

TIP PROJECT: R-2577A

CONTRACT: C204913

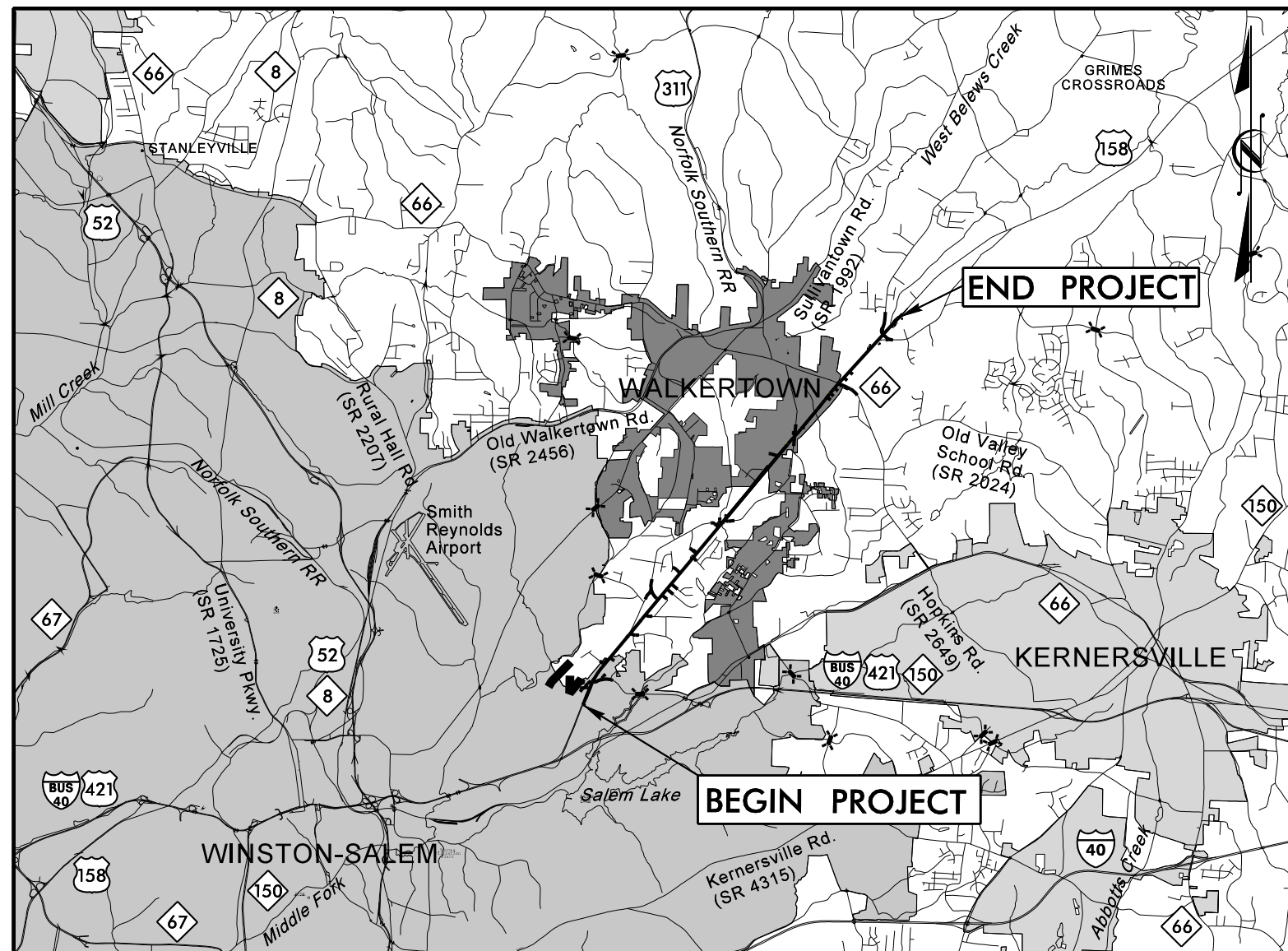
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FORSYTH COUNTY

LOCATION: US 158 (REIDSVILLE RD.) FROM NORTH OF
US 421/SALEM PARKWAY TO SR 1965 (BELEWS CREEK RD.)

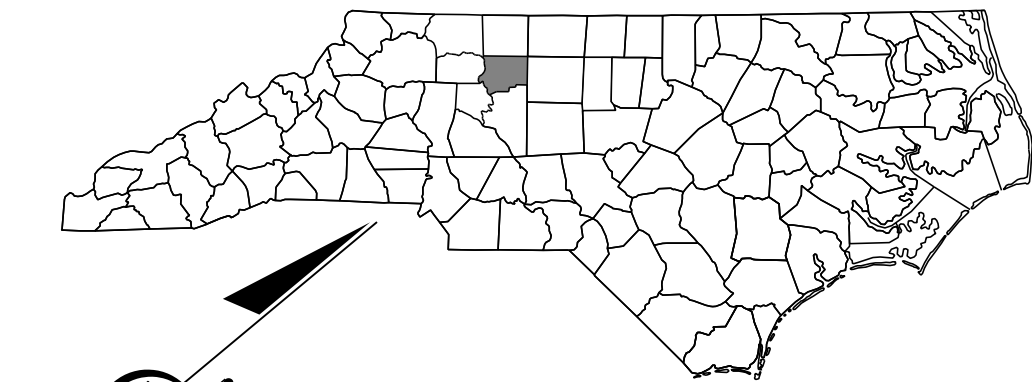
TYPE OF WORK: GRADING, PAVING, DRAINAGE,
STRUCTURES, & SIGNALS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2577A	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
37405.1.2	N/A	PE	
37405.2.4	N/A	R/W	
37405.2.5	N/A	UTIL.	
37405.3.1	N/A	CONST.	

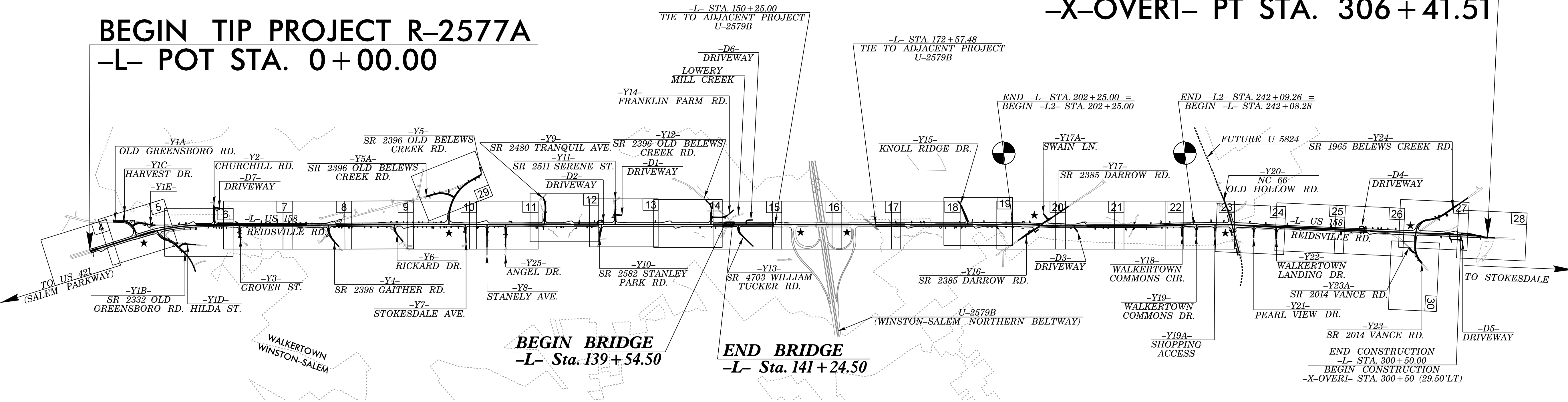


VICINITY MAP (NTS)

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



END TIP PROJECT R-2577A
-X-OVER- PT STA. 306 + 41.51

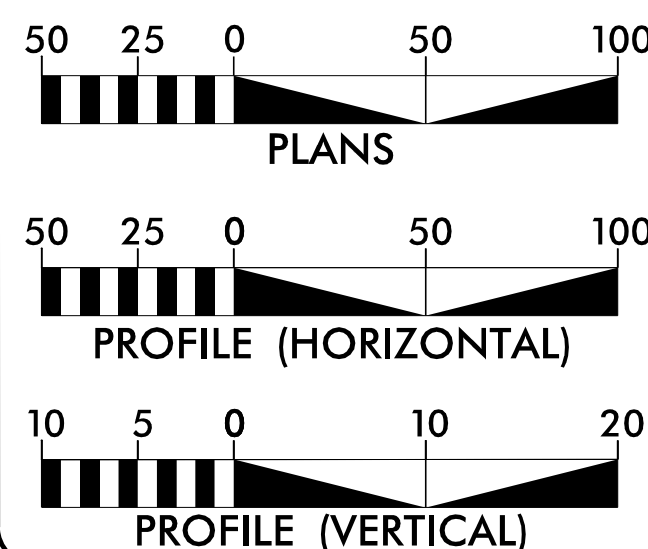


NOTES:
1. THIS PROJECT HAS PARTIAL CONTROL OF ACCESS WITH FULL CONTROL OF ACCESS AT POINTS AS SHOWN ON PLANS.

★ PROPOSED TRAFFIC SIGNAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2024 = 23,620
ADT 2040 = 35,000
V = 50 MPH
K = 8%
D = 60%
T = 14%
* TTST = 8% DUAL = 6%
FUNC CLASS = ARTERIAL STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-2577A..... 5.772 miles
LENGTH STRUCTURE TIP PROJECT R-2577A..... 0.032 miles
TOTAL LENGTH OF PROJECT R-2577A..... 5.804 miles

PLANS PREPARED BY:
RK&K
RUMMEL, KLEPPER & KAHL, LLP
8601 SIX FORKS ROAD, FORUM 1, SUITE 700
RALEIGH, NORTH CAROLINA 27615-3960
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

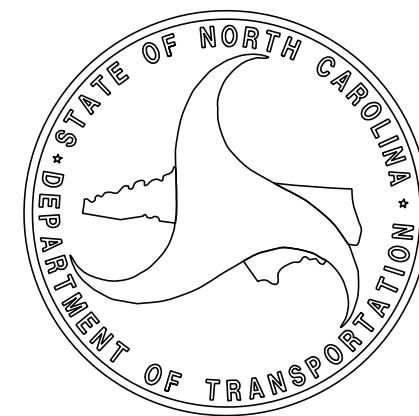
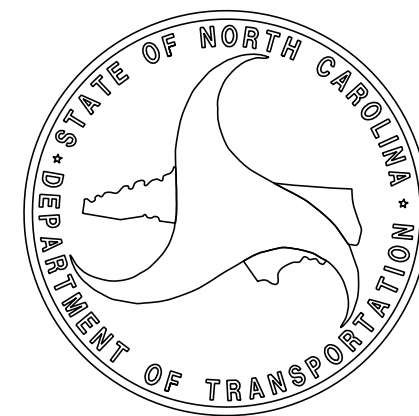
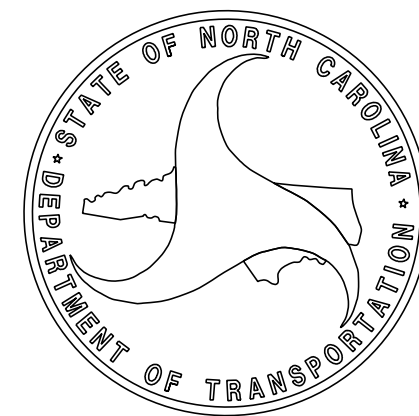
FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2024 STANDARD SPECIFICATIONS
RIGHT OF WAY DATE: **Scott D. Blevins, PE**
February 26, 2021 PROJECT ENGINEER
LETTING DATE: **John R.G. Olinger, PE**
May 28, 2024 PROJECT DESIGN ENGINEER
NCDOT CONTACT: **Connie James, PE**
DIVISION 9

HYDRAULICS ENGINEER

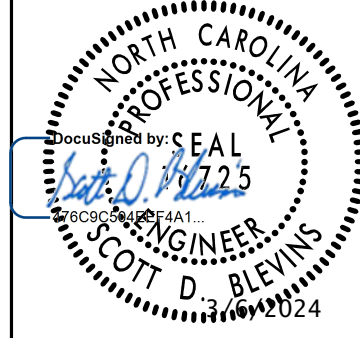
DocuSigned by:
Robert E. Husley
3/8/2024
P.E.

ROADWAY DESIGN ENGINEER

DocuSigned by:
Scott D. Blevins
3/6/2024
P.E.



STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS *INDEX of SHEETS*

PROJECT REFERENCE NO. <i>R-2577A</i>	SHEET NO. 1A
ROADWAY DESIGN ENGINEER	
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND LIST OF STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A-1 THRU 2A-12	PAVEMENT SCHEDULE & TYPICAL SECTIONS
2B-1 THRU 2B-5	ROADWAY DETAILS
2C-1 THRU 2C-2	SPECIAL DETAILS
2D-1 THRU 2D-2	DRAINAGE DETAILS
2G-1 THRU 2G-3	GEOTECHNICAL DETAILS
3B-1 THRU 3B-5	SUMMARY OF EARTHWORK, GUARDRAIL SUMMARY, TEMP. GUARDRAIL SUMMARY, PAVEMENT REMOVAL SUMMARY, PAVEMENT BREAKING SUMMARY, CONCRETE BARRIER
3D-1 THRU 3D-31	DRAINAGE SUMMARY
3G-1	GEOTECHNICAL SUMMARIES
3P-1 THRU 3P-3	PARCEL INDEX SHEETS
4 THRU 30	PLAN SHEETS
31 THRU 50	PROFILE SHEETS
RW-1 THRU RW-30	SURVEY CONTROL, EXISTING CENTERLINES, RIGHT OF WAY, EASEMENTS AND PROPERTY TIES SHEETS
TMP-1 THRU TMP-143A	TRANSPORTATION MANAGEMENT PLANS
PMP-1 THRU PMP-27	PAVEMENT MARKING PLANS
E-1 THRU E-3	LIGHTING AND ELECTRICAL PLANS
EC-1 THRU EC-57	EROSION CONTROL PLANS
RF-1 THRU RF-3	REFORESTATION PLANS
SIGN-1 THRU SIGN-31	SIGNING PLANS
SIG 1.0 THRU SCP-43	SIGNAL PLANS
UC-1 THRU UC-41	UTILITY CONSTRUCTION PLANS
UD-1 THRU UD-28	UTILITY BY OTHERS PLANS
X-0	CROSS SECTION INDEX
X-1A THRU X-1G	CROSS SECTION SUMMARIES
X-1 THRU X-332	CROSS SECTIONS
SR-1 THRU SR-34	STRUCTURE PLANS RIGHT LANE
SL-1 THRU SL-35	STRUCTURE PLANS LEFT LANE
CU-1-1 THRU CU-1-9	CULVERT PLANS STA. 107+57.00 -L-
CU-2-1 THRU CU-2-14	CULVERT PLANS STA. 229+09.00 -L2-
W-1 THRU W-5	WALL PLANS

GENERAL NOTES

2024 SPECIFICATIONS
EFFECTIVE: 01-16-2024
REVISED:

GRADING AND SURFACING OR RESURFACING AND WIDENING:

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

CLEARING:

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

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. 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. 560.02.

SIDE ROADS:

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

BERM DITCHES:

BERM DITCHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 240.01 AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

END BENTS:

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

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE: DUKE ENERGY - POWER (D&T), PIEDMONT NATURAL GAS, AT&T - COMMUNICATIONS (D&T), BRIGHTSPEED, MCI COMMUNICATIONS, SEGRA TELECOM, SPECTRUM - CATV, CITY OF WINSTON SALEM - WATER & SEWER.

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

RIGHT-OF-WAY MARKERS:

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

CURB RAMPS:

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

LIST OF STANDARDS

2024 ROADWAY ENGLISH STANDARD DRAWINGS
EFF. 01-16-2024
REV.

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

STD. NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
225.01	Guide for Grading Subgrade - Interstate and Freeway
225.02	Guide for Grading Subgrade - Secondary and Local
225.03	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
225.09	Guide for Shoulder and Ditch Transition at Grade Separations
240.01	Guide for Berm Ditch Construction
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
310.10	Driveway Pipe Construction
DIVISION 4 - MAJOR STRUCTURES	
423.01	Bridge Approach Fills - Type I Approach Fill for Bridge 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	
654.01	Pavement Repairs
DIVISION 8 - INCIDENTALS	
806.01	Concrete Right-of-Way Marker
806.02	Granite Right-of-Way Marker
815.02	Subsurface Drain
815.03	Pipe Underdrain and Blind Drain
816.01	Concrete Pads - for Shoulder Drain Installation
816.02	Aggregate Shoulder Drain
816.04	Markers for Drainage Structure and Concrete Pad
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
838.27	Reinforced Concrete Endwall - for Single 60" Pipe 90 Skew
838.39	Reinforced Concrete Endwall - for Single 72" Pipe 90 Skew
838.45	Notes for Reinforced Concrete Endwall - Std. Dwg 838.21 thru 838.40
838.57	Reinforced Brick Endwall - for Single 60" Pipe 90 Skew
838.69	Reinforced Brick Endwall - for Single 72" Pipe 90 Skew
838.75	Notes for Reinforced Brick Endwall - Std. Dwg 838.51 thru 838.70
838.80	Precast Endwalls - 12" thru 72" Pipe 90 Skew
840.00	Concrete Base Pad for Drainage Structures
840.01	Brick Catch Basin - 12" thru 54" Pipe
840.02	Concrete Catch Basin - 12" thru 54" Pipe
840.03	Frame, Grates and Hood - for Use on Standard Catch Basin
840.04	Concrete Open Throat Catch Basin - 12" thru 48" Pipe
840.05	Brick Open Throat Catch Basin - 12" thru 48" Pipe
840.14	Concrete Drop Inlet - 12" thru 30" Pipe
840.15	Brick Drop Inlet - 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.17	Concrete Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
840.18	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.19	Concrete Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
840.22	Frames and Wide Slot Sag Grates
840.24	Frames and Narrow Slot Sag Grates
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.26	Brick Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
840.27	Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.28	Brick Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
840.29	Frames and Narrow Slot Flat Grates
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.45	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
846.04	Drop Inlet Installation in Shoulder Berm Gutter
848.01	Concrete Sidewalk
848.02	Driveway Turnout - Radius Type
848.04	Street Turnout
848.06	Curb Ramp - Existing Curb & Gutter
850.01	Concrete Paved Ditches
850.10	Guide for Berm Drainage Outlet - 15" and 18" Pipe
852.01	Concrete Islands
852.04	Method for Placement of Drop Inlets in Grassed Median - Using 1'-6" Curb and Gutter
852.05	Median Curb for Catch Basin - for Use with 1'-6" Curb and Gutter
852.06	Method for Placement of Drop Inlets in Concrete Islands
852.10	Median Construction - with Curb and Gutter
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
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets
876.04	Drainage Ditches with Class 'B' Rip Rap

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin (EIP)	○
Computed Property Corner	×
Existing Concrete 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-☠-s-
Potential Contamination Area: Soil	☠-s-☠-s-
Known Contamination Area: Water	☠-w-☠-w-
Potential Contamination Area: Water	☠-w-☠-w-
Contaminated Site: Known or Potential	☠ ?

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	⊙
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 & PROJECT CONTROL:

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

ROADS AND RELATED FEATURES:

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

Woods Line	-----
Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

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

UTILITIES:

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

POWER:	
Existing Power Pole	⊙
Proposed Power Pole	⊙
Existing Joint Use Pole	⊙
Proposed Joint Use Pole	⊙
Power Manhole	⊕
Power Line Tower	⊕
Power Transformer	⊕
U/G Power Cable Hand Hole	⊕
H-Frame Pole	⊙
U/G Power Line Test Hole (SUE - LOS A)*	⊕
U/G Power Line (SUE - LOS B)*	-----
U/G Power Line (SUE - LOS C)*	-----
U/G Power Line (SUE - LOS D)*	-----

TELEPHONE:

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

WATER:

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

TV:

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

GAS:

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

SANITARY SEWER:

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

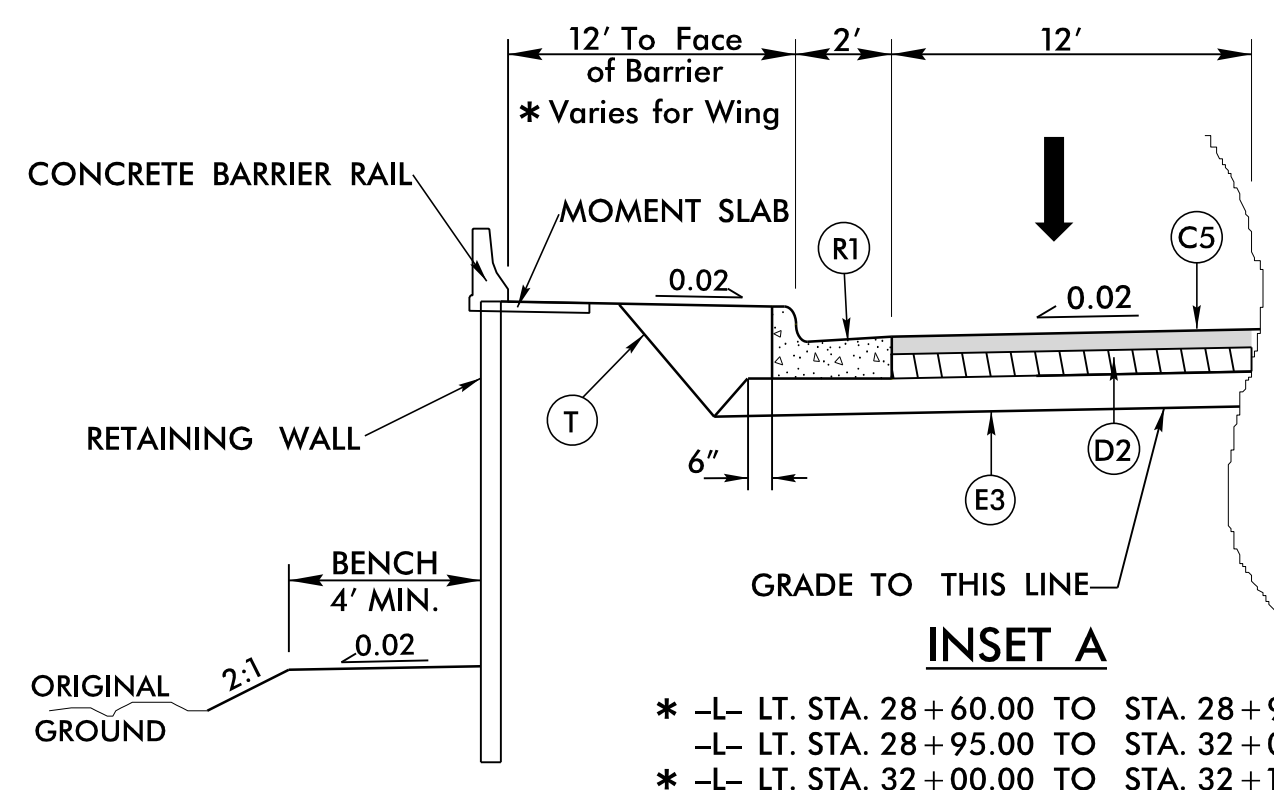
MISCELLANEOUS:

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

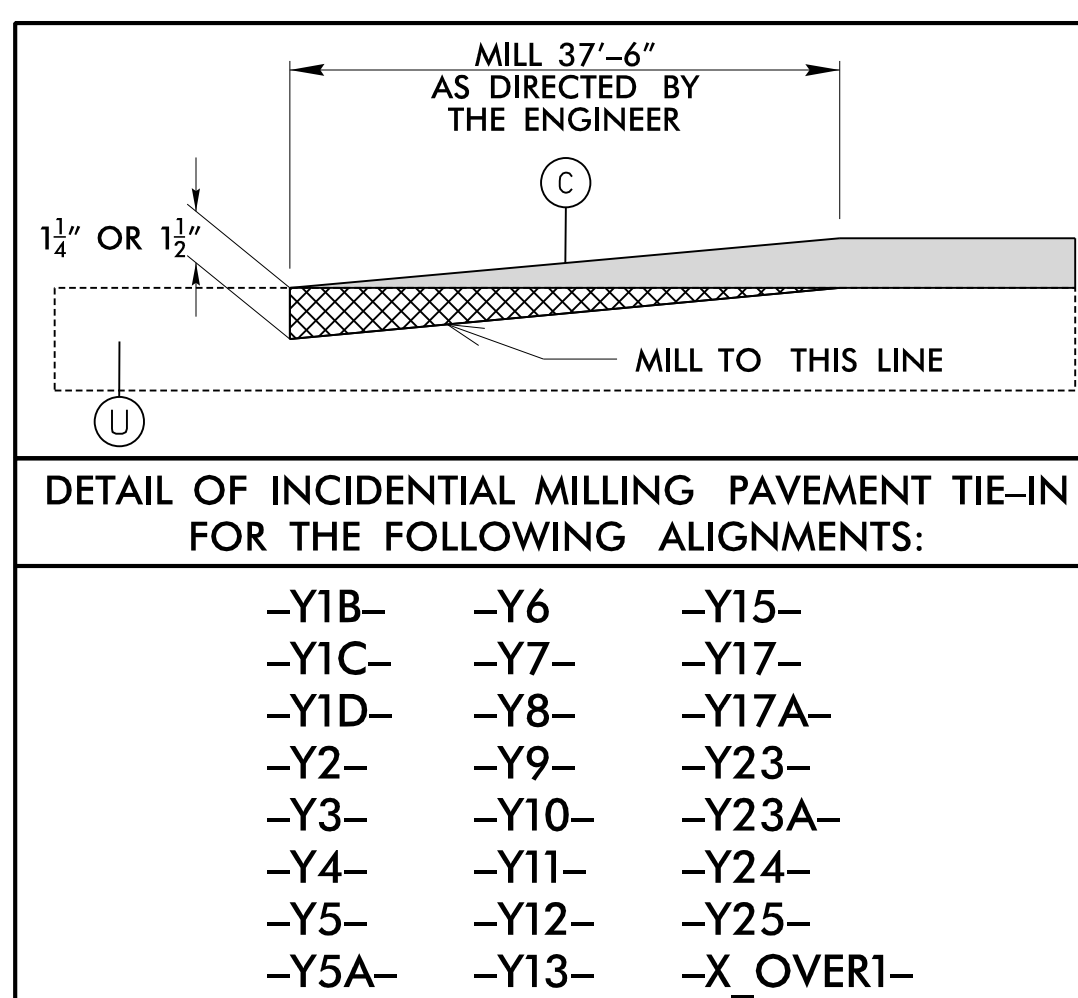
PAVEMENT SCHEDULE

FINAL PAVEMENT DESIGN

C1	PROP. APPROX. 2½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	K	PROP. 12" CLASS IV SUBGRADE SABILIZATION
C2	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.	M1	2'X4" BENCH MILLING -L- (SEE DETAIL)
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1" IN DEPTH OR GREATER THAN 1½" IN DEPTH.	M2	2'X2½" BENCH MILLING -Y-LINES (SEE DETAIL)
C4	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	N	GEOTEXTILE FOR SUBGRADE STABILIZATION
C5	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.	R1	2'-6" CURB & GUTTER
C6	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1½" IN DEPTH OR GREATER THAN 2" IN DEPTH.	R2	1'-6" CURB & GUTTER
C7	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.	R3	5" MONOLITHIC CONCRETE ISLAND (KEYED IN)
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	R4	8"X18" CONCRETE CURB
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	S	4" CONCRETE SIDEWALK
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 2½" IN DEPTH OR GREATER THAN 4" IN DEPTH.	T	EARTH MATERIAL
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
E2	PROP. APPROX. 5½". DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.	V	MILLING BITUMINOUS PAVEMENT, 1.5" DEPTH
E3	PROP. APPROX. 6½". DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 370.5 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	W	WEDGING VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAILS)
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 5½" IN DEPTH.		

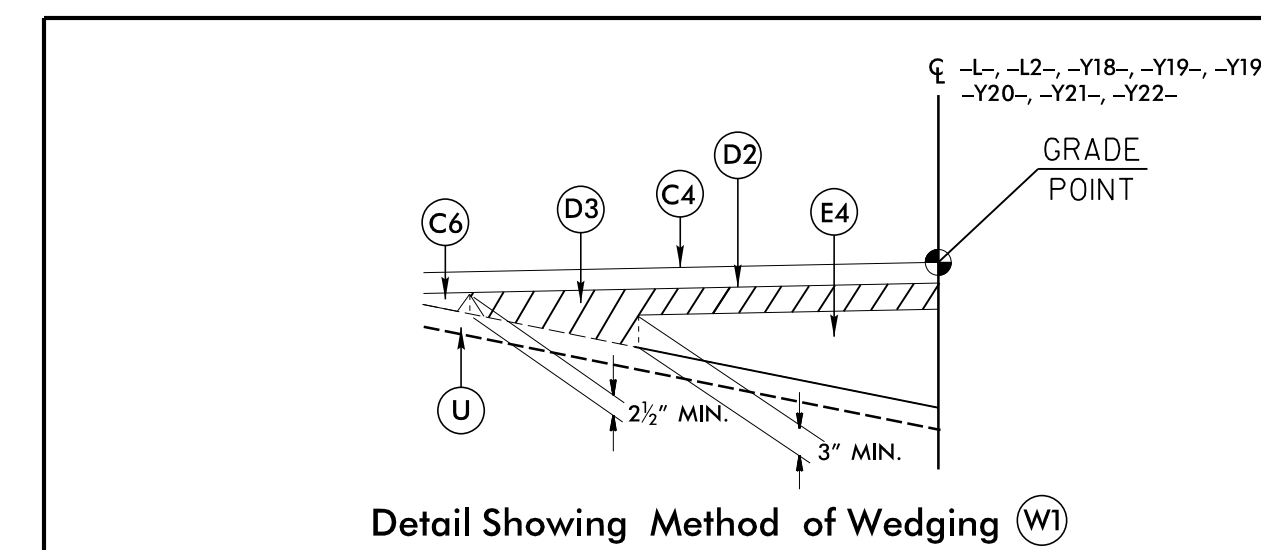


* -L- LT. STA. 28+60.00 TO STA. 28+95.00
 -L- LT. STA. 28+95.00 TO STA. 32+00.00
 * -L- LT. STA. 32+00.00 TO STA. 32+10.00

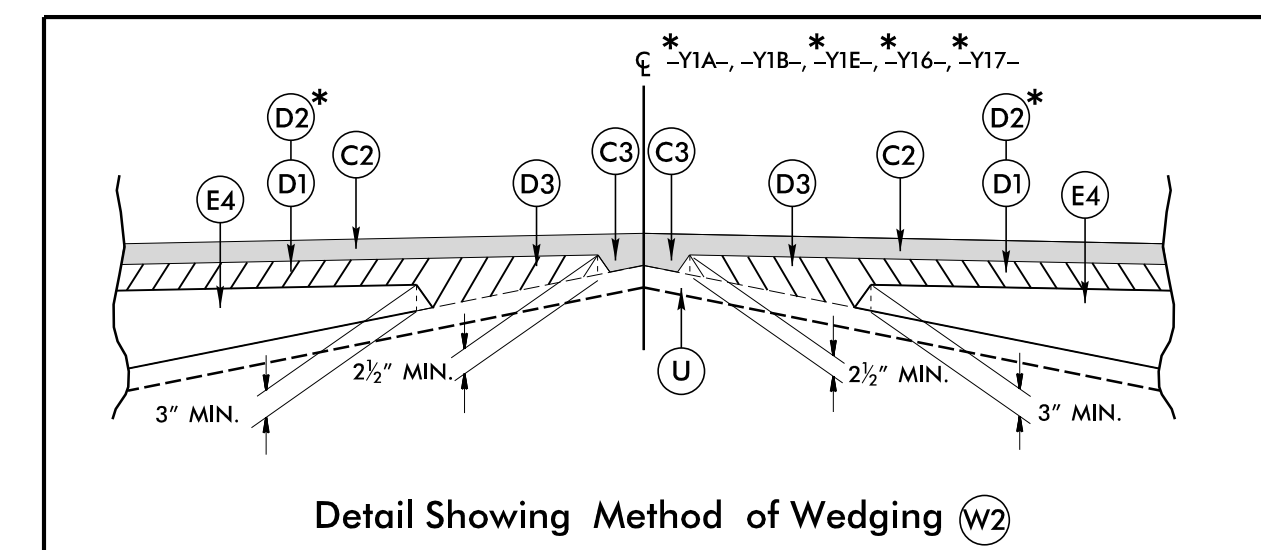


DETAIL OF INCIDENTAL MILLING PAVEMENT TIE-IN FOR THE FOLLOWING ALIGNMENTS:

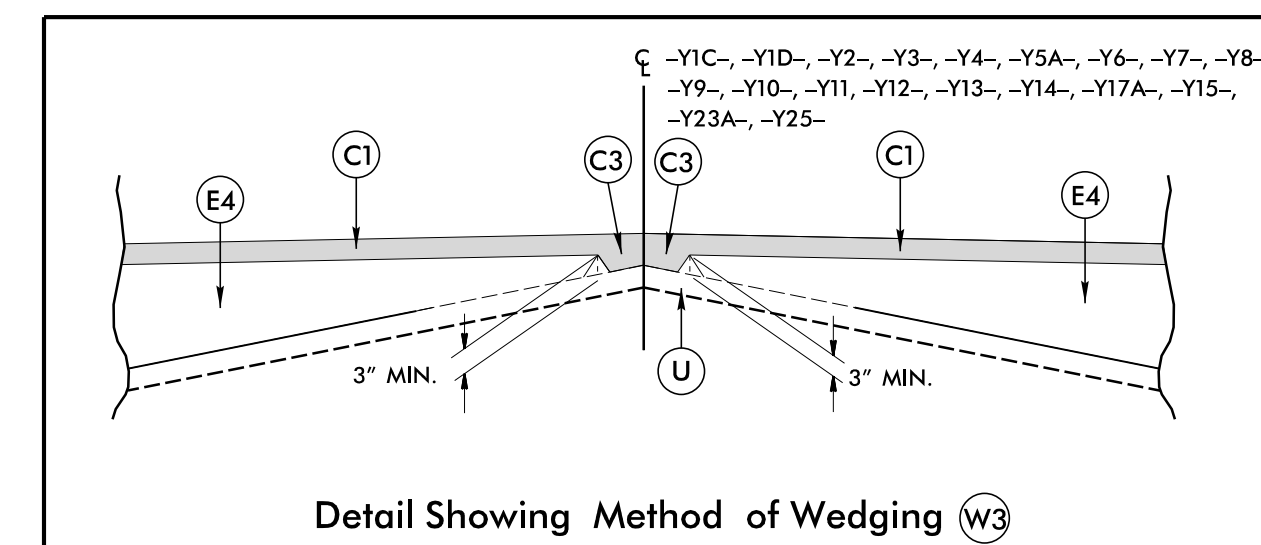
- Y1B- -Y6- -Y15-
- Y1C- -Y7- -Y17-
- Y1D- -Y8- -Y17A-
- Y2- -Y9- -Y23-
- Y3- -Y10- -Y23A-
- Y4- -Y11- -Y24-
- Y5- -Y12- -Y25-
- Y5A- -Y13- -X-OVER1-



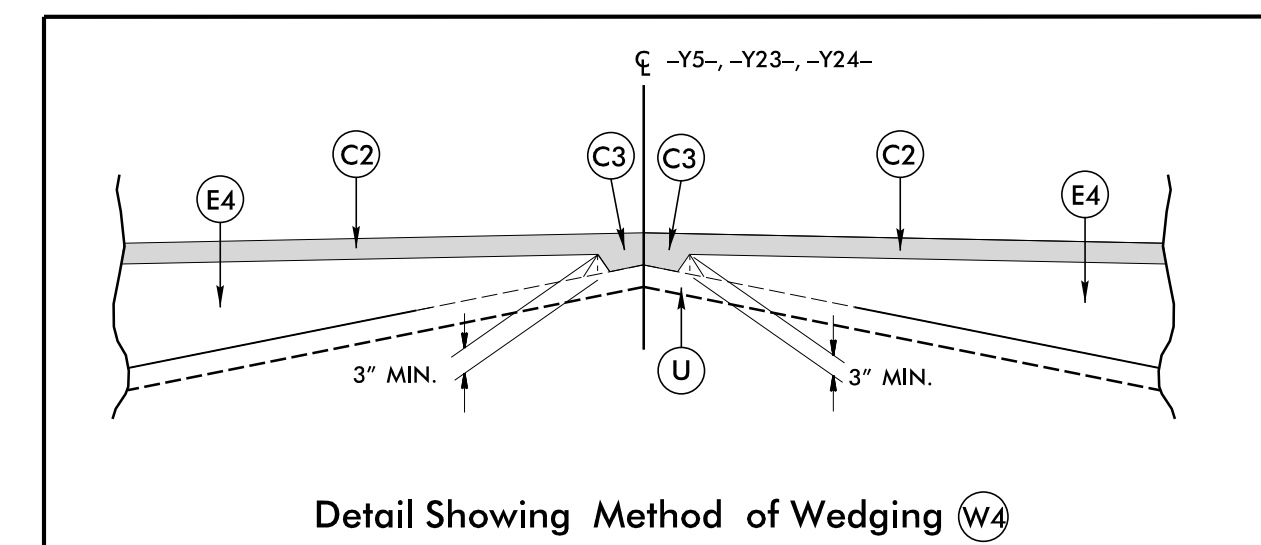
Detail Showing Method of Wedging (W1)



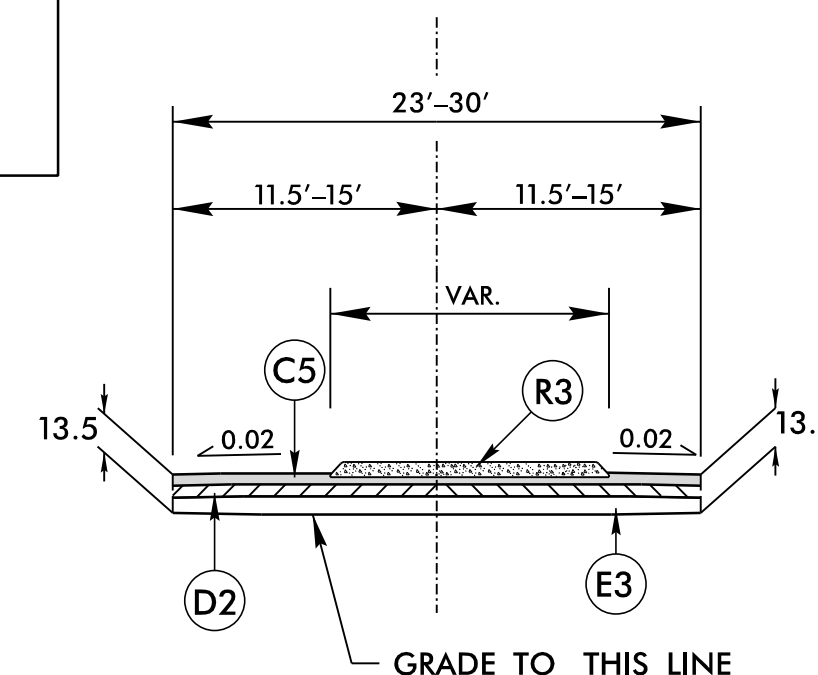
Detail Showing Method of Wedging (W2)



Detail Showing Method of Wedging (W3)



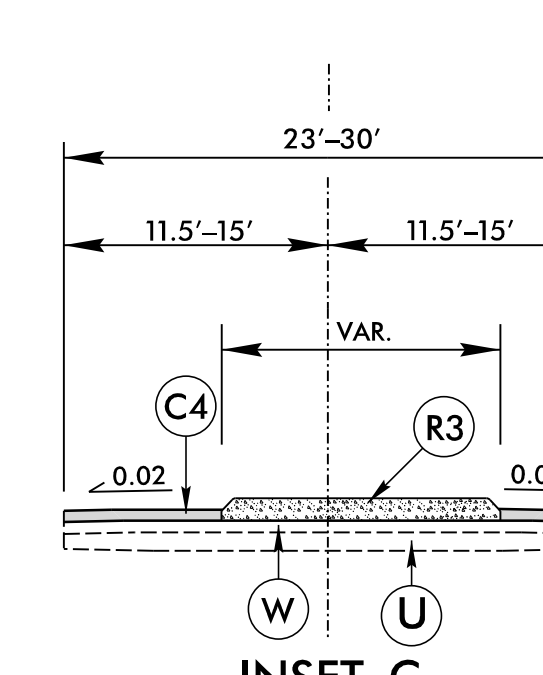
Detail Showing Method of Wedging (W4)



INSET B

-L- STA. 1+75.19 TO STA. 11+39.45
 -L- STA. 18+09.02 TO STA. 21+12.08
 -L- STA. 72+95.69 TO STA. 78+00.00
 -L- STA. 82+65.93 TO STA. 86+36.21
 -L- STA. 121+54.90 TO STA. 127+02.37
 -L- STA. 131+05.51 TO STA. 135+65.10
 -L- STA. 194+57.69 TO STA. 194+93.20
 -L2- STA. 241+55.72 TO STA. 242+09.26
 -L- STA. 242+08.28 TO STA. 249+45.58
 -L- STA. 280+00.00 TO STA. 281+12.04
 -L- STA. 284+92.35 TO STA. 289+51.53
 -L- STA. 291+52.46 TO STA. 291+88.45
 -L- STA. 298+87.96 TO STA. 300+18.66
 -Y20- STA. 96+40.00 TO STA. 97+79.58
 -Y20- STA. 99+66.87 TO STA. 100+30.63

SEE PLANS FOR THE ACTUAL ISLAND LOCATION

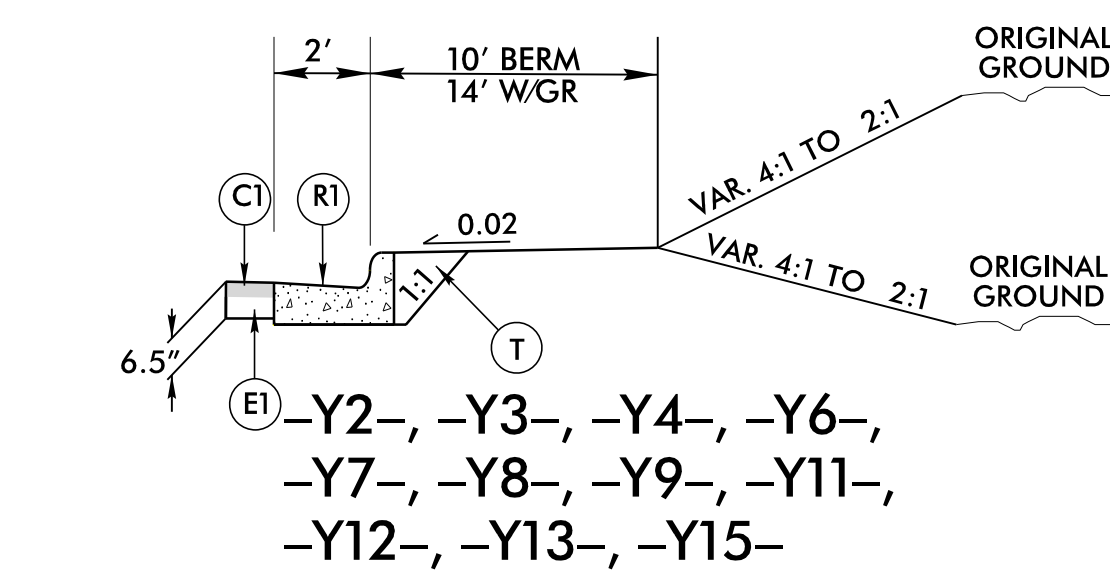


INSET C

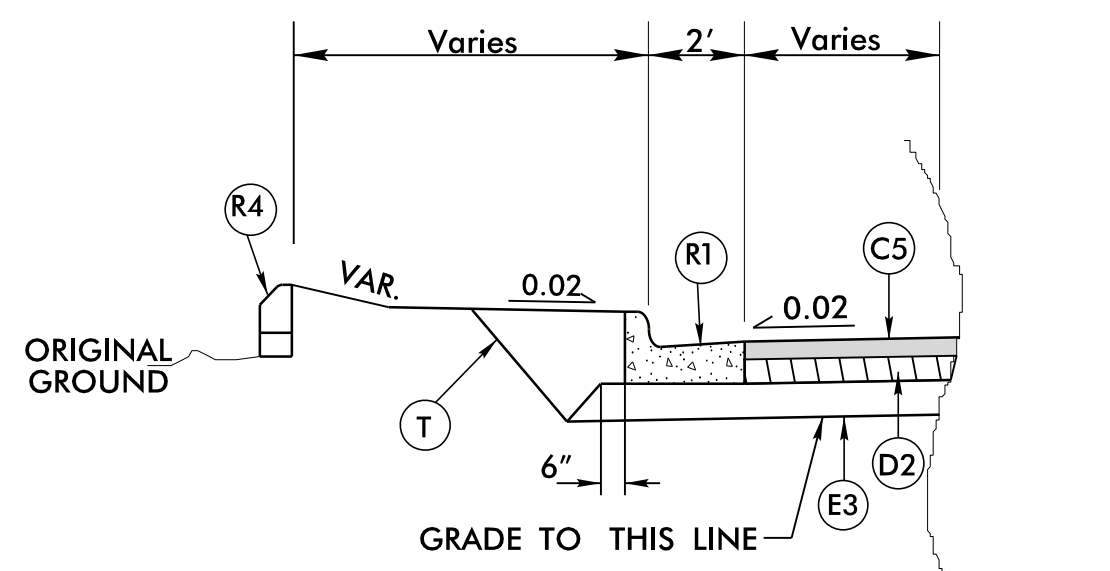
-L- STA. 15+02.09 TO STA. 18+09.02
 -L- STA. 21+12.08 TO STA. 23+94.65
 -L- STA. 48+22.51 TO STA. 54+60.36
 -L- STA. 68+80.00 TO STA. 72+95.69
 -L- STA. 78+00.00 TO STA. 79+68.41
 -L- STA. 86+36.21 TO STA. 88+06.21
 -L- STA. 105+49.67 TO STA. 106+61.67
 -L- STA. 112+14.46 TO STA. 121+54.90
 -L- STA. 127+02.37 TO STA. 131+05.51
 -L- STA. 135+65.10 TO STA. 136+93.67
 -L- STA. 179+00.88 TO STA. 180+12.89
 -L- STA. 193+81.21 TO STA. 194+57.69
 -L2- STA. 207+45.41 TO STA. 209+89.46
 -L2- STA. 212+74.96 TO STA. 215+44.32
 -L2- STA. 217+48.06 TO STA. 218+63.29
 -L- STA. 251+68.12 TO STA. 252+17.59
 -L- STA. 289+51.53 TO STA. 291+52.46

