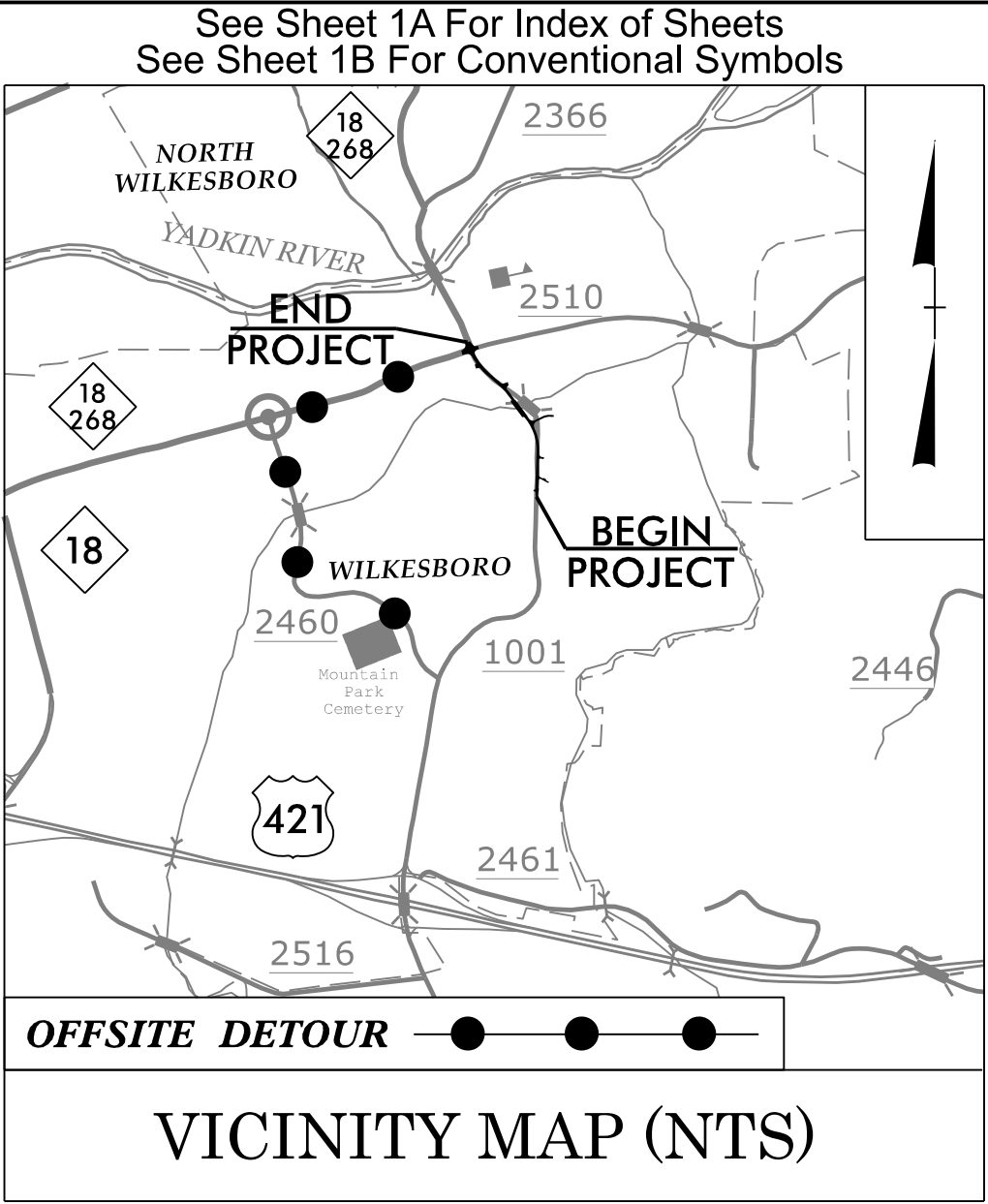


TIP PROJECT: B-4676A

CONTRACT: C205214



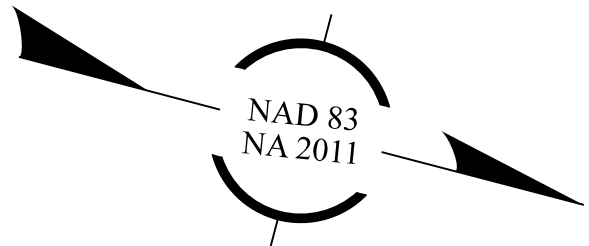
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

WILKES COUNTY

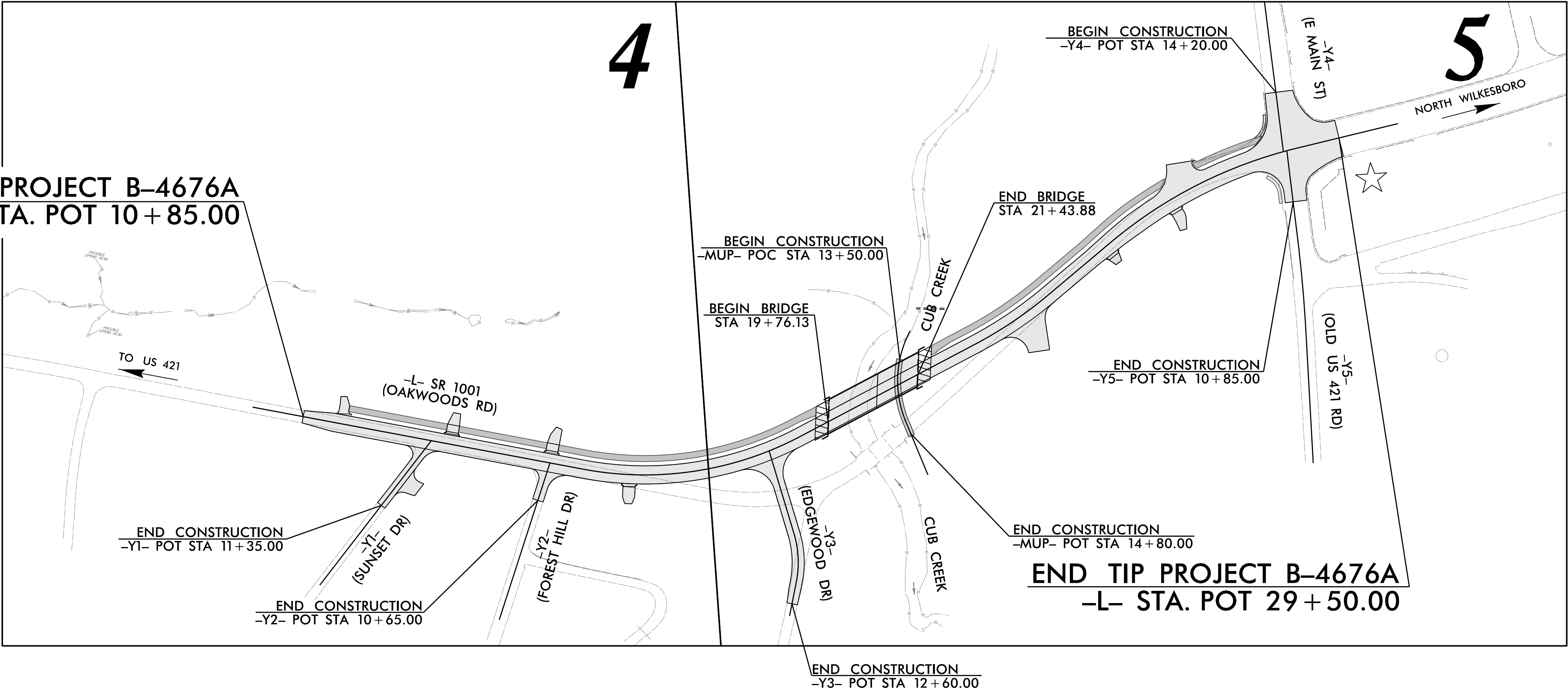
LOCATION: *BRIDGE #960029 OVER CUB CREEK ON SR 1001 (OAKWOODS RD)*

TYPE OF WORK: *GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURE*

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4676A	11	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
33831.1.2	3383101	PE	
33831.2.4	3383101	ROW	
33831.2.5	3383101	UTILITIES	
33831.3.3	3383101	CONSTRUCTION	



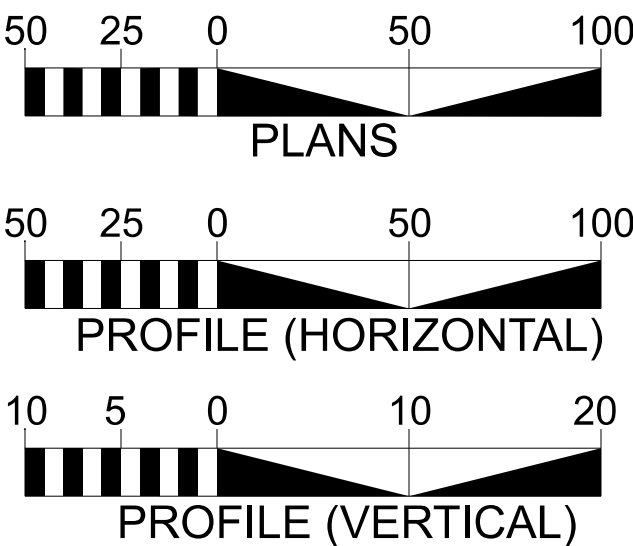
BEGIN TIP PROJECT B-4676A
-L- STA. POT 10+85.00



★ EXISTING SIGNAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2026 = 7,300
ADT 2046 = 8,900
K = 8 %
D = 55 %
T = 8 % *
V = 40 MPH
* TTST = 2% DUAL = 6%
FUNC CLASS = LOCAL
SUBREGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4676A = 0.321 MILES
LENGTH OF STRUCTURES TIP PROJECT B-4676A = 0.032 MILES
TOTAL LENGTH OF TIP PROJECT B-4676A = 0.353 MILES
PROJECT LENGTH BASED ON
-L- CENTERLINE

Prepared in the Office of:

HNTB
2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
MAY 28, 2024

LETTING DATE:
SEPTEMBER 15, 2026

J. MATTHEW PICKENS, PE
PROJECT ENGINEER

ROY H. TELLIER, PE
PROJECT DESIGN ENGINEER

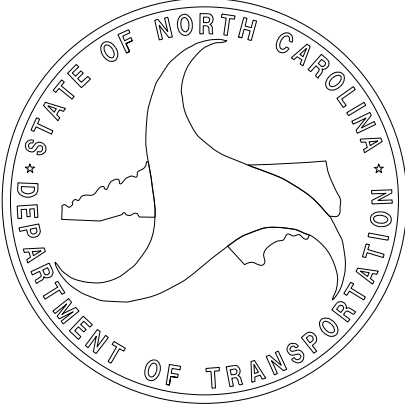
J. HEATH SLAUGHTER
NCDOT PROJECT MANAGER

HYDRAULICS ENGINEER

Signed by: *Paul Cameron*
037E387AD907F426...
SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER

Signed by: *Jason M. Pickens*
782CF15861D3548A...
SIGNATURE: P.E.



INDEX OF SHEETS	
SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A-1 THRU 2A-4	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-1 THRU 2B-3	ROADWAY DETAILS
2C-1 THRU 2C-9	SPECIAL DETAILS
2D-1 THRU 2D-2	DRAINAGE DETAILS
2G-1 THRU 2G-3	GEOTECHNICAL DETAILS
3B-1	ROADWAY SUMMARIES
3D-1 THRU 3D-2	DRAINAGE SUMMARIES
3G-1	GEOTECHNICAL SUMMARIES
3P-1	PARCEL INDEX SHEET
4 THRU 7	PLAN AND PROFILE SHEETS
RW01 THRU RW05	SURVEY CONTROL, EXISTING CENTERLINES, RIGHT OF WAY, EASEMENT AND PROPERTY TIES
TMP-1 THRU TMP-11	TRAFFIC MANAGEMENT PLANS
PMP-1 THRU PMP-3	PAVEMENT MARKING PLANS
EC-1 THRU EC-7	EROSION CONTROL PLANS
RF-1	REFORESTATION PLANS
SIGN-1 THRU SIGN-6	SIGNING PLANS
SIG-1.0 THRU SIG-3.2	SIGNAL PLANS
UC-1 THRU UC-6	UTILITIES CONSTRUCTION PLANS
UO-1 THRU UO-4	UTILITIES BY OTHERS PLANS
X-1	CROSS-SECTION INDEX
X-1A	CROSS-SECTION SUMMARY SHEET
X-2 THRU X-27	CROSS-SECTIONS
S-1	STRUCTURES TITLE SHEET
S1-1 THRU S1-29	STRUCTURE PLANS
SN	STRUCTURAL GENERAL NOTES

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. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS.
SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL
SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF
SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01

SIDE ROADS:

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

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 RADII OR RADII AS SHOWN ON THE PLANS. LOCATIONS OF DRIVES
WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

STREET TURNOUT:

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

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, BRIGHTSPEED, CHARTER, AND TOWN OF WILKESBORO
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.

EFF. 08-11-2025
REV. 11-26-2025

2024 ROADWAY ENGLISH STANDARD DRAWINGS

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
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement

DIVISION 3 - PIPE CULVERTS
300.01 Method of Pipe Installation (Use Details in Lieu of Standards for Sheets 1 and 2 of 2)

DIVISION 4 - MAJOR STRUCTURES

423.01 Bridge Approach Fills - Type 1 Approach Fill for Bridge Abutment

DIVISION 5 - SUBGRADE, BASES AND SHOULDERS
 560.01 Method of Shoulder Construction - High Side of Superelevated Curve - Method I

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
840.00	Concrete Base Pad for Drainage Structures
840.01	Brick Catch Basin - 12" thru 54" Pipe
840.02	Concrete Catch Basin - 12" thru 54" Pipe
840.03	Frame, Grates and Hood - for Use on Standard Catch Basin
840.14	Concrete Drop Inlet - 12" thru 30" Pipe
840.15	Brick Drop Inlet - 12" thru 30" Pipe
840.16	Drop Inlet Frame and Grates - for use with Std. Dwg 840.14 and 840.15
840.18	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.24	Frames and Narrow Slot Sag Grates
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.27	Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.31	Concrete Junction Box - 12" thru 66" Pipe
840.32	Brick Junction Box - 12" thru 66" Pipe
840.35	Traffic Bearing Grated Drop Inlet - for Cast Iron Double Frame and Grates
840.45	Precast Drainage Structure
840.46	Traffic Bearing Precast Drainage Structure
840.54	Manhole Frame and Cover
840.66	Drainage Structure Steps
846.01	Concrete Curb, Gutter and Curb & Gutter
848.01	Concrete Sidewalk (Use Detail in Lieu of Standard for Sheet 1 of 1)
848.02	Driveway Turnout - Radius Type
848.04	Street Turnout
848.06	Curb Ramp (Use Details in Lieu of Standards for Sheets 9 and 10 of 13)
848.07	Concrete Sidepath / Shared Use Path / Greenway Construction
862.01	Guardrail Placement (Use Details in Lieu of Standards for Sheets 4, 6, 11)
862.02	Guardrail Installation (Use Detail in Lieu of Standard for Sheet 5 of 9)
862.03	Structure Anchor Units (Use Detail in Lieu of Standards for Sheets 6 and 8)
876.01	Rip Rap in Channels and Ditches
876.02	Guide for Rip Rap at Pipe Outlets
876.04	Drainage Ditches with Class 'B' Rip Rap

B-4676A	
FP	IA
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WILKES COUNTY	
	
ROADWAY DESIGN UNIT	
ROADWAY DESIGN ENGINEER	
	
6/16/2026	

PREPARED BY

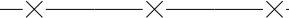
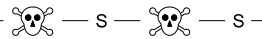
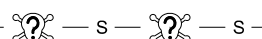
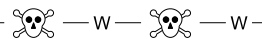
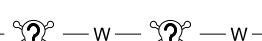
HNTB

HNTB NORTH CAROLINA, P.C.
4000 CER at North Hills St.
Suite 300
Raleigh, North Carolina 27609
NC License No1 C-1994

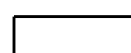
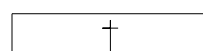
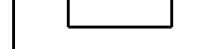
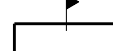
REVISIONS

Note: Not to Scale

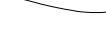
BOUNDARIES AND PROPERTY:

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	_____	
Existing Fence Line	_____	
Proposed Woven Wire Fence	_____	
Proposed Chain Link Fence	_____	
Proposed Barbed Wire Fence	_____	
Existing Wetland Boundary	_____	
Proposed Wetland Boundary	_____	
Existing Endangered Animal Boundary	_____	
Existing Endangered Plant Boundary	_____	
Existing Historic Property Boundary	_____	
Known Contamination Area: Soil	_____	
Potential Contamination Area: Soil	_____	
Known Contamination Area: Water	_____	
Potential Contamination Area: Water	_____	
Contaminated Site: Known or Potential	_____	

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	
Sign	
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 _____

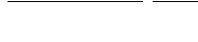
RR Dismantled _____

CSX TRANSPORTATION

MILEPOST 35

SWITCH

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	
Permanent 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	_____	_____ C
Proposed Slope Stakes Fill	_____	_____ F
Proposed Curb Ramp	_____	_____ (CR)
Existing Metal Guardrail	_____	_____ T T T
Proposed Guardrail	_____	_____ T T T T
Existing Cable Guiderail	_____	_____ □ □ □
Proposed Cable Guiderail	_____	_____ □ □ □ □
Equality Symbol	_____	_____ ⬤
Pavement Removal	_____	_____ ▨

VEGETATION:

Single Tree _____

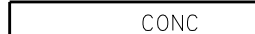
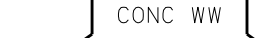
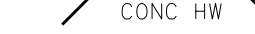
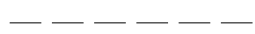
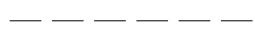
Single Shrub _____

CONVENTIONAL PLAN SHEET SYMBOLS

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)*	-----P-----
U/G Power Line (SUE - LOS C)*	-----P-----
U/G Power Line (SUE - LOS D)*	-----P-----

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)*	-----T-----
U/G Telephone Cable (SUE - LOS C)*	-----T-----
U/G Telephone Cable (SUE - LOS D)*	-----T-----
U/G Telephone Conduit (SUE - LOS B)*	-----TC-----
U/G Telephone Conduit (SUE - LOS C)*	-----TC-----
U/G Telephone Conduit (SUE - LOS D)*	-----TC-----
U/G Fiber Optics Cable (SUE - LOS B)*	-----TF0-----
U/G Fiber Optics Cable (SUE - LOS C)*	-----TF0-----
U/G Fiber Optics Cable (SUE - LOS D)*	-----TF0-----

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)*	----- W -----
U/G Water Line (SUE - LOS C)*	----- W -----
U/G Water Line (SUE - LOS D)*	----- W -----
Above Ground Water Line	----- A/G Water -----

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)*	----- TV -----
U/G TV Cable (SUE - LOS C)*	----- TV -----
U/G TV Cable (SUE - LOS D)*	----- TV -----
U/G Fiber Optic Cable (SUE - LOS B)*	----- TV FO -----
U/G Fiber Optic Cable (SUE - LOS C)*	----- TV FO -----
U/G Fiber Optic Cable (SUE - LOS D)*	----- TV FO -----

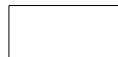
GAS:

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:

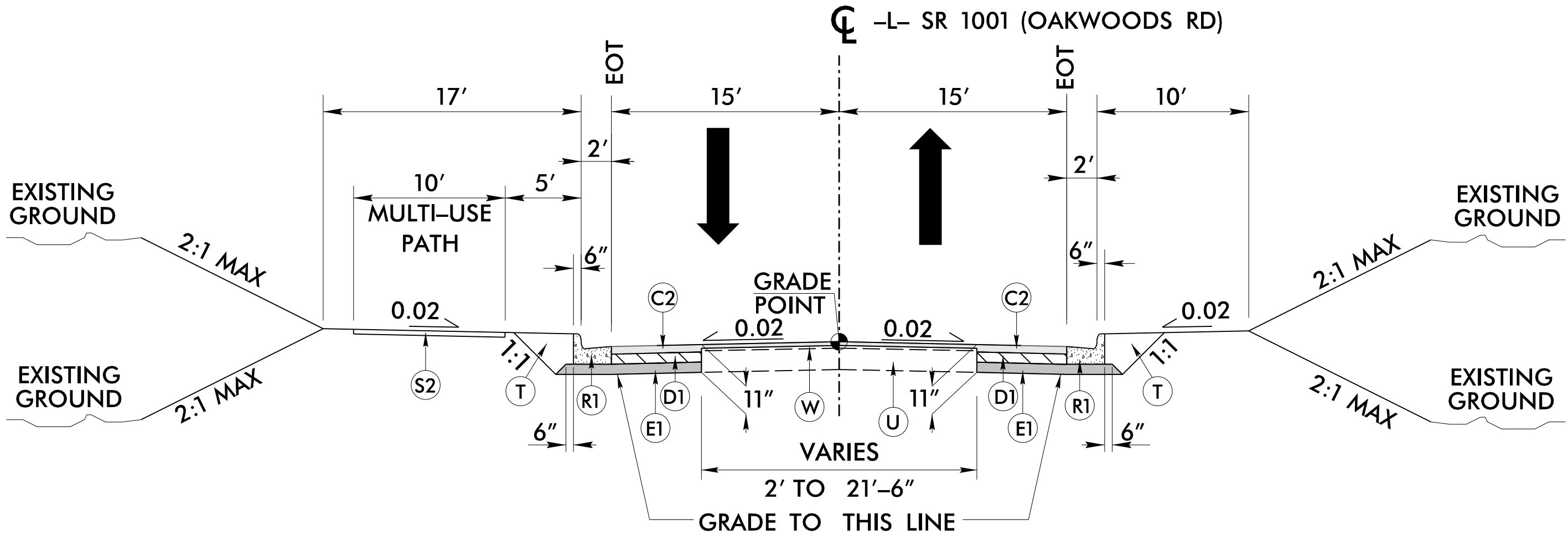
Sanitary Sewer Manhole	_____	
Sanitary Sewer Cleanout	_____	
U/G Sanitary Sewer Line	_____	SS _____
Above Ground Sanitary Sewer	_____	A/G Sanitary Sewer _____
SS Force Main Line Test Hole (SUE - LOS A)*		
SS Force Main Line (SUE - LOS B)*	_____	-----FSS-----
SS Force Main Line (SUE - LOS C)*	_____	-----FSS-----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

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.

