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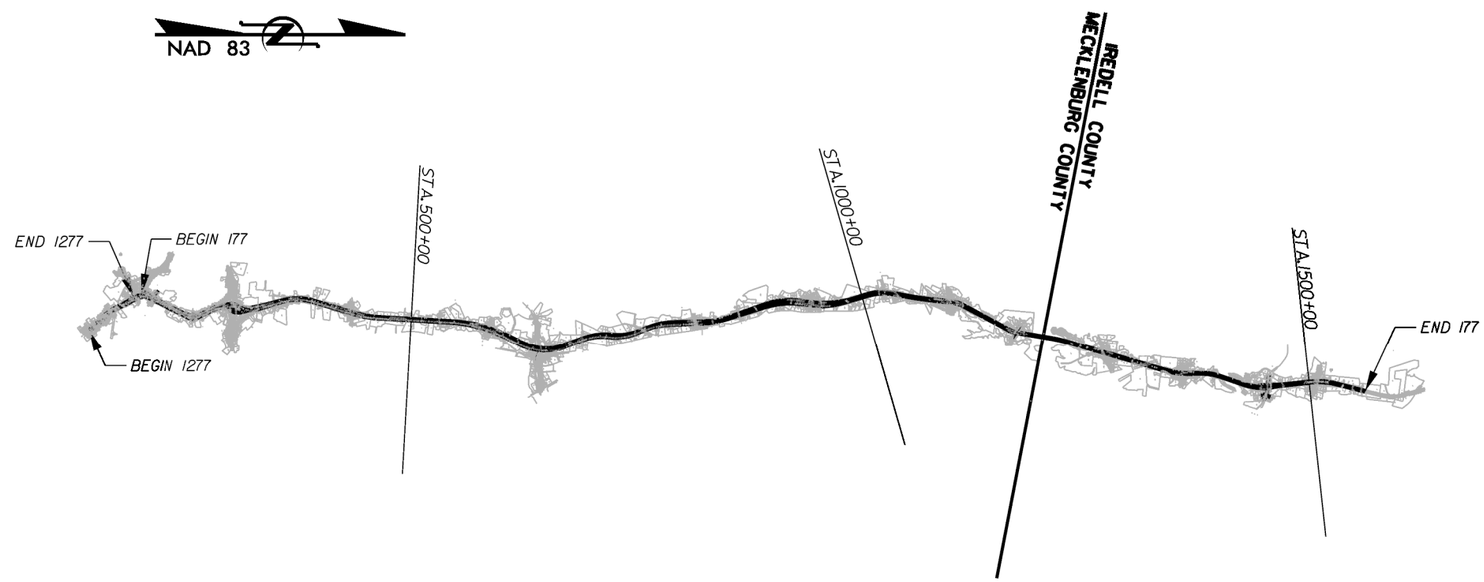
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MECKLENBURG & IREDELL COUNTIES

LOCATION: 27.6 MILES OF INTERSTATE 77 AND
1.1 MILES OF INTERSTATE 277.

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



PROJECT SCHEMATICS

$$DATE$$
$$SYSTIME$$
$$DGN$$
$$USERNAME$$

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

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$DATE$
$FILEL$
$TIME$

INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION
1	ROADWAY COVER SHEET
2	INDEX OF SHEETS & GENERAL NOTES
3	CONVENTIONAL SYMBOLS
4	TYPICAL SECTIONS
12	HORIZONTAL ALIGNMENT & SUPERELEVATION DATA
53	ROADWAY PLAN SHEETS
173	ROADWAY PROFILE SHEETS

NOTES:

SHOULDERS OF INDEPENDIENT ALIGNMENT:

SHOULDERS OF INDEPENDIENT ALIGNMENT DESIGNED ACCORDING TO AASHTO REQUIREMENTS FOR A 4 LANES FREEWAY PER BOOK 2, SECTION 10.2.1.

CONTROL OF ACCESS:

CONTROL OF ACCESS REMAINS WHERE IT IS RIGHT NOW UNLESS OTHERWISE SPECIFIED. (IE WHEN ROW LINE IS MODIFIED)

GENERALIZED DESIGN SPEEDS *

NAME ROAD/STREET/HIGHWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
-I77 North of MP14	Interstate	70 mph
- I77 South of MP14	Interstate	60 mph
- I77 Hot Lanes North of MP14	Interstate	70 mph
- I277/I77 HOT Lanes South of MP14	Interstate	60 mph
I-277 / NC 16--	Interstate	60 mph
--		
- I277/I77 HOT Lanes DC	Interstate	50 mph
-OAKLAWN-AVENUE	Urban Local	40 mph
-LaSalle/Atando-Street / Ave	Urban Local	40 mph
- GRIFFITH	Urban Local	40 mph

* FINAL DESIGN SPEEDS AS PER BOOK2
& DESIGN EXCEPTIONS IN BOOK2 EXHIBIT2-03.

12/05/11

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

SHEET NO. 3

The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin — EIP
- Property Corner
- Property Monument — ECM
- Parcel / Sequence Number — 12
- Existing Fence Line
- 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
- Known Soil Contamination: Area or Site
- Potential Soil Contamination: Area or Site

BUILDINGS AND OTHER CULTURE:

- Gas Pump Vent or U/G Tank Cap — V
- Sign — S
- Well — W
- Small Mine — M
- Foundation
- Area Outline
- Cemetery — y
- 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 — z
- Disappearing Stream — >
- Spring — W
- Wetland — K
- Proposed Lateral, Tail, Head Ditch — FLOW
- False Sump

RAILROADS:

- Standard Gauge — CSX TRANSPORTATION
- RR Signal Milepost — S MILEPOST 35
- Switch — SWITCH
- RR Abandoned
- RR Dismantled

RIGHT OF WAY:

- Baseline Control Point
- Existing Right of Way Marker — h
- Existing Right of Way Line
- Proposed Right of Way Line
- Proposed Right of Way Line with Iron Pin and Cap Marker
- Proposed Right of Way Line with Concrete or Granite R/W Marker
- Proposed Control of Access Line with Concrete C/A Marker
- Existing Control of Access
- Proposed Control of Access
- Existing Easement Line — E
- Proposed Temporary Construction Easement — E
- Proposed Temporary Drainage Easement — TDE
- Proposed Permanent Drainage Easement — PDE
- Proposed Permanent Drainage / Utility Easement — DUE
- Proposed Permanent Utility Easement — PUE
- Proposed Temporary Utility Easement — TUE
- Proposed Aerial Utility Easement — AUE
- Proposed Permanent Easement with Iron Pin and Cap Marker

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
- Proposed Guardrail
- Existing Cable Guiderail
- Proposed Cable Guiderail
- Equality Symbol
- Pavement Removal

VEGETATION:

- Single Tree — X
- Single Shrub — Y
- 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 — m
- Storm Sewer — S

UTILITIES:

POWER:

- Existing Power Pole — P
- Proposed Power Pole
- Existing Joint Use Pole — R
- Proposed Joint Use Pole
- Power Manhole — p
- Power Line Tower
- Power Transformer
- U/G Power Cable Hand Hole
- H-Frame Pole
- Recorded U/G Power Line — P
- Designated U/G Power Line (S.U.E.*) — P

TELEPHONE:

- Existing Telephone Pole — Q
- Proposed Telephone Pole
- Telephone Manhole — I
- Telephone Booth — e
- Telephone Pedestal — b
- Telephone Cell Tower — /
- U/G Telephone Cable Hand Hole — J
- Recorded U/G Telephone Cable — T
- Designated U/G Telephone Cable (S.U.E.*) — T
- Recorded U/G Telephone Conduit — TC
- Designated U/G Telephone Conduit (S.U.E.*) — TC
- Recorded U/G Fiber Optics Cable — T FO
- Designated U/G Fiber Optics Cable (S.U.E.*) — T FO

WATER:

- Water Manhole — 4
- Water Meter — a
- Water Valve — I
- Water Hydrant — H
- Recorded U/G Water Line — W
- Designated U/G Water Line (S.U.E.*) — W
- Above Ground Water Line — A/G Water

TV:

- TV Satellite Dish — r
- TV Pedestal — l
- TV Tower — I
- U/G TV Cable Hand Hole — J
- Recorded U/G TV Cable — TV
- Designated U/G TV Cable (S.U.E.*) — TV
- Recorded U/G Fiber Optic Cable — TV FO
- Designated U/G Fiber Optic Cable (S.U.E.*) — TV FO

GAS:

- Gas Valve — c
- Gas Meter — n
- Recorded U/G Gas Line — G
- Designated U/G Gas Line (S.U.E.*) — G
- Above Ground Gas Line — A/G Gas

SANITARY SEWER:

- Sanitary Sewer Manhole — d
- Sanitary Sewer Cleanout — o
- U/G Sanitary Sewer Line — SS
- Above Ground Sanitary Sewer — A/G Sanitary Sewer
- Recorded SS Forced Main Line — FSS
- Designated SS Forced Main Line (S.U.E.*) — FSS

MISCELLANEOUS:

- Utility Pole — O
- Utility Pole with Base — F
- Utility Located Object — S
- Utility Traffic Signal Box — 3
- Utility Unknown U/G Line — ?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 (S.U.E.*) — ?
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.

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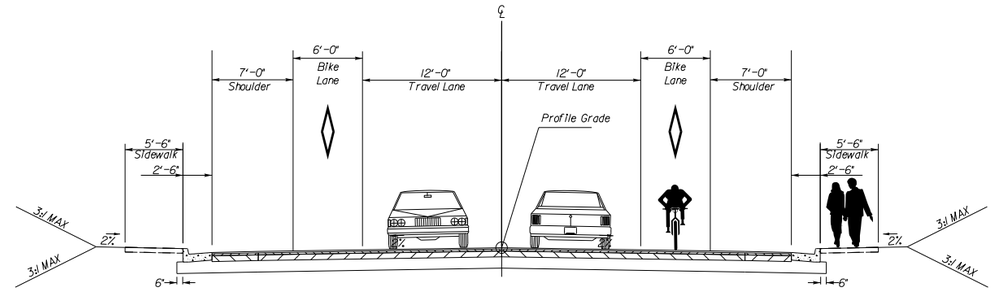
I–77 HOT Lanes Project

Mecklenburg and Iredell Counties

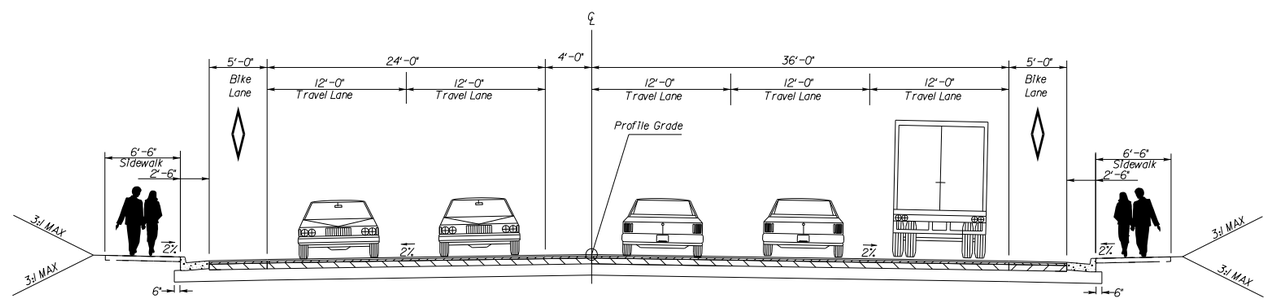
February 2014

SHEET NO. 4

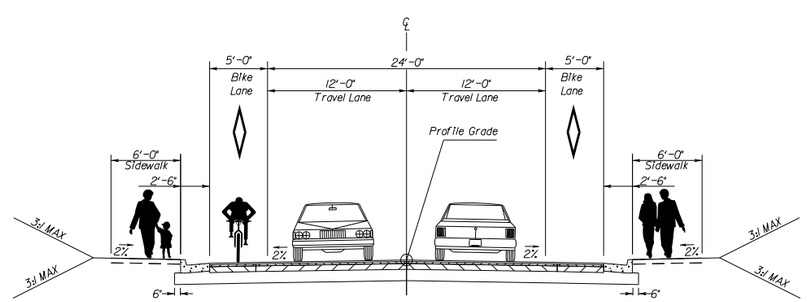
PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION



OAKLAWN
TYPICAL SECTION

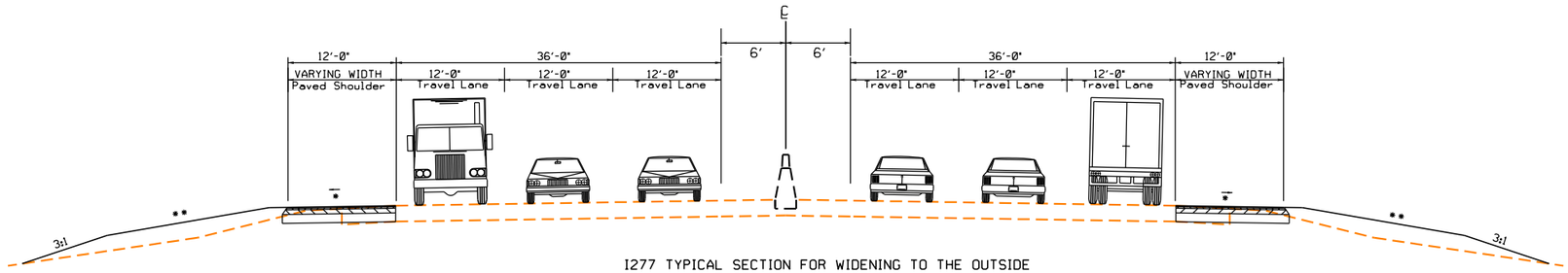


LASALLE
TYPICAL SECTION



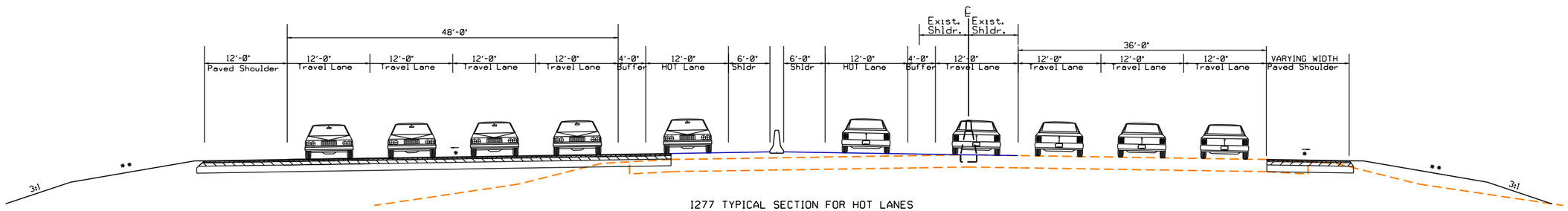
GRIFFITH
TYPICAL SECTION

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION



I277 TYPICAL SECTION FOR WIDENING TO THE OUTSIDE

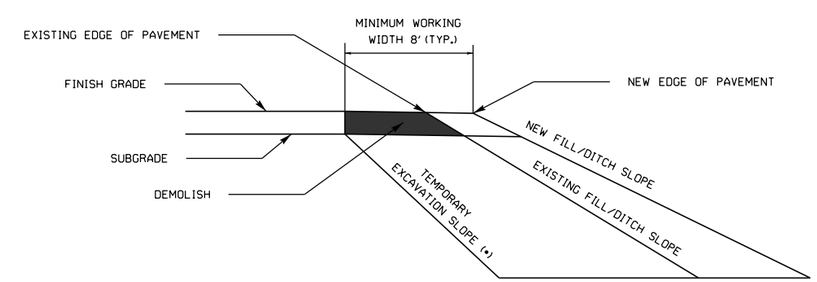
* PROJECT EXISTING CROSS SLOPE FOR WIDENING
** 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS



I277 TYPICAL SECTION FOR HOT LANES

* PROJECT EXISTING CROSS SLOPE FOR WIDENING
** 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS

METHOD OF CONSTRUCTION WHERE WIDENING LESS THAN MINIMUM WORKING/EQUIPMENT WIDTH



TEMPORARY TRAFFIC BARRIER AND OTHER SAFETY MEASURES NOT SHOWN
(*) BENCH AS REQUIRED BY NCDOT STANDARD SPECIFICATION ITEM 235, SECTION 235-3 (A)

I 277
TYPICAL SECTIONS

NOTES:
- DEVELOPER NOT REQUIRED TO DEMOLISH OUTSIDE SHOULDER IN ORDER TO BUILD SHOULDER DRAINS AS ALLOWED PER BOOK 2 SECTION 11.3. DEVELOPER PROVIDING SHOULDER DRAINS ON THE OUTSIDE SHOULDER IN AREAS WHERE THE WIDENING EXCEEDS THE WIDTH REQUIRED FOR OUTSIDE SHOULDER WITH AS PER GEOMETRIC REQUIREMENTS.
- AS REQUIRED BY BOOK 2 SECTION 11.4. DEVELOPER NOT REQUIRED TO OVERLAY EXISTING PAVEMENT ON I277. DEVELOPER PERFORMING DIAMOND GRINDING ON EXISTING I277 PAVEMENT.
- SEE SHEET 52 FOR SUPERELEVATION INFORMATION.

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PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
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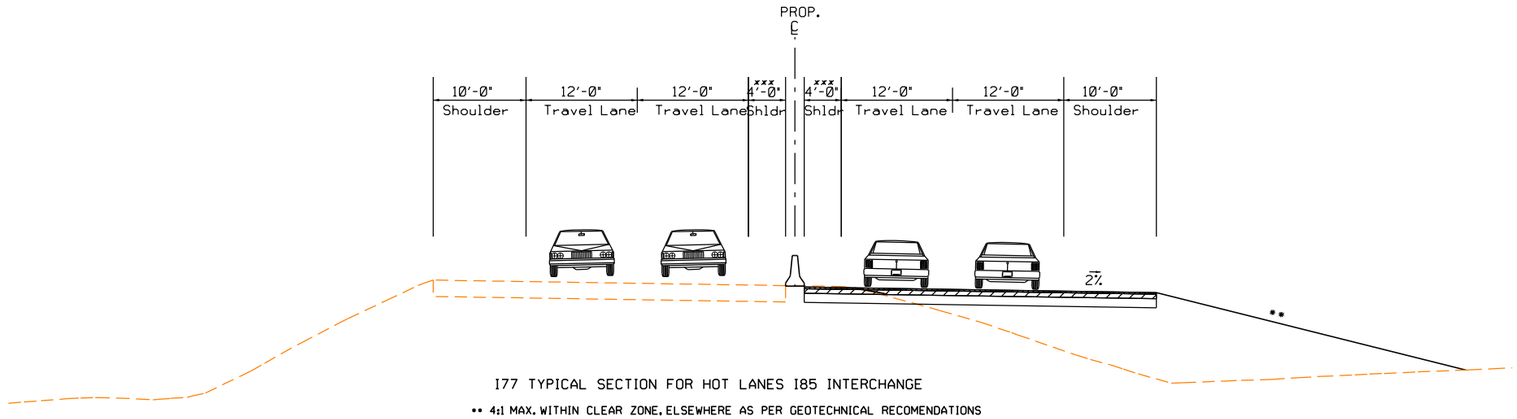
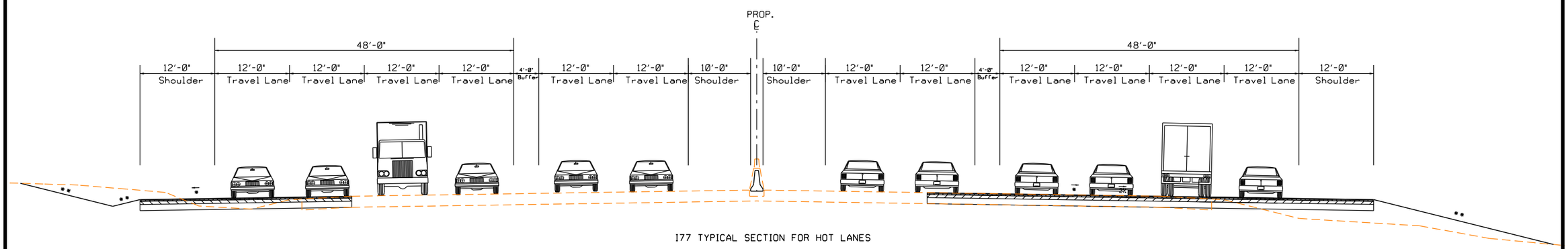


I77 TYPICAL SECTION FOR HOT LANES 185 INTERCHANGE

•• 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS
••• WIDER SHOULDER POSITION MAY CHANGE PER APPROVED ATC#1



I77 TYPICAL SECTION FOR HOT LANES

SOUTH SECTION
TYPICAL SECTIONS

• PROJECT EXISTING CROSS SLOPE FOR WIDENING
•• 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS

NOTE:
- DEVELOPER NOT REQUIRED TO DEMOLISH OUTSIDE SHOULDER IN ORDER TO BUILD SHOULDER DRAINS AS ALLOWED PER BOOK 2 SECTION 11.3. DEVELOPER PROVIDING SHOULDER DRAINS ON THE OUTSIDE SHOULDER IN AREAS WHERE THE WIDENING EXCEEDS THE WIDTH REQUIRED FOR OUTSIDE SHOULDER WITH AS PER GEOMETRIC REQUIREMENTS.
- SEE SHEET 52 FOR SUPERELEVATION INFORMATION.

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PRELIMINARY PLANS
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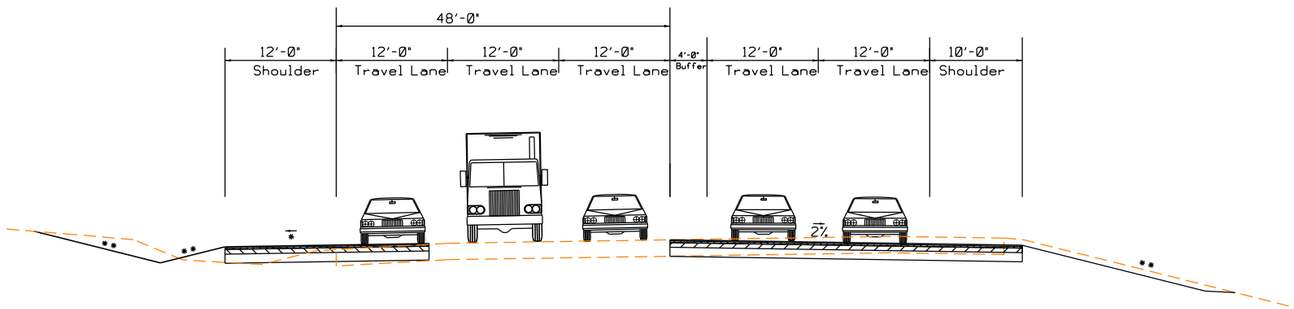
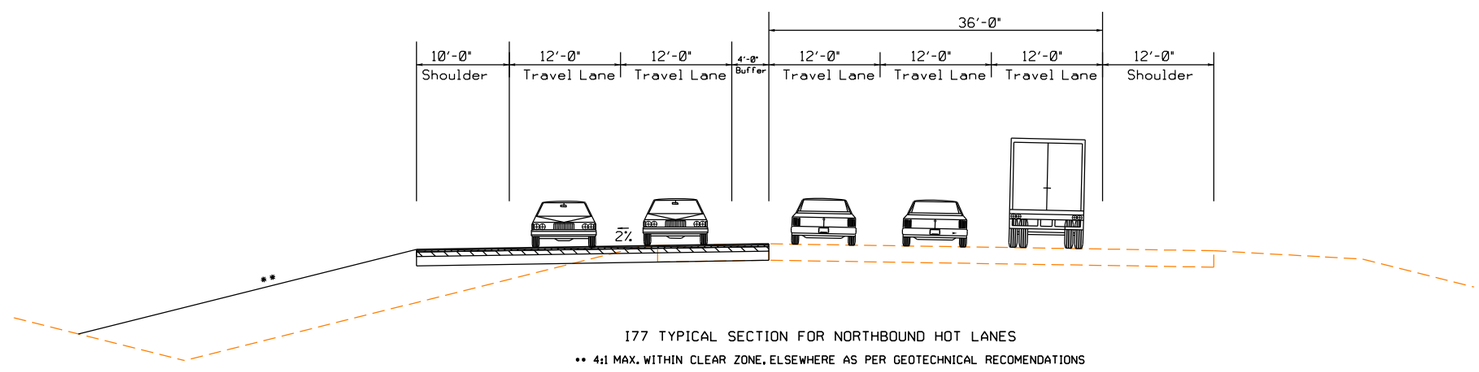
- EXISTING OUTSIDE SHOULDER WIDTHS WILL BE MAINTAINED WHEN THEY ARE SMALLER THAN 12FT IN THE CASES WHERE NO WIDENING TO THE OUTSIDE IS REQUIRED, AS ALLOWED PER BOOK 2 SECTION 10.2J.6" PARAGRAPH.
- SEE SHEET 52 FOR SUPERELEVATION INFORMATION.



I77 TYPICAL SECTION FOR SOUTHBOUND HOT LANES
• PROJECT EXISTING CROSS SLOPE FOR WIDENING
•• 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS



I77 TYPICAL SECTION FOR NORTHBOUND HOT LANES
•• 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS

CENTRAL SECTION
TYPICAL SECTIONS

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PRELIMINARY PLANS
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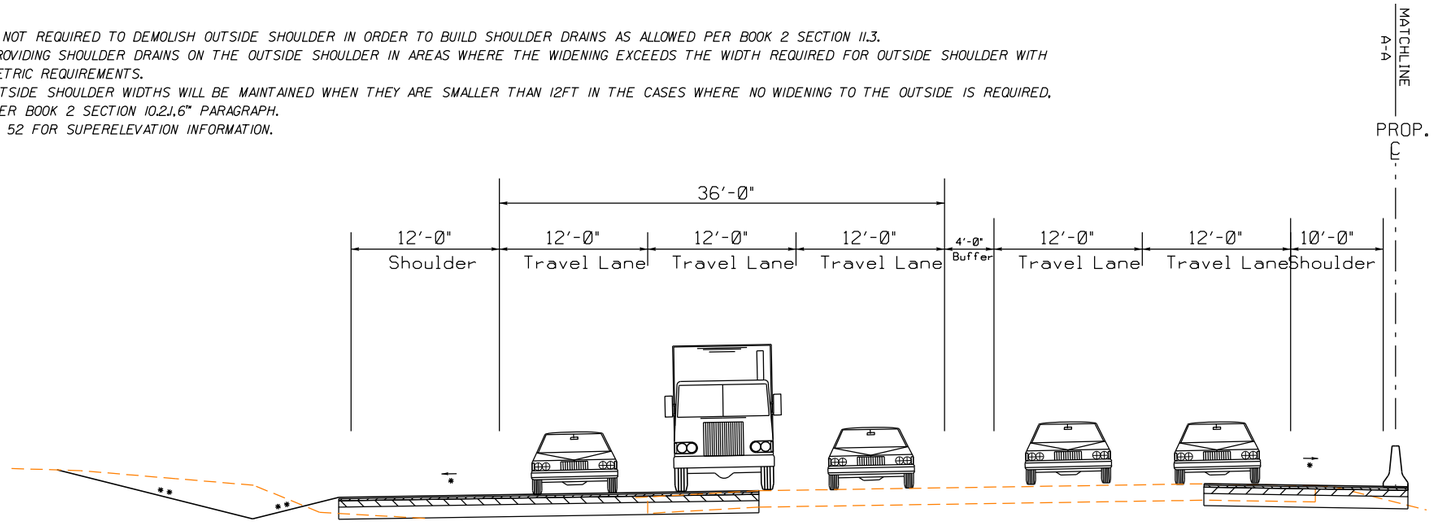
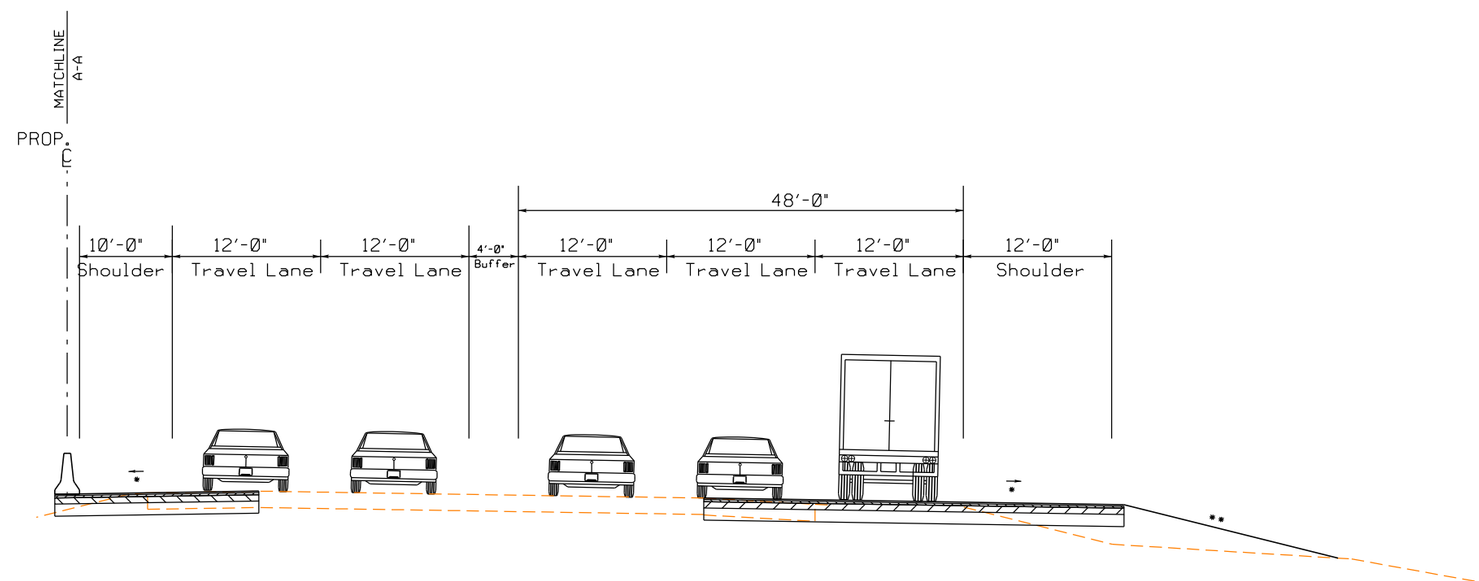
- SEE SHEET 52 FOR SUPERELEVATION INFORMATION.



I77 TYPICAL SECTION FOR SOUTHBOUND HOT LANES

* PROJECT EXISTING CROSS SLOPE FOR WIDENING
** 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS



I77 TYPICAL SECTION FOR NORTHBOUND HOT LANES

* PROJECT EXISTING CROSS SLOPE FOR WIDENING
** 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS

CENTRAL SECTION
TYPICAL SECTIONS

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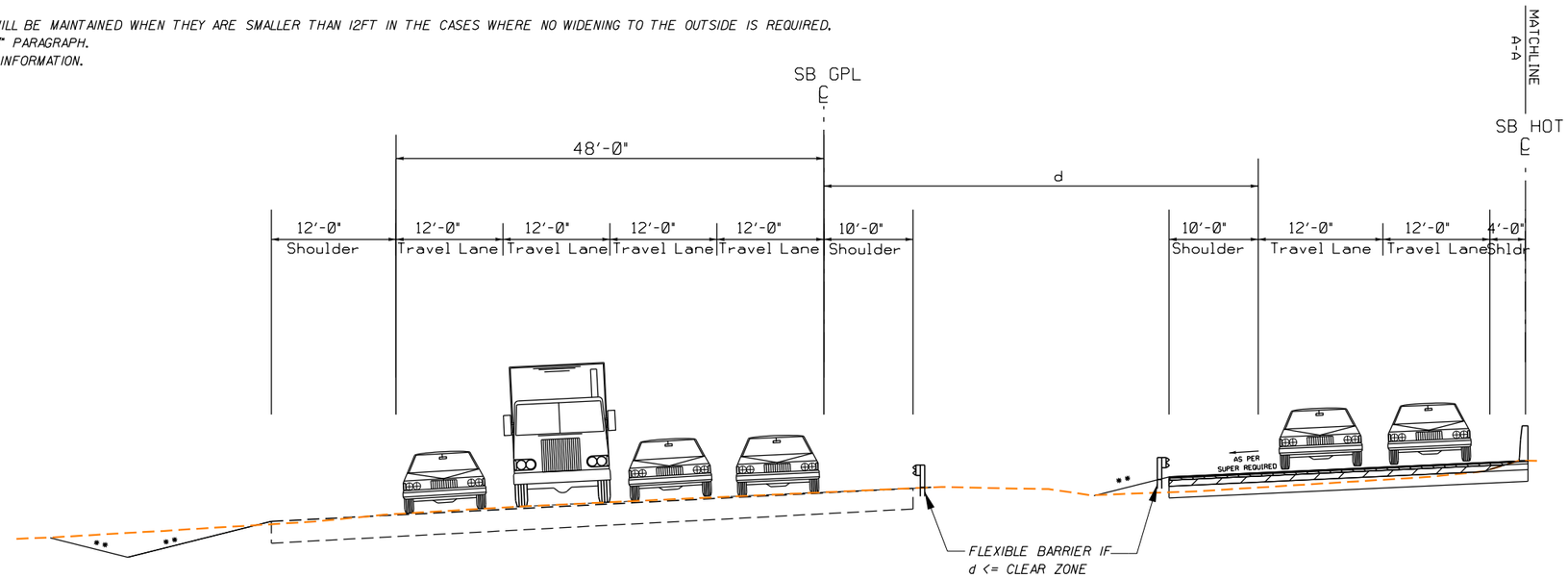
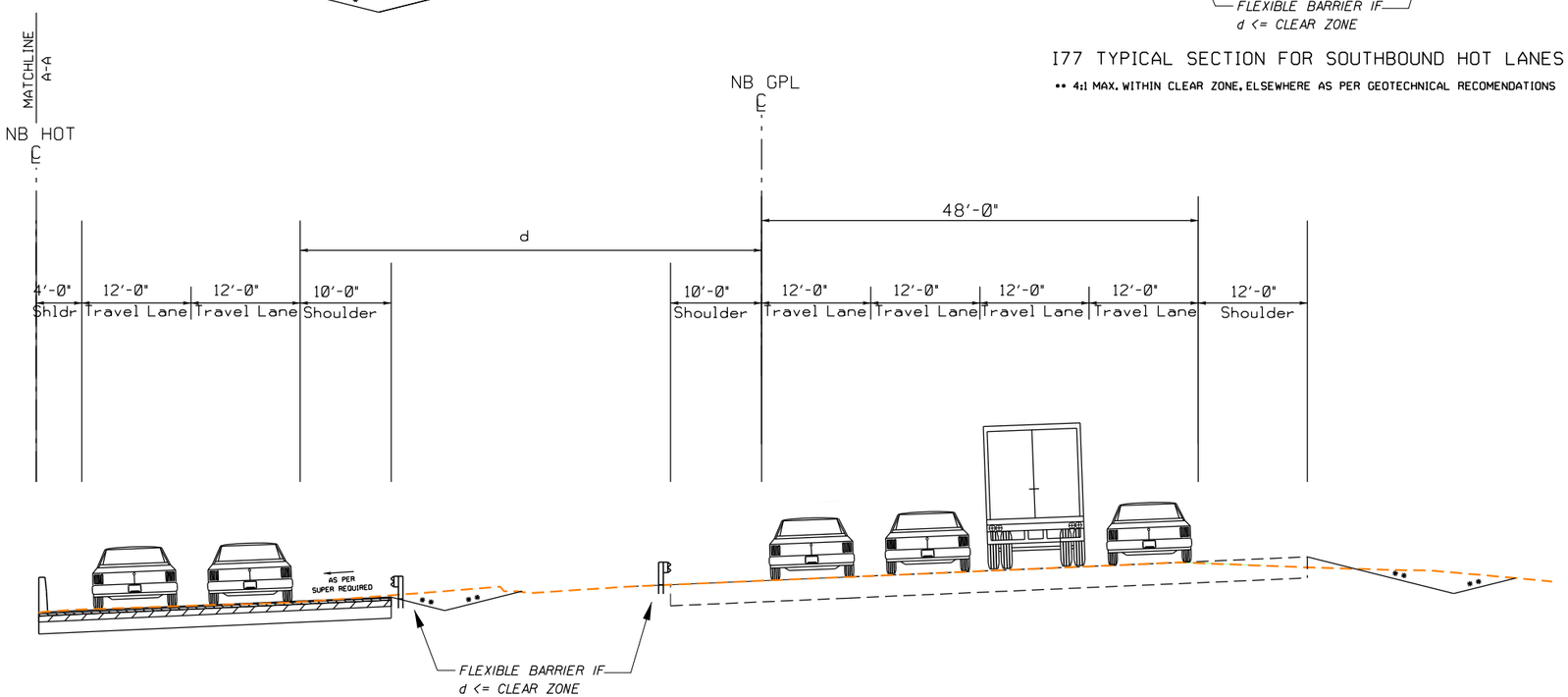


I77 TYPICAL SECTION FOR SOUTHBOUND HOT LANES

•• 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS



I77 TYPICAL SECTION FOR NORTHBOUND HOT LANES

•• 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS

CENTRAL SECTION TYPICAL SECTIONS

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 9

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
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PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

NOTE:
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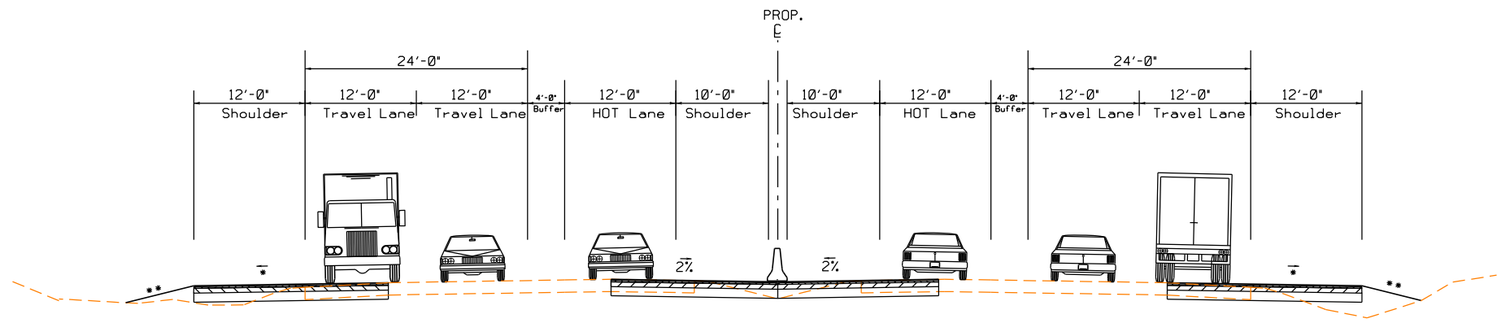
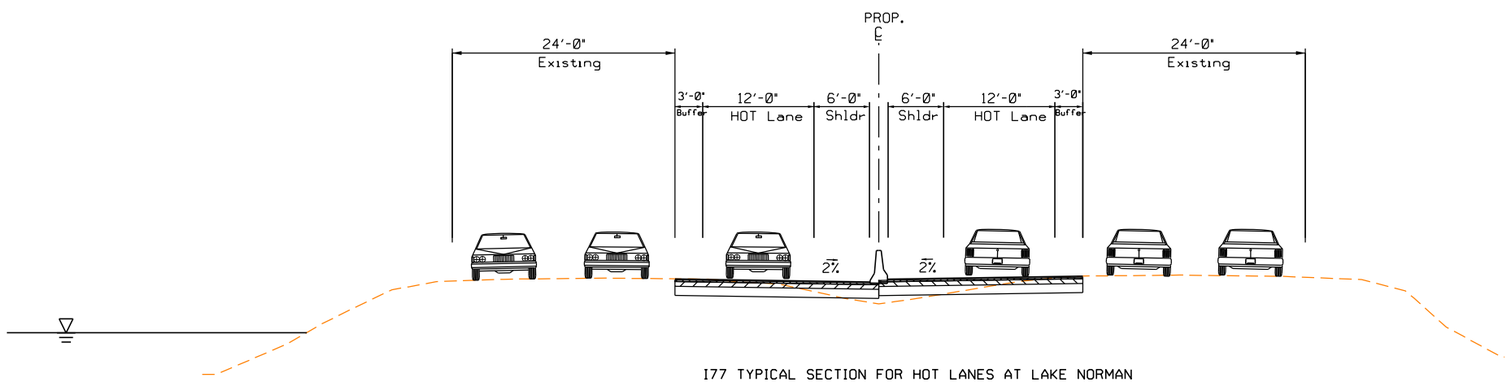
- EXISTING OUTSIDE SHOULDER WIDTHS WILL BE MAINTAINED WHEN THEY ARE SMALLER THAN 12FT IN THE CASES WHERE NO WIDENING TO THE OUTSIDE IS REQUIRED. AS ALLOWED PER BOOK 2 SECTION 10.2.1.6" PARAGRAPH.
- SEE SHEET 52 FOR SUPERELEVATION INFORMATION.



I77 TYPICAL SECTION FOR HOT LANES

* PROJECT EXISTING CROSS SLOPE FOR WIDENING
** 4:1 MAX. WITHIN CLEAR ZONE, ELSEWHERE AS PER GEOTECHNICAL RECOMENDATIONS



I77 TYPICAL SECTION FOR HOT LANES AT LAKE NORMAN

NORTH SECTION
TYPICAL SECTIONS

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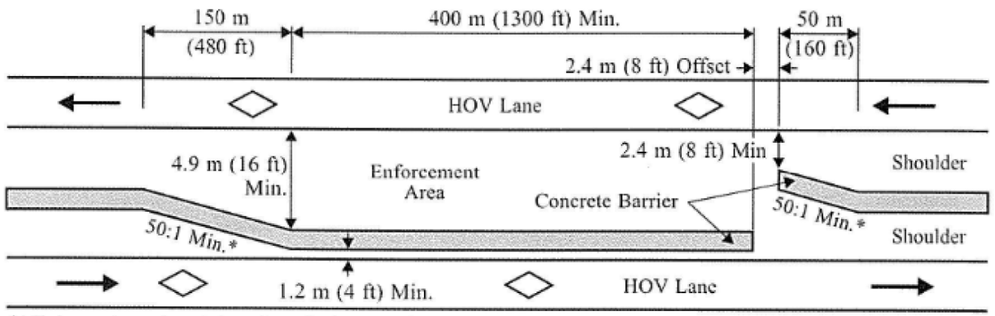
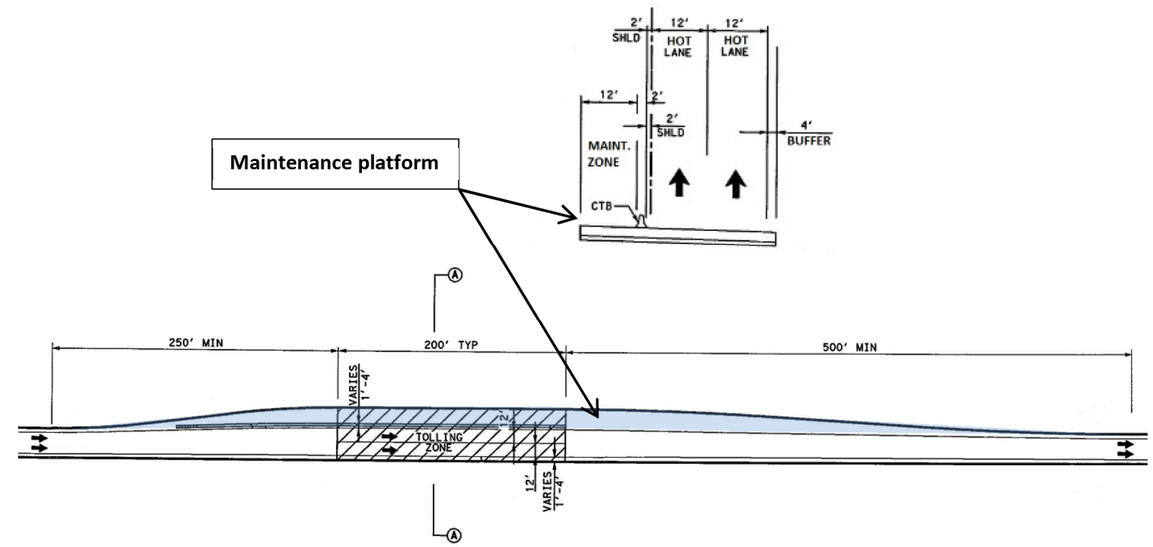
PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

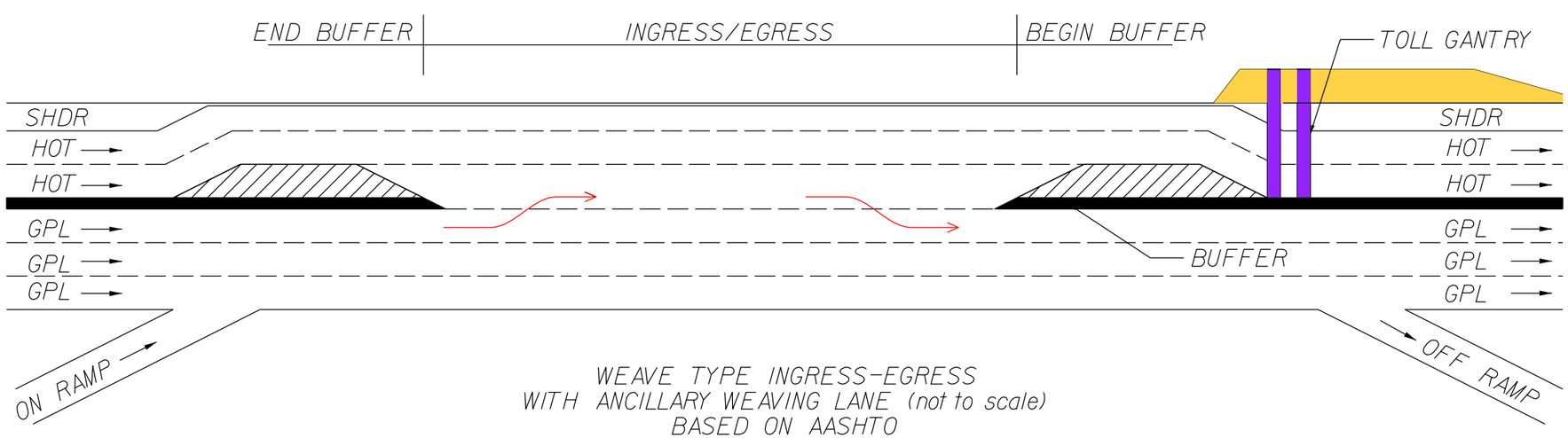
TOLL FACILITIES



* Minimum taper length based on design speed.

DIRECTIONAL ENFORCEMENT AREA





WEAVE TYPE INGRESS-EGRESS
WITH ANCILLARY WEAVING LANE (not to scale)
BASED ON AASHTO

Maintenance platform

The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

2/26/2014
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PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

77NBHOT01

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 52′ 04.21″ E							
	PC	199+37.95		549,384.80	1,448,741.58					
77NBHOT01-1	PI	200+30.72		549,477.52	1,448,744.61	3° 12′ 16.06″	1,788.00′	185.37′	92.77′	5° 56′ 24.12″ RT
	PCC	201+23.32		549,569.43	1,448,757.21					
			N 7° 48′ 28.34″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 7° 48′ 28.34″ E							
	PCC	201+23.32		549,569.43	1,448,757.21					
77NBHOT01-2	PI	203+07.76		549,752.16	1,448,782.27	4° 01′ 22.42″	1,424.24′	366.85′	184.44′	14° 45′ 28.32″ RT
	PT	204+90.17		549,922.49	1,448,853.05					
			N 22° 33′ 56.65″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 22° 33′ 56.65″ E							
	PC	208+47.96		550,252.89	1,448,990.35					
77NBHOT01-3	PI	209+54.92		550,351.66	1,449,031.39	0° 27′ 30.12″	12,500.00′	213.92′	106.96′	0° 58′ 49.91″ LT
	PCC	210+61.88		550,451.12	1,449,070.74					
			N 21° 35′ 06.75″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 35′ 06.75″ E							
	PCC	210+61.88		550,451.12	1,449,070.74					
77NBHOT01-4	PI	211+92.25		550,572.35	1,449,118.71	0° 27′ 30.12″	12,500.00′	260.73′	130.37′	1° 11′ 42.40″ LT
	PT	213+22.61		550,694.55	1,449,164.13					
			N 20° 23′ 24.35″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 23′ 24.35″ E							
	PC	215+78.67		550,934.57	1,449,253.34					
77NBHOT01-5	PI	217+67.02		551,111.11	1,449,318.96	0° 27′ 30.12″	12,500.00′	376.66′	188.35′	1° 43′ 35.41″ RT
	PT	219+55.34		551,285.60	1,449,389.88					
			N 22° 06′ 59.76″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 22° 06′ 59.76″ E							
	PC	221+30.33		551,447.72	1,449,455.76					
77NBHOT01-6	PI	222+11.93		551,523.32	1,449,486.48	0° 27′ 21.97″	12,562.00′	163.21′	81.61′	0° 44′ 39.92″ LT
	PT	222+93.54		551,599.31	1,449,516.22					
			N 21° 22′ 19.84″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 22′ 19.84″ E							
	PC	227+30.31		552,006.05	1,449,675.39					
77NBHOT01-7	PI	231+68.35		552,413.97	1,449,835.02	0° 08′ 40.82″	39,604.21′	876.04′	438.04′	1° 16′ 02.57″ LT
	PT	236+06.35		552,825.31	1,449,985.59					
			N 20° 06′ 17.27″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 19° 15′ 17.91″ E							
	PC	239+92.48		553,187.21	1,450,120.21					
77NBHOT01-8	PI	242+66.48		553,445.89	1,450,210.56	0° 22′ 55.10″	15,000.00′	547.95′	274.00′	2° 05′ 34.83″ RT
	PT	245+40.42		553,701.09	1,450,310.31					
			N 21° 20′ 52.75″ E							

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PRELIMINARY PLANS
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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 20′ 52.75″ E							
	TS	246+63.18		553,815.42	1,450,355.00					
	SC	252+52.73		554,374.19	1,450,541.05					
	PC	252+52.73		554,374.19	1,450,541.05					
77NBHOT01-9	PI	258+53.15		554,971.76	1,450,806.95	2° 59′ 02.96″	1,920.00′	1,163.85′	600.42′	52° 19′ 42.22″ LT
	PT	264+16.57		555,516.26	1,450,444.87					
	CS	264+16.57		555,516.26	1,450,444.87					
	ST	270+06.41		556,036.28	1,450,167.82					
			N 30° 58′ 49.47″ W							

77NBHOT02

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 30° 58′ 49.47″ W							
	PC	281+29.72		556,979.27	1,449,556.16					
77NBHOT02-1	PI	291+59.90		557,862.49	1,449,025.88	2° 53′ 37.41″	1,980.00′	1,899.80′	1,030.18′	54° 58′ 30.20″ RT
	CS	300+29.53		558,803.64	1,449,444.80					
			N 23° 59′ 40.73″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 25° 16′ 48.69″ E							
	TS	301+17.67		558,883.62	1,449,481.84					
	SC	302+06.36		558,964.16	1,449,518.97					
	PC	302+06.36		558,964.16	1,449,518.97					
77NBHOT02-2	PI	308+42.73		559,545.91	1,449,794.62	3° 33′ 31.48″	1,610.00′	1,212.05′	636.37′	46° 16′ 38.95″ LT
	PT	314+18.41		560,146.97	1,449,563.07					
	CS	314+18.41		560,146.97	1,449,563.07					
	ST	315+06.39		560,229.39	1,449,532.29					
			N 20° 59′ 50.26″ W							

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PRELIMINARY PLANS
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77NBHOT02

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 59′ 50.26″ W							
	PC	315+42.16		560,262.78	1,449,519.48					
77NBHOT02-3	PI	316+28.95		560,343.81	1,449,488.38	0° 28′ 38.87″	12,000.00′	173.57′	86.79′	0° 49′ 43.48″ LT
	PRC	317+15.73		560,424.37	1,449,456.11					
			N 21° 49′ 33.74″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 22° 25′ 49.63″ W							
	PRC	317+15.73		560,424.37	1,449,456.11					
77NBHOT02-4	PI	318+65.46		560,562.77	1,449,398.98	0° 28′ 43.04″	11,971.00′	299.43′	149.72′	1° 25′ 59.36″ RT
	PT	320+15.17		560,702.55	1,449,345.33					
			N 20° 59′ 50.26″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 59′ 50.26″ W							
	TS	326+84.08		561,327.05	1,449,105.64					
	SC	328+84.08		561,515.28	1,449,038.16					
	PC	328+84.08		561,515.28	1,449,038.16					
77NBHOT02-5	PI	328+98.67		561,527.65	1,449,028.65	3° 49′ 10.99″	1,500.00′	29.17′	14.59′	8° 45′ 11.10″ RT
	PT	329+13.25		561,543.23	1,449,029.82					
	CS	329+13.25		561,543.23	1,449,029.82					
	ST	331+13.22		561,737.62	1,448,983.08					
			N 12° 14′ 39.16″ W							

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PRELIMINARY PLANS
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77NBHOT02

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 12° 14′ 39.16″ W							
	TS	333+67.60		561,986.21	1,448,929.14					
	SC	335+67.60		562,180.64	1,448,882.40					
	PC	335+67.60		562,180.64	1,448,882.40					
77NBHOT02-6	PI	335+82.54		562,196.55	1,448,883.49	3° 49′ 10.99″	1,500.00′	29.89′	14.94′	8° 46′ 49.44″ LT
	PT	335+97.48		562,209.27	1,448,873.84					
	CS	335+97.48		562,209.27	1,448,873.84					
	ST	337+97.45		562,397.44	1,448,806.28					
			N 21° 01′ 28.60″ W							

77NBHOT03

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 01′ 28.60″ W							
	PC	344+20.04		562,992.57	1,448,619.31					
77NBHOT03-1	PI	345+47.27		563,111.33	1,448,573.67	0° 22′ 55.10″	15,000.00′	254.45′	127.23′	0° 58′ 18.91″ LT
	PT	346+74.49		563,229.29	1,448,526.02					
			N 21° 59′ 47.52″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 59′ 47.52″ W							
	PC	353+04.35		563,813.30	1,448,290.10					
77NBHOT03-2	PI	354+31.58		563,931.27	1,448,242.45	0° 22′ 55.10″	15,000.00′	254.45′	127.23′	0° 58′ 18.91″ RT
	PT	355+58.80		564,050.02	1,448,196.81					
			N 21° 01′ 28.60″ W							

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PRELIMINARY PLANS
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77NBHOT03

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 01′ 28.60″ W							
	TS	358+69.49		564,340.03	1,448,085.34					
	SC	360+79.49		564,536.50	1,448,011.20					
	PC	360+79.49		564,536.50	1,448,011.20					
77NBHOT03-3	PI	376+49.83		566,009.86	1,447,443.53	1° 00′ 06.03″	5,720.00′	3,065.17′	1,570.34′	32° 48′ 23.01″ RT
	PT	391+44.66		567,555.28	1,447,767.18					
	CS	391+44.66		567,555.28	1,447,767.18					
	ST	393+54.63		567,761.09	1,447,808.80					
			N 11° 46′ 54.41″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 46′ 54.41″ E							
	PC	406+72.38		569,051.07	1,448,077.86					
77NBHOT03-4	PI	407+15.21		569,093.01	1,448,086.61	0° 22′ 47.99″	15,078.00′	85.67′	42.84′	0° 19′ 31.96″ LT
	PT	407+58.05		569,134.99	1,448,095.12					
			N 11° 27′ 22.45″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 27′ 22.45″ E							
	PC	419+04.82		570,258.92	1,448,322.89					
77NBHOT03-5	PI	419+47.21		570,300.46	1,448,331.31	0° 23′ 02.29″	14,922.00′	84.78′	42.39′	0° 19′ 31.96″ RT
	PT	419+89.61		570,341.96	1,448,339.96					
			N 11° 46′ 54.41″ E							

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77NBHOT03

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 46' 54.41" E							
	TS	438+08.27		572,122.31	1,448,711.31					
	SC	439+28.27		572,239.83	1,448,735.60					
	PC	439+28.27		572,239.83	1,448,735.60					
77NBHOT03-6	PI	452+11.15		573,496.42	1,448,997.92	0° 30' 12.84"	11,378.00'	2,554.97'	1,282.88'	13° 28' 12.59" LT
	PT	464+83.24		574,779.55	1,448,959.88					
	CS	464+83.24		574,779.55	1,448,959.88					
	ST	466+03.21		574,899.47	1,448,956.56					
			N 1° 41' 18.19" W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 41' 18.19" W							
	PC	542+76.15		582,569.08	1,448,730.49					
77NBHOT03-7	PI	556+39.22		583,931.56	1,448,690.33	0° 22' 08.08"	15,531.00'	2,719.18'	1,363.07'	10° 01' 53.02" RT
	PT	569+95.33		585,280.21	1,448,888.11					
			N 8° 20' 34.83" E							

77NBHOT04

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 8° 23' 17.56" E							
	PC	569+95.33		585,285.87	1,448,849.51					
77NBHOT04-1	PI	570+13.18		585,303.53	1,448,852.12	1° 08' 45.30"	5,000.00'	35.69'	17.85'	0° 24' 32.42" LT
	CS	570+31.02		585,321.20	1,448,854.60					
			N 7° 58' 45.14" E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 6° 49′ 59.73″ E							
	TS	574+76.02		585,762.87	1,448,908.86					
	SC	577+26.02		586,010.76	1,448,941.19					
	PC	577+26.02		586,010.76	1,448,941.19					
77NBHOT04-2	PI	577+81.70		586,066.50	1,448,945.25	1° 25′ 56.62″	4,000.00′	111.35′	55.68′	5° 10′ 31.78″ RT
	PT	578+37.37		586,120.60	1,448,959.42					
	CS	578+37.37		586,120.60	1,448,959.42					
	ST	580+87.31		586,365.59	1,449,008.87					
			N 12° 00′ 31.52″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 12° 00′ 31.52″ E							
	PC	581+47.60		586,424.57	1,449,021.41					
77NBHOT04-3	PI	583+97.00		586,668.50	1,449,073.30	0° 22′ 10.74″	15,500.00′	498.75′	249.40′	1° 50′ 37.05″ RT
	PT	586+46.35		586,910.65	1,449,133.02					
			N 13° 51′ 08.57″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 13° 51′ 08.57″ E							
	TS	587+38.78		587,000.39	1,449,155.14					
	SC	588+38.78		587,097.40	1,449,179.41					
	PC	588+38.78		587,097.40	1,449,179.41					
77NBHOT04-4	PI	590+92.64		587,344.11	1,449,239.90	1° 08′ 45.30″	5,000.00′	507.30′	253.87′	6° 57′ 32.31″ RT
	PT	593+46.07		587,581.45	1,449,330.47					
	CS	593+46.07		587,581.45	1,449,330.47					
	ST	594+46.05		587,675.02	1,449,365.68					
			N 20° 48′ 40.88″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 48′ 40.88″ E							
	PC	603+18.53		588,490.58	1,449,675.67					
77NBHOT04-5	PI	605+53.67		588,710.37	1,449,759.21	0° 07′ 38.37″	45,000.00′	470.27′	235.14′	0° 35′ 55.56″ RT
	PT	607+88.80		588,929.29	1,449,845.04					
			N 21° 24′ 36.44″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 24′ 36.44″ E							
	TS	622+66.42		590,304.94	1,450,384.44					
	SC	623+66.42		590,398.14	1,450,420.67					
	PC	623+66.42		590,398.14	1,450,420.67					
77NBHOT04-6	PI	633+04.86		591,273.02	1,450,764.02	0° 59′ 47.21″	5,750.00′	1,860.46′	938.43′	19° 32′ 05.51″ LT
	PT	642+26.88		592,212.39	1,450,794.49					
	CS	642+26.88		592,212.39	1,450,794.49					
	ST	643+26.86		592,312.30	1,450,798.05					
			N 1° 52′ 30.93″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 0° 42′ 49.89″ E							
	SC	648+93.95		592,879.11	1,450,815.59					
77NBHOT04-7	PI	652+47.75		593,232.88	1,450,820.00	1° 32′ 54.72″	3,700.00′	705.45′	353.80′	10° 55′ 27.00″ LT
	PT	655+99.40		593,581.07	1,450,757.29					
			N 10° 12′ 37.11″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 10° 13′ 20.53″ W							
	PC	655+99.40		593,588.00	1,450,795.67					
77NBHOT05-1	PI	662+94.94		594,272.50	1,450,672.23	0° 59′ 47.21″	5,750.00′	1,384.36′	695.54′	13° 47′ 39.94″ LT
	CS	669+83.76		594,907.82	1,450,389.14					
			N 24° 01′ 00.47″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 24° 57′ 20.69″ W							
	PC	678+93.52		595,732.46	1,450,004.91					
77NBHOT05-2	PI	679+07.57		595,745.20	1,449,998.99	0° 22′ 55.10″	15,000.00′	28.10′	14.05′	0° 06′ 26.37″ LT
	PT	679+21.62		595,757.92	1,449,993.03					
			N 25° 03′ 47.05″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 24° 57′ 20.65″ W							
	TS	692+54.88		596,966.70	1,449,430.51					
	SC	694+64.88		597,157.62	1,449,343.04					
	PC	694+64.88		597,157.62	1,449,343.04					
77NBHOT05-3	PI	706+68.25		598,252.50	1,448,832.14	0° 58′ 16.01″	5,900.00′	2,374.18′	1,203.37′	25° 05′ 42.84″ RT
	PT	718+39.06		599,460.72	1,448,836.33					
	CS	718+39.06		599,460.72	1,448,836.33					
	ST	720+49.04		599,670.70	1,448,835.59					
			N 0° 08′ 22.19″ E							

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77NBHOT05

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 0° 08′ 22.19″ E							
	TS	722+93.90		599,915.57	1,448,836.19					
	SC	724+73.90		600,095.56	1,448,835.69					
	PC	724+73.90		600,095.56	1,448,835.69					
77NBHOT05-4	PI	737+42.50		601,368.90	1,448,839.73	0° 59′ 34.78″	5,770.00′	2,497.47′	1,268.60′	26° 35′ 13.32″ LT
	PT	749+71.37		602,508.56	1,448,271.77					
	CS	749+71.37		602,508.56	1,448,271.77					
	ST	751+51.35		602,670.12	1,448,192.45					
			N 26° 26′ 51.13″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 26° 26′ 51.13″ W							
	TS	762+48.91		603,652.81	1,447,703.62					
	SC	764+28.91		603,814.29	1,447,624.11					
	PC	764+28.91		603,814.29	1,447,624.11					
77NBHOT05-5	PI	775+85.58		604,851.75	1,447,107.22	0° 46′ 32.65″	7,386.00′	2,294.71′	1,156.67′	19° 11′ 49.47″ RT
	PT	787+23.61		606,001.67	1,446,961.66					
	CS	787+23.61		606,001.67	1,446,961.66					
	ST	789+03.59		606,180.12	1,446,938.22					
			N 7° 15′ 01.66″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 7° 15′ 01.66″ W							
	TS	825+01.22		609,748.97	1,446,484.17					
	SC	827+01.22		609,947.29	1,446,458.28					
	PC	827+01.22		609,947.29	1,446,458.28					
77NBHOT05-6	PI	839+55.10		611,192.91	1,446,300.47	0° 34′ 11.57″	10,054.00′	2,494.87′	1,253.88′	15° 21′ 26.99″ LT
	PT	851+96.09		612,351.77	1,445,817.18					
	CS	851+96.09		612,351.77	1,445,817.18					
	ST	853+96.07		612,536.63	1,445,740.91					
			N 22° 36′ 28.65″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 22° 36′ 28.65″ W							
	TS	892+40.22		616,085.38	1,444,263.13					
	SC	894+40.22		616,270.28	1,444,186.89					
	PC	894+40.22		616,270.28	1,444,186.89					
77NBHOT05-7	PI	913+87.05		618,071.28	1,443,436.16	0° 35′ 48.37″	9,601.00′	3,841.58′	1,946.83′	24° 07′ 07.74″ RT
	PT	932+81.80		620,021.79	1,443,488.30					
	CS	932+81.80		620,021.79	1,443,488.30					
	ST	934+81.78		620,221.72	1,443,492.88					
			N 1° 30′ 39.09″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 30′ 39.09″ E							
	TS	947+96.29		621,535.77	1,443,527.54					
	SC	949+18.29		621,657.74	1,443,530.44					
	PC	949+18.29		621,657.74	1,443,530.44					
77NBHOT05-8	PI	963+94.79		623,136.07	1,443,569.75	0° 44′ 38.76″	7,700.00′	2,917.58′	1,476.50′	22° 37′ 03.10″ LT
	PT	978+35.87		624,515.60	1,443,036.90					
	CS	978+35.87		624,515.60	1,443,036.90					
	ST	979+57.86		624,629.52	1,442,993.28					
			N 21° 06′ 24.01″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 06′ 24.01″ W							
	TS	1007+65.00		627,248.33	1,441,982.41					
	SC	1009+22.00		627,395.05	1,441,926.53					
	PC	1009+22.00		627,395.05	1,441,926.53					
77NBHOT05-9	PI	1022+40.70		628,629.09	1,441,449.43	0° 59′ 16.29″	5,800.00′	2,593.30′	1,318.70′	27° 10′ 08.45″ RT
	PT	1035+15.31		629,944.68	1,441,589.87					
	CS	1035+15.31		629,944.68	1,441,589.87					
	ST	1036+72.29		630,100.85	1,441,605.74					
			N 6° 03′ 44.45″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 5° 51′ 16.79″ E							
	PC	1046+62.05		631,085.08	1,441,710.27					
77NBHOT05-10	PI	1061+37.53		632,552.86	1,441,860.78	0° 09′ 17.47″	37,000.00′	2,949.39′	1,475.48′	4° 34′ 02.04″ LT
	PT	1076+11.44		634,027.97	1,441,893.93					
			N 1° 17′ 14.75″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 17′ 14.75″ E							
	PC	1094+97.69		635,913.74	1,441,936.31					
77NBHOT05-11	PI	1095+50.43		635,966.46	1,441,937.49	0° 08′ 09.61″	42,128.00′	105.48′	52.74′	0° 08′ 36.43″ LT
	PRC	1096+03.16		636,019.19	1,441,938.55					
			N 1° 08′ 38.32″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 08′ 38.32″ E							
	PRC	1096+03.16		636,019.19	1,441,938.55					
77NBHOT05-12	PI	1096+55.83		636,071.85	1,441,939.60	0° 08′ 10.27″	42,072.00′	105.34′	52.67′	0° 08′ 36.43″ RT
	PT	1097+08.50		636,124.50	1,441,940.78					
			N 1° 17′ 14.75″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 17' 14.75" E							
	TS	1098+86.04		636,301.99	1,441,944.77					
	SC	1103+00.04		636,715.39	1,441,964.84					
	PC	1103+00.04		636,715.39	1,441,964.84					
77NBHOT05-13	PI	1106+01.31		637,022.53	1,441,960.96	2° 09' 43.58"	2,650.00'	599.98'	301.28'	21° 55' 20.44" RT
	PT	1109+00.02		637,300.46	1,442,091.86					
	CS	1109+00.02		637,300.46	1,442,091.86					
	ST	1113+13.93		637,684.89	1,442,244.98					
			N 23° 12' 35.19" E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 23° 14' 29.89" E							
	TS	1166+14.44		642,562.86	1,444,318.62					
	SC	1169+07.44		642,833.96	1,444,429.68					
	PC	1169+07.44		642,833.96	1,444,429.68					
77NBHOT05-14	PI	1172+35.62		643,136.42	1,444,564.95	1° 58' 32.58"	2,900.00'	653.59'	328.18'	18° 42' 05.22" LT
	PT	1175+61.02		643,467.09	1,444,586.26					
	CS	1175+61.02		643,467.09	1,444,586.26					
	ST	1178+53.98		643,758.67	1,444,614.36					
			N 4° 32' 24.67" E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 4° 32' 24.67" E							
	TS	1215+86.34		647,479.32	1,444,909.81					
	SC	1216+76.34		647,569.02	1,444,917.05					
	PC	1216+76.34		647,569.02	1,444,917.05					
77NBHOT05-15	PI	1223+17.01		648,207.83	1,444,967.66	0° 29' 38.14"	11,600.00'	1,280.03'	640.67'	6° 46' 00.97" RT
	PT	1229+56.38		648,836.19	1,445,093.41					
	CS	1229+56.38		648,836.19	1,445,093.41					
	ST	1230+46.36		648,924.45	1,445,110.94					
			N 11° 18' 25.64" E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 18′ 25.64″ E							
	TS	1343+21.29		659,979.52	1,447,326.49					
	SC	1344+43.29		660,099.21	1,447,350.09					
	PC	1344+43.29		660,099.21	1,447,350.09					
77NBHOT05-16	PI	1355+13.26		661,149.60	1,447,560.45	0° 44′ 56.27″	7,650.00′	2,126.16′	1,069.97′	16° 50′ 15.97″ LT
	PT	1365+69.44		662,215.84	1,447,456.88					
	CS	1365+69.44		662,215.84	1,447,456.88					
	ST	1366+91.41		662,337.27	1,447,445.45					
			N 5° 31′ 50.33″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 5° 31′ 50.33″ W							
	TS	1382+06.90		663,845.71	1,447,299.39					
	SC	1383+66.90		664,005.03	1,447,284.69					
	PC	1383+66.90		664,005.03	1,447,284.69					
77NBHOT05-17	PI	1392+93.26		664,929.22	1,447,194.47	0° 58′ 45.89″	5,850.00′	1,837.47′	926.36′	19° 33′ 48.29″ RT
	PT	1402+04.37		665,829.92	1,447,420.34					
	CS	1402+04.37		665,829.92	1,447,420.34					
	ST	1403+64.35		665,985.30	1,447,458.42					
			N 14° 01′ 57.96″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 14° 01′ 57.96″ E							
	TS	1428+79.19		668,425.09	1,448,068.22					
	SC	1430+37.19		668,578.56	1,448,105.80					
	PC	1430+37.19		668,578.56	1,448,105.80					
77NBHOT05-18	PI	1442+04.38		669,714.34	1,448,390.44	1° 01′ 23.30″	5,600.00′	2,301.44′	1,167.19′	25° 09′ 48.09″ LT
	PT	1453+38.63		670,863.10	1,448,163.67					
	CS	1453+38.63		670,863.10	1,448,163.67					
	ST	1454+96.61		671,018.25	1,448,133.91					
			N 11° 07′ 50.13″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 07′ 50.13″ W							
	TS	1502+20.58		675,653.36	1,447,221.96					
	SC	1503+70.58		675,800.64	1,447,193.51					
	PC	1503+70.58		675,800.64	1,447,193.51					
77NBHOT05-19	PI	1515+47.97		676,957.87	1,446,965.31	0° 47′ 25.03″	7,250.00′	2,334.40′	1,177.39′	19° 38′ 01.53″ RT
	PT	1527+04.98		678,124.35	1,447,140.23					
	CS	1527+04.98		678,124.35	1,447,140.23					
	ST	1528+54.95		678,272.75	1,447,161.89					
			N 8° 30′ 11.40″ E							

77SBHOT01

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 26° 16′ 07.49″ E							
	TS	197+95.24		549,246.66	1,448,471.02					
	SC	198+83.24		549,325.85	1,448,509.39					
	PC	198+83.24		549,325.85	1,448,509.39					
77SBHOT01-1	PI	199+39.32		549,375.92	1,448,534.82	2° 51′ 53.24″	2,000.00′	112.13′	56.08′	5° 43′ 58.13″ LT
	PT	199+95.37		549,428.74	1,448,553.92					
	CS	199+95.37		549,428.74	1,448,553.92					
	ST	200+83.34		549,510.89	1,448,585.38					
			N 20° 32′ 09.36″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 21′ 15.80″ E							
	PC	210+15.90		550,384.19	1,448,912.52					
77SBHOT01-2	PI	210+75.88		550,440.05	1,448,934.36	0° 22′ 55.10″	15,000.00′	119.95′	59.98′	0° 27′ 29.49″ RT
	PCC	211+35.86		550,495.73	1,448,956.64					
			N 21° 48′ 45.29″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 48′ 45.29″ E							
	PCC	211+35.86		550,495.73	1,448,956.64					
77SBHOT01-3	PI	214+89.72		550,824.26	1,449,088.13	0° 22′ 55.10″	15,000.01′	707.59′	353.86′	2° 42′ 10.01″ RT
	PRC	218+43.45		551,146.22	1,449,234.96					
			N 24° 30′ 55.30″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 24° 30′ 55.30″ E							
	PRC	218+43.45		551,146.22	1,449,234.96					
77SBHOT01-4	PI	221+86.40		551,458.25	1,449,377.26	0° 27′ 30.12″	12,499.99′	685.74′	342.95′	3° 08′ 35.47″ LT
	PT	225+29.18		551,777.62	1,449,502.24					
			N 21° 22′ 19.84″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 22′ 19.84″ E							
	PC	228+05.00		552,034.47	1,449,602.76					
77SBHOT01-5	PI	232+42.18		552,441.59	1,449,762.07	0° 08′ 41.84″	39,526.21′	874.32′	437.18′	1° 16′ 02.57″ LT
	PT	236+79.32		552,852.12	1,449,912.35					
			N 20° 06′ 17.27″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 06′ 17.27″ E							
	PC	242+73.30		553,409.92	1,450,116.52					
77SBHOT01-6	PI	244+37.46		553,564.07	1,450,172.95	0° 22′ 55.10″	15,000.00′	328.30′	164.16′	1° 15′ 14.50″ RT
	PT	246+01.61		553,716.95	1,450,232.74					
			N 21° 21′ 31.77″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 21′ 31.77″ E							
	TS	247+13.45		553,821.11	1,450,273.47					
	SC	253+03.72		554,380.67	1,450,459.36					
	PC	253+03.72		554,380.67	1,450,459.36					
77SBHOT01-7	PI	258+89.70		554,964.22	1,450,720.50	3° 01′ 53.48″	1,890.00′	1,136.44′	585.99′	52° 20′ 21.24″ LT
	PT	264+40.16		555,496.13	1,450,365.42					
	CS	264+40.16		555,496.13	1,450,365.42					
	ST	270+30.00		556,016.36	1,450,088.80					
			N 30° 58′ 49.47″ W							

77SBHOT02

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 30° 58′ 49.47″ W							
	PC	281+29.72		556,979.27	1,449,556.16					
77SBHOT02-1	PI	291+59.90		557,862.49	1,449,025.88	2° 53′ 37.41″	1,980.00′	1,899.80′	1,030.18′	54° 58′ 30.20″ RT
	CS	300+29.53		558,803.64	1,449,444.80					
			N 23° 59′ 40.73″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 25° 16′ 48.69″ E							
	TS	301+17.67		558,883.62	1,449,481.84					
	SC	302+06.36		558,964.16	1,449,518.97					
	PC	302+06.36		558,964.16	1,449,518.97					
77SBHOT02-2	PI	308+42.73		559,545.91	1,449,794.62	3° 33′ 31.48″	1,610.00′	1,212.05′	636.37′	46° 16′ 38.95″ LT
	PT	314+18.41		560,146.97	1,449,563.07					
	CS	314+18.41		560,146.97	1,449,563.07					
	ST	315+06.39		560,229.39	1,449,532.29					
			N 20° 59′ 50.26″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 59′ 50.26″ W							
	PC	315+42.16		560,262.78	1,449,519.48					
77SBHOT02-3	PI	316+28.95		560,343.81	1,449,488.38	0° 28′ 38.87″	12,000.00′	173.57′	86.79′	0° 49′ 43.48″ LT
	PRC	317+15.73		560,424.37	1,449,456.11					
			N 21° 49′ 33.74″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 22° 25′ 49.63″ W							
	PRC	317+15.73		560,424.37	1,449,456.11					
77SBHOT02-4	PI	318+65.46		560,562.77	1,449,398.98	0° 28′ 43.04″	11,971.00′	299.43′	149.72′	1° 25′ 59.36″ RT
	PT	320+15.17		560,702.55	1,449,345.33					
			N 20° 59′ 50.26″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 59′ 50.26″ W							
	PC	328+01.30		561,436.49	1,449,063.64					
77SBHOT02-5	PI	328+44.33		561,476.66	1,449,048.22	0° 28′ 38.87″	12,000.00′	86.05′	43.02′	0° 24′ 39.03″ RT
	PT	328+87.35		561,516.93	1,449,033.10					
			N 20° 35′ 11.23″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 35′ 11.23″ W							
	PC	331+41.58		561,754.93	1,448,943.70					
77SBHOT02-6	PI	333+12.28		561,914.73	1,448,883.68	0° 28′ 38.87″	12,000.00′	341.38′	170.70′	1° 37′ 47.92″ RT
	PT	334+82.96		562,076.17	1,448,828.23					
			N 18° 57′ 23.31″ W							

77SBHOT03

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 18° 57′ 23.31″ W							
	PC	344+10.93		562,941.14	1,448,489.90					
77SBHOT03-1	PI	345+47.67		563,070.47	1,448,445.47	0° 22′ 55.10″	15,000.00′	273.48′	136.75′	1° 02′ 40.68″ LT
	PT	346+84.41		563,198.97	1,448,398.70					
			N 20° 00′ 03.99″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 20° 00′ 03.99″ W							
	PC	352+33.68		563,715.11	1,448,210.83					
77SBHOT03-2	PI	353+70.42		563,843.61	1,448,164.06	0° 22′ 55.10″	15,000.00′	273.48′	136.75′	1° 02′ 40.68″ RT
	PT	355+07.16		563,972.94	1,448,119.64					
			N 18° 57′ 23.31″ W							

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PRELIMINARY PLANS
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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 18° 57′ 23.31″ W							
	TS	360+69.67		564,504.94	1,447,936.91					
	SC	362+79.67		564,703.95	1,447,869.89					
	PC	362+79.67		564,703.95	1,447,869.89					
77SBHOT03-3	PI	377+60.97		566,111.57	1,447,385.06	0° 59′ 17.52″	5,798.00′	2,900.55′	1,481.30′	30° 44′ 17.72″ RT
	PT	391+80.22		567,568.72	1,447,690.29					
	CS	391+80.22		567,568.72	1,447,690.29					
	ST	393+90.19		567,774.52	1,447,731.92					
			N 11° 46′ 54.41″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 46′ 54.41″ E							
	PC	407+10.48		569,067.00	1,448,001.51					
77SBHOT03-4	PI	407+53.09		569,108.72	1,448,010.21	0° 22′ 55.10″	15,000.00′	85.23′	42.61′	0° 19′ 31.96″ LT
	PT	407+95.71		569,150.48	1,448,018.67					
			N 11° 27′ 22.45″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 27′ 22.45″ E							
	PC	419+42.48		570,274.41	1,448,246.44					
77SBHOT03-5	PI	419+85.10		570,316.17	1,448,254.91	0° 22′ 55.10″	15,000.00′	85.23′	42.61′	0° 19′ 31.96″ RT
	PT	420+27.71		570,357.89	1,448,263.61					
			N 11° 46′ 54.41″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 46′ 54.41″ E							
	TS	438+46.37		572,138.24	1,448,634.95					
	SC	439+66.37		572,255.75	1,448,659.24					
	PC	439+66.37		572,255.75	1,448,659.24					
77SBHOT03-6	PI	452+40.04		573,503.33	1,448,919.68	0° 30′ 25.35″	11,300.00′	2,536.63′	1,273.67′	13° 28′ 12.59″ LT
	PT	465+03.01		574,777.25	1,448,881.92					
	CS	465+03.01		574,777.25	1,448,881.92					
	ST	466+22.98		574,897.17	1,448,878.59					
			N 1° 41′ 18.19″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 41′ 18.19″ W							
	PC	545+65.12		582,835.87	1,448,644.59					
77SBHOT03-7	PI	558+71.16		584,141.35	1,448,606.11	0° 21′ 47.71″	15,773.00′	2,606.14′	1,306.04′	9° 28′ 00.71″ RT
	PT	571+71.26		585,435.37	1,448,782.87					
			N 7° 46′ 42.52″ E							

77SBHOT04

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 7° 48′ 39.11″ E							
	PC	571+71.26		585,430.09	1,448,821.51					
77SBHOT04-1	PI	572+55.31		585,513.36	1,448,832.93	1° 25′ 56.62″	4,000.00′	168.07′	84.05′	2° 24′ 26.63″ RT
	CS	573+39.33		585,596.07	1,448,847.84					
			N 10° 13′ 05.74″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 12° 00′ 31.80″ E							
	PC	581+85.85		586,424.59	1,449,021.42					
77SBHOT04-2	PI	584+35.24		586,668.51	1,449,073.31	0° 22′ 10.74″	15,500.00′	498.73′	249.39′	1° 50′ 36.77″ RT
	PT	586+84.58		586,910.65	1,449,133.02					
			N 13° 51′ 08.57″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 13° 51′ 08.57″ E							
	PC	591+31.03		587,344.11	1,449,239.90					
77SBHOT04-3	PI	601+30.34		588,314.36	1,449,479.16	0° 22′ 55.10″	15,000.00′	1,995.68′	999.32′	7° 37′ 22.60″ RT
	PT	611+26.71		589,244.30	1,449,845.01					
			N 21° 28′ 31.17″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 28′ 31.17″ E							
	TS	629+60.56		590,950.84	1,450,516.39					
	SC	630+60.56		591,044.05	1,450,552.59					
	PC	630+60.56		591,044.05	1,450,552.59					
77SBHOT04-4	PI	636+65.56		591,608.19	1,450,775.00	1° 30′ 28.02″	3,800.00′	1,199.94′	605.00′	19° 36′ 00.23″ LT
	PT	642+60.49		592,214.29	1,450,794.40					
	CS	642+60.49		592,214.29	1,450,794.40					
	ST	643+60.47		592,314.20	1,450,798.11					
			N 1° 52′ 30.93″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 52′ 30.93″ E							
	TS	647+83.42		592,736.92	1,450,811.95					
	SC	649+33.42		592,886.88	1,450,814.99					
	PC	649+33.42		592,886.88	1,450,814.99					
77SBHOT04-5	PI	650+88.54		593,042.62	1,450,821.96	2° 51′ 53.24″	2,000.00′	309.61′	155.11′	13° 09′ 59.53″ LT
	PT	652+43.03		593,195.13	1,450,789.60					
	CS	652+43.03		593,195.13	1,450,789.60					
	ST	653+93.01		593,342.56	1,450,762.08					
			N 11° 17′ 28.59″ W							

77SBHOT05

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 12° 00′ 28.89″ W							
	PC	659+64.30		593,894.78	1,450,612.05					
77SBHOT05-1	PI	665+51.62		594,469.25	1,450,489.86	1° 00′ 06.03″	5,720.00′	1,170.54′	587.32′	11° 43′ 30.01″ LT
	CS	671+34.84		595,006.90	1,450,253.48					
			N 23° 43′ 58.90″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 25° 02′ 42.81″ W							
	TS	695+77.69		597,220.89	1,449,221.15					
	SC	697+87.69		597,411.66	1,449,133.36					
	PC	697+87.69		597,411.66	1,449,133.36					
77SBHOT05-2	PI	709+84.55		598,499.63	1,448,623.64	0° 57′ 03.48″	6,025.00′	2,362.96′	1,196.86′	24° 28′ 04.23″ RT
	PT	721+50.65		599,701.05	1,448,612.75					
	CS	721+50.65		599,701.05	1,448,612.75					
	ST	723+60.62		599,911.00	1,448,609.42					
			N 0° 34′ 38.59″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 0° 34′ 38.59″ W							
	TS	726+74.95		600,225.32	1,448,606.25					
	SC	728+74.95		600,425.29	1,448,603.09					
	PC	728+74.95		600,425.29	1,448,603.09					
77SBHOT05-3	PI	741+09.52		601,664.72	1,448,591.74	0° 58′ 45.89″	5,850.00′	2,433.44′	1,234.57′	25° 47′ 31.85″ LT
	PT	753+08.39		602,774.73	1,448,040.19					
	CS	753+08.39		602,774.73	1,448,040.19					
	ST	755+08.37		602,954.40	1,447,952.39					
			N 26° 22′ 10.44″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 26° 22′ 10.44″ W							
	TS	765+44.80		603,882.99	1,447,492.05					
	SC	767+44.80		604,062.56	1,447,404.00					
	PC	767+44.80		604,062.56	1,447,404.00					
77SBHOT05-4	PI	779+82.58		605,173.71	1,446,852.19	0° 44′ 38.76″	7,700.00′	2,454.56′	1,237.78′	19° 45′ 09.05″ RT
	PT	791+99.36		606,406.17	1,446,710.09					
	CS	791+99.36		606,406.17	1,446,710.09					
	ST	793+99.34		606,604.71	1,446,686.18					
			N 6° 37′ 01.38″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 6° 37′ 01.38″ W							
	TS	829+09.62		610,091.61	1,446,281.68					
	SC	831+39.62		610,319.94	1,446,254.02					
	PC	831+39.62		610,319.94	1,446,254.02					
77SBHOT05-5	PI	842+18.98		611,394.88	1,446,130.50	0° 45′ 28.37″	7,560.00′	2,144.23′	1,079.36′	17° 59′ 37.51″ LT
	PT	852+83.85		612,378.13	1,445,678.83					
	CS	852+83.85		612,378.13	1,445,678.83					
	ST	855+13.83		612,587.69	1,445,584.11					
			N 24° 36′ 38.89″ W							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 24° 36′ 38.89″ W							
	TS	895+06.69		616,217.83	1,443,921.28					
	SC	897+06.69		616,400.02	1,443,838.78					
	PC	897+06.69		616,400.02	1,443,838.78					
77SBHOT05-6	PI	914+68.66		618,006.70	1,443,101.86	0° 44′ 47.49″	7,675.00′	3,463.93′	1,761.98′	27° 21′ 07.48″ RT
	PT	931+70.62		619,772.27	1,443,187.27					
	CS	931+70.62		619,772.27	1,443,187.27					
	ST	933+70.60		619,972.06	1,443,195.96					
			N 2° 44′ 28.59″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 2° 44′ 28.59″ E							
	TS	942+97.09		620,897.49	1,443,240.27					
	SC	943+87.09		620,987.39	1,443,244.46					
	PC	943+87.09		620,987.39	1,443,244.46					
77SBHOT05-7	PI	970+14.17		623,613.82	1,443,370.33	0° 29′ 45.84″	11,550.00′	5,166.26′	2,627.08′	26° 04′ 28.34″ LT
	PT	995+53.35		626,028.19	1,442,328.75					
	CS	995+53.35		626,028.19	1,442,328.75					
	ST	996+43.32		626,110.85	1,442,293.22					
			N 23° 19′ 59.75″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 23° 19′ 59.75″ W							
	TS	1004+73.89		626,873.49	1,441,964.25					
	SC	1006+83.89		627,066.82	1,441,882.26					
	PC	1006+83.89		627,066.82	1,441,882.26					
77SBHOT05-8	PI	1020+93.65		628,367.17	1,441,319.95	1° 00′ 02.88″	5,725.00′	2,764.51′	1,409.76′	29° 46′ 07.60″ RT
	PT	1034+48.40		629,774.84	1,441,480.02					
	CS	1034+48.40		629,774.84	1,441,480.02					
	ST	1036+58.37		629,983.63	1,441,502.28					
			N 6° 26′ 07.85″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 6° 26′ 07.85″ E							
	PC	1045+55.52		630,875.12	1,441,602.83					
77SBHOT05-9	PI	1061+28.97		632,438.65	1,441,779.19	0° 09′ 49.33″	35,000.00′	3,144.79′	1,573.45′	5° 08′ 53.10″ LT
	PT	1077+00.30		634,011.71	1,441,814.54					
			N 1° 17′ 14.75″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 17′ 14.75″ E							
	PC	1093+25.76		635,636.75	1,441,851.06					
77SBHOT05-10	PI	1094+48.19		635,759.15	1,441,853.82	0° 08′ 09.61″	42,128.00′	244.85′	122.43′	0° 19′ 58.84″ RT
	PRC	1095+70.61		635,881.53	1,441,857.28					
			N 1° 37′ 13.59″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 37′ 13.59″ E							
	PRC	1095+70.61		635,881.53	1,441,857.28					
77SBHOT05-11	PI	1096+92.88		636,003.75	1,441,860.73	0° 08′ 10.27″	42,072.00′	244.53′	122.27′	0° 19′ 58.84″ LT
	PT	1098+15.14		636,125.98	1,441,863.48					
			N 1° 17′ 14.75″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 1° 17′ 14.75″ E							
	TS	1100+36.93		636,347.71	1,441,868.47					
	SC	1103+38.93		636,649.42	1,441,880.67					
	PC	1103+38.93		636,649.42	1,441,880.67					
77SBHOT05-12	PI	1107+26.05		637,041.08	1,441,884.05	2° 02′ 46.60″	2,800.00′	769.36′	387.12′	21° 55′ 20.44″ RT
	PT	1111+08.29		637,398.90	1,442,043.39					
	CS	1111+08.29		637,398.90	1,442,043.39					
	ST	1114+10.23		637,678.46	1,442,157.36					
			N 23° 12′ 35.19″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 23° 14′ 29.89″ E							
	TS	1167+44.97		642,574.52	1,444,275.75					
	SC	1170+37.97		642,845.68	1,444,386.64					
	PC	1170+37.97		642,845.68	1,444,386.64					
77SBHOT05-13	PI	1173+47.93		643,131.29	1,444,514.86	2° 02′ 46.60″	2,800.00′	617.41′	309.96′	18° 37′ 44.90″ LT
	PT	1176+55.38		643,443.73	1,444,534.94					
	CS	1176+55.38		643,443.73	1,444,534.94					
	ST	1179+48.34		643,735.25	1,444,563.58					
			N 4° 36′ 45.00″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 4° 36′ 45.00″ E							
	TS	1217+31.37		647,506.03	1,444,867.80					
	SC	1218+21.37		647,595.72	1,444,875.15					
	PC	1218+21.37		647,595.72	1,444,875.15					
77SBHOT05-14	PI	1224+46.28		648,218.76	1,444,925.30	0° 29′ 53.61″	11,500.00′	1,248.60′	624.91′	6° 40′ 09.02″ RT
	PT	1230+69.96		648,831.72	1,445,047.70					
	CS	1230+69.96		648,831.72	1,445,047.70					
	ST	1231+59.94		648,919.99	1,445,065.19					
			N 11° 16′ 54.02″ E							