SEE PLANS FOR THE ACTUAL ISLAND LOCATION

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-1
ROADWAY DESIGN ENGINEER SEAL 16725 CONNIE K. BLEVINS	PAVEMENT DESIGN ENGINEER SEAL 018969 CONNIE K. JAMES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



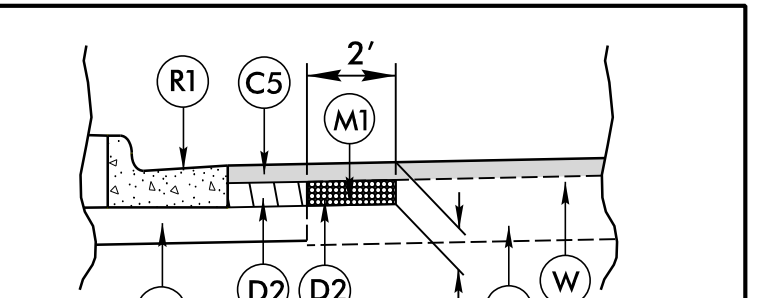
SEE PLANS FOR THE ACTUAL 2'-6" C&G LOCATION



INSET E

-L- LT. STA. 63+69.53 TO STA. 65+15.75
 -L- RT. STA. 195+37.96 TO STA. 196+81.11 (REVERSE)
 -L- RT. STA. 197+15.77 TO STA. 197+81.69 (REVERSE)
 -L- RTT. STA. 204+47.03 TO STA. 204+56.43 (REVERSE)
 -L- RT. STA. 204+91.09 TO STA. 206+63.67 (REVERSE)

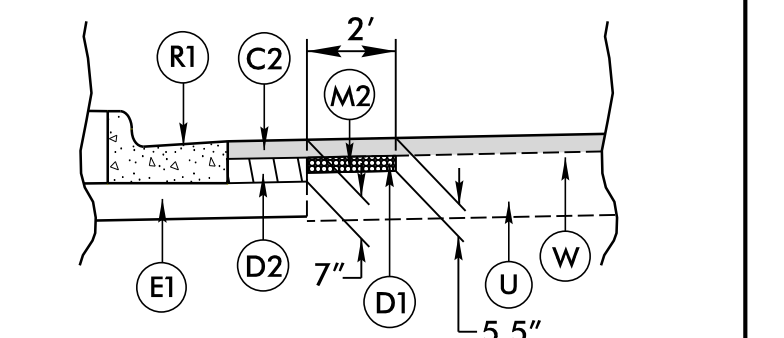
SEE PLANS FOR THE ACTUAL 8"X18" CONCRETE CURB LOCATION



-L-, -L2-, -Y1A-, -Y1E-, -Y10-,
 -Y16-, -Y17-, -Y18-, -Y19-, -Y19A-,
 -Y20-, -Y21-, -Y22-, -X-OVER-

Detail Showing Method of Bench Milling (M1)

NOTE: SEE SPECIFIC TYPICAL SECTIONS FOR APPLICABLE PAVEMENT DESIGNS



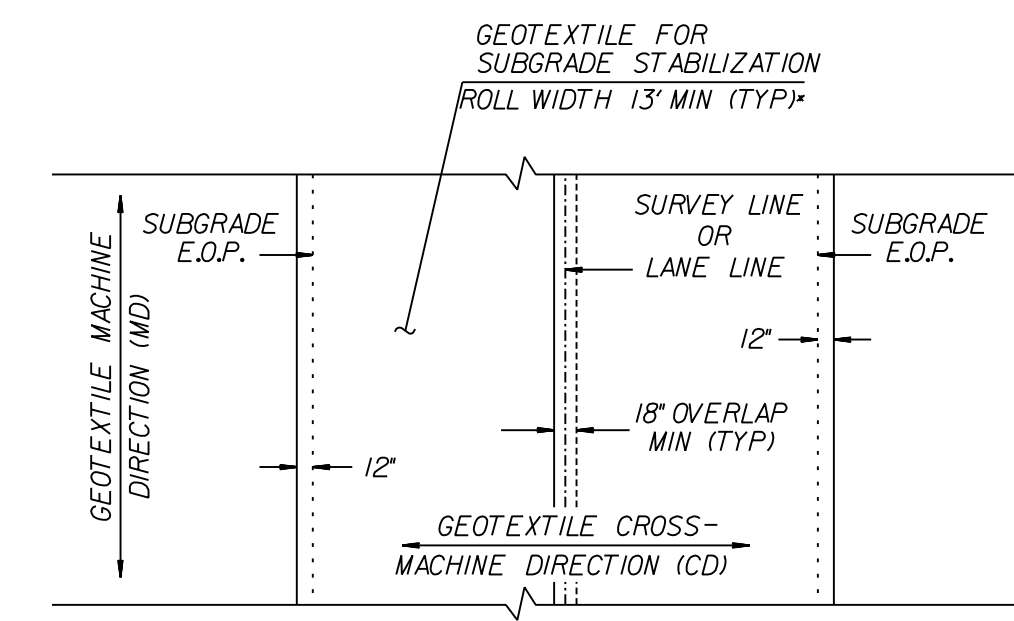
-Y1B-, -Y2-, -Y3-, -Y4-, -Y5-,
 -Y5A-, -Y6-, -Y7-, -Y8-, -Y9-,
 -Y10-, -Y11-, -Y12-, -Y13-, -Y15-,
 -Y23-, -Y23A-

Detail Showing Method of Bench Milling (M2)

NOTE: SEE SPECIFIC TYPICAL SECTIONS FOR APPLICABLE PAVEMENT DESIGNS

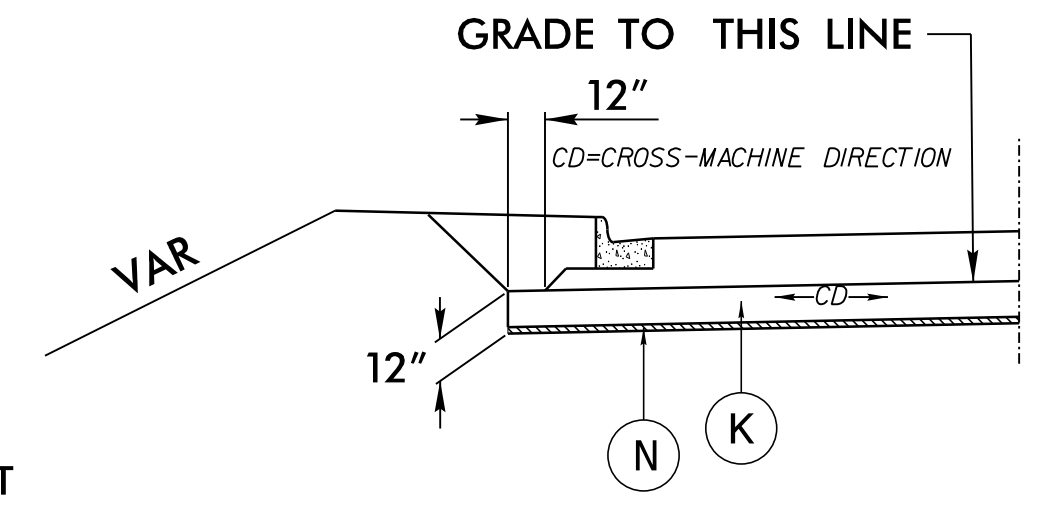
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PAVEMENT SCHEDULE FINAL PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
K	12" CLASS IV
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
N	GEOTEXTILE
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING



GEOTEXTILE FOR SUBGRADE STABILIZATION PLACEMENT (PLAN VIEW)
(100% COVERAGE REQUIRED)

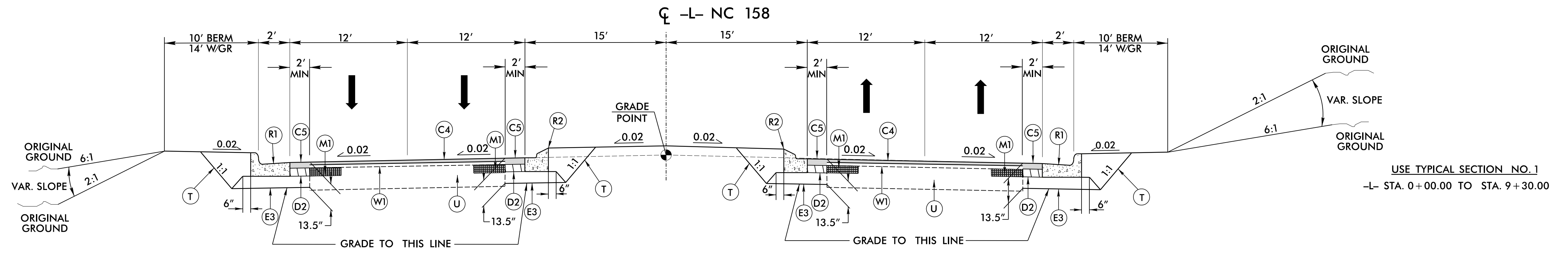
*INSTALL GEOTEXTILE FOR SUBGRADE STABILIZATION WITH MINIMUM ROLL WIDTH UNDER ROADWAY EDGES AND SHOULDERS ADJACENT TO FILL SLOPES



DETAIL FOR SHALLOW UNDERCUT

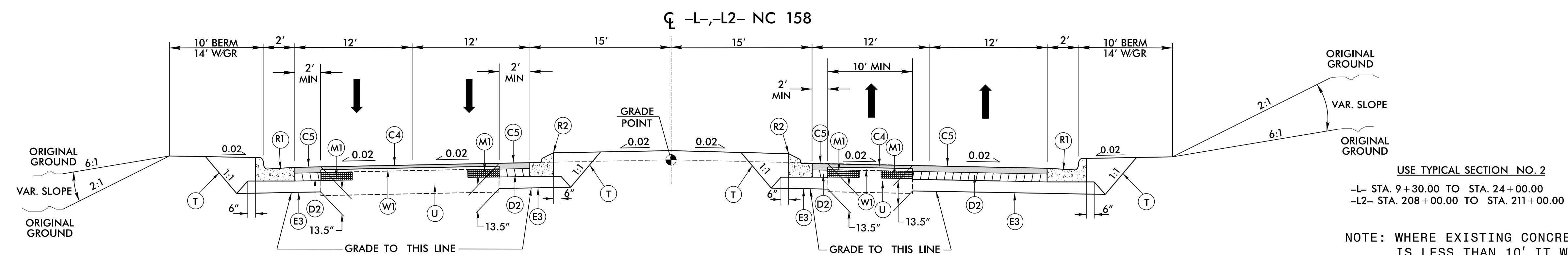
- L- STA 48+75 TO 52+75
- L- STA 72+75 TO 79+25
- L- STA 112+75 TO 115+25
- L- STA 186+75 TO 190+75
- L- STA 198+75 TO 202+25
- L2- STA 202+25 TO 205+25
- L2- STA 210+75 TO 211+75
- L2- STA 221+75 TO 222+75
- L- STA 246+75 TO 247+75
- L- STA 274+75 TO 281+25
- Y5A- STA 10+25 TO 13+75
- Y24- STA 14+75 TO 15+75

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



TYPICAL SECTION NO. 1

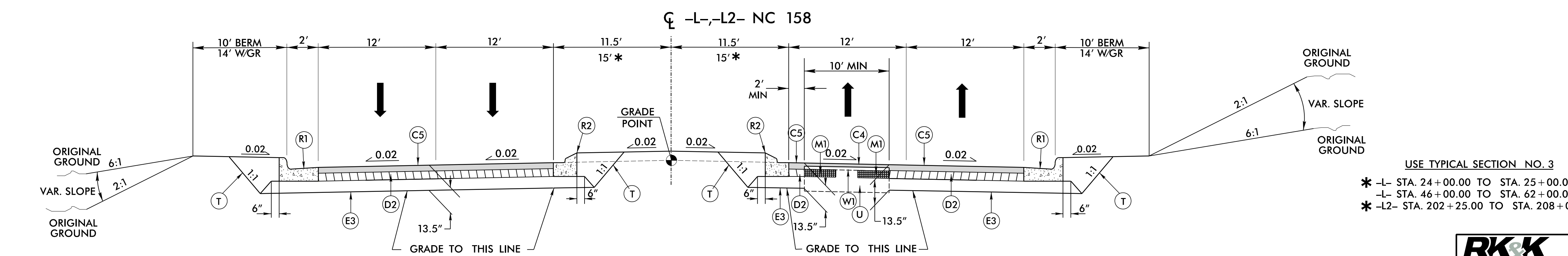
USE TYPICAL SECTION NO. 1
-L- STA. 0+00.00 TO STA. 9+30.00



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2
-L- STA. 9+30.00 TO STA. 24+00.00
-L2- STA. 208+00.00 TO STA. 211+00.00

NOTE: WHERE EXISTING CONCRETE PAVEMENT IS LESS THAN 10' IT WILL BE REMOVED.



TYPICAL SECTION NO. 3

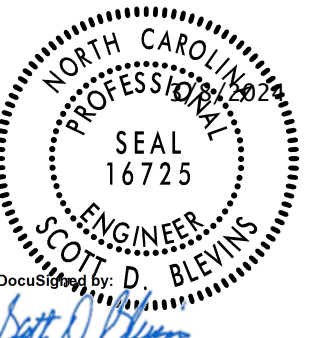
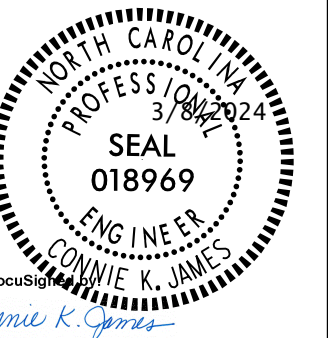
USE TYPICAL SECTION NO. 3
* -L- STA. 24+00.00 TO STA. 25+00.00
-L- STA. 46+00.00 TO STA. 62+00.00
* -L2- STA. 202+25.00 TO STA. 208+00.00

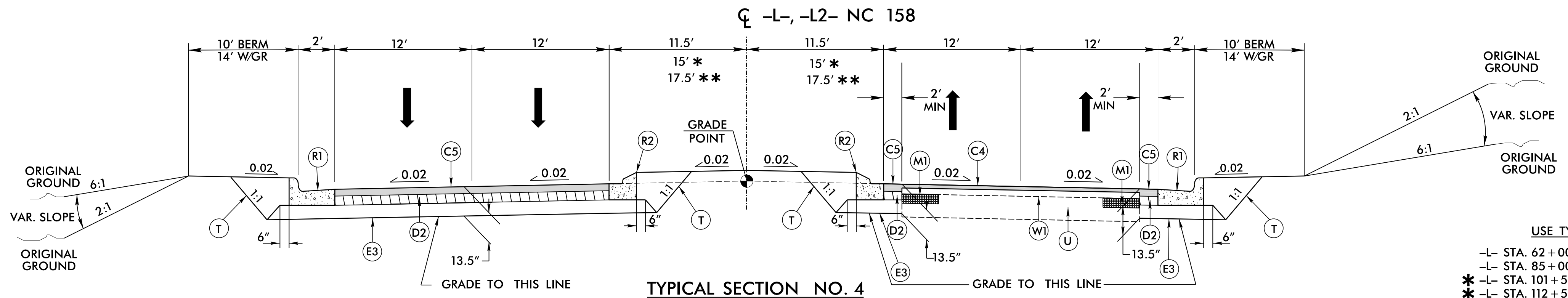
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

NOTE: WHERE EXISTING CONCRETE PAVEMENT IS LESS THAN 10' IT WILL BE REMOVED.

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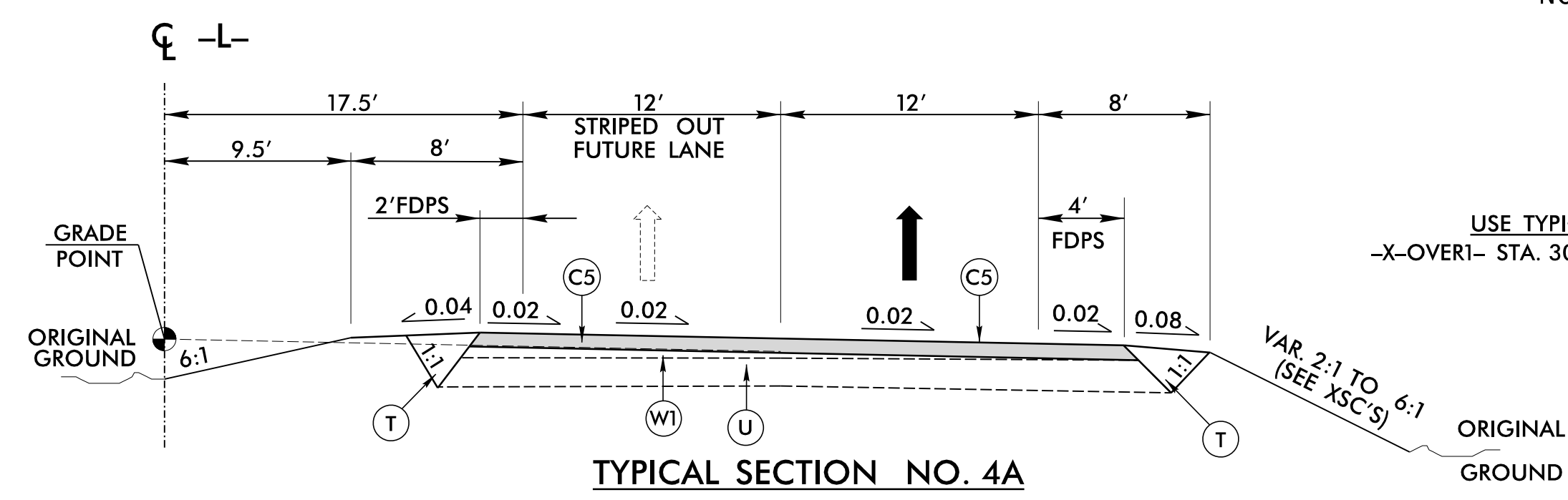
PAVEMENT SCHEDULE FINAL PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-3
ROADWAY DESIGN ENGINEER <i>[Signature]</i>	PAVEMENT DESIGN ENGINEER <i>[Signature]</i>
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

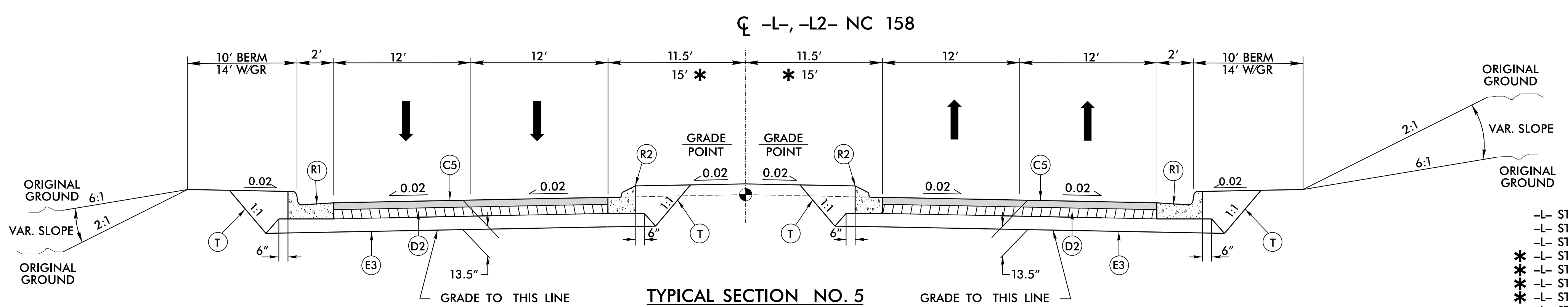


- USE TYPICAL SECTION NO. 4
- L- STA. 62+00.00 TO STA. 82+00.00
 - L- STA. 85+00.00 TO STA. 89+00.00
 - *-L- STA. 101+50.00 TO STA. 106+50.00
 - *-L- STA. 112+50.00 TO STA. 136+00.00
 - *-L- STA. 149+50.00 TO STA. 150+25.00 (TIE TO U-2579B)
 - *-L- STA. 179+50.00 TO STA. 202+25.00
 - *-L2- STA. 236+50.00 TO STA. 242+09.26
 - *-L- STA. 242+08.28 TO STA. 279+00.00
 - *-L- STA. 279+00.00 TO STA. 300+50.00

NOTE: MEDIAN TRANSITION FROM
-L- STA. 277+00.00 TO STA. 279+00.00

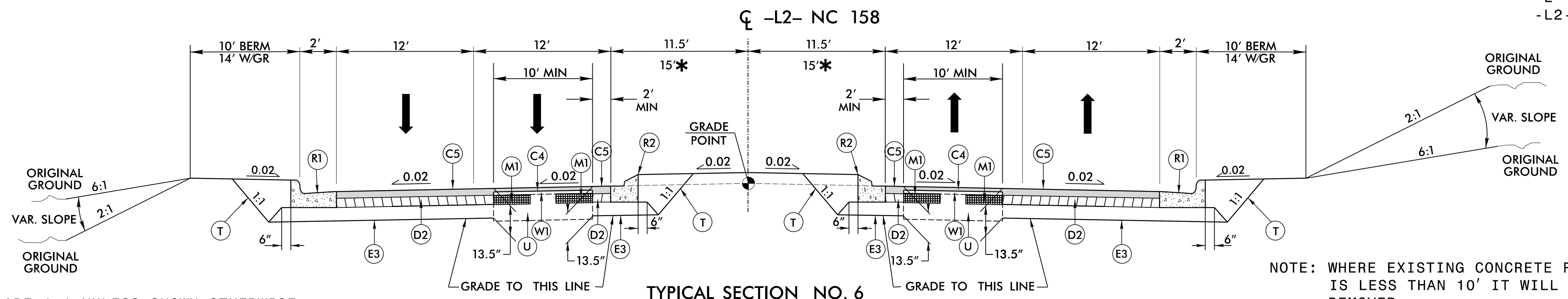


USE TYPICAL SECTION NO. 4A
-X-OVER- STA. 300+50.00 TO STA. 306+41.51



- USE TYPICAL SECTION NO. 5
- L- STA. 25+00.00 TO STA. 46+00.00
 - L- STA. 82+00.00 TO STA. 85+00.00
 - L- STA. 89+00.00 TO STA. 97+00.00
 - *-L- STA. 97+00.00 TO STA. 101+50.00
 - *-L- STA. 106+50.00 TO STA. 112+50.00
 - *-L- STA. 136+00.00 TO STA. 139+54.50 (BEGIN BRIDGE)
 - *-L- STA. 141+24.50 (END BRIDGE) TO STA. 149+50.00
 - L- STA. 178+00.00 TO STA. 179+50.00
 - L2- STA. 215+44.32 TO STA. 220+49.93
 - L2- STA. 220+49.93 TO STA. 222+50.00

NOTE: MEDIAN TRANSITION FROM
-L- STA. 95+00.00 TO STA. 97+00.00
-L2- STA. 218+63.27 TO STA. 220+49.93



- USE TYPICAL SECTION NO. 6
- *-L2- STA. 212+75.00 TO STA. 215+44.32
 - L2- STA. 232+50.00 TO STA. 236+50.00

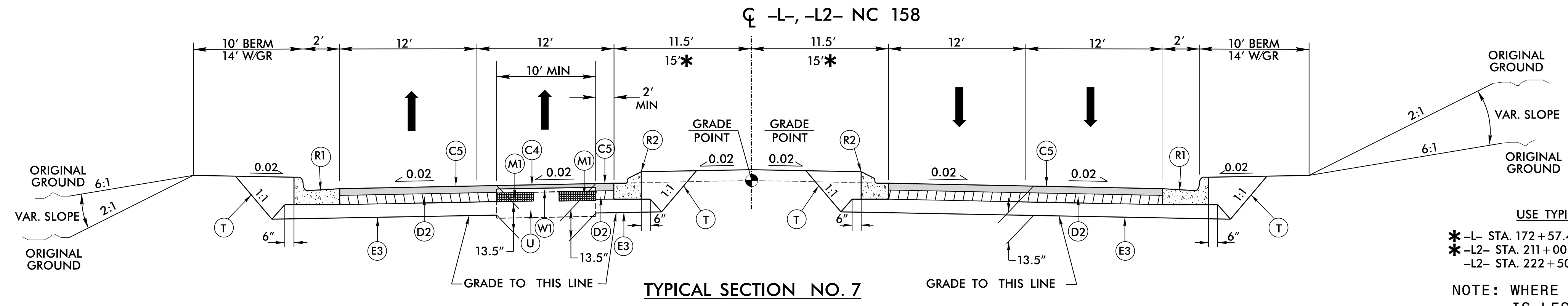
NOTE: WHERE EXISTING CONCRETE PAVEMENT IS LESS THAN 10' IT WILL BE REMOVED.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

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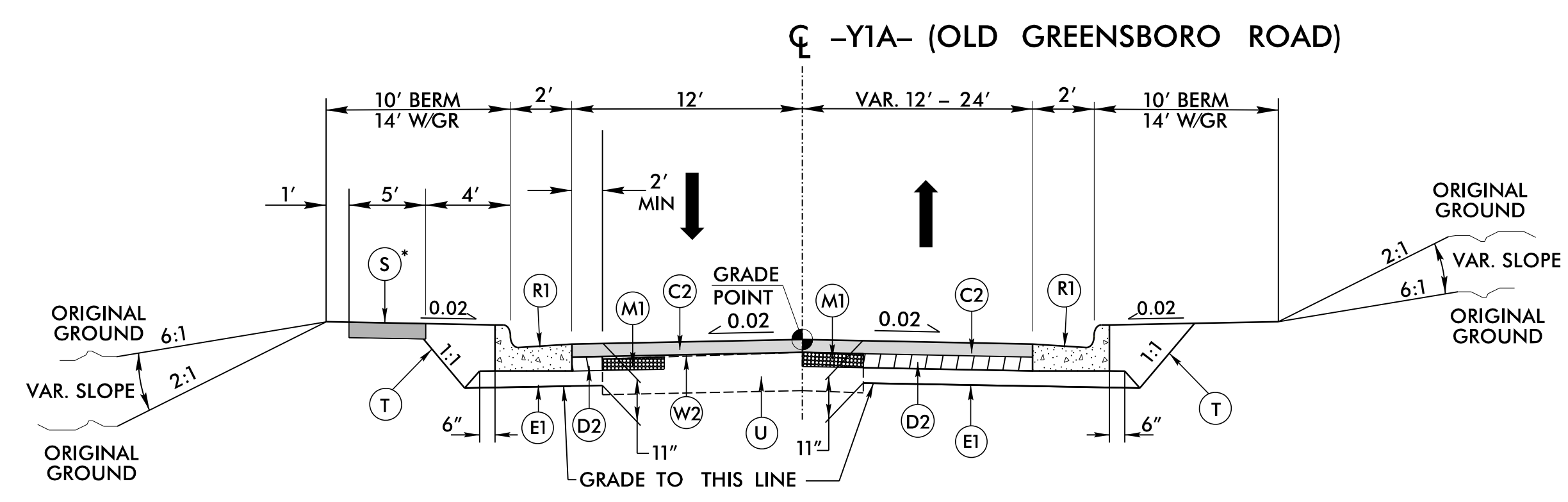
PAVEMENT SCHEDULE FINAL PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-4
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



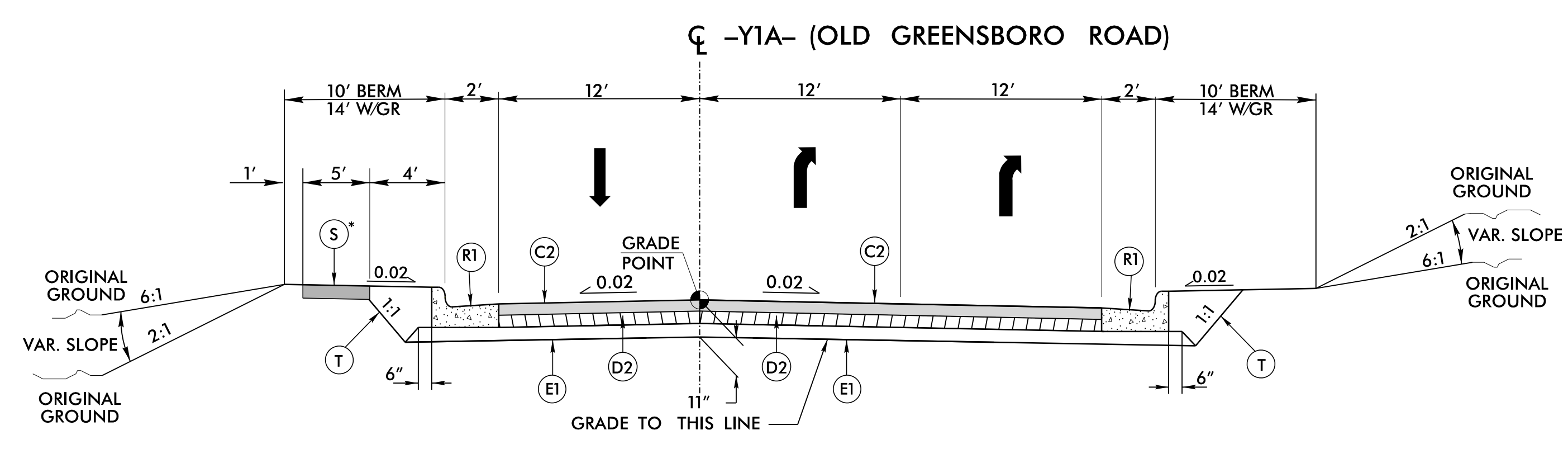
TYPICAL SECTION NO. 7

USE TYPICAL SECTION NO. 7
 * -L- STA. 172+57.48 (TIE TO U-2579B) TO STA. 178+00.00
 * -L2- STA. 211+00.00 TO STA. 212+75.00
 -L2- STA. 222+50.00 TO STA. 232+50.00
 NOTE: WHERE EXISTING CONCRETE PAVEMENT IS LESS THAN 10' IT WILL BE REMOVED.



TYPICAL SECTION NO. 8

USE TYPICAL SECTION NO. 8
 -Y1A- STA. 10+00.00 TO STA. 12+37.11
 *SEE PLANS FOR LOCATION OF SIDEWALK



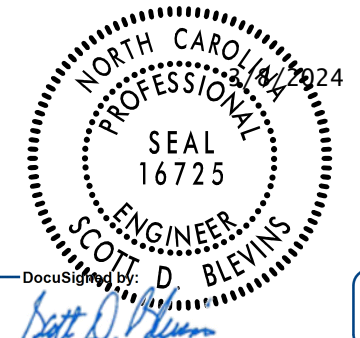

TYPICAL SECTION NO. 9

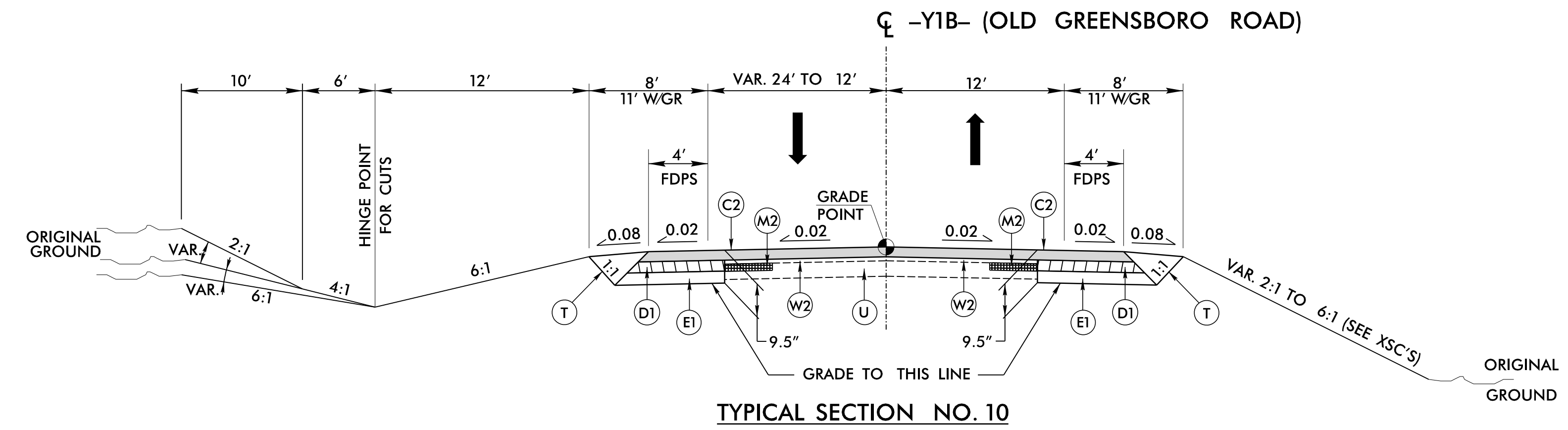
USE TYPICAL SECTION NO. 9
 -Y1A- STA. 12+37.11 TO STA. 16+61.40
 *SEE PLANS FOR LOCATION OF SIDEWALK

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
 SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

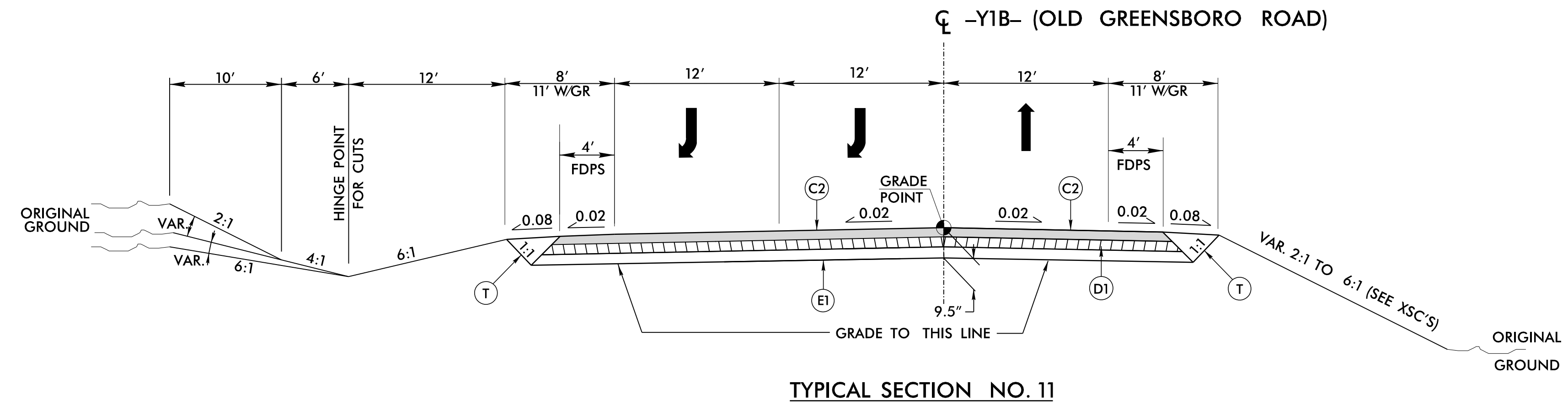
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PAVEMENT SCHEDULE FINAL PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

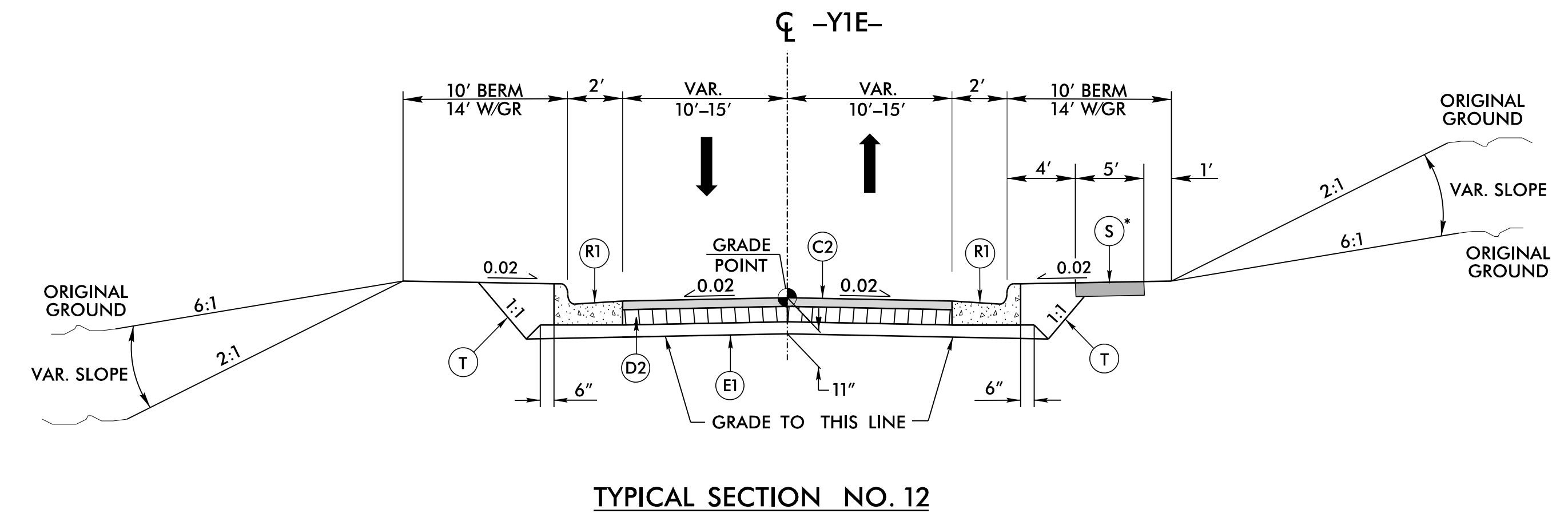
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-5
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



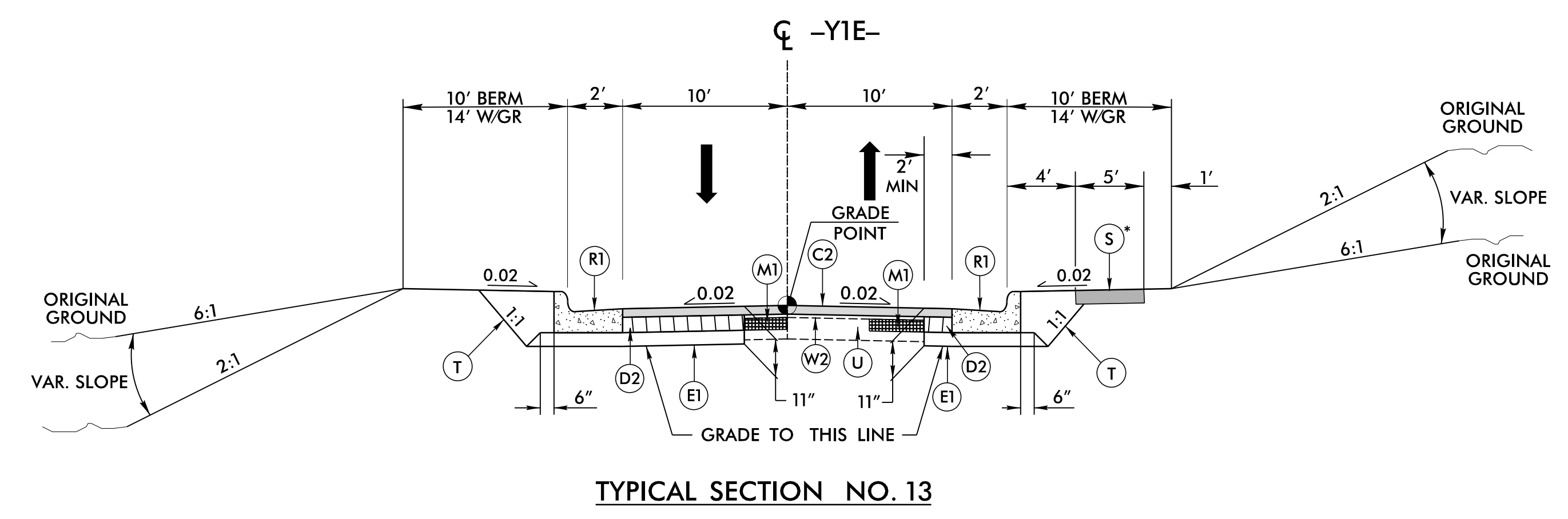
USE TYPICAL SECTION NO. 10
-Y1B- STA. 13+16.57 TO STA. 18+00.00



USE TYPICAL SECTION NO. 11
-Y1B- STA. 10+40.64 TO STA. 13+16.57



USE TYPICAL SECTION NO. 12
-Y1E- STA. 14+91.90 TO STA. 16+27.29
*SEE PLANS FOR LOCATION OF SIDEWALK

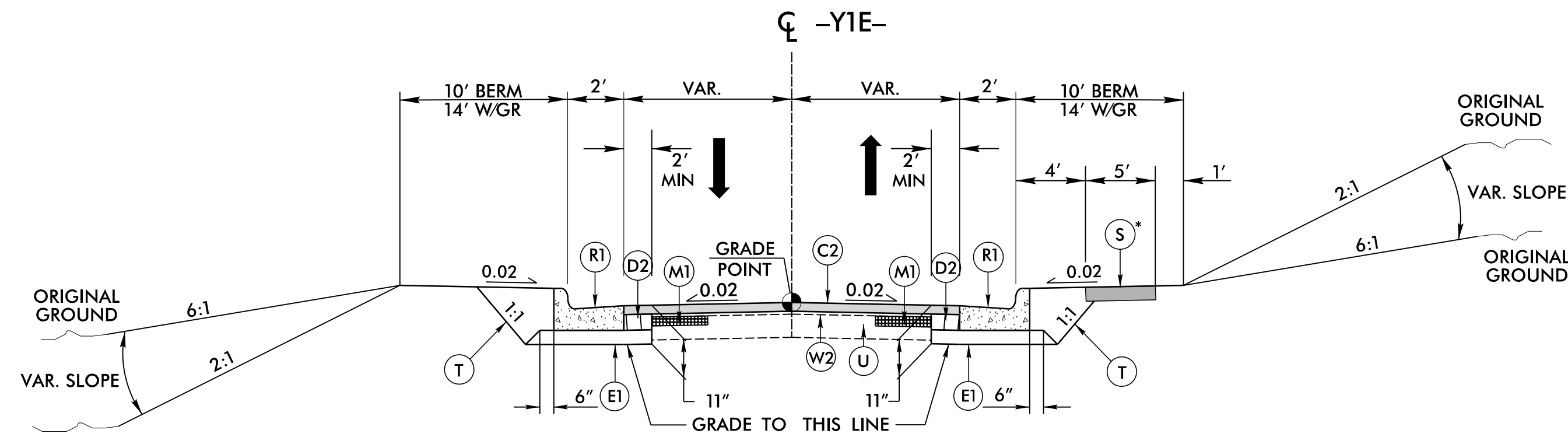


USE TYPICAL SECTION NO. 13
-Y1E- STA. 13+96.61 TO STA. 14+91.90
*SEE PLANS FOR LOCATION OF SIDEWALK

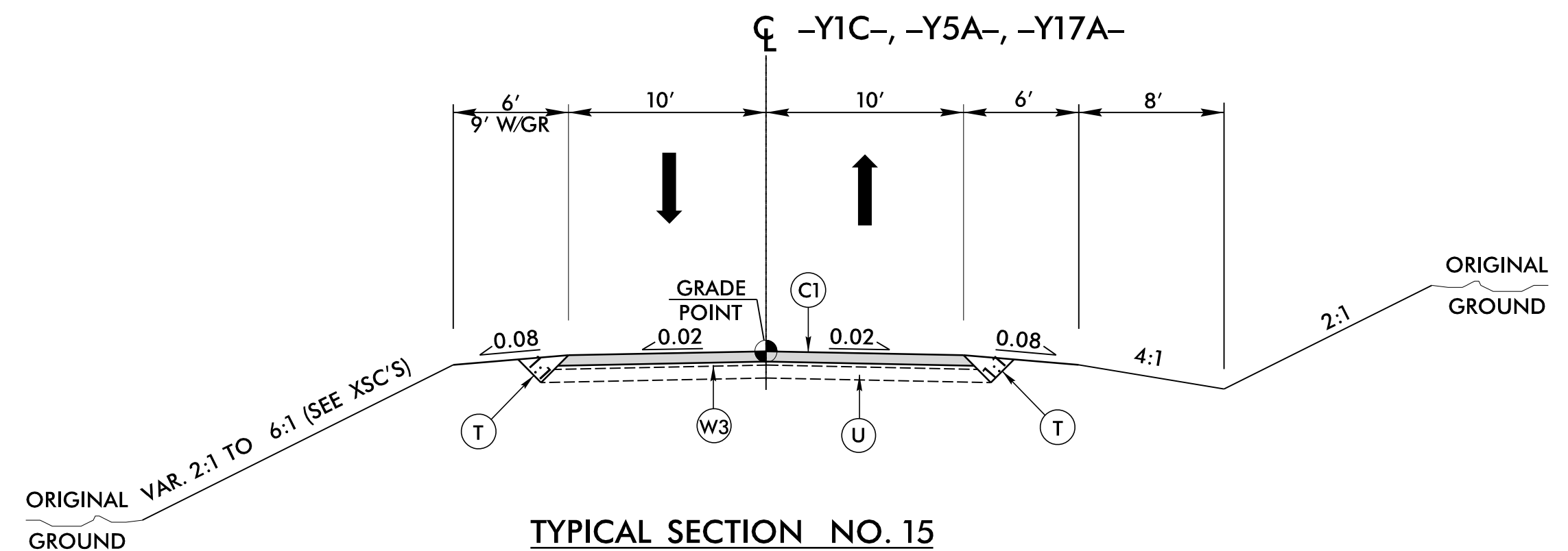
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

