



5/14/19

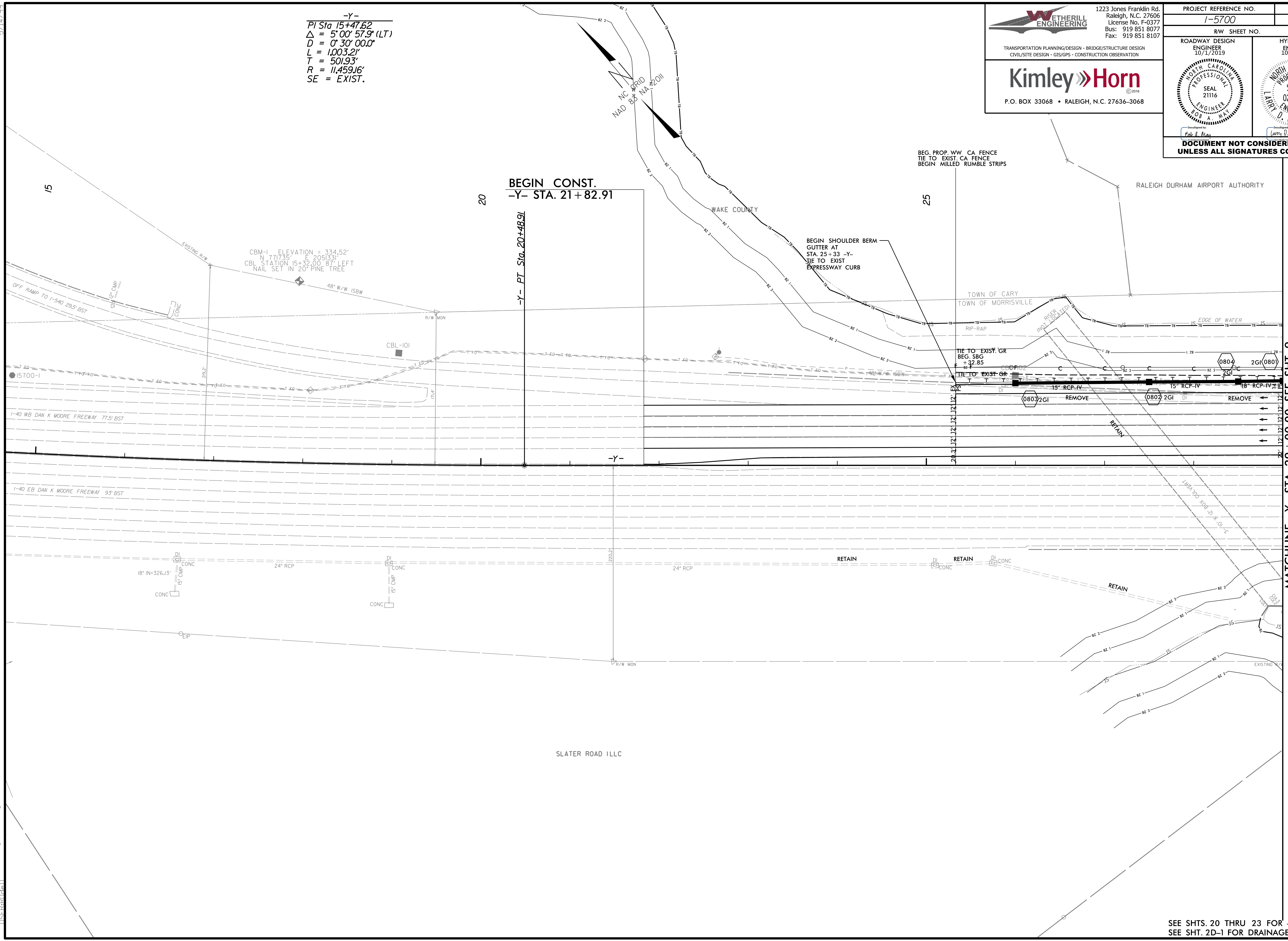
-Y-  
 PI Sta 15+47.62  
 $\Delta = 5' 00' 57.9" (LT)$   
 $D = 0' 30' 00.0"$   
 $L = 1,003.21'$   
 $T = 501.93'$   
 $R = 11,459.16'$   
 SE = EXIST.

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 Fax: 919 851 8107

TRANSPORTATION PLANNING/DESIGN • BRIDGE/STRUCTURE DESIGN  
 CIVIL/SITE DESIGN • GIS/GPS • CONSTRUCTION OBSERVATION

**Kimley»Horn**  
 P.O. BOX 33068 • RALEIGH, N.C. 27636-3068

PROJECT REFERENCE NO. 1-5700	SHEET NO. 8
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



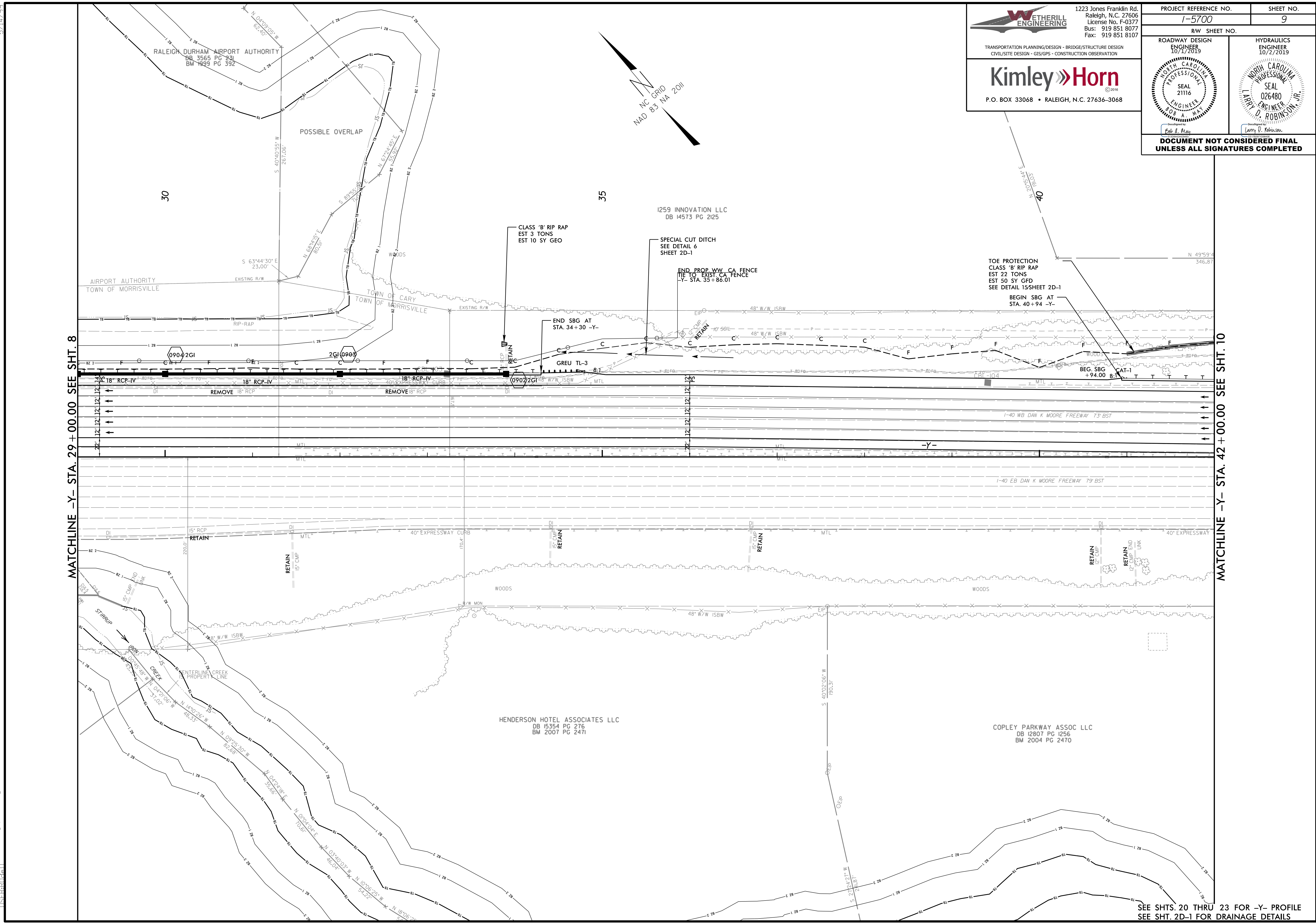
MATCHLINE -Y- STA. 29+00.00 SEE SHT. 9

SEE SHTS. 20 THRU 23 FOR -Y- PROFILE  
SEE SHT. 2D-1 FOR DRAINAGE DETAILS

9/10/2019 15:57:00 -5700\_Pcdy\_psh08.dgn

5/14/19

9/10/2019 15:57:00\_Rdy\_psh09.dgn



MATCHLINE -Y- STA. 29 + 00.00 SEE SHT. 8

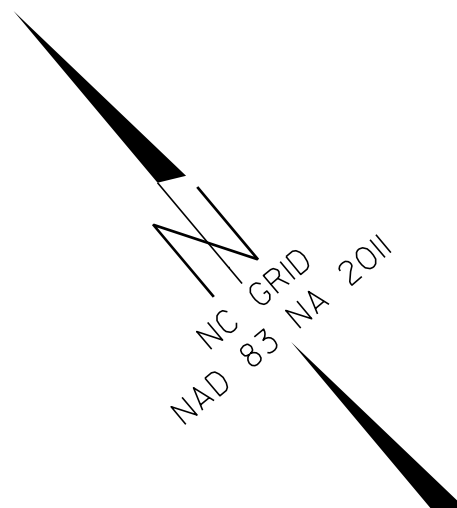
MATCHLINE -Y- STA. 42 + 00.00 SEE SHT. 10

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>9</b>
RW SHEET NO.	HYDRAULICS ENGINEER 10/2/2019
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



SEE SHTS. 20 THRU 23 FOR -Y- PROFILE  
SEE SHT. 2D-1 FOR DRAINAGE DETAILS

5/14/2019

10/11/2019 10:57:00 - RdJ\_esh10.dgn  
USER:RDPCH

**-RPB-**

PIs Sta 11+26.02	PI Sta 14+50.68	PIs Sta 17+72.10
$\Theta s = 2' 50'' 59.0''$	$\Delta = 15' 41'' 00.3'' (LT)$	$\Theta s = 2' 50'' 59.0''$
$Ls = 189.00'$	$D = 3' 00'' 56.0''$	$Ls = 189.00'$
$LT = 126.02'$	$L = 520.08'$	$LT = 126.02'$
$ST = 63.01'$	$T = 261.68'$	$ST = 63.01'$
	$R = 1,900.00'$	
	$SE = 0.07 \text{ FT/FT}$	
	$INC. = 27.00'$	

**Kimley Horn**

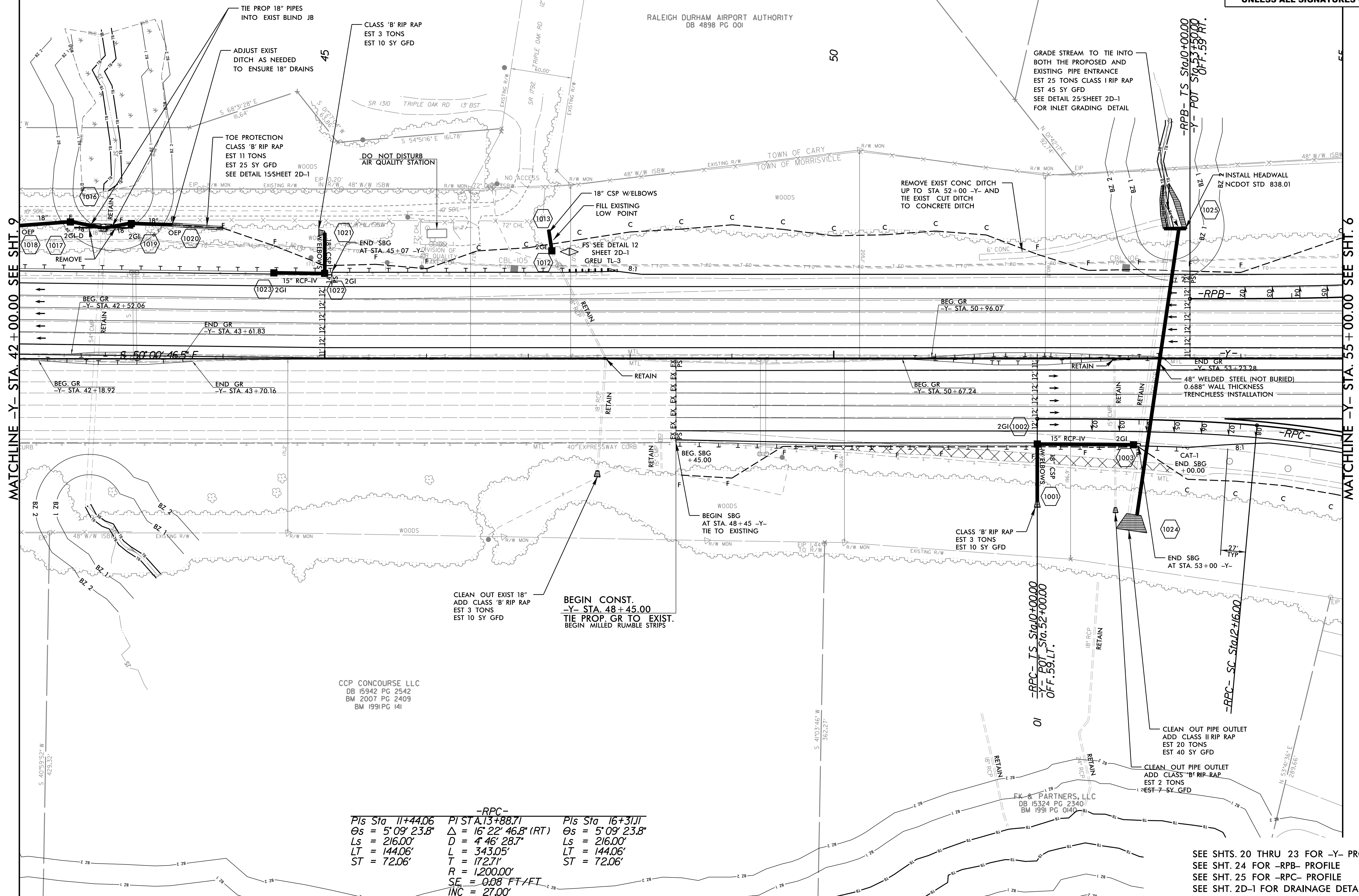
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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>10</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 10/11/2019	HYDRAULICS ENGINEER 10/11/2019
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



**-RPC-**

PIs Sta 11+44.06	PI STA.13+88.71	PIs Sta 16+31.11
$\Theta s = 5' 09'' 23.8''$	$\Delta = 16' 22'' 46.8'' (RT)$	$\Theta s = 5' 09'' 23.8''$
$Ls = 216.00'$	$D = 4' 46'' 28.7''$	$Ls = 216.00'$
$LT = 144.06'$	$L = 343.05'$	$LT = 144.06'$
$ST = 72.06'$	$T = 172.71'$	$ST = 72.06'$
	$R = 1,200.00'$	
	$SE = 0.08 \text{ FT/FT}$	
	$INC = 27.00'$	

