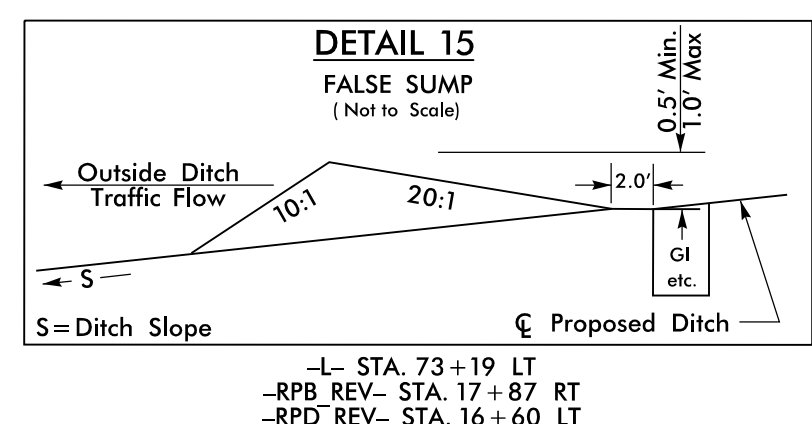
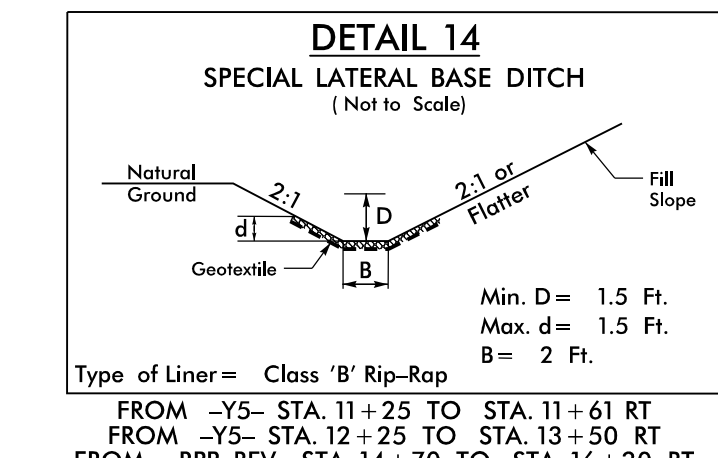
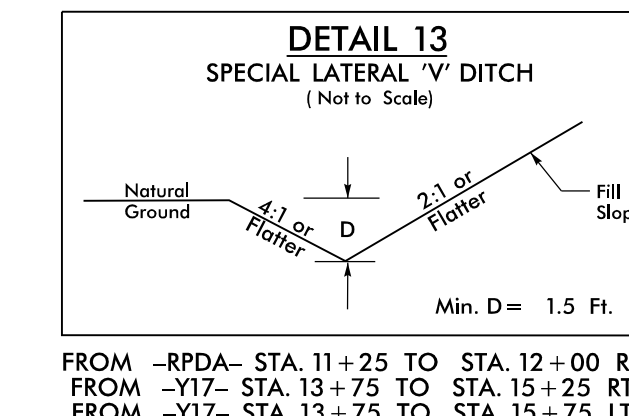
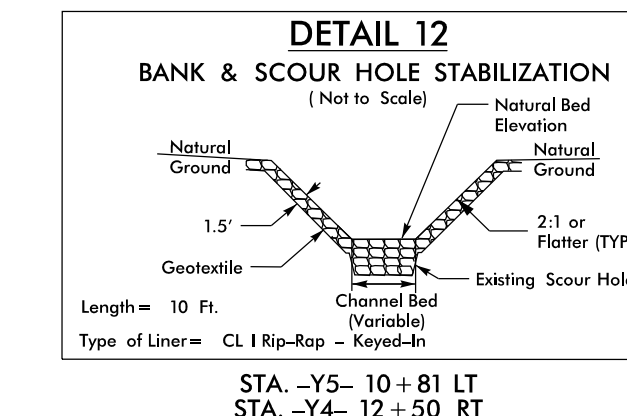
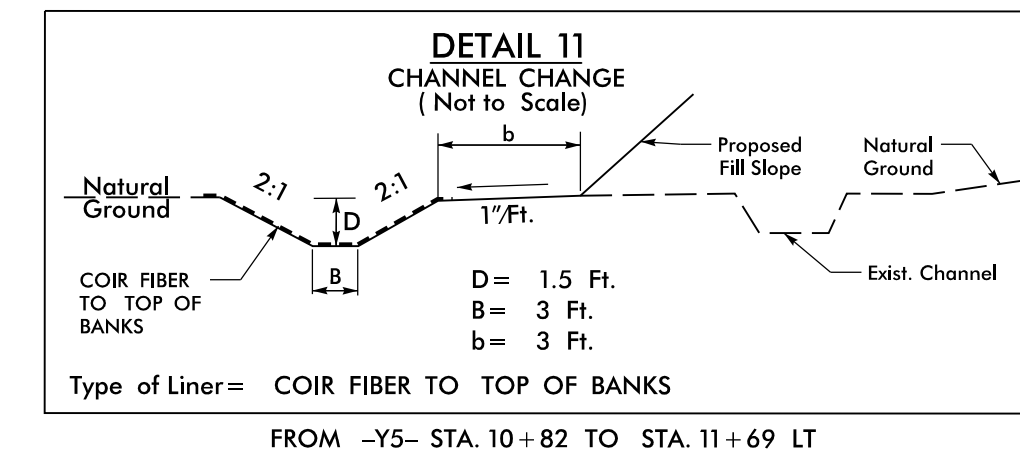
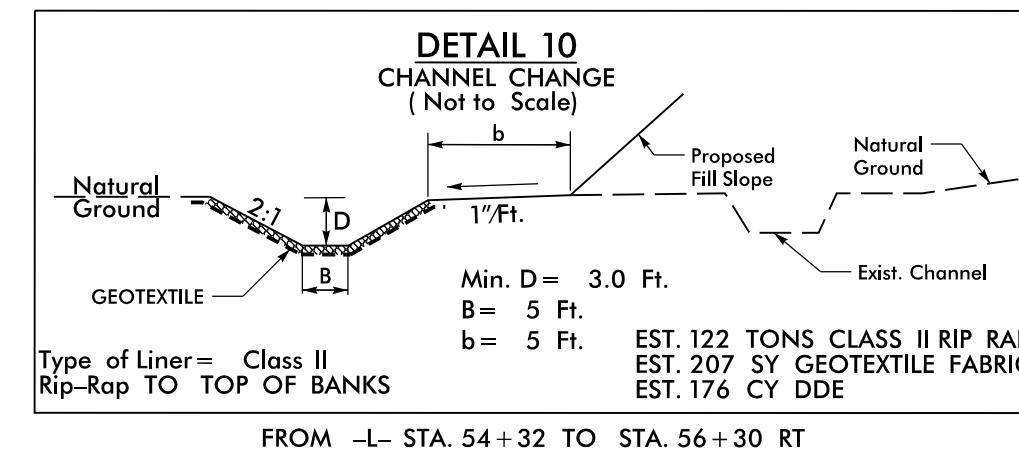
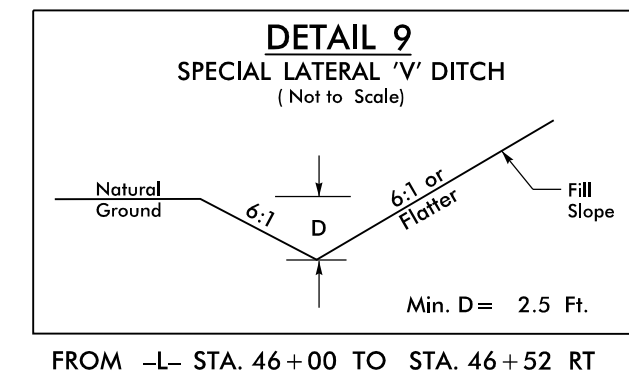
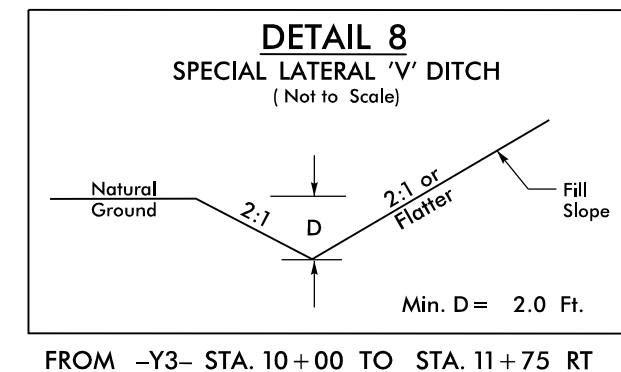
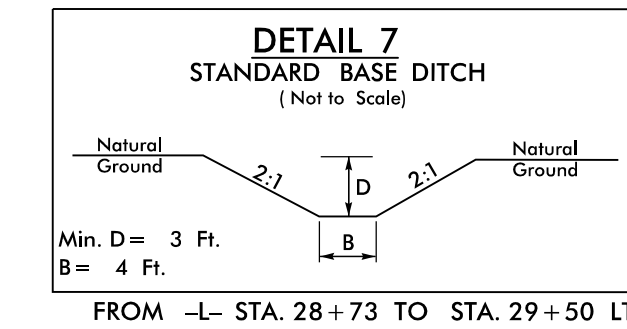
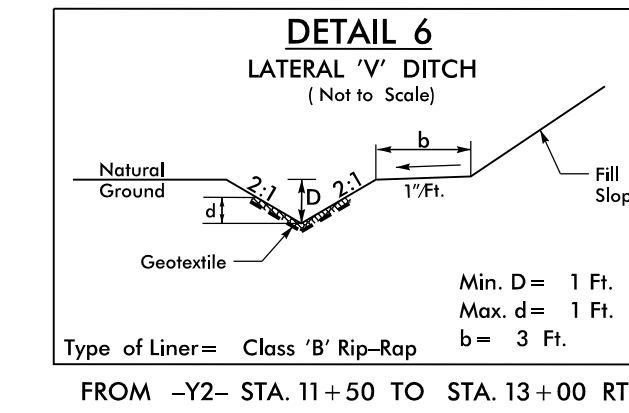
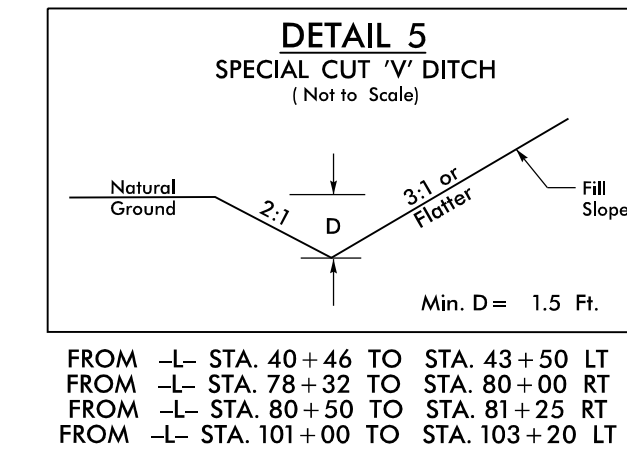
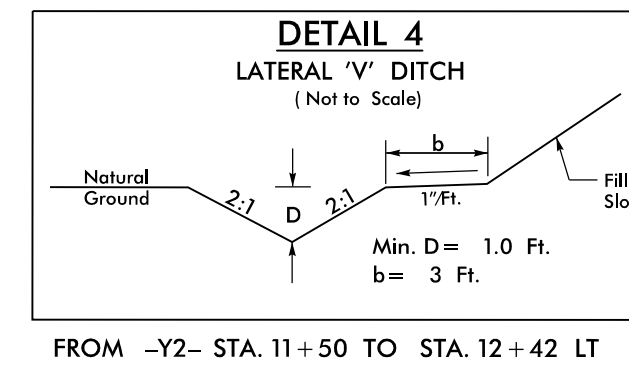
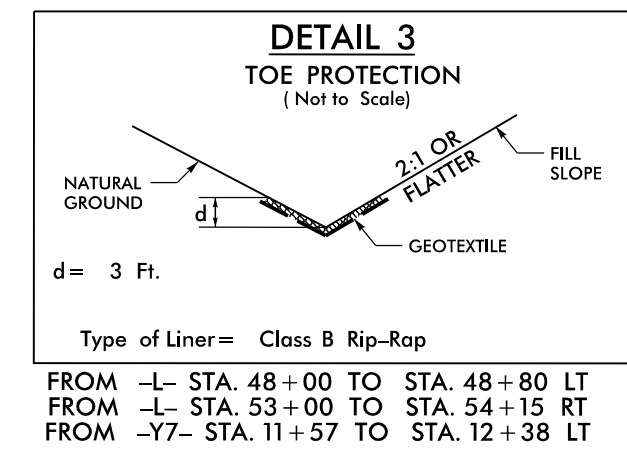
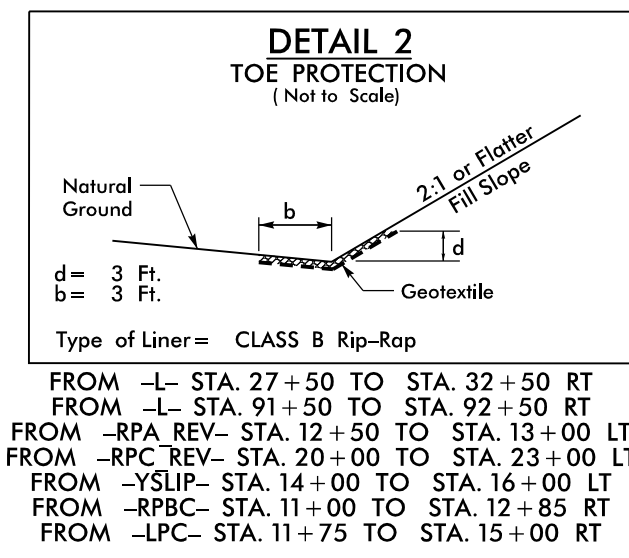
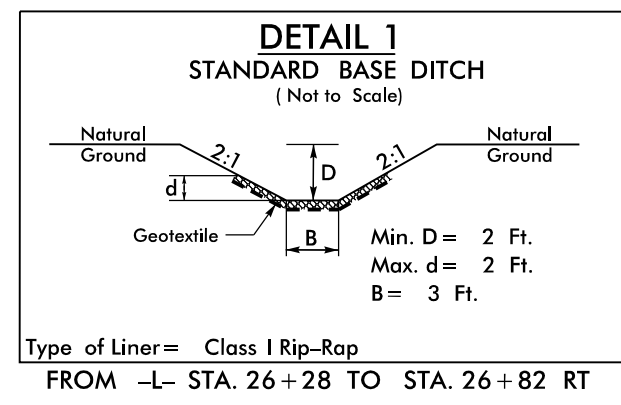