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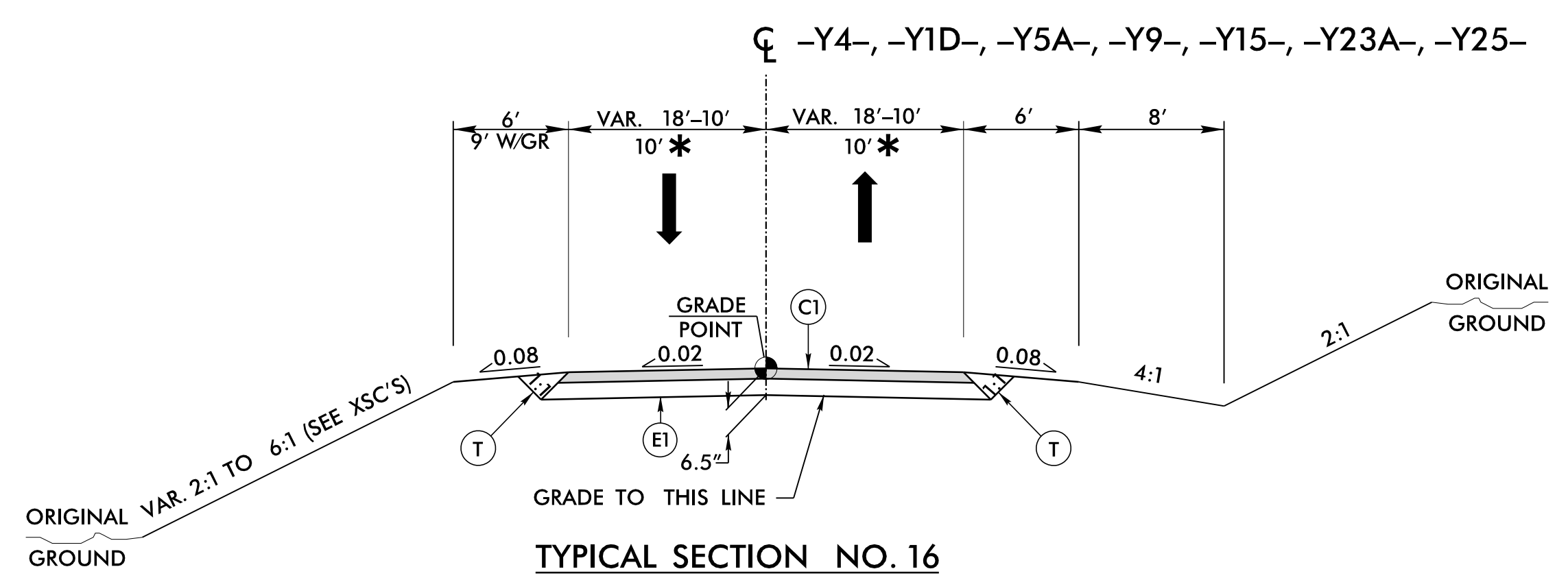
PAVEMENT SCHEDULE FINAL PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING



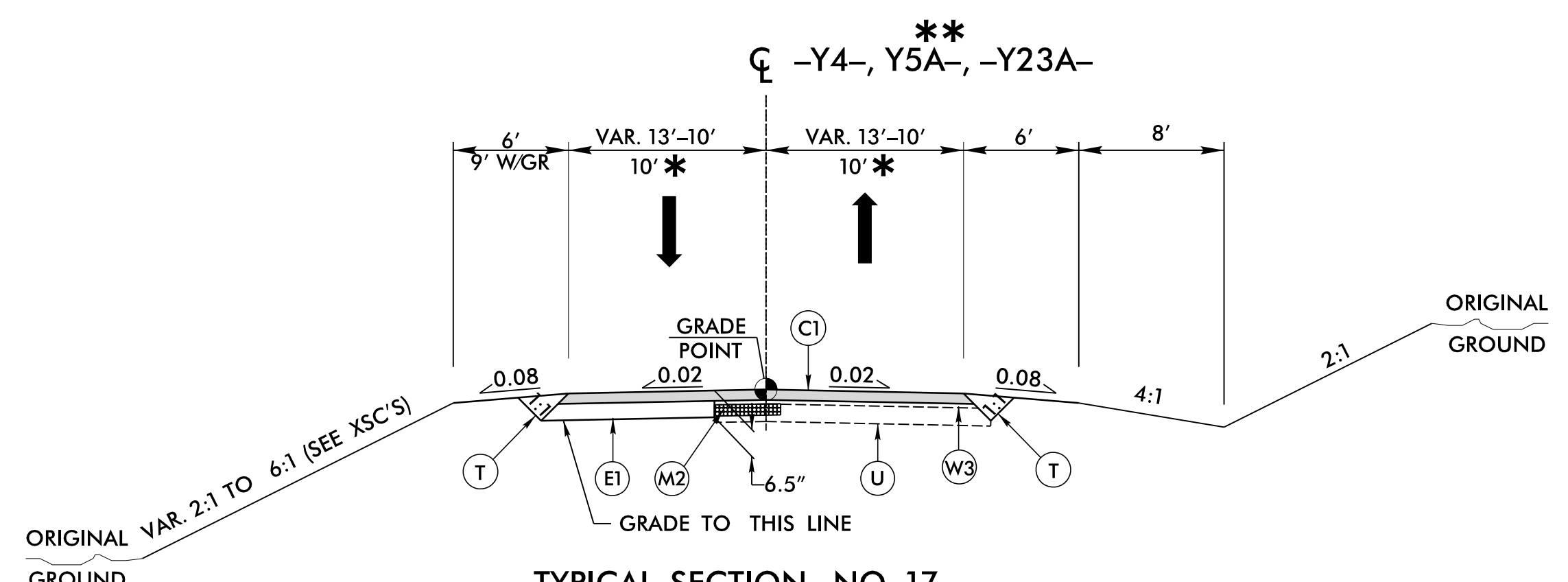
TYPICAL SECTION NO. 14



TYPICAL SECTION NO. 15



TYPICAL SECTION NO. 16



TYPICAL SECTION NO. 17

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-6
ROADWAY DESIGN ENGINEER SEAL 16725 D. BLEVINS	PAVEMENT DESIGN ENGINEER SEAL 018969 CONNIE K. JAMES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

USE TYPICAL SECTION NO. 14
-Y1E- STA. 12+17.38 TO STA. 13+96.91
*SEE PLANS FOR LOCATION OF SIDEWALK

USE TYPICAL SECTION NO. 15
-Y1C- STA. 10+00.00 TO STA. 11+44.28
-Y5A- STA. 10+00.00 TO STA. 12+10.98
-Y17A- STA. 10+50.00 TO STA. 11+64.01

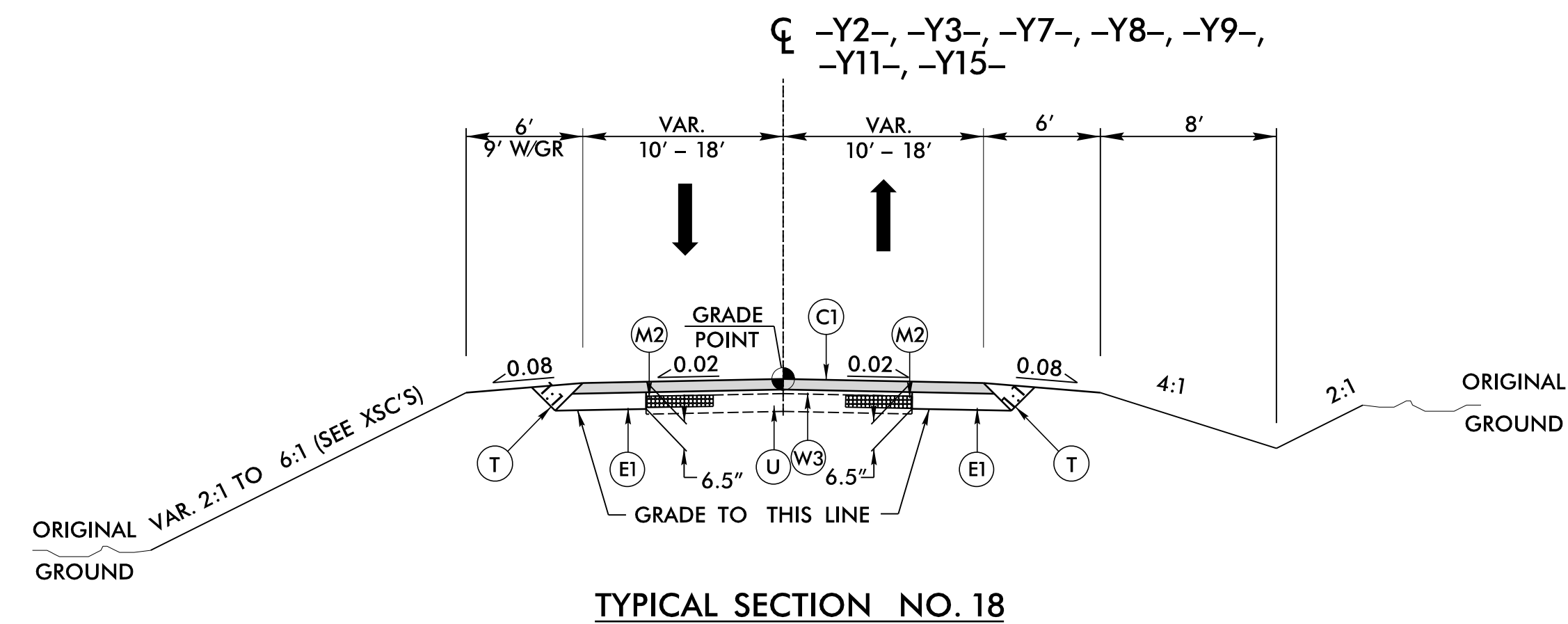
USE TYPICAL SECTION NO. 16
-Y4- STA. 10+35.50 TO STA. 12+50.00
*-Y1D- STA. 12+15.00 TO STA. 13+96.53
*-Y5A- STA. 13+48.81 TO STA. 16+32.00
-Y9- STA. 11+50.00 TO STA. 15+64.40
-Y15- STA. 13+50.00 TO STA. 15+36.12
-Y23A- STA. 11+33.62 TO STA. 11+79.90
-Y25- STA. 10+35.50 TO STA. 13+00.00

USE TYPICAL SECTION NO. 17
-Y4- STA. 12+50.00 TO STA. 14+00.00
*-Y5A- STA. 12+10.98 TO STA. 13+48.81
-Y23A- STA. 10+00.00 TO STA. 11+33.62

** MIRROR TYPICAL SECTION FOR -Y5A-

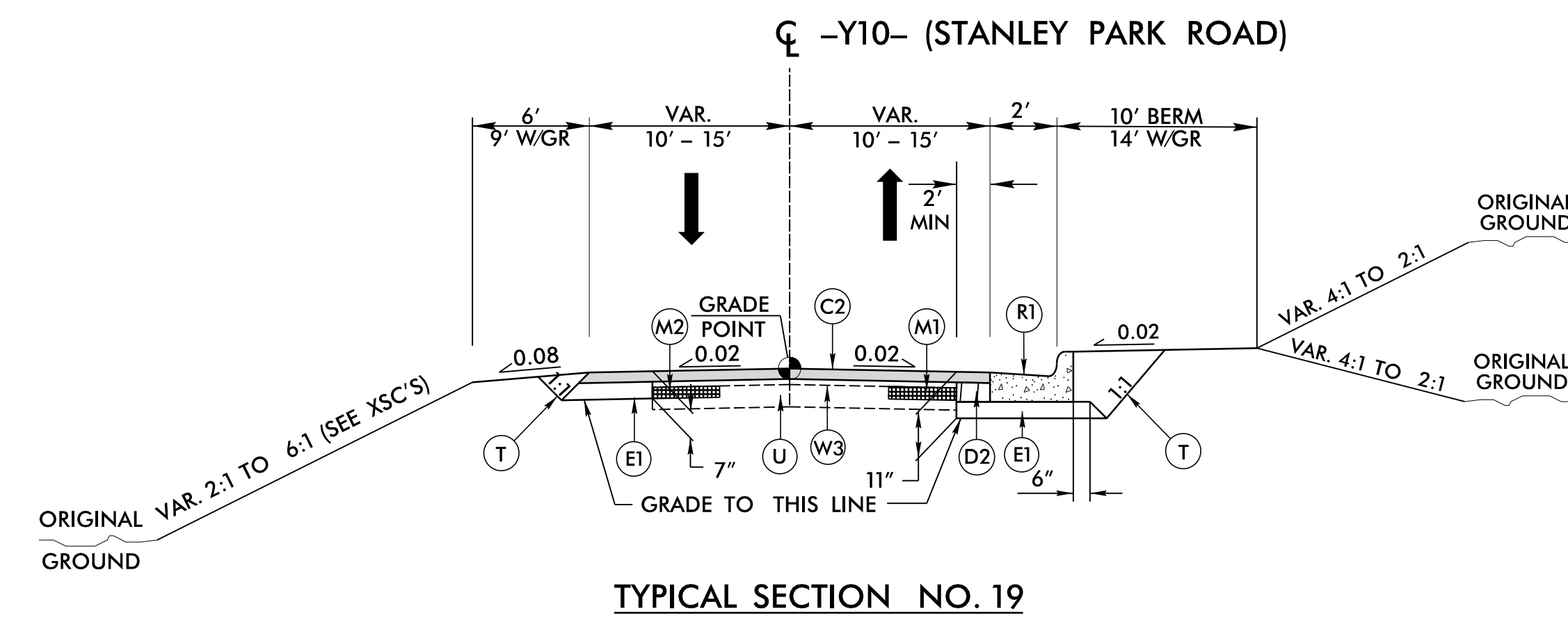
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PAVEMENT SCHEDULE FINAL PAVEMENT DESIGN	
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C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

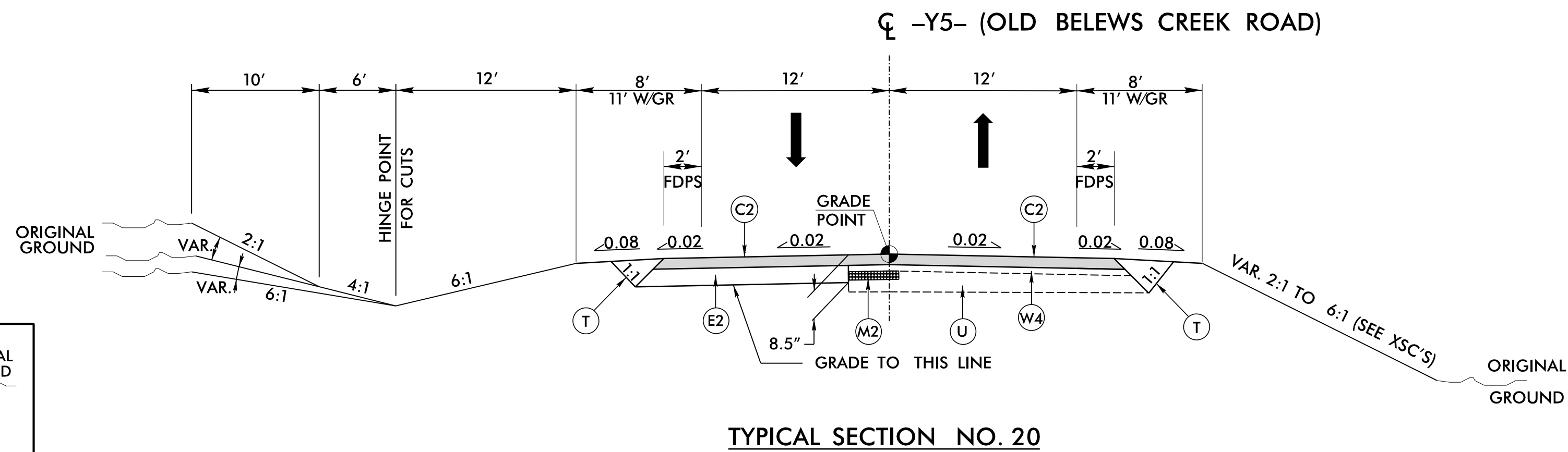


USE TYPICAL SECTION NO. 18
 -Y2- STA. 12+00.00 TO STA. 14+11.53
 -Y3- STA. 10+35.51 TO STA. 12+97.48
 -Y7- STA. 11+01.81 TO STA. 12+00.00
 -Y8- STA. 10+35.50 TO STA. 12+50.00
 -Y9- STA. 10+35.75 TO STA. 11+50.00
 -Y11- STA. 12+00.00 TO STA. 14+91.91
 -Y15- STA. 11+25.00 TO STA. 13+50.00

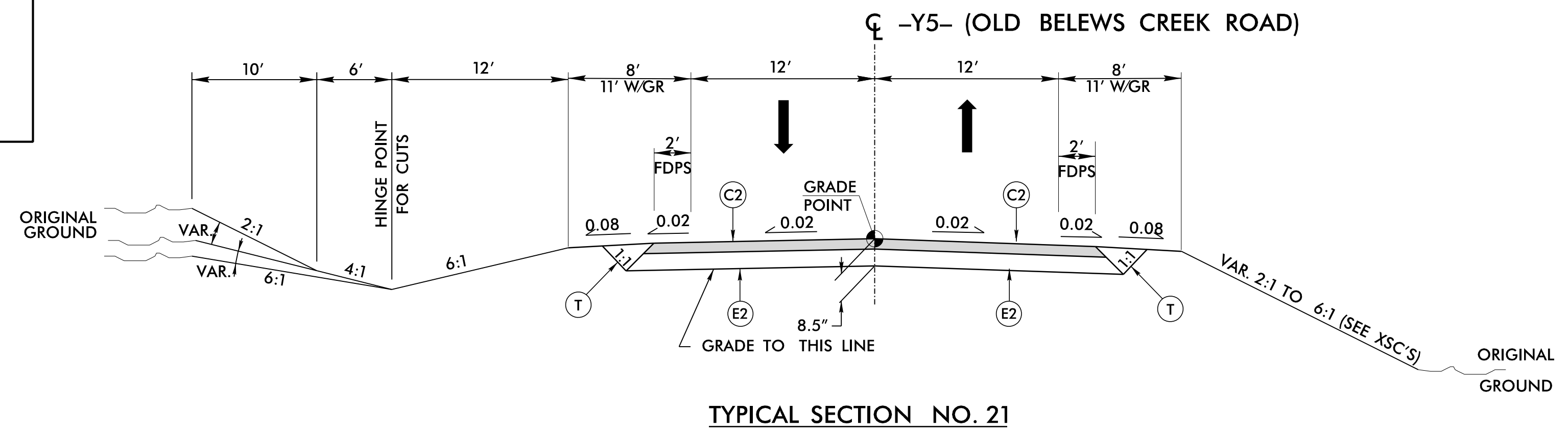
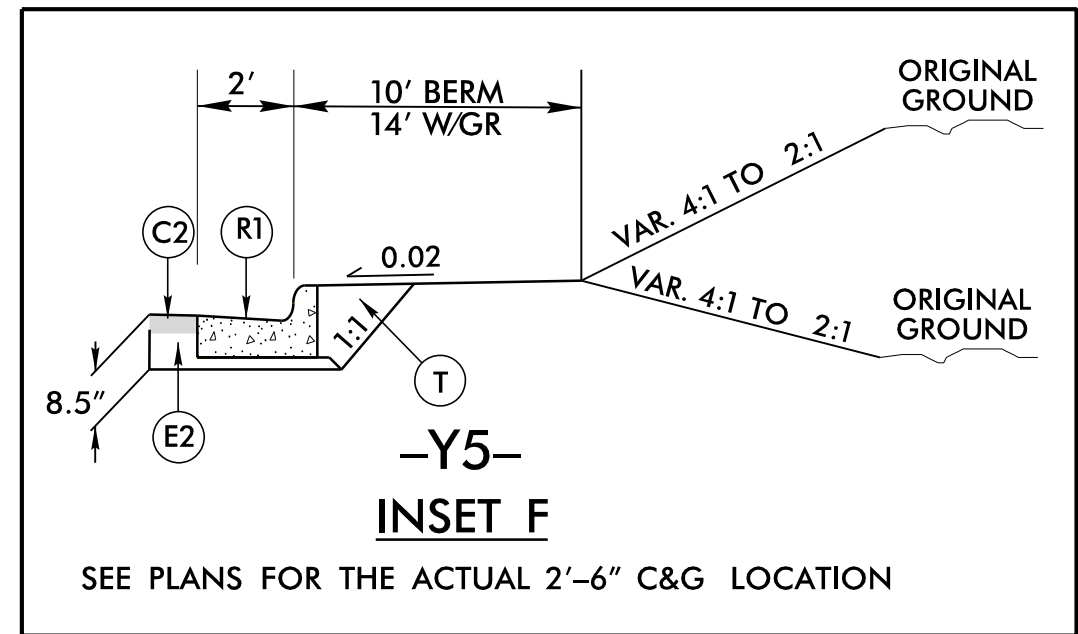
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-7
ROADWAY DESIGN ENGINEER <i>[Signature]</i>	PAVEMENT DESIGN ENGINEER <i>[Signature]</i>
SEAL 16725 NORTH CAROLINA PROFESSIONAL ENGINEER	SEAL 018969 NORTH CAROLINA PROFESSIONAL ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



USE TYPICAL SECTION NO. 19
 -Y10- STA. 10+39.51 TO STA. 12+77.76



USE TYPICAL SECTION NO. 20
 -Y5- STA. 10+15.82 TO STA. 14+00.00



USE TYPICAL SECTION NO. 21
 -Y5- STA. 14+00.00 TO STA. 23+68.65

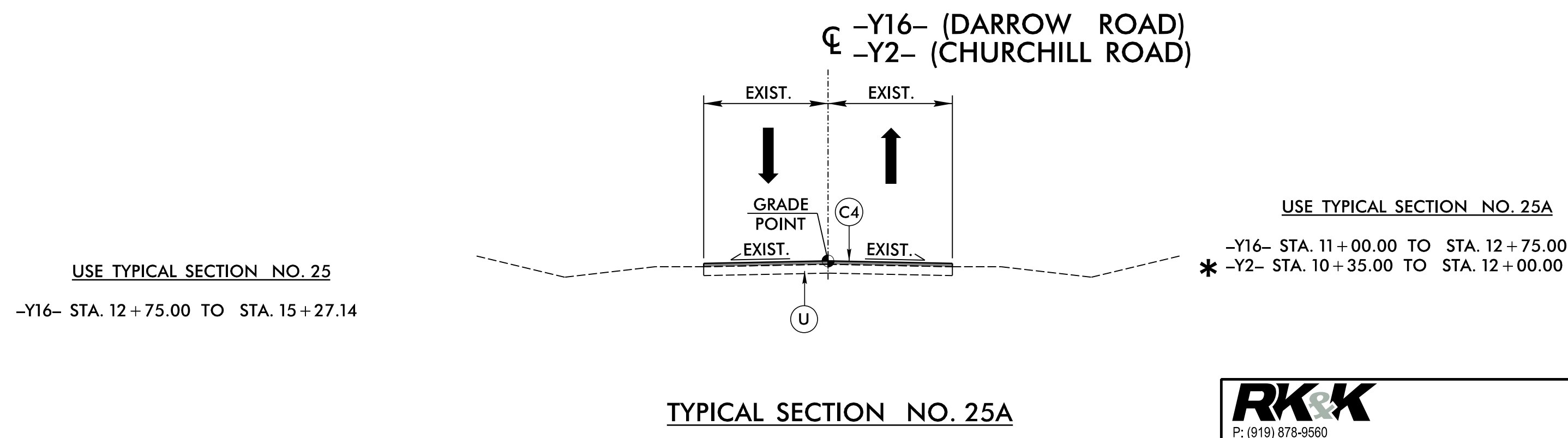
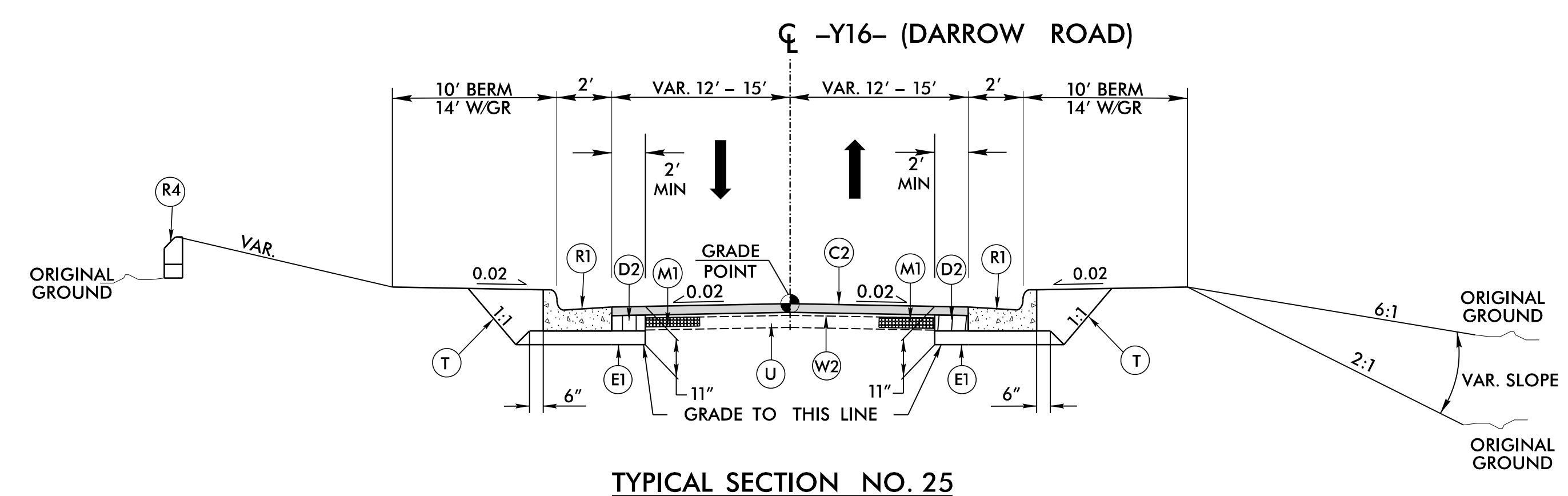
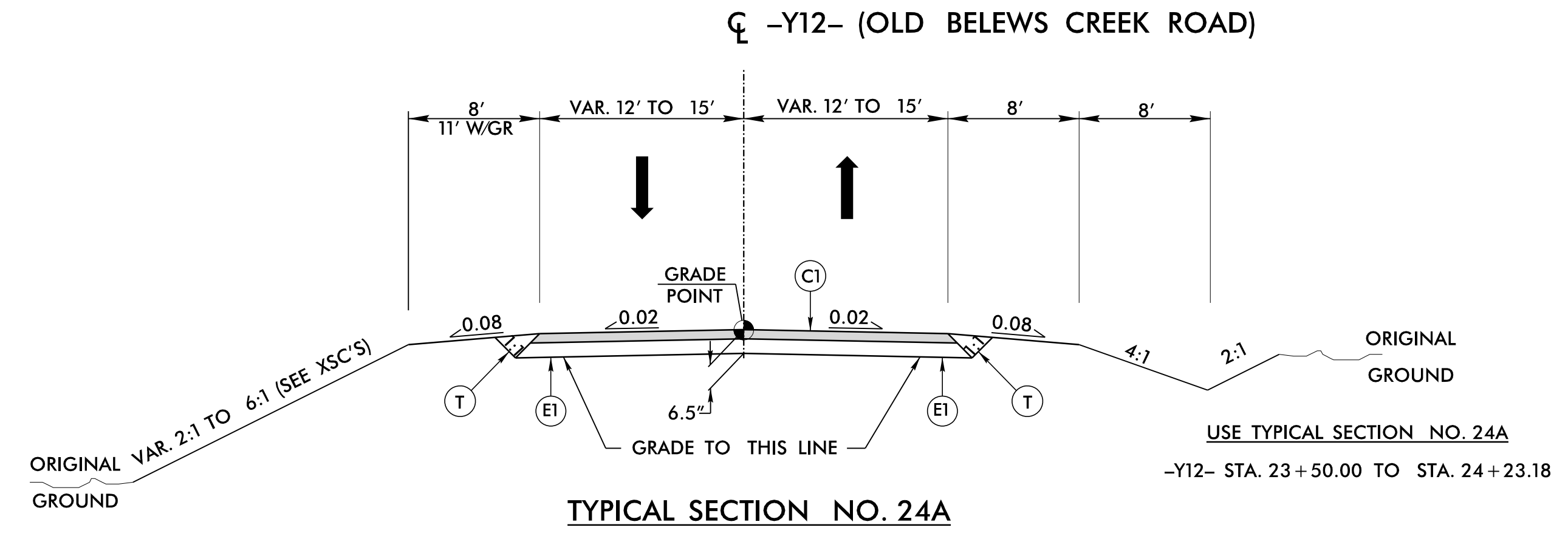
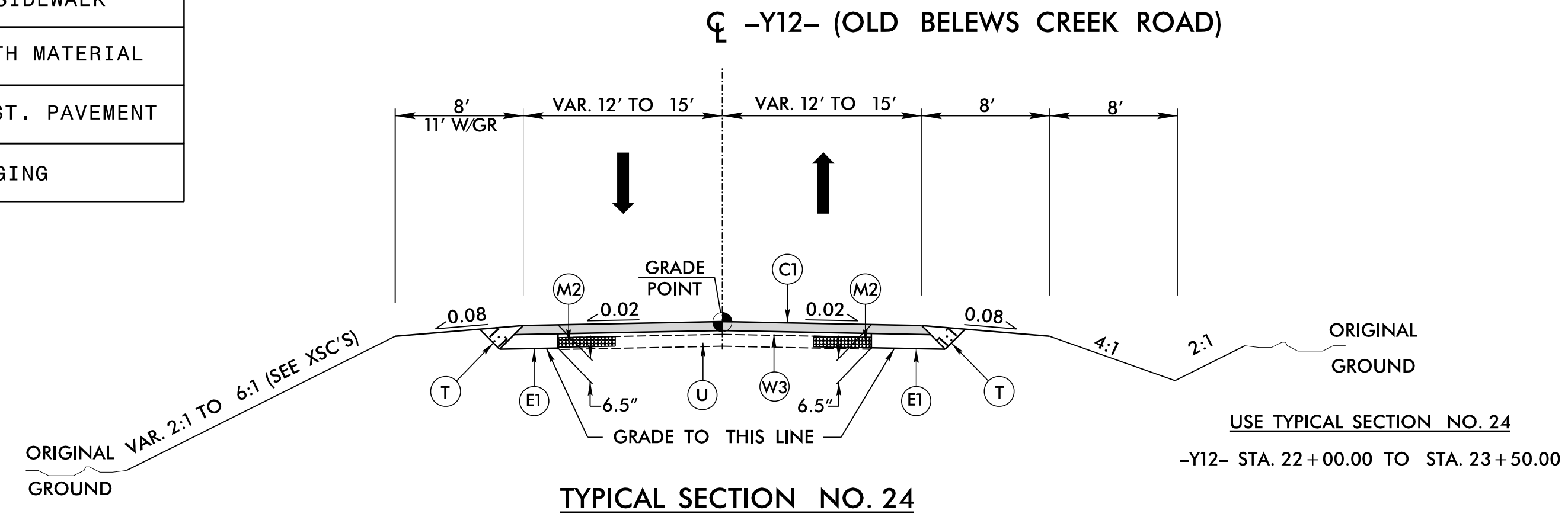
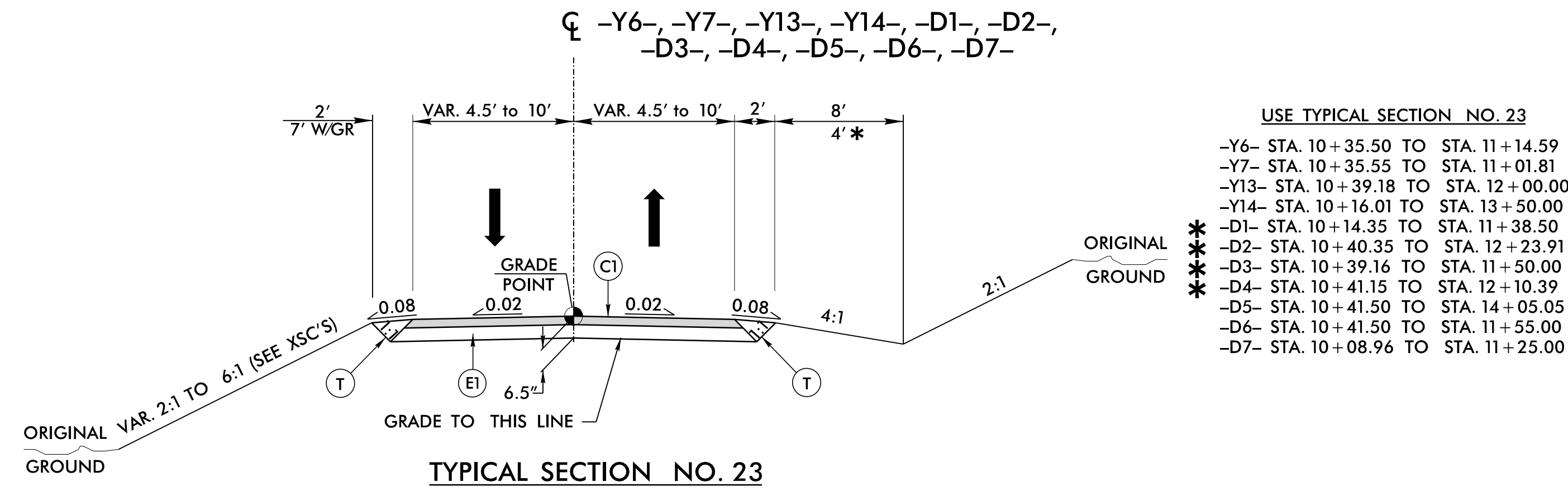
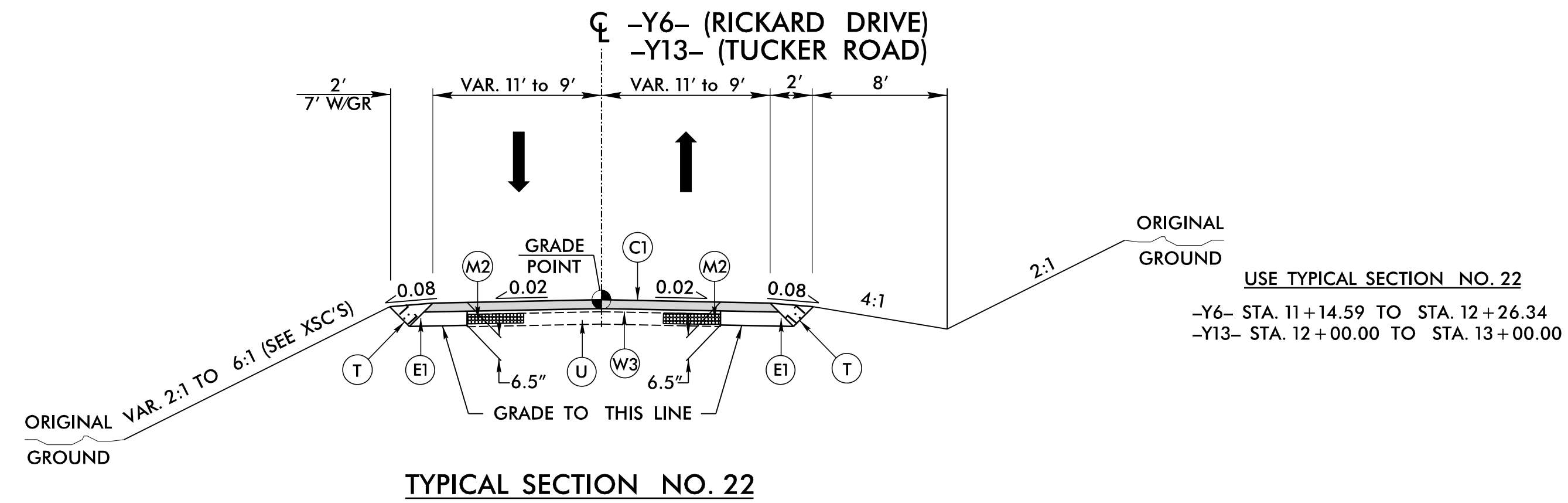
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
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C3	VAR. TYPE S9.5B
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C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-8
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

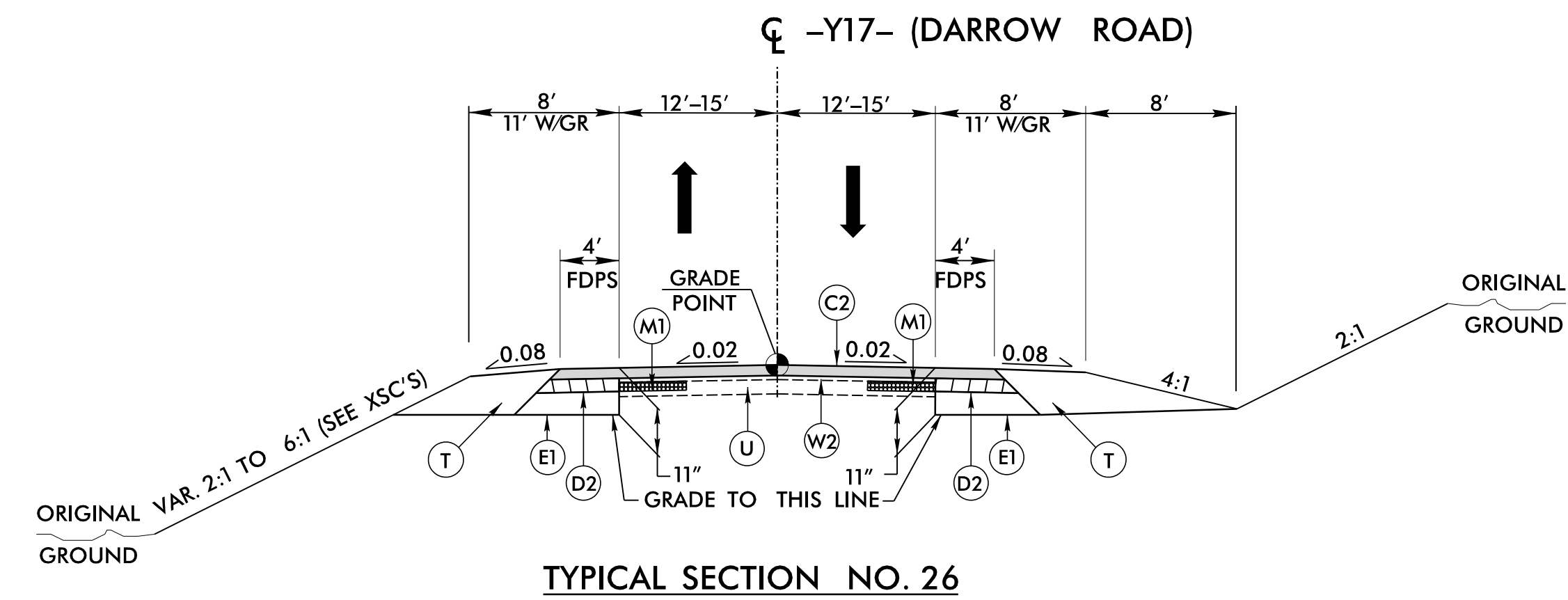


NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

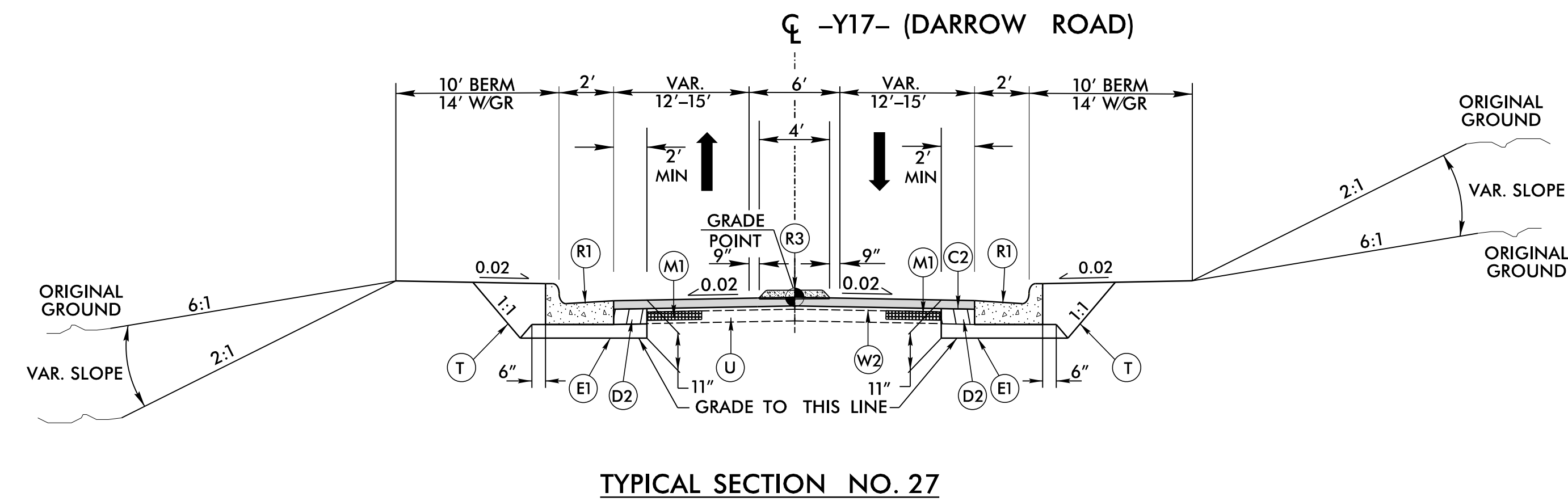
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C6	VAR. TYPE S9.5C
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D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
R2	1'-6" C & G
R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
V	1.5" MILLING
W	WEDGING