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DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 18′ 25.64″ E							
	TS	1345+06.82		660,047.58	1,447,285.03					
	SC	1346+28.82		660,167.28	1,447,308.61					
	PC	1346+28.82		660,167.28	1,447,308.61					
77SBHOT05-15	PI	1356+32.20		661,152.35	1,447,505.93	0° 47′ 44.79″	7,200.00′	1,993.91′	1,003.38′	16° 50′ 15.97″ LT
	PT	1366+22.74		662,152.30	1,447,408.76					
	CS	1366+22.74		662,152.30	1,447,408.76					
	ST	1367+44.71		662,273.73	1,447,397.35					
			N 5° 31′ 50.33″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 5° 31′ 50.33″ W							
	TS	1383+58.59		663,880.10	1,447,241.80					
	SC	1385+18.59		664,039.43	1,447,227.16					
	PC	1385+18.59		664,039.43	1,447,227.16					
77SBHOT05-16	PI	1393+84.62		664,903.55	1,447,142.70	1° 02′ 30.27″	5,500.00′	1,717.96′	866.03′	19° 33′ 48.29″ RT
	PT	1402+36.55		665,745.71	1,447,353.99					
	CS	1402+36.55		665,745.71	1,447,353.99					
	ST	1403+96.53		665,901.10	1,447,392.03					
			N 14° 01′ 57.96″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 14° 01′ 57.96″ E							
	TS	1429+36.72		668,365.48	1,448,007.96					
	SC	1430+94.72		668,518.94	1,448,045.57					
	PC	1430+94.72		668,518.94	1,448,045.57					
77SBHOT05-17	PI	1443+00.95		669,692.61	1,448,339.66	0° 59′ 31.68″	5,775.00′	2,378.27′	1,206.23′	25° 09′ 47.25″ LT
	PT	1454+72.99		670,879.68	1,448,105.38					
	CS	1454+72.99		670,879.68	1,448,105.38					
	ST	1456+30.97		671,034.83	1,448,075.59					
			N 11° 07′ 49.29″ W							

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77SBHOT05

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 11° 07′ 49.29″ W							
	TS	1503+33.74		675,649.14	1,447,167.76					
	SC	1504+83.74		675,796.42	1,447,139.31					
	PC	1504+83.74		675,796.42	1,447,139.31					
77SBHOT05-18	PI	1516+75.89		676,968.18	1,446,908.25	0° 47′ 25.03″	7,250.00′	2,363.15′	1,192.15′	19° 51′ 39.55″ RT
	PT	1528+46.89		678,148.60	1,447,090.05					
	CS	1528+46.89		678,148.60	1,447,090.05					
	ST	1529+96.86		678,296.91	1,447,112.30					
			N 8° 43′ 50.26″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 8° 43′ 50.26″ E							
	PC	1533+55.09		678,650.99	1,447,166.67					
77SBHOT05-19	PI	1534+65.35		678,759.97	1,447,183.41	0° 18′ 34.94″	18,500.00′	220.53′	110.26′	0° 40′ 58.75″ RT
	PT	1535+75.61		678,868.75	1,447,201.44					
			N 9° 24′ 49.01″ E							

1277-R1408

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 42° 12′ 21.49″ W							
	TS	118+64.25		544,690.84	1,452,199.76					
	SC	120+14.25		544,801.23	1,452,098.20					
	PC	120+14.25		544,801.23	1,452,098.20					
1277-R1408-1	PI	123+38.43		545,042.70	1,451,880.65	1° 38′ 13.28″	3,500.00′	646.51′	324.18′	13° 02′ 20.22″ LT
	PT	126+60.76		545,227.10	1,451,613.00					
	CS	126+60.76		545,227.10	1,451,613.00					
	ST	128+10.74		545,313.48	1,451,490.39					
			N 55° 14′ 41.70″ W							

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PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
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1277-R1408

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 55° 14′ 41.70″ W							
	TS	131+11.21		545,484.77	1,451,243.52					
	SC	132+61.21		545,571.67	1,451,121.27					
	PC	132+61.21		545,571.67	1,451,121.27					
1277-R1408-2	PI	136+46.44		545,791.54	1,450,801.40	2° 36′ 37.03″	2,195.00′	762.70′	385.23′	23° 49′ 25.82″ RT
	PT	140+23.91		546,123.66	1,450,600.51					
	CS	140+23.91		546,123.66	1,450,600.51					
	ST	141+73.89		546,250.74	1,450,520.87					
			N 31° 25′ 15.88″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 31° 56′ 15.67″ W							
	TS	160+78.05		547,870.06	1,449,519.08					
	SC	162+54.05		548,017.42	1,449,422.90					
	PC	162+54.05		548,017.42	1,449,422.90					
1277-R1408-3	PI	163+76.18		548,102.95	1,449,373.90	4° 04′ 09.49″	1,408.00′	243.65′	122.13′	15° 17′ 08.30″ LT
	PT	164+97.70		548,202.52	1,449,264.94					
	CS	164+97.70		548,202.52	1,449,264.94					
	ST	165+85.67		548,262.93	1,449,201.00					
			N 47° 13′ 23.97″ W							

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PRELIMINARY PLANS
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1277-R1408

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 47° 13′ 23.97″ W							
	TS	166+08.45		548,278.40	1,449,184.28					
	SC	167+58.45		548,382.20	1,449,076.02					
	PC	167+58.45		548,382.20	1,449,076.02					
1277-R1408-4	PI	176+22.92		548,989.32	1,448,415.93	4° 04′ 09.49″	1,408.00′	1,550.58′	864.48′	69° 12′ 05.23″ RT
	PT	183+09.02		549,819.99	1,448,754.04					
	CS	183+09.02		549,819.99	1,448,754.04					
	ST	184+59.01		549,960.04	1,448,807.69					
			N 21° 58′ 41.25″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 58′ 41.25″ E							
	PC	187+38.17		550,218.91	1,448,912.16					
1277-R1408-5	PI	188+06.36		550,282.15	1,448,937.69	0° 27′ 26.48″	12,527.60′	136.38′	68.19′	0° 37′ 25.55″ LT
	PT	188+74.56		550,345.66	1,448,962.52					
			N 21° 21′ 15.70″ E							

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PRELIMINARY PLANS
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RMPCLLGEEE

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 08′ 54.55″ W							
	PC	11+51.10		544,661.47	1,452,102.22					
RMPCLLGEEE-1	PI	12+55.81		544,759.13	1,452,064.44	11° 34′ 46.56″	494.80′	206.38′	104.71′	23° 53′ 52.47″ LT
	PT	13+57.48		544,833.12	1,451,990.34					
			N 45° 02′ 47.03″ W							

RMPCLLGEEW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 42° 12′ 21.48″ W							
	PC	10+00.00		544,309.81	1,452,603.38					
RMPCLLGEEW-1	PI	10+91.60		544,377.66	1,452,541.84	4° 06′ 54.24″	1,392.34′	182.93′	91.60′	7° 31′ 40.06″ RT
	PT	11+82.93		544,452.98	1,452,489.73					
			N 34° 40′ 41.43″ W							

RMPCHCHIW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 64° 32′ 38.78″ W							
	PC	10+31.96		545,380.75	1,451,536.22					
RMPCHCHIW-1	PI	11+70.69		545,440.38	1,451,410.95	3° 21′ 32.20″	1,705.77′	276.85′	138.73′	9° 17′ 57.08″ RT
	PT	13+08.81		545,519.46	1,451,296.98					
			N 55° 14′ 41.70″ W							

RMPGRHMIW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 48° 55′ 47.31″ E							
	PC	10+00.00		545,738.64	1,451,046.46					
RMPGRHMIW-1	PI	13+58.26		545,503.27	1,451,316.55	43° 31′ 51.35″	131.62′	320.82′	358.26′	139° 39′ 14.42″ LT
	PT	13+20.82		545,857.52	1,451,263.08					
			N 8° 35′ 01.74″ W							

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PRELIMINARY PLANS
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RMPWIOTHEE

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 14° 36′ 24.44″ E							
	PC	10+00.00		545,502.36	1,450,871.95					
RMPWIOTHEE-1	PI	10+36.33		545,537.52	1,450,881.12	26° 37′ 02.95″	215.26′	71.98′	36.33′	19° 09′ 29.39″ LT
	PCC	10+71.98		545,573.73	1,450,878.23					
			N 4° 33′ 04.96″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 4° 33′ 04.96″ W							
	PCC	10+71.98		545,573.73	1,450,878.23					
RMPWIOTHEE-2	PI	11+37.79		545,639.34	1,450,873.01	22° 10′ 19.61″	258.41′	128.89′	65.81′	28° 34′ 37.80″ LT
	PT	12+00.86		545,694.45	1,450,837.04					
			N 33° 07′ 42.75″ W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 33° 07′ 42.75″ W							
	PC	12+25.45		545,715.05	1,450,823.60					
RMPWIOTHEE-3	PI	12+98.36		545,776.10	1,450,783.76	5° 43′ 46.48″	1,000.00′	145.55′	72.90′	8° 20′ 21.99″ LT
	PT	13+71.01		545,830.73	1,450,735.48					
			N 41° 28′ 04.75″ W							

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RMPIITHST

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 54° 54′ 53.77″ E							
	PC	12+82.62		545,389.90	1,451,223.78					
RMPIITHST-1	PI	13+04.44		545,377.36	1,451,241.64	32° 27′ 43.91″	176.50′	43.42′	21.82′	14° 05′ 45.37″ RT
	PT	13+26.04		545,360.84	1,451,255.90					
			S 40° 49′ 08.40″ E							

RMPWIITHEE

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 55° 14′ 41.70″ E							
	PC	10+72.98		545,384.83	1,451,263.01					
RMPWIITHEE-1	PI	11+71.47		545,328.68	1,451,343.93	11° 27′ 32.96″	500.00′	194.49′	98.49′	22° 17′ 13.07″ RT
	PT	12+67.47		545,246.04	1,451,397.51					
			S 32° 57′ 28.63″ E							

RMPI277IE

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 70° 13′ 08.04″ E							
	PC	10+00.00		548,129.65	1,448,987.13					
RMPI277IE-1	PI	13+85.95		547,999.04	1,449,350.30	5° 09′ 08.99″	1,112.00′	742.96′	385.95′	38° 16′ 52.36″ RT
	PT	17+42.96		547,671.51	1,449,554.46					
			S 31° 56′ 15.67″ E							

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RMPI277IW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 31° 56′ 15.67″ W							
	PC	10+00.00		547,874.66	1,449,576.31					
RMPI277IW-1	PI	12+09.14		548,052.14	1,449,465.68	1° 18′ 13.79″	4,394.41′	417.96′	209.14′	5° 26′ 58.29″ LT
	PT	14+17.96		548,218.31	1,449,338.69					
			N 37° 23′ 13.96″ W							

RMPI277EWN

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 23° 02′ 36.50″ W							
	PC	10+00.00		548,922.70	1,448,956.76					
RMPI277EWN-1	PI	10+64.24		548,981.81	1,448,931.61	3° 31′ 23.47″	1,626.25′	128.42′	64.24′	4° 31′ 28.29″ RT
	PT	11+28.42		549,042.73	1,448,911.21					
			N 18° 31′ 08.21″ W							
			N 18° 31′ 08.21″ W							
	PC	13+39.84		549,243.20	1,448,844.06					
RMPI277EWN-2	PI	15+49.81		549,442.30	1,448,777.37	7° 09′ 43.10″	800.00′	410.68′	209.97′	29° 24′ 46.11″ RT
	PT	17+50.52		549,648.49	1,448,817.05					
			N 10° 53′ 37.90″ E							

RMPI277SW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 22° 21′ 22.98″ W							
	PC	12+78.12		550,373.55	1,448,853.77					
RMPI277ESW-1	PI	15+47.82		550,124.12	1,448,751.18	3° 00′ 54.50″	1,900.27′	535.81′	269.70′	16° 09′ 19.71″ RT
	PCC	18+13.93		549,913.09	1,448,583.25					
			S 38° 30′ 42.69″ W							

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RMPI277ESW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 38° 30' 42.69" W							
	PCC	18+13.93		549,913.09	1,448,583.25					
RMPI277ESW-2	PI	19+29.94		549,822.32	1,448,511.02	7° 09' 43.10"	800.00'	230.40'	116.00'	16° 30' 04.34" RT
	PCC	20+44.33		549,755.81	1,448,415.98					
			S 55° 00' 47.03" W							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 55° 00' 47.03" W							
	PCC	20+44.33		549,755.81	1,448,415.98					
RMPI277ESW-3	PI	20+73.94		549,738.83	1,448,391.72	5° 50' 04.56"	982.00'	59.19'	29.61'	3° 27' 13.16" RT
	PT	21+03.53		549,723.35	1,448,366.49					
			S 58° 28' 00.19" W							

RMPEYICEN

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 21° 03' 18.17" E							
	PC	10+00.00		553,793.13	1,450,410.70					
RMPEYICEN-1	PI	12+26.14		554,004.18	1,450,491.95	0° 57' 17.75"	6,000.00'	452.07'	226.14'	4° 19' 00.88" RT
	PT	14+52.07		554,208.50	1,450,588.85					
			N 25° 22' 19.05" E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 25° 05' 00.94" E							
	PC	15+78.60		554,323.58	1,450,641.47					
RMPEYICEN-2	PI	17+55.51		554,483.80	1,450,716.46	2° 12' 13.26"	2,600.00'	353.26'	176.90'	7° 47' 04.88" LT
	PT	19+31.86		554,652.70	1,450,769.06					
			N 17° 17' 56.06" E							

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PRELIMINARY PLANS
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RMPEYIDIN

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 32° 24′ 48.37″ W							
	PC	10+99.72		555,487.02	1,450,576.56					
RMPEYIDIN-1	PI	14+49.58		555,782.38	1,450,389.03	0° 13′ 45.06″	25,000.00′	699.68′	349.86′	1° 36′ 12.80″ RT
	PT	17+99.40		556,082.86	1,450,209.83					
			N 30° 48′ 35.57″ W							

RMPEYIBIS

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 18° 38′ 30.81″ E							
	PC	10+00.00		554,117.58	1,450,320.87					
RMPEYIBIS-1	PI	11+73.29		554,281.78	1,450,376.26	7° 09′ 43.10″	800.00′	341.30′	173.29′	24° 26′ 37.57″ LT
	PT	13+41.30		554,454.17	1,450,358.75					
			N 5° 48′ 06.76″ W							

RMPHRRSWS

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 13° 40′ 41.48″ E							
	PC	10+00.00		587,027.12	1,449,036.43					
RMPHRRSWS-1	PI	10+85.05		587,109.76	1,449,056.54	28° 38′ 52.40″	200.00′	160.83′	85.05′	46° 04′ 32.72″ LT
	PT	11+60.83		587,181.57	1,449,010.97					
			N 32° 23′ 51.24″ W							

RMP485EES

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 18° 53′ 02.07″ E							
	PC	10+00.00		590,868.99	1,450,383.92					
RMP485EES-1	PI	11+64.72		591,024.85	1,450,437.24	7° 09′ 43.10″	800.00′	324.91′	164.72′	23° 16′ 11.14″ LT
	PT	13+24.91		591,189.09	1,450,424.64					
			N 4° 23′ 09.06″ W							

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RMP485EWS

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 0° 49′ 47.74″ E							
	PC	10+00.00		592,622.59	1,450,688.62					
RMP485EWS-1	PI	11+08.84		592,731.41	1,450,690.19	14° 19′ 26.20″	400.00′	212.53′	108.84′	30° 26′ 35.67″ LT
	PT	12+12.53		592,826.04	1,450,636.41					
			N 29° 36′ 47.93″ W							

RMP485INW

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 2° 13′ 13.15″ W							
	PC	10+00.00		592,864.61	1,450,915.31					
RMP485INW-1	PI	11+08.05		592,972.58	1,450,911.12	13° 01′ 16.63″	440.02′	211.90′	108.05′	27° 35′ 32.55″ RT
	PT	12+11.90		593,070.20	1,450,957.42					
			N 25° 22′ 19.40″ E							

LA SALLE

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 88° 11′ 05.80″ E							
	PC	11+29.30		554,980.68	1,450,183.86					
LASALLE-1	PI	12+23.90		554,977.68	1,450,278.41	2° 51′ 42.94″	2,002.00′	189.07′	94.60′	5° 24′ 39.64″ LT
	PT	13+18.36		554,983.61	1,450,372.83					
			N 86° 24′ 14.56″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 86° 24′ 14.56″ E							
	PC	15+52.74		554,998.31	1,450,606.75					
LASALLE-2	PI	16+32.25		555,003.30	1,450,686.10	2° 51′ 42.94″	2,002.00′	158.93′	79.50′	4° 32′ 53.98″ LT
	PRC	17+11.67		555,014.56	1,450,764.80					
			N 81° 51′ 20.59″ E							

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PRELIMINARY PLANS
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The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

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LA SALLE

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			N 81° 51′ 20.59″ E							
	PRC	17+11.67		555,014.56	1,450,764.80					
LASALLE-3	PI	17+91.10		555,025.82	1,450,843.43	2° 51′ 53.24″	2,000.00′	158.77′	79.42′	4° 32′ 53.98″ RT
	PT	18+70.44		555,030.80	1,450,922.70					
			N 86° 24′ 14.56″ E							

GRFFTH

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 64° 00′ 55.21″ E							
	PC	19+33.73		643,276.26	1,445,092.45					
GRFFTH-1	PI	19+80.11		643,255.94	1,445,134.14	5° 43′ 46.48″	1,000.00′	92.69′	46.38′	5° 18′ 38.37″ LT
	PT	20+26.42		643,239.57	1,445,177.53					
			S 69° 19′ 33.58″ E							

OAKLAWN

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 38° 30′ 35.12″ E							
	PC	10+00.00		550,535.25	1,448,458.21					
OAKLAWN-1	PI	11+51.25		550,416.89	1,448,552.39	11° 23′ 10.74″	503.20′	293.85′	151.25′	33° 27′ 33.01″ LT
	PCC	12+93.85		550,370.08	1,448,696.21					
			S 71° 58′ 08.12″ E							

DESCRIPTION		STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
			S 71° 58′ 08.12″ E							
	PCC	12+93.85		550,370.08	1,448,696.21					
OAKLAWN-2	PI	14+15.46		550,332.44	1,448,811.85	8° 21′ 42.15″	685.22′	240.71′	121.61′	20° 07′ 39.56″ LT
	PT	15+34.57		550,336.88	1,448,933.38					
			N 87° 54′ 12.31″ E							

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

OAKLAWN

			N 87° 54′ 12.31″ E							
	PC	16+71.87		550,341.91	1,449,070.59					
OAKLAWN-3	PI	18+38.07		550,347.99	1,449,236.68	7° 35′ 19.84″	755.00′	327.19′	166.20′	24° 49′ 47.58″ RT
	PCC	19+99.06		550,283.76	1,449,389.97					
			S 67° 16′ 00.11″ E							
			S 67° 16′ 00.11″ E							
	PCC	19+99.06		550,283.76	1,449,389.97					
OAKLAWN-4	PI	20+25.21		550,273.65	1,449,414.09	7° 09′ 43.10″	800.00′	52.28′	26.15′	3° 44′ 40.24″ RT
	PRC	20+51.34		550,261.99	1,449,437.50					
			S 63° 31′ 19.87″ E							
			S 63° 31′ 19.87″ E							
	PRC	20+51.34		550,261.99	1,449,437.50					
OAKLAWN-5	PI	20+80.26		550,249.10	1,449,463.38	8° 04′ 27.94″	709.60′	57.80′	28.92′	4° 40′ 02.28″ LT
	PT	21+09.15		550,238.36	1,449,490.23					
			S 68° 11′ 22.15″ E							

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$DATE$
$FILEL$
$TIME$

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SUPERELEVATION TABLES

I277

STATIONS	AASTHO SUPERELEVATION
107+30.37	-2.00%
119+39.25	-2.00%
120+14.25	-4.00%
126+60.76	-4.00%
127+35.75	-2.00%
130+53.52	-2.00%
132+61.21	5.20%
140+23.91	5.20%
142+31.57	-2.00%
161+36.72	-2.00%
162+54.05	-6.00%
164+97.70	-6.00%
167+58.45	6.00%
183+09.02	6.00%
185+09.01	-2.00%
190+59.15	-2.00%

77 NORTHBOUND

STATIONS	AASTHO SUPERELEVATION
198+13.14	-2.00%
198+52.88	-2.00%
200+47.62	7.80%
204+07.41	7.80%
206+02.13	-2.00%
248+36.57	-2.00%
252+52.73	-6.80%
264+16.61	-6.80%
268+32.92	-2.00%
281+21.10	-2.00%
281+75.59	6.60%
300+29.53	6.60%
302+06.36	-7.40%
314+18.41	-7.40%
314+82.61	-2.00%
326+31.45	-2.00%
328+84.08	7.60%
329+13.25	7.60%
331+65.85	-2.00%
334+20.23	-2.00%
335+67.60	-7.60%
335+97.48	-7.60%

77 NORTHBOUND

STATIONS	AASTHO SUPERELEVATION
337+44.83	-2.00%
342+59.55	-2.00%
357+52.82	-2.00%
360+79.49	3.60%
391+44.66	3.60%
394+71.28	-2.00%
569+95.33	-2.00%
570+09.18	-3.26%
570+31.02	-4.00%
571+31.01	-2.00%
573+76.02	-2.00%
577+26.02	5.00%
578+37.37	5.00%
581+87.28	-2.00%
586+88.78	-2.00%
588+38.78	4.00%
593+46.07	4.00%
594+96.04	-2.00%
623+21.98	-2.00%
623+66.42	-3.60%
642+26.88	-3.60%
642+71.32	-2.00%
648+01.64	-2.00%
648+93.95	-5.20%
655+56.20	-5.20%
655+99.40	-3.76%
656+33.00	-3.60%
669+83.76	-3.60%
670+77.08	-2.00%
691+31.35	-2.00%
694+64.88	3.40%
718+39.06	3.40%
721+72.55	-2.00%
723+93.90	-2.00%
724+73.90	-3.60%
749+71.37	-3.60%
750+51.36	-2.00%
761+20.34	-2.00%
764+28.91	2.80%
787+23.61	2.80%
790+32.15	-2.00%

77 NORTHBOUND

STATIONS	AASTHO SUPERELEVATION
826+83.04	-2.00%
827+01.22	-2.20%
851+96.09	-2.20%
852+14.27	-2.00%
890+58.40	-2.00%
894+40.22	2.20%
932+81.80	2.20%
936+63.58	-2.00%
948+83.43	-2.00%
949+18.29	-2.80%
978+35.87	-2.80%
978+70.72	-2.00%
1006+77.78	-2.00%
1009+22.00	3.60%
1035+15.31	3.60%
1037+59.50	-2.00%
1097+64.27	-2.00%
1103+00.04	6.80%
1109+00.02	6.80%
1114+35.66	-2.00%
1167+06.00	-2.00%
1169+07.44	-6.40%
1175+61.02	-6.40%
1177+62.43	-2.00%
1344+08.43	-2.00%
1344+43.29	-2.80%
1365+69.44	-2.80%
1366+04.29	-2.00%
1381+18.01	-2.00%
1383+66.90	3.60%
1402+04.37	3.60%
1404+53.23	-2.00%
1429+66.97	-2.00%
1430+37.19	-3.60%
1453+38.63	-3.60%
1454+08.84	-2.00%
1501+13.44	-2.00%
1503+70.58	2.80%
1527+04.98	2.80%
1529+62.07	-2.00%
1562+14.04	-2.00%

77 SOUTHBOUND

STATIONS	AASTHO SUPERELEVATION
197+90.49	-2.00%
198+14.91	-2.00%
198+83.24	-6.60%
199+95.37	-6.60%
200+56.68	-2.00%
248+87.06	-2.00%
253+03.72	-6.80%
264+40.16	-6.80%
268+56.52	-2.00%
281+21.10	-2.00%
281+75.59	6.60%
300+29.53	6.60%
302+06.36	-7.40%
314+18.41	-7.40%
314+82.61	-2.00%
335+58.61	-2.00%
359+53.00	-2.00%
362+79.67	3.60%
391+80.22	3.60%
395+06.84	-2.00%
571+71.26	-2.00%
572+13.26	5.00%
573+39.33	5.00%
576+89.22	-2.00%
629+99.02	-2.00%
630+60.56	-5.20%
642+60.49	-5.20%
643+22.02	-2.00%
648+20.92	-2.00%
649+33.42	-8.00%
652+43.03	-8.00%
653+55.52	-2.00%
659+64.30	-2.00%
659+97.90	-3.60%
671+34.84	-3.60%
672+51.26	-2.00%
694+54.16	-2.00%
697+87.69	3.40%
721+50.65	3.40%
724+84.13	-2.00%
727+86.06	-2.00%

77 SOUTHBOUND

STATIONS	AASTHO SUPERELEVATION
728+74.95	-3.60%
753+08.39	-3.60%
753+97.27	-2.00%
764+01.95	-2.00%
767+44.80	2.80%
791+99.36	2.80%
795+42.18	-2.00%
830+73.91	-2.00%
831+39.62	-2.80%
852+83.85	-2.80%
853+49.56	-2.00%
893+63.83	-2.00%
897+06.69	2.80%
931+70.62	2.80%
935+13.44	-2.00%
1003+57.22	-2.00%
1006+83.89	3.60%
1034+48.40	3.60%
1037+75.02	-2.00%
1099+45.41	-2.00%
1103+38.93	6.60%
1111+08.29	6.60%
1115+01.72	-2.00%
1168+33.76	-2.00%
1170+37.97	-6.60%
1176+55.38	-6.60%
1178+59.57	-2.00%
1345+88.16	-2.00%
1346+28.82	-3.00%
1366+22.74	-3.00%
1366+63.39	-2.00%
1382+74.38	-2.00%
1385+18.59	3.80%
1402+36.55	3.80%
1404+80.73	-2.00%
1430+24.50	-2.00%
1430+94.72	-3.60%
1454+72.99	-3.60%
1455+43.20	-2.00%
1502+26.60	-2.00%
1504+83.74	2.80%
1528+46.89	2.80%
1531+03.98	-2.00%
1563+39.85	-2.00%

NOTE:
- SUPERELEVATION TRANSITION WILL BE DONE WITHIN THE SPIRAL CURVES

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I-77 HOT Lanes Project

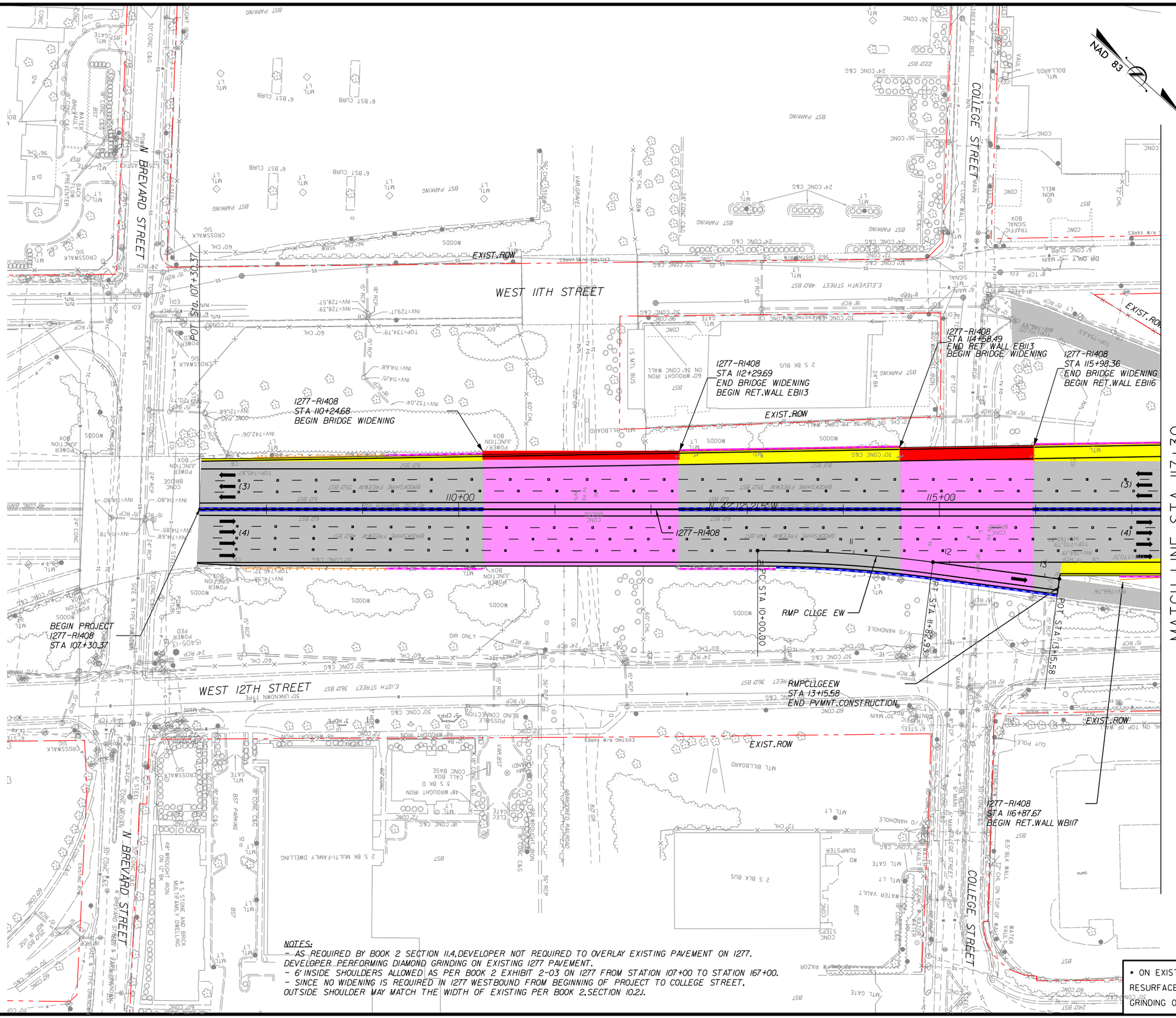
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 53

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. BRIDGE OVER COLLEGE STREET: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I277WB: 1 MILE EAST STA 125+00.
   - I277WB: 1#2 MILE EAST STA 125+00.
4. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE04-277SHLDR:
   - I277 OVER N. COLLEGE ST.
   - I277 OVER RAILROAD.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTES:
- AS REQUIRED BY BOOK 2 SECTION 11.4, DEVELOPER NOT REQUIRED TO OVERLAY EXISTING PAVEMENT ON I277. DEVELOPER PERFORMING DIAMOND GRINDING ON EXISTING I277 PAVEMENT.
- 6' INSIDE SHOULDERS ALLOWED AS PER BOOK 2 EXHIBIT 2-03 ON I277 FROM STATION 107+00 TO STATION 167+00.
- SINCE NO WIDENING IS REQUIRED IN I277 WESTBOUND FROM BEGINNING OF PROJECT TO COLLEGE STREET, OUTSIDE SHOULDER MAY MATCH THE WIDTH OF EXISTING PER BOOK 2, SECTION 10.2J.

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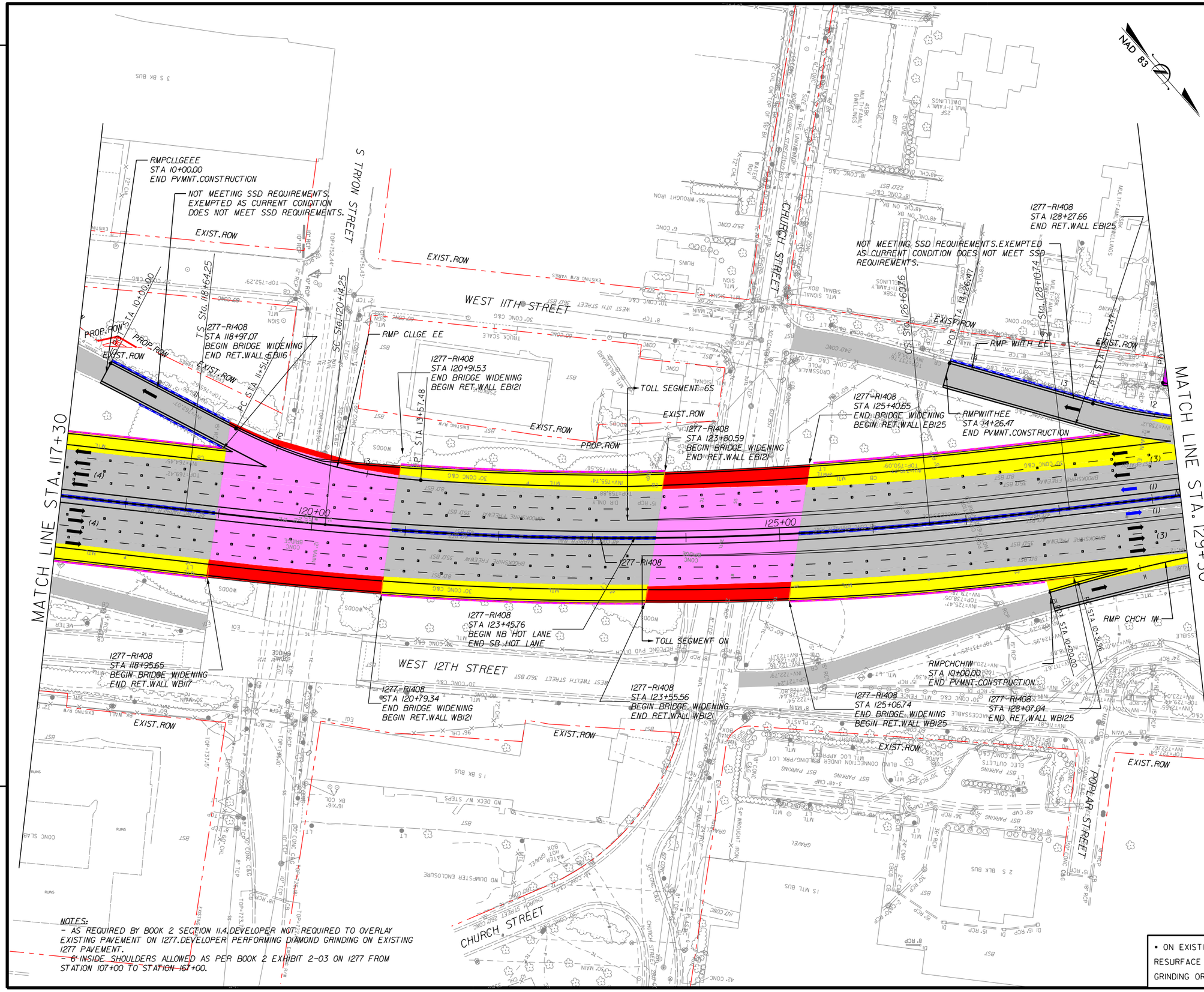

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 54

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. BRIDGE OVER TRYON STREET: 14' MIN. VERTICAL CLEARANCE PER NCDOT ROADWAY DESIGN MANUAL SECTION 6.1 "BRIDGES TO REMAIN IN PLACE" AND AASHTO,SECTION 8.29.
3. BRIDGE OVER CHURCH STREET: 14' MIN. VERTICAL CLEARANCE PER NCDOT ROADWAY DESIGN MANUAL SECTION 6.1 "BRIDGES TO REMAIN IN PLACE" AND AASHTO,SECTION 8.29.
4. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I277WB: STA 125+00.
   - I277EB: STA 125+00.
5. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE04-277SHLDR:
   - I277 OVER N. CHURCH ST.
   - I277 OVER N. TRYON ST.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

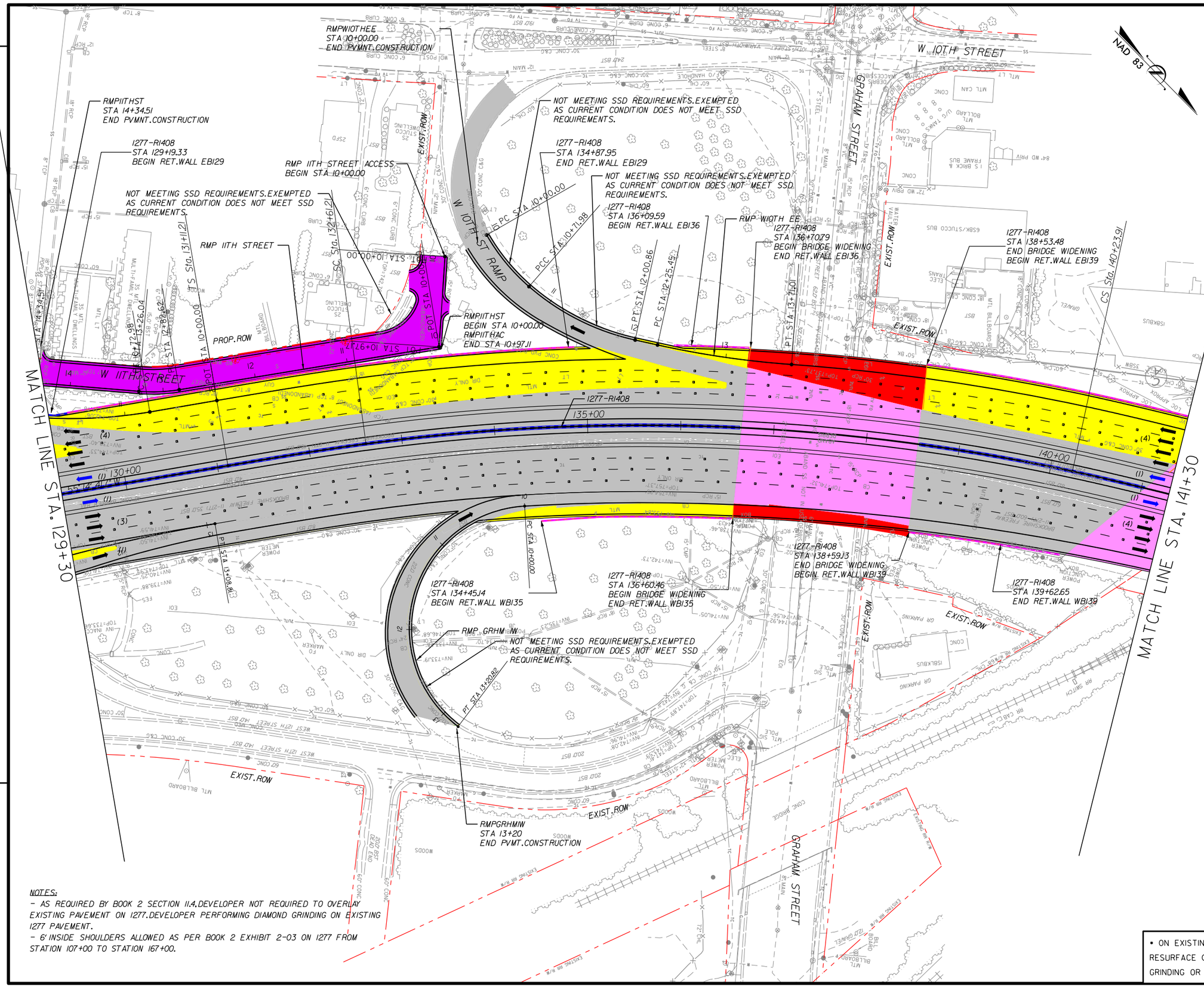
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 55

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. BRIDGE OVER GRAHAM STREET: 14' MINIMUM VERTICAL CLEARANCE PER NCDOT ROADWAY DESIGN MANUAL SECTION 6.1 "BRIDGES TO REMAIN IN PLACE" AND AASHTO GREENBOOK 2011 A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, SECTION 8.29.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE04-277SHLDR:
   - I277 OVER N. GRAHAM ST.
4. RADIUS LOOP AT GRAHAM/I277 INTERCHANGE ACCORDING DESIGN EXCEPTION DE02-LOOP.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTES:
- AS REQUIRED BY BOOK 2 SECTION 11.4, DEVELOPER NOT REQUIRED TO OVERLAY EXISTING PAVEMENT ON I277. DEVELOPER PERFORMING DIAMOND GRINDING ON EXISTING I277 PAVEMENT.
- 6' INSIDE SHOULDERS ALLOWED AS PER BOOK 2 EXHIBIT 2-03 ON I277 FROM STATION 107+00 TO STATION 167+00.

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I-77 HOT Lanes Project

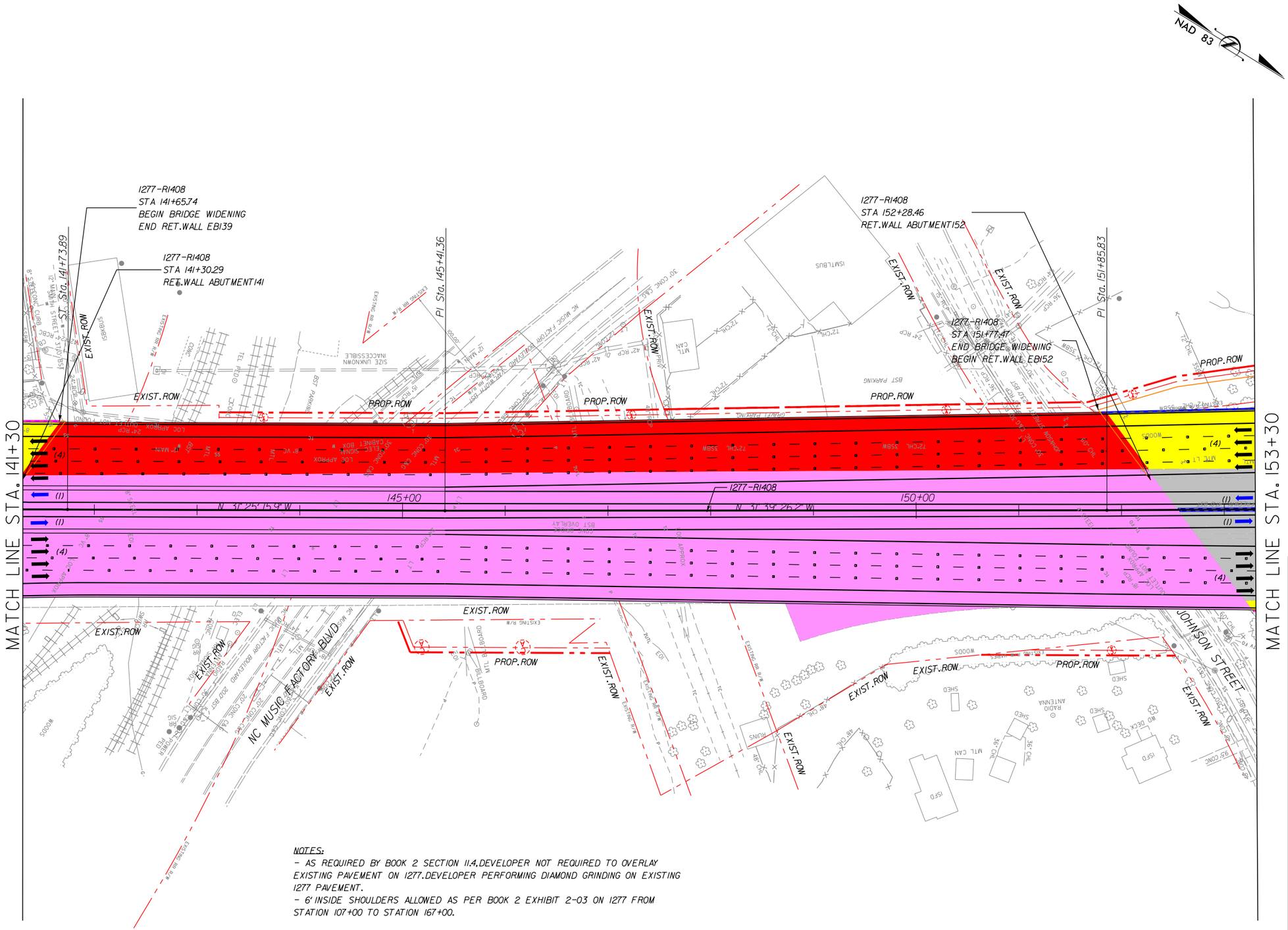
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 56

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
- AS REQUIRED BY BOOK 2 SECTION 11.4.DEVELOPER NOT REQUIRED TO OVERLAY EXISTING PAVEMENT ON I277.DEVELOPER PERFORMING DIAMOND GRINDING ON EXISTING I277 PAVEMENT.
- 6' INSIDE SHOULDERS ALLOWED AS PER BOOK 2 EXHIBIT 2-03 ON I277 FROM STATION 107+00 TO STATION 167+00.

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MUSIC FACTORY BOULEVARD OVER RR: MIN. VERTICAL CLEARANCE 23' PER BOOK 2.
3. BRIDGE OVER MUSIC FACTORY BOULEVARD: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
4. MUSIC FACTORY BOULEVARD OVER JOHNSON STREET: MIN. VERTICAL CLEARANCE 14.83' SAME AS EXISTING.
5. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I277EB: STA 151+40.
6. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE04-277SHLDR:
   - I277 OVER NC MUSIC FACTORY BLVD.NORFOLK SOUTHERN AND CSXT RAILTOADS.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

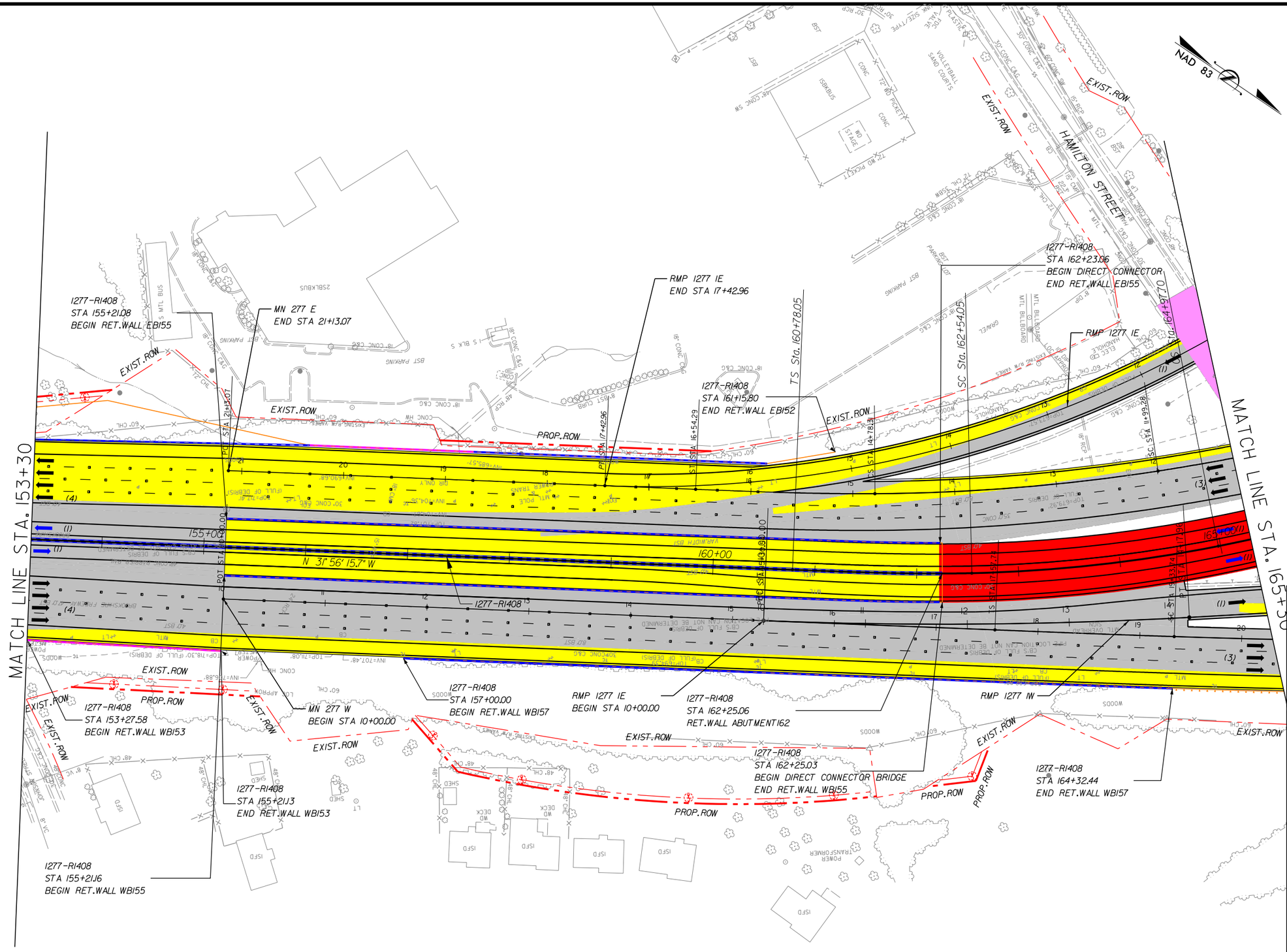
February 2014

SHEET NO. 57

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I277WB: STA 163+00 TO STA 165+00.



NOTE:
- AS REQUIRED BY BOOK 2 SECTION 11.4.DEVELOPER NOT REQUIRED TO OVERLAY EXISTING PAVEMENT ON I277.DEVELOPER PERFORMING DIAMOND GRINDING ON EXISTING I277 PAVEMENT.
- 6' INSIDE SHOULDERS ALLOWED AS PER BOOK 2 EXHIBIT 2-03 ON I277 FROM STATION 107+00 TO STATION 167+00.
- 10' AND 4' SHOULDER IN AREAS WHERE HOT LANES PHYSICALLY DETACHED FROM GPLS.AS ALLOWED PER BOOK 2 SECTION 10.2J.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

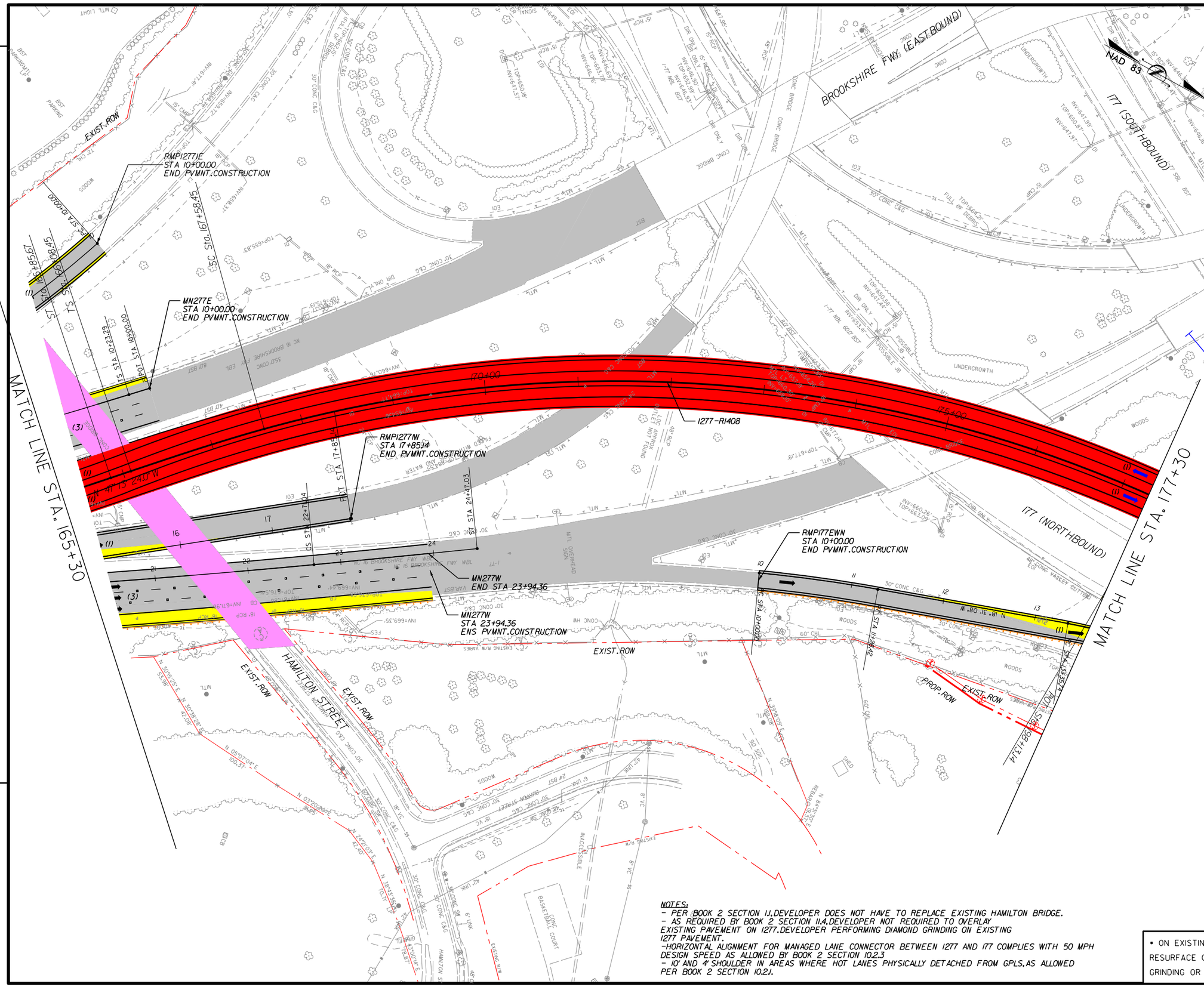
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 58

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. DIRECT CONNECTOR OVER HAMILTON STREET:MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. DIRECT CONNECTOR OVER CONNECTOR I277WB/I77SB:MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
4. DIRECT CONNECTOR OVER GPL I77NB:MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
5. DIRECT CONNECTOR OVER GPL I277WB:MIN. VERTICAL CLEARANCE 17'OR SAME AS EXISTING PER BOOK 2.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTES:
- *PER BOOK 2 SECTION 11.DEVELOPER DOES NOT HAVE TO REPLACE EXISTING HAMILTON BRIDGE.*
- *AS REQUIRED BY BOOK 2 SECTION 11.4.DEVELOPER NOT REQUIRED TO OVERLAY EXISTING PAVEMENT ON I277.DEVELOPER PERFORMING DIAMOND GRINDING ON EXISTING I277 PAVEMENT.*
- *HORIZONTAL ALIGNMENT FOR MANAGED LANE CONNECTOR BETWEEN I277 AND I77 COMPLIES WITH 50 MPH DESIGN SPEED AS ALLOWED BY BOOK 2 SECTION 10.2.3*
- *10' AND 4' SHOULDER IN AREAS WHERE HOT LANES PHYSICALLY DETACHED FROM GPLS.AS ALLOWED PER BOOK 2 SECTION 10.2.1.*

The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

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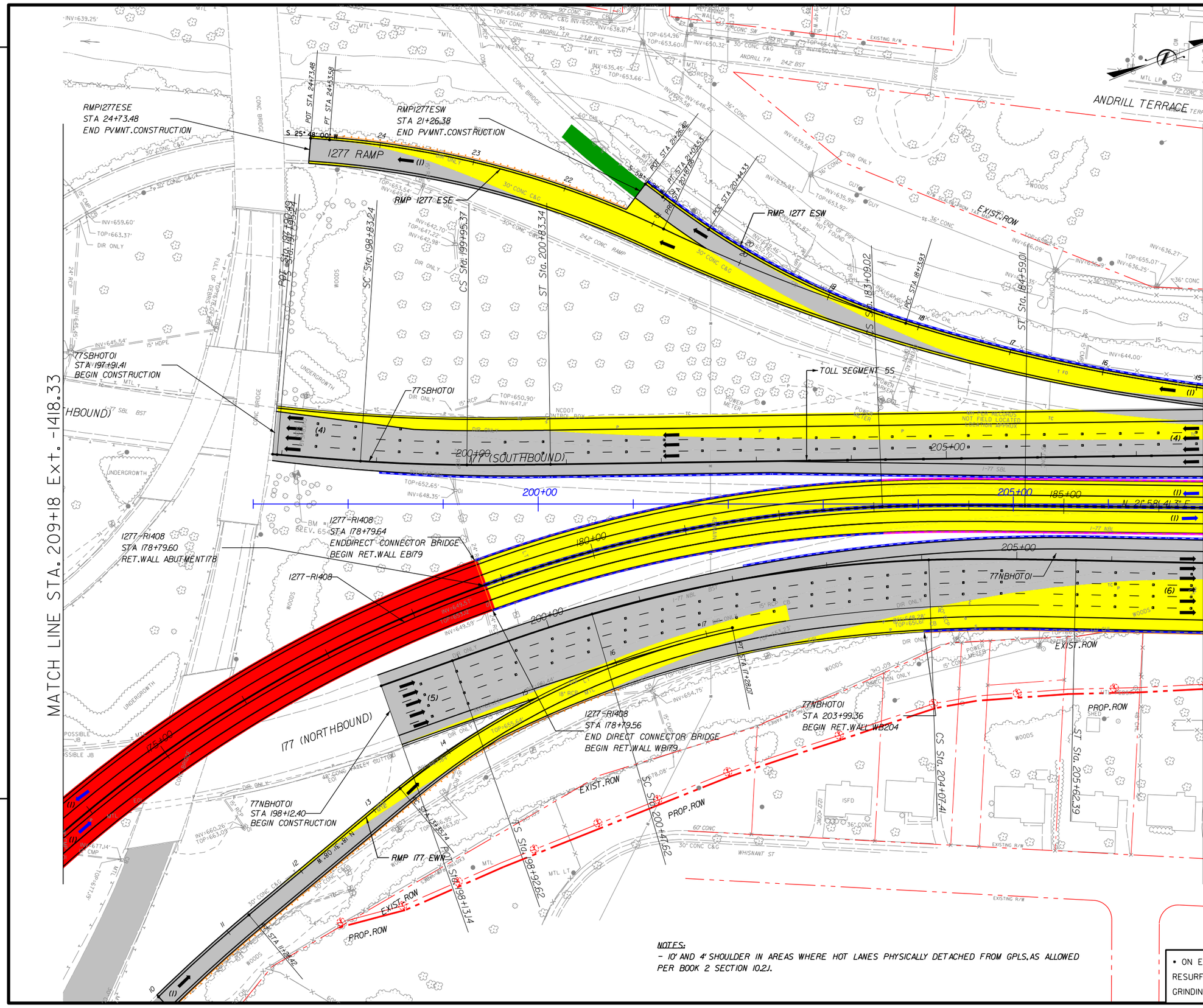

NOTES:
- 10' AND 4' SHOULDER IN AREAS WHERE HOT LANES PHYSICALLY DETACHED FROM GPLS, AS ALLOWED PER BOOK 2 SECTION 10.2.1.

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 59

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I277EB: STA 177+80.
   - I77NB: STA 200+00.
   - I77SB: STA 200+00.
   - I77NB: ½ MILE SOUTH STA 200+00.
   - I77NB: 1 MILE SOUTH STA 200+00.
3. MINIMUM WIDTH FOR SHOULDER SSD ACCORDING DESIGN EXCEPTION DE03-SSD:
   - I277 DIRECT CONNECTOR OVER I77.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

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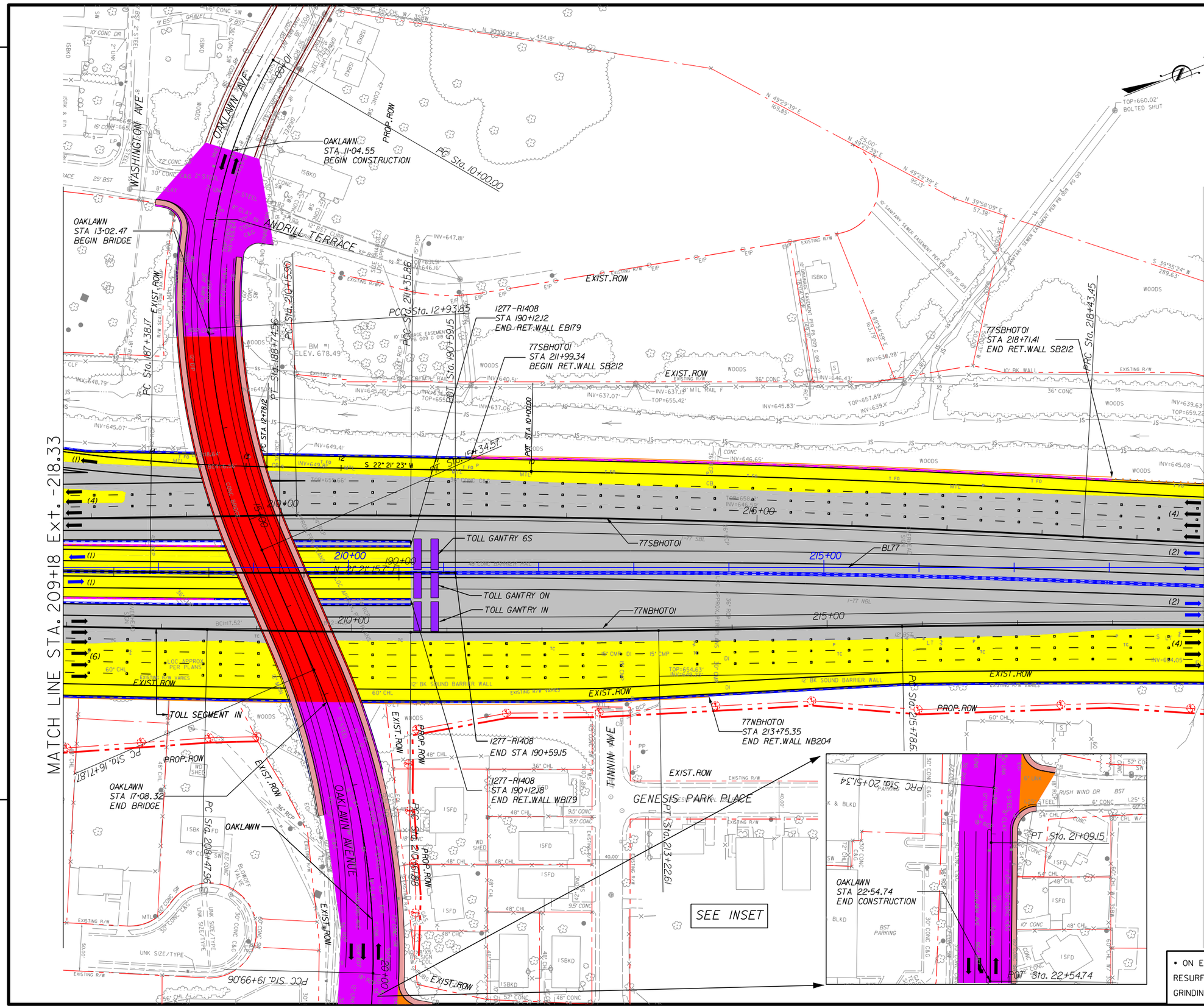

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 60

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. OAKLAWN STREET OVER I77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.

3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 209+00 TO STA 211+00.

4. TOLL GANTRY STRUCTURES WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

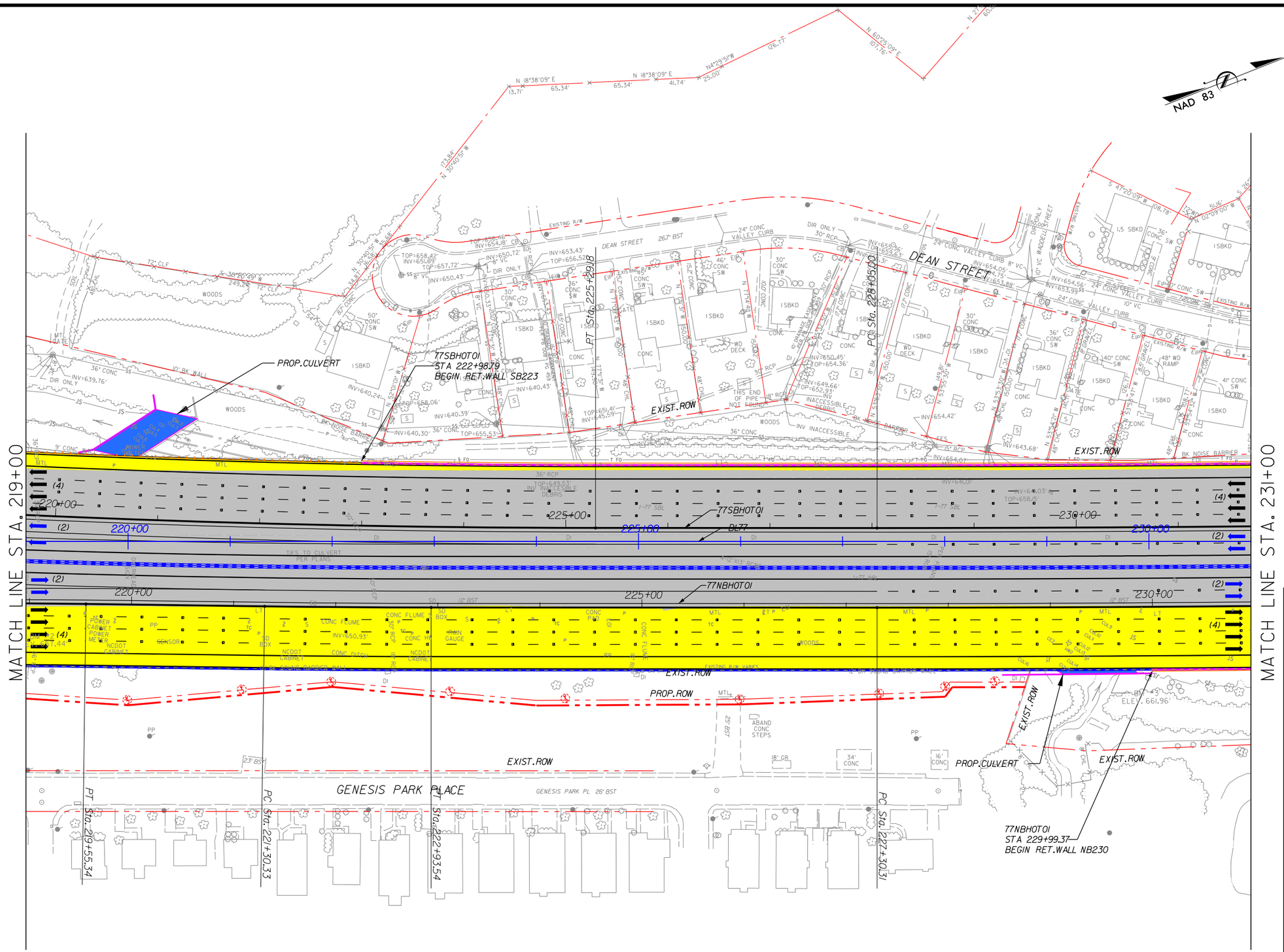
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 61

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77NB: STA 221+00 TO STA 223+00.
- I77SB: STA 226+40.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

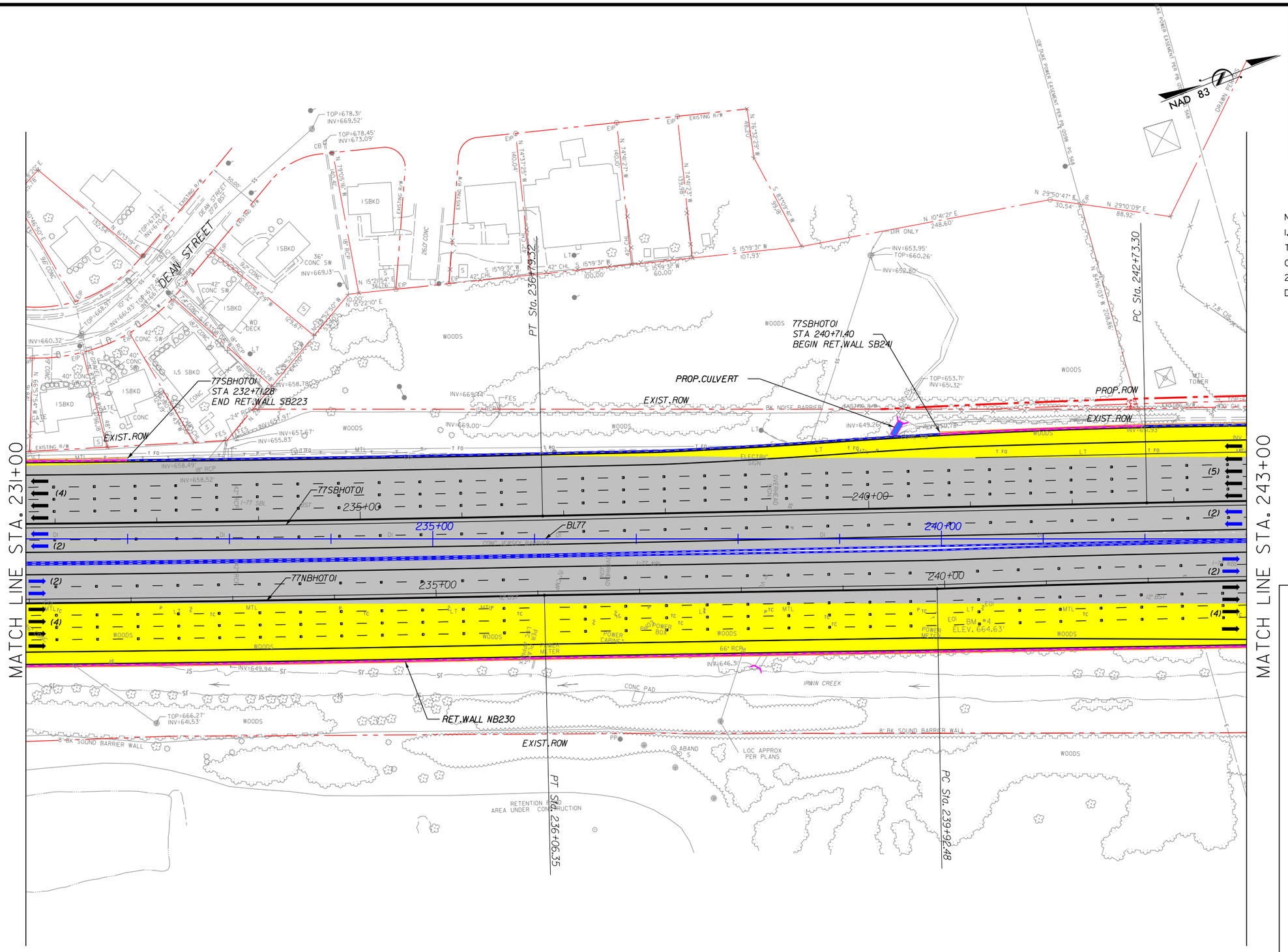
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 62

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77SB: STA 232+00 TO STA 234+00.
- I77NB: STA 237+00 TO STA 239+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

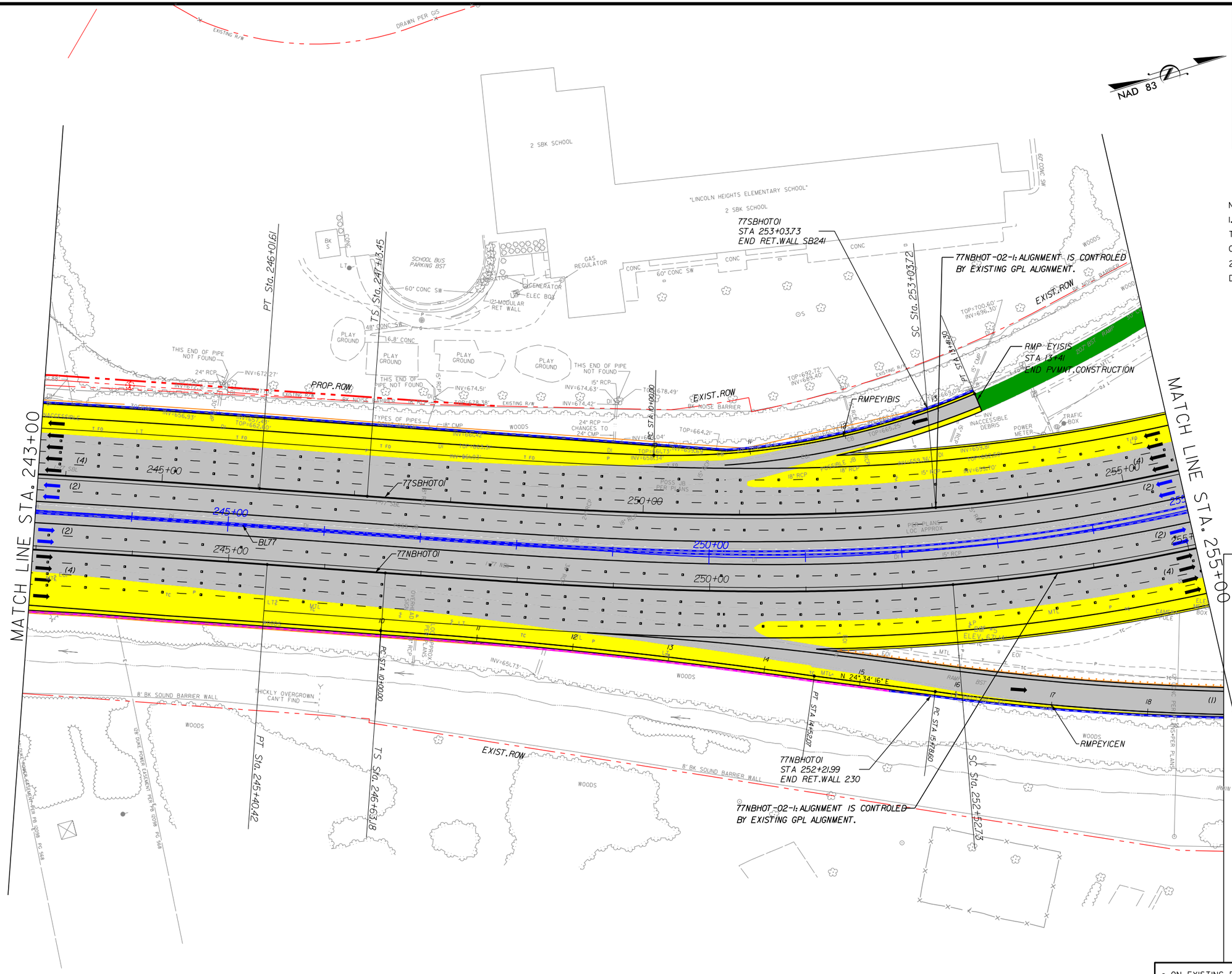
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 63

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77SB: STA 252+00 TO STA 255+00.
- I77SB: STA 252+80

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

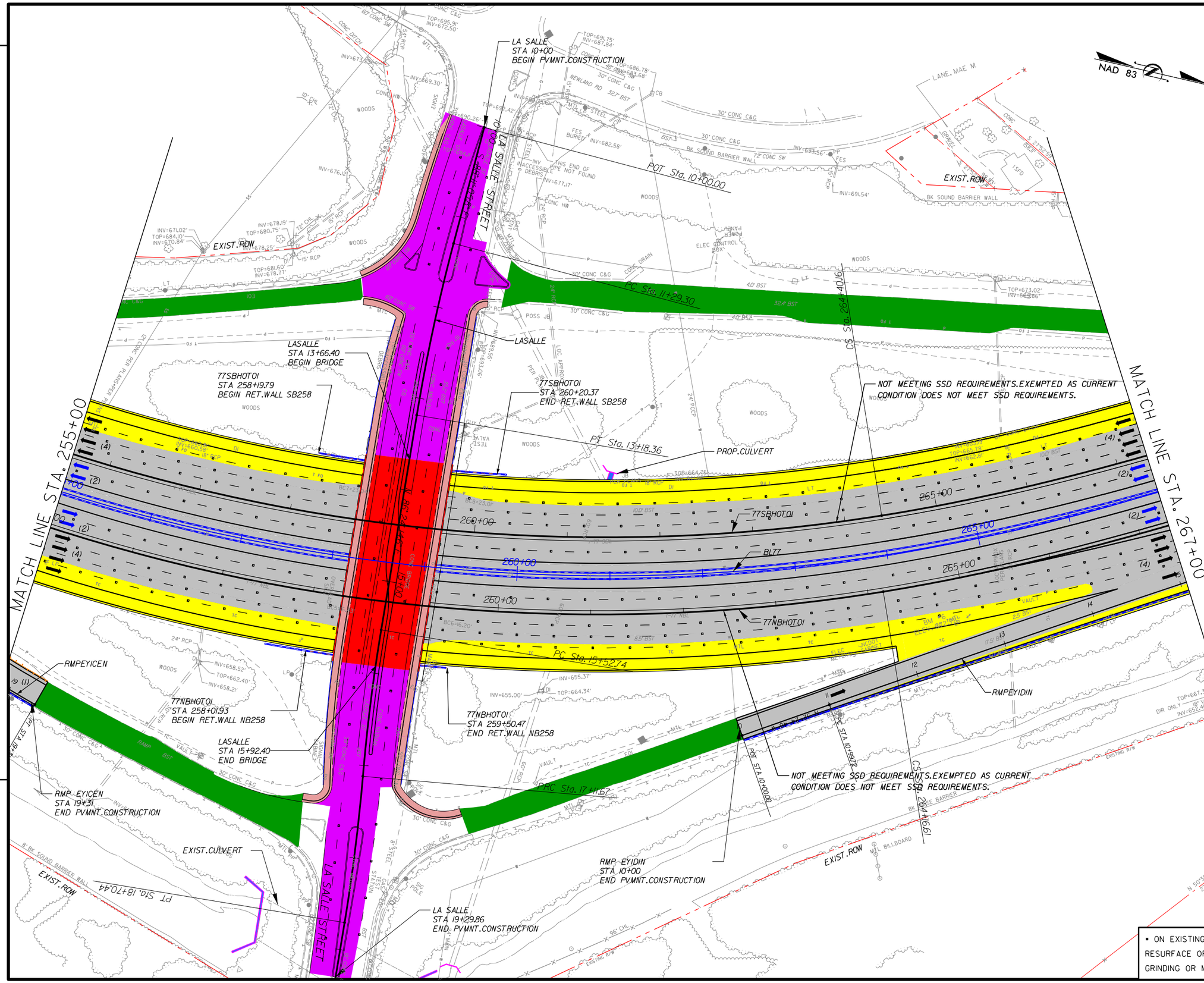
February 2014

SHEET NO. 64

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. LA SALLE STREET OVER I77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77NB: STA 259+00 TO STA 261+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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3/3/2014
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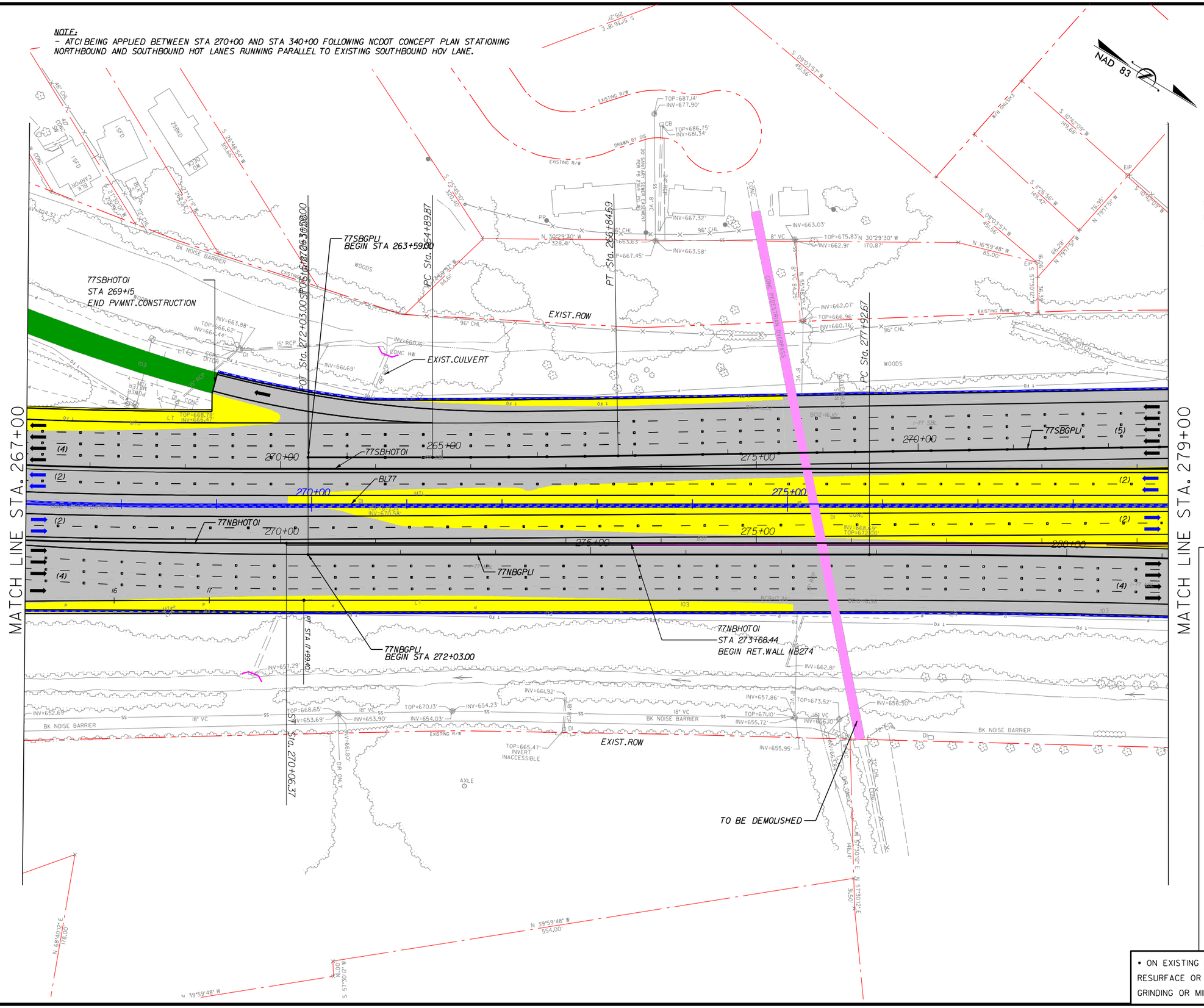
NOTE:
- ATCI BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 65

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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3/3/2014
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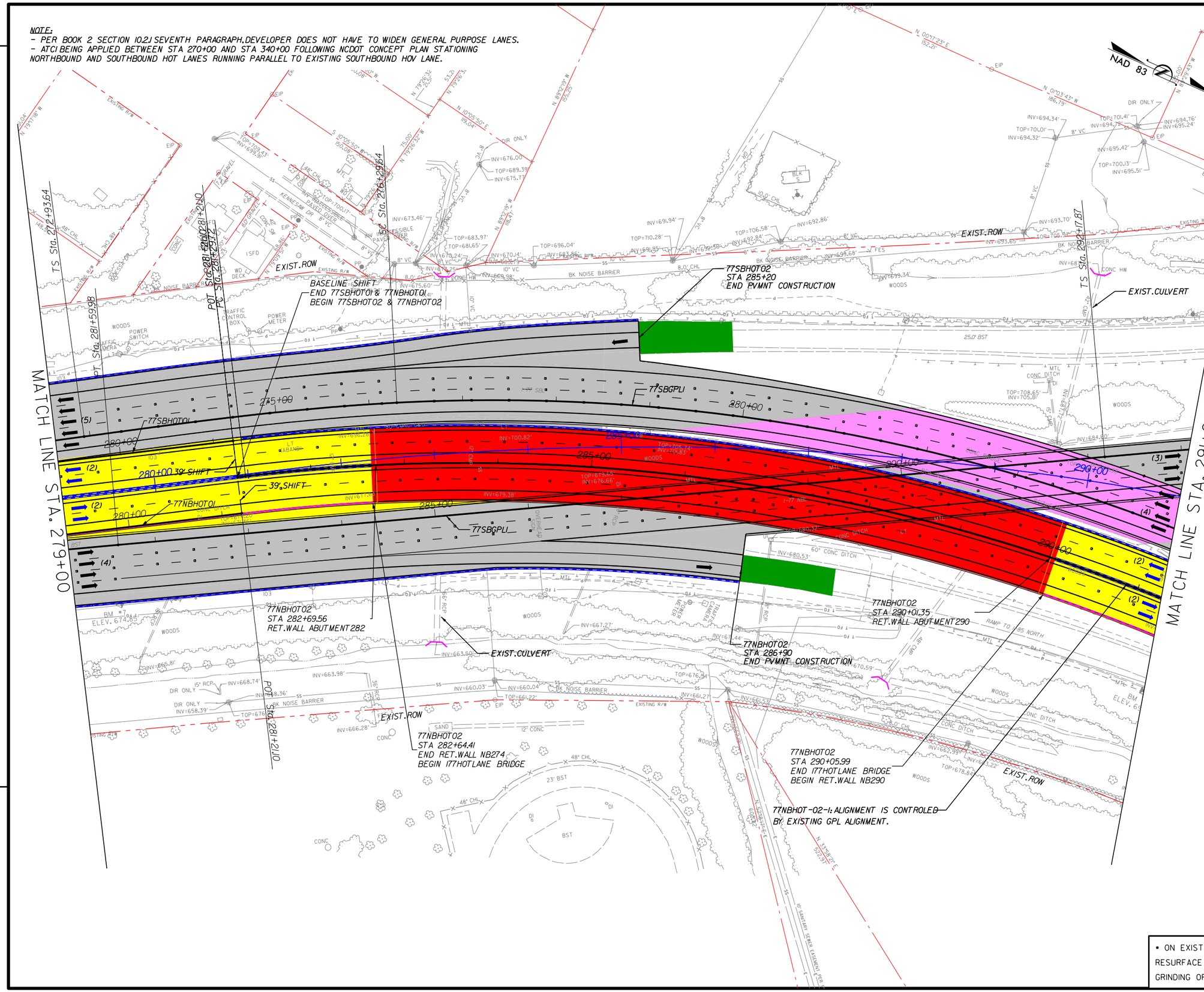
NOTE:
- PER BOOK 2 SECTION 10.2J SEVENTH PARAGRAPH, DEVELOPER DOES NOT HAVE TO WIDEN GENERAL PURPOSE LANES.
- ATCI BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 66