U-5813 PROPOSED DITCH TYPICALS



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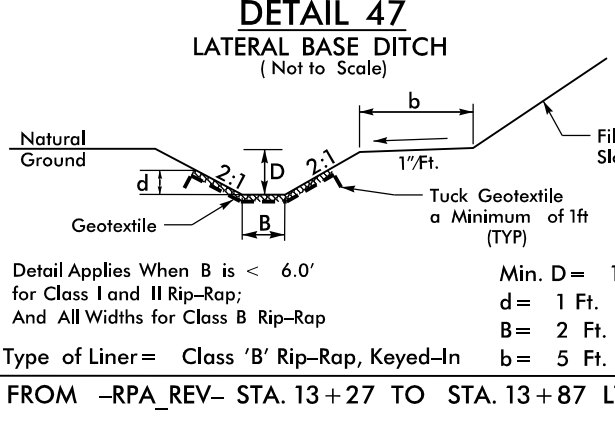
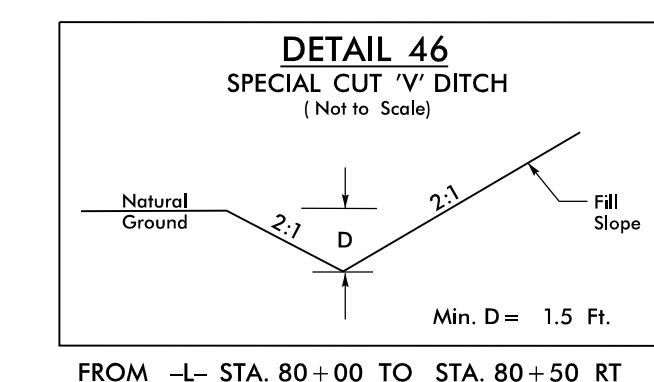
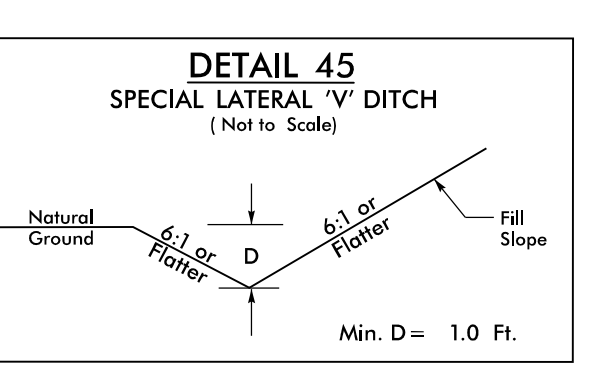
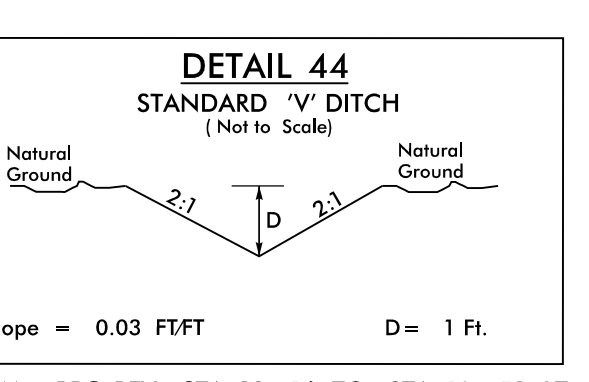
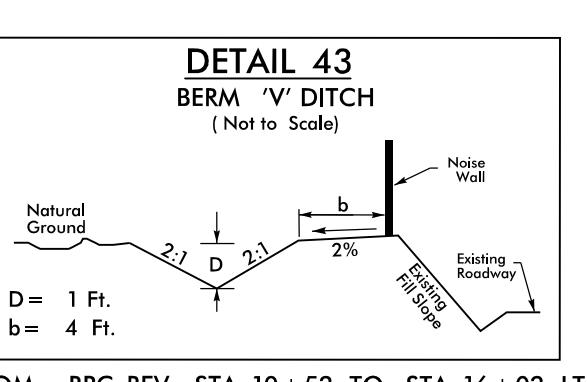
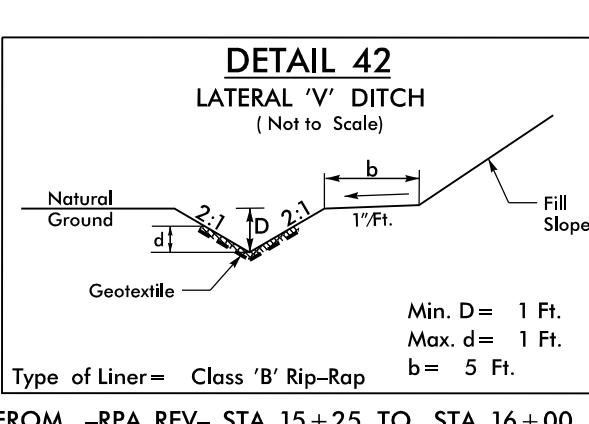
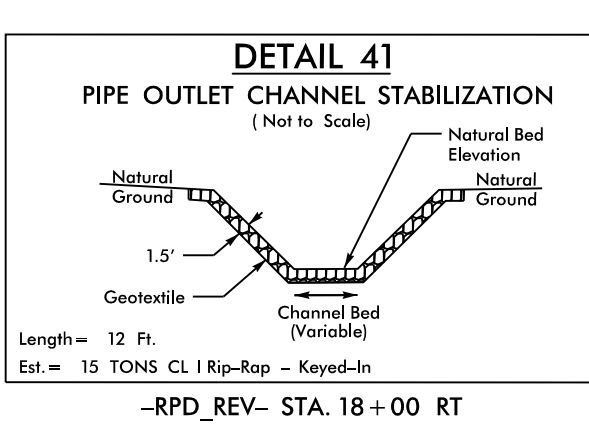
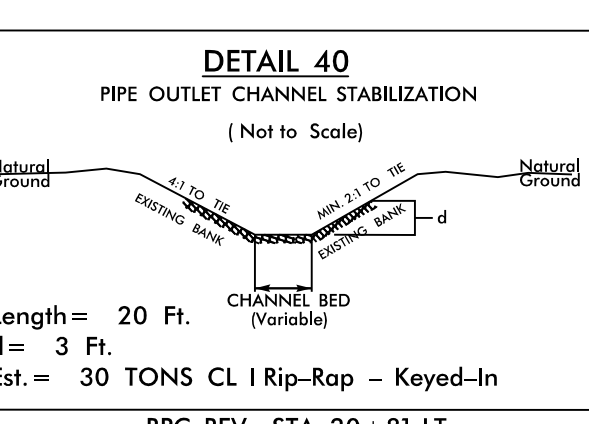
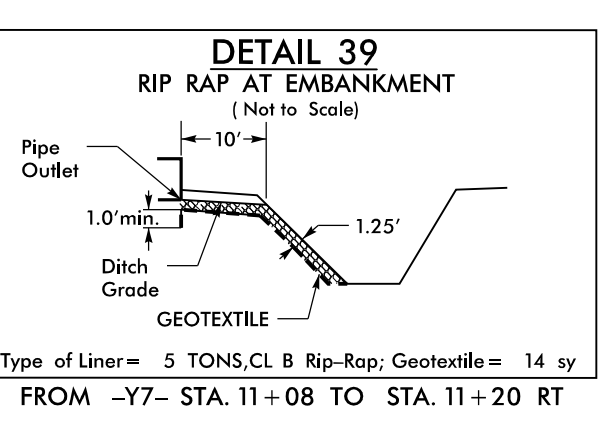
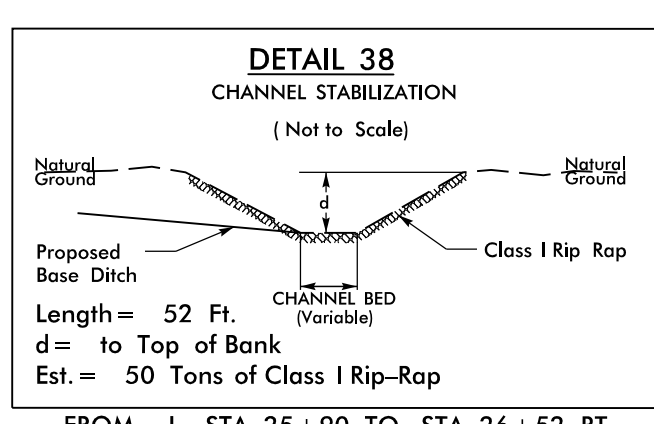
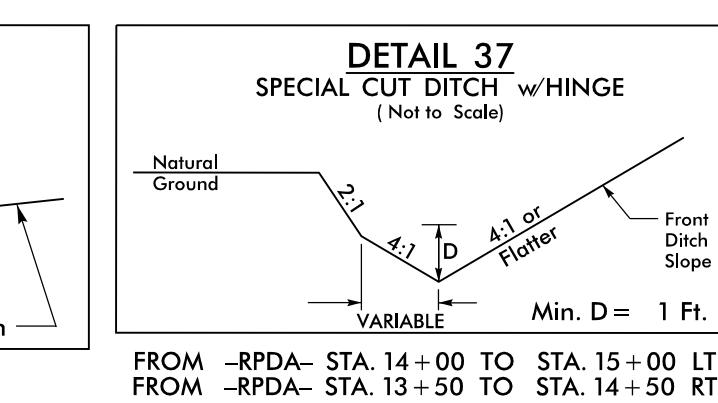
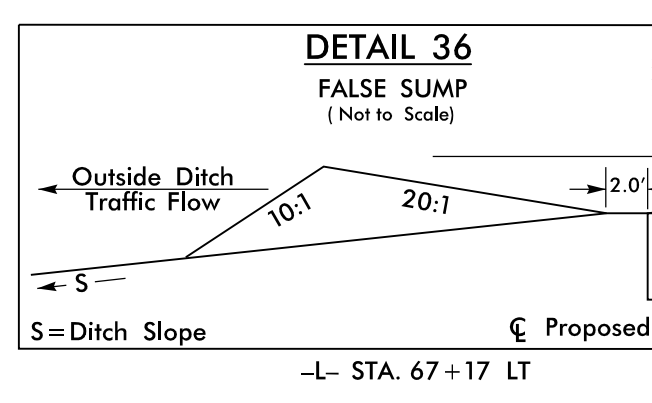
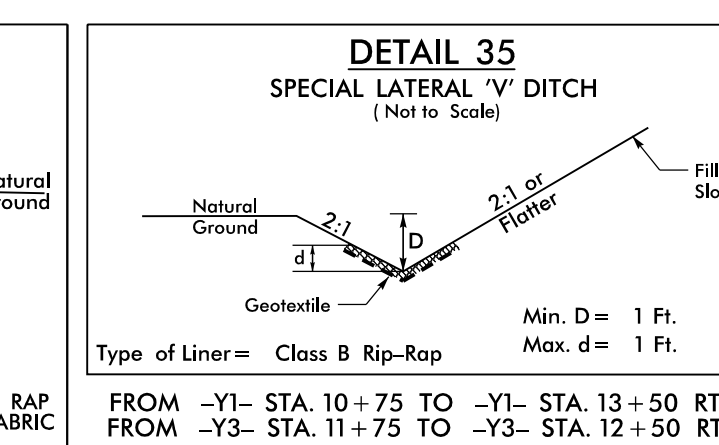
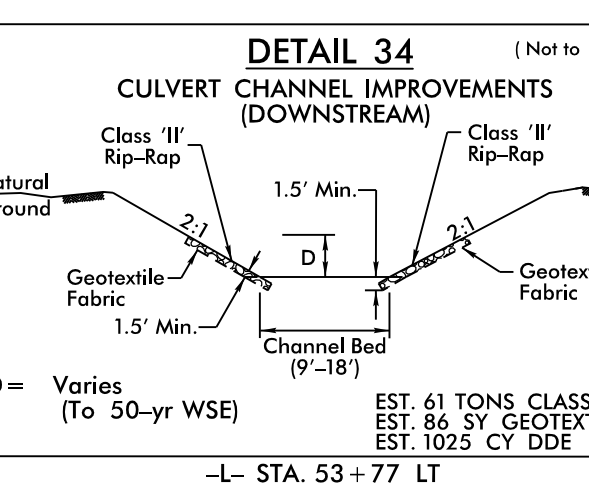
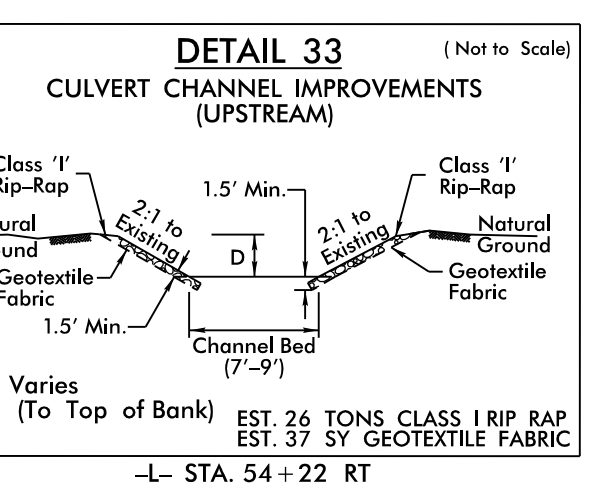
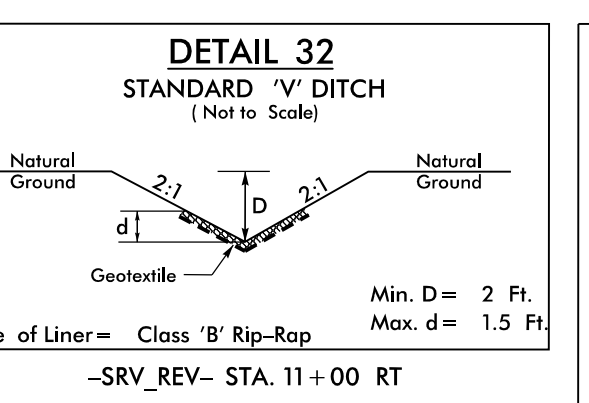
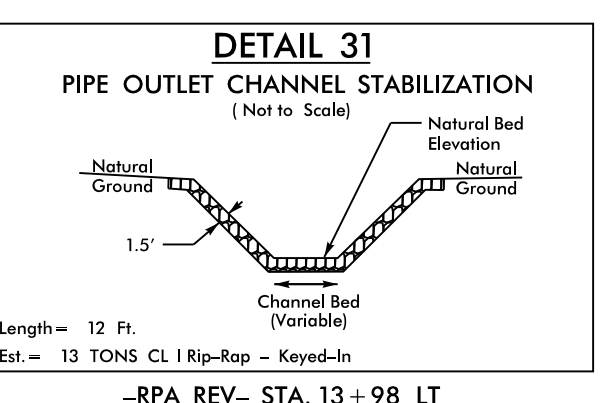
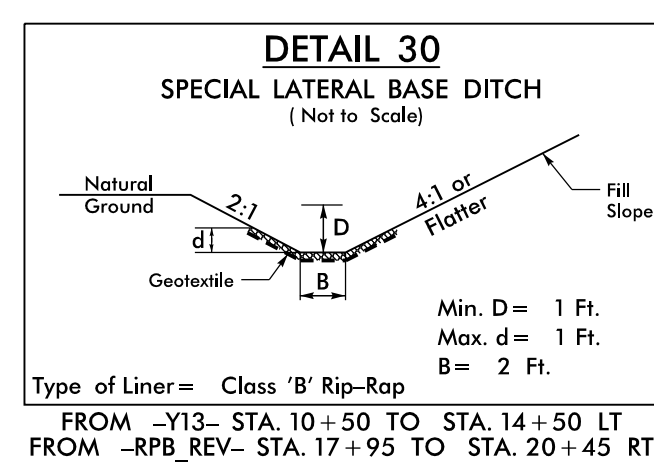
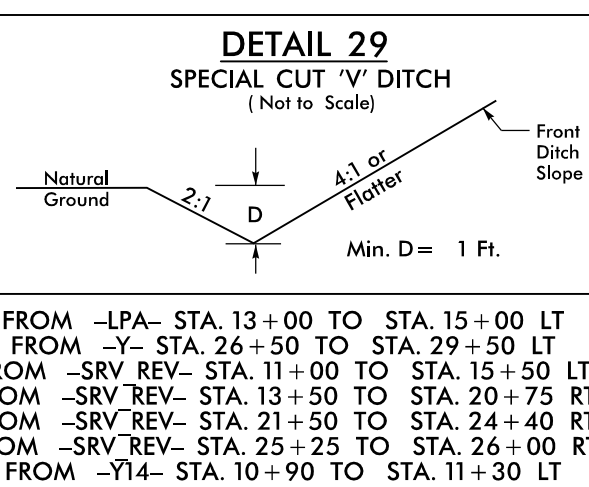
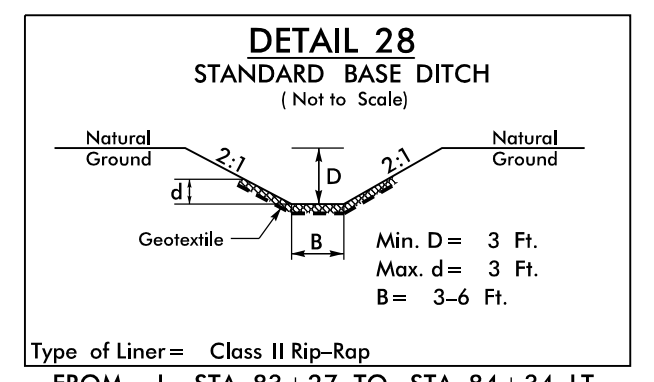
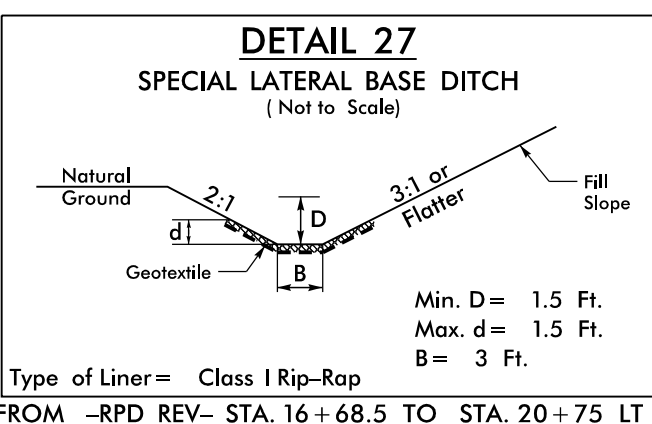
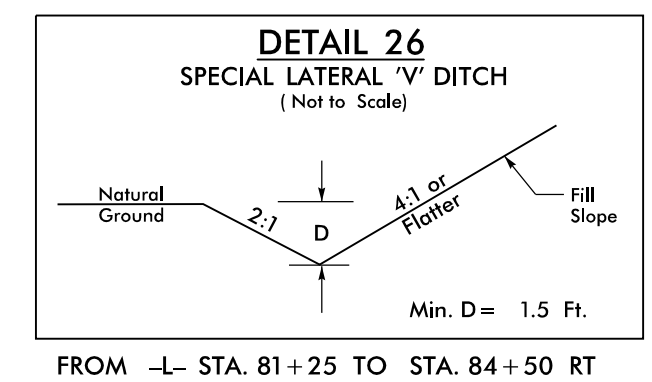
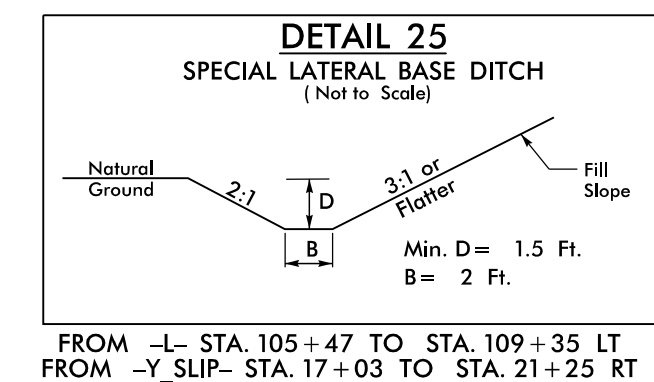
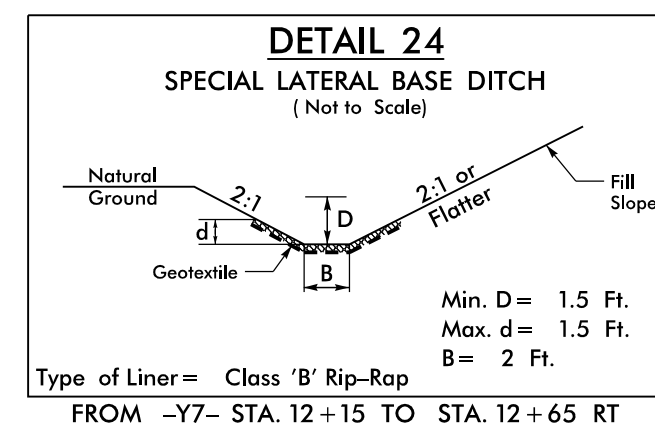
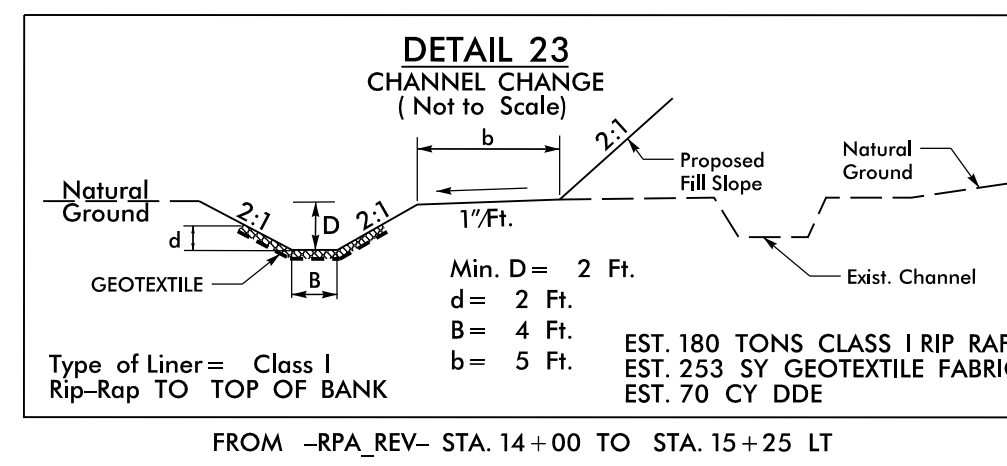
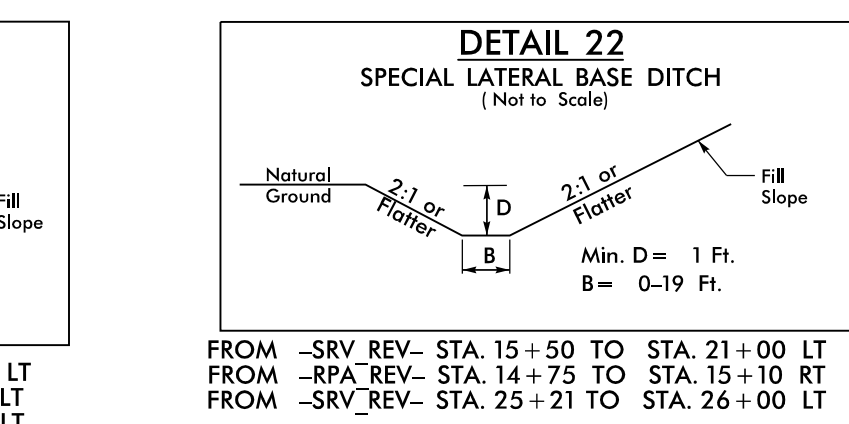
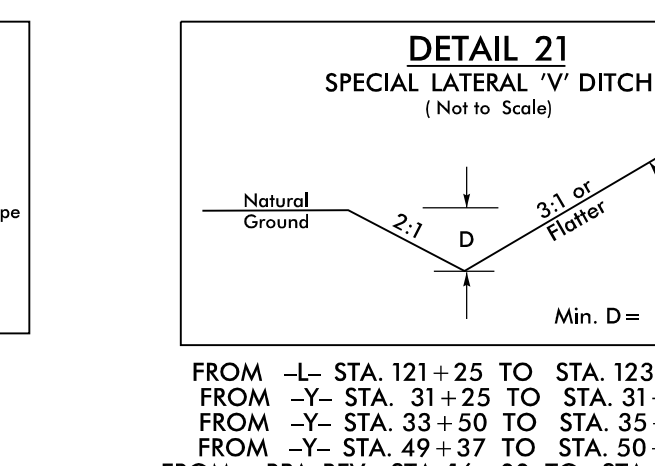
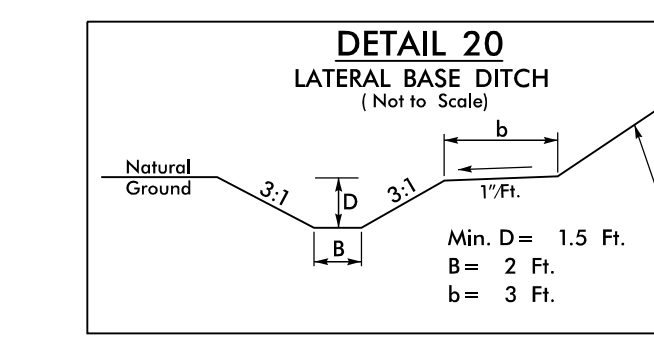
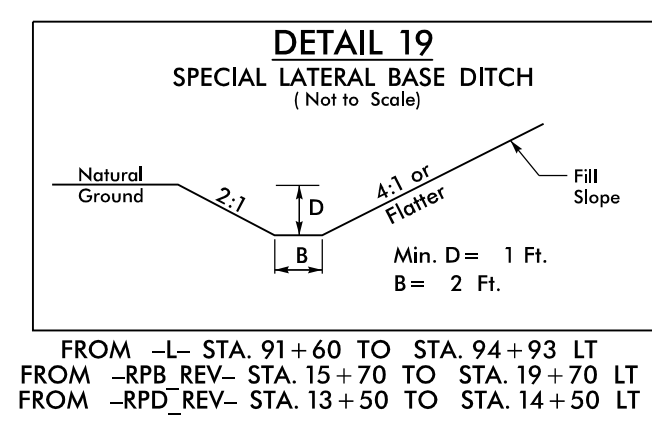
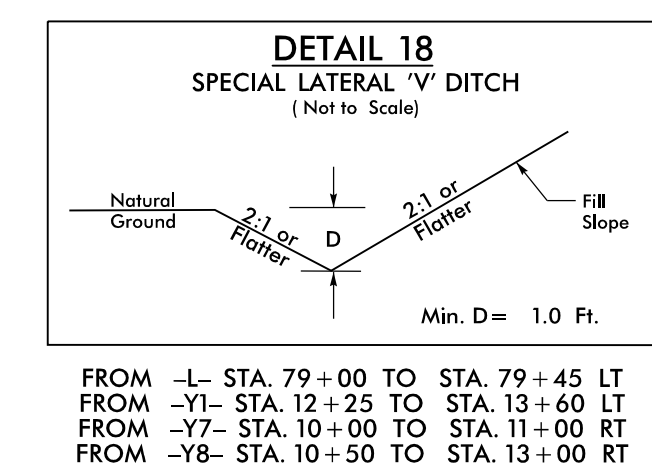
PROJECT REFERENCE NO. U-5813	SHEET NO. 2D-1
HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



DETAIL 17 FALSE SUMP (Not to Scale)

Ditch Grade	L	Ditch Grade	L
0.0% To 2.0%	20'	Over 4.0% To 6.0%	40'
Over 2.0% To 4.0%	30'	Over 6.0%	50'

Stationing: -L- STA. 25+38 MED., -L- STA. 28+38 MED.



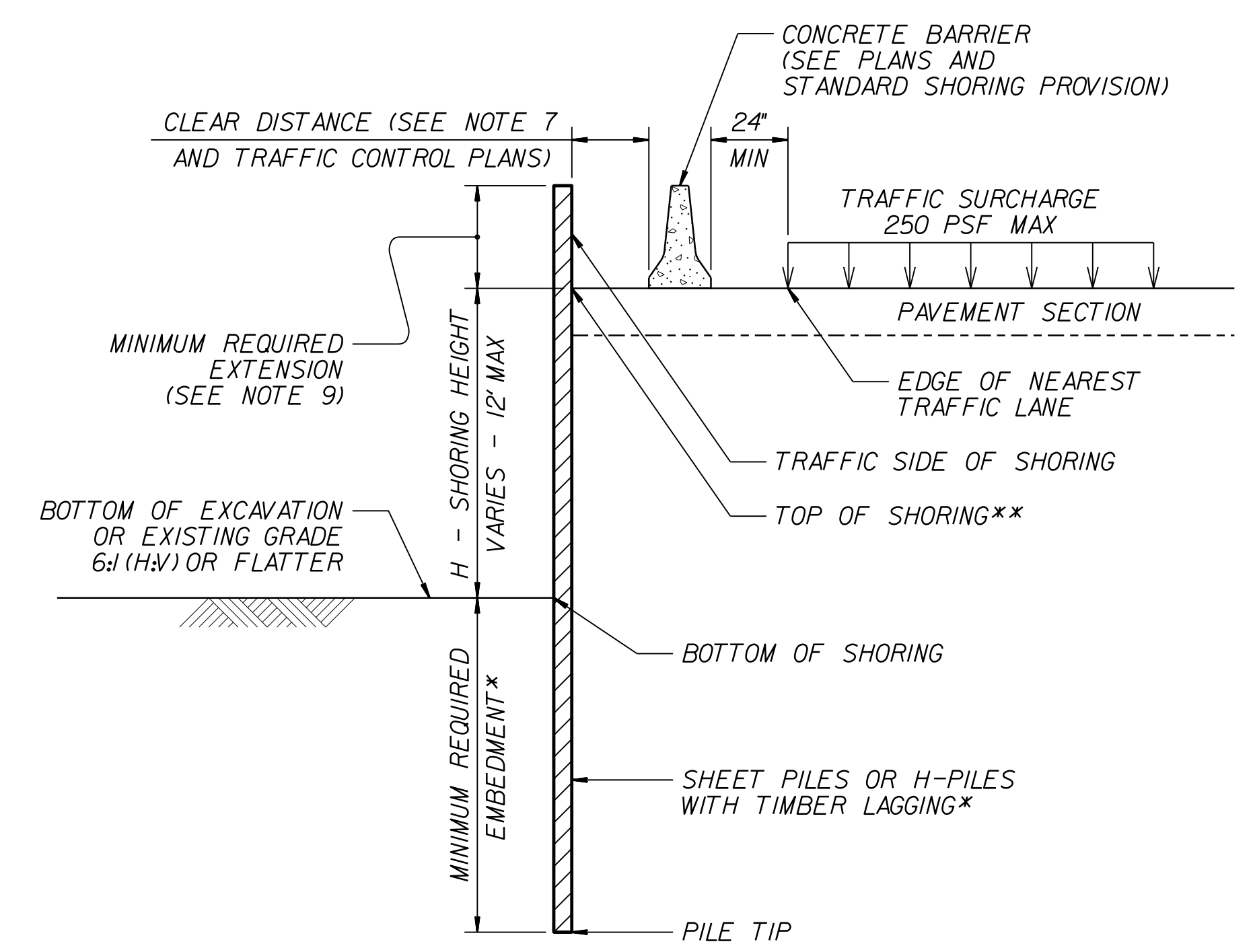
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U-5813 Design\Drawings\U5813_HYD-DITCH_2D1.dgn
HNTB

GROUNDWATER CONDITION (SEE NOTE 6)	H SHORING HEIGHT (FT)	SLOPE OR SURCHARGE CASE WITH NO TRAFFIC IMPACT						SURCHARGE CASE WITH TRAFFIC IMPACT										
		SHEET PILES		H-PILES WITH TIMBER LAGGING				SHEET PILES		H-PILES WITH TIMBER LAGGING								
		MINIMUM REQUIRED EMBEDMENT (FT)	MINIMUM REQUIRED SECTION MODULUS (IN ³ /FT)	MINIMUM REQUIRED EMBEDMENT* (FT) (SEE NOTE 10)		MINIMUM REQUIRED EMBEDMENT* (FT) (SEE NOTE 10)		MINIMUM REQUIRED EMBEDMENT (FT)	MINIMUM REQUIRED SECTION MODULUS (IN ³ /FT)	MINIMUM REQUIRED EMBEDMENT* (FT) (SEE NOTE 10)		MINIMUM REQUIRED EMBEDMENT* (FT) (SEE NOTE 10)						
				HP 10x42	HP 12x53	HP 14x73			HP 10x42	HP 12x53	HP 14x73							
GROUNDWATER ELEVATION BETWEEN BOTTOM OF SHORING AND PILE TIP	< 6	11.5	4.5	11.5	11.5	11.5	16.0	12.0	13.0	13.0	13.0							
	7	13.0	7.0	13.0	13.0	13.0	17.0	14.5	14.5	14.5	14.5							
	8	15.0	10.0	--	15.0	15.0	18.0	17.0	--	15.5	15.5							
	9	17.0	14.0	--	17.0	17.0	19.0	20.0	--	17.0	17.0							
	10	18.5	19.5	--	--	18.5	20.0	23.5	--	--	18.5							
	11	20.5	26.0	--	--	--	21.0	28.0	--	--	20.0							
GROUNDWATER ELEVATION BELOW PILE TIP	< 6	7.5	3.0	8.0	8.0	8.0	11.0	10.0	9.5	9.5	9.5							
	7	8.5	4.5	9.5	9.5	9.5	12.0	12.0	10.5	10.5	10.5							
	8	10.0	6.5	10.5	10.5	10.5	12.5	14.0	11.5	11.5	11.5							
	9	11.0	9.5	--	12.0	12.0	13.5	16.5	--	12.5	12.5							
	10	12.5	13.0	--	--	13.5	14.0	19.5	--	13.5	13.5							
	11	13.5	17.0	--	--	14.5	15.0	22.5	--	--	14.5							
12	15.0	21.5	--	--	16.0	16.0	25.5	--	--	15.5								

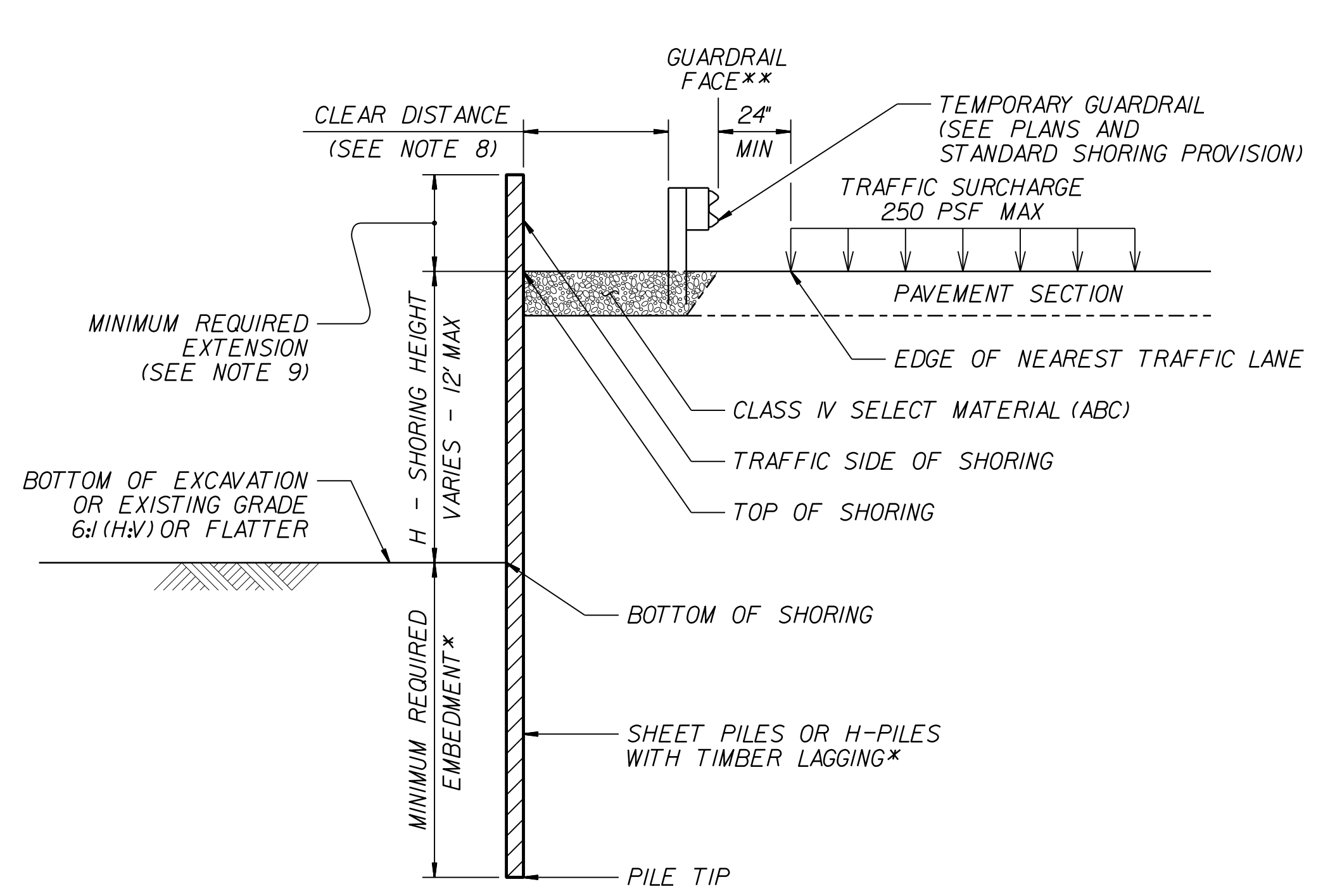
- NOTES:**
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING AS NOTED IN THE PLANS.
 - FOR STANDARD TEMPORARY SHORING, SEE STANDARD SHORING PROVISION.
 - STANDARD TEMPORARY SHORING IS BASED ON THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:
UNIT WEIGHT, $\gamma = 120$ PCF
FRICTION ANGLE, $\phi = 30$ DEGREES
COHESION, $c = 0$ PSF
 - DO NOT USE STANDARD TEMPORARY SHORING IF ASSUMED SOIL PARAMETERS ARE NOT APPLICABLE.
 - DO NOT USE STANDARD TEMPORARY SHORING WHEN VERY LOOSE OR SOFT SOIL OR MUCK IS WITHIN THE EMBEDMENT DEPTH.
 - USE GROUNDWATER ELEVATION NOTED IN THE PLANS. IF NO GROUNDWATER ELEVATION IS SHOWN IN THE PLANS, USE "GROUNDWATER ELEVATION BETWEEN BOTTOM OF SHORING AND PILE TIP" FOR GROUNDWATER CONDITION. DO NOT USE STANDARD TEMPORARY SHORING IF GROUNDWATER IS ABOVE BOTTOM OF SHORING.
 - AT THE CONTRACTOR'S OPTION OR IF AVAILABLE CLEAR DISTANCE IS LESS THAN THE MINIMUM REQUIRED FOR CONCRETE BARRIER, SET BARRIER NEXT TO AND UP AGAINST TRAFFIC SIDE OF PILES AND USE "SURCHARGE CASE WITH TRAFFIC IMPACT".
 - AT THE CONTRACTOR'S OPTION OR IF AVAILABLE CLEAR DISTANCE IS LESS THAN 4' FOR TEMPORARY GUARDRAIL, ATTACH GUARDRAIL TO TRAFFIC SIDE OF PILES AS SHOWN IN THE PLANS AND USE "SURCHARGE CASE WITH TRAFFIC IMPACT".
 - MINIMUM REQUIRED EXTENSION IS 6' FOR "SLOPE OR SURCHARGE CASE WITH NO TRAFFIC IMPACT" AND 32' FOR "SURCHARGE CASE WITH TRAFFIC IMPACT".
 - MINIMUM REQUIRED EMBEDMENT FOR H-PILES WITH TIMBER LAGGING IS BASED ON DRIVEN H-PILES AT MAXIMUM 6' SPACING. AT THE CONTRACTOR'S OPTION, EMBEDMENT DEPTHS MAY BE REDUCED BY 25% FOR DRILLED-IN H-PILES.
 - SUBMIT A "STANDARD TEMPORARY SHORING SELECTION FORM" AT LEAST 7 DAYS BEFORE STARTING TEMPORARY SHORING CONSTRUCTION. UP TO 3 SHORING LOCATIONS MAY BE INCLUDED ON EACH FORM. STANDARD SHORING SELECTION FORMS ARE AVAILABLE FROM:
connect.ncdot.gov/resources/Geological/Pages/Geotech_Forms_Details.aspx
 - CONTACT THE ENGINEER IF PILES DO NOT ATTAIN THE MINIMUM REQUIRED EMBEDMENT.

