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09/08/99

08-JUN-2018 15:17 H:\DDC\Projects\W-5601FV NC 27@Doc Rd\Roadway\Proj\W-5601FV_Rdy_fsh.dgn \$\$\$\$USERNAME\$\$\$\$

TIP PROJECT: W-5601FV
CONTRACT: DF00222

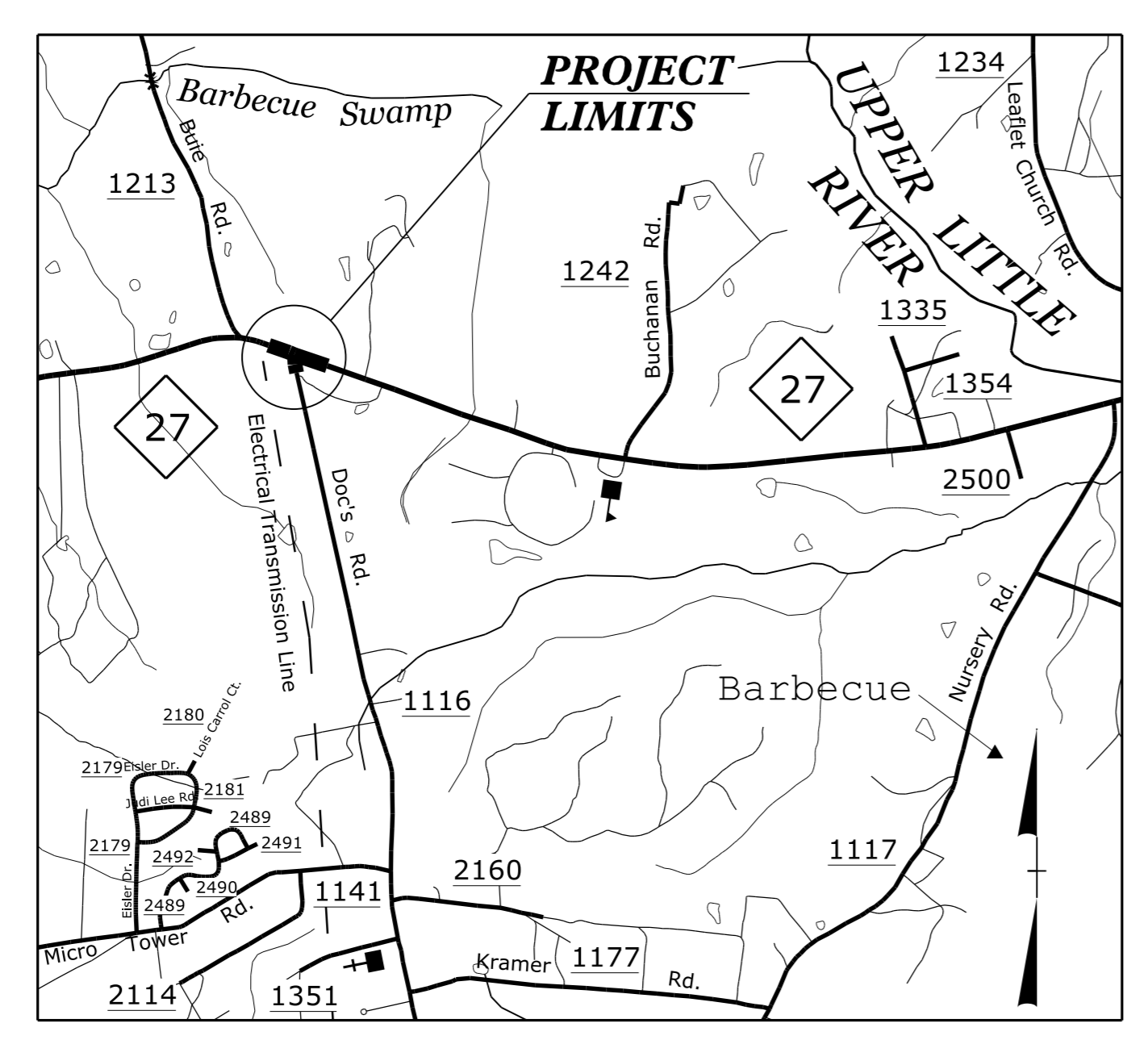
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

HARNETT COUNTY

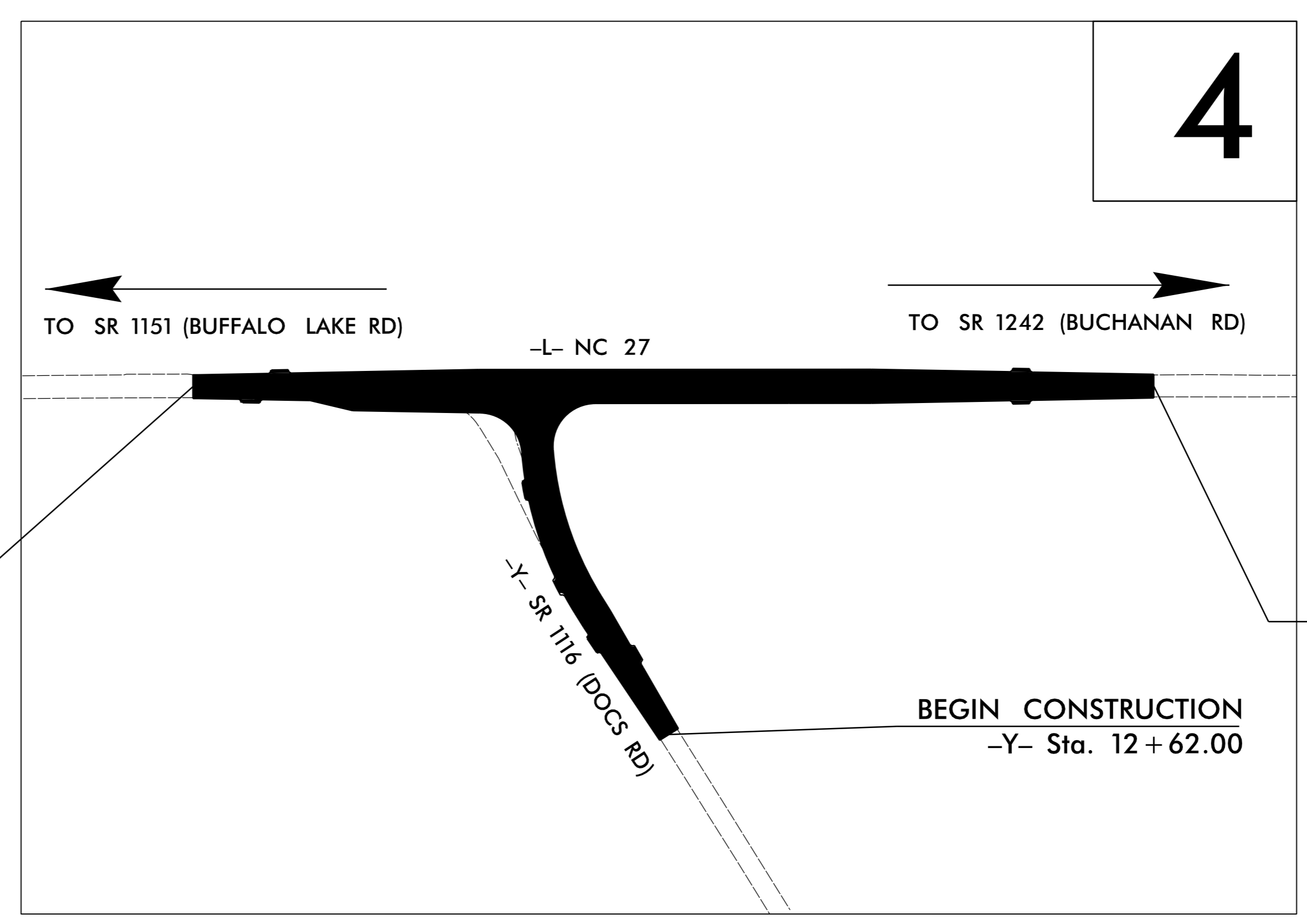
LOCATION: NC 27 AT SR 1116 (DOCS ROAD)

TYPE OF WORK: GRADING, DRAINAGE, WIDENING, PAVING, AND PAVEMENT MARKINGS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5601FV	1	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
50138.1.179	HSIP-0027(016)	P.E.	
50138.2.179	HSIP-0027(016)	ROWUTIL	
50138.3.179	HSIP-0027(016)	CONST.	



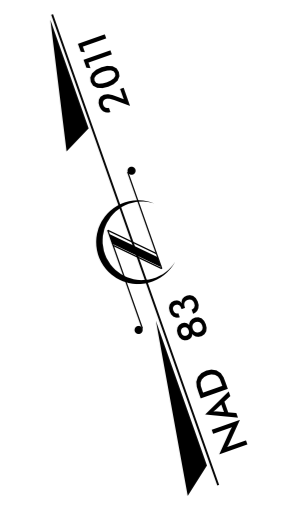
VICINITY MAP (N.T.S.)



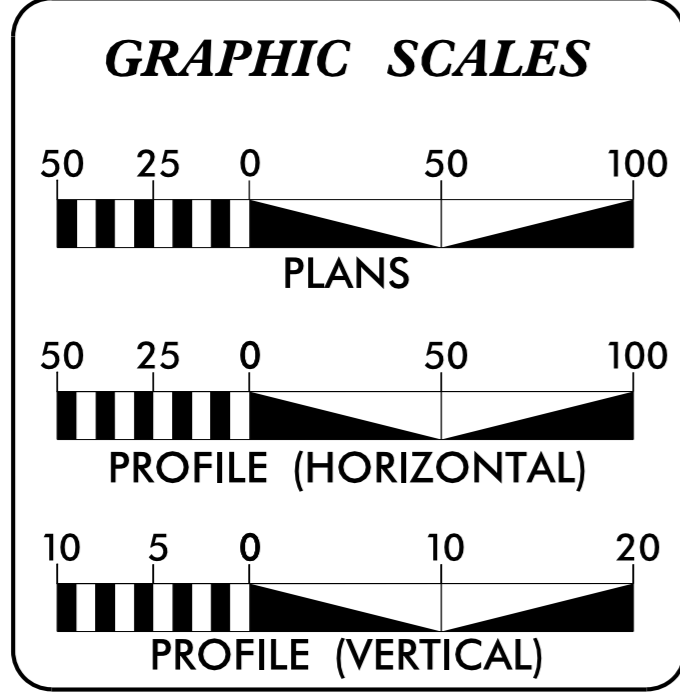
BEGIN TIP PROJECT W-5601 FV
-L- STA. 12 + 00.00

END TIP PROJECT W-5601 FV
-L- STA. 23 + 30.00

BEGIN CONSTRUCTION
-Y- Sta. 12 + 62.00



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2018 = 8100
ADT 2038 = 14600

