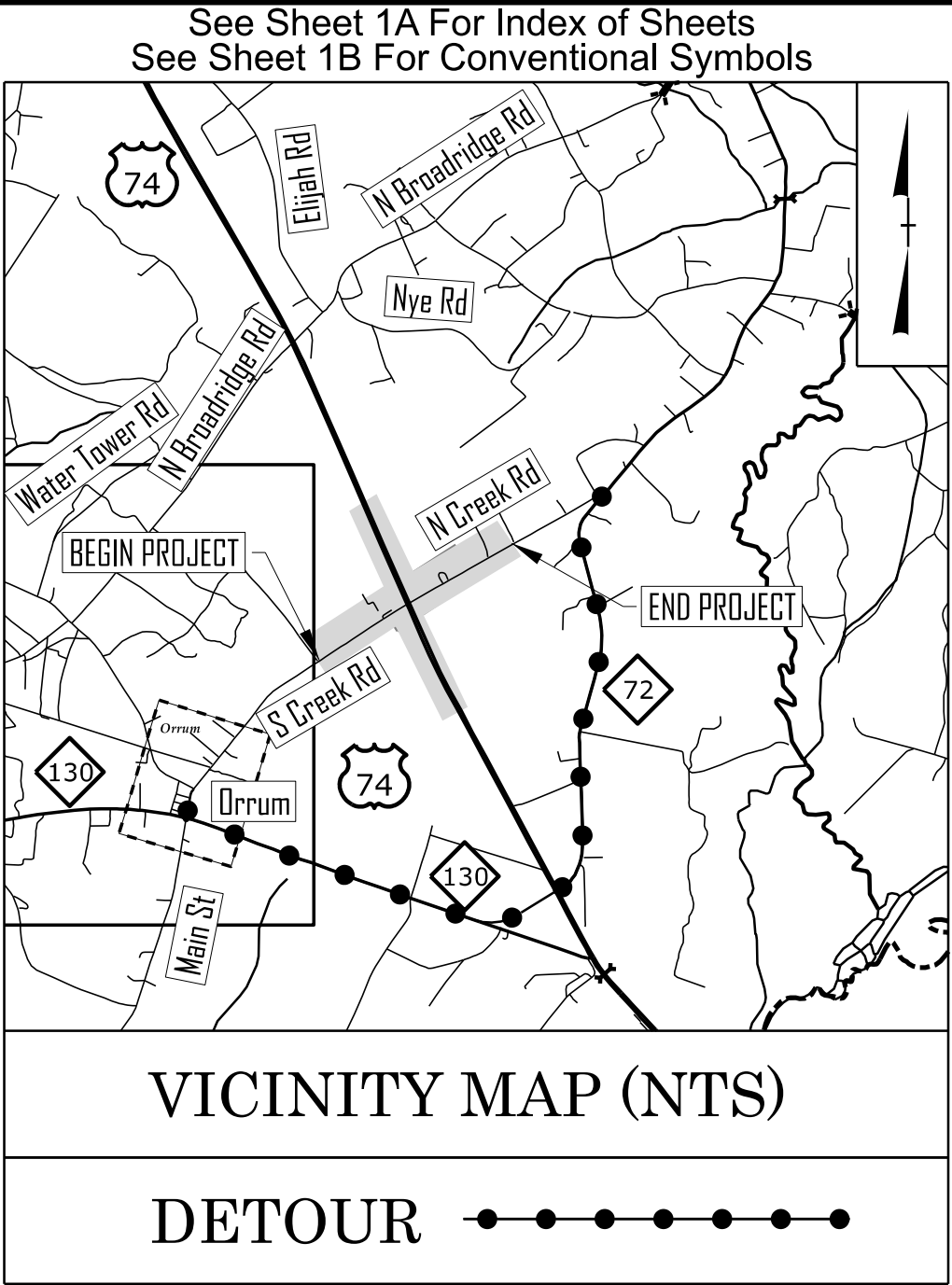


TIP PROJECT: I-6011A

CONTRACT: C205205



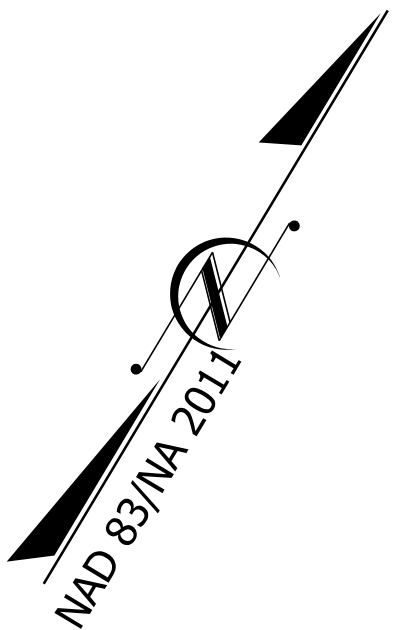
100% PLAN SET

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

ROBESON COUNTY

LOCATION: *BRIDGE 770587 ON SR 2225*  
*(CREEK ROAD) OVER US 74*

TYPE OF WORK: *GRADING, DRAINAGE*  
*PAVEMENT AND STRUCTURE*



| STATE           | STATE PROJECT REFERENCE NO. | SHEET NO.   | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C.            | I-6011A                     | 11          |              |
| STATE PROJ. NO. | F. A. PROJ. NO.             | DESCRIPTION |              |
| 48690.1.2       | N/A                         | PE          |              |
| 48690.2.2       | 4869001                     | RW          |              |
| 48690.2.3       | 4869001                     | UTIL        |              |
| 48690.3.2       | 4869001                     | CONST       |              |
|                 |                             |             |              |
|                 |                             |             |              |
|                 |                             |             |              |

BEGIN STATE TIP PROJECT I-6011A  
-L- STA 17+84.00

END STATE TIP PROJECT I-6011A  
-L- STA 42+80.00

-L-  
SR 2225 S. CREEK ROAD

-L-  
SR 2225 N. CREEK ROAD

-ED- (BLACKMONS ROAD SR 2315)

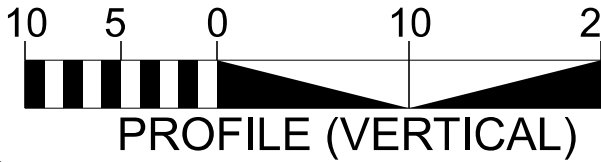
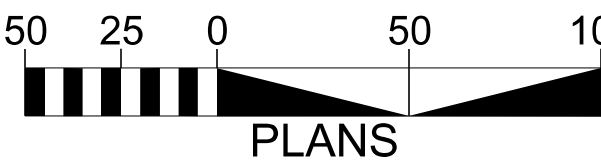
END BRIDGE  
-L- STA 30+70.05

BEGIN BRIDGE  
-L- STA 28+82.80

THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS SHOWN ON THE PLANS.  
THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2027 = 1250  
ADT 2047 = 1440  
K = 10 %  
D = 60 %  
T = 3% % \*  
V = 60 MPH  
\* TTST =1% DUAL 2%  
FUNC CLASS =  
LOCAL-SUB  
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-6011A = 0.438 MILES  
LENGH STRUCTURE TIP PROJECT I-6011A = 0.035 MILES  
TOTAL LENGH TIP PROJECT I-6011A = 0.473 MILES

Prepared in the Office of:



2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:  
January 31, 2025

LETTING DATE:  
August 18, 2026

ED EDENS, PE  
PROJECT ENGINEER

ZITONG LIU, PE  
PROJECT DESIGN ENGINEER

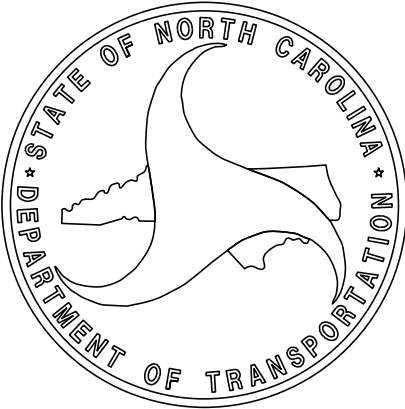
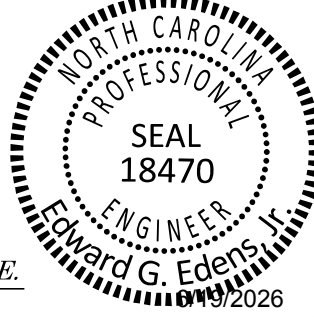
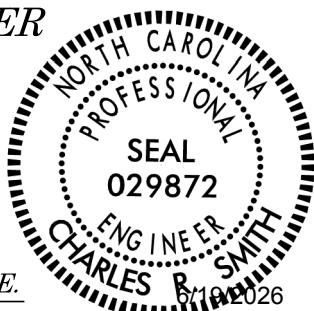
ALEX HENDERSON  
NCDOT CONTACT

HYDRAULICS ENGINEER

Signed by: *Charles R. Smith*  
SIGNATURE: P.E.

ROADWAY DESIGN  
ENGINEER

Signed by: *Edward G. Edens*  
SIGNATURE: P.E.



| INDEX OF SHEETS    |                                                       |
|--------------------|-------------------------------------------------------|
| SHEET NUMBER       | SHEET                                                 |
| 1                  | TITLE SHEET                                           |
| 1A                 | INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS |
| 1B                 | CONVENTIONAL SYMBOLS                                  |
| 2A-1 THRU 2A-2     | PAVEMENT SCHEDULE AND TYPICAL SECTIONS                |
| 2C-1 THRU 2C-2     | METHOD OF PIPE INSTALLATION DETAILS                   |
| 2C-3               | GUIDE FOR PAVING SHOULDERS UNDER BRIDGES DETAIL       |
| 2C-4 THRU 2C-7     | GUARDRAIL PLACEMENT DETAILS                           |
| 2C-8               | CONVERSION OF DI TO JB DETAIL                         |
| 2D-1               | DRAINAGE DETAILS                                      |
| 2G-1               | GEOTECHNICAL DETAILS                                  |
| 3B-1               | ROADWAY SUMMARIES                                     |
| 3D-1               | DRAINAGE SUMMARIES                                    |
| 3G-1               | GEOTECHNICAL SUMMARIES                                |
| 3P-1               | PARCEL INDEX SHEET                                    |
| 4 THRU 11          | PLAN AND PROFILE SHEET                                |
| TMP-1 THRU TMP-19  | TRAFFIC MANAGEMENT PLANS                              |
| PMP-1 THRU PMP-7   | PAVEMENT MARKING PLANS                                |
| EC-1 THRU EC-13    | EROSION CONTROL PLANS                                 |
| SIGN-1 THRU SIGN-6 | SIGNING PLANS                                         |
| UC-1 THRU UC-6     | UTILITY CONSTRUCTION PLANS                            |
| UO-1 THRU UO-5     | UTILITY BY OTHERS PLANS                               |
| X-1                | CROSS-SECTION INDEX                                   |
| X-1A               | CROSS-SECTION SUMMARY SHEET                           |
| X-1 THRU X-41      | CROSS-SECTIONS                                        |
| S-1 THRU S-34      | STRUCTURE PLANS                                       |

GENERAL NOTES: 2024 SPECIFICATIONS  
EFFECTIVE: 01-16-2024  
REVISED:

GRADING AND SURFACING OR RESURFACING AND WIDENING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

SUBSURFACE DRAINS:

SUBSURFACE DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.02 AT LOCATIONS DIRECTED BY THE ENGINEER.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

END BENTS:

THE ENGINEER SHALL CHECK THE STRUCTURE END BENT PLANS, DETAILS, AND CROSS-SECTION PRIOR TO SETTING OF THE SLOPE STAKES FOR THE EMBANKMENT OR EXCAVATION APPROACHING A BRIDGE.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE

POWER - DUKE ENERGY POWER

TELECOMMUNICATIONS - AT&T, DUKE NET FIBER,

MCNC FIBER, NCDOT FIBER, SPECTRUM

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY OTHERS.

EFF. 08-11-2025  
REV. 11-26-2025  
2024 ROADWAY ENGLISH STANDARD DRAWINGS

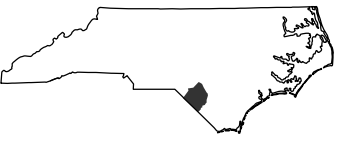
The following Roadway Standards as appear in "Roadway Standard Drawings" Contracts Standards and Development Unit - N. C. Department of Transportation - Raleigh, N. C., Dated January 16, 2024 are applicable to this project and by reference hereby are considered a part of these plans:

| STD.NO.                                    | TITLE                                                                                                     |
|--------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| DIVISION 2 - EARTHWORK                     |                                                                                                           |
| 200.03                                     | Method of Clearing - Method III                                                                           |
| 225.01                                     | Guide for Grading Subgrade - Interstate and Freeway                                                       |
| 225.02                                     | Guide for Grading Subgrade - Secondary and Local                                                          |
| 225.04                                     | Method of Obtaining Superelevation - Two Lane Pavement                                                    |
| DIVISION 3 - PIPE CULVERTS                 |                                                                                                           |
| 300.01                                     | Method of Pipe Installation (Use Details in Lieu of Standards for Sheets 1 and 2 of 2)                    |
| 310.10                                     | Driveway Pipe Construction                                                                                |
| DIVISION 4 - MAJOR STRUCTURES              |                                                                                                           |
| 423.02                                     | Bridge Approach Fills - Type 1A Alternate Approach Fill for Integral Bridge Abutment                      |
| DIVISION 5 - SUBGRADE, BASES AND SHOULDERS |                                                                                                           |
| 560.01                                     | Method of Shoulder Construction - High Side of Superelevated Curve - Method I                             |
| DIVISION 6 - ASPHALT BASES AND PAVEMENTS   |                                                                                                           |
| 610.03                                     | Guide for Paving Shoulders Under Bridges - Method III (Use Details in Lieu of Standards for sheet 1 of 1) |
| DIVISION 8 - INCIDENTALS                   |                                                                                                           |
| 838.01                                     | Concrete Endwall for Single and Double Pipe Culverts - 15" thru 48" Pipe 90 Skew                          |
| 838.11                                     | Brick Endwall for Single and Double Pipe Culverts - 15" thru 48" Pipe 90 Skew                             |
| 838.80                                     | Precast Endwalls - 12" thru 72" Pipe 90 Skew                                                              |
| 840.00                                     | Concrete Base Pad for Drainage Structures                                                                 |
| 840.18                                     | Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe                                                   |
| 840.22                                     | Frames and Wide Slot Sag Grates                                                                           |
| 840.25                                     | Anchorage for Frames - Brick or Concrete or Precast                                                       |
| 840.27                                     | Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe                                                      |
| 840.29                                     | Frames and Narrow Slot Flat Grates                                                                        |
| 840.31                                     | Concrete Junction Box - 12" thru 66" Pipe                                                                 |
| 840.32                                     | Brick Junction Box - 12" thru 66" Pipe                                                                    |
| 840.45                                     | Precast Drainage Structure                                                                                |
| 840.54                                     | Manhole Frame and Cover                                                                                   |
| 840.66                                     | Drainage Structure Steps                                                                                  |
| 846.01                                     | Concrete Curb, Gutter and Curb & Gutter                                                                   |
| 846.04                                     | Drop Inlet Installation in Shoulder Berm Gutter                                                           |
| 862.01                                     | Guardrail Placement (Use Details in Lieu of Standards for Sheets 4, 6, 11, 12, and 14 of 15)              |
| 862.02                                     | Guardrail Installation (Use Detail in Lieu of Standard for Sheet 5 of 9)                                  |
| 862.03                                     | Structure Anchor Units (Use Detail in Lieu of Standards for Sheets 6 and 8 of 9)                          |
| 865.01                                     | Cable Guiderail                                                                                           |
| 866.02                                     | Woven Wire Fence - with Wood Post                                                                         |
| 876.01                                     | Rip Rap in Channels and Ditches                                                                           |
| 876.02                                     | Guide for Rip Rap at Pipe Outlets                                                                         |
| 876.04                                     | Drainage Ditches with Class 'B' Rip Rap                                                                   |

I-601A

001A

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBESON COUNTY



ROADWAY DESIGN UNIT

ROADWAY DESIGN  
ENGINEER



SEAL  
18470  
Edward G. Edens, P.E.  
6/29/2026

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

PREPARED BY



moffatt & nichol

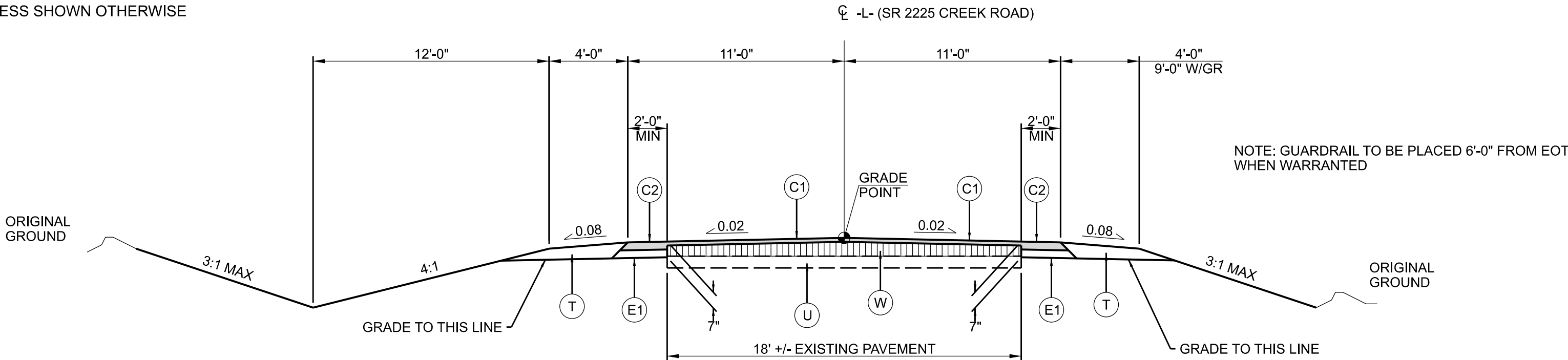
4700 FALLS OF NEUSE ROAD, SUITE 300  
RALEIGH, NORTH CAROLINA 27609  
(919) 784-6500 FAX (919) 784-6599  
NC LICENSE NO. 2-P-0105

REVISIONS



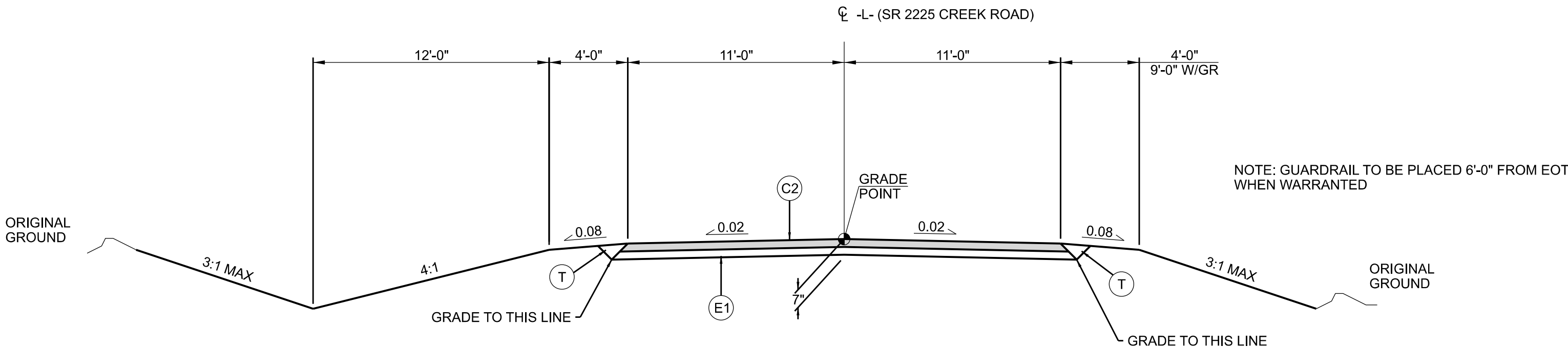
| PAVEMENT SCHEDULE<br>(FINAL PAVEMENT DESIGN PER LETTER FROM SHIHAI ZHANG DATED 04/06/2026 ) |                                                                                                                                                                           |    |                                                                                                                                                                                                     |   |                                                       |
|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------------------------------------------|
| C1                                                                                          | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.                                                                 | E1 | PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.                                                                                              | T | EARTH MATERIAL.                                       |
| C2                                                                                          | PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.                                           | E2 | PROP. APPROX. 5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.                                                                                             | U | EXISTING PAVEMENT.                                    |
| C3                                                                                          | 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.                                           | E3 | PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, 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. | V | INCIDENTAL MILLING                                    |
| C4                                                                                          | 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 1½" IN DEPTH. | R1 | SHOULDER BERM GUTTER                                                                                                                                                                                | W | VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL). |
| D1                                                                                          | PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.                                                            | R2 | 6" CONCRETE SLOPE PROTECTION                                                                                                                                                                        |   |                                                       |

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



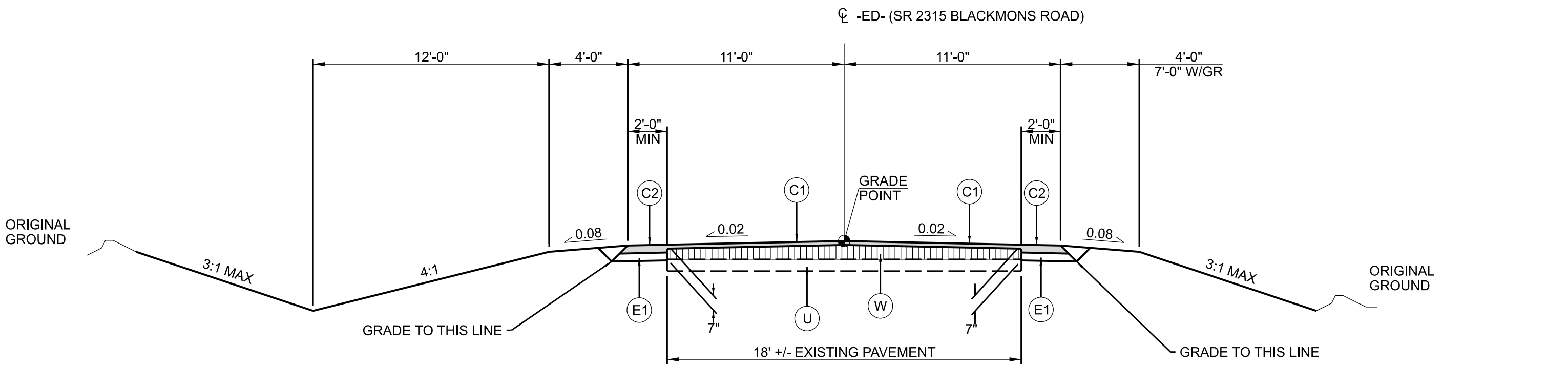
TYPICAL SECTION NO. 1

-L- STA 17+84.00 TO -L- STA 21+75.00  
-L- STA 40+80.00 TO -L- STA 42+80.00



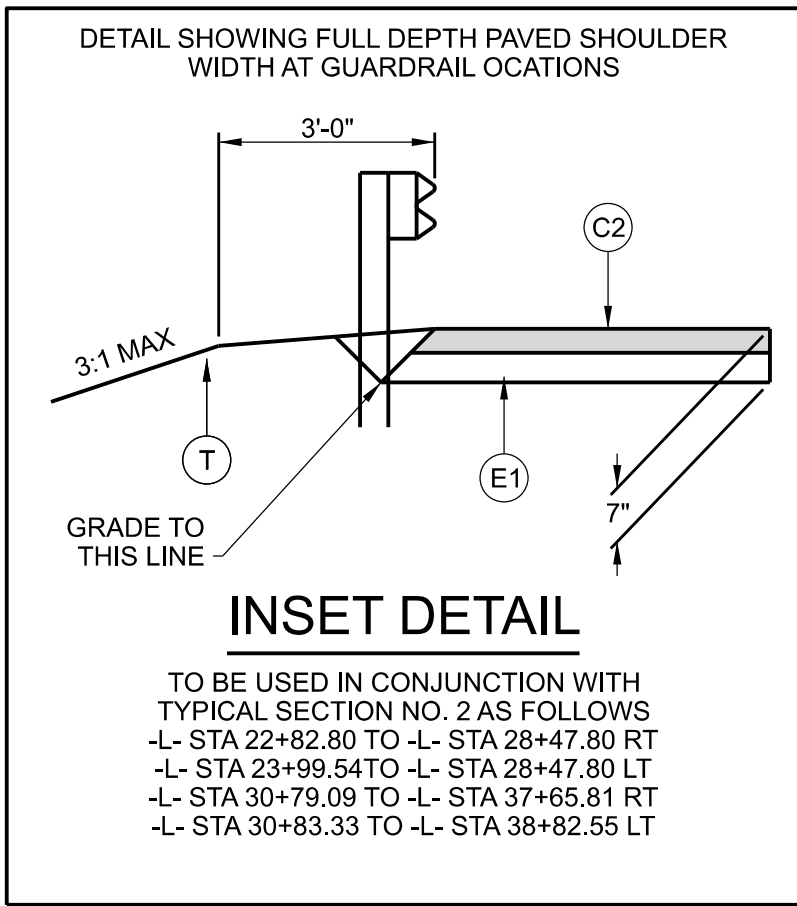
TYPICAL SECTION NO. 2

-L- STA 21+75.00 TO 28+82.80 (BEGIN BRIDGE)  
-L- STA 30+70.05 (END BRIDGE) TO 40+80.00



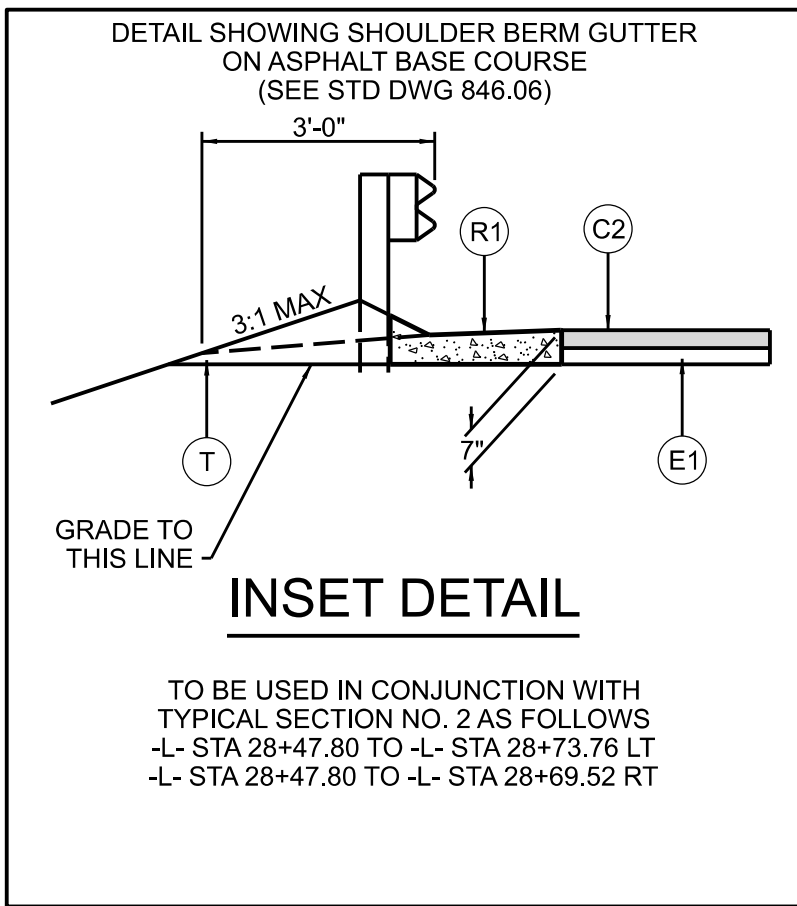
TYPICAL SECTION NO. 3

-ED- STA 11+60.75 TO -ED- STA 12+74.00



INSET DETAIL

TO BE USED IN CONJUNCTION WITH  
TYPICAL SECTION NO. 2 AS FOLLOWS  
-L- STA 22+82.80 TO -L- STA 28+47.80 RT  
-L- STA 23+59.54 TO -L- STA 28+47.80 LT  
-L- STA 30+79.09 TO -L- STA 37+65.81 RT  
-L- STA 30+83.33 TO -L- STA 38+82.55 LT



INSET DETAIL

TO BE USED IN CONJUNCTION WITH  
TYPICAL SECTION NO. 2 AS FOLLOWS  
-L- STA 28+47.80 TO -L- STA 28+73.76 LT  
-L- STA 28+47.80 TO -L- STA 28+69.52 RT