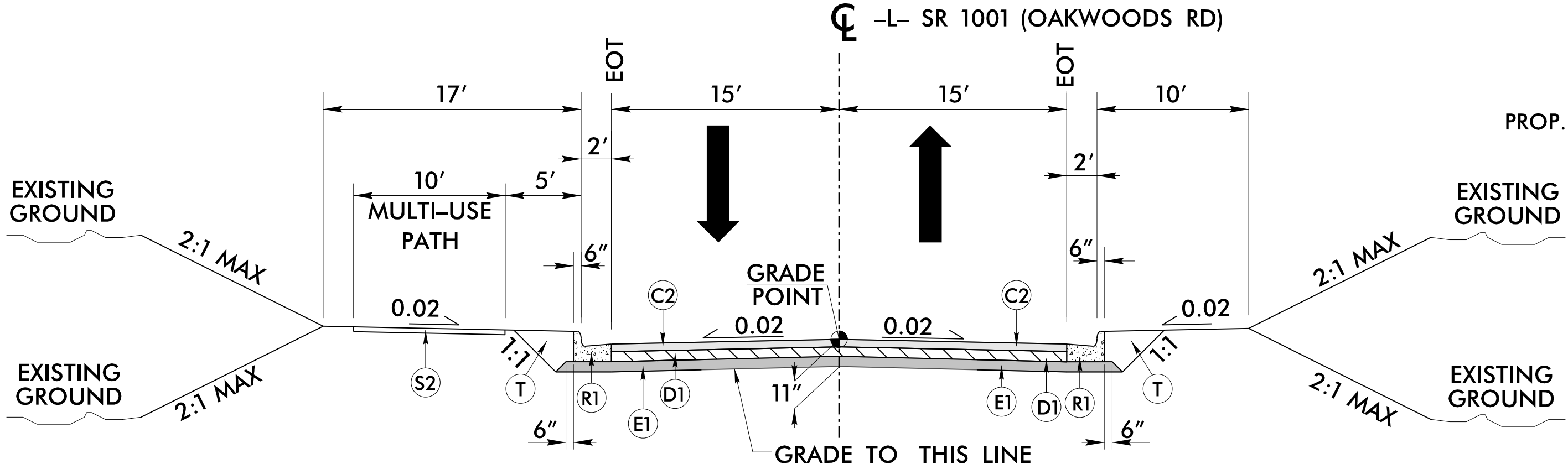
FINAL PAVEMENT DESIGN (DATED: 07/09/2025)	
A1	4" CONCRETE GREENWAY (SEE SPECIAL PROVISION)
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PLACED IN TWO LAYERS.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2.5" IN DEPTH OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
J1	PROP. 6" AGGREGATE BASE COURSE
J2	PROP. VARIABLE DEPTH AGGREGATE BASE COURSE
R1	2'-6" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH (SEE SPECIAL PROVISION)
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	1.5" MILLING
W	VARIABLE DEPTH ASPHALT PAVEMENT. (SEE DETAIL SHOWING METHOD OF WEDGING NO. 1)

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



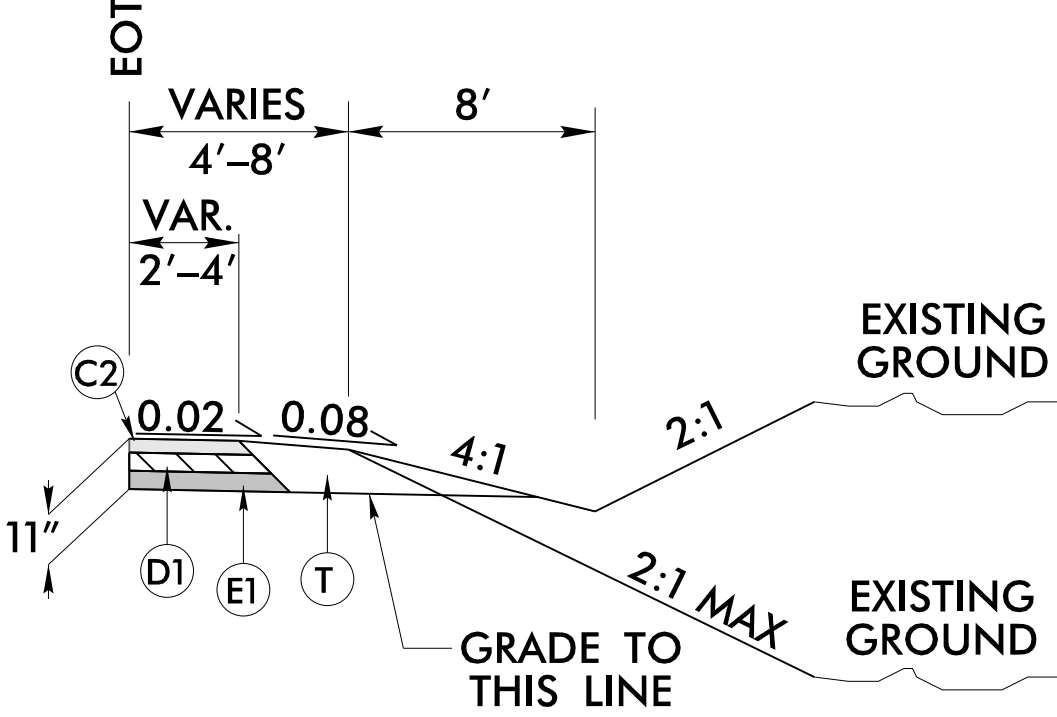
TYPICAL SECTION NO. 1

-L- STA. 10 + 85.00 TO STA. 17 + 08.91
-L- STA. 22 + 58.26 TO STA. 24 + 90.00



TYPICAL SECTION NO. 2

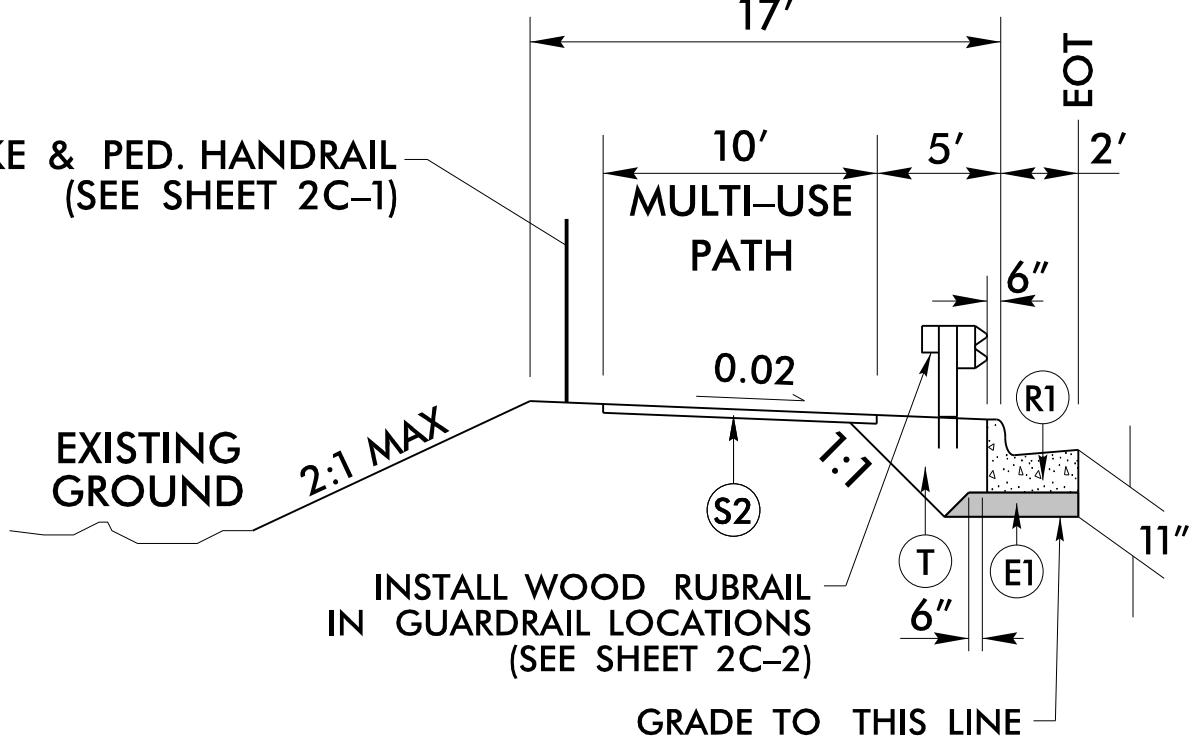
-L- STA. 17 + 08.91 TO STA. 19 + 76.13 (BEGIN BRIDGE)
-L- STA. 21 + 43.88 (END BRIDGE) TO STA. 22 + 58.26



SHOULDER DETAIL

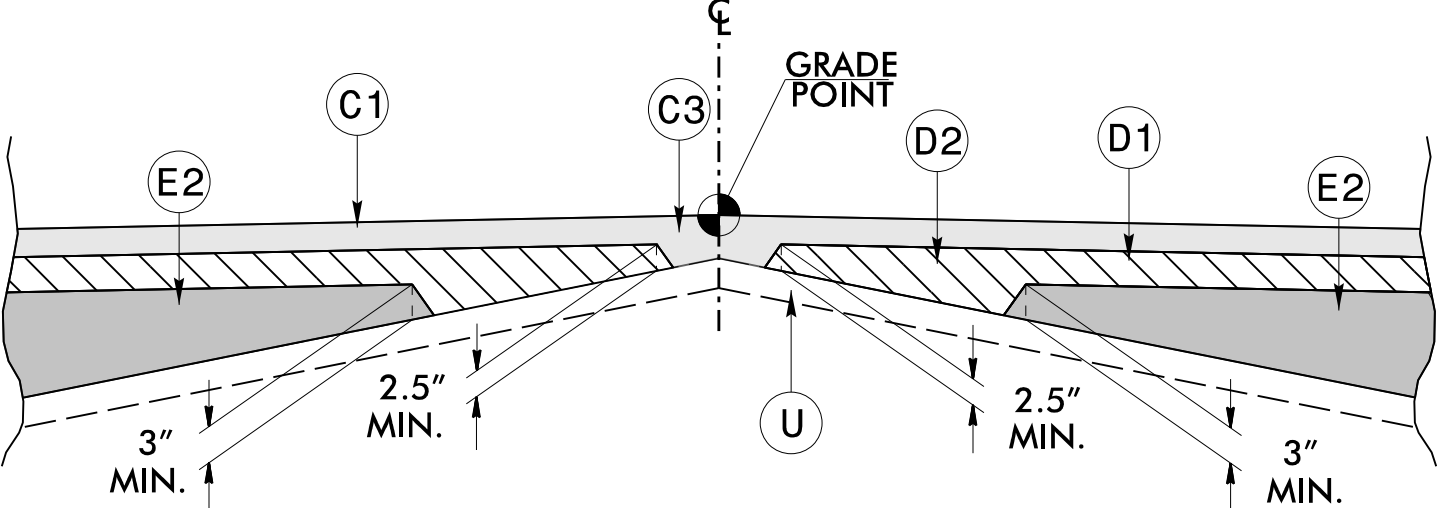
USE DETAIL IN CONJUNCTION
WITH TYPICAL NO. 1 AT THE
FOLLOWING LOCATIONS:

-L- STA. 10 + 85.00 TO STA. 11 + 67.00 LT/RT

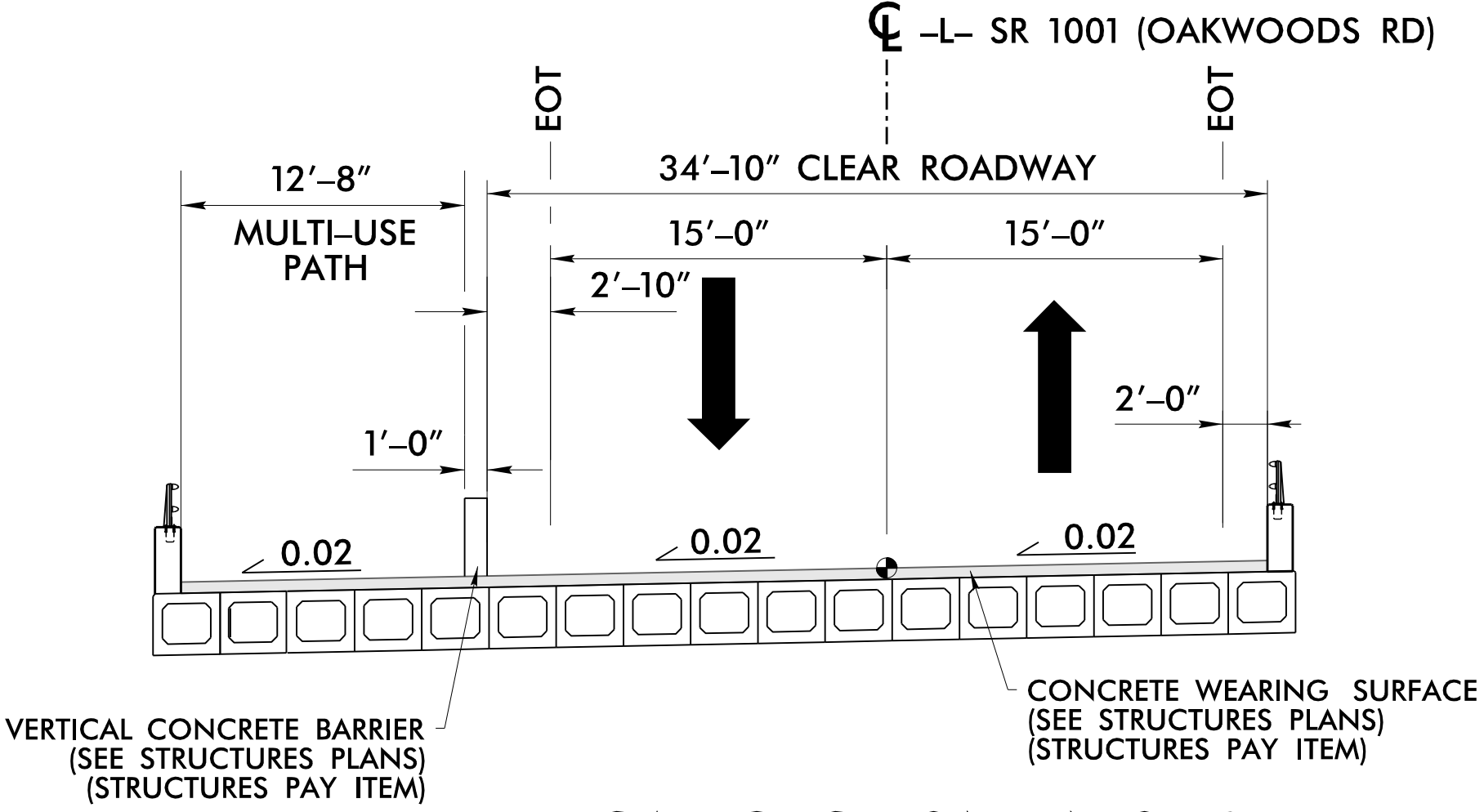


DETAIL OF HANDRAIL & GUARDRAIL PLACEMENT

USE DETAIL IN CONJUNCTION WITH
TYPICAL SECTION NO. 2 IN LOCATIONS
SHOWN ON PLANS OR AS DIRECTED BY ENGINEER



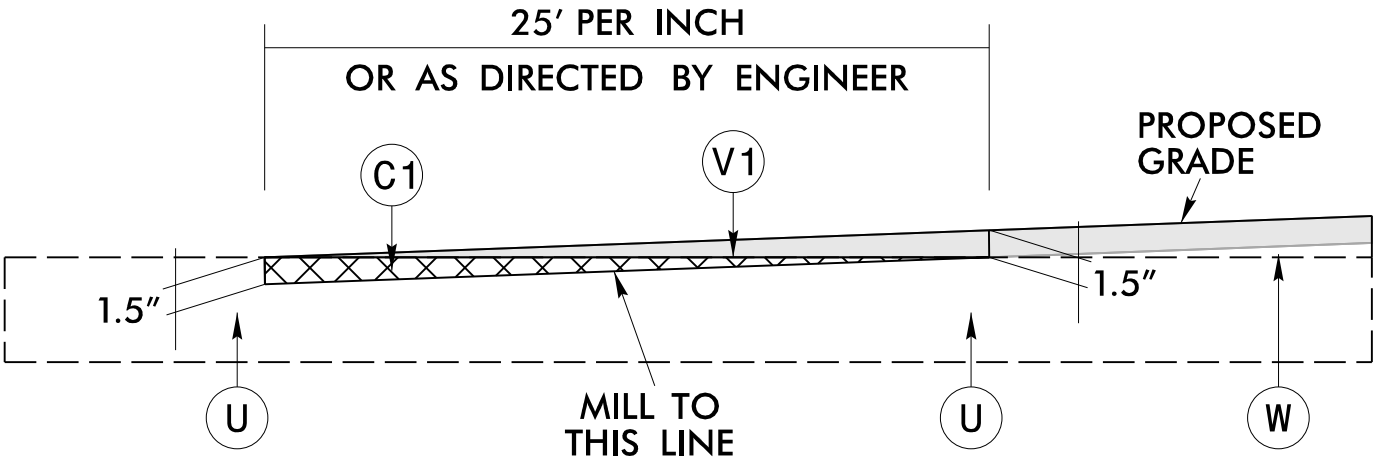
DETAIL SHOWING METHOD OF WEDGING NO. 1



TYPICAL SECTION NO. 3

-L- STA. 19 + 76.13 TO STA. 21 + 43.88

SEE STRUCTURE PLANS FOR STRUCTURE CONSTRUCTION DETAILS



INCIDENTAL MILLING

TO BE USED AT ALL TIE-IN LOCATIONS

- NOTES:
- SAWCUT WHEN PROPOSED CURB AND GUTTER IS WITHIN 2' OF EXISTING PAVEMENT.
 - SEE PLANS FOR SUPERELEVATIONS, TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, AND LANE TAPER LOCATIONS.

B-4676A

FP2A-I

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

ROADWAY DESIGN
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PAVEMENT DESIGN
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PREPARED BY

REVISIONS

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



-L- STA. 24+90.00 TO STA. 28+37.24



-L- STA. 28+37.24 TO STA. 29+50.00

TYPICAL SECTION NO. 6

-Y1- STA. 10+16.84 TO STA. 11+35.00
 -Y2- STA. 10+15.12 TO STA. 10+65.00
 -Y3- STA. 10+15.06 TO STA. 11+75.00



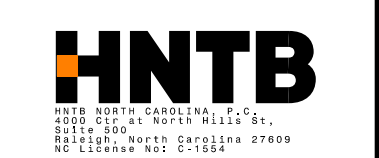
USE IN CONJUNCTION
WITH TYPICAL NO. 6 AT THE
FOLLOWING LOCATIONS:

-Y1- STA. 10+16.84 TO STA. 10+45.16 LT/RT
 -Y2- STA. 10+15.12 TO STA. 10+33.32 LT/RT
 -Y3- STA. 10+15.06 TO STA. 10+54.38 LT/RT

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY



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REVISIONS

11/14/23

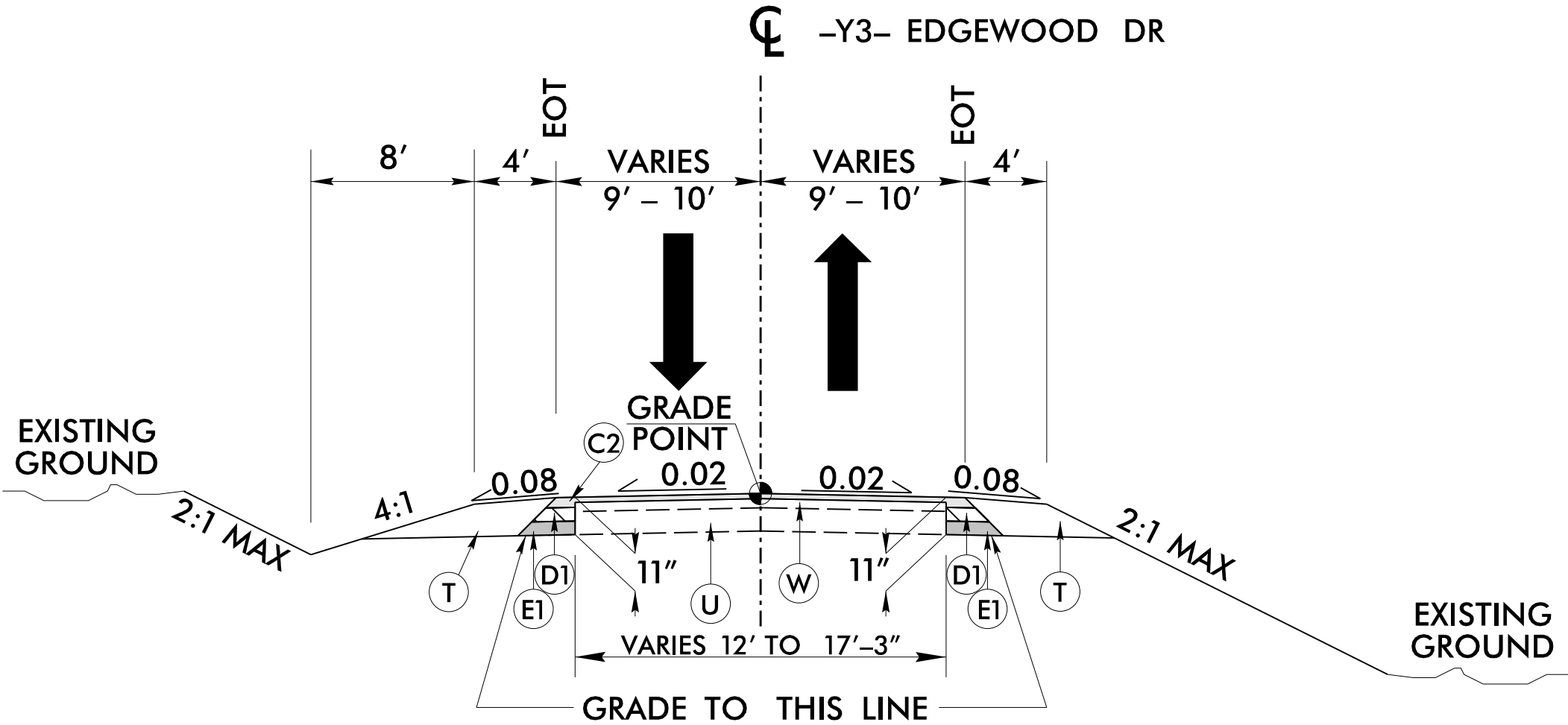
FINAL PAVEMENT DESIGN (DATED: 07/09/2025)	
A1	4" CONCRETE GREENWAY (SEE SPECIAL PROVISION)
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PLACED IN TWO LAYERS.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2" IN DEPTH.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2.5" IN DEPTH OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
J1	PROP. 6" AGGREGATE BASE COURSE
J2	PROP. VARIABLE DEPTH AGGREGATE BASE COURSE
R1	2'-6" CONCRETE CURB AND GUTTER
S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH (SEE SPECIAL PROVISION)
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	1.5" MILLING
W	VARIABLE DEPTH ASPHALT PAVEMENT. (SEE DETAIL SHOWING METHOD OF WEDGING NO. 1)

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

- NOTES:
1.

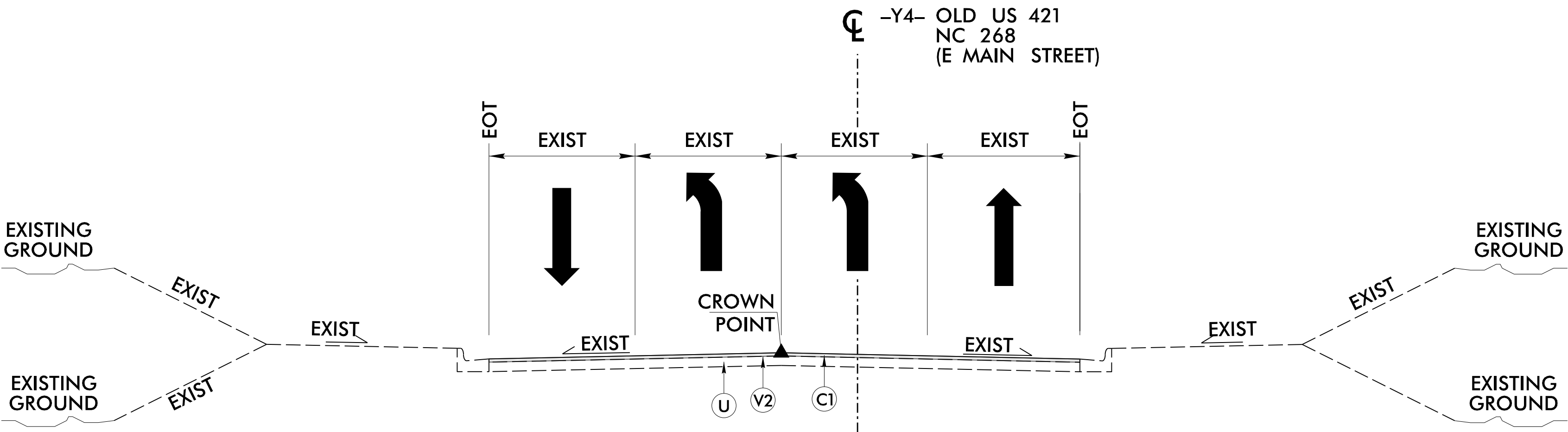
SAWCUT WHEN PROPOSED CURB AND GUTTER IS WITHIN 2' OF EXISTING PAVEMENT.
2.

SEE PLANS FOR SUPERELEVATIONS, TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, AND LANE TAPER LOCATIONS.



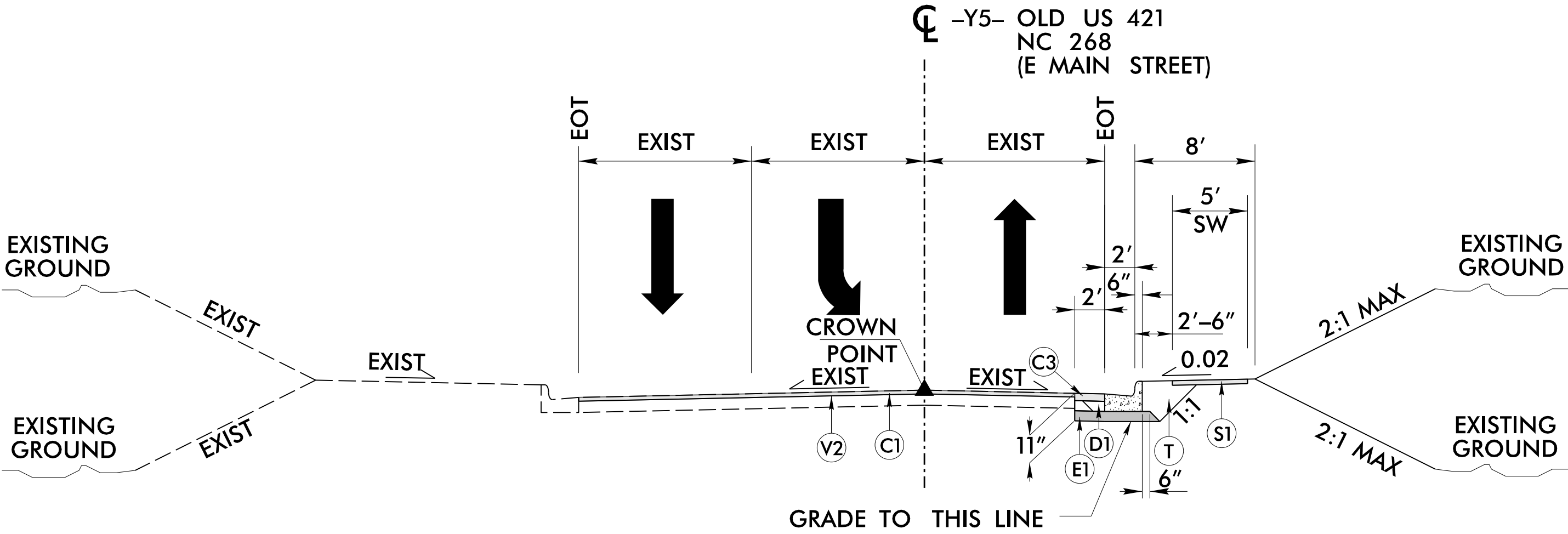
TYPICAL SECTION NO. 7

-Y3- STA. 11+75.00 TO STA. 12+60.00



TYPICAL SECTION NO. 8

-Y4- STA. 14+20.00 TO STA. 15+18.65



TYPICAL SECTION NO. 9

-Y5- STA. 10+00.00 TO STA. 10+85.00

B-4676A

FP

2A-3

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

ROADWAY DESIGN
ENGINEER

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UNLESS ALL SIGNATURES COMPLETED

