

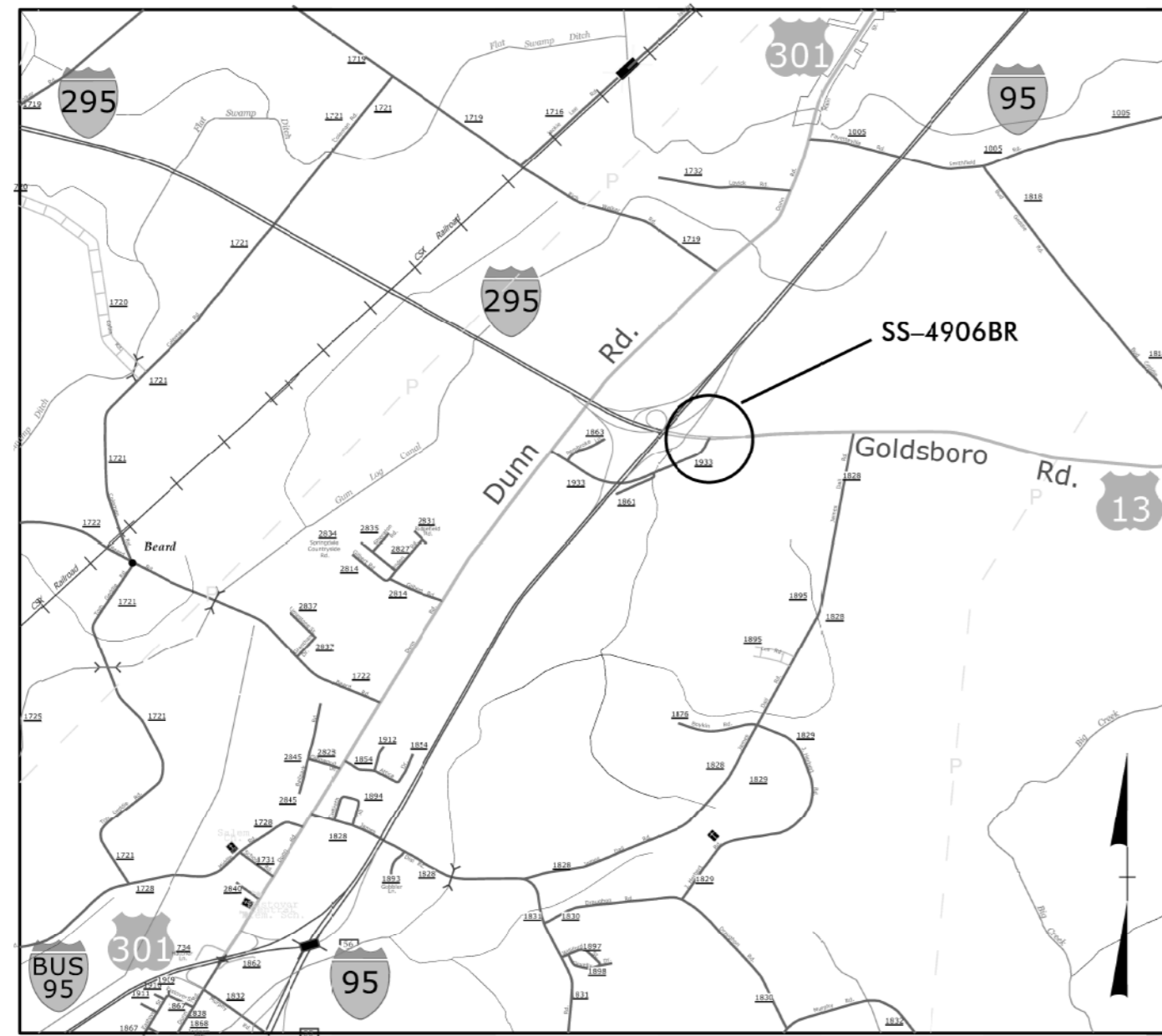
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	SS-4906BR	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
43699.1.1	HSIP-0295(2)	P.E.	
43699.2.1		ROW	
43699.3.1		CONSTR	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

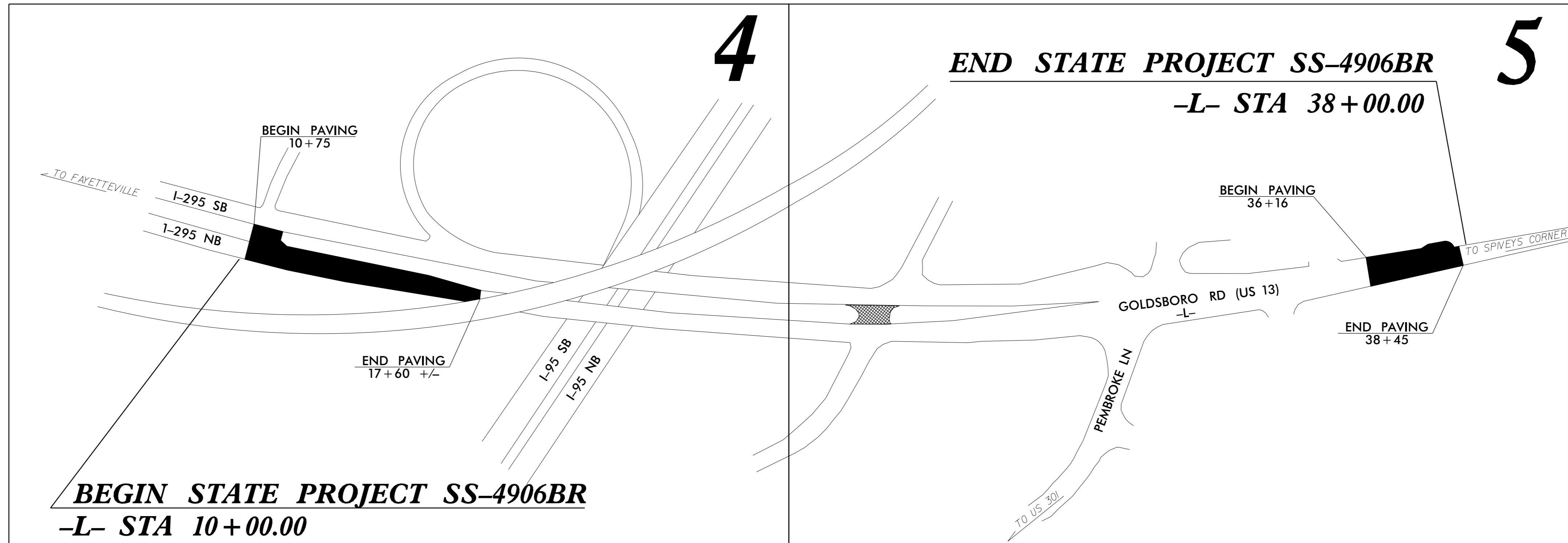
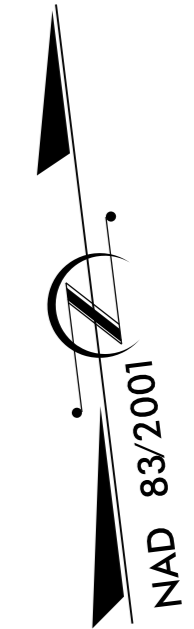
CUMBERLAND COUNTY

LOCATION: US 13 (GOLDSBORO ROAD) AT I-95 NORTHBOUND RAMPS, SOUTHBOUND RAMPS, AND US 13 MERGE

TYPE OF WORK: GRADING, PAVING, CONCRETE ISLAND, AND PAVEMENT MARKINGS



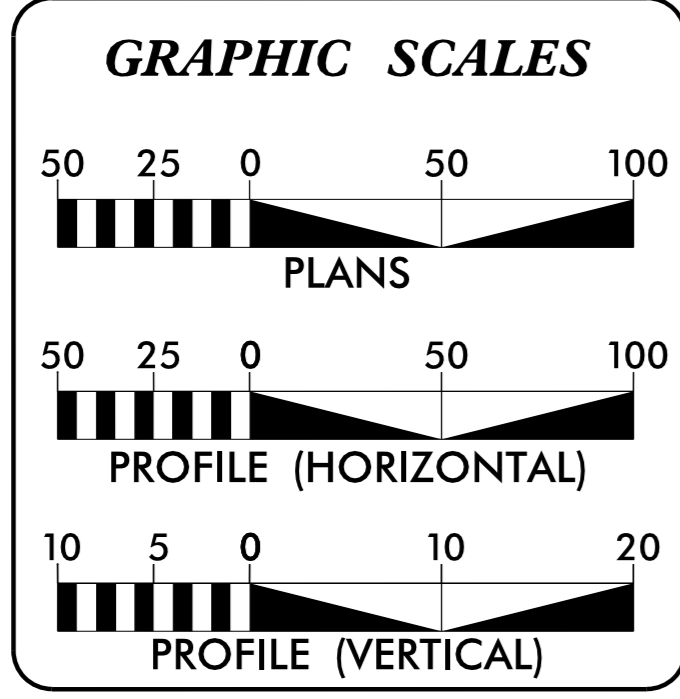
VICINITY MAP



TIP PROJECT: SS-4906BR

43699.3.1

WBS:



DESIGN DATA

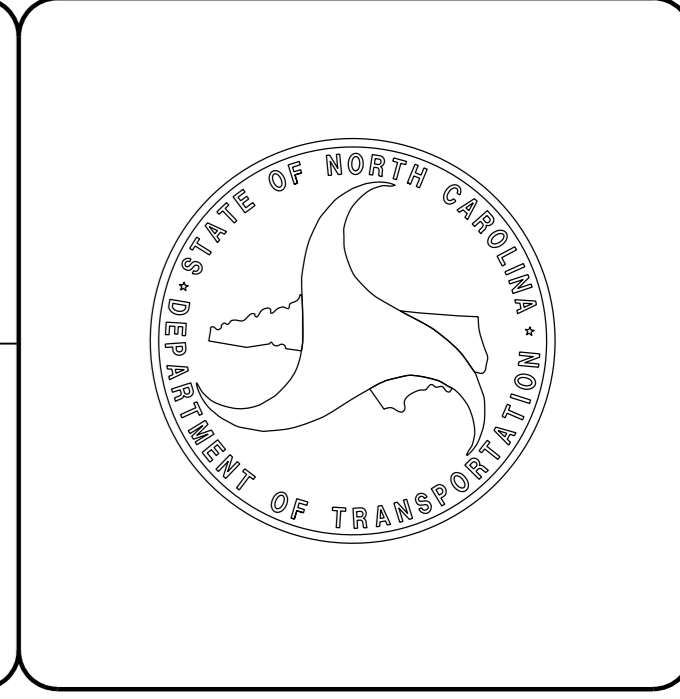
ADT 8000 =	2012
ADT 14500 =	2032
V =	60 MPH

PROJECT LENGTH

TOTAL PROJECT LENGTH	0.530mi
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Prepared in the Office of:
DIVISION OF HIGHWAYS
431 Transportation Dr., Fayetteville NC, 28301

2012 STANDARD SPECIFICATIONS	
RIGHT OF WAY DATE: NOVEMBER 13, 2013	SCOTT PRIDGEN PROJECT ENGINEER
LETTING DATE: APRIL 16, 2014	NEIL BUTLER PROJECT DESIGN ENGINEER



I:\MAR-2014\1412\S:\DDC\Project\SS-4906BR\I-295 at I-95 and US 13-Cumberland Co\Roadway\proj\SS4906BR_Rdy_tsh.dgn
09/08/09
\$\$\$\$\$USERNAME\$\$\$\$\$

12/05/11

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

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	○ EP
Property Corner	----->
Property Monument	□ ECM
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	--- MLB
Proposed Wetland Boundary	--- MLB
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	○
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	○ CSX TRANSPORTATION MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY:

Baseline Control Point	◆
Existing Right of Way Marker	△
Existing Right of Way Line	-----
Proposed Right of Way Line	----- RW
Proposed Right of Way Line with Iron Pin and Cap Marker	----- RW ▲
Proposed Right of Way Line with Concrete or Granite R/W Marker	----- RW ▲
Proposed Control of Access Line with Concrete CA Marker	----- CA
Existing Control of Access	----- CA
Proposed Control of Access	----- CA
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	☼
Single Shrub	☼
Hedge	-----
Woods Line	-----

Orchard	☼ ☼ ☼ ☼
Vineyard	▭ Vineyard

EXISTING STRUCTURES:

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

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
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	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Booth	▭
Telephone Pedestal	⊕
Telephone Cell Tower	⊕
U/G Telephone Cable Hand Hole	▭
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	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
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	☼
TV Pedestal	⊕
TV Tower	⊗
U/G TV Cable Hand Hole	▭
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:

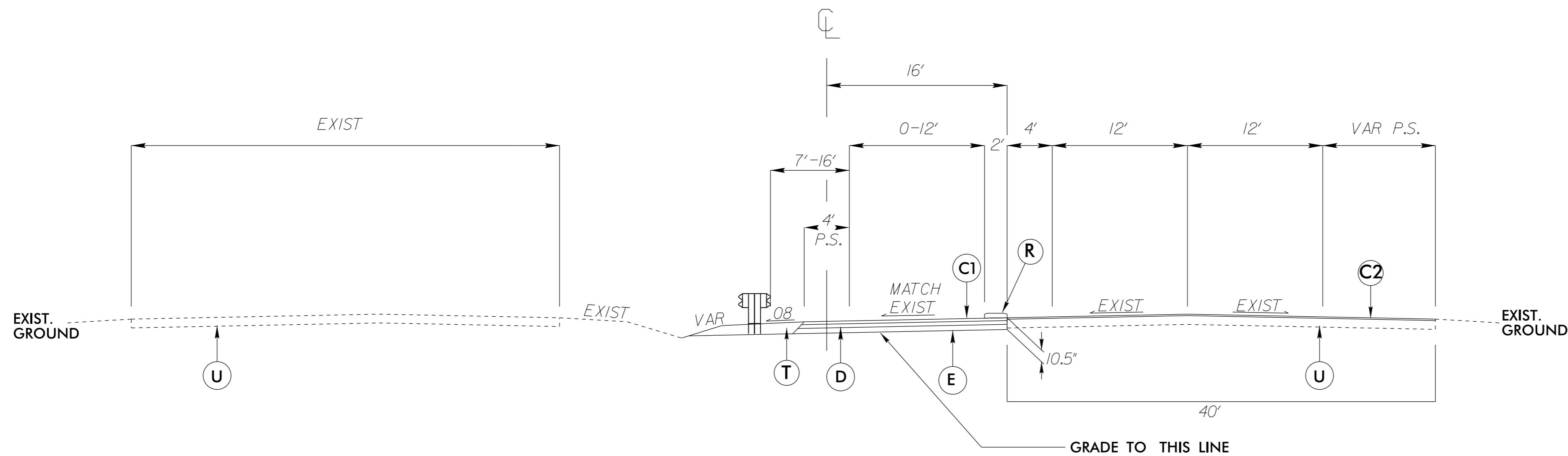
Gas Valve	◇
Gas Meter	⊕
Recorded U/G Gas Line	----- G
Designated U/G Gas Line (S.U.E.*)	----- G
Above Ground Gas Line	----- A/G Gas

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
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

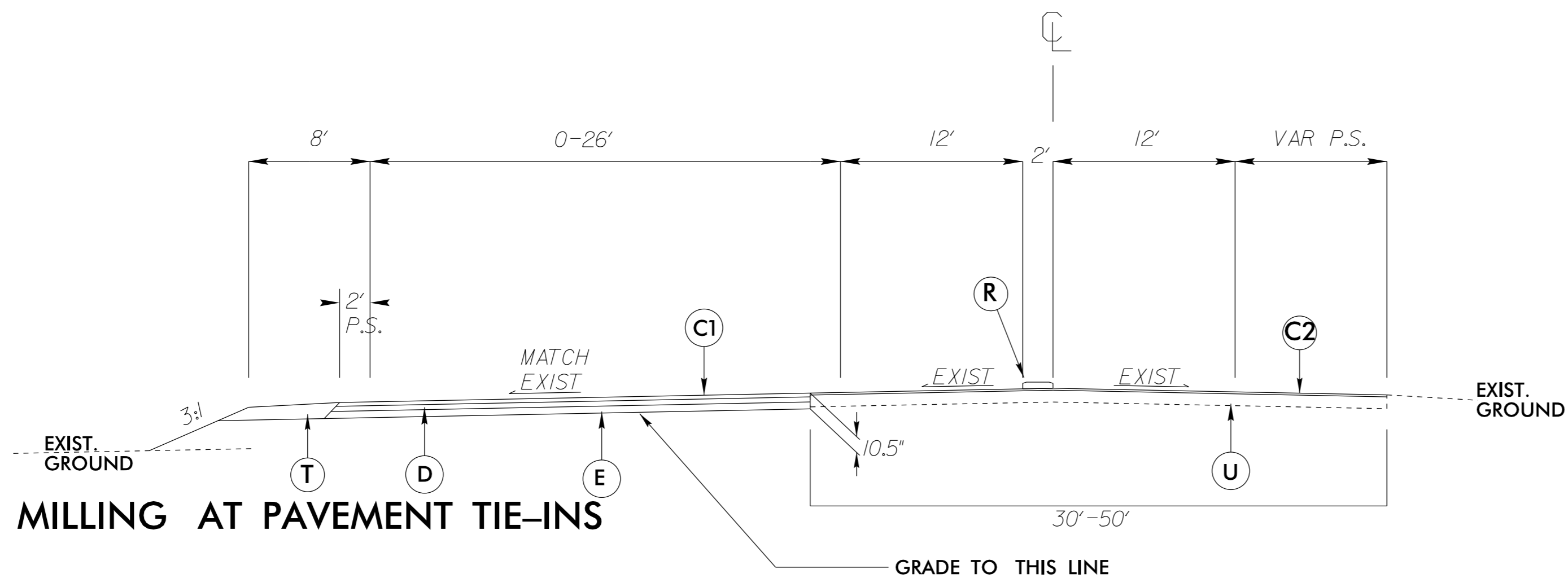
MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊕
Utility Unknown U/G Line	----- ?UTL
U/G Tank; Water, Gas, Oil	▭
Underground Storage Tank, Approx. Loc.	⊕
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.



TYPICAL SECTION NO. 1
 -L- STA 11+11.39 - 17+11.29

C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E	PROP. APPROX. 4½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.
R	5" KEYED IN MONOLITHIC CONCRETE ISLAND. (STD 852.01)
T	EARTH MATERIAL
U	EXISTING PAVEMENT



MILLING AT PAVEMENT TIE-INS

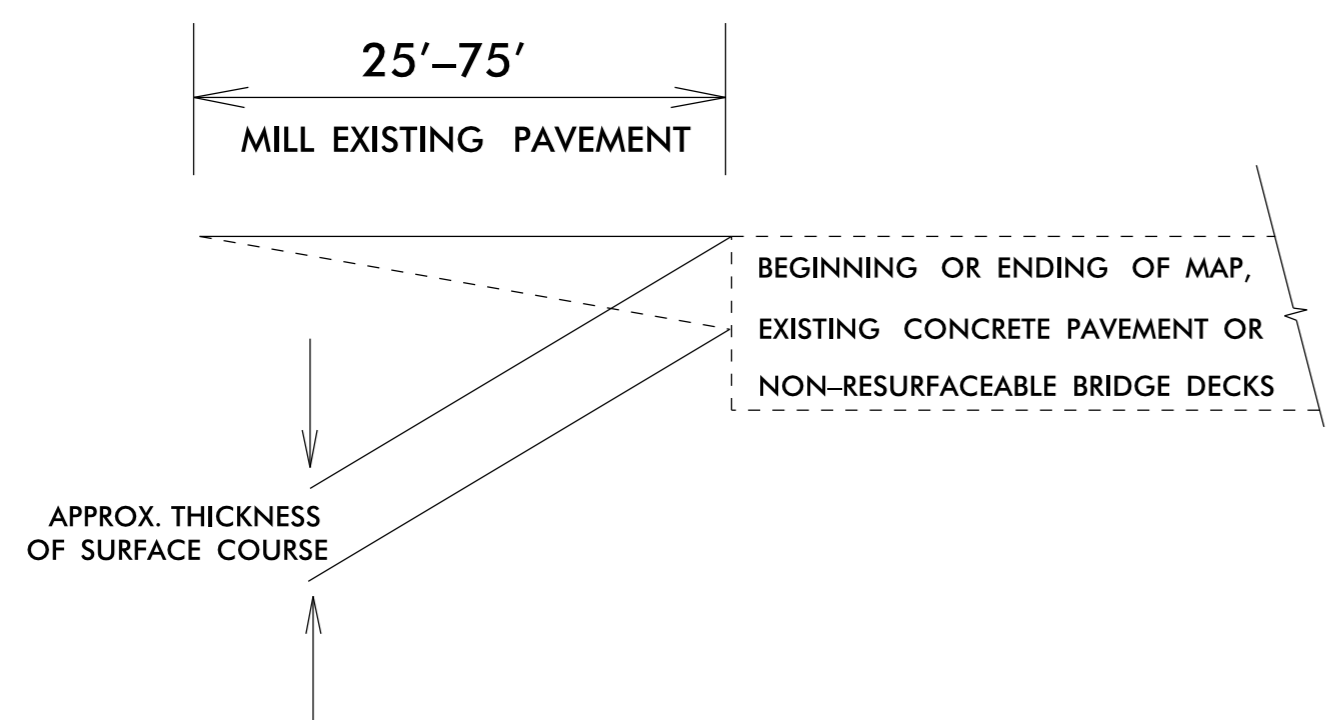
TYPICAL SECTION NO. 2
 -L- STA 36+80.00 - 38+45.00

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 607 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.

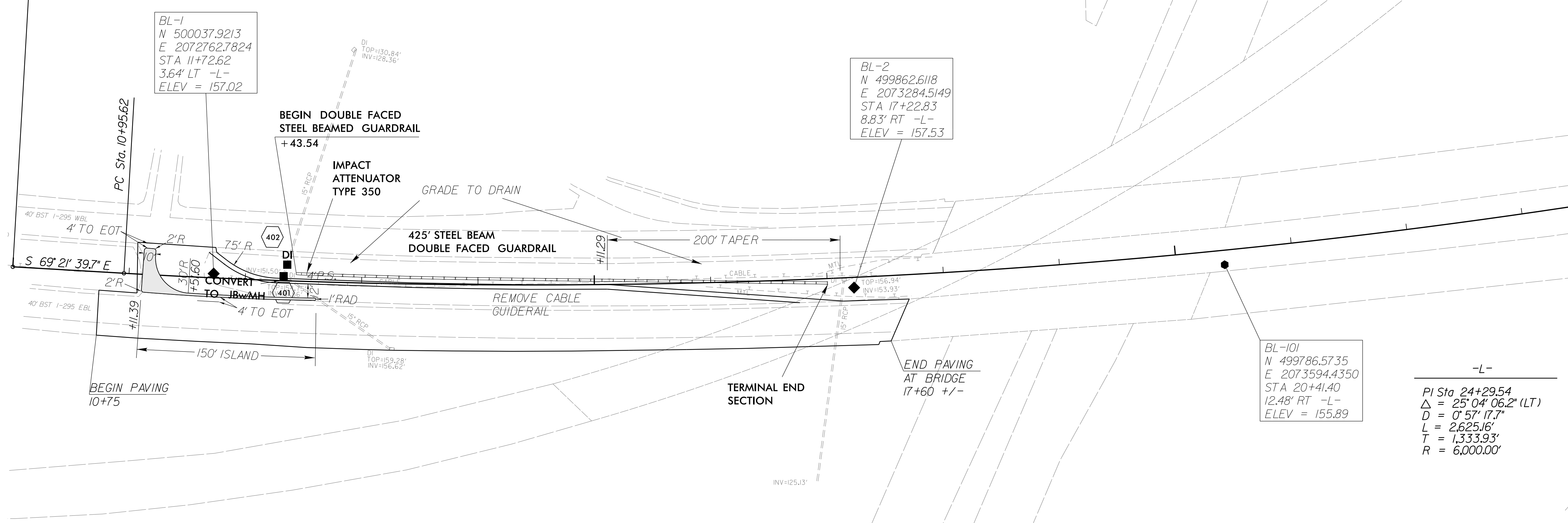


PROJECT NOTES

- 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 1½" 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 police and fire station, fire hydrants, and hospitals 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.
- Contractor shall coordinate with the Division Six Traffic Services Unit (910-486-1452) for placement of all pavement markings and signs.

100' SASS 2007
NAD 83

BEGIN STATE PROJECT SS-4906BR
-L- STA 10+00.00



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "SS4906BR GPS-2" WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF NORTHING: 499695.5450(±) EASTING: 2074383.5500(±) ELEVATION: 135.82(±)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9998734260

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "SS4906BR GPS-2" TO -L- STATION 10+00.00 IS
N 77° 22' 51.10" E 1827.88 ft

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

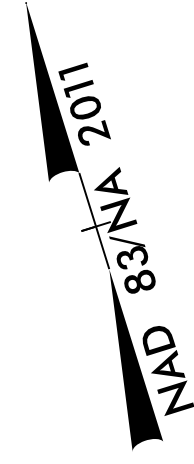
BL-101
N 499786.5735
E 2073594.4350
STA 20+41.40
12.48' RT -L-
ELEV = 155.89

-L-
PI Sta 24+29.54
Δ = 25° 04' 06.2" (LT)
D = 0' 57' 17.7"
L = 2,625.16'
T = 1,333.93'
R = 6,000.00'

REVISIONS

8/17/99
L:\WAB-004 14452 SS-4906BR 1-295 at 1-95 and
S:\Roadway\proj\SS4906BR_Rd\psh_4.dgn
13-Cumberland Co.\Roadway\proj\SS4906BR_Rd\psh_4.dgn

MATCHLINE -L- STATION 24+00 SHEET 5



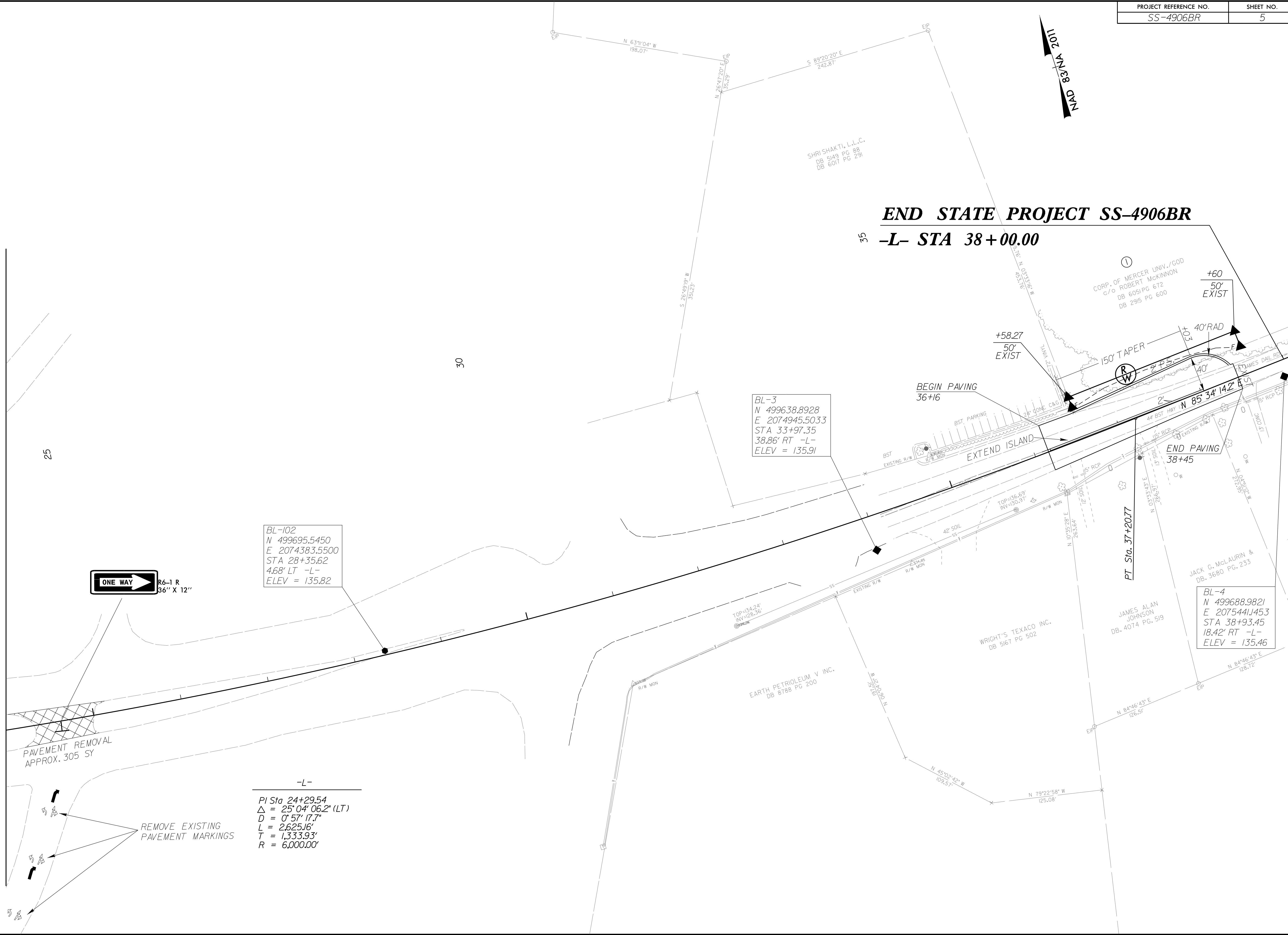
END STATE PROJECT SS-4906BR

-L- STA 38+00.00

MATCHLINE -L- STATION 24+00 SHEET 4

REVISIONS

8/17/99
 I:\VAB-2004\4441\SS-4906BR\1-295 at 1-95 and JS 13_Cumberland_Co_Roadway\proj\SS4906BR_Rcdy_psh_5.dgn
 1-295 at 1-95 and JS 13_Cumberland_Co_Roadway\proj\SS4906BR_Rcdy_psh_5.dgn
 1-295 at 1-95 and JS 13_Cumberland_Co_Roadway\proj\SS4906BR_Rcdy_psh_5.dgn



ONE WAY R6-1 R
36" X 12"

BL-102
 N 499695.5450
 E 2074383.5500
 STA 28+35.62
 4.68' LT -L-
 ELEV = 135.82

BL-3
 N 499638.8928
 E 2074945.5033
 STA 33+97.35
 38.86' RT -L-
 ELEV = 135.91

BL-4
 N 499688.9821
 E 2075441.453
 STA 38+93.45
 18.42' RT -L-
 ELEV = 135.46

-L-
 PI Sta 24+29.54
 $\Delta = 25^{\circ}04'06.2" (LT)$
 $D = 0'57'17.7"$
 $L = 2,625.16'$
 $T = 1,333.93'$
 $R = 6,000.00'$

PAVEMENT REMOVAL
 APPROX. 305 SY

REMOVE EXISTING
 PAVEMENT MARKINGS

EARTH PETROLEUM V INC.
 DB 8788 PG 200

WRIGHT'S TEXACO INC.
 DB 5167 PG 502

JAMES ALAN JOHNSON
 DB. 4074 PG. 519

JACK G. McLAURIN &
 DB. 3680 PG. 233

①
 CORP. OF MERCER UNIV./GOD
 C/O ROBERT MCKINNON
 DB 6051 PG 672
 DB 2915 PG 600

30

25

35

+60
 50'
 EXIST

+58.27
 50'
 EXIST

END PAVING
 38+45

BEGIN PAVING
 36+16

PT Sta. 37+20.77

TOP=336.63
 INV=130.91

TOP=134.24
 INV=128.36

TOP=134.24
 INV=128.36

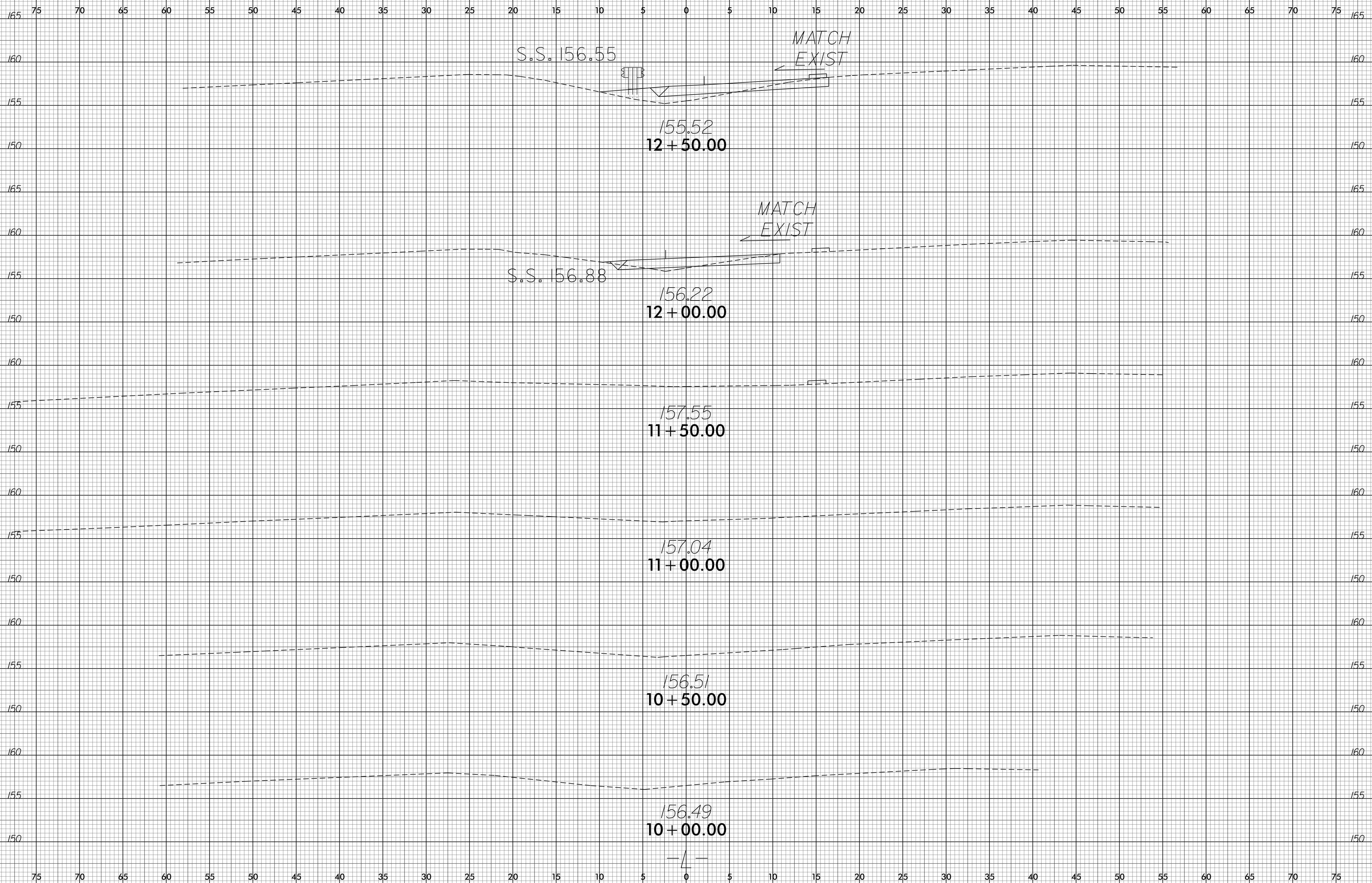
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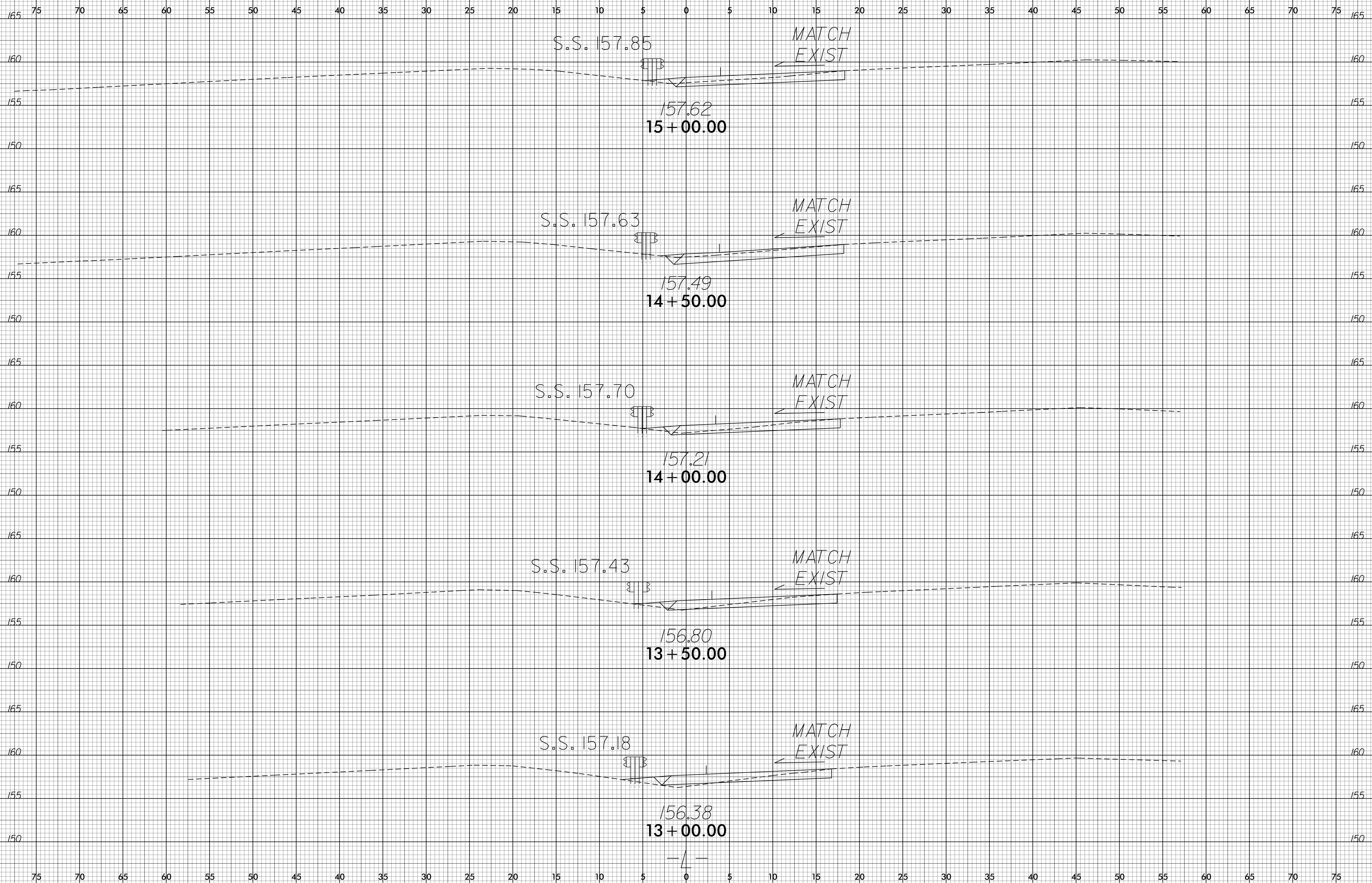
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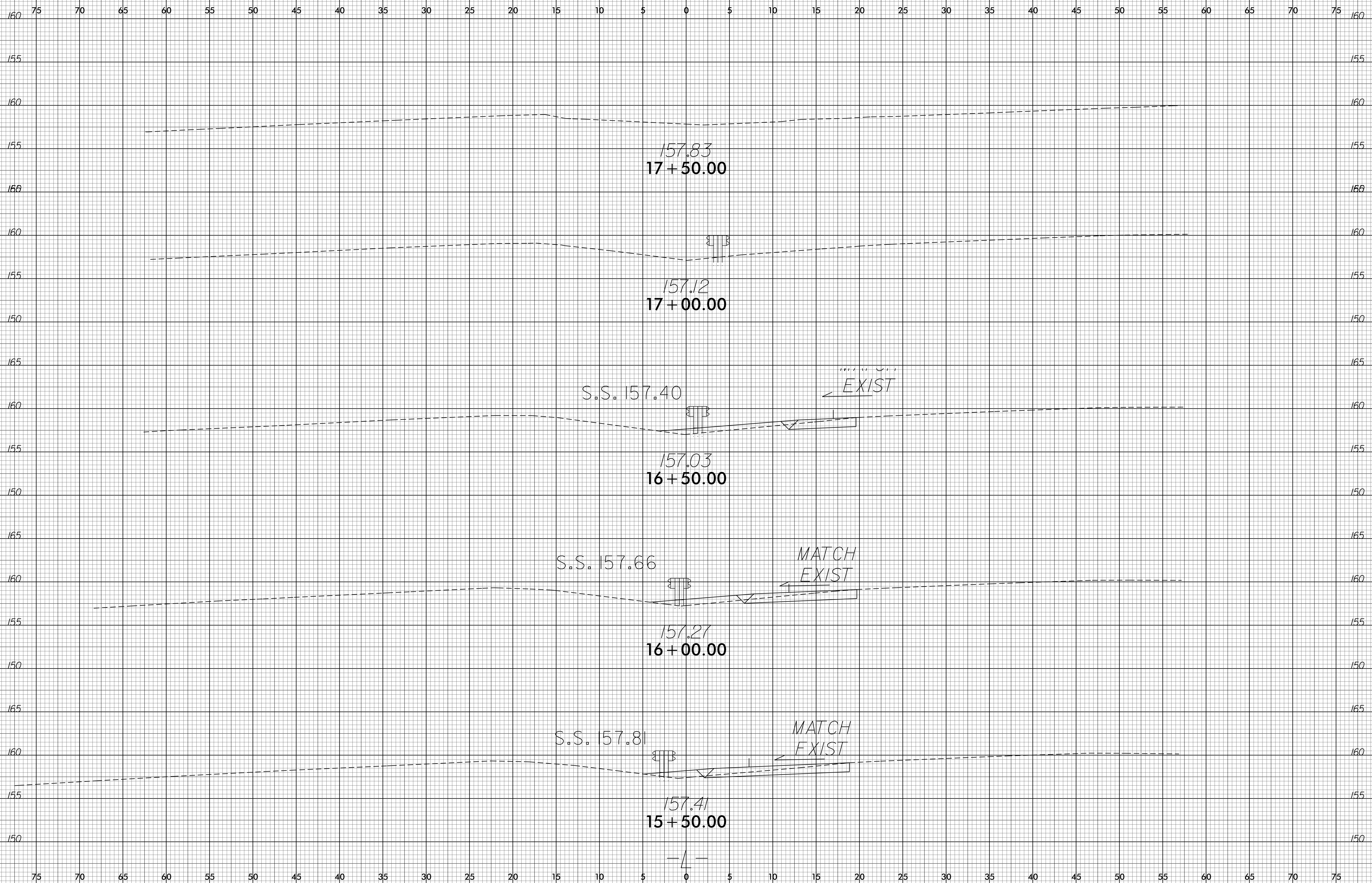
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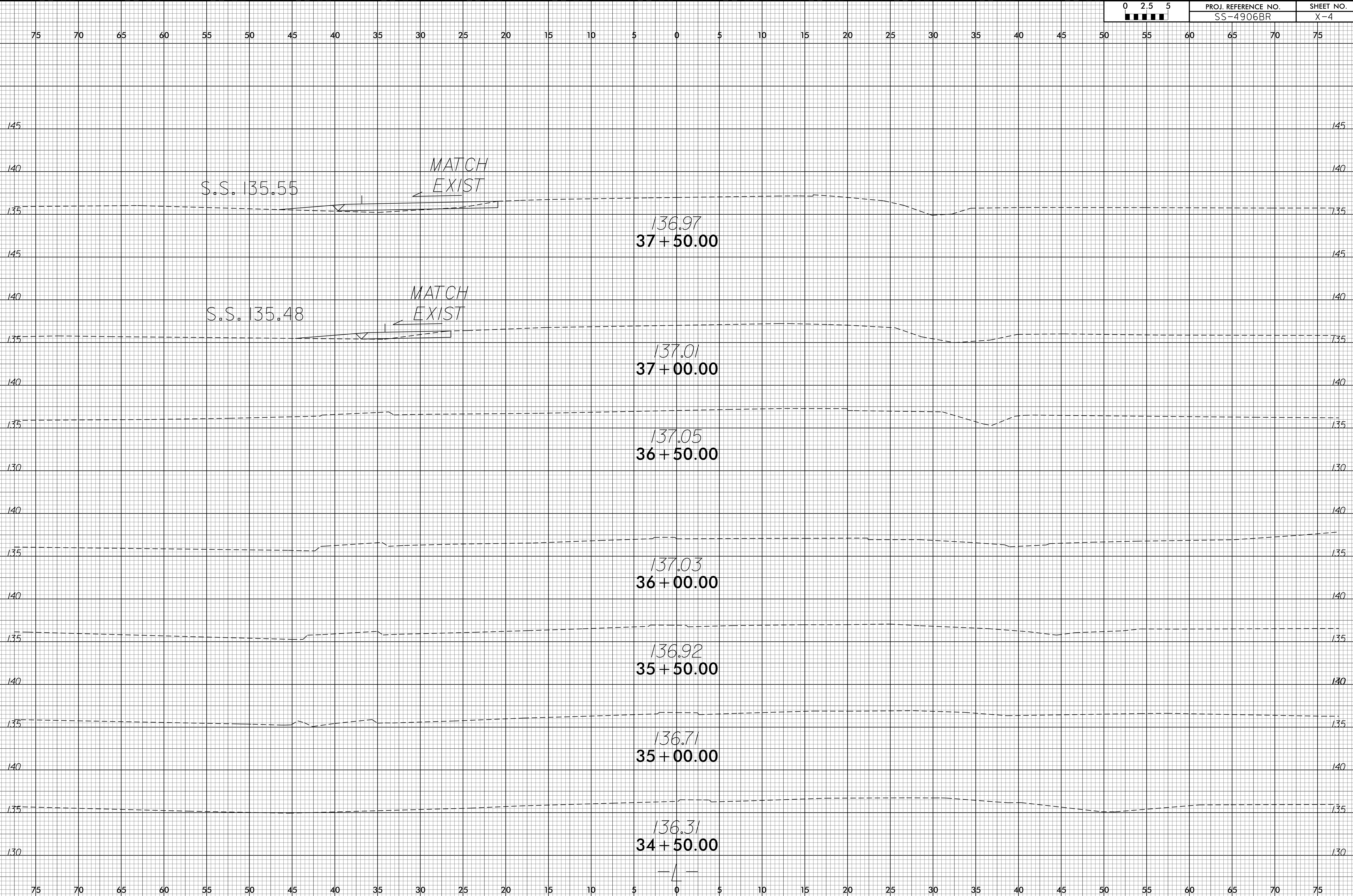
TOP=134.24
 INV=128.36

TOP=134.24
 INV=128.36









75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