REVISIONS

I-601A

2A-1

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBERTSON COUNTY

ROADWAY DESIGN UNIT

ROADWAY DESIGN  
ENGINEER

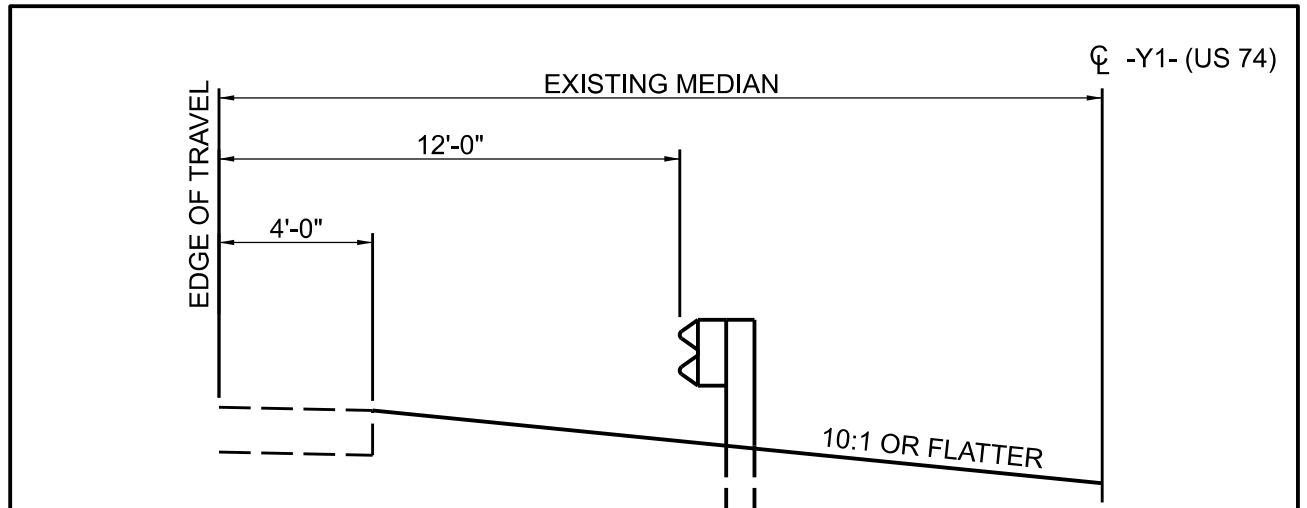
PAVEMENT DESIGN  
ENGINEER

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

PREPARED BY

**moffatt & nichol**

4700 FALLS OF NEUSE ROAD, SUITE 300  
FALLS OF NEUSE, NORTH CAROLINA 27511  
(919) 731-1100 FAX: (919) 731-1105  
NC LICENSE NO.: P-5105



DETAIL SHOWING GUARDRAIL PLACEMENT  
TO BE USED WITH TYPICAL SECTION #3

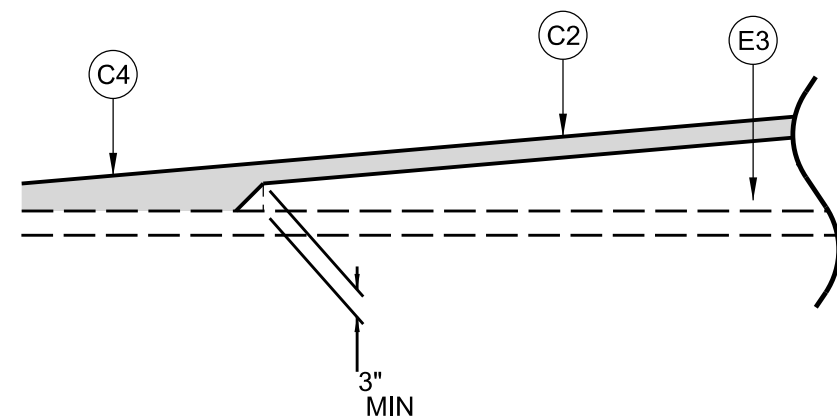
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**DETAIL SHOWING GUARDRAIL PLACEMENT**

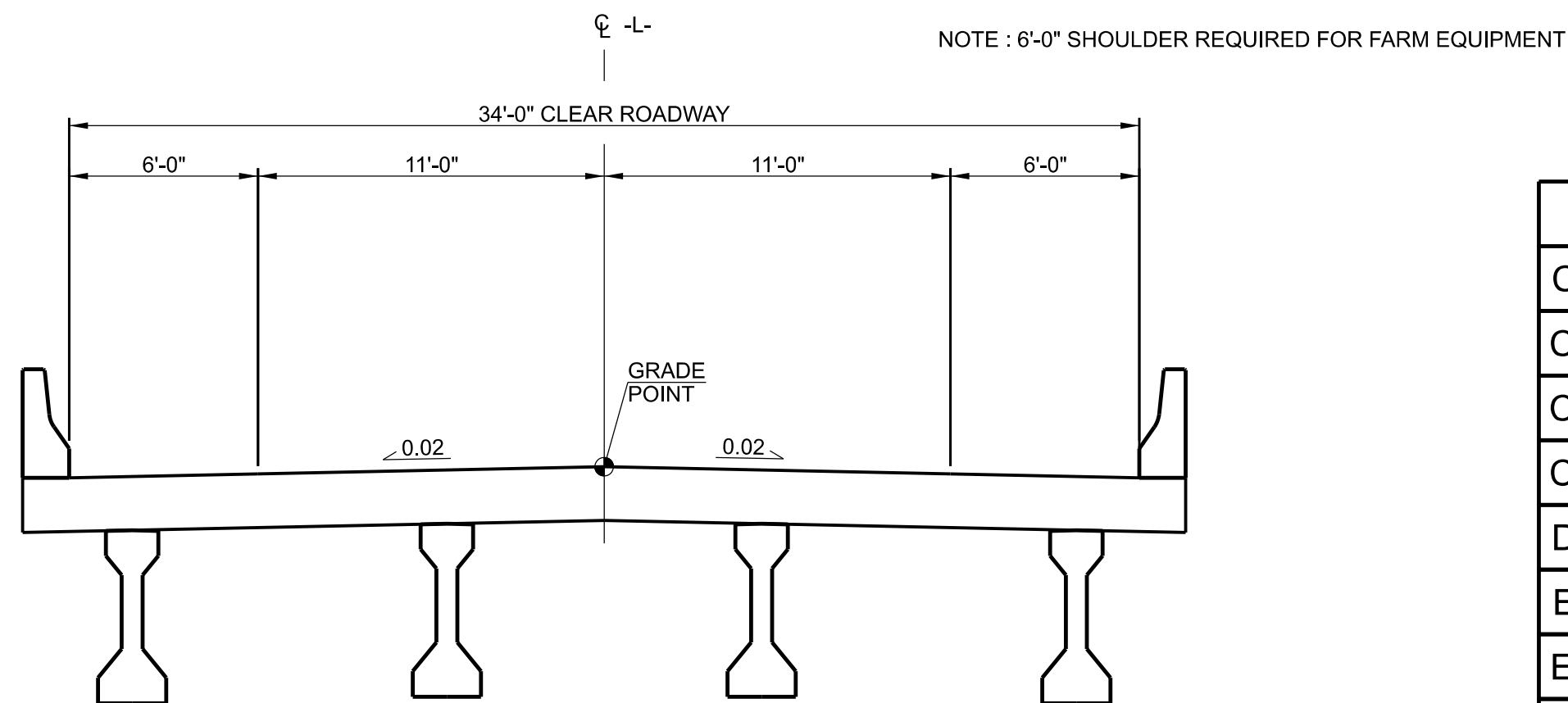
MIRROR TYPICAL FOR RIGHT SIDE  
USE FROM -Y1- STA. 30+84.50 TO STA. 32+84.50  
(TO BE USED WITH TYPICAL SECTION # 3)



SEE TYPICAL NO. 3 FOR PROPOSED CONSTRUCTION



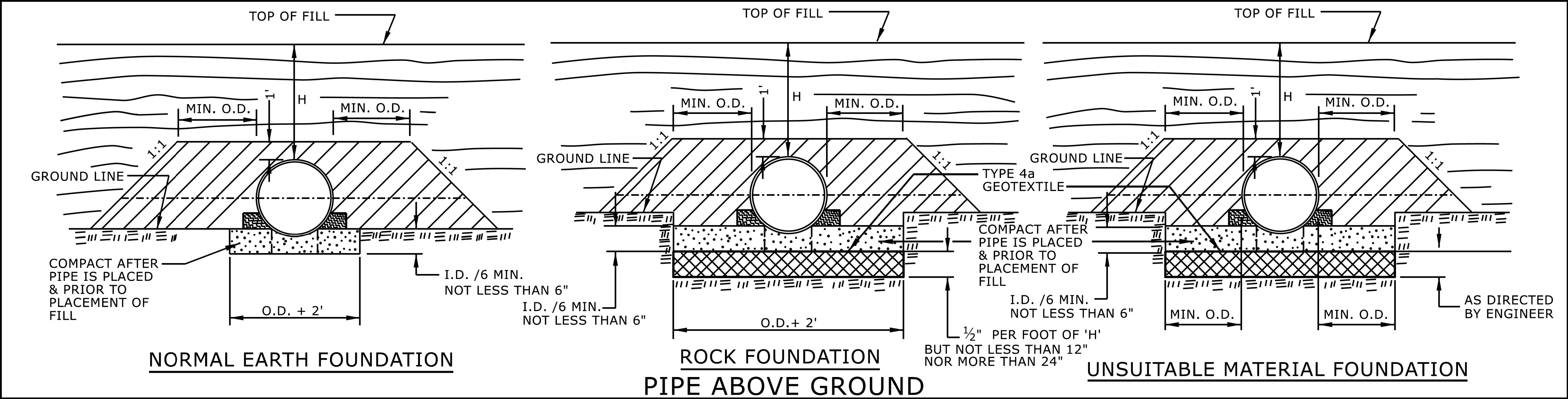
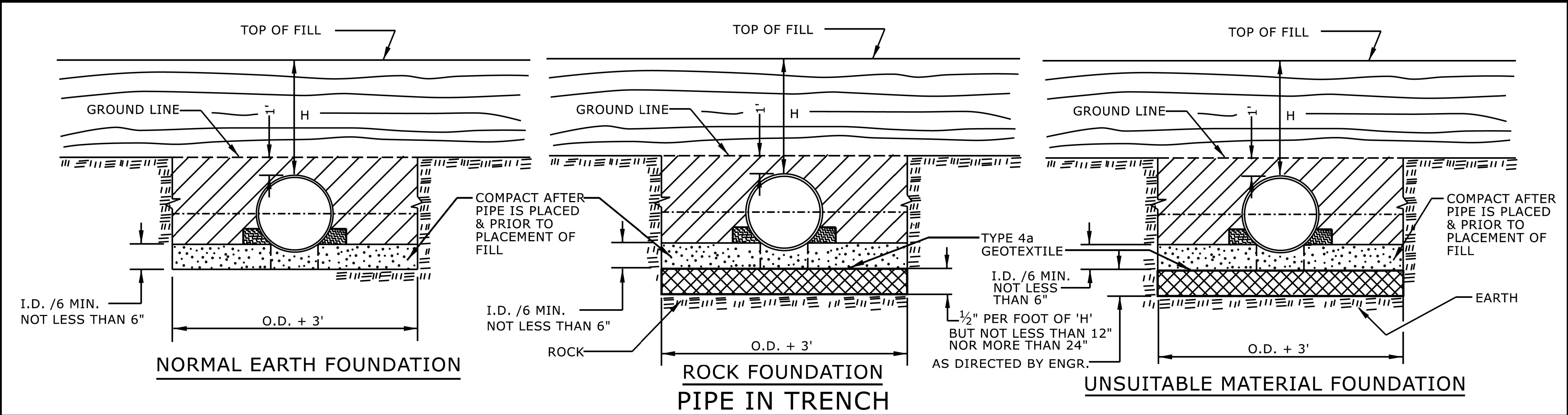
## WEDGING DETAIL FOR RESURFACING



-L- (SR 2225 CREEK ROAD)  
-L- STA 28+72.80 TO -L- STA 30+70.05  
NOTE: SEE STRUCTURE PLANS FOR STRUCTURE CONSTRUCTION DETAILS

| PAVEMENT SCHEDULE |                       |
|-------------------|-----------------------|
| C1                | 1½" S9.5B             |
| C2                | 3" S9.5B              |
| C3                | 3" S9.5C              |
| C4                | VARIABLE DEPTH S9.5B  |
| D1                | 4" I19.0C             |
| E1                | 4" B25.0C             |
| E2                | 5½" B25.0C            |
| E3                | VARIABLE DEPTH B25.0C |
| R1                | SHOULDER BERM GUTTER  |
| R2                | 6" SLOPE PROTECTION   |
| T                 | EARTH MATERIAL        |
| U                 | EXIST PAVEMENT        |
| V                 | INCIDENTAL MILLING    |
| W                 | WEDGING               |

## REVISIONS



GENERAL NOTES:  
I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.  
O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.  
H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

APPROVED SUITABLE LOCAL MATERIAL.  
 TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.  
 LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.

REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

SPRINGLINE OF PIPE  
 SELECT BACKFILL MATERIAL CLASS III OR CLASS II, TYPE 1 ABOVE AND BELOW SPRINGLINE.  
 UNDISTURBED EARTH MATERIAL  
 SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

STATE OF  
NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR  
**METHOD OF PIPE INSTALLATION**  
FLEXIBLE PIPE

SHEET 1 OF 2  
**300.01**

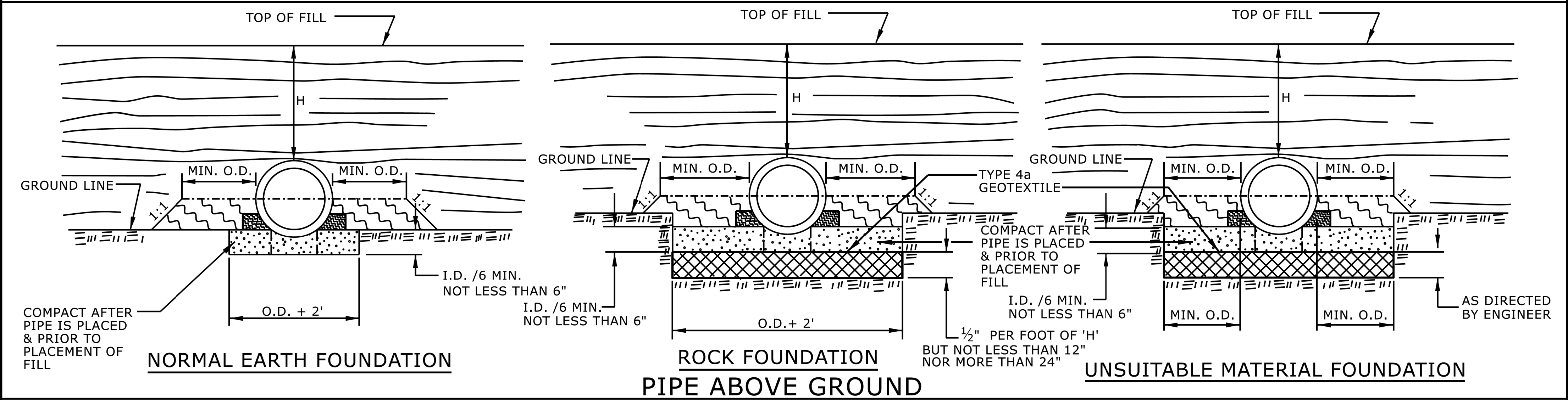
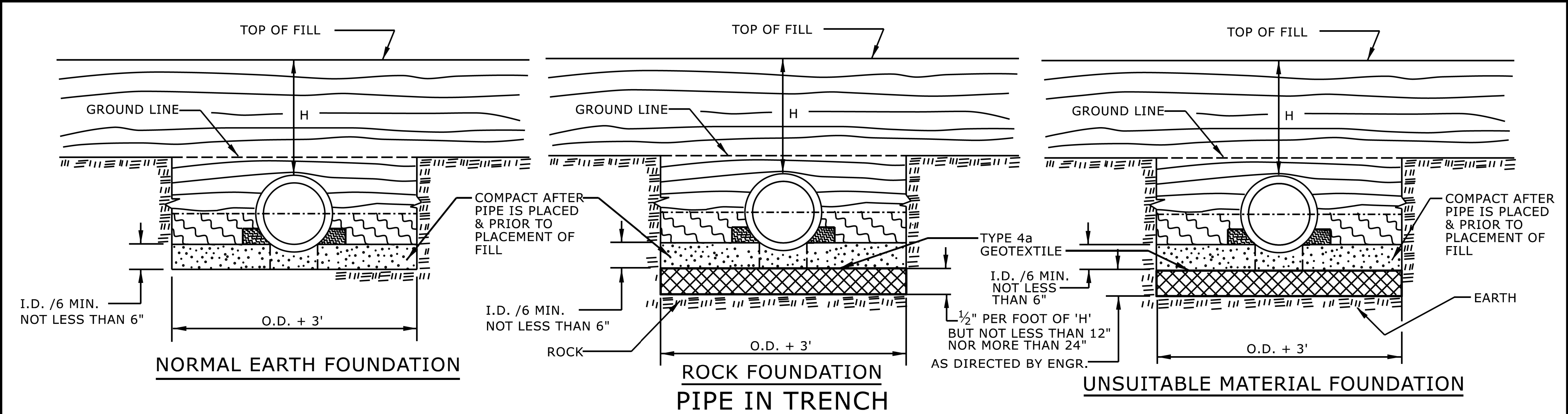


DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

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

**SEE TITLE BLOCK**

ORIGINAL BY: S.CALHOUN DATE: 7-25-2024  
MODIFIED BY: DATE:  
CHECKED BY: DATE:  
FILE SPEC.:



GENERAL NOTES:  
I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.  
O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.  
H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

- APPROVED SUITABLE LOCAL MATERIAL.
- TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.
- LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.

REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

- SPRINGLINE OF PIPE
- SELECT BACKFILL MATERIAL CLASS III OR CLASS II, BELOW SPRINGLINE.
- UNDISTURBED EARTH MATERIAL
- SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR  
**METHOD OF PIPE INSTALLATION**  
RIGID PIPE

SHEET 2 OF 2  
**300.01**



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**CONTRACTS STANDARDS  
AND DEVELOPMENT UNIT**  
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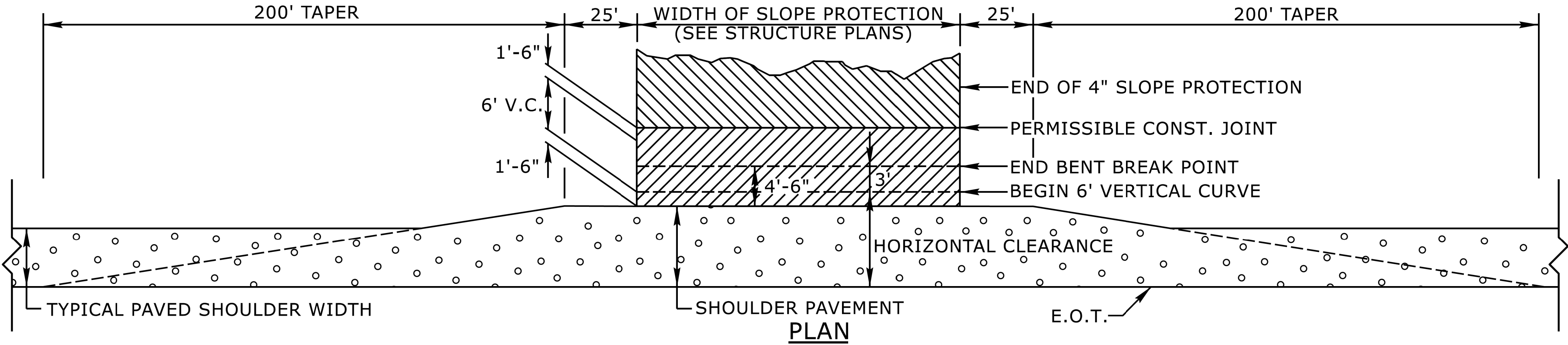
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|                        |                 |
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| MODIFIED BY:           | DATE:           |
| CHECKED BY:            | DATE:           |
| FILE SPEC.:            |                 |

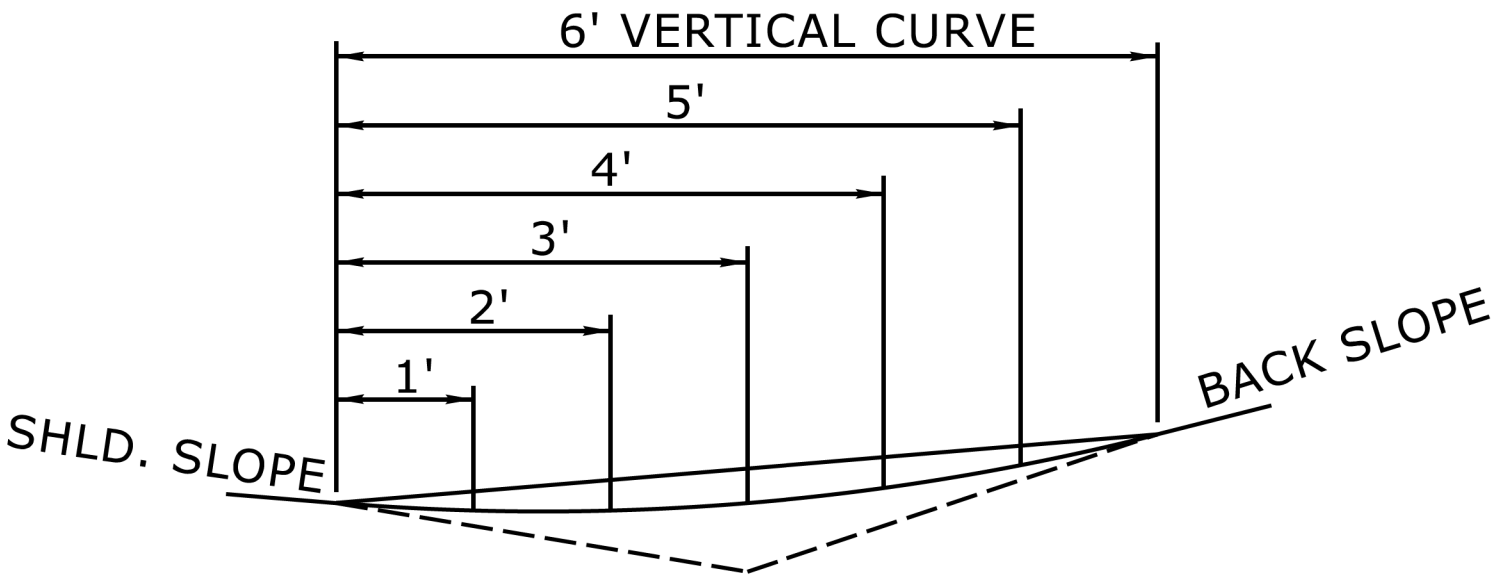
| HORZ.<br>DIM. | 1½:1 BACK SLOPE |       |       |       |       |       |       |       |       |       |
|---------------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|               | SHOULDER SLOPE  |       |       |       |       |       |       |       |       |       |
|               | .04             | .03   | .02   | .01   | .00   | -.01  | -.02  | -.03  | -.04  | -.05  |
| 1'            | 0.26'           | 0.27' | 0.27' | 0.27' | 0.28' | 0.28' | 0.28' | 0.29' | 0.30' | 0.31' |
| 2'            | 0.42'           | 0.42' | 0.43' | 0.44' | 0.44' | 0.45' | 0.46' | 0.46' | 0.47' | 0.48' |
| 3'            | 0.47'           | 0.48' | 0.49' | 0.49' | 0.50' | 0.51' | 0.52' | 0.52' | 0.53' | 0.54' |
| 4'            | 0.42'           | 0.42' | 0.43' | 0.44' | 0.44' | 0.45' | 0.46' | 0.46' | 0.47' | 0.48' |
| 5'            | 0.26'           | 0.27' | 0.27' | 0.27' | 0.28' | 0.28' | 0.28' | 0.29' | 0.30' | 0.31' |

| HORZ.<br>DIM. | 2:1 BACK SLOPE |       |       |       |       |       |       |       |       |       |
|---------------|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|               | SHOULDER SLOPE |       |       |       |       |       |       |       |       |       |
|               | .04            | .03   | .02   | .01   | .00   | -.01  | -.02  | -.03  | -.04  | -.05  |
| 1'            | 0.19'          | 0.20' | 0.20' | 0.20' | 0.21' | 0.21' | 0.22' | 0.22' | 0.23' | 0.23' |
| 2'            | 0.31'          | 0.31' | 0.32' | 0.33' | 0.33' | 0.34' | 0.35' | 0.35' | 0.36' | 0.37' |
| 3'            | 0.35'          | 0.35' | 0.36' | 0.37' | 0.38' | 0.38' | 0.39' | 0.40' | 0.41' | 0.41' |
| 4'            | 0.31'          | 0.31' | 0.32' | 0.33' | 0.33' | 0.34' | 0.35' | 0.35' | 0.36' | 0.37' |
| 5'            | 0.19'          | 0.20' | 0.20' | 0.20' | 0.21' | 0.21' | 0.22' | 0.22' | 0.23' | 0.23' |

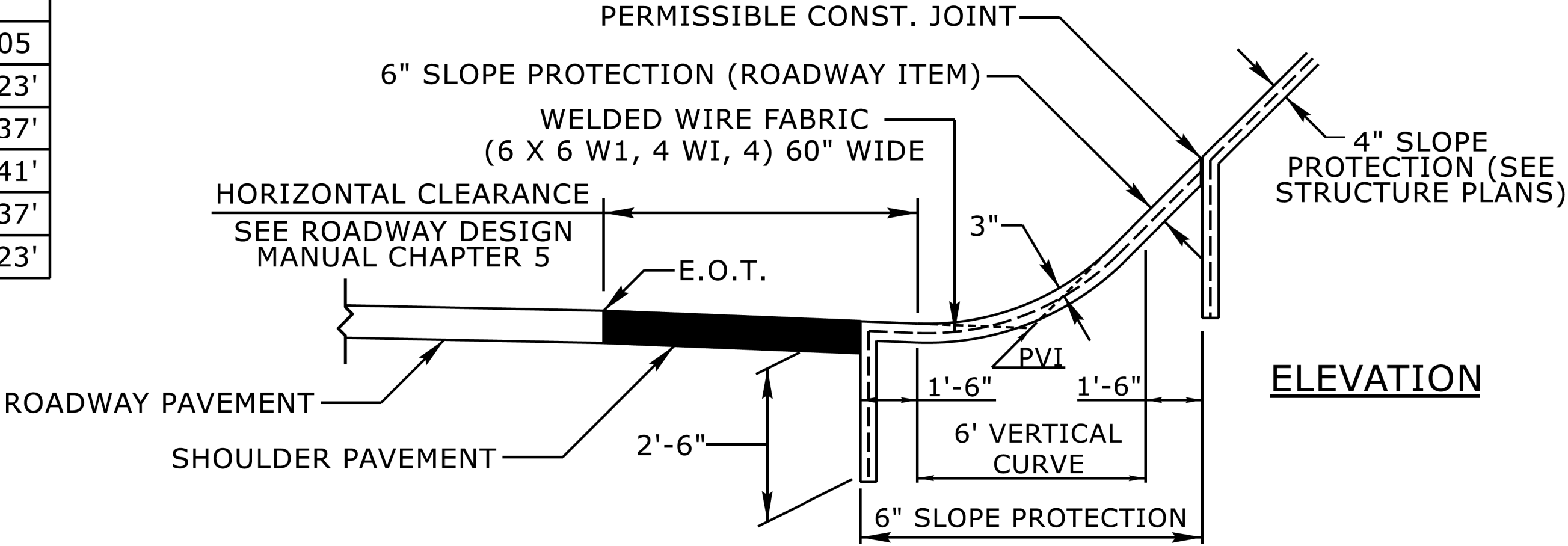
VERTICAL CURVE OFFSET  
(FOR 6' V.C. AT BRIDGES)



- NOTES:
1. SHOULDER PAVEMENT SHOULD BE CONSTRUCTED AS SHOWN IN THE PLANS WITH THE SAME PAVEMENT DESIGN USED ON THE PAVED SHOULDER APPROACHING THE STRUCTURE UNDERPASS.
  2. SLOPE PROTECTION SHALL BE REINFORCED CONCRETE IN ACCORDANCE WITH SECTION 462.
  3. OFFSETS FOR 6' V.C. DENOTES FINISHED GRADE OF SLOPE PROTECTION.
  4. THIS STANDARD IS TO BE USED WITH A NATURAL OR FALSE CUT ON THE APPROACHES (SEE ROADWAY STANDARD DRAWING 225.07).