MINIMUM REQUIRED EMBEDMENT AND SECTION MODULUS

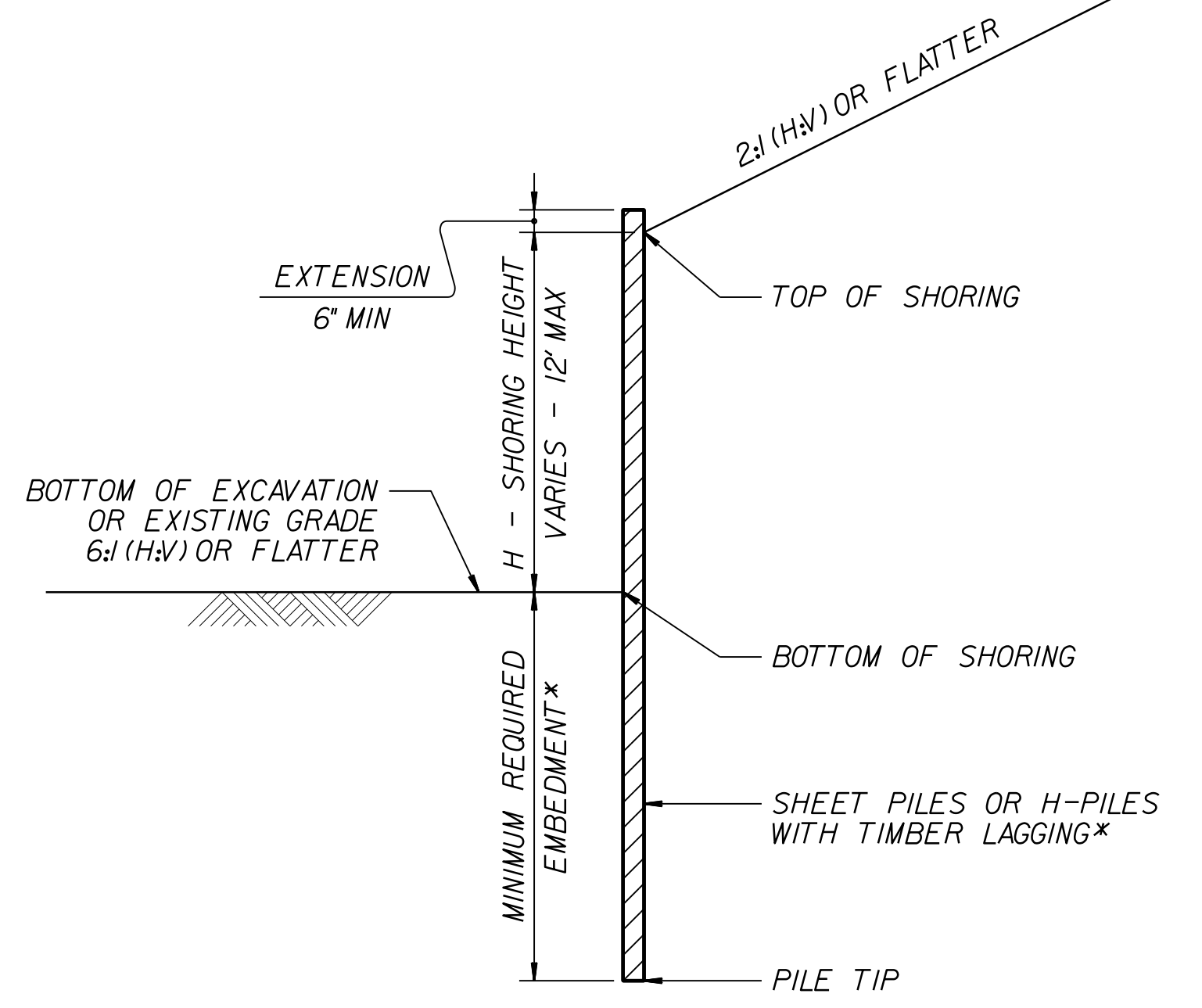
*DO NOT USE H-PILES WITH TIMBER LAGGING FOR GROUNDWATER CONDITION, SHORING HEIGHT AND H-PILE SIZE SHOWN IF MINIMUM REQUIRED EMBEDMENT IS "--".



CONCRETE BARRIER
**TOP OF SHORING =
EDGE OF PAVEMENT

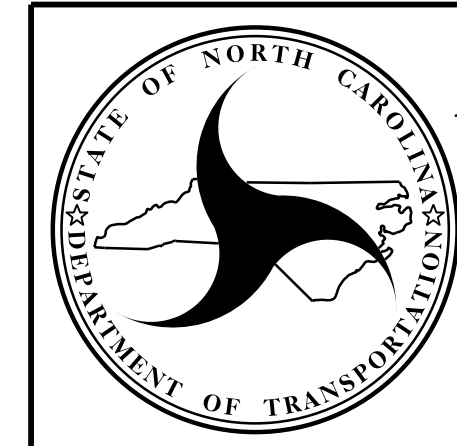


TEMPORARY GUARDRAIL
**GUARDRAIL FACE =
EDGE OF PAVEMENT



STANDARD TEMPORARY SHORING
(SLOPE CASE)
*SEE TABLE ABOVE.

STANDARD TEMPORARY SHORING
(SURCHARGE CASE)
*SEE TABLE ABOVE.

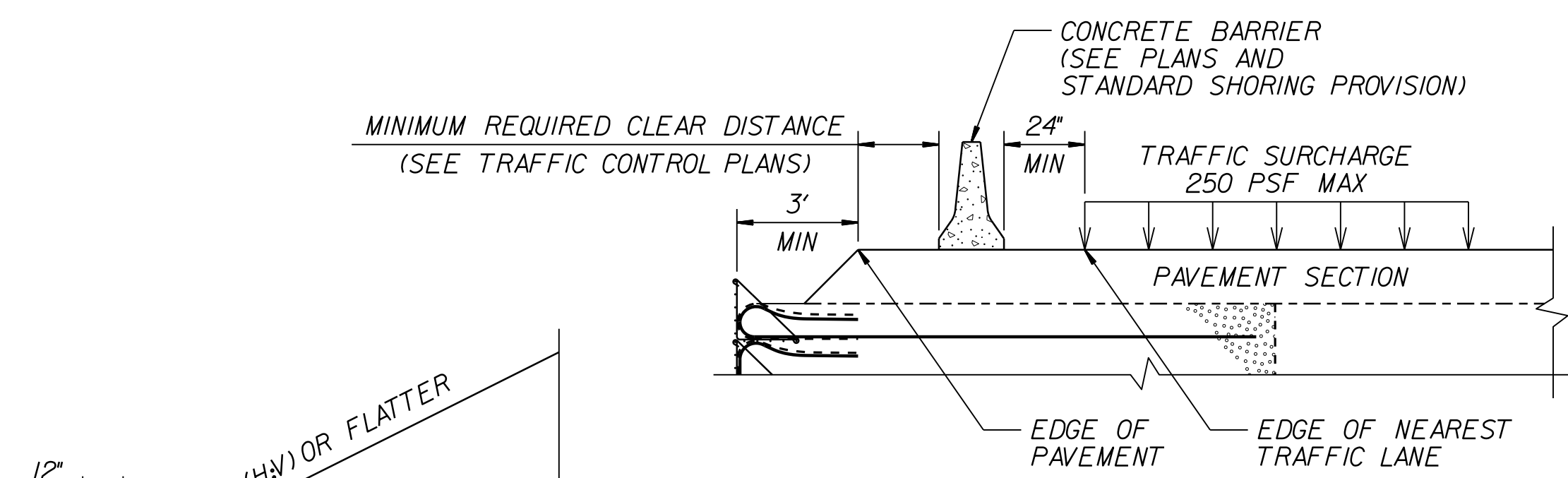


NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

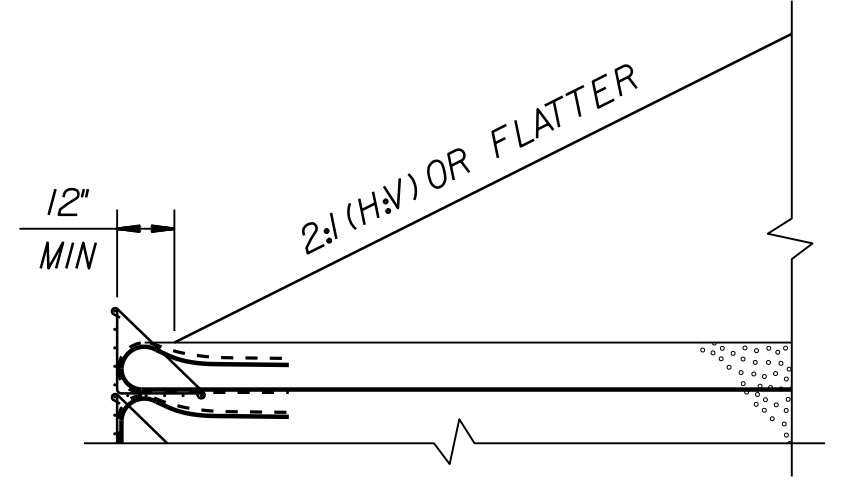
**GEOTECHNICAL
ENGINEERING UNIT**

STANDARD DETAIL NO. 1801.01

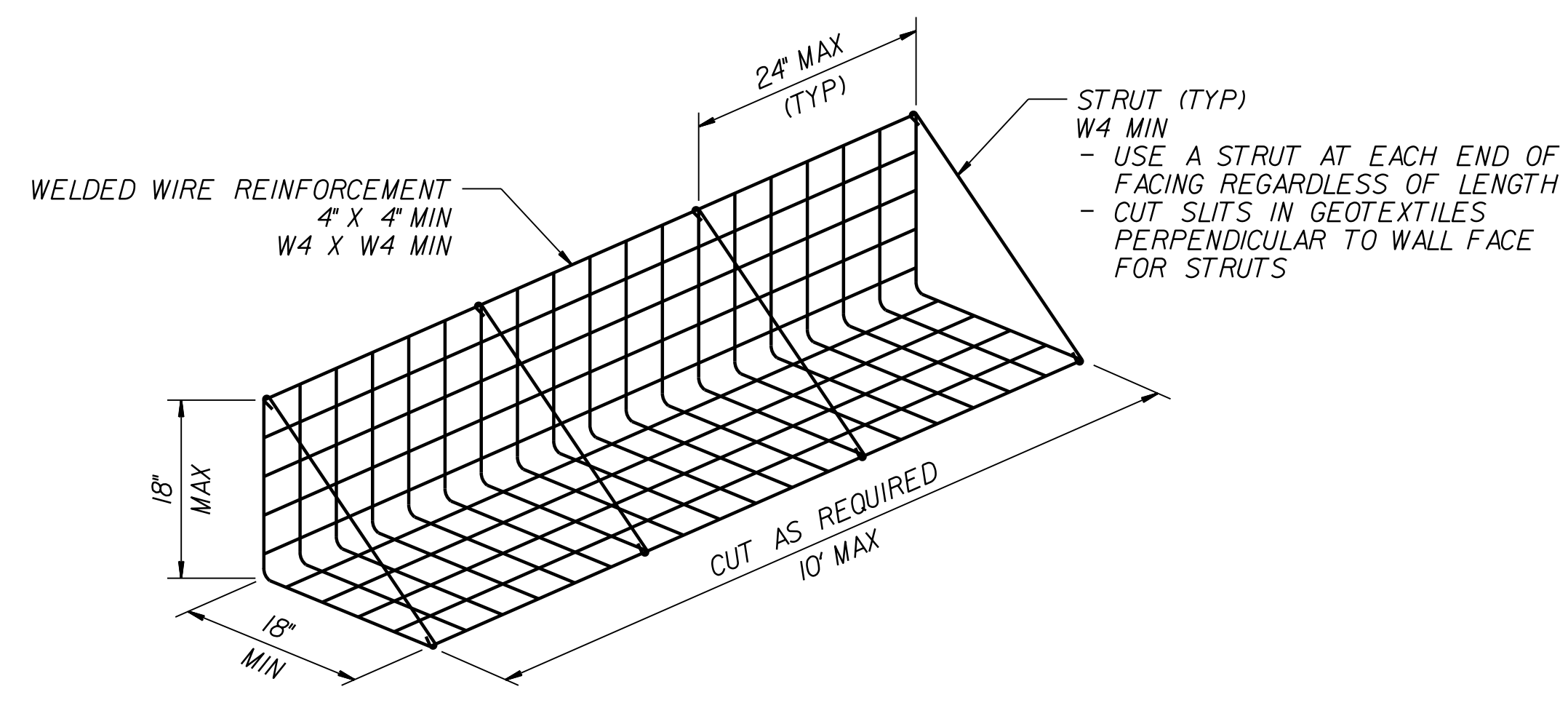
STANDARD
TEMPORARY SHORING



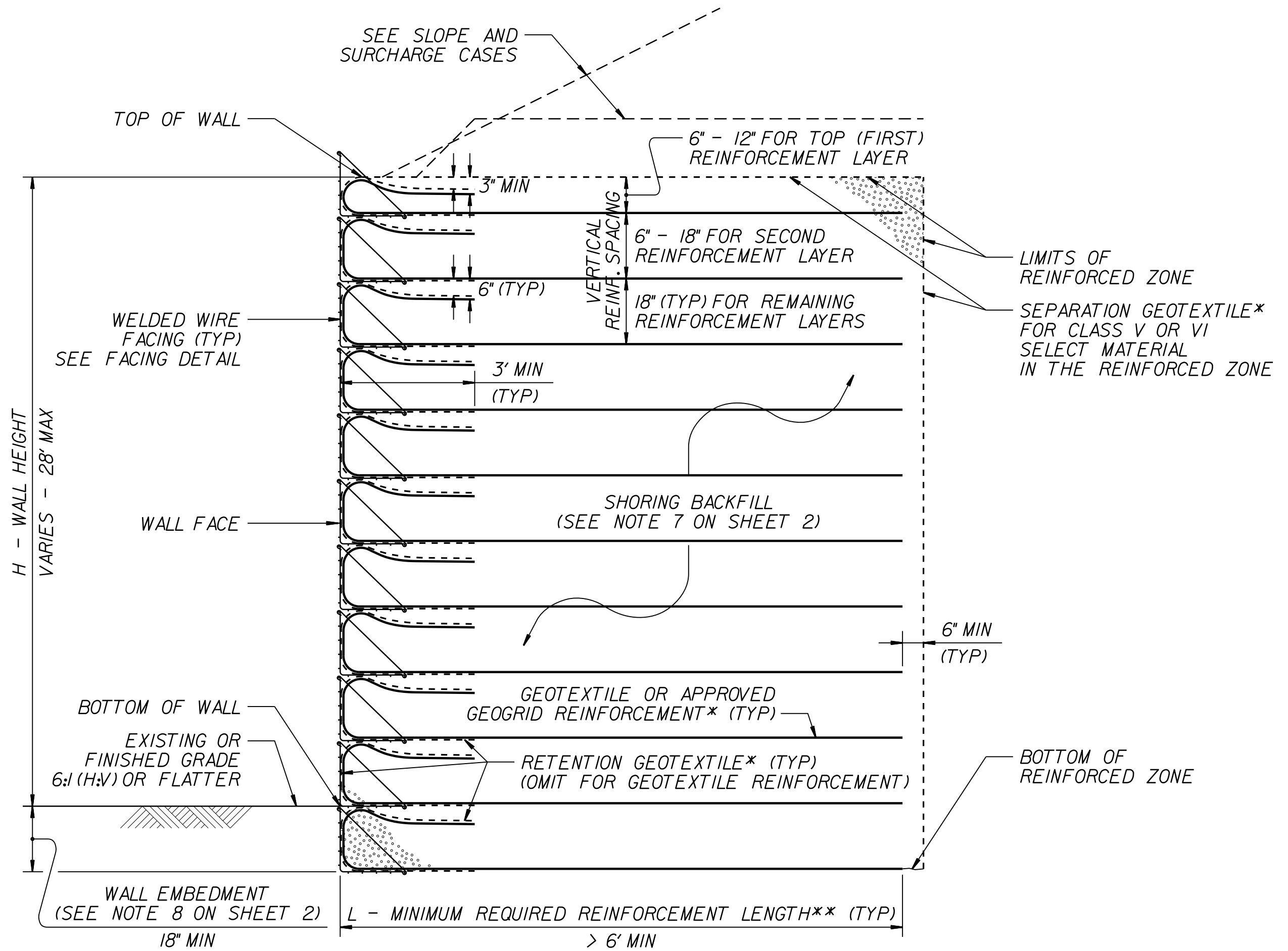
SURCHARGE CASE



SLOPE CASE

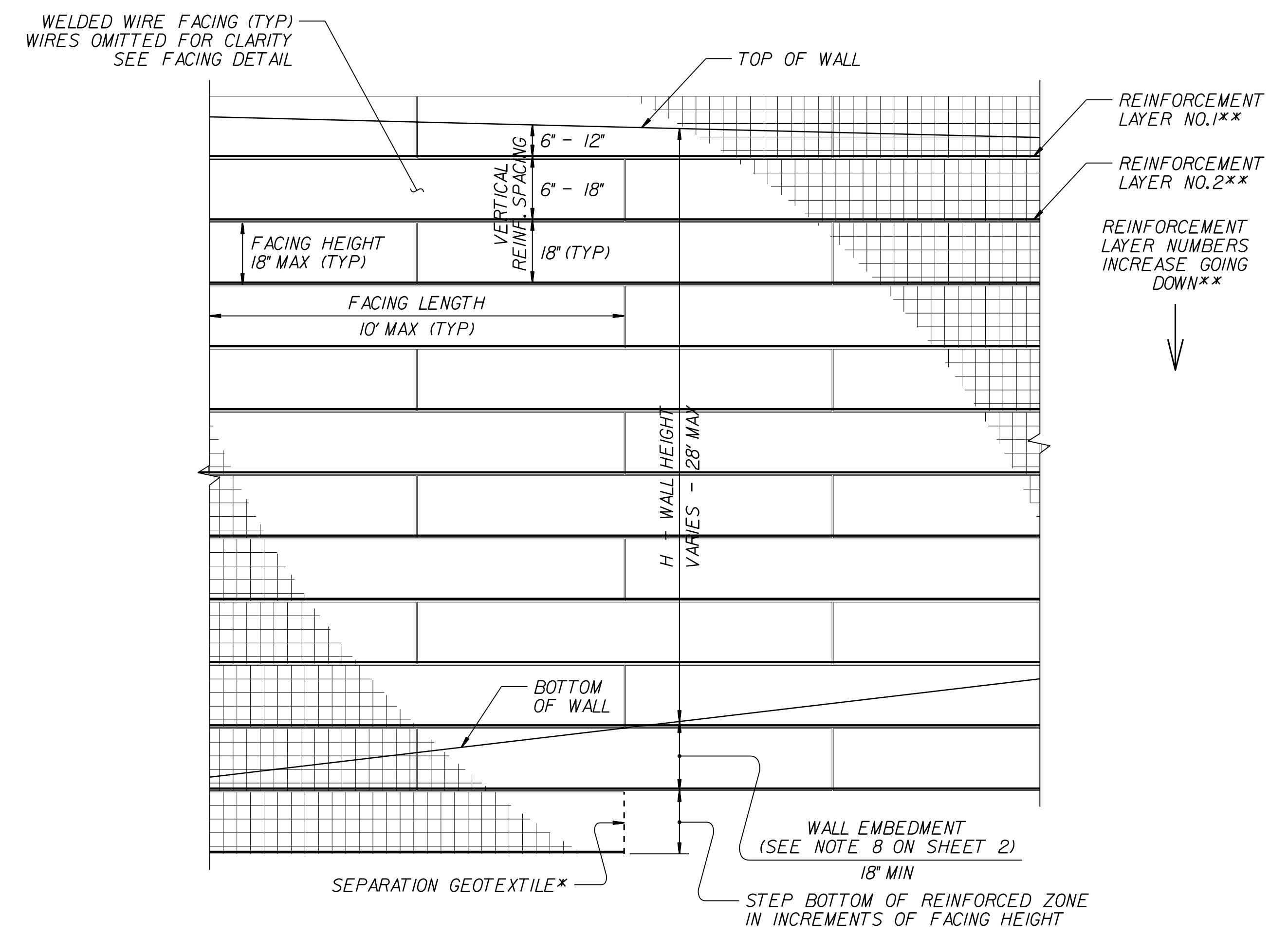


FACING DETAIL



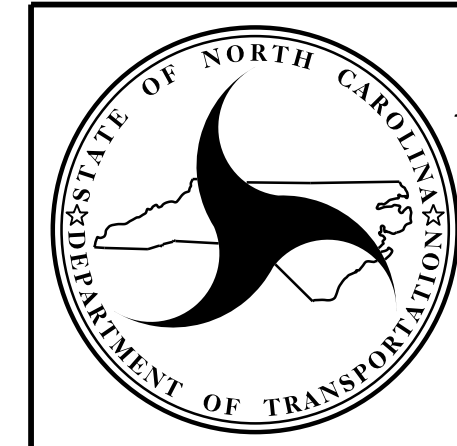
STANDARD TEMPORARY WALL

(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.



STANDARD TEMPORARY WALL - PARTIAL ELEVATION

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



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**GEOTECHNICAL
 ENGINEERING UNIT**

STANDARD DETAIL NO. 1801.02

STANDARD
 TEMPORARY WALL
 SHEET 1 OF 3

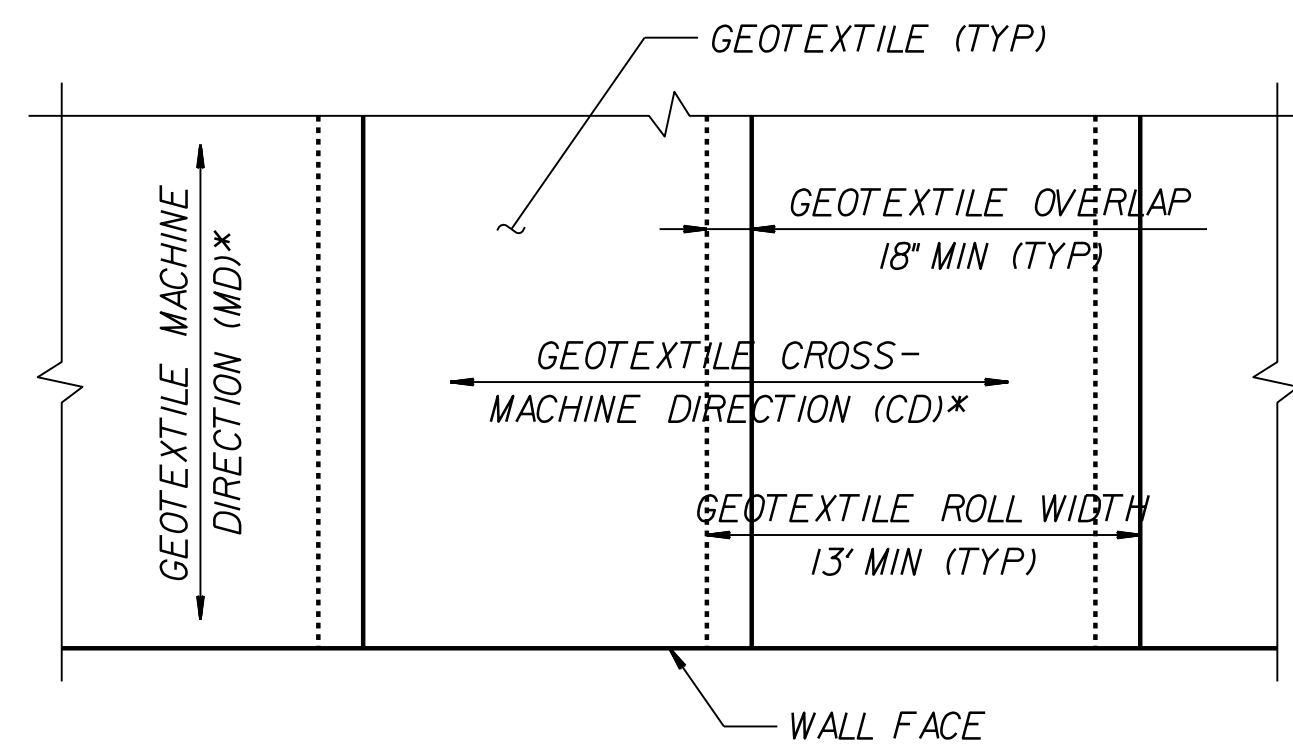
GEOTECHNICAL ENGINEER ENGINEER



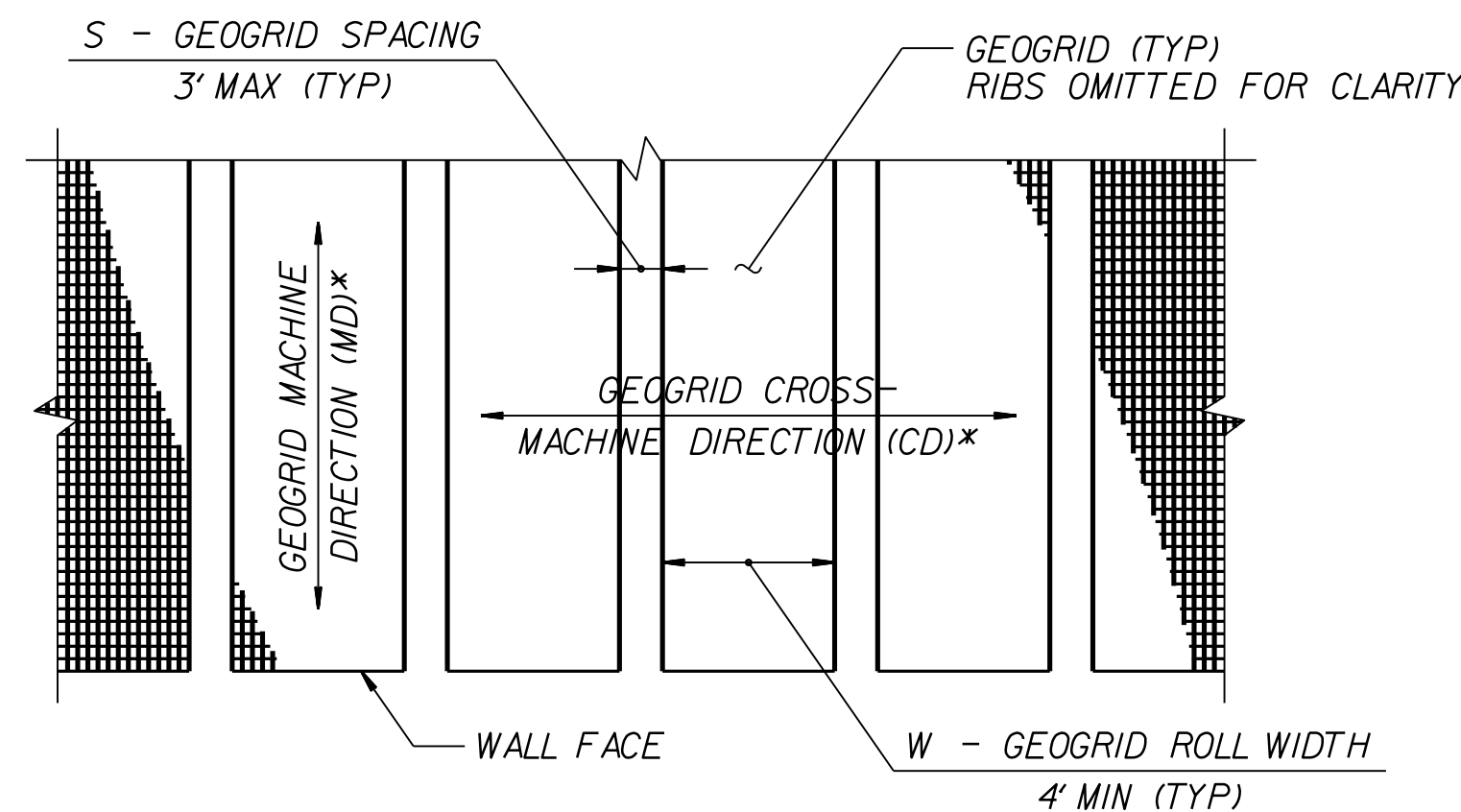
DocuSigned by:
Scott A. Hadden 10/04/2023

