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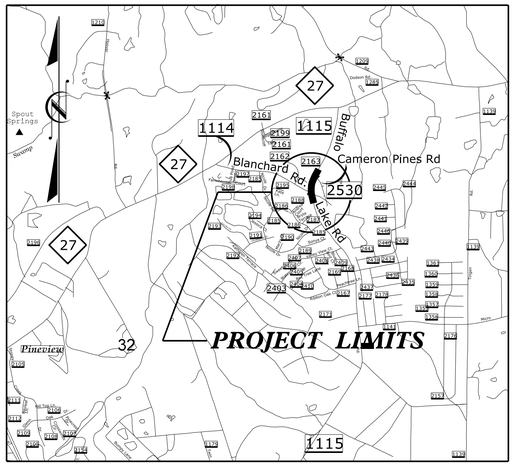
09/08/99

TIP PROJECT: W-5601AF

CONTRACT:

See Sheet 1-B For Conventional Symbols



VICINITY MAP
(N.T.S.)

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

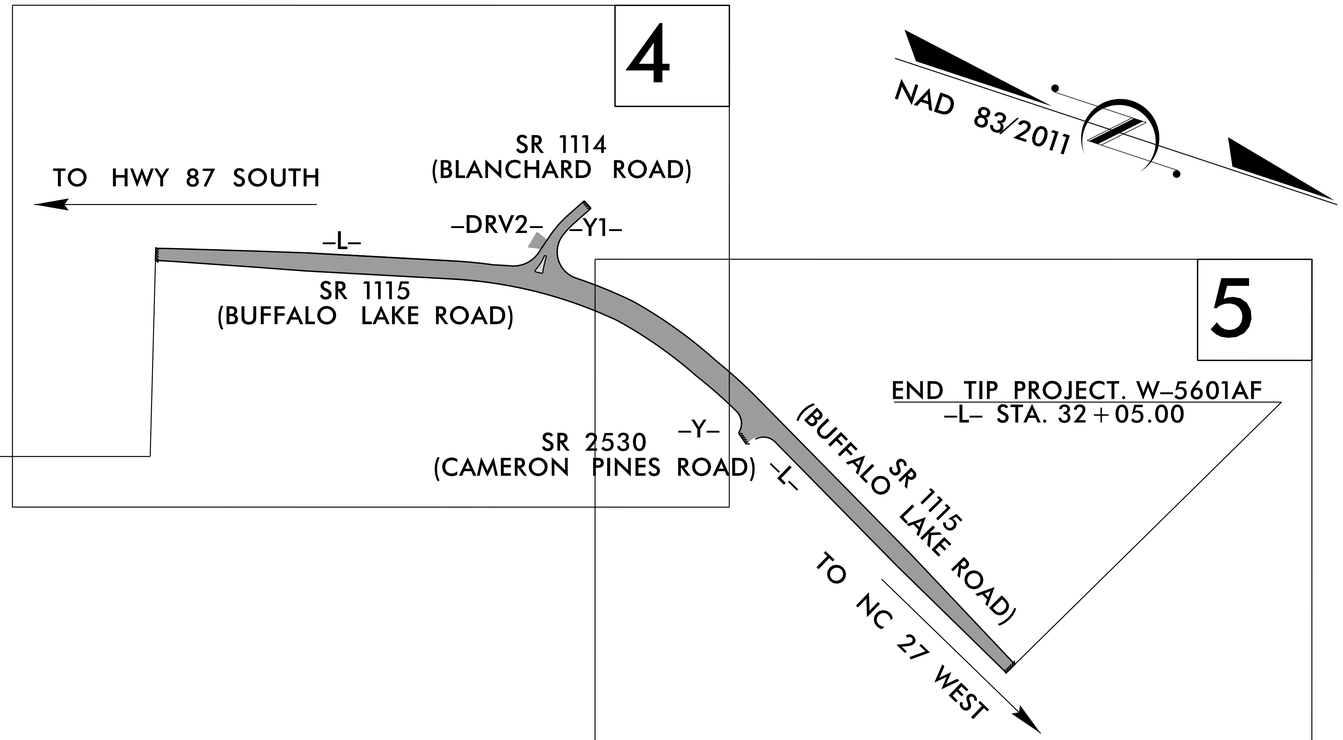
HARNETT COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5601AF	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
50138.1.FD33	HSIP-1115(21)	P.E.
50138.2.33	HSIP-1115(21)	R/W & UTIL
50138.3.33	HSIP-1115(21)	CONST

LOCATION: SR 1115 (BUFFALO LAKE RD.) FROM NORTH OF SR 2530 (CAMERON PINES DR.) TO SOUTH OF SR 1114 (BLANCHARD RD.)

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



GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2012 = 3100
ADT 2032 = 4960
V = 50 MPH

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT W-5601AF = 0.378 MI
TOTAL LENGTH OF TIP PROJECT W-5601AF = 0.378 MI

Prepared in the Office of:
DIVISION 6 - DDC
431 Transportation Dr., Fayetteville NC, 28301

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
AUGUST 31, 2015

LETTING DATE:
AUGUST 17, 2016

SEAN MATUSZEWSKI
PROJECT ENGINEER

GLENDA SNIVELY
PROJECT DESIGN ENGINEER

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

21-JUL-2016 08:51
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04/06/15

PROJECT REFERENCE NO.	SHEET NO.
W-5601AF	1-B

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale **S.U.E. = Subsurface Utility Engineering*

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 — 123
- 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
- Existing Historic Property Boundary — HPB
- Known Contamination Area: Soil
- Potential Contamination Area: Soil
- Known Contamination Area: Water
- Potential Contamination Area: Water
- 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 — FLOW
- False Sump

RAILROADS:

- Standard Gauge — CSX TRANSPORTATION
- RR Signal Milepost — 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 C/A 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 — P
- 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 — T
- Telephone Pedestal — T
- Telephone Cell Tower
- U/G Telephone Cable Hand Hole — HH
- 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 — W
- 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 — C
- TV Tower
- U/G TV Cable Hand Hole — HH
- 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 — S
- 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.

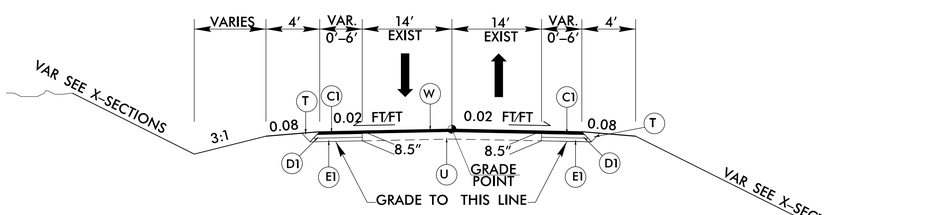
PROJECT REFERENCE NO.	SHEET NO.
W-5601AF_	2A_

PAVEMENT SCHEDULE

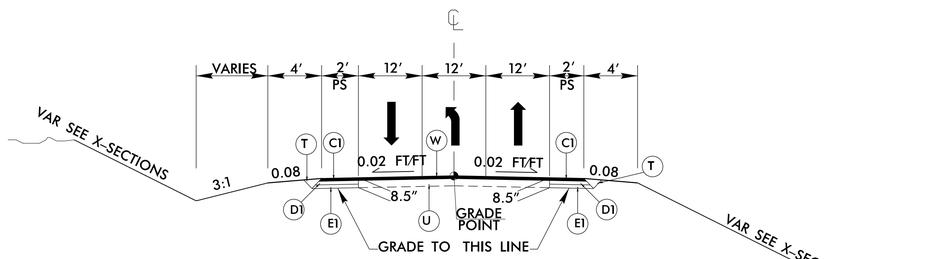
(PRELIMINARY PAVEMENT DESIGN)

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. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
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 2½" IN DEPTH OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E2	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 5½" IN DEPTH.
T_	EARTH MATERIAL.
U_	EXISTING PAVEMENT.
W_	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL)

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



*TYPICAL SECTION NO. 1_
–L– STA. 12+07.00 TO 15+07.00
–L– STA. 29+00.00 TO 32+05.00



TYPICAL SECTION NO. 2_
–L– STA. 15+07.00 TO 29+00.00

PROJECT NOTES

1. The Contractor shall not work on both sides of the road simultaneously within the same area.
2. Ingress and egress shall be maintained to all businesses and dwellings on the project.
3. 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 2" drop-off.
4. A minimum of two-way, two-lane traffic (plus all existing left and right turn lanes) shall be maintained during periods of construction inactivity.
5. The Contractor shall not be allowed to stop traffic for more than 5 minutes at a time in any one direction.
6. During periods of construction inactivity, the difference in elevation between lanes shall not exceed 1½ inch.
7. During periods of construction inactivity, place cones/drums 3' from existing edge of pavement (travelway) as directed by the Engineer.
8. Contractor to install Erosion Control devices as directed by the Engineer.
9. Contractor shall coordinate with the Division Six Traffic Services Unit for placement of all pavement markings and signs.
10. Removal of existing road signs is incidental to the project.
11. Access to police and fire station, fire hydrants, and hospitals shall be maintained at all times.

