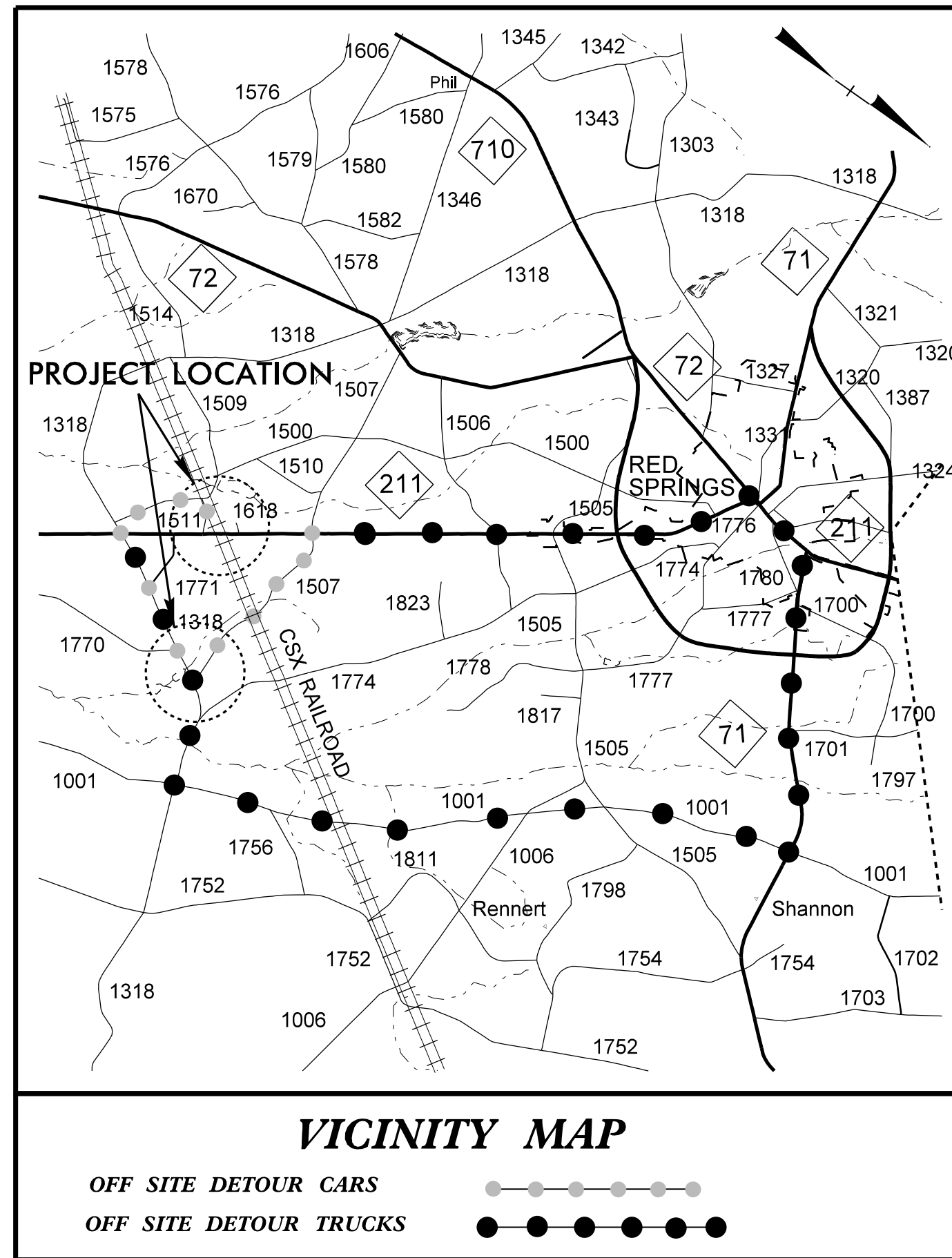


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with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols

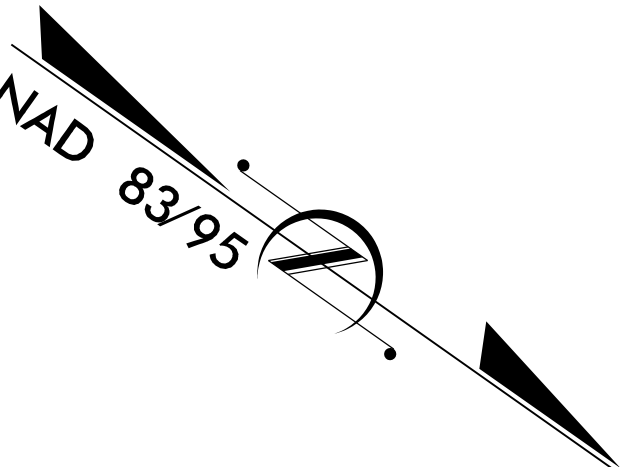
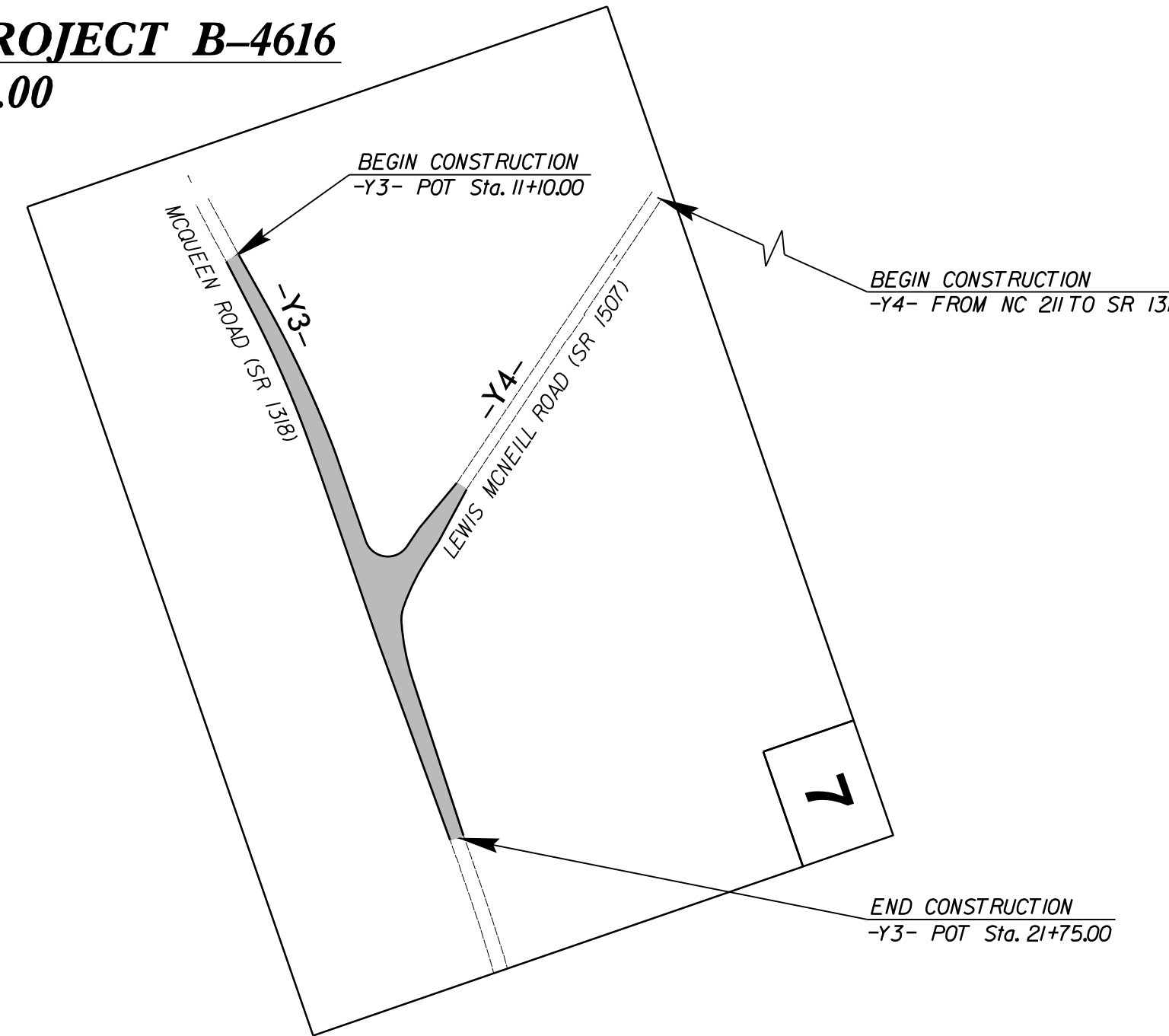
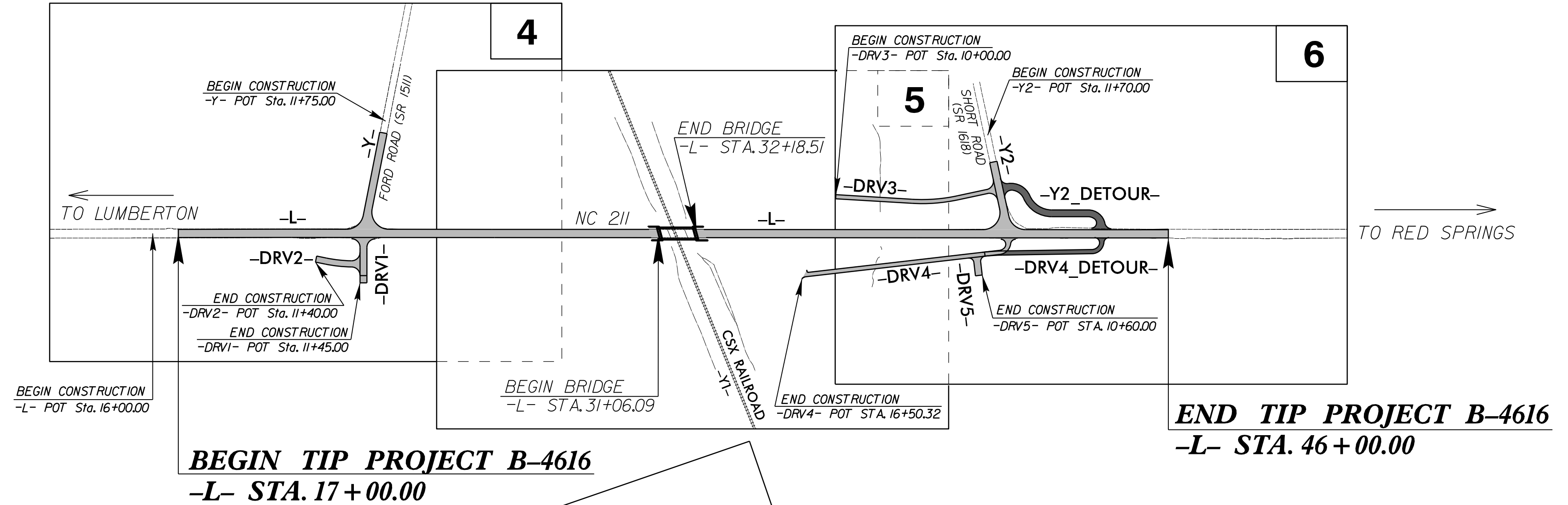


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

ROBESON COUNTY

LOCATION: BRIDGE NO. 18 OVER CSX RAILROAD ON NC 211

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

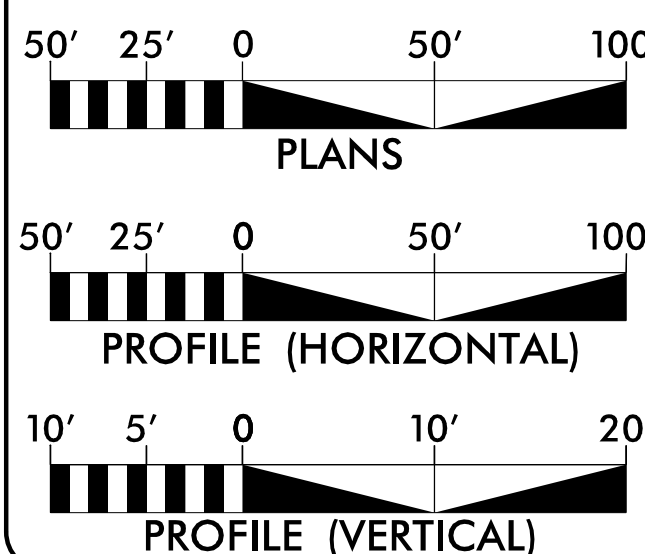


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4616	1	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
33798.1.1	BRSTP-211(16)	PE	
33798.2.1	BRSTP-211(16)	RW & UTIL	
33798.3.1		CONST.	

TIP PROJECT: B-4616

CONTRACT: C203937

GRAPHIC SCALES



DESIGN DATA

ADT 2017 = 4678
ADT 2040 = 8000
K = 10 %
D = 55 %
T = 7 % *
V = 60 MPH
* TTST 4% DUAL 3%
RURAL MAJOR COLLECTOR
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4616 = 0.528 MILES
LENGTH STRUCTURE TIP PROJECT B-4616 = 0.021 MILES
TOTAL LENGTH TIP PROJECT B-4616 = 0.549 MILES

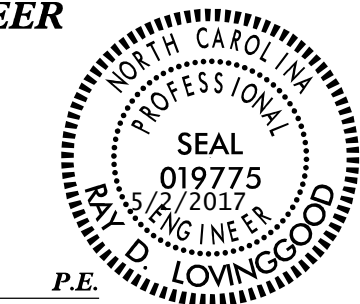
PREPARED IN THE OFFICE OF:
WSP | **PARSONS BRINCKERHOFF**
434 Fayetteville Street, Suite 1500 Raleigh, NC 27601
Tel. (919) 836-4040 www.wsp-pb.com
License No. F-0891

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2012 STANDARD SPECIFICATIONS
RIGHT OF WAY DATE: JUNE 24, 2015
LETTING DATE: JUNE 20, 2017
RONYELL THIGPEN, PE
PROJECT ENGINEER
BENJAMIN WHITE, PE
PROJECT DESIGN ENGINEER

NCDOT CONTACT: GARY LOVERING, PE

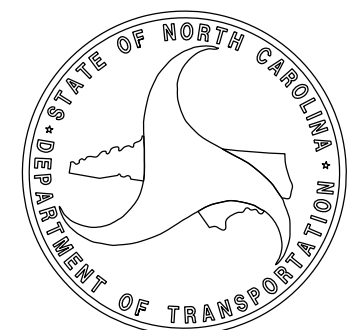
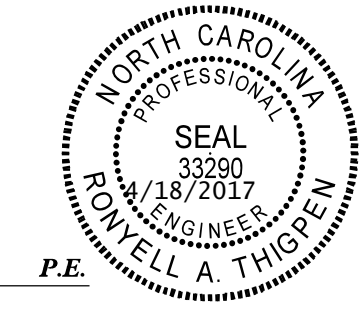
HYDRAULICS ENGINEER

DocuSigned by:
Ray Lovingsgood
SIGNATURE:



ROADWAY DESIGN ENGINEER

DocuSigned by:
SIGNATURE:



STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----
Property Monument	□ EDM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	----- WLB
Proposed Wetland Boundary	----- WLB
Existing Endangered Animal Boundary	----- EAB
Existing Endangered Plant Boundary	----- EPB
Existing Historic Property Boundary	----- HPB
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	??-S-??
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	??-W-??
Contaminated Site: Known or Potential	☠??

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	□

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	-----
Jurisdictional Stream	----- JS
Buffer Zone 1	----- BZ 1
Buffer Zone 2	----- BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	◆
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	⊠
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	----- RW
New Right of Way Line with Pin and Cap	----- RW ▲
New Right of Way Line with Concrete or Granite RW Marker	----- RW
New Control of Access Line with Concrete CA Marker	----- CA
Existing Control of Access	----- CA
New Control of Access	----- CA
Existing Easement Line	----- E
New Temporary Construction Easement	----- E
New Temporary Drainage Easement	----- TDE
New Permanent Drainage Easement	----- PDE
New Permanent Drainage / Utility Easement	----- DUE
New Permanent Utility Easement	----- PUE
New Temporary Utility Easement	----- TUE
New Aerial Utility Easement	----- AUE

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	----- C
Proposed Slope Stakes Fill	----- F
Proposed Curb Ramp	----- CR
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	⊗

VEGETATION:

Single Tree	☼
Single Shrub	☼

Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	----- Vineyard

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	----- CONC
Bridge Wing Wall, Head Wall and End Wall	----- CONC WW
MINOR:	
Head and End Wall	----- CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	⊕
Storm Sewer	----- S

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊠
Power Transformer	⊠
U/G Power Cable Hand Hole	□
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	----- P
U/G Power Line LOS C (S.U.E.*)	----- P
U/G Power Line LOS D (S.U.E.*)	----- P

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊠
Telephone Cell Tower	⊠
U/G Telephone Cable Hand Hole	□
U/G Telephone Cable LOS B (S.U.E.*)	----- T
U/G Telephone Cable LOS C (S.U.E.*)	----- T
U/G Telephone Cable LOS D (S.U.E.*)	----- T
U/G Telephone Conduit LOS B (S.U.E.*)	----- TC
U/G Telephone Conduit LOS C (S.U.E.*)	----- TC
U/G Telephone Conduit LOS D (S.U.E.*)	----- TC
U/G Fiber Optics Cable LOS B (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS C (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS D (S.U.E.*)	----- T FO

WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	----- W
U/G Water Line LOS C (S.U.E.*)	----- W
U/G Water Line LOS D (S.U.E.*)	----- W
Above Ground Water Line	----- A/G Water

TV:

TV Pedestal	⊠
TV Tower	⊗
U/G TV Cable Hand Hole	□
U/G TV Cable LOS B (S.U.E.*)	----- TV
U/G TV Cable LOS C (S.U.E.*)	----- TV
U/G TV Cable LOS D (S.U.E.*)	----- TV
U/G Fiber Optic Cable LOS B (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS C (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS D (S.U.E.*)	----- TV FO

GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	----- G
U/G Gas Line LOS C (S.U.E.*)	----- G
U/G Gas Line LOS D (S.U.E.*)	----- G
Above Ground Gas Line	----- A/G Gas

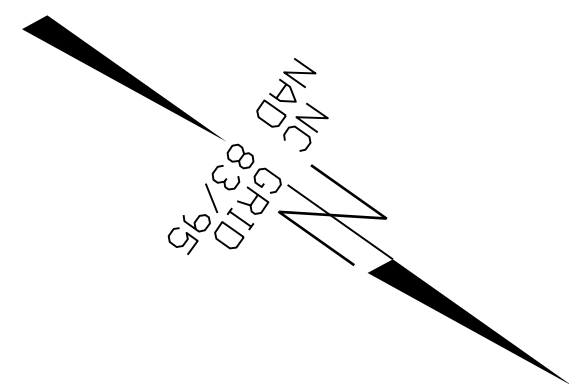
SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	----- SS
Above Ground Sanitary Sewer	----- A/G Sanitary Sewer
SS Forced Main Line LOS B (S.U.E.*)	----- FSS
SS Forced Main Line LOS C (S.U.E.*)	----- FSS
SS Forced Main Line LOS D (S.U.E.*)	----- FSS

MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	⊠
Utility Located Object	○
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line LOS B (S.U.E.*)	----- 70TL
U/G Tank; Water, Gas, Oil	□
Underground Storage Tank, Approx. Loc.	⊕
A/G Tank; Water, Gas, Oil	□
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

SURVEY CONTROL SHEET B-4616



BL POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
1	B4616 BL1	364706.3840	1963656.8740	178.40	10+33.38	18.74 RT
2	B4616 BL2	365181.0174	1963319.8026	178.55	16+15.53	17.67 RT
3	B4616 BL3	365692.0370	1962963.9225	180.07	22+38.28	21.88 RT
4	B4616 BL4	366190.2057	1962607.3047	201.26	28+50.92	17.33 RT
5	B4616 BL5	366496.1708	1962438.4235	181.32	31+98.31	55.52 RT
6	B4616 BL6	366672.2512	1962264.6964	202.78	34+42.31	14.94 RT
7	B4616 BL7	367210.3614	1961887.9014	178.31	40+99.22	16.90 RT
8	B4616 BL8	367680.9205	1961555.8051	181.68	46+75.15	16.75 RT
9	B4616 BL9	368177.7006	1961205.2027	179.61	52+83.19	16.94 RT

