

PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:
 -L- STA. 68+50 TO 69+50 (LT. & RT.)

-L-		
Pls Sta 64+99.69	PI Sta 67+22.31	Pls Sta 69+44.77
Os = 0' 4" 20"	Δ = 4' 11" 30.5" (RT)	Os = 0' 4" 20"
Ls = 120.00'	D = 1' 08" 53.6"	Ls = 120.00'
LT = 80.00'	L = 365.07'	LT = 80.00'
ST = 40.00'	T = 182.62'	ST = 40.00'
	R = 4,990.00'	
	Se = 0.03	

FOR -L- PROFILE SEE SHTS. 49-50

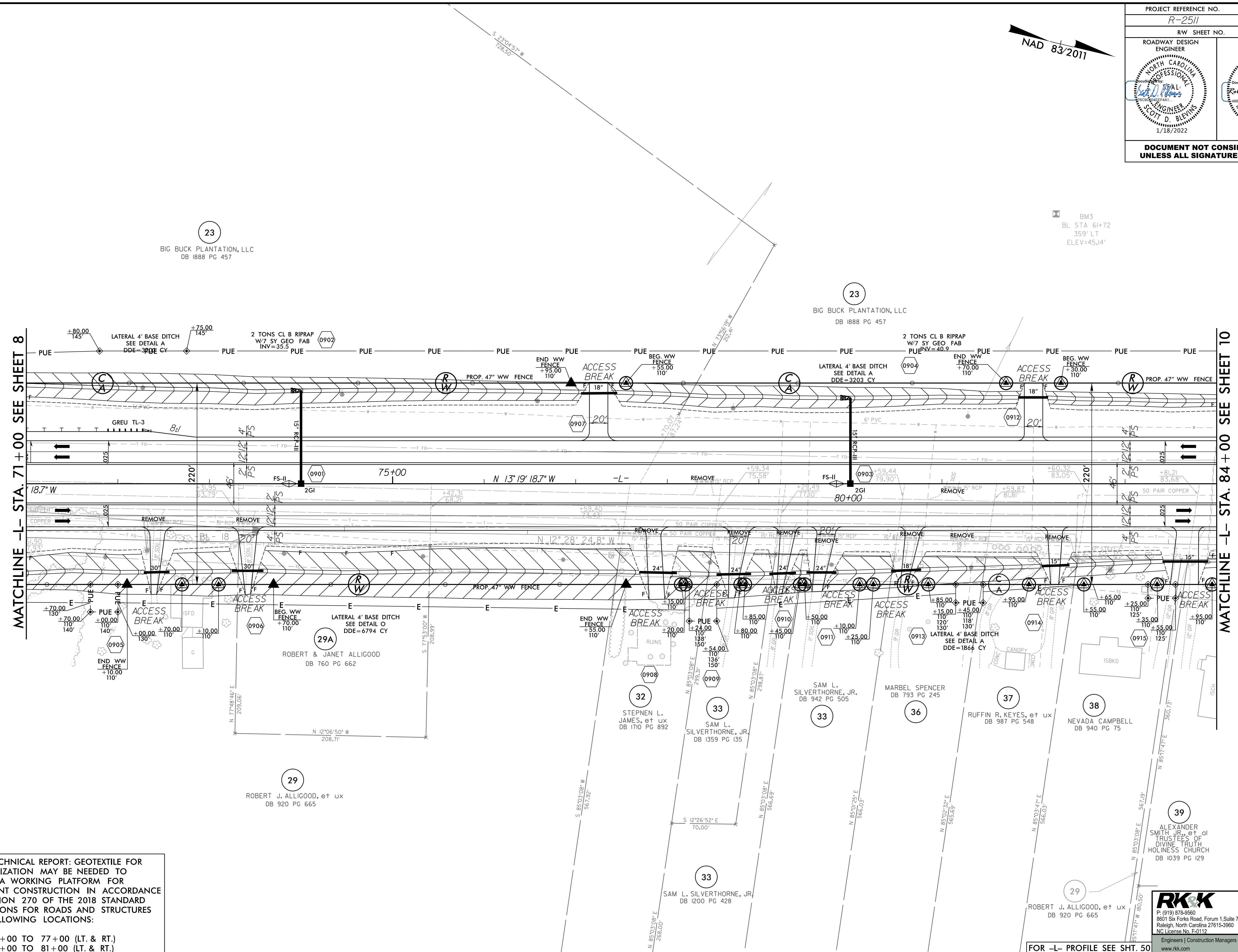
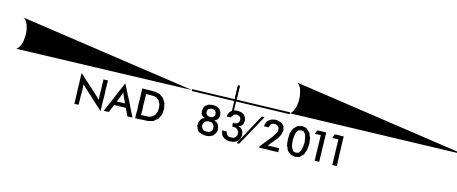
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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 8/17/2022

PROJECT REFERENCE NO. R-2511		SHEET NO. 9	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCHLINE -L- STA. 71 + 00 SEE SHEET 8

MATCHLINE -L- STA. 84 + 00 SEE SHEET 10

PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:

- L- STA. 75+00 TO 77+00 (LT. & RT.)
- L- STA. 79+00 TO 81+00 (LT. & RT.)

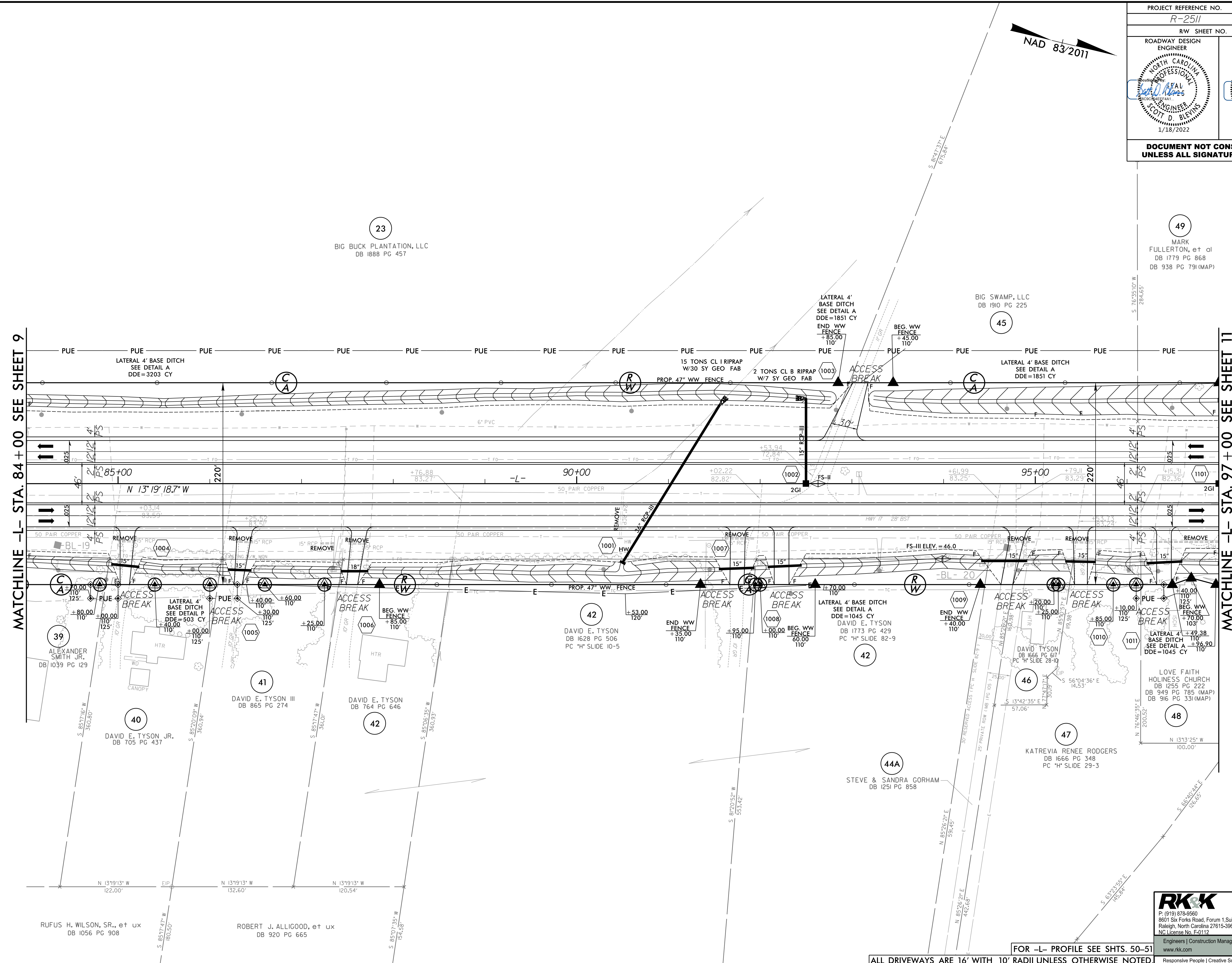
FOR -L- PROFILE SEE SHT. 50

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PROJECT REFERENCE NO. R-2511		SHEET NO. 10	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		SCOTT D. BLEVINS 1/18/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCHLINE -L- STA. 84 + 00 SEE SHEET 9

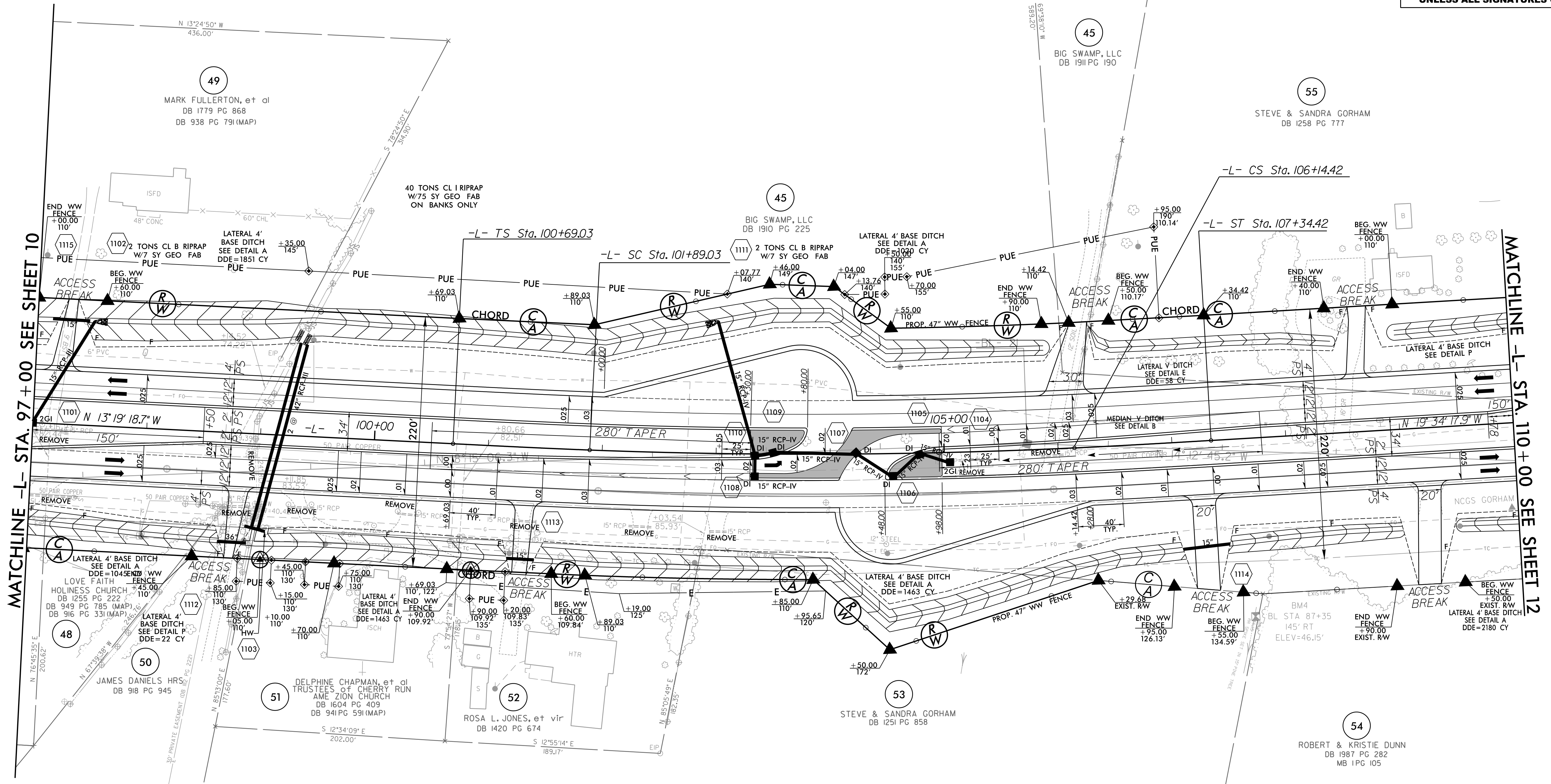
MATCHLINE -L- STA. 97 + 00 SEE SHEET 11

8/17/2022 R:\Projects\2511\Proj\R2511_Rdy_psh10.dgn

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FOR -L- PROFILE SEE SHTS. 50-51



MATCHLINE -L- STA. 97+00 SEE SHEET 10

MATCHLINE -L- STA. 110+00 SEE SHEET 12

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-L- STA. 103+00 TO 105+00 (LT. & RT.)

-L-		
Pls Sta 101+49.03	Pls Sta 104+01.85	Pls Sta 106+54.42
$\theta_s = 0^\circ 41' 15.2''$	$\Delta = 4^\circ 52' 28.9''$ (LT)	$\theta_s = 0^\circ 41' 15.2''$
$L_s = 120.00'$	$D = 1^\circ 08' 45.3''$	$L_s = 120.00'$
$LT = 80.00'$	$L = 425.40'$	$LT = 80.00'$
$ST = 40.00'$	$T = 212.83'$	$ST = 40.00'$
	$R = 5,000.00'$	
	$Se = 0.03$	

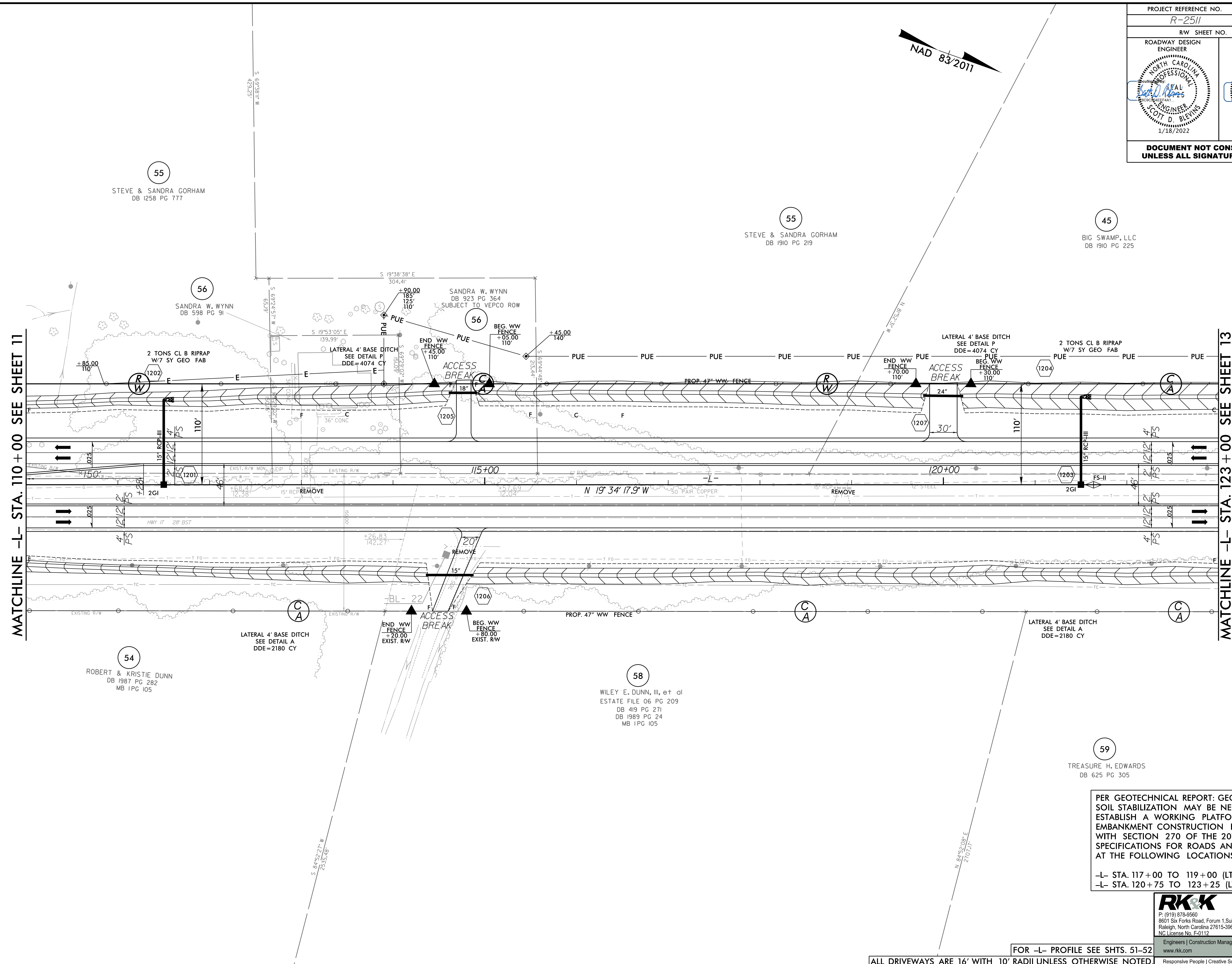
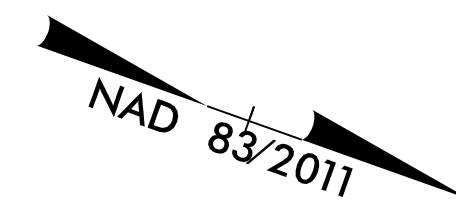
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FOR -L- PROFILE SEE SHT. 51

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PROJECT REFERENCE NO. R-2511	SHEET NO. 12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER D. BLEWIS 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 110+00 SEE SHEET 11

MATCHLINE -L- STA. 123+00 SEE SHEET 13

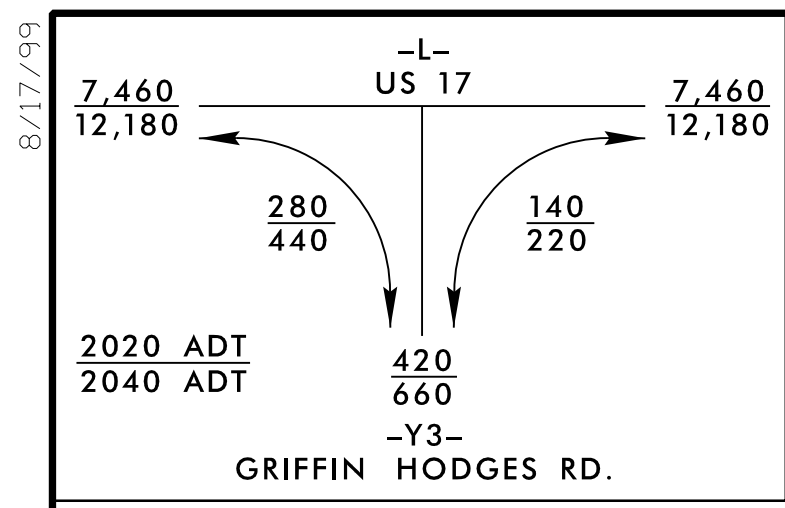
PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:

- L- STA. 117+00 TO 119+00 (LT. & RT.)
- L- STA. 120+75 TO 123+25 (LT.)