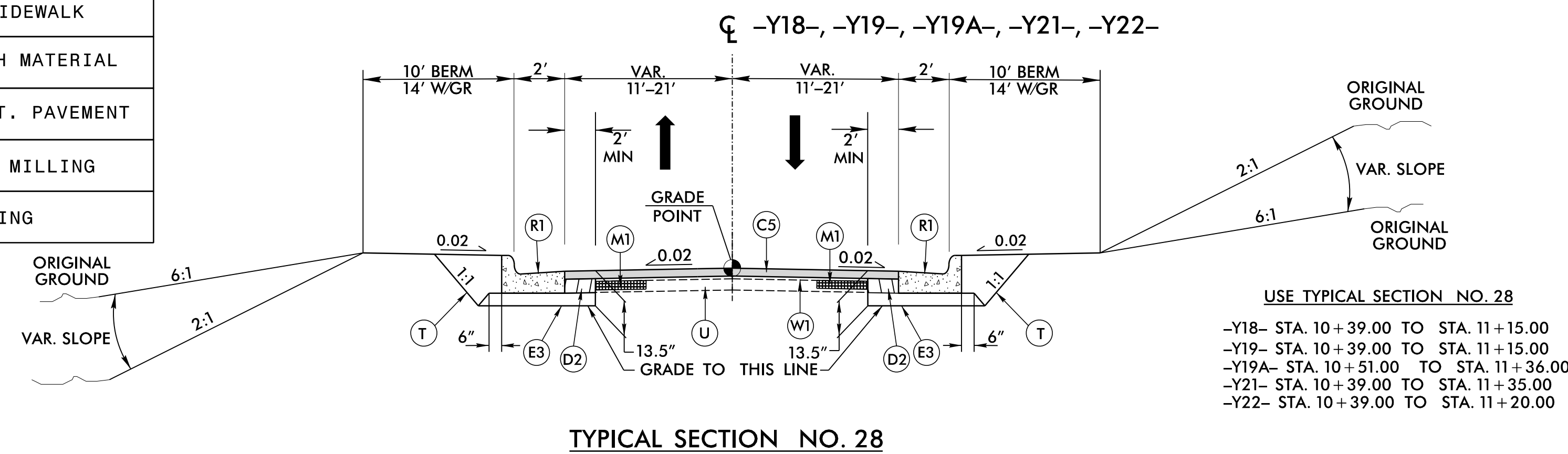
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-9
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



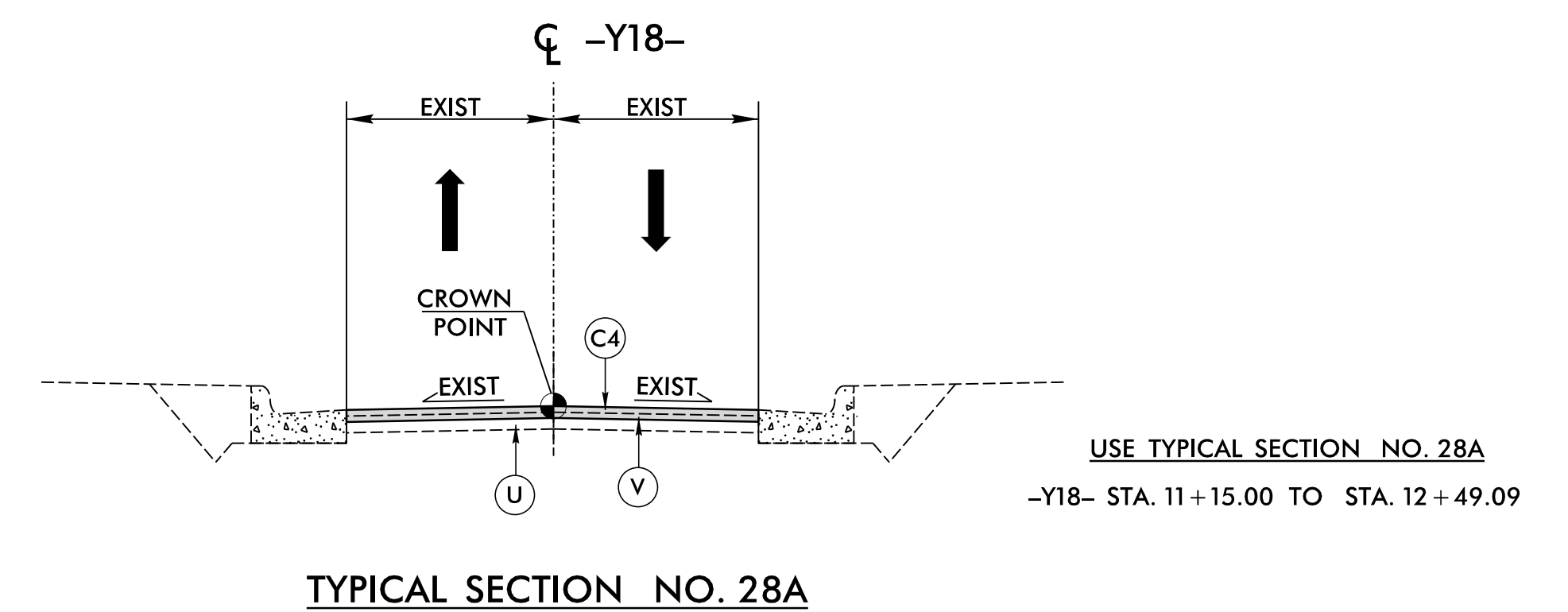
USE TYPICAL SECTION NO. 26
-Y17- STA. 13+67.85 TO STA. 14+50.00



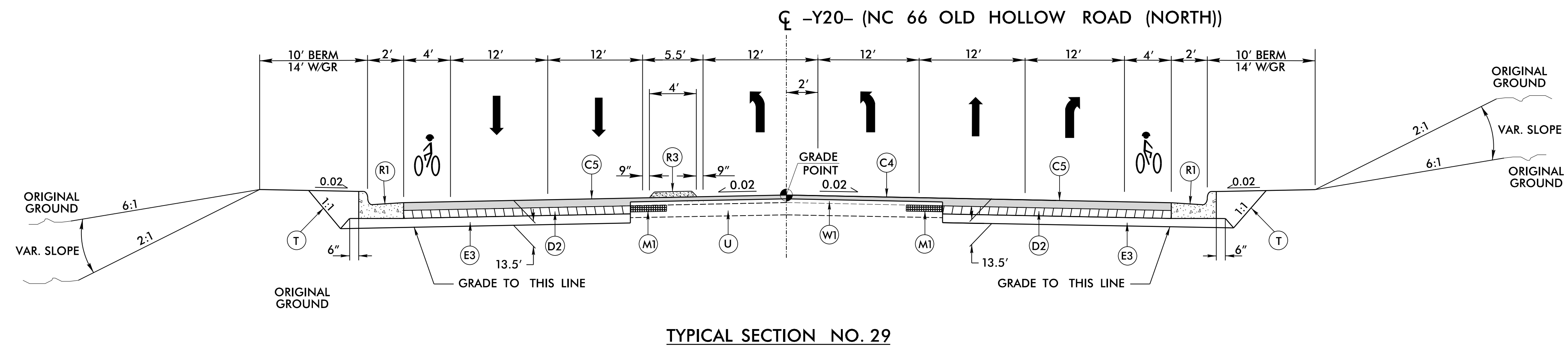
USE TYPICAL SECTION NO. 27
-Y17- STA. 12+23.63 TO STA. 13+67.85



USE TYPICAL SECTION NO. 28
-Y18- STA. 10+39.00 TO STA. 11+15.00
-Y19- STA. 10+39.00 TO STA. 11+15.00
-Y19A- STA. 10+51.00 TO STA. 11+36.00
-Y21- STA. 10+39.00 TO STA. 11+35.00
-Y22- STA. 10+39.00 TO STA. 11+20.00



USE TYPICAL SECTION NO. 28A
-Y18- STA. 11+15.00 TO STA. 12+49.09

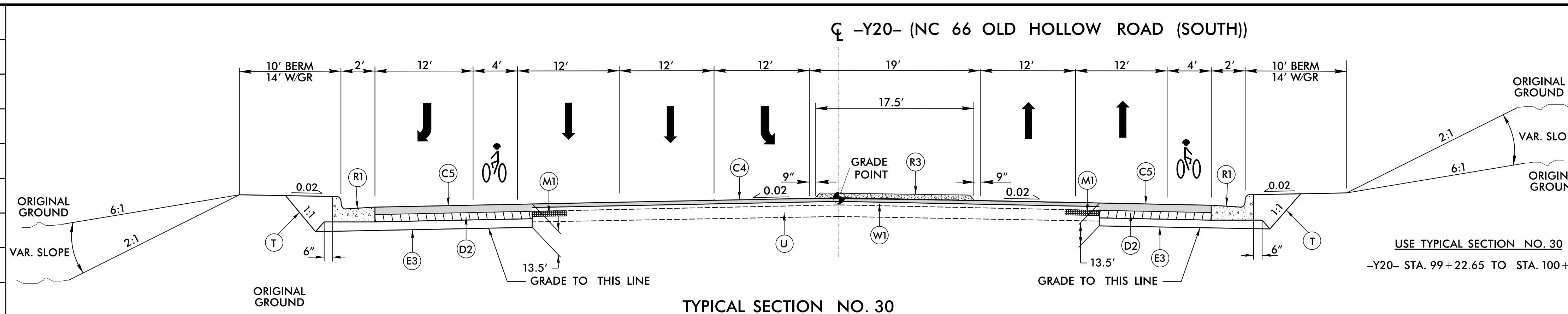


USE TYPICAL SECTION NO. 29
-Y20- STA. 96+40.00 TO STA. 98+28.11

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

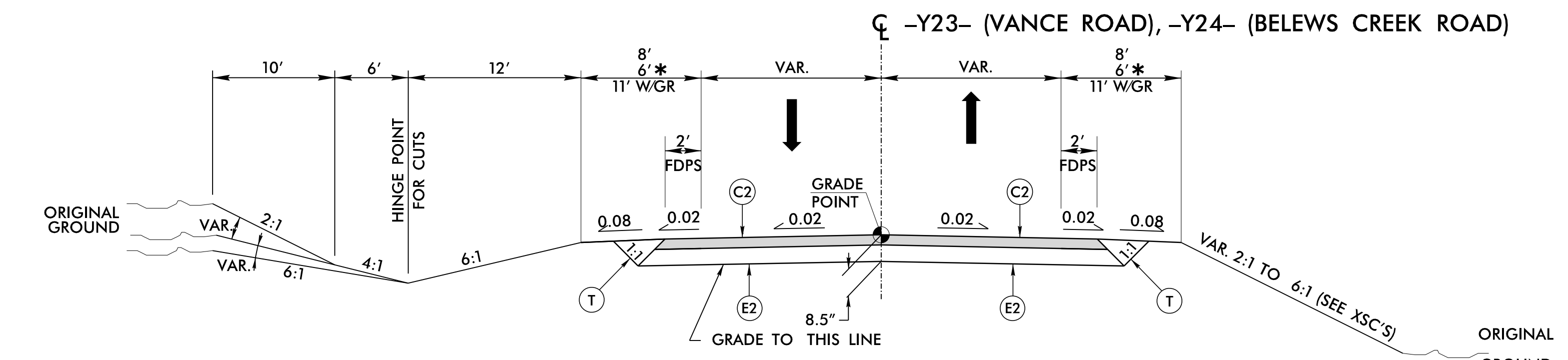
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C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6½" TYPE B25.0C
E4	VAR. TYPE B25.0C
M1	4" BENCH MILLING
M2	2½" BENCH MILLING
R1	2'-6" C & G
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R3	5" CONC. ISLAND
R4	8"x18" CURB
S	4" SIDEWALK
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING



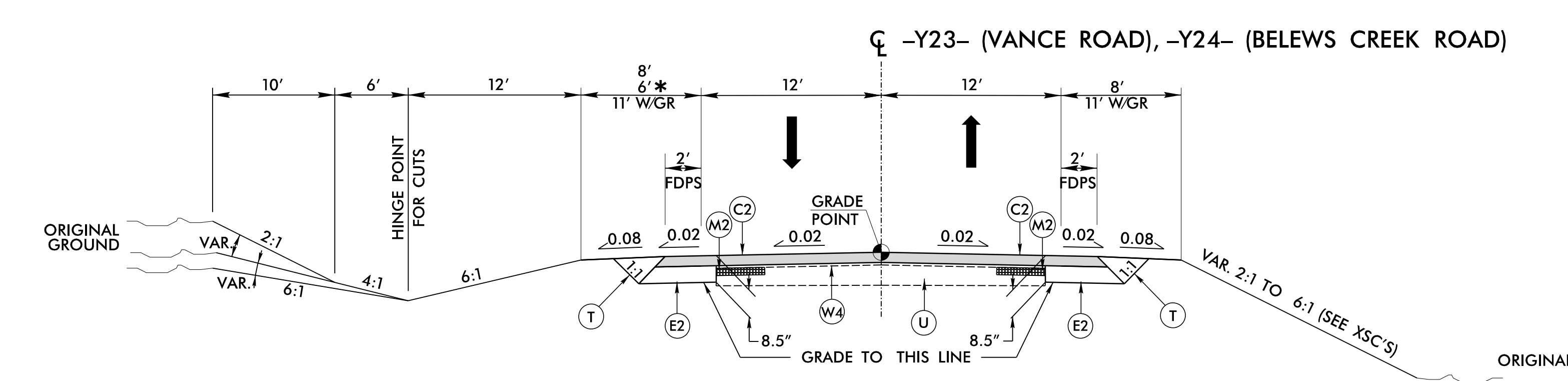
TYPICAL SECTION NO. 30

USE TYPICAL SECTION NO. 30
-Y20- STA. 99+22.65 TO STA. 100+30.60



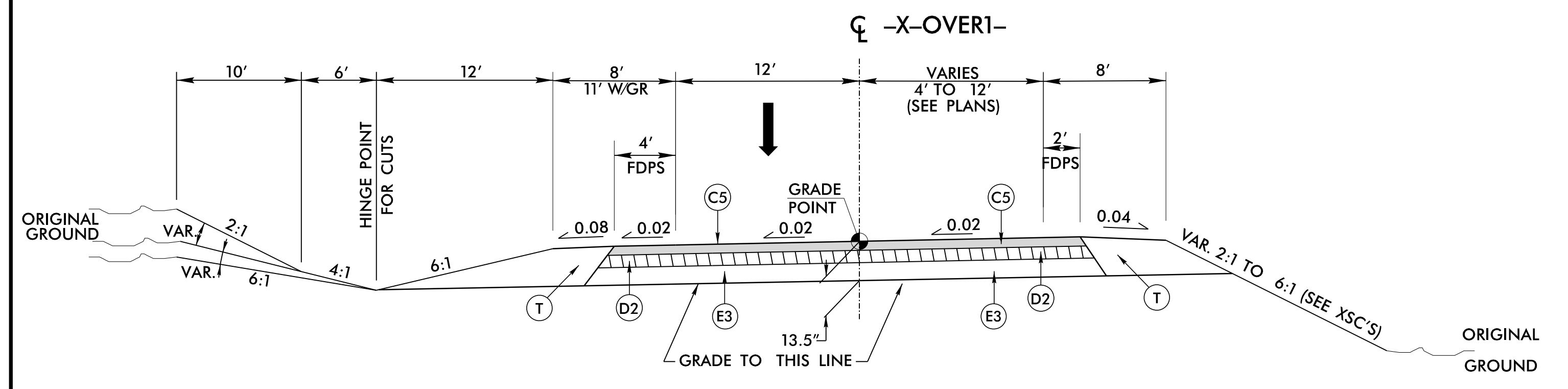
TYPICAL SECTION NO. 31

USE TYPICAL SECTION NO. 31
-Y23- STA. 10+41.50 TO STA. 15+00.00
* -Y24- STA. 15+00.00 TO STA. 17+75.00
-Y24- STA. 17+75.00 TO STA. 23+93.99



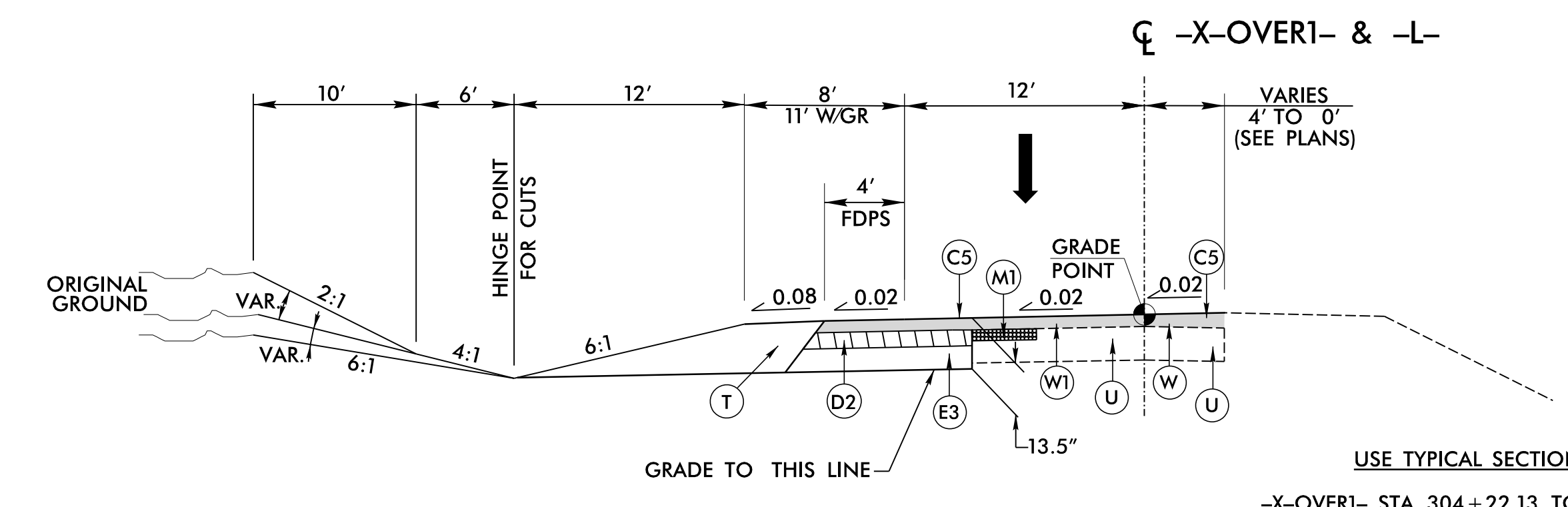
TYPICAL SECTION NO. 32

USE TYPICAL SECTION NO. 32
-Y23- STA. 15+00.00 TO STA. 17+03.30
* -Y24- STA. 13+08.65 TO STA. 15+00.00



TYPICAL SECTION NO. 33

USE TYPICAL SECTION NO. 33
-X-OVER1- STA. 300+50.00 TO STA. 304+22.13



TYPICAL SECTION NO. 34

USE TYPICAL SECTION NO. 34
-X-OVER1- STA. 304+22.13 TO STA. 306+41.51

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.

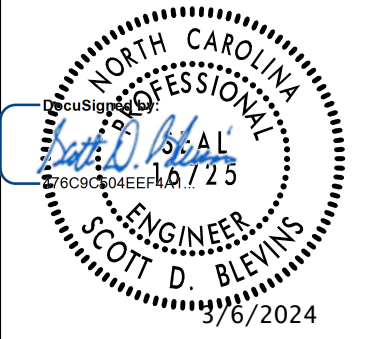
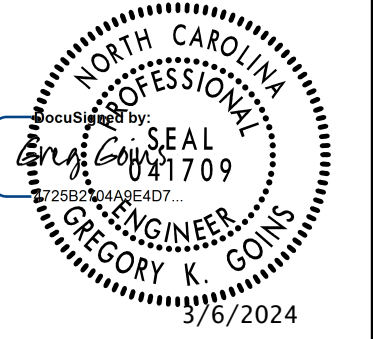
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-10
ROADWAY DESIGN ENGINEER COIT D. BLEVINS	PAVEMENT DESIGN ENGINEER CONNIE K. JAMES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

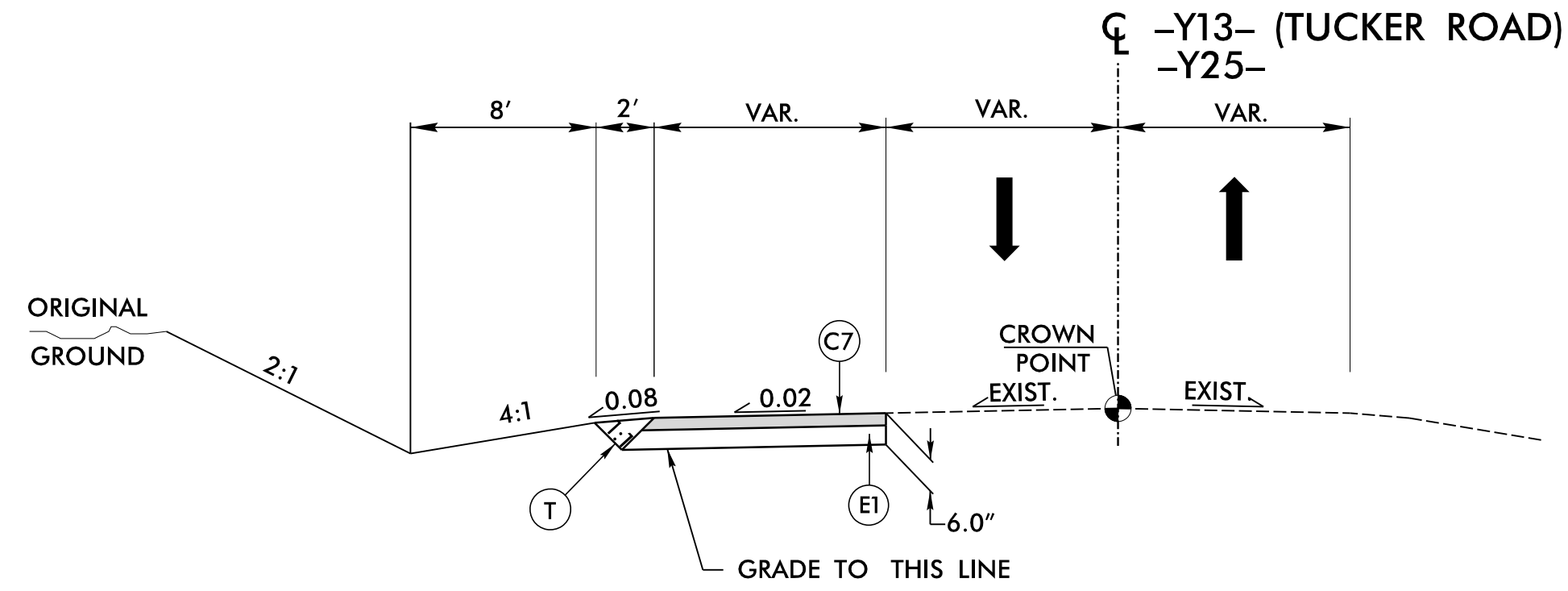
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C5	3" TYPE S9.5C
C7	2" TYPE S9.5C
D1	2½" TYPE I19.0C
E1	4" TYPE B25.0C
T	EARTH MATERIAL

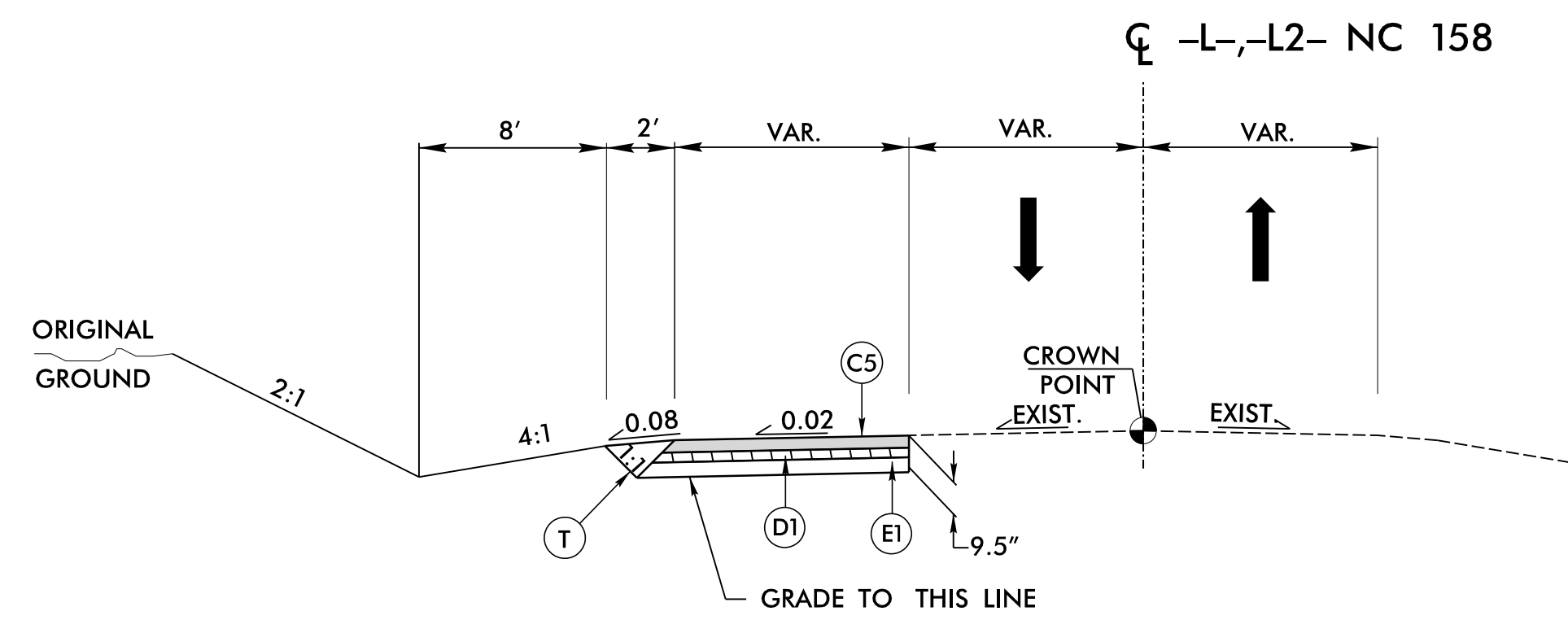
TEMPORARY PAVEMENT

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-11
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



TYPICAL SECTION NO. 35

USE TYPICAL SECTION NO. 35
 -Y13- STA. 10+38.00 TO STA. 13+00.00
 -Y25- STA. 10+39.00 TO STA. 14+05.00

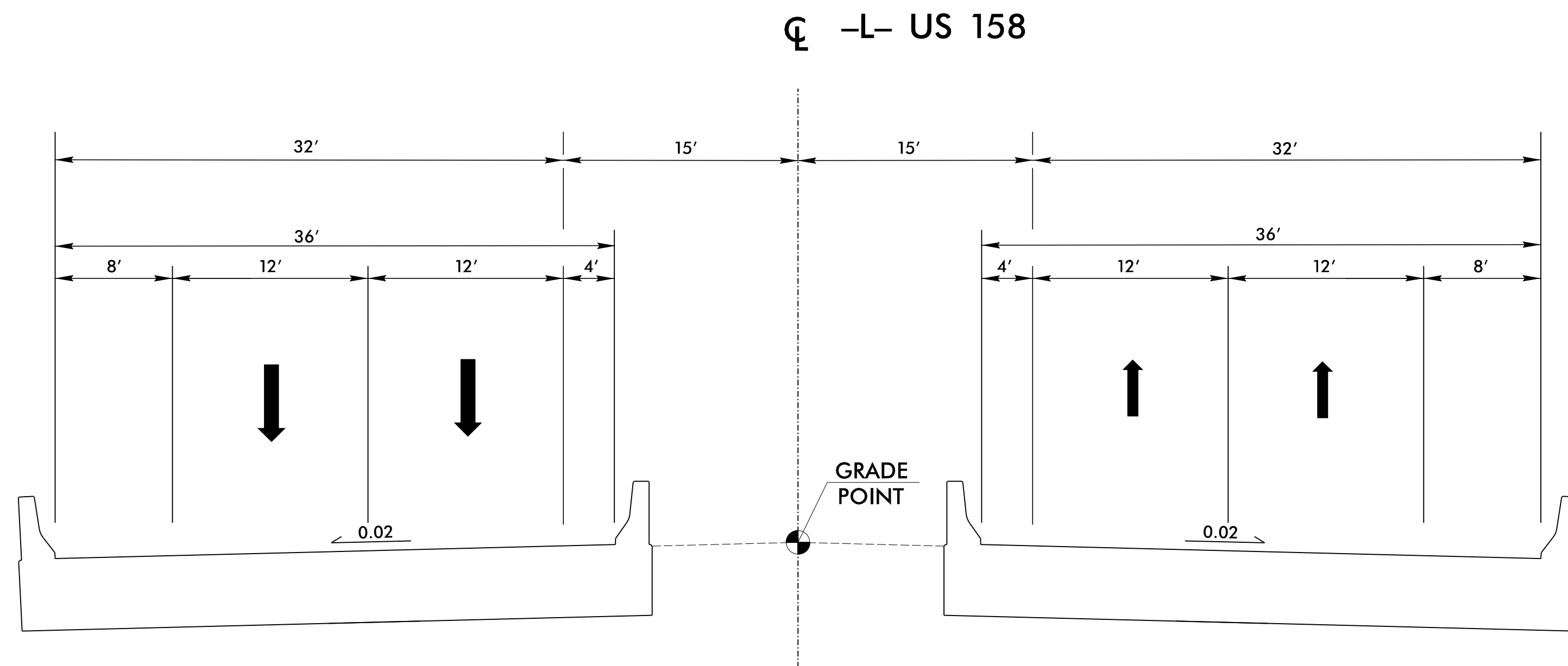


TYPICAL SECTION NO. 36

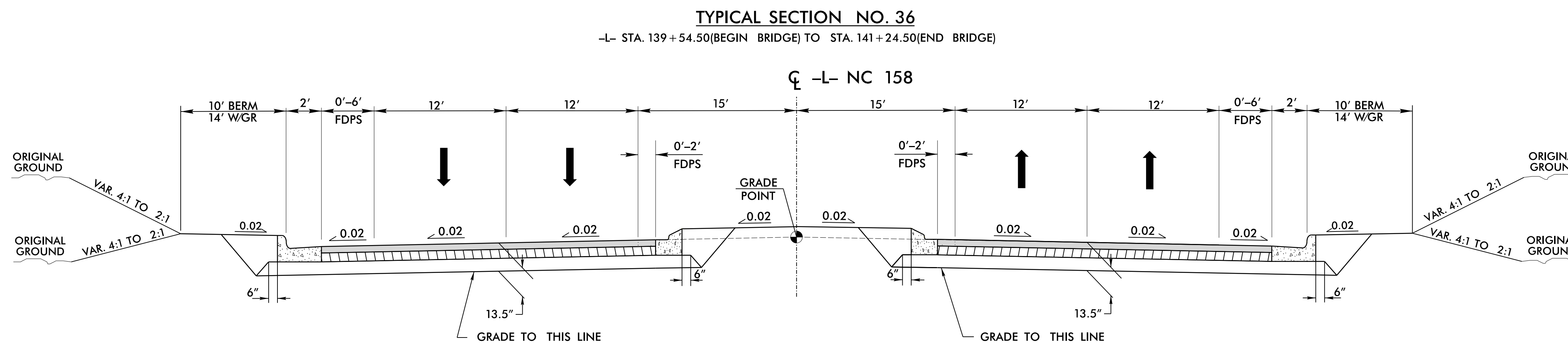
USE TYPICAL SECTION NO. 36
 -L- STA. 16+14.00 TO STA. 16+82.00
 -L- STA. 24+00.00 TO STA. 34+12.00
 -L- STA. 25+00.00 TO STA. 47+32.00
 -L- STA. 66+74.00 TO STA. 68+07.00
 -L- STA. 79+68.00 TO STA. 82+66.00
 -L- STA. 91+09.00 TO STA. 92+36.00
 -L- STA. 106+62.00 TO STA. 112+14.00
 -L- STA. 136+94.00 TO STA. 138+00.00
 -L- STA. 137+12.00 TO STA. 140+81.00
 -L- STA. 138+00.00 TO STA. 139+39.00
 -L- STA. 141+52.00 TO STA. 143+00.00
 -L- STA. 143+00.00 TO STA. 145+93.00
 -L- STA. 145+43.00 TO STA. 149+00.00
 -L- STA. 177+88.00 TO STA. 179+01.00
 -L- STA. 185+84.00 TO STA. 193+81.00
 -L- STA. 200+19.00 TO -L2- STA. 208+36.00
 -L2- STA. 219+20.00 TO STA. 234+12.00
 -L2- STA. 236+56.00 TO STA. 241+56.00
 -L- STA. 254+62.00 TO STA. 255+85.00
 -L- STA. 256+50.00 TO STA. 268+15.00
 -L- STA. 291+57.00 TO STA. 298+05.00
 -L- STA. 300+75.00 TO STA. 304+16.00

STRUCTURE TYPICAL SECTIONS

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-12
ROADWAY DESIGN ENGINEER SCOTT D. BLEVINS	PAVEMENT DESIGN ENGINEER CONNIE K. JAMES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	




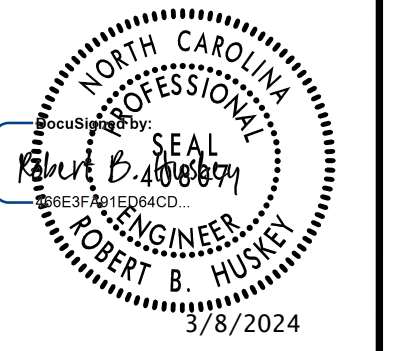
TYPICAL SECTION ON -L- (US 158) STRUCTURES OVER LOWERY MILL CREEK



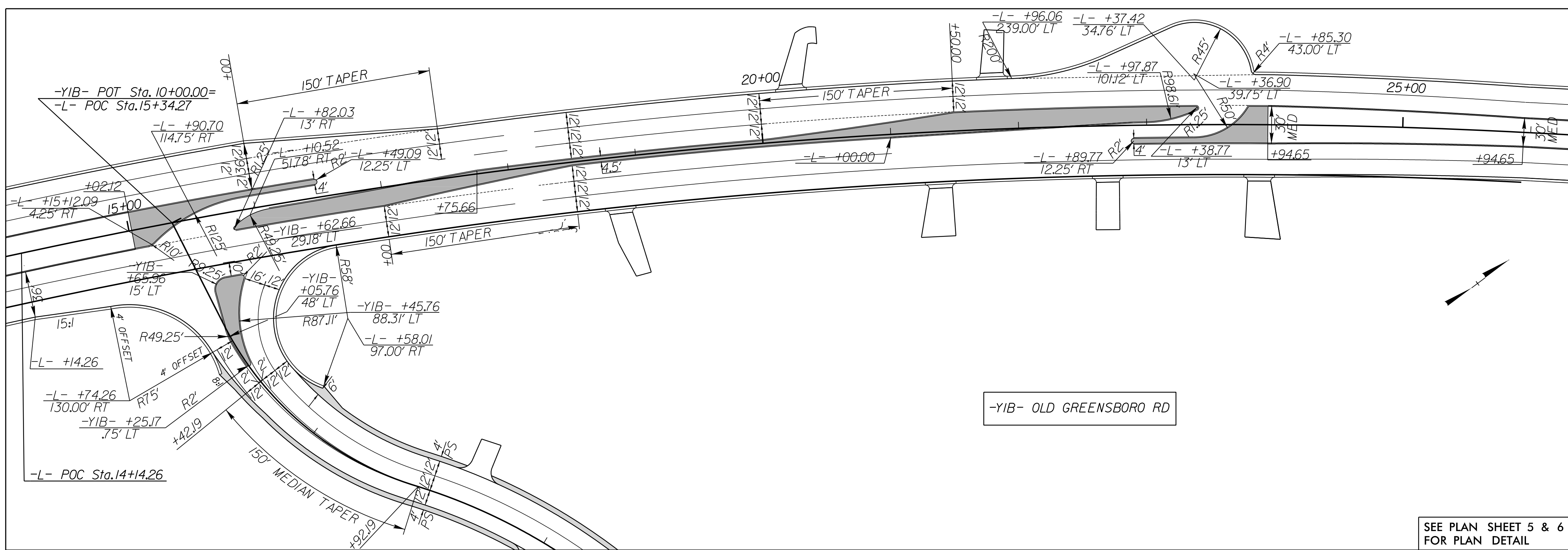
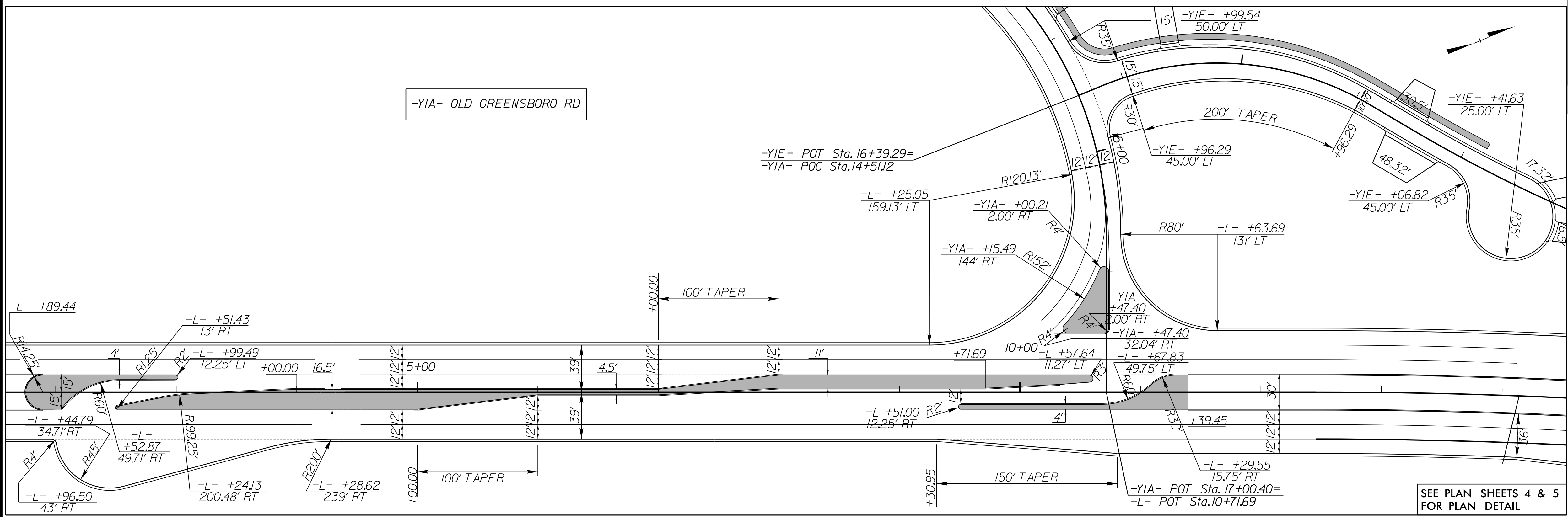
TYPICAL SECTION ON -L- (US 158) APPROACHING STRUCTURE

TYPICAL SECTION NO. 37
-L- STA. 139+54.50(BEGIN BRIDGE) TO STA. 141+24.50(END BRIDGE)

INTERSECTION DETAILS

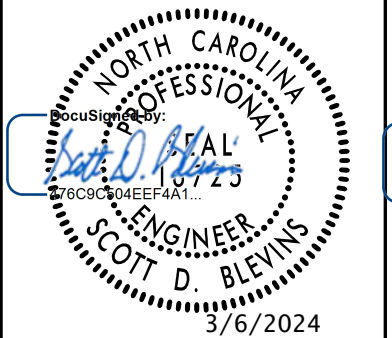
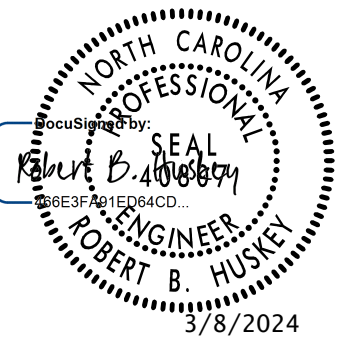
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2B-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
 SCOTT D. BLEVINS 3/6/2024	 ROBERT B. HUSEY 3/8/2024