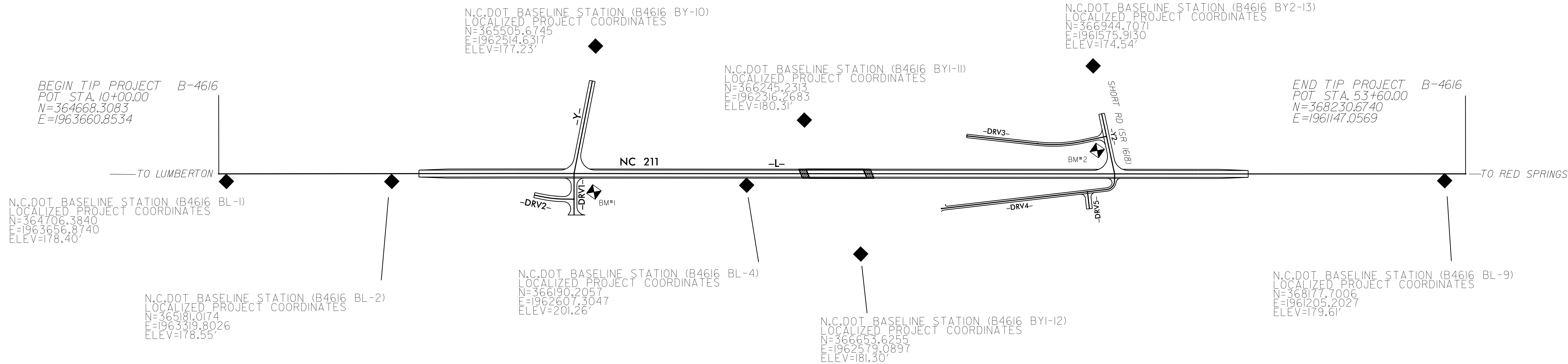
BY POINT	DESC.	NORTH	EAST	ELEVATION	Y STATION	OFFSET
10	B4616 BY10	365505.6745	1962514.6317	177.23	10+46.03	12.89 LT
30	B4616 BL-3	365692.0370	1962963.9225	180.07	OUTSIDE PROJECT LIMITS	

BY1 POINT	DESC.	NORTH	EAST	ELEVATION	EX-Y1 STATION	OFFSET
11	B4616 BY1-11	366245.2313	1962316.2683	180.31	10+00.70	13.89 RT
50	B4616 BL-5	366496.1708	1962438.4235	181.32	12+77.88	18.72 LT
12	B4616 BY1-12	366653.6255	1962579.0897	181.30	14+86.35	14.71 RT

BY2 POINT	DESC.	NORTH	EAST	ELEVATION	Y2 STATION	OFFSET
13	B4616 BY2-13	366944.7071	1961575.9130	174.54	10+67.71	13.27 LT
70	B4616 BL-7	367210.3614	1961887.9014	178.31	OUTSIDE PROJECT LIMITS	

.....
 BM1 ELEVATION = 180.63
 N 365750 E 1962978
 L STATION 22+78.00 66 RIGHT
 RR SPIKE IN BASE OF 40 INCH OAK TREE

.....
 BM2 ELEVATION = 175.89
 N 367121 E 1961807
 L STATION 40+73.00 101 LEFT
 RR SPIKE IN BASE OF 15 INCH PINE TREE



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "PURITAN" WITH NAD 83/95 STATE PLANE GRID COORDINATES OF NORTHING: 370012.554(±) EASTING: 1959911.038(±) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: .99990468 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "PURITAN" TO -L- STATION 10+00.00 IS S 35°03'20.2"E 6528.5586' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NGVD 29

NOTE: DRAWING NOT TO SCALE

NOTES:

- THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
[HTTP://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/](http://www.ncdot.org/doh/preconstruct/highway/location/project/)
 THE FILES TO BE FOUND ARE AS FOLLOWS:
 B4616_LS_CONTROL.TXT
 SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.
- INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
 PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.
 NETWORK ESTABLISHED FROM EXISTING HARN MONUMENTATION
 SEE GPS CALIBRATION SHEET FOR HORIZONTAL AND VERTICAL COORDINATE VALUES.

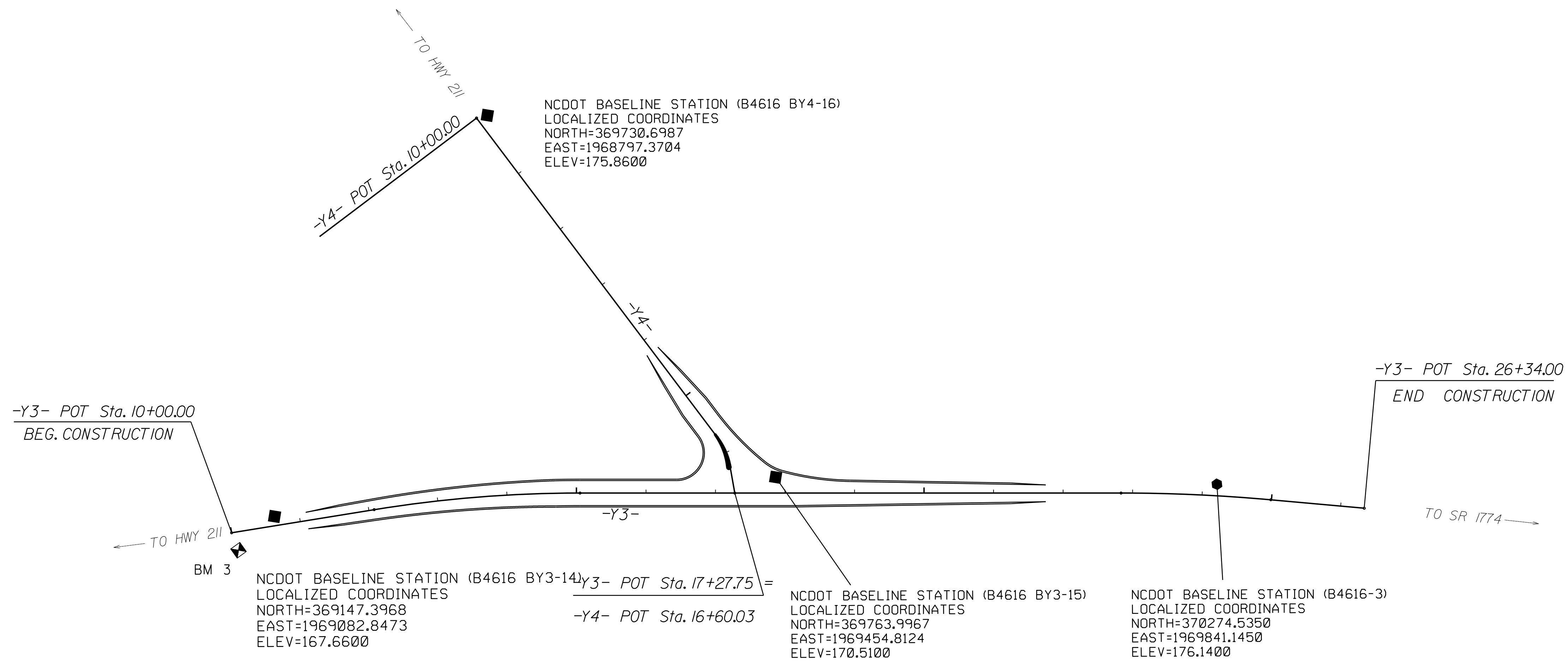
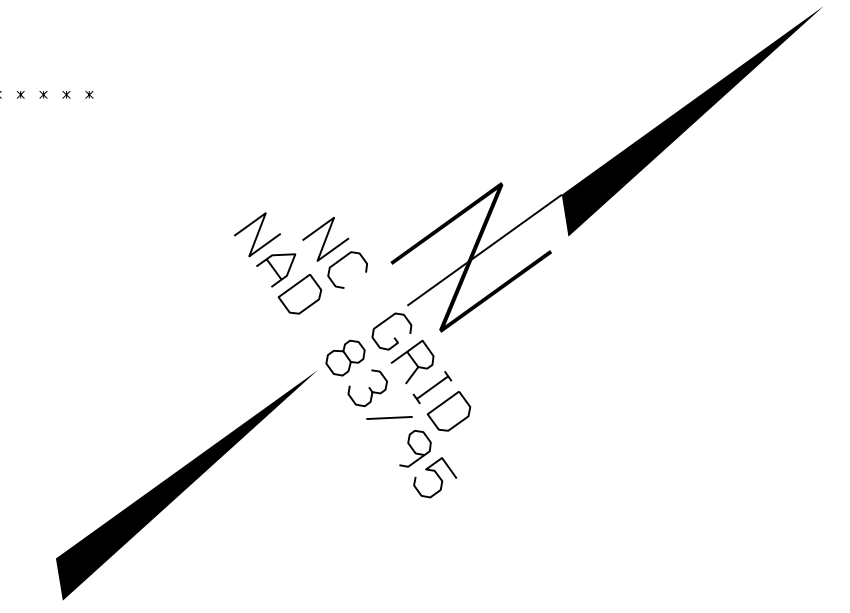
PROJECT REFERENCE NO.	SHEET NO.
B-4616	1C-2
Location and Surveys	

SURVEY CONTROL SHEET B-4616 (DETOUR)

BY3	POINT	DESC.	NORTH	EAST	ELEVATION	EY3 STATION	OFFSET
	14	B4616 BY3-14	369147.3968	1969082.8473	167.66	10+65.28	15.64 LT
	15	B4616 BY3-15	369763.9967	1969454.8124	170.51	17+83.64	27.06 LT

BY4	POINT	DESC.	NORTH	EAST	ELEVATION	EY4 STATION	OFFSET
	115		369763.9667	1969454.8124	170.51	16+66.21	32.72 LT
	16	B4616 BY3-16	369730.6987	1968797.3704	175.86	10+08.18	14.27 LT
	17	B4616 BY4-17	369711.9216	1968029.1816	178.71	OUTSIDE PROJECT LIMITS	

 BM3 ELEVATION = 166.43
 N 369073 E 1969093
 EY4 STATION 12+89.00 650 RIGHT
 RR SPIKE IN BASE OF 16" OAK



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCOS FOR MONUMENT "PURITAN"

WITH NAD 83/95 STATE PLANE GRID COORDINATES OF
 NORTHING: 370012.554(ft) EASTING: 1959911.038(ft)
 ELEVATION: 182.71(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: .99990468

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "PURITAN" TO -L- STATION 10+00.00 IS
 S 35°03'20.2" E 6528.5586

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

NOTES:

1. THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/LOCATION](https://connect.ncdot.gov/resources/location)

THE FILES TO BE FOUND ARE AS FOLLOWS:
 B-4616_LS_CONTROL.TXT

SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

© INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
 PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.
 NETWORK ESTABLISHED FROM EXISTING HARN MONUMENTATION
 SEE GPS CALIBRATION SHEET FOR HORIZONTAL AND VERTICAL COORDINATE VALUES.

NOTE: DRAWING NOT TO SCALE

SURVEY CONTROL SHEET B-4616

FINAL ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	17+00.00	-49.87	365210.9748	1963215.8818
L	17+00.00	-60.00	365205.1222	1963207.6086
L	27+50.00	115.00	366163.9709	1962745.2758
L	31+44.10	115.00	366486.1248	1962518.2617
L	32+87.13	115.00	366603.0388	1962435.8752
L	35+15.00	115.00	366789.3066	1962304.6168
L	43+00.00	60.00	367399.3096	1961807.4786
L	44+25.00	50.00	367495.7284	1961727.3012
L	45+72.00	50.00	367615.8457	1961642.4722
L	45+72.00	30.96	367604.8627	1961626.9202
L	42+30.00	-50.00	367278.7266	1961757.8828
L	21+35.00	-60.00	365560.4458	1962956.4803
L	24+00.00	-80.00	365765.5448	1962787.4851
L	20+31.19	-60.00	365475.5016	1963016.3386
L	29+20.00	-120.00	366167.5686	1962455.2550
L	30+39.64	-148.00	366249.2375	1962363.4513
L	31+67.79	-178.00	366336.7107	1962265.1107
L	33+98.00	-115.00	366561.1813	1962184.0023
L	24+00.00	85.00	365860.5889	1962922.3615
L	40+65.00	77.00	367217.0054	1961956.7408
L	37+65.00	114.00	366993.0887	1962159.7932
L	40+16.00	85.00	367181.5594	1961991.5054
L	41+50.71	77.00	367287.0705	1961907.3676
L	35+15.00	140.00	366803.7072	1962325.0526
L	41+50.71	60.00	367277.2751	1961893.4733
L	36+13.00	-126.00	366730.5930	1962051.1652
L	37+00.00	-126.00	366801.7096	1962001.0511
L	39+00.00	-115.00	366971.5323	1961894.8379
L	36+21.00	-105.00	366749.2290	1962063.7231
L	20+31.19	60.00	365544.8007	1963114.3061
L	20+31.19	54.13	365541.4097	1963109.5126
L	33+72.00	-178.00	366503.6386	1962147.4807
L	41+65.00	-90.00	367202.5525	1961762.6271
L	40+00.00	-130.00	367044.6352	1961824.9739

FINAL ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y4	14+20.00	-29.81	369755.5154	1969208.7309
Y4	14+20.00	-45.00	369770.6985	1969208.3888
Y4	14+20.00	50.00	369675.7226	1969210.5285
Y4	14+20.00	30.19	369695.5307	1969210.0823
Y4	15+74.91	-45.00	369774.1877	1969363.2643
Y4	15+35.50	50.00	369678.3240	1969325.9992

FINAL ROW MARKER PERMANENT EASEMENT-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	35+22.00	155.00	366818.0696	1962333.2819
L	22+68.50	76.08	365747.9612	1962990.8211
L	22+68.50	91.00	365756.5527	1963003.0133
L	24+00.00	100.00	365869.2293	1962934.6229
L	27+50.00	130.00	366172.6113	1962757.5372
L	31+50.43	130.00	366499.9368	1962526.8731
L	32+93.24	130.00	366616.6734	1962444.6174
L	34+77.00	130.00	366766.8846	1962338.7672
L	37+20.00	126.00	366963.2165	1962195.5235
L	37+20.00	134.00	366967.8247	1962202.0630
L	38+00.00	125.50	367028.3231	1962149.0328
L	40+17.50	100.00	367191.4259	1962002.9029
L	40+66.75	92.00	367227.0763	1961967.9942
L	43+00.00	79.00	367410.2540	1961823.0098
L	44+25.00	65.00	367504.3687	1961739.5627
L	45+72.00	65.00	367624.4987	1961654.7247
L	43+91.00	72.00	367480.6082	1961764.8695
L	41+51.50	79.00	367288.8654	1961908.5495
L	36+18.50	143.50	366890.3276	1962268.2951
L	37+64.00	-134.00	366849.4171	1961957.6460
L	37+47.00	-134.00	366835.5207	1961967.4384
L	37+47.00	-123.41	366841.6180	1961976.0910
L	37+64.00	-122.48	366856.0529	1961967.0628

FINAL ROW MARKER PERMANENT EASEMENT-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y3	18+55.00	55.00	369773.9819	1969563.1049
Y3	18+55.00	65.00	369768.1405	1969571.2214
Y3	18+97.00	65.00	369802.2298	1969595.7554
Y3	18+97.00	55.00	369808.0712	1969587.6389

TYPE	STATION	NORTH	EAST
POT	10+00.00	364668.3083	1963660.8534
POT	20+31.19	365510.1526	1963065.3213
POT	44+25.14	367467.0427	1961686.3481
POT	53+60.00	368230.6740	1961147.0569

TYPE	STATION	NORTH	EAST
POT	10+00.00	365475.1574	1962477.8436
POT	15+10.00	365682.8049	1962943.6574

TYPE	STATION	NORTH	EAST
POT	10+00.00	366885.9136	1961539.8018
POT	14+65.00	367227.9196	1961854.8524

TYPE	STATION	NORTH	EAST
POT	10+00.00	369082.0060	1969067.6784
PC	12+07.74	369267.8696	1969160.4778
PT	15+05.13	369522.1354	1969314.0876
PC	22+83.43	370153.8455	1969768.7295
PT	24+99.07	370322.9818	1969902.3850
POT	26+34.00	370424.9809	1969990.7104

Y4

TYPE	STATION	NORTH	EAST
POT	10+00.00	369716.2500	1968789.5089
PC	15+74.91	369729.1991	1969364.2779
PT	16+22.09	369719.3031	1969409.9566
POT	16+60.03	369702.8275	1969444.1317

Y2_DETOUR

TYPE	STATION	NORTH	EAST
POT	10+00.00	367129.1005	1961763.8218
PC	10+25.00	367146.0387	1961745.4344
PRC	10+93.48	367208.6564	1961736.5071
PT	11+86.04	367296.0869	1961733.4160
PC	12+93.23	367383.7068	1961671.6723
PT	13+56.06	367439.4451	1961681.3287
POT	13+76.06	367450.9656	1961697.6773

DRV1

TYPE	STATION	NORTH	EAST
POT	10+00.00	365682.8049	1962943.6574
POT	11+50.00	365769.2086	1963066.2723

DRV2

TYPE	STATION	NORTH	EAST
POT	10+00.00	365734.3583	1963016.8165
PC	10+30.02	365709.8175	1963034.1097
PT	11+10.60	365639.7397	1963073.5975
POT	11+53.95	365600.0213	1963090.9748

DRV3

TYPE	STATION	NORTH	EAST
POT	10+00.00	366729.3028	1962044.2180
PC	12+48.78	366946.9894	1961923.7943
PT	14+09.33	367072.7052	1961825.0423
POT	14+92.57	367129.1005	1961763.8218

DRV4

TYPE	STATION	NORTH	EAST
POT	10+00.00	367227.9196	1961854.8524
PC	10+25.10	367242.1665	1961875.5164
PT	10+68.45	367237.4568	1961914.9155
POT	16+50.32	366803.5698	1962302.6130

DRV4_DETOUR

TYPE	STATION	NORTH	EAST
POT	10+00.00	367450.9656	1961697.6773
PC	10+22.20	367463.7517	1961715.8220
PT	10+68.83	367456.9081	1961757.3399
PC	13+29.58	367246.2511	1961910.9998
PT	13+88.99	367200.0576	1961948.3334

DRV5

TYPE	STATION	NORTH	EAST
POT	10+00.00	367186.5407	1961960.4114
POT	11+00.00	367253.1708	1962034.9797

FINAL ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y	14+00.00	50.00	365592.3501	1962863.5453
Y	14+00.00	-50.00	365683.6862	1962822.8301
Y	12+10.00	30.00	365533.2585	1962681.8638
Y	12+10.00	50.00	365514.9913	1962690.0069
Y	12+10.00	-30.00	365588.0601	1962657.4347
Y	12+10.00	-50.00	365606.3273	1962649.2917

FINAL ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
Y3	20+60.00	-40.00	369995.8639	1969605.7477
Y3	20+60.00	-29.94	369989.9891	1969613.9106
Y3	20+60.00	55.00	369940.3701	1969682.8545
Y3	20+60.00	30.00	369954.9738	1969662.5632
Y3	15+05.13	55.00	369490.0074	1969358.7284
Y3	15+05.13	-55.00	369554.2633	1969269.4469
Y3	12+07.74	-55.00	369292.4383	1969111.2703
Y3	12+07.74	55.00	369243.3009	1969209.6853
Y3	11+10.00	55.00	369155.8524	1969166.0233
Y3	11+10.00	-55.00	369204.9897	1969067.6083
Y3	11+10.00	29.82	369167.1003	1969143.4954
Y3	11+10.00	-30.00	369193.8221	1969089.9754
Y3	18+80.00	-40.00	369849.7669	1969500.6017
Y3	16+20.00	-55.00	369647.5002	1969336.5494
Y3	17+83.50	-70.00	369788.9670	1969419.8823

