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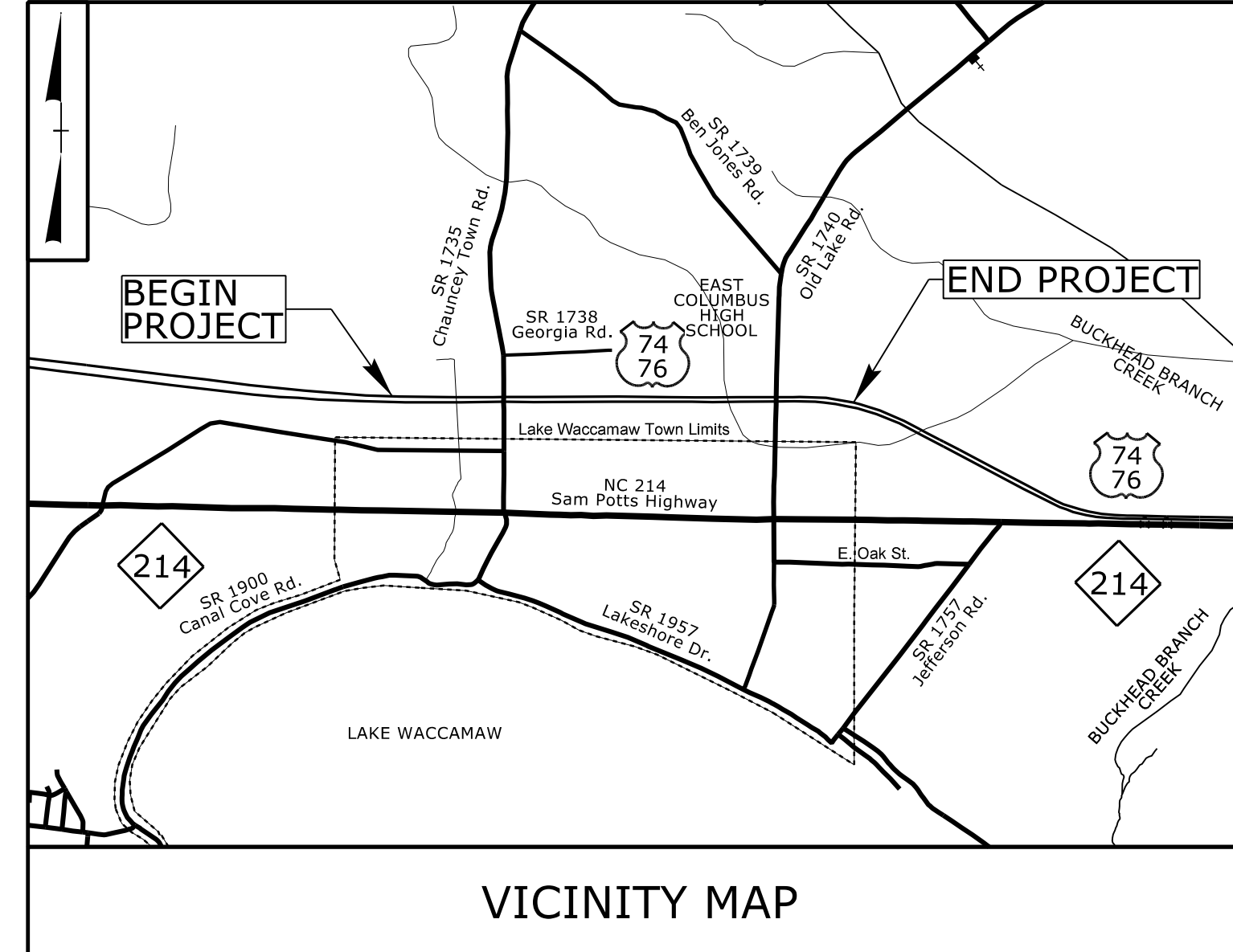
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09_08/21/9

TIP PROJECT: R-5819/R-5820

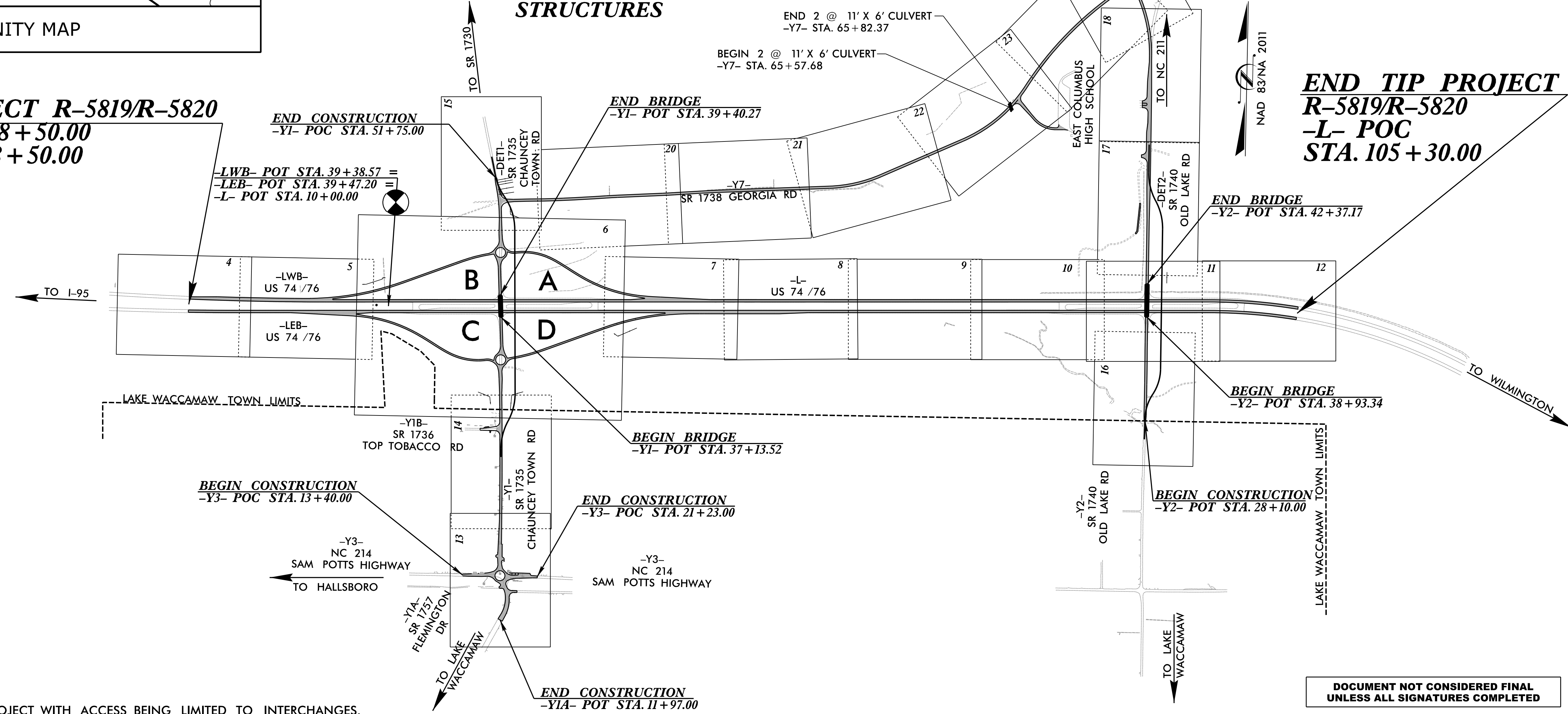
CONTRACT: C204722

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

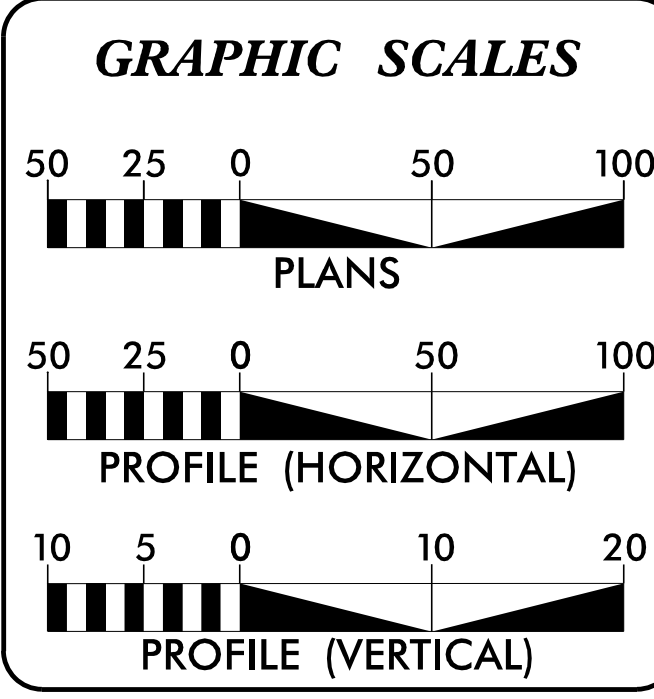


BEGIN TIP PROJECT R-5819/R-5820
-LWB- POC STA. 18+50.00
-LEB- POC STA. 18+50.00

-LWB- POT STA. 39+38.57 =
-LEB- POT STA. 39+47.20 =
-L- POT STA. 10+00.00



NOTES:
1. THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.



DESIGN DATA

ADT 2022 =	14,400
ADT 2042 =	18,000
K =	8 %
D =	55 %
T =	20 % *
V =	75 MPH
* 16% TTST + 4% DUAL	
FUNC CLASS=INTERSTATE STATEWIDE TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-5819/R-5820 =	2.202 MILES
TOTAL LENGTH TIP PROJECT R-5819/R-5820 =	2.202 MILES

Prepared in the Office of:
NV5
FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 22, 2021
LETTING DATE: JUNE 21, 2022

JOHNNY BANKS -NV5
PROJECT MANAGER

STEVE A. DRUM, PE -NV5
PROJECT DESIGN ENGINEER

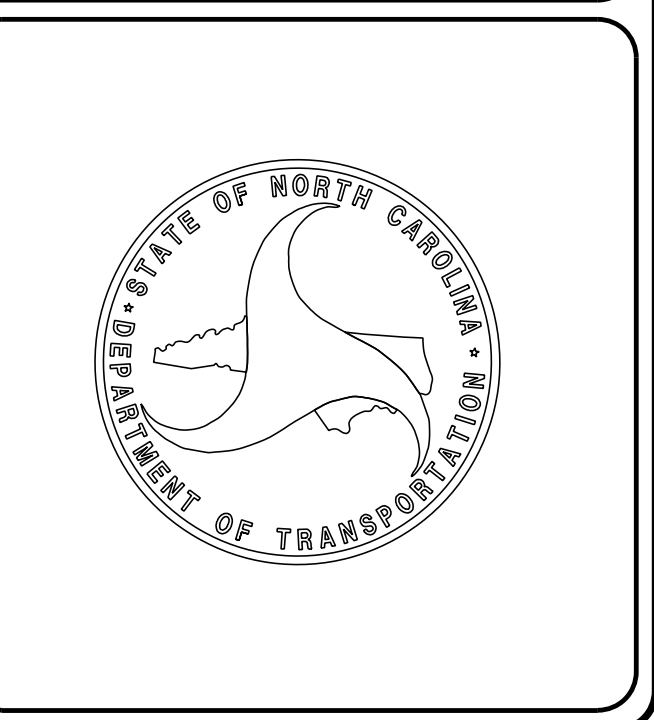
JOHN GAUTHIER -NCDOT
PROJECT MANAGER

HYDRAULICS ENGINEER

DocuSigned by:
Brandon Barham
SIGNATURE: P.E. 4/13/2022

ROADWAY DESIGN ENGINEER

DocuSigned by:
Steve Anthony Drum
SIGNATURE: P.E. 4/13/2022

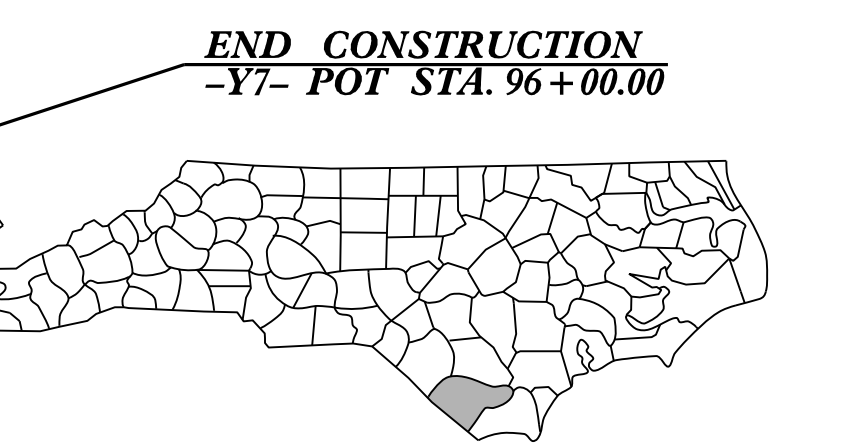


STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS COLUMBUS COUNTY

**LOCATION: US 74/US 76 AT SR 1735 (CHAUNCEY TOWN ROAD)
CONVERT AT-GRADE INTERSECTION TO INTERCHANGE (COMBINE W/R-5819)
US 74/US 76 AT SR 1740(OLD LAKE ROAD)
CONVERT AT-GRADE INTERSECTION TO OVERPASS (COMBINE W/R-5820)**

TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURES

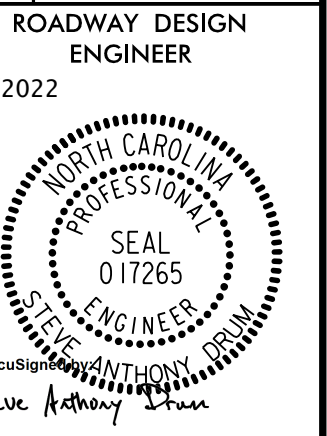
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5819/R-5820	1	
STATE WBS NO.	F.A. PROJ. NO.	DESCRIPTION	
47091.1.1/47092.1.1		PE	
47092.2.1		ROW	
47092.2.2		UTIL	
47092.3.1		CONST	



END TIP PROJECT R-5819/R-5820
-L- POC STA. 105+30.00

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

4/6/2022
E:\Roadway\Proj\NR5819_R5820_RDY_TSH.dgn
Erica.WarTn



EFF. 01-16-2018
REV.

2018 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, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A-1 THRU 2A-8	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-1 THRU 2B-11	ROADWAY DETAILS
2C-1	GUARDRAIL DETAIL
2C-2	COAL COMBUSTION PRODUCT PLACEMENT DETAIL
2C-3	DETAIL OF TEMP 1" STEEL COVER OVER DRAINAGE STRUCTURE
3B-1 THRU 3B-2	SUMMARY OF EARTHWORK AND ROADWAY SUMMARIES
3D-1 THRU 3D-7	DRAINAGE SUMMARIES
3G-1	GEOTECHNICAL SUMMARIES
3P-1	PARCEL INDEX SHEET
4 THRU 47	PLAN AND PROFILE SHEETS
RWO-1 THRU RWO-25	RIGHT OF WAY CONTROL SHEETS
TMP-1 THRU TMP-81	TRANSPORTATION MANAGEMENT PLANS
PMP-1 THRU PMP-17	PAVEMENT MARKING PLANS
EC-1 THRU EC-61	EROSION CONTROL PLANS
SIGN-1 THRU SIGN-23A	SIGNING PLANS
UC-1 THRU UC-5	UTILITIES CONSTRUCTION PLANS
UC-DT1 THRU UC-DT2	UTILITY DETAILS
UD-1 THRU UD-14	UTILITIES BY OTHERS PLANS
X-0	CROSS-SECTION INDEX
X-0A THRU X-0F	CROSS-SECTION SUMMARY SHEETS
X-1A THRU X-158	CROSS-SECTIONS
S1-1 THRU S1-38	STRUCTURE PLANS
S2-1 THRU S2-32	STRUCTURE PLANS
C-1 THRU C-6	CULVERT PLANS

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
225.01	Guide for Grading Subgrade - Interstate and Freeway
225.02	Guide for Grading Subgrade - Secondary and Local
225.03	Deceleration and Acceleration Lanes
225.04	Method of Obtaining Superelevation - Two Lane Pavement
225.05	Method of Obtaining Superelevation - Divided Highways
225.06	Method of Grading Sight Distance at Intersections
225.08	Earth Berm Median Pier Protection
225.09	Guide for Shoulder and Ditch Transition at Grade Separations
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
310.10	Driveway Pipe Construction
DIVISION 4 - MAJOR STRUCTURES	
422.01	Bridge Approach Fills - Type I Standard Approach Fill
422.03	Bridge Approach Fills - Type A Alternate Approach Fill for Integral Abutment
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
560.02	Method of Shoulder Construction - High Side of Superelevated Curve - Method II
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
610.03	Guide for Paving Shoulders Under Bridges - Method III
654.01	Pavement Repairs
665.01	Asphalt Shoulders - Milled Rumble Strips
DIVISION 8 - INCIDENTALS	
815.02	Subsurface Drain
838.01	Concrete Endwall for Single and Double Pipe Culverts - 15" thru 48" Pipe 90 Skew
838.11	Brick Endwall for Single and Double Pipe Culverts - 15" thru 48" Pipe 90 Skew
838.21	Reinforced Concrete Endwall - for Single 54" Pipe 90 Skew
838.27	Reinforced Concrete Endwall - for Single 60" Pipe 90 Skew
838.45	Notes for Reinforced Concrete Endwall - Std. Dwg 838.21 thru 838.40
838.51	Reinforced Brick Endwall - for Single 54" Pipe 90 Skew
838.57	Reinforced Brick Endwall - for Single 60" Pipe 90 Skew
838.75	Notes for Reinforced Brick Endwall - Std. Dwg 838.51 thru 838.70
840.00	Concrete Base Pad for Drainage Structures
840.01	Brick Catch Basin - 12" thru 54" Pipe
840.02	Concrete Catch Basin - 12" thru 54" Pipe
840.03	Frame, Grates and Hood - for Use on Standard Catch Basin
840.14	Concrete Drop Inlet - 12" thru 30" Pipe
840.15	Brick Drop Inlet - 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.18	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.19	Concrete Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
840.20	Frames and Wide Slot Flat Grates
840.22	Frames and Wide Slot Sag Grates
840.24	Frames and Narrow Slot Sag Grates
840.27	Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.28	Brick Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.35	Traffic Bearing Grated Drop Inlet - for Cast Iron Double Frame and Grates
840.45	Precast Drainage Structure
840.46	Traffic Bearing Precast Drainage Structure
840.51	Brick Manhole - 12" thru 36" Pipe
840.52	Precast Manhole - 4', 5' and 6' Diameter
840.53	Precast Manhole with Masonry Base - 12" thru 42" Pipe
840.54	Manhole Frame and Cover
840.66	Drainage Structure Steps
840.71	Concrete and Brick Pipe Plug
840.72	Pipe Collar
846.01	Concrete Curb, Gutter and Curb & Gutter
846.04	Drop Inlet Installation in Shoulder Berm Gutter
848.01	Concrete Sidewalk
848.02	Driveway Turnout - Radius Type
848.04	Street Turnout
848.05	Curb Ramp - Proposed Curb & Gutter
852.01	Concrete Islands
852.02	Concrete Mountable Median - for Use with Rigid or Flexible Pavement
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
862.04	Anchoring End of Guardrail - B-77 and B-83 Anchor Units
866.01	Chain Link Fence - 4', 5' and 6' High Fence
866.02	Woven Wire Fence - with Wood Post
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets
876.04	Drainage Ditches with Class 'B' Rip Rap

GENERAL NOTES:

2018 SPECIFICATIONS
EFFECTIVE: 01-16-2018
REVISED:

GRADING AND SURFACING OR RESURFACING AND WIDENING:

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

CLEARING:

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

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 AND STD. NO. 225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

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

SUBSURFACE DRAINS:

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

DRIVEWAYS:

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

STREET TURNOUT:

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

GUARDRAIL:

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

TEMPORARY SHORING:

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

END BENTS:

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

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

RIGHT-OF-WAY MARKERS:

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

CURB RAMPS

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

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

12/2/2016

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----
Property Monument	□ ECM
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	☠ S ☠
Potential Contamination Area: Soil	☠ S ☠
Known Contamination Area: Water	☠ W ☠
Potential Contamination Area: Water	☠ W ☠
Contaminated Site: Known or Potential	---

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	---

HYDROLOGY:

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

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	---
Primary Horiz Control Point	---
Primary Horiz and Vert Control Point	---
Exist Permanent Easement Pin and Cap	---
New Permanent Easement Pin and Cap	---
Vertical Benchmark	△
Existing Right of Way Marker	---
Existing Right of Way Line	---
New Right of Way Line	---
New Right of Way Line with Pin and Cap	---
New Right of Way Line with Concrete or Granite R/W Marker	---
New Control of Access Line with Concrete C/A Marker	---
Existing Control of Access	---
New Control of Access	---
Existing Easement Line	---
New Temporary Construction Easement	---
New Temporary Drainage Easement	---
New Permanent Drainage Easement	---
New Permanent Drainage / Utility Easement	---
New Permanent Utility Easement	---
New Temporary Utility Easement	---
New Aerial Utility Easement	---

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	--- C ---
Proposed Slope Stakes Fill	--- F ---
Proposed Curb Ramp	---
Existing Metal Guardrail	---
Proposed Guardrail	---
Existing Cable Guiderail	---
Proposed Cable Guiderail	---
Equality Symbol	---
Pavement Removal	---

VEGETATION:

Single Tree	☼
Single Shrub	☼

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

Hedge	-----
Woods Line	-----
Orchard	☼ ☼ ☼ ☼
Vineyard	□ Vineyard

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	CONC
Bridge Wing Wall, Head Wall and End Wall	CONC WW
MINOR:	
Head and End Wall	CONC HW
Pipe Culvert	---
Footbridge	---
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	---
Storm Sewer Manhole	⊙
Storm Sewer	---

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	--- A/G Water ---

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	--- A/G Gas ---

SANITARY SEWER:

Sanitary Sewer Manhole	⊙
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	---
Above Ground Sanitary Sewer	--- A/G 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	AATUR
End of Information	E.O.I.

5/14/2022

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN - MAY 21, 2021)

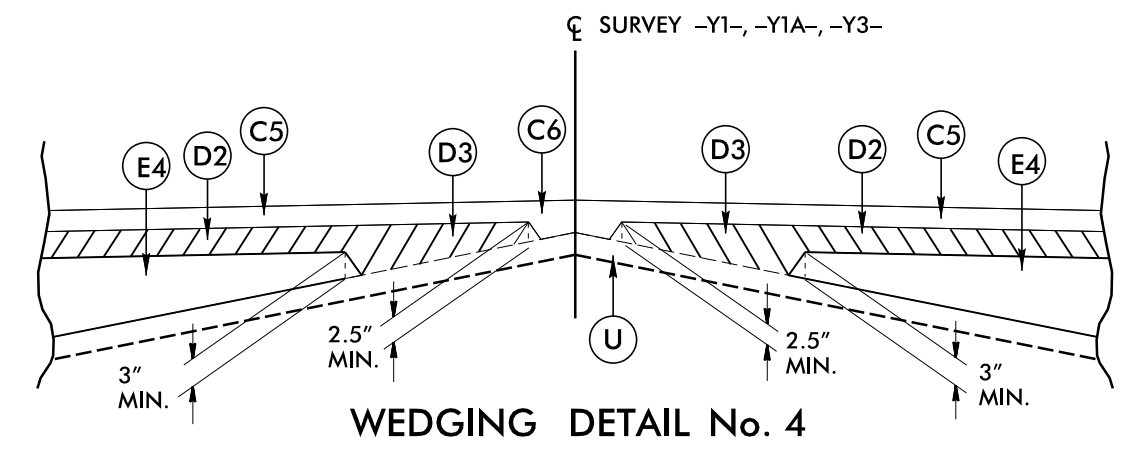
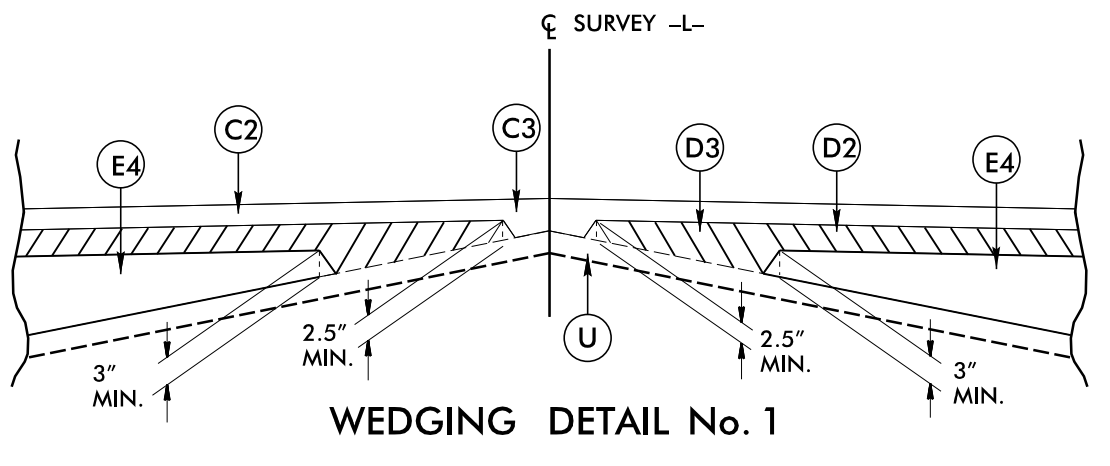
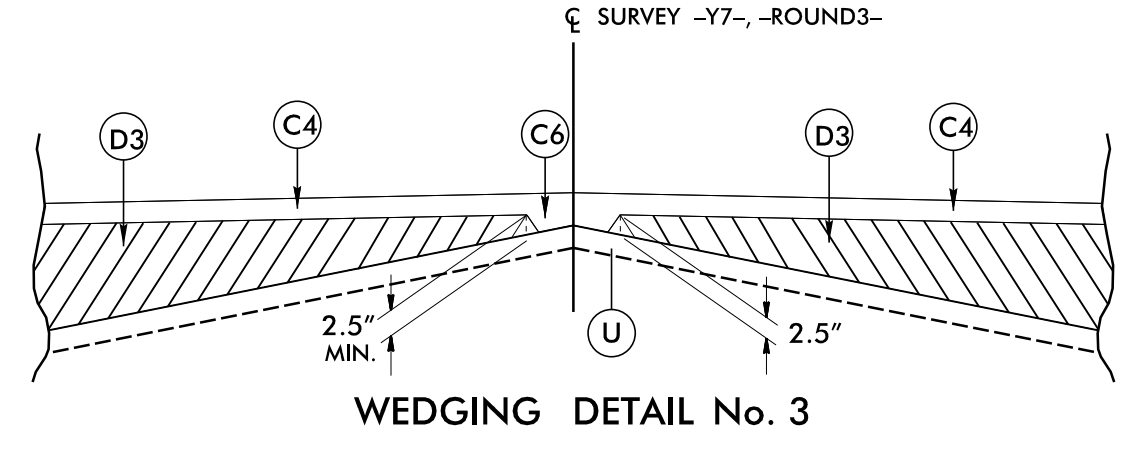
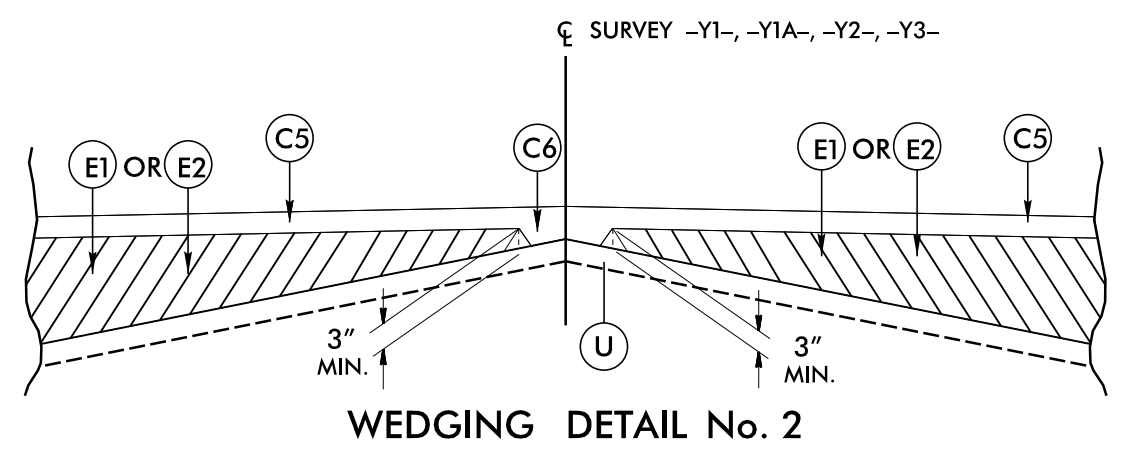
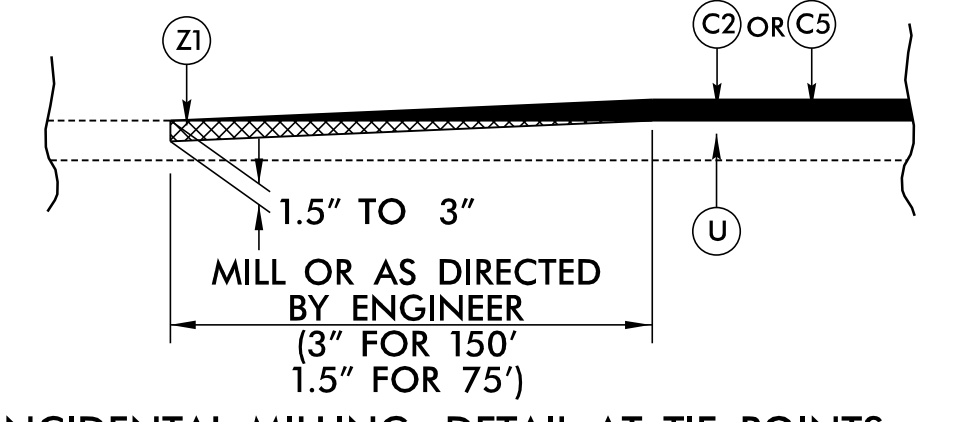
A1	12" JOINTED PORTLAND CEMENT CONCRETE PAVEMENT, WITH 4x4 W5.5xW5.5 WIRE MESH OR 6x6 W8.5xW8.5 WIRE MESH	E2	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.	R6	SHOULDER BERM GUTTER.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	E3	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.	S	4" CONCRETE SIDEWALK.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	E4	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH.	T	EARTH MATERIAL.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	J1	PROP. 6" AGGREGATE BASE COURSE.	U	EXISTING PAVEMENT.
C4	PROP. APPROX. 2.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	J2	PROP. 8" AGGREGATE BASE COURSE.	V	RUMBLE STRIPS
C5	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	K	12" CLASS IV SUBGRADE STABILIZATION	W1	VARIABLE DEPTH ASPHALT PAVEMENT(SEE WEDGING DETAIL).
C6	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1 1/2" IN DEPTH.	N	GEOTEXTILE FOR SOIL STABILIZATION	W2	VARIABLE DEPTH ASPHALT PAVEMENT(SEE WEDGING DETAIL).
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	P	PRIME COAT AT THE RATE OF .35 GAL. PER SQ. YD.	W3	VARIABLE DEPTH ASPHALT PAVEMENT(SEE WEDGING DETAIL).
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	R1	2' ROLLED CURB AND GUTTER (SEE ROLLED CURB DETAIL)	W4	VARIABLE DEPTH ASPHALT PAVEMENT(SEE WEDGING DETAIL).
D3	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" IN DEPTH OR GREATER THAN 4" IN DEPTH.	R2	2'-6" CONCRETE CURB AND GUTTER.	Z1	INCIDENTAL MILLING
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	R3	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).	Z2	1.5" DEPTH MILLING.
		R4	9" X 18" CONCRETE CURB.		