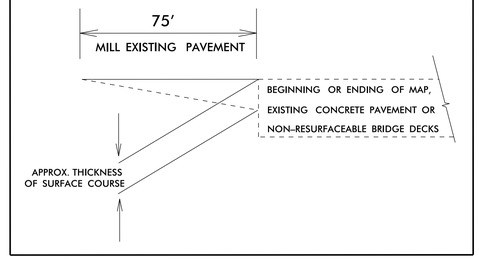
MILLING AT PAVEMENT TIE–INS

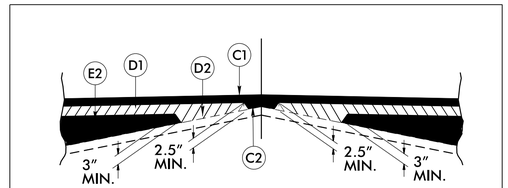
NOTES TO CONTRACTOR

For surface mixes over 1" in thickness, mill the existing pavement in accordance with the following sketch as directed by the Engineer.

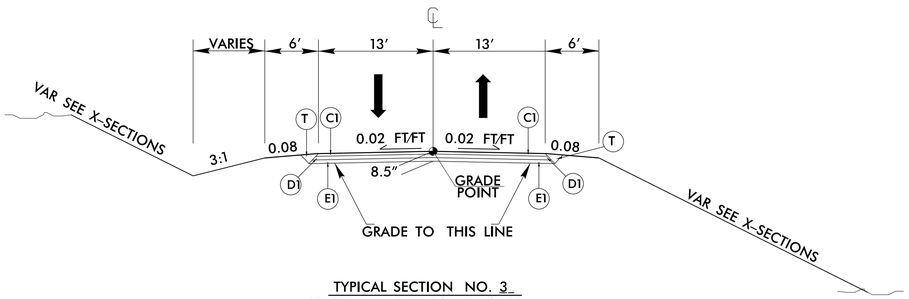
Locations shall include ties into existing concrete pavement, at bridge approaches where the bridge will not be resurfaced, and at the beginning and ending point of each resurfacing map.

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.

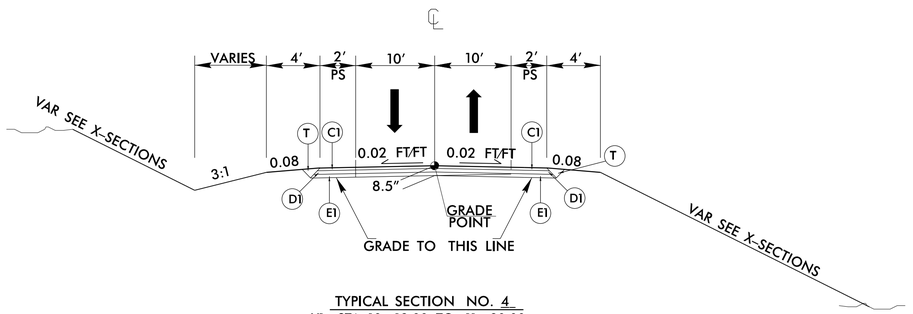




WEDGING DETAIL



TYPICAL SECTION NO. 3_
–Y– STA. 10+18.00 TO 10+60.00



TYPICAL SECTION NO. 4_
–Y1– STA. 10+18.00 TO 11+90.00

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ssstephenson$$$$

PROJECT REFERENCE NO.	SHEET NO.
W-5601AF	3B

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%		ROCK	SUITABLE	UNSUIT.	TOTAL
12+00 (–L–)	32+00 (–L–)	832				832	1908		1908	2385	1553				
10+50 (–Y1–)	11+50 (–Y1–)	34				34	88		88	110	76				
TOTALS		866				866	1996		1996	2495	1629				
EST. 5% TO REPLACE SOIL ON BORROW PIT											81				
GRAND TOTALS						866	1996		1996	2495	1710				
SAY											1725				

Note: Approximate quantities only. Unclassified Excavation, Fine Grading and Clearing and Grubbing will be paid for at the contract lump sum price for "Grading" according to Standard Specifications Section 226.

5/28/99

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PROJECT REFERENCE NO.	SHEET NO.
W-5601AF	4

8/17/99

REVISIONS

6/8/16 - R/W REVISION: SLOPE STAKE LINE ADJUSTED AND PARCEL 6 REMOVED

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-L-

PI Sta 11+35.56	PI Sta 14+05.09	PI Sta 21+50.12
△ = 6° 52' 11.9" (RT)	△ = 0° 16' 49.3" (RT)	△ = 42° 20' 13.8" (RT)
D = 2° 57' 00.0"	D = 1° 08' 45.3"	D = 6° 21' 58.3"
L = 232.88'	L = 24.47'	L = 665.03'
T = 116.58'	T = 12.23'	T = 348.52'
R = 1,942.23'	R = 5,000.00'	R = 900.00'
SE = SEE PLANS	SE = SEE PLANS	SE = SEE PLANS
RO = SEE PLANS	RO = SEE PLANS	RO = SEE PLANS

-Y1-

PI Sta 10+88.18
△ = 34° 11' 46.9" (RT)
D = 28° 38' 52.4"
L = 119.37'
T = 61.52'
R = 200.00'
SE = SEE PLANS
RO = SEE PLANS

NAD 83/2011

-BL- 1
N. 1985605.5193
E. 572677.2873
ELEV. 369.2361
-L- STA. 13+20.99
LT. 24.5541

-BL- 2
N. 1985430.2939
E. 573330.7567
ELEV. 346.8455
-L- STA. 19+89.90
LT. 42.8200

-DRV2- POT Sta. 10+70.76

-Y1- POT Sta. 11+92.08

-Y1- STA. 11+90.00

-Y1- PT Sta. 11+46.03

-DRV2- POT Sta. 10+00.00

-L- POT Sta. 10+00.00

-L- PC Sta. 10+18.98

-L- PC Sta. 18+01.60

-L- PT Sta. 12+51.86

-L- PT Sta. 14+17.32

-L- PC Sta. 13+92.86

-Y1- POT Sta. 10+00.00

-Y1- PC Sta. 10+26.66

END PAVING
-DRV2- STA. 10+35.00

BEGIN TIP PROJECT W-5601AF
-L- STA. 12+07.00

MATCHLINE -L- STA. 23+00.00 SEE SHEET 5

FOR PROFILE SEE SHEET 6

-Y- POT Sta. 14+50...

TAMRIKA C STALLS
DB 3048 PG 1000
PC F SLIDE 534-D

SHERRY E DAVIS
DB 1652 PG 535
PC F SLIDE 534-D

ERIC G DAYE
DB 1396 PG 258
PC F SLIDE 534-D

BRENDA W MCLAUGHLIN
DB 1393 PG 668
PC F SLIDE 799-A

RAY C ALLEN
DB 1388 PG 942
PC F SLIDE 799-A

SAKS FOURTH AVE LLC
DB 2924 PG 237
PC F SLIDE 799-A

JEFFREY M ZUCH
DB 2560 PG 553
PC F SLIDE 799-A

STACY S HARRINGTON
DB 2674 PG 509
PC F SLIDE 799-A

CK DEVELOPING
DB 2645 PG 729

W.E. SMALL HEIRS
DB 310 PG 92
PB 2007 PG 1003

LASHON L. MILLER
DB 3266 PG 809
PB 2007 PG 1003

RICHARD A. GILLESPIE III
DB 2839 PG 525
PB 2007 PG 1003

MICHELLE AGPALZA
DB 2849 PG 588
PB 2007 PG 1003

ISAAC L. BRUNS
DB 3197 PG 305
PB 2007 PG 1003

RICHARD A. MUSTARD
DB 2814 PG 462
PB 2007 PG 1003

RICHARD GONZALES
DB 2919 PG 499
PB 2007 PG 1003

AARON J. NELSON
DB 2769 PG 48
PB 2010 PG 48

KARTON PROPERTIES LLC
DB 3070 PG 162
MP 98 PG 354

SHIRLEY RICHARDSON
DB 1477 PG 356
MP 98 PG 354

MATTHEW
DB 28
PB

FH TO BE RELOCATED

MOVE & RELOCATE FENCE

300' TAPER BOTH SIDES

200' TAPER

200' FULL WIDTH

125' FULL WIDTH

65' R

53' R

TCE +66.61 PROP. RW

ROW +68.00 EXIST R/W

ROW +23.51(-Y1-) EXIST R/W

TCE +53.57 EXIST. R/W 40.00' RT.