SEE SHTS. 20 THRU 23 FOR -Y- PROFILE  
SEE SHT. 24 FOR -RPB- PROFILE  
SEE SHT. 25 FOR -RPC- PROFILE  
SEE SHT. 2D-1 FOR DRAINAGE DETAILS

5/14/19

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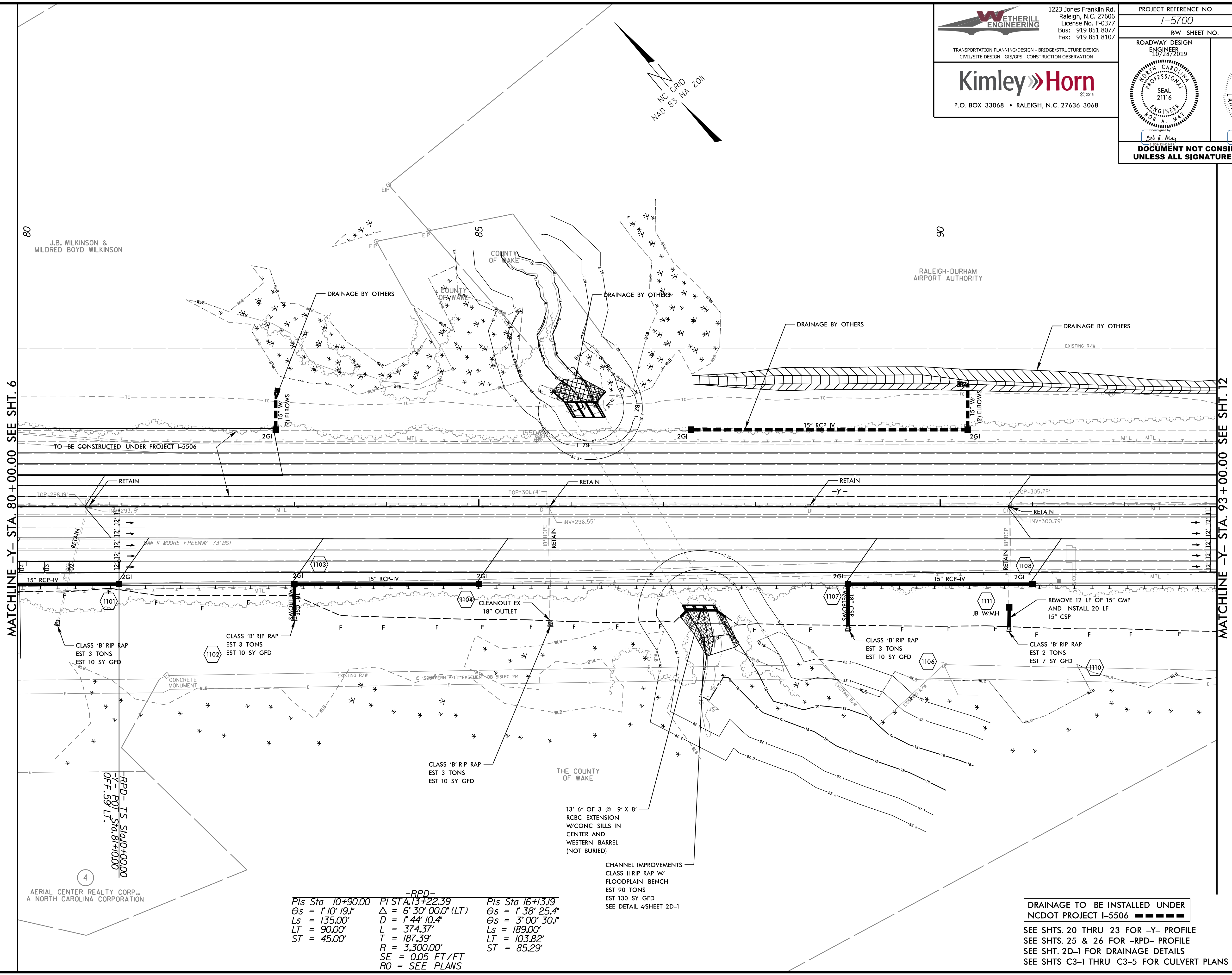
WETHERILL ENGINEERING

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN  
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>11</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 10/28/2019	HYDRAULICS ENGINEER 10/28/2019
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>	



MATCHLINE -Y- STA. 80 + 00.00 SEE SHT. 6

MATCHLINE -Y- STA. 93 + 00.00 SEE SHT. 12

80  
J.B. WILKINSON &  
MILDRED BOYD WILKINSON

85  
COUNTY OF WAKE

90  
RALEIGH-DURHAM  
AIRPORT AUTHORITY

TOP=298.19'

TOP=301.74'

TOP=305.79'

RETAIN  
TOP=293.19'

RETAIN  
INV=296.55'

RETAIN  
INV=300.79'

15" RCP-IV

15" RCP-IV

15" RCP-IV

CLASS 'B' RIP RAP  
EST 3 TONS  
EST 10 SY GFD

CLASS 'B' RIP RAP  
EST 3 TONS  
EST 10 SY GFD

CLASS 'B' RIP RAP  
EST 3 TONS  
EST 10 SY GFD

CLASS 'B' RIP RAP  
EST 2 TONS  
EST 7 SY GFD

CONCRETE MONUMENT

15' SOUTHERN BELL EASEMENT DB 513 PG 214

EXISTING R/W

W.L.B.

13'-6" OF 3 @ 9' X 8' RCBC EXTENSION W/CONC SILLS IN CENTER AND WESTERN BARREL (NOT BURIED)

CHANNEL IMPROVEMENTS  
CLASS II RIP RAP W/  
FLOODPLAIN BENCH  
EST 90 TONS  
EST 130 SY GFD  
SEE DETAIL 4/SHEET 2D-1

4  
AERIAL CENTER REALTY CORP.,  
A NORTH CAROLINA CORPORATION

-RPD-

<i>Pis Sta</i> 10+90.00	<i>PI STA</i> 13+22.39	<i>Pis Sta</i> 16+13.19
<i>Os</i> = 1° 10' 19.1"	$\Delta$ = 6' 30" 00.0" (LT)	<i>Os</i> = 1° 38' 25.4"
<i>Ls</i> = 135.00'	<i>D</i> = 1' 44" 10.4"	<i>Os</i> = 3° 00' 30.1"
<i>LT</i> = 90.00'	<i>L</i> = 374.37'	<i>Ls</i> = 189.00'
<i>ST</i> = 45.00'	<i>T</i> = 187.39'	<i>LT</i> = 103.82'
	<i>R</i> = 3,300.00'	<i>ST</i> = 85.29'
	<i>SE</i> = 0.05 FT/FT	
	<i>RO</i> = SEE PLANS	

DRAINAGE TO BE INSTALLED UNDER  
NCDOT PROJECT I-5506

SEE SHTS. 20 THRU 23 FOR -Y- PROFILE  
SEE SHTS. 25 & 26 FOR -RPD- PROFILE  
SEE SHT. 2D-1 FOR DRAINAGE DETAILS  
SEE SHTS C3-1 THRU C3-5 FOR CULVERT PLANS

10/28/2019 11:57:00 Rdy\_psh11.dgn

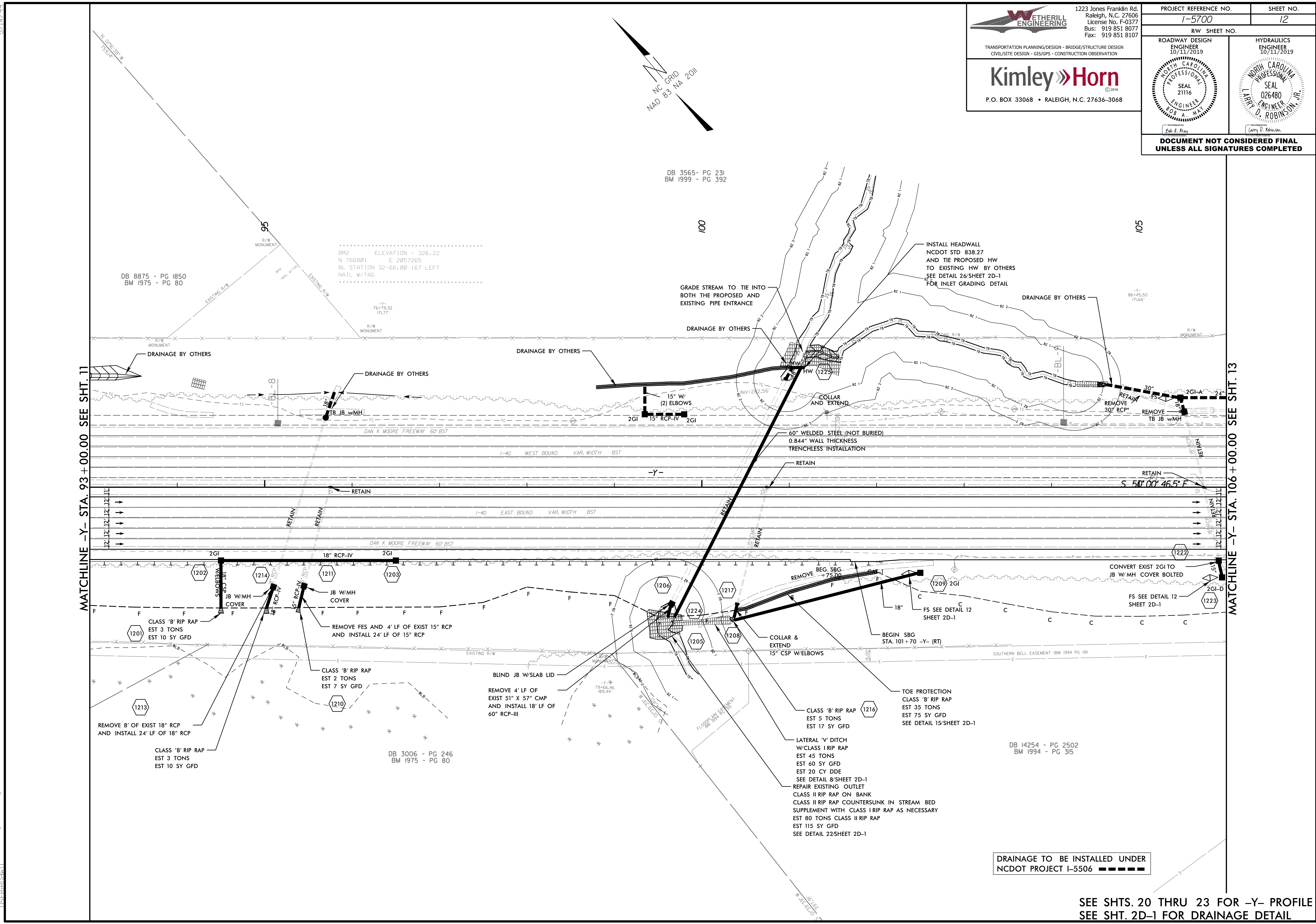
5/14/19

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>12</b>
ROADWAY DESIGN ENGINEER 10/11/2019	HYDRAULICS ENGINEER 10/11/2019
<b>DOCUMENT NOT CONSIDERED FINAL          UNLESS ALL SIGNATURES COMPLETED</b>	



MATCHLINE -Y- STA. 93 + 00.00 SEE SHT. 11

MATCHLINE -Y- STA. 106 + 00.00 SEE SHT. 13

SEE SHTS. 20 THRU 23 FOR -Y- PROFILE  
SEE SHT. 2D-1 FOR DRAINAGE DETAIL

DRAINAGE TO BE INSTALLED UNDER  
NCDOT PROJECT I-5506

10/11/2019 10:57:00 RdJ\_esh12.dgn

5/14/19

9/10/2019 11:58:11 AM -57000\_Rd4\_esh13.dgn

RALEIGH-DURHAM AIRPORT AUTHORITY  
DB 3565 - PG 231  
BM 1999 - PG 392

NC GRID  
NAD 83 NA 2011

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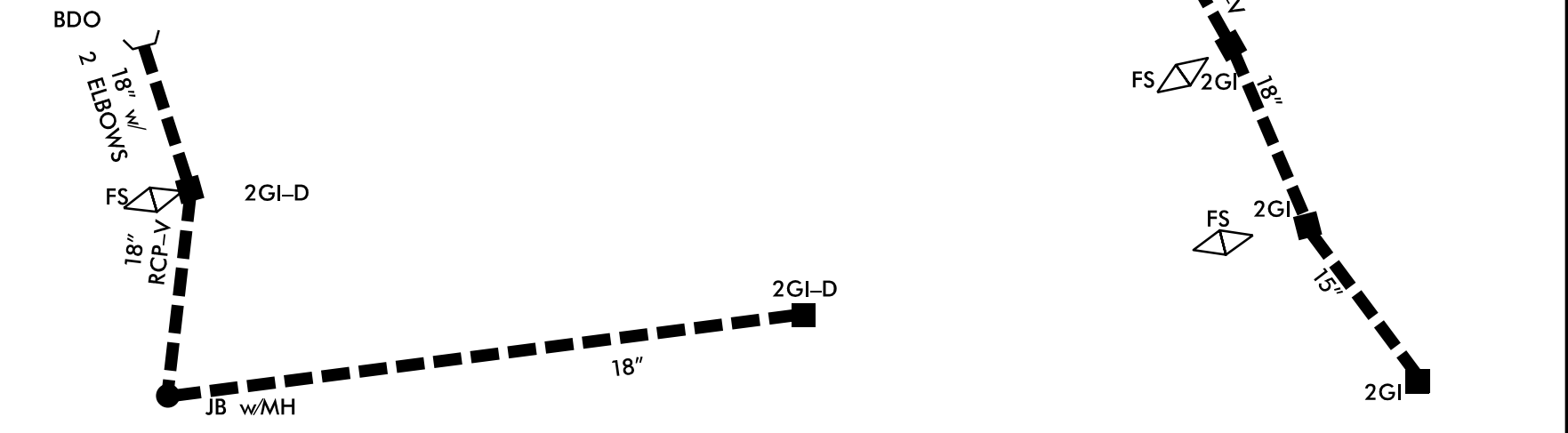
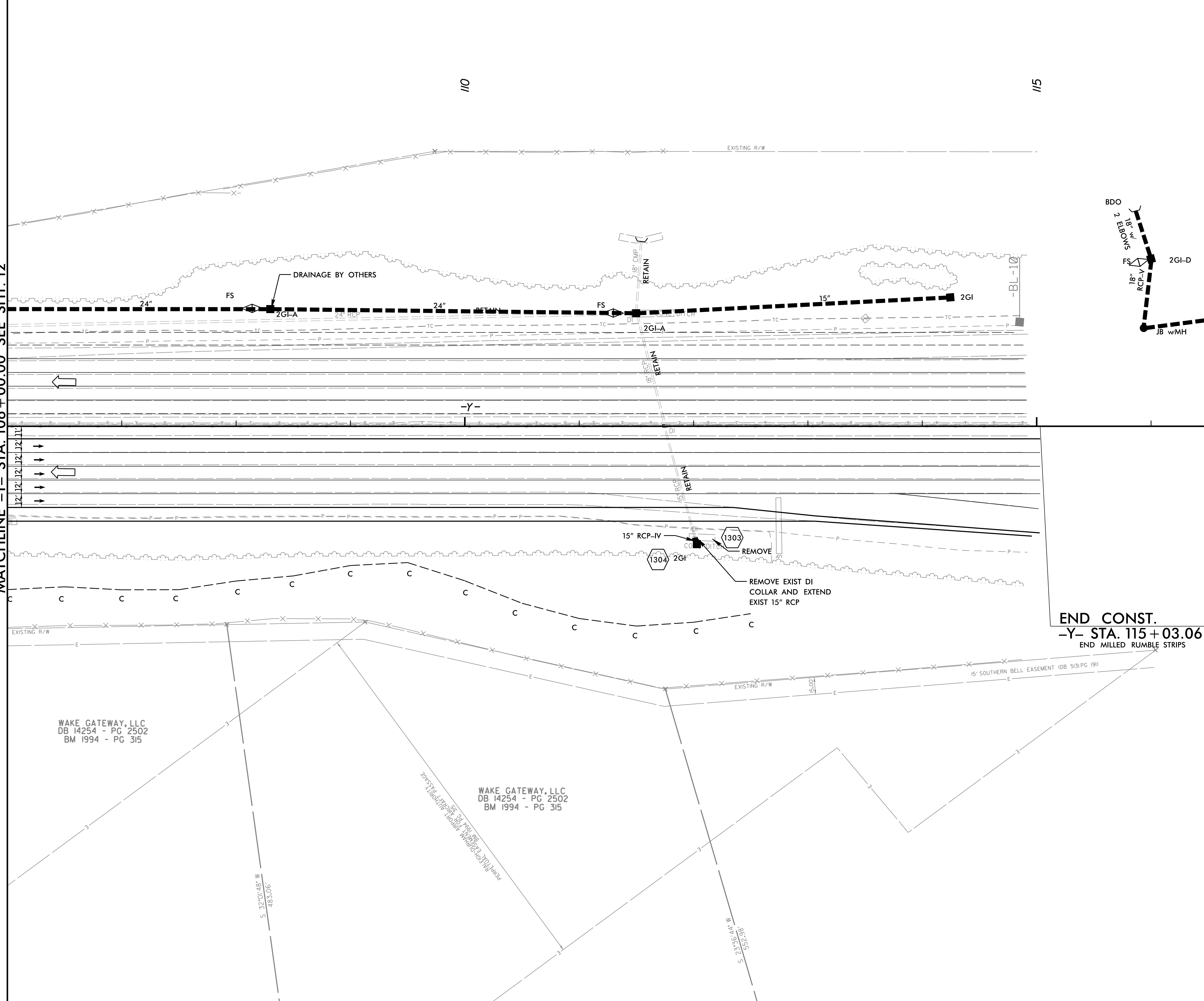
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CIVIL/SITE DESIGN • GIS/GPS • CONSTRUCTION OBSERVATION