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

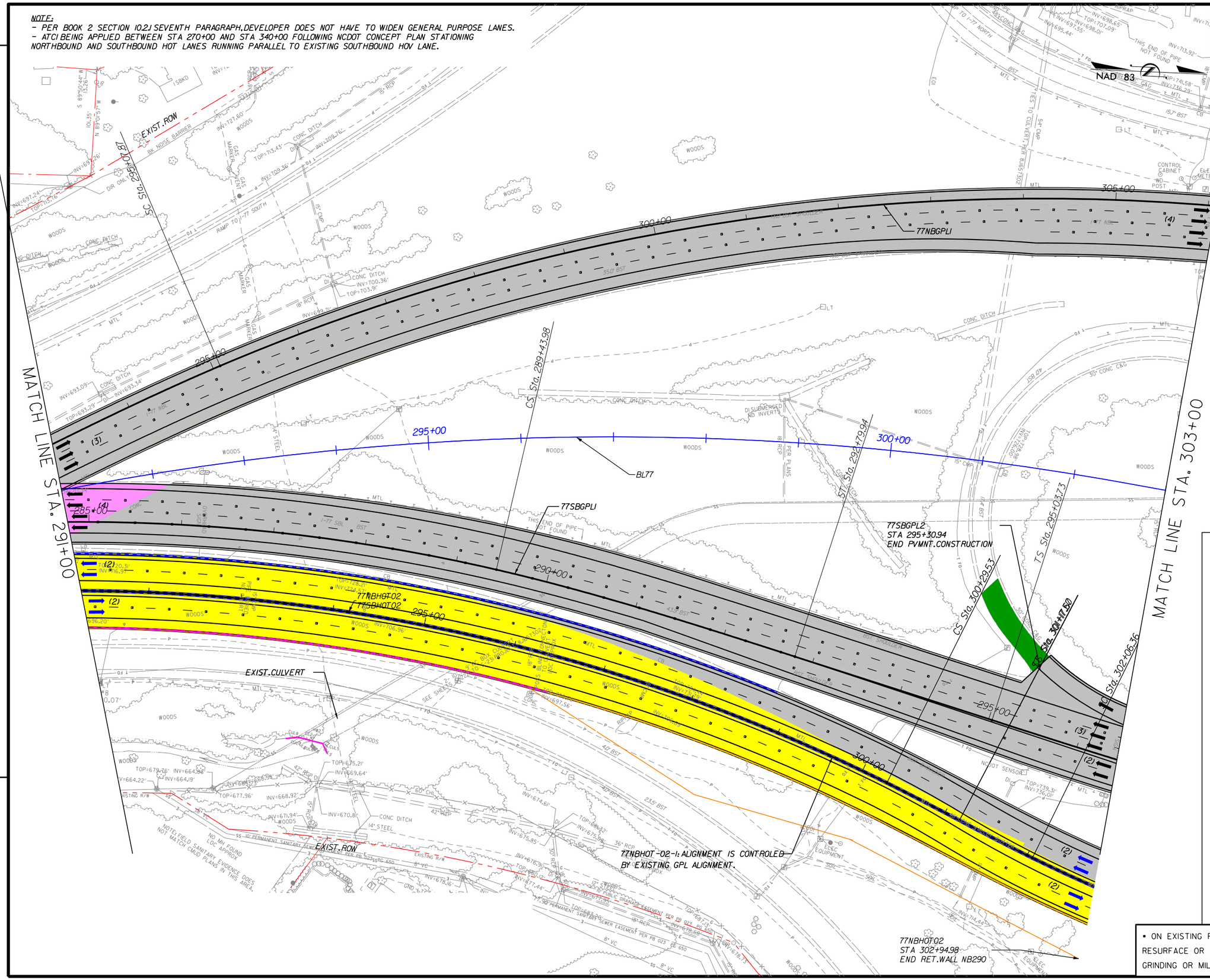
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. HOT LANES OVER I77NB: MIN VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 285+50 TO STA 287+50.
   - I77NB: STA 285+50 TO STA 287+50.
4. 77NBHOT-02-2 AND 77SBHOT-02-2: SSD OF 50MPH FOR THE NB AND SB HOT LANES FROM STA 270+00 TO STA 340+00 AS PER NCDOT'S APPROVED ATCI SECTION 3.0 DEVIATIONS POINT 5.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTE:
- PER BOOK 2 SECTION 10.2J SEVENTH PARAGRAPH, DEVELOPER DOES NOT HAVE TO WIDEN GENERAL PURPOSE LANES.
- ATCI BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 67

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 295+50 TO STA 297+50.
3. 77NBHOT-02-2 AND 77SBHOT-02-2: SSD OF 50MPH FOR THE NB AND SB HOT LANES FROM STA 270+00 TO STA 340+00 AS PER NCDOT'S APPROVED ATCI SECTION 3.0 DEVIATIONS POINT 5.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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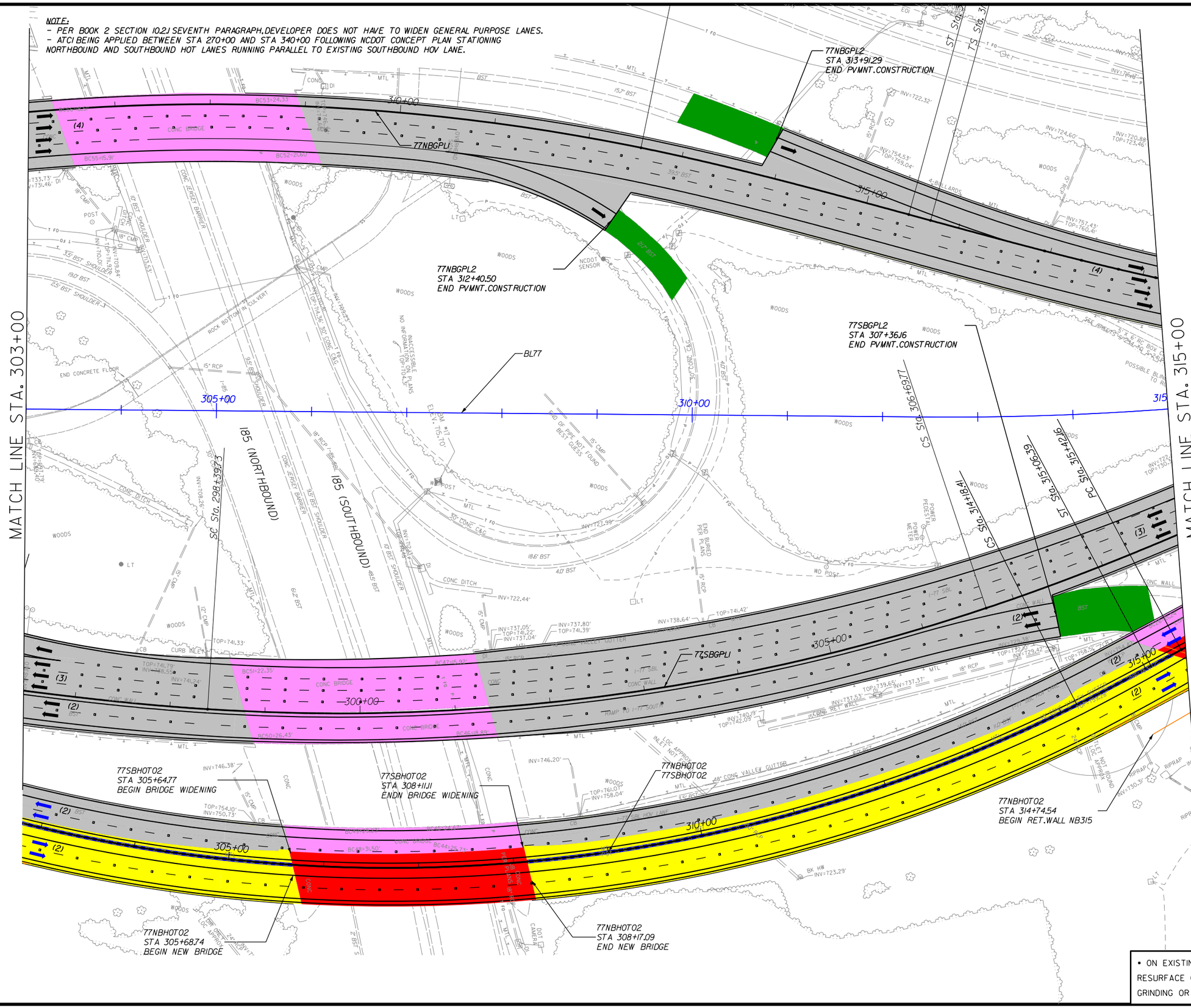
NOTE:
- PER BOOK 2 SECTION 10.2J SEVENTH PARAGRAPH, DEVELOPER DOES NOT HAVE TO WIDEN GENERAL PURPOSE LANES.
- ATCI BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 68

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. HOT LANES OVER I85: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. I77NB OVER I85: MIN. VERTICAL CLEARANCE 15.75' ACCORDING DE05-VC.
4. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77NB: STA 310+00 TO STA 312+00.
5. MINIMUM WIDTH FOR SHOULDER SSD ACCORDING DESIGN EXCEPTION DE03-SSD:
   - I77SB HOV OVER I85.
   - I77NB HOV OVER I85.
6. 77NBHOT-02-2 AND 77SBHOT-02-2: SSD OF 50MPH FOR THE NB AND SB HOT LANES FROM STA 270+00 TO STA 340+00 AS PER NCDOT'S APPROVED ATCI SECTION 3.0 DEVIATIONS POINT 5.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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3/3/2014
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3/3/2014
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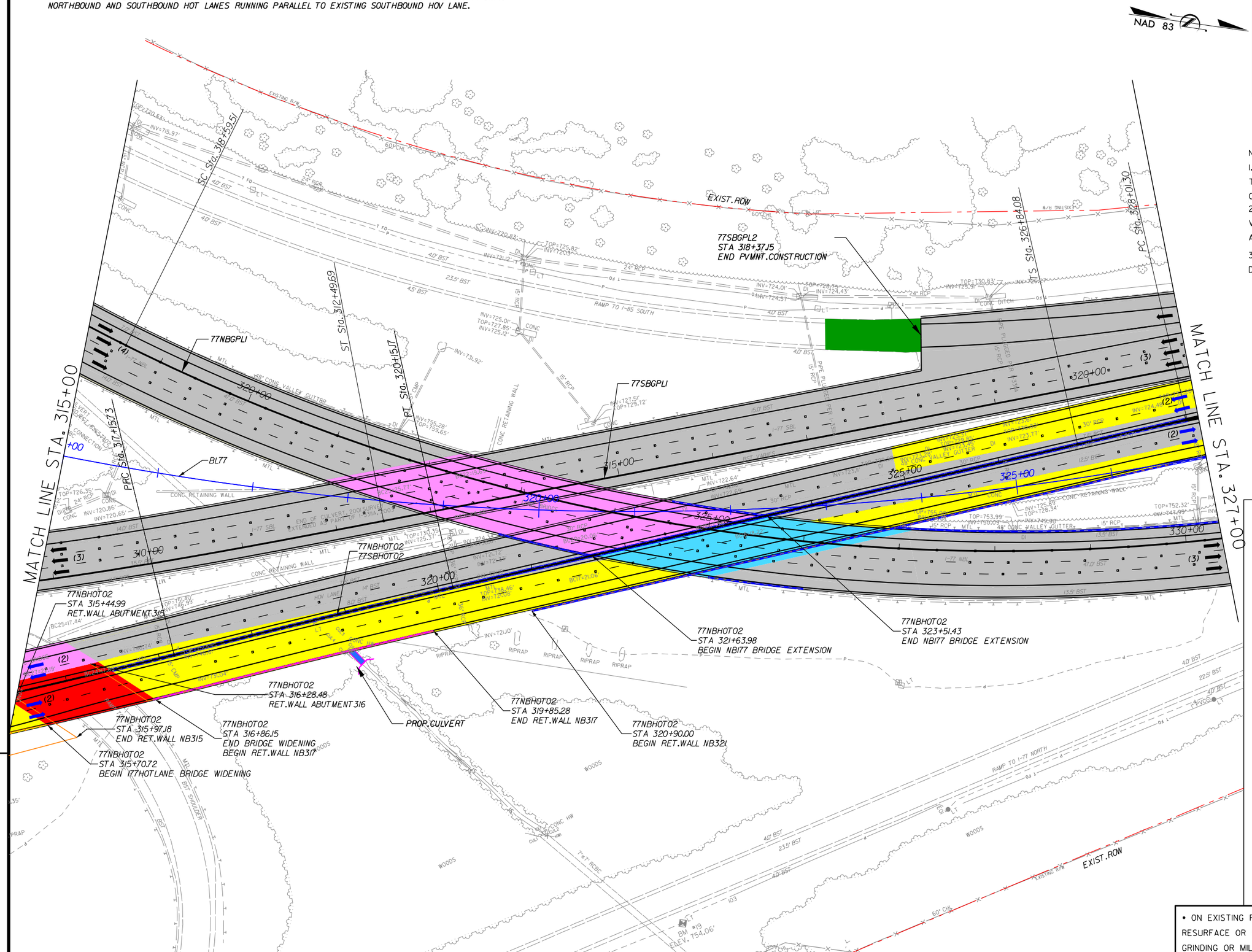
NOTE:
- ATCI BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 69

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. HOT LANES UNDER I77NB: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77SB: STA 323+50 TO STA 325+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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3/3/2014
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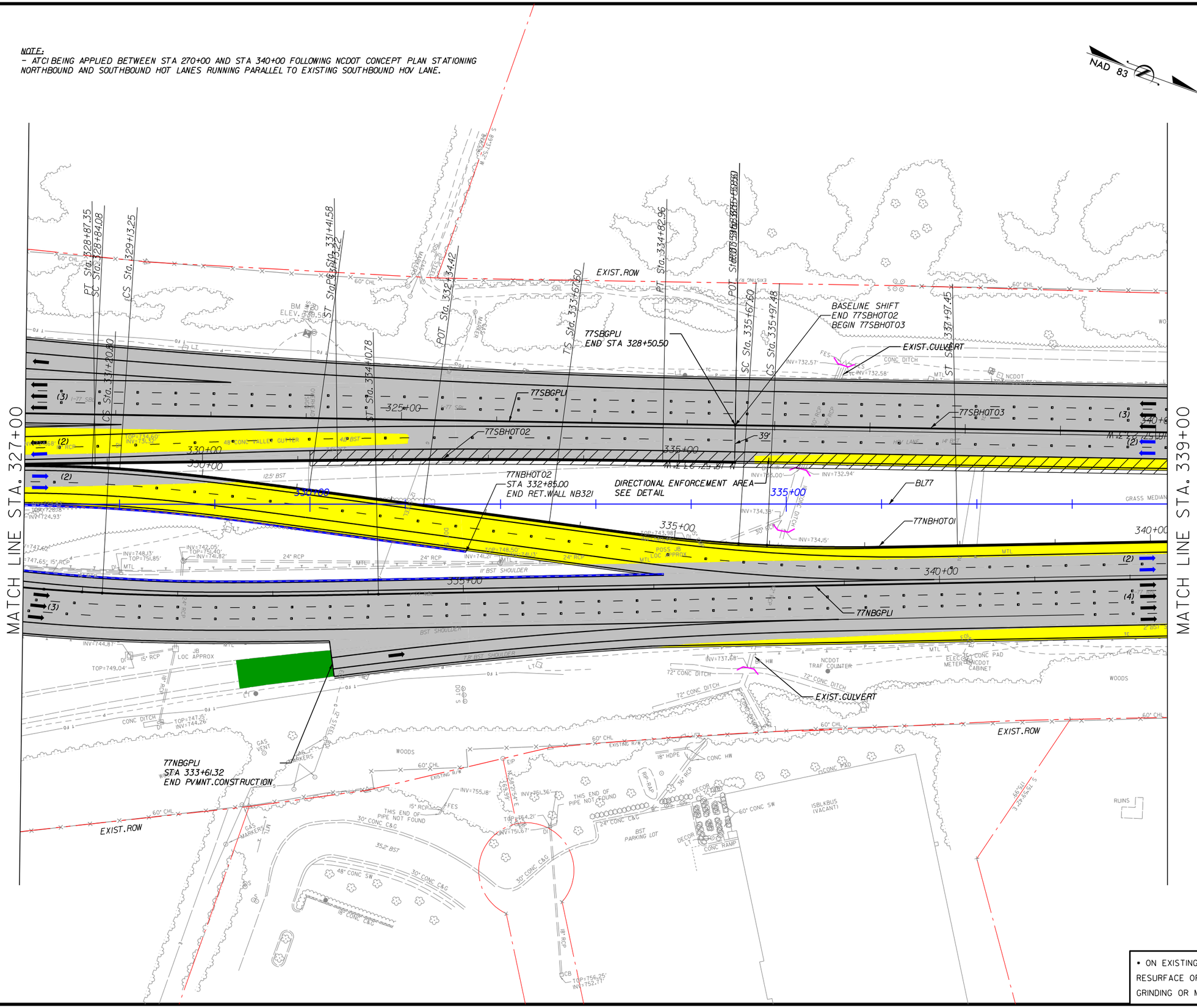
NOTE:
- ATC BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 70

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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3/3/2014
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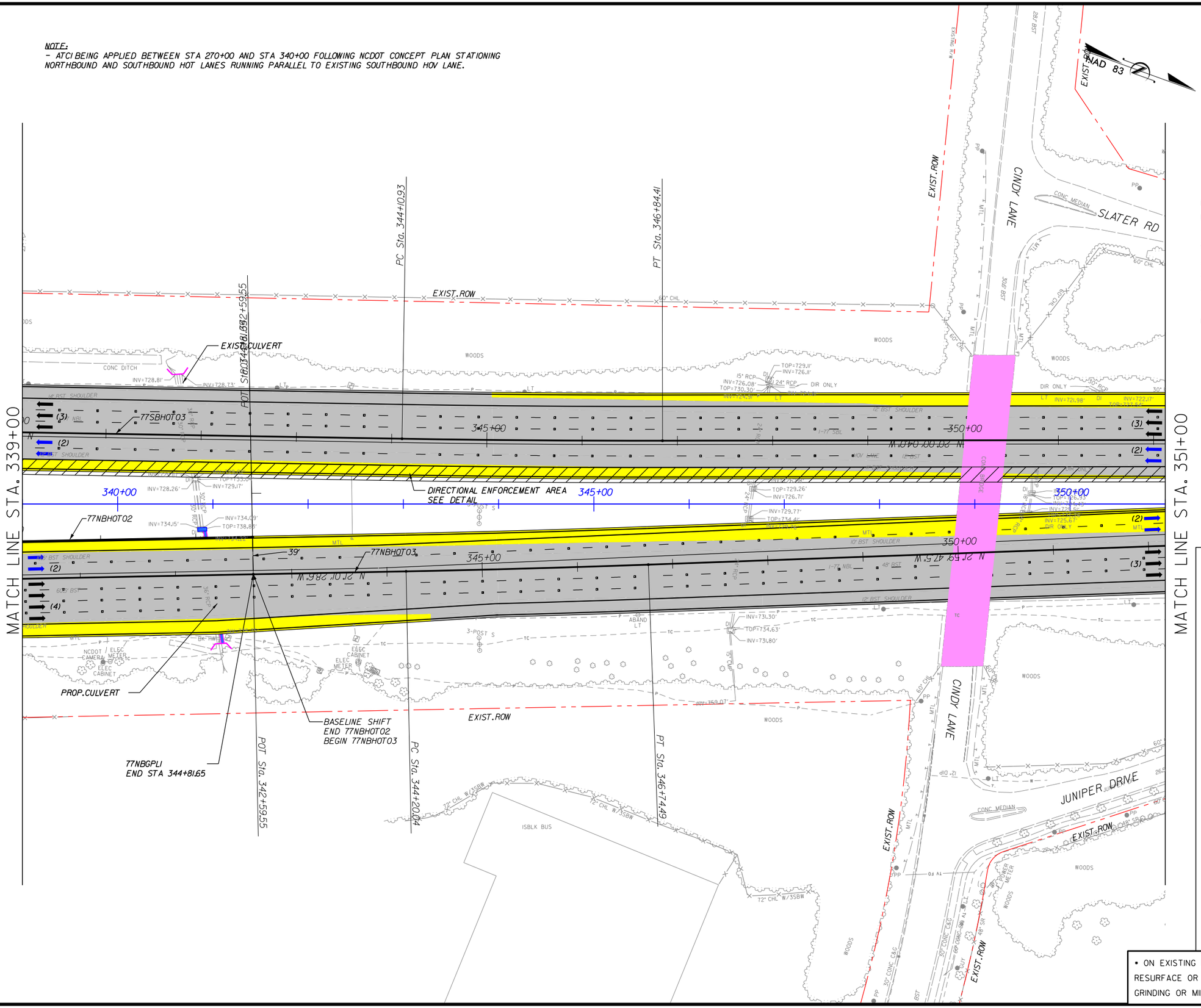
NOTE:
- ATCI BEING APPLIED BETWEEN STA 270+00 AND STA 340+00 FOLLOWING NCDOT CONCEPT PLAN STATIONING NORTHBOUND AND SOUTHBOUND HOT LANES RUNNING PARALLEL TO EXISTING SOUTHBOUND HOV LANE.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 71

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. CINDY LANE OVER I77: MIN. VERTICAL CLEARANCE 15.91' ACCORDING DE05-VC.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
- I77SB: STA 349+00 TO STA 351+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

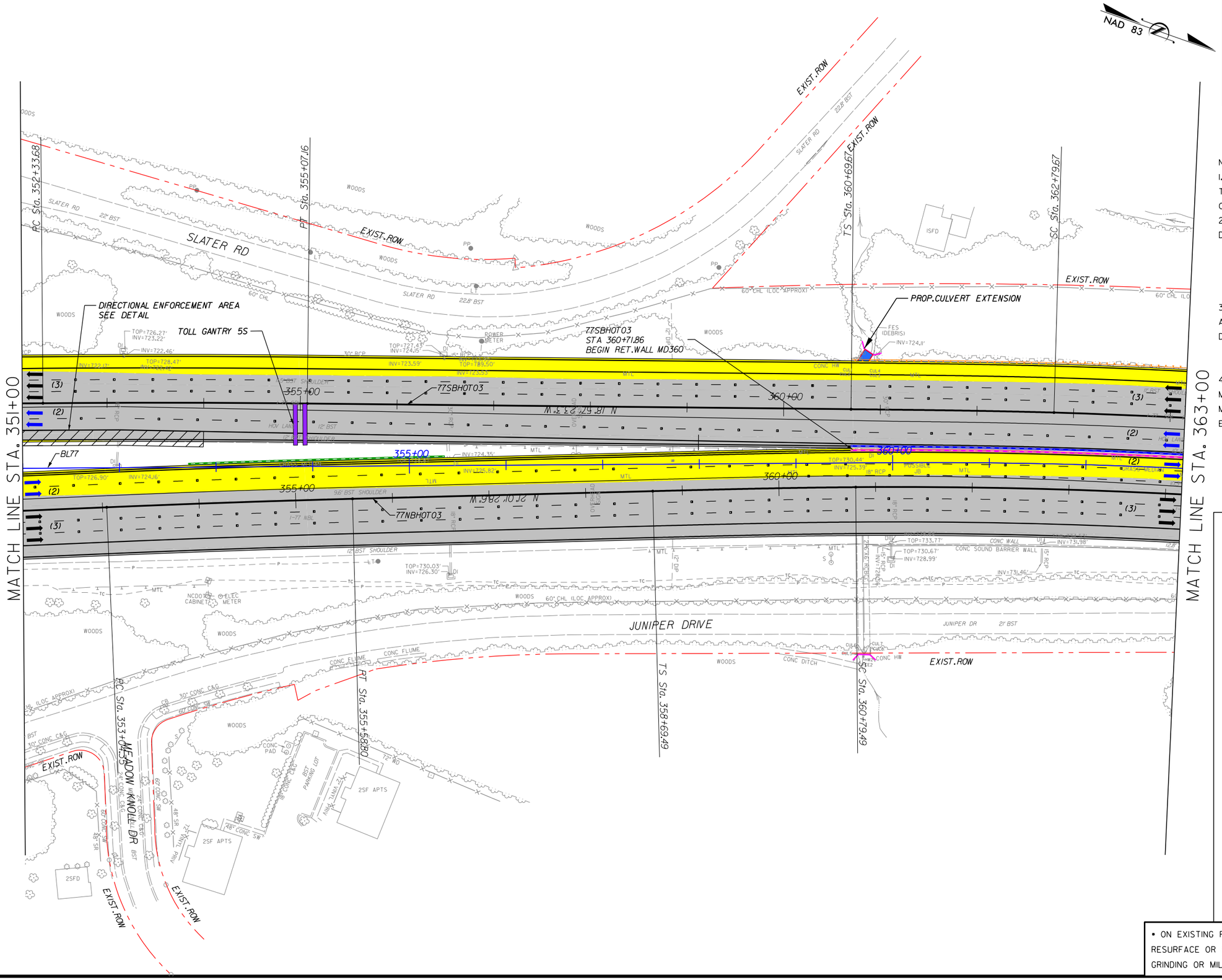
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 72

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77SB: STA 361+00 TO STA 363+00.
   - I77NB: STA 359+00 TO STA 361+00.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 361+00 TO STA 418+00.
4. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DE01-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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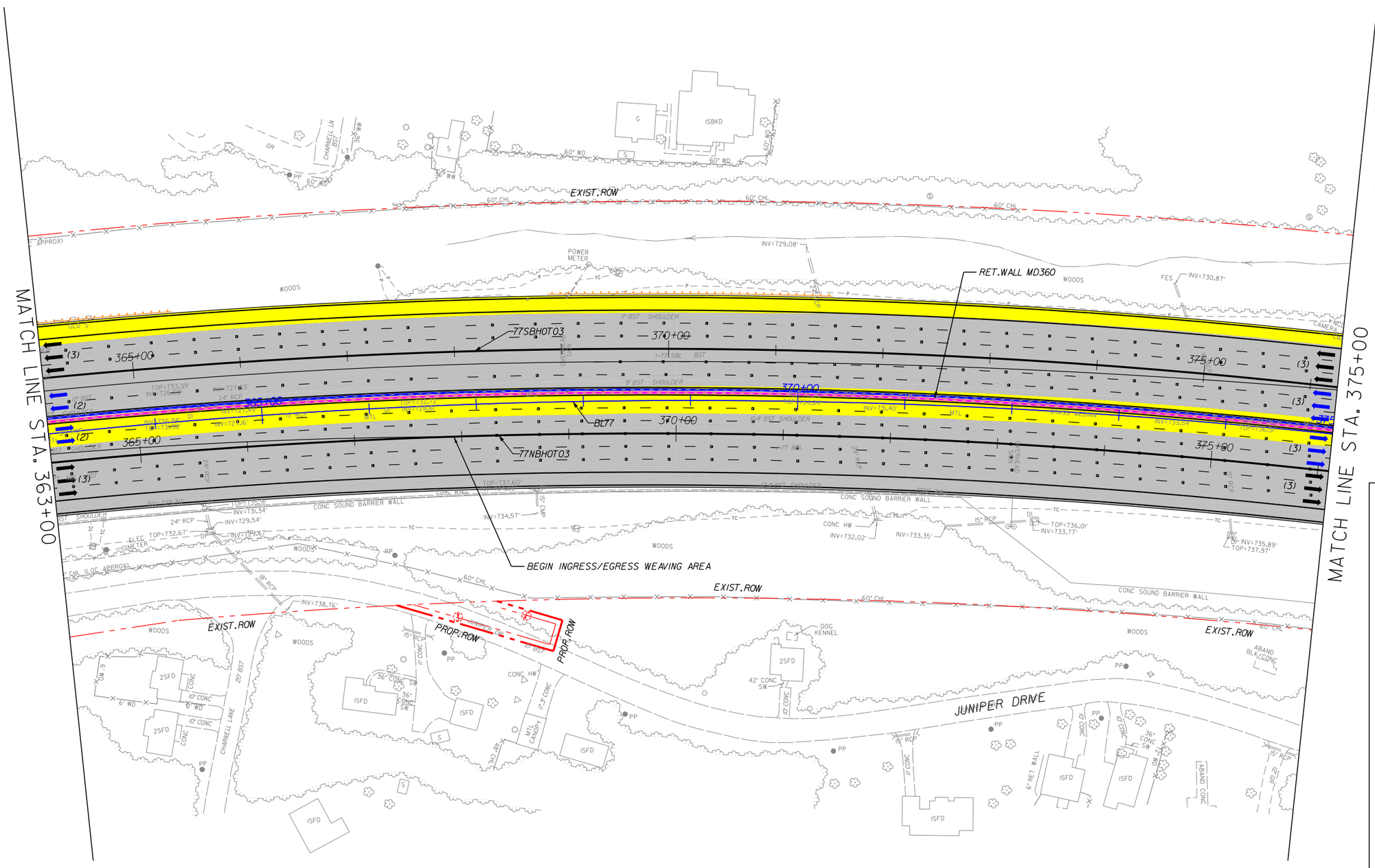
NOTE:
- ATC 16 BEING APPLIED BETWEEN STATION 373+77.13 AND STATION 386+23.58, PROPOSER PRESERVING THE EXISTING NOISE WALLS BETWEEN THIS STATION RANGE.

NAD 83



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 73

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. CINDY LANE OVER I77: MIN. VERTCIAL CLEARANCE 15.91' PER DE05-VC.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
- I77SB: STA 361+00 TO STA 418+00.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTE:
- ATC 16 BEING APPLIED BETWEEN STATION 373+77.13 AND STATION 386+23.58, PROPOSER PRESERVING THE EXISTING NOISE WALLS BETWEEN THIS STATION RANGE.

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

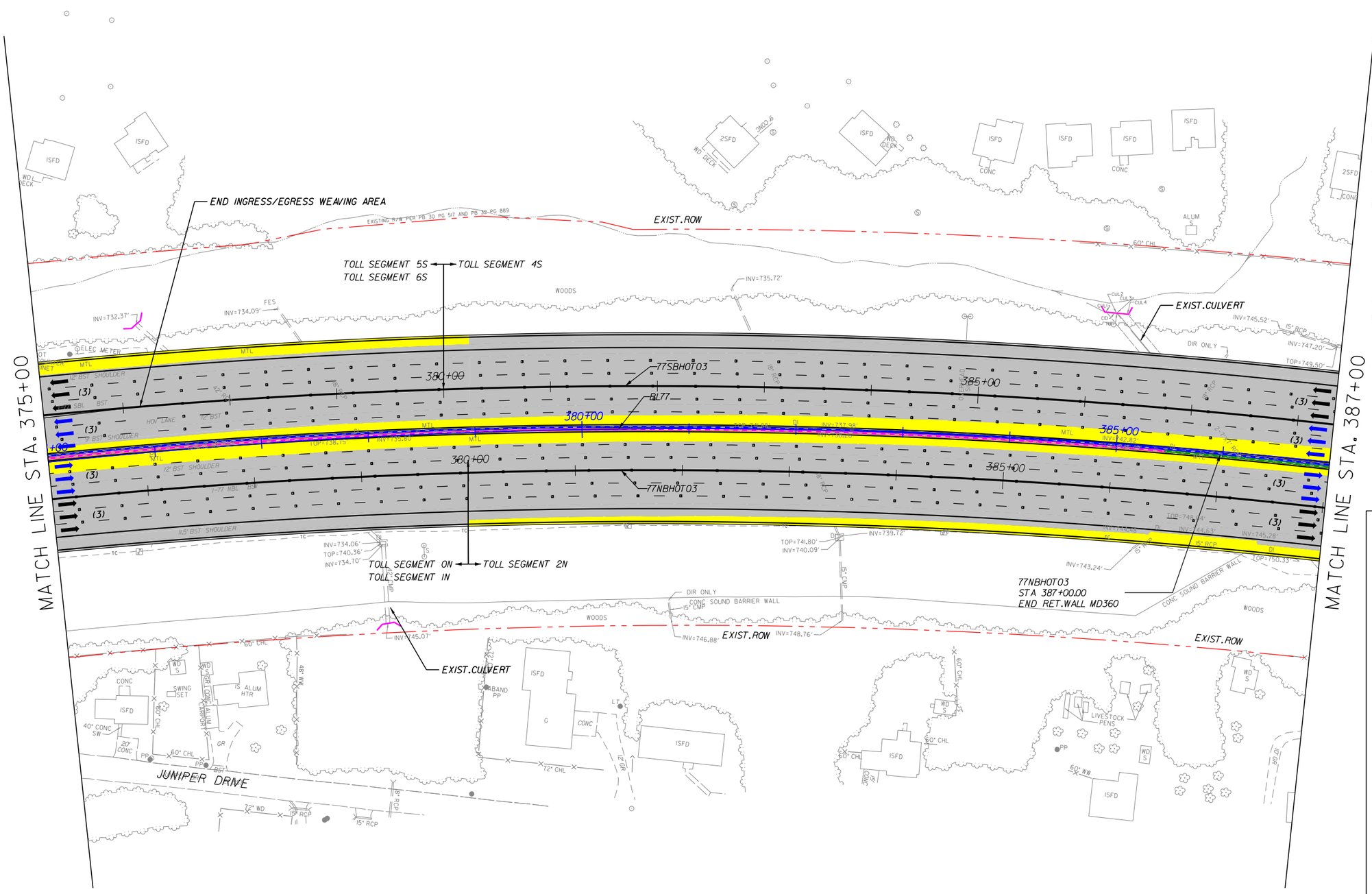
February 2014

SHEET NO. 74

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77SB: STA 377+00 TO STA 379+00.
   - I77NB: STA 375+00 TO STA 377+00.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 361+00 TO STA 418+00.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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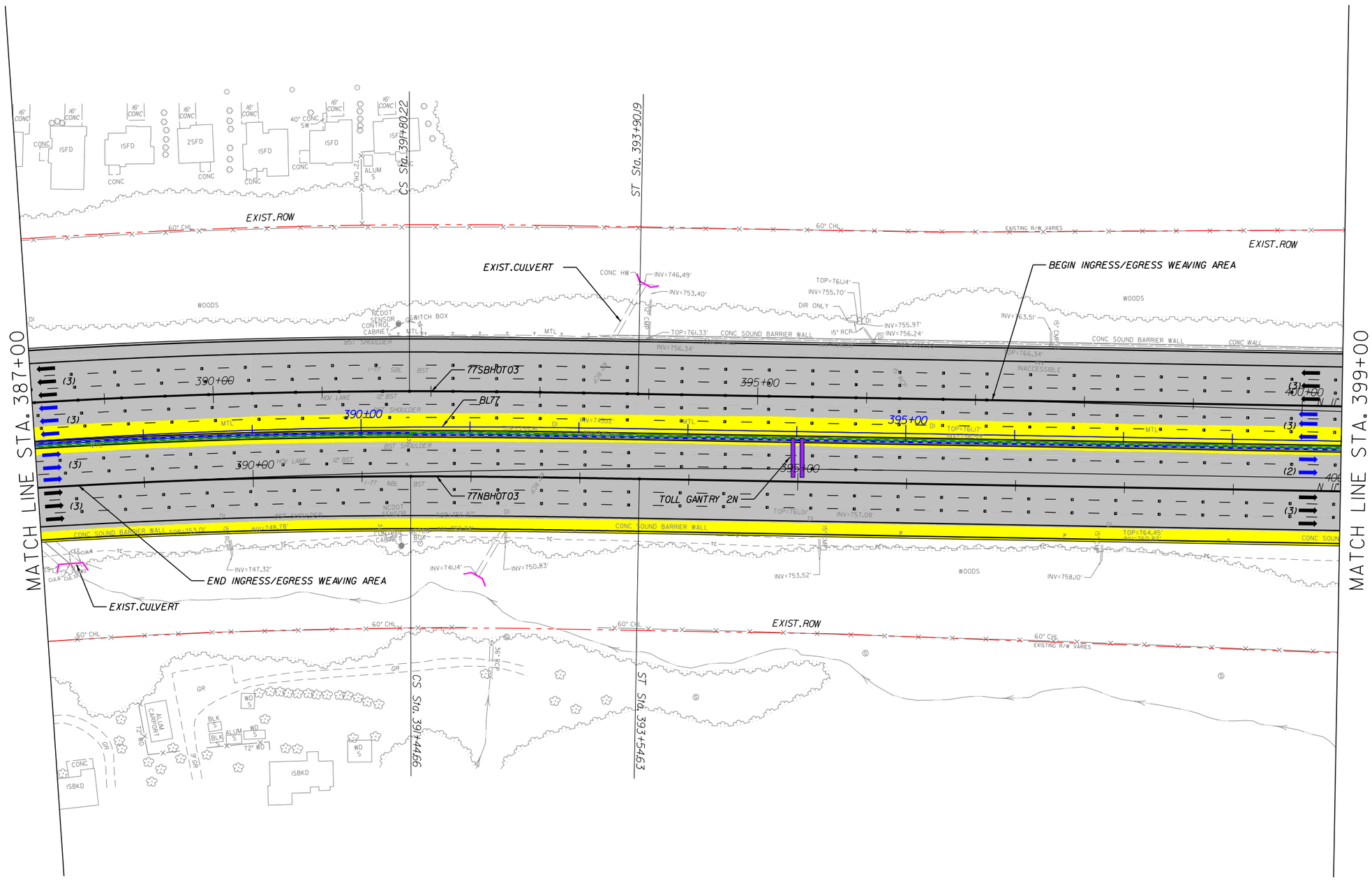
NOTE:
- ATC 16 BEING APPLIED BETWEEN STATION 387+00.00 AND STATION 400+50.00, PROPOSER PRESERVING THE EXISTING NOISE WALLS BETWEEN



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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 75

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 361+00 TO STA 418+00.
3. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DE01-SHLDR.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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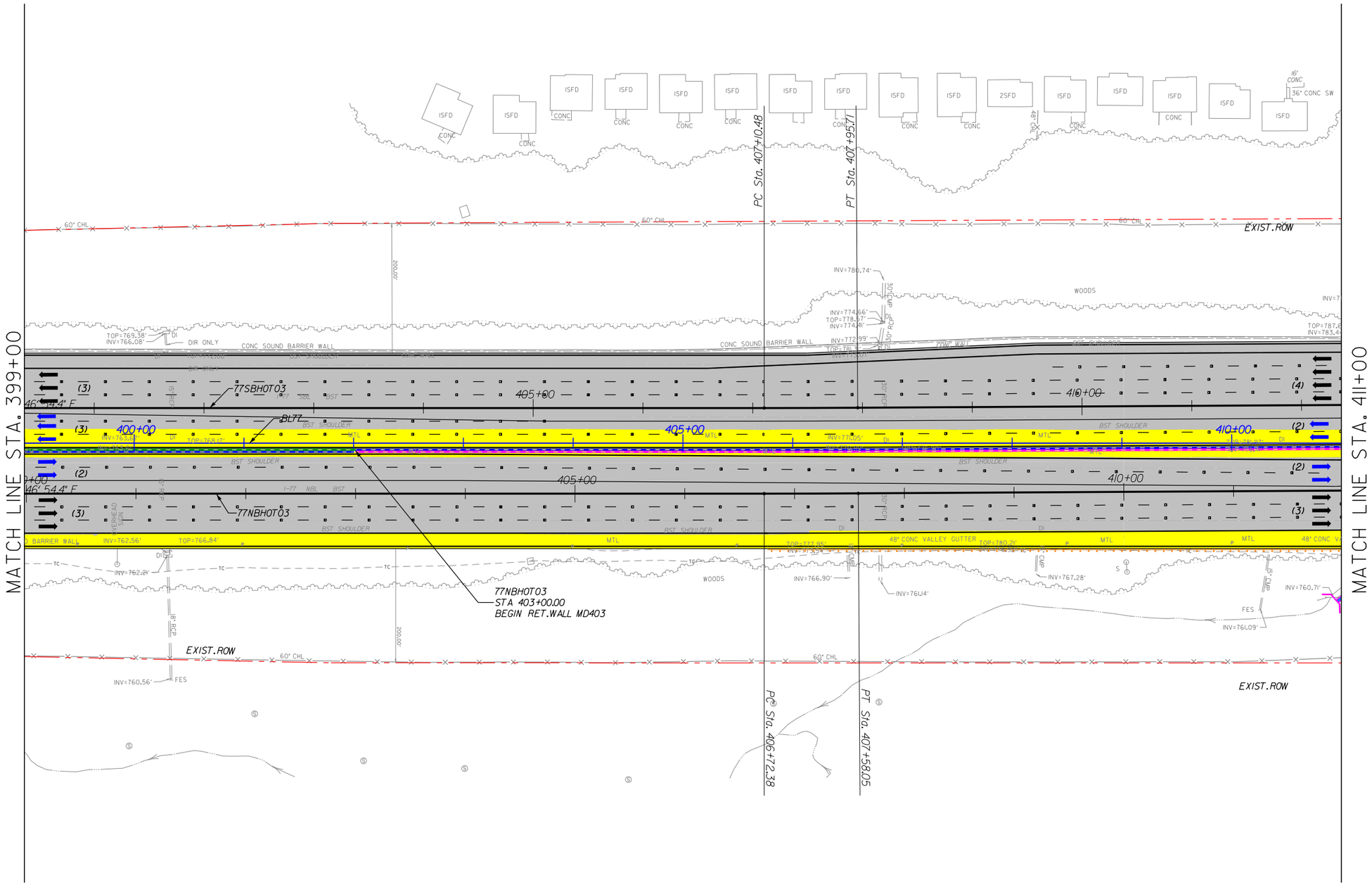
NOTE:
- ATC 16 BEING APPLIED BETWEEN STATION 387+00.00 AND STATION 400+50.00, PROPOSER PRESERVING THE EXISTING NOISE WALLS BETWEEN



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 76

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 361+00 TO STA 418+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

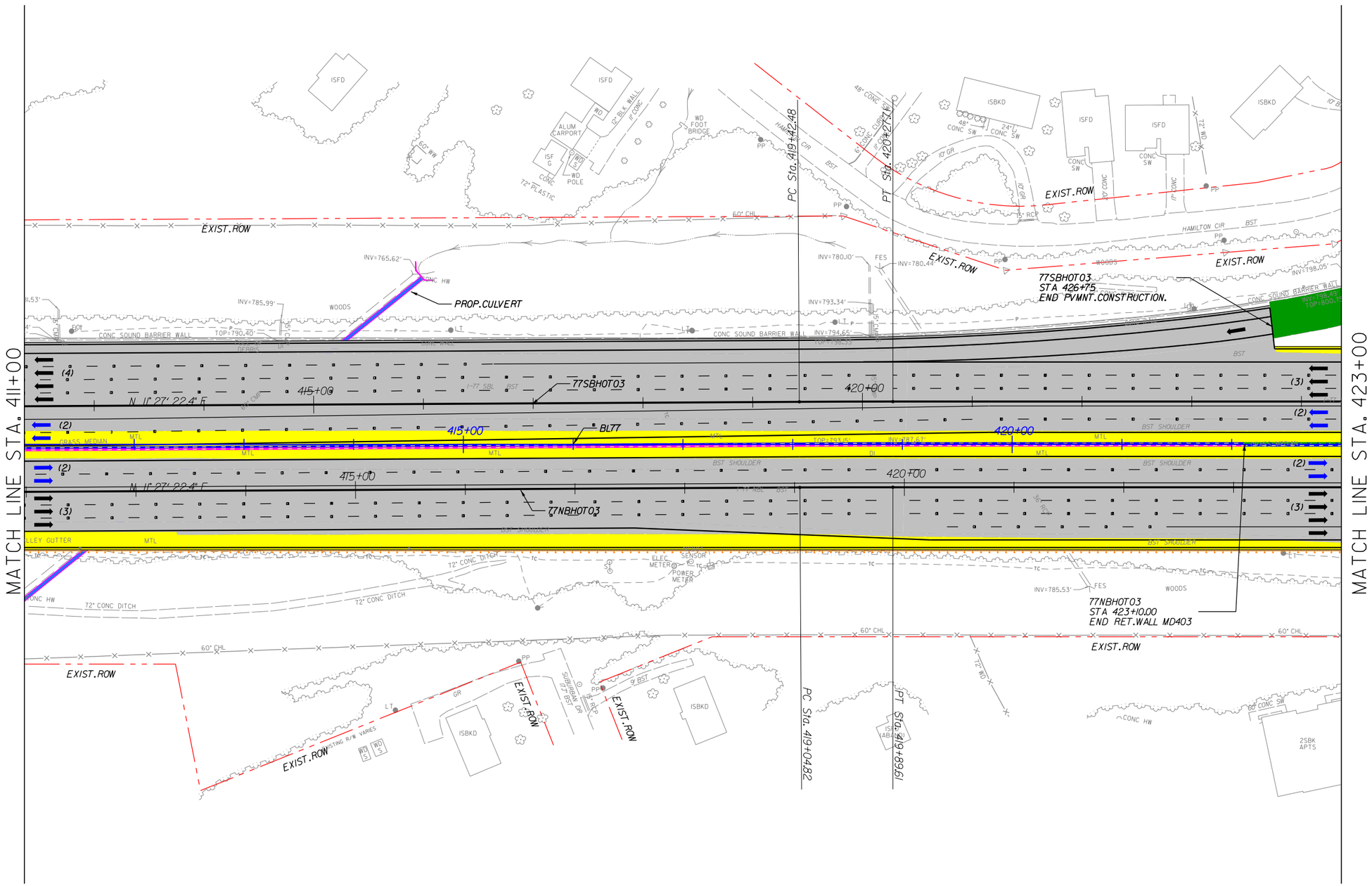
February 2014

SHEET NO. 77

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77SB: STA 417+00 TO STA 419+00.
   - I77SB: STA 423+00.
   - I77NB: STA 415+20.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 361+00 TO STA 418+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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I-77 HOT Lanes Project

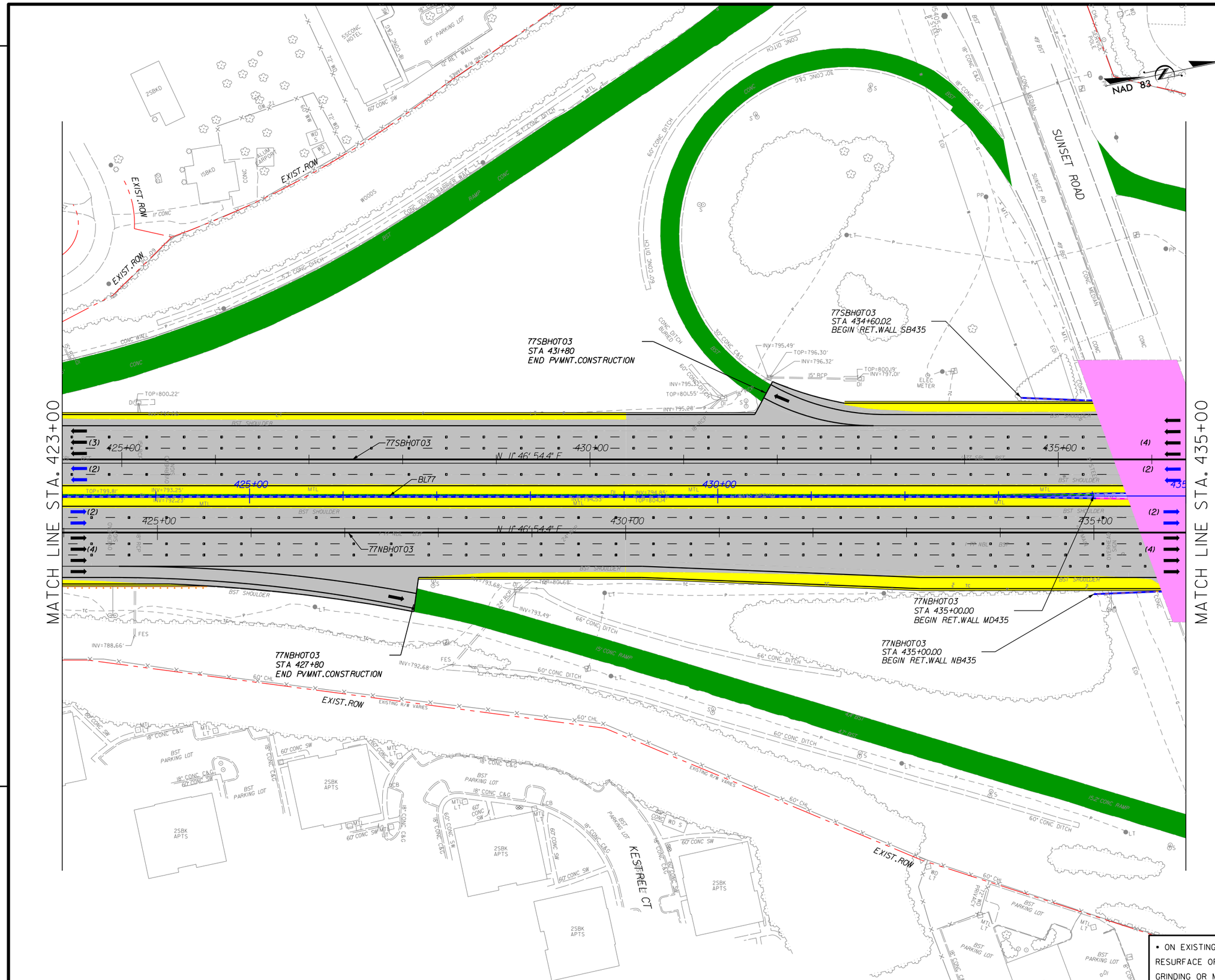
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 78

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SUNSET ROAD OVER I77: MIN. VERTICAL CLEARANCE 16.58' SAME AS EXISTING.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 430+00 TO STA 432+00.
   - I77NB: STA 425+50 TO STA 427+50.
   - SUNSET RD. OVER I77.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

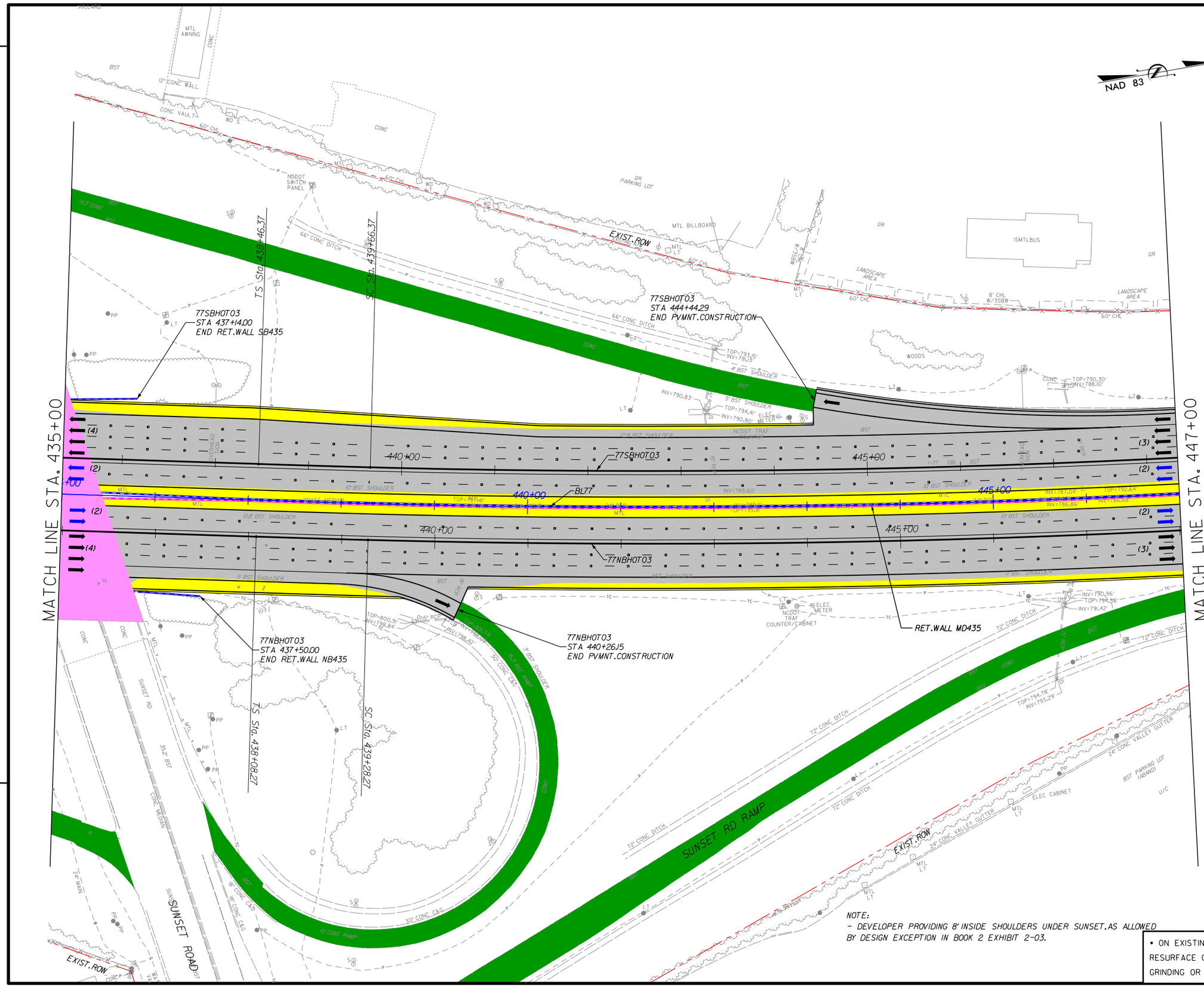
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 79

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SUNSET ROAD OVER I77: MIN. VERTICAL CLEARANCE 16.58' SAME AS EXISTING.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 439+00 TO STA 441+00.
   - I77NB: STA 436+50 TO STA 438+50.
   - I77NB: STA 441+60.
   - SUNSET RD. OVER I77.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

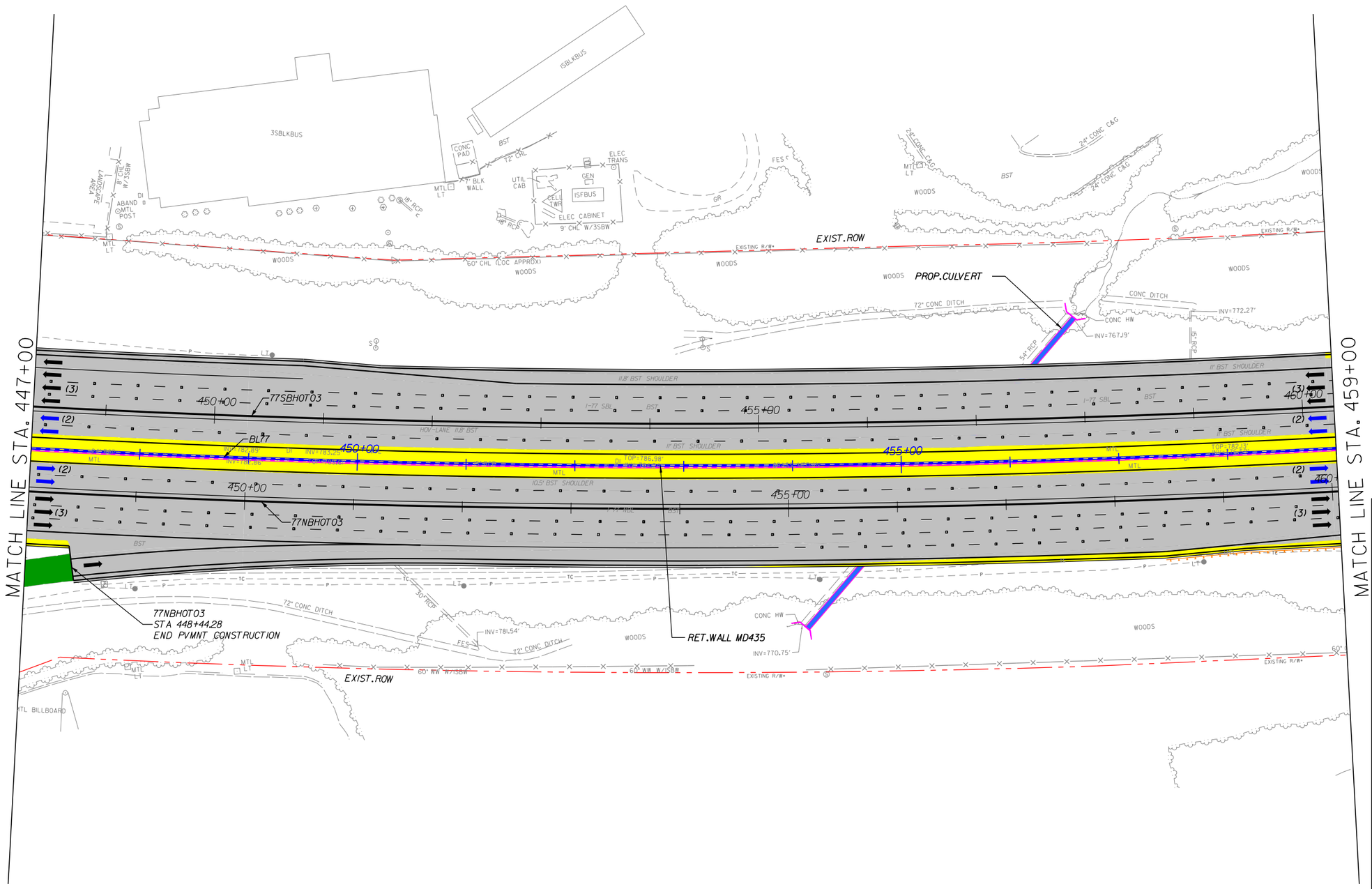
February 2014

SHEET NO. 80

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 449+40.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

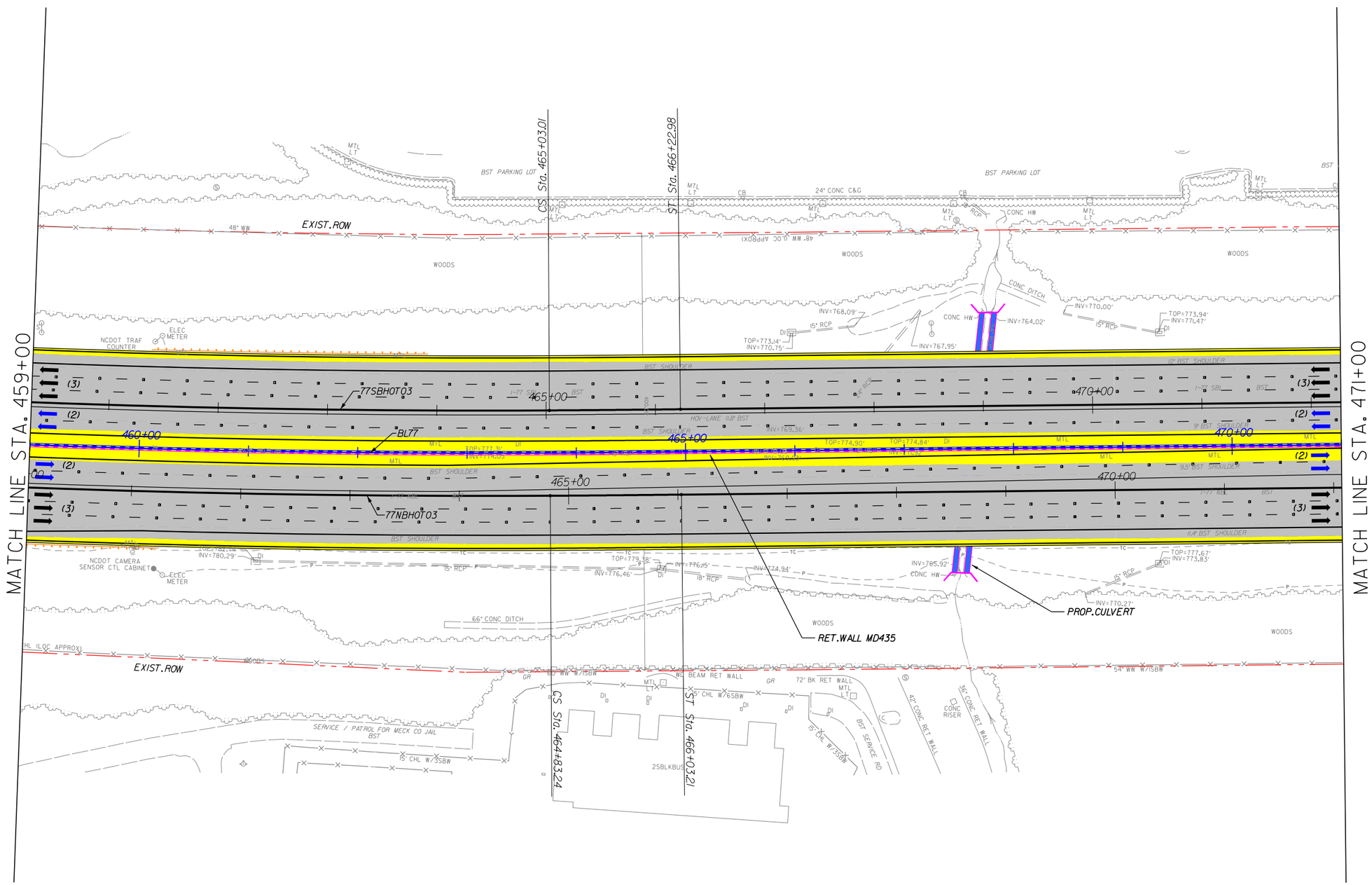
February 2014

SHEET NO. 81

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77NB: STA 468+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

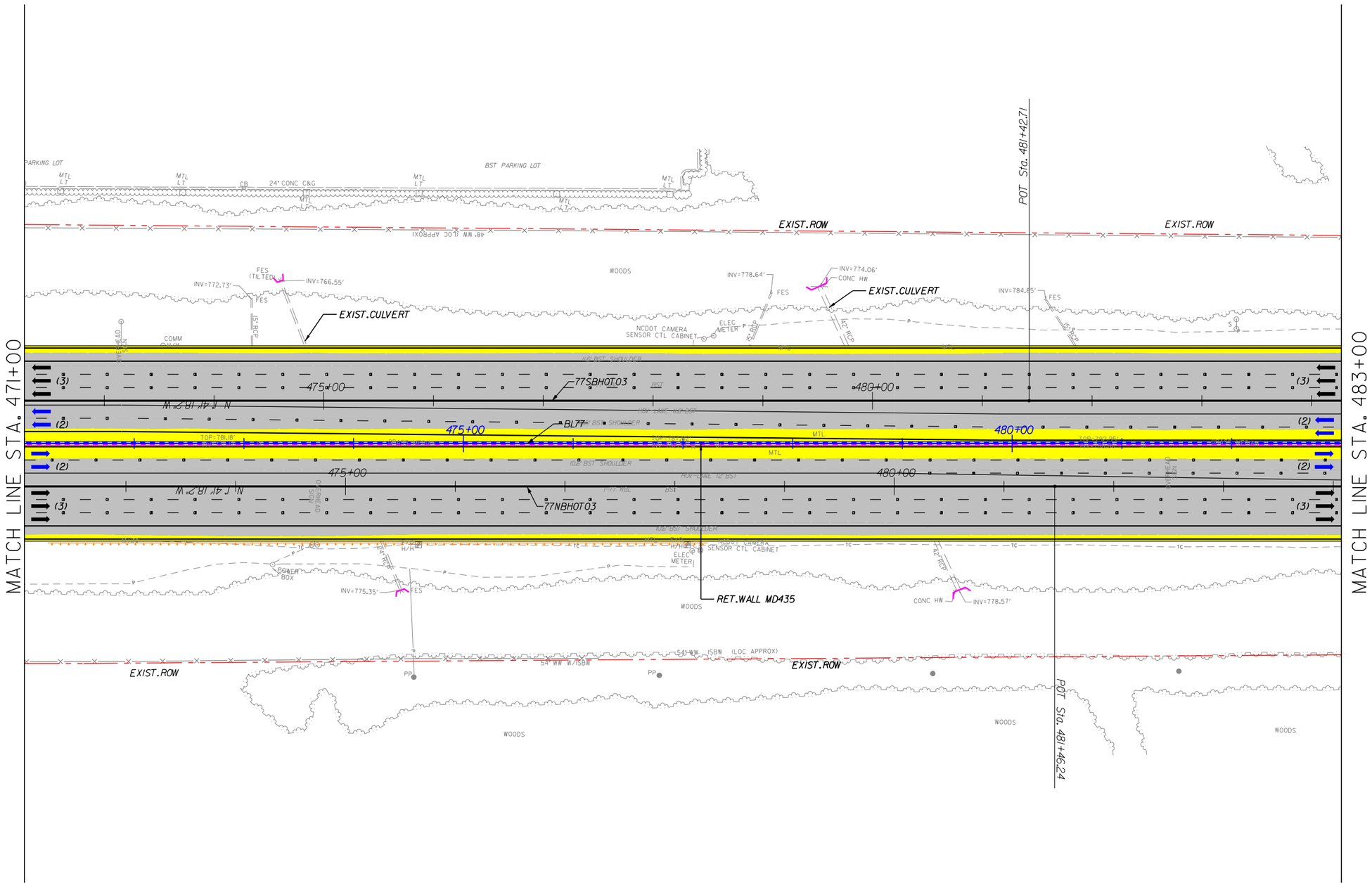
February 2014

SHEET NO. 82

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77NB: STA 476+00 TO STA 478+00.
   - I77SB: STA 475+80.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 473+00 TO STA 530+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

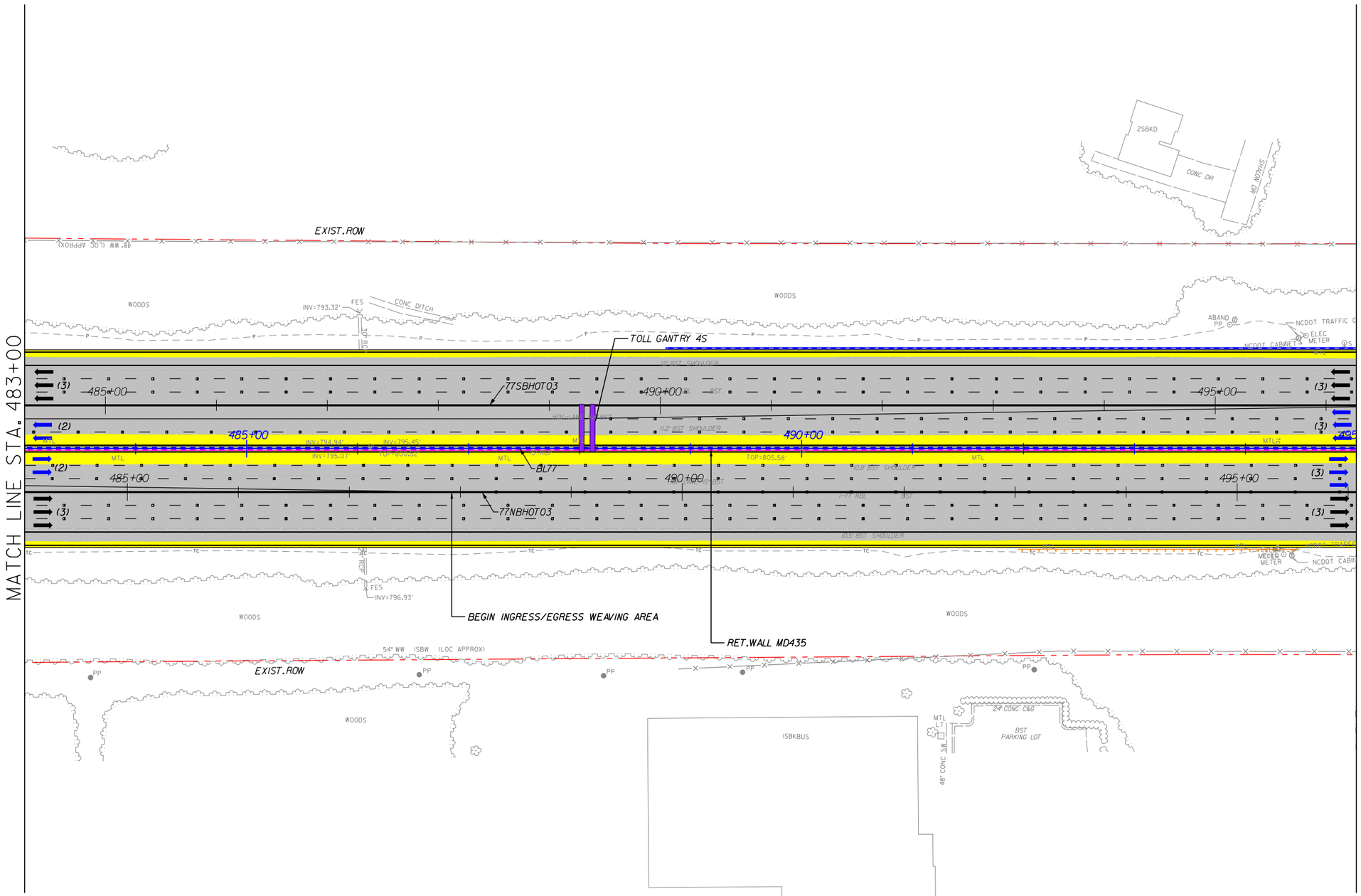
February 2014

SHEET NO. 83

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 491+50 TO STA 493+50.
   - I77NB: STA 483+50 TO STA 485+50.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEO6-INGRESS:
   - I77NB: STA 473+00 TO STA 530+00.
4. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

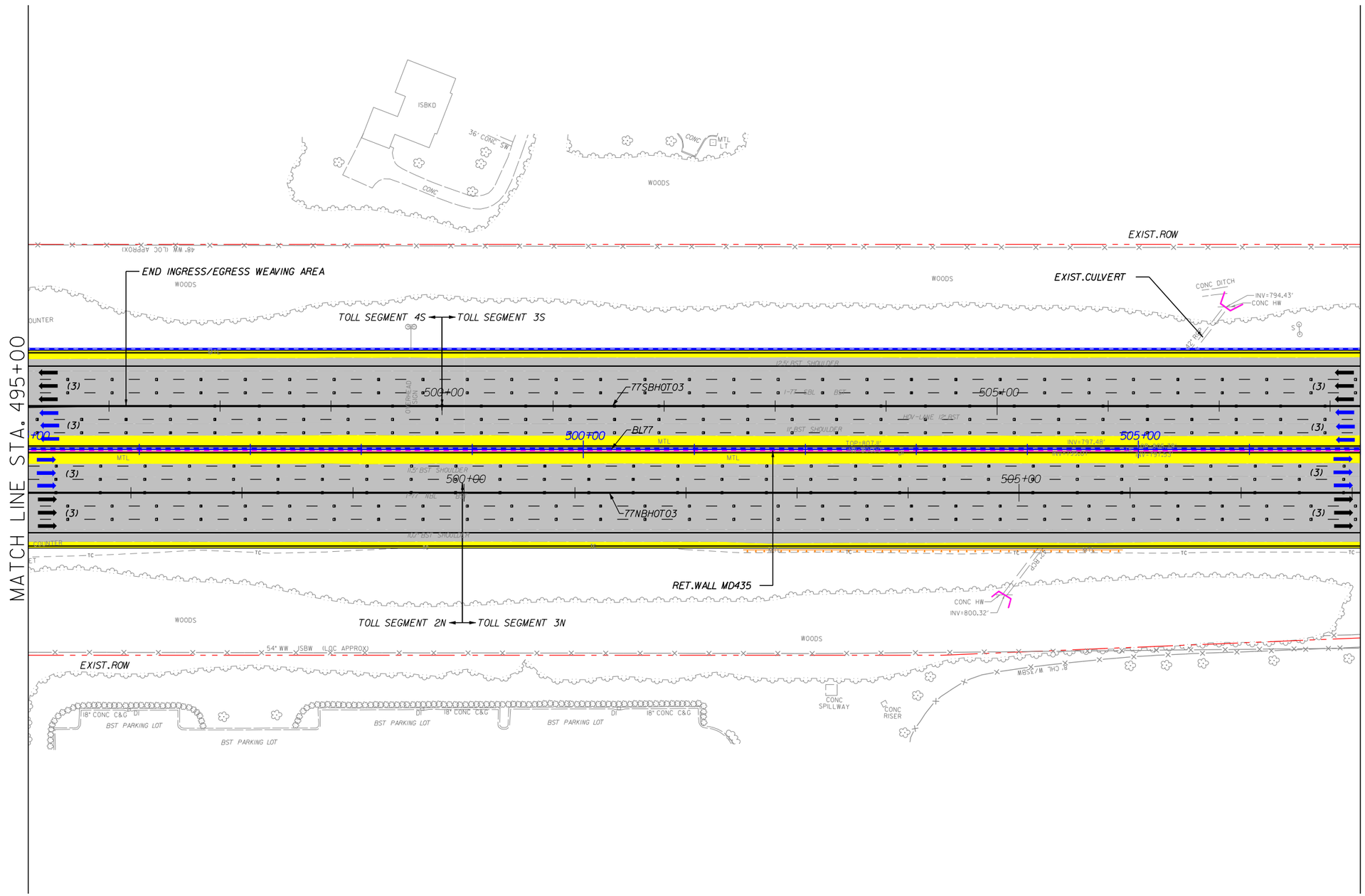
February 2014

SHEET NO. 84

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 473+00 TO STA 530+00.

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

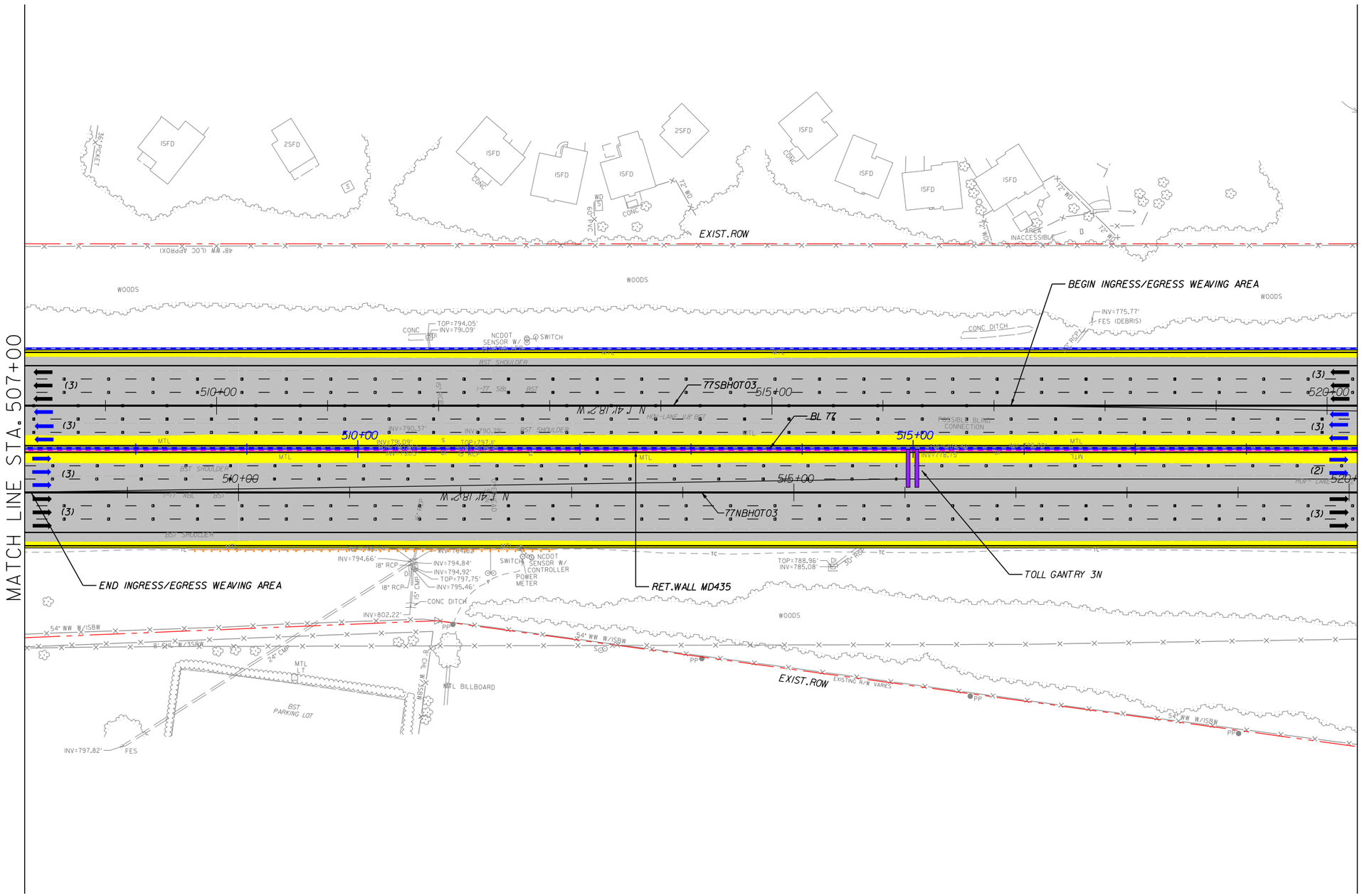
February 2014

SHEET NO. 85

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77NB: STA 513+50 TO STA 515+50.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 473+00 TO STA 530+00.
4. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DE01-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

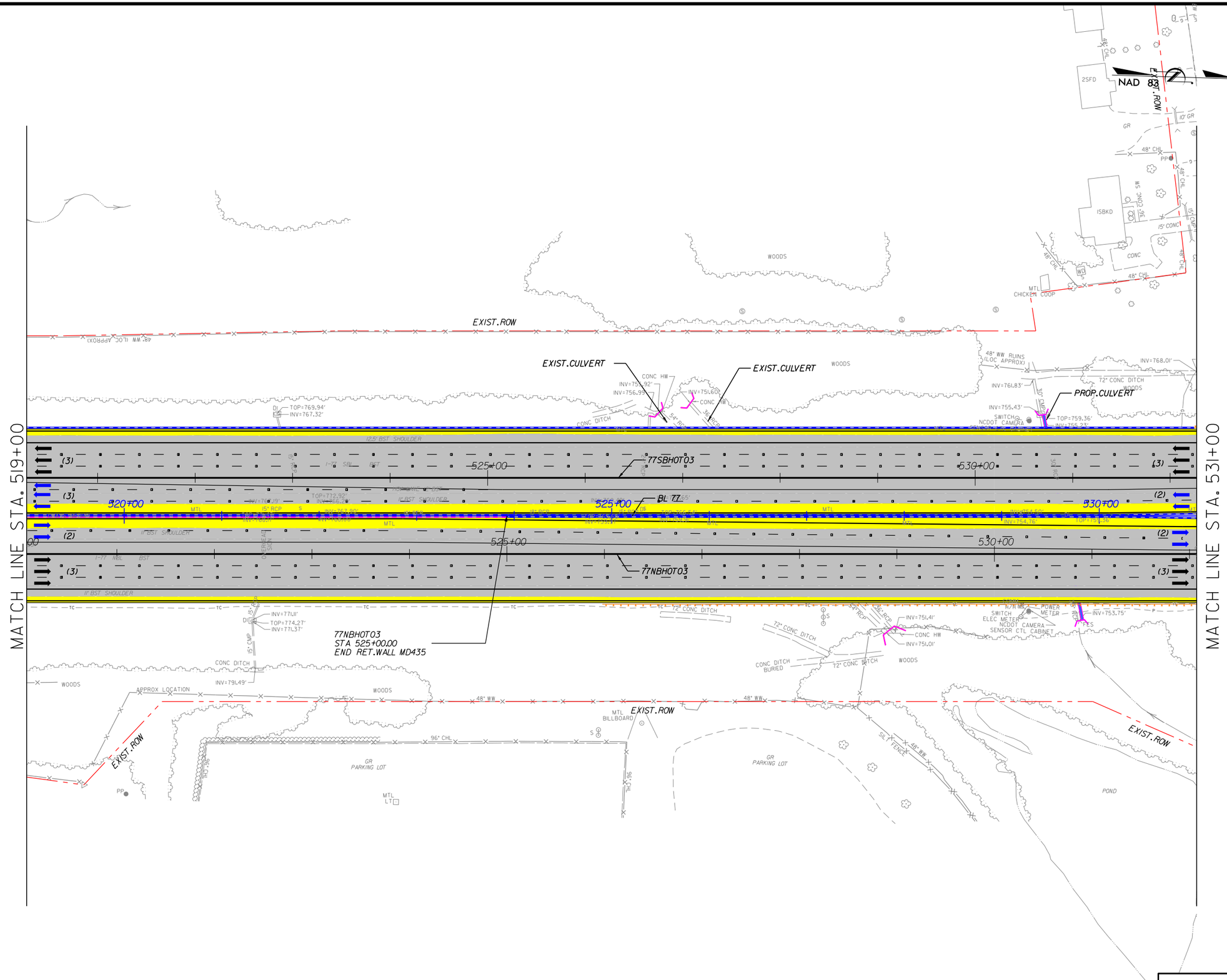
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 86

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77NB: STA 524+00 TO STA 526+00.
3. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 473+00 TO STA 530+00.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

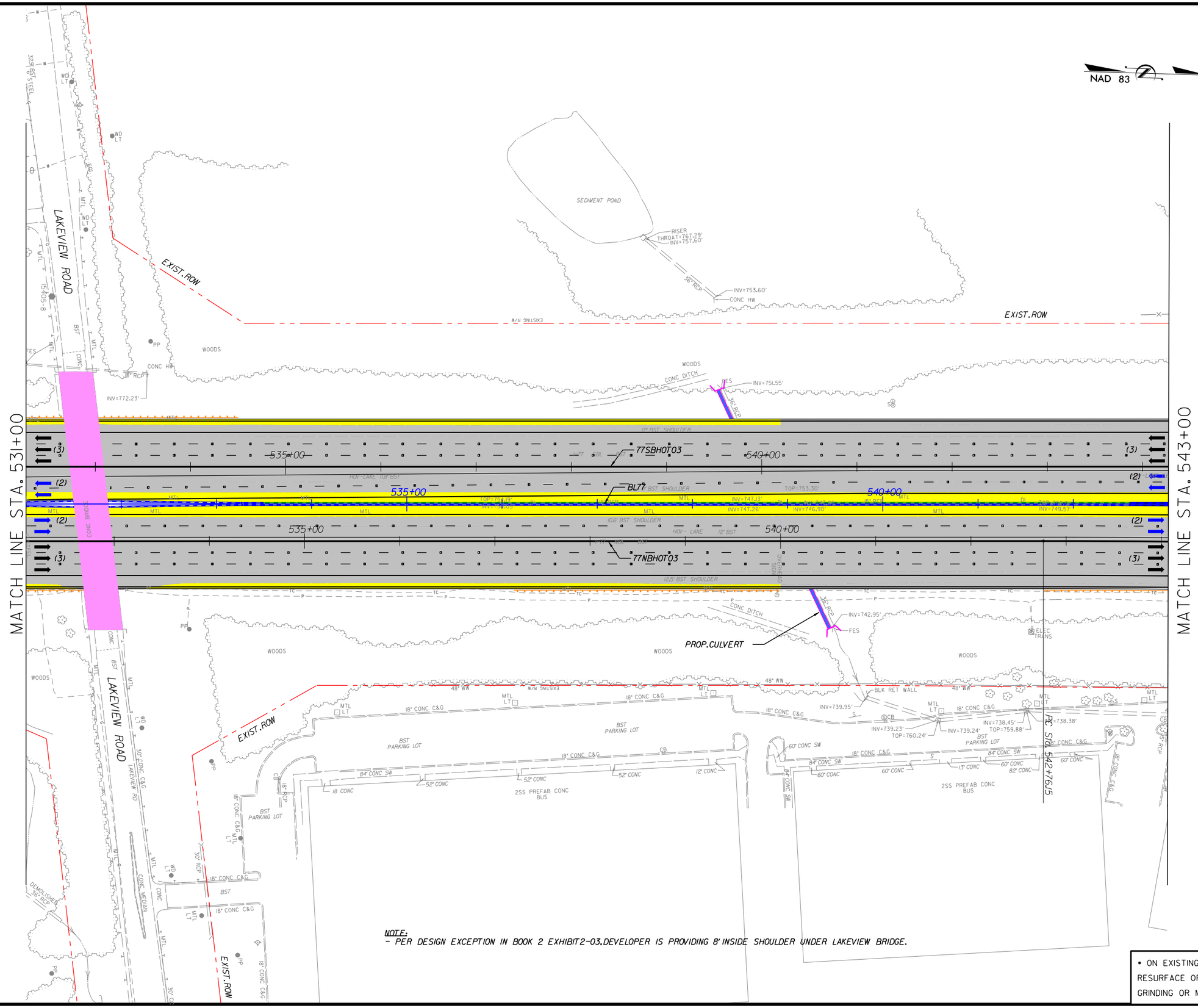
February 2014

SHEET NO. 87

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. LAKEVIEW DRIVE OVER I77: MIN. VERTICAL CLEARANCE 16.33' SAME AS EXISTING.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - LAKEVIEW RD. OVER I77.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

NOTE:
- PER DESIGN EXCEPTION IN BOOK 2 EXHIBIT2-03, DEVELOPER IS PROVIDING 8' INSIDE SHOULDER UNDER LAKEVIEW BRIDGE.

