

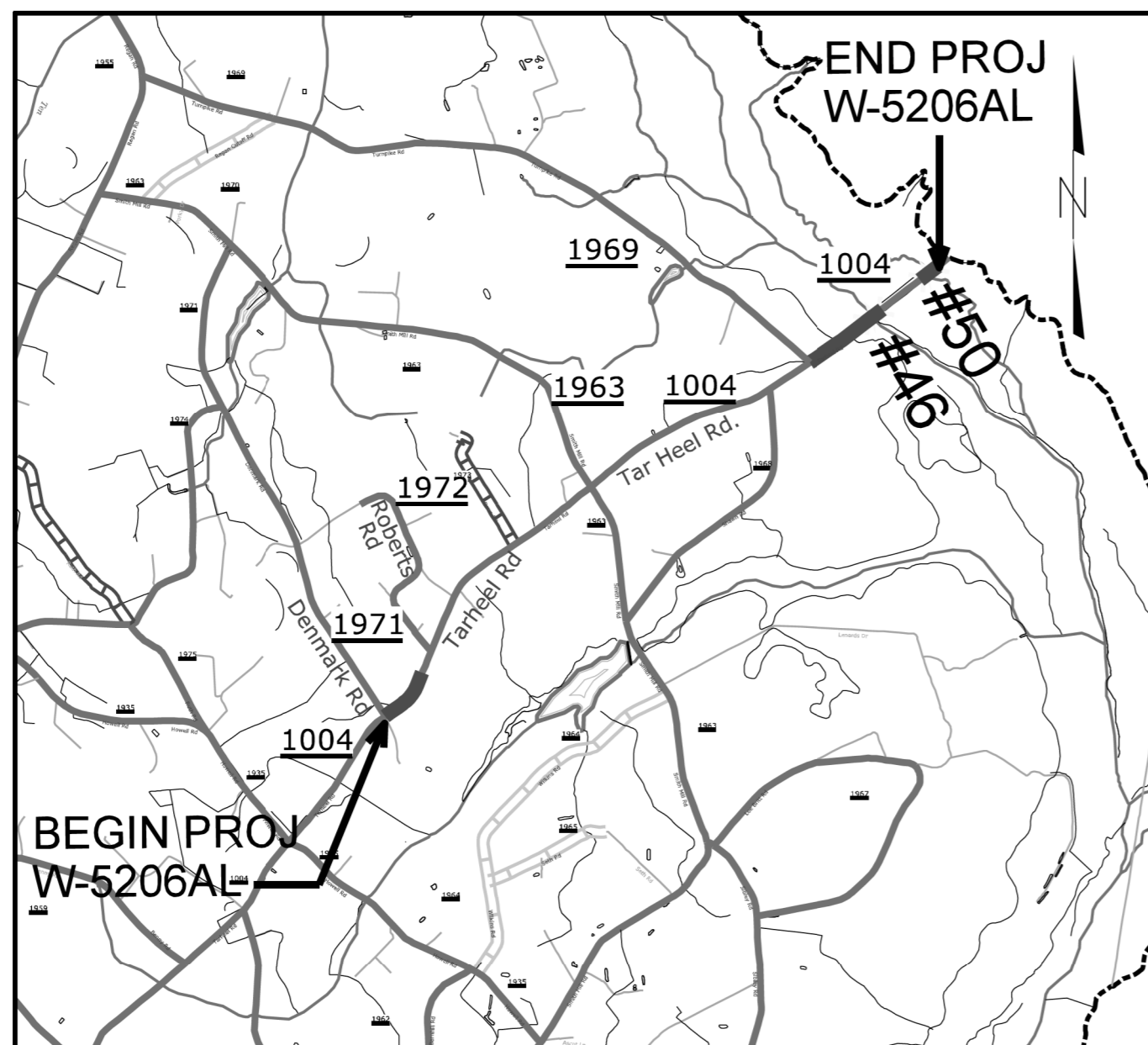
09/08/99
 06-AUG-2015 17:03
 H:\DDC\Projects\W-5206AL TarheelRd SR 1004 Curves and Guardrail at Bridges 46 and 50 Rob Co\Roadway\W-5206AL-Rdy-t.sh.dgn
 \$\$\$USERNAME\$\$\$

CONTRACT: 45336.3.FD38 **TIP PROJECT: W-5206AL**

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

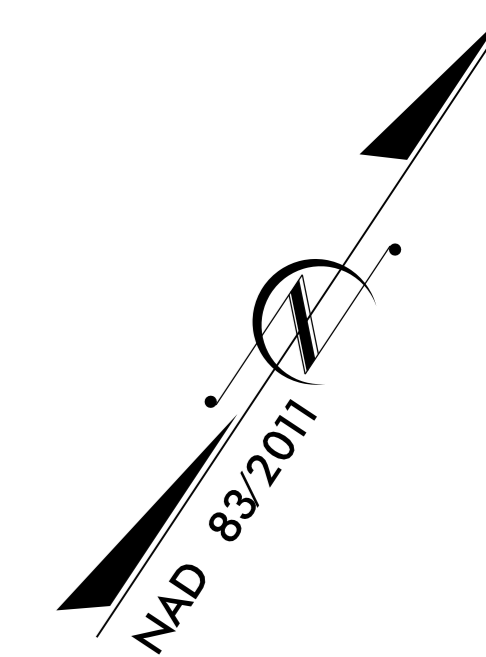
ROBESON COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5206AL	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45336.1.FD38	HSIP-1004 (58)	PE	
45336.2.FD38	HSIP-1004 (58)	ROWUTIL	
45336.3.38	HSIP-1004 (58)	CONST	

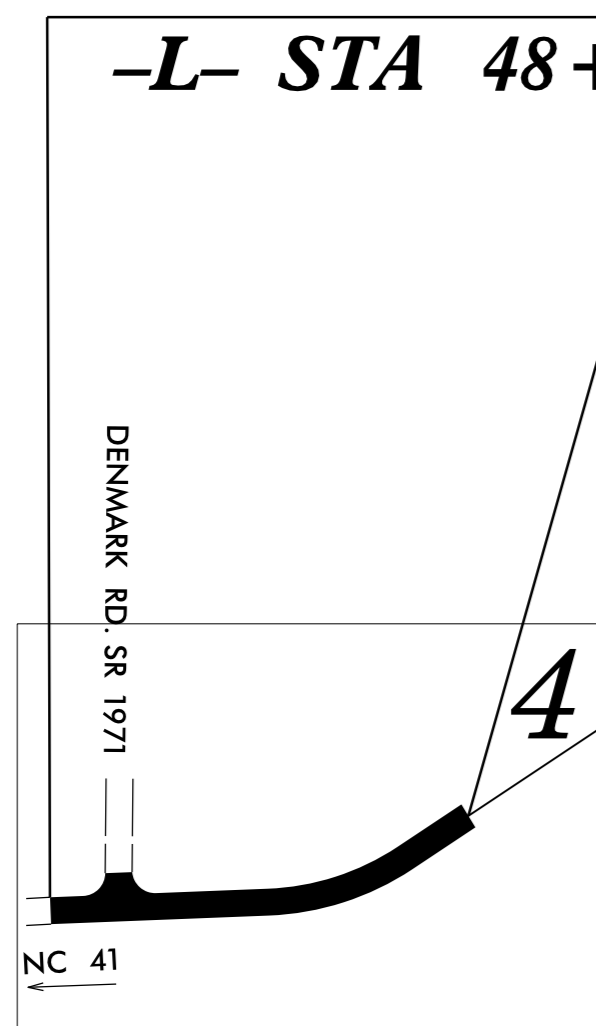


VICINITY MAP

LOCATION: SR 1004 (TARHEEL RD) BETWEEN SR 1971 & SR 1972 (CURVE #1);
SR 1004 (TARHEEL RD) BETWEEN SR 1969 & BRIDGE #46 (CURVE #2);
BRIDGE #46 & BRIDGE #50
TYPE OF WORK: GRADING, PAVING, DRAINAGE, GUARDRAIL PLACEMENT &
PAVEMENT MARKING



BEGIN STATE PROJECT W-5206AL
-L- STA 48 + 00.00

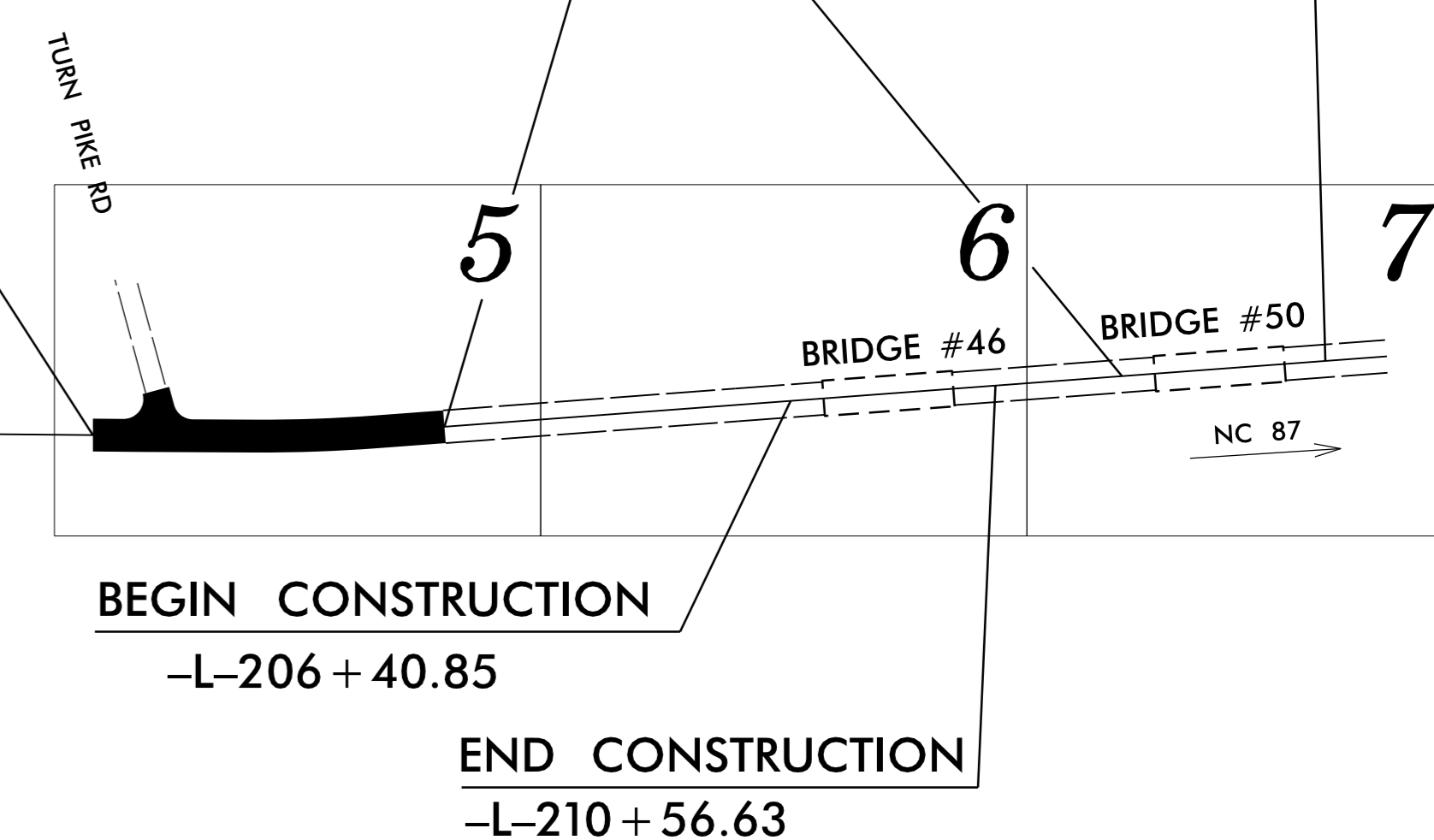


END CONSTRUCTION
-L-61 + 75.00

SR 1004 TARHEEL RD
 -L-

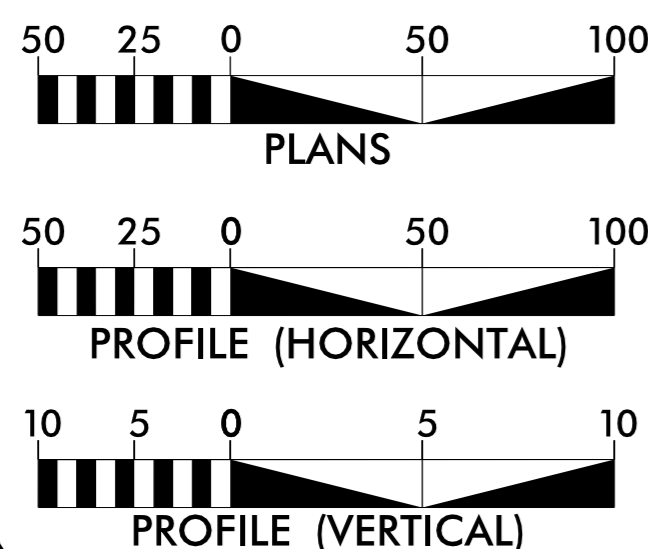
END STATE PROJECT W-5206AL
-L- STA 227 + 26.08

BEGIN CONSTRUCTION
-L-188 + 00.00 **END CONSTRUCTION**
-L-197 + 50.00 **BEGIN CONSTRUCTION**
-L-224 + 04.13



BEGIN CONSTRUCTION
-L-206 + 40.85 **END CONSTRUCTION**
-L-210 + 56.63

GRAPHIC SCALES



DESIGN DATA

ADT 2012 = 3,200
 ADT 2032 = 5800
 55 MPH = Posted
 V = 60 MPH

PROJECT LENGTH

TOTAL LENGTH OF STATE PROJECT W-5206AL = 0.58 MI

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

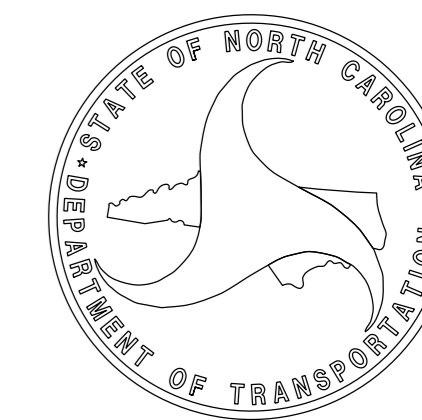
2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
 NOV. 26, 2014

LETTING DATE:
 SEPT. 9, 2015

SEAN MATUSZEWSKI
 PROJECT ENGINEER

RICK HANDLIN
 PROJECT DESIGN ENGINEER



12/05/11

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

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	-----

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:

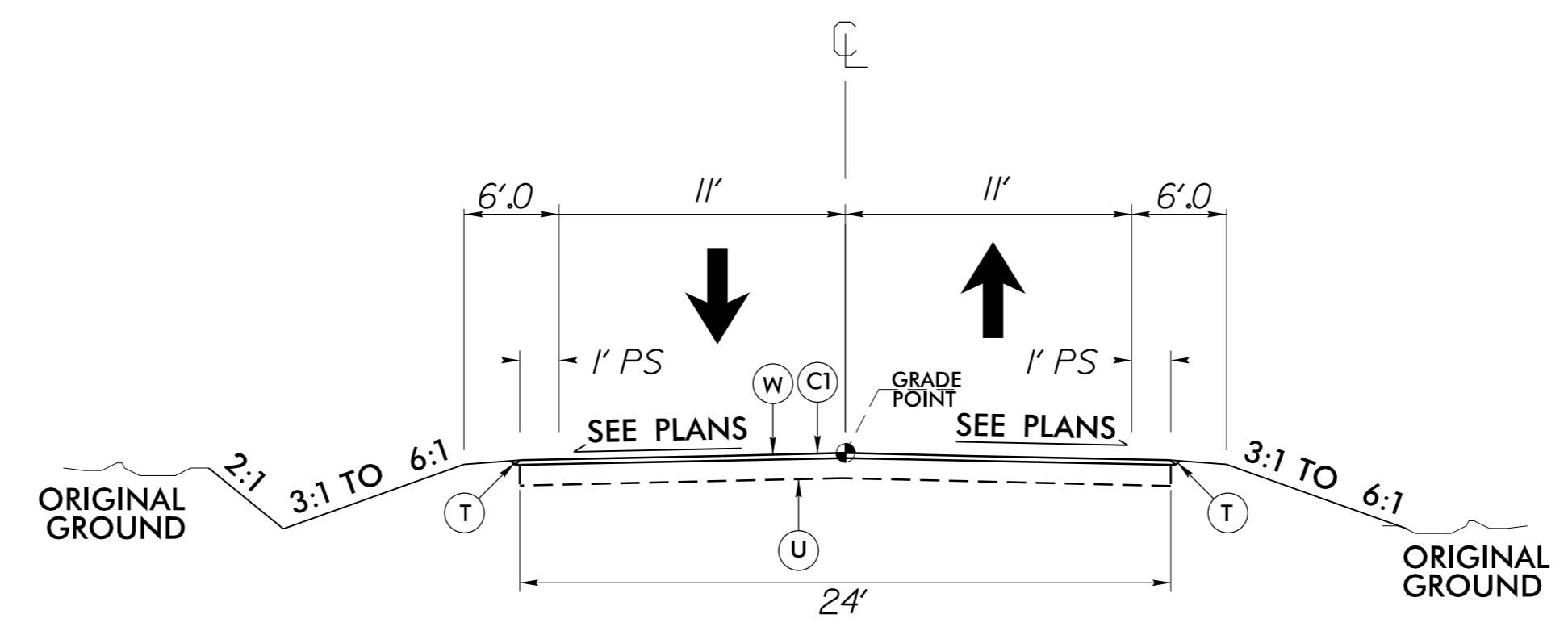
Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	----- SS
Above Ground Sanitary Sewer	----- A/G Sanitary Sewer
Recorded SS Forced Main Line	----- FSS
Designated SS Forced Main Line (S.U.E.*)	----- FSS

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.

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 but no base material placed.
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 inches.
7. Access to police and fire station, fire hydrants, and hospitals shall be maintained at all times.
8. During periods of construction inactivity, place drums 3' from existing edge of pavement (travelway) as directed by the Engineer.
9. Channelizing devices in work areas shall be spaced not greater than 100' 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.
9. Contractor will be responsible for relocating any existing signs after construction.



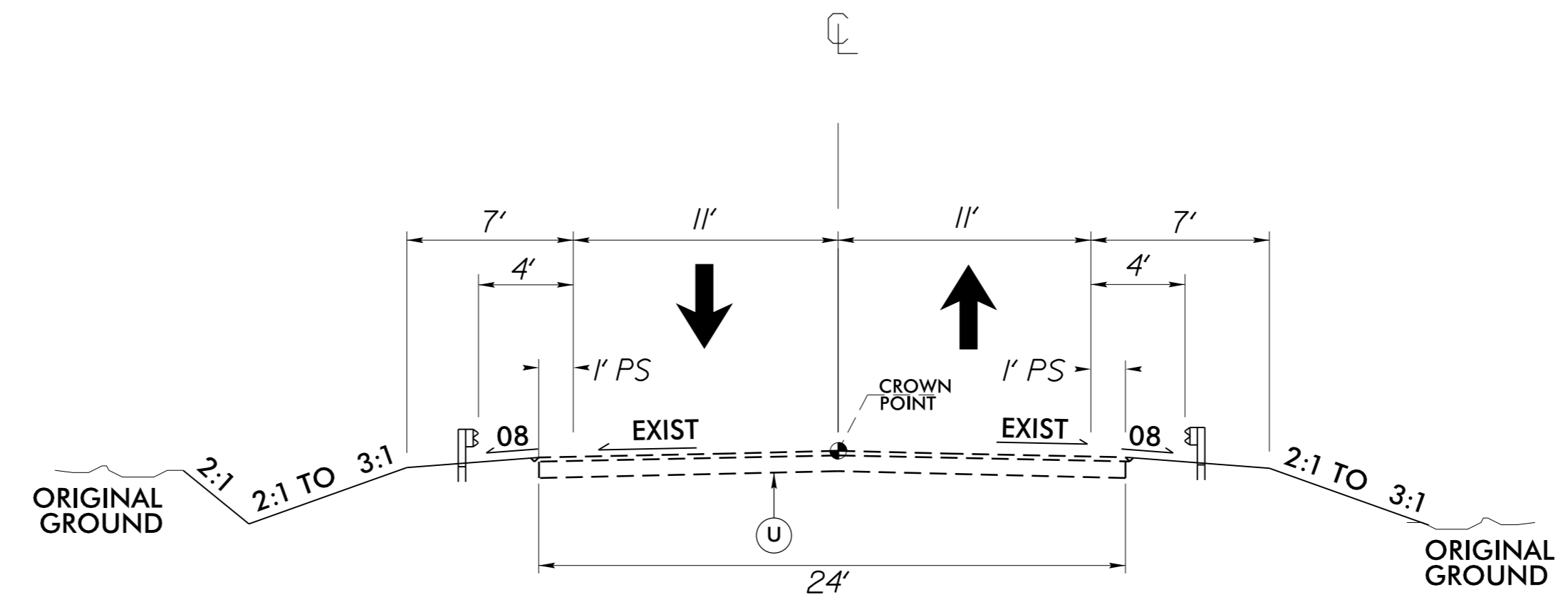
TYPICAL SECTION NO. 1
 -L- STA. 48+00.00 TO STA 61+75.00
 -L- STA. 188+00.00 TO STA 197+50.00

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. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
D2	PROP. VAR DEPTH ASPHALT CONC. 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" OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONC. BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT GREATER THAN 5.5" IN DEPTH OR LESS THAN 3" IN DEPTH
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING

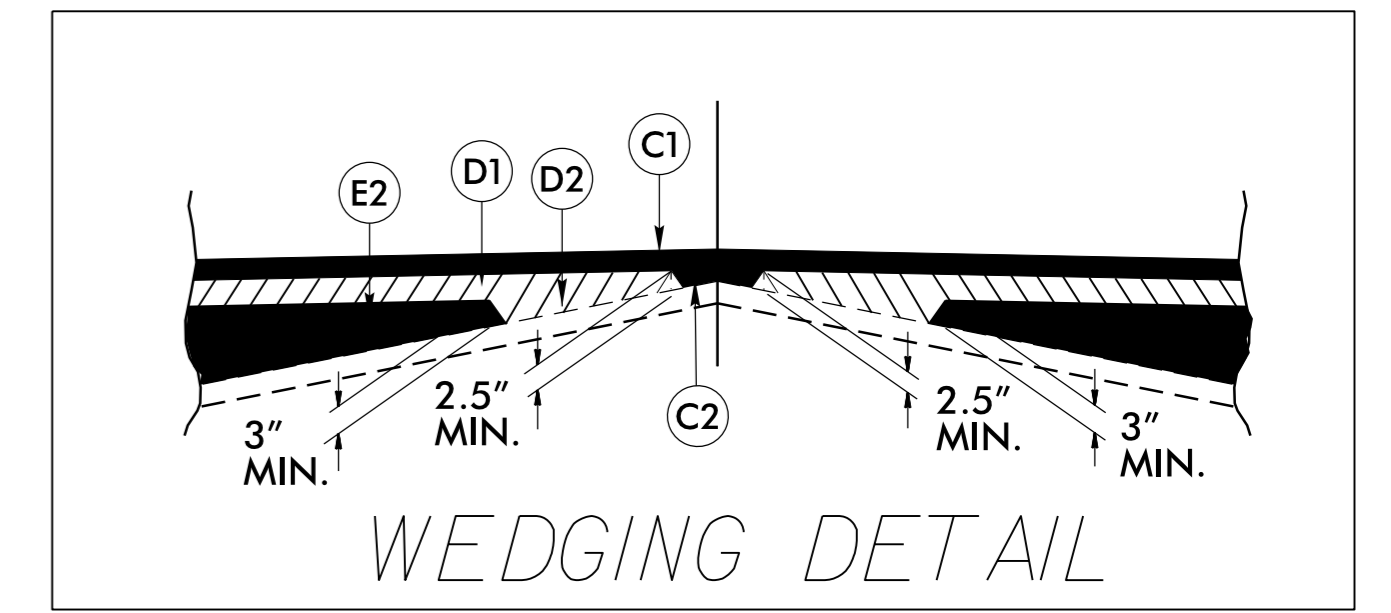
CONTRACTOR SHALL COORDINATE WITH LOCAL TRAFFIC SERVICES UNIT FOR PROPOSED SIGNAL DESIGN AND PLACEMENT OF ALL PAVEMENT MARKINGS.

FOR SIGNAL WORK, CONTACT FRANK WEST 910-486-1452, 28 DAYS PRIOR TO PLACEMENT.

FOR PAVEMENT MARKING, CONTACT KENT LANGDON 910-4861452, 14 DAYS PRIOR TO FINAL PLACEMENT.



TYPICAL SECTION NO. 2
 -L- STA. 206+40.85 TO STA 207+59.60
 -L- STA. 209+37.89 TO STA 210+56.64
 -L- STA. 224+04.13 TO STA 224+97.88
 -L- STA. 226+32.33 TO STA 227+26.08



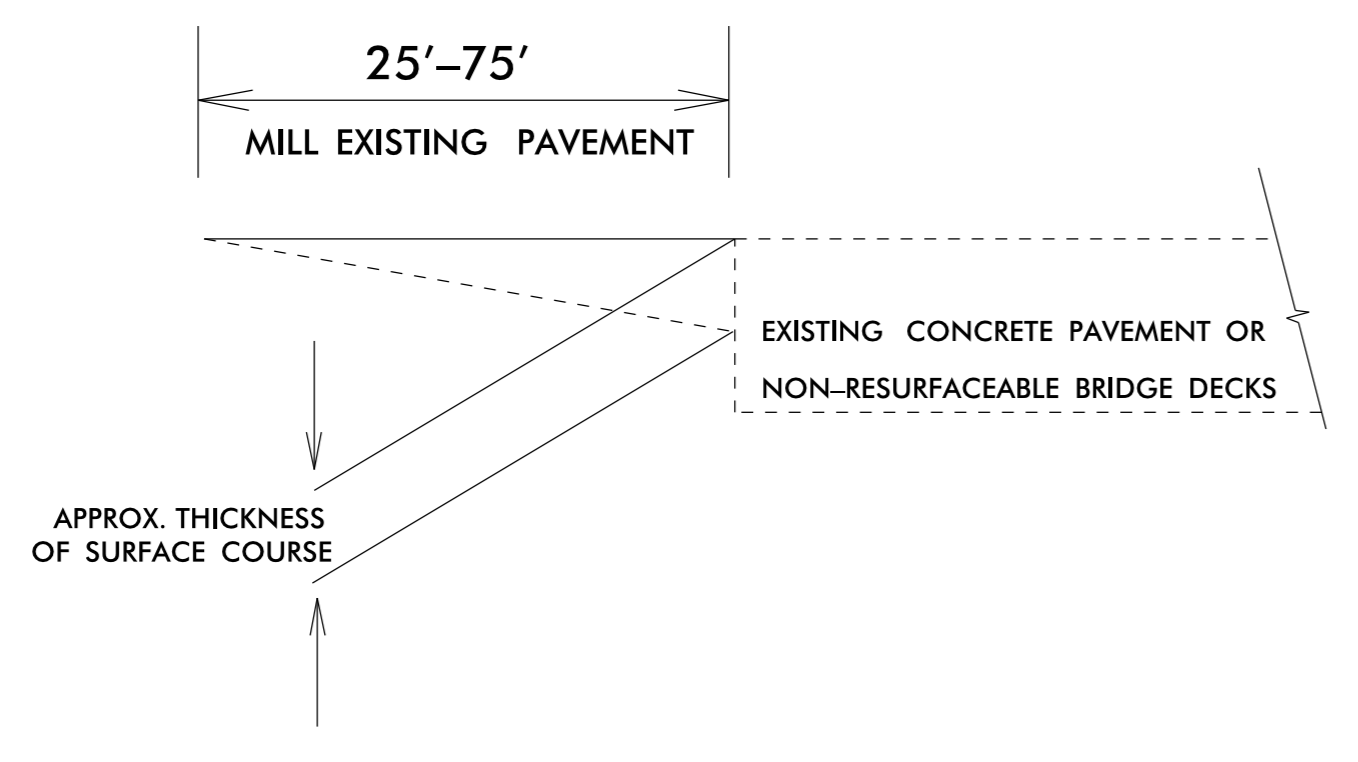
MILLING AT PAVEMENT TIE-INS

NOTES TO CONTRACTOR

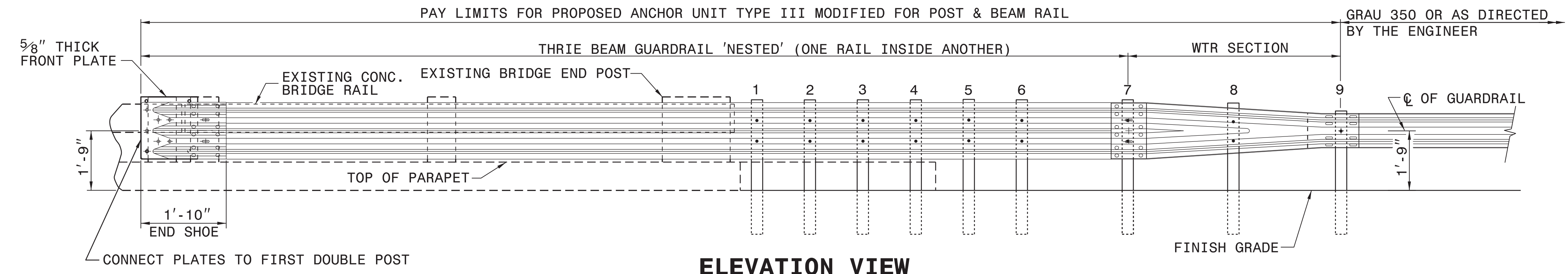
For surface mixes over 1" in thickness, mill the existing pavement in accordance with the following sketch as directed by the Engineer.