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>13</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019
<p>Paul D. Mann Larry D. Robinson</p> <p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>	

MATCHLINE -Y- STA. 106 + 00.00 SEE SHT. 12



END CONST.  
-Y- STA. 115 + 03.06  
END MILLED RUMBLE STRIPS

WAKE GATEWAY, LLC  
DB 14254 - PG 2502  
BM 1994 - PG 315

WAKE GATEWAY, LLC  
DB 14254 - PG 2502  
BM 1994 - PG 315

DRAINAGE TO BE INSTALLED UNDER  
NCDOT PROJECT I-5506

SEE SHTS. 20 THRU 23 FOR -Y- PROFILE  
SEE SHT. 2D-1 FOR DRAINAGE DETAILS

5/14/2019  
9/10/2019  
5700\_RdJ\_esh14.dgn  
LUST:RCP

**-Y8-**  
 PI Sta 22+46.92  
 $\Delta = 139^\circ 44' 53.0''$  (LT)  
 $D = 12^\circ 41' 24.3''$   
 $L = 1,012.4'$   
 $T = 1,232.05'$   
 $R = 451.50'$   
 $SE = 0.04$  FT/FT  
 $RO = 104.00'$

**-Y3-**  
 PI Sta 19+12.12  
 $\Delta = 45^\circ 51' 15.9''$  (LT)  
 $D = 6^\circ 09' 39.0''$   
 $L = 744.29'$   
 $T = 393.37'$   
 $R = 930.00'$   
 $SE = 0.04$  FT/FT  
 $RO = 168.00'$

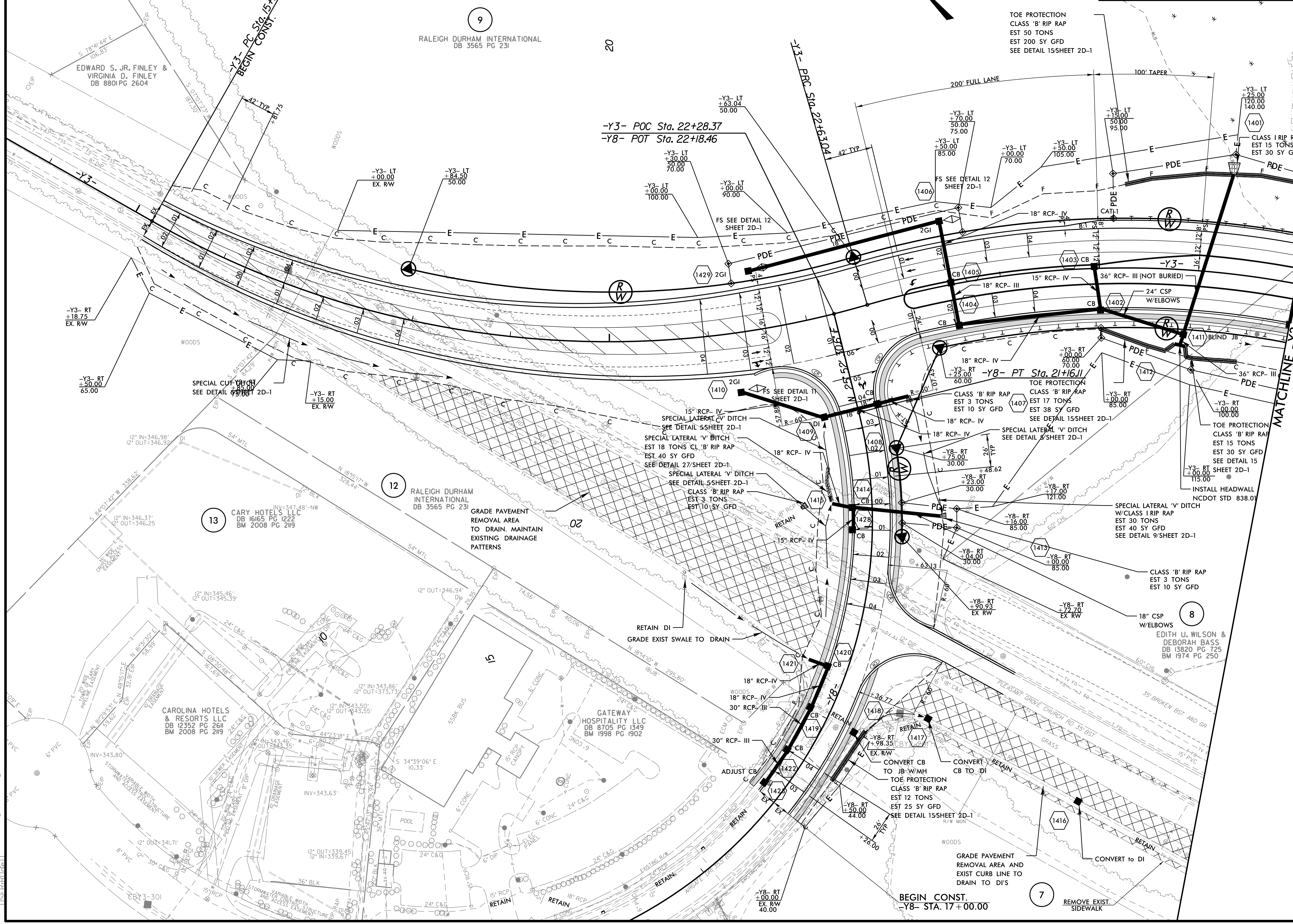
**-Y3-**  
 PI Sta 25+67.00  
 $\Delta = 36^\circ 11' 55.9''$  (RT)  
 $D = 6^\circ 09' 39.0''$   
 $L = 587.56'$   
 $T = 303.96'$   
 $R = 930.00'$   
 $SE = 0.04$  FT/FT  
 $RO = 168.00'$

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>14</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



PROP. CONC. SIDEWALK  
 PAVEMENT REMOVAL

MATCHLINE -Y3- STA. 27+00.00 SEE SHT. 7

SEE SHTS. 18 & 19 FOR -Y3- PROFILE  
 SEE SHT. 19 FOR -Y8- PROFILE  
 SEE SHT. 2D-1 FOR DRAINAGE DETAILS



5/28/19

BM-2  
N 766.469 E 2,052.130'  
NAIL SET IN 10" OAK TREE

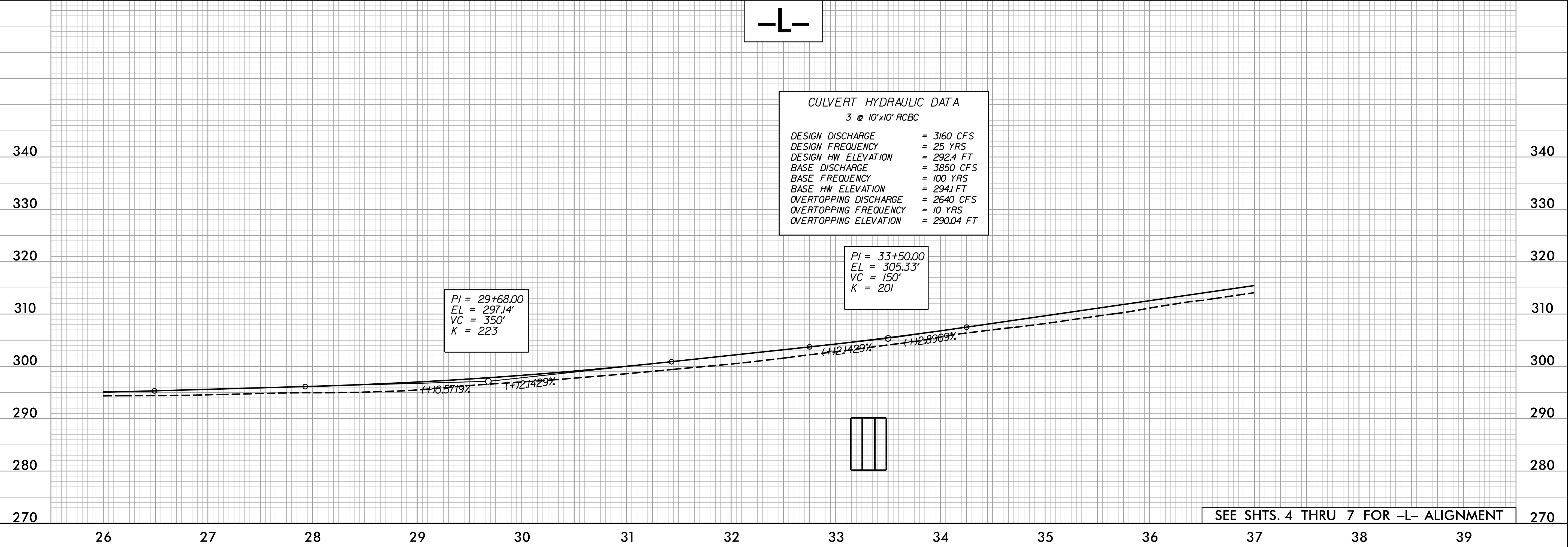
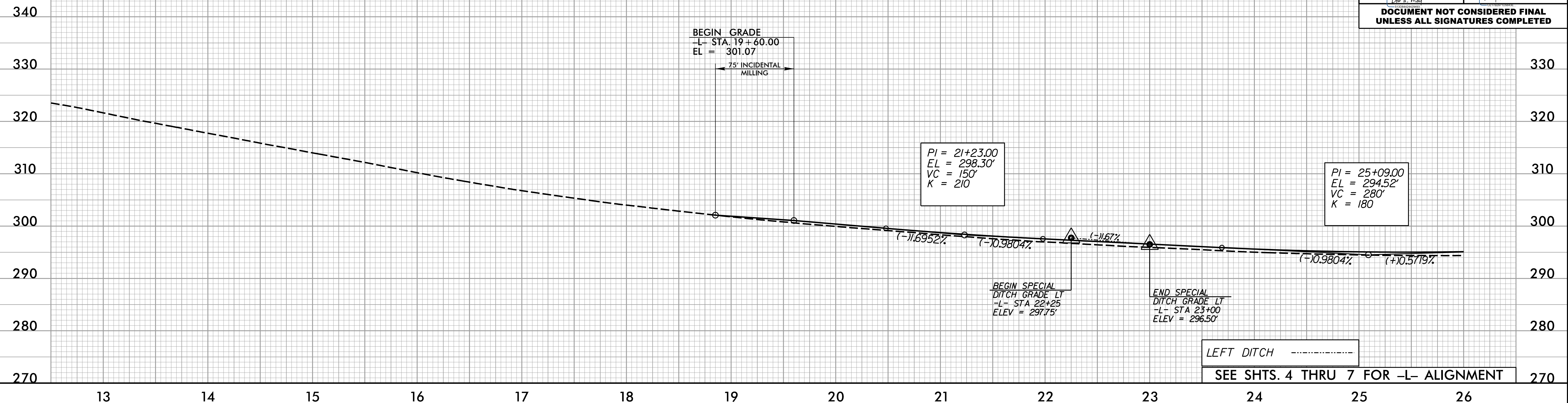


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CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

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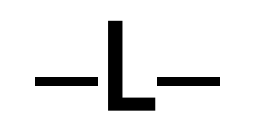
PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>15</b>
ROADWAY DESIGN ENGINEER 10/7/2019 SEAL 21116 F. D. ROBINSON	HYDRAULICS ENGINEER 10/7/2019 SEAL 026480 LARRY D. ROBINSON
Described by: <i>Fabrizio M. Rossi</i> Designed by: <i>Larry D. Robinson</i>	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



9/3/2018 1:57:00 PM I-5700\_Rdy\_psh15.pfl.dgn

5/28/19

BM-3  
-L- STA. 40+75.80, 102.51' RT.  
NAIL SET IN 20" PINE TREE



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CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>16</b>
ROADWAY DESIGN ENGINEER 10/7/2019	HYDRAULICS ENGINEER 10/7/2019