TCE +75.33 EXIST. PL

TCE +34.55 EXIST. PL

TCE +62.94 EXIST PL

SAN. SEW. PUMPING STATION

TO HWY 87 S

SR 1115 (BUFFALO LAKES RD)

N 22° 19' 12.8" W

N 59° 47' 31.2" W

S 12° 35' 35.8" W

N 15° 27' 00.9" W

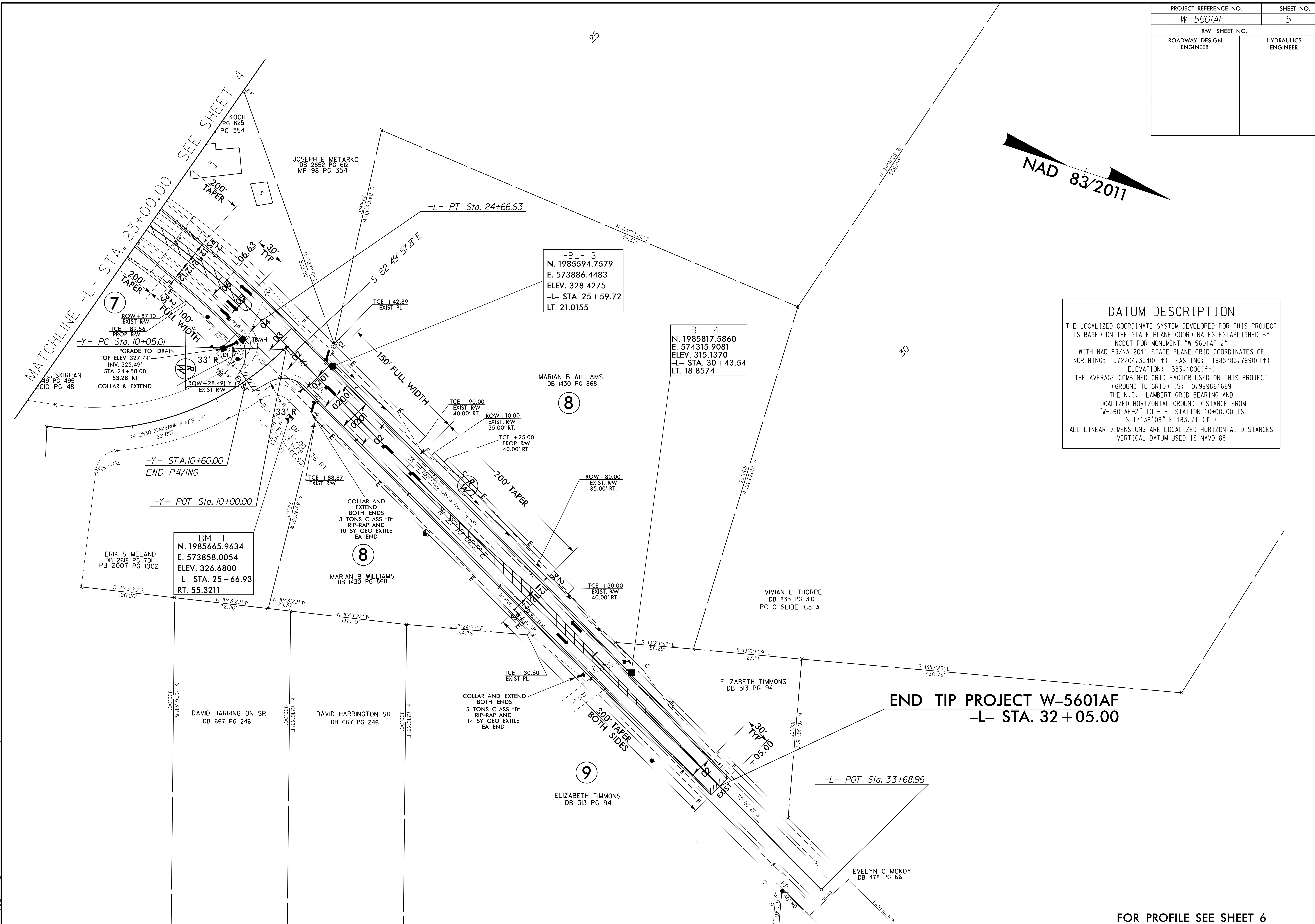
N 15° 10' 11.6" W

S 36° 10' 41.5" W

PROJECT REFERENCE NO.	SHEET NO.
W-5601AF	5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "W-5601AF-2"
WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 572204.3540(ft) EASTING: 1985785.7990(ft)
ELEVATION: 383.1000(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999861669
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "W-5601AF-2" TO -L- STATION 10+00.00 IS S 17°38'08" E 183.71 (ft)
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88



FOR PROFILE SEE SHEET 6

REVISIONS

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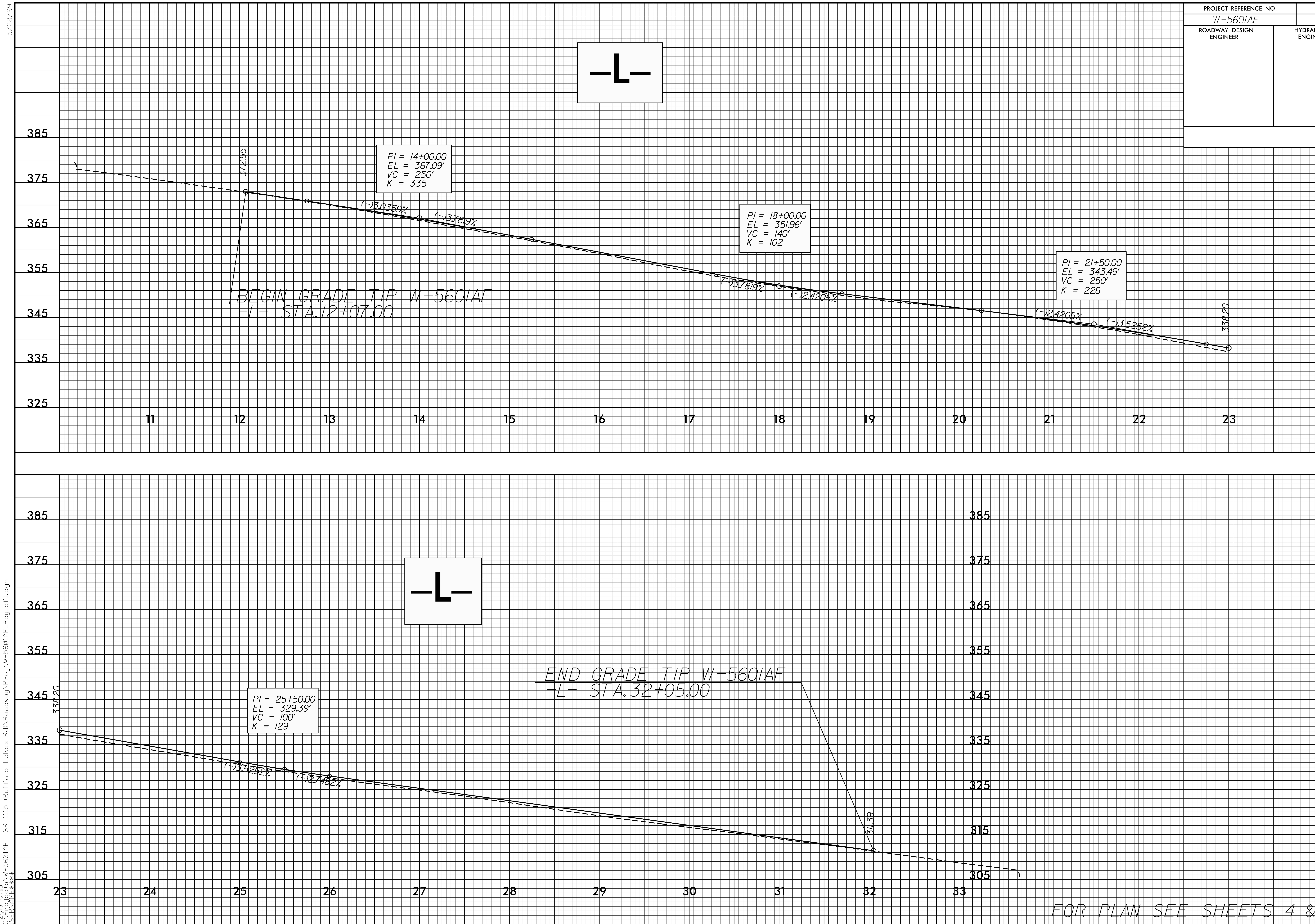
PROJECT REFERENCE NO.	SHEET NO.
W-5601AF	6
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