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.

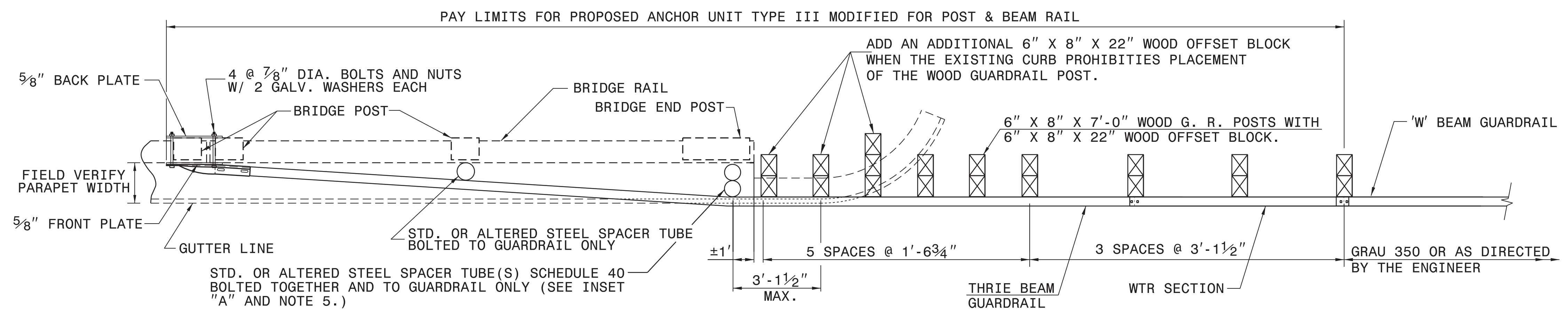
Perform the work in accordance with Section 607 of the January 2012 North Carolina Department of Transportation Standard Specifications for Roads and Structures. Resurfacing will be accomplished at the same time as the milling operation.



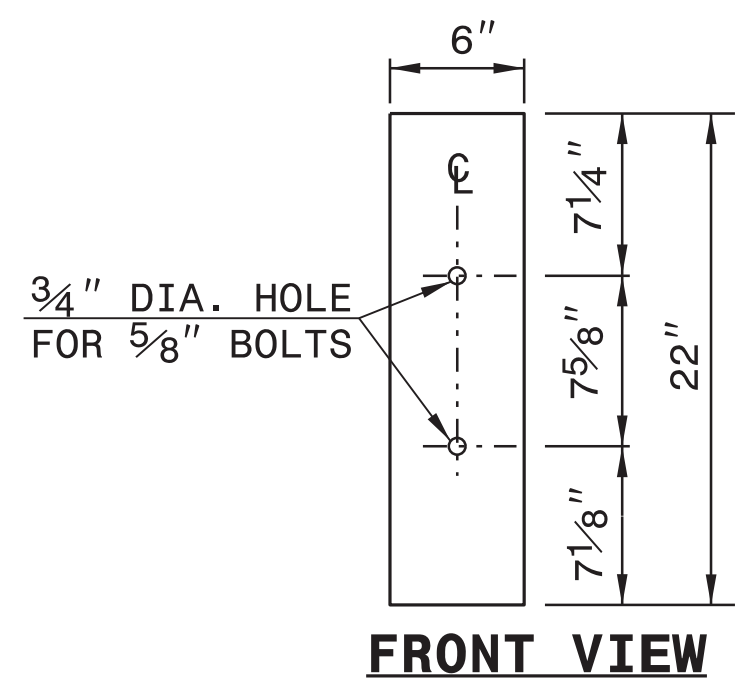
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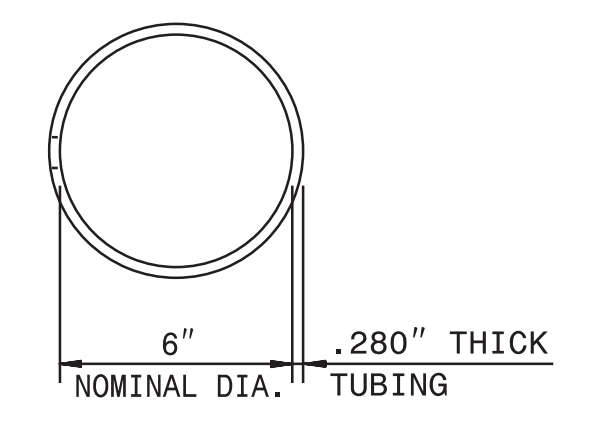
ELEVATION VIEW



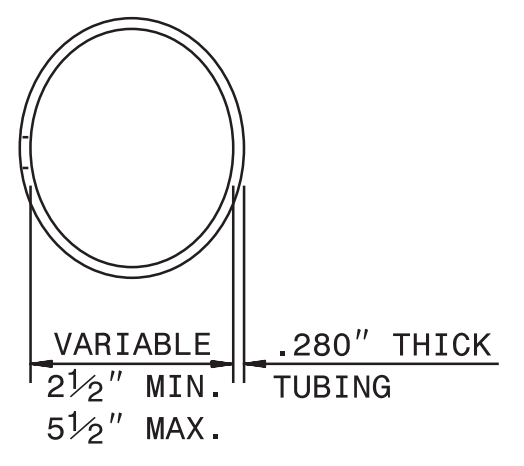
PLAN VIEW



FRONT VIEW

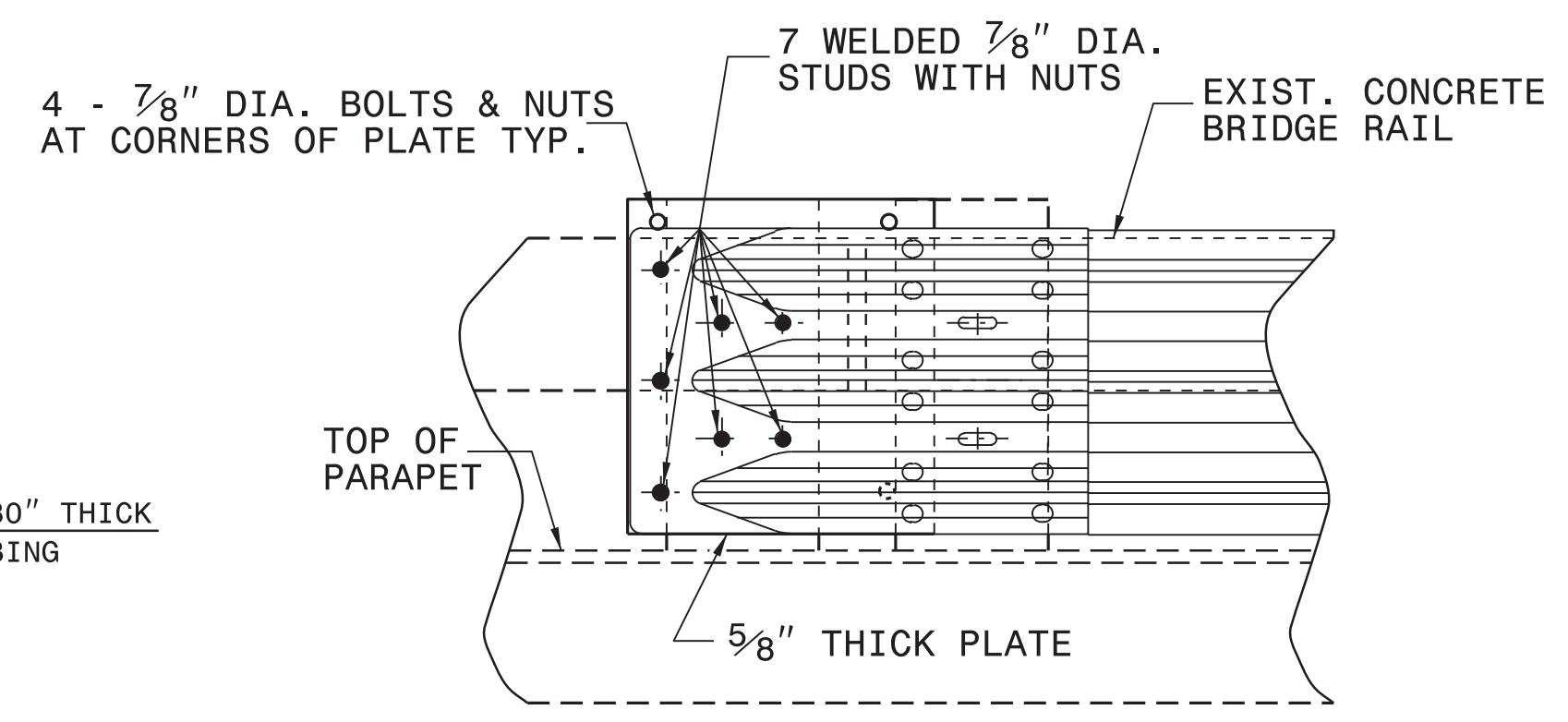


PLAN VIEW

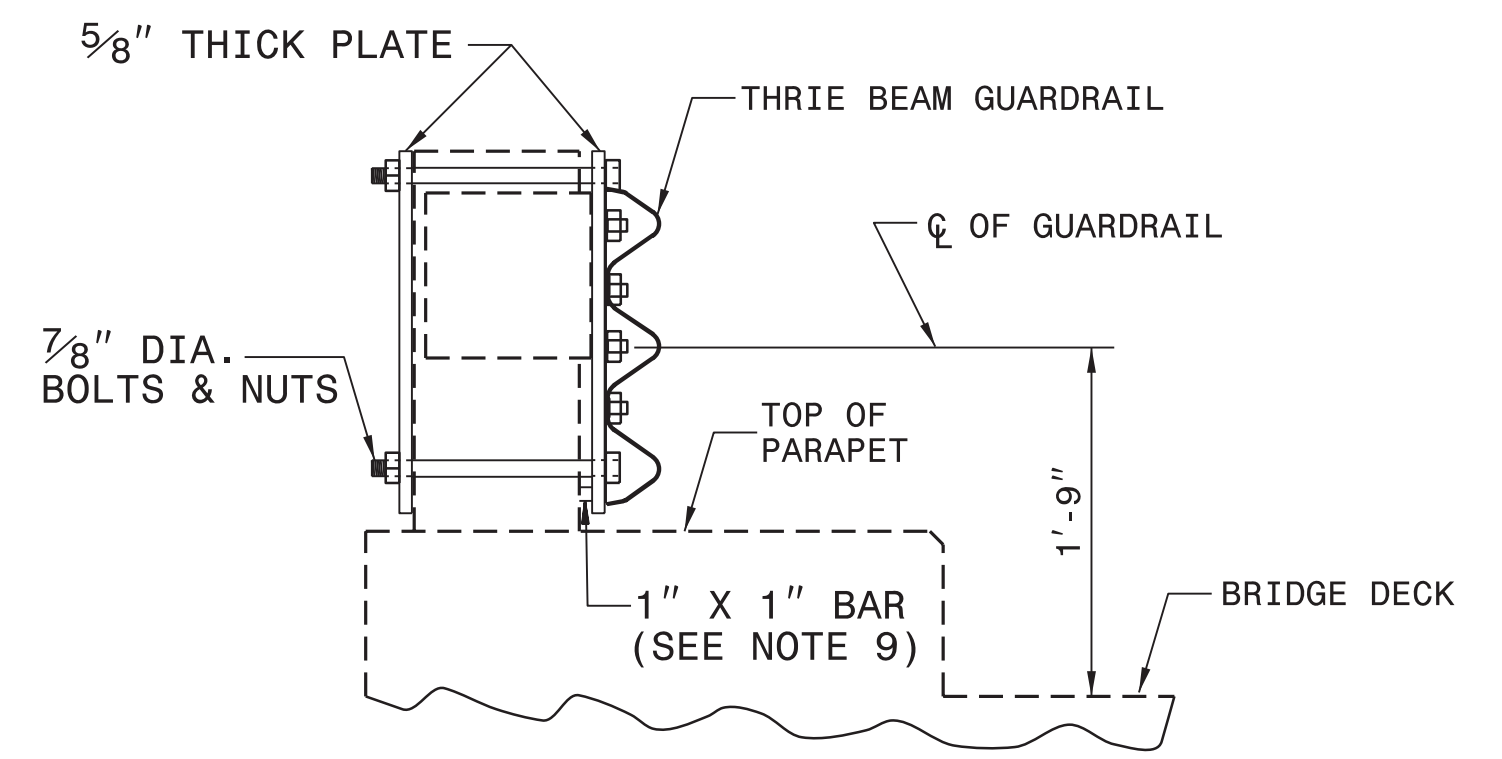


**PLAN VIEW
INSET "A"**

STEEL SPACER TUBE



ELEVATION VIEW

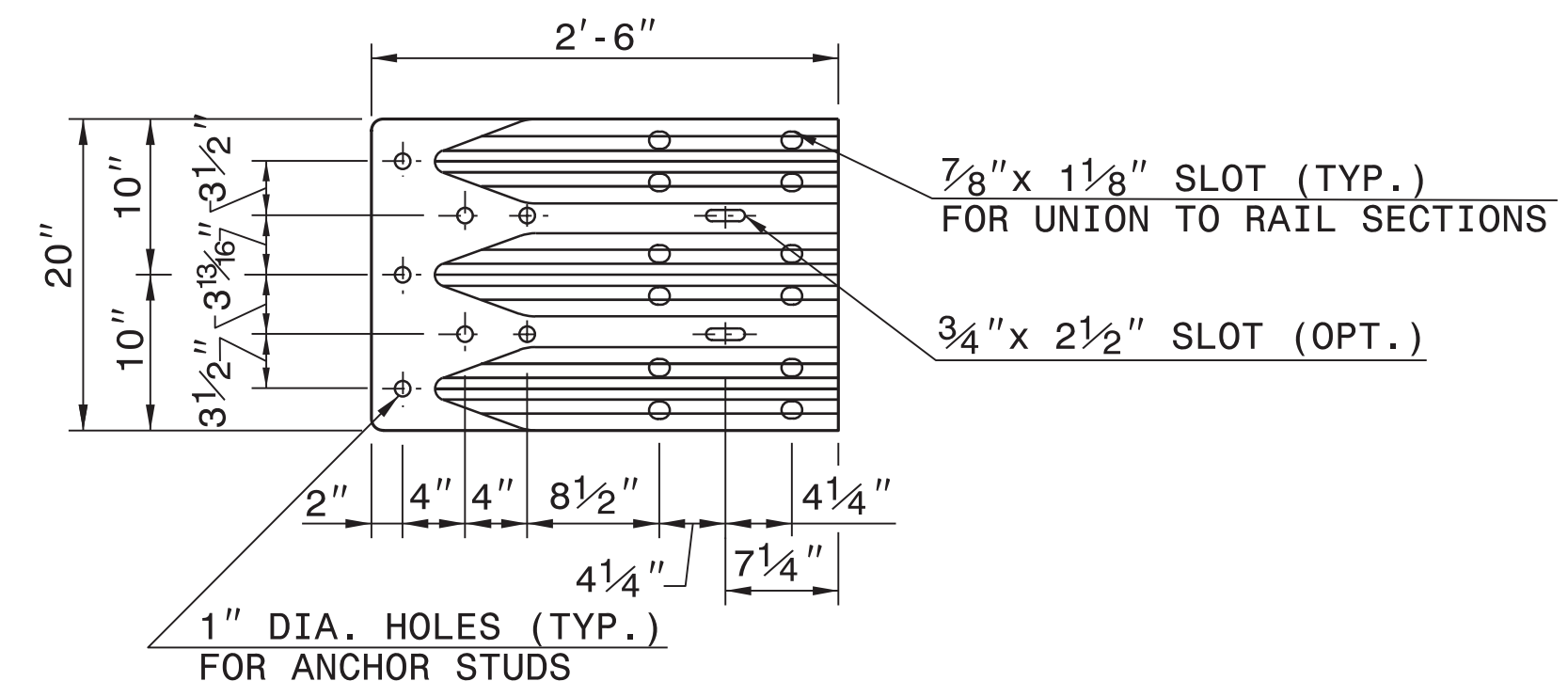


SECTION VIEW

**GUARDRAIL ATTACHMENT
TO BRIDGE POST**

GENERAL NOTES:

1. USE NUTS, BOLTS, AND WASHERS CONFORMING TO THE REQUIREMENTS OF A.S.T.M. A-307 AND GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF STAND. SPECS.
2. TAP NUTS FOR THE 7/8" DIA. STUDS AND BOLTS AFTER GALVANIZING SEE A.S.T.M. A-563.
3. USE PLATES AND TUBES CONFORMING TO THE REQUIREMENTS OF A.S.T.M. A-36 AND GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH SECTION 1076 OF STAND. SPECS.
4. ADDITIONAL FIELD HOLES MAY BE DRILLED IN STEEL RAIL AS DIRECTED BY THE ENGINEER.
5. INSTALL FACE OF GUARDRAIL AS NEAR AS POSSIBLE TO PLUMB WITH THE PARAPET FACE AT BRIDGE END POST SPACER TUBE LOCATION BY USING STANDARD OR ALTERED SPACER TUBES OR A COMBINATION THEREOF OR AS DIRECTED BY THE ENGINEER. FOR VERY SMALL PARAPET WIDTHS, GUARDRAIL MAY BE INSTALLED AGAINST BRIDGE RAIL WITHOUT SPACER TUBES.
6. DO NOT DRILL BRIDGE RAIL IN ORDER TO INSTALL GUARDRAIL ANCHOR UNIT.
7. USE THIS DETAIL ONLY FOR BRIGES WITH POST AND BEAM TYPE RAIL.
8. ATTACH 1" X 1" BAR AND THREADED STUDS TO PLATE WITH 1/4" WELDS ALL AROUND.
9. 1" X 1" BAR MAY NOT BE NEEDED ON BRIDGE RAILS WHERE FACE OF RAIL DOES NOT PROJECT BEYOND FACE OF POST.
10. PROVIDE SHOP DRAWINGS OF THE PLATES TO THE ENGINEER FOR APPROVAL BEFORE FABRICATING THE PLATES.
11. LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW.
12. SEE ROADWAY STARDARD DRAWING 862.03 SHEET 1 FOR ADDITIONAL INFORMATION ON THE TYPE III ANCHOR UNIT



END SHOE

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

**GUARDRAIL ANCHOR UNIT
TYPE III MODIFIED
FOR POST & BEAM RAIL**

ORIGINAL BY: E.E. WARD DATE: 01-03
 MODIFIED BY: E.E. WARD DATE: 02-04
 CHECKED BY: DATE:
 FILE SPEC.: \usr\details\stand\bp111 original.dgn

COMPUTED BY: DATE: CHECKED BY: DATE:

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJECT REFERENCE NO. SHEET NO. W-5206AL 3

NOTE: Invert Elevations are for Bid Purposes only and shall not be used for project construction stakeout. See "Standard Specifications For Roads and Structures, Section 300-5".

SUMMARY OF QUANTITIES

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)

Main table listing quantities for pipes, endwalls, frames, grates, and manholes. Columns include stationing, structure no., invert elevations, pipe sizes, quantities, and remarks.

N = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL. TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT. FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL. W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL. G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

GUARDRAIL SUMMARY

Table summarizing guardrail details including survey line, stationing, length, warrant point, flare length, width, anchors, and impact attenuator types.

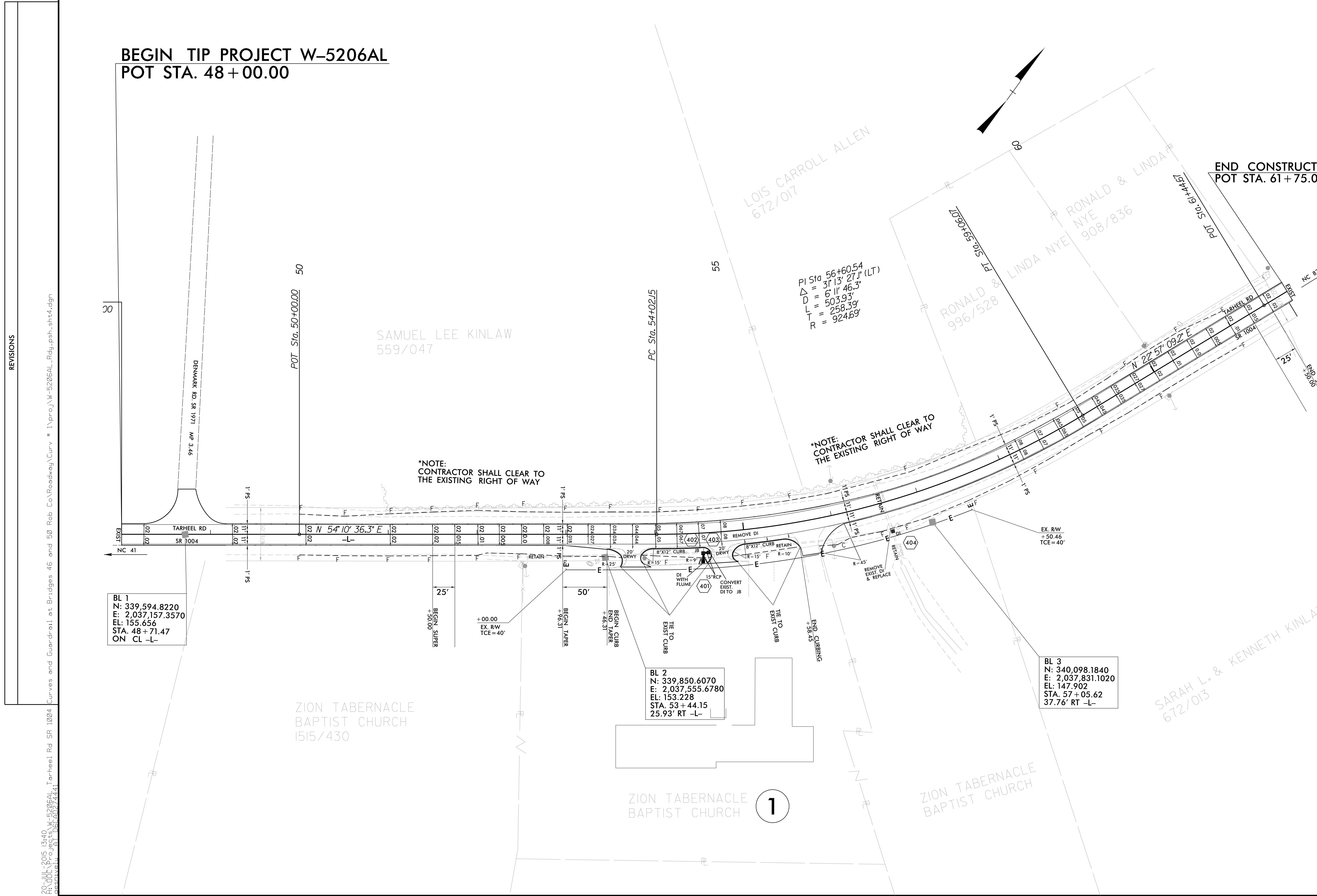
SUMMARY OF EARTHWORK IN CUBIC YARDS

Table showing earthwork quantities in cubic yards, categorized by stationing and type of work (excavation, embankment, waste).

Note: Approximate quantities only. Unclassified Excavation, Fine Grading, Clearing and Grubbing and Undercut will be paid for at the contract lump sum price for "Grading."

**BEGIN TIP PROJECT W-5206AL
POT STA. 48+00.00**

**END CONSTRUCTION
POT STA. 61+75.00**



BL 1
N: 339,594.8220
E: 2,037,157.3570
EL: 155.656
STA. 48+71.47
ON CL -L-

BL 2
N: 339,850.6070
E: 2,037,555.6780
EL: 153.228
STA. 53+44.15
25.93' RT -L-

BL 3
N: 340,098.1840
E: 2,037,831.1020
EL: 147.902
STA. 57+05.62
37.76' RT -L-

REVISIONS

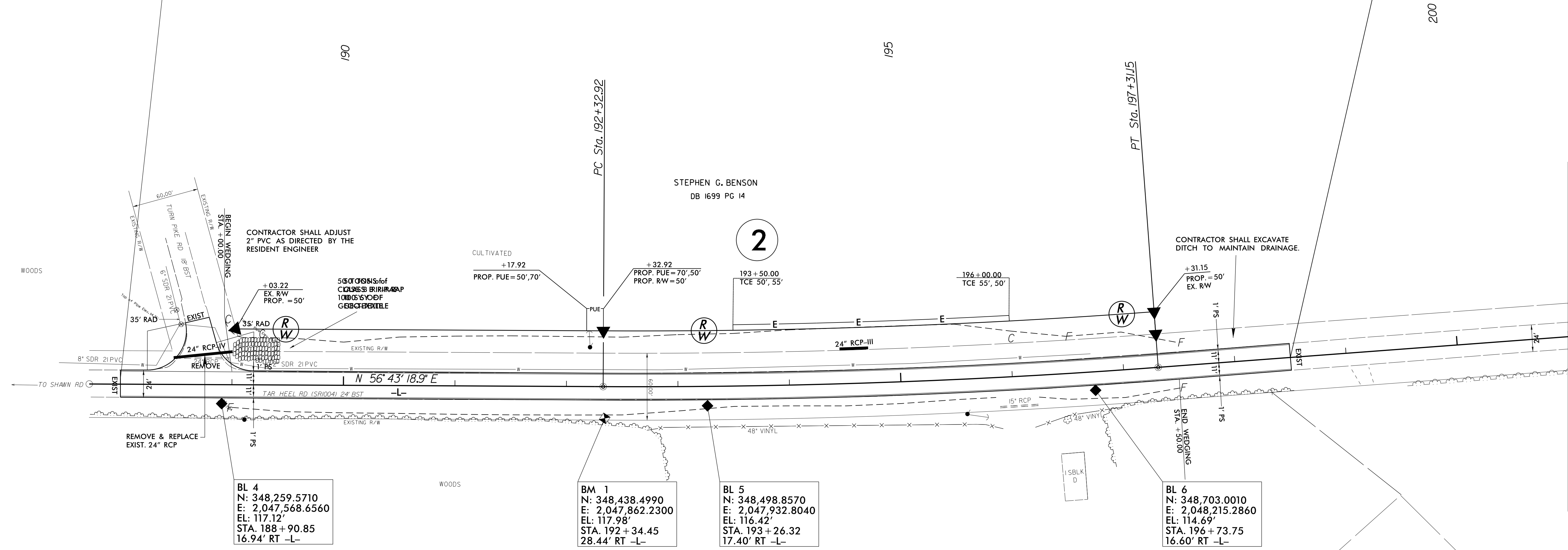
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 8/17/99



BEGIN CONSTRUCTION
PI STA. 188 + 00.00

END CONSTRUCTION
POT STA. 197 + 50.00

REVISIONS
 07 AUG 2015 11:47 W:\5206AL\Tarrheel Rd SR 1004 Curves and Guardrail at Bridges 46 and 50 Rob Co\Roadway\Curv # 2\prow\W-5206AL_Rdy_psh.5.dgn 8/17/99



BL 4
N: 348,259.5710
E: 2,047,568.6560
EL: 117.12'
STA. 188+90.85
16.94' RT -L-

BM 1
N: 348,438.4990
E: 2,047,862.2300
EL: 117.98'
STA. 192+34.45
28.44' RT -L-

BL 5
N: 348,498.8570
E: 2,047,932.8040
EL: 116.42'
STA. 193+26.32
17.40' RT -L-

BL 6
N: 348,703.0010
E: 2,048,215.2860
EL: 114.69'
STA. 196+73.75
16.60' RT -L-

DATUM DESCRIPTION
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "W5206AL BL-2" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 348498.857(ft) EASTING: 2047932.804(ft) ELEVATION: 116.42(ft)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 1.00004740
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "W5206AL BL-2" TO -L- STATION IS 193+26.32 S 58°26'50" W 554.80 (ft)
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

STEPHEN G. BENSON
DB 1699 PG 14

PI Sta 194+82.17
 $\Delta = 4' 34" 01.6" (LT)$
 $D = 0' 55" 00.0"$
 $L = 498.23'$
 $T = 249.25'$
 $R = 6,250.45'$