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

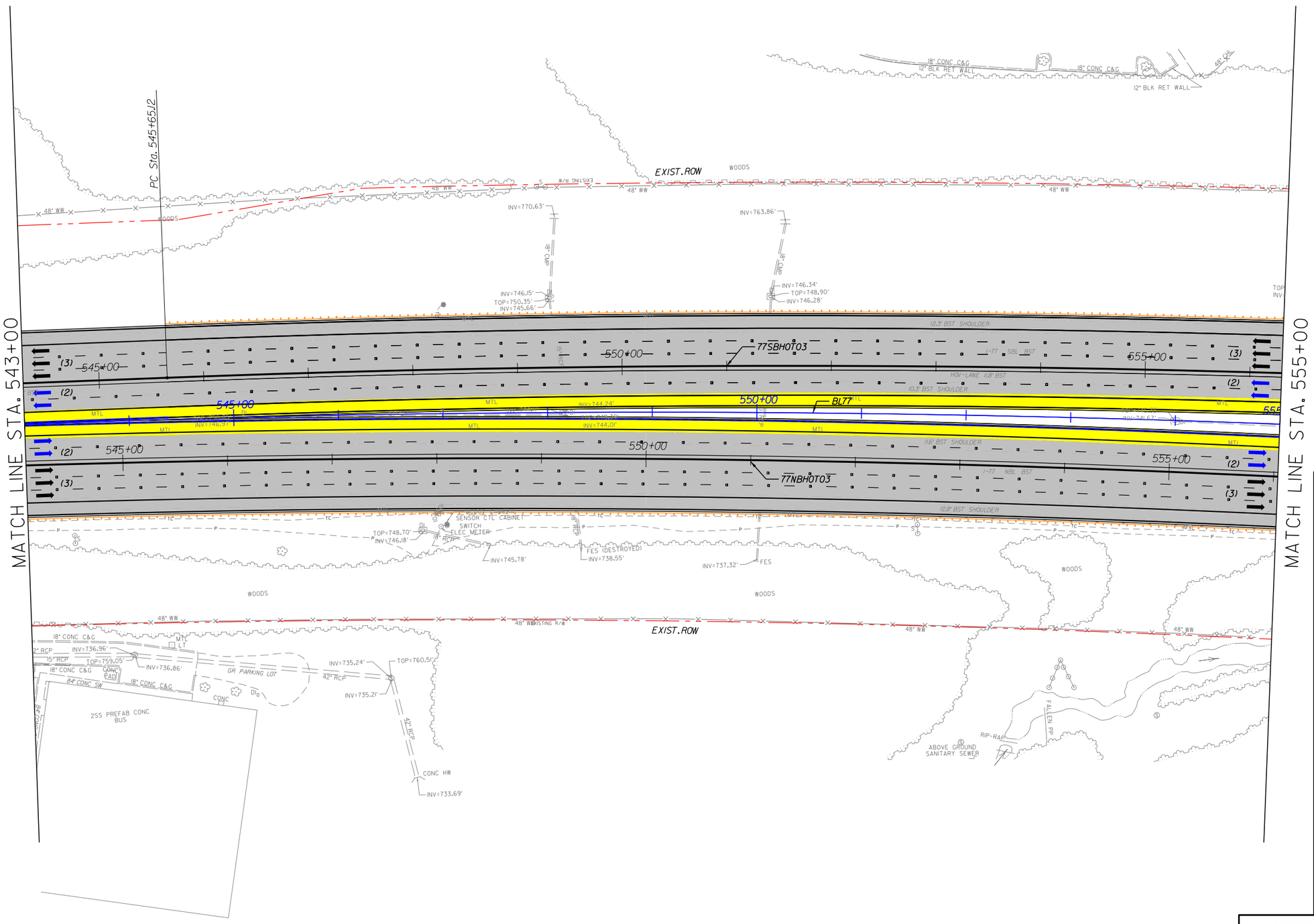
February 2014

SHEET NO. 88

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

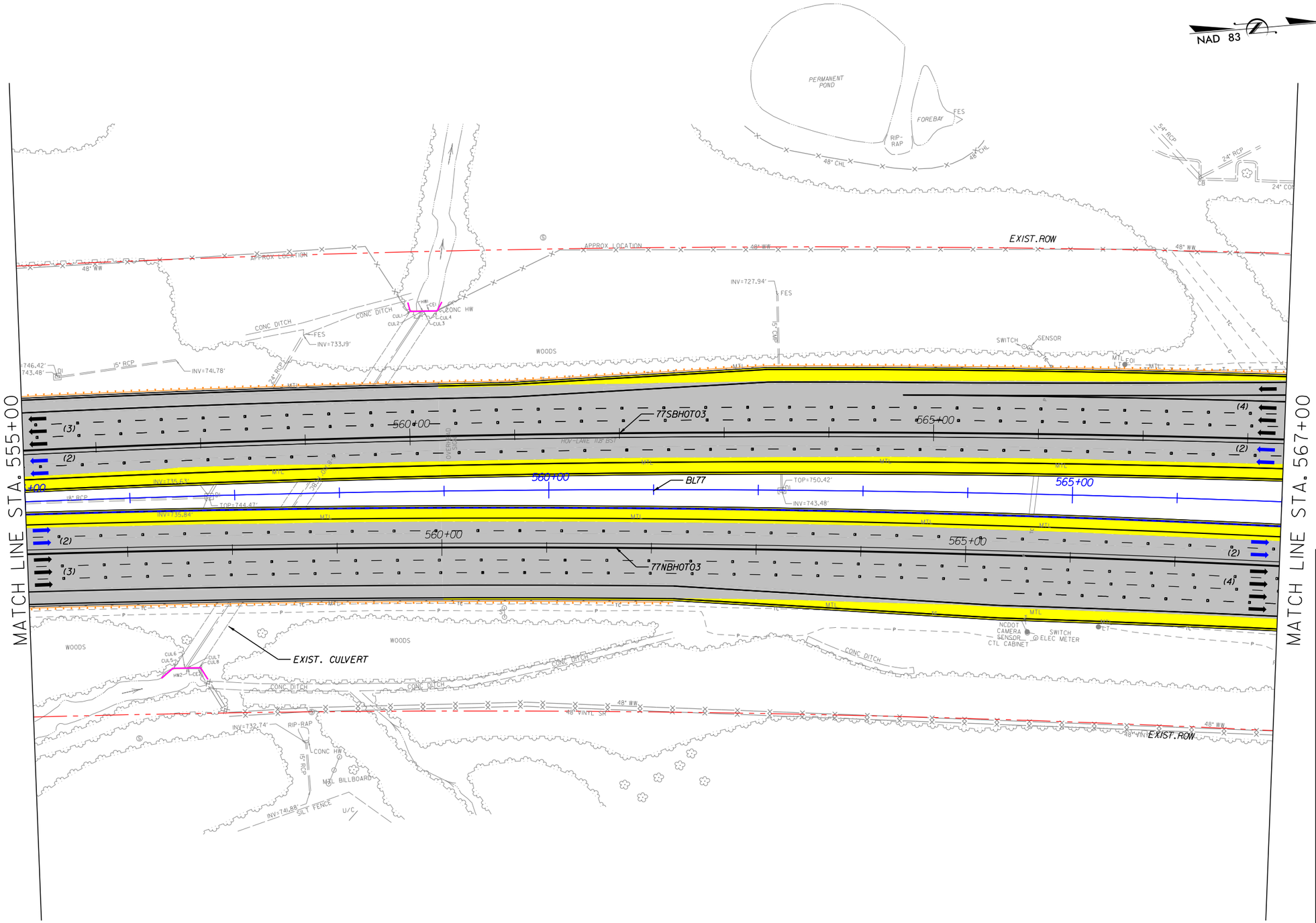
February 2014

SHEET NO. 89

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

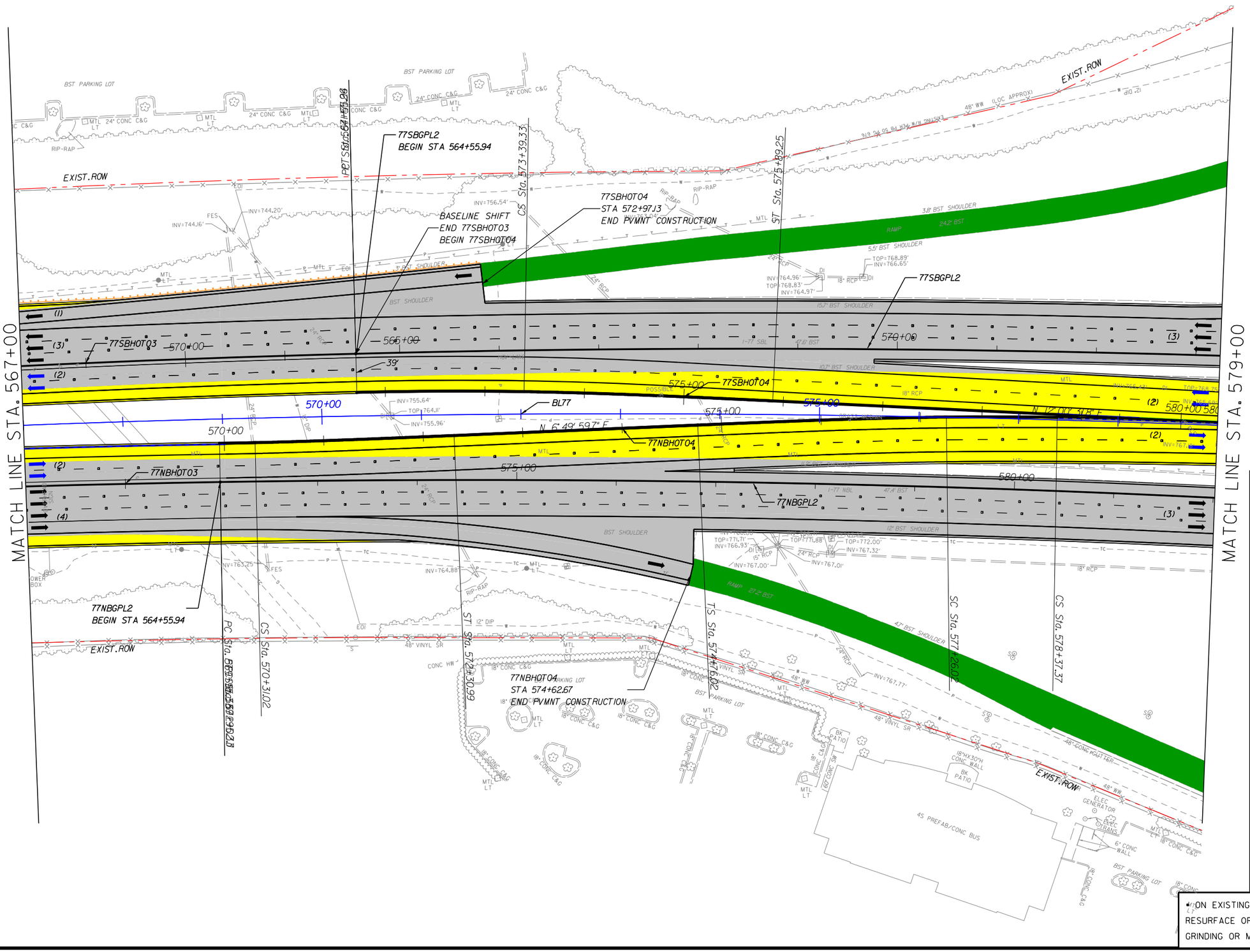
February 2014

SHEET NO. 90

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

*ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

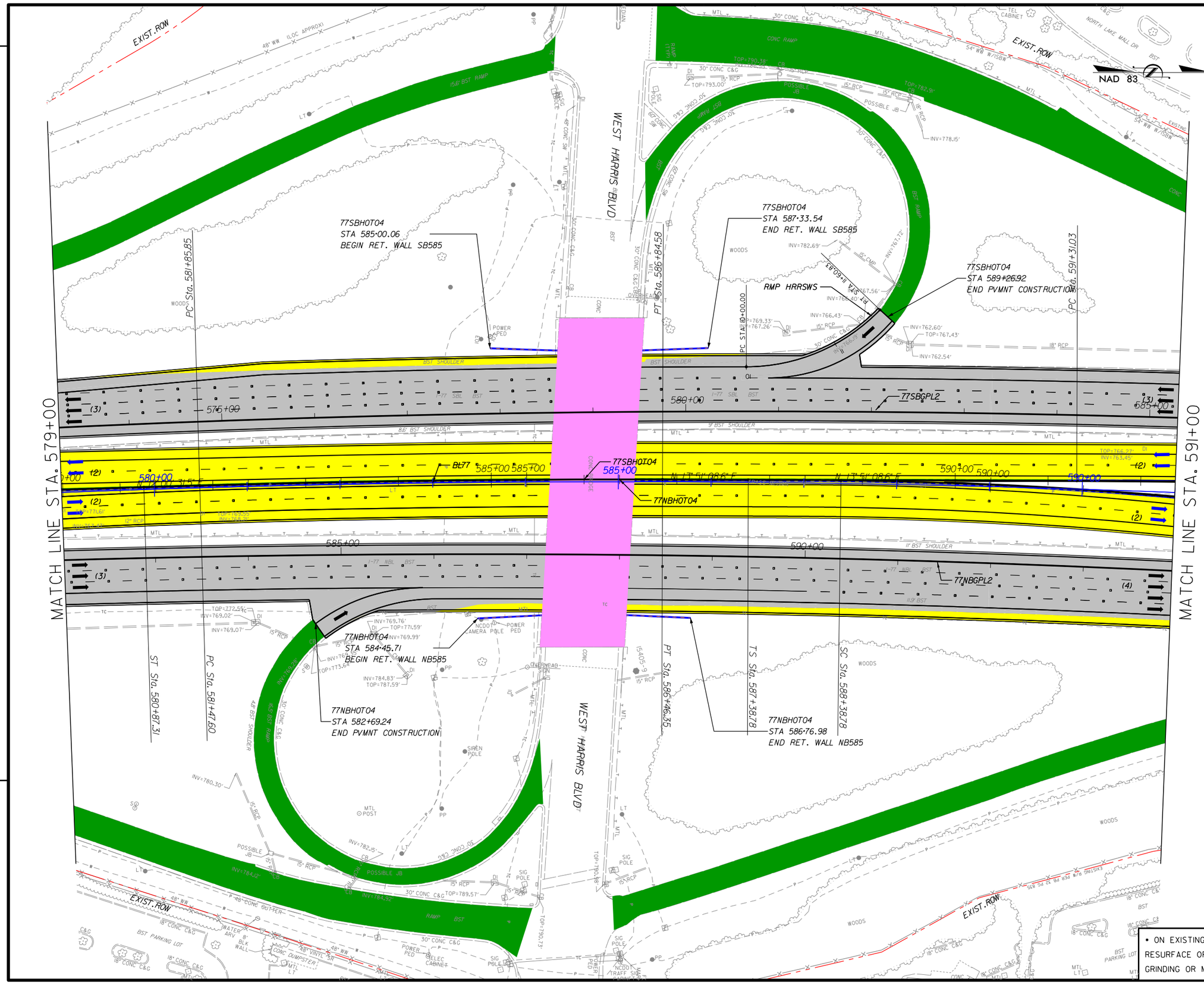
February 2014

SHEET NO. 91

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. WEST HARRIS BOULEVARD OVER I77: MIN. VERTICAL CLEARANCE 17' FOR HOT LANES.
3. WEST HARRIS BOULEVARD OVER I77: MIN. VERTICAL CLEARANCE 16.17' SAME AS EXISTING FOR GPL.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

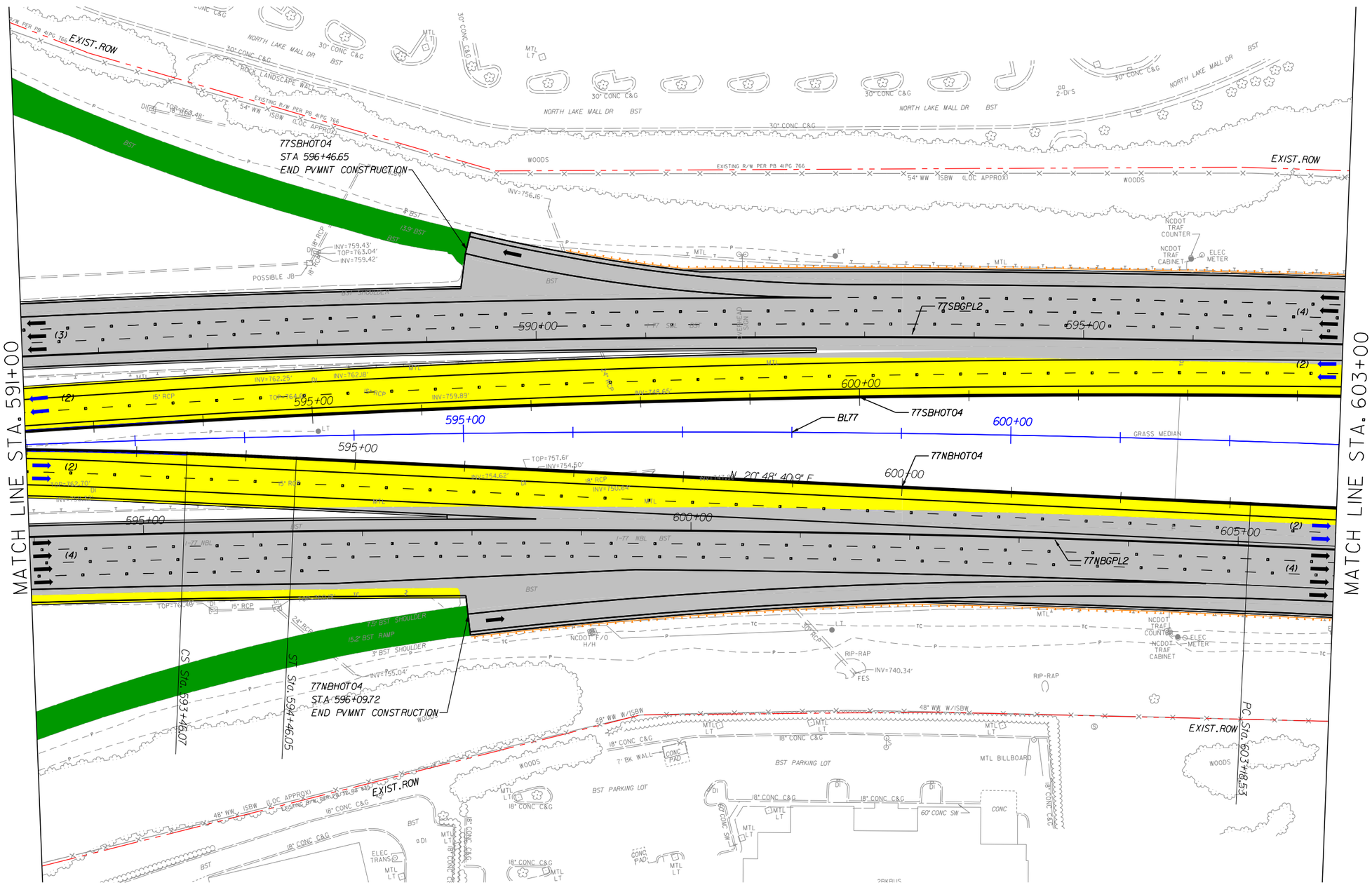
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 92

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77SB: STA 591+00 TO STA 593+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

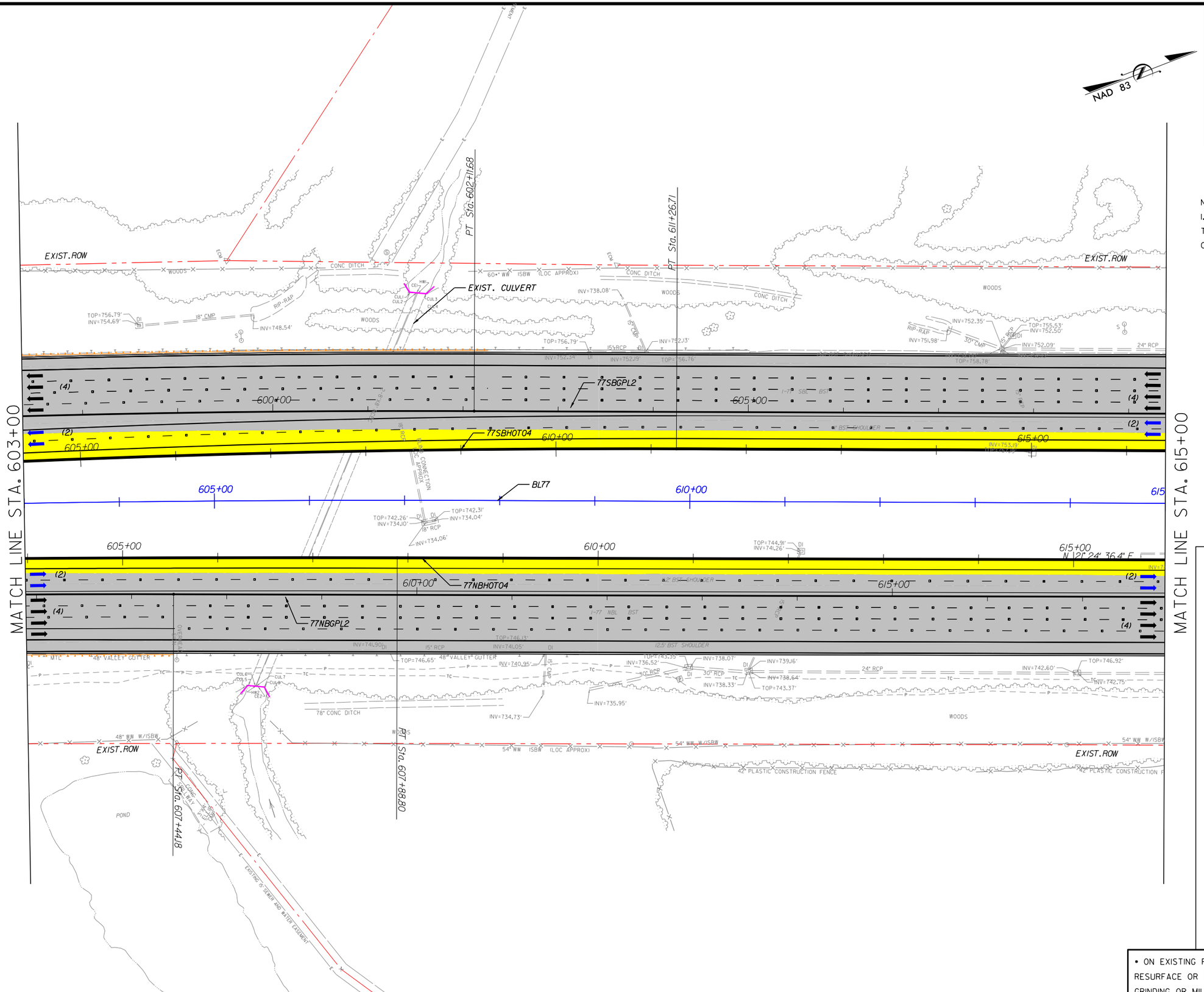
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 93

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

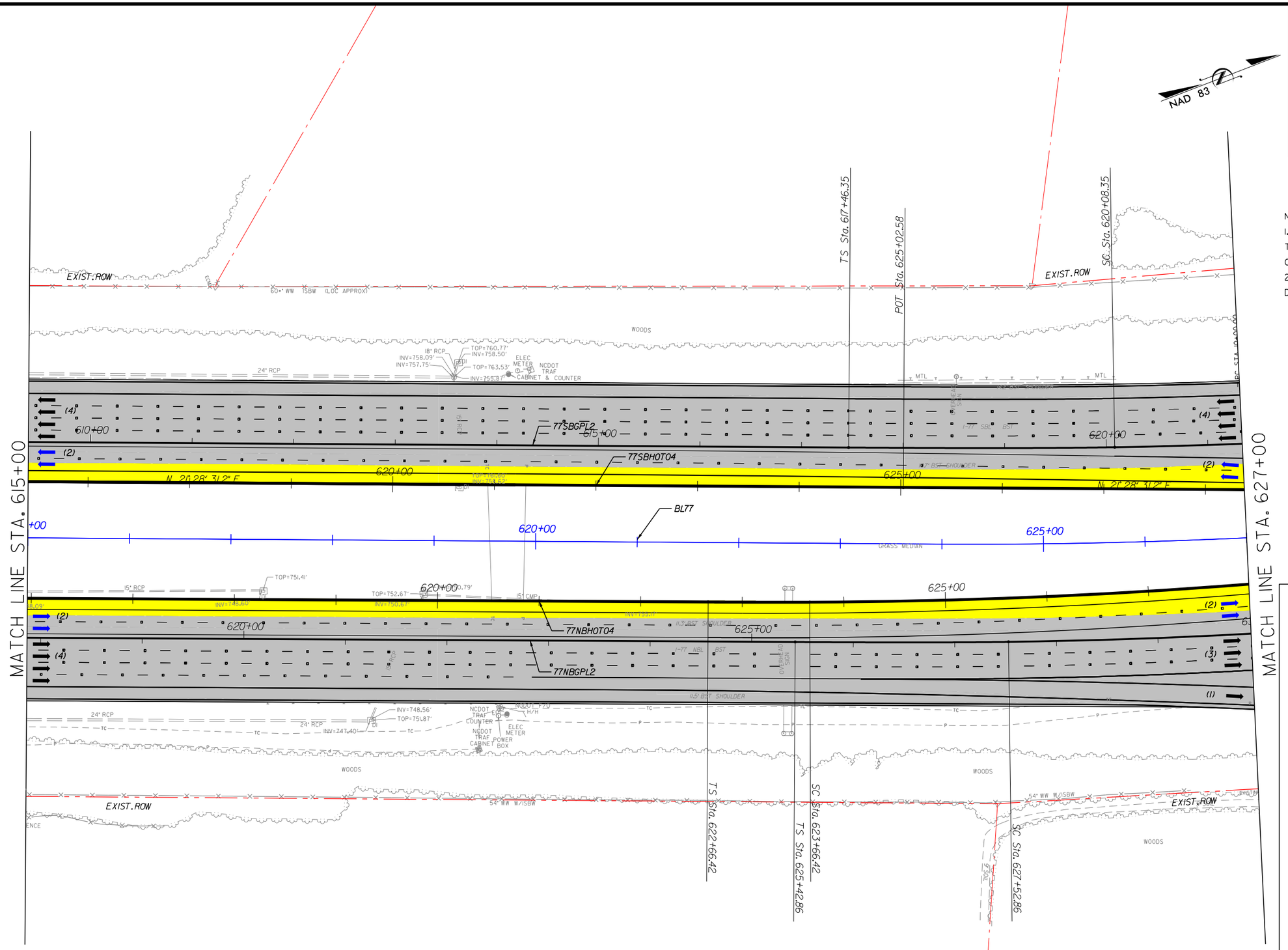
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 94

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77NB: STA 624+50 TO STA 626+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

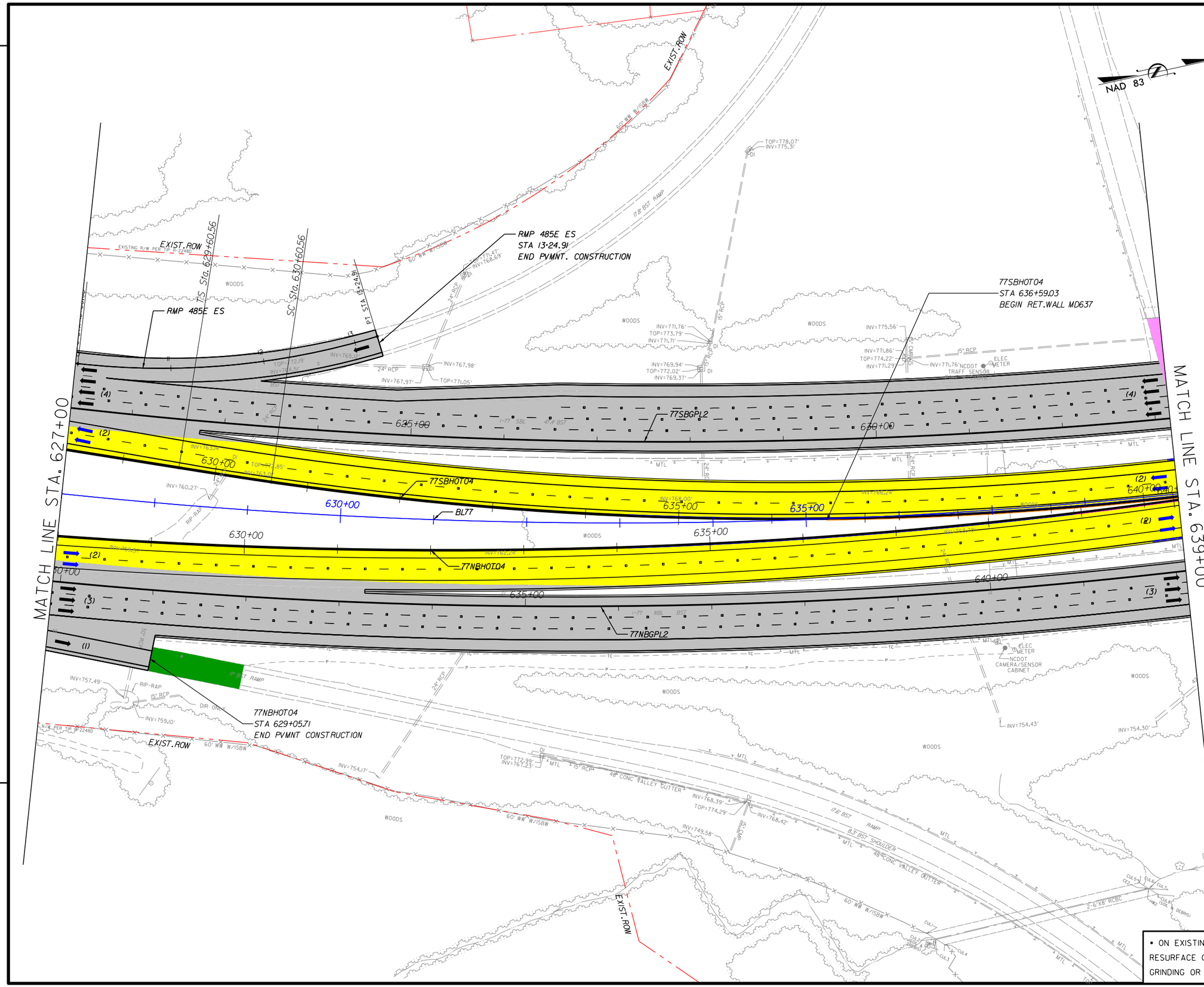
February 2014

SHEET NO. 95

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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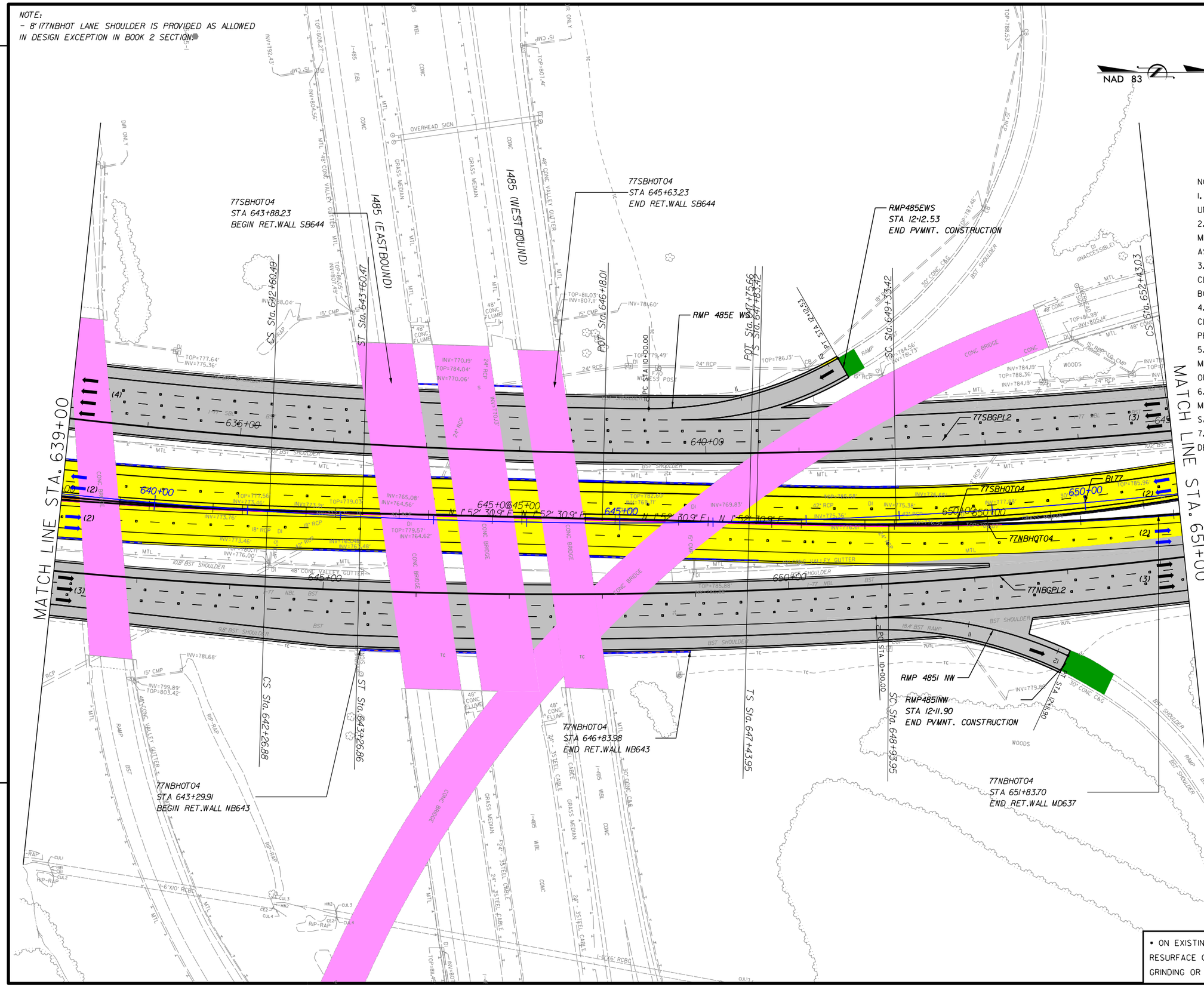
NOTE:
- 8' I77NBHOT LANE SHOULDER IS PROVIDED AS ALLOWED IN DESIGN EXCEPTION IN BOOK 2 SECTION.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 96

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. CONNECTOR I485EB/I77NB OVER I77: MIN. VERTICAL CLEARANCE 16.83' SAME AS EXISTING.
3. I485EB OVER HOTI77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
4. I485WB OVER HOTI77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
5. I485WB COLLECTOR OVER HOTI77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
6. RAMP I77SB/I485WB OVER HOTI77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
7. OUTSIDE SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE07-485SHLDR:
   - I485WB COLLECTOR OVER I77.
   - I485WB OVER I77.
   - I485EB OVER I77.
   - I77SBL RAMP FLYOVER OVER
   - I77, I485 AND US21.
   - I485 EBL RAMP OVER I77.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

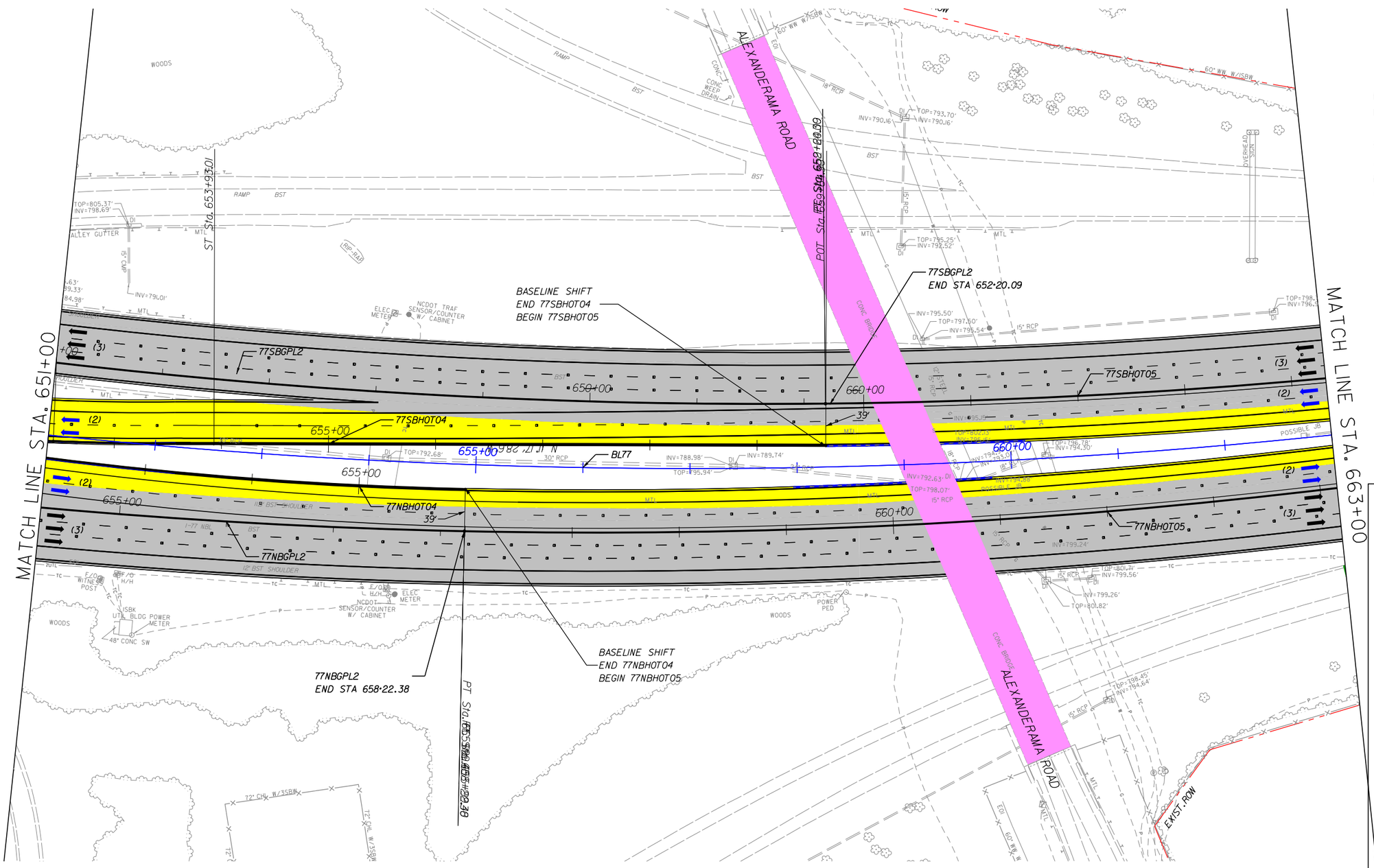
February 2014

SHEET NO. 97

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. ALEXANDERANA ROAD OVER I77: MIN. VERTICAL CLEARANCE 16.73' SAME AS EXISTING.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

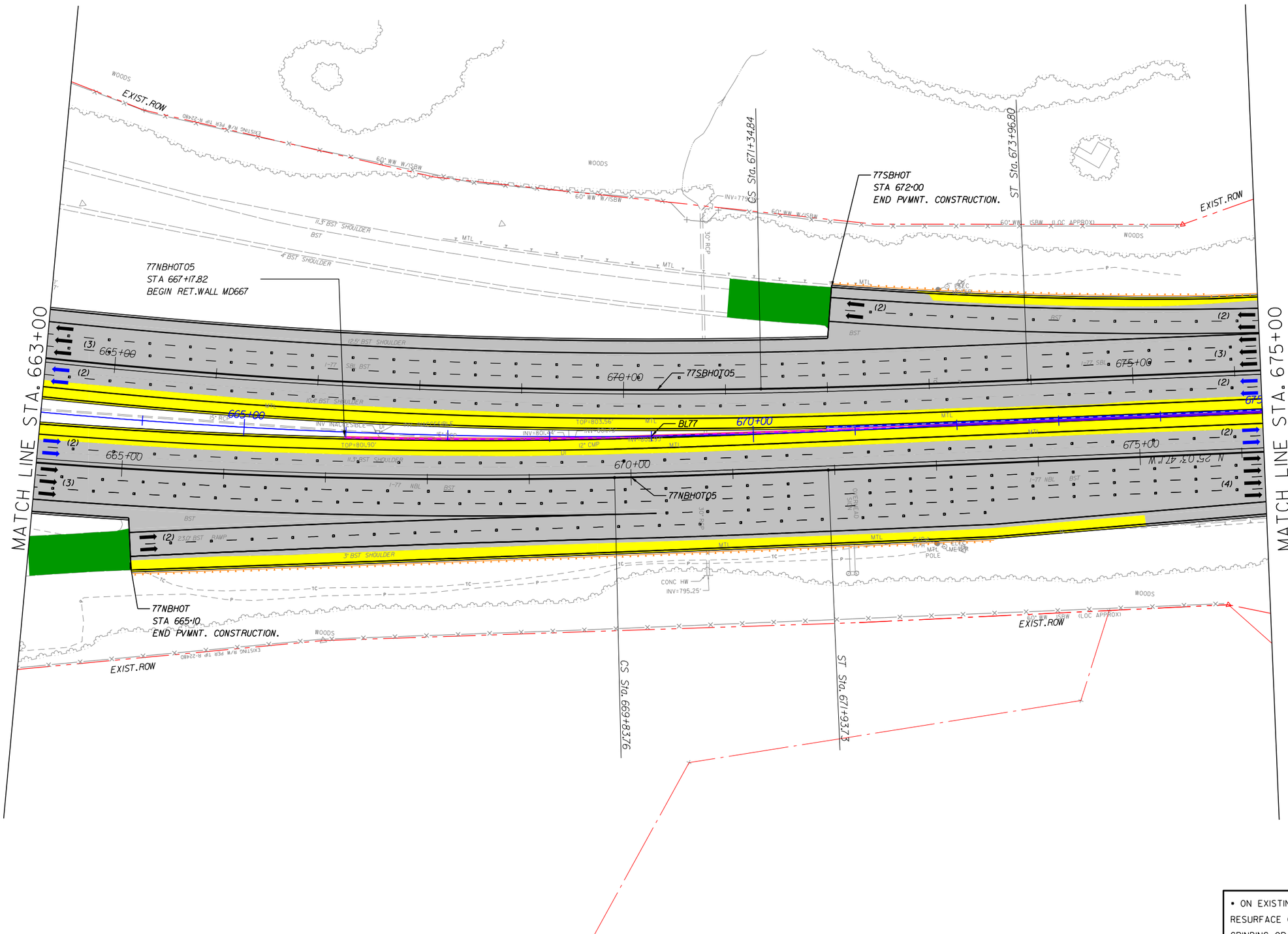
February 2014

SHEET NO. 98

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77NB: STA 673+50 TO STA 675+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

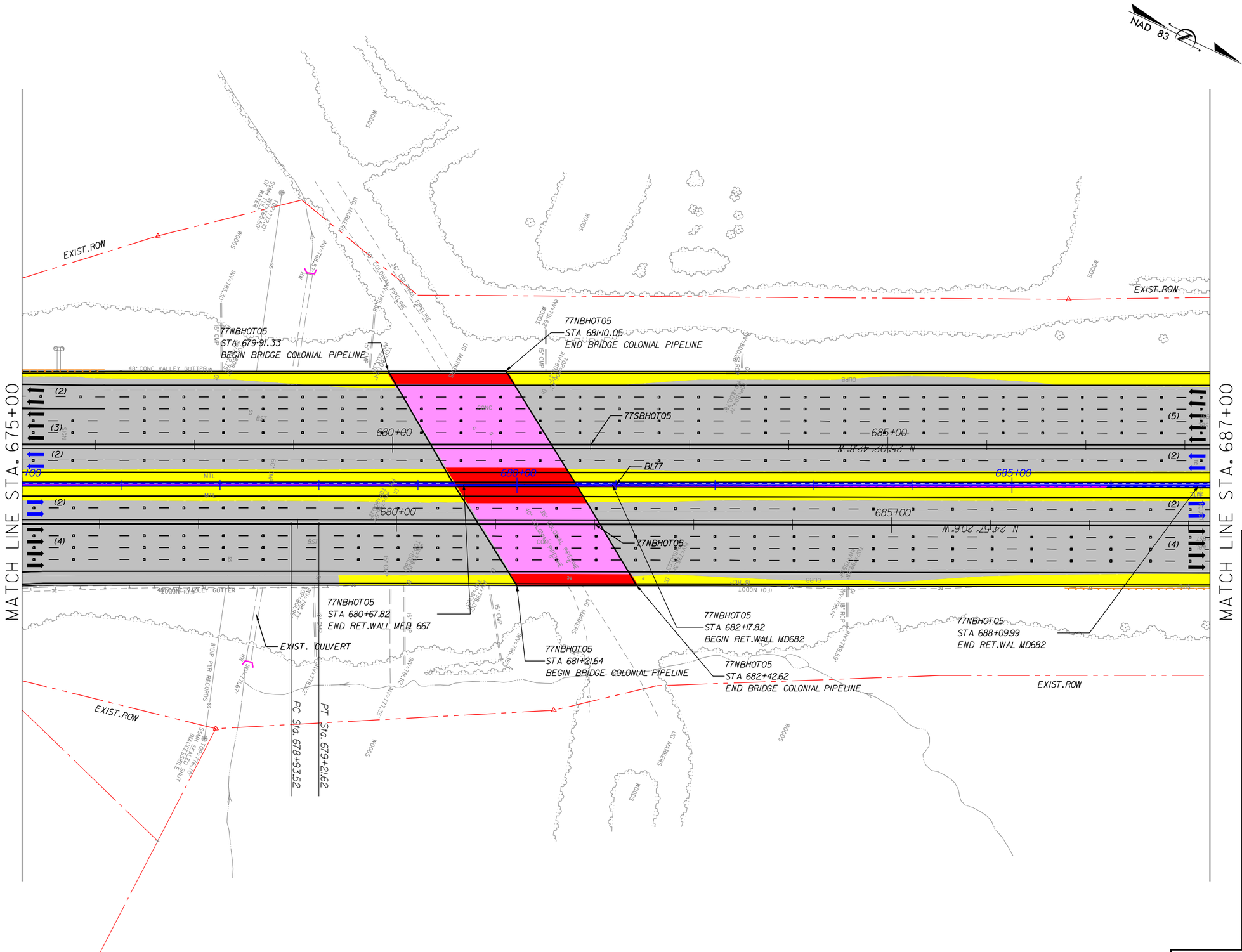
February 2014

SHEET NO. 99

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77SB: STA 668+50 TO STA 670+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

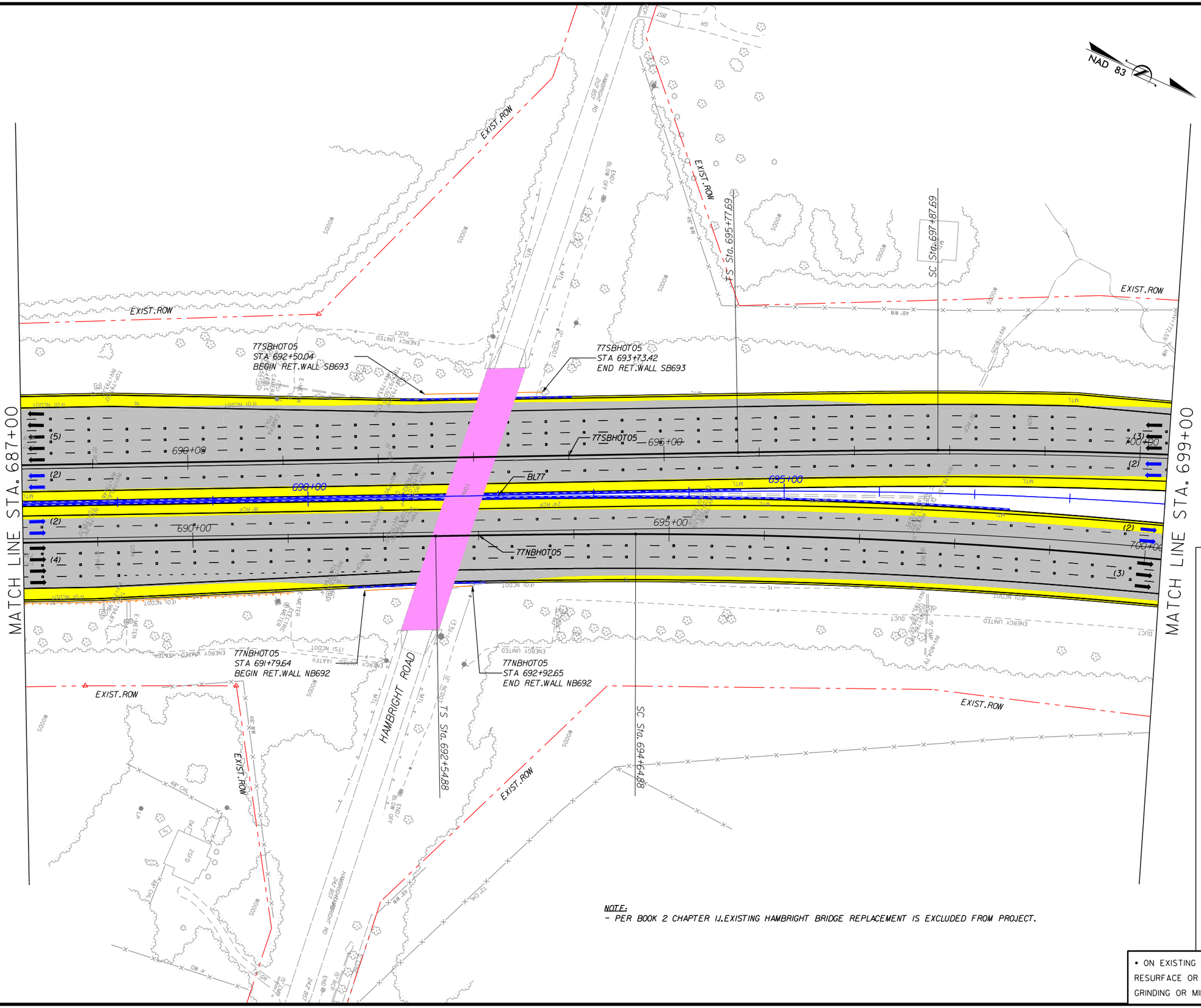
February 2014

SHEET NO. 100

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. HAMBRIGHT ROAD OVER I77: MIN. VERTICAL CLEARANCE 16.33' SAME AS EXISTING.

3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77NB: STA 690+50 TO STA 692+50.

NOTE:
- PER BOOK 2 CHAPTER 11.EXISTING HAMBRIGHT BRIDGE REPLACEMENT IS EXCLUDED FROM PROJECT.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

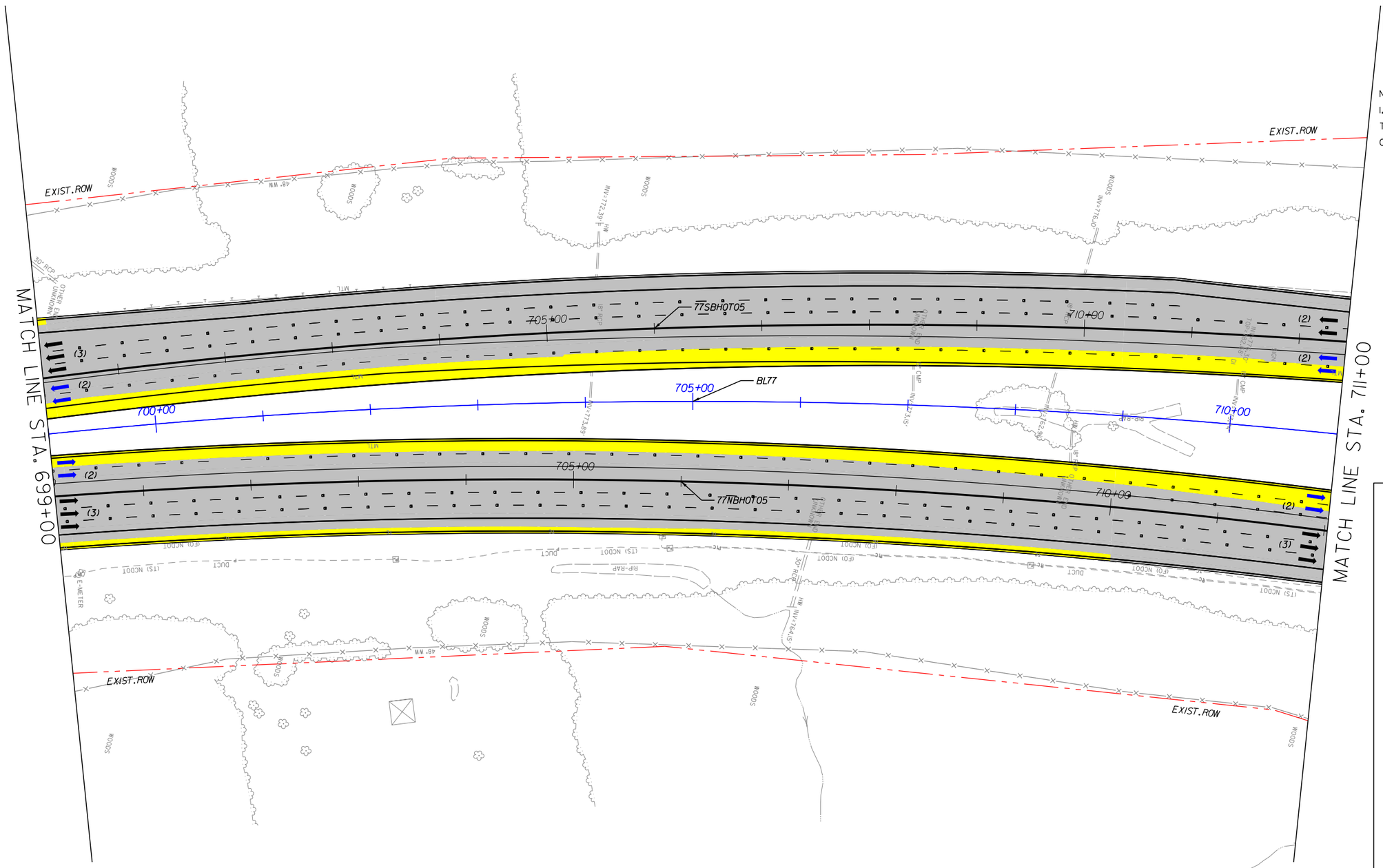
February 2014

SHEET NO. 101

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

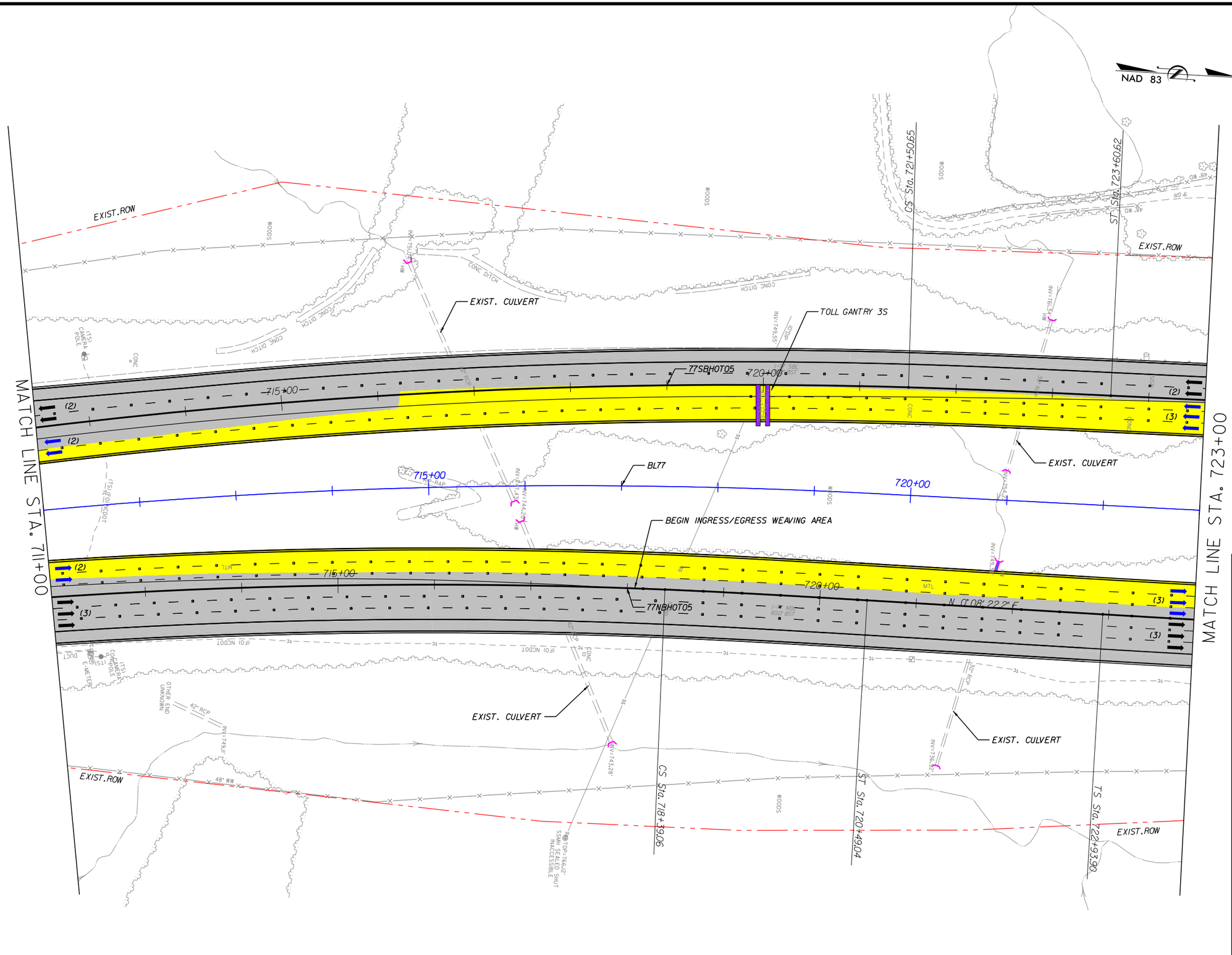
February 2014

SHEET NO. 102

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

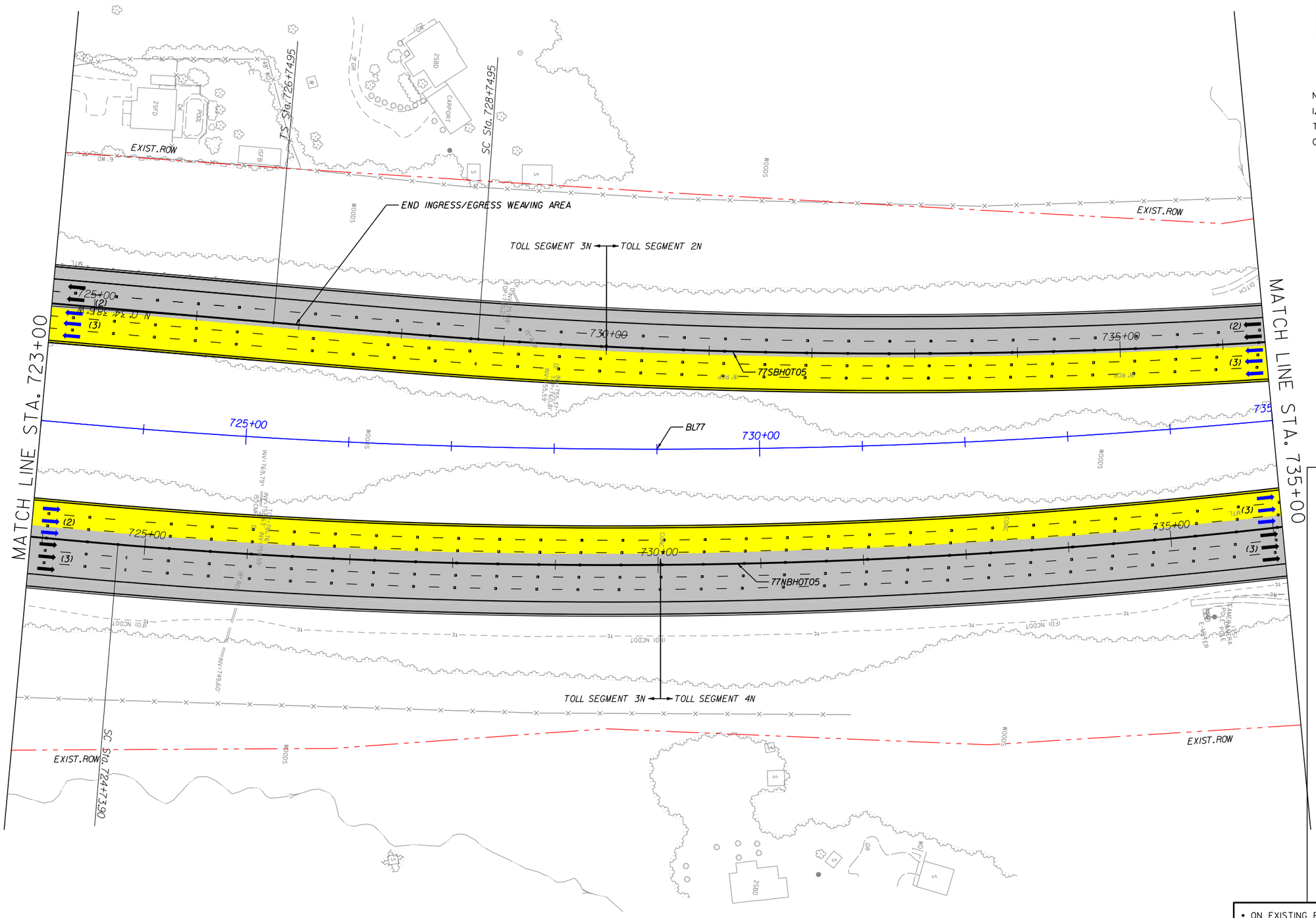
February 2014

SHEET NO. 103

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

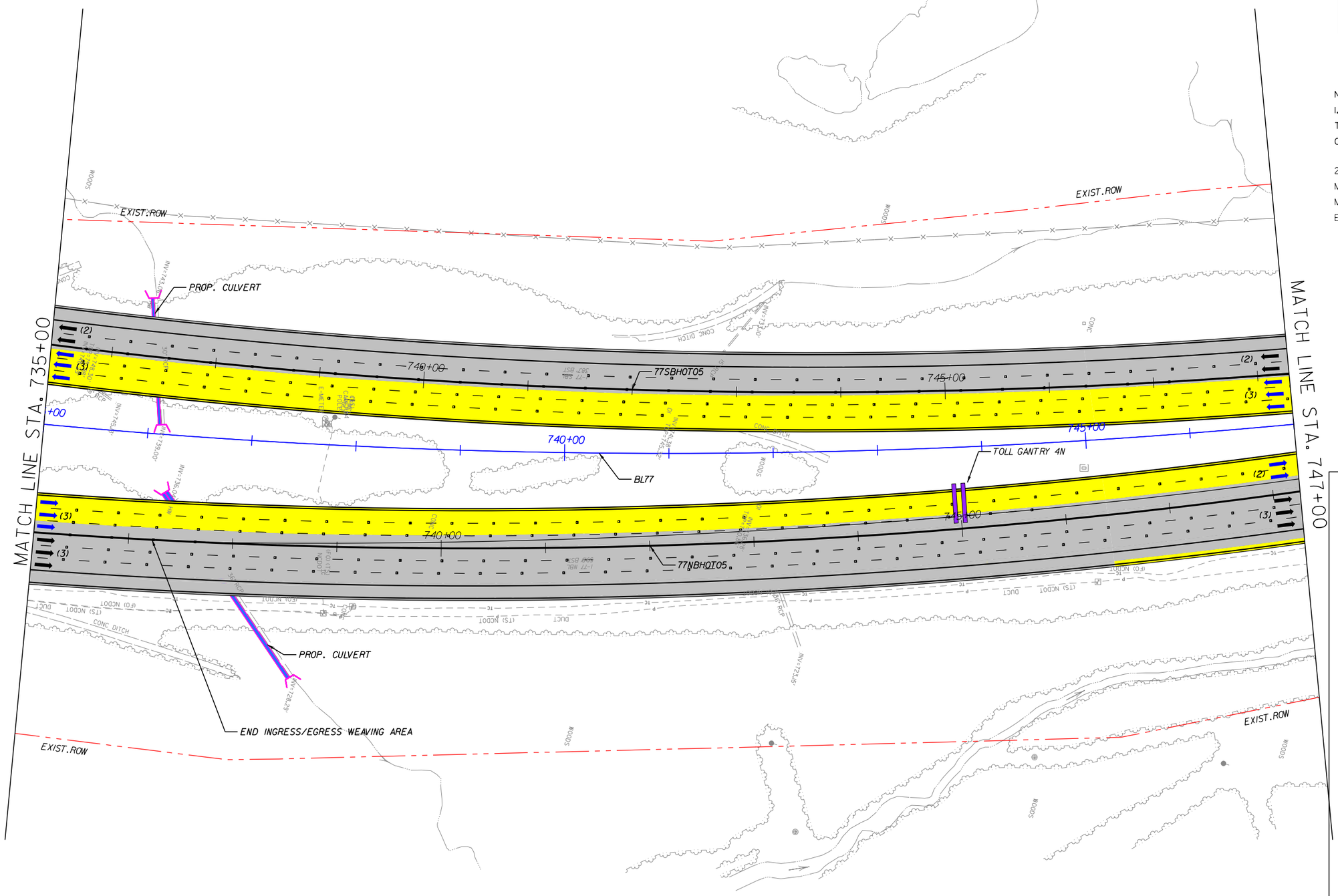
February 2014

SHEET NO. 104

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

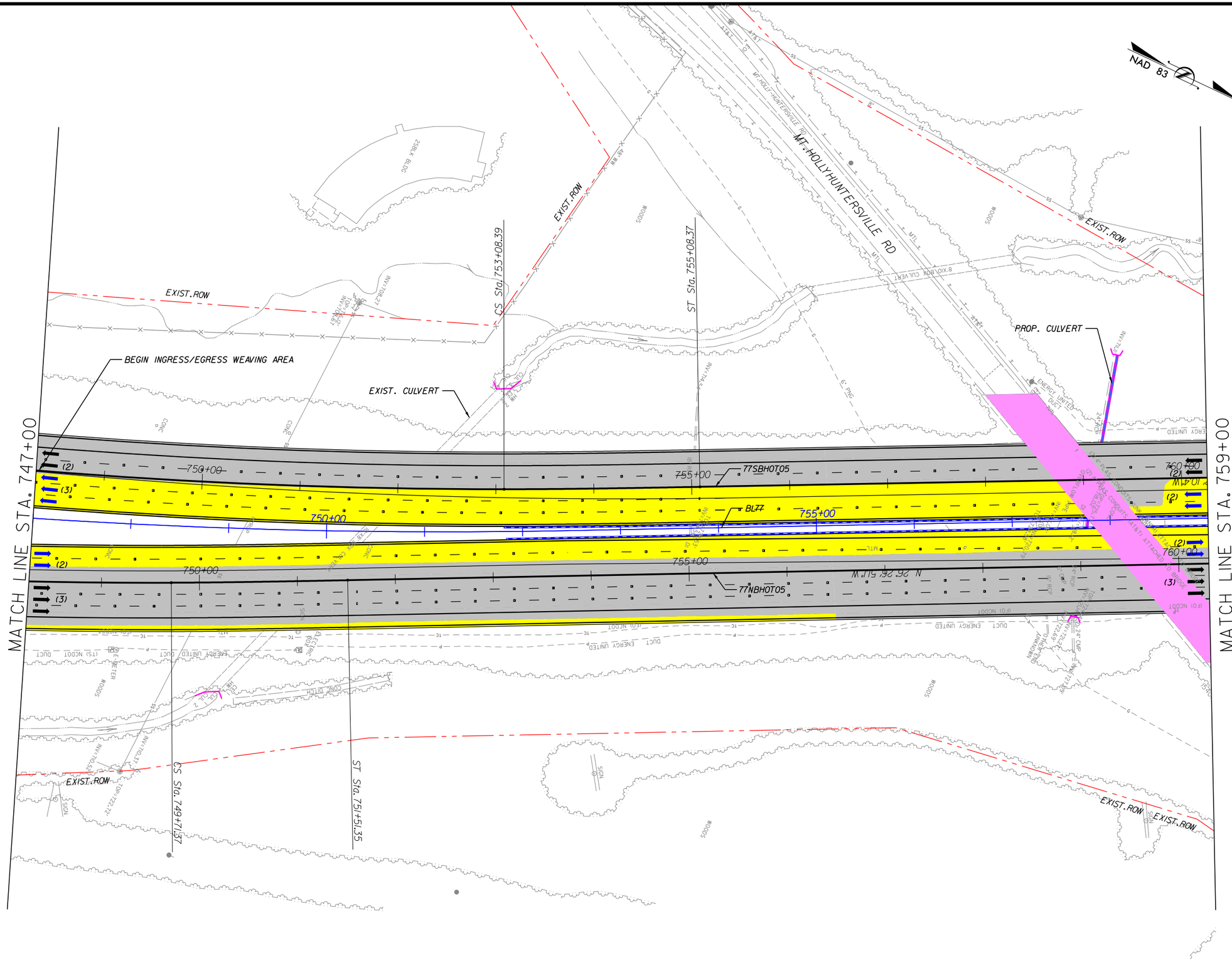
February 2014

SHEET NO. 105

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 754+00 TO STA 756+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

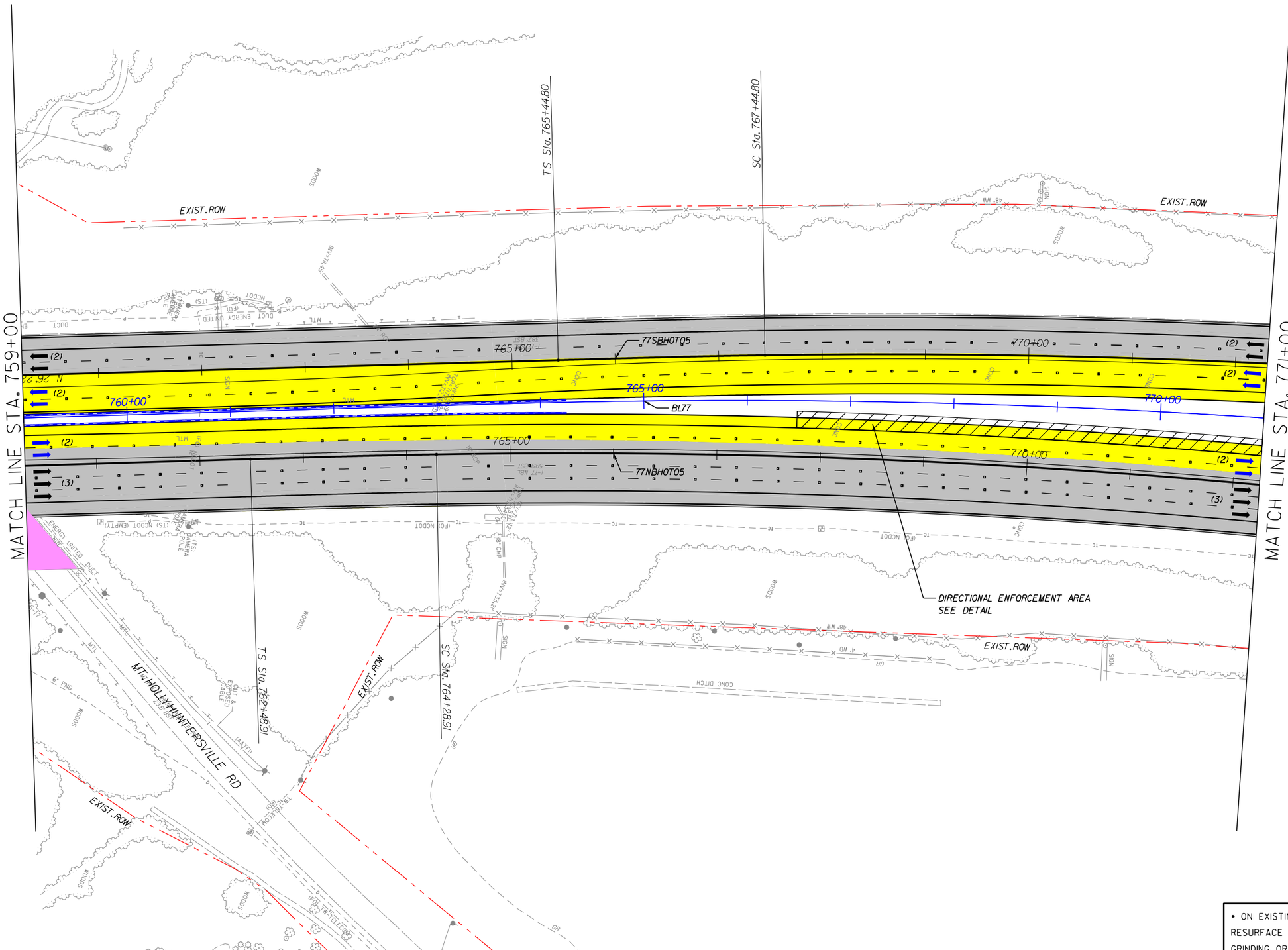
February 2014

SHEET NO. 106

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MT. HOLLY-HUNTERSVILLE ROAD OVER I77: MIN. VERTICAL CLEARANCE 16.17' SAME AS EXISTING.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

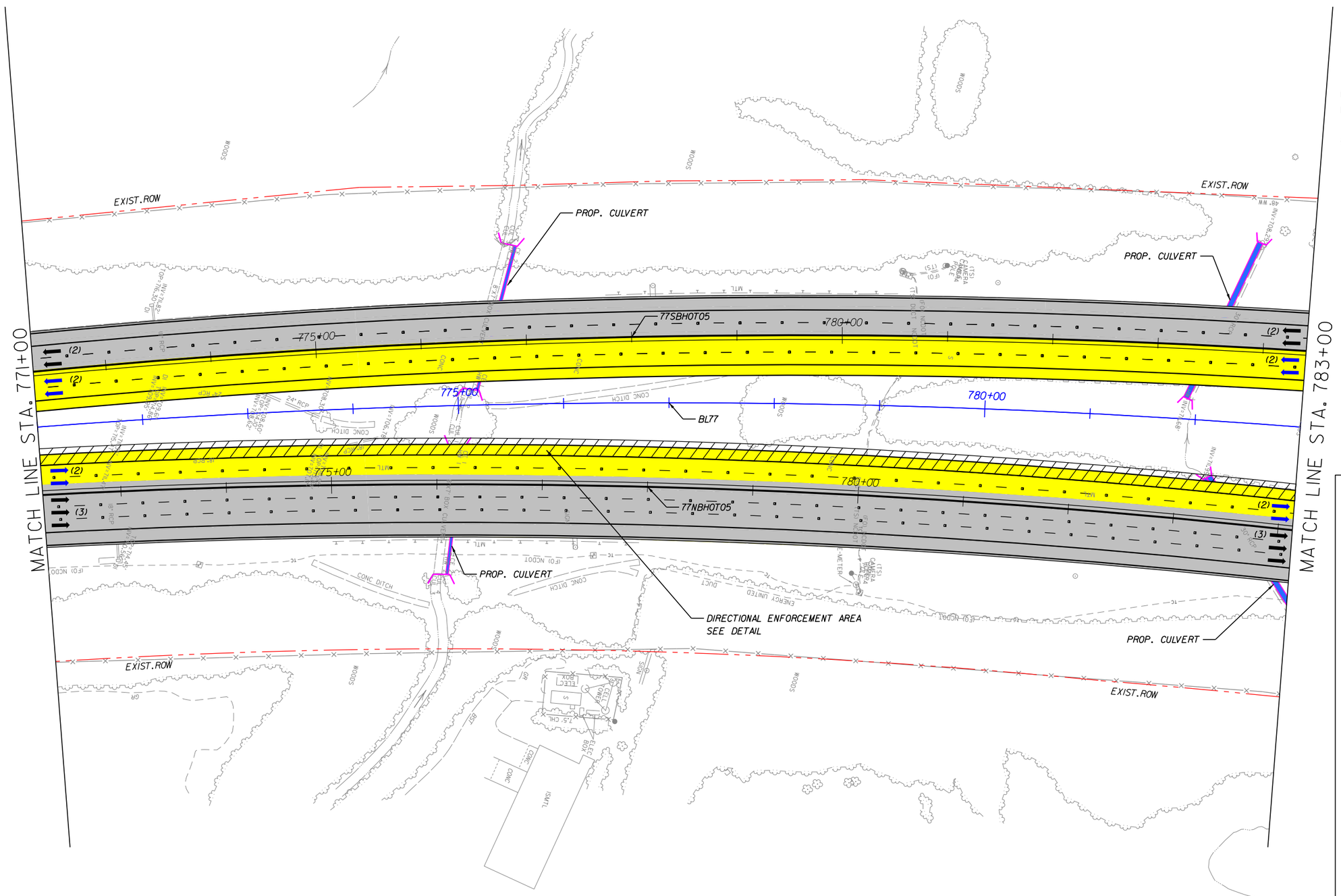
February 2014

SHEET NO. 107

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

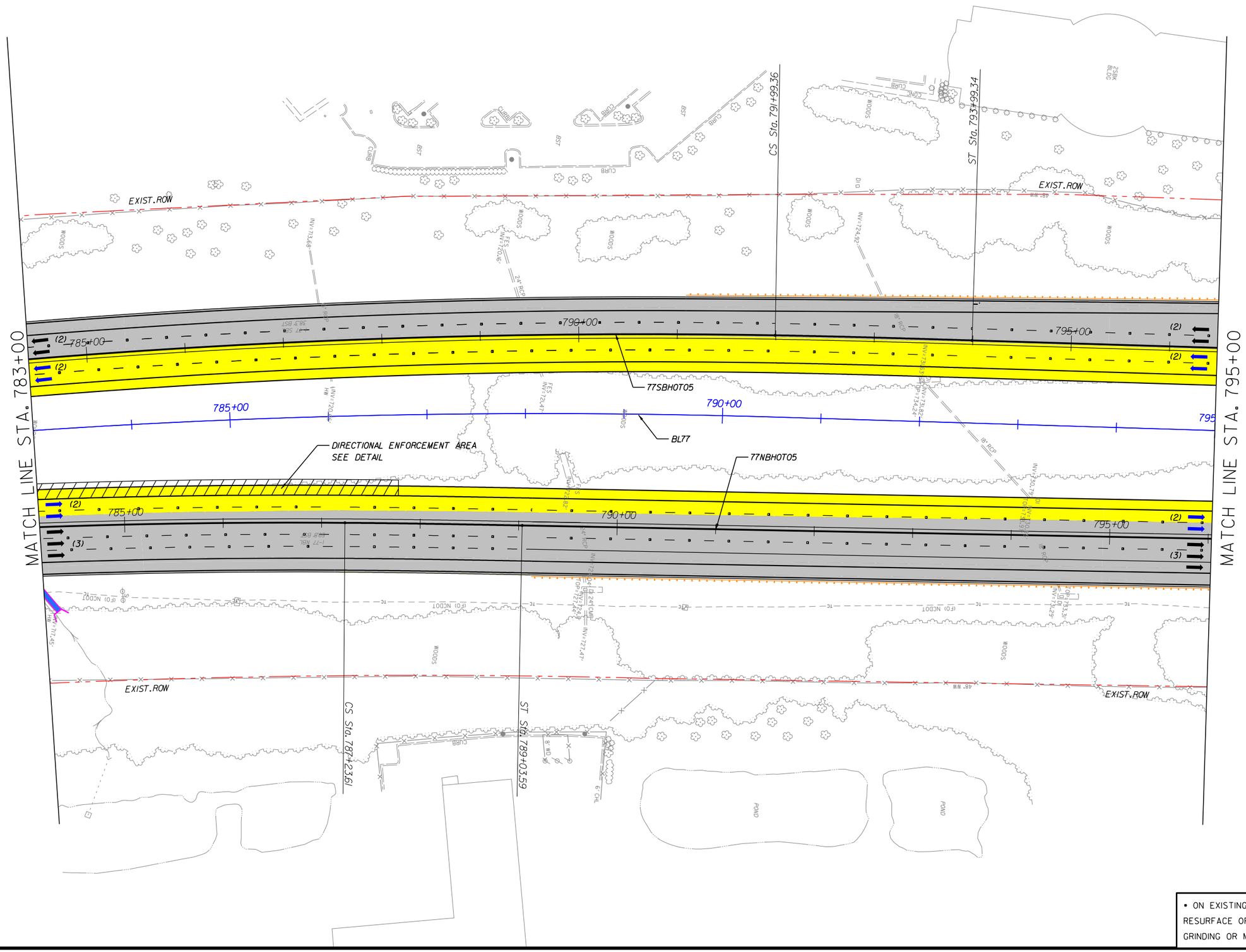
February 2014

SHEET NO. 108

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

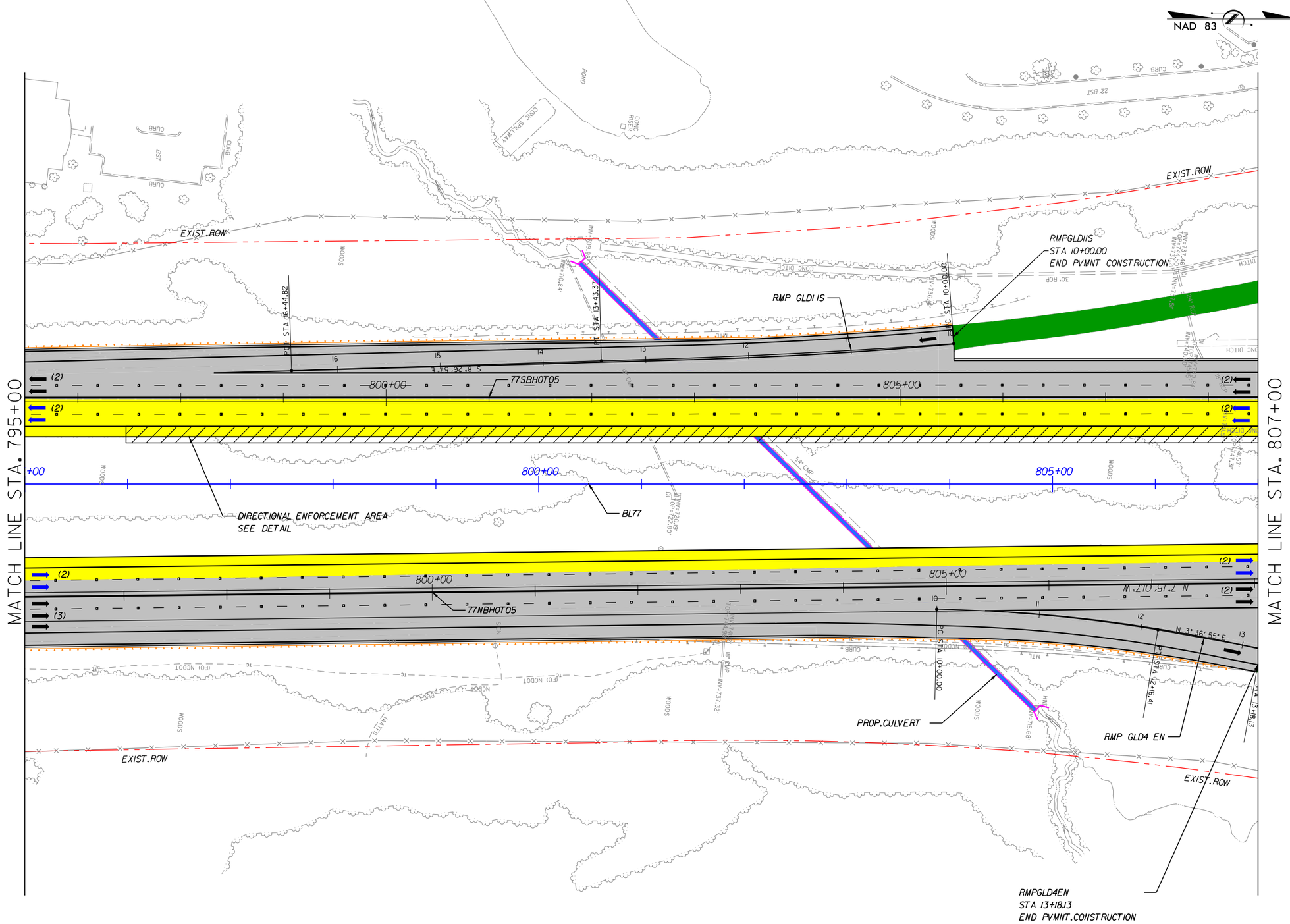
February 2014

SHEET NO. 109

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
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- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

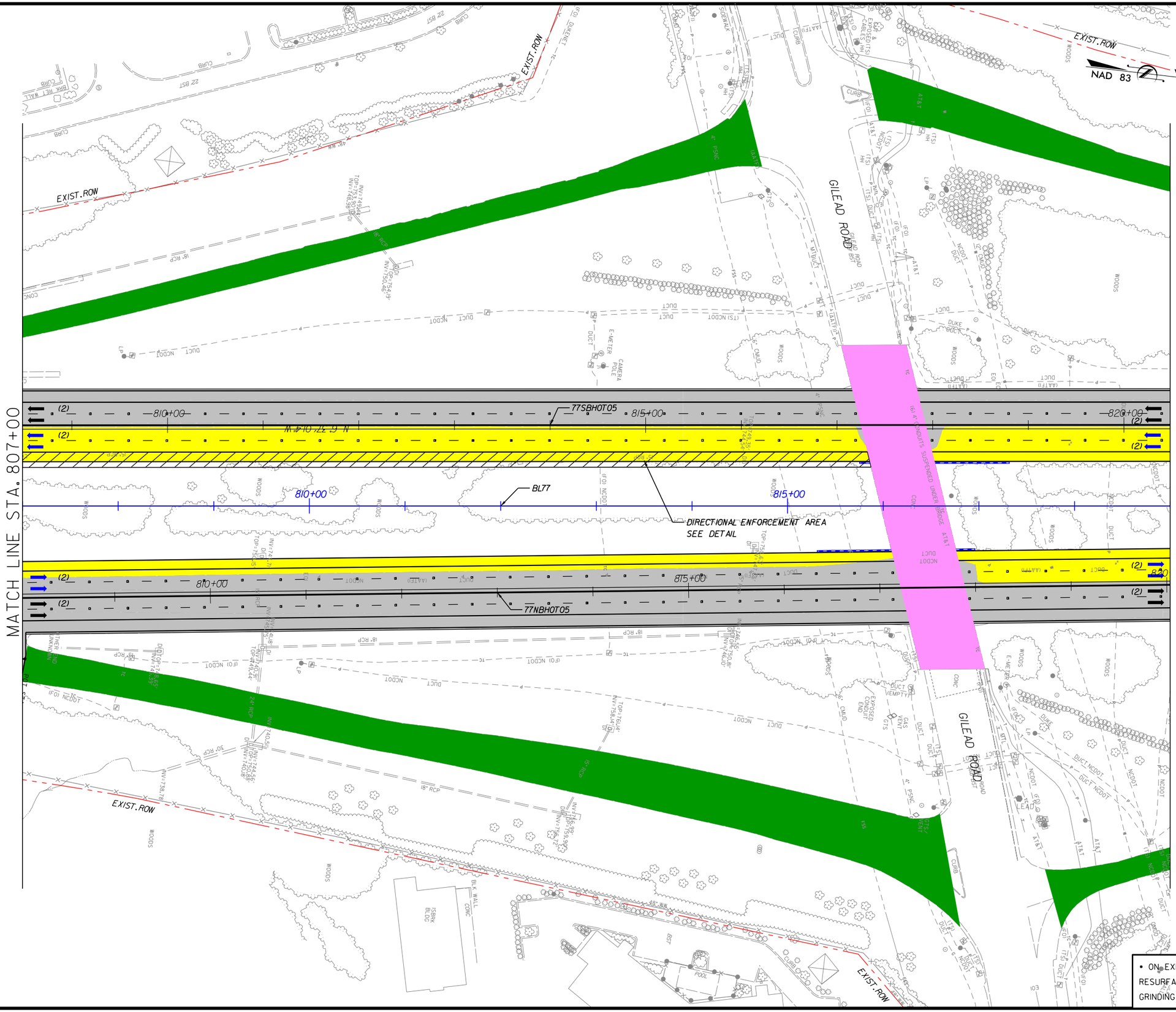
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 110

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. GILEAD ROAD OVER I77: MIN. VERTICAL CLEARANCE 15.83' ACCORDING DE05-VC.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77NB: STA 812+20.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

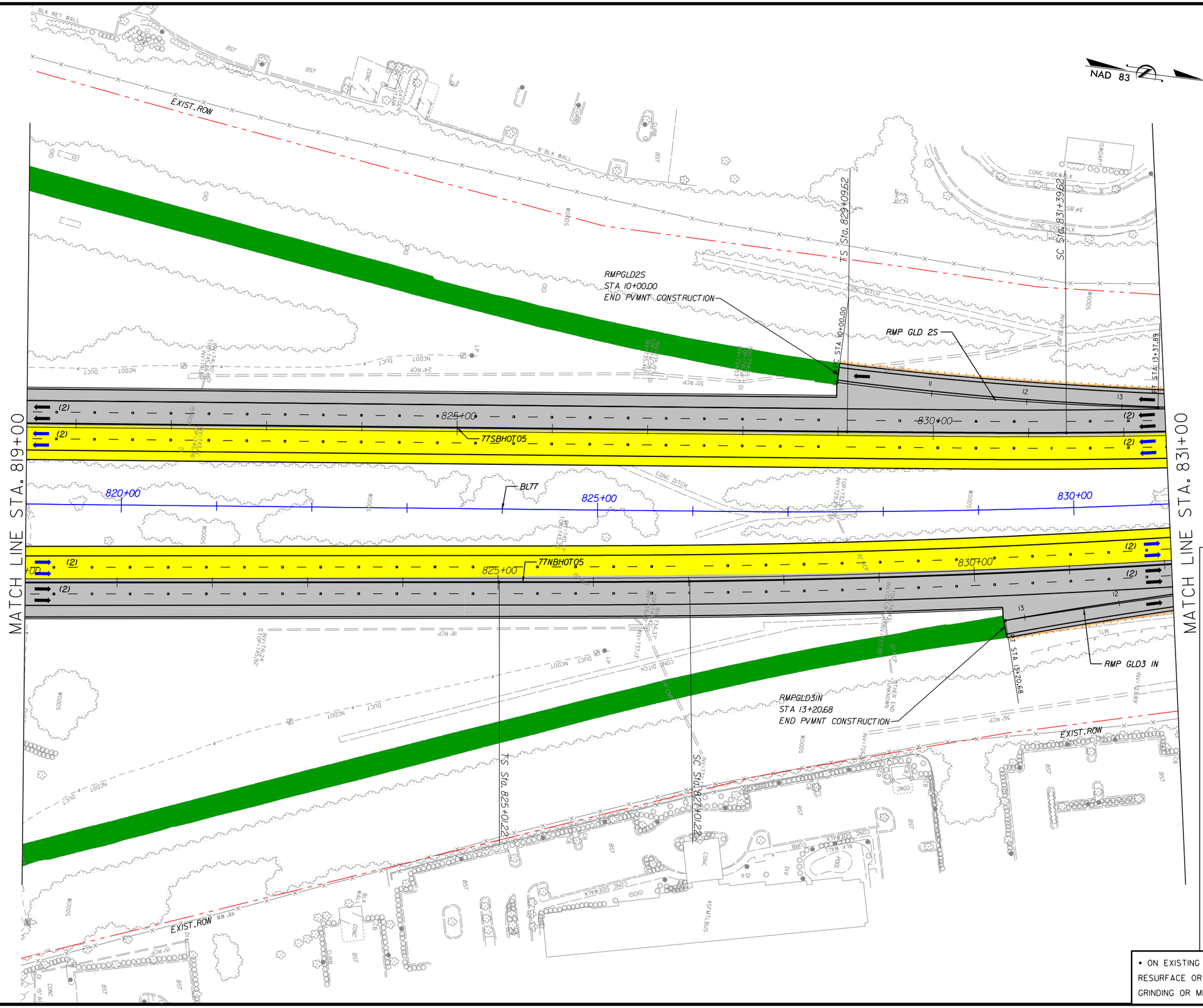
February 2014

SHEET NO. 111

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

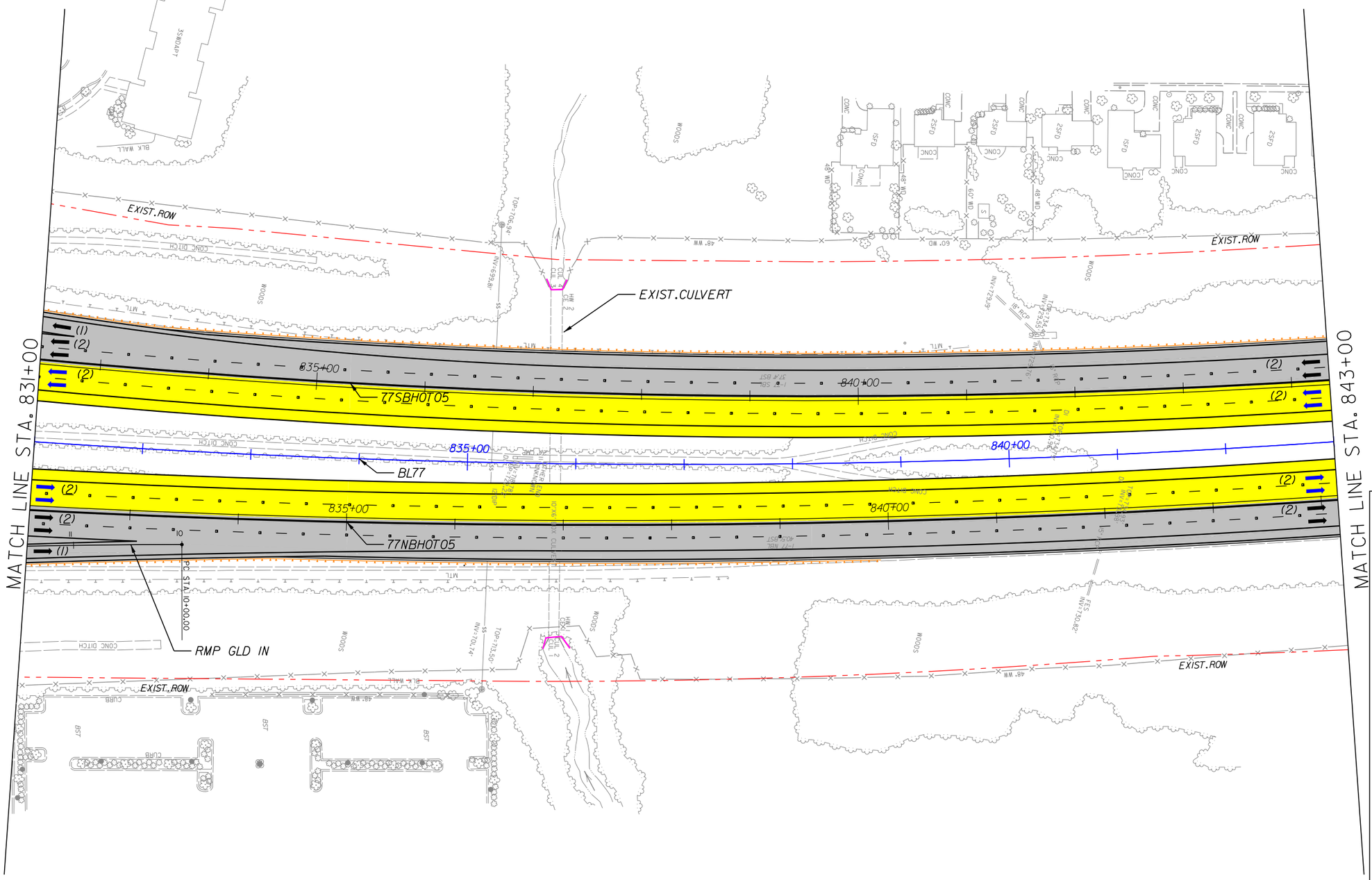
February 2014

SHEET NO. 112

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77NB: STA 838+60.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

