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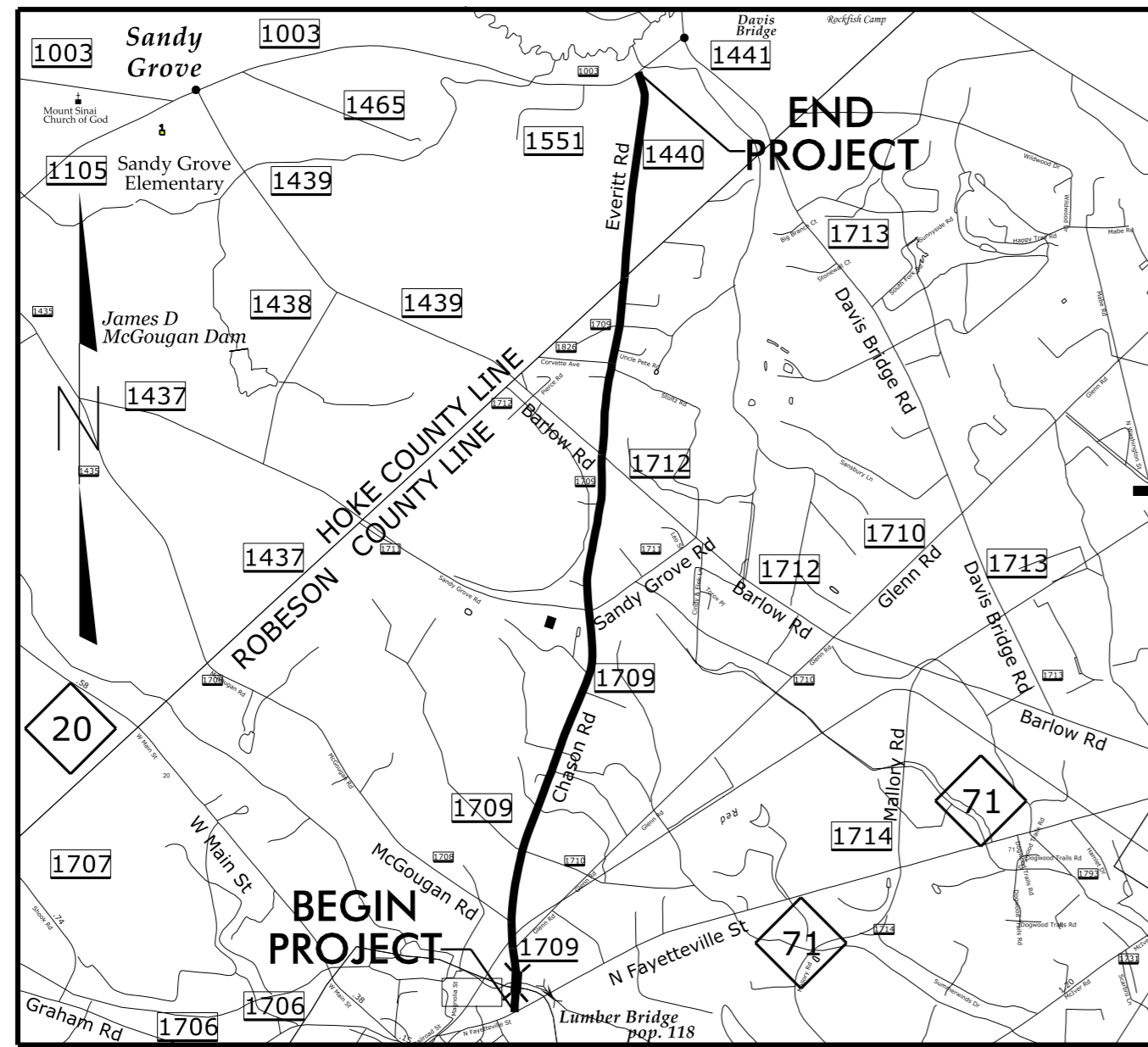
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5601DF	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50138.1.111	HSIP-1709(003)	P.E.	
50138.2.111	HSIP-1709(003)	ROWUTIL	
50138.3.111	HSIP-1709(003)	CONST	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

ROBESON /HOKE COUNTIES

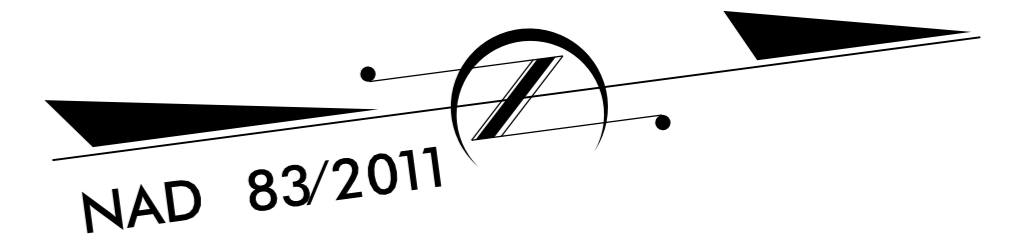
LOCATION: SR 1709 (CHASON RD) FROM INTERSECTION OF NC 71 (N. FAYETTEVILLE ST) IN ROBESON COUNTY THRU SR 1440 (EVERITT RD) IN HOKE COUNTY TO SR 1003 (ARABIA RD)

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



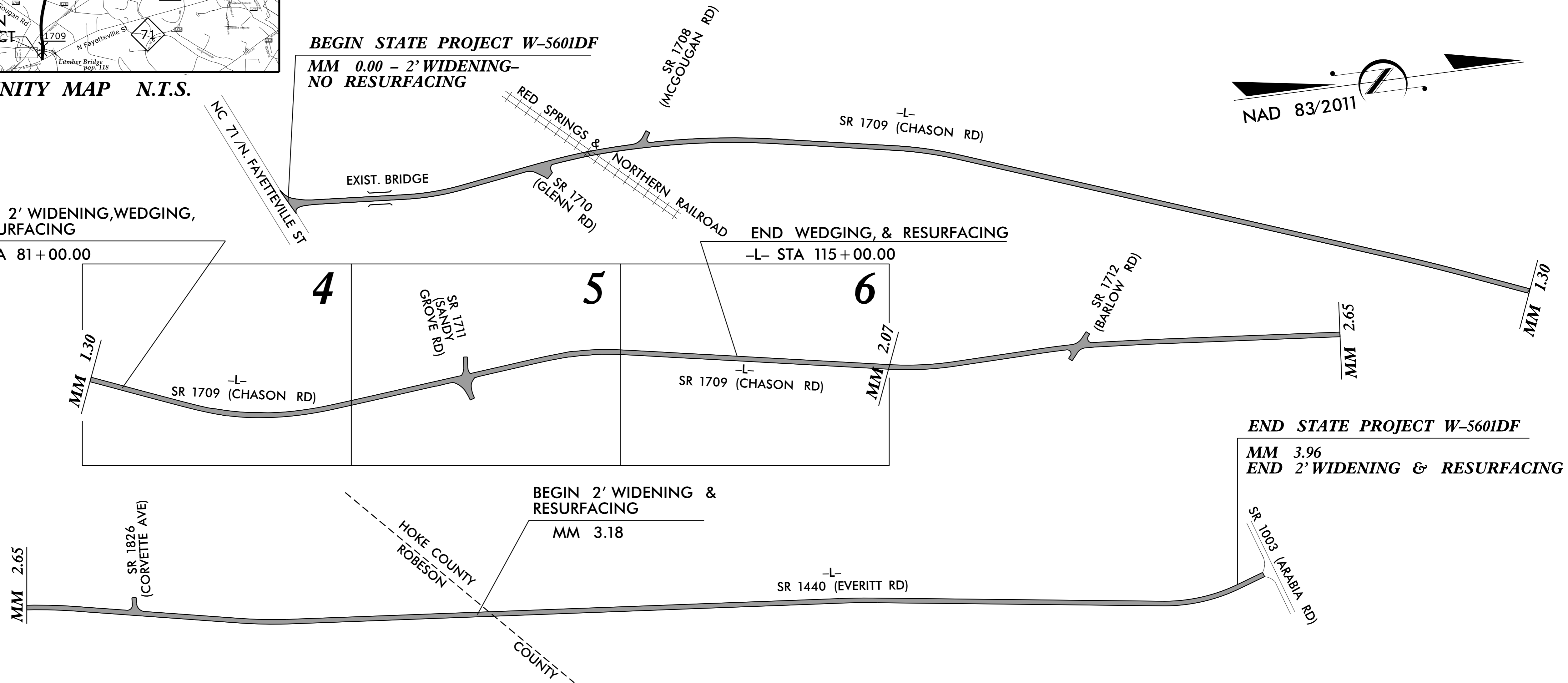
VICINITY MAP N.T.S.

BEGIN STATE PROJECT W-5601DF
MM 0.00 - 2' WIDENING-
NO RESURFACING



**BEGIN 2' WIDENING, WEDGING,
& RESURFACING**
-L- STA 81+00.00

END WEDGING, & RESURFACING
-L- STA 115+00.00

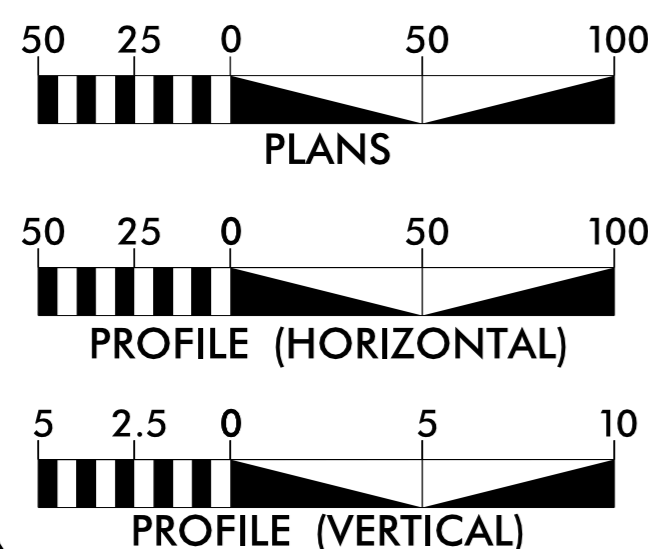


END STATE PROJECT W-5601DF
MM 3.96
END 2' WIDENING & RESURFACING

TIP PROJECT: W-5601DF

CONTRACT: DF00159

GRAPHIC SCALES



DESIGN DATA

ADT 2016 = 4,532
ADT 2036 = 8,185
V = 55 MPH (POSTED)

PROJECT LENGTH

TOTAL LENGTH OF STATE PROJECT W-5601DF = 3.96 MI

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

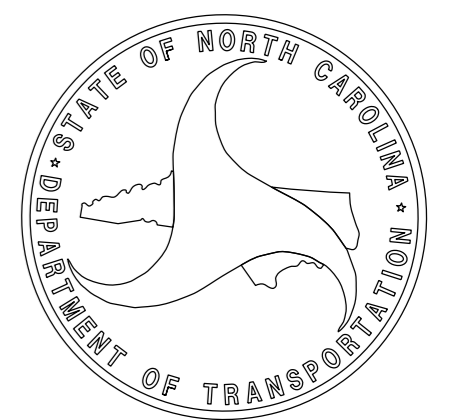
2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
FEBRUARY 28, 2017

LETTING DATE:
JUNE 21, 2017

SEAN MATUSZEWSKI
PROJECT ENGINEER

GLEND A SNIVELY
PROJECT DESIGN ENGINEER



17-MAY-2017 13:51 H:\DDC\Projects\W-5601DF SR 1709 (Chason Road)_Robeson Co\Roadway\proj\W-5601DF_Rdy_Tsh.dgn \$\$\$\$USERNAME\$\$\$

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	-MLB-
Proposed Wetland Boundary	-MLB-
Existing Endangered Animal Boundary	-EAB-
Existing Endangered Plant Boundary	-EPB-
Existing Historic Property Boundary	-HPB-
Known Contamination Area: Soil	-S-S-S-
Potential Contamination Area: Soil	-S-S-S-
Known Contamination Area: Water	-W-W-W-
Potential Contamination Area: Water	-W-W-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	-----
New Permanent Drainage Easement	-----
New Permanent Drainage / Utility Easement	-----
New Permanent Utility Easement	-----
New Temporary Utility Easement	-----
New Aerial Utility Easement	-----

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	-----
Storm Sewer	-----

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

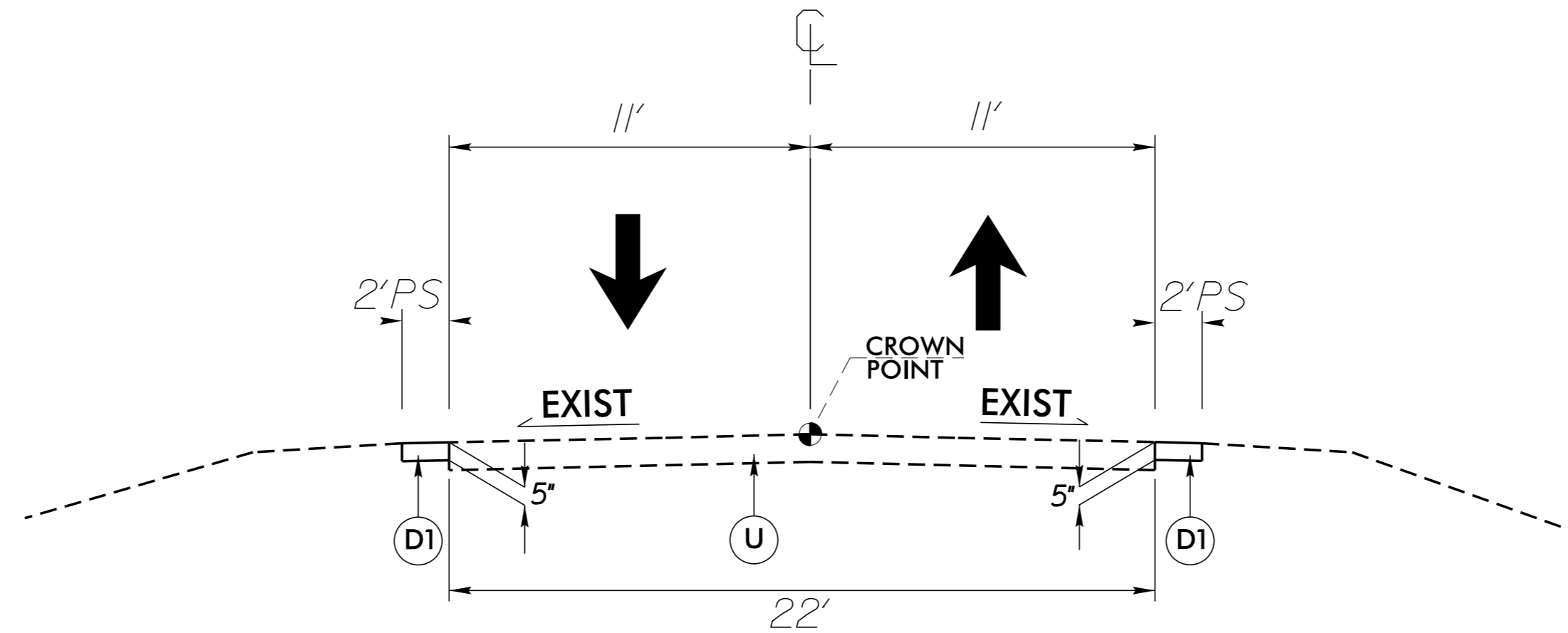
SANITARY SEWER:

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

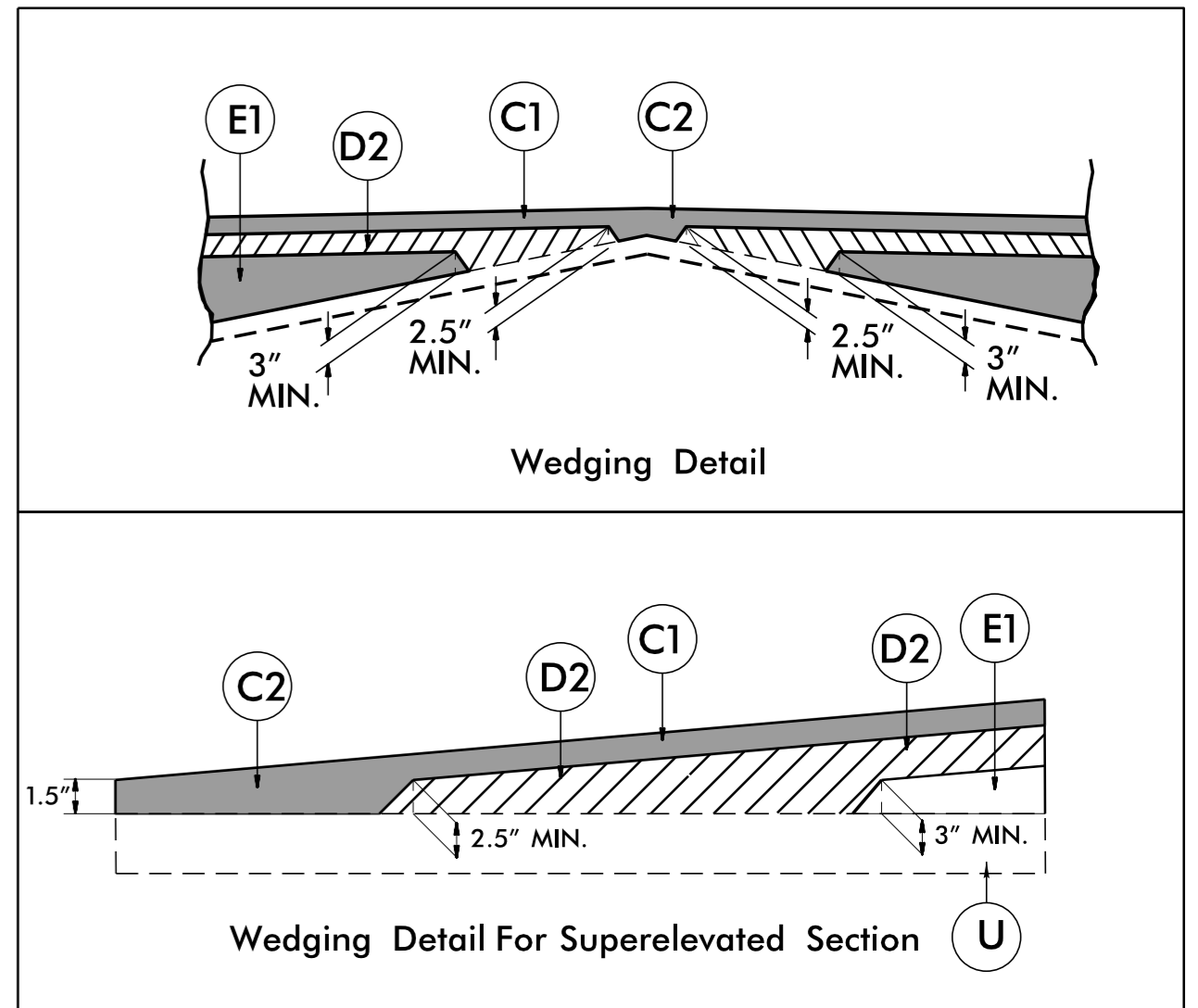
MISCELLANEOUS:

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

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
D1	PROP. APPROX. 5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. TO BE PLACED IN ONE LIFT
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, 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. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
T1	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
W	WEDGING. SEE DETAIL.



2' WIDENING /NO RESURFACING FROM MM 0.00 TO TYPICAL SECTION NO. 1
 2' WIDENING /NO RESURFACING FROM -L-STA. 115+00.00 TO MM 3.18



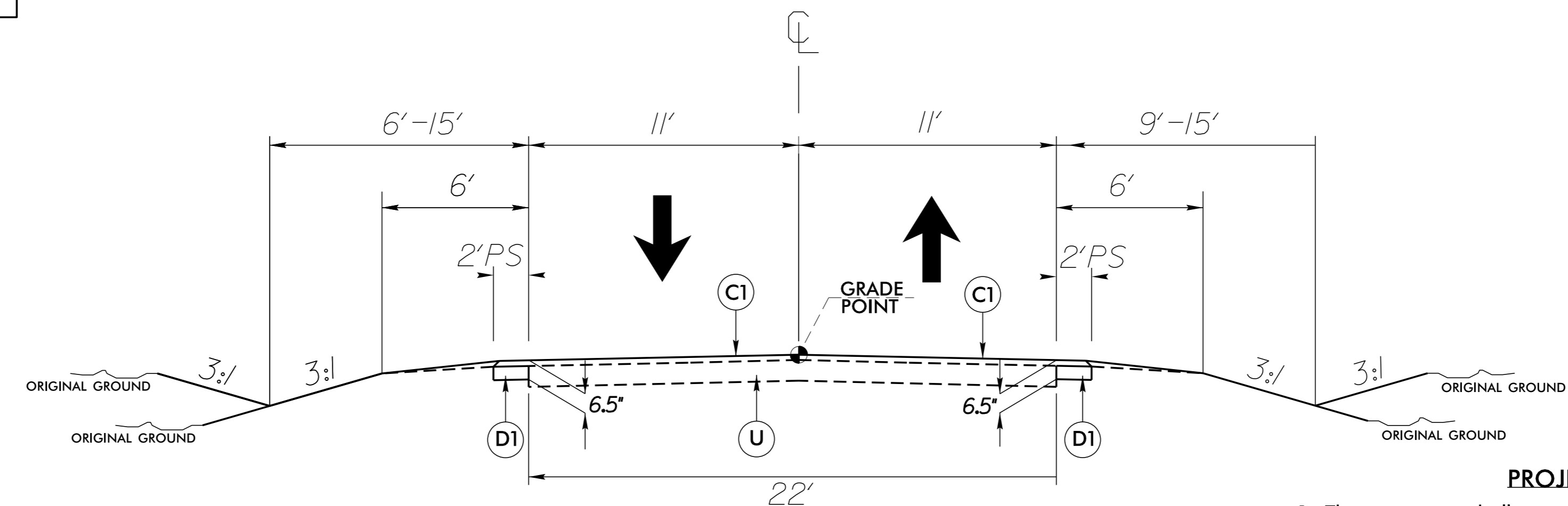
MILLING AT PAVEMENT TIE-INS

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.

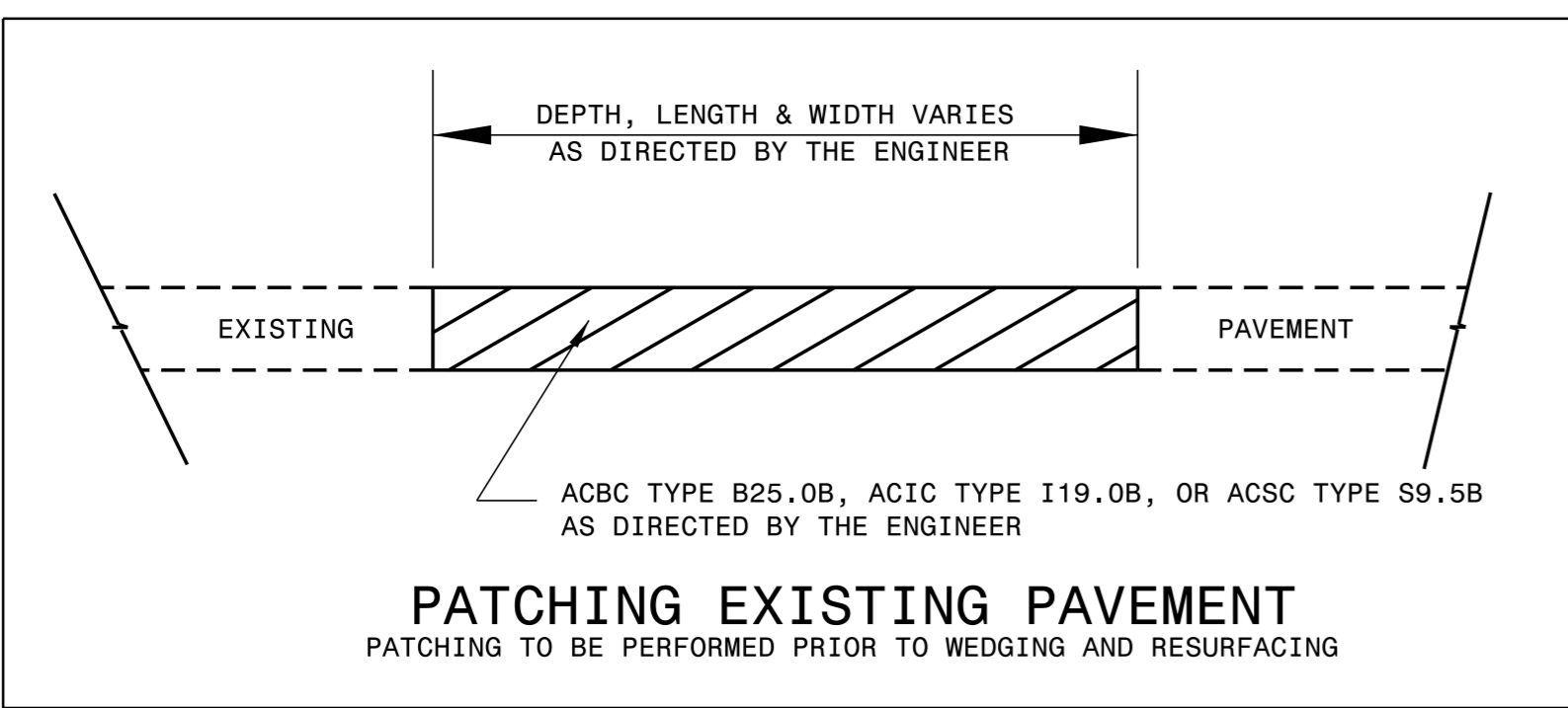
Perform the work in accordance with Section 607 of the January 2012 North Carolina Department of Transportation Standard Specifications for Roads and Structures. Resurfacing will be accomplished at the same time as the milling operation.



TYPICAL SECTION NO. 1
 -L- STA. 81+00.00 TO STA 83+50.00
 -L- STA. 96+00.00 TO STA 103+50.00
 -L- STA. 112+50.00 TO STA 115+00.00

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 police and fire stations, 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 14 days prior to placement.
- Contractor shall provide Driveway Turnouts at all soil or gravel drives as directed by Engineer.



PATCHING EXISTING PAVEMENT
 PATCHING TO BE PERFORMED PRIOR TO WEDGING AND RESURFACING

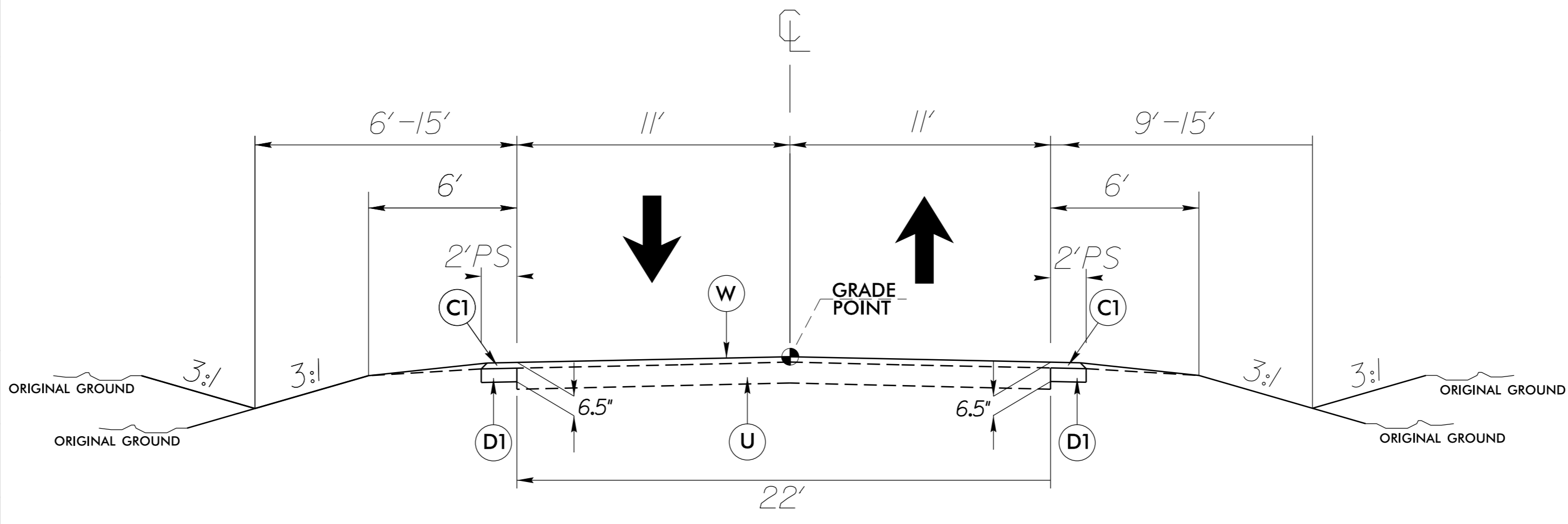
CONTRACTOR SHALL COORDINATE WITH LOCAL TRAFFIC SERVICES UNIT FOR PROPOSED SIGNAL DESIGN AND PLACEMENT OF ALL PAVEMENT MARKINGS.

FOR SIGNAL WORK, CONTACT TRAFFIC SERVICES 910-486-1452, 28 DAYS PRIOR TO PLACEMENT.