FOR PLAN SEE SHEETS 4 & 5

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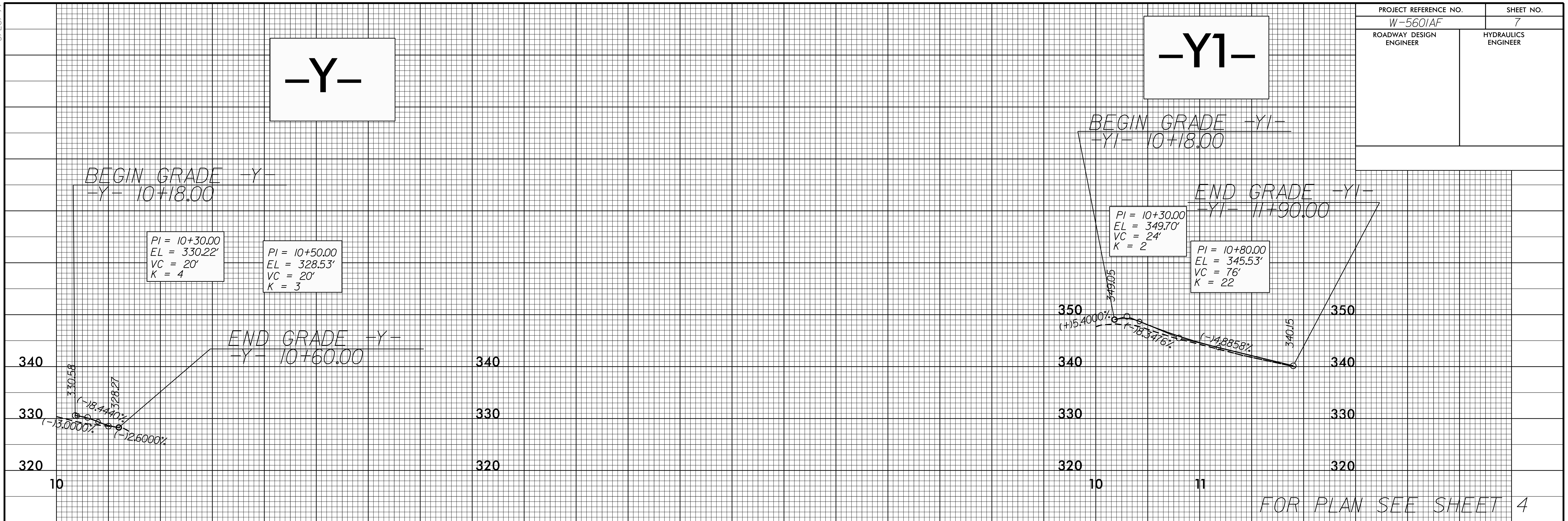
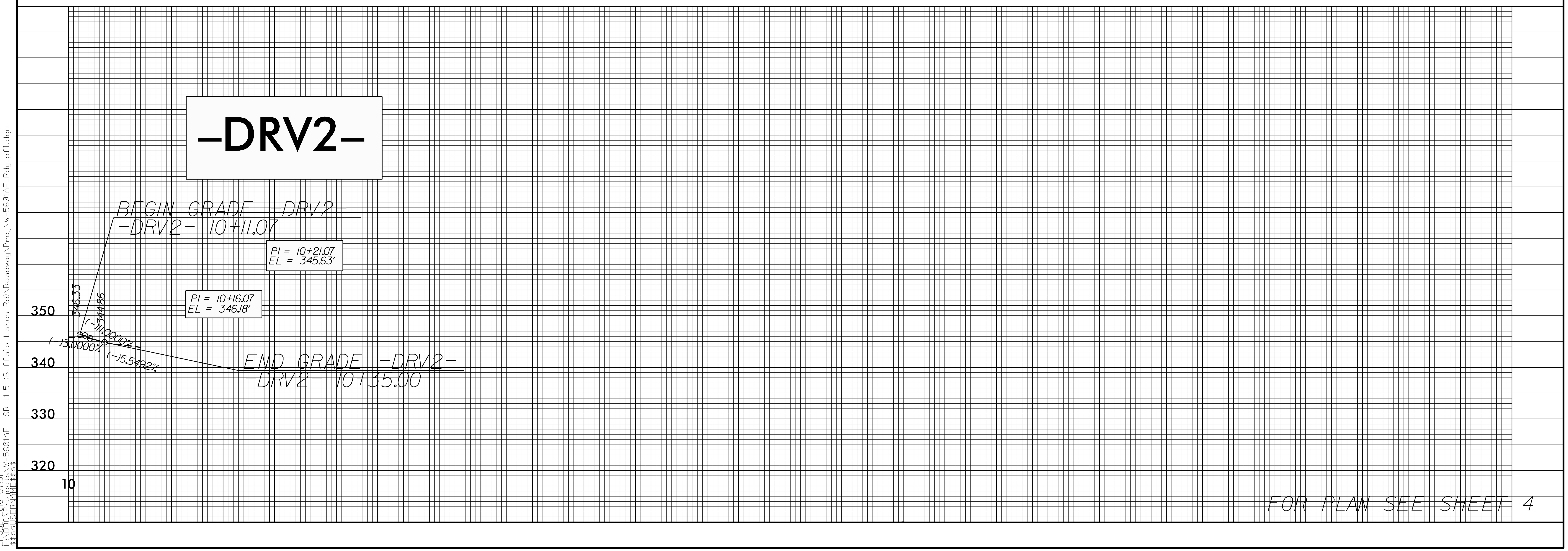
PROJECT REFERENCE NO.	SHEET NO.
W-5601AF	7
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER





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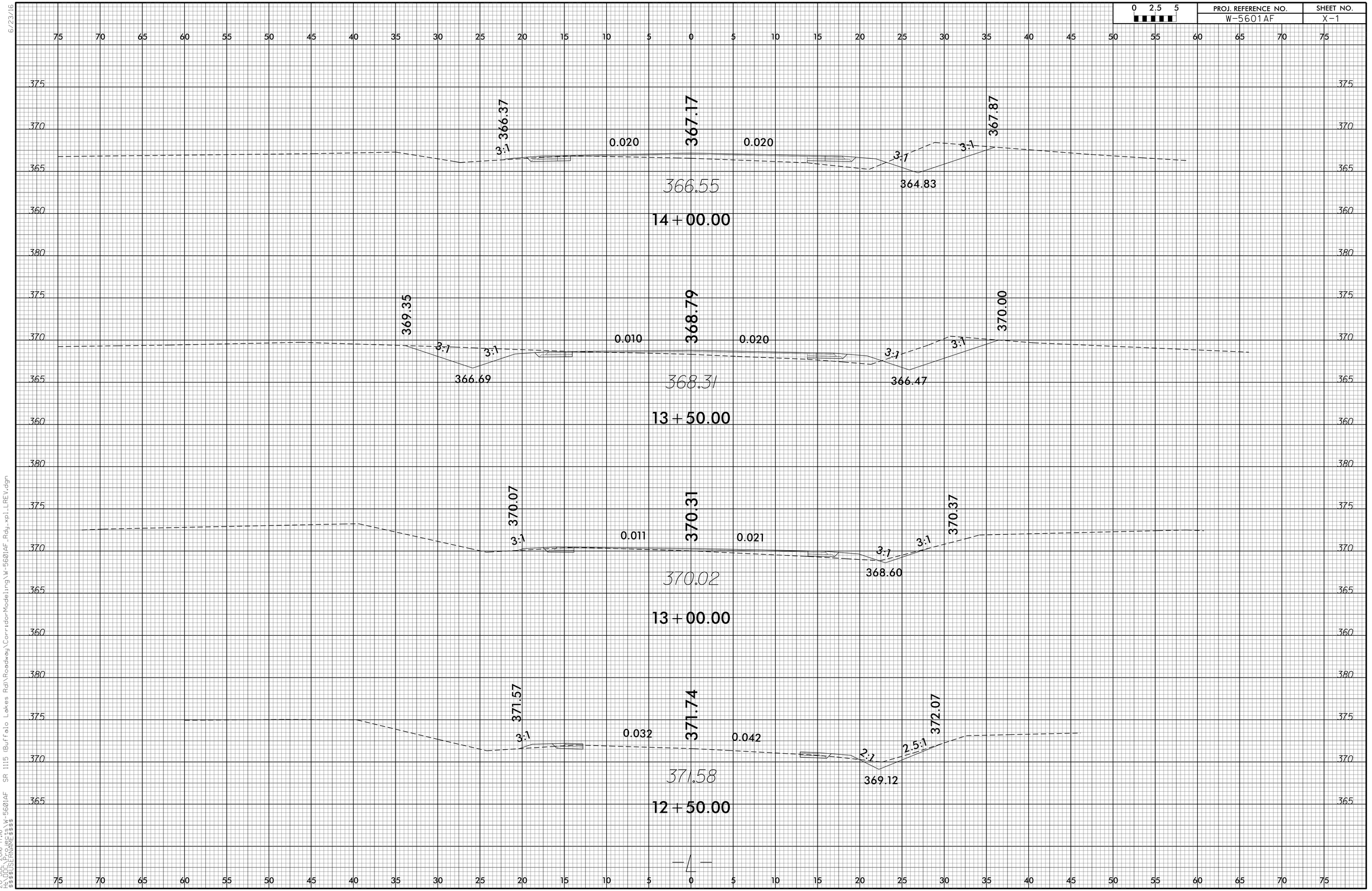
0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	W-5601AF	X-1