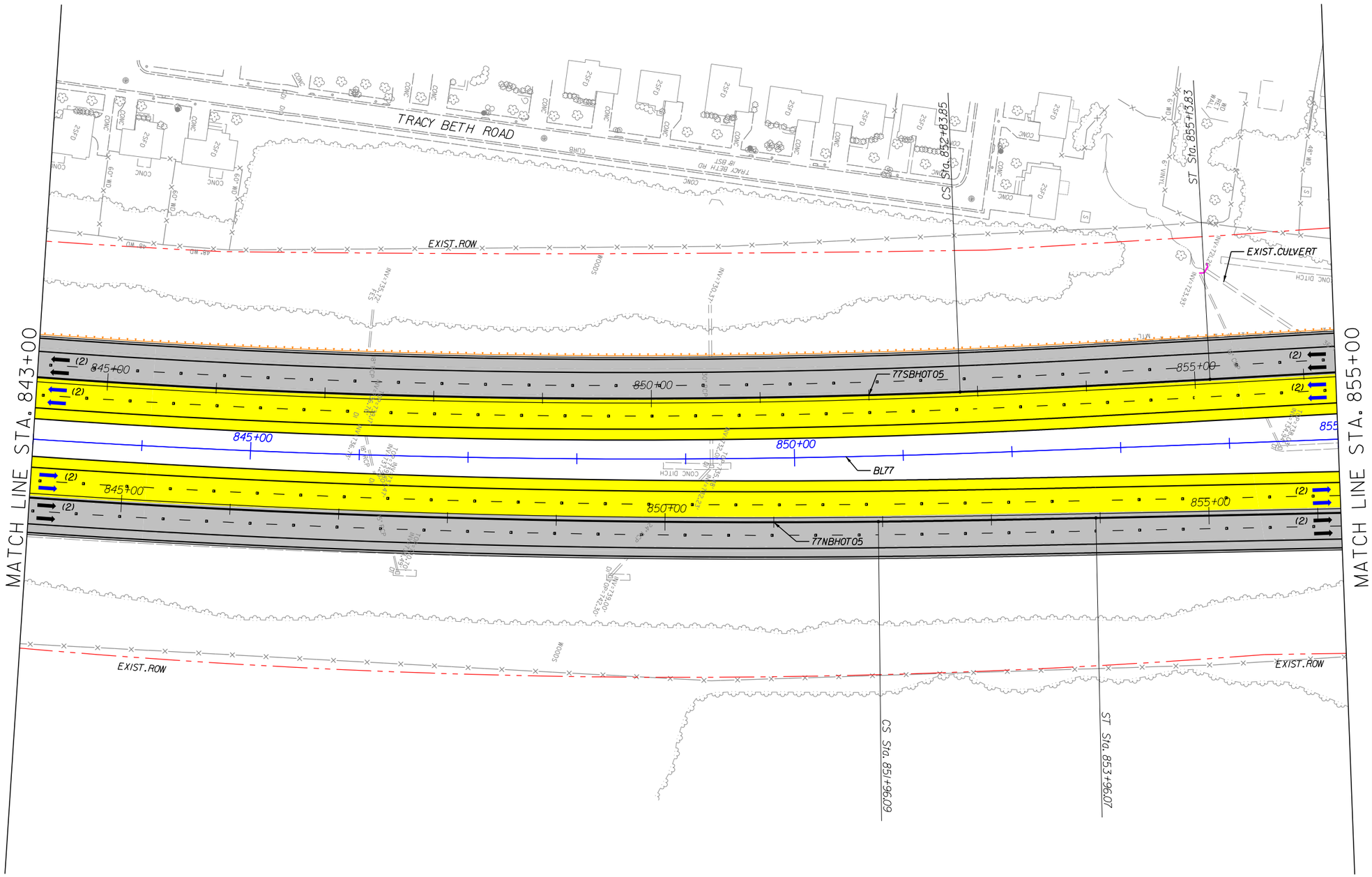
February 2014

SHEET NO. 113

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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2/26/2014
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I-77 HOT Lanes Project

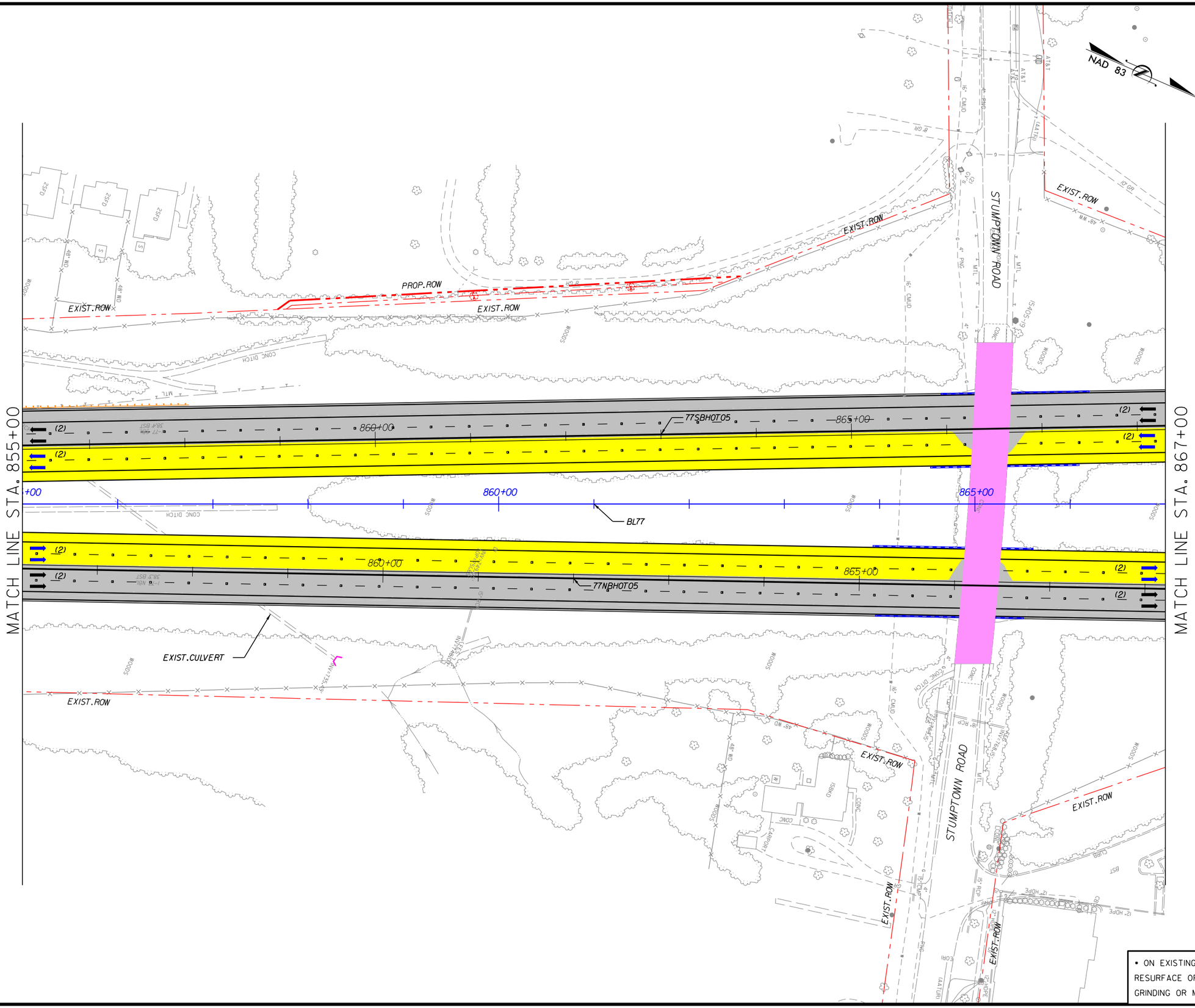
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 114

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. STUMPTOWN ROAD OVER I77: MIN. VERTICAL CLEARANCE 16.17' SAME AS EXISTING.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77NB: STA 865+00

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

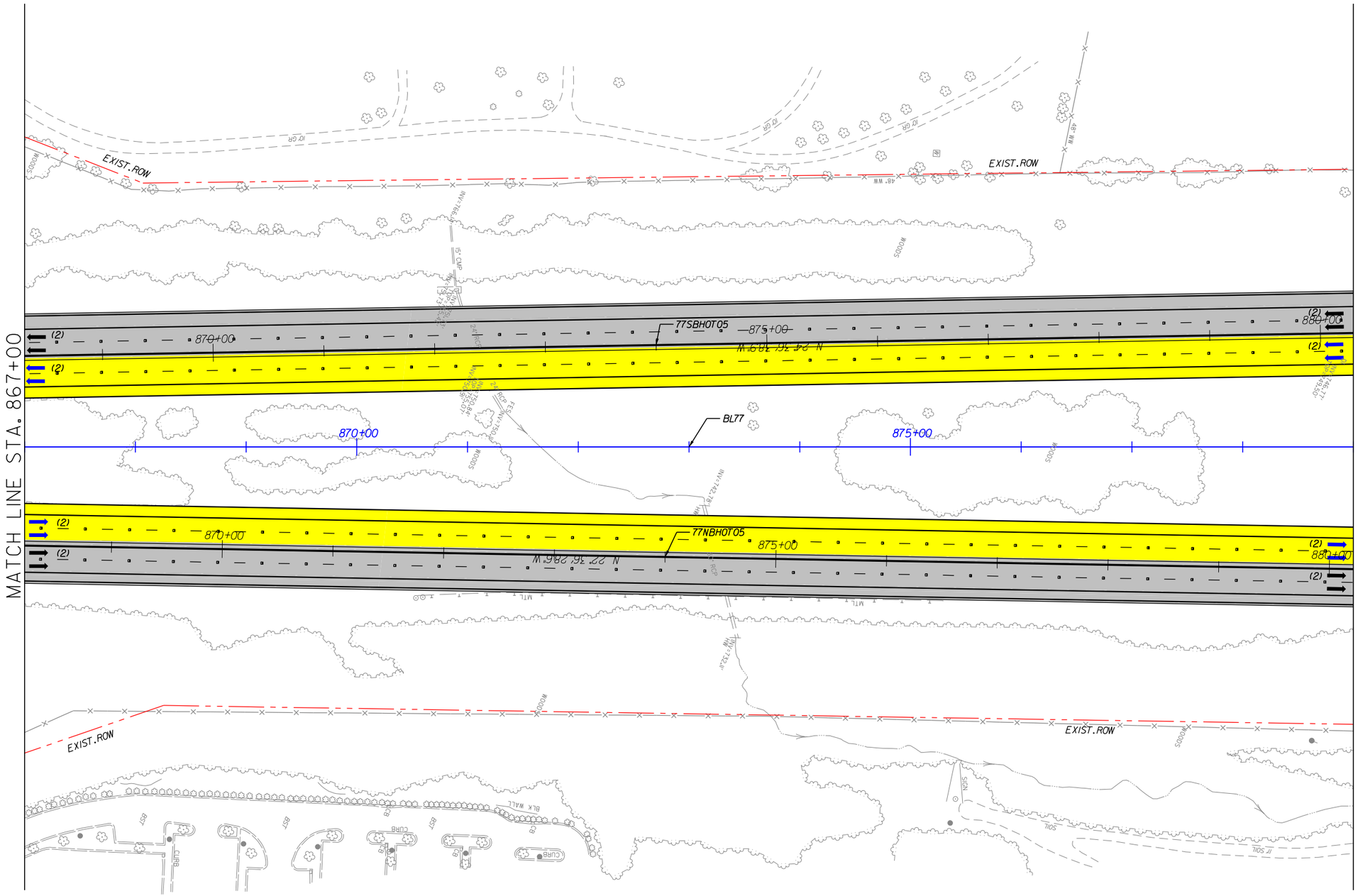
February 2014

SHEET NO. 115

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 870+50 TO STA 927+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

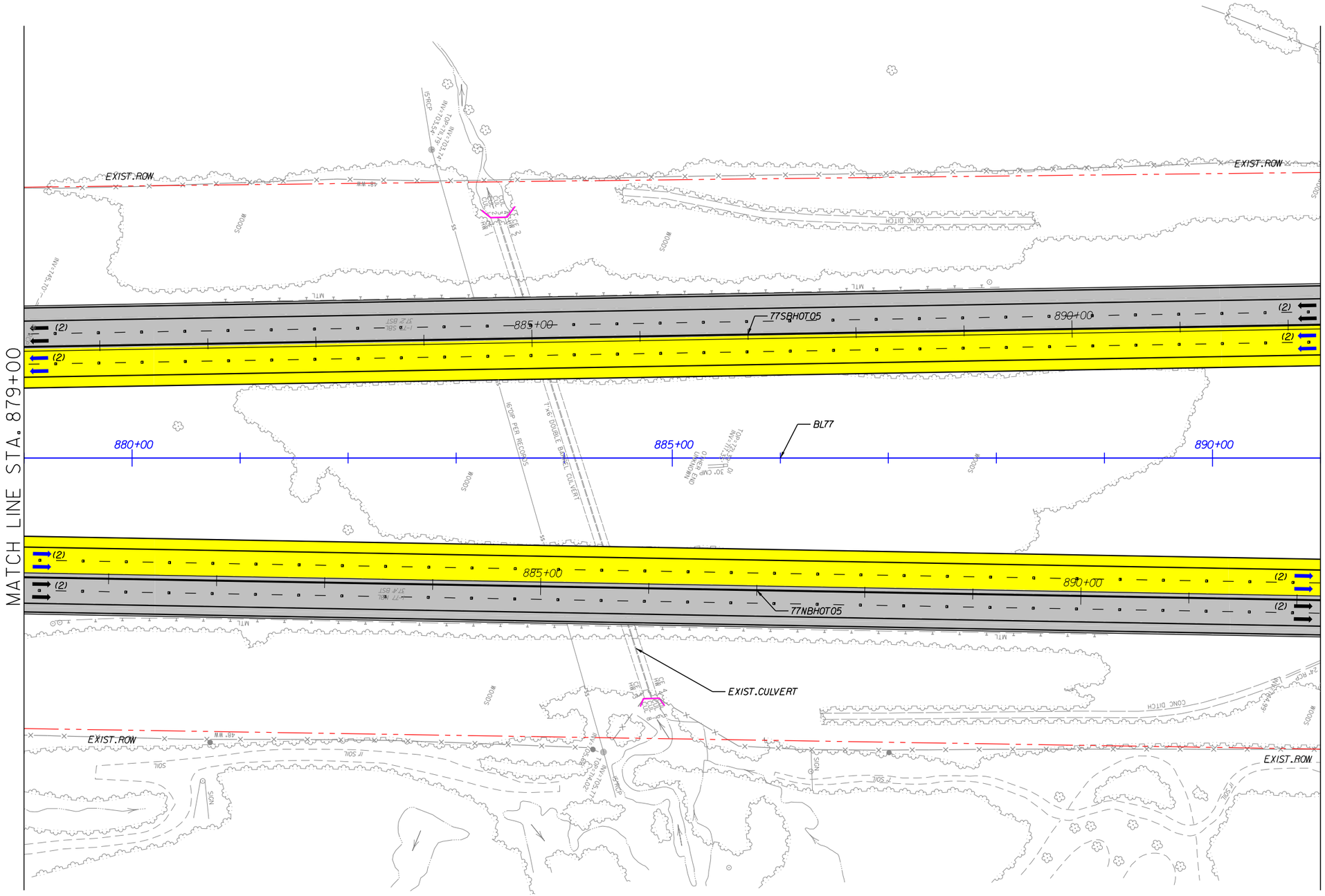
February 2014

SHEET NO. 116

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 870+50 TO STA 927+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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2/26/2014
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I-77 HOT Lanes Project

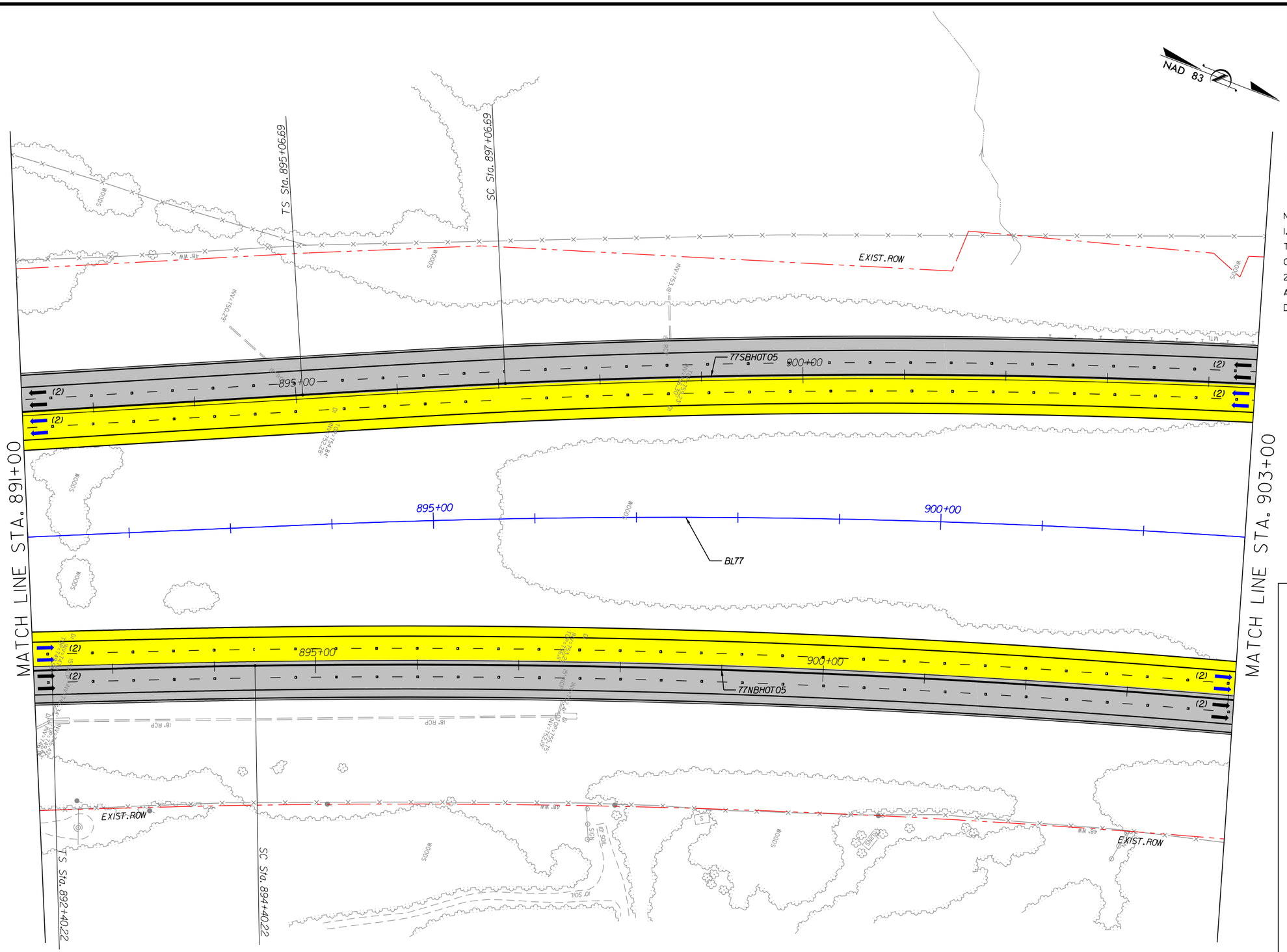
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 117

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
- I77NB: STA 870+50 TO STA 927+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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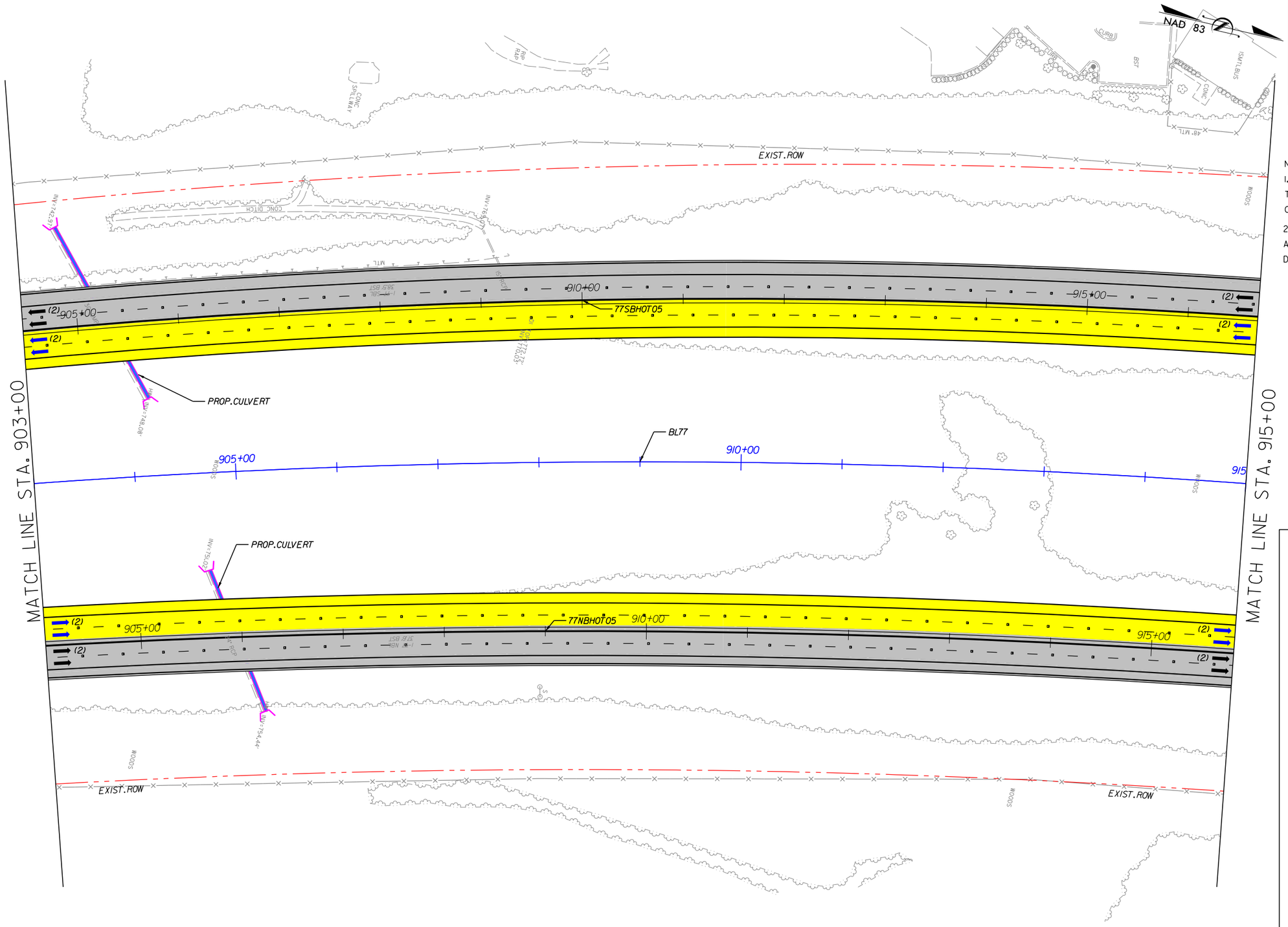

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 118

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 870+50 TO STA 927+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

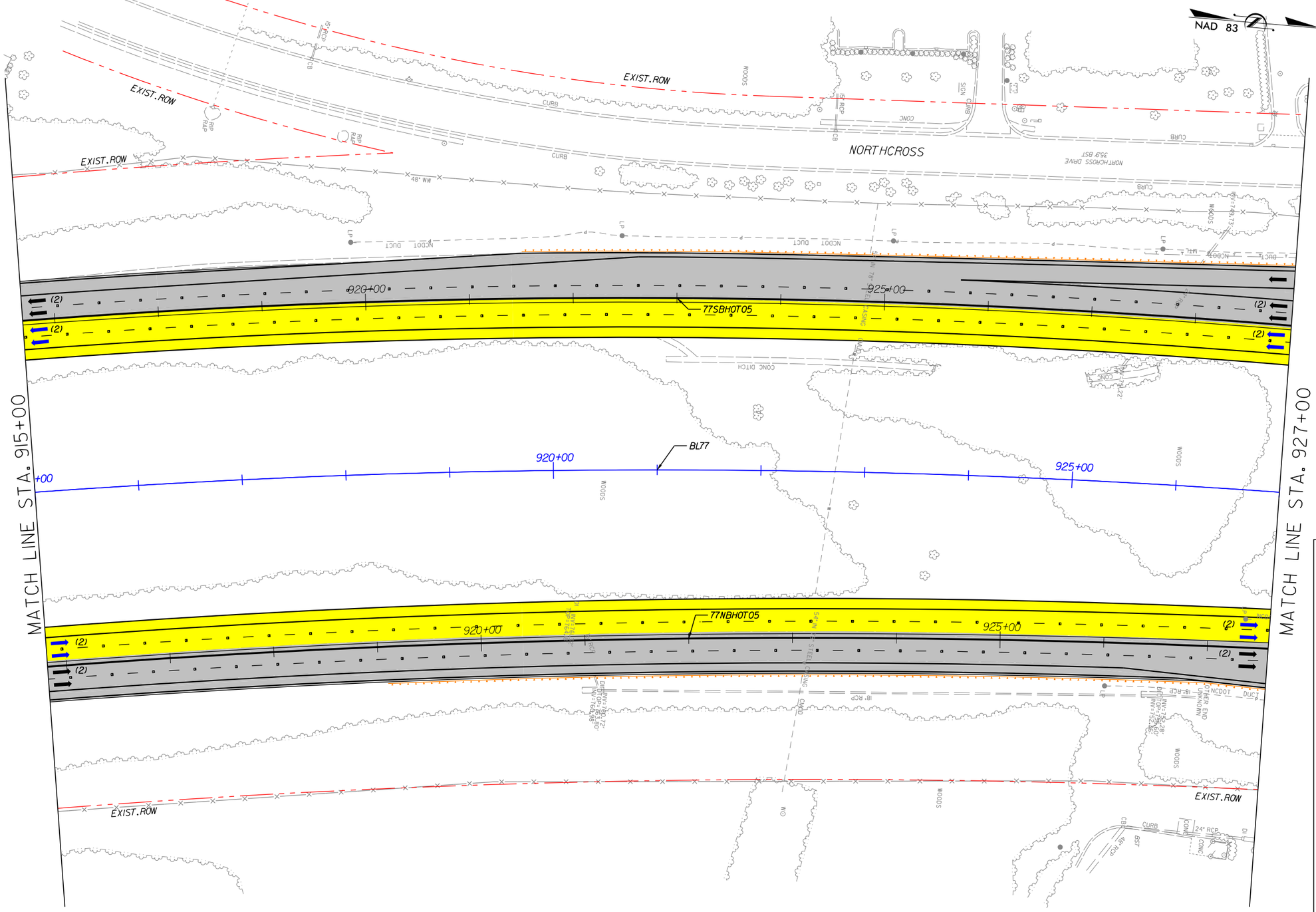
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 119

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 870+50 TO STA 927+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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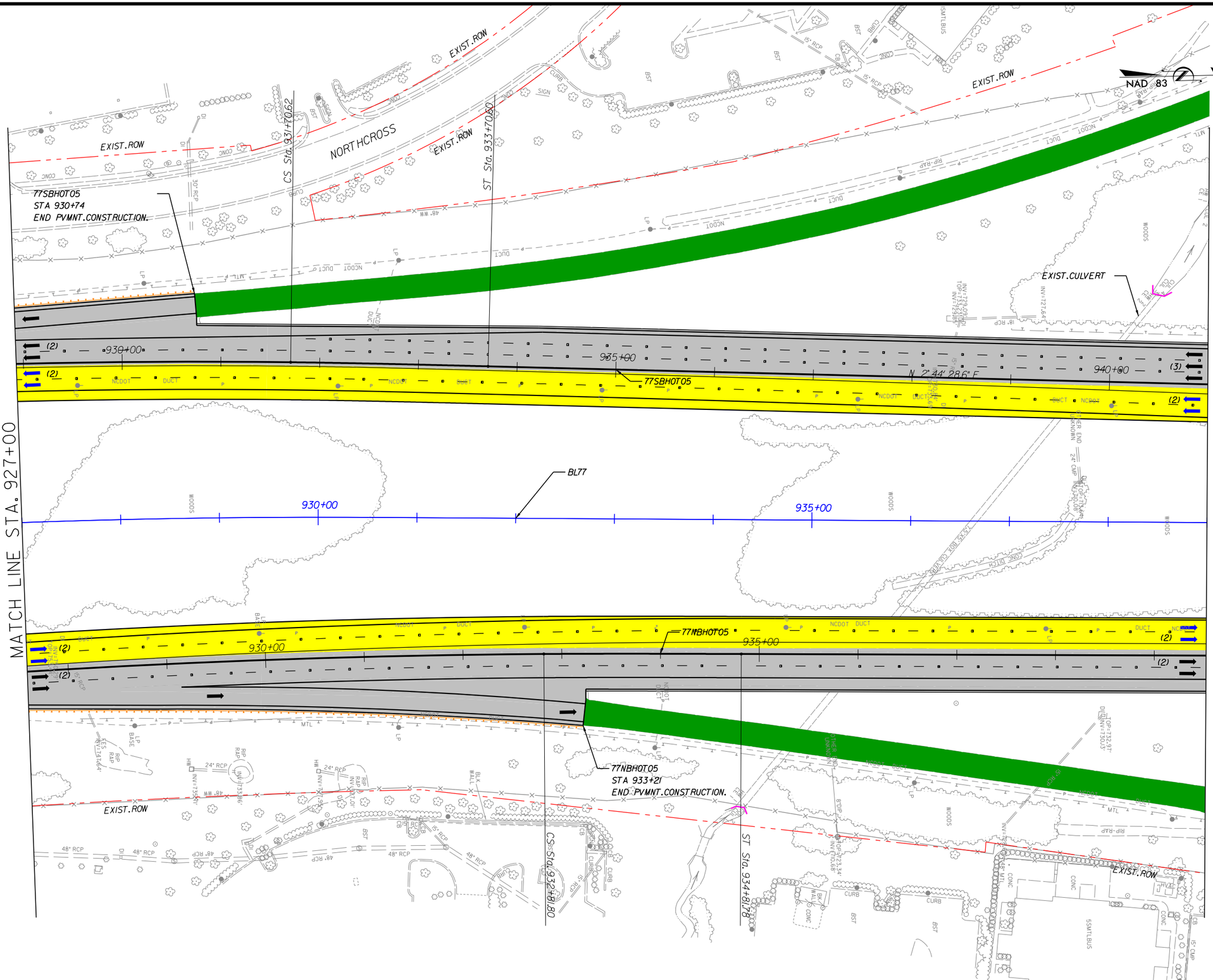

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 120

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77NB: STA 870+50 TO STA 927+50.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

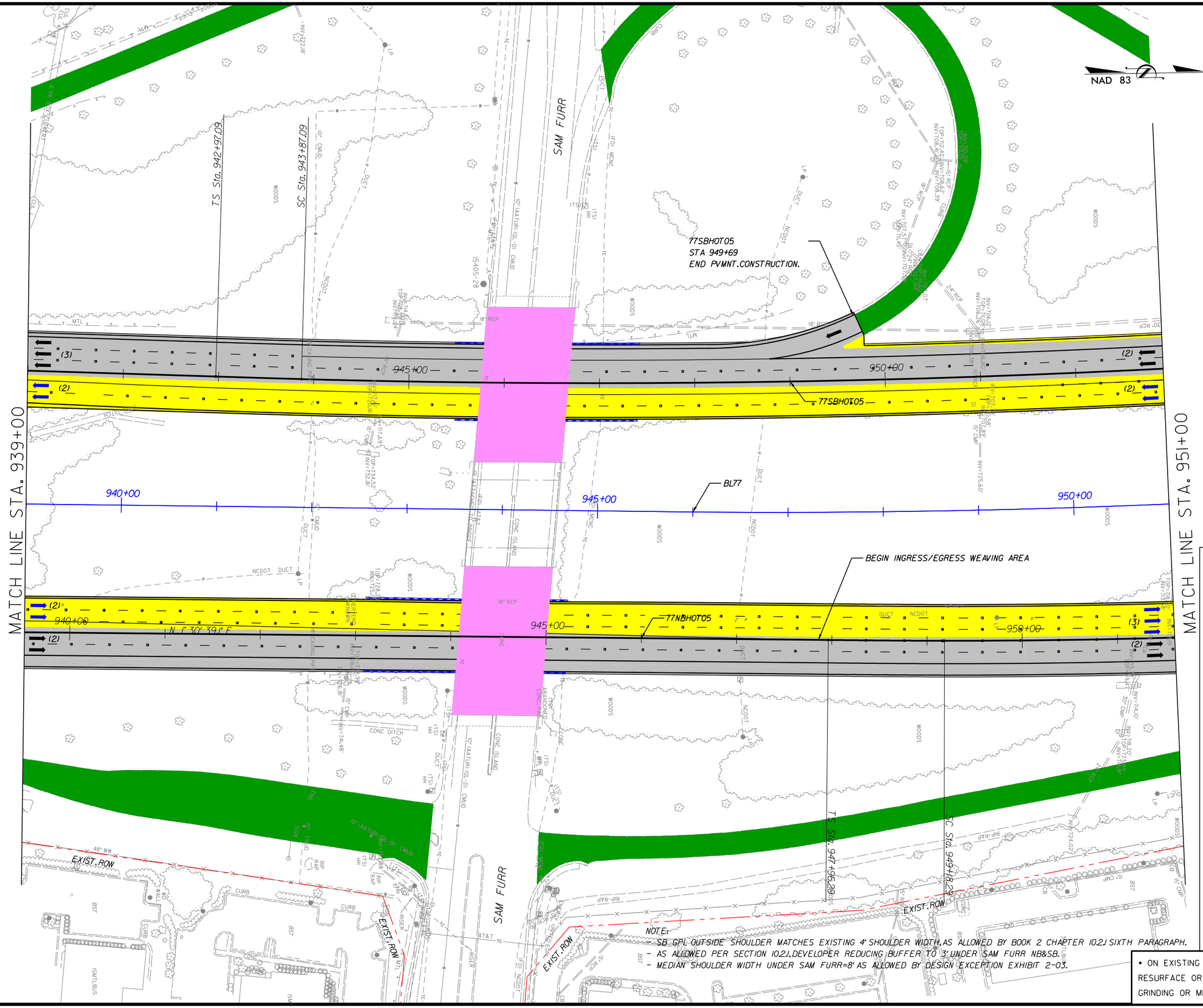
February 2014

SHEET NO. 121

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SAM FURR ROAD OVER I77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - SAM FURR RD. OVER I77NB.
   - SAM FURR RD. OVER I77SB.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

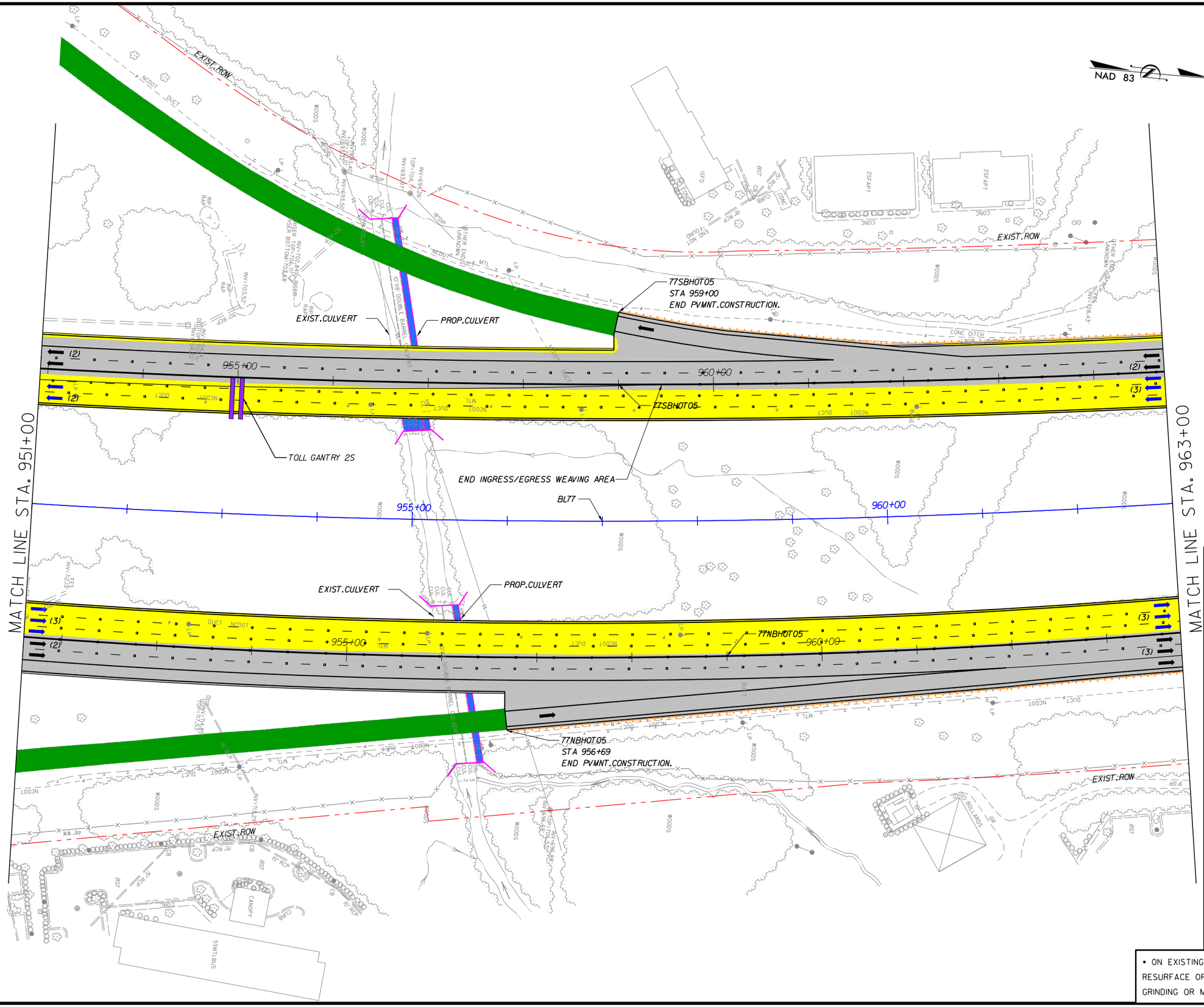
February 2014

SHEET NO. 122

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

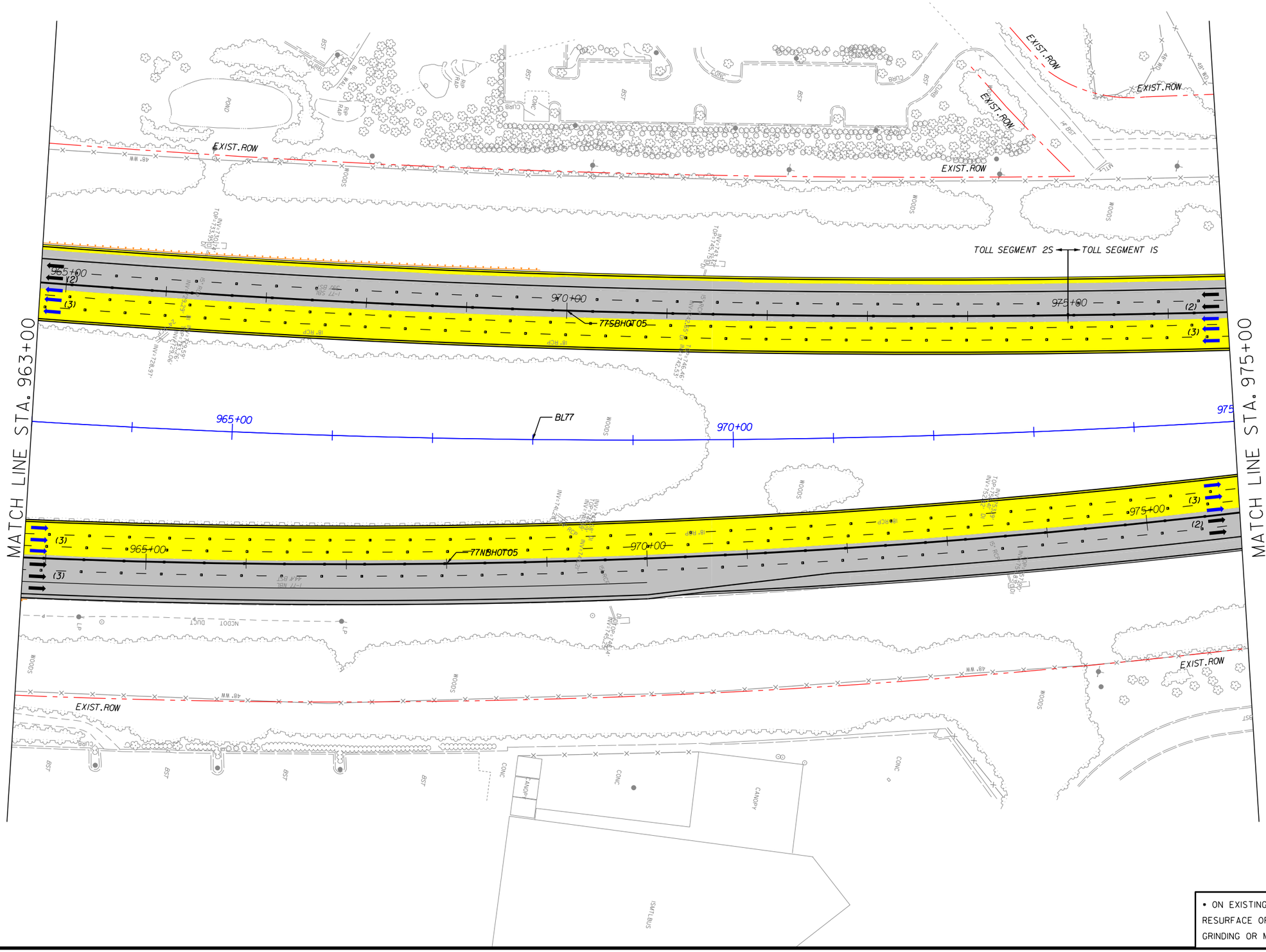
February 2014

SHEET NO. 123

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 970+00 TO STA 1027+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

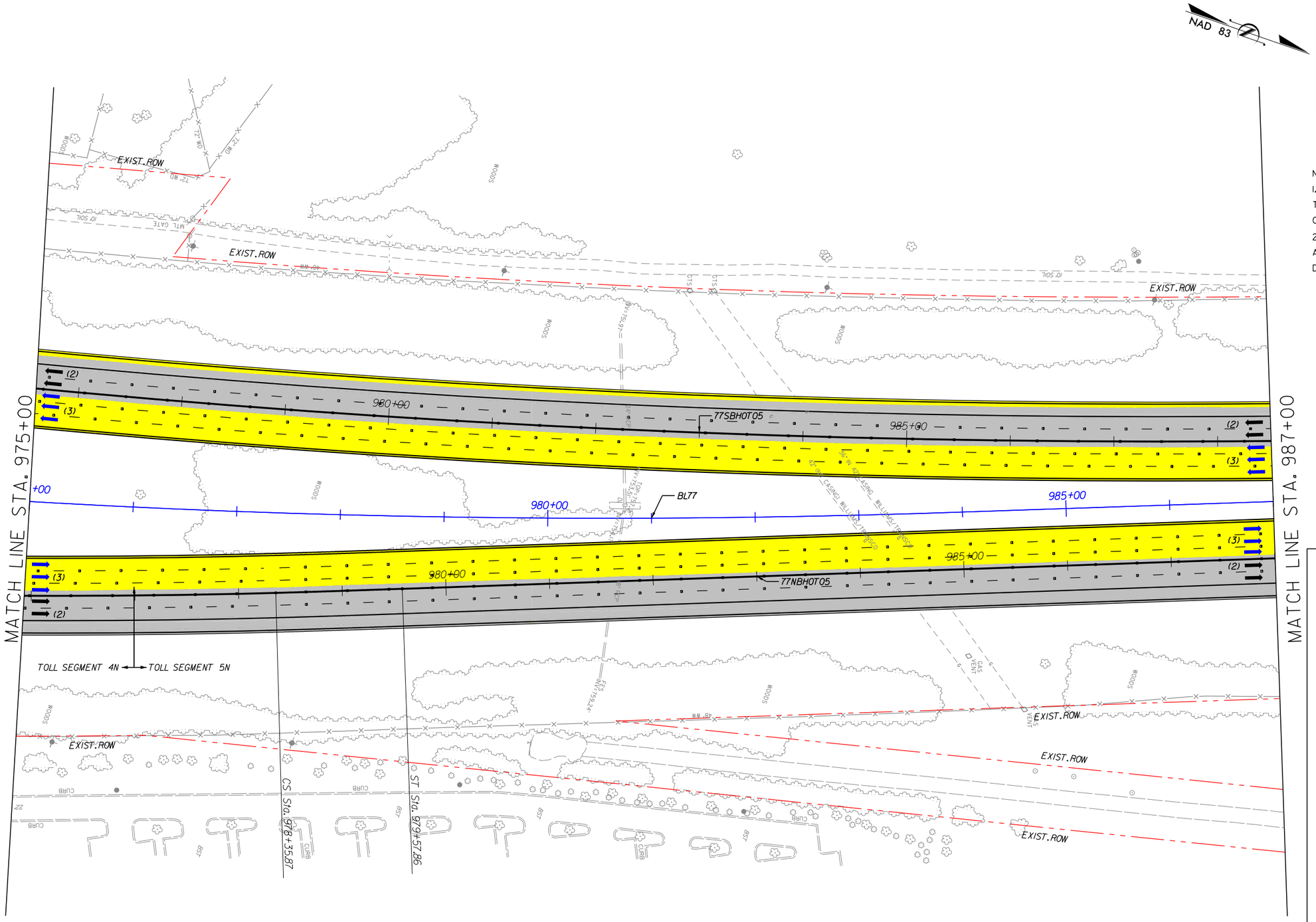
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 124

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 970+00 TO STA 1027+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

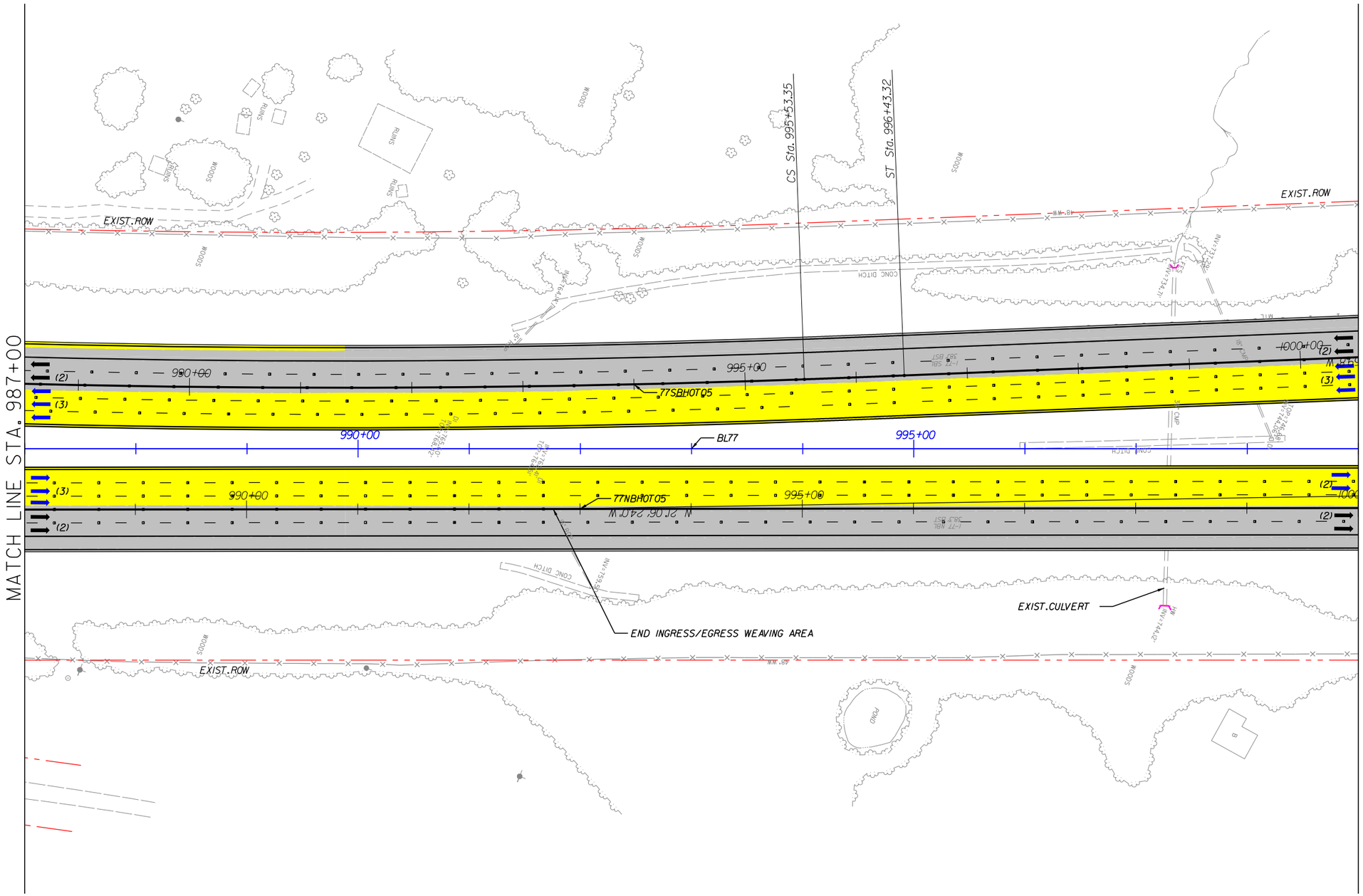
February 2014

SHEET NO. 125

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 970+00 TO STA 1027+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

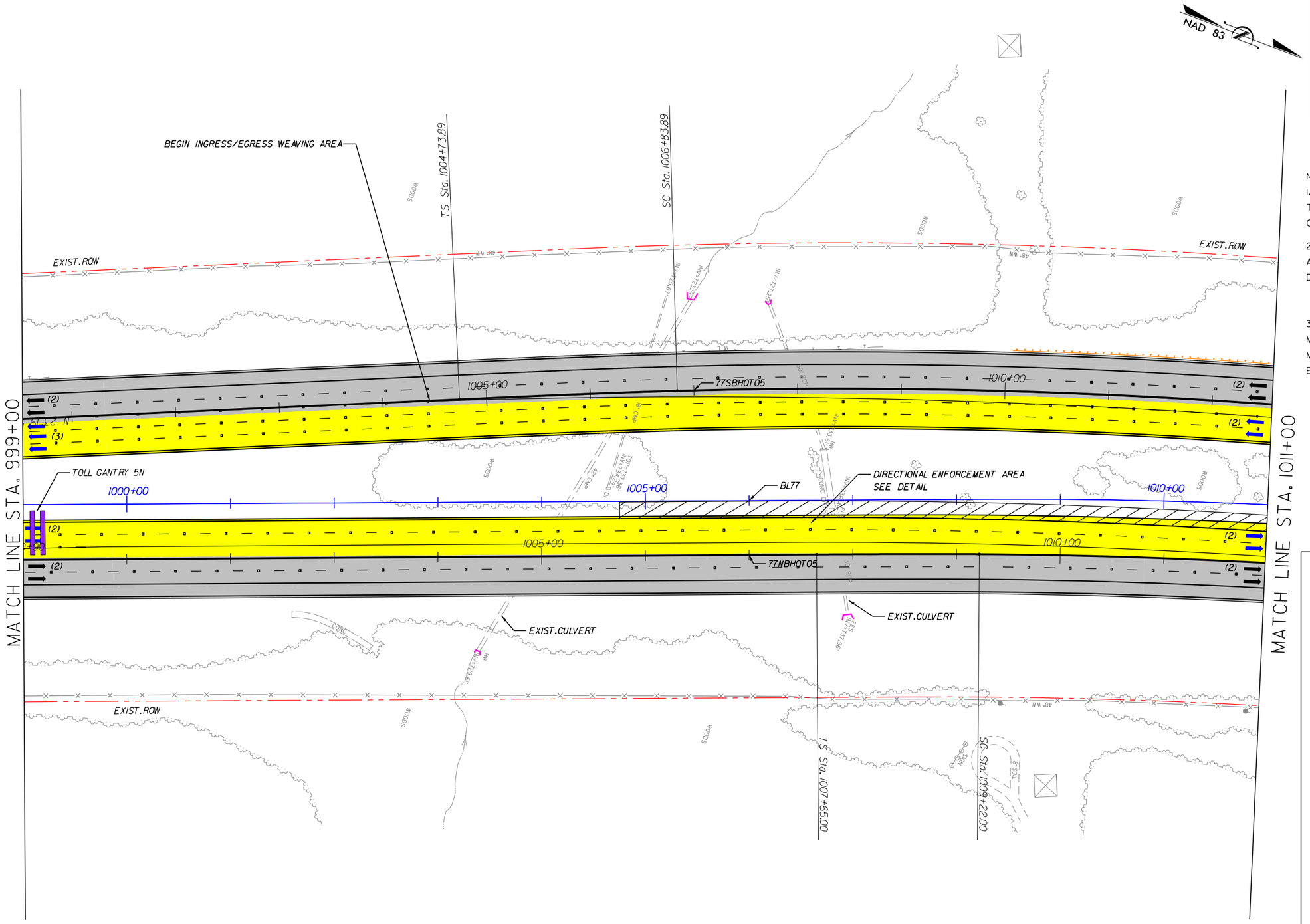
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 126

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 970+00 TO STA 1027+00.
3. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DE01-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

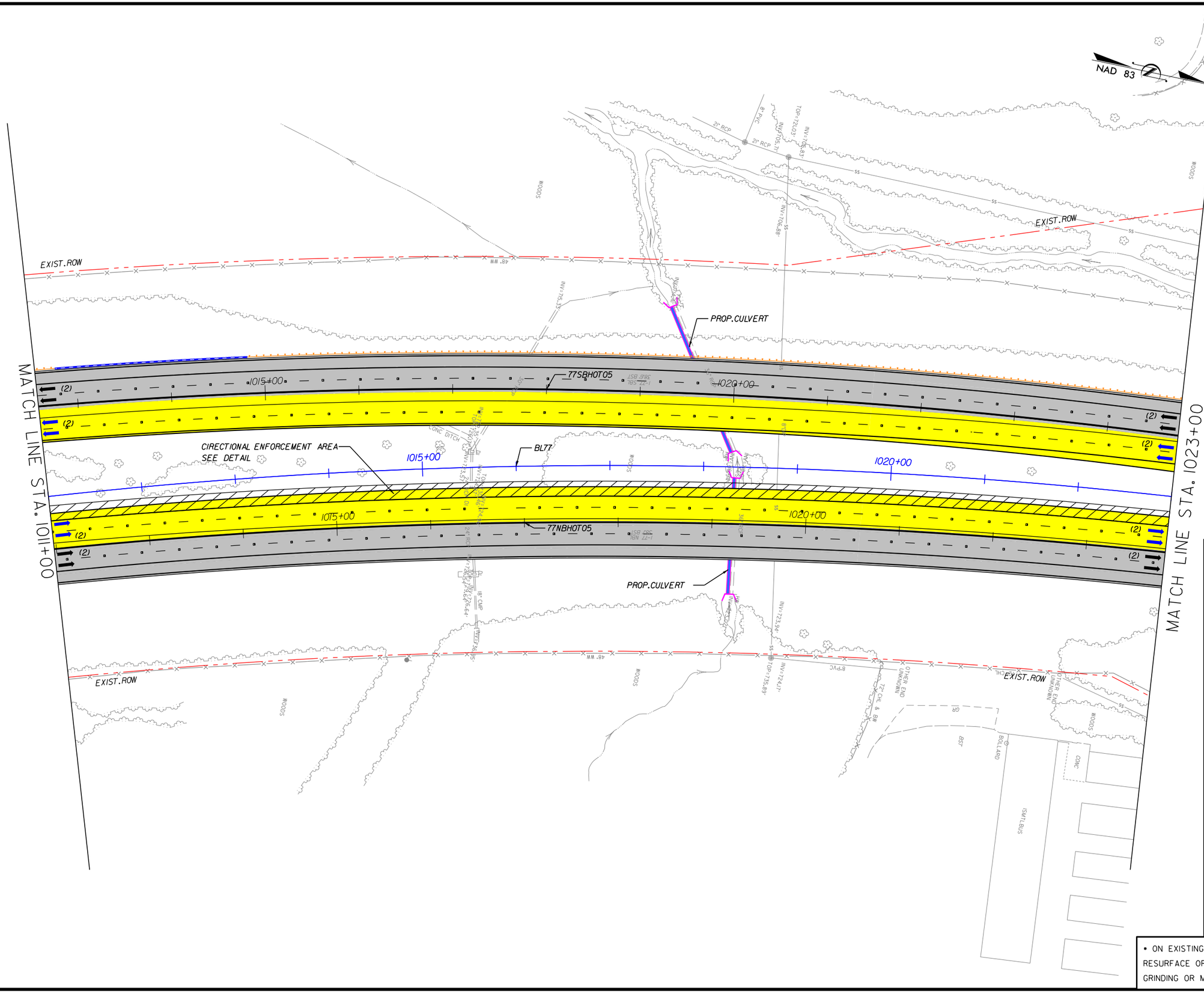
February 2014

SHEET NO. 127

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
   - I77SB: STA 970+00 TO STA 1027+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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P:\007 177
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I-77 HOT Lanes Project

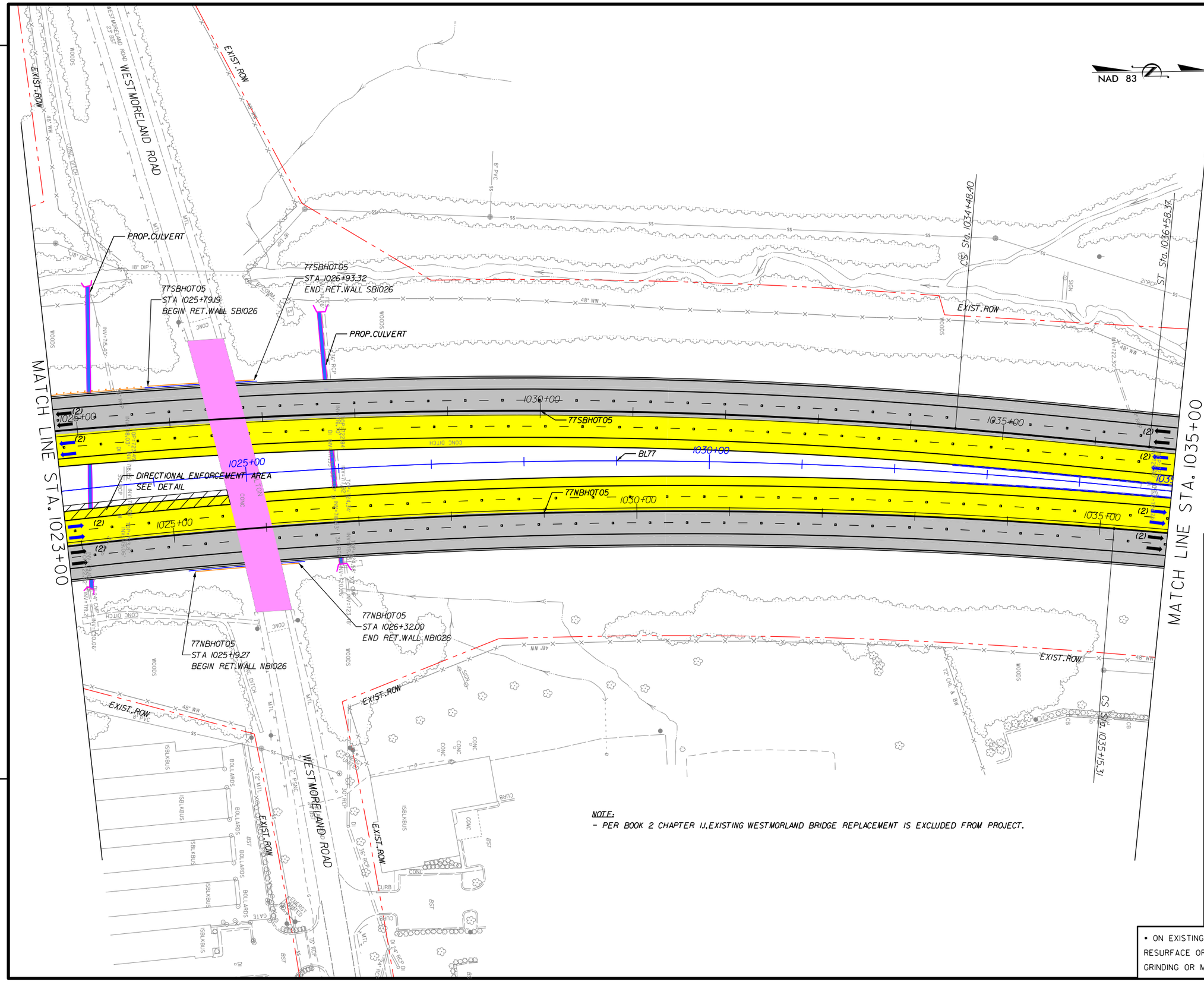
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 128

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. WESMORELAND ROAD OVER I77: MIN. VERTICAL CLEARANCE 15.92'SAME AS EXISTING.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
- I77SB: STA 1032+00.
4. MEDIAN SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE06-INGRESS:
- I77SB: STA 970+00 TO STA 1027+00.

NOTE:
- PER BOOK 2 CHAPTER 11.EXISTING WESTMORLAND BRIDGE REPLACEMENT IS EXCLUDED FROM PROJECT.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

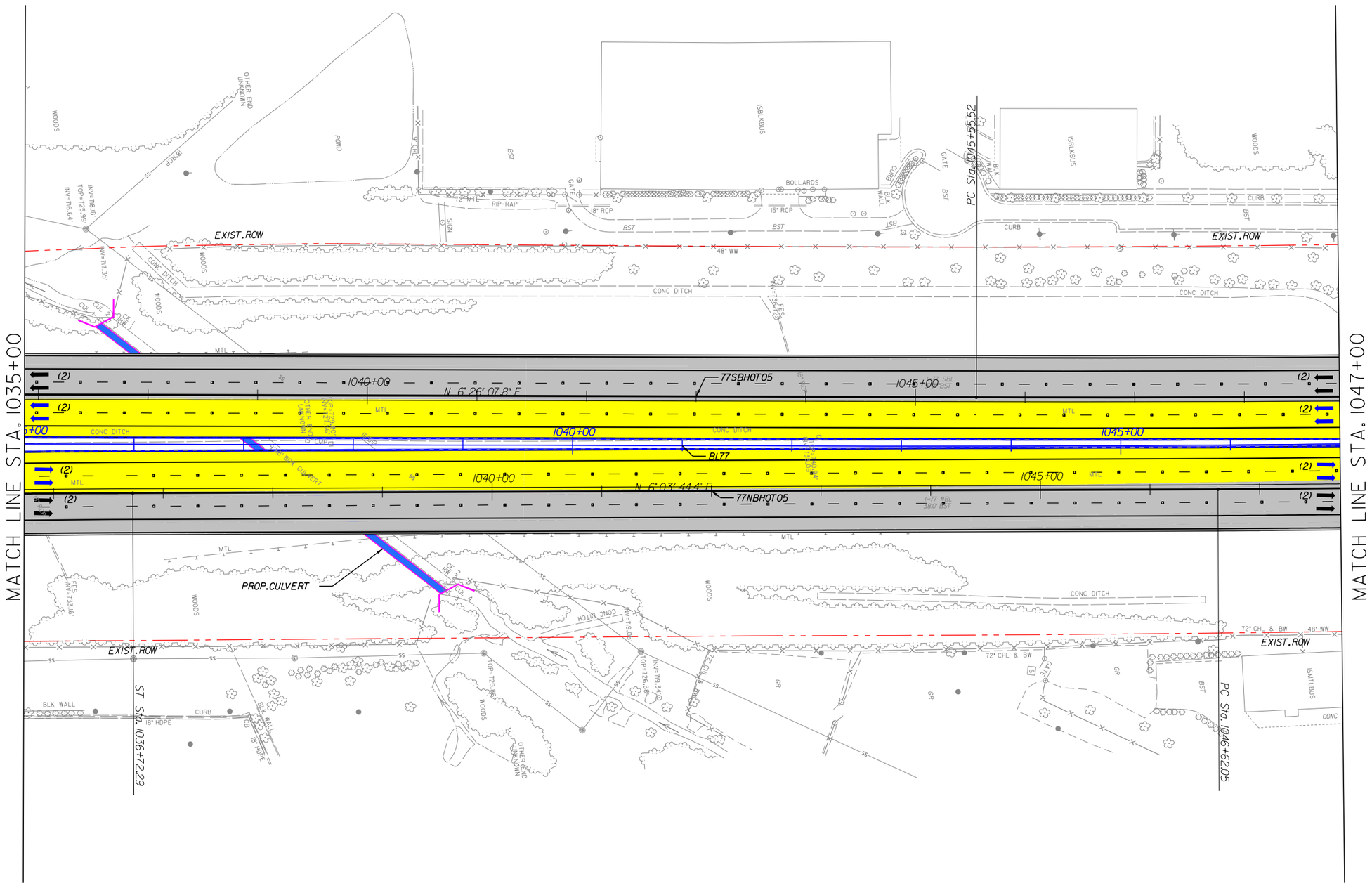
February 2014

SHEET NO. 129

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

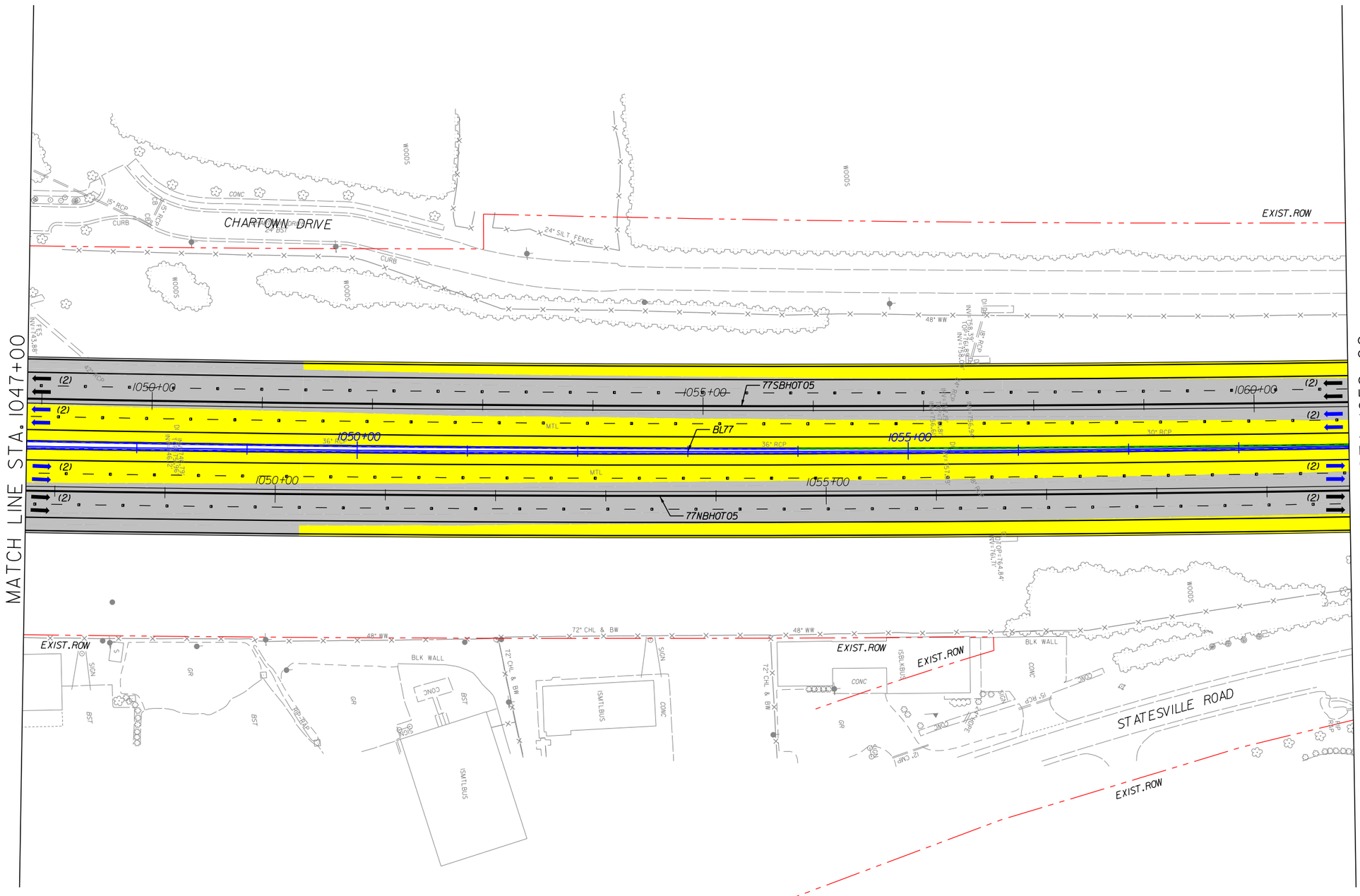
February 2014

SHEET NO. 130

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 1058+40.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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2/26/2014
P:\007 177
1:59:55 PM

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

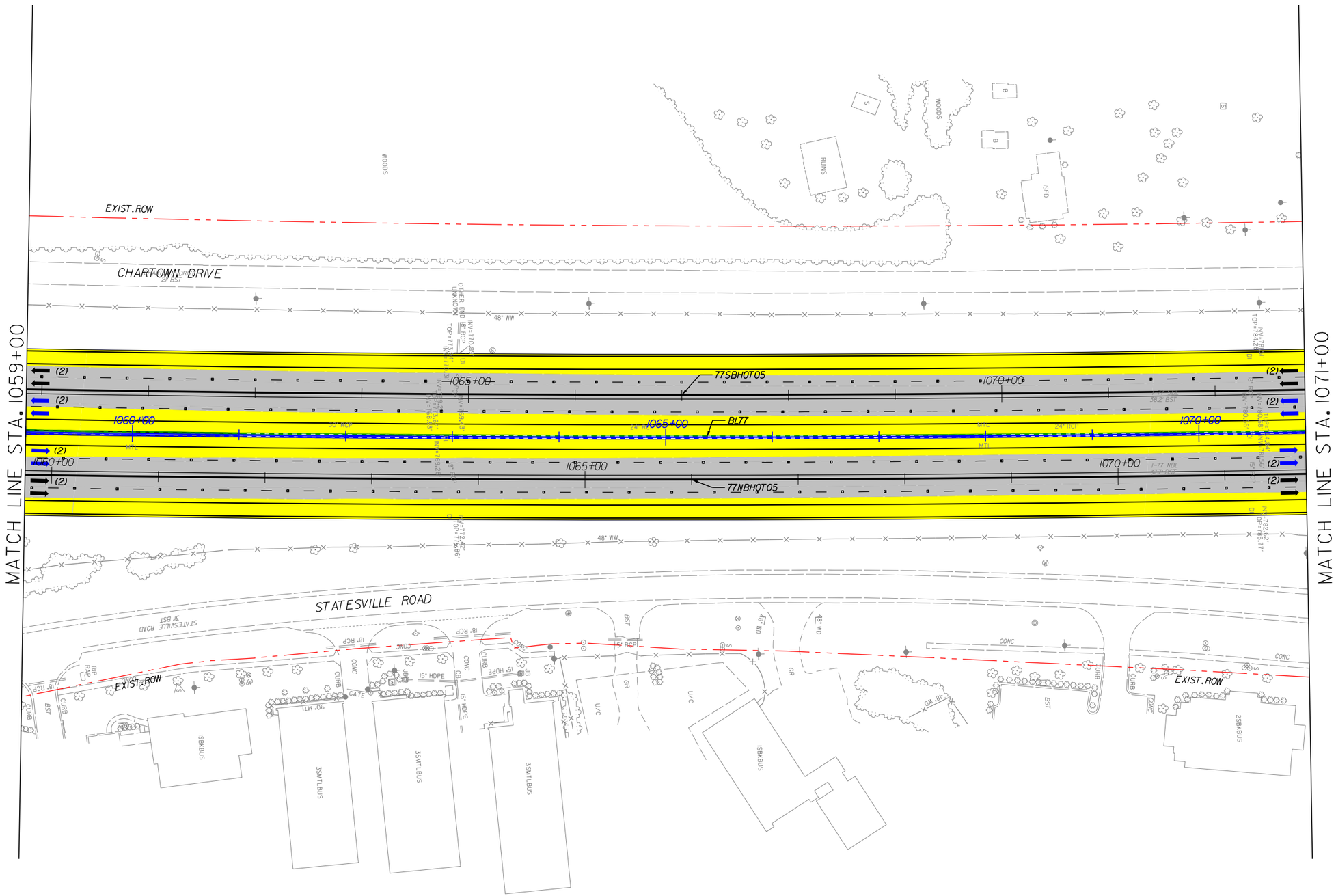
February 2014

SHEET NO. 131

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

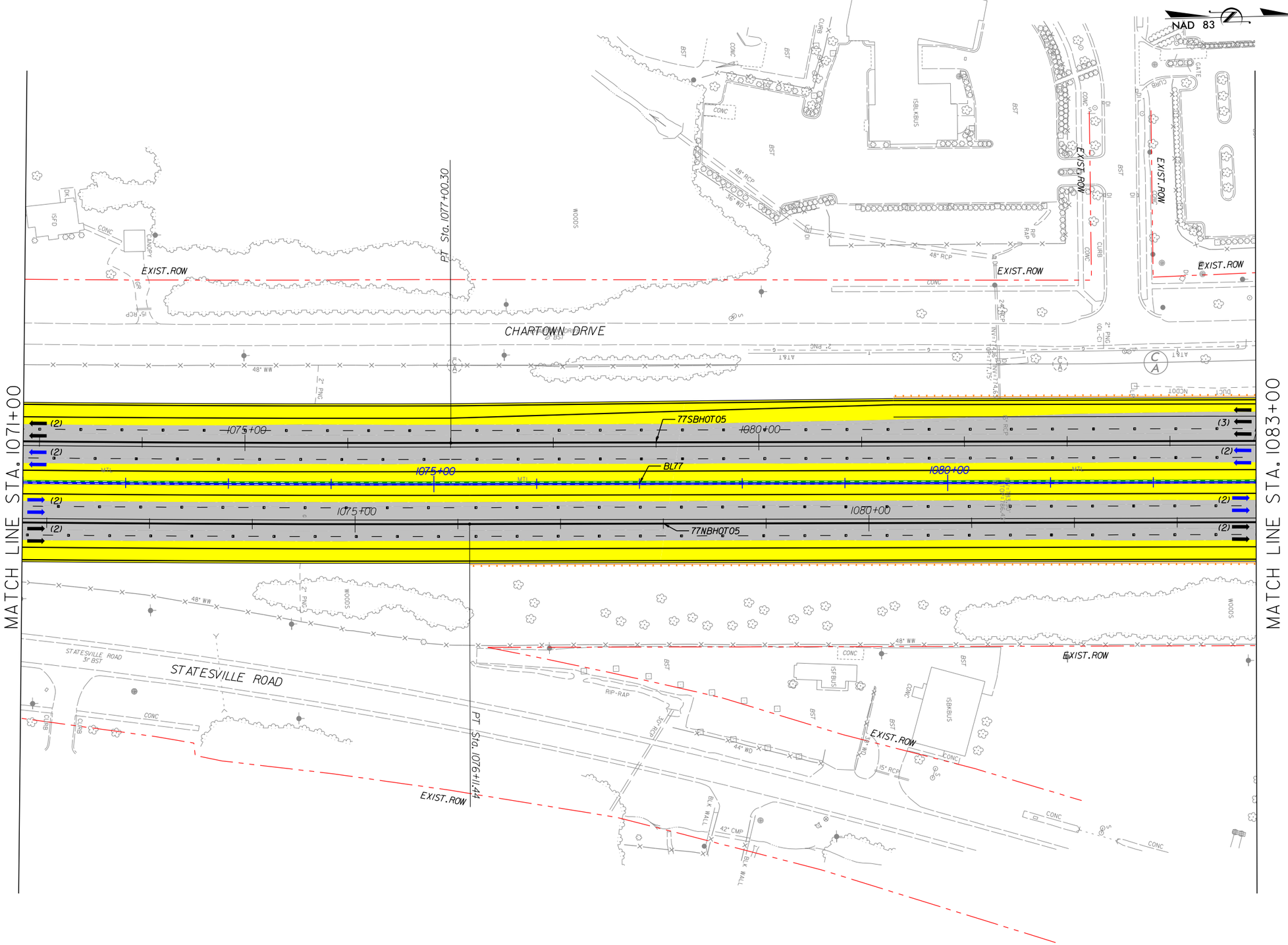
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 132

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

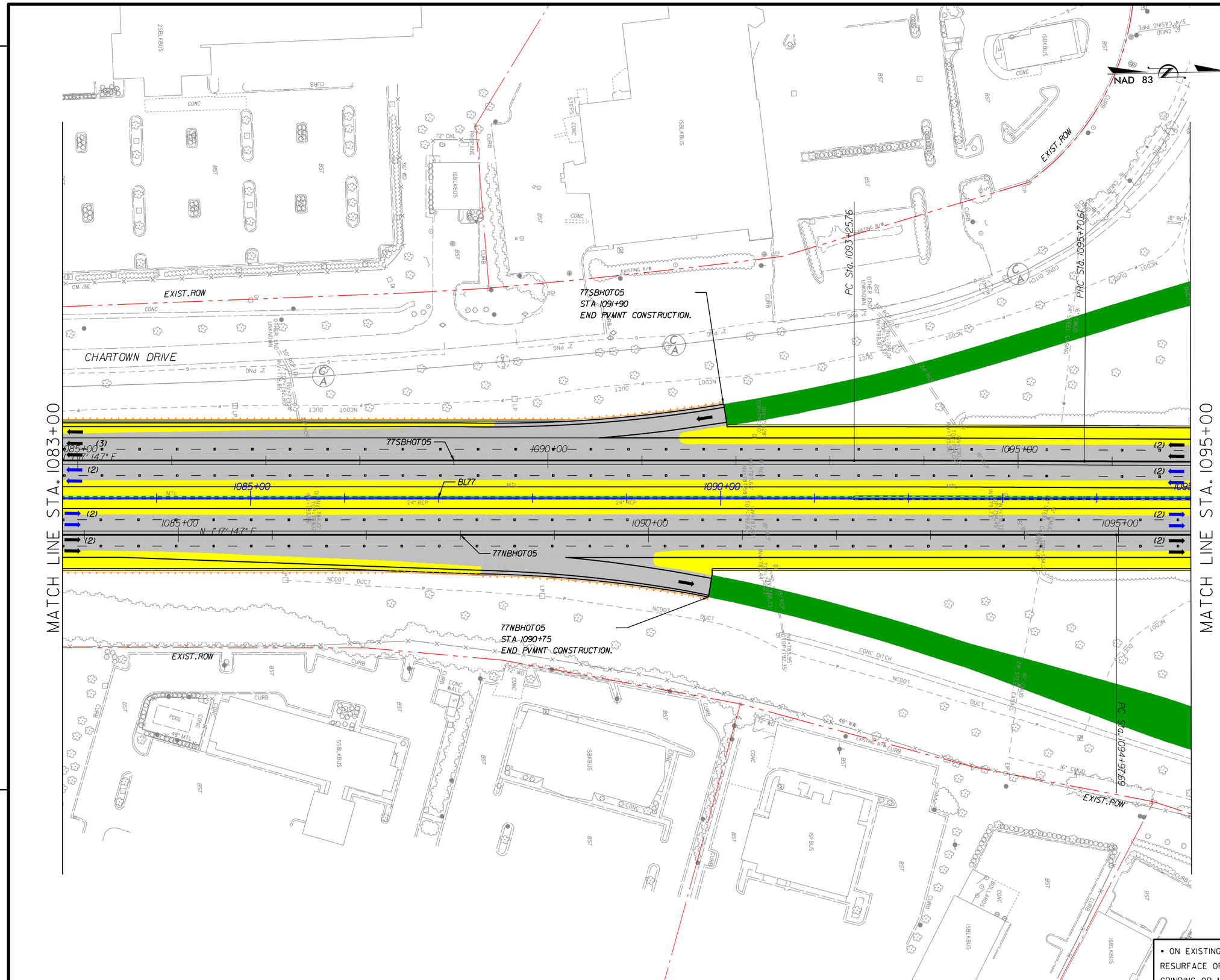
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 133

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 1084+40.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

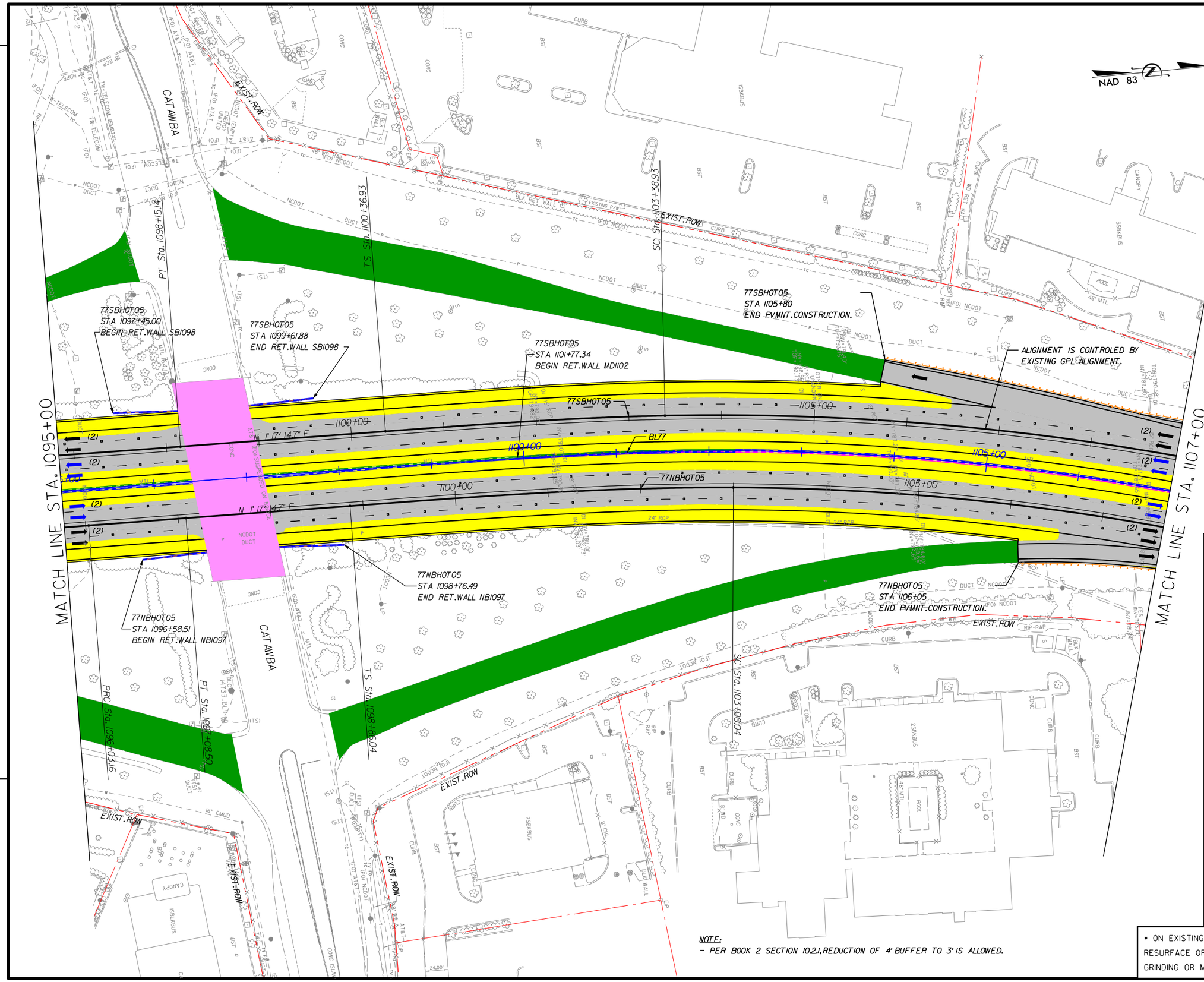
February 2014

SHEET NO. 134

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. CATAWBA AVENUE OVER I77: MIN. VERTICAL CLEARANCE 15.83' ACCORDING DE05-VC.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