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FOR -L- PROFILE SEE SHTS. 51-52
 ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

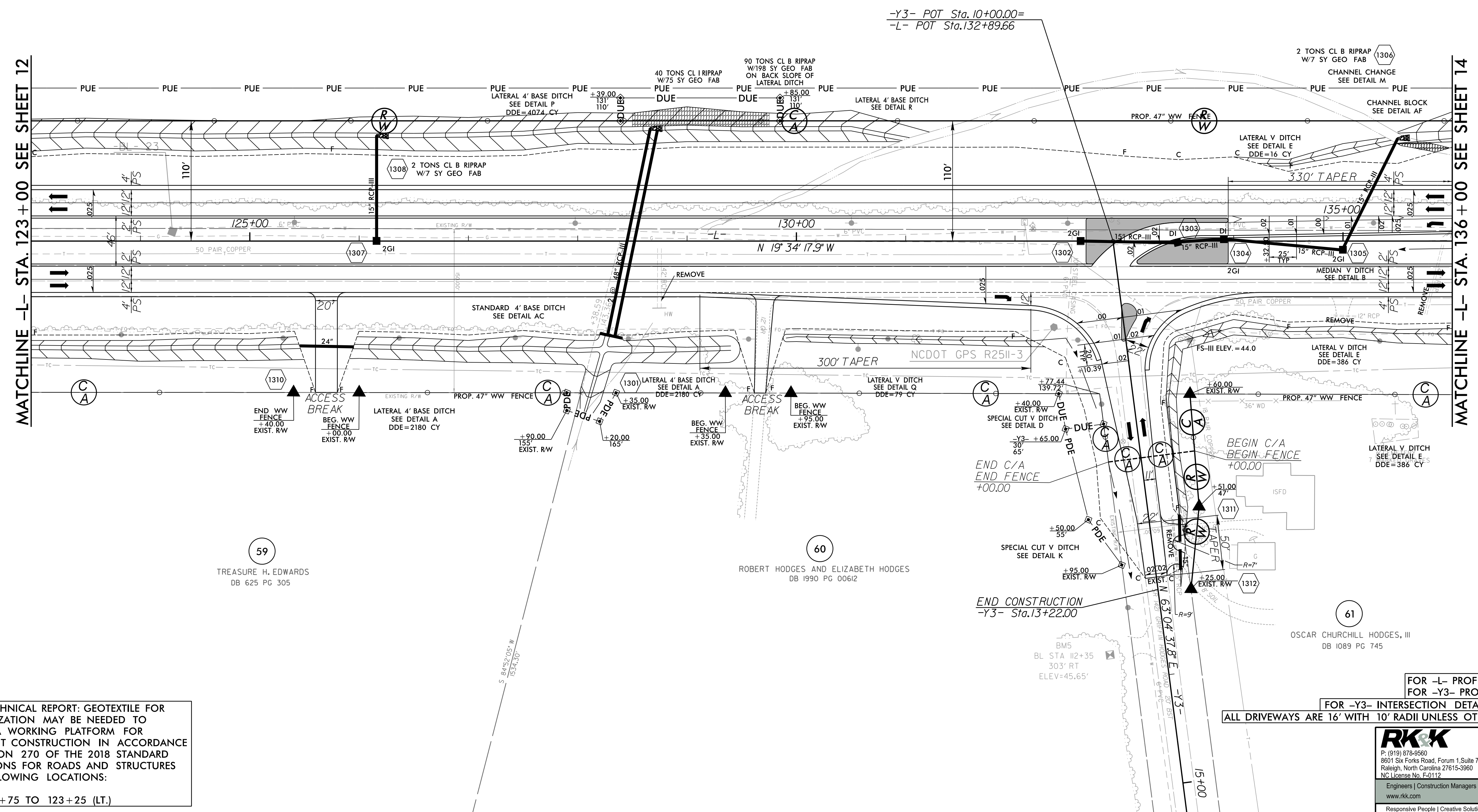
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PROJECT REFERENCE NO. R-2511	SHEET NO. 13
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SCOTT D. BLEWINS 1/18/2022	ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

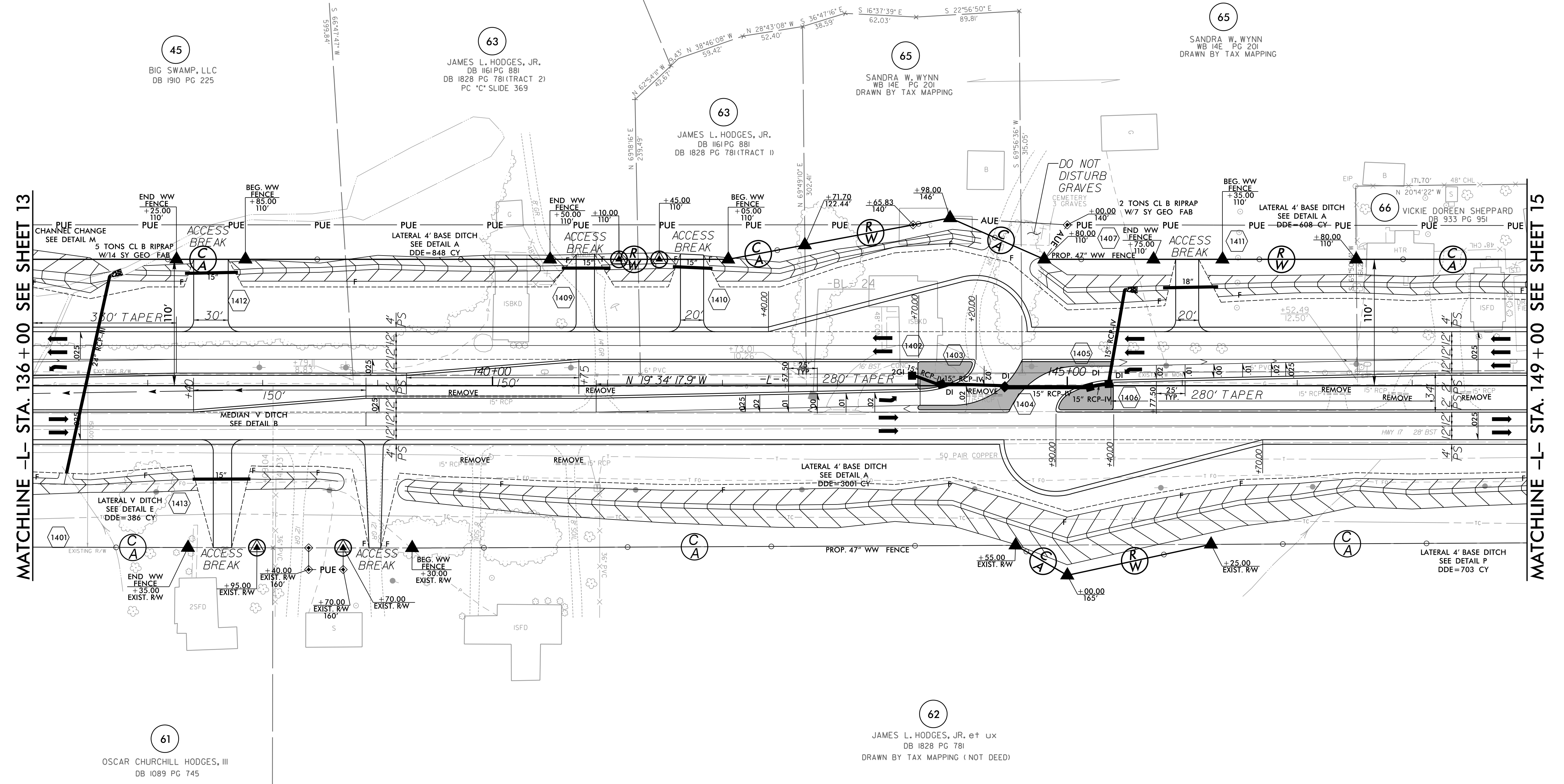


45
BIG SWAMP, LLC
DB 1910 PG 225



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PROJECT REFERENCE NO. R-2511	SHEET NO. 14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL COTI D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 136+00 SEE SHEET 13

MATCHLINE -L- STA. 149+00 SEE SHEET 15

45
BIG SWAMP, LLC
DB 1910 PG 225

63
JAMES L. HODGES, JR.
DB 1161 PG 881
DB 1828 PG 781 (TRACT 2)
PC *C* SLIDE 369

65
SANDRA W. WYNN
WB 14E PG 201
DRAWN BY TAX MAPPING

65
SANDRA W. WYNN
WB 14E PG 201
DRAWN BY TAX MAPPING

63
JAMES L. HODGES, JR.
DB 1161 PG 881
DB 1828 PG 781 (TRACT 1)

61
OSCAR CHURCHILL HODGES, III
DB 1089 PG 745

62
JAMES L. HODGES, JR. et ux
DB 1828 PG 781
DRAWN BY TAX MAPPING (NOT DEED)

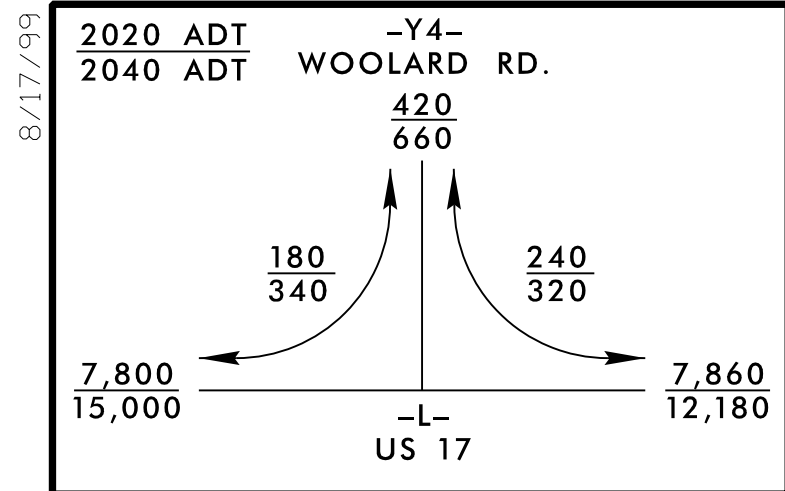
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FOR -L- PROFILE SEE SHTS. 52-53

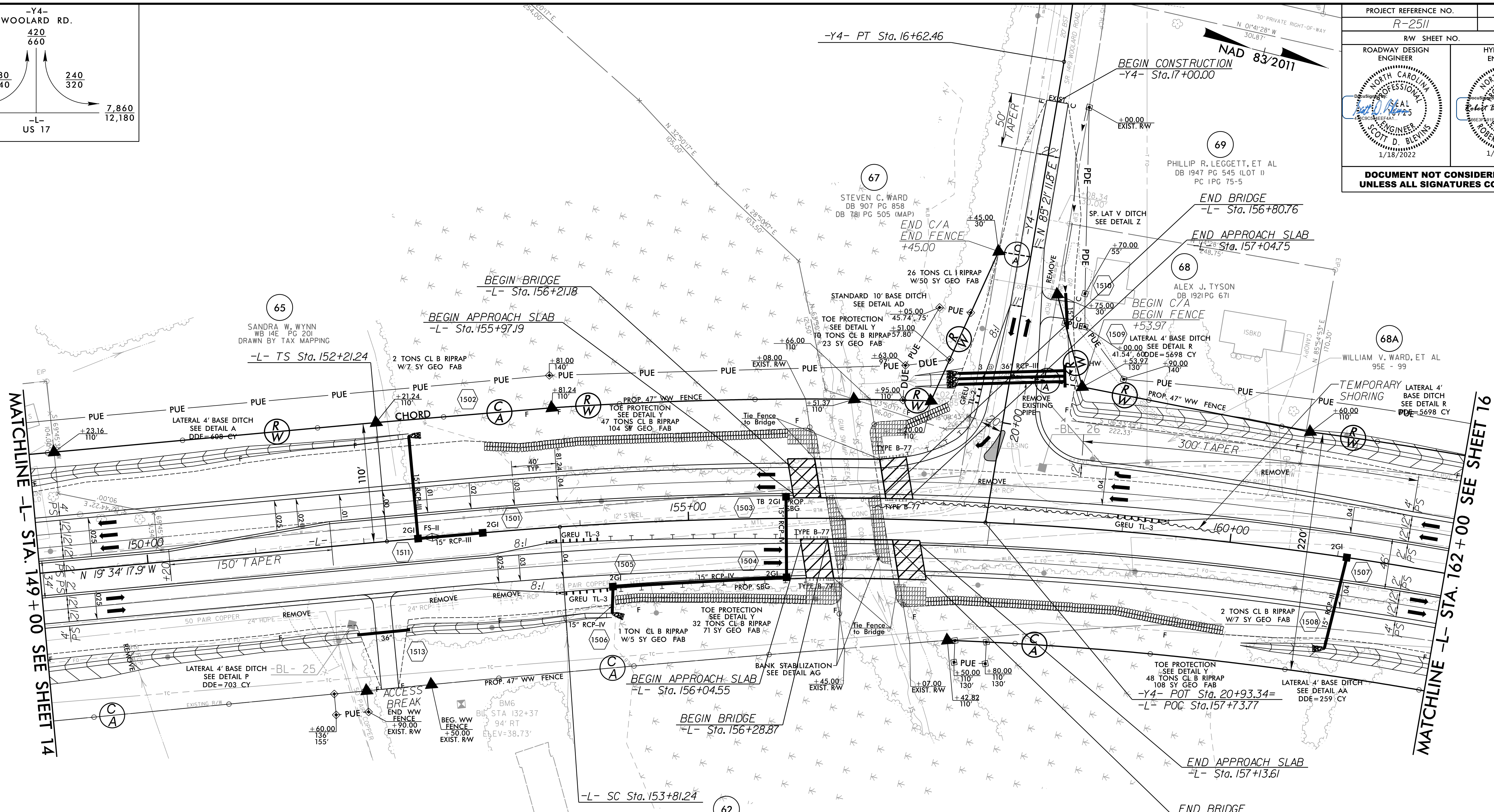
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PROJECT REFERENCE NO. R-2511	SHEET NO. 15
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

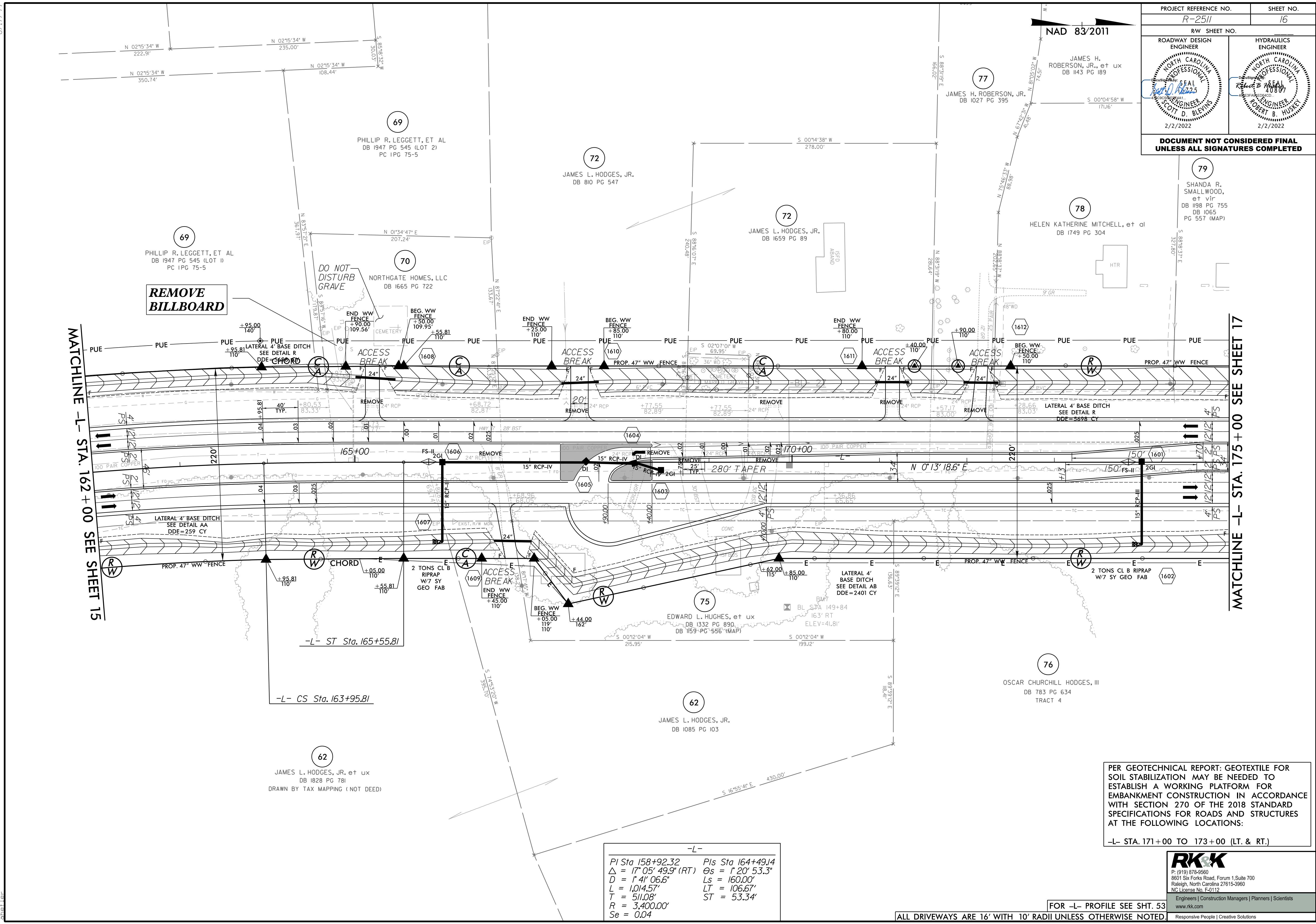


-L-	-Y4-
PI Sta 153+27.91	PI Sta 158+92.32
Os = 1' 20' 53.3"	Δ = 17' 05' 49.9" (RT)
LS = 160.00'	D = 1' 41' 06.6"
LT = 106.67'	L = 1,014.57'
ST = 53.34'	T = 511.08'
	R = 3,400.00'
	Se = 0.04
	PI Sta 15+62.34
	Δ = 8' 56' 46.5" (RT)
	D = 4' 27' 31.7"
	L = 200.64'
	T = 100.53'
	R = 1,285.00'
	Se = 0.04

FOR -L- PROFILE SEE SHT. 53
 FOR -Y4- PROFILE SEE SHT. 69
 FOR -Y4- INTERSECTION DETAIL SEE SHT. 2B-5
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MATCHLINE -L- STA. 162 + 00 SEE SHEET 15

MATCHLINE -L- STA. 175 + 00 SEE SHEET 17

-L- ST Sta. 165+55.81
-L- CS Sta. 163+95.81

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-L- STA. 171 + 00 TO 173 + 00 (LT. & RT.)