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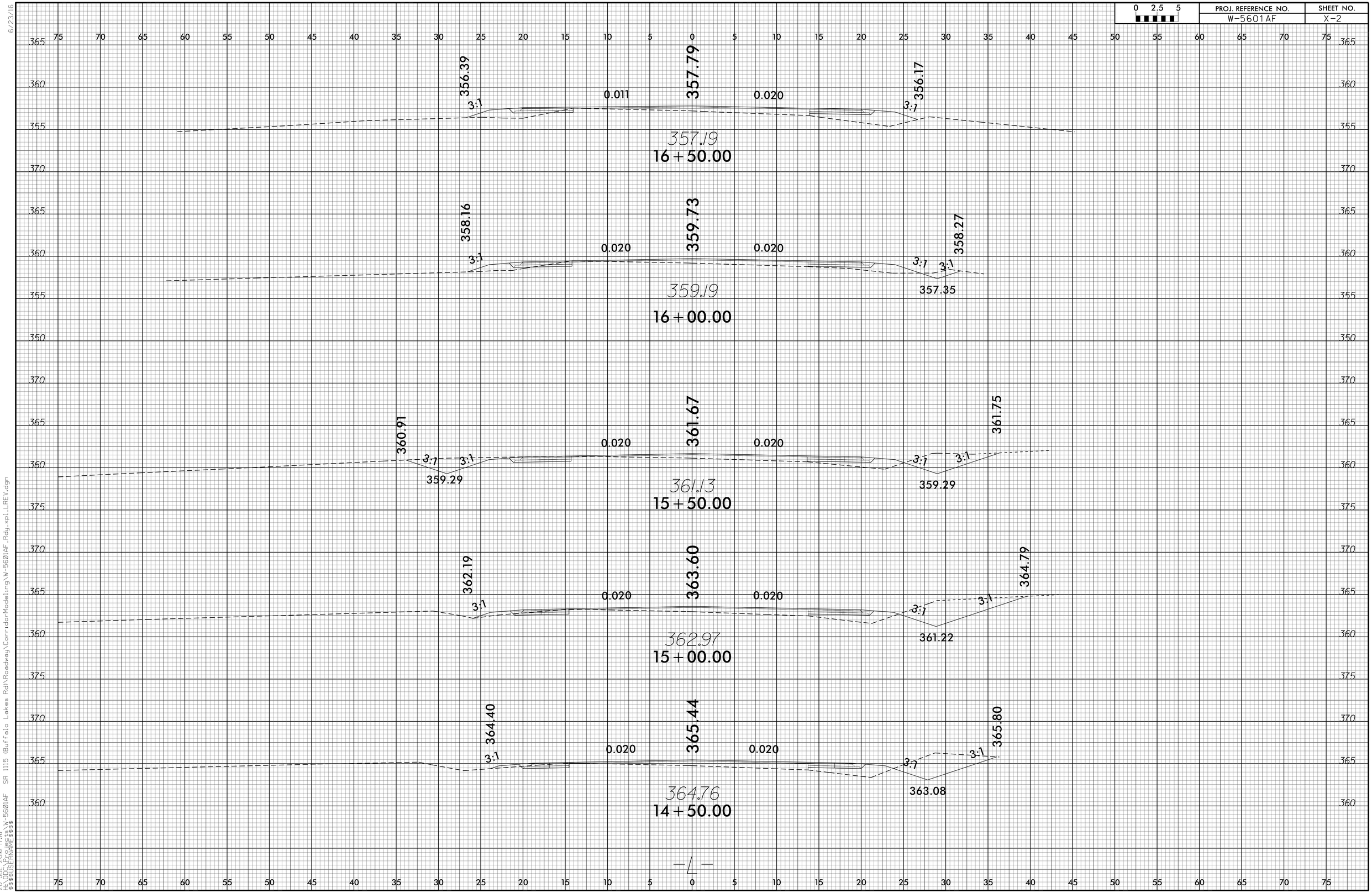

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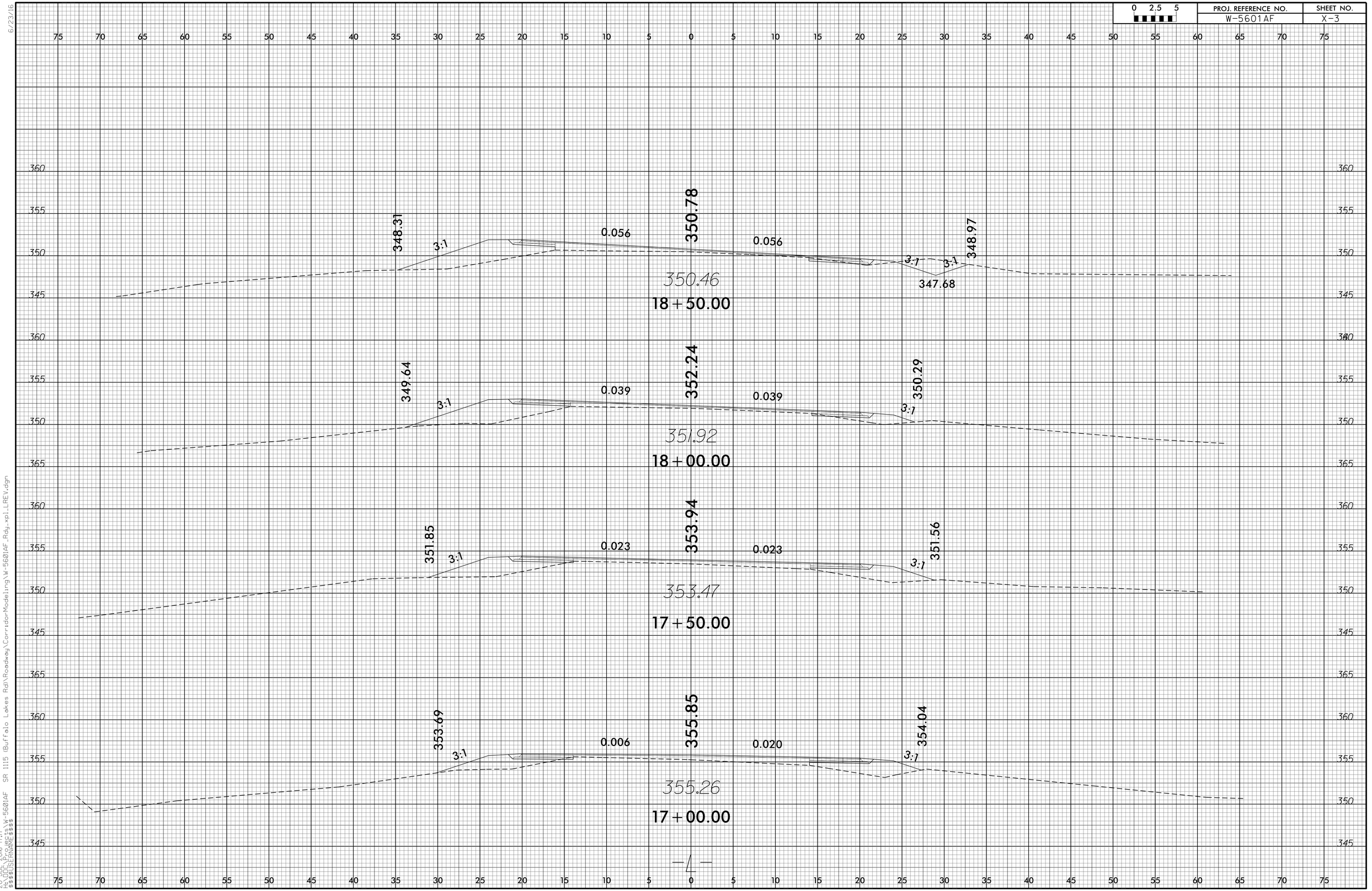