Paul B. Moss  
Larry D. Robinson

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

PI = 43+60.00  
EL = 334.53'  
VC = 550'  
K = 125

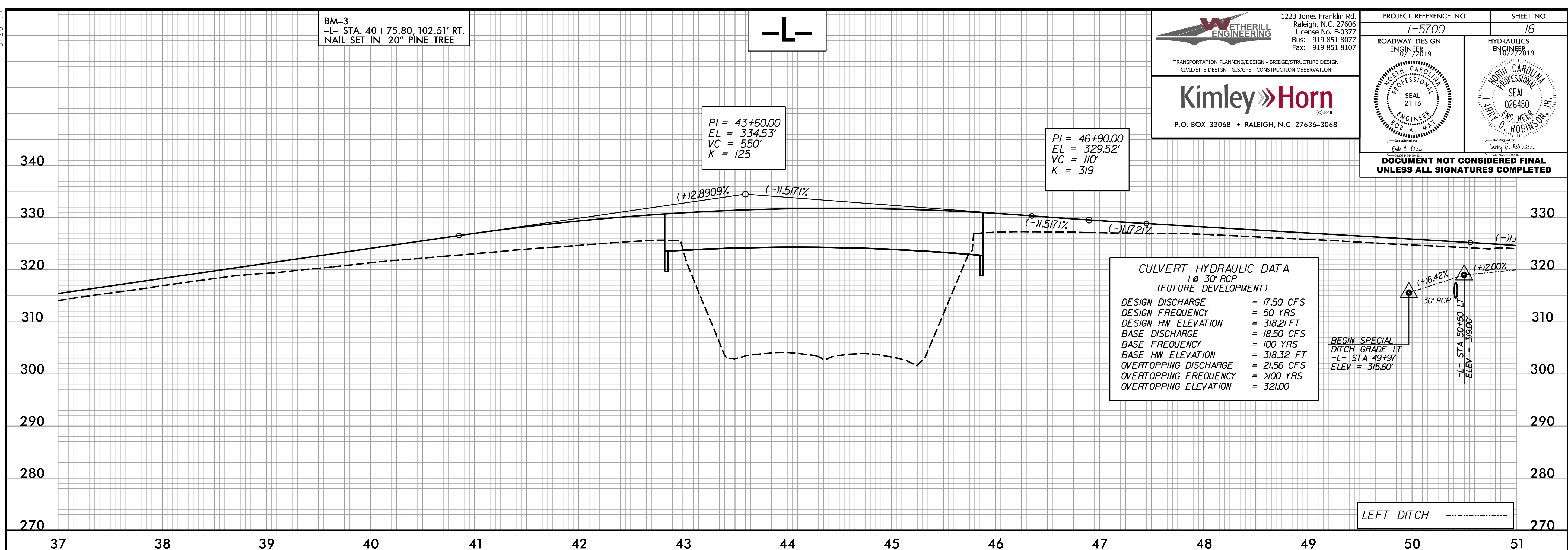
PI = 46+90.00  
EL = 329.52'  
VC = 110'  
K = 319

**CULVERT HYDRAULIC DATA**  
1 @ 30" RCP  
(FUTURE DEVELOPMENT)

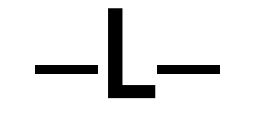
DESIGN DISCHARGE	= 17.50 CFS
DESIGN FREQUENCY	= 50 YRS
DESIGN HW ELEVATION	= 318.21 FT
BASE DISCHARGE	= 18.50 CFS
BASE FREQUENCY	= 100 YRS
BASE HW ELEVATION	= 318.32 FT
OVERTOPPING DISCHARGE	= 21.56 CFS
OVERTOPPING FREQUENCY	= >100 YRS
OVERTOPPING ELEVATION	= 321.00

BEGIN SPECIAL  
DITCH GRADE LT  
-L- STA 49+97  
ELEV = 315.60'

30" RCP  
-L- STA 50+50 L  
ELEV = 319.00'



LEFT DITCH



**CULVERT HYDRAULIC DATA**  
3 @ 12"x12" RCBC (W/ OUTER BARRELS  
ABANDONED)  
UPSTREAM INLET W/ 1 @ 12"x6" RCBC

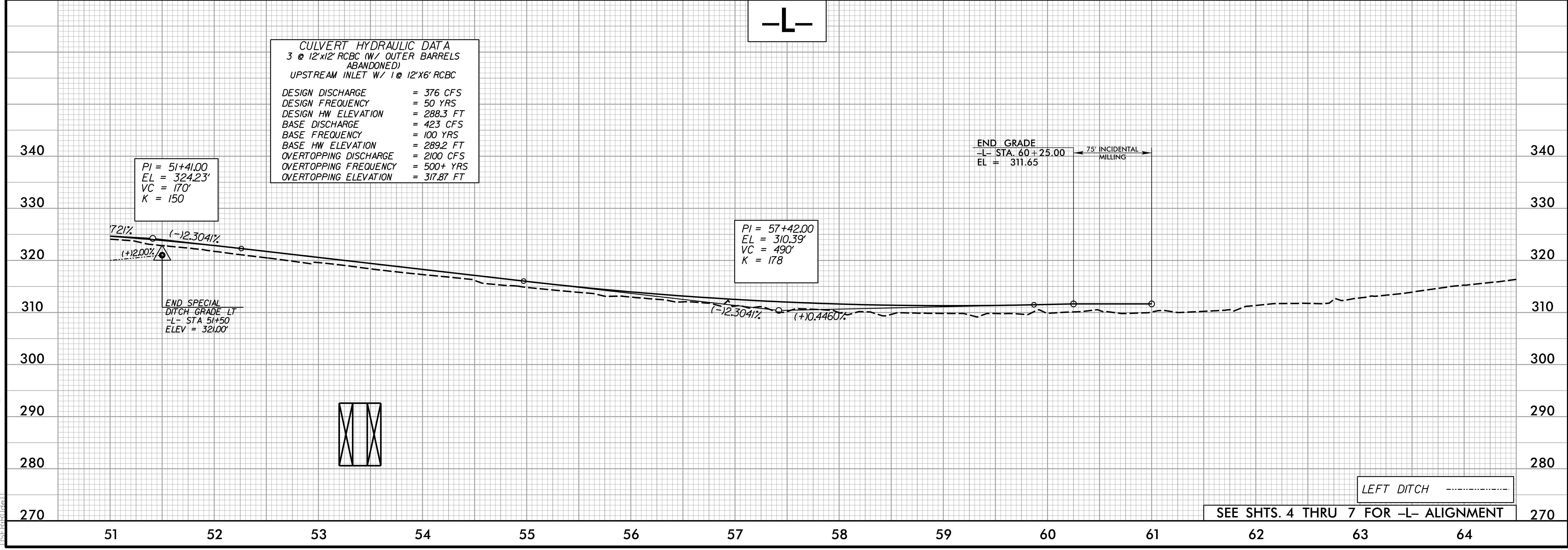
DESIGN DISCHARGE	= 376 CFS
DESIGN FREQUENCY	= 50 YRS
DESIGN HW ELEVATION	= 288.3 FT
BASE DISCHARGE	= 423 CFS
BASE FREQUENCY	= 100 YRS
BASE HW ELEVATION	= 289.2 FT
OVERTOPPING DISCHARGE	= 2100 CFS
OVERTOPPING FREQUENCY	= 500+ YRS
OVERTOPPING ELEVATION	= 317.87 FT

PI = 51+41.00  
EL = 324.23'  
VC = 170'  
K = 150

PI = 57+42.00  
EL = 310.39'  
VC = 490'  
K = 178

END GRADE  
-L- STA. 60+25.00  
EL = 311.65

75' INCIDENTAL MILLING



LEFT DITCH

SEE SHTS. 4 THRU 7 FOR -L- ALIGNMENT

9/3/2018 11:57:00 AM Rdy\_psh16.pfl.dgn

5/28/19

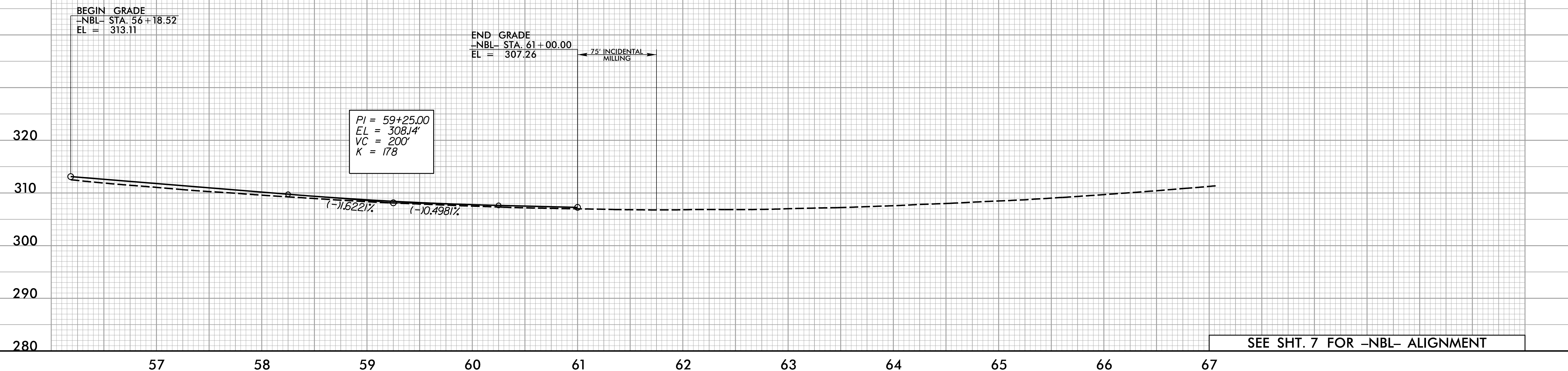
-NBL-

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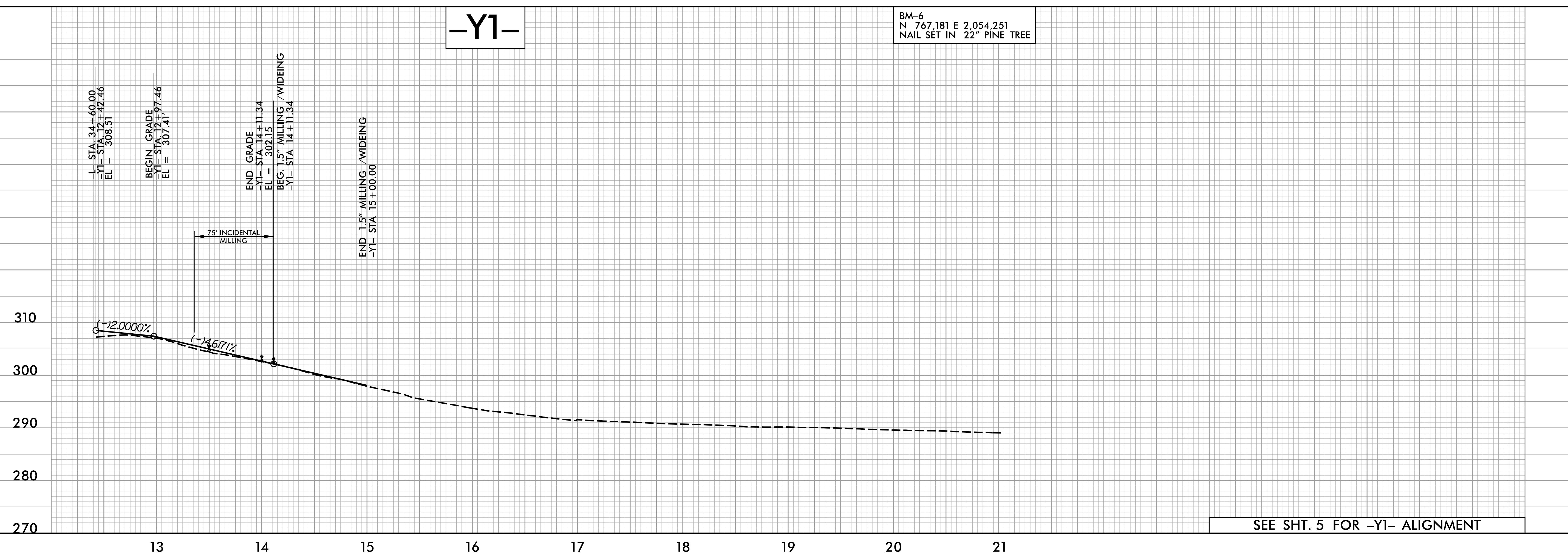
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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>17</b>
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019
Designed by <i>Paul H. May</i>	Designed by <i>Larry D. Robinson, Jr.</i>
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



-Y1-

BM-6  
N 767,181 E 2,054,251  
NAIL SET IN 22" PINE TREE



9/3/2018 1:57:00 PM I:\5700\_Rdy\_psh17.pfl.dgn

5/28/2018

-Y2-

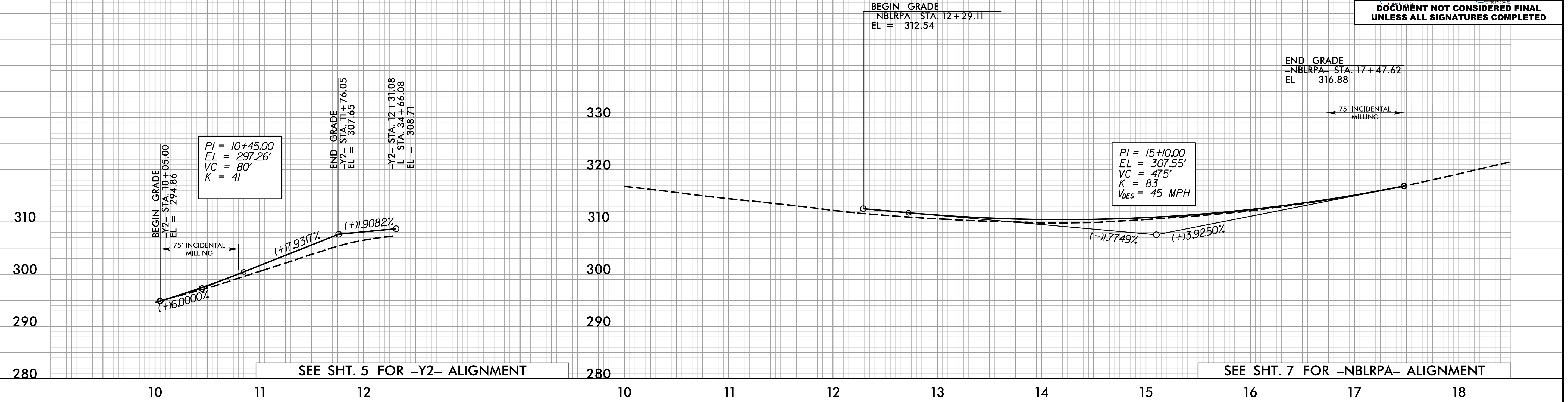
-NBLRPA-

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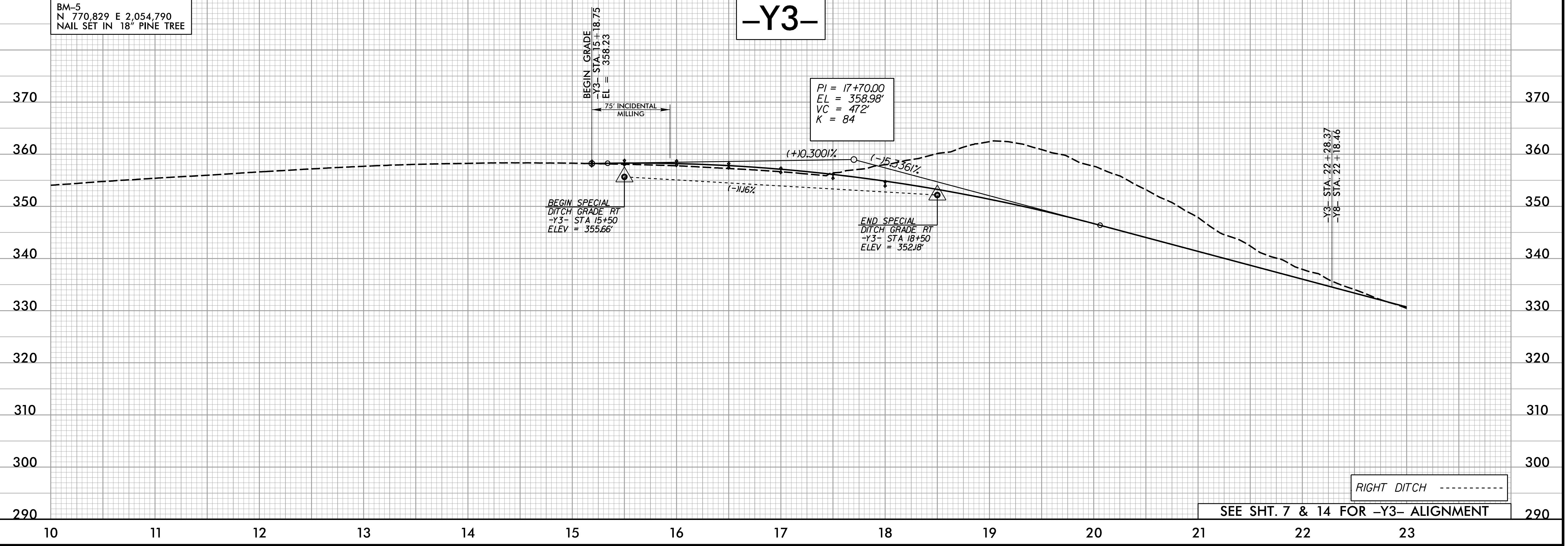
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PROJECT REFERENCE NO. 1-5700	SHEET NO. 18
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/1/2019
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