V = 55 MPH

FUNC CLASS = MAJOR COLLECTOR

PROJECT LENGTH

TOTAL LENGTH OF TIP PROJECT W-5601FV = 0.214 MI

Prepared in the Office of:
DIVISION OF HIGHWAYS
431 Transportation Dr., Fayetteville NC, 28301

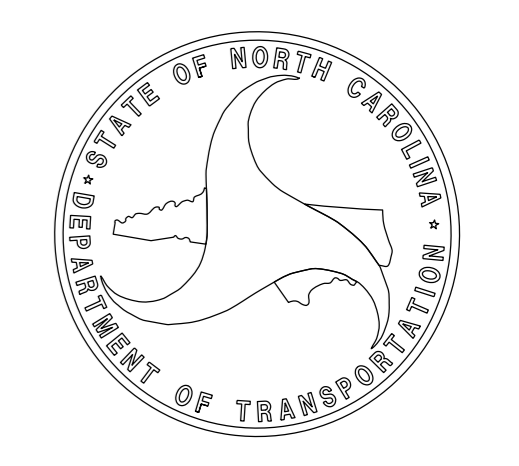
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JUNE 30, 2017

LETTING DATE:
JULY 18, 2018

JOHN GAUTHIER
PROJECT ENGINEER

ALEX HENDERSON
PROJECT DESIGN ENGINEER



STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	----->
Property Monument	□ EDM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	----- WLB
Proposed Wetland Boundary	----- WLB
Existing Endangered Animal Boundary	----- EAB
Existing Endangered Plant Boundary	----- EPB
Existing Historic Property Boundary	----- HPB
Known Contamination Area: Soil	☠ S ☠
Potential Contamination Area: Soil	?? S ??
Known Contamination Area: Water	☠ W ☠
Potential Contamination Area: Water	?? W ??
Contaminated Site: Known or Potential	☠ ?

BUILDINGS AND OTHER CULTURE:

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

HYDROLOGY:

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

RAILROADS:

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

RIGHT OF WAY & PROJECT CONTROL:

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

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	----- C
Proposed Slope Stakes Fill	----- F
Proposed Curb Ramp	----- CR
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

VEGETATION:

Single Tree	☼
Single Shrub	☼

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

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

UTILITIES:

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

TELEPHONE:

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

WATER:

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

TV:

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

GAS:

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

SANITARY SEWER:

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

MISCELLANEOUS:

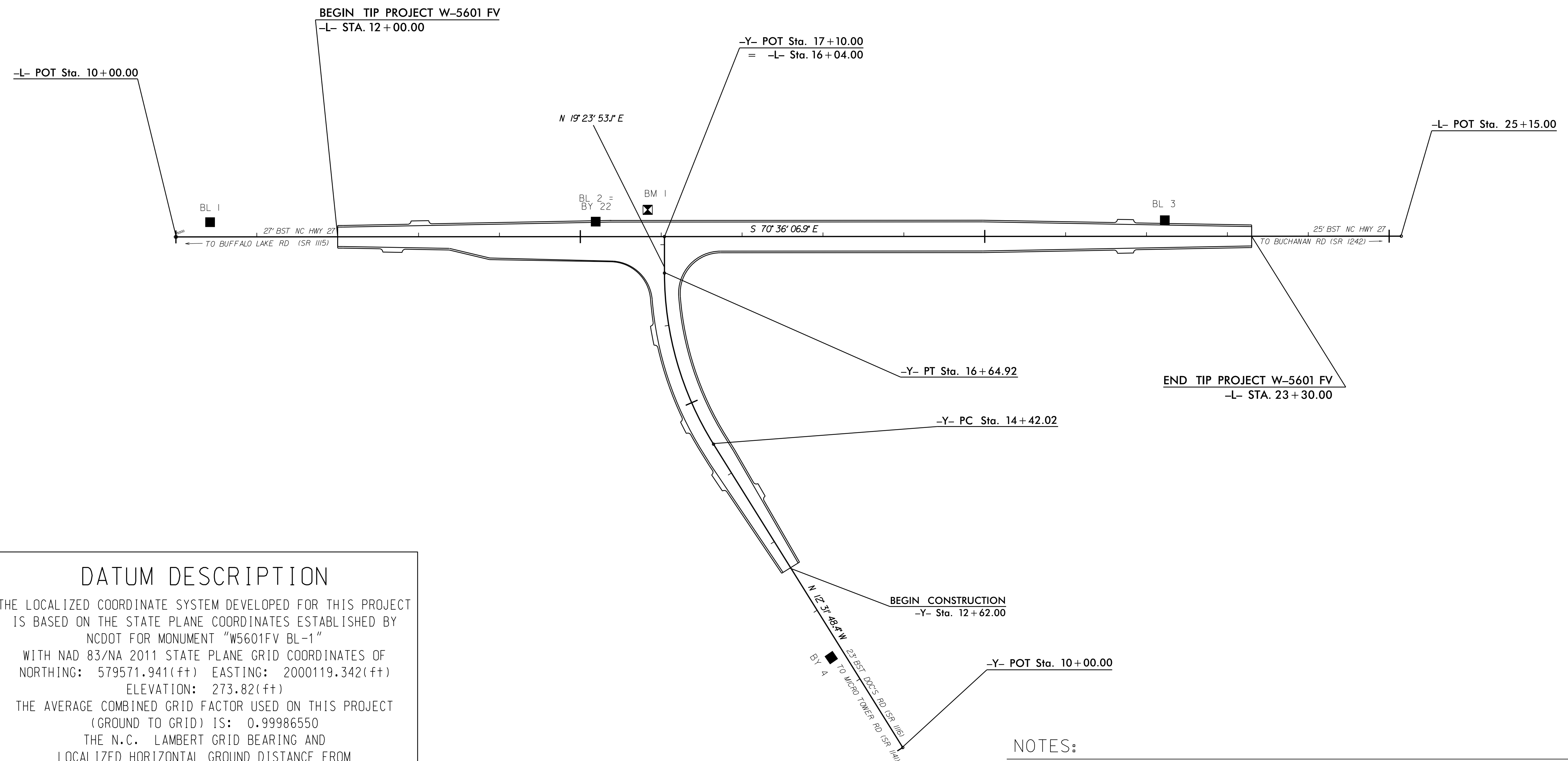
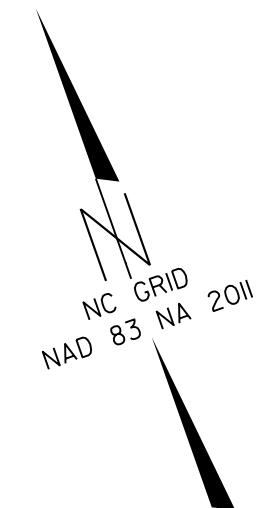
Utility Pole	●
Utility Pole with Base	⊠
Utility Located Object	○
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line LOS B (S.U.E.*)	----- ?UTL
U/G Tank; Water, Gas, Oil	-----
Underground Storage Tank, Approx. Loc.	⊕ UST
A/G Tank; Water, Gas, Oil	-----
Geoenvironmental Boring	⊕
U/G Test Hole LOS A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

SURVEY CONTROL SHEET W-5601FV

BL	POINT	DESC.	NORTH	EAST	ELEVATION
1	W-5601FV	BL1	579571.9410	2000119.3420	273.82
2	W-5601FV	BL2	579414.2039	2000569.0847	275.14
3	W-5601FV	BL3	579181.4605	2001233.1113	285.61

BY	POINT	DESC.	NORTH	EAST	ELEVATION
22	W-5601FV	BL2	579414.2039	2000569.0847	275.14
4	W-5601FV	BY4	578808.6401	2000664.5102	292.82

.....
 BM1 ELEVATION = 277.28
 N 579406 E 2000635
 RR SPIKE IN BASE OF 20' PINE TREE



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "W5601FV BL-1" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 579571.941(ft) EASTING: 2000119.342(ft) ELEVATION: 273.82(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99986550

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "W5601FV BL-1" TO -L- STATION 10+00.00 IS S86°08'06.93"W 45.9902'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

- NOTES:**
- PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
 - THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

REVISIONS

6/2/19

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PROPOSED ALIGNMENT CONTROL SHEET W-5601FV

L			
TYPE	STATION	NORTH	EAST
POT	10+00.00	579568.8412	2000073.4564
POT	25+15.00	579065.6640	2001502.4585

Y			
TYPE	STATION	NORTH	EAST
POT	10+00.00	578674.5898	2000710.9161
PC	14+42.02	579106.0826	2000615.0184
PT	16+64.92	579325.7156	2000628.1978
POT	17+10.00	579368.2350	2000643.1696

REVISIONS

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6/2/19

NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE PROPOSED ALIGNMENT CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATINO REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

PROJECT
SURVEYOR

RIGHT OF WAY CONTROL SHEET W-560IFV

ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	18+00.00	29.57	579275.2467	2000818.2226
L	18+00.00	45.00	579260.6921	2000813.0976
L	17+15.00	45.00	579288.9231	2000732.9227
L	13+45.00	40.00	579416.5272	2000385.5869
L	14+33.03	40.00	579387.2893	2000468.6211
L	13+45.00	29.38	579426.5408	2000389.1128

ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y	16+00.00	50.00	579254.2345	2000660.9138
Y	14+45.00	50.00	579119.4770	2000663.2715
Y	14+45.00	29.99	579115.2814	2000643.7060

NOTES:

1. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.
2. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.