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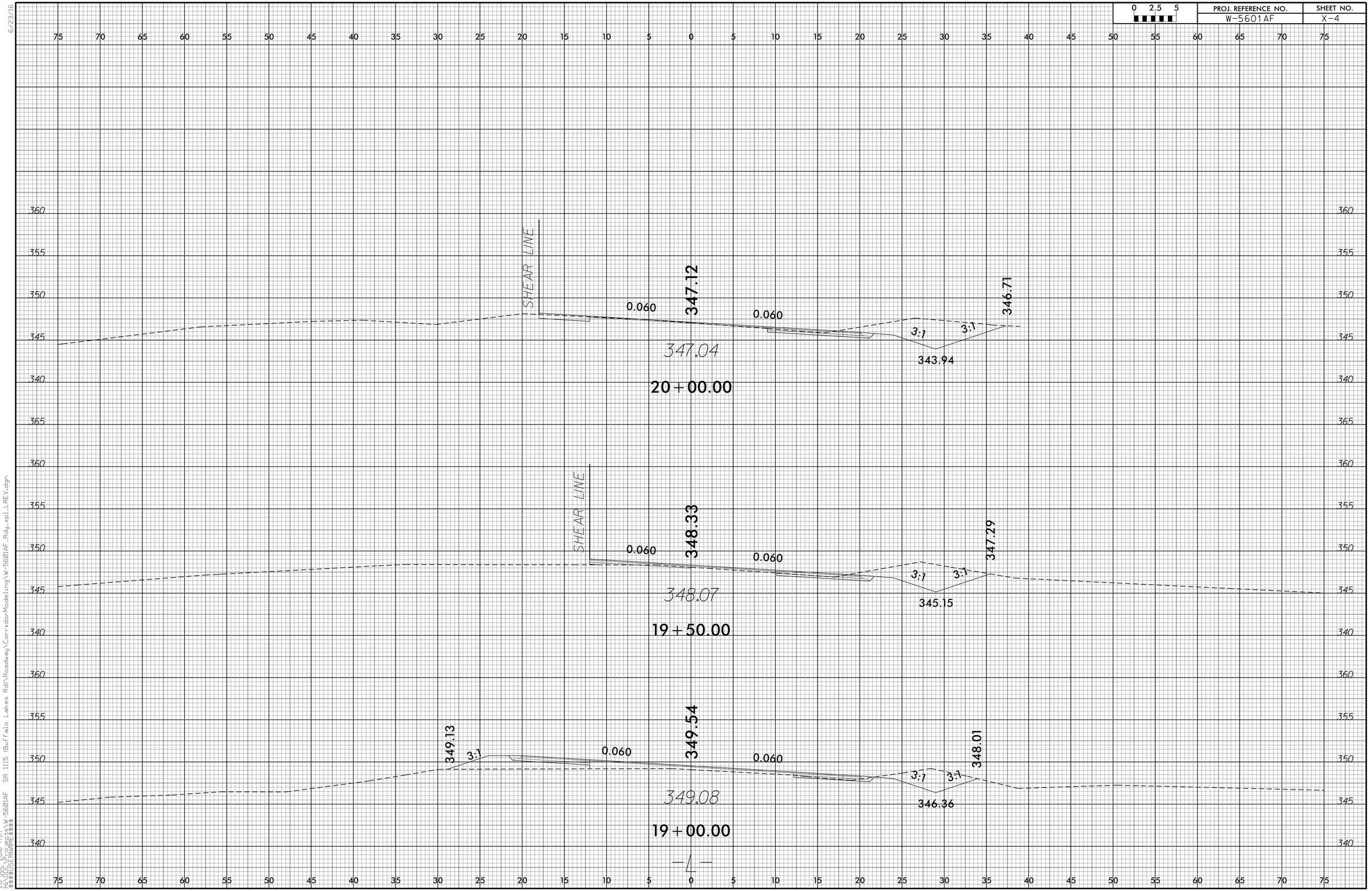

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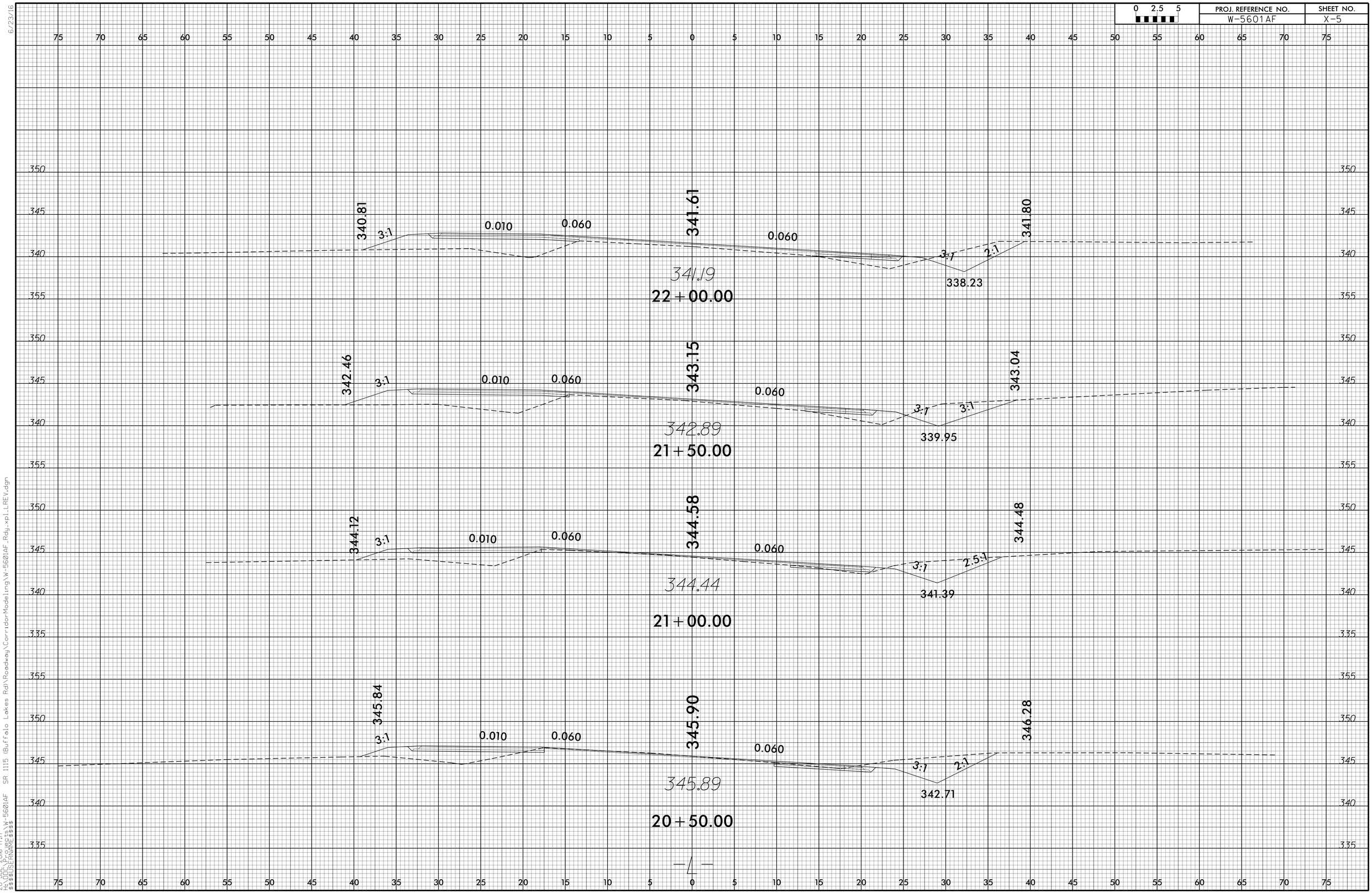

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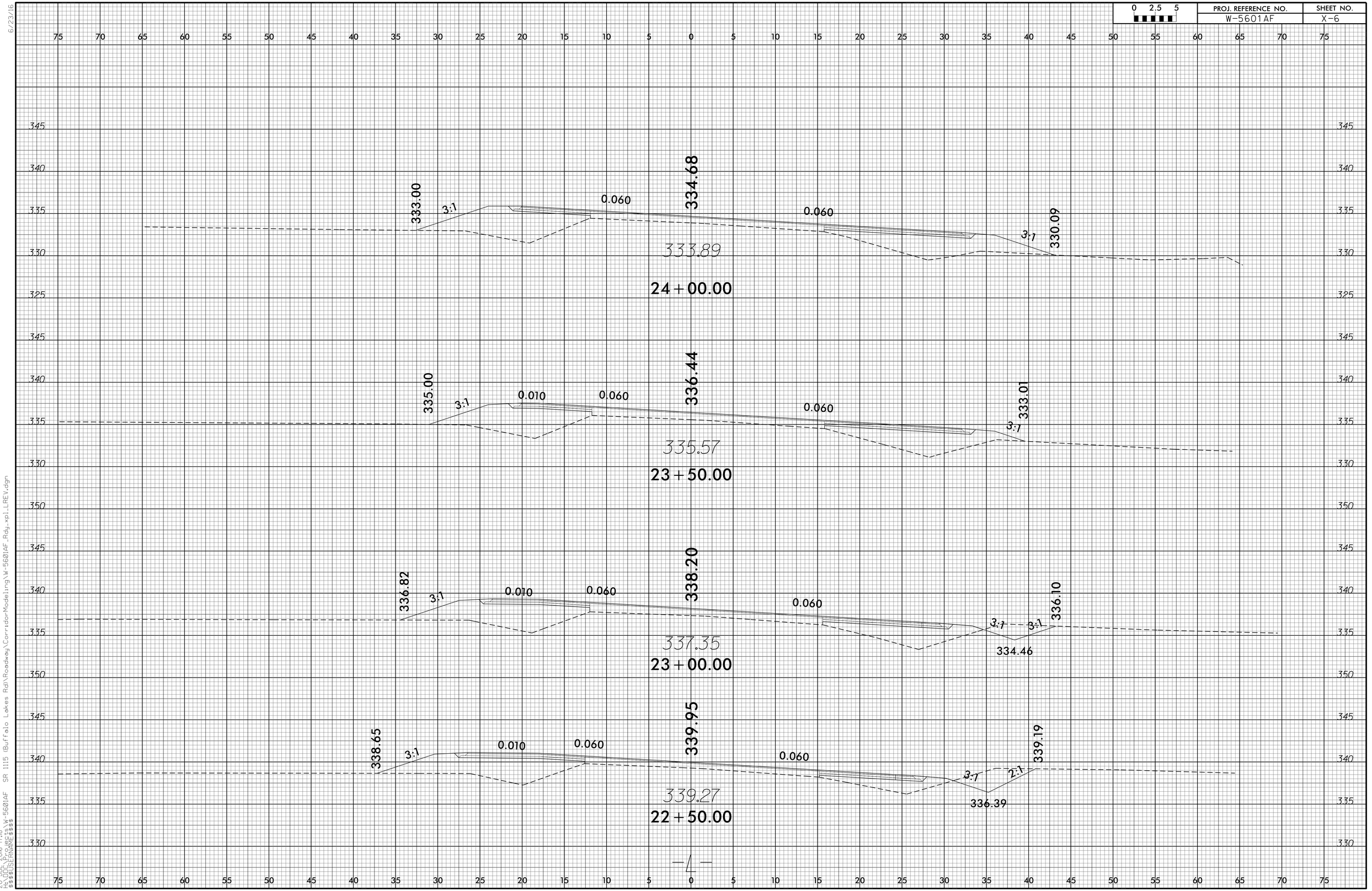