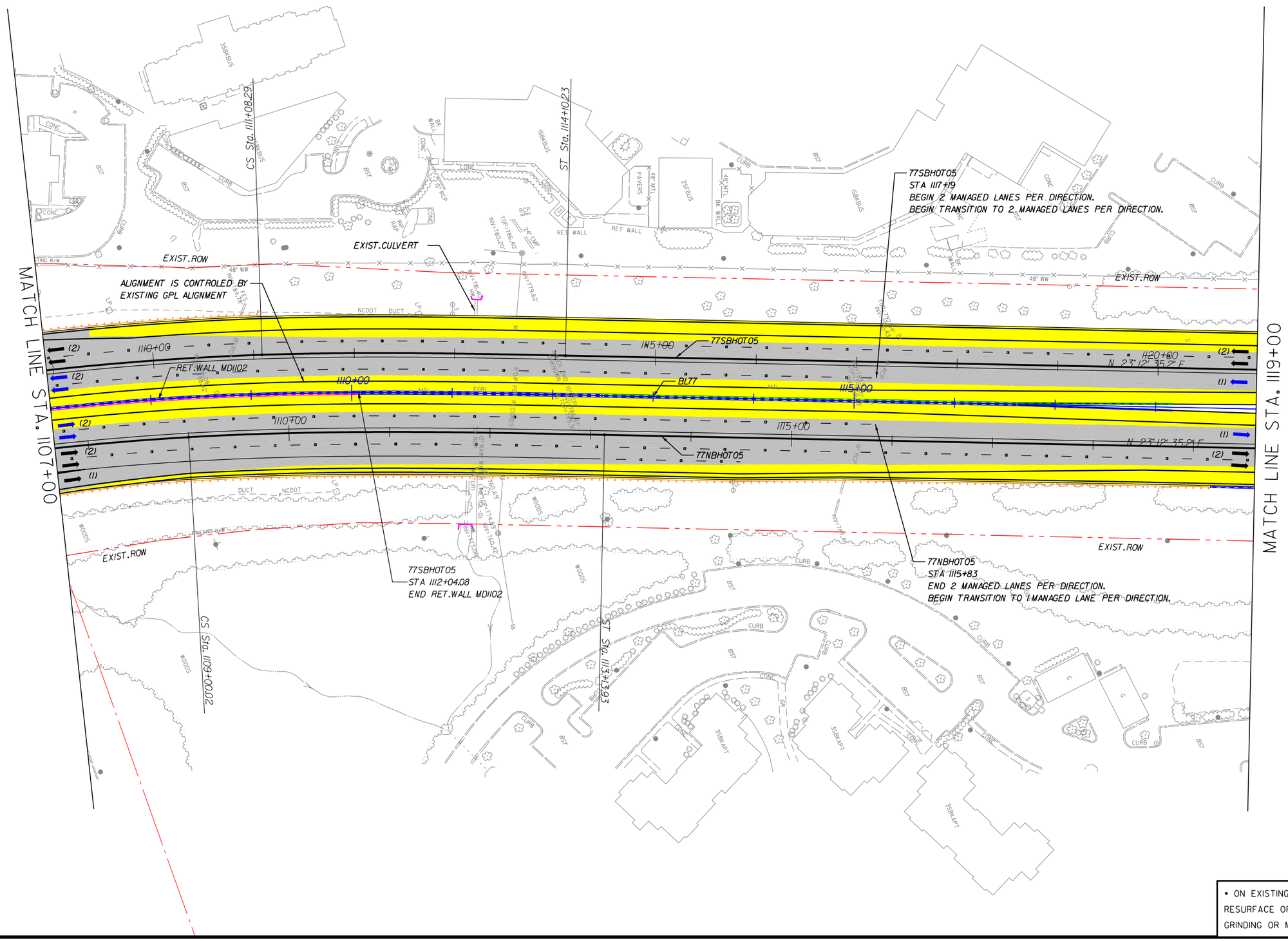
February 2014

SHEET NO. 135

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

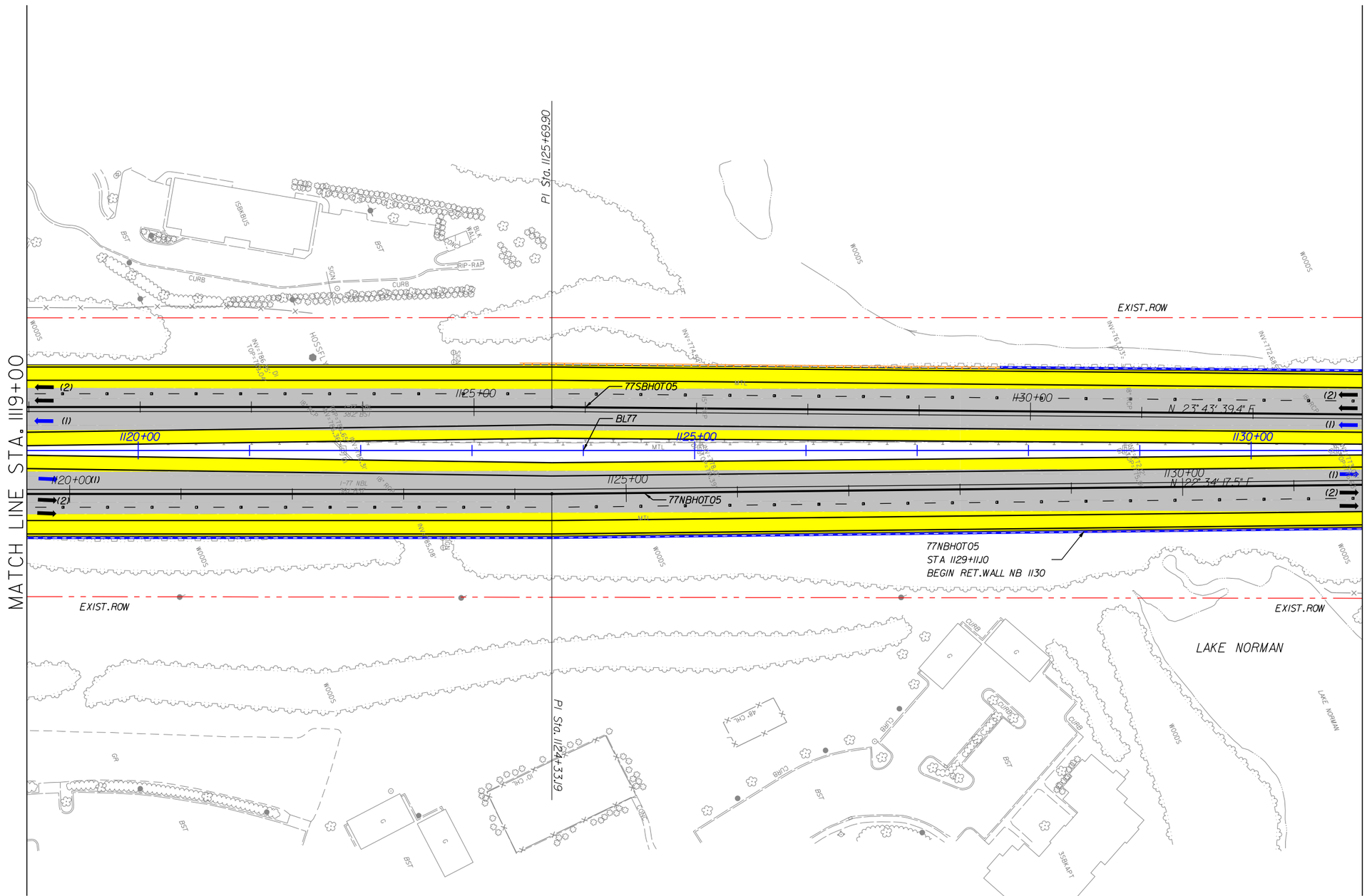
February 2014

SHEET NO. 136

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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I-77 HOT Lanes Project

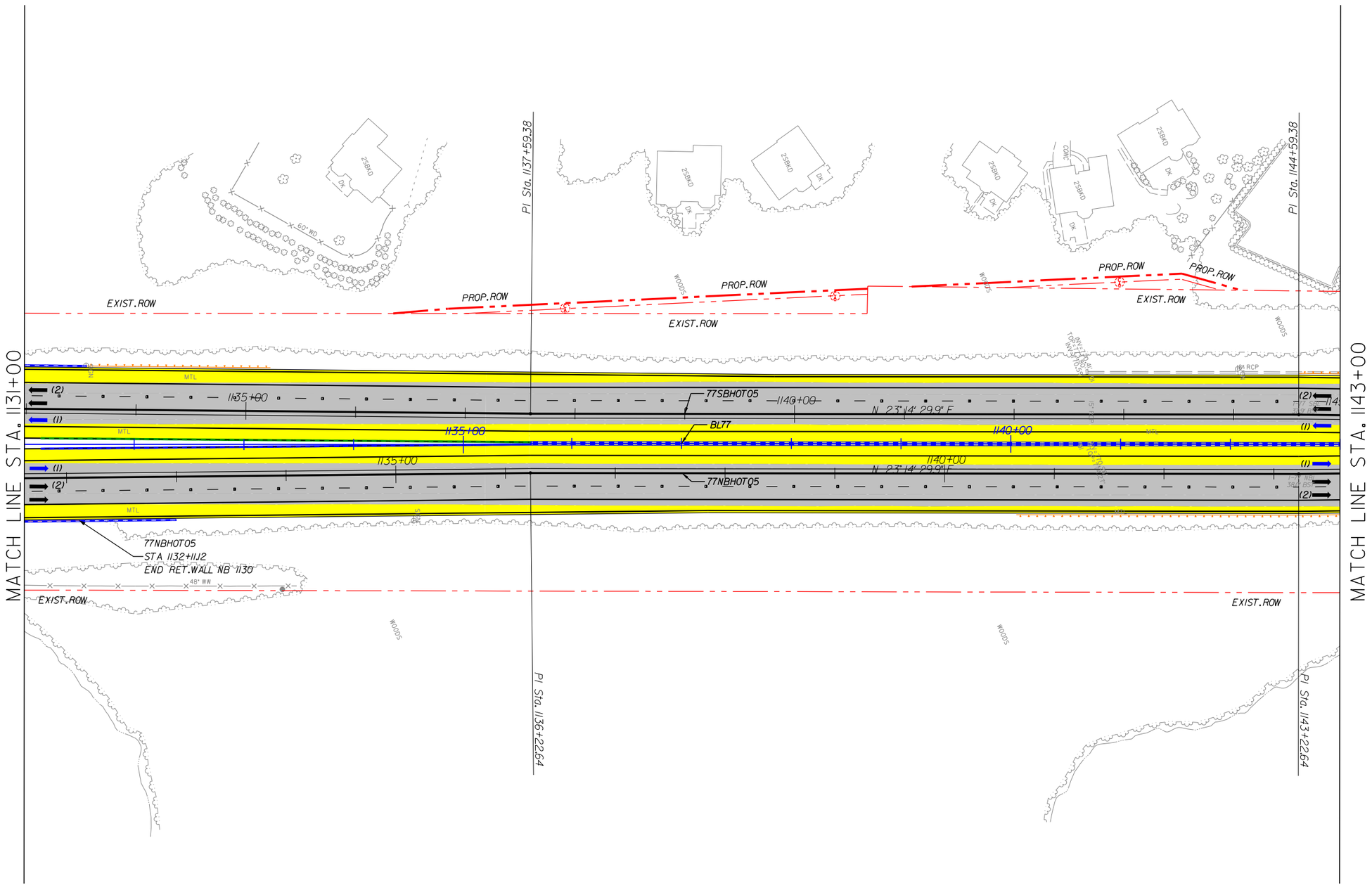
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 137

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



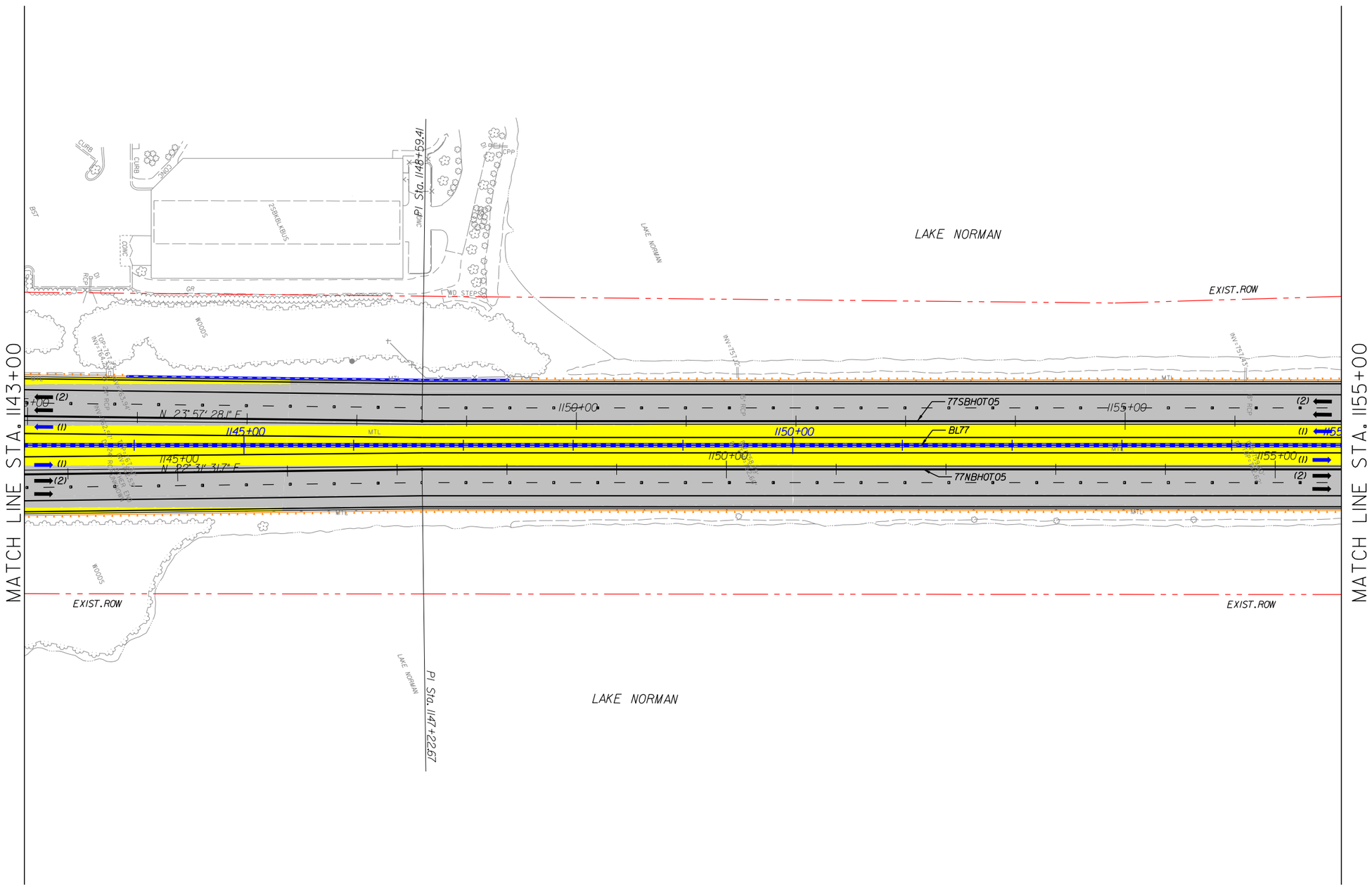
NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTES:
- FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00, DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2.J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2.J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 138

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 1: STA 1147+00 TO 1168+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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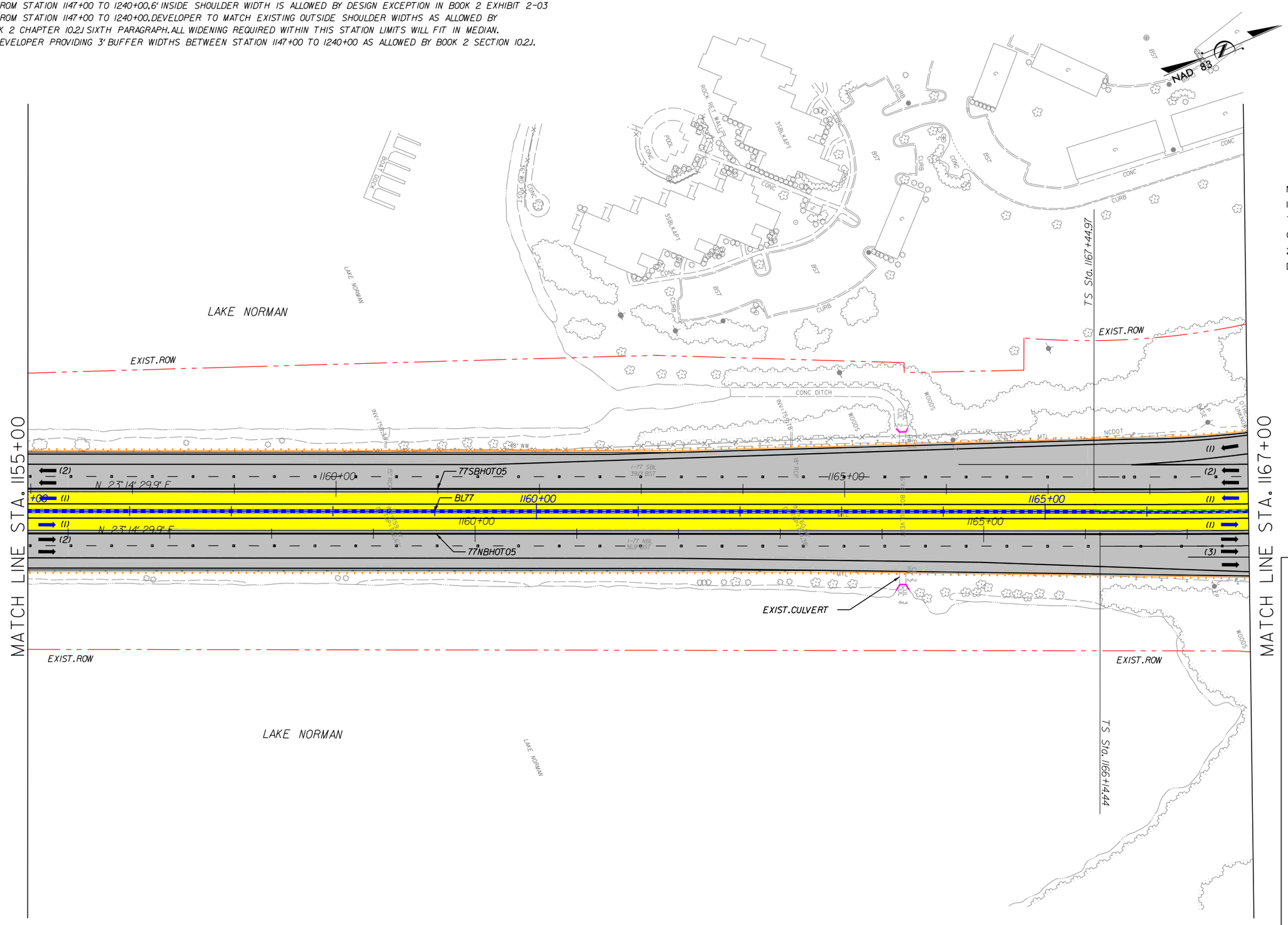
NOTES:
- FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00. DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2.J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2.J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 139

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 1: STA 1147+00 TO 1168+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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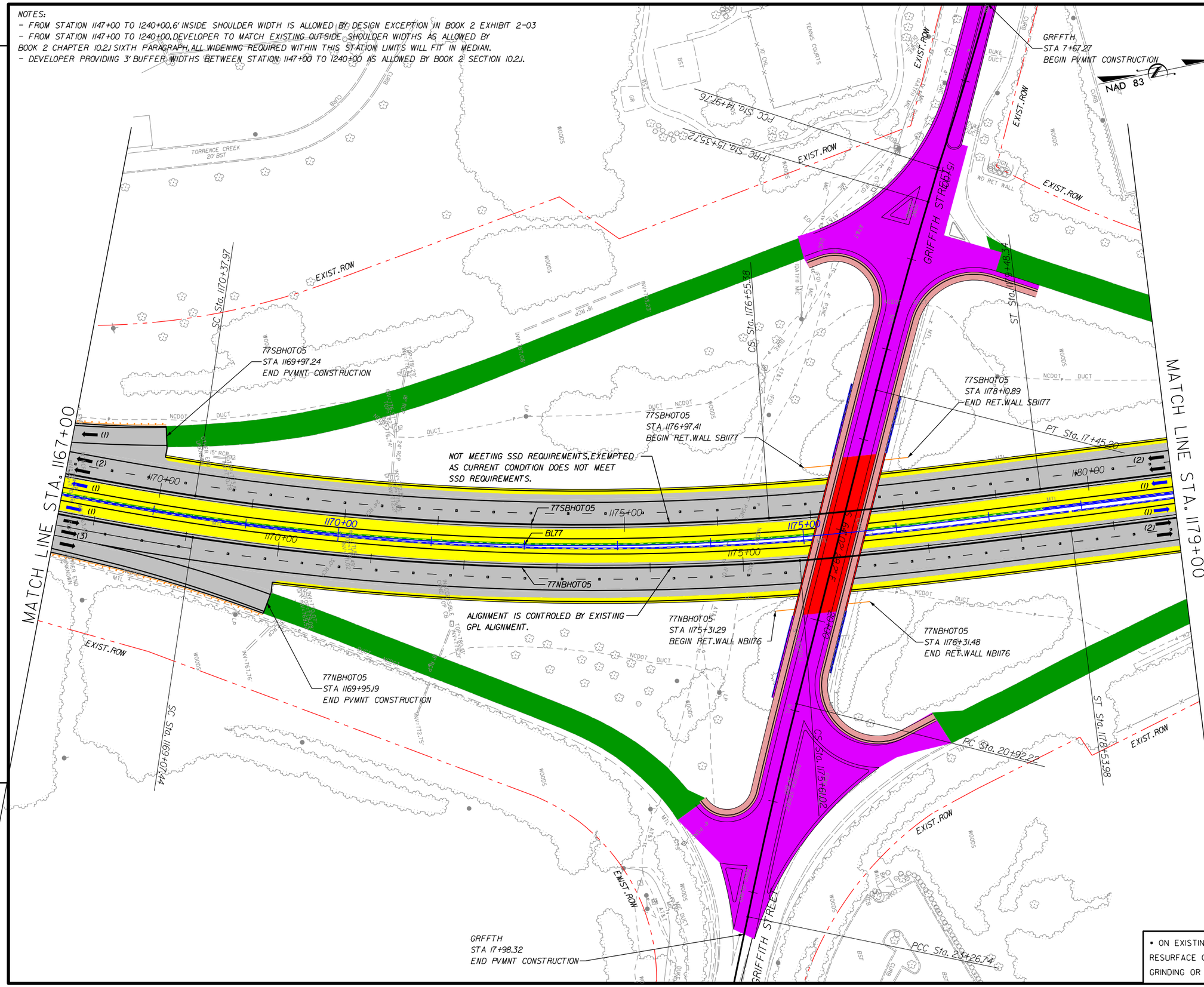
NOTES:
- FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00, DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 140

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. GRIFFITH STREET OVER I77: MIN. VERTICAL CLEARANCE 17' PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 1: STA 1147+00 TO 1168+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

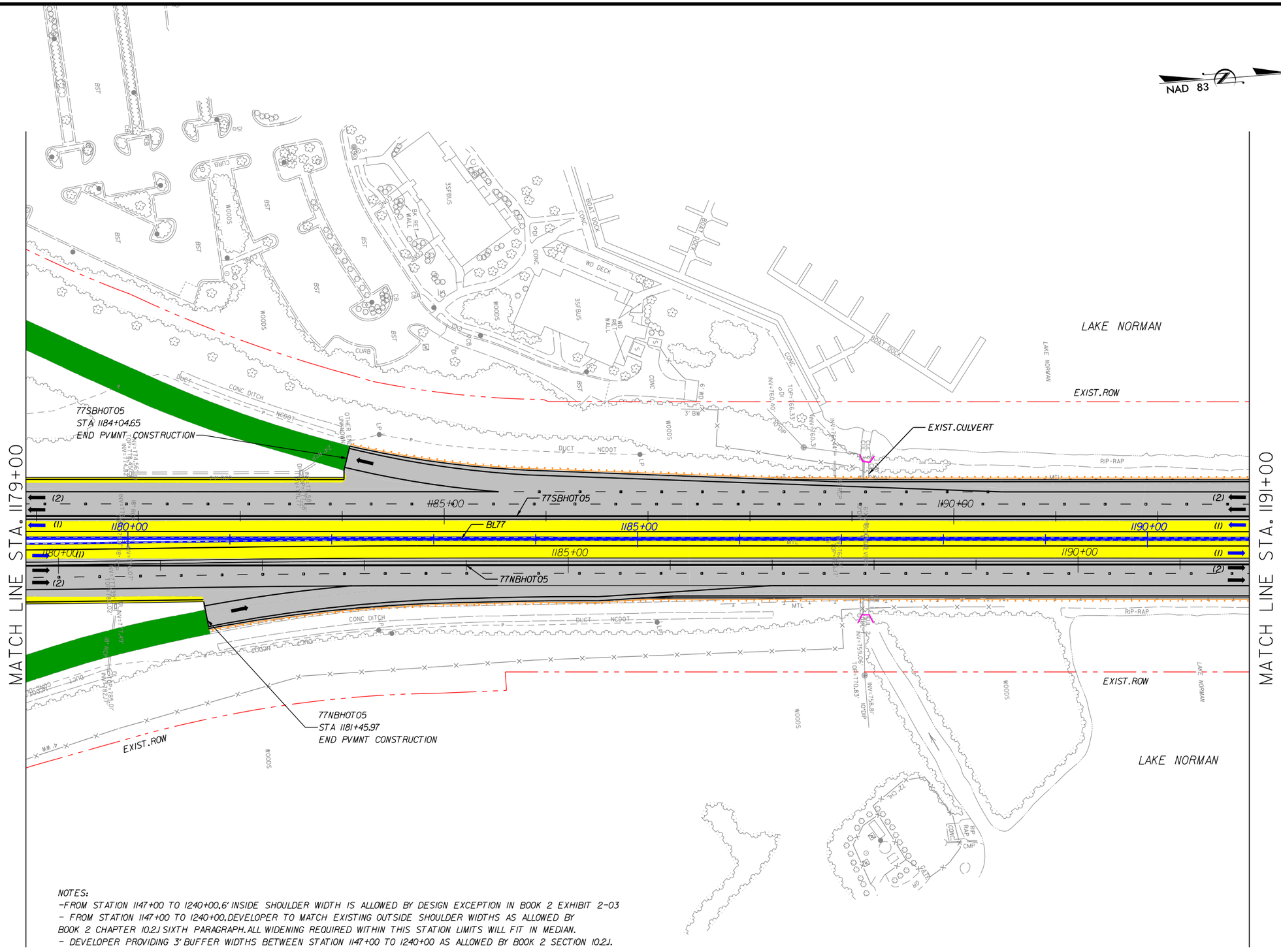
February 2014

SHEET NO. 141

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
- CAUSEWAY 2: STA 1189+00 TO 1240+00.

NOTES:
-FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00, DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2J.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTES:
- FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00, DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2.J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2.J.

I-77 HOT Lanes Project

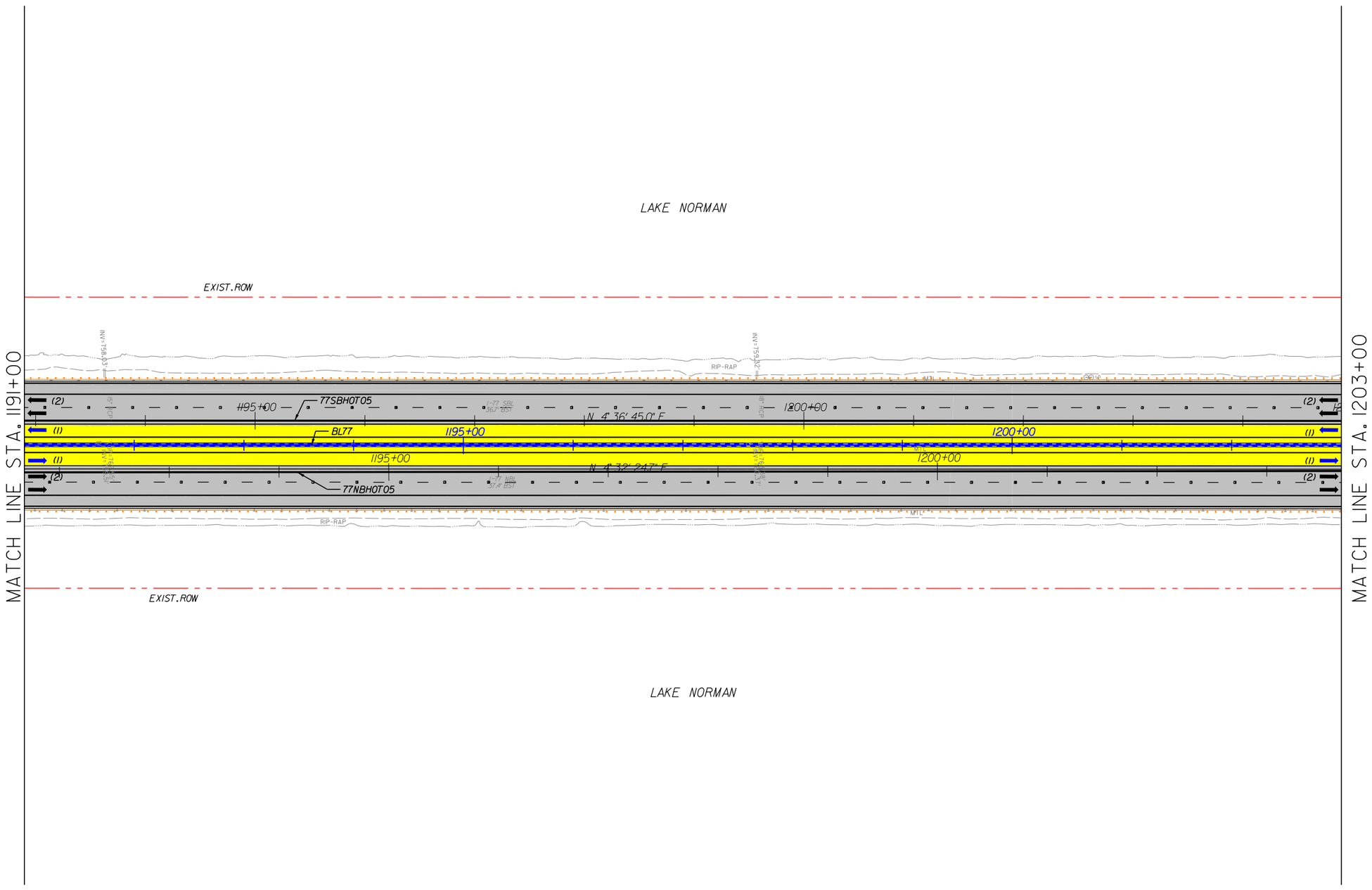
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 142

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 2: STA 1189+00 TO 1240+00.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
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- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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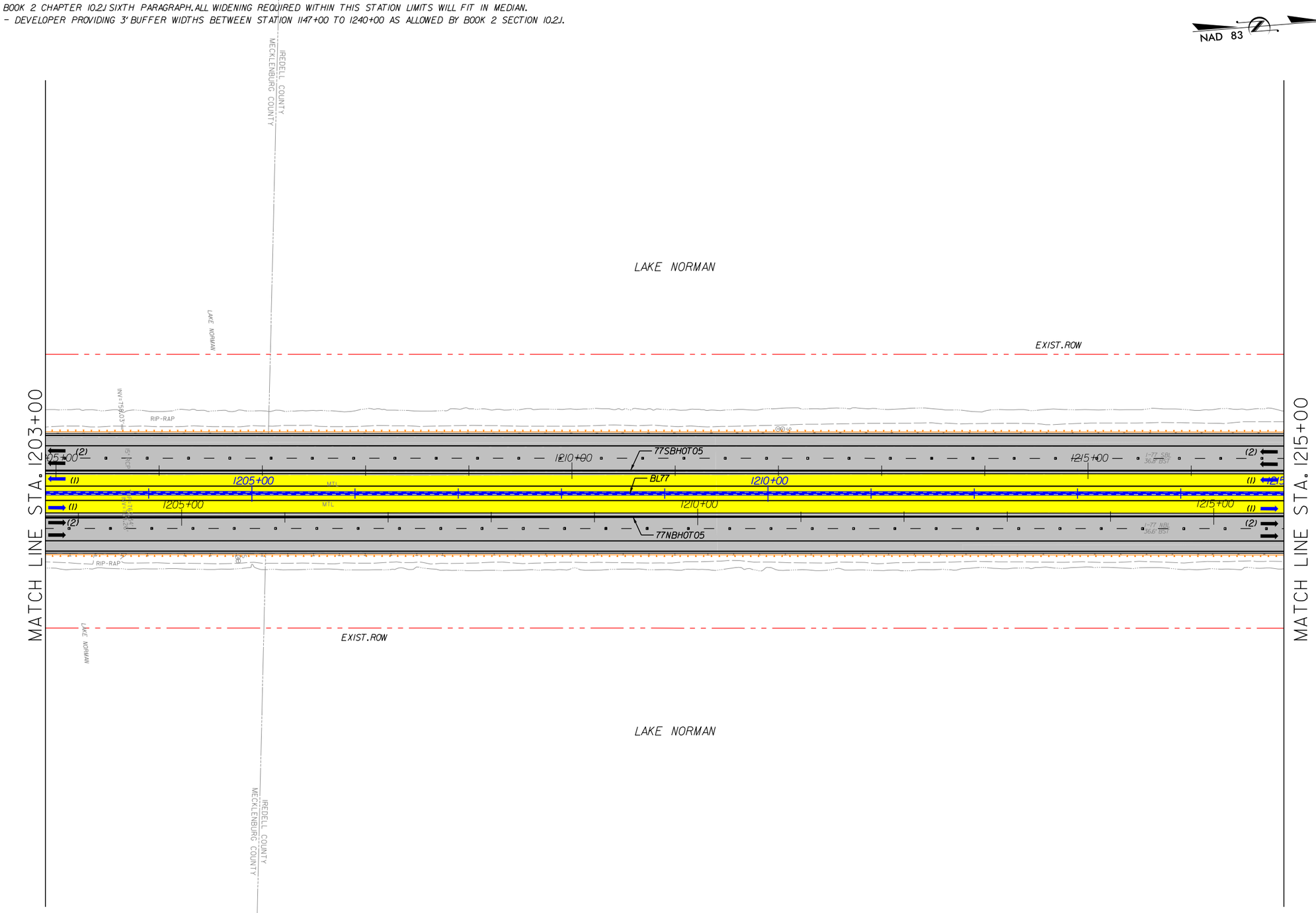
NOTES:
- FROM STATION 1147+00 TO 1240+00.6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00.DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2J SIXTH PARAGRAPH.ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 143

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 2: STA 1189+00 TO 1240+00.

LEGEND

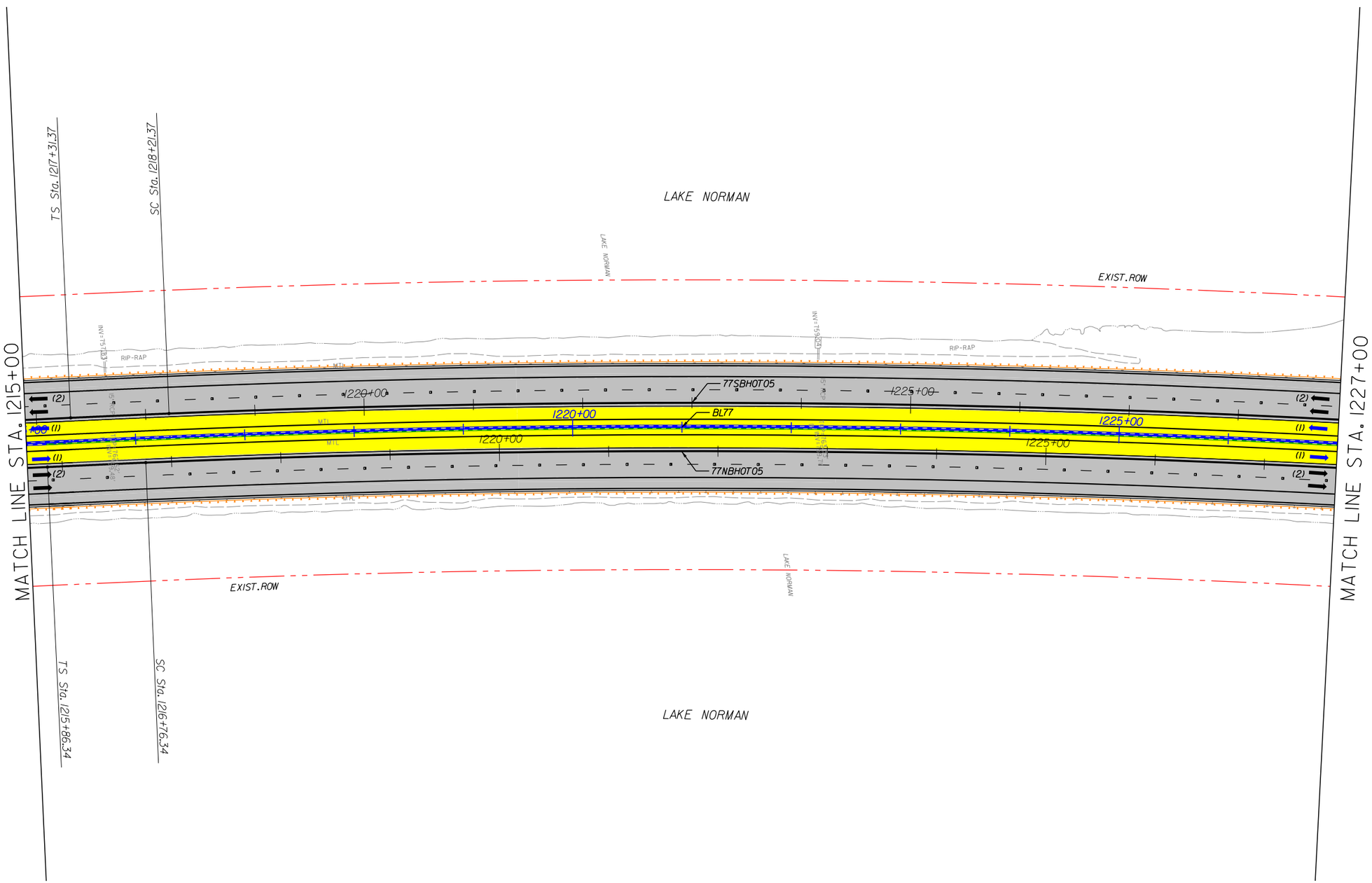
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

2/26/2014
P:\007 I77
2:00:32 PM

NOTES:
- FROM STATION 1147+00 TO 1240+00.6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00.DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 144

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 2: STA 1189+00 TO 1240+00.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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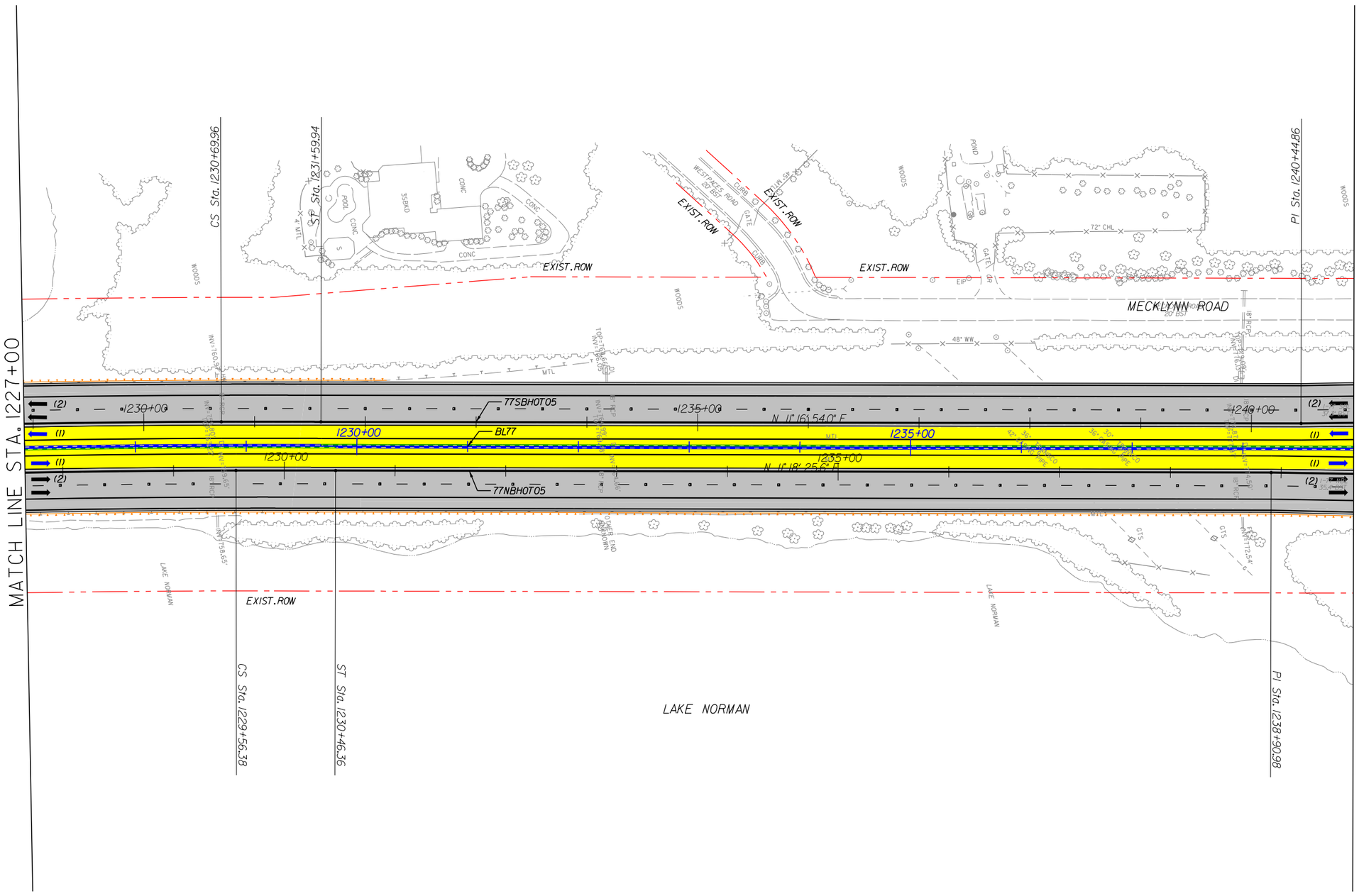
NOTES:
- FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00, DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 145

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 2: STA 1189+00 TO 1240+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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2/26/2014
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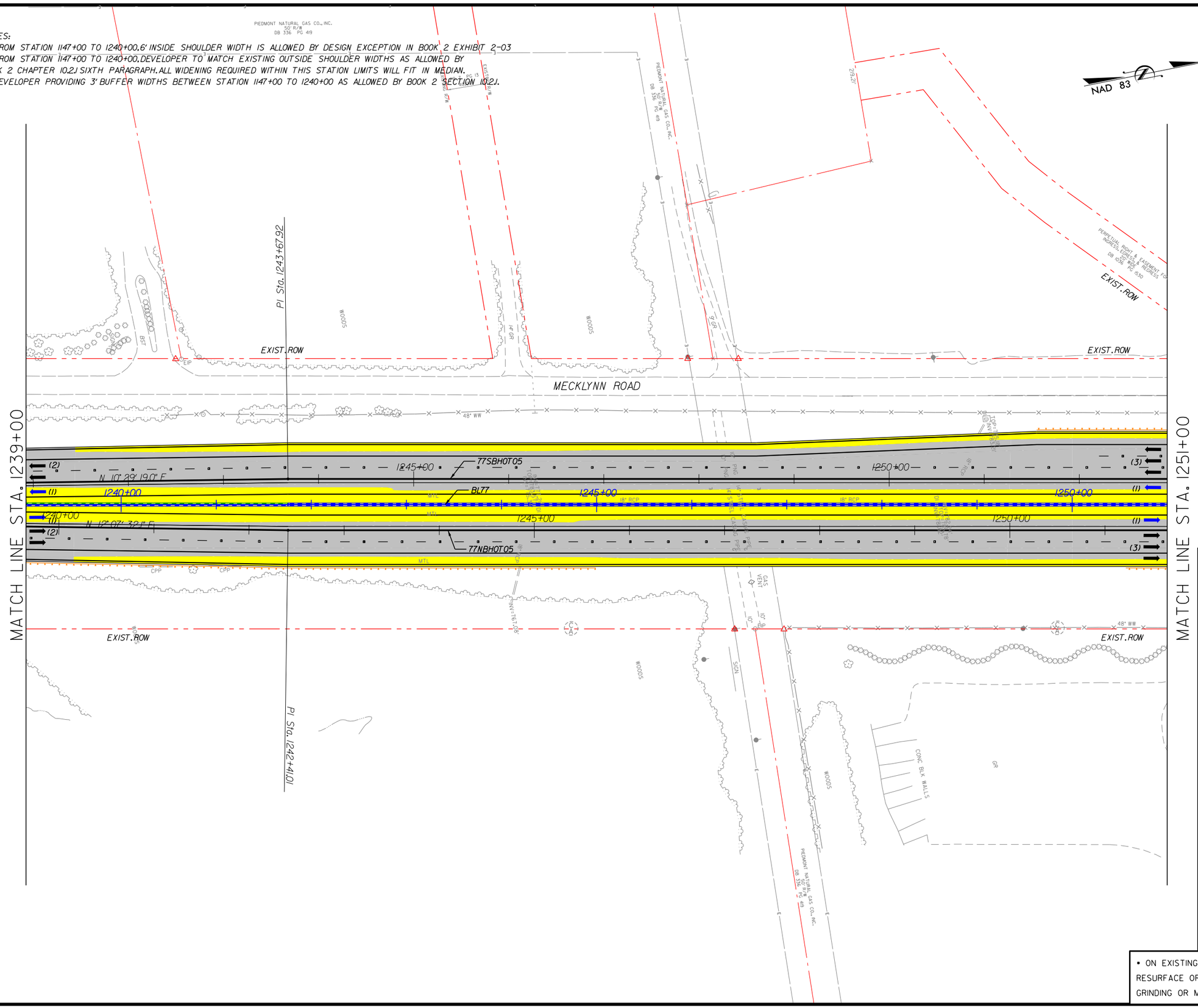
NOTES:
- FROM STATION 1147+00 TO 1240+00, 6' INSIDE SHOULDER WIDTH IS ALLOWED BY DESIGN EXCEPTION IN BOOK 2 EXHIBIT 2-03
- FROM STATION 1147+00 TO 1240+00, DEVELOPER TO MATCH EXISTING OUTSIDE SHOULDER WIDTHS AS ALLOWED BY BOOK 2 CHAPTER 10.2.J SIXTH PARAGRAPH. ALL WIDENING REQUIRED WITHIN THIS STATION LIMITS WILL FIT IN MEDIAN.
- DEVELOPER PROVIDING 3' BUFFER WIDTHS BETWEEN STATION 1147+00 TO 1240+00 AS ALLOWED BY BOOK 2 SECTION 10.2.J.



I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 146

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 2: STA 1189+00 TO 1240+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

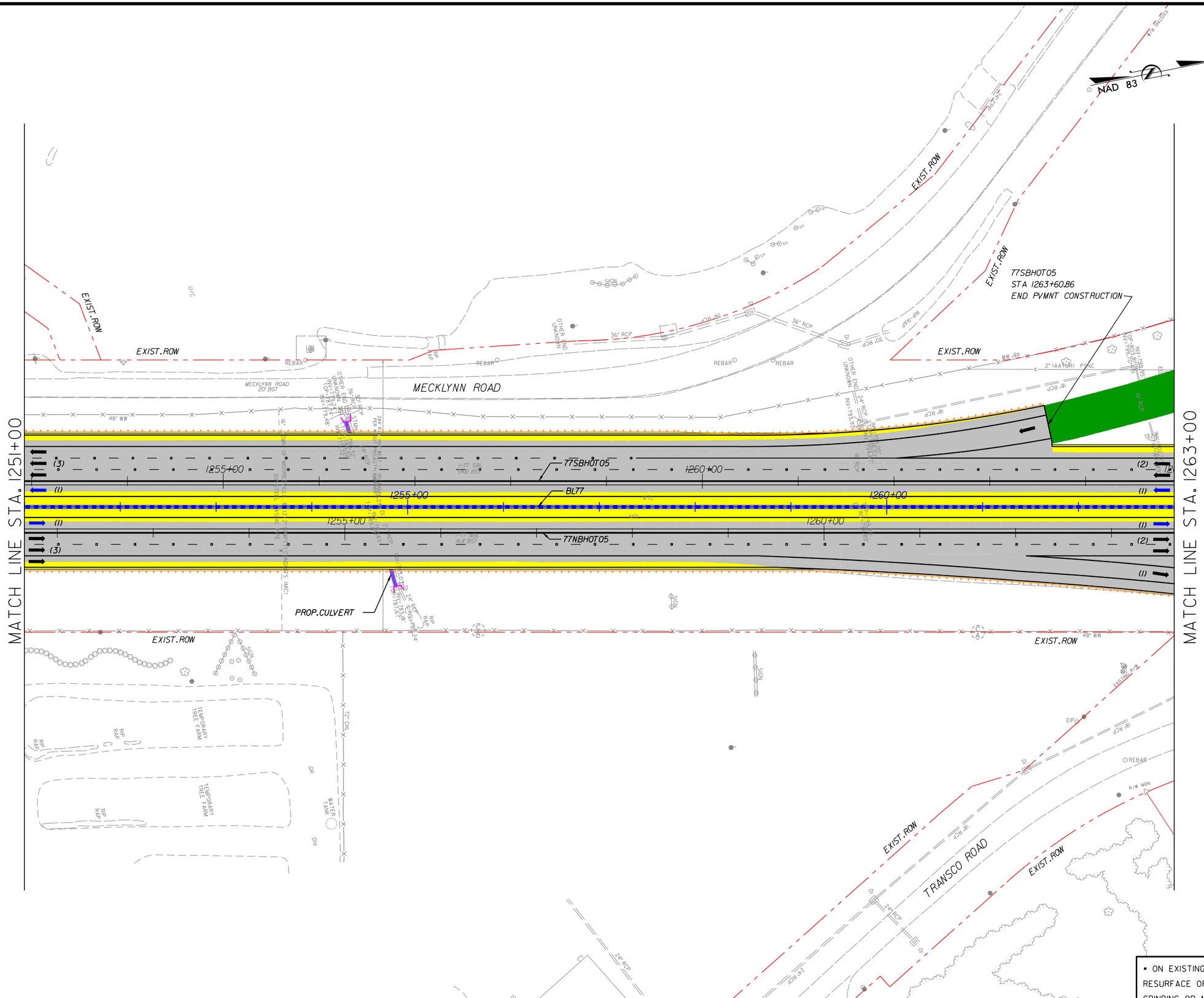
February 2014

SHEET NO. 147

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.



• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

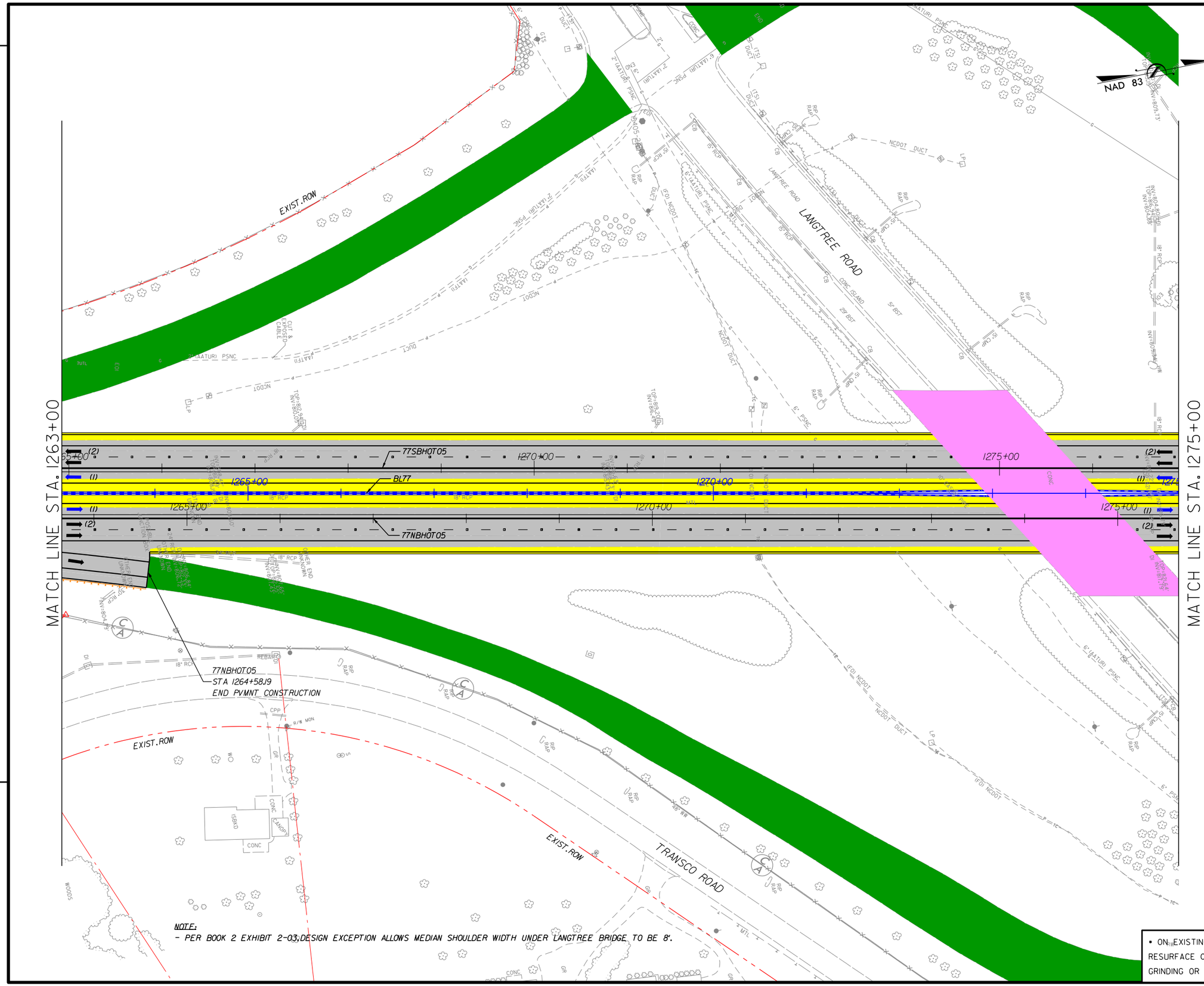
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 148

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTE:
- PER BOOK 2 EXHIBIT 2-03, DESIGN EXCEPTION ALLOWS MEDIAN SHOULDER WIDTH UNDER LANGTREE BRIDGE TO BE 8'.

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. LANGTREE ROAD OVER I77: MIN. VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - LANGTREE RD. OVER I77.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

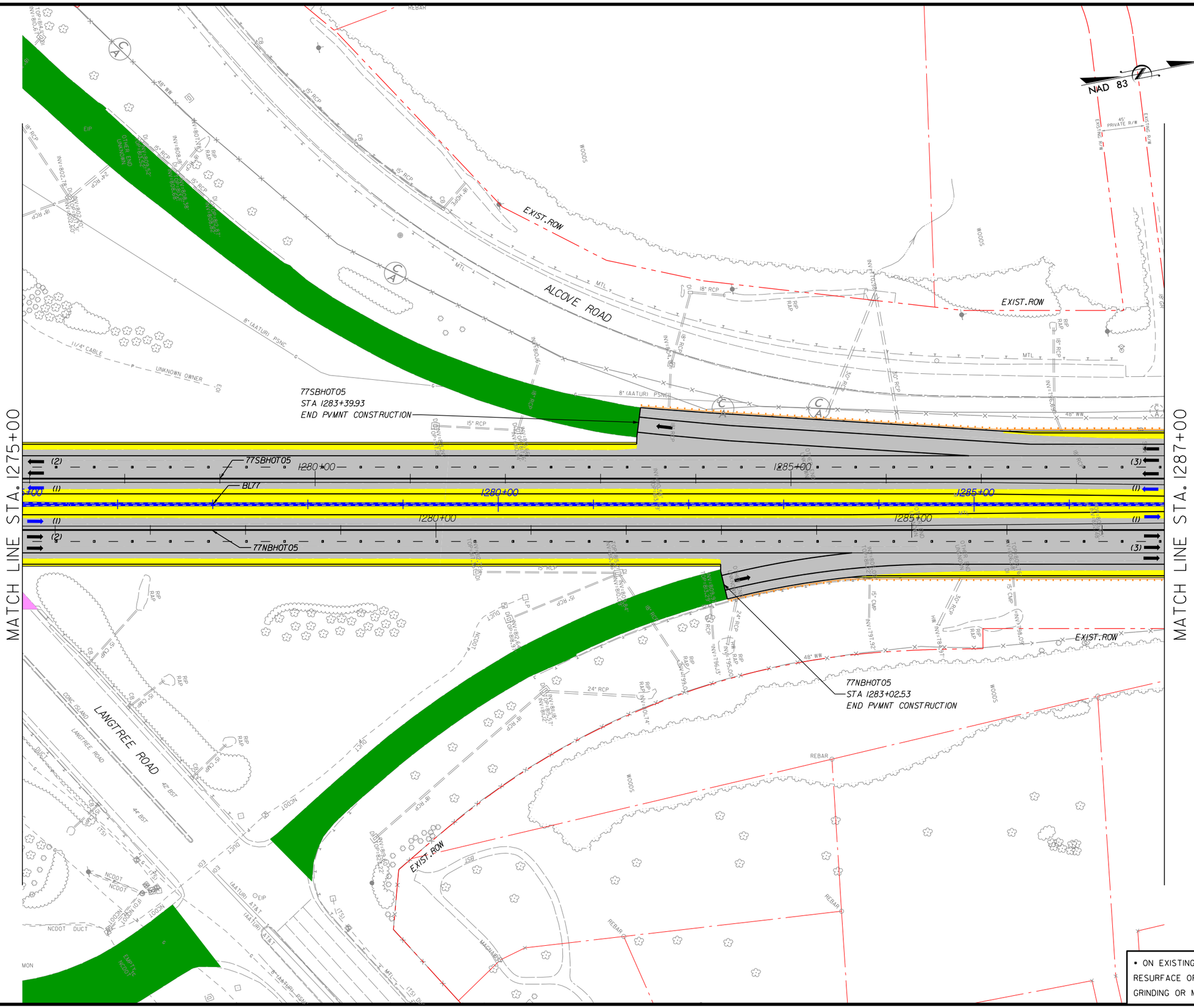
February 2014

SHEET NO. 149

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - LANGTREE RD. OVER I77.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

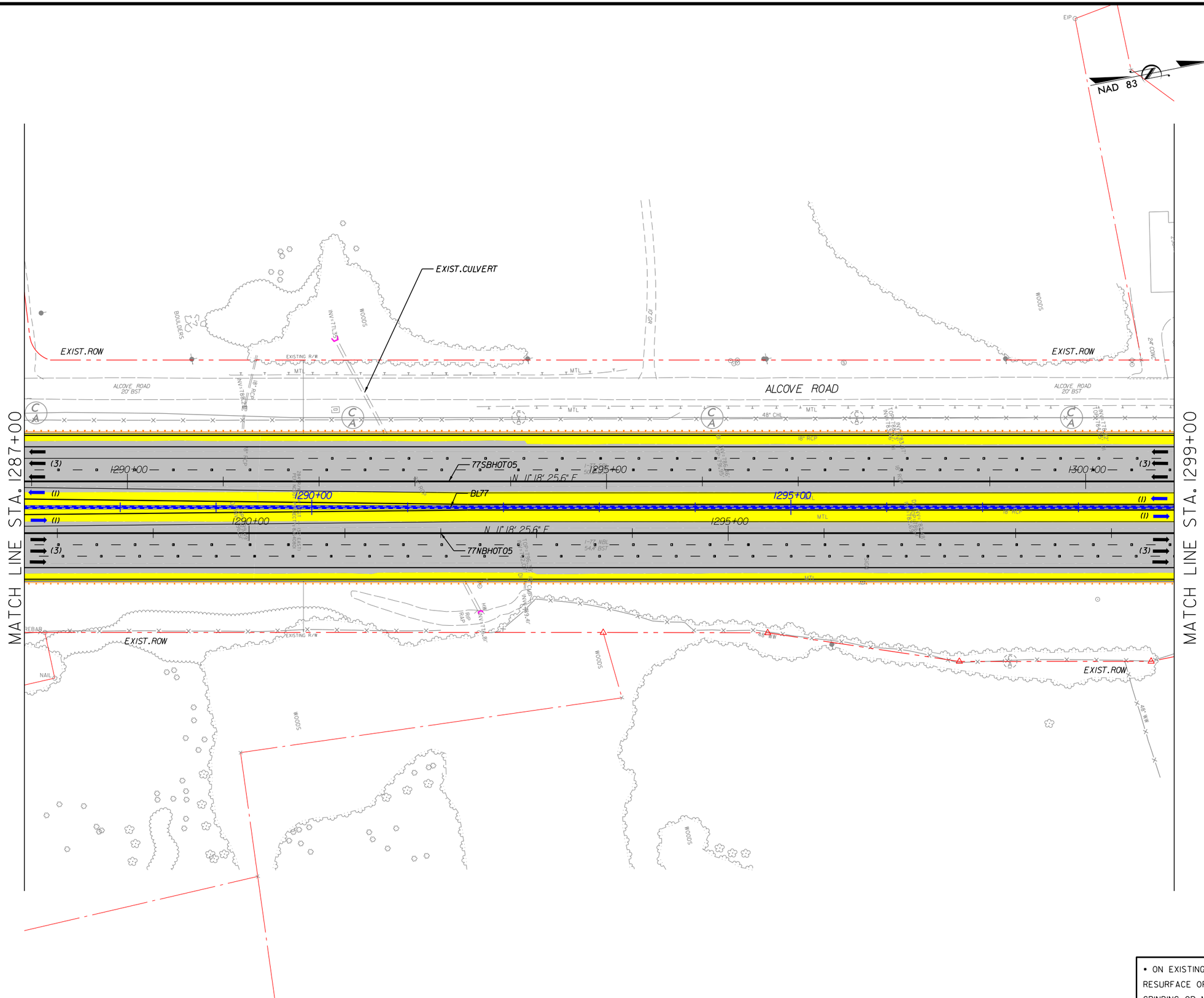
February 2014

SHEET NO. 150

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.



LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

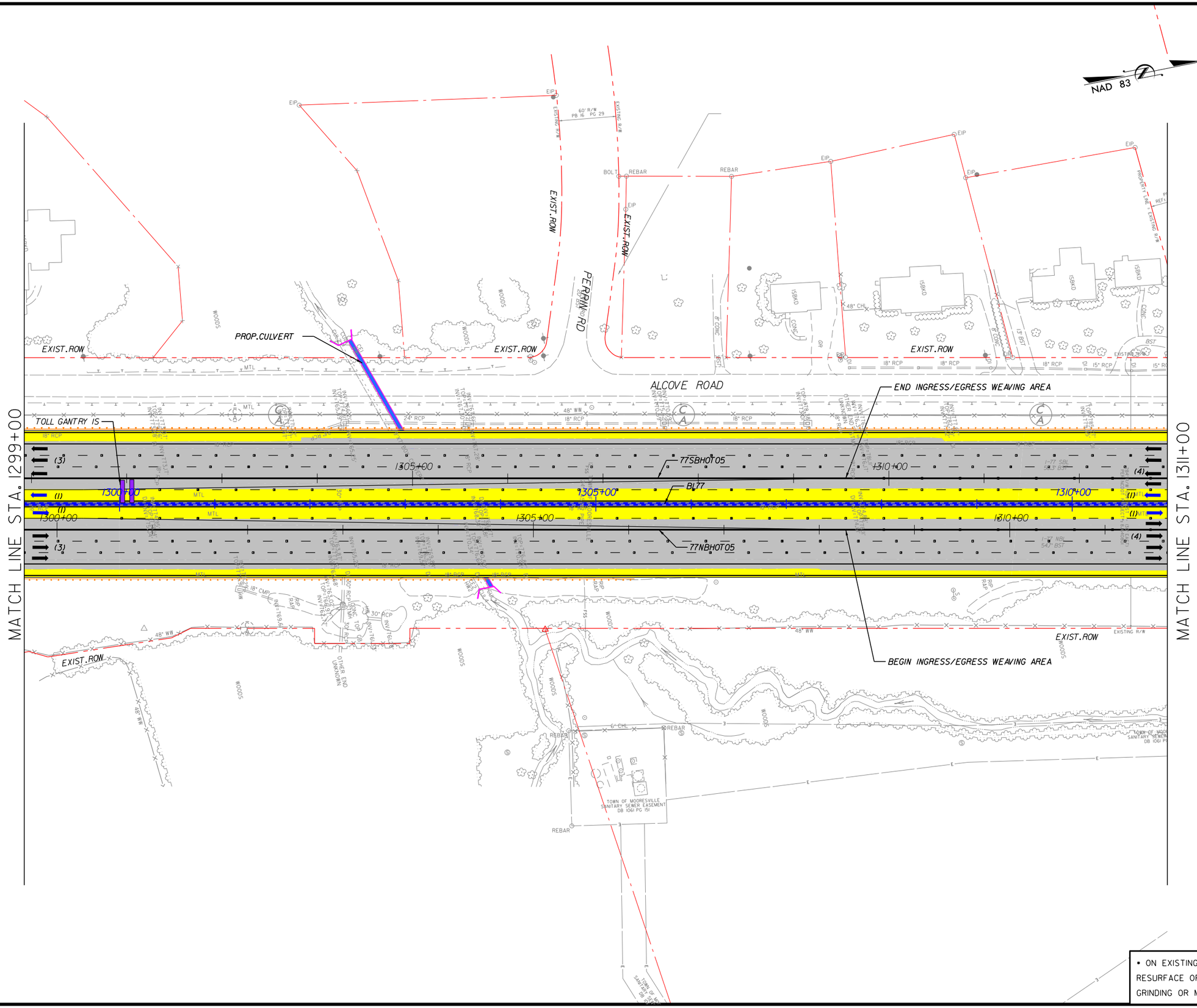
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 151

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

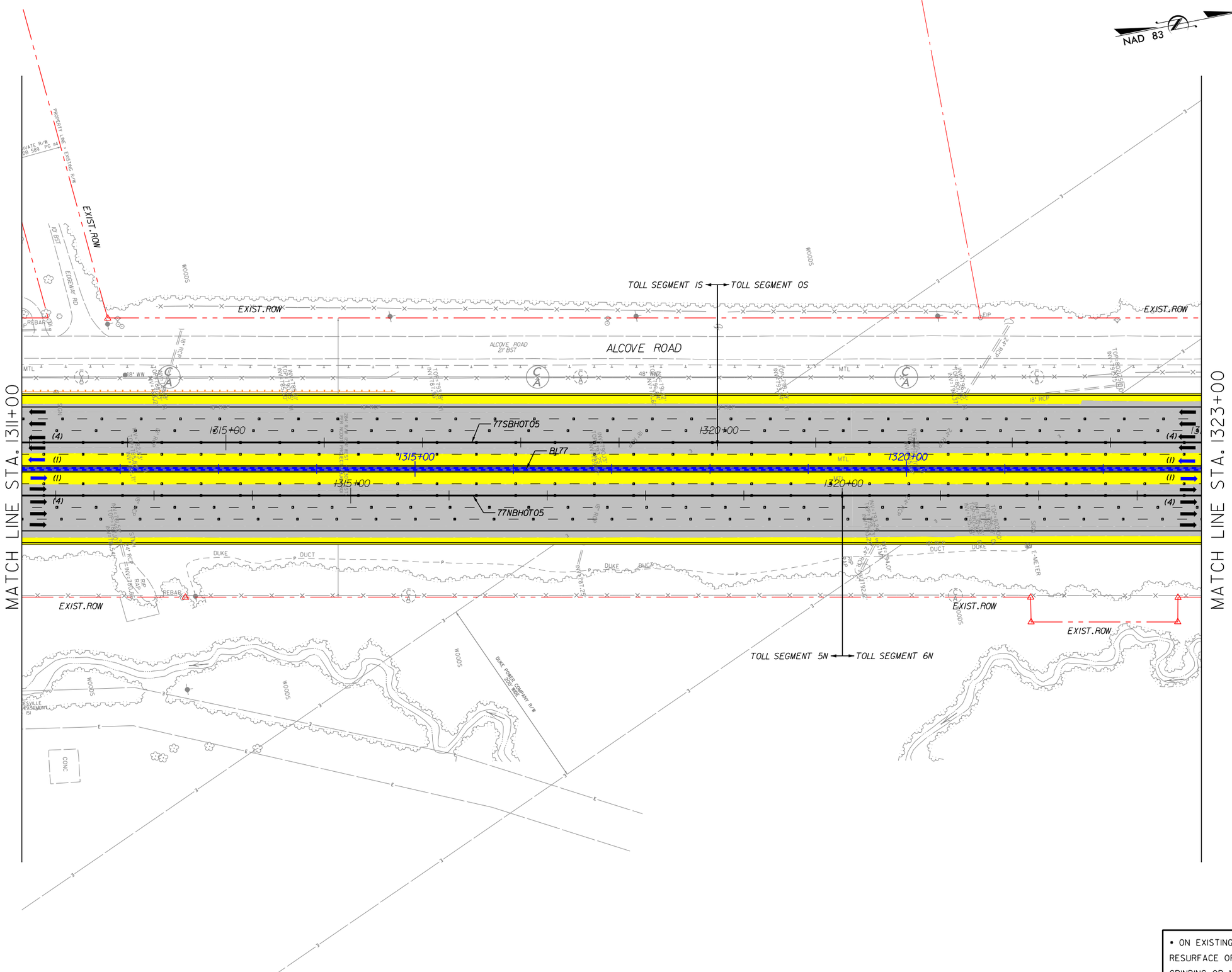
SHEET NO. 152

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.



LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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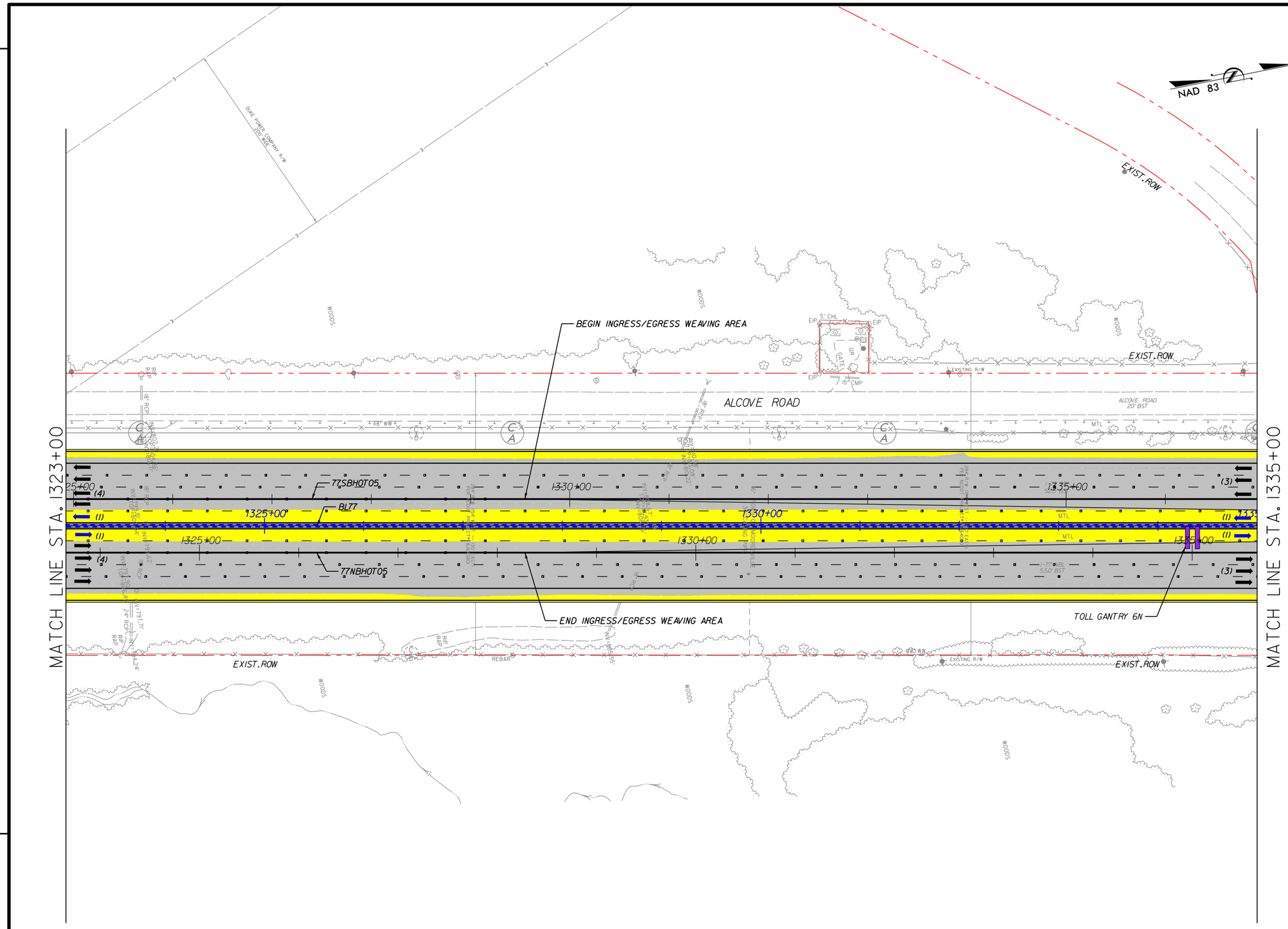

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 153

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DEOI-SHLDR.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

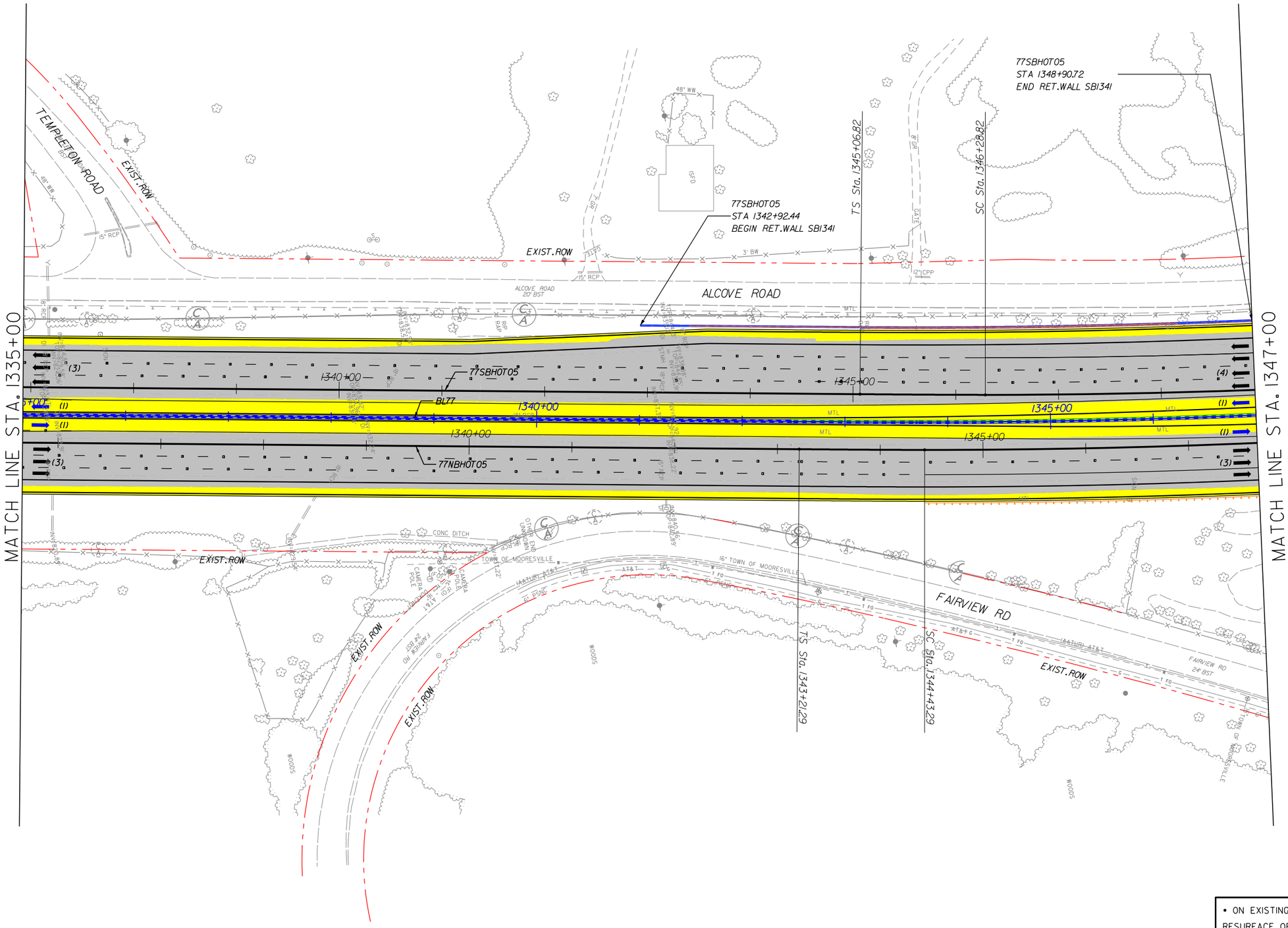
February 2014

SHEET NO. 154

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

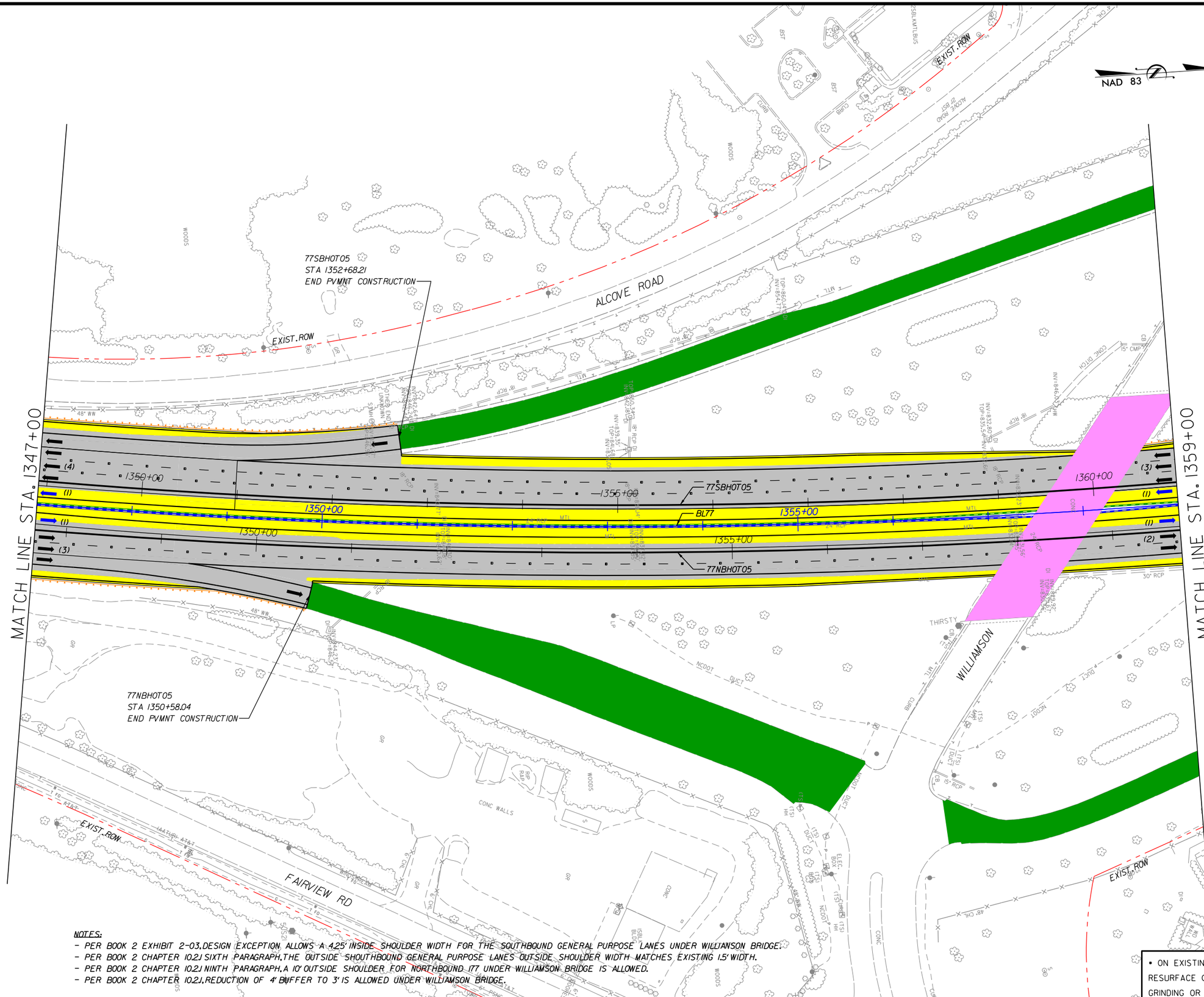
February 2014

SHEET NO. 155

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. WILLIAMSON ROAD OVER I77: MIN VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH EXCEEDING DESIGN EXCEPTION DEOI-SHLDR: WILLIAMSON RD. OVER I77 NORTHBOUND. (PROPOSED 8.5' VS 4.33' DE)

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

NOTES:

- PER BOOK 2 EXHIBIT 2-03, DESIGN EXCEPTION ALLOWS A 4.25' INSIDE SHOULDER WIDTH FOR THE SOUTHBOUND GENERAL PURPOSE LANES UNDER WILLIANSON BRIDGE.
- PER BOOK 2 CHAPTER 10.2J SIXTH PARAGRAPH, THE OUTSIDE SHOUTHBOUND GENERAL PURPOSE LANES OUTSIDE SHOULDER WIDTH MATCHES EXISTING 1.5' WIDTH.
- PER BOOK 2 CHAPTER 10.2J NINTH PARAGRAPH, A 10' OUTSIDE SHOULDER FOR NORTHBOUND I77 UNDER WILLIAMSON BRIDGE IS ALLOWED.
- PER BOOK 2 CHAPTER 10.2J, REDUCTION OF 4' BUFFER TO 3' IS ALLOWED UNDER WILLIAMSON BRIDGE.

The information included herein was developed as part of a conceptual proposal, does not necessarily reflect the ultimate design or construction of the I-77 Project, and is subject to change based upon the impending higher design effort and NCDOT's review thereof. The information herein is being provided for informational purposes only and should not be relied upon for any reason.

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

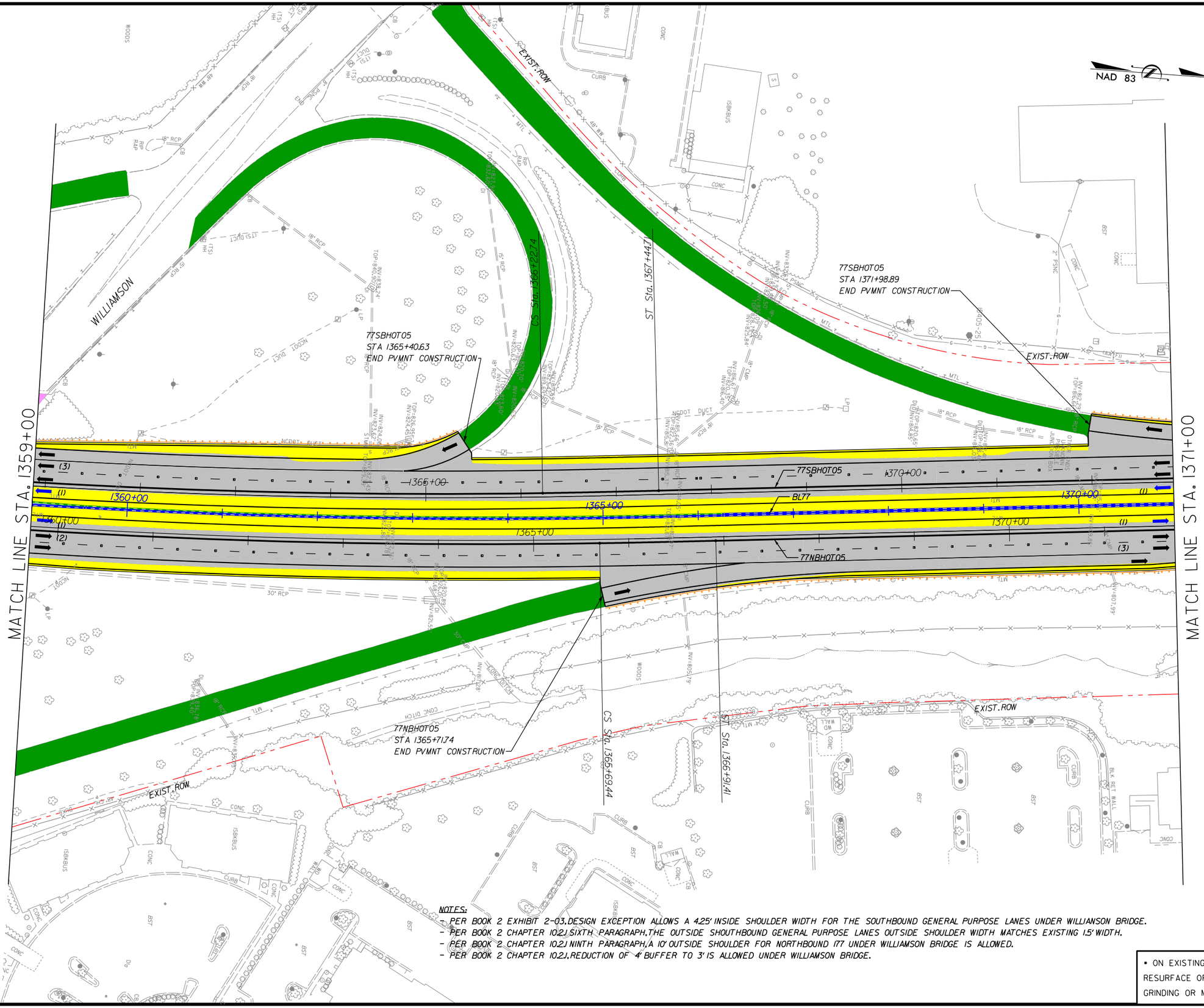
February 2014

SHEET NO. 156

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH EXCEEDING DESIGN EXCEPTION DEOI-SHLDR: WILLIAMSON RD. OVER I77 NORTH BOUND, (PROPOSED 8.5' VS 4.33' DE)

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

NOTES:
- PER BOOK 2 EXHIBIT 2-03, DESIGN EXCEPTION ALLOWS A 4.25' INSIDE SHOULDER WIDTH FOR THE SOUTHBOUND GENERAL PURPOSE LANES UNDER WILLIANSON BRIDGE.
- PER BOOK 2 CHAPTER 10.2.I SIXTH PARAGRAPH, THE OUTSIDE SHOUTHBOUND GENERAL PURPOSE LANES OUTSIDE SHOULDER WIDTH MATCHES EXISTING 1.5' WIDTH.
- PER BOOK 2 CHAPTER 10.2.I NINTH PARAGRAPH, A 10' OUTSIDE SHOULDER FOR NORTHBOUND I77 UNDER WILLIAMSON BRIDGE IS ALLOWED.
- PER BOOK 2 CHAPTER 10.2.I, REDUCTION OF 4' BUFFER TO 3' IS ALLOWED UNDER WILLIAMSON BRIDGE.