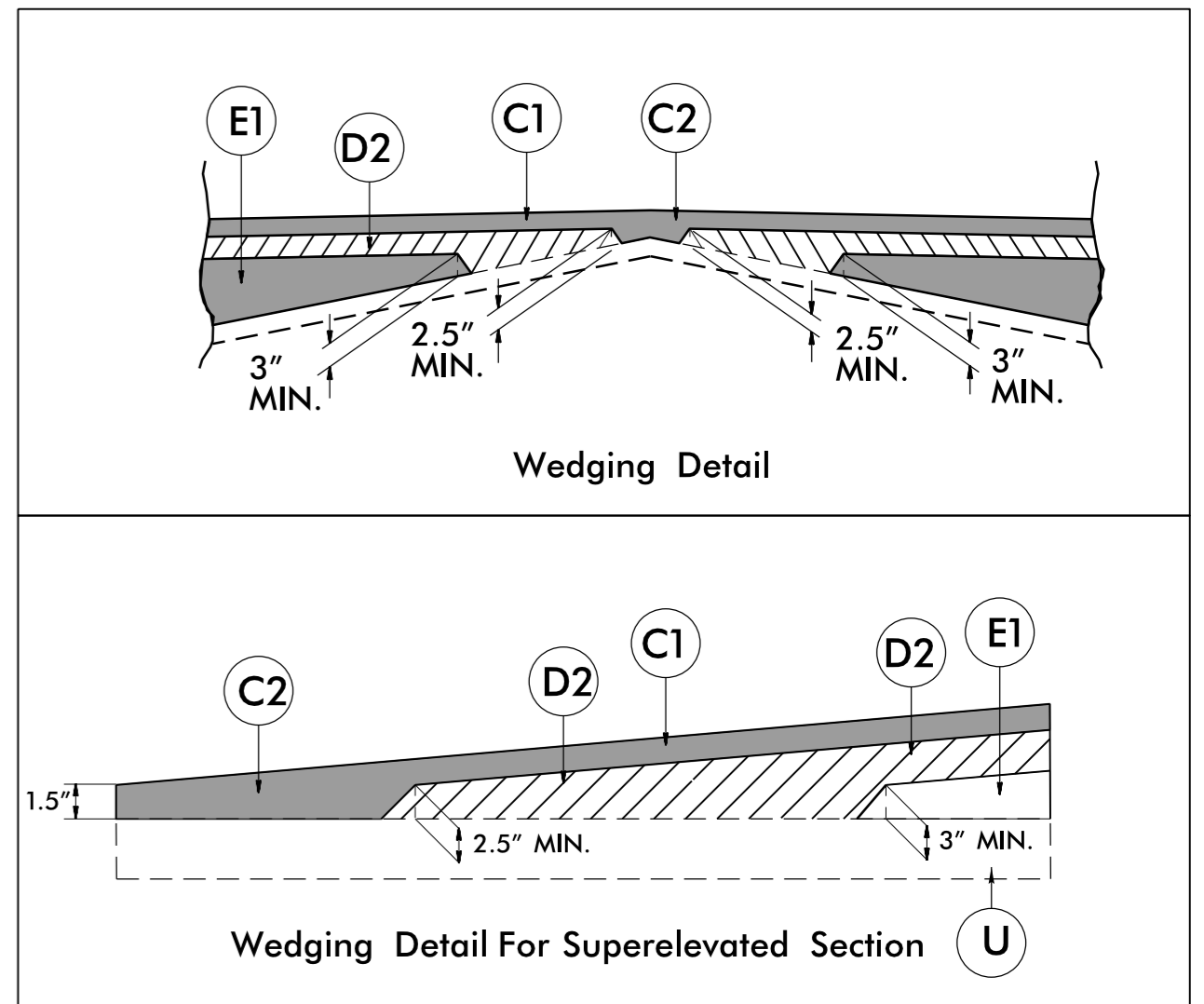
FOR PAVEMENT MARKING, CONTACT TRAFFIC SERVICES 910-486-1452, 14 DAYS PRIOR TO FINAL PLACEMENT.

6/2/99
 20-APR-2017 12:09
 C:\Roadway\proj\W-560IDF_Rdy.txd.dgn
 1:53:43 PM

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T1	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
W	WEDGING. SEE DETAIL.



TYPICAL SECTION NO. 2
 -L- STA. 83+50.00 TO STA 96+00.00
 -L- STA. 103+50.00 TO STA 112+50.00



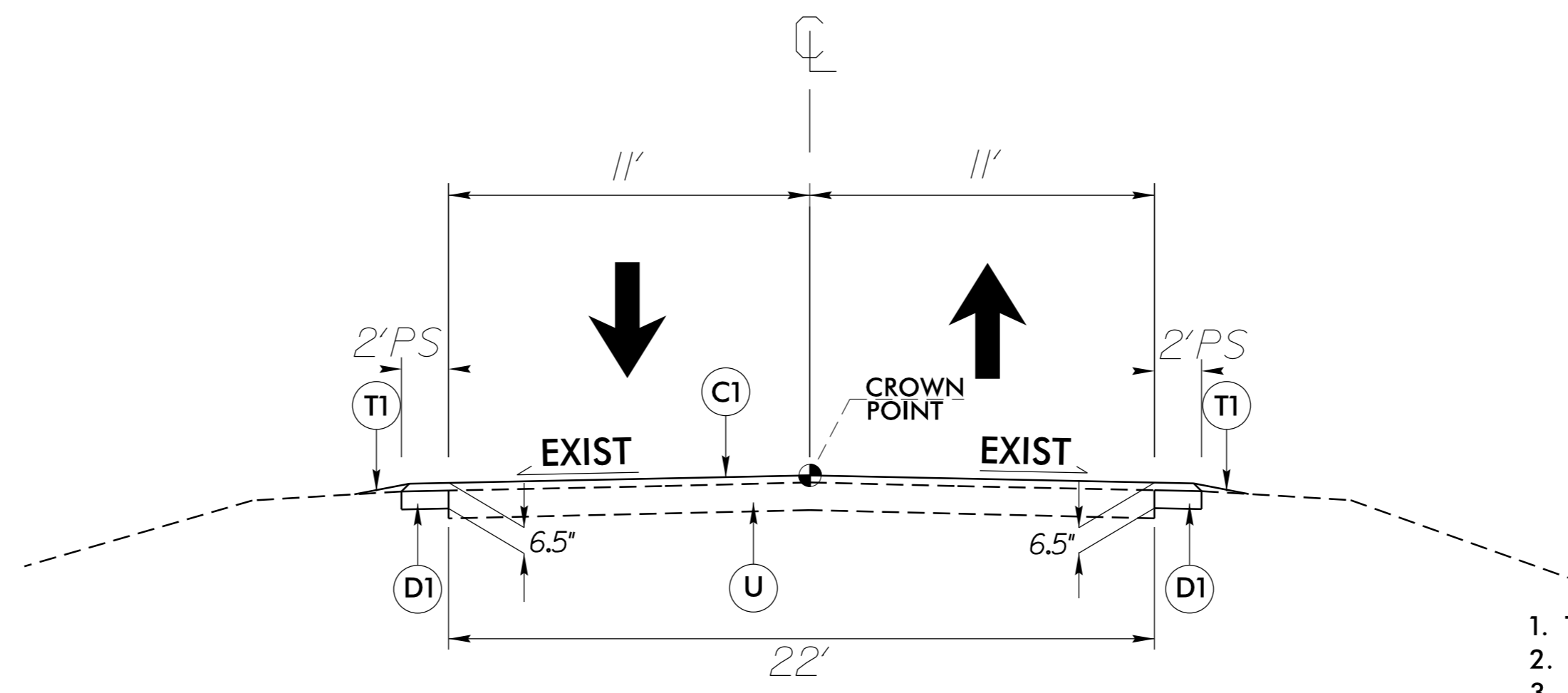
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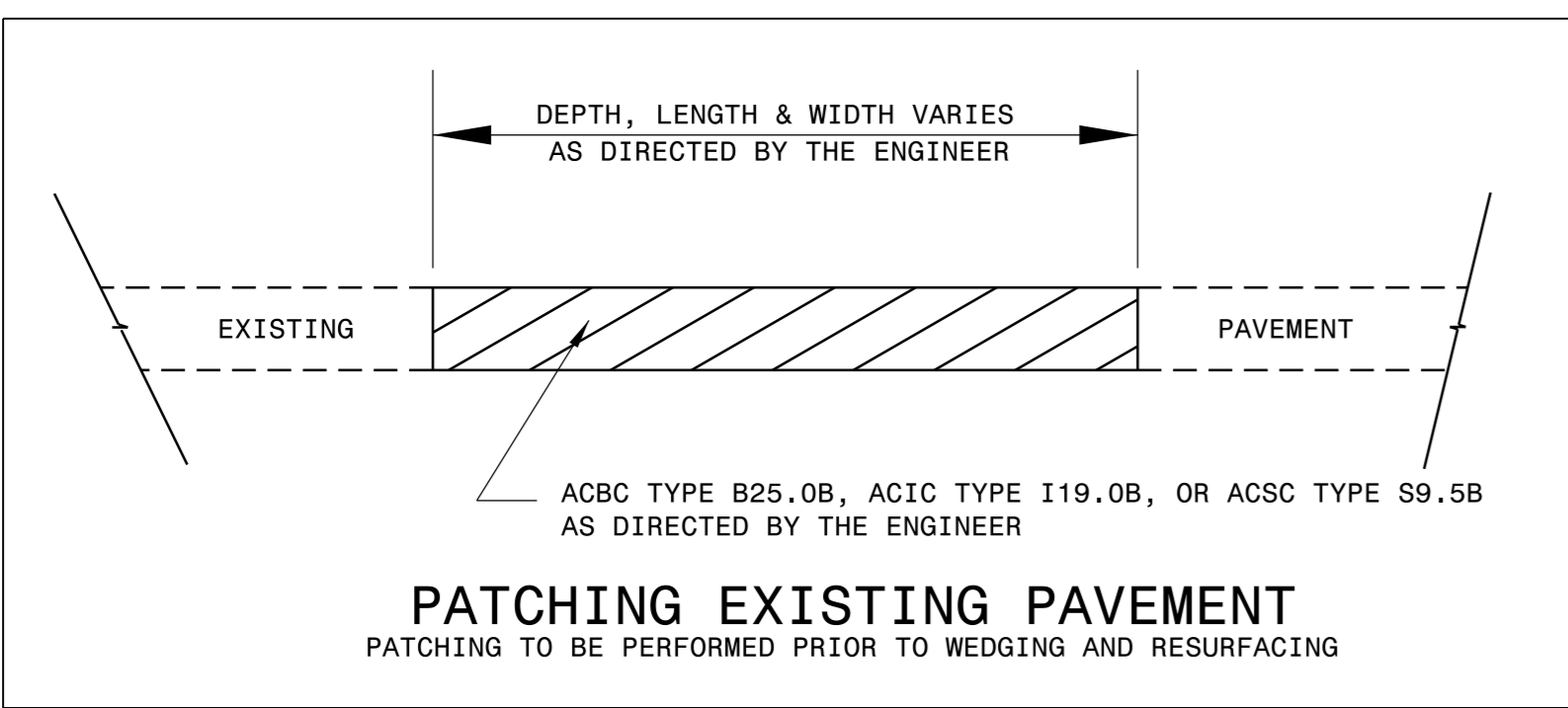
Perform the work in accordance with Section 607 of the January 2012 North Carolina Department of Transportation Standard Specifications for Roads and Structures. Resurfacing will be accomplished at the same time as the milling operation.



2' WIDENING /RESURFACING FROM MM 3.18 TO MM 3.96

PROJECT NOTES

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 PATCHING TO BE PERFORMED PRIOR TO WEDGING AND RESURFACING

CONTRACTOR SHALL COORDINATE WITH LOCAL TRAFFIC SERVICES UNIT FOR PROPOSED SIGNAL DESIGN AND PLACEMENT OF ALL PAVEMENT MARKINGS.

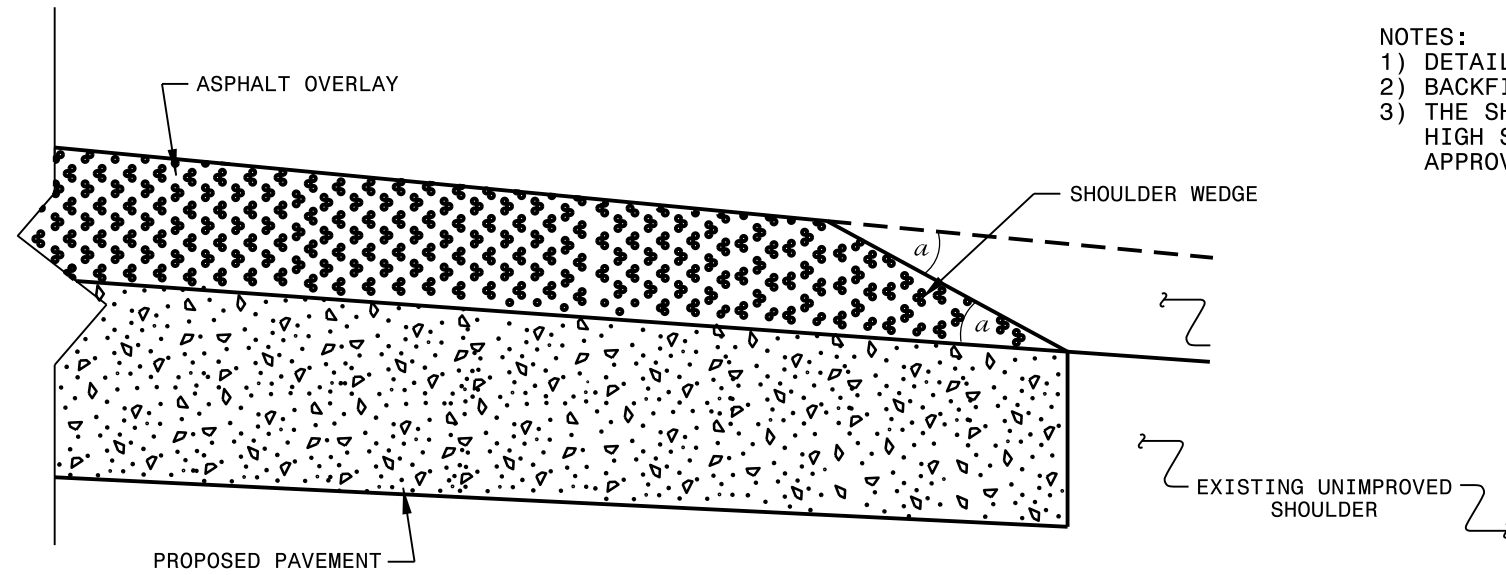
FOR SIGNAL WORK, CONTACT TRAFFIC SERVICES 910-486-1452, 28 DAYS PRIOR TO PLACEMENT.

FOR PAVEMENT MARKING, CONTACT TRAFFIC SERVICES 910-486-1452, 14 DAYS PRIOR TO FINAL PLACEMENT.

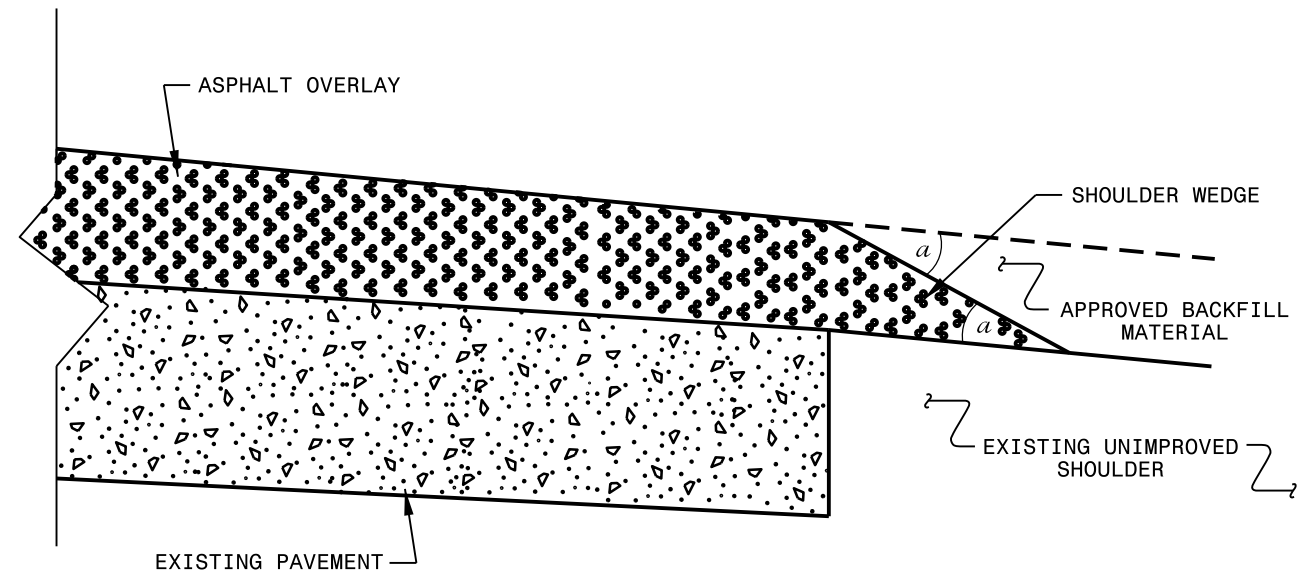
20-APR-2017 12:09 (Chason Road) Robeson Co \Roadway\proj\W-560IDF_Rdy.txd.dgn
 6/2/99
 11:54:58 AM

NOTES:

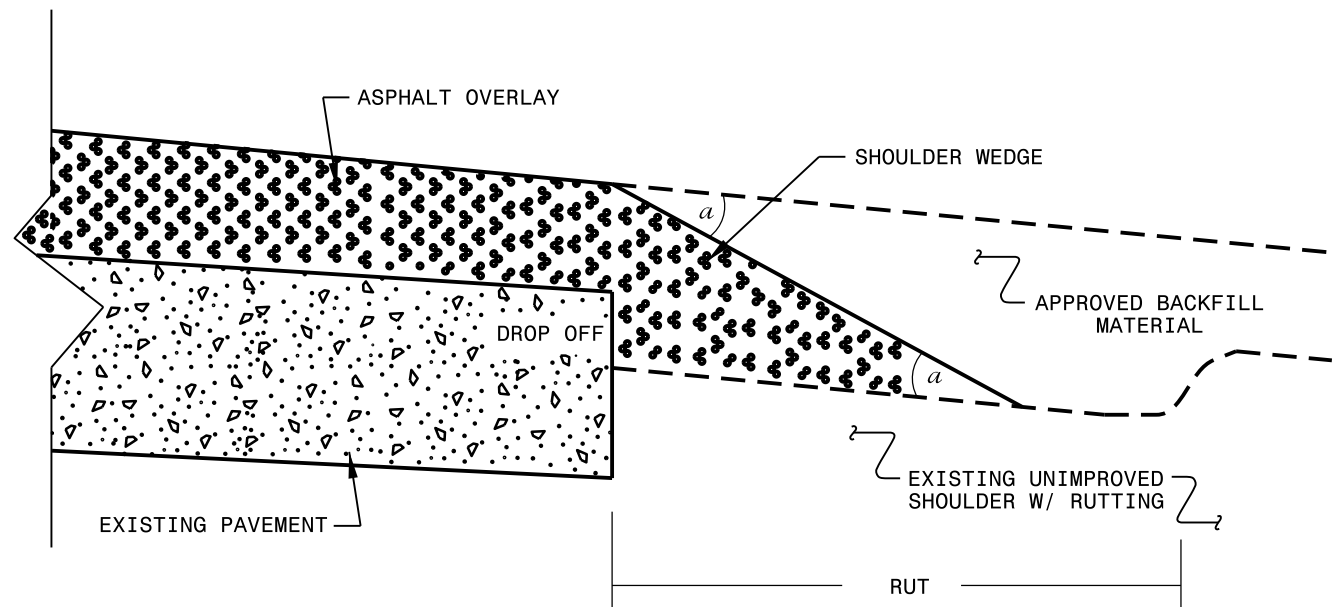
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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	CHECKED BY:	DATE: 2/2/16
MODIFIED BY:	DATE:	CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN
 USER NAME
 2016/02/02 10:00 AM

SUMMARY OF EARTHWORK

IN CUBIC YARDS

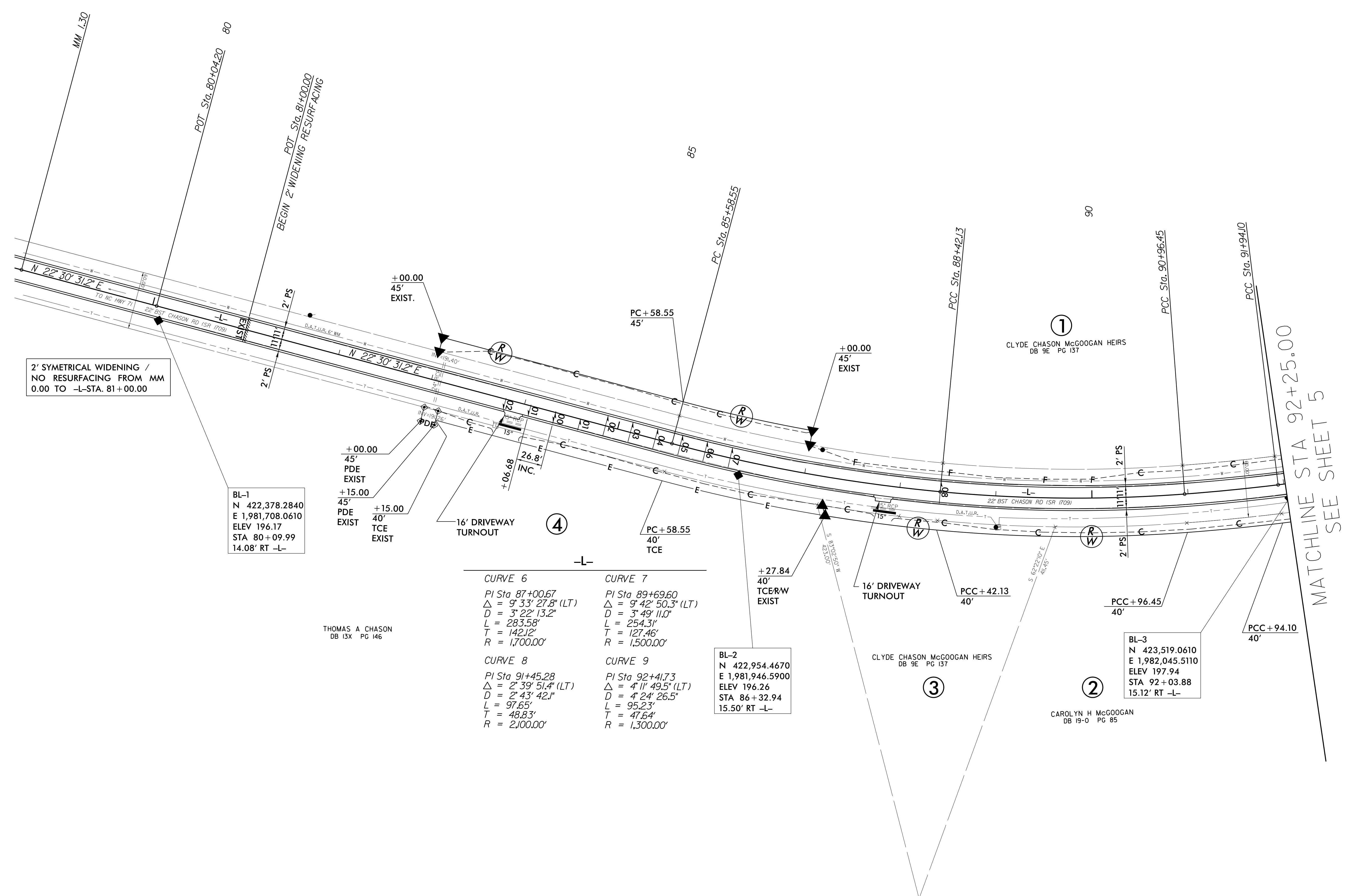
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATION	STATION	EXCAVATION				EMBANKMENT				BORROW	WASTE				
		TOTAL UNCL. EXCAV.	ROCK	UNDER-CUT	UNSUIT. UNCLASS.	SUITABLE UNCLASS.	TOTAL	ROCK	EARTH		EMBANK. (+) 25% (+) 20%	ROCK	SUITABLE	UNSUIT.	TOTAL
ROBESON 83+50 (-L-)	96+00 (-L-)	730				730	1242		1242	1553	823				
HOKE 104+00 (-L-)	112+50 (-L-)	21				21	290		290	348	327				
TOTALS		751				751	1532		1532	1901	1150				
EST. 5% TO REPLACE SOIL ON BORROW PIT											58				
GRAND TOTALS											1208				
SAY											1225				

Earthwork quantities are calculated by the Roadway Design Unit.
No subsurface data provided by the Geotechnical Engineering Unit.



REVISIONS
 20 APR 2017 12:05 W-5601DF SR 1709 (Chason Road) Babeson Co Roadway\pro\W-5601DF_Rd.dgn
 8/17/99



BL-1
N 422,378.2840
E 1,981,708.0610
ELEV 196.17
STA 80+09.99
14.08' RT -L-

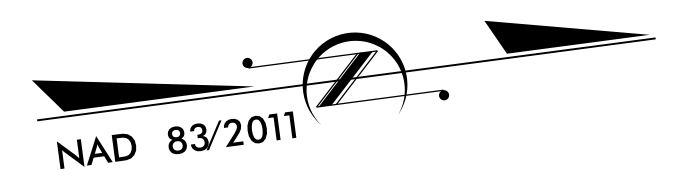
CURVE 6	CURVE 7
PI Sta 87+00.67	PI Sta 89+69.60
$\Delta = 9^\circ 33' 27.8''$ (LT)	$\Delta = 9^\circ 42' 50.3''$ (LT)
D = 3' 22' 13.2"	D = 3' 49' 11.0"
L = 283.58'	L = 254.31'
T = 142.12'	T = 127.46'
R = 1,700.00'	R = 1,500.00'

CURVE 8	CURVE 9
PI Sta 91+45.28	PI Sta 92+41.73
$\Delta = 2^\circ 39' 51.4''$ (LT)	$\Delta = 4^\circ 11' 49.5''$ (LT)
D = 2' 43' 42.1"	D = 4' 24' 26.5"
L = 97.65'	L = 95.23'
T = 48.83'	T = 47.64'
R = 2,100.00'	R = 1,300.00'

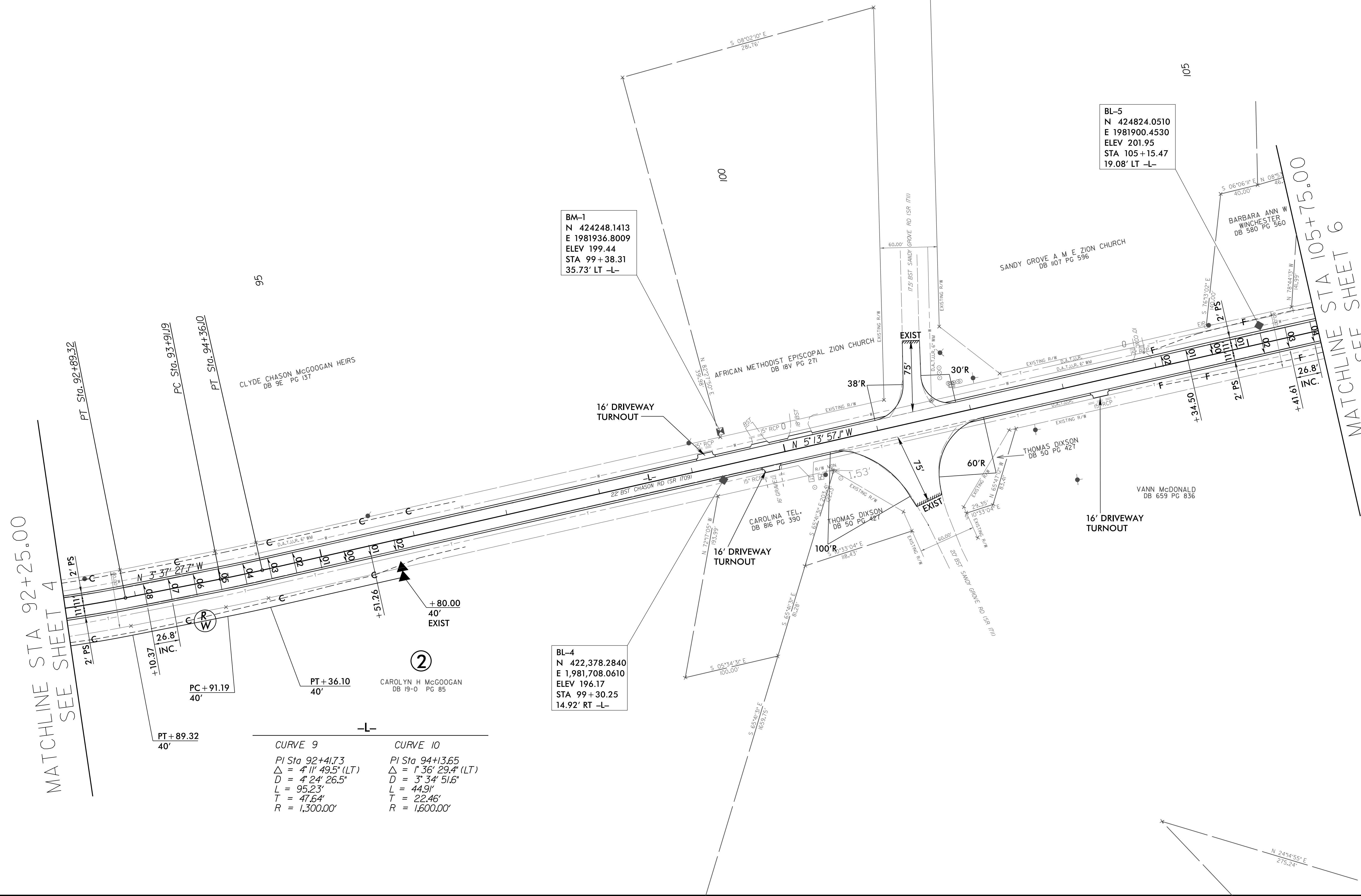
BL-2
N 422,954.4670
E 1,981,946.5900
ELEV 196.26
STA 86+32.94
15.50' RT -L-

BL-3
N 423,519.0610
E 1,982,045.5110
ELEV 197.94
STA 92+03.88
15.12' RT -L-

MATCHLINE STA 92+25.00
 SEE SHEET 5



20 APR 2017 12:05 W-5601DF SR 1709 (Chason Road) Babeson Co.\Roadway\pro\W-5601DF-Rd\csh_5.dgn
 8/17/99
 REVISIONS



BM-1
 N 424248.1413
 E 1981936.8009
 ELEV 199.44
 STA 99+38.31
 35.73' LT -L-

BL-5
 N 424824.0510
 E 1981900.4530
 ELEV 201.95
 STA 105+15.47
 19.08' LT -L-

BL-4
 N 422,378.2840
 E 1,981,708.0610
 ELEV 196.17
 STA 99+30.25
 14.92' RT -L-

CURVE 9	CURVE 10
PI Sta 92+41.73	PI Sta 94+13.65
$\Delta = 4' 11' 49.5''$ (LT)	$\Delta = 1' 36' 29.4''$ (LT)
$D = 4' 24' 26.5''$	$D = 3' 34' 51.6''$
$L = 95.23'$	$L = 44.91'$
$T = 47.64'$	$T = 22.46'$
$R = 1,300.00'$	$R = 1,600.00'$

MATCHLINE STA 92+25.00
 SEE SHEET 4

MATCHLINE STA 105+75.00
 SEE SHEET 6



MATCHLINE STA 105+75.00
SEE SHEET 5

2' SYMMETRICAL WIDENING /
NO RESURFACING CONTINUES
FROM -L- STA. 115+00.00 TO
MM 3.18

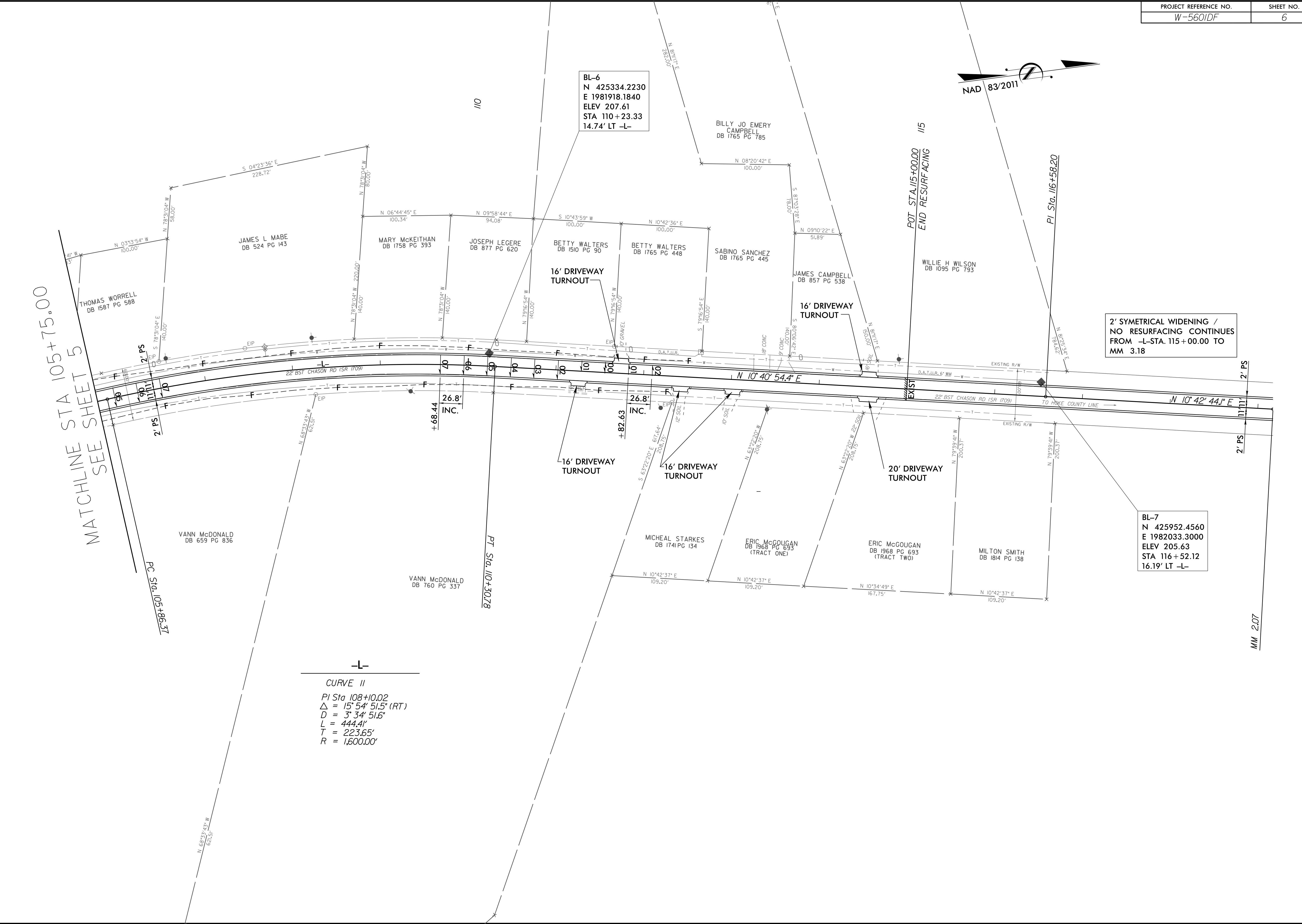
BL-7
N 425952.4560
E 1982033.3000
ELEV 205.63
STA 116+52.12
16.19' LT -L-

BL-6
N 425334.2230
E 1981918.1840
ELEV 207.61
STA 110+23.33
14.74' LT -L-

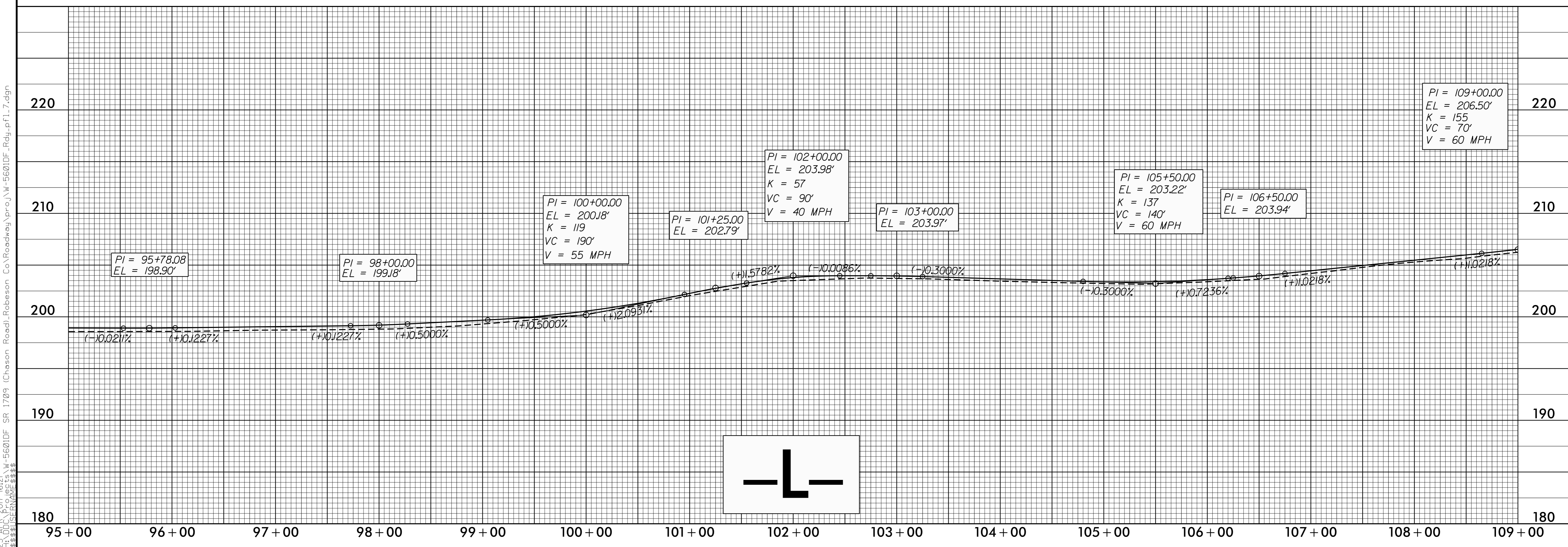
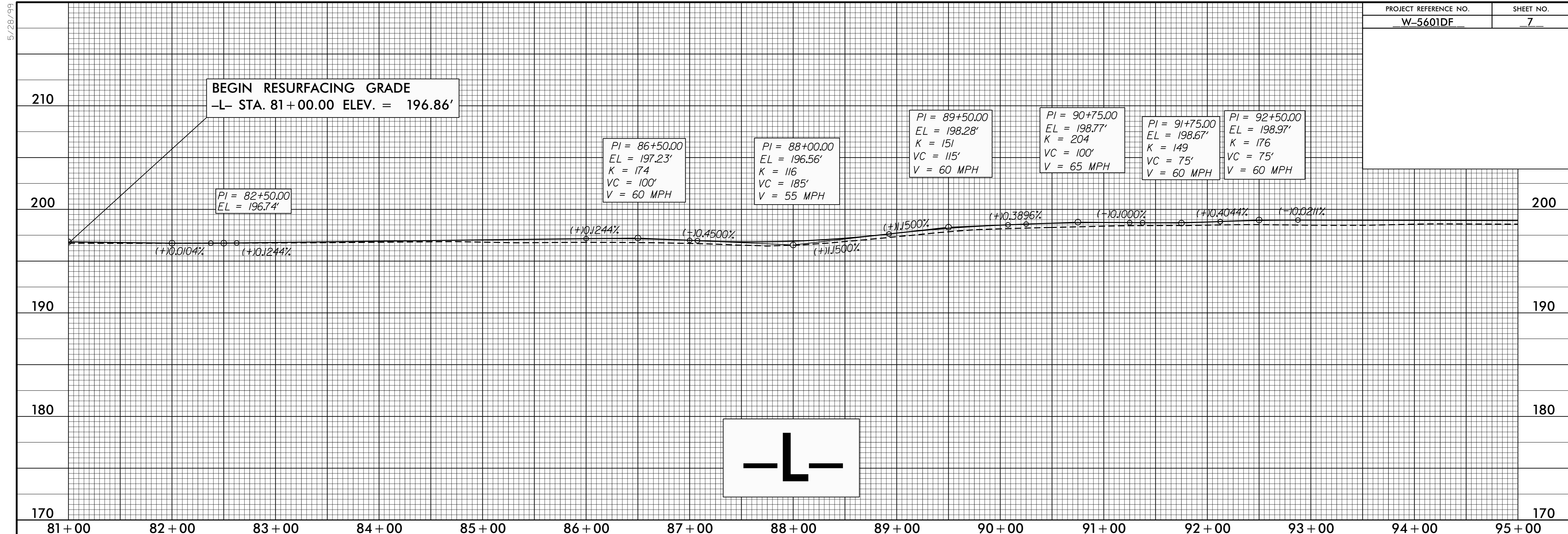
-L-
CURVE II
PI Sta 108+10.02
 $\Delta = 15^{\circ} 54' 51.5''$ (RT)
D = 3' 34' 51.6"
L = 444.41'
T = 223.65'
R = 1,600.00'

NO.	DESCRIPTION

20 APR 2017 12:05 W-5601DF SR 1709 (Chason Road) Babson Co. Roadway\pro\W-5601DF-Rdy.csh.dgn 8/17/99

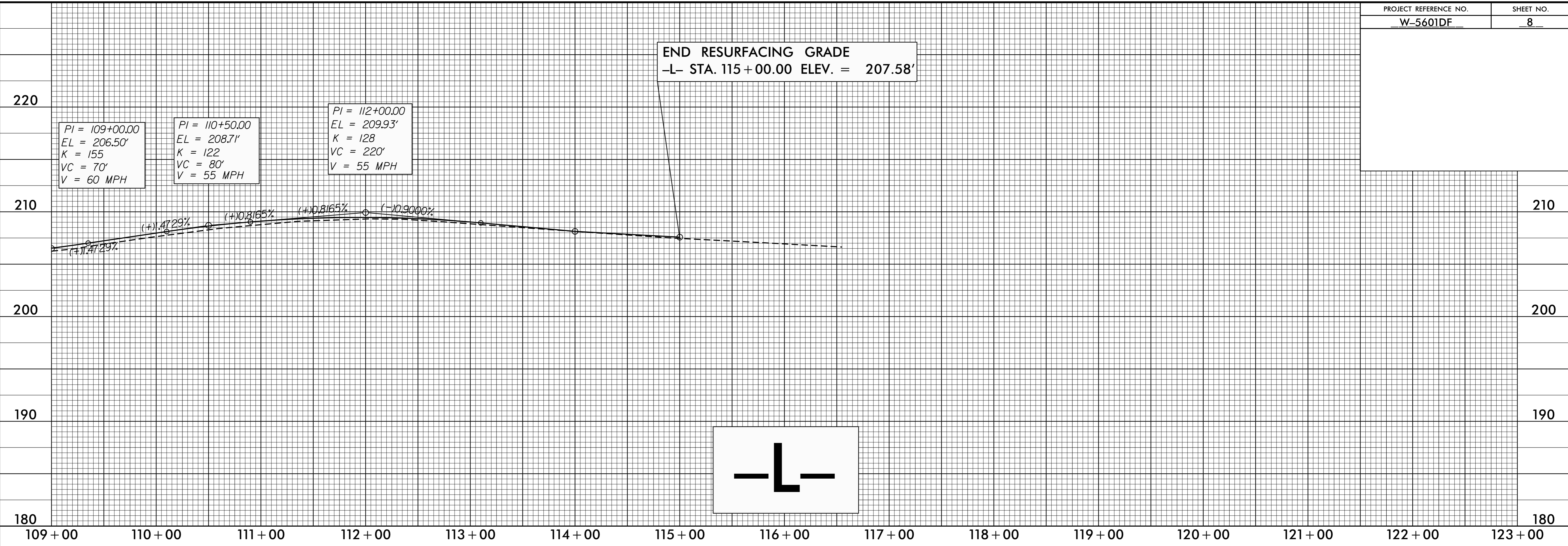


MM 2.07



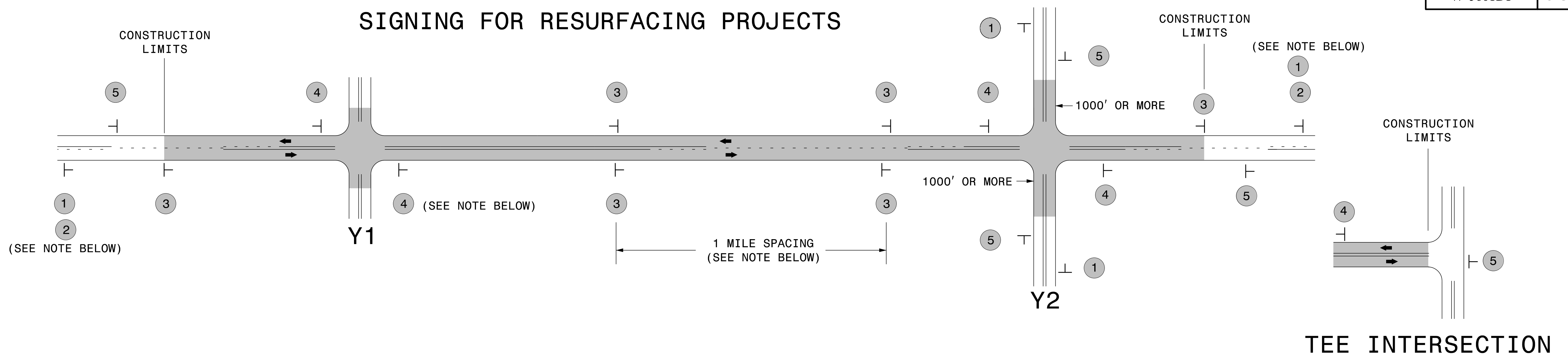
5/28/99
 25-APR-2017 16:21
 C:\Roadway\proj\W-5601DF-Rdy.pfl.7.dgn
 (Chason Road)_Robeson Co\Roadway\proj\W-5601DF-Rdy.pfl.7.dgn

5/28/99



25-APR-2017 16:21:00 \\s:\work\5601DF SR 1709 (Chason Road)\Robeson Co\Roadway\proj\W-5601DF-Rdy.pfl.8.dgn
 11:33:31 (S:\RDM\5601DF)

SIGNING FOR RESURFACING PROJECTS



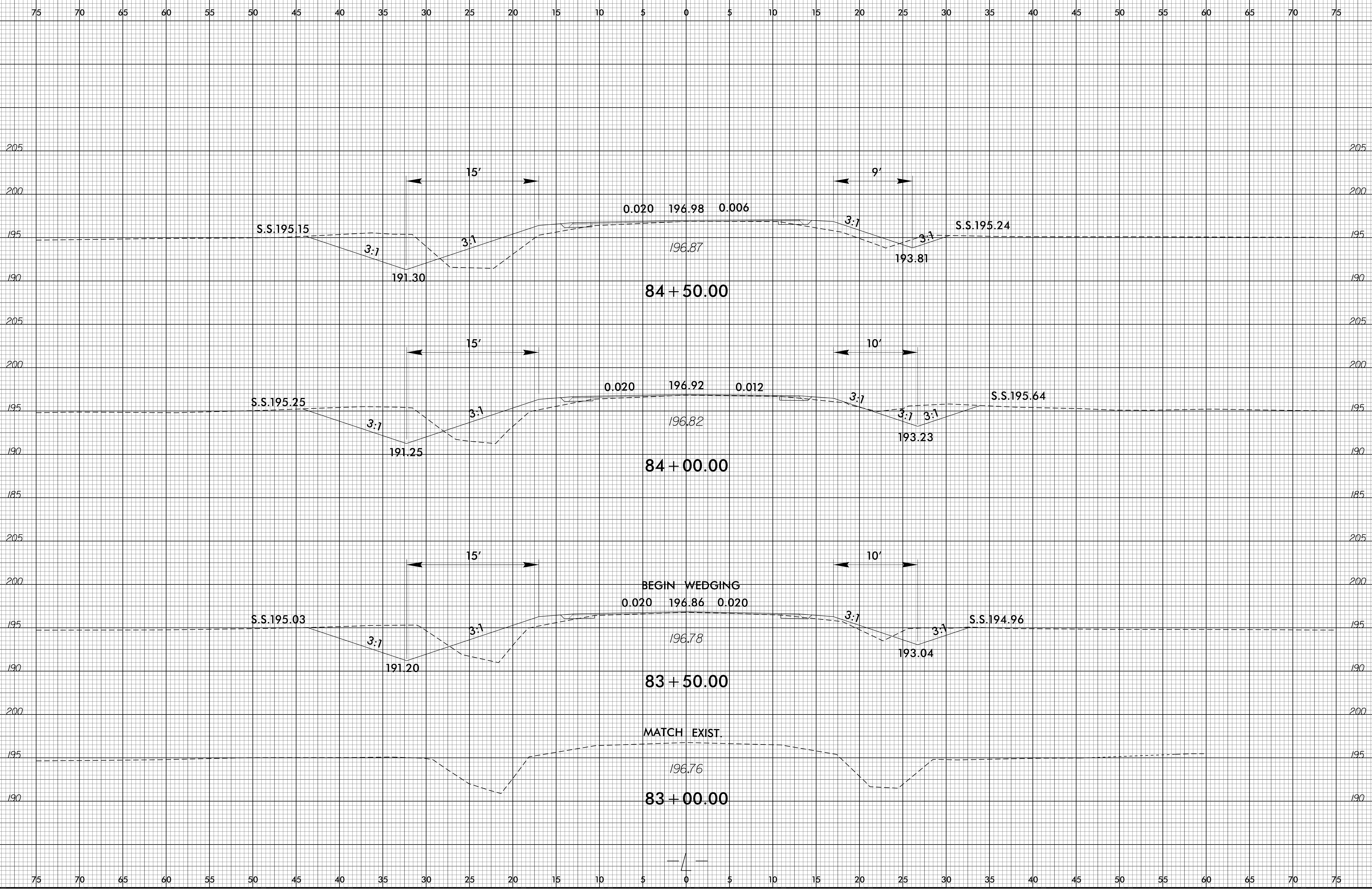
LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

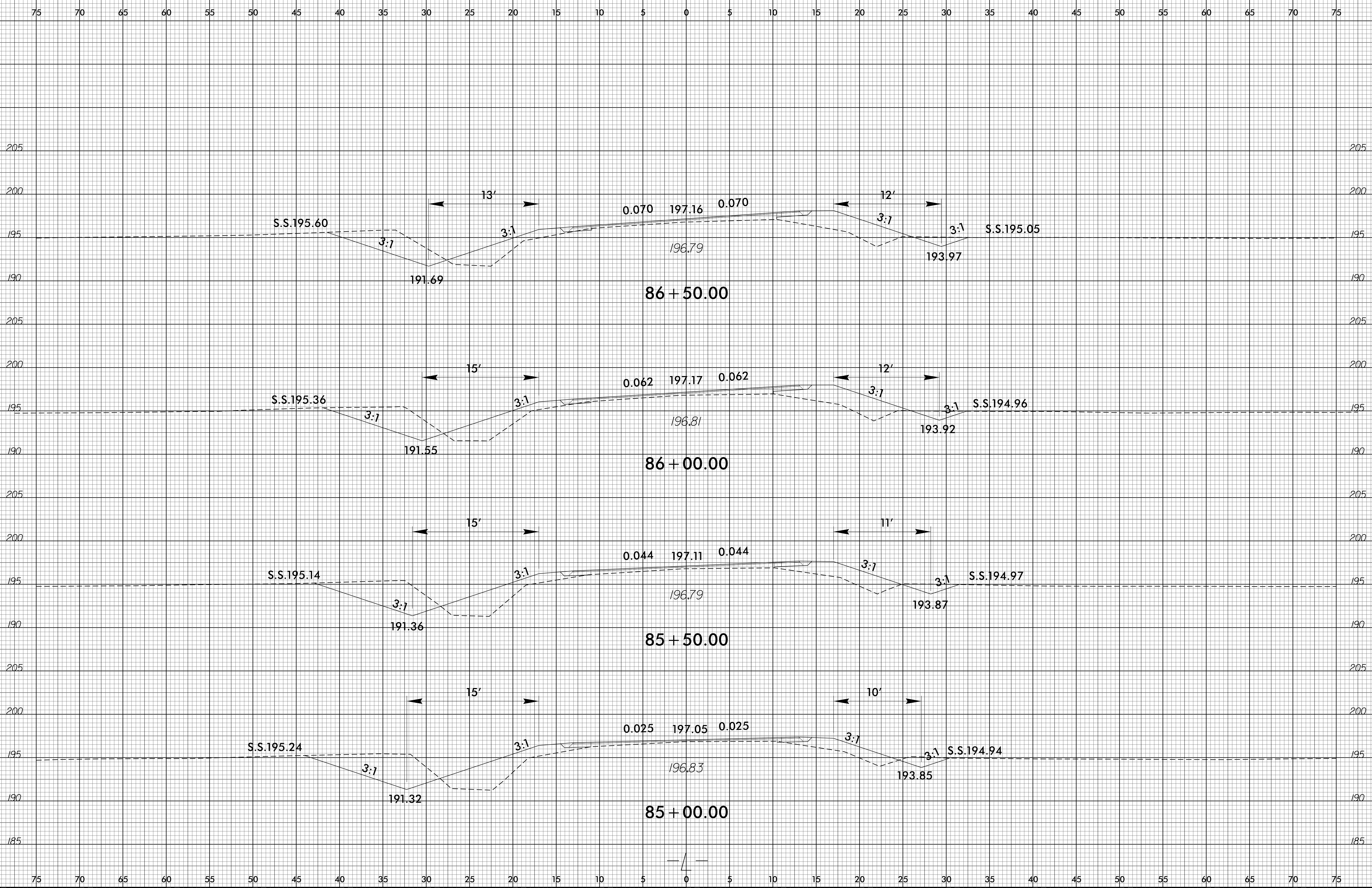
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING		
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 	
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.	
	3	 SP 13107 48" X 48"	<ul style="list-style-type: none"> - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	 W20-1 48" X 48"	 W20-7 A 48" X 48"
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> - THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE. 	PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.			

**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**



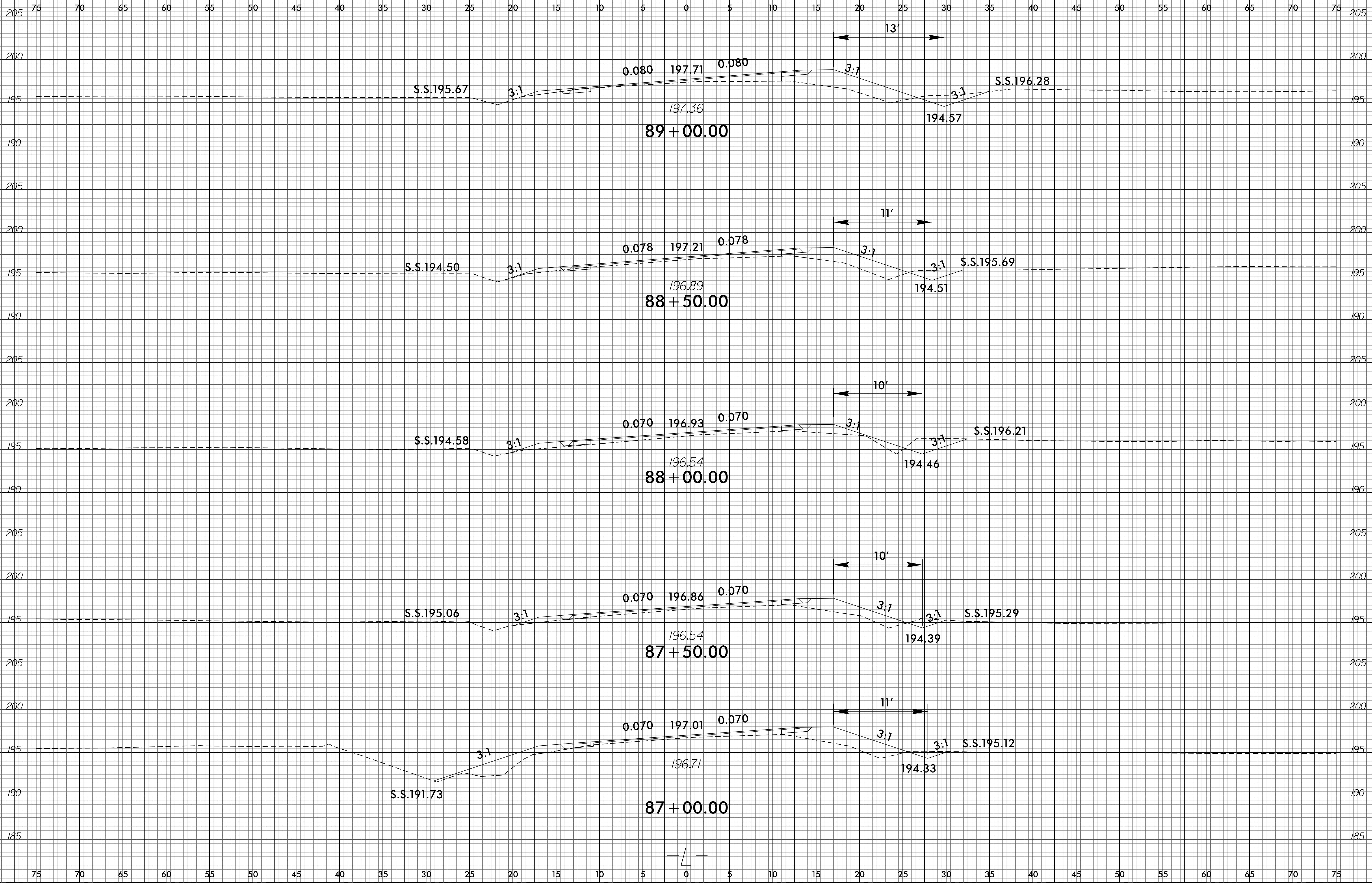
6/23/16

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	W-5601DF	X-2

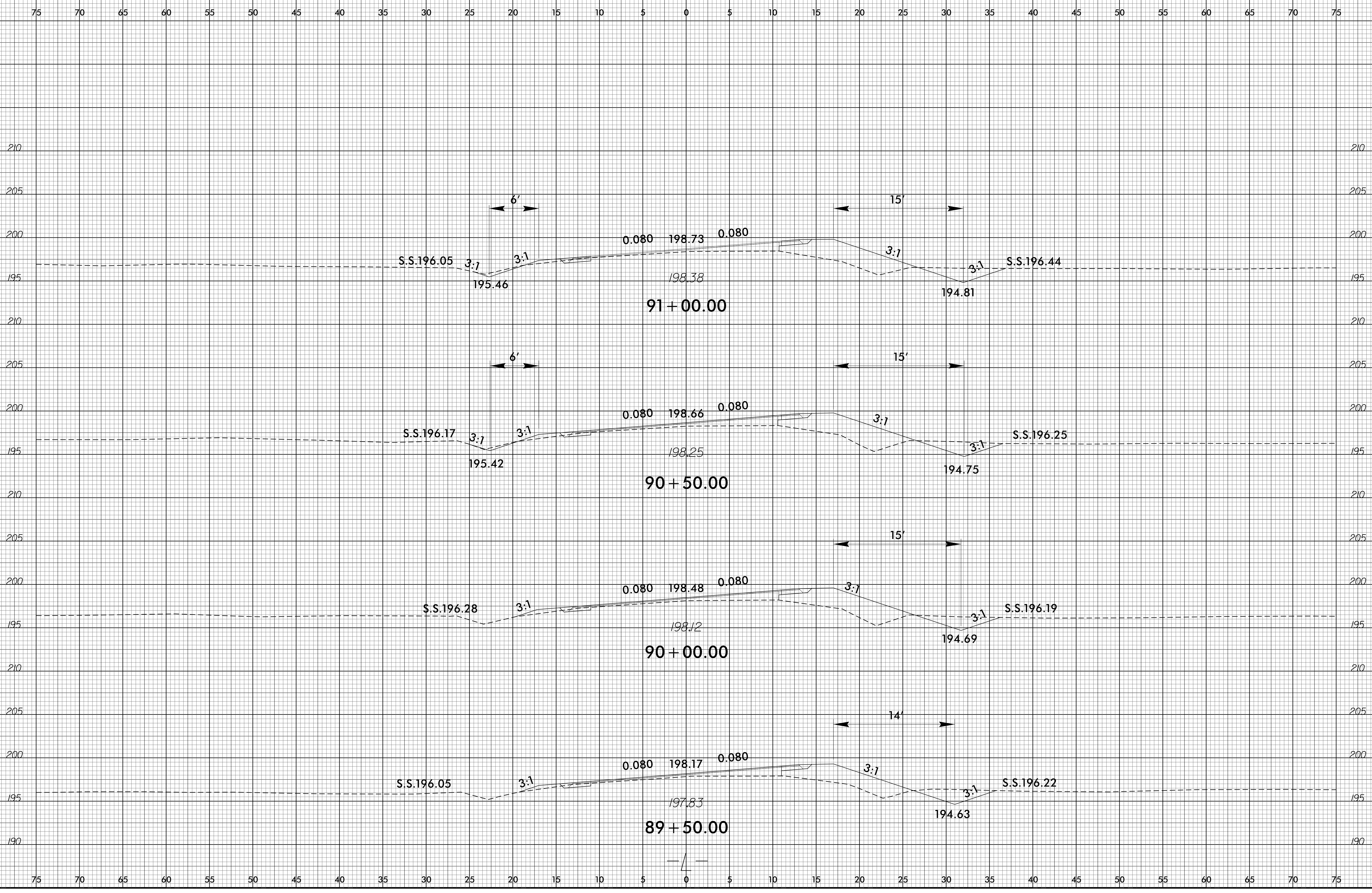


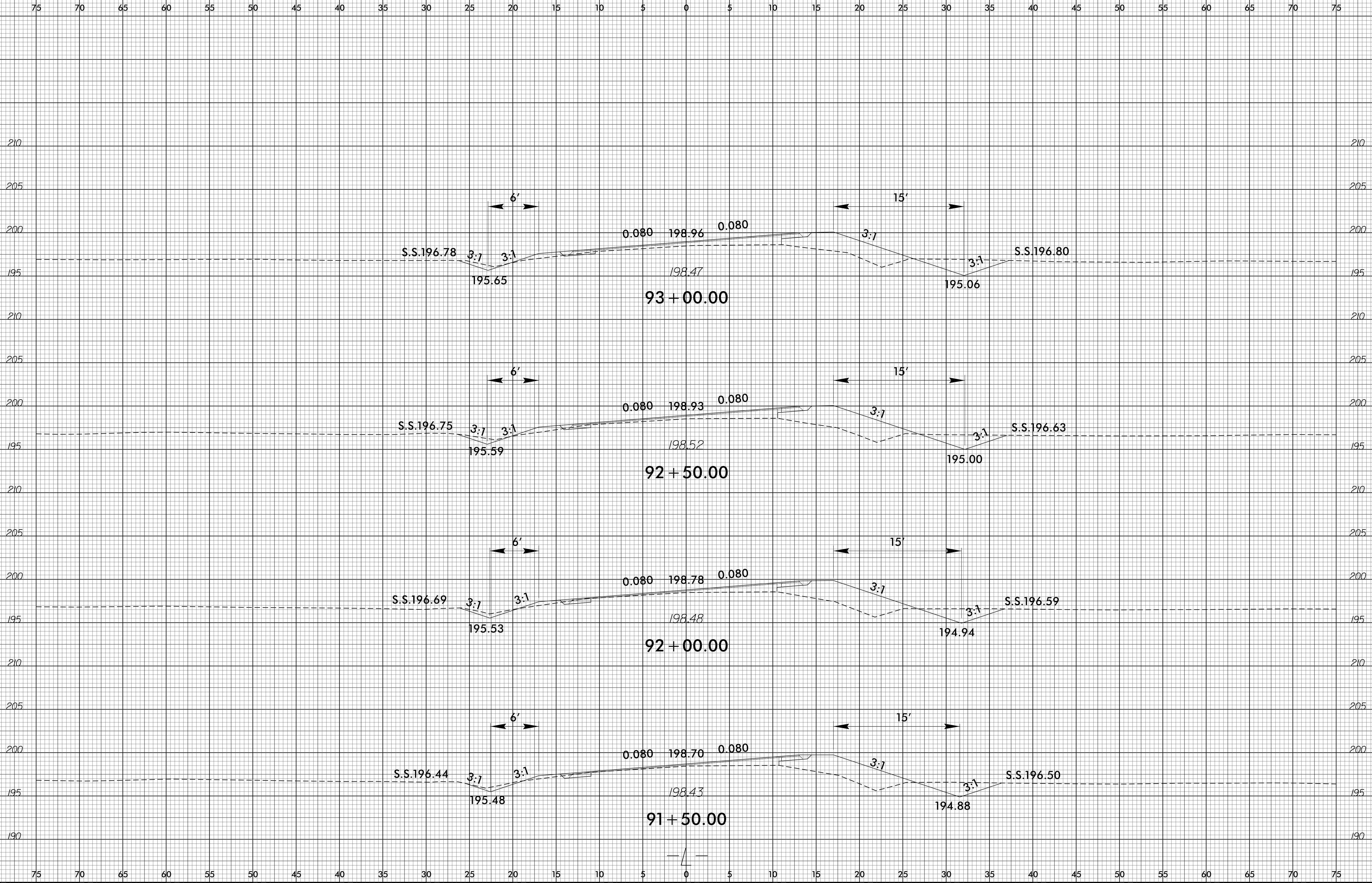
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6/23/16



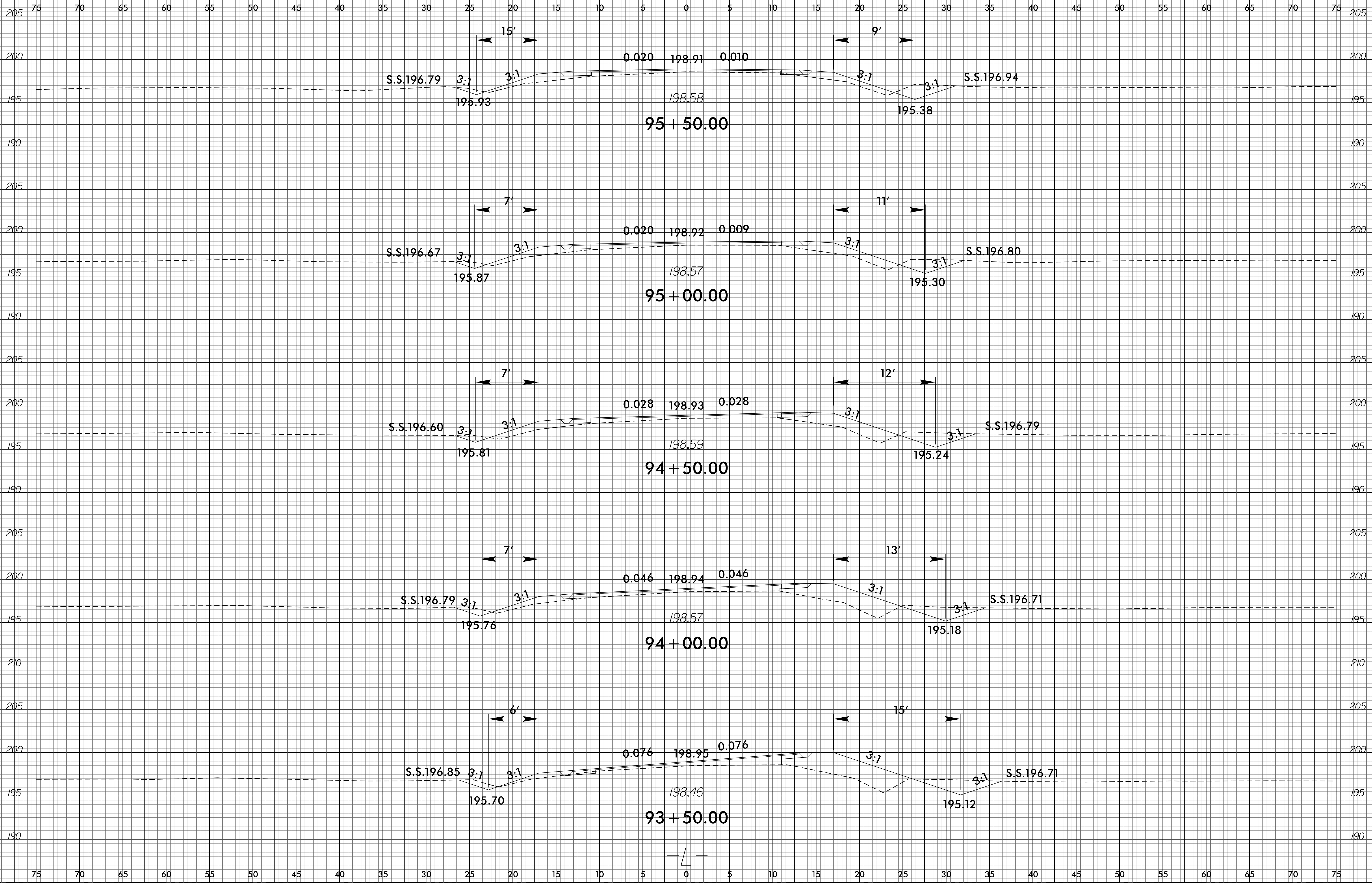
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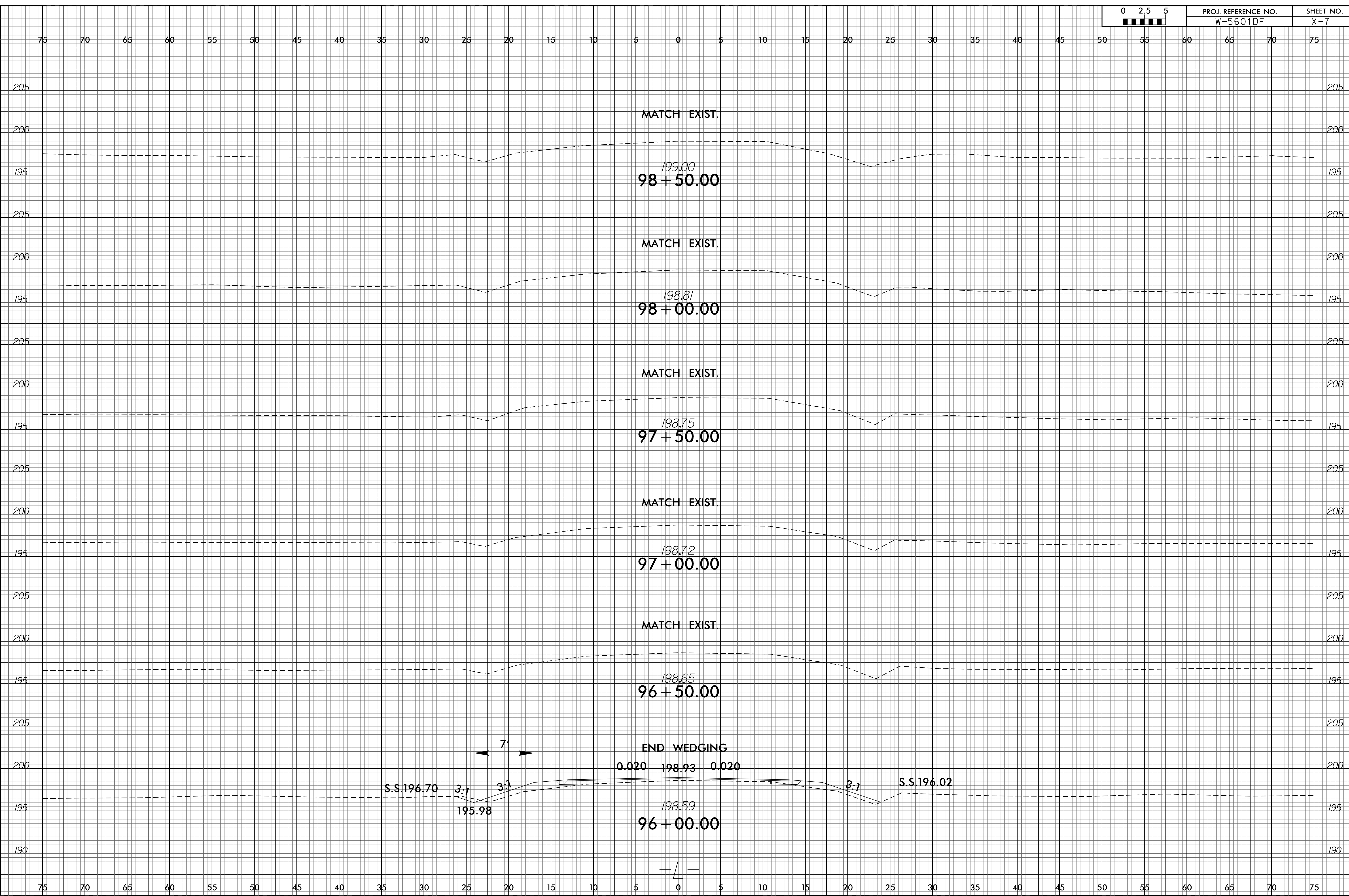


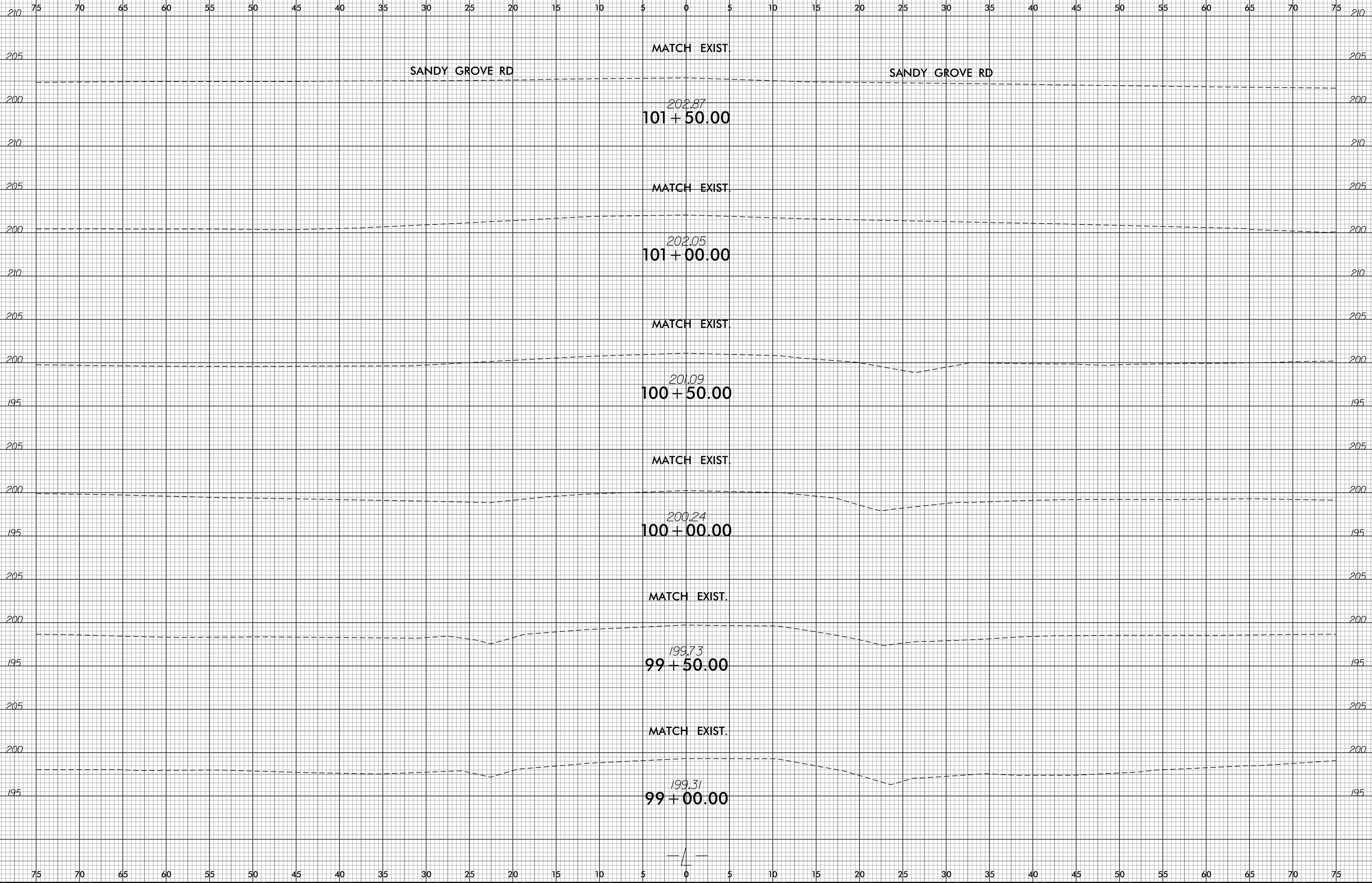
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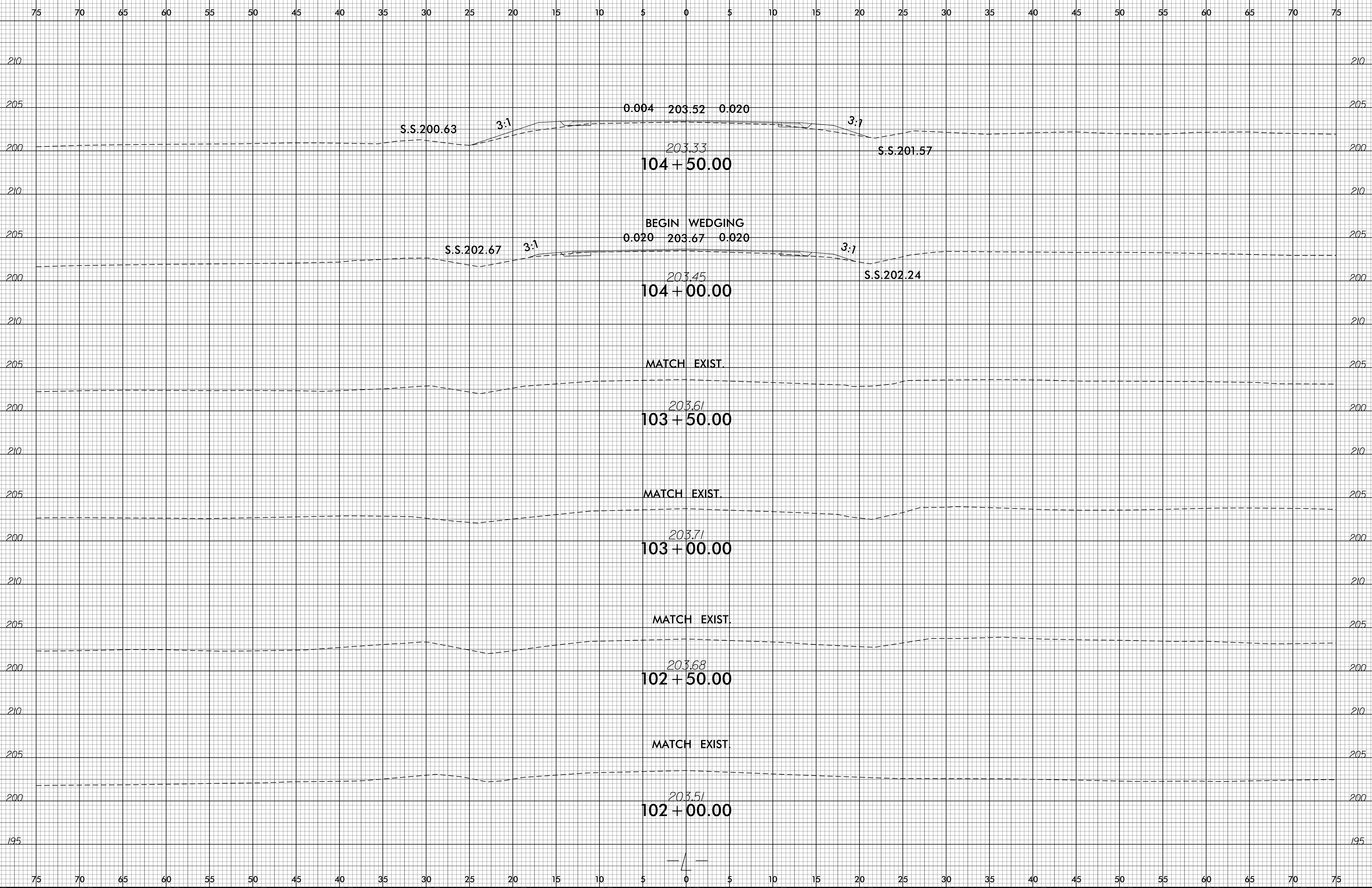
0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	W-5601DF	X-6

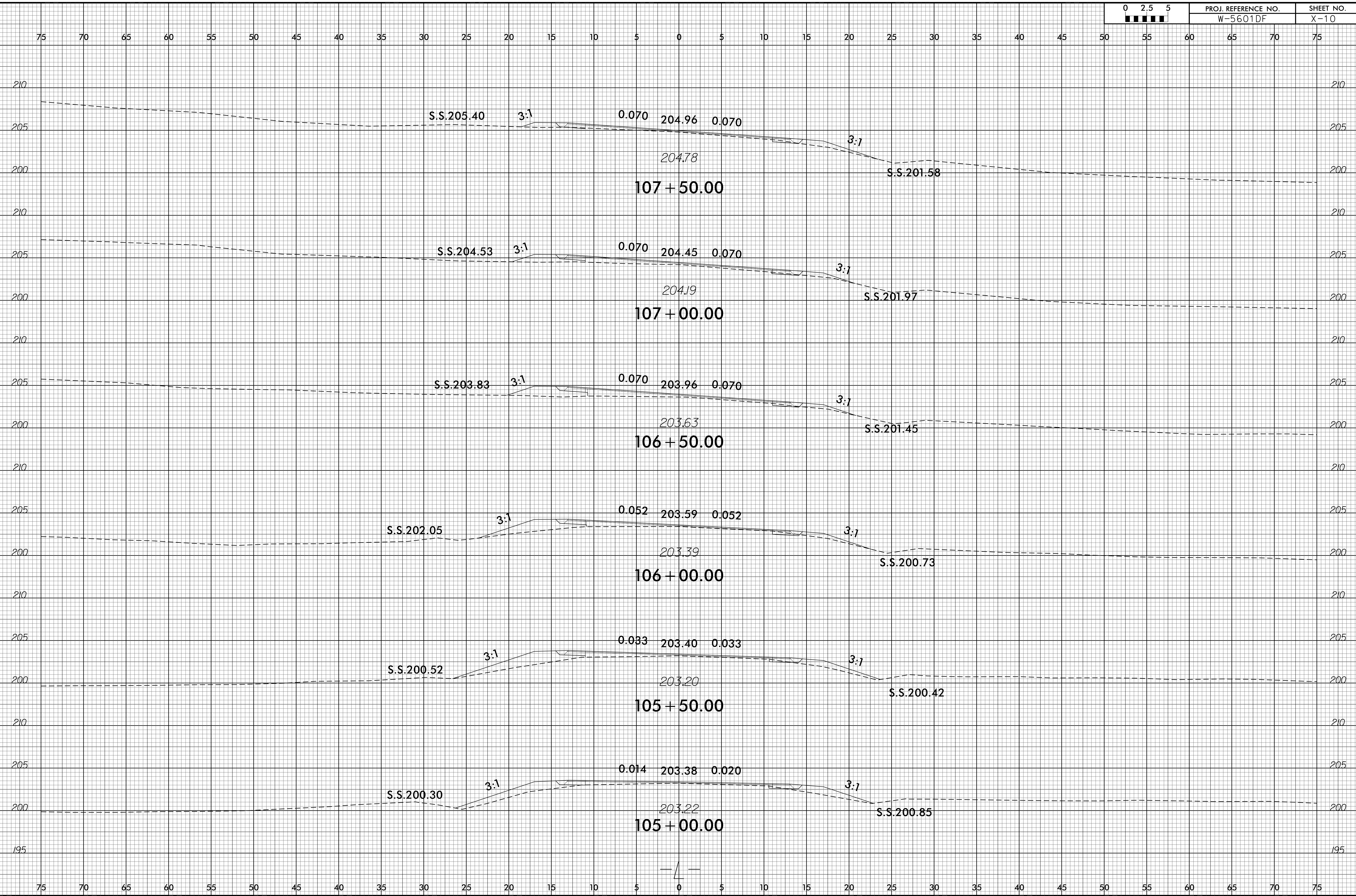


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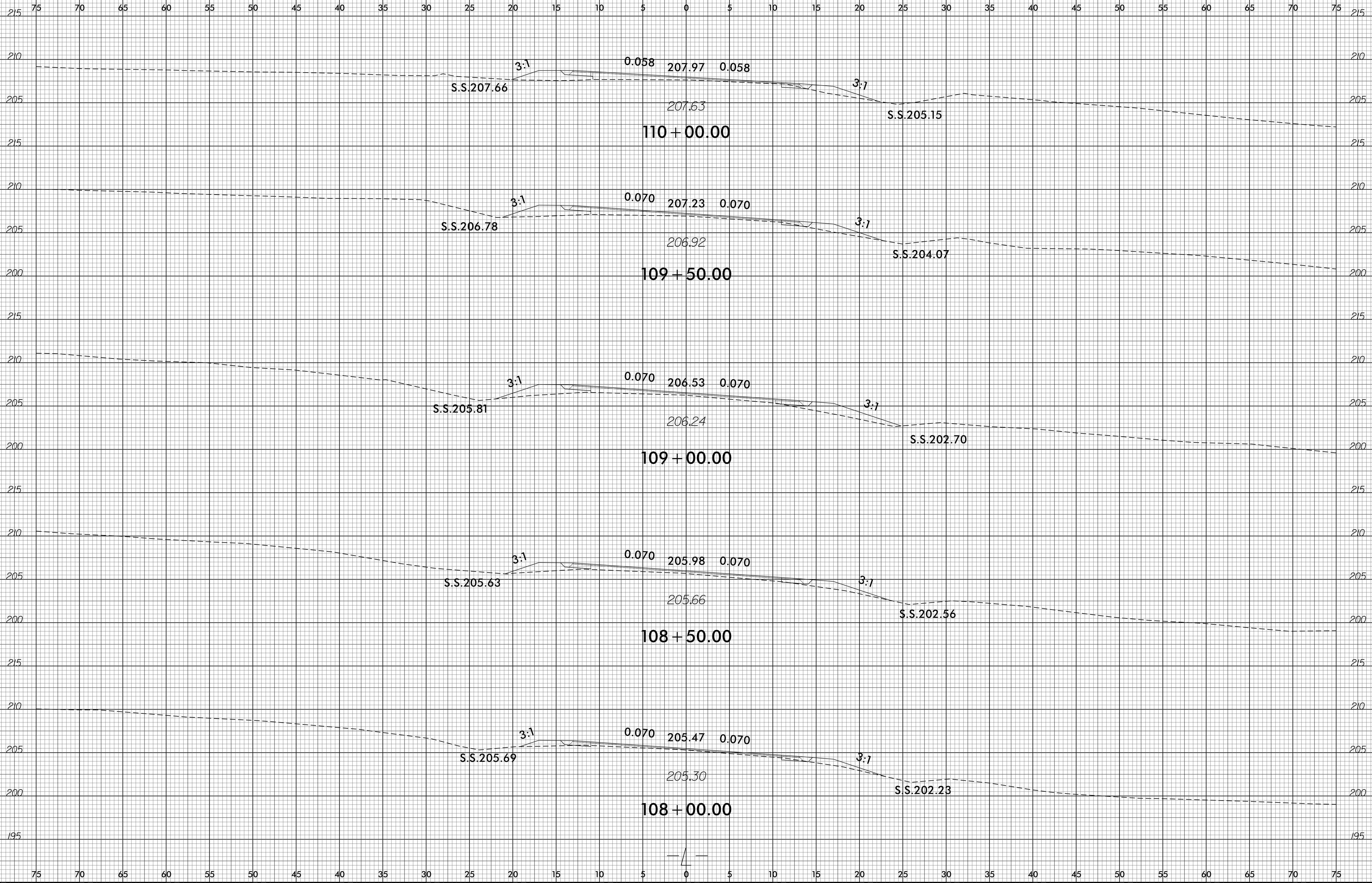






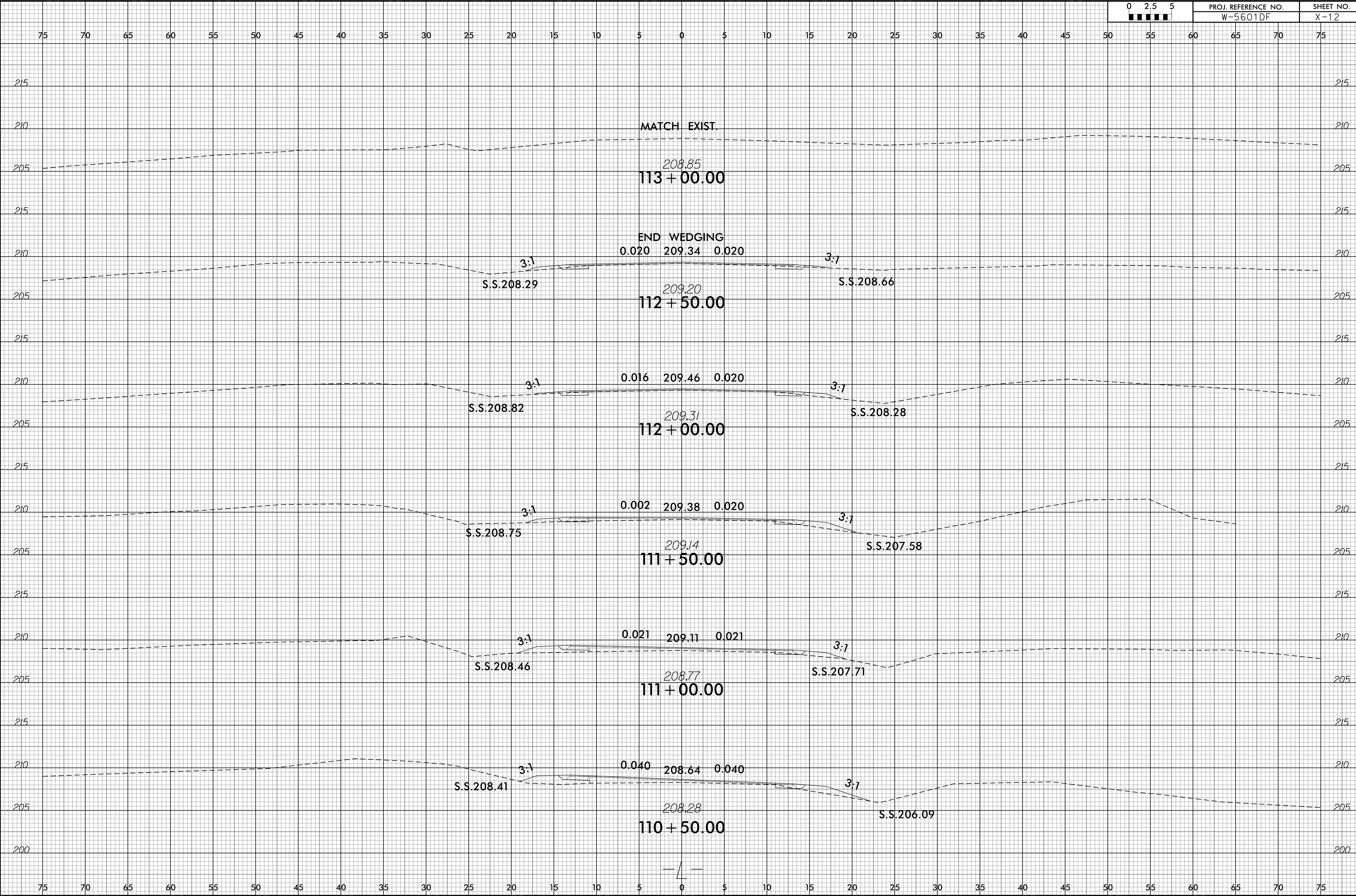


6/23/16



20-APR-2017 12:09:53 W-5601DF SR 1709 (Chason Road) Robeson Co Roadway\Xsc\W-5601DF_Pd1_xpl.dgn

6/23/16



20-APR-2017 12:09:58 W-5601DF SR 1709 (Chason Road) Robeson Co Roadway\Xsc\W-5601DF_PdJ_xpl.dgn