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TIP PROJECT: HI-0001

CONTRACT: DE00329

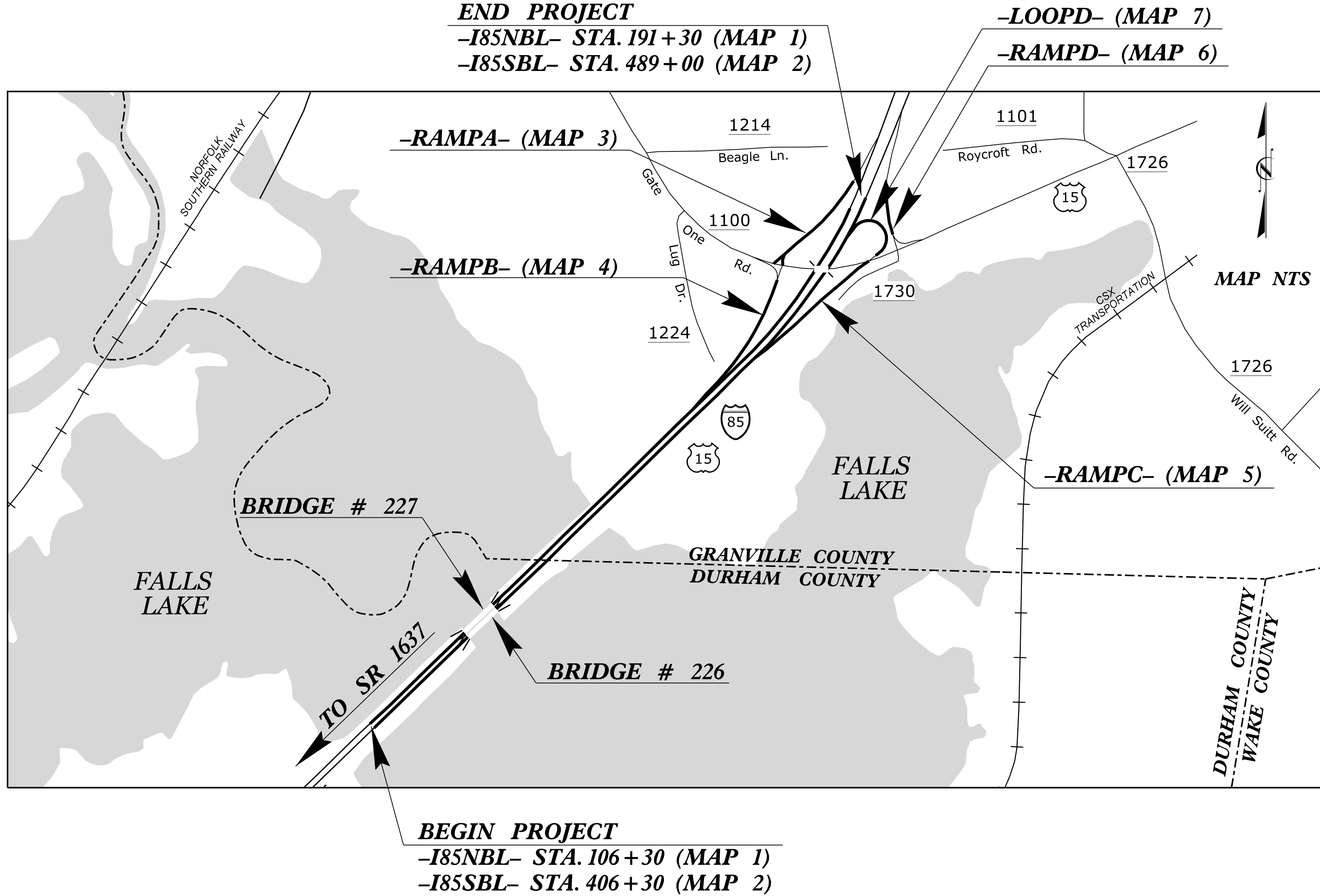
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

DURHAM & GRANVILLE COUNTY

LOCATION: I-85/US 15 FROM NORTH OF SR 1637 (REDWOOD ROAD)
IN DURHAM COUNTY TO NORTH OF US 15 /SR 1100
(GATE ONE ROAD) IN GRANVILLE COUNTY

TYPE OF WORK: PAVEMENT REHABILITATION, SHOULDER WIDENING,
GUARDRAIL REPLACEMENT & PAVEMENT MARKING

END PROJECT
-I85NBL- STA. 191 + 30 (MAP 1)
-I85SBL- STA. 489 + 00 (MAP 2)



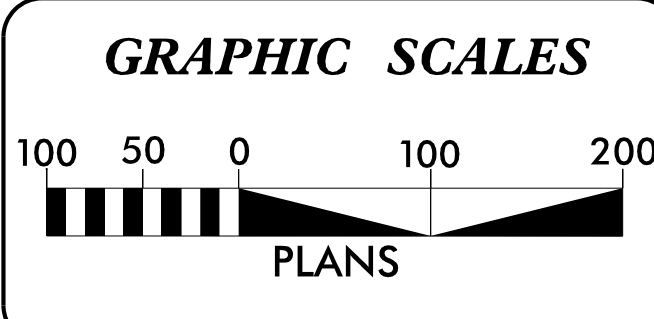
BEGIN PROJECT
-I85NBL- STA. 106 + 30 (MAP 1)
-I85SBL- STA. 406 + 30 (MAP 2)

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HI-0001	1	13
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
49634.1.1		P.E.	
49634.3.1	0085064	CONST.	

2018 ROADWAY STANDARD DRAWINGS EFF. 01-16-2018
REV.

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

- STD. NO. TITLE
- DIVISION 5 - SUBGRADE, BASES AND SHOULDERS
- 560.02 Method of Shoulder Construction - High Side of Superelevated Curve - Method II
- DIVISION 6 - ASPHALT BASES AND PAVEMENTS
- 665.01 Asphalt Shoulders - Milled Rumble Strips
- DIVISION 7 - CONCRETE PAVEMENTS AND SHOULDERS
- 700.01 Concrete Pavement Joints - Construction and Contraction Joints
- 700.03 Dowel Assembly
- 700.05 Tying Proposed Pavement to Existing
- DIVISION 8 - INCIDENTALS
- 840.17 Concrete Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
- 840.18 Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
- 840.19 Concrete Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
- 840.26 Brick Grated Drop Inlet Type 'A' - 12" thru 72" Pipe
- 840.27 Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
- 840.28 Brick Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
- 846.01 Concrete Curb, Gutter and Curb & Gutter
- 850.01 Concrete Paved Ditches
- 862.01 Guardrail Placement
- 862.02 Guardrail Installation
- DIVISION 11 - WORK ZONE TRAFFIC CONTROL
- 1101.01 Work Zone Advance Warning Signs
- 1101.02 Temporary Lane Closures
- 1101.04 Temporary Shoulder Closures
- 1101.11 Traffic Control Design Tables
- 1110.01 Stationary Work Zone Signs
- 1110.02 Portable Work Zone Signs
- 1115.01 Flashing Arrow Boards
- 1130.01 Drums
- 1135.01 Cones
- 1165.01 Truck Mounted Attenuator
- 1180.01 Skinny Drums
- DIVISION 12 - PAVEMENT MARKINGS, MARKERS AND DELINEATION
- 1205.01 Line Types and Offsets
- 1205.02 Pavement Markings
- 1205.03 Pavement Markings
- 1205.08 Pavement Markings
- 1250.01 Raised Pavement Markers
- 1261.01 Guardrail and Barrier Delineators
- 1261.02 Guardrail & Barrier Delineators
- 1262.01 Guardrail End Delineation



DESIGN DATA
2019 AADT = 51,500
T = 12%
POSTED SPEED = 65-70 MPH
FUNC CLASS = INTERSTATE

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2A-1 - 2A-2	TYPICAL SECTIONS
2B-1 - 2B-2	ROADWAY DETAILS
2D-1 - 2D-4	EROSION CONTROL DETAILS
3B-1 - 3B-2	SUMMARY OF QUANTITIES
4 - 5	PLAN SHEETS

MAP	DESCRIPTION	LENGTH (MI)
MAP 1: I-85 (-I85NBL-)		1.522
MAP 2: I-85 (-I85SBL-)		1.479
MAP 3: I-85/US 15 (-RAMPA-)		0.221
MAP 4: I-85/US 15 (-RAMPB-)		0.246
MAP 5: I-85/US 15 (-RAMPC-)		0.219
MAP 6: I-85/US 15 (-RAMPD-)		0.159
MAP 7: I-85/US 15 (-LOOPD-)		0.110
TOTAL LENGTH OF ROADWAY =		3.956 MI (BRIDGES NOT INCLUDED)

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: N/A

LETTING DATE: NOVEMBER 10, 2021

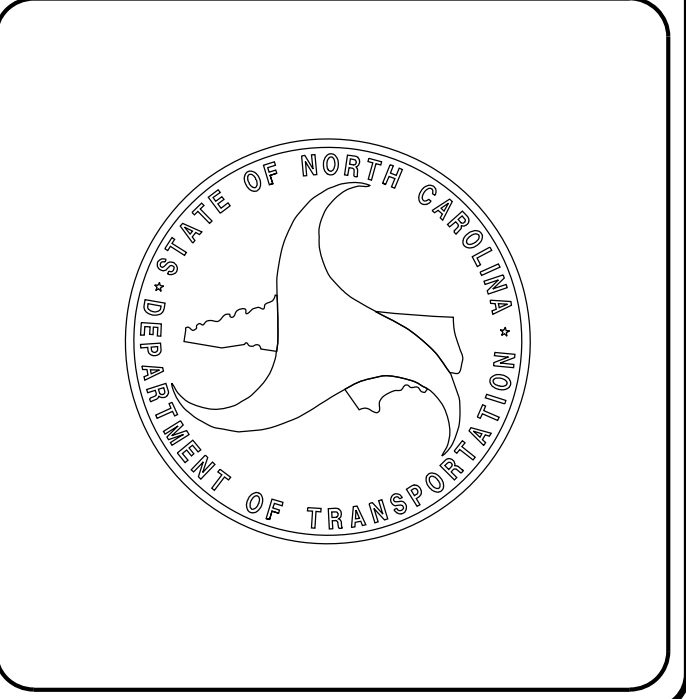
TRACY N. PARROTT, PE
DIVISION PROJECT DELIVERY ENGINEER

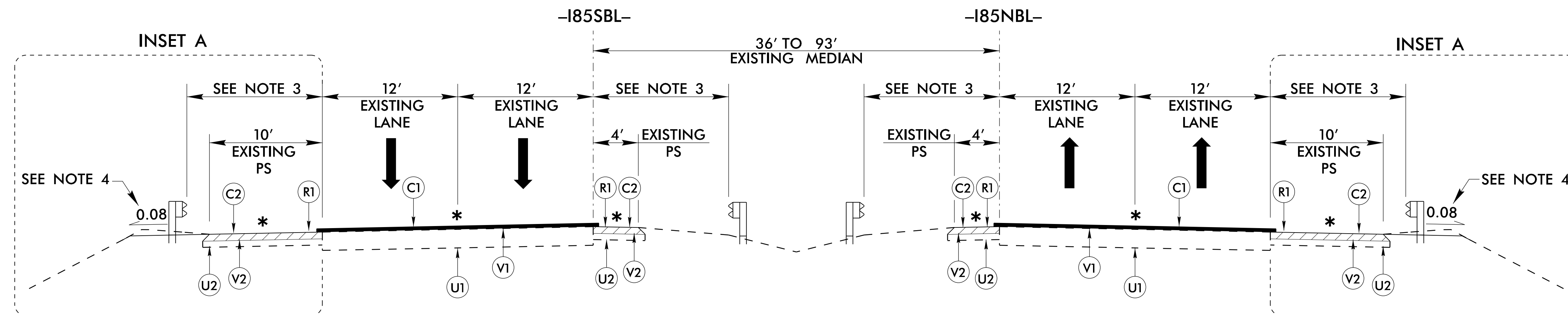
TIM S. HAYES, PE
PROJECT ENGINEER

JASON D. BREDA, PE
PROJECT DESIGN ENGINEER

DocuSigned by:
Timothy Scott Hayes
9/17/2021
SIGNATURE: TIMOTHY SCOTT HAYES, PE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