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 NV5 ENGINEERS & CONSULTANTS, INC.
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 CARY, NC 27518
 P: 919.851.1912 www.nv5.com
 NC License # F41333
 formerly CALV Engineers & Consultants

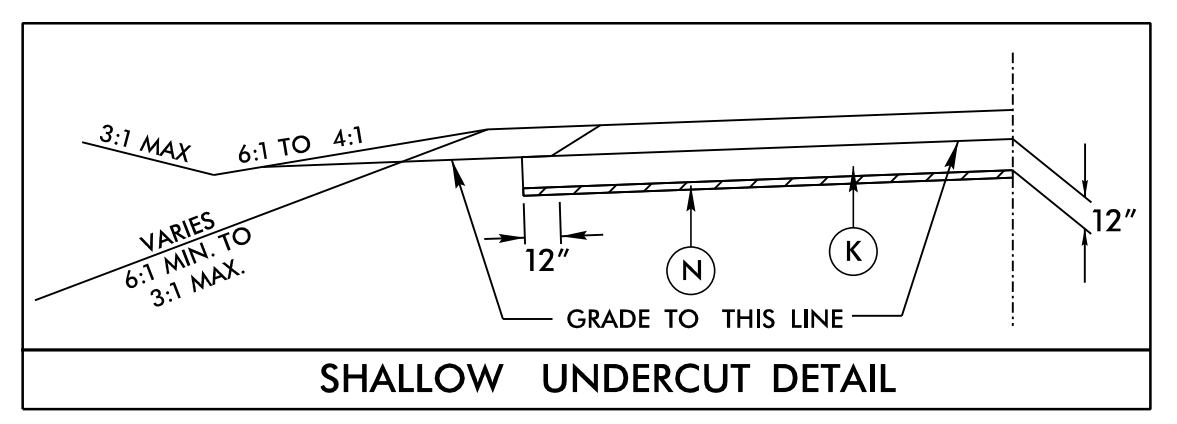
PROJECT REFERENCE NO. **R-5819/R-5820** SHEET NO. **2A-1**
 RW SHEET NO.
 ROADWAY DESIGN ENGINEER 4/29/2022
 PAVEMENT DESIGN ENGINEER 5/3/2022

Seal: NORTH CAROLINA PROFESSIONAL ENGINEERS SEAL 017265
 Seal: NORTH CAROLINA PROFESSIONAL ENGINEERS SEAL 044590

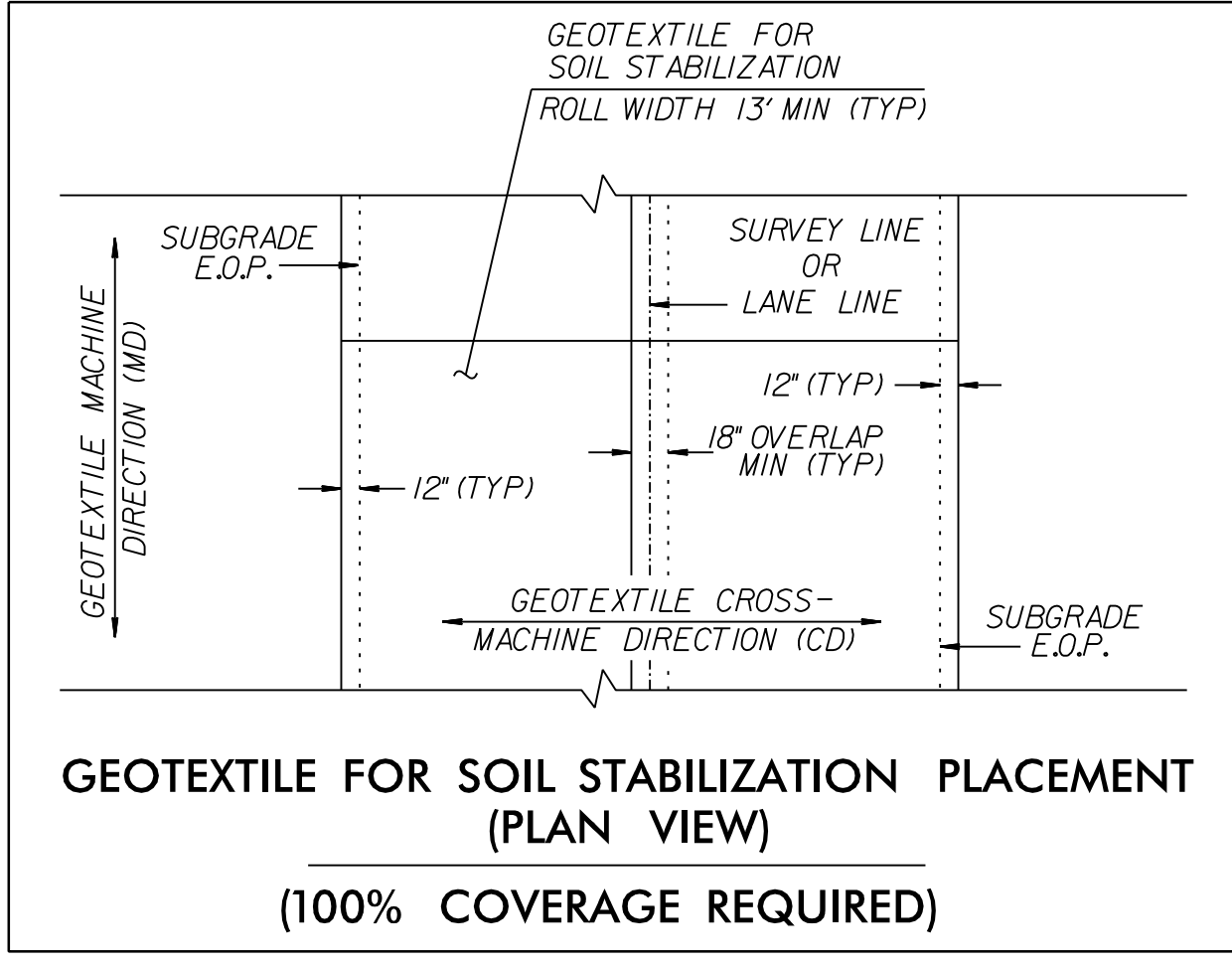
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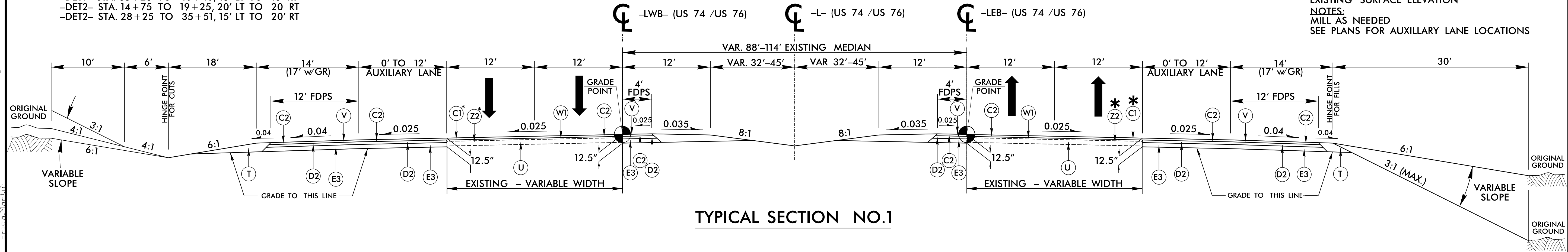
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



- SHALLOW UNDERCUT STATIONS**
- LWB- STA. 31+75 TO 39+38, 50' LT TO 150' RT
 - L- STA. 16+75 TO 20+25, 37' LT TO 82' LT & 37' RT TO 82' RT
 - L- STA. 23+75 TO 26+25, 37' LT TO 82' LT & 37' RT TO 82' RT
 - L- STA. 46+75 TO 50+25, 37' LT TO 82' LT & 37' RT TO 82' RT
 - L- STA. 50+75 TO 54+25, 37' LT TO 82' LT & 37' RT TO 82' RT
 - L- STA. 86+75 TO 89+25, 37' LT TO 82' LT & 37' RT TO 82' RT
 - L- STA. 100+75 TO 104+25, 37' LT TO 82' LT & 37' RT TO 82' RT
 - Y1- STA. 13+75 TO 26+75, 10' LT TO 21' LT & 10' RT TO 16' RT
 - Y1- STA. 49+75 TO 51+75, 10' LT TO 17' LT & 10' RT TO 17' RT
 - Y1A- STA. 13+25 TO 16+25, 31' LT TO 35' RT
 - Y2- STA. 50+25 TO 65+75, 17' LT TO 27' LT & 17' RT TO 23' RT
 - Y3- STA. 18+25 TO 21+40, 8' LT TO 14' LT & 10' RT TO 38' RT
 - Y7- STA. 11+75 TO 14+25, 32' LT TO 38' RT
 - Y7- STA. 23+75 TO 26+25, 20' LT TO 20' RT
 - Y7- STA. 27+25 TO 29+75, 15' LT TO 13' RT
 - Y7- STA. 37+25 TO 38+75, 19' LT TO 19' RT
 - Y7- STA. 61+75 TO 62+75, 19' LT TO 19' RT
 - DET1- STA. 23+25 TO 23+75, 15' LT TO 15' RT
 - DET1- STA. 25+25 TO 25+40, 15' LT TO 15' RT
 - DET1- STA. 35+25 TO 40+40, 15' LT TO 15' RT
 - DET2- STA. 14+75 TO 19+25, 20' LT TO 20' RT
 - DET2- STA. 28+25 TO 35+51, 15' LT TO 20' RT



USE TYPICAL SECTION NO.1
 -LWB- STA. 18+50.00 TO -LWB- STA. 39+38.57
 -L- STA. 18+50.00 TO -L- STA. 39+47.20
 -L- STA. 10+00.00 TO -L- STA. 105+30.00
 *USE Z2 AND C1 WHERE PROPOSED PAVEMENT SURFACE IS LESS THAN 3" HIGHER THAN THE EXISTING SURFACE ELEVATION
 NOTES:
 MILL AS NEEDED
 SEE PLANS FOR AUXILIARY LANE LOCATIONS



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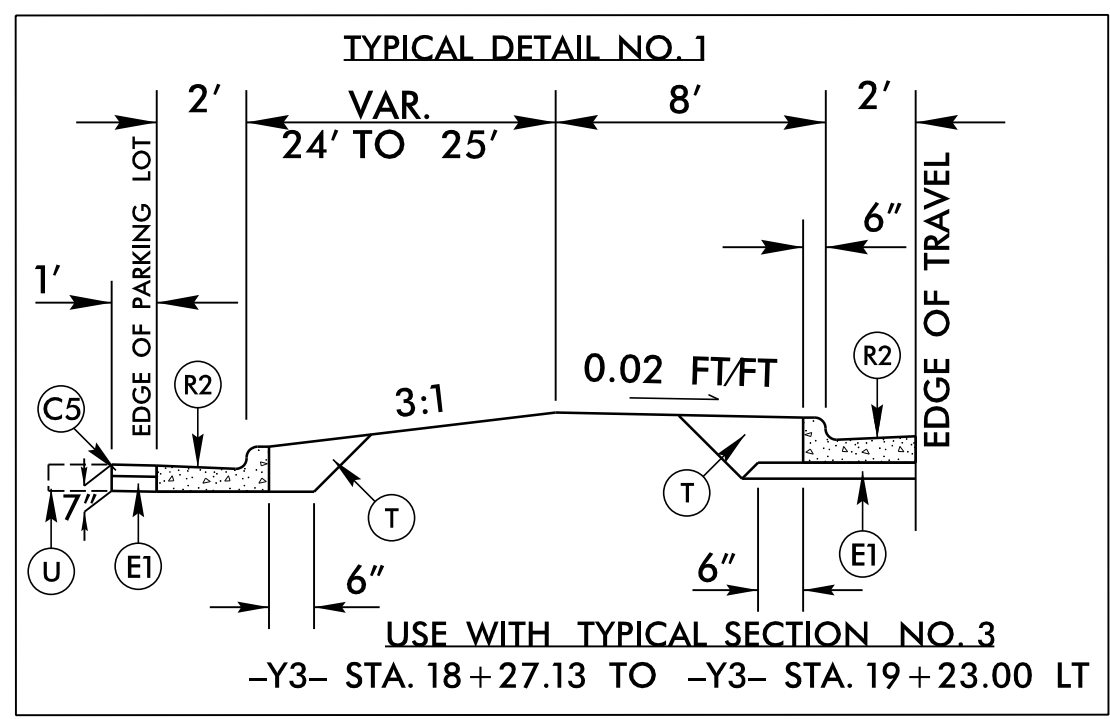
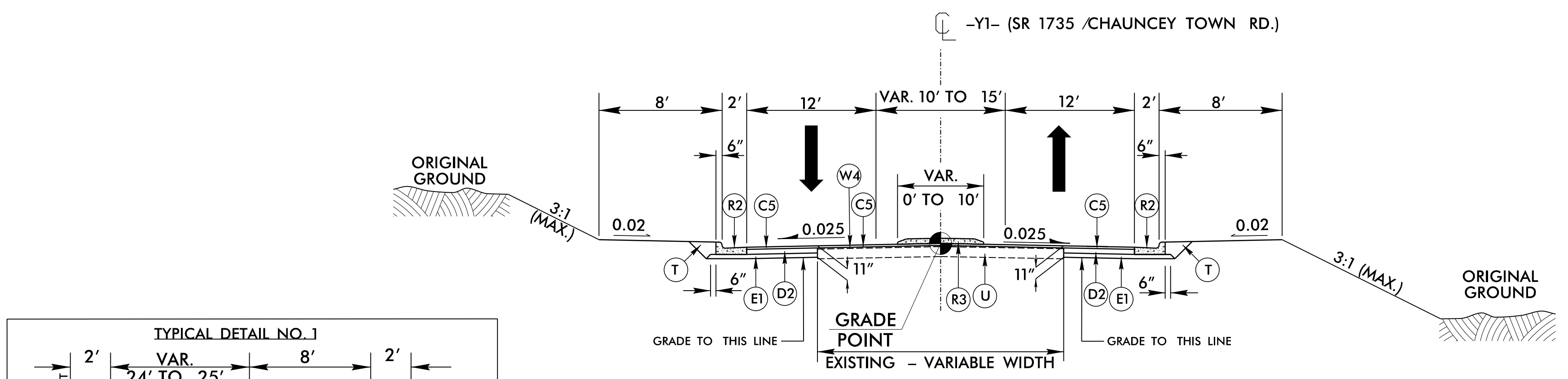
PAVEMENT SCHEDULE <small>(FINAL PAVEMENT DESIGN - MAY 21, 2021)</small>	
A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.

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formerly CALX Engineers & Consultants

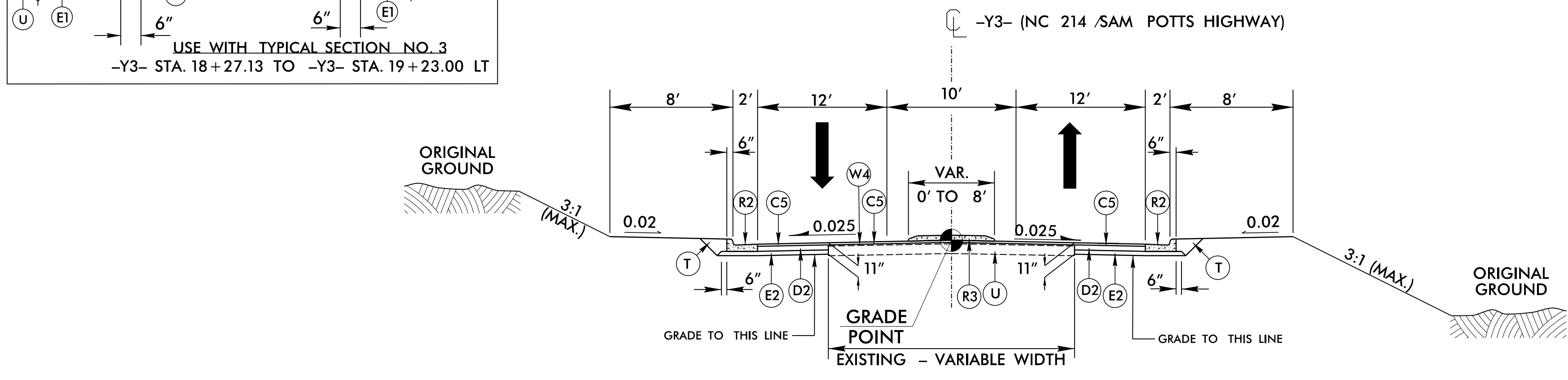
PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2A-2
RW SHEET NO.	
ROADWAY DESIGN 4/29/2022 ENGINEER	PAVEMENT DESIGN 5/3/2022 ENGINEER

DOCUMENT NOT CONSIDERED FINAL
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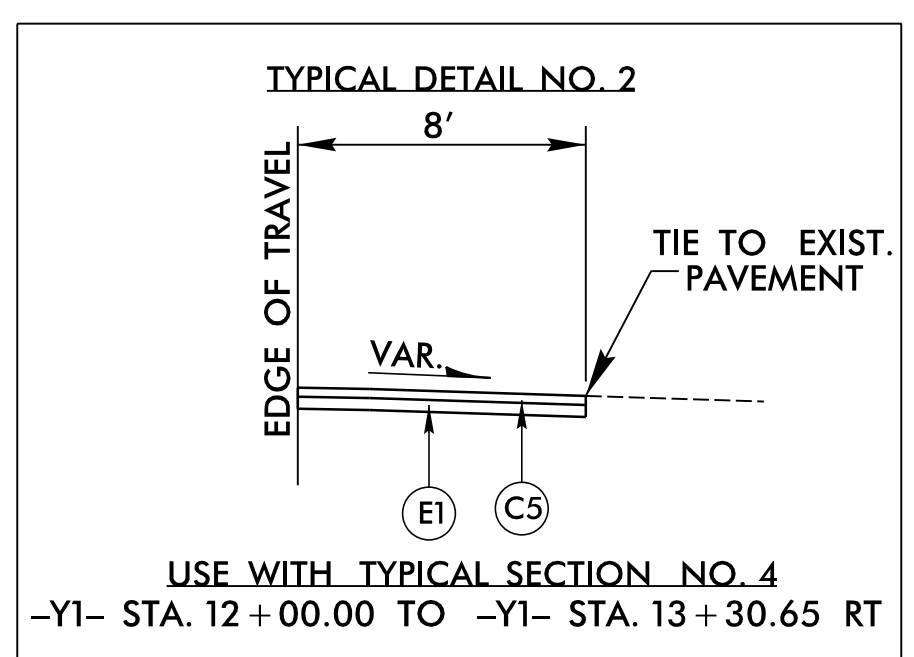
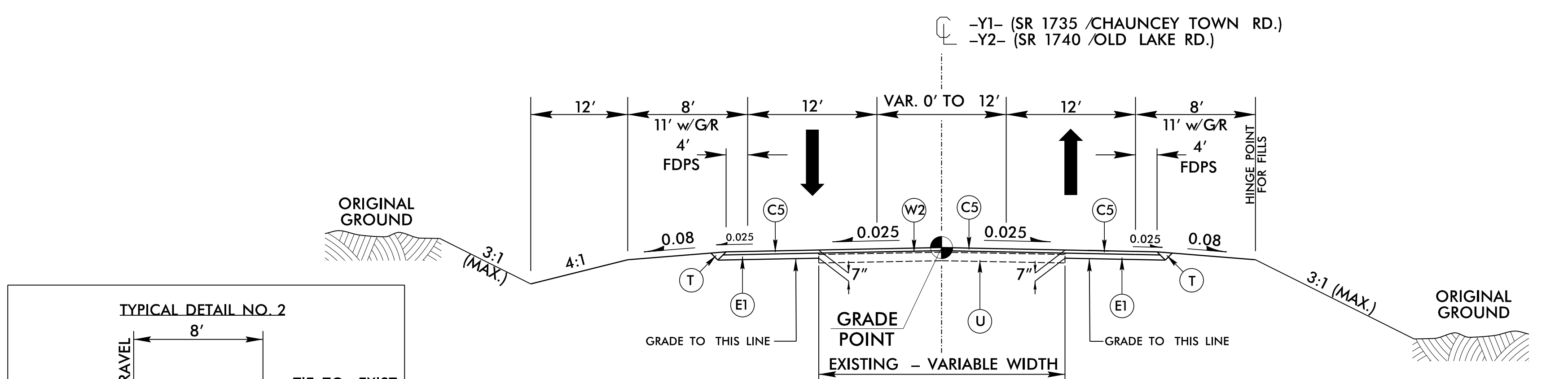
USE TYPICAL SECTION NO. 2
-Y1- STA. 10+70.00 TO -Y1- STA. 11+90.00

NOTES:
SEE PLANS FOR TAPERS
MILL AS NEEDED



USE TYPICAL SECTION NO. 3
-Y3- STA. 15+40.00 TO -Y3- STA. 16+61.48
-Y3- STA. 18+01.48 TO -Y3- STA. 19+53.00

NOTES:
SEE PLANS FOR TAPERS
MILL AS NEEDED



USE TYPICAL SECTION NO. 4
-Y1- STA. 11+90.00 TO -Y1- STA. 15+90.00
-Y2- STA. 49+00.00 TO -Y2- STA. 65+80.00

NOTES:
SEE PLANS FOR TURN LANES AND TAPERS
MILL AS NEEDED

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5/14/2022

PAVEMENT SCHEDULE <small>(FINAL PAVEMENT DESIGN - MAY 21, 2022)</small>	
A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.

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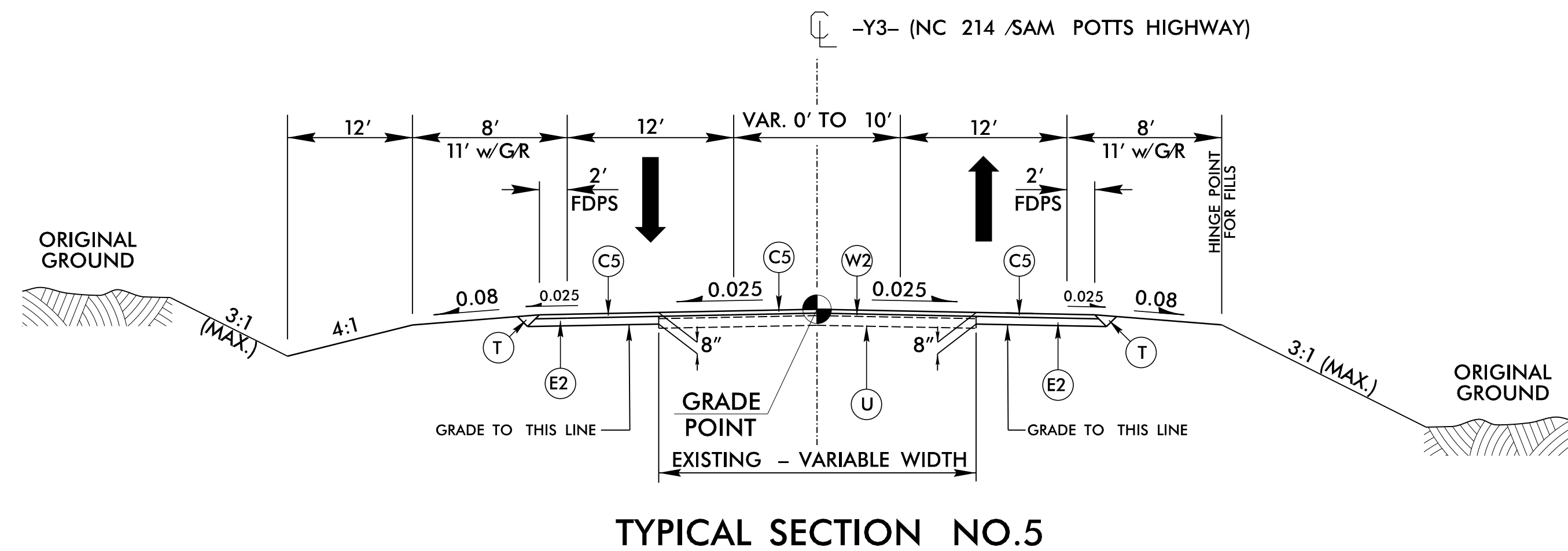
NV5 ENGINEERS & CONSULTANTS, INC.
3300 REGENCY PARKWAY, SUITE 100
CARY, NC 27518
P: 919.851.1912 www.nv5.com

PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2A-3
ROADWAY DESIGN ENGINEER 4/29/2022	PAVEMENT DESIGN ENGINEER 5/3/2022

NORTH CAROLINA
PROFESSIONAL
SEAL
017265
ENGINEER

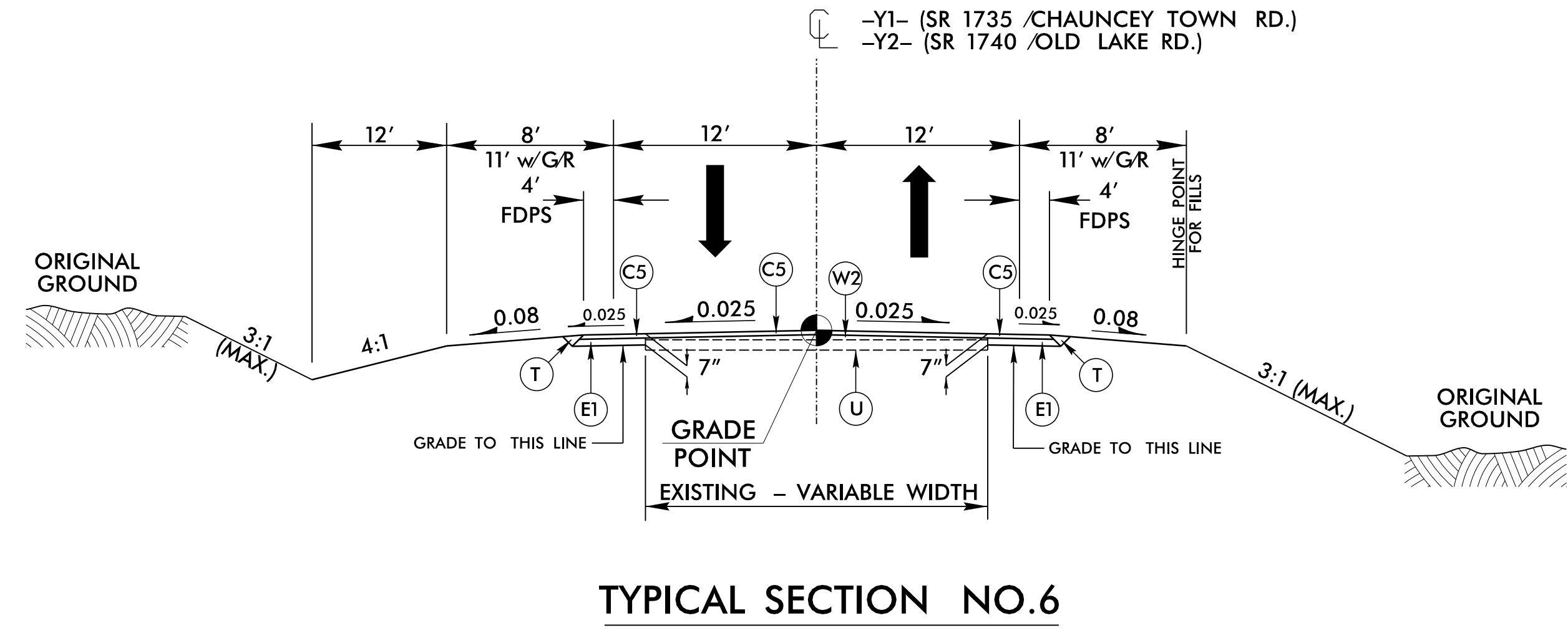
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PROFESSIONAL
SEAL
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ENGINEER

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



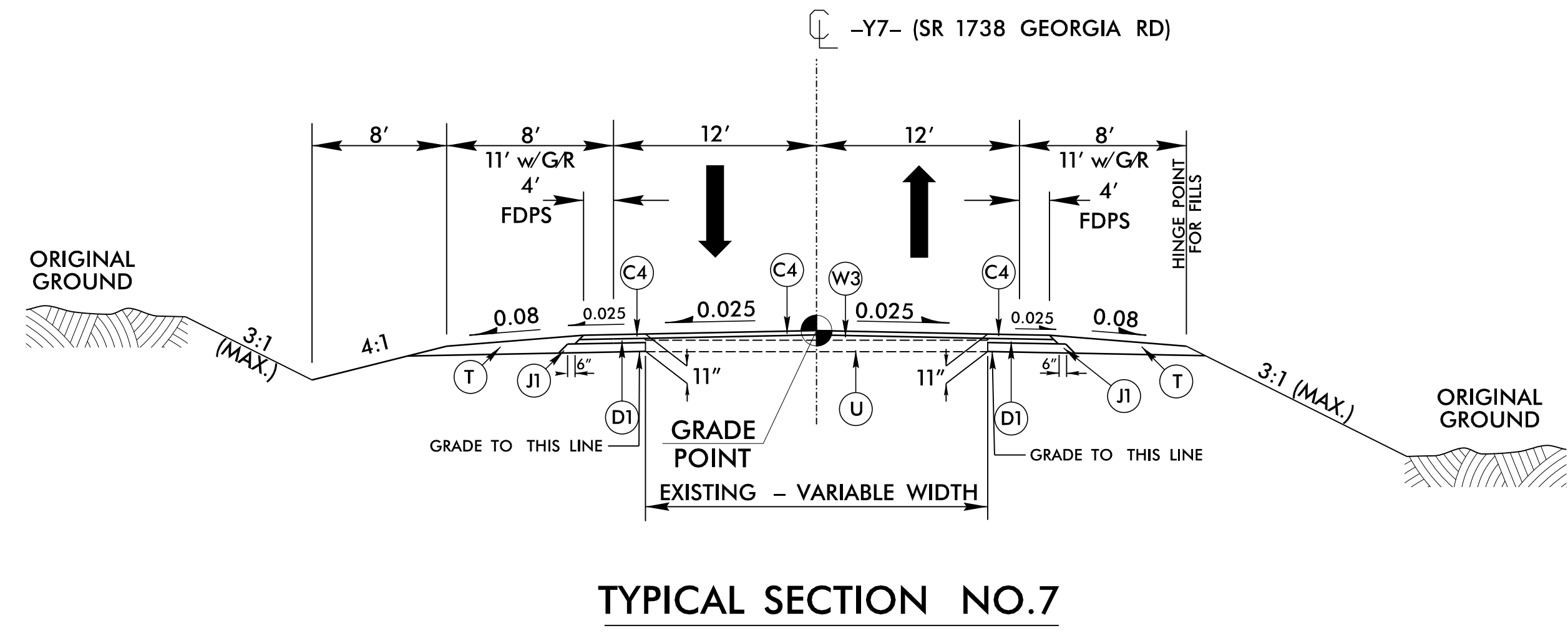
USE TYPICAL SECTION NO. 5
 -Y3- STA. 13+40.00 TO -Y3- STA. 15+40.00
 -Y3- STA. 19+53.00 TO -Y3- STA. 21+23.00

NOTES:
 SEE PLANS FOR TURN LANES AND TAPERS
 MILL AS NEEDED



USE TYPICAL SECTION NO. 6
 -Y1- STA. 15+90.00 TO -Y1- STA. 16+25.00
 -Y1- STA. 24+25.00 TO -Y1- STA. 26+50.00
 -Y1- STA. 49+80.00 TO -Y1- STA. 51+75.00
 -Y2- STA. 28+10.00 TO -Y1- STA. 30+00.00
 -Y2- STA. 65+80.00 TO -Y2- STA. 68+25.00

NOTES:
 MILL AS NEEDED



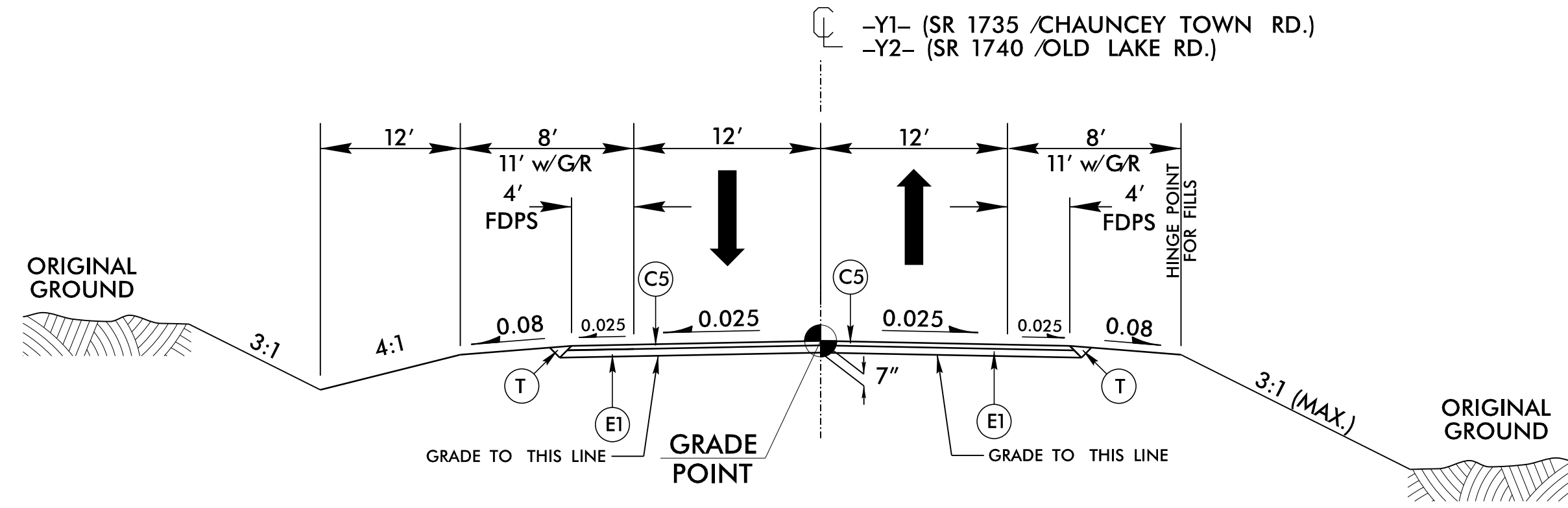
USE TYPICAL SECTION NO. 7
 -Y7- STA. 92+75.00 TO -Y7- STA. 96+00.00

NOTES:
 MILL AS NEEDED

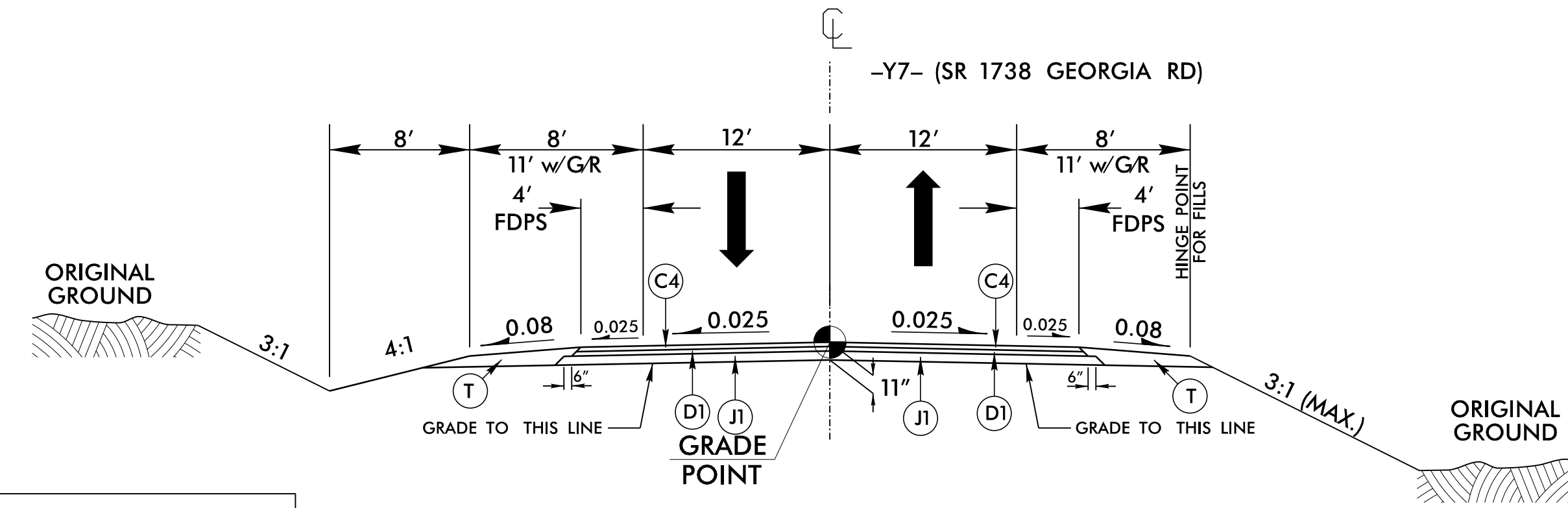
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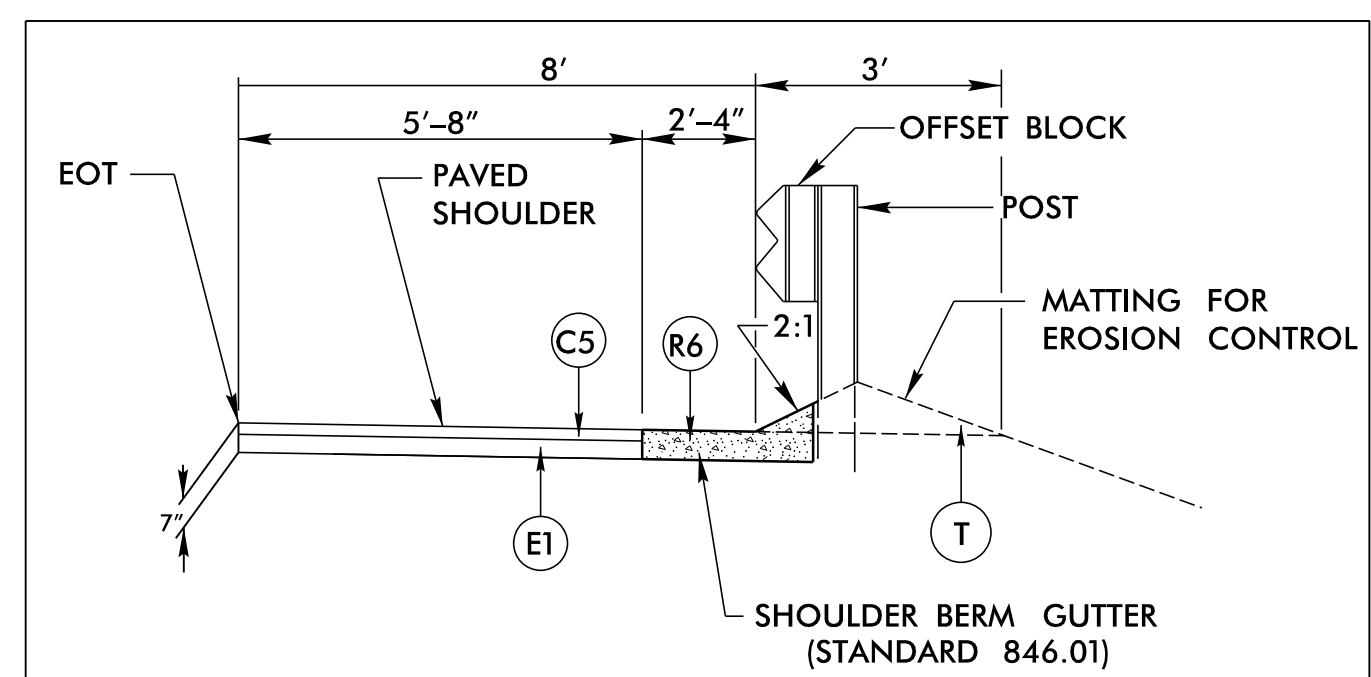
PAVEMENT SCHEDULE	
IFINAL PAVEMENT DESIGN - MAY 21, 2021	
A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.