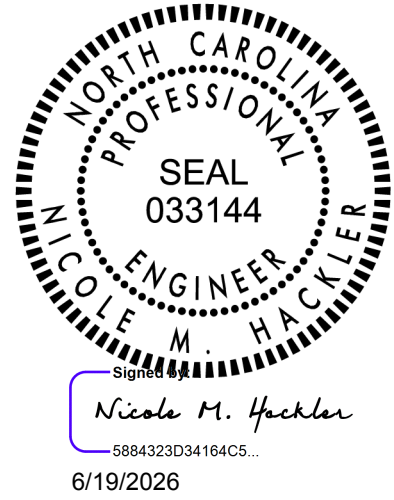
TYPICAL SECTION



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ROADWAY DETAIL DRAWING FOR  
**GUIDE FOR PAVING  
SHOULDER UNDER BRIDGES**  
METHOD III

SHEET 1 OF 1  
**610D03**



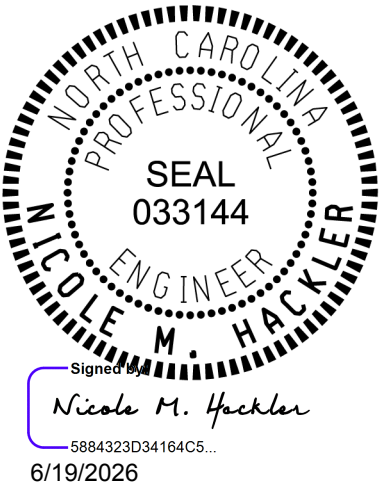
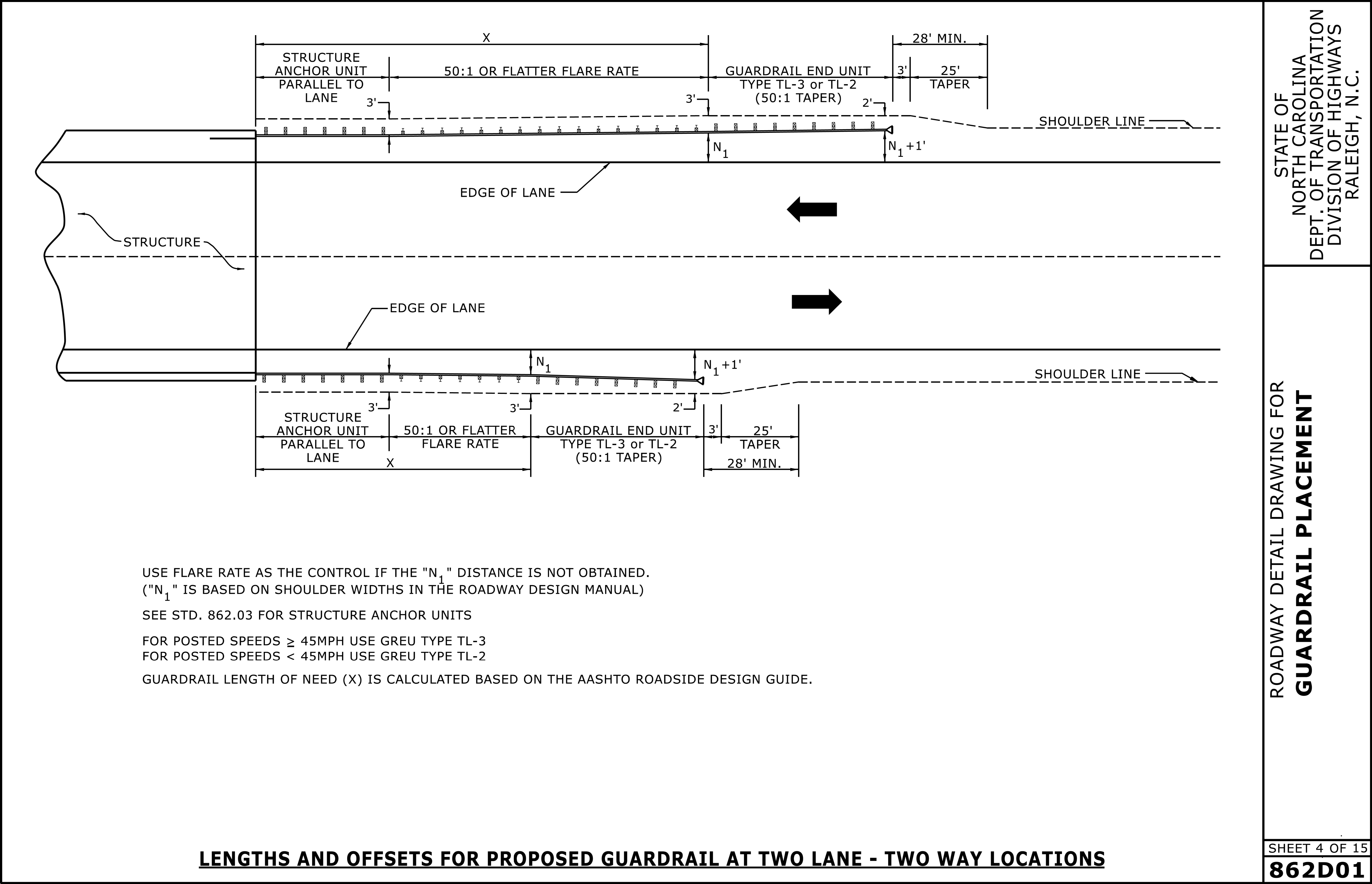
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AND DEVELOPMENT UNIT  
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|                      |                 |
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| ORIGINAL BY: L.SMITH | DATE: 9-17-2025 |
| MODIFIED BY:         | DATE:           |
| CHECKED BY:          | DATE:           |
| FILE SPEC.:          |                 |

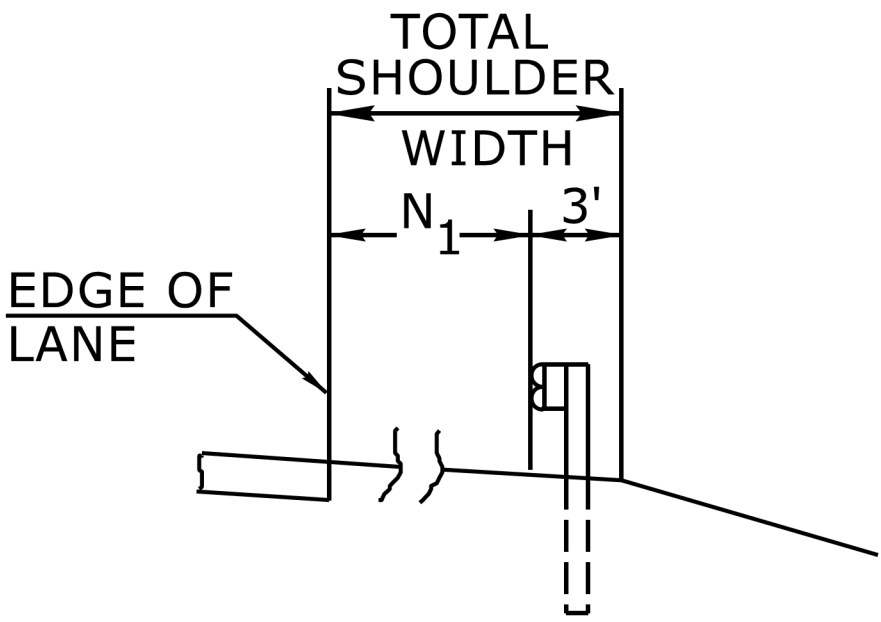
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| 1-6011A               | 2C-4      |



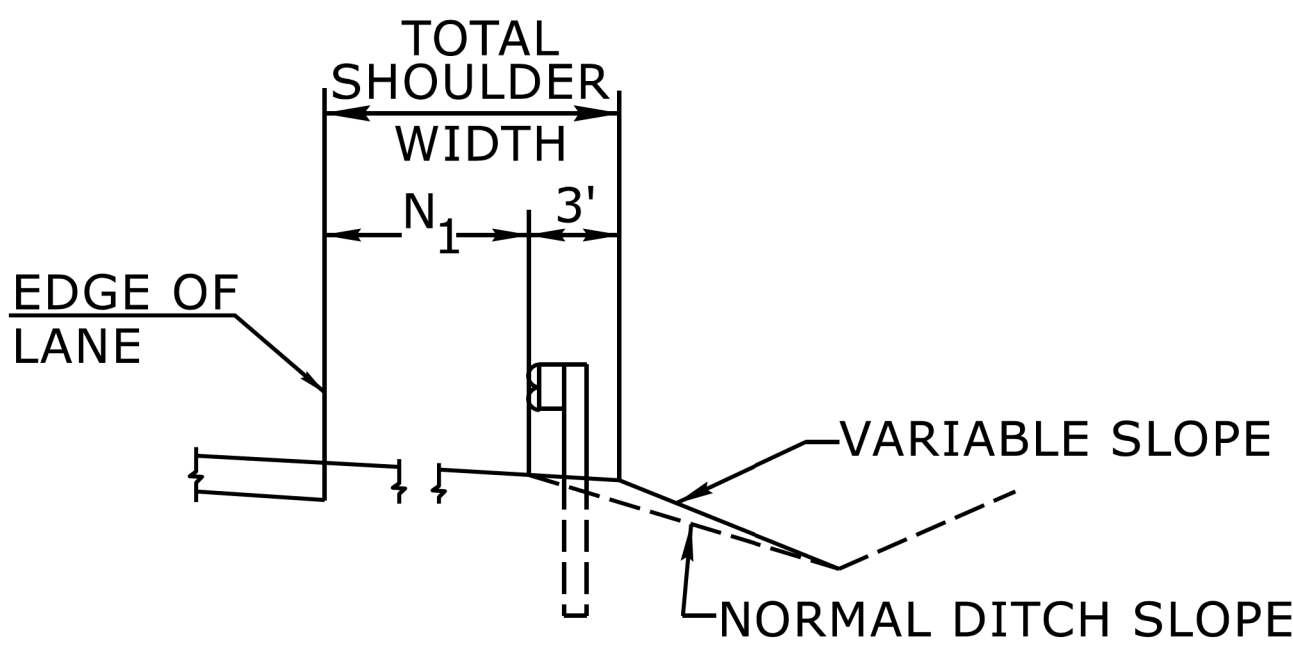
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|                                                     |                  |
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| <b>CONTRACTS STANDARDS<br/>AND DEVELOPMENT UNIT</b> |                  |
| Office 919-707-6950                                 | FAX 919-250-4119 |
| <b>SEE TITLE BLOCK</b>                              |                  |
| ORIGINAL BY: S.CALHOUN                              | DATE: 7-25-2024  |
| MODIFIED BY: _____                                  | DATE: _____      |
| CHECKED BY: _____                                   | DATE: _____      |
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| 1-6011A               | 2C-5      |

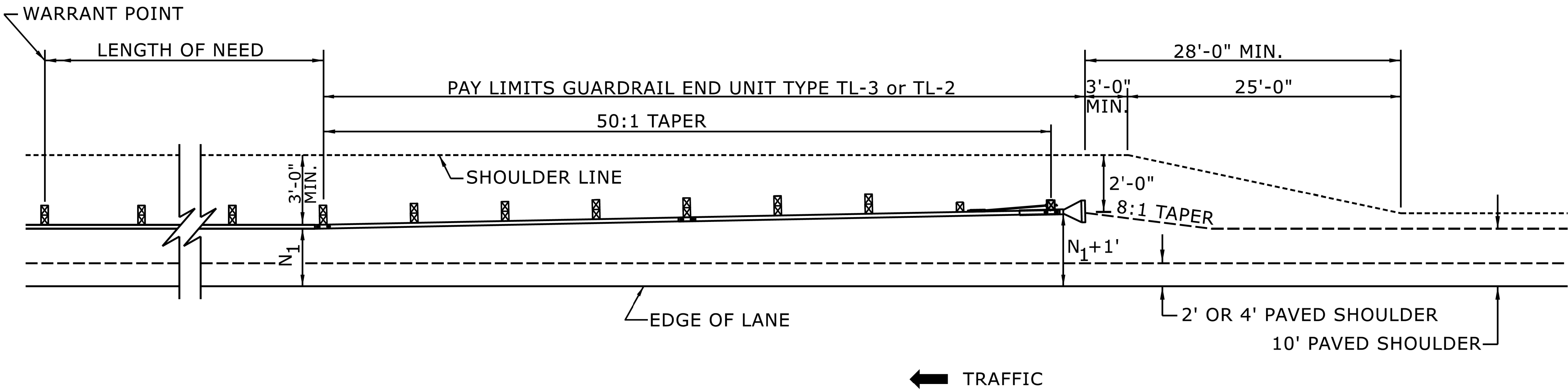


FILL SECTION



CUT SECTION

"N<sub>1</sub>"= DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL WHERE GUARDRAIL IS PARALLEL TO LANE.



FOR POSTED SPEEDS ≥ 45mph USE GREU TYPE TL-3  
FOR POSTED SPEEDS < 45mph USE GREU TYPE TL-2

DETAIL OF BEGINNING OF GUARDRAIL IN CUT OR FILL SECTION

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RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR  
**GUARDRAIL PLACEMENT**

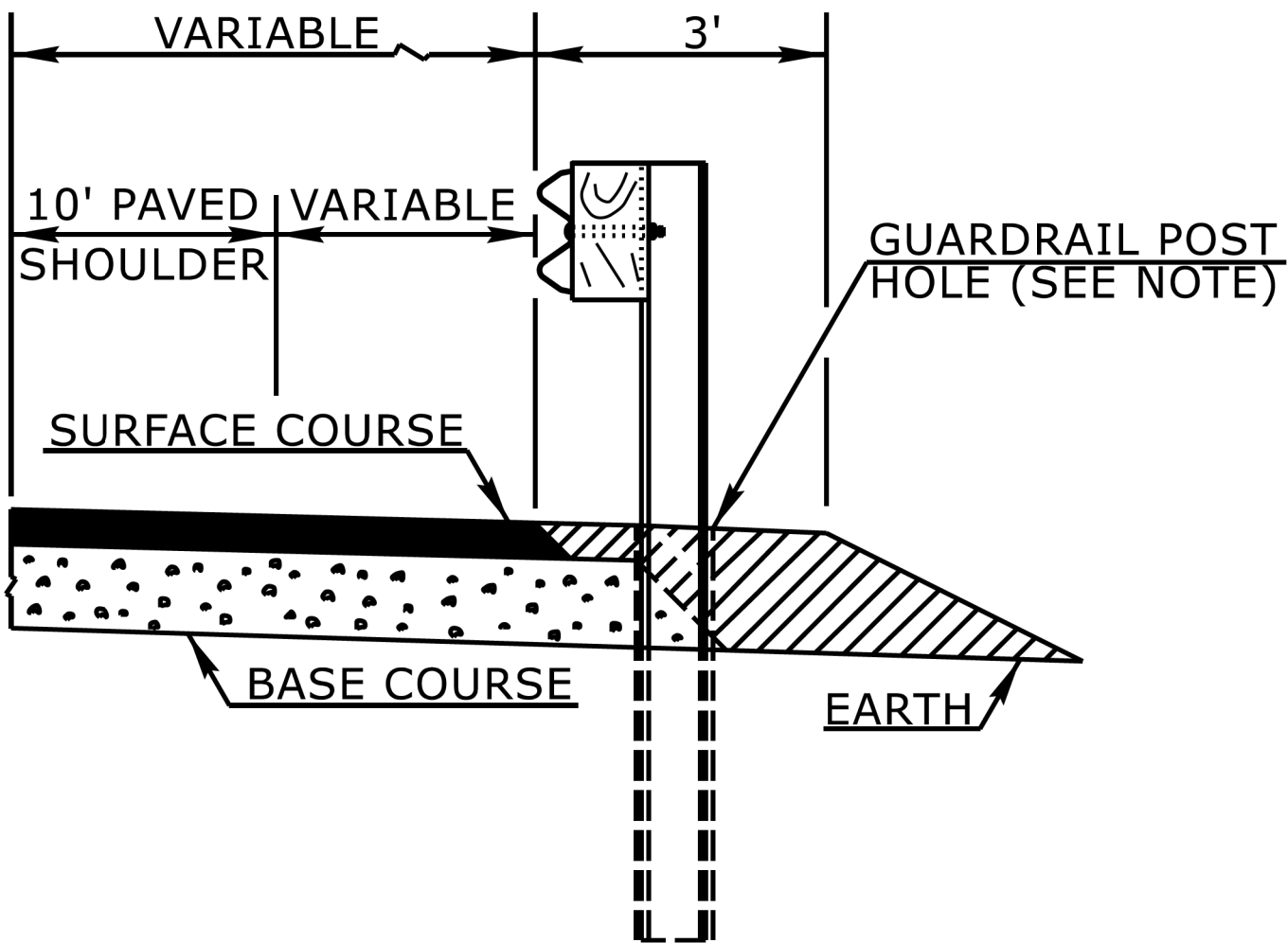


SHEET 6 OF 15  
**862D01**

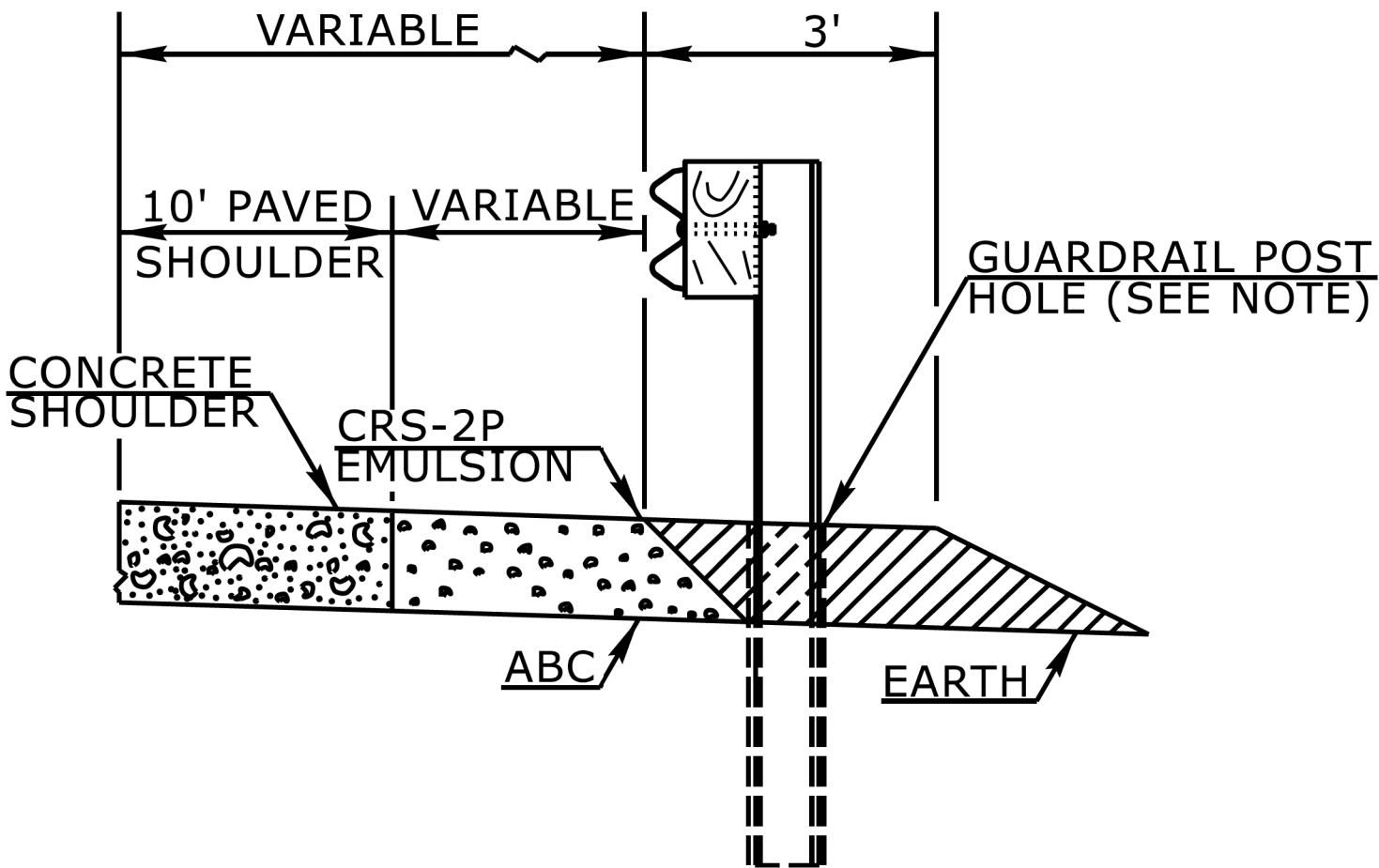
DOCUMENT NOT CONSIDERED FINAL  
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| CONTRACTS STANDARDS<br>AND DEVELOPMENT UNIT |                             |                  |                             |
|---------------------------------------------|-----------------------------|------------------|-----------------------------|
| Office 919-707-6950                         |                             | FAX 919-250-4119 |                             |
| SEE TITLE BLOCK                             |                             |                  |                             |
| ORIGINAL BY:                                | <u>S.CALHOUN</u>            | DATE:            | <u>7-25-2024</u>            |
| MODIFIED BY:                                | <u>                    </u> | DATE:            | <u>                    </u> |
| CHECKED BY:                                 | <u>                    </u> | DATE:            | <u>                    </u> |
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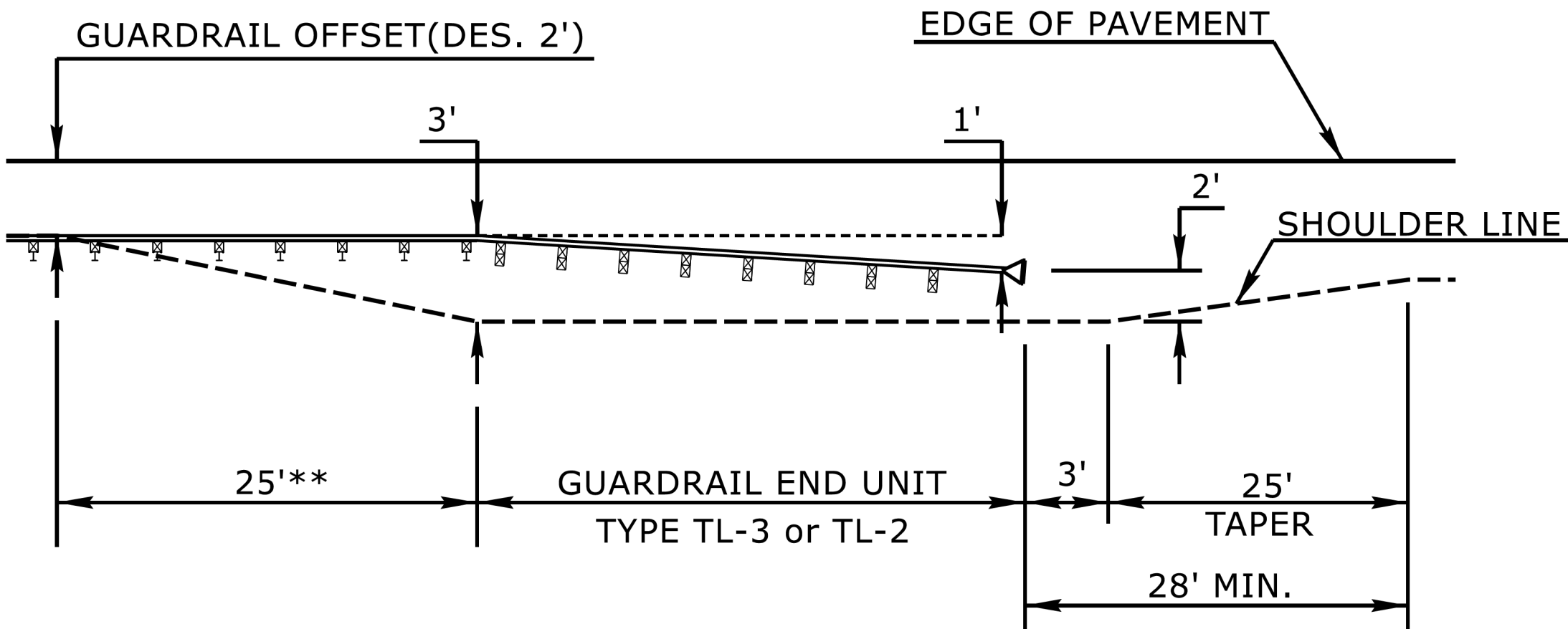
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| I-6011A               | 2C-6      |



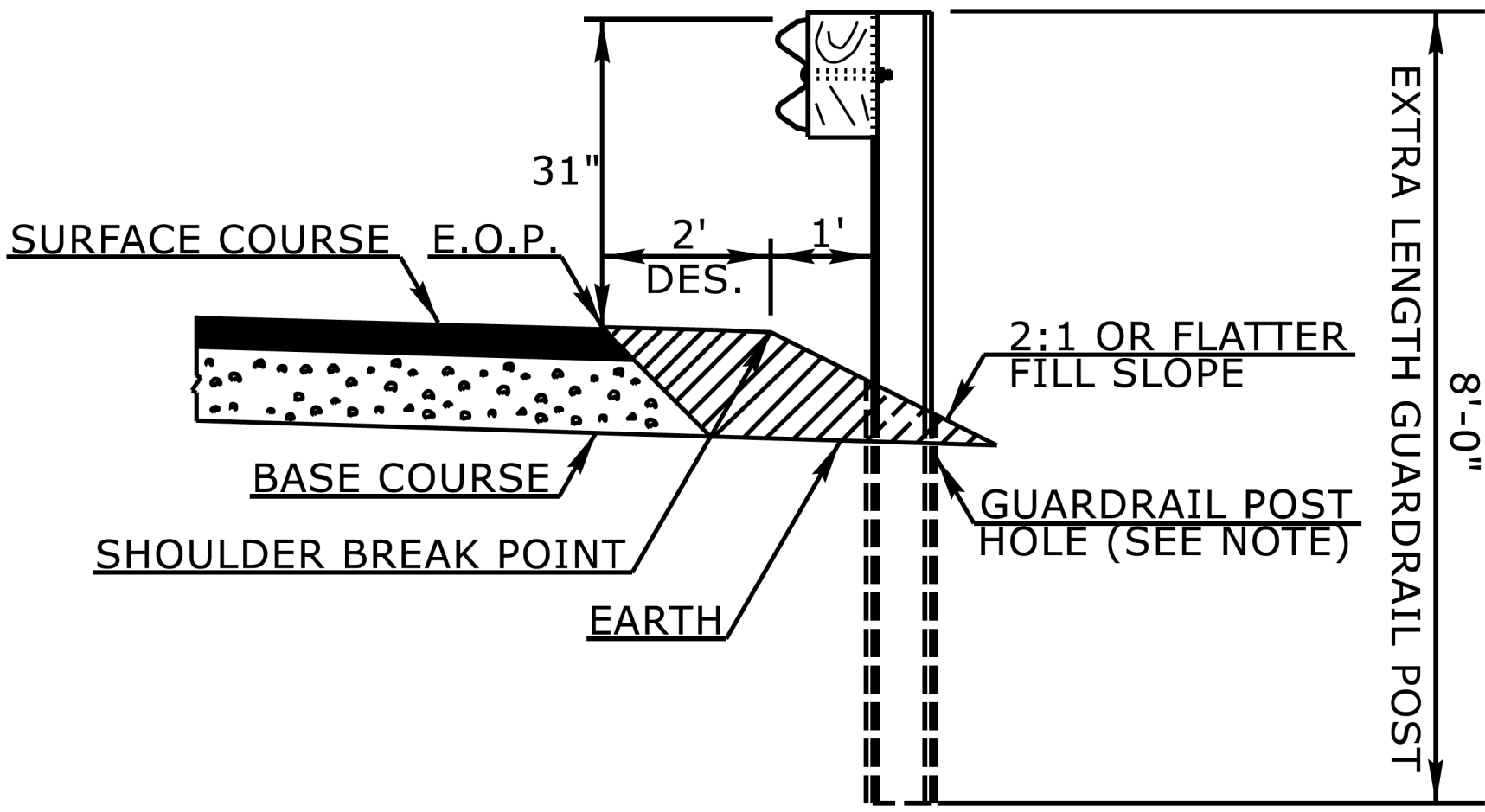
FLEXIBLE PAVED SHOULDER



CONCRETE PAVED SHOULDER



8' GUARDRAIL POST ON 2:1 SLOPE-END UNIT TRANSITION\*  
PLAN VIEW



8' GUARDRAIL POST ON 2:1 SLOPE\*

- \* THE 8' GUARDRAIL POST ON 2:1 SLOPE DETAIL IS INTENDED FOR USE ONLY IN SEVERELY CONSTRAINED AREAS WITH A POSTED SPEED  $\leq$  60 MPH. GUARDRAIL END UNITS MAY NOT BE PLACED ON THE 2:1 SLOPE AND MUST TRANSITION TO THE SHOULDER.
- \*\* 8' GUARDRAIL POST SHOULD BE USED IN THIS RANGE

NOTE:  
WHEN WOODEN GUARDRAIL POSTS ARE USED, DRILL HOLES THROUGH EARTH MATERIAL AND BASE COURSE.THE POST MAY THEN BE DRIVEN TO THE PROPER DEPTH. DRILL THE HOLE OF SUFFICIENT SIZE TO ACCOMMODATE THE PARTICULAR POST BEING USED. BACKFILL AND TAMP HOLES USING THE EXCAVATED MATERIAL.