REVISIONS

6/2/19

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PROJECT
SURVEYOR

PERMANENT EASEMENT CONTROL SHEET W-5601FV

PERMANENT EASEMENT MARKER-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	13+25.00	40.00	579423.1698	2000366.7222
L	13+25.00	29.44	579433.1307	2000370.2296
L	16+67.00	-40.00	579385.0402	2000715.8785
L	16+67.00	-30.59	579376.1634	2000712.7529
L	13+80.00	-40.00	579480.3613	2000445.1704
L	13+80.00	-30.68	579471.5688	2000442.0744
L	13+60.00	-40.00	579487.0039	2000426.3057
L	13+60.00	-30.63	579478.1617	2000423.1922
L	16+82.00	-40.00	579380.0582	2000730.0270
L	16+82.00	-30.58	579371.1688	2000726.8969

REVISIONS

6/2/99

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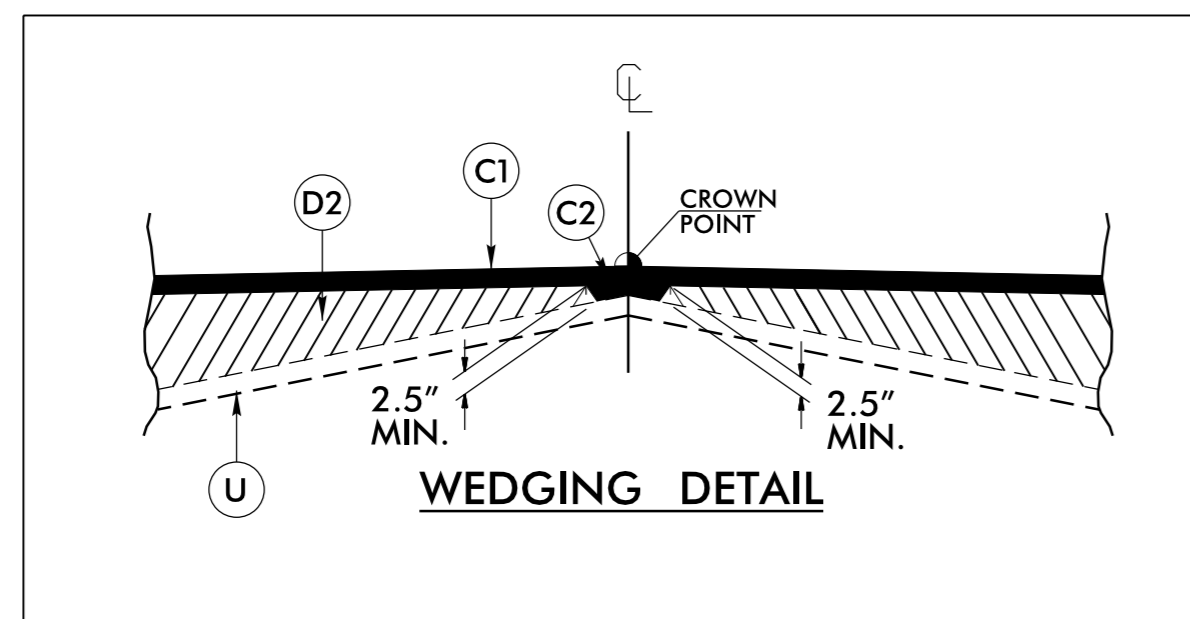
NOTES:

1. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.
2. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.

FINAL PAVEMENT DESIGN

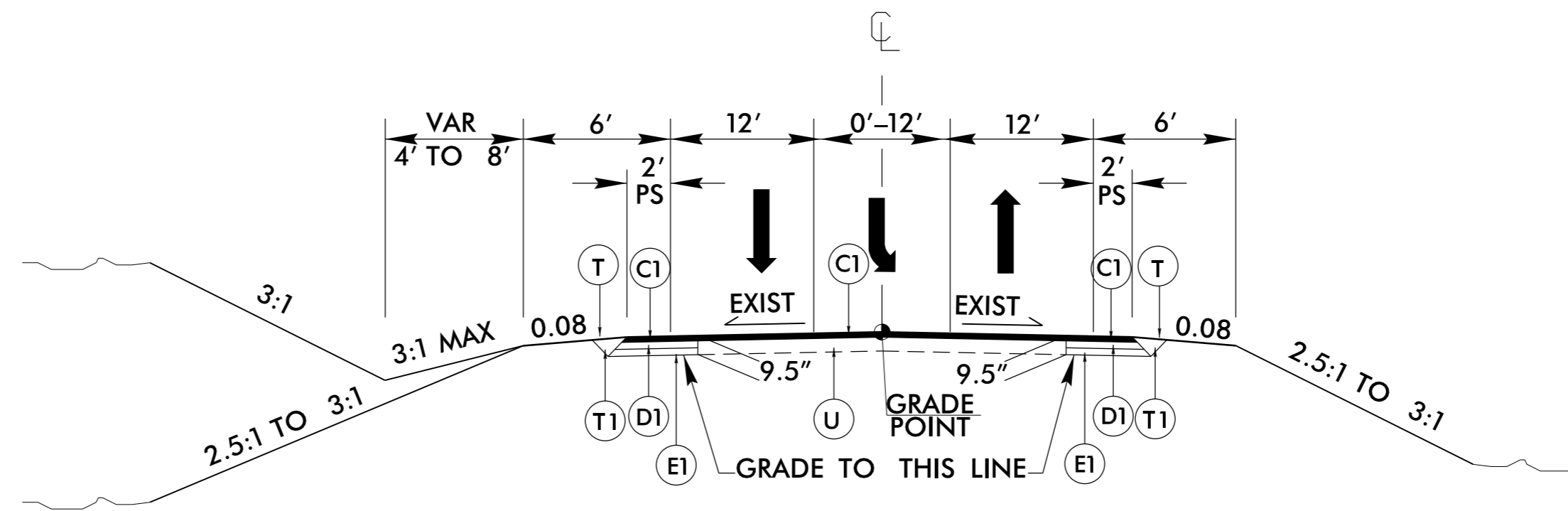
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2.5" IN DEPTH OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
T	1.5" AGGREGATE SHOULDER BORROW. 2' WIDE OR AS DIRECTED BY ENGINEER. SEE SPECIAL PROVISION.
T1	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL)

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

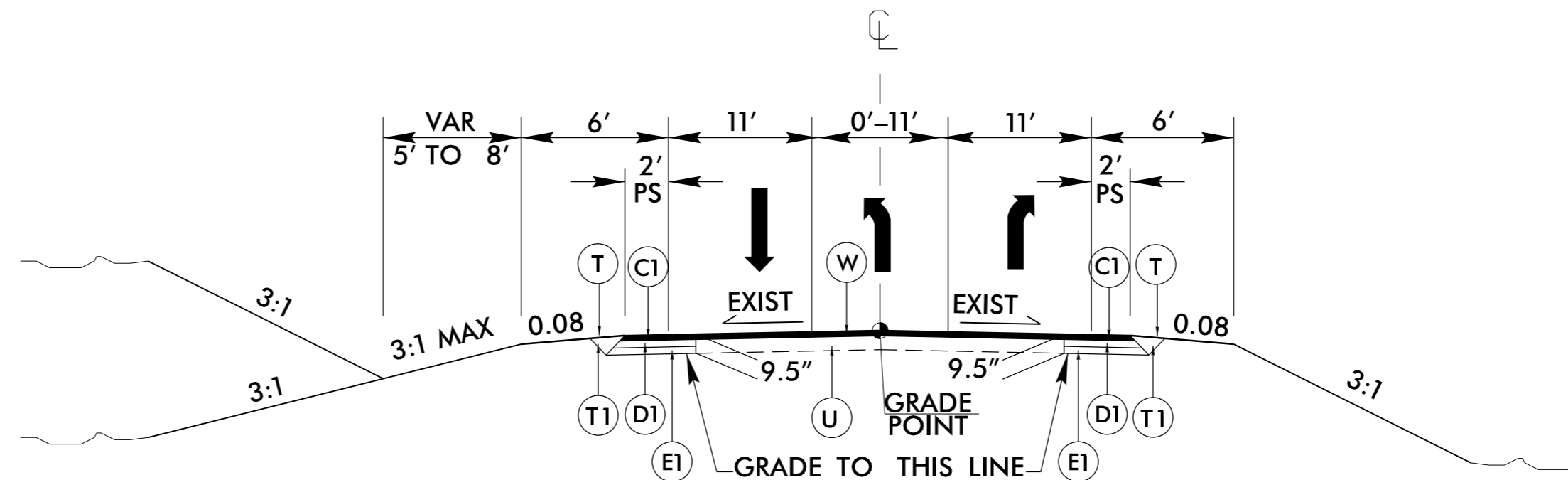


PROJECT NOTES

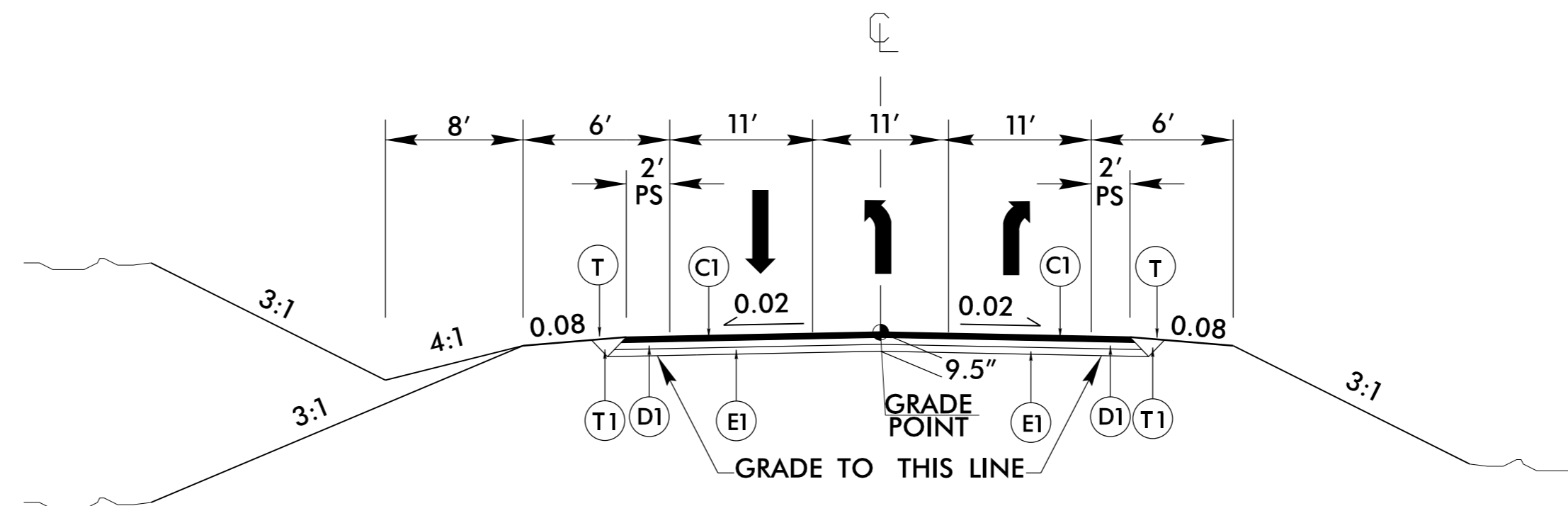
- The Contractor shall not work on both sides of the road simultaneously within the same area.
- Ingress and egress shall be maintained to all businesses and dwellings on the project.
- At the end of each workday, the Contractor shall be required to backfill any area adjacent to existing travelway that has been graded leaving no more than a 1" drop-off.
- A minimum of two-way, two-lane traffic (plus all existing left and right turn lanes) shall be maintained during periods of construction inactivity.
- The Contractor shall not be allowed to stop traffic for more than 5 minutes at a time in any one direction.
- During periods of construction inactivity, the difference in elevation between lanes shall not exceed 1-1/2 inch.
- Access to fire hydrants shall be maintained at all times.
- During periods of construction inactivity, place cones/drums 3' from existing edge of pavement (travelway) as directed by the Engineer.
- Channelizing devices in work areas shall be spaced not greater than 50' on center in tangent areas, 45' on center in tapers, and 10' on center in radii, and shall be set 3' off the edge of travelway, unless otherwise indicated on plans.
- Contractor to install Erosion Control devices as directed by the Engineer.
- The contractor shall be responsible for the permanent staking of all Proposed Right of Way, Control of Access and Drainage Easements Per NCDOT Division 6 Special Provision in the contract.
- Contractor shall provide driveway turnouts at all soil or gravel drives as directed by the Engineer.