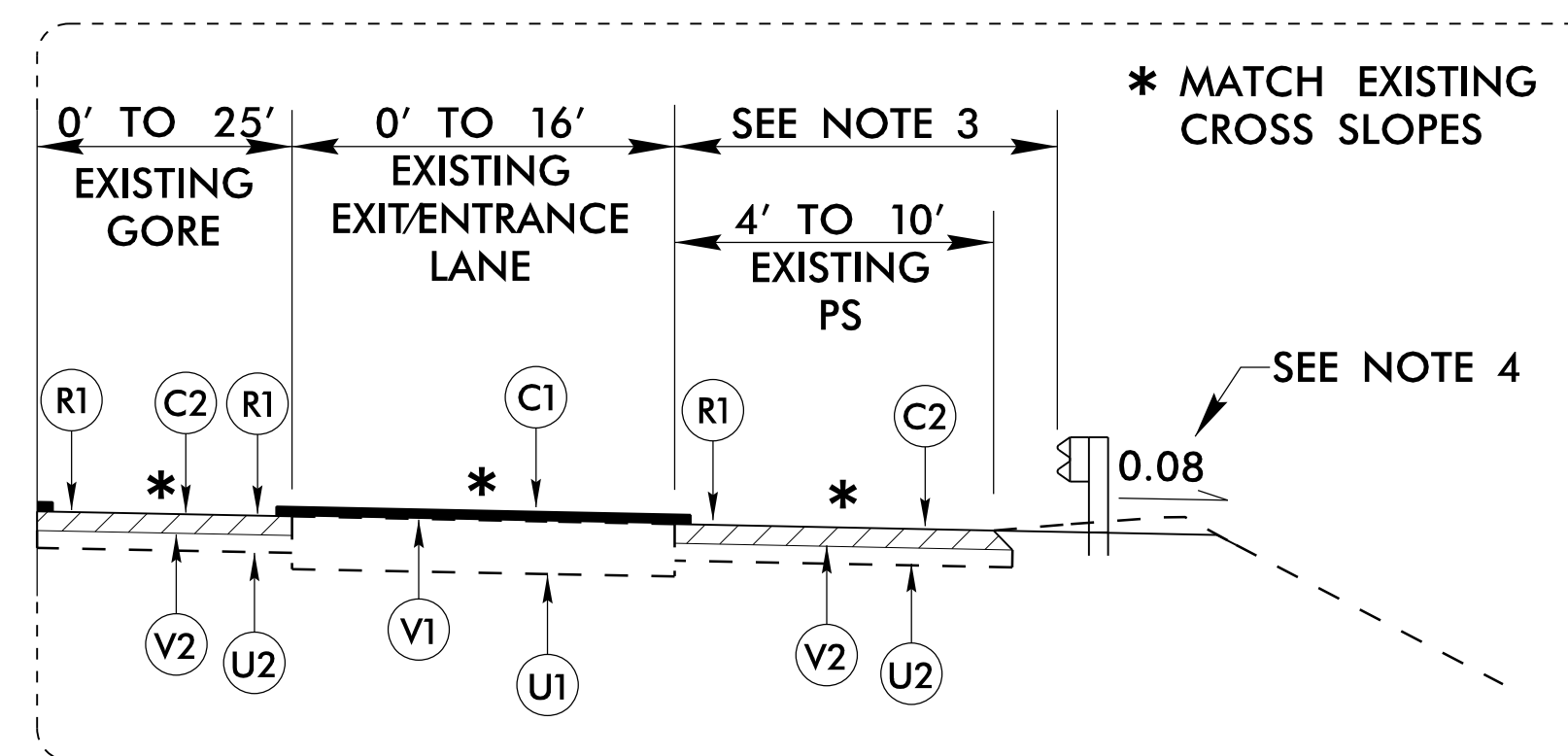




TYPICAL SECTION NO. 1

-I85NBL- STA. 106+30 TO STA. 131+06 (BEGIN BRIDGE) } (MAP 1)
 -I85NBL- STA. 135+68 (END BRIDGE) TO STA. 191+30 }
 -I85SBL- STA. 406+30 TO STA. 431+19 (BEGIN BRIDGE) } (MAP 2)
 -I85SBL- STA. 435+81 (END BRIDGE) TO STA. 489+00 }

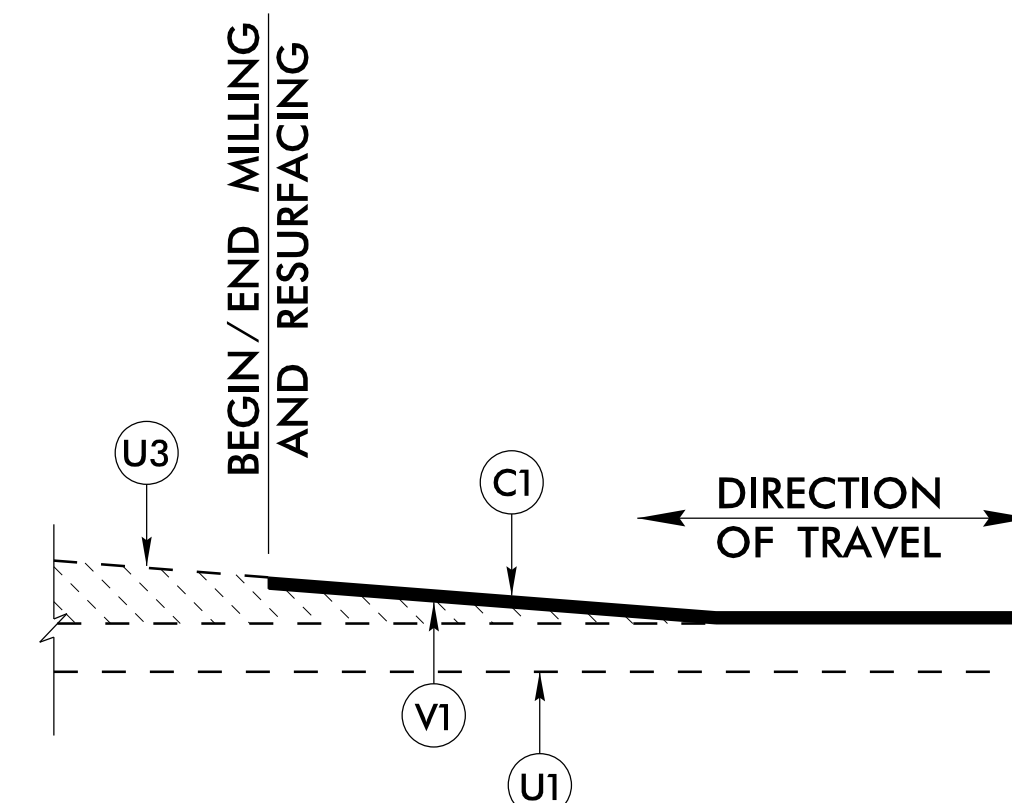
* MATCH EXISTING CROSS SLOPES



INSET A

-I85NBL- STA. 170+30 TO STA. 176+70
 -I85NBL- STA. 182+45 TO STA. 191+50
 -I85SBL- STA. 456+20 TO STA. 468+90 (MIRROR IMAGE)

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 5/8" ULTRA-THIN BONDED WEARING COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
V1	MILLING EXISTING ULTRA-THIN BONDED WEARING COURSE, 5/8" AVERAGE DEPTH
V2	MILLING EXISTING ASPHALT, 1.5" DEPTH
R1	MILLED RUMBLE STRIPS
T1	AGGREGATE SHOULDER BORROW (ASB)
U1	EXISTING 9" JOINTED PORTLAND CEMENT CONCRETE PAVEMENT (WITH DOWELS)
U2	EXISTING ASPHALT/ABC PAVED SHOULDER
U3	EXISTING ASPHALT COURSES

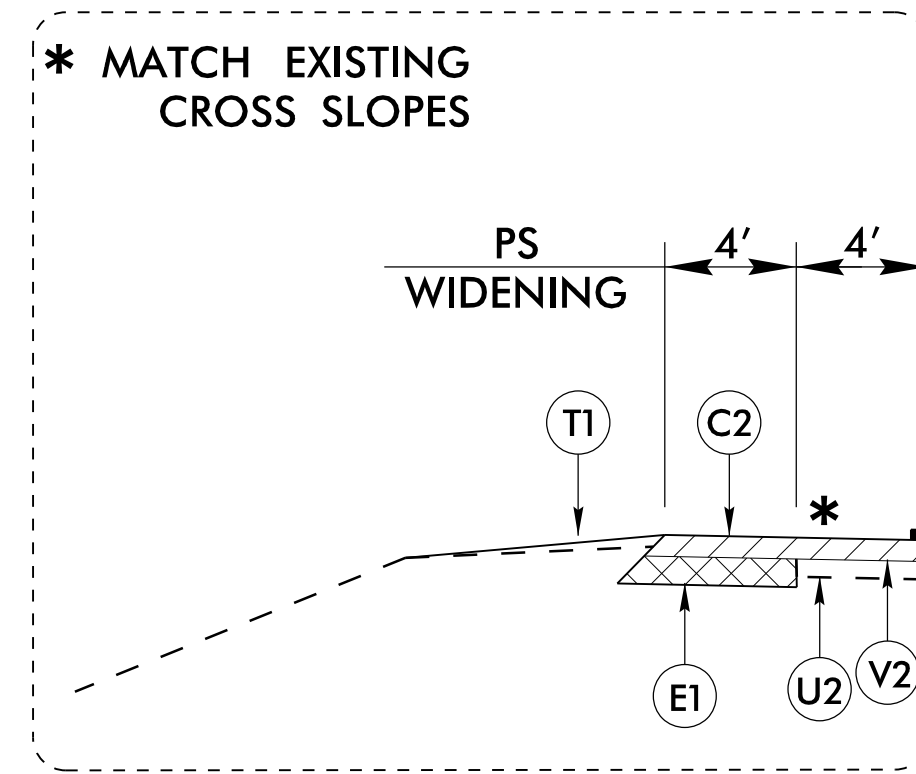


ULTRA-THIN BONDED WEARING COURSE TIE-IN DETAIL
 USE AT ALL I-85 MAINLINE, RAMP AND LOOP TIE-INS

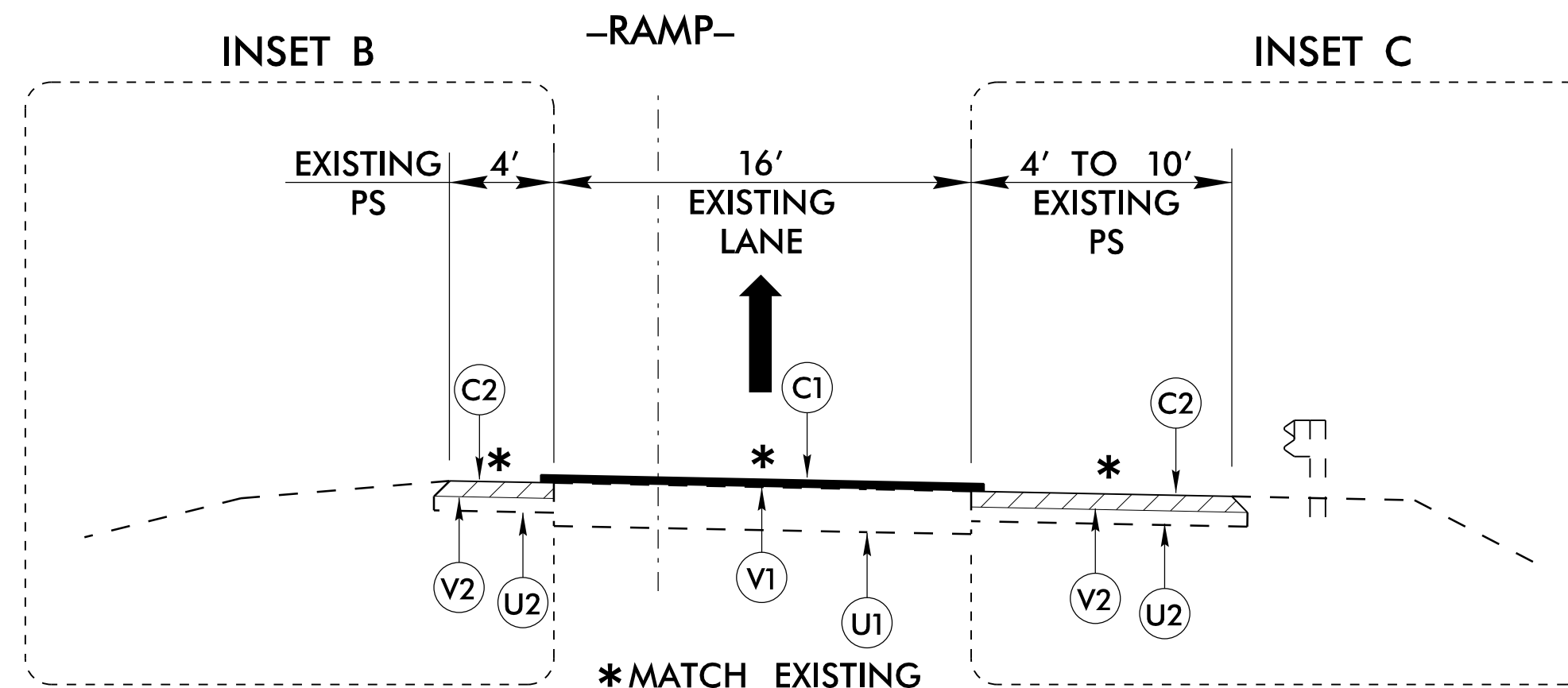
NOTES

- MILLED PAVED SHOULDERS SHALL BE RESURFACED BY THE END OF EACH WORK DAY.
- ULTRA-THIN BONDED WEARING COURSE SHALL BE EXTENDED 6" OUTSIDE OF TRAVEL LANES (EDGE OF CONCRETE PAVEMENT).
- NEW GUARDRAIL UNIFORM OFFSETS FROM TRAVEL LANES SHALL MATCH EXISTING, EXCEPT AS DETERMINED BY THE ENGINEER. MEDIAN GUARDRAIL OPENINGS ARE TO BE MAINTAINED/RESTORED TO MATCH EXISTING.
- GRADE OUTSIDE SHOULDERS FLUSH WITH PAVED SHOULDER WHERE EXISTING GUARDRAIL IS REMOVED AND REPLACED. GRADE TO DRAIN AWAY FROM PAVEMENT AT 0.08 SLOPE, SEED AND MULCH ALL DISTURBED AREAS.
- TYPICAL SECTION STATIONS (STA.) SHOWN ARE APPROXIMATE AND MAY ADJUST AS DETERMINED BY THE ENGINEER.