DATE: 10/04/2023

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



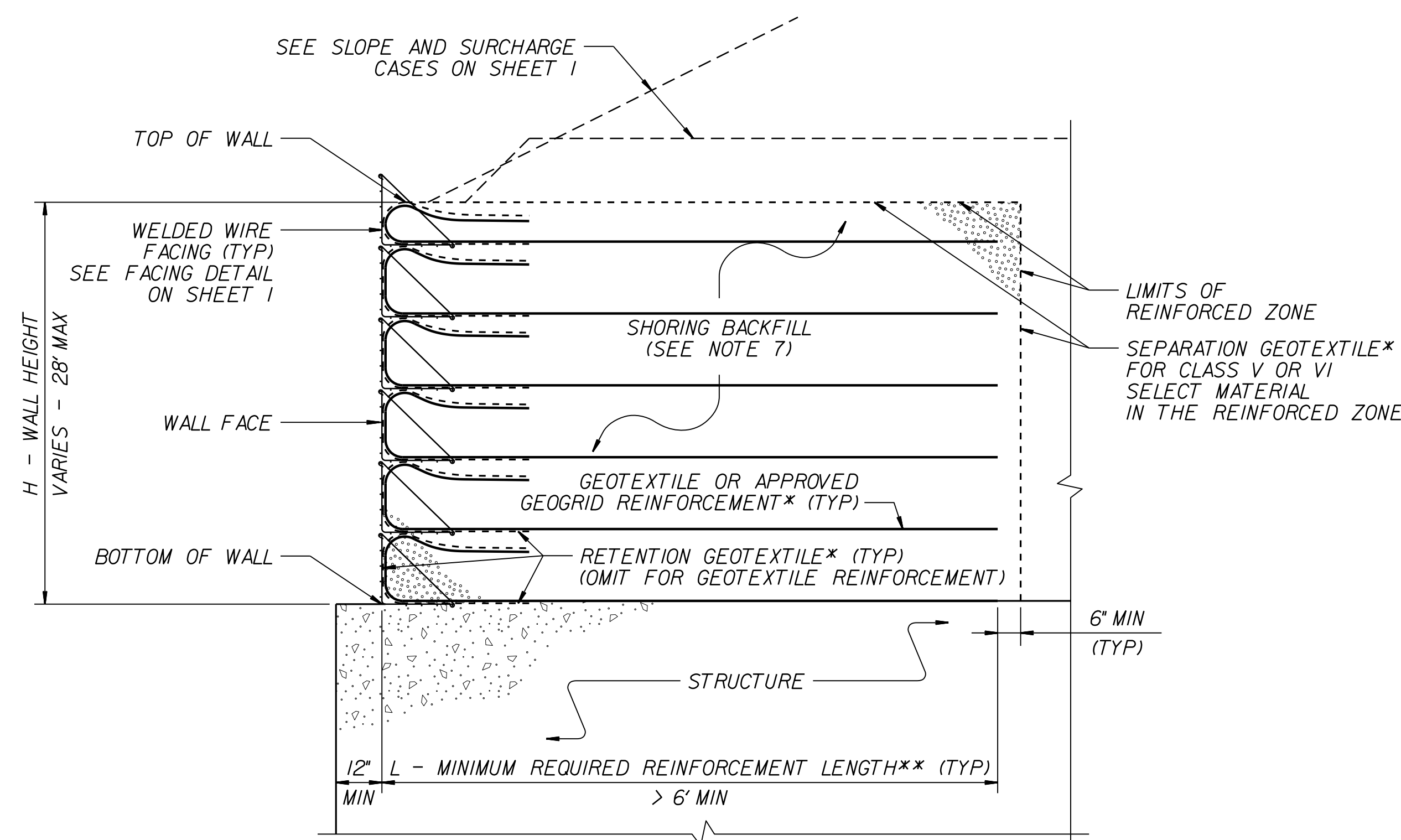
GEOTEXTILE PLACEMENT
(100% COVERAGE MIN FOR GEOTEXTILE REINFORCEMENT)



GEOGRID PLACEMENT
(80% COVERAGE MIN FOR GEOGRID REINFORCEMENT -
 $\frac{W}{W+S} \times 100 \geq 80\%$, SEE NOTE 11)

GEOSYNTHETIC PLACEMENT DETAILS

(PLAN VIEW)
*SEE NOTE 12.



TEMPORARY WALL ON STRUCTURE DETAIL

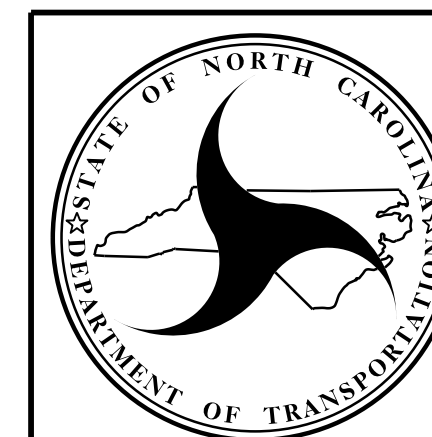
*SEE GEOSYNTHETIC PLACEMENT DETAILS.
**SEE REINFORCEMENT TABLES ON SHEET 3.

NOTES:

1. AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALLS AS NOTED IN THE PLANS.
2. FOR STANDARD TEMPORARY WALLS, SEE STANDARD SHORING PROVISION.
3. STANDARD TEMPORARY WALLS ARE BASED ON THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:
UNIT WEIGHT, $\gamma = 120$ PCF
FRICTION ANGLE, $\phi = 30$ DEGREES
COHESION, $c = 0$ PSF
4. DO NOT USE STANDARD TEMPORARY WALLS IF ASSUMED SOIL PARAMETERS ARE NOT APPLICABLE.
5. DO NOT USE STANDARD TEMPORARY WALLS WHEN VERY LOOSE OR SOFT SOIL OR MUCK IS BELOW TEMPORARY WALLS.
6. USE GROUNDWATER ELEVATION NOTED IN THE PLANS. IF NO GROUNDWATER ELEVATION IS SHOWN IN THE PLANS, ASSUME GROUNDWATER DEPTH IS LESS THAN 7' BELOW BOTTOM OF REINFORCED ZONE. DO NOT USE STANDARD TEMPORARY WALLS IF GROUNDWATER OR FLOOD ELEVATION IS ABOVE BOTTOM OF REINFORCED ZONE.
7. DO NOT USE A-2-4 SOIL FOR STANDARD TEMPORARY WALLS AROUND CULVERTS OR IN THE REINFORCED ZONE OF STANDARD TEMPORARY WALLS FOR SLOPE CASES. DO NOT USE CLASS VI SELECT MATERIAL IN THE REINFORCED ZONE OF STANDARD TEMPORARY WALLS WITH GEOTEXTILE REINFORCEMENT.
8. WALL EMBEDMENT IS NOT REQUIRED FOR STANDARD TEMPORARY WALLS ON STRUCTURES OR ROCK AS DETERMINED BY THE ENGINEER.
9. DO NOT USE MORE THAN 4 DIFFERENT REINFORCEMENT STRENGTHS FOR EACH STANDARD TEMPORARY WALL.
10. GEOGRIDS FOR GEOGRID REINFORCEMENT ARE APPROVED FOR SHORT TERM DESIGN STRENGTHS (3-YEAR DESIGN LIFE) IN THE MD AND CD BASED ON MATERIAL TYPE. THE LIST OF APPROVED GEOGRIDS WITH DESIGN STRENGTHS IS AVAILABLE FROM: connect.ncdot.gov/resources/Geological/Pages/Products.aspx
DEFINE MATERIAL TYPE FROM THE WEBSITE ABOVE FOR SHORING BACKFILL AS FOLLOWS:

MATERIAL TYPE	SHORING BACKFILL
BORROW	A-2-4 SOIL
FINE AGGREGATE	CLASS II, TYPE I OR CLASS III SELECT MATERIAL
COARSE AGGREGATE	CLASS V OR VI SELECT MATERIAL

11. FOR GEOGRID REINFORCEMENT WITH LESS THAN 100% COVERAGE, STAGGER REINFORCEMENT SO GEOGRIDS ARE CENTERED OVER GAPS IN THE REINFORCEMENT LAYER BELOW.
12. AT THE CONTRACTOR'S OPTION, REINFORCEMENT MAY BE INSTALLED WITH THE MD PARALLEL TO THE WALL FACE IF BOTH OF THE FOLLOWING CONDITIONS OCCUR:
- W (REINFORCEMENT ROLL WIDTH) \geq (MINIMUM REQUIRED REINFORCEMENT LENGTH) + 4.5' AND
- REINFORCEMENT STRENGTH IN CD \geq MINIMUM REQUIRED REINFORCEMENT STRENGTH IN MD.
13. SUBMIT A "STANDARD TEMPORARY WALL SELECTION FORM" AT LEAST 7 DAYS BEFORE STARTING TEMPORARY WALL CONSTRUCTION. STANDARD SHORING SELECTION FORMS ARE AVAILABLE FROM: connect.ncdot.gov/resources/Geological/Pages/Geotech_Forms_Details.aspx
14. DO NOT PLACE SHORING BACKFILL OR REINFORCEMENT UNTIL EXCAVATION DIMENSIONS AND FOUNDATION MATERIAL ARE APPROVED.
15. FOR STANDARD TEMPORARY WALLS WITH PILE FOUNDATIONS IN THE REINFORCED ZONE, DRIVE PILES THROUGH REINFORCEMENT AFTER CONSTRUCTING TEMPORARY WALLS.
16. DO NOT SPLICE OR OVERLAP REINFORCEMENT SO SEAMS ARE PARALLEL TO THE WALL FACE.
17. CONTACT THE ENGINEER WHEN EXISTING OR FUTURE OBSTRUCTIONS SUCH AS FOUNDATIONS, PAVEMENTS, PIPES, INLETS OR UTILITIES WILL INTERFERE WITH REINFORCEMENT.
18. FOR STANDARD TEMPORARY WALLS WITH INTERIOR ANGLES LESS THAN 90 DEGREES, WRAP GEOSYNTHETICS AT ACUTE CORNERS AS DIRECTED BY THE ENGINEER.
19. FOR STANDARD TEMPORARY WALLS WITH TOP OF WALL WITHIN 5' OF FINISHED GRADE, REMOVE TOP FACING AND INCORPORATE TOP REINFORCEMENT LAYER INTO FILL WHEN PLACING FILL IN FRONT OF WALL.

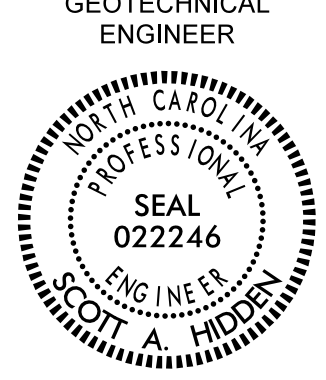


NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL
ENGINEERING UNIT

STANDARD DETAIL NO. 1801.02

STANDARD
TEMPORARY WALL
SHEET 2 OF 3

PROJECT REFERENCE NO. U-5813	SHEET NO. 2G-4
GEOTECHNICAL ENGINEER  ENGINEER	ENGINEER
DocuSigned by: Scott A. Hidden 10/04/2023	DATE
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

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	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.

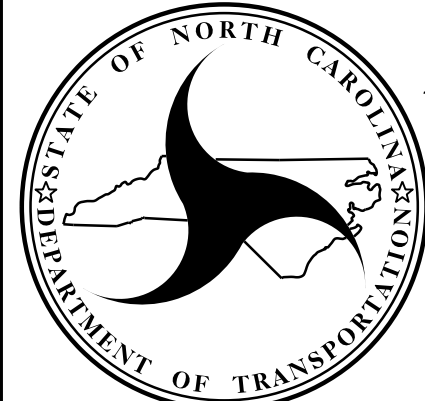
REINFORCEMENT LAYER NUMBER*	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)				
	SLOPE CASE		SURCHARGE CASE		
	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL	A-2-4 SOIL	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL
1	2400	2400	2400	2400	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.



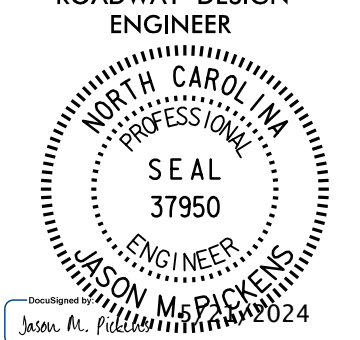
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

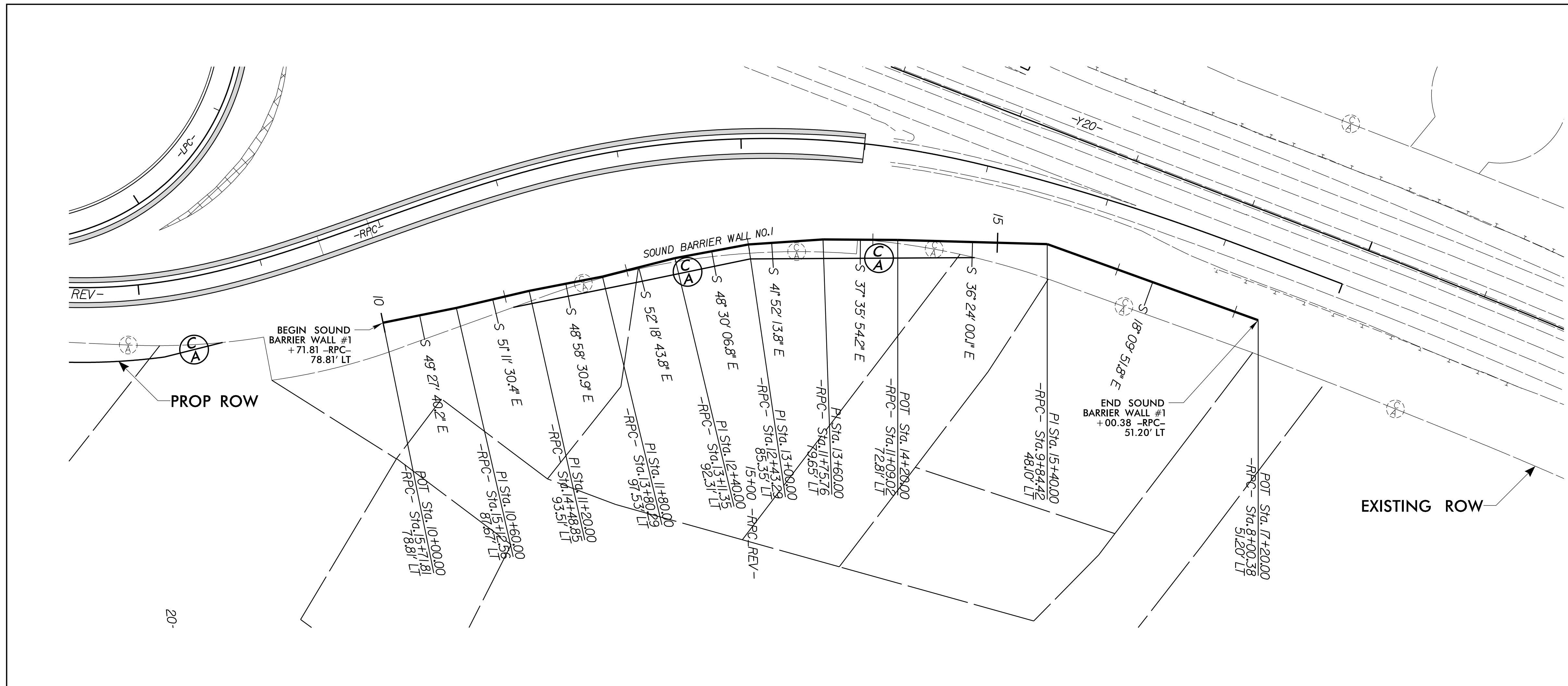
GEOTECHNICAL
ENGINEERING UNIT

STANDARD DETAIL NO. 1801.02

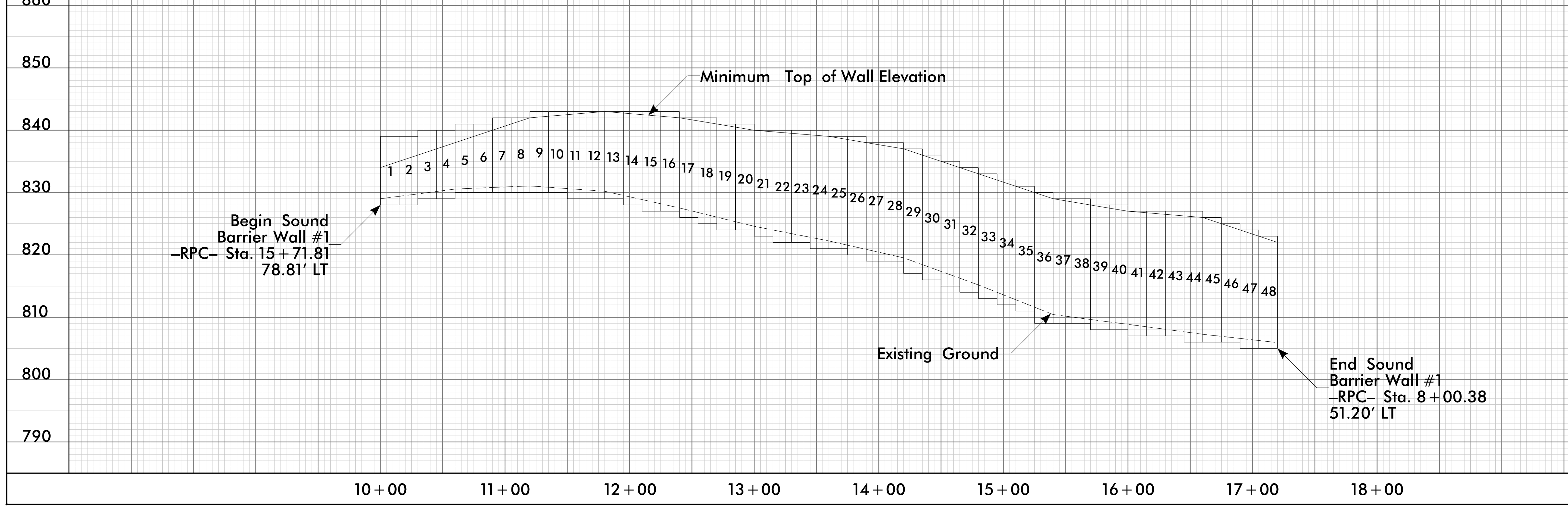
STANDARD
TEMPORARY WALL
SHEET 3 OF 3

DATE: 11-19-13

PROJECT REFERENCE NO.	SHEET NO.
U-5813	2N-1
ROADWAY DESIGN ENGINEER	
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



Sound Barrier Wall #1 Design Data																									
Panel Number	1-2	3-4	5-6	7-8	9-16	17-18	19-20	21-24	25-26	27-28	29	30	31	32	33	34	35	36	37-38	39-40	41-44	45	46	47	48
Top Elevation	839	840	841	842	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823
Panel Width	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	



GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

12/06/07

COMPUTED BY: AJM DATE: 7/11/2022
CHECKED BY: JMP DATE: 7/11/2022

PROJECT REFERENCE NO. U-5813 SHEET NO. 3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUARDRAIL SUMMARY

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

Main table with columns: SURVEY LINE, BEG. STA., END STA., LOCATION, LENGTH (STRAIGHT, SHOP CURVED, DOUBLE FACED), WARRANT POINT (APPROACH END, TRAILING END), "N" DIST. FROM E.O.L., TOTAL SHOULDER WIDTH, FLARE LENGTH (APPROACH END, TRAILING END), W (APPROACH END, TRAILING END), ANCHORS (GREU TL-3, GREU TL-2, CAT-1, AT-1, TES, TYPE III, B-77, TYPE III (MODIFIED)), REMOVE EXISTING GUARDRAIL, REMARKS.

TEMPORARY GUARDRAIL table with columns: SURVEY LINE, BEG. STA., END STA., LOCATION, LENGTH (STRAIGHT, SHOP CURVED, DOUBLE FACED), WARRANT POINT (APPROACH END, TRAILING END), "N" DIST. FROM E.O.L., TOTAL SHOULDER WIDTH, FLARE LENGTH (APPROACH END, TRAILING END), W (APPROACH END, TRAILING END), ANCHORS (GREU TL-3, GREU TL-2, CAT-1, AT-1, TES, TYPE III, B-77, TYPE III (MODIFIED)), REMOVE EXISTING GUARDRAIL, REMARKS.

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK IN CUBIC YARDS

Station	Station	Uncl. Excav.	Undercut	Embank. +%	Borrow	Waste
Phase 1						
-L- STA 15+00	-L- STA 45+00	5,838	4	70,237	64,799	404
-L- STA 45+00	-L- STA 75+00	11,695	611	32,792	21,332	846
-Y1- STA 10+47.47	-Y1- STA 13+60.00	133		205	72	0
-Y2- STA 10+80.00	-Y2- STA 13+69.47	5		1,960	1,955	0
-Y3- STA 10+00.00	-Y3- STA 12+76.77	328		898	576	6
-Y4- REV- STA 11+75.00	-Y4- REV- STA 13+70.92	5		1,504	1,499	0
-Y5- STA 10+35.61	-Y5- STA 12+85.00	242		894	652	0
-Y6- STA 10+35.51	-Y6- STA 11+69.95	320		13	0	307
-Y7- STA 10+00.00	-Y7- STA 13+34.03	136		2,769	2,633	0
-Y8- STA 10+35.75	-Y8- STA 13+00.00	124		218	94	0
-Y9- STA 10+00.00	-Y9- STA 11+39.19	642		8	0	634
-Y10- STA 10+35.70	-Y10- STA 12+00.00	3		148	145	0
-TEMP_DRW1- STA 10+35.50	-TEMP_DRW1- STA 15+00.00	372		520	148	0
SUBTOTALS:		19,843	615	112,166	93,905	2,197
Phase 2						
-Y11- STA 10+32.77	-Y11- STA 12+05.40	80		25	0	55
-Y12- STA 18+80.00	-Y12- STA 20+12.27	30		98	68	0
-Y13- STA 10+35.67	-Y13- STA 15+16.93	1,831		97	0	1,734
-Y14- STA 10+00.00	-Y14- STA 11+53.24	92		132	40	0
-Y17- STA 10+24.00	-Y17- STA 20+65.00	9,170		476	0	8,694
-Y17A- STA 11+81.86	-Y17A- STA 15+11.52	613	940	1,058	445	940
-Y19- STA 10+00.00	-Y19- STA 13+28.97	71		663	592	0
-RPBC- STA 10+36.74	-RPBC- STA 16+19.82	64		9,252	9,188	0
-RPB_REV- STA 15+00.00	-RPB_REV- STA 20+50.00	1,811		1,869	58	0
-RPC_REV- STA 14+50.00	-RPC_REV- STA 23+00.00	178		5,344	5,166	0
-Y- STA 14+37.89	-Y STA 21+14.37	127		20,655	20,528	0
-Y_SLIP- STA 10+00.00	-Y_SLIP- STA 21+26.05	372		2,976	2,604	0
-SRV_REV- STA 10+00.00	-SRV- STA 21+00.00	1,792		826	0	966
-DRW01- STA 10+12.19	-DRW01- STA 10+80.00	33		72	39	0
-DRW02- STA 10+18.68	-DRW02- STA 11+00.00	5		628	623	0
-DRW03- STA 10+12.00	-DRW03- STA 11+00.00	3		117	114	0
-TEMP_RPBC1- STA 10+63.24	-TEMP_RPBC1- STA 11+55.00	206		0	0	206
SUBTOTALS:		16,478	940	44,288	39,465	12,595
Phase 3						
-L- STA 75+00	-L- STA 105+00	10,978		8,120	0	2,858
-L- STA 105+00	-L- STA 113+71.30 (BRIDGE)	926		1,680	754	0
-L- STA 115+47.47 (BRIDGE)	-L- STA 129+34	874		2,167	1,293	0
-Y18- STA 10+36.00	-Y18- STA 12+00.31	171		45	0	126
-RPDA- STA 10+44.75	-RPDA- STA 16+76.18	3,197	84	1,105	0	2,176
-RPA_REV- STA 12+50.00	-RPA_REV- STA 18+50.00	1,476		1,892	416	0
-RPD_REV- STA 12+00.00	-RPD_REV- STA 21+00.00	1,686		2,595	909	0
-Y- STA 22+81.70	-Y STA 50+78.21	2,580		18,465	15,885	0
-LPA- STA 10+00.00	-LPA STA 21+00.00	1,178		1,545	367	0
-LPC- STA 10+00.00	-LPC STA 20+75.00	144		5,719	5,575	0
-TEMP_RPD- STA 20+56.45	-TEMP_RPD- STA 22+11.16	176		54	0	122
-TEMP_RPDA- STA 14+50.00	-TEMP_RPDA- STA 17+98.70	3,119		86	0	3,033
SUBTOTALS:		26,505	84	43,473	25,199	8,315
-TEMP_DRW1- STA 10+35.50	-TEMP_DRW1- STA 15+00.00	200		67		133
REMOVAL						
-TEMP_RPBC1- STA 10+63.24	-TEMP_RPBC1- STA 11+55.00			247	247	
REMOVAL						
-TEMP_RPD- STA 20+56.45	-TEMP_RPD- STA 22+11.16	20				20
REMOVAL						
-TEMP_RPDA- STA 14+50.00	-TEMP_RPDA- STA 17+98.70	16		1,522	1,506	
REMOVAL						
SUBTOTALS:		236		1,836	1,753	153
TOTALS:		63,062	1,639	201,763	160,322	23,260
MATERIAL FOR SHOULDER CONSTRUCTION						
LOSS DUE TO CLEARING AND GRUBBING		-6,200		4,400	5,280	
ADDITIONAL UNDERCUT			4,250	4,980	4,980	4,150
WASTE IN LIEU OF BORROW					-20,980	-20,980
PROJECT TOTALS:		56,862	5,889	211,143	155,802	6,430
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT						
GRAND TOTALS:		56,862	5,889	211,143	163,592	7,790
SAY:		57,000	5,900		164,000	
DDE (CY)		2,000				
SHALLOW UNDERCUT (CY) PER GEOTECH RECS		6,000				

UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT TO BE USED IN TOP 3' OF EMBANKMENT OR BACKFILL -L- 40+25 TO 41+25 (50 CY), -L- 49+75 TO 52+75 (1225 CY), -L- 62+25 TO 63+25 (75 CY), -Y- 46+25 TO 50+75 (400 CY), -RPDA- 12+88 TO 14+13 (700 CY), -Y17A 11+80 TO 14+13 (875 CY), -RPB- 13+63 TO 14+88 (50 CY)

Note: "Quantities are approximate only. The Resident Engineer will re-cross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid."