PAVEMENT DESIGN
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

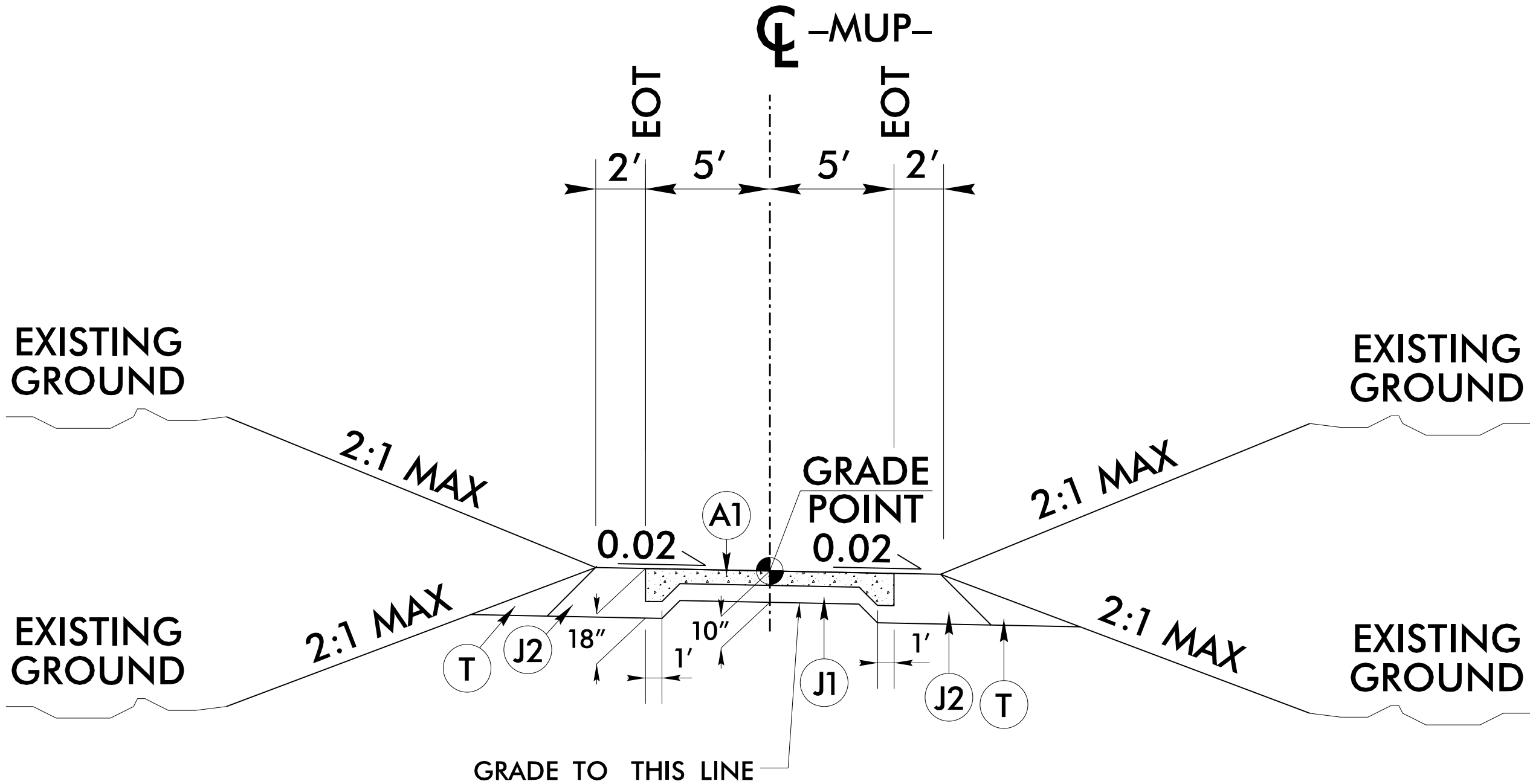
PREPARED BY

REVISIONS

11/14/23

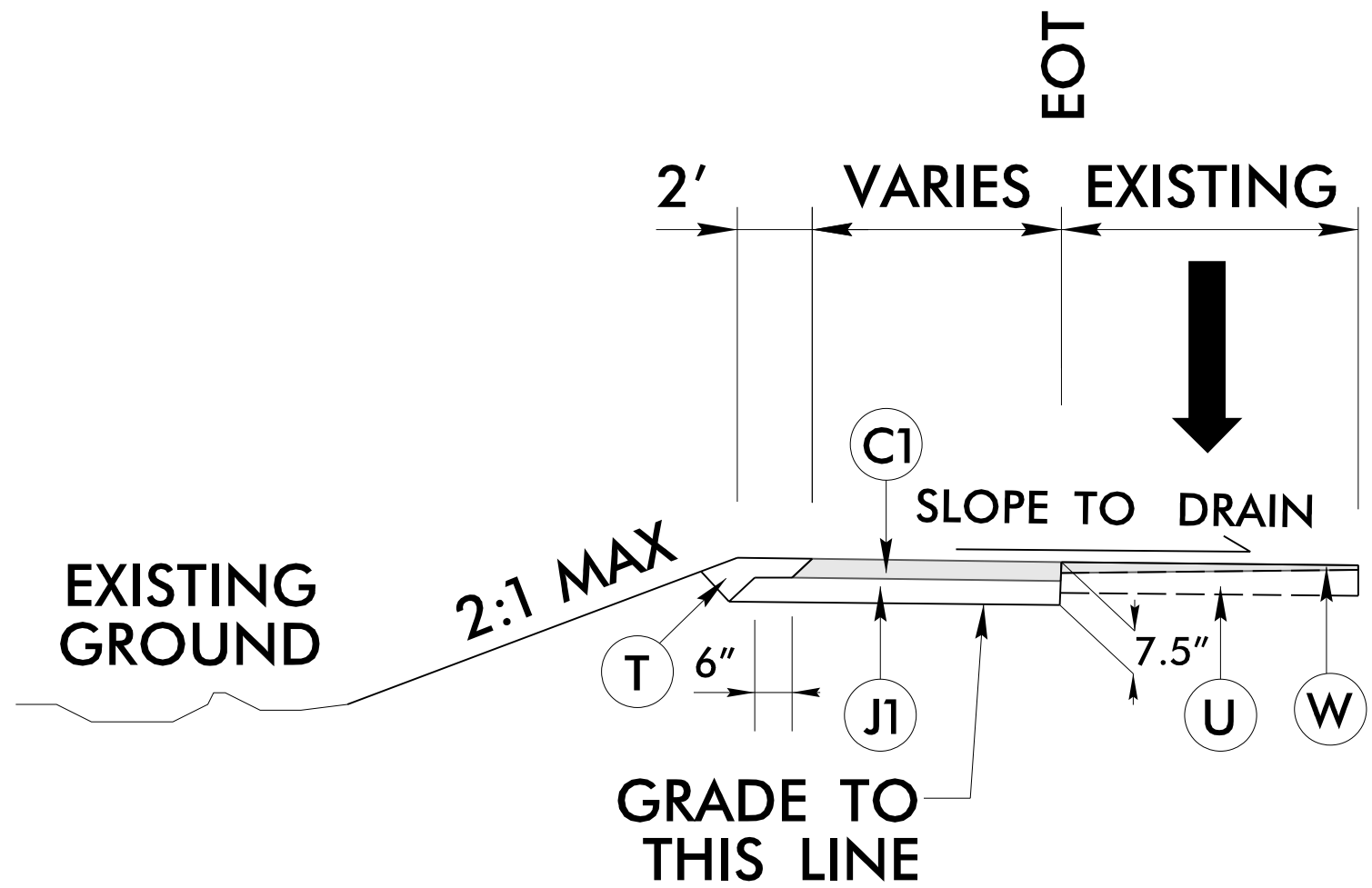
FINAL PAVEMENT DESIGN (DATED: 07/09/2025)	
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E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
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S1	4" CONCRETE SIDEWALK
S2	4" CONCRETE MULTI-USE PATH (SEE SPECIAL PROVISION)
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	1.5" MILLING
W	VARIABLE DEPTH ASPHALT PAVEMENT. (SEE DETAIL SHOWING METHOD OF WEDGING NO. 1)

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



TYPICAL SECTION NO. 10

–MUP– STA. 13 + 50.00 TO STA. 14 + 80.00



NOTE: TEMPORARY PAVEMENT REQUIRED FOR PORTABLE CONCRETE BARRIER PLACEMENT AND TEMPORARY SIDEWALK.

TYPICAL SECTION NO. 11

TEMPORARY PAVEMENT
SEE TRANSPORTATION MANAGEMENT PLANS FOR LOCATIONS

- NOTES:
- SAWCUT WHEN PROPOSED CURB AND GUTTER IS WITHIN 2' OF EXISTING PAVEMENT.
 - SEE PLANS FOR SUPERELEVATIONS, TURN LANES, MONOLITHIC ISLANDS, CURB AND GUTTER, AND LANE TAPER LOCATIONS.

B-4676A

FP2A-4

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

ROADWAY DESIGN
ENGINEER

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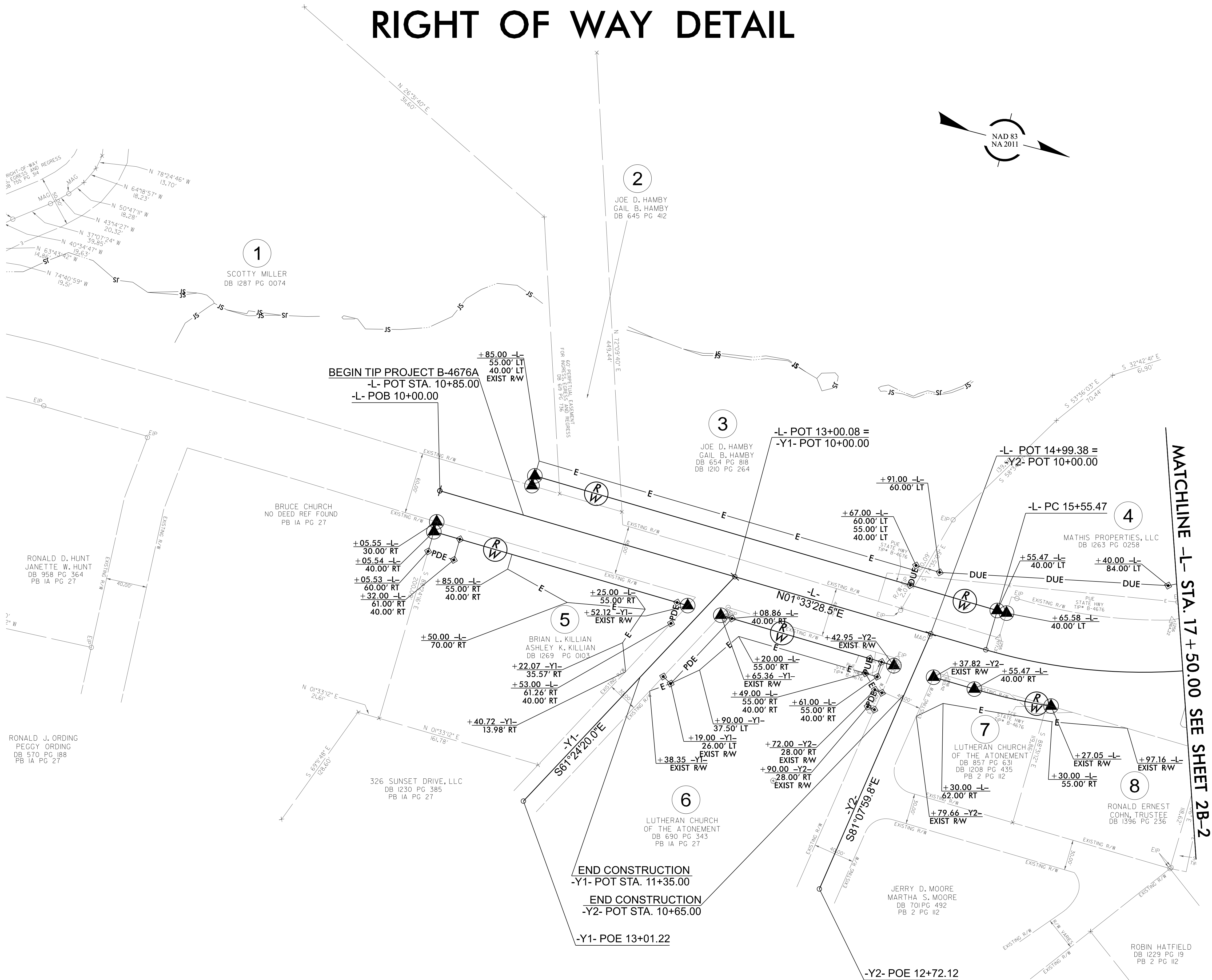
PAVEMENT DESIGN
ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PREPARED BY

REVISIONS

RIGHT OF WAY DETAIL



B-4676A

FP 2B-1

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

ROADWAY DESIGN UNIT
ROADWAY DESIGN
ENGINEER

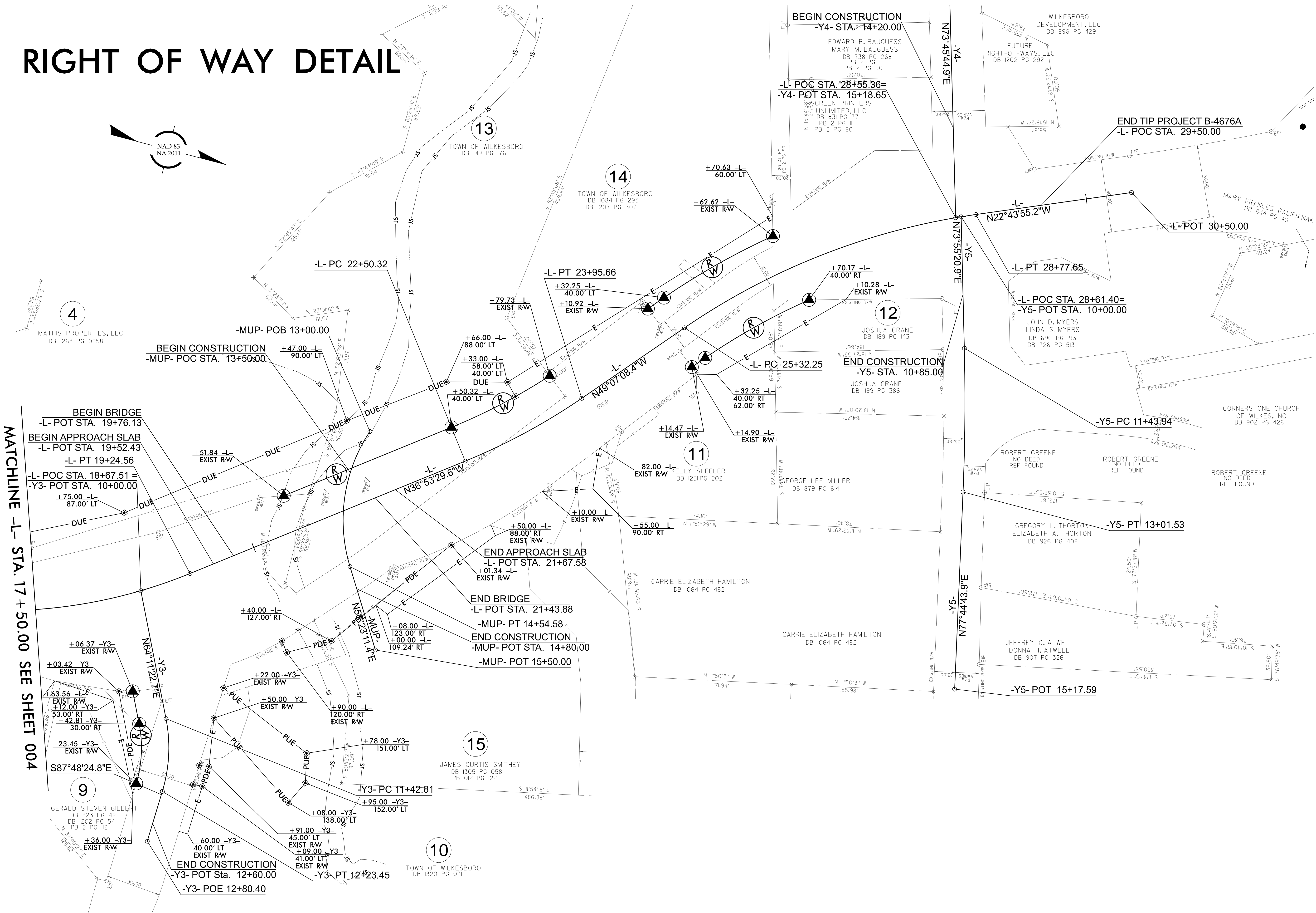
SEAL 37950

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PREPARED BY
HNTB

REVISIONS

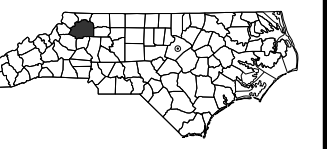
RIGHT OF WAY DETAIL



B-4676A

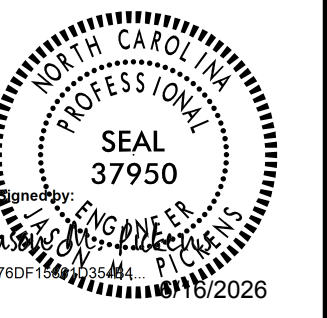
FP 2B-2

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY



ROADWAY DESIGN UNIT

ROADWAY DESIGN ENGINEER



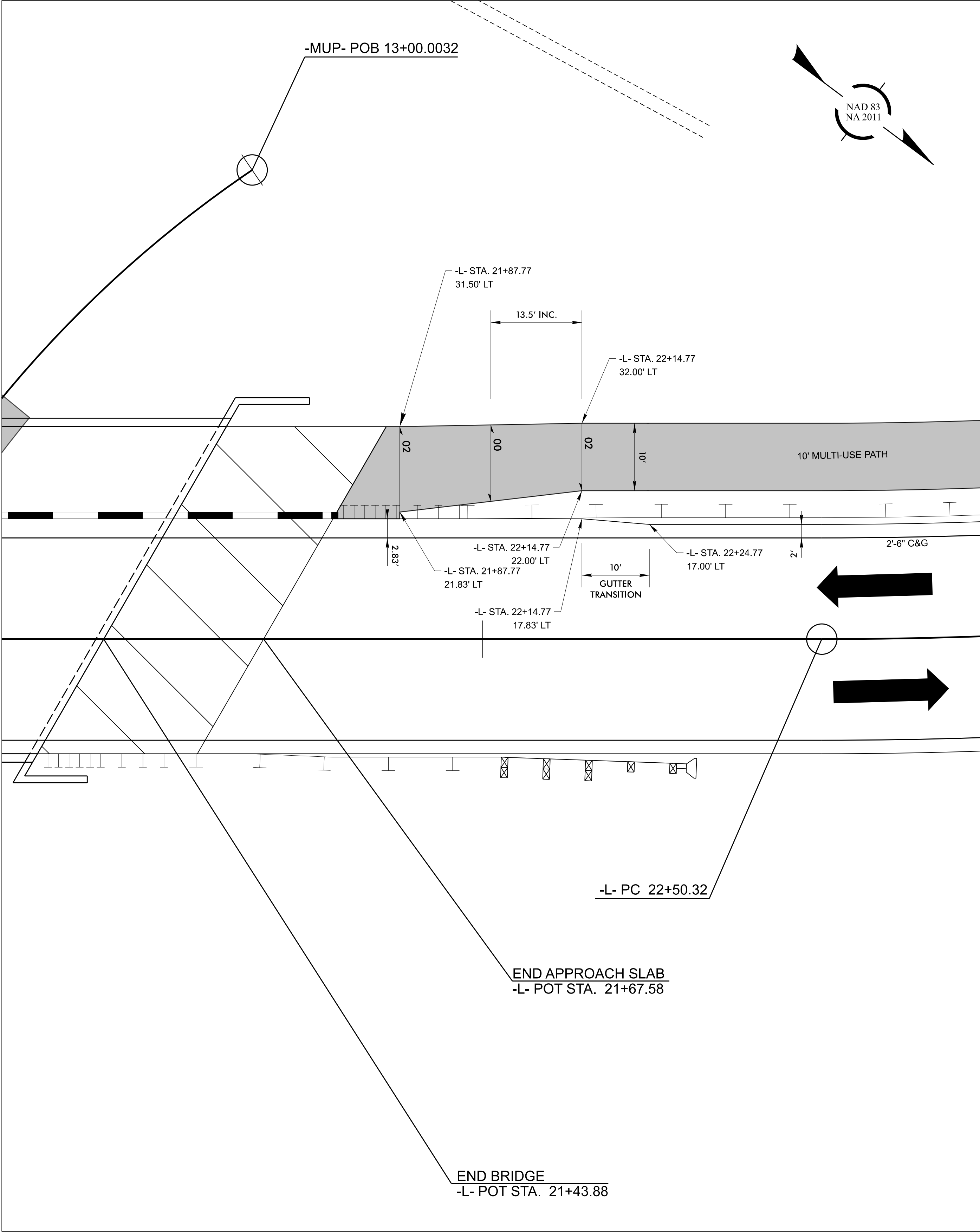
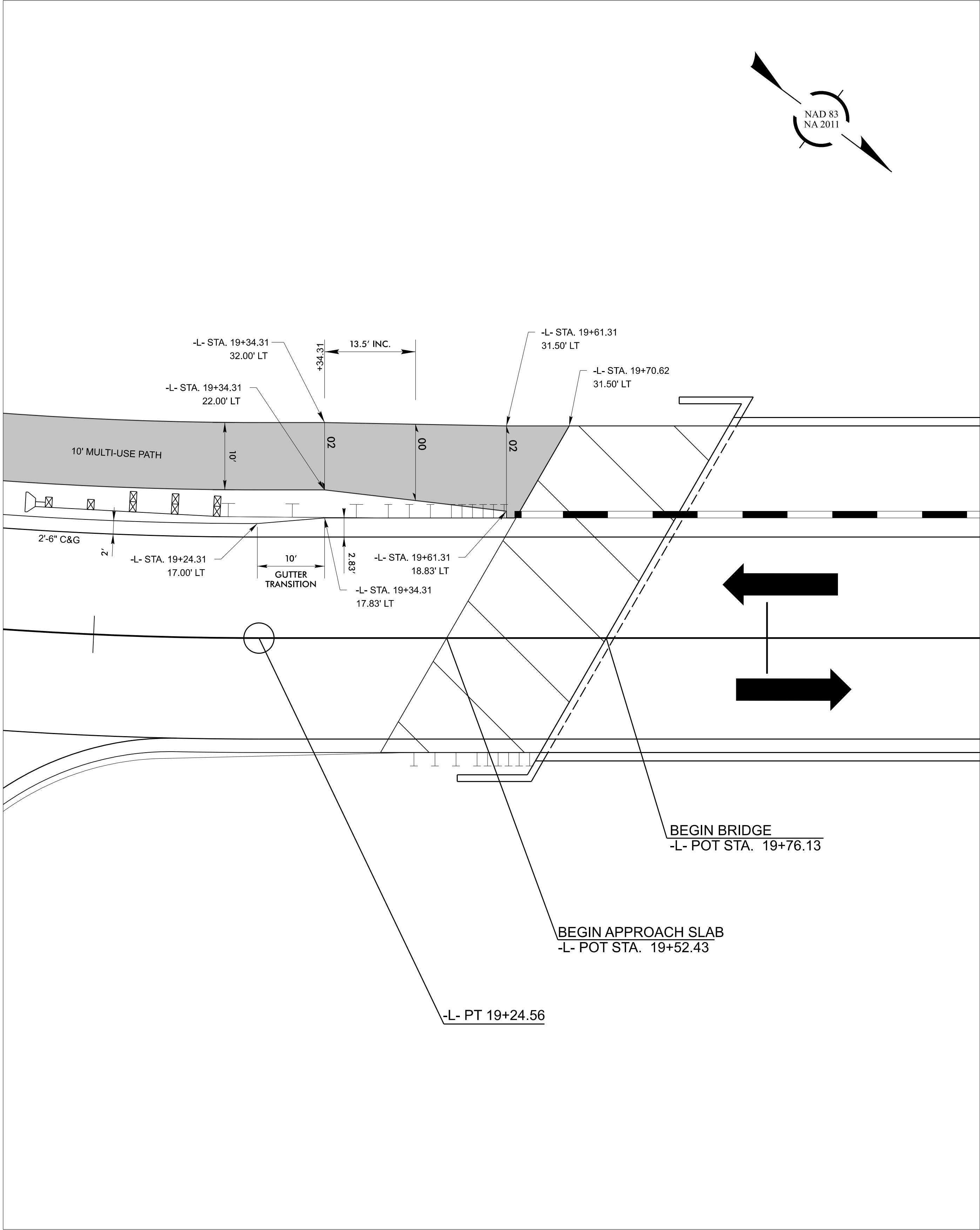
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PREPARED BY



