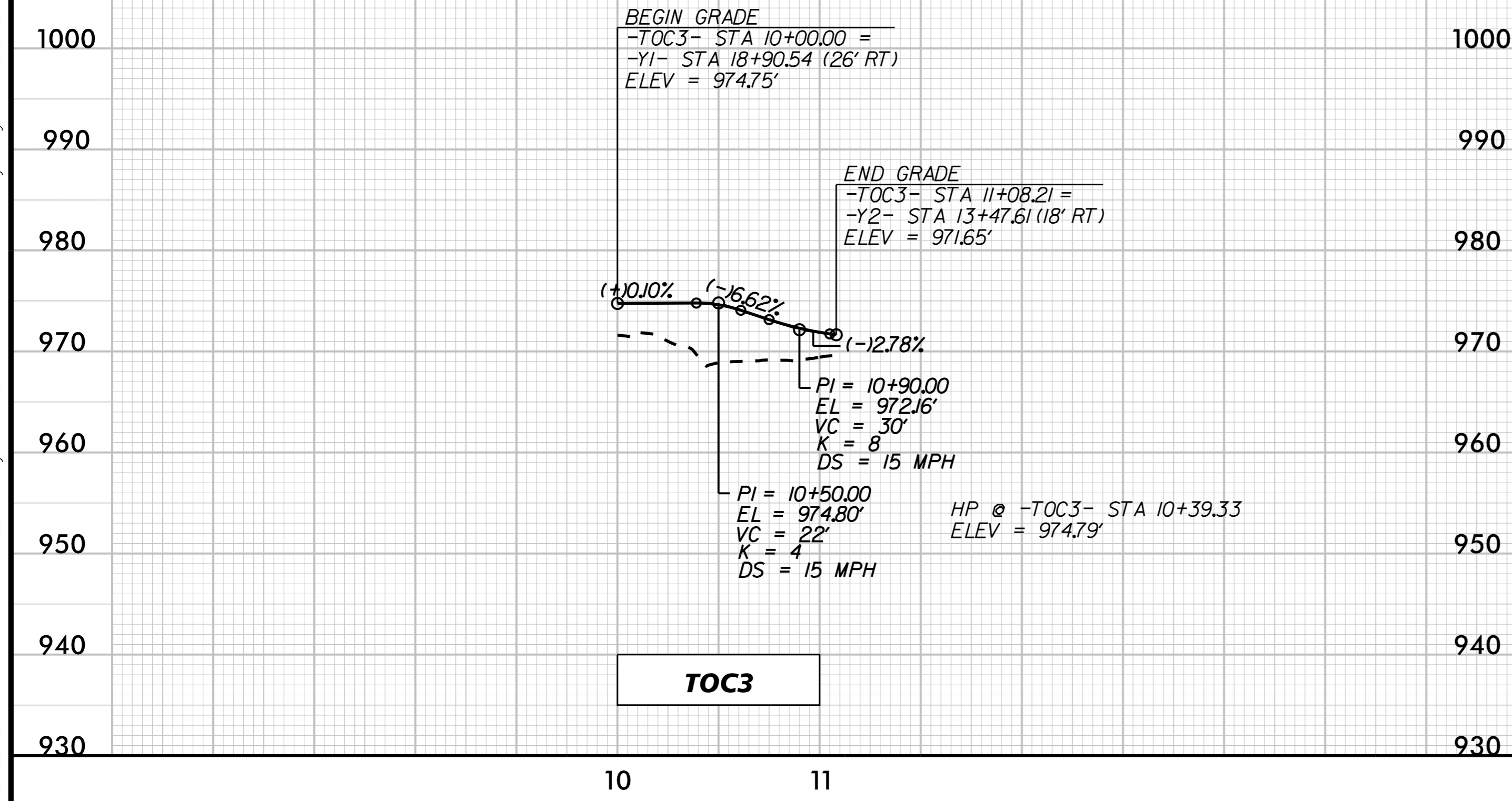
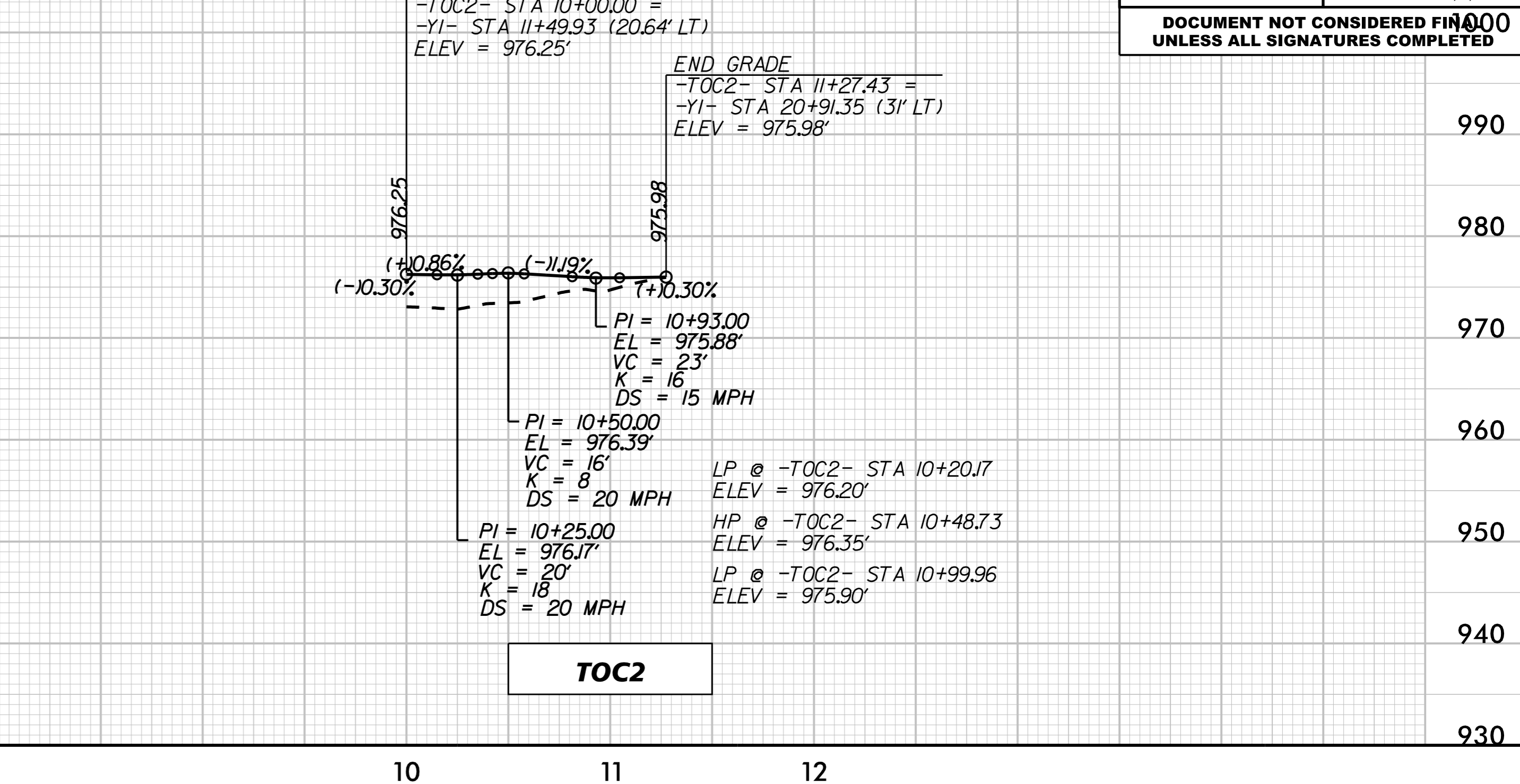
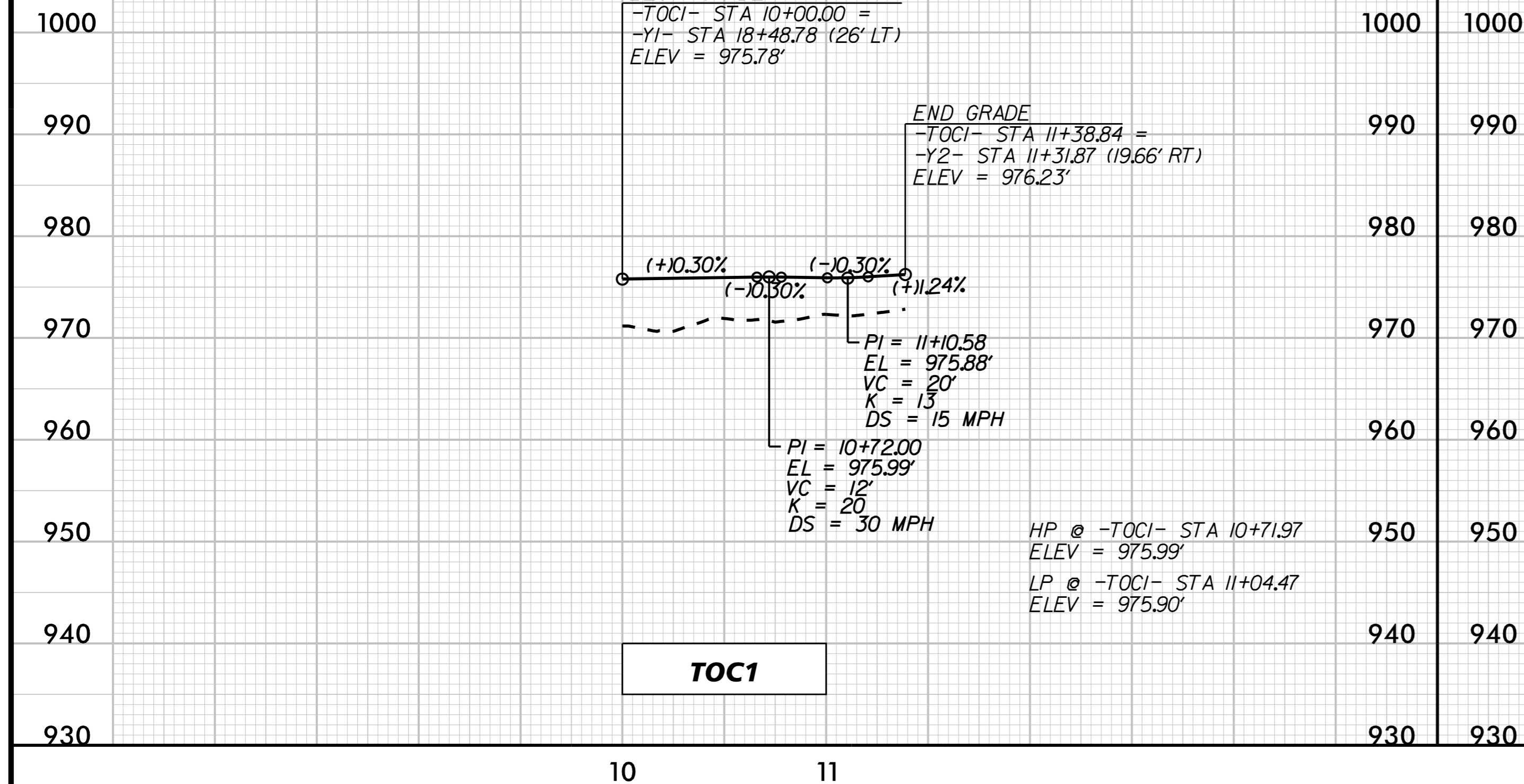
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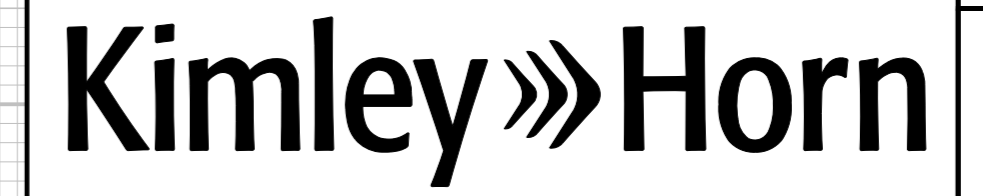