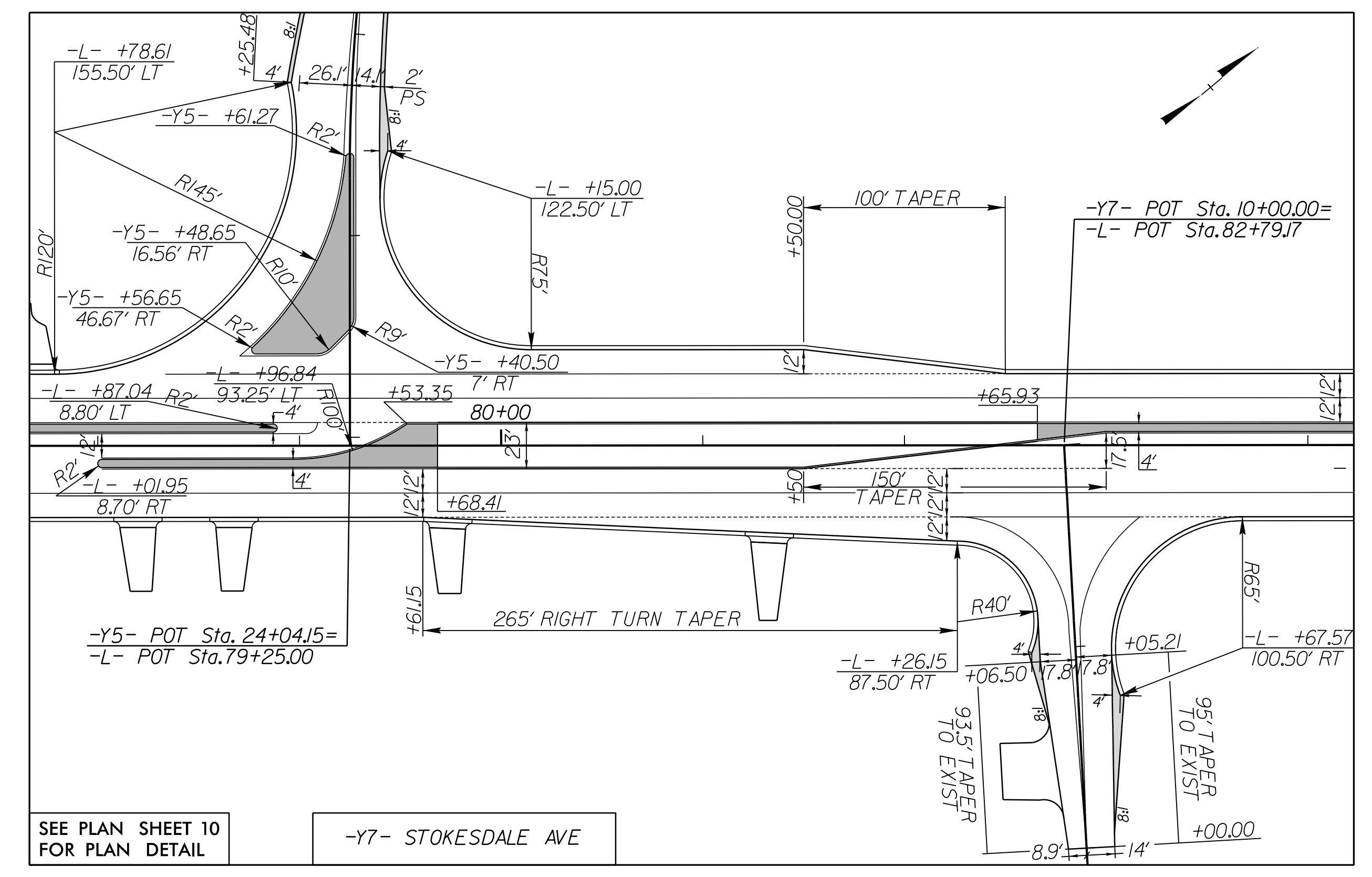
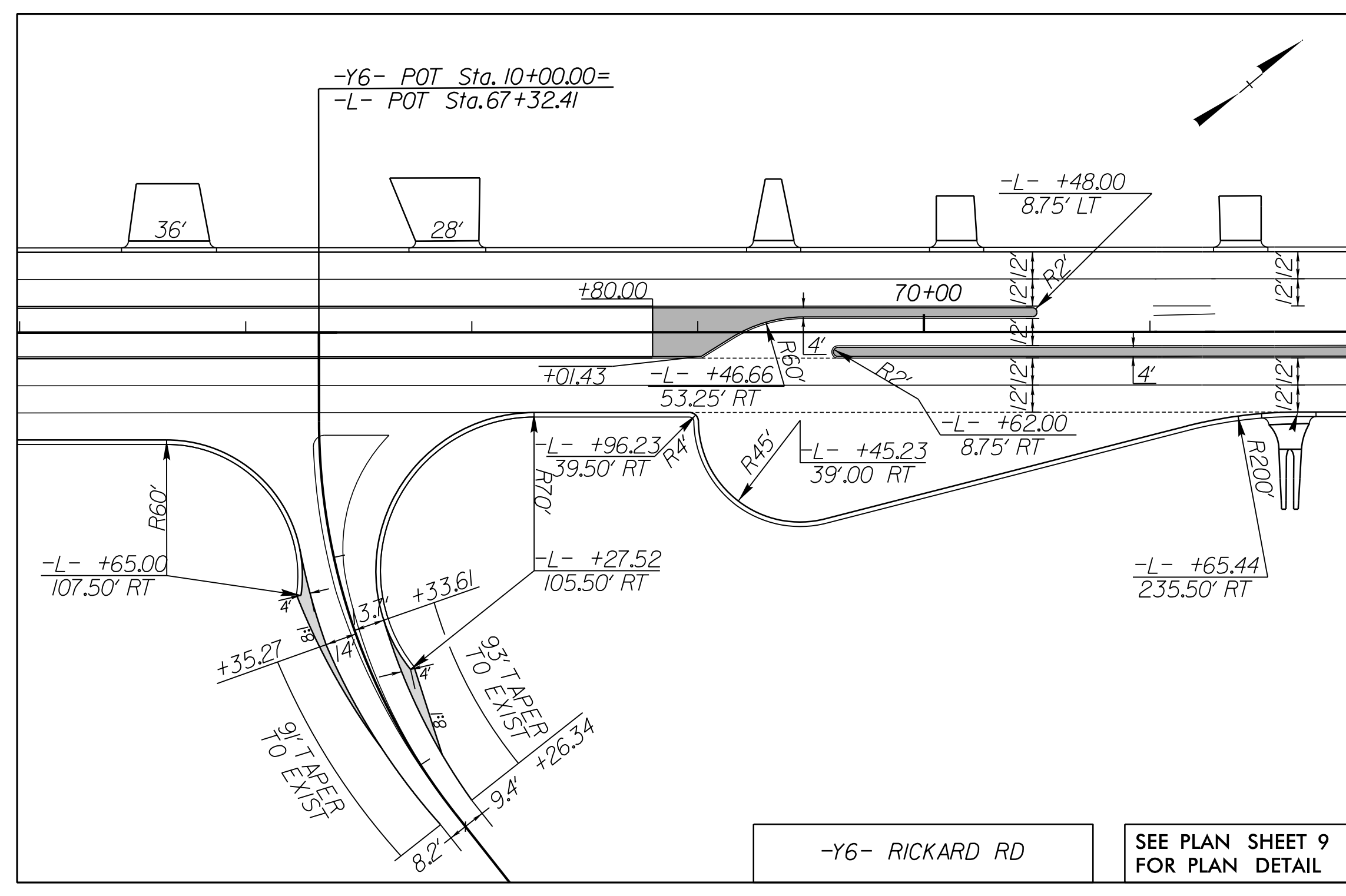
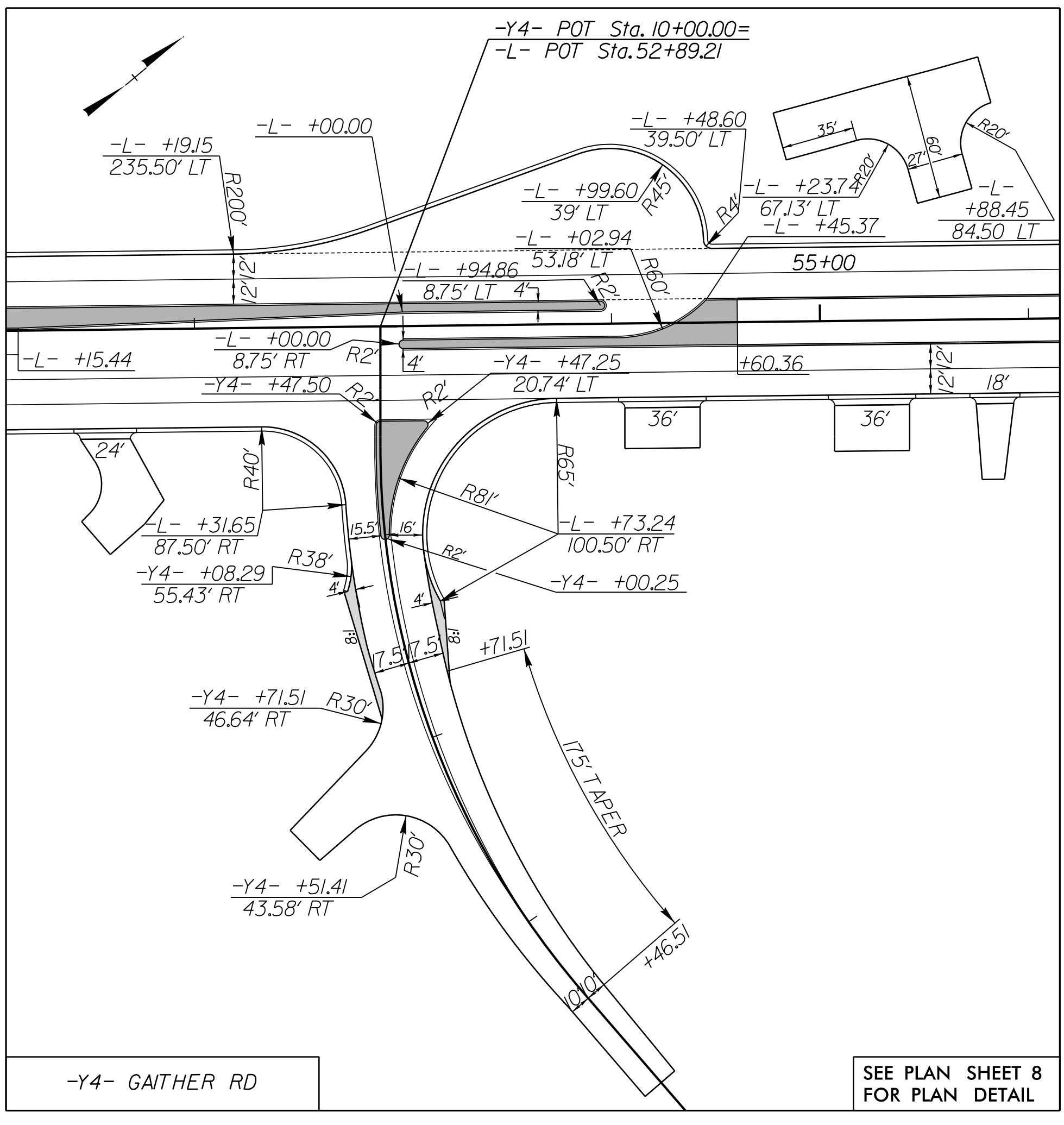
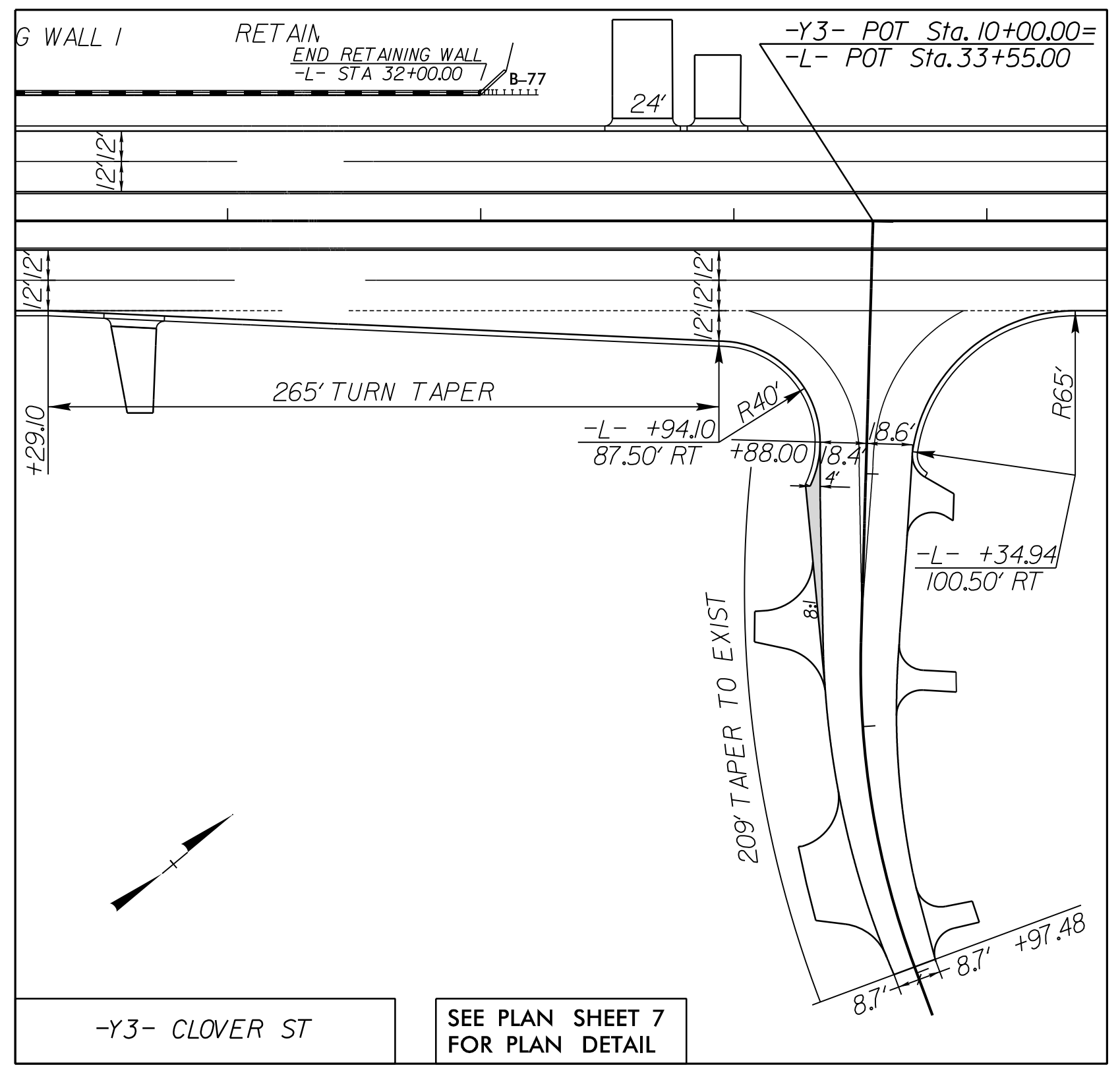
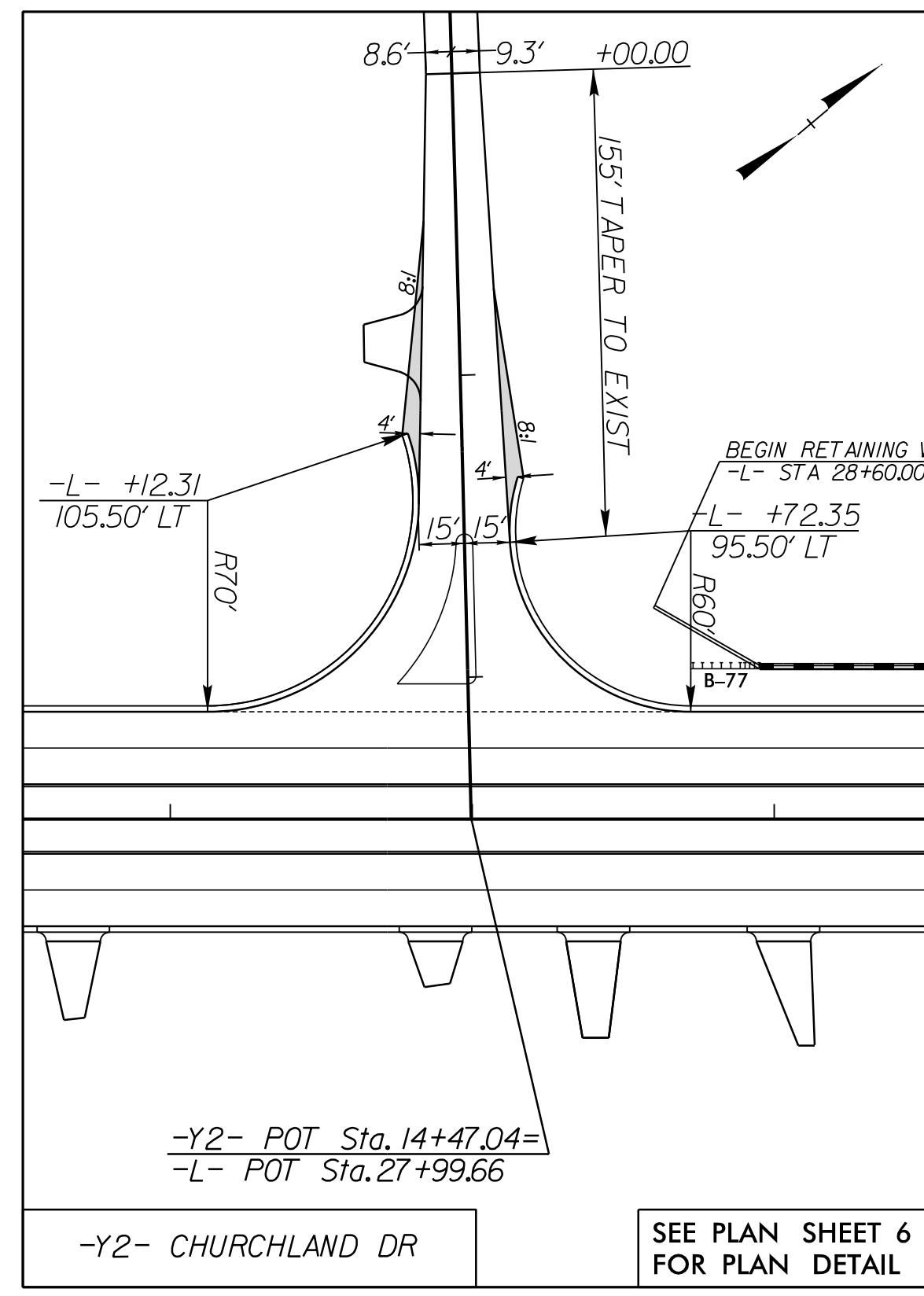
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



8/17/99
12/7/2023
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INTERSECTION DETAILS

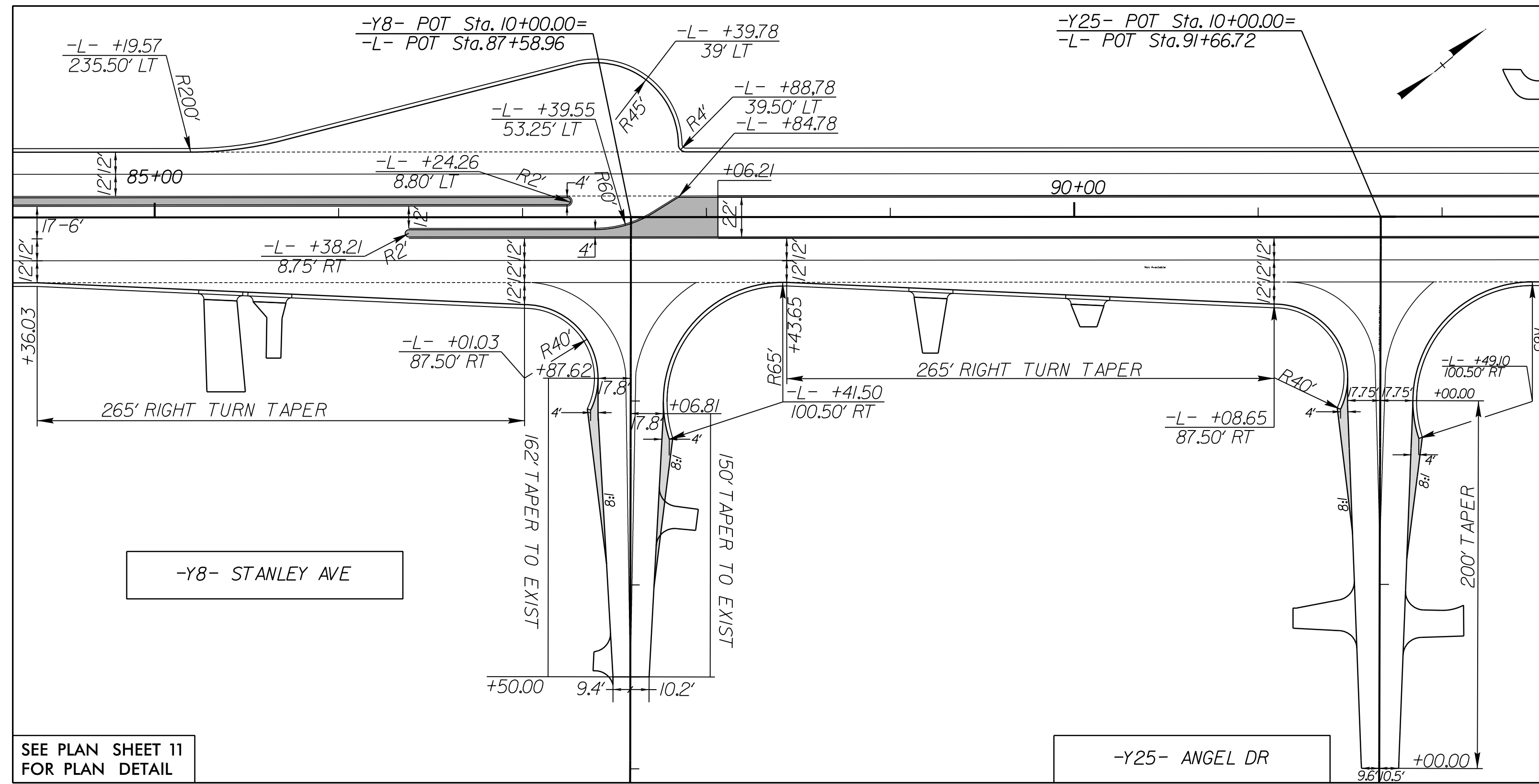
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2B-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



8/17/2023
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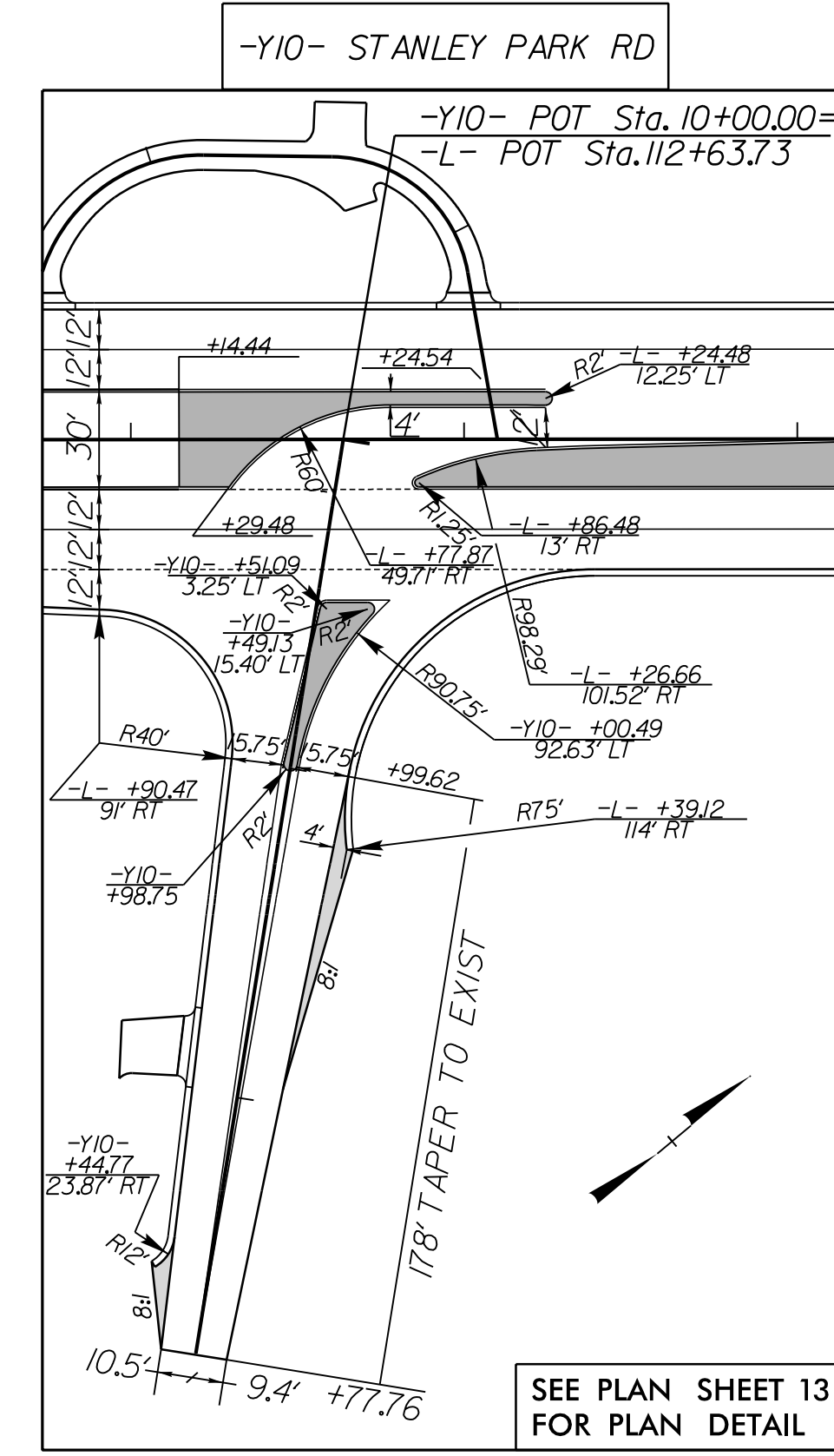
INTERSECTION DETAILS

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2B-3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

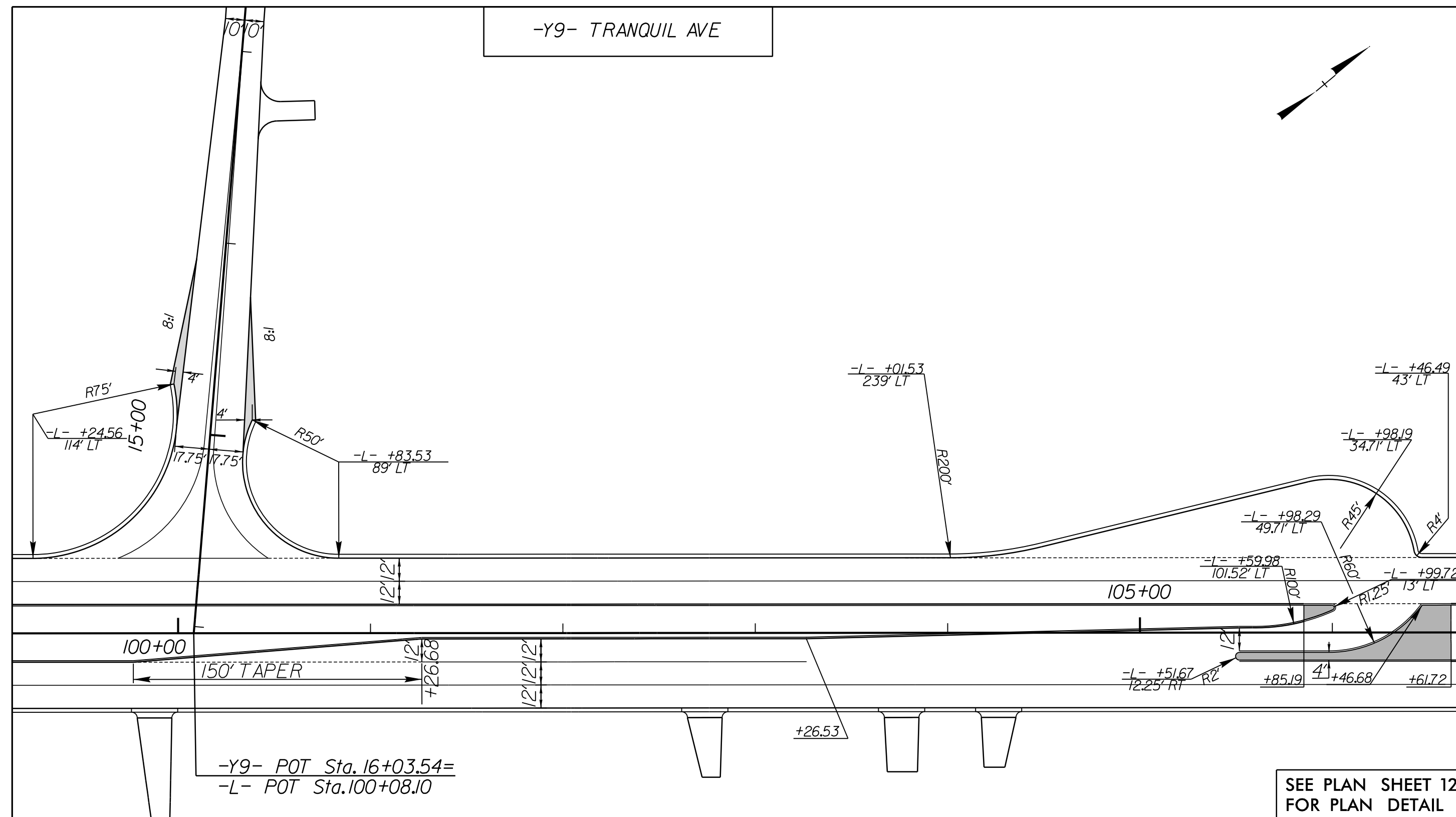


SEE PLAN SHEET 11
FOR PLAN DETAIL

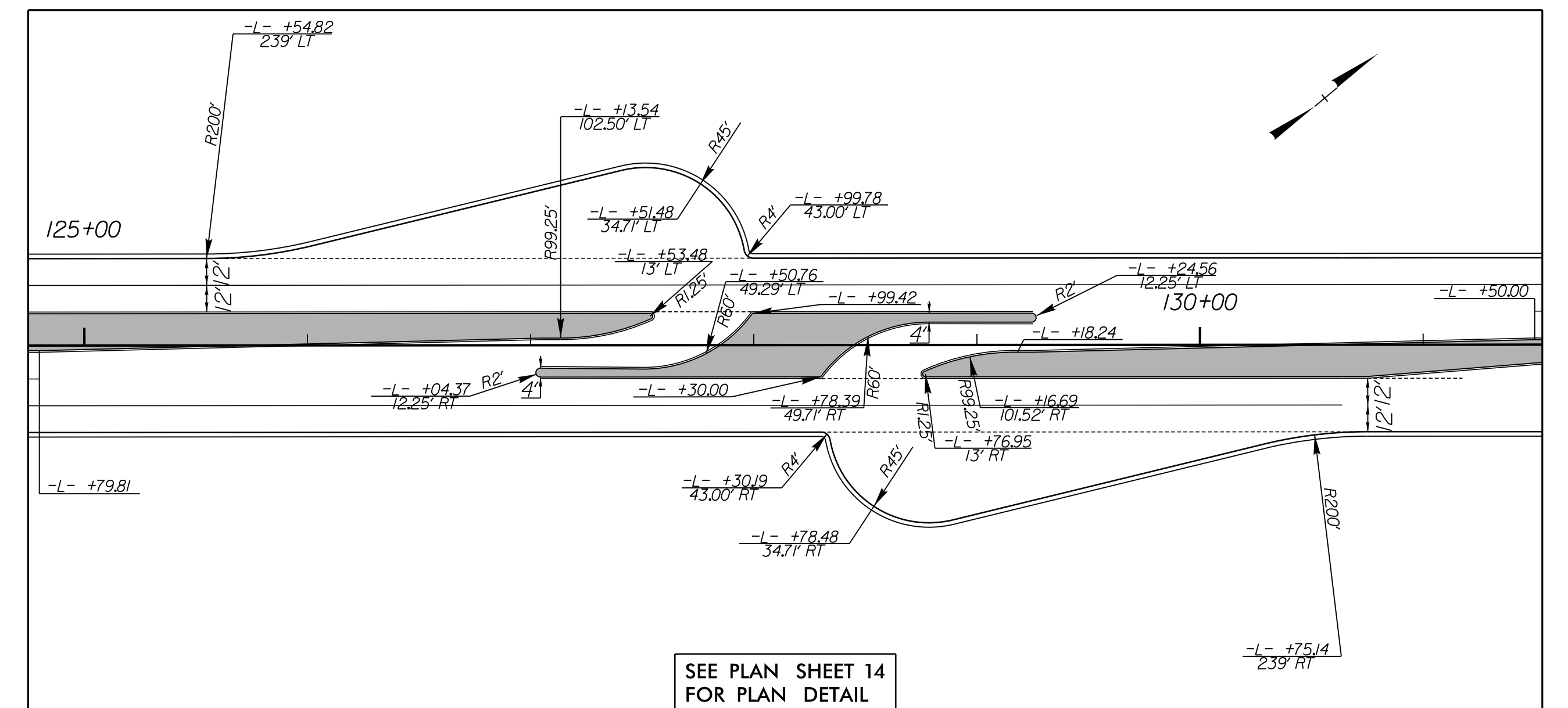
-Y25- ANGEL DR



SEE PLAN SHEET 13
FOR PLAN DETAIL



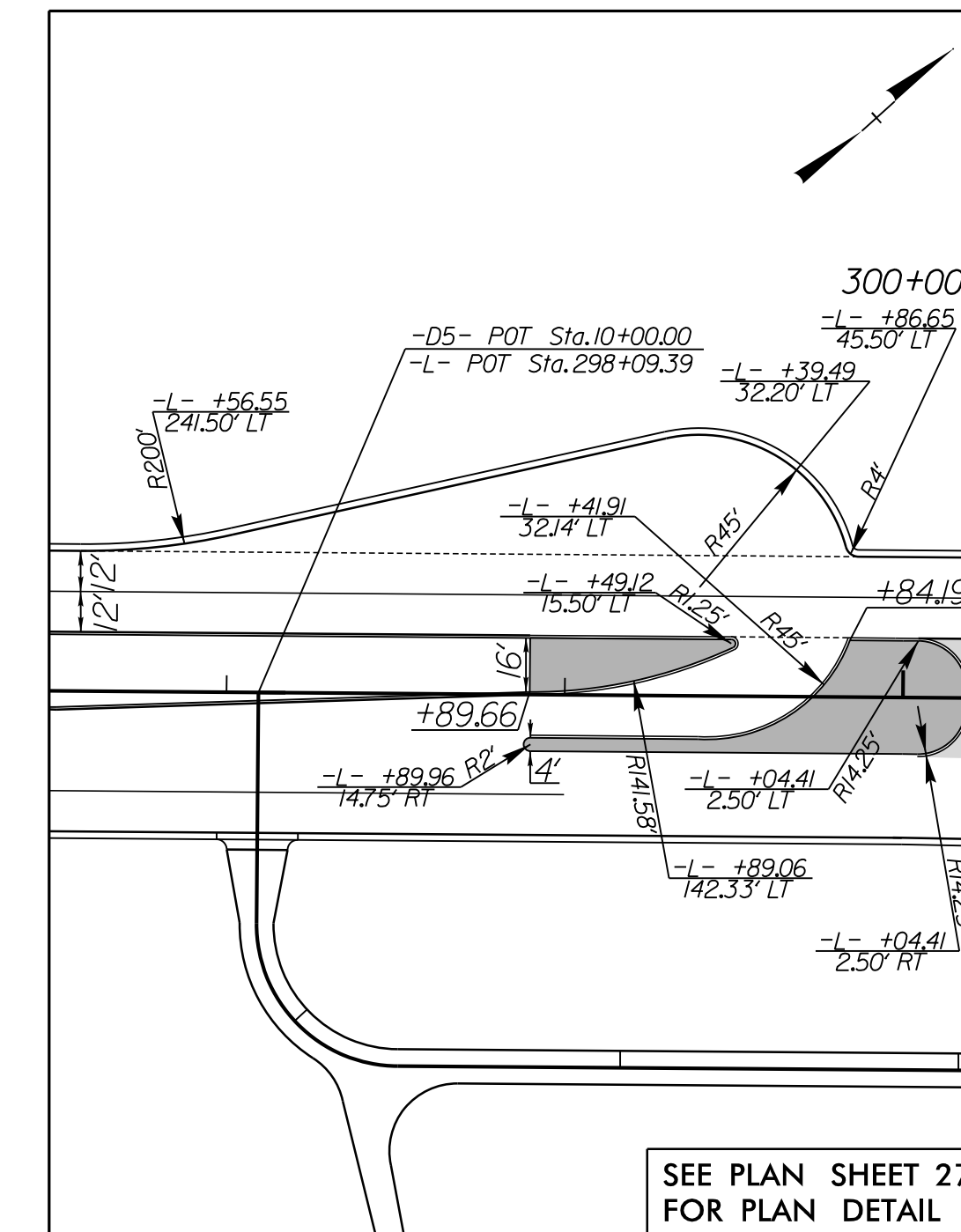
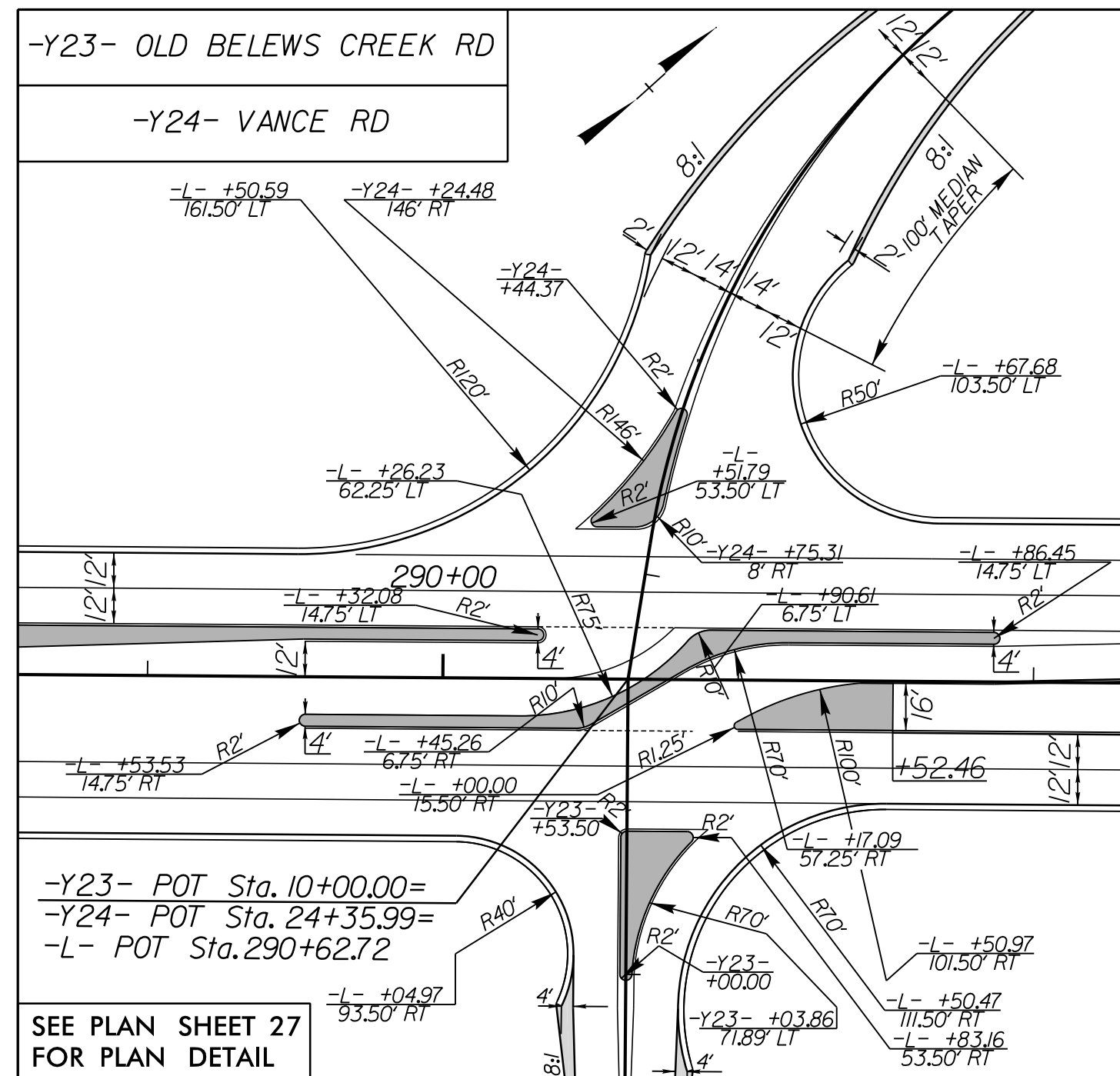
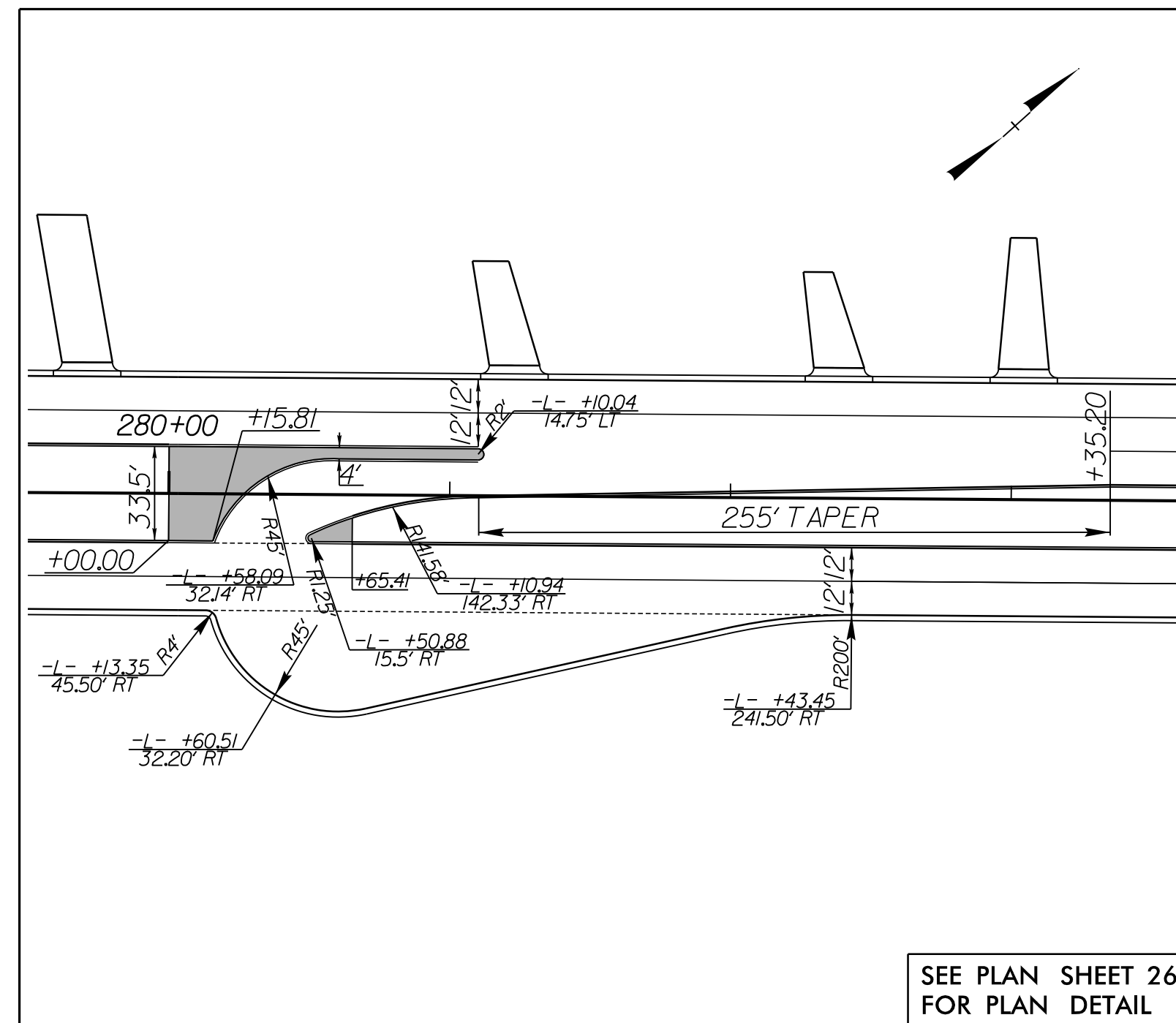
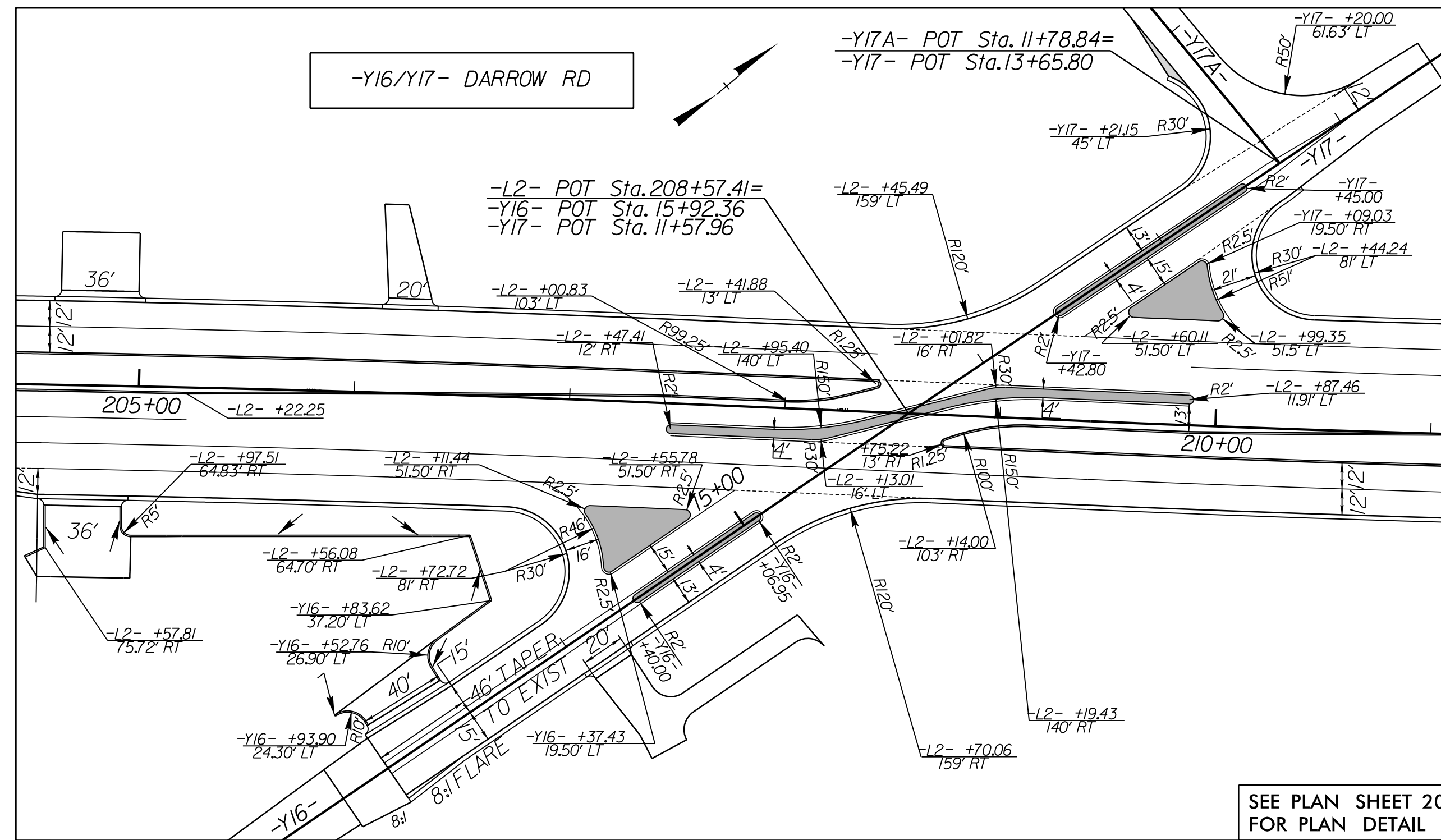
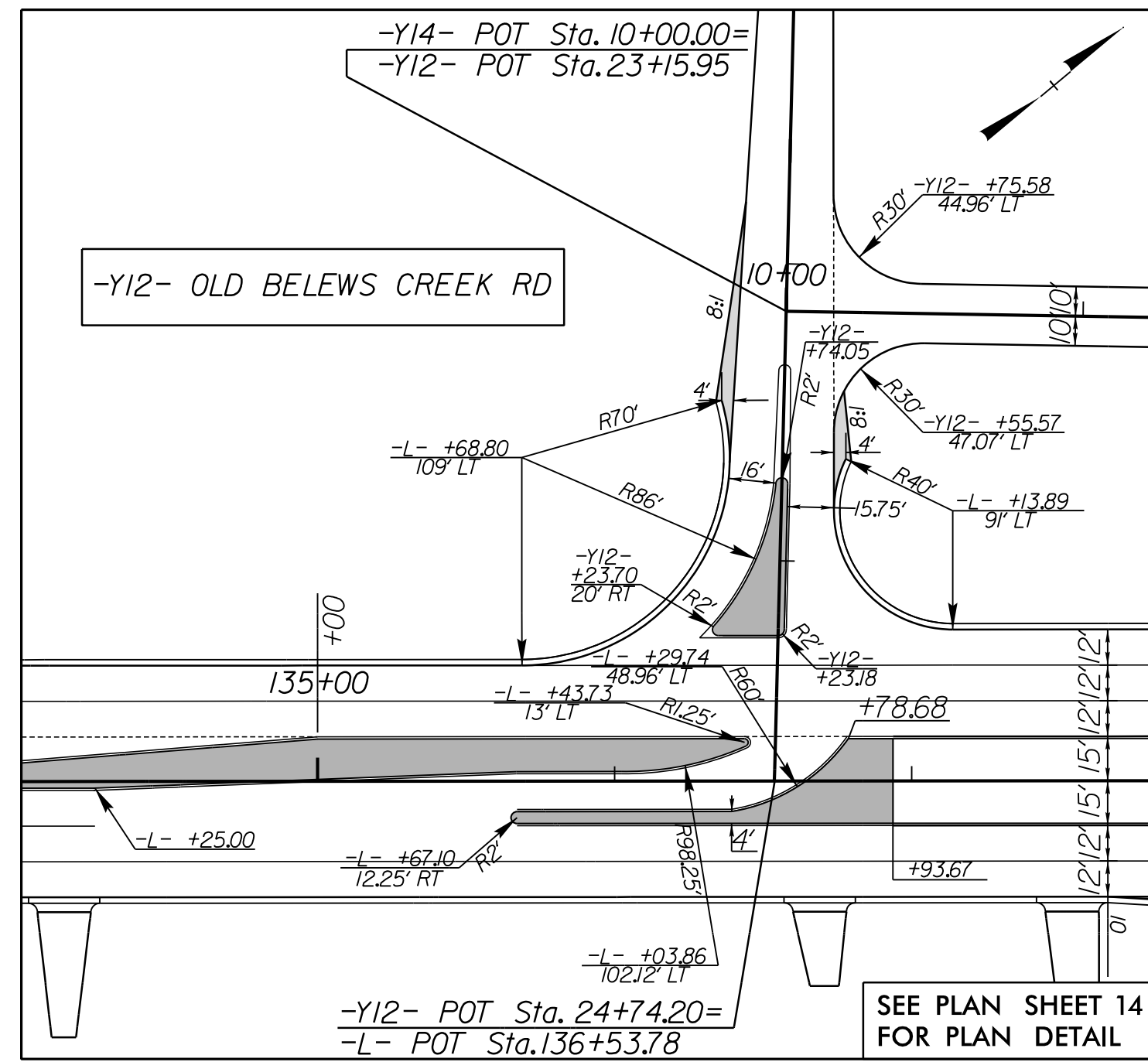
SEE PLAN SHEET 12
FOR PLAN DETAIL