REVISIONS

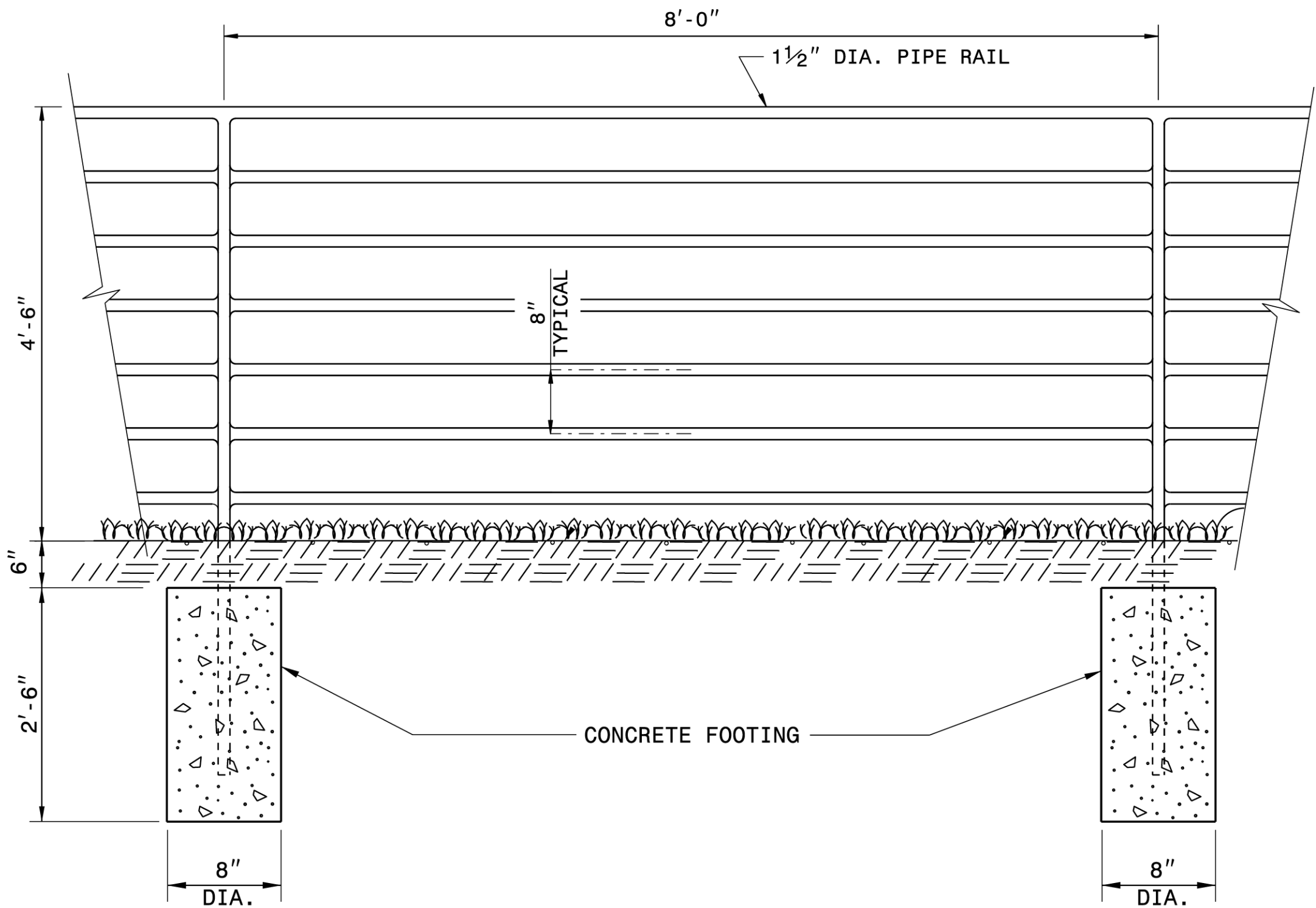
DETAILS SHOWING MULTI-USE PATH/CURB AND
GUTTER TRANSTIONS TO AND FROM BRIDGE



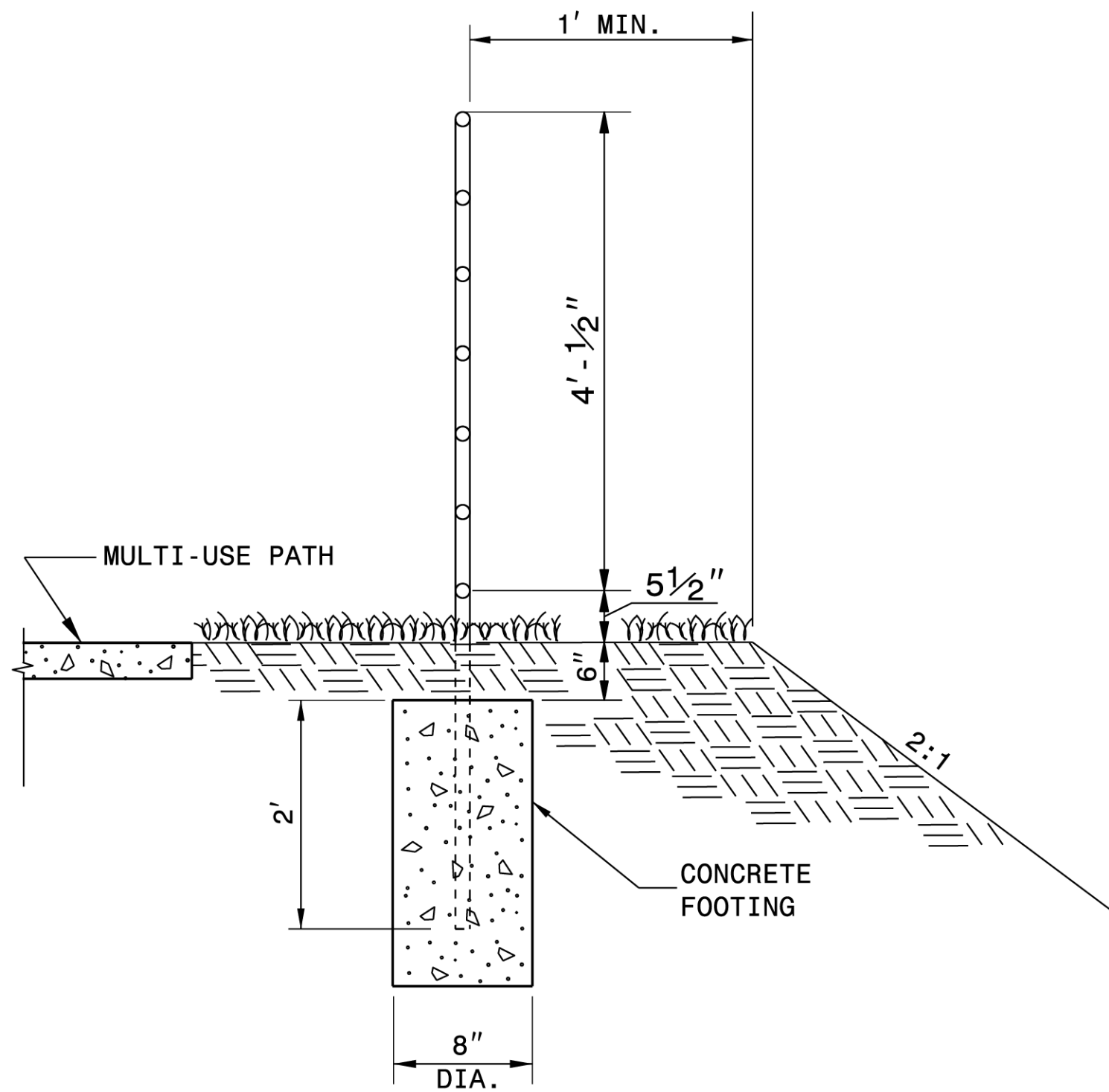
B-4676A
FP 28-3
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY
ROADWAY DESIGN UNIT
ROADWAY DESIGN
ENGINEER
NORTH CAROLINA
PROFESSIONAL
SEAL
37950
JAMES M. HICKS
JAMES M. HICKS
PREPARED BY
HNTB
HNTB CONSULTANTS, INC.
1000 SOUTH MAIN STREET, SUITE 200
WILKES-BARRIE, NORTH CAROLINA 27180

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
B-4676A	2C-1



ELEVATION



SECTION VIEW

NOTES:

CONSTRUCT PROPOSED STEEL PIPE RAIL OF 1 1/2" DIAMETER SCHEDULE 40 PLAIN END GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A53.

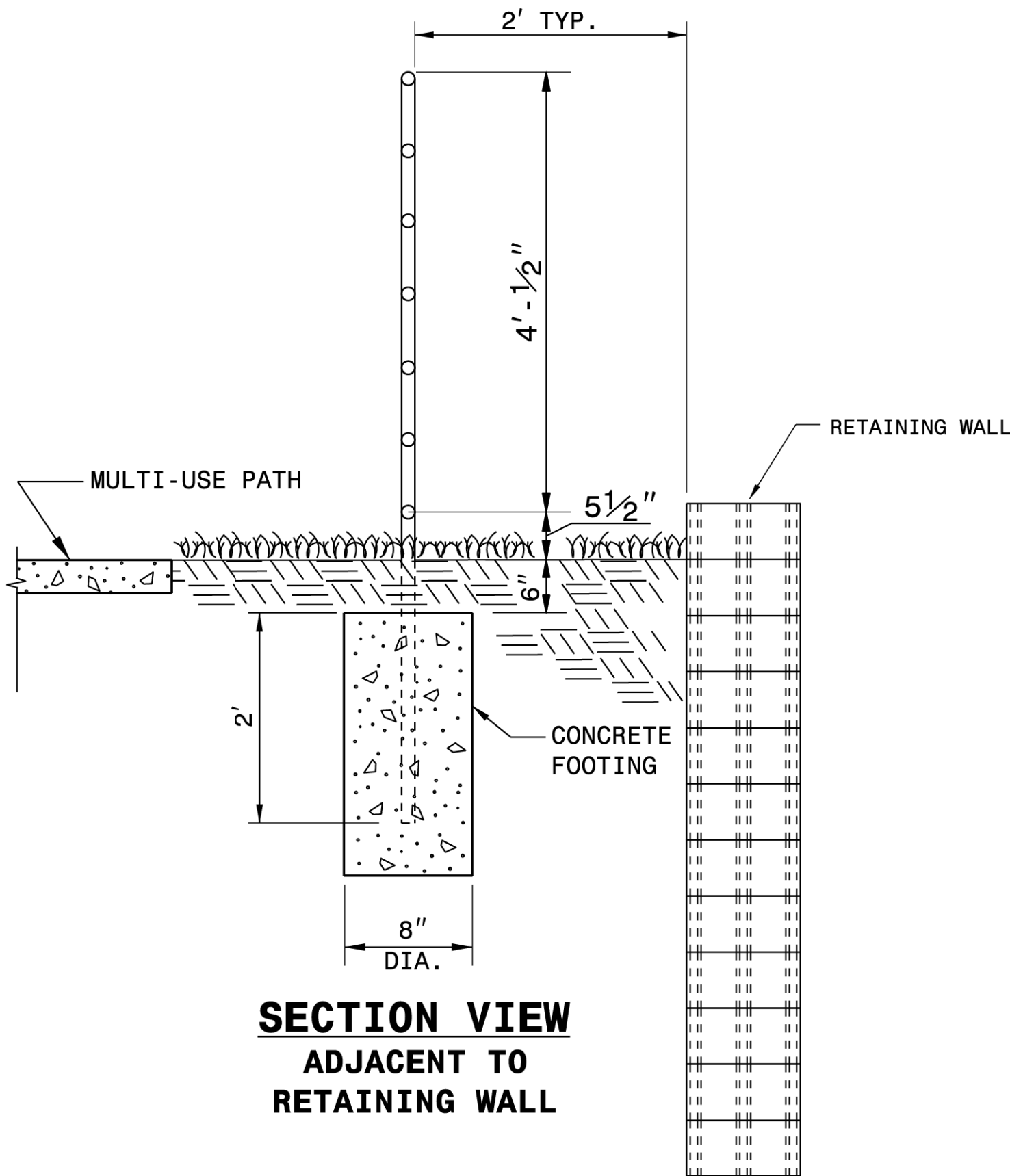
REPAIR GALVANIZING IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1076.

PAINT, IF REQUIRED BY THE ENGINEER, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1080.

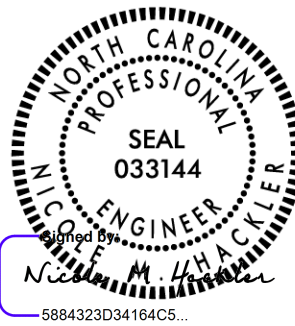
WELD IN ACCORDANCE WITH ARTICLE 1072-18 OF THE STANDARD SPECIFICATIONS.

USE CLASS 'B' CONCRETE FOR HANDRAIL FOOTINGS.

PLACEMENT OF HANDRAIL IN RELATION TO SHOULDER BREAK POINT AND PATH MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.



SECTION VIEW
ADJACENT TO
RETAINING WALL



6/16/2026

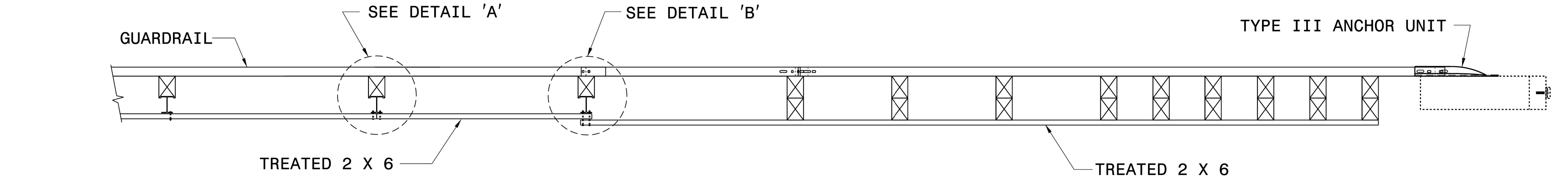
DOCUMENT NOT CONSIDERED FINAL
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CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

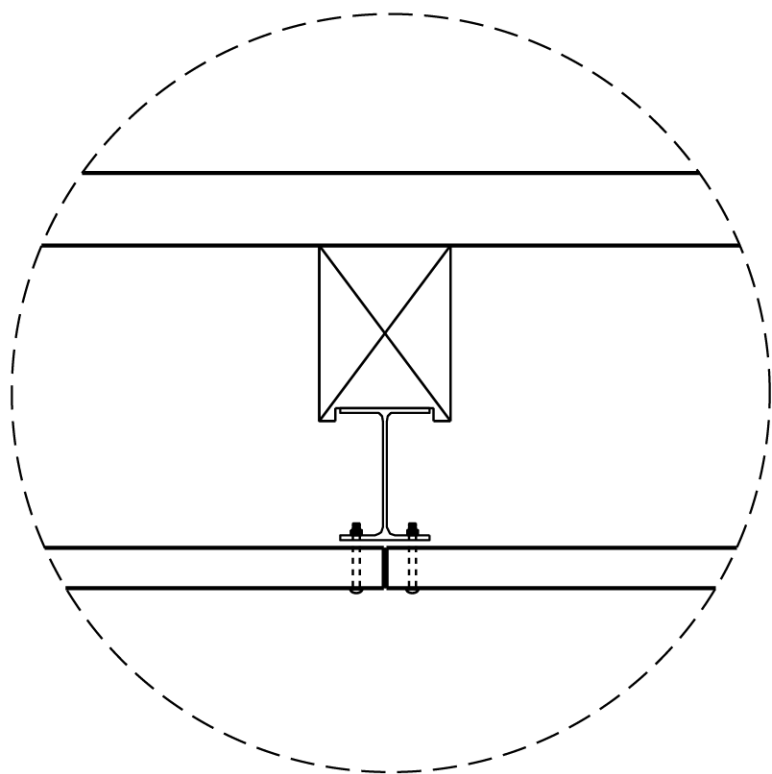
BICYCLE / PEDESTRIAN
SAFETY RAIL

ORIGINAL BY: _____ DATE: _____
MODIFIED BY: K.A. KEMPf DATE: 7-20-23
CHECKED BY: _____ DATE: _____
FILE SPEC.: details\kempf\english\safety rails 2024.dgn

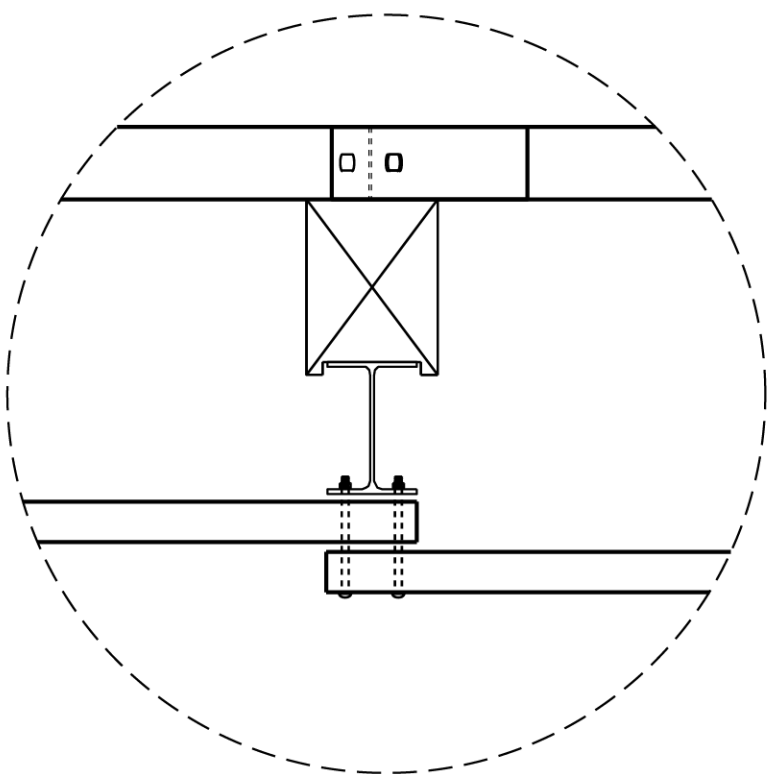
PROJECT REFERENCE NO.	SHEET NO.
B-4676A	2C-2



PLAN

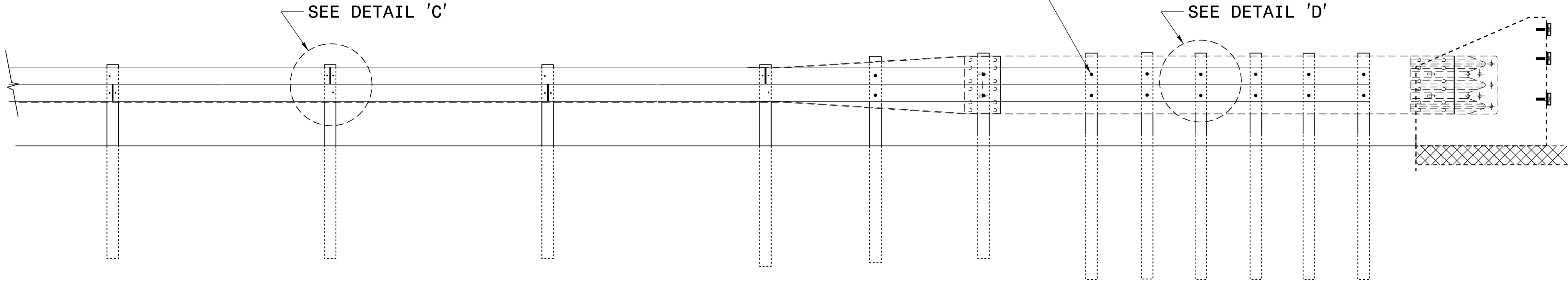


DETAIL 'A'



DETAIL 'B'

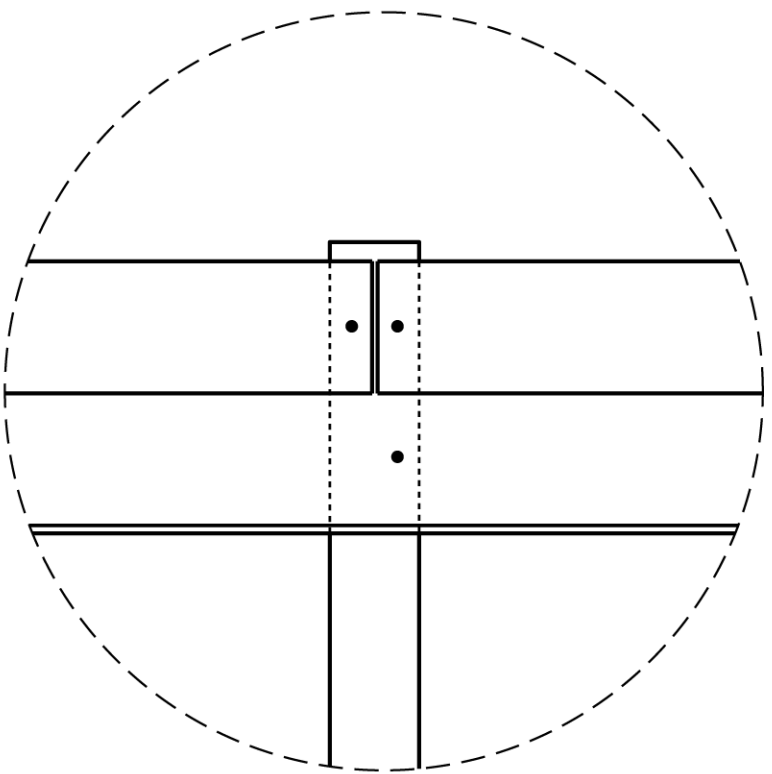
USE BOLTS AND NUTS FROM TYPE III ANCHOR UNIT TO FASTEN 2 X 6 WOOD RAILS TO THE WOOD POSTS - BOLTS MAY NEED TO BE LENGTHENED TO ACCOMMODATE FOR THE 2 X 6 WOOD RAILS.



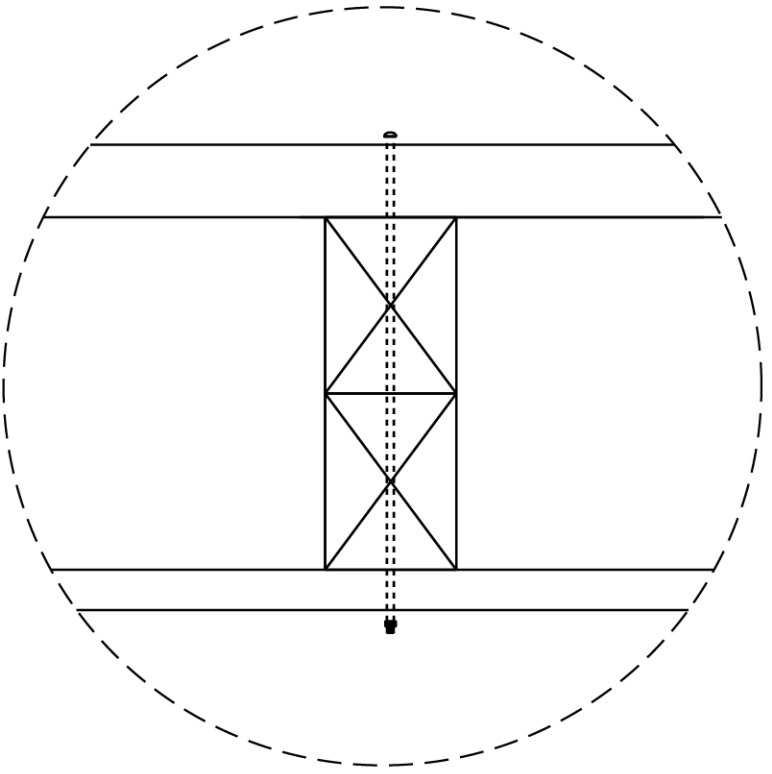
ELEVATION

NOTES:

1. USE #2 SYP TREATED 2 X 6 FOR WOOD RAIL.
2. USE GUARDRAIL BOLTS TO FASTEN WOOD RAIL TO GUARDRAIL POSTS. SEE ROADWAY STD.NO.862.02.
3. THE MOUNTING HEIGHT OF THE WOOD RAIL TO BE DETERMINED IN THE FIELD.
4. PLACE THE TREATED 2 X 6 WOOD RAIL AS DIRECTED BY THE ENGINEER.
5. DO NOT PLACE WOOD RAIL WITHIN THE PAY LIMITS OF THE GREU.



DETAIL 'C'



DETAIL 'D'



6/16/2026

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

DETAIL OF WOOD RUB RAIL

ORIGINAL BY: STD.862 DATE: 1-25-12
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: jhowerton/Wood Rail on Back of Guardrail

PROJECT REFERENCE NO.	SHEET NO.
B-4676A	2C-3

★ - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

★ CLEAR SPACE 5' MIN.

6" CONCRETE CURB

SIDEWALK WIDTH 5' MIN.

NON-WALK SURFACE

2'-6" CURB & GUTTER

DETECTABLE WARNING SURFACE

6" CONCRETE CURB

TYPE 3

NOTES:

DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.

DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.

RAMP WIDTH AREA IS VARIABLE

2'-0" LENGTH

BASE DIAMETER 0.9" R TO 1.40" R

TOP DIAMETER OF NO LESS THAN 50% TO NO MORE THAN 65% OF THE BASE DIAMETER

0.9" TO 1.4"

0.65" MIN.

1.6" TO 2.4"

DETECTABLE WARNING SURFACE

SIDEWALK AREA

6" CONCRETE CURB

NON-WALK SURFACE

★ CLEAR SPACE 5' MIN.

6" CONCRETE CURB

WIDTH OF CLEAR SPACE AT DEPRESSED CURB TO MATCH WIDTH OF DETECTABLE WARNING SURFACE

DETECTABLE WARNING SURFACE

4' MIN.

2'-6" CURB AND GUTTER

SIDEWALK WIDTH 5' MIN.

NON-WALK SURFACE

TYPE 3 MODIFIED

INSTALLATION IN A RADIUS

1 8.33% (12:1) MAX RAMP SLOPE

2 CROSS SLOPE: 2.00%

3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 CURB RAMP

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

ROADWAY DETAIL DRAWING FOR
CURB RAMP
PARALLEL RAMP

SHEET 9 OF 13
848D06



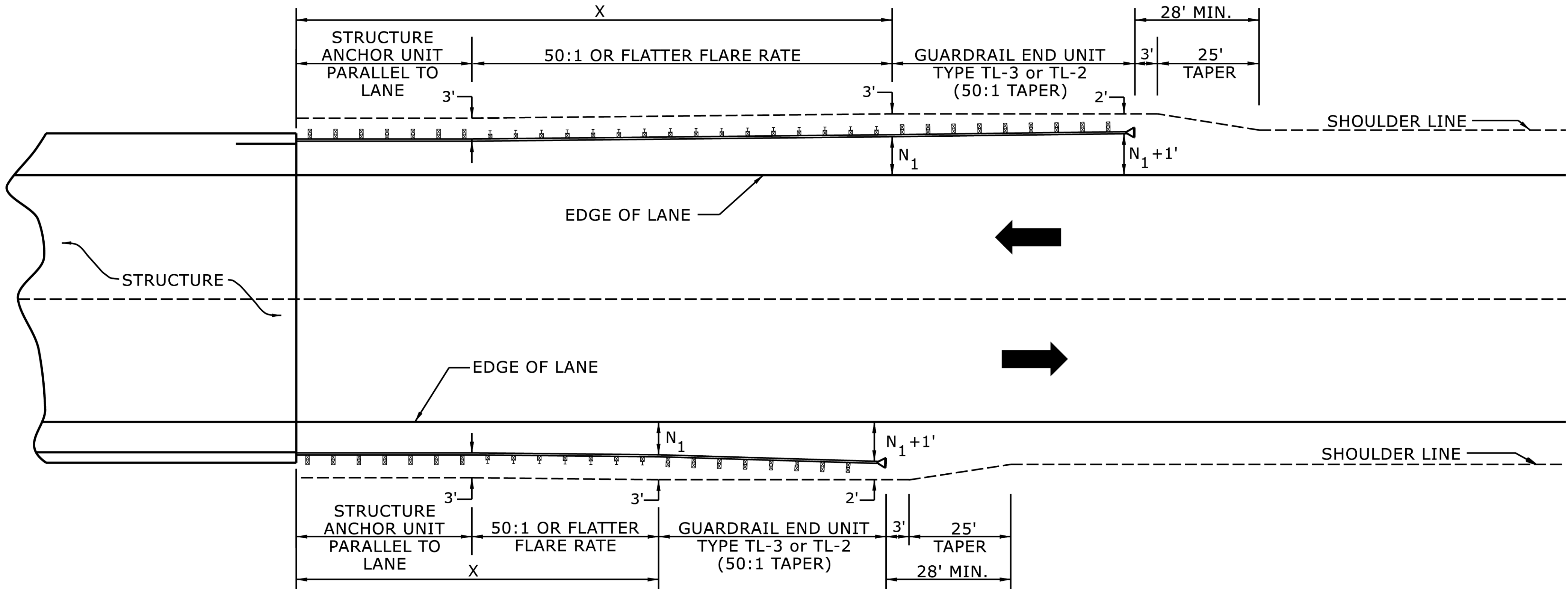
DOCUMENT NOT CONSIDERED FINAL
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CONTRACTS STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 12-22-2023
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: special_details\nmhackler\0609.dgn

PROJECT REFERENCE NO.	SHEET NO.
B-4676A	2C-4



USE FLARE RATE AS THE CONTROL IF THE "N₁" DISTANCE IS NOT OBTAINED.
("N₁" IS BASED ON SHOULDER WIDTHS IN THE ROADWAY DESIGN MANUAL)

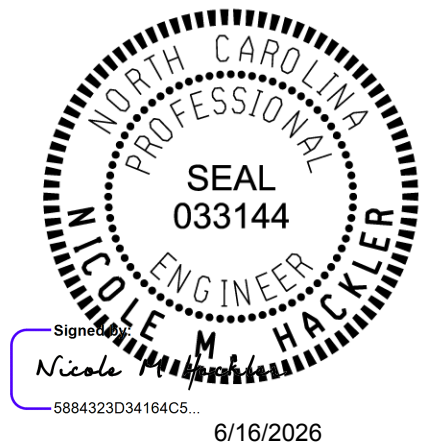
SEE STD. 862.03 FOR STRUCTURE ANCHOR UNITS

FOR POSTED SPEEDS ≥ 45MPH USE GREU TYPE TL-3
FOR POSTED SPEEDS < 45MPH USE GREU TYPE TL-2

GUARDRAIL LENGTH OF NEED (X) IS CALCULATED BASED ON THE AASHTO ROADSIDE DESIGN GUIDE.