-L-
 Pi Sta 158+92.32 Pls Sta 164+49.14
 $\Delta = 17^{\circ} 05' 49.9''$ (RT) $\Theta s = 1^{\circ} 20' 53.3''$
 $D = 1^{\circ} 41' 06.6''$ $Ls = 160.00'$
 $L = 1,014.57'$ $LT = 106.67'$
 $T = 511.08'$ $ST = 53.34'$
 $R = 3,400.00'$
 $Se = 0.04$

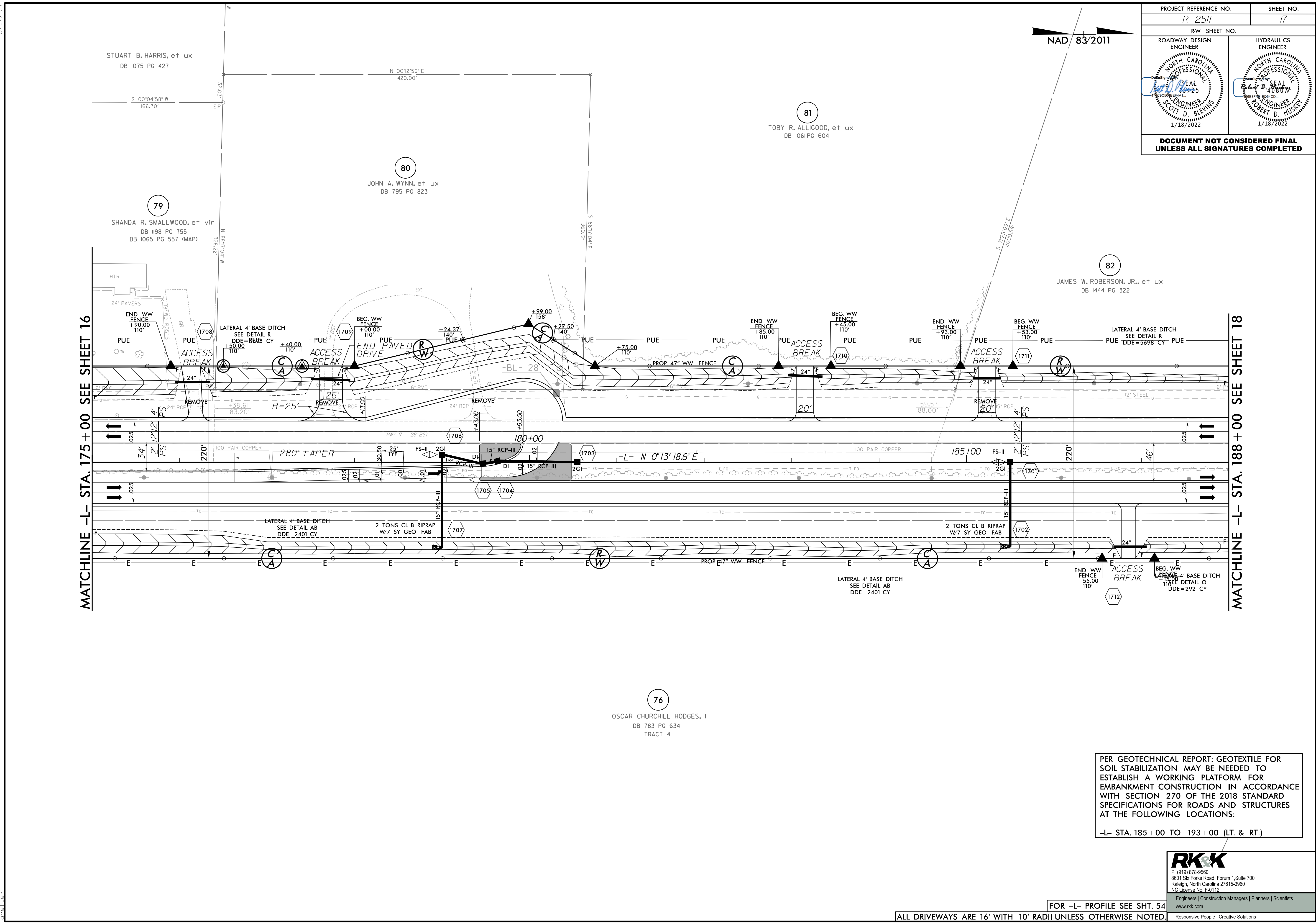
FOR -L- PROFILE SEE SHT. 53

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PROJECT REFERENCE NO. R-2511	SHEET NO. 17
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 175 + 00 SEE SHEET 16

MATCHLINE -L- STA. 188 + 00 SEE SHEET 18

NAD 83/2011

82

JAMES W. ROBERSON, JR., et ux
DB 1444 PG 322

81

TOBY R. ALLIGOOD, et ux
DB 1061 PG 604

80

JOHN A. WYNN, et ux
DB 795 PG 823

79

SHANDA R. SMALLWOOD, et vir
DB 1198 PG 755
DB 1065 PG 557 (MAP)

76

OSCAR CHURCHILL HODGES, III
DB 783 PG 634
TRACT 4

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-L- STA. 185 + 00 TO 193 + 00 (LT. & RT.)

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FOR -L- PROFILE SEE SHT. 54

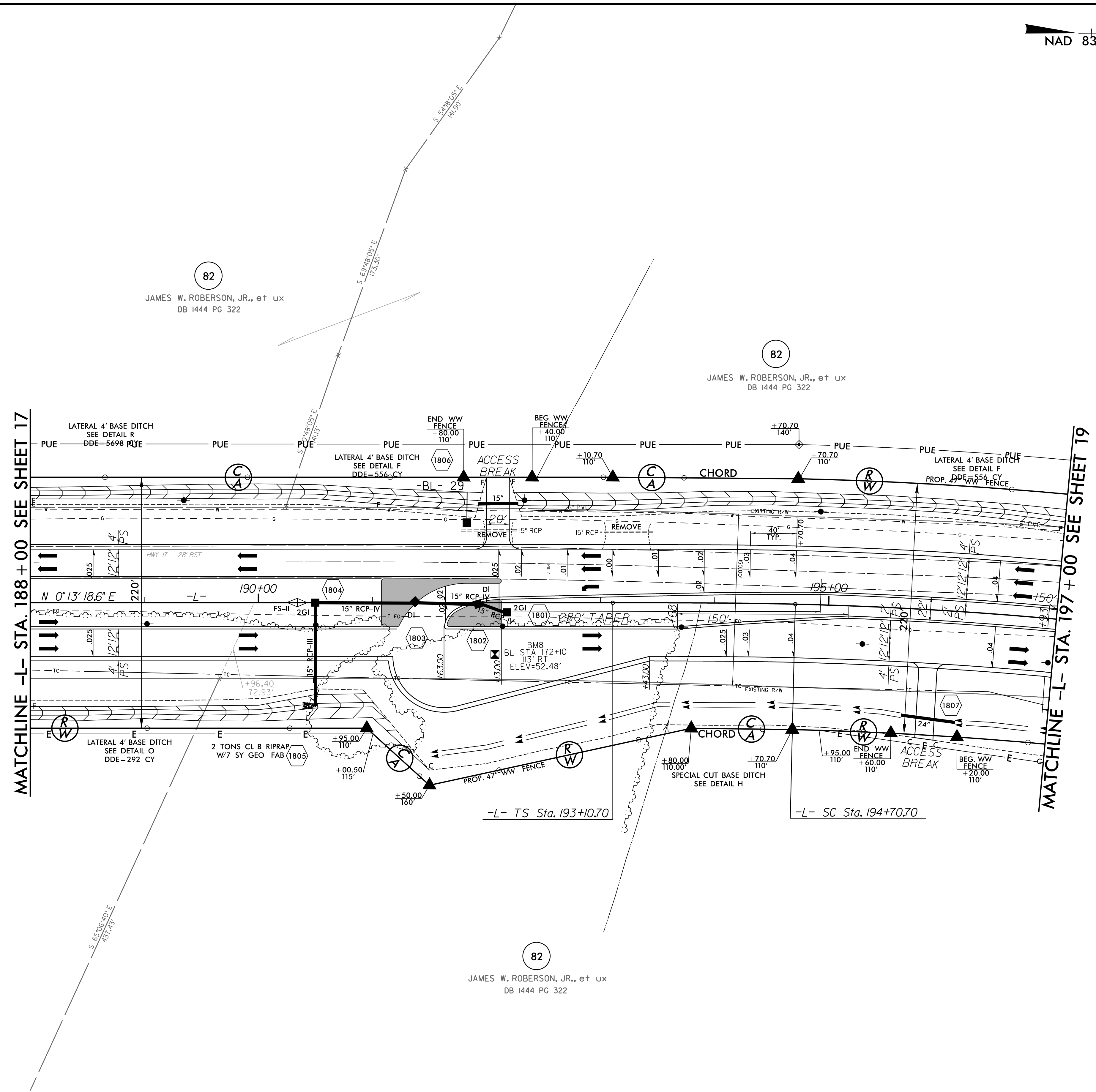
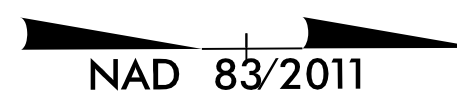
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PROJECT REFERENCE NO. R-2511	SHEET NO. 18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 188+00 SEE SHEET 17

MATCHLINE -L- STA. 197+00 SEE SHEET 19

-L-

PI Sta 194+17.37	PI Sta 200+89.07
Δs = 1° 20' 53.3"	Δ = 20° 36' 56.6" (RT)
Ls = 160.00'	D = 1° 41' 06.6"
LT = 106.67'	L = 1,223.36'
ST = 53.34'	T = 618.37'
	R = 3,400.00'
	Se = 0.04

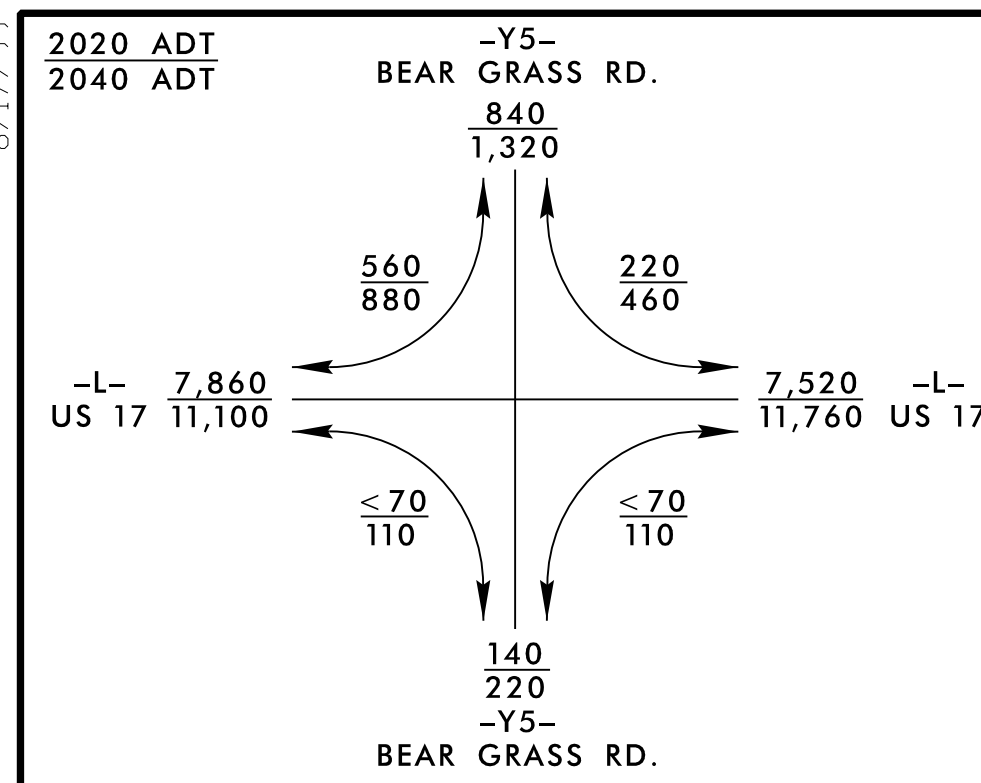
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-L- STA. 185+00 TO 193+00 (LT. & RT.)

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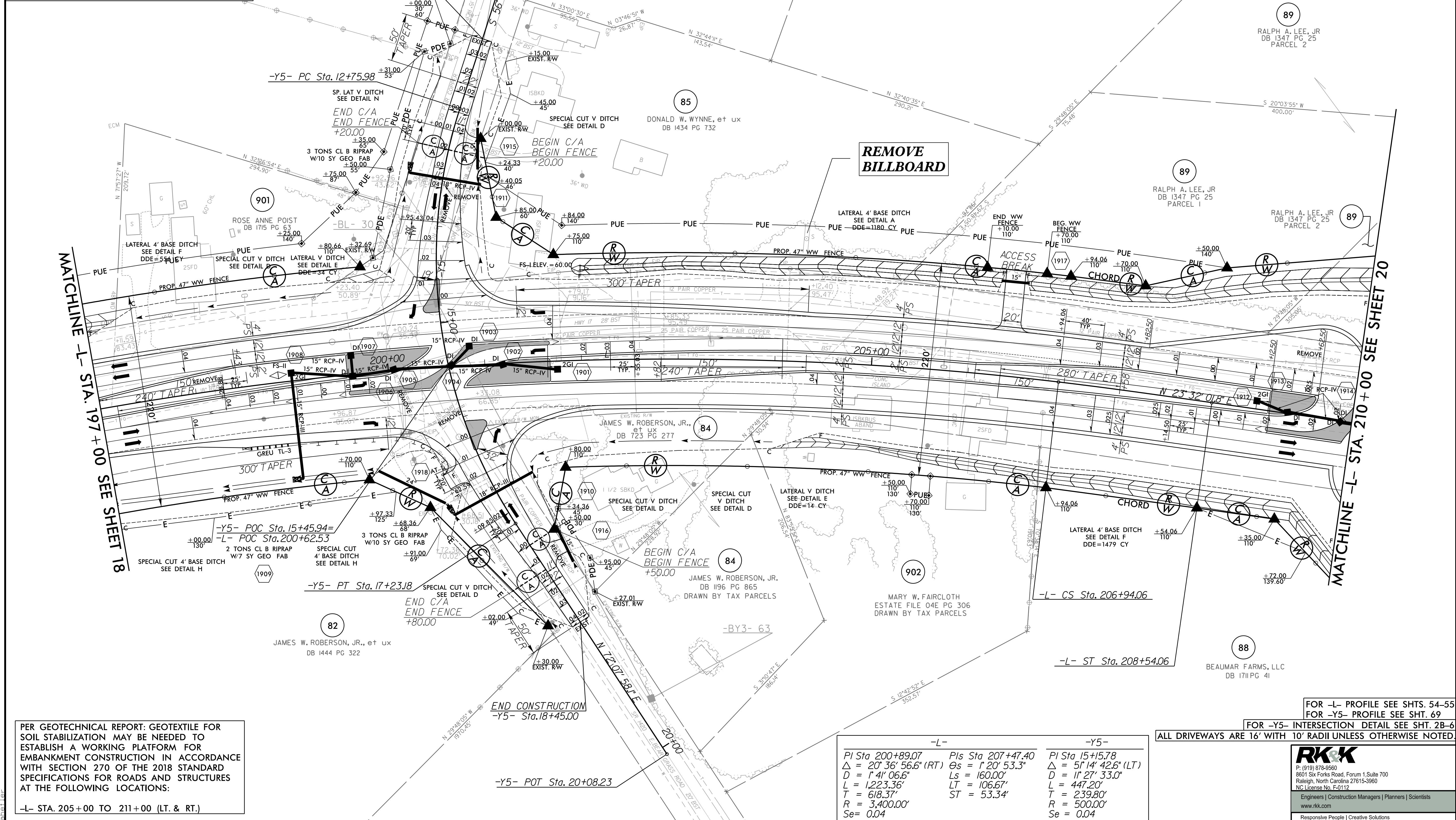
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FOR -L- PROFILE SEE SHT. 54
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PROJECT REFERENCE NO. R-2511	SHEET NO. 19
ROADWAY DESIGN ENGINEER SCOTT D. BEVINS 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022

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-L- STA. 205+00 TO 211+00 (LT. & RT.)