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PROJECT REFERENCE NO. W-5510	SHEET NO. 11
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSigned by: Matthew S. West ACT11A1D0798425 1/4/2016	DocuSigned by: Matthew S. West CE17E2971D5643E 1/4/2016
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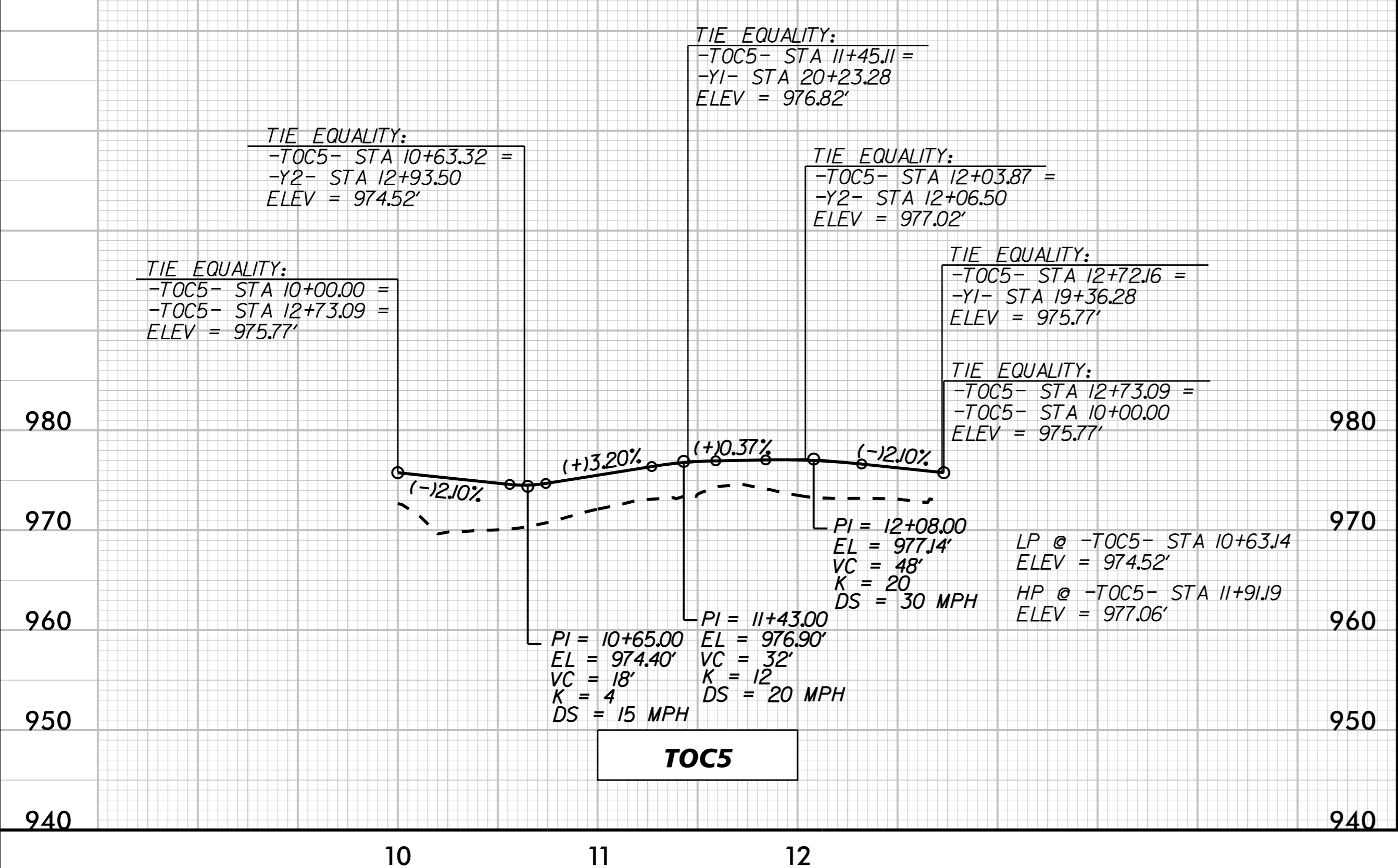


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PROJECT REFERENCE NO. W-5510	SHEET NO. 12
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSigned by: Matthew S. West 1/4/2016	DocuSigned by: Larry D. Robinson 1/4/2016
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