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

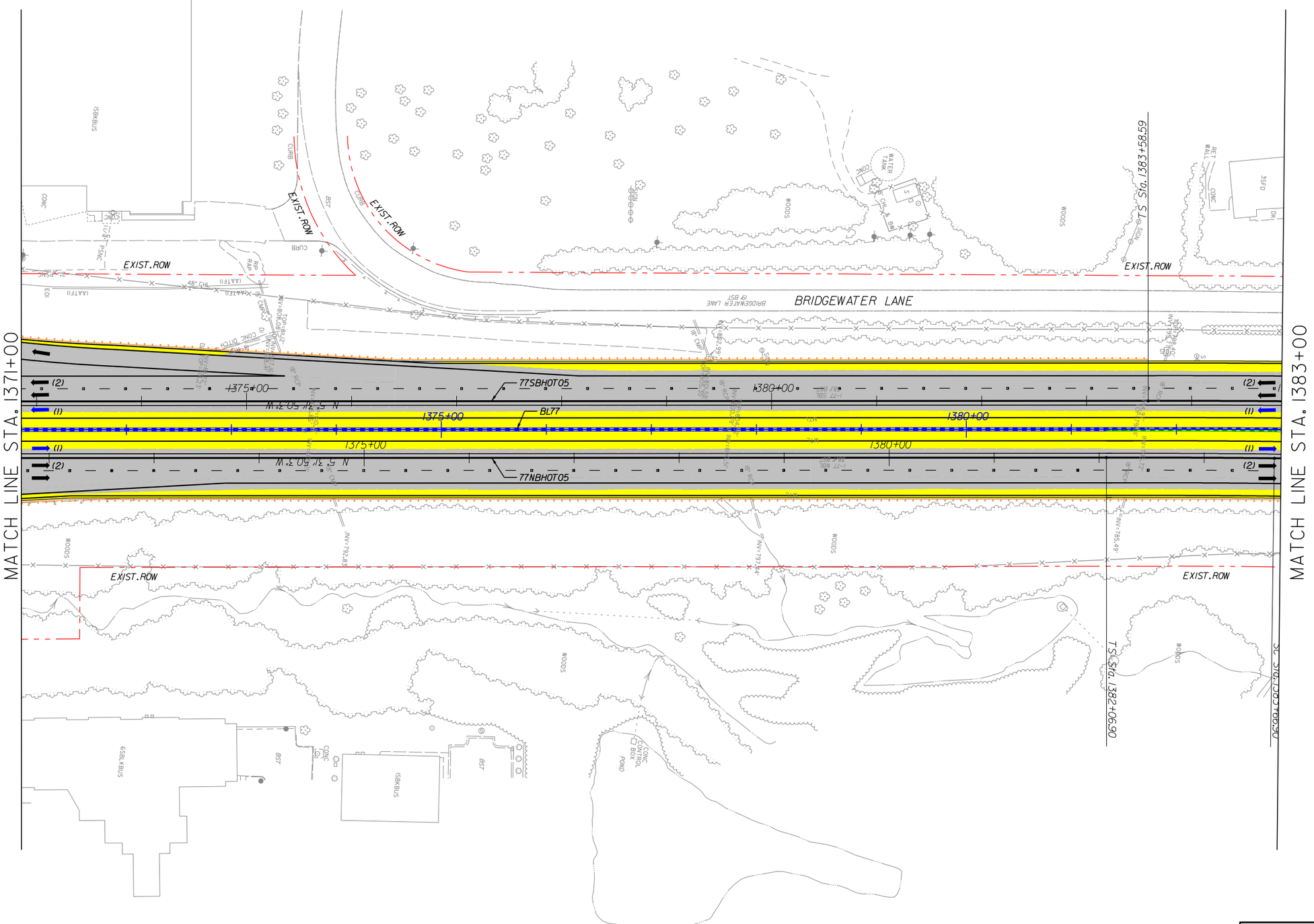
February 2014

SHEET NO. 157

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

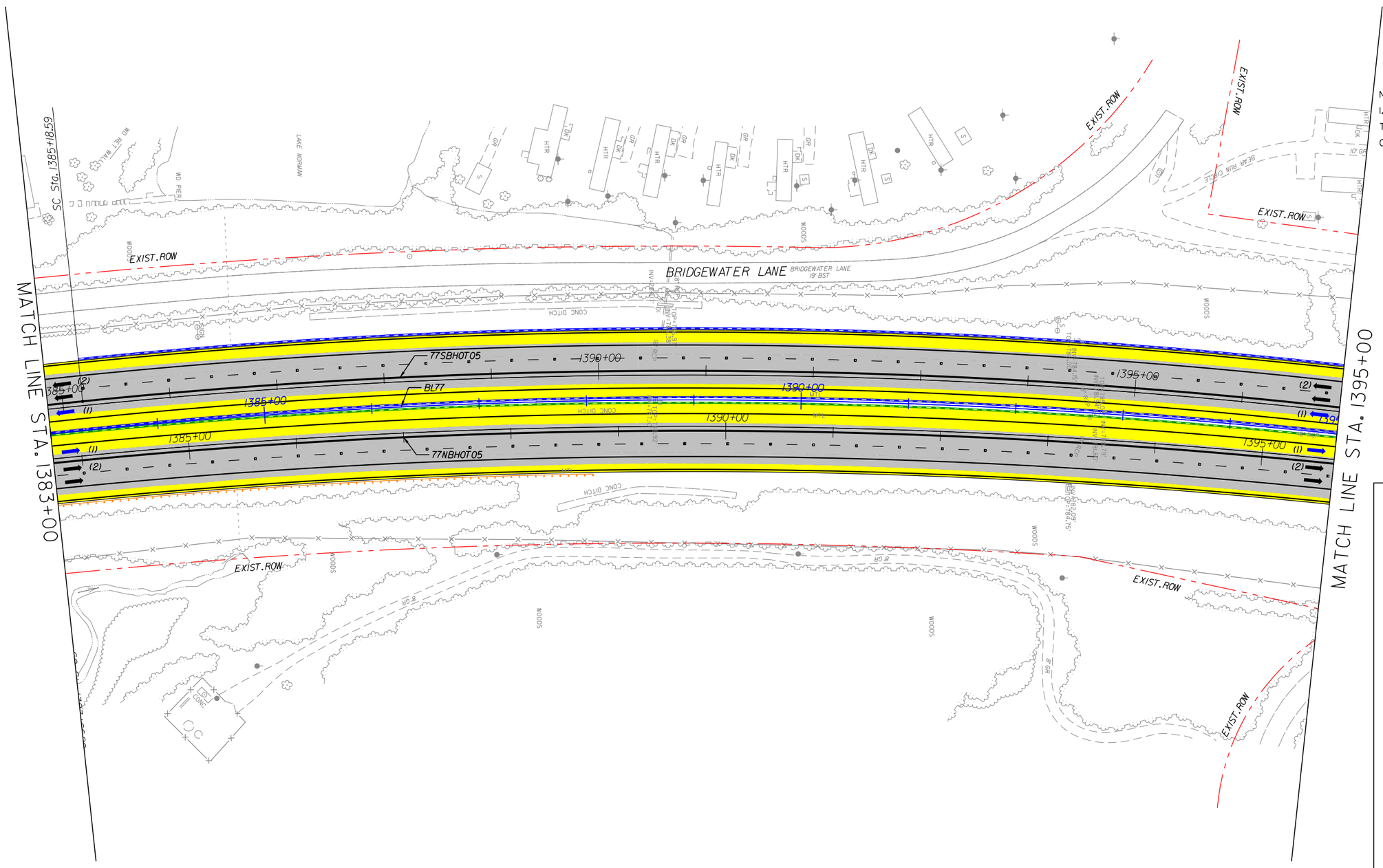
February 2014

SHEET NO. 158

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

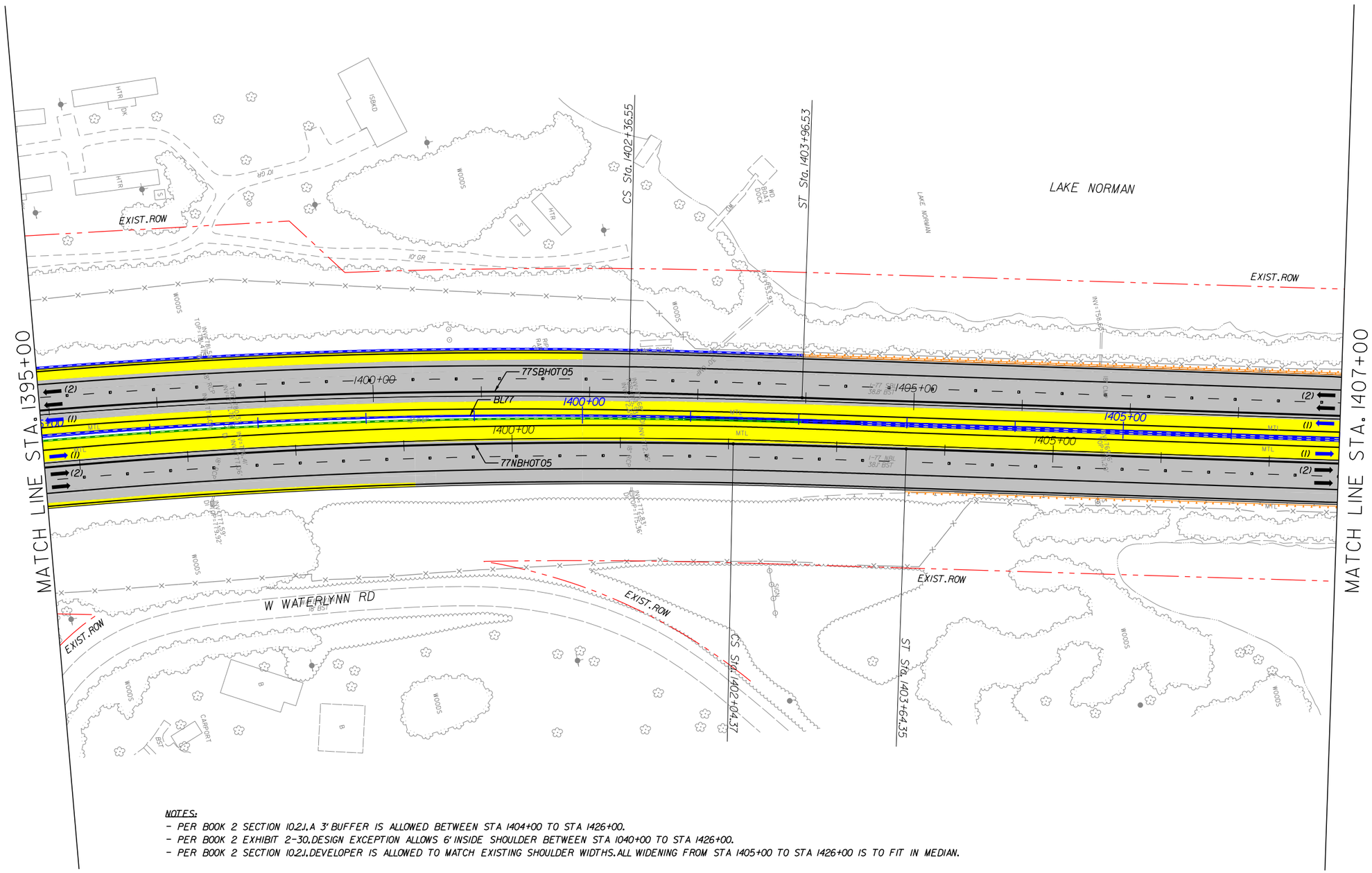
February 2014

SHEET NO. 159

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77NB: STA 1397+20.

NOTES:
- PER BOOK 2 SECTION 10.2J.A 3' BUFFER IS ALLOWED BETWEEN STA 1404+00 TO STA 1426+00.
- PER BOOK 2 EXHIBIT 2-30.DESIGN EXCEPTION ALLOWS 6' INSIDE SHOULDER BETWEEN STA 1040+00 TO STA 1426+00.
- PER BOOK 2 SECTION 10.2J.DEVELOPER IS ALLOWED TO MATCH EXISTING SHOULDER WIDTHS.ALL WIDENING FROM STA 1405+00 TO STA 1426+00 IS TO FIT IN MEDIAN.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

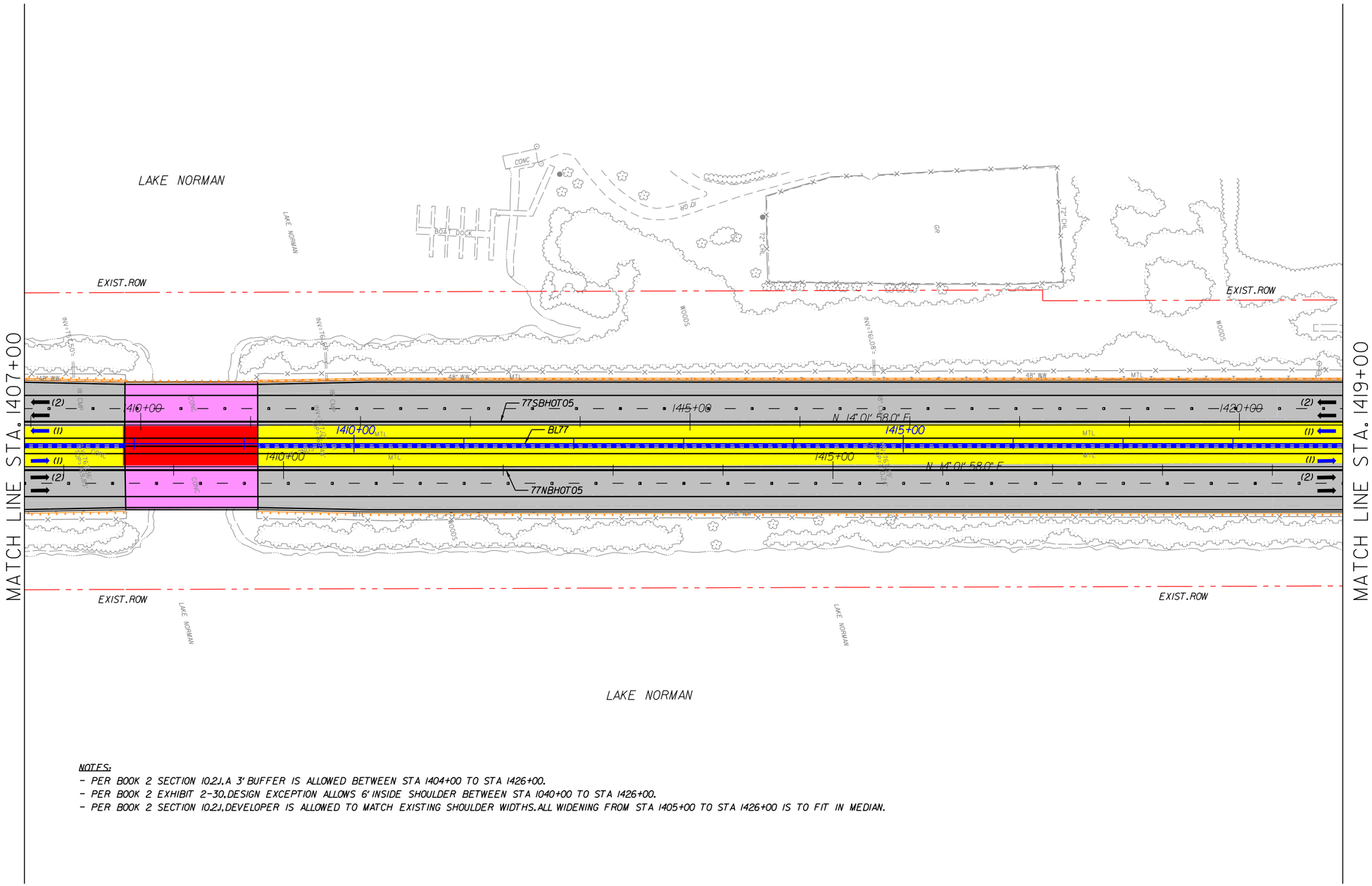
February 2014

SHEET NO. 160

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 3: STA 1404+00 TO 1426+00.

NOTES:
- PER BOOK 2 SECTION 10.2J, A 3' BUFFER IS ALLOWED BETWEEN STA 1404+00 TO STA 1426+00.
- PER BOOK 2 EXHIBIT 2-30, DESIGN EXCEPTION ALLOWS 6' INSIDE SHOULDER BETWEEN STA 1040+00 TO STA 1426+00.
- PER BOOK 2 SECTION 10.2J, DEVELOPER IS ALLOWED TO MATCH EXISTING SHOULDER WIDTHS. ALL WIDENING FROM STA 1405+00 TO STA 1426+00 IS TO FIT IN MEDIAN.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

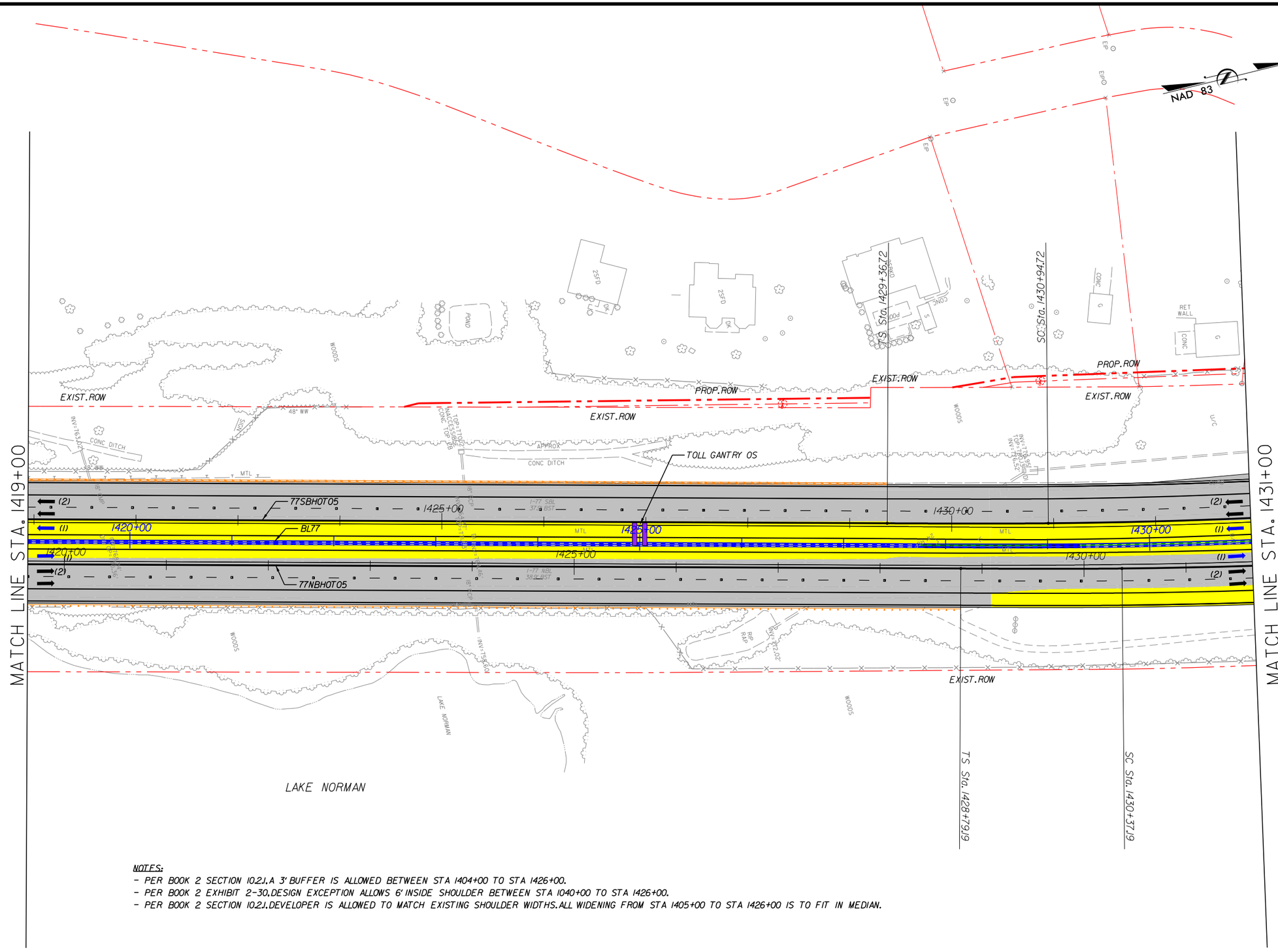
February 2014

SHEET NO. 161

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE01-SHLDR:
   - I77NB: STA 1423+60.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DE08-CSWY:
   - CAUSEWAY 3: STA 1404+00 TO 1426+00.
4. TOLL GANTRY STRUCTURE WITH MEDIAN SHOULDER WIDTH LESS THAN MINIMUM ACCORDING DESIGN EXCEPTION DE01-SHLDR.



NOTES:
- PER BOOK 2 SECTION 10.2J, A 3' BUFFER IS ALLOWED BETWEEN STA 1404+00 TO STA 1426+00.
- PER BOOK 2 EXHIBIT 2-30, DESIGN EXCEPTION ALLOWS 6' INSIDE SHOULDER BETWEEN STA 1040+00 TO STA 1426+00.
- PER BOOK 2 SECTION 10.2J, DEVELOPER IS ALLOWED TO MATCH EXISTING SHOULDER WIDTHS. ALL WIDENING FROM STA 1405+00 TO STA 1426+00 IS TO FIT IN MEDIAN.

LEGEND
- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

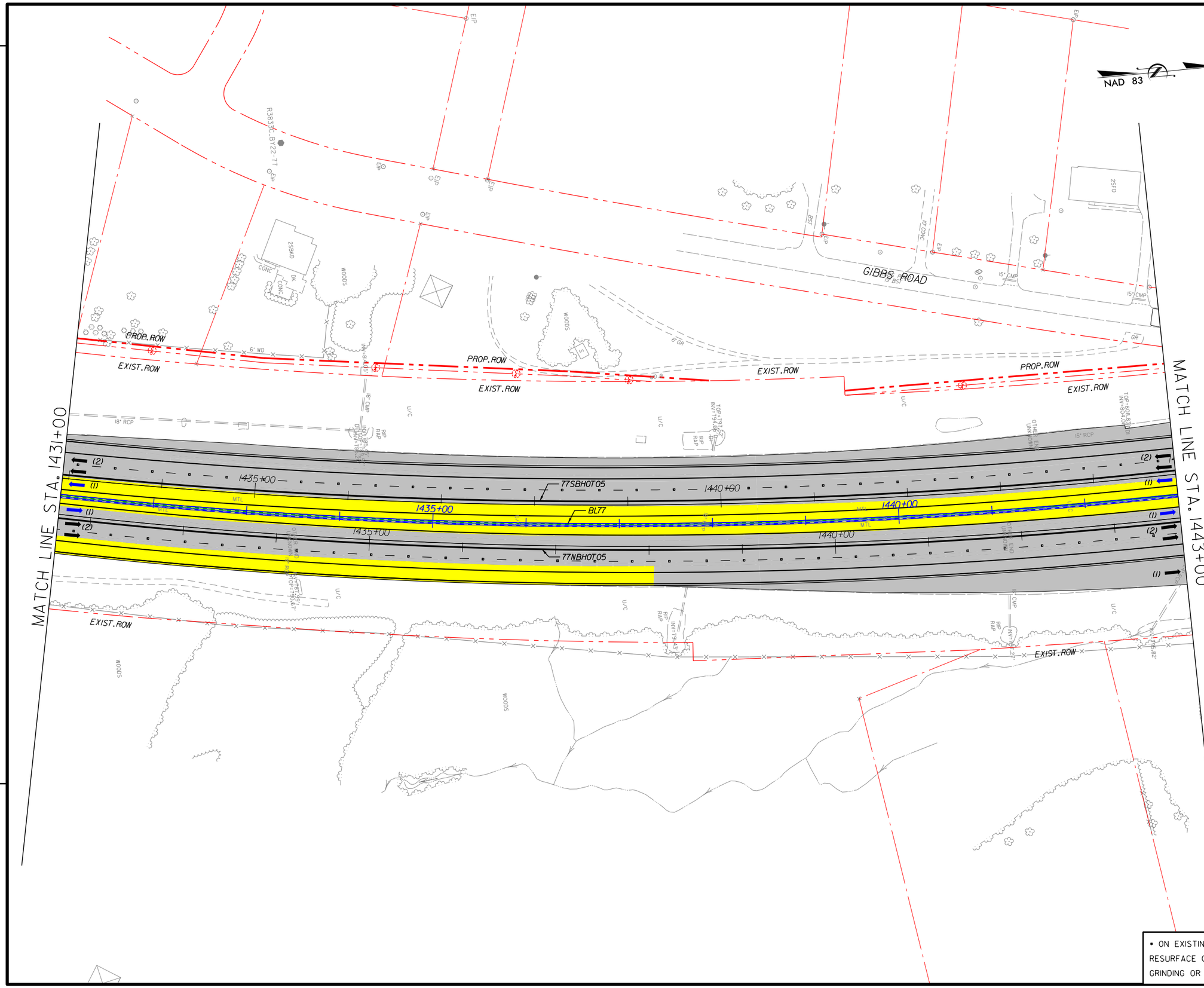
February 2014

SHEET NO. 162

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT*
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

* ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

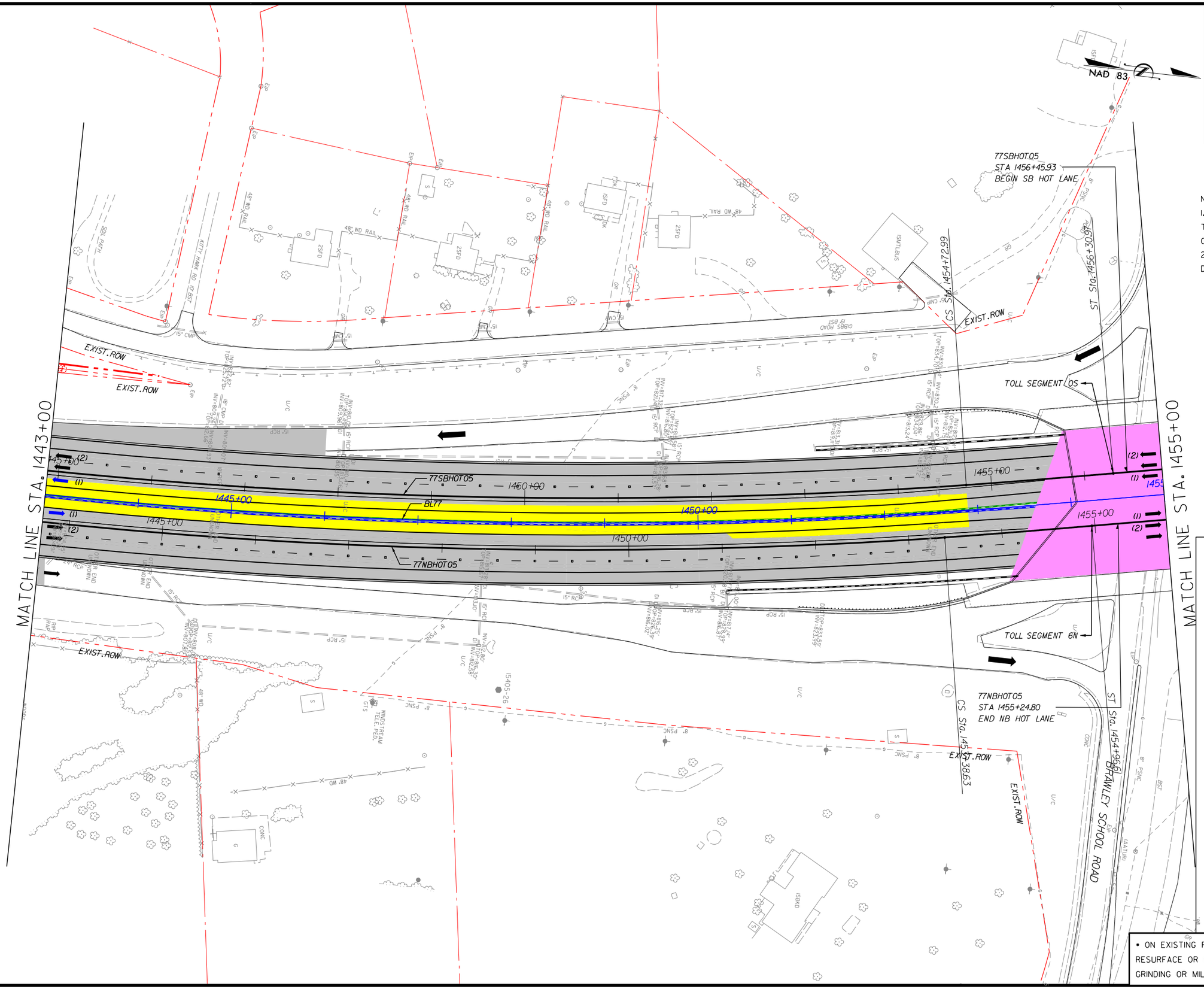
February 2014

SHEET NO. 163

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77NB: STA 1450+00.
- I77SB: STA 1450+00.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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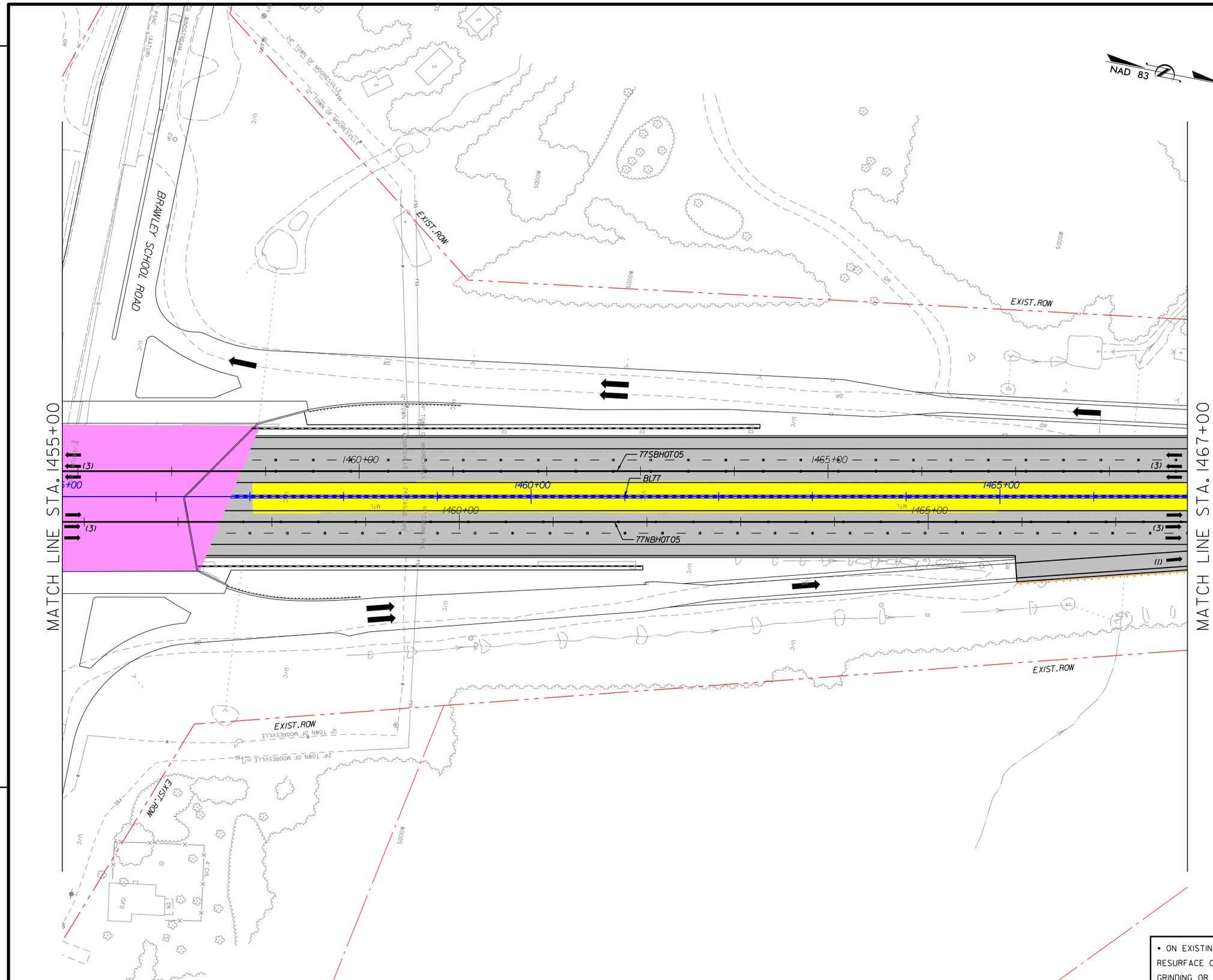

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 164

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. BRAWLEY SCHOOL ROAD OVER I77: MIN VERTICAL CLEARANCE 17' OR SAME AS EXISTING PER BOOK 2.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - BRAWLEY SCHOOL RD. OVER I77.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

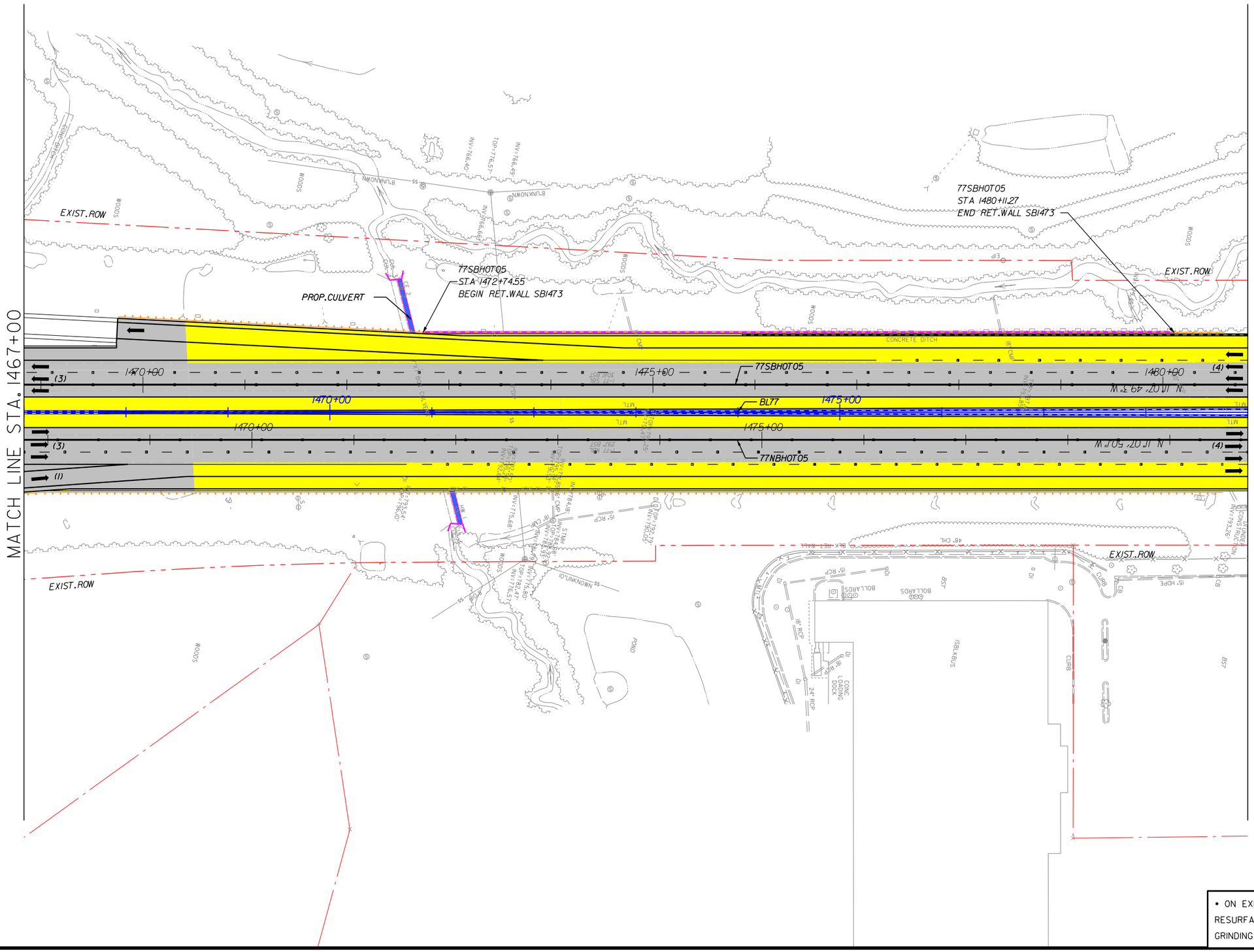
February 2014

SHEET NO. 165

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
- I77SB: STA 1476+40.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

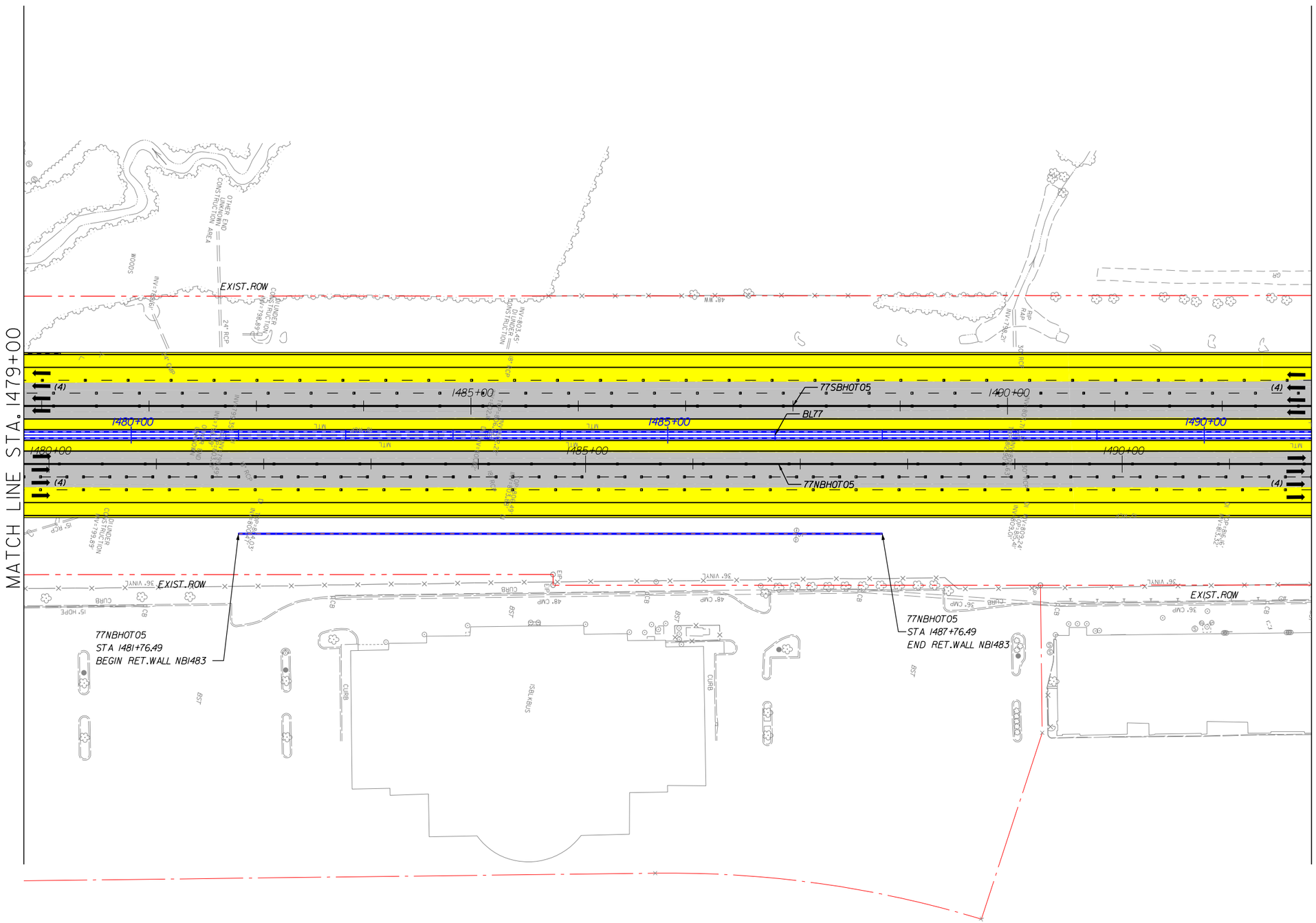
February 2014

SHEET NO. 166

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

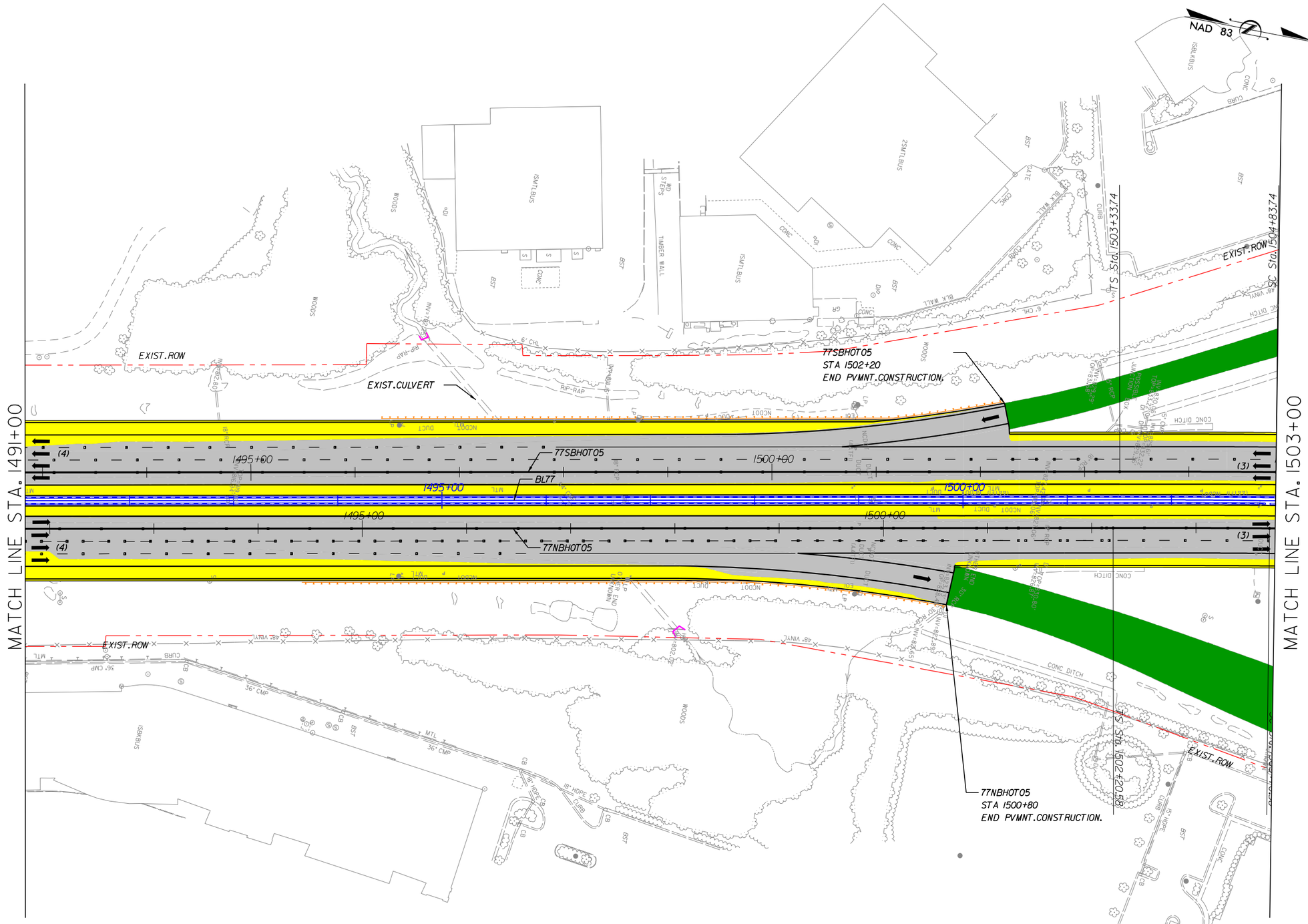
February 2014

SHEET NO. 167

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

2. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - I77SB: STA 1502+80.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
- TRAFFIC RAIL TY T
- TRAFFIC RAIL TY T2
- GUARDRAIL
- HOT LANE TRAFFIC LANE
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY

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2/26/2014
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I-77 HOT Lanes Project

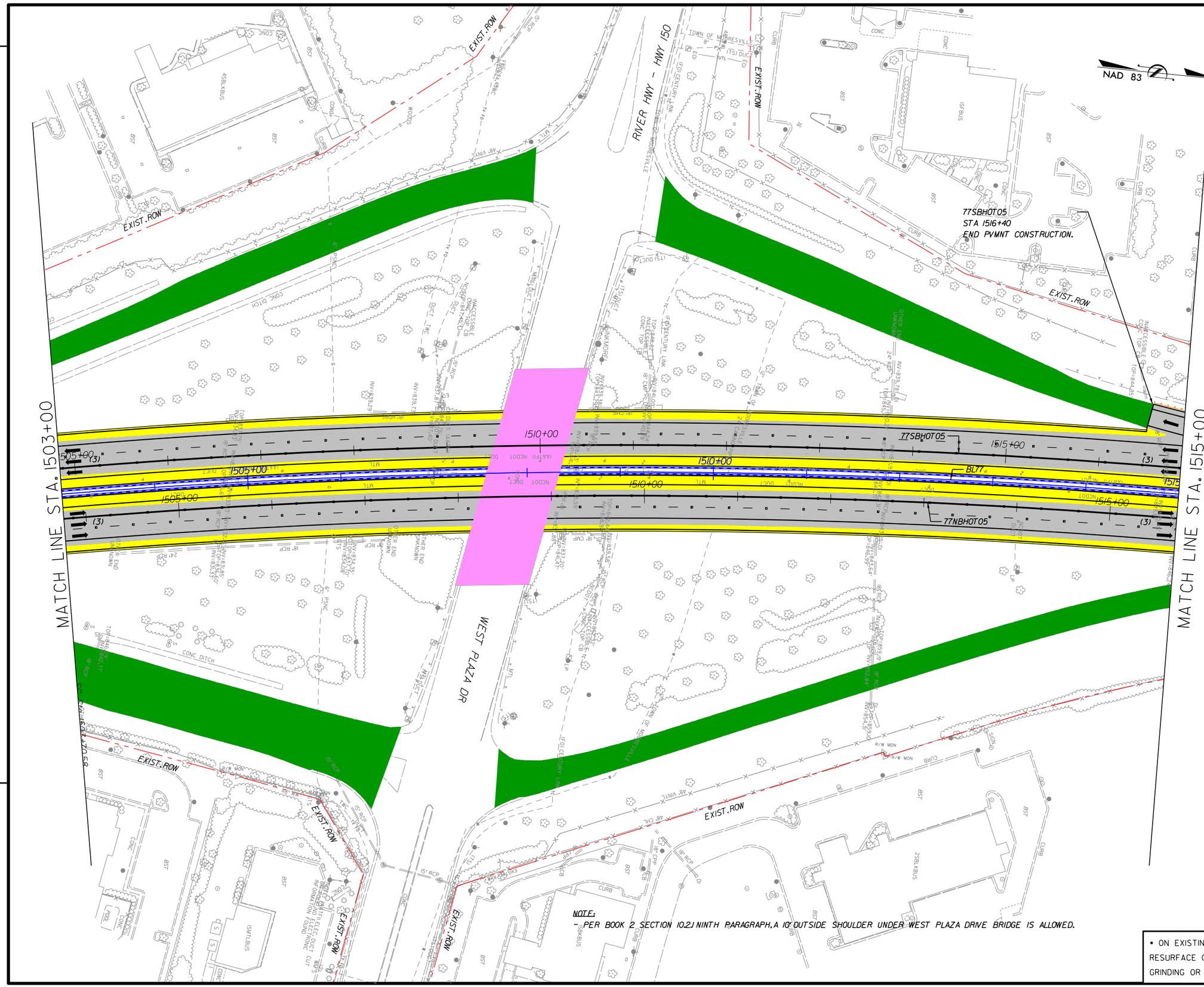
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 168

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'



NOTES:

1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.
2. WEST PLAZA DRIVE OVER I77: MIN. VERTICAL CLEARANCE 16.00' SAME AS EXISTING.
3. SHOULDER WIDTH ACCORDING DESIGN EXCEPTION DEOI-SHLDR:
   - WEST PLAZA DR. OVER I77.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
- EXISTING ROW
- PROPOSED ROW
- PROP. CONTROL OF ACCESS
- PROPOSED RET. WALL
- RAIL BARRIER W/M. SLAB
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- TRAFFIC RAIL TY T2
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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

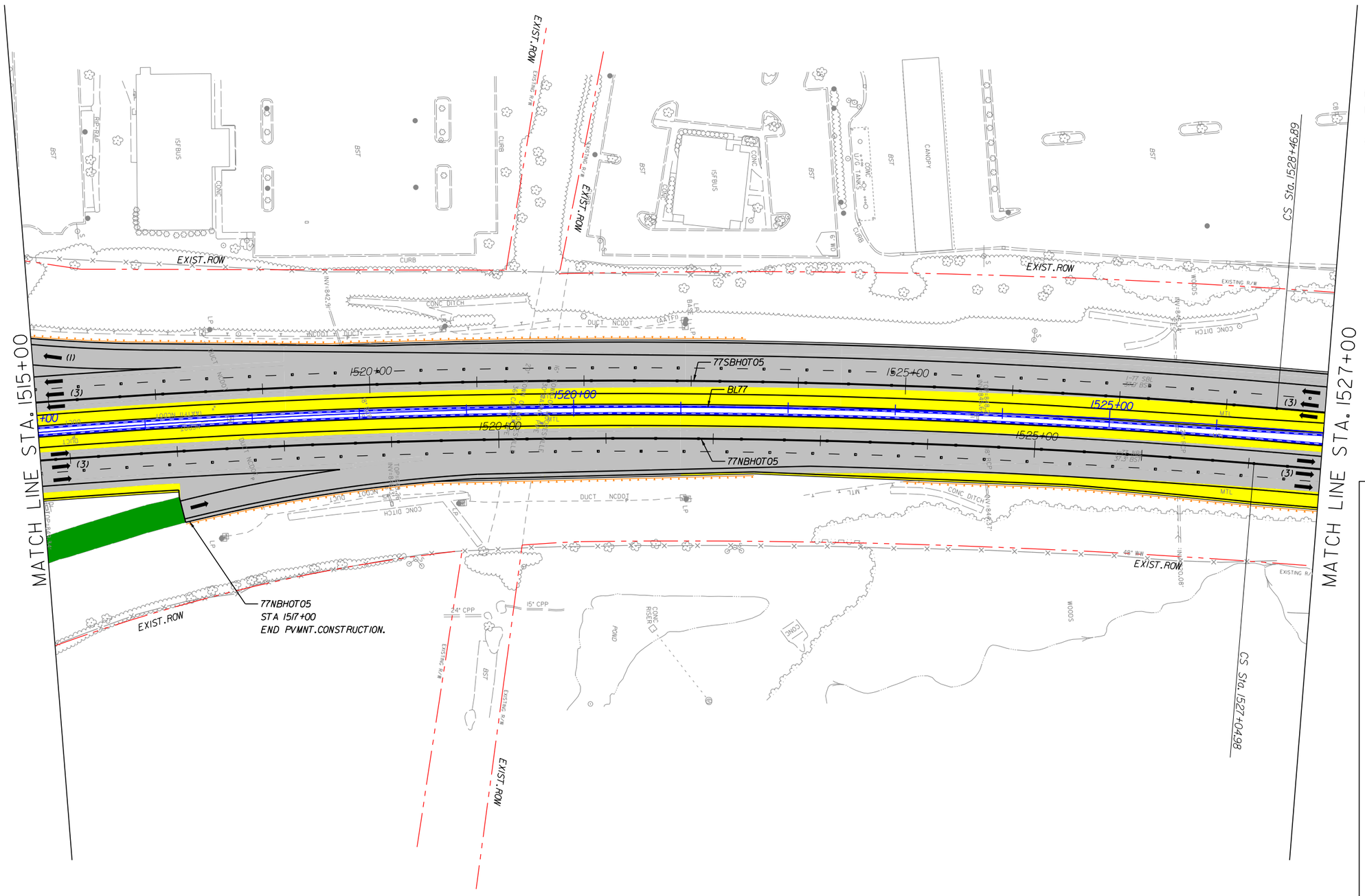
February 2014

SHEET NO. 169

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
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- GUARDRAIL
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

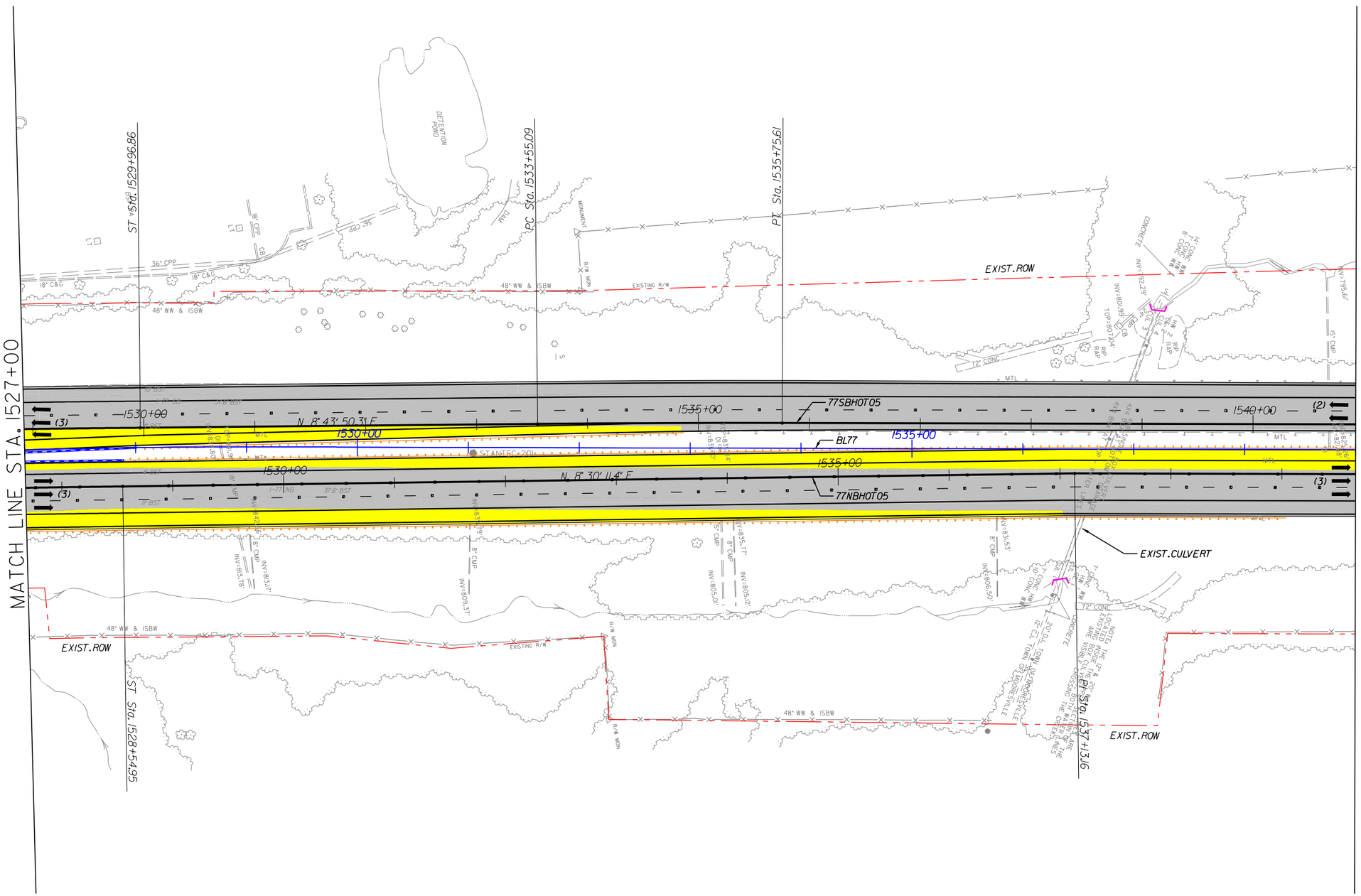
February 2014

SHEET NO. 170

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

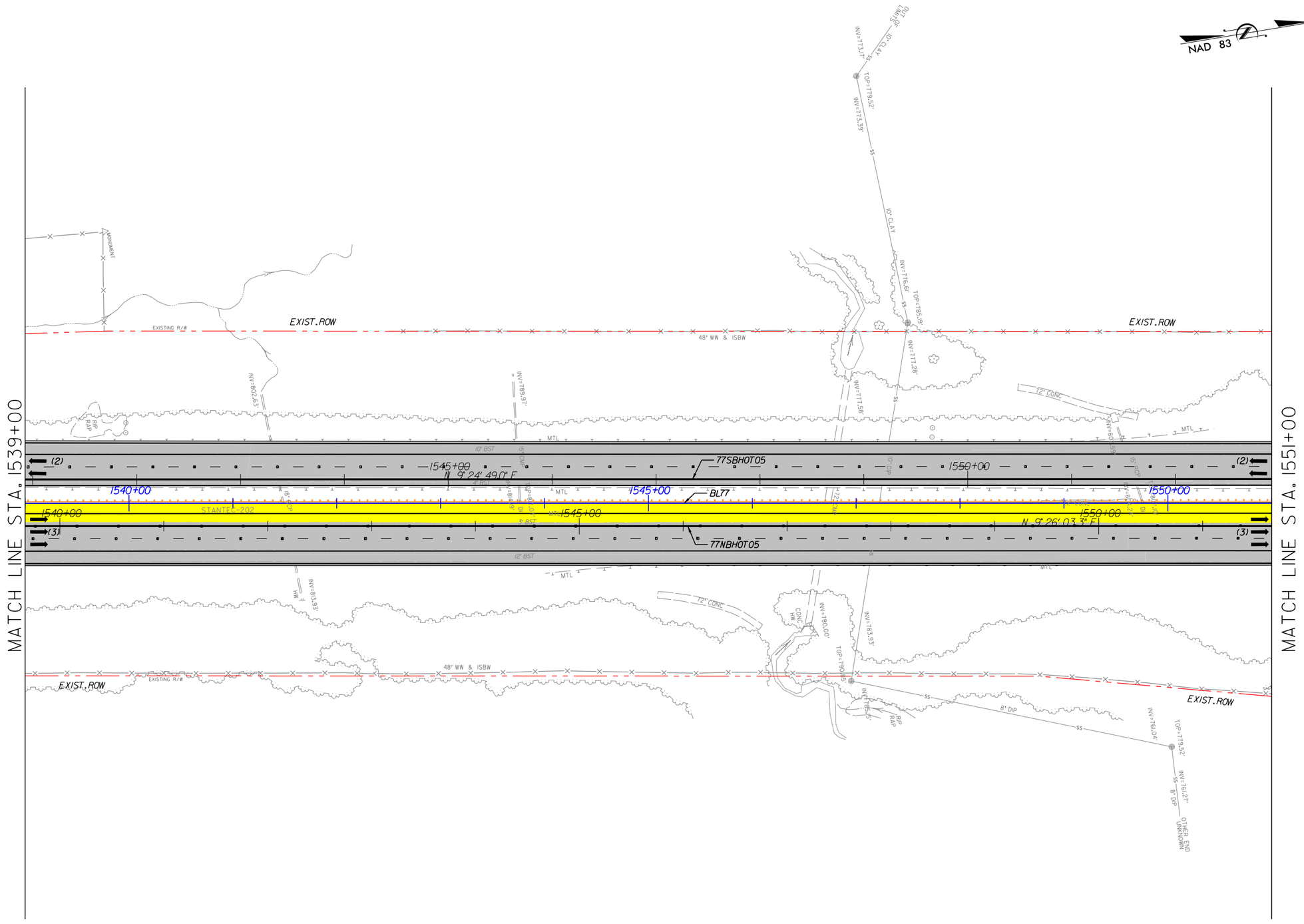
February 2014

SHEET NO. 171

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
- TOLL GANTRY
- ENFORCEMENT AREA
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- GUARDRAIL
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2/26/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

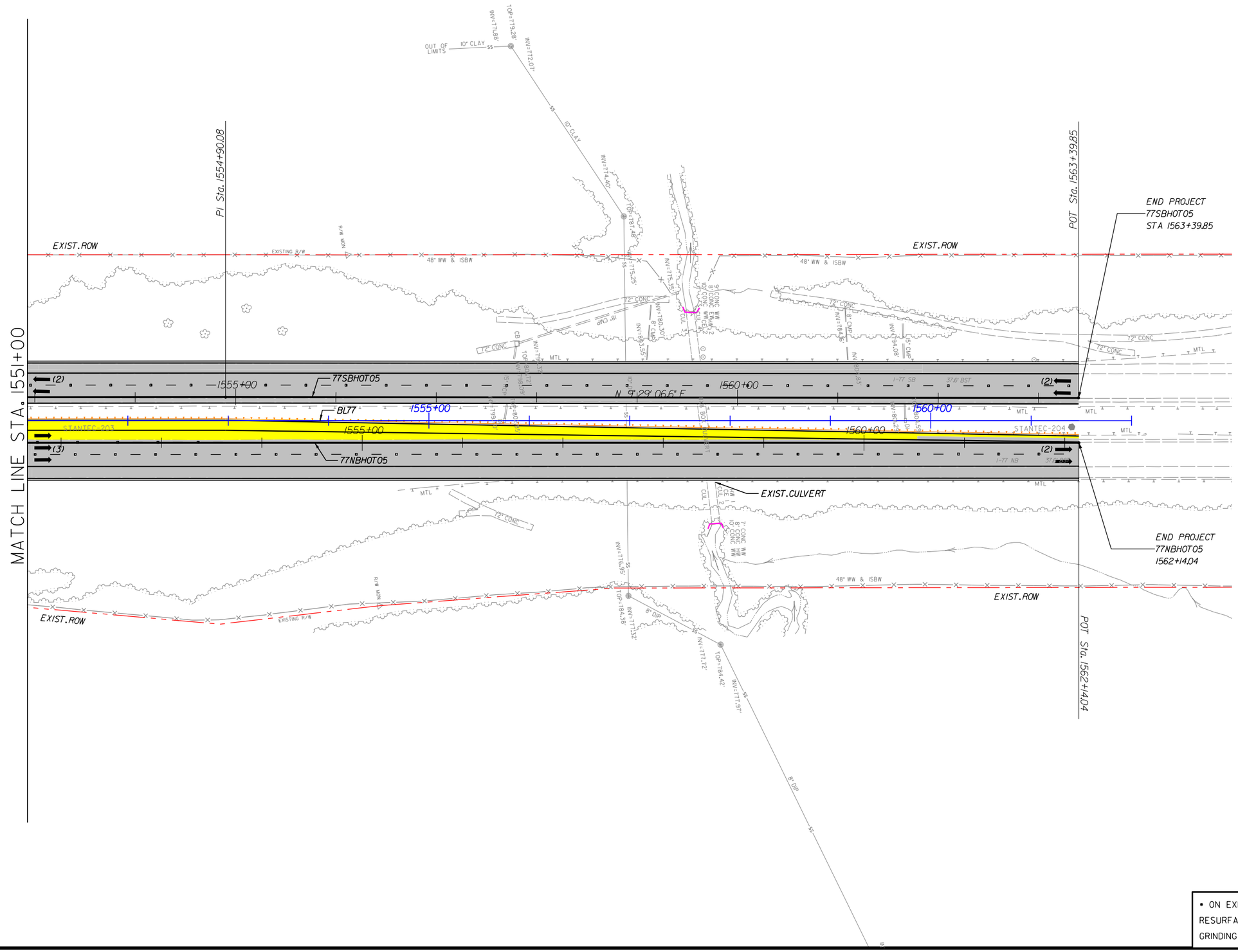
February 2014

SHEET NO. 172

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

SCALE: 1"=100'

NAD 83



NOTES:
1. ALL RETAINING WALL ARE MSE TYPE, UNLESS OTHERWISE NOTED ON PLANS.

LEGEND

- WIDENING/NEW PAVEMENT
- EXISTING PAVEMENT•
- RAMP RESURFACING
- CROSS STREET
- EXISTING STRUCTURE
- BRIDGE/WIDENING
- BRIDGE EXTENSION
- SIDEWALK & CURB
- DRIVEWAYS
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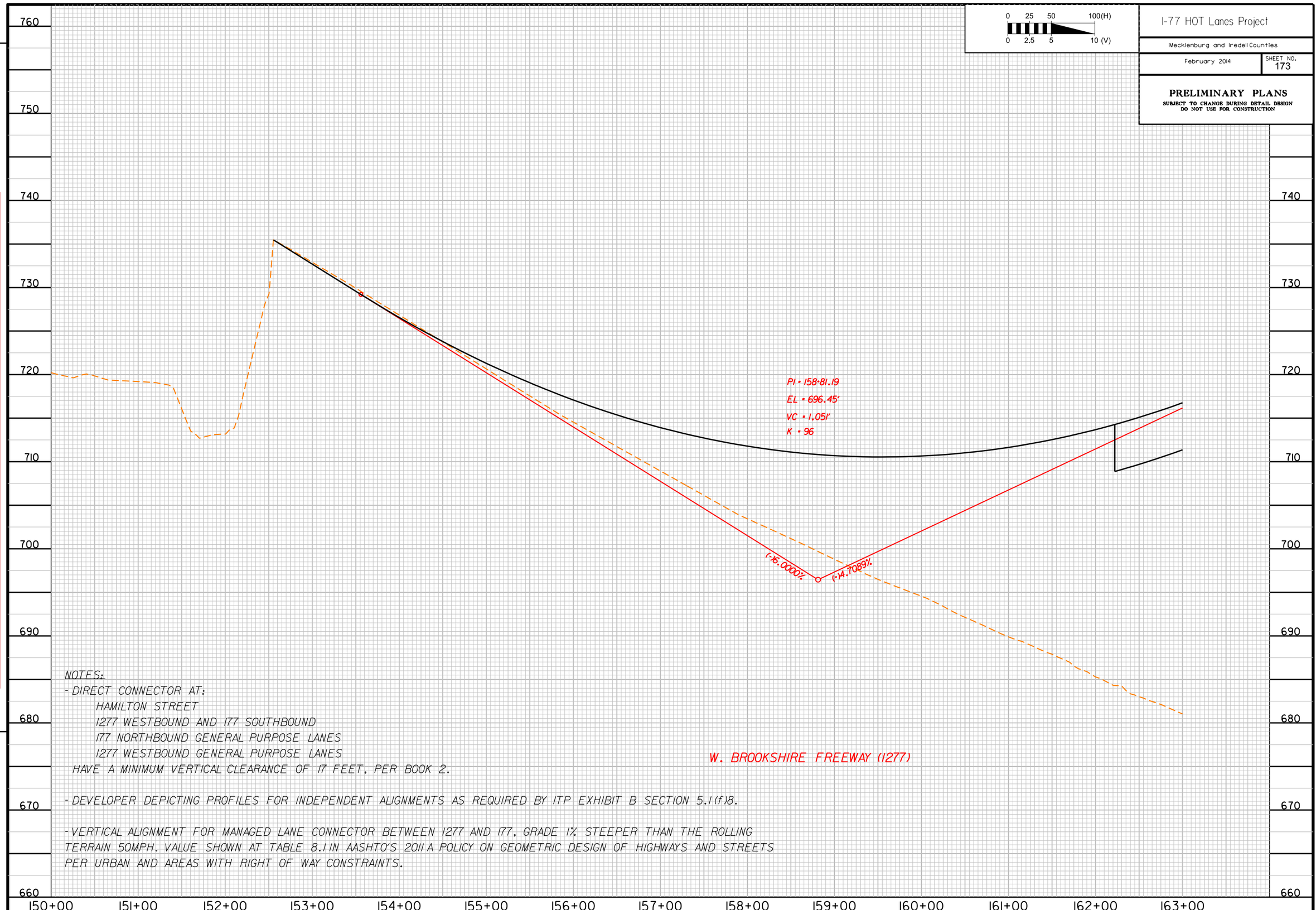
- CULVERT EXTENSION

• ON EXISTING PAVEMENT SCOPE OF WORK INCLUDES RESURFACE OR MILL & REHABILITATION & DIAMOND GRINDING OR MILL & OVERLAY



NOTES:

- DIRECT CONNECTOR AT:
  - HAMILTON STREET
  - I277 WESTBOUND AND I77 SOUTHBOUND
  - I77 NORTHBOUND GENERAL PURPOSE LANES
  - I277 WESTBOUND GENERAL PURPOSE LANES

  HAVE A MINIMUM VERTICAL CLEARANCE OF 17 FEET, PER BOOK 2.

- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.

- VERTICAL ALIGNMENT FOR MANAGED LANE CONNECTOR BETWEEN I277 AND I77, GRADE 1% STEEPER THAN THE ROLLING TERRAIN 50MPH. VALUE SHOWN AT TABLE 8.11 IN AASHTO'S 2011 A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS PER URBAN AND AREAS WITH RIGHT OF WAY CONSTRAINTS.

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 173

PRELIMINARY PLANS

SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

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2/14/2014
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2/14/2014
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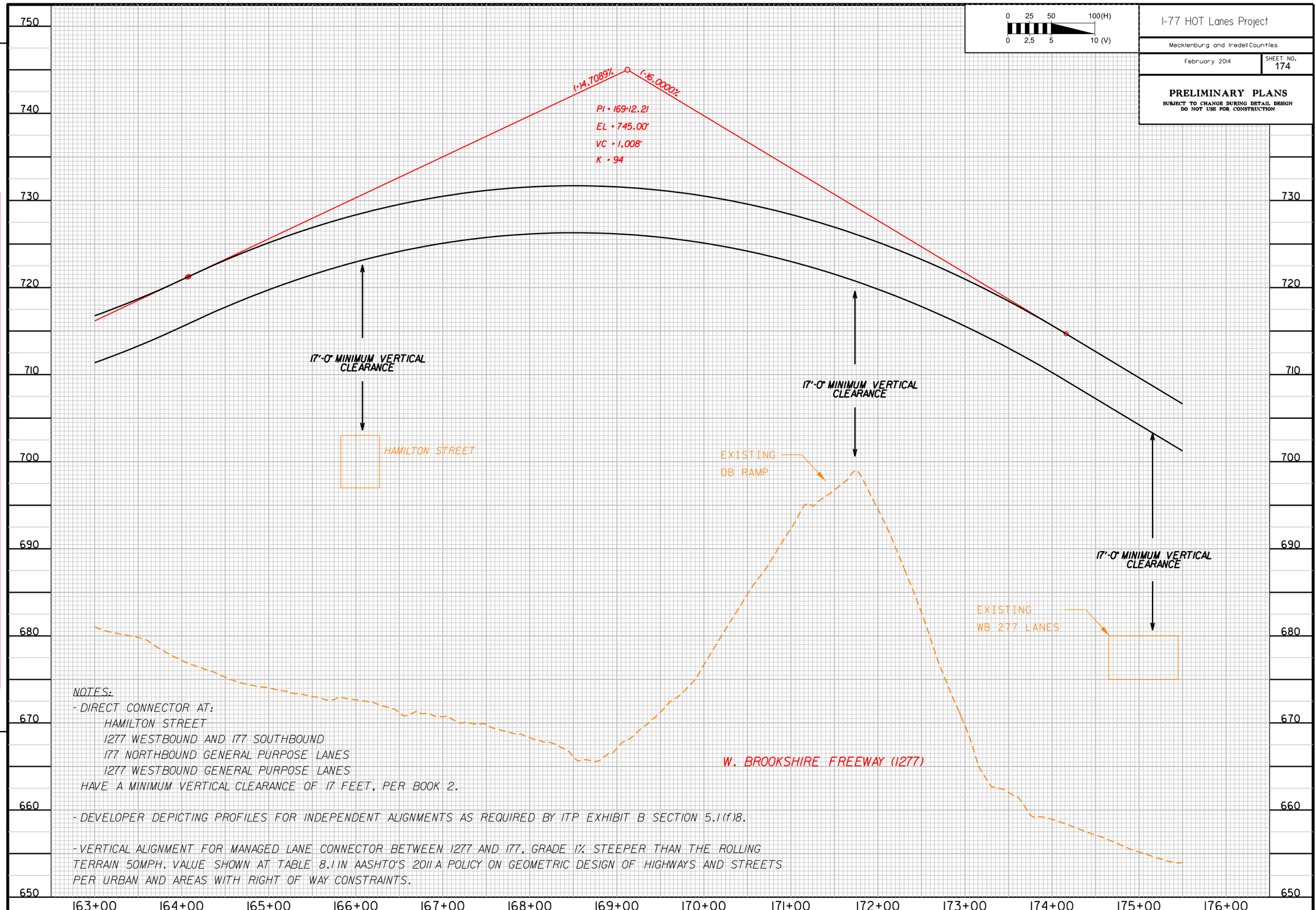

NOTES:

- DIRECT CONNECTOR AT:
  - HAMILTON STREET
  - I277 WESTBOUND AND I77 SOUTHBOUND
  - I77 NORTHBOUND GENERAL PURPOSE LANES
  - I277 WESTBOUND GENERAL PURPOSE LANES

  HAVE A MINIMUM VERTICAL CLEARANCE OF 17 FEET, PER BOOK 2.

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2/14/2014
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0 25 50 100(H)
0 2.5 5 10 (V)

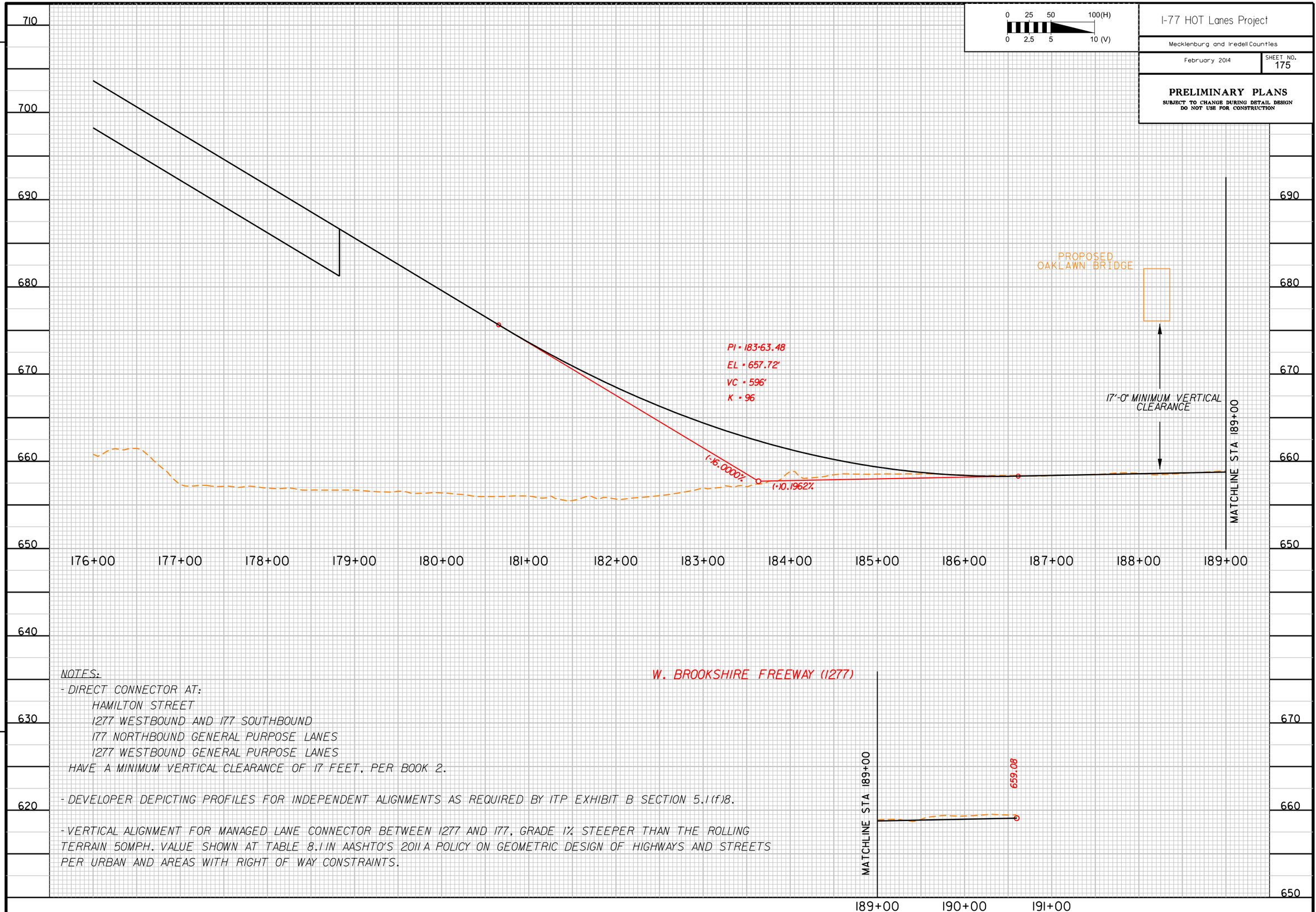
I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 175

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION



NOTES:

- DIRECT CONNECTOR AT:
  - HAMILTON STREET
  - I277 WESTBOUND AND I77 SOUTHBOUND
  - I77 NORTHBOUND GENERAL PURPOSE LANES
  - I277 WESTBOUND GENERAL PURPOSE LANES

  HAVE A MINIMUM VERTICAL CLEARANCE OF 17 FEET, PER BOOK 2.

- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.

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2/14/2014
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6:27:44 PM

NOTES:
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.
- DELOPER NOT REPROFILING THE EXISTING HIGHWAY IN ORDER TO MEET THE DESIGN SPEED SPECIFIED IN BOOK 2 ON LOCATIONS WHERE THE MANAGED LANES DON'T HAVE INDEPENDENT ALIGNMENTS AS ALLOWED BY BOOK 2 SECTION 10.2.3. ON THIS LOCATION, THE DESIGNER DOES NOT HAVE TO UPGRADE THE EXISITNG FACILITY VERTICAL PROFILE SLOPE NOR K VALUES IN ORDER TO MEET EITHER 60 MPH OR 70 MPH (SECTIONS CENTRAL AND NORTH).

0 25 50 100(H)
0 2.5 5 10 (V)

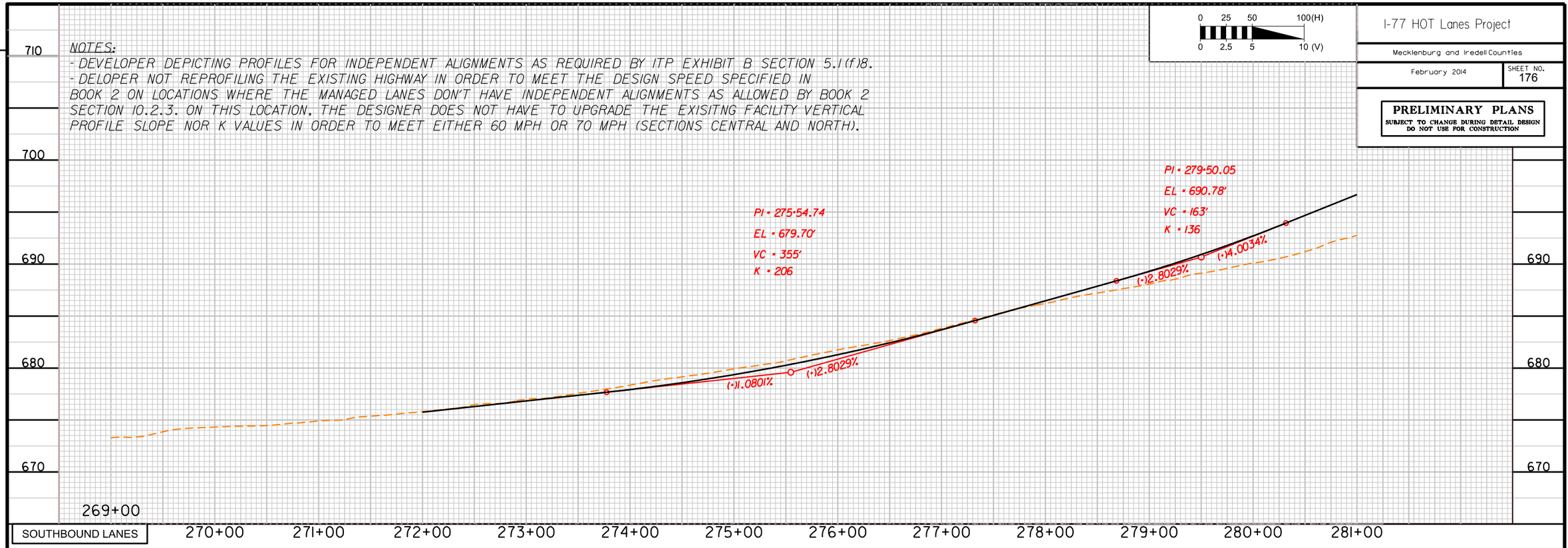
I-77 HOT Lanes Project

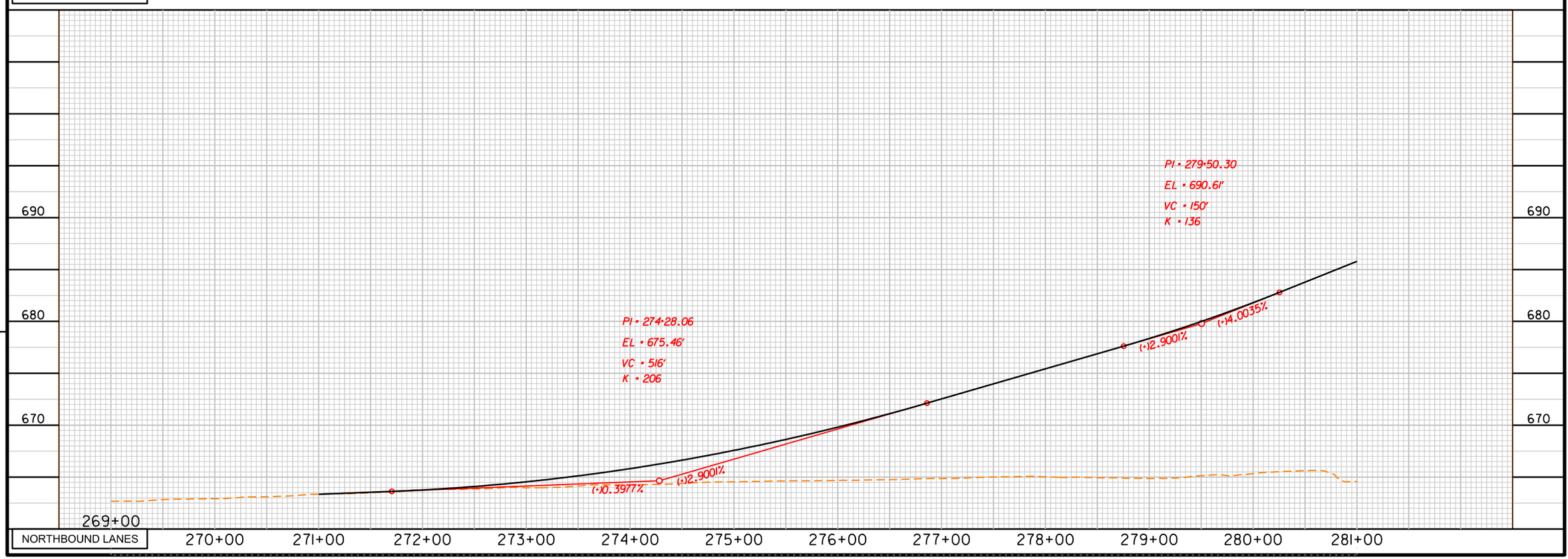
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 176

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION





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2/14/2014
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0 25 50 100(H)
0 2.5 5 10 (V)

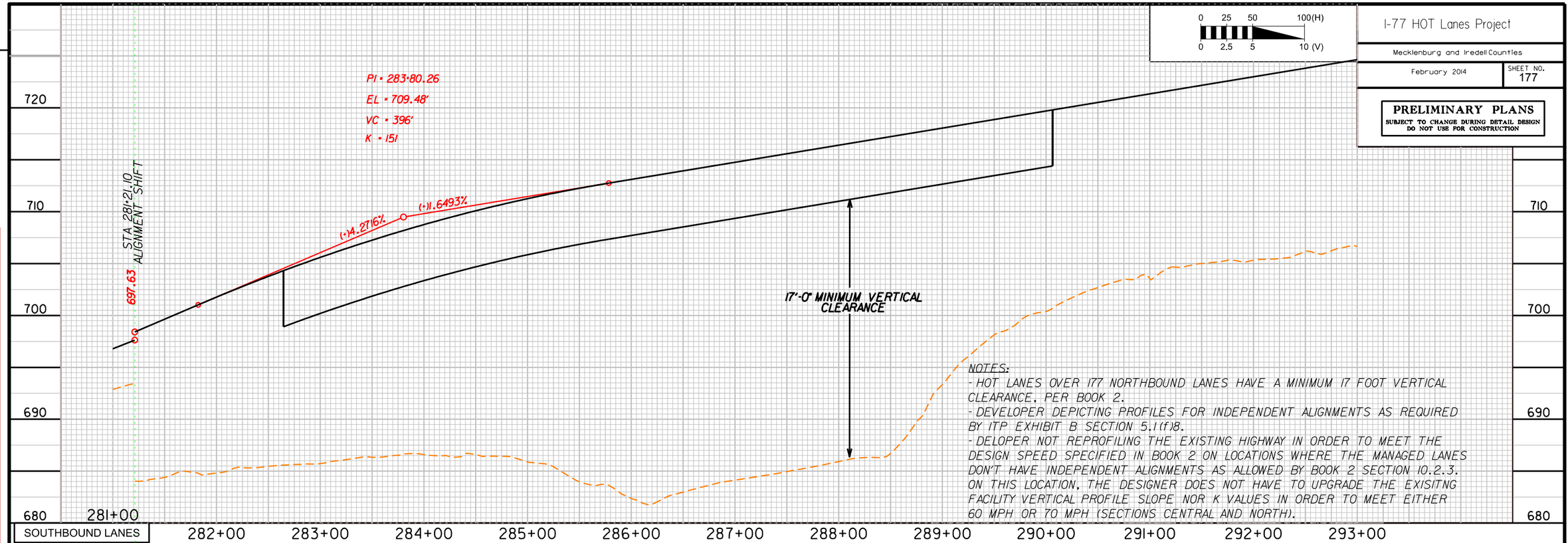
I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

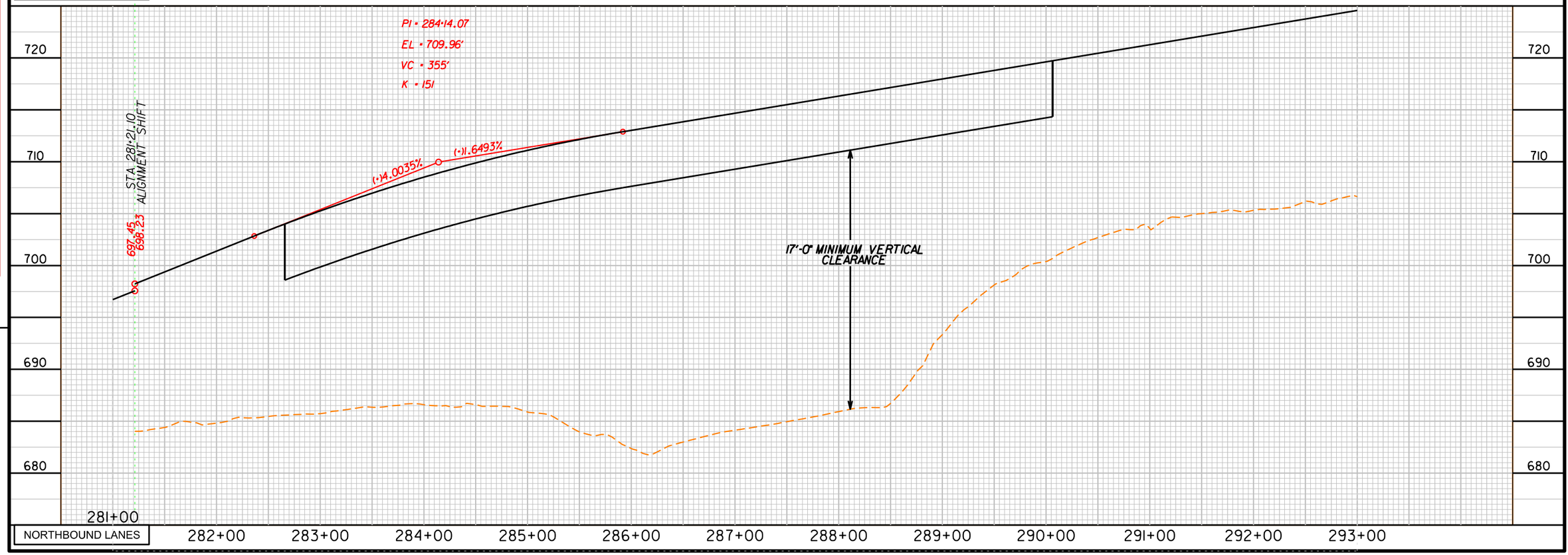
February 2014

SHEET NO. 177

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION



NOTES:
- HOT LANES OVER I77 NORTHBOUND LANES HAVE A MINIMUM 17 FOOT VERTICAL CLEARANCE, PER BOOK 2.
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.
- DELOPER NOT REPROFILING THE EXISTING HIGHWAY IN ORDER TO MEET THE DESIGN SPEED SPECIFIED IN BOOK 2 ON LOCATIONS WHERE THE MANAGED LANES DON'T HAVE INDEPENDENT ALIGNMENTS AS ALLOWED BY BOOK 2 SECTION 10.2.3. ON THIS LOCATION, THE DESIGNER DOES NOT HAVE TO UPGRADE THE EXISITNG FACILITY VERTICAL PROFILE SLOPE NOR K VALUES IN ORDER TO MEET EITHER 60 MPH OR 70 MPH (SECTIONS CENTRAL AND NORTH).