-L-	-Y5-
PI Sta 200+89.07	PIs Sta 207+47.40
$\Delta = 20' 36" 56.6" (RT)$	$\Delta = 5' 14" 42.6" (LT)$
$D = 1' 41" 06.6"$	$D = 1' 27" 33.0"$
$L = 1,223.36'$	$L = 447.20'$
$T = 618.37'$	$T = 239.80'$
$R = 3,400.00'$	$R = 500.00'$
$Se = 0.04$	$Se = 0.04$

FOR -L- PROFILE SEE SHTS. 54-55
FOR -Y5- PROFILE SEE SHT. 69
FOR -Y5- INTERSECTION DETAIL SEE SHT. 2B-6
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

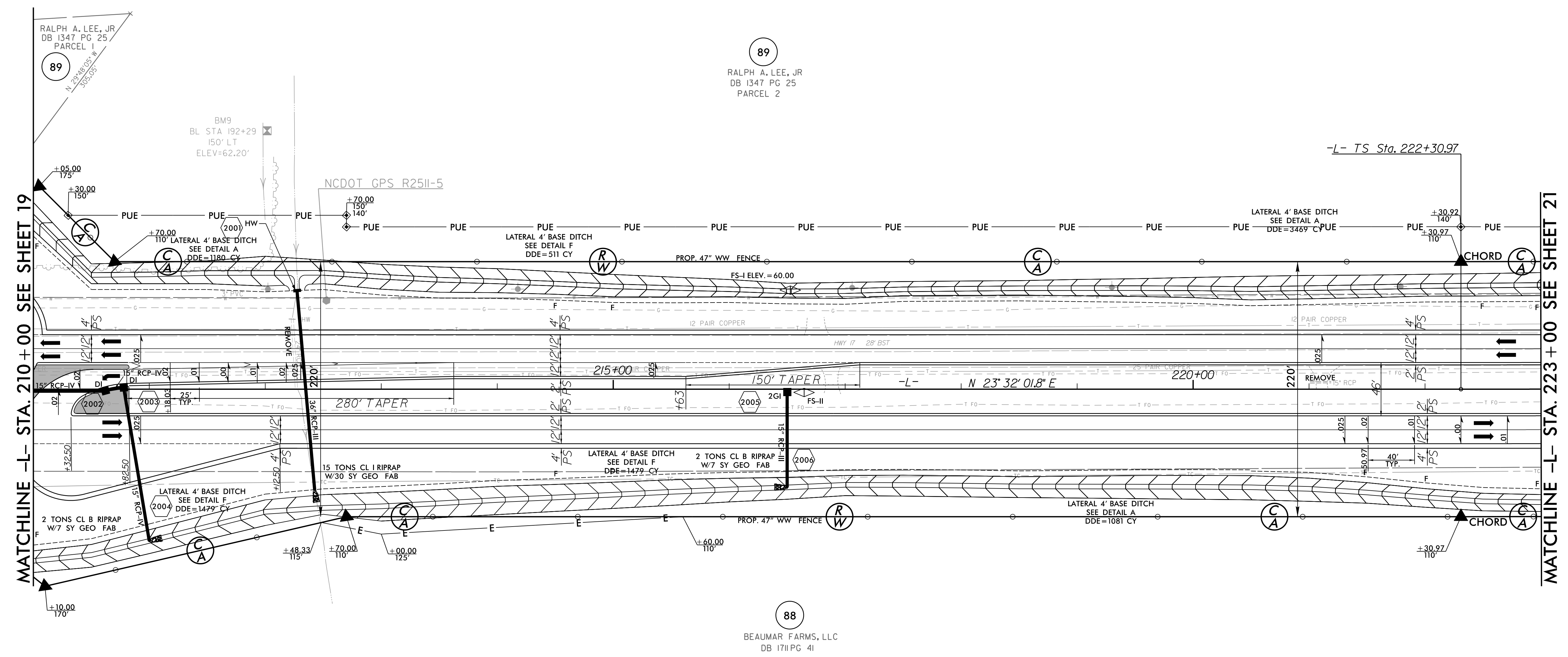
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PROJECT REFERENCE NO. R-2511	SHEET NO. 20
RW SHEET NO.	
ROADWAY DESIGN ENGINEER SCOTT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



89
RALPH A. LEE, JR
DB 1347 PG 25
PARCEL 2

88
BEAUMAR FARMS, LLC
DB 1711 PG 4I

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-L- STA. 205+00 TO 211+00 (LT. & RT.)

-L-
Pls Sta 222+97.63
Os = 0'17"11.3"
Ls = 100.00'
LT = 66.67'
ST = 33.33'

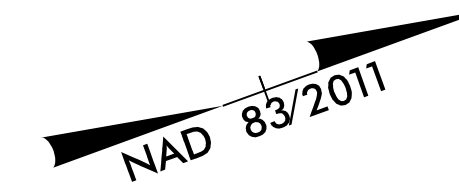
FOR -L- PROFILE SEE SHT. 55

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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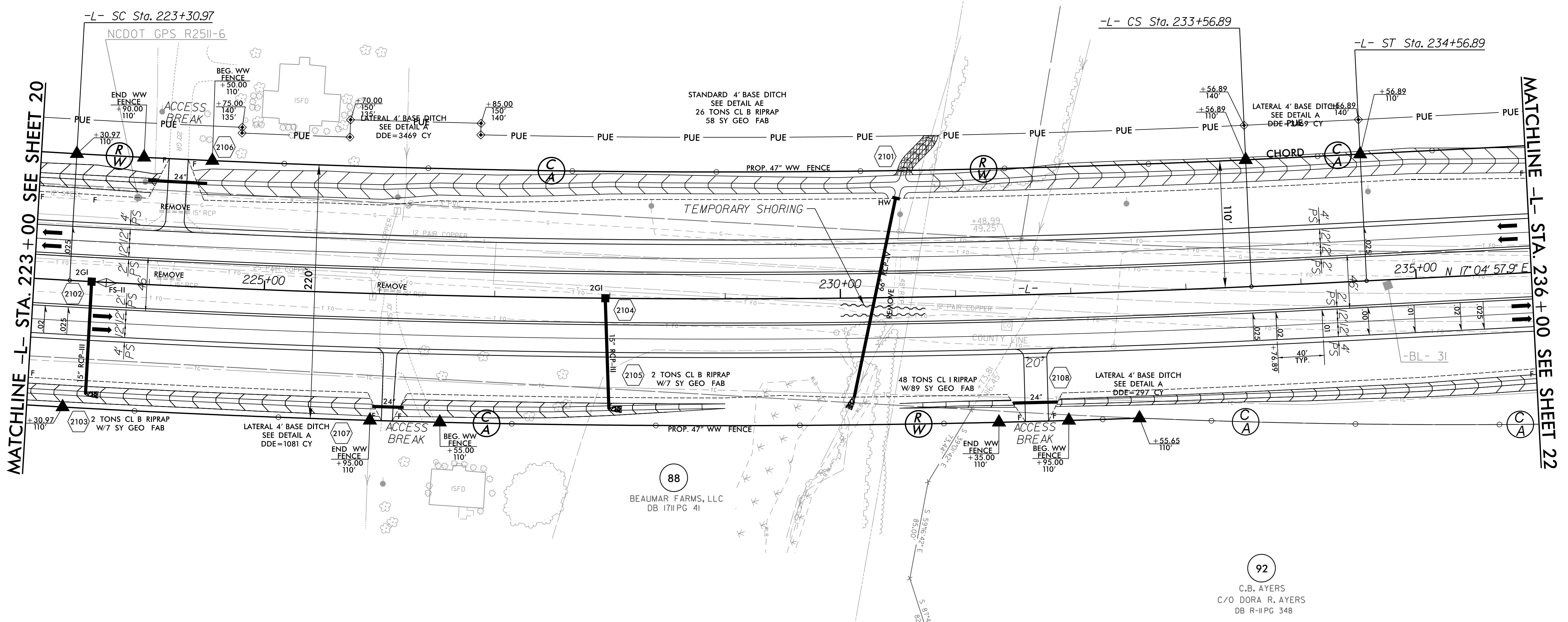
PROJECT REFERENCE NO. R-2511	SHEET NO. 21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



89
RALPH A. LEE, JR
DB 1347 PG 25
PARCEL 2

90
BETTY G. BEACHAM
DB D-15 PG 423

BEAUFORT CO.
MARTIN CO.



MATCHLINE -L- STA. 223+00 SEE SHEET 20

MATCHLINE -L- STA. 236+00 SEE SHEET 22

-L-

Pls Sta 222+97.63	PI Sta 228+44.38	Pls Sta 233+90.23
$\theta_s = 0^\circ 17' 11.3''$	$\Delta = 5^\circ 52' 41.3''$ (LT)	$\theta_s = 0^\circ 17' 11.3''$
$L_s = 100.00'$	$D = 0^\circ 34' 22.6''$	$L_s = 100.00'$
$LT = 66.67'$	$L = 1,025.93'$	$LT = 66.67'$
$ST = 33.33'$	$T = 513.41'$	$ST = 33.33'$
	$R = 10,000.00'$	
	$Se = 0.025$	

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-L- STA. 235+00 TO 237+00 (LT. & RT.)

FOR -L- PROFILE SEE SHTS. 55-56

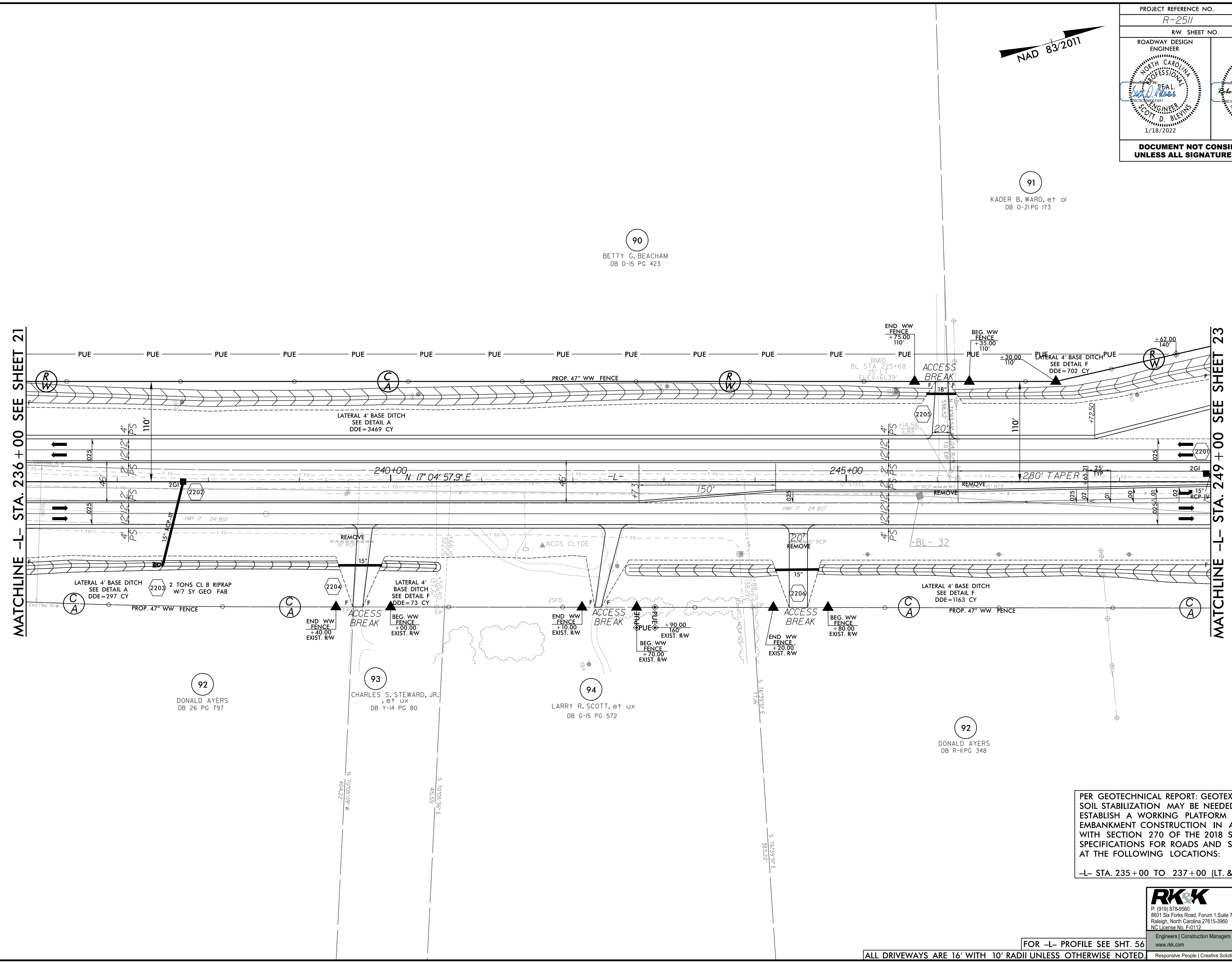
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1/18/2022
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PROJECT REFERENCE NO. R-2511	SHEET NO. 22
RW SHEET NO.	
ROADWAY DESIGN ENGINEER COTT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER FOREST B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



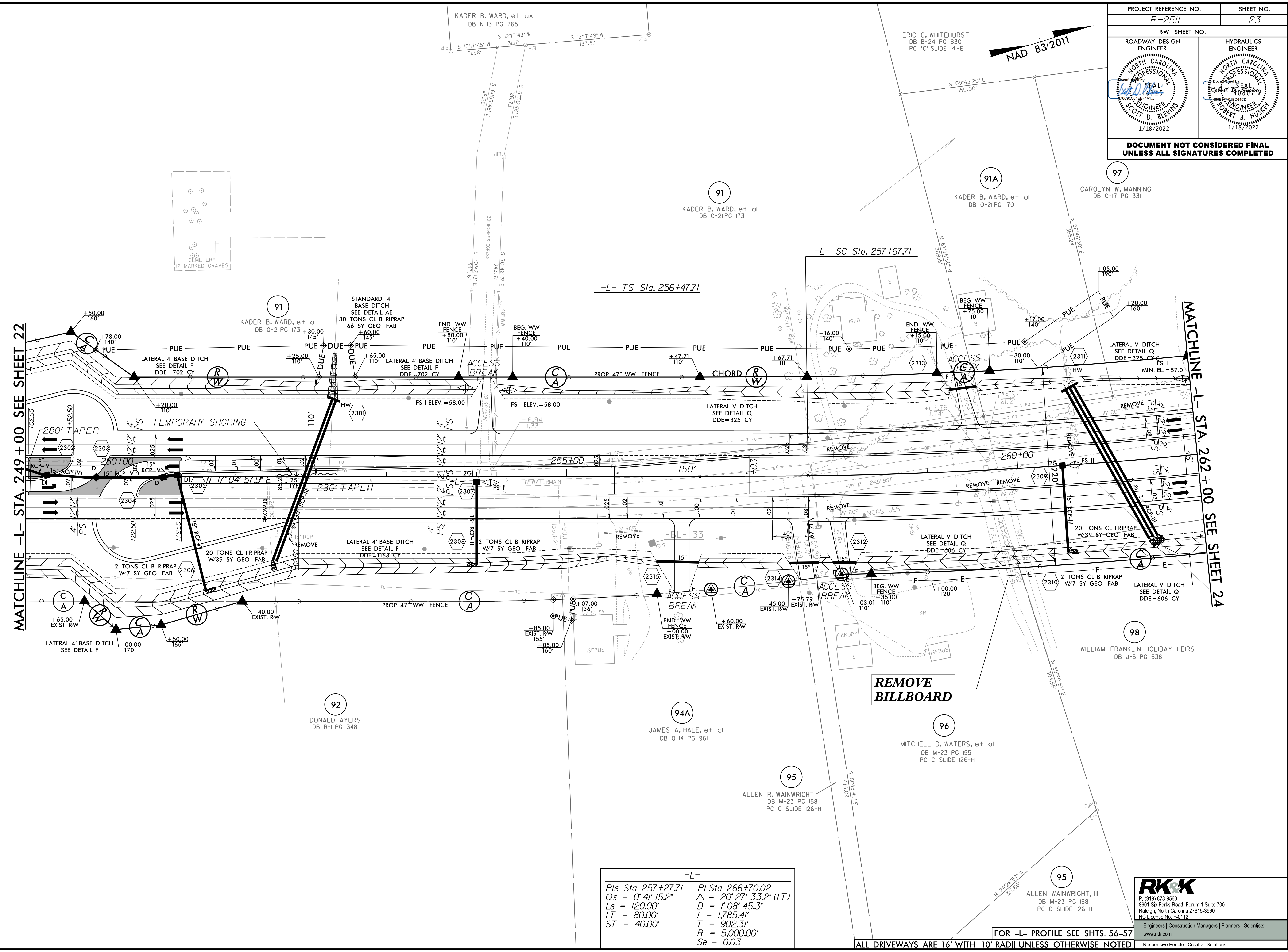
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-L- STA. 235+00 TO 237+00 (LT. & RT.)