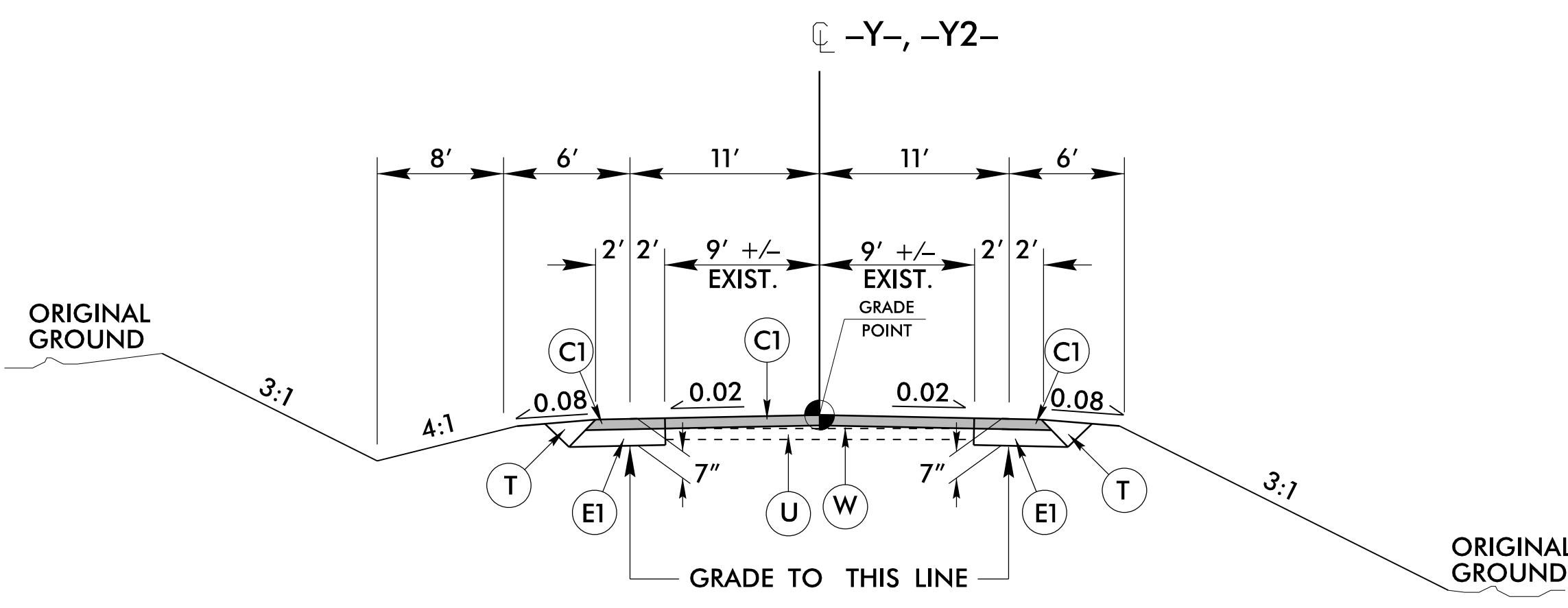
NOTE: DRAWING NOT TO SCALE

6/2/19

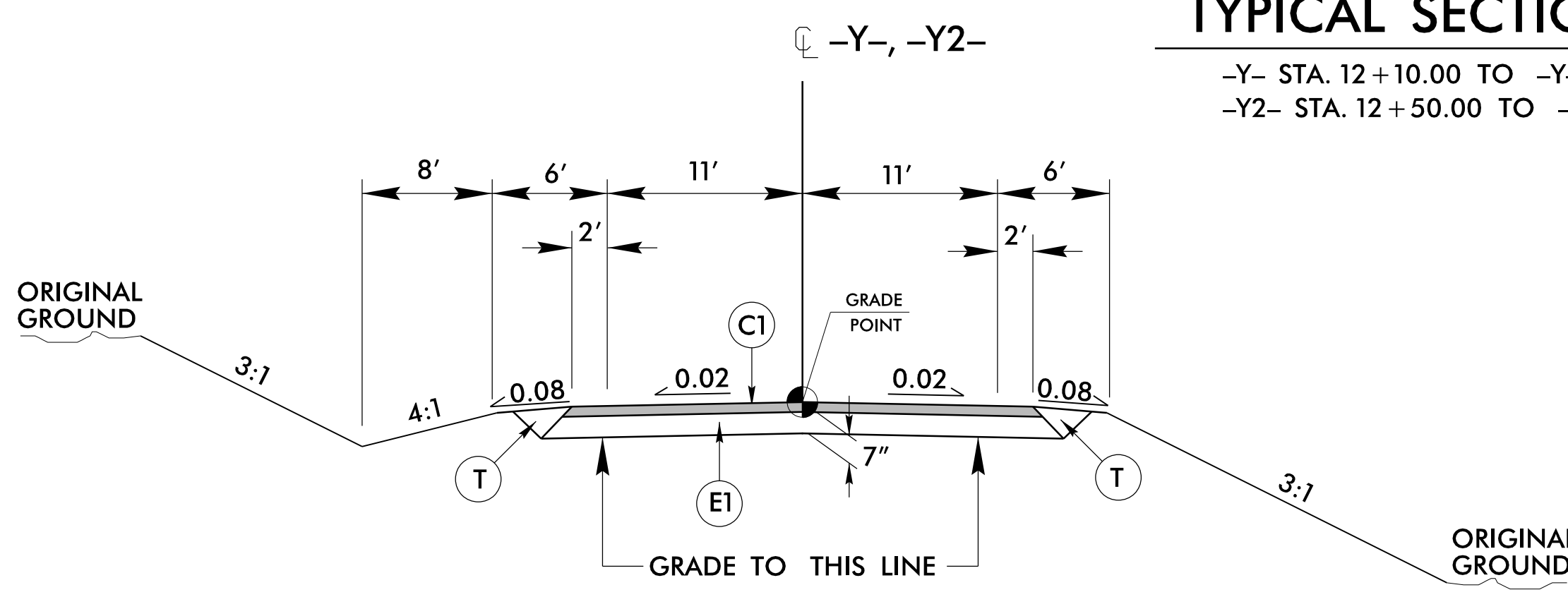
PAVEMENT SCHEDULE (FINAL PAVEMENT DESIGN)	
C1	3" TYPE S9.5B
C2	VAR. DEPTH TYPE S9.5B
E1	4" TYPE B25.0B
E2	VAR. DEPTH TYPE B25.0B
J1	6" ABC
J2	8" ABC
P	PRIME COAT
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING

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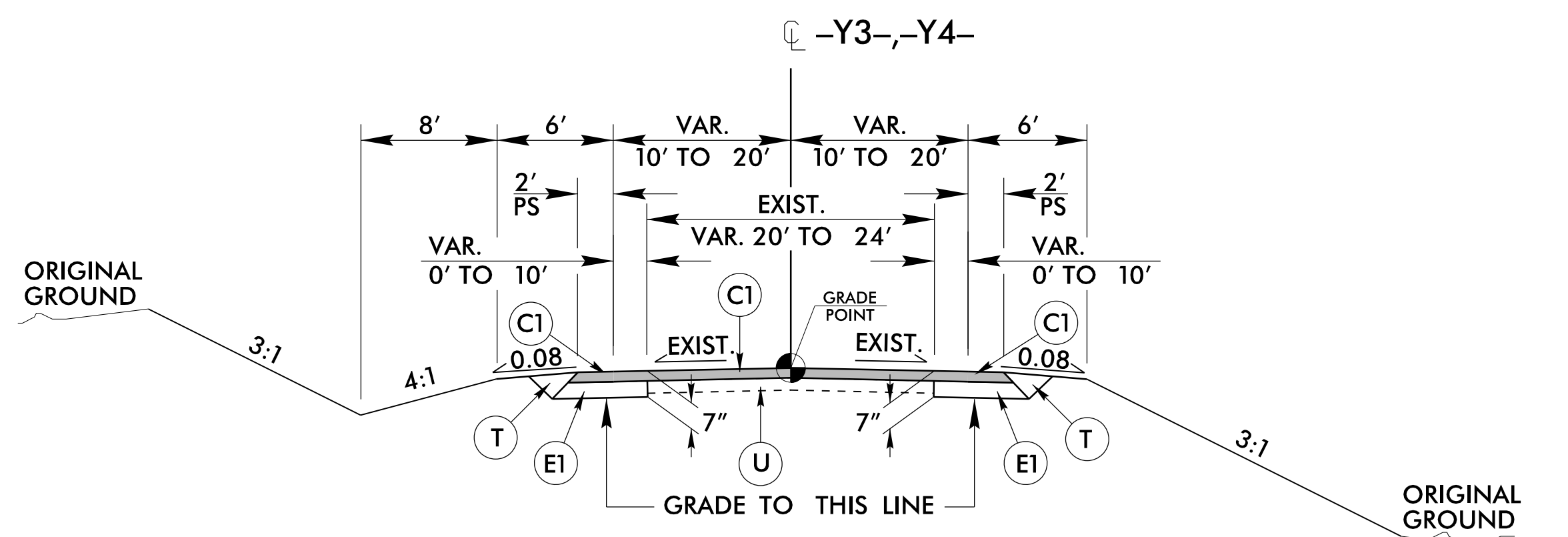
PROJECT REFERENCE NO. B-4616	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER <i>Raymond A. Thigpen</i> SEAL 33290 NORTH CAROLINA PROFESSIONAL ENGINEER DocuSign 4/18/2017	PAVEMENT DESIGN ENGINEER <i>Clark Morrison</i> SEAL 022896 NORTH CAROLINA PROFESSIONAL ENGINEER DocuSign 4/19/2017



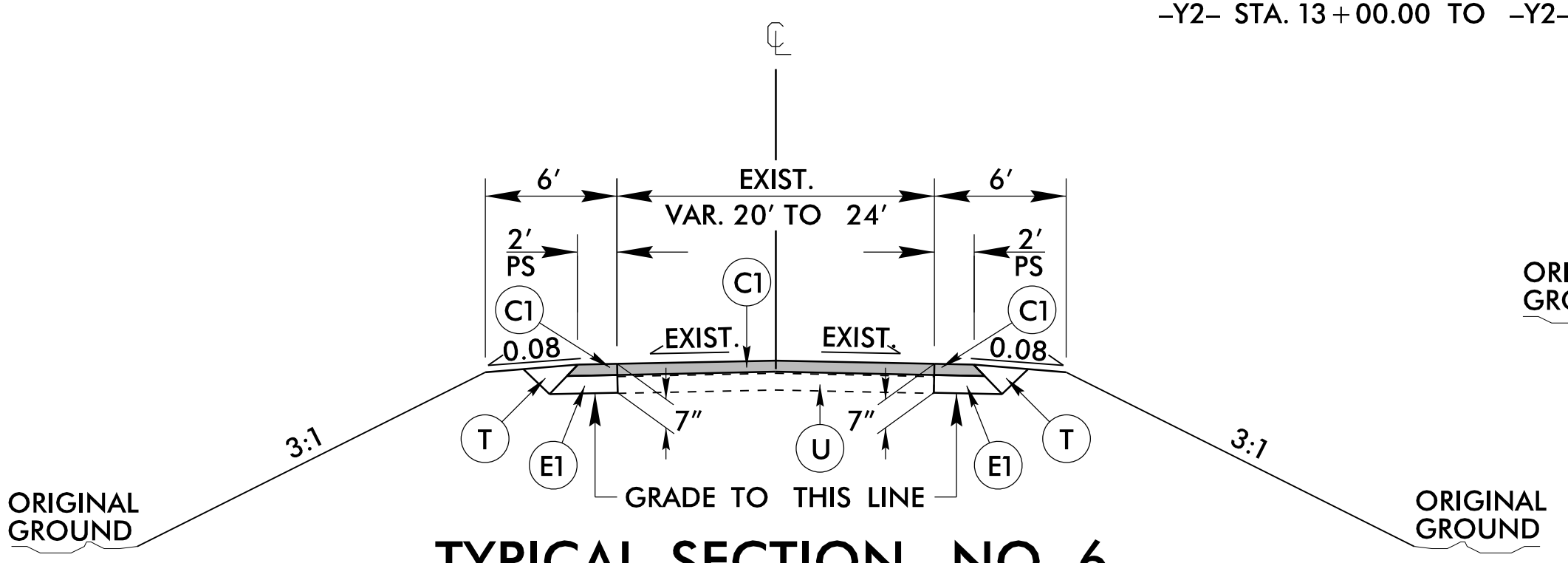
TYPICAL SECTION NO. 3
 -Y- STA. 12+10.00 TO -Y- STA. 12+75.00
 -Y2- STA. 12+50.00 TO -Y2- STA. 13+00.00



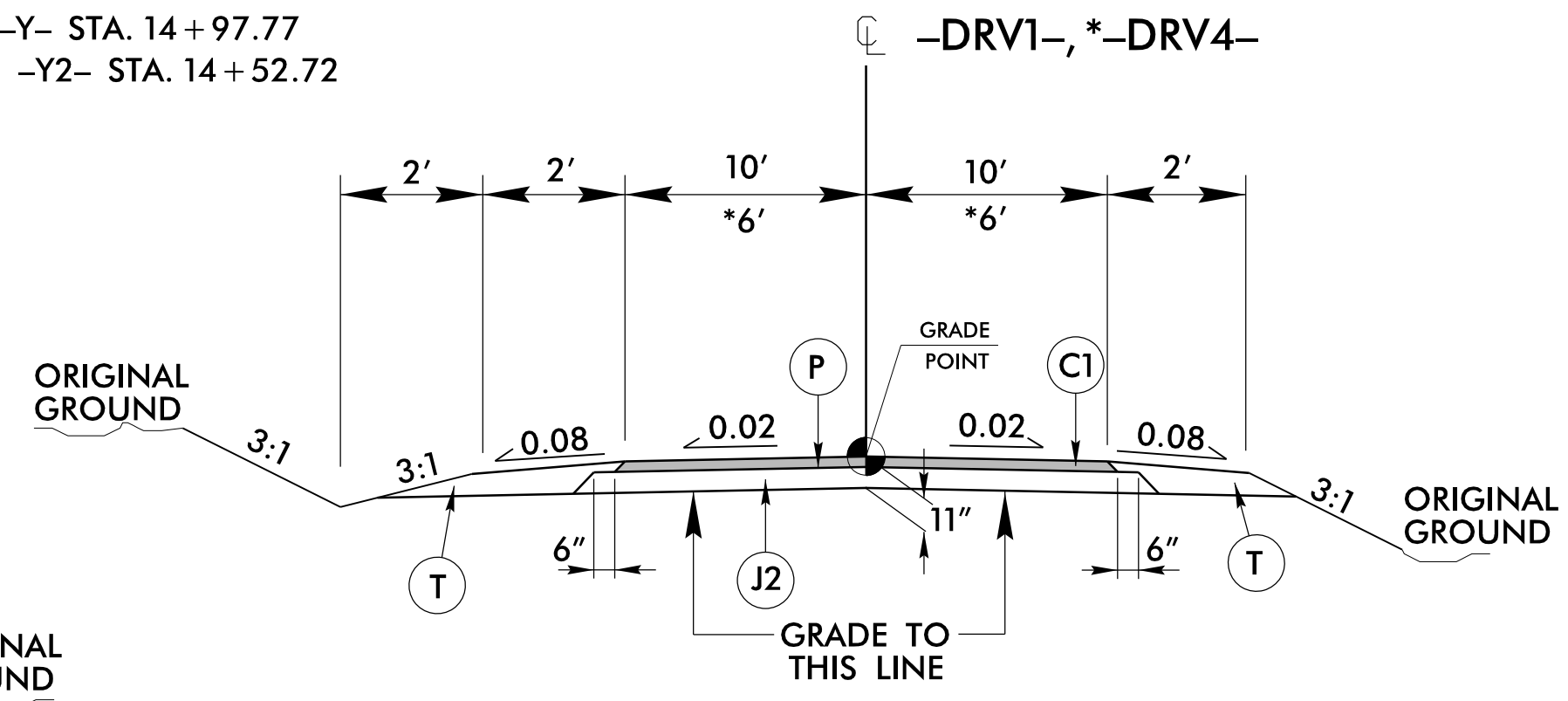
TYPICAL SECTION NO. 4
 -Y- STA. 12+75.00 TO -Y- STA. 14+97.77
 -Y2- STA. 13+00.00 TO -Y2- STA. 14+52.72



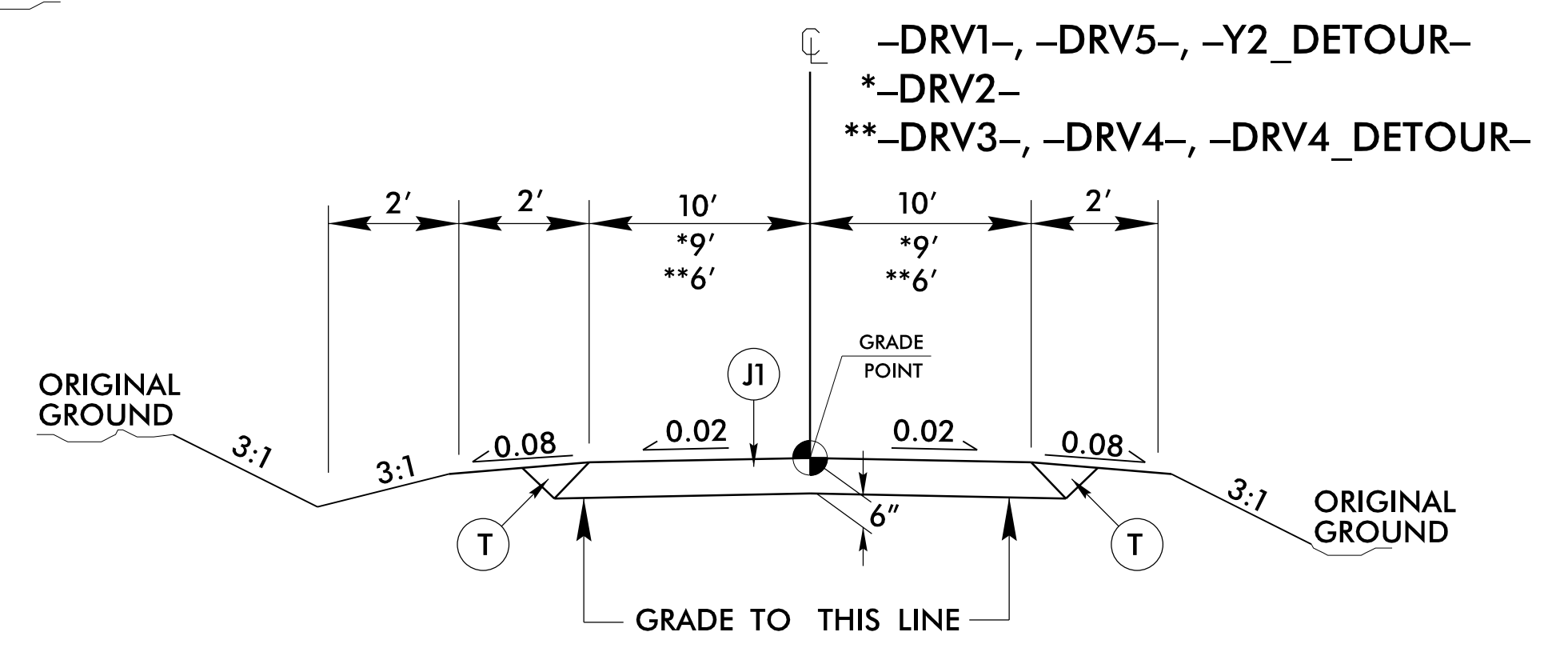
TYPICAL SECTION NO. 5
 -Y3- STA. 11+10.00 TO -Y3- STA. 21+75.00
 -Y4- STA. 14+20.00 TO -Y4- STA. 16+30.00