TYPICAL SECTION NO. 1
-L- STA 12+00.00 TO -L- STA 23+30.00



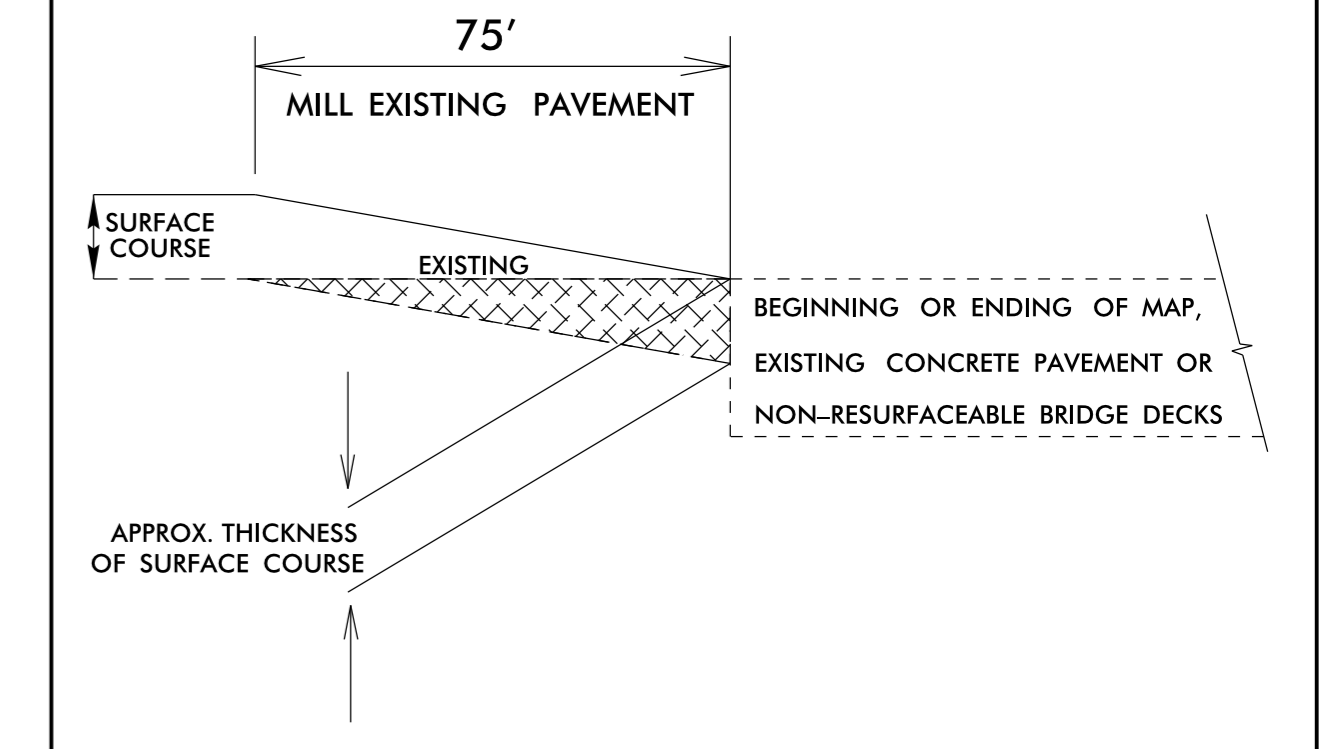
TYPICAL SECTION NO. 2
-Y- STA 12+62.00 TO -Y- STA 16+27.03



TYPICAL SECTION NO. 3
-Y- STA 16+27.03 TO -Y- STA 16+92.00

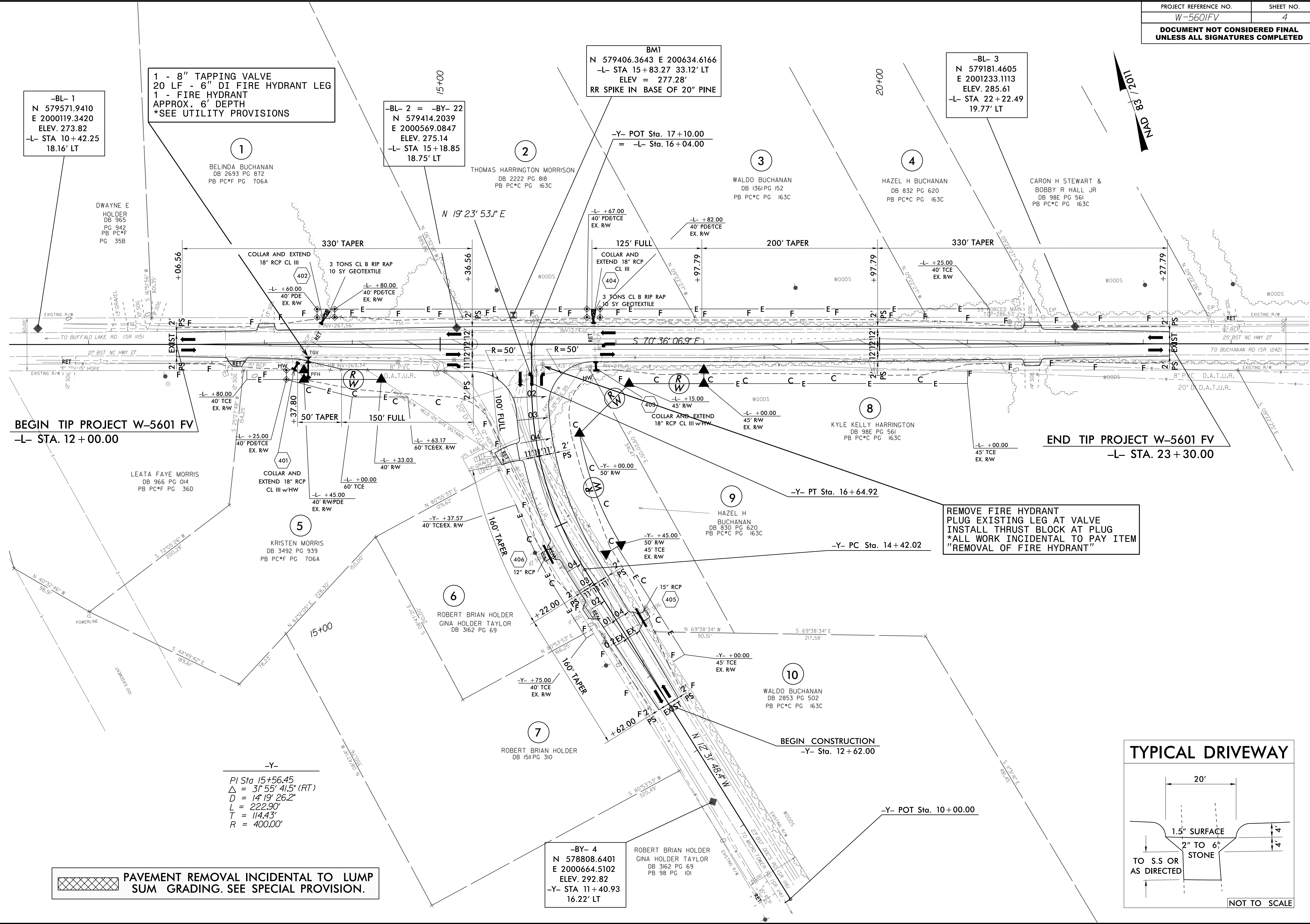
MILLING AT PAVEMENT TIE-INS

NOTES TO CONTRACTOR
For surface mixes over 1" in thickness, mill the existing pavement in accordance with the following sketch as directed by the Engineer.
Locations shall include ties into existing concrete pavement, at bridge approaches where the bridge will not be resurfaced, and at the beginning and ending point of each resurfacing map.
Perform the work in accordance with Section 407 of the January 2012 North Carolina Department of Transportation Standard Specifications for Roads and Structures. Resurfacing will be accomplished at the same time as the milling operation.



*****SIGNING WILL BE INCIDENTAL TO THE PROJECT*****
THE CONTRACTOR IS RESPONSIBLE FOR RELOCATING, REMOVING, REPLACING, OR INSTALLING SIGNS AS DIRECTED BY THE ENGINEER. THERE WILL BE NO DIRECT PAY FOR THE RELOCATION, REMOVAL, REPLACEMENT, OR INSTALLATION OF SIGNS.

CONTRACTOR SHALL COORDINATE WITH LOCAL TRAFFIC SERVICES UNIT FOR SIGNS AND PLACEMENT OF ALL PAVEMENT MARKINGS.
FOR SIGNS AND PAVEMENT MARKINGS, CONTACT TRAFFIC SERVICES 910-364-0606, 14 DAYS PRIOR TO FINAL PLACEMENT.



-BL- 1
N 579571.9410
E 2000119.3420
ELEV. 273.82
-L- STA 10+42.25
18.16' LT

1 - 8" TAPPING VALVE
20 LF - 6" DI FIRE HYDRANT LEG
1 - FIRE HYDRANT
APPROX. 6' DEPTH
*SEE UTILITY PROVISIONS

-BL- 2 = -BY- 22
N 579414.2039
E 2000569.0847
ELEV. 275.14
-L- STA 15+18.85
18.75' LT

BM1
N 579406.3643 E 200634.6166
-L- STA 15+83.27 33.12' LT
ELEV. = 277.28'
RR SPIKE IN BASE OF 20" PINE

-BL- 3
N 579181.4605
E 2001233.1113
ELEV. 285.61
-L- STA 22+22.49
19.77' LT

BEGIN TIP PROJECT W-5601 FV
-L- STA. 12+00.00

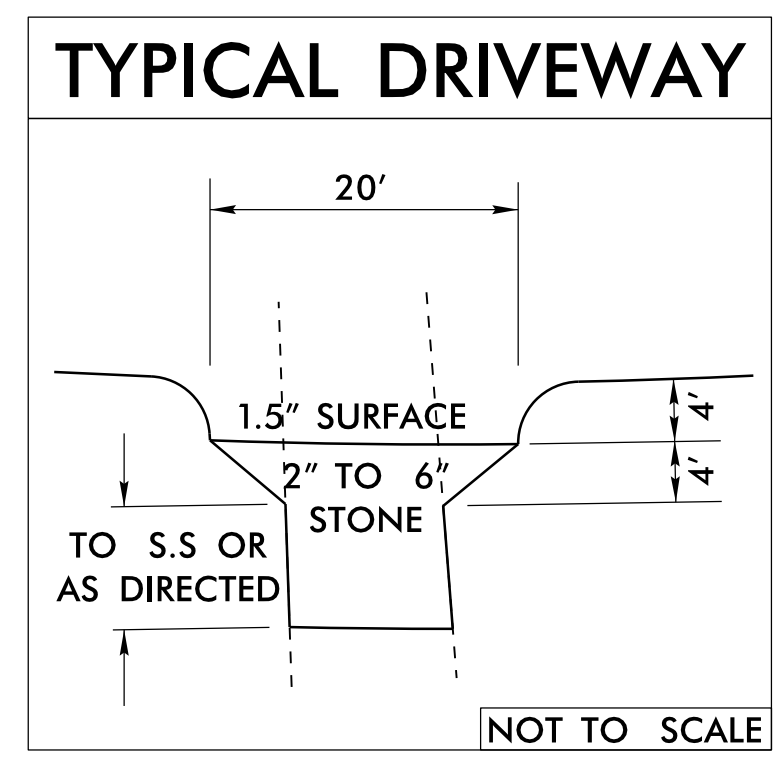
END TIP PROJECT W-5601 FV
-L- STA. 23+30.00

REMOVE FIRE HYDRANT
PLUG EXISTING LEG AT VALVE
INSTALL THRUST BLOCK AT PLUG
*ALL WORK INCIDENTAL TO PAY ITEM
"REMOVAL OF FIRE HYDRANT"

PAVEMENT REMOVAL INCIDENTAL TO LUMP SUM GRADING. SEE SPECIAL PROVISION.