BM-5  
N 770,829 E 2,054,790  
NAIL SET IN 18" PINE TREE

-Y3-

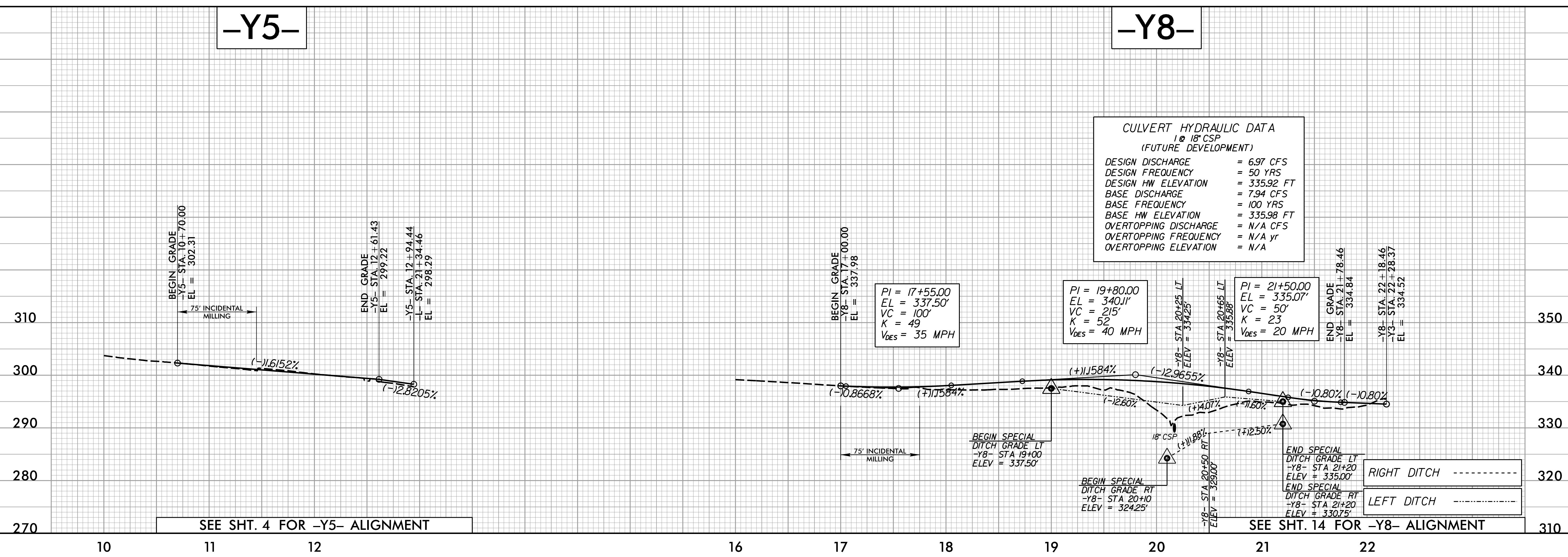
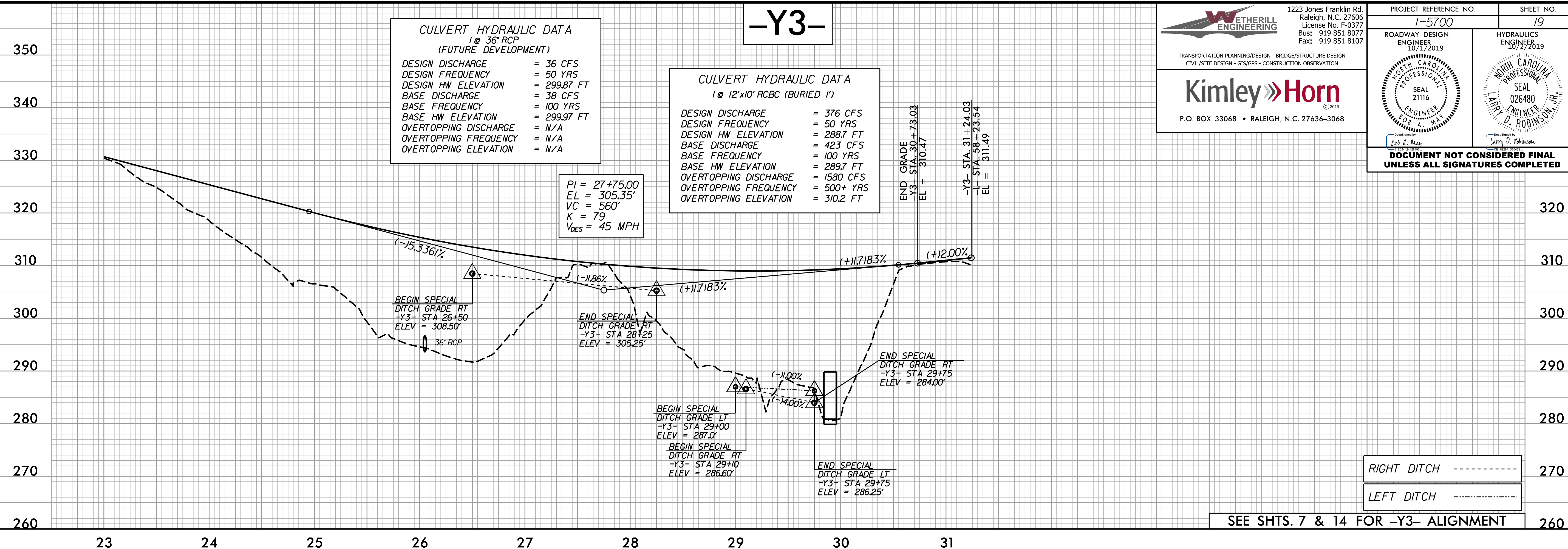


RIGHT DITCH - - - - -

9/3/2018 11:58:10 AM I:\5700\_RdY-ps-h18-pl.dgn

5/28/2019

9/3/2018 1:57:00 PM - Rdwy - psh19 - p.f.l.dgn



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CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

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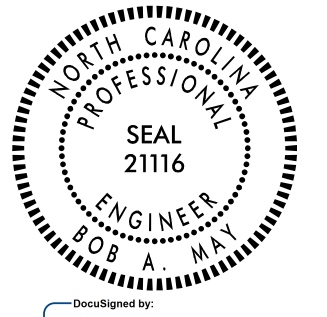
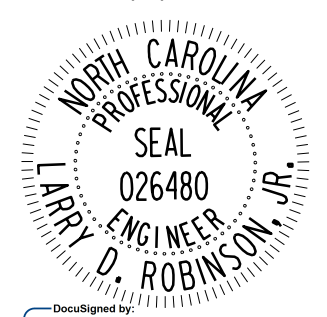
PROJECT REFERENCE NO. I-5700	SHEET NO. 19
ROADWAY DESIGN ENGINEER 10/17/2019	HYDRAULICS ENGINEER 10/17/2019
<p>Designed by: E. H. Plaz, Larry D. Robinson</p> <p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>	

5/28/99

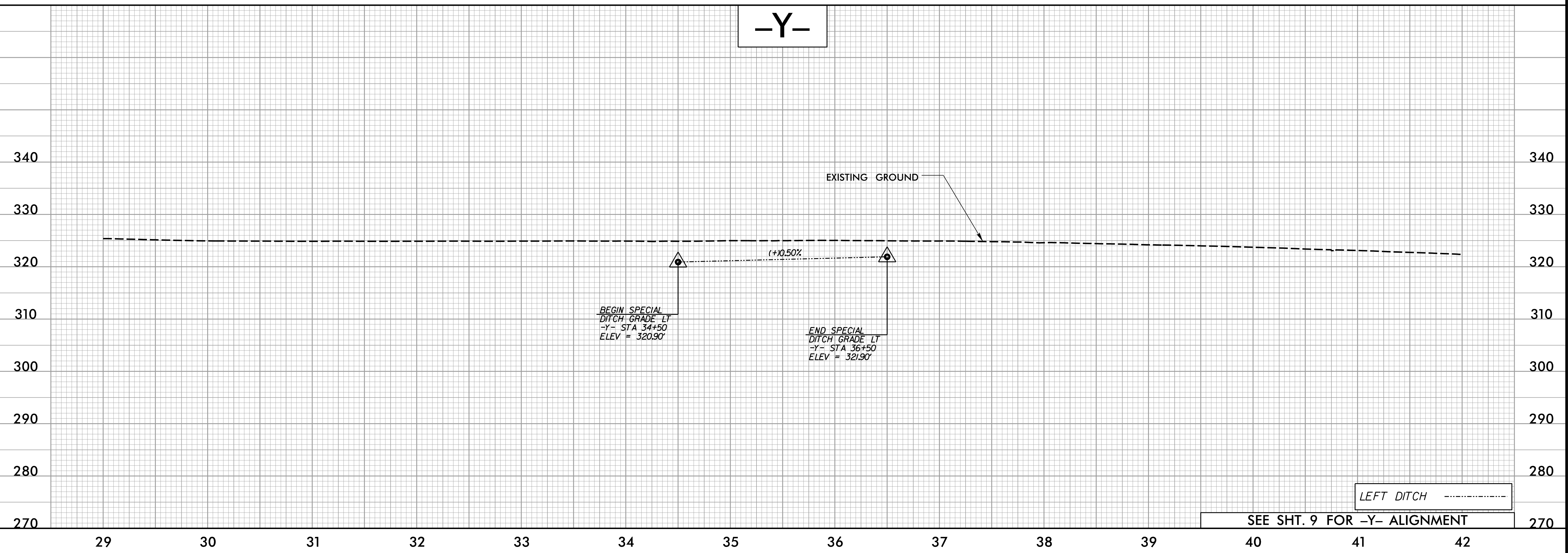
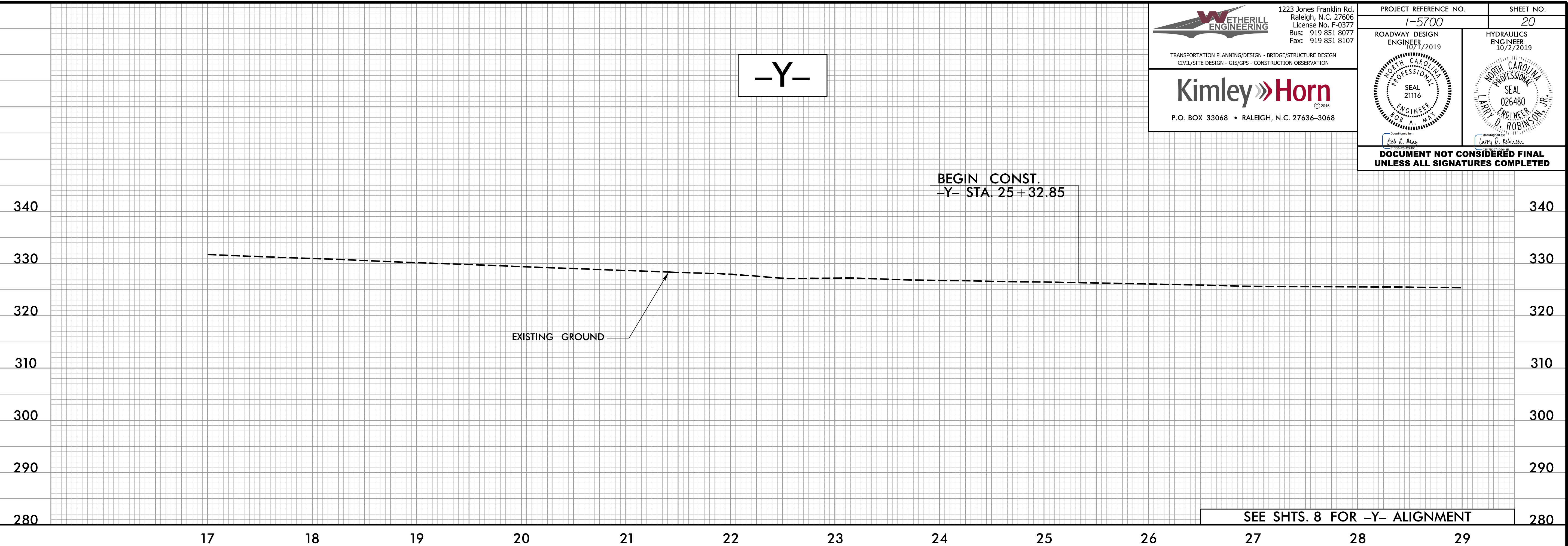
**WETHERILL ENGINEERING**  
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 License No. F-0377  
 Bus: 919 851 8077  
 Fax: 919 851 8107

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN  
 CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>20</b>
ROADWAY DESIGN ENGINEER 10/2/2019	HYDRAULICS ENGINEER 10/2/2019
 SEAL 21116 EXP. 5/1/2025 ISSUED 5/1/2019 F. M. M.	 SEAL 026480 EXP. 5/1/2025 ISSUED 5/1/2019 LARRY D. ROBINSON, JR.