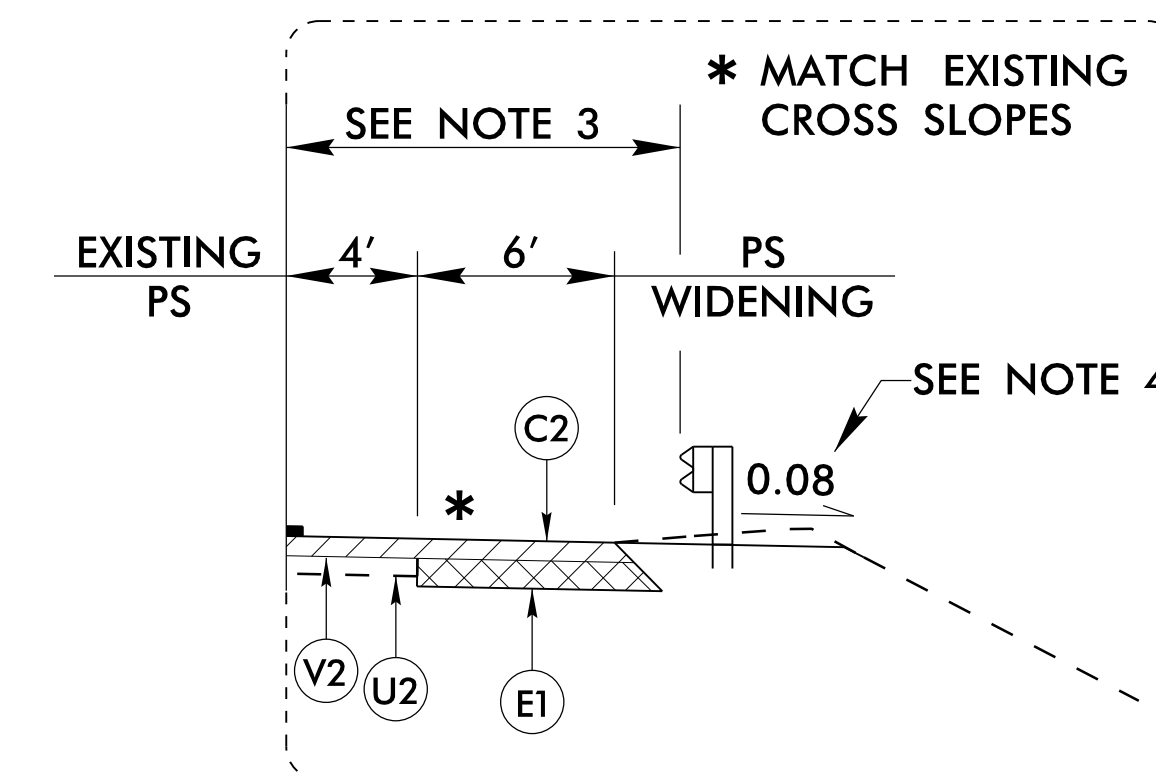
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



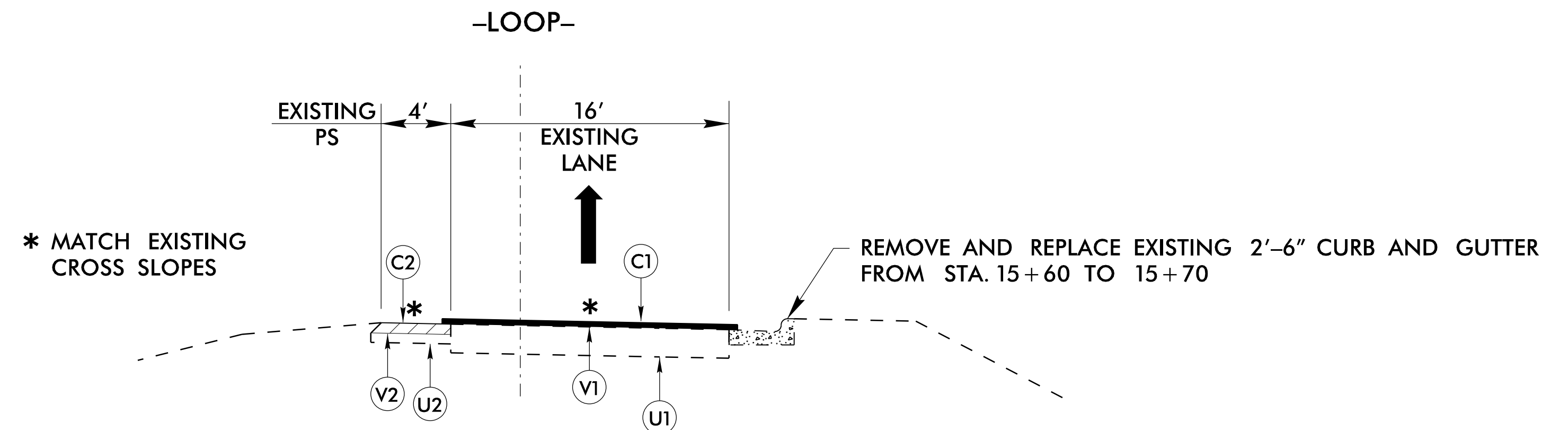
INSET B
 -RAMPB- STA. 12+00 TO STA. 18+00
 -RAMPD- STA. 12+50 TO STA. 18+50



TYPICAL SECTION NO. 2
 -RAMPA- STA. 15+45 TO STA. 27+10 (MAP 3)
 -RAMPB- STA. 11+15 TO STA. 24+15 (MAP 4)
 -RAMPC- STA. 13+18 TO STA. 24+75 (MAP 5)
 -RAMPD- STA. 11+32 TO STA. 19+70 (MAP 6)



INSET C
 -RAMPA- STA. 19+00 TO STA. 25+00
 -RAMPC- STA. 15+00 TO STA. 22+00
 -RAMPD- STA. 12+50 TO STA. 18+50



TYPICAL SECTION NO. 3
 -LOOPD- STA. 11+70 TO STA. 17+52 (MAP 7)

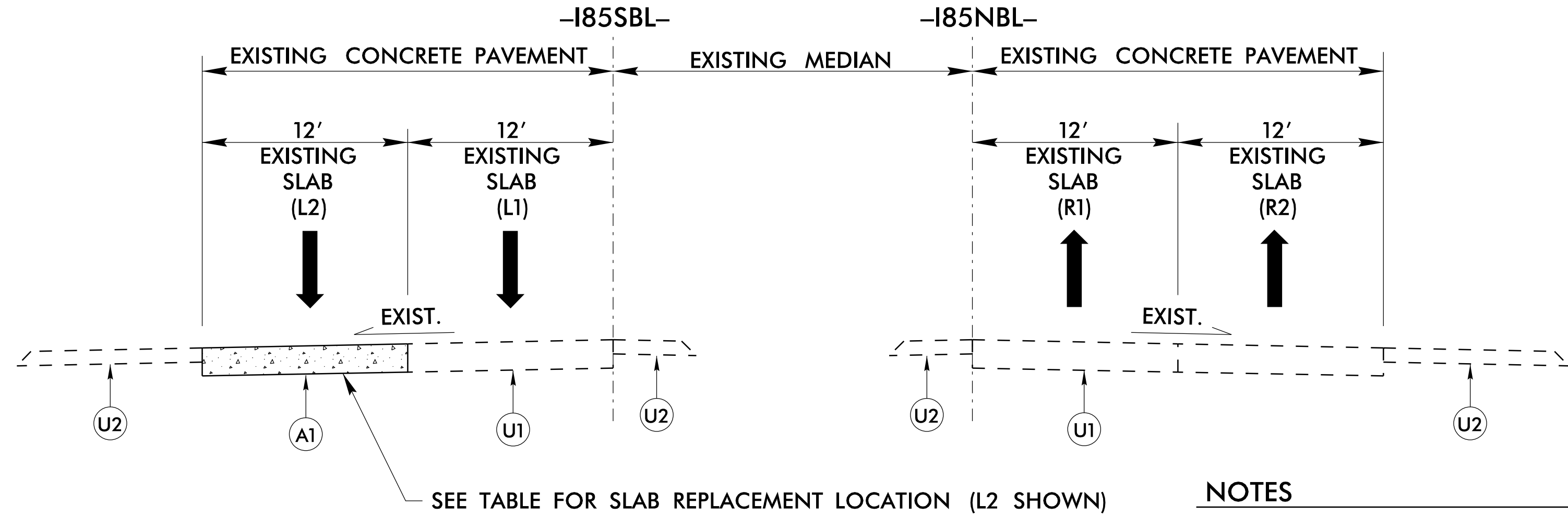
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 5/8" ULTRA-THIN BONDED WEARING COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
V1	MILLING EXISTING ULTRA-THIN BONDED WEARING COURSE, 5/8" AVERAGE DEPTH
V2	MILLING EXISTING ASPHALT, 1.5" DEPTH
R1	MILLED RUMBLE STRIPS
T1	AGGREGATE SHOULDER BORROW (ASB)
U1	EXISTING 9" JOINTED PORTLAND CEMENT CONCRETE PAVEMENT (WITH DOWELS)
U2	EXISTING ASPHALT/ABC PAVED SHOULDER
U3	EXISTING ASPHALT COURSES

NOTES

- MILLED PAVED SHOULDERS SHALL BE RESURFACED BY THE END OF EACH WORK DAY.
- ULTRA-THIN BONDED WEARING COURSE SHALL BE EXTENDED 6" OUTSIDE OF TRAVEL LANES (EDGE OF CONCRETE PAVEMENT).
- NEW GUARDRAIL UNIFORM OFFSETS FROM TRAVEL LANES SHALL MATCH EXISTING, EXCEPT AS DETERMINED BY THE ENGINEER. MEDIAN GUARDRAIL OPENINGS ARE TO BE MAINTAINED/RESTORED TO MATCH EXISTING.
- GRADE OUTSIDE SHOULDERS FLUSH WITH PAVED SHOULDER WHERE EXISTING GUARDRAIL IS REMOVED AND REPLACED. GRADE TO DRAIN AWAY FROM PAVEMENT AT 0.08 SLOPE, SEED AND MULCH ALL DISTURBED AREAS.
- TYPICAL SECTION STATIONS (STA.) SHOWN ARE APPROXIMATE AND MAY ADJUST AS DETERMINED BY THE ENGINEER.

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

PAVEMENT SCHEDULE	
A1	PROP. 9" JOINTED PORTLAND CEMENT CONCRETE PAVEMENT
U1	EXISTING 9" JOINTED PORTLAND CEMENT CONCRETE PAVEMENT
U2	EXISTING ASPHALT/ABC PAVED SHOULDER



SLAB REPLACEMENT LOCATION TABLE

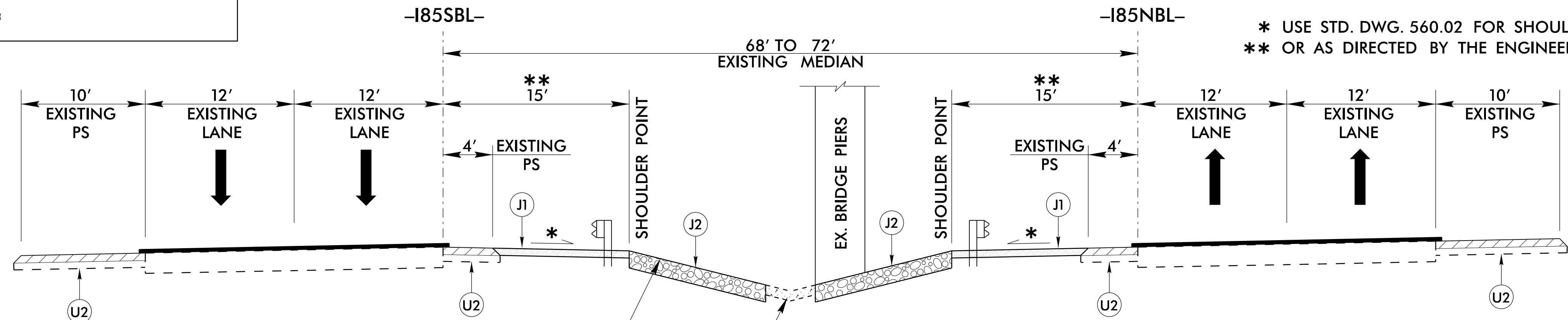
LINE	APPROX. STATION	SLAB	WIDTH (FT)	LENGTH (FT)
-I85SBL-	414+65	L2	12	30
-I85SBL-	449+30	L2	12	30
-I85NBL-	170+30	R2	12	30
-I85SBL-	483+20	L2	12	30

SEE NOTE 2

- NOTES**
- MILL/REMOVE EXISTING ULTRA-THIN BONDED WEARING COURSE FROM THE MAINLINE, RAMPS AND LOOP MAPS IN ITS ENTIRETY TO ALLOW FOR INSPECTION OF EXISTING CONCRETE PAVEMENT SLABS AND JOINTS. SAWCUT, REMOVE AND REPLACE EXISTING CONCRETE PAVEMENT AS IDENTIFIED BY THE ENGINEER.
 - SLAB REPLACEMENT LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER. REPLACE ENTIRE SLAB LENGTH. PARTIAL SLAB REPLACEMENTS WILL ONLY BE PERMITTED WITH APPROVAL OF THE ENGINEER. ADDITIONAL SLAB REPLACEMENTS MAY BE DETERMINED AS DIRECTED BY THE ENGINEER.
 - SEE STD. DRAWING 700.05 FOR DOWEL AND TIE BAR DETAILS.
 - IF SUBGRADE MATERIAL IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE, REMOVE UP TO 12" AND REPLACE WITH SOIL STABILIZATION FABRIC AND SELECT MATERIAL, CLASS IV.