-Y-
PI Sta 15+56.45
Δ = 31' 55" 41.5' (RT)
D = 14' 19" 26.2"
L = 222.90'
T = 114.43'
R = 400.00'

-BY- 4
N 578808.6401
E 2000664.5102
ELEV. 292.82
-Y- STA 11+40.93
16.22' LT



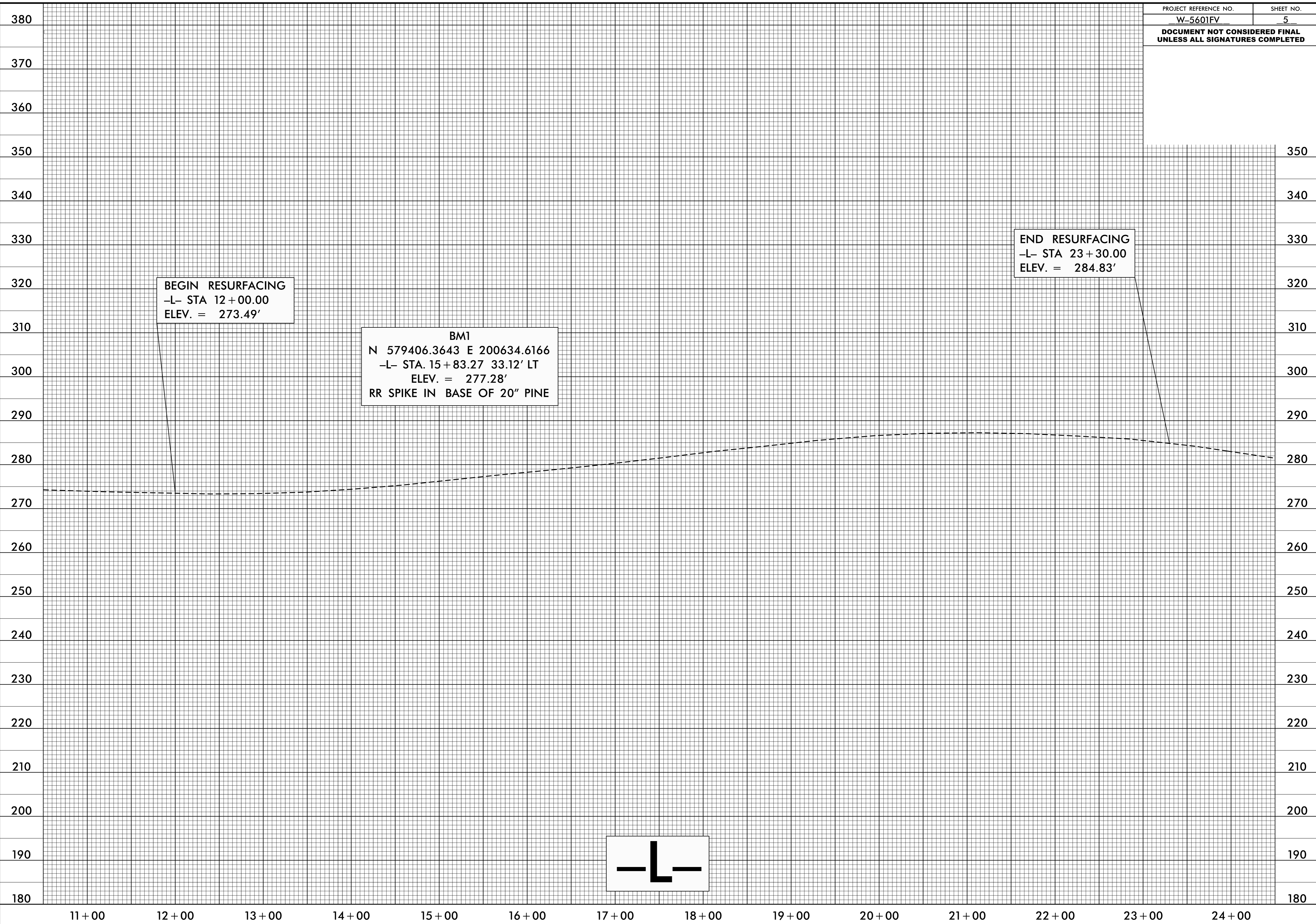
REVISIONS

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UNLESS ALL SIGNATURES COMPLETED

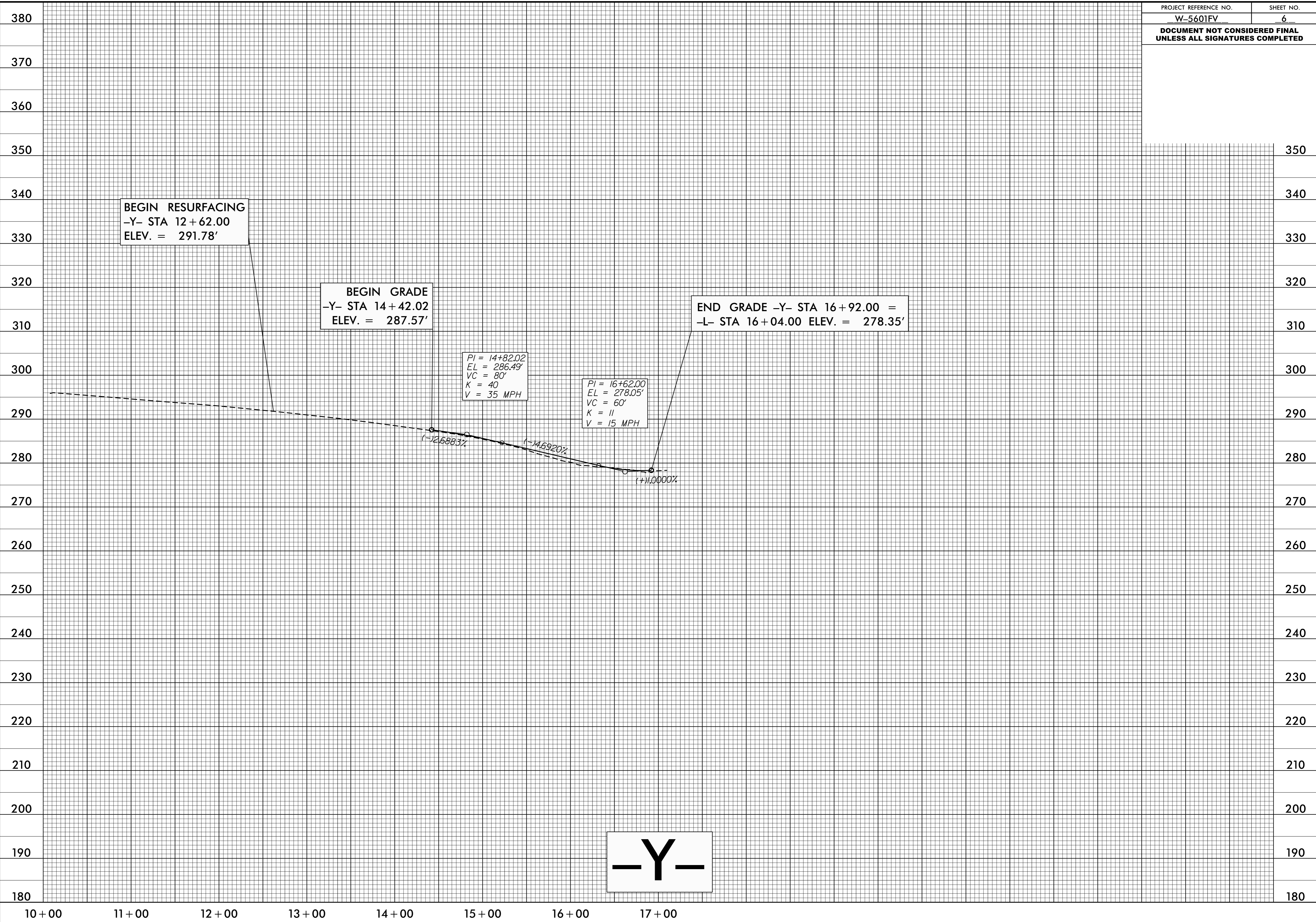
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5/14/99