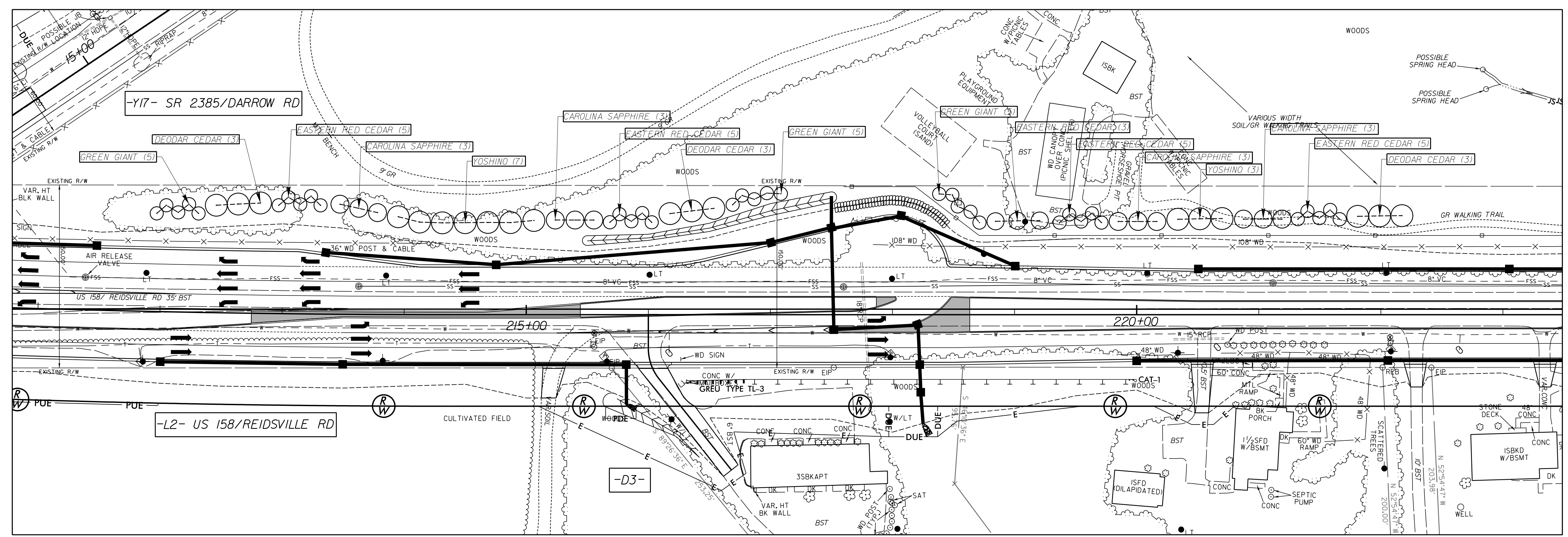
SEE PLAN SHEET 14
FOR PLAN DETAIL

INTERSECTION DETAILS

PROJECT REFERENCE NO. R-2577A		SHEET NO. 2B-4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



WALKERTOWN COMMUNITY PARK SCREENING PLAN



WALKERTOWN COMMUNITY PARK SCREENING PLAN LIST				
TREE ID	SPECIES	WIDTH	HEIGHT	QTY.
A	THUJA STANDISHII X Plicata - GREEN GIANT	12-18'	40-60'	15
B	CEDRUS DEODARA - DEODAR CEDAR	20-30'	40-50'	9
C	JUNIPERUS VIRGINIANA - EASTERN RED CEDAR	10-20'	30-40'	23
D	CUPRESSUS ARIZONICA VAR. GLABRA - CAROLINA SAPPHIRE	15-20'	20-30'	12
E	CRYPTOMERIA JAPONICA - YOSHINO	20-30'	30-40'	10

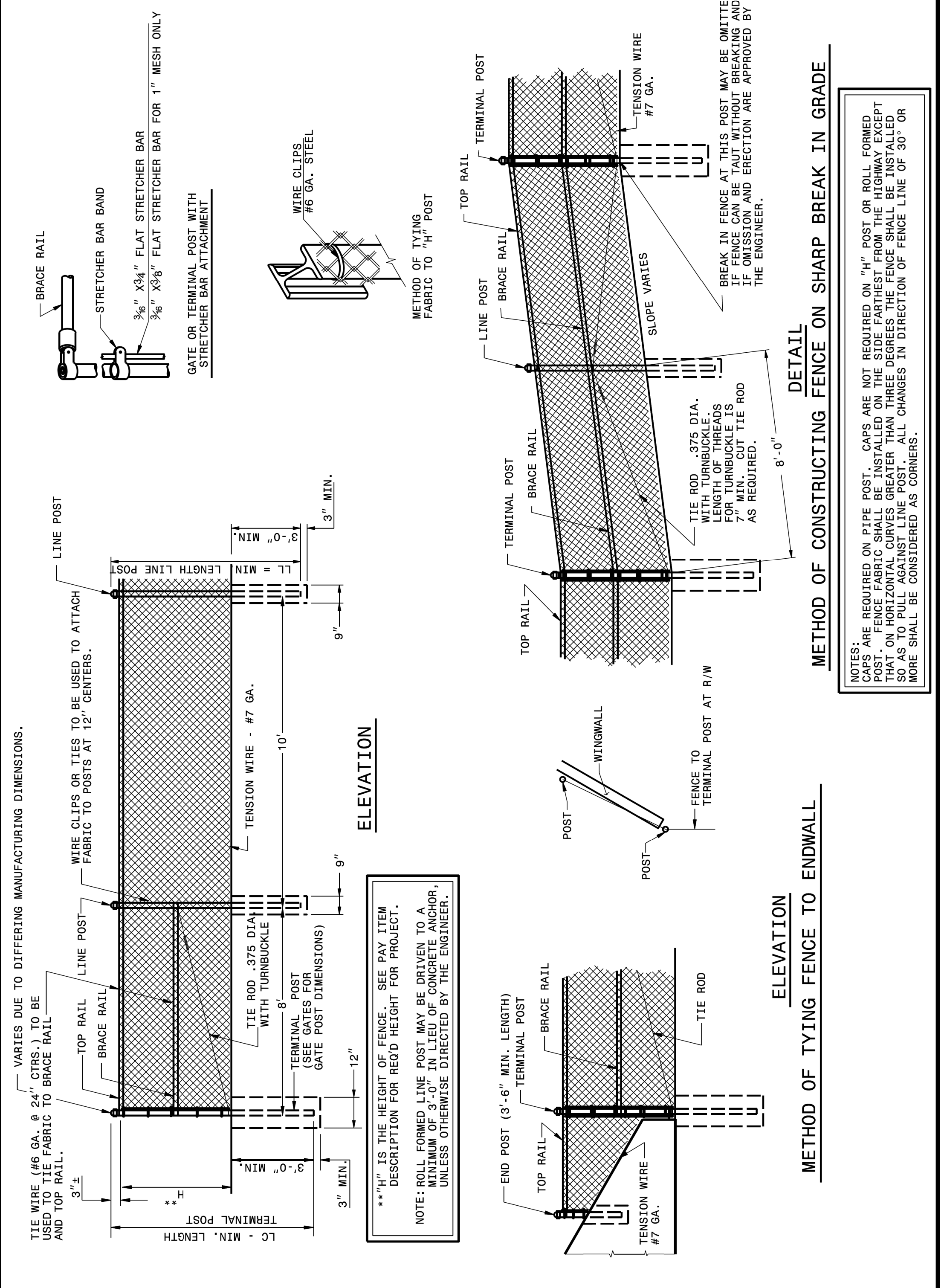
8/17/99

3/6/2024
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STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
CHAIN LINK FENCE
FOR 7' OR 8' HEIGHT

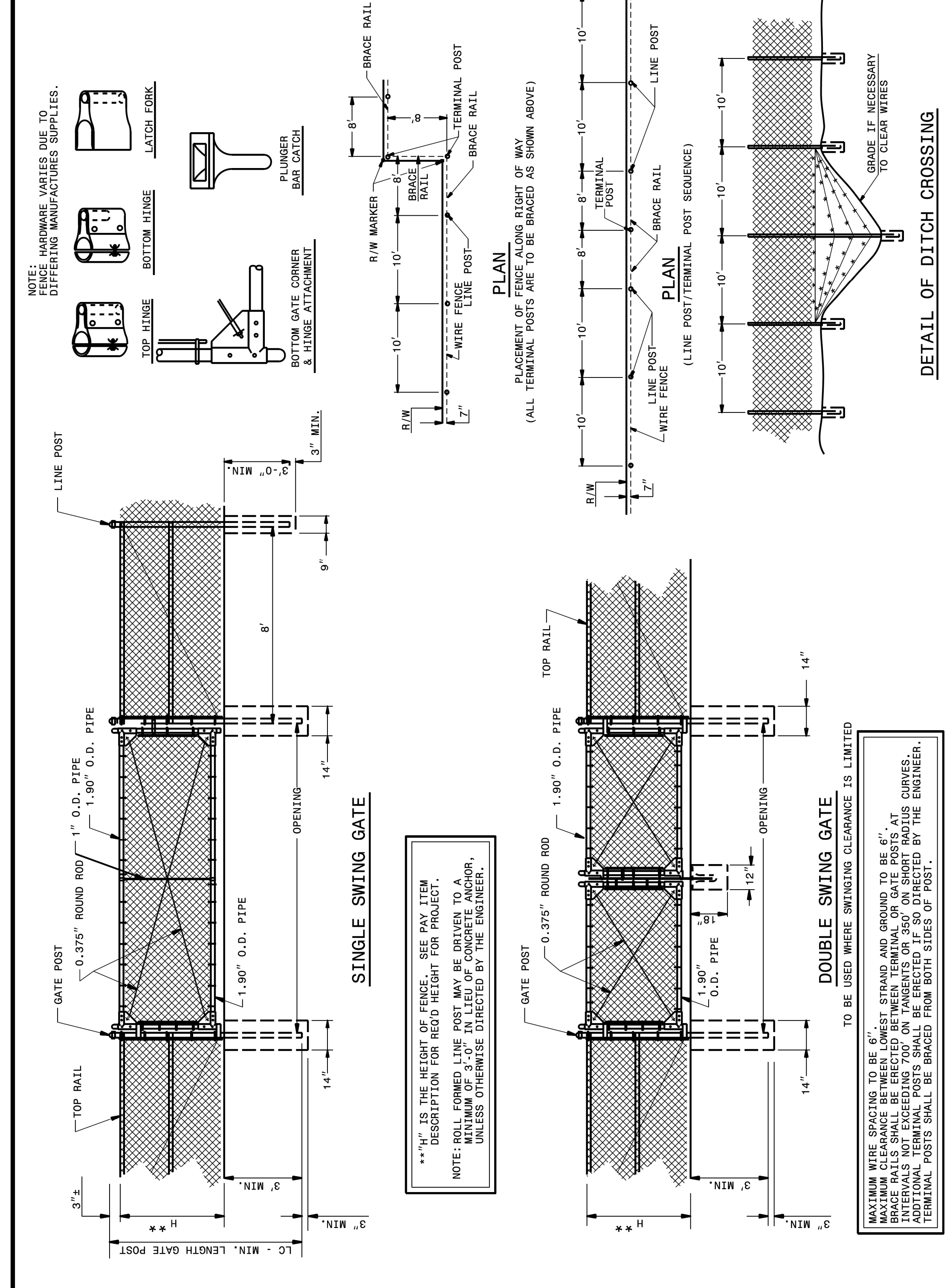
SHEET 1 OF 3
866D01



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

ENGLISH DETAIL DRAWING FOR
CHAIN LINK FENCE
7' OR 8' HEIGHT

SHEET 2 OF 3
866D01



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

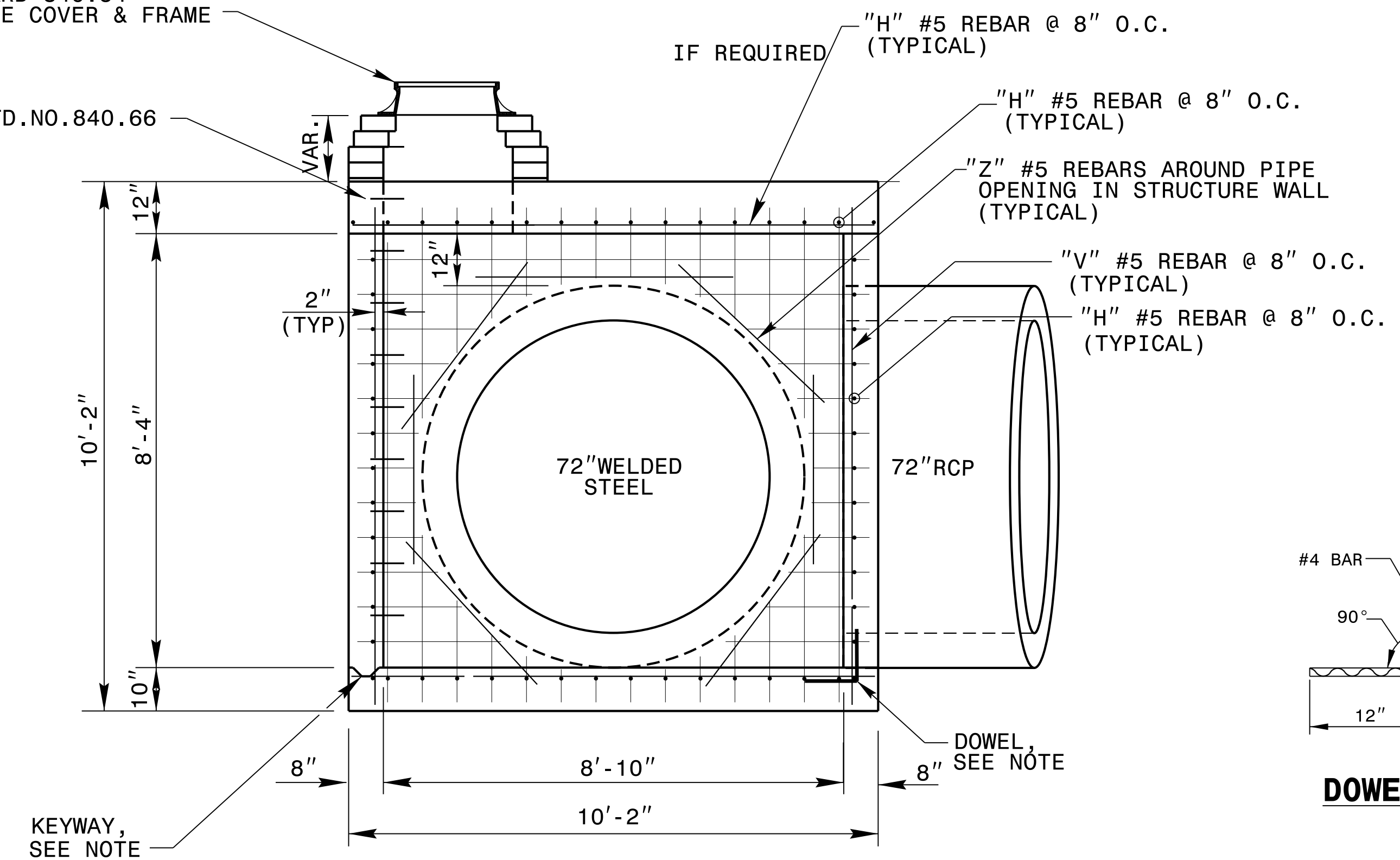
SEE PLATE FOR TITLE

ORIGINAL BY: _____ DATE: _____
MODIFIED BY: nbritt DATE: 12-06-04
CHECKED BY: _____ DATE: _____
FILE SPEC.: details/nbritt/english/misc/fencechainlink.dgn

Professional Engineer Seal: State of North Carolina, No. 3314, Exp. 12/31/2024, Nicole M. Hecker, 5884323034164C5.

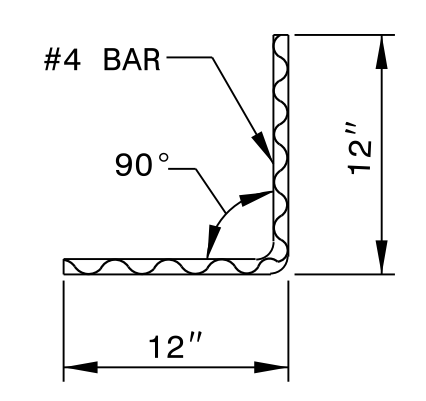
SEE STANDARD 840.54 FOR MANHOLE COVER & FRAME

SEE STEP STD.NO.840.66



SECTION A-A

GENERAL NOTES:
 USE CLASS "B" CONCRETE THROUGHOUT.
 OPTIONAL CONSTRUCTION - MONOLITHIC POUR, 2" KEYWAY, OR #4 BAR DOWELS AT 12" CENTERS OR BRICK/BLOCK WALLS AS DIRECTED BY THE ENGINEER.
 USE FORMS FOR THE CONSTRUCTION OF THE BOTTOM SLAB.
 BOX DIMENSIONS MAY BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.
 2" MINIMUM CONCRETE COVERAGE ON ALL REBAR.
 PROVIDE ALL JUNCTION BOXES OVER 3'-6" IN DEPTH WITH STEPS 12" ON CENTER. USE STEPS WHICH COMPLY WITH STD. DRAWING 840.66.



DOWEL

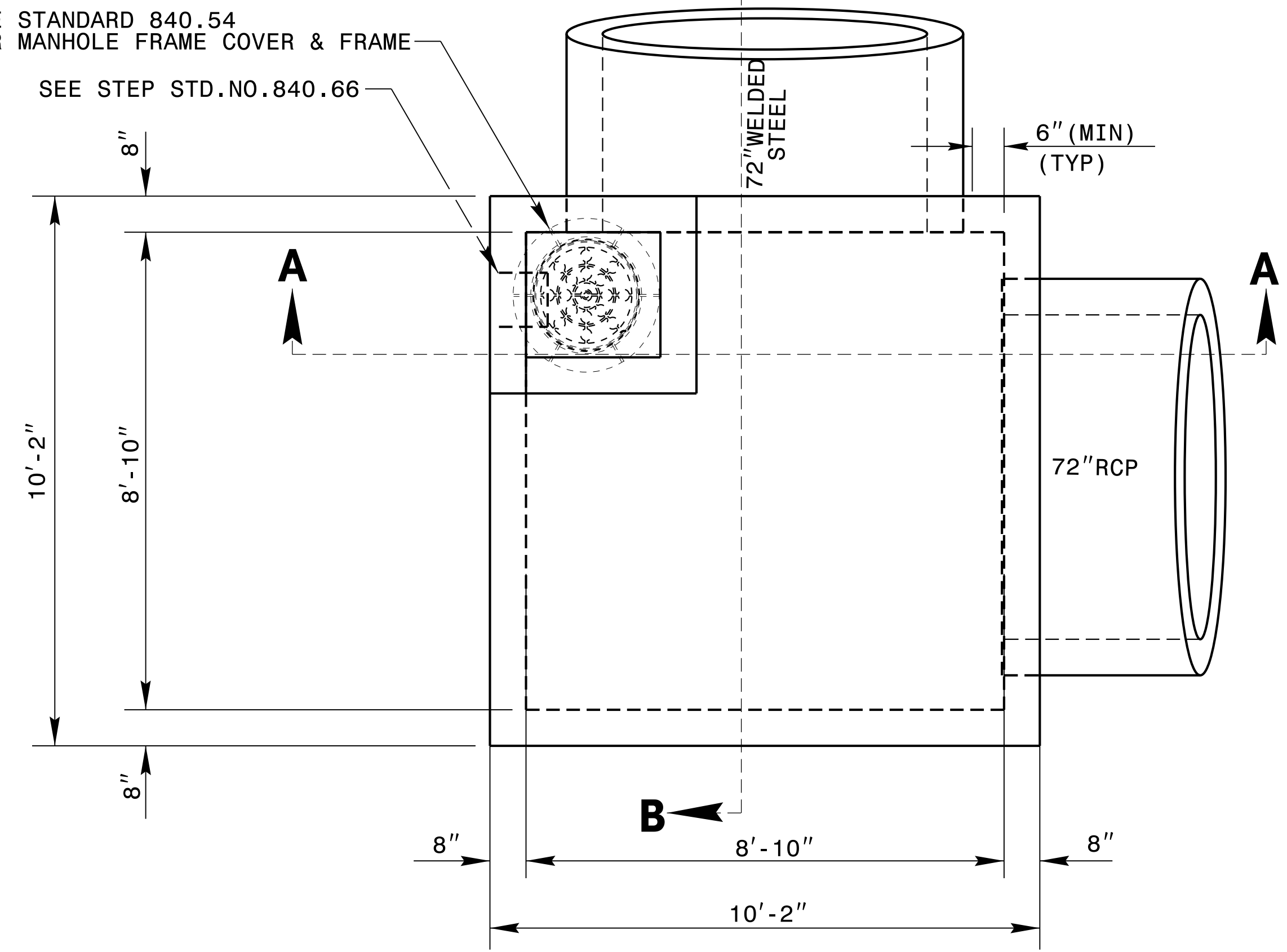
BILL OF MATERIALS				
BAR	NO.	SIZE	LENGTH	WEIGHT
H	84	#5	9'-6"	833
V	70	#5	9'-2"	670
Z	14	#5	5'-0"	74
TOTAL REINF. STEEL (LBS.)				1577
TOTAL CONC. (CU. YDS.)				* 15.2

* NO DEDUCTION HAS BEEN MADE FOR PIPES

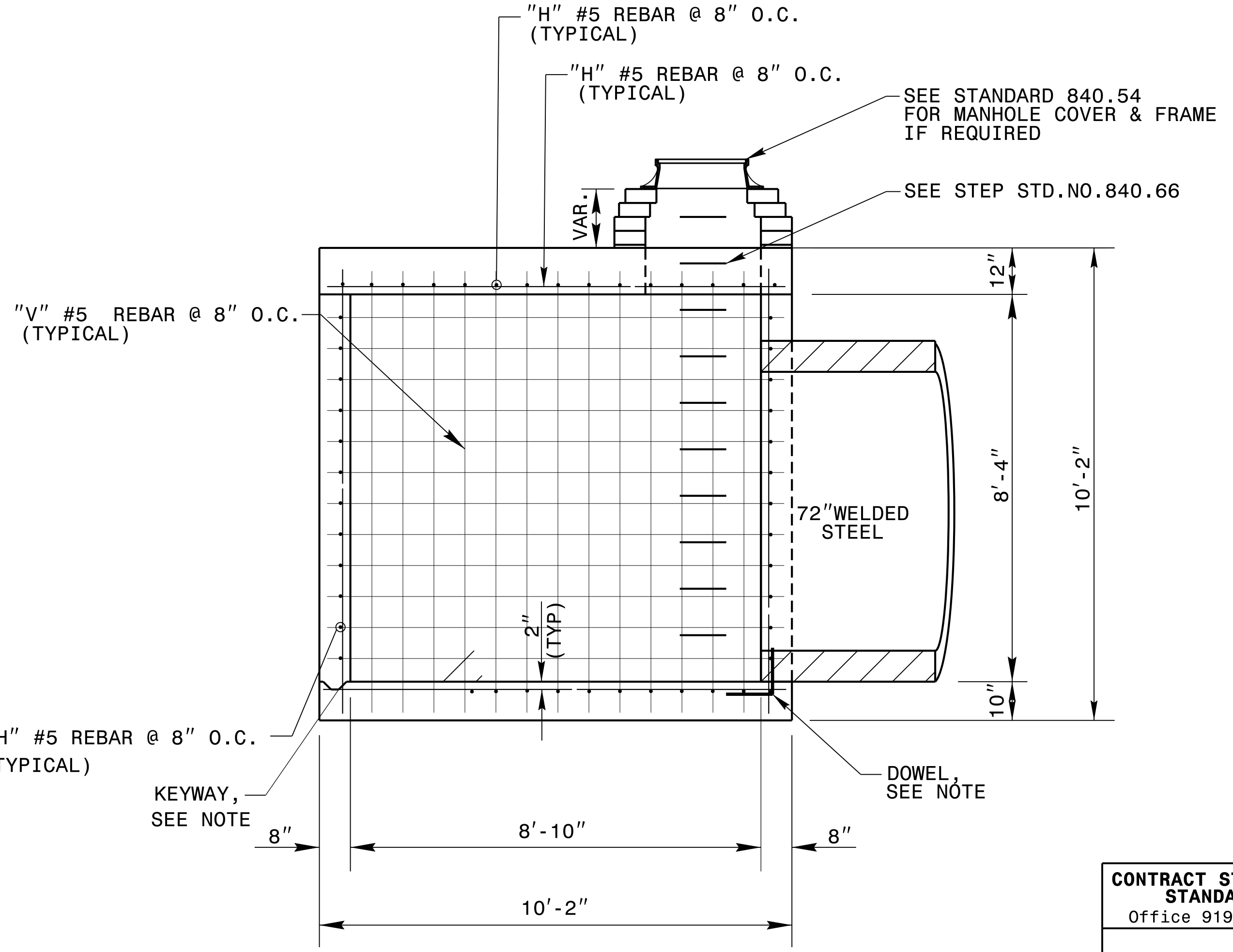
* 2.00 CU. YD. DEDUCTION FOR 2-72" RC PIPE

SEE STANDARD 840.54 FOR MANHOLE FRAME COVER & FRAME

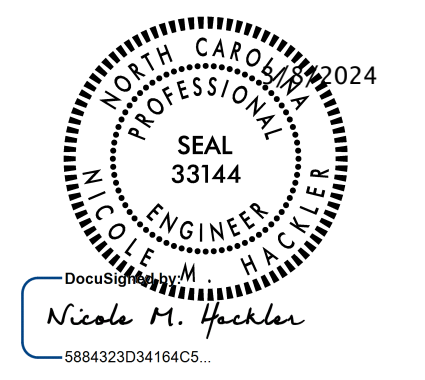
SEE STEP STD.NO.840.66



PLAN VIEW



SECTION B-B



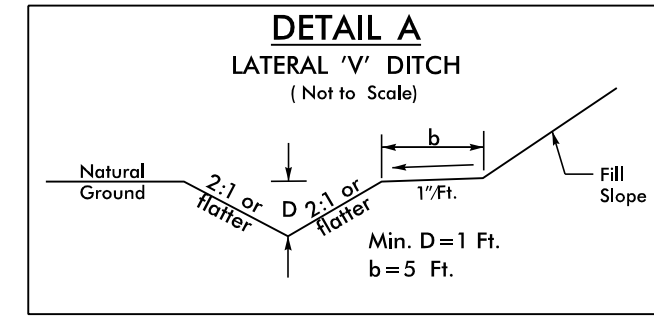
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

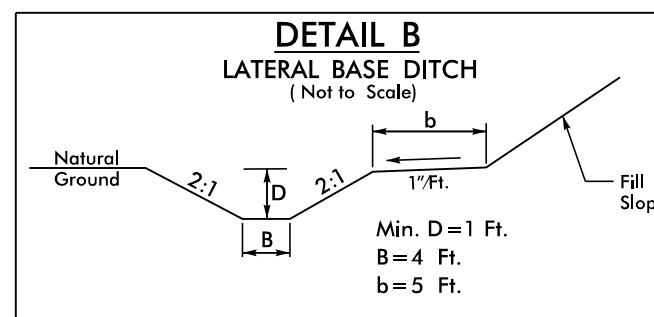
SPECIAL JUNCTION BOX WITH SLAB LID

ORIGINAL BY: _____ DATE: _____
 MODIFIED BY: nbritt DATE: 04/17/09
 CHECKED BY: _____ DATE: _____
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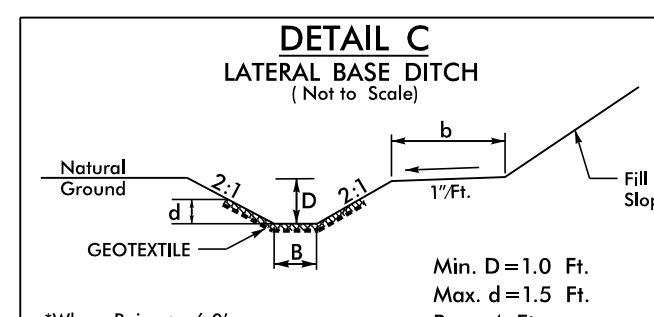
5/14/99
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 J:\overton AT_CSD-292595



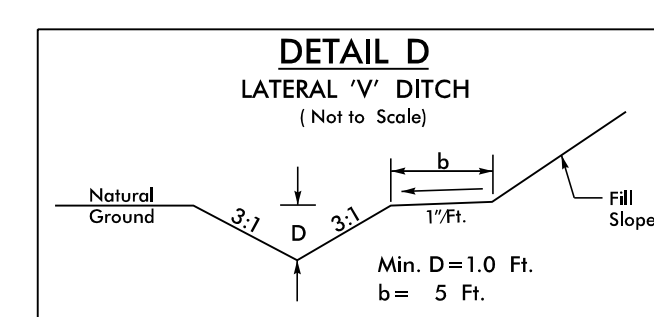
- L STA. 1+00 TO STA. 1+65 RT, DDE=19 CY
- L STA. 6+50 TO STA. 8+00 LT, DDE=44 CY
- L STA. 11+19 TO STA. 11+44 LT, DDE=7 CY
- L STA. 12+00 TO STA. 16+00 LT, DDE=119 CY
- L STA. 16+50 TO STA. 20+50 RT, DDE=119 CY
- L STA. 22+00 TO STA. 23+24 RT, DDE=37 CY
- L STA. 25+00 TO STA. 27+50 RT, DDE=74 CY
- L STA. 35+80 TO STA. 38+00 RT, DDE=65 CY
- L STA. 41+00 TO STA. 45+50 RT, DDE=133 CY
- L STA. 47+50 TO STA. 51+50 RT, DDE=119 CY
- L STA. 58+50 TO STA. 60+50 RT, DDE=59 CY
- L STA. 62+79 TO STA. 66+50 RT, DDE=110 CY
- L STA. 67+80 TO STA. 69+00 RT, DDE=36 CY
- Y1A- STA. 15+61.54 TO STA. 15+95.66 LT, DDE=10 CY
- Y6- STA. 10+62 TO STA. 11+35 RT, DDE=22 CY
- Y8- STA. 10+67 TO STA. 11+50 LT, DDE=25 CY
- L STA. 78+00 TO STA. 82+49 RT, DDE=133 CY
- L STA. 82+00 TO STA. 83+00 LT, DDE=30 CY
- L STA. 88+50 TO STA. 89+90 RT, DDE=41 CY
- L STA. 88+00 TO STA. 90+00 LT, DDE=59 CY
- L STA. 103+00 TO STA. 105+00 RT, DDE=59 CY
- L STA. 109+50 TO STA. 112+00 RT, DDE=74 CY
- L STA. 113+50 TO STA. 128+50 RT, DDE=444 CY
- L STA. 116+22 TO STA. 123+00 LT, DDE=201 CY
- L STA. 175+46 TO STA. 179+00 LT, DDE=105 CY
- L STA. 182+11 TO STA. 184+00 LT, DDE=56 CY
- L STA. 185+20 TO STA. 185+50 RT, DDE=9 CY
- L STA. 186+50 TO STA. 192+52 RT, DDE=178 CY
- L STA. 195+69 TO STA. 198+50 LT, DDE=83 CY
- L STA. 199+50 TO STA. 200+07 RT, DDE=17 CY
- L STA. 242+22 TO STA. 245+50 LT, DDE=97 CY
- L STA. 228+23 TO STA. 228+69 RT, DDE=14 CY
- L STA. 284+00 TO STA. 285+22 RT, DDE=36 CY
- L STA. 286+50 TO STA. 290+10 RT, DDE=107 CY
- L STA. 291+00 TO STA. 296+00 RT, D=1.5, DDE=148 CY
- L STA. 291+50 TO STA. 294+50 LT, D=1.5, DDE=89 CY
- Y24- STA. 15+50 TO STA. 17+34 RT, DDE=55 CY
- Y24- STA. 17+65.16 TO STA. 18+50 RT, DDE=25 CY
- Y24- STA. 20+00 TO STA. 22+23 RT, DDE=66 CY
- Y24- STA. 23+00 TO STA. 23+63 RT, DDE=19 CY
- L2- STA. 215+50 TO STA. 217+50 LT, DDE=59 CY
- L2- STA. 237+00 TO STA. 238+65 RT, DDE=49 CY
- L STA. 247+11 TO STA. 250+00 RT, DDE=86 CY
- L2- STA. 228+23 TO STA. 228+69 RT, DDE=14 CY
- L2- STA. 229+50 TO STA. 230+00 LT, DDE=15 CY
- L2- STA. 235+34 TO STA. 238+50 LT, DDE=94 CY
- Y10- STA. 10+72 TO STA. 11+50 LT, DDE=23 CY
- Y17A- STA. 10+50 TO STA. 11+34 LT, DDE=25 CY
- L STA. 199+43 TO STA. 200+07 RT, DDE=19 CY
- L STA. 296+28 TO STA. 297+68 RT, D=2', DDE=41 CY
- L STA. 297+68 TO STA. 298+00 RT, D=1.5', DDE=9 CY
- L (-X-OVER)- STA. 301+05 TO STA. 304+77 RT, DDE=110 CY



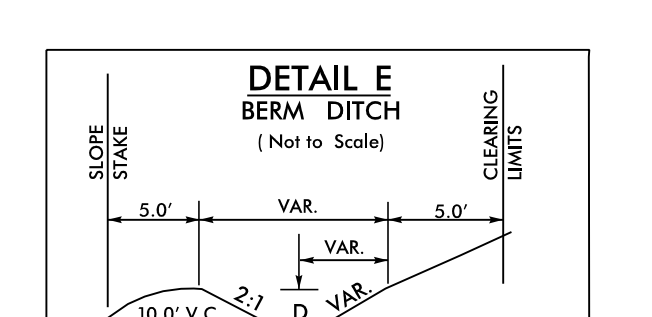
- L STA. 2+00 TO STA. 3+00 LT, DDE=59 CY
- L STA. 34+50 TO STA. 35+80 RT, M=4, DDE=116 CY
- L STA. 129+50 TO STA. 131+75 LT, DDE=133 CY
- Y9- STA. 13+50 TO STA. 14+50 LT, DDE=59 CY
- Y11- STA. 12+17 TO STA. 13+00 LT, DDE=49 CY
- Y11- STA. 14+00 TO STA. 14+40 LT, DDE=24 CY



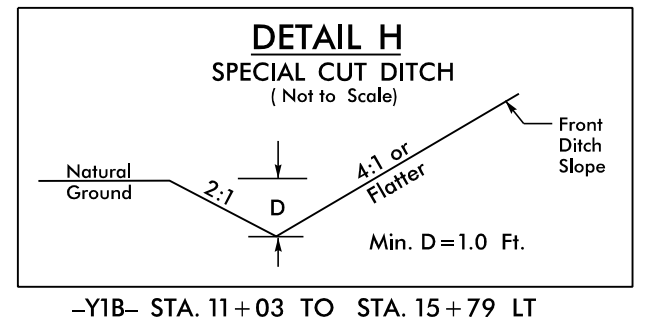
- L STA. 98+00 TO STA. 99+71 RT, DDE=190 CY, 85 TONS, 225 SY GEOFAB
- L STA. 100+50 TO STA. 100+92 RT, DDE=47 CY, 34 TONS, 91 SY GEOFAB
- L STA. 101+02 TO STA. 102+00 LT, DDE=109 CY, 66 TONS, 174 SY GEOFAB
- L STA. 106+50 TO STA. 108+50 LT, DDE=222 CY, 123 TONS, 326 SY GEOFAB
- L STA. 113+02 TO STA. 113+50 RT, DDE=53 CY, 32 TONS, 86 SY GEOFAB
- L STA. 140+51 TO STA. 142+00 RT, DDE=166 CY, 157 TONS, 414 SY GEOFAB
- Y13- STA. 10+85 TO STA. 11+50 RT, DDE=72 CY, 113 TONS, 270 SY GEOFAB
- Y9- STA. 14+50 TO STA. 15+06 LT, DDE=62 CY, 48 TONS, 126 SY GEOFAB
- L STA. 294+50 TO STA. 297+50 LT, DDE=333 CY, 200 TONS, CL I RIP-RAP
- L STA. 297+50 TO STA. 298+07 LT, DDE=63 CY, 36 TONS, 415 SY GEOFAB
- M=3, D=1.5, B=3



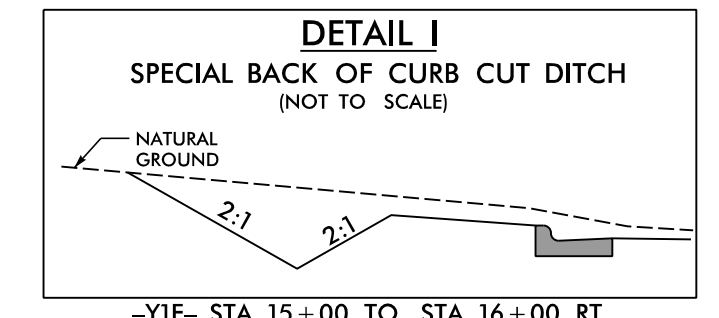
- L STA. 287+00 TO STA. 290+20 LT, DDE=80 CY



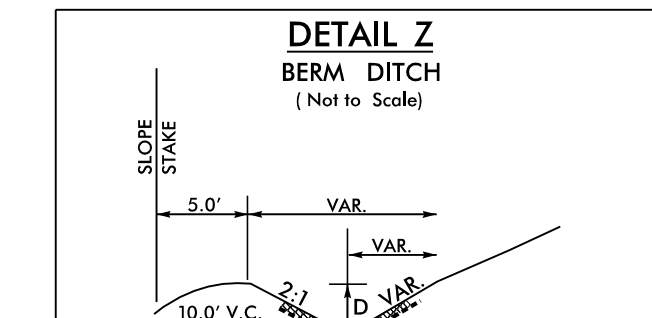
- L STA. 29+75 TO STA. 32+88 RT
- L STA. 34+50 TO STA. 35+00 RT
- L STA. 38+50 TO STA. 41+00 RT
- L STA. 83+00 TO STA. 87+28 LT
- L STA. 94+50 TO STA. 96+50 LT
- Y3- STA. 10+91 TO STA. 11+20 RT
- L STA. 102+50 TO STA. 106+00 LT
- L STA. 124+50 TO STA. 128+50 LT
- L STA. 132+50 TO STA. 135+78 LT
- L STA. 179+50 TO STA. 182+00 LT
- L STA. 193+19 TO STA. 195+69 LT
- L2- STA. 235+40 TO STA. 236+00 RT
- Y15- STA. 12+50 TO STA. 15+00 LT
- Y5- STA. 18+50 TO STA. 22+50 RT



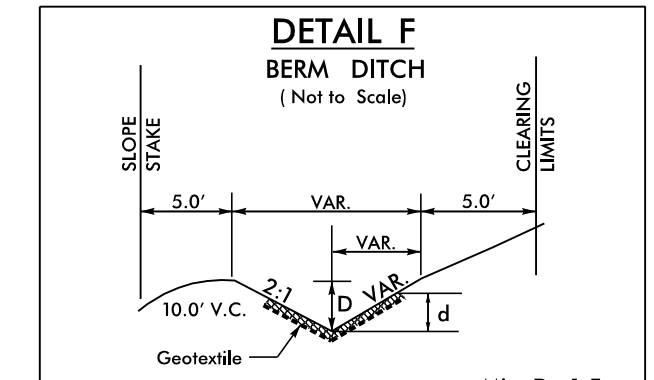
- Y18- STA. 11+03 TO STA. 15+79 LT
- Y18- STA. 17+50 TO STA. 18+00 LT
- Y18- STA. 17+50 TO STA. 18+00 RT
- Y1C- STA. 10+00 TO STA. 11+00 LT
- Y1C- STA. 10+00 TO STA. 11+00 RT
- Y1D- STA. 12+00 TO STA. 12+50 LT
- Y1D- STA. 12+00 TO STA. 13+77 RT
- Y2- STA. 12+00 TO STA. 12+50 RT
- Y3- STA. 11+50 TO STA. 13+00 LT
- Y3- STA. 11+50 TO STA. 13+00 RT
- Y25- STA. 12+50 TO STA. 13+00 LT
- Y25- STA. 12+50 TO STA. 13+00 RT
- Y11- STA. 11+50 TO STA. 12+00 RT
- Y12- STA. 21+25 TO STA. 22+50 RT
- Y13- STA. 11+00 TO STA. 13+00 LT
- Y4- STA. 12+50 TO STA. 14+00 LT
- Y4- STA. 12+50 TO STA. 14+00 RT
- Y7- STA. 21+50 TO STA. 22+50 LT
- Y5- STA. 10+00 TO STA. 11+50 LT
- Y5- STA. 10+00 TO STA. 11+50 RT
- Y5A- STA. 10+00 TO STA. 11+00 LT
- Y5A- STA. 10+00 TO STA. 11+00 RT
- Y5A- STA. 15+50 TO STA. 16+14 RT
- Y6- STA. 11+35 TO STA. 11+85 LT
- Y6- STA. 11+35 TO STA. 11+85 RT
- Y7A- STA. 10+94 TO STA. 11+00 LT
- Y7A- STA. 10+94 TO STA. 11+00 RT
- Y8- STA. 11+78 TO STA. 12+50 LT
- Y15- STA. 11+25 TO STA. 11+50 LT
- Y15- STA. 11+25 TO STA. 12+50 RT
- Y23- STA. 16+00 TO STA. 17+00 LT
- Y24- STA. 13+09 TO STA. 14+00 LT
- Y24- STA. 13+09 TO STA. 15+50 RT
- Y2- STA. 18+50 TO STA. 20+00 RT
- Y1D- STA. 13+50 TO STA. 13+77 LT
- Y5A- STA. 15+96 TO STA. 16+10 LT
- Y5A- STA. 17+50 TO STA. 17+61 RT
- X-OVER- STA. 302+50 TO STA. 305+50 LT