MATCHLINE STA 201+00
 SEE SHEET 5

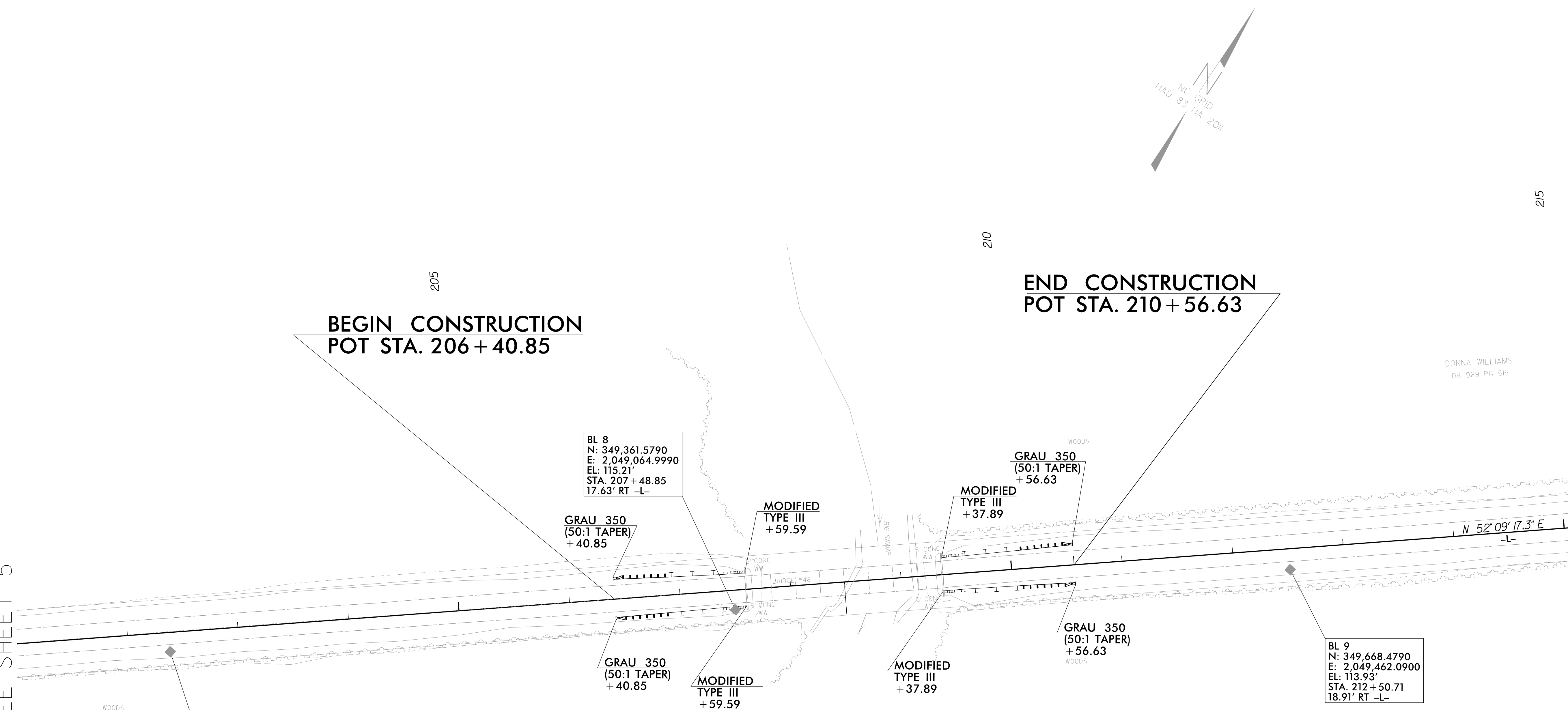
8/17/99

REVISIONS

10-Jul-2015 16:01 I:\Projects\W-5206AL_Torheel Rd SR 1004 Curves and Guardrail at Bridges 46 and 50 Rob Co\Roadway\Curv # 2\proj\W-5206AL_Rdy_psh_6.dgn

MATCHLINE STA 201+00
SEE SHEET 5

MATCHLINE STA 215+03.92
SEE SHEET 7



BL 7
N: 349,047.9600
E: 2,048,661.1090
EL: 114.52'
STA. 202 + 37.49
17.49' RT -L-

BL 8
N: 349,361.5790
E: 2,049,064.9990
EL: 115.21'
STA. 207 + 48.85
17.63' RT -L-

BL 9
N: 349,668.4790
E: 2,049,462.0900
EL: 113.93'
STA. 212 + 50.71
18.91' RT -L-



**BEGIN CONSTRUCTION
POT STA. 224 + 04.13**

**END TIP PROJECT W-5206AL
POT STA. 227 + 26.08**

BL 11
N: 350,423.7860
E: 2,050,432.5300
EL: 114.88'
STA. 224 + 80.44
17.86' RT -L-

GRAU 350
(50:1 TAPER)
+ 04.13

MODIFIED
TYPE III
+ 97.88

GRAU 350
(50:1 TAPER)
+ 26.08

MODIFIED
TYPE III
+ 32.33

DONNA WILLIAMS
DB 969 PG 615

DONNA WILLIAMS
DB 1509 PG 191

GRAU 350
(50:1 TAPER)
+ 04.13

MODIFIED
TYPE III
+ 97.88

MODIFIED
TYPE III
+ 32.33

GRAU 350
(50:1 TAPER)
+ 26.08

BM 2
N: 350,710.4550
E: 2,050,716.6400
EL: 111.52'
STA. 228 + 80.67
34.21' LT -L-

BL 10
N: 350,007.3340
E: 2,049,894.8170
EL: 114.69'
STA. 218 + 00.32
16.81' RT -L-

EAST HOWELLSVILLE
HUNTING & FISHING
CLUB, INC
DB 1871 PG 665

220

225

N 52° 09' 17.3" E

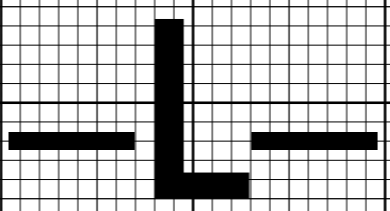
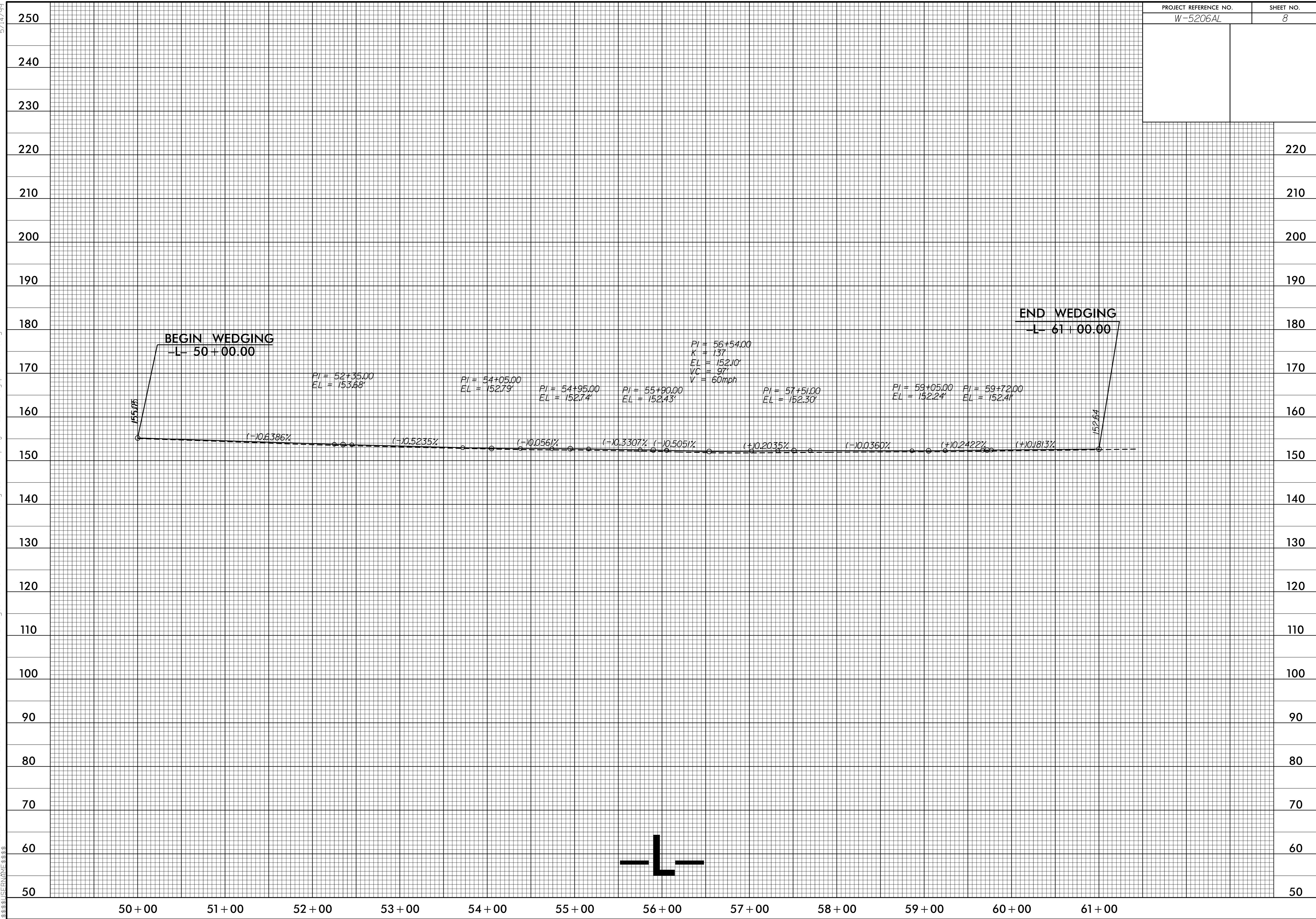
MATCHLINE STA 215+03.92
SEE SHEET 6

REVISIONS

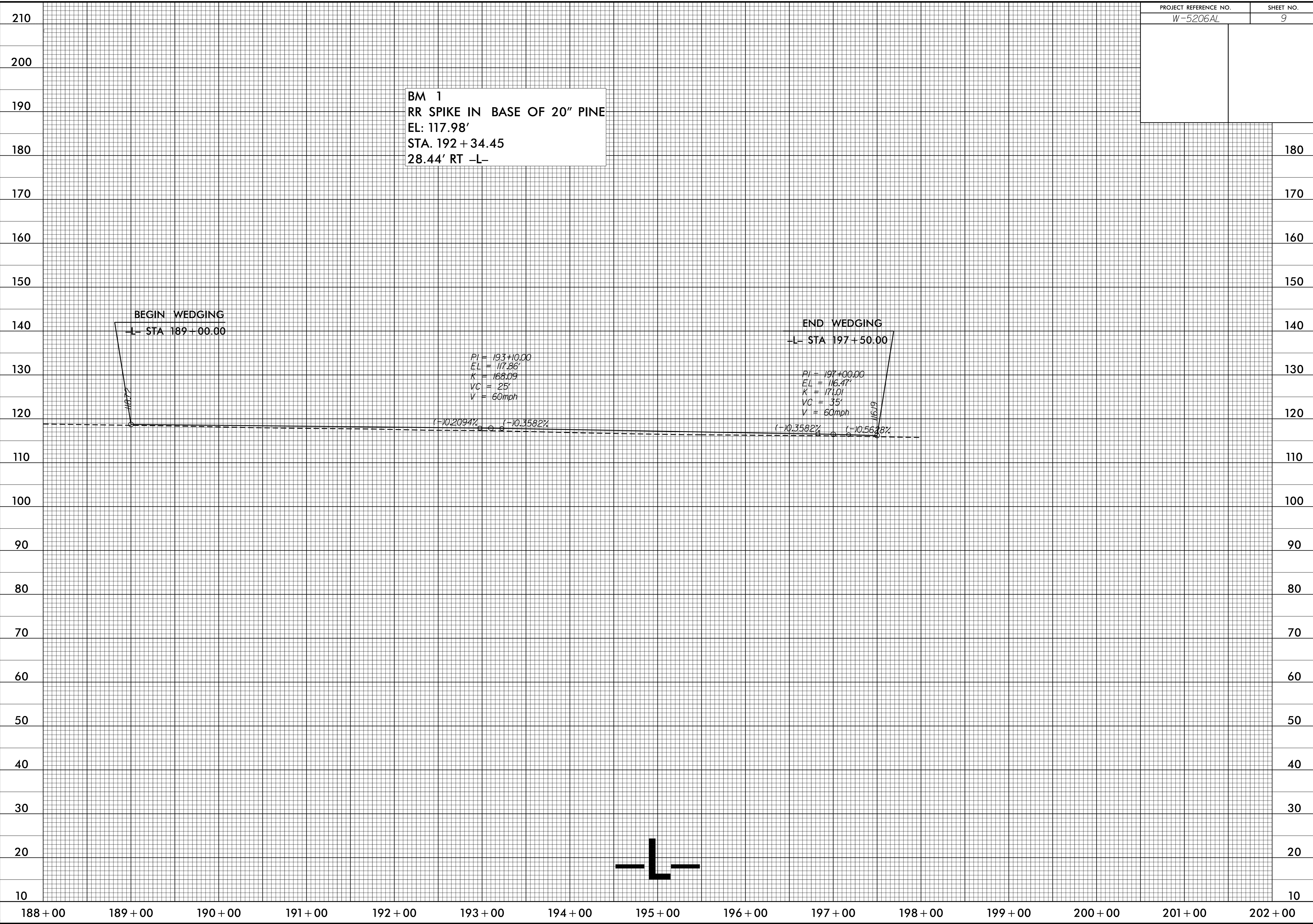
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10-Jul-2015 15:02 \\proj\W-5206A\Roadway\Curv # 1\proj\W-5206A_Rdy.pfl SHT 8.dgn
 5/14/99

PROJECT REFERENCE NO.	SHEET NO.
W-5206AL	8



10-Jul-2015 16:06 #:\JUL2015\16:06\W-5206AL_Tarheel.Rd SR 1004 Curves and Guardrail at Bridges 46 and 50 Rob Co\Roadway\Curv # 2\p-roj\W-5206AL_Rdy.pfl_SHT 9.dgn
 5/14/99



BM 1
 RR SPIKE IN BASE OF 20" PINE
 EL: 117.98'
 STA. 192 + 34.45
 28.44' RT -L-

BEGIN WEDGING

-L- STA 189+00.00

END WEDGING

-L- STA 197+50.00

PI = 193+10.00
 EL = 117.86'
 K = 168.09
 VC = 25'
 V = 60mph

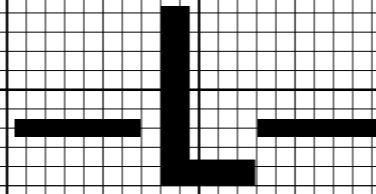
PI = 197+00.00
 EL = 116.47'
 K = 171.01
 VC = 35'
 V = 60mph