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ROADWAY DETAIL DRAWING FOR  
**GUARDRAIL PLACEMENT**

SHEET 11 OF 15  
**862D01**



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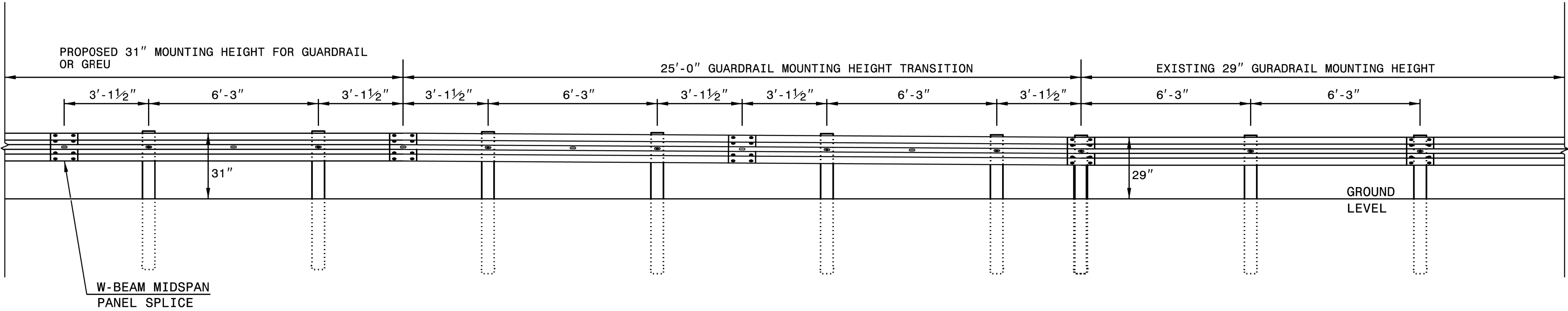
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**SEE TITLE BLOCK**

ORIGINAL BY: L.SMITH DATE: 10-14-2025  
MODIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
FILE SPEC.: \_\_\_\_\_

|                       |           |
|-----------------------|-----------|
| PROJECT REFERENCE NO. | SHEET NO. |
| 1-6011A               | 2C-7      |

NOTE: IF EXISTING GUARDRAIL IS LOWER THAN 29", USE AN ADDITIONAL 12'-6" LONG SECTION OF GUARDRAIL,  
FOR EVERY 1" OF HEIGHT DIFFERENCE, TO TRANSITION FROM EXISTING GUARDRAIL TO PROPOSED 31" GUARDRAIL.



ELEVATION VIEW

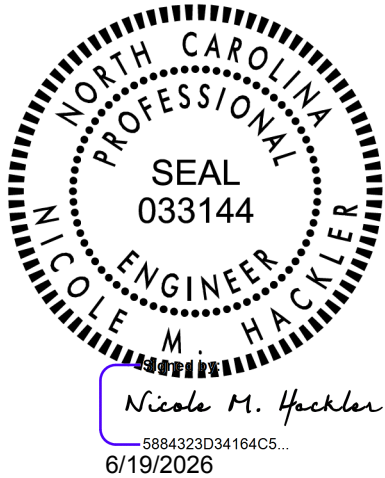
TRANSITION FROM 29" TO 31" W-BEAM GUARDRAIL MOUNTING HEIGHT

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ROADWAY DETAIL DRAWING FOR  
**GUARDRAIL INSTALLATION**

SHEET 5 OF 9

**862D02**



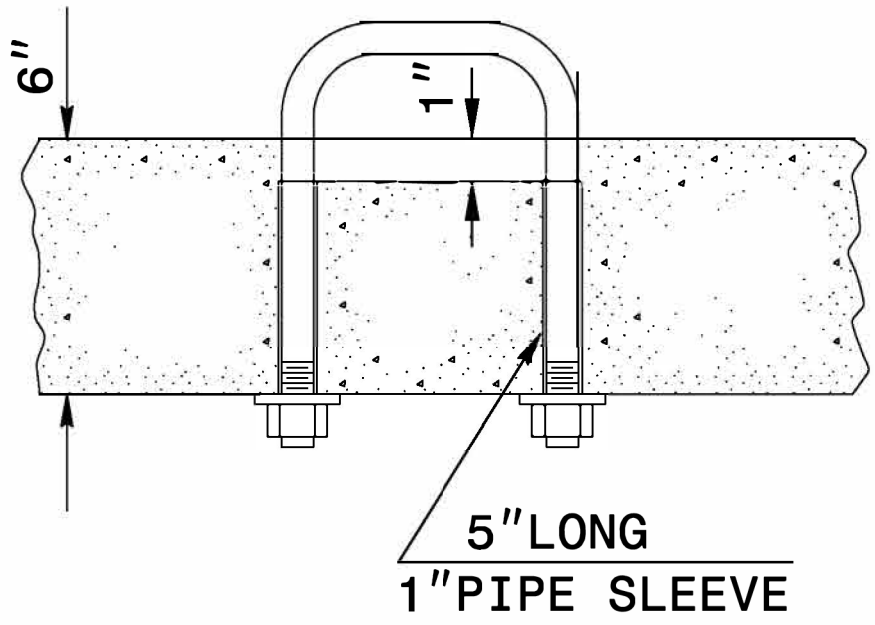
DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

**CONTRACTS STANDARDS  
AND DEVELOPMENT UNIT**

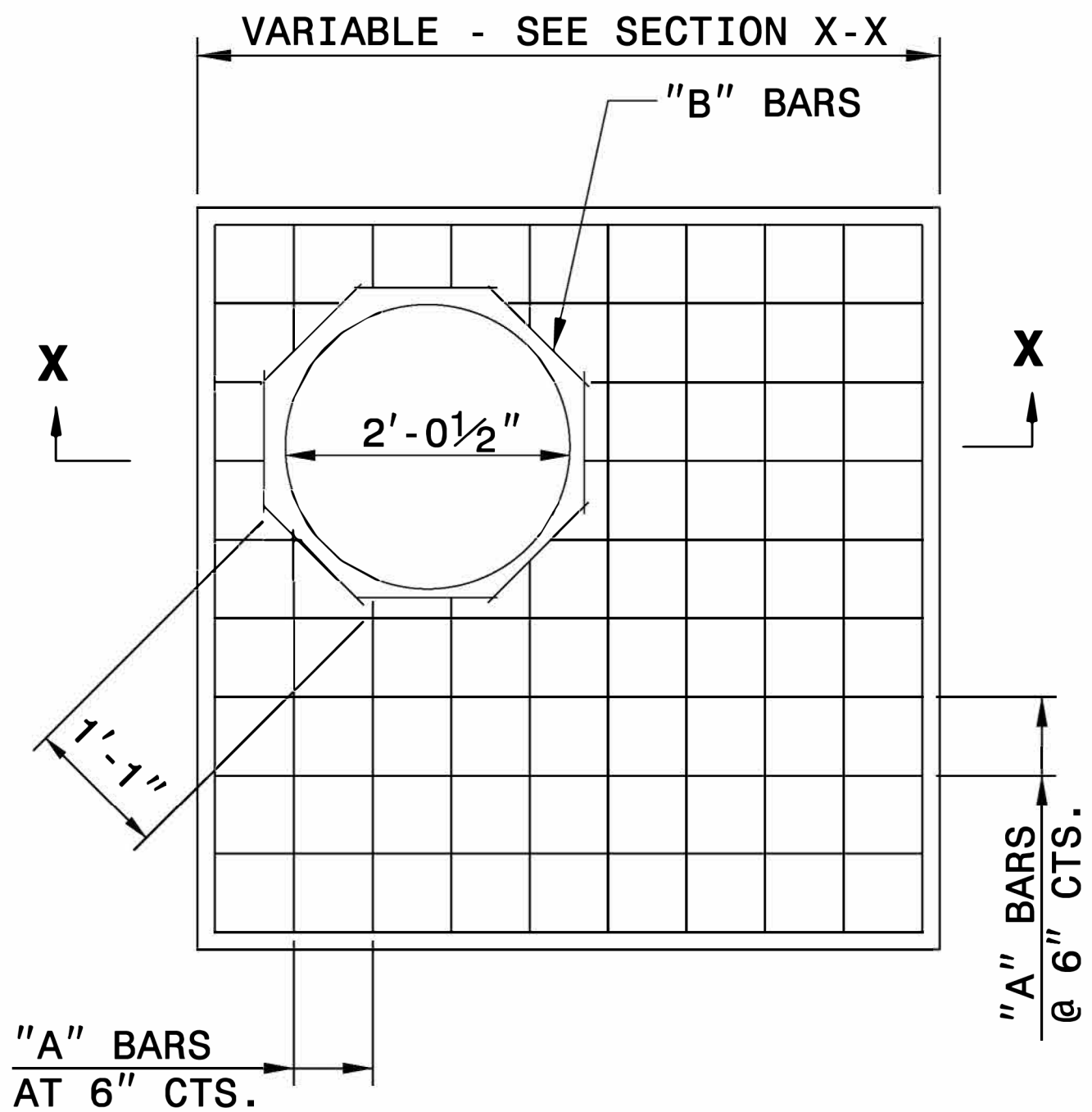
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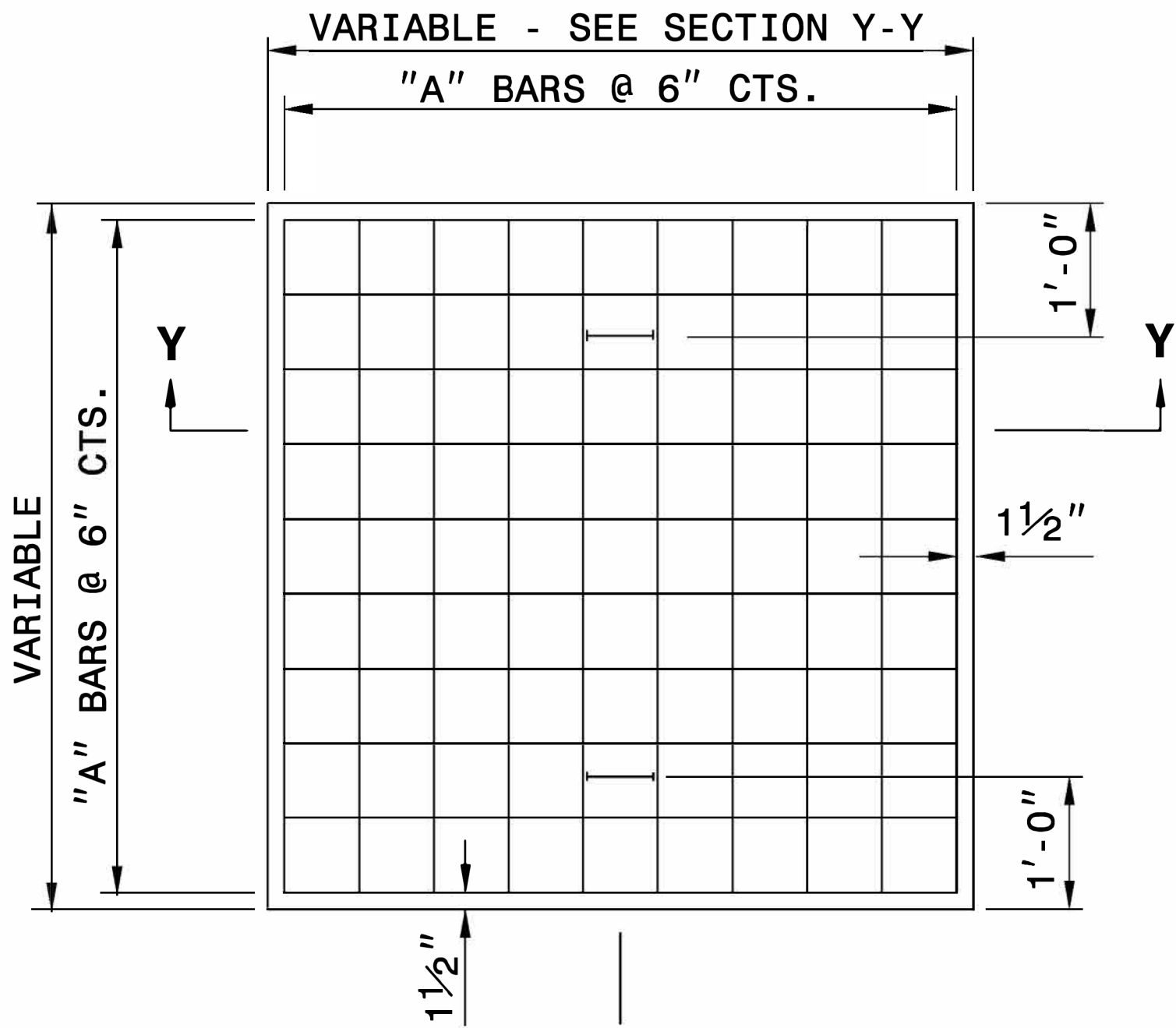
ORIGINAL BY: K. Aldridge DATE: 02-25  
MODIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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FILE SPEC.: \_\_\_\_\_



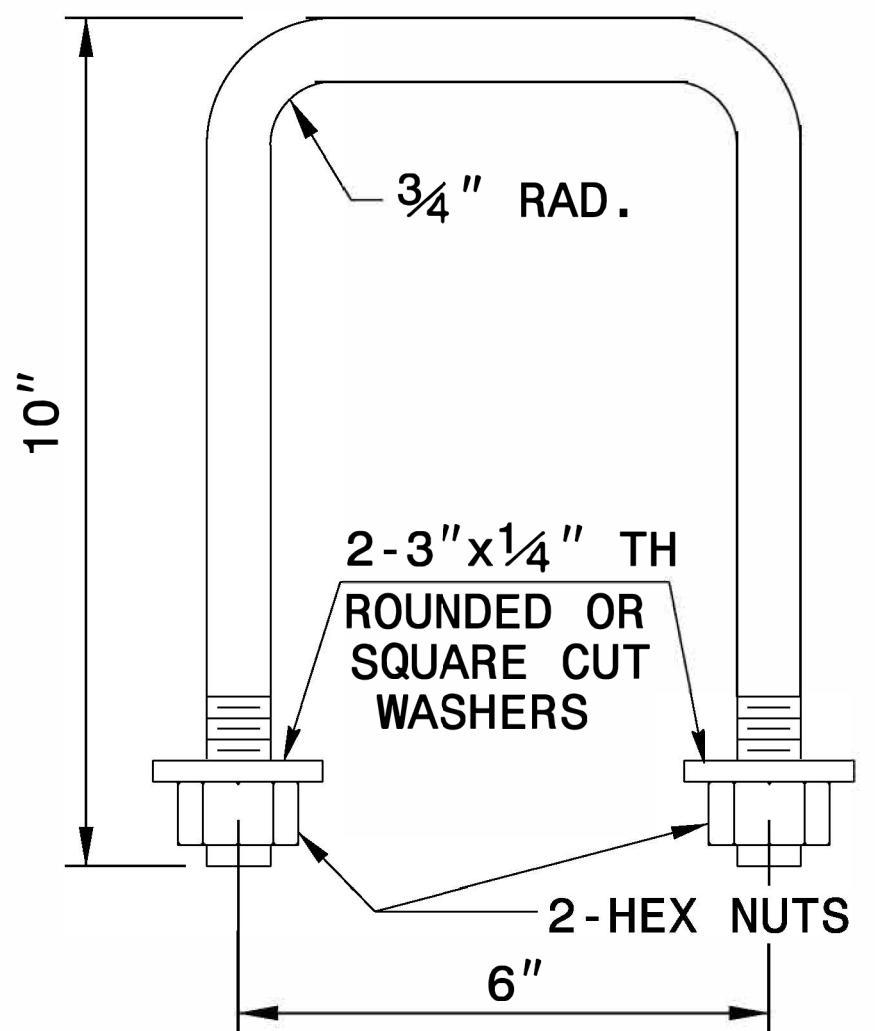
PARTIAL SECTION



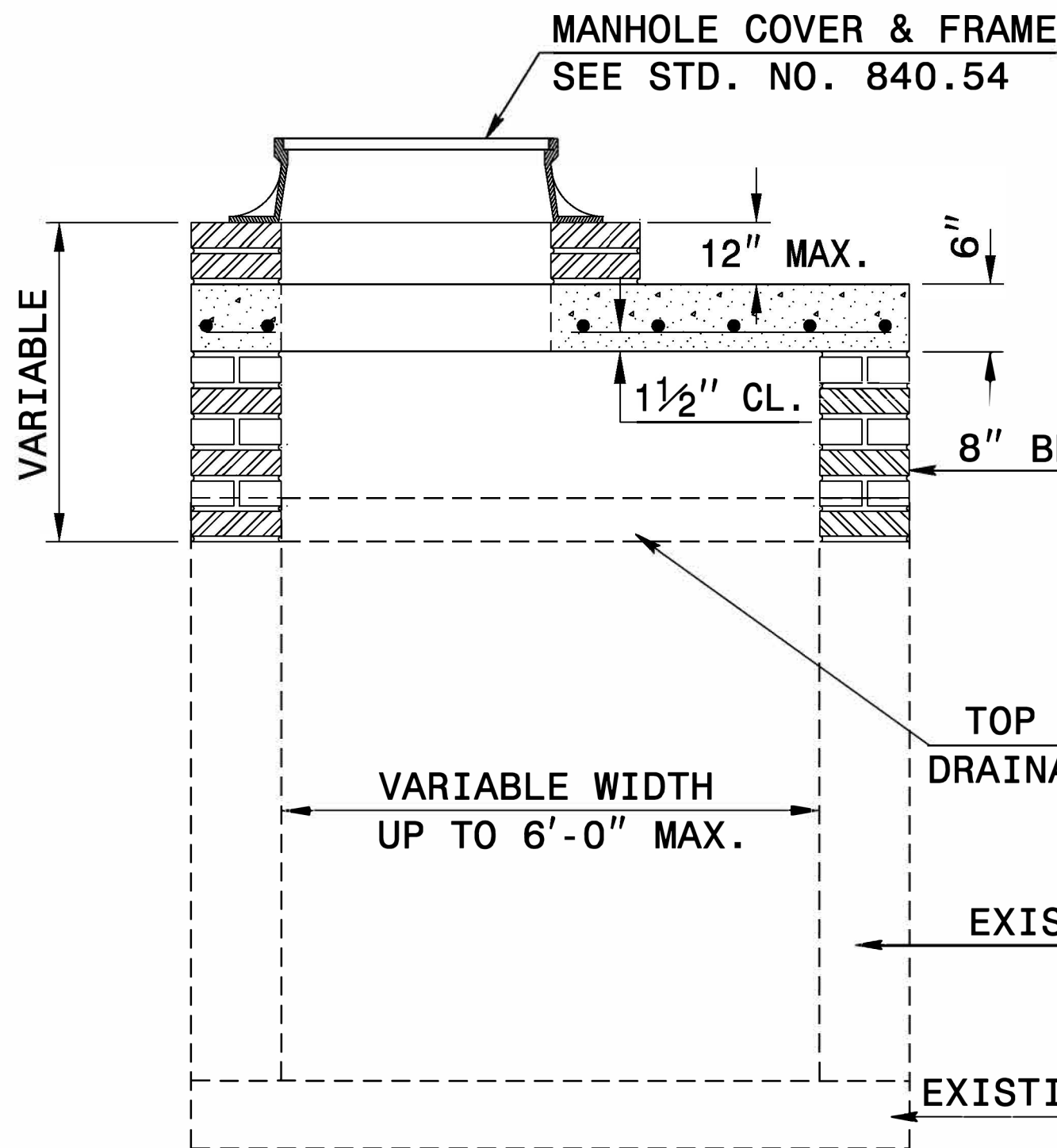
PLAN



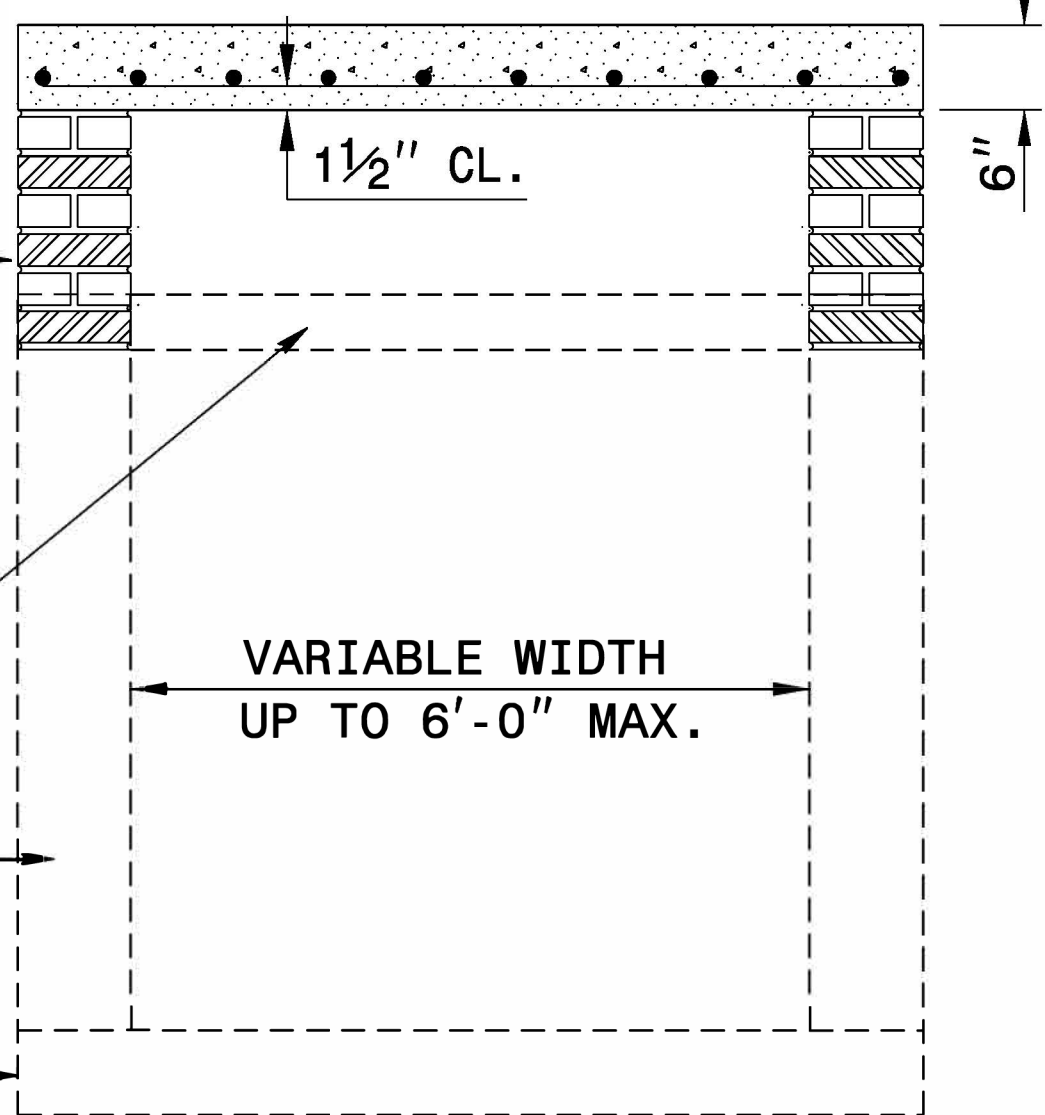
PLAN



DETAIL OF HANDLE



SECTION X-X



SECTION Y-Y

GENERAL NOTES:

CONSTRUCT IN ACCORDANCE WITH SECTION 859 OF THE STANDARD SPECIFICATIONS.

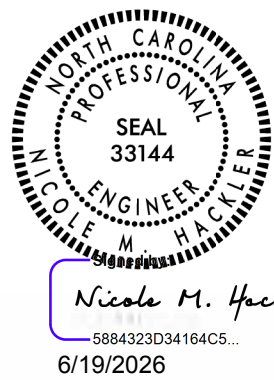
THE DIMENSIONS FOR THE EXISTING BOXES ARE APPROXIMATE AND MAY VARY SLIGHTLY.

DETAIL INTENDED FOR NON-TRAFFIC BEARING DRAINAGE STRUCTURES.

BILL OF MATERIALS

| REINFORCING STEEL             |      |      |        |                   |
|-------------------------------|------|------|--------|-------------------|
| CODE                          | SIZE | QTY. | LENGTH | REINF. STEEL LBS. |
| A                             | #4   | 20   | 4'-6"  | 60.12             |
| B                             | #4   | 8    | 1'-1"  | 5.79              |
| TOTAL                         |      |      |        | 65.91 *           |
| MASONRY                       |      |      |        |                   |
| TOP SLAB CONCRETE CLASS "B"   |      |      |        | .4326 *           |
| BRICK MASONRY PER FT HT (MIN) |      |      |        | .4111             |

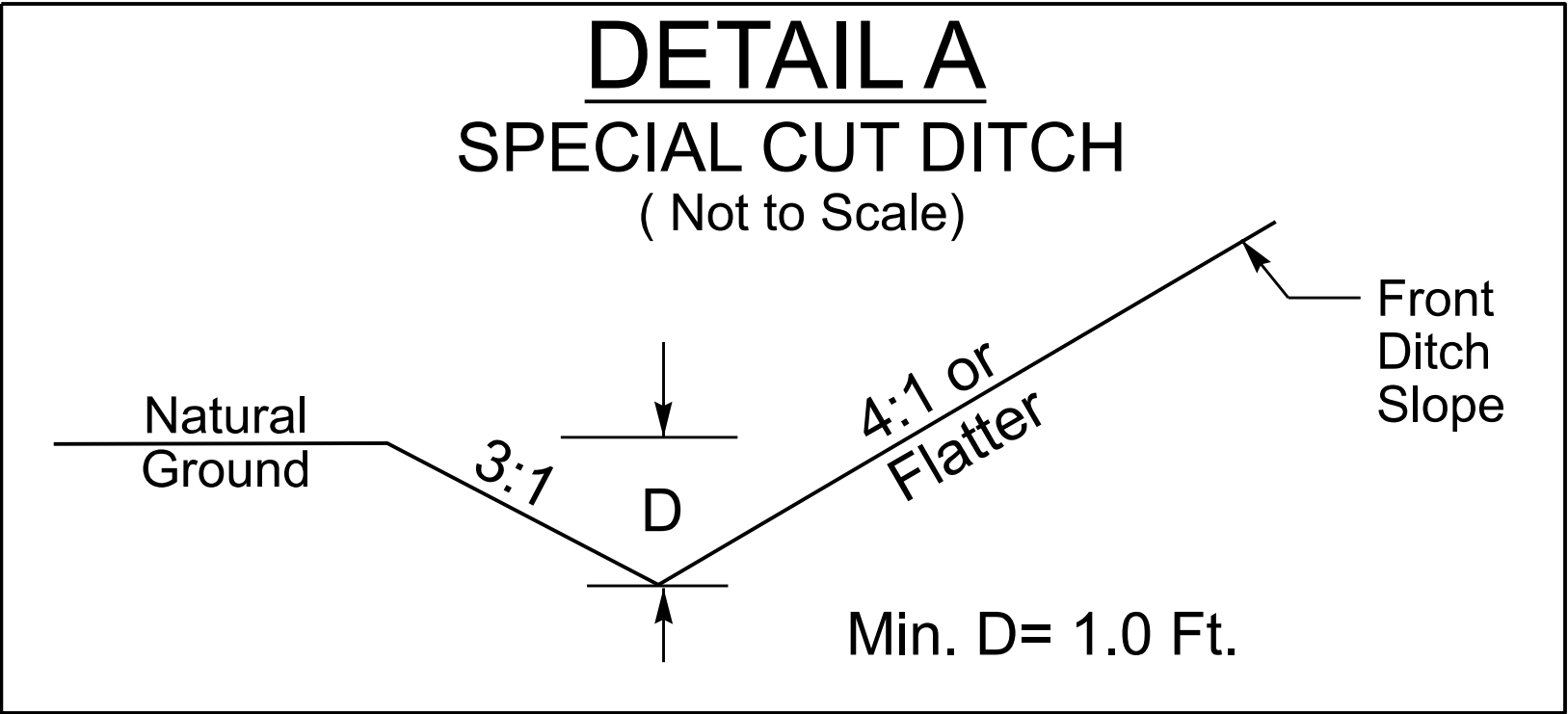
\* NOTE:  
QUANTITIES BASED ON 3'-6" X 3'-6" DRAINAGE STRUCTURE. ADJUST QUANTITIES FOR LARGER STRUCTURES AND MANHOLE CONSTRUCTION.