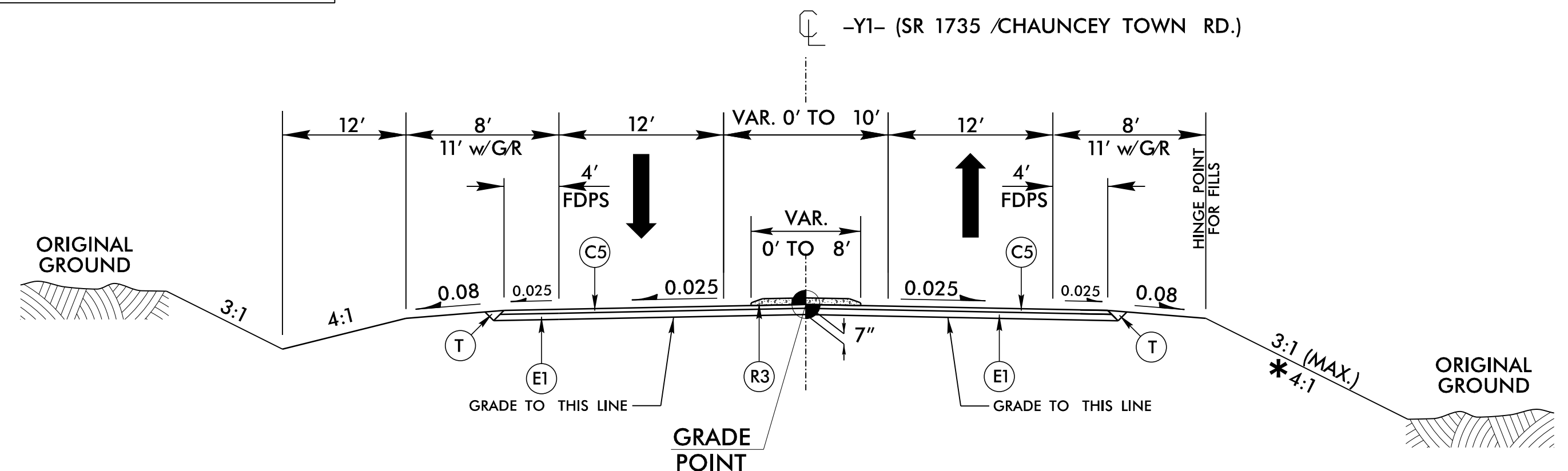
TYPICAL SECTION NO.8



TYPICAL SECTION NO.9



DETAIL SHOWING SHOULDER BERM GUTTER
 USE IN CONJUNCTION WITH TYPICAL SECTION NO. 8 & 10
 -Y1- STA. 35+76 TO STA. 36+99 RT
 -Y1- STA. 36+75 TO STA. 36+99 LT
 -Y1- STA. 39+54 TO STA. 39+77 RT
 -Y1- STA. 39+54 TO STA. 40+79 LT
 -Y2- STA. 33+19 TO STA. 38+79 RT & LT
 -Y2- STA. 42+51 TO STA. 46+56 RT & LT



TYPICAL SECTION NO.10

<p>NV5 ENGINEERS & CONSULTANTS, INC. 3300 REGENCY PARKWAY, SUITE 100 CARY, NC 27518 P: 919.851.1912 www.NV5.com NC License # F-1333 formerly CALIX Engineers & Consultants</p>	PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2A-4
	RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/29/2022	PAVEMENT DESIGN ENGINEER 5/3/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

USE TYPICAL SECTION NO. 8
 -Y1- STA. 26+50.00 TO -Y1- STA. 29+15.00
 -Y1- STA. 34+21.59 TO -Y1- STA. 37+13.42 (BEGIN BRIDGE)
 -Y1- STA. 39+40.27 (END BRIDGE) TO -Y1- STA. 42+37.57
 -Y1- STA. 47+37.00 TO -Y1- STA. 49+80.00
 -Y2- STA. 30+00.00 TO -Y2- STA. 38+93.34 (BEGIN BRIDGE)
 -Y2- STA. 42+37.17 (END BRIDGE) TO -Y2- STA. 49+00.00
 -Y2- STA. 68+25.00 TO -Y2- STA. 74+17.90

NOTES:
 SEE PLANS FOR TURN LANES AND TAPERS

USE TYPICAL SECTION NO. 9
 -Y7- STA. 10+12.05 TO -Y7- STA. 92+75.00

NOTES:
 SEE PLANS FOR TURN LANES AND TAPERS

USE TYPICAL SECTION NO. 10
 -Y1- STA. 29+15.00 TO -Y1- STA. 31+93.00
 -Y1- STA. 33+33.00 TO -Y1- STA. 34+21.59
 -Y1- STA. 42+37.57 TO -Y1- STA. 43+20.67
 -Y1- STA. 44+60.66 TO -Y1- STA. 47+37.00

NOTES:
 SEE PLANS FOR TAPERS

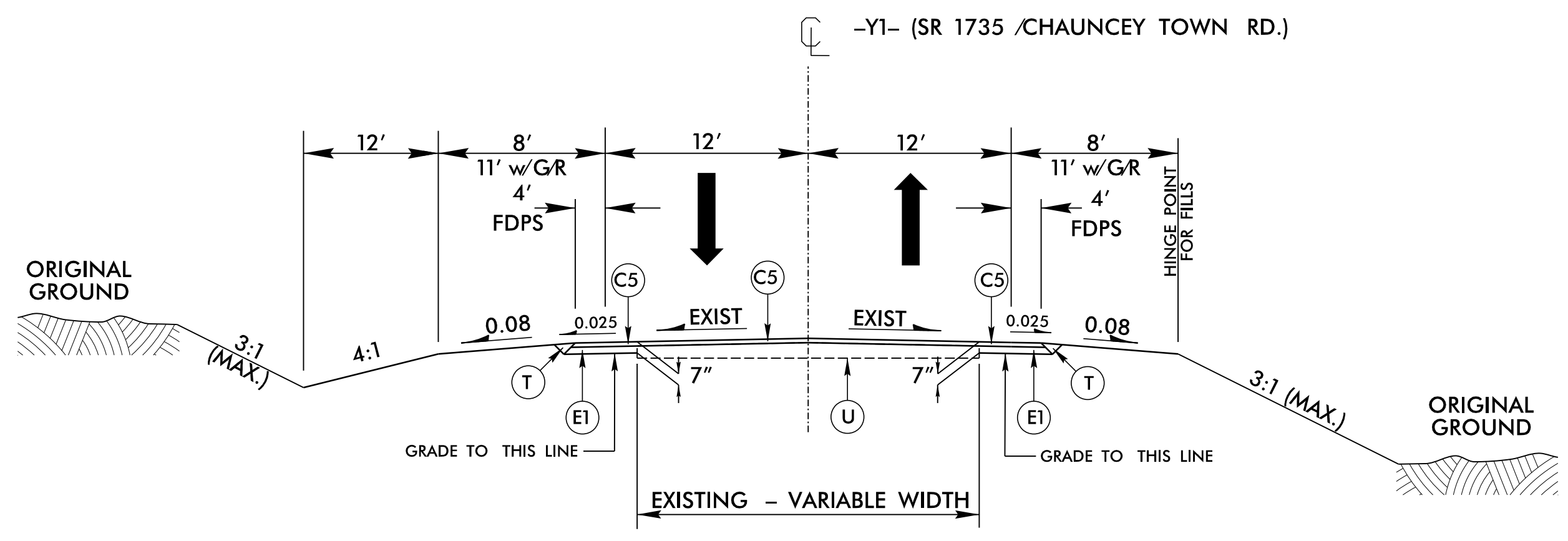
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5/14/2022

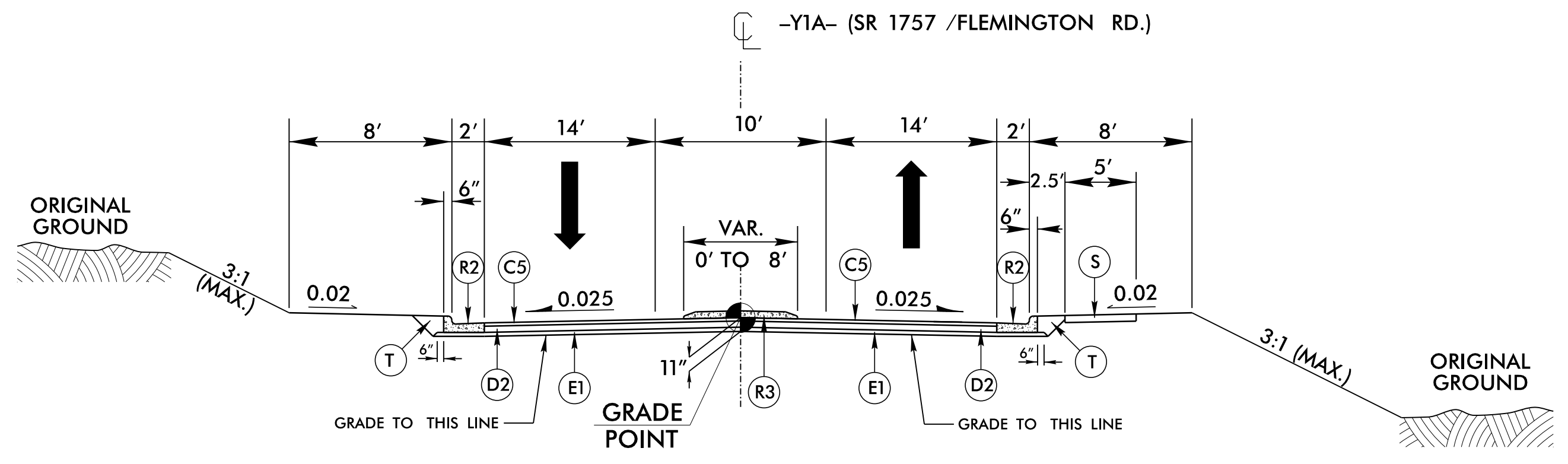
PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN - MAY 21, 2022)

A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.

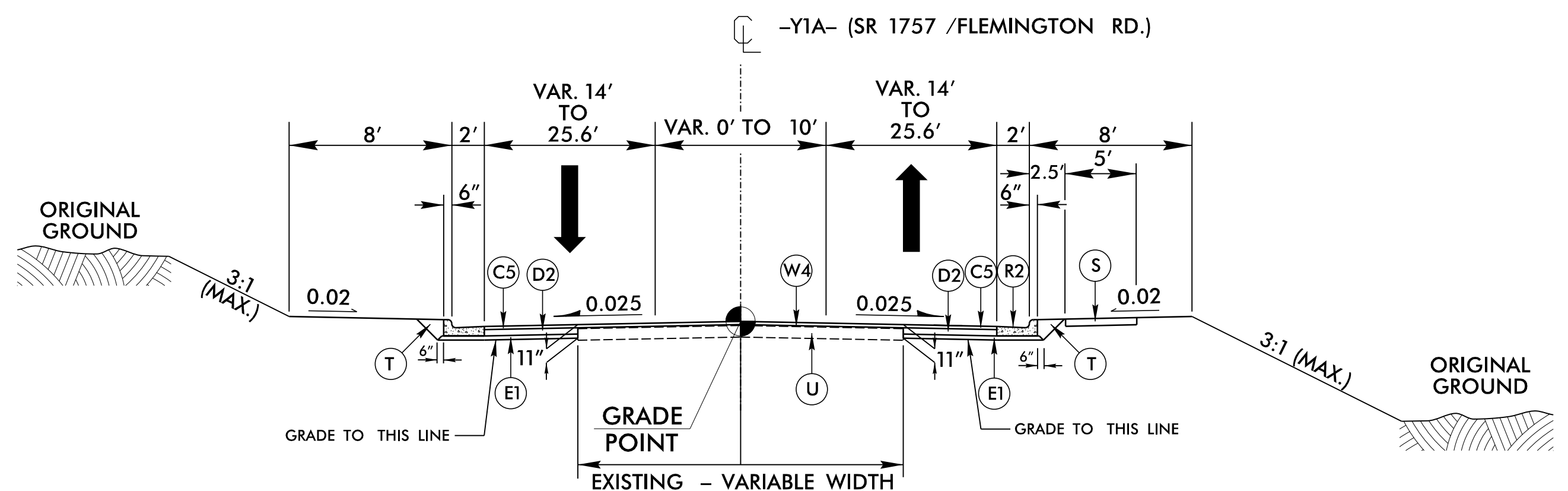
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4/29/2022 15:58:19
Steve Williams



TYPICAL SECTION NO.11



TYPICAL SECTION NO.12



TYPICAL SECTION NO.13

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	RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/29/2022 <i>Steve Williams</i>	PAVEMENT DESIGN ENGINEER 5/3/2022 <i>Andrew D. Wargo</i>	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

USE TYPICAL SECTION NO. 11
-Y1- STA. 16+25.00 TO -Y1- STA. 24+25.00

NOTES:
SEE PLANS FOR TAPERS

USE TYPICAL SECTION NO. 12
-Y1A- STA. 14+97.00 TO -Y1A- STA. 16+18.71

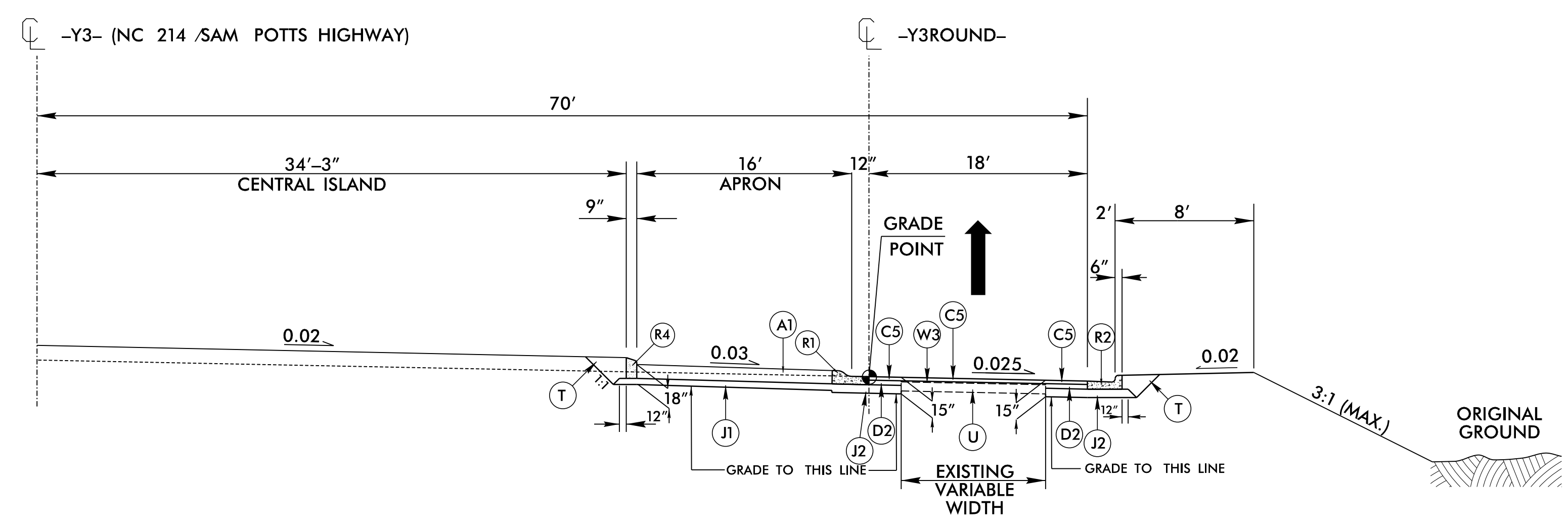
NOTES:
SEE PLANS FOR TAPERS

USE TYPICAL SECTION NO. 13
-Y1A- STA. 11+97.00 TO -Y1A- STA. 14+97.00

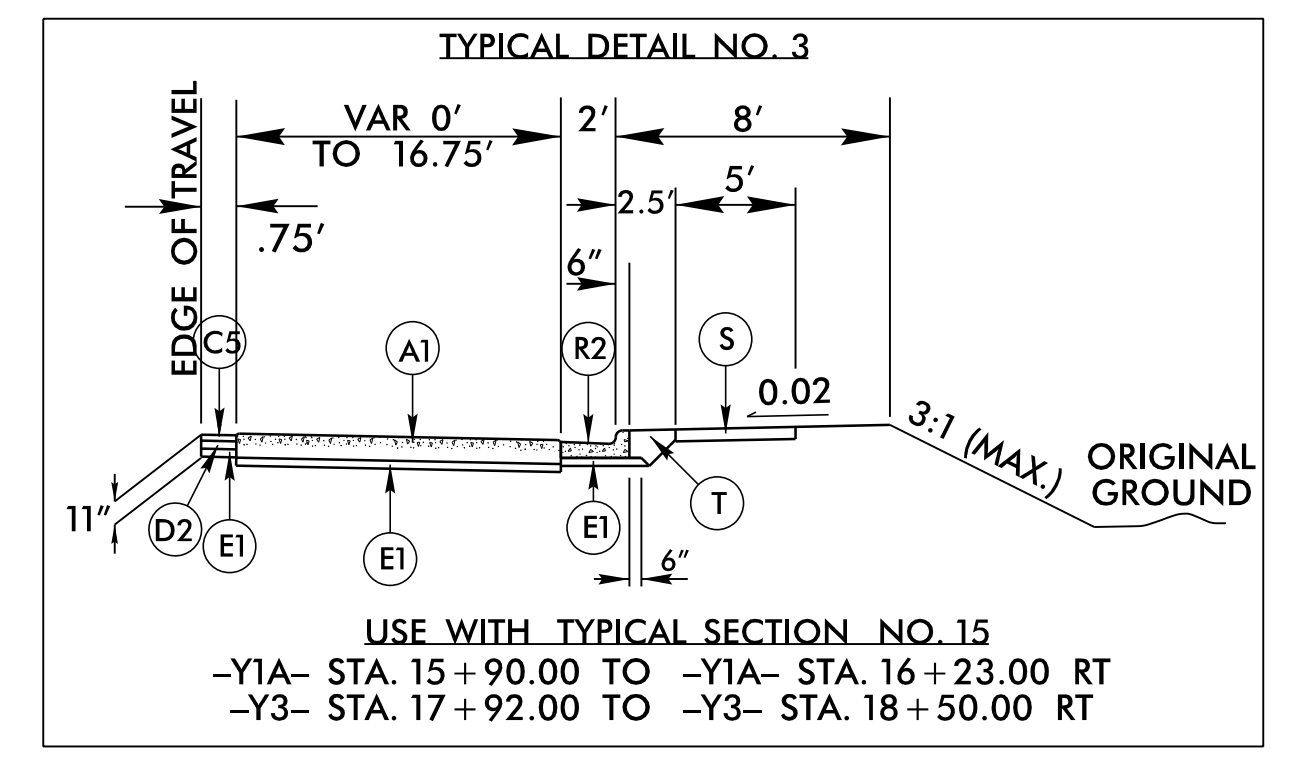
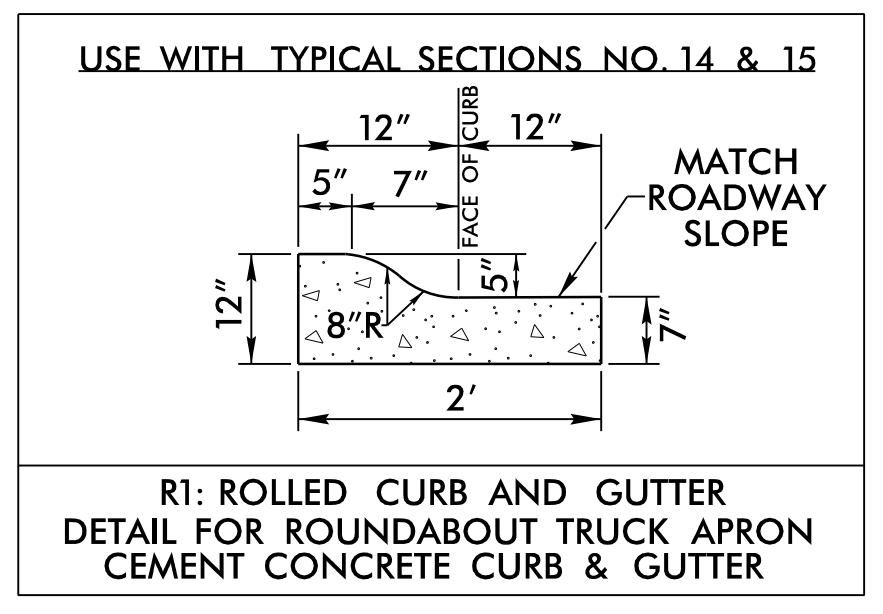
NOTES:
SEE PLANS FOR TAPERS
MILL AS NEEDED

5/14/2022

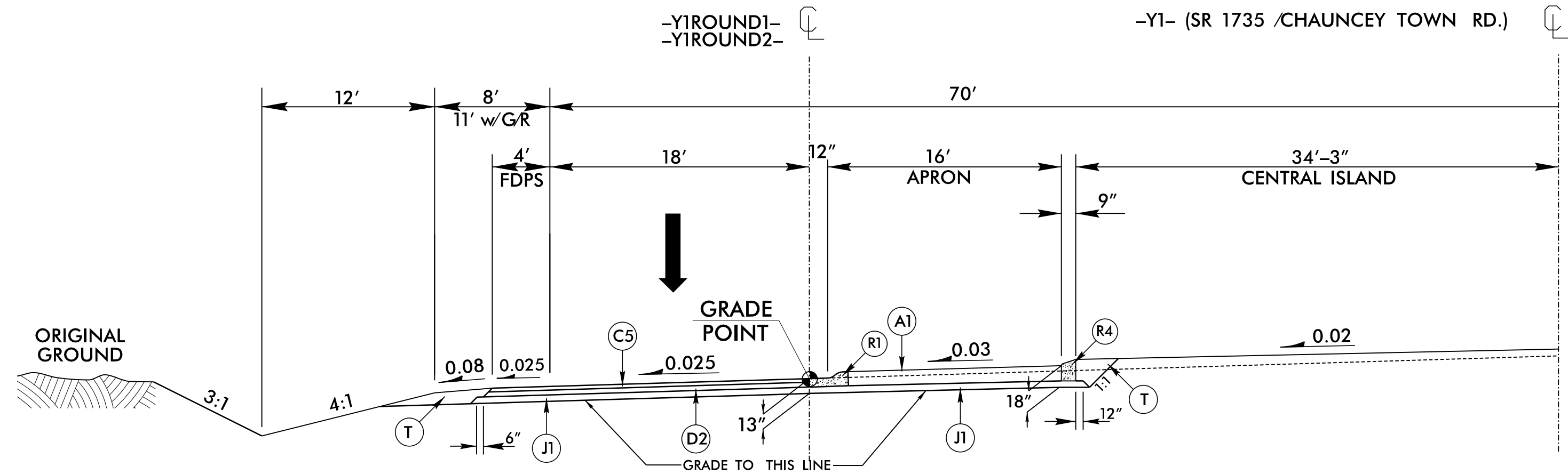
PAVEMENT SCHEDULE	
FINAL PAVEMENT DESIGN - MAY 21, 2022	
A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.



TYPICAL SECTION NO.14



USE WITH TYPICAL SECTION NO. 15
 -Y1A- STA. 15+90.00 TO -Y1A- STA. 16+23.00 RT
 -Y3- STA. 17+92.00 TO -Y3- STA. 18+50.00 RT



TYPICAL SECTION NO.15

USE TYPICAL SECTION NO. 15
 -Y1ROUND1- STA. 10+00.00 TO -Y1ROUND1- STA. 13+26.73
 -Y1ROUND2- STA. 10+00.00 TO -Y1ROUND2- STA. 13+26.73

NOTES:
 MILL AS NEEDED
 SEE PLANS FOR TAPERS

PROJECT REFERENCE NO. R-5819/R-5820		SHEET NO. 2A-6	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER 4/29/2022		PAVEMENT DESIGN ENGINEER 5/3/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

USE TYPICAL SECTION NO. 14
 -Y3ROUND- STA. 10+00.00 TO -Y3ROUND- STA. 13+26.72

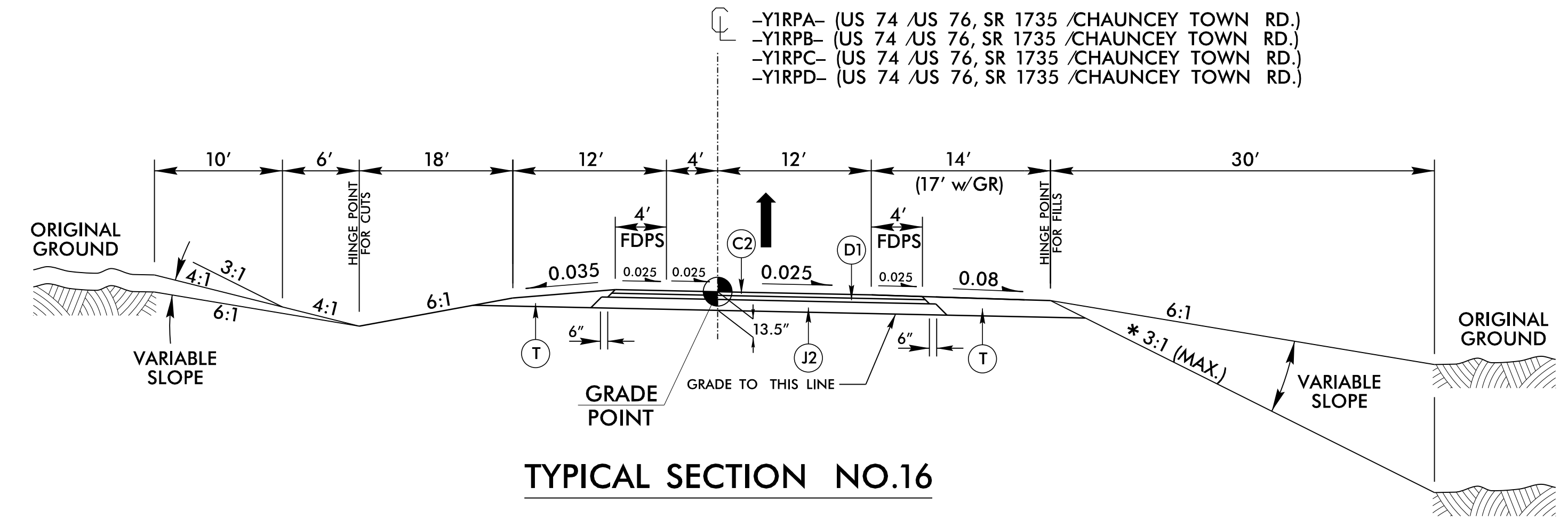
NOTES:
 MILL AS NEEDED
 SEE PLANS FOR TAPERS

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5/14/2022

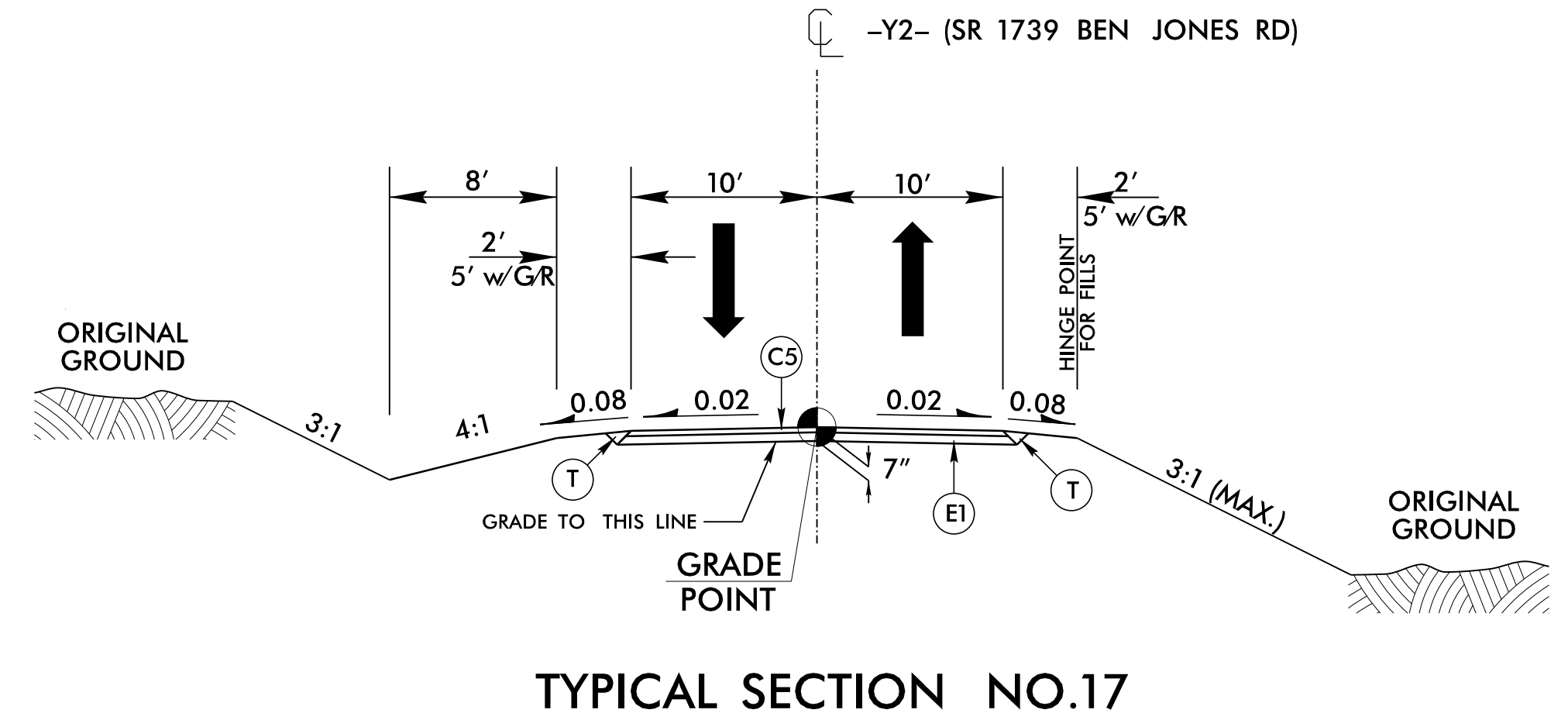
PAVEMENT SCHEDULE	
FINAL PAVEMENT DESIGN - MAY 21, 2021	
A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.

PROJECT REFERENCE NO. R-5819/R-5820		SHEET NO. 2A-7	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER 4/29/2022		PAVEMENT DESIGN ENGINEER 5/3/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

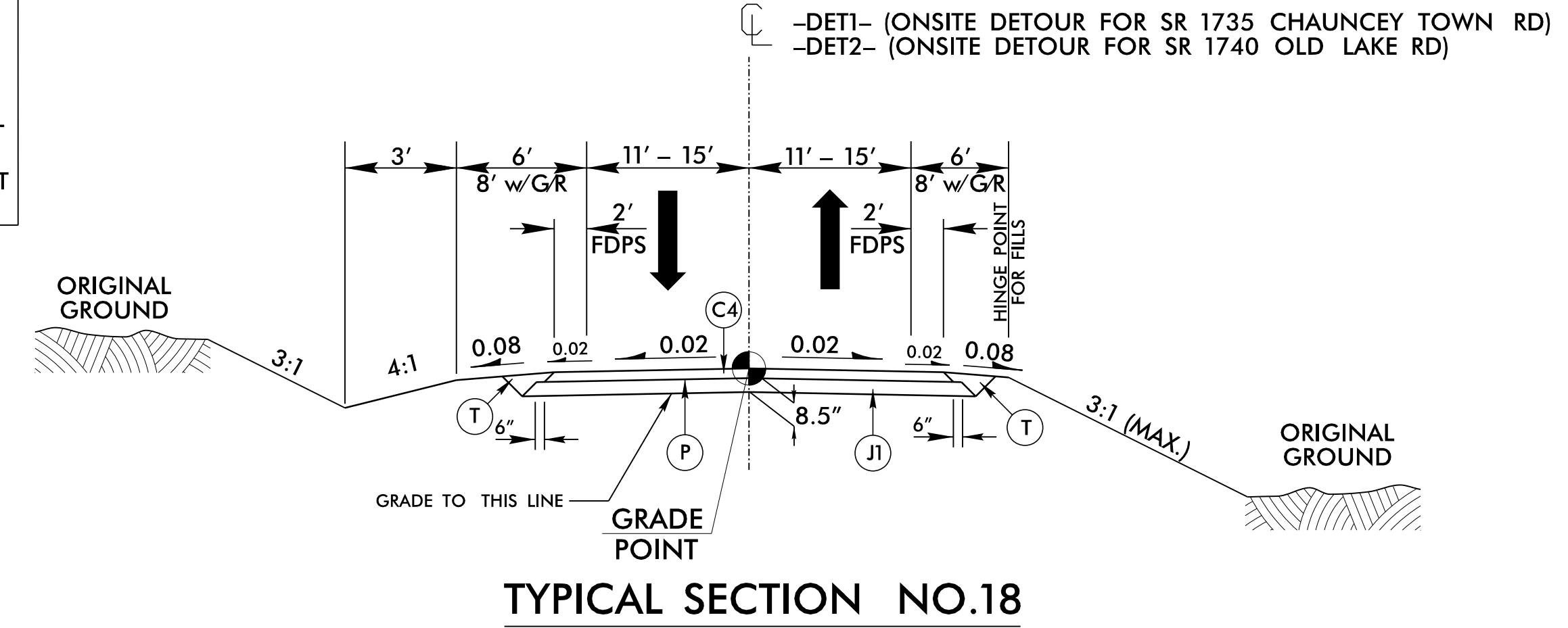
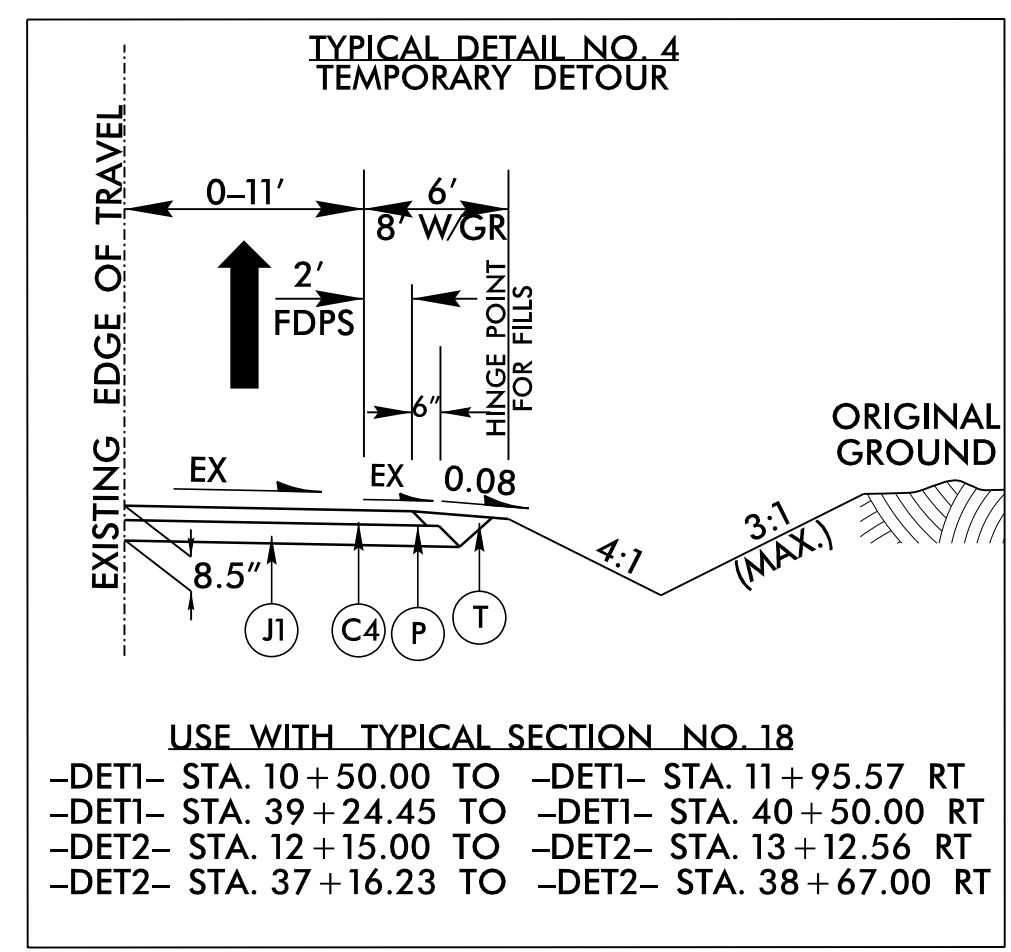


USE TYPICAL SECTION NO.16
 -Y1RPA- STA. 10+00.00 TO -Y1RPA- STA. 30+10.29
 -Y1RPB- STA. 10+00.00 TO -Y1RPB- STA. 31+57.88
 -Y1RPC- STA. 10+00.00 TO -Y1RPC- STA. 30+12.54
 -Y1RPD- STA. 10+00.00 TO -Y1RPD- STA. 31+33.25

NOTES:
 SEE PLANS FOR TAPERS
 * 4:1 MAX INSIDE INTERCHANGE



USE TYPICAL SECTION NO.17
 -Y2- STA. 74+41.90 TO -Y2- STA. 78+50.00



USE TYPICAL SECTION NO.18
 -DET1- STA. 11+95.57 TO -DET1- STA. 25+37.81
 -DET1- STA. 26+73.98 TO -DET1- STA. 39+24.45
 -DET2- STA. 13+12.56 TO -DET2- STA. 23+60.74
 -DET2- STA. 25+09.64 TO -DET2- STA. 37+16.23

R:\R04_4/29/2022_1R5819_R5820_R0Y_TYP.dgn

5/14/2022
R:\Projects\4/29/2022\155819_R5820_R0Y_TYP.dgn

PAVEMENT SCHEDULE <small>(FINAL PAVEMENT DESIGN - MAY 21, 2022)</small>	
A1	12" JOINTED CON.
C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. S9.5C
C4	2.5" S9.5B
C5	3" S9.5B
C6	VAR. S9.5B
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. I19.0C
E1	4" B25.0C
E2	5" B25.0C
E3	5.5" B25.0C
E4	VAR. B25.0C
J1	6" ABC
J2	8" ABC
K	12" CLASS IV STAB.
N	GEOTEXTILE
P	PRIME COAT
R1	2' ROLLED CURB
R2	2'-6" C & G
R3	5" MON. ISLAND
R4	9" X 18" CURB
R6	SHLD BERM GUTTER
S	SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	RUMBLE STRIPS
W1	WEDGING
W2	WEDGING
W3	WEDGING
W4	WEDGING
Z1	INCIDENTAL MILLING
Z2	1.5" MILL.