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FOR -L- PROFILE SEE SHT. 56
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

8/17/2022
R:\Roadway\Proj\2511_Rdy_psh23.dgn
1/17/2022

PROJECT REFERENCE NO. R-2511	SHEET NO. 23
RW SHEET NO.	
ROADWAY DESIGN ENGINEER SCOTT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



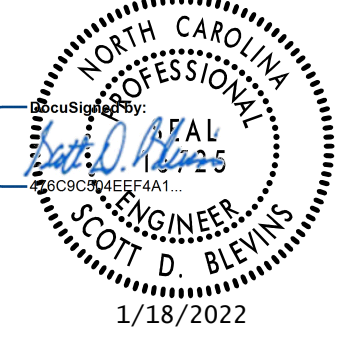

-L-
PIs Sta 257+27.71 PI Sta 266+70.02
Gs = 0' 41' 15.2" Δ = 20' 27' 33.2" (LT)
Ls = 120.00' D = 1' 08' 45.3"
LT = 80.00' L = 1,785.41'
ST = 40.00' T = 902.31'
R = 5,000.00'
Se = 0.03

FOR -L- PROFILE SEE SHTS. 56-57

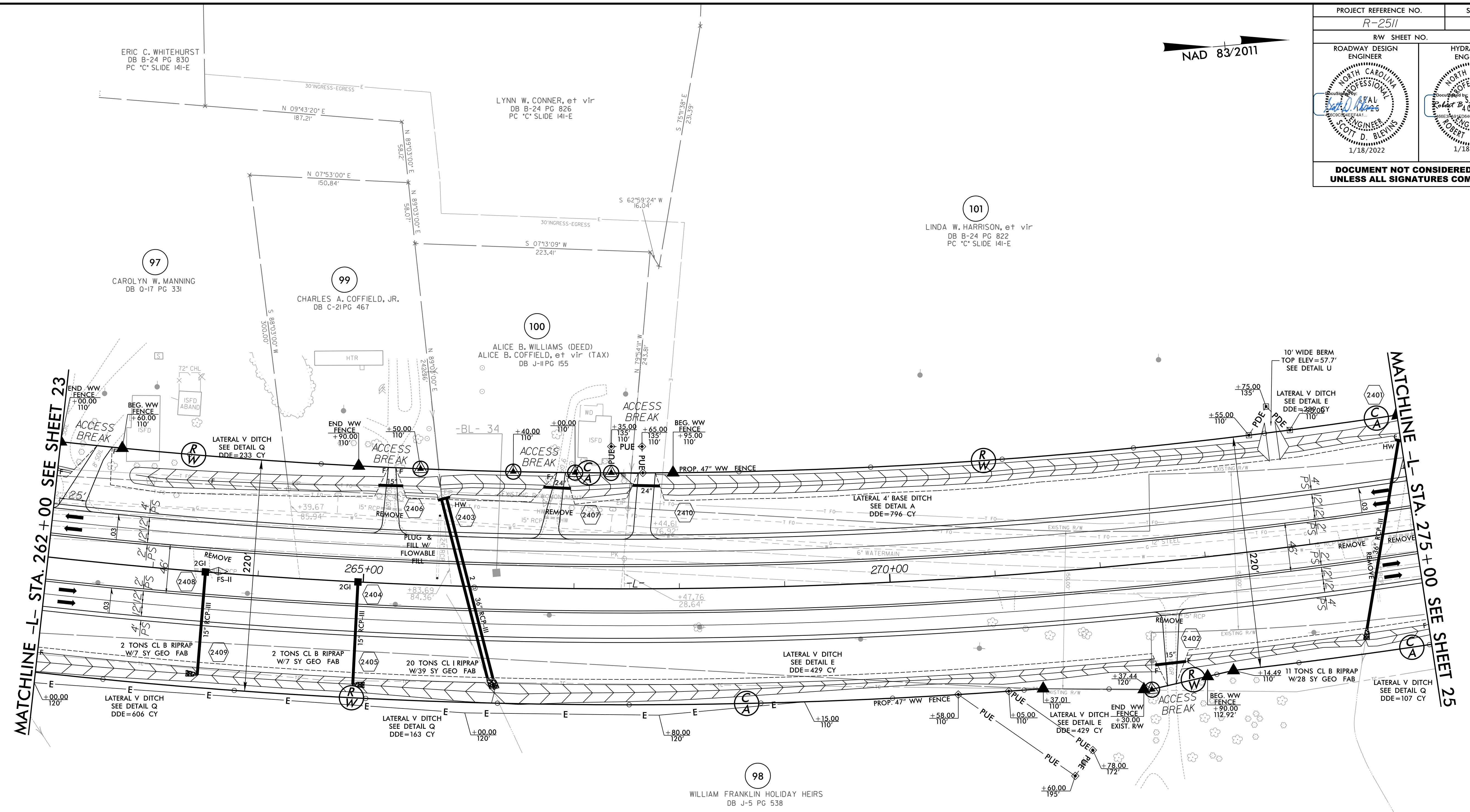
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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PROJECT REFERENCE NO. R-2511	SHEET NO. 24
RW SHEET NO.	
ROADWAY DESIGN ENGINEER  SCOTT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER  ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/2011



MATCHLINE -L- STA. 262+00 SEE SHEET 23

MATCHLINE -L- STA. 275+00 SEE SHEET 25

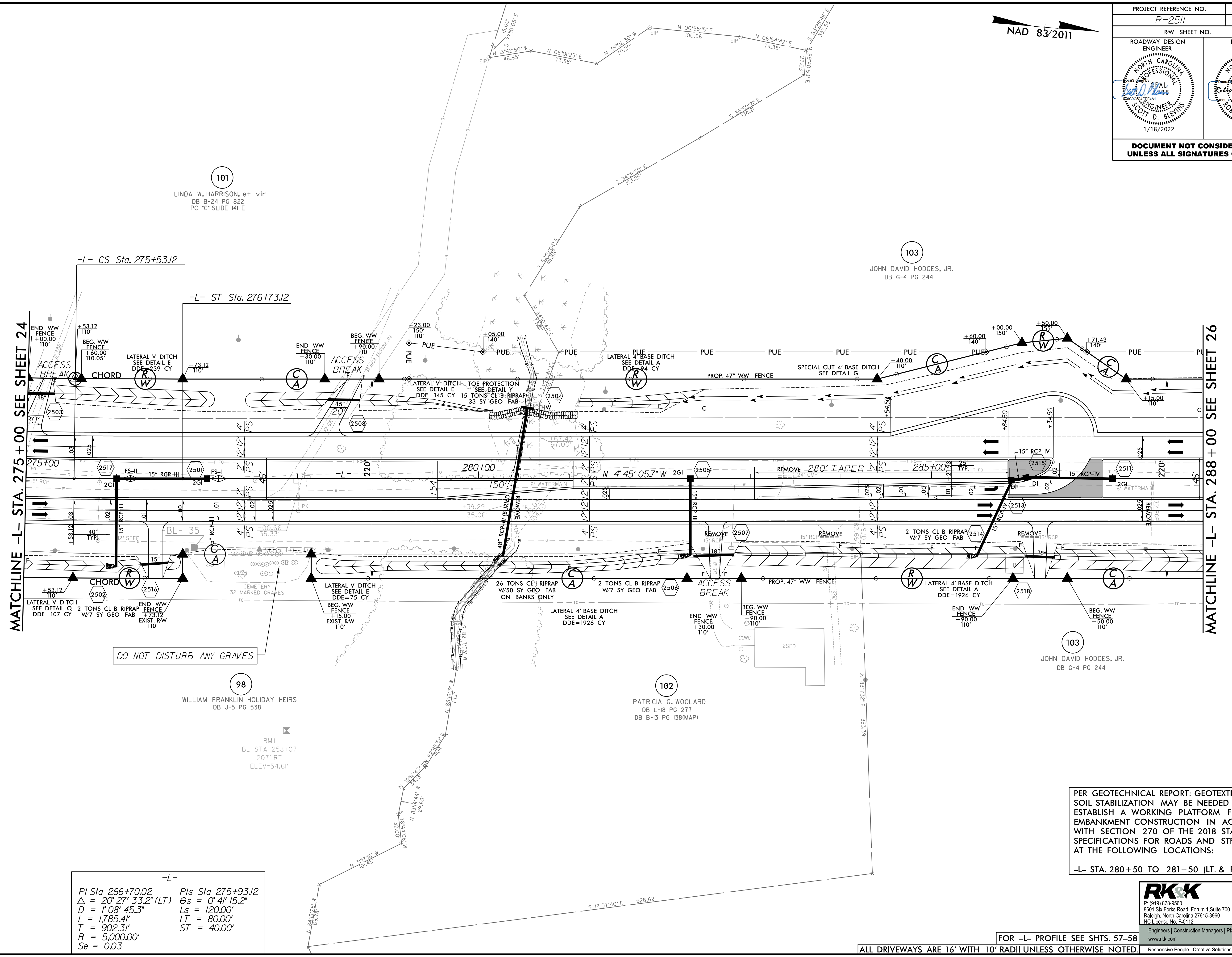
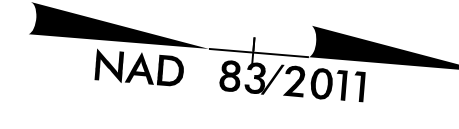
-L-
 PI Sta 266+70.02
 $\Delta = 20' 27'' 33.2''$ (LT)
 $D = 1,08' 45.3''$
 $L = 1,785.4'$
 $T = 902.3'$
 $R = 5,000.00'$
 $Se = 0.03$

FOR -L- PROFILE SEE SHT. 57

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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PROJECT REFERENCE NO. R-2511	SHEET NO. 25
RW SHEET NO.	
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL COIT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL ROBERT B. HUSKEY 1/18/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 275+00 SEE SHEET 24

MATCHLINE -L- STA. 288+00 SEE SHEET 26

101
LINDA W. HARRISON, et vir
DB B-24 PG 822
PC *C* SLIDE 14I-E

103
JOHN DAVID HODGES, JR.
DB G-4 PG 244

98
WILLIAM FRANKLIN HOLIDAY HEIRS
DB J-5 PG 538

102
PATRICIA G. WOOLARD
DB L-18 PG 277
DB B-13 PG 138(MAP)

103
JOHN DAVID HODGES, JR.
DB G-4 PG 244

DO NOT DISTURB ANY GRAVES

-L-

PI Sta 266+70.02	PIs Sta 275+93.12
$\Delta = 20' 27' 33.2''$ (LT)	$\Theta_s = 0' 41' 15.2''$
$D = 1' 08' 45.3''$	$L_s = 120.00'$
$L = 1,785.41'$	$LT = 80.00'$
$T = 902.31'$	$ST = 40.00'$
$R = 5,000.00'$	
$Se = 0.03$	

PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:
-L- STA. 280+50 TO 281+50 (LT. & RT.)

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FOR -L- PROFILE SEE SHTS. 57-58

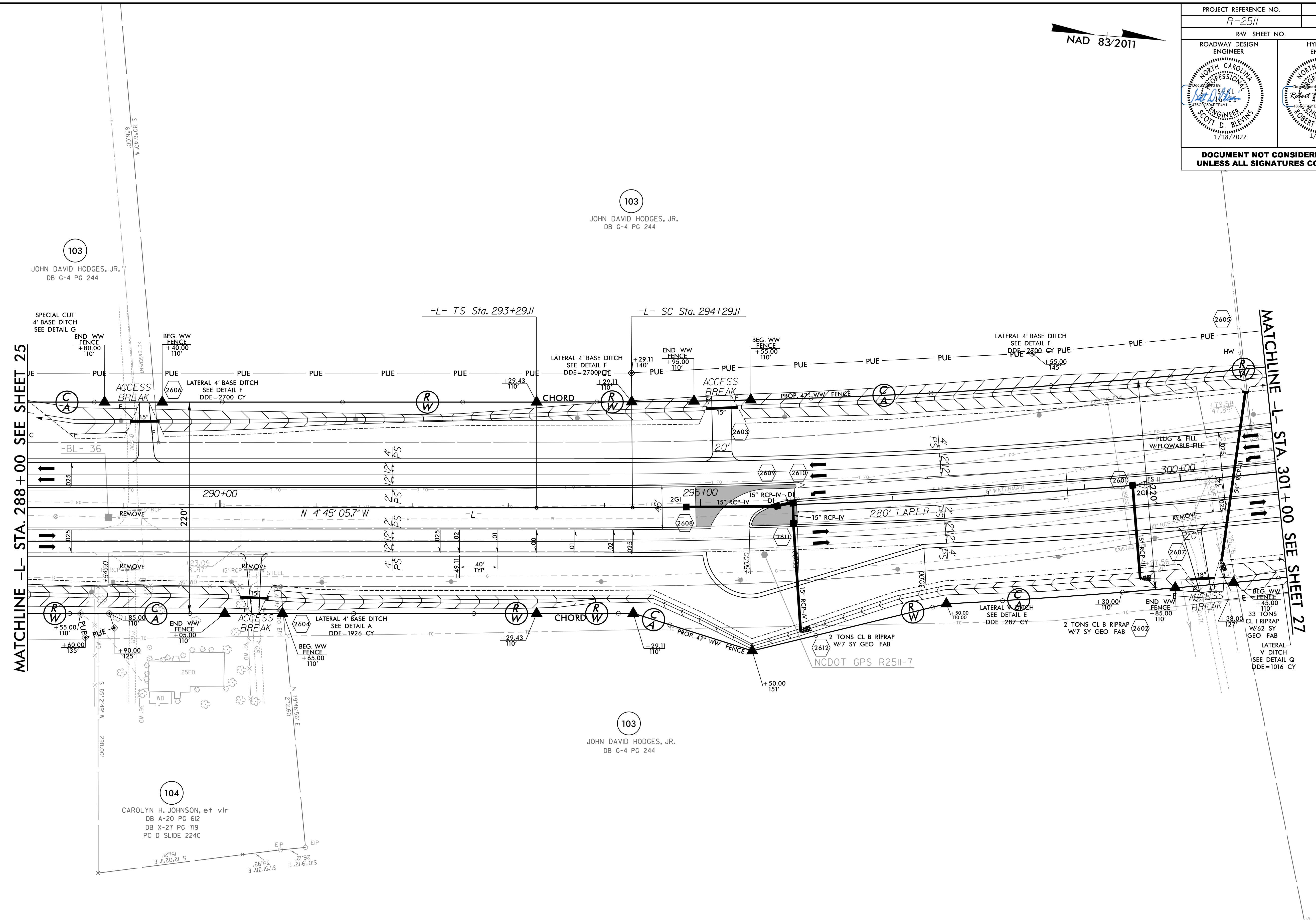
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

8/17/2022 R:\Roadway\Proj\R2511.Rdy_psh25.dgn

8/17/2022 R:\Projects\2511\Proj\2511_Rdy_psh26.dgn

NAD 83/2011

PROJECT REFERENCE NO. R-2511	SHEET NO. 26
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 288+00 SEE SHEET 25

MATCHLINE -L- STA. 301+00 SEE SHEET 27

103
JOHN DAVID HODGES, JR.
DB G-4 PG 244

103
JOHN DAVID HODGES, JR.
DB G-4 PG 244

103
JOHN DAVID HODGES, JR.
DB G-4 PG 244

104
CAROLYN H. JOHNSON, et vir
DB A-20 PG 612
DB X-27 PG 719
PC D SLIDE 224C

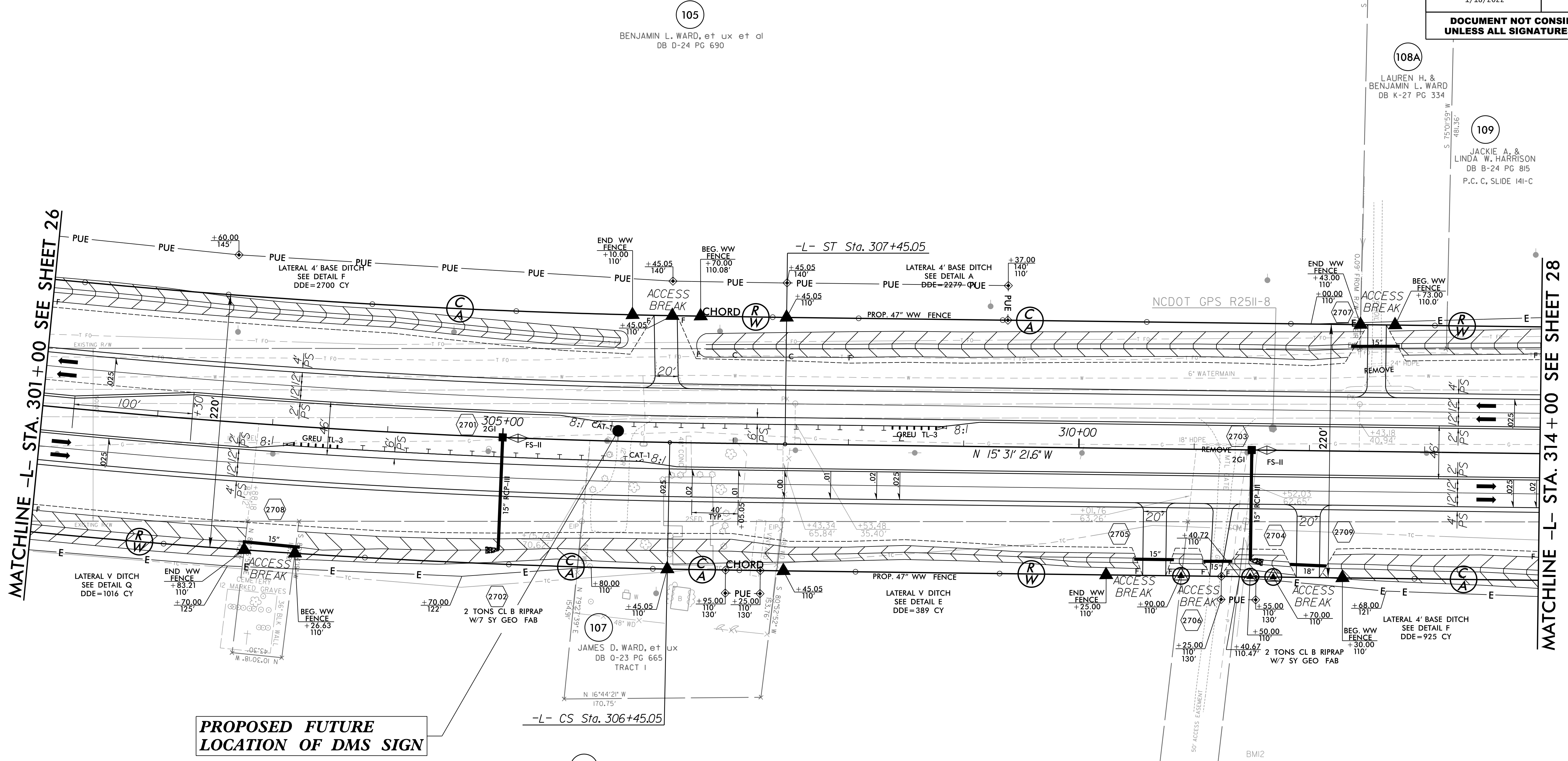
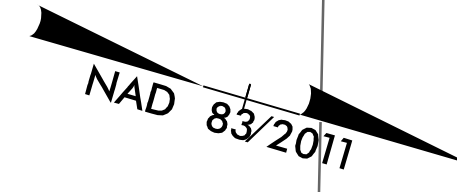
-L-