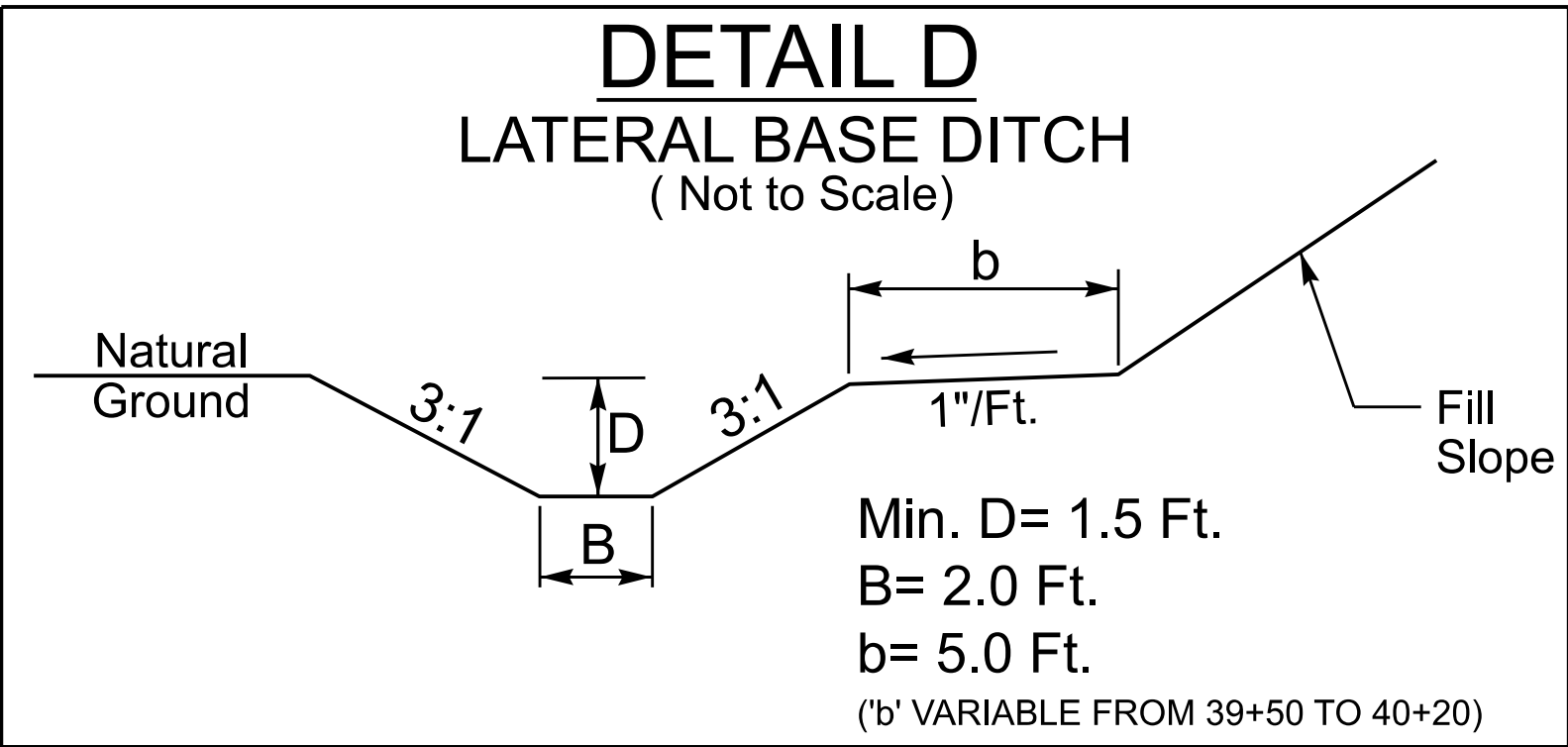
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DETAIL TO CONVERT EXISTING  
DI, CB, OTCB or GI  
TO JUNCTION BOX  
(MANHOLE OPTIONAL)

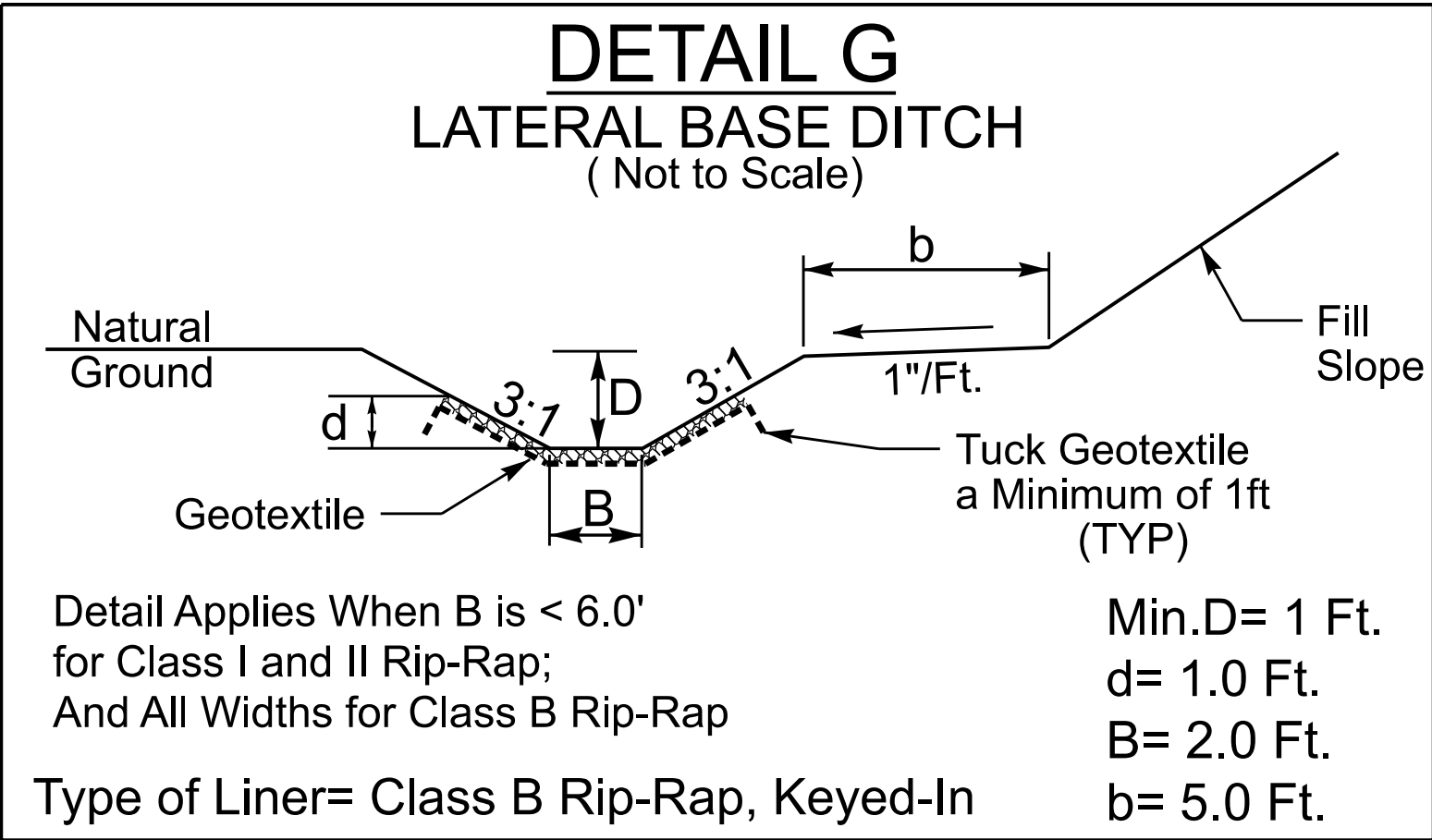
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| MODIFIED BY: | T.S.S.                                | DATE: | FEB. 2000 |
| CHECKED BY:  |                                       | DATE: |           |
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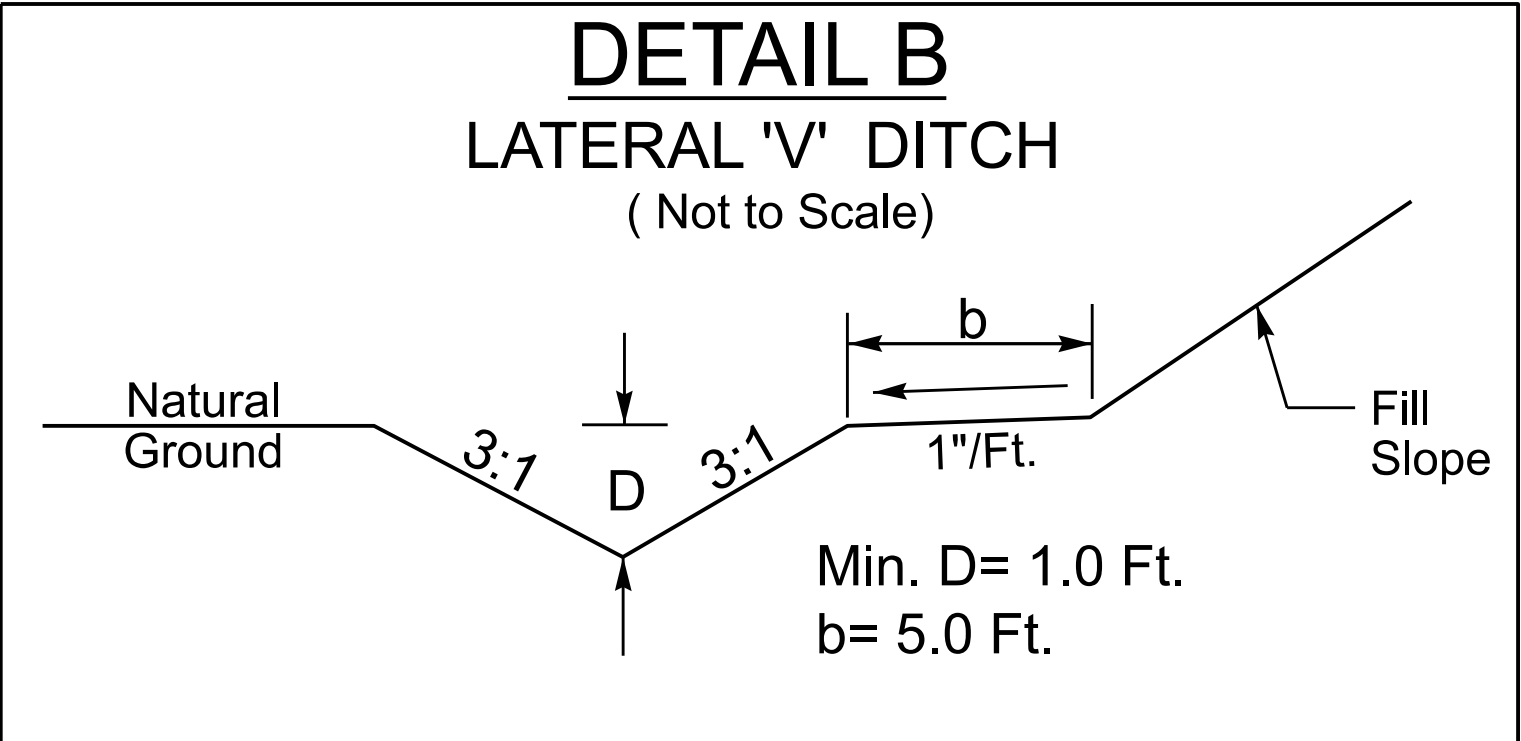
FROM -L- STA. 18+25 LT TO STA. 21+07 LT  
FROM -L- STA. 17+84 RT TO STA. 21+14 RT  
FROM -ED- STA. 11+61 LT TO STA. 12+33 LT



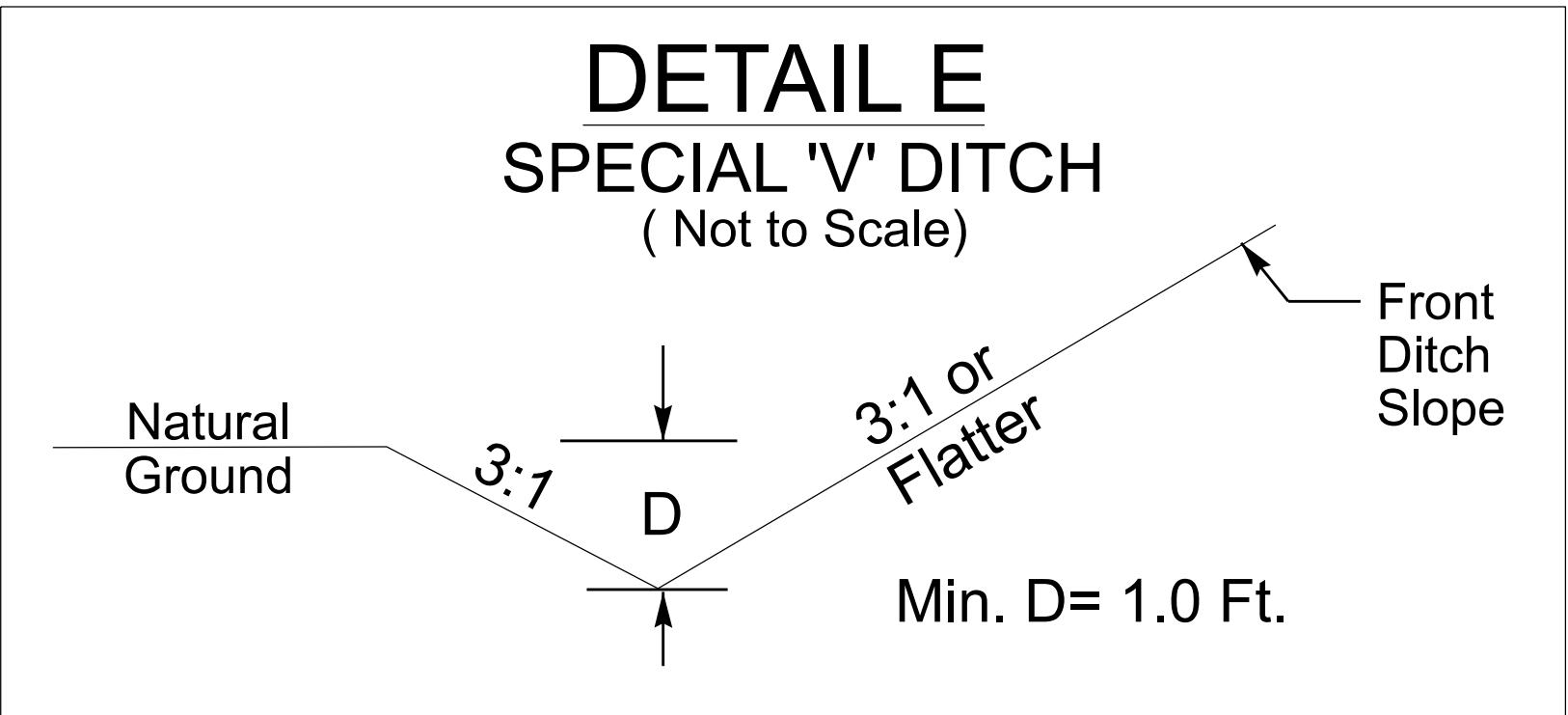
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EST DDE 1528 CY  
FROM -L- STA. 32+50 LT TO STA. 40+20 LT  
EST DDE 2222 CY



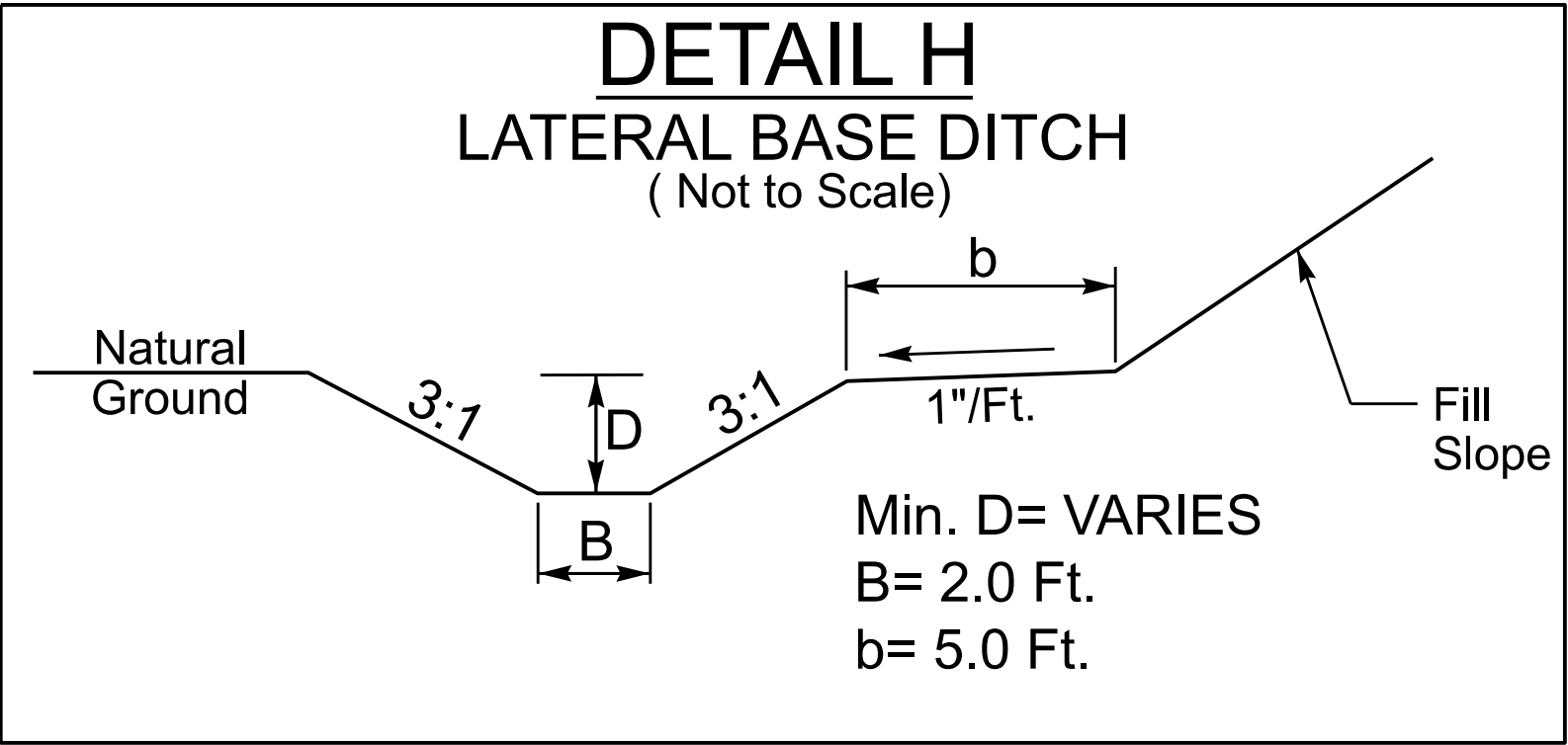
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EST DDE 118 CY  
EST. 26 TONS CLASS B RIP RAP  
EST. 58 SY GEOTEXTILE  
FROM -L- STA. 31+20 LT TO STA. 32+50 LT  
EST DDE 357 CY  
EST. 52 TONS CLASS B RIP RAP  
EST. 118 SY GEOTEXTILE



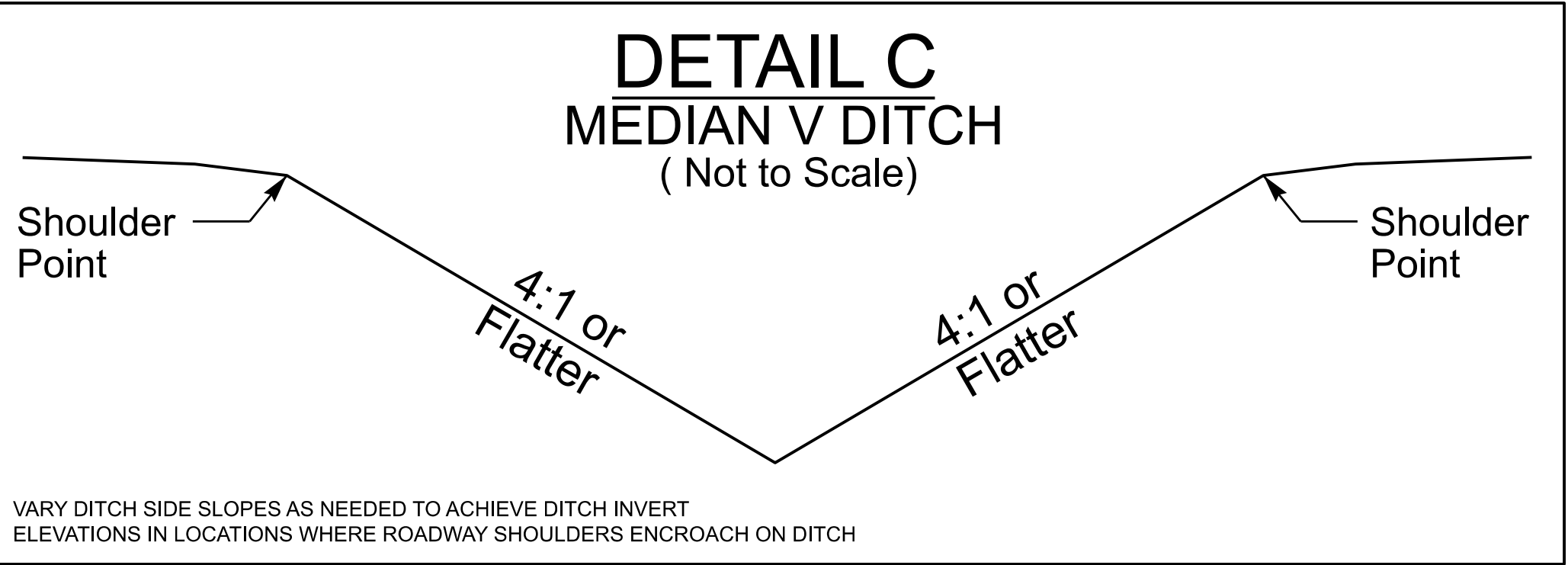
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EST DDE 1218 CY  
FROM -L- STA. 30+68 RT TO STA. 38+02 RT  
EST DDE 725 CY



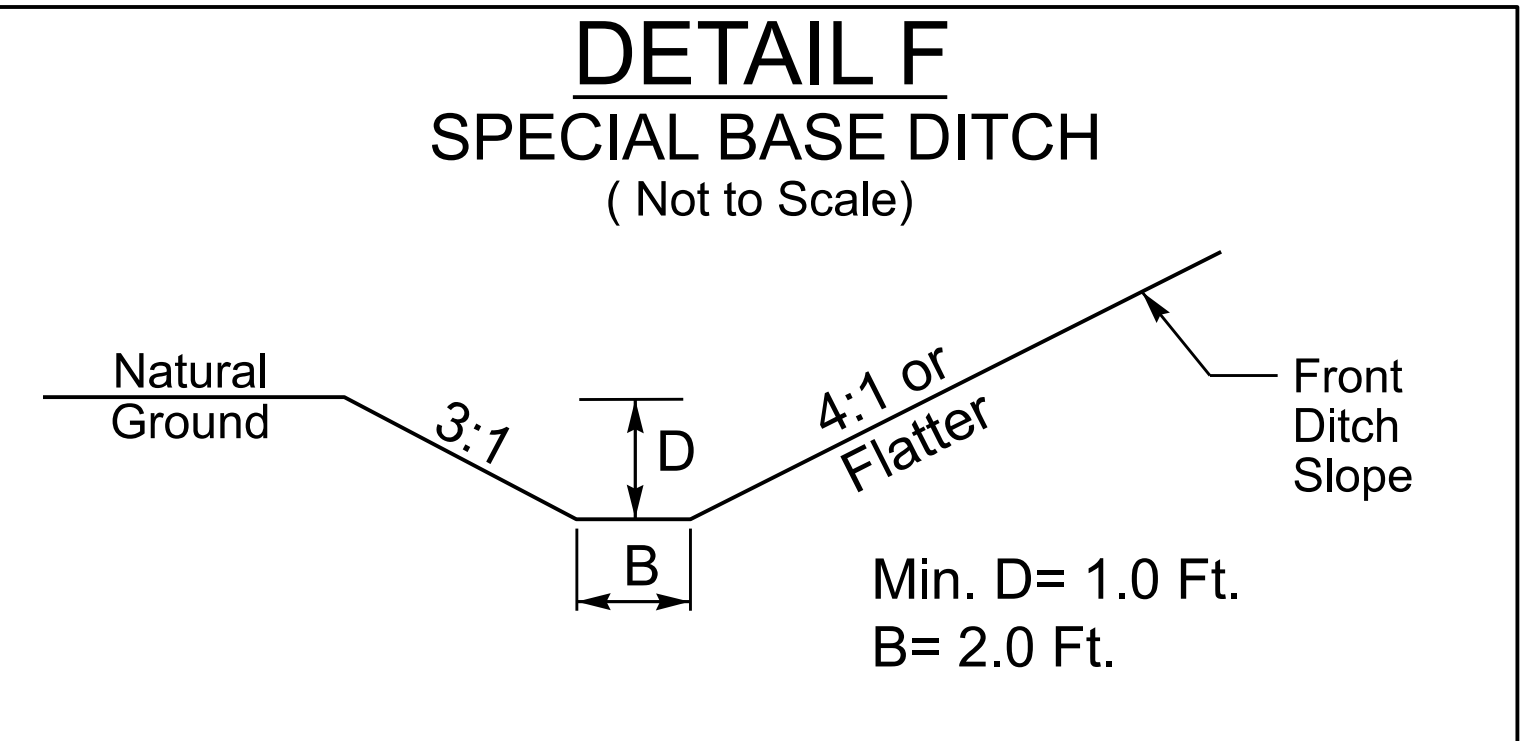
FROM -L- STA. 38+42 RT TO STA. 39+69 RT



FROM -L- STA. 30+93 LT TO STA. 31+20 LT  
EST DDE 16 CY



FROM -Y1- STA. 22+13 MED TO STA. 31+65 MED  
FROM -Y1- STA. 31+85 MED TO STA. 41+00 MED



FROM -L- STA. 40+20 LT TO STA. 42+80 LT

**I-601A**  
**2D-1**

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBISON COUNTY

ROADWAY DESIGN UNIT  
ROADWAY DESIGN  
ENGINEER

SEAL  
18470  
ENGINEER  
Edward G. Edens  
6/24/2026

HYDRAULIC DESIGN  
ENGINEER

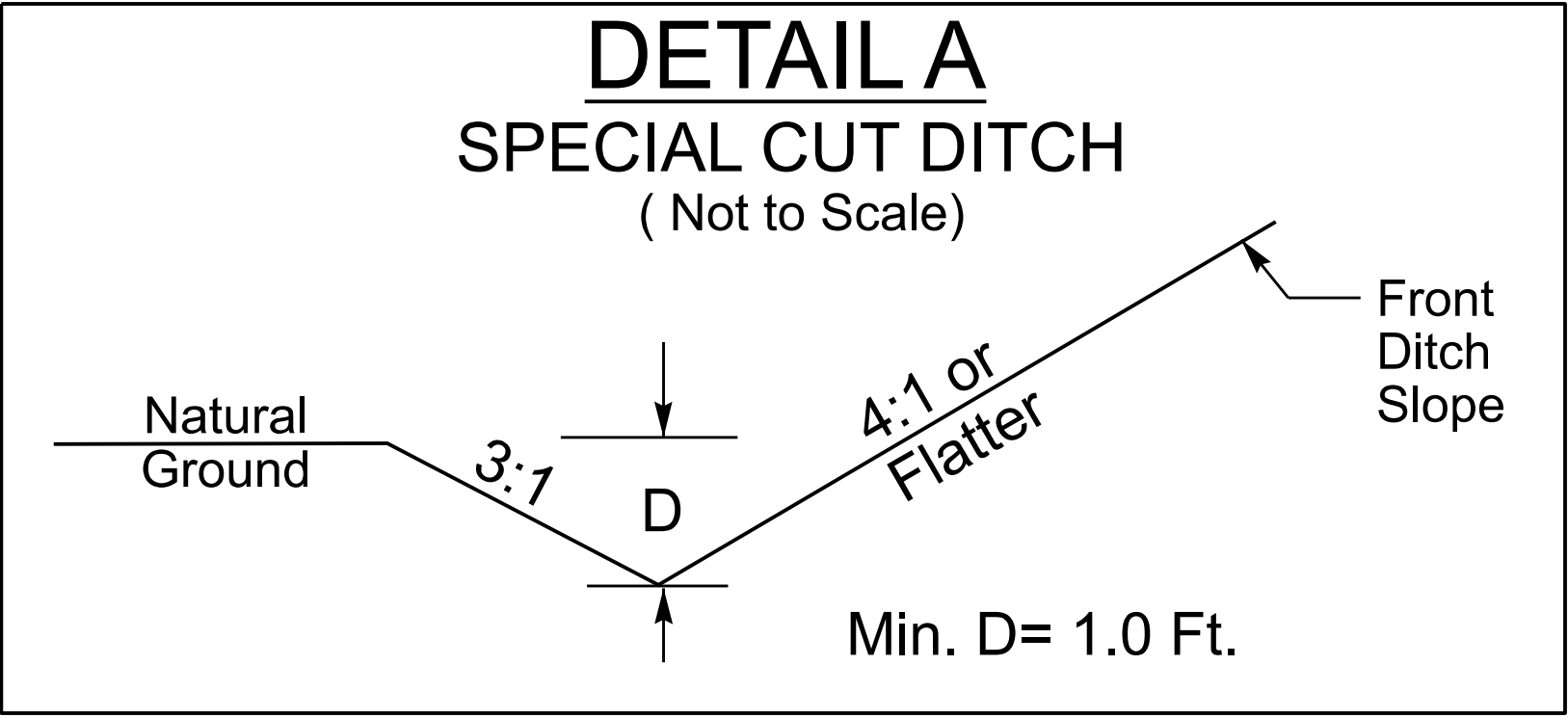
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ENGINEER  
CHARLES R. SMITH  
6/24/2026