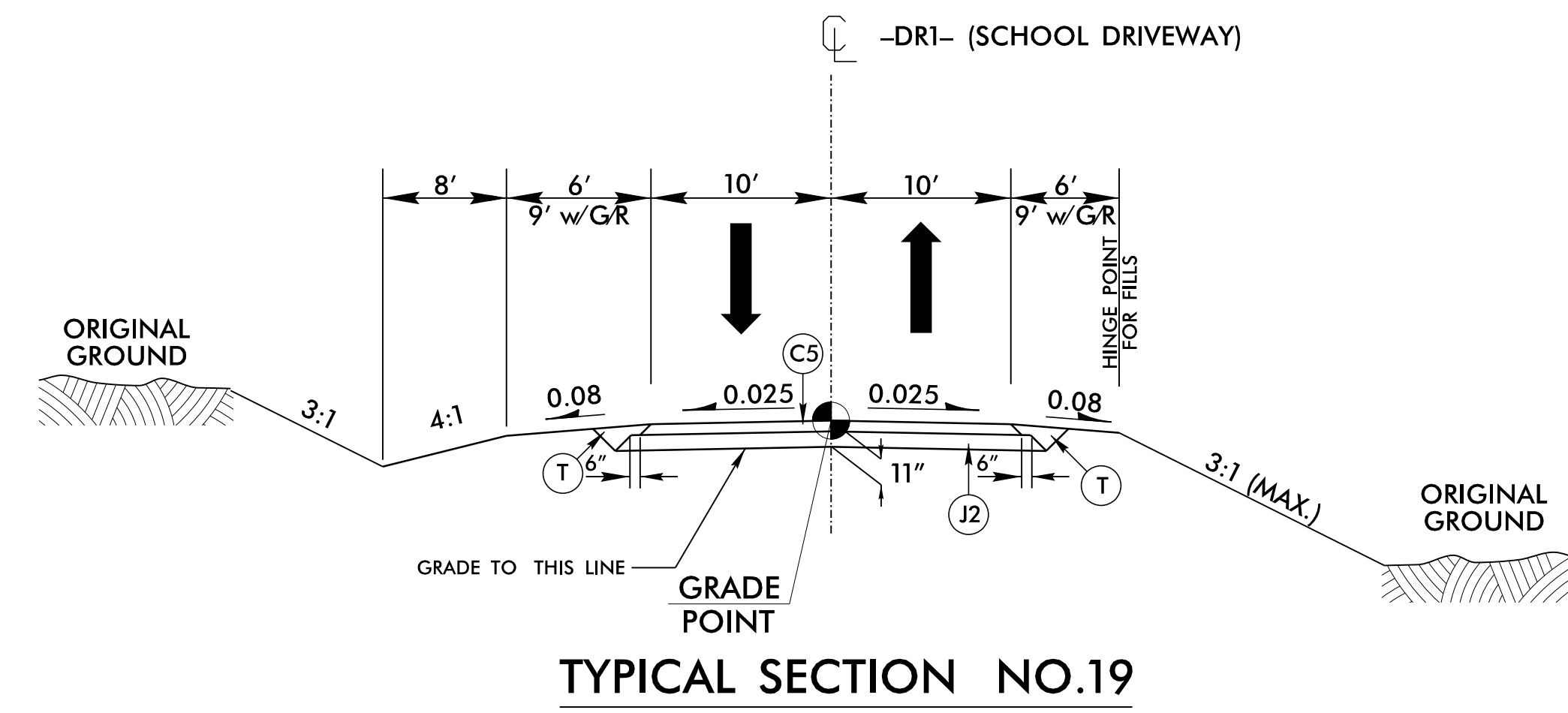
NV5
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 3300 REGENCY PARKWAY, SUITE 100
 CARY, NC 27518
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NC License # F-1333
 formerly CALX Engineers & Consultants

<small>PROJECT REFERENCE NO.</small> R-5819/R-5820	<small>SHEET NO.</small> 2A-8
<small>RW SHEET NO.</small>	
<small>ROADWAY DESIGN ENGINEER</small> 4/29/2022	<small>PAVEMENT DESIGN ENGINEER</small> 5/3/2022

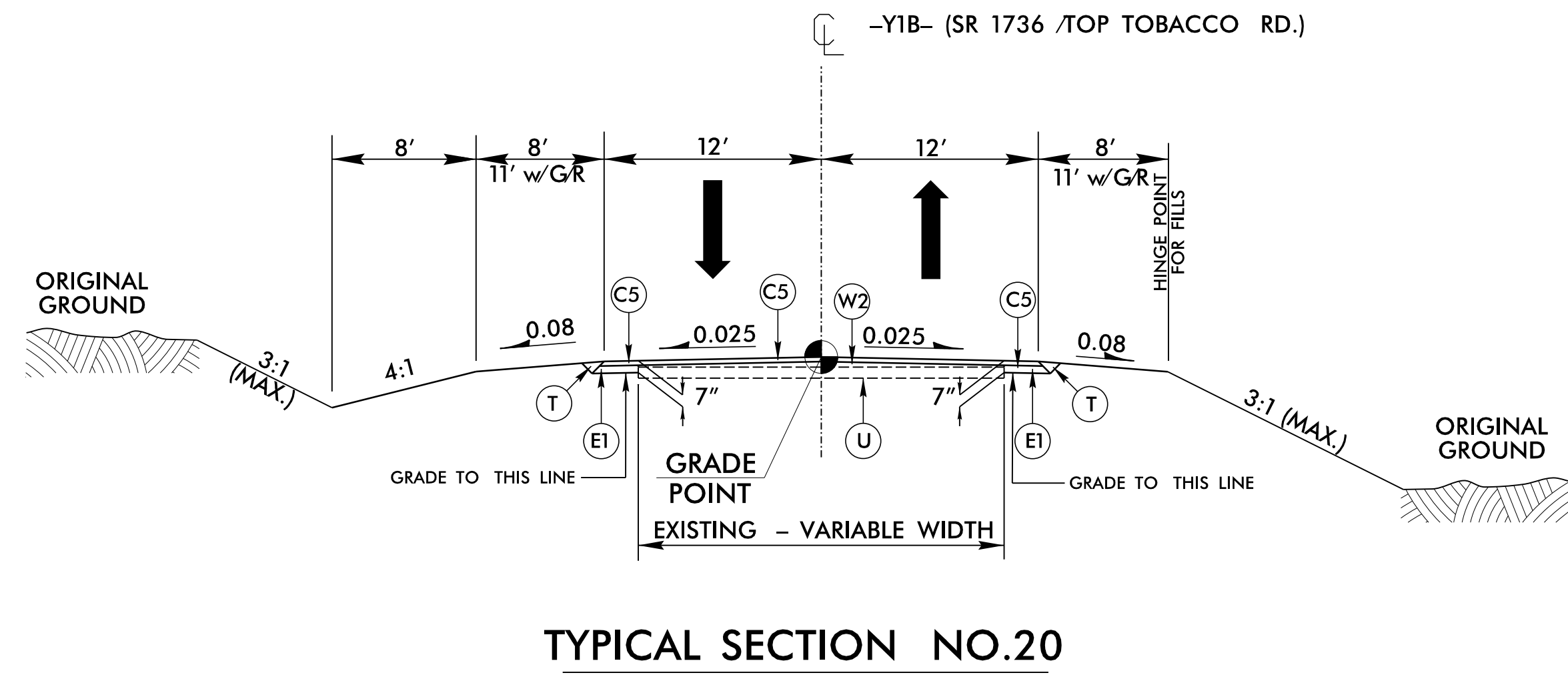
Steve Anthony Deem

Andrew D. Wargo

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

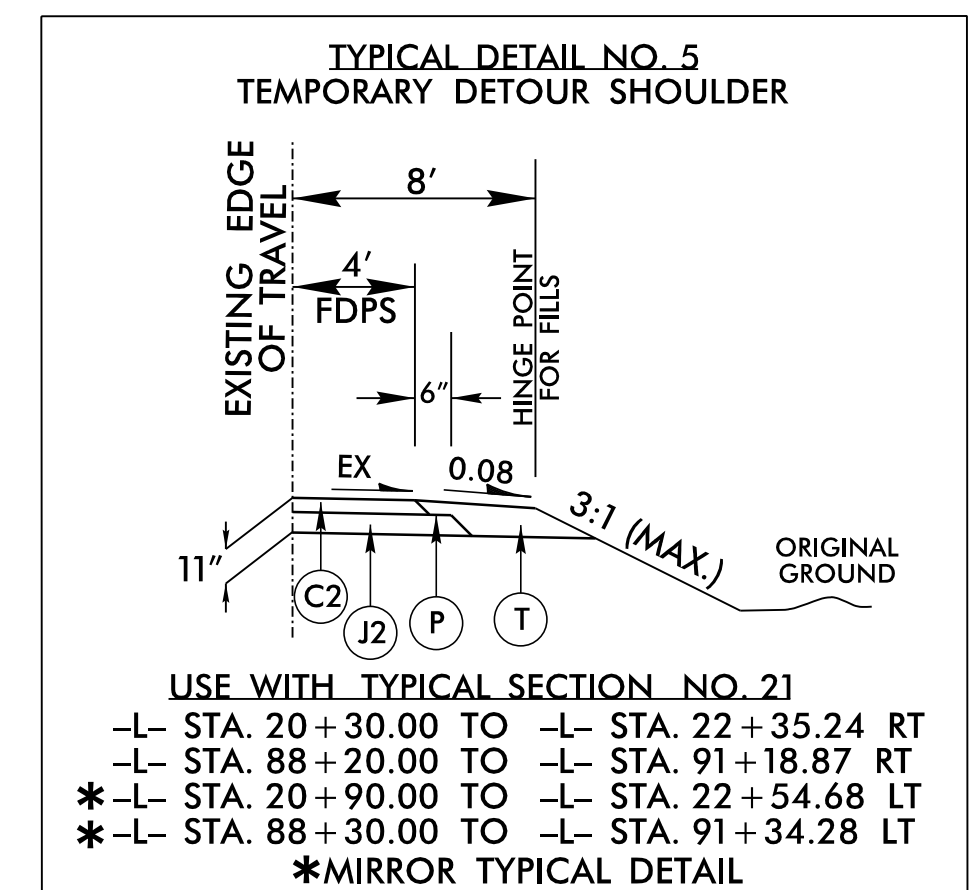


USE TYPICAL SECTION NO. 19
 -DRI- STA. 10+12.18 TO -DRI- STA. 16+34.42

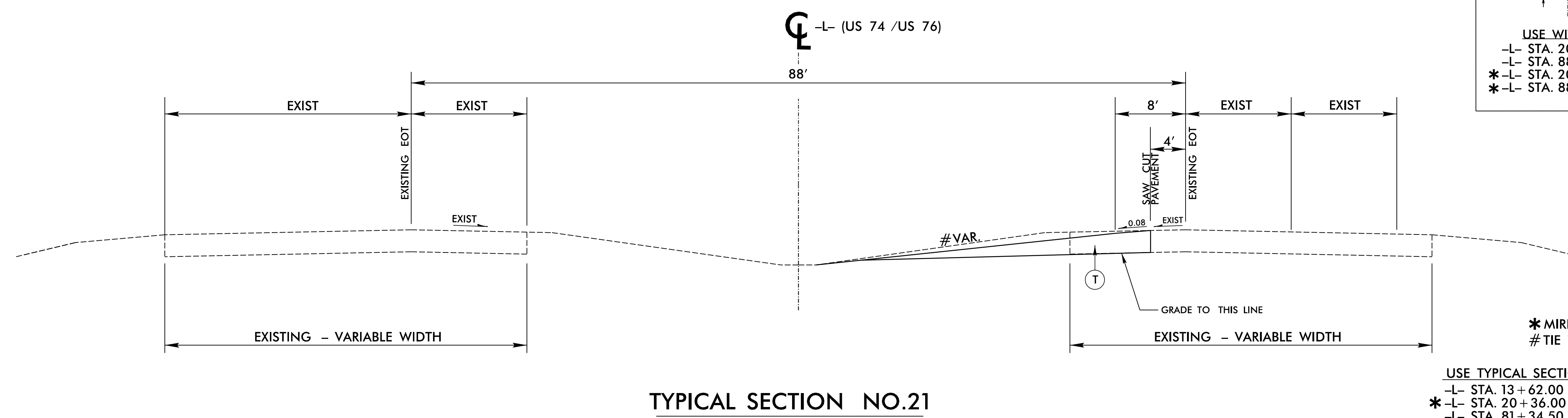


USE TYPICAL SECTION NO. 20
 -Y1B- STA. 10+00.00 TO -Y1B- STA. 12+06.81

NOTES:
MILL AS NEEDED



USE WITH TYPICAL SECTION NO. 21
 -L- STA. 20+30.00 TO -L- STA. 22+35.24 RT
 -L- STA. 88+20.00 TO -L- STA. 91+18.87 RT
 *-L- STA. 20+90.00 TO -L- STA. 22+54.68 LT
 *-L- STA. 88+30.00 TO -L- STA. 91+34.28 LT
 *MIRROR TYPICAL DETAIL



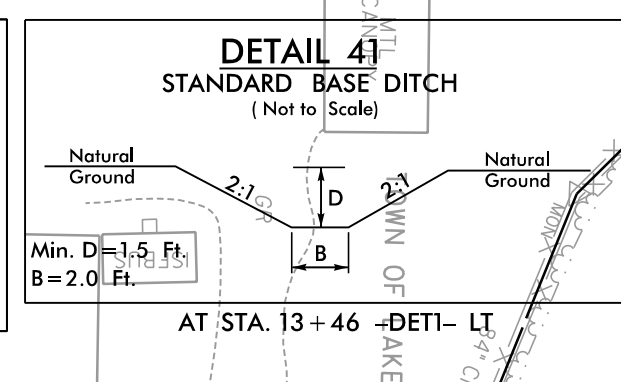
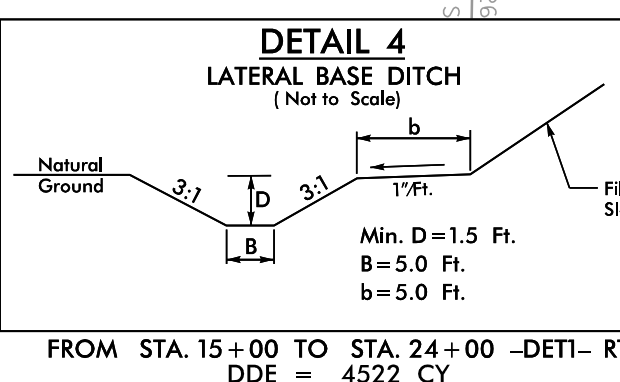
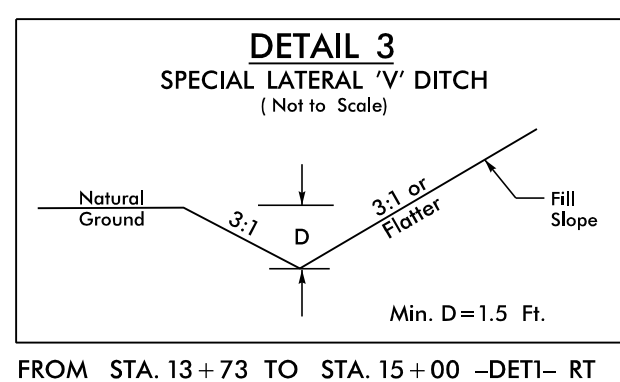
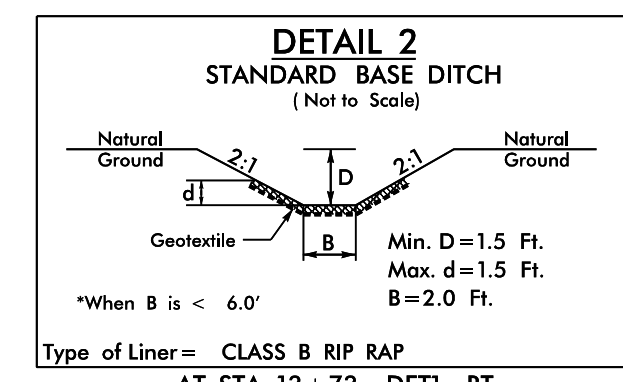
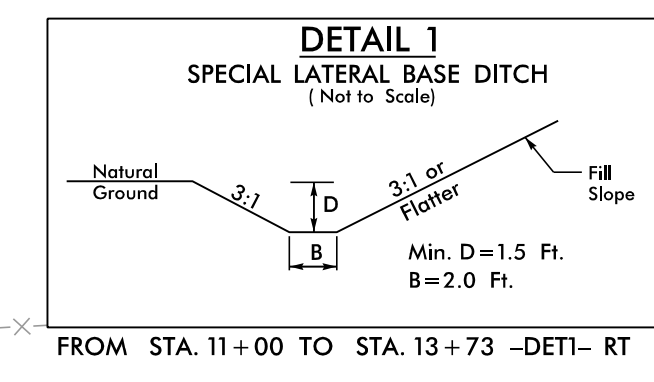
* MIRROR TYPICAL
 # TIE TO EXISTING MEDIAN DITCH POINT

USE TYPICAL SECTION NO. 21
 -L- STA. 13+62.00 TO -L- STA. 23+34.00 RT MEDIAN
 *-L- STA. 20+36.00 TO -L- STA. 30+09.00 LT MEDIAN
 -L- STA. 81+34.50 TO -L- STA. 91+34.00 RT MEDIAN
 *-L- STA. 80+02.00 TO -L- STA. 97+82.00 LT MEDIAN

NOTES:
SEE PLANS FOR TAPERS
MILL AS NEEDED

8/17/2022

R:\Projects\19_R5819_R5820_RDY_PS42B-1.dgn
E:\Projects\19_R5819_R5820_RDY_PS42B-1.dgn



-Y1- DETOUR

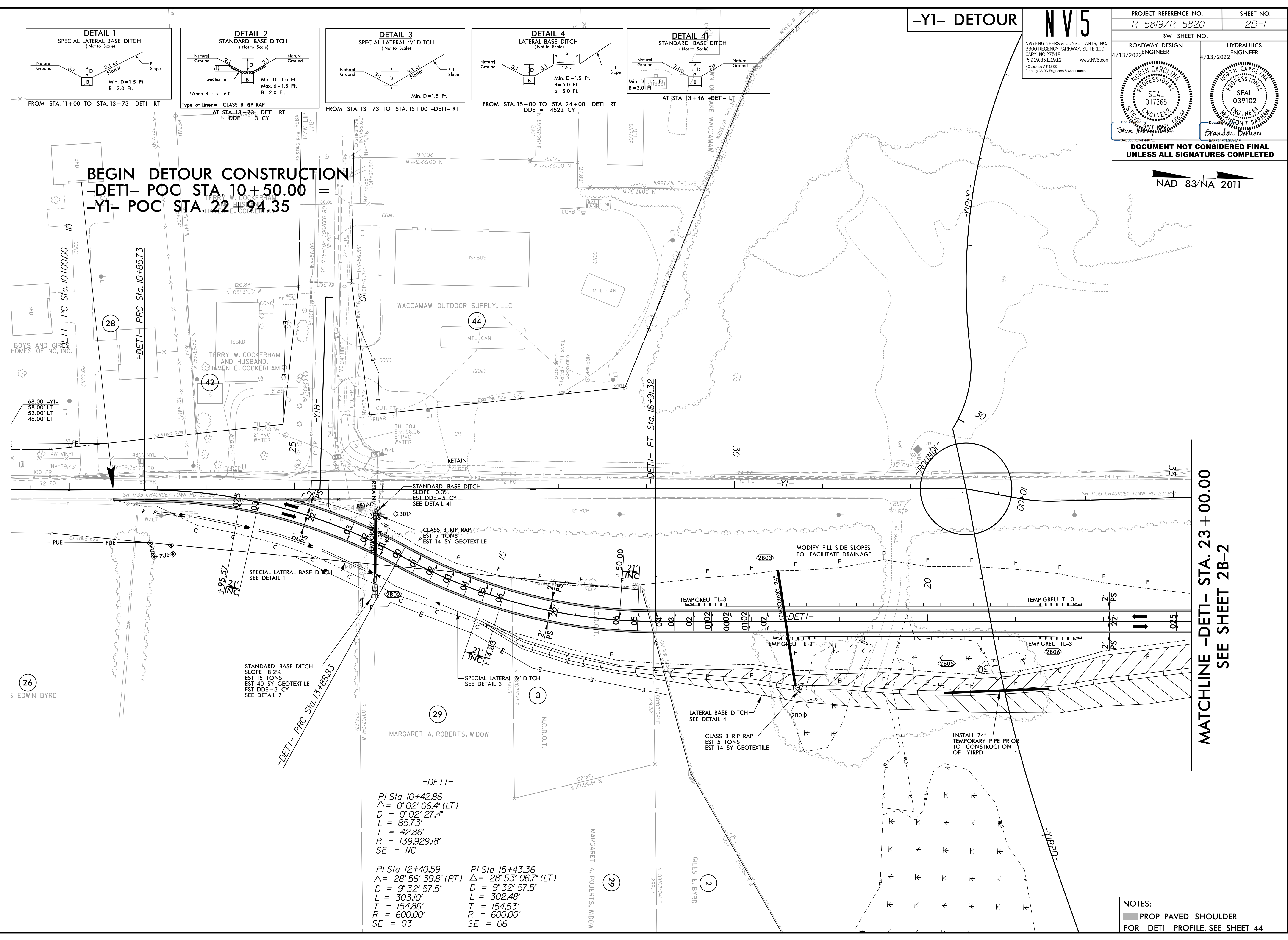
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PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-1
RW SHEET NO.	
ROADWAY DESIGN 4/13/2022 ENGINEER	HYDRAULICS 4/13/2022 ENGINEER
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	

NAD 83/NA 2011

BEGIN DETOUR CONSTRUCTION
-DETI- POC STA. 10+50.00
-Y1- POC STA. 22+94.35



**MATCHLINE -DETI- STA. 23+00.00
SEE SHEET 2B-2**

-DETI-

PI Sta 10+42.86 $\Delta = 0^{\circ} 02' 06.4" (LT)$ $D = 0^{\circ} 02' 27.4"$ $L = 85.73'$ $T = 42.86'$ $R = 139.92918'$ $SE = NC$	PI Sta 12+40.59 $\Delta = 28^{\circ} 56' 39.8" (RT)$ $D = 9^{\circ} 32' 57.5"$ $L = 303.10'$ $T = 154.86'$ $R = 600.00'$ $SE = 03$	PI Sta 15+43.36 $\Delta = 28^{\circ} 53' 06.7" (LT)$ $D = 9^{\circ} 32' 57.5"$ $L = 302.48'$ $T = 154.53'$ $R = 600.00'$ $SE = 06$
--	--	--

NOTES:
 PROP PAVED SHOULDER
 FOR -DETI- PROFILE, SEE SHEET 44

8/17/2022

8/10/2022
C:\Users\msh2b\OneDrive\Documents\Projects\19_R5819_R5820_RDY_PSH2B-2.dgn

MATCHLINE -L- STA. 18+00.00
SEE SHEET 2B-4

-Y1- DETOUR

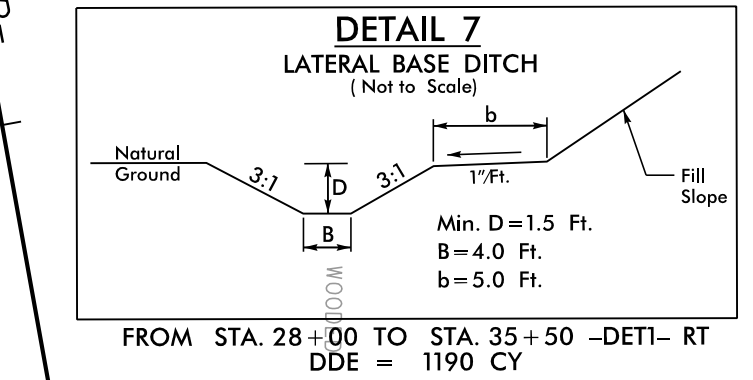
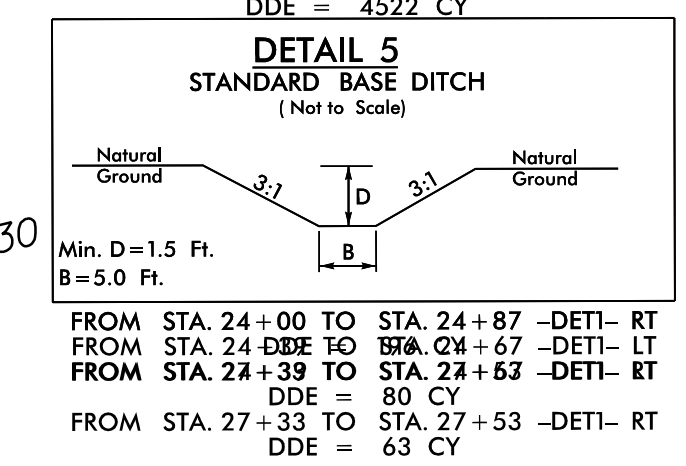
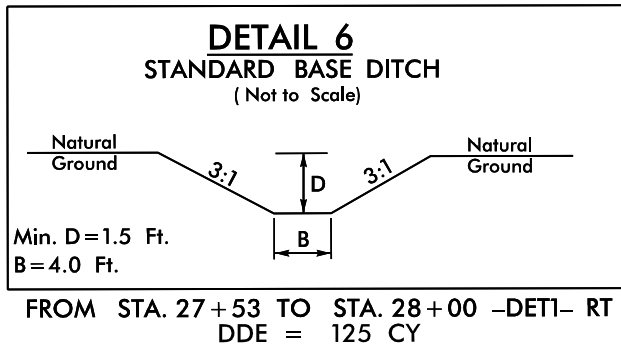
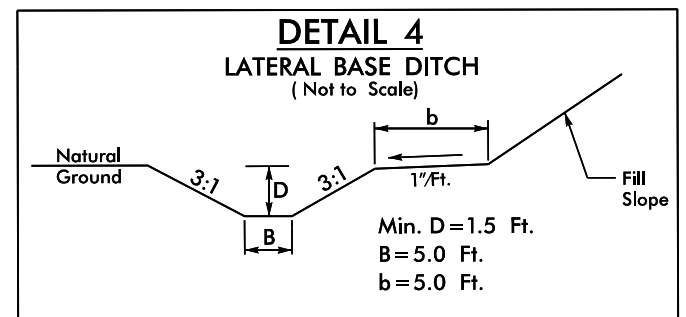
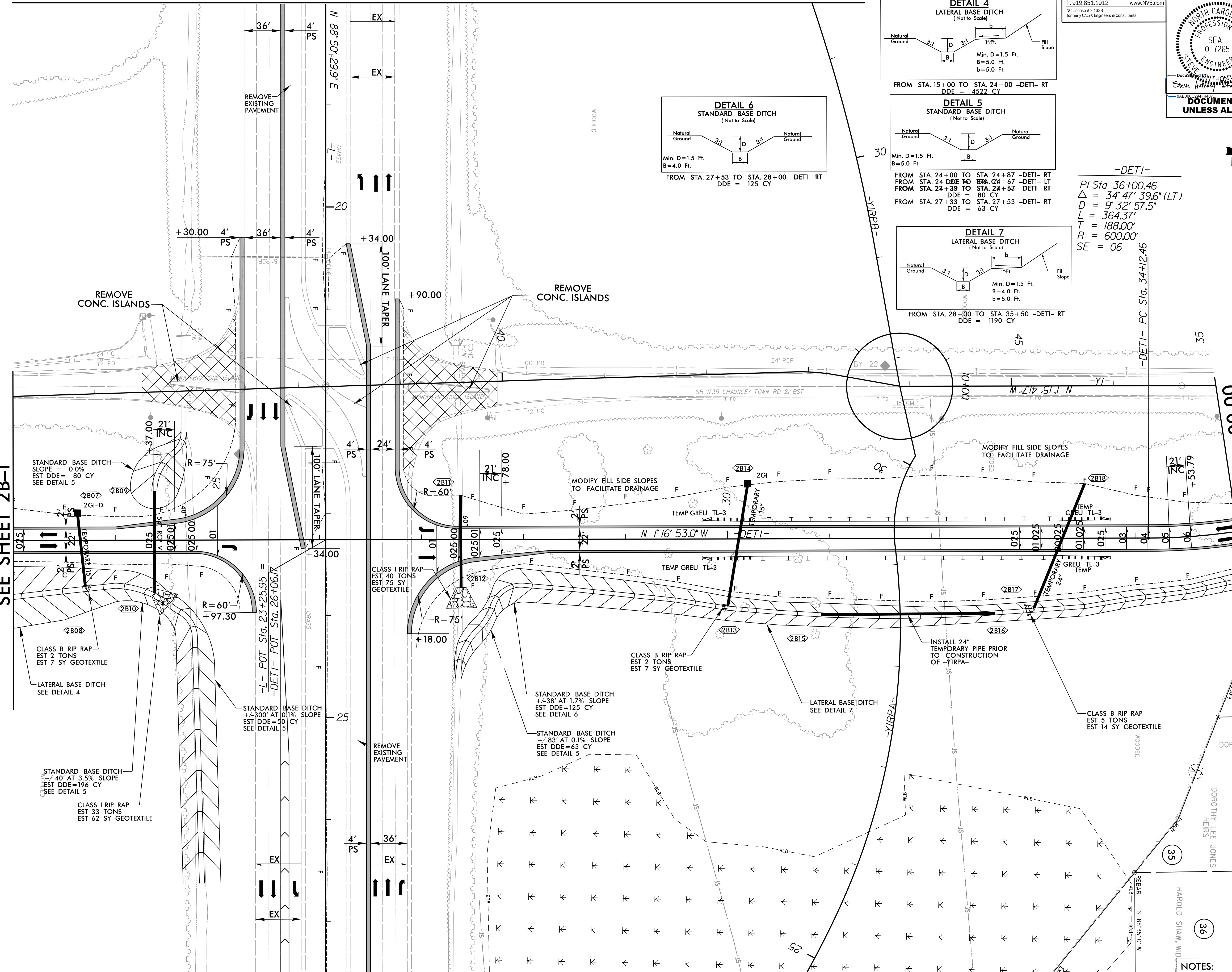
N V 5

PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	

NAD 83/NA 2011

MATCHLINE -DET1- STA. 23+00.00
SEE SHEET 2B-1

MATCHLINE -DET1- STA. 35+00.00
SEE SHEET 2B-3



-DET1-
 PI Sta 36+00.46
 $\Delta = 34^{\circ} 47' 39.6''$ (LT)
 $D = 9^{\circ} 32' 57.5''$
 $L = 364.37'$
 $T = 188.00'$
 $R = 600.00'$
 $SE = 06$

NOTES:

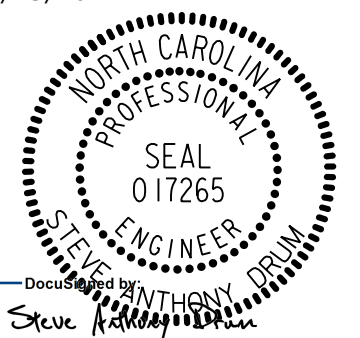

 PROP PAVED SHOULDER
 PAVEMENT REMOVAL
 FOR -DET1- PROFILE, SEE SHEET 44

8.17/199
4/13/2022
R:\Projects\N5819_1\5819_1\5819_1\RDY_PSH42B-3.dgn
E:\Projects\N5819_1\5819_1\5819_1\RDY_PSH42B-3.dgn

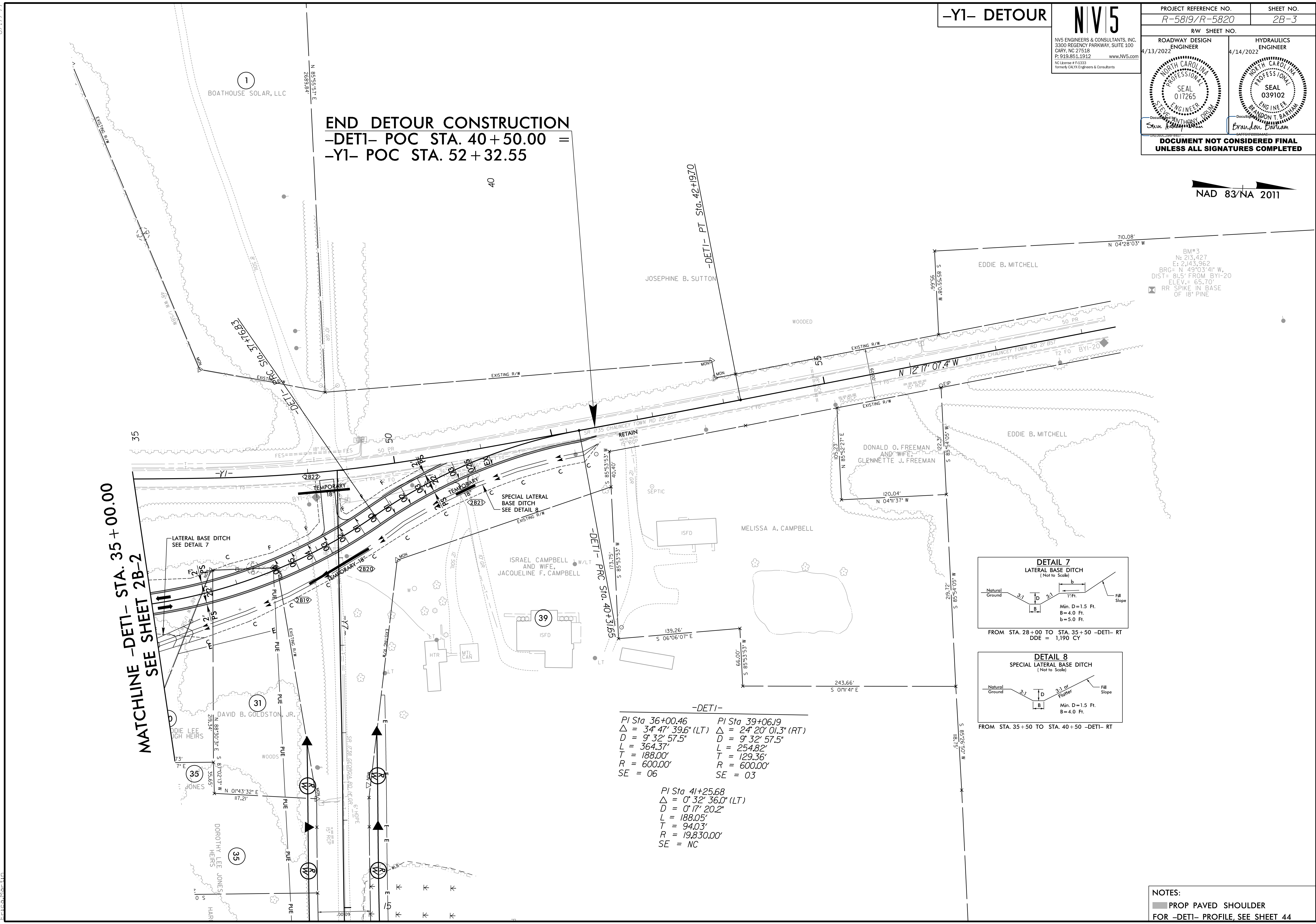
-Y1- DETOUR

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PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/14/2022
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

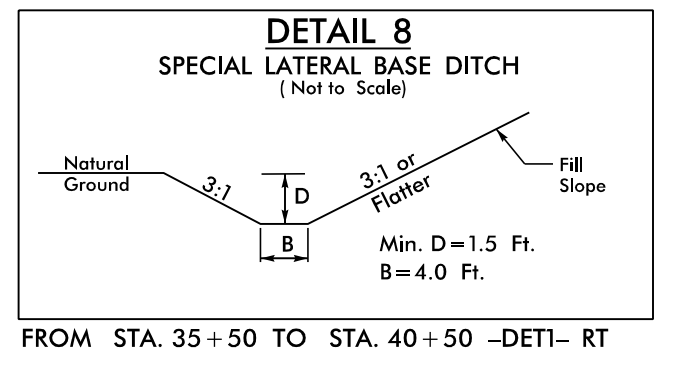
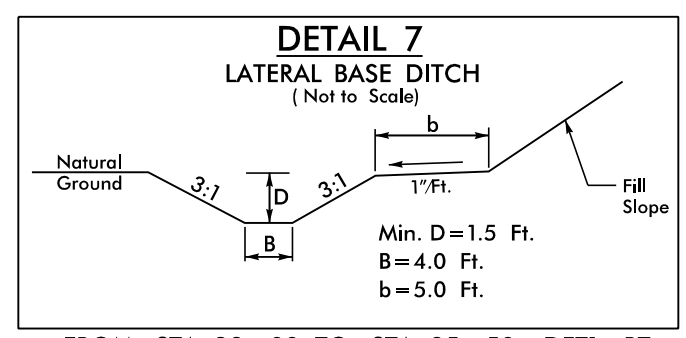
NAD 83/NA 2011



END DETOUR CONSTRUCTION
-DETI- POC STA. 40+50.00 =
-Y1- POC STA. 52+32.55

MATCHLINE -DETI- STA. 35+00.00
SEE SHEET 2B-2


BM#3
 N: 213.427
 E: 2143.362
 BRG= N 49°03'41" W
 DIST= 81.5' FROM BYI-20
 ELEV.= 65.70'
 RR SPIKE IN BASE
 OF 18" PINE



-DETI-

PI Sta 36+00.46	PI Sta 39+06.19
$\Delta = 34' 47" 39.6" (LT)$	$\Delta = 24' 20" 01.3" (RT)$
$D = 9' 32" 57.5"$	$D = 9' 32" 57.5"$
$L = 364.37'$	$L = 254.82'$
$T = 188.00'$	$T = 129.36'$
$R = 600.00'$	$R = 600.00'$
SE = 06	SE = 03

PI Sta 41+25.68
$\Delta = 0' 32" 36.0" (LT)$
$D = 0' 17" 20.2"$
$L = 188.05'$
$T = 94.03'$
$R = 19,830.00'$
SE = NC

