

Excavation and Removal of Road Surface at Roadways - Item 118-A  
Sta. 5+30 ~ 8+50 Lt. Rt.  
5+30 ~ 5+50 (Transverse Line)

Seeding (Slopes) Fertilizer Item 616-615  
Sta. 36+00 ~ 61+50 Lt. Rt.  
Sta. 61+50 ~ 67+00 Lt. Rt.

60+886 Construct Drive  
Sta. 59+00 Rt.

3 Cable Guard Rail with Steel Posts Item 573  
Sta. 65+00 to 67+00 Lt.

Standard Steel Beam Guard Rail w/Steel Posts Item 577-A  
ML 61+42 Lt - 61+58.5 Lt. Rt. 16+33' 33"  
APPROACH STA 7+24.56 - 11+57.37 10+20"  
APPROACH STA 7+24.56 - 11+57.37 10+20"  
ML 36+91.75 - 57+08.25 11+11' 33"

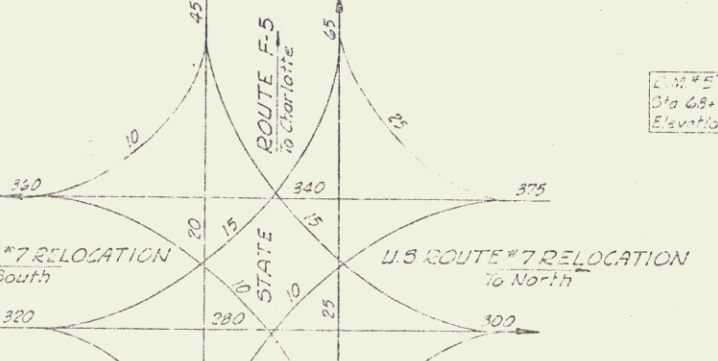
TYPICAL SECTION OF IMPROVEMENT ROUTE F5  
APPROACH AT STA. 13+00

Detail of Deceleration Taper

PARCEL 7A  
GRANTOR VIRGINIA D. PERKINS  
STATIONS 61+05 - 76+62 ±  
TAKING 0.44 ±  
REMAINDER 59.1 A2  
RIGHTS NONE  
DRAINAGE-DITCH STA. 71+00 ±  
TITLE TAKEN COND. 5/4/60  
RECORDED CHARLOTTE - BK 28 - PG 59 - 5/4/60

PARCEL 7C  
GRANTOR VIRGINIA D. PERKINS  
STATIONS 61+05 - 72+52 ±  
TAKING 0.44 ±  
REMAINDER 58.5 A2  
RIGHTS NONE  
TITLE TAKEN NONE 4/20/62  
RECORDED CHARLOTTE - BK 28, PG 205, 5/2/62

PLAN  
SCALE: 1" = 50'



TRAFFIC MOVEMENT DURING BOTH PEAK HOUR TRAFFIC  
KEY  
D.V.M. = 750 = 1930 Estimated 30th Peak Hour Volume  
Peak Hour Traffic is 5% of the Total Peak Hour Traffic

FOR PROFILE SEE SHEET NO. 13  
CHARLOTTE  
Project No. F019-4 (2)  
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