PAVEMENT REMOVAL AND BREAKING SUMMARY

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP	CONCRETE REMOVAL	CONCRETE BREAKUP
-L-	17+63	48+50	LT/RT	6297.47			
-L-	49+77	93+50	LT/RT	8807.32	1,889.36		
-L-	93+50	125+93	LT/RT	6917.45			
-Y-	14+19	35+10	LT/RT	7110.22			
-Y-	42+66	50+78	LT/RT	134.86			
-Y1-	11+07	12+69	LT/RT	46.98			
-Y2-	1,151.00	1,352.00	LT/RT		369.54		
-Y3-	1,123.00	1,179.00	LT/RT		60.06		
-Y6-	10+36	11+70	LT/RT	353.56			
-Y7-	10+89	13+55	LT/RT		654.72		
-Y9-	10+00	11+39	LT/RT	285.02			
-Y11-	10+48	10+73	LT/RT	41.44			
-Y13-	10+10	15+17	LT/RT	1727.61			
-Y14-	10+01	11+34	LT/RT	192.80			
-Y17-	16+22	18+75	RT	718.43			
-Y17-	18+94	20+03	RT	64.29			
-Y17A-	10+48	14+09	LT/RT	1296.46			
-Y18-	10+65	12+00	LT/RT	21.05			
-Y19-	10+00	13+05	LT/RT	45.84			
-Y_SLIP-	10+00	18+73	LT/RT	1994.66			
-SRV_REV-	10+32	25+53	LT/RT	3839.58			
-DRW01-	10+00	10+80	LT/RT	142.72			
-DRW02-	10+26	11+00	LT/RT	8.51			
-RPA-	11+96	18+71	LT/RT	661.51			
-RPB-	12+18	17+83	LT/RT	56.39			
-RPC-	11+26	20+61	LT/RT	1802.07			
-RPD-	10+48	20+86	LT/RT	3650.21			
-RPBC-	11+32	16+20	LT/RT	2547.51			
-RPDA-	10+50	17+01	LT/RT	1439.30			
-LPA-	10+00	20+57	LT/RT	769.25			
-LPC-	11+35	20+64	LT/RT	1641.75			
-TEMP_DRW	10+36	15+00	CL	723.25			
-TEMP_RPDA	14+50	17+98	CL	1132.70			
-TEMP_RPD-	19+51	10+23	CL	323.38			
-TEMP_RPBC	10+63	11+53	CL	347.40			
TOTAL:				55,141.00	2,973.68		
SAY:				55,200	3,000		

12/06/07

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STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

SUMMARY OF TEMPORARY SHORING

LINE	Station	Station	AVERAGE HEIGHT	AREA
-L-	5322	5501	15.1	2700 SF
-L-	53+16	55+08	15.6	3000 SF
-L-	55+08	57+00	1.5	288 SF
-L-	55+19	57+55	5.1	1196 SF
-Y-	20+88	21+73	11.1	943 SF
-RPC*	18+00	20+00	4.1	825 SF
-Y-	23+20	24+37	13.8	1617 SF
-Y-	24+31	27+50	2.2	696 SF
			TOTAL:	11265 SF
			SAY:	11265 SF

*NOTE: SHORING EVALUATED BY GEOTECH IS THE SAME ONE SHOWN IN TMP FROM -RPC_REV- 20+52+/- TO STA 22+52 +/-

SHOULDER BERM GUTTER SUMMARY

LINE	Station	Station	LENGTH
-L-	30+63	31+56	93.94
-L-	53+48	55+69	221.17
-L-	24+25	31+99	774.49
-L-	52+48	54+70	221.85
-L-	55+66	57+29	162.5
-L-	68+15	70+22	207.07
-L-	71+09	74+34	325
-RPA_REV-	13+06	16+05	298.75
		TOTAL:	2304.77
		SAY:	2350

WOVEN WIRE FENCE SUMMARY

STATION TO STATION	LT / RT	FABRIC, LF	4" POSTS EA	5" POSTS EA
-Y- 14+76.83 TO -L- 107+16.49	RT	1780	105	40
-Y- 33+97.82 TO -RPB- 12+70.31	LT	760	46	16
-RPA- 13+39.65 TO -RPA- 18+28.76	LT	502	30	10
-RPC- 10+27.63 TO -RPC- 14+58.35	LT	379	23	7
-RPC- 16+91.50 TO -RPC- 19+11.77	LT	249	14	7
-RPD- 17+19.86 TO -RPD- 20+72.80	RT	421	21	16
-RPDA- 12+56.26 TO -RPDA- 16+24.72	RT	375	21	10
		TOTAL:	4467	106
		SAY:	4500	110

ROCK PLATING SUMMARY

LINE	Station	Station	AREA
-RPD_REV-	18+50	20+00	368 SY
		TOTAL:	368 SY
		SAY:	380 SY

EXPRESSWAY GUTTER SUMMARY

LINE	Station	Station	LENGTH
-RPB_REV-	14+88	16+13	125
-RPB_REV-	14+88	16+13	125
-LPA-	10+00	12+33	233.45
-LPC-	10+05	11+58	153.01
-Y20-	28+24	28+49	25
-Y20-	3540.23	3590.23	50
		TOTAL:	711.46
		SAY:	800

RALL329

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROJECT NO. U-5813 SHEET NO. 3D-2

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

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

Table with columns for Line & Station, Size, Thickness, Offset, Structure Number, Top Elevation, Invert Elevation, Minimum Required Slope, Pipe Material (Side Drain Pipe, HDPE, R.C. Pipe), Quantities for Drainage Structures, Frame, Grates, and Hood, Grate Type, and Remarks. Includes a SHEET TOTALS row at the bottom.

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

PROJECT NO. SHEET NO.
U-5813 3D-3

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

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

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

Main data table with columns for Line & Station, Offset, Structure Number, Invert Elevations, Pipe Materials (Side Drain Pipe, HDPE, R.C. Pipe), Quantities for Drainage Structures, Frame, Grates, and Hood, and Remarks. Includes a SHEET TOTALS row at the bottom.

ABBREVIATIONS
C.A.A. CORRUGATED ALUMINIUM ALLOY
C.B. CATCH BASIN
C.S. CORRUGATED STEEL
D.I. DROP INLET
G.D.I. GRATED DROP INLET
H.D.P.E. HIGH DENSITY POLYETHYLENE
J.B. JUNCTION BOX
M.H. MANHOLE
N.S. NARROW SLOT
P.V.C. POLYVINYL CHLORIDE
R.C. REINFORCED CONCRETE
T.B.D.I. TRAFFIC BEARING DROP INLET
T.B.J.B. TRAFFIC BEARING JUNCTION BOX
W.S. WIDE SLOT

REMARKS

SHEET TOTALS

RALL329

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROJECT NO. U-5813 SHEET NO. 3D-6

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

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

Table with columns: LINE & STATION, SIZE, THICKNESS OR GAUGE, OFFSET, STRUCTURE NUMBER, TOPOGRAPHY, ELEVATIONS, PIPE MATERIALS (RCP, HDPE, R.C. PIPE), ENDWALLS, DRAINAGE STRUCTURES, QUANTITIES FOR DRAINAGE STRUCTURES, FRAME, GRATES, AND HOOD, CONCRETE TRANSITIONAL SECTION, and REMARKS.

SHEET TOTALS 72 32 24 ... 852 784 436 ... 25 24.2 3.3 15 1 5 9 ... 5 ... 3 1 1 2 ... 3 3 1 ... 3 36 389

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

PROJECT NO. U-5813 SHEET NO. 3D-7

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

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

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

Table with columns for Line & Station, Offset, Structure Number, Top Elevation, Invert Elevation, Minimum Required Slope, Side Drain Pipe, HDPE, R.C. Pipe Class IV, Endwalls, Drainage Structure, Frame, Grates, and Hood, and Remarks. Includes a summary row for SHEET TOTALS.

ABBREVIATIONS table listing various materials and components like C.A.A. (Corrugated Aluminium Alloy), C.B. (Catch Basin), C.S. (Corrugated Steel), D.I. (Drop Inlet), G.D.I. (Grated Drop Inlet), H.D.P.E. (High Density Polyethylene), J.B. (Junction Box), M.H. (Manhole), N.S. (Narrow Slot), P.V.C. (Polyvinyl Chloride), R.C. (Reinforced Concrete), T.B.D.I. (Traffic Bearing Drop Inlet), T.B.J.B. (Traffic Bearing Junction Box), W.S. (Wide Slot).

RALL329

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

PROJECT NO. U-5813 SHEET NO. 3D-8

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

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

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

Table with columns: LINE & STATION, OFFSET, STRUCTURE NUMBER, TOP ELEVATION, INVERT ELEVATION, SIDE DRAIN PIPE (RCP, CSP, CAAP, HDPE, or PVC), HDPE, R. C. PIPE CLASS IV, ENDWALLS, REINFORCED ENDWALLS, DRAINAGE STRUCTURE, QUANTITIES FOR DRAINAGE STRUCTURES, FRAME, GRATES, AND HOOD, CONCRETE TRANSITIONAL SECTION, etc.

ABBREVIATIONS table listing codes like C.A.A., C.B., C.S., D.I., G.D.I., H.D.P.E., J.B., M.H., N.S., P.V.C., R.C., T.B.D.I., T.B.J.B., W.S. and their corresponding descriptions.

REMARKS column for each row, including notes like 'Remove 15" RCP', 'Remove 18" HDPE', etc.

SHEET TOTALS

56 68 856 296 240 184 244 24 30.8 2.3 10 1 3 6 3 2 2 2 5 2 5 1 4 4 1 4 826

RALL229

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

PROJECT NO. SHEET NO.
U-5813 3D-10

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

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

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

Table with columns for LINE & STATION, SIZE, THICKNESS OR GAUGE, OFFSET, STRUCTURE NUMBER, ELEVATIONS, PIPE TYPES (Side Drain Pipe, HDPE, R.C. PIPE), QUANTITIES FOR DRAINAGE STRUCTURES, FRAME, GRATES, AND HOOD, and REMARKS. Includes a SHEET TOTALS row at the bottom.

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

PROJECT NO. SHEET NO.
U-5813 3D-11

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

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

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

Table with columns for LINE & STATION, SIZE, THICKNESS OR GAUGE, OFFSET, STRUCTURE NUMBER, TOP ELEVATION, INVERT ELEVATION, MINIMUM REQUIRED SLOPE, Side Drain Pipe (RCP, CSP, CAAP, HDPE, or PVC), HDPE, R. C. PIPE CLASS IV, ENDWALLS, REINFORCED ENDWALLS, DRAINAGE STRUCTURE, QUANTITIES FOR DRAINAGE STRUCTURES, FRAME, GRATES, AND HOOD, CONCRETE TRANSITIONAL SECTION, and REMARKS. Includes a SHEET TOTALS row at the bottom.

ABBREVIATIONS table listing terms like C.A.A., C.B., C.S., D.I., G.D.I., H.D.P.E., J.B., M.H., N.S., P.V.C., R.C., T.B.D.I., T.B.J.B., W.S. and their corresponding descriptions.

RALL329

COMPUTED BY: Matthew D. Stratton, EI DATE: 4/22/2024
CHECKED BY: Paul Cameron, PE DATE: 4/22/2024

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROJECT NO. U-5813 SHEET NO. 3D-14

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

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

Main data table with columns for Line & Station, Size, Thickness, Offset, Structure Number, Elevation, Slope, Pipe Material (Side Drain Pipe, HDPE, R.C. Pipe), Quantities for Drainage Structures, Frame/Grates/Hood, Concrete/Transitional Section, and Remarks. Includes sub-totals for SHEET TOTALS and PROJECT TOTALS.

ABBREVIATIONS table listing codes and descriptions for materials like C.A.A. (Corrugated Aluminium Alloy), C.B. (Catch Basin), C.S. (Corrugated Steel), D.I. (Drop Inlet), G.D.I. (Grated Drop Inlet), H.D.P.E. (High Density Polyethylene), J.B. (Junction Box), M.H. (Manhole), N.S. (Narrow Slot), P.V.C. (Polyvinyl Chloride), R.C. (Reinforced Concrete), T.B.D.I. (Traffic Bearing Drop Inlet), T.B.J.B. (Traffic Bearing Junction Box), W.S. (Wide Slot).

REMARKS column containing notes for specific items, such as 'Trenchless Installation' and 'HDPE Elbows'.

SHEET TOTALS and PROJECT TOTALS summary rows showing counts for various materials and structures across the sheet.

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PARCEL INDEX SHEET

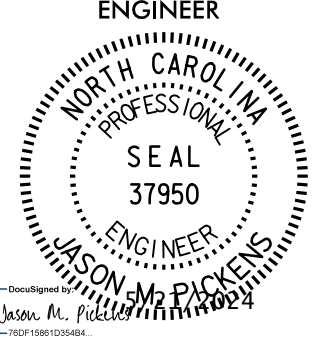
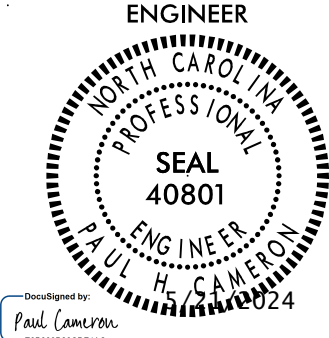
PARCEL No.	SHEET No.	PROPERTY OWNER NAME	PARCEL No.	SHEET No.	PROPERTY OWNER NAME
1	5	AMOS & LOUELLA NEWSOME	55	11, 12C	WHITLEY FAMILY PROPERTIES LLC
2	5	CERTIFIED CONCRETE CORPORATION	56	12C	LARRY W. MCKENZIE AND WIFE, CHRISTY B. MCKENZIE & LARRY W. MCKENZIE GRANTOR TRUST
3	5, 6	ROBERT GLENDON DAVIS	57	12D, 13	SREE KRISHNA, LLC
4	6	STEPHEN R. BRUEILLY AND WIFE, JANE C. BRUEILLY	58	13, 15	ASHEBORO HOSPITALITY ILLC
5	6	STEPHEN R. BRUEILLY AND WIFE, JANE C. BRUEILLY	58A	13, 15	ASHEBORO HOSPITALITY 6 LLC
6	6	CHESTER F. BRANSON, CRAIG F. BRANSON, LARRY W. MCKENZIE	59	13	CMH HOMES INC
7	6	ACBC LLC	60	12D, 13	NITA INVERSTMENT CORP.
8	6	LOU DEAN HIGHSMITH	61	13	31565ST LLC
9	6	JOSE MIRAMONTES FLORES	62	13	MCDONALDS USA LLC
10	6	STEPHEN R. BRUEILLY AND WIFE, JANE C. BRUEILLY	63	13	BURGER KING CORPORATION
11	6	CHAD F. BRANSON & CARRIE B. COLEMAN	64	13	ASHEBORO DIXIE MARKETPLACE PARTNERS LLC
12	6	REBECCA E. WHITEHORNE	65	12B	TRUSTEES OF CHURCH OF GOD
13	6	JEFFREY WAYNE VESTAL	66	12B	WEST ASHEBORO CHURCH OF GOD
14	6, 7	JOHN L. VESTAL AND WIFE, VIRGINIA G. VESTAL	66A	12B	CHURCH OF GOD
14A	7	JOHN L. VESTAL AND WIFE, VIRGINIA G. VESTAL	67	12B	MONICA HURLEY
15	6, 7	MITCHELL LEE HOGAN AND WIFE, CAROL F. HOGAN	68	12B	CALVIN GURNEY HUNT
16	7	KENNETH CECIL SMALL	69	12B	KRTD LLC
17	7	RALPH AMOS NEWSOME AND WIFE, JUDY M. NEWSOME	70	12B	JERRY RAY PAUL
18	7	BRENDA S. BRANSON	71	12B	BARBARA FUNKEY
19	7	KENNETH CECIL SMALL	72	12B	WILMA STOUT MOLLMAN, WILLIAM HENRY MOLLMAN, AMANDA KATE SMITH
20	7	ABAC LLC	73	11, 12B	TRUSTEES OF L. GENE STEELMAN REVOCABLE TRUST
20A	7, 8	ABAC LLC	74	12B	GRADY AUMAN JR & RUBY T. AUMAN
20B	7	BOGER BROTHERS RE, LLC	75	12B	LANDER H. BUSTLE AND WIFE, JUDITH C. BUSTLE
21	7, 8	BRANSON-COLEMAN PROPERTIES, LLC	76	12B	BELEM JAIMES
22	8	JONATHAN ERIC PHILLIPS	77	12B	CLARENCE M. MCGILL AND WIFE, MARTHA C. MCGILL
23	8	TYLER L. COLE AND WIFE, DEBORAH W. COLE	78	12B	C. DAVID LEWALLEN, APRIL LEWALLAN BROWN AND HUSBAND, MICHAEL EDWARD BROWN
24	8	ALVIN B. MCELREATEH AND WIFE, RUTH I. MCELREATH	80Z	11, 14	SELECT HOMES INC
25	8	ALVIN B. MCELREATEH AND WIFE, RUTH I. MCELREATH	82	10, 14	TANK AND TUMMY LLC
26	8	OMAYRA ROBLES AND HUSBAND, ALVIS H. ADAMS	83Z	11	SCHWARZ PROPERTIES LLC
27	8	SHJ CAPITAL LLC	84Z	11	ANDREW SCHWARZ
28	8	DAVID L. BURTON AND WIFE, BETTY J. BURTON	85Z	11	SCHWARZ PROPERTIES LLC
29Z	8	RICHARD DOSIER CRIDER AND WIFE, DOLLIE FRYER CRIDER	86	12A	CAROL KEELING ROSE, KIMBERLY LOCE STUMP, LINDA SUE KEELING, NORMA KEELING KENNEDY
30	8	SCHWARZ PROPERTIES, LLC	87	12A	GHSS LLC
31	8, 9	CAROL W. BRUTON	88	12A, 15	GHSS LLC
32	9	NCDOT	89	12A	JANSON REID BROWN
33	9	THE JESSE TATE LEONARD FAMILY TRUST TRUSTEES, PHYLLIS LEONARD MARTENS, JESSE TATE LEONARD	90	15	DAVID L. WILLIAMS SR AND WIFE, JUANITA O. WILLIAMS
34	9	MCKENZIE PROPERTIES AND INVESTMENTS, LLC	91	15	MEREDITH AND COMPANY LLC
34A	9	MCKENZIE PROPERTIES AND INVESTMENTS, LLC	92Z	15	31565ST LLC
34B	9	MCKENZIE PROPERTIES AND INVESTMENTS, LLC	93Z	15	ENERGIZER BATTERY MANUFACTURING INC
35	9	ANDREW MARK SCHWARZ	94	11	RONALD L. BENNETT AND WIFE, SHARON H. BENNET
36	9	HL DELK CONSTRUCTION INC	95	5	MARTHA B. BRASWELL
37	9	CALVARY BAPTIST CHURCH	96	12A	NCDOT
38	9	MCKENZIE PROPERTIES AND INVESTMENTS, LLC	97	12C	JOHN JOSEPH LOUISE
39	9	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION	98	12C	RICKEY E. SPENCER AND WIFE, CLARISSA SPENCER
40	9, 10	CETWICK REAL ESTATE HOLDING, LLC	99	12C	THIRD CARTER PROPERTIES LLC
41	9, 10	EDWARD LEE RICH AND WIFE, VIRGINIA K. RICH			
42	10	EDWARD LEE RICH AND WIFE, VIRGINIA K. RICH & PAUL B. ALLEN III AND WIFE, JANET B. ALLEN			
43	10	RAYMOND L. BROWER AND WIFE, MESHELL E. BROWER			
44	10	KAREN LINDSAY LITTLE			
45	10	EDWARD LEE RICH AND WIFE, VIRGINIA K. RICH & PAUL B. ALLEN III AND WIFE, JANET B. ALLEN			
46Z	10	VERNON POOLE & COMPANY, INC			
47Z	10, 11	NCDOT			
48	11	CHARLES FRANKLIN DAVIS & SHEILA K. LEE DAVIS			
49	11	WEST BEND UNITED METHODIST CHURCH			
50	10, 11, 14	STATE HIGHWAY PUBLIC WORKS COMMISSION			
51	11, 12B	BARRY T. BETTS			
52	11, 12B	BEST BETTS PROPERTIES, LLC			
52A	12B	BEST BETTS PROPERTIES, LLC			
53Z	11, 12C	CETWICH REAL ESTATE HOLDING, LLC			
54	12C	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION			

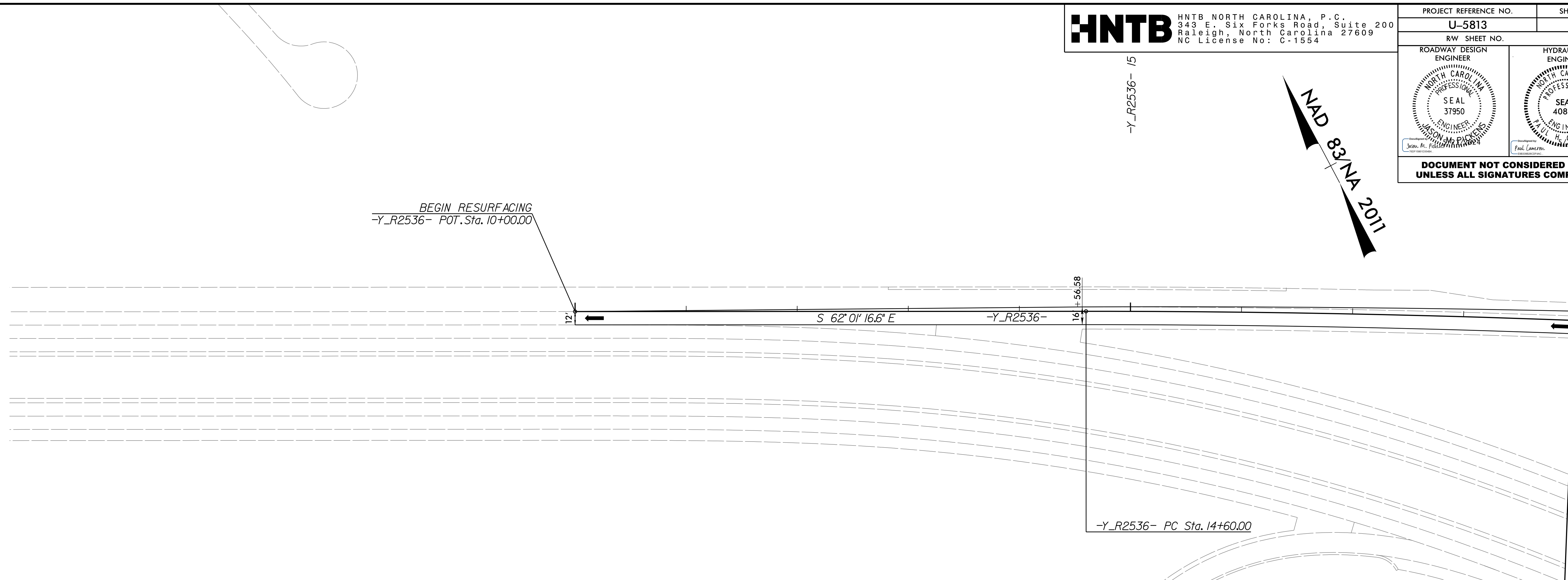
8/17/99

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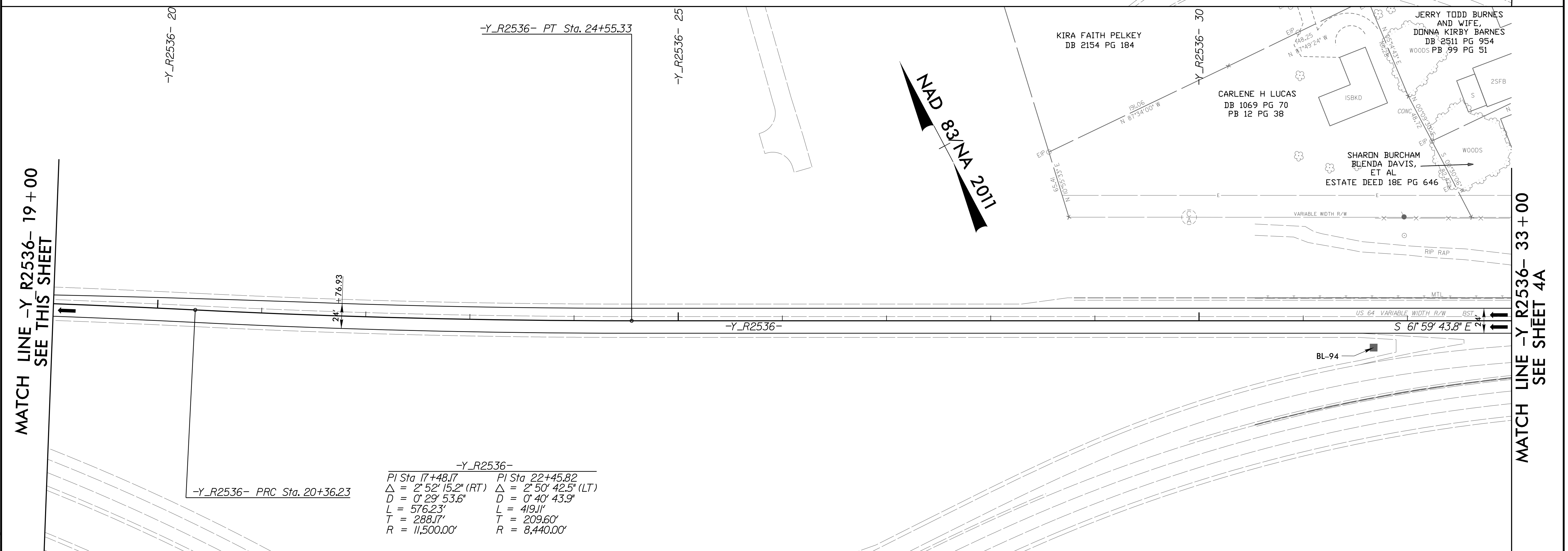
8/17/99

HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -Y R2536- 19 + 00
SEE THIS SHEET



MATCH LINE -Y R2536- 19 + 00
SEE THIS SHEET

MATCH LINE -Y R2536- 33 + 00
SEE SHEET 4A

-Y_R2536-	
PI Sta 17+48.17	PI Sta 22+45.82
$\Delta = 2' 52' 15.2''$ (RT)	$\Delta = 2' 50' 42.5''$ (LT)
D = 0' 29' 53.6"	D = 0' 40' 43.9"
L = 576.23'	L = 419.11'
T = 288.17'	T = 209.60'
R = 11,500.00'	R = 8,440.00'

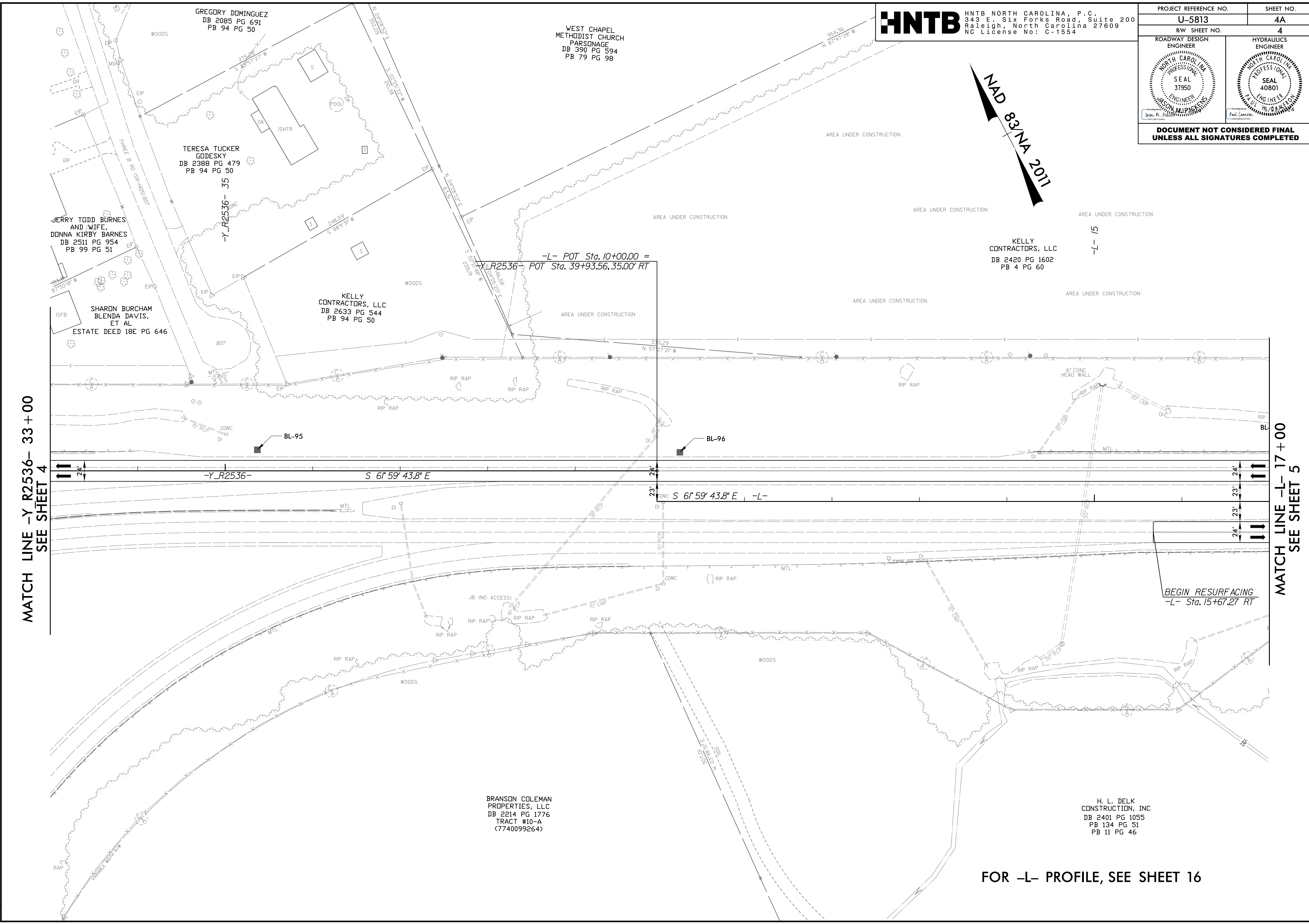
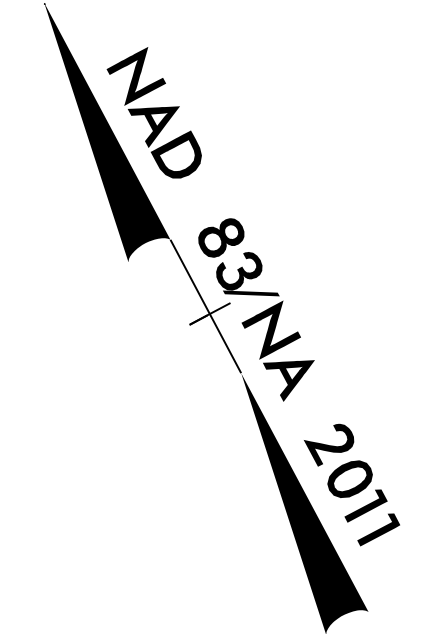
-Y_R2536- PRC Sta. 20+36.23

25-APR-2024 18:49
 (Roadway) P-oj U5813.RDY_PSH4.dgn
 HNTB

8.417/99

HNTB HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	4A
RW SHEET NO.	4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -Y R2536- 33+00
SEE SHEET 4

MATCH LINE -L- 17+00
SEE SHEET 5

-L- POT Sta. 10+00.00 =
 -Y R2536 - POT Sta. 39+93.56, 35.00' RT

-L- 15

BEGIN RESURFACING
 -L- Sta. 15+67.27 RT

BRANSON COLEMAN
 PROPERTIES, LLC
 DB 2214 PG 1776
 TRACT #10-A
 (7740099264)

H. L. DELK
 CONSTRUCTION, INC
 DB 2401 PG 1055
 PB 134 PG 51
 PB 11 PG 46

FOR -L- PROFILE, SEE SHEET 16

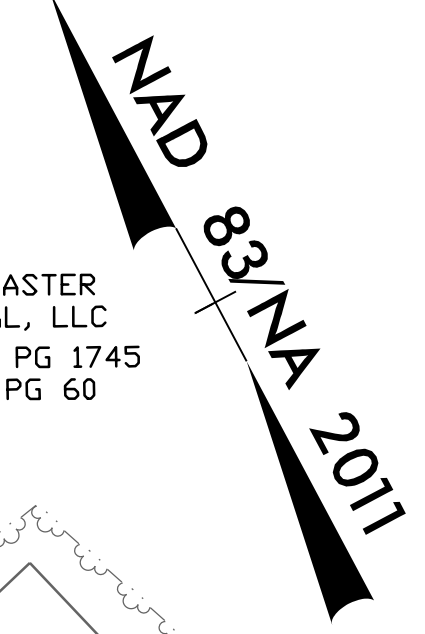
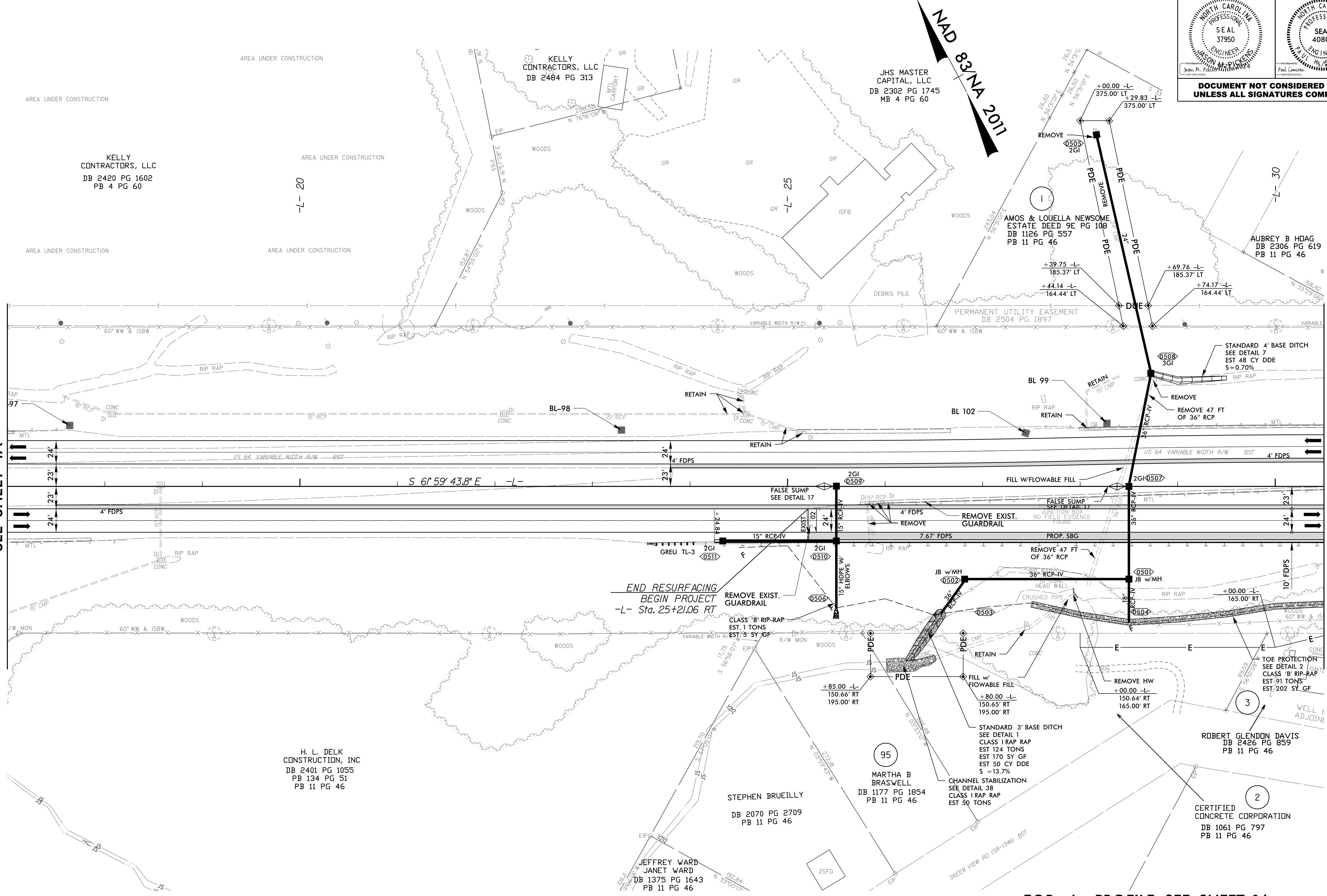
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 (Roadway) Proj: U5813_RDY_PSH4A.dgn
 HNTB

8/17/99

PROJECT REFERENCE NO.		SHEET NO.	
U-5813		5	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCH LINE -L- 17 + 00
SEE SHEET 4A

MATCH LINE -L- 30 + 50
SEE SHEET 6



H. L. DELK
 CONSTRUCTION, INC
 DB 2401 PG 1055
 PB 134 PG 51
 PB 11 PG 46

STEPHEN BRUEILLY
 DB 2070 PG 2709
 PB 11 PG 46

MARtha B
 BRASWELL
 DB 1177 PG 1854
 PB 11 PG 46

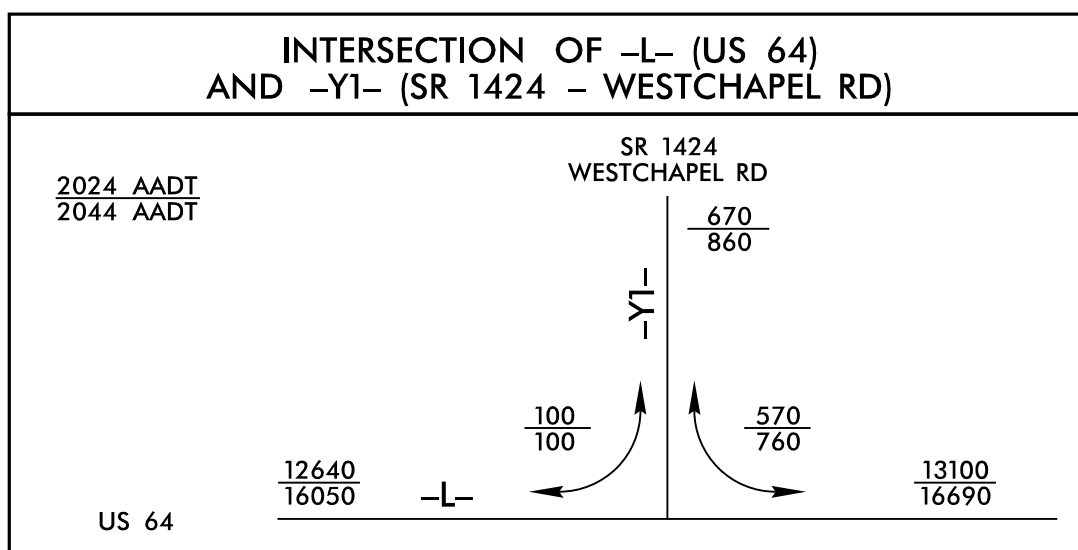
CERTIFIED
 CONCRETE CORPORATION
 DB 1061 PG 797
 PB 11 PG 46

JEFFREY WARD
 JANET WARD
 DB 1375 PG 1643
 PB 11 PG 46

ROBERT GLENDON DAVIS
 DB 2426 PG 859
 PB 11 PG 46

FOR -L- PROFILE, SEE SHEET 16

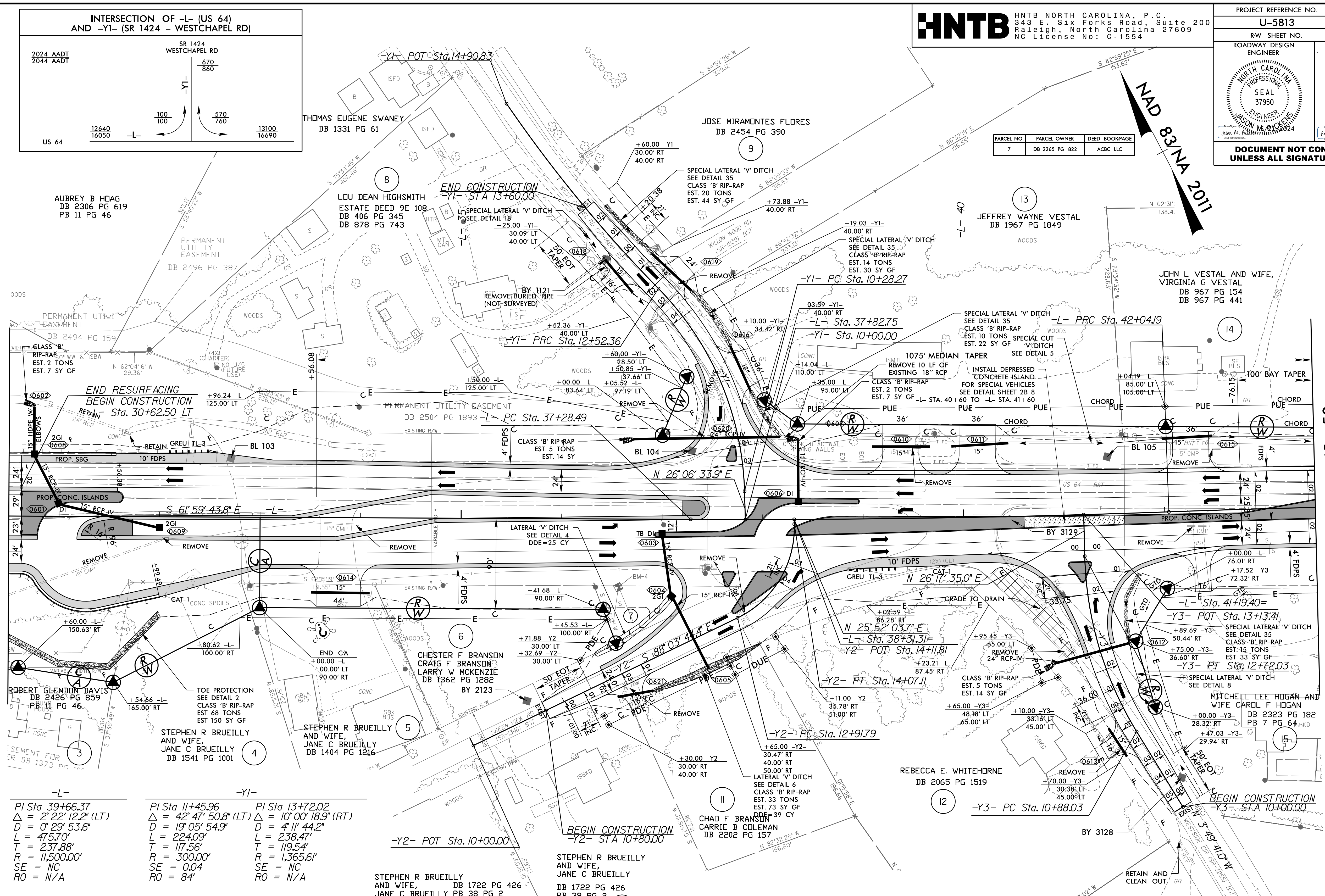
8/17/99



PROJECT REFERENCE NO.	U-5813	SHEET NO.	6
R/W SHEET NO.		ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

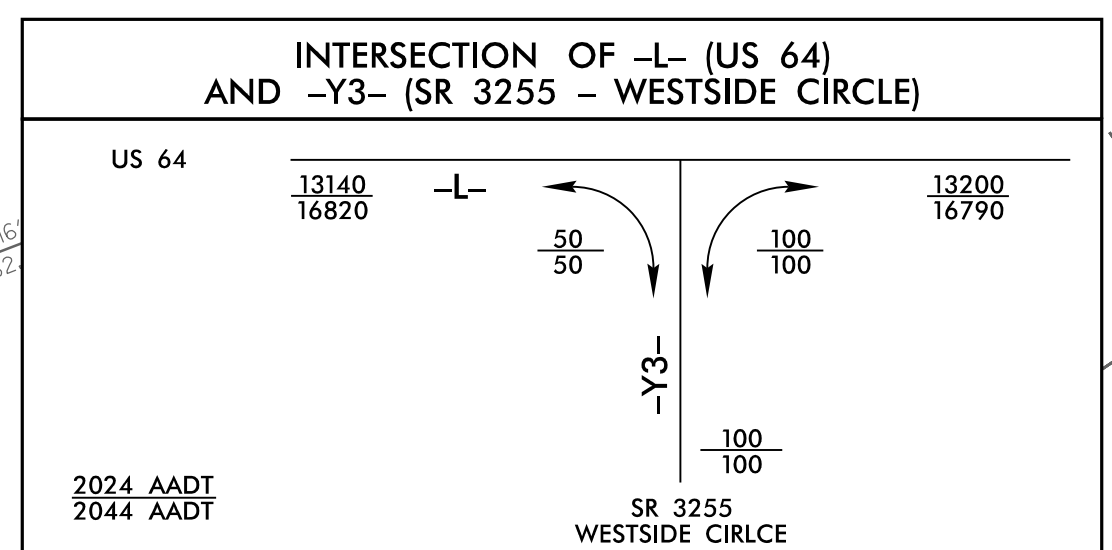
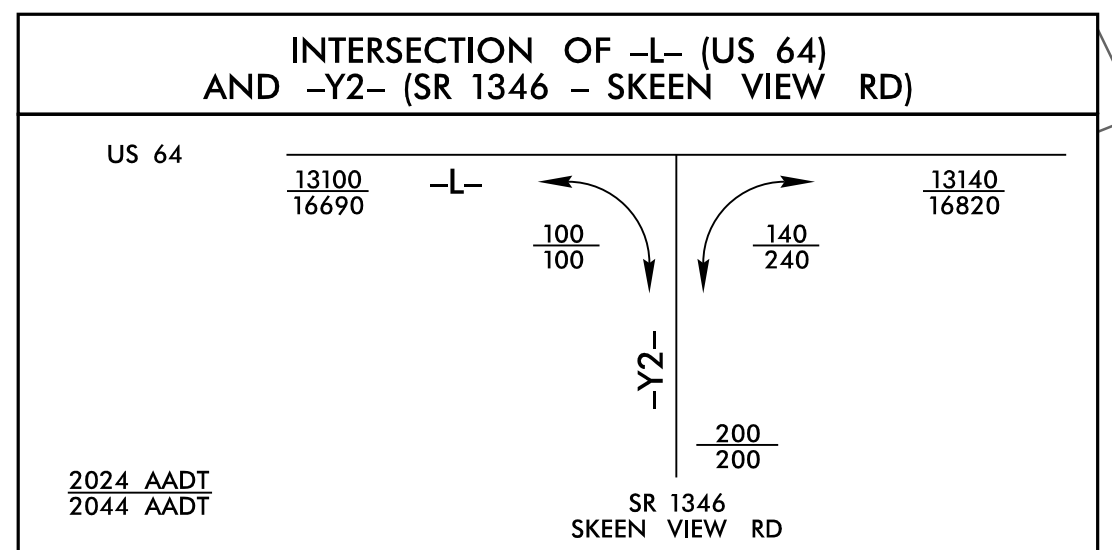
MATCH LINE -L- 30 + 50
SEE SHEET 5

MATCH LINE -L- 43 + 50
SEE SHEET 7



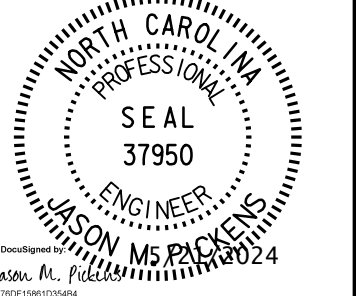
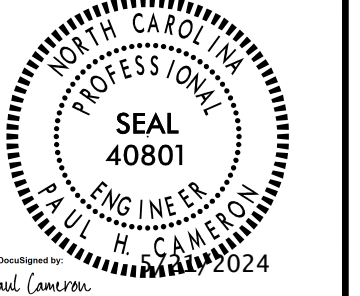
-L-		-Y1-	
PI Sta 39+66.37	$\Delta = 2' 22'' 12.2''$ (LT)	PI Sta 11+45.96	$\Delta = 42' 47'' 50.8''$ (LT)
D = 0' 29'' 53.6"	L = 475.70'	D = 19' 05'' 54.9"	L = 238.47'
T = 237.88'	R = 11,500.00'	D = 4' 11'' 44.2"	L = 119.54'
SE = NC	RO = N/A	T = 117.56'	R = 1,365.61'
		SE = 0.04	RO = 84'

-Y2-		-Y3-	
PI Sta 13+56.82	$\Delta = 66' 04'' 12.0''$ (LT)	PI Sta 11+82.21	$\Delta = 30' 07'' 15.9''$ (RT)
D = 57' 17'' 44.8"	L = 115.31'	D = 16' 22'' 12.8"	L = 184.00'
T = 65.03'	R = 100.00'	D = 94.18'	R = 350.00'
SE = 0.04	RO = 84'	SE = 0.02	RO = 42'



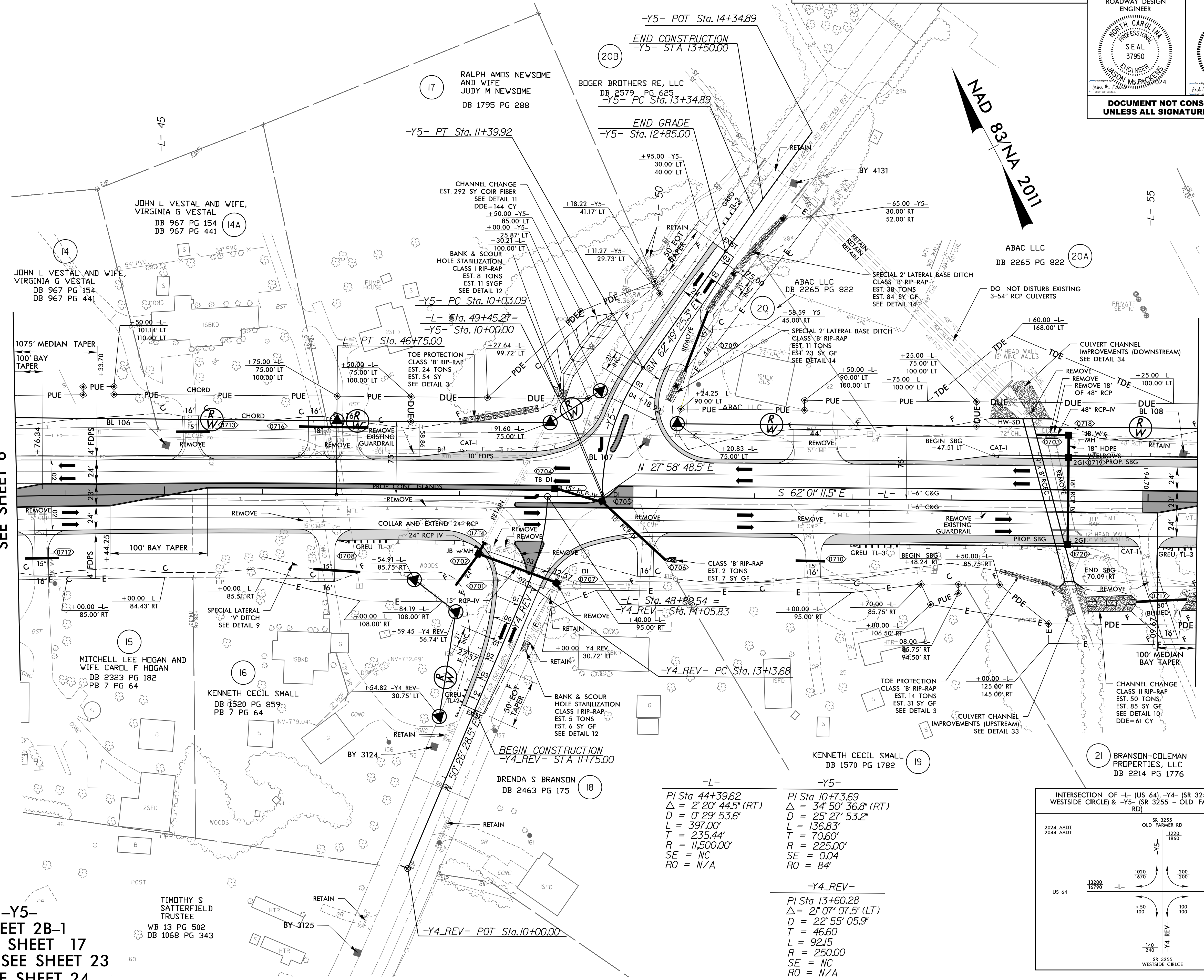
FOR -L-, -Y1-, -Y2-, & -Y3- DIMENSIONS, SEE SHEET 2B-1
 FOR -L- PROFILE, SEE SHEET 16, 17
 FOR -Y1- PROFILE, SEE SHEET 23
 FOR -Y2- PROFILE, SEE SHEET 23
 FOR -Y3- PROFILE, SEE SHEET 23