NOTES:
 **PROP PAVED SHOULDER**
FOR -DETI- PROFILE, SEE SHEET 44

8/17/99

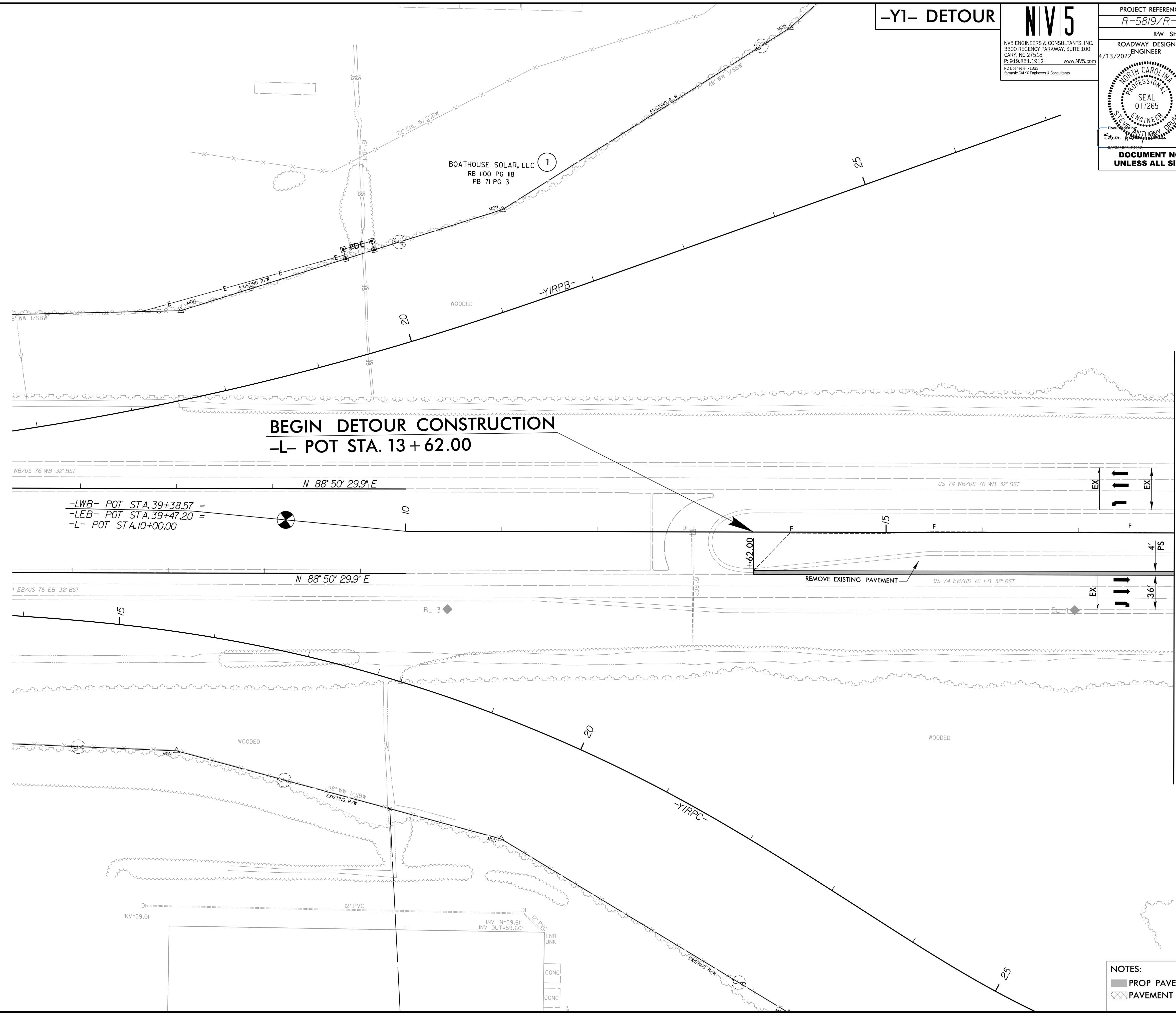
-Y1- DETOUR

NV5

PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

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NAD 83/NA 2011



-LWB- POT STA. 39+38.57 =
-LEB- POT STA. 39+47.20 =
-L- POT STA. 10+00.00

- NOTES:
- PROP PAVED SHOULDER
 - PAVEMENT REMOVAL

3/10/2022
R:\Projects\N\5819_R5820_RDY_PS42B-4.dgn
E:\CADD\MapInfo

8/17/22

3/10/2022
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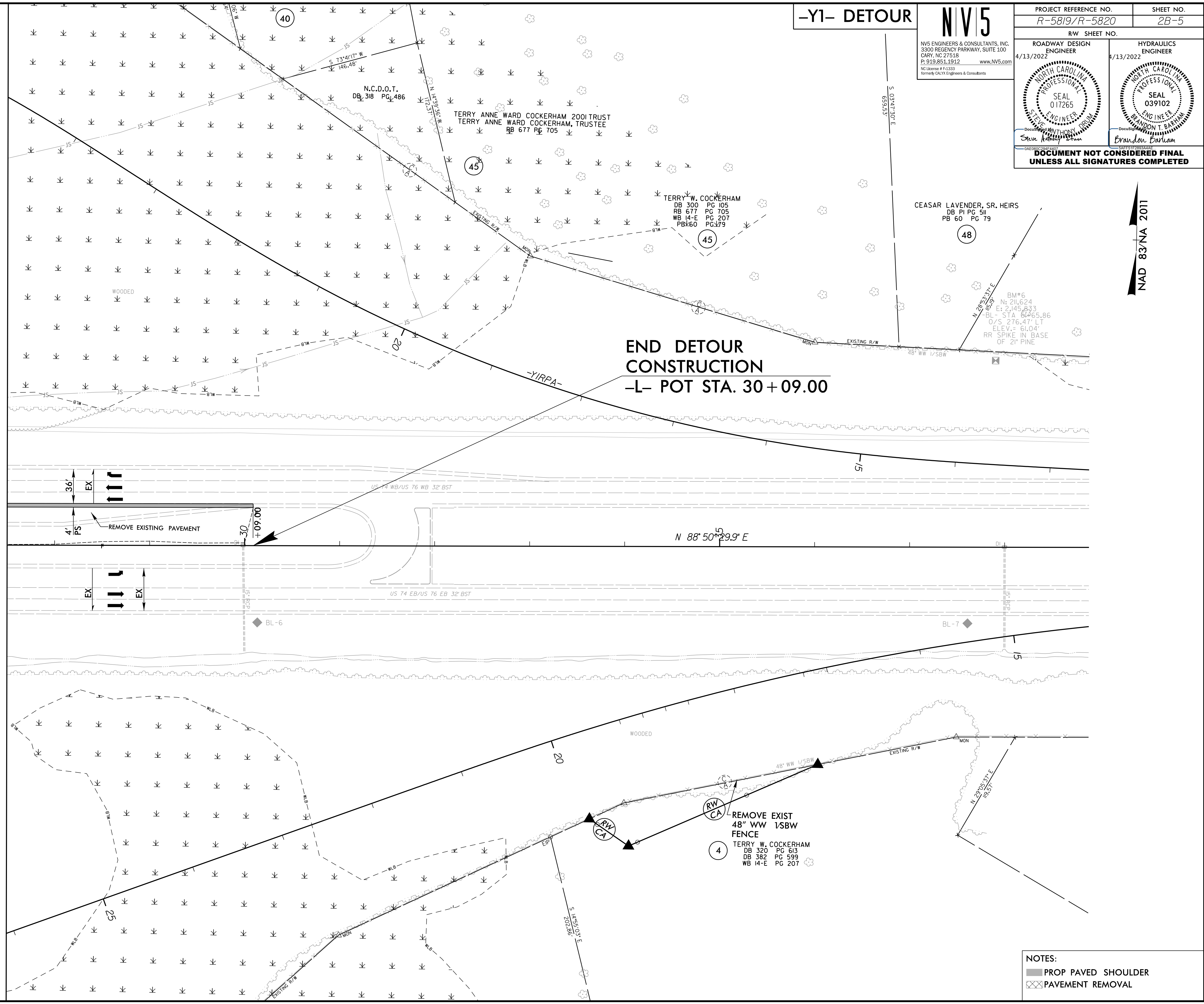
-Y1- DETOUR

NVS

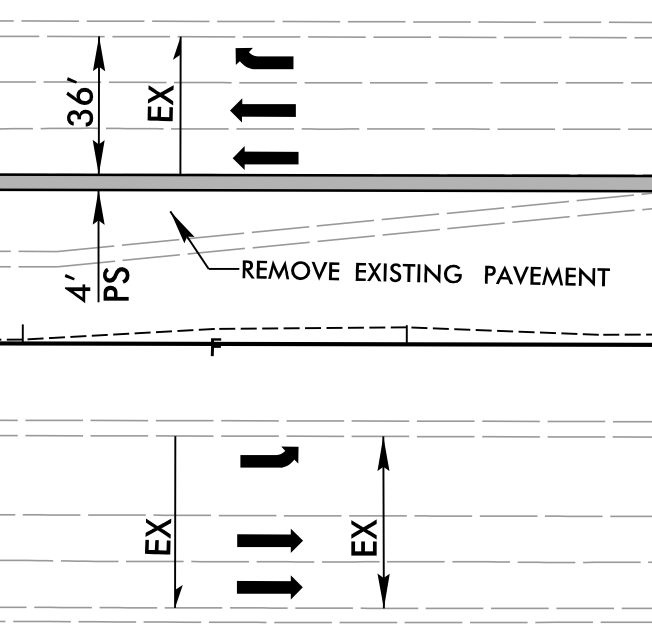
NVS ENGINEERS & CONSULTANTS, INC.
3300 REGENCY PARKWAY, SUITE 100
CARY, NC 27518
P: 919.881.1912
www.NVS.com
NC License # F-1333
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PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 27 + 50.00
SEE SHEET 2B-2



END DETOUR
CONSTRUCTION
-L- POT STA. 30 + 09.00

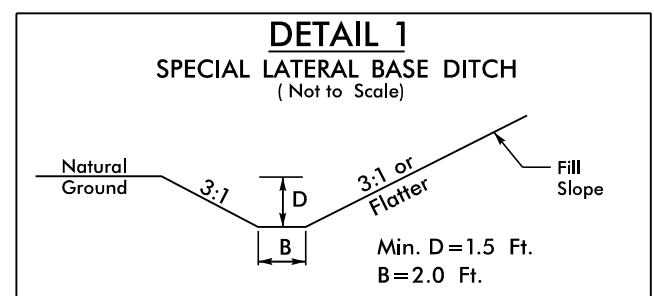


REMOVE EXIST
48" WW 1/5BW
FENCE

4
TERRY W. COCKERHAM
DB 320 PG 613
DB 382 PG 599
WB 14-E PG 207

NOTES:
 PROP PAVED SHOULDER
 PAVEMENT REMOVAL

8.17.17.99



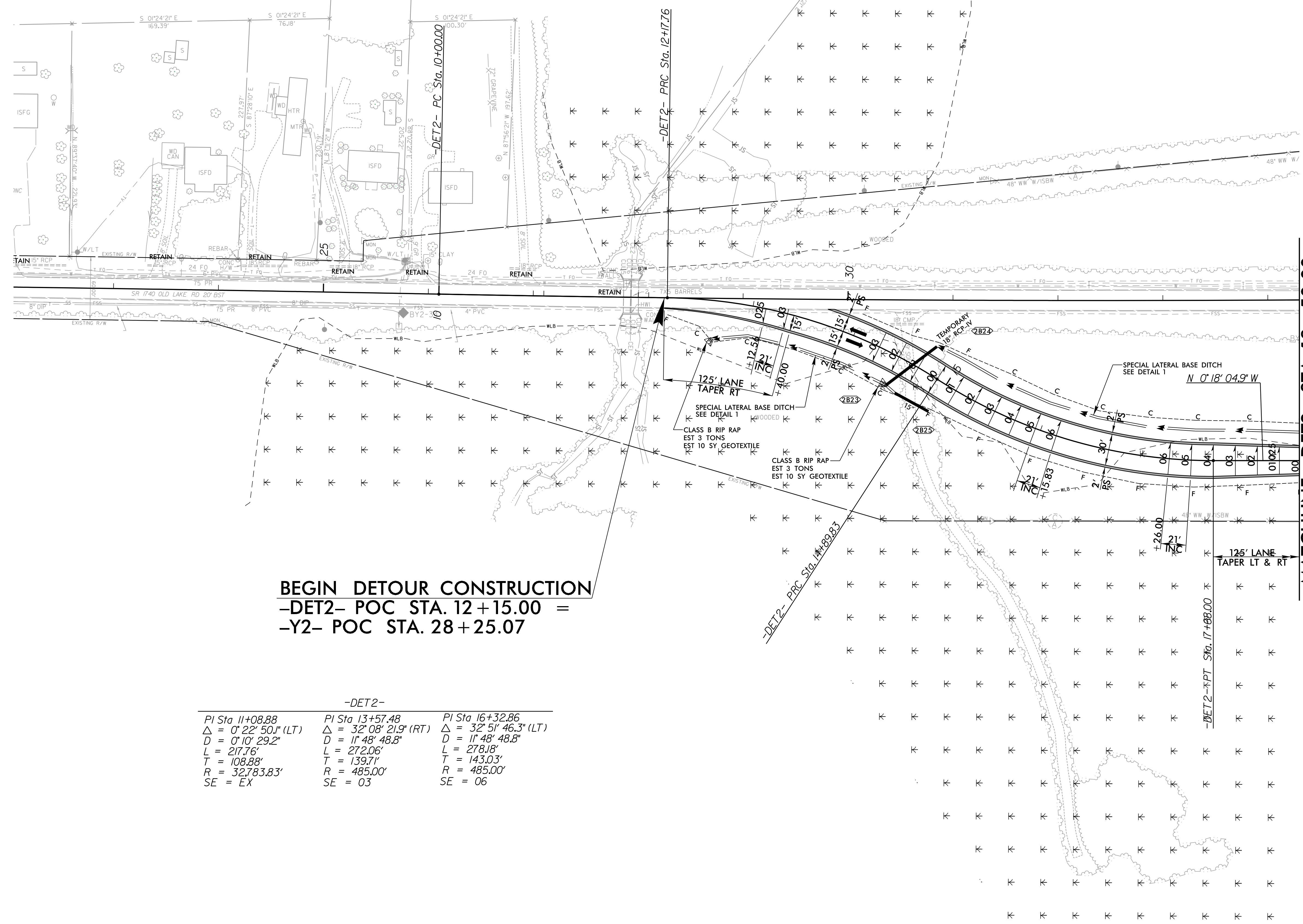
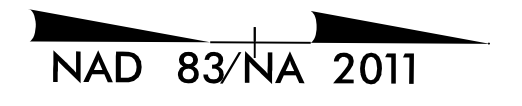
FROM STA. 12+65 TO STA. 14+61 -DET2- RT
 FROM STA. 14+75 TO STA. 22+50 -DET2- LT

-Y2- DETOUR

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PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-6
RW SHEET NO.	HYDRAULICS
ROADWAY DESIGN 4/13/2022 ENGINEER	4/13/2022 ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



BEGIN DETOUR CONSTRUCTION
 -DET2- POC STA. 12+15.00 =
 -Y2- POC STA. 28+25.07

-DET2-		
PI Sta 11+08.88	PI Sta 13+57.48	PI Sta 16+32.86
$\Delta = 0^\circ 22' 50.1''$ (LT)	$\Delta = 32^\circ 08' 21.9''$ (RT)	$\Delta = 32^\circ 51' 46.3''$ (LT)
D = 0' 10' 29.2"	D = 1' 48' 48.8"	D = 1' 48' 48.8"
L = 217.76'	L = 272.06'	L = 278.18'
T = 108.88'	T = 139.71'	T = 143.03'
R = 32,783.83'	R = 485.00'	R = 485.00'
SE = EX	SE = 03	SE = 06

MATCHLINE -DET2- STA. 18+50.00
SEE SHEET 2B-7

NOTES:
 PROP PAVED SHOULDER
 FOR -DET2- PROFILE, SEE SHEET 45

3/10/2022
 R:\Projects\N\Proj\N5819_R5820_RDY_PSH2B-6.dgn
 E:\CADD\Drawings

8/17/22

MATCHLINE -L- STA. 85 + 50.00
SEE SHEET 2B-9

-Y2- DETOUR

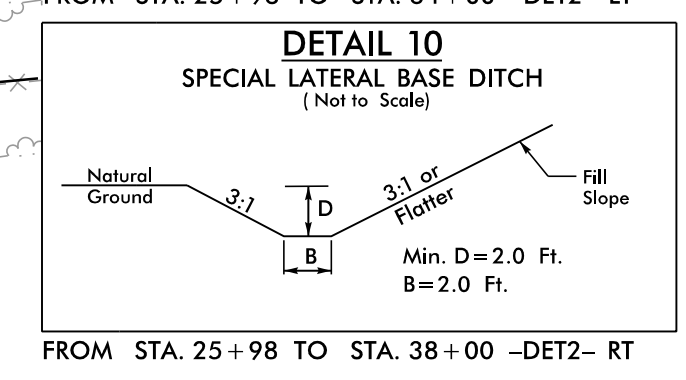
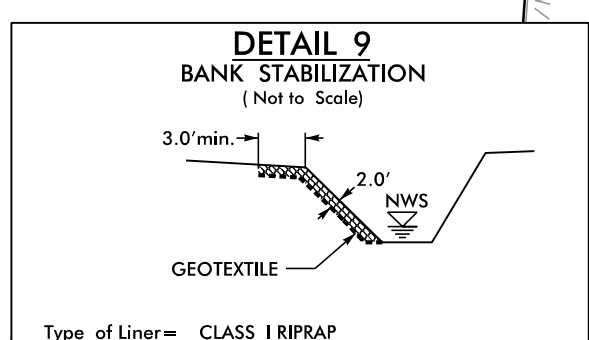
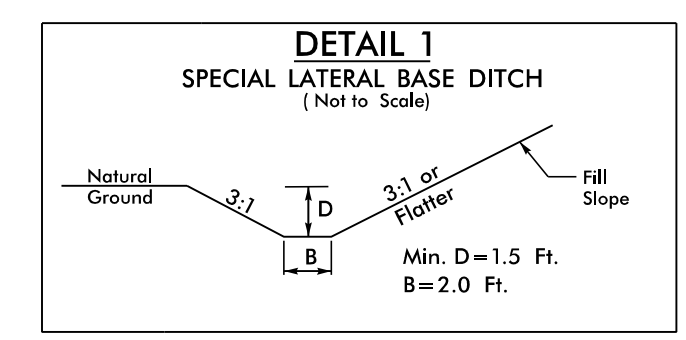
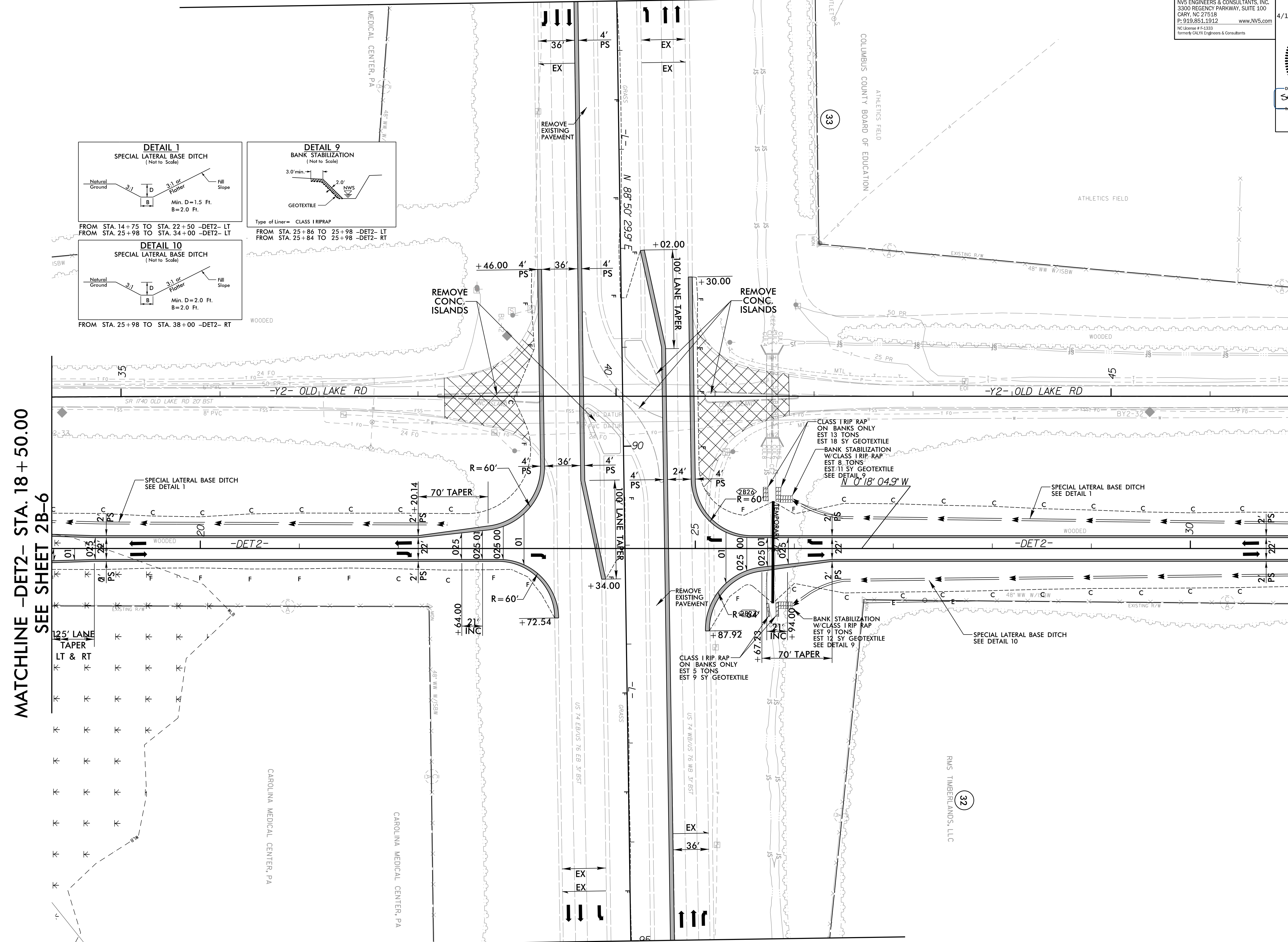
NV5

PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NA 2011

MATCHLINE -DET2- STA. 18 + 50.00
SEE SHEET 2B-6

MATCHLINE -DET2- STA. 31 + 00.00
SEE SHEET 2B-8



NOTES:
 PROP PAVED SHOULDER
 PAVEMENT REMOVAL
 FOR -DET2- PROFILE, SEE SHEET 45

3/10/2022
R:\Projects\2022\19\5819\5820\RDY_PSH2B-7.dgn
E:\CADD\Match

8.17.17.99

-Y2- DETOUR

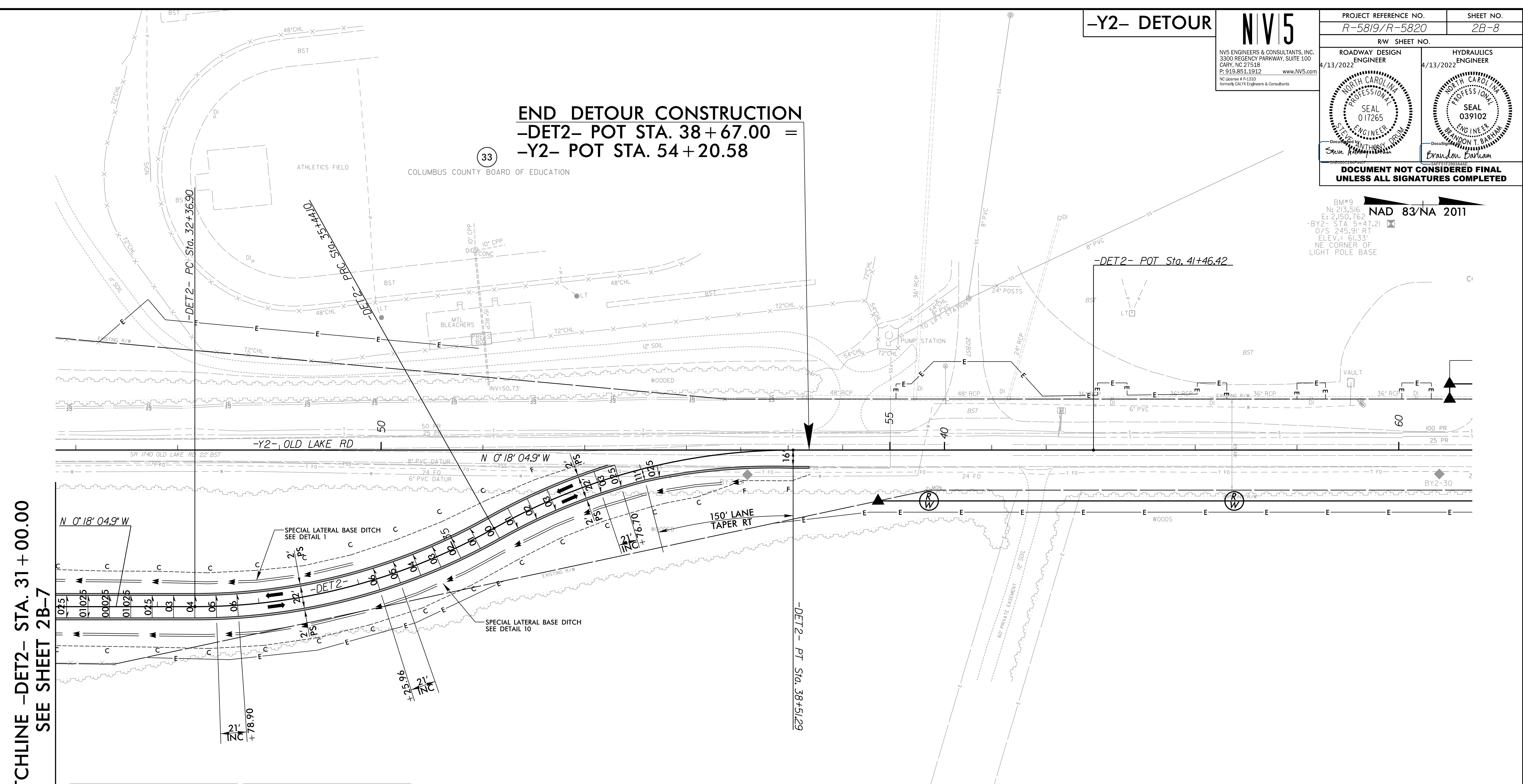
NIV5

PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. 2B-8
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

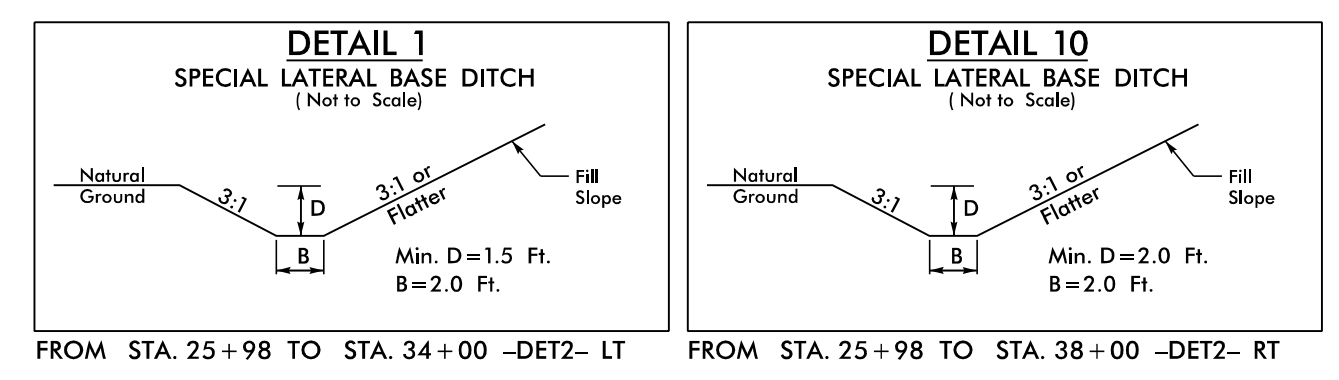
BM#9
N: 213.516
E: 2150.762
-BY2- STA. 5+47.21
O/S 245.91' RT
ELEV. = 61.33'
NE CORNER OF
LIGHT POLE BASE

NAD 83/NA 2011

END DETOUR CONSTRUCTION
-DET2- POT STA. 38+67.00 =
-Y2- POT STA. 54+20.58



MATCHLINE -DET2- STA. 31+00.00
SEE SHEET 2B-7



-DET2-

PI Sta 33+93.95	PI Sta 37+01.14
$\Delta = 29^{\circ} 20' 05.3"$ (LT)	$\Delta = 29^{\circ} 20' 05.3"$ (RT)
D = 9' 32' 57.5"	D = 9' 32' 57.5"
L = 307.19'	L = 307.19'
T = 157.04'	T = 157.04'
R = 600.00'	R = 600.00'
SE = 06	SE = 03

32
RMS TIMBERLANDS, LLC

NOTES:
 PROP PAVED SHOULDER
 FOR -DET2- PROFILE, SEE SHEET 45

3/10/2022
 R:\Projects\2022\20220310\20220310_R5819_R5820_RDY_PS42B-8.dgn
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8/17/99

-Y2- DETOUR

NV5

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3300 REGENCY PARKWAY, SUITE 100
CARY, NC 27518
P: 919.851.1912 www.NV5.com
NC License # FJ3333
Formerly CALXX Engineers & Consultants

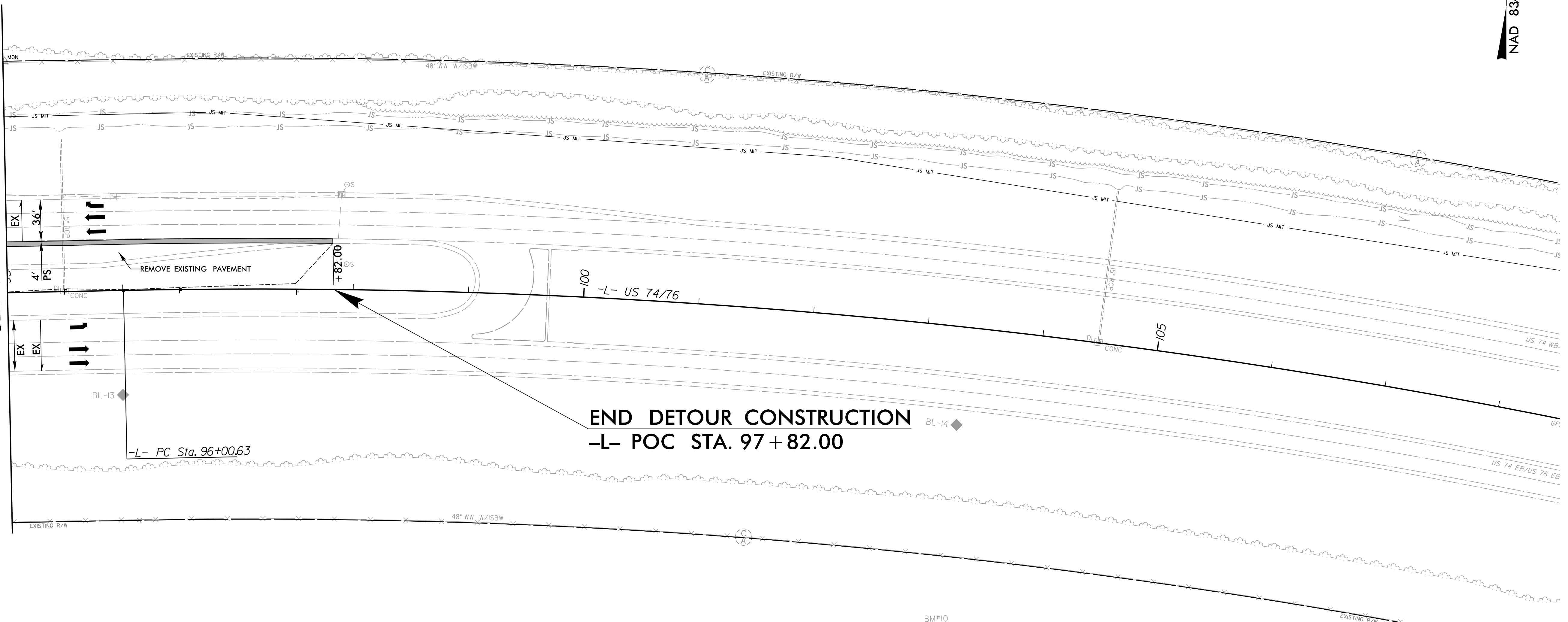
PROJECT REFERENCE NO. <i>R-5819/R-5820</i>	SHEET NO. <i>2B-10</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
Steve Anthony Drim	Brandon T. Barham
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

32

RMS, TIMBERLANDS, LLC
RB 885 PG 514
PB 72 PG 43

NAD 83/NA 2011

MATCHLINE -L- STA. 95+00.00
SEE SHEET 2B-7



END DETOUR CONSTRUCTION
-L- POC STA. 97+82.00

-L-

PI Sta	110+13.54
Δ	= 27° 41' 10.3" (RT)
D	= 0° 59' 57.4"
L	= 2,770.62'
T	= 1,412.91'
R	= 5,733.71'

BM#10
N: 211.235
E: 2,152.399
-BL- STA. 127+60.81
O/S 185.42' RT
ELEV. = 56.25'
RR SPIKE IN BASE
OF 9" PINE

CAROLINA MEDICAL CENTER, PA
RB 796 PG 123
PB 70 PG 66

NOTES:
 PROP PAVED SHOULDER
 PAVEMENT REMOVAL

3/10/2022
R:\Projects\N\Proj\N5819_RE5820_RDY_PSH2B-10.dgn
E:\CADD\Matchline

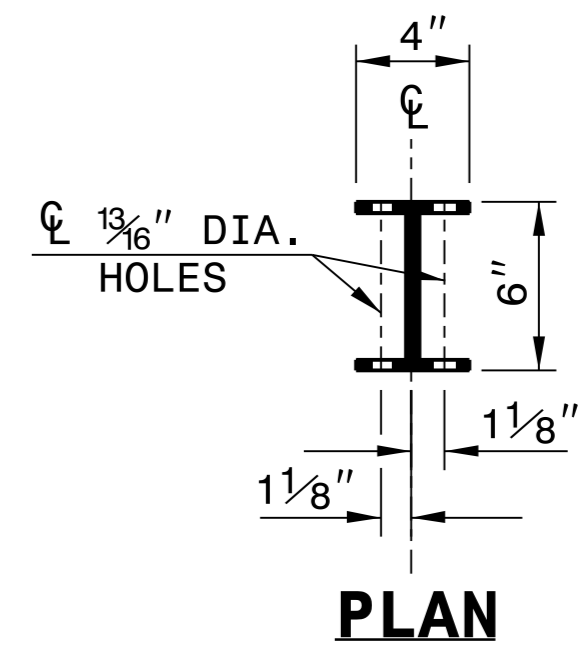
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02