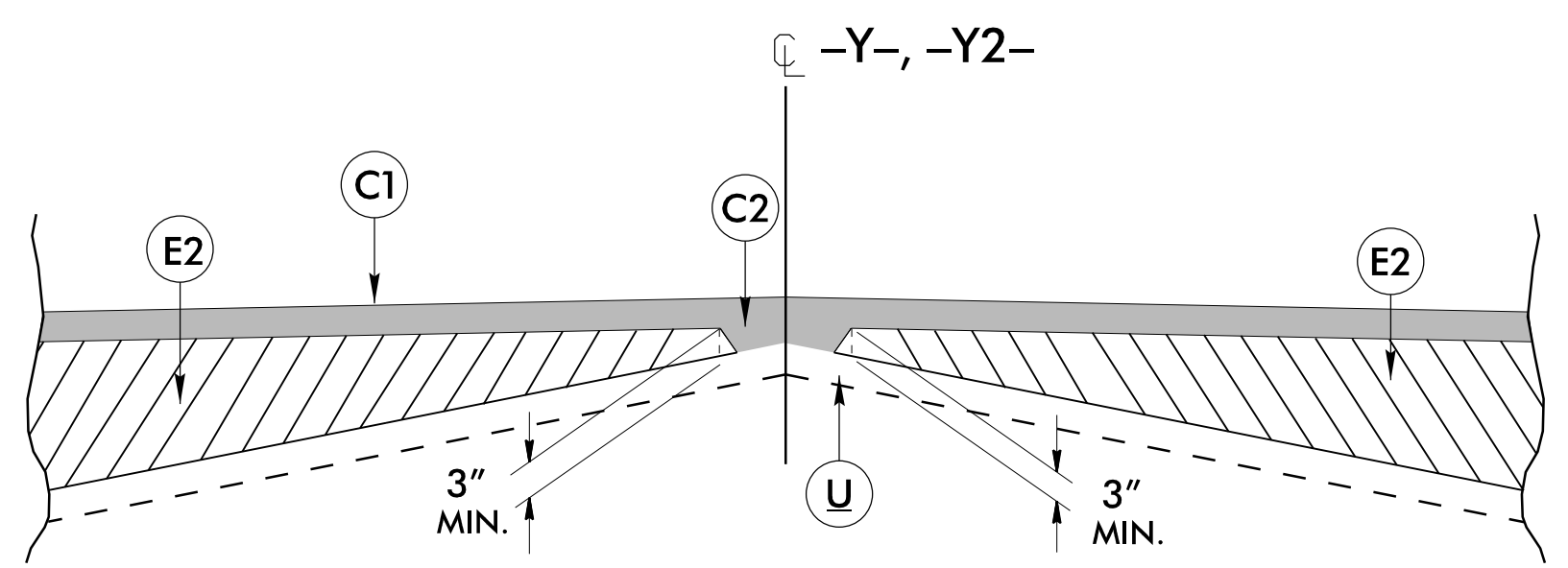
TYPICAL SECTION NO. 6
 RESURFACE AND WIDEN SR 1507 FROM NC 211 TO -Y4- STA. 14+20.00



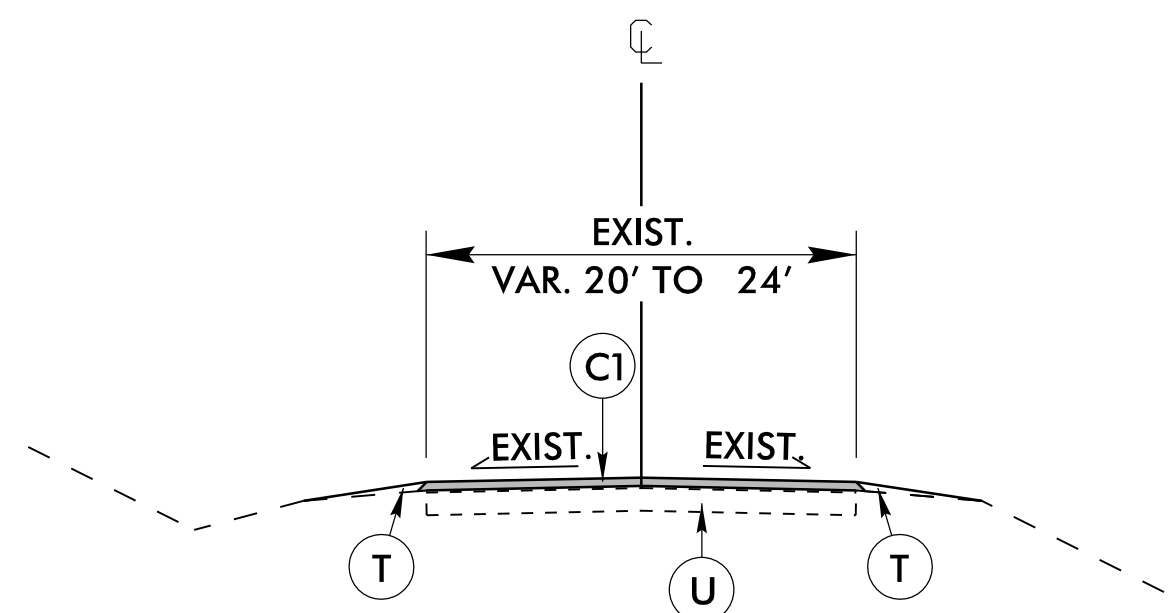
TYPICAL SECTION NO. 7
 -DRV1- STA. 10+16.00 TO -DRV1- STA. 11+24.00
 *-DRV4- STA. 10+16.00 TO -DRV4- STA. 11+12.00



TYPICAL SECTION NO. 8
 -DRV1- STA. 11+24.00 TO -DRV1- STA. 11+45.00
 -DRV5- STA. 10+06.00 TO -DRV5- STA. 10+60.00
 -Y2_DETOUT- STA. 10+10.21 TO -Y2_DETOUT- STA. 13+60.97
 *-DRV2- STA. 10+10.00 TO -DRV2- STA. 11+40.00
 **-DRV3- STA. 10+00.00 TO -DRV3- STA. 14+71.57
 **-DRV4- STA. 11+12.00 TO -DRV4- STA. 16+44.16
 **-DRV4_DETOUT- STA. 10+12.00 TO -DRV4_DETOUT- STA. 13+88.99



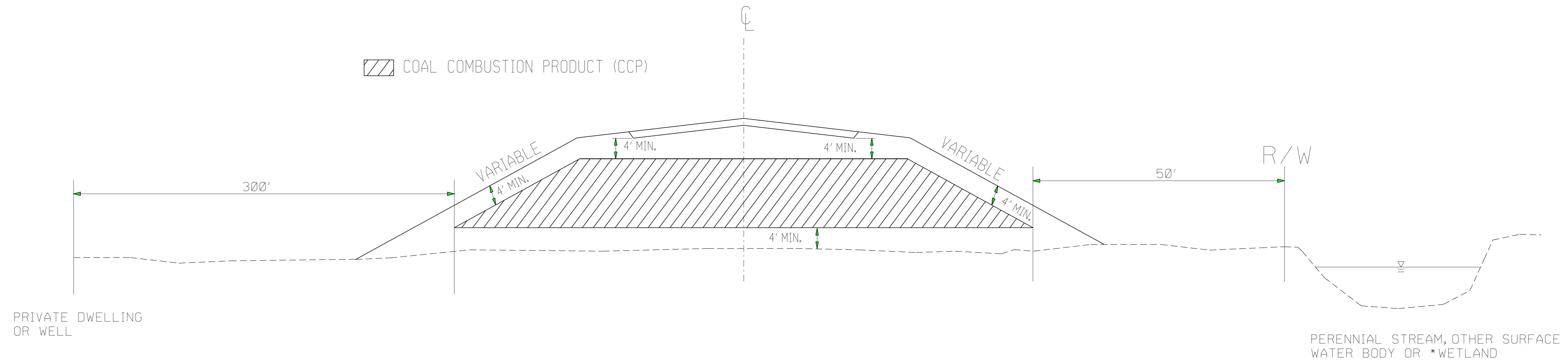
DETAIL SHOWING METHOD OF WEDGING



TYPICAL SECTION NO. 9
 RESURFACE SR 1318 FROM NC 211 TO -Y3- STA. 11+10.00
 RESURFACE SR 1318 FROM -Y3- STA. 21+75.00 TO SR 1001
 RESURFACE SR 1001 FROM SR 1006 TO NC 71

4/18/2017 10:16:00 AM \\pnc\j\4616\16-r\dj-typ.dgn

COAL COMBUSTION PRODUCT PLACEMENT



*(OBTAIN PERMISSION FROM ARMY CORPS OF ENGINEERS)

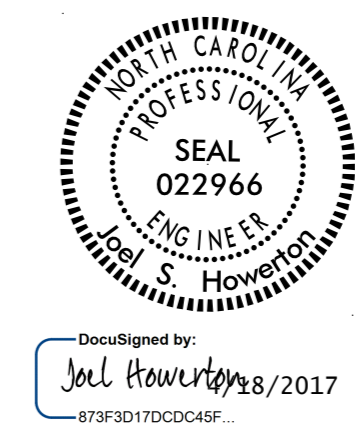
PLACE CCP IN HATCHED AREA IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISIONS

PLACE CCP A MINIMUM OF 5' ABOVE SEASONAL HIGH GROUND WATER

PLACE AT LOCATIONS AS APPROVED BY THE ENGINEER

PLACE SOIL BORROW MATERIAL ON THE OUTSIDE OF CCP AS EACH LIFT OF CCP IS PLACED

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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
COAL COMBUSTION PRODUCT PLACEMENT DETAIL	
ORIGINAL BY: J.S.H.	DATE: 3/16/15
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.: joel/coal combustion material detail.dgn	

COMPUTED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO. B-4616	SHEET NO. 3B-1
---------------------------------	-------------------

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**SUMMARY OF BREAKING
EXISTING ASPHALT PAVEMENT**

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD'
-L-	20+25	30+35	CL	2641.64
-L-	32+85	43+75	CL	2918.73
-Y-	13+25	14+97	CL	523.08
-Y2-	13+25	14+50	CL	487.03
TOTAL:				6,570.47
SAY:				6,580

**SUMMARY OF EARTHWORK
IN CUBIC YARDS**

STATION	STATION	UNCL. EXCAV.	UNDERCUT EXCAV.	EMBANK. +%	BORROW	WASTE
-L- STA. 16+50.00	-L- STA. 21+25.00	792		1,218	426	
-L- STA. 21+25.00	-L- STA. 31+06.09	168		68,135	67,967	
-Y- STA. 12+10.00	-Y- STA. 14+97.77	77		2,101	2,024	
-DRV1- STA. 10+16.00	-DRV1- STA. 11+45.00	5		925	920	
-DRV2- STA. 10+10.00	-DRV2- STA. 11+40.00	10		153	143	
SUBTOTAL 1		1,052		72,532	71,480	
-L- STA. 32+18.51	-L- STA. 46+00.00	377		68,106	67,729	
-Y2- STA. 12+00.00	-Y2- STA. 14+52.72	89		1,379	1,290	
-DRV3- STA. 10+00.00	-DRV3- STA. 14+71.57	77		246	169	
-DRV4- STA. 10+16.00	-DRV4- STA. 16+50.32	35		789	754	
-DRV5- STA. 10+06.00	-DRV5- STA. 10+60.00	8		23	15	
SUBTOTAL 2		586		70,543	69,957	
-Y3- STA. 11+10.00	-Y3- STA. 21+75.00	2,797		921		1,876
-Y4- STA. 14+20.00	-Y4- STA. 16+30.00	141		99		42
SUBTOTAL 3		2,938		1,020		1,918
-Y2DET- STA. 10+10.21	-Y2DET- STA. 13+76.06	23		210	187	
-DRV4DET- STA. 10+12.61	-DRV4DET- STA. 13+88.99	28		118	90	
SUBTOTAL 4		51		328	277	
EST. SHOULDER MATERIAL				665	665	
SUBTOTAL 5				665	665	
-Y2DET- STA. 10+10.21	-Y2DET- STA. 13+76.06	171				171
(REMOVAL)						
-DRV4DET- STA. 10+12.61	-DRV4DET- STA. 13+25.22	22				22
(REMOVAL)						
SUBTOTAL 6		193				193
PROJECT SUBTOTAL		4,820		145,088	142,379	2,111
PROJECT TOTALS		4,820		145,088	142,379	2,111
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT					7,119	
GRAND TOTAL		4,820		145,088	149,498	2,111
SAY		5,000			150,000	

EST. UNDERCUT EXCAVATION = 400 CY
EST. SELECT GRANULAR MATERIAL = 400 CY
EST. DDE = 23 CY

NOTES: Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

Approximate quantities only. Unclassified excavation, fine grading, clearing and grubbing, breaking of existing pavement and removal of existing pavement will be paid for at the lump sum price for "Grading".

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD'
-L-	19+50	20+25	CL	213.81
-L-	30+35	30+89	CL	119.69
-L-	32+34	32+85	CL	112.62
-L-	43+75	44+50	CL	222.44
-Y-	12+75	13+25	CL	109.47
-Y2-	13+00	13+25	CL	54.80
TOTAL:				832.82
SAY:				840

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
-L- (LT)	23+80.88	30+78.29	697.41
-L- (RT)	23+79.17	30+85.62	706.45
-L- (LT)	32+38.99	40+07.94	768.95
-L- (RT)	32+46.31	40+16.51	770.20
TOTAL:			2,943.01
SAY:			2,950

GUARDRAIL SUMMARY

"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
ALL LENGTH MEASUREMENT IN FEET

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS										IMPACT ATTENUATOR TYPE 350	REMOVE EXISTING GUARDRAIL	REMARKS																						
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GRAU 350	TYPE B-77												PERMITTED NO.	G	NG																			
-L-	23+30.88	31+01.80	LT	768.75			BRIDGE	FILL 24+55.88	4.00 - 8.00	11.00	200.00	50.00	4.00	1.00	1	1												698.40																					
-L-	23+29.17	31+10.38	RT	781.25			FILL 24+54.17	BRIDGE	4.00 - 8.00	11.00	50.00	200.00	1.00	4.00	1	1												707.27																					
-L-	32+14.23	40+57.94	LT	843.75			FILL 39+32.94	BRIDGE	4.00 - 8.00	11.00	50.00	200.00	1.00	4.00	1	1												711.69																					
-L-	32+22.80	40+66.50	RT	843.75			BRIDGE	FILL 39+41.50	4.00 - 8.00	11.00	200.00	50.00	4.00	1.00	1	1												701.11																					
TOTAL				3,237.50																								2,818.47																					
DEDUCTION FOR ANCHORS				-275.00							DEDUCTION FOR ANCHORS:																																						
PROJECT TOTAL				2,962.50																									SAY	2,820.00																			
SAY				2,975.00																																													
ADDITIONAL GUARDRAIL POST = 10 EACH																																																	

6/16/99
4/12/2017
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COMPUTED BY: T T Z DATE: 3-2017

CHECKED BY: _____ DATE: _____

(2-16-16)

PROJECT NO.

B-4616


SHEET NO.

3G-1

**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS****SUMMARY OF BRIDGE WAITING PERIODS**

Bridge Description	End Bent/ Bent No.	MONTHS
Bridge No. 18 on NC 211 over CSX Railroad between SR 1318 & 1507	1	1
Bridge No. 18 on NC 211 over CSX Railroad between SR 1318 & 1507	2	2

5/28/99


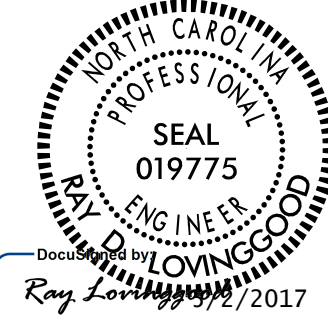
PROJECT REFERENCE NO.	SHEET NO.
B-4616	3P-1
	
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
PARCEL INDEX SHEET

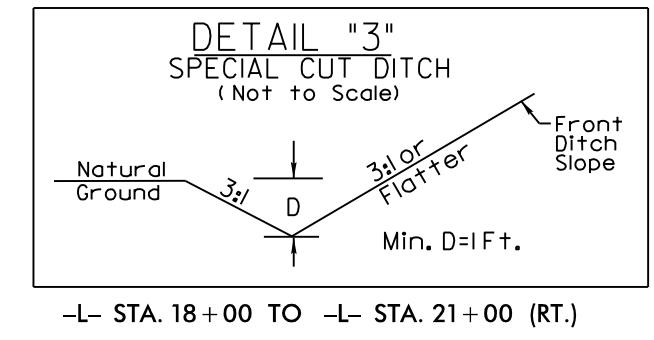
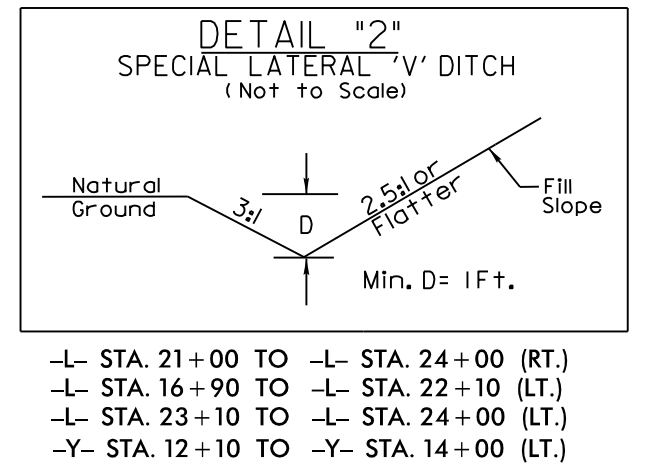
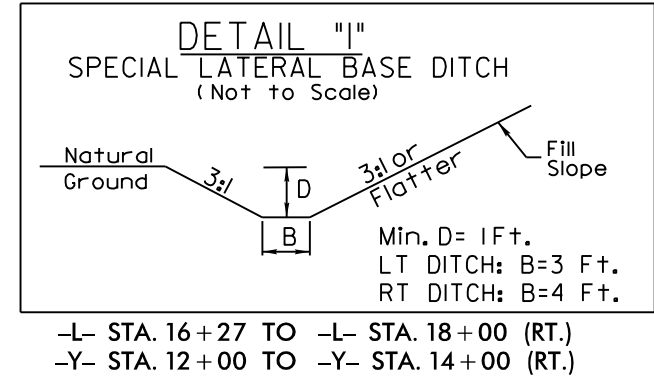
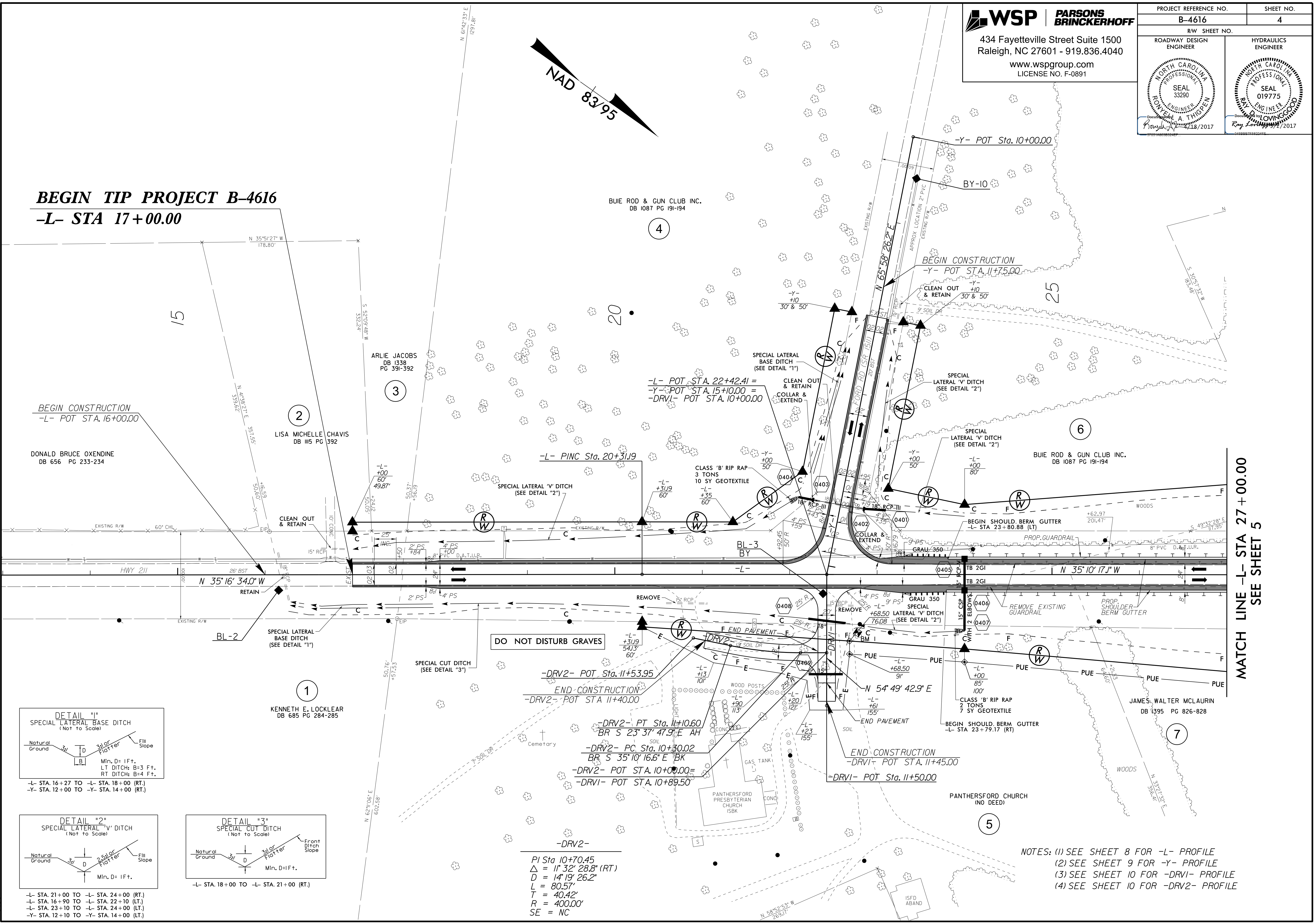
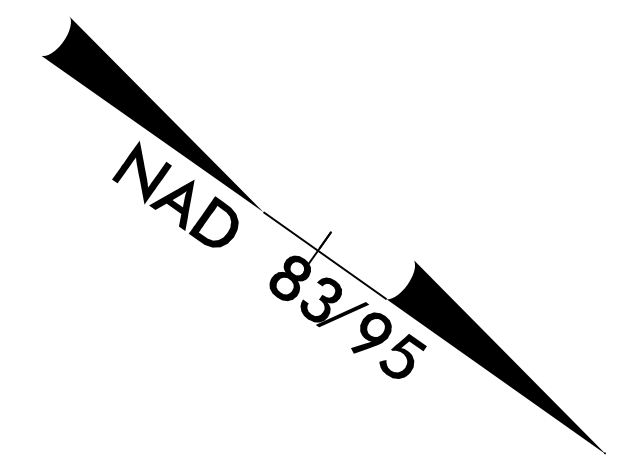
PARCEL No.	SHEET No.	PROPERTY OWNER NAME
1	4	KENNETH E. LOCKLEAR
2	4	LISA MICHELLE CHAVIS
3	4	ARLIE JACOBS
4	4	BUIE ROD & GUN CLUB INC.
5	4	PANTHERSFORD CHURCH
6	4 & 5	BUIE ROD & GUN CLUB INC.
7	4 & 5	JAMES WALTER MCLAURIN
8	5	HARRY F. WILLIAMS
9	5	JAMES WALTER MCLAURIN
10	5	WILLIAM TOMMY LEWIS
11	5	TONIA MARTINA MCNAIR
12	5	MONROE LOCKLEAR
13	5	CLORA JANE WILLIAMS HALL
14	5 & 6	BRANDI OXENDINE
15	5	MARTHA ANN WILLIAMS HEIRS
16	5 & 6	MARTELL MCPHAUL
17	6	BETTY STOCKS
18	6	EDITH CARLENE COLVIN
19	6	BETTY STOCKS
20	6	BETTY STOCKS
21	6	BILLY RAY JACOBS
22	6	HARMON LOCKLEAR
23	6	WILLIAM MCNEIL
24	7	CALVIN PEVIA
25	7	CALVIN PEVIA
26	7	JAMES W CHAVIS & WIFE
27	7	WYNONNA HUNT TRUSTEE
28	7	JAMES W CHAVIS & WIFE
29	7	JAMES W CHAVIS & WIFE
30	7	JAMES W CHAVIS & WIFE
31	7	JAMES W CHAVIS & WIFE
32	7	JAMES W CHAVIS & WIFE
33	7	JAMES W CHAVIS & WIFE
34	7	JAMES W CHAVIS
35	7	JAMES W CHAVIS & WIFE