25-APR-2024 18:49
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PROJECT REFERENCE NO. U-5813	SHEET NO. 7
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCH LINE -L- 43+50
SEE SHEET 6

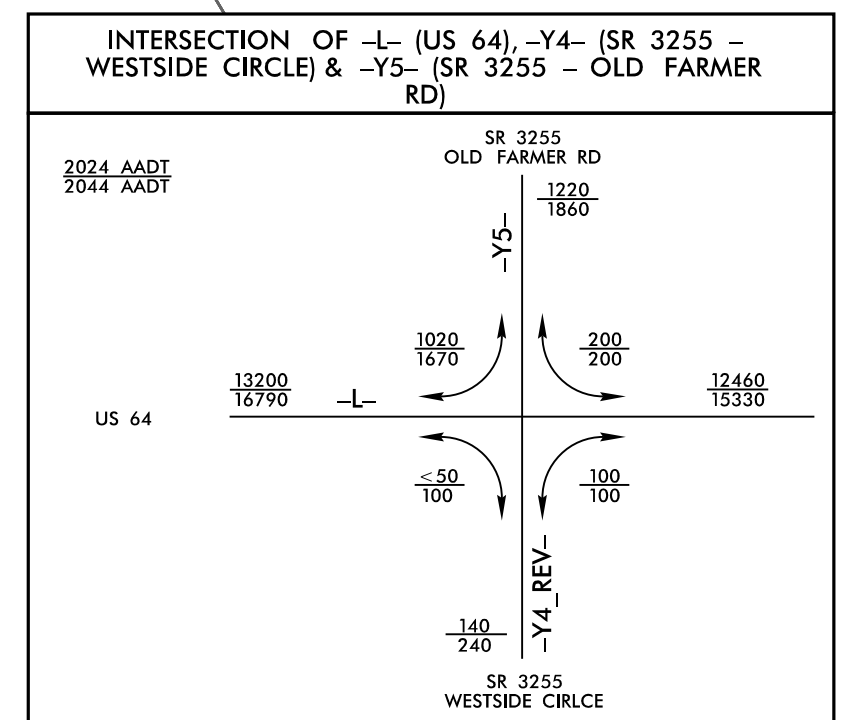
MATCH LINE -L- 55+50
SEE SHEET 8



FOR -L-, -Y4-, & -Y5-
 DIMENSIONS, SEE SHEET 2B-1
 FOR -L- PROFILE, SEE SHEET 17
 FOR -Y4 REV- PROFILE, SEE SHEET 23
 FOR -Y5- PROFILE, SEE SHEET 24

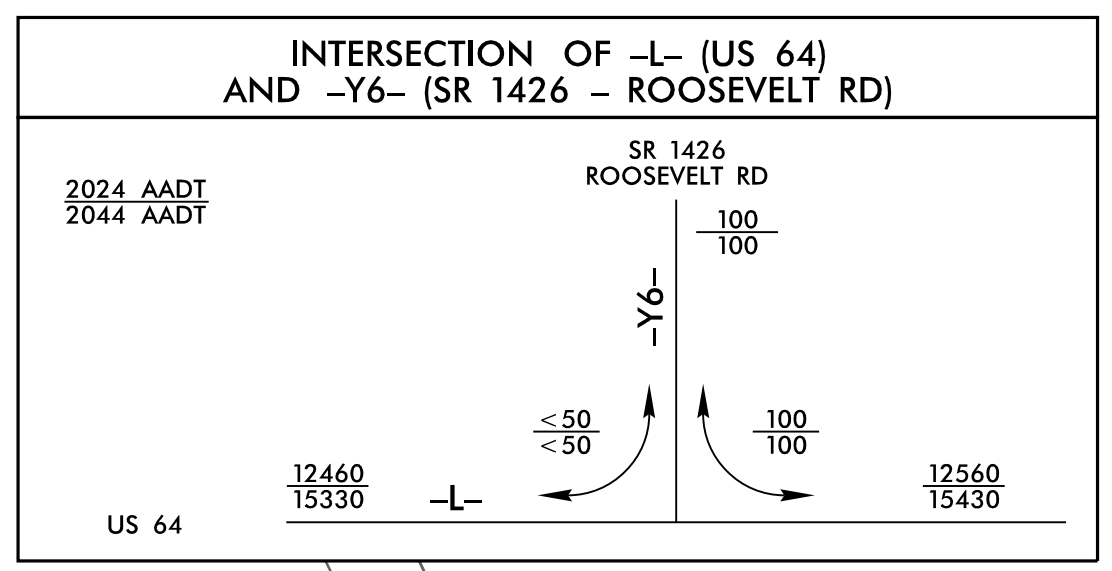
-L-	-Y5-
PI Sta 44+39.62	PI Sta 10+73.69
$\Delta = 2^\circ 20' 44.5''$ (RT)	$\Delta = 3^\circ 50' 36.8''$ (RT)
$D = 0^\circ 29' 53.6''$	$D = 25^\circ 27' 53.2''$
$L = 397.00'$	$L = 136.83'$
$T = 235.44'$	$T = 70.60'$
$R = 11,500.00'$	$R = 225.00'$
SE = NC	SE = 0.04
RO = N/A	RO = 84'

-Y4_REV-
PI Sta 13+60.28
$\Delta = 2^\circ 07' 07.5''$ (LT)
$D = 22^\circ 55' 05.9''$
$L = 46.60'$
$L = 92.15'$
$R = 250.00'$
SE = NC
RO = N/A



8/17/2024

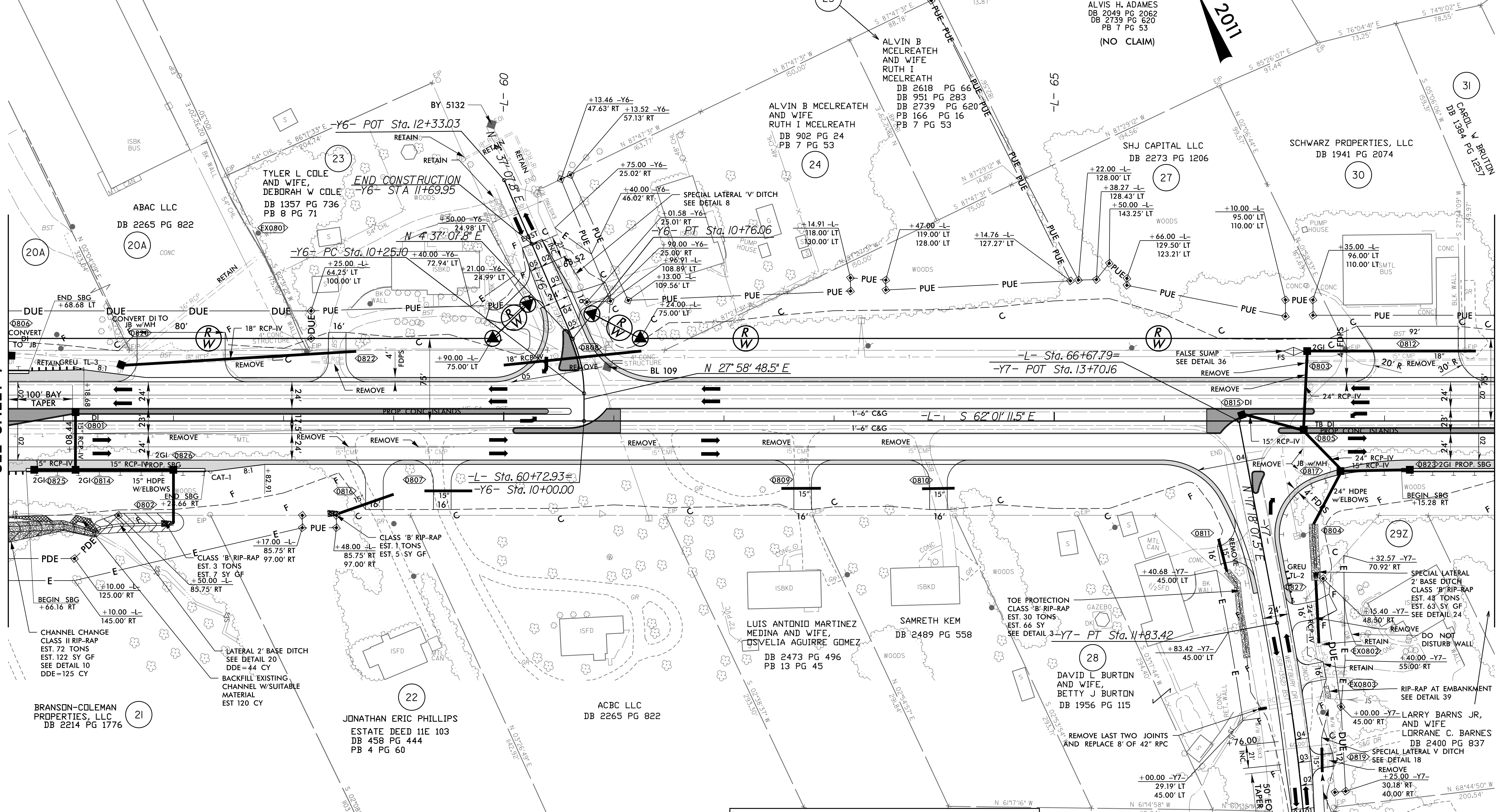
PROJECT REFERENCE NO. U-5813	SHEET NO. 8
ROADWAY DESIGN ENGINEER SEAL 37950 JASON M. SPISAK 2024	HYDRAULICS ENGINEER SEAL 40801 PAUL COMPTON 2024
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



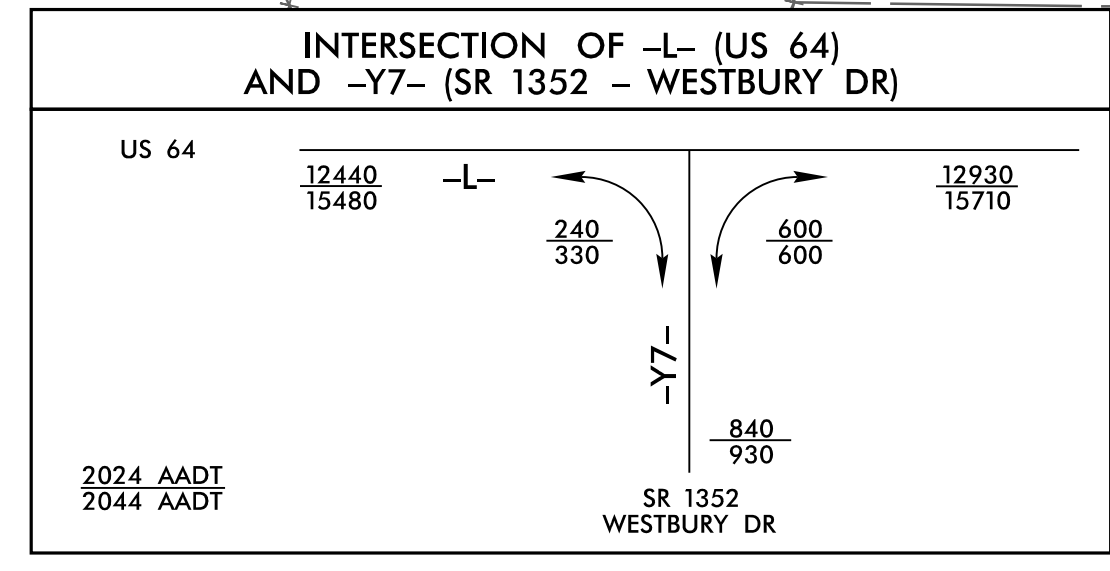
PARCEL NO.	PARCEL OWNER	DEED BOOK/PAGE
29Z	RICHARD DOSIER CRIDER AND WIFE, DOLLE FRYER CRIDER	DB 2062 PG 640 PB 13 PG 45

MATCH LINE -L- 55+50
SEE SHEET 7

MATCH LINE -L- 69+00
SEE SHEET 9



-Y6-	-Y7-
PI Sta 10+50.94	PI Sta 10+91.79
$\Delta = 23' 21'' 40.7''$ (LT)	$\Delta = 5' 50'' 18.0''$ (LT)
D = 45' 50'' 11.8''	D = 3' 10'' 59.2''
L = 50.97'	L = 183.42'
T = 25.84'	T = 91.79'
R = 125.00'	R = 1,800'
SE = 0.05	SE = 0.04
RO = 105'	RO = 84'

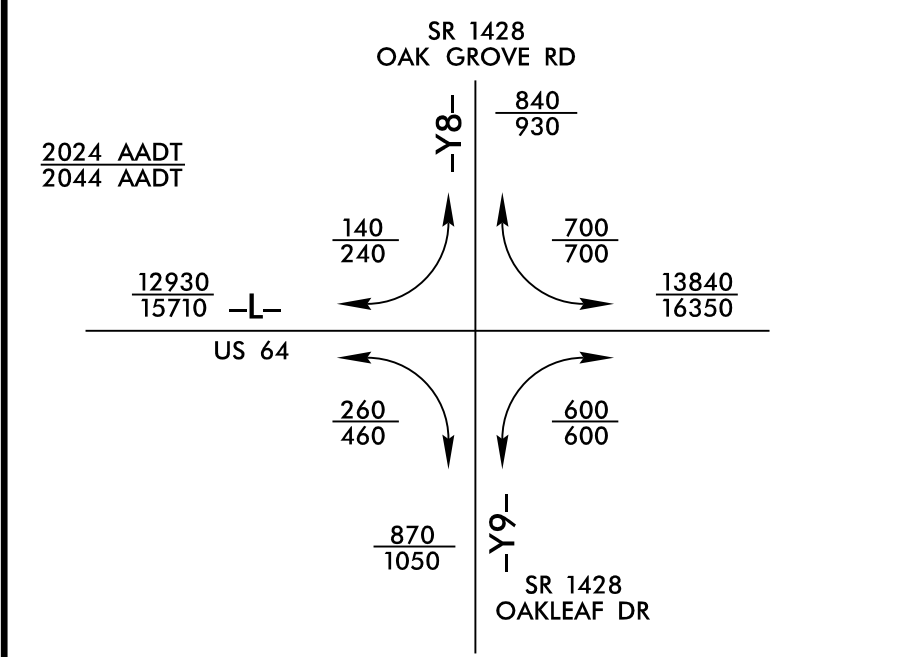


FOR -L-, -Y6-, & -Y7- DIMENSIONS,
SEE SHEET 2B-2
FOR -L- PROFILE, SEE SHEET 17, 18
FOR -Y6- PROFILE, SEE SHEET 24
FOR -Y7- PROFILE, SEE SHEET 24

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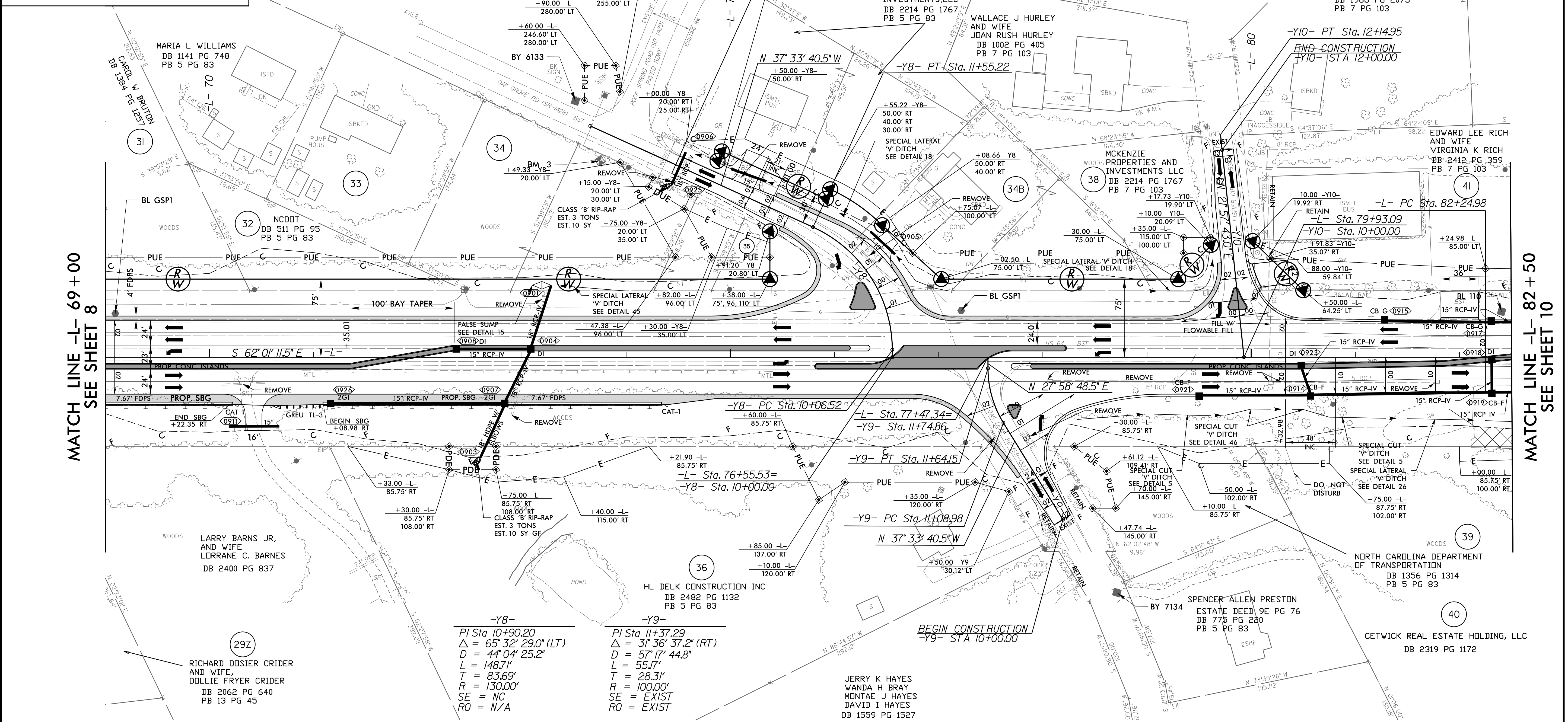
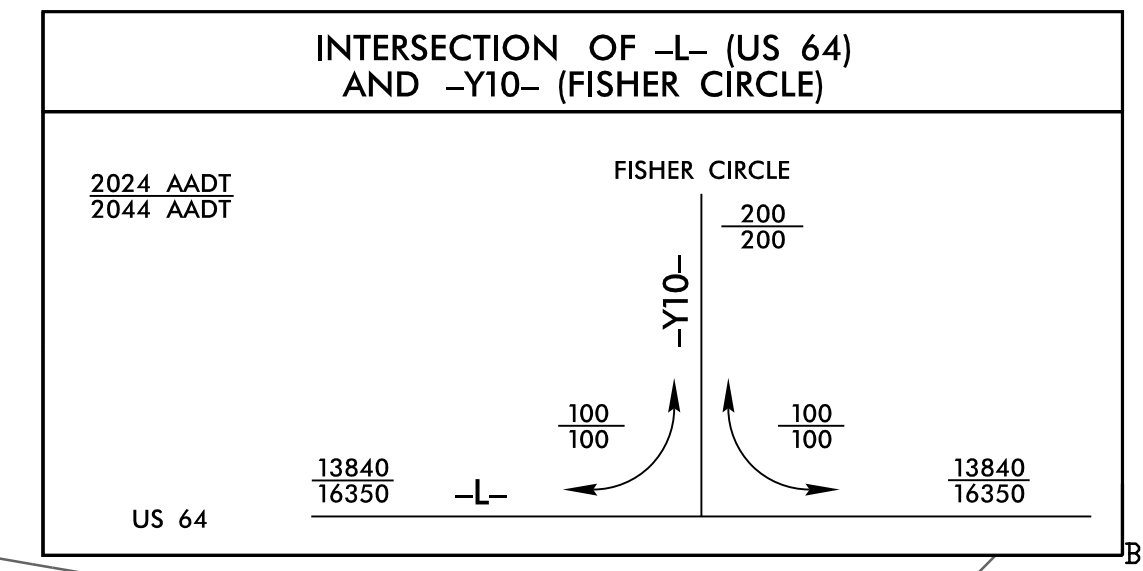
INTERSECTION OF -L- (US 64), -Y8- (SR 1428 - OAK GROVE RD) & -Y9- (SR 1428 - OAKLEAF DR)



PARCEL NO.	PARCEL OWNER	DEED BOOK/PAGE
33	THE JESSE TATE LEONARD FAMILY TRUST TRUSTEES PHYLLIS LEONARD MARTENS JESSE TATE LEONARD	DB 1951 PG 651 PB 5 PG 83
34/34B	MCKENZIE PROPERTIES AND INVESTMENTS, LLC	DB 2214 PG 1767 PB 5 PG 83
35	ANDREW MARK SCHWARZ	DB 1208 PG 1663 PB 5 PG 83

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO. U-5813	SHEET NO. 9
ROADWAY DESIGN ENGINEER SEAL 37950 JASON M. CRIDER	HYDRAULICS ENGINEER SEAL 40801 PAUL CANNON
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

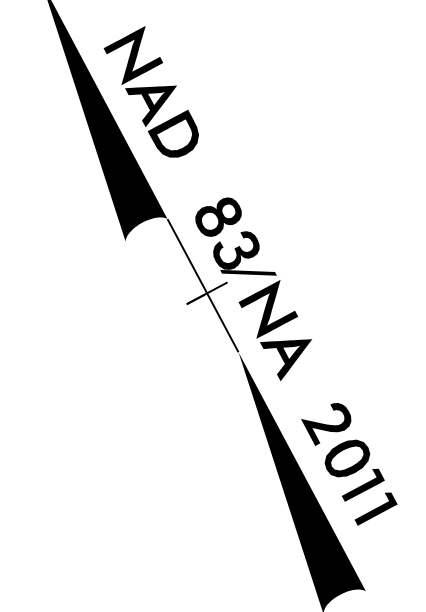
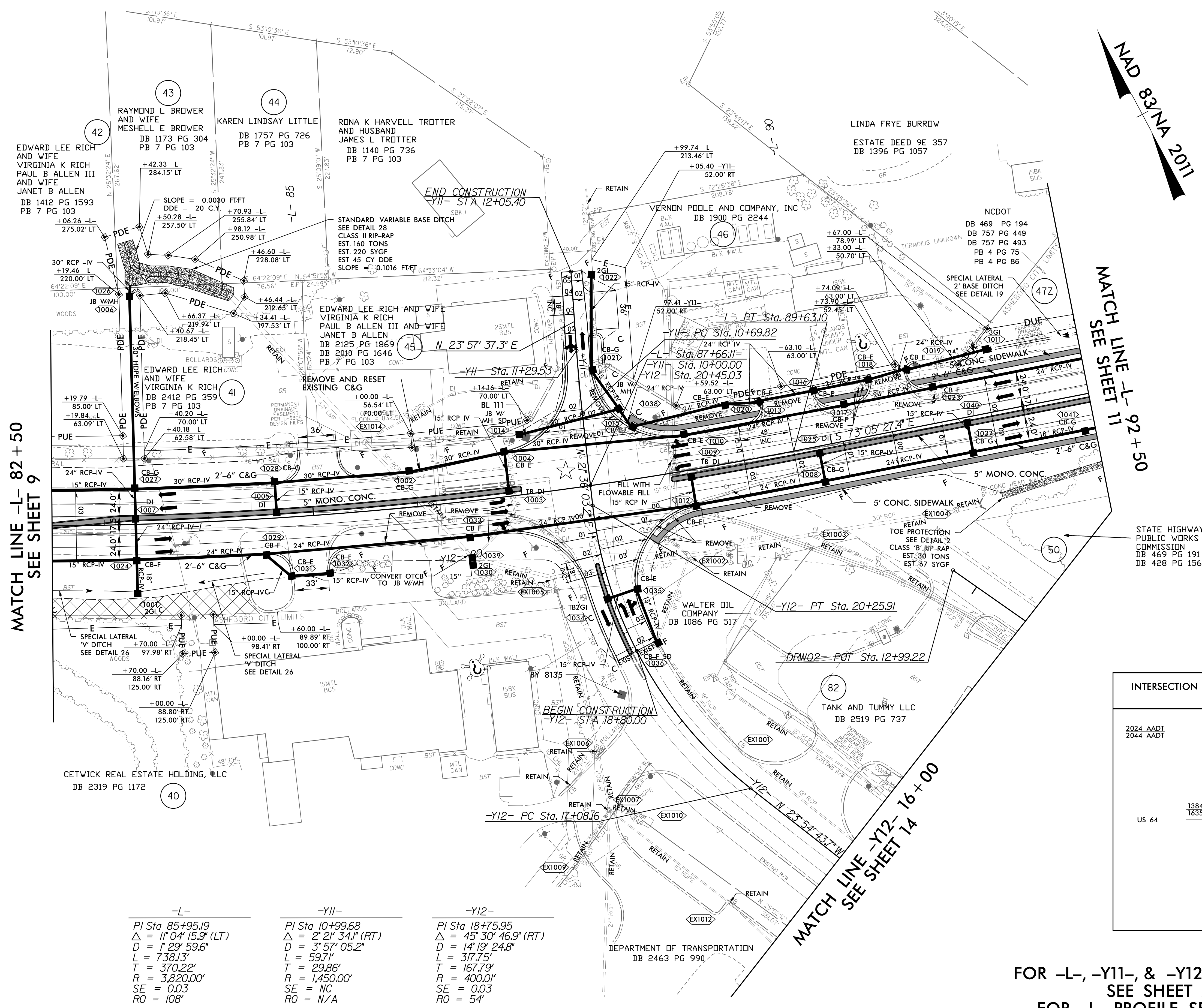


FOR -L-, -Y8-, -Y9-, & -Y10-
DIMENSIONS, SEE SHEET 2B-2
FOR -L- PROFILE, SEE SHEET 18
FOR -Y8- PROFILE, SEE SHEET 24
FOR -Y9-, -Y10- PROFILES, SEE SHEET 25