STANDARD W-BEAM GUARDRAIL



PLAN



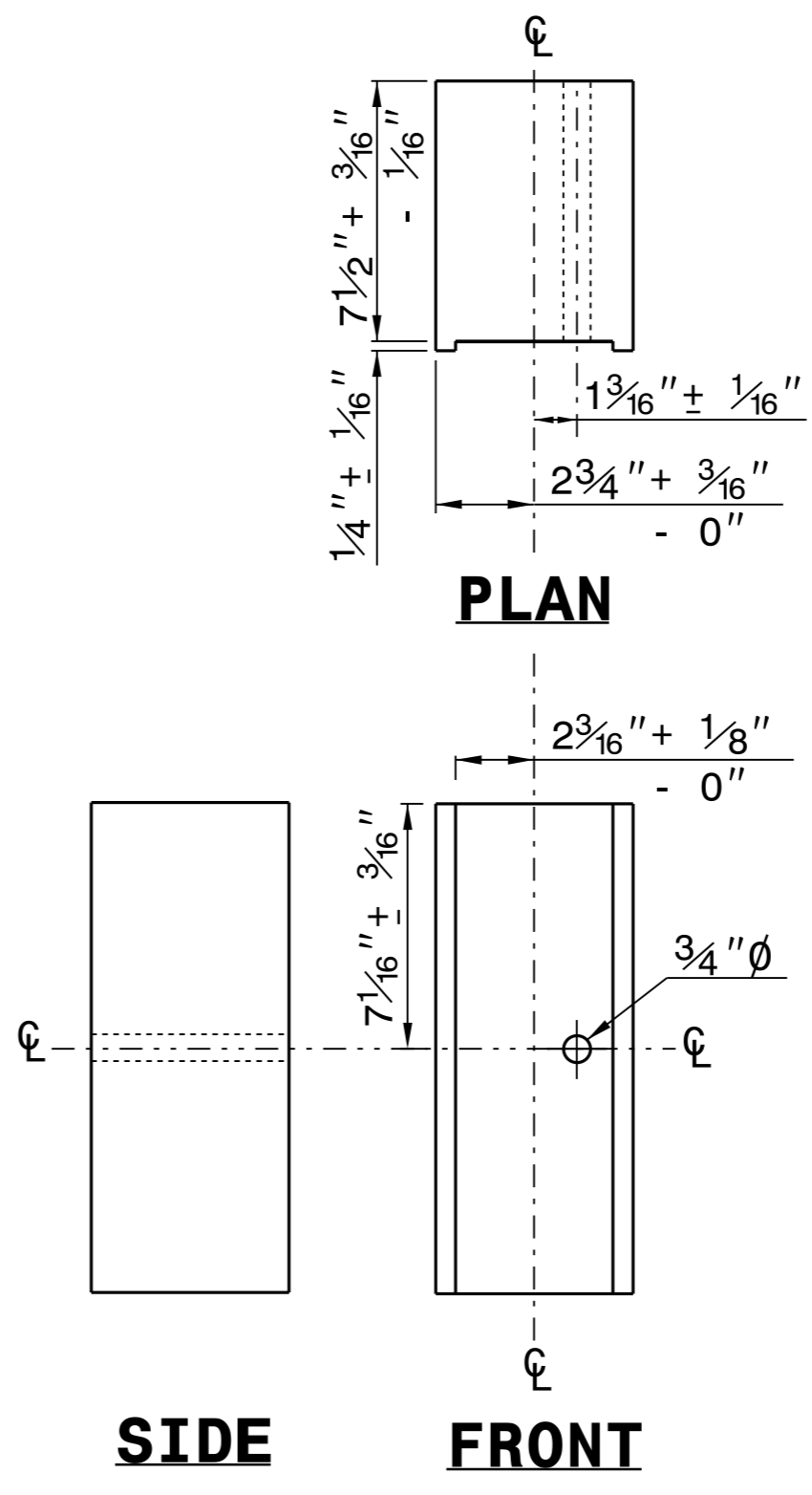
**WOOD OFFSET BLOCK
(FOR WOOD POSTS)**

**STANDARD
LINE POST**

**SHORT WOOD
BREAKAWAY POST**



**STEEL TUBE
TS 6"x8"x0.1875"**

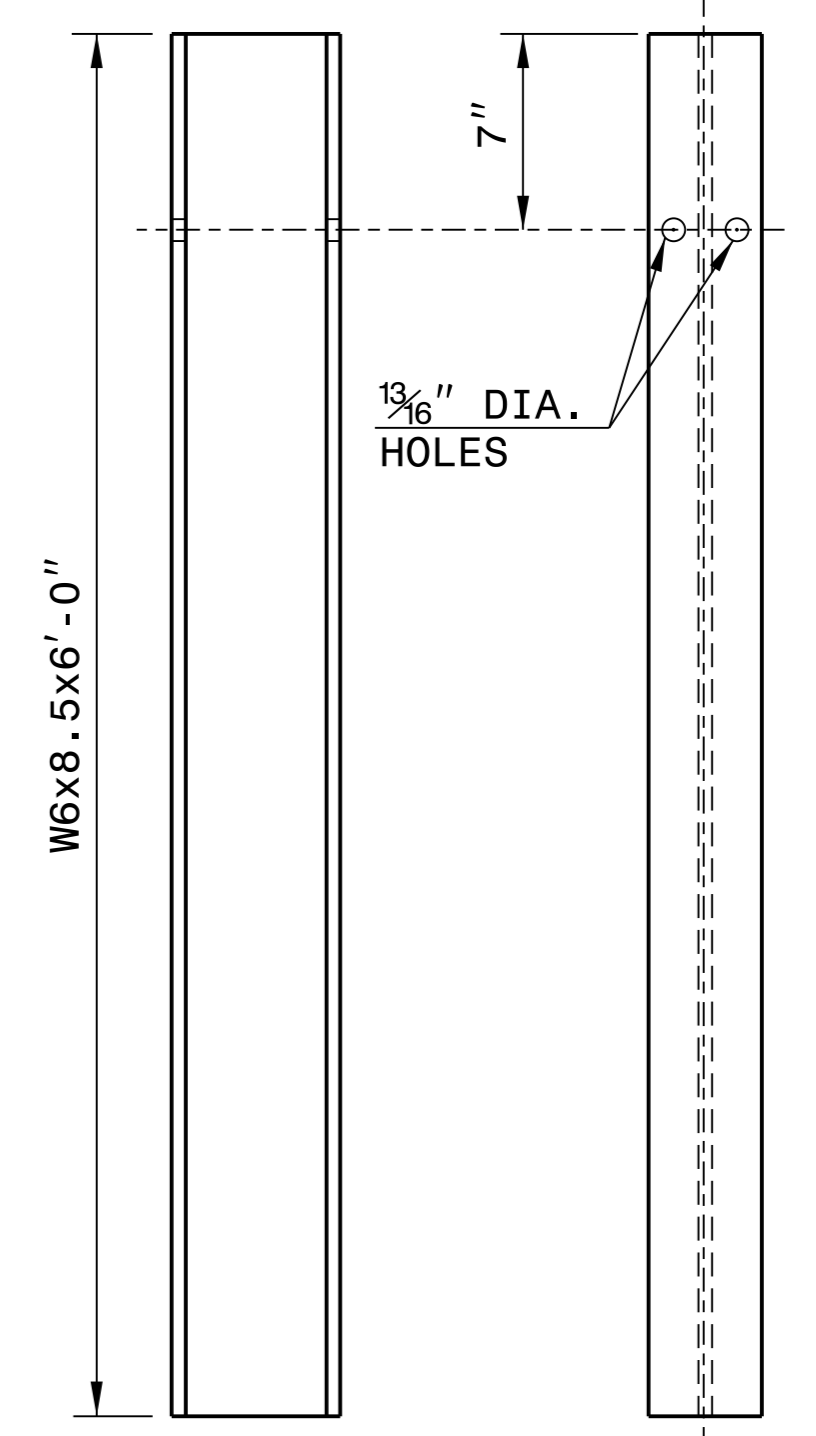


PLAN

SIDE

FRONT

**ROUTED
OFFSET BLOCK**



SIDE

FRONT

"W6" STEEL POST

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

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02

SYSTEM PARTS



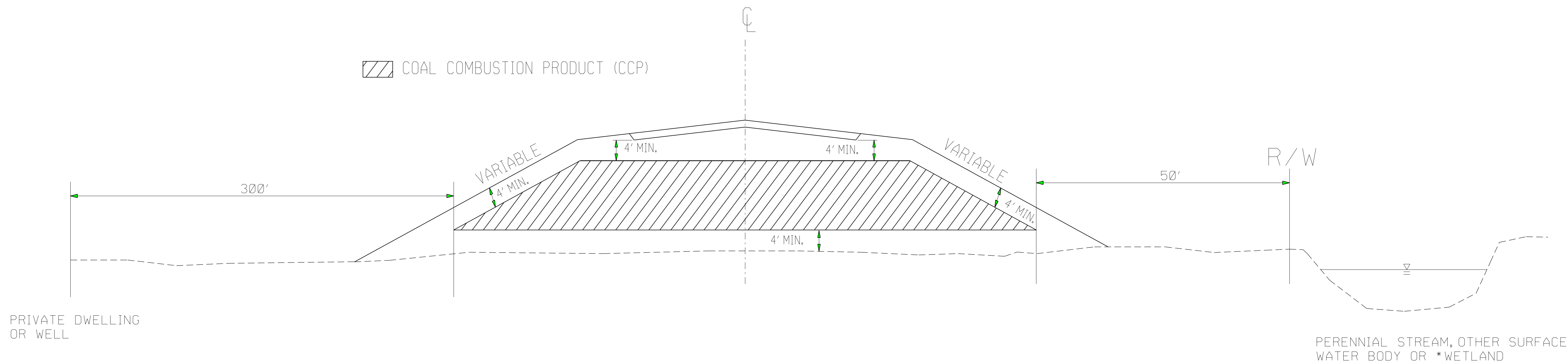
DocuSigned by:
Ronald Elton Davenport, Jr.
4/11/2022

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

SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON	DATE: 3-7-2018
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

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)



DocuSigned by:
Ronald Elton Davenport, Jr.
 4/11/2022

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

COAL COMBUSTION PRODUCT PLACEMENT DETAIL

ORIGINAL BY: J.S.H. DATE: 3/16/15
 MODIFIED BY: DATE: _____
 CHECKED BY: DATE: _____
 FILE SPEC.: joel/coal combustion material detail.dgn

01
02
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**STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS**

SUMMARY OF EARTHWORK (IN CUBIC YARDS)

Station	Station	Uncl. Excav.	Undercut	Embank. +25%	Borrow	Waste
PHASE I - BUILD DETOURS						
-DET1- STA. 10+50.00	-DET1- STA. 25+37.81	450		23,968	23,535	17
-DET1- STA. 26+73.98	-DET1- STA. 40+50.00	601		23,555	23,007	53
-DET2- STA. 12+15.00	-DET2- STA. 23+60.94	1,068		1,394	926	
-DET2- STA. 25+09.84	-DET2- STA. 37+67.00	4,835		1,531		3,304
-L- STA. 13+62.02	-L- STA. 30+08.83	614				614
-L- STA. 81+34.51	-L- STA. 97+81.88	930		259		671
SUBTOTALS:		8,498		50,706	46,867	4,659
PHASE II - BUILD PROJECT						
-LWB- STA. 18+50.00	-LWB- STA. 39+38.57	7,988	102	18,056	10,068	102
SUBTOTALS:		7,988	102	18,056	10,068	102
-L- STA. 10+00.00	-L- STA. 40+00.00	7,589	1,318	10,661	3,479	1,725
-Y1- STA. 24+25.00	-Y1- STA. 31+93.00	946		20,986	20,040	
-Y1- STA. 33+33.00	-Y1- STA. 37+13.52 (BRG)			53,621	53,621	
-Y1- STA. 39+40.27 (BRG)	-Y1- STA. 43+26.73			23,301	23,301	
-Y1- STA. 44+60.66	-Y1- STA. 49+20.67			56,536	56,536	
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		25,221	25,221	
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		20,068	19,613	297
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		52,384	52,329	375
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		38,378	37,781	1,657
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		26,939	26,326	12
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		36,333	36,136	439
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		200		28
-Y1- STA. 44+60.66	-Y1- STA. 51+75.00	742		12,078	6,724	
SUBTOTALS:		16,882	3,270	376,695	361,106	4,533
-L- STA. 40+00.00	-L- STA. 70+00.00	4,140		8,246	4,106	
SUBTOTALS:		4,140		8,246	4,106	0
-L- STA. 70+00.00	-L- STA. 100+00.00	1,245		10,326	9,277	196
SUBTOTALS:		1,245		10,326	9,277	196
-L- STA. 100+00.00	-L- STA. 105+30.00	178		3,366	3,188	
SUBTOTALS:		178		3,366	3,188	0
-Y2- STA. 28+10.00	-Y2- STA. 38+93.94 (BRG)	54		59,898	59,844	
-Y2- STA. 42+37.17 (BRG)	-Y2- STA. 74+17.90	3,814	964	56,814	53,983	1,947
-Y2- STA. 74+41.90	-Y3- STA. 78+50.00	74	759	1,584	1,490	759
SUBTOTALS:		3,942	1,723	118,275	115,316	2,706
-Y7- STA. 40+00.00	-Y7- STA. 70+00.00	3,720	734	29,064	25,344	734
-Y7- STA. 70+00.00	-Y7- STA. 96+00.00	697	5,053	25,731	25,111	5,130
-DR1- STA. 10+12.18	-DR1- STA. 16+61.58			7,168	7,168	
SUBTOTALS:		4,417	5,787	61,962	57,622	5,864
-Y3- STA. 13+40.00	-Y3- STA. 16+61.48	34		273	239	
-Y3- STA. 18+01.48	-Y3- STA. 21+23.00	30		304	288	14
-Y3- STA. 18+01.48	-Y3- STA. 21+23.00	30		3,160	3,160	
-Y1A- STA. 11+97.00	-Y1A- STA. 16+18.71	91		364	273	
-Y1- STA. 10+70.00	-Y1- STA. 24+25.00	2,460		1,186		1,274
SUBTOTALS:		2,615		5,286	3,959	1,287
PHASE III - DETOUR REMOVAL						
-DET1- STA. 10+50.00	-DET1- STA. 25+38.17	19,612		6,301		13,311
-DET1- STA. 26+74.17	-DET1- STA. 40+50.00	18,842		2,180		16,662
-DET2- STA. 12+15.00	-DET2- STA. 23+60.94	998		1,414	416	
-DET2- STA. 24+96.95	-DET2- STA. 41+75.00	1,754		5,788	4,014	
SUBTOTALS:		41,206		15,662	4,429	29,972
TOTAL		91,081	10,882	668,580	615,938	49,319
Material For Shoulder Construction						
Additional Undercut						
Less Due to Clearing & Grubbing						
Waste in Lieu of Borrow						
PROJECT TOTALS:		83,806	14,922	686,378	605,863	18,221
Est. 5% To Replace Top Soil on Borrow Pit						
GRAND TOTALS:		83,806	14,922	686,378	636,156	18,221
SAY:		84,000	15,000		637,000	
*UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT TO BE USED IN TOP 3' OF EMBANKMENT OR BACKFILL -L- 50+75 TO 54+25 (218 CY), -L- 100+75 TO 104+25 (46 CY), -Y1- 12+25 TO 13+37 (8 CY), -Y1RPPD- 19+25 TO 16+50 (772 CY), -Y2- 50+25 TO 53+25 (408 CY), -Y2- 61+75 TO 63+25 (244 CY), -DET1- 35+25 TO 37+25 (4 CY), -DET2- 32+75 TO 37+25 (2,045 CY)						
Est. DDE = 27,396 CY						
Note: THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.						

8/17/99

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CARY, NC 27518
P: 919.851.1912 www.NV5.com
N.C. License # F-3333
Formerly CALIX Engineers & Consultants

PROJECT REFERENCE NO. R-5819 /R-5820		SHEET NO. 4	
RW SHEET NO.		HYDRAULICS SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022		HYDRAULICS ENGINEER 4/13/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

NAD 83/NA 2011

1
BOATHOUSE SOLAR, LLC
RB 1100 PG 118
PB 71 PG 3

+03.92 -LWB-
150.41' LT
MON

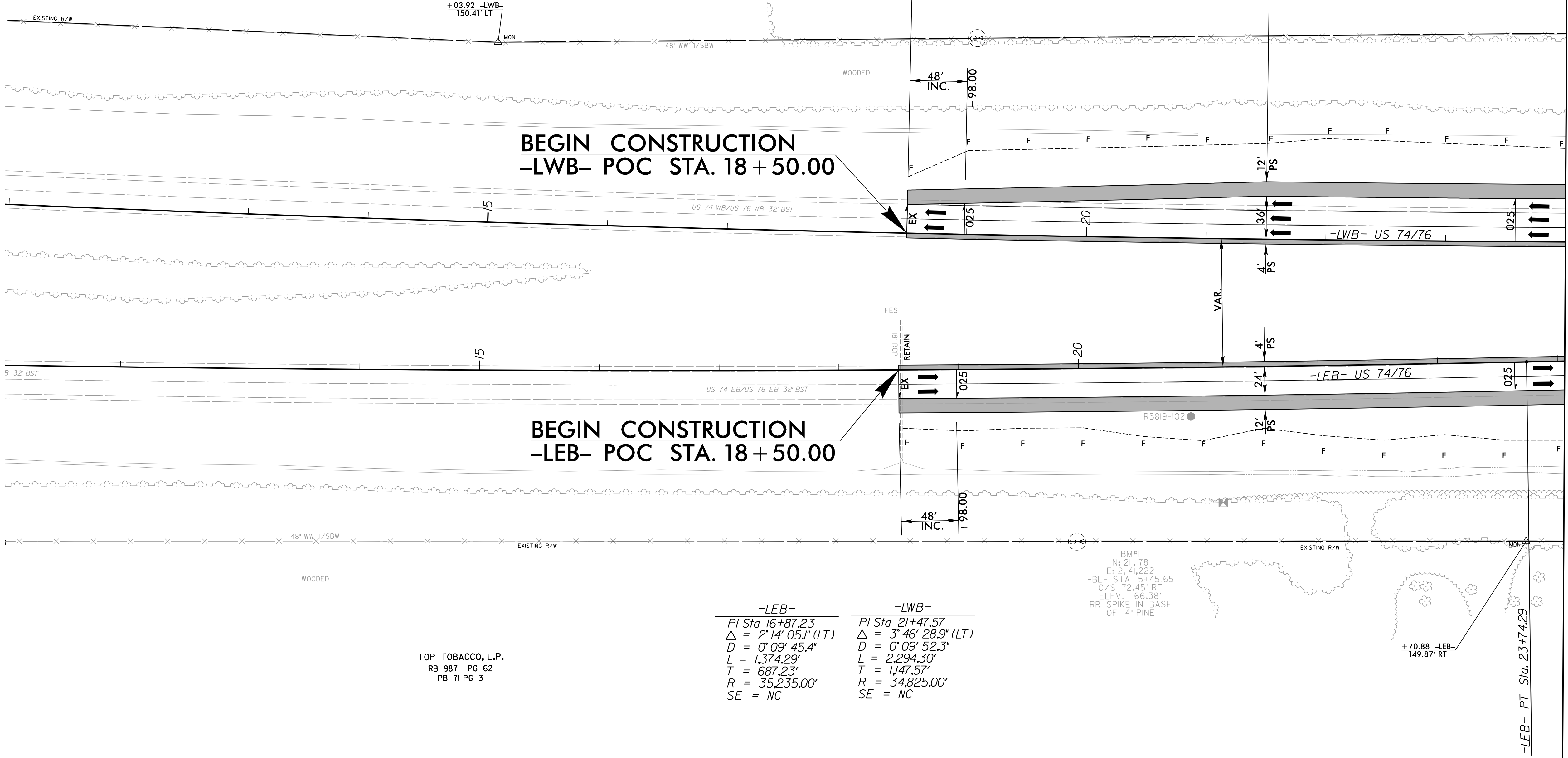
300' TAPER

00.00+

**BEGIN CONSTRUCTION
-LWB- POC STA. 18+50.00**

**BEGIN CONSTRUCTION
-LEB- POC STA. 18+50.00**

MATCHLINE -LWB- STA. 24+00.00
SEE SHEET 5



TOP TOBACCO, L.P.
RB 987 PG 62
PB 71 PG 3

-LEB-	-LWB-
PI Sta 16+87.23	PI Sta 21+47.57
$\Delta = 2' 14' 05.1''$ (LT)	$\Delta = 3' 46' 28.9''$ (LT)
D = 0' 09' 45.4"	D = 0' 09' 52.3"
L = 1,374.29'	L = 2,294.30'
T = 687.23'	T = 1,147.57'
R = 35,235.00'	R = 34,825.00'
SE = NC	SE = NC

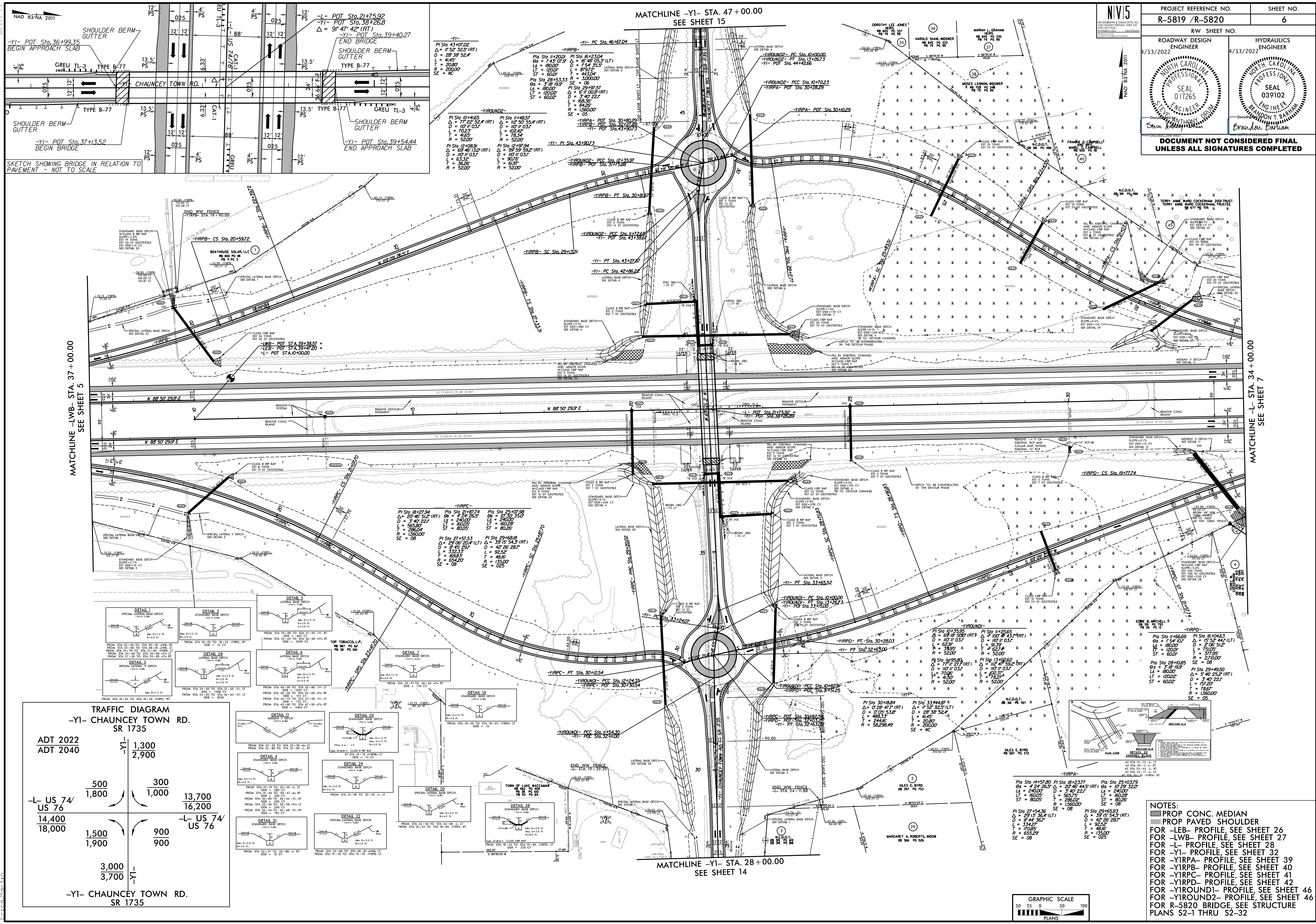
BM#1
N: 211,178
E: 2,141,222
-BL- STA 15+45.65
O/S T2.45' RT
ELEV. = 66.38'
RR SPIKE IN BASE
OF 14" PINE

+70.88 -LEB-
149.87' RT

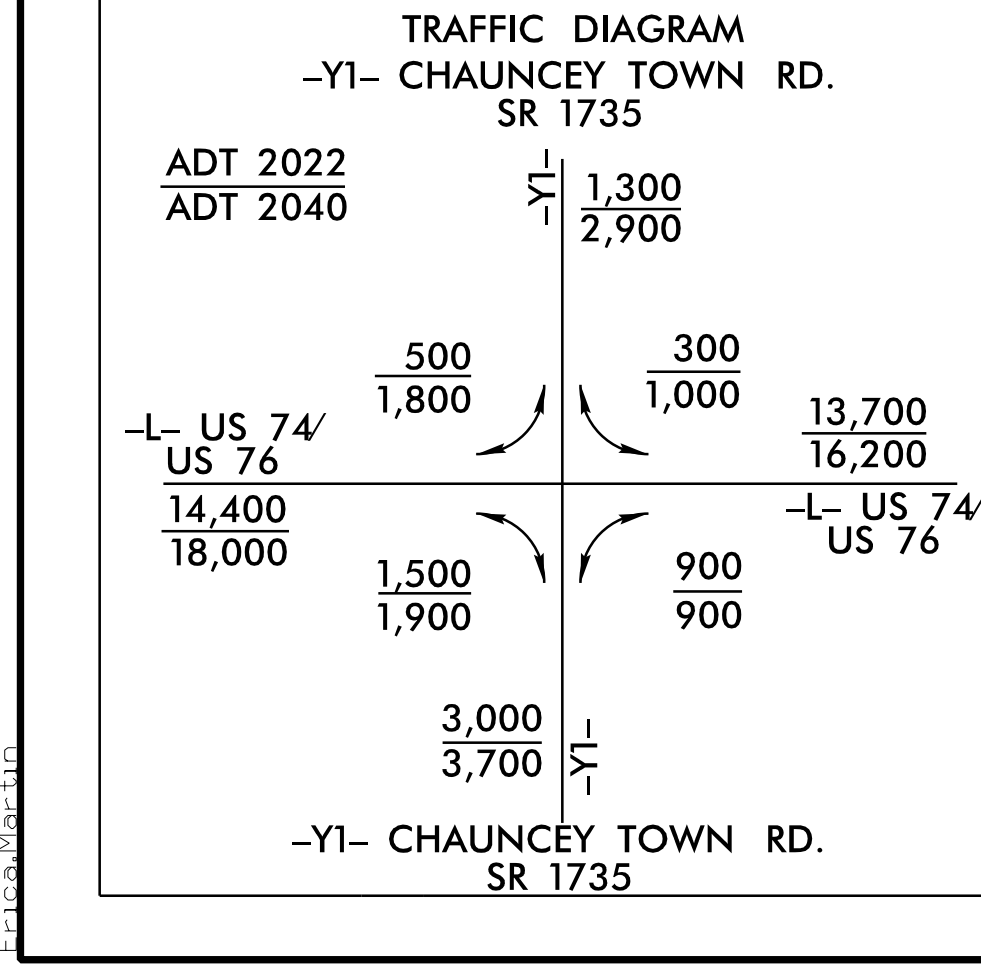
-LEB- PT Sta. 23+74.29

NOTES:
■ PROP PAVED SHOULDER
FOR -LEB- PROFILE, SEE SHEET 26
FOR -LWB- PROFILE, SEE SHEET 27

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C:\Users\jbarham

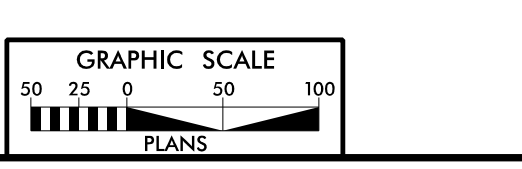


PROJECT REFERENCE NO. R-5819 /R-5820	SHEET NO. 6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 1/13/2022	HYDRAULICS ENGINEER 4/13/2022
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	



NOTES:

- PROP CONC. MEDIAN
- PROP PAVED SHOULDER
- FOR -LEB- PROFILE, SEE SHEET 26
- FOR -LWB- PROFILE, SEE SHEET 27
- FOR -L- PROFILE, SEE SHEET 28
- FOR -YI- PROFILE, SEE SHEET 32
- FOR -YIRPA- PROFILE, SEE SHEET 39
- FOR -YIRPB- PROFILE, SEE SHEET 40
- FOR -YIRPC- PROFILE, SEE SHEET 41
- FOR -YIRPD- PROFILE, SEE SHEET 42
- FOR -YIROUND- PROFILE, SEE SHEET 46
- FOR -YIROUND2- PROFILE, SEE SHEET 47
- FOR R-5820 BRIDGE, SEE STRUCTURE PLANS S2-1 THRU S2-22



3/10/2022
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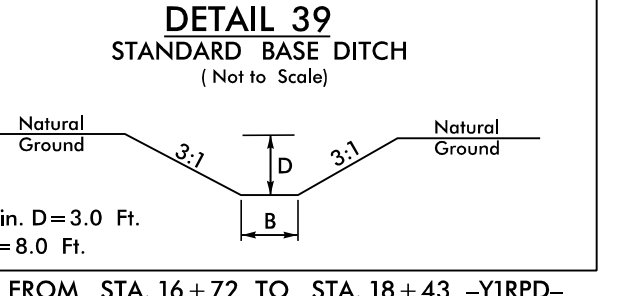
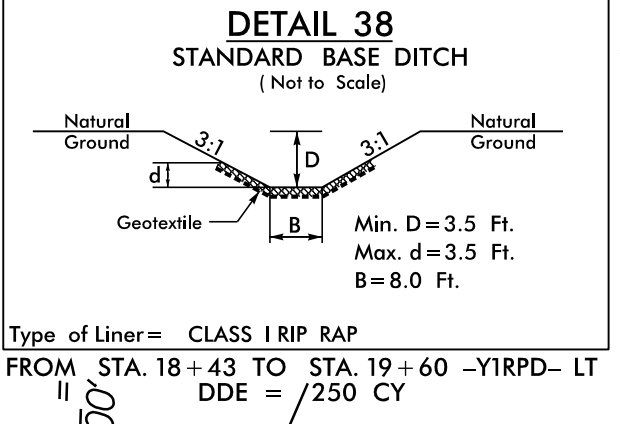
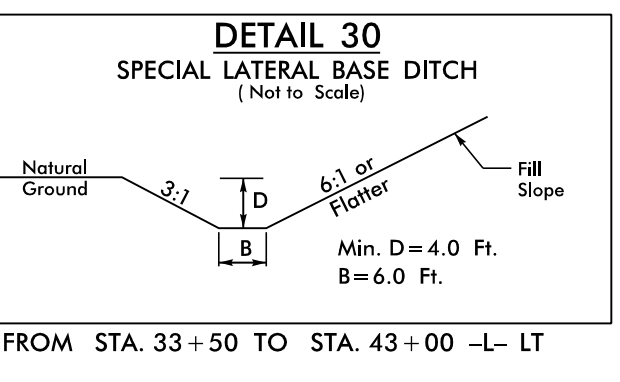
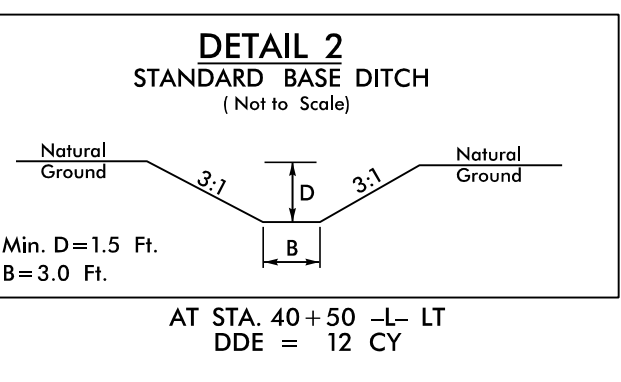
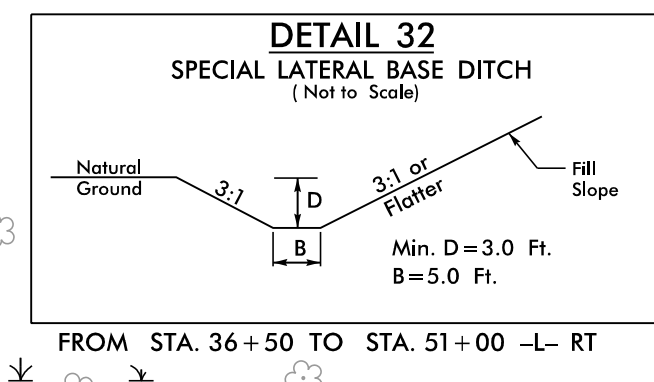
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PROJECT REFERENCE NO. R-5819 /R-5820	SHEET NO. 7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NV5

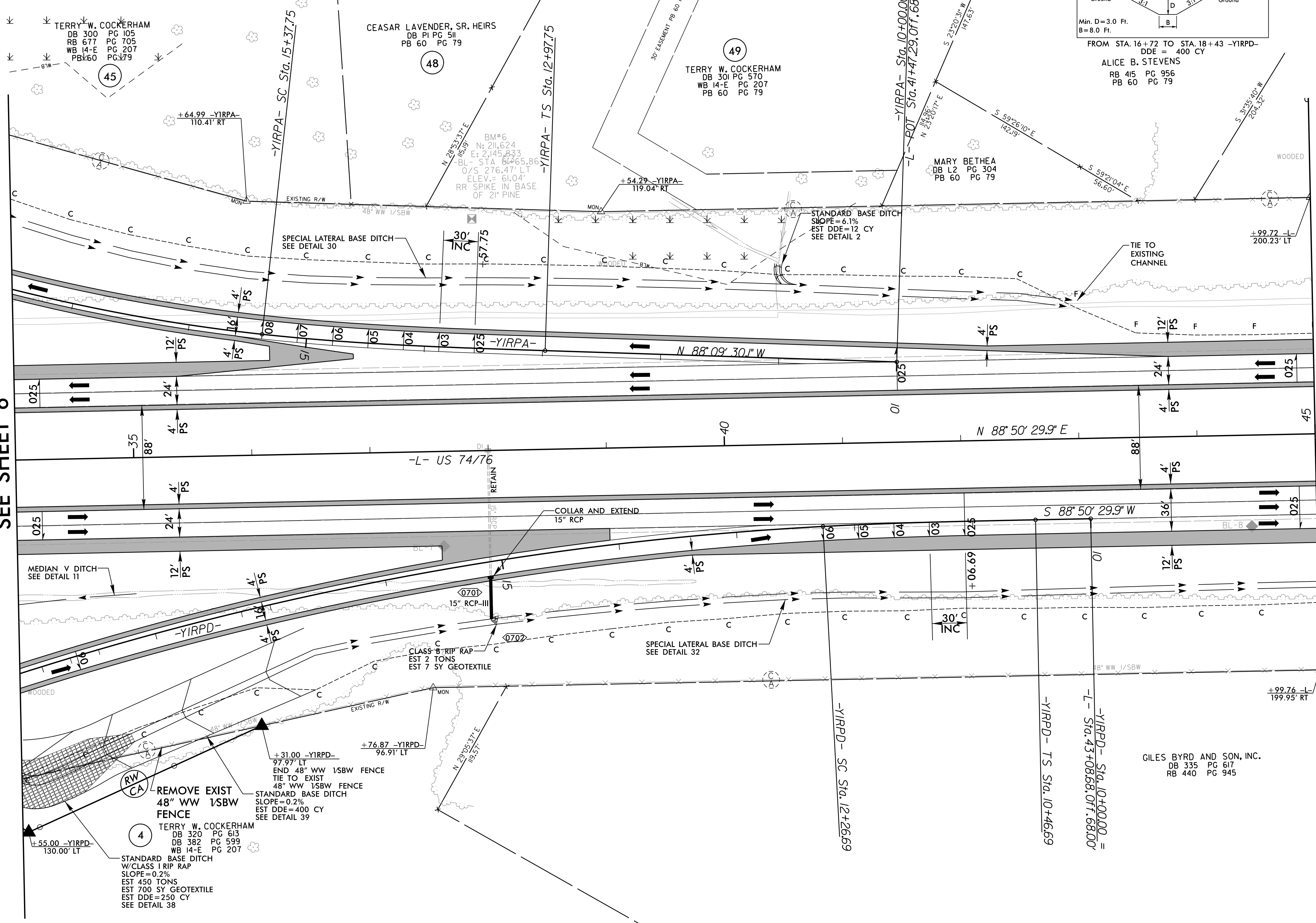
NVS ENGINEERS & CONSULTANTS, INC.
3300 REGENCY PARKWAY, SUITE 100
CARY, NC 27518
P: 919.851.1912
www.nv5.com



-YIRPA-
 PIs Sta 14+57.80 PI Sta 18+23.77
 $\Delta = 20' 46' 44.5''$ (RT)
 $\Delta = 3' 40' 22.1''$
 $Ls = 240.00'$ $L = 565.75'$
 $LT = 160.05'$ $T = 286.02'$
 $ST = 80.05'$ $R = 1,560.00'$
 $SE = 08$

MATCHLINE -L- STA. 34 + 00.00
SEE SHEET 6

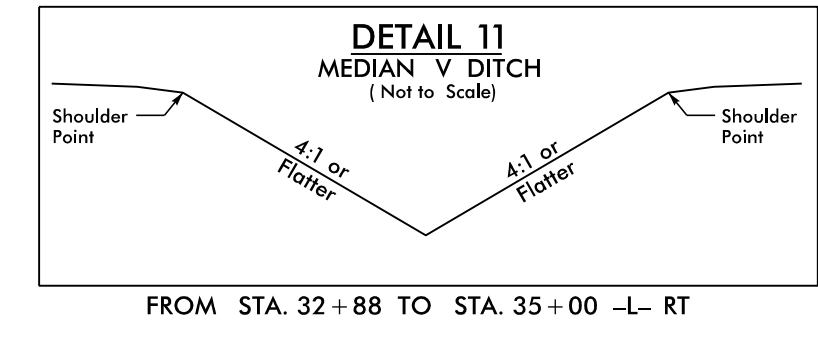
MATCHLINE -L- STA. 45 + 00.00
SEE SHEET 8



REMOVE EXIST 48" WW 1/2 SW FENCE
 TERRY W. COCKERHAM
 DB 320 PG 613
 DB 382 PG 599
 WB 14-E PG 207
 PB 60 PG 207

STANDARD BASE DITCH
 W/CLASS 1 RIP RAP
 SLOPE = 0.2%
 EST 450 TONS
 EST 700 SY GEOTEXTILE
 EST DDE = 250 CY
 SEE DETAIL 38