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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>21</b>
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/1/2019

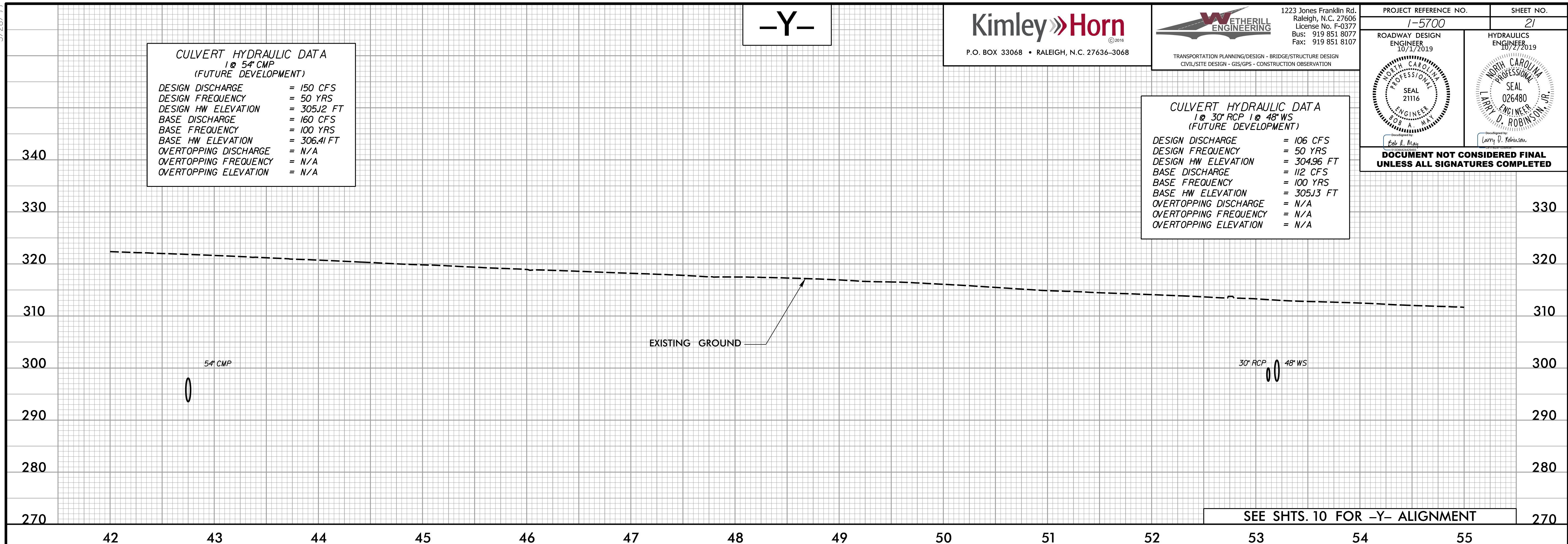
**CULVERT HYDRAULIC DATA**  
**1 @ 54" CMP**  
 (FUTURE DEVELOPMENT)

DESIGN DISCHARGE = 150 CFS  
 DESIGN FREQUENCY = 50 YRS  
 DESIGN HW ELEVATION = 305J2 FT  
 BASE DISCHARGE = 160 CFS  
 BASE FREQUENCY = 100 YRS  
 BASE HW ELEVATION = 306.41 FT  
 OVERTOPPING DISCHARGE = N/A  
 OVERTOPPING FREQUENCY = N/A  
 OVERTOPPING ELEVATION = N/A

**CULVERT HYDRAULIC DATA**  
**1 @ 30" RCP 1 @ 48" WS**  
 (FUTURE DEVELOPMENT)

DESIGN DISCHARGE = 106 CFS  
 DESIGN FREQUENCY = 50 YRS  
 DESIGN HW ELEVATION = 304.96 FT  
 BASE DISCHARGE = 112 CFS  
 BASE FREQUENCY = 100 YRS  
 BASE HW ELEVATION = 305J3 FT  
 OVERTOPPING DISCHARGE = N/A  
 OVERTOPPING FREQUENCY = N/A  
 OVERTOPPING ELEVATION = N/A

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SEE SHTS. 10 FOR -Y- ALIGNMENT

-Y-

**CULVERT HYDRAULIC DATA**  
**1 @ 42" WELDED STEEL**  
 (FUTURE DEVELOPMENT)

DESIGN DISCHARGE = 33 CFS  
 DESIGN FREQUENCY = 50 YRS  
 DESIGN HW ELEVATION = 303.06 FT  
 BASE DISCHARGE = 35 CFS  
 BASE FREQUENCY = 100 YRS  
 BASE HW ELEVATION = 303J7 FT  
 OVERTOPPING DISCHARGE = >100 YRS  
 OVERTOPPING FREQUENCY = 56 CFS  
 OVERTOPPING ELEVATION = 308.31 FT



SEE SHT. 6 FOR -Y- ALIGNMENT

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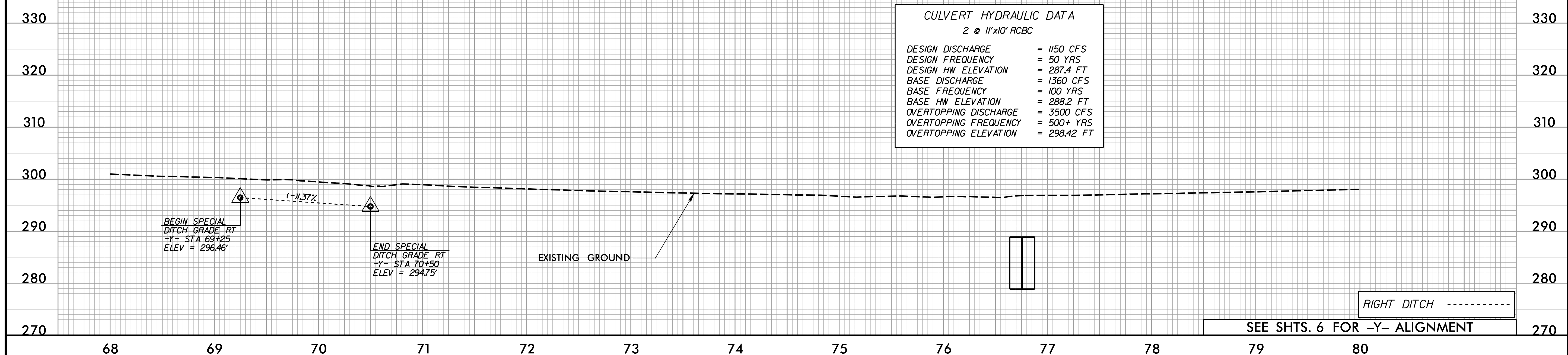
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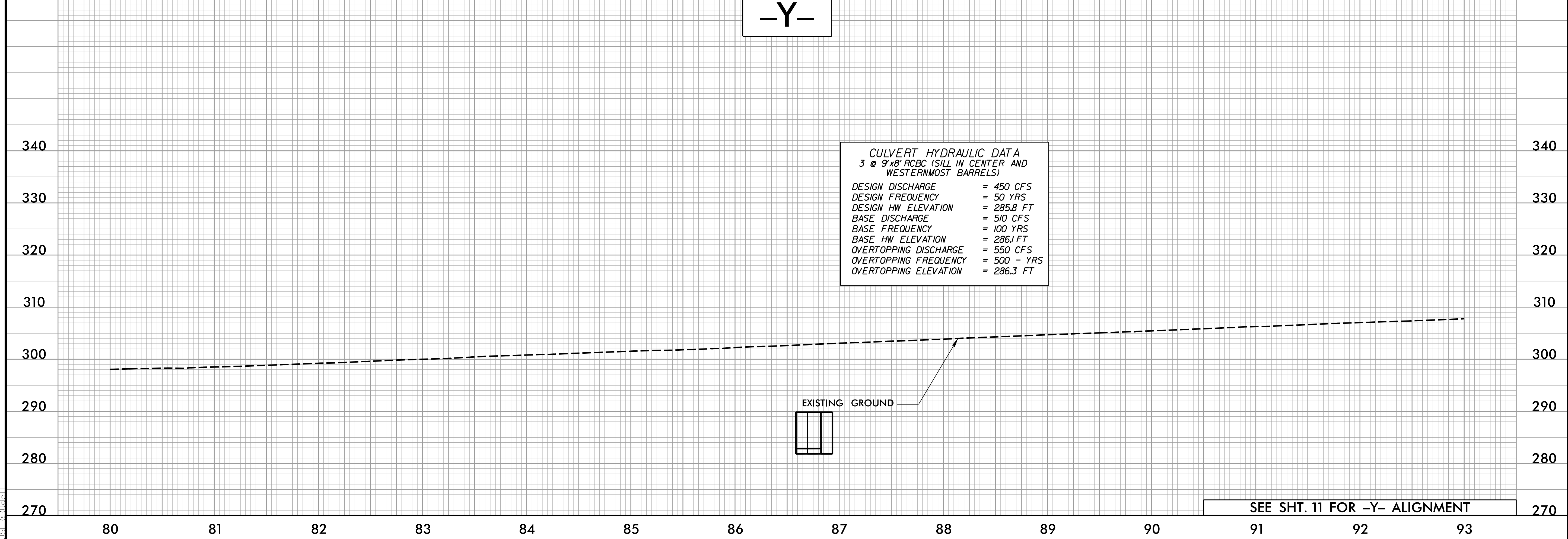
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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>22</b>
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/1/2019

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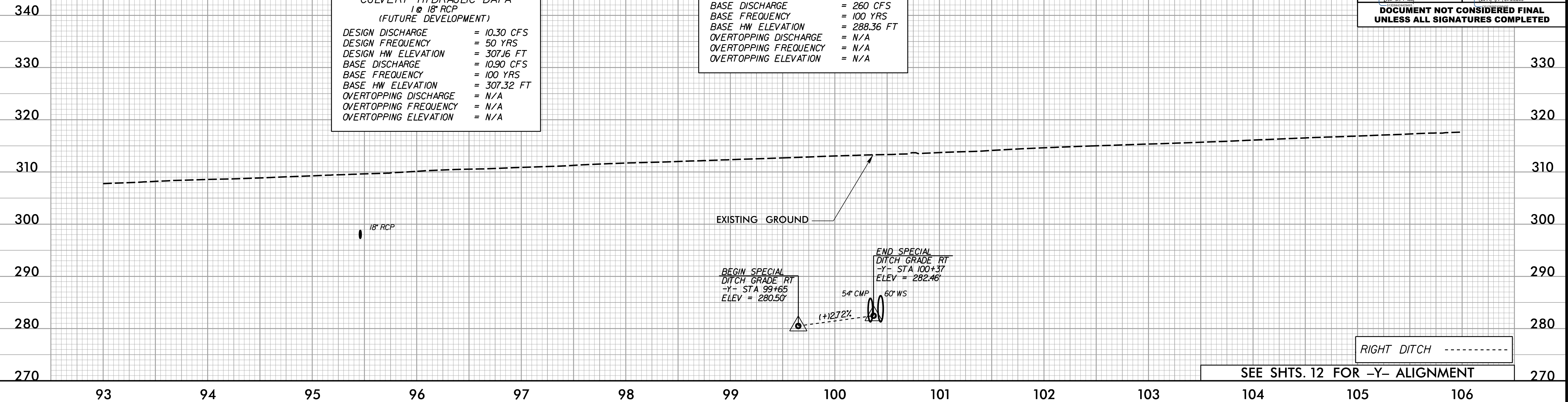
PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>23</b>
ROADWAY DESIGN ENGINEER 107/1/2019 <i>Paul H. May</i>	HYDRAULICS ENGINEER 107/1/2019 <i>Larry D. Robinson, Jr.</i>
SEAL 21116	SEAL 026480
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>	

**CULVERT HYDRAULIC DATA**  
 1 @ 18" RCP  
 (FUTURE DEVELOPMENT)

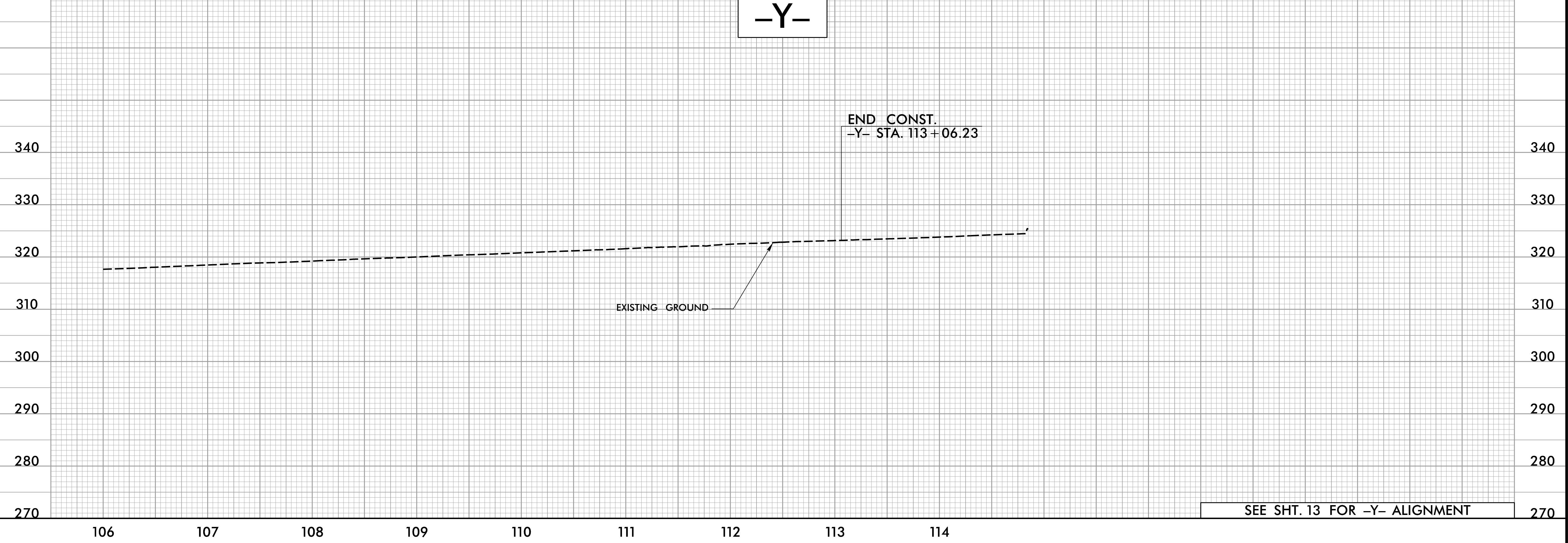
DESIGN DISCHARGE = 10.30 CFS  
 DESIGN FREQUENCY = 50 YRS  
 DESIGN HW ELEVATION = 307.16 FT  
 BASE DISCHARGE = 10.90 CFS  
 BASE FREQUENCY = 100 YRS  
 BASE HW ELEVATION = 307.32 FT  
 OVERTOPPING DISCHARGE = N/A  
 OVERTOPPING FREQUENCY = N/A  
 OVERTOPPING ELEVATION = N/A

**CULVERT HYDRAULIC DATA**  
 1 @ 54" CMP & 1 @ 60" WS  
 (FUTURE DEVELOPMENT)

DESIGN DISCHARGE = 240 CFS  
 DESIGN FREQUENCY = 50 YRS  
 DESIGN HW ELEVATION = 287.96 FT  
 BASE DISCHARGE = 260 CFS  
 BASE FREQUENCY = 100 YRS  
 BASE HW ELEVATION = 288.36 FT  
 OVERTOPPING DISCHARGE = N/A  
 OVERTOPPING FREQUENCY = N/A  
 OVERTOPPING ELEVATION = N/A