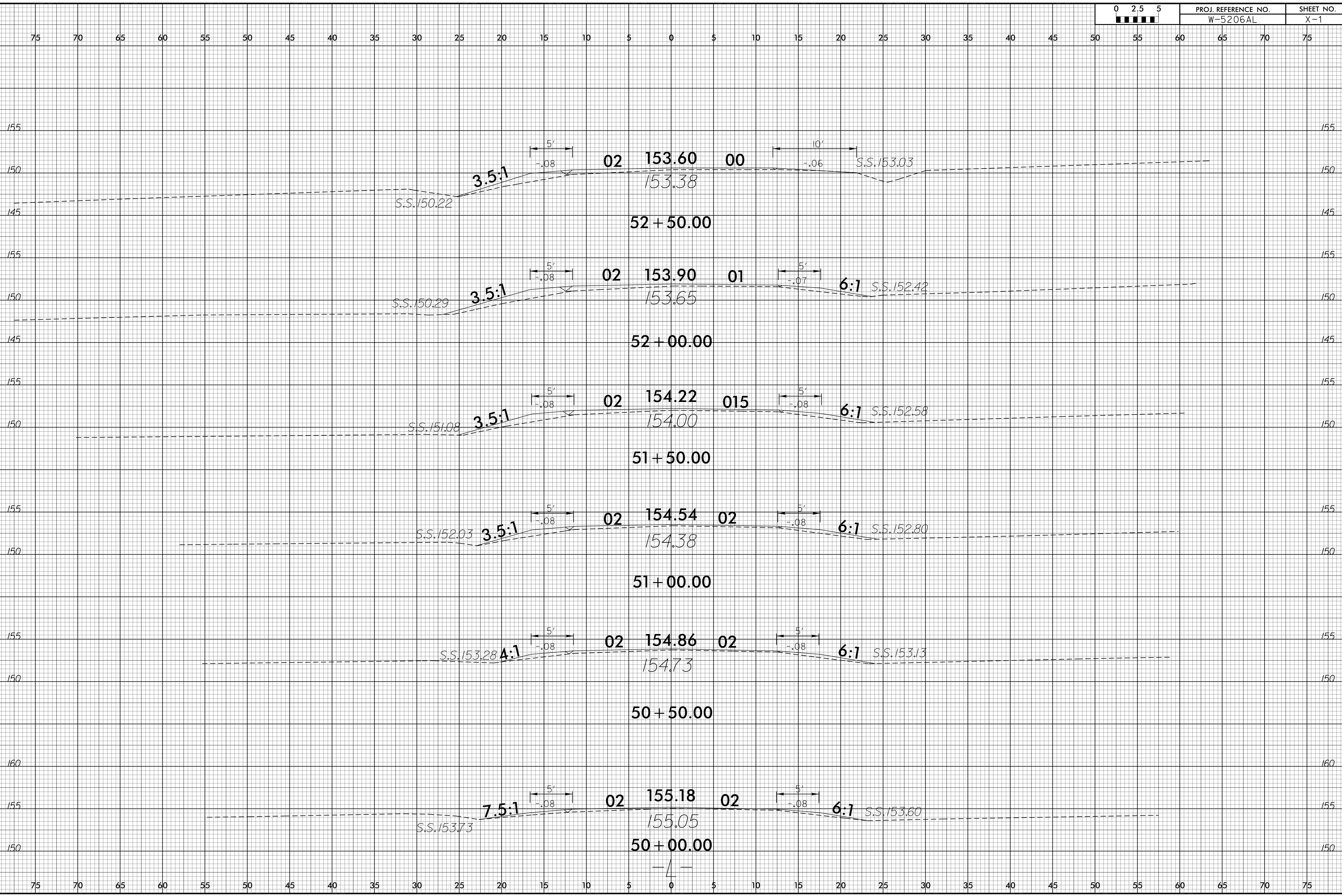
(-)10.2094%

(-)10.3582%

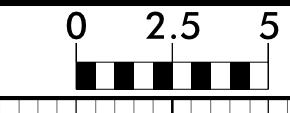
(-)10.3582%

(-)10.5628%





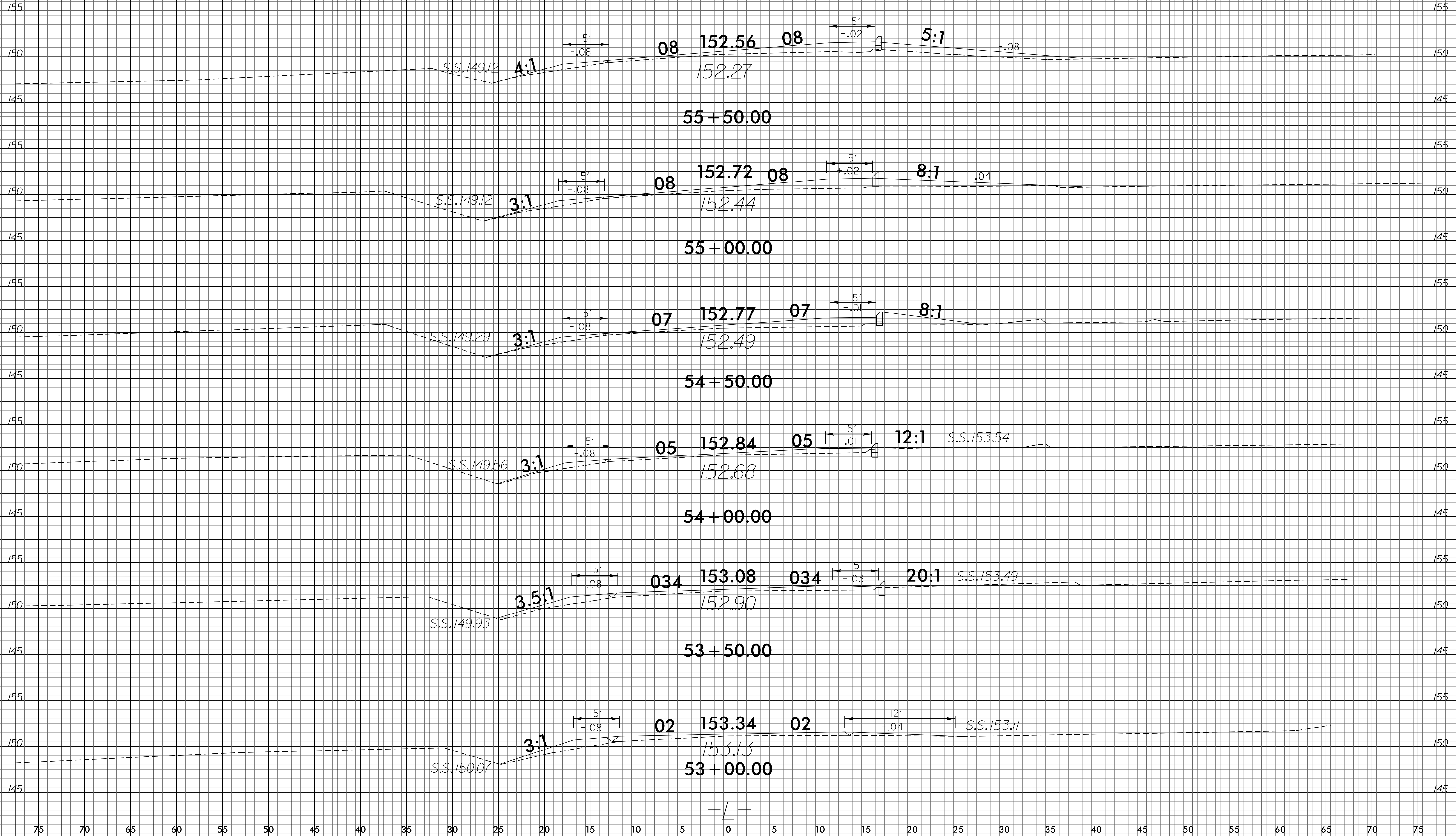
8/23/99



PROJ. REFERENCE NO.
W-5206AL

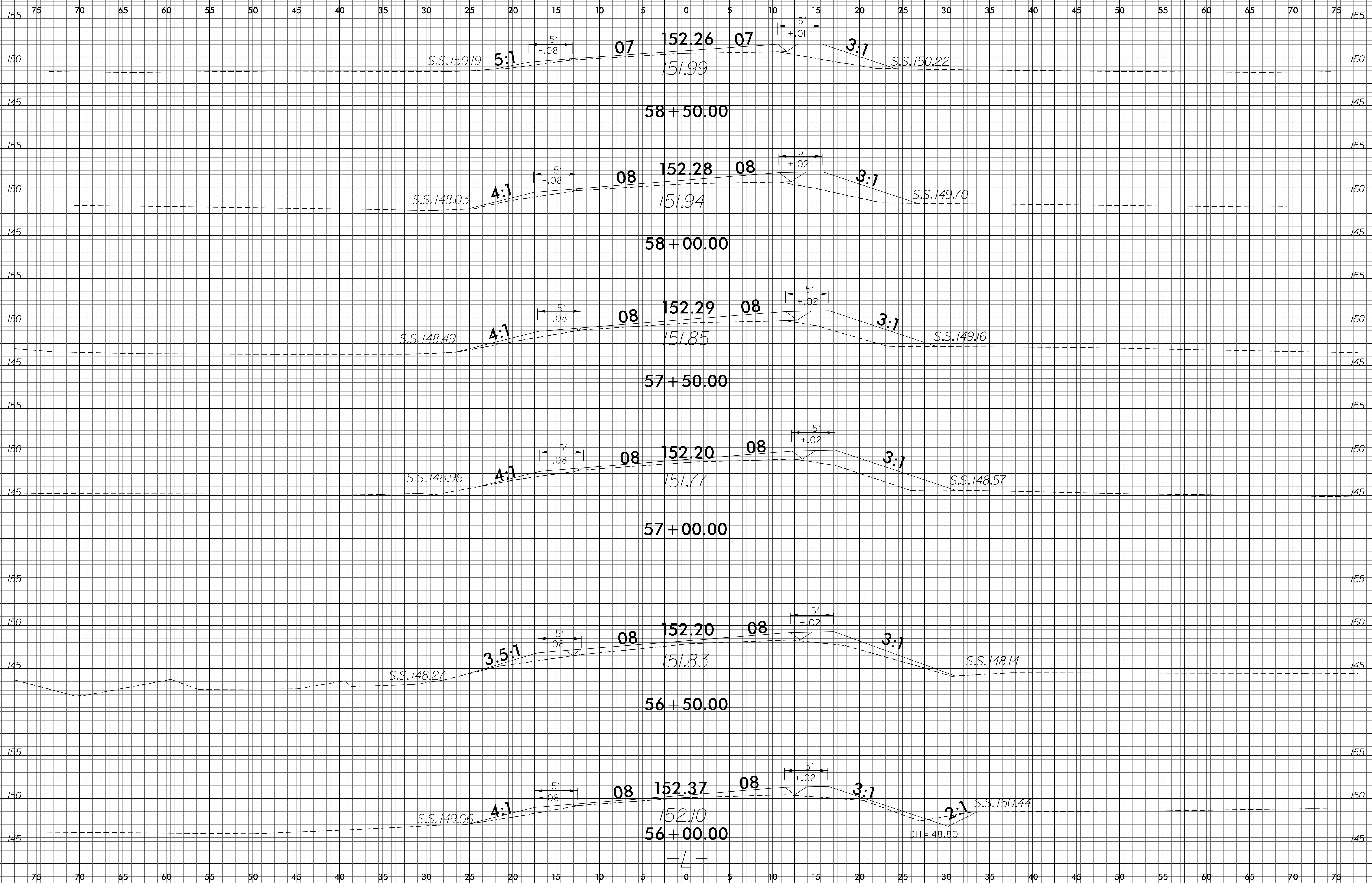
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X-2