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2/14/2014
P:\007 17
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0 25 50 100(H)
0 2.5 5 10 (V)

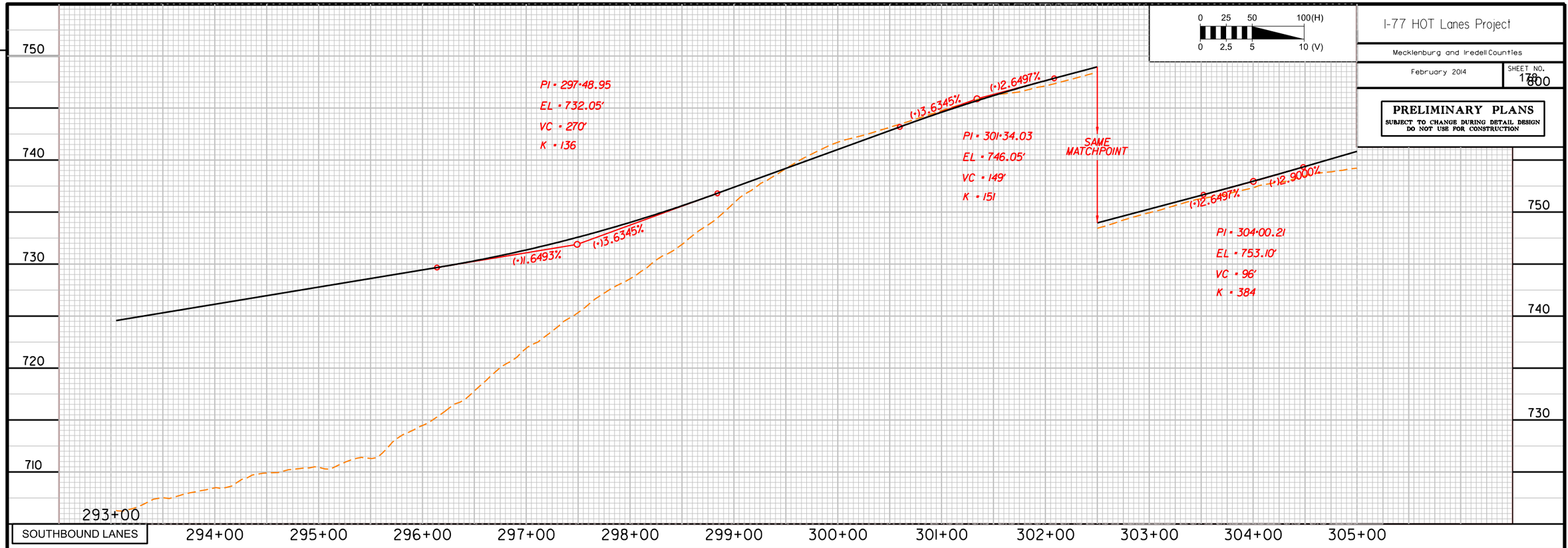
I-77 HOT Lanes Project

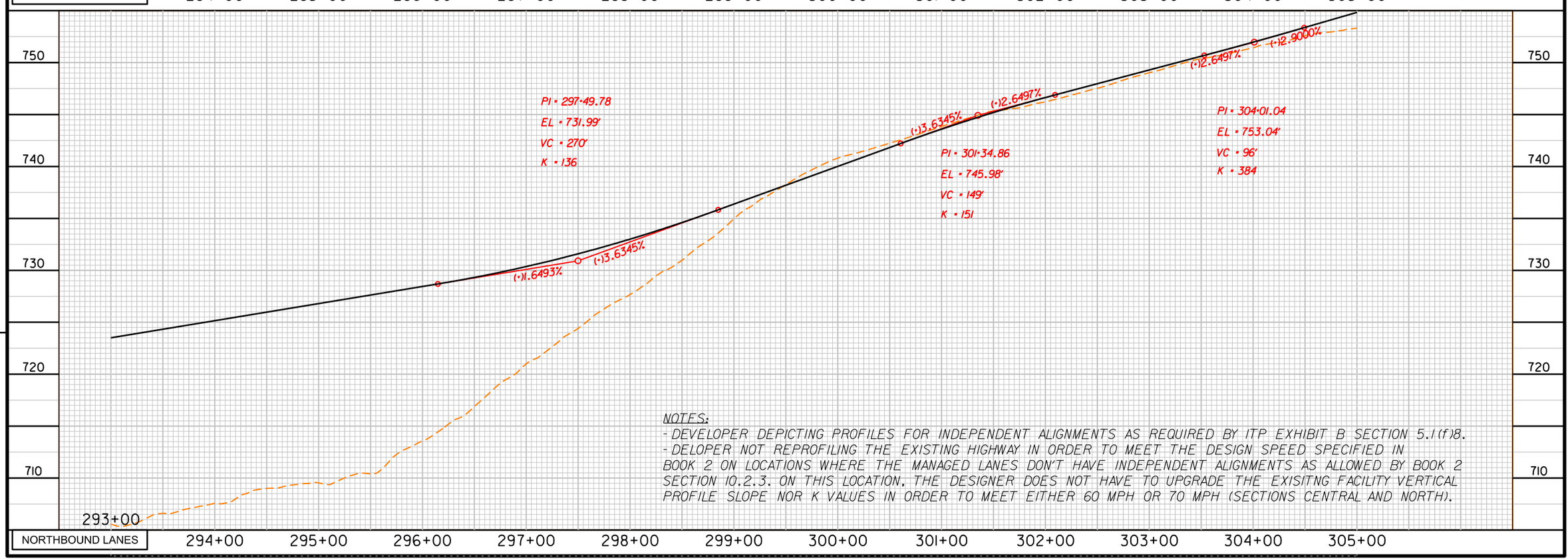
Mecklenburg and Iredell Counties

February 2014

SHEET NO. 178

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION





NOTES:
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.
- DELOPER NOT REPROFILING THE EXISTING HIGHWAY IN ORDER TO MEET THE DESIGN SPEED SPECIFIED IN BOOK 2 ON LOCATIONS WHERE THE MANAGED LANES DON'T HAVE INDEPENDENT ALIGNMENTS AS ALLOWED BY BOOK 2 SECTION 10.2.3. ON THIS LOCATION, THE DESIGNER DOES NOT HAVE TO UPGRADE THE EXISITNG FACILITY VERTICAL PROFILE SLOPE NOR K VALUES IN ORDER TO MEET EITHER 60 MPH OR 70 MPH (SECTIONS CENTRAL AND NORTH).

I-77 HOT Lanes Project

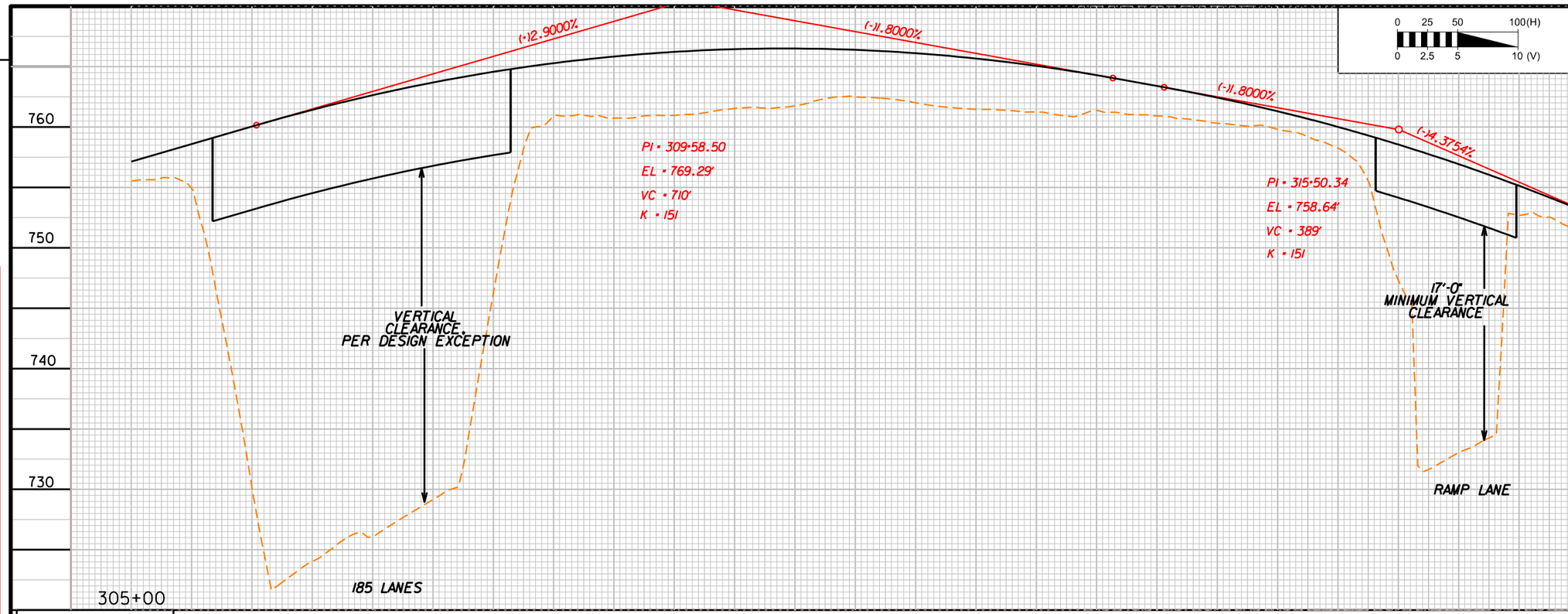
Mecklenburg and Iredell Counties

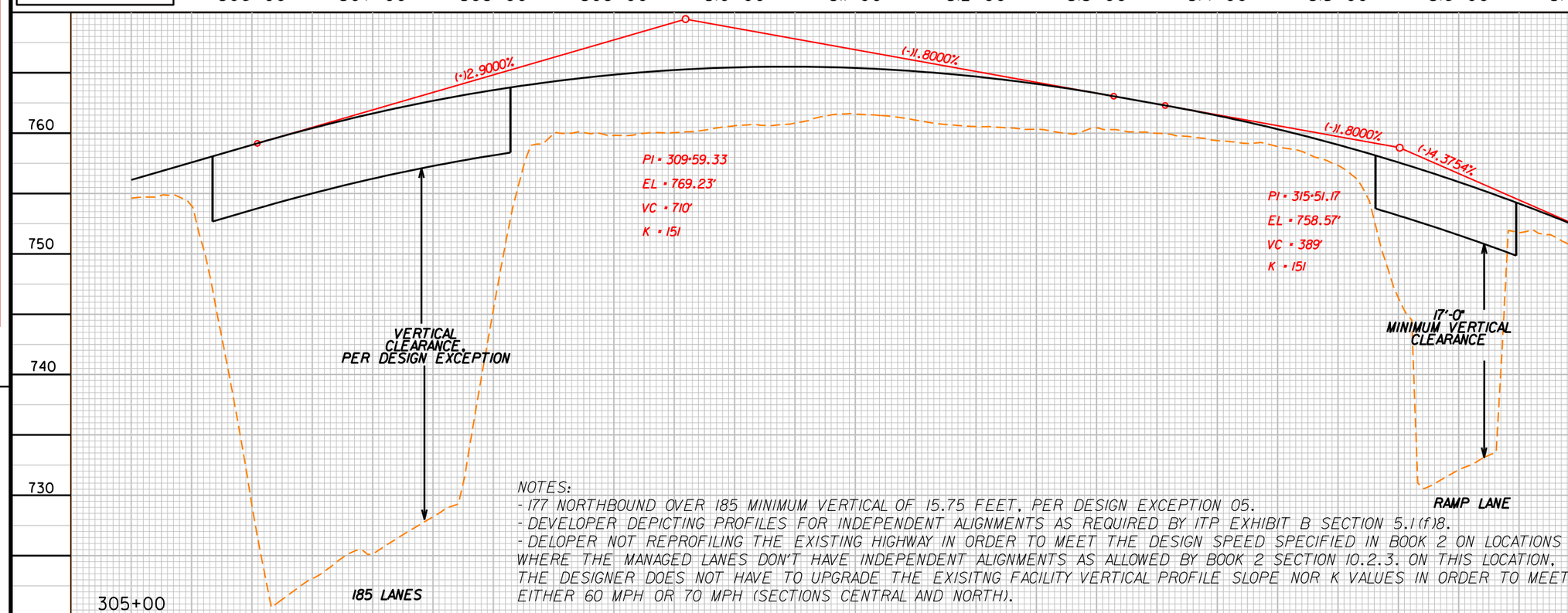
February 2014

SHEET NO. 179

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

0 25 50 100(H)
0 2.5 5 10 (V)





NOTES:
- I77 NORTHBOUND OVER I85 MINIMUM VERTICAL OF 15.75 FEET, PER DESIGN EXCEPTION 05.
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.
- DELOPER NOT REPROFILING THE EXISTING HIGHWAY IN ORDER TO MEET THE DESIGN SPEED SPECIFIED IN BOOK 2 ON LOCATIONS WHERE THE MANAGED LANES DON'T HAVE INDEPENDENT ALIGNMENTS AS ALLOWED BY BOOK 2 SECTION 10.2.3. ON THIS LOCATION, THE DESIGNER DOES NOT HAVE TO UPGRADE THE EXISITNG FACILITY VERTICAL PROFILE SLOPE NOR K VALUES IN ORDER TO MEET EITHER 60 MPH OR 70 MPH (SECTIONS CENTRAL AND NORTH).

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2/14/2014
P:\007 I77
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NOTES:
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0 25 50 100(H)
0 2.5 5 10 (V)

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 180

PRELIMINARY PLANS
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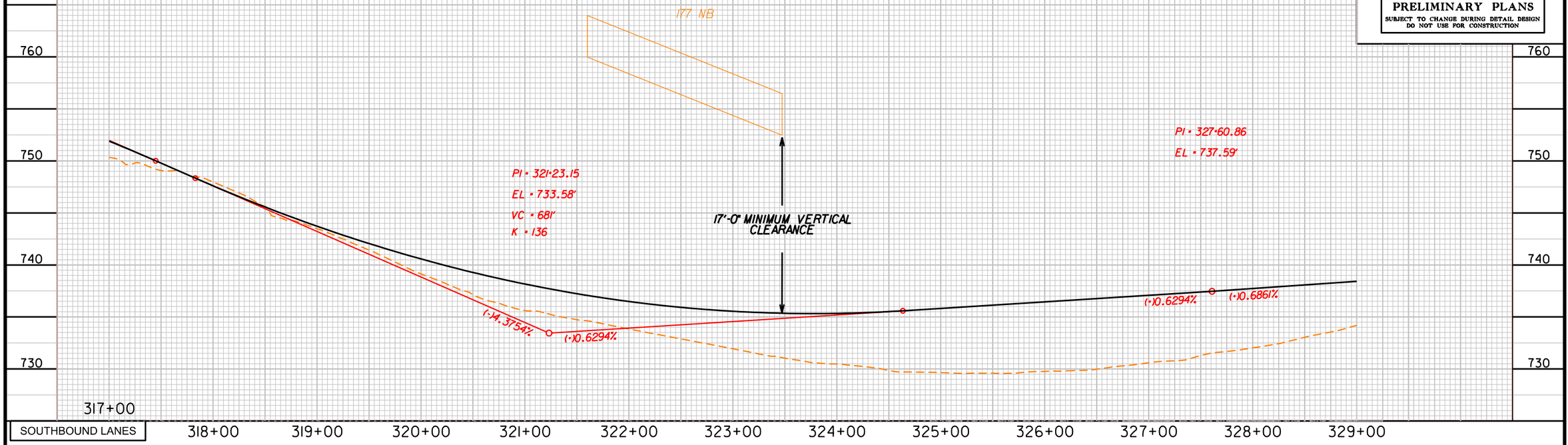

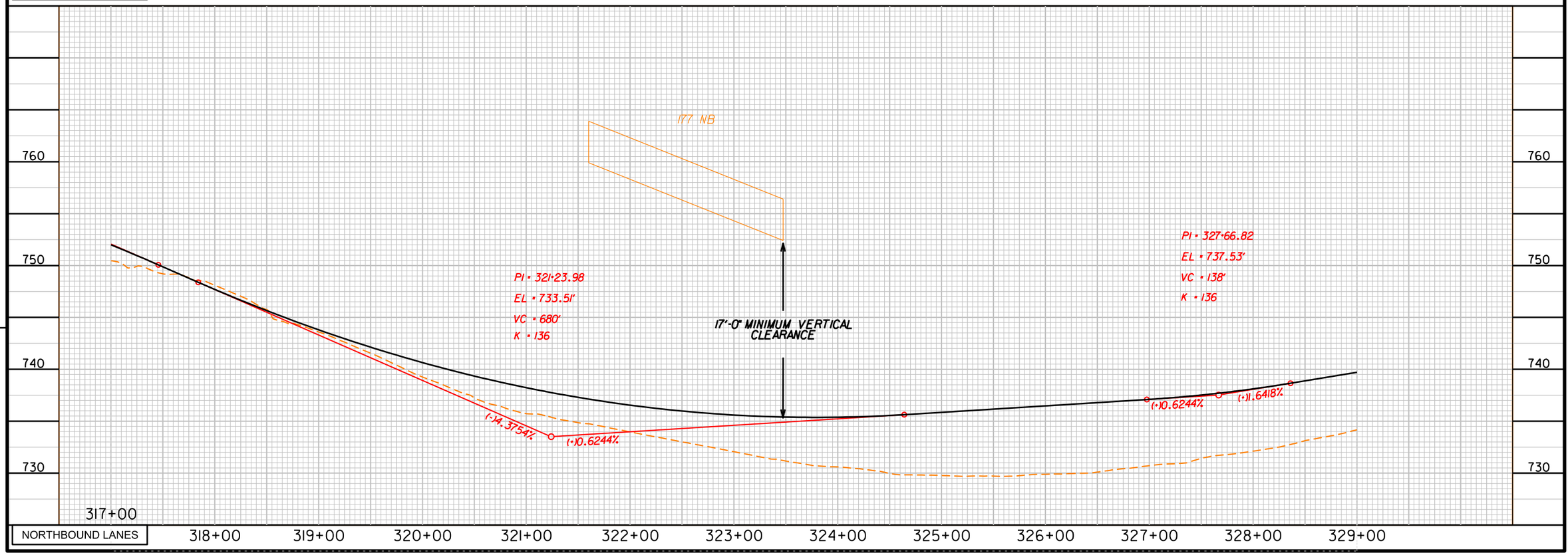

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2/14/2014
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I-77 HOT Lanes Project

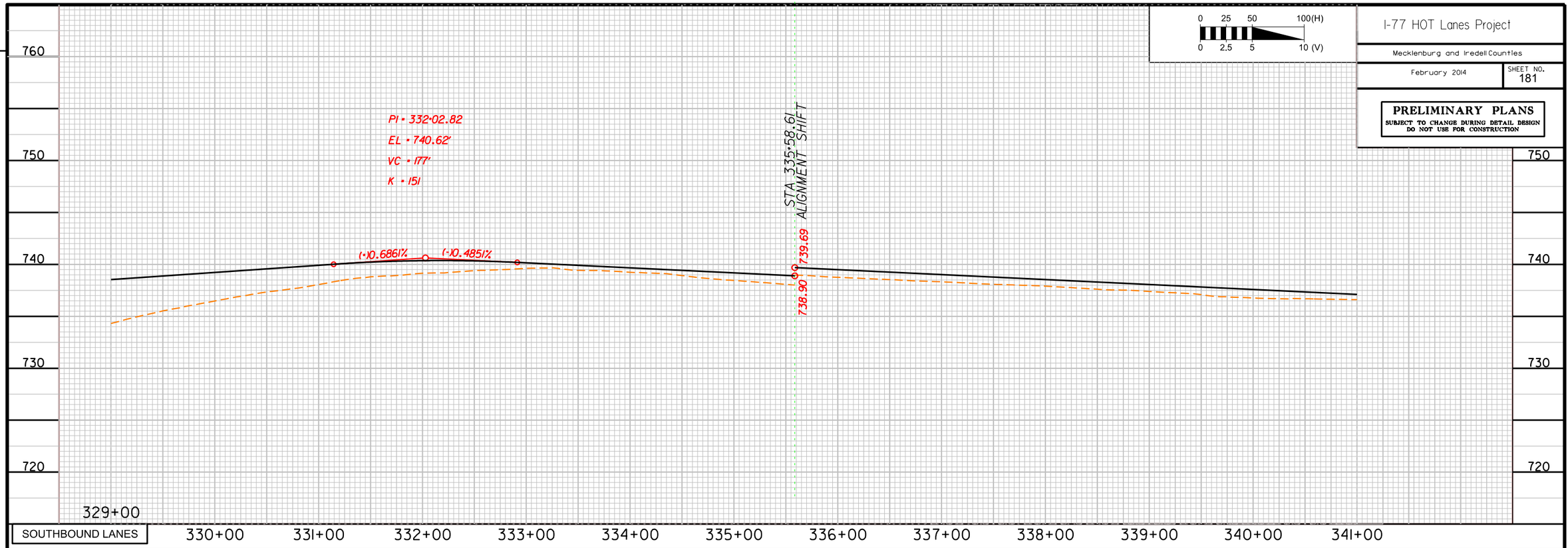
Mecklenburg and Iredell Counties

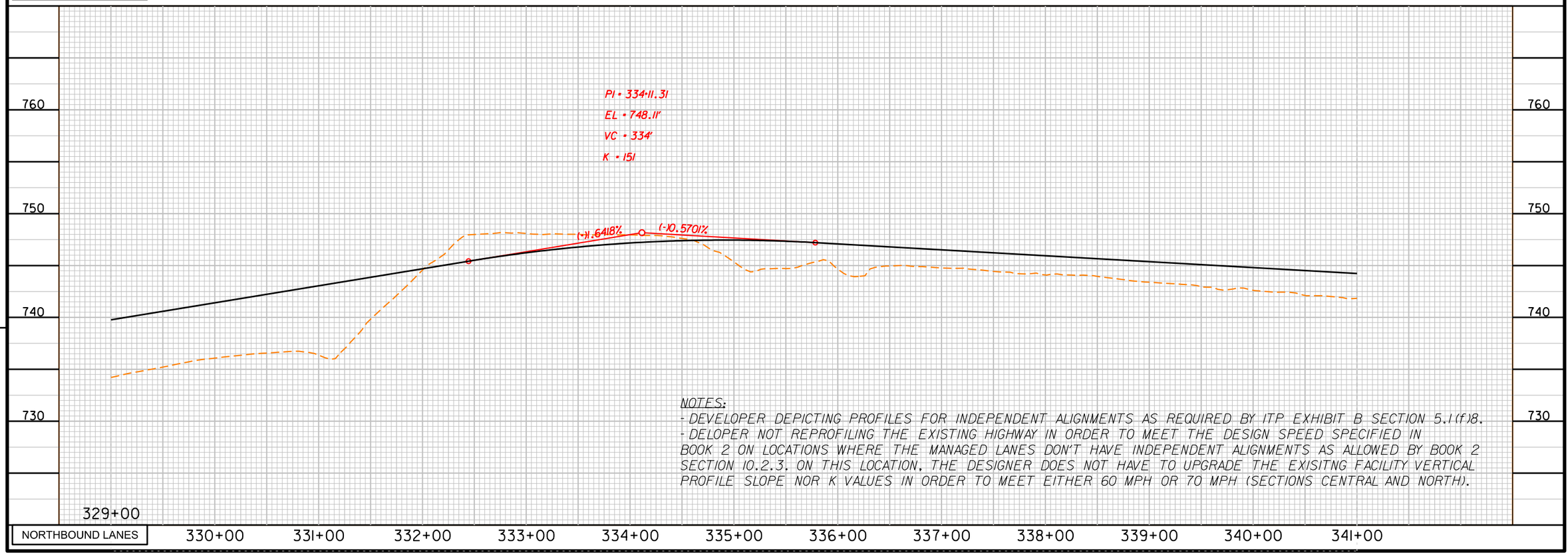
February 2014

SHEET NO. 181

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
DO NOT USE FOR CONSTRUCTION

0 25 50 100(H)
0 2.5 5 10 (V)





NOTES:
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.
- DELOPER NOT REPROFILING THE EXISTING HIGHWAY IN ORDER TO MEET THE DESIGN SPEED SPECIFIED IN BOOK 2 ON LOCATIONS WHERE THE MANAGED LANES DON'T HAVE INDEPENDENT ALIGNMENTS AS ALLOWED BY BOOK 2 SECTION 10.2.3. ON THIS LOCATION, THE DESIGNER DOES NOT HAVE TO UPGRADE THE EXISITNG FACILITY VERTICAL PROFILE SLOPE NOR K VALUES IN ORDER TO MEET EITHER 60 MPH OR 70 MPH (SECTIONS CENTRAL AND NORTH).

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2/14/2014
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NOTES:
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0 25 50 100(H)
0 2.5 5 10 (V)

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 182

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
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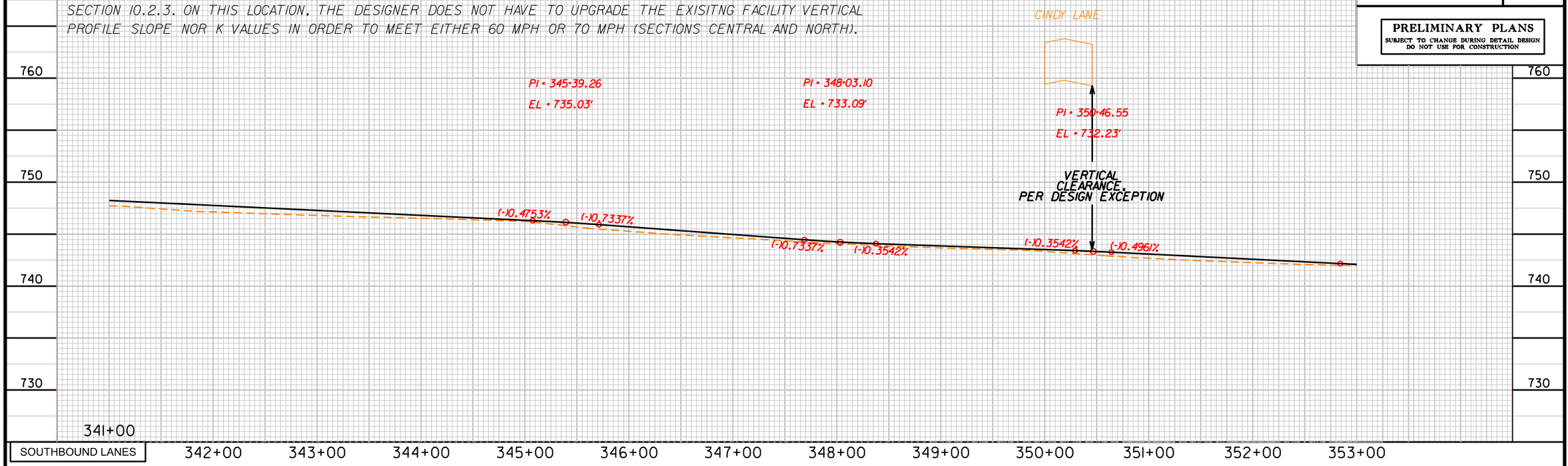

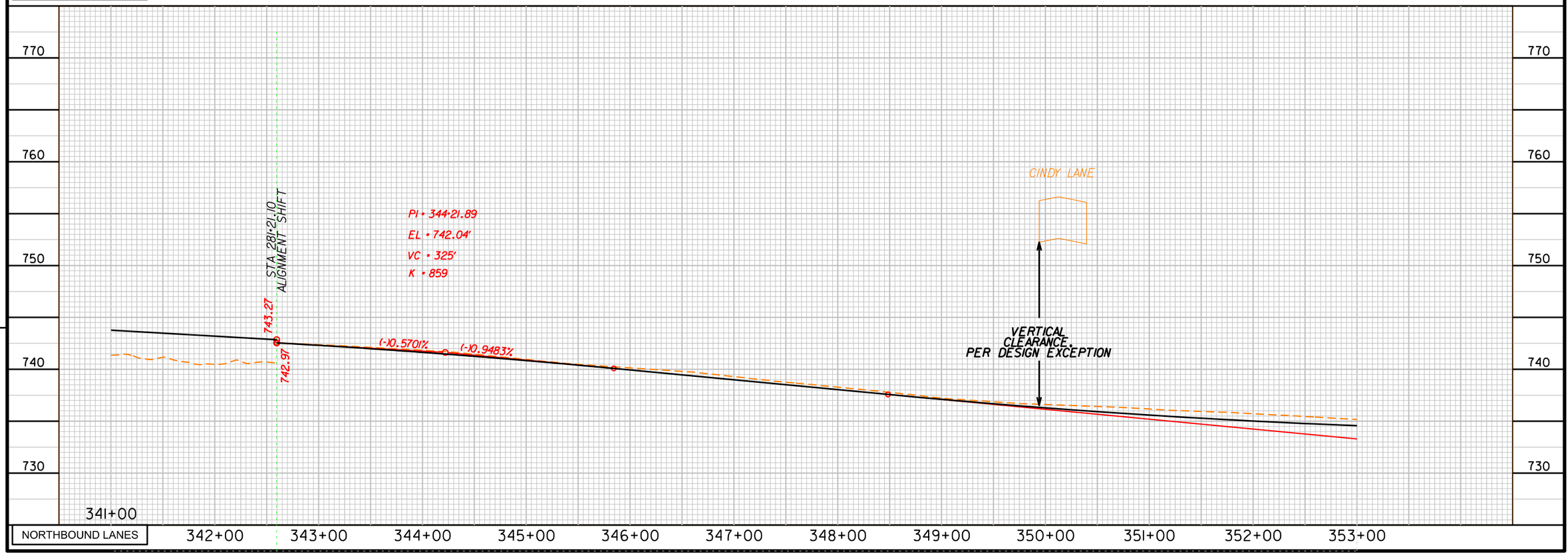

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2/14/2014
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NOTES:

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0 25 50 100(H)
0 2.5 5 10 (V)

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 183

PRELIMINARY PLANS
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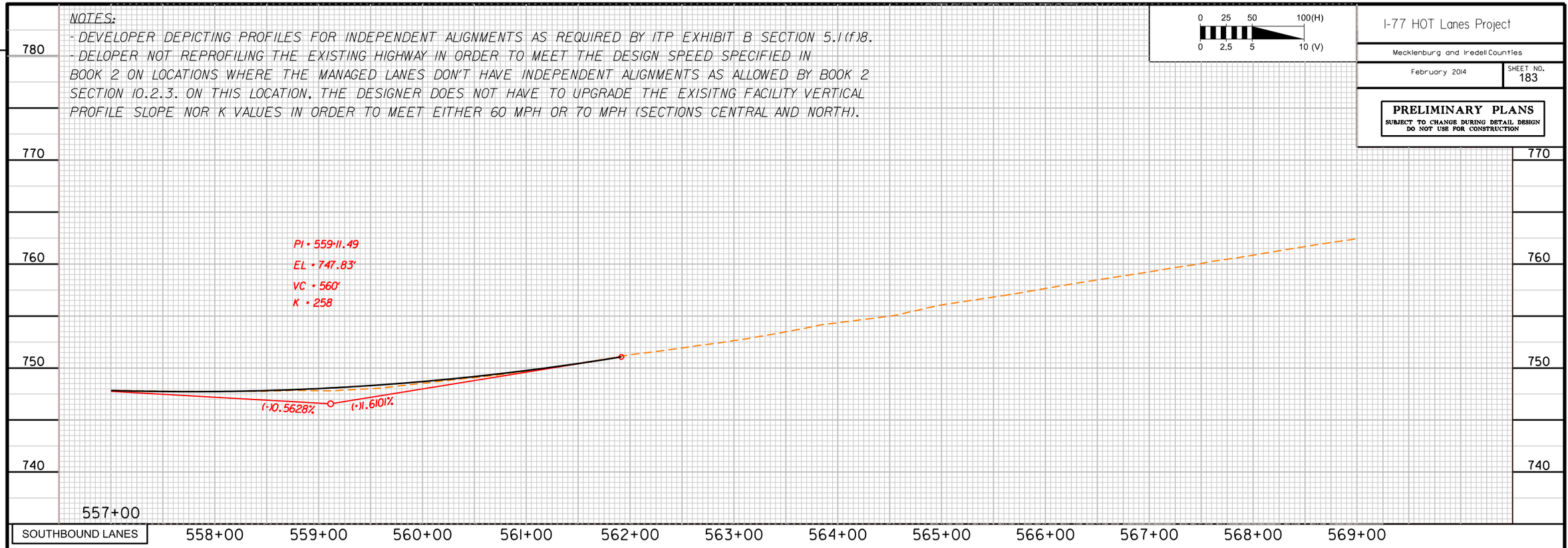

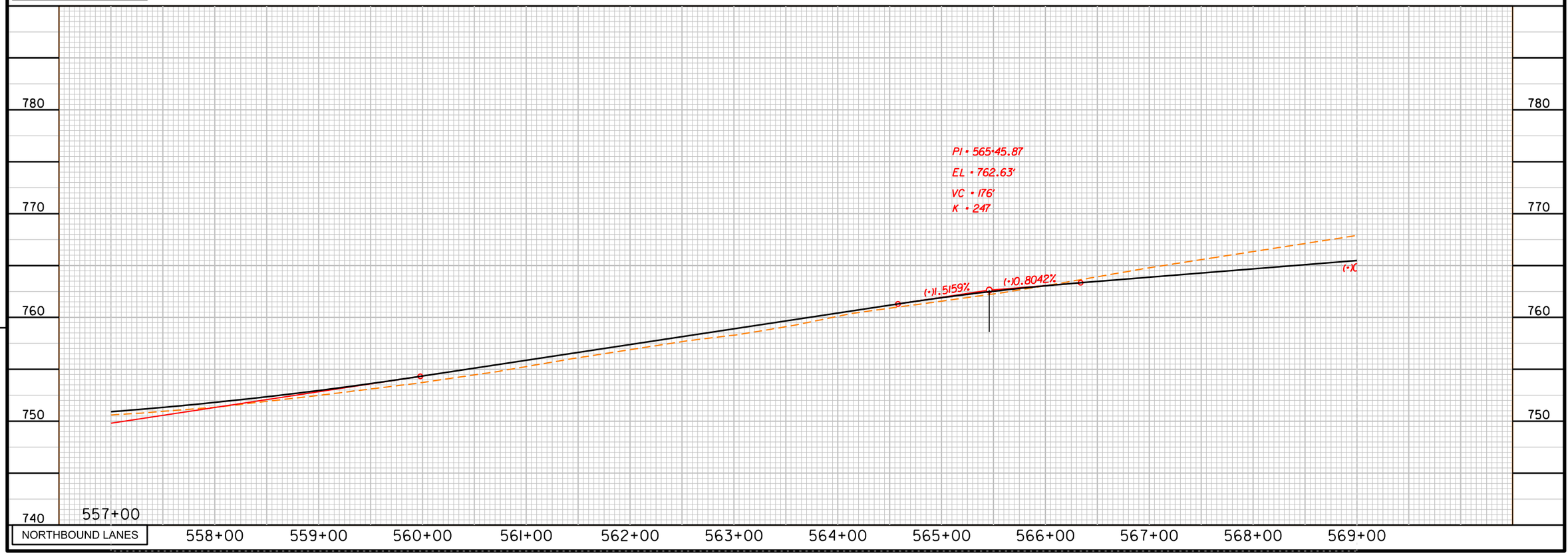

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NOTES:
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0 25 50 100(H)
0 2.5 5 10 (V)

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 184

PRELIMINARY PLANS
SUBJECT TO CHANGE DURING DETAIL DESIGN
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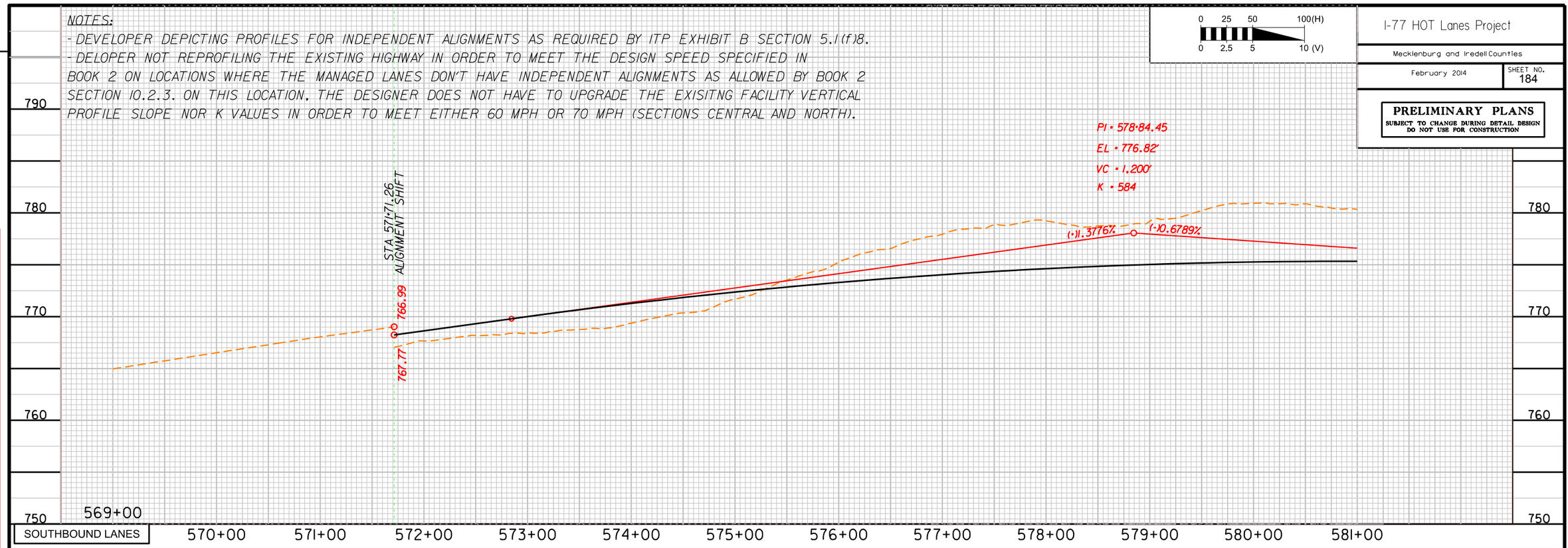

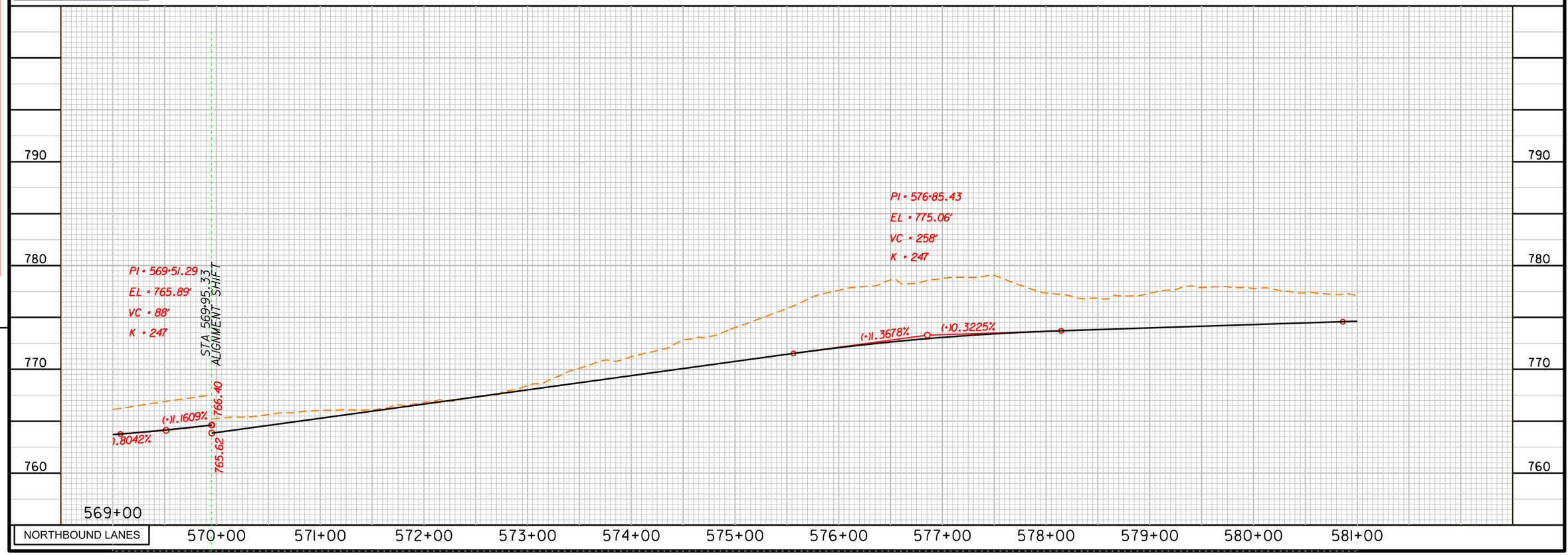

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 185

PRELIMINARY PLANS
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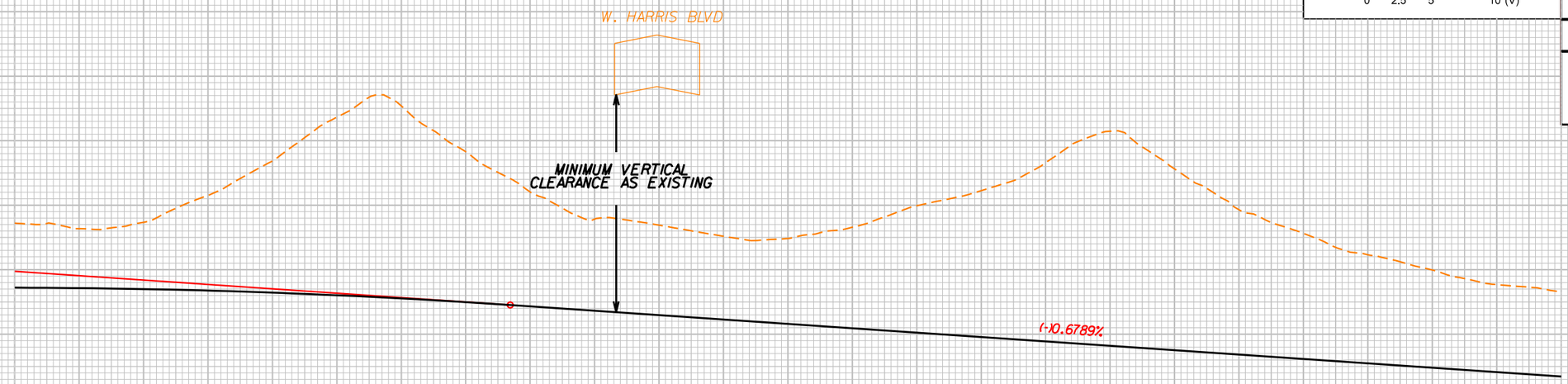
0 25 50 100(H)
0 2.5 5 10 (V)



NOTES:
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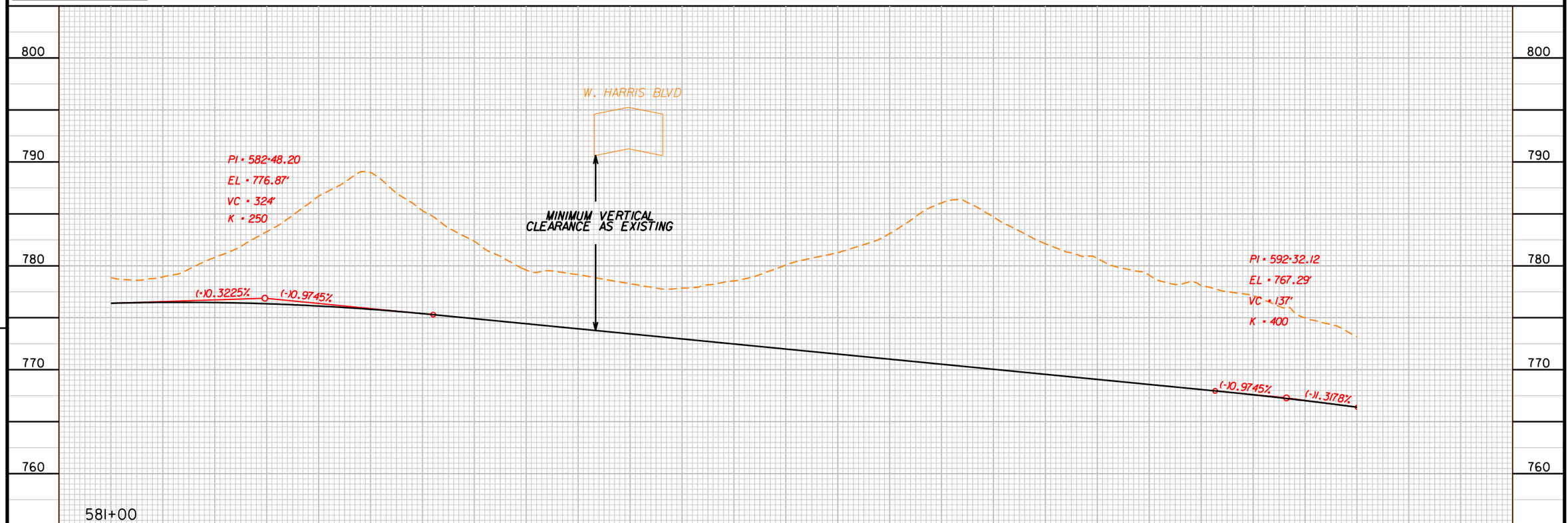
SOUTHBOUND LANES

581+00 582+00 583+00 584+00 585+00 586+00 587+00 588+00 589+00 590+00 591+00 592+00 593+00



NORTHBOUND LANES

581+00 582+00 583+00 584+00 585+00 586+00 587+00 588+00 589+00 590+00 591+00 592+00 593+00

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2/14/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 186

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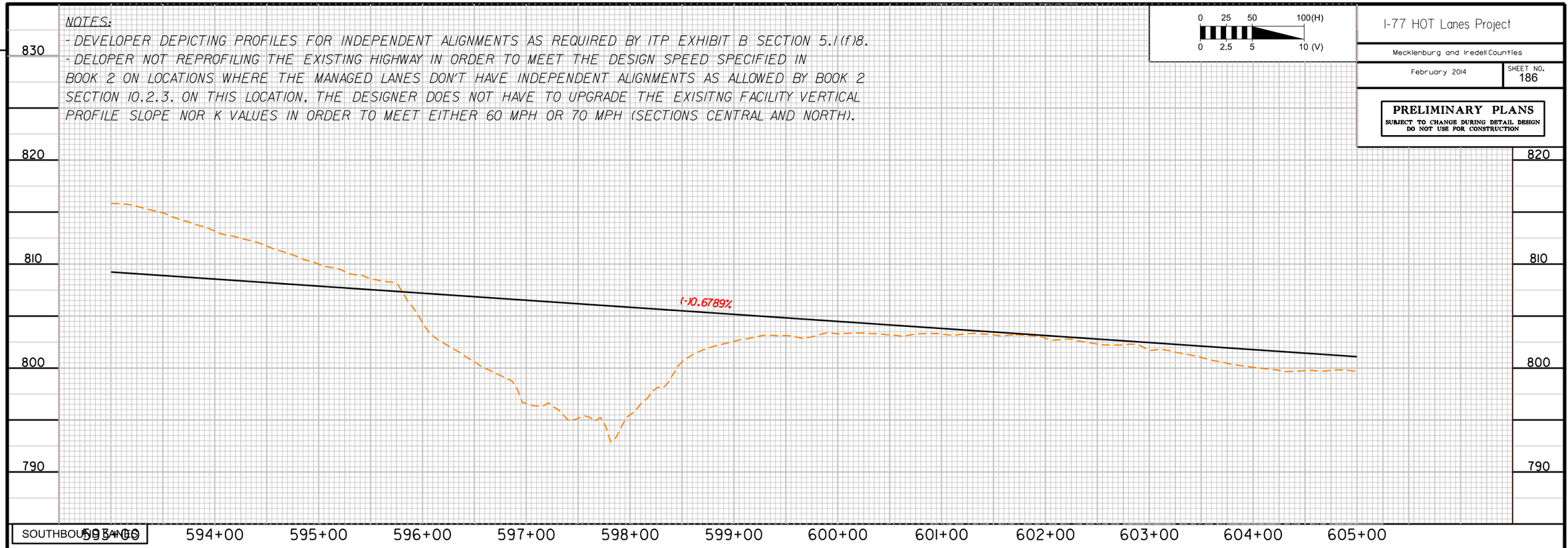

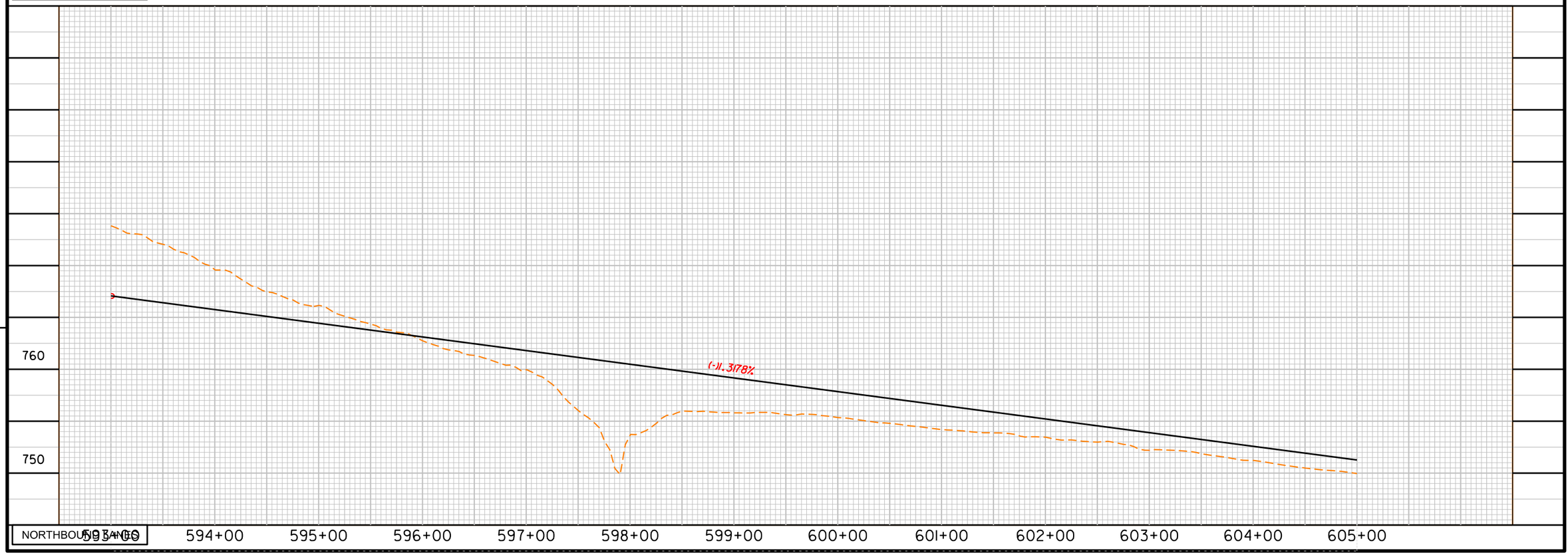

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2/14/2014
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NOTES:

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

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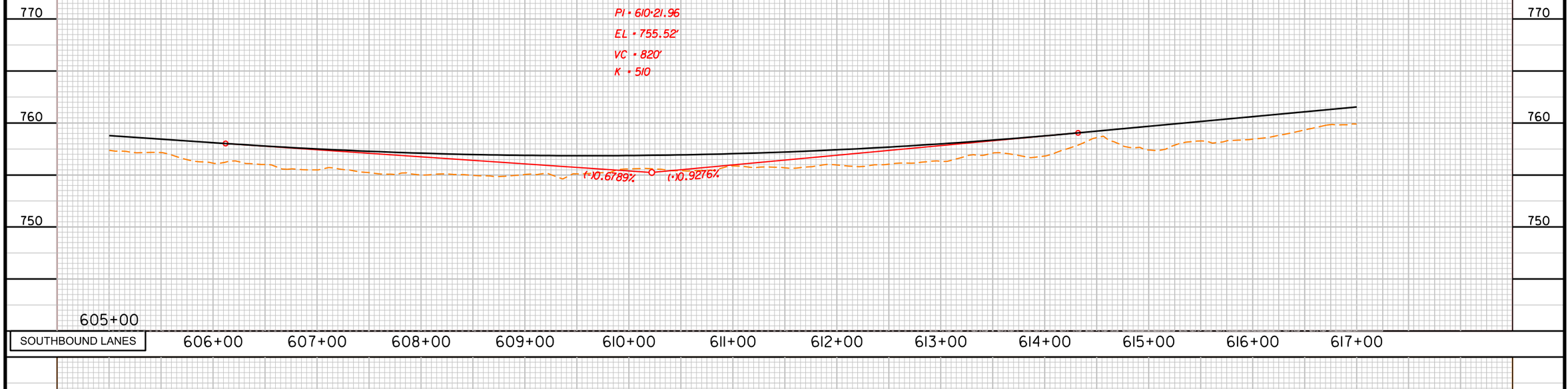

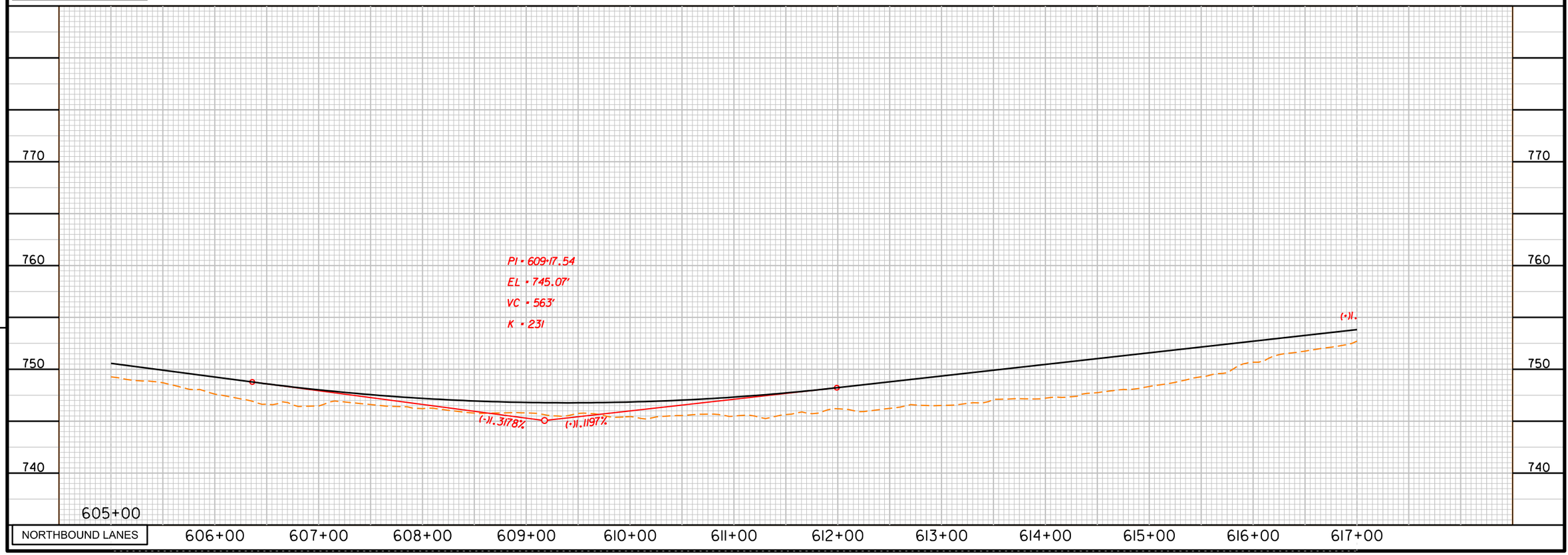

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2/14/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

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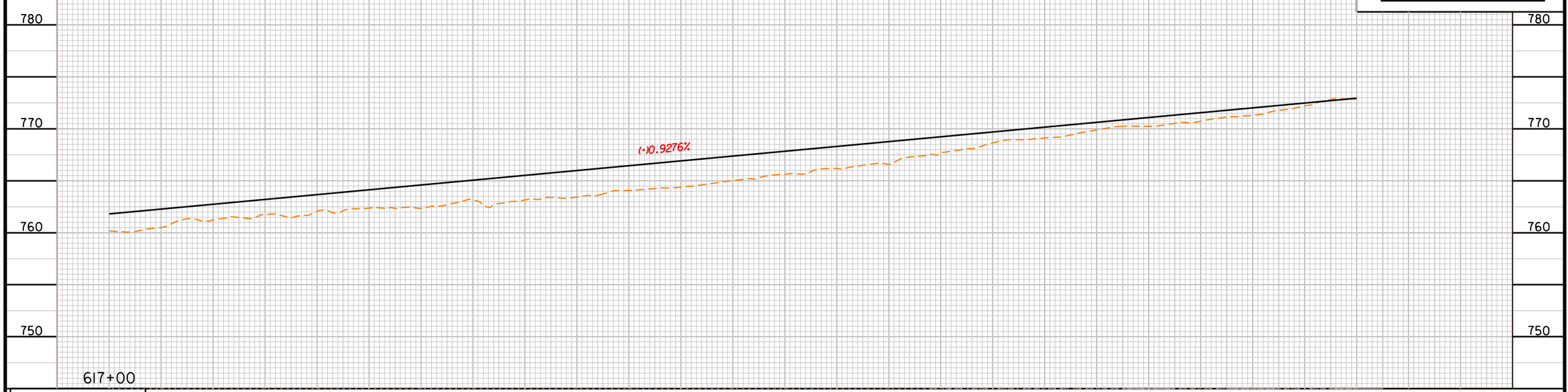

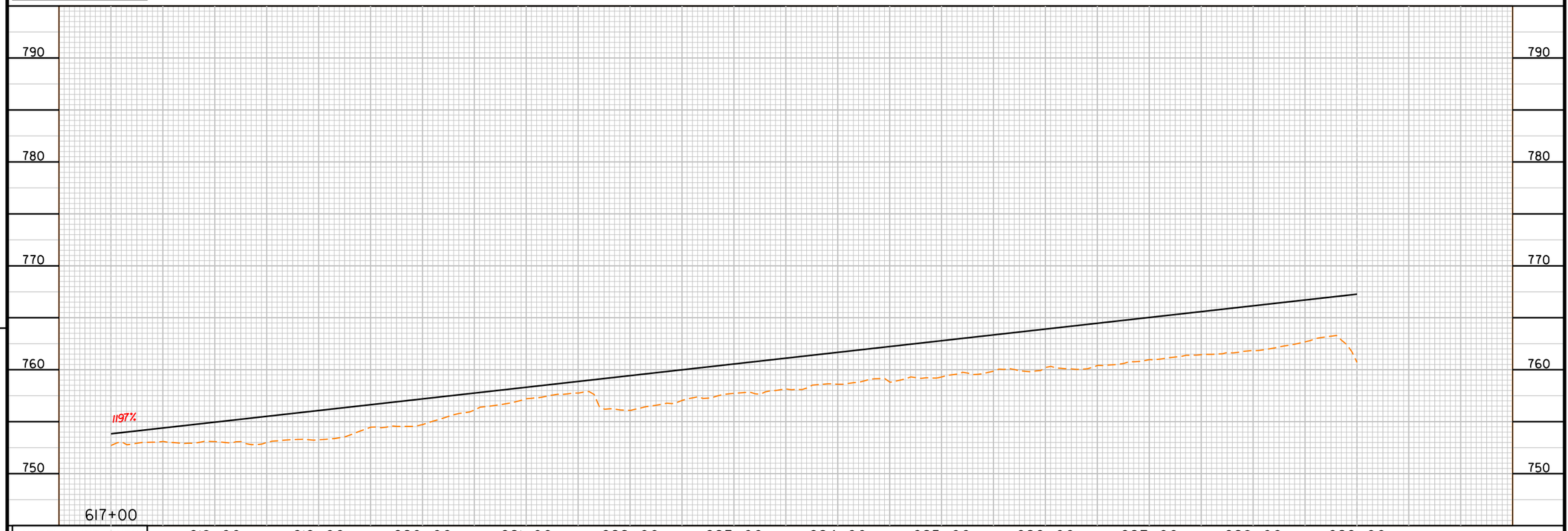

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2/14/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

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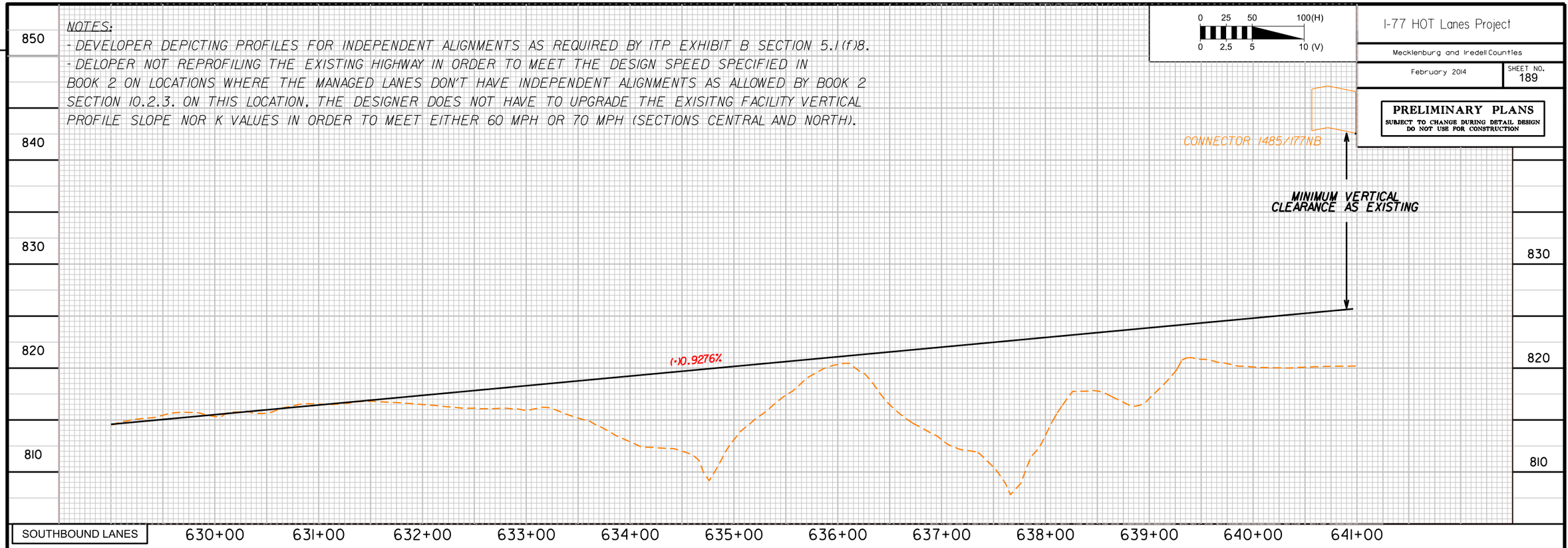

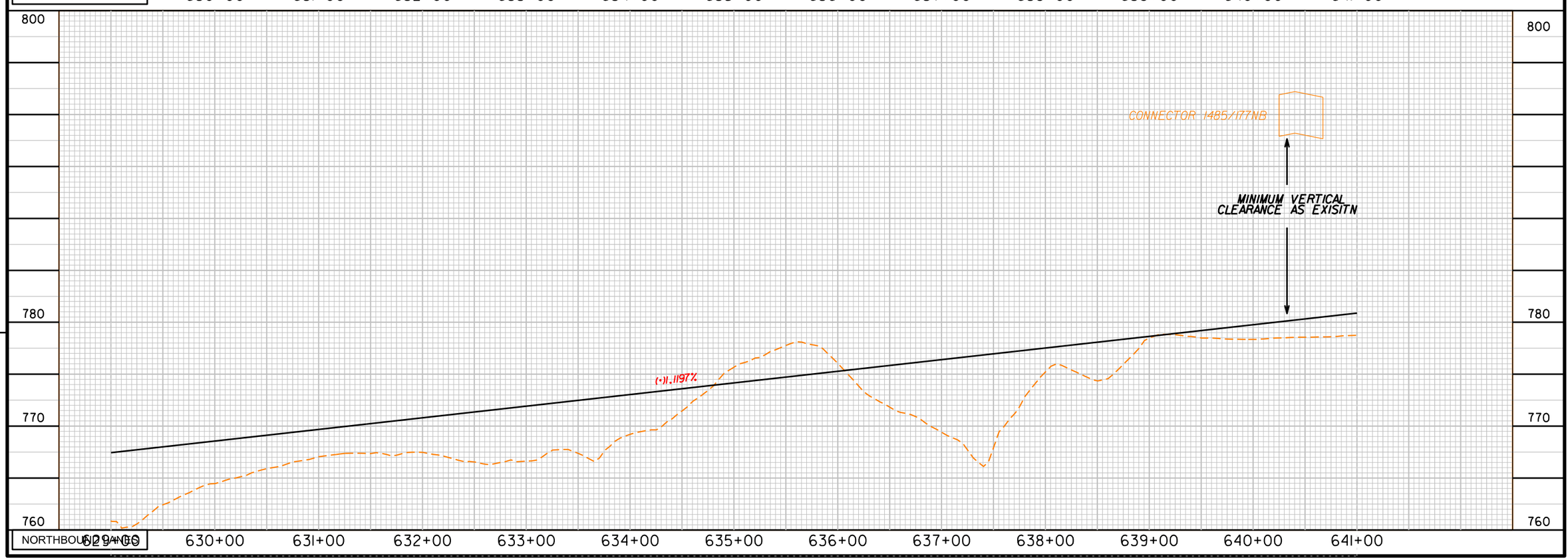

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 190

PRELIMINARY PLANS
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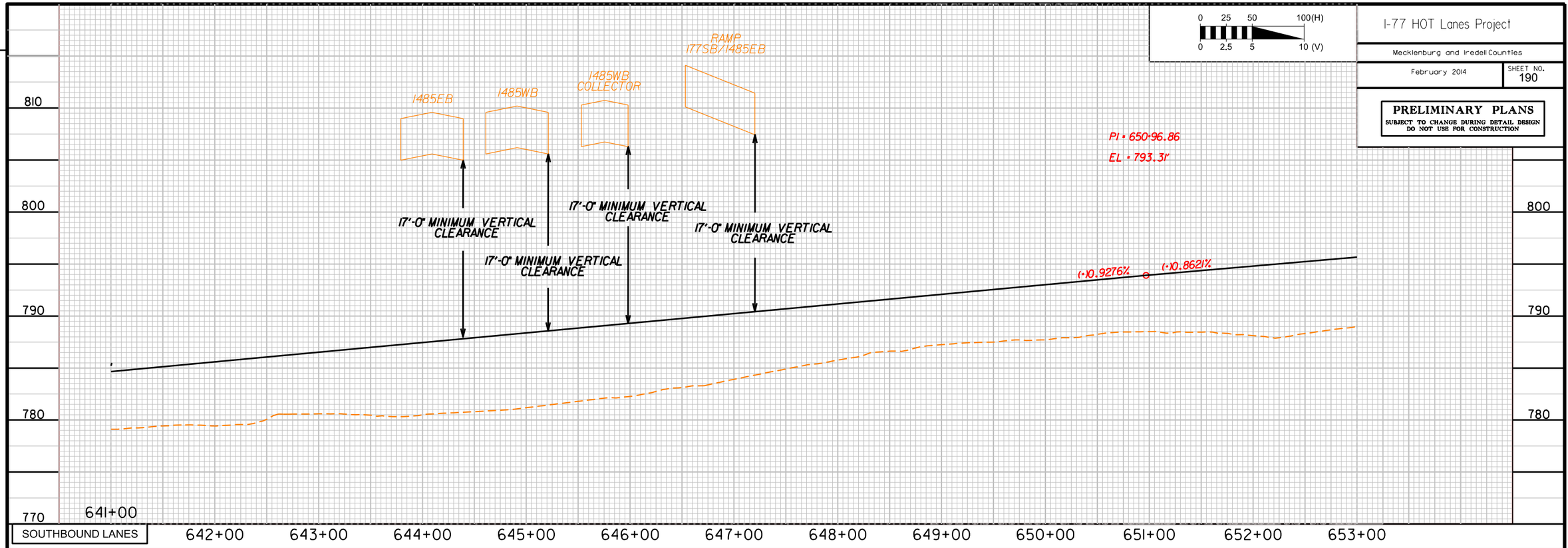

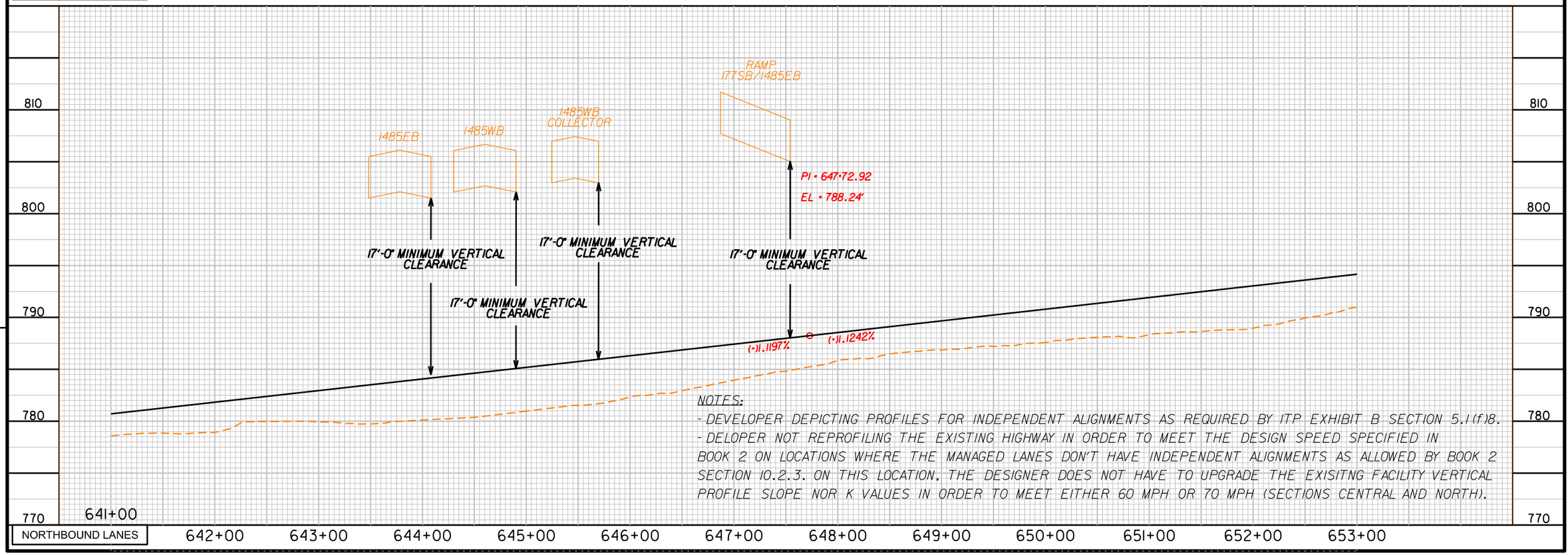

NOTES:
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2/14/2014
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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

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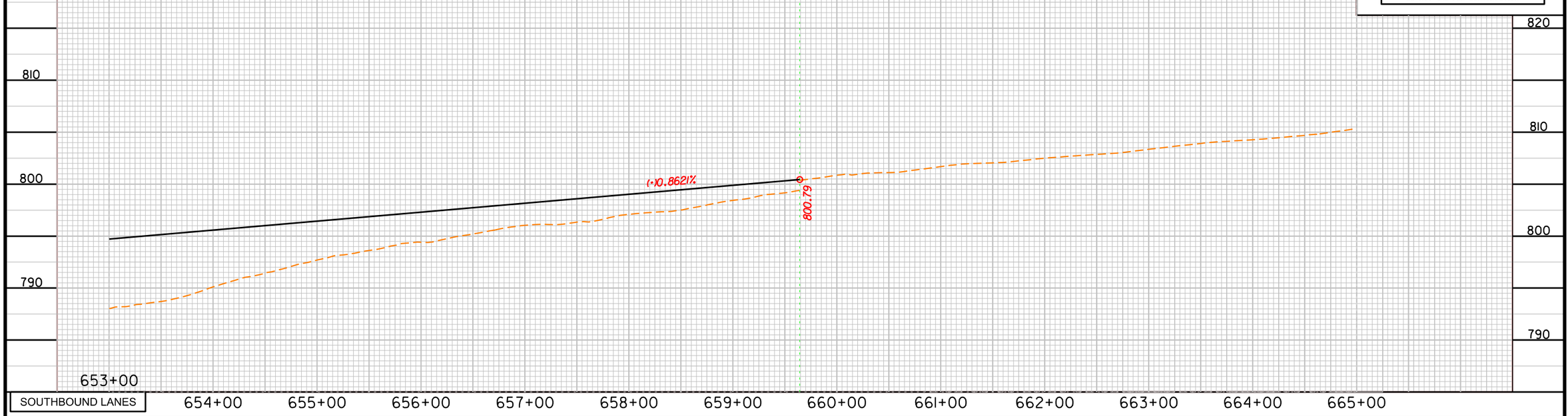

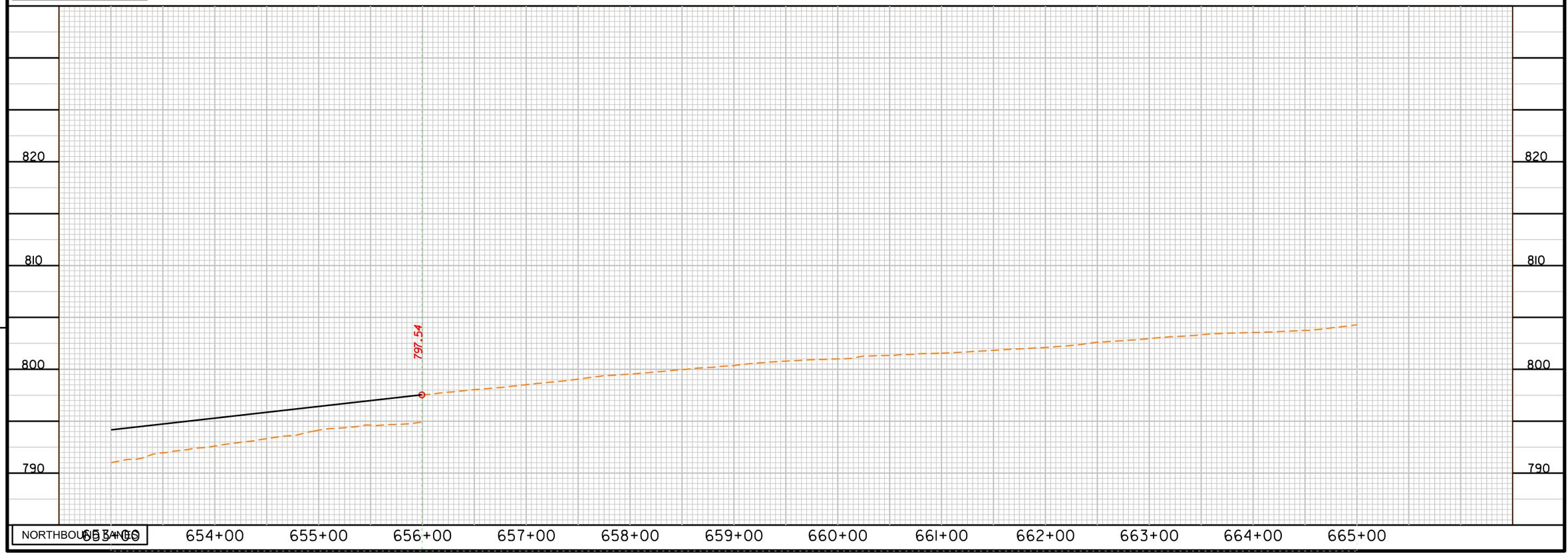

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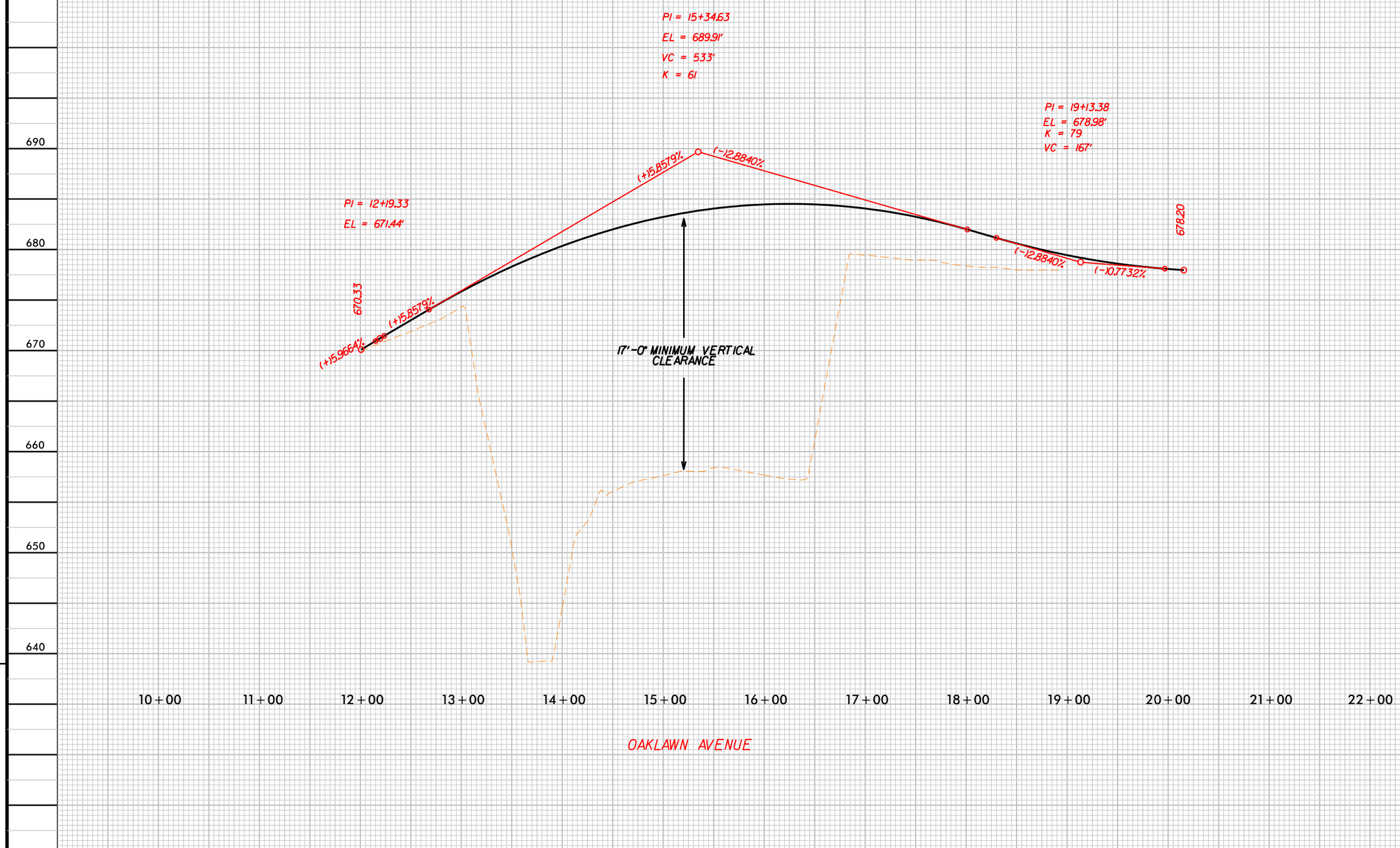
NOTES:
- OAKLAWN AVENUE BRIDGE HAS A MINIMUM VERTICAL CLEARANCE OF 17 FEET, PER BOOK 2.
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5J(f)8.



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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

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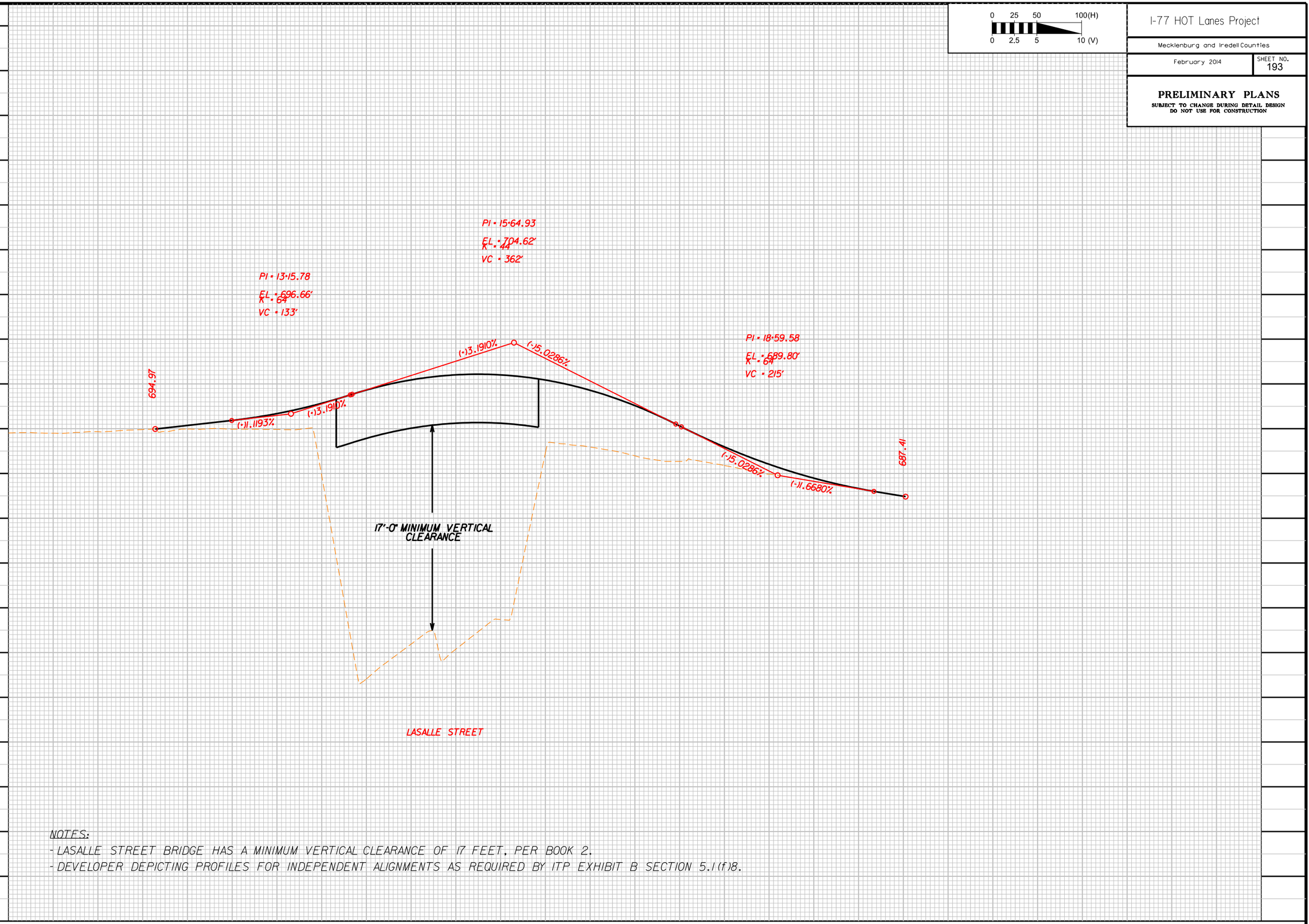

NOTES:
- LASALLE STREET BRIDGE HAS A MINIMUM VERTICAL CLEARANCE OF 17 FEET, PER BOOK 2.
- DEVELOPER DEPICTING PROFILES FOR INDEPENDENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.

I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 193

PRELIMINARY PLANS

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I-77 HOT Lanes Project

Mecklenburg and Iredell Counties

February 2014

SHEET NO. 194

PRELIMINARY PLANS
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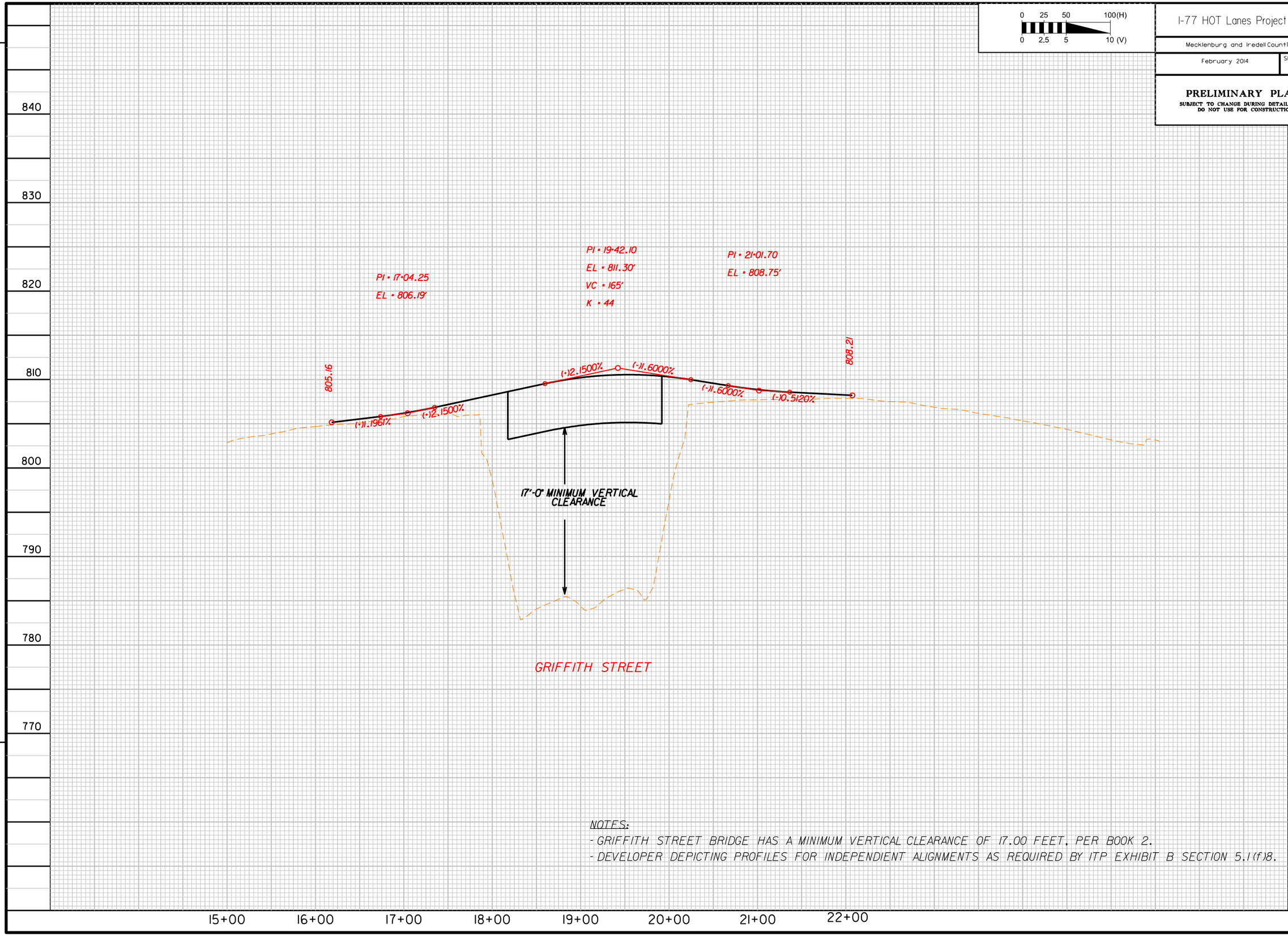

NOTES:
- GRIFFITH STREET BRIDGE HAS A MINIMUM VERTICAL CLEARANCE OF 17.00 FEET, PER BOOK 2.
- DEVELOPER DEPICTING PROFILES FOR INDEPENDIENT ALIGNMENTS AS REQUIRED BY ITP EXHIBIT B SECTION 5.1(f)8.