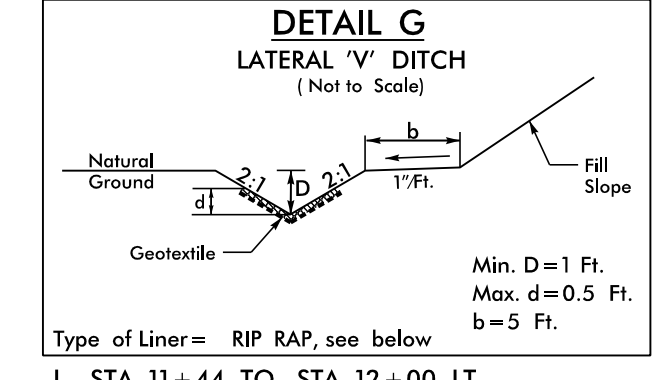
- Y1E- STA. 15+00 TO STA. 16+00 RT
- L STA. 201+50 TO STA. 22+00 RT
- L STA. 23+24 TO STA. 23+00 RT
- L STA. 28+00 TO STA. 29+50 RT
- L STA. 55+50 TO STA. 58+50 RT
- L STA. 73+65 TO STA. 78+50 LT
- L STA. 80+00 TO STA. 81+50 LT
- L STA. 90+00 TO STA. 92+75 LT
- L STA. 93+10 TO STA. 94+00 LT
- L STA. 123+00 TO STA. 124+00 LT
- L STA. 184+00 TO STA. 192+00 LT
- Y1A- STA. 12+50 TO STA. 14+24 LT
- Y5- STA. 23+00 TO STA. 23+31 RT



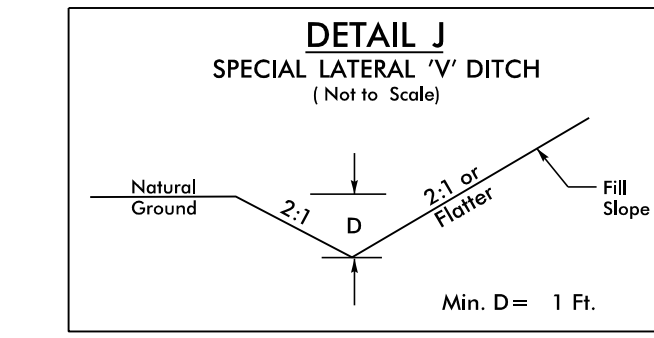
- L STA. 179+00 TO STA. 179+50 LT, 33 TONS, 96 SY GEOFAB



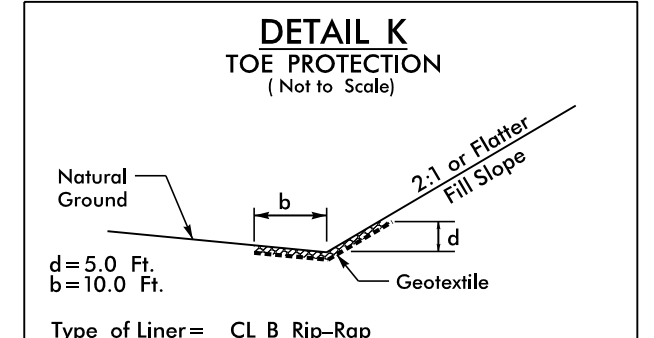
- L STA. 38+00 TO STA. 38+50 RT, 11 TONS, 34 SY GEOFAB
- L STA. 83+50 TO STA. 84+50 LT, 29 TONS, 92 SY GEOFAB
- L STA. 87+28 TO STA. 88+00 LT, 29 TONS, 92 SY GEOFAB
- L STA. 94+00 TO STA. 94+50 LT, 15 TONS, 49 SY GEOFAB
- Y12- STA. 22+00 TO STA. 23+88 RT, 56 TONS, 177 SY GEOFAB



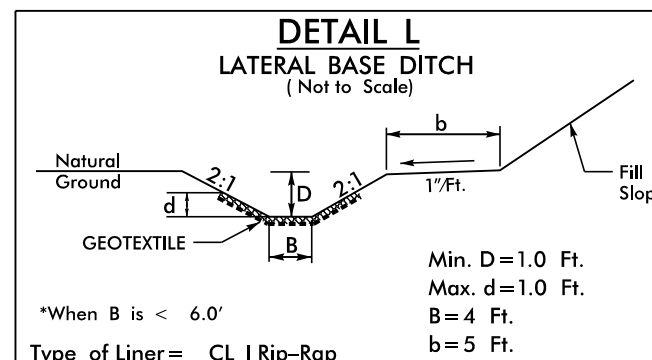
- L STA. 11+44 TO STA. 12+00 LT, DDE=17 CY, 27 TONS, CL I RIP-RAP, 61 SY GEOFAB
- L STA. 60+50 TO STA. 62+79 RT, DDE=68 CY, 47 TONS, CL B RIP-RAP, 159 SY GEOFAB
- L STA. 81+50 TO STA. 82+00 LT, DDE=15 CY, 12 TONS, CL B RIP-RAP, 41 SY GEOFAB
- L STA. 185+50 TO STA. 186+50 RT, DDE=30 CY, 24 TONS, CL B RIP-RAP, 81 SY GEOFAB
- Y17- STA. 14+00 TO STA. 14+40 LT, DDE=50 CY, 26 TONS, CL I RIP-RAP, 59 SY GEOFAB



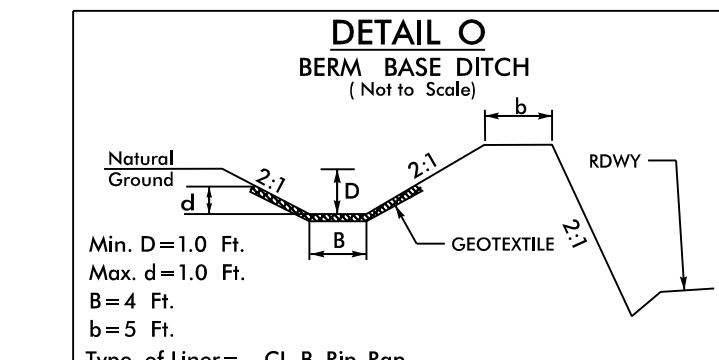
- D3- STA. 10+50 TO STA. 11+25 RT
- L STA. 0+00 TO STA. 02+00 LT
- L2- STA. 236+00 TO STA. 237+00 RT
- Y1A- STA. 11+00 TO STA. 12+00 LT
- Y1E- STA. 12+00 TO STA. 15+00 RT



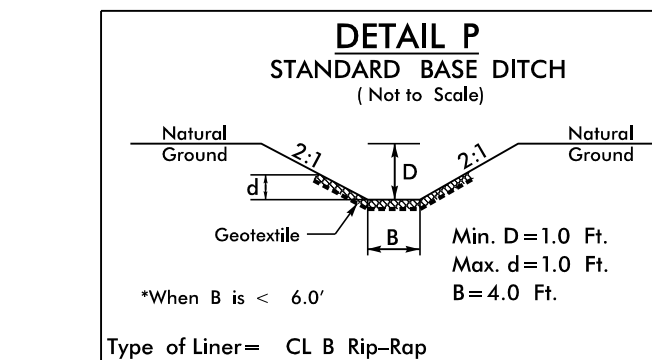
- L STA. 1+80 TO STA. 2+50 RT, 155 TONS, 269 SY GEOFAB
- L STA. 3+00 TO STA. 3+60 LT, 122 TONS, 266 SY GEOFAB
- L STA. 4+05 TO STA. 4+50 LT, 349 TONS, 829 SY GEOFAB
- L STA. 7+06 TO STA. 9+45 RT, 419 TONS, 995 SY GEOFAB
- L STA. 8+40 TO STA. 9+86 LT, 296 TONS, 705 SY GEOFAB
- L STA. 22+00 TO STA. 23+00 LT, 204 TONS, 485 SY GEOFAB
- L STA. 37+00 TO STA. 38+00 LT, 181 TONS, 431 SY GEOFAB
- L STA. 95+00 TO STA. 97+50 RT, 453 TONS, 1078 SY GEOFAB
- L STA. 98+40 TO STA. 99+54 LT, 215 TONS, 510 SY GEOFAB
- L STA. 101+50 TO STA. 102+62 RT, 209 TONS, 498 SY GEOFAB
- Y14- STA. 13+22 TO STA. 13+73 RT, 127 TONS, 303 SY GEOFAB
- L STA. 137+50 TO STA. 139+50 LT, 314 TONS, 746 SY GEOFAB
- L2- STA. 217+52 TO STA. 218+50 LT, 173 TONS, 410 SY GEOFAB
- L2- STA. 229+00 TO STA. 230+50 RT, 291 TONS, 692 SY GEOFAB



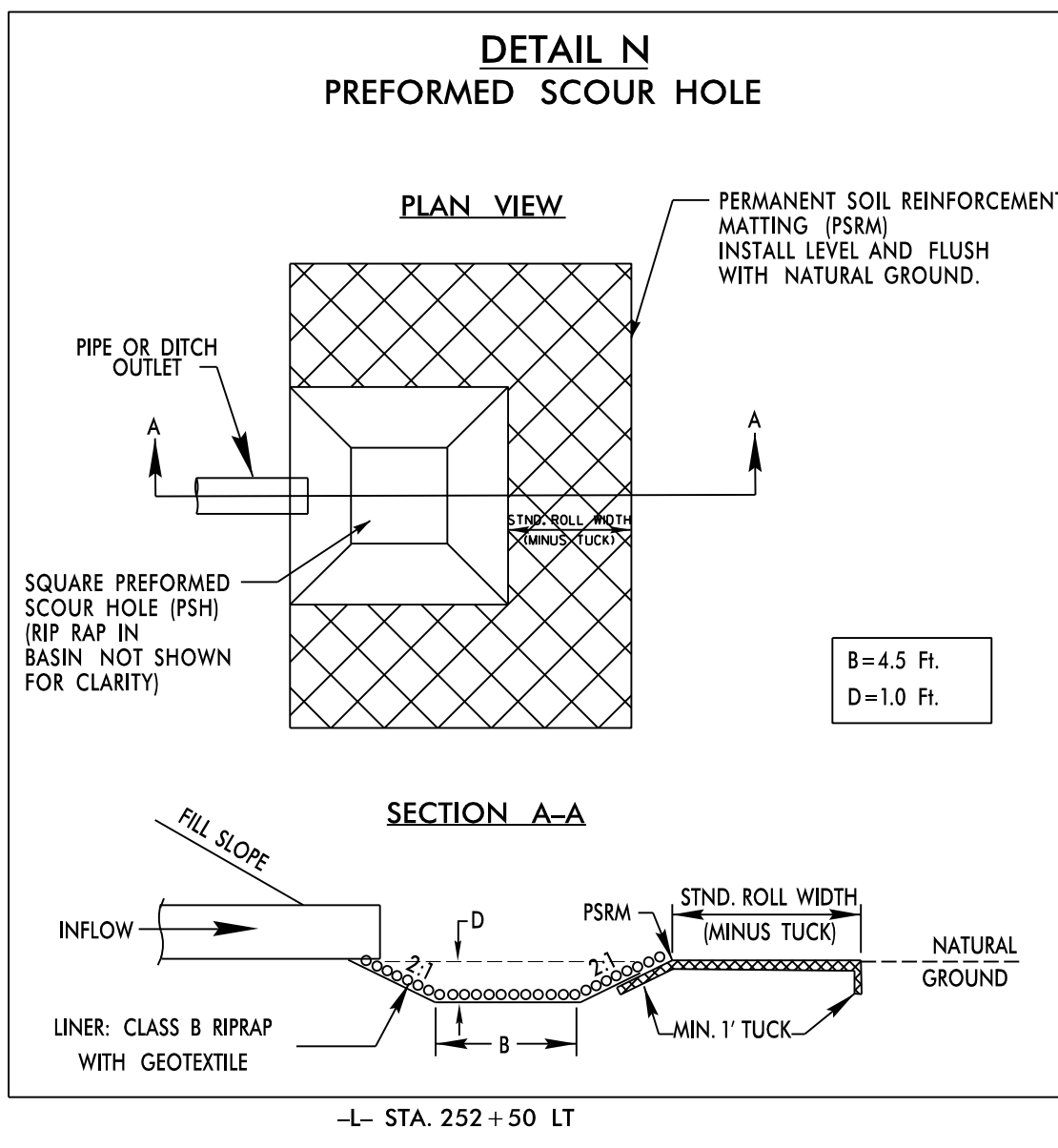
- L STA. 107+04 TO STA. 109+50 RT, DDE=146 CY, 212 TONS, 390 SY GEOFAB



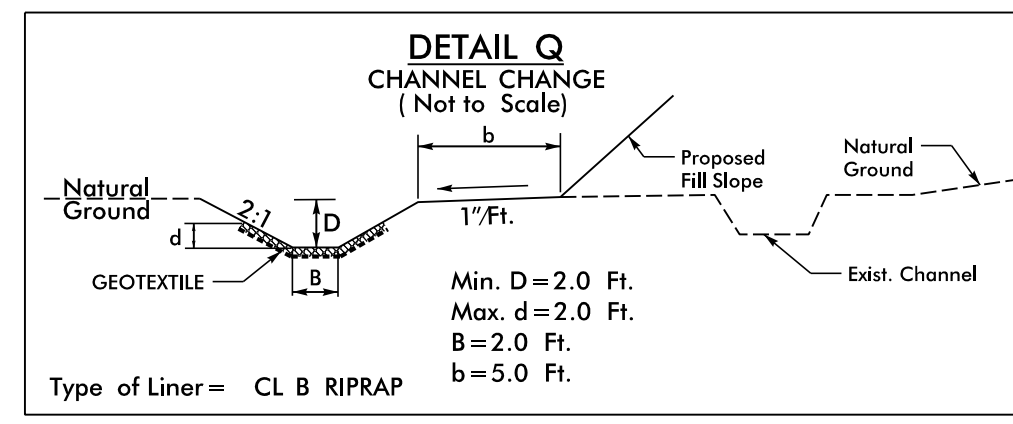
- Y12- STA. 21+25 TO STA. 22+00 RT, 46 TONS, 126 SY GEOFAB
- L STA. 102+00 TO STA. 102+50 LT, 27 TONS, 75 SY GEOFAB
- L STA. 128+50 TO STA. 129+50 LT, 55 TONS, 149 SY GEOFAB



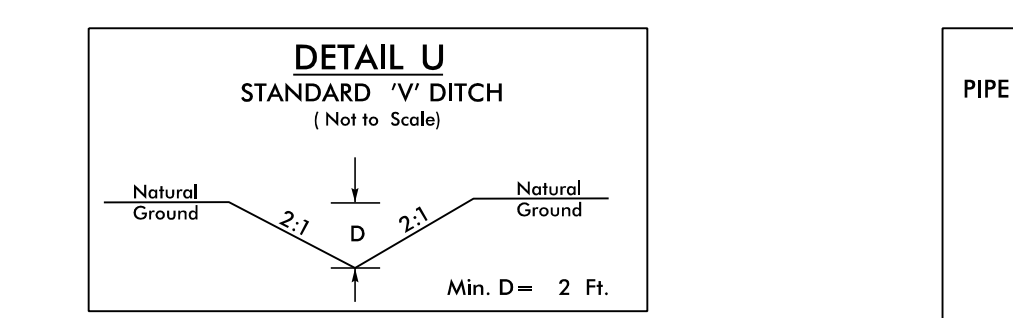
- L STA. 140+12 RT, L=28', S=7.071% BEG. EL.=842.00', END EL.=840.02', 15 TONS, DDE=17 CY, 42 SY GEOFAB
- L STA. 100+92 RT, MIN. D=0.5', L=36', S=12.64%, M=3 BEG. EL.=861.00', END EL.=856.45', 20 TONS, DDE=21 CY, 54 SY GEOFAB



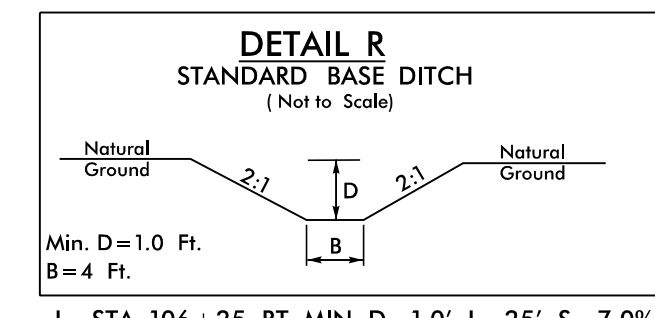
- L STA. 252+50 LT



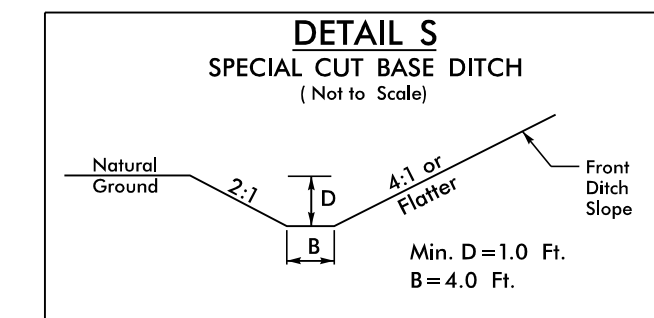
- L2- STA. 225+70 TO STA. 229+25 LT, DDE=789 CY, 231 TONS, 608 SY GEOFAB



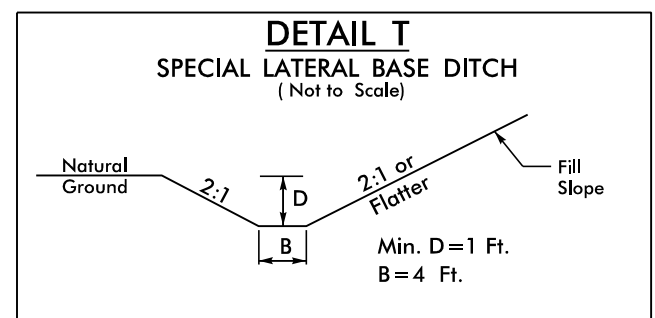
- L2- STA. 208+29 RT, DDE=171 CY, L=143.89', S=0.73%, M=4:1 BEG. EL.=966.90', END EL.=965.85'
- L STA. 285+22 RT, DDE=165 CY, L=139', S=1.89% BEG. EL.=963.93', END EL.=961.44'
- L2- STA. 240+47 RT, DDE=192 CY, L=162', S=0.99%, M=3.5:1 BEG. EL.=962.26', END EL.=963.88'
- L STA. 242+08 RT, DDE=192 CY, L=162', S=1.08%, M=5:1 BEG. EL.=963.88', END EL.=963.94'
- L STA. 243+14 RT, DDE=161 CY, L=136', S=5.38%, M=5:1 BEG. EL.=968.22', END EL.=975.53'
- X-OVER- STA. 305+50 LT, DDE=19 CY, L=16', S=1.68%, M=4:1 BEG. EL.=927.82', END EL.=927.56'



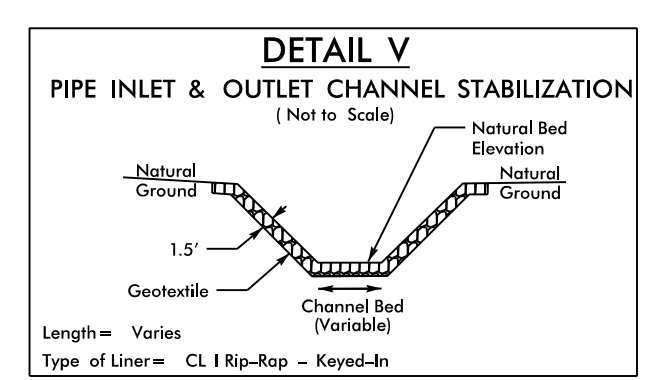
- L STA. 106+25 RT, MIN. D=1.0', L=25', S=7.0% BEG. EL.=863.60', END EL.=861.85', DDE=15 CY
- Y4- STA. 12+50 LT, MIN. D=1.5', L=163', S=1.85% BEG. EL.=927.27', END EL.=924.24', DDE=97 CY



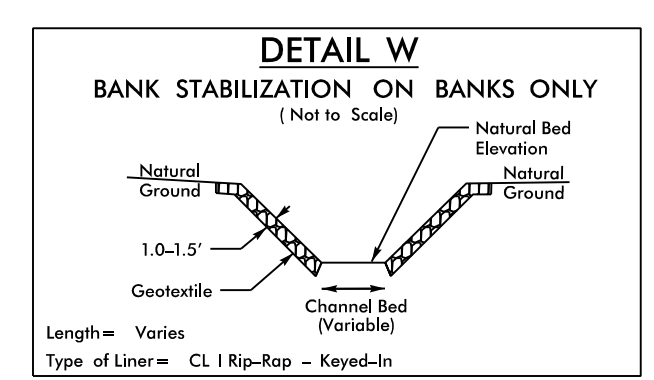
- Y11- STA. 13+00 TO STA. 14+00 LT



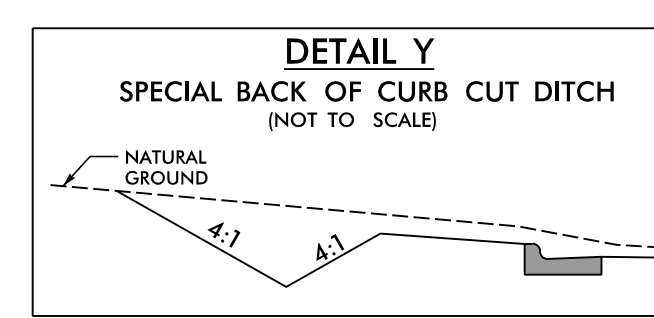
- L STA. 3+59 TO STA. 4+00 LT



- L STA. 101+34 RT, 28 TONS, 39 SY GEOFAB
- L STA. 106+50 RT, 123 TONS, 173 SY GEOFAB
- L STA. 107+85 LT, 36 TONS, 50 SY GEOFAB
- L2- STA. 228+78 RT, 34 TONS, 54 SY GEOFAB
- L2- STA. 229+03 LT, 25 TONS, 64 SY GEOFAB
- Y9- STA. 14+65 RT, 40 TONS, 32 SY GEOFAB
- Y14- STA. 13+13 LT, 81 TONS, 50 SY GEOFAB
- Y14- STA. 13+43 RT, 55 TONS, 67 SY GEOFAB



- L STA. 107+85 LT, 29 TONS, 50 SY GEOFAB
- L STA. 139+63 RT, 22 TONS, 41 SY GEOFAB
- L STA. 139+86 RT, 29 TONS, 41 SY GEOFAB
- L STA. 140+50 LT, 110 TONS, 154 SY GEOFAB
- L STA. 140+75 LT, 532 SY GEOFAB
- L STA. 298+07 LT, 6 TONS, 55 SY GEOFAB
- Y14- STA. 13+45 RT, 55 TONS, 67 SY GEOFAB

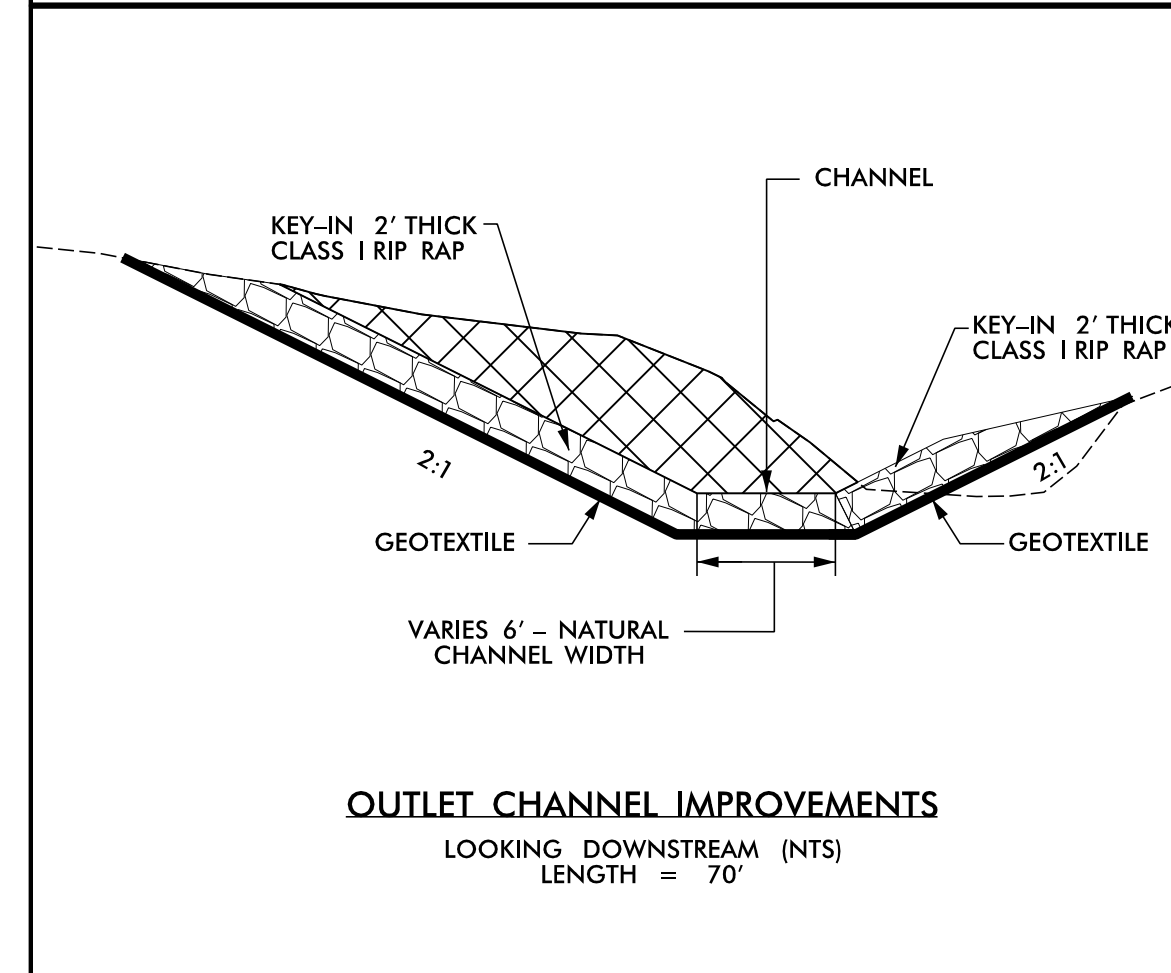
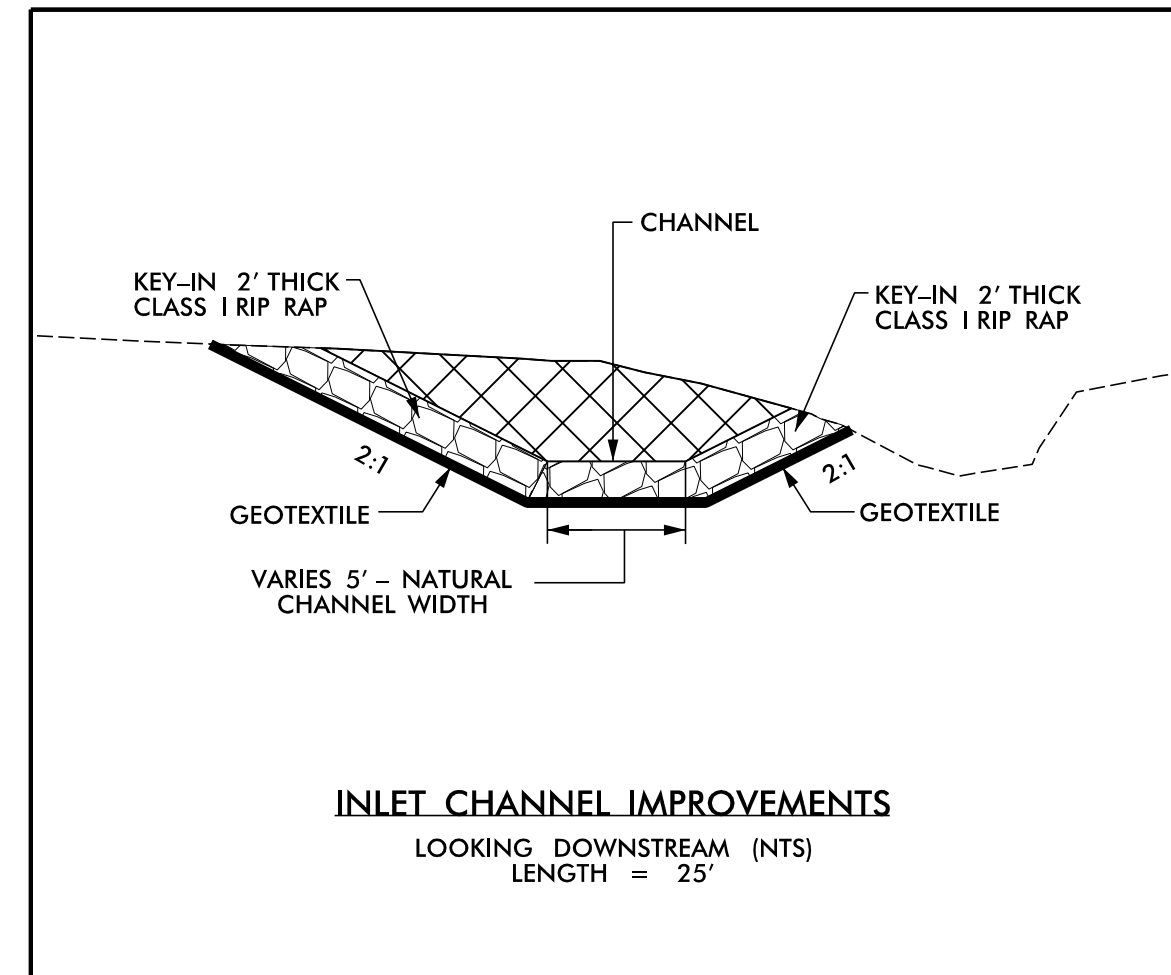


- L STA. 90+25 TO STA. 91+20 RT
- Y25- STA. 10+73 TO STA. 11+00 RT

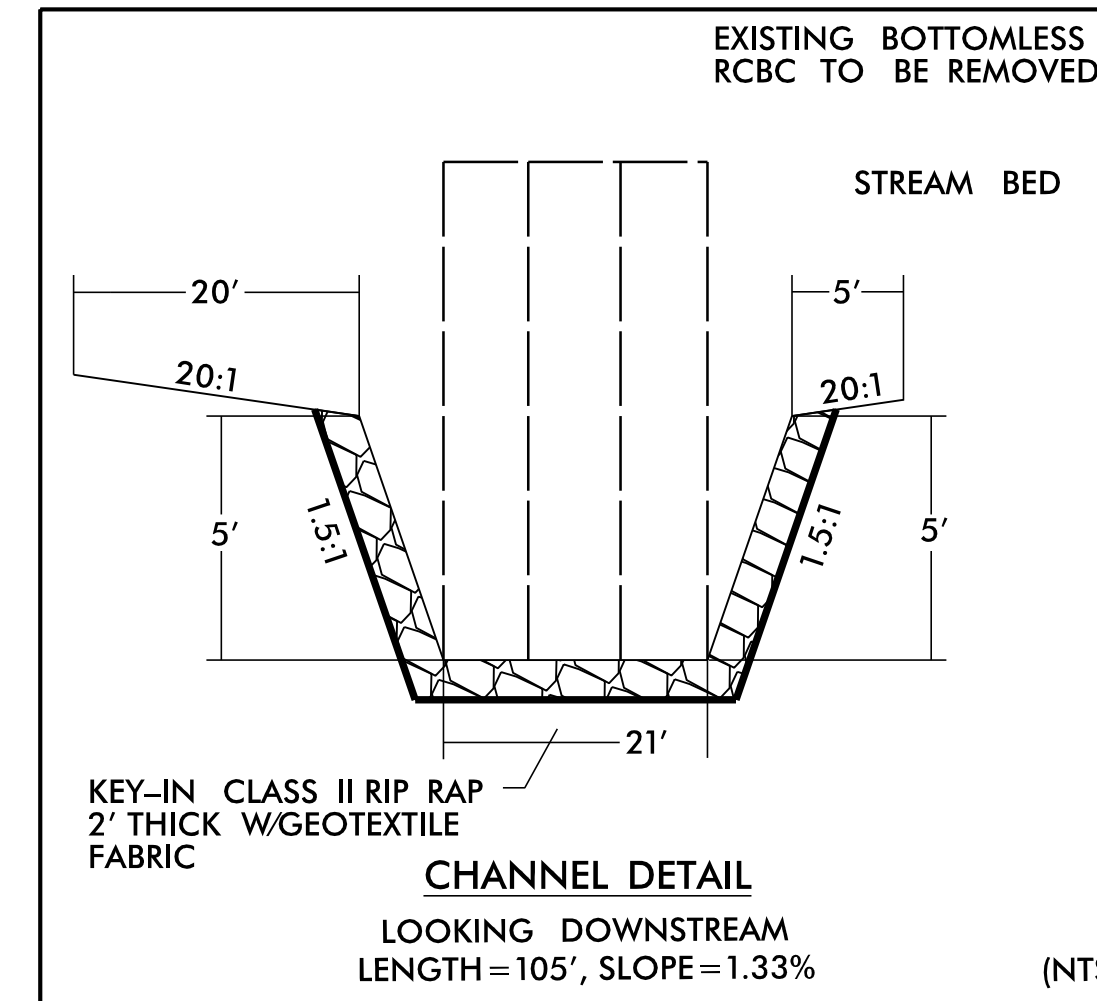
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**DOCUMENT NOT CONSIDERED FINAL
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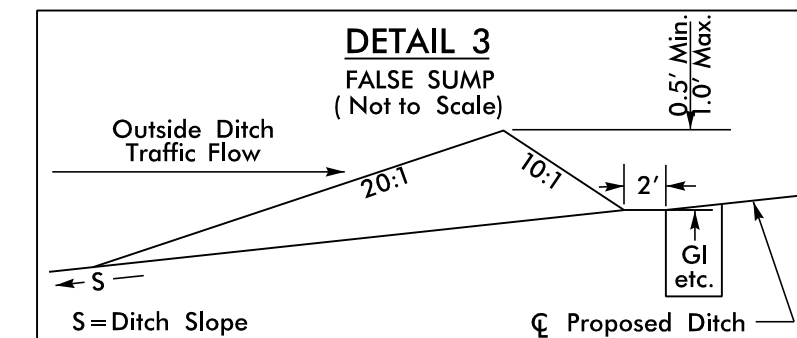
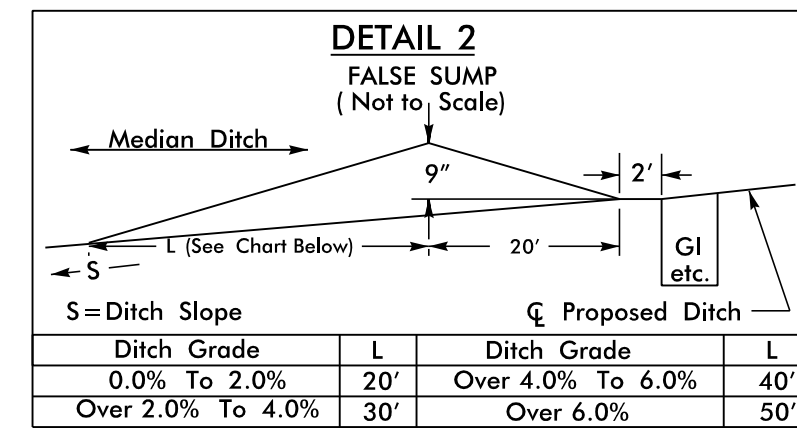
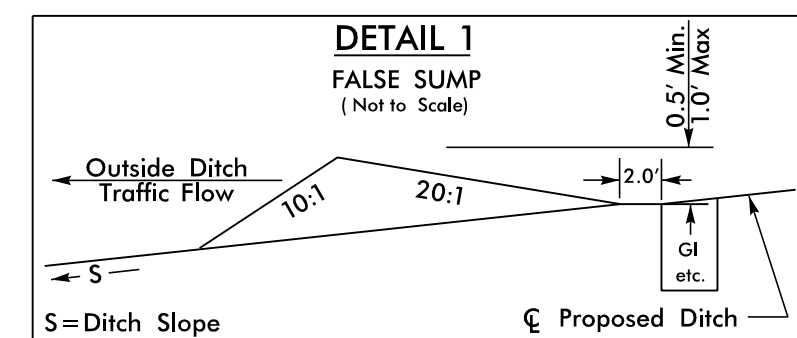
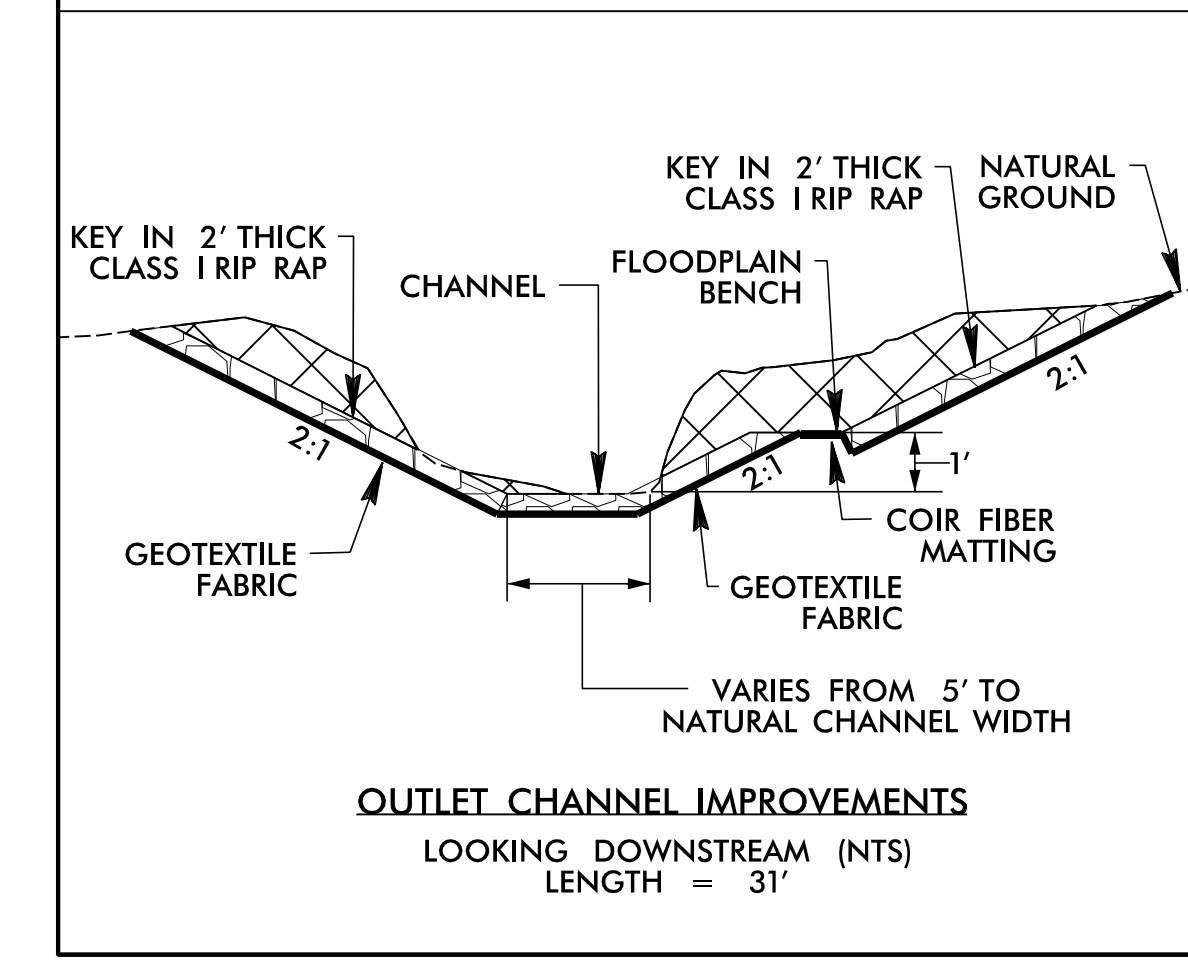
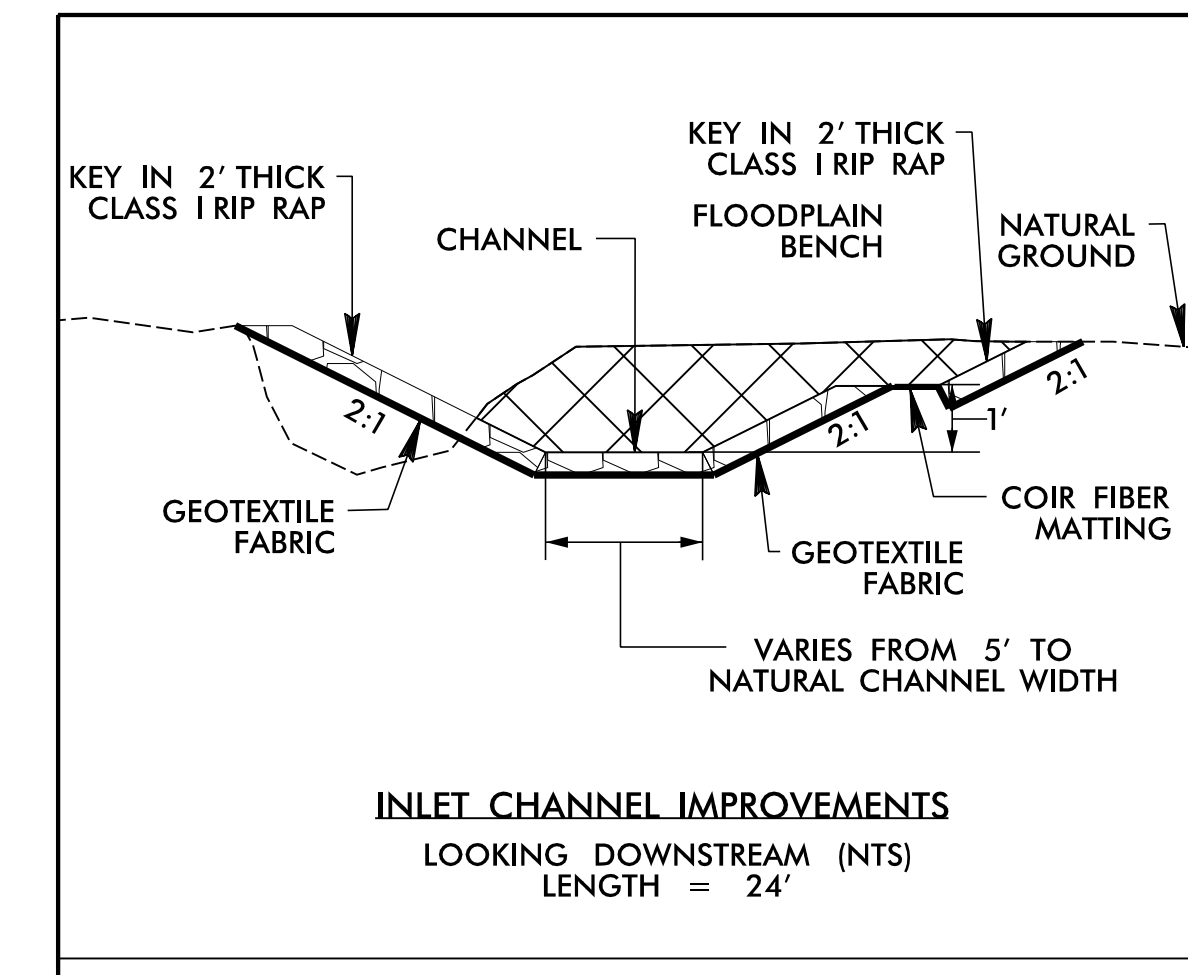
UT LOWERY MILL CREEK DETAILS -L- 107+57