EXISTING CONCRETE SLAB REPLACEMENT - DETAIL A

PAVEMENT SCHEDULE	
J1	PROP. 6" AGGREGATE BASE COURSE
J2	PROP. 12" CLASS A RIP RAP W/ FILTER FABRIC
U2	EXISTING ASPHALT/ABC PAVED SHOULDER



SLOPE RIP RAP FROM SHOULDER POINT TO EXISTING CONCRETE DITCH (TYP.)
 CLEAN OUT EXISTING CONCRETE DITCH

* USE STD. DWG. 560.02 FOR SHOULDER SLOPE
 ** OR AS DIRECTED BY THE ENGINEER

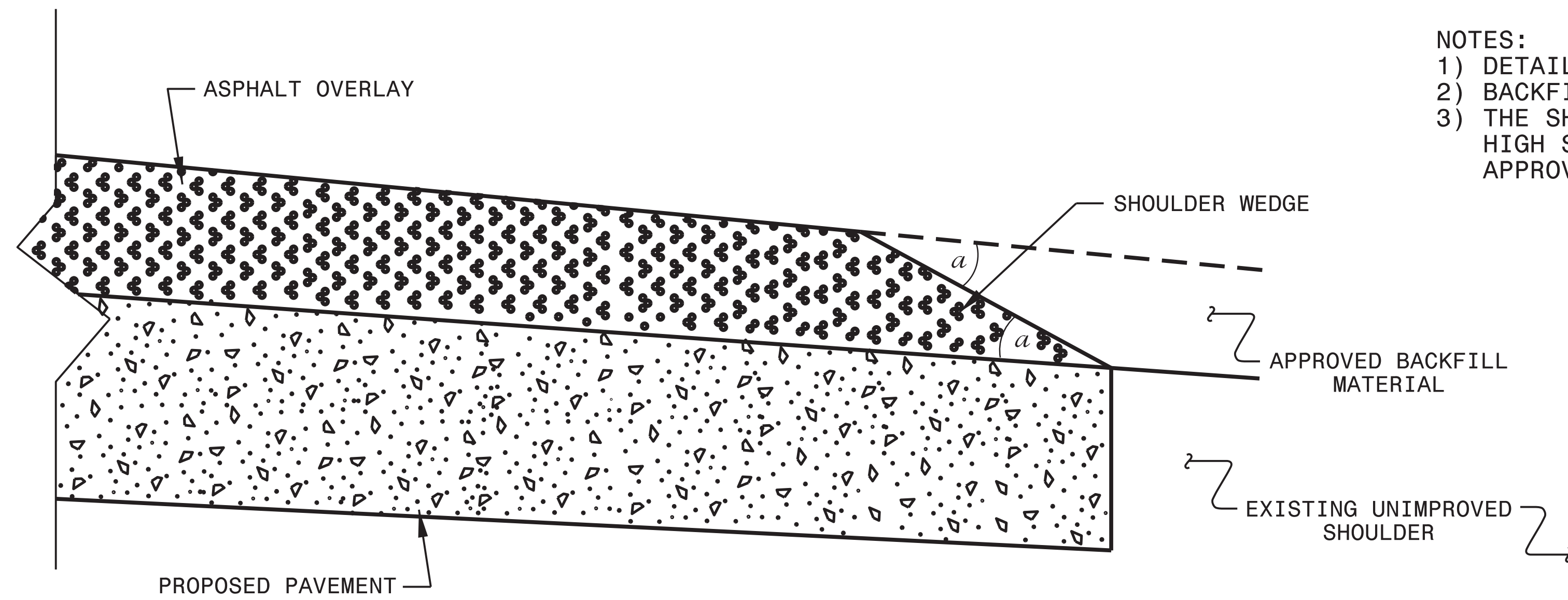
- NOTES**
- REGRADE AND EXCAVATE EXISTING EARTH MATERIAL AS NEEDED TO PLACE J1 & J2.
 - LENGTH OF SLOPE REPAIR SHALL EXTEND 5' OUTSIDE OF BRIDGE OVERHANG (FOR APPROXIMATELY 80' IN TOTAL LENGTH). SEE PLAN FOR LOCATION.

MEDIAN SLOPE REPAIR UNDER US 15 BRIDGE - DETAIL B

6/2/99
 05-AUG-2021 14:29
 R:\Projects\021429\021429.dgn
 R:\Projects\021429\021429.dgn

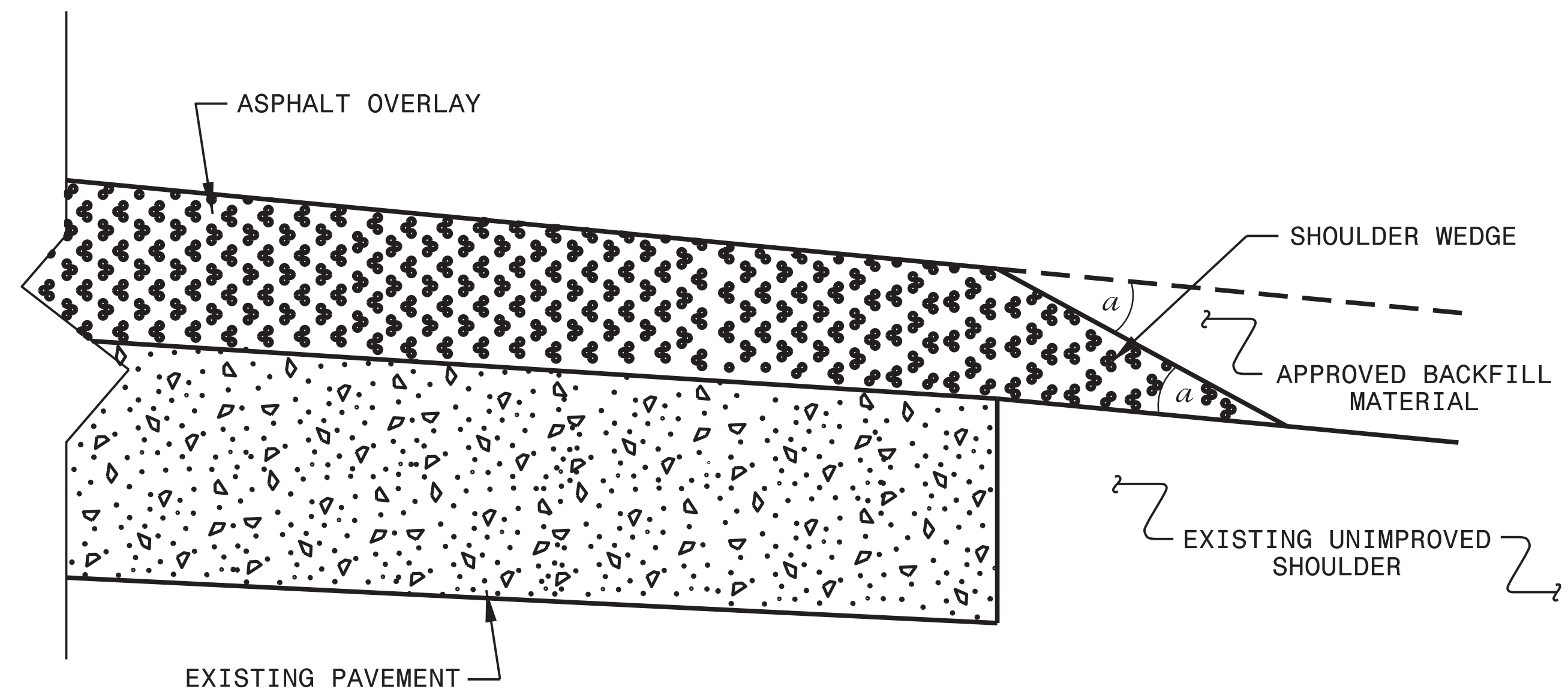
NOTES:

- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



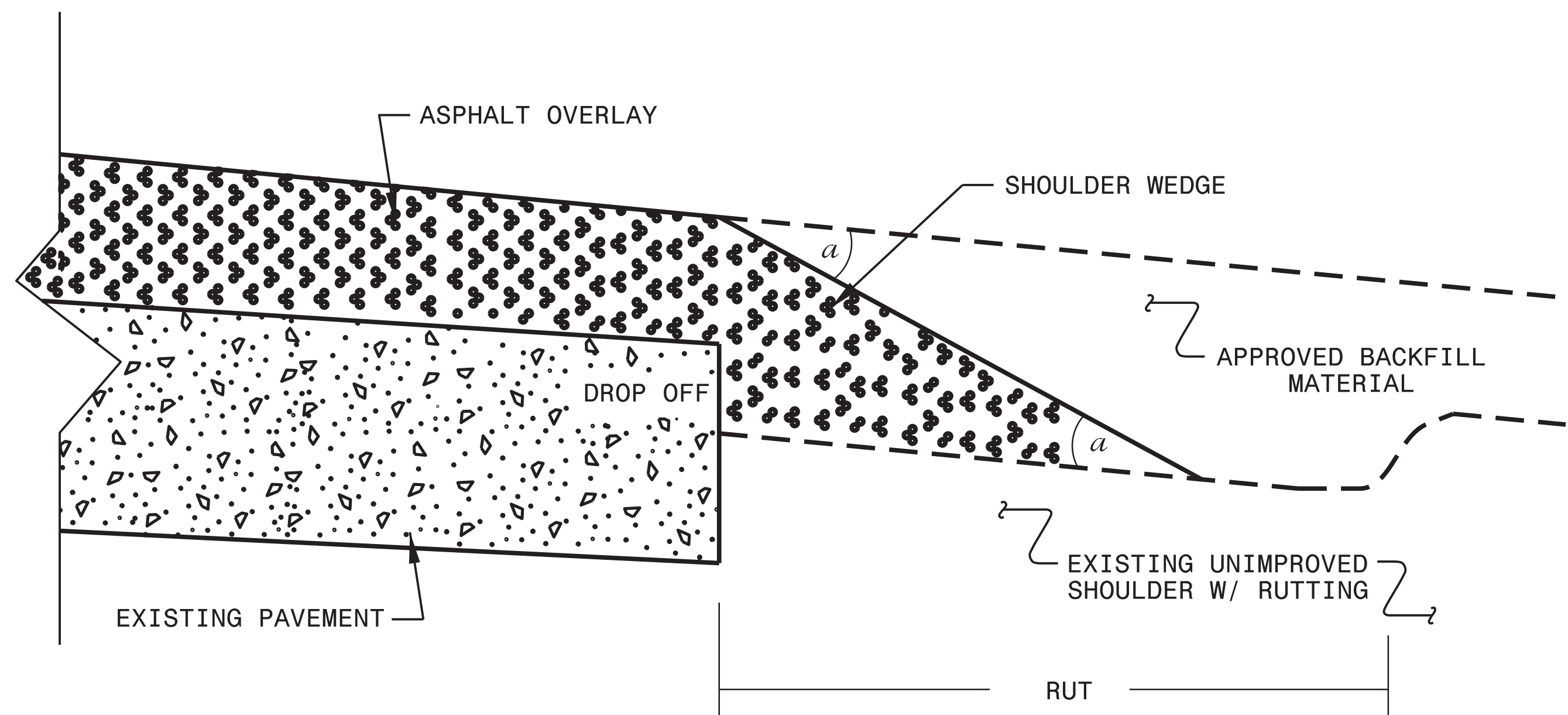
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

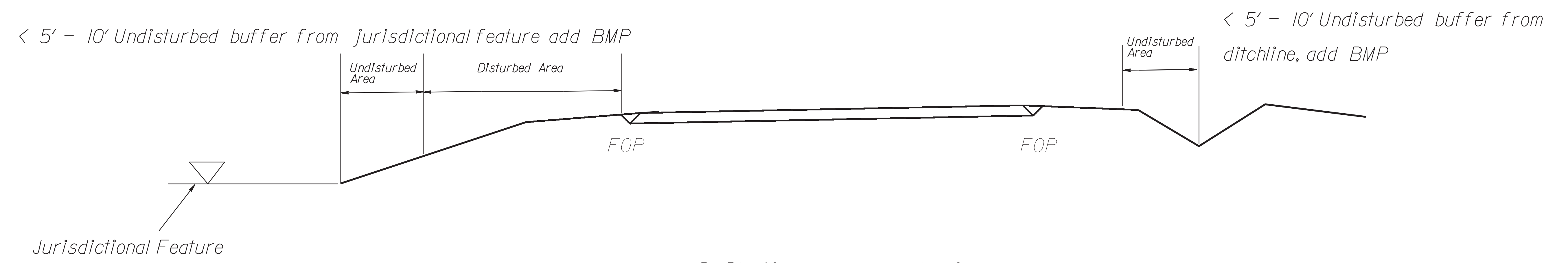
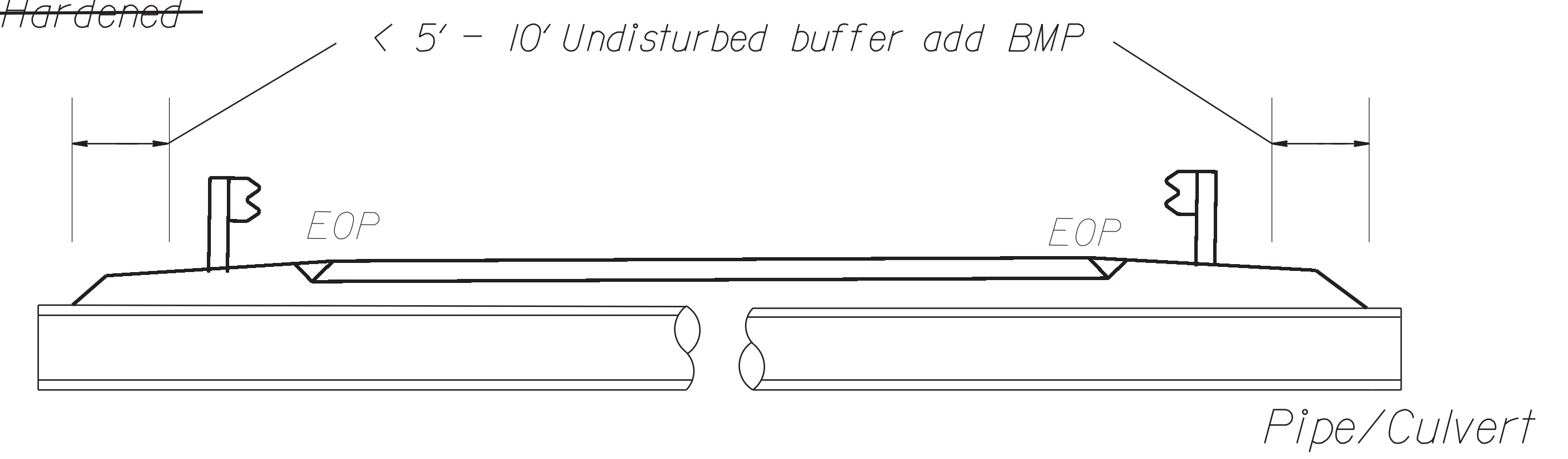
SHOULDER WEDGE DETAILS

ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:usr/details/stand/shoulderwedgedetail.dgn	