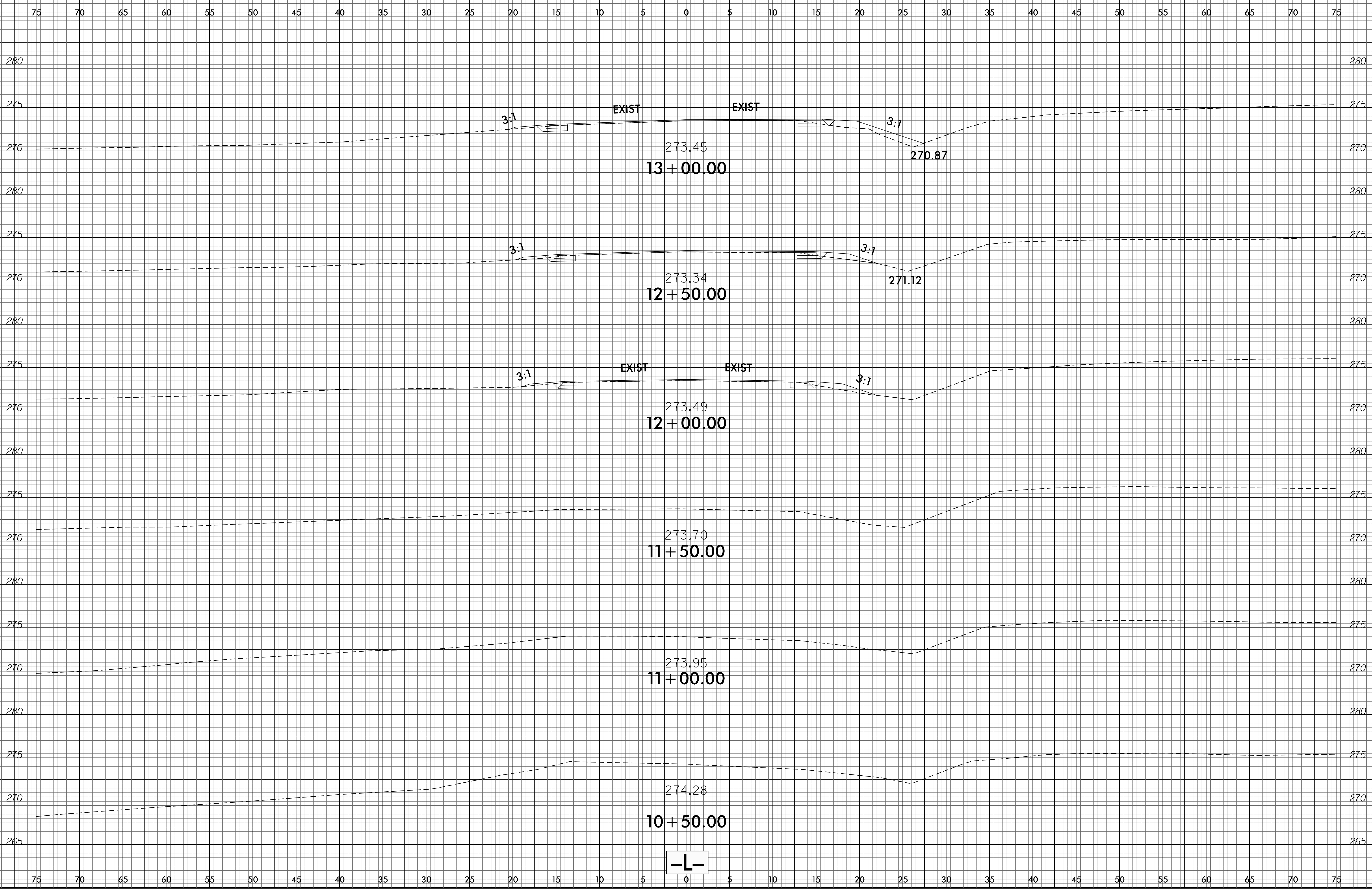
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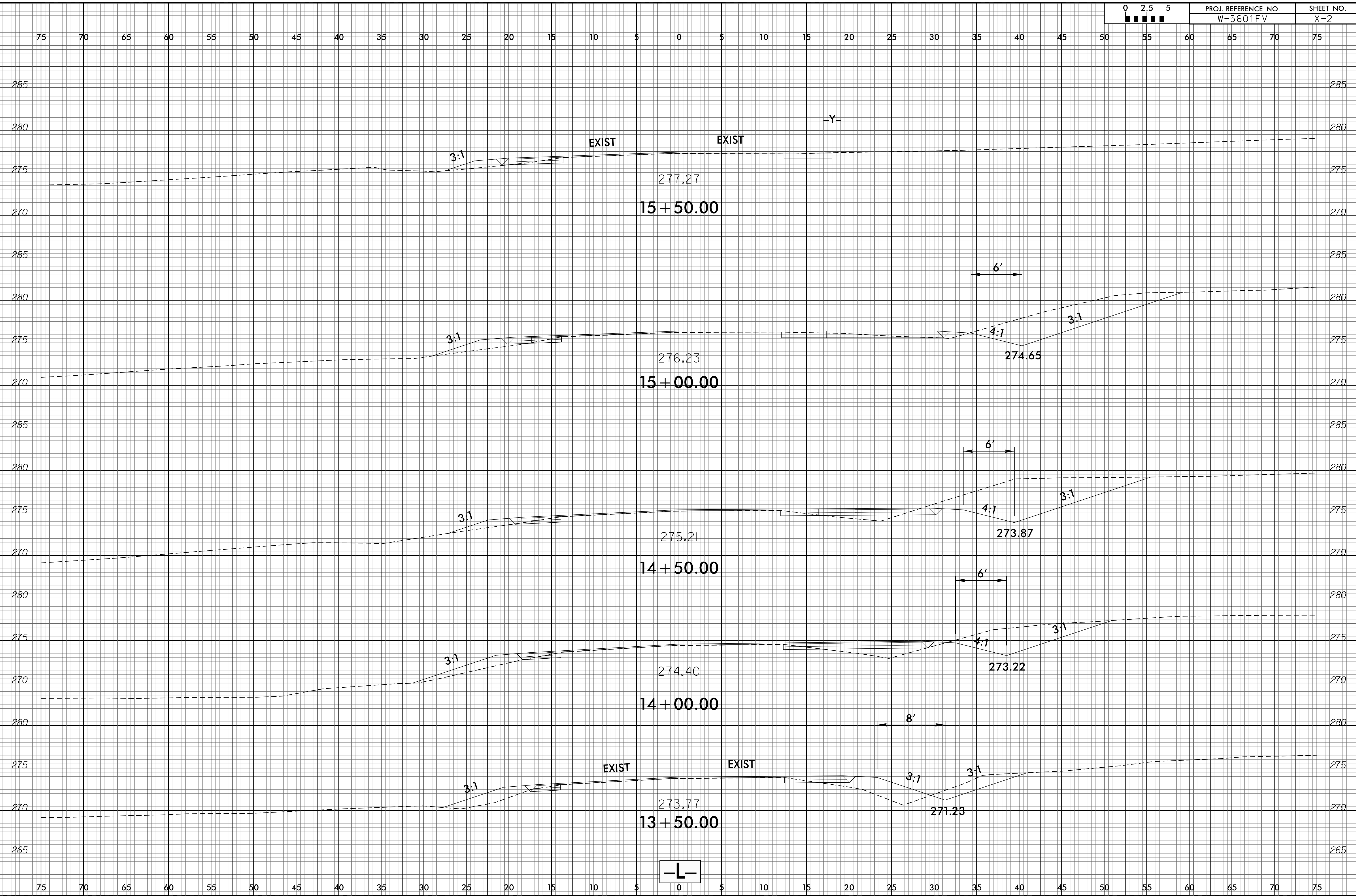
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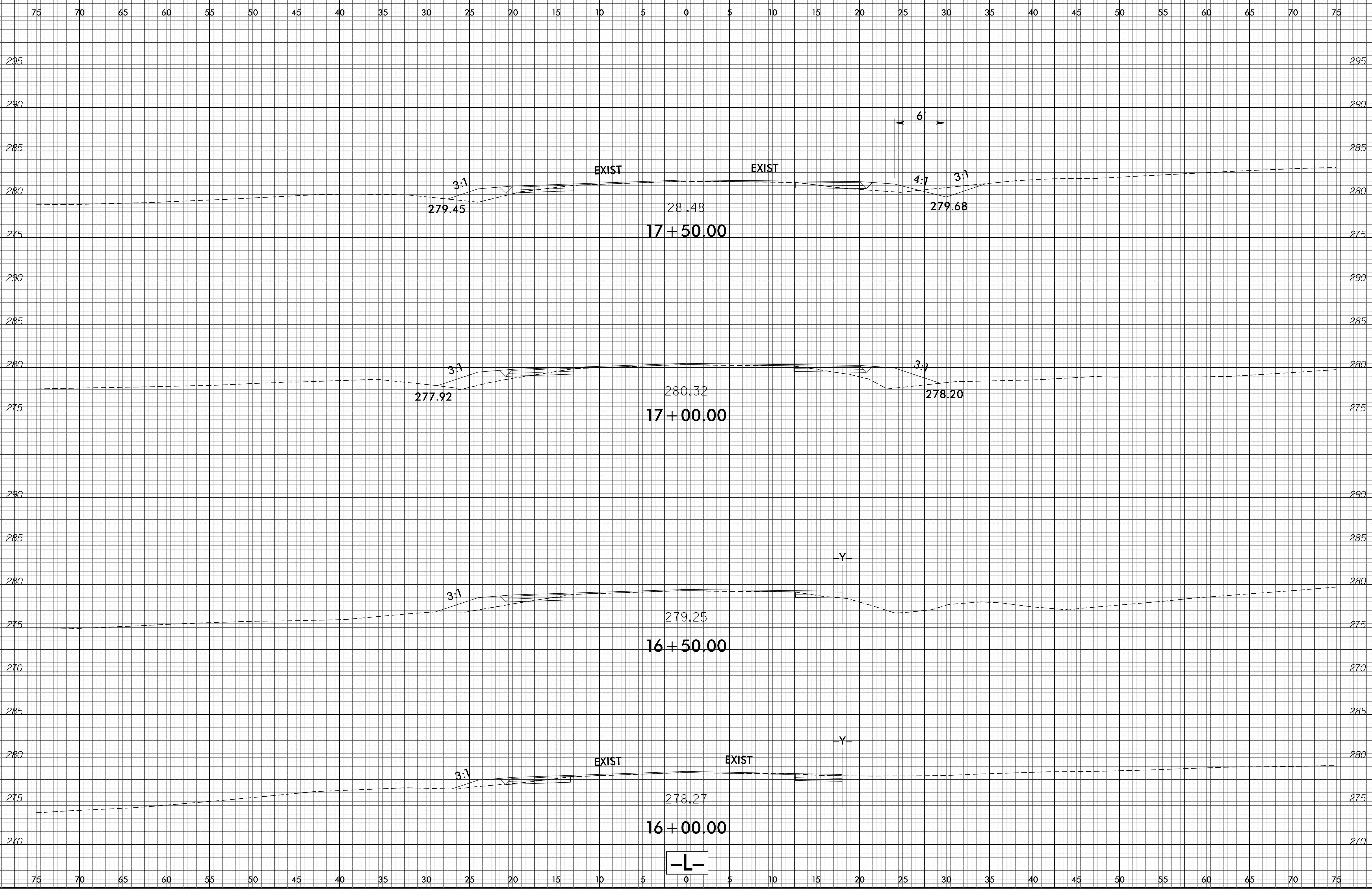


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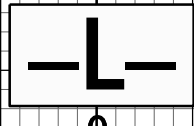


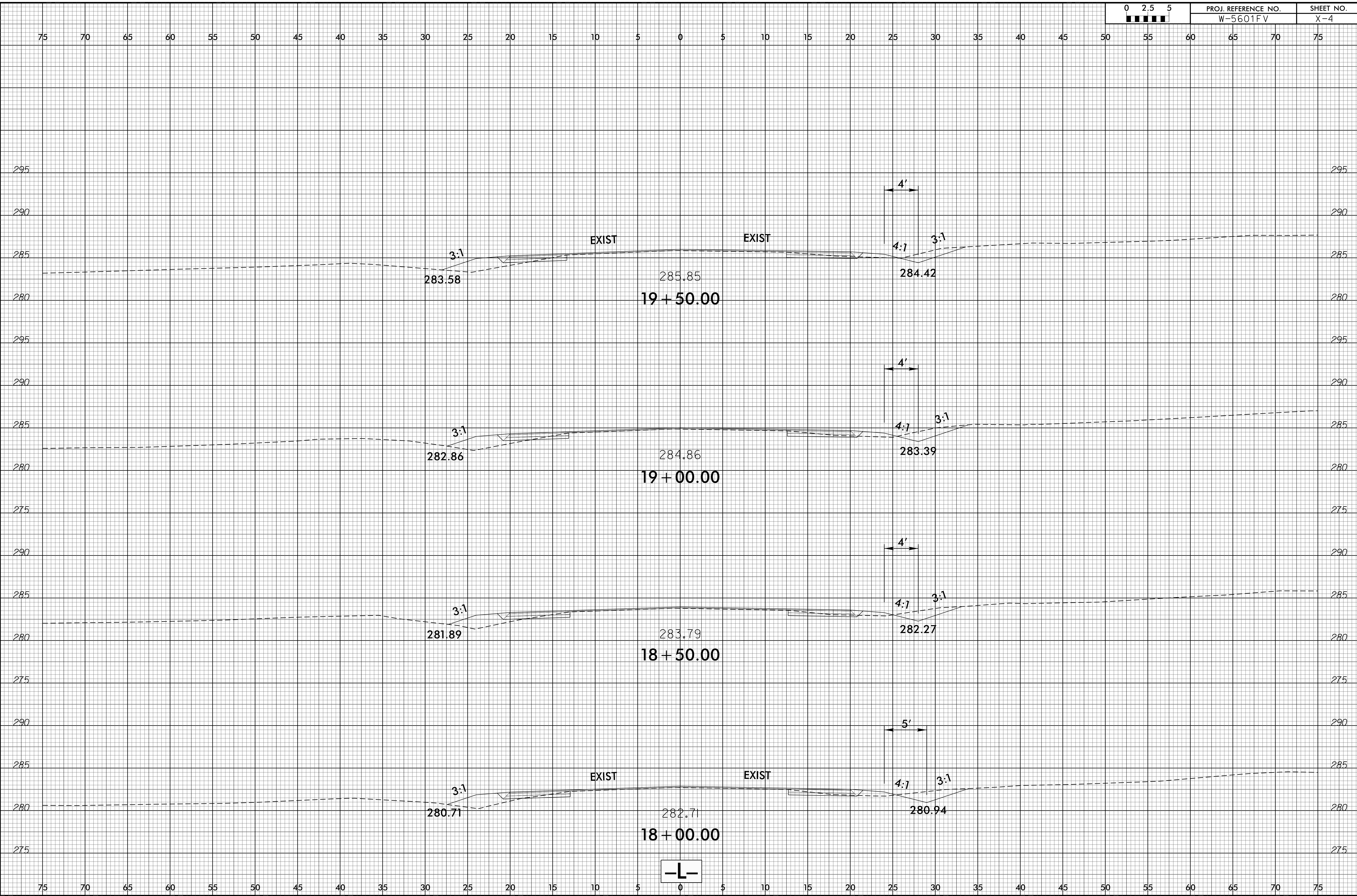
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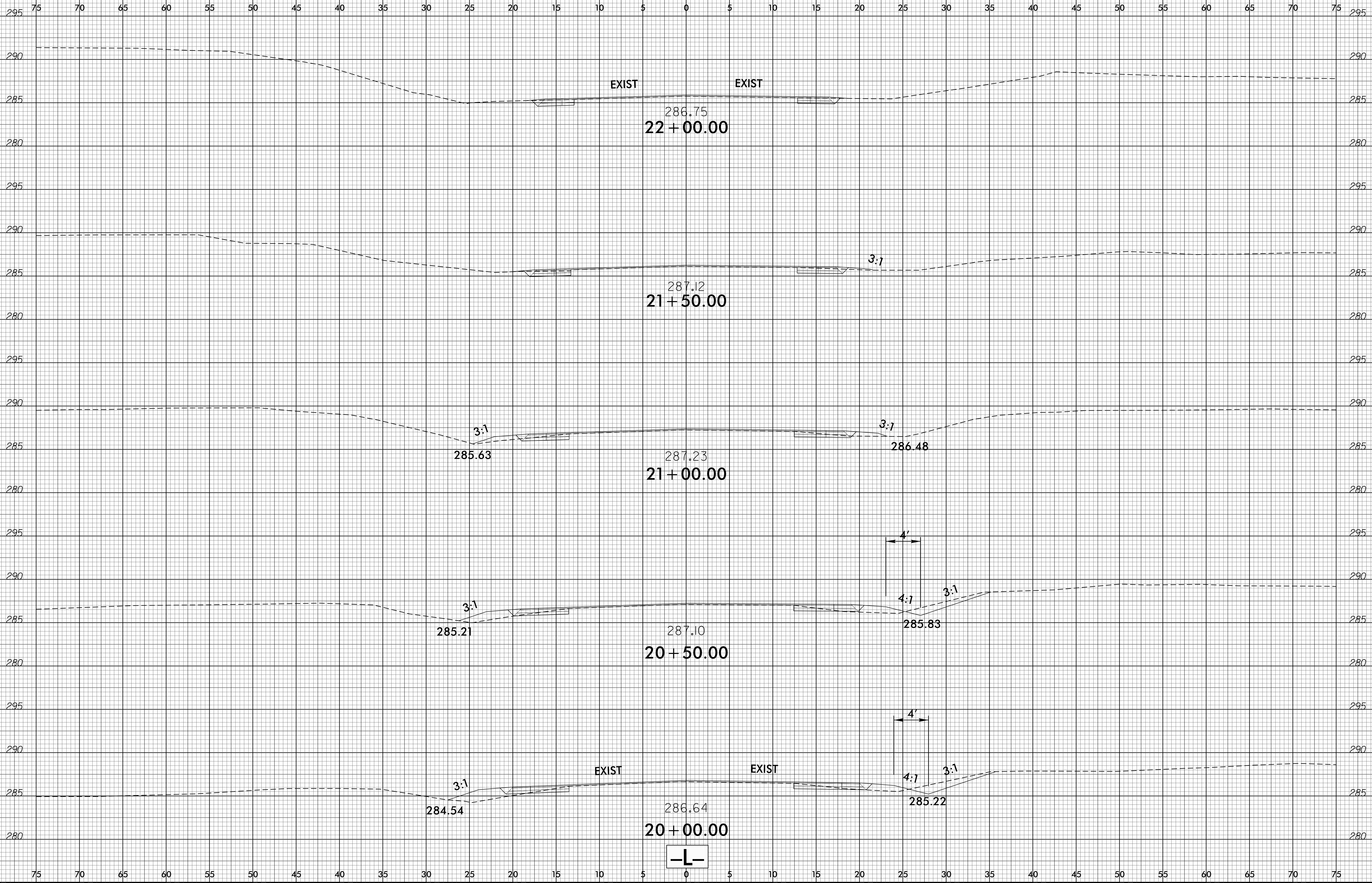
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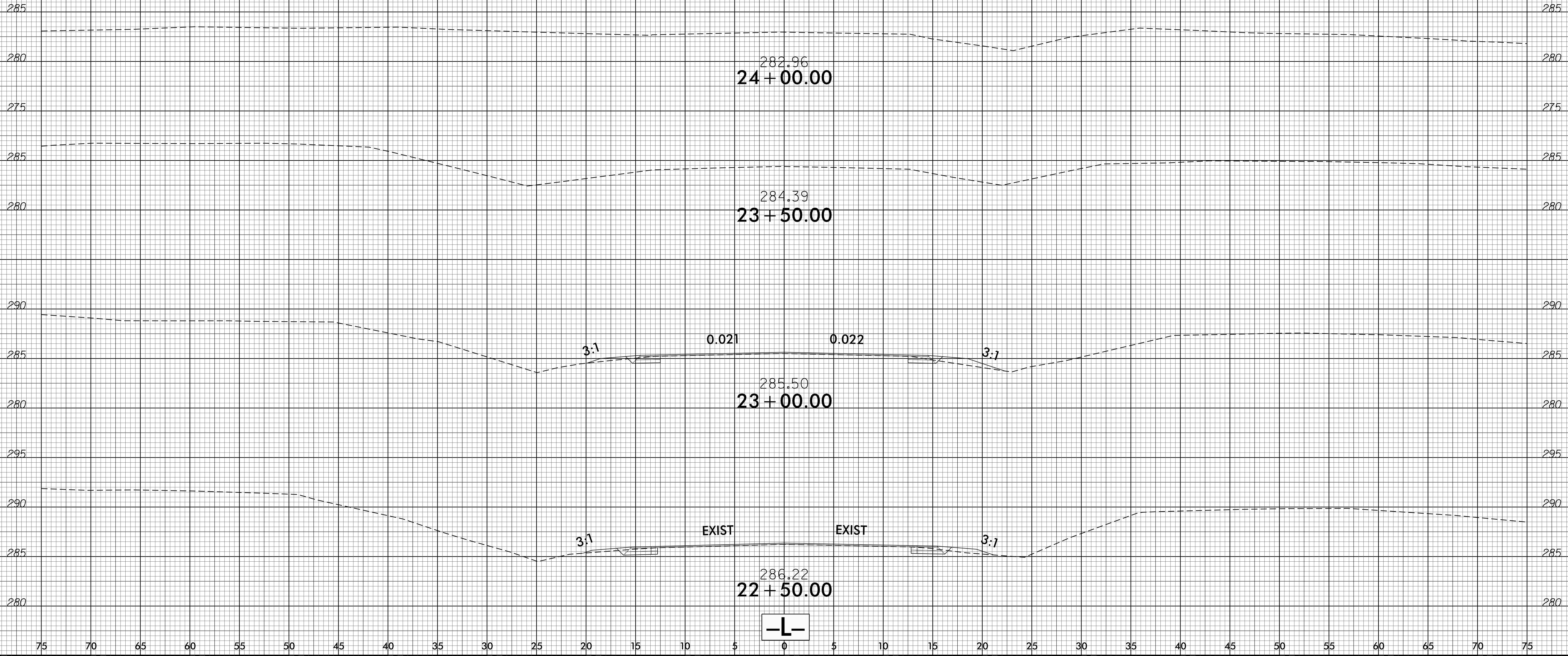
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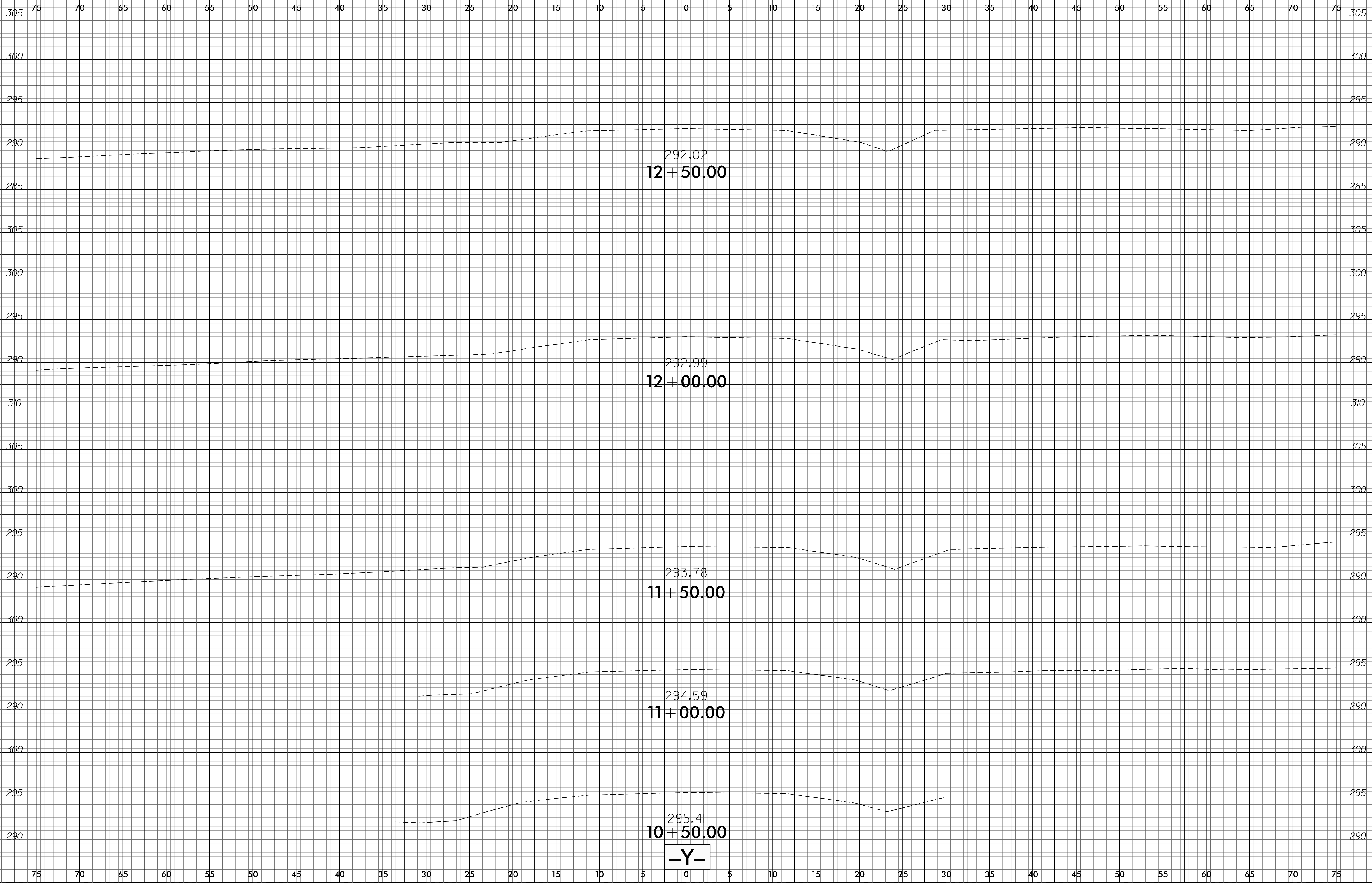