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

ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT



6/16/2026

LENGTHS AND OFFSETS FOR PROPOSED GUARDRAIL AT TWO LANE - TWO WAY LOCATIONS

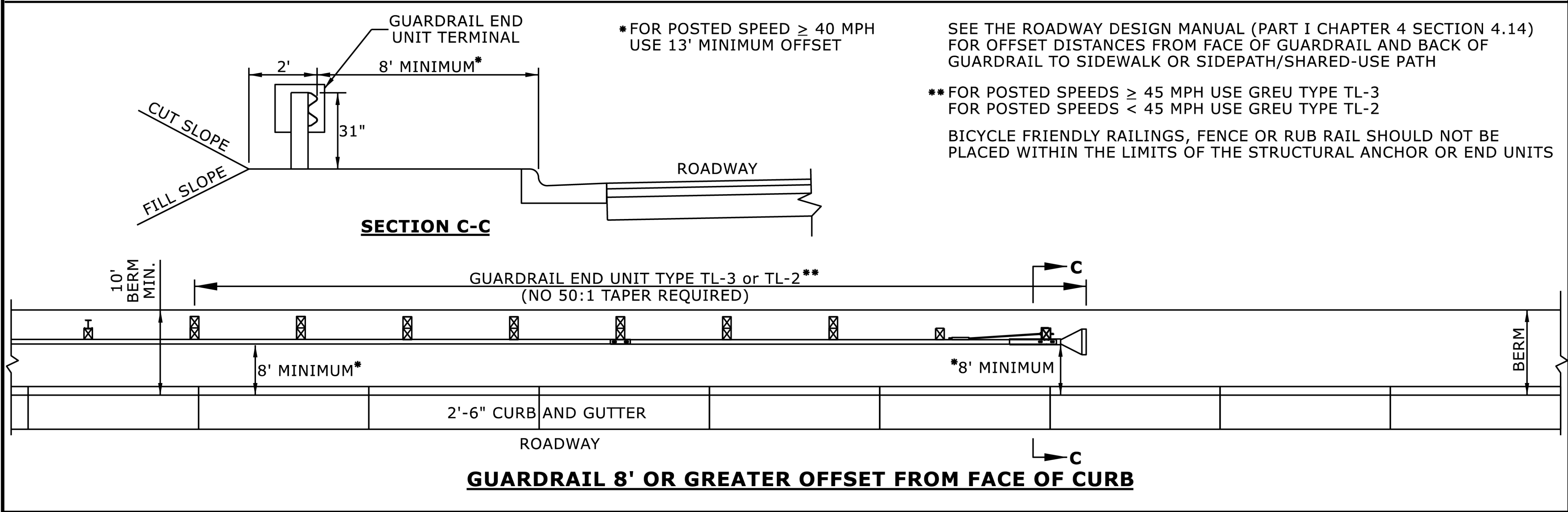
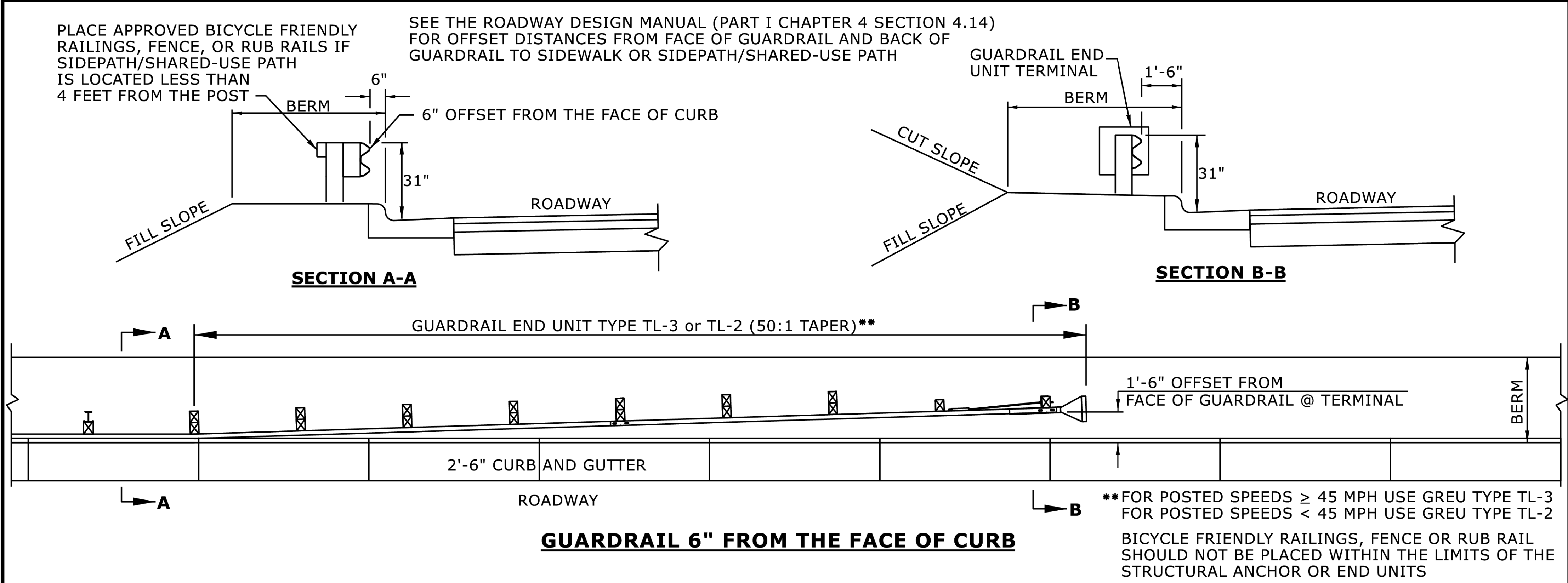
SHEET 4 OF 15
862D01

DOCUMENT NOT CONSIDERED FINAL
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**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

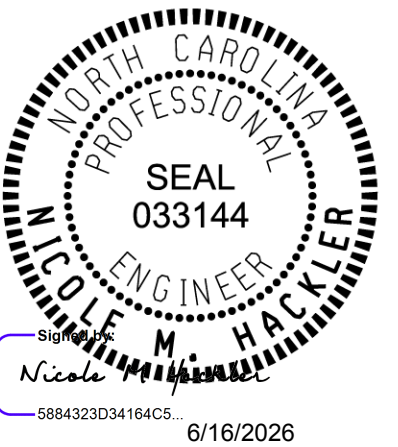
ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.:



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

ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT
GUARDRAIL TREATMENT AT CURB AND GUTTER

SHEET 12 OF 15
862D01



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UNLESS ALL SIGNATURES COMPLETED

CONTRACTS STANDARDS
AND DEVELOPMENT UNIT

Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
MODIFIED BY: DATE:
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FILE SPEC.: DATE:

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

ROADWAY DETAIL DRAWING FOR
METHOD OF PIPE INSTALLATION
FLEXIBLE PIPE

SHEET 1 OF 2
300.01

TOP OF FILL

NORMAL EARTH FOUNDATION

TOP OF FILL

**ROCK FOUNDATION
PIPE IN TRENCH**

TOP OF FILL

UNSUITABLE MATERIAL FOUNDATION

TOP OF FILL

NORMAL EARTH FOUNDATION

TOP OF FILL

**ROCK FOUNDATION
PIPE ABOVE GROUND**

TOP OF FILL

UNSUITABLE MATERIAL FOUNDATION

GENERAL NOTES:

I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.

O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.

H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

APPROVED SUITABLE LOCAL MATERIAL.

TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.

LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.

REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

SPRINGLINE OF PIPE

SELECT BACKFILL MATERIAL CLASS III OR CLASS II, TYPE 1 ABOVE AND BELOW SPRINGLINE.

UNDISTURBED EARTH MATERIAL

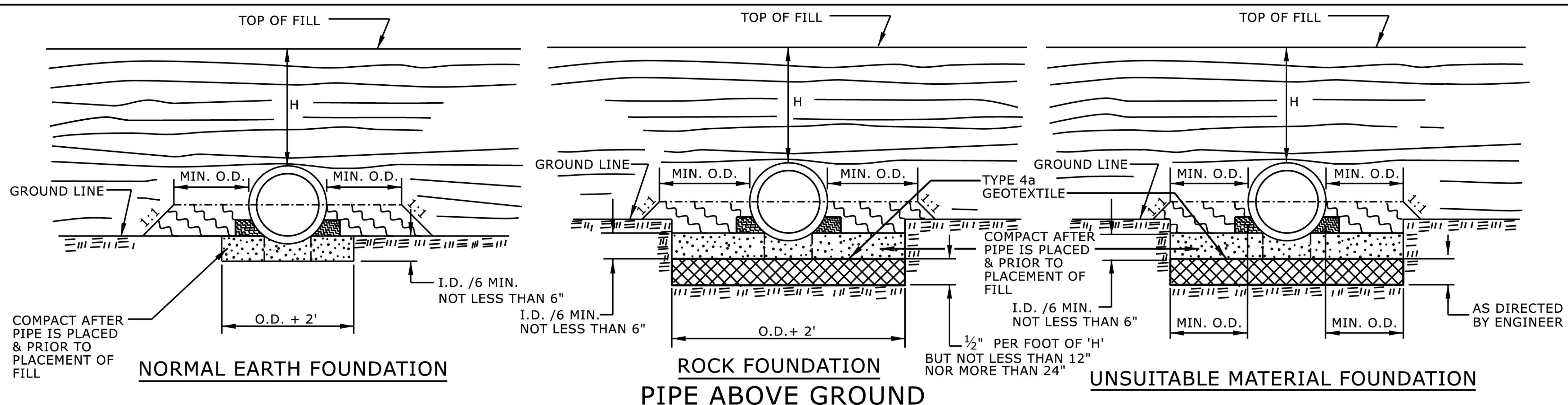
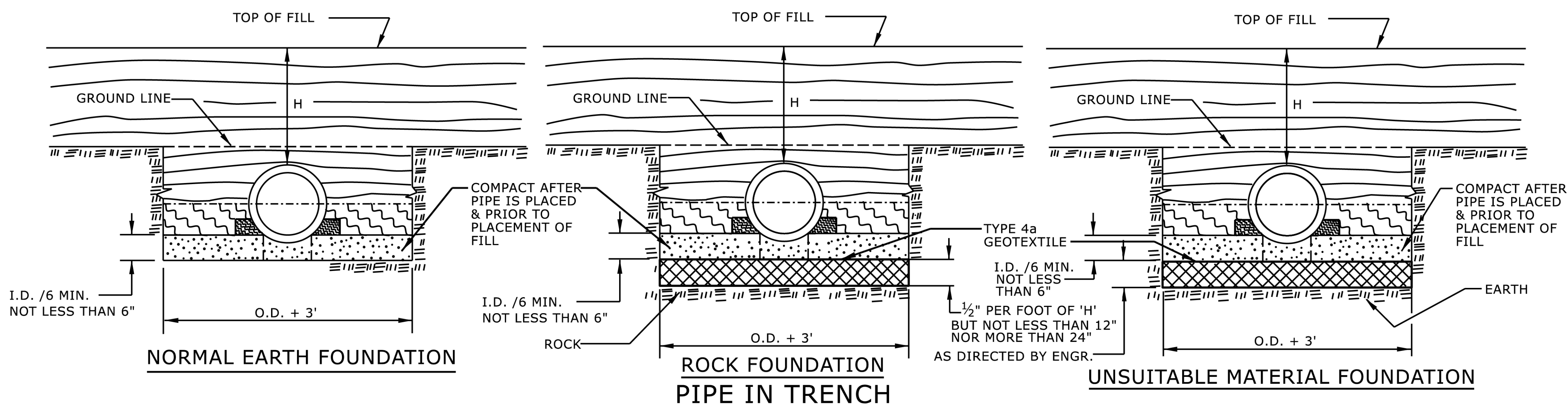
SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

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GENERAL NOTES:
I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.
O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.
H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT
ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP
OF THE EMBANKMENT AT THAT POINT.

	APPROVED SUITABLE LOCAL MATERIAL.
	TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.
	LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.

REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS
FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

	SPRINGLINE OF PIPE
	SELECT BACKFILL MATERIAL CLASS III OR CLASS II, BELOW SPRINGLINE.
	UNDISTURBED EARTH MATERIAL
	SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

ROADWAY DETAIL DRAWING FOR METHOD OF PIPE INSTALLATION RIGID PIPE	STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.
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SHEET 2 OF 2
300.01



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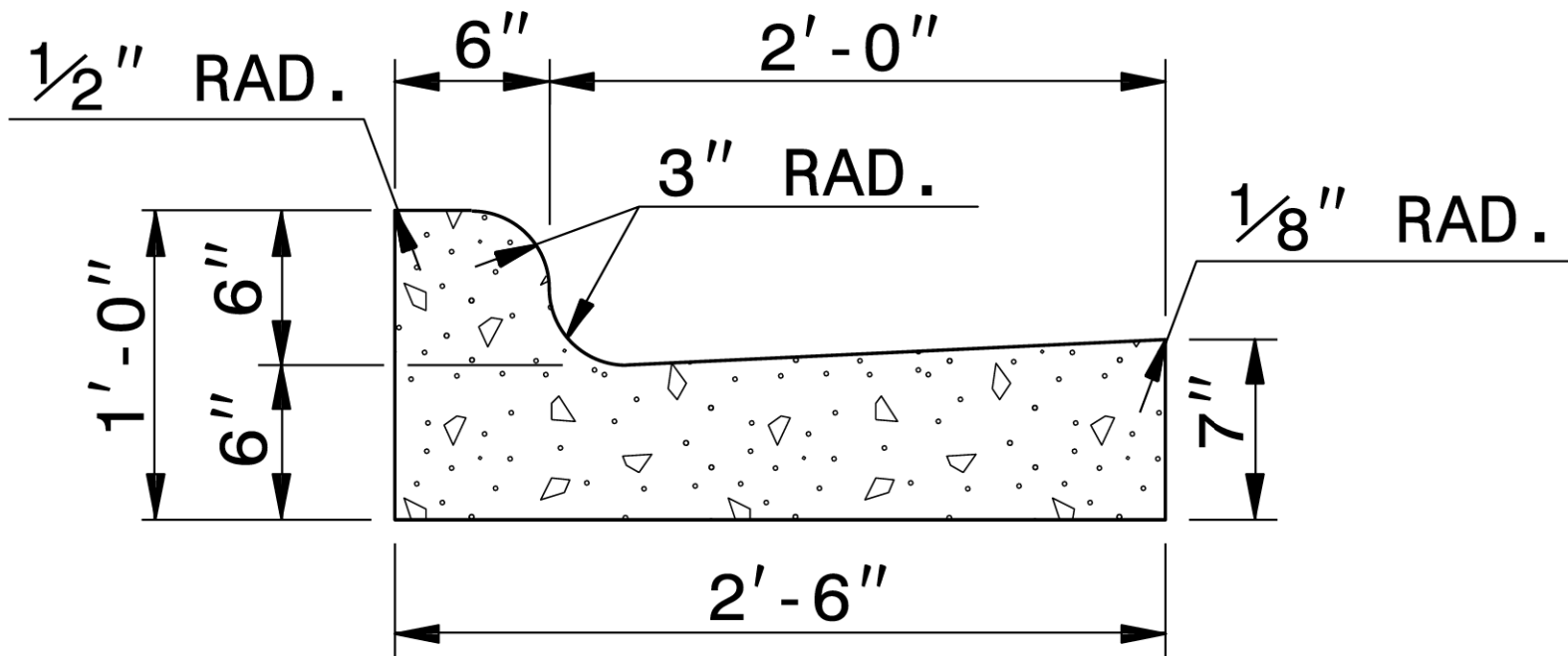
**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
919-707-6950 FAX 919-250-4

SEE TITLE BLOCK

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FILE SPEC.: _____

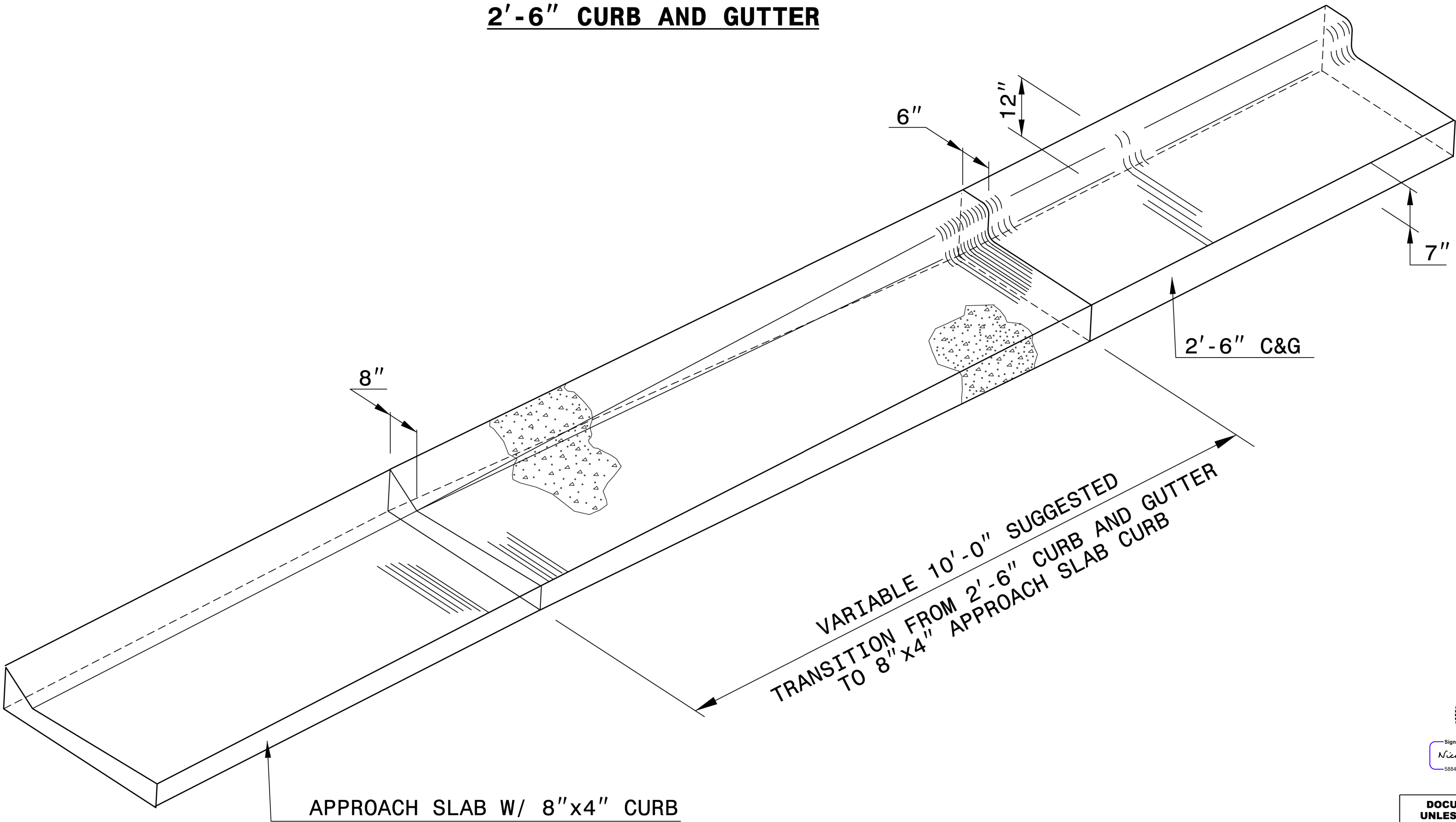
5/14/99

PROJECT REFERENCE NO.	SHEET NO.
B-4676A	2C-8



*NOTE: SEE STD. DWG. 846.01
FOR GENERAL NOTES

2'-6" CURB AND GUTTER



ISOMETRIC VIEW OF TRANSITION



6/16/2026

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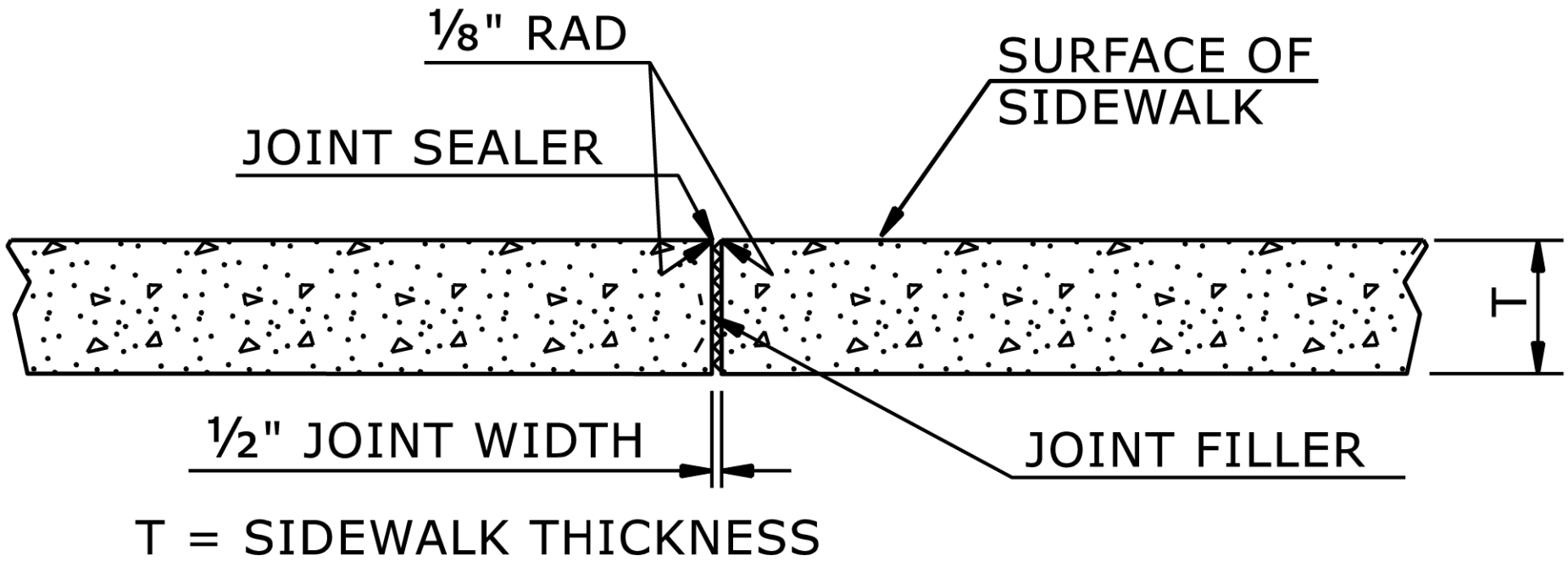
CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
DETAIL OF 2'-6" CURB & GUTTER TO 8"x4" APPROACH SLAB CURB TRANSITION SECTION	
ORIGINAL BY: E.E. WARD	DATE: 5-29-02
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.: /usr/details/stand/cgtransit.dgn	

NOTES:

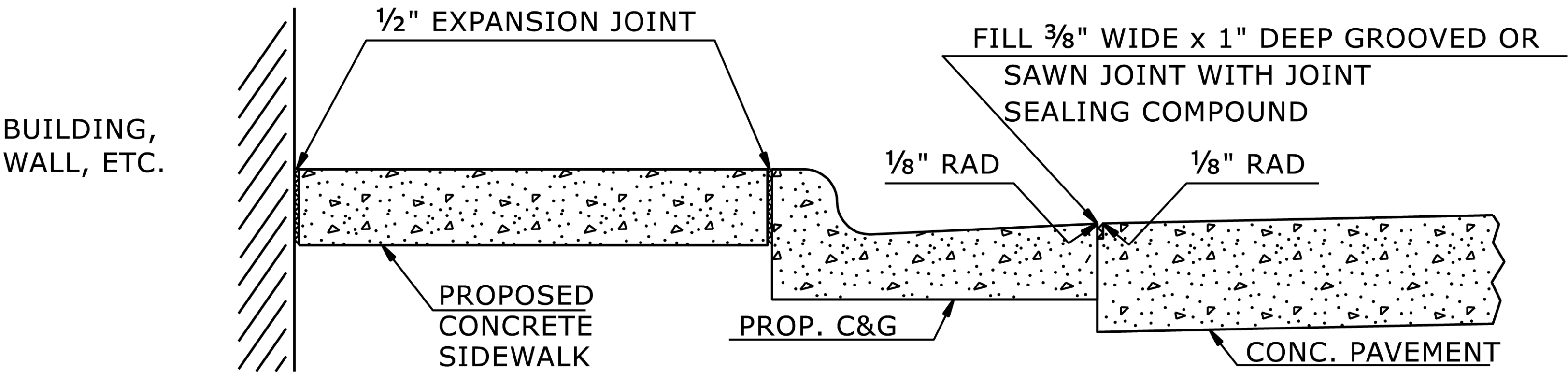
CONSTRUCT STANDARD SIDEWALK 5' WIDE AND 4" THICK UNLESS OTHERWISE DENOTED ON PLANS.