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5/28/2018

# -RPA-

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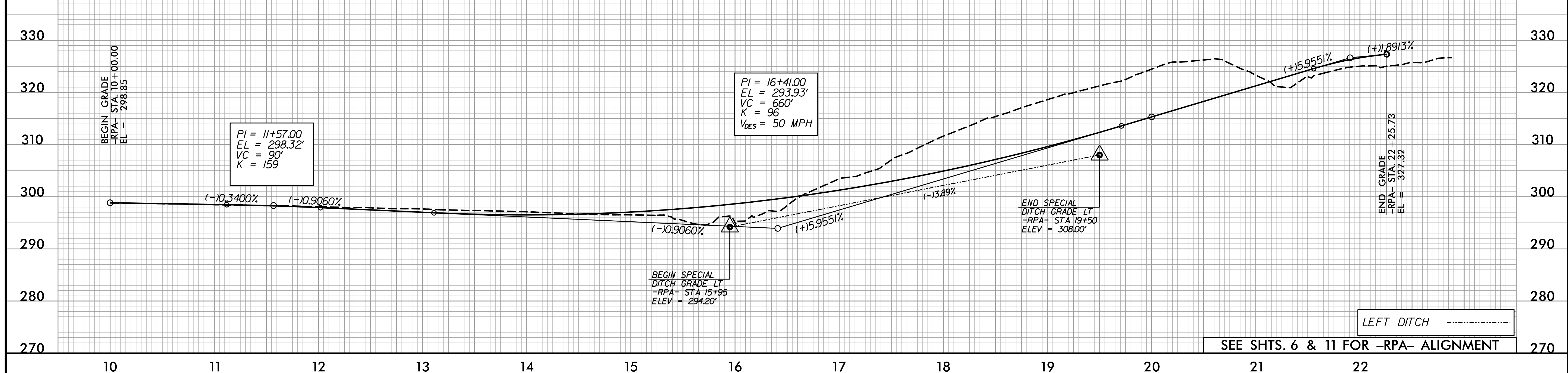
**WETHERILL ENGINEERING**  
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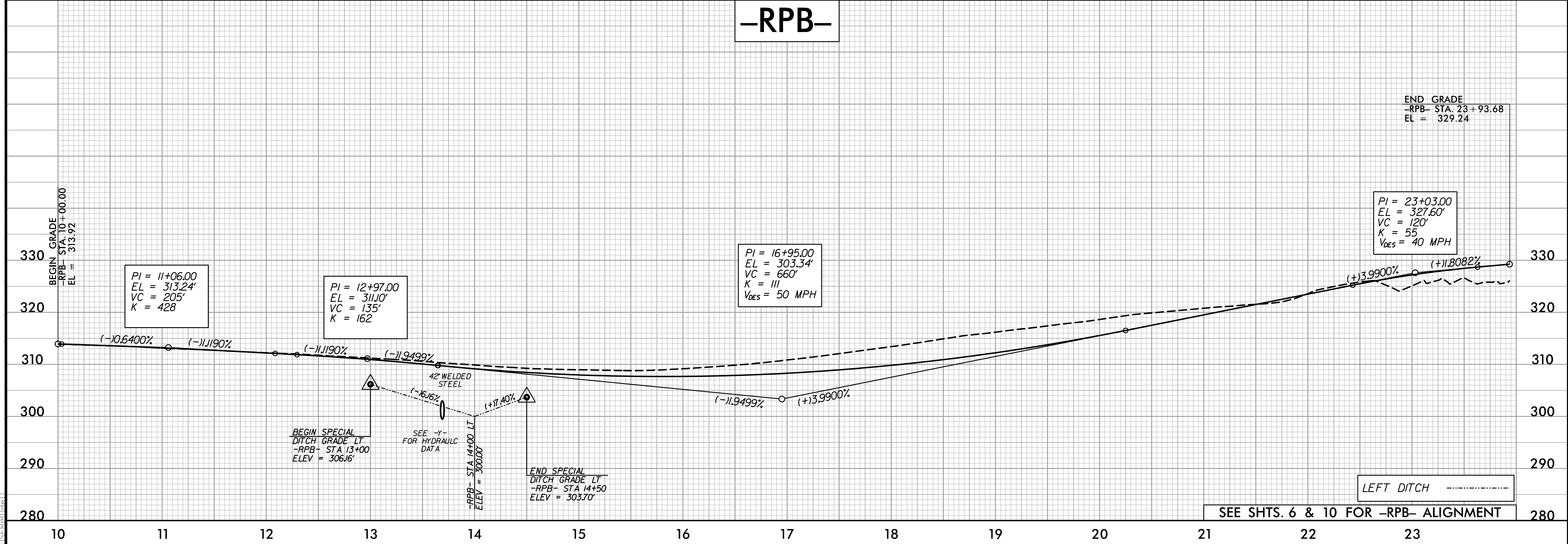
PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>24</b>
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019

PI = 21+90.50  
 EL = 326.65'  
 VC = 70'  
 K = 17  
 V<sub>DES</sub> = 25 MPH

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# -RPB-



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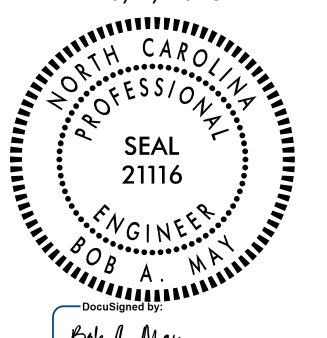

5/28/19

# -RPC-

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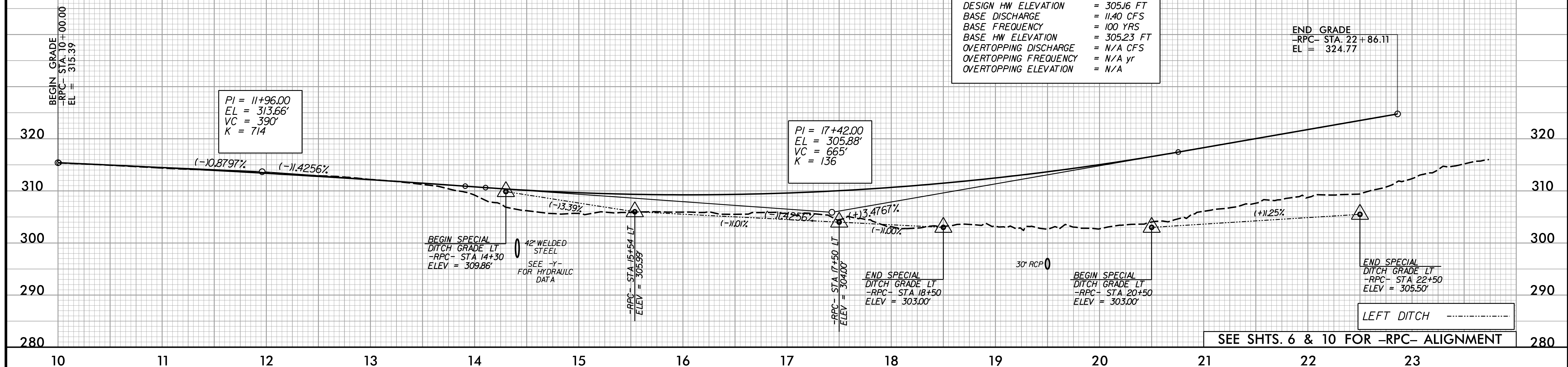
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PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>25</b>
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/1/2019
	

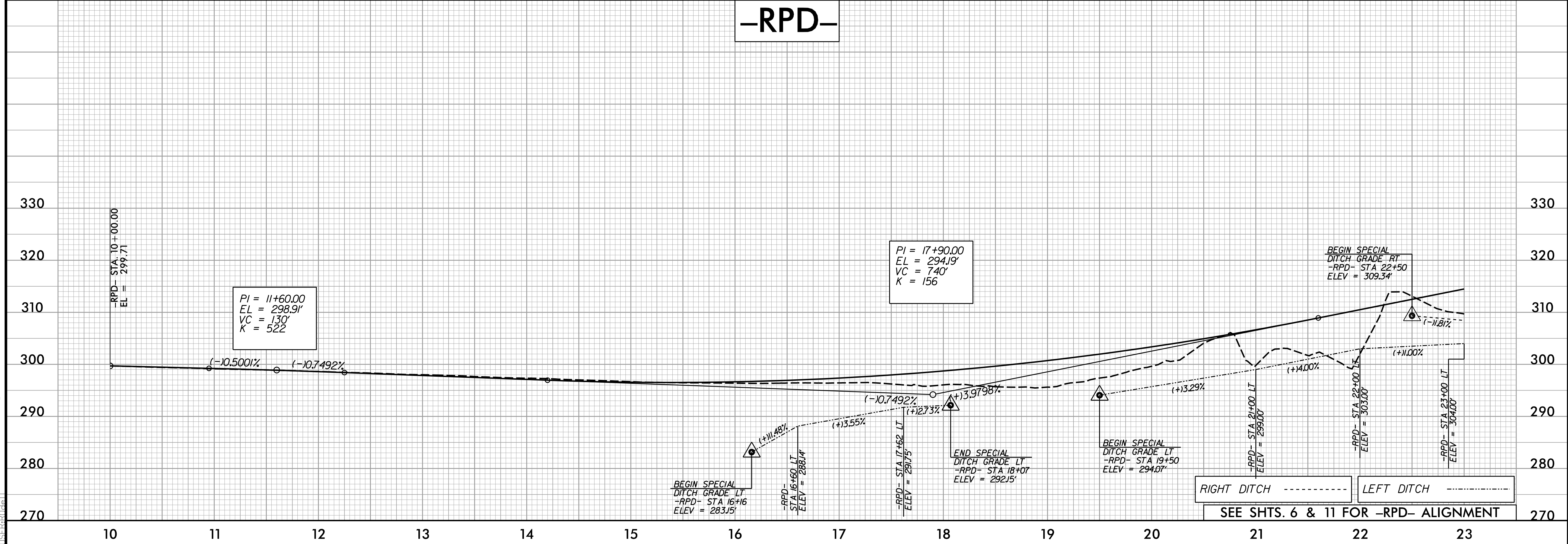
**CULVERT HYDRAULIC DATA**  
 1 @ 24" RCP  
 (FUTURE DEVELOPMENT)

DESIGN DISCHARGE	= 10.80 CFS
DESIGN FREQUENCY	= 50 YRS
DESIGN HW ELEVATION	= 305.16 FT
BASE DISCHARGE	= 11.40 CFS
BASE FREQUENCY	= 100 YRS
BASE HW ELEVATION	= 305.23 FT
OVERTOPPING DISCHARGE	= N/A CFS
OVERTOPPING FREQUENCY	= N/A yr
OVERTOPPING ELEVATION	= N/A

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# -RPD-



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 11:58:30 AM

5/28/2019



# -RPD-

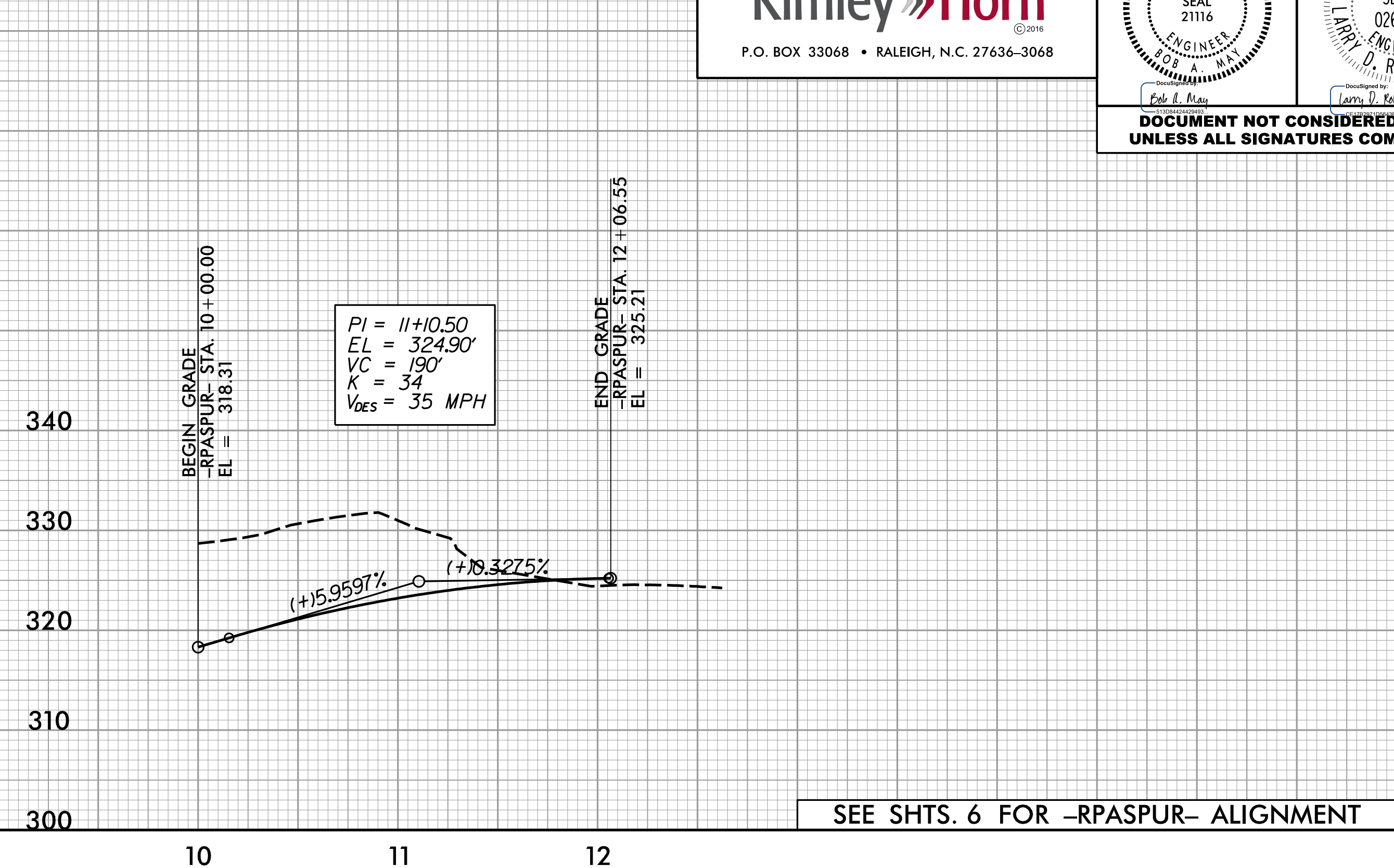
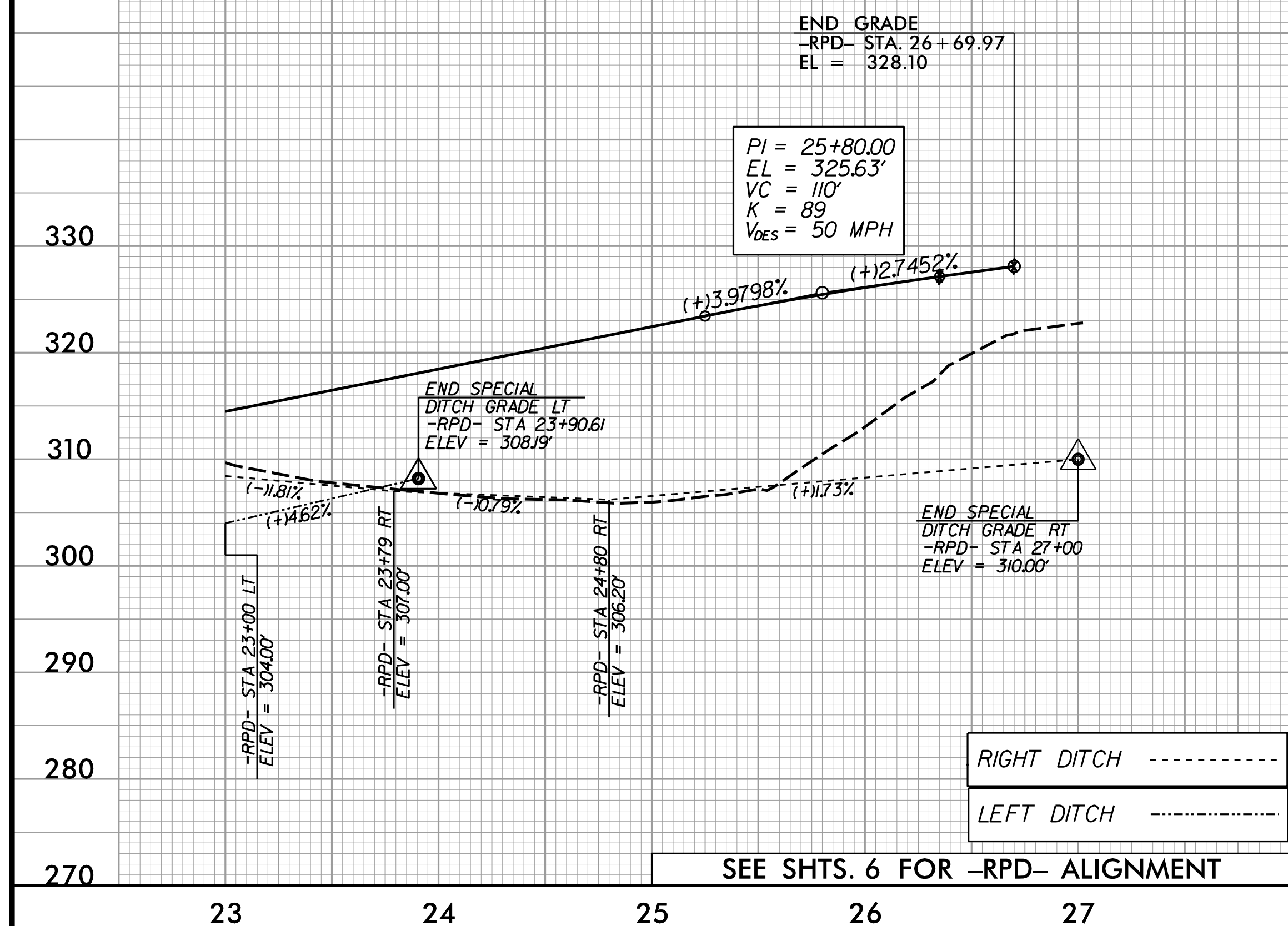
# -RPASPUR-