$Pis\ Sta\ 293+95.78$	$PI\ Sta\ 300+38.61$
$\theta_s = 0^\circ 24' 33.3''$	$\Delta = 9^\circ 57' 09.2'' (LT)$
$L_s = 100.00'$	$D = 0^\circ 49' 06.6''$
$LT = 66.67'$	$L = 1,215.94'$
$ST = 33.33'$	$T = 609.50'$
	$R = 7,000.00'$
	$Se = 0.025$

FOR -L- PROFILE SEE SHT. 58

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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MATCHLINE -L- STA. 301+00 SEE SHEET 26

MATCHLINE -L- STA. 314+00 SEE SHEET 28

**PROPOSED FUTURE
LOCATION OF DMS SIGN**

-L-

PI Sta 300+38.61	PIs Sta 306+78.38
$\Delta = 9^{\circ} 57' 09.2''$ (LT)	$\Theta_s = 0^{\circ} 24' 33.3''$
$D = 0^{\circ} 49' 06.6''$	$L_s = 100.00'$
$L = 1,215.94'$	$LT = 66.67'$
$T = 609.50'$	$ST = 33.33'$
$R = 7,000.00'$	
$Se = 0.025$	

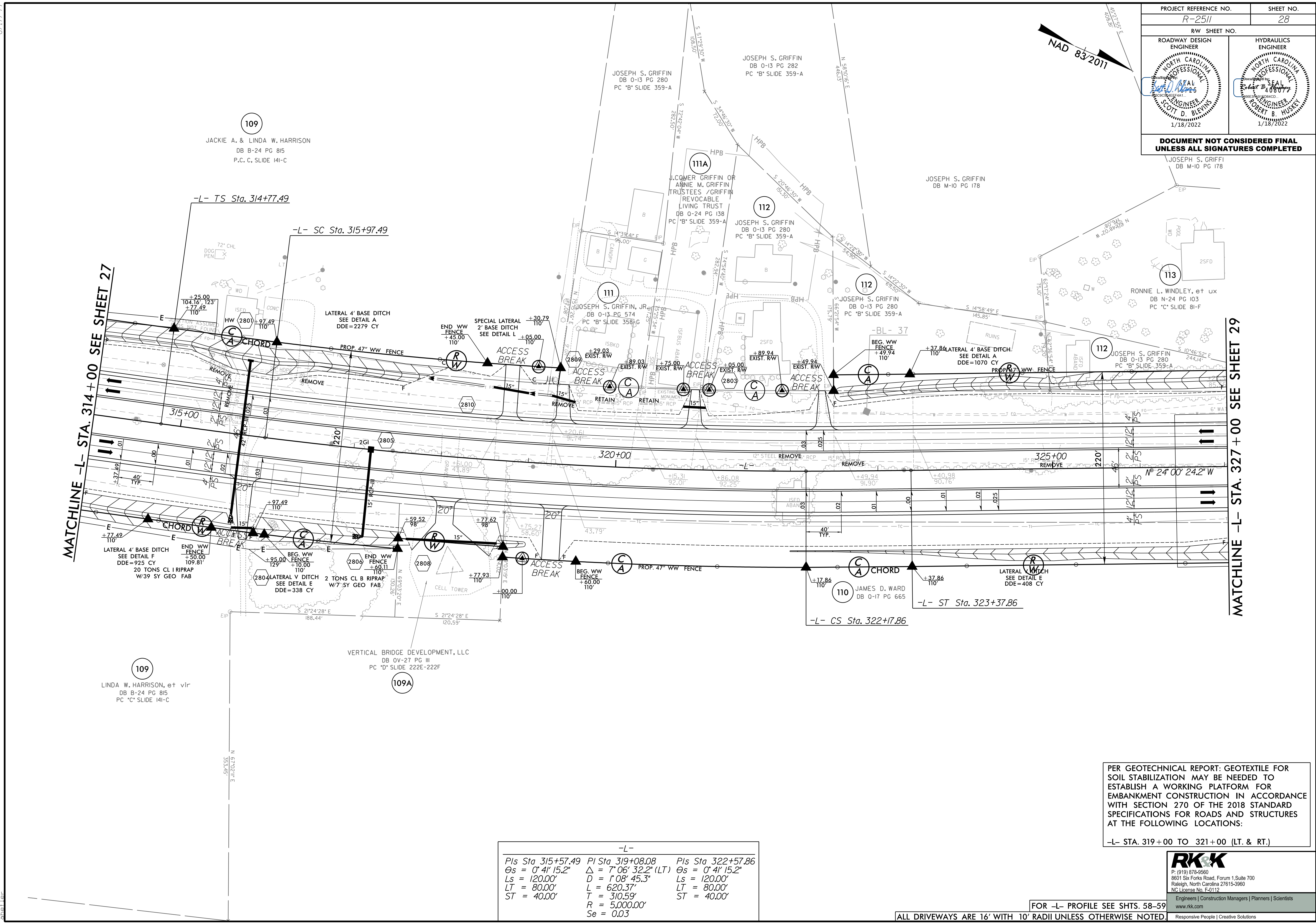
FOR -L- PROFILE SEE SHT. 58

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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PROJECT REFERENCE NO. R-2511		SHEET NO. 28	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		NORTH CAROLINA PROFESSIONAL ENGINEER SCOTT D. BLEWIS 1/18/2022	
NORTH CAROLINA PROFESSIONAL ENGINEER JOSEPH S. GRIFFIN 1/18/2022		NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT B. HUSKEY 1/18/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			
JOSEPH S. GRIFFIN DB M-10 PG 178		EIP	



MATCHLINE -L- STA. 314+00 SEE SHEET 27

MATCHLINE -L- STA. 327+00 SEE SHEET 29

109
JACKIE A. & LINDA W. HARRISON
DB B-24 PG 815
P.C. C, SLIDE 141-C

109
LINDA W. HARRISON, et vir
DB B-24 PG 815
PC *C* SLIDE 141-C

109A
VERTICAL BRIDGE DEVELOPMENT, LLC
DB OV-27 PG III
PC *D* SLIDE 222E-222F

-L-

Pls Sta 315+57.49	Pls Sta 319+08.08	Pls Sta 322+57.86
$\Theta_s = 0^\circ 41' 15.2''$	$\Delta = 7^\circ 06' 32.2''$ (LT)	$\Theta_s = 0^\circ 41' 15.2''$
$L_s = 120.00'$	$D = 1^\circ 08' 45.3''$	$L_s = 120.00'$
$LT = 80.00'$	$T = 620.37'$	$LT = 80.00'$
$ST = 40.00'$	$R = 5,000.00'$	$ST = 40.00'$
	$Se = 0.03$	

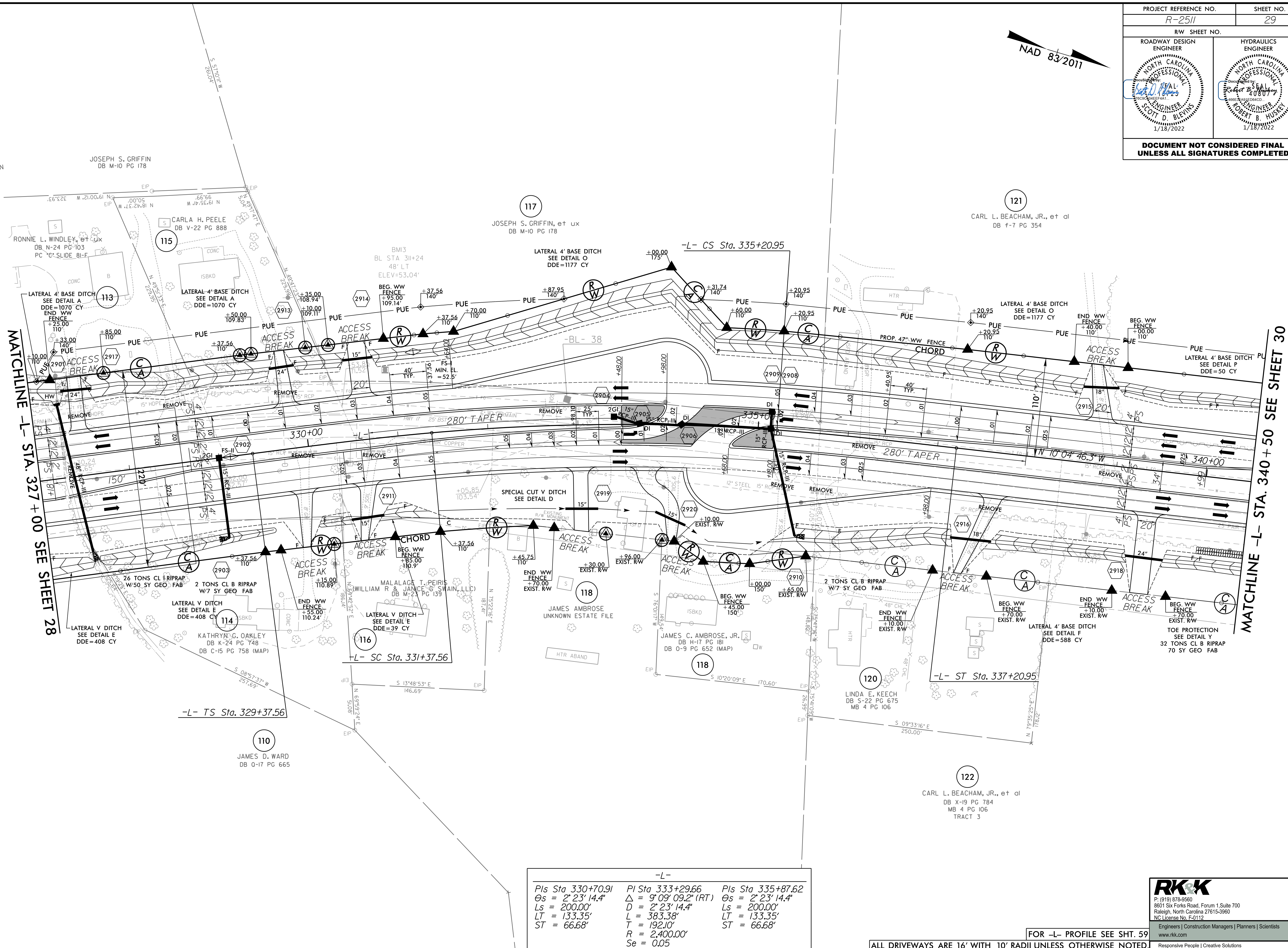
PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:
-L- STA. 319+00 TO 321+00 (LT. & RT.)

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FOR -L- PROFILE SEE SHTS. 58-59
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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MATCHLINE -L- STA. 327+00 SEE SHEET 28

MATCHLINE -L- STA. 340+50 SEE SHEET 30

-L-

Pls Sta 330+70.91	Pl Sta 333+29.66	Pls Sta 335+87.62
$\Delta s = 2' 23' 14.4''$	$\Delta = 9' 09' 09.2'' (RT)$	$\Delta s = 2' 23' 14.4''$
$Ls = 200.00'$	$D = 2' 23' 14.4''$	$Ls = 200.00'$
$LT = 133.35'$	$L = 383.38'$	$LT = 133.35'$
$ST = 66.68'$	$T = 192.10'$	$ST = 66.68'$
	$R = 2,400.00'$	
	$Se = 0.05$	

FOR -L- PROFILE SEE SHT. 59

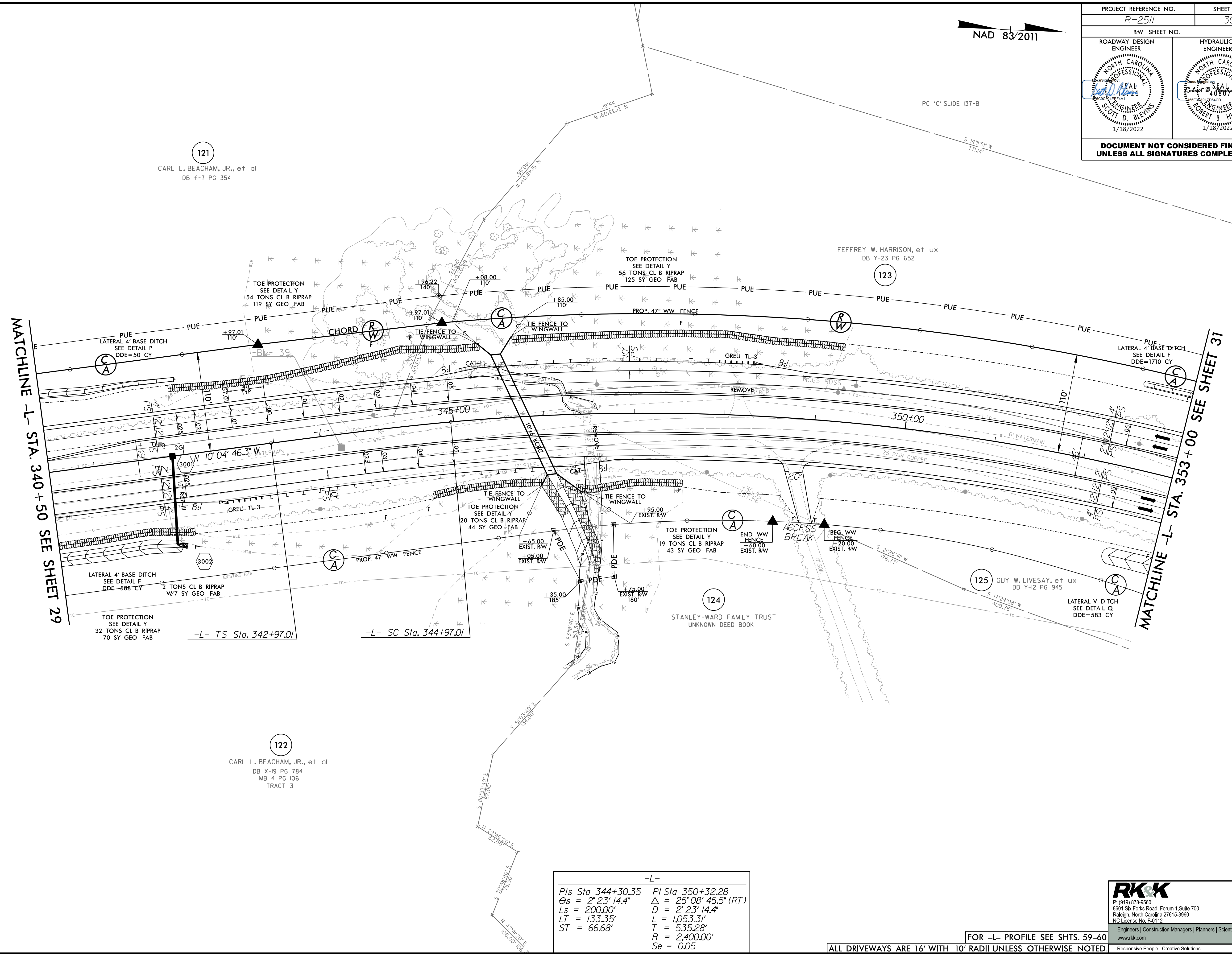
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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8/17/2022 R:\Projects\2511_Rdy_psh\30.dgn

PROJECT REFERENCE NO. R-2511		SHEET NO. 30	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER 		HYDRAULICS ENGINEER 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

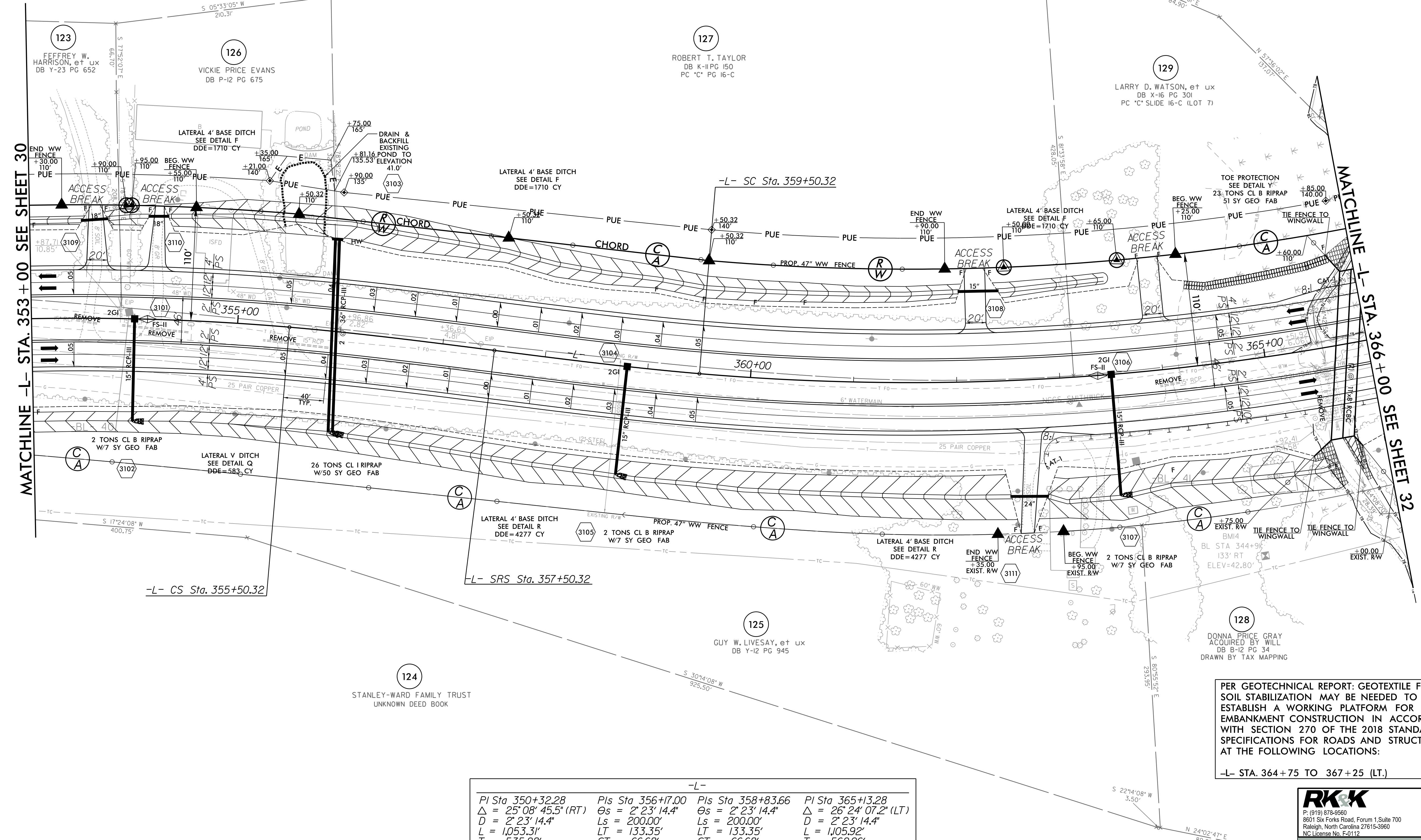
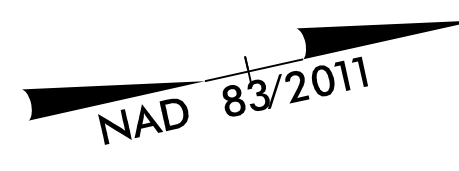