3/10/2017
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PROJECT REFERENCE NO. B-4616	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	

BEGIN TIP PROJECT B-4616
-L- STA 17+00.00





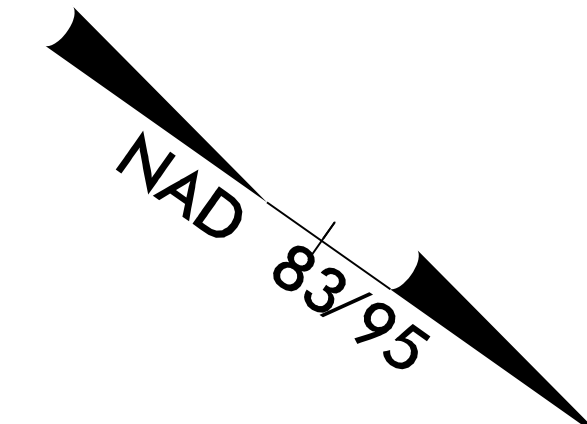
-DRV2-
 PI Sta 10+70.45
 $\Delta = 1^{\circ} 32' 28.8''$ (RT)
 D = 14' 19' 26.2"
 L = 80.57'
 T = 40.42'
 R = 400.00'
 SE = NC

NOTES: (1) SEE SHEET 8 FOR -L- PROFILE
 (2) SEE SHEET 9 FOR -Y- PROFILE
 (3) SEE SHEET 10 FOR -DRV1- PROFILE
 (4) SEE SHEET 10 FOR -DRV2- PROFILE

MATCH LINE -L- STA 27+00.00
SEE SHEET 5

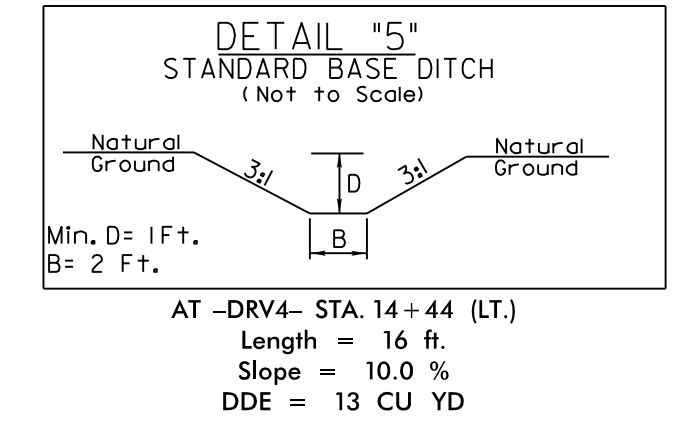
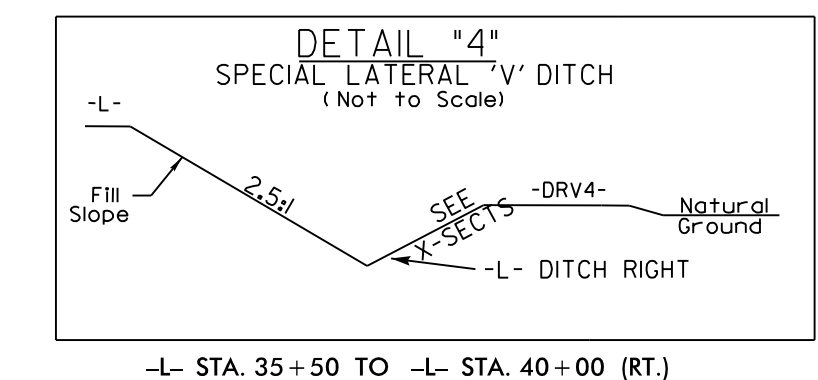
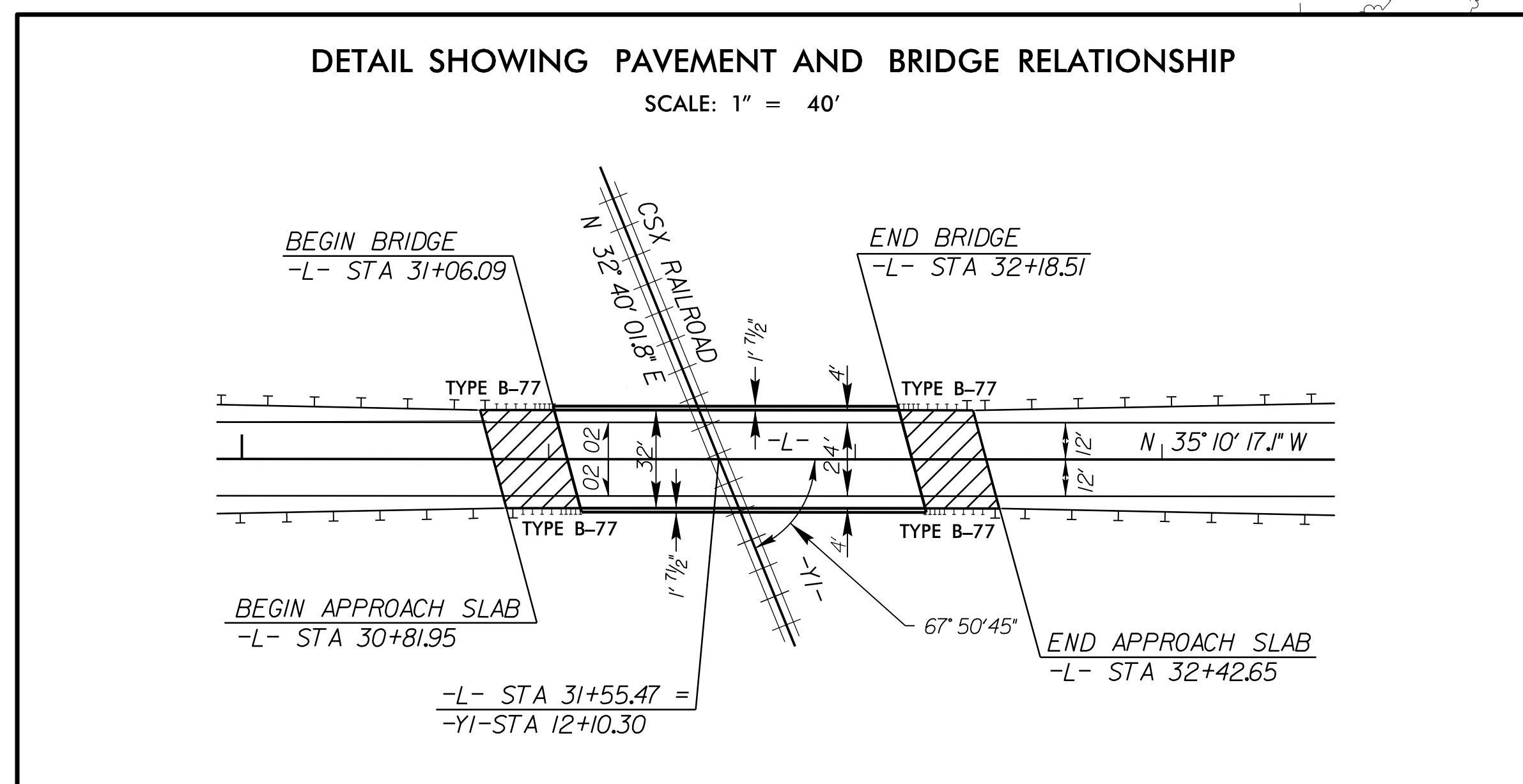
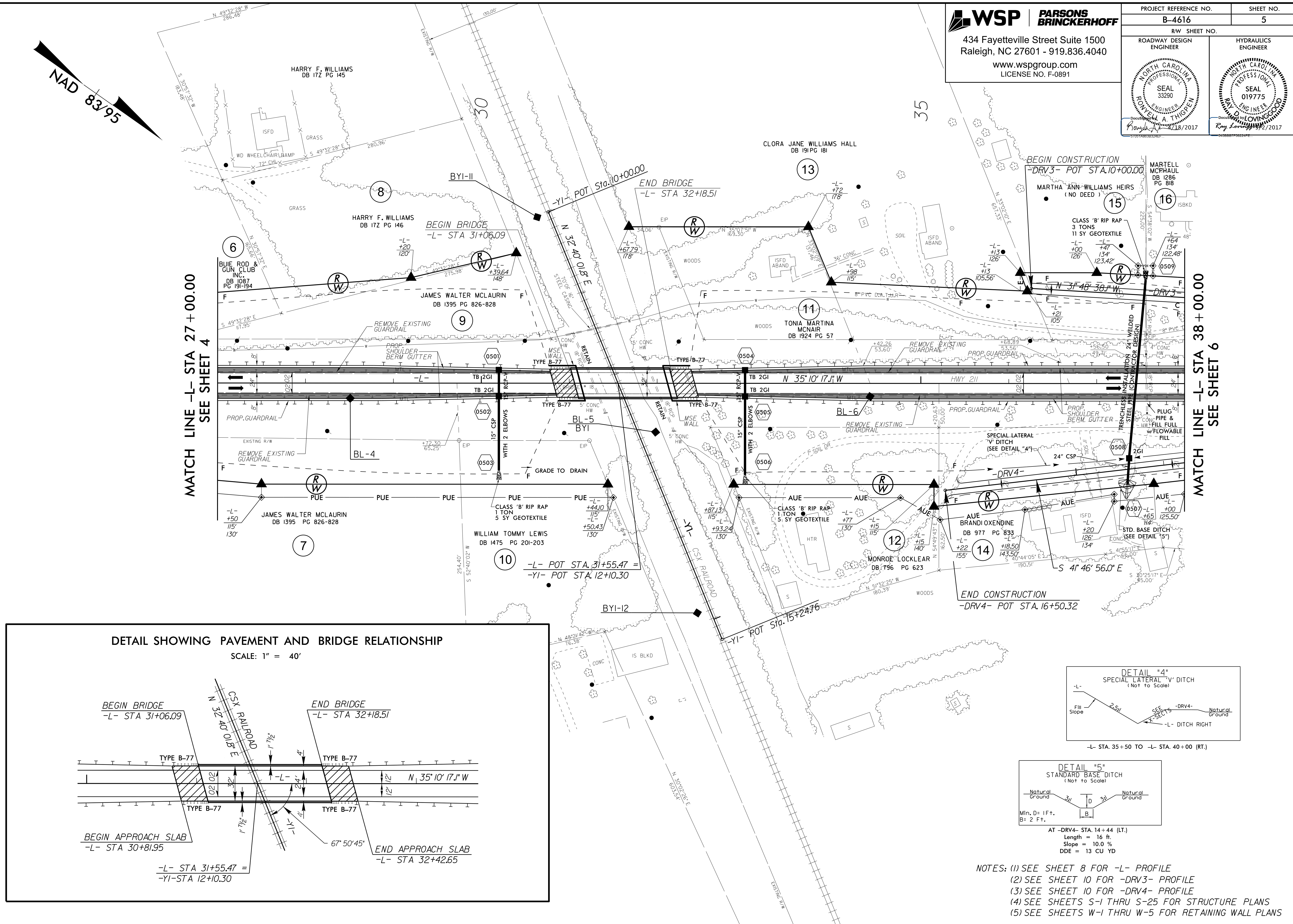
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PROJECT REFERENCE NO. B-4616	SHEET NO. 5
RW SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	



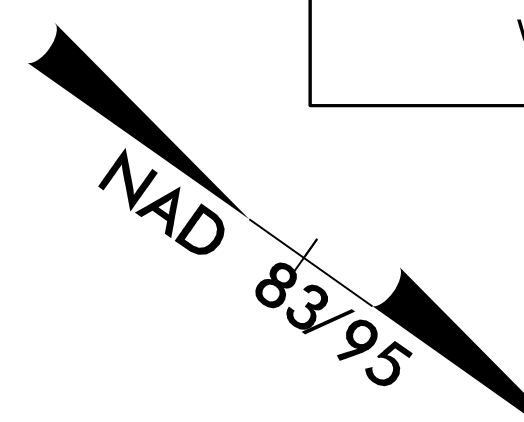
MATCH LINE -L- STA 27+00.00
SEE SHEET 4

MATCH LINE -L- STA 38+00.00
SEE SHEET 6

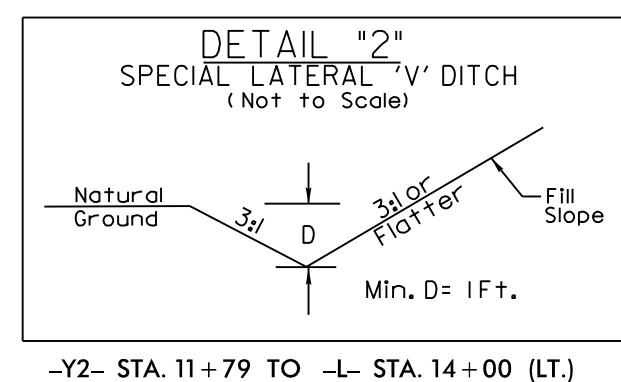


- NOTES: (1) SEE SHEET 8 FOR -L- PROFILE
 (2) SEE SHEET 10 FOR -DRV3- PROFILE
 (3) SEE SHEET 10 FOR -DRV4- PROFILE
 (4) SEE SHEETS S-1 THRU S-25 FOR STRUCTURE PLANS
 (5) SEE SHEETS W-1 THRU W-5 FOR RETAINING WALL PLANS

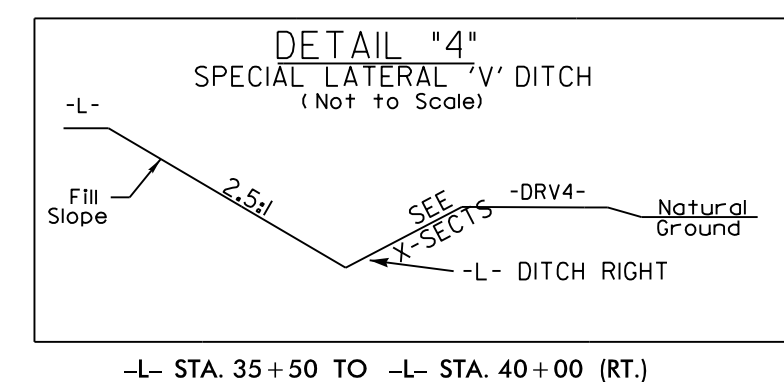
PROJECT REFERENCE NO. B-4616	SHEET NO. 6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



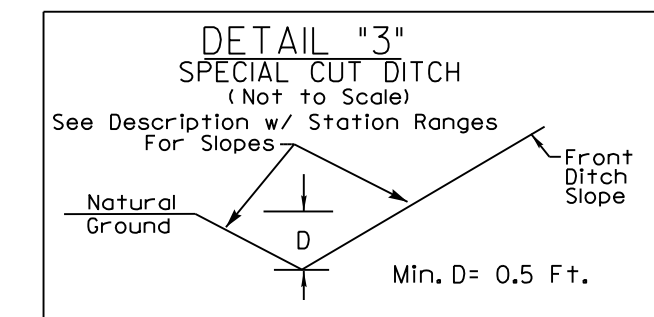
-DRV3-
 PI Sta. 12+92.07
 $\Delta = 15^\circ 32' 19.2''$ (LT)
 $D = 11^\circ 27' 33.0''$
 $L = 135.60'$
 $T = 68.22'$
 $R = 500.00'$
 SE = NC



MATCH LINE -L- STA 38+00.00
SEE SHEET 5



-DRV4-
 PI Sta. 10+51.55
 $\Delta = 82^\circ 48' 08.5''$ (RT)
 $D = 190^\circ 59' 09.4''$
 $L = 43.36'$
 $T = 26.45'$
 $R = 30.00'$
 SE = NC