PLACE A GROOVE JOINT 1" DEEP WITH 1/8" RADII IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 50' INTERVALS. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.

SEE STD. DWG. 848.06 FOR CURB RAMP LOCATION REQUIREMENTS AND CONSTRUCTION GUIDELINES.



TRANSVERSE EXPANSION JOINT
IN SIDEWALK



DETAILS SHOWING JOINTS IN CONCRETE SIDEWALK

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

ROADWAY DETAIL DRAWING FOR
CONCRETE SIDEWALK



SHEET 1 OF 1
848D01

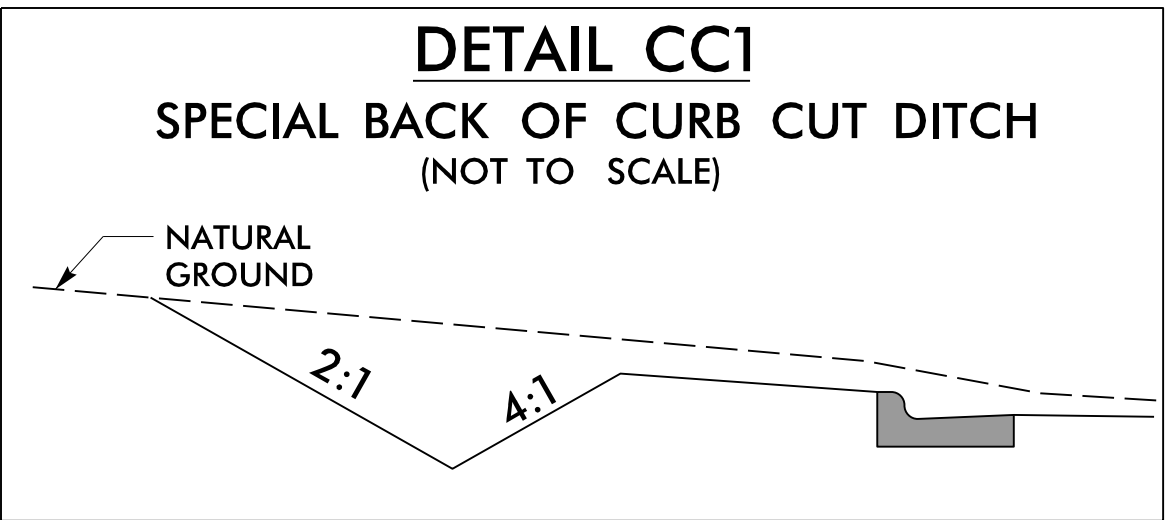
DOCUMENT NOT CONSIDERED FINAL
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**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**

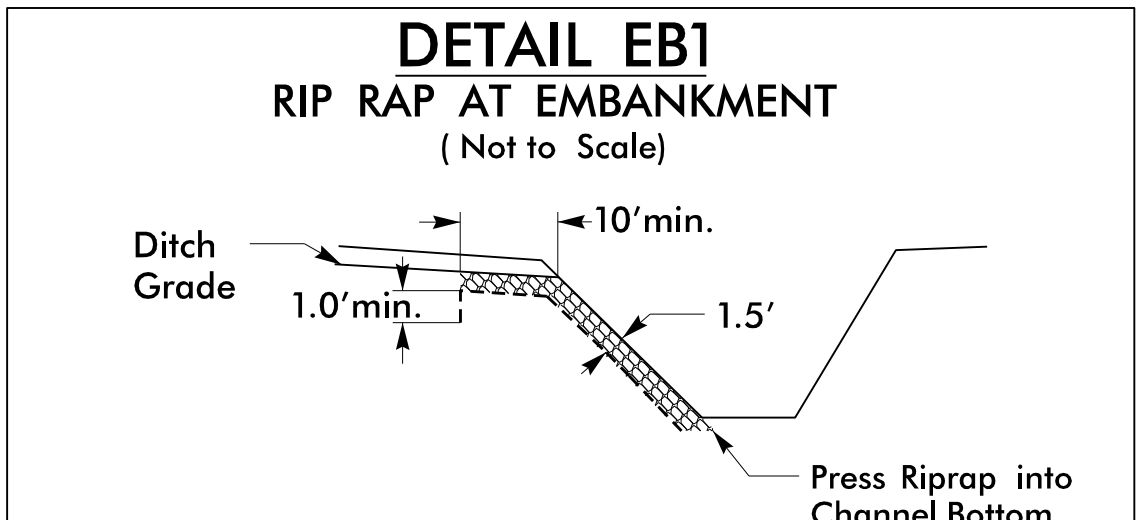
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: DATE:

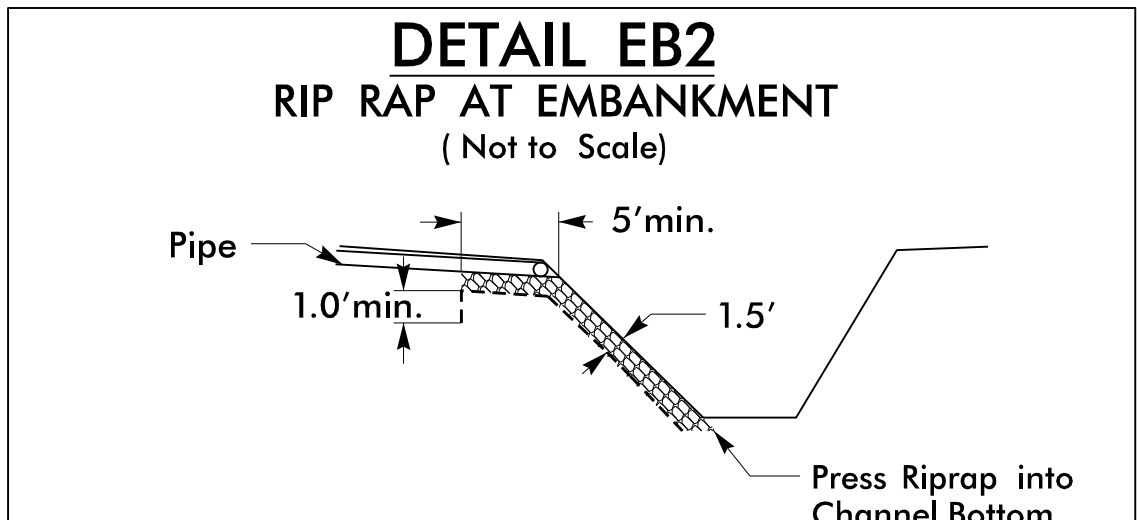


FROM -L- STA. 24+55 TO STA. 25+05 RT



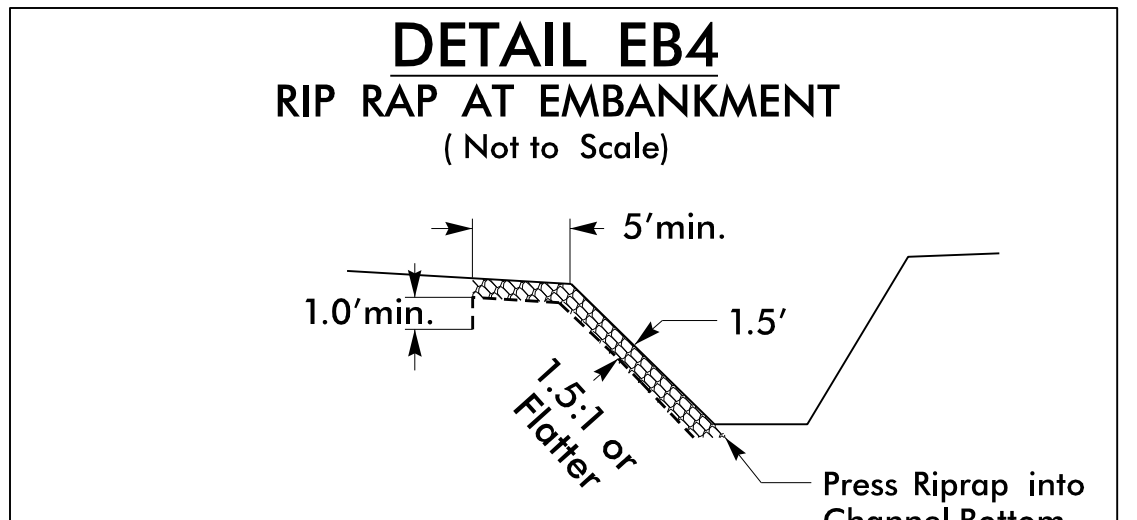
Type of Liner = CL II Rip-Rap, Keyed-In

FROM -L- STA. 20+43 TO STA. 20+60 LT



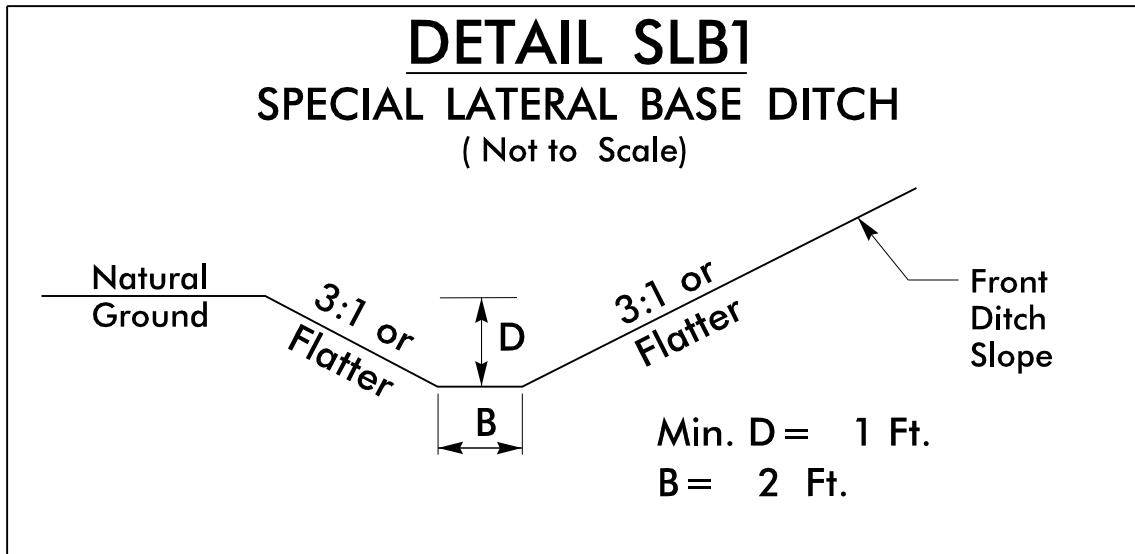
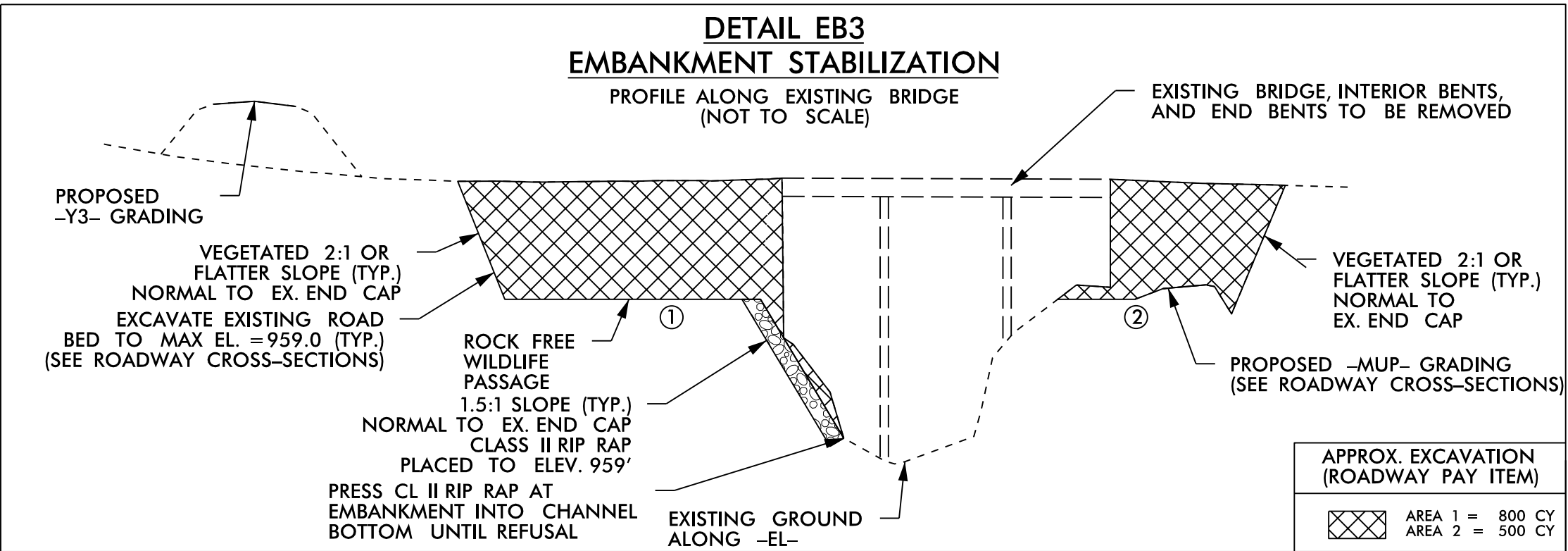
Type of Liner = CL II Rip-Rap, Keyed-In

FROM -MUP- STA. 14+98 TO STA. 15+14 RT

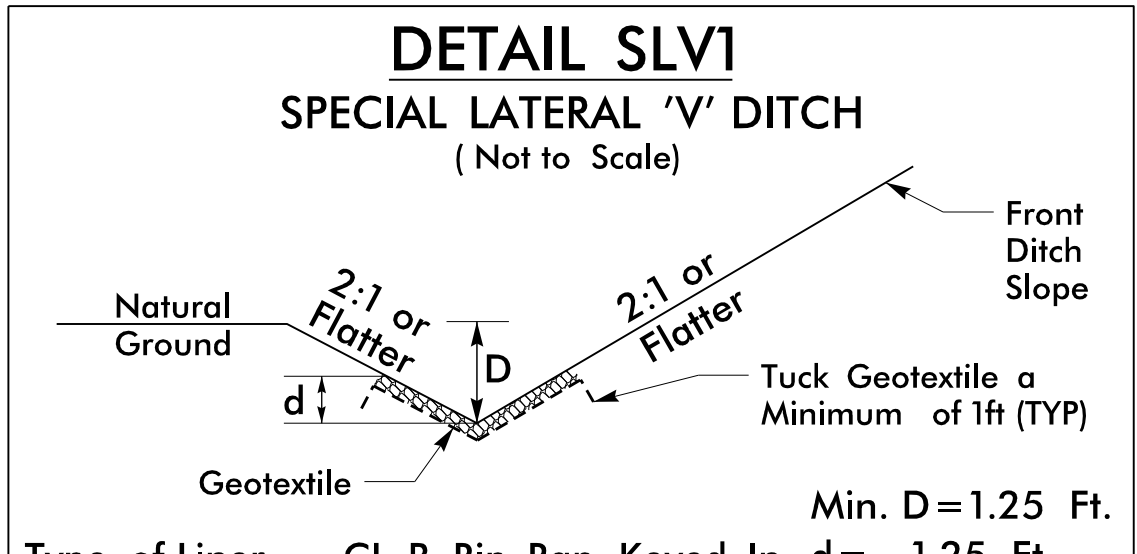


Type of Liner = CL II Rip-Rap, Keyed-In

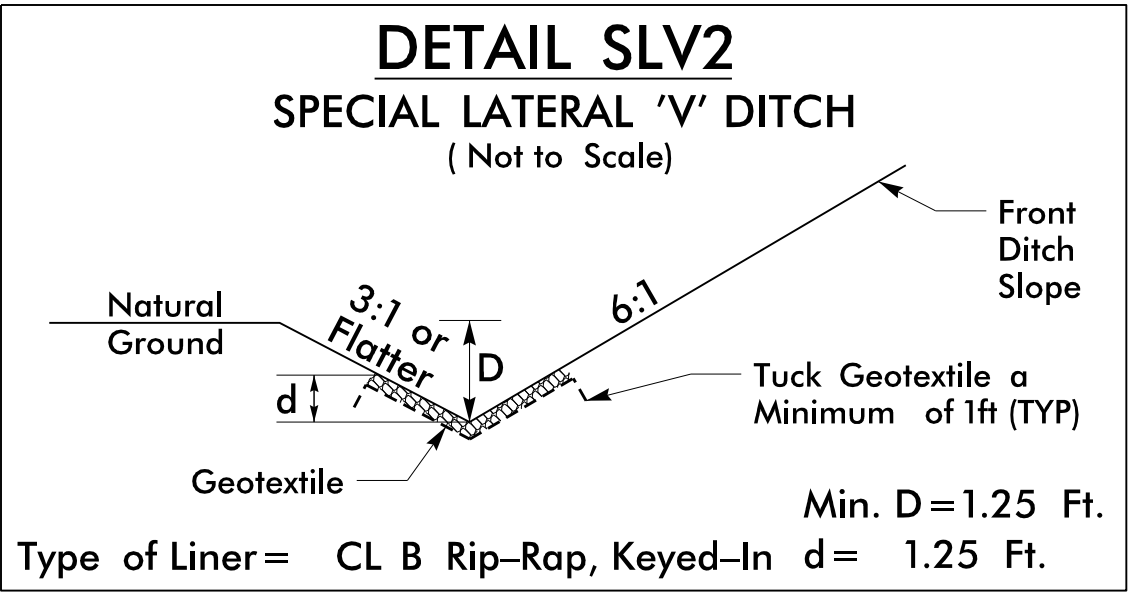
FROM -MUP- STA. 13+00 (-L- 21+94 LT)
TO STA. 14+29 RT



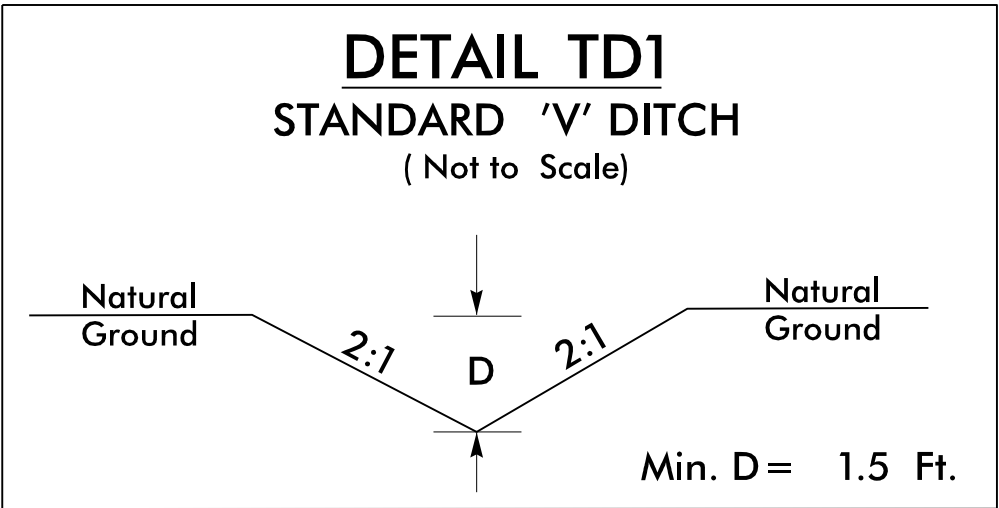
FROM -L- STA. 19+25 TO -L- STA. 19+93 RT
FROM -L- STA. 22+00 TO STA. 23+00 RT
FROM -Y3- STA. 10+75 TO -Y3- STA. 12+00 LT



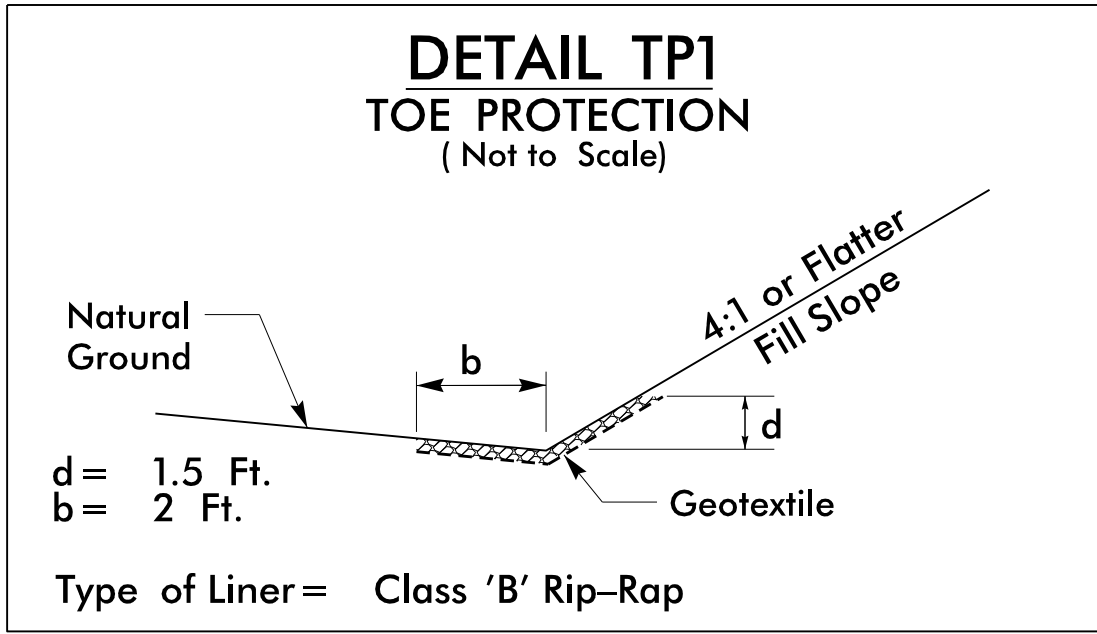
FROM -L- STA. 17+50 TO STA. 18+18 RT
FROM -Y3- STA. 11+00 TO STA. 12+00 RT



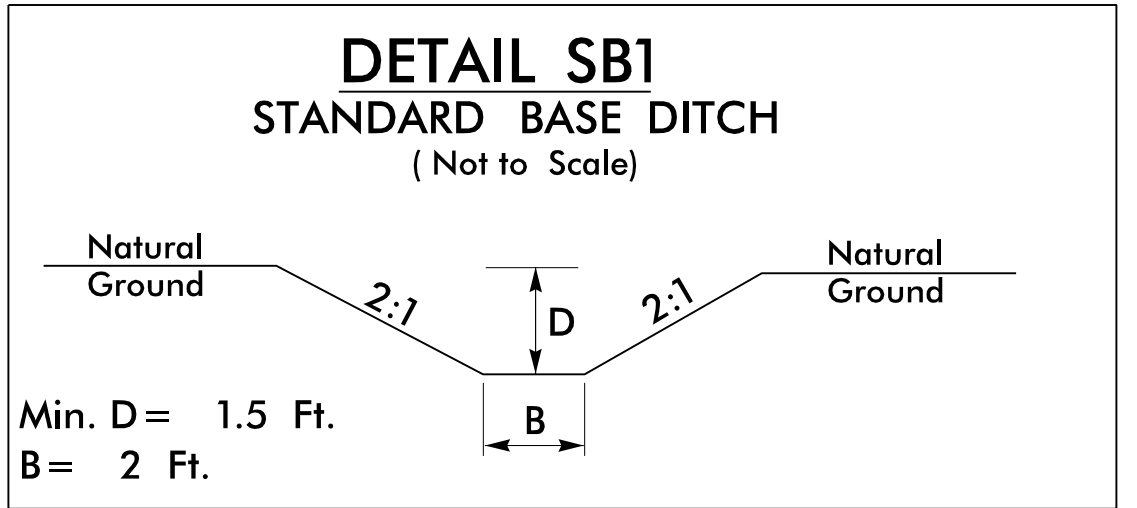
FROM -L- STA. 17+00 TO STA. 17+50 RT



FROM -L- STA. 19+90 (73' LT) TO STA. 20+53 (42' LT)



FROM -Y3- STA. 12+00 RT TO STA. 12+50 RT



FROM -L- STA. 21+70 (61' LT) TO STA. 22+14 (63' LT)

REVISIONS

B-4676A

FP 20-1

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

HYDRAULICS
ENGINEER

PROFESSIONAL
SEAL
40801

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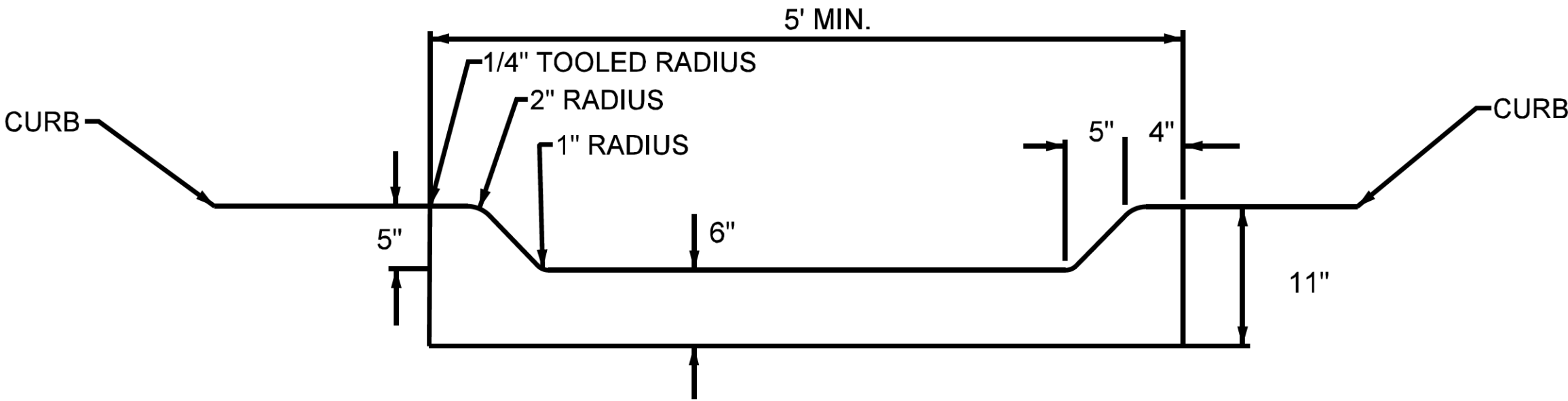
PREPARED BY
HNTB