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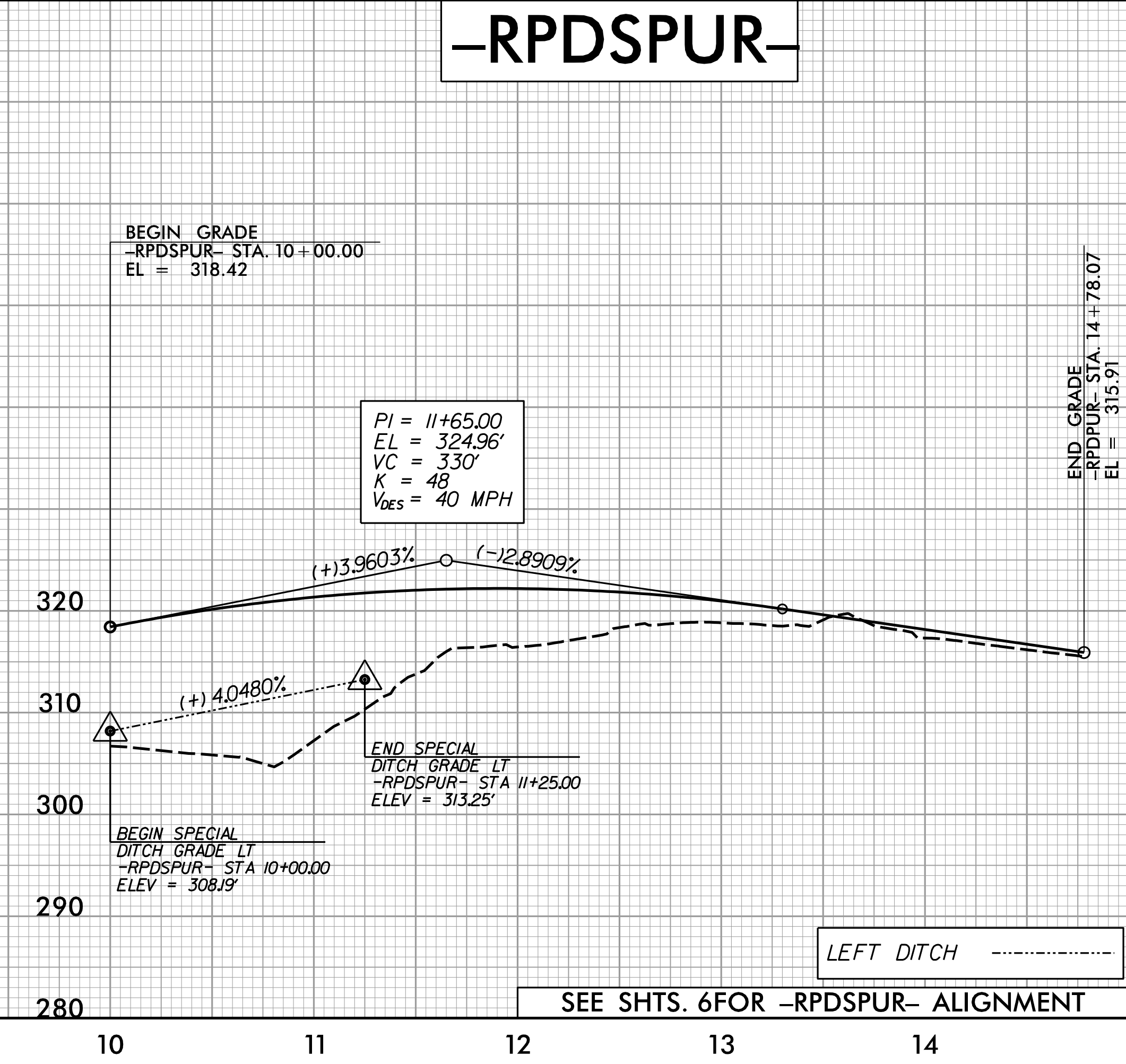
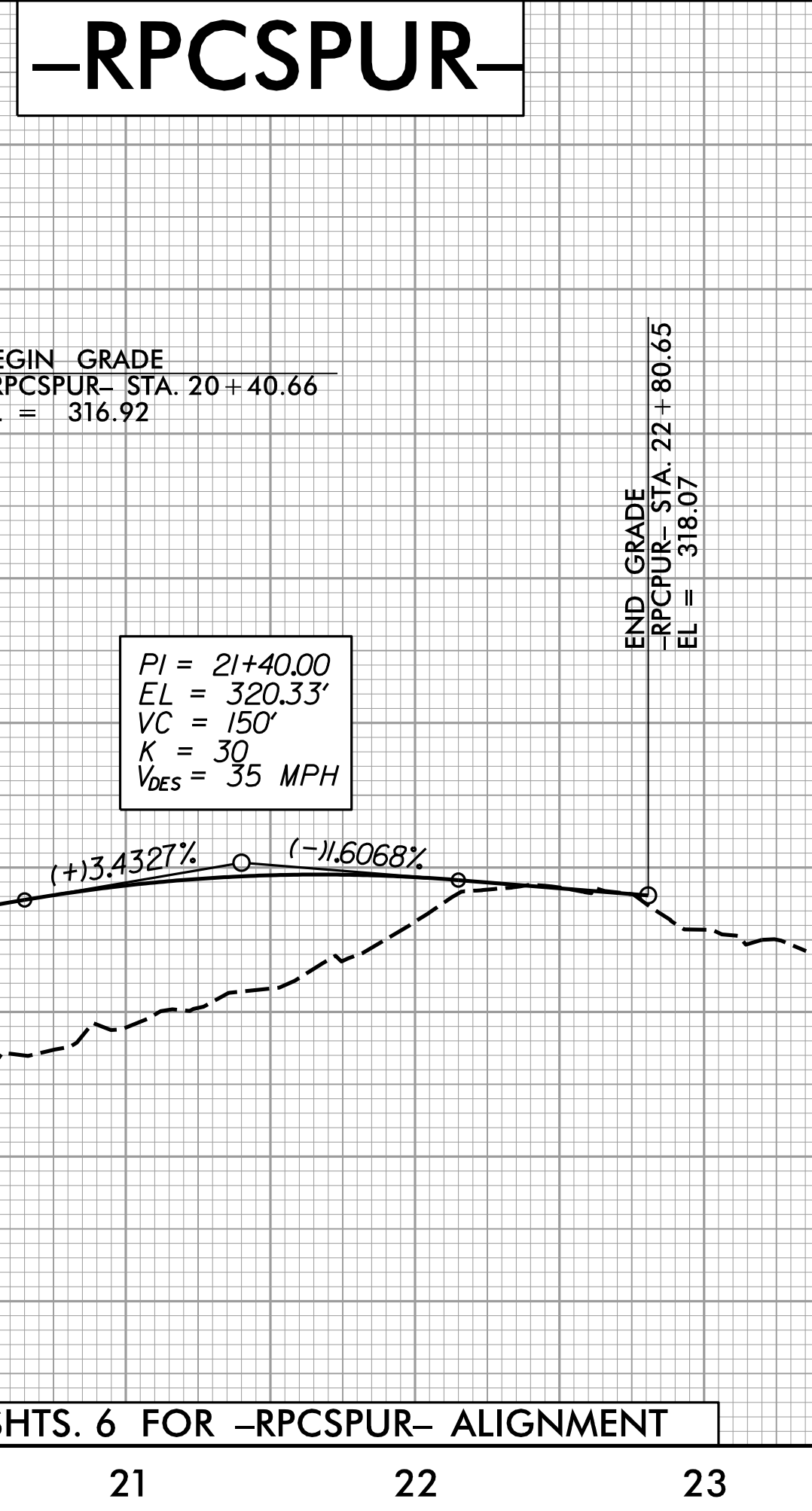
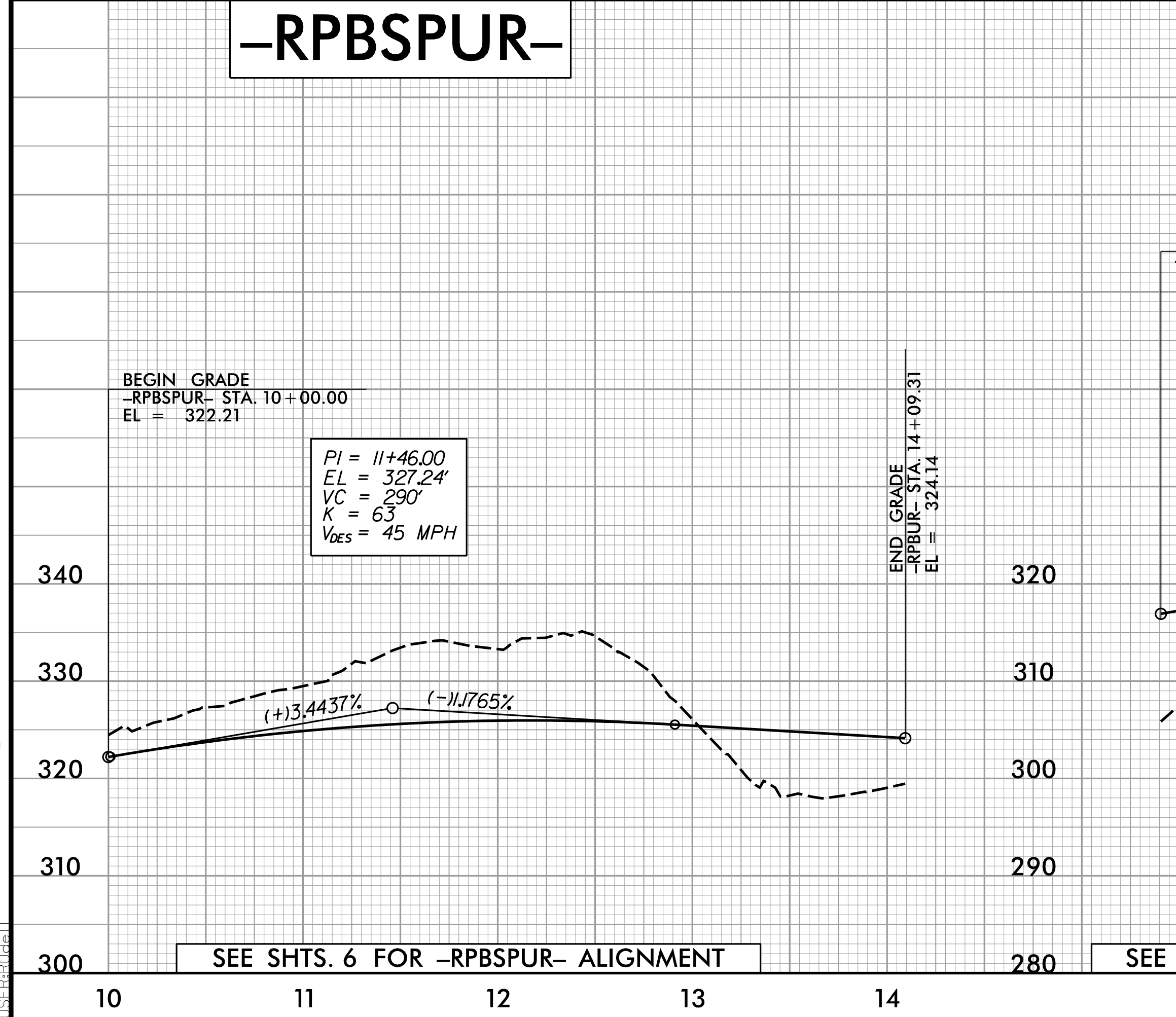
PROJECT REFERENCE NO. <b>1-5700</b>	SHEET NO. <b>26</b>
ROADWAY DESIGN ENGINEER 10/1/2019	HYDRAULICS ENGINEER 10/2/2019
 SEAL 21116 BOB A. MAN	 SEAL 026480 LARRY D. ROBINSON
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>	



# -RPBSPUR-

# -RPCSPUR-

# -RPDSPUR-



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