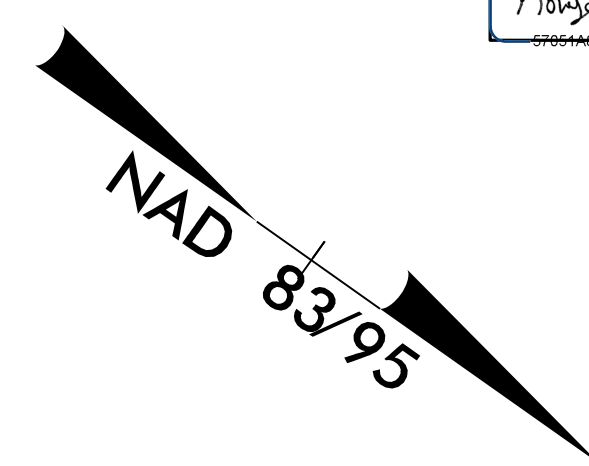
END TIP PROJECT B-4616
-L- STA 46+00.00

- NOTES: (1) SEE SHEET 9 FOR -L- PROFILE
 (2) SEE SHEET 9 FOR -Y2- PROFILE
 (3) SEE SHEET 10 FOR -DRV3- PROFILE
 (4) SEE SHEET 10 FOR -DRV4- PROFILE
 (5) SEE SHEET 10 FOR -DRV5- PROFILE
 (6) SEE SHEET 6-A FOR -Y2 DETOUR- & -DRV4 DETOUR- DESIGN

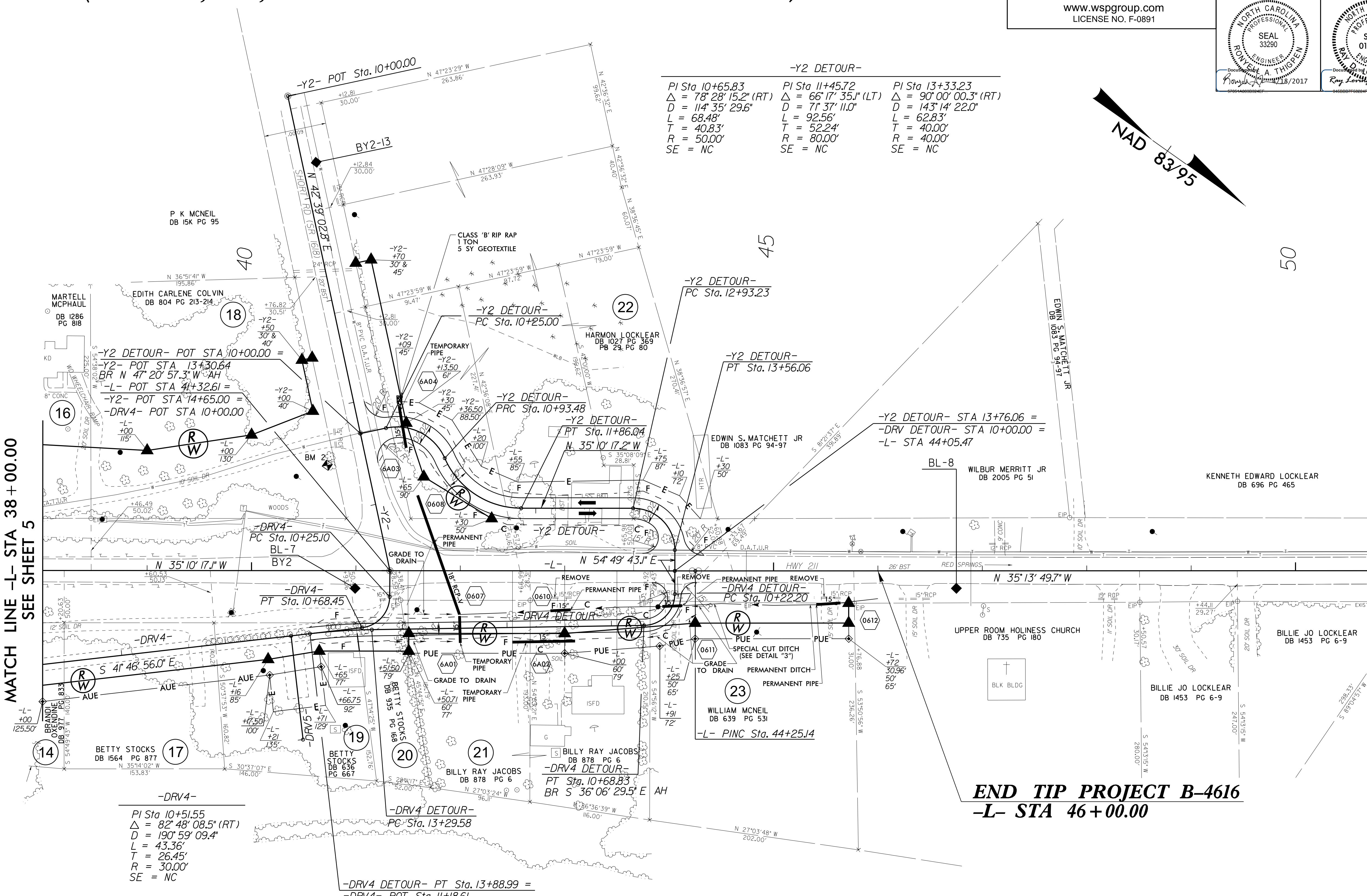
TEMPORARY DETOUR ONLY FOR -DRV4 DETOUR- AND -Y2 DETOUR- (FOR -L-, -Y2-, -DRV4- AND -DRV5- PLANS SEE SHEET 6)

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PROJECT REFERENCE NO. B-4616	SHEET NO. 6A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DATE: 8/18/2017	DATE: 8/18/2017



MATCH LINE -L- STA 38+00.00
SEE SHEET 5



-Y2 DETOUR-

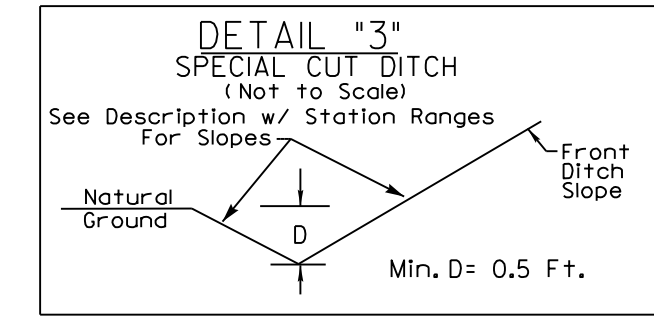
PI Sta 10+65.83 Δ = 78° 28' 15.2" (RT) D = 114° 35' 29.6" L = 68.48' T = 40.83' R = 50.00' SE = NC	PI Sta 11+45.72 Δ = 66° 17' 35.1" (LT) D = 71° 37' 11.0" L = 92.56' T = 52.24' R = 80.00' SE = NC	PI Sta 13+33.23 Δ = 90° 00' 00.3" (RT) D = 143° 14' 22.0" L = 62.83' T = 40.00' R = 40.00' SE = NC
--	---	--

-DRV4-

PI Sta 10+51.55 Δ = 82° 48' 08.5" (RT) D = 190° 59' 09.4" L = 43.36' T = 26.45' R = 30.00' SE = NC
--

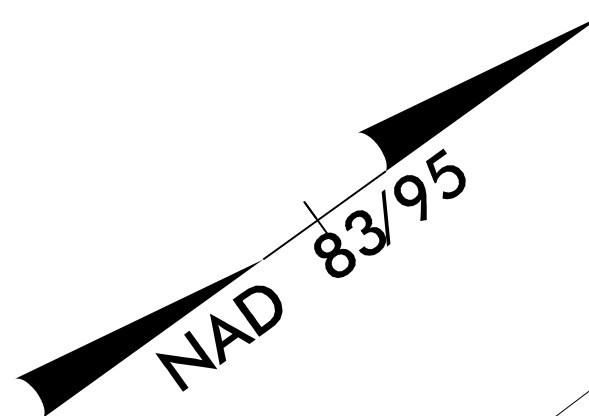
-DRV4 DETOUR-

PI Sta 10+51.71 Δ = 89° 03' 47.4" (RT) D = 190° 59' 09.4" L = 46.63' T = 29.51' R = 30.00' SE = NC	PI Sta 13+59.31 Δ = 5° 40' 26.5" (LT) D = 9° 32' 57.5" L = 59.42' T = 29.73' R = 600.00' SE = NC
--	--



END TIP PROJECT B-4616
-L- STA 46+00.00

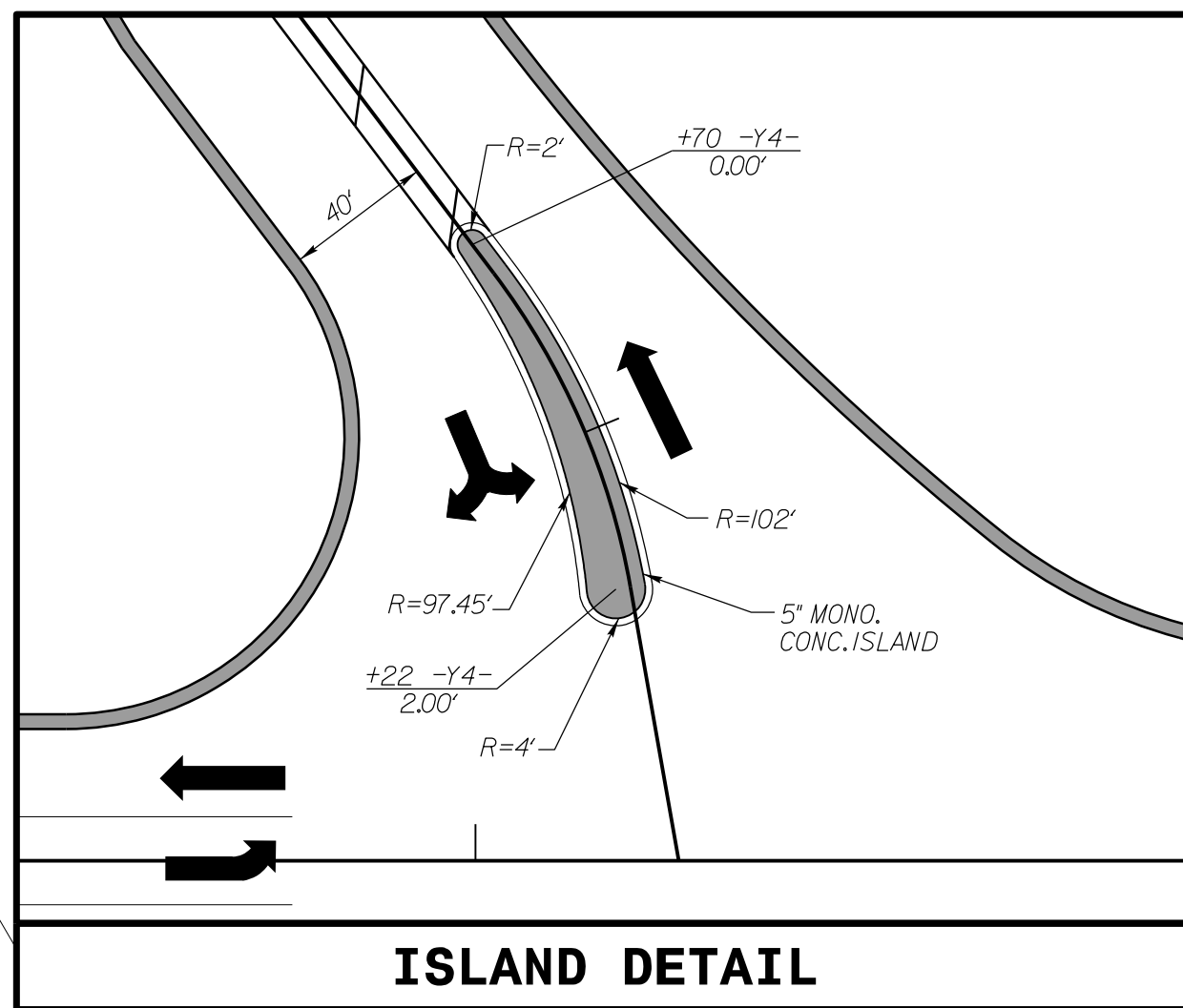
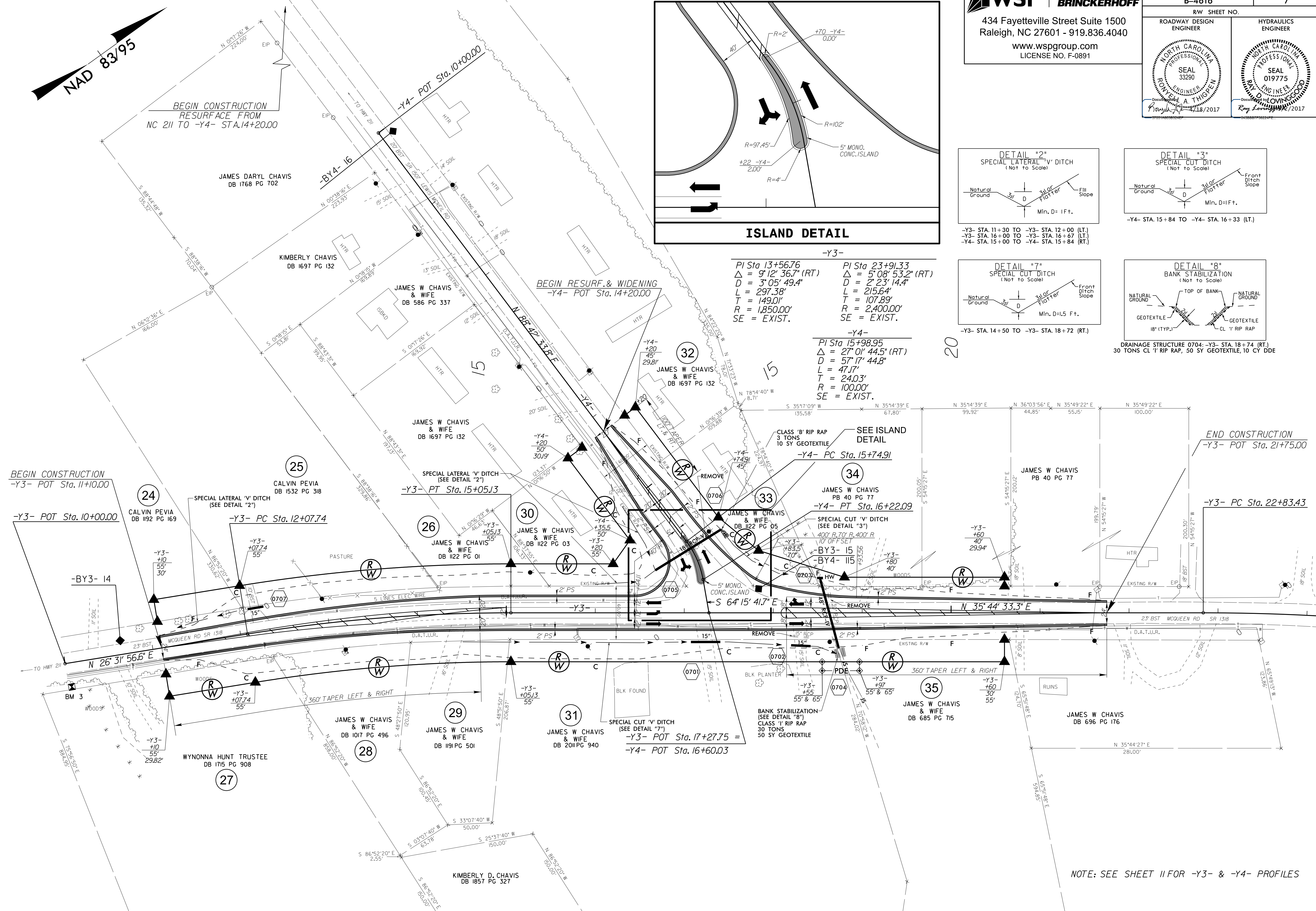
NOTES: (1) SEE SHEET 11 FOR -DRV4- DETOUR PROFILE
(2) SEE SHEET 11 FOR -Y2- DETOUR PROFILE
(3) SEE SHEET 6 FOR -L- DESIGN



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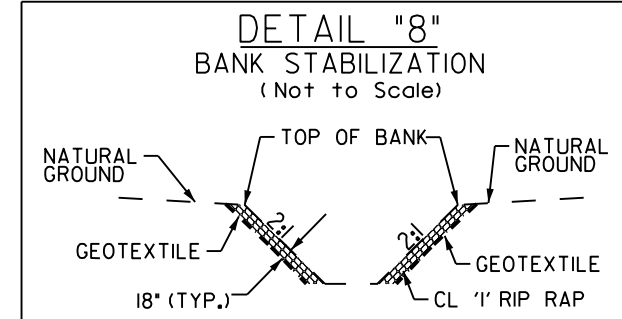
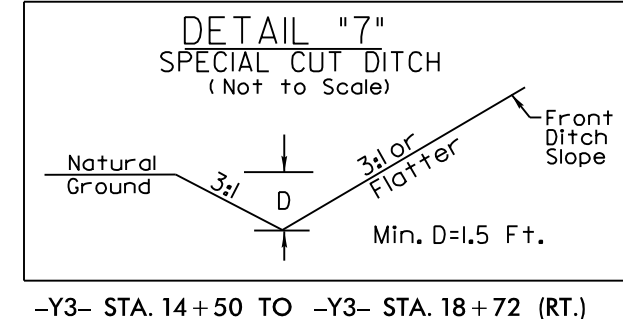
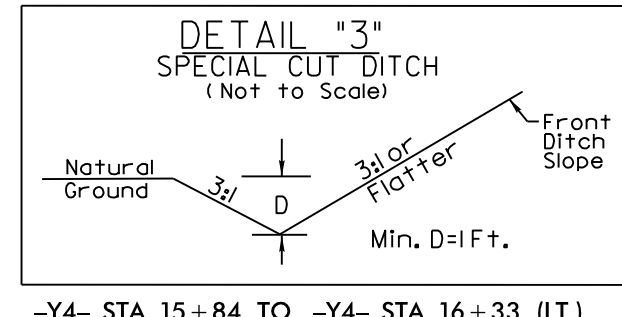
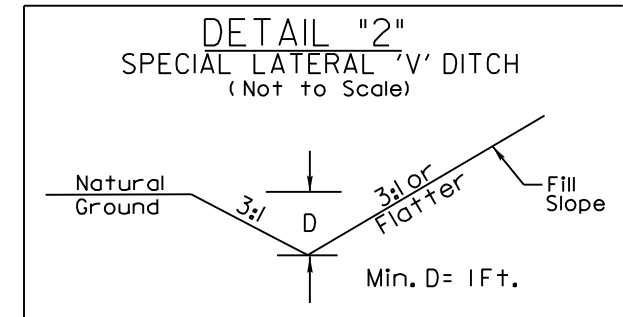
PROJECT REFERENCE NO. B-4616	SHEET NO. 7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-Y3-
 PI Sta 13+56.76 $\Delta = 9'12'36.7''$ (RT)
 D = 3'05'49.4"
 L = 297.38'
 T = 149.01'
 R = 1,850.00'
 SE = EXIST.

PI Sta 23+91.33 $\Delta = 5'08'53.2''$ (RT)
 D = 2'23'14.4"
 L = 215.64'
 T = 107.89'
 R = 2,400.00'
 SE = EXIST.

-Y4-
 PI Sta 15+98.95 $\Delta = 27'01'44.5''$ (RT)
 D = 57'17'44.8"
 L = 47.17'
 T = 24.03'
 R = 100.00'
 SE = EXIST.