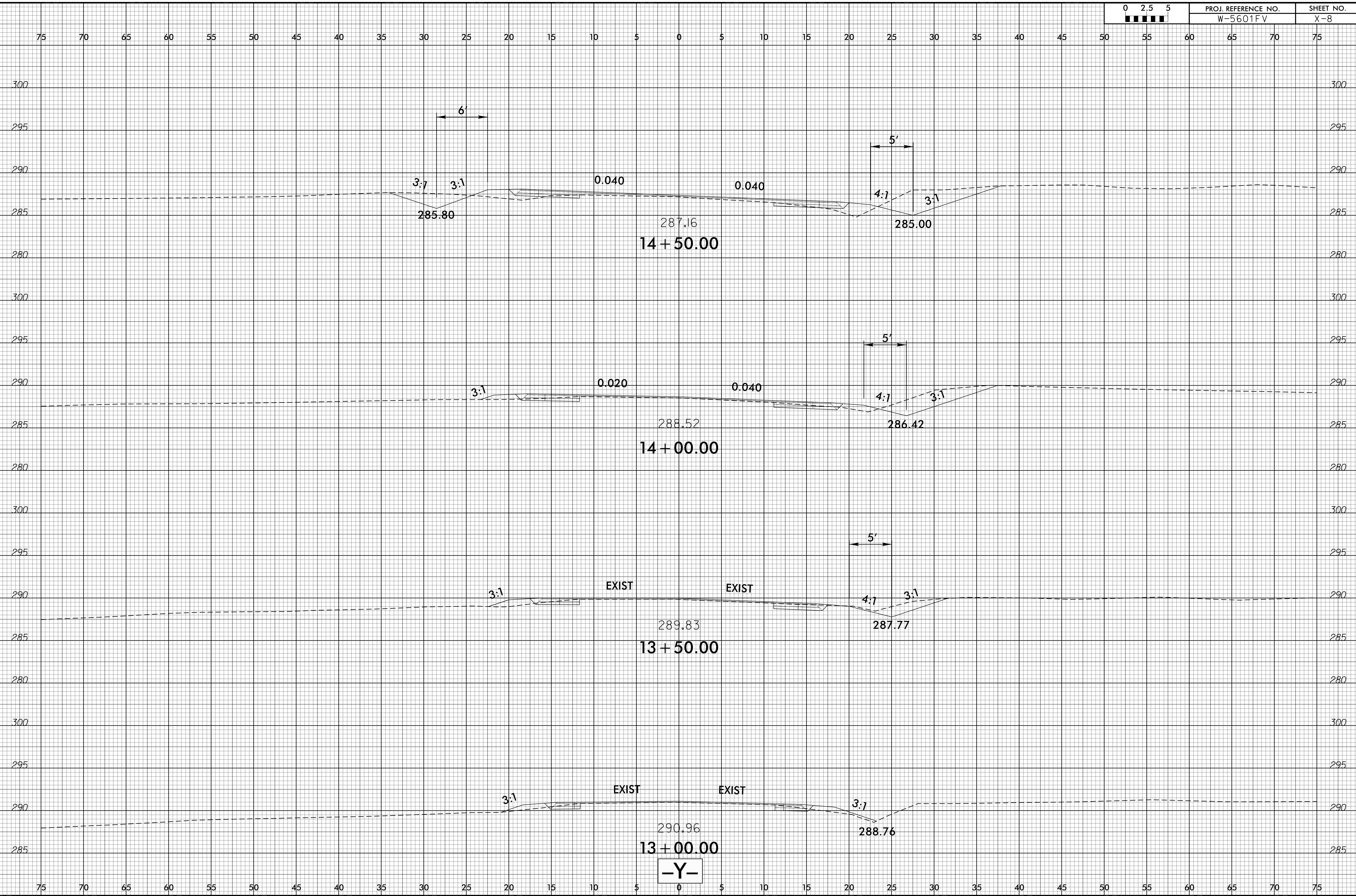
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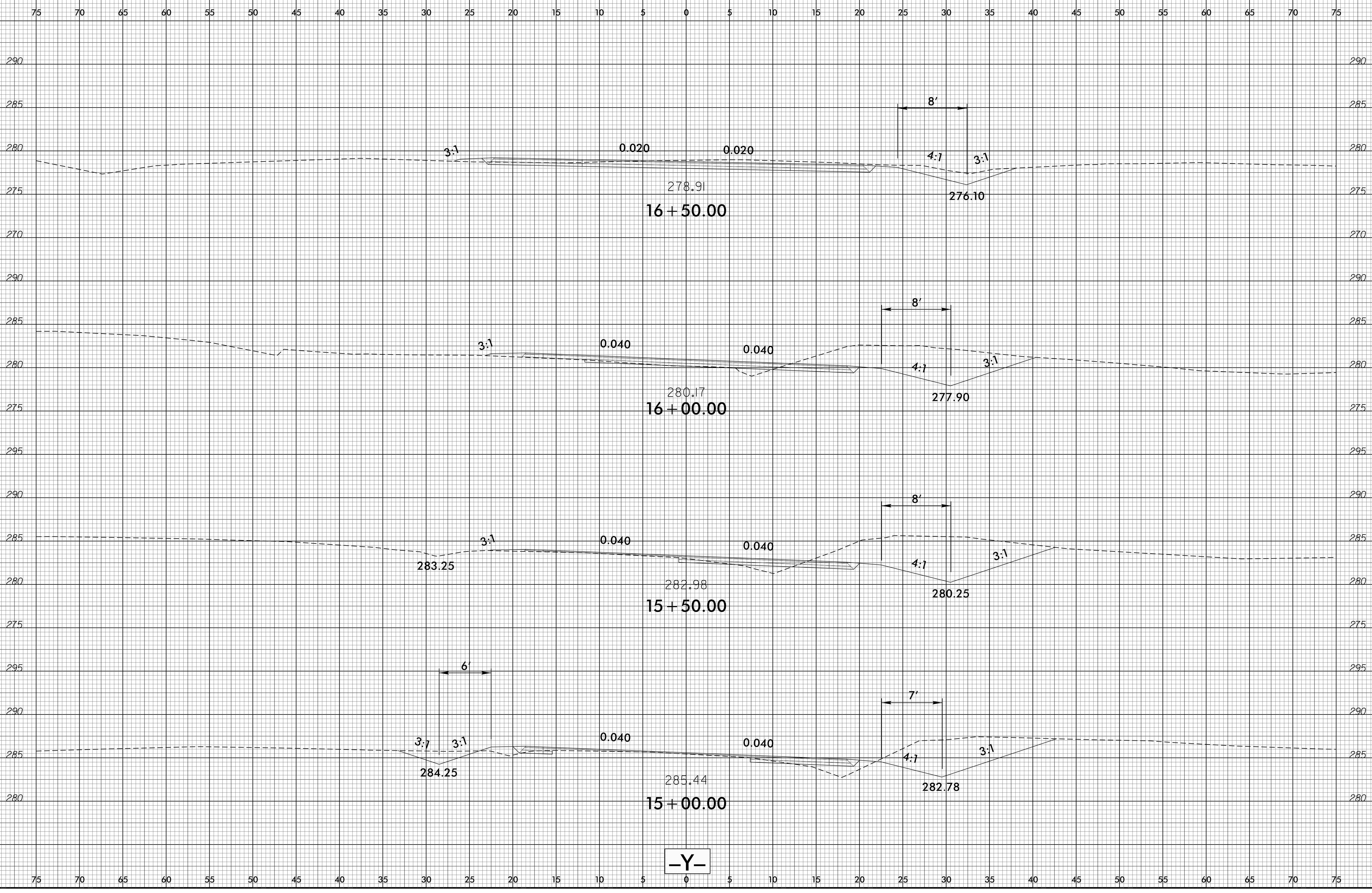
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