DETAIL MCF1
MODIFIED CONCRETE FLUME

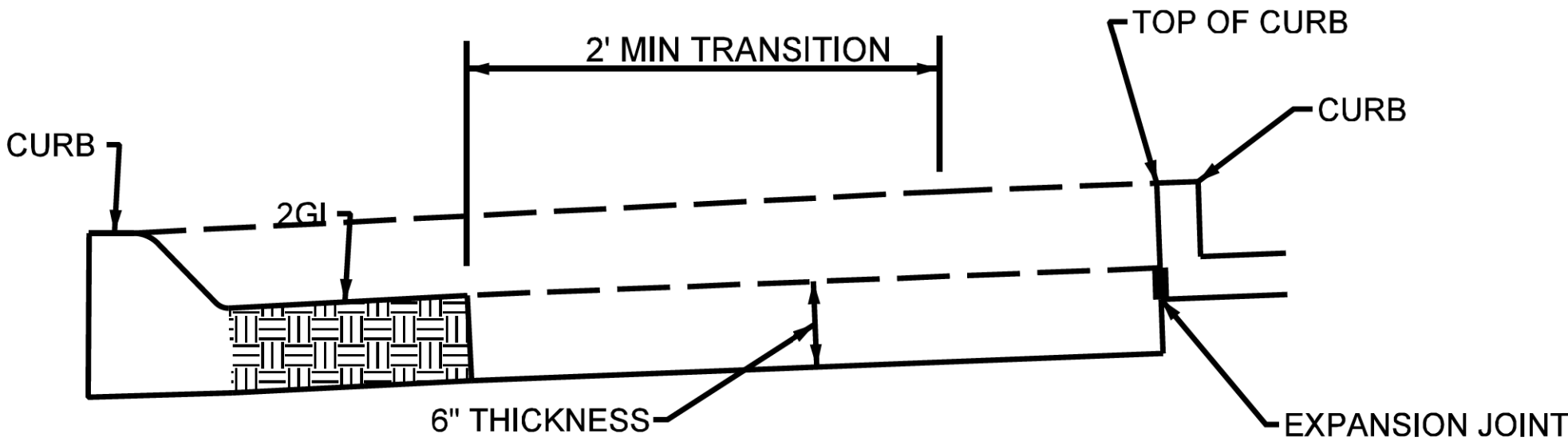
NOT TO SCALE

FLUME DETAIL

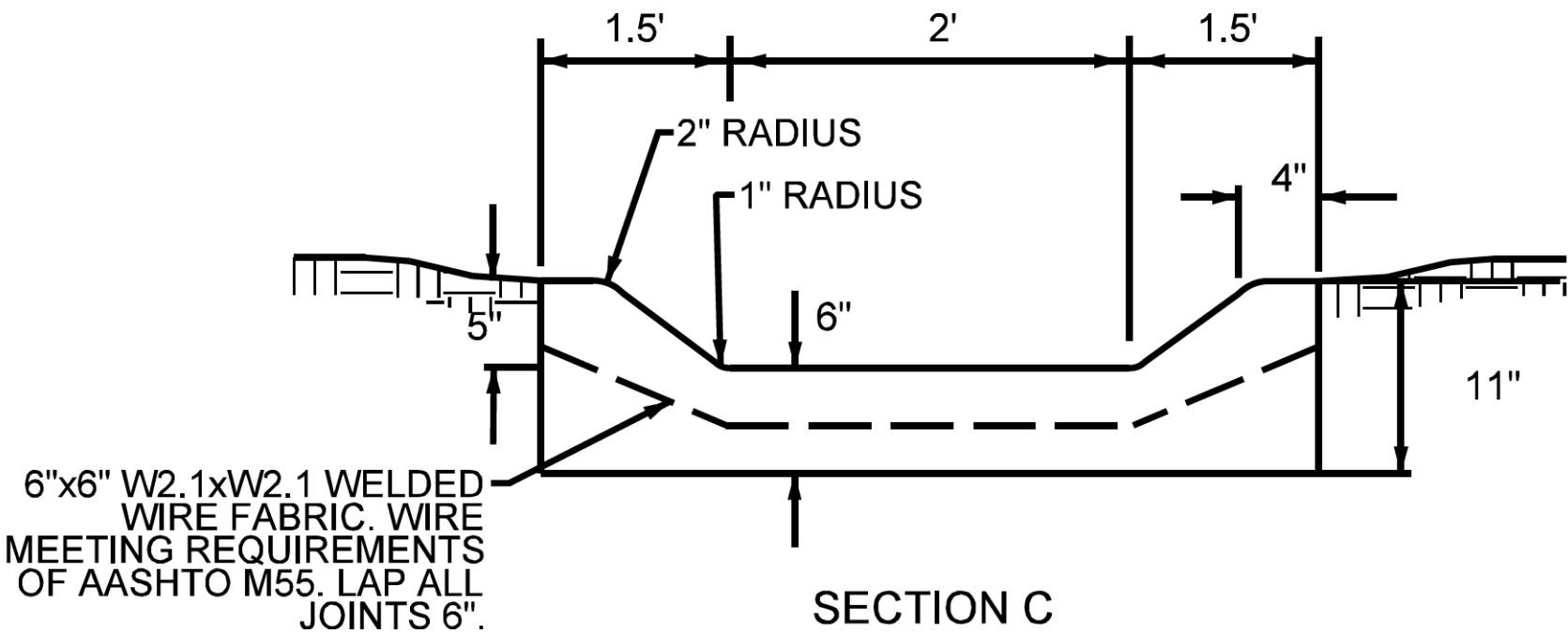
NOT TO SCALE



SECTION A



SECTION B

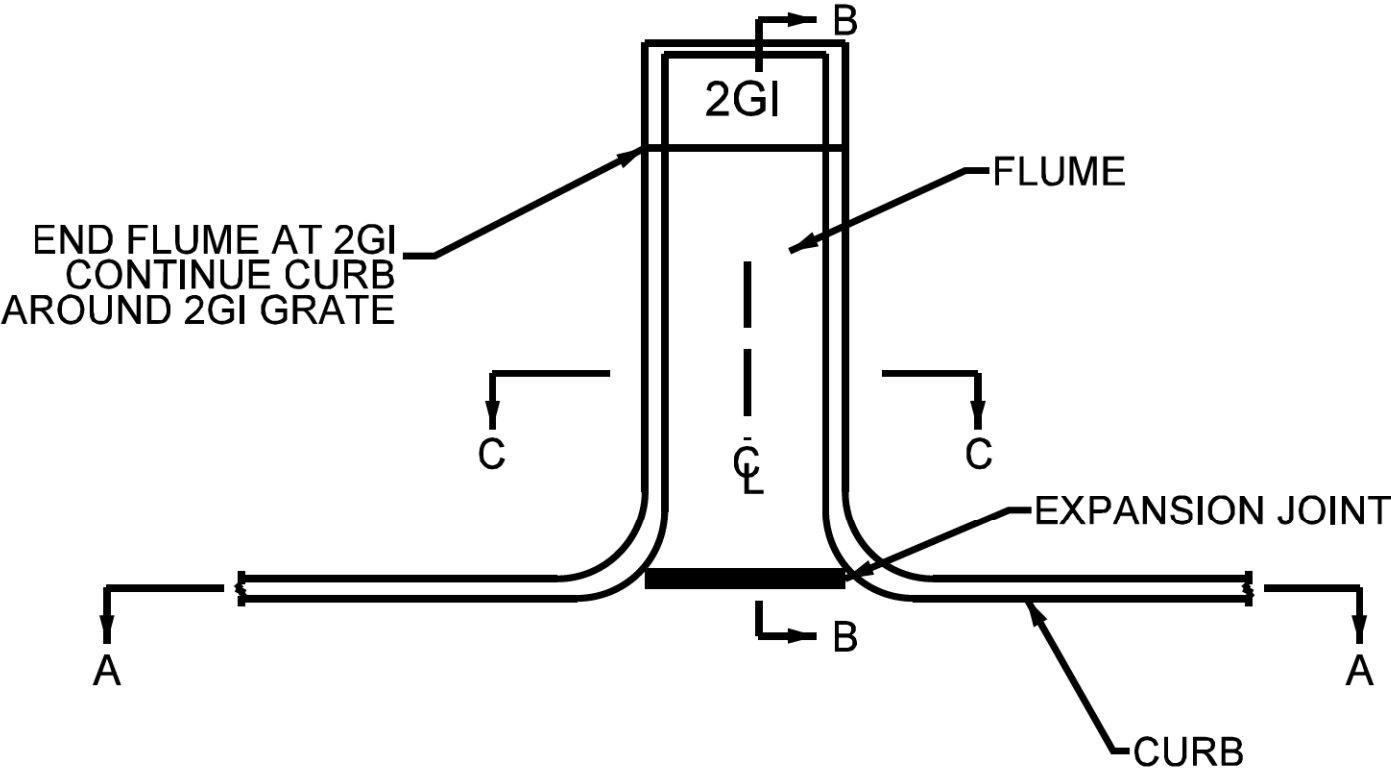


6"x6" W2.1xW2.1 WELDED WIRE FABRIC. WIRE MEETING REQUIREMENTS OF AASHTO M55. LAP ALL JOINTS 6".

SECTION C

FLUME PLAN

NOT TO SCALE



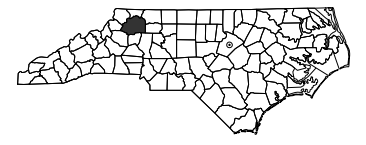
NOTES

1. SEE PLANS FOR LOCATION OF CONCRETE FLUME.
2. EXPANSION JOINT SHALL BE 3/4" THICK.
3. CONCRETE FLUME SHALL BE PLACED TO TIE TO PROPOSED 2GI.
4. CONCRETE SHALL MEET SPECIFICATIONS FOR CLASS 4000 CONCRETE FOR STRUCTURES.
5. THE COST AND INSTALLATION OF THE WELDED WIRE FABRIC SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT.

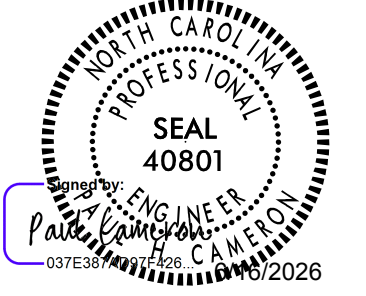
B-4676A

FP 2D-2

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

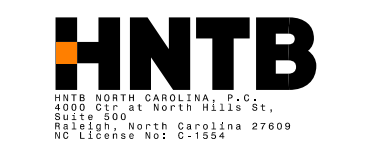


HYDRAULICS
ENGINEER

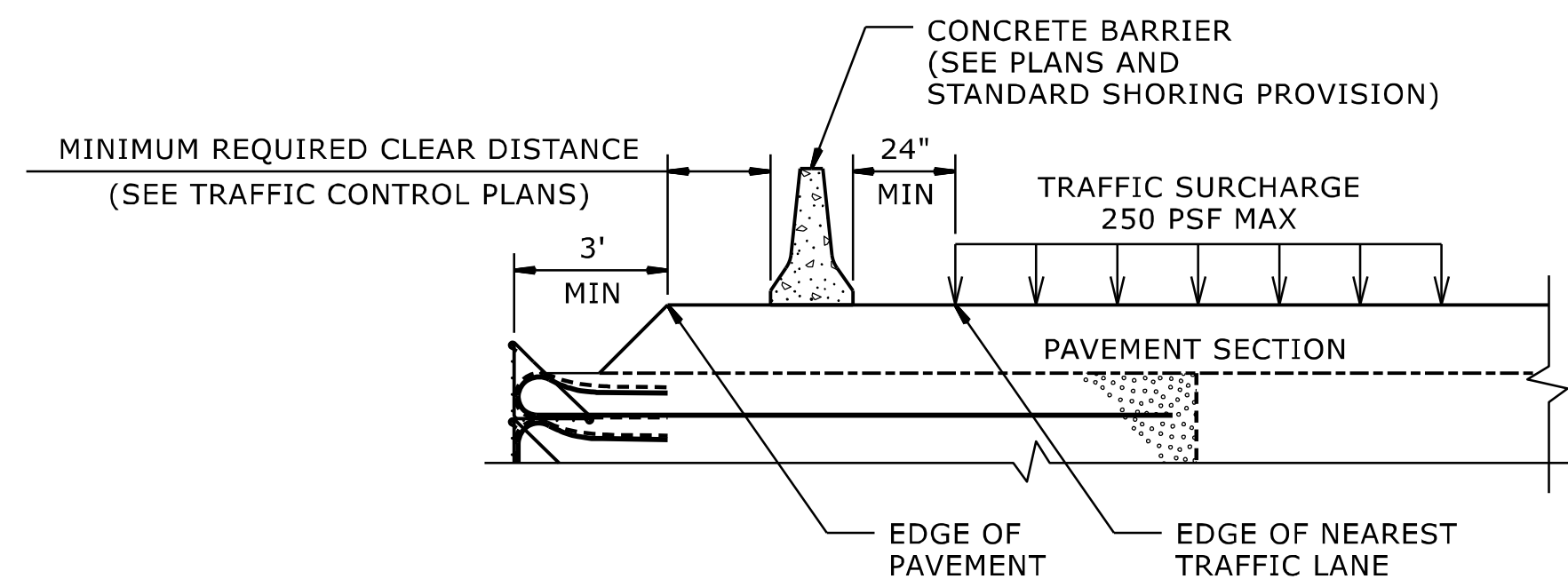


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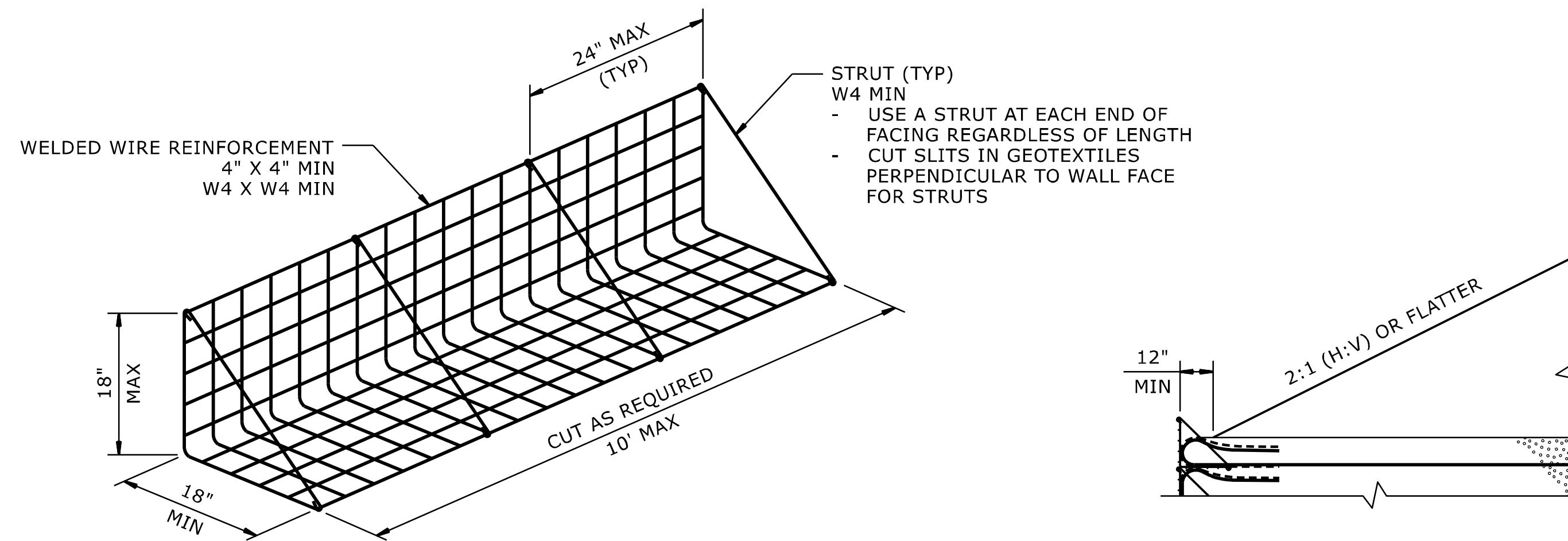
PREPARED BY



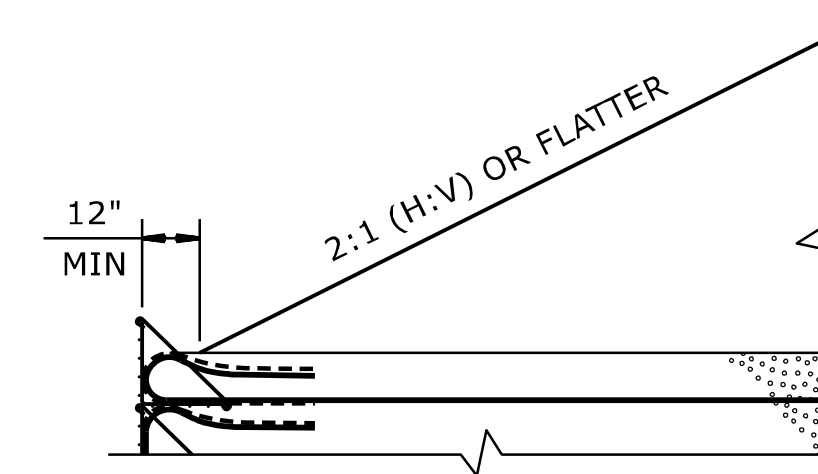
REVISIONS



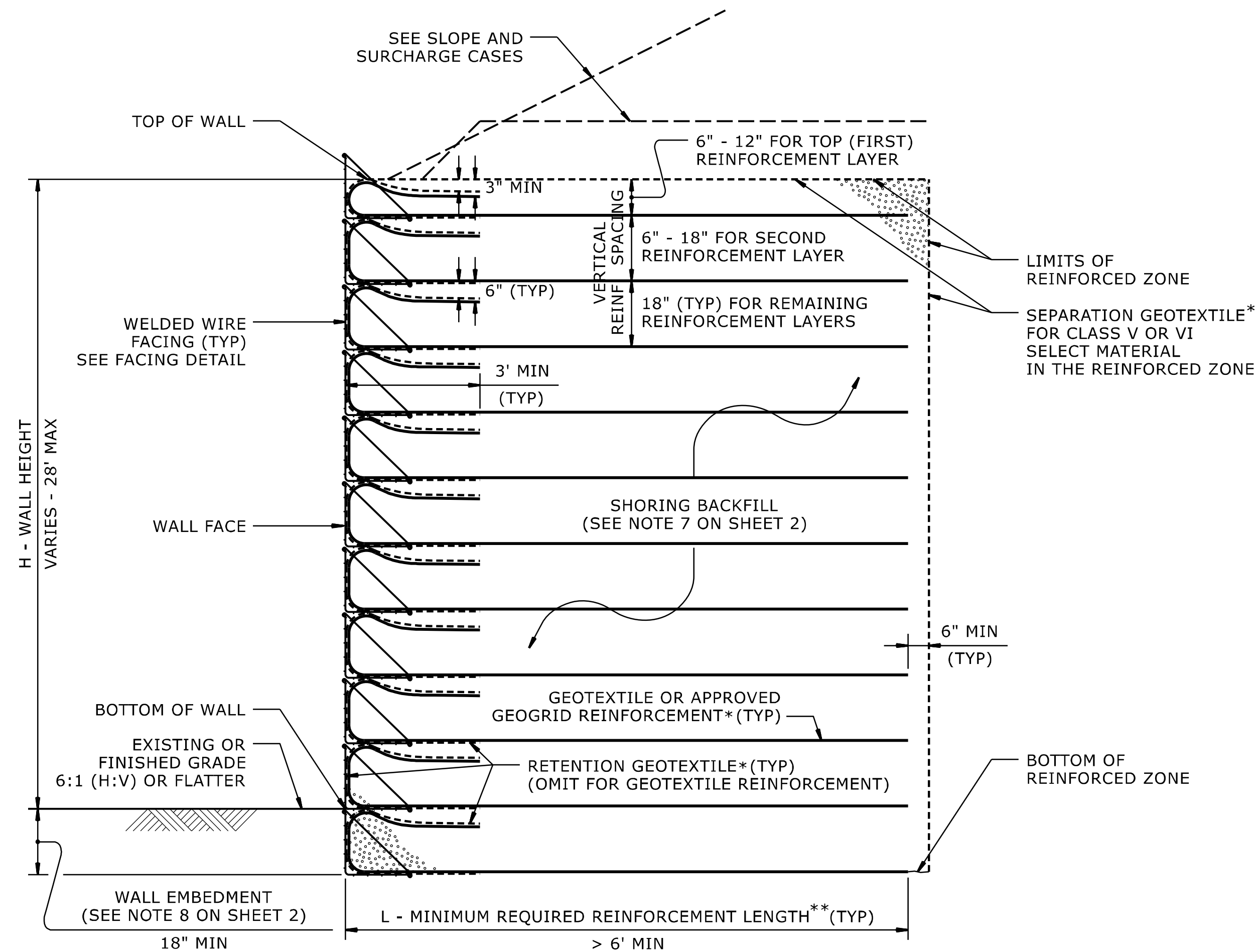
SURCHARGE CASE



FACING DETAIL

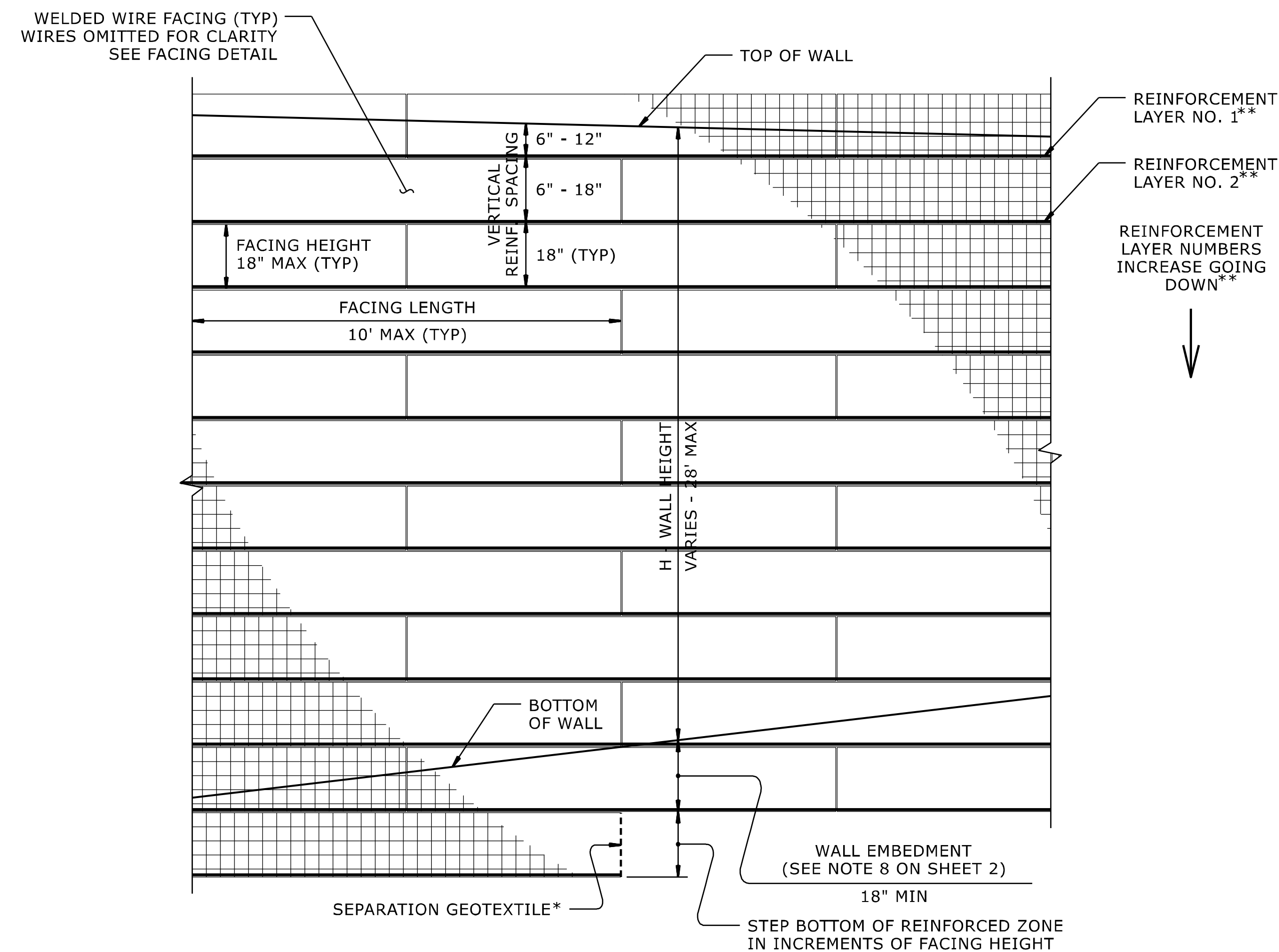


SLOPE CASE



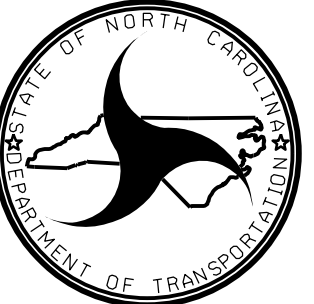
STANDARD TEMPORARY WALL

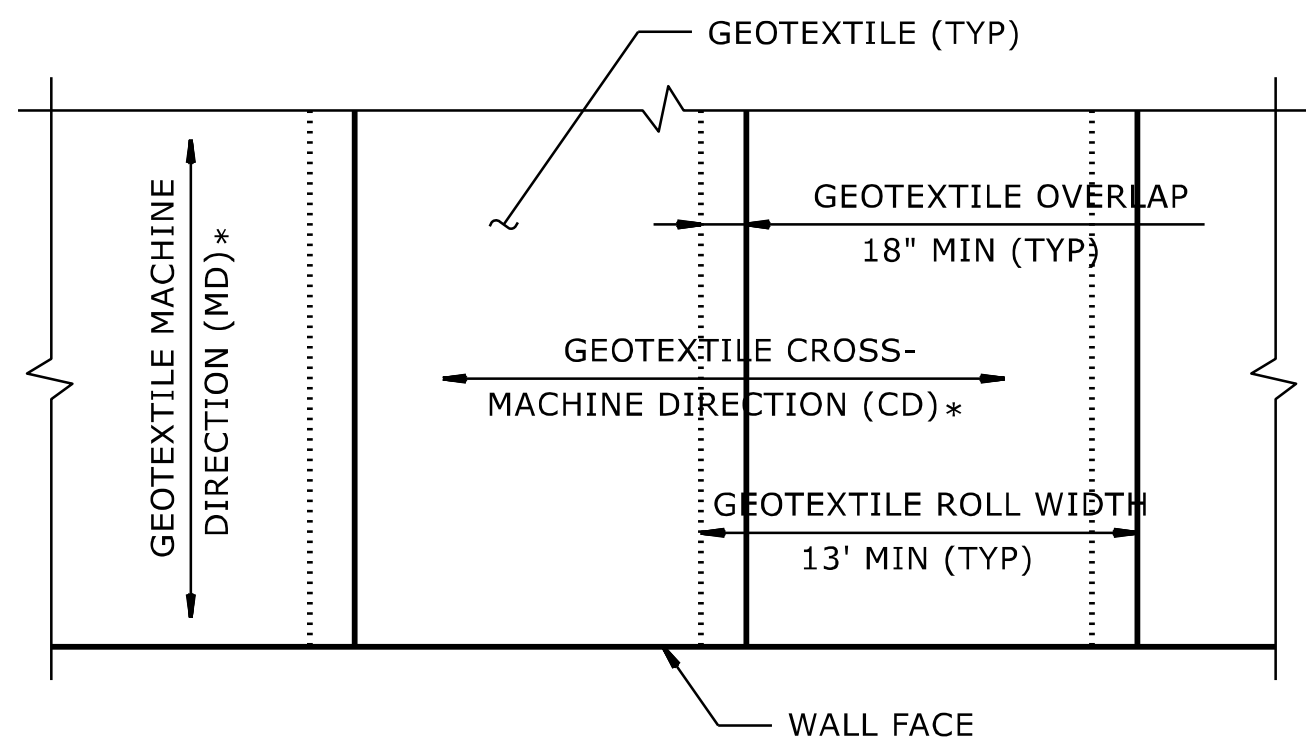
(FOR STANDARD TEMPORARY WALLS ON STRUCTURES,
SEE TEMPORARY WALL ON STRUCTURE DETAIL ON SHEET 2.)
*SEE GEOSYNTHETIC PLACEMENT DETAILS ON SHEET 2.
**SEE REINFORCEMENT TABLES ON SHEET 3.



STANDARD TEMPORARY WALL - PARTIAL ELEVATION

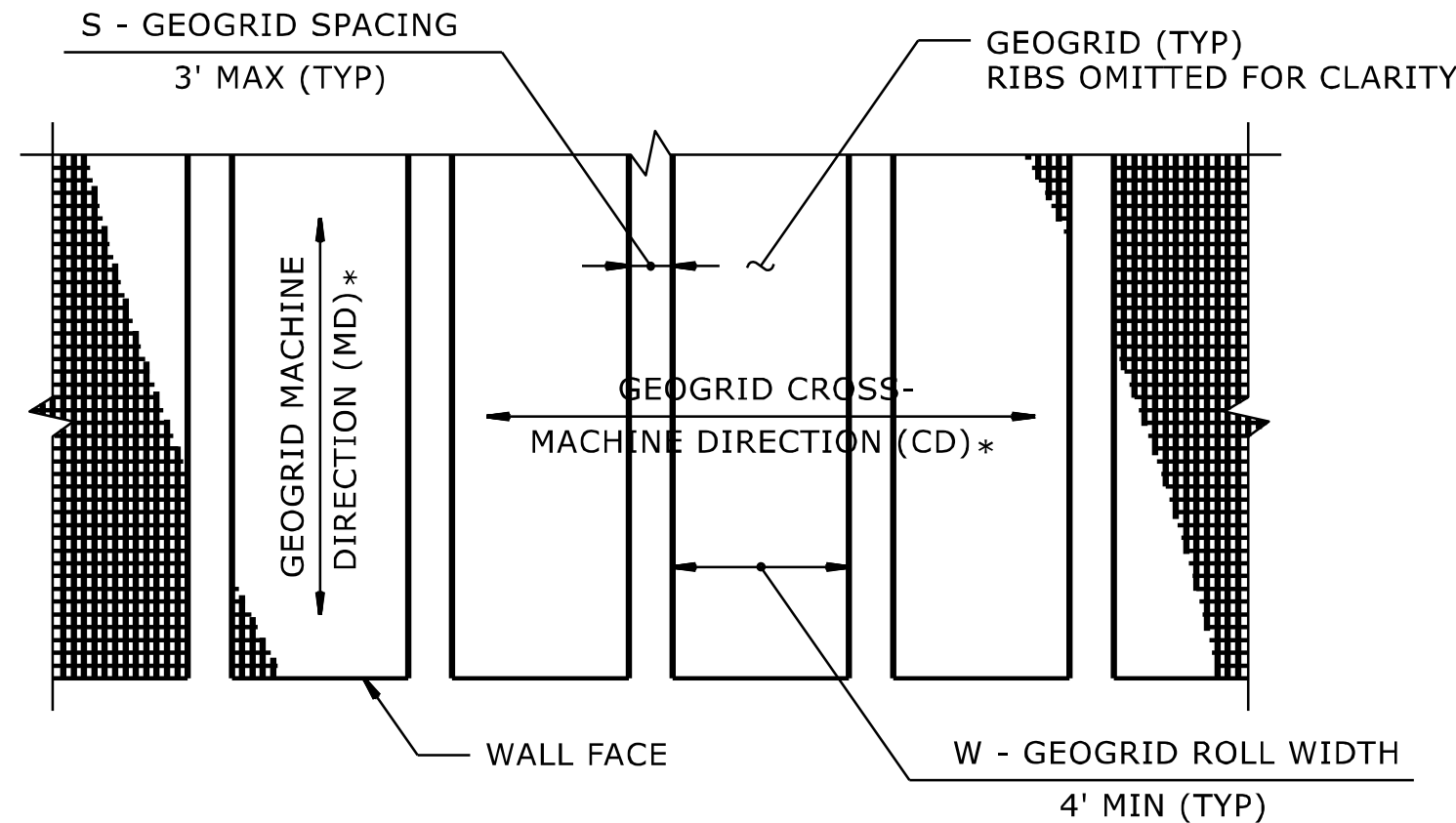
*SEE GEOSYNTHETIC PLACEMENT DETAILS ON SHEET 2.
**SEE REINFORCEMENT TABLES ON SHEET 3.





GEOTEXTILE PLACEMENT

(100% COVERAGE MIN FOR
GEOTEXTILE REINFORCEMENT)

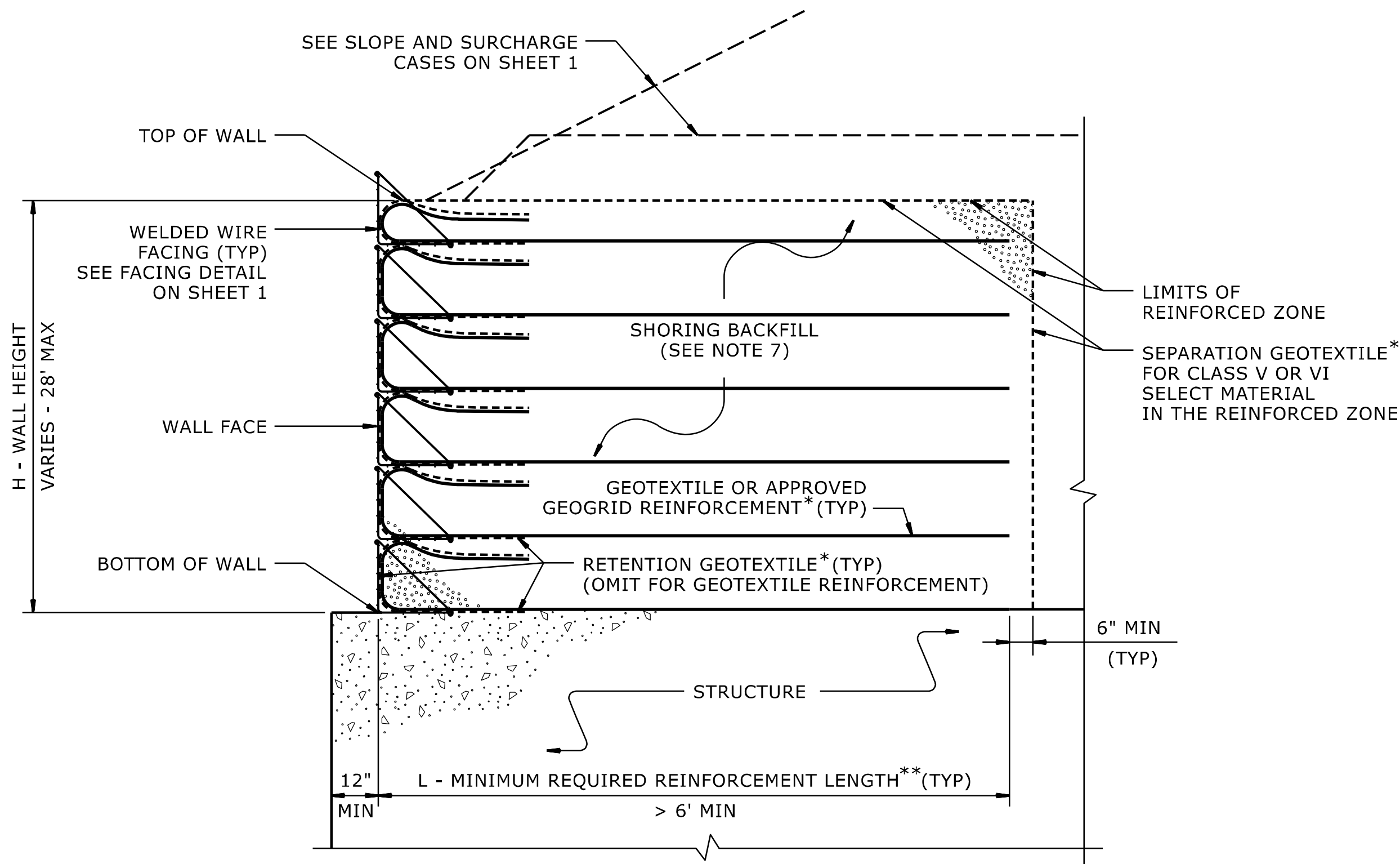


GEOGRID PLACEMENT

(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

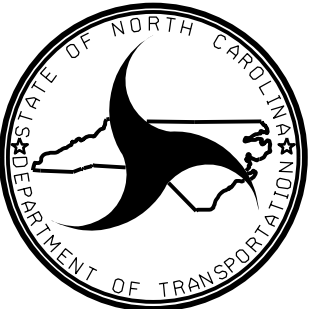
*SEE GEOSYNTHETIC PLACEMENT DETAILS.
**SEE REINFORCEMENT TABLES ON SHEET 3.

NOTES:

- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALLS AS NOTED IN THE PLANS.
- FOR STANDARD TEMPORARY WALLS, SEE STANDARD SHORING PROVISION.
- 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
- DO NOT USE STANDARD TEMPORARY WALLS IF ASSUMED SOIL PARAMETERS ARE NOT APPLICABLE.
- DO NOT USE STANDARD TEMPORARY WALLS WHEN VERY LOOSE OR SOFT SOIL OR MUCK IS BELOW TEMPORARY WALLS.
- 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.
- 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.
- WALL EMBEDMENT IS NOT REQUIRED FOR STANDARD TEMPORARY WALLS ON STRUCTURES OR ROCK AS DETERMINED BY THE ENGINEER.
- DO NOT USE MORE THAN 4 DIFFERENT REINFORCEMENT STRENGTHS FOR EACH STANDARD TEMPORARY WALL.
- 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 1 OR CLASS III SELECT MATERIAL
COARSE AGGREGATE	CLASS V OR VI SELECT MATERIAL

- FOR GEOGRID REINFORCEMENT WITH LESS THAN 100% COVERAGE, STAGGER REINFORCEMENT SO GEOGRIDS ARE CENTERED OVER GAPS IN THE REINFORCEMENT LAYER BELOW.
- 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) > (MINIMUM REQUIRED REINFORCEMENT LENGTH) + 4.5' AND
- REINFORCEMENT STRENGTH IN CD > MINIMUM REQUIRED REINFORCEMENT STRENGTH IN MD.
- 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
- DO NOT PLACE SHORING BACKFILL OR REINFORCEMENT UNTIL EXCAVATION DIMENSIONS AND FOUNDATION MATERIAL ARE APPROVED.
- FOR STANDARD TEMPORARY WALLS WITH PILE FOUNDATIONS IN THE REINFORCED ZONE, DRIVE PILES THROUGH REINFORCEMENT AFTER CONSTRUCTING TEMPORARY WALLS.
- DO NOT SPLICE OR OVERLAP REINFORCEMENT SO SEAMS ARE PARALLEL TO THE WALL FACE.
- CONTACT THE ENGINEER WHEN EXISTING OR FUTURE OBSTRUCTIONS SUCH AS FOUNDATIONS, PAVEMENTS, PIPES, INLETS OR UTILITIES WILL INTERFERE WITH REINFORCEMENT.
- FOR STANDARD TEMPORARY WALLS WITH INTERIOR ANGLES LESS THAN 90 DEGREES, WRAP GEOSYNTHETICS AT ACUTE CORNERS AS DIRECTED BY THE ENGINEER.
- 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.



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 1, 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	
	> 7 FOR H < 20' > 10 FOR H > 20'	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 1 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	
		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 1 OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL	A-2-4 SOIL	CLASS II, TYPE 1 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)

MINIMUM REQUIRED REINFORCEMENT STRENGTH IN MD

(SEE NOTE 9 ON SHEET 2.)
*SEE PARTIAL ELEVATION ON SHEET 1
FOR REINFORCEMENT LAYER NUMBERING.

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

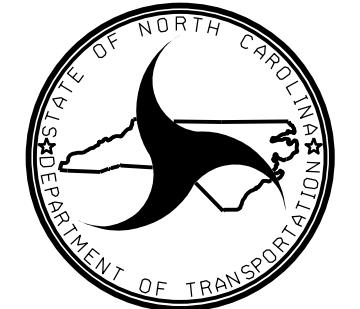
(SEE NOTE 10 ON SHEET 2.)

B-4676A

2G-3

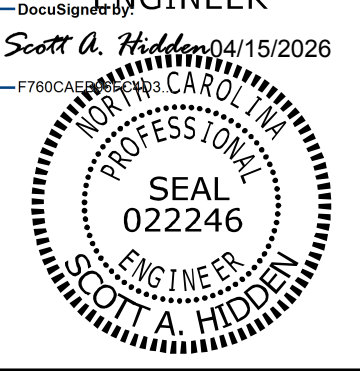
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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



GEOTECHNICAL ENGINEERING UNIT

GEOTECHNICAL ENGINEER



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STANDARD
DETAIL NO. 1801.02

GEOTECHNICAL STANDARD DETAIL FOR
TEMPORARY WALL (SHEET 3 OF 3)

(9-17-24)

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF SUBSURFACE DRAINAGE

LINE	Station	Station	Location LT/RT/CL	Drain Type* UD/BD/SD	LF
CONTINGENCY				SD	200
				TOTAL LF:	200

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

SUMMARY OF BRIDGE WAITING PERIODS

Bridge Description	End Bent/ Bent No.	MONTHS
Bridge No. 29 over Cub Creek	1	1
Bridge No. 29 over Cub Creek	2	1

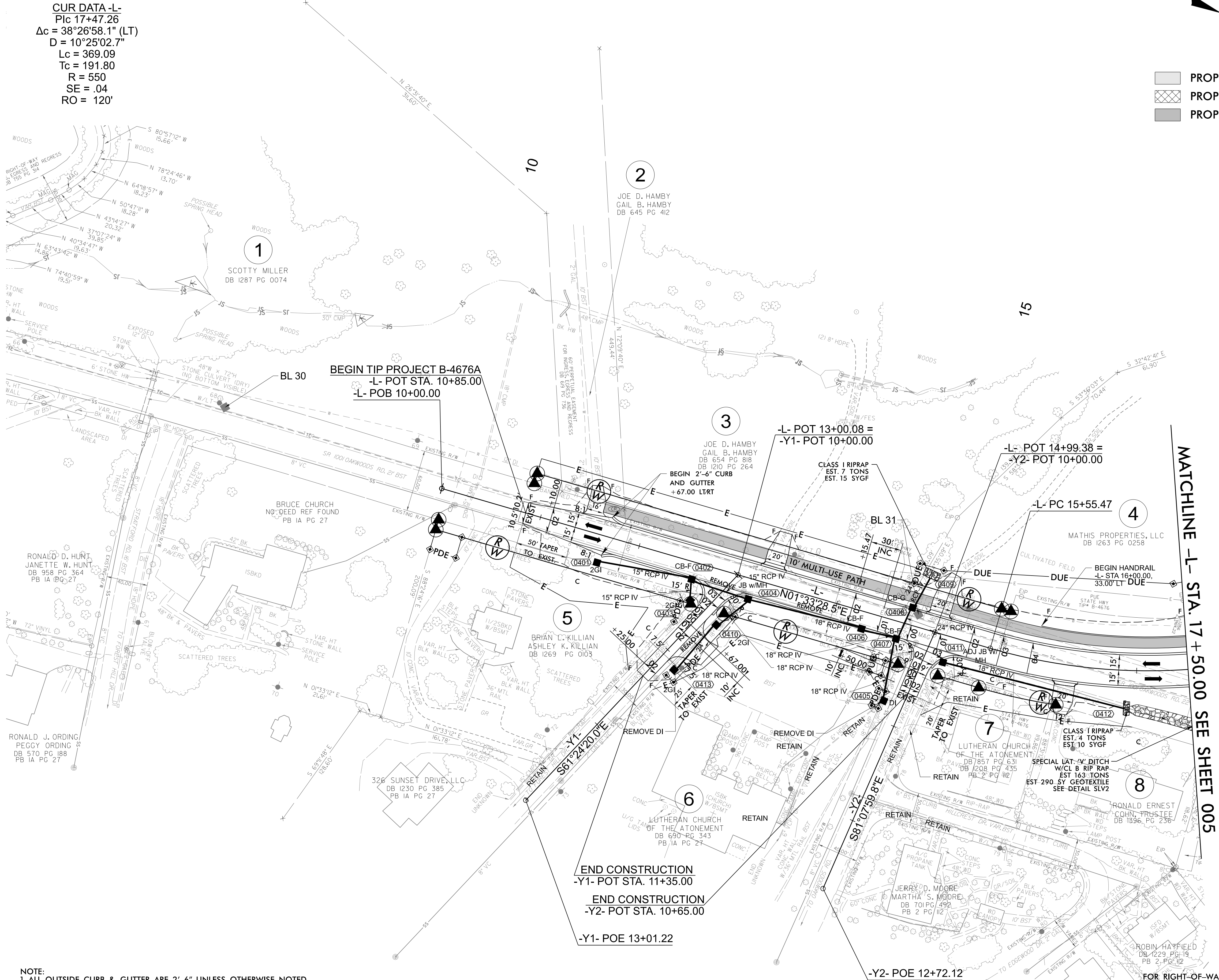
SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION

LINE	Station	Station	Aggregate Type* ASU(1/2)/ AST	Aggregate Thickness INCHES [8" for ASU(2)]	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Subgrade Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
CONTINGENCY			ASU(1)	12	100	200	300		
			TOTAL CY/TONS/SY:		100	200**	300**	0	0

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

PARCEL INDEX SHEET

[illegible]



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FP004

NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WILKES COUNTY

ROADWAY DESIGN UNIT

ROADWAY DESIGN

ENGINEER

NORTH CAROLINA

PROFESSIONAL

SEAL

37950

PAUL J. KILPATRICK

6/16/2026

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HYDRAULICS

ENGINEER

NORTH CAROLINA

PROFESSIONAL

SEAL

40801

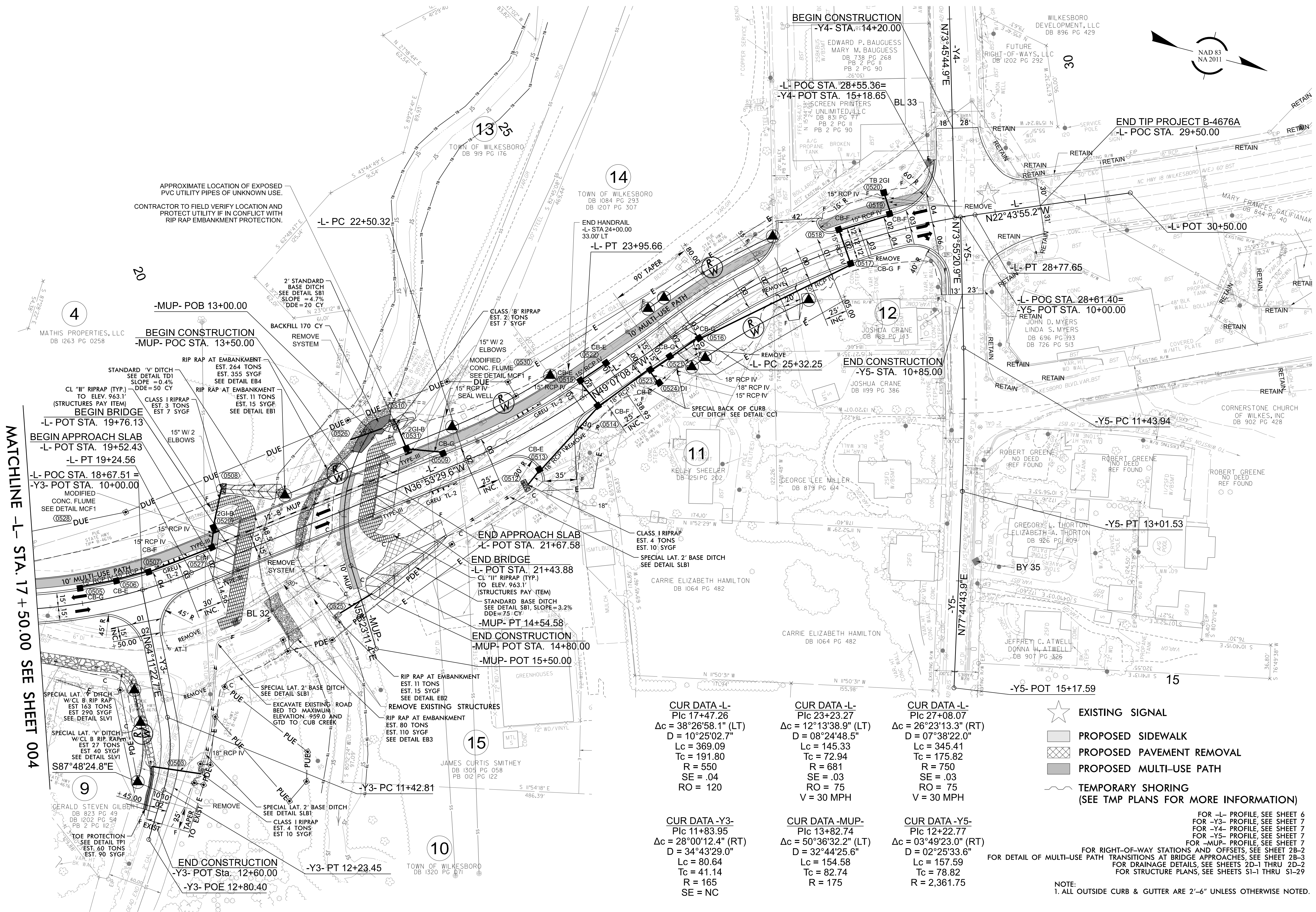
PAUL J. KILPATRICK

6/16/2026

PREPARED BY

HNTB

REVISIONS



- ★ EXISTING SIGNAL
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT REMOVAL
- PROPOSED MULTI-USE PATH
- TEMPORARY SHORING (SEE TMP PLANS FOR MORE INFORMATION)

CUR DATA -L- Plc 17+47.26 Δc = 38°26'58.1" (LT) D = 10°25'02.7" Lc = 369.09 Tc = 191.80 R = 550 SE = .04 RO = 120	CUR DATA -L- Plc 23+23.27 Δc = 12°13'38.9" (LT) D = 08°24'48.5" Lc = 145.33 Tc = 72.94 R = 681 SE = .03 RO = 75 V = 30 MPH	CUR DATA -L- Plc 27+08.07 Δc = 26°23'13.3" (RT) D = 07°38'22.0" Lc = 345.41 Tc = 175.82 R = 750 SE = .03 RO = 75 V = 30 MPH
CUR DATA -Y3- Plc 11+83.95 Δc = 28°00'12.4" (RT) D = 34°43'29.0" Lc = 80.64 Tc = 41.14 R = 165 SE = NC	CUR DATA -MUP- Plc 13+82.74 Δc = 50°36'32.2" (LT) D = 32°44'25.6" Lc = 154.58 Tc = 82.74 R = 175	CUR DATA -Y5- Plc 12+22.77 Δc = 03°49'23.0" (RT) D = 02°25'33.6" Lc = 157.59 Tc = 78.82 R = 2,361.75

FOR -L- PROFILE, SEE SHEET 6
FOR -Y3- PROFILE, SEE SHEET 7
FOR -Y4- PROFILE, SEE SHEET 7
FOR -Y5- PROFILE, SEE SHEET 7
FOR -MUP- PROFILE, SEE SHEET 7
FOR RIGHT-OF-WAY STATIONS AND OFFSETS, SEE SHEET 28-2
FOR DRAINAGE DETAILS, SEE SHEETS 2D-1 THRU 2D-2
FOR STRUCTURE PLANS, SEE SHEETS 51-1 THRU 51-29

NOTE:
1. ALL OUTSIDE CURB & GUTTER ARE 2'-6" UNLESS OTHERWISE NOTED.

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FP005

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILKES COUNTY

ROADWAY DESIGN UNIT
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