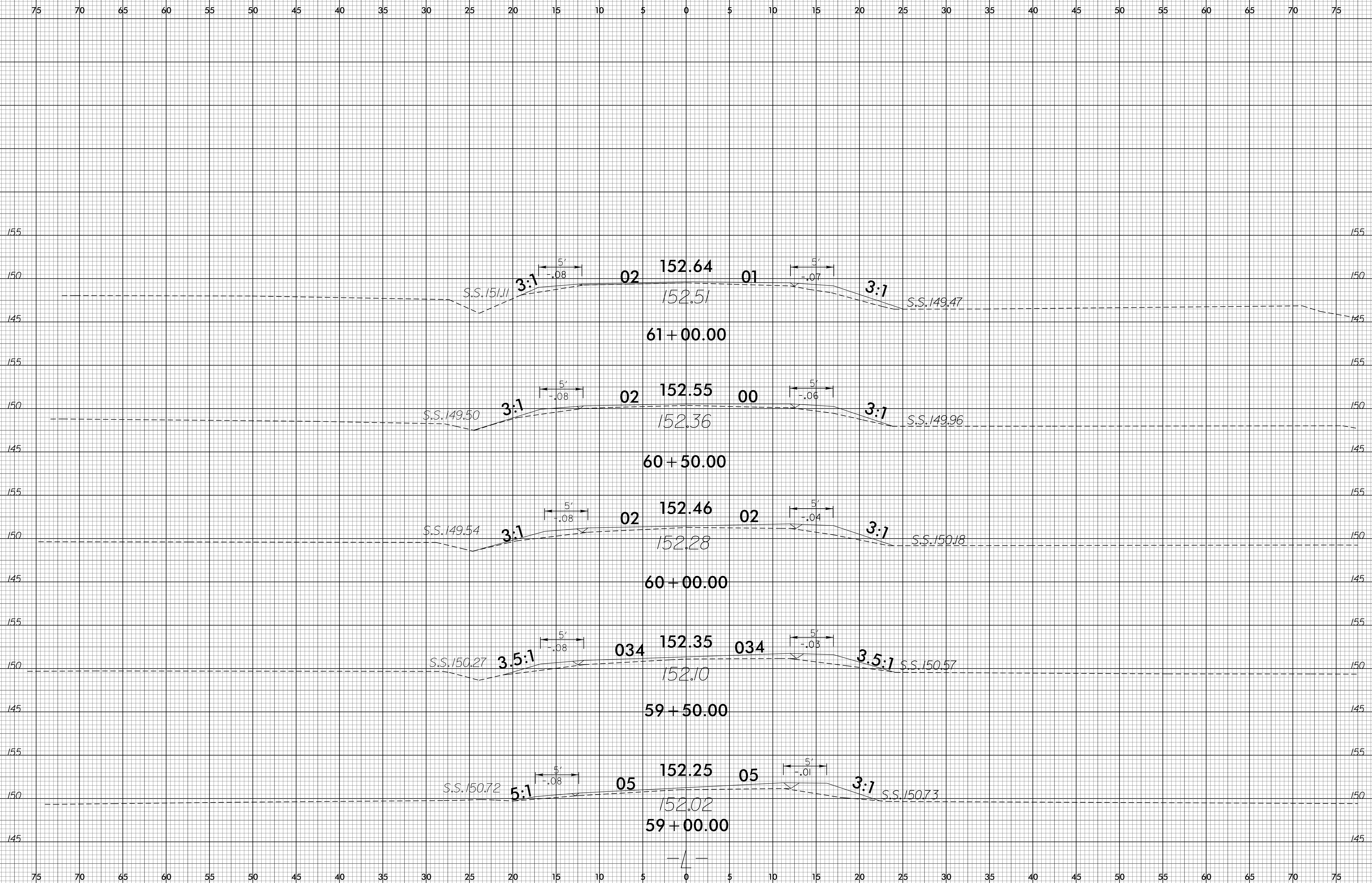
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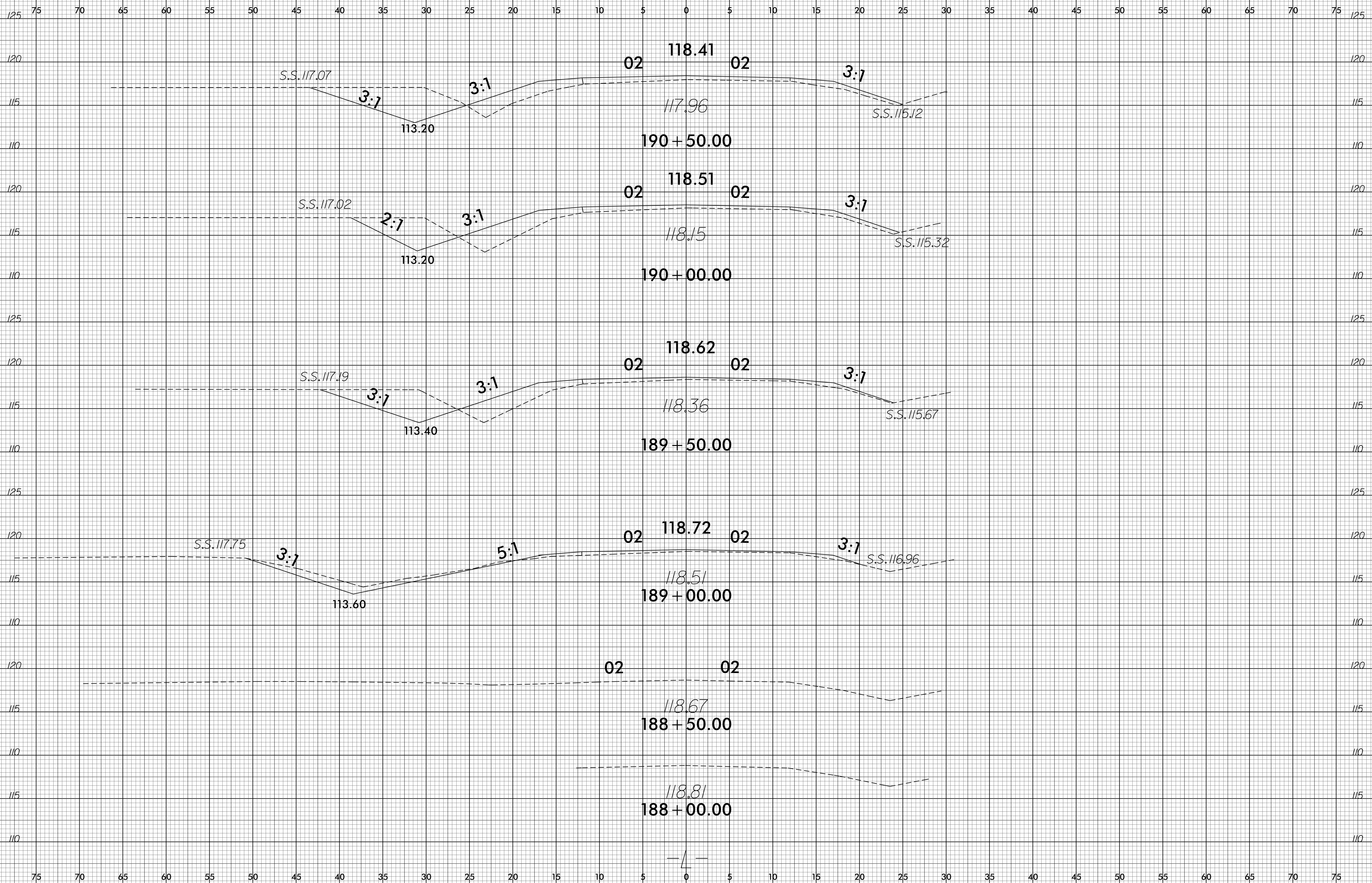
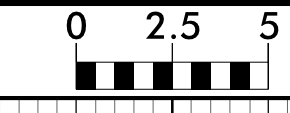


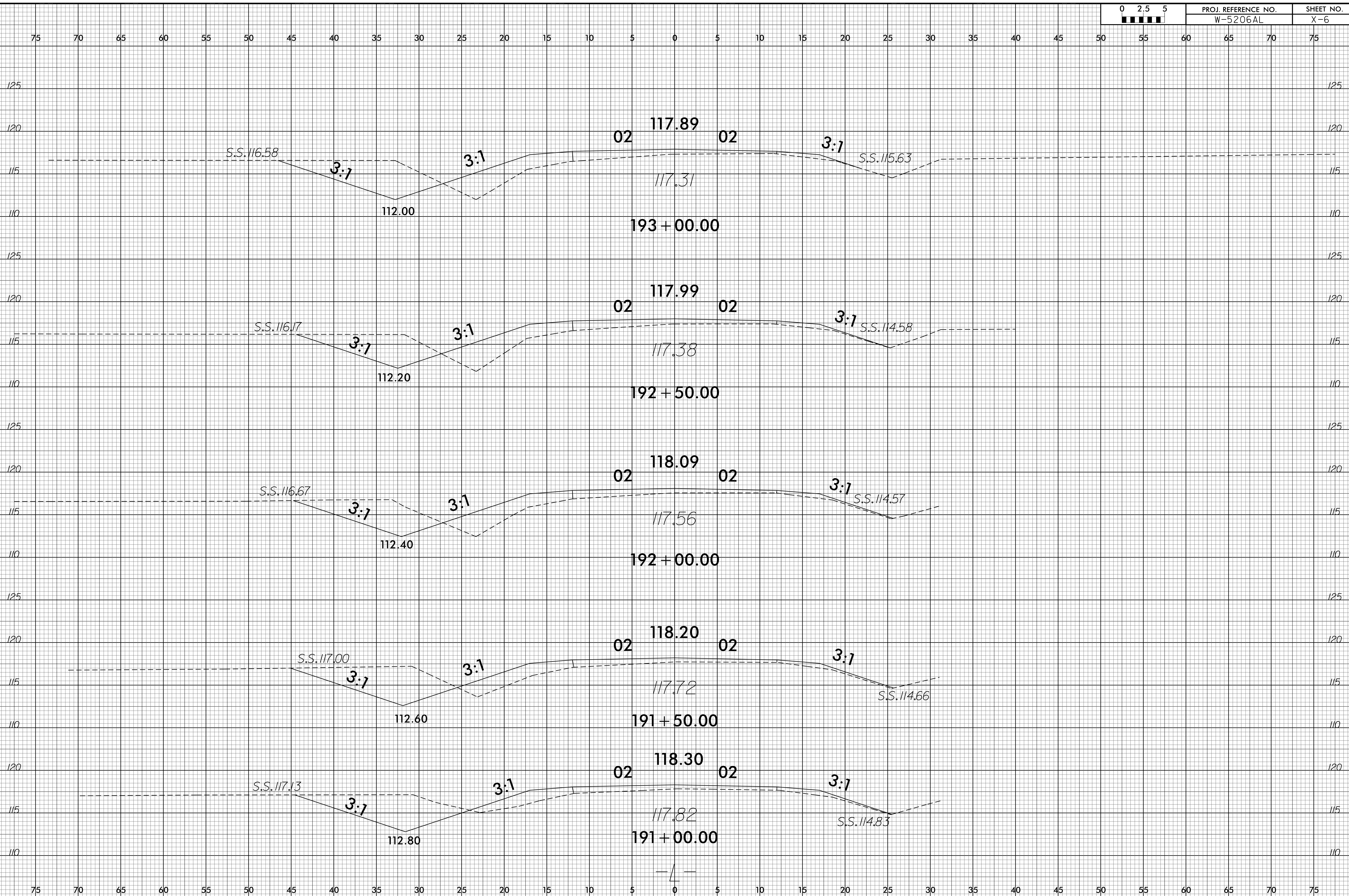
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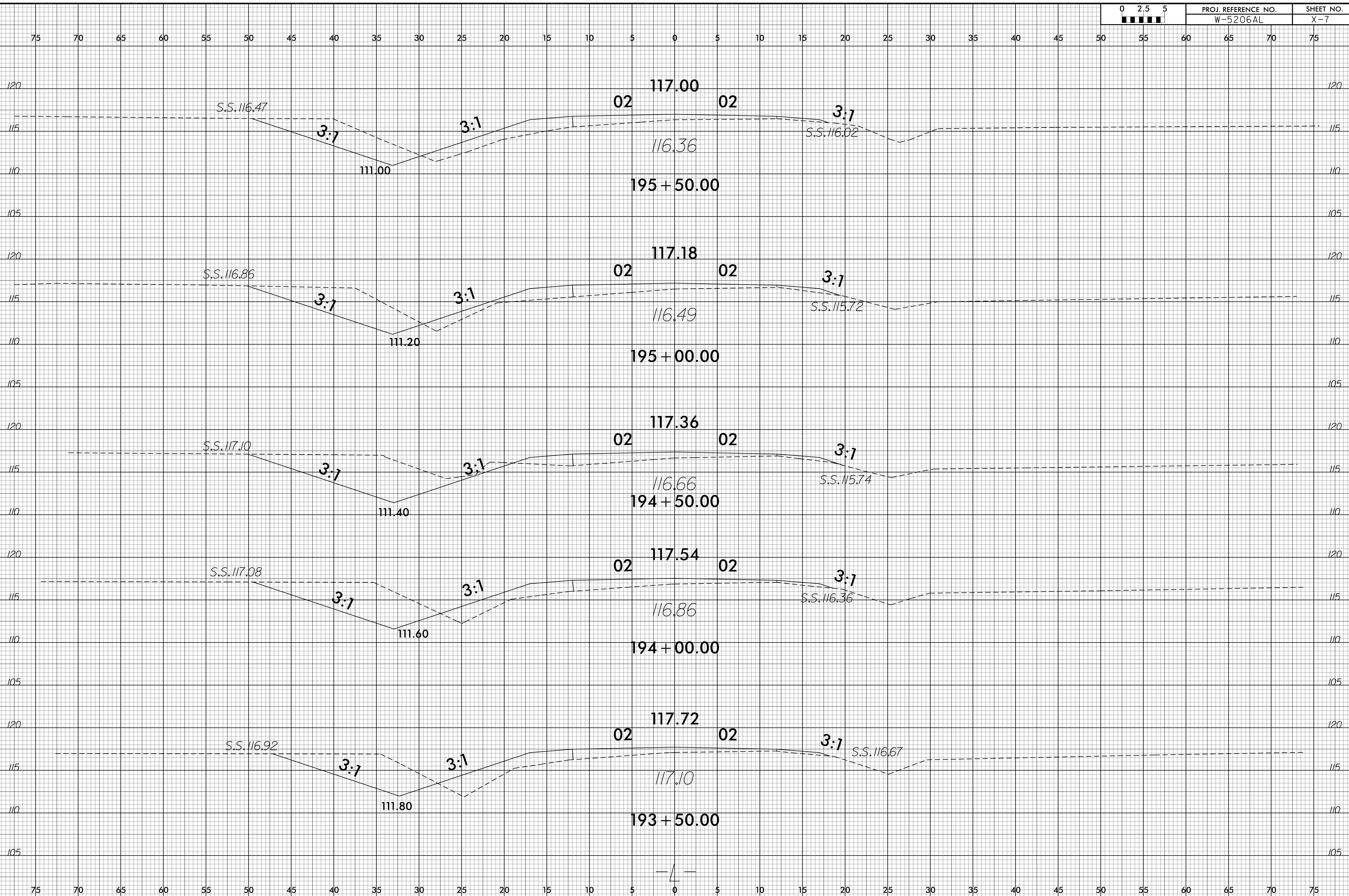
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 \$\$\$SUBSTRN\$\$\$