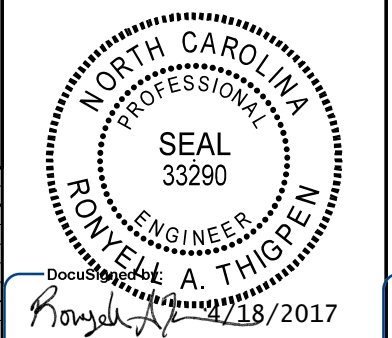



DRAINAGE STRUCTURE 0704: -Y3- STA. 18+74 (RT).
 30 TONS CL '1' RIP RAP, 50 SY GEOTEXTILE, 10 CY DDE

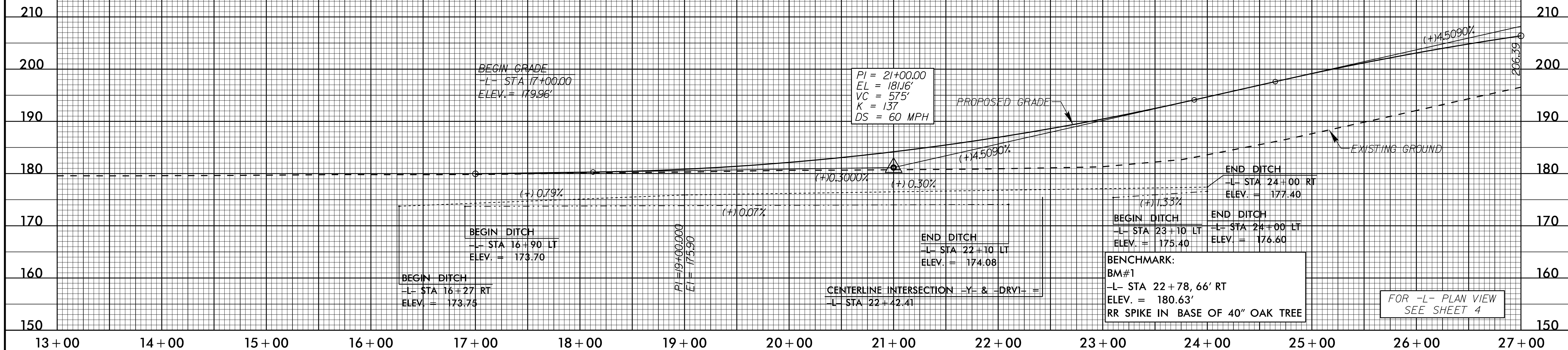
NOTE: SEE SHEET 11 FOR -Y3- & -Y4- PROFILES

5/28/17

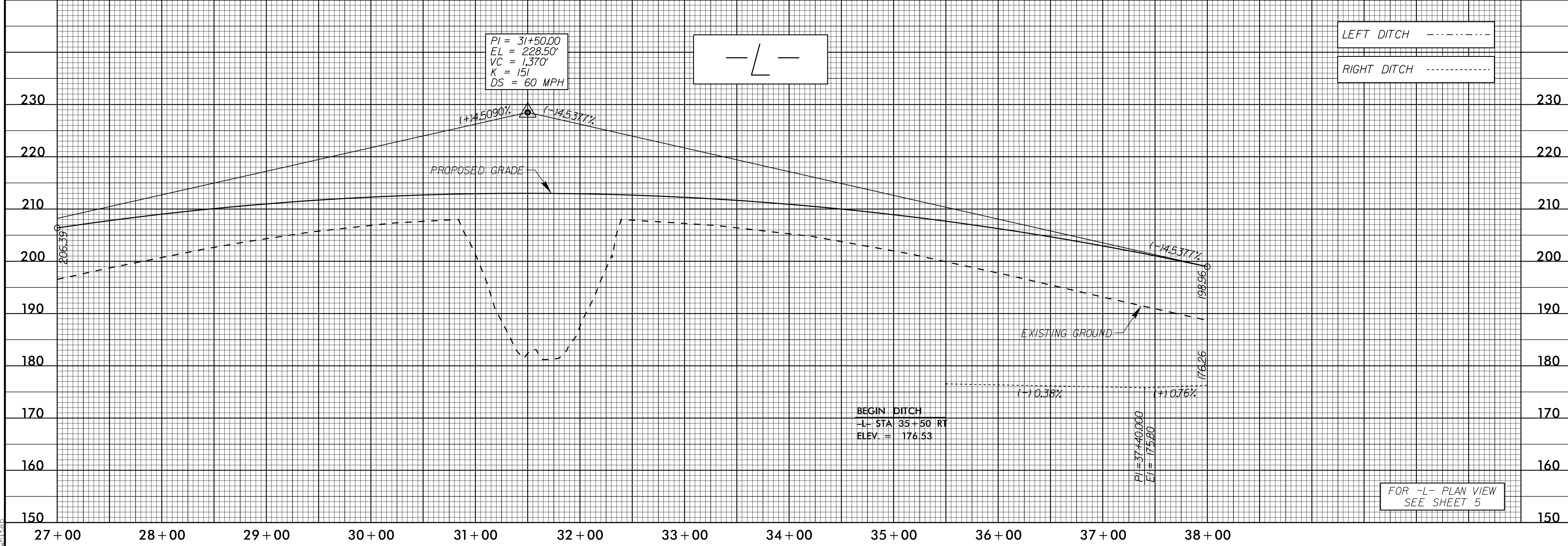
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PROJECT REFERENCE NO. B-4616	SHEET NO. 8
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	

LEFT DITCH -----
 RIGHT DITCH -----



4/14/2017 R:\Roadway\Proj\4616_rdy_p1_sheets.dgn



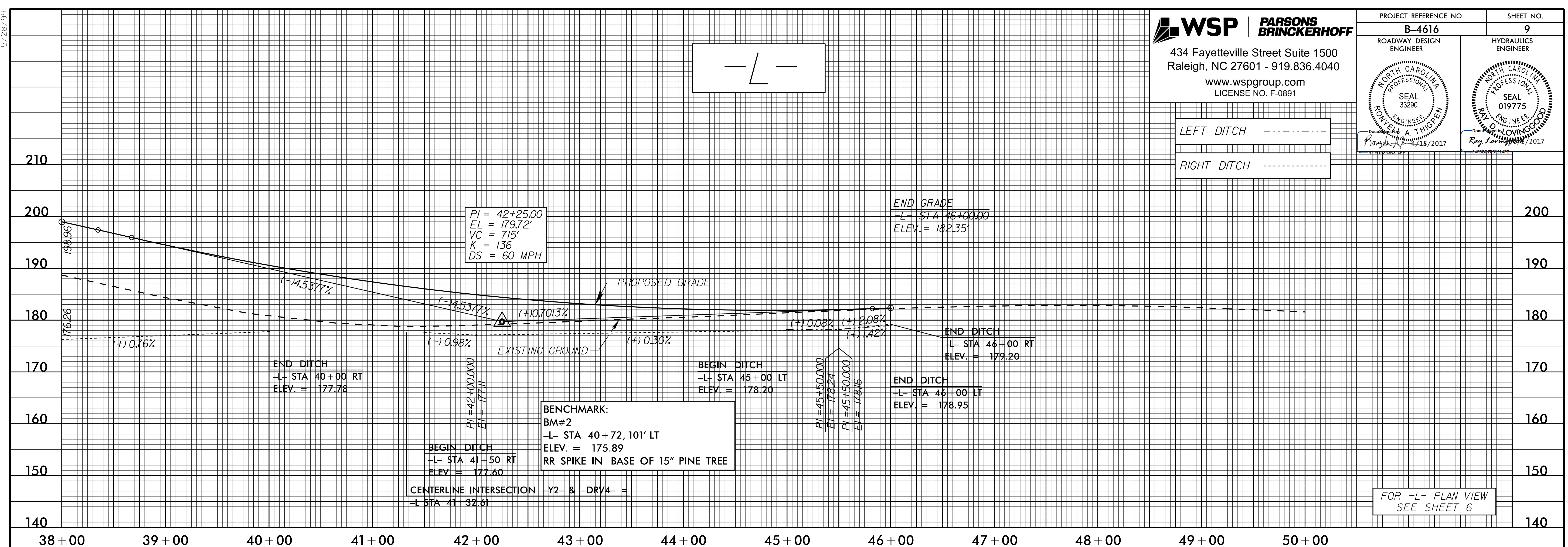
5/28/19

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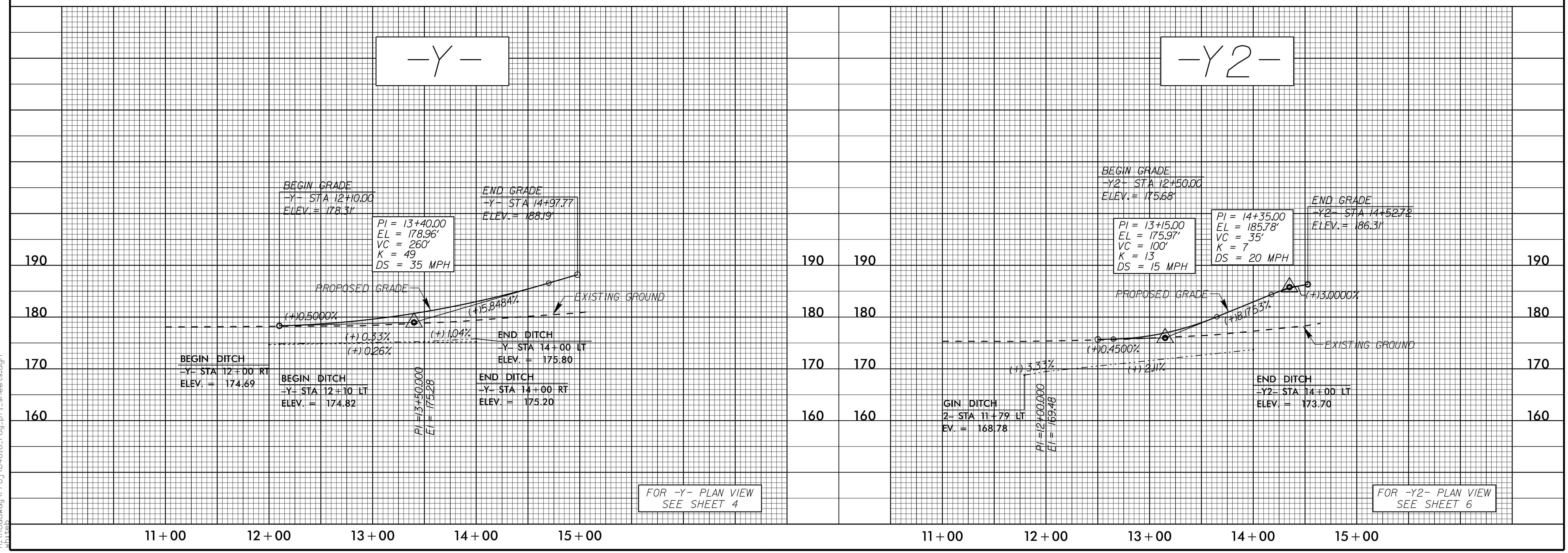
PROJECT REFERENCE NO. B-4616	SHEET NO. 9
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

LEFT DITCH -----

RIGHT DITCH -----



FOR -L- PLAN VIEW
SEE SHEET 6



FOR -Y- PLAN VIEW
SEE SHEET 4

FOR -Y2- PLAN VIEW
SEE SHEET 6

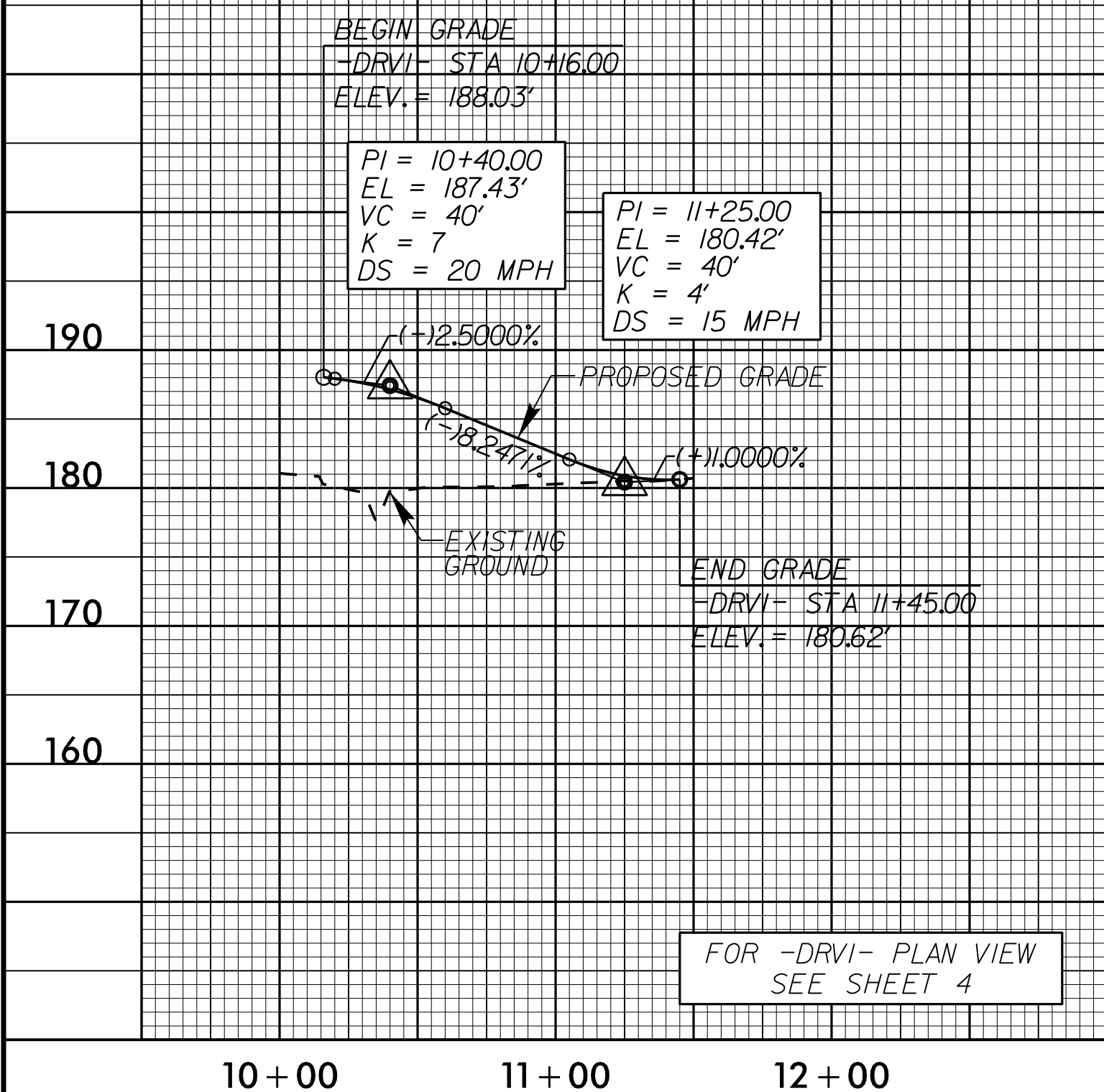
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5/28/19

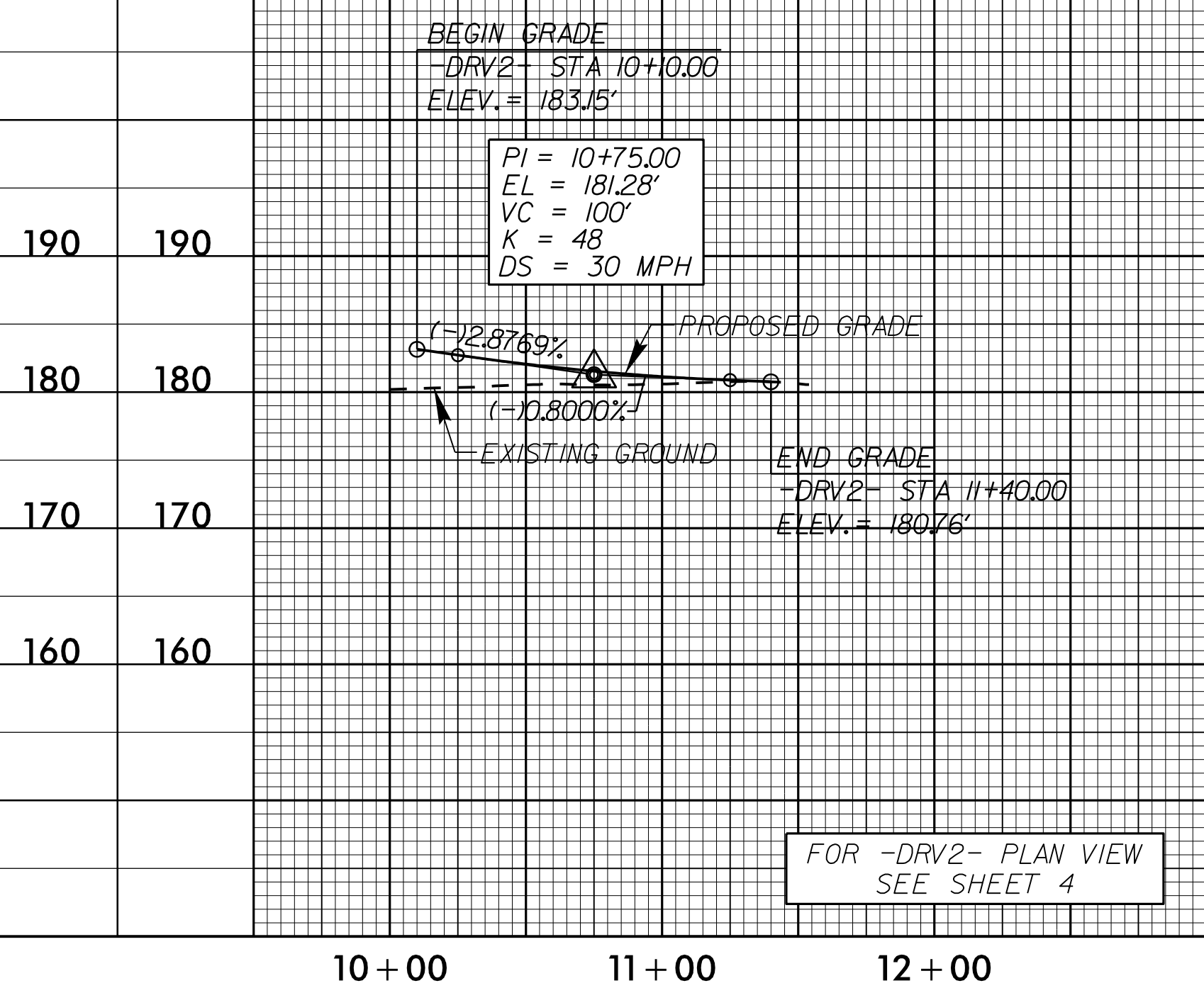
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PROJECT REFERENCE NO. B-4616	SHEET NO. 10
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