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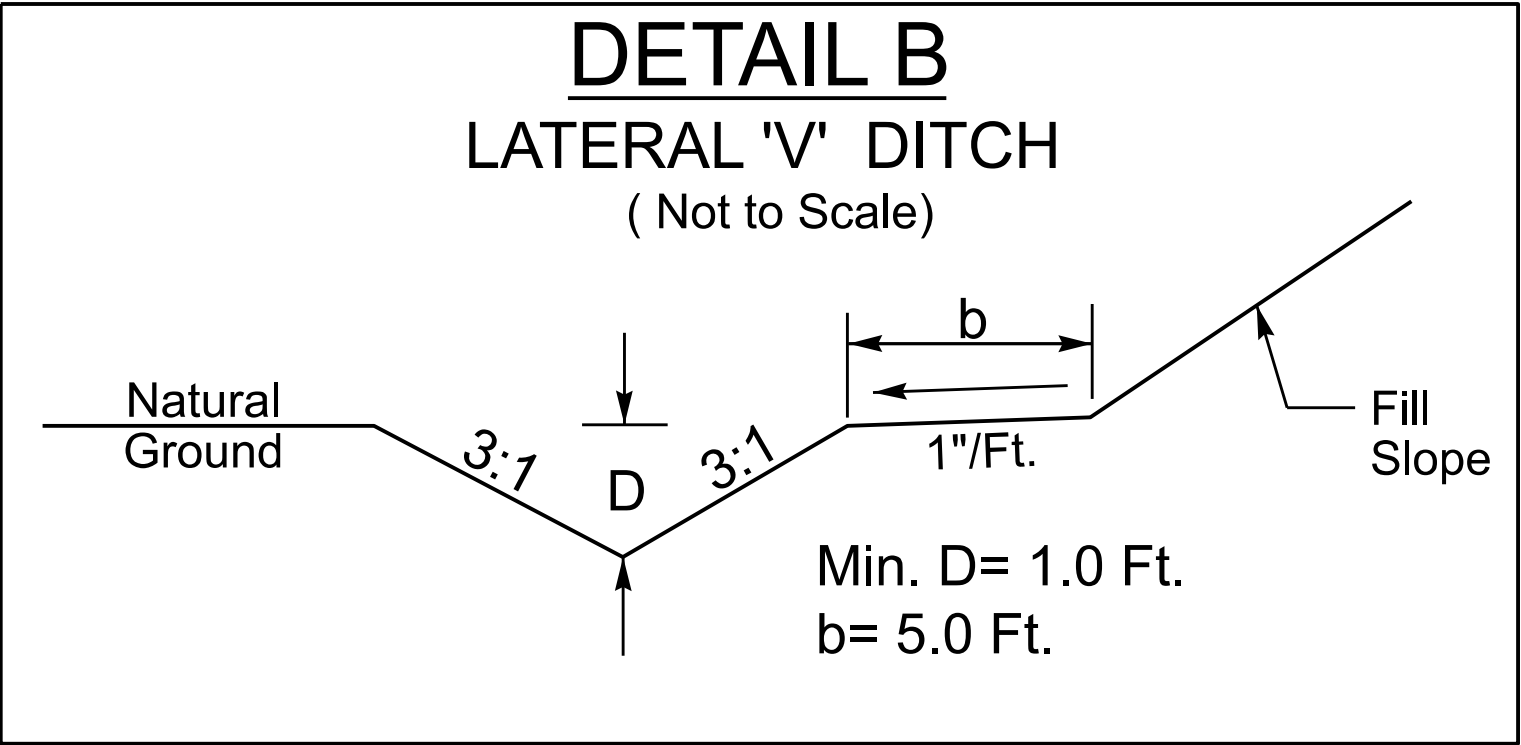
PREPARED BY

**moffatt & nichol**  
4700 FALLS OF REUSE ROAD, SUITE 300  
FALLS OF REUSE, NORTH CAROLINA 28734  
TEL: 919.731.1111 FAX: 919.731.1112  
NC LICENSE NO.: P-5105

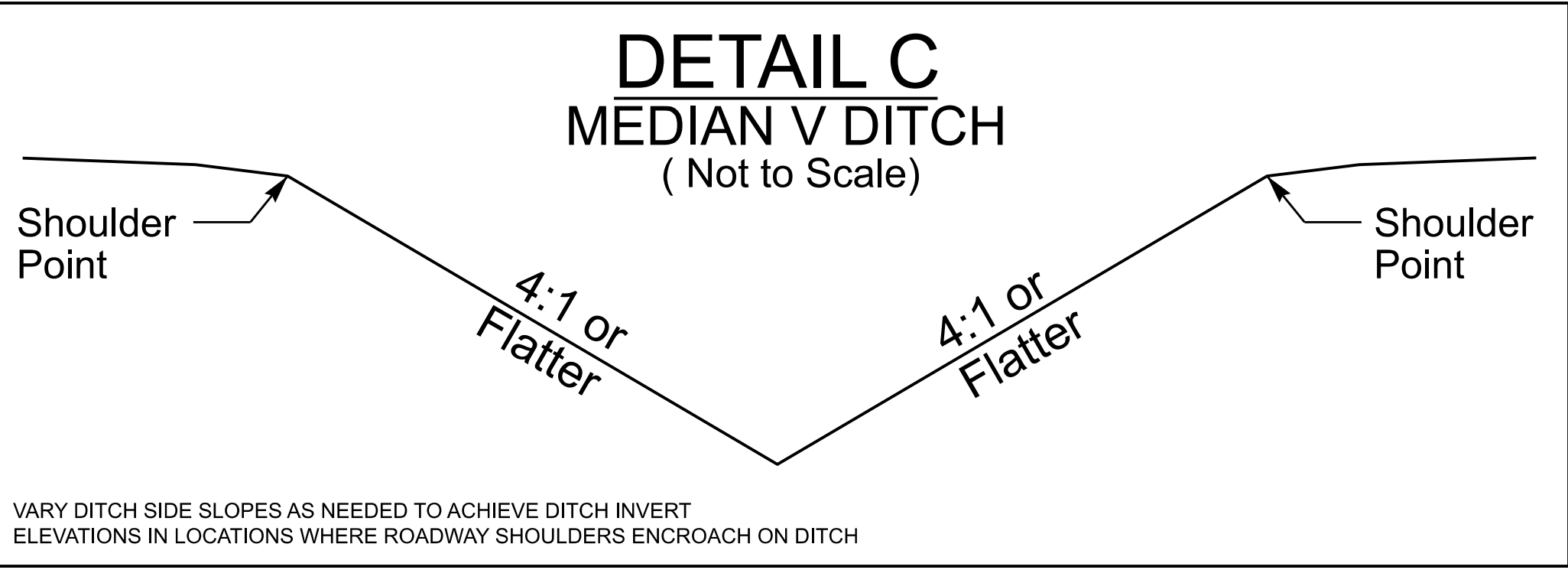
REVISIONS



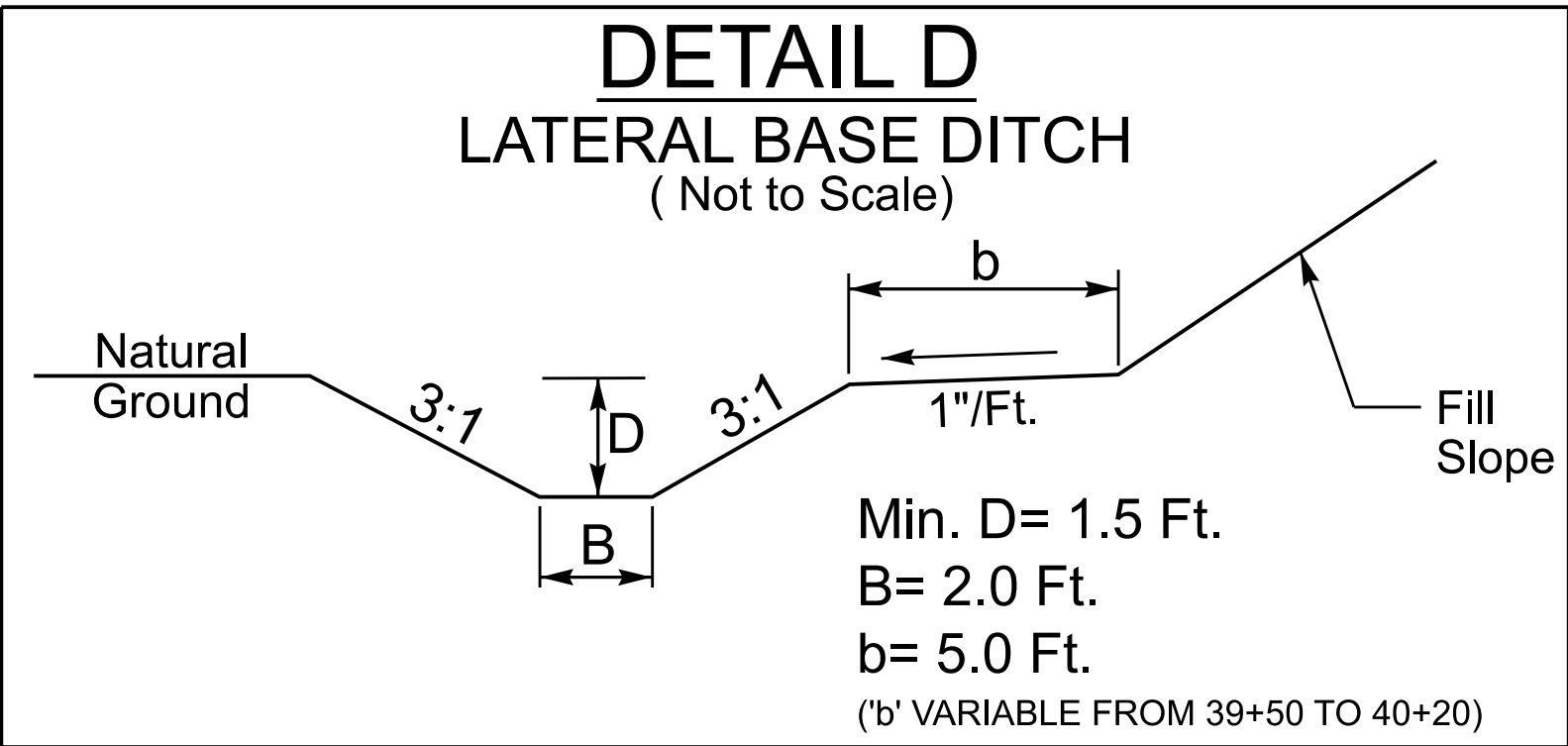
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FROM -L- STA. 17+84 RT TO STA. 21+14 RT  
FROM -ED- STA. 11+61 LT TO STA. 12+33 LT



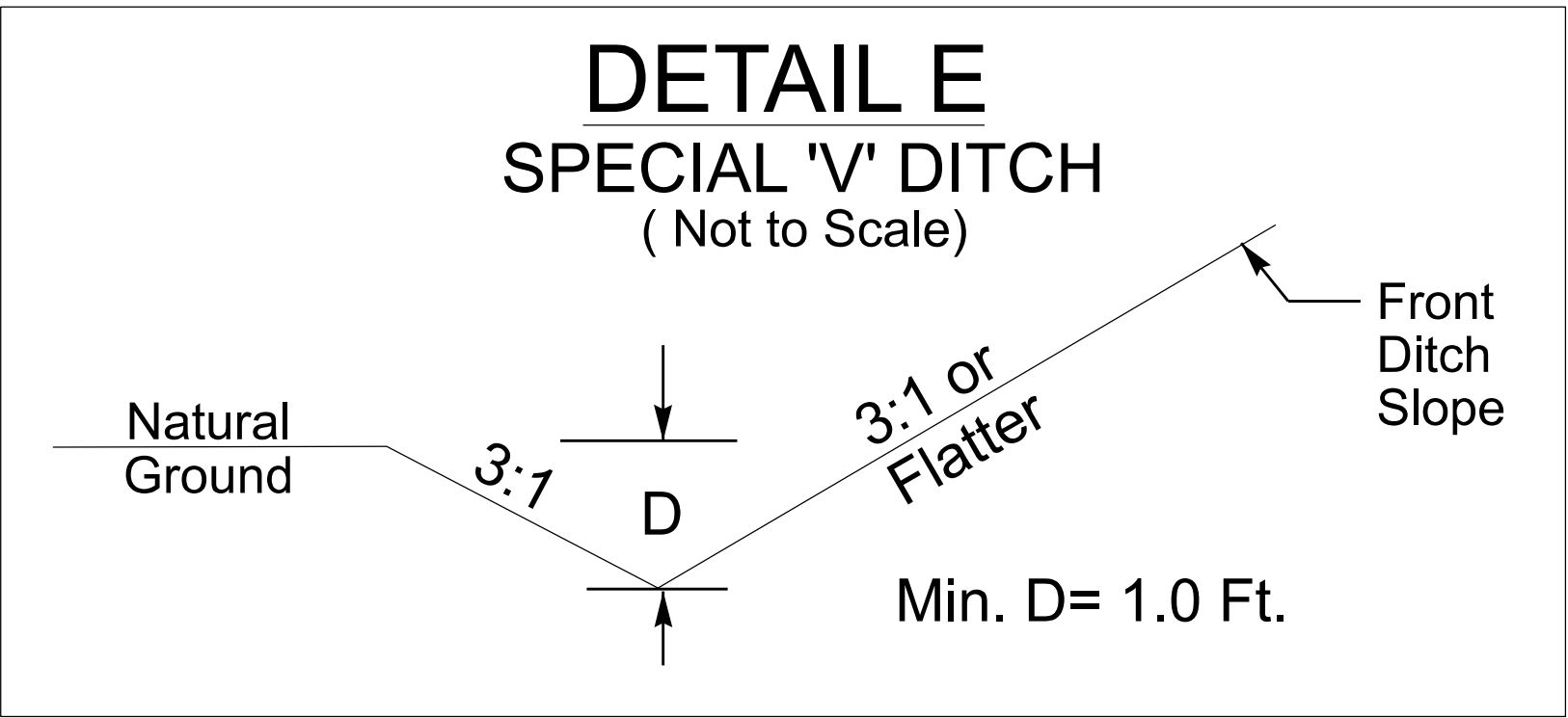
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FROM -L- STA. 30+68 RT TO STA. 38+02 RT



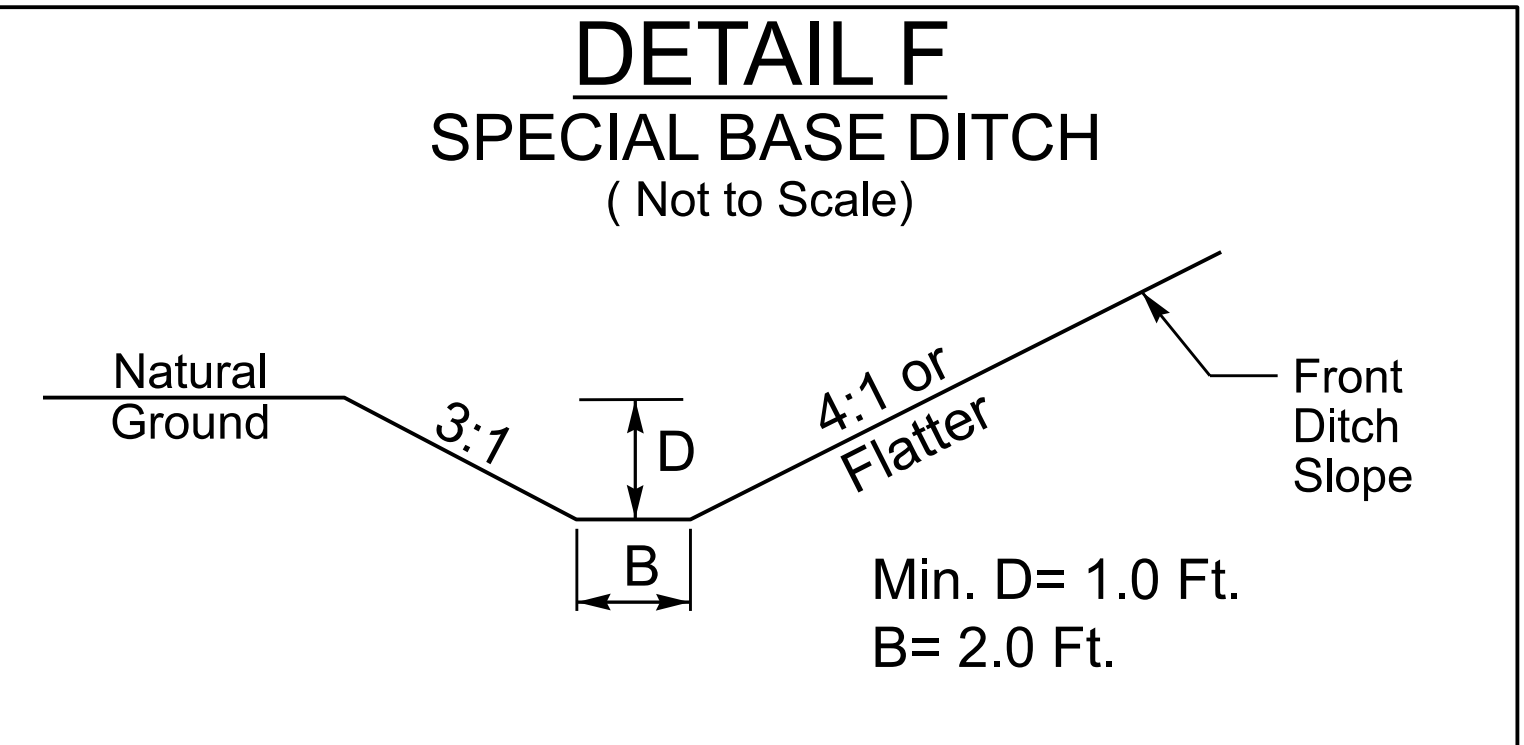
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FROM -Y1- STA. 31+85 MED TO STA. 41+00 MED



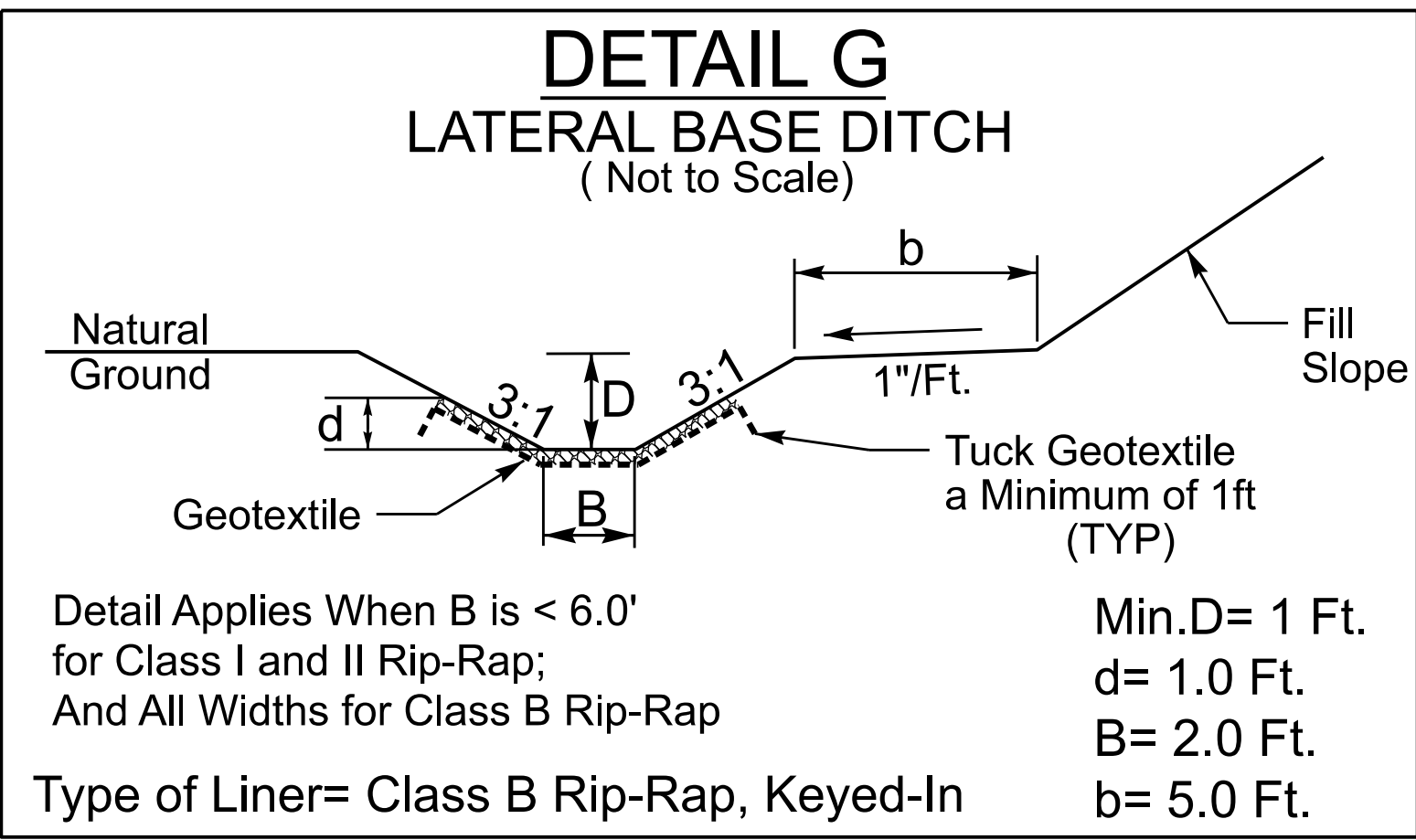
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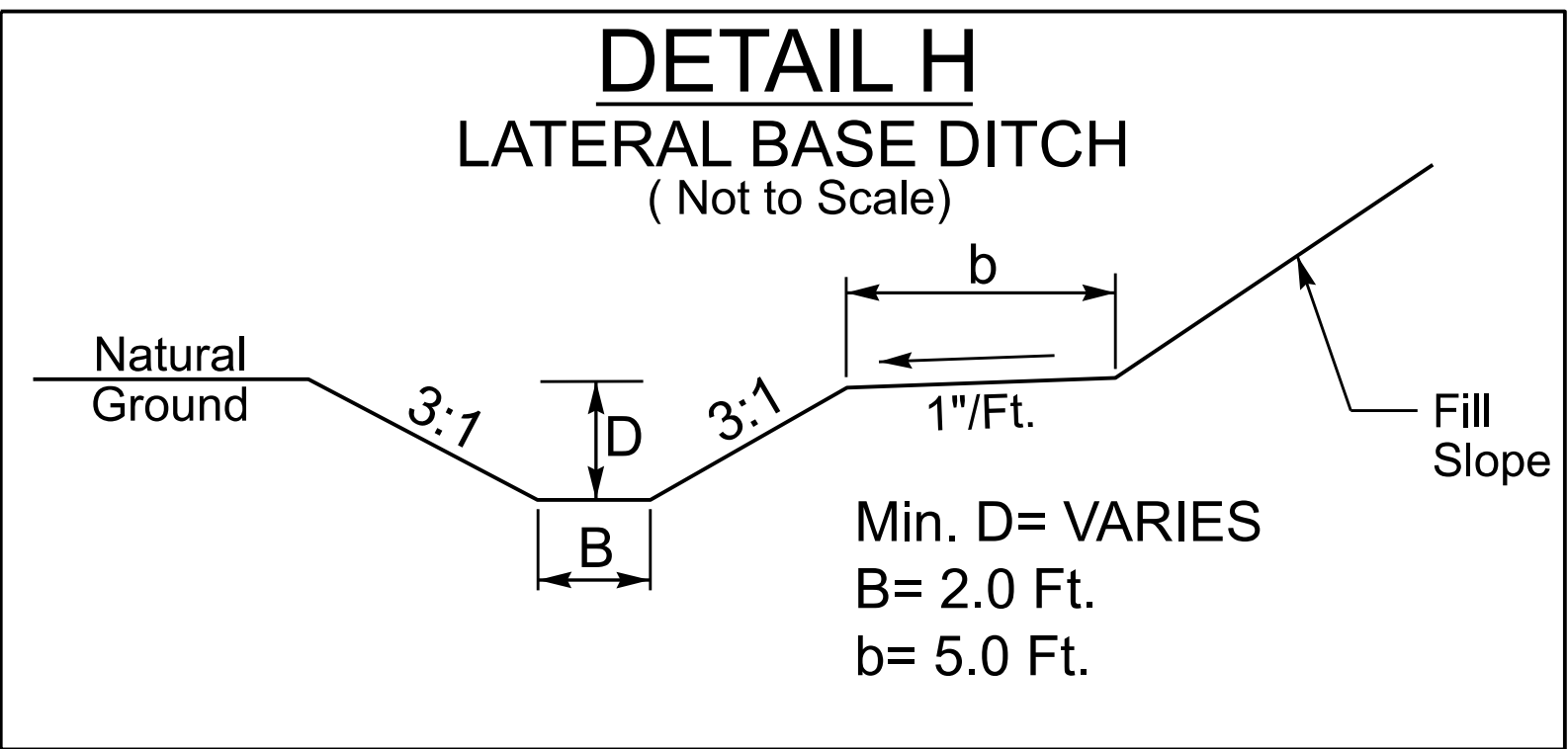
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FROM -L- STA. 40+20 LT TO STA. 42+80 LT



FROM -L- STA. 27+99 RT TO STA. 28+65 RT  
EST. 26 TONS CLASS B RIP RAP  
EST. 58 SY GEOTEXTILE  
FROM -L- STA. 31+20 LT TO STA. 32+50 LT  
EST. 52 TONS CLASS B RIP RAP  
EST. 118 SY GEOTEXTILE