-L-

Pls Sta 344+30.35	PI Sta 350+32.28
$\theta_s = 2^\circ 23' 14.4''$	$\Delta = 25^\circ 08' 45.5''$ (RT)
$L_s = 200.00'$	$D = 2^\circ 23' 14.4''$
$LT = 133.35'$	$L = 1,053.31'$
$ST = 66.68'$	$T = 535.28'$
	$R = 2,400.00'$
	$Se = 0.05$

FOR -L- PROFILE SEE SHTS. 59-60
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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MATCHLINE -L- STA. 353+00 SEE SHEET 30

MATCHLINE -L- STA. 366+00 SEE SHEET 32

-L-			
PI Sta 350+32.28	PIs Sta 356+17.00	PIs Sta 358+83.66	PI Sta 365+13.28
$\Delta = 25^{\circ} 08' 45.5''$ (RT)	$\Delta s = 2^{\circ} 23' 14.4''$	$\Delta s = 2^{\circ} 23' 14.4''$	$\Delta = 26^{\circ} 24' 07.2''$ (LT)
$D = 2^{\circ} 23' 14.4''$	$Ls = 200.00'$	$Ls = 200.00'$	$D = 2^{\circ} 23' 14.4''$
$L = 1,053.31'$	$LT = 133.35'$	$LT = 133.35'$	$L = 1,105.92'$
$T = 535.28'$	$ST = 66.68'$	$ST = 66.68'$	$T = 562.96'$
$R = 2,400.00'$			$R = 2,400.00'$
$Se = 0.05$			$Se = 0.05$

PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:
 -L- STA. 364+75 TO 367+25 (LT.)

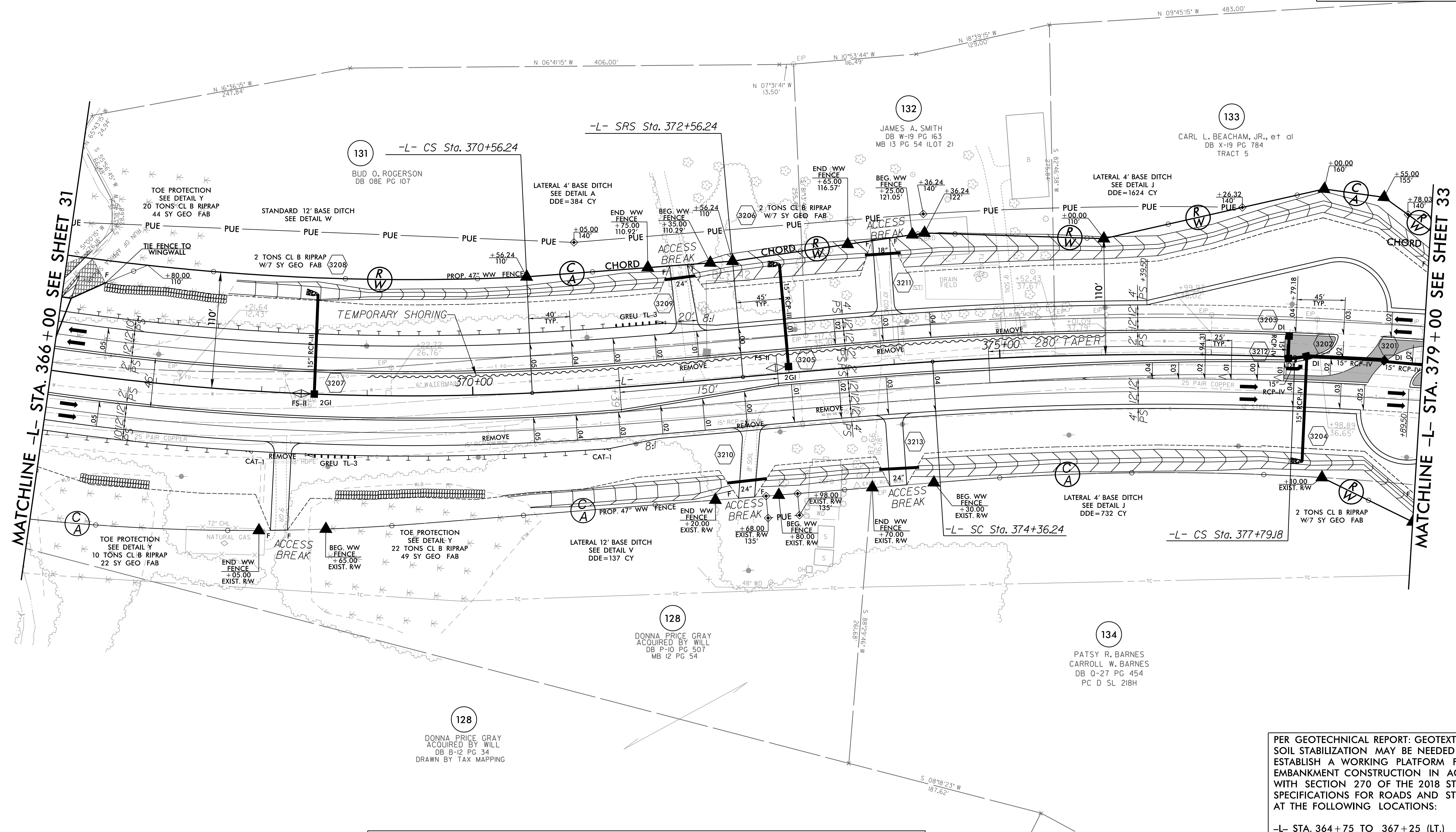
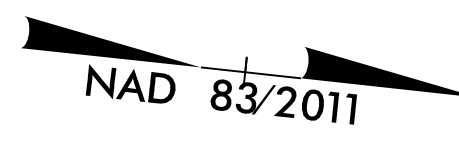


FOR -L- PROFILE SEE SHT. 60
 ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

8/17/2022 R:\Roadway\Proj\R2511_Rdy_psh31.dgn

8/17/2022 R:\Projects\2022\11.R2511.Rdy_psh\32.dgn

PROJECT REFERENCE NO. R-2511	SHEET NO. 32
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-L-				
PI Sta 365+13.28	PIs Sta 371+22.92	PIs Sta 373+76.25	PI Sta 376+07.86	PIs Sta 378+39.18
$\Delta = 26' 24" 07.2" (LT)$	$\Theta_s = 2' 23' 14.4"$	$\Theta_s = 1' 31' 00.0"$	$\Delta = 5' 46' 44.5" (RT)$	$\Theta_s = 1' 31' 00.0"$
$D = 2' 23' 14.4"$	$L_s = 200.00'$	$L_s = 180.00'$	$D = 1' 41' 06.6"$	$L_s = 180.00'$
$L = 1,105.92'$	$LT = 133.35'$	$LT = 120.00'$	$L = 342.93'$	$LT = 120.00'$
$T = 562.96'$	$ST = 66.68'$	$ST = 60.00'$	$T = 171.61'$	$ST = 60.00'$
$R = 2,400.00'$			$R = 3,400.00'$	
$Se = 0.05$			$Se = 0.04$	

PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:
-L- STA. 364+75 TO 367+25 (LT.)

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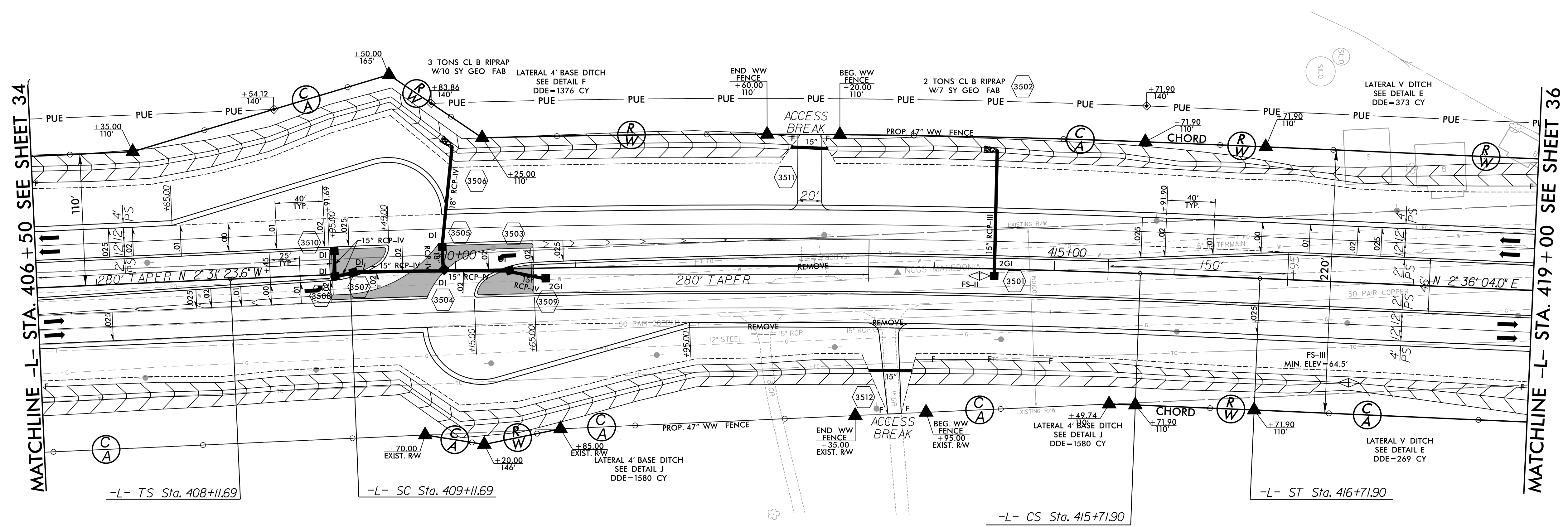
FOR -L- PROFILE SEE SHTS. 60-61
 ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

8/17/99

PROJECT REFERENCE NO. R-2511	SHEET NO. 35
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83/2011

142
JOSEPH W. HARRISON
ESTATE FILE 80-E PG 69



142
JOSEPH W. HARRISON
ESTATE FILE 80-E PG 69

-L-

PIs Sta 408+78.35	PI Sta 412+41.96	PIs Sta 416+05.23
$\Theta_s = 0^\circ 20' 13.3''$	$\Delta = 4^\circ 27' 00.9'' (RT)$	$\Theta_s = 0^\circ 20' 13.3''$
$L_s = 100.00'$	$D = 0^\circ 40' 26.6''$	$L_s = 100.00'$
$LT = 66.67'$	$L = 660.21'$	$LT = 66.67'$
$ST = 33.33'$	$T = 330.27'$	$ST = 33.33'$
	$R = 8,500.00'$	
	$Se = 0.025$	

FOR -L- PROFILE SEE SHT. 62

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

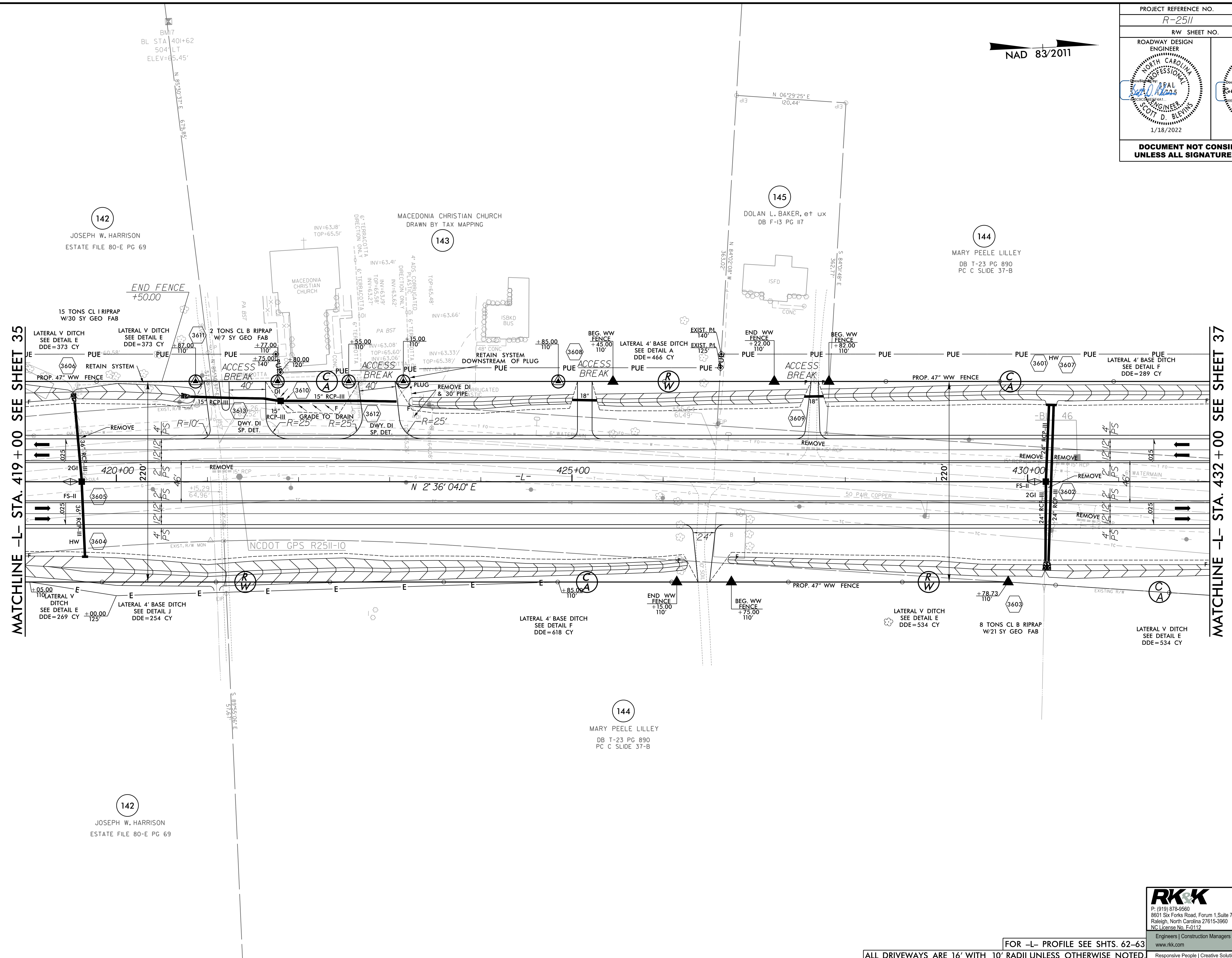
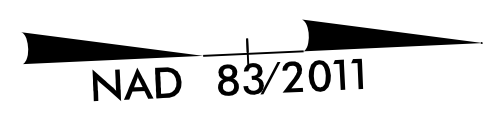
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8/17/2022
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jwh

8/17/2022

R:\Projects\2022\08\08\2511\Proj\2511_Rdy_psh36.dgn

PROJECT REFERENCE NO. R-2511		SHEET NO. 36	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER SCOTT D. BLEVINS 1/18/2022		HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCHLINE -L- STA. 419 + 00 SEE SHEET 35

MATCHLINE -L- STA. 432 + 00 SEE SHEET 37

142
JOSEPH W. HARRISON
ESTATE FILE 80-E PG 69

144
MARY PEELE LILLEY
DB T-23 PG 890
PC C SLIDE 37-B

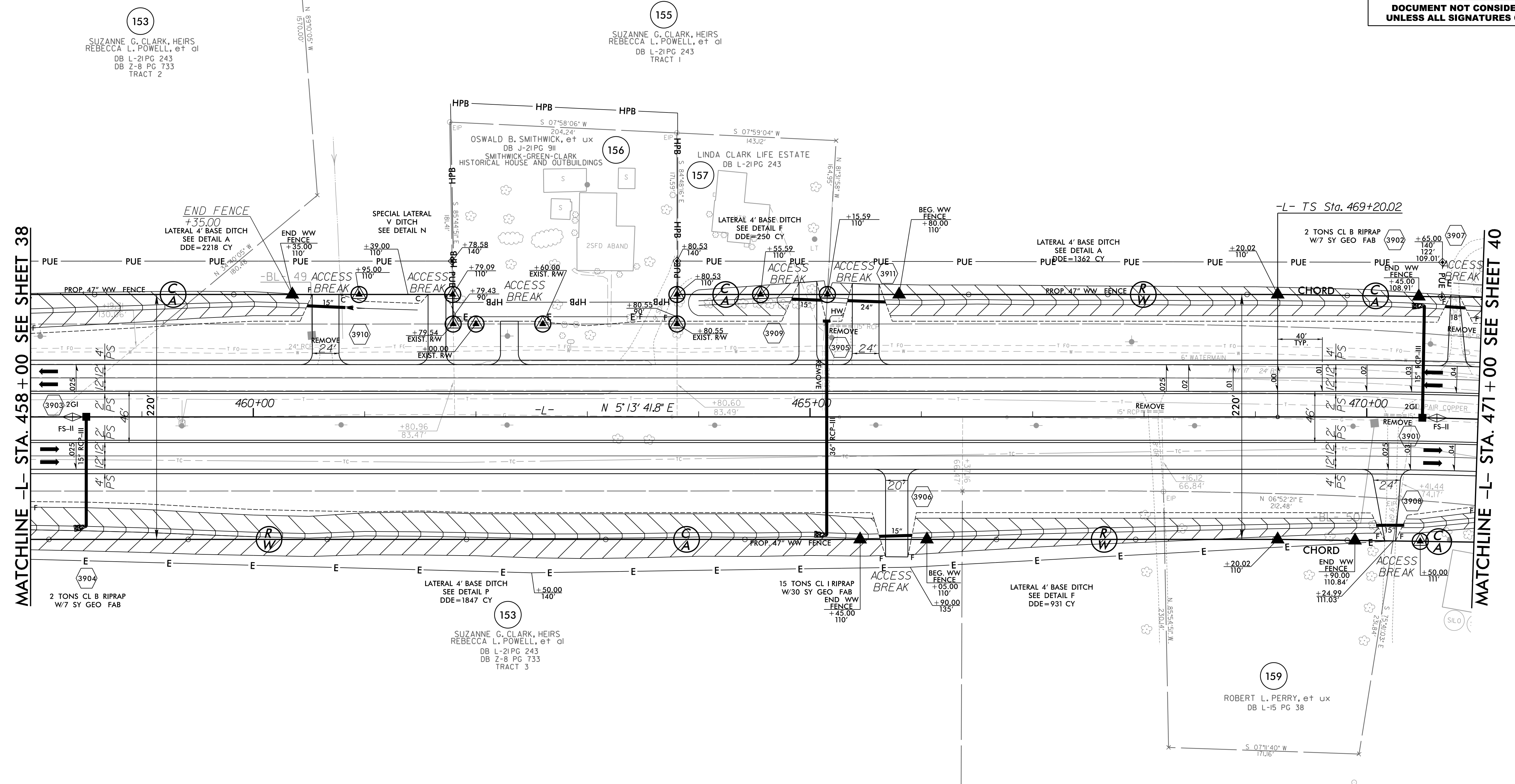
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FOR -L- PROFILE SEE SHTS. 62-63
 ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