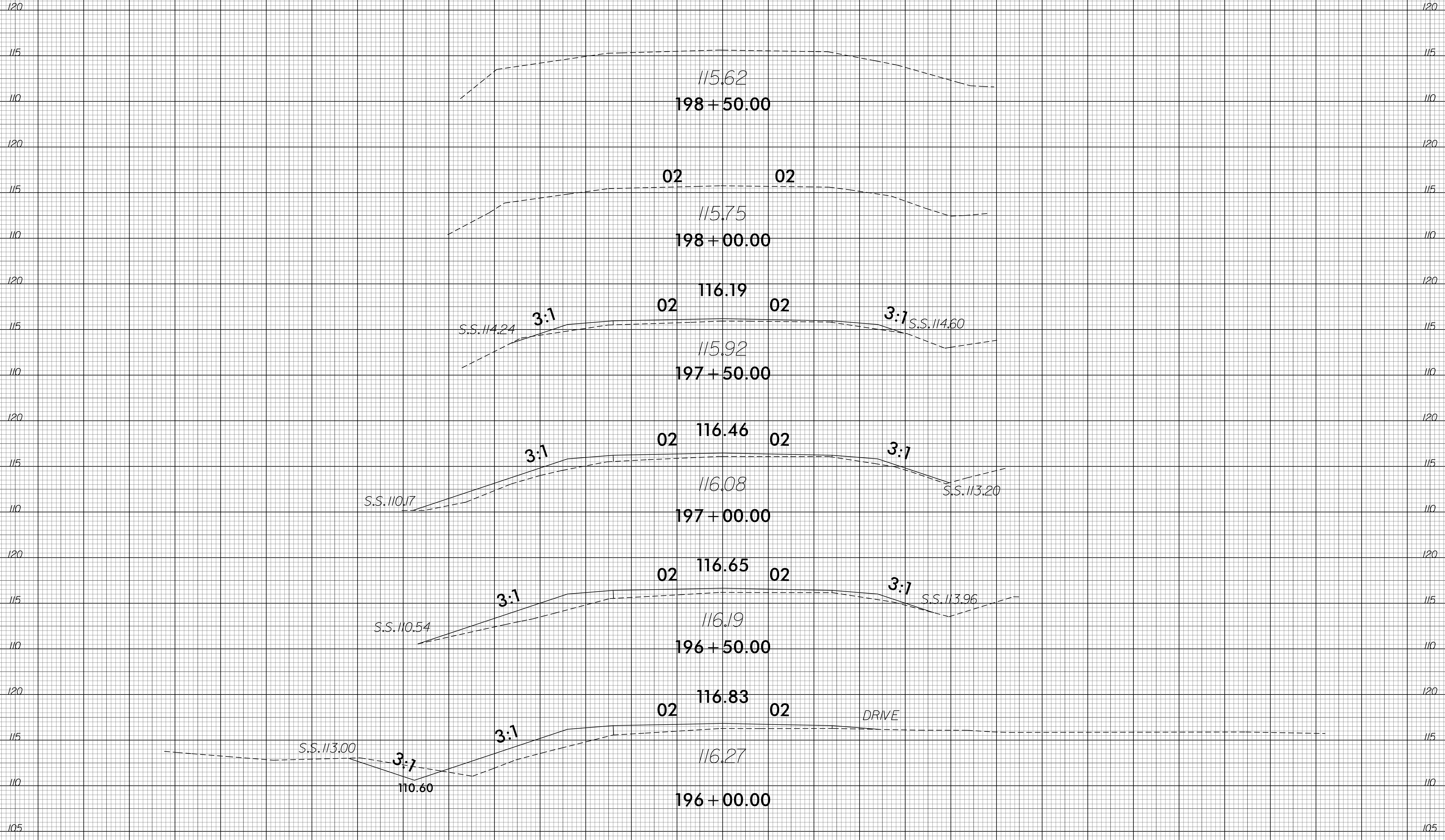






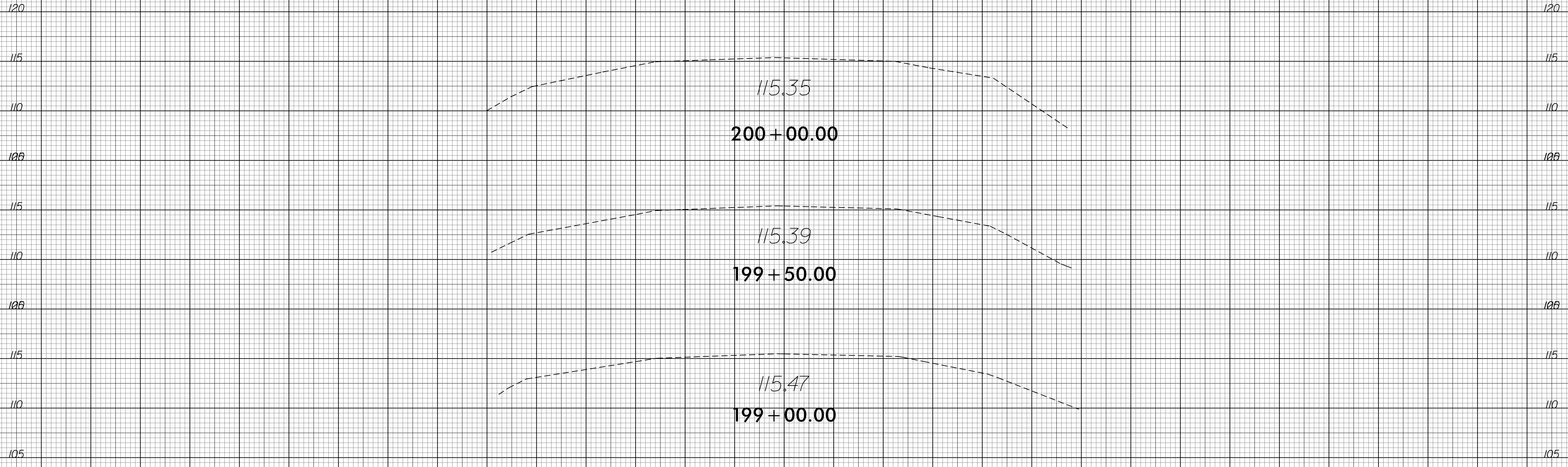


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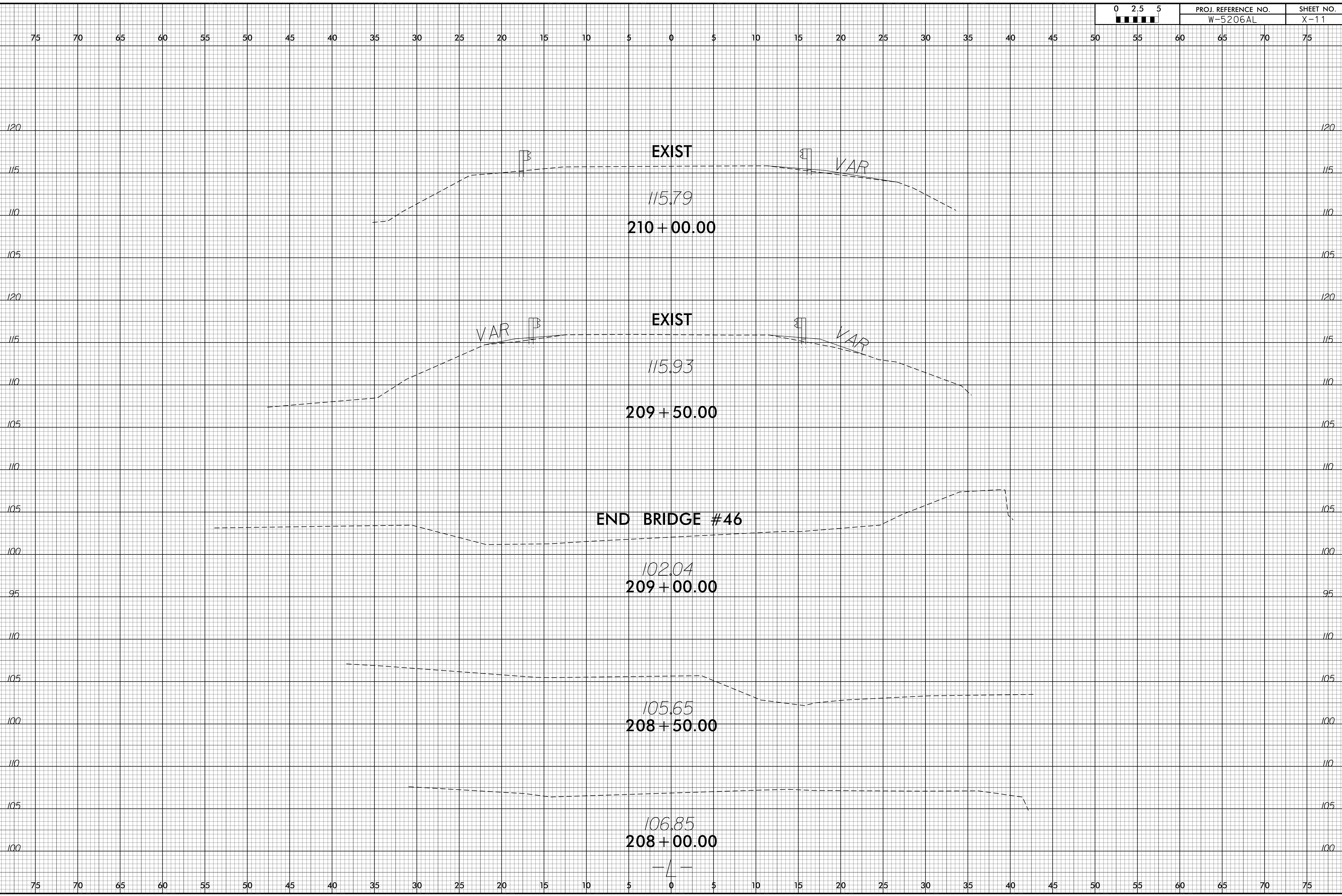


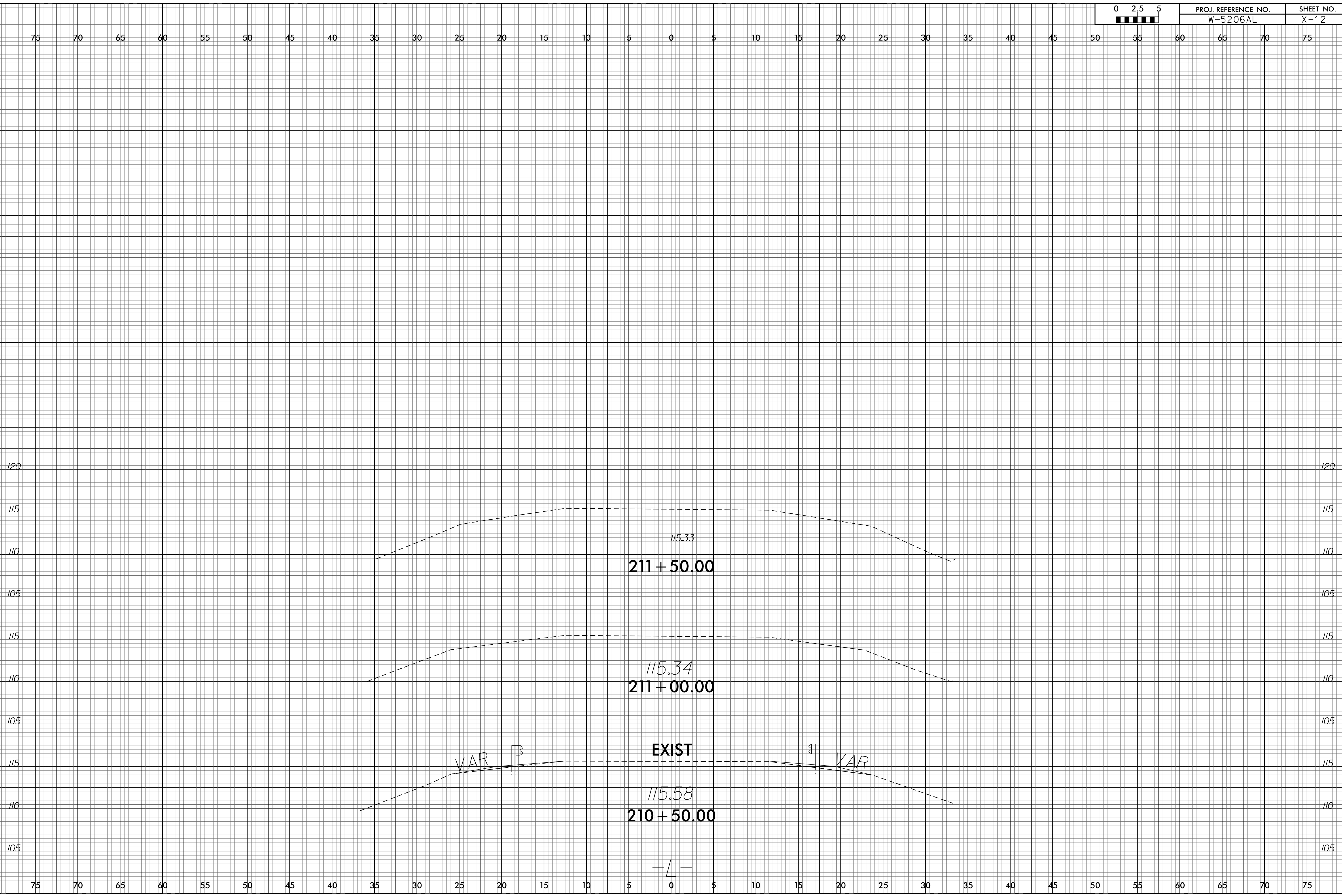
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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75





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

120

115

110

105

115

110

105

115

110

105

115

110

105

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

211 + 50.00

115.33

211 + 00.00

115.34

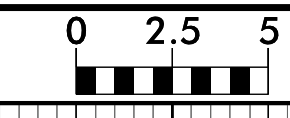
EXIST

115.58

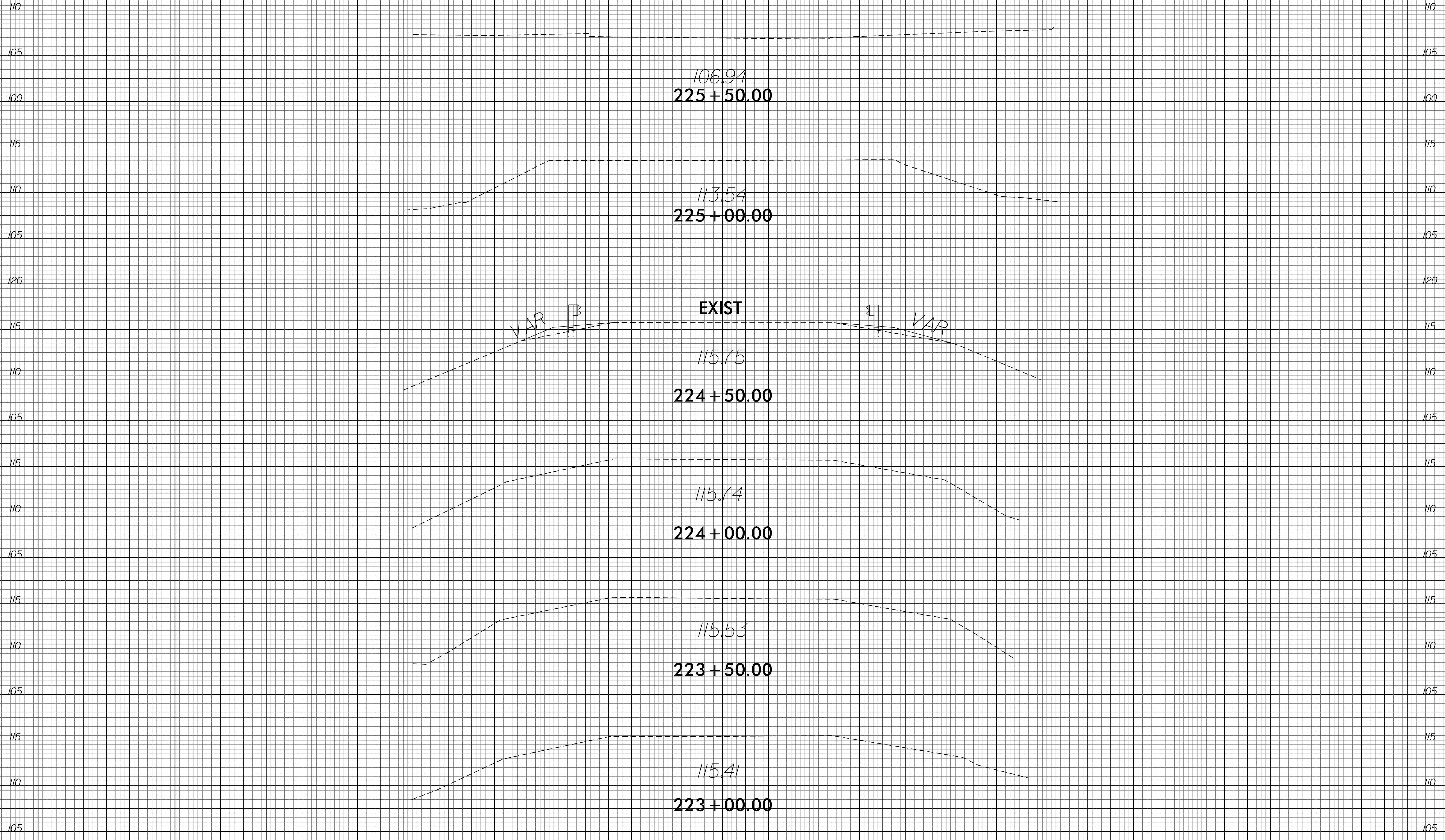
210 + 50.00

VAR

VAR



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



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