FROM -L- STA. 30+93 LT TO STA. 31+20 LT

**I-601A**  
**2D-1**

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBESON COUNTY

ROADWAY DESIGN UNIT  
ROADWAY DESIGN  
ENGINEER

**SEAL 18470**  
Edward G. Edens  
ENGINEER  
6/19/2026

**SEAL 029872**  
Charles R. Smith  
ENGINEER  
6/19/2026

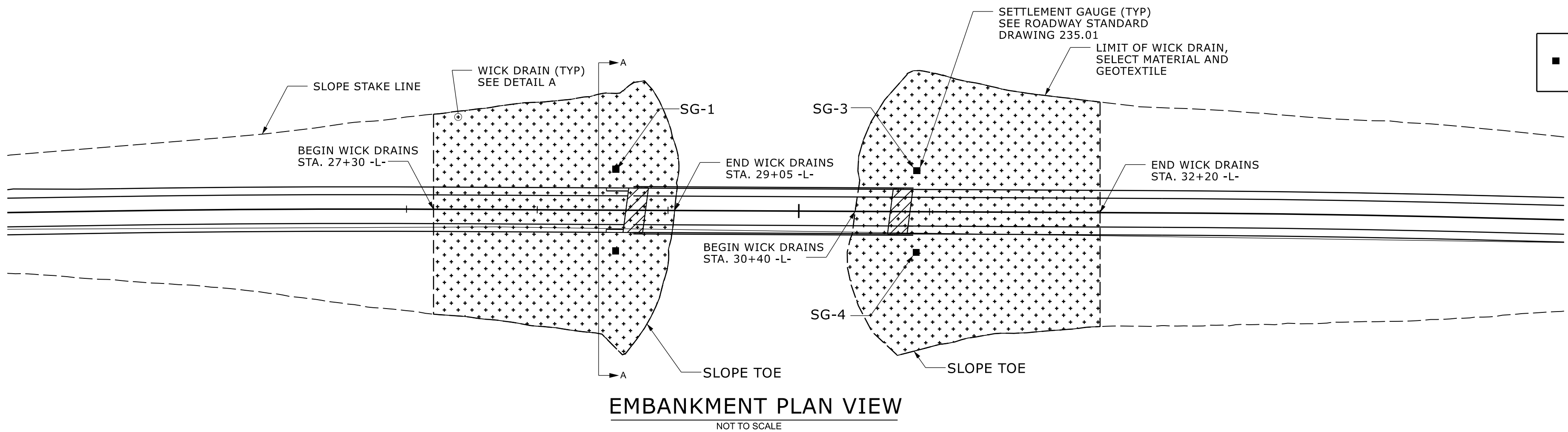
HYDRAULIC DESIGN  
ENGINEER

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

PREPARED BY

**moftatt & nichol**  
4700 FALLS OF NEUSE ROAD, SUITE 300  
FALLS OF NEUSE, NC 27511  
TEL: 919.731.1111 FAX: 919.731.1112  
NC LICENSE NO.: P-5105

REVISIONS



■ SETTLEMENT GAUGES (SG)

GEOTECHNICAL ENGINEER

Signed by:  
*W. Scott Hunsberger* 5/12/2026  
SAAB/AC/SC/CH/SE  
SIGNATURE DATE

ENGINEER

SIGNATURE DATE

SETTLEMENT GAUGES

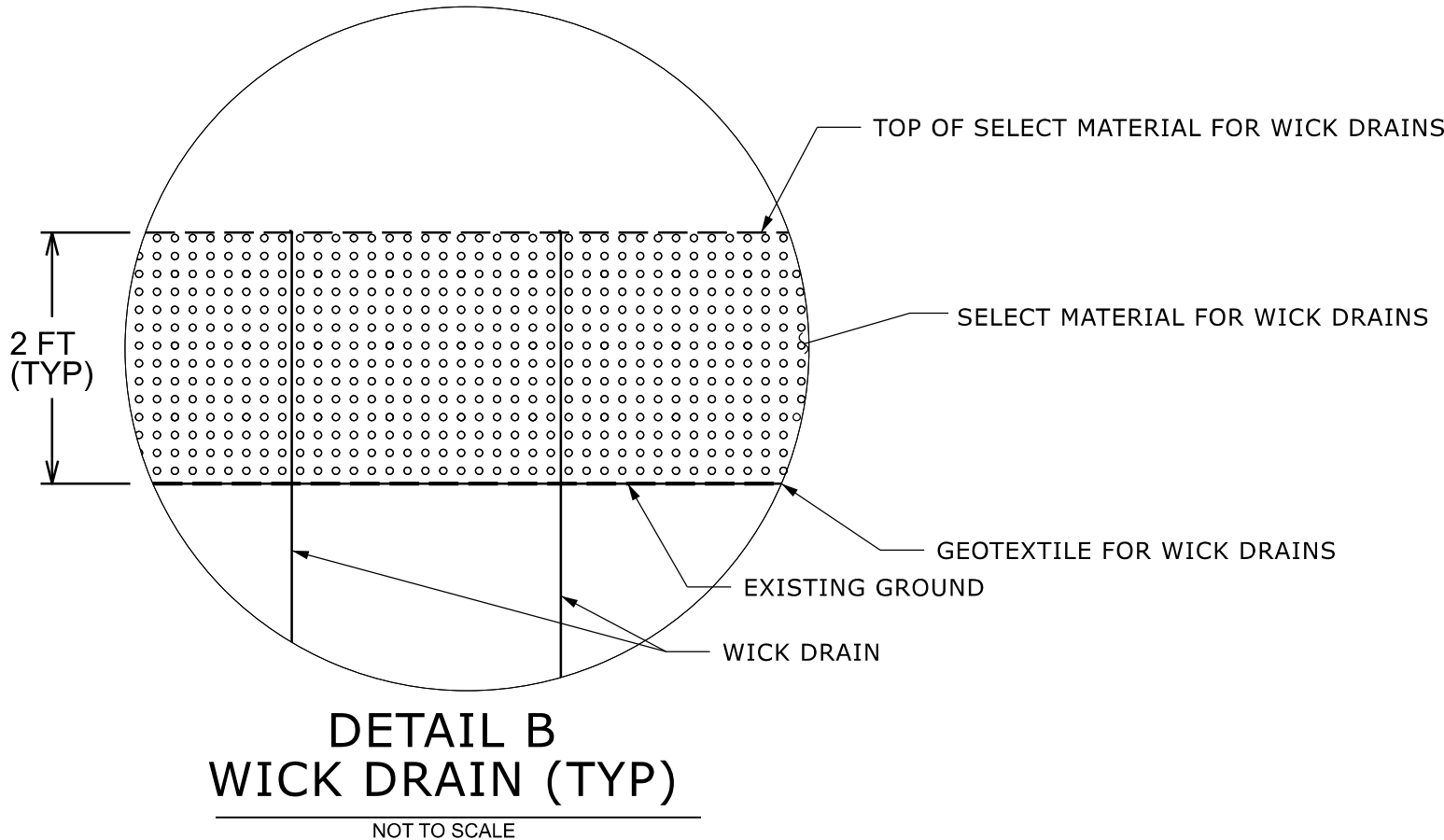
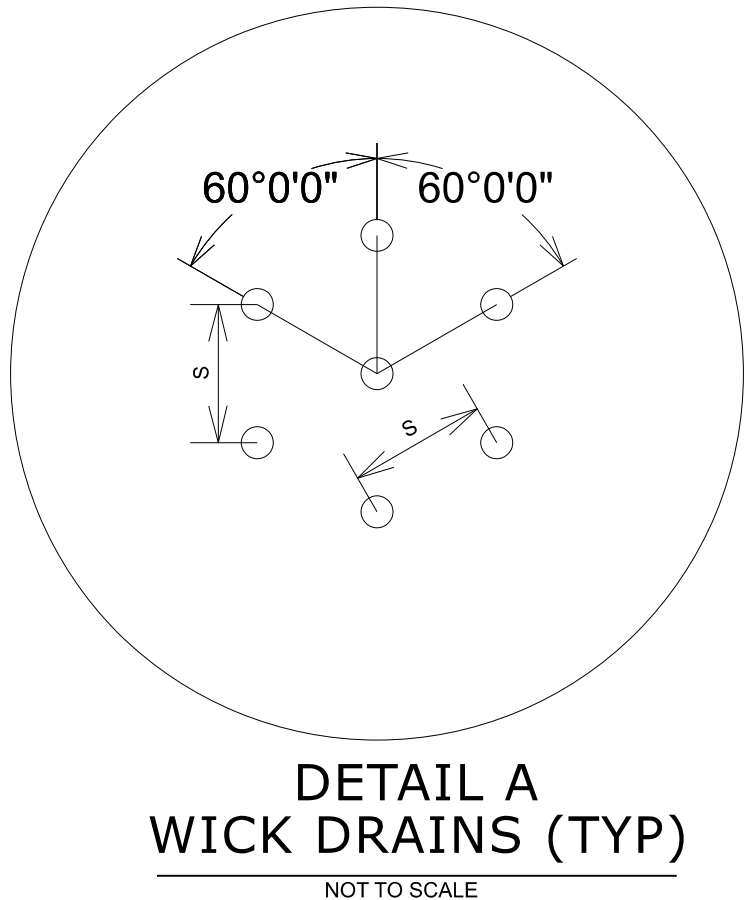
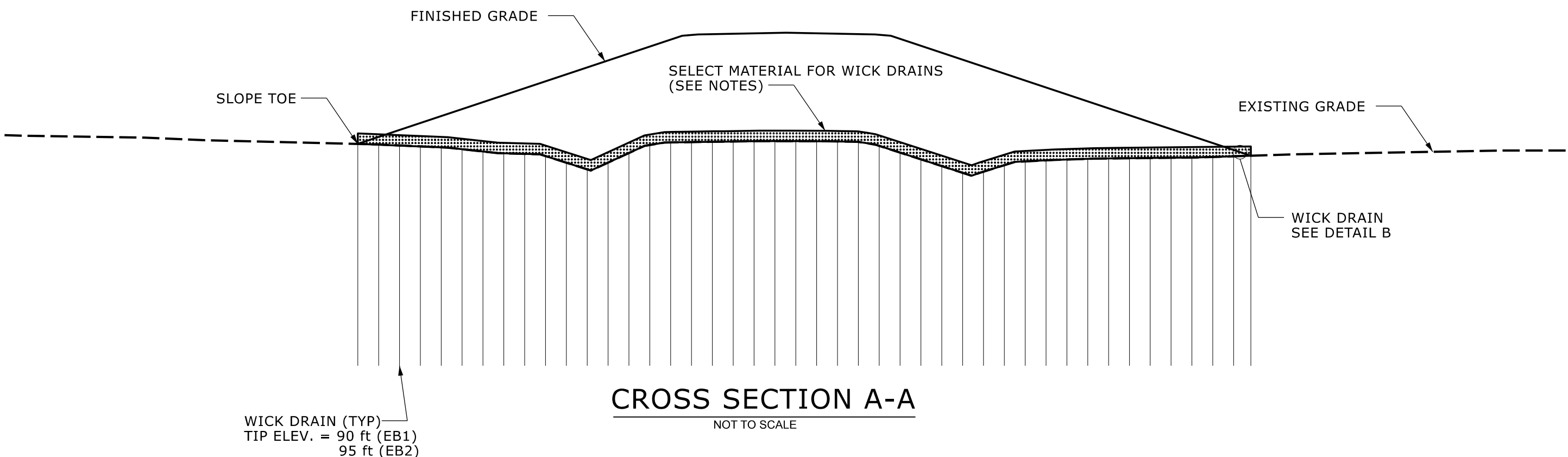
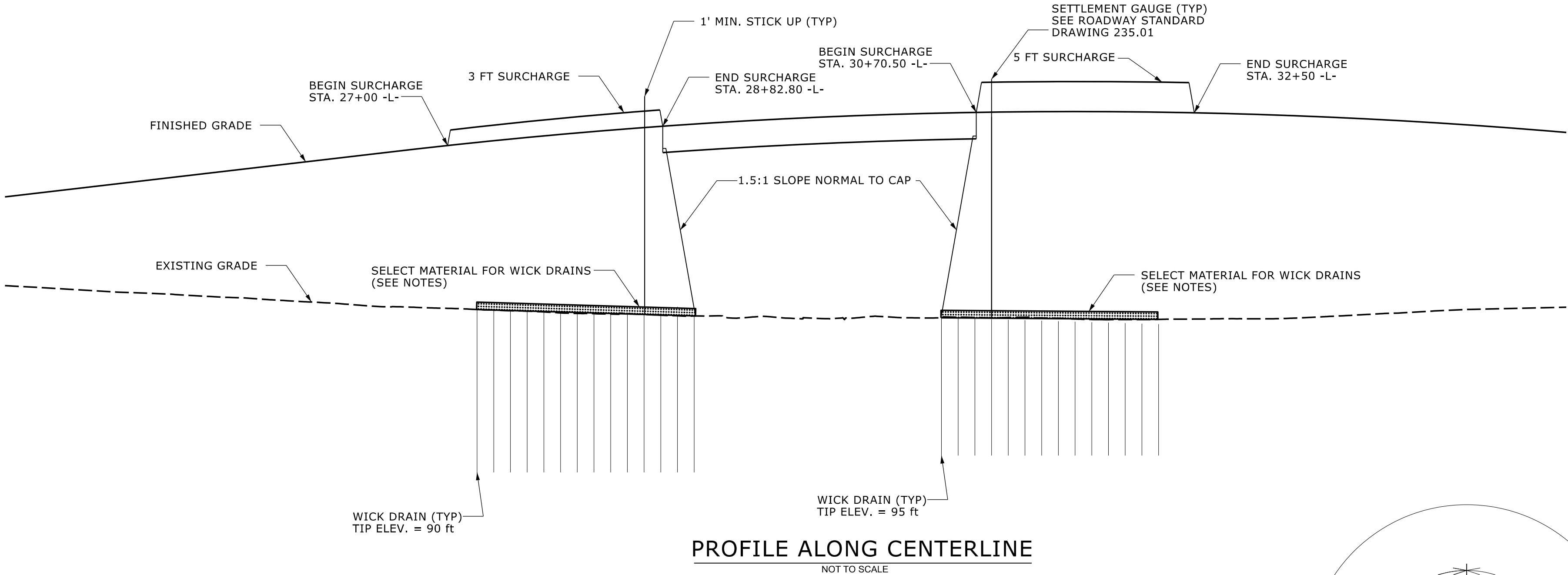
| GAUGE NO. | STATION   | OFFSET   |
|-----------|-----------|----------|
| SG-1      | -L- 28+60 | 25 FT LT |
| SG-2      | -L- 28+60 | 25 FT RT |
| SG-3      | -L- 30+90 | 25 FT LT |
| SG-4      | -L- 30+90 | 25 FT RT |

SURCHARGE WAITING PERIOD

| LOCATION                    | DURATION |
|-----------------------------|----------|
| STA. 27+00 TO STA. 28+82.80 | 2 MONTHS |
| STA. 30+70.50 TO 32+50      | 2 MONTHS |

ESTIMATED QUANTITIES

|                                 |            |
|---------------------------------|------------|
| WICK DRAINS                     | 100,600 FT |
| SELECT MATERIAL FOR WICK DRAINS | 4,900 TONS |
| GEOTEXTILE FOR WICK DRAINS      | 4,750 SY   |
| BORROW EXCAVATION               | 2,200 CY   |
| UNCLASSIFIED EXCAVATION         | 2,200 CY   |

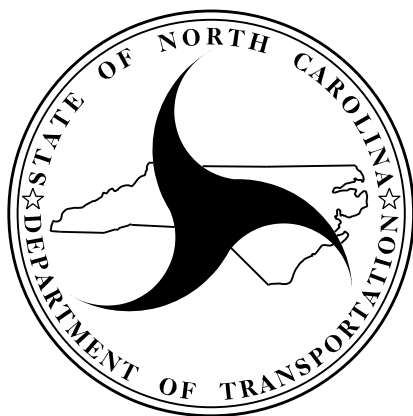


NOTE:  
1. EXCAVATE EXISTING PAVEMENT PRIOR TO PLACEMENT OF WICK DRAINS  
2. GRADE DRAINAGE LAYER TO DRAIN AND DAYLIGHT DOWN GRADIENT

|                  |       |
|------------------|-------|
| PREPARED BY: WSH | DATE: |
| REVIEWED BY: JRH | DATE: |

| WICK DRAINS        |            |               |
|--------------------|------------|---------------|
| STATIONS           | SPACING, S | TIP ELEVATION |
| -L- 27+30 TO 29+05 | 4 FT       | 90 FT, msl    |
| -L- 33+40 TO 32+20 | 4 FT       | 95 FT, msl    |

FALCON ENGINEERING, INC.  
1210 TRINITY ROAD, SUITE 110  
RALEIGH, NC 27607  
PHONE: 919.871.0800  
FAX: 919.871.0803  
FIRM LICENSE NO.: C-3193



NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
  
GEOTECHNICAL  
ENGINEERING UNIT

PROJECT NO.: I-6011A  
ROBESON COUNTY  
STATION: 27+30 to 32+20 -L-

| REVISIONS |    |      |     |    |      | SHEET NO. |
|-----------|----|------|-----|----|------|-----------|
| NO.       | BY | DATE | NO. | BY | DATE |           |
| 1         |    |      | 3   |    |      | 2G-1      |
| 2         |    |      | 4   |    |      |           |

**NOTE:** Earthwork Quantities are calculated by the roadway designer. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

| STATION                                  | STATION  | UNCL.<br>EXCAV. | ROCK | EMBANK.<br>+% | BORROW  | WASTE  |
|------------------------------------------|----------|-----------------|------|---------------|---------|--------|
| -L-                                      |          |                 |      |               |         |        |
| 17+84.00                                 | 28+83.64 | 54              |      | 38,716        | 38,662  |        |
| -ED-                                     |          |                 |      |               |         |        |
| 11+60.75                                 | 12+74.00 | 70              |      | 130           | 60      |        |
| SUBTOTALS:                               |          | 124             |      | 38,846        | 38,722  |        |
| -L-                                      |          |                 |      |               |         |        |
| 30+69.21                                 | 42+80    | 53              |      | 73,428        | 73,375  |        |
| SUBTOTALS:                               |          | 53              |      | 73,428        | 73,375  |        |
| -Y1- MED                                 |          |                 |      |               |         |        |
| 22+13.00                                 | 31+84.66 | 632             |      | 99            |         | 533    |
| -Y1- RT                                  |          |                 |      |               |         |        |
| 22+86.09                                 | 24+69.06 | 134             |      | 5             |         | 129    |
| SUBTOTALS:                               |          | 766             |      | 104           |         | 662    |
| -Y1- MED                                 |          |                 |      |               |         |        |
| 31+84.66                                 | 41+00.00 | 483             |      | 76            |         | 407    |
| -Y1- LT                                  |          |                 |      |               |         |        |
| 38+91.61                                 | 40+69.57 | 145             |      | 0             |         | 145    |
| SUBTOTALS:                               |          | 628             |      | 76            |         | 552    |
| TOTAL:                                   |          | 1,571           |      | 112,454       | 112,097 | 1,214  |
| LOSS DUE TO CLEARING & GRUBBING          |          |                 |      |               |         |        |
| WASTE IN LIEU OF BORROW                  |          |                 |      |               | -3,214  | -1,214 |
| SURCHARGE                                |          | 2,000           |      |               | 2,000   | 2,000  |
| PROJECT TOTALS:                          |          | 3,571           |      | 112,454       | 110,883 | 2,000  |
| EST 5% TO REPLACE TOP SOIL ON BORROW PIT |          |                 |      |               | 5,544   |        |
|                                          |          |                 |      |               |         |        |
|                                          |          |                 |      |               |         |        |
| GRAND TOTALS:                            |          | 3,571           |      | 112,454       | 116,427 | 2,000  |
|                                          |          |                 |      |               |         |        |
| SAY:                                     |          | 4,000           |      |               | 120,000 |        |

EST DDE = 6190 CY

CONTINGENCY ITEMS

UNDERCUT EXCAVATION = 1,500 CY

SELECT GRANULAR MATERIAL = 1,500 CY

GEOTEXTILE FOR SOIL STABILIZATION = 1,500 SY

SHALLOW UNDERCUT = 100 CY

CLASS IV SUBGRADE STABILIZATION = 200 TON

GEOTEXTILE FOR SUBGRADE STABILIZATION = 300 SY

6" PERFORATED SUBDRAIN PIPE = 200 LF

| SURVEY LINE | STATION  | STATION  | LENGTH |
|-------------|----------|----------|--------|
| -L- LT      | 28+47.80 | 28+73.76 | 25.96' |
| -L- RT      | 28+47.80 | 28+69.52 | 21.72' |
| TOTAL:      |          |          | 47.68' |
| SAY:        |          |          | 48.00' |

| SURVEY LINE | STATION | STATION | 47" FABRIC LF | 4" POSTS | 5" POSTS |
|-------------|---------|---------|---------------|----------|----------|
| -L-         | 23+62   | 27+08   | 360.00        | 19       | 12       |
| -L-         | 32+59   | 38+00   | 556.00        | 32       | 14       |
| -L-         | 22+00   | 26+81   | 483.00        | 29       | 11       |
| -L-         | 32+15   | 38+00   | 585.00        | 35       | 12       |
|             |         |         |               |          |          |
|             |         |         |               |          |          |
|             |         |         |               |          |          |
|             |         |         |               |          |          |
|             |         |         |               |          |          |
|             |         |         |               |          |          |
|             |         | TOTAL:  | 1984          | 115      | 49       |
|             |         | SAY:    | 1990          | 115      | 49       |

| SURVEY<br>LINE | STATION | STATION | LOCATION<br>LT/ RT/ CL | SY       |
|----------------|---------|---------|------------------------|----------|
| -Y1-           | 22+89   | 24+69   | RT                     | 184.94   |
| -Y1-           | 22+69   | 28+44   | CL                     | 871.45   |
| -Y1-           | 25+40   | 37+66   | CL                     | 1762.81  |
| -Y1-           | 30+75   | 33+18   | RT                     | 152.14   |
| -Y1-           | 30+55   | 32+78   | LT                     | 63.35    |
| -Y1-           | 34+48   | 40+69   | CL                     | 936.74   |
| -Y1-           | 38+95   | 40+66   | LT                     | 150.49   |
|                |         |         |                        |          |
|                |         |         | TOTAL:                 | 4,121.91 |
|                |         |         | SAY:                   | 4,200    |

| SURVEY<br>LINE | STATION | STATION | LOCATION<br>LT/ RT/ CL | SY       |
|----------------|---------|---------|------------------------|----------|
| -L-            | 21+75   | 29+05   | CL                     | 2250.55  |
| -L-            | 30+43   | 40+80   | CL                     | 2842.79  |
|                |         |         |                        |          |
|                |         |         | TOTAL:                 | 5,093.34 |
|                |         |         |                        |          |
|                |         |         | SAY:                   | 5,100    |

| SURVEY LINE                | STATION  | STATION  | LENGTH  | END ANCHOR UNIT | INTERMEDIATE ANCHOR UNIT | COMMENTS     |
|----------------------------|----------|----------|---------|-----------------|--------------------------|--------------|
| -Y1-                       | 22+06.77 | 30+39.58 | 835'    | 2               |                          |              |
| -Y1-                       | 33+28.79 | 41+56.61 | 830'    | 2               |                          |              |
| -Y1-                       |          |          | 100'    |                 |                          | ADDITIONAL * |
|                            |          |          |         |                 |                          |              |
| SUBTOTAL                   |          |          | 1765'   | 4               |                          |              |
| LESS TERMINAL ANCHOR UNITS |          |          | 100.00' |                 |                          |              |
| SUB TOTAL                  |          |          | 1665'   |                 |                          |              |
| SAY                        |          |          | 1670'   | 4               |                          |              |
|                            |          |          |         |                 |                          |              |
| ADDITIONAL GUIDERAIL POSTS |          |          | 25      |                 |                          |              |

\* NOTE: ADDITIONAL CABLE GUIDERAIL QUANTITY INCLUDED TO ALLOW FOR FIELD ADJUSTMENTS TO CLOSE GAPS AS DIRECTED BY THE ENGINEER.

"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

| SURVEY LINE | BEG. STA. | END STA. | LOCATION | LENGTH   |             |       | WARRANT POINT |              | "N" DIST. FROM E.O.L. | TOTAL SHOUL. WIDTH | FLARE LENGTH |              | W            |              | ANCHORS |           |           |      |       |          |                         |  |  |   | IMPACT ATTENUATOR MASH TL-3 |   |    | SINGLE FACED CONCRETE BARRIER | REMOVE EXISTING GUARDRAIL | REMOVE AND STOCKPILE EXISTING GUARDRAIL | REMARKS |
|-------------|-----------|----------|----------|----------|-------------|-------|---------------|--------------|-----------------------|--------------------|--------------|--------------|--------------|--------------|---------|-----------|-----------|------|-------|----------|-------------------------|--|--|---|-----------------------------|---|----|-------------------------------|---------------------------|-----------------------------------------|---------|
|             |           |          |          | STRAIGHT | SHOP CURVED | FACED | APPROACH END  | TRAILING END |                       |                    | APPROACH END | TRAILING END | APPROACH END | TRAILING END |         | GREU TL-2 | GREU TL-3 | B-77 | CAT-1 | TYPE III | TEMPORARY CRASH CUSHION |  |  |   | EA                          | G | NG |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
| -L-         | 22+82.80  | 28+80.68 | RT       | 597.875' |             |       | 25+15.00      |              | 6'                    | 9'                 | 50.0'        |              | 1.00'        |              |         |           |           | 1    | 1     |          |                         |  |  |   |                             |   |    |                               |                           | FILL WARRANT                            |         |
| -L-         | 23+99.54  | 28+84.92 | LT       | 485.375' |             |       | 25+75.00      |              | 6'                    | 9'                 | 50.0'        |              | 1.00'        |              |         |           |           | 1    | 1     |          |                         |  |  |   |                             |   |    |                               |                           | FILL WARRANT                            |         |
| -L-         | 30+67.93  | 37+65.81 | RT       | 697.875' |             |       | 37+25.00      |              | 6'                    | 9'                 | 50.0'        |              | 1.00'        |              |         |           |           | 1    | 1     |          |                         |  |  |   |                             |   |    |                               |                           | FILL WARRANT                            |         |
| -L-         | 30+72.17  | 38+82.55 | LT       | 810.375' |             |       | 36+60.00      |              | 6'                    | 9'                 | 50.0'        |              | 1.00'        |              |         |           |           | 1    | 1     |          |                         |  |  |   |                             |   |    |                               |                           | FILL WARRANT                            |         |
| -Y1-        | 30+84.50  | 32+84.50 | CL       | 400.00'  |             |       | 31+66.44      | 32+02.89     | 12'                   | 15'                |              |              |              |              |         |           |           |      |       |          |                         |  |  | 2 | X                           |   |    |                               |                           | BRIDGE PIERS                            |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |
|             |           |          |          |          |             |       |               |              |                       |                    |              |              |              |              |         |           |           |      |       |          |                         |  |  |   |                             |   |    |                               |                           |                                         |         |

\$\$\$\$SYTIME\$\$\$\$  
P:\RA\1125-02\20 CADD\I-6011A\Roadway\Sheets\I-6011A\_RDY\_3B-1.dgn  
\$\$\$\$USERNAME\$\$\$\$

[illegible]

COMPUTED BY: S. Crockett DATE: 05/12/26  
CHECKED BY: Hunsberger, W. S. DATE: 05/12/26

(9-17-24)

| PROJECT NO. | SHEET NO. |
|-------------|-----------|
| I-6011A     | 3G-1      |

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

SUMMARY OF SUBSURFACE DRAINAGE

| LINE        | Station | Station | Location<br>LT/RT/CL | Drain Type*<br>UD/BD/SD | LF  |
|-------------|---------|---------|----------------------|-------------------------|-----|
|             |         |         |                      |                         |     |
|             |         |         |                      |                         |     |
|             |         |         |                      |                         |     |
| CONTINGENCY |         |         |                      | SD                      | 200 |
|             |         |         |                      |                         |     |
|             |         |         |                      | TOTAL LF:               | 200 |

\*UD = Underdrain  
\*BD = Blind Drain  
\*SD = Subsurface Drain

SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION

| LINE        | Station | Station | Aggregate<br>Type*<br>ASU(1/2)/<br>AST | Aggregate<br>Thickness<br>INCHES<br>[8" for<br>ASU(2)] | Shallow<br>Undercut<br>CY | Class IV<br>Subgrade<br>Stabilization<br>TONS | Geotextile for<br>Subgrade<br>Stabilization<br>SY | Stabilizer<br>Aggregate<br>TONS | Class IV<br>Aggregate<br>Stabilization<br>TONS |
|-------------|---------|---------|----------------------------------------|--------------------------------------------------------|---------------------------|-----------------------------------------------|---------------------------------------------------|---------------------------------|------------------------------------------------|
|             |         |         |                                        |                                                        |                           |                                               |                                                   |                                 |                                                |
|             |         |         |                                        |                                                        |                           |                                               |                                                   |                                 |                                                |
| CONTINGENCY |         |         | ASU(1)                                 | 12                                                     | 100                       | 200                                           | 300                                               |                                 |                                                |
| CONTINGENCY |         |         | AST                                    | 3                                                      |                           |                                               |                                                   |                                 | 250                                            |
|             |         |         |                                        |                                                        |                           |                                               |                                                   |                                 |                                                |
|             |         |         | TOTAL CY/TONS/SY:                      |                                                        | 100                       | 200**                                         | 300**                                             | 0                               | 250                                            |

\*ASU(1/2) = Aggregate Subgrade (Type 1 or 2)  
\*AST = Aggregate Stabilization  
  
\*\*Total tons of "Class IV Subgrade Stabilization" and total square yards of "Geotextile for Subgrade Stabilization" are only the estimated quantities for ASU(1/2)/AST and may only represent a portion of the subgrade stabilization and geotextile quantities shown in the Item Sheets of the Proposal.