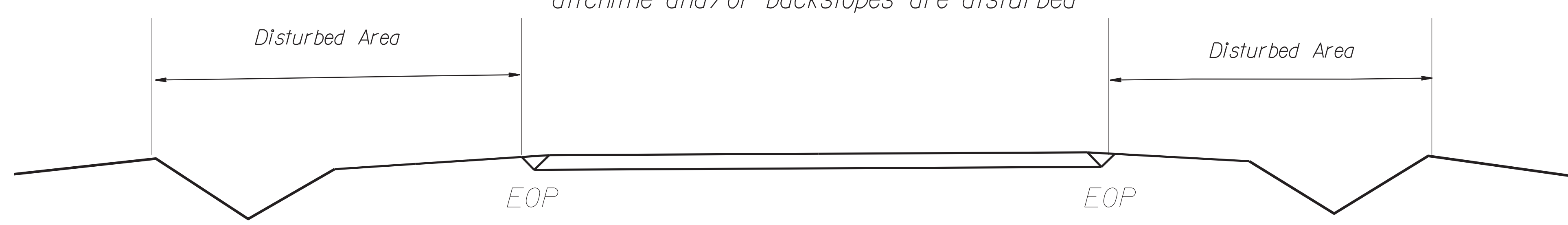
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

EROSION CONTROL DETAIL

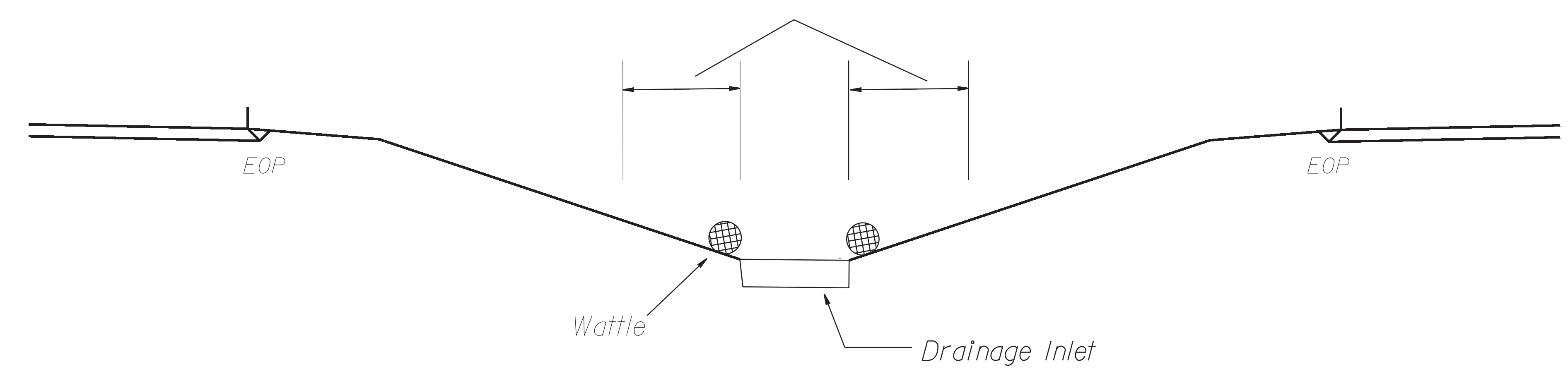
BMP Options: ~~Wattle, Silt Fence or Hardened Aggregate.~~



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

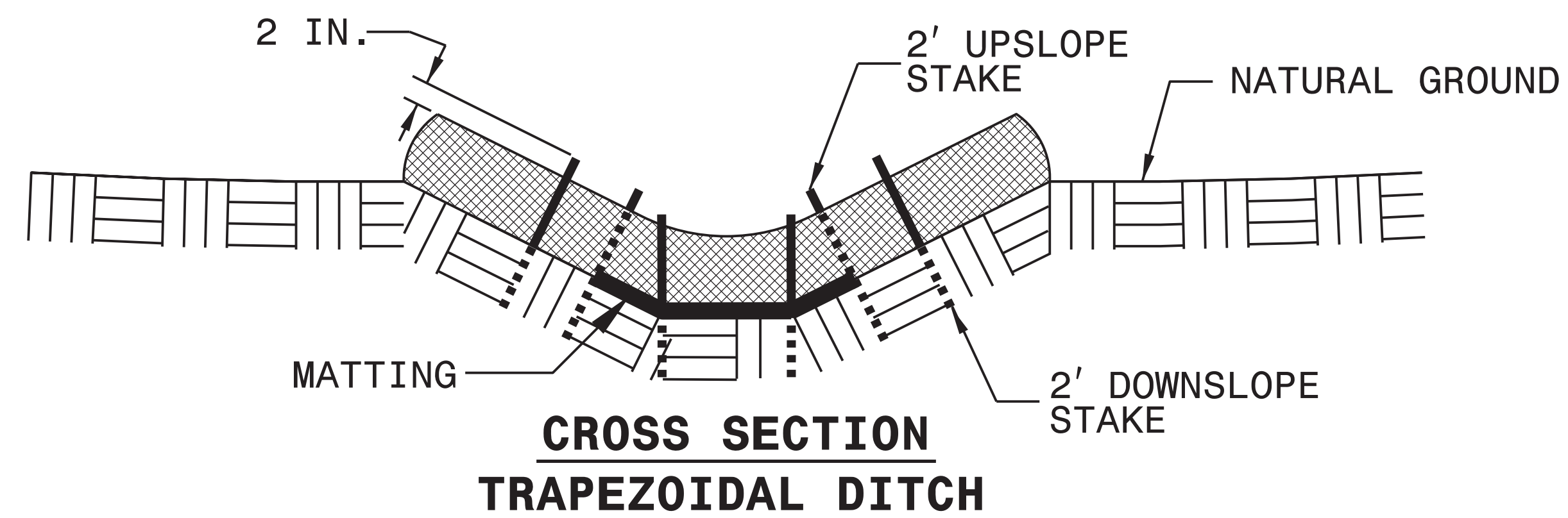
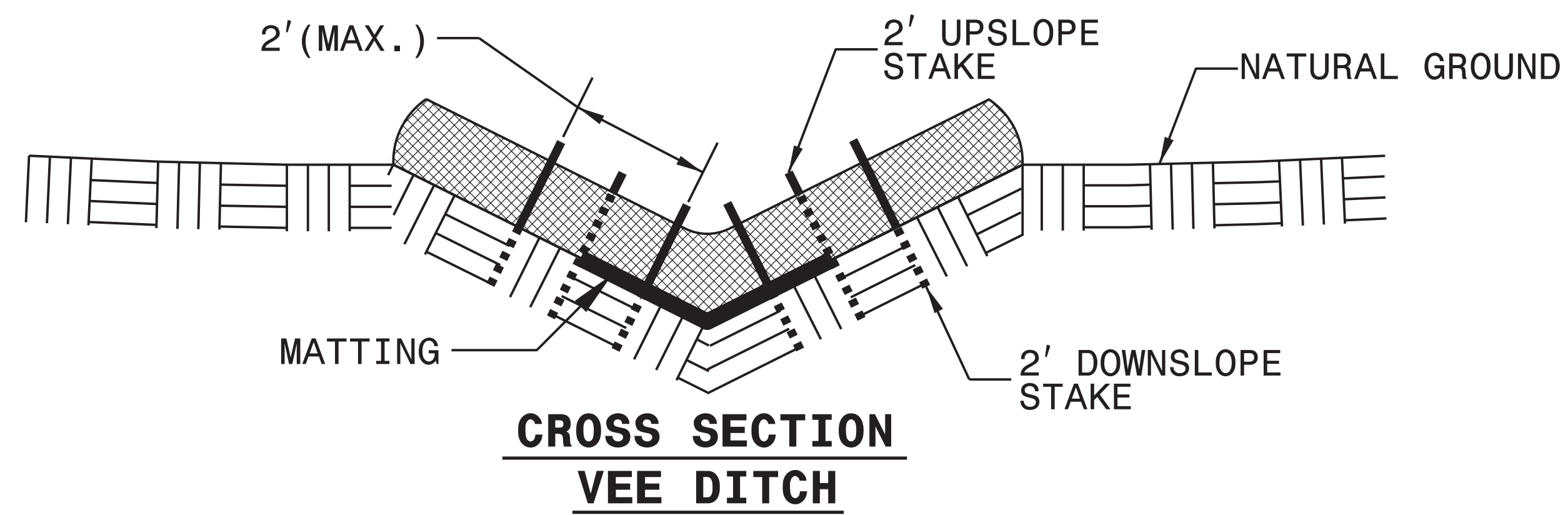
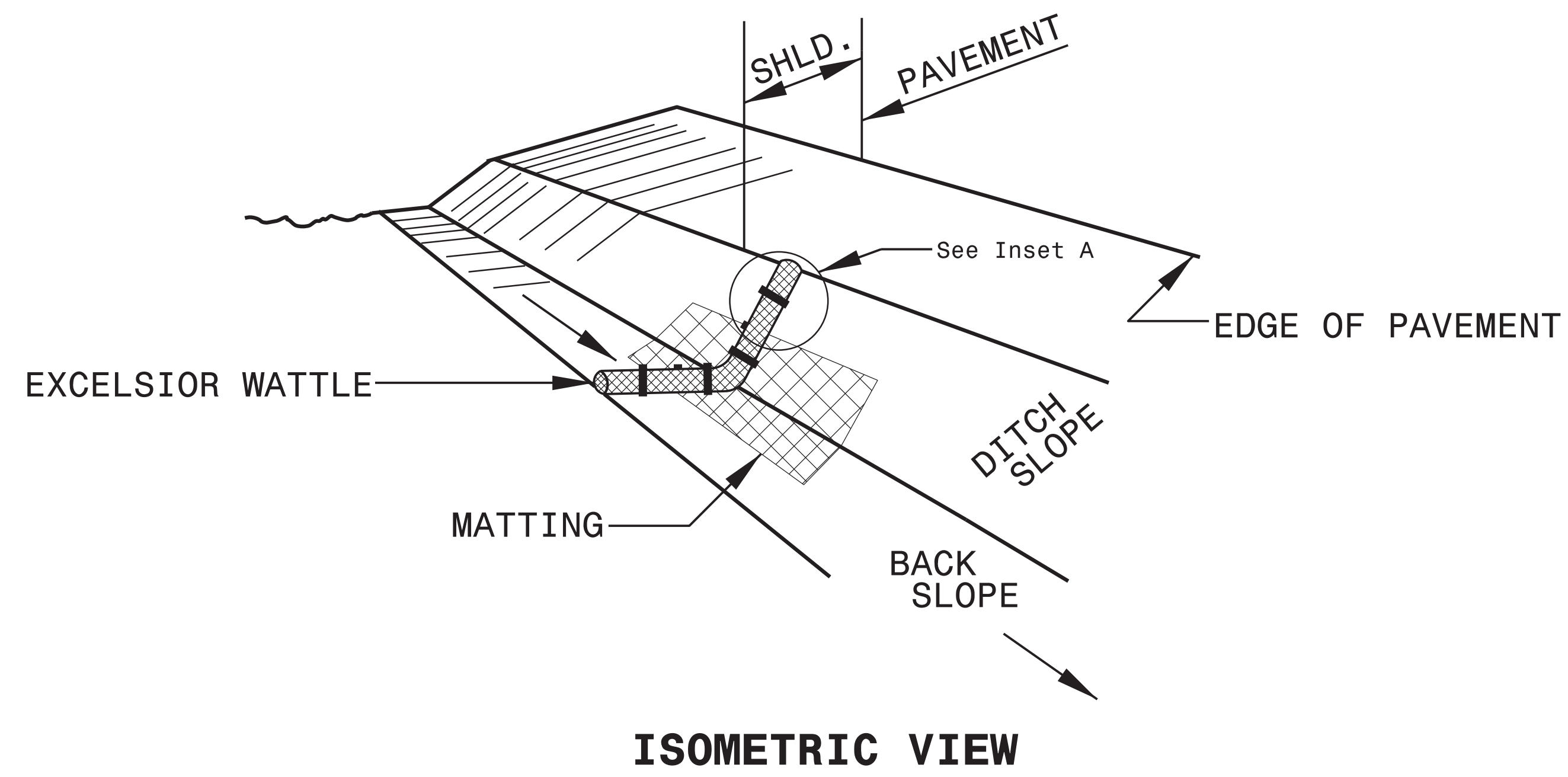