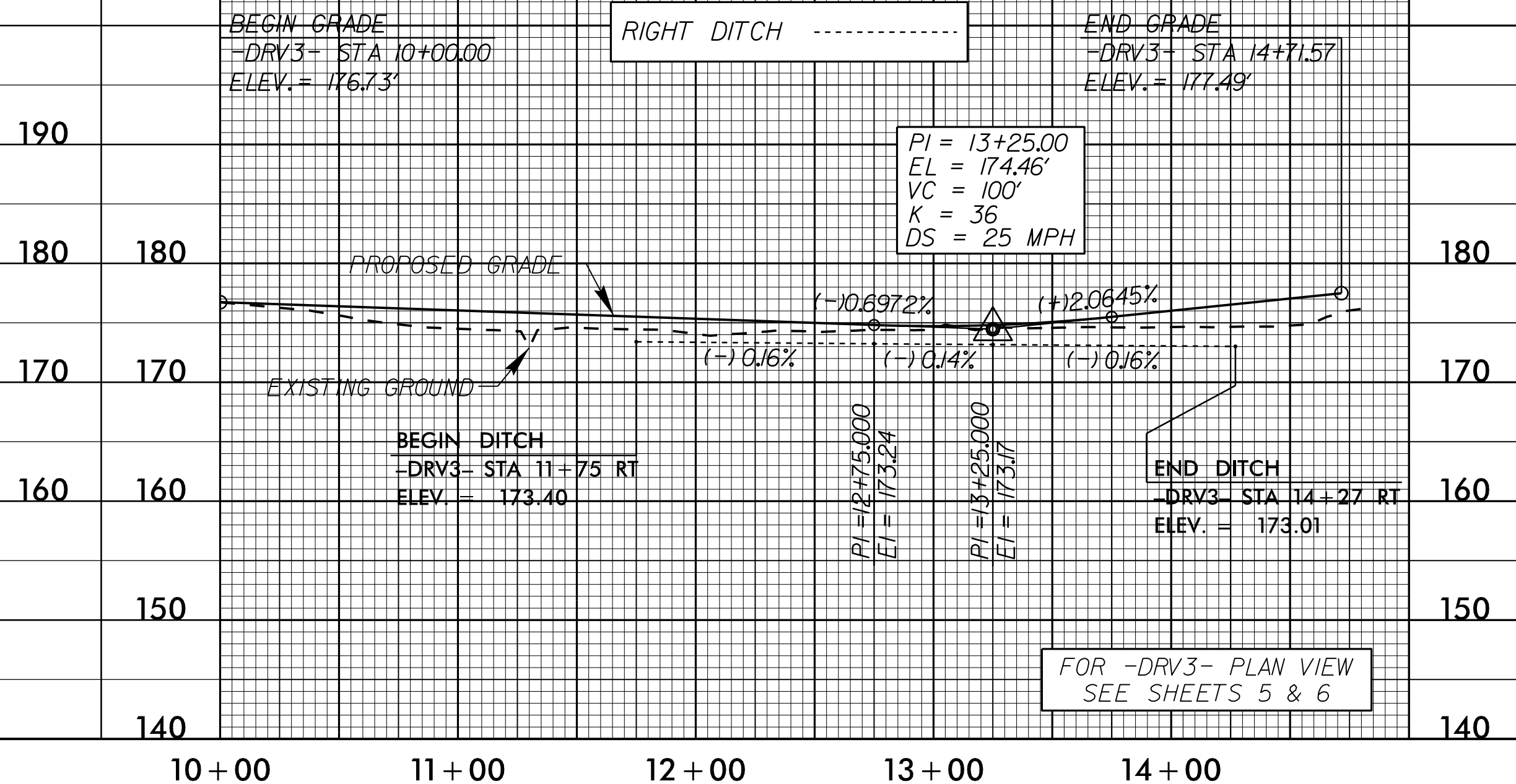
-DRV1-



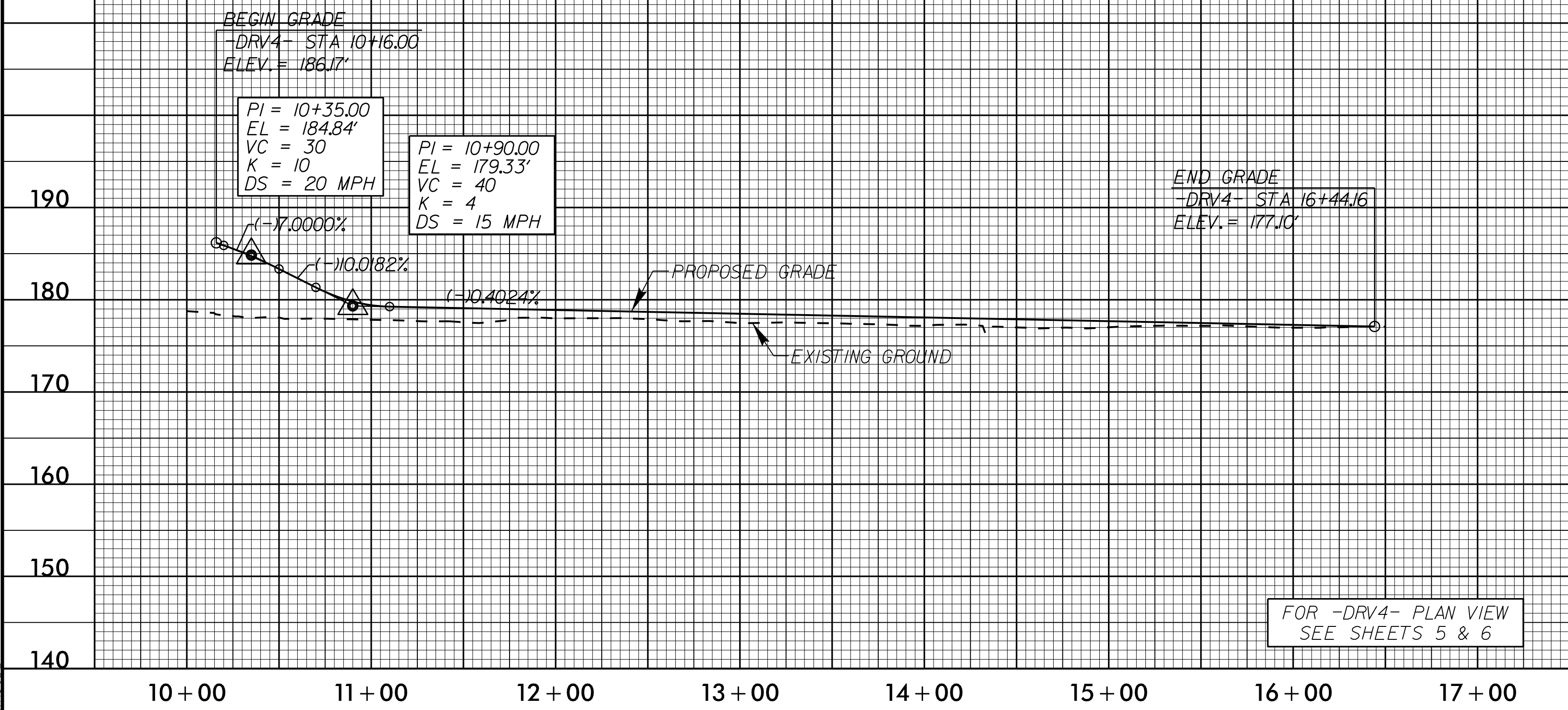
-DRV2-



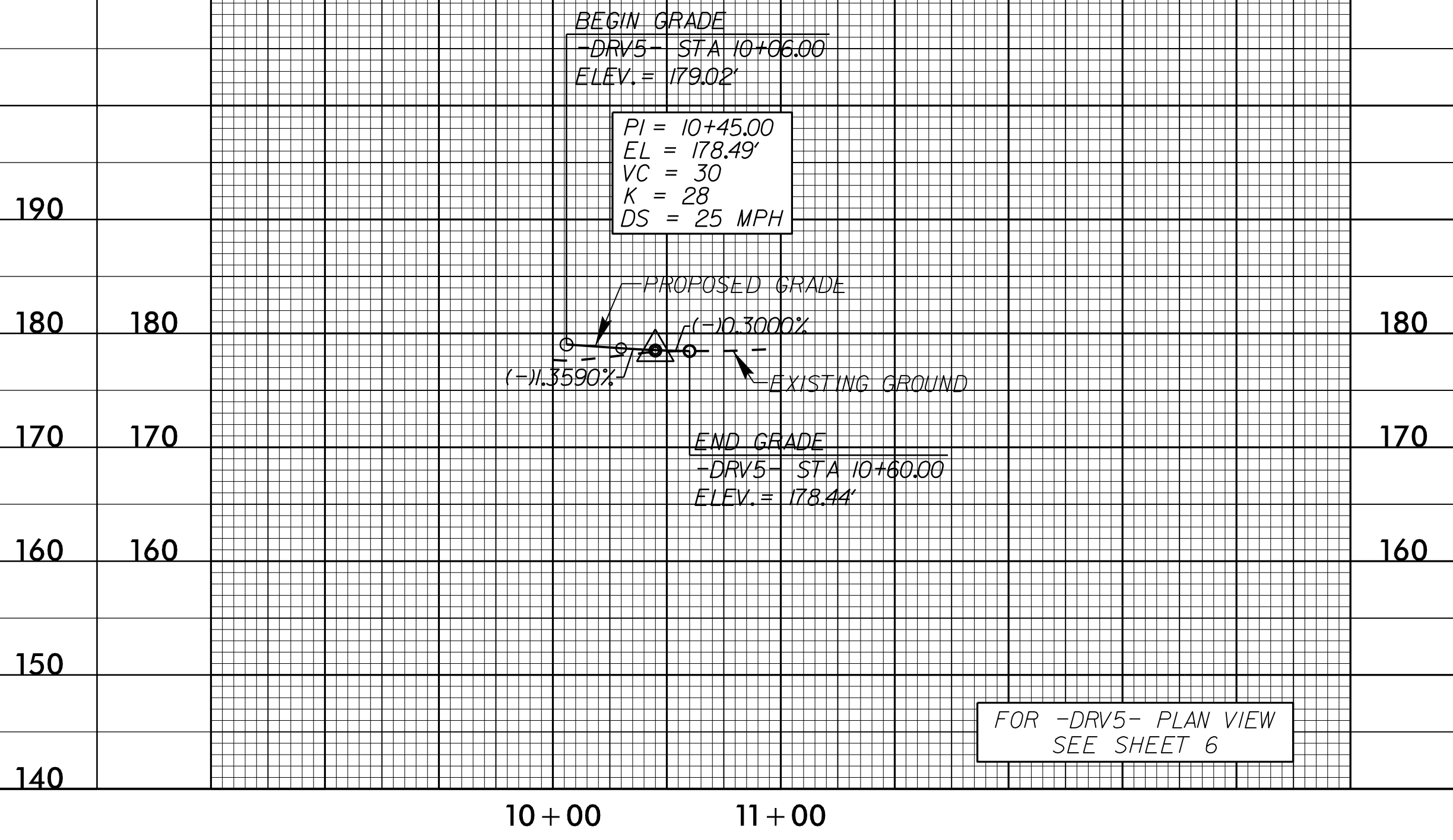
-DRV3-



-DRV4-



-DRV5-



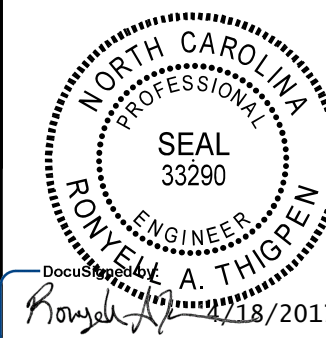
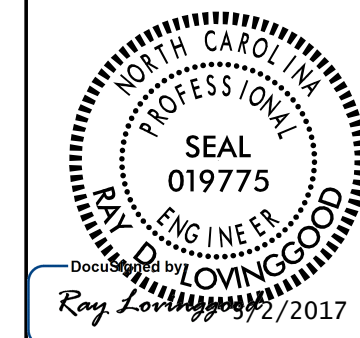
4/14/2017 R:\Roadway\Proj\4616_rdy_p1_sheets.dgn

5/28/19

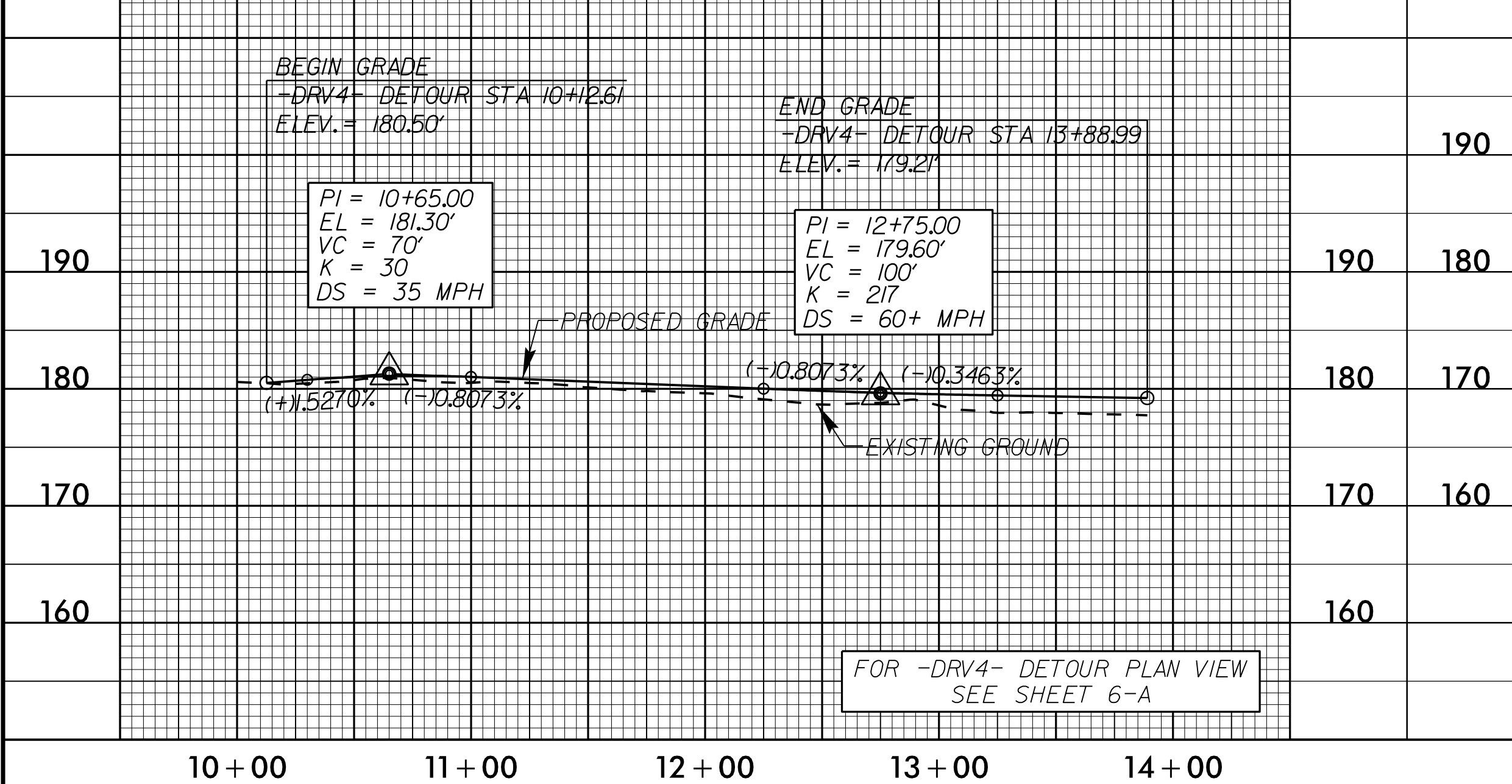
-DRV4- DETOUR

-Y2- DETOUR

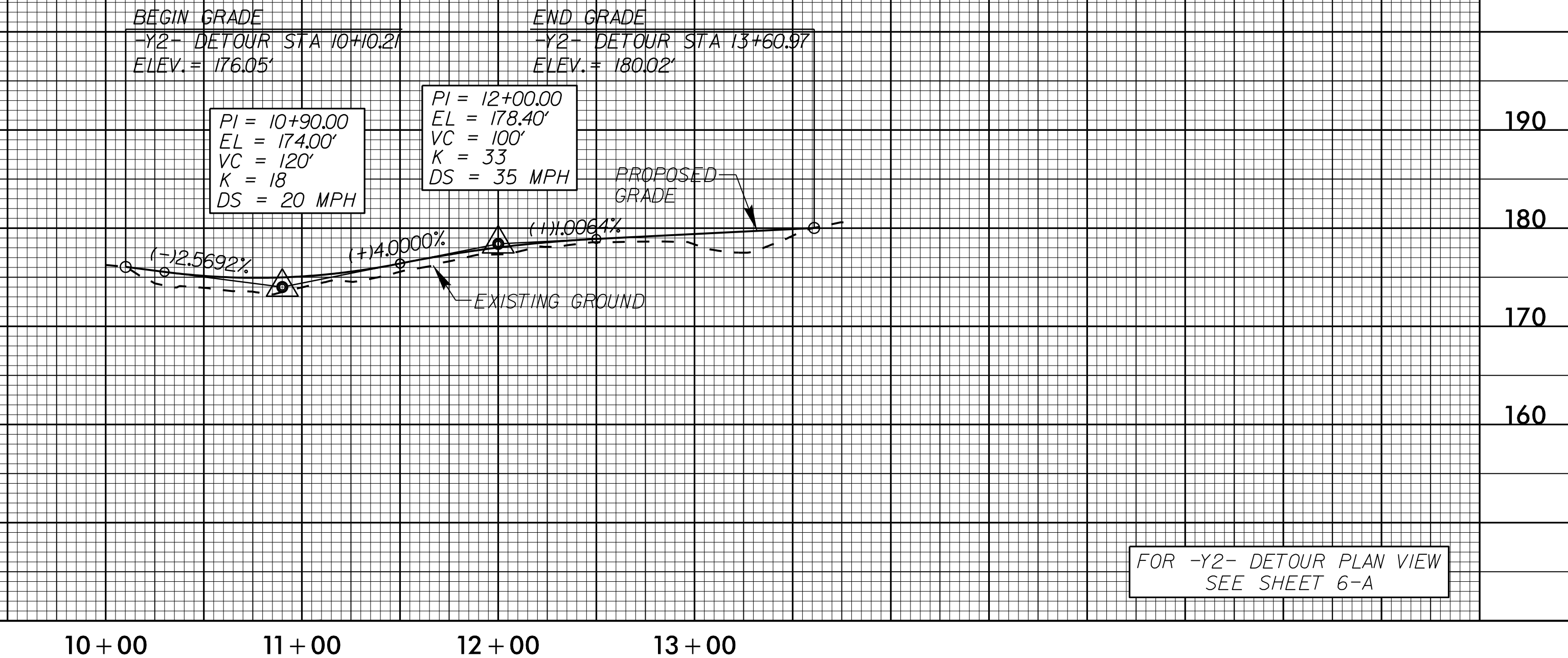
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PROJECT REFERENCE NO. B-4616	SHEET NO. 11
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	

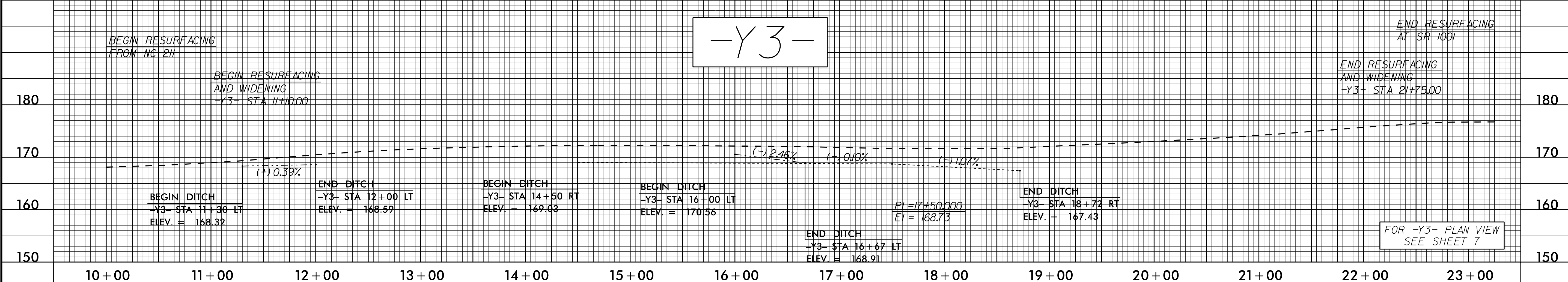
LEFT DITCH -----
 RIGHT DITCH -----



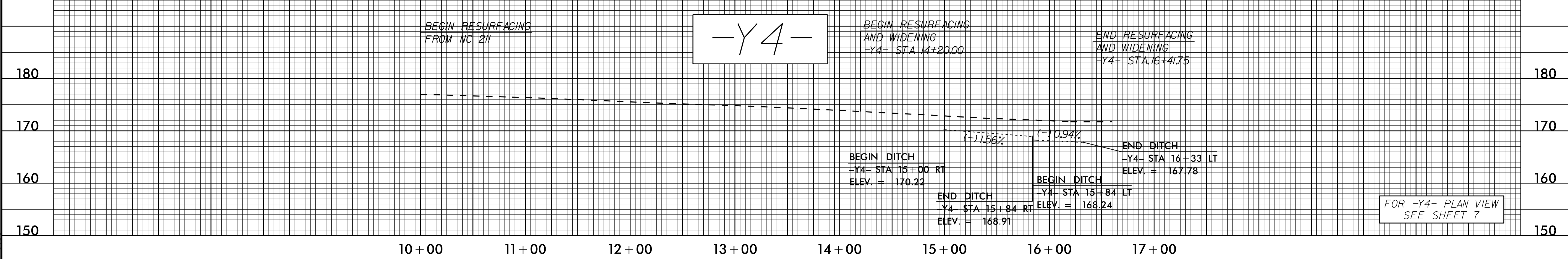
FOR -DRV4- DETOUR PLAN VIEW SEE SHEET 6-A



FOR -Y2- DETOUR PLAN VIEW SEE SHEET 6-A



FOR -Y3- PLAN VIEW SEE SHEET 7



FOR -Y4- PLAN VIEW SEE SHEET 7

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