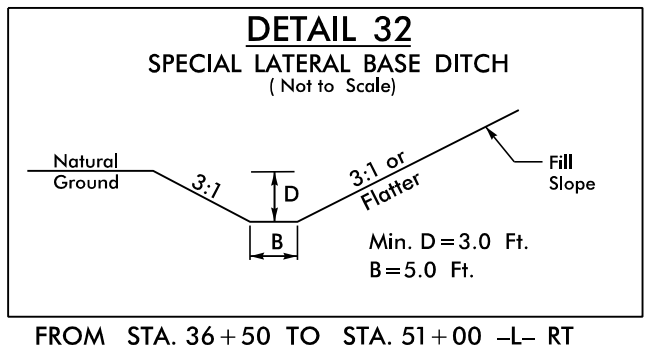
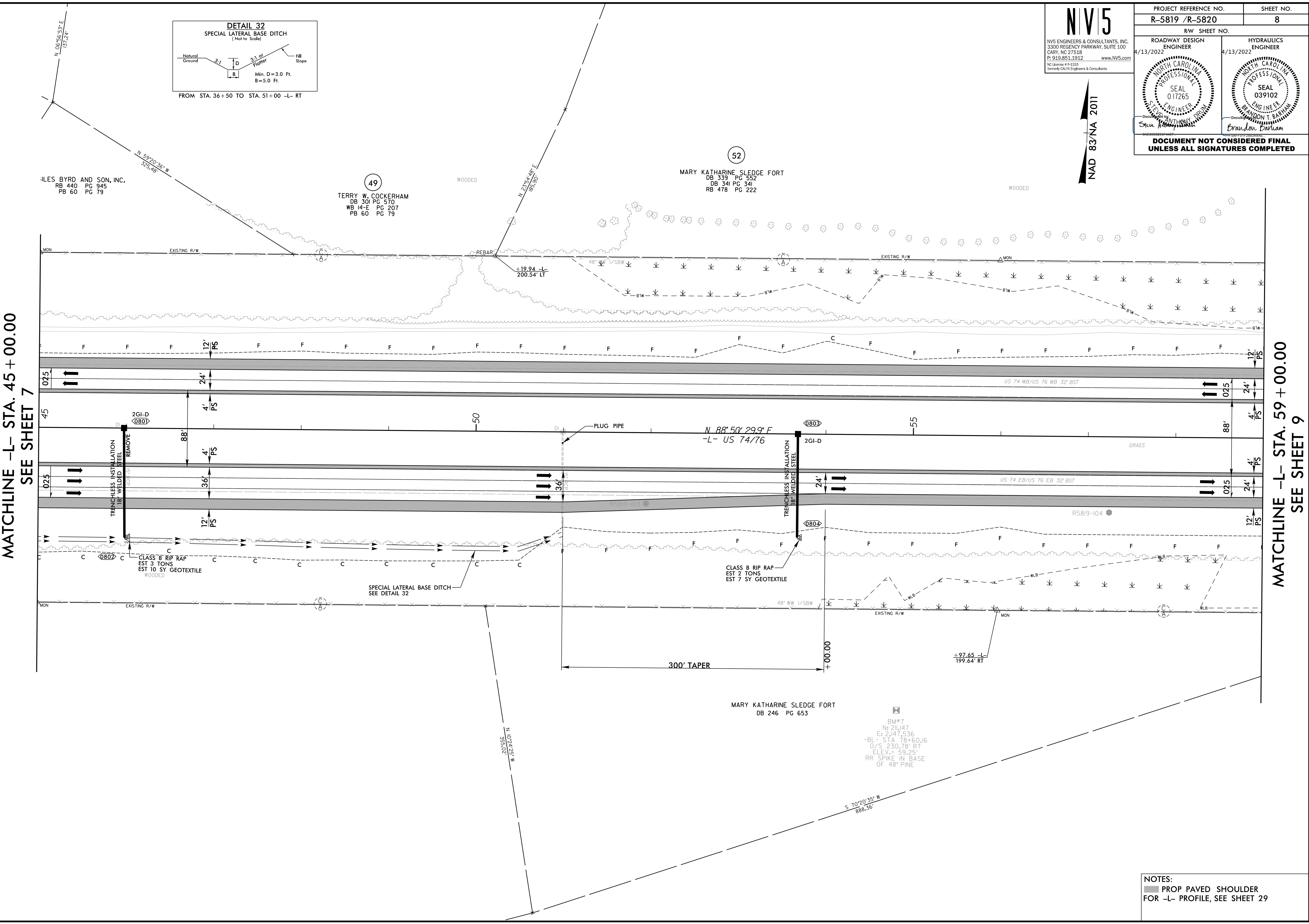
-YIRPD-
 PIs Sta 11+66.69 PI Sta 16+04.63
 $\Delta = 1' 54' 10.1''$ $\Delta = 15' 52' 44.1''$ (LT)
 $Ls = 180.00'$ $D = 2' 06' 51.2''$
 $LT = 120.01'$ $L = 751.05'$
 $ST = 60.01'$ $T = 377.95'$
 $R = 2,710.00'$
 $SE = 08$



NOTES:
 ■ PROP PAVED SHOULDER
 FOR -L- PROFILE, SEE SHEET 28 & 29
 FOR -YIRPA- PROFILE, SEE SHEET 39
 FOR -YIRPD- PROFILE, SEE SHEET 42

NAD 83/NA 2011

8.17.17.99
4/14/2022
R:\Projects\Roadway\Projects\N5819_R5820_RDY_PS+8.dgn
Face Match



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Formerly CALIX Engineers & Consultants

NAD 83/NA 2011

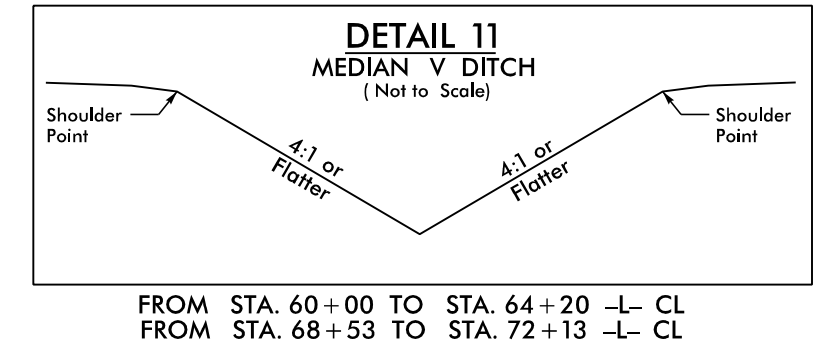
PROJECT REFERENCE NO. R-5819 /R-5820		SHEET NO. 8
RW SHEET NO.		
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

MATCHLINE -L- STA. 45 + 00.00
SEE SHEET 7

MATCHLINE -L- STA. 59 + 00.00
SEE SHEET 9

NOTES:
■ PROP PAVED SHOULDER
FOR -L- PROFILE, SEE SHEET 29

8.17.17/19

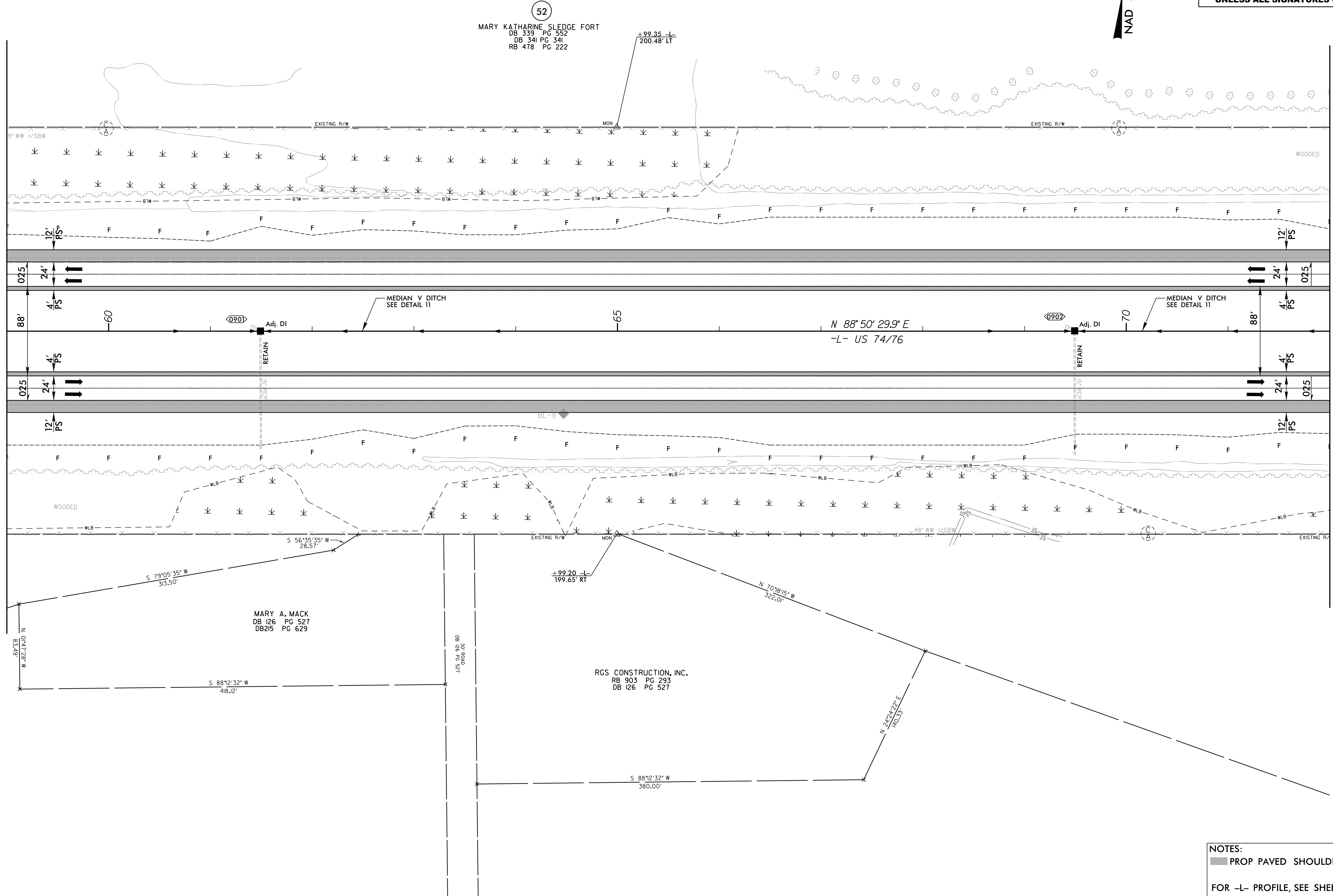


PROJECT REFERENCE NO. R-5819 /R-5820		SHEET NO. 9
RW SHEET NO.		
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022	
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

NAD 83/NA 2011

MATCHLINE -L- STA. 59 + 00.00
SEE SHEET 8

MATCHLINE -L- STA. 72 + 00.00
SEE SHEET 10



NOTES:

- PROP PAVED SHOULDER

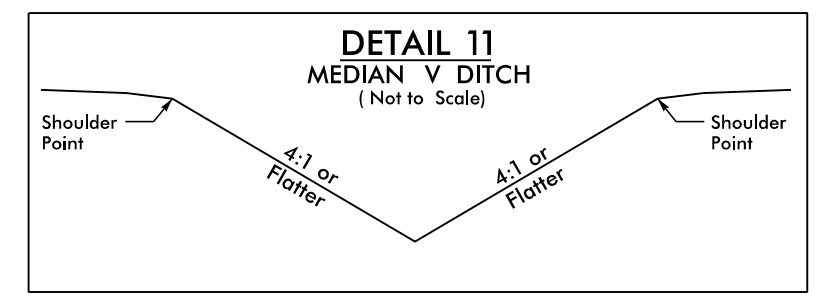
FOR -L- PROFILE, SEE SHEET 29 & 30

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C:\Users\brbarham

8/17/99

NV5

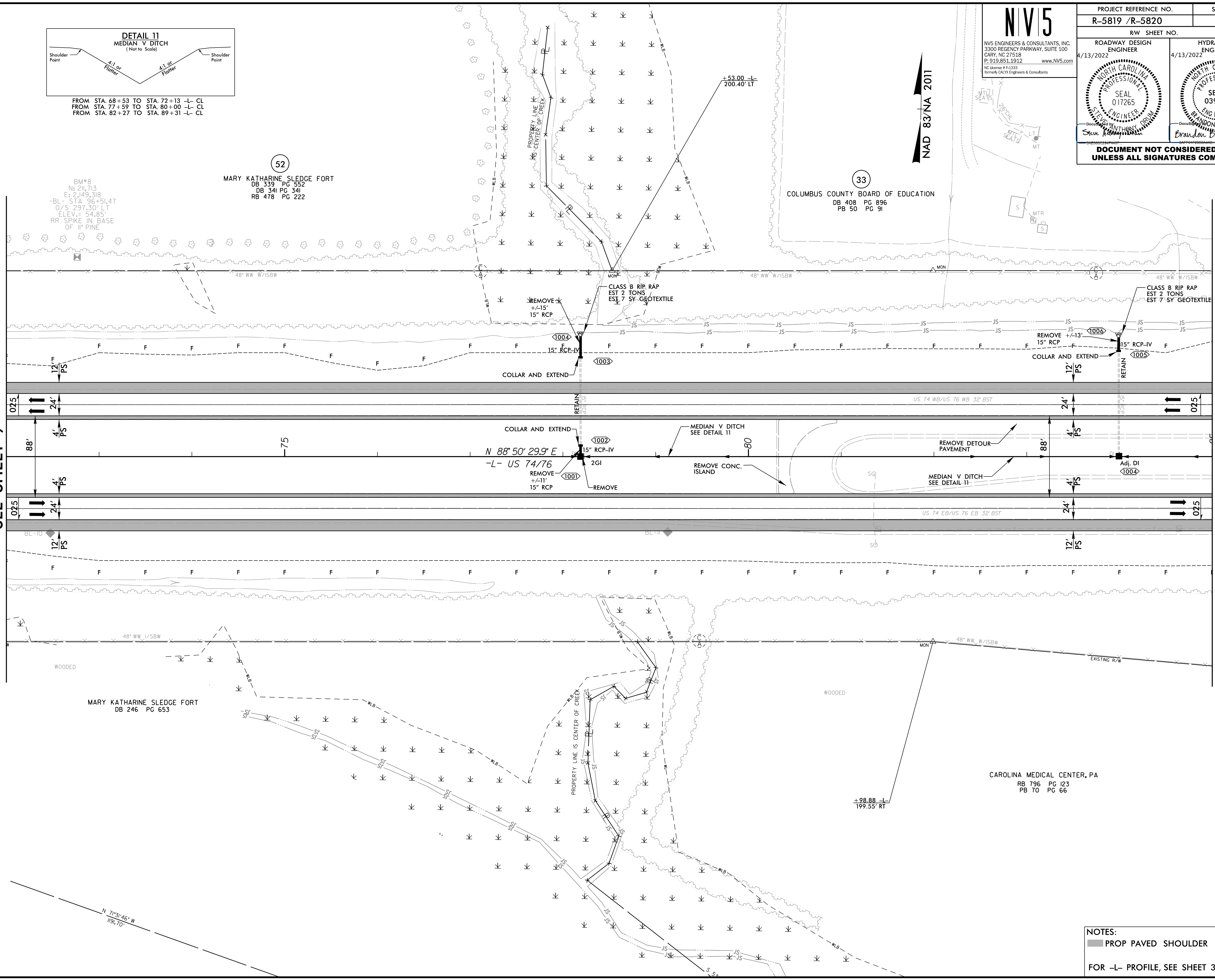
PROJECT REFERENCE NO. R-5819 / R-5820		SHEET NO. 10	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER 4/13/2022		HYDRAULICS ENGINEER 4/13/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



FROM STA. 68+53 TO STA. 72+13 -L- CL
 FROM STA. 77+59 TO STA. 80+00 -L- CL
 FROM STA. 82+27 TO STA. 89+31 -L- CL

MATCHLINE -L- STA. 72 + 00.00
SEE SHEET 9

MATCHLINE -L- STA. 85 + 00.00
SEE SHEET 11



NOTES:
 PROP PAVED SHOULDER
 FOR -L- PROFILE, SEE SHEET 30

2/15/2022
 R:\Projects\NVR5819_R5820_RDY_PSH10.dgn
 Controlling

8/17/99

MATCHLINE -Y2- STA. 44 + 00.00 SEE SHEET 17

NV5

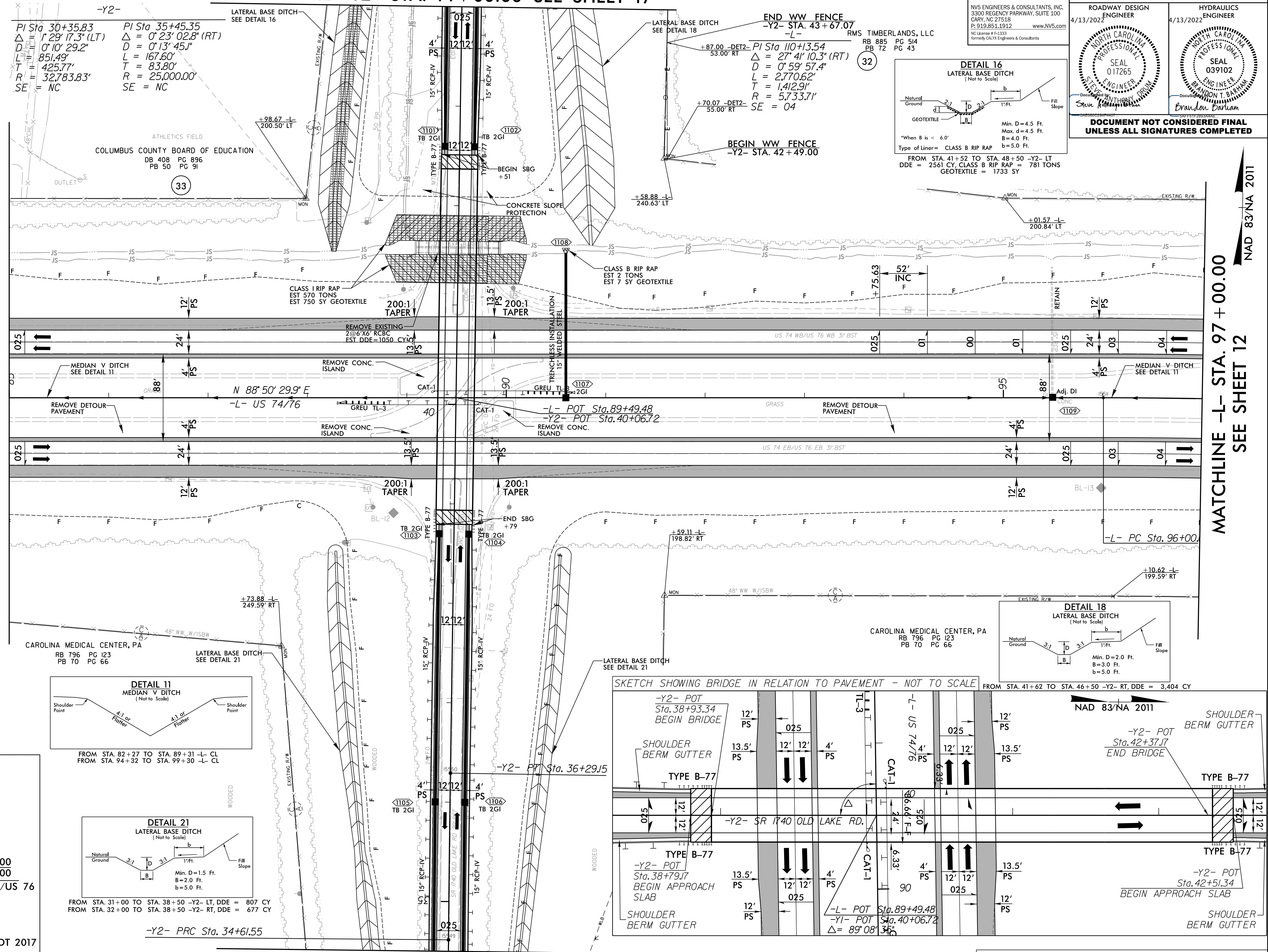
NV5 ENGINEERS & CONSULTANTS, INC.
3300 REGENCY PARKWAY, SUITE 100
CARY, NC 27518
P-919.851.1912
www.NV5.com
NC License # E1333
Formerly CALYX Engineers & Consultants

PROJECT REFERENCE NO. R-5819 /R-5820	SHEET NO. 11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022

SEAL
017265
STEVE R. WILLIAMS
ENGINEER
NORTH CAROLINA

SEAL
039102
BRANDON T. DARLAM
ENGINEER
NORTH CAROLINA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

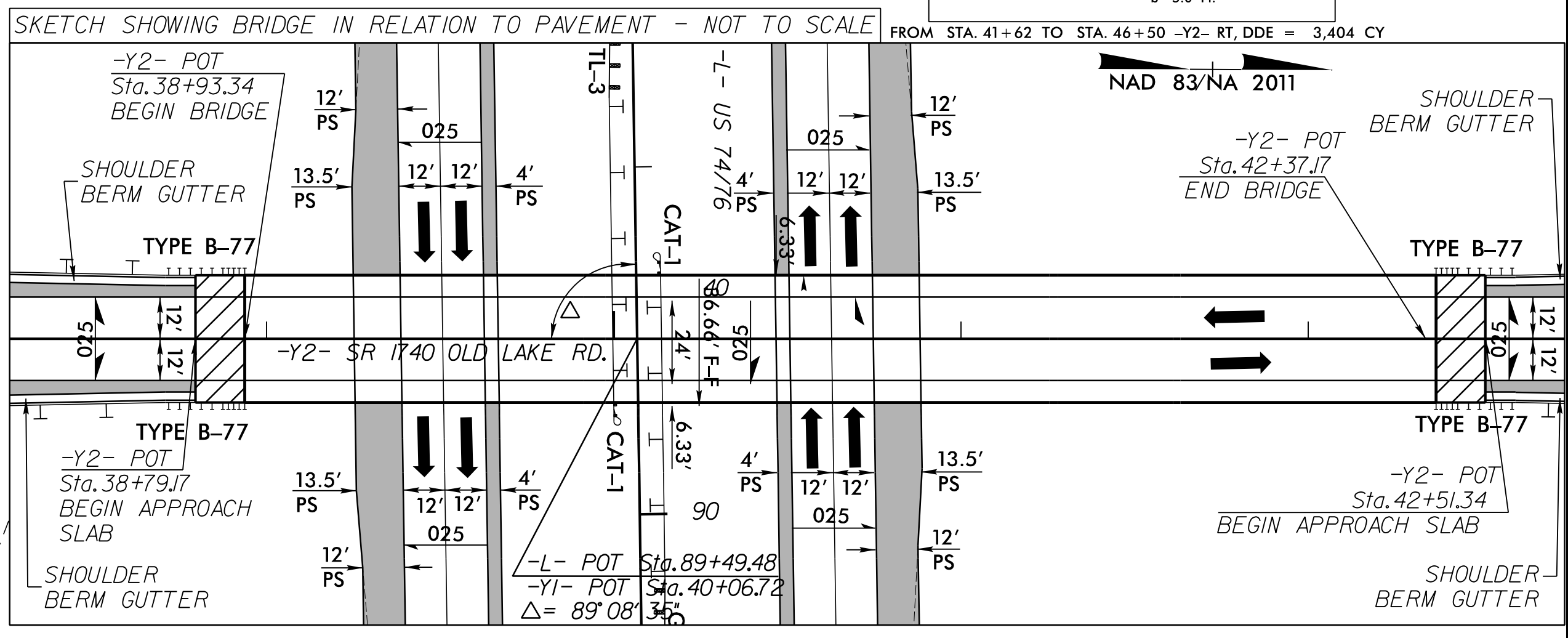
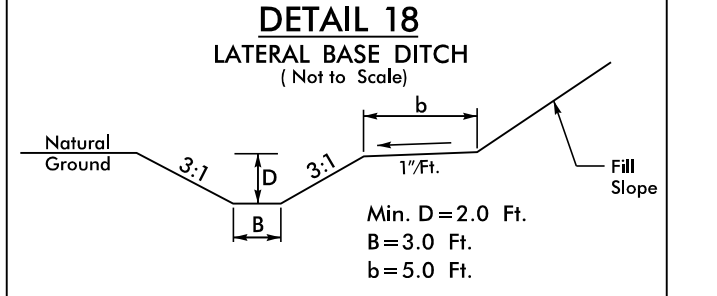
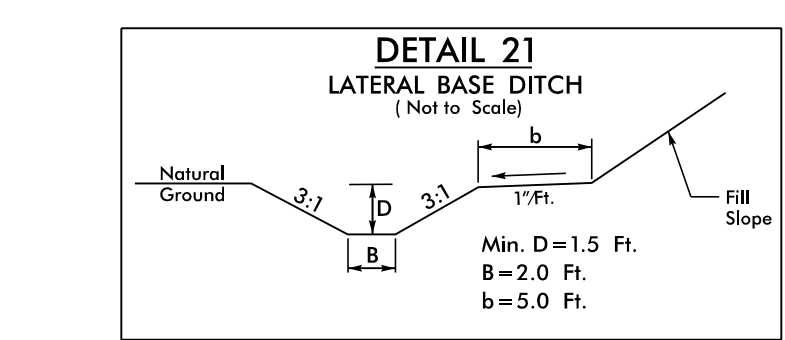
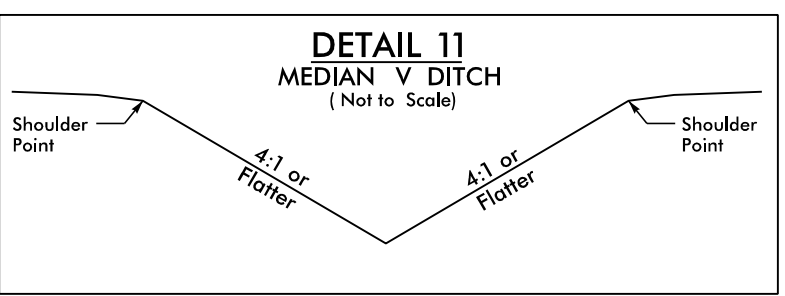


MATCHLINE -L- STA. 85 + 00.00 SEE SHEET 10

MATCHLINE -L- STA. 97 + 00.00 SEE SHEET 12

NAD 83/NA 2011

-Y2- OLD LAKE RD. SR 1740	
ADT 2022 ADT 2040	1,900 1,400
-L- US 74 / US 76	13,000 16,200
13,700 16,200	-L- US 74 /US 76
300* 0	200* 0
1,300 1,400	* ADT 2017

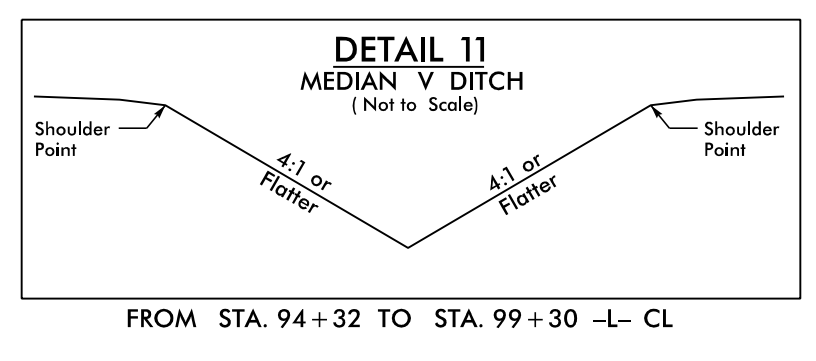


MATCHLINE -Y2- STA. 34 + 50.00 SEE SHEET 16

NOTES:
 PROP PAVED SHOULDER
 FOR -L- PROFILE, SEE SHEET 30 & 31
 FOR -Y2- PROFILE, SEE SHEET 33
 FOR R-5819 BRIDGE, SEE STRUCTURE PLANS S1-1 THRU S1-38
 FOR R-5819 CULVERT, SEE CULVERT PLANS C-1 THRU C-6

4/16/2022
R:\Projects\2022\Projects\N5819_R5820_RDY_PSH11.dgn
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8/17/99



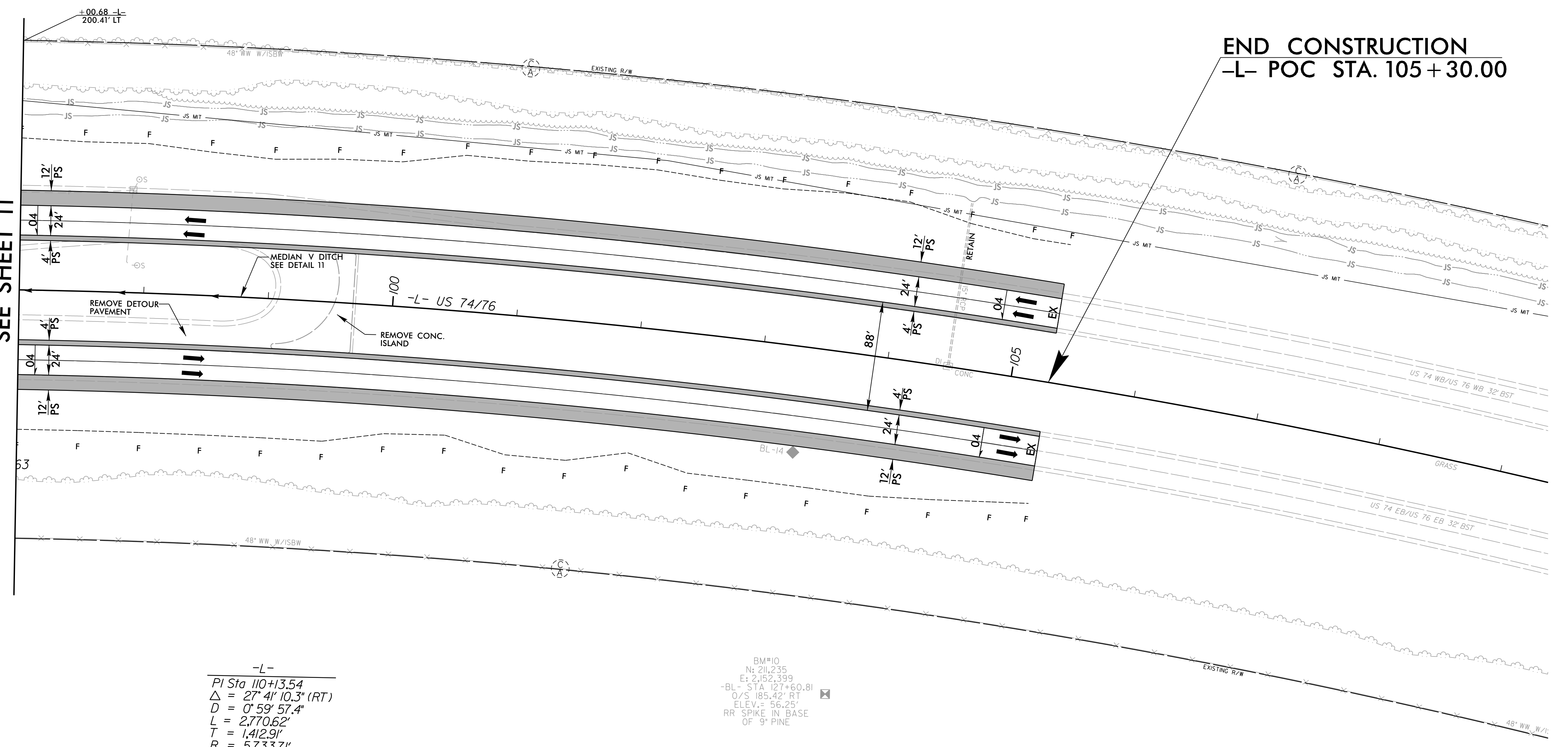
32
 RMS TIMBERLANDS, LLC
 RB 885 PG 514
 PB 72 PG 43

PROJECT REFERENCE NO. R-5819 /R-5820		SHEET NO. 12
RW SHEET NO.		
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022	
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

NAD 83/NA 2011

MATCHLINE -L- STA. 97 + 00.00
SEE SHEET 11

END CONSTRUCTION
-L- POC STA. 105 + 30.00



-L-
 PI Sta 110+13.54
 $\Delta = 27^{\circ} 41' 10.3''$ (RT)
 D = 0' 59' 57.4"
 L = 2,770.62'
 T = 1,412.91'
 R = 5,733.71'

BM#10
 N: 211.235
 E: 2,152.399
 -BL- STA 127+60.81
 O/S 185.42' RT
 ELEV. = 56.25'
 RR SPIKE IN BASE
 OF 9" PINE

CAROLINA MEDICAL CENTER, PA
 RB 796 PG 123
 PB 70 PG 66

WOODED

NOTES:
 ■ PROP PAVED SHOULDER
 FOR -L- PROFILE, SEE SHEET 31

R:\Projects\2022\Carolina Medical Center\PA\820_19\RDY_PSH12.dgn
 8/15/2022
 R:\Projects\2022\Carolina Medical Center\PA\820_19\RDY_PSH12.dgn

8/17/2022
R:\Projects\2022\19-R5819-R5820-RD1-PSH13.dgn
4/16/2022
R:\Projects\2022\19-R5819-R5820-RD1-PSH13.dgn

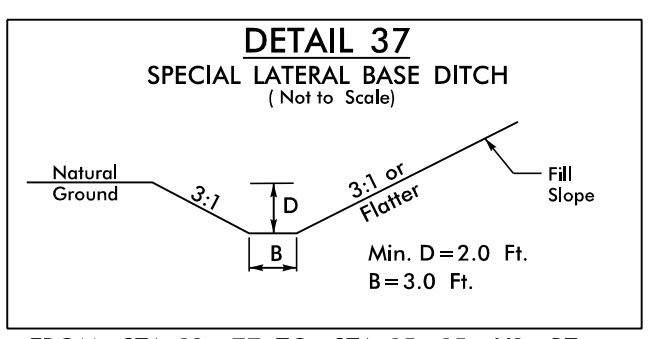
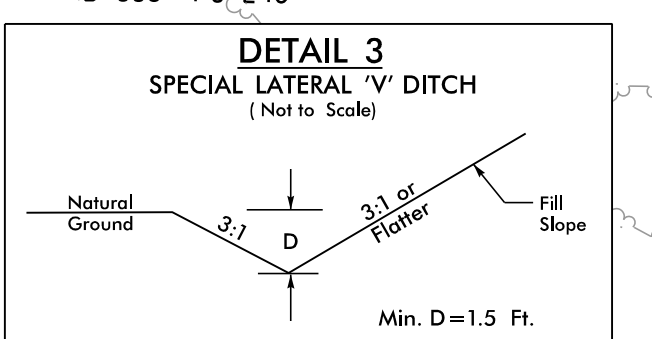
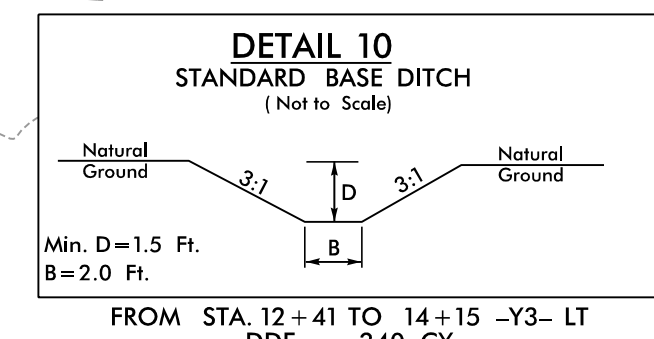
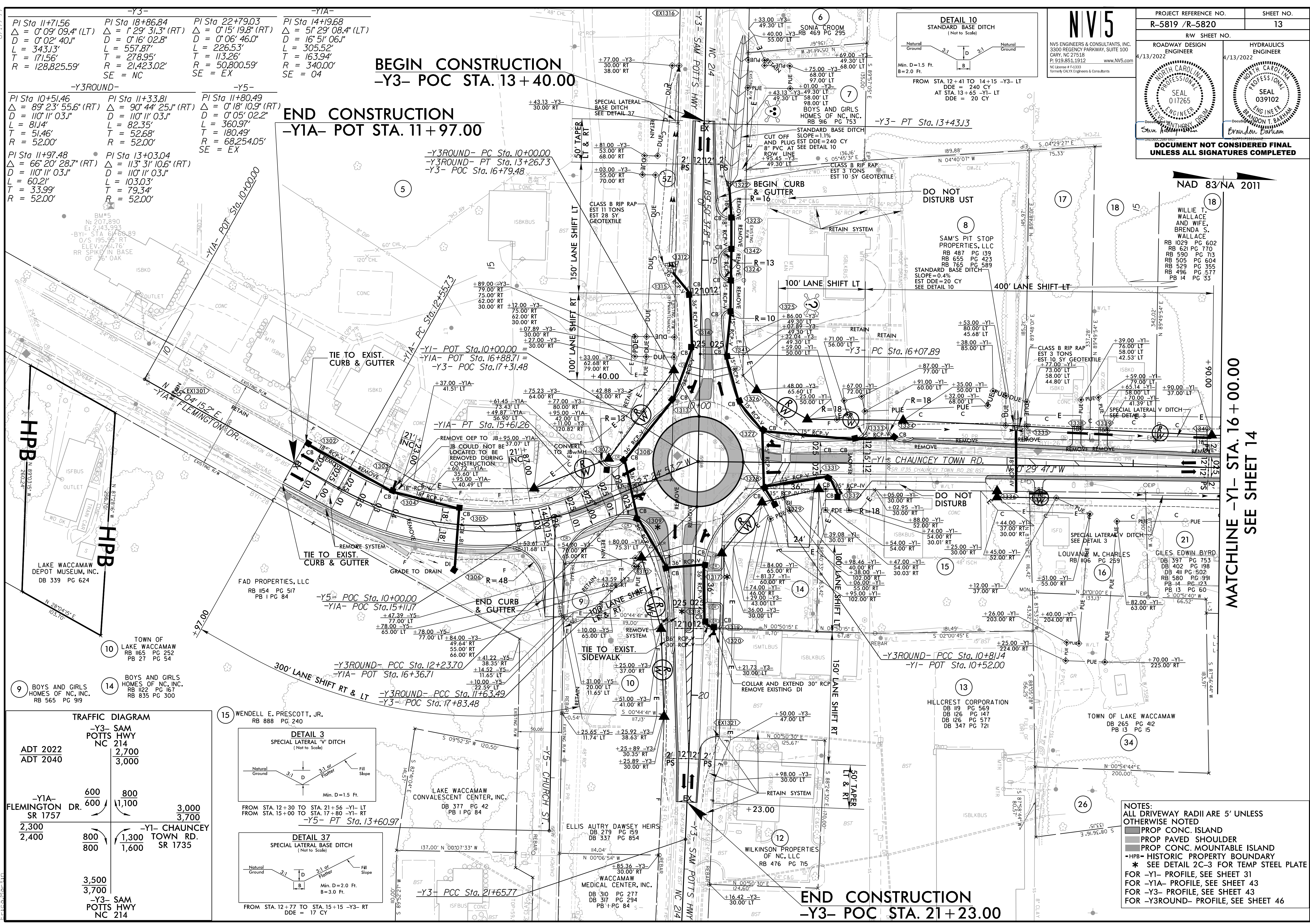
-Y3-		-Y1A-	
PI Sta 11+71.56 Δ = 0° 09' 09.4" (LT) D = 0° 02' 40.1" L = 343.13' T = 171.56' R = 128,825.59'	PI Sta 18+86.84 Δ = 1° 29' 31.3" (RT) D = 0° 16' 02.8" L = 557.87' T = 278.95' R = 21,423.02'	PI Sta 22+79.03 Δ = 0° 06' 46.0" D = 0° 06' 46.0" L = 226.53' T = 113.26' R = 50,800.59'	PI Sta 14+19.68 Δ = 5° 15' 19.8" (LT) D = 16° 51' 06.1" L = 305.52' T = 163.94' R = 340.00'
SE = NC		SE = EX	