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

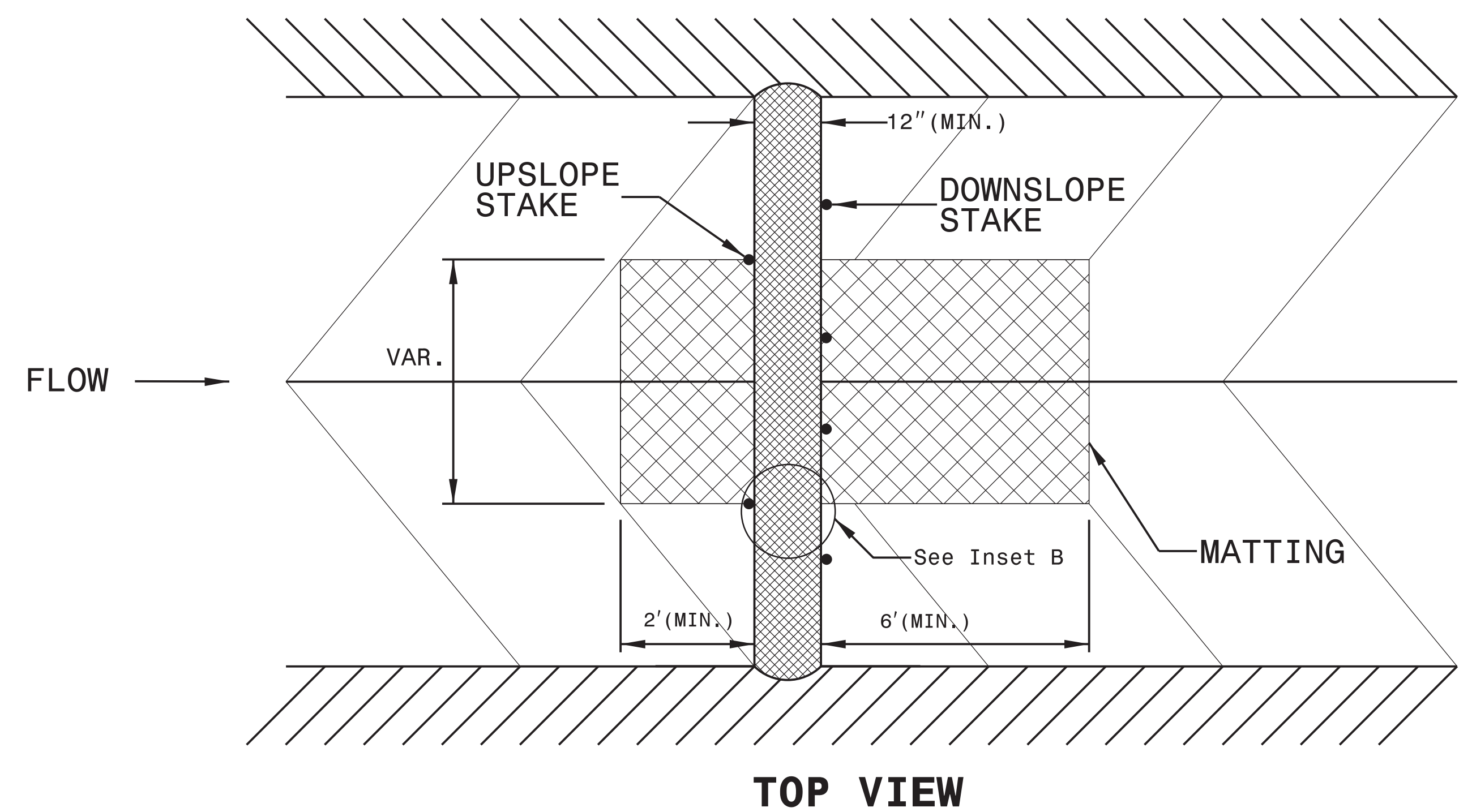
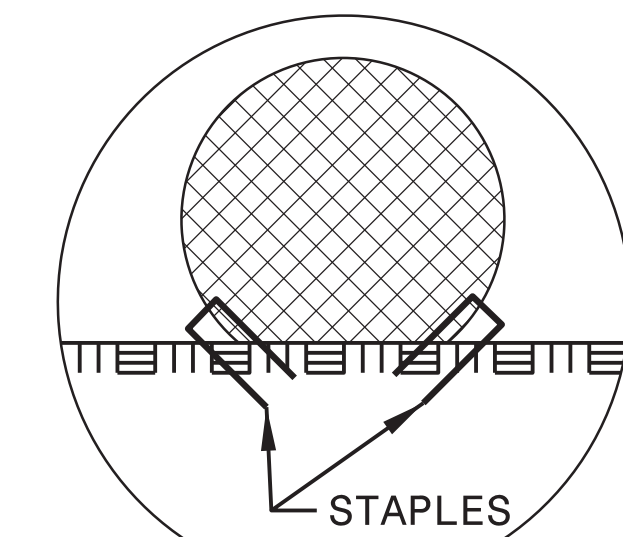
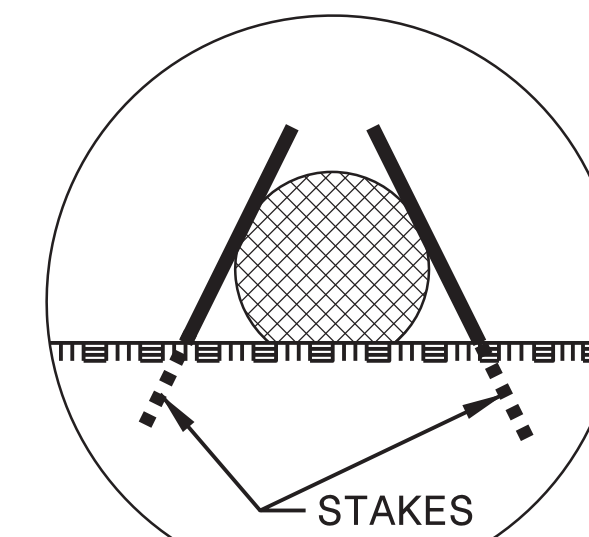
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

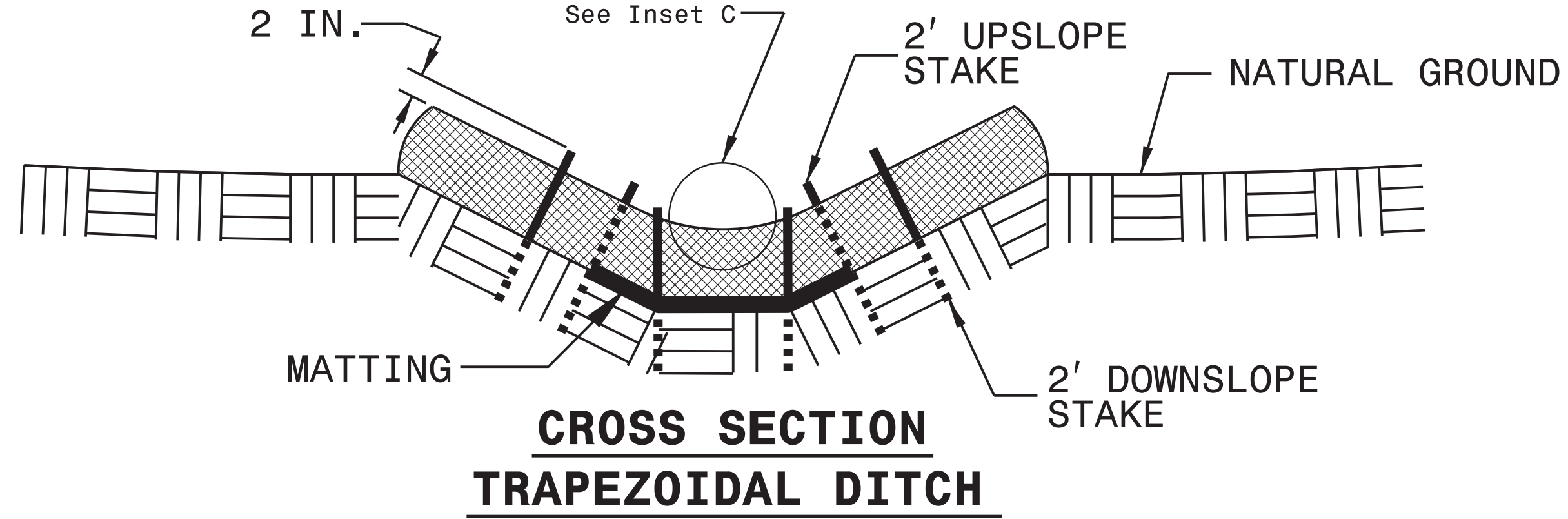
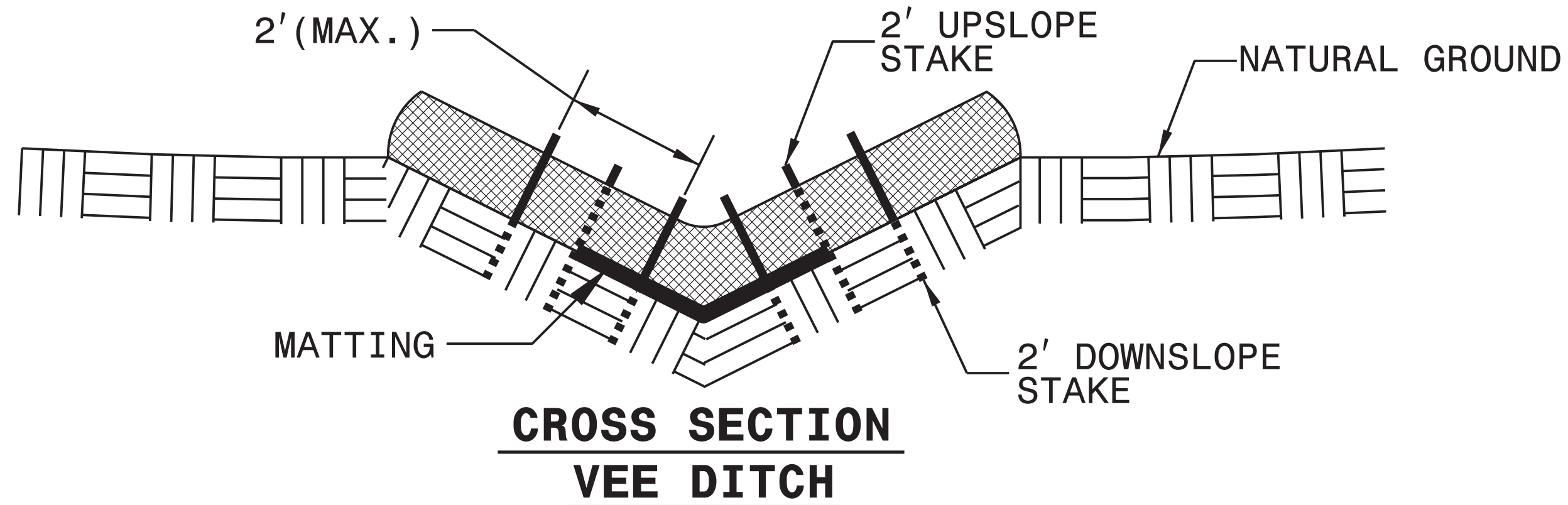
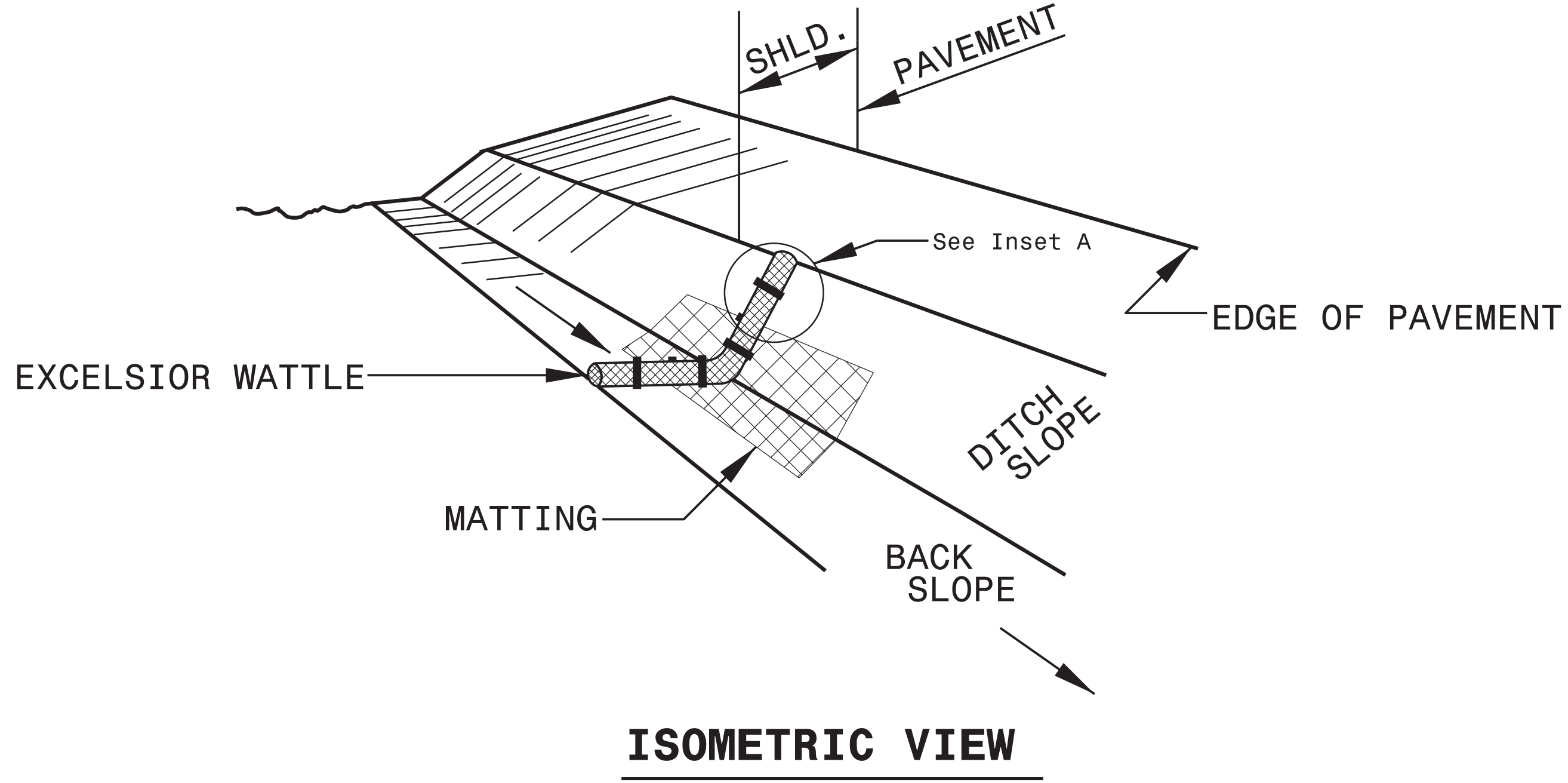
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