8/17/99

NAD 83/2011

PROJECT REFERENCE NO. R-2511		SHEET NO. 39	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCHLINE -L- STA. 458 + 00 SEE SHEET 38

MATCHLINE -L- STA. 471 + 00 SEE SHEET 40

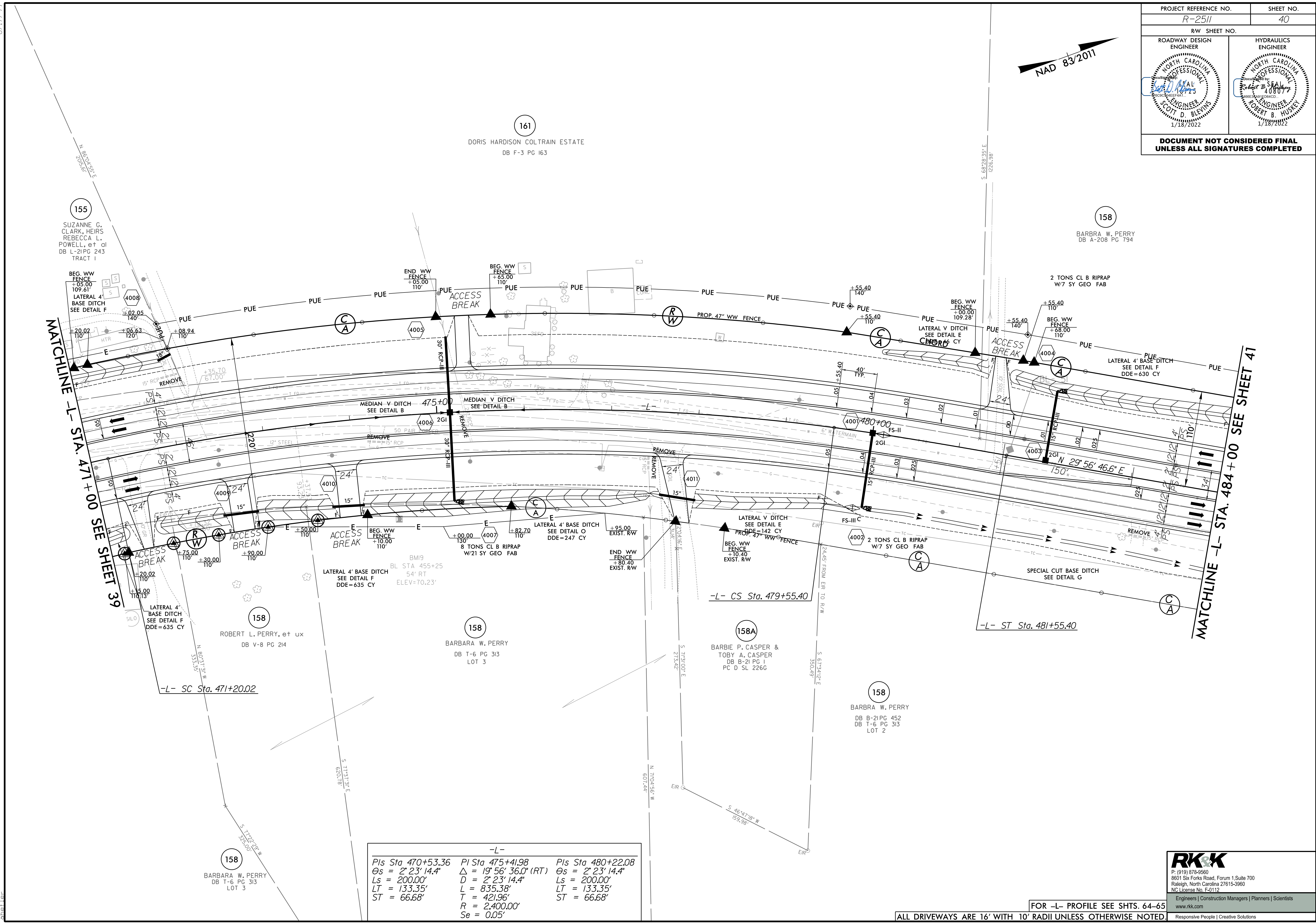
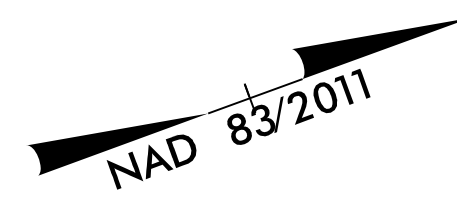
-L-
 Pts Sta 470+53.36
 Os = 2' 23' 14.4"
 Ls = 200.00'
 LT = 133.35'
 ST = 66.68'

FOR -L- PROFILE SEE SHT. 64

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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MATCHLINE -L- STA. 471+00 SEE SHEET 39

MATCHLINE -L- STA. 484+00 SEE SHEET 41

-L-		
Pls Sta 470+53.36	Pls Sta 475+41.98	Pls Sta 480+22.08
$\Delta s = 2' 23' 14.4''$	$\Delta = 19' 56' 36.0''$ (RT)	$\Delta s = 2' 23' 14.4''$
$Ls = 200.00'$	$D = 2' 23' 14.4''$	$Ls = 200.00'$
$LT = 133.35'$	$L = 835.38'$	$LT = 133.35'$
$ST = 66.68'$	$T = 421.96'$	$ST = 66.68'$
	$R = 2,400.00'$	
	$Se = 0.05'$	

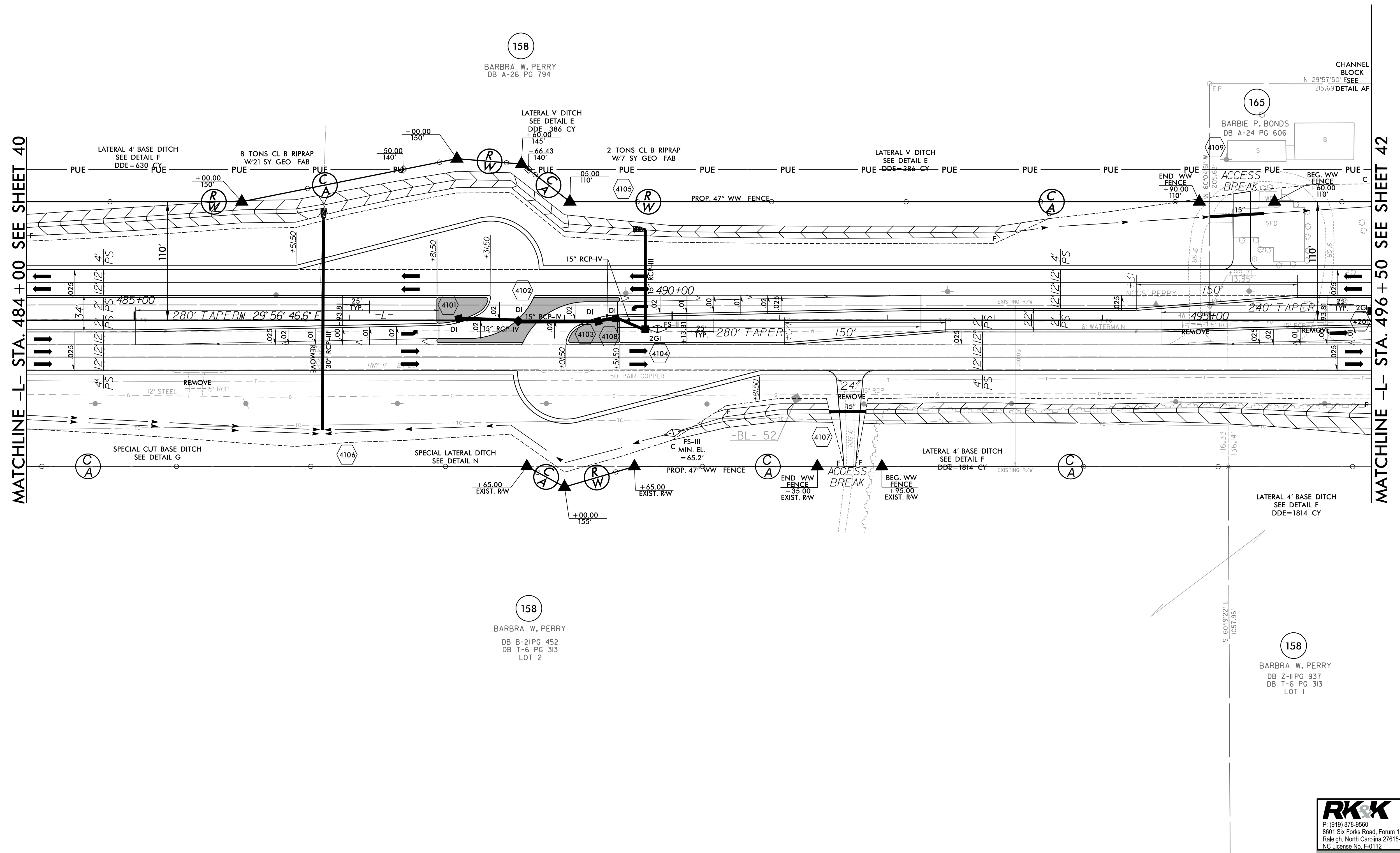
FOR -L- PROFILE SEE SHTS. 64-65
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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PROJECT REFERENCE NO. R-2511		SHEET NO. 41	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
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MATCHLINE -L- STA. 484+00 SEE SHEET 40

MATCHLINE -L- STA. 496+50 SEE SHEET 42

158
BARBRA W. PERRY
DB A-26 PG 794

165
BARBIE P. BONDS
DB A-24 PG 606

158
BARBRA W. PERRY
DB B-21 PG 452
DB T-6 PG 313
LOT 2

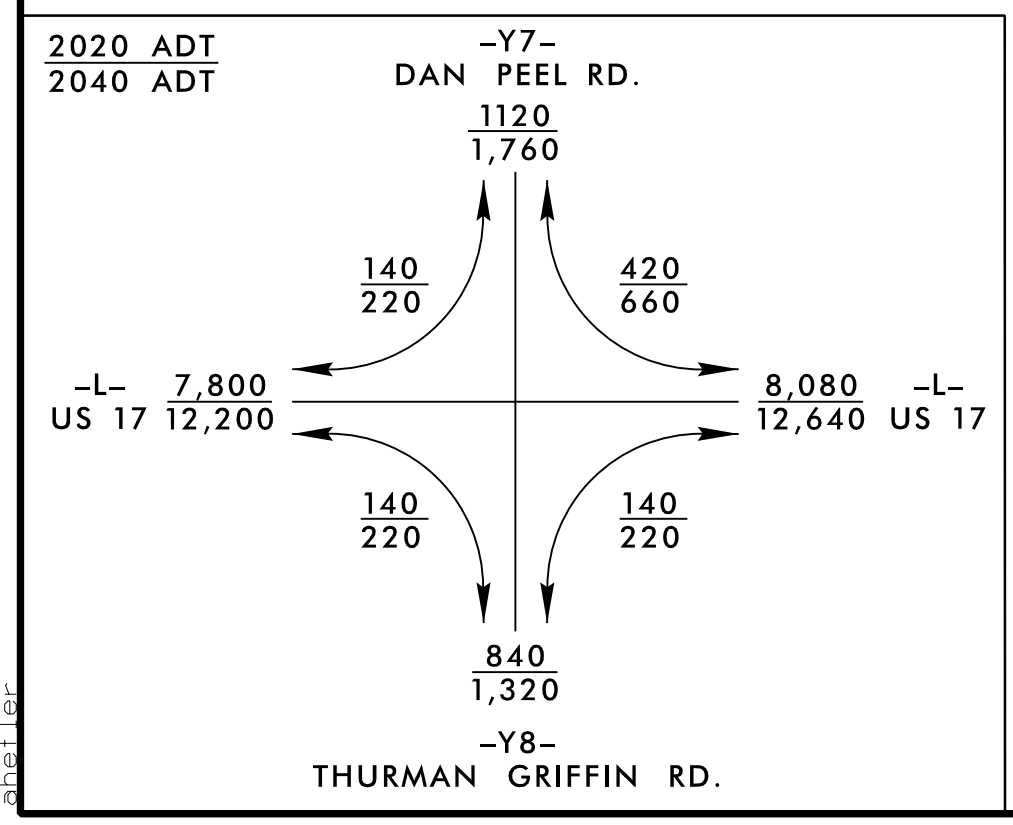
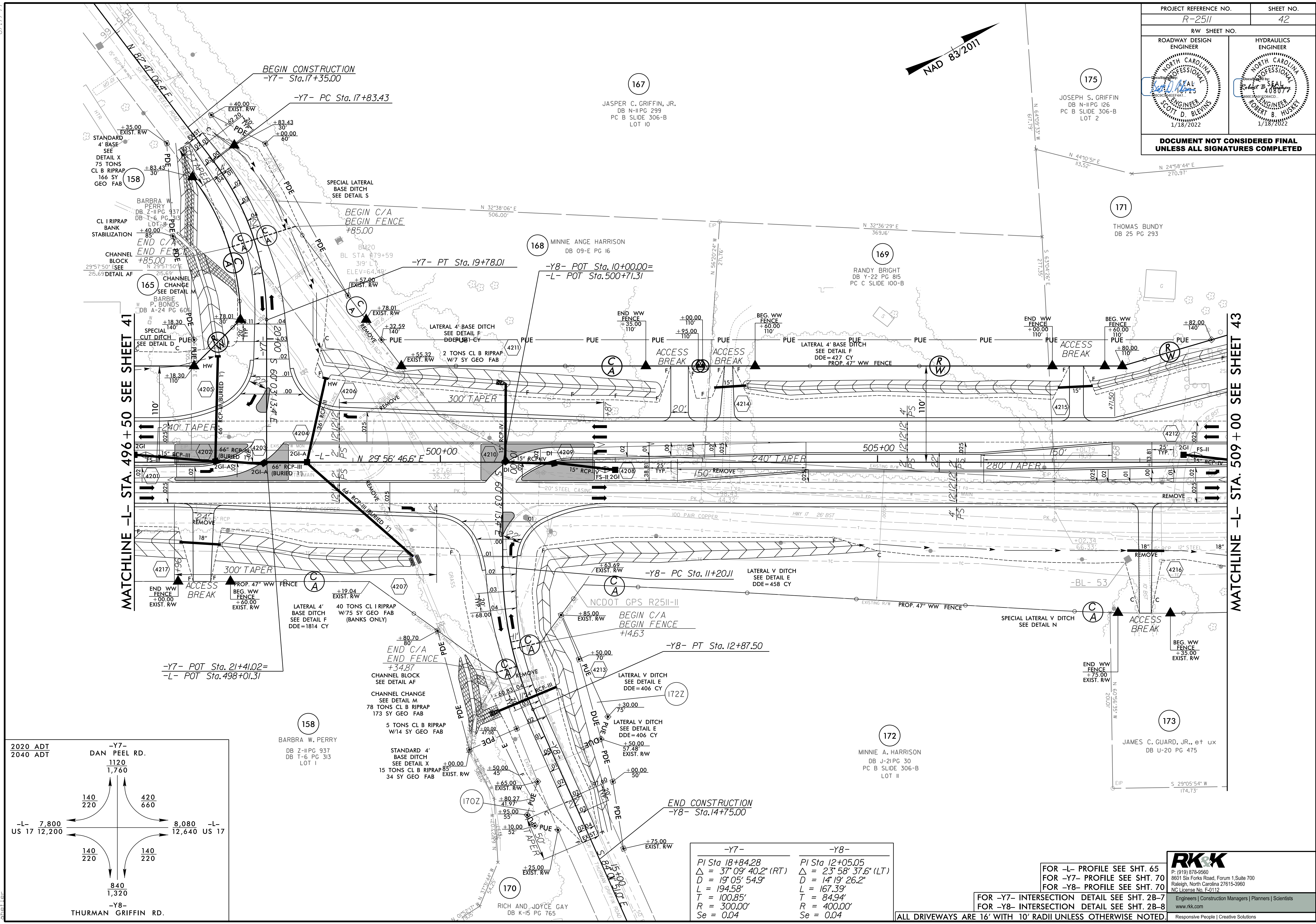
158
BARBRA W. PERRY
DB Z-II PG 937
DB T-6 PG 313
LOT 1

FOR -L- PROFILE SEE SHT. 65

ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