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8/17/2024

PROJECT REFERENCE NO. U-5813	SHEET NO. 10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

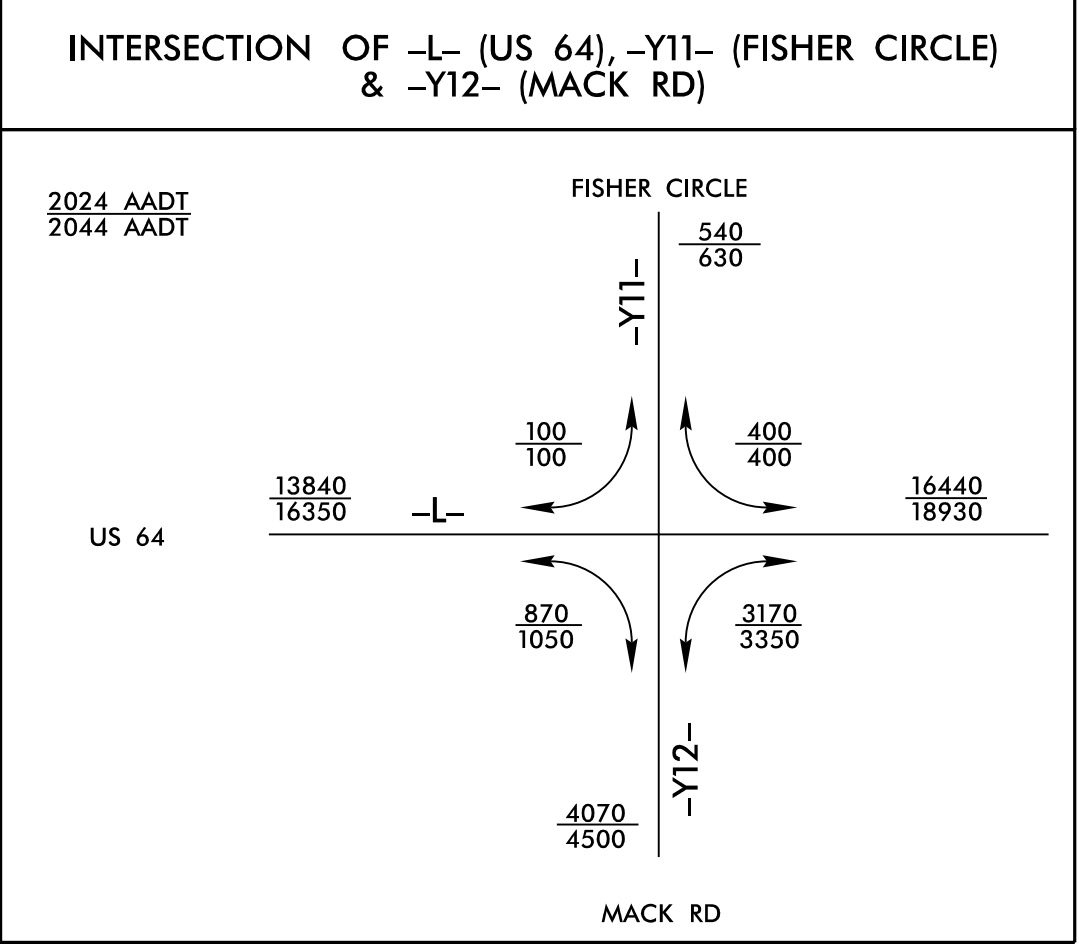


☆ EXISTING SIGNAL

MATCH LINE -L- 82 + 50
SEE SHEET 9

MATCH LINE -L- 92 + 50
SEE SHEET 11

MATCH LINE -Y12- 16 + 00
SEE SHEET 14



-L-	-Y11-	-Y12-
PI Sta 85+95.19	PI Sta 10+99.68	PI Sta 18+75.95
Δ = 11° 04' 15.9" (LT)	Δ = 2° 21' 34.1" (RT)	Δ = 45° 30' 46.9" (RT)
D = 1' 29' 59.6"	D = 3' 57' 05.2"	D = 14' 19' 24.8"
L = 738.13'	L = 59.71'	L = 317.75'
T = 370.22'	T = 29.86'	T = 167.79'
R = 3,820.00'	R = 1,450.00'	R = 400.00'
SE = 0.03	SE = NC	SE = 0.03
RO = 108'	RO = N/A	RO = 54'

FOR -L-, -Y11-, & -Y12- DIMENSIONS,
SEE SHEET 2B-3
FOR -L- PROFILE, SEE SHEET 18
FOR -Y11-, -Y12- PROFILE, SEE SHEET 25

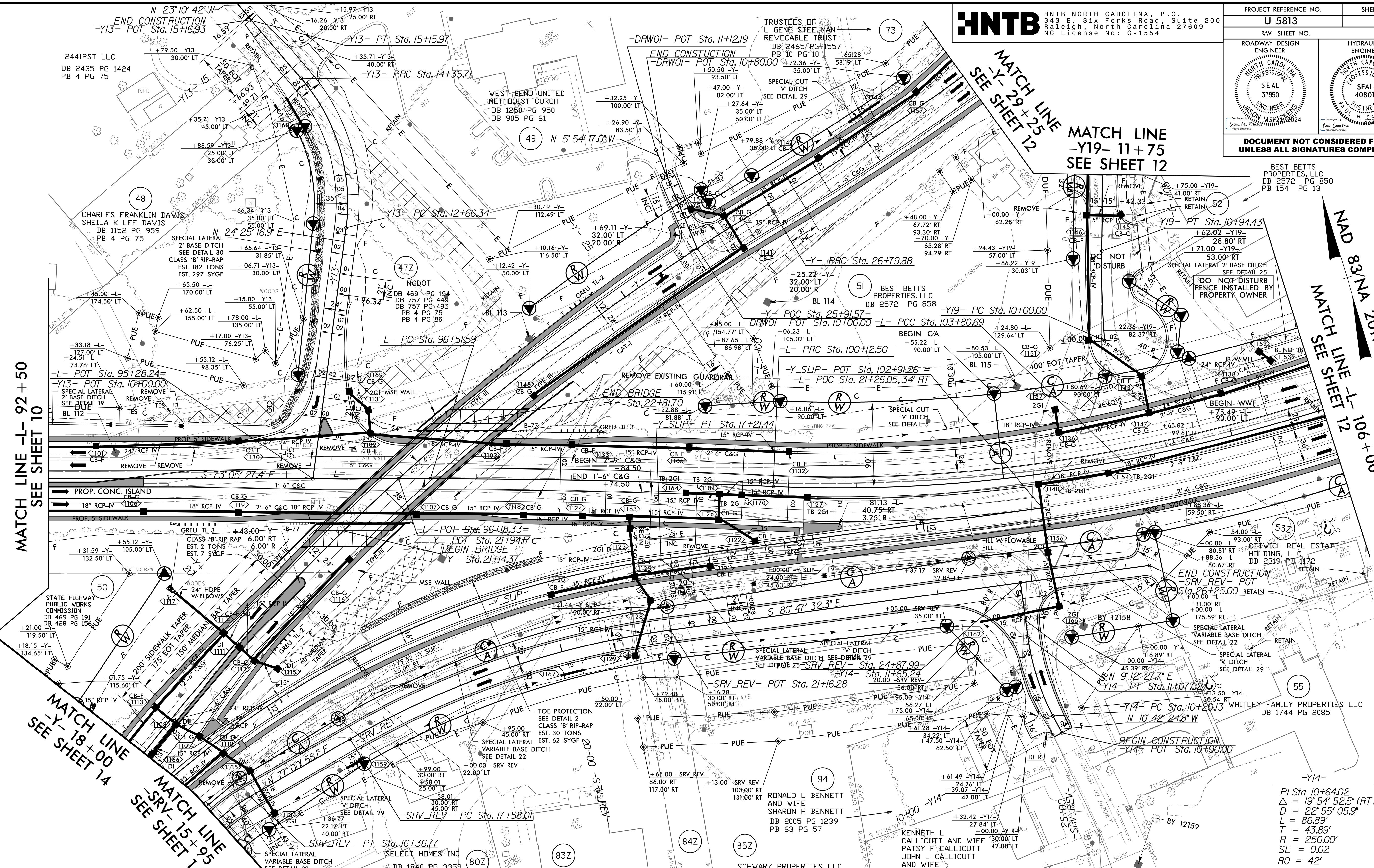
NOTE:
1.) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED

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8/17/2024

PROJECT REFERENCE NO. U-5813	SHEET NO. 11
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER

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

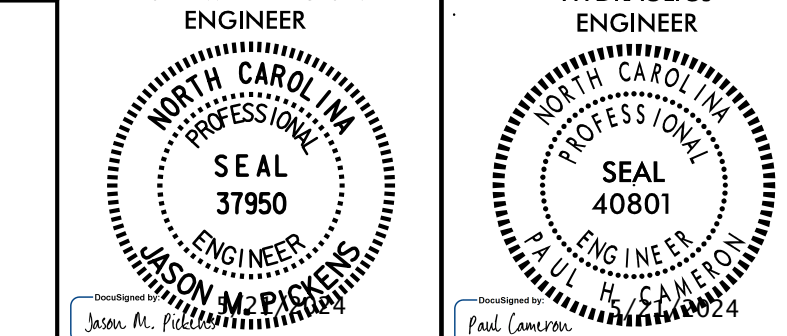


FOR -Y- & -Y13- DIMENSIONS, SEE SHEET 2B-3
 FOR -L- PROFILE, SEE SHEETS 18, 19
 FOR -Y- PROFILE, SEE SHEET 21
 FOR -Y13-, -Y14- & -Y SLIP- PROFILES, SEE SHEET 26
 FOR -Y19- PROFILE, SEE SHEET 27
 FOR -SRV- & -DRW01- PROFILES, SEE SHEET 32
 FOR STRUCTURE PLANS, SEE SHEETS S-1 THRU S-34

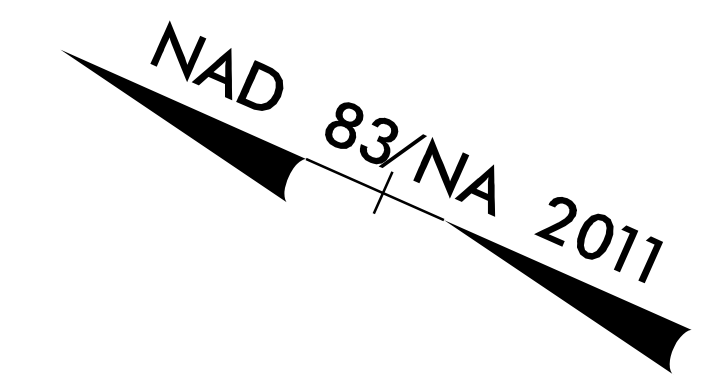
PI Sta 98+32.07 Δ = 2° 32' 14.0" (RT) D = 0' 42' 10.9" L = 360.90' T = 180.48' R = 8,150.00' SE = NC RO = N/A	PI Sta 101+97.45 Δ = 13° 31' 23.5" (LT) D = 3' 40' 22.1" L = 368.20' T = 184.96' R = 1,560.00' SE = 0.04 RO = 192'	PI Sta 15+33.11 Δ = 69° 17' 20.1" (RT) D = 28° 38' 52.4" L = 241.86' R = 2,000.00' SE = 0.05 RO = 105'	PI Sta 19+39.42 Δ = 22° 11' 29.6" (RT) D = 6° 11' 38.9" L = 357.27' R = 925.00' SE = 0.03 RO = 63'	PI Sta 22+19.21 Δ = 22° 16' 49.0" (RT) D = 2° 23' 14.4" L = 933.27' T = 472.61' R = 2,400.00' SE = 0.03 RO = 93'	PI Sta 29+22.31 Δ = 10° 02' 22.7" (LT) D = 2° 04' 33.4" L = 483.62' T = 242.43' R = 2,760.00' SE = 0.02 RO = 62'	PI Sta 13+56.48 Δ = 48° 31' 11.6" (LT) D = 28° 38' 52.4" L = 169.37' T = 90.14' R = 200.00' SE = 0.06 RO = 126'	PI Sta 14+75.84 Δ = 0° 55' 12.8" (RT) D = 1° 08' 47.5" L = 80.26' T = 40.13' R = 4,997.33' SE = EXIST RO = EXIST	PI Sta 13+77.23 Δ = 41° 20' 08.2" (RT) D = 5° 43' 46.5" L = 377.23' T = 72.44' R = 1,000.00' SE = 0.03 RO = 60'
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NOTE:
1.) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED

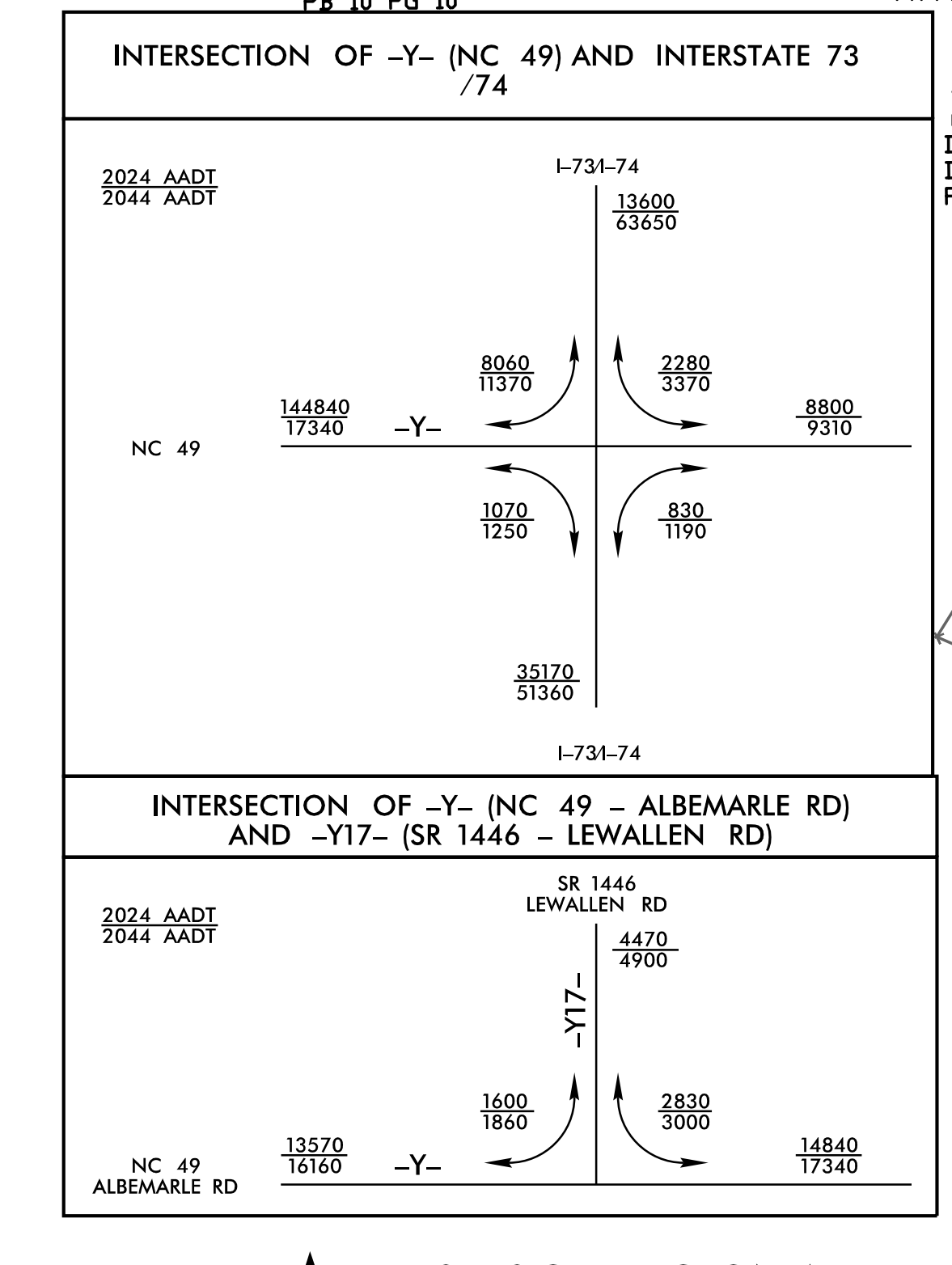
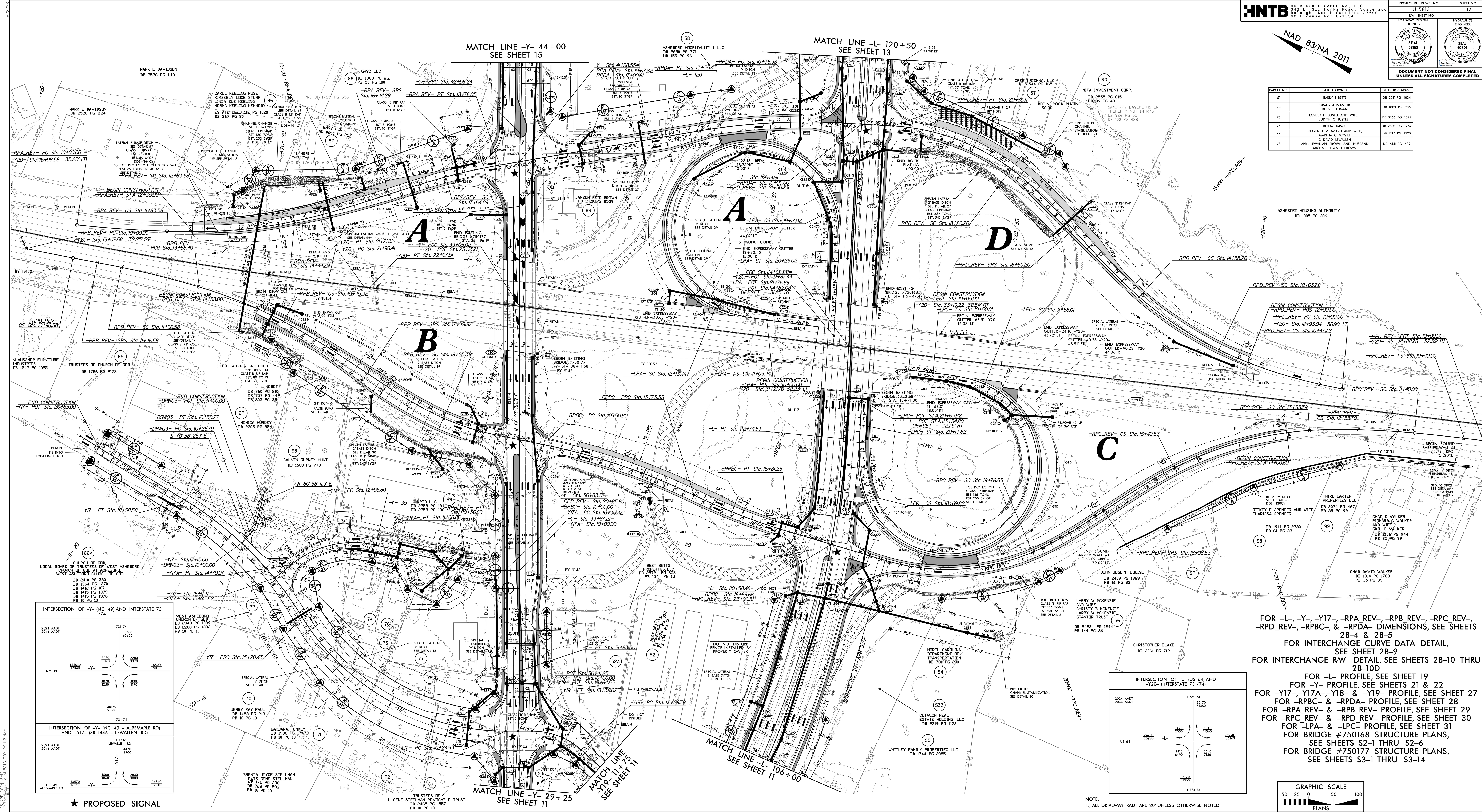
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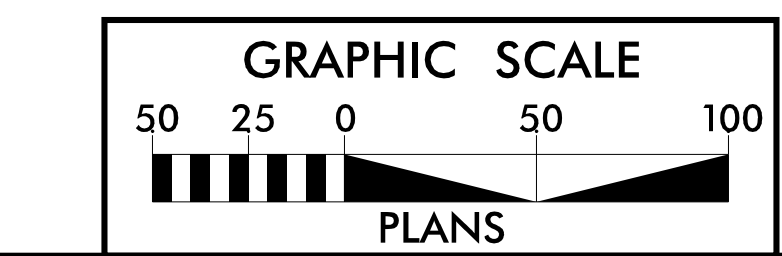
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PARCEL NO.	PARCEL OWNER	DEED BOOKPAGE
51	BARRY F BETTS	DB 2811 PG 104
74	GROFF HANNAH RE BURT T ADAM	DB 1003 PG 286
75	LANGER H BIDDLE AND WIFE, KATHI C BIDDLE	DB 2164 PG 1322
76	BELAM JAMES	DB 2365 PG 1247
77	CLARENCE W WOOD AND WIFE, MARTHA C WOOD	DB 1217 PG 1029
78	APRIL LEWALLEN BROWN AND HUSBAND MICHAEL EDWARD BROWN	DB 2441 PG 589



FOR -L-, -Y-, -Y17-, -RPA REV-, -RBP REV-, -RPC REV-, -RPD REV-, -RPBC-, & -RPDA- DIMENSIONS, SEE SHEETS 2B-4 & 2B-5
 FOR INTERCHANGE CURVE DATA DETAIL, SEE SHEET 2B-9
 FOR INTERCHANGE R/W DETAIL, SEE SHEETS 2B-10 THRU 2B-10D
 FOR -L- PROFILE, SEE SHEET 19
 FOR -Y- PROFILE, SEE SHEETS 21 & 22
 FOR -Y17-, -Y17A-, -Y18- & -Y19- PROFILE, SEE SHEET 27
 FOR -RPBC- & -RPDA- PROFILE, SEE SHEET 28
 FOR -RPA REV- & -RBP REV- PROFILE, SEE SHEET 29
 FOR -RPC REV- & -RPD REV- PROFILE, SEE SHEET 30
 FOR -LPA- & -LPC- PROFILE, SEE SHEET 31
 FOR BRIDGE #750168 STRUCTURE PLANS, SEE SHEETS S2-1 THRU S2-6
 FOR BRIDGE #750177 STRUCTURE PLANS, SEE SHEETS S3-1 THRU S3-14



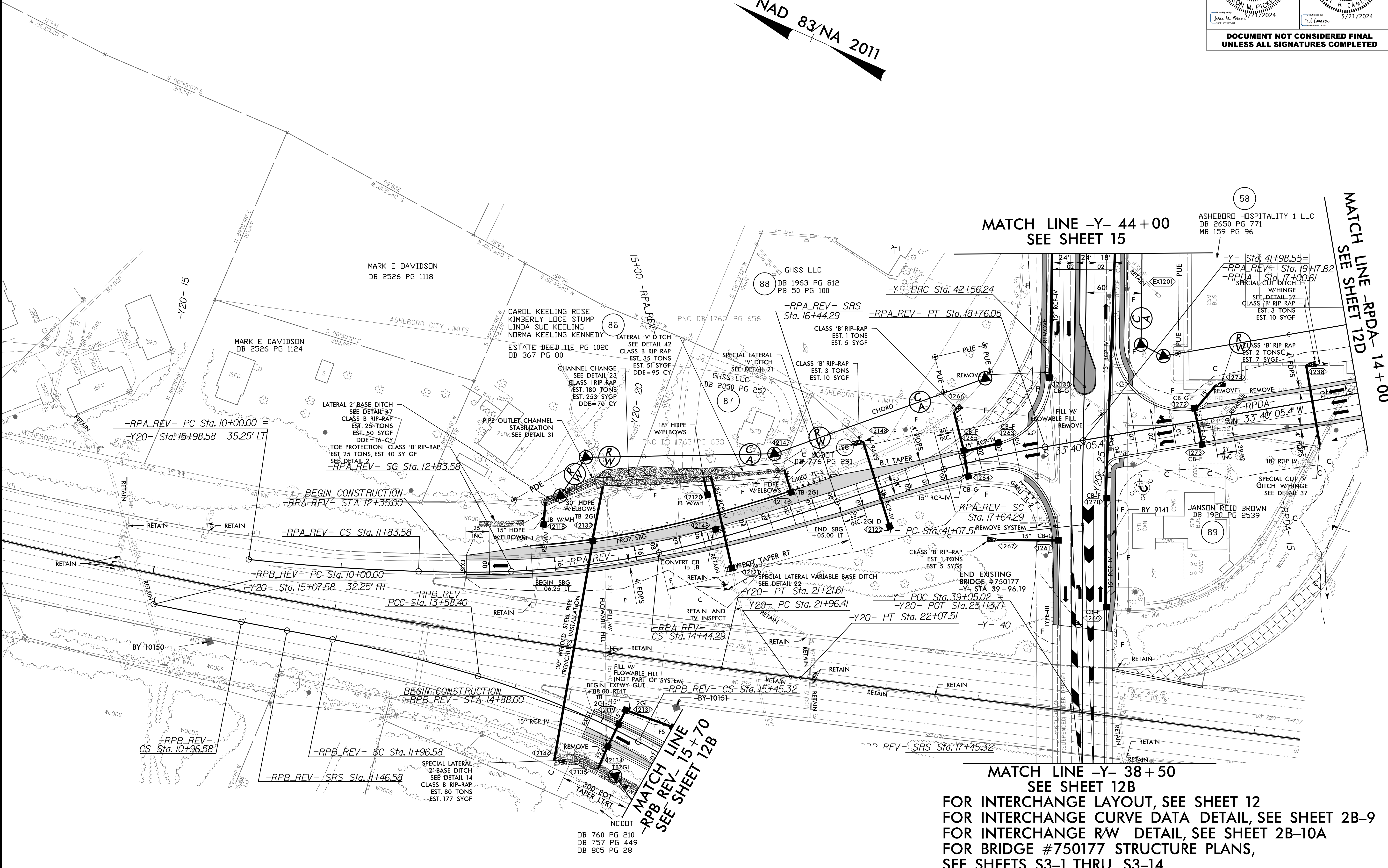
NOTE: 1) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED

★ PROPOSED SIGNAL

8/17/99

PROJECT REFERENCE NO.		SHEET NO.
U-5813		12A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

NAD 83/NA 2011



MATCH LINE -Y- 44+00
SEE SHEET 15

MATCH LINE -RPA- 14+00
SEE SHEET 12D

MATCH LINE -Y- 38+50
SEE SHEET 12B

FOR INTERCHANGE LAYOUT, SEE SHEET 12
 FOR INTERCHANGE CURVE DATA DETAIL, SEE SHEET 2B-9
 FOR INTERCHANGE RW DETAIL, SEE SHEET 2B-10A
 FOR BRIDGE #750177 STRUCTURE PLANS,
 SEE SHEETS S3-1 THRU S3-14

NCDOT
 DB 760 PG 210
 DB 757 PG 449
 DB 805 PG 28