-Y3ROUND-		-Y5-	
PI Sta 10+51.46 Δ = 89° 23' 55.6" (RT) D = 110° 11' 03.1" L = 81.14' T = 51.46' R = 52.00'	PI Sta 11+33.81 Δ = 90° 44' 25.1" (RT) D = 110° 11' 03.1" L = 82.35' T = 52.68' R = 52.00'	PI Sta 11+80.49 Δ = 0° 05' 02.2" D = 0° 05' 02.2" L = 360.97' T = 180.49' R = 68,254.05'	PI Sta 14+19.68 Δ = 5° 15' 19.8" (LT) D = 16° 51' 06.1" L = 305.52' T = 163.94' R = 340.00'
SE = NC		SE = EX	

-Y3ROUND-		-Y1A-	
PI Sta 11+97.48 Δ = 66° 20' 28.7" (RT) D = 110° 11' 03.1" L = 60.21' T = 33.99' R = 52.00'	PI Sta 13+03.04 Δ = 113° 31' 10.6" (RT) D = 110° 11' 03.1" L = 103.03' T = 79.34' R = 52.00'	PI Sta 10+00.00 Δ = 113° 31' 10.6" (RT) D = 110° 11' 03.1" L = 103.03' T = 79.34' R = 52.00'	PI Sta 16+88.71 Δ = 113° 31' 10.6" (RT) D = 110° 11' 03.1" L = 103.03' T = 79.34' R = 52.00'
SE = NC		SE = EX	

BEGIN CONSTRUCTION
-Y3- POC STA. 13+40.00

END CONSTRUCTION
-Y1A- POT STA. 11+97.00



PROJECT REFERENCE NO. R-5819 / R-5820	SHEET NO. 13
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
Professional Seal: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 017265 Steve Kalkreuth	Professional Seal: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 039102 Brandon Barham
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

TRAFFIC DIAGRAM

-Y3- SAM POTTS HWY NC 214	ADT 2022 2,700	ADT 2040 3,000
-Y1A- FLEMINGTON DR. SR 1757	600	800
-Y1- CHAUNCEY TOWN RD. SR 1735	2,300	3,000
-Y3- SAM POTTS HWY NC 214	2,400	3,700

NOTES:
ALL DRIVEWAY RADI ARE 5' UNLESS OTHERWISE NOTED
 ■ PROP CONC. ISLAND
 ■ PROP PAVED SHOULDER
 ■ PROP CONC. MOUNTABLE ISLAND
 -HPB- HISTORIC PROPERTY BOUNDARY
 * SEE DETAIL 2C-3 FOR TEMP STEEL PLATE
 FOR -Y1- PROFILE, SEE SHEET 31
 FOR -Y1A- PROFILE, SEE SHEET 43
 FOR -Y3- PROFILE, SEE SHEET 43
 FOR -Y3ROUND- PROFILE, SEE SHEET 46

MATCHLINE -Y1- STA. 16+00.00 SEE SHEET 14

END CONSTRUCTION
-Y3- POC STA. 21+23.00

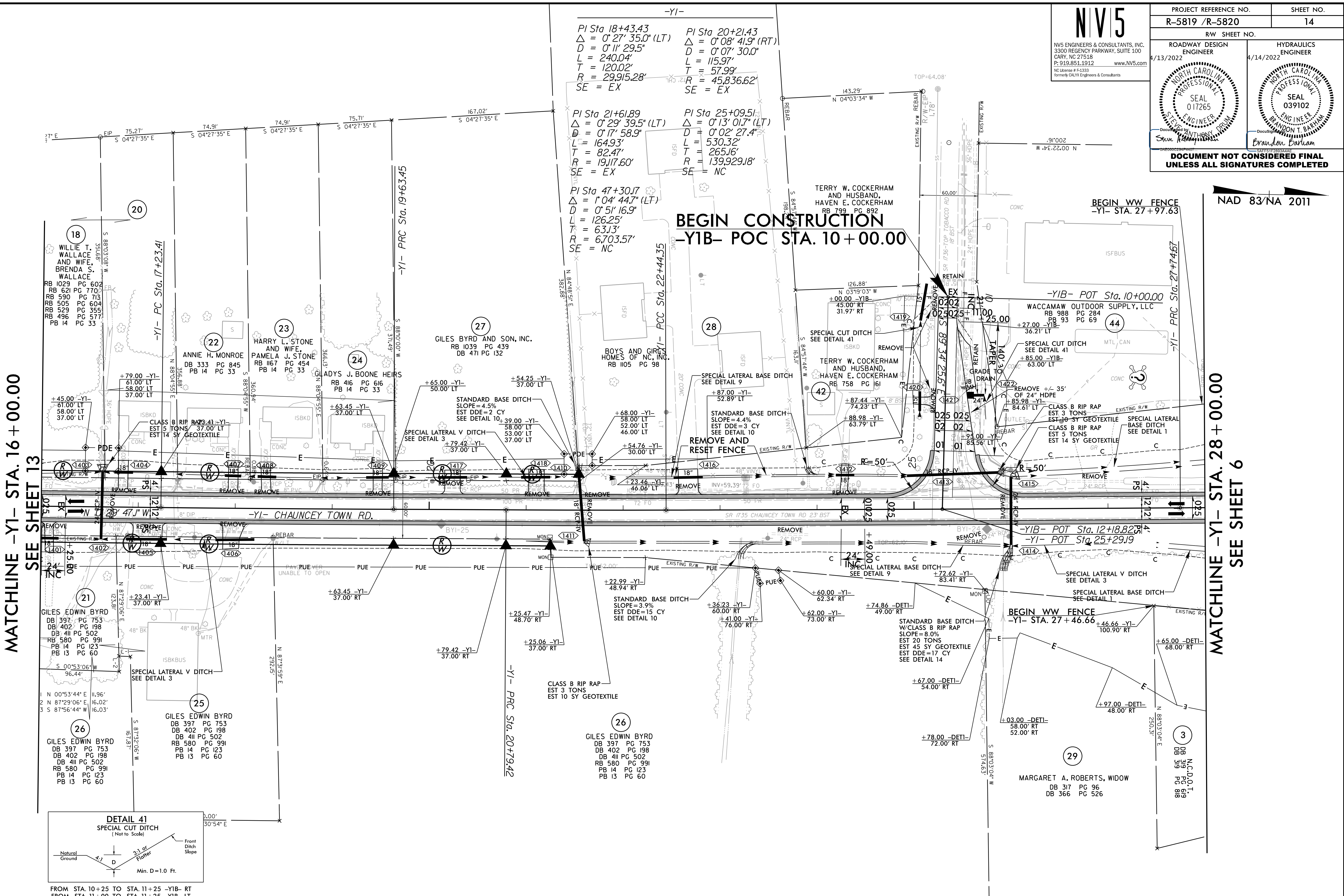
8/17/2022

NV5
 NV5 ENGINEERS & CONSULTANTS, INC.
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 NC License # F1333
 Formerly CALYX Engineers & Consultants

PROJECT REFERENCE NO. R-5819 / R-5820	SHEET NO. 14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/14/2022

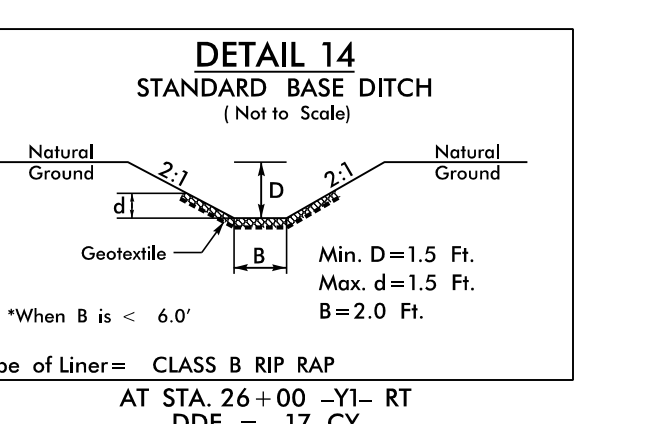
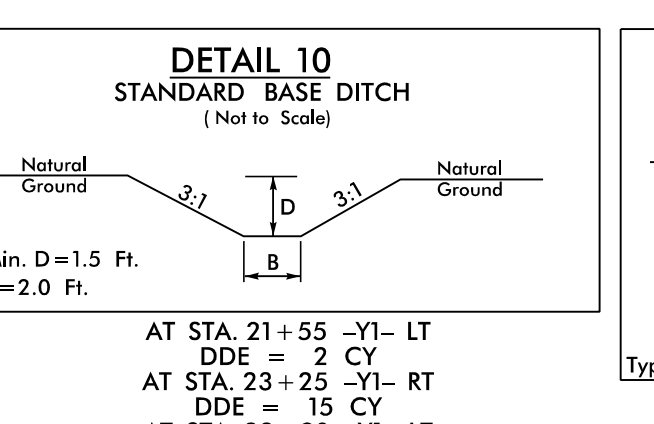
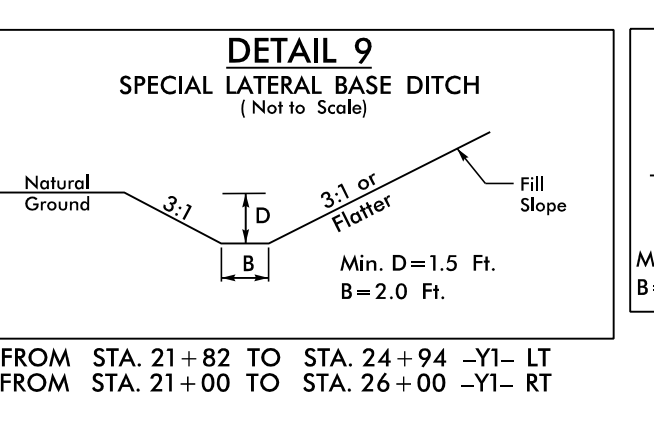
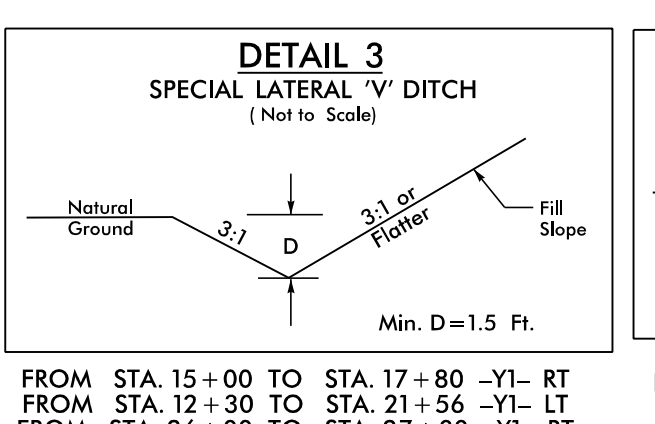
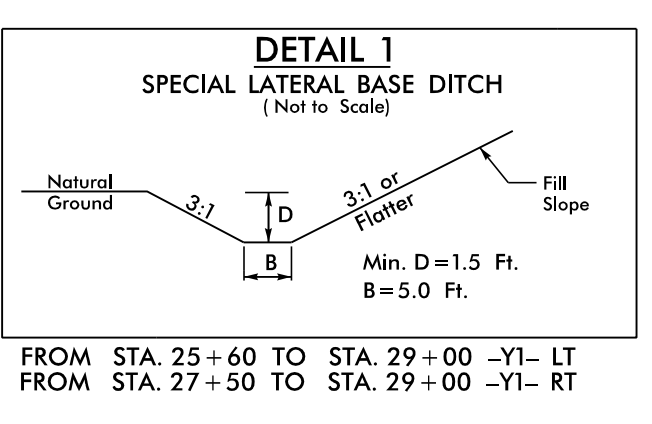
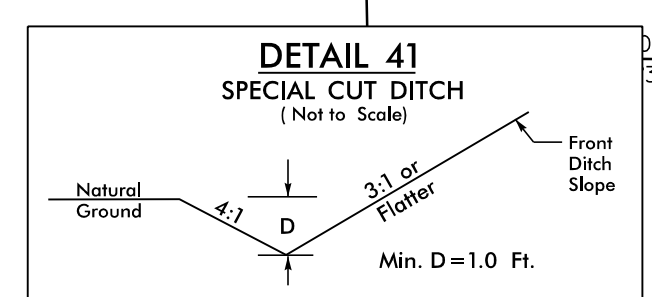
Seal: **STEVE R. HATHORN**, Professional Engineer, Seal 017265
 Seal: **BRANDON T. BARRAM**, Professional Engineer, Seal 039102

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



MATCHLINE -Y1- STA. 16+00.00
SEE SHEET 13

MATCHLINE -Y1- STA. 28+00.00
SEE SHEET 6



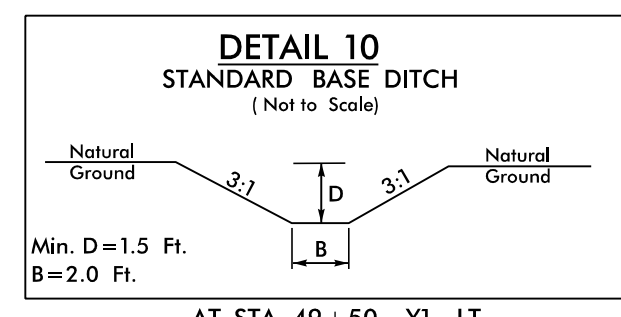
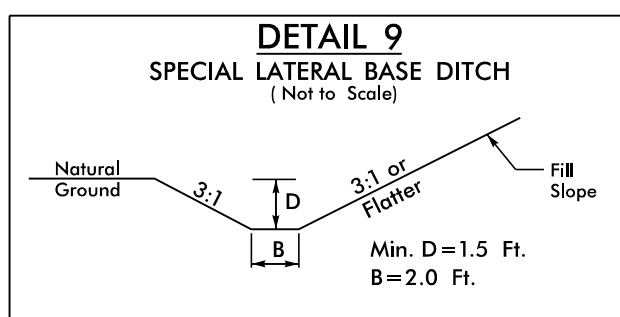
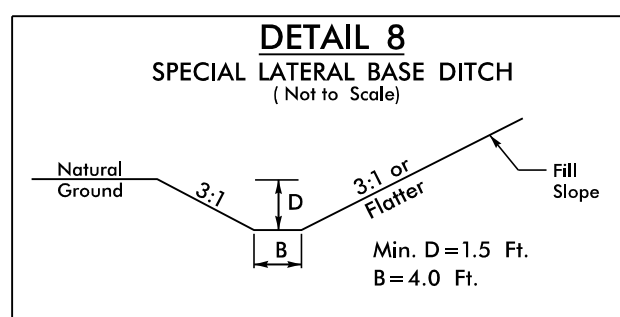
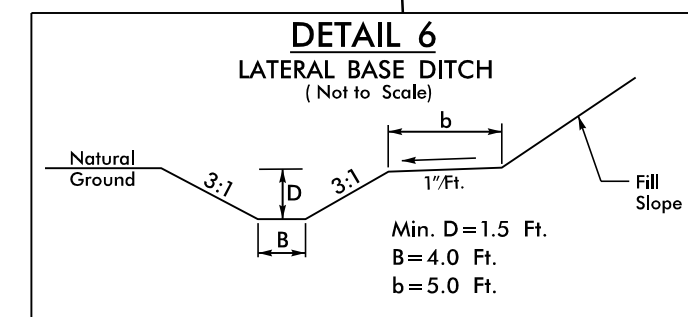
NOTES:
 ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED
 PROP PAVED SHOULDER
 FOR -Y1- PROFILE, SEE SHEET 31 & 32
 FOR -Y1B- PROFILE, SEE SHEET 47

4/13/2022
R:\Projects\19-R5819-R5820-RD\PSH14.dgn
E:\Projects\19-R5819-R5820-RD\PSH14.dgn

8/17/2022



PROJECT REFERENCE NO. R-5819 / R-5820		SHEET NO. 15	
RW SHEET NO. 4/13/2022		HYDRAULICS ENGINEER 4/13/2022	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



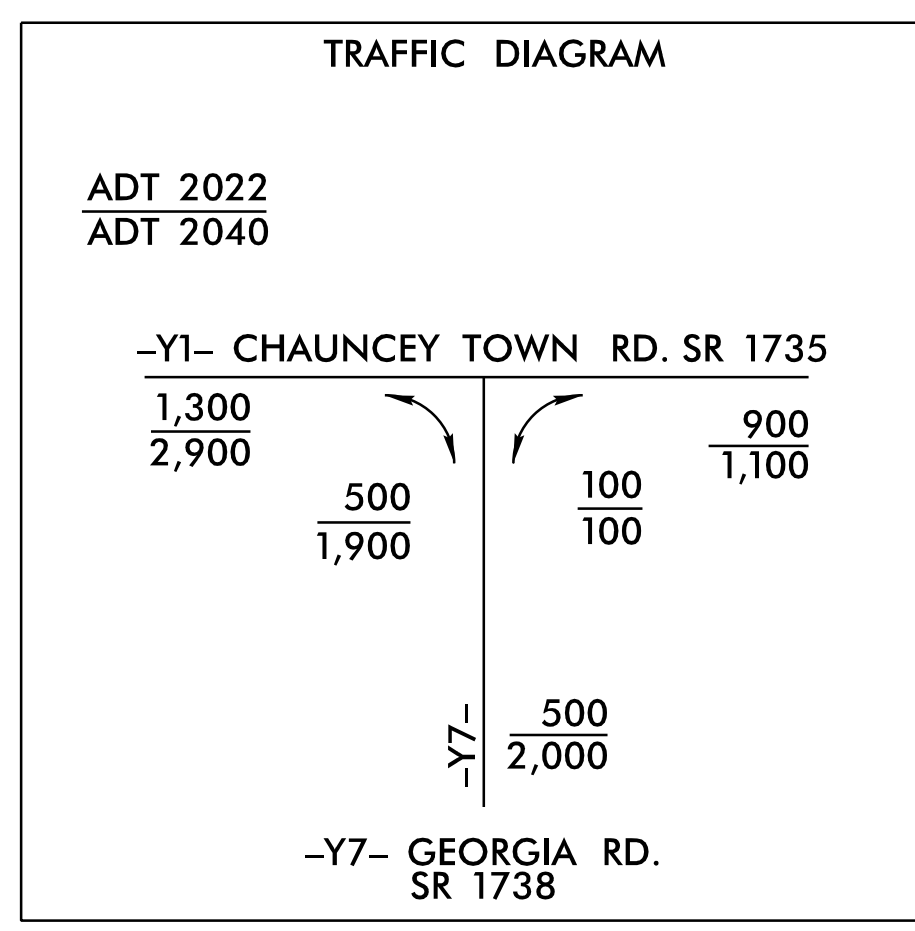
NAD 83/NA 2011

-Y1-		-Y7-	
PI Sta 47+30.17	PI Sta 49+18.22	PI Sta 52+22.45	PI Sta 13+22.16
$\Delta = 1'04'44.7''$ (LT)	$\Delta = 8'54'20.5''$ (LT)	$\Delta = 1'02'20.5''$ (LT)	$\Delta = 1'02'54.9''$ (RT)
D = 0'5'16.9"	D = 3'34'17.6"	D = 0'17'20.2"	D = 0'36'46.1"
L = 126.25'	L = 249.35'	L = 359.61'	L = 171.11'
T = 63.13'	T = 124.93'	T = 179.81'	T = 85.56'
R = 6,703.57'	R = 1,604.22'	R = 19,830.00'	R = 9,349.58'
SE = NC	SE = 06	SE = NC	SE = 025

MATCHLINE -Y1- STA. 47+00.00
SEE SHEET 6

MATCH LINE -Y7- STA 14+00.00
SEE SHEET 20

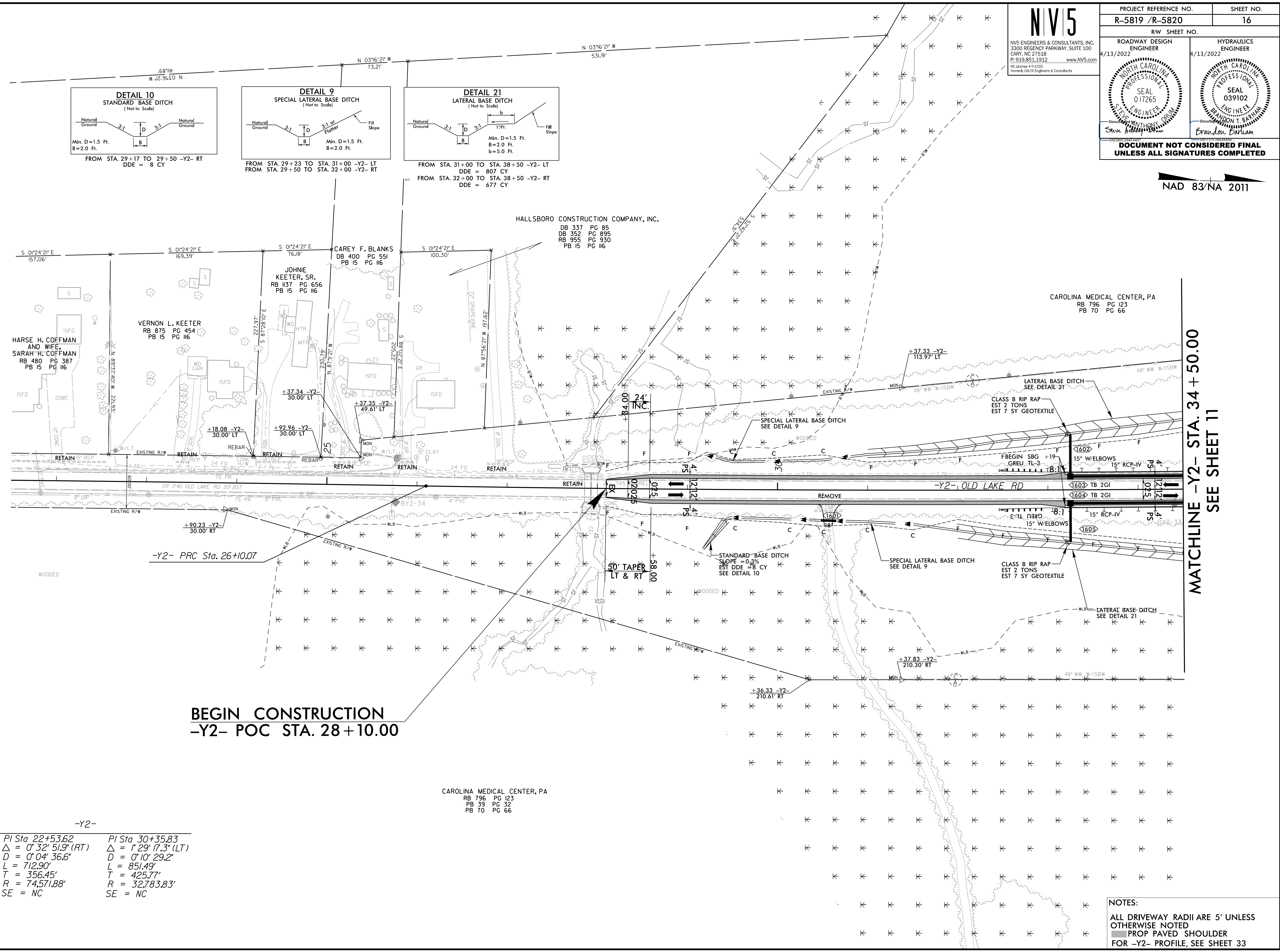
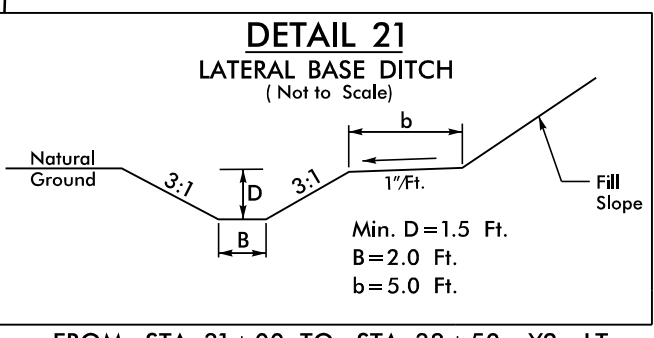
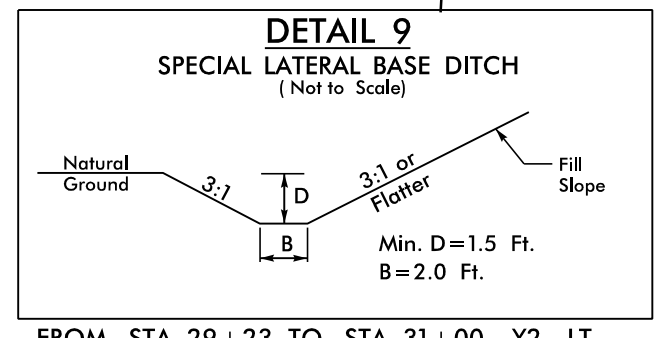
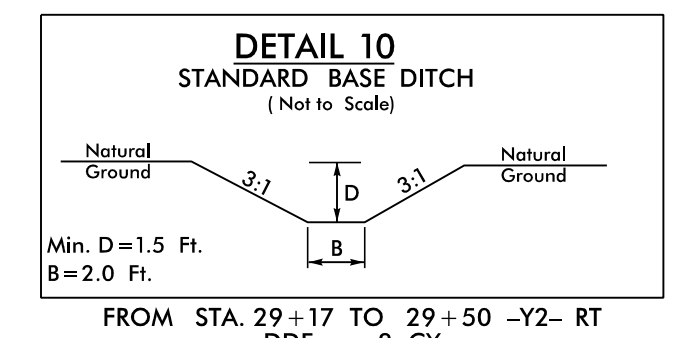
END CONSTRUCTION
-Y1- POC STA. 51+75.00



NOTES:
ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED
PROF PAVED SHOULDER
FOR -Y1- PROFILE, SEE SHEET 32
FOR -Y7- PROFILE, SEE SHEET 35

8/15/2022
R:\Projects\2022\N5819_R5820_RDY_PSH15.dgn
C:\Users\jbarham\OneDrive\Documents

PROJECT REFERENCE NO. R-5819 /R-5820	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 4/13/2022	HYDRAULICS ENGINEER 4/13/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



NAD 83/NA 2011

MATCHLINE -Y2- STA. 34 + 50.00
SEE SHEET 11

**BEGIN CONSTRUCTION
-Y2- POC STA. 28+10.00**

-Y2-	
PI Sta 22+53.62	PI Sta 30+35.83
$\Delta = 0^\circ 32' 51.9" (RT)$	$\Delta = 1^\circ 29' 17.3" (LT)$
$D = 0^\circ 04' 36.6"$	$D = 0^\circ 10' 29.2"$
$L = 712.90'$	$L = 851.49'$
$T = 356.45'$	$T = 425.77'$
$R = 74571.88'$	$R = 32783.83'$
SE = NC	SE = NC

CAROLINA MEDICAL CENTER, PA
RB 796 PG 123
PB 39 PG 32
PG 66

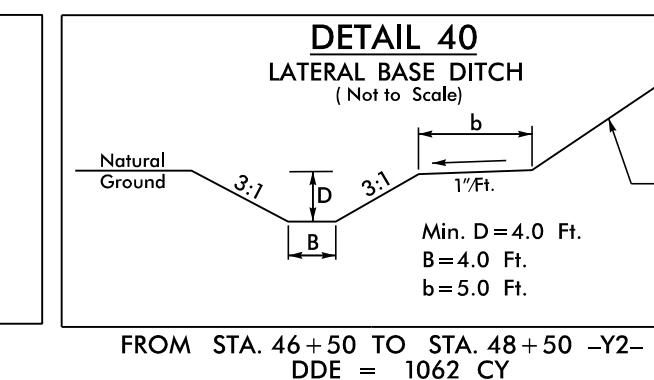
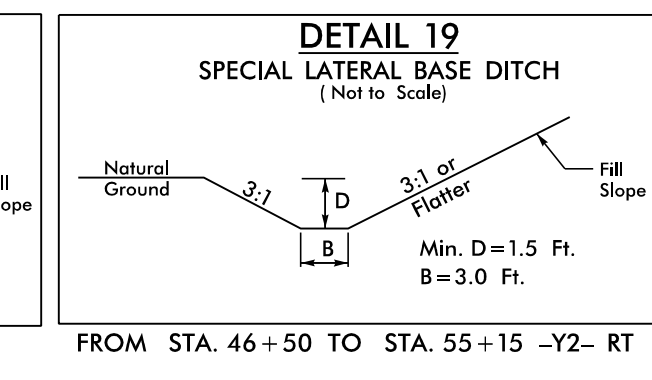
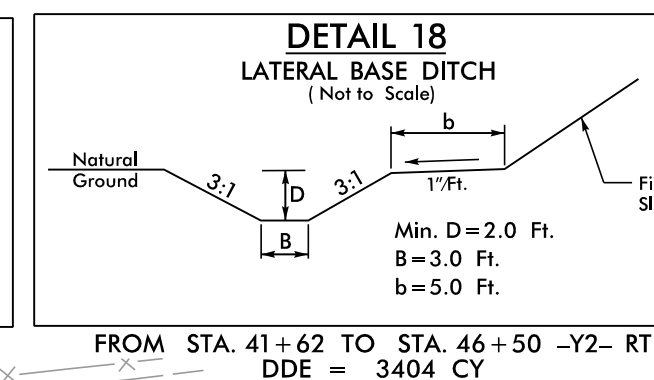
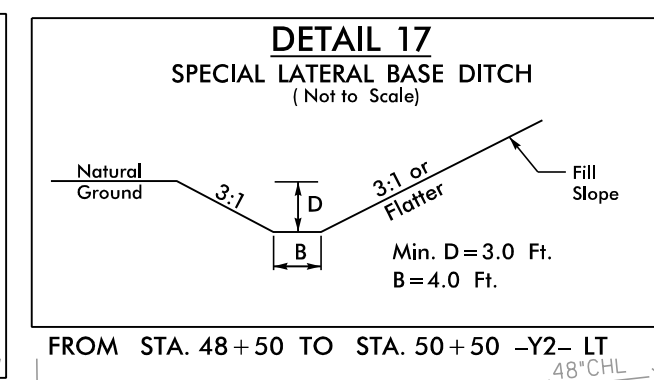
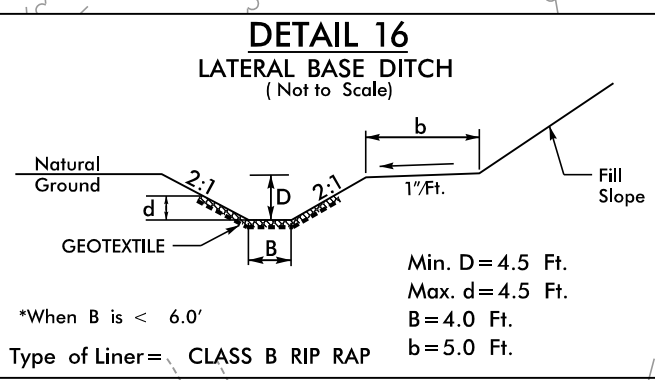
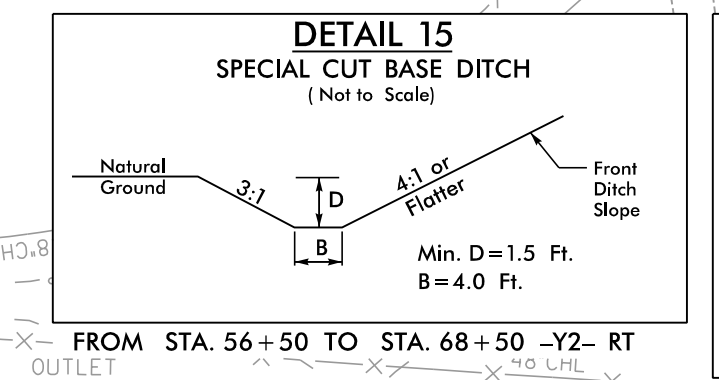
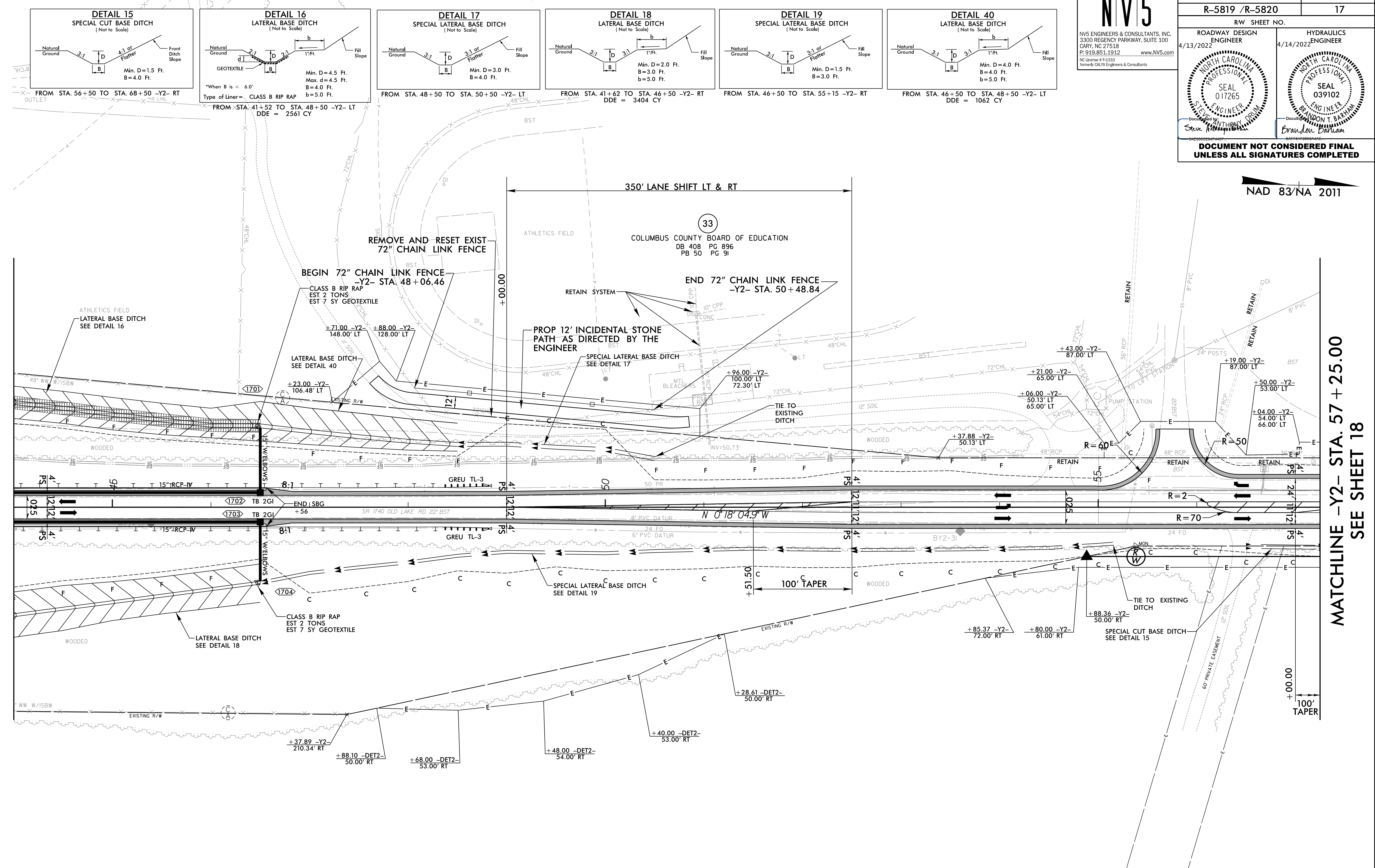
NOTES:
ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED
PROPAVED SHOULDER
FOR -Y2- PROFILE, SEE SHEET 33

R:\15\2022\Projects\15819_R5820_RDY_PSH16.dgn

PROJECT REFERENCE NO. R-5819 /R-5820		SHEET NO. 17	
RW SHEET NO.		HYDRAULICS	
ROADWAY DESIGN ENGINEER		4/14/2022 ENGINEER	
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			

MATCHLINE -Y2- STA. 44 + 00.00
SEE SHEET 11

MATCHLINE -Y2- STA. 57 + 25.00
SEE SHEET 18



NAD 83/NA 2011

32
RMS TIMBERLANDS, LLC
RB 885 PG 514
PB 72 PG 43

NOTES:
PROP PAVED SHOULDER
FOR -Y2- PROFILE, SEE SHEET 33 & 34