SUMMARY OF SETTLEMENT GAUGES

| Gauge<br>No.         | LINE<br>and<br>Station | Offset         |                    |
|----------------------|------------------------|----------------|--------------------|
|                      |                        | Distance<br>FT | Direction<br>LT/RT |
| SG-1                 | -L- 28+60              | 25             | LT                 |
| SG-2                 | -L- 28+60              | 25             | RT                 |
| SG-3                 | -L- 30+90              | 25             | LT                 |
| SG-4                 | -L- 30+90              | 25             | RT                 |
|                      |                        |                |                    |
| TOTAL GAUGES (EACH): |                        | 4              |                    |

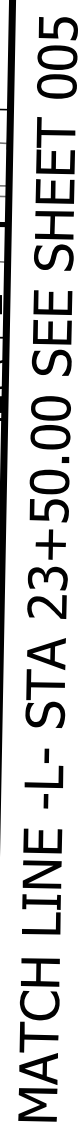
SUMMARY OF SURCHARGES  
AND SURCHARGE WAITING PERIODS

| LINE | Station  | Station  | Surcharge<br>Height<br>FT | MONTHS |
|------|----------|----------|---------------------------|--------|
| -L-  | 27+00    | 28+82.80 | 3.0                       | 2      |
| -L-  | 30+70.50 | 32+50    | 5.0                       | 2      |

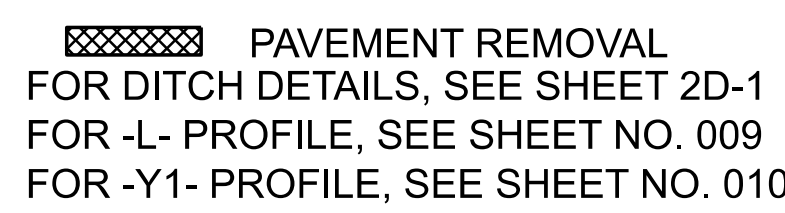
SUMMARY OF BRIDGE WAITING PERIODS

| Bridge Description                        | End Bent/<br>Bent No. | MONTHS |
|-------------------------------------------|-----------------------|--------|
| Bridge on -L- (SR 2225) over -Y1- (US 74) | 1                     | 2      |
| Bridge on -L- (SR 2225) over -Y1- (US 74) | 2                     | 2      |
|                                           |                       |        |

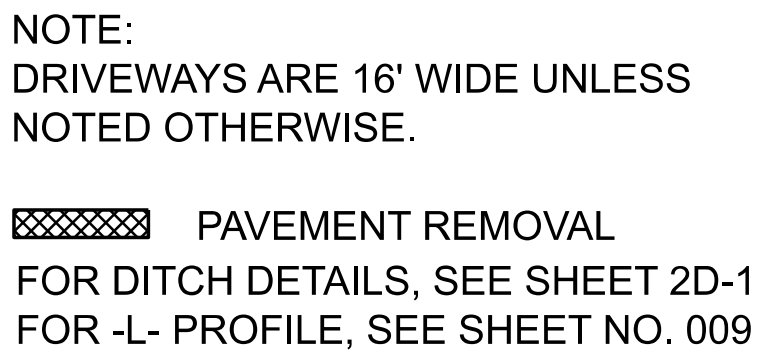
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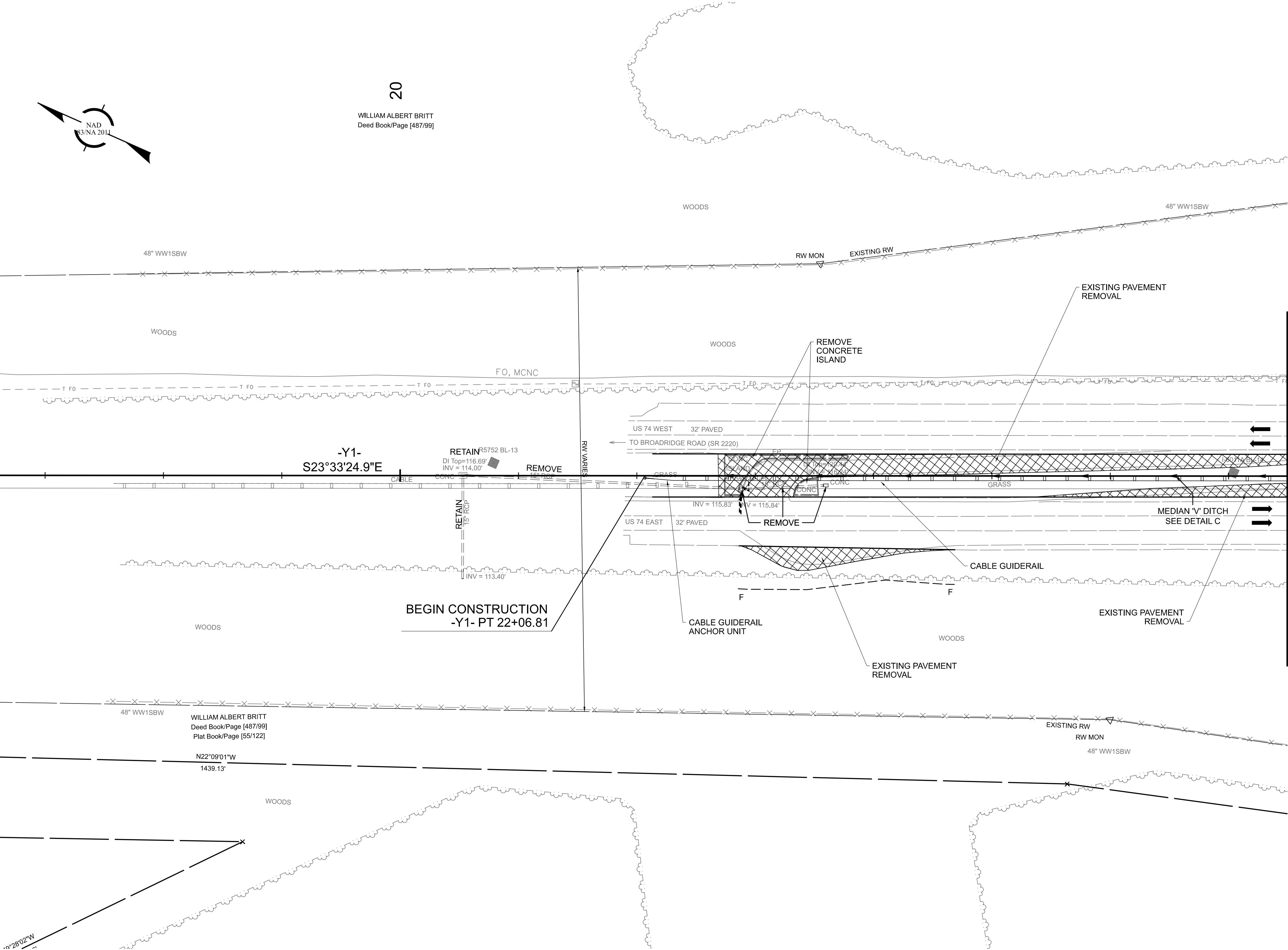
 PAVEMENT REMOVAL

FOR DITCH DETAILS, SEE SHEET 2D-1  
FOR -L- PROFILE, SEE SHEET NO. 009  
FOR -ED- PROFILE, SEE SHEET NO. 011



FOR STRUCTURE PLANS, SEE SHEET S1 THRU S34





PAVEMENT REMOVAL  
FOR DITCH DETAILS, SEE SHEET 2D-1  
FOR -Y1- PROFILE, SEE SHEET NO. 010

I-6011A

007

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBERTSON COUNTY

ROADWAY DESIGN UNIT

ROADWAY DESIGN  
ENGINEER

NORTH CAROLINA  
PROFESSIONAL  
SEAL  
18470  
ENGINEER  
Edward G. Edens

6/19/2026

78ED106C40B346

NORTH CAROLINA  
PROFESSIONAL  
SEAL  
029872  
ENGINEER  
Charles R. Smith

6/19/2026

78ED106C40B346

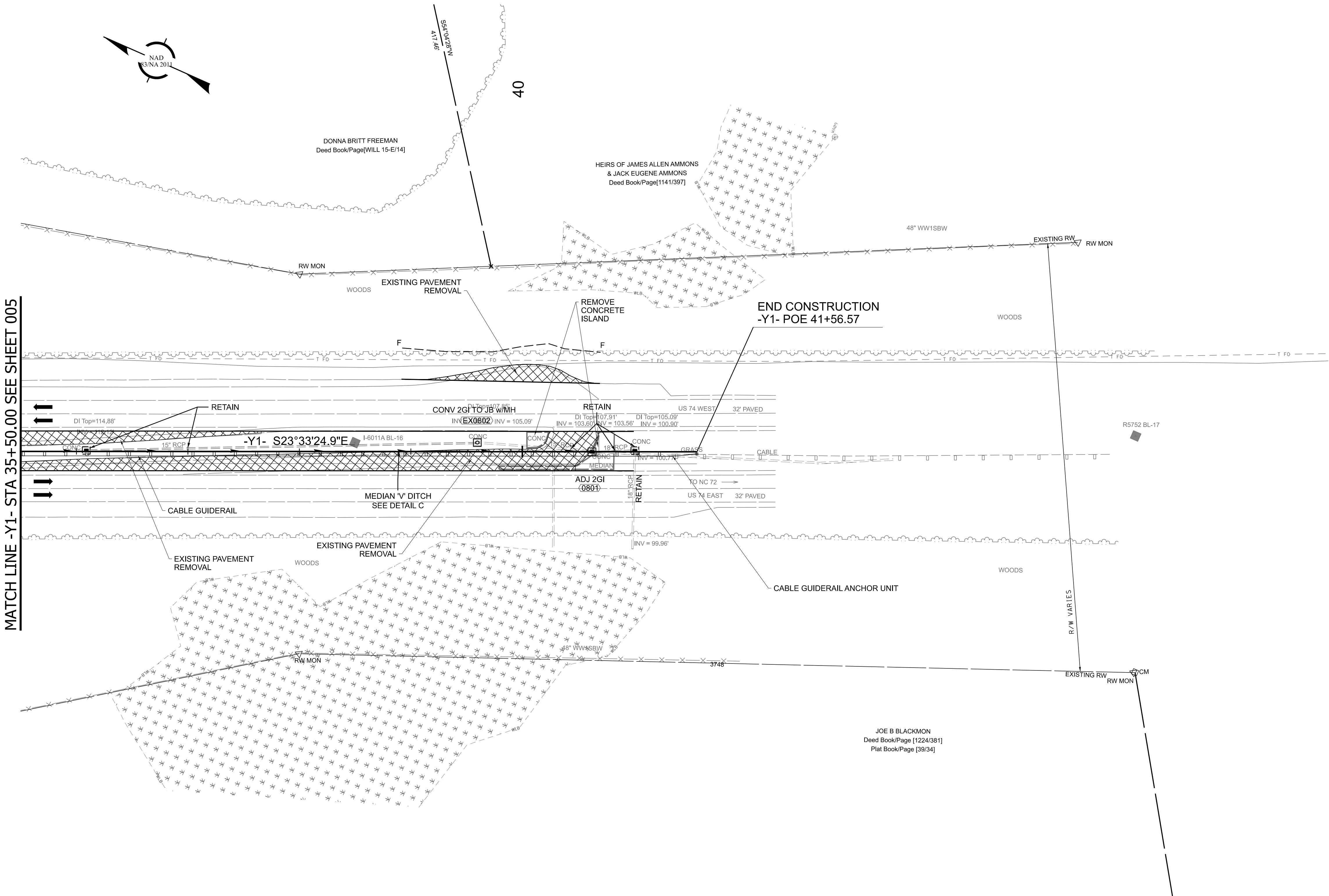
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PREPARED BY

**moffatt & nichol**

4700 FALLS OF NEUSE ROAD, SUITE 300  
WILMINGTON, NORTH CAROLINA 28403-4409 FAX:  
(910) 731-7100 NC LICENSE NO.: P-5105

REVISIONS



MATCH LINE -Y1- STA 35+50.00 SEE SHEET 005

PAVEMENT REMOVAL  
FOR DITCH DETAILS, SEE SHEET 2D-1  
FOR -Y1- PROFILE, SEE SHEET NO. 010

REVISIONS

I-6011A

008

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBERTSON COUNTY

ROADWAY DESIGN UNIT

ROADWAY DESIGN  
ENGINEER

NORTH CAROLINA

PROFESSIONAL

SEAL

18470

ENGINEER

Edward G. Edens

Signature

6/19/2026

78ED106C40B346

HYDRAULIC DESIGN  
ENGINEER

NORTH CAROLINA

PROFESSIONAL

SEAL

029872

ENGINEER

CHARLES R. SMITH

Signature

6/19/2026

7C21A825684C41

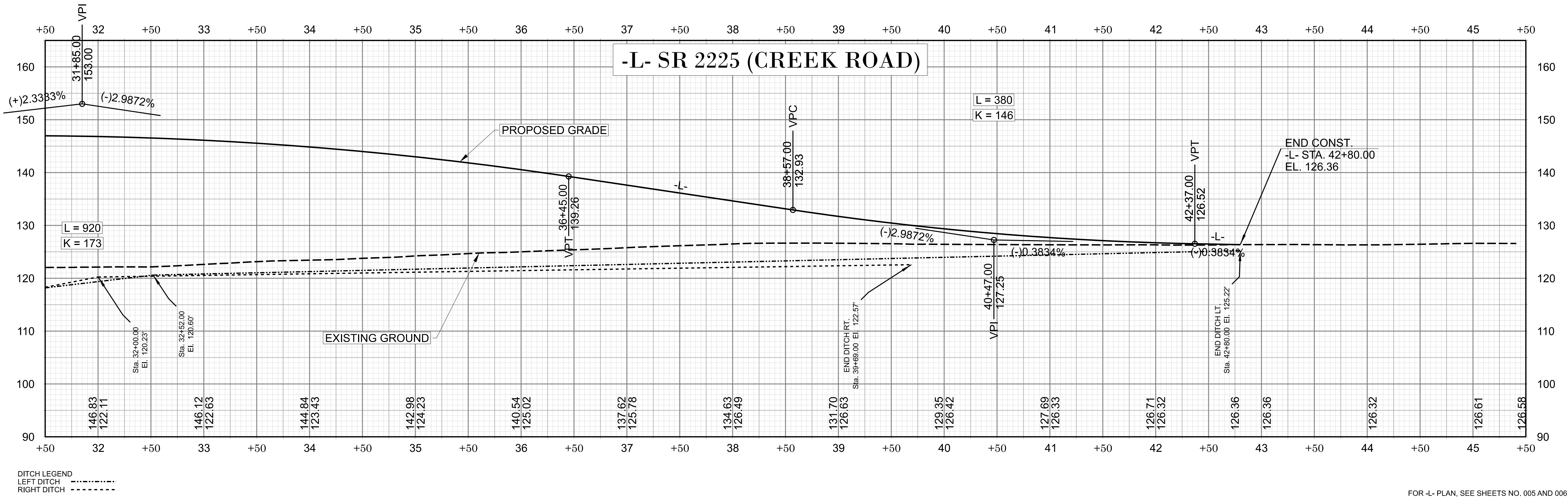
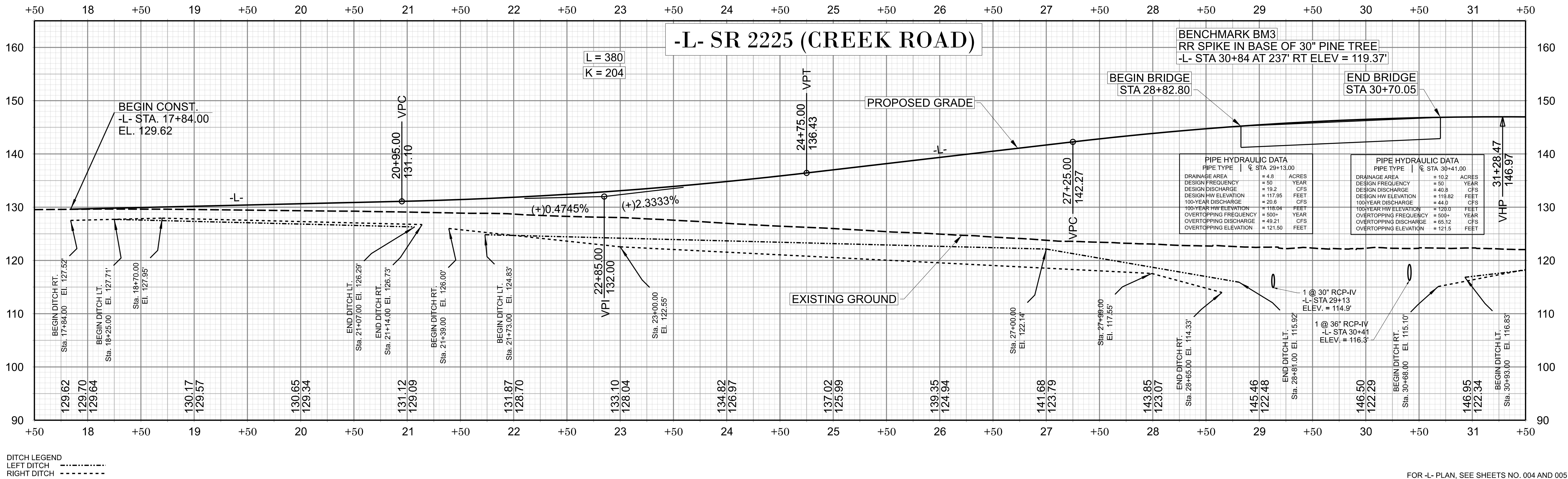
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4700 FALLS OF REUSE ROAD, SUITE 300  
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(541) 731-1100 FAX: (541) 731-1105  
NC LICENSE NO.: F-5105

11/14/23



**I-601A**  
**009**

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBESON COUNTY

ROADWAY DESIGN UNIT  
ROADWAY DESIGN  
ENGINEER

**SEAL 18470**  
**ENGINEER**  
Howard G. Edens, Jr.  
6/19/2026

HYDRAULIC DESIGN  
ENGINEER

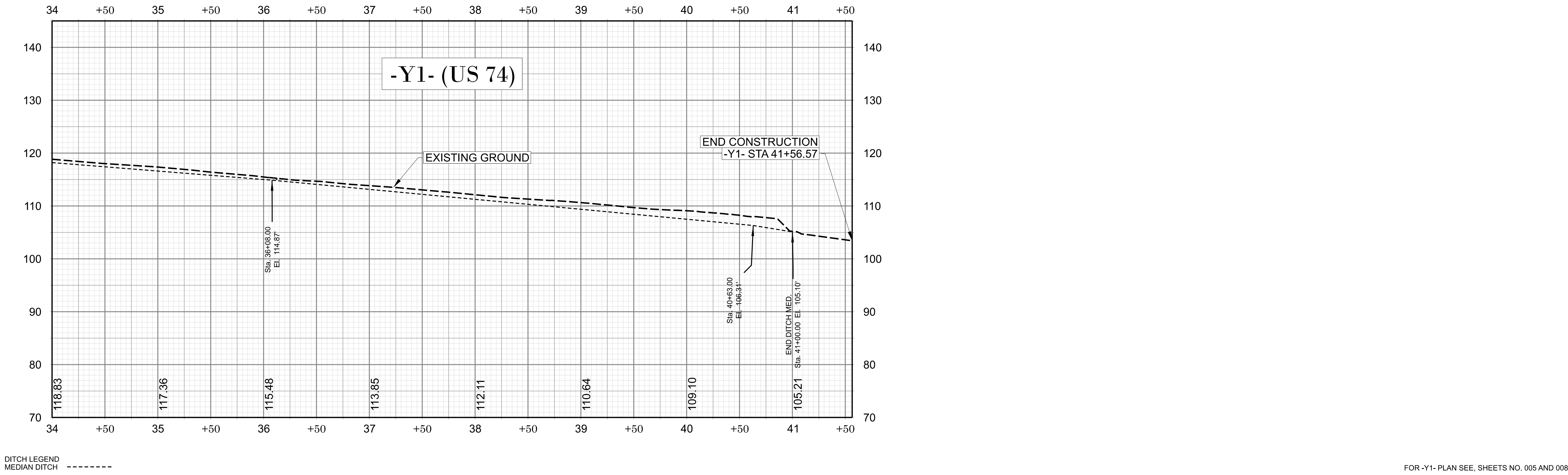
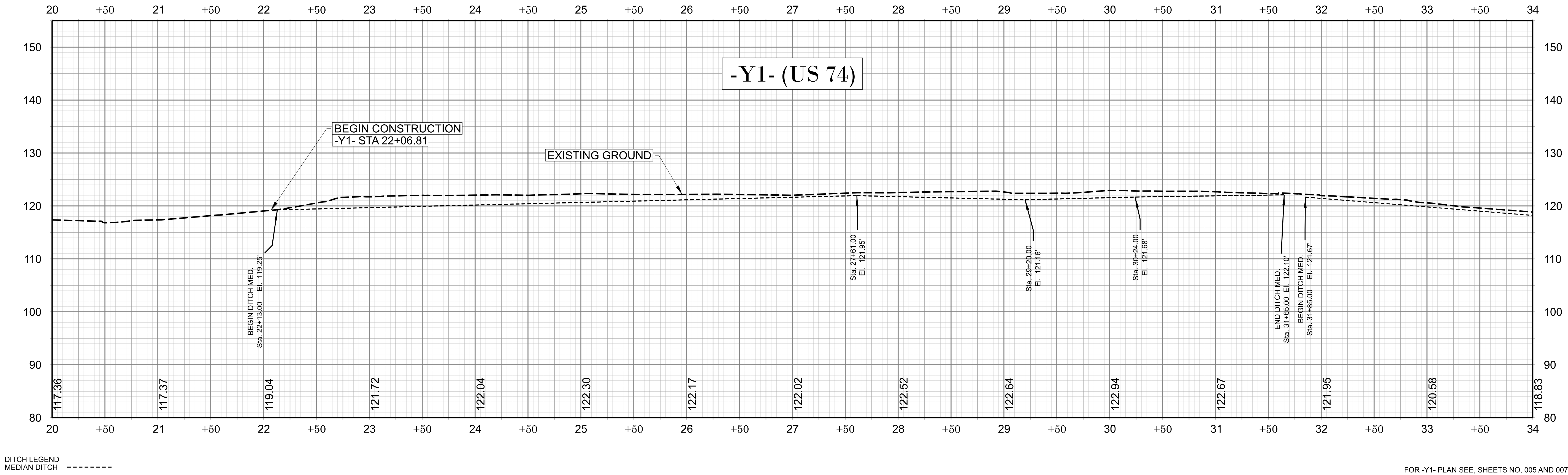
**SEAL 029872**  
**ENGINEER**  
CHARLES R. SMITH  
6/19/2026

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**moffatt & nichol**  
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RALEIGH, NORTH CAROLINA 27609  
(919) 781-6550 FAX (919) 781-6559 FAX  
NC LICENSE NO.: P-10105

REVISIONS

11/14/23



I-601A

010

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBESON COUNTY

ROADWAY DESIGN UNIT

ROADWAY DESIGN  
ENGINEER

Howard G. Edens  
6/19/2026

HYDRAULIC DESIGN  
ENGINEER

Charles R. Smith  
6/19/2026

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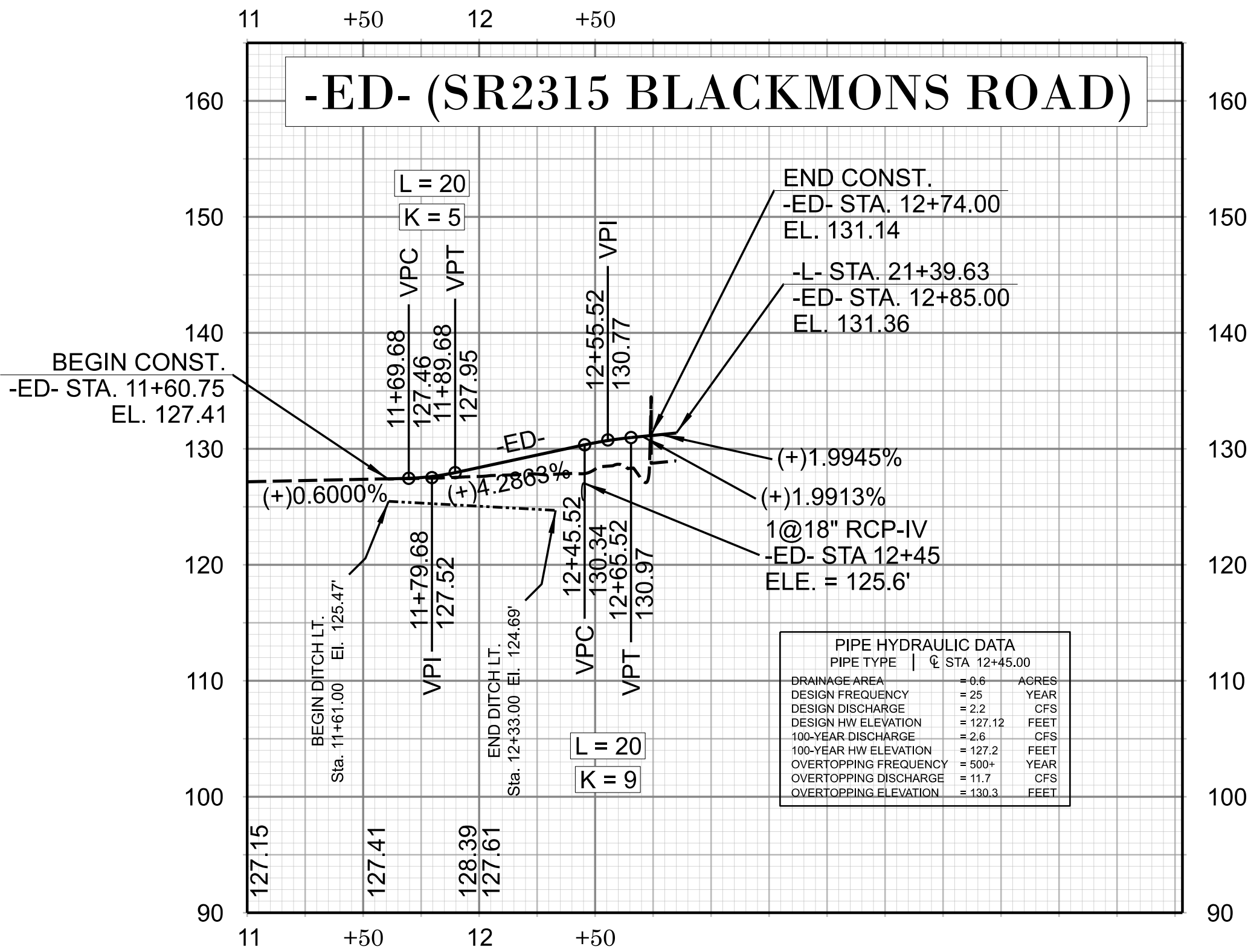
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4700 FALLS OF NEUSE ROAD, SUITE 300  
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(919) 781-9800 FAX (919) 781-9899 FAX  
NC LICENSE NO.: P-0109

REVISIONS

11/14/23



DITCH LEGEND  
LEFT DITCH

FOR -ED- PLAN, SEE SHEET NO. 004

I-601A

011

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROBESON COUNTY

ROADWAY DESIGN UNIT

ROADWAY DESIGN  
ENGINEER

Howard G. Edens, Inc.  
6/19/2026

HYDRAULIC DESIGN  
ENGINEER

Charles R. Smith  
6/19/2026

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UNLESS ALL SIGNATURES COMPLETED

PREPARED BY

moffatt & nichol

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NC LICENSE NO.: P-0108

REVISIONS

cclayton - 6/19/2026