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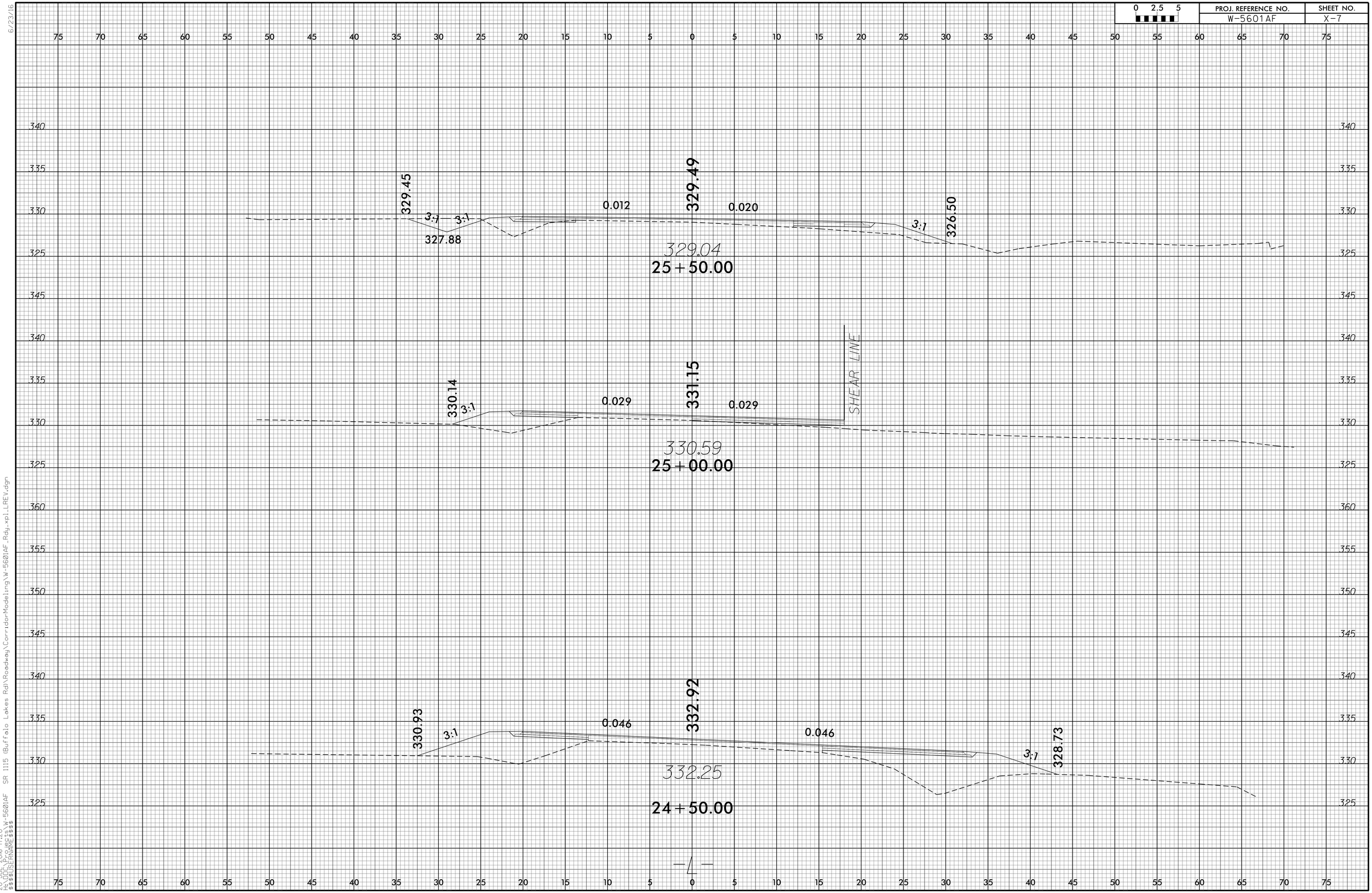

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335 330 325 320 315

323.99
3:1
3:1
321.51
0.020
323.90
0.020
3:1
320.74
323.52
27+50.00

335 330 325 320 315

324.29
3:1
0.020
325.27
0.020
3:1
321.99
324.89
27+00.00

335 330 325 320 315 340 335 330 325 320

326.69
3:1
3:1
324.26
0.020
326.64
0.020
3:1
323.21
326.17
26+50.00

335 330 325 320 340 335 330 325 320

327.87
3:1
326.00
0.004
328.02
0.020
3:1
325.36
327.59
26+00.00
-L-

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

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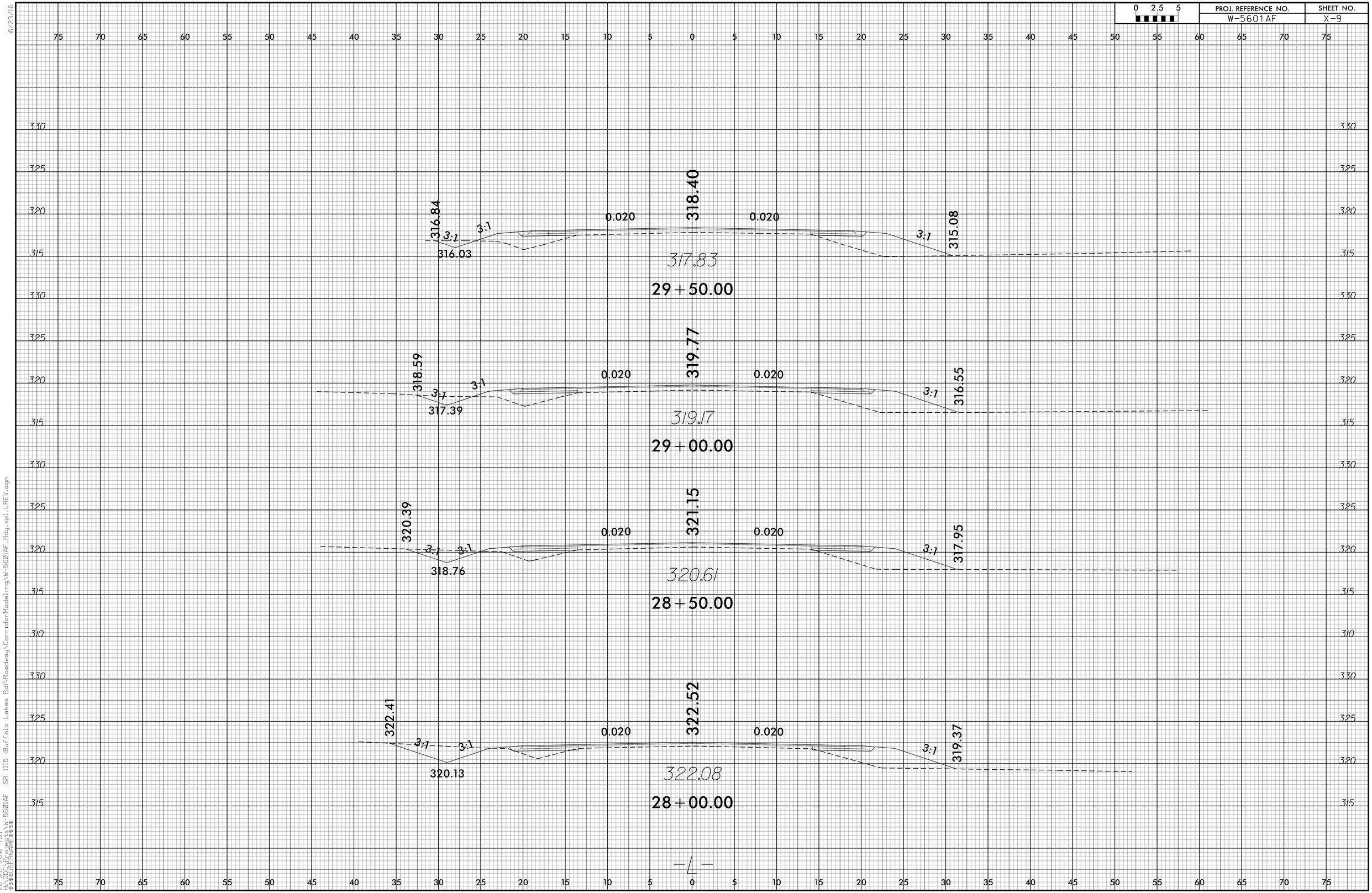