LOWERY MILL CREEK DETAIL -L- 140+39.5



MARTIN MILL CREEK DETAILS -L2- 229+09



GEOTECHNICAL ENGINEER

ENGINEER



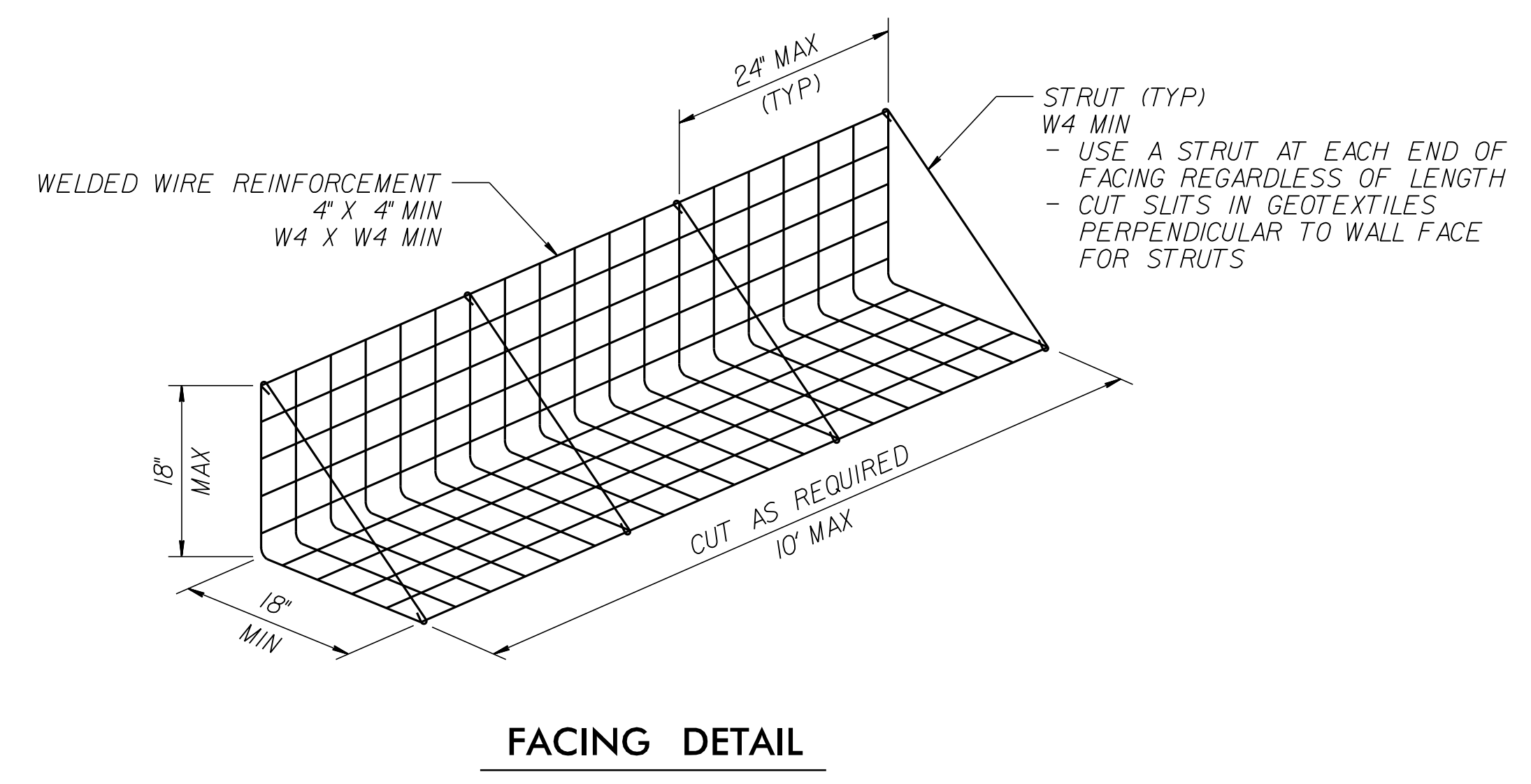
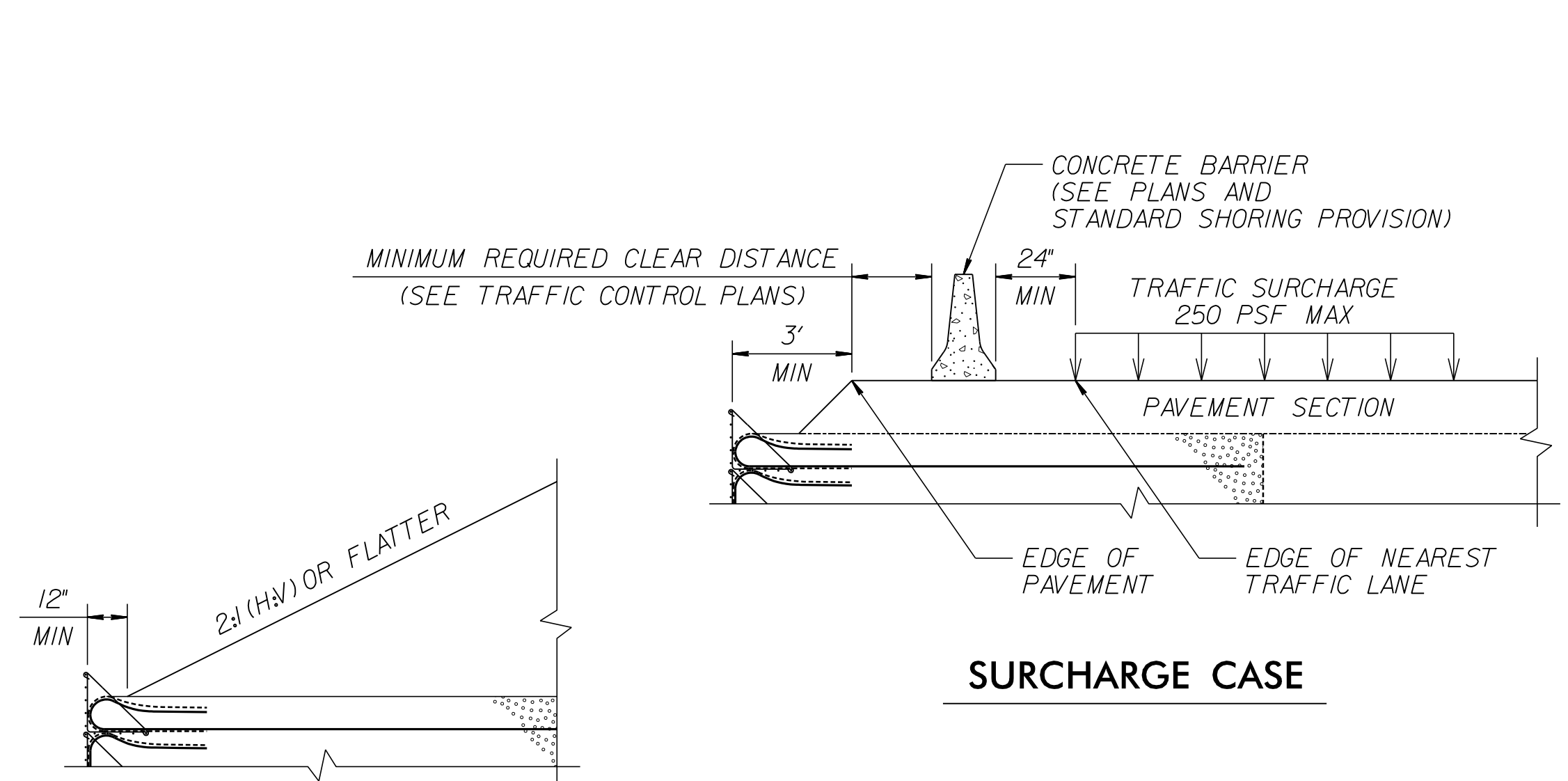
DocuSigned by:
Gregory K. Coins

3/6/2024

DATE

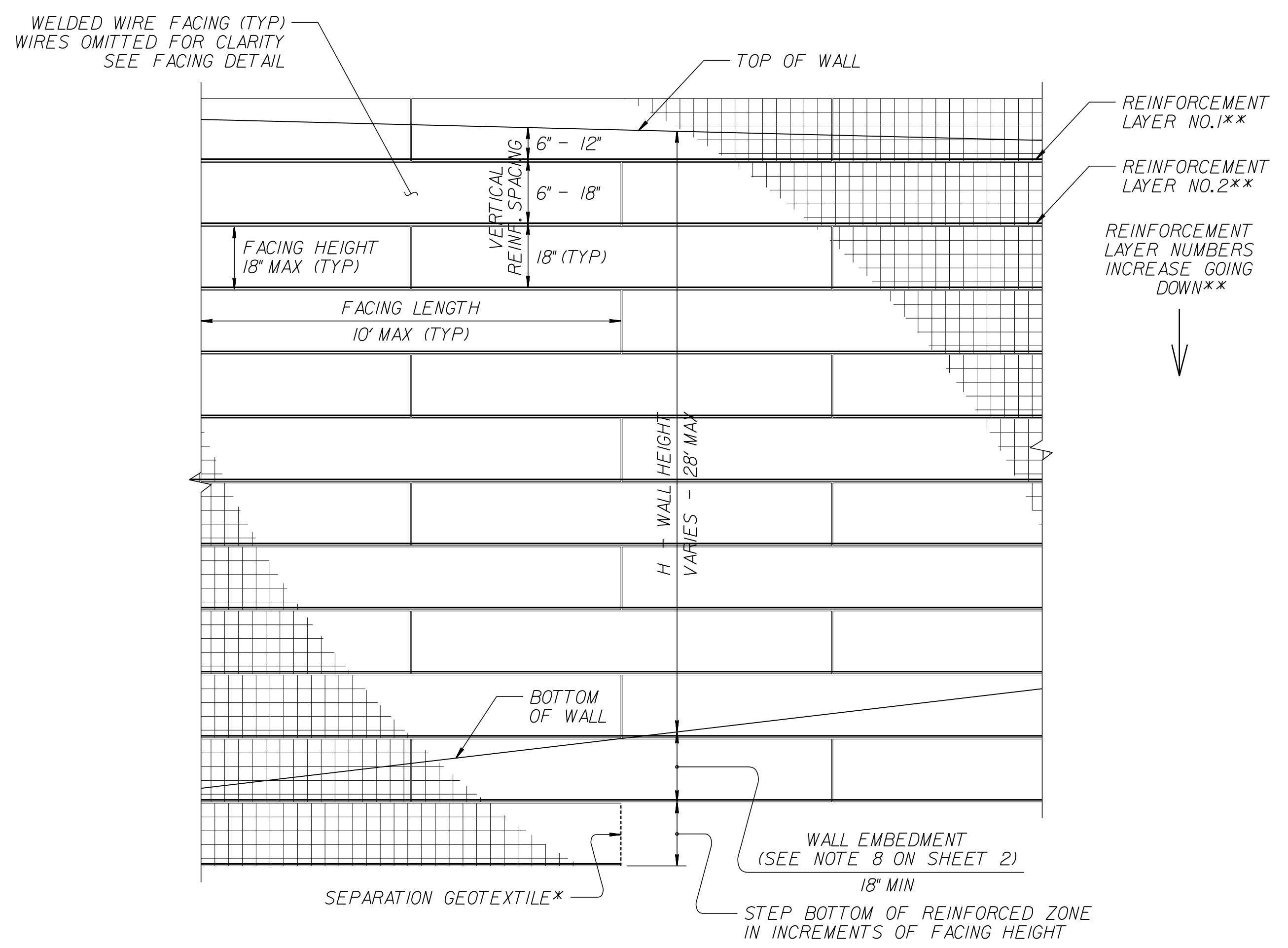
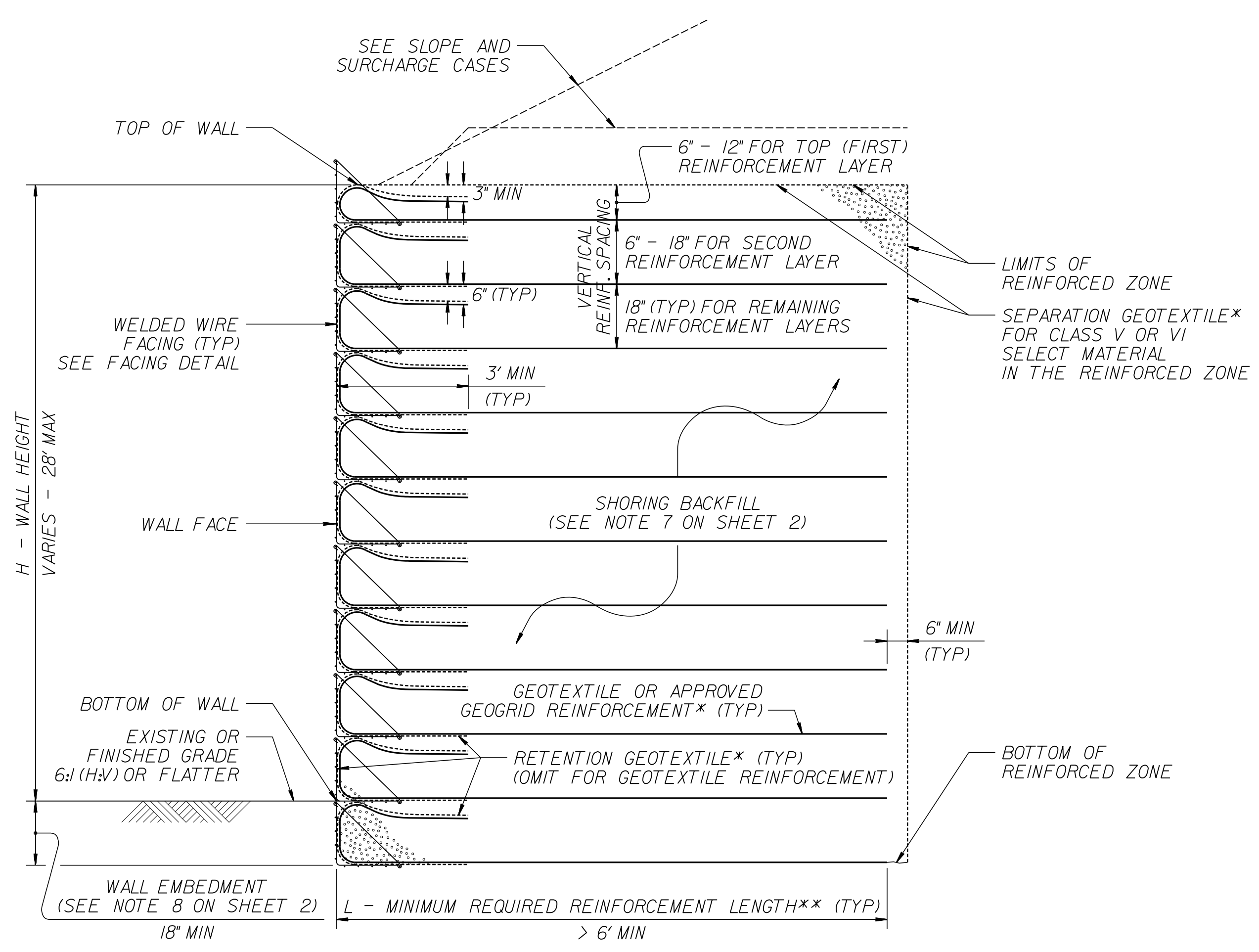
SIGNATURE DATE

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SLOPE CASE

FACING DETAIL



STANDARD TEMPORARY WALL - PARTIAL ELEVATION

*SEE GEOSYNTHETIC PLACEMENT DETAILS ON SHEET 2.
**SEE REINFORCEMENT TABLES ON SHEET 3.

STANDARD TEMPORARY WALL

(FOR STANDARD TEMPORARY WALLS ON STRUCTURES, SEE TEMPORARY WALL ON STRUCTURE DETAIL ON SHEET 2.)
*SEE GEOSYNTHETIC PLACEMENT DETAILS ON SHEET 2.
**SEE REINFORCEMENT TABLES ON SHEET 3.

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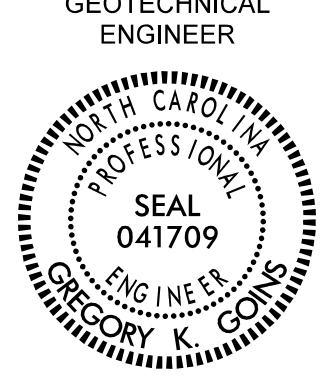

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL ENGINEERING UNIT

STANDARD DETAIL NO. 1801.02

STANDARD TEMPORARY WALL SHEET 1 OF 3

DATE: 11-19-13

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2G-3
GEOTECHNICAL ENGINEER  SEAL 041709 GREGORY K. GOUSS ENGINEER	ENGINEER
DocuSigned by:  3/6/2024	DATE
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SLOPE OR SURCHARGE CASE	GROUNDWATER DEPTH BELOW BOTTOM OF REINFORCED ZONE (SEE NOTE 6 ON SHEET 2) (FT)	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)	H - WALL HEIGHT (FT)																									
			< 4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
SLOPE CASE	> 0	CLASS II, TYPE I, CLASS III, CLASS V OR CLASS VI SELECT MATERIAL	6	6	7	8	9	11	12	13	13	14	15	16	17	18	19	20	21	22	23	24	24	25	26	27	27	
SURCHARGE CASE	> 0 TO 7 FOR H < 20' > 0 TO 10 FOR H ≥ 20'	ALL SHORING BACKFILL TYPES	6	7	7	8	8	9	9	10	11	11	12	12	13	14	14	15	16	17	17	18	19	19	20	21	22	
		A-2-4 SOIL	6	6	7	8	8	9	9	10	11	11	12	12	13	14	14	15	16	16	17	18	18	19	20	20	21	
		CLASS II, TYPE I OR CLASS III SELECT MATERIAL	6	6	7	7	8	8	9	10	10	11	11	12	12	13	14	15	15	16	16	17	17	18	18	19	20	
	> 7 FOR H < 20' > 10 FOR H ≥ 20'	CLASS V OR CLASS VI SELECT MATERIAL	6	6	7	7	8	8	9	9	10	10	11	12	13	13	14	14	15	15	16	17	17	18	19	19		

L - MINIMUM REQUIRED REINFORCEMENT LENGTH (FT)
(FOR ALL REINFORCEMENT TYPES)

WALL HEIGHT (H) + WALL EMBEDMENT (FT)	NUMBER OF REINFORCEMENT LAYERS*
2.5 - 4	3
4 - 5.5	4
5.5 - 7	5
7 - 8.5	6
8.5 - 10	7
10 - 11.5	8
11.5 - 13	9
13 - 14.5	10
14.5 - 16	11
16 - 17.5	12
17.5 - 19	13
19 - 20.5	14
20.5 - 22	15
22 - 23.5	16
23.5 - 25	17
25 - 26.5	18
26.5 - 28	19
28 - 29.5	20

*BASED ON VERTICAL REINFORCEMENT SPACING SHOWN ON SHEET 1.

REINFORCEMENT LAYER NUMBER*	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)				
	SLOPE CASE		SURCHARGE CASE		
	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL	A-2-4 SOIL	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL
1	2400	2400	2400	2400	2400
2	2400	2400	2400	2400	2400
3	2400	2400	2400	2400	2400
4	2400	2400	2500	2400	2400
5	2500	2400	3000	2400	2400
6	3000	2400	3500	2800	2400
7	3500	2700	4000	3200	2600
8	4000	3100	4500	3600	2900
9	4500	3500	5000	4000	3200
10	5000	3900	5500	4400	3500
11	5500	4300	6000	4800	3800
12	6000	4700	6500	5200	4100
13	6500	5100	7000	5600	4400
14	7000	5400	7500	6000	4700
15	7500	5800	8000	6400	5000
16	8000	6200	8500	6800	5300
17	8500	6600	9000	7200	5600
18	9000	7000	9500	7600	5900
19	9500	7400	10000	8000	6200
20	10000	7800	10500	8400	6500

GEOTEXTILE REINFORCEMENT
ULTIMATE TENSILE STRENGTH (LB/FT)

REINFORCEMENT LAYER NUMBER*	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)				
	SLOPE CASE		SURCHARGE CASE		
	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V OR CLASS VI SELECT MATERIAL	A-2-4 SOIL	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V OR CLASS VI SELECT MATERIAL
1	240	200	340	290	240
2	380	310	520	430	350
3	530	420	700	570	460
4	690	550	870	720	570
5	860	690	1050	860	680
6	1030	830	1220	1000	790
7	1200	970	1400	1150	900
8	1370	1110	1580	1290	1010
9	1550	1240	1750	1430	1120
10	1720	1380	1930	1580	1230
11	1890	1520	2100	1720	1340
12	2060	1660	2280	1860	1450
13	2240	1800	2450	2010	1560
14	2410	1940	2630	2150	1670
15	2580	2080	2800	2290	1780
16	2750	2220	2980	2440	1890
17	2930	2360	3160	2580	2000
18	3100	2500	3330	2720	2110
19	3270	2640	3510	2860	2220
20	3440	2780	3690	3000	2330

GEOGRID REINFORCEMENT
SHORT-TERM DESIGN STRENGTH (LB/FT)
(SEE NOTE 10 ON SHEET 2.)

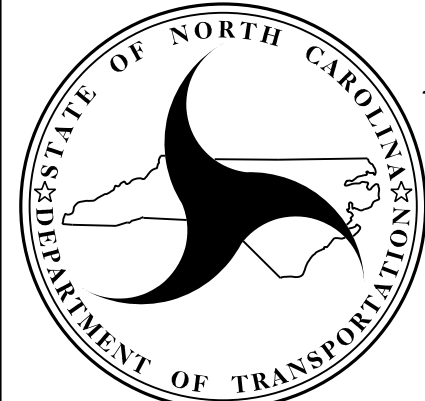
MINIMUM REQUIRED REINFORCEMENT STRENGTH IN MD
(SEE NOTE 9 ON SHEET 2.)
*SEE PARTIAL ELEVATION ON SHEET 1 FOR REINFORCEMENT LAYER NUMBERING.



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NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL
ENGINEERING UNIT

STANDARD DETAIL NO. 1801.02

STANDARD
TEMPORARY WALL
SHEET 3 OF 3

DATE: 11-19-13

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
SUMMARY OF EARTHWORK
 IN CUBIC YARDS

CHAIN	BEGINNING STATION	ENDING STATION	UNCL. EXCA. C.Y.	UNDERCUT C.Y.	EMBANK. +% C.Y.	BORROW C.Y.	WASTE C.Y.
SUMMARY 1							
-L- LT	0+00.00	30+00.00	235		17,480	17,245	
-Y1A-	10+00.00	16+61.40	6,794	1,460	2,445		5,764
-Y1C-	10+00.00	11+44.28	120		15		105
-Y1E-	12+17.38	16+27.29	1,445		375		1,070
-Y2-	12+00.00	14+11.53	68		505	437	
-D7-	10+08.96	11+25.00	4		674	670	
SUBTOTAL			8,666	1,460	21,494	18,352	6,939
SUMMARY 2							
-L- RT	0+00.00	30+00.00	1,209		25,283	24,074	
-Y1B-	10+40.64	18+00.00	1,336		5,725	4,389	
-Y1D-	12+00.00	13+96.53	275		12		264
SUBTOTAL			2,820		31,019	28,462	264
SUMMARY 3							
-L- LT	30+00.00	60+00.00	1,470	315	20,059	18,589	291
SUBTOTAL			1,470	315	20,059	18,589	291
SUMMARY 4							
-L- RT	30+00.00	60+00.00	3,942	315	4,440	828	536
-Y3-	10+35.51	12+97.48	832		32		800
-Y4-	10+35.50	14+00.00	93		1,463	1,370	
SUBTOTAL			4,867	315	5,935	2,198	1,336
SUMMARY 5							
-L- LT	60+00.00	90+00.00	8,421		7,918	1,062	1,565
-Y5-	10+15.82	23+68.65	35,653		151		35,502
-Y5A-	10+00.00	16+32.00	9,933		138		9,795
SUBTOTAL			54,007		8,206	1,062	46,862
SUMMARY 6							
-L- RT	60+00.00	90+00.00	896		6,537	5,956	315
-Y6-	10+35.50	12+26.34	331		69		262
-Y7-	10+35.55	12+00.00	58		827	769	
-Y8-	10+35.50	12+50.00	20		544	524	
SUBTOTAL			1,305		7,976	7,248	577
SUMMARY 7							
-L- LT	90+00.00	120+00.00	14,247	410	28,084	13,837	351
-Y9-	10+35.75	15+64.40	75	200	6,213	6,138	152
-Y11-	12+00.00	14+91.91	269		361	92	
-D1-	10+14.35	11+38.50	6		10	4	
-D2-	10+40.35	12+23.91	15		216	201	
SUBTOTAL			14,612	610	34,885	20,273	503
SUMMARY 8							
-L- RT	90+00.00	120+00.00	2,002	540	15,140	13,578	980
-Y10-	10+39.51	12+77.76	125		324	199	
-Y25-	10+35.50	13+00.00	1,524		28		1,496
SUBTOTAL			3,651	540	15,492	13,777	2,476
SUMMARY 9							
-L- LT	120+00.00	139+47.40	11,573		8,318		3,255
-Y12-	21+50.00	24+23.18	3,072		329		2,743
-Y14-	10+16.01	13+50.00	1,795		56		1,739
SUBTOTAL			16,440	3,240	8,703		7,737

CHAIN	BEGINNING STATION	ENDING STATION	UNCL. EXCA. C.Y.	UNDERCUT C.Y.	EMBANK. +% C.Y.	BORROW C.Y.	WASTE C.Y.
SUMMARY 10							
-L- RT	120+00.00	139+13.91	78		11,668	11,590	
SUBTOTAL			78		11,668	11,590	
SUMMARY 11							
-L- LT	141+65.09	150+25.00	1,619		5,362	3,743	
-D6-	10+41.50	11+55.00	4		427	423	
SUBTOTAL			1,623		5,789	4,166	
SUMMARY 12							
-L- RT	141+31.60	150+25.00	2,665		2,594		71
-Y13-	10+39.18	13+00.00	138		1,211	1,073	
SUBTOTAL			2,803		3,805	1,073	71
SUMMARY 13							
-L- LT	172+57.48	202+25.00	10,811	2,510	4,568		8,616
-Y15-	11+25.00	15+36.12	2,135		53		2,082
SUBTOTAL			12,946	2,510	4,621		10,698
SUMMARY 14							
-L- RT	172+57.48	202+25.00	1,731		5,990	5,219	960
SUBTOTAL			1,731		5,990	5,219	960
SUMMARY 15							
-L2- LT	202+25.00	233+00.00	6,275	1,090	9,293	5,328	3,611
-Y17-	12+23.63	14+50.00			929	929	
-Y17A-	10+50.00	11+64.01	1		74	73	
SUBTOTAL			6,276	1,090	10,296	6,330	3,611
SUMMARY 16							
-L2- RT	202+25.00	233+00.00	5,221	570	14,591	11,680	2,628
-Y16-	12+75.00	15+27.14	10		407	397	
-D3-	10+39.16	11+50.00	56		225	169	
SUBTOTAL			5,287	570	15,224	12,247	2,628
SUMMARY 17							
-L2- LT	233+00.00	242+09.26	272		5,425	5,153	
SUBTOTAL			272		5,425	5,153	
SUMMARY 18							
-L2- RT	233+00.00	242+09.26	853		562		291
-Y18-	10+39.00	11+15.00	57		8		49
SUBTOTAL			910		570		340
SUMMARY 19							
-L- LT	242+08.28	272+00.00	491	280	30,810	30,319	261
-Y20-	96+40.00	98+28.73	2		1,030	1,028	
SUBTOTAL			493	280	31,840	31,347	261
SUMMARY 20							
-L- RT	242+08.28	272+00.00	263		5,472	5,209	
-Y19-	10+39.00	11+15.00	46		10		36
-Y19A-	10+51.00	11+36.00	5		81	76	
-Y20-	98+68.84	100+30.60	116		72		44
-Y21-	10+39.00	11+35.00	23		9		14
-Y22-	10+39.00	11+20.00	22		24	2	
SUBTOTAL			475	4,450	5,668	5,286	93

CHAIN	BEGINNING STATION	ENDING STATION	UNCL. EXCA. C.Y.	UNDERCUT C.Y.	EMBANK. +% C.Y.	BORROW C.Y.	WASTE C.Y.
SUMMARY 21							
-L- LT	272+00.00	305+00.00		670			560
-Y24-	13+08.65	23+93.99	2,052	140	3,539	1,487	122
-D4-	10+41.15	12+10.39	23		290	267	
SUBTOTAL			2,075	810	3,828	1,753	682
SUMMARY 22							
-L- RT	272+00.00	305+00.00	365			6,836	6,218
-Y23-	10+41.50	17+03.30	8,617		81		8,537
-Y23A-	10+00.00	11+79.90	540		91		449
-D5-	10+41.50	14+05.05	12		104	92	
SUBTOTAL			9,534		7,110	6,309	8,986
SUMMARY 23							
-X-OVER1-	305+00.00	306+41.51	38		56	18	
SUBTOTAL			38		56	18	
SHEET TOTALS			153,119	8,500	265,642	200,707	96,684
MATERIAL FOR SHOULDER CONSTRUCTION					10,460	10,460	
ADDITIONAL UNDERCUT				2,000	2,300	2,300	2,000
GRADE POINT UNDERCUT				2,400	2,760	2,760	
SELECT MATERIAL IN LIEU OF BORROW					-3,910	-3,910	
EARTH WASTE IN LIEU OF BORROW						-71,375	-71,375
PROJECT TOTAL			153,119	12,900	277,252	140,942	29,709
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT							7,047
GRAND TOTAL			153,119				147,989
SAY			153,120				147,990
DRAINAGE DITCH EXCAVATION = 18,330 C.Y.							
CLASS IV SUBGRADE STABILIZATION = 6,600 TON							
SHALLOW UNDERCUT = 2,900 C.Y.							
SHALLOW UNDERCUT CONTINGENCY = 500 C.Y.							
TOTAL SHALLOW UNDERCUT = 3,400 C.Y.							
Note: Earthwork quantities are calculated by RK&K. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.							

***UNCLASSIFIED EXCAVATION – ACCEPTABLE, BUT NOT TO BE USED IN TOP 3’ OF EMBANKMENT OR BACKFILL (25,800 CY) SEE LOCATIONS BELOW**

-L- 58+75 – 60+75 (240.0 CY)	-L2- 234+75 – 237+25 (420.0 CY)
-L- 61+25 – 61+75 (120.0 CY)	-L- 282+75 – 290+25 (2150.0 CY)
-L- 62+25 – 62+75 (100.0 CY)	-Y1B- 12+75 – 16+75 (810.0 CY)
-L- 63+75 – 70+75 (670.0 CY)	-Y1D- 12+25 – 13+97 (300.0 CY)
-L- 89+60 – 94+75 (5000.0 CY)	-Y5- 10+16 – 18+25 (4950.0 CY)
-L- 123+25 – 129+50 (5890.0 CY)	-Y24- 13+08 – 17+25 (550.0 CY)
-L- 184+75 – 186+75 (860.0 CY)	-Y24- 18+75 – 23+80 (1720.0 CY)
-L2- 222+75 – 225+25 (510.0 CY)	-Y25- 10+40 – 12+75 (1510.0 CY)

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STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
 TOTAL BERM WIDTH = DISTANCE FROM FACE OF CURB TO SHOULDER BREAK POINT.
 TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
 FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
 W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
 G = GATING IMPACT ATTENUATOR TYPE 350
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

GUARDRAIL SUMMARY

IN LINEAR FEET

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS					IMPACT ATTENUATOR TYPE TL-3		TES	REMOVE AND RESET EXISTING GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMARKS		
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GREU TL-3	CAT-1	AT-1	B-77	GREU TL-2	G	NG						
L	00+61.54	15+38.62	RT	1,326.77	213.67		1+00.00	15+00.00	14'	16'	6.25'	-	0	-			1										
L	02+33.13	10+02.39	LT	716.77	57.85		9+50.00	3+00.00	14'	16'	25'	6.25'	0.5'	0			1										
L	10+97.69	14+50.72	LT	296.28	120.00		12+50.00	11+50.00	14'	16'	50'	6.25'	1'	0'	1		1										
L	22+03.11	27+68.31	LT	447.00	201.09		26+50.00	22+50.00	14'	16'	6.25'	6.25'	0	0			1	1									
L	28+26.37	28+95.00	LT	25.00	69.07		28+60.00	28+95.00	14'	16'	22.875'	6.25	0	0			1	1	1								
L	32+00.00	32+42.87	LT	25.00	40.44		32+10.00	32+00.00	14'	16'	6.25'	22.875'	-	0			1	1									
L	34+93.75	37+90.84	LT	297.10			37+50.00	35+00.00	14'	16'	50'	6.25'	1'	0	1	1											
L	54+74.08	54+84.30	LT	32.65			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2				
L	83+08.67	85+10.78	RT	145.99	89.80		83+50.00	85+00.00	14'	16'	-	6.25'	-	0			1										
L	98+43.75	99+93.34	LT	80.81	97.06		99+50.00	98+50.00	14'	16'	-	6.25'	-	0			1										
L	100+39.89	101+33.54	LT	50.00	70.26		-	-	14'	16'	50'	-	1'	-	1												
L	100+06.47	102+06.25	RT	199.79			100+50.00	102+00.00	14'	16'	50'	6.25'	1'	0	1	1											
L	105+00.00	109+06.25	RT	406.25			106+00.00	109+00.00	14'	16'	50'	6.25'	1'	0	1	1											
L	106+93.75	110+83.83	LT	390.09			109+50.00	107+00.00	14'	16'	50'	6.25'	1'	0	1	1											
L	129+00.00	133+06.25	RT	412.50			130+00.00	133+00.00	14'	16'	50'	6.25'	1'	0	1	1											
L	137+25.30	139+83.14	LT	259.03			139+00.00	138+00.00	14'	16'	22.875'	6.25'	0	0			1		1								
L	137+07.81	137+39.31	MED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1				ATTENUATOR	
L	137+39.31	139+62.12	MED-LT	223.04			139+50.00	139+50.00	13'	15'	22.875'	-	0	-					1							TIE TO ATTENUATOR	
L	137+39.31	139+49.40	MED-RT	210.31			139+50.00	139+50.00	13'	15'	-	22.875'	-	0					1							TIE TO ATTENUATOR	
L	137+68.01	139+29.27	RT	142.51	49.34		138+00.00	139+00.00	8'	10'	6.25'	22.875'	0	0			1	1									
L	141+16.80	144+16.60	MED-RT	299.97			141+50.00	141+50.00	13'	15'	22.875'	-	0	-					1							TIE TO ATTENUATOR	
L	141+29.51	144+16.60	MED-LT	287.25			141+50.00	141+50.00	13'	15'	-	22.875'	-	0					1							TIE TO ATTENUATOR	
L	141+50.39	144+11.95	LT	241.50	25.00		144+00.00	141+50.00	13'	15'	6.25'	22.875'	0	0			1	1									
L	144+16.60	144+48.10	MED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1				ATTENUATOR	
L	144+48.17	147+00.01	LT	237.50	25.00		145+50.00	144+50.00	14'	16'	50'	6.25'	1	0	1		1										
L	149+08.77	149+73.65	LT				150+00.00	149+50.00																64.88		REMOVE AND RESET EXISTING GUARDRAIL	
L	172+61.10	175+52.89	LT	272.72	31.45		175+00.00	173+00.00	14'	16'	50'	-	1	-	1											TIE TO EXISTING GUARDRAIL	
L	176+00.00	176+20.01	RT				-	-																62.01		REMOVE AND RESET EXISTING GUARDRAIL	
L	180+00.00	185+56.25	RT	560.33			181+00.00	185+50.00	14'	16'	50'	6.25'	1	0	1	1											
L2	216+31.19	220+00.00	RT	368.82			218+00.00	219+00.00	14'	16'	50'	6.25'	1	0	1	1											
L2	225+00.00	226+95.07	RT	194.58			225+50.00	227+00.00	14'	16'	50'	6.25'	1	0	1	1											
L2	226+00.68	231+00.01	LT	498.97			230+00.00	226+00.00	14'	16'	50'	6.25'	1	0	1	1											
L2	227+65.93	229+75.00	RT	209.08			227+50.00	229+50.00	14'	16'	50'	6.25'	1	0	1	1											
L2	239+45.96	241+68.91	LT	223.96			241+50.00	239+50.00	14'	16'	50'	6.25'	1	0	1	1											
L	242+39.98	244+50.00	LT	210.02			243+00.00	242+50.00	14'	16'	50'	6.25'	1	0	1	1											
L	249+08.28	250+37.27	RT	95.90	87.35		250+27.40	-	2.5'	12'	50'	-	1	-	1											TIE IN TO GUARDRAIL PLACED UNDER U-5824	
L	258+47.88	262+15.94	LT	368.09			261+50.00	258+50.00	14'	16'	50'	6.25'	1	0	1	1											
L	264+93.75	270+00.00	LT	506.25			269+00.00	265+00.00	14'	16'	50'	6.25'	1	0	1	1											
L	272+93.77	277+88.32	LT	494.57			277+50.00	273+00.00	14'	16'	50'	6.25'	1	0	1	1											
L	293+93.77	301+50.00	LT	692.99	82.08		300+50.00	294+50.00	14'	16'	50'	6.25'	1	0	1	1											
Y1B	11+02.08	12+48.43	RT	159.62			11+00.00	12+50.00	8'	11'	-	50'	-	1'	1												
Y7	11+05.44	11+97.22	LT	69.87			11+00.00	11+00.00	6'	9'	25'	-	0.5'	-					1								
Y9	13+22.01	14+96.68	RT	171.81			14+00.00	15+50.00	6'	9'	25'	-	0.5'	-					1								
Y9	14+21.81	15+05.29	LT	79.56			15+50.00	15+00.00	6'	16'	-	25'	-	0.5'					1								
L	65+26.76	65+39.97	LT																						13.37		
L	105+46.37	108+47.54	RT																						301.46		
L	107+00.03	109+53.23	RT																						253.71		
L	138+24.96	140+27.79	RT																						203.05		
L	139+91.91	141+63.24	RT																						171.36		
L	172+61.13	175+40.03	LT																						292.61		
SHEET TOTALS				11,930.27	1,259.45										22	21	8	9	4		2	2	126.89	1235.56			
LESS ANCHOR DEDUCTIONS																											
		QUANTITY	LF PER EA	TOTAL LF																							
	GREU TL-3	22	50	1,100.00																							
	CAT-1	21	6.25	131.25																							
	AT-1	8	6.25	50.00																							
	B-77	9	22.875	205.88																							
	GREU TL-2	4	25	100.00																							
ADDITIONAL POSTS				10																							
TOTAL GUARDRAIL =				10,343.14	1,259.45										22	21	8	9	4		2	2	126.89	1235.56			
SAY =				10,375.00	1287.50																				130.00	1240.00	

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STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

REMOVAL OF EXISTING CONCRETE PAVEMENT

IN SQUARE YARDS

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
L	0+00	1+89	LT	398.39		44.27
L	0+00	1+89	RT	307.94		34.22
L	0+33	2+01	RT	519.61		57.73
L	0+60	9+49	LT	1,932.62		214.74
L	4+01	9+50	RT	821.70		91.30
L	11+39	15+02	MED	2,146.37		238.49
L	13+88	20+73	LT	13,720.96		1,524.55
L	17+69	23+78	RT	5,952.71		661.41
L	23+95	34+50	CL	32,573.31		3,619.26
L	37+50	46+00	CL	24,337.15		2,704.13
L	46+00	48+23	LT/RT	4,408.55		489.84
L	50+88	54+85	LT	9,368.77		1,040.97
L	54+61	68+80	CL	13,610.43		1,512.27
L	62+00	64+21	RT	562.90		62.54
L	68+06	69+01	RT	279.89		31.10
L	71+29	80+47	RT	3,656.38		406.26
L	79+68	81+82	RT	735.14		81.68
L	82+00	85+00	RT	7,175.50		797.28
L	85+00	85+81	RT	171.51		19.06
L	88+06	89+00	LT/RT	557.37		61.93
L	89+00	96+50	RT	20,955.43		2,328.38
L	101+00	101+50	RT	483.84		53.76
L	101+50	107+00	RT	2,888.16		320.91
L	107+00	112+18	RT	2,075.68		230.63
L	112+98	128+35	RT	6,713.85		745.98
L	130+41	135+75	RT	1,617.55		179.73
L	139+49	141+19	RT	5,370.27		596.70
L	143+00	149+50	MED	41,227.38		4,580.82
L	149+50	150+25	MED/LT	4,371.40		485.71
L	172+55	175+40	LT	2,223.82		247.09
L	172+57	178+00	RT	12,799.12		1,422.12
L	176+27	178+00	RT	1,470.61		163.40
L	178+00	179+25	MED	6,574.84		730.54
L	180+11	193+81	MED	15,422.19		1,713.58
L	180+84	194+03	RT	8,064.75		896.08
L	194+58	199+63	MED	3,500.23		388.91
L	195+92	204+12	RT	3,794.15		421.57
					TOTAL	29,198.94

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
L2	204+38	208+43	MED	1,524.60		169.40
L2	208+71	212+75	MED	6,919.95		768.88
L2	215+44	233+50	RT	41,658.81		4,628.76
L2	232+50	240+55	MED	18,232.43		2,025.83
L2	236+52	239+36	RT	1,521.45		169.05
L2	239+67	242+09	RT	4,784.48		531.61
L	242+08	242+43	RT	729.02		81.00
L	242+80	246+61	RT	9,414.91		1,046.10
L	246+80	250+19	RT	7,241.47		804.61
L	251+35	255+13	RT	8,302.78		922.53
L	252+18	256+14	MED	1,924.92		213.88
L	255+38	260+04	RT	11,885.00		1,320.56
L	260+37	280+21	RT	28,912.67		3,212.52
L	272+40	272+71	RT	15.71		1.75
L	278+08	284+56	MED	747.62		83.07
L	281+55	290+18	RT	17,191.10		1,910.12
L	291+08	300+50	RT	10,050.49		1,116.72
L	300+50	300+87	RT	208.23		23.14
					SHEET 2 TOTAL	19,029.51
					SHEET 1 TOTAL	29,198.94
					TOTAL	48,228.46
					SAY	48,230

REMOVAL OF EXISTING ASPHALT PAVEMENT

IN SQUARE YARDS

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
Y1A	10+12	12+00	LT/RT	530.36		58.93
Y1B	10+32	15+02	LT	14,146.43		1,571.83
Y1C	10+94	11+19	RT	51.43		5.71
Y1D	12+15	13+73	RT	3,367.00		374.11
Y1E	11+15	16+39	RT	11,574.44		1,286.05
Y1E	12+77	13+98	LT	867.38		96.38
Y4	10+49	13+43	RT	4,183.15		464.79
Y5	13+25	17+29	RT	8,645.53		960.61
Y5A	12+30	14+77	LT	4,114.13		457.13
Y6	10+45	11+85	RT	2,997.30		333.03
Y25	10+38	12+75	CL	5,316.10		590.68
Y9	11+50	11+75	CL	471.58		52.40
Y10	11+00	11+31	RT	12.25		1.36
Y13	12+20	13+00	LT/RT	729.73		81.08
Y15	13+25	15+75	LT/RT	6,529.90		725.54
Y16	13+00	14+12	LT	1,217.70		135.30
Y16	13+00	15+33	RT	644.49		71.61
Y17	13+00	14+00	LT/RT	2,518.19		279.80
Y17A	11+24	11+50	RT	91.19		10.13
Y23	13+82	16+15	RT	3,456.87		384.10
Y24	15+50	16+00	LT/RT	433.55		48.17
Y24	18+06	23+58	LT/RT	13,016.43		1,446.27
					TOTAL	9,435.02

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
<i>TEMPORARY PAVEMENT:</i>						
L	24+00	34+12	LT	4019.35		446.59
L	16+14	16+82	LT	332.4		36.93
L	66+74	68+07	LT	2638.88		293.21
L	79+68	82+66	LT	2718.12		302.01
L	91+09	92+36	LT	2770.41		307.82
L	106+62	112+14	LT	7137.92		793.10
L	136+94	138+00	RT	850.57		94.51
L	137+12	140+81	LT	1443.43		160.38
L	138+00	139+39	LT	1096.09		121.79
L	141+52	143+00	LT	1162.42		129.16
L	143+00	145+93	LT	2728.49		303.17
L	145+43	149+00	LT	3933.35		437.04
L	177+88	179+01	LT	342.48		38.05
L	185+84	193+81	LT	8263.21		918.13
L	200+19	208+36	LT	8184.88		909.43
L2	236+56	241+56	LT	8424.63		936.07
L	254+62	255+85	LT	2330.35		258.93
L	256+50	268+15	LT	14458.72		1,606.52
L	291+57	298+05	LT	2731.6		303.51
Y13	10+38	13+00	LT	3,776.37		419.60
Y25	10+39	14+05	LT	7,162.64		795.85
					SHEET 1 TOTAL	9,435.02
					SHEET 2 TOTAL	9,611.81
					TOTAL	19,046.83
					SAY	19,050

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STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

**BREAKING OF EXISTING
 CONCRETE PAVEMENT**
 IN SQUARE YARDS

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
L	34+50	37+50	LT/RT	8389.87		932.21
L	82+00	85+00	RT	1479.17		164.35
L	96+50	101+50	RT	13777.04		1530.78
L	107+00	112+50	RT	19287.15		2143.02
L	136+00	139+49	RT	10837.75		1204.19
L	141+19	143+00	RT	7345.52		816.17
L2	226+50	229+50	LT/RT	6769.48		752.16
L	290+58	291+49	LT	3258.53		362.06
TOTAL						7,904.95
SAY						7,905

**BREAKING OF EXISTING
 ASPHALT PAVEMENT**
 IN SQUARE YARDS

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
Y7	10+50	11+00	LT/RT	1293.37		143.71
Y9	11+75	16+04	LT/RT	8942.86		993.65
Y10	10+75	11+21	LT/RT	1180.83		131.20
Y12	23+50	24+74	LT/RT	4653.16		517.02
Y13	10+46	11+75	LT/RT	4406.89		489.65
Y17	12+24	13+50	LT/RT	2556.80		284.09
Y24	15+50	18+05	LT/RT	4263.11		473.68
TOTAL						3,033.00
SAY						3,035

CHAIN LINK FENCE, 96" FABRIC SUMMARY

STATION TO STATION	LT. OR RT.	A FABRIC L.F.	B END BRACE	C CORNER BRACE	D LINE BRACE	E LINE POSTS	F TERMINAL POSTS
217+60 to 224+14 -L2-	LT	676.20	2	2	6	57.35	10
TOTAL		676.20				57.35	10
SAY		677.00				58.00	10.00

CONCRETE BARRIER RAIL WITH MOMENT SLAB

LINE	BEG. STA.	END STA.	SIDE	LENGTH
-L-	28+95.00	32+00.00	LT	305
TOTAL				305
SAY				305

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