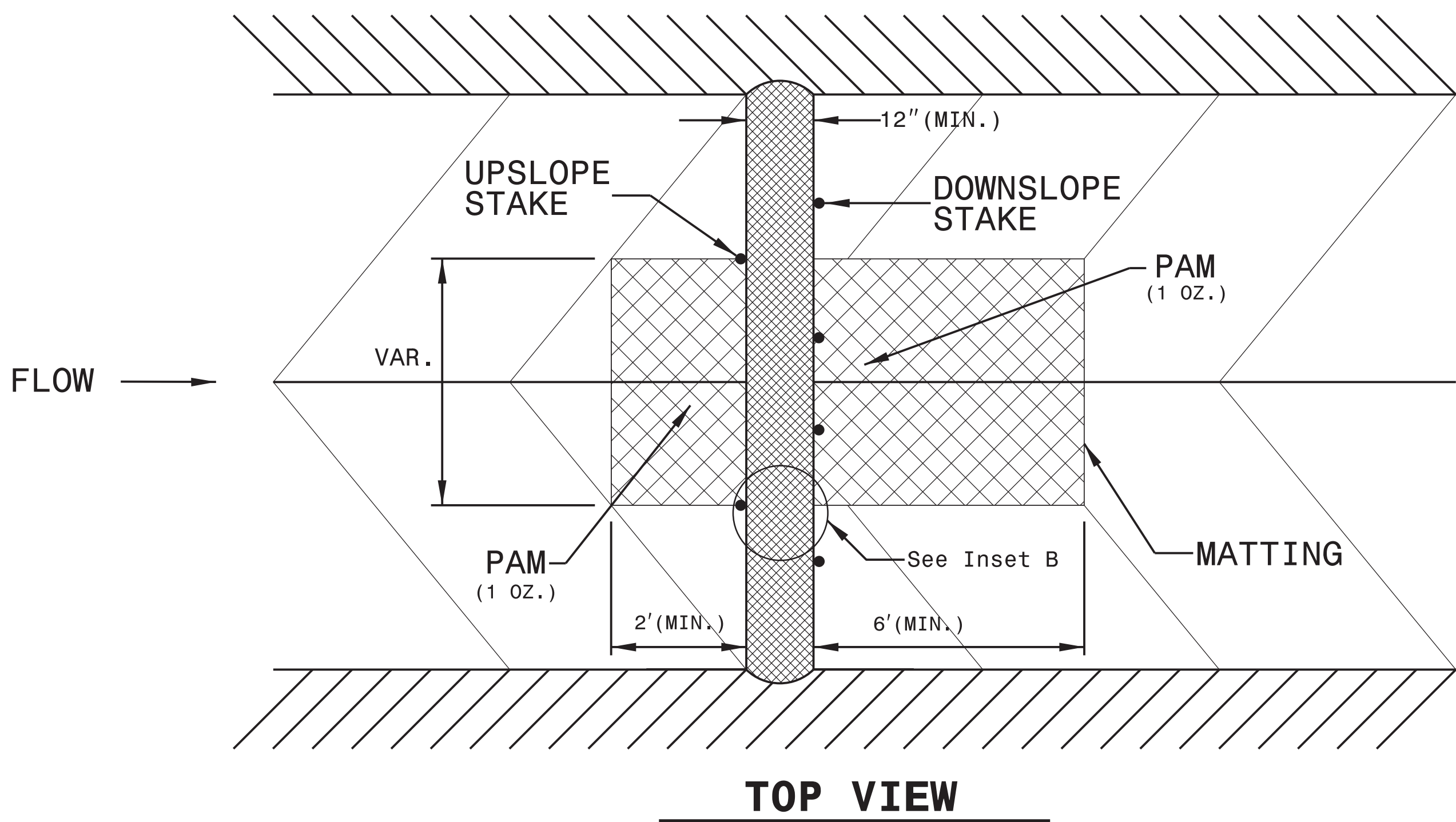
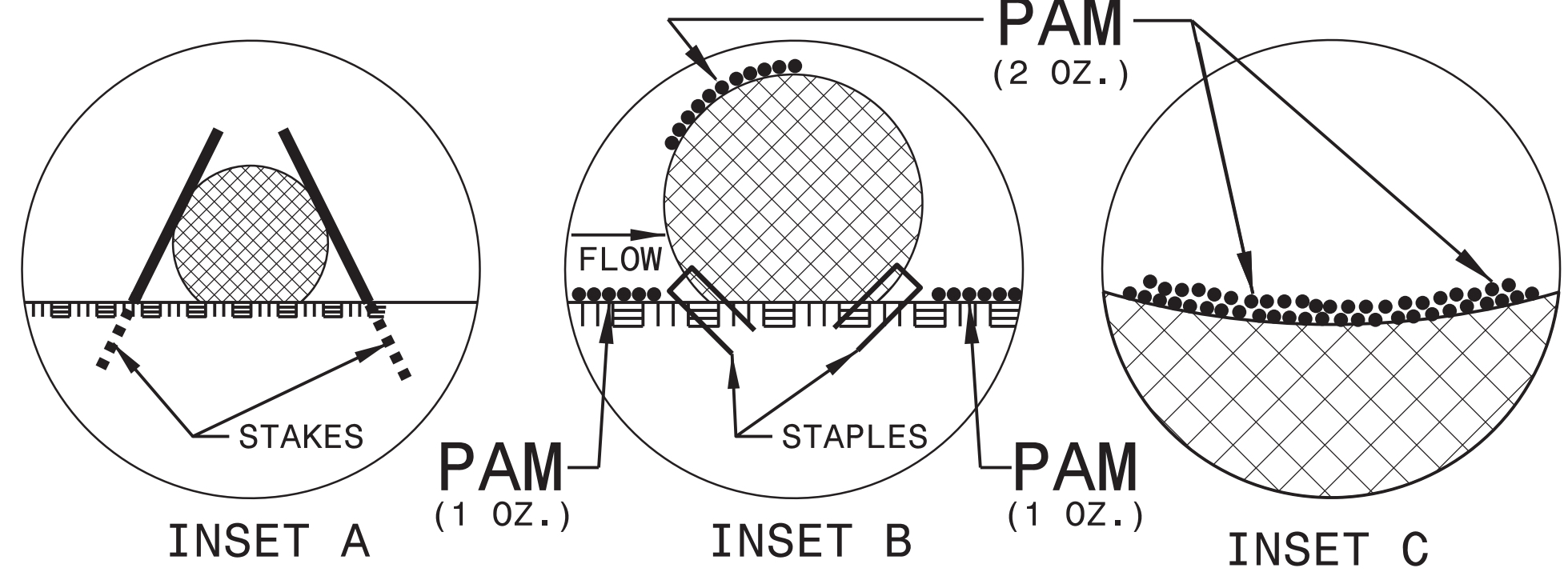
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



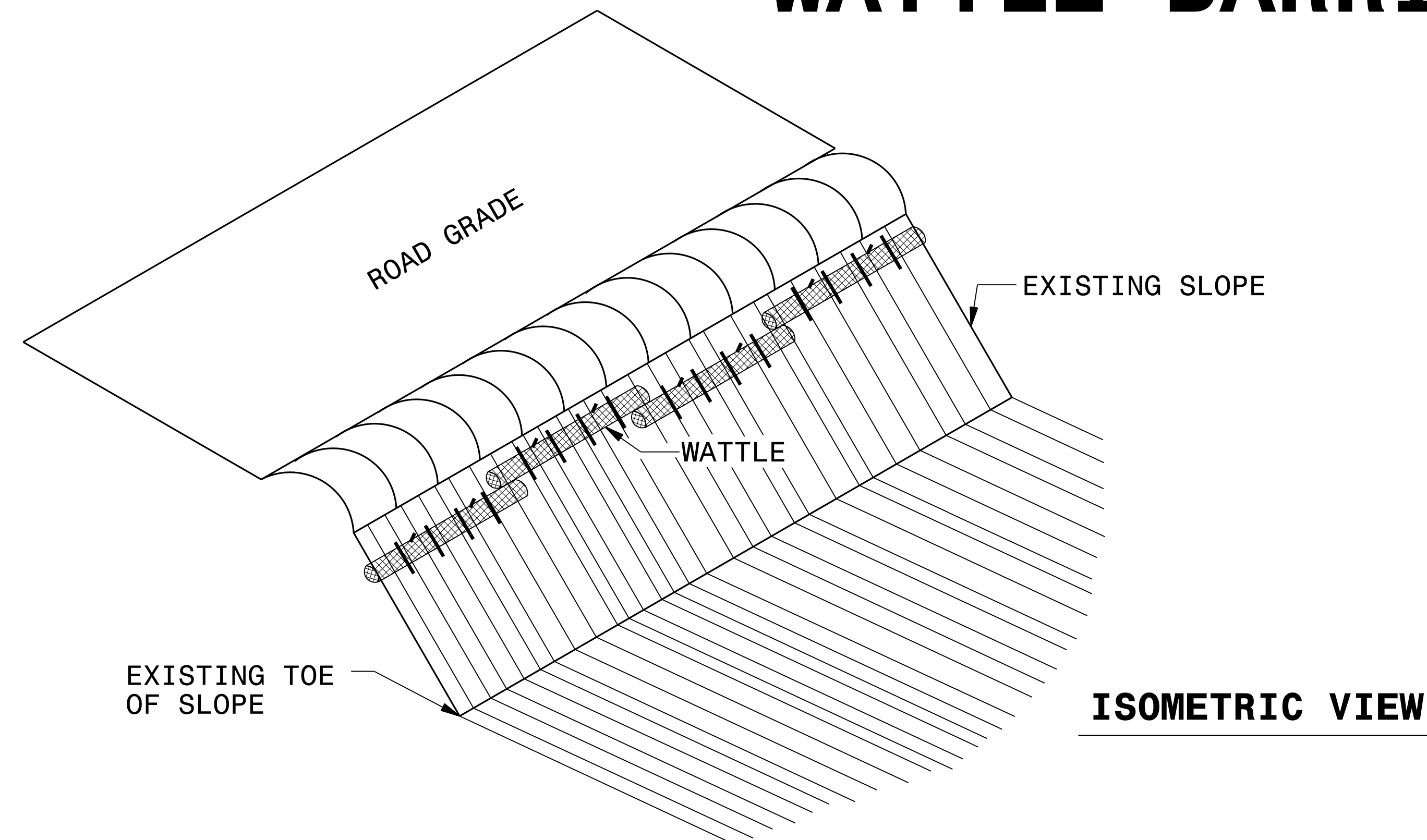
WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



- NOTES:
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
 - PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
 - INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
 - INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.
 - PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
 - INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



WATTLE BARRIER DETAIL



NOTES:

USE MINIMUM 18 IN. NOMINAL DIAMETER EXCELSIOR WATTLE AND LENGTH OF 10 FT.

EXCAVATE A 2 TO 3 INCH TRENCH FOR WATTLE TO BE PLACED.

DO NOT PLACE WATTLES ON TOE OF SLOPE.

USE 3 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO GROUND.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

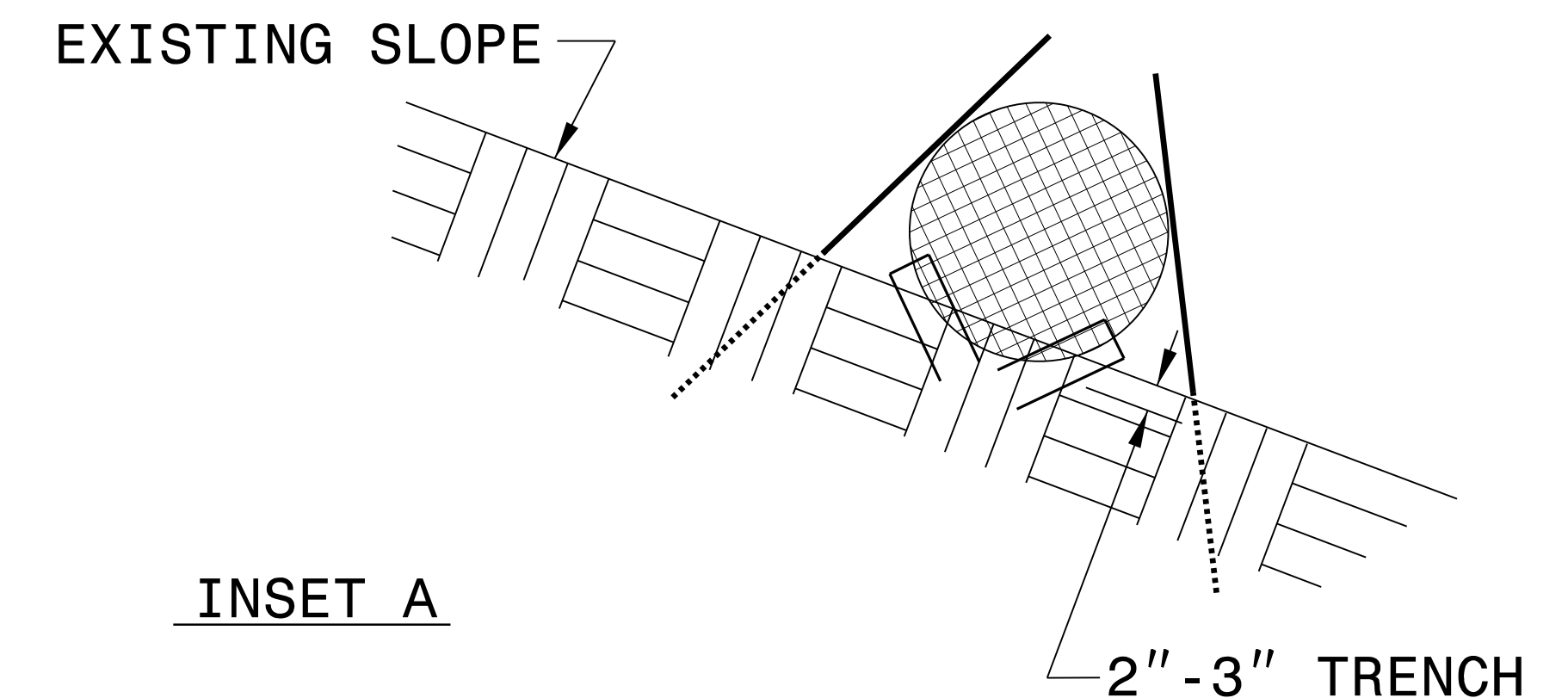
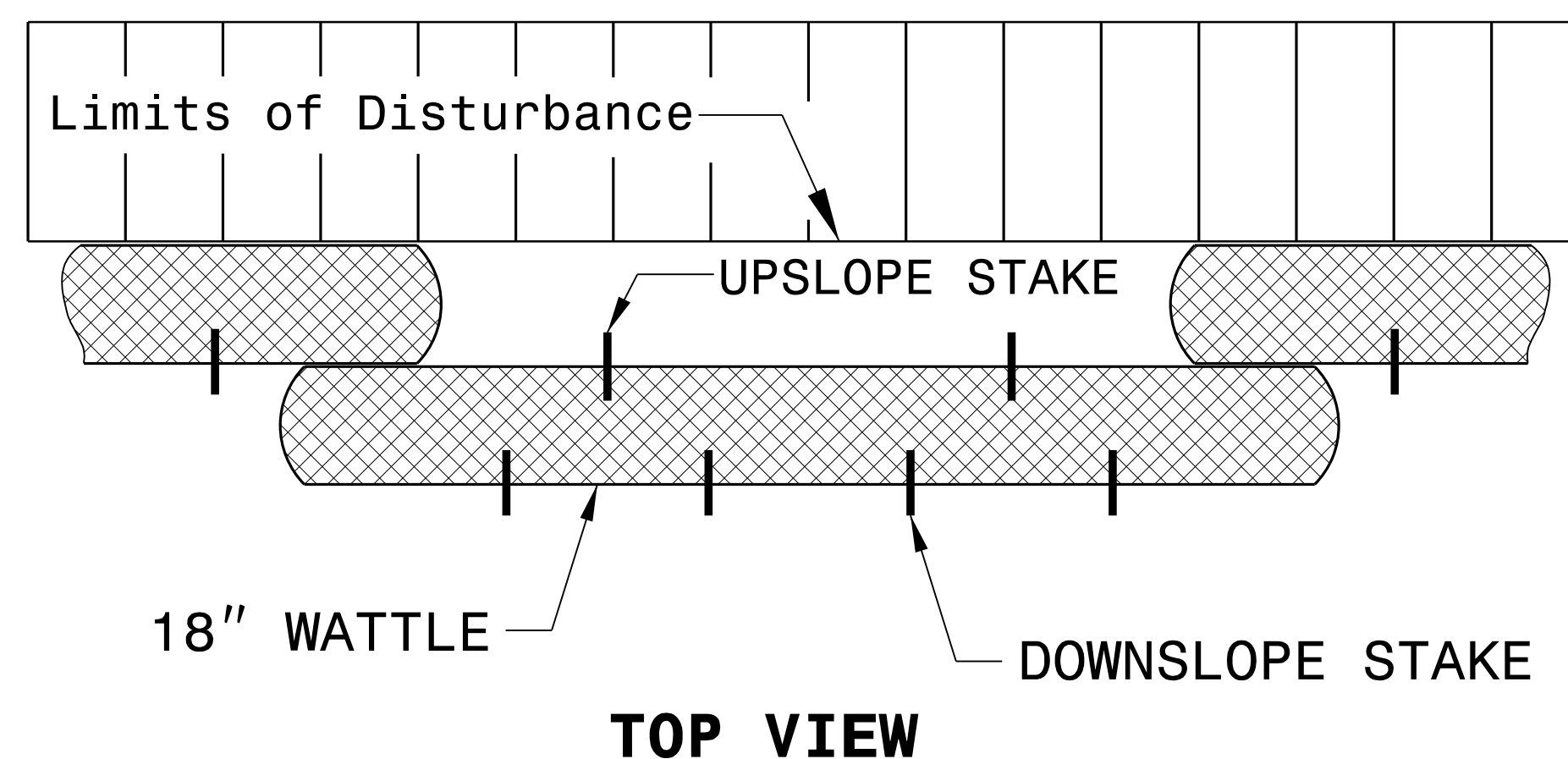
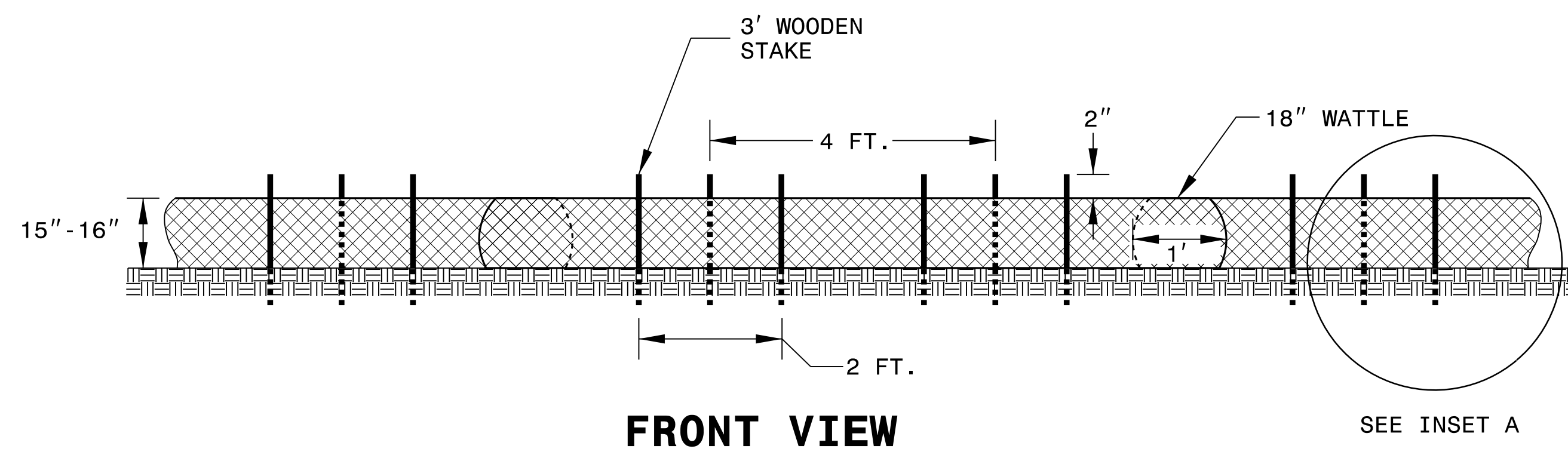
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

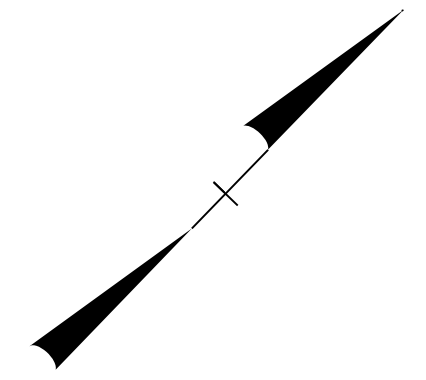
FOR BREAKS ALONG LARGE SLOPES, USE MAXIMUM SPACING OF 20 FT.

WATTLE BARRIER LOCATIONS

LOCATION	BEGIN	END	RT/LT	(FT)
-I85NBL-	109+04.00	130+83.00	RT	2179.00
-I85SBL-	408+09.00	431+23.00	LT	2314.00
-I85NBL-	135+62.00	157+05.00	RT	2143.00
-I85SBL-	436+03.00	460+34.00	LT	2431.00
-I85SBL-	485+22.00	487+93.00	LT	271.00
-RAMPA-	18+76.00	25+25.00	RT	649.00
-RAMPC-	14+76.00	22+24.00	RT	748.00
-RAMPD-	12+26.00	14+07.00	RT	181.00
TOTAL				10,916.00

NOTE: THE ABOVE LOCATIONS OF WATTLE BARRIER ARE REQUIRED DUE TO THE PROXIMITY OF FALLS LAKE. WATTLE BARRIERS ARE TO BE INSTALLED AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER TO CONTAIN DISTURBED AREAS ASSOCIATED WITH SHOULDER WIDENING, INLET REPAIRS, ETC.

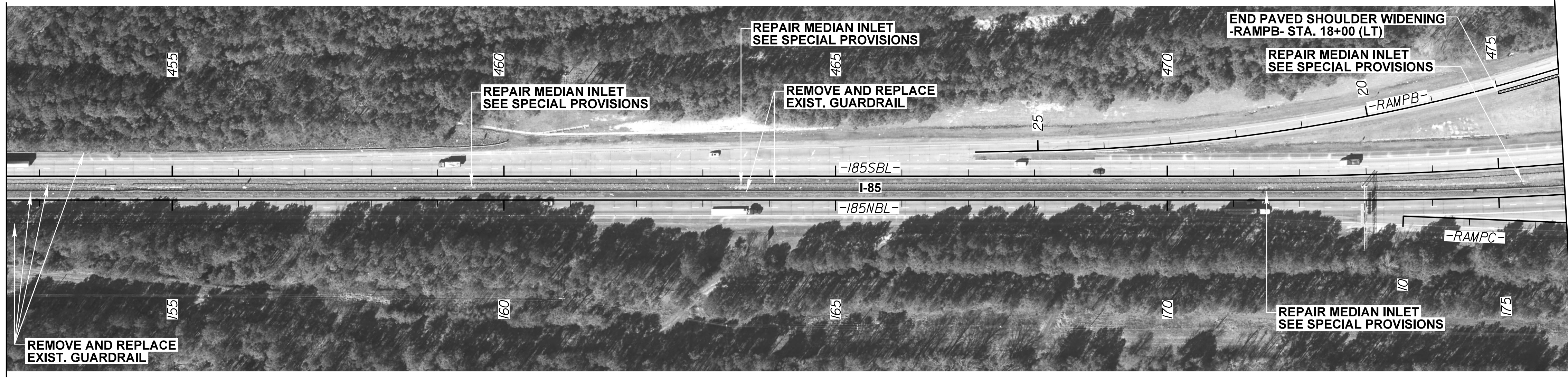
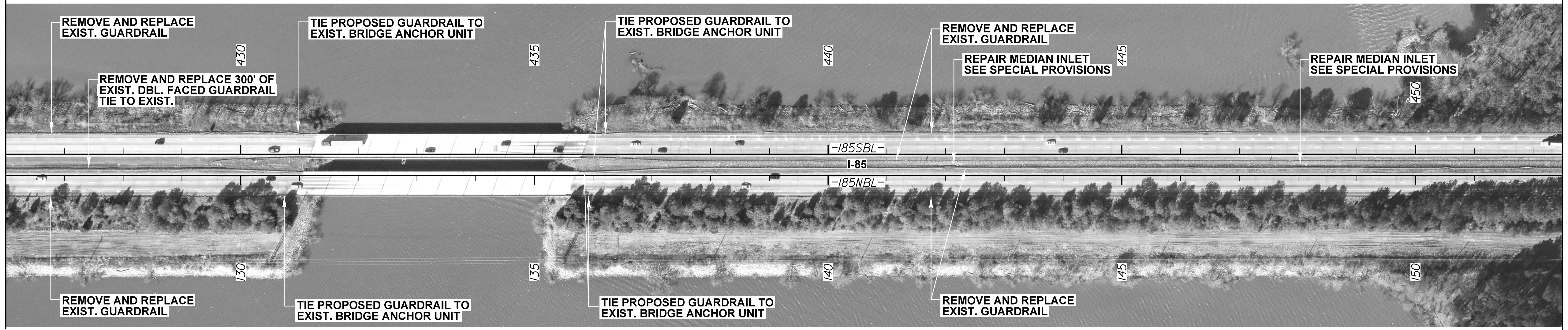
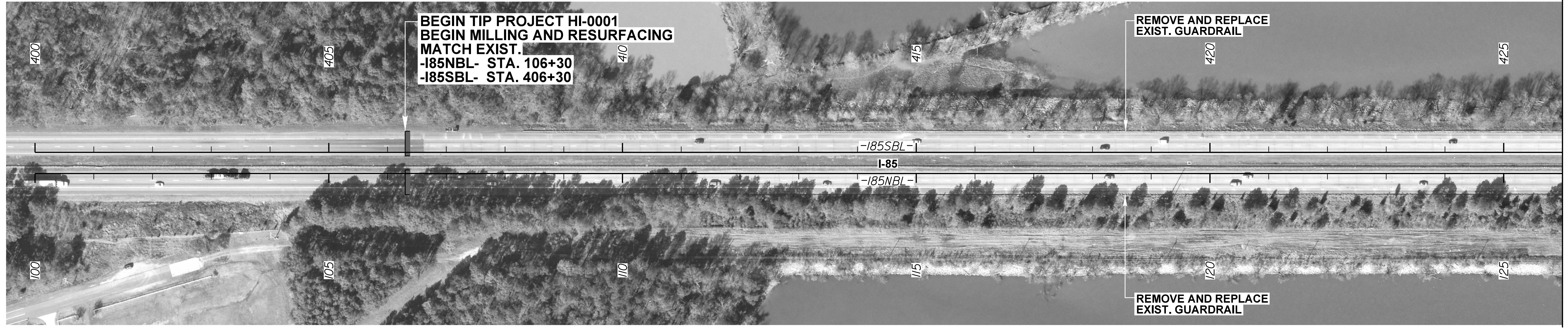




NOTES:

1. NO LOCATION SURVEY HAS BEEN PERFORMED ON THIS PROJECT. ALIGNMENTS SHOWN ARE INTENDED TO PROVIDE APPROXIMATE LENGTHS AND LOCATIONS ONLY.
2. PLAN STATIONS ARE APPROXIMATE AND MAY REQUIRE FIELD ADJUSTMENT AS DETERMINED BY THE ENGINEER.

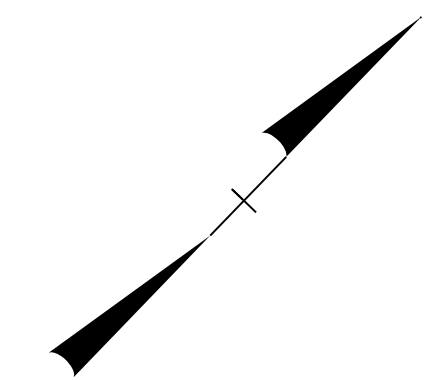
REVISIONS



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NOTES:

1. NO LOCATION SURVEY HAS BEEN PERFORMED ON THIS PROJECT. ALIGNMENTS SHOWN ARE INTENDED TO PROVIDE APPROXIMATE LENGTHS AND LOCATIONS ONLY.
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REVISIONS
 05-AUG-2021 14:37
 R5-Roadway (P-rej) NH-0001.rdy_05psh.dgn
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