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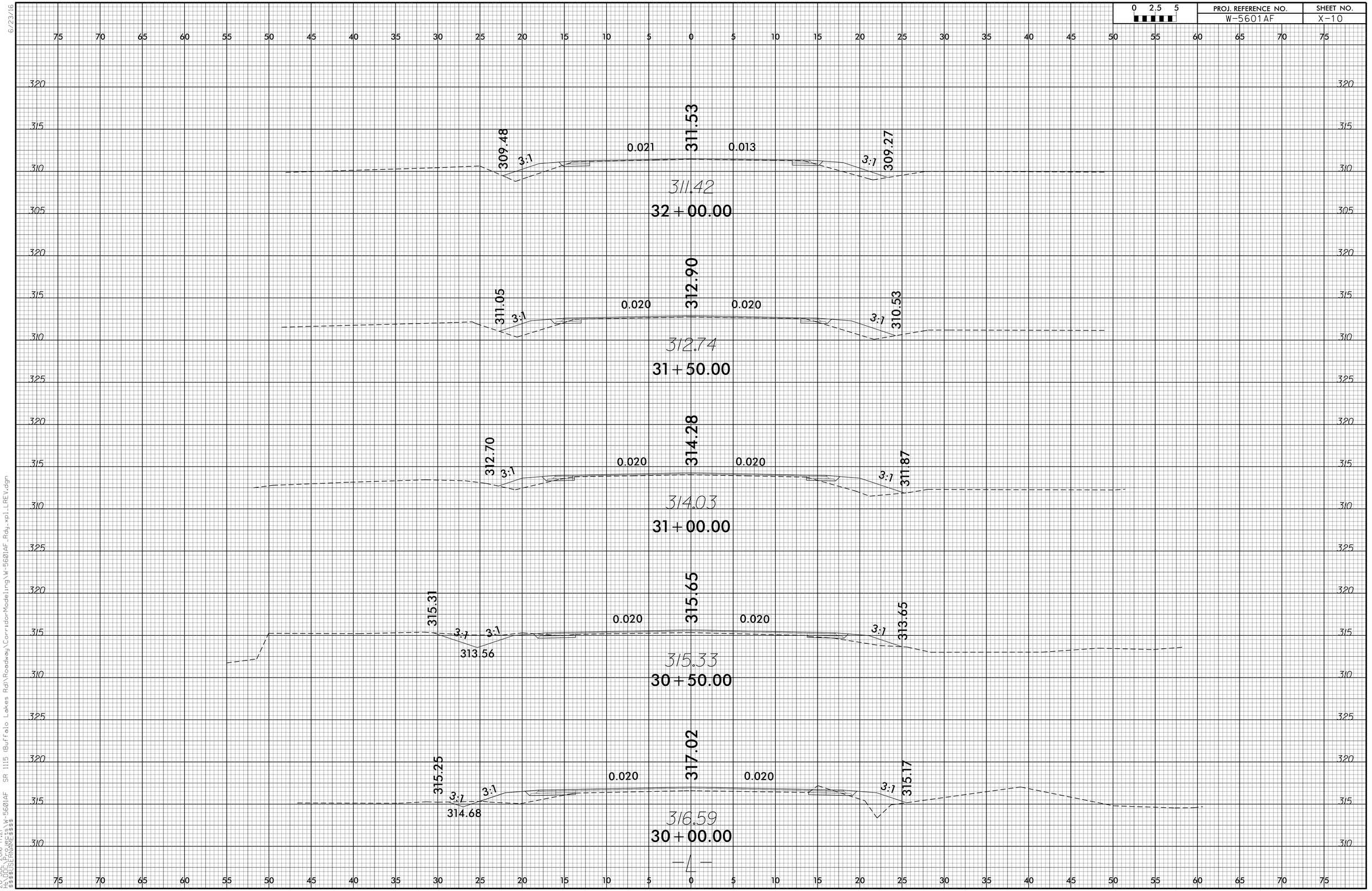

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	W-5601-AF	X-11

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

335 330 325

326.53 3:1 3:1 325.86

0.046 0.003

328.33 3:1 3:1 326.52

328.27
10+60.00

335 330 325

0.041 0.015

328.81 3:1 3:1 327.762

328.74
10+40.00

340 335 330 325

328.88 3:1

0.036 0.033

330.12 3:1 3:1 329.188

329.37
10+20.00

320

—Y—

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

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0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	W-5601-AF	X-12

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

350
345
340
335

339.48 3:1 342.39 0.005 0.021 3:1 341.43

342.12
11+50.00

355
350
345
340

343.94 3:1 345.23 0.009 0.023 3:1 343.69

344.76
11+00.00

355
350
345
340

346.70 3:1 349.17 0.024 0.024 3:1 347.11

347.48
10+50.00
—Y1—

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

20-JUL-2016 17:23
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SR 1115 (Buffalo Lakes Rd)\Roadway\Corridor-Modeling\W-5601AF_Rdy_xpl_Y1.dgn
W-5601AF

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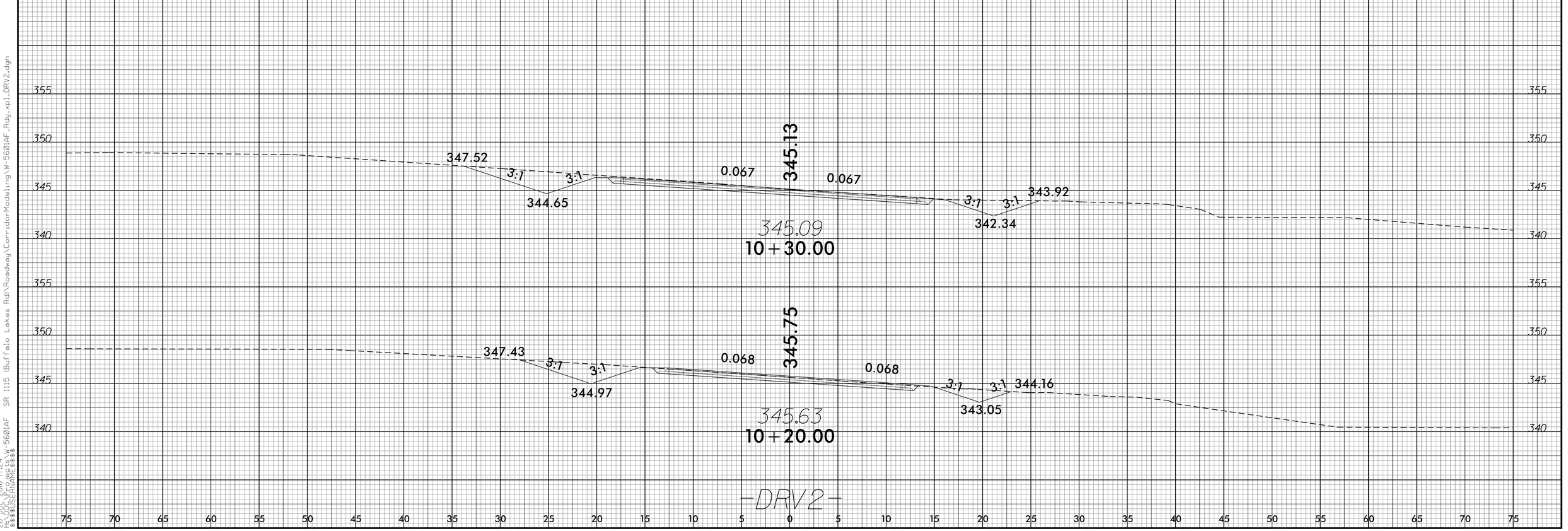

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