

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2577A	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
37405.1.2	N/A	PE	

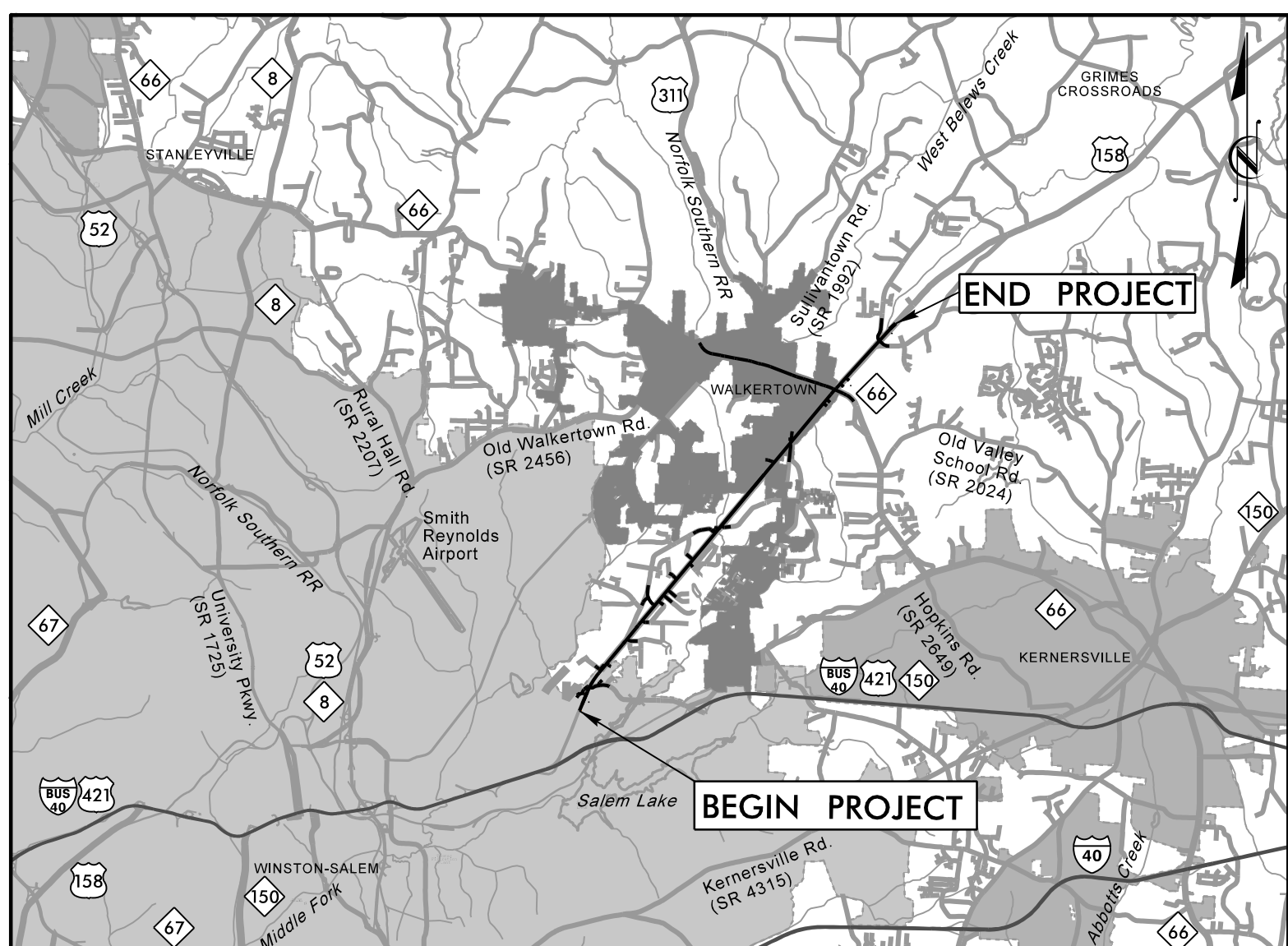
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FORSYTH COUNTY

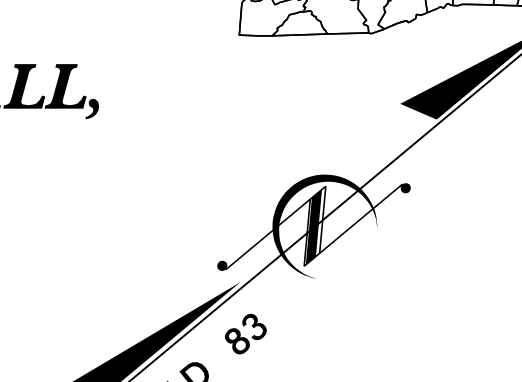
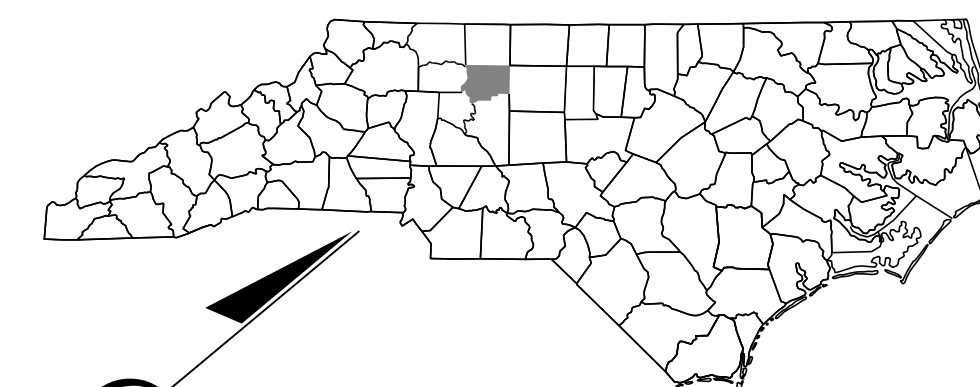
LOCATION: US 158 (REIDSVILLE RD.) FROM NORTH OF US 421 / I-40 BUS. TO SR 1965 (BELEWS CREEK RD.)

TYPE OF WORK: GRADING, PAVING, WIDENING, DRAINAGE, CULVERTS, SIGNING, STRUCTURES, RETAINING WALL, SIGNALS, & UTILITIES

See Sheet 1-B For Conventional Symbols



VICINITY MAP (NTS)



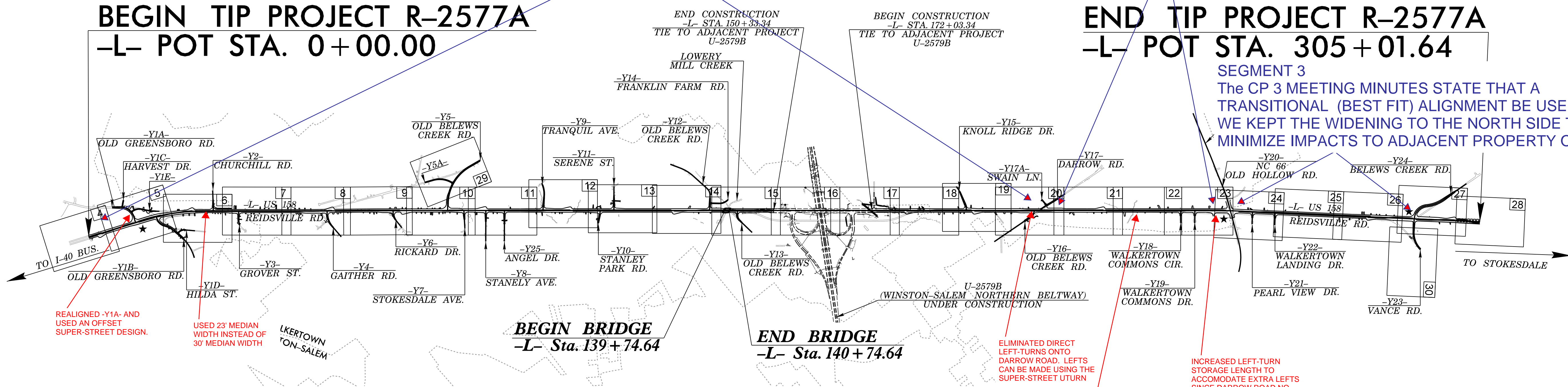
SEGMENT 1
NORTHERN WIDENING WAS UTILIZED AS PER THE CP3 MEETING MINUTES.

SEGMENT 2
THE CP3 MEETING MINUTES STATE THAT A TRANSITIONAL (BEST FIT) ALIGNMENT SHOULD BE USED TO MINIMIZE IMPACTS. WE WIDENED TO THE NORTH AND ELIMINATED 10 RELOCATIONS.

SEGMENT 3
THE CP 3 MEETING MINUTES STATE THAT A TRANSITIONAL (BEST FIT) ALIGNMENT BE USED HERE. WE KEPT THE WIDENING TO THE NORTH SIDE TO MINIMIZE IMPACTS TO ADJACENT PROPERTY OWNER

BEGIN TIP PROJECT R-2577A
-L- POT STA. 0+00.00

END TIP PROJECT R-2577A
-L- POT STA. 305+01.64



- NOTES:
1. A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF WINSTON-SALEM AND WALKERTOWN.
 2. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD
 3. THIS PROJECT HAS PARTIAL CONTROL OF ACCESS WITH FULL CONTROL OF ACCESS AT POINTS AS SHOWN ON PLANS.

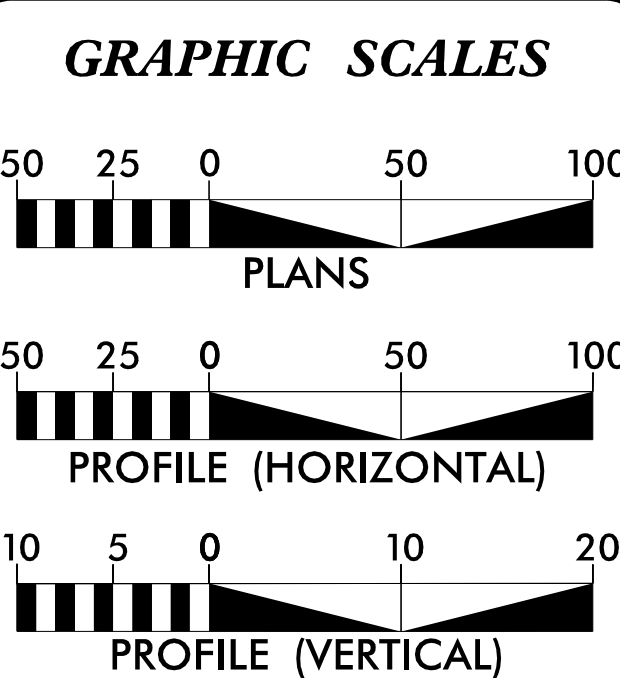
25% ROADWAY PLANS
DATE: 10-29-2018

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

★ PROPOSED TRAFFIC SIGNAL

TIP PROJECT: R-2577A

CONTRACT:



DESIGN DATA
ADT 2017 = 23,600
ADT 2040 = 35,000
V = 50 MPH
K = 8%
D = 60%
T = 14%
* TTST = 8% DUAL = 6%
FUNC CLASS = ARTERIAL STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-2577A..... 5.758 miles
LENGTH STRUCTURE TIP PROJECT R-2577A..... 0.019 miles
TOTAL LENGTH OF PROJECT R-2577A..... 5.777 miles

PLANS PREPARED BY:
RK&K
RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE, SUITE 350
RALEIGH, NORTH CAROLINA 27609
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: Anthony A. Houser, PE
PROJECT ENGINEER
August 19, 2019

LETTING DATE: Cathy S. Houser, PE
PROJECT DESIGN ENGINEER
August 17, 2021

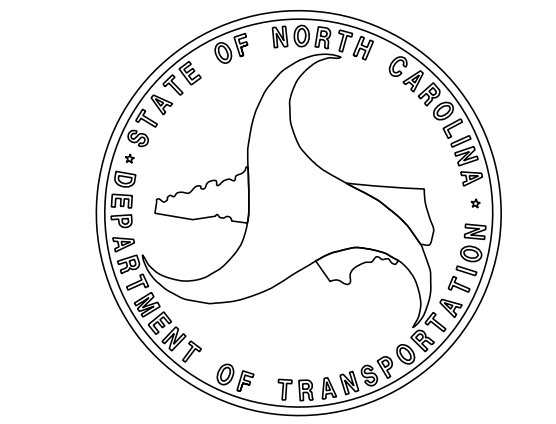
NCDOT CONTACT: Al Blanton, PE, PLS
DIVISION 9

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

12/2/2016

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----x
Property Monument	□ ECM
Parcel/Sequence Number	⑩②③
Existing Fence Line	-x-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	---WLB---
Proposed Wetland Boundary	---WLB---
Existing Endangered Animal Boundary	---EAB---
Existing Endangered Plant Boundary	---EPB---
Existing Historic Property Boundary	---HPB---
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	⊗-S-⊗
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	⊗-W-⊗
Contaminated Site: Known or Potential	☠?

BUILDINGS AND OTHER CULTURE:

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

HYDROLOGY:

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

RAILROADS:

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

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	●
Exist Permanent Easment Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	⊠
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	○ R/W
New Right of Way Line with Pin and Cap	○ R/W ◆
New Right of Way Line with Concrete or Granite R/W Marker	○ R/W ◆
New Control of Access Line with Concrete CA Marker	○ CA
Existing Control of Access	○ CA
New Control of Access	○ CA
Existing Easement Line	---E---
New Temporary Construction Easement	---E---
New Temporary Drainage Easement	---TDE---
New Permanent Drainage Easement	---PDE---
New Permanent Drainage / Utility Easement	---DUE---
New Permanent Utility Easement	---PUE---
New Temporary Utility Easement	---TUE---
New Aerial Utility Easement	---AUE---

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---
Proposed Guardrail	---T---
Existing Cable Guiderail	---T---
Proposed Cable Guiderail	---T---
Equality Symbol	⊕
Pavement Removal	⊗

VEGETATION:

Single Tree	☼
Single Shrub	☼

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

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

EXISTING STRUCTURES:

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

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	○ P
Power Line Tower	⊠
Power Transformer	⊠
U/G Power Cable Hand Hole	○
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	---P---
U/G Power Line LOS C (S.U.E.*)	---P---
U/G Power Line LOS D (S.U.E.*)	---P---

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	○ T
Telephone Pedestal	□ T
Telephone Cell Tower	⊠
U/G Telephone Cable Hand Hole	○ TH
U/G Telephone Cable LOS B (S.U.E.*)	---T---
U/G Telephone Cable LOS C (S.U.E.*)	---T---
U/G Telephone Cable LOS D (S.U.E.*)	---T---
U/G Telephone Conduit LOS B (S.U.E.*)	---TC---
U/G Telephone Conduit LOS C (S.U.E.*)	---TC---
U/G Telephone Conduit LOS D (S.U.E.*)	---TC---
U/G Fiber Optics Cable LOS B (S.U.E.*)	---TFO---
U/G Fiber Optics Cable LOS C (S.U.E.*)	---TFO---
U/G Fiber Optics Cable LOS D (S.U.E.*)	---TFO---

WATER:

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

TV:

TV Pedestal	□ T
TV Tower	⊗
U/G TV Cable Hand Hole	○ TH
U/G TV Cable LOS B (S.U.E.*)	---TV---
U/G TV Cable LOS C (S.U.E.*)	---TV---
U/G TV Cable LOS D (S.U.E.*)	---TV---
U/G Fiber Optic Cable LOS B (S.U.E.*)	---TV FO---
U/G Fiber Optic Cable LOS C (S.U.E.*)	---TV FO---
U/G Fiber Optic Cable LOS D (S.U.E.*)	---TV FO---

GAS:

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

SANITARY SEWER:

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

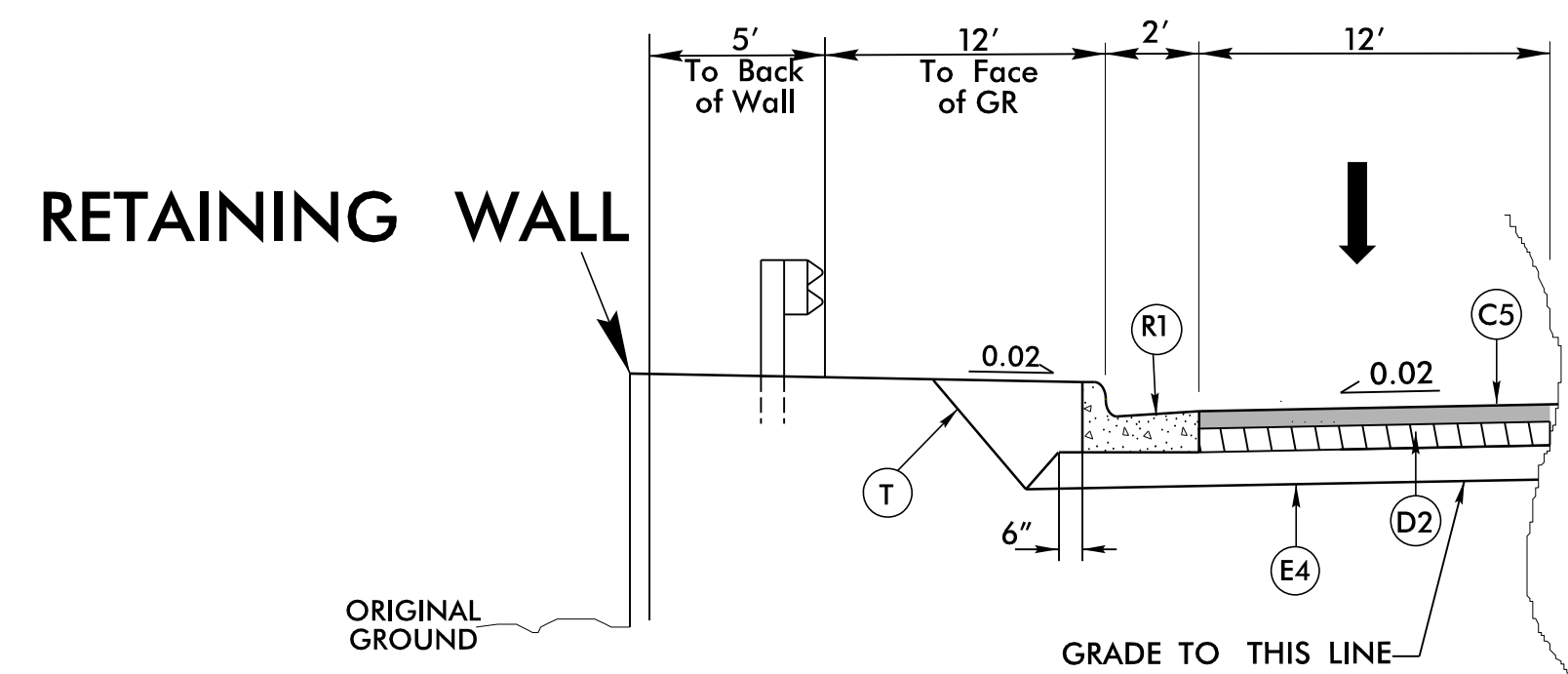
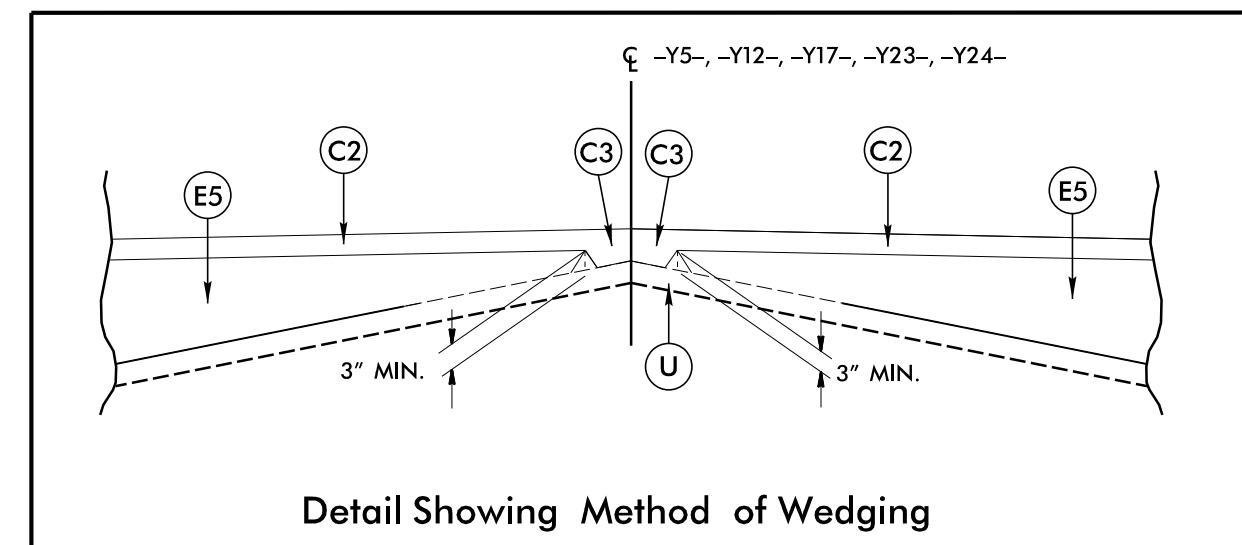
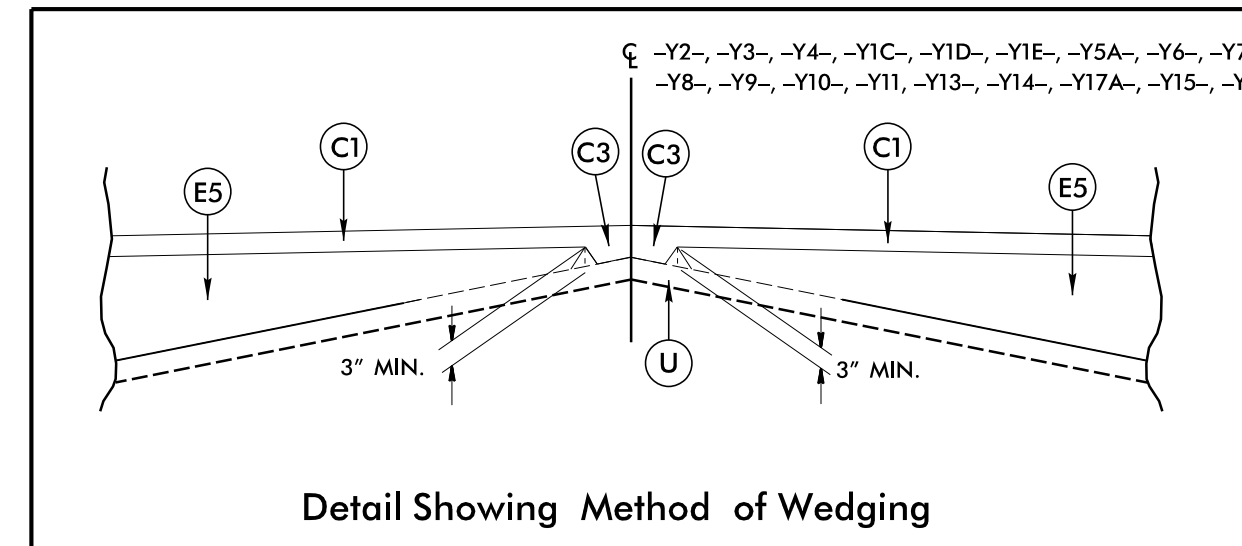
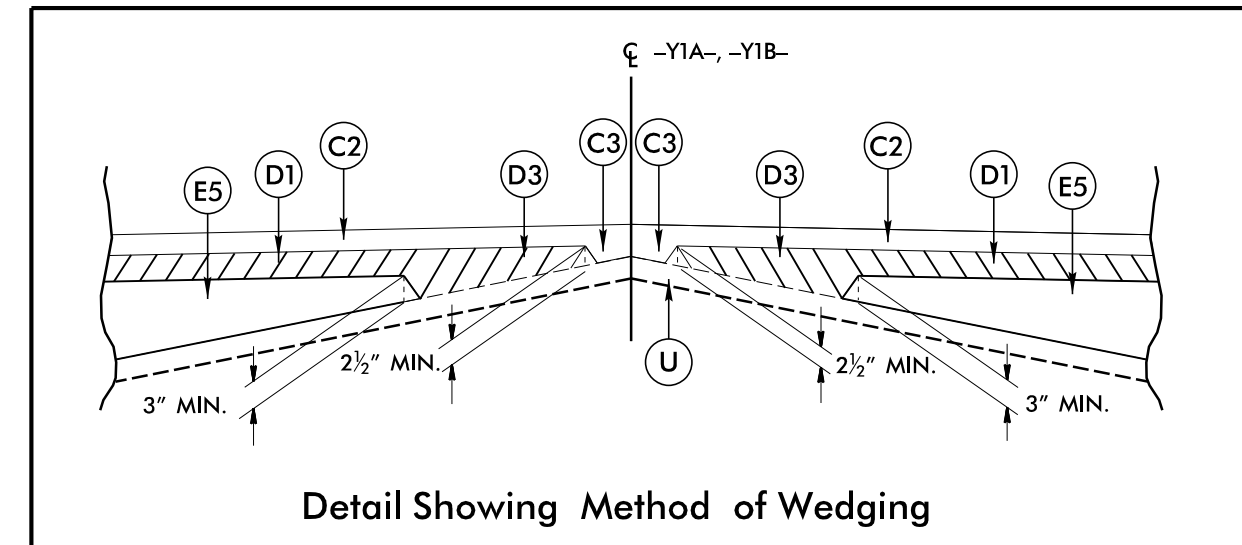
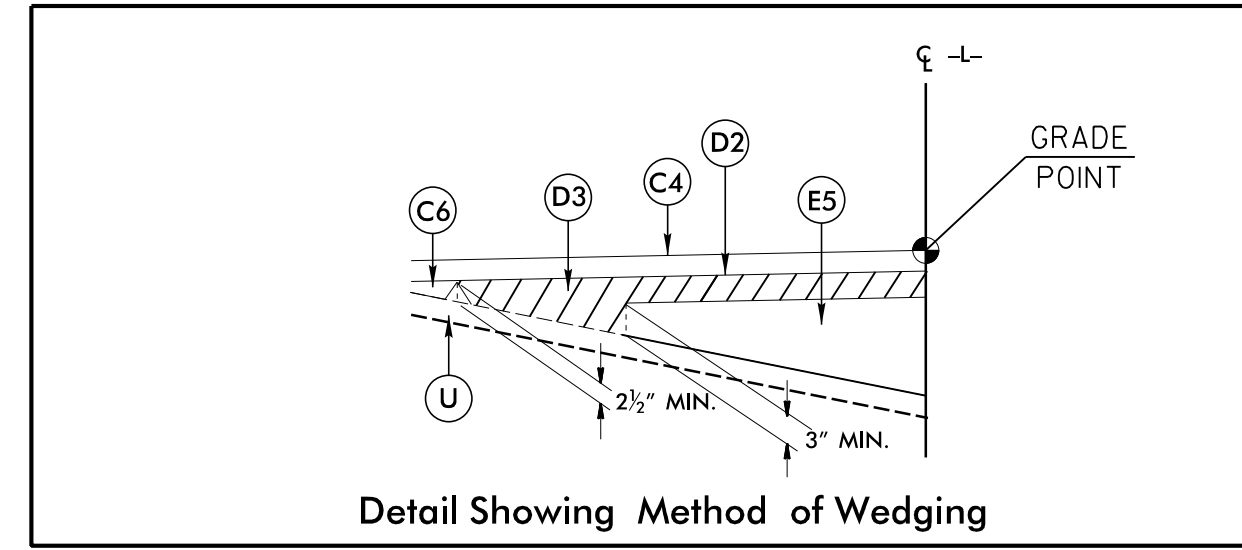
MISCELLANEOUS:

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

PAVEMENT SCHEDULE

PRELIMINARY PAVEMENT DESIGN

C1	PROP. APPROX. 2½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 275 LBS. PER SQ. YD.	E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	E2	PROP. APPROX. 5½" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1½" IN DEPTH OR GREATER THAN 2" IN DEPTH.	E3	PROP. APPROX. 6" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C4	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	E4	PROP. APPROX. 6½" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 370.5 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C5	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	E5	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.
C6	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1½" IN DEPTH OR GREATER THAN 2" IN DEPTH.	R1	2'-6" CURB & GUTTER
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	R2	1'-6" CURB & GUTTER
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	T	EARTH MATERIAL
D3	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2½" IN DEPTH OR GREATER THAN 4" IN DEPTH.	U	EXISTING PAVEMENT
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE. SEE PLANS FOR LOCATION OF CONCRETE ISLANDS.		W	WEDGING



INSET A

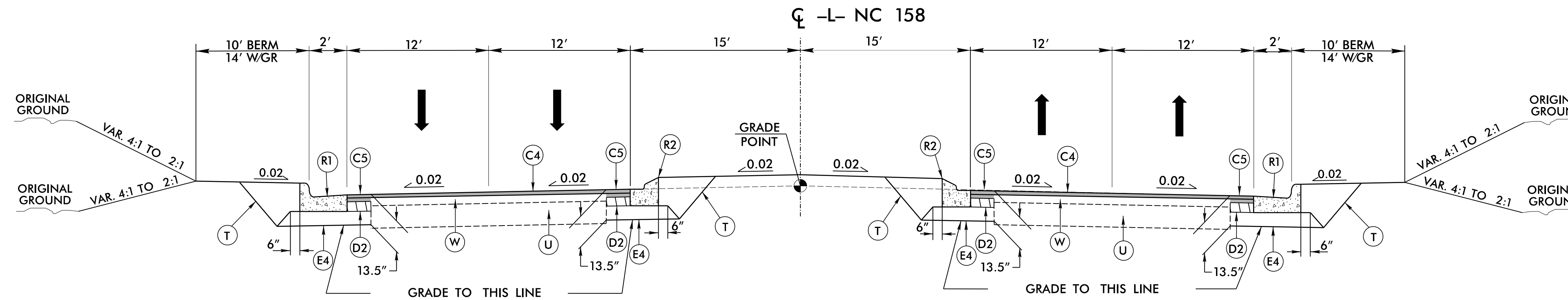
-L- LT. STA. 23+43.46 TO STA. 32+00.00

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PLANS PREPARED BY :
RK&K
 RUMMEL, KLEPPER & KAHL, LLP
 900 RIDGEFIELD DRIVE SUITE 350
 RALEIGH, NORTH CAROLINA 27609-3960
 NC LICENSE NO. F-0112 • (919) 878-9560

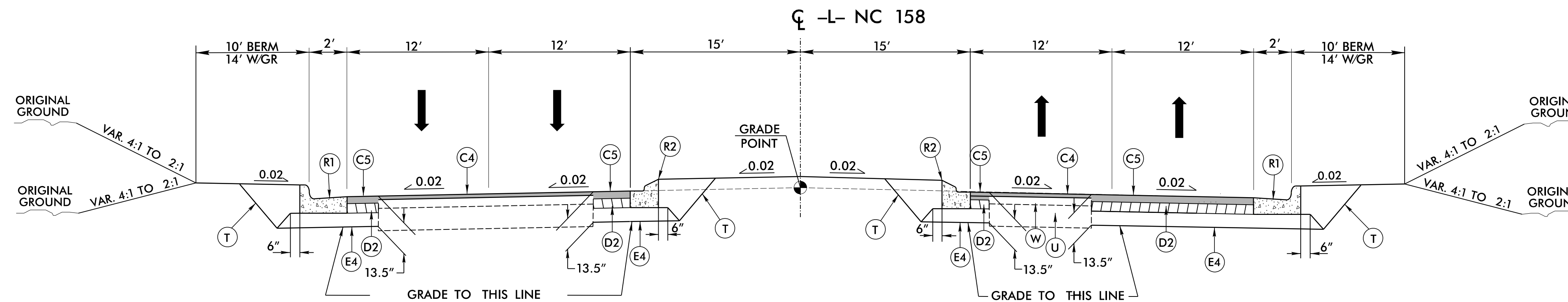
PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
R2	1'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



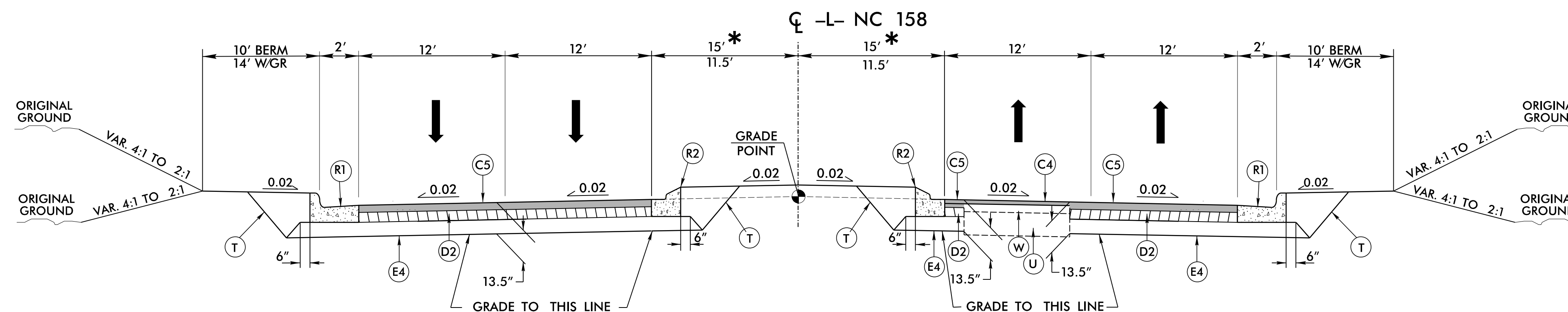
TYPICAL SECTION NO. 1

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



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2
-L- STA. 9+30.00 TO STA. 23+00.00

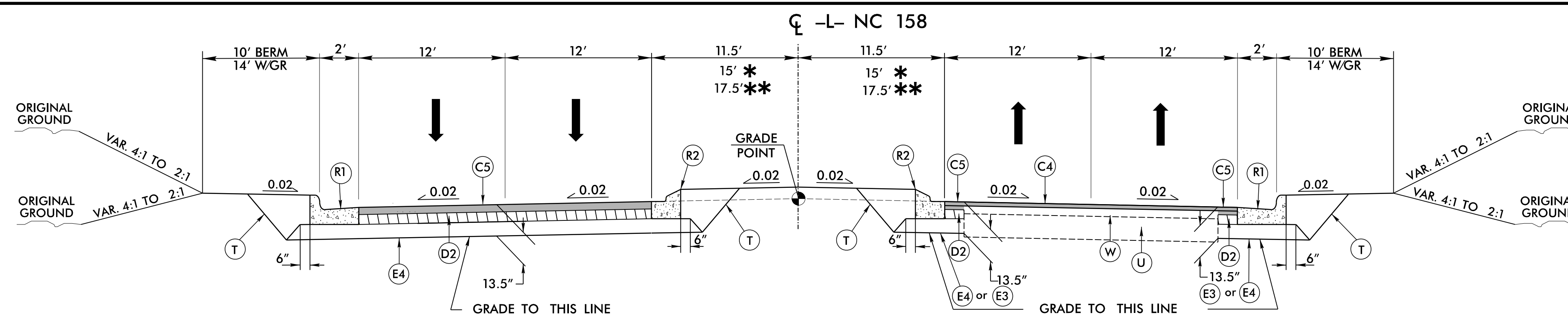


TYPICAL SECTION NO. 3

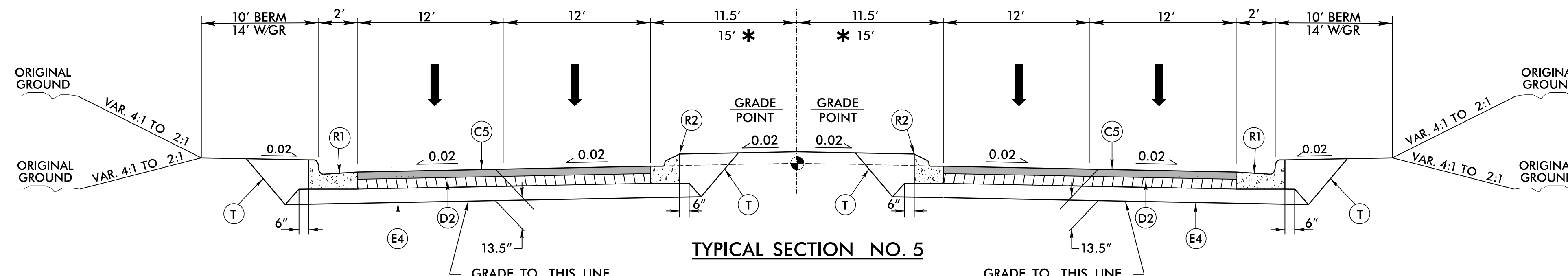
USE TYPICAL SECTION NO. 3
* -L- STA. 23+00.00 TO STA. 26+00.00
-L- STA. 26+00.00 TO STA. 34+50.00
-L- STA. 37+00.00 TO STA. 62+00.00

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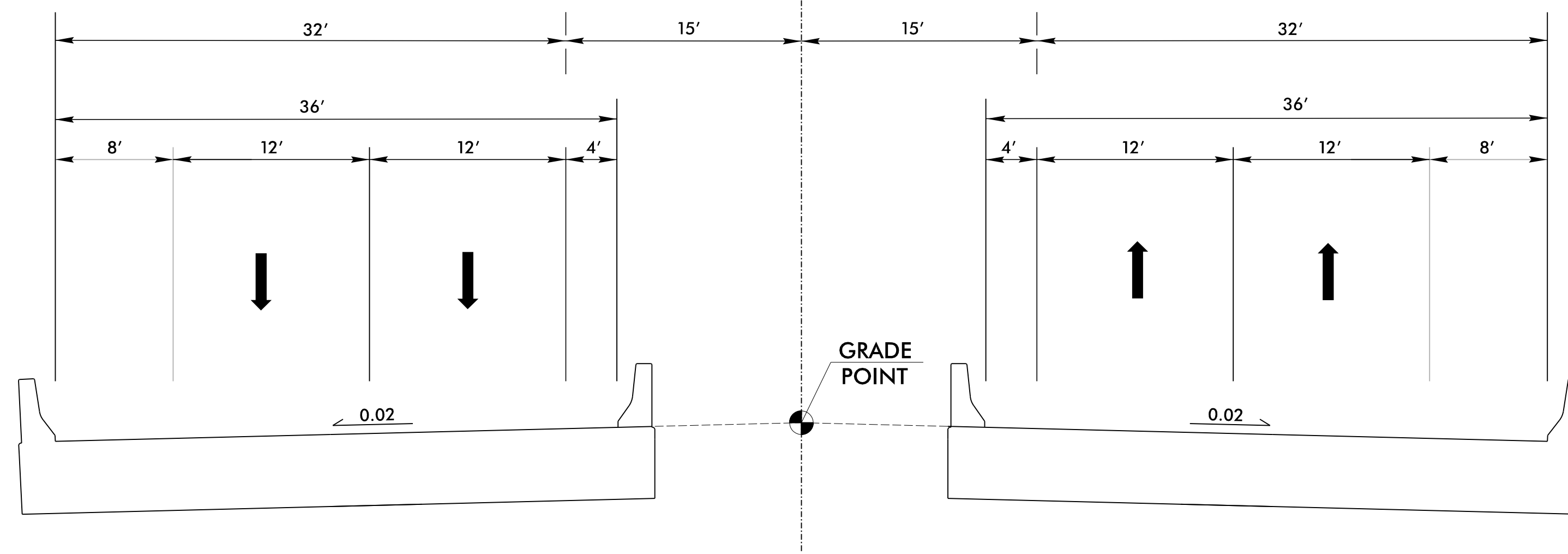
PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
R2	1'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING



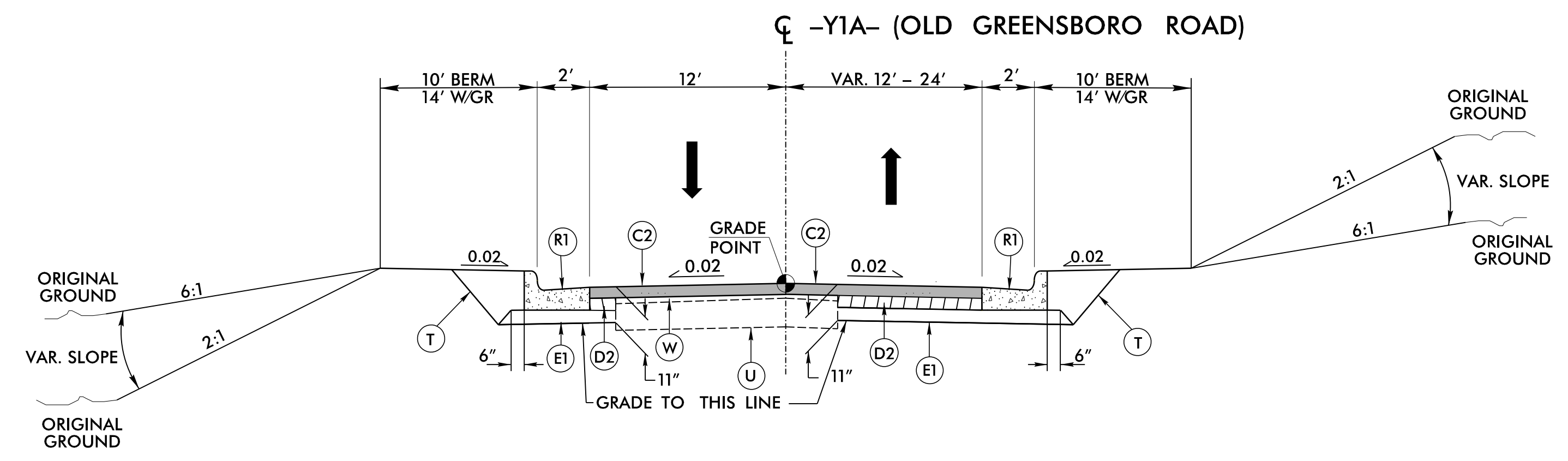
TYPICAL SECTION NO. 4



TYPICAL SECTION NO. 5



TYPICAL SECTION NO. 6



TYPICAL SECTION NO. 7

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-3
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

- USE TYPICAL SECTION NO. 4
- L- STA. 62+00.00 TO STA. 82+00.00
 - L- STA. 85+00.00 TO STA. 89+00.00
 - * -L- STA. 101+50.00 TO STA. 106+50.00
 - L- STA. 112+50.00 TO STA. 136+00.00
 - * -L- STA. 148+50.00 TO STA. 150+53.34 (TIE TO U-2579B)
 - * -L- STA. 172+03.34 (TIE TO U-2579B) TO STA. 180+50.00
 - * -L- STA. 181+50.00 TO STA. 226+00.00
 - * -L- STA. 229+50.00 TO STA. 279+00.00
 - ** -L- STA. 279+00.00 TO STA. 305+01.64

Note: USE (E3) FROM -L- STA. 255+00.00 TO STA. 305+01.64

- USE TYPICAL SECTION NO. 5
- L- STA. 34+50.00 TO STA. 37+00.00
 - L- STA. 82+00.00 TO STA. 85+00.00
 - L- STA. 89+00.00 TO STA. 97+00.00
 - * -L- STA. 97+00.00 TO STA. 101+50.00
 - * -L- STA. 106+50.00 TO STA. 112+50.00
 - * -L- STA. 136+00.00 TO STA. 139+74.64 (BEGIN BRIDGE)
 - * -L- STA. 140+74.64 (END BRIDGE) TO STA. 148+50.00
 - * -L- STA. 180+50.00 TO STA. 181+50.00
 - * -L- STA. 226+00.00 TO STA. 229+50.00

- USE TYPICAL SECTION NO. 6
- L- STA. 139+74.64 (BEGIN BRIDGE) TO STA. 140+74.64 (END BRIDGE)

- USE TYPICAL SECTION NO. 7
- Y1A- STA. 10+00.00 TO STA. 12+37.11

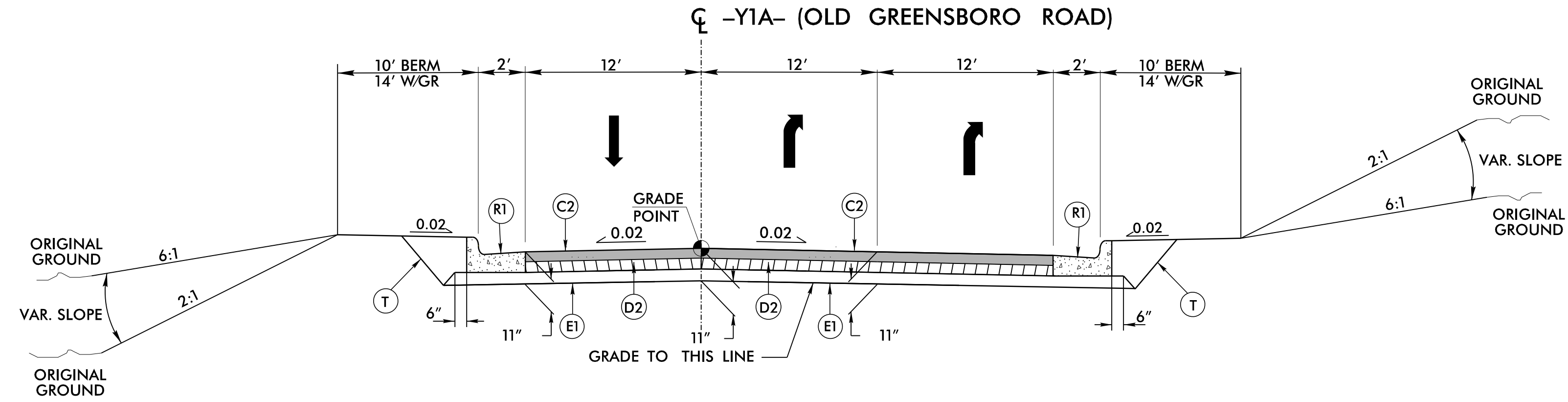
PLANS PREPARED BY :

RK&K

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 900 RIDGEFIELD DRIVE SUITE 350
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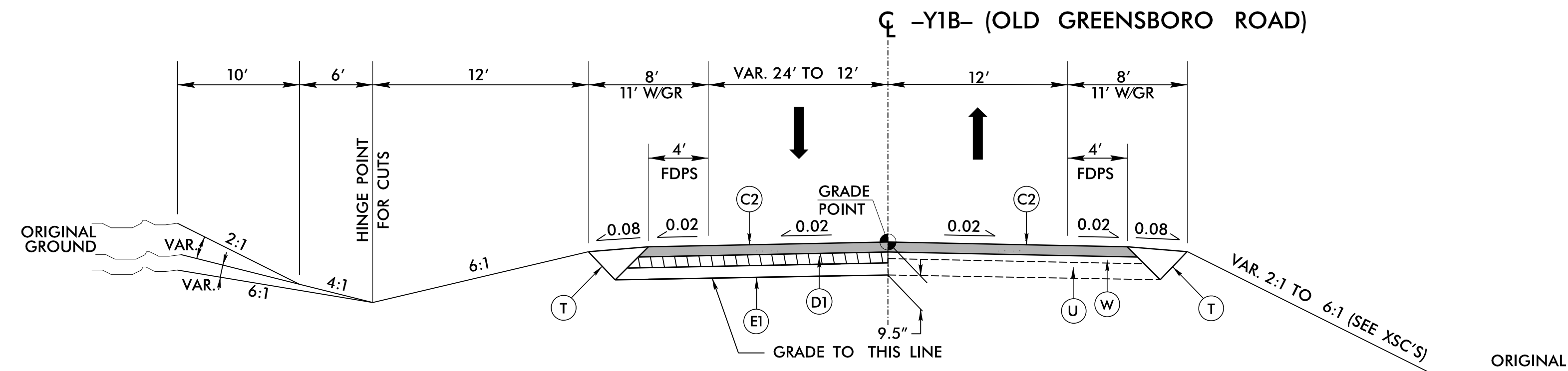
PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-4
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



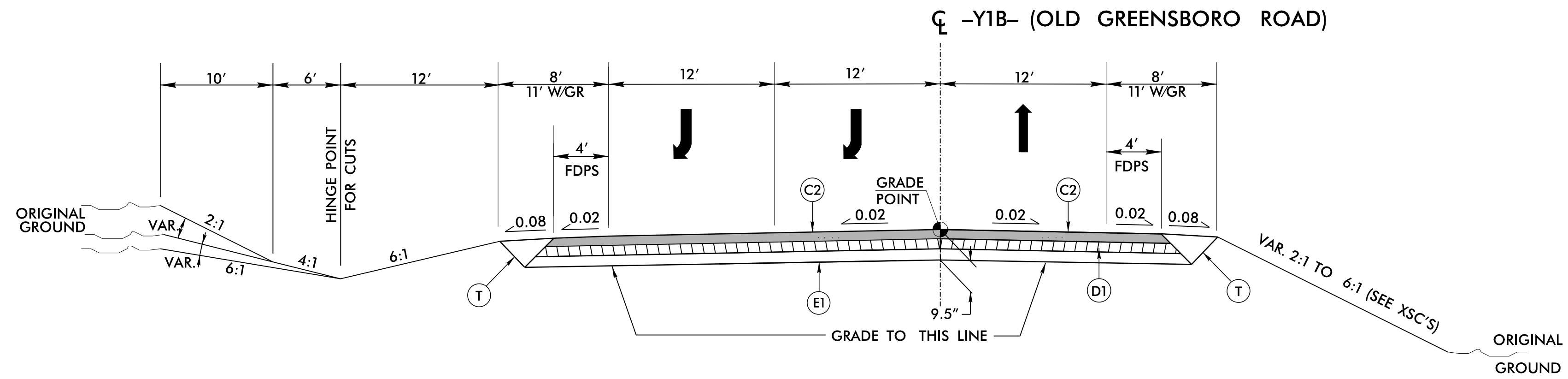
TYPICAL SECTION NO. 8

USE TYPICAL SECTION NO. 8
-Y1A- STA. 12+37.11 TO STA. 16+61.40



TYPICAL SECTION NO. 9

USE TYPICAL SECTION NO. 9
-Y1B- STA. 13+00.00 TO STA. 18+00.00



TYPICAL SECTION NO. 10

USE TYPICAL SECTION NO. 10
-Y1B- STA. 10+40.00 TO STA. 13+00.00

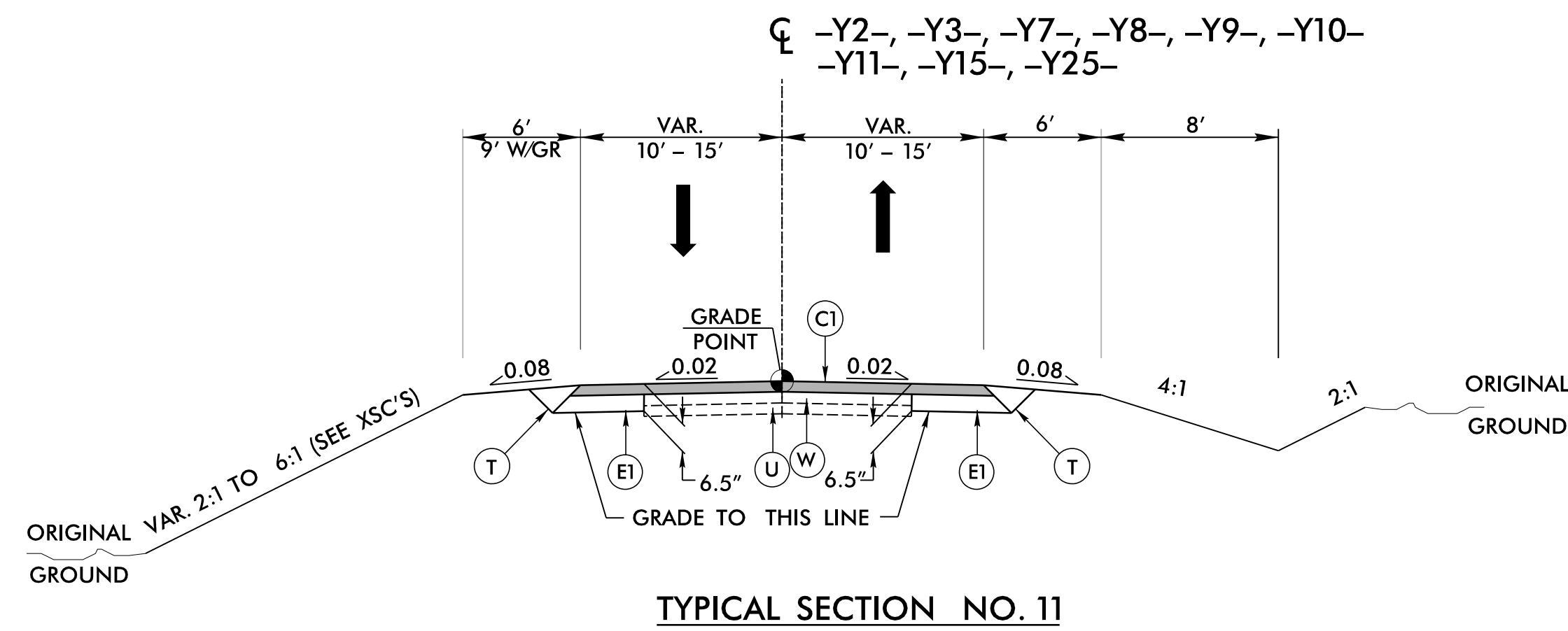
PLANS PREPARED BY :



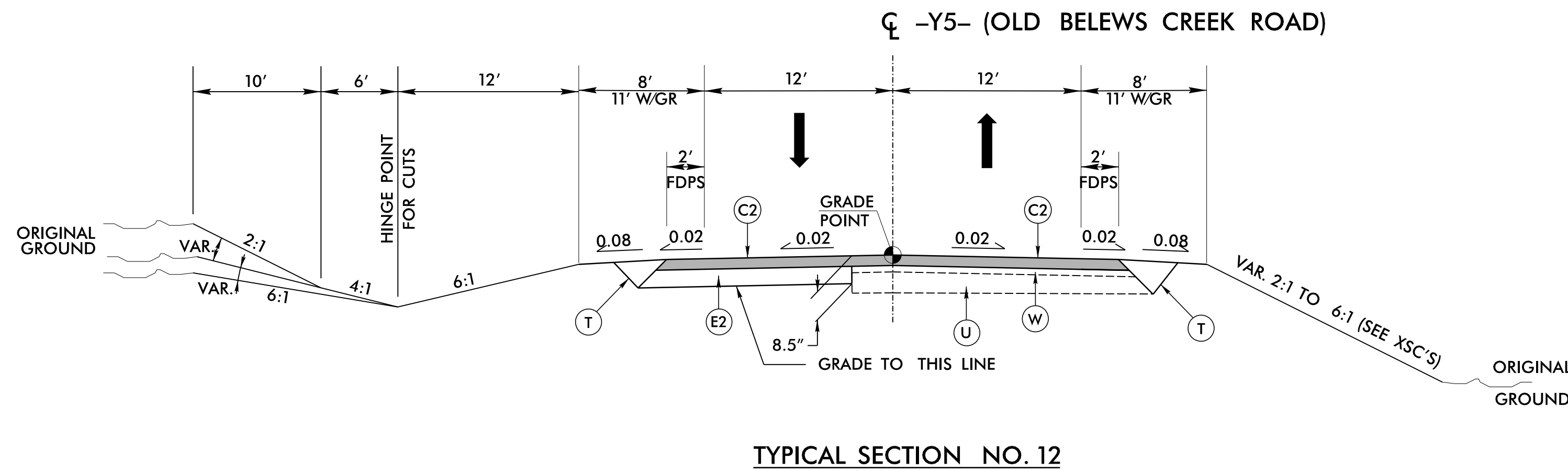
RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE SUITE 350
RALEIGH, NORTH CAROLINA 27609-3960
NC LICENSE NO. F-0112 • (919) 878-9560

PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

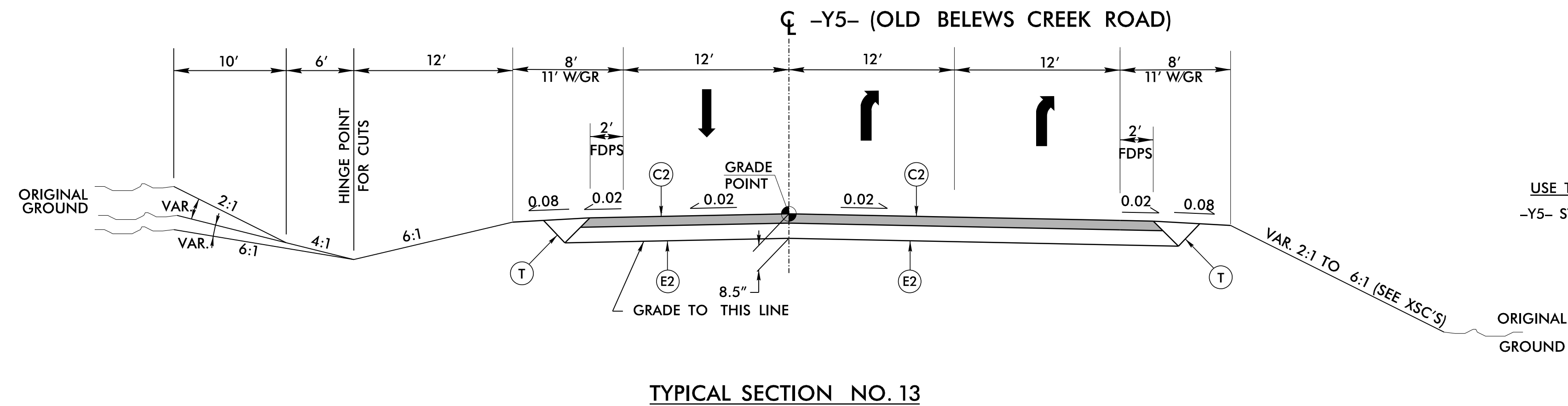
PROJECT REFERENCE NO. <i>R-2577A</i>	SHEET NO. <i>2A-5</i>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



USE TYPICAL SECTION NO. 11
 -Y2- STA. 12+00.00 TO STA. 14+11.53
 -Y3- STA. 10+35.51 TO STA. 12+97.48
 -Y7- STA. 10+35.55 TO STA. 12+00.03
 -Y8- STA. 10+35.50 TO STA. 12+50.00
 -Y9- STA. 10+35.75 TO STA. 15+64.40
 -Y10- STA. 10+39.51 TO STA. 12+77.76
 -Y11- STA. 12+00.00 TO STA. 14+91.91
 -Y15- STA. 11+77.86 TO STA. 15+36.12
 -Y25- STA. 10+35.50 TO STA. 13+00.00



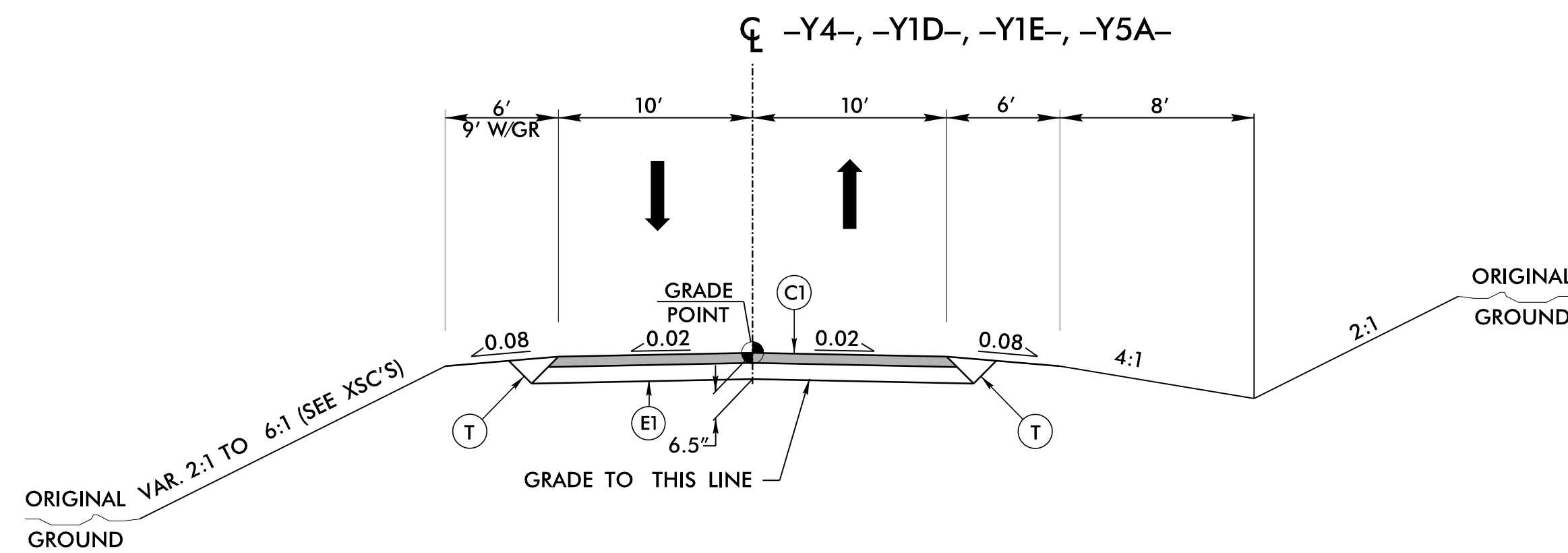
USE TYPICAL SECTION NO. 12
 -Y5- STA. 10+15.82 TO STA. 14+50.00



USE TYPICAL SECTION NO. 13
 -Y5- STA. 14+50.00 TO STA. 23+68.65

PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

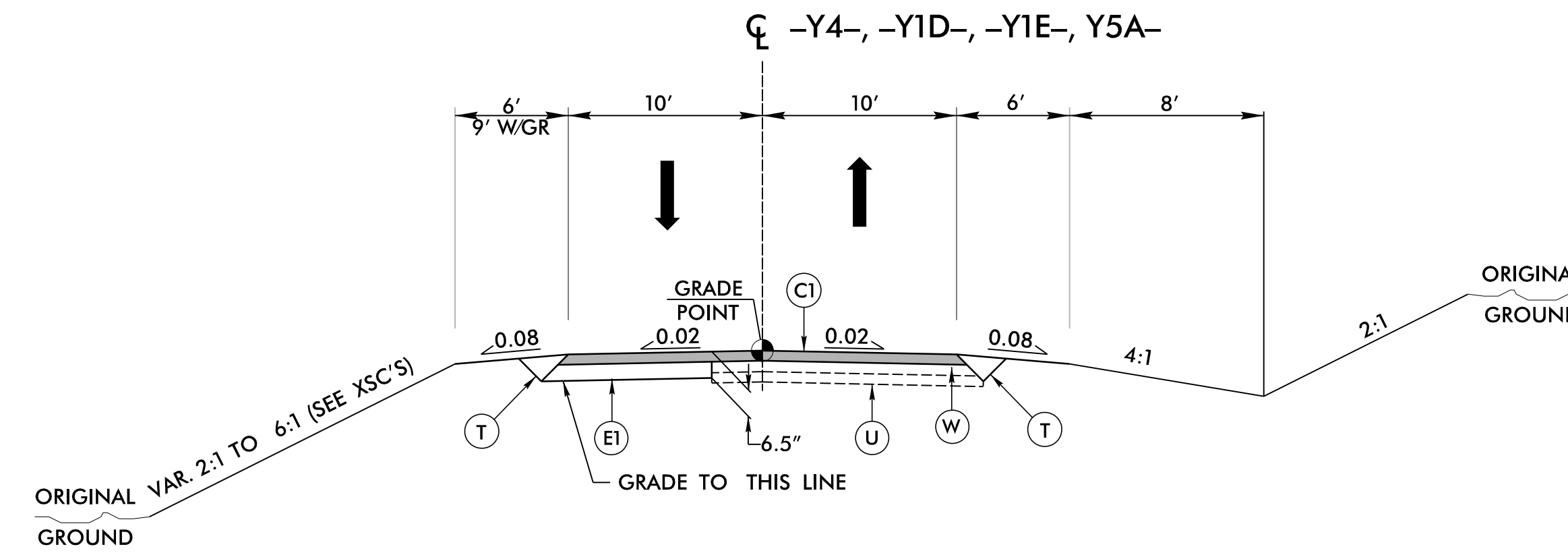
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-6
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



TYPICAL SECTION NO. 14

USE TYPICAL SECTION NO. 14

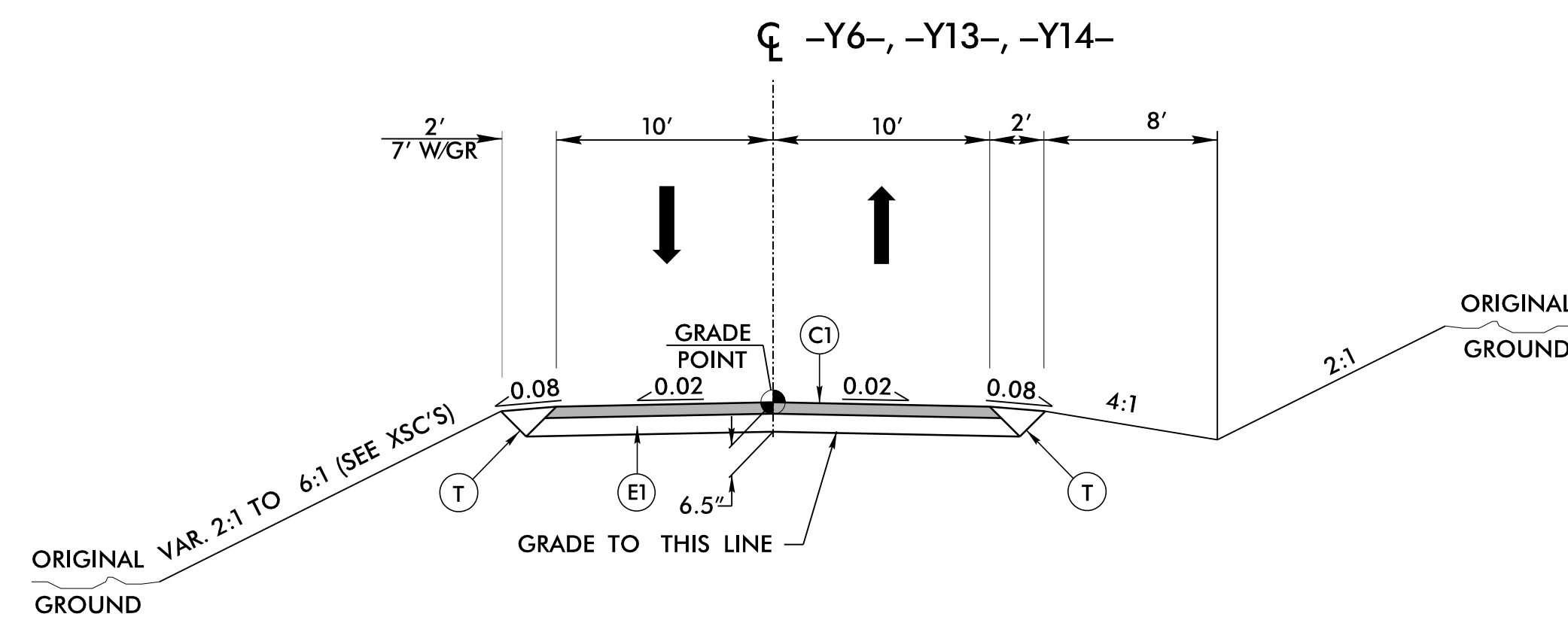
-Y4- STA. 10+35.50 TO STA. 12+08.78
 -Y1D- STA. 12+93.24 TO STA. 13+96.53
 -Y1E- STA. 14+87.83 TO STA. 16+27.29
 -Y5A- STA. 12+00.00 TO STA. 16+32.00



TYPICAL SECTION NO. 15

USE TYPICAL SECTION NO. 15

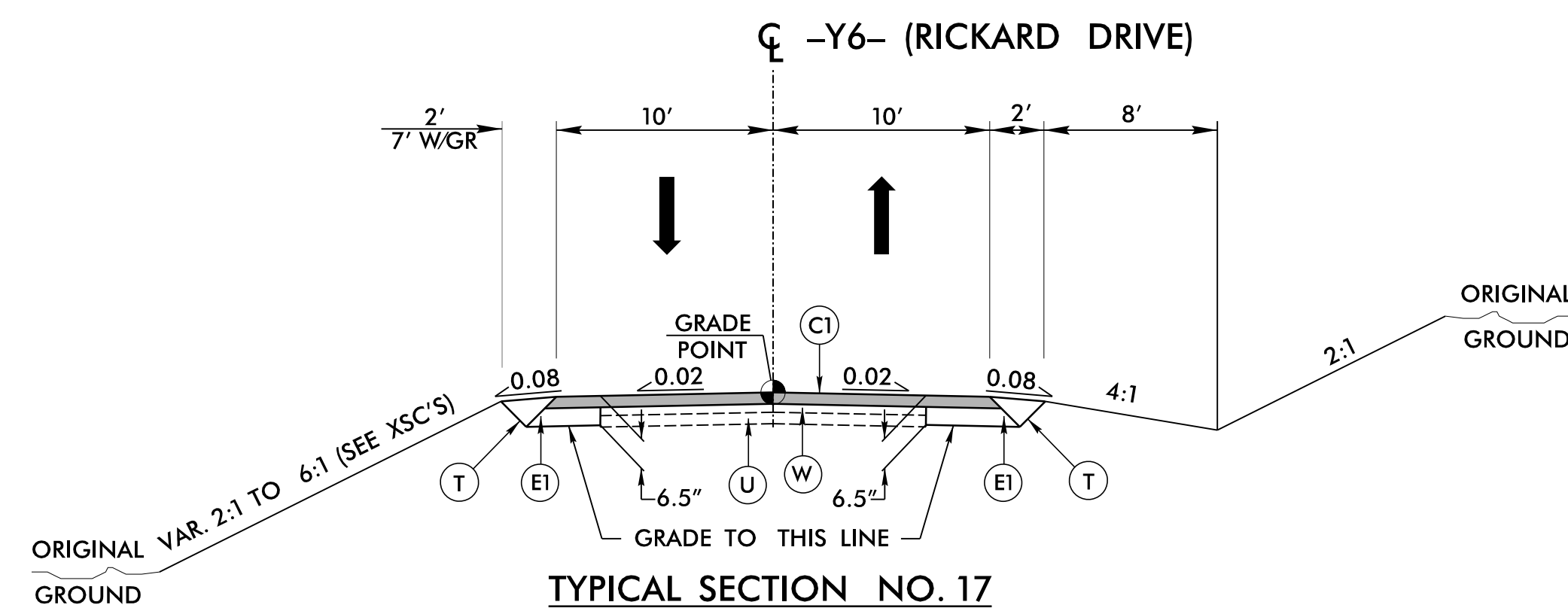
-Y4- STA. 12+08.78 TO STA. 14+00.00
 -Y1D- STA. 12+00.00 TO STA. 12+65.00
 -Y1E- STA. 13+96.91 TO STA. 14+87.83
 -Y5A- STA. 12+10.98 TO STA. 13+48.81



TYPICAL SECTION NO. 16

USE TYPICAL SECTION NO. 16

-Y6- STA. 12+52.00 TO STA. 13+99.77
 -Y13- STA. 10+39.18 TO STA. 13+00.00
 -Y14- STA. 10+16.01 TO STA. 14+23.68



TYPICAL SECTION NO. 17

USE TYPICAL SECTION NO. 17

-Y6- STA. 12+08.00 TO STA. 12+52.00

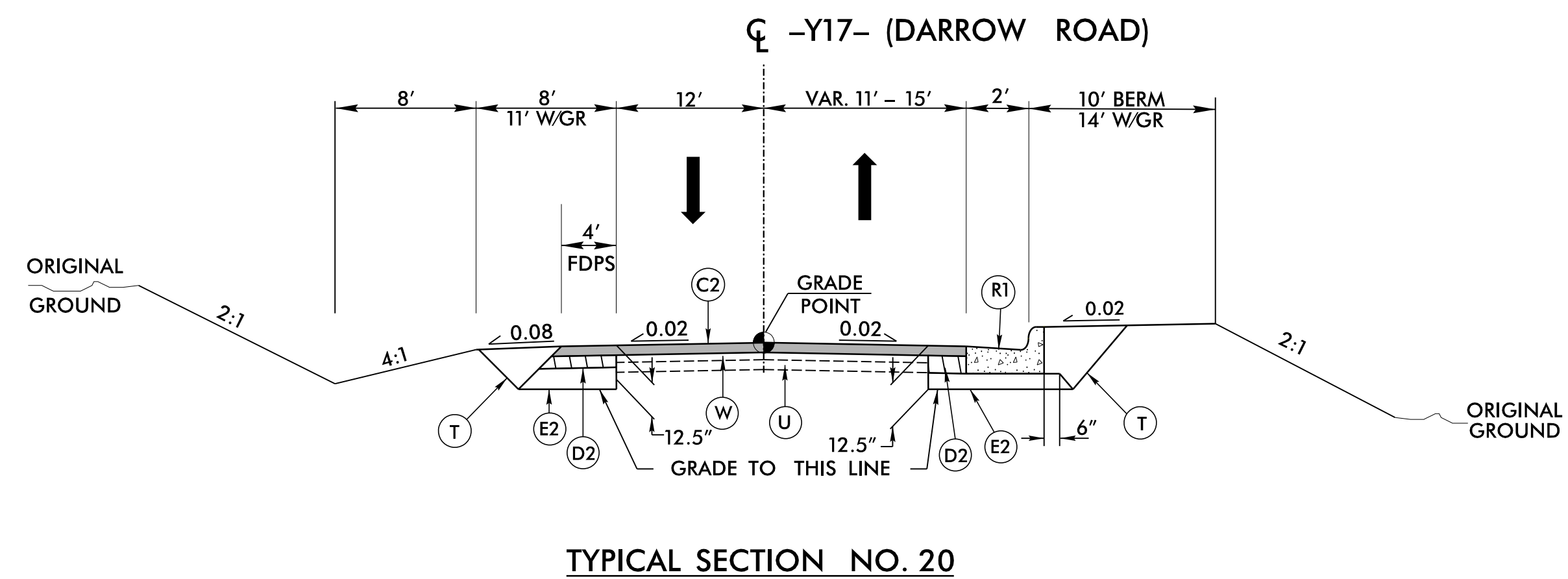
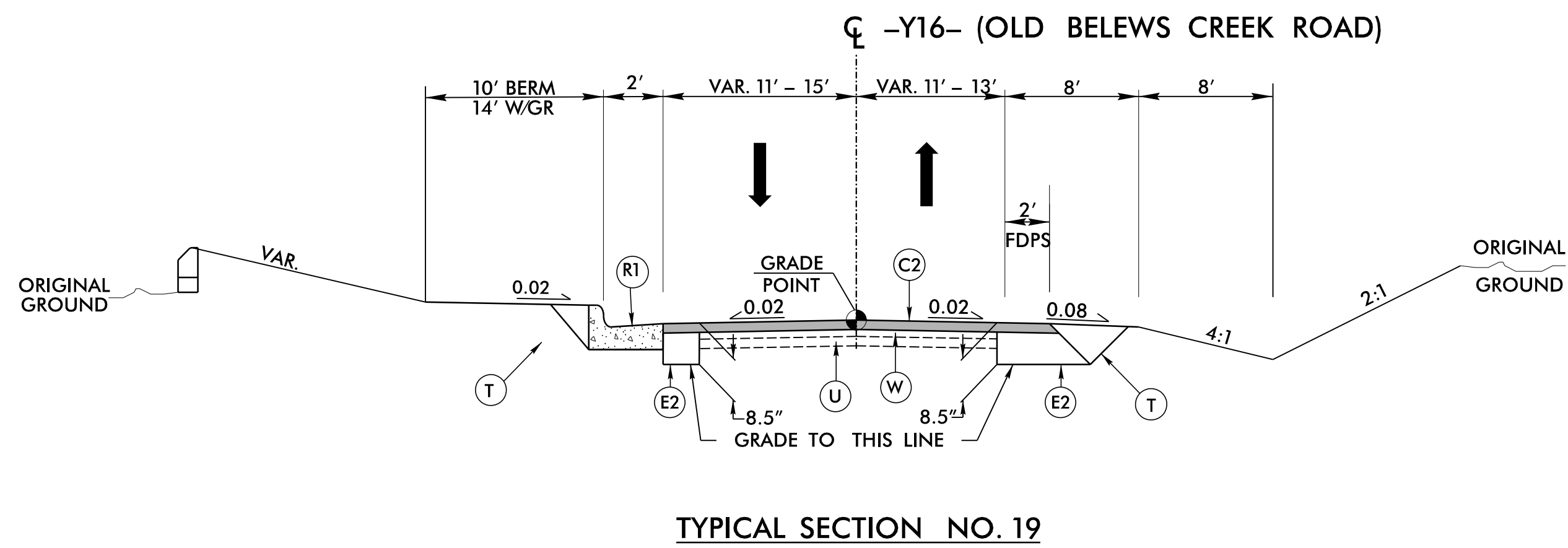
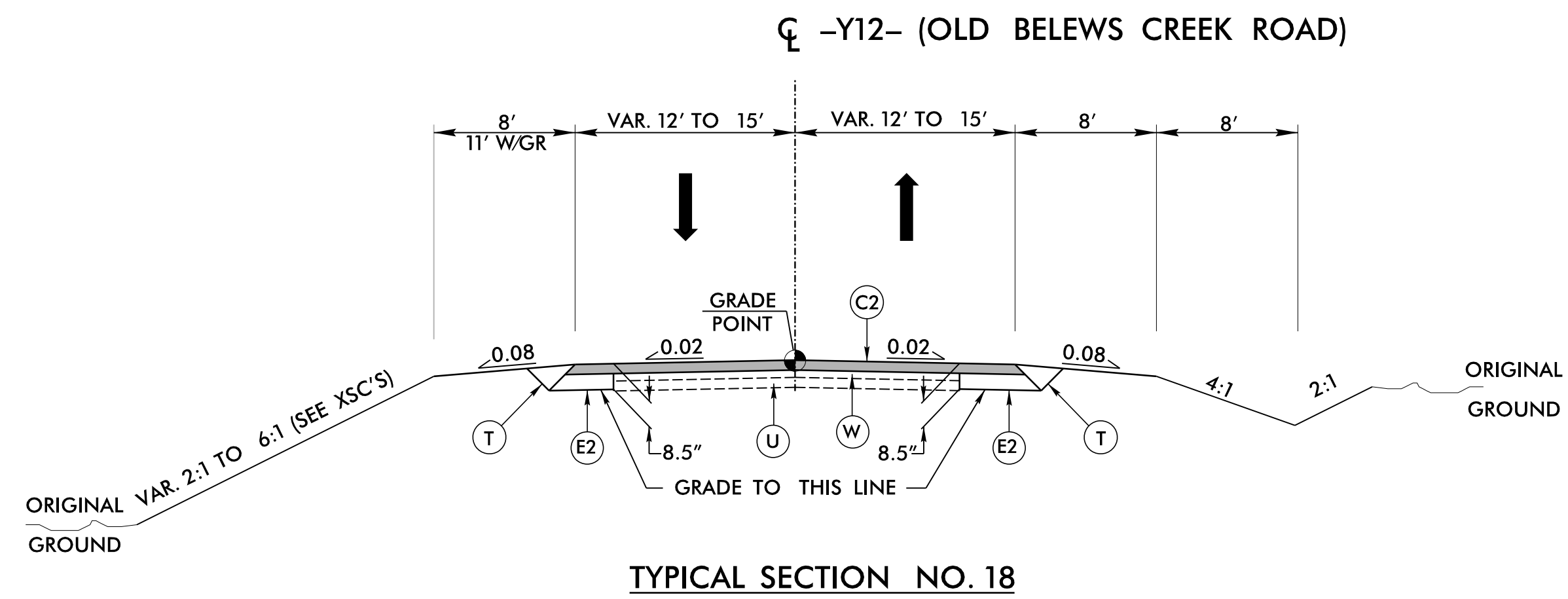
PLANS PREPARED BY :



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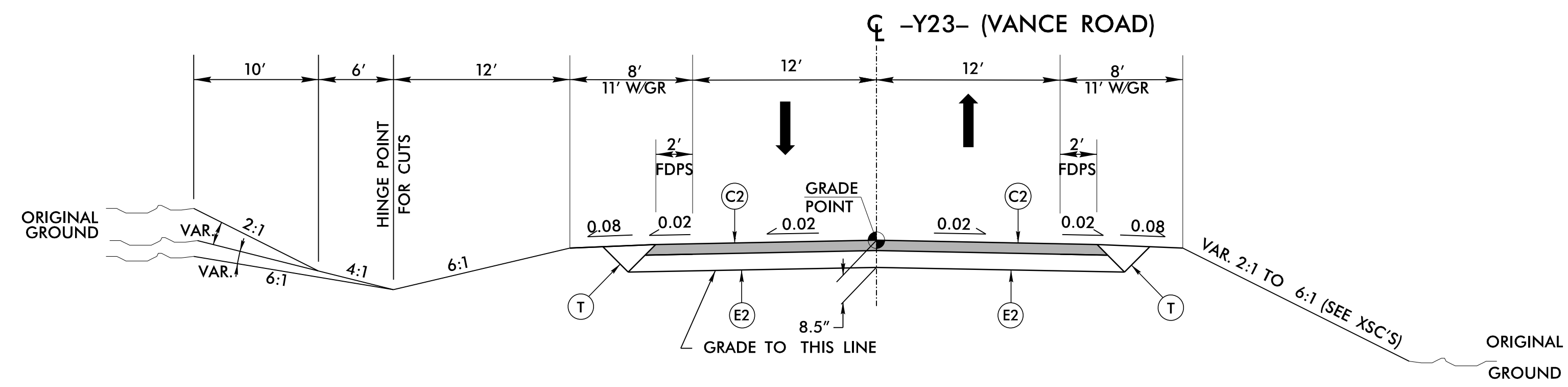
PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

PROJECT REFERENCE NO. <i>R-2577A</i>	SHEET NO. <i>2A-7</i>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

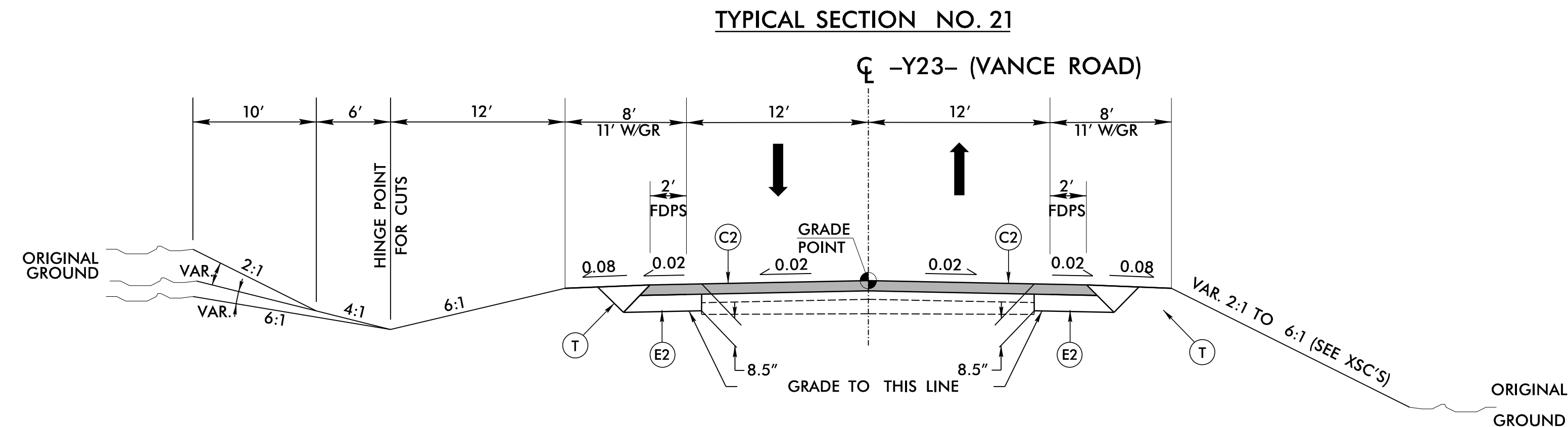


PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING

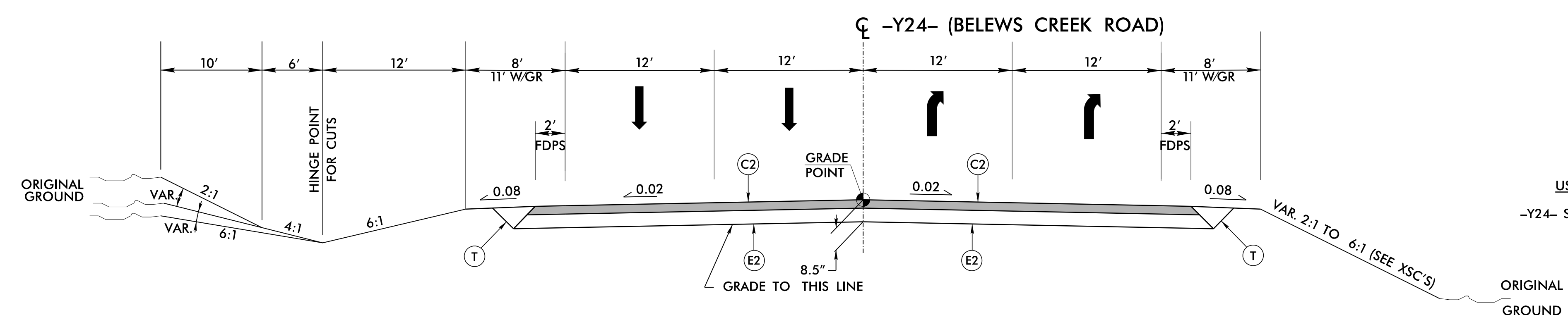
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-8
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



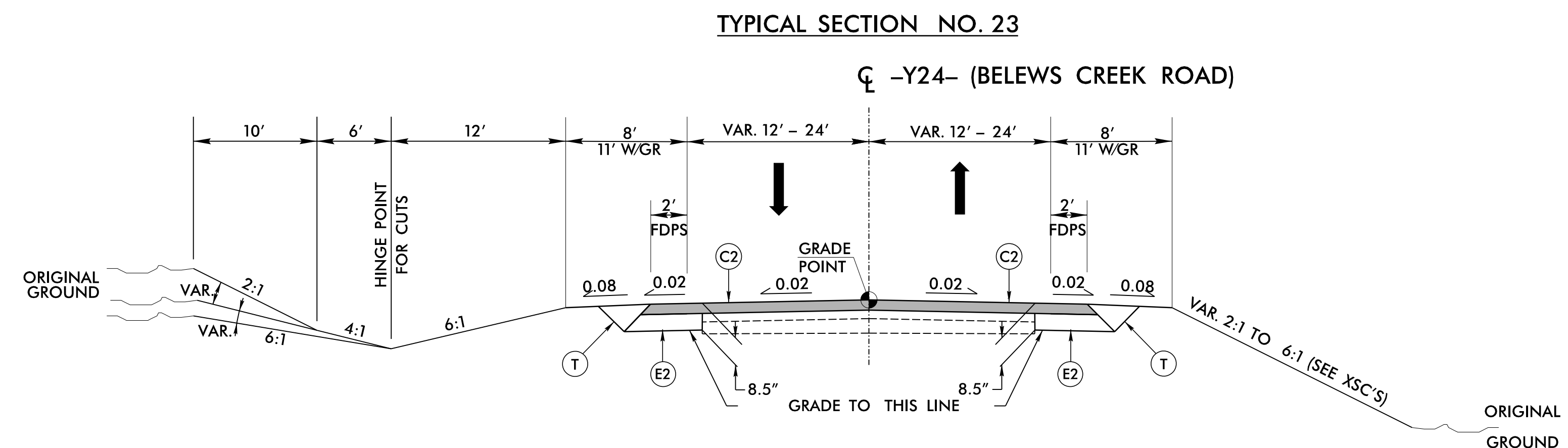
USE TYPICAL SECTION NO. 21
-Y23- STA. 10+41.50 TO STA. 15+00.00



USE TYPICAL SECTION NO. 22
-Y23- STA. 15+00.00 TO STA. 17+03.30



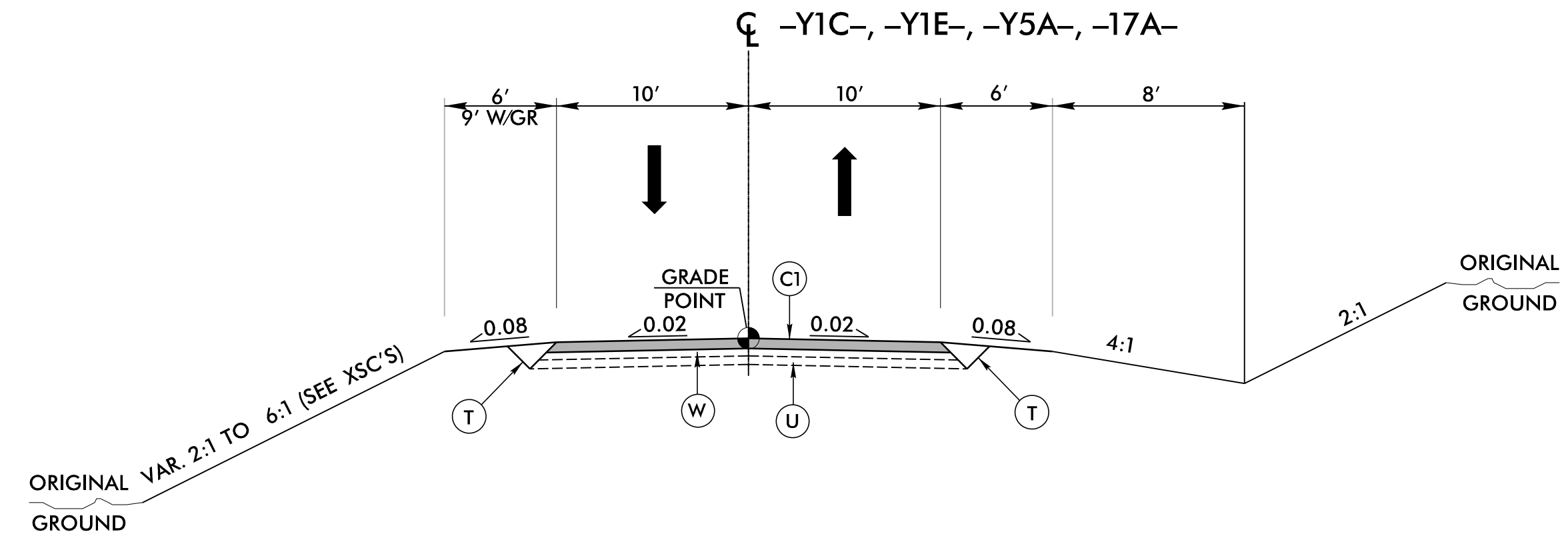
USE TYPICAL SECTION NO. 23
-Y24- STA. 17+00.00 TO STA. 23+93.99



USE TYPICAL SECTION NO. 24
-Y24- STA. 13+08.65 TO STA. 17+00.00

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NC LICENSE NO. F-0112 • (919) 878-9560

PAVEMENT SCHEDULE PREL. PAVEMENT DESIGN	
C1	2½" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VAR. TYPE S9.5B
C4	1½" TYPE S9.5C
C5	3" TYPE S9.5C
C6	VAR. TYPE S9.5C
D1	2½" TYPE I19.0C
D2	4" TYPE I19.0C
D3	VAR. TYPE I19.0C
E1	4" TYPE B25.0C
E2	5½" TYPE B25.0C
E3	6" TYPE B25.0C
E4	6½" TYPE B25.0C
R1	2'-6" C & G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W	WEDGING



TYPICAL SECTION NO. 25

USE TYPICAL SECTION NO. 25

-Y1C- STA. 10+00.00 TO STA. 11+44.28
 -Y1E- STA. 12+17.38 TO STA. 13+96.91
 -Y5A- STA. 10+00.00 TO STA. 12+10.98
 -Y17A- STA. 10+00.00 TO STA. 11+54.85

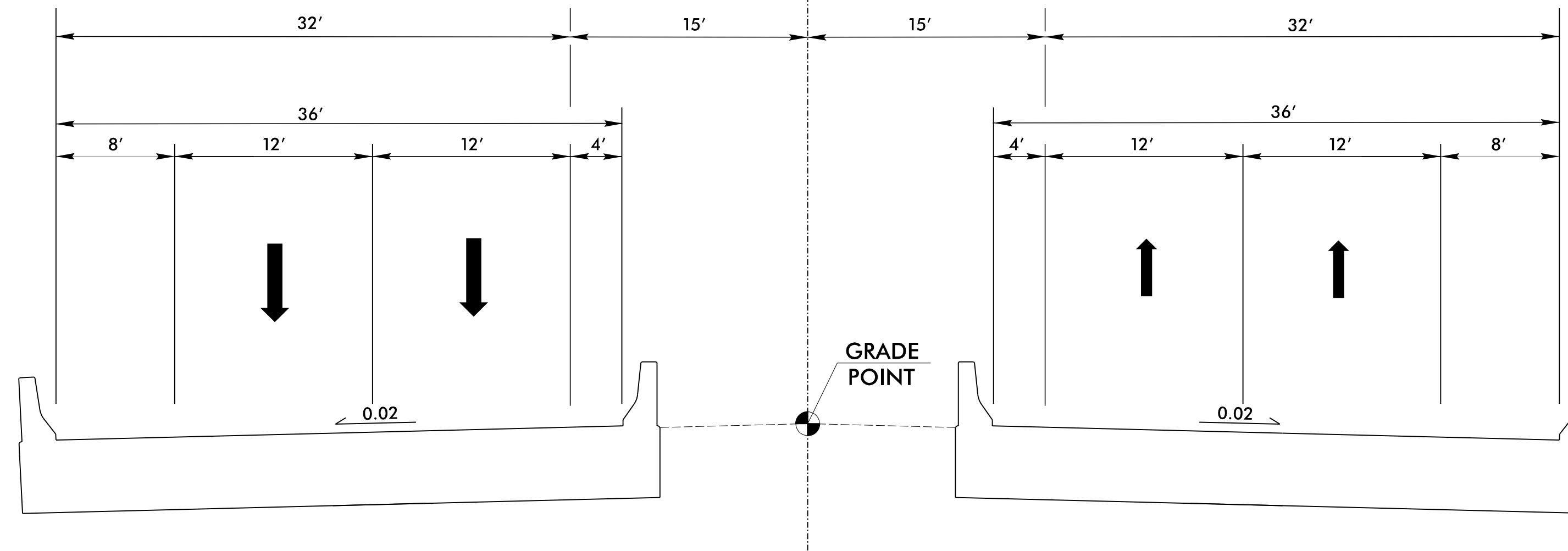
PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-9
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PLANS PREPARED BY :
RK&K
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STRUCTURE TYPICAL SECTIONS

PROJECT REFERENCE NO. R-2577A	SHEET NO. 2A-10
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

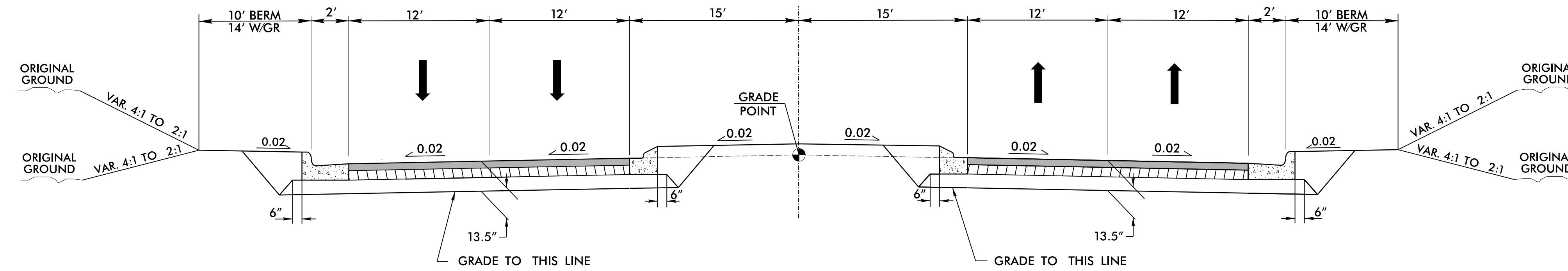
☒ -L- US 158



-L- (US 158)
 FUNCTIONAL CLASS: Rural Arterial
 2018 ADT = 23,600
 2038 ADT = 35,000
 K = 8%
 D = 60%
 TTST = 8% DUAL = 6%
 V = 50 MPH
 VERTICAL CLEARANCE = N/A

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

☒ -L- NC 158



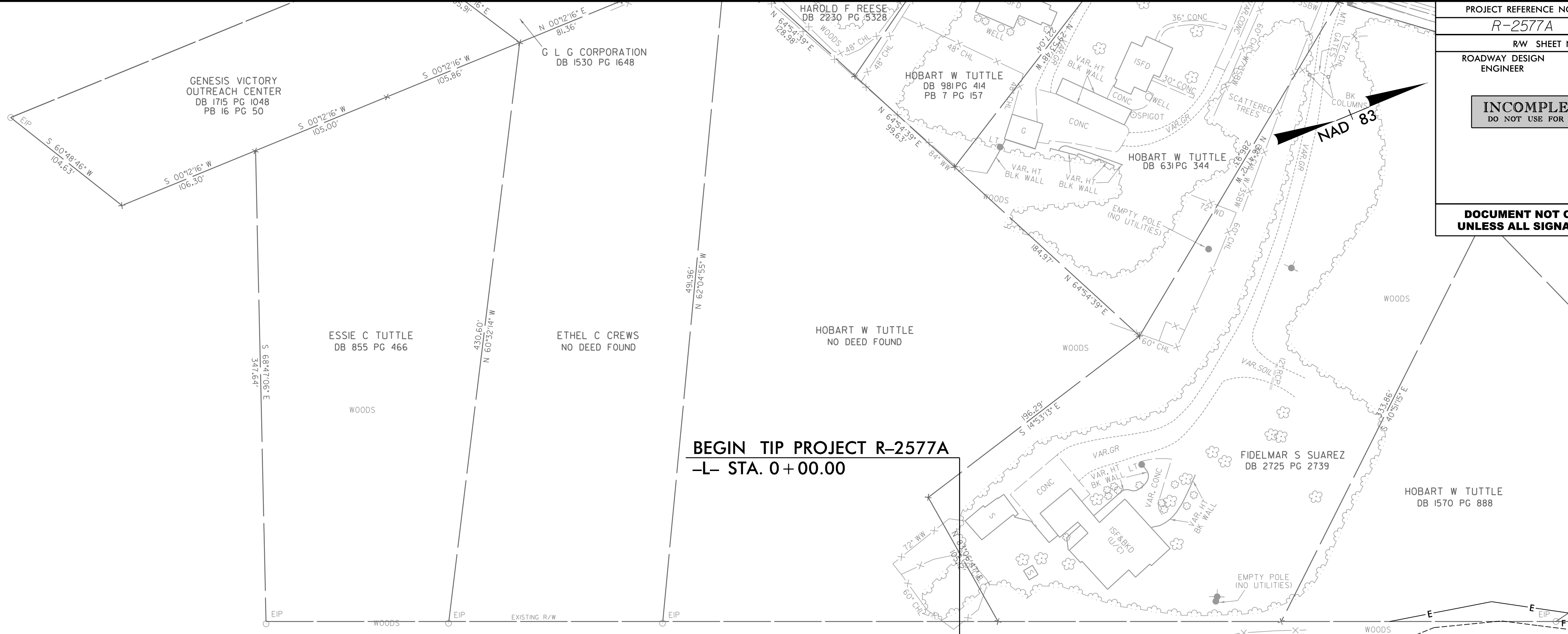
TYPICAL SECTION ON -L- (US 158) APPROACHING STRUCTURE

INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION

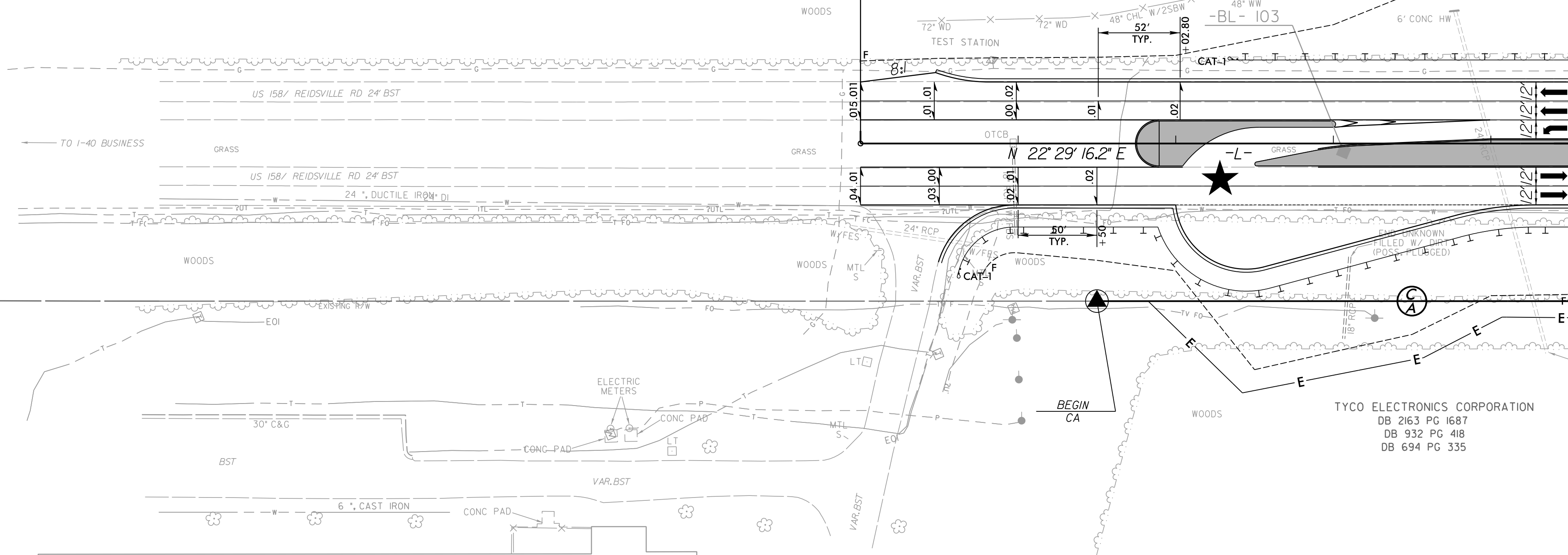
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



8/17/99



BEGIN TIP PROJECT R-2577A -L- STA. 0+00.00



-BL- 102

MATCHLINE -L- STA. 4+50 SEE SHEET 5

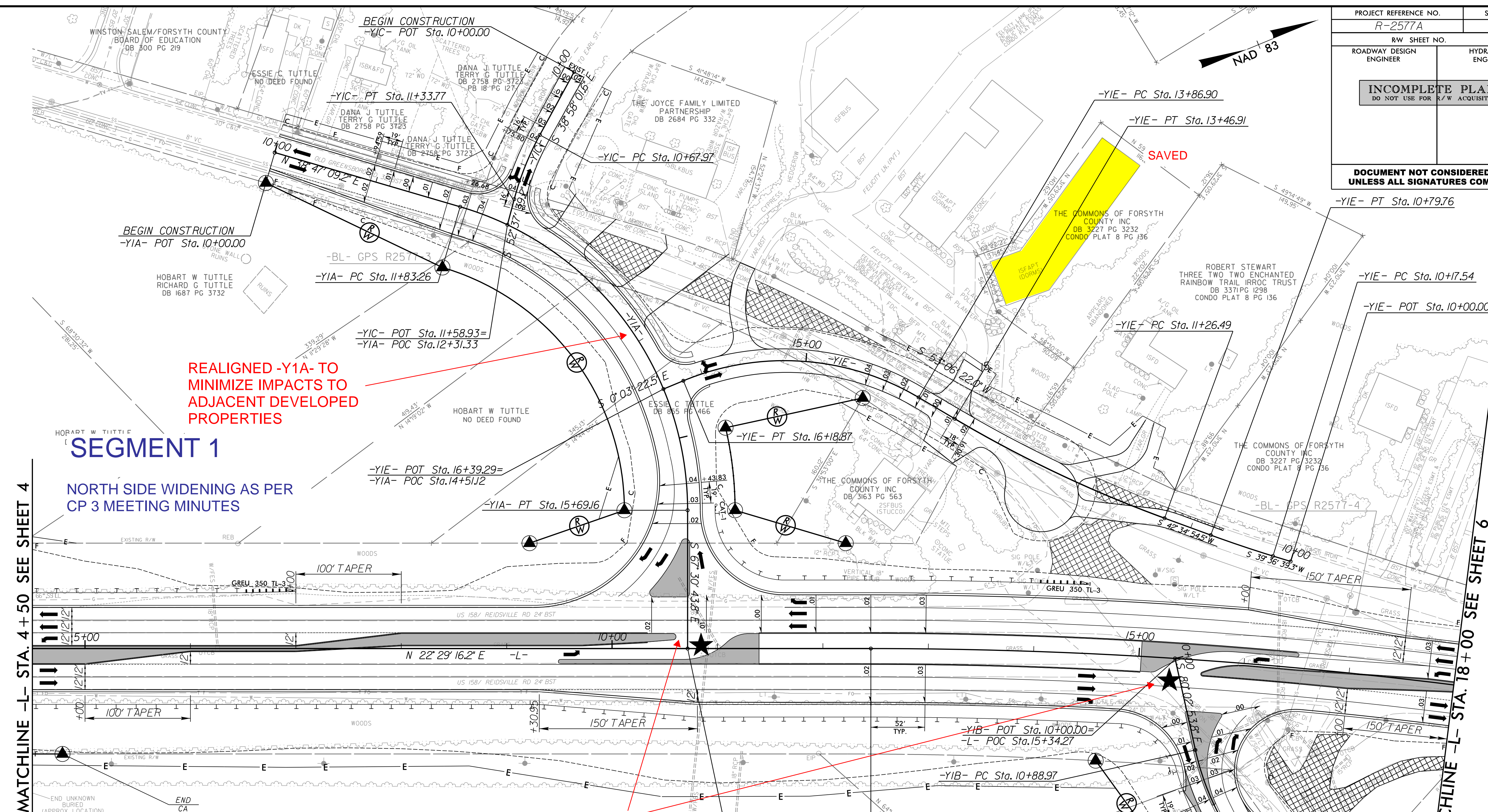
R:\Projects\2019\2577A\Proj\2577A_rdy_psh04.dgn

FOR -L- PROFILE SEE SHT. 31

PLANS PREPARED BY :

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 900 RIDGEFIELD DRIVE SUITE 350
 RALEIGH, NORTH CAROLINA 27609-3960
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REALIGNED -Y1A- TO MINIMIZE IMPACTS TO ADJACENT DEVELOPED PROPERTIES

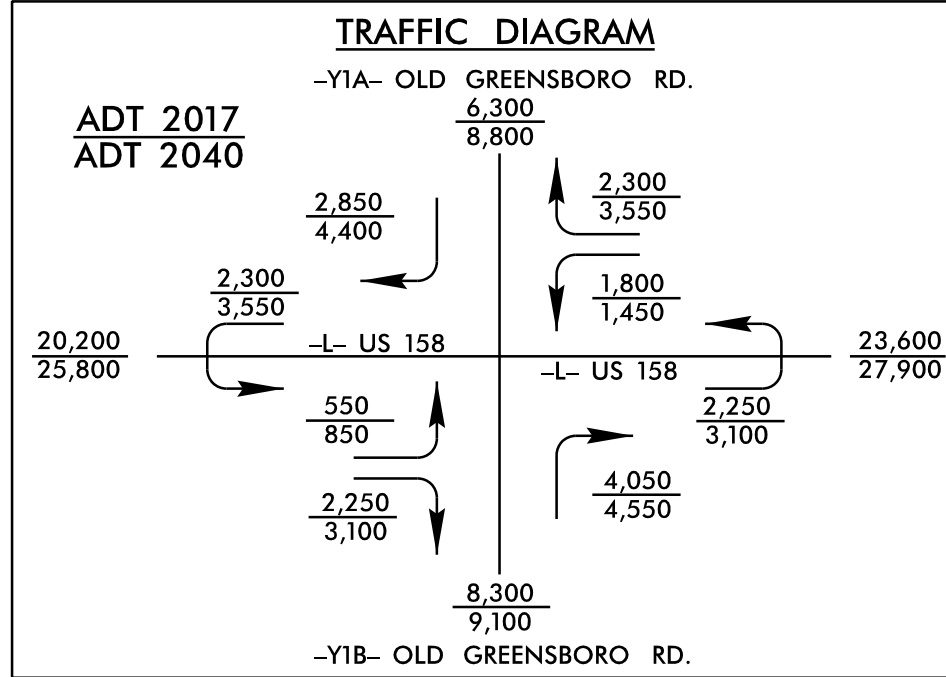
SEGMENT 1

NORTH SIDE WIDENING AS PER CP 3 MEETING MINUTES

OFFSET INTERSECTION IS NOT A PROBLEM WHEN YOU HAVE A SUPER-STREET DESIGN.

MATCHLINE -L- STA. 4+50 SEE SHEET 4

MATCHLINE -L- STA. 18+00 SEE SHEET 6



-L-	-Y1A-	-Y1B-	-Y1C-	-Y1E-	-Y1F-			
PI Sta 19+25.29 Δ = 17° 22' 15.0" (RT) D = 1' 17' 15.2" L = 1,349.14' T = 679.79' R = 4,450.00' SE = 0.03 DS = 50 MPH	PI Sta 14+08.11 Δ = 7° 42' 06.9" (RT) D = 19' 05' 54.9" L = 385.90' T = 224.85' R = 300.00' SE = 0.04 DS = 30 MPH	PI Sta 11+95.30 Δ = 46° 04' 59.4" (LT) D = 22' 55' 05.9" L = 201.08' T = 106.33' R = 250.00' SE = 0.04 DS = 30 MPH	PI Sta 13+94.41 Δ = 26° 06' 55.3" (RT) D = 12' 43' 56.6" L = 205.11' T = 104.37' R = 450.00' SE = 0.04 DS = 35 MPH	PI Sta 11+01.02 Δ = 13° 39' 37.6" (LT) D = 20' 45' 42.2" L = 65.80' T = 33.05' R = 275.97' SE = 0.04 DS = 30 MPH	PI Sta 10+48.66 Δ = 2° 58' 15.2" (RT) D = 4' 46' 28.7" L = 62.22' T = 31.12' R = 1,200.00' SE = 0.04 DS = 40 MPH	PI Sta 12+37.01 Δ = 10° 31' 27.5" (RT) D = 4' 46' 28.7" L = 220.42' T = 110.52' R = 1,200.00' SE = 0.04 DS = 40 MPH	PI Sta 15+11.99 Δ = 53° 09' 44.5" (LT) D = 22' 55' 05.9" L = 231.96' T = 125.09' R = 250.00' SE = 0.04 DS = 30 MPH	PI Sta 11+70.85 Δ = 51° 29' 04.5" (RT) D = 28' 38' 52.4" L = 179.72' T = 96.44' R = 200.00' SE = 0.04 DS = 25 MPH

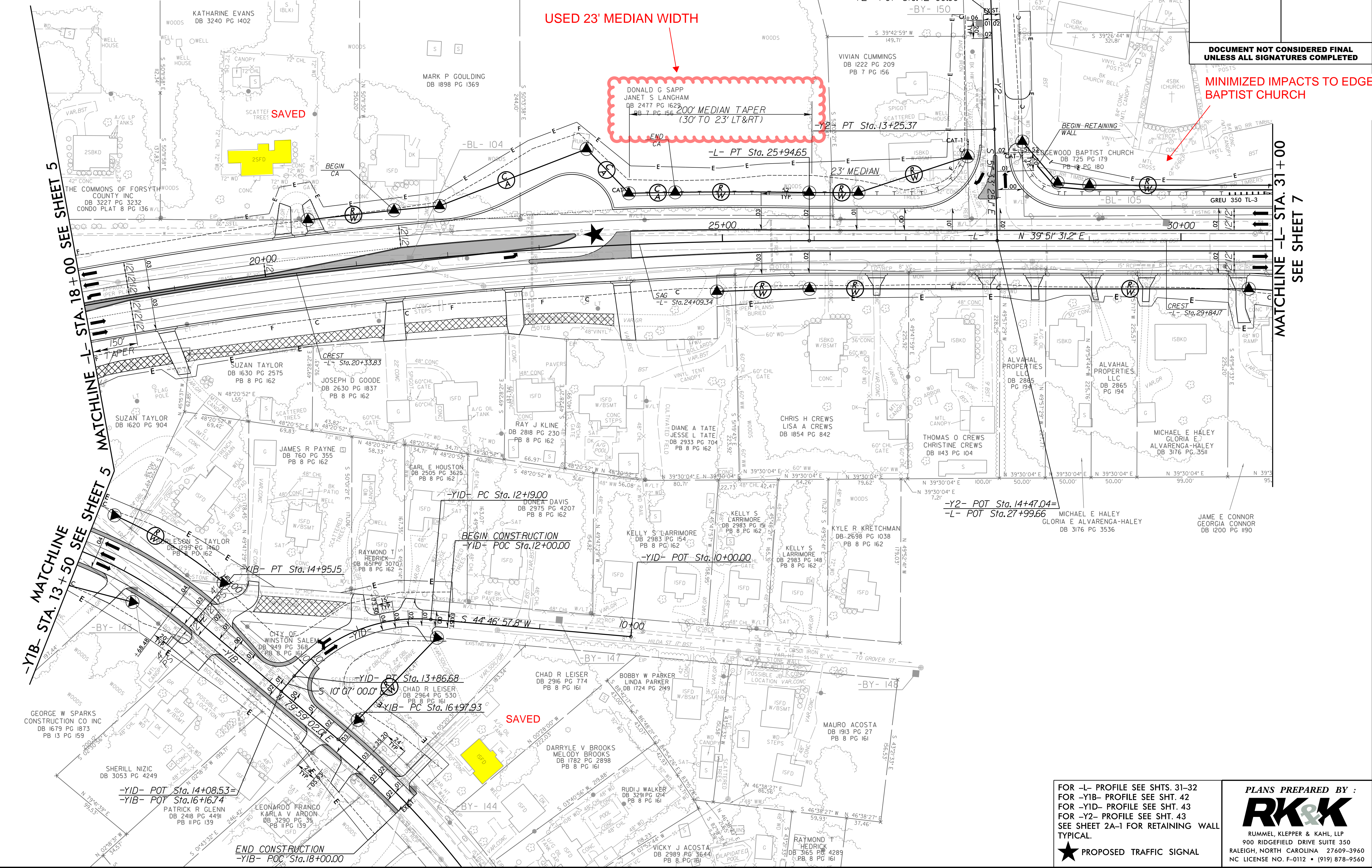
BM # 2
N 862560 E 1649507
-L- STA. 14+13.23 OFF 253.63' RT
ELEV = 884.50'

FOR -L- PROFILE SEE SHT. 31
FOR -Y1A- PROFILE SEE SHT. 42
FOR -Y1B- PROFILE SEE SHT. 42
FOR -Y1C- PROFILE SEE SHT. 42
FOR -Y1E- PROFILE SEE SHT. 43

8/17/19 8/17/19 R:\19\1905\Proj\19-R-2577A-rdly-psht05.dgn

PROJECT REFERENCE NO. R-2577A	SHEET NO. 6
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L-	-YIB-	-YID-	-YIF-	-Y2-
PI Sta 10+25.20 Δ = 12° 43' 56.6" D = 205.11' L = 174.37' T = 50.00' R = 946.60' SE = 0.04 DS = 35 MPH	PI Sta 13+94.41 Δ = 26° 06' 55.3" (RT) D = 6' 03' 10.0" L = 520.27' T = 266.89' R = 946.60' SE = 0.04 DS = 50 MPH	PI Sta 19+64.82 Δ = 31° 29' 26.0" (RT) D = 6' 03' 10.0" L = 520.27' T = 266.89' R = 946.60' SE = 0.04 DS = 50 MPH	PI Sta 13+09.91 Δ = 54° 53' 57.8" (LT) D = 32' 44' 25.6" L = 167.68' T = 90.90' R = 175.00' SE = 0.04 DS = 25 MPH	PI Sta 11+70.85 Δ = 51° 29' 04.5" (RT) D = 28' 38' 52.4" L = 179.72' T = 96.44' R = 200.00' SE = 0.04 DS = 25 MPH
PI Sta 14+05.20 Δ = 12° 43' 56.6" D = 205.11' L = 174.37' T = 50.00' R = 946.60' SE = 0.04 DS = 35 MPH	PI Sta 19+64.82 Δ = 31° 29' 26.0" (RT) D = 6' 03' 10.0" L = 520.27' T = 266.89' R = 946.60' SE = 0.04 DS = 50 MPH	PI Sta 13+09.91 Δ = 54° 53' 57.8" (LT) D = 32' 44' 25.6" L = 167.68' T = 90.90' R = 175.00' SE = 0.04 DS = 25 MPH	PI Sta 11+70.85 Δ = 51° 29' 04.5" (RT) D = 28' 38' 52.4" L = 179.72' T = 96.44' R = 200.00' SE = 0.04 DS = 25 MPH	PI Sta 12+10.92 Δ = 0° 33' 26.9" (RT) D = 0' 14' 36.8" L = 228.90' T = 114.45' R = 235.2500' SE = NC DS = 40 MPH



MINIMIZED IMPACTS TO EDGEWOOD BAPTIST CHURCH

USED 23' MEDIAN WIDTH

200' MEDIAN TAPER (30' TO 23' LT&RT)

MATCHLINE -L- STA. 18+00 SEE SHEET 5

MATCHLINE -L- STA. 31+00 SEE SHEET 7

FOR -L- PROFILE SEE SHTS. 31-32
FOR -YIB- PROFILE SEE SHT. 42
FOR -YID- PROFILE SEE SHT. 43
FOR -Y2- PROFILE SEE SHT. 43
SEE SHEET 2A-1 FOR RETAINING WALL TYPICAL.

★ PROPOSED TRAFFIC SIGNAL

PLANS PREPARED BY :

RK&K

RUMMEL, KLEPPER & KAHL, LLP
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NC LICENSE NO. F-0112 • (919) 878-9560

8/17/19 8:17/199 R:\2019\08\01\Proj\N.R-2577A-r.dwg - psh06.dgn

PROJECT REFERENCE NO. R-2577A	SHEET NO. 7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-Y3-
 PI Sta 12+33.01
 $\Delta = 22^{\circ}00'11.7"$ (LT)
 $D = 16^{\circ}51'06.1"$
 $L = 130.57'$
 $T = 66.10'$
 $R = 340.00'$
 $DS = 0.03$
 $DS = 30$ MPH

SEGMENT 1

NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES

Minimized impacts to Edgewood Baptist Church

BM # 3
 N 864683 E 1650366
 -L- STA. 36+73.37 OFF 300.02' RT
 ELEV=888.50'

SFJ NO IMPACT

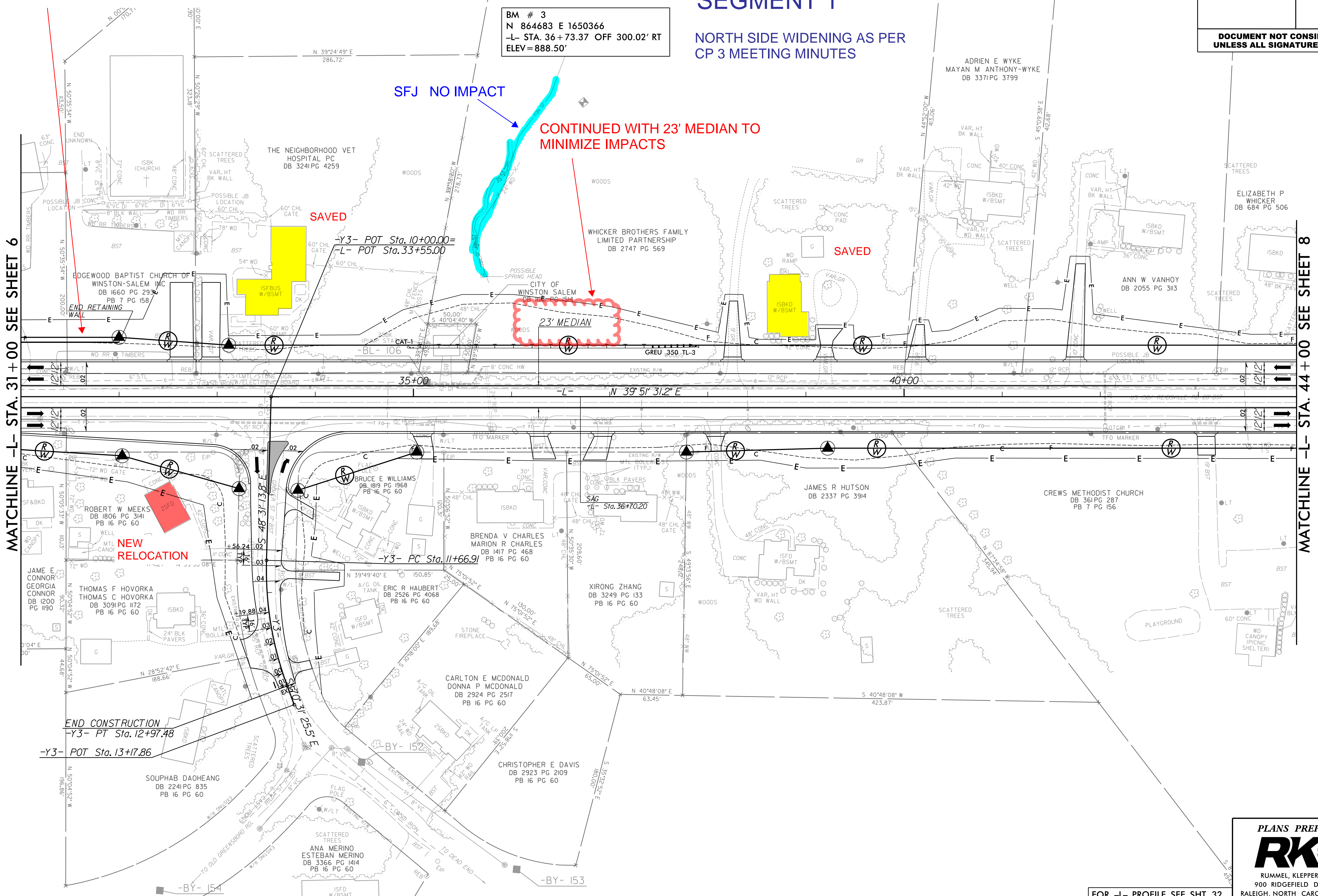
CONTINUED WITH 23' MEDIAN TO
MINIMIZE IMPACTS

SAVED

SAVED

MATCHLINE -L- STA. 31+00 SEE SHEET 6

MATCHLINE -L- STA. 44+00 SEE SHEET 8



8/17/19
 R:\Projects\2019\Projects\R-2577A-rdy-psht07.dgn
 User: rdy Date: 8/17/2019 Time: 10:00:00 AM

PLANS PREPARED BY:
RK&K
 RUMMEL, KLEPPER & KAHL, LLP
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 RALEIGH, NORTH CAROLINA 27609-3960
 NC LICENSE NO. F-0112 • (919) 878-9560

FOR -L- PROFILE SEE SHT. 32
 FOR -Y3- PROFILE SEE SHT. 43

PROJECT REFERENCE NO. R-2577A		SHEET NO. 8	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

-L- -Y4-
 PI Sta 49+97.76 PI Sta 12+06.84
 $\Delta = 0^\circ 40' 31.3" (LT)$ $\Delta = 40^\circ 52' 42.3" (LT)$
 $D = 0' 17' 11.3"$ $D = 14' 19' 26.2"$
 $L = 235.74'$ $L = 285.39'$
 $T = 117.87'$ $T = 149.07'$
 $R = 20,000.00'$ $R = 400.00'$
 $SE = NC$ $SE = 0.04$
 $DS =$ $DS =$

SEGMENT 1

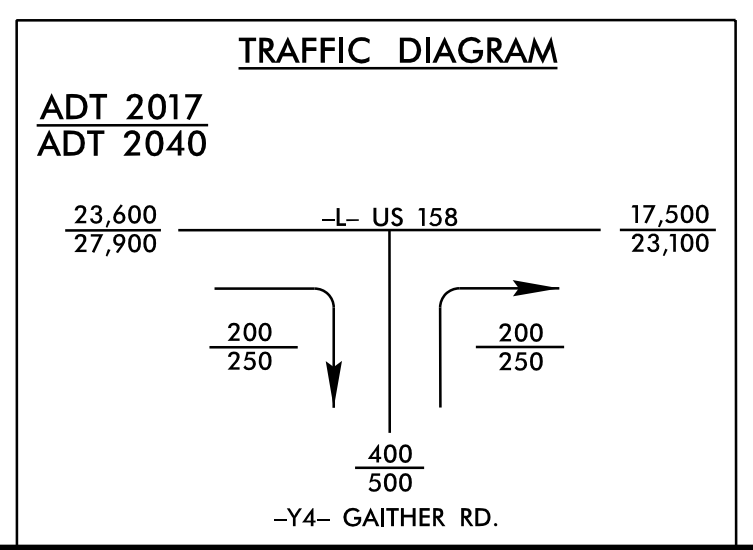
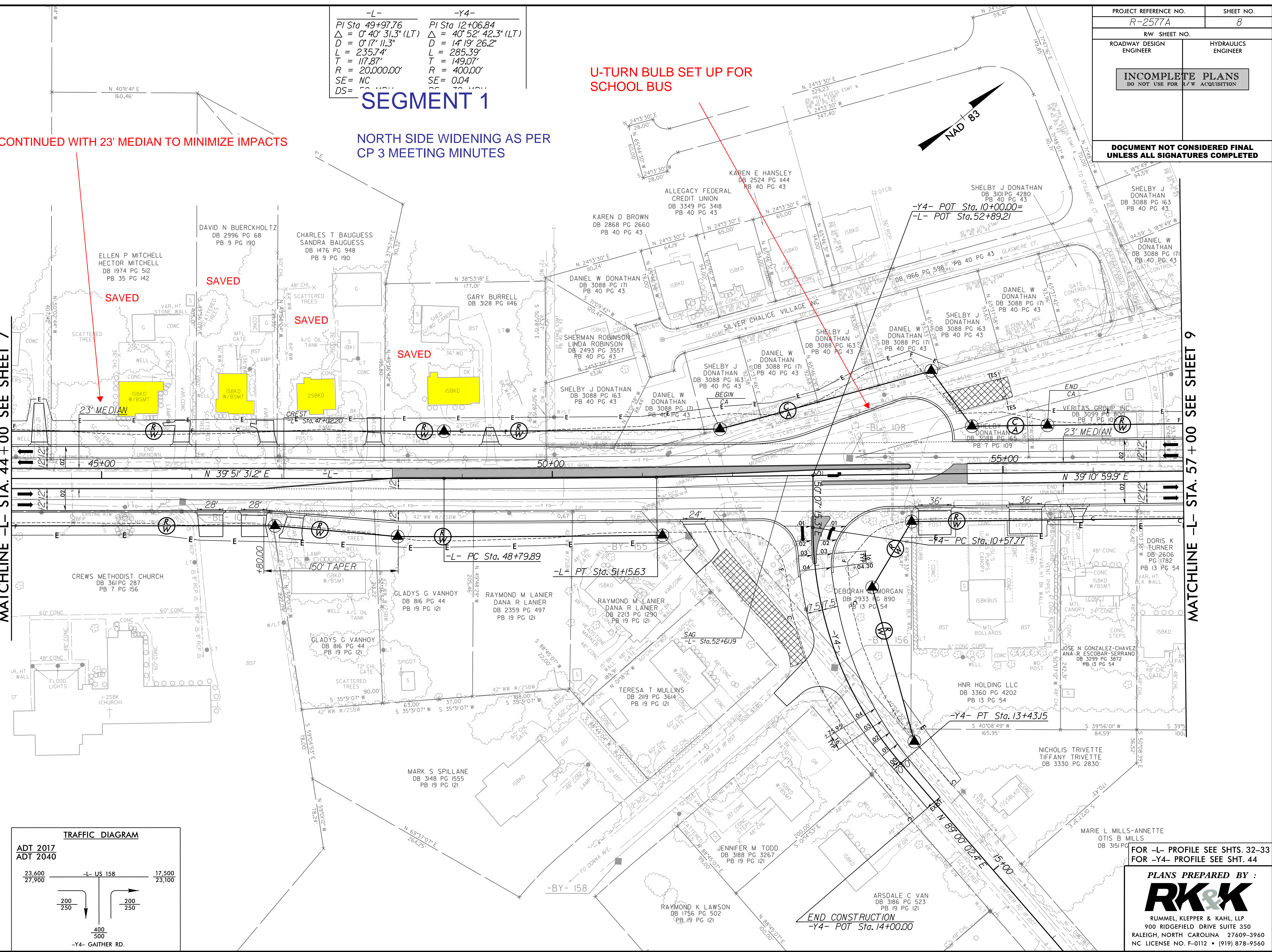
U-TURN BULB SET UP FOR SCHOOL BUS

CONTINUED WITH 23' MEDIAN TO MINIMIZE IMPACTS

NORTH SIDE WIDENING AS PER CP 3 MEETING MINUTES

MATCHLINE -L- STA. 44 + 00 SEE SHEET 7

MATCHLINE -L- STA. 57 + 00 SEE SHEET 9



FOR -L- PROFILE SEE SHTS. 32-33
 FOR -Y4- PROFILE SEE SHTS. 44

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SEGMENT 1

NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES

CONTINUED WITH 23' MEDIAN TO MINIMIZE IMPACTS

-Y6- POT Sta. 14+35.27=
-L- POT Sta. 67+32.41

SAVED

SAVED

SAVED

MATCHLINE -L- STA. 57+00 SEE SHEET 8

MATCHLINE -L- STA. 71+00 SEE SHEET 10

U-TURN BULB SET UP FOR
SCHOOL BUS

-L-	-Y6-
PI Sta 62+57.24	PI Sta 13+05.99
$\Delta = 0^\circ 38' 20.4" (RT)$	$\Delta = 38^\circ 14' 22.7" (RT)$
$D = 0^\circ 17' 11.3"$	$D = 20^\circ 27' 46.0"$
$L = 223.05'$	$L = 186.87'$
$T = 111.53'$	$T = 97.07'$
$R = 20,000.00'$	$R = 280.00'$
SE= NC	SE= 0.04
DS= 50 MPH	DS= 30 MPH

-Y6- POT Sta. 10+00.00

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FOR -L- PROFILE SEE SHT. 33
 FOR -Y6- PROFILE SEE SHT. 45

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PROJECT REFERENCE NO. R-2577A	SHEET NO. 10
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

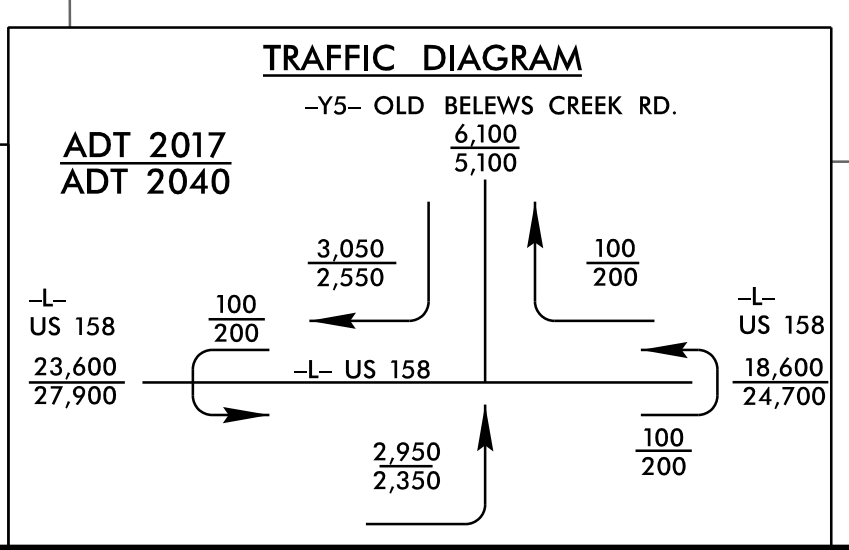
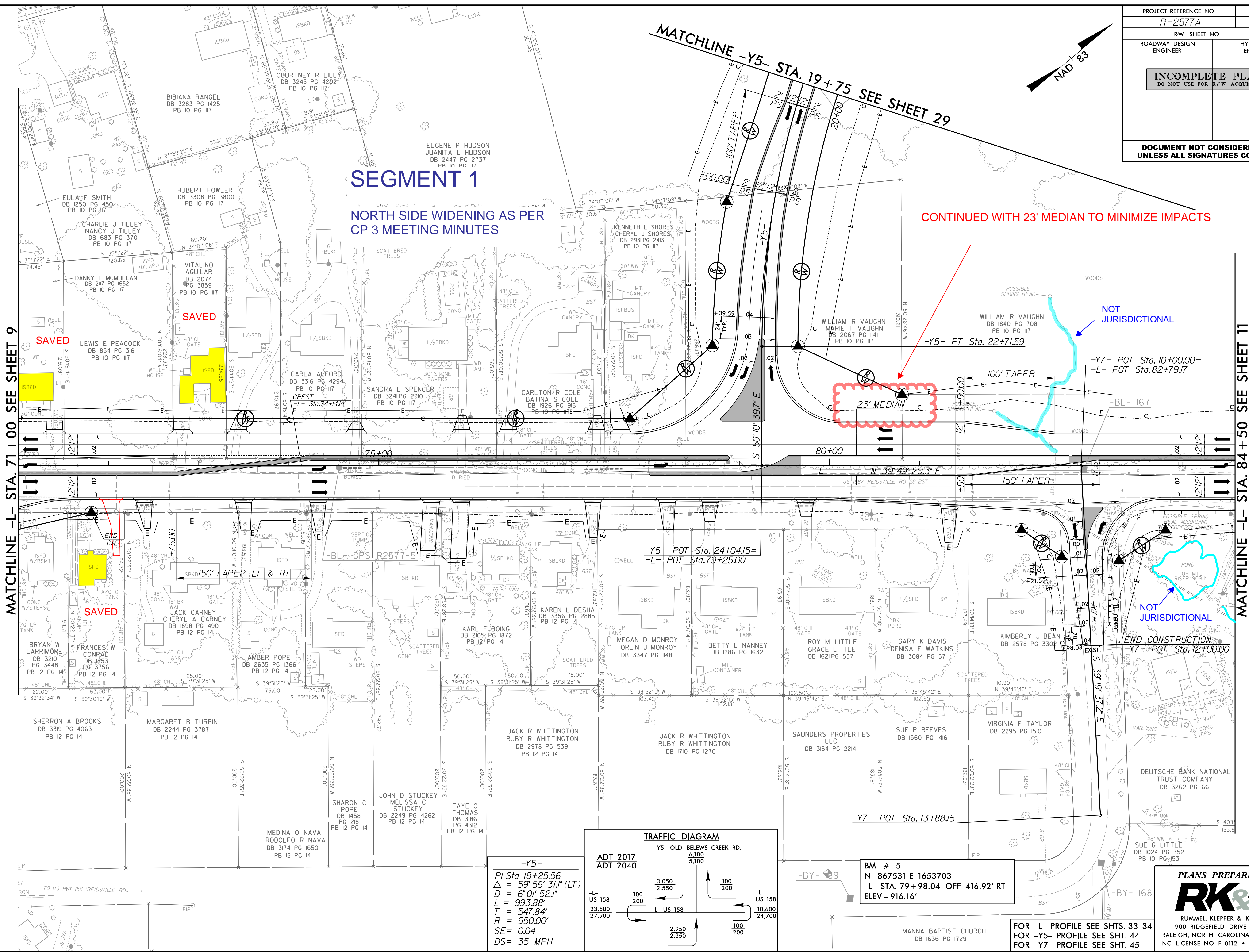
SEGMENT 1

NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES

CONTINUED WITH 23' MEDIAN TO MINIMIZE IMPACTS

MATCHLINE -L- STA. 71+00 SEE SHEET 9

MATCHLINE -L- STA. 84+50 SEE SHEET 11



-Y5-
 $PI\ Sta\ 18+25.56$
 $\Delta = 59^{\circ}56'31.1''\ (LT)$
 $D = 6^{\circ}01'52.1''$
 $L = 993.88'$
 $T = 547.84'$
 $R = 950.00'$
 $SE = 0.04$
 $DS = 35\ MPH$

BM # 5
 N 867531 E 1653703
 -L- STA. 79+98.04 OFF 416.92' RT
 ELEV = 916.16'

FOR -L- PROFILE SEE SHTS. 33-34
 FOR -Y5- PROFILE SEE SHT. 44
 FOR -Y7- PROFILE SEE SHT. 45

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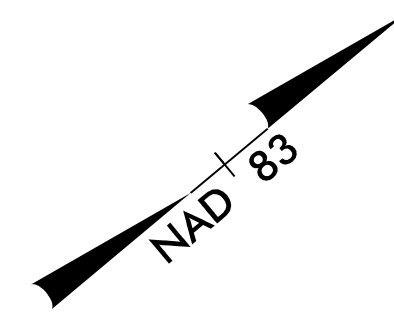
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8/17/99

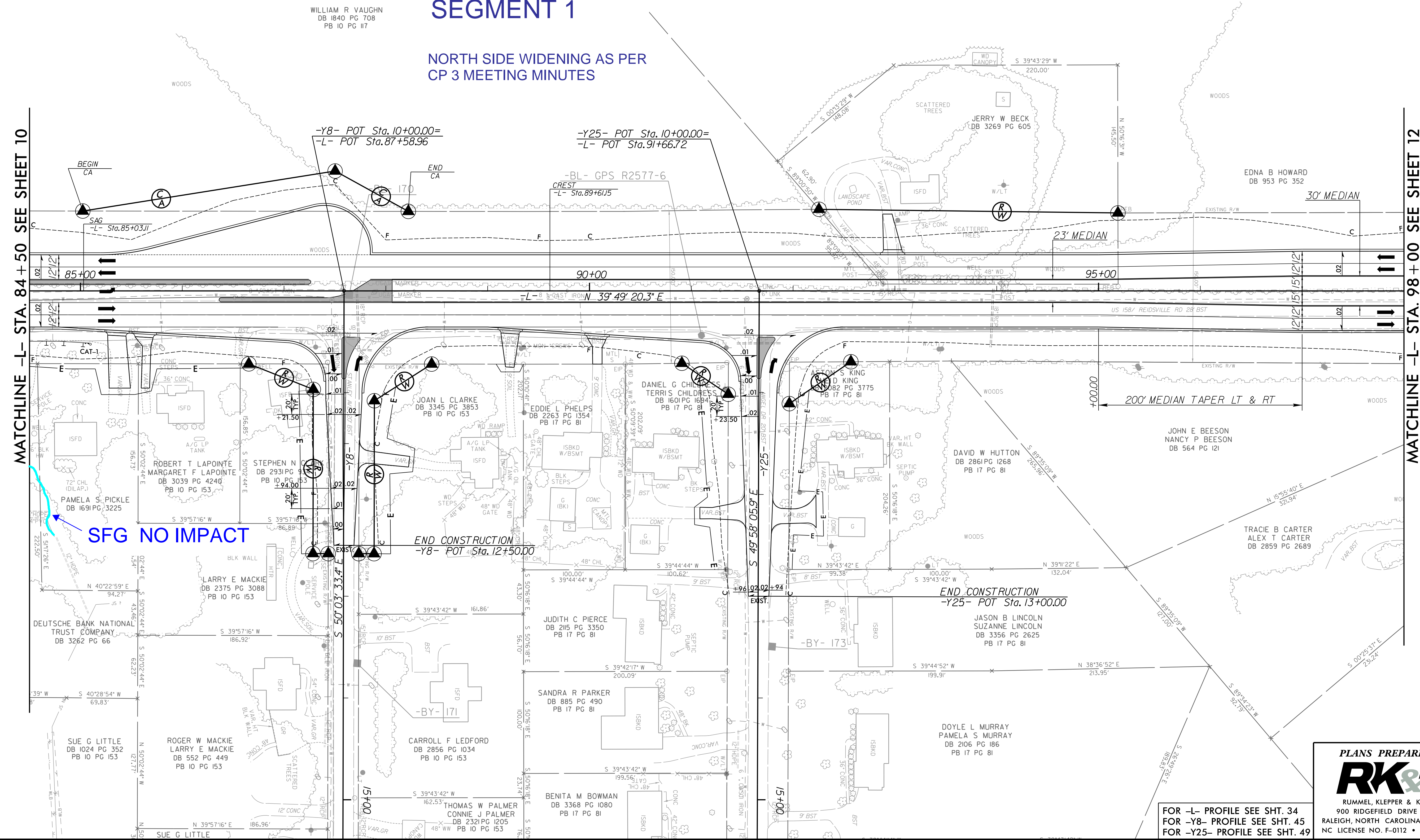
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PROJECT REFERENCE NO. <i>R-2577A</i>		SHEET NO. <i>11</i>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER		
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



SEGMENT 1

NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES



MATCHLINE -L- STA. 84 + 50 SEE SHEET 10

MATCHLINE -L- STA. 98 + 00 SEE SHEET 12

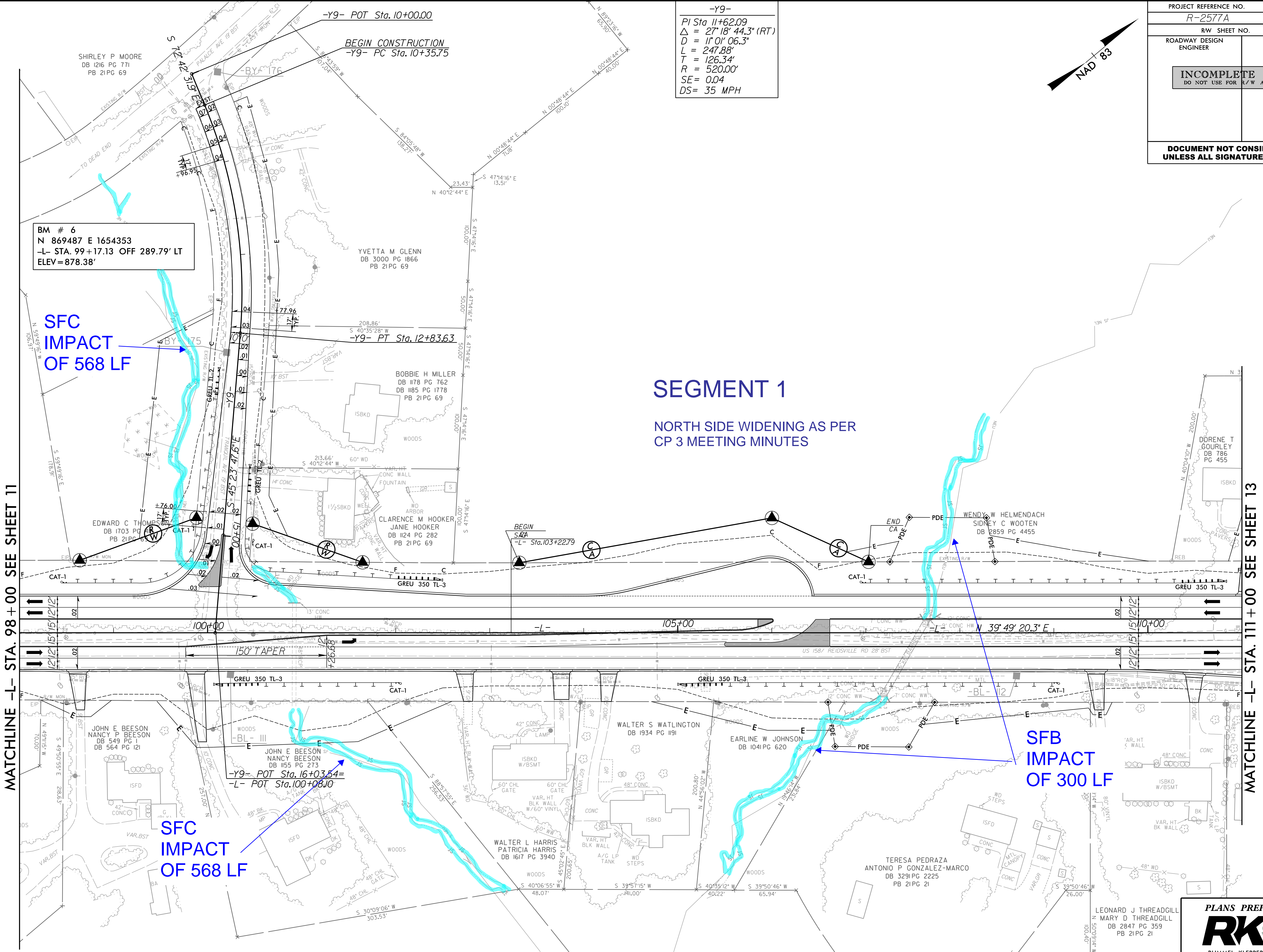
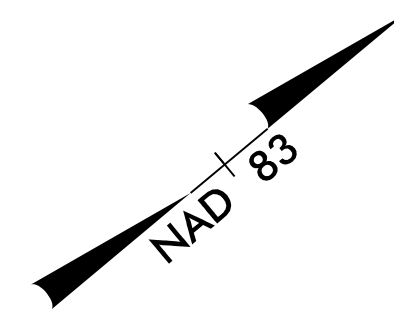
PLANS PREPARED BY :

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FOR -L- PROFILE SEE SHT. 34
 FOR -Y8- PROFILE SEE SHT. 45
 FOR -Y25- PROFILE SEE SHT. 49

PROJECT REFERENCE NO. R-2577A	SHEET NO. 12
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-Y9-
 PI Sta 11+62.09
 $\Delta = 27^{\circ}18'44.3"$ (RT)
 $D = 11^{\circ}01'06.3"$
 $L = 247.88'$
 $T = 126.34'$
 $R = 520.00'$
 $SE = 0.04$
 $DS = 35$ MPH



SEGMENT 1
 NORTH SIDE WIDENING AS PER
 CP 3 MEETING MINUTES

BM # 6
 N 869487 E 1654353
 -L- STA. 99+17.13 OFF 289.79' LT
 ELEV=878.38'

SFC
 IMPACT
 OF 568 LF

SFC
 IMPACT
 OF 568 LF

SFB
 IMPACT
 OF 300 LF

MATCHLINE -L- STA. 98+00 SEE SHEET 11

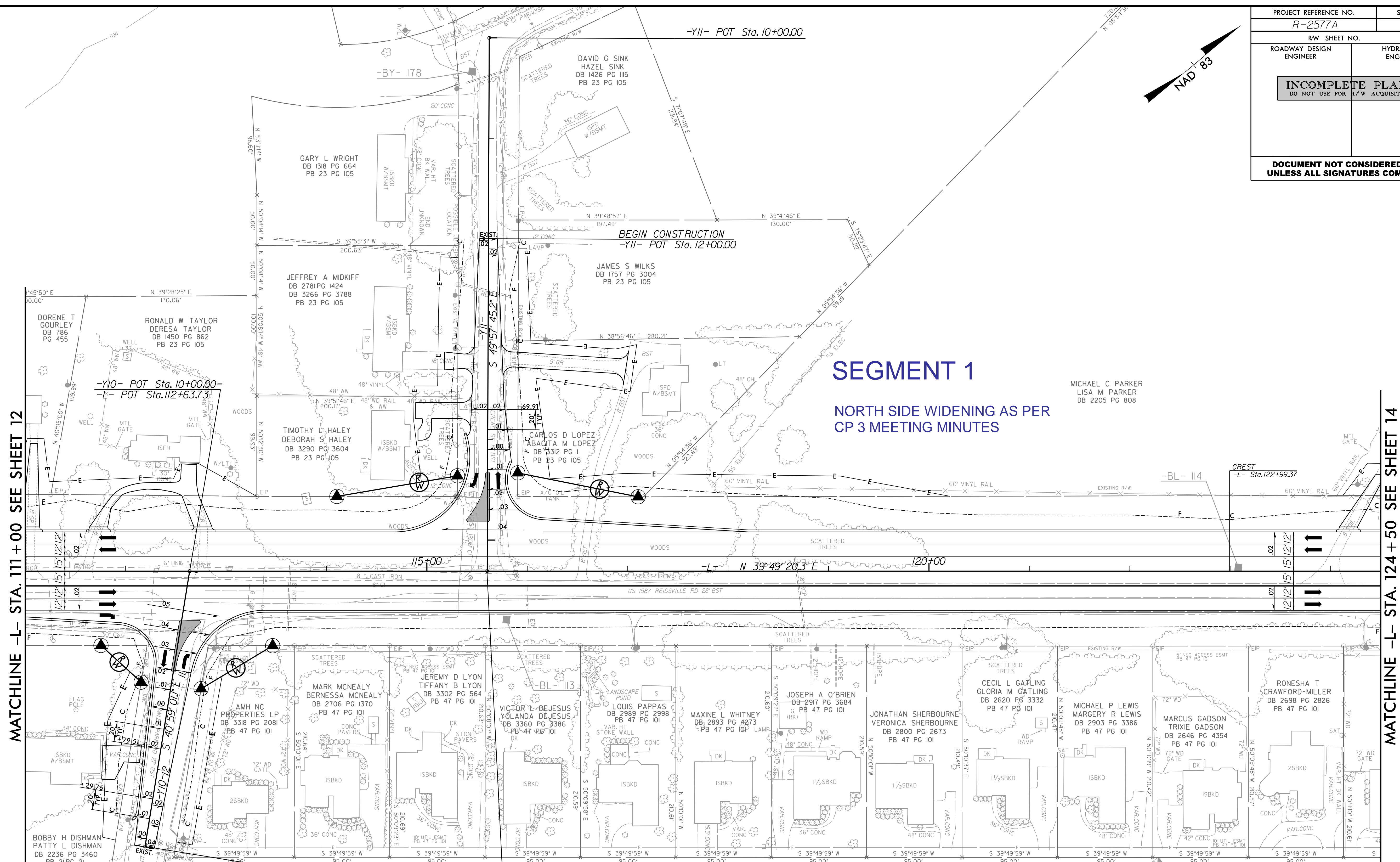
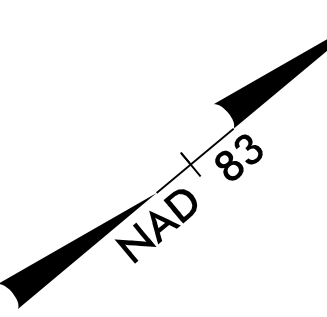
MATCHLINE -L- STA. 111+00 SEE SHEET 13

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 sheet12

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FOR -L- PROFILE SEE SHT. 34
 FOR -Y9- PROFILE SEE SHT. 45

PROJECT REFERENCE NO. R-2577A		SHEET NO. 13	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



SEGMENT 1
NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES

MICHAEL C PARKER
LISA M PARKER
DB 2205 PG 808

MATCHLINE -L- STA. 111 + 00 SEE SHEET 12

MATCHLINE -L- STA. 124 + 50 SEE SHEET 14

BM # 7
N 870883 E 1656287
-L- STA. 122 + 27.74 OFF 287' RT
ELEV = 929.99'

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FOR -L- PROFILE SEE SHTS. 34-35
FOR -Y10- PROFILE SEE SHT. 45
FOR -Y11- PROFILE SEE SHT. 46

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PROJECT REFERENCE NO. R-2577A	SHEET NO. 14
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

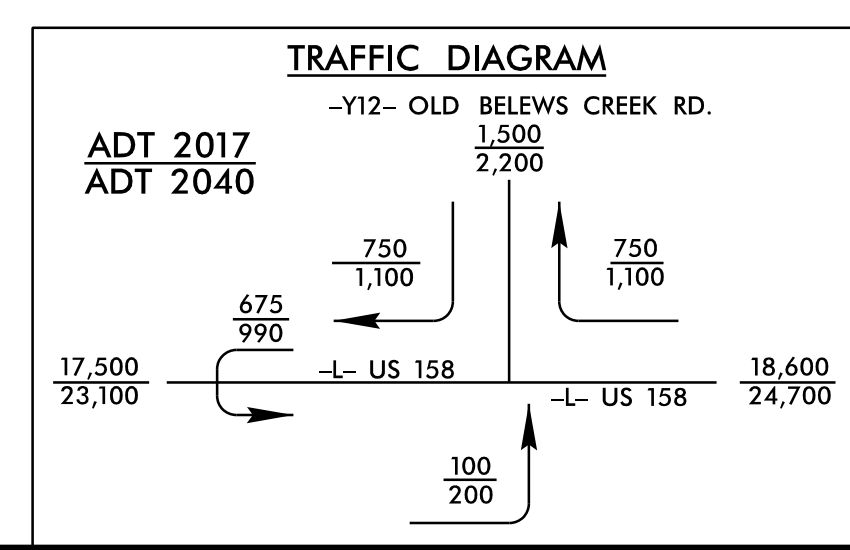
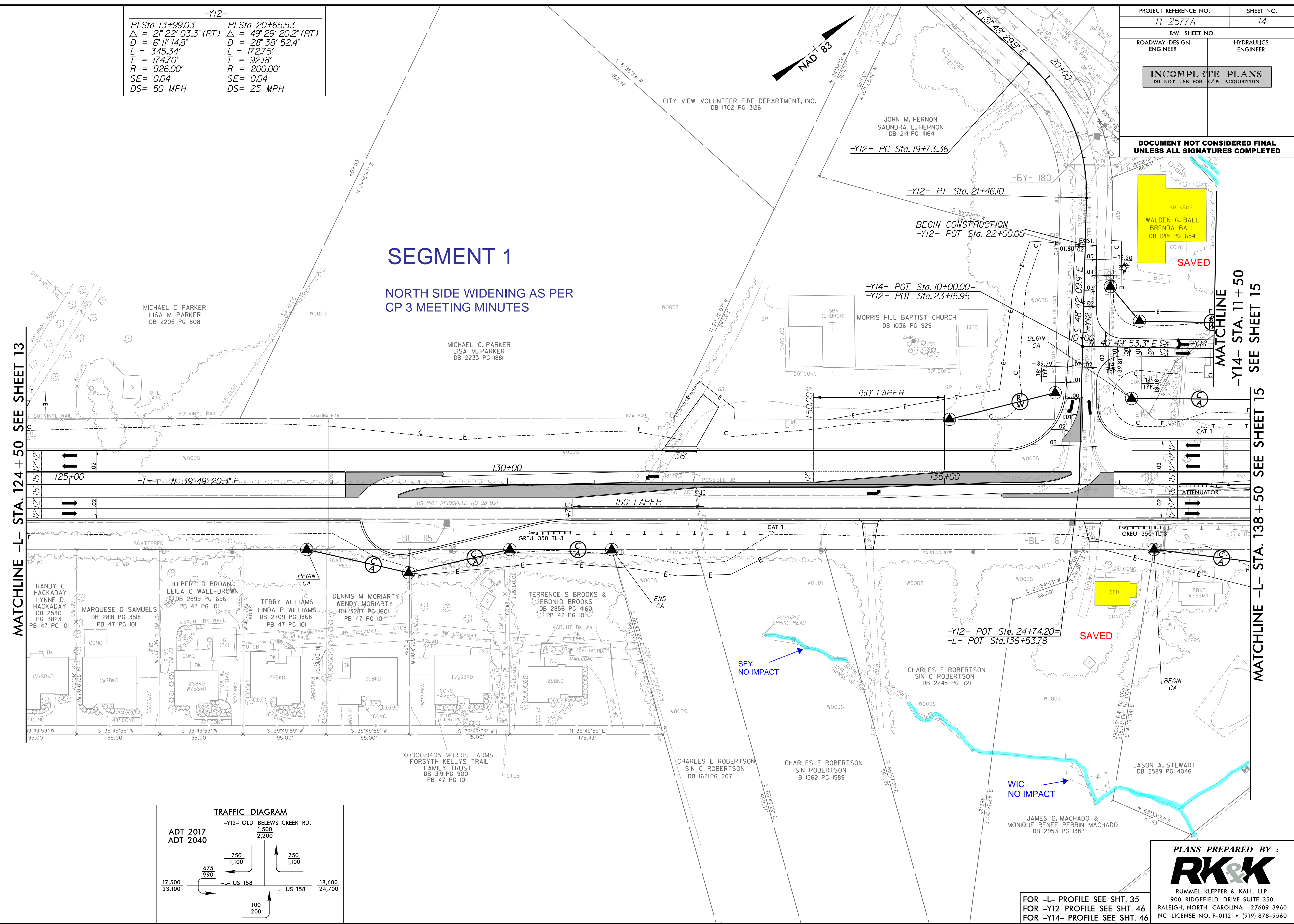
-Y12-	
PI Sta 13+99.03	PI Sta 20+65.53
$\Delta = 21^{\circ} 22' 03.3" (RT)$	$\Delta = 49^{\circ} 29' 20.2" (RT)$
$D = 6' 11" 14.8"$	$D = 28' 38" 52.4"$
$L = 345.34'$	$L = 172.75'$
$T = 174.70'$	$T = 92.18'$
$R = 926.00'$	$R = 200.00'$
$SE = 0.04$	$SE = 0.04$
$DS = 50 \text{ MPH}$	$DS = 25 \text{ MPH}$

SEGMENT 1

NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES

MATCHLINE -L- STA. 124+50 SEE SHEET 13

MATCHLINE -Y14- STA. 11+50
SEE SHEET 15



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FOR -L- PROFILE SEE SHT. 35
FOR -Y12- PROFILE SEE SHT. 46
FOR -Y14- PROFILE SEE SHT. 46

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PROJECT REFERENCE NO. R-2577A	SHEET NO. 15
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-Y13-	-Y14-
PI Sta 11+59.90	PI Sta 13+03.02
$\Delta = 51^{\circ} 30' 00.6" (LT)$	$\Delta = 41^{\circ} 49' 51.77" (LT)$
$D = 35^{\circ} 48' 35.5"$	$D = 11^{\circ} 01' 06.3"$
$L = 143.82'$	$L = 182.52'$
$T = 77.18'$	$T = 95.54'$
$R = 160.00'$	$R = 250.00'$
$SE = 0.04$	$SE = 0.03$
$DS = 25 MPH$	$DS = 20 MPH$

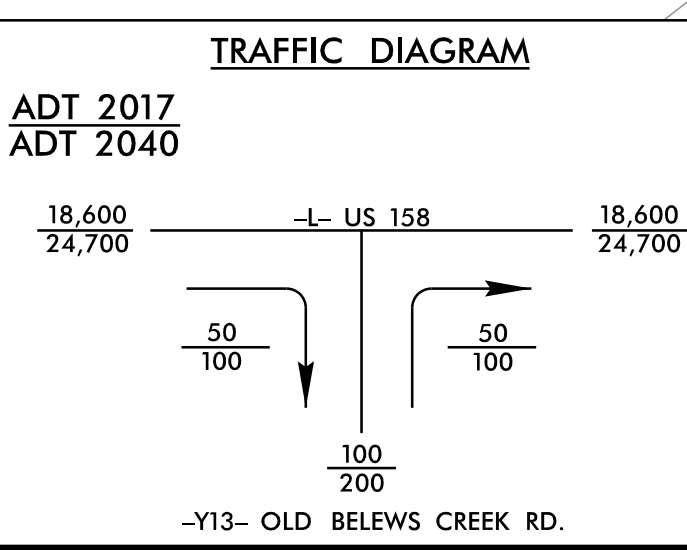
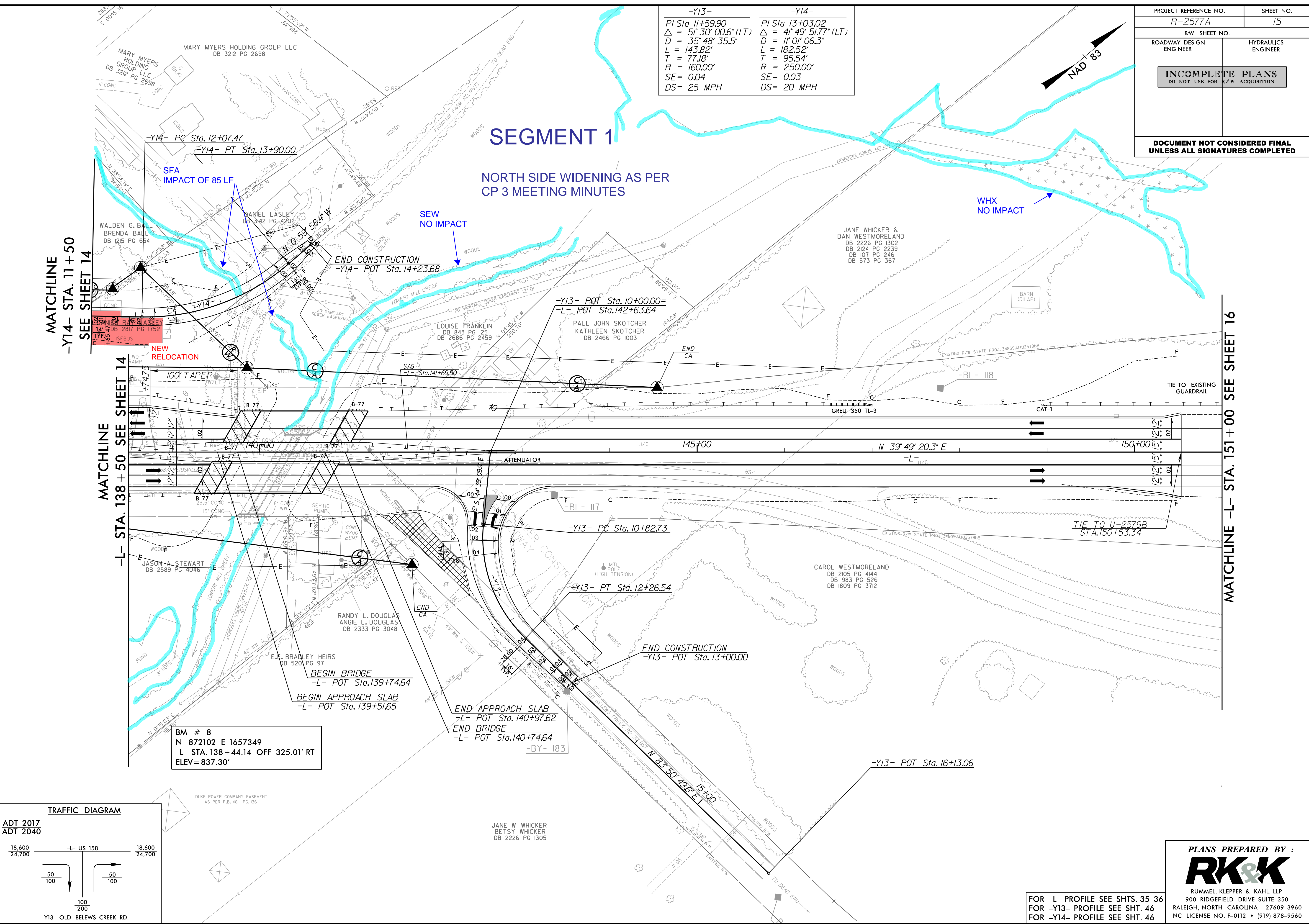
SEGMENT 1

NORTH SIDE WIDENING AS PER CP 3 MEETING MINUTES

MATCHLINE
-Y14- STA. 11+50
SEE SHEET 14

MATCHLINE
-L- STA. 138+50
SEE SHEET 14

MATCHLINE -L- STA. 151+00
SEE SHEET 16



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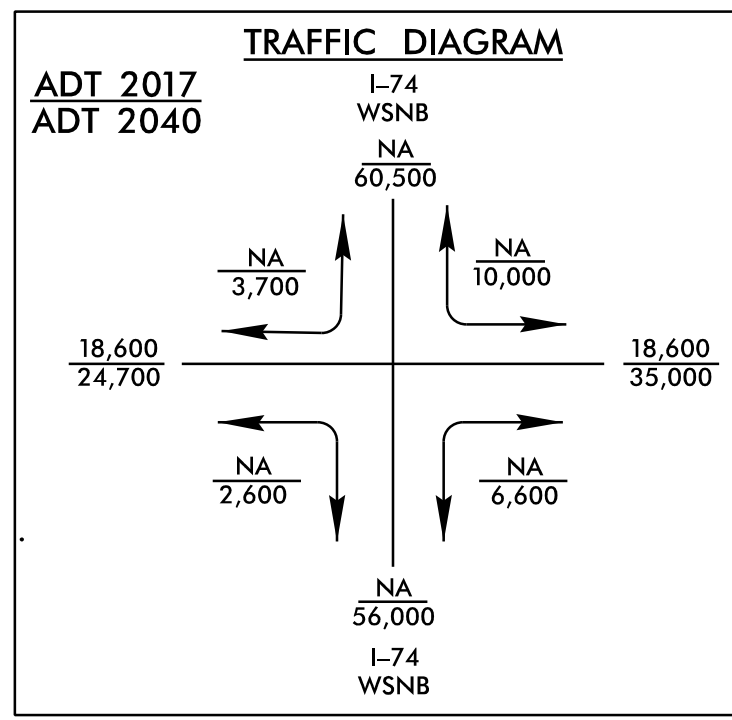
FOR -L- PROFILE SEE SHTS. 35-36
FOR -Y13- PROFILE SEE SHT. 46
FOR -Y14- PROFILE SEE SHT. 46

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Sheet 16

PROJECT REFERENCE NO. <i>R-2577A</i>	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



BM # 9
N 873960 E 1658408
-L- STA. 159+49.40 OFF 51.58' LT
ELEV = 909.53'

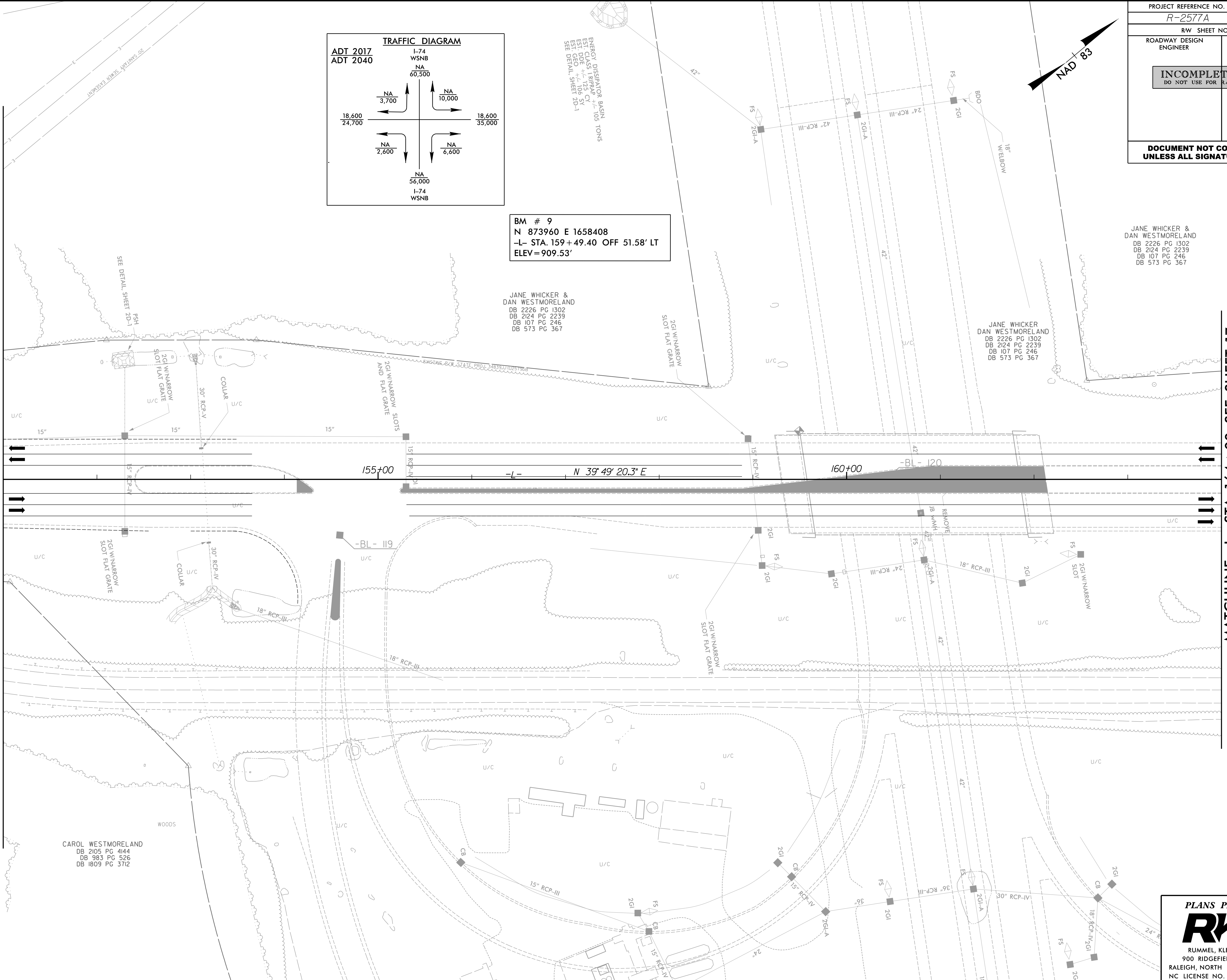
JANE WHICKER &
DAN WESTMORELAND
DB 2226 PG 1302
DB 2124 PG 2239
DB 107 PG 246
DB 573 PG 367

JANE WHICKER
DAN WESTMORELAND
DB 2226 PG 1302
DB 2124 PG 2239
DB 107 PG 246
DB 573 PG 367

JANE WHICKER &
DAN WESTMORELAND
DB 2226 PG 1302
DB 2124 PG 2239
DB 107 PG 246
DB 573 PG 367

MATCHLINE -L- STA. 151+00 SEE SHEET 15

MATCHLINE -L- STA. 164+00 SEE SHEET 17



CAROL WESTMORELAND
DB 2105 PG 4144
DB 983 PG 526
DB 1809 PG 3712

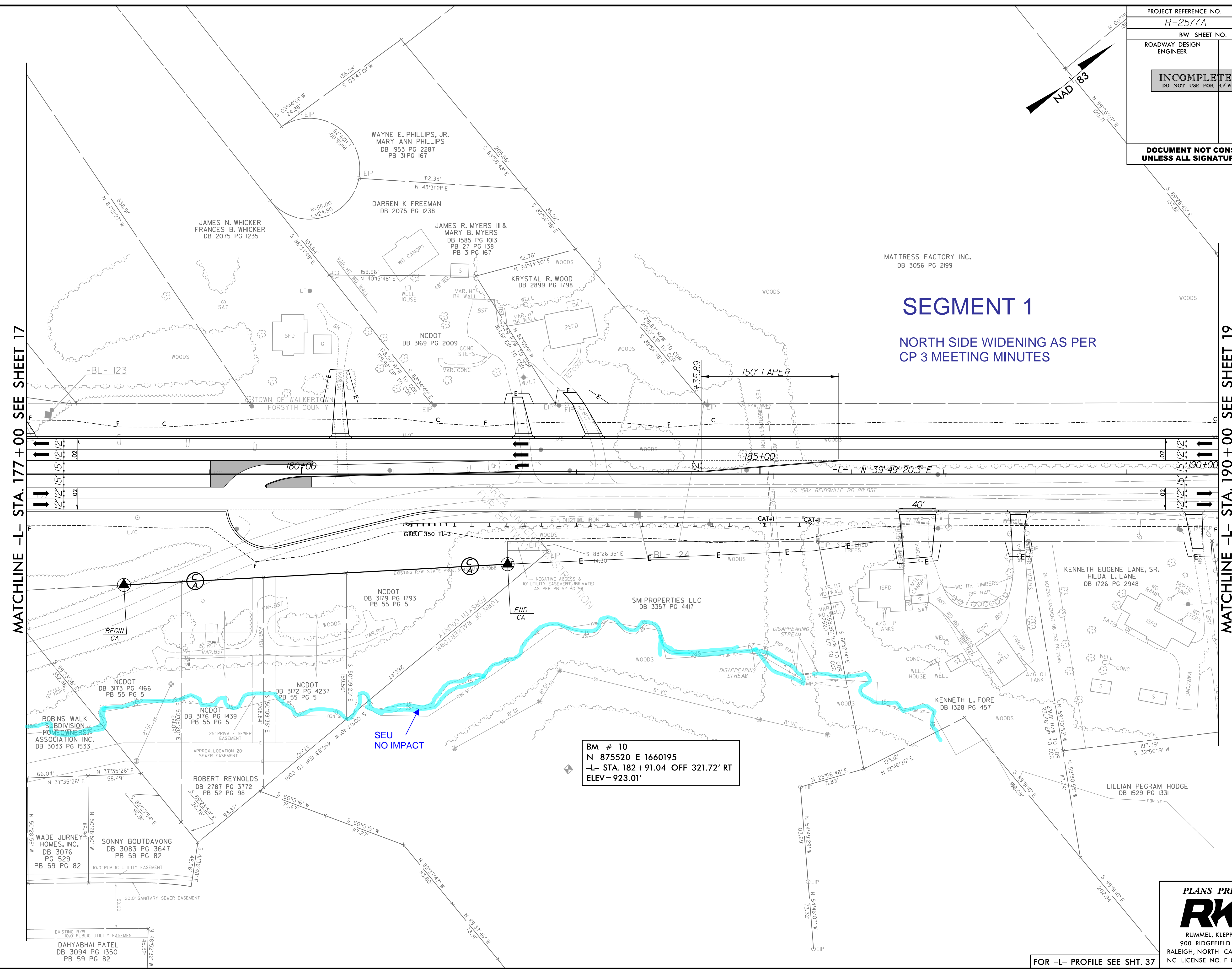
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PROJECT REFERENCE NO. R-2577A		SHEET NO. 18	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

SEGMENT 1

NORTH SIDE WIDENING AS PER CP 3 MEETING MINUTES



BM # 10
N 875520 E 1660195
-L- STA. 182 + 91.04 OFF 321.72' RT
ELEV = 923.01'

SEU
NO IMPACT

FOR -L- PROFILE SEE SHT. 37

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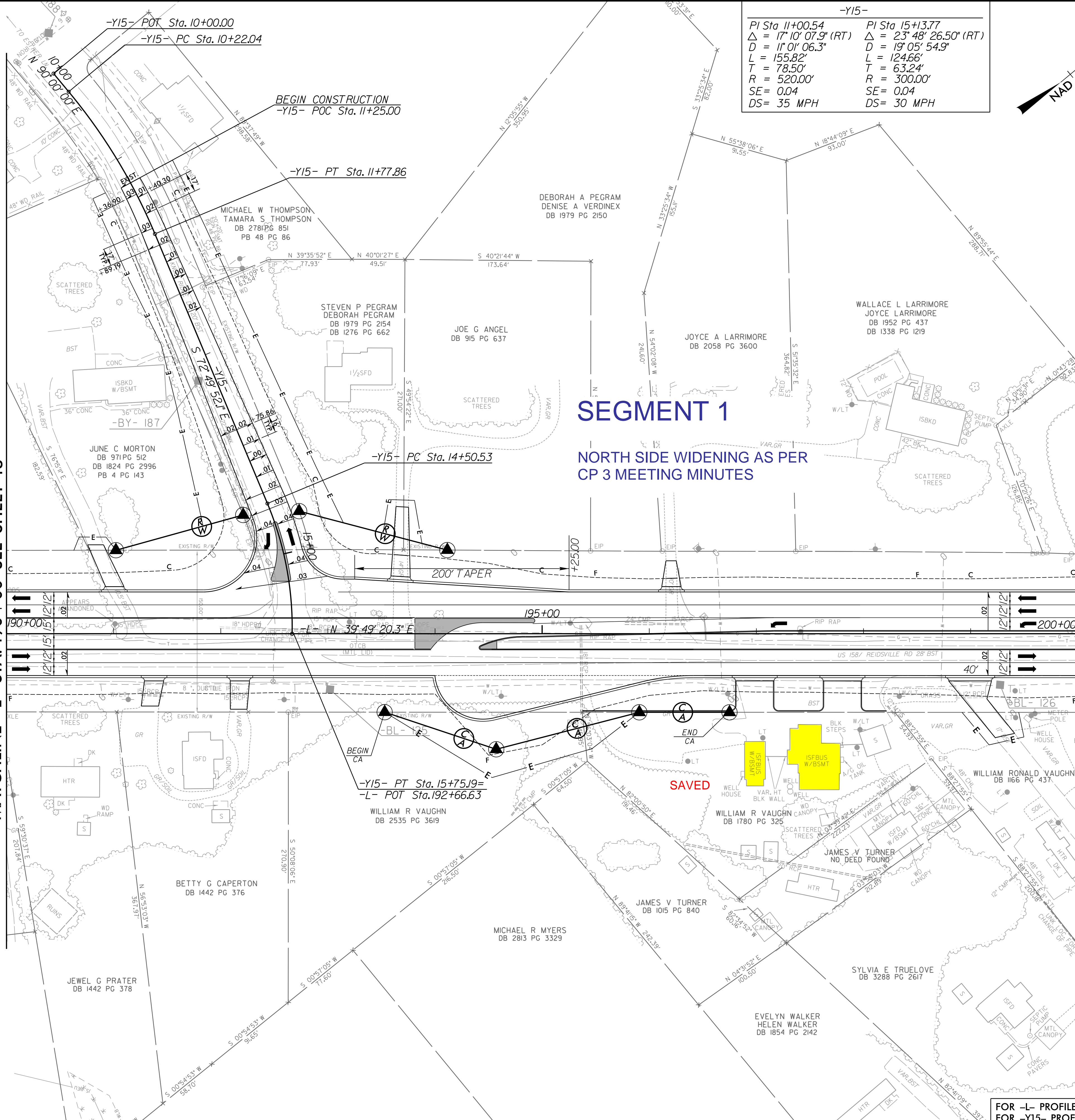
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8/17/99

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sheet19.rvt

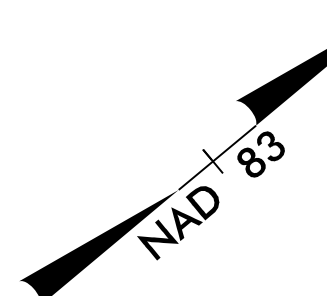
MATCHLINE -L- STA. 190 + 00 SEE SHEET 18

MATCHLINE -L- STA. 200 + 00 SEE SHEET 20



-Y15-

PI Sta 11+00.54 Δ = 17° 10' 07.9" (RT) D = 11' 01' 06.3" L = 155.82' T = 78.50' R = 520.00' SE = 0.04 DS = 35 MPH	PI Sta 15+13.77 Δ = 23° 48' 26.50" (RT) D = 19' 05' 54.9" L = 124.66' T = 63.24' R = 300.00' SE = 0.04 DS = 30 MPH
--	---



PROJECT REFERENCE NO. R-2577A	SHEET NO. 19
RW SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

SEGMENT 1
NORTH SIDE WIDENING AS PER
CP 3 MEETING MINUTES

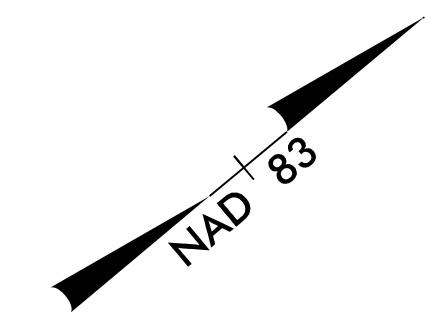
FOR -L- PROFILE SEE SHTS. 37-38
FOR -Y15- PROFILE SEE SHT. 47

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PROJECT REFERENCE NO. R-2577A		SHEET NO. 21	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER		
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

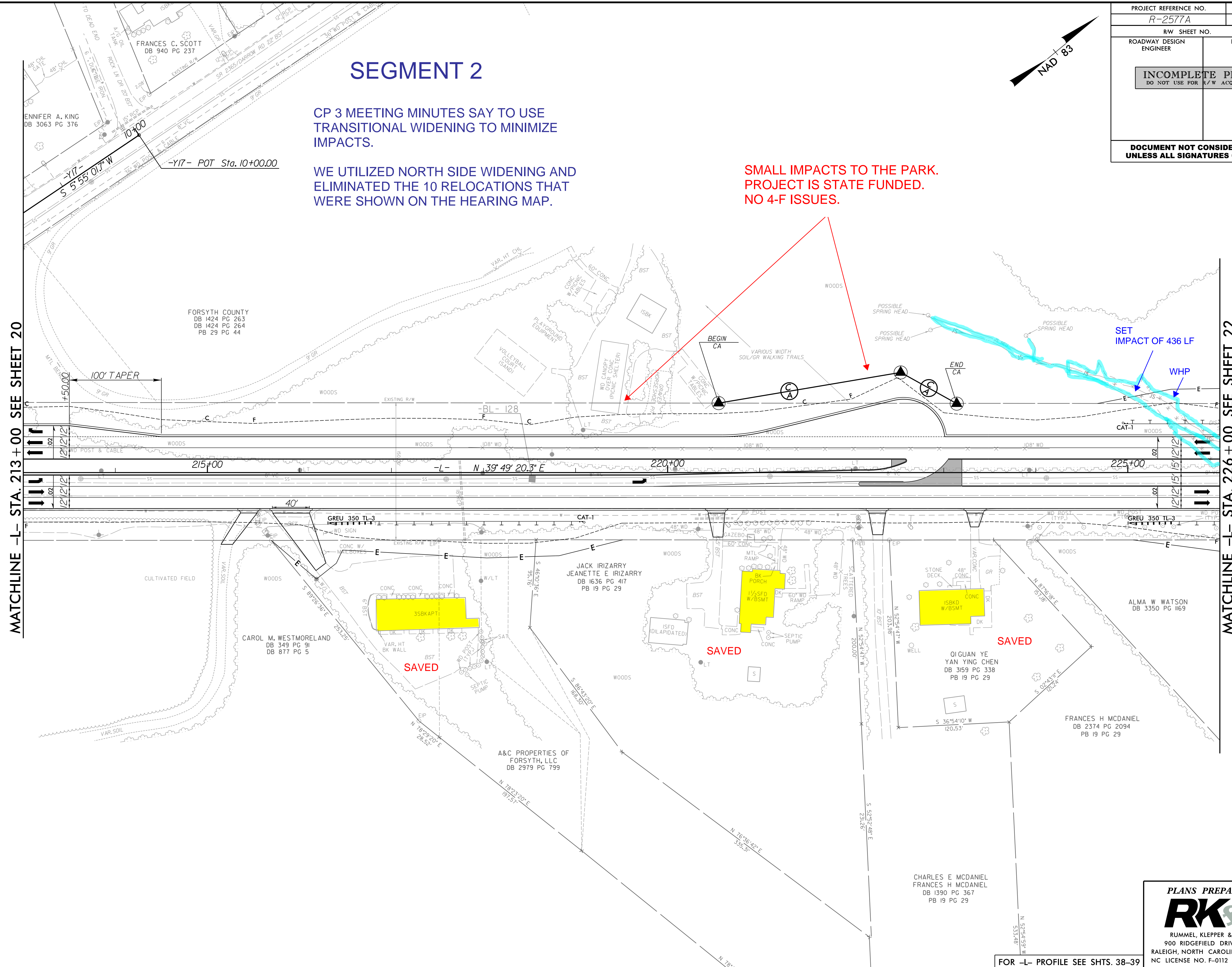


SEGMENT 2

CP 3 MEETING MINUTES SAY TO USE TRANSITIONAL WIDENING TO MINIMIZE IMPACTS.

WE UTILIZED NORTH SIDE WIDENING AND ELIMINATED THE 10 RELOCATIONS THAT WERE SHOWN ON THE HEARING MAP.

SMALL IMPACTS TO THE PARK. PROJECT IS STATE FUNDED. NO 4-F ISSUES.



MATCHLINE -L- STA. 213+00 SEE SHEET 20

MATCHLINE -L- STA. 226+00 SEE SHEET 22

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shafiler

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FOR -L- PROFILE SEE SHTS. 38-39

PROJECT REFERENCE NO. R-2577A	SHEET NO. 22
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

SEGMENT 2

CP 3 MEETING MINUTES SAY TO USE TRANSITIONAL WIDENING TO MINIMIZE IMPACTS.

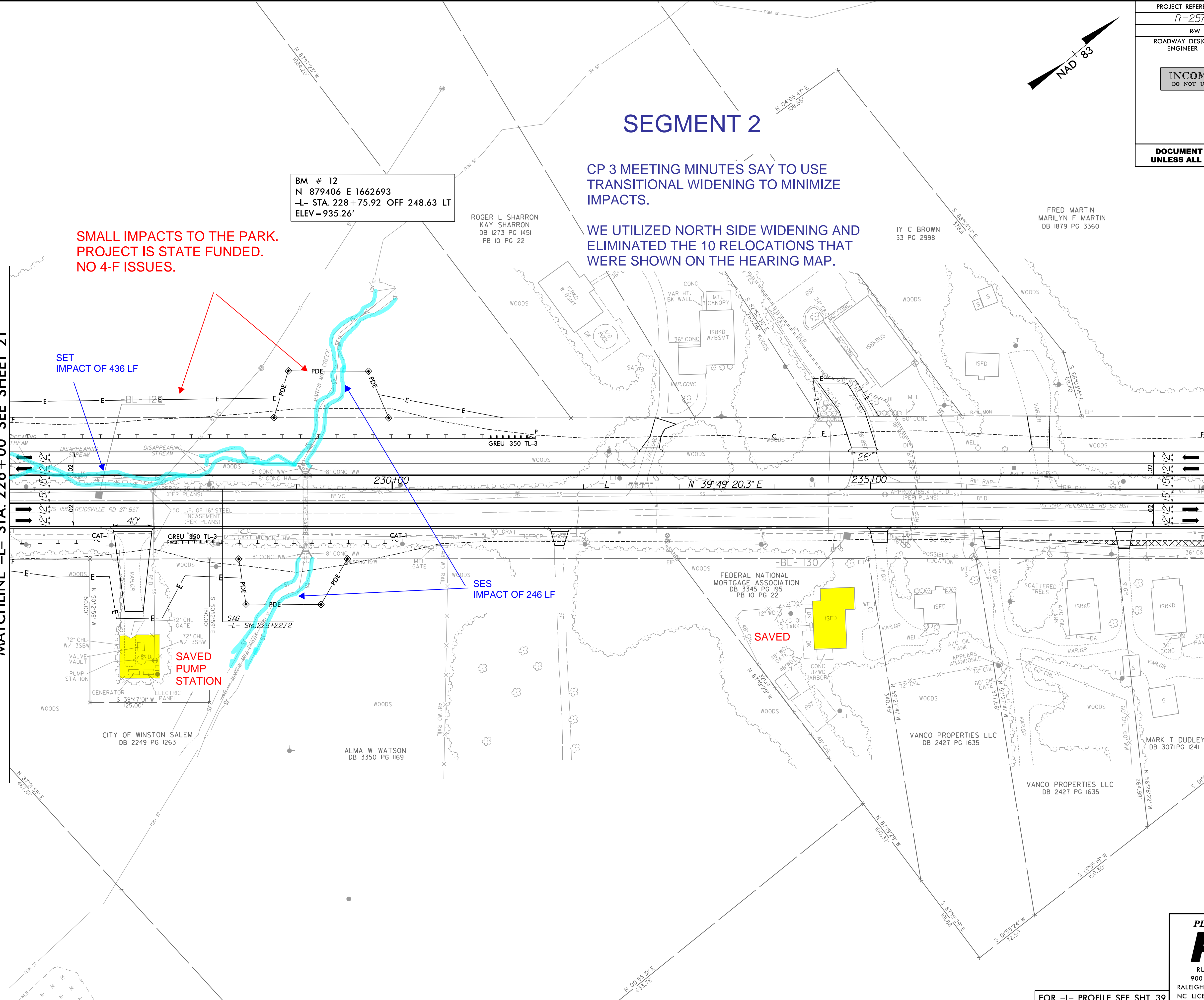
WE UTILIZED NORTH SIDE WIDENING AND ELIMINATED THE 10 RELOCATIONS THAT WERE SHOWN ON THE HEARING MAP.

SMALL IMPACTS TO THE PARK. PROJECT IS STATE FUNDED. NO 4-F ISSUES.

BM # 12
N 879406 E 1662693
-L- STA. 228 + 75.92 OFF 248.63 LT
ELEV = 935.26'

MATCHLINE -L- STA. 226 + 00 SEE SHEET 21

MATCHLINE -L- STA. 238 + 50 SEE SHEET 23



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chsh

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FOR -L- PROFILE SEE SHT. 39

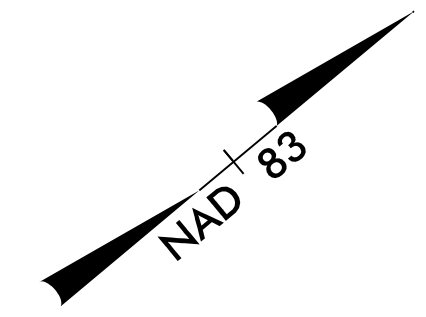
PROJECT REFERENCE NO. R-2577A	SHEET NO. 23
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L-
 PI Sta 249+17.35
 $\Delta = 2' 31' 18.0" (RT)$
 $D = 0' 29' 53.6"$
 $L = 506.13'$
 $T = 253.11'$
 $R = 11,500.00'$
 $SE = NC$
 $DS = 50 MPH$

SEGMENT 2

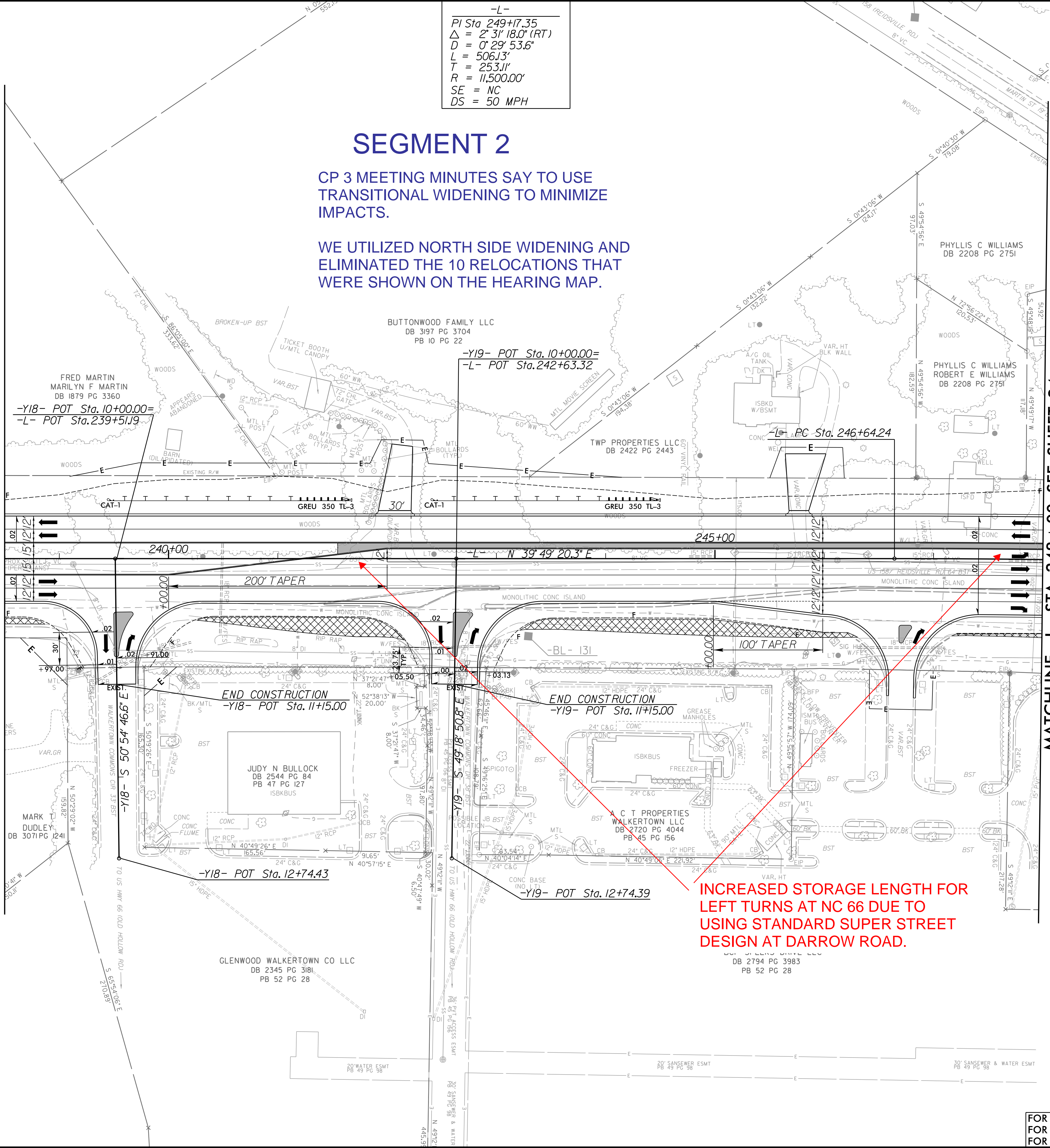
CP 3 MEETING MINUTES SAY TO USE
 TRANSITIONAL WIDENING TO MINIMIZE
 IMPACTS.

WE UTILIZED NORTH SIDE WIDENING AND
 ELIMINATED THE 10 RELOCATIONS THAT
 WERE SHOWN ON THE HEARING MAP.



MATCHLINE -L- STA. 238 + 50 SEE SHEET 22

MATCHLINE -L- STA. 248 + 00 SEE SHEET 24



INCREASED STORAGE LENGTH FOR
 LEFT TURNS AT NC 66 DUE TO
 USING STANDARD SUPER STREET
 DESIGN AT DARROW ROAD.

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FOR -L- PROFILE SEE SHT. 39
 FOR -Y18- PROFILE SEE SHT. 47
 FOR -Y19- PROFILE SEE SHT. 48

PROJECT REFERENCE NO. R-2577A		SHEET NO. 24	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

$PI\ Sta\ 249+71$
 $\Delta = 2^{\circ}31'18"$
 $D = 1129.5'$
 $L = CP\ 3\ MEETING\ MINUTES\ SAY\ TO\ USE\ TRANSITIONAL\ WIDENING\ TO\ MINIMIZE\ IMPACTS.$
 SE
 DS

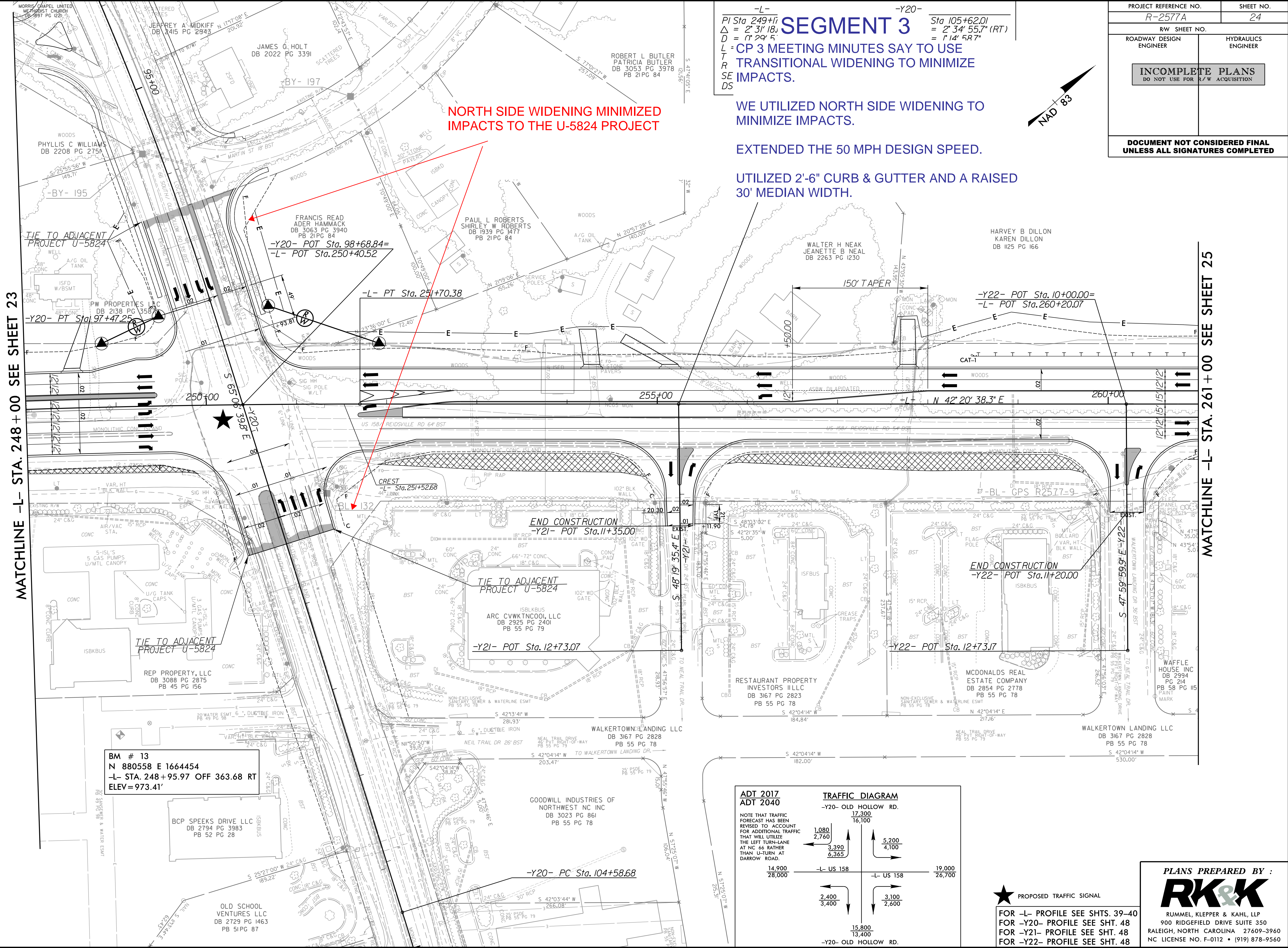
$Sta\ 105+62.01$
 $= 2^{\circ}34'55.7" (RT)$
 $= 1141.587'$

NORTH SIDE WIDENING MINIMIZED IMPACTS TO THE U-5824 PROJECT

WE UTILIZED NORTH SIDE WIDENING TO MINIMIZE IMPACTS.

EXTENDED THE 50 MPH DESIGN SPEED.

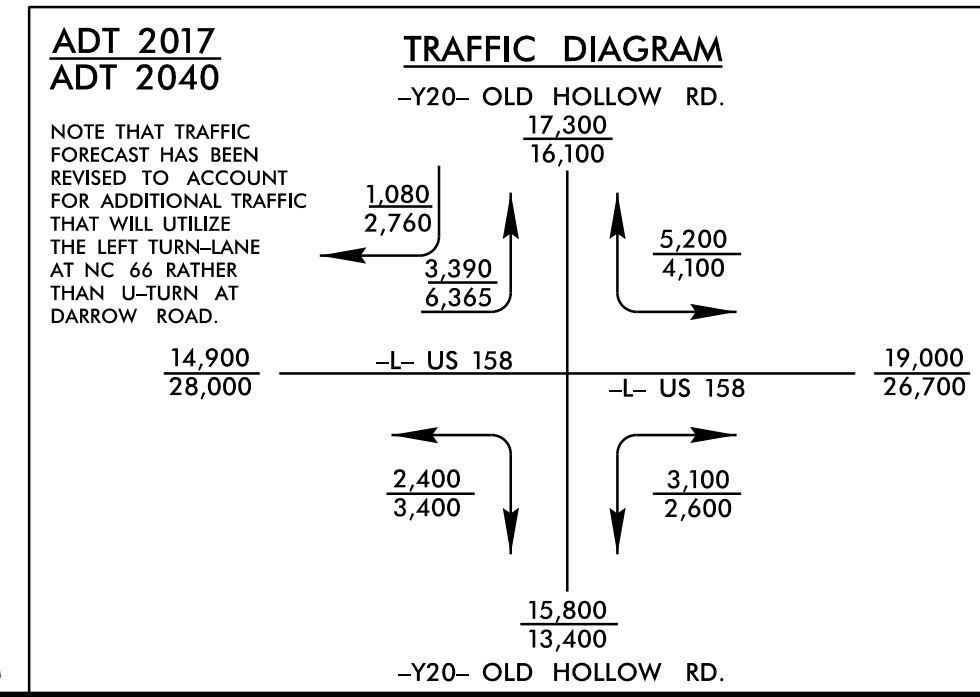
UTILIZED 2'-6" CURB & GUTTER AND A RAISED 30' MEDIAN WIDTH.



MATCHLINE -L- STA. 248 + 00 SEE SHEET 23

MATCHLINE -L- STA. 261 + 00 SEE SHEET 25

BM # 13
N 880558 E 1664454
-L- STA. 248 + 95.97 OFF 363.68 RT
ELEV = 973.41'



★ PROPOSED TRAFFIC SIGNAL

FOR -L- PROFILE SEE SHTS. 39-40
 FOR -Y20- PROFILE SEE SHT. 48
 FOR -Y21- PROFILE SEE SHT. 48
 FOR -Y22- PROFILE SEE SHT. 48

PLANS PREPARED BY :
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 RUMMEL, KLEPPER & KAHL, LLP
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8/17/19
 R:\Projects\2019\08\2577A\Proj\A-R-2577A-rdy-psht24.dgn
 Sheet 24 of 24

PROJECT REFERENCE NO. <i>R-2577A</i>		SHEET NO. 25	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER		
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

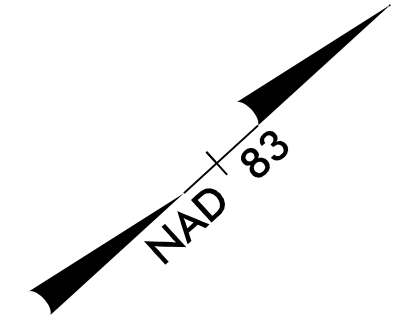
SEGMENT 3

CP 3 MEETING MINUTES SAY TO USE TRANSITIONAL WIDENING TO MINIMIZE IMPACTS.

WE UTILIZED NORTH SIDE WIDENING TO MINIMIZE IMPACTS.

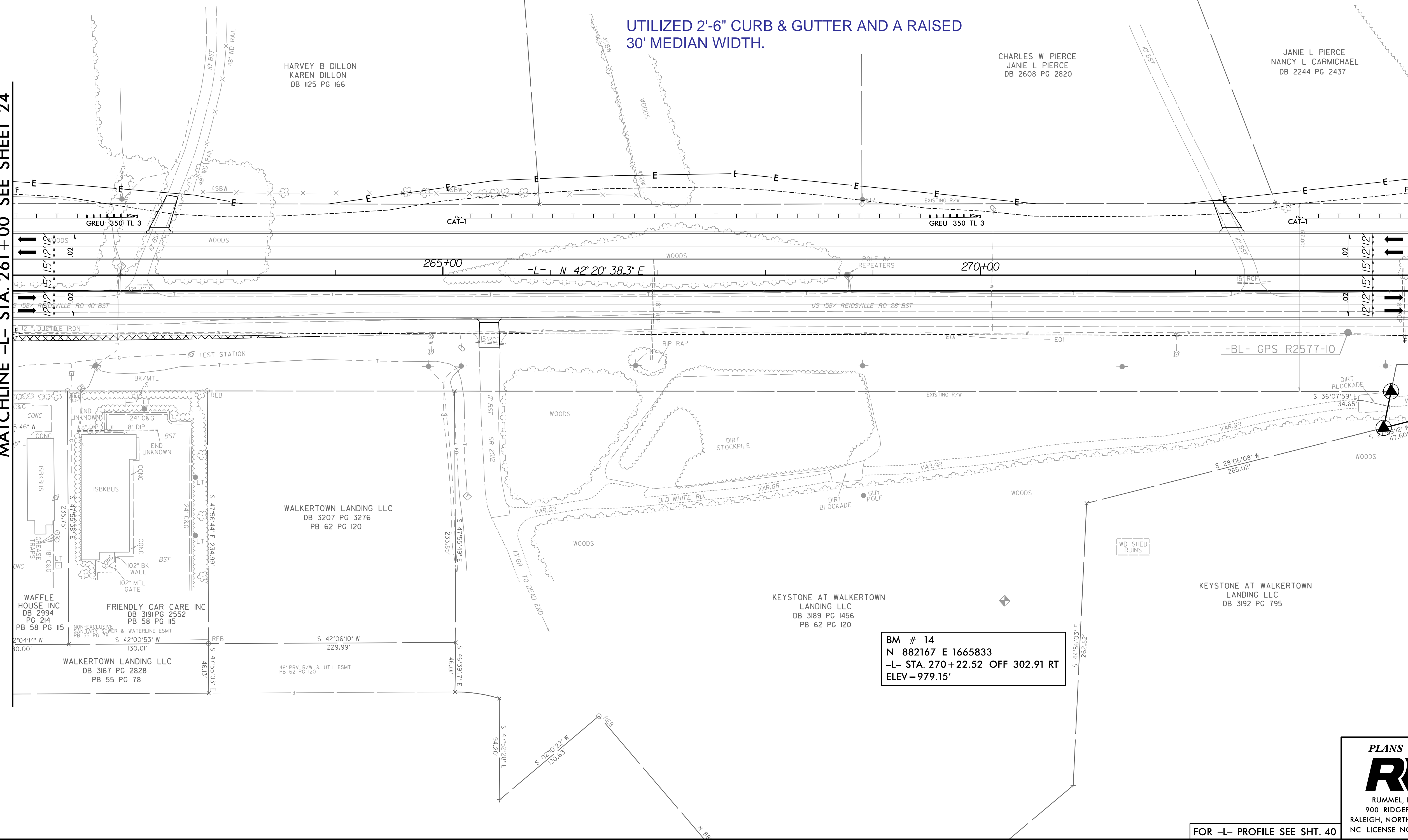
EXTENDED THE 50 MPH DESIGN SPEED.

UTILIZED 2'-6" CURB & GUTTER AND A RAISED 30' MEDIAN WIDTH.



MATCHLINE -L- STA. 261+00 SEE SHEET 24

MATCHLINE -L- STA. 274+00 SEE SHEET 26



CHARLES W PIERCE
JANIE L PIERCE
DB 2608 PG 2820

JANIE L PIERCE
NANCY L CARMICHAEL
DB 2244 PG 2437

HARVEY B DILLON
KAREN DILLON
DB 1125 PG 166

WALKERTOWN LANDING LLC
DB 3207 PG 3276
PB 62 PG 120

KEYSTONE AT WALKERTOWN
LANDING LLC
DB 3189 PG 1456
PB 62 PG 120

KEYSTONE AT WALKERTOWN
LANDING LLC
DB 3192 PG 795

WAFFLE HOUSE INC
DB 2994
PG 214
PB 58 PG 115

FRIENDLY CAR CARE INC
DB 3191 PG 2552
PB 58 PG 115

WALKERTOWN LANDING LLC
DB 3167 PG 2828
PB 55 PG 78

BM # 14
N 882167 E 1665833
-L- STA. 270+22.52 OFF 302.91 RT
ELEV = 979.15'

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FOR -L- PROFILE SEE SHT. 40

PROJECT REFERENCE NO. R-2577A		SHEET NO. 26	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER		
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

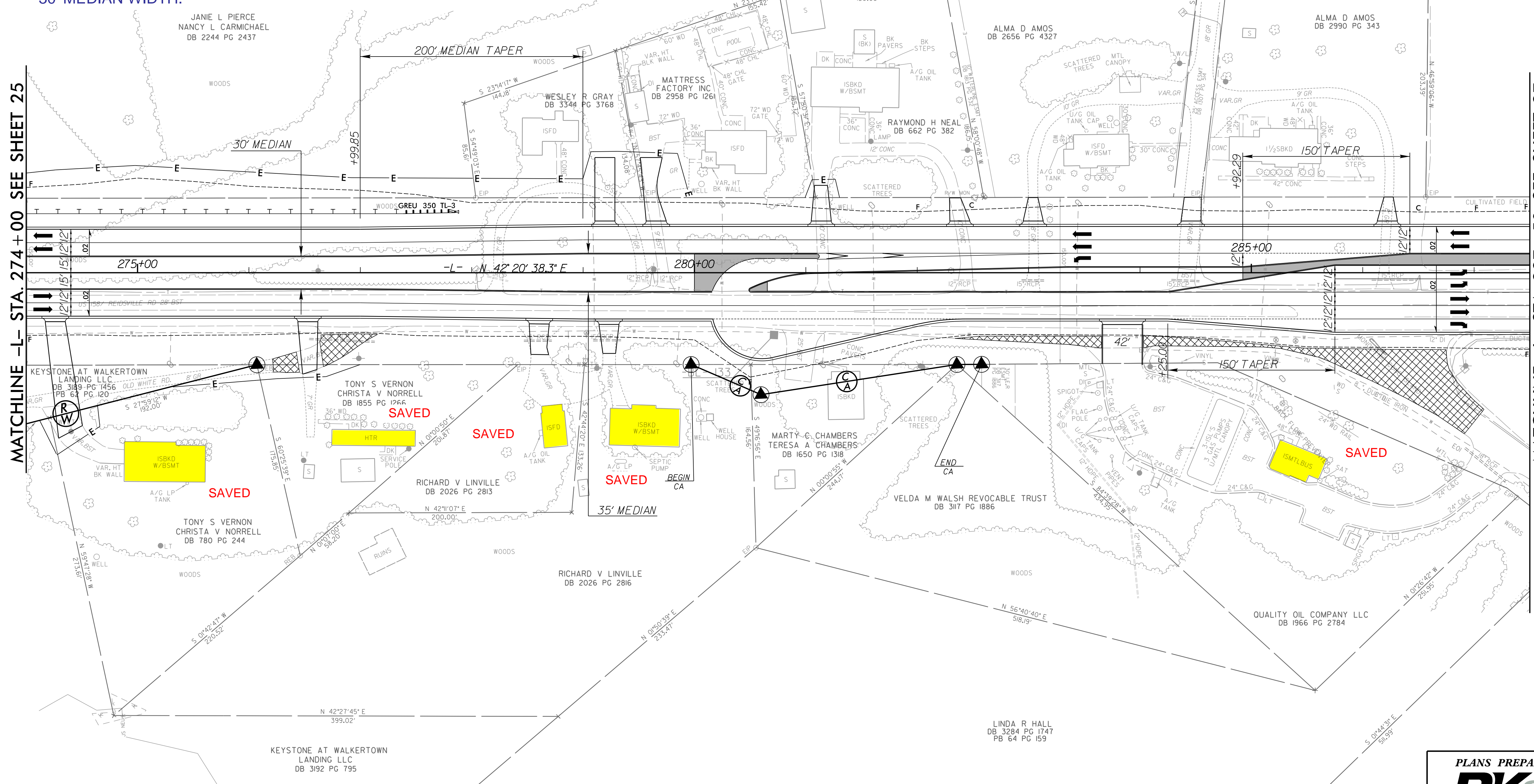
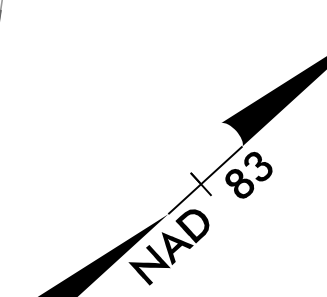
SEGMENT 3

CP 3 MEETING MINUTES SAY TO USE TRANSITIONAL WIDENING TO MINIMIZE IMPACTS.

WE UTILIZED NORTH SIDE WIDENING TO MINIMIZE IMPACTS.

EXTENDED THE 50 MPH DESIGN SPEED.

UTILIZED 2'-6" CURB & GUTTER AND A RAISED 30' MEDIAN WIDTH.



MATCHLINE -L- STA. 274+00 SEE SHEET 25

MATCHLINE -L- STA. 287+50 SEE SHEET 27

BM # 15
N 883107 E 1666974
-L- STA. 284+85.96 OFF 512.40 RT
ELEV=932.74'

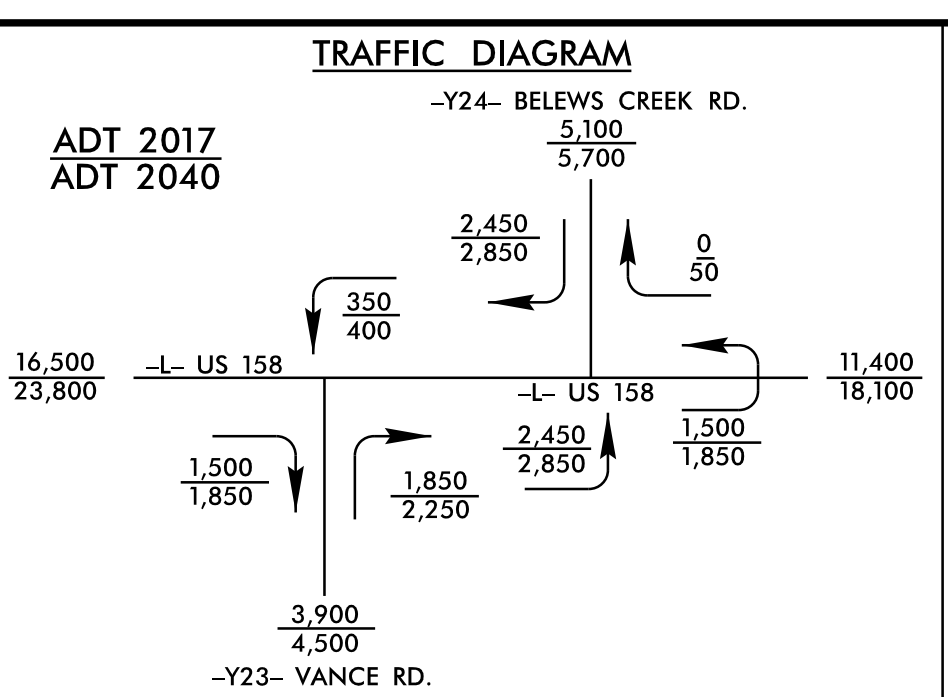
FOR -L- PROFILE SEE SHTS. 40-41

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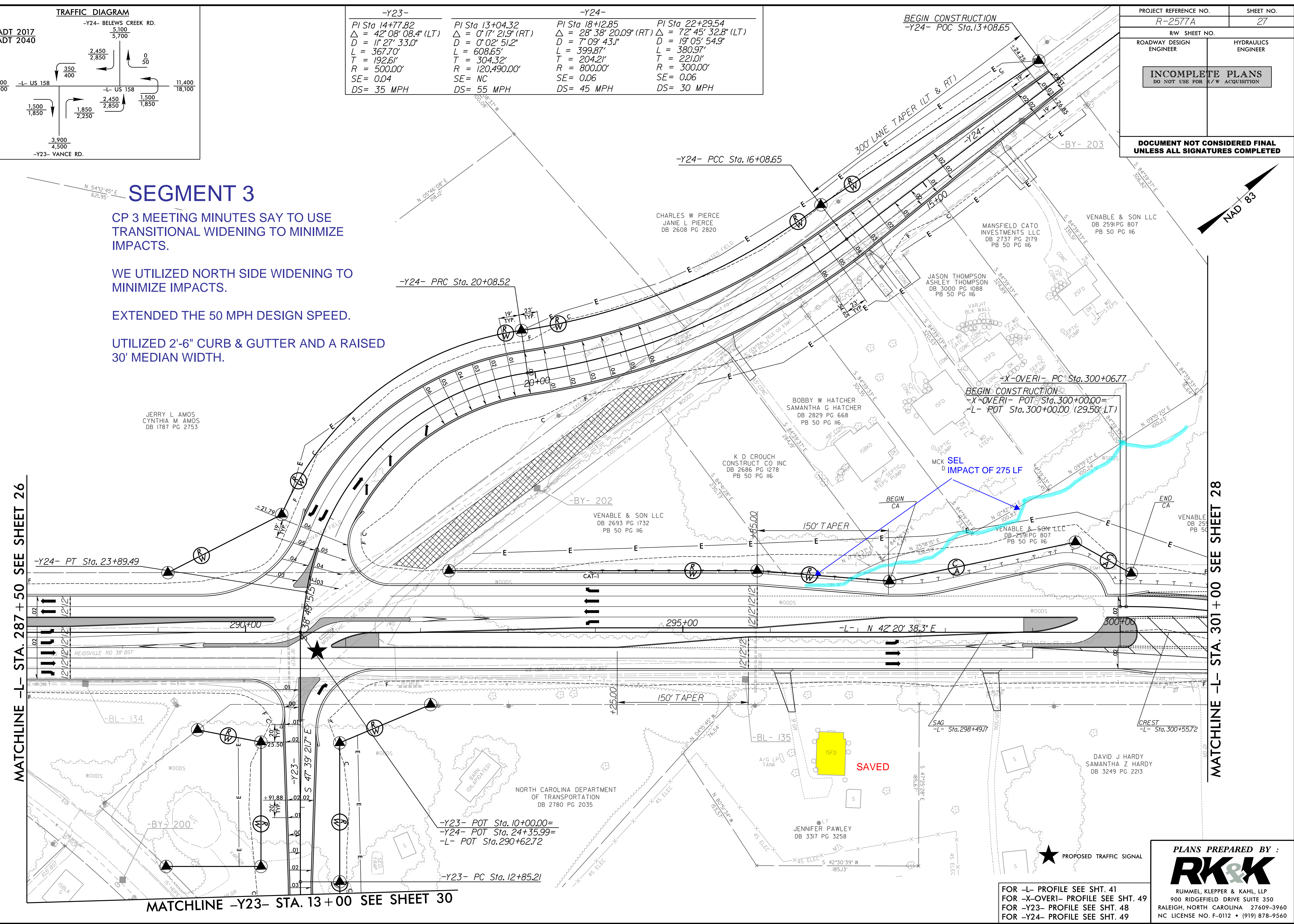
PROJECT REFERENCE NO. R-2577A	SHEET NO. 27
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y23-	-Y24-	-Y24-	-Y24-
PI Sta 14+77.82	PI Sta 13+04.32	PI Sta 18+12.85	PI Sta 22+29.54
$\Delta = 42^{\circ}08'08.4"$ (LT)	$\Delta = 0^{\circ}17'21.9"$ (RT)	$\Delta = 28^{\circ}38'20.09"$ (RT)	$\Delta = 72^{\circ}45'32.8"$ (LT)
D = 11'27'33.0"	D = 0'02'51.2"	D = 7'09'43.1"	D = 19'05'54.9"
L = 367.70'	L = 608.65'	L = 399.87'	L = 380.97'
T = 192.61'	T = 304.32'	T = 204.21'	T = 221.01'
R = 500.00'	R = 120,490.00'	R = 800.00'	R = 300.00'
SE = 0.04	SE = NC	SE = 0.06	SE = 0.06
DS = 35 MPH	DS = 55 MPH	DS = 45 MPH	DS = 30 MPH

SEGMENT 3

- CP 3 MEETING MINUTES SAY TO USE TRANSITIONAL WIDENING TO MINIMIZE IMPACTS.
- WE UTILIZED NORTH SIDE WIDENING TO MINIMIZE IMPACTS.
- EXTENDED THE 50 MPH DESIGN SPEED.
- UTILIZED 2'-6" CURB & GUTTER AND A RAISED 30' MEDIAN WIDTH.



MATCHLINE -L- STA. 287+50 SEE SHEET 26

MATCHLINE -L- STA. 301+00 SEE SHEET 28

MATCHLINE -Y23- STA. 13+00 SEE SHEET 30

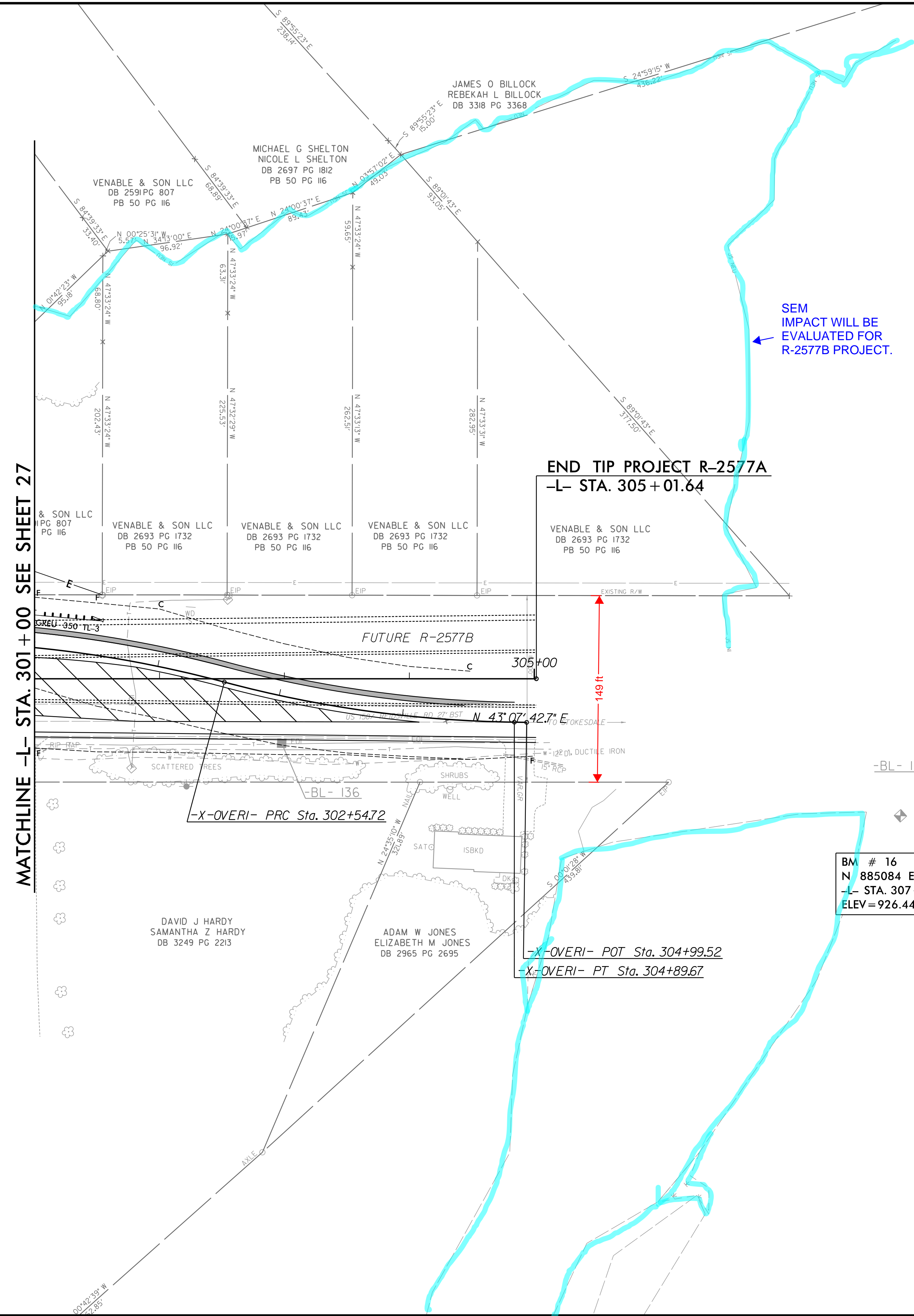
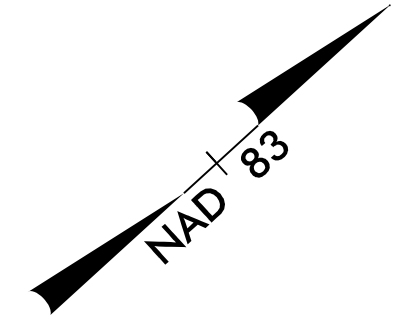
FOR -L- PROFILE SEE SHT. 41
 FOR -X-OVER- PROFILE SEE SHT. 49
 FOR -Y23- PROFILE SEE SHT. 48
 FOR -Y24- PROFILE SEE SHT. 49

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8/17/2016
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 rdy

PROJECT REFERENCE NO. R-2577A	SHEET NO. 28
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



SEM
IMPACT WILL BE
EVALUATED FOR
R-2577B PROJECT.

SEGMENT 3

CP 3 MEETING MINUTES SAY TO USE TRANSITIONAL WIDENING TO MINIMIZE IMPACTS.

WE UTILIZED NORTH SIDE WIDENING TO MINIMIZE IMPACTS.

DESIGN SPEED WILL INCREASE FROM 50 MPH TO 60 MPH.

MEDIAN WILL TRANSITION TO A 46' DEPRESSED MEDIAN.

PAVED SHOULDERS AND DITCHES WILL BE USED IN LIEU OF CURB & GUTTER.

MATCHLINE -L- STA. 301+00 SEE SHEET 27

END TIP PROJECT R-2577A
-L- STA. 305+01.64

BM # 16
N 885084 E 1668230
-L- STA. 307+91.49 OFF 109.66' RT
ELEV = 926.44'

-X-OVERI- PRC Sta. 302+54.72

-X-OVERI- POT Sta. 304+99.52
-X-OVERI- PT Sta. 304+89.67

8/17/99

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FOR -L- PROFILE SEE SHT. 41
FOR -X-OVERI- PROFILE SEE SHT. 49

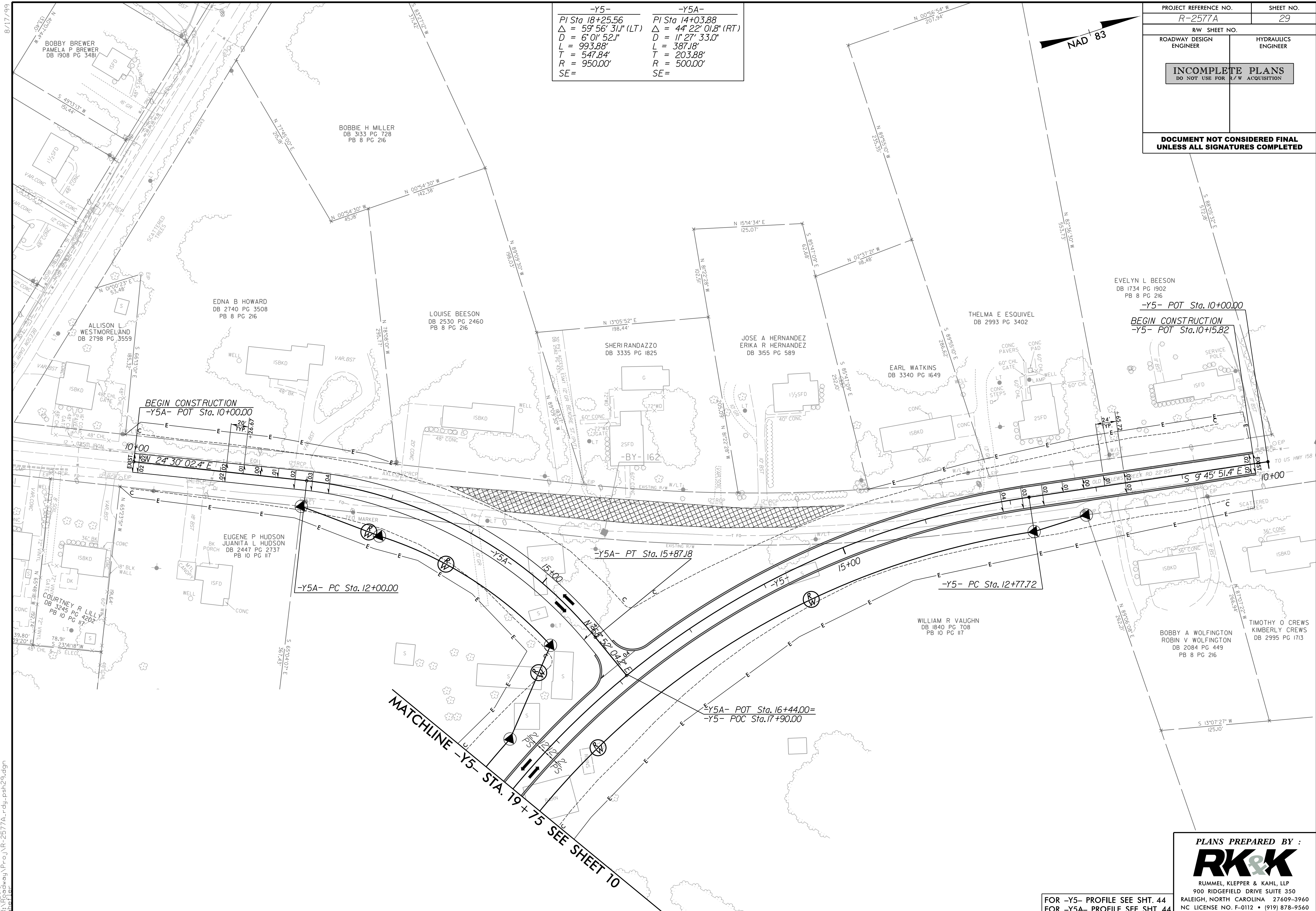
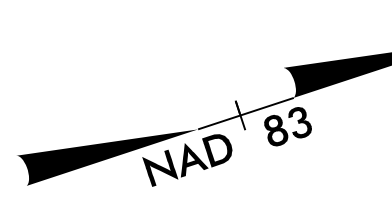
PLANS PREPARED BY :

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PROJECT REFERENCE NO. R-2577A	SHEET NO. 29
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-Y5-	-Y5A-
PI Sta 18+25.56	PI Sta 14+03.88
$\Delta = 59^{\circ}56'31.1''$ (LT)	$\Delta = 44^{\circ}22'01.8''$ (RT)
D = 6'01'52.1"	D = 1'27'33.0"
L = 993.88'	L = 387.18'
T = 547.84'	T = 203.88'
R = 950.00'	R = 500.00'
SE=	SE=



8/17/19

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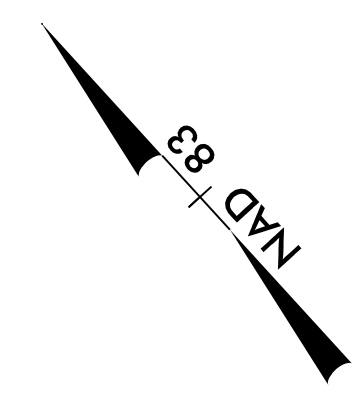
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FOR -Y5- PROFILE SEE SHT. 44
 FOR -Y5A- PROFILE SEE SHT. 44

8/17/19

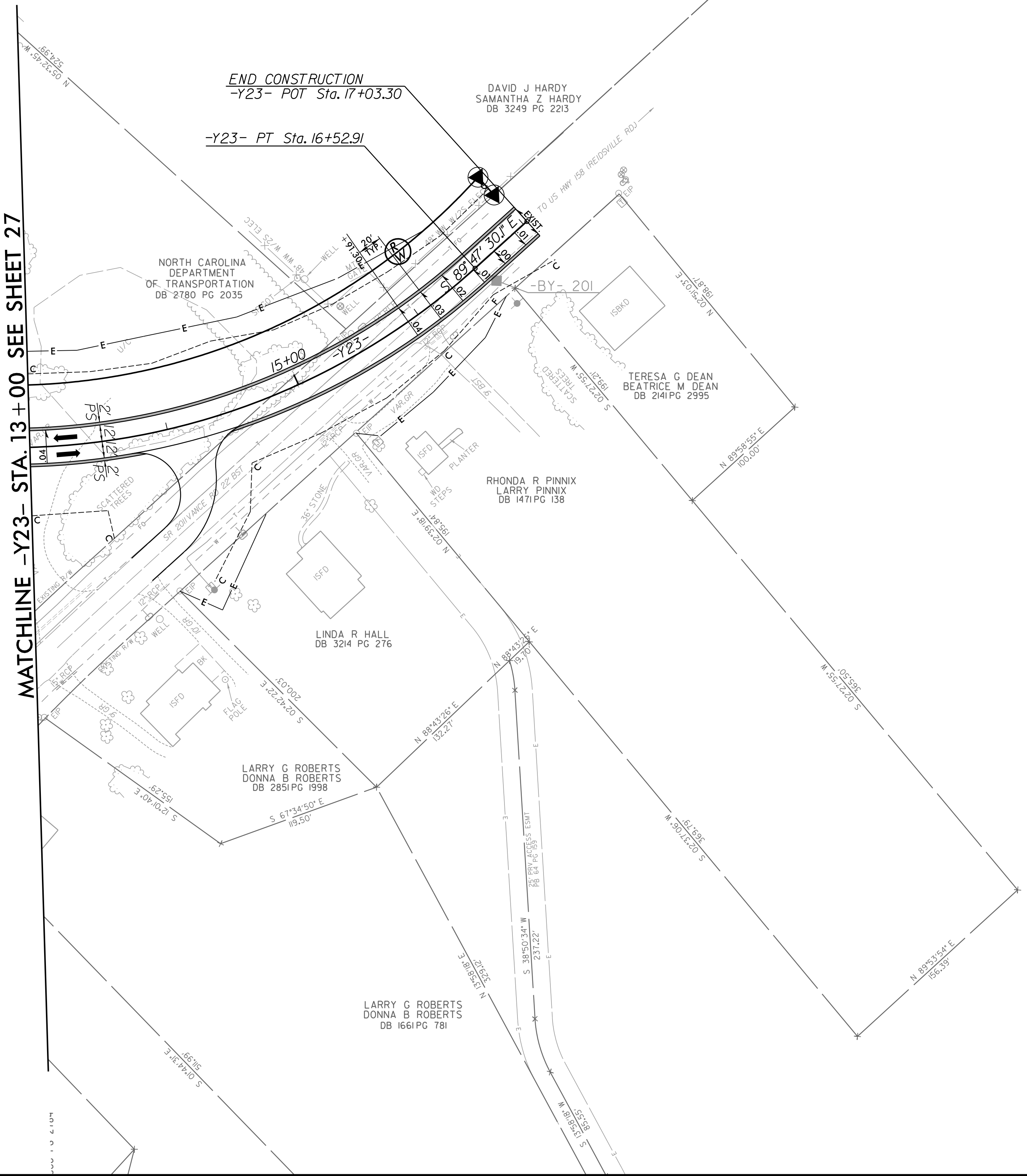
-Y23-

PI Sta 14+77.82
 $\Delta = 42' 08" 08.4" (LT)$
 $D = 11' 27" 33.0"$
 $L = 367.70'$
 $T = 192.61'$
 $R = 500.00'$
 $SE = 0.04$
 $DS = 35 MPH$



PROJECT REFERENCE NO. R-2577A	SHEET NO. 30
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -Y23- STA. 13+00 SEE SHEET 27



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 8/17/2019
 Rdy

FOR -Y23- PROFILE SEE SHT. 48

PLANS PREPARED BY :

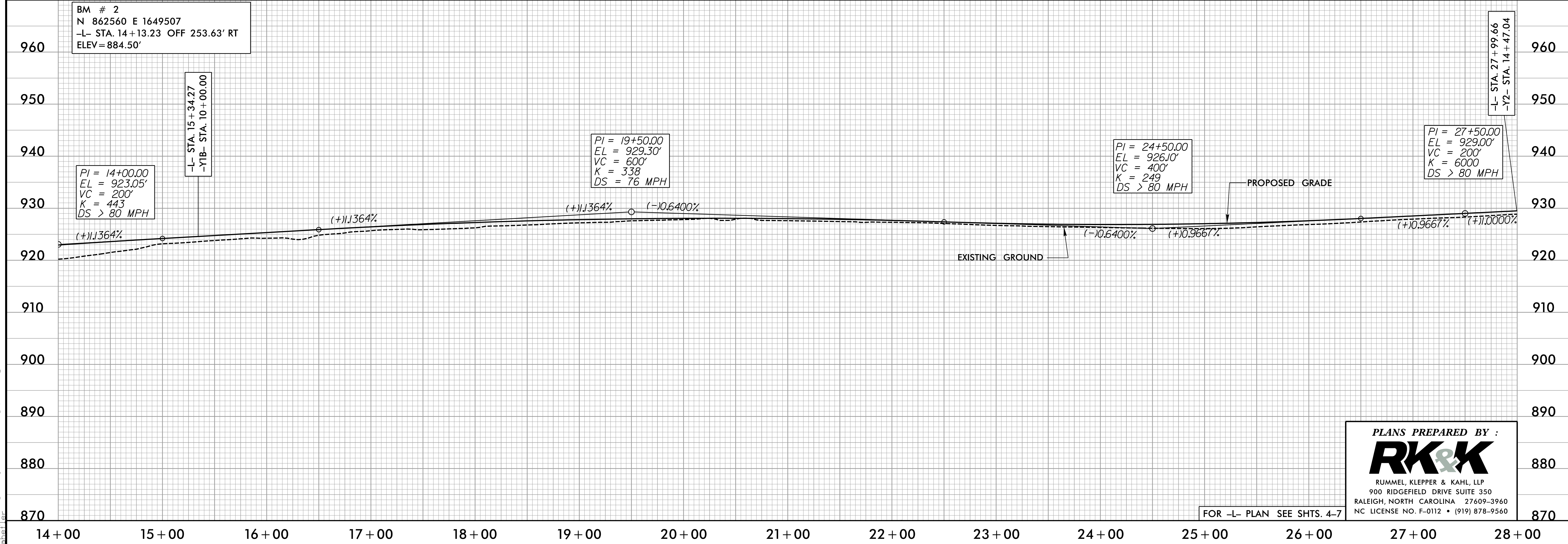
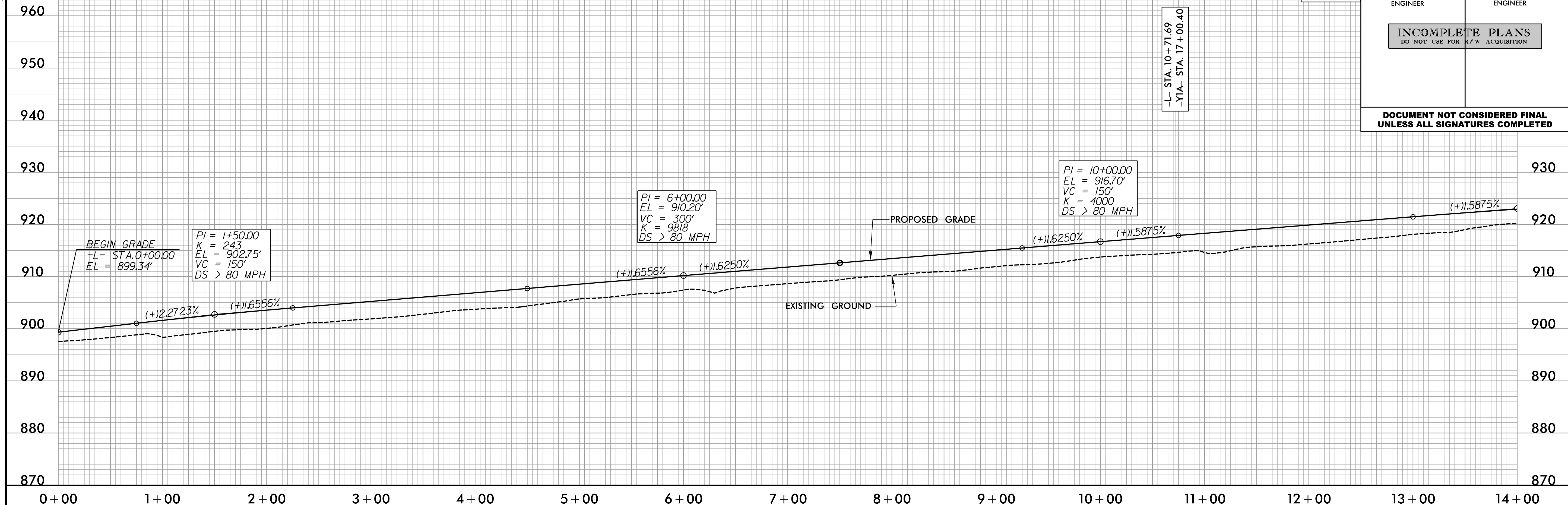
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5/28/99

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 31
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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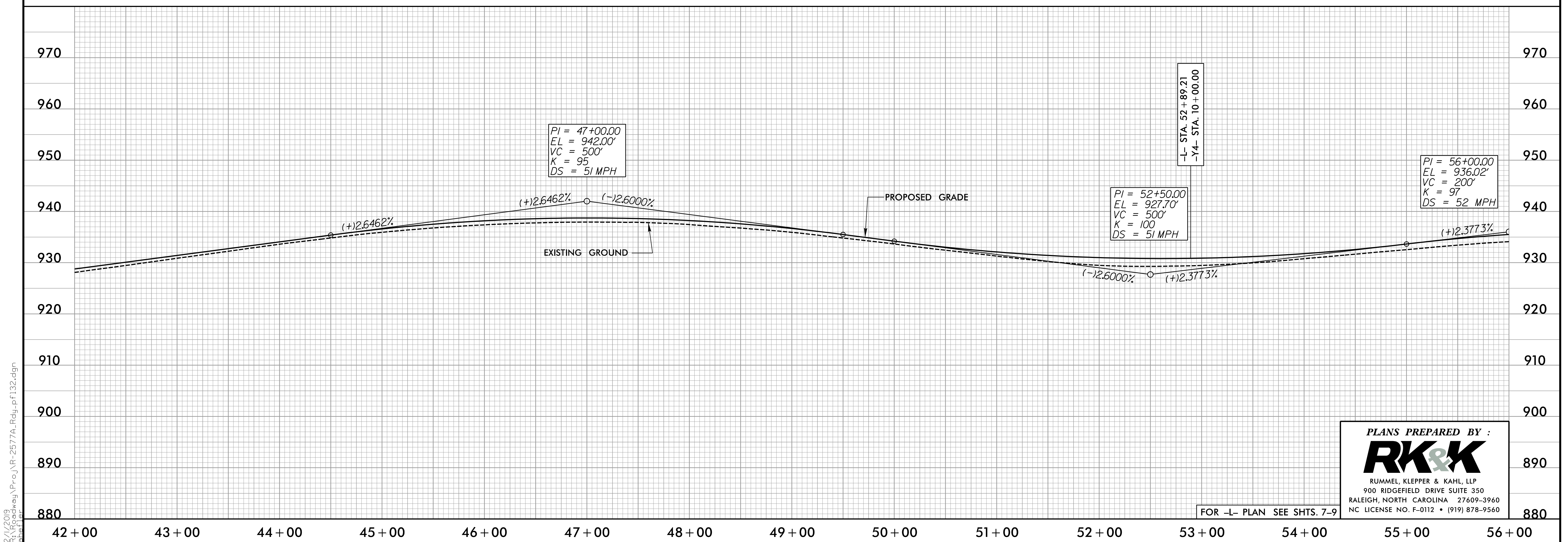
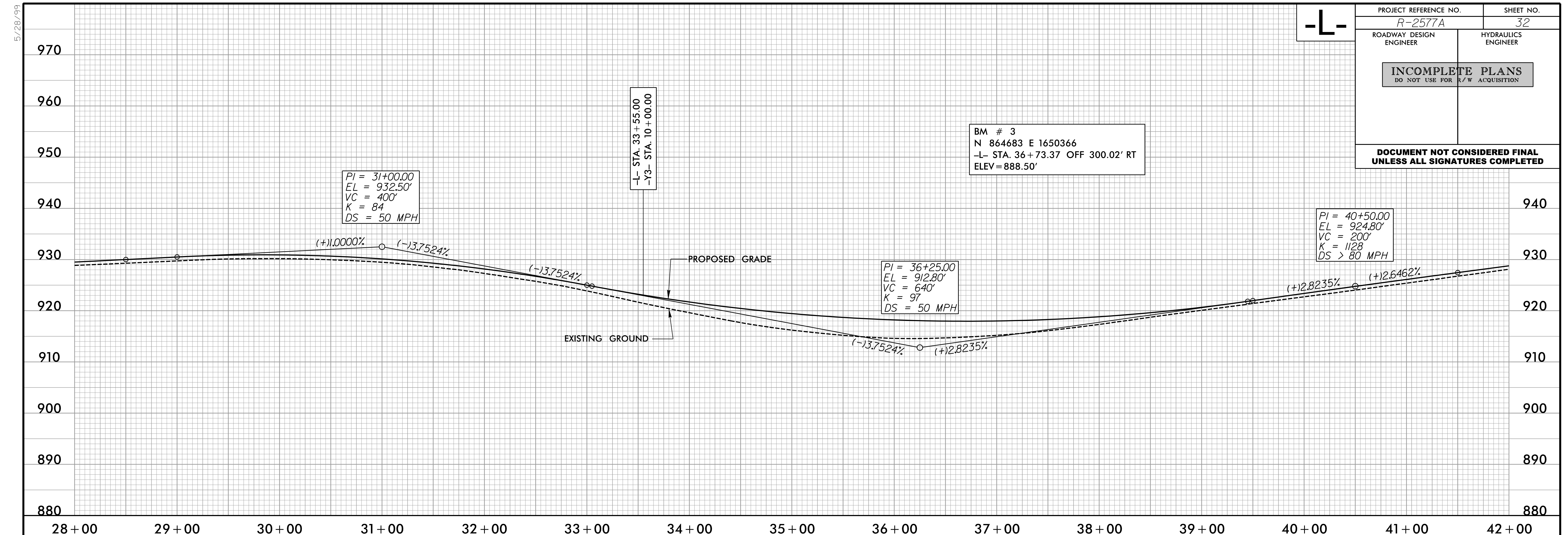
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FOR -L- PLAN SEE SHTS. 4-7

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 32
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



R:\2019\Projects\ProJ\R-2577A-Rdy-p132.dgn

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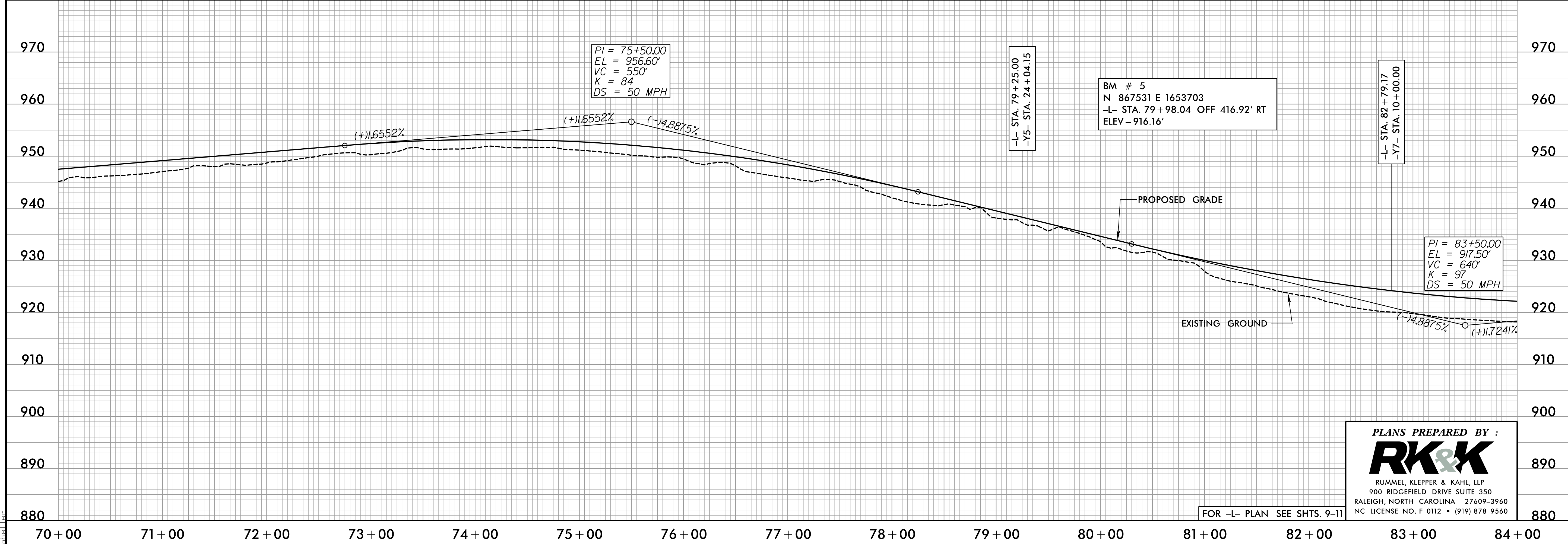
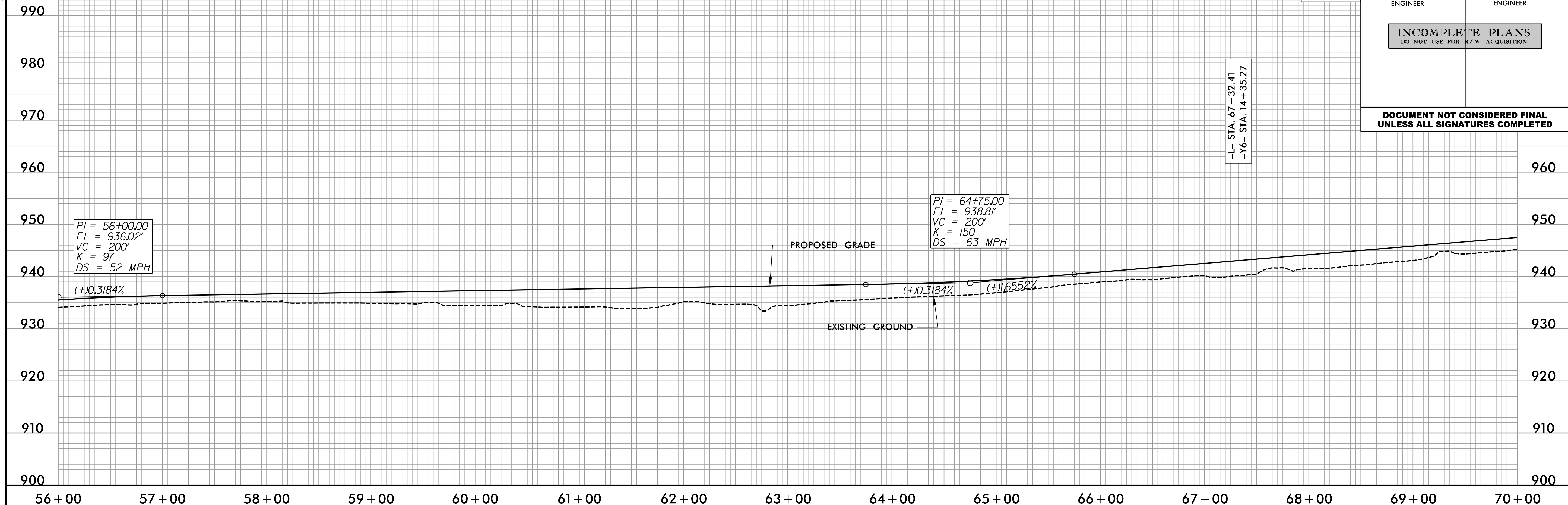
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FOR -L- PLAN SEE SHTS. 7-9

5/28/99

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 33
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



R:\2009\proj\p\proj\p\proj\R-2577A-Rdy-pf133.dgn

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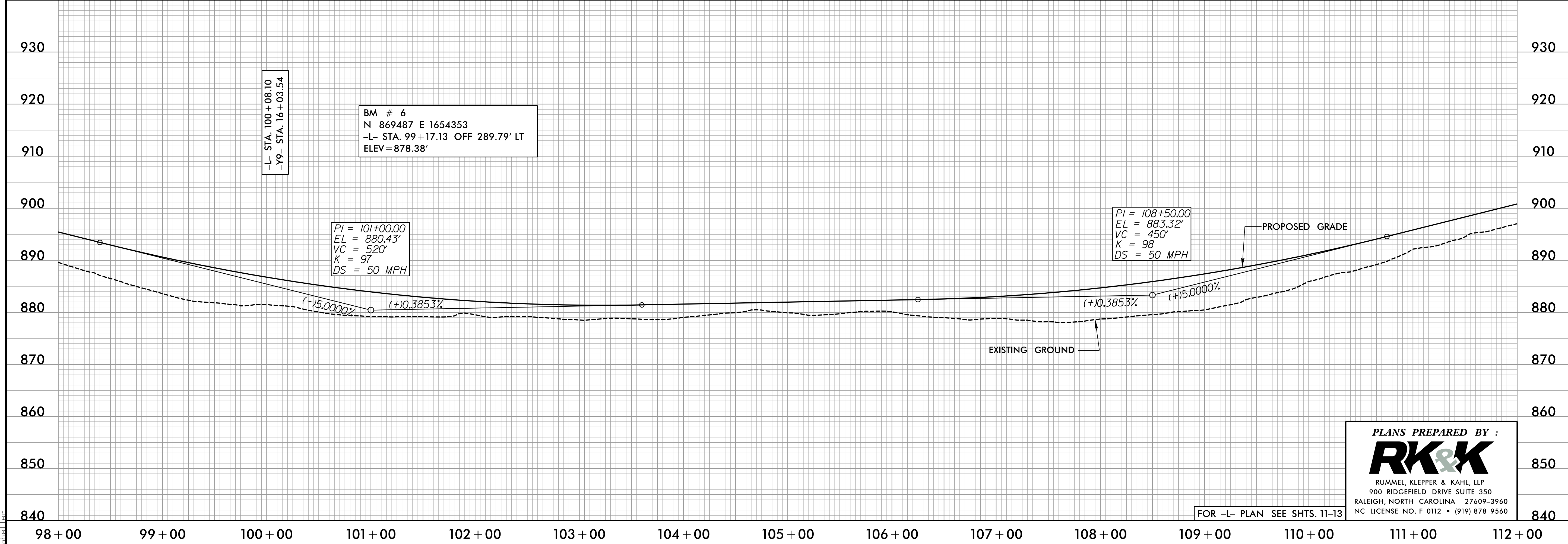
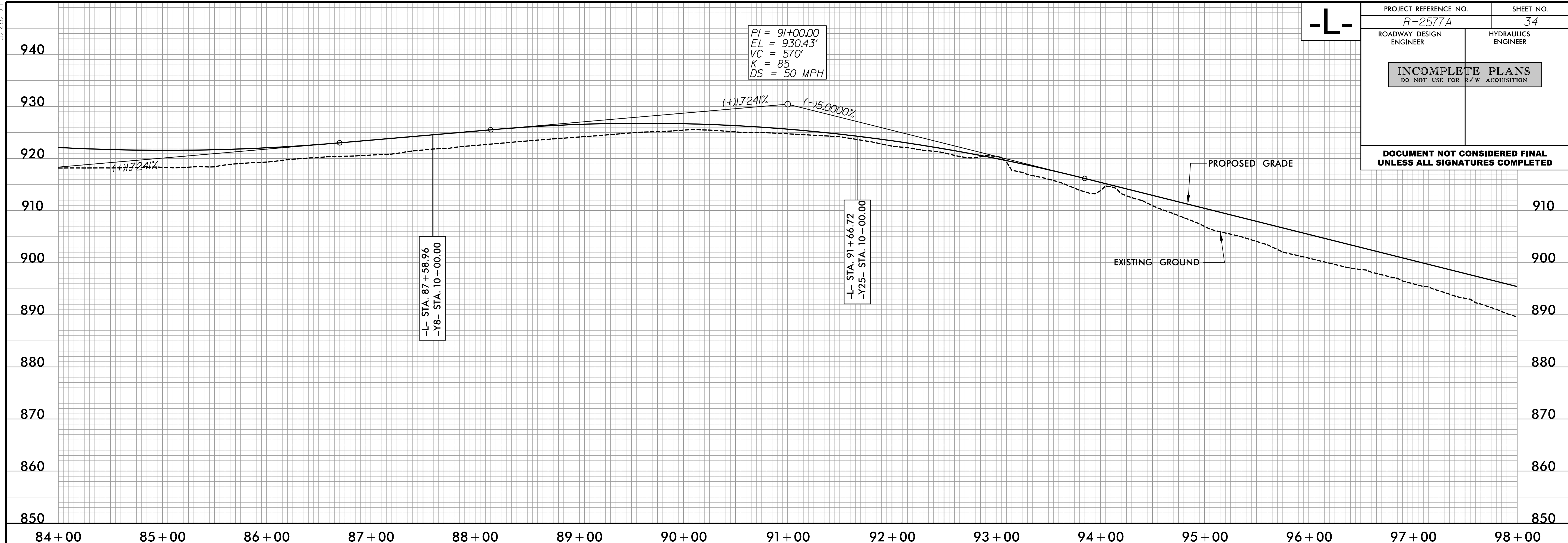
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FOR -L- PLAN SEE SHTS. 9-11

5/28/99

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 34
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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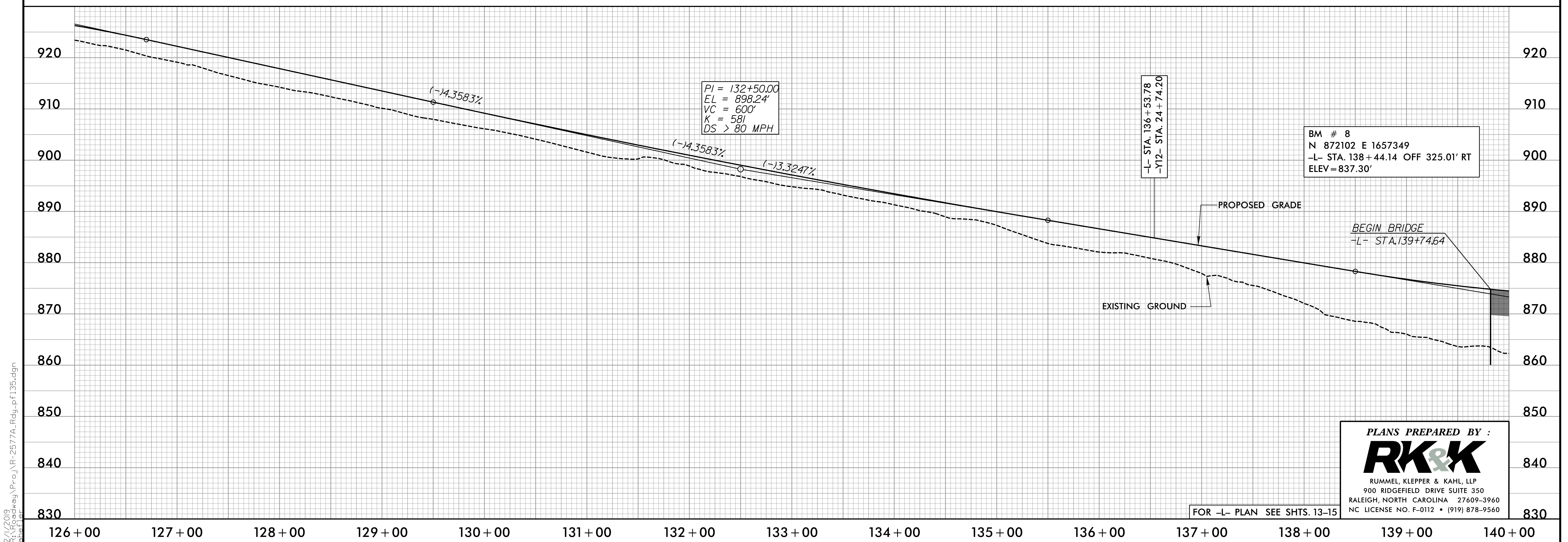
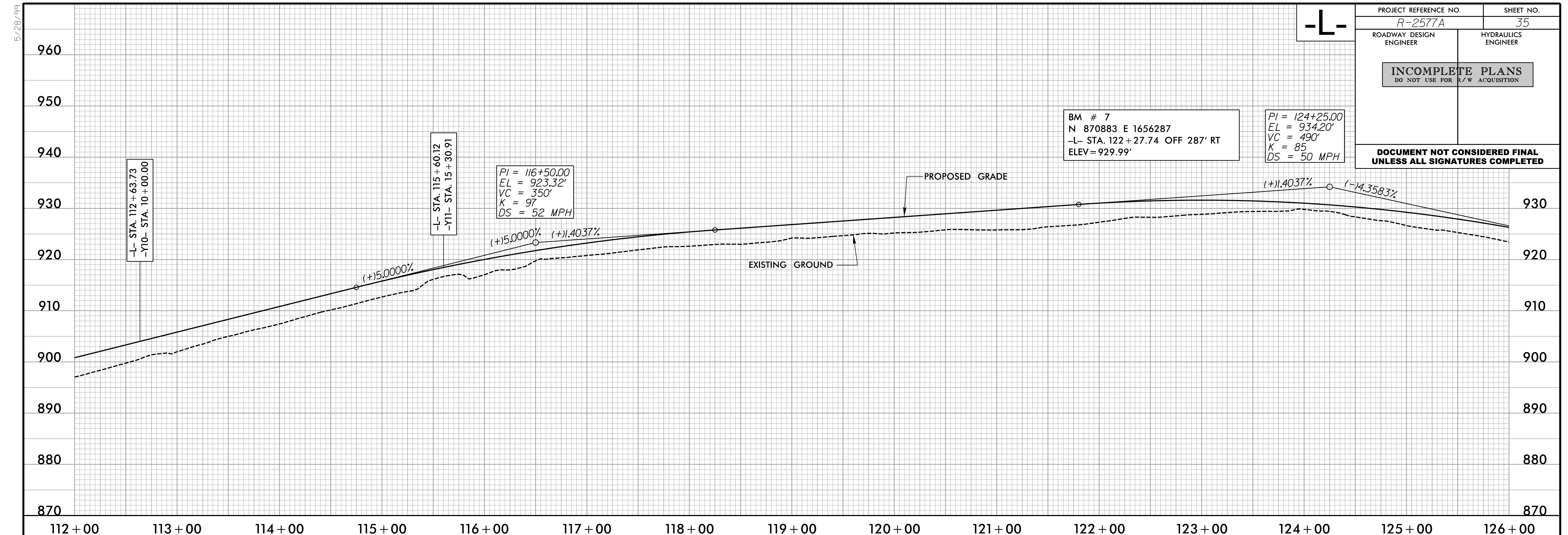
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FOR -L- PLAN SEE SHTS. 11-13

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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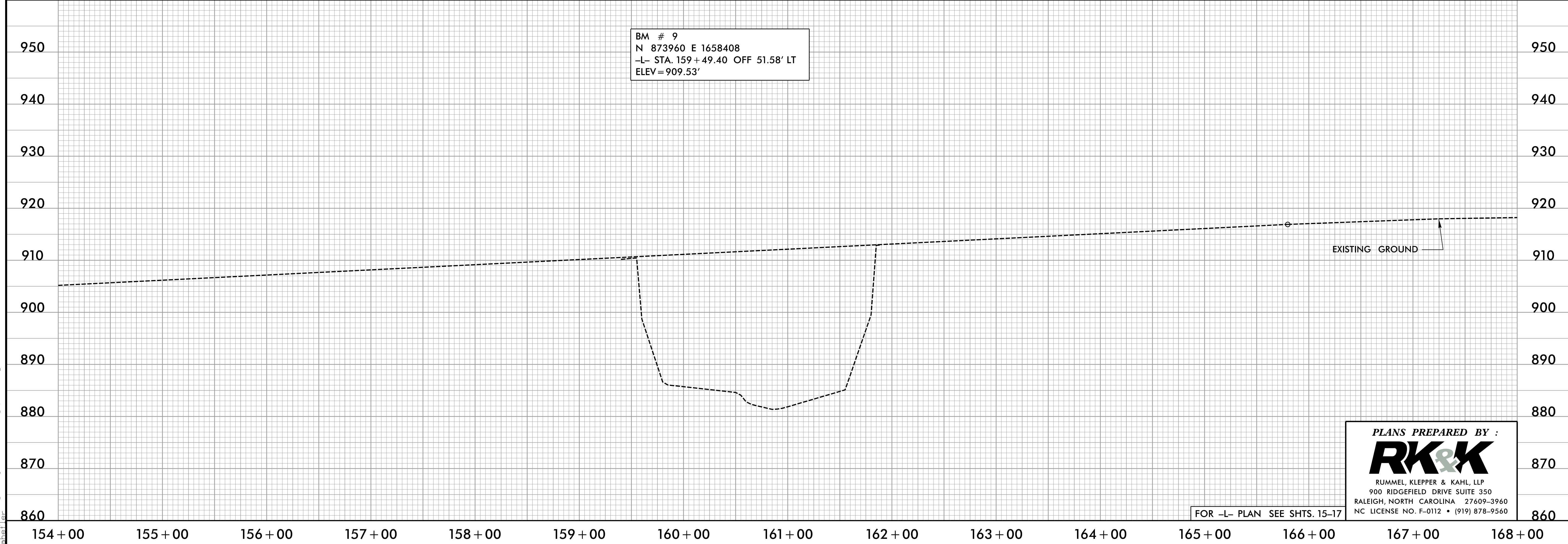
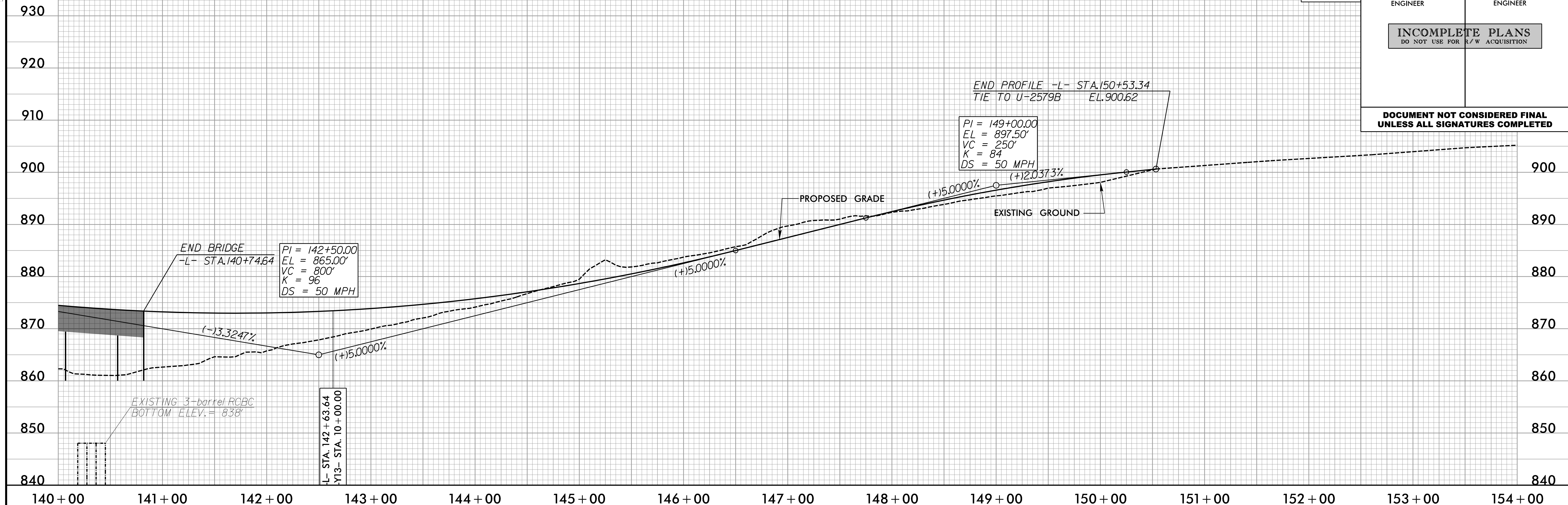
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FOR -L- PLAN SEE SHTS. 13-15

5/28/99

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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PLANS PREPARED BY :

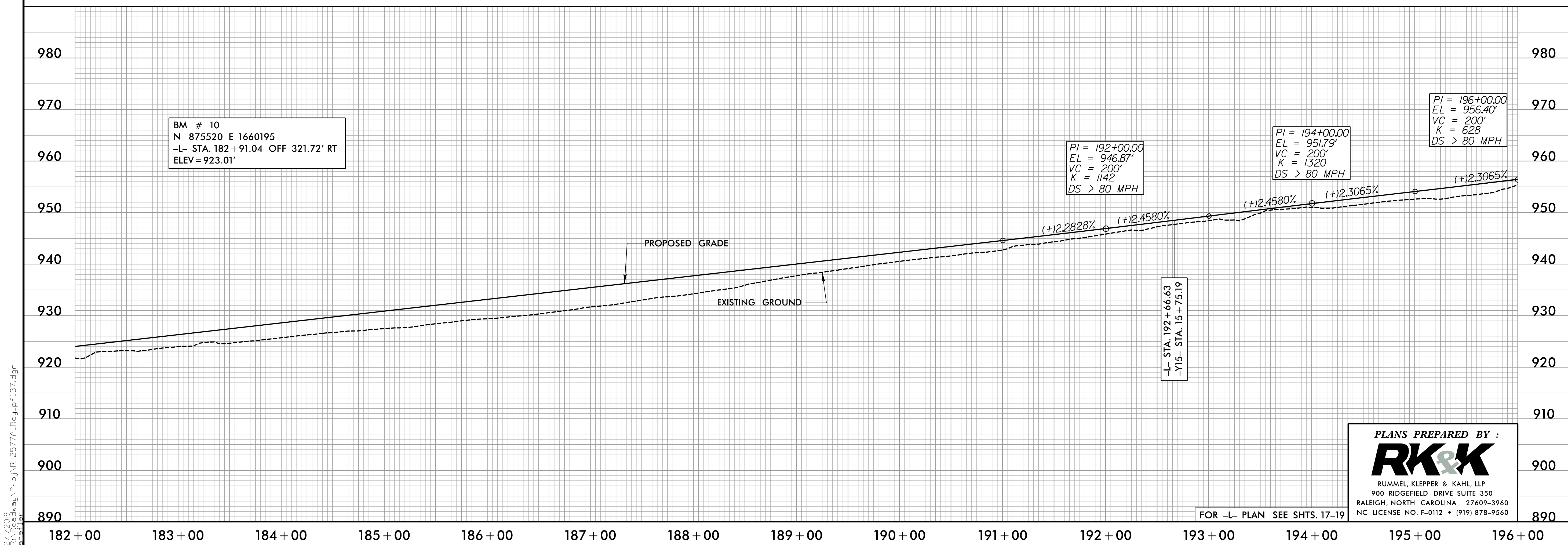
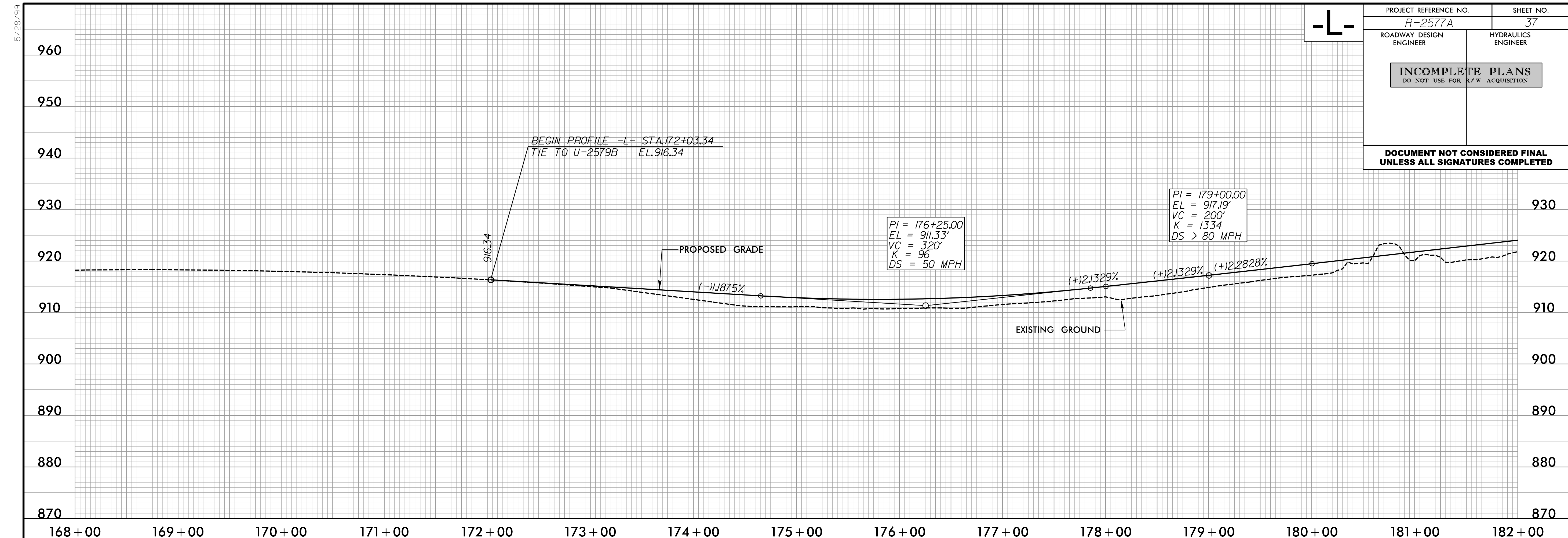
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FOR -L- PLAN SEE SHTS. 15-17

-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



R:\2019\proj\pcoj\R-2577A-Rdy-pf137.dgn

PLANS PREPARED BY :

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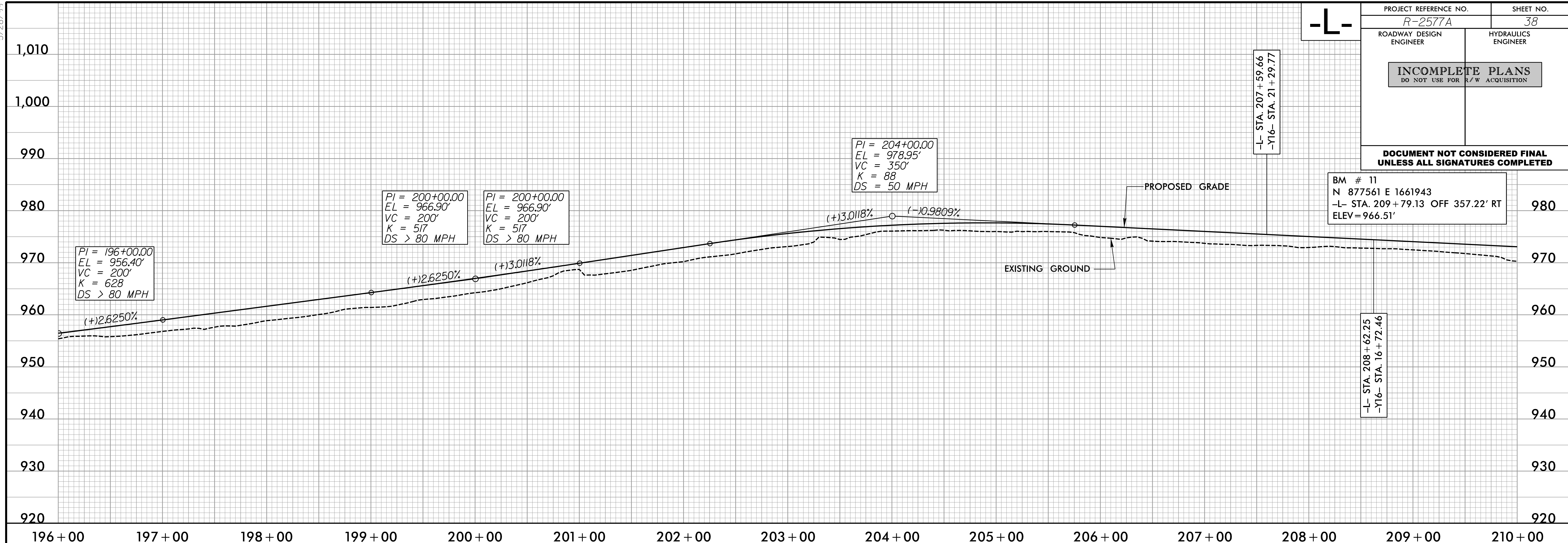
FOR -L- PLAN SEE SHTS. 17-19

5/28/99

PROJECT REFERENCE NO. R-2577A	SHEET NO. 38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	

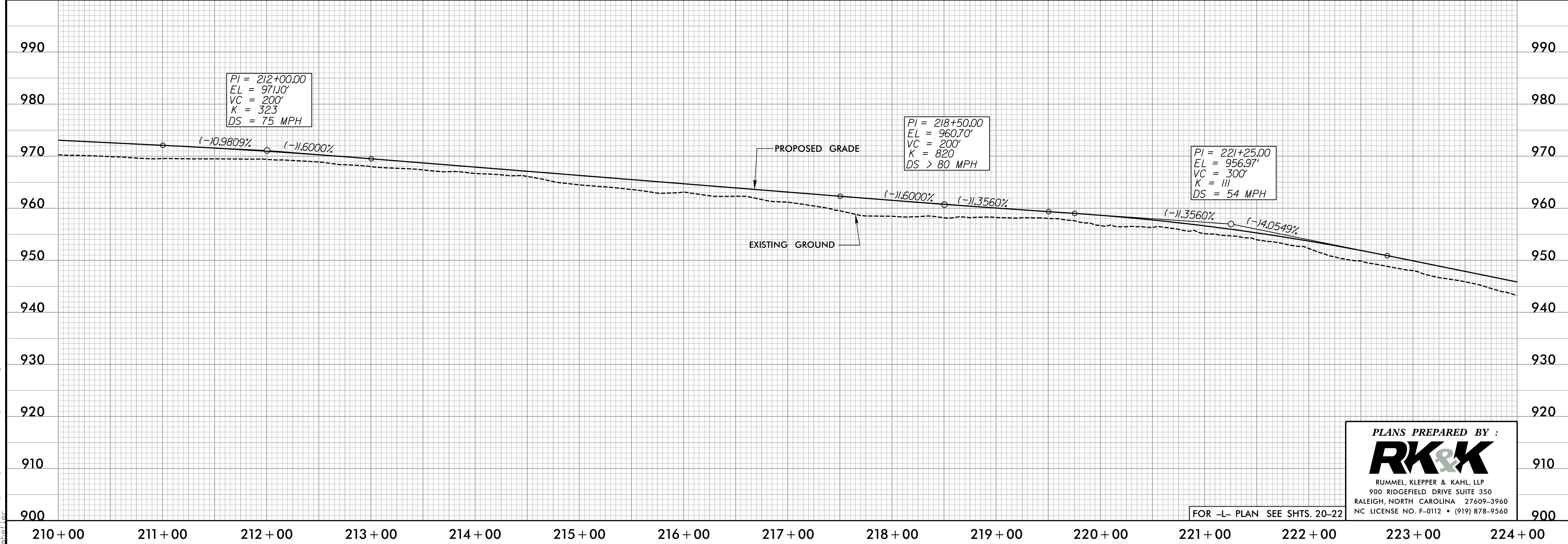
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

BM # 11
N 877561 E 1661943
-L- STA. 209+79.13 OFF 357.22' RT
ELEV=966.51'



-L- STA. 207+59.66
-Y16- STA. 21+29.77

-L- STA. 208+62.25
-Y16- STA. 16+72.46



PLANS PREPARED BY :



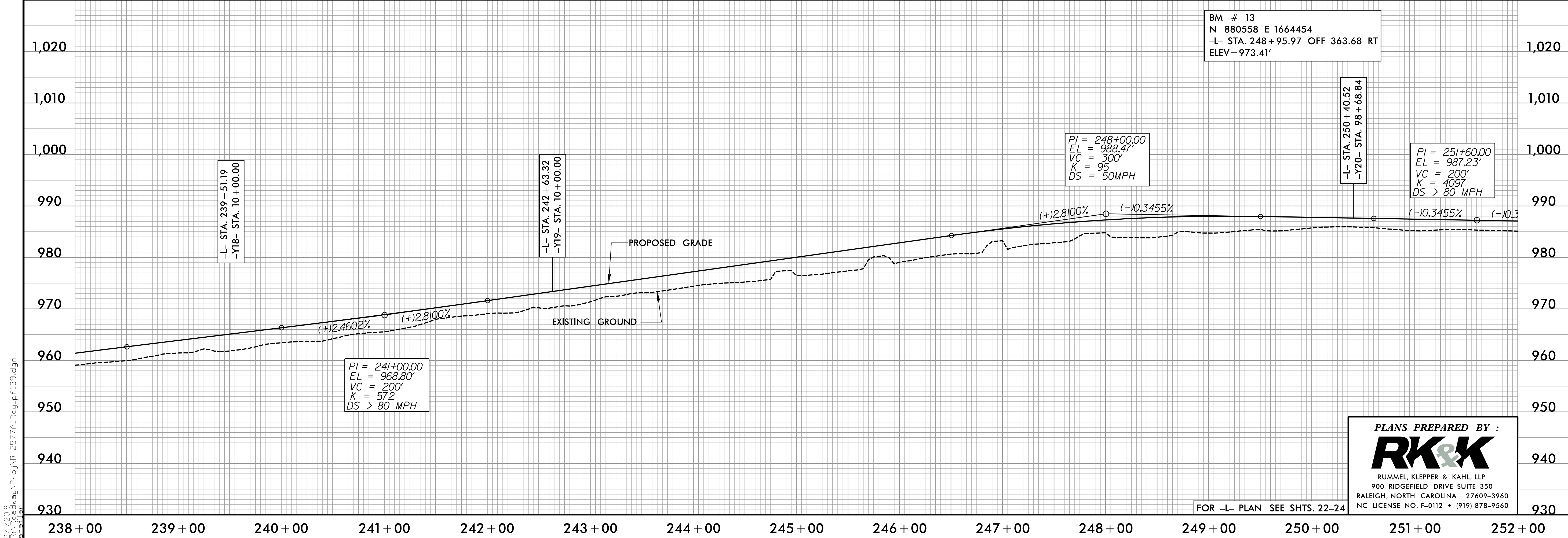
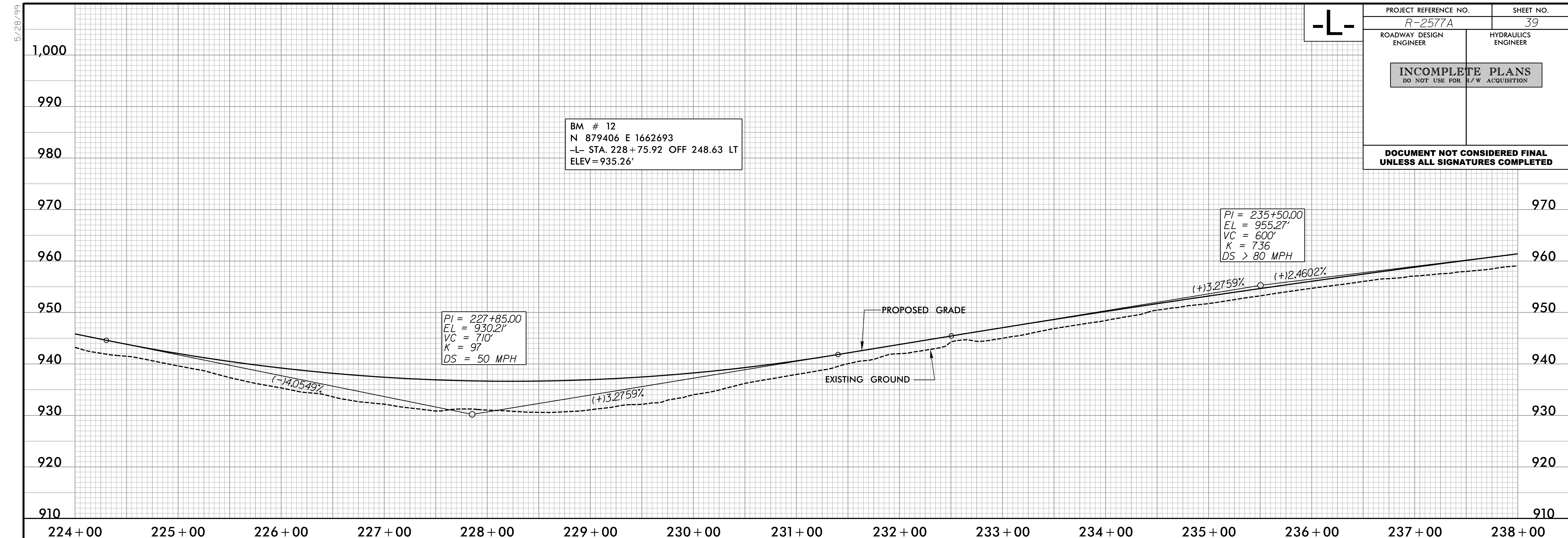
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FOR -L- PLAN SEE SHTS. 20-22

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-L-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 39
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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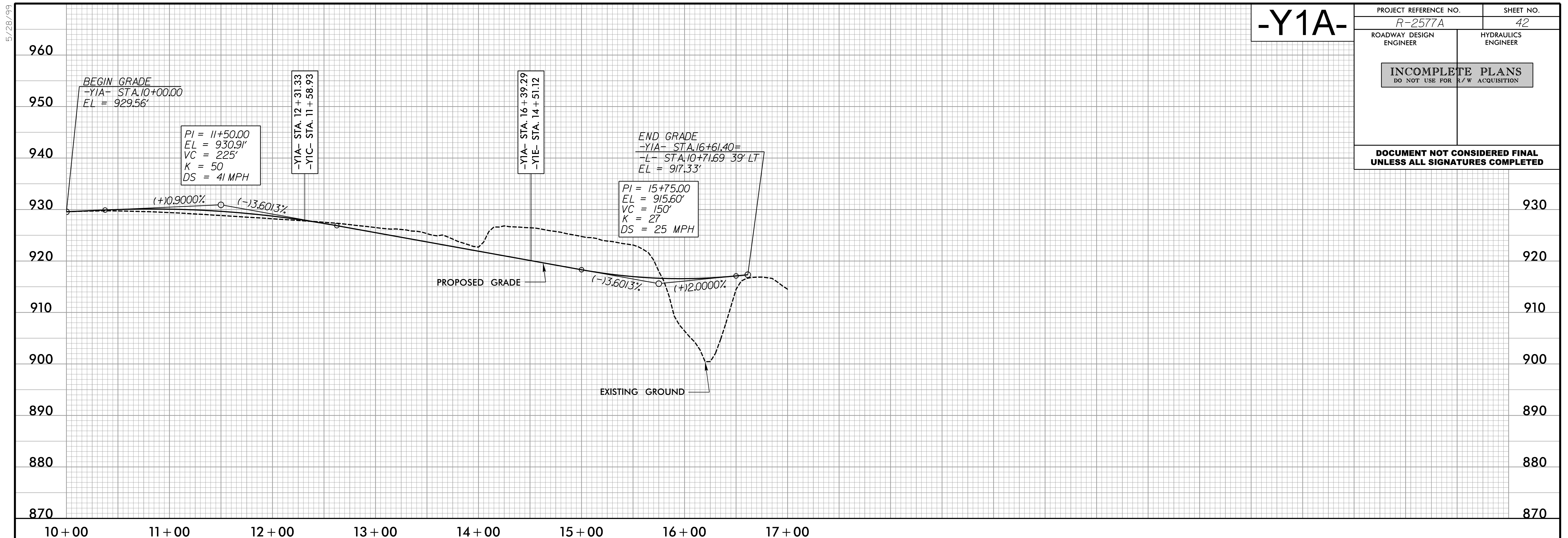
FOR -L- PLAN SEE SHTS. 22-24

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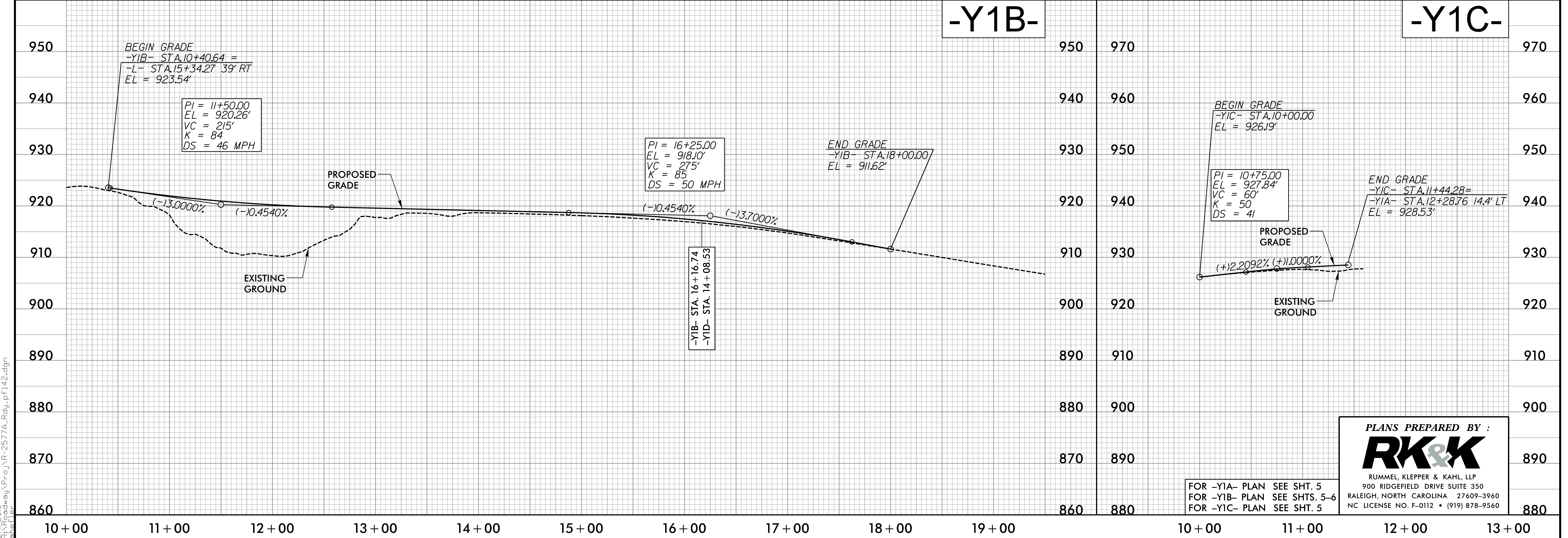
-Y1A-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 42
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-Y1B-

-Y1C-



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FOR -Y1A- PLAN SEE SHT. 5
FOR -Y1B- PLAN SEE SHTS. 5-6
FOR -Y1C- PLAN SEE SHT. 5

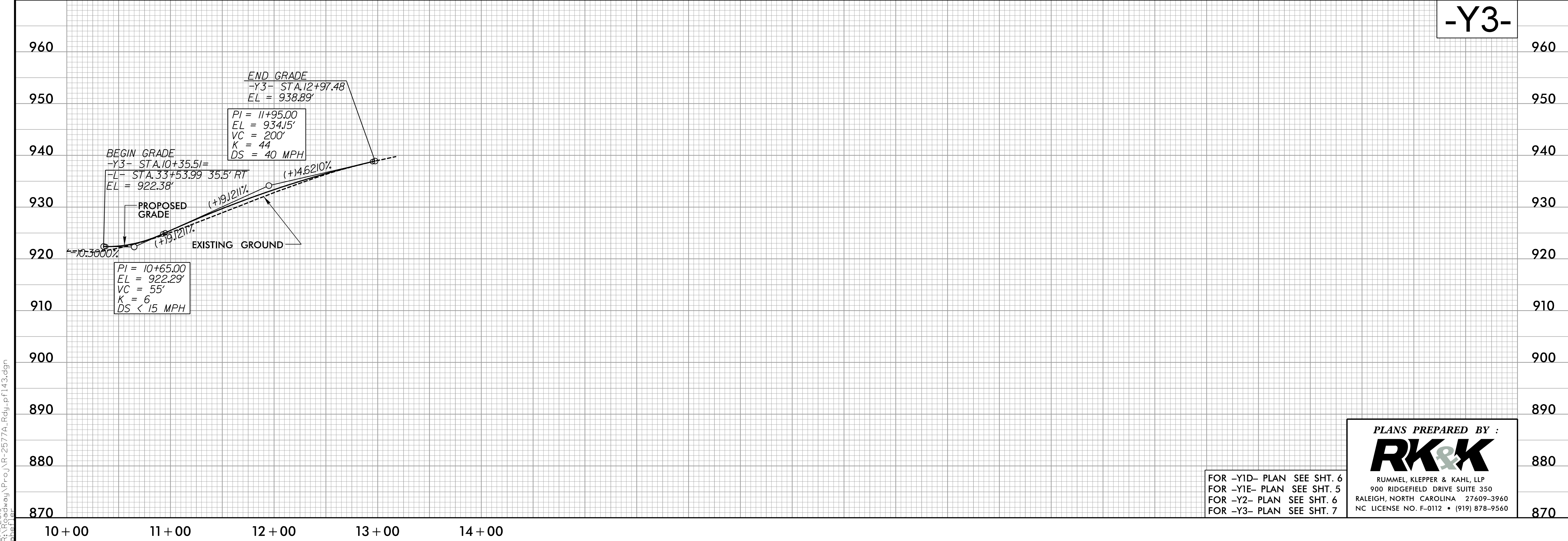
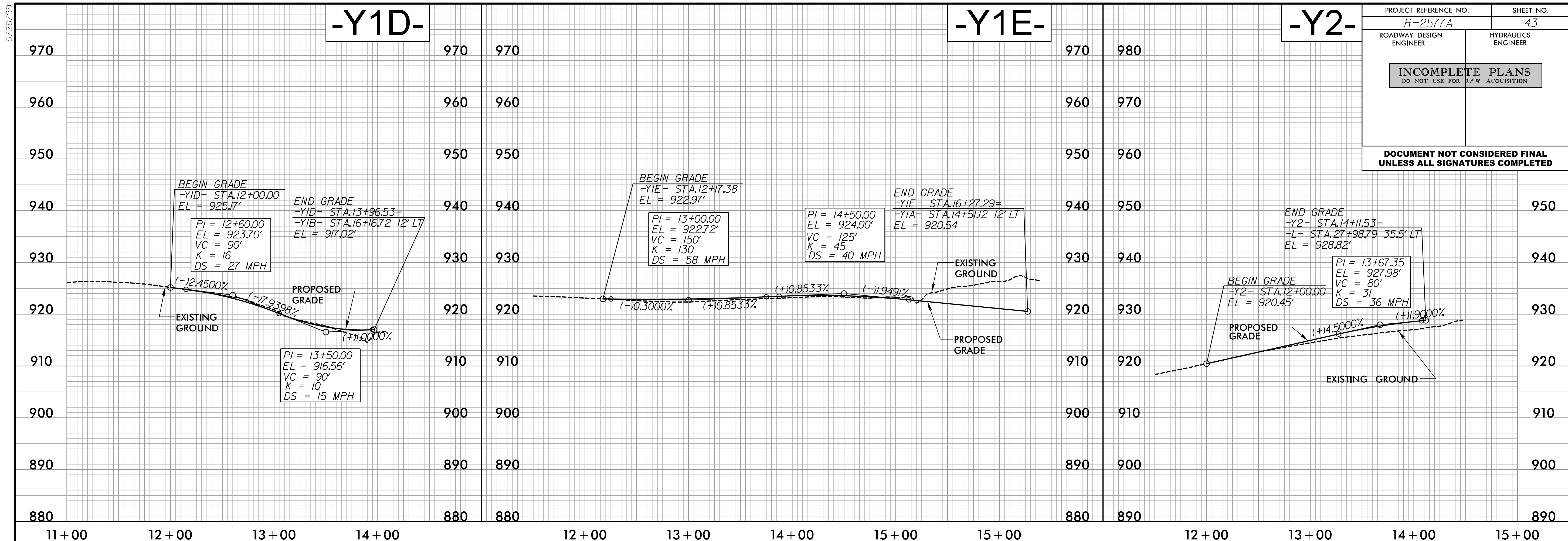
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-Y1D-

-Y1E-

-Y2-

-Y3-



FOR -Y1D- PLAN SEE SHT. 6
 FOR -Y1E- PLAN SEE SHT. 5
 FOR -Y2- PLAN SEE SHT. 6
 FOR -Y3- PLAN SEE SHT. 7

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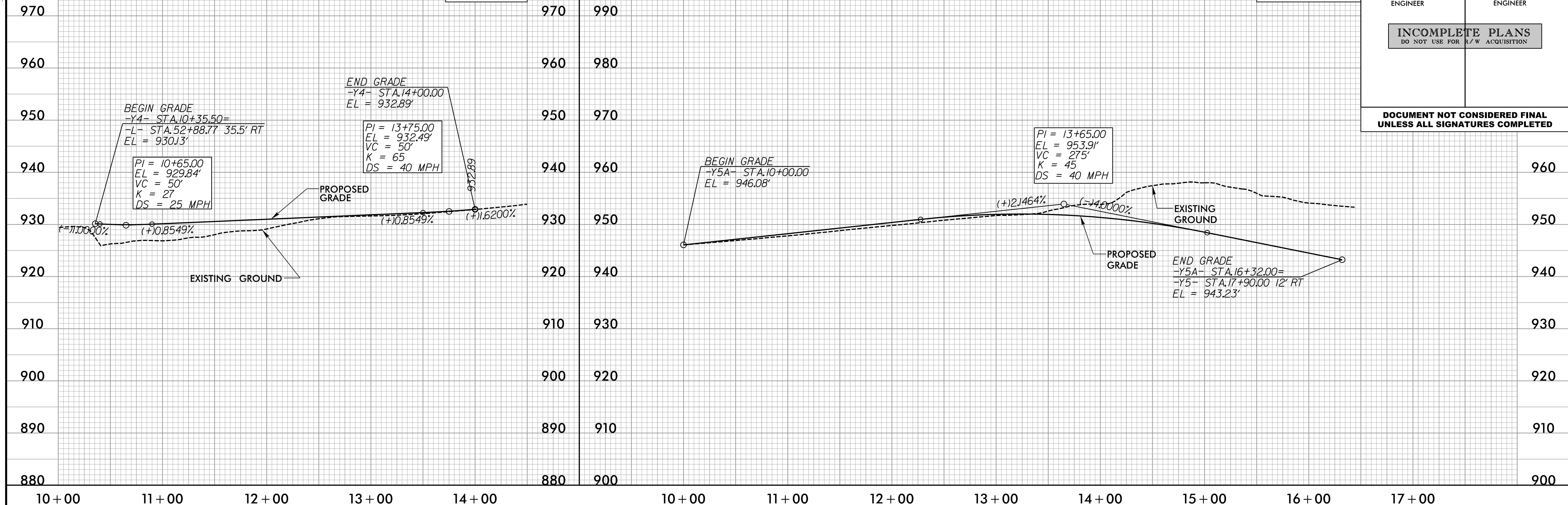
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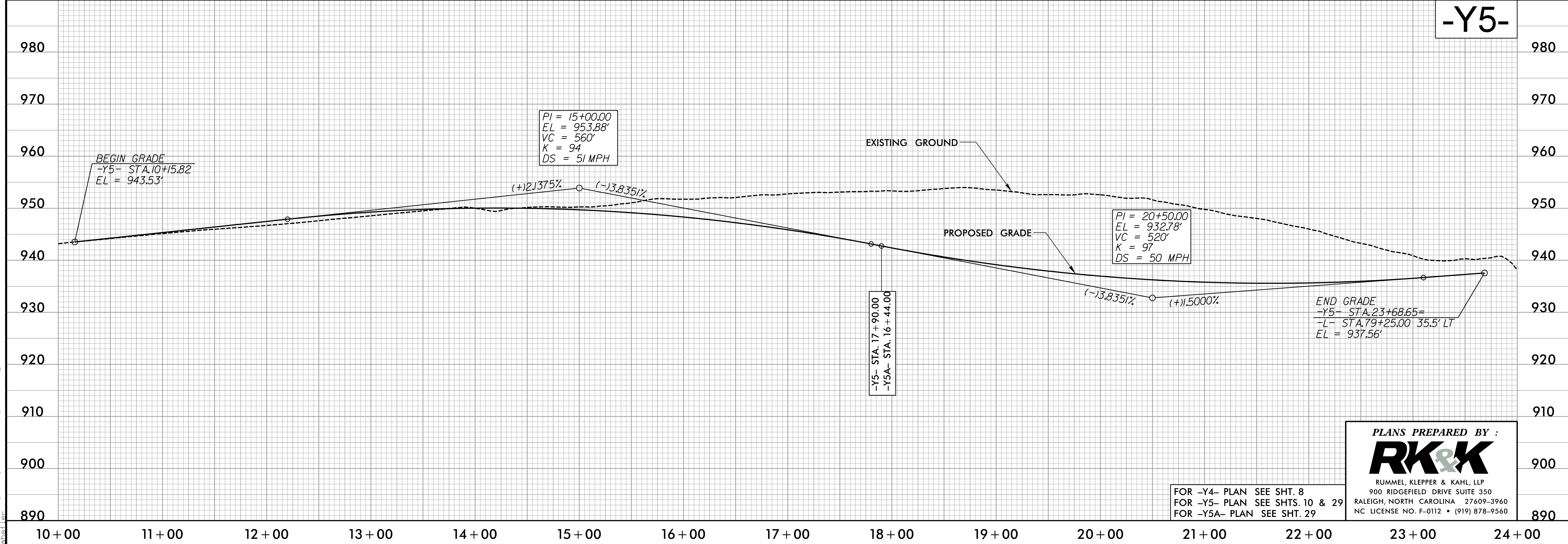
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-Y5A-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 44
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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-Y5-

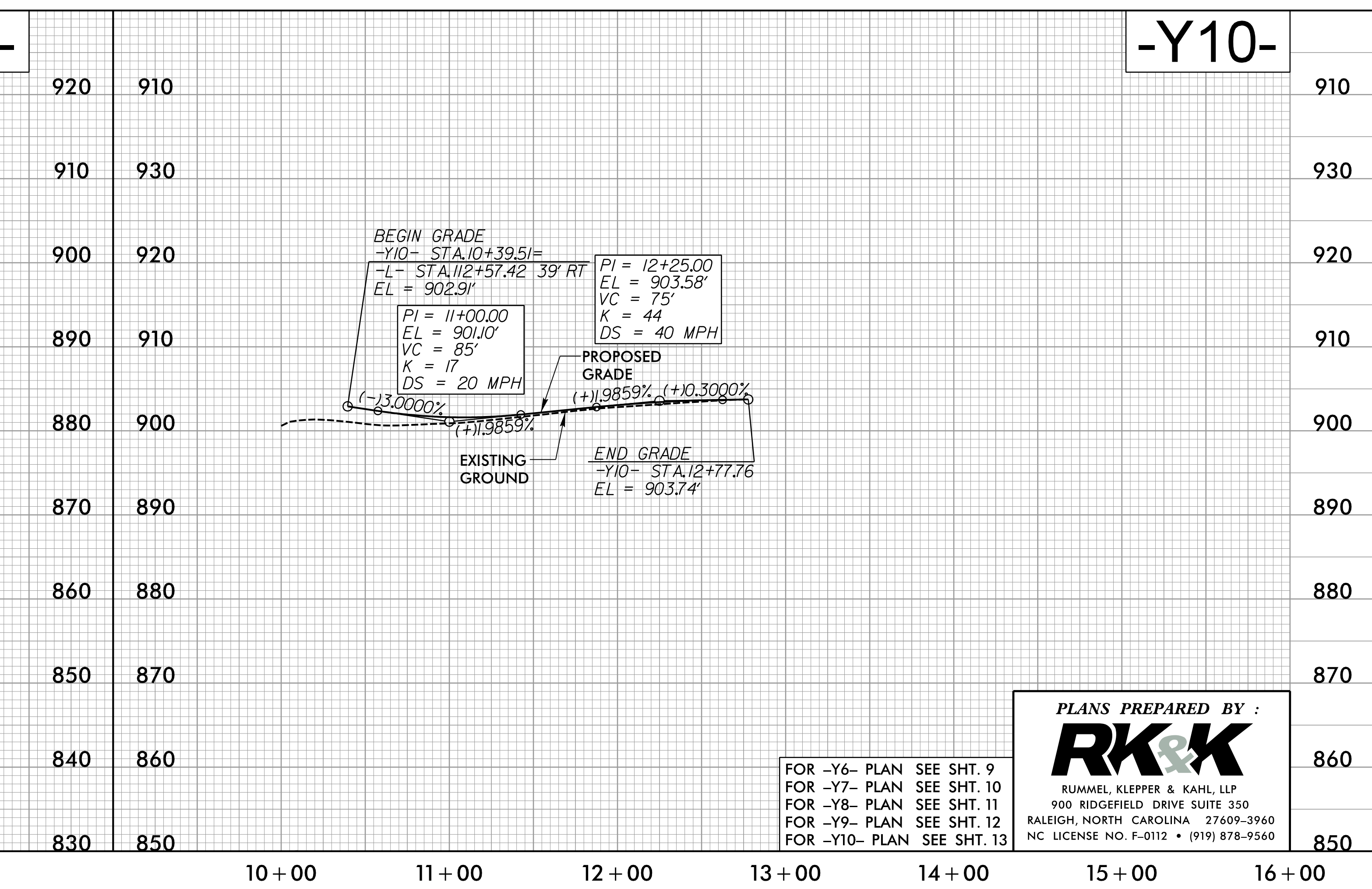
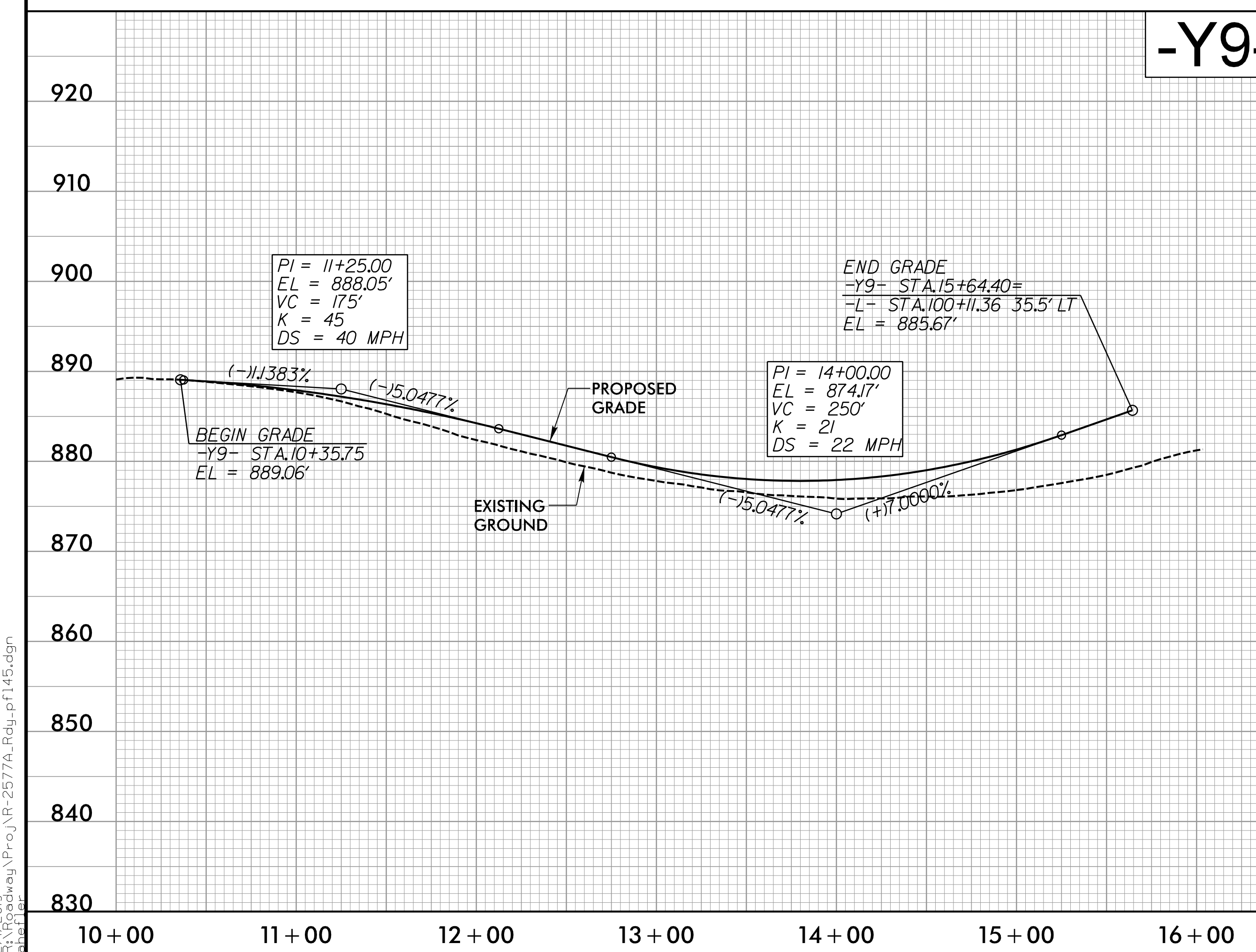
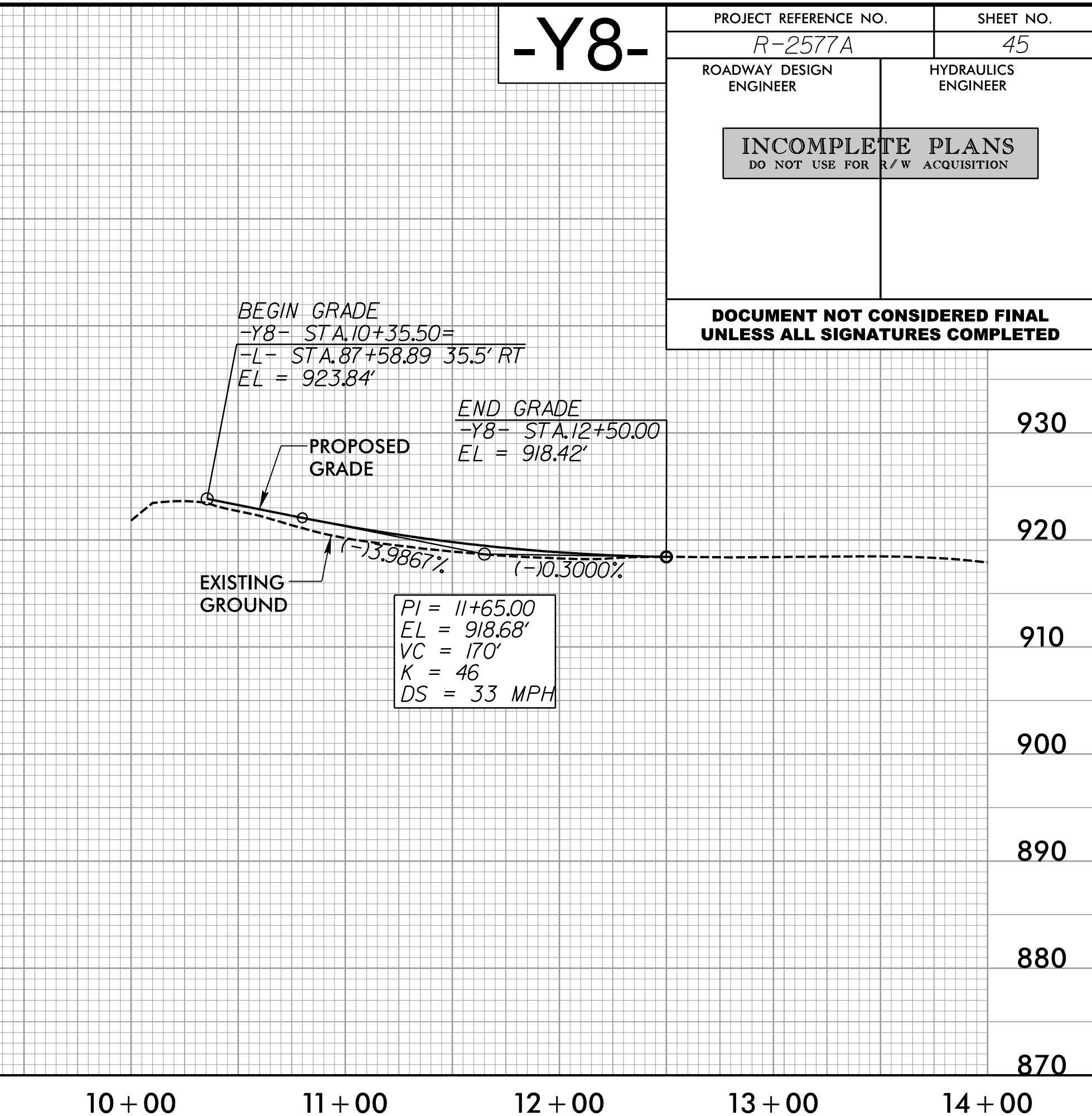
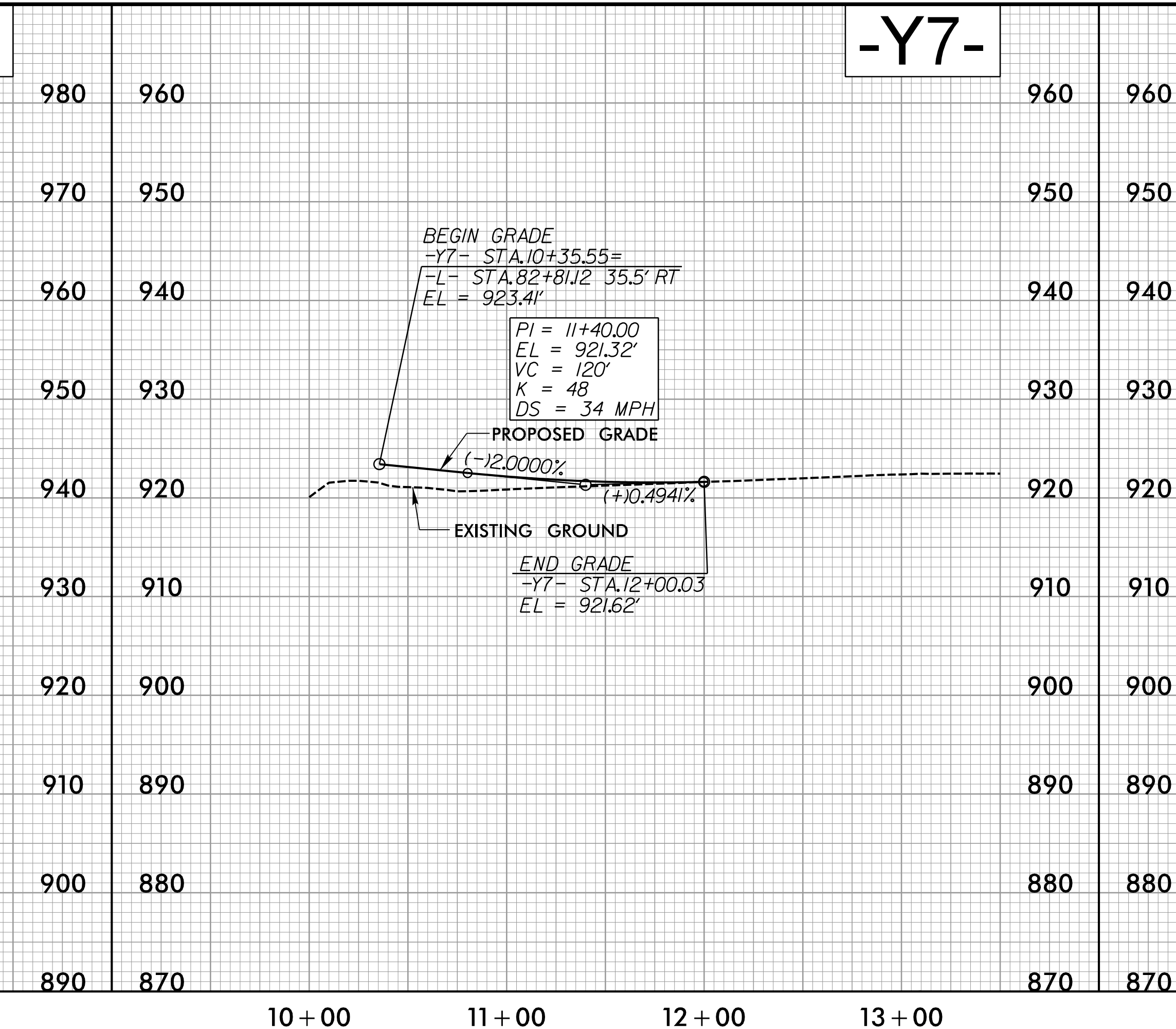
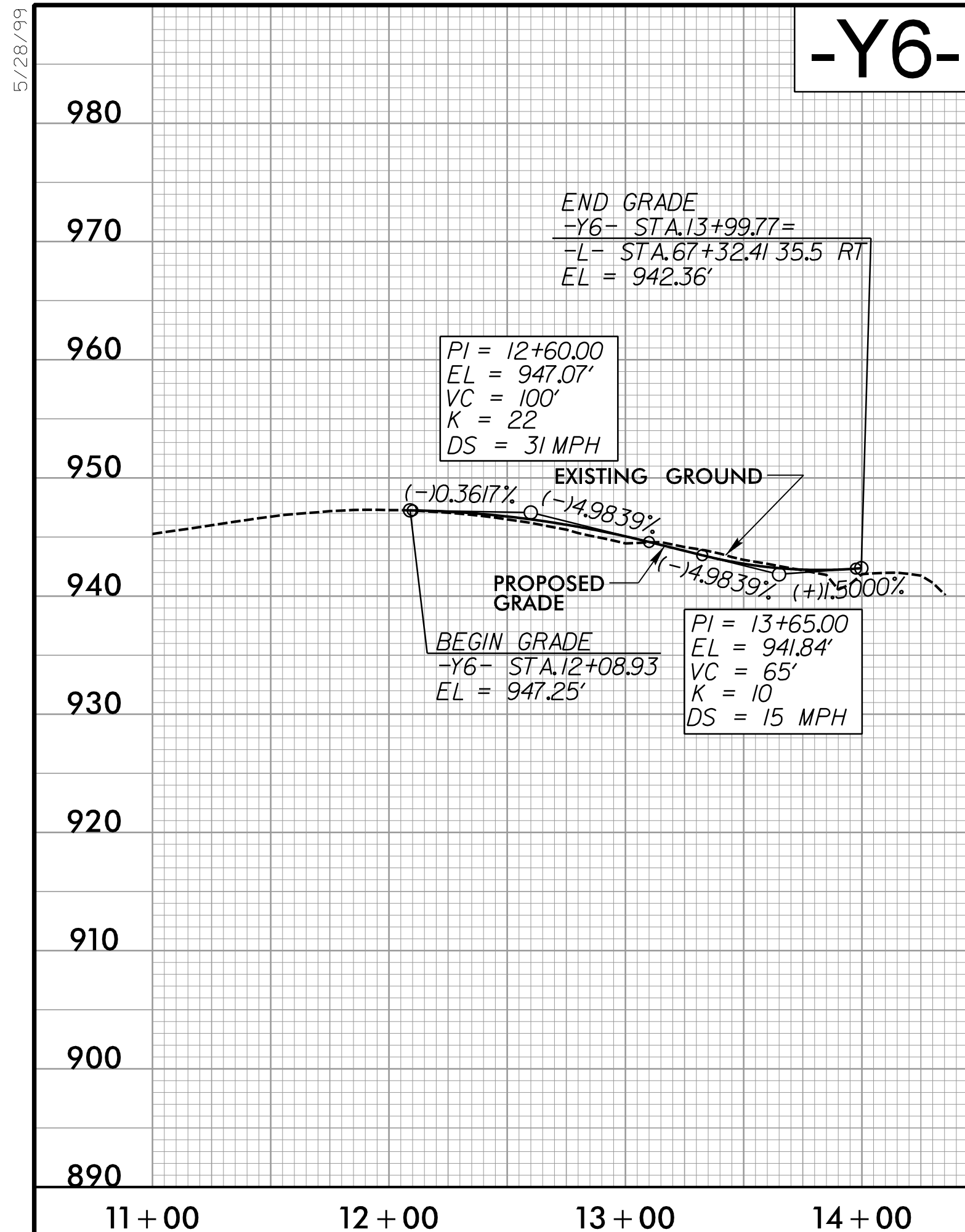


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FOR -Y4- PLAN SEE SHT. 8
FOR -Y5- PLAN SEE SHTS. 10 & 29
FOR -Y5A- PLAN SEE SHT. 29



FOR -Y6- PLAN SEE SHT. 9
 FOR -Y7- PLAN SEE SHT. 10
 FOR -Y8- PLAN SEE SHT. 11
 FOR -Y9- PLAN SEE SHT. 12
 FOR -Y10- PLAN SEE SHT. 13

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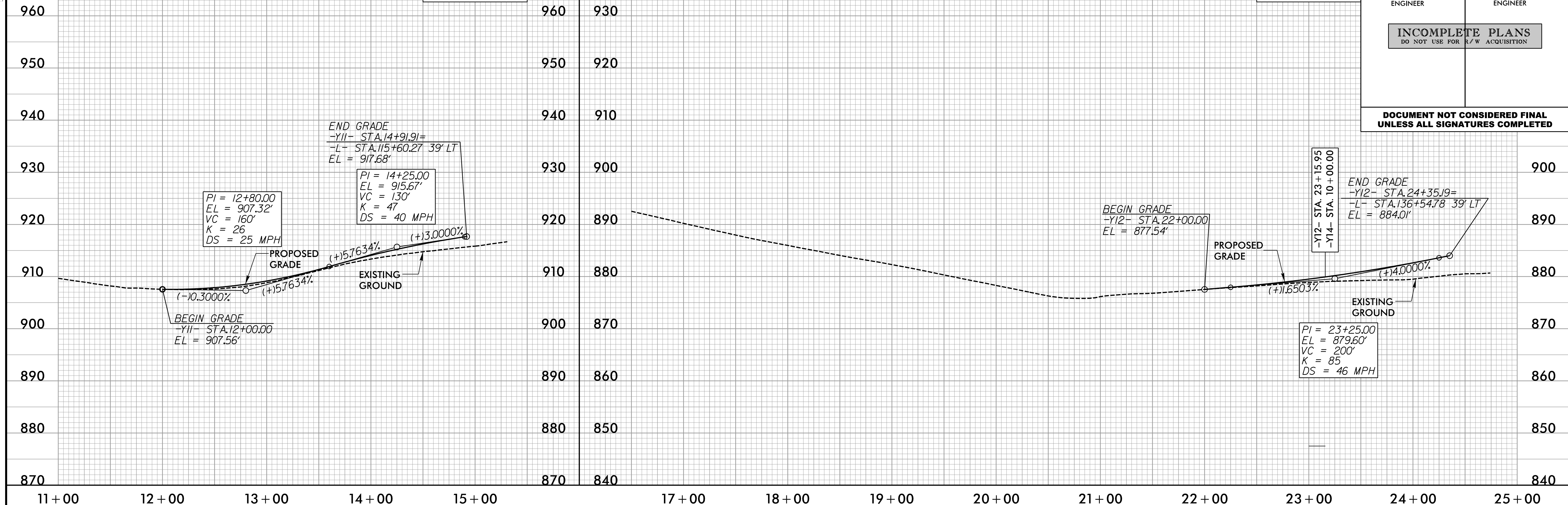
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-Y11-

-Y12-

PROJECT REFERENCE NO. R-2577A	SHEET NO. 46
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-Y13-

-Y14-



FOR -Y11- PLAN SEE SHT. 13
 FOR -Y12- PLAN SEE SHT. 14
 FOR -Y13- PLAN SEE SHT. 15
 FOR -Y14- PLAN SEE SHTS. 14-15

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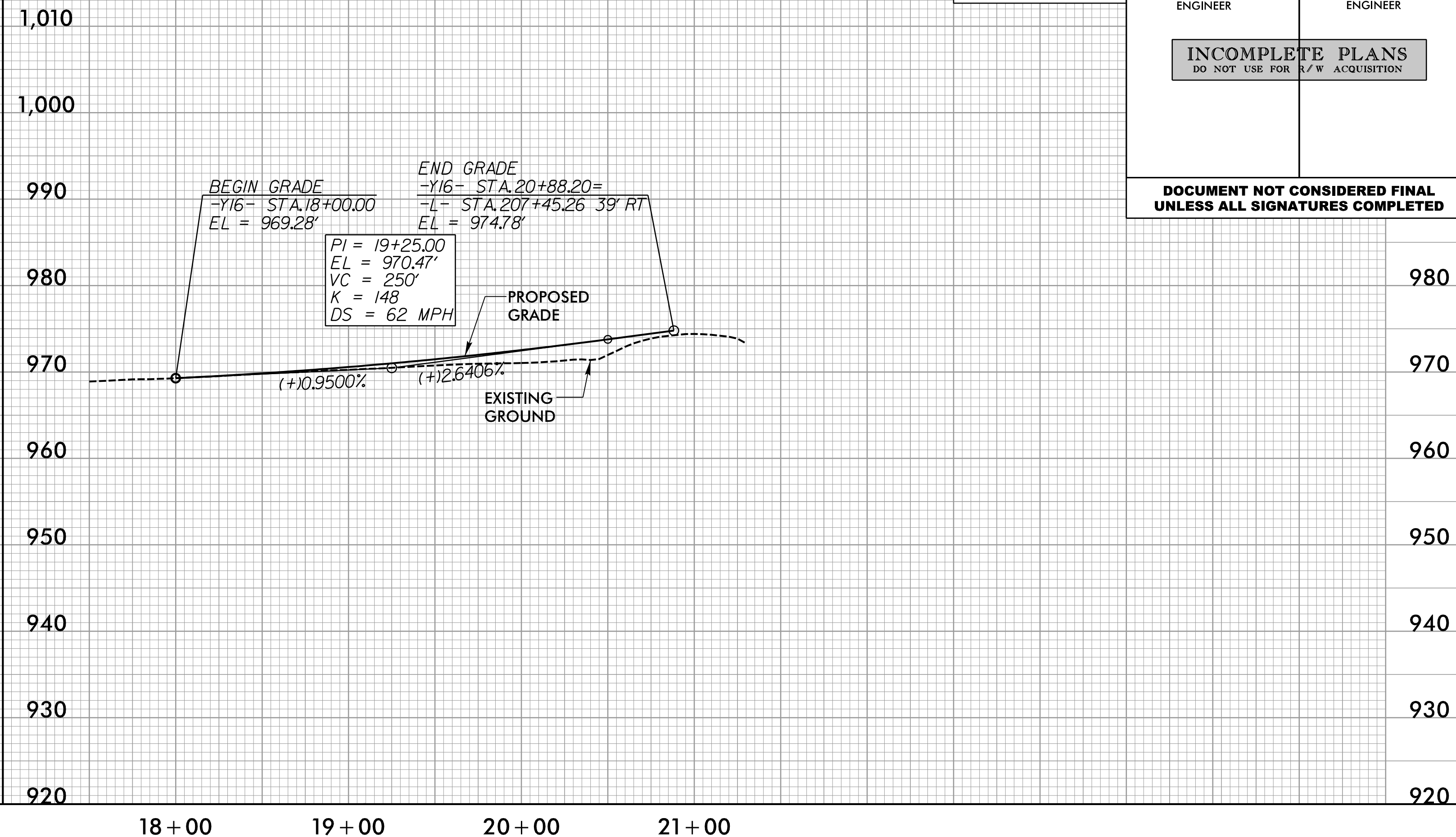
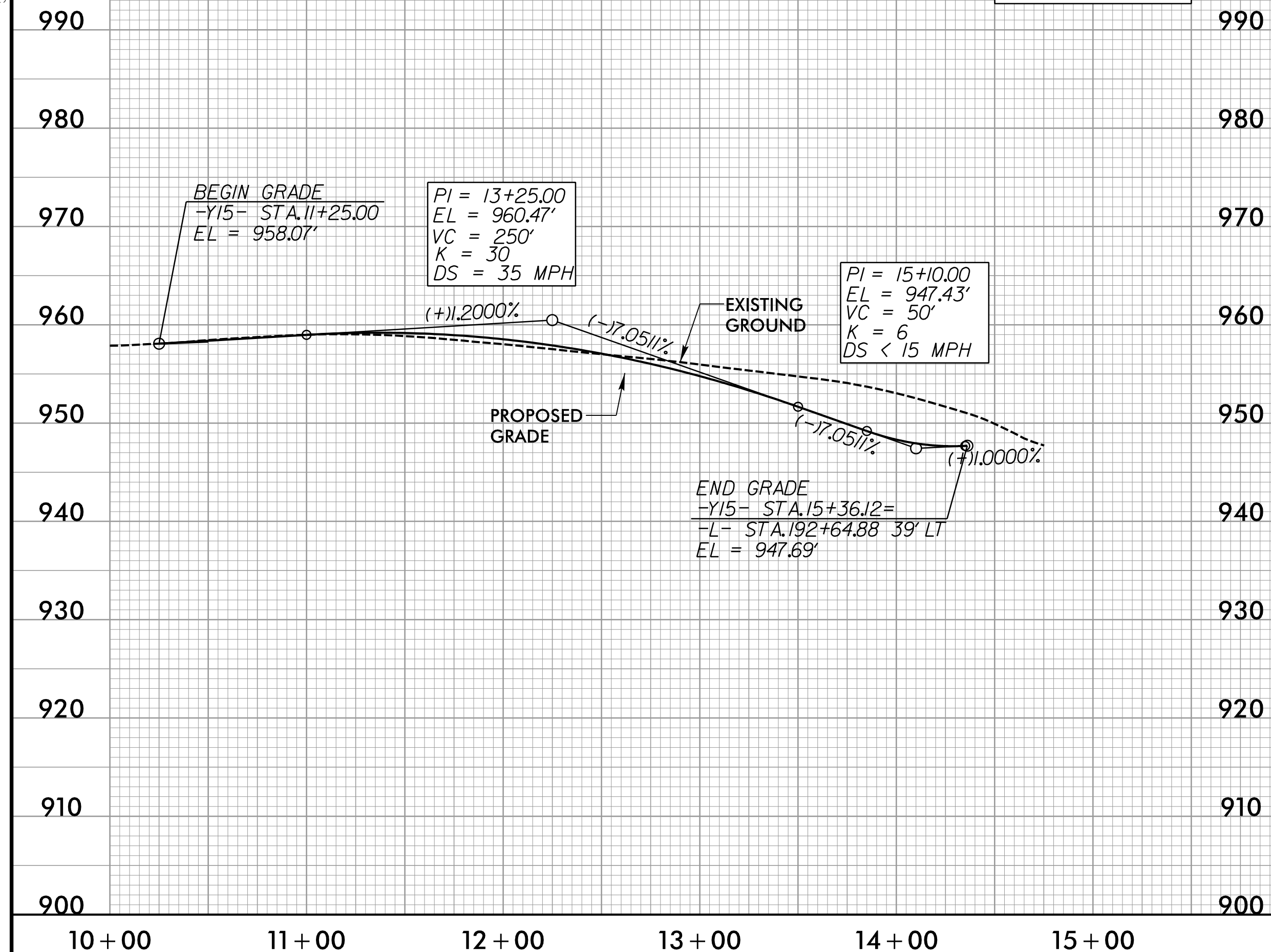
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-Y15-

-Y16-

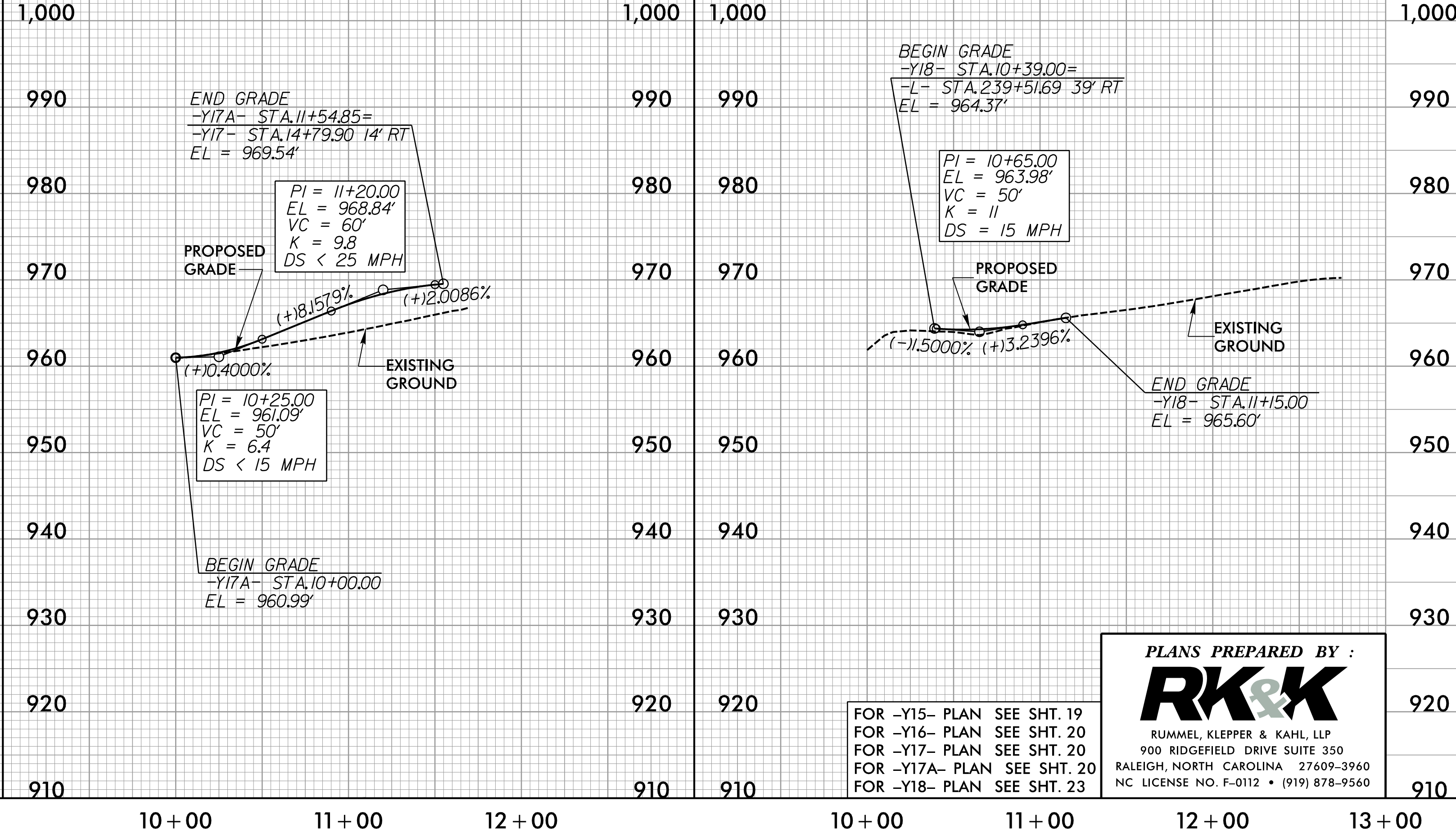
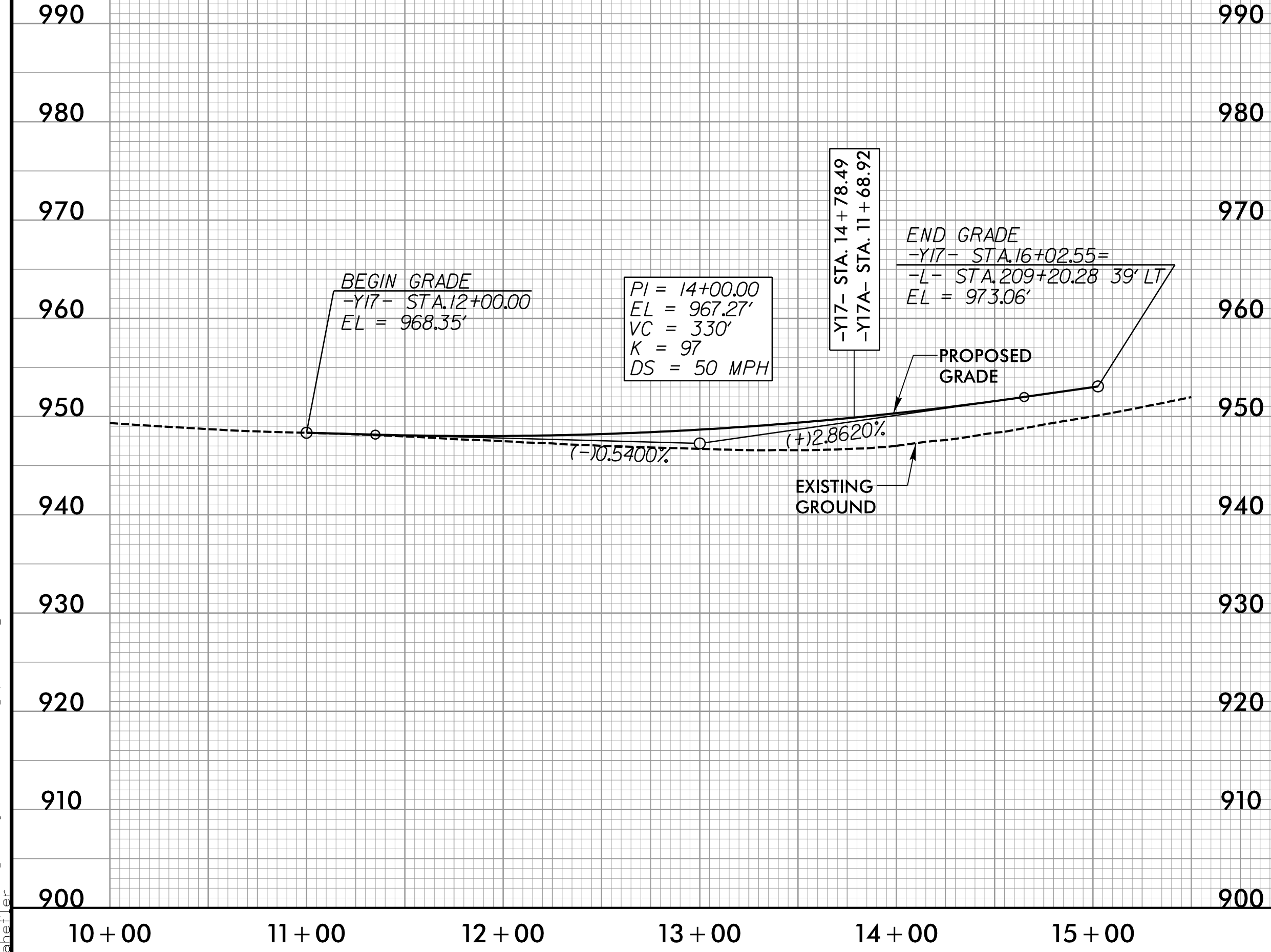
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ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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-Y17-

-Y17A-

-Y18-

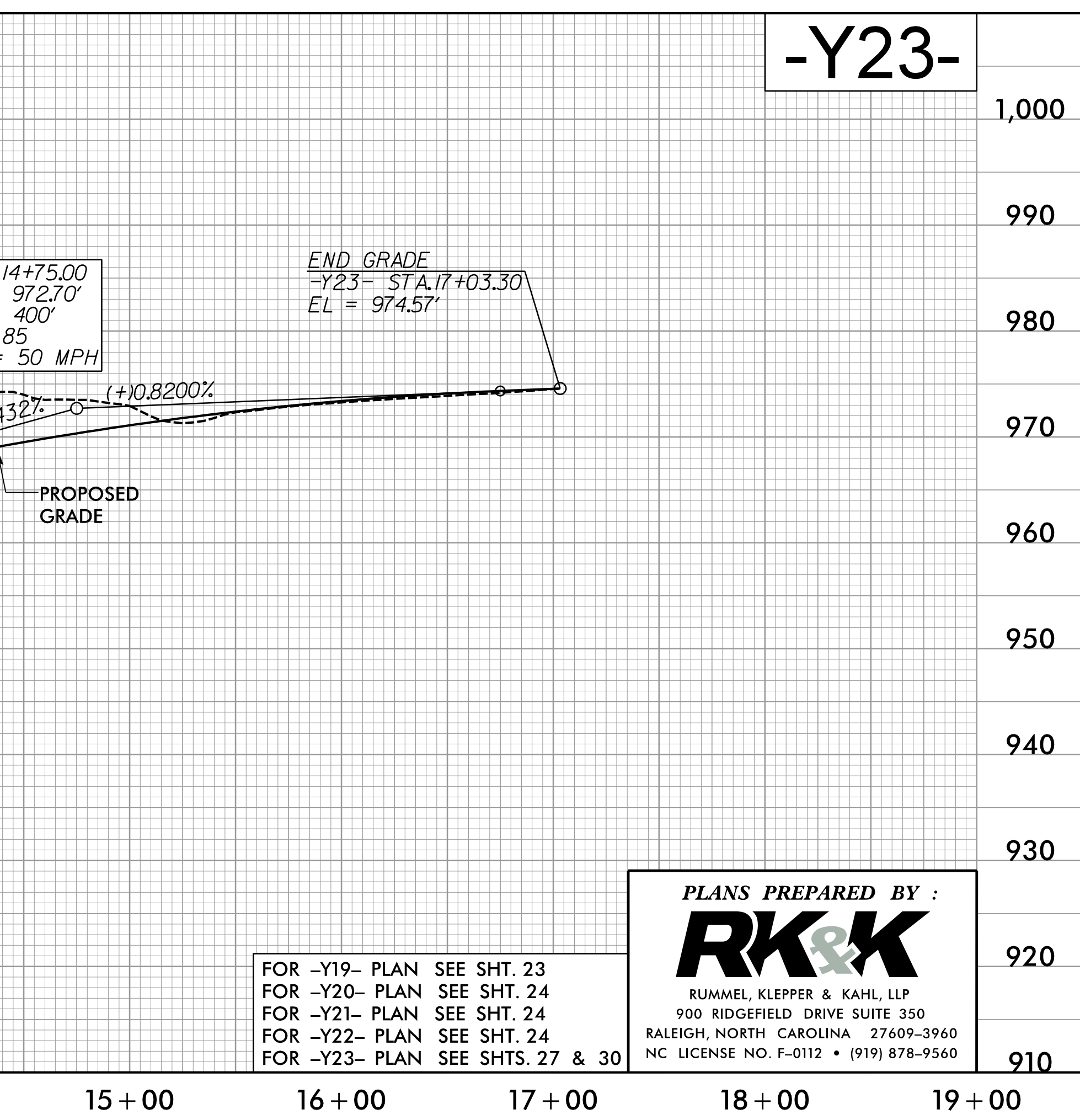
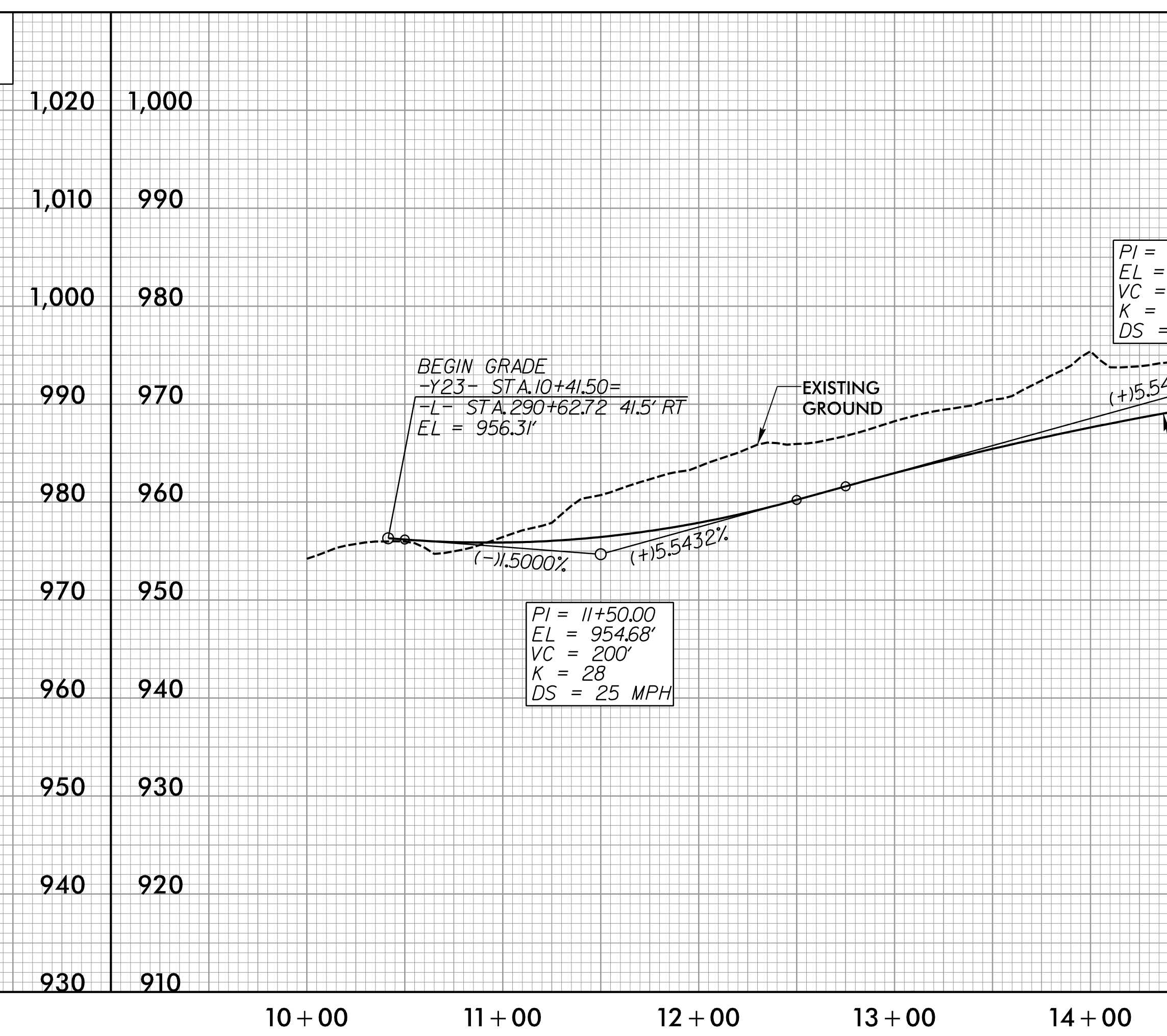
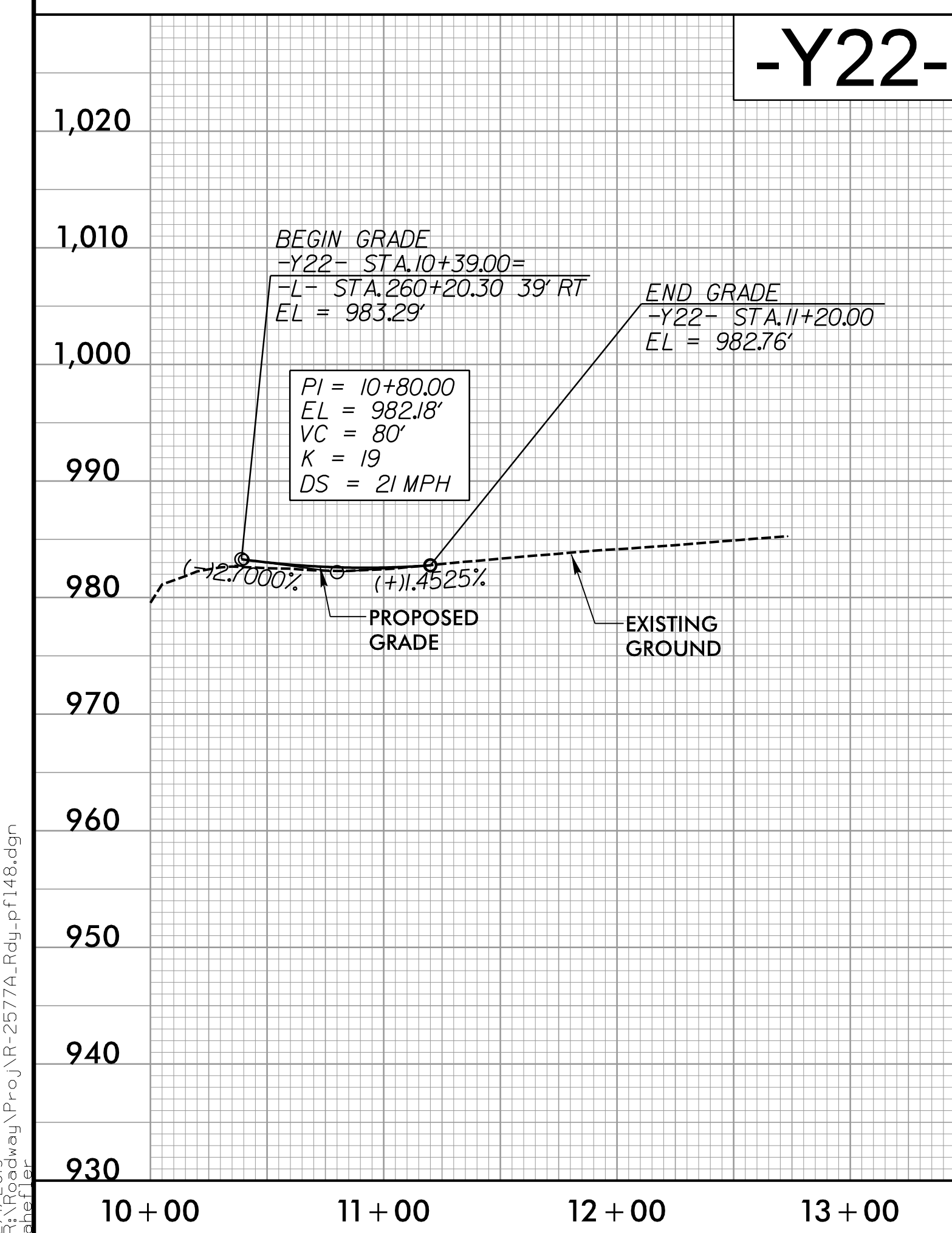
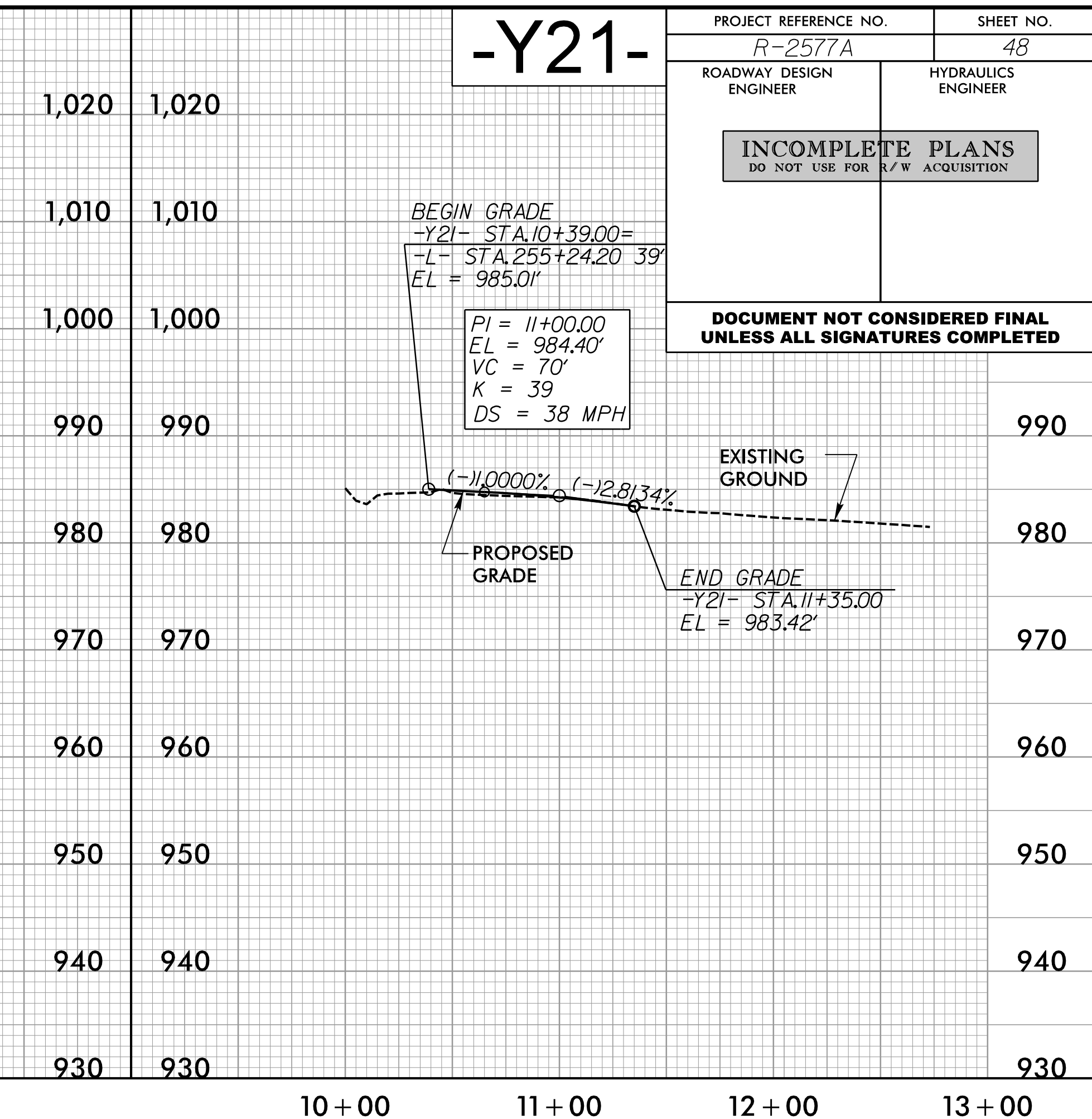
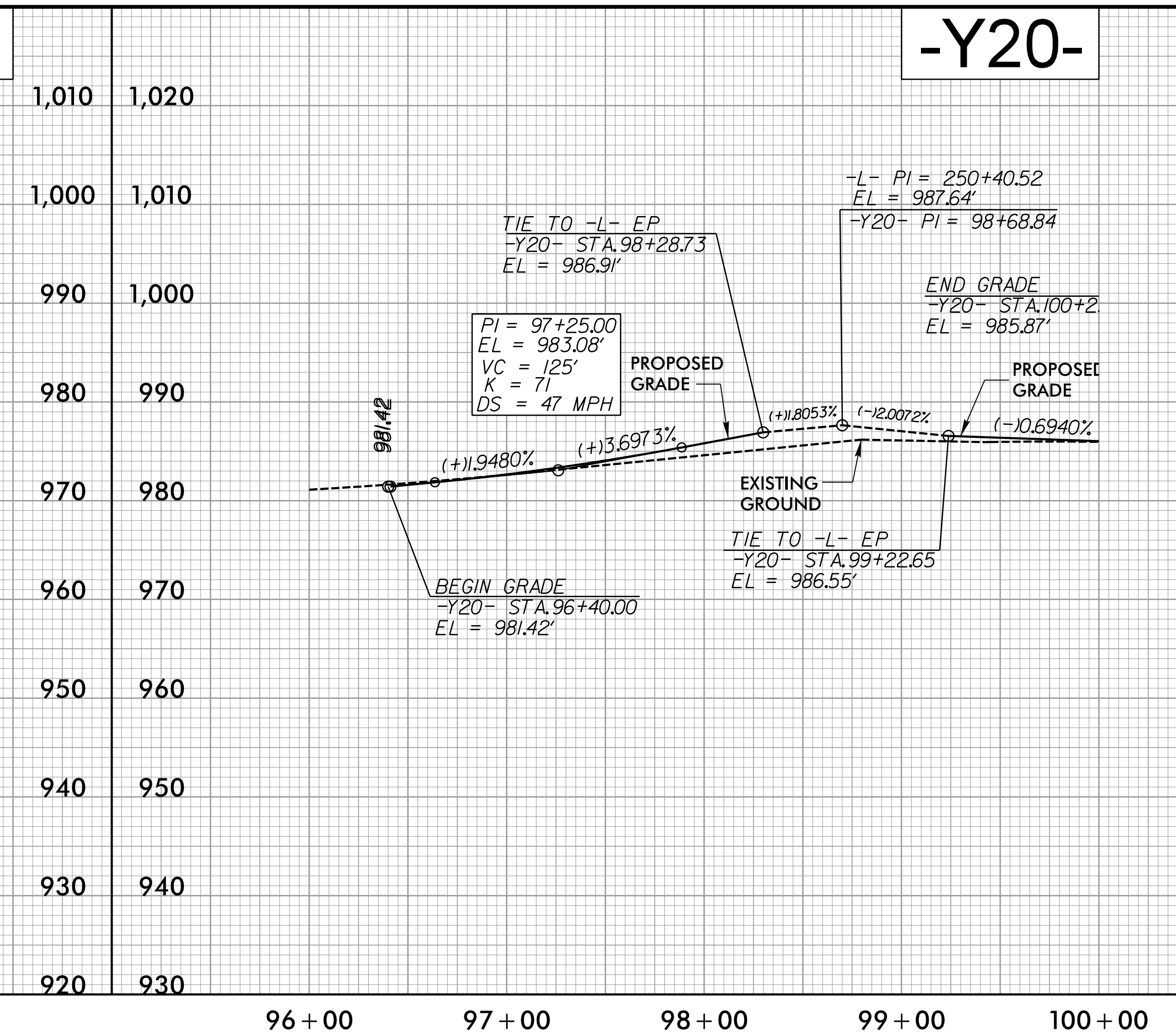
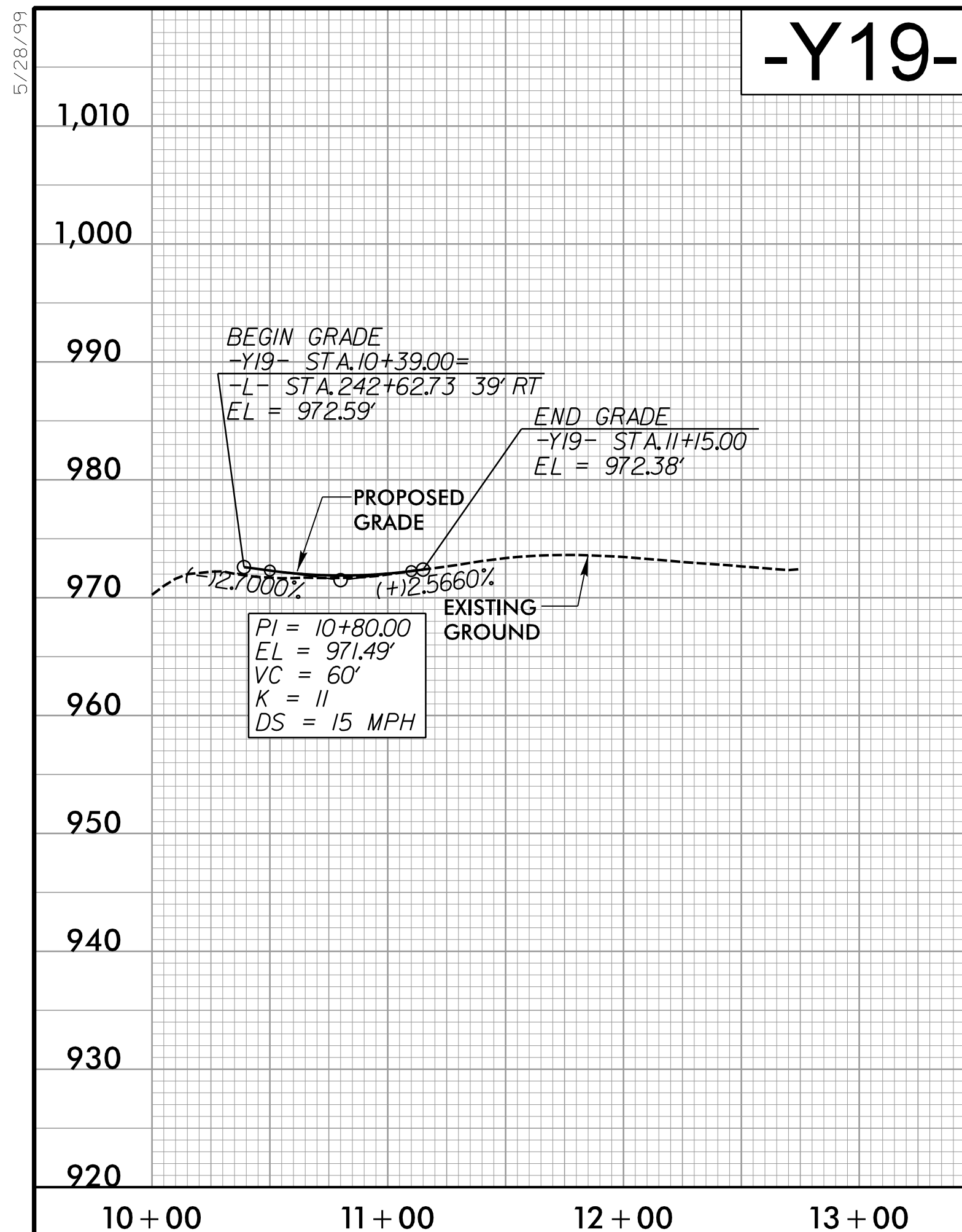


FOR -Y15- PLAN SEE SHT. 19
 FOR -Y16- PLAN SEE SHT. 20
 FOR -Y17- PLAN SEE SHT. 20
 FOR -Y17A- PLAN SEE SHT. 20
 FOR -Y18- PLAN SEE SHT. 23

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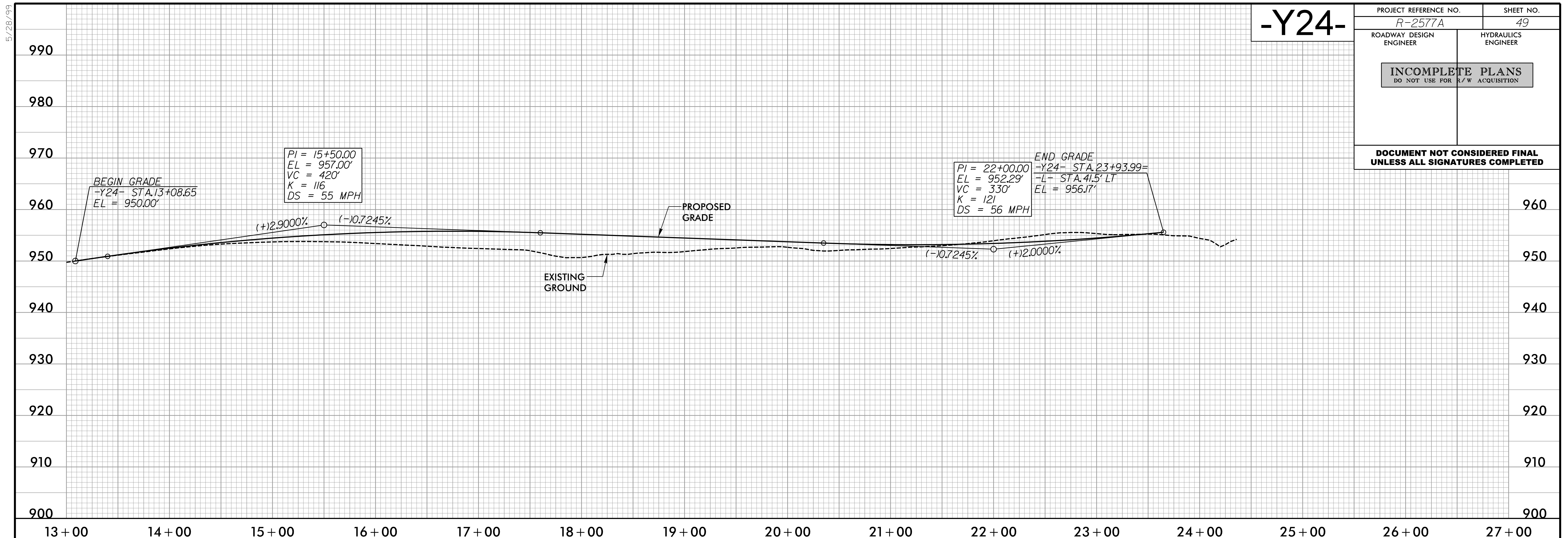
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 FOR -Y20- PLAN SEE SHT. 24
 FOR -Y21- PLAN SEE SHT. 24
 FOR -Y22- PLAN SEE SHT. 24
 FOR -Y23- PLAN SEE SHTS. 27 & 30

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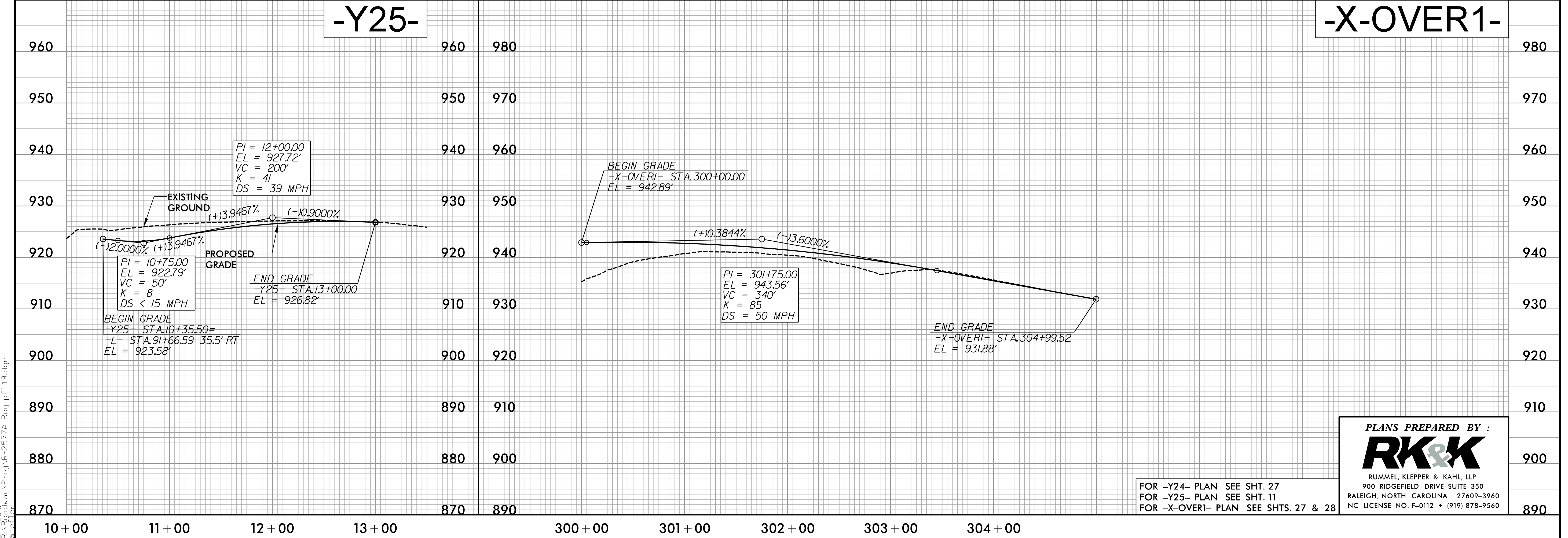
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PROJECT REFERENCE NO. R-2577A	SHEET NO. 49
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-Y25-

-X-OVER1-



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FOR -Y24- PLAN SEE SHT. 27
FOR -Y25- PLAN SEE SHT. 11
FOR -X-OVER1- PLAN SEE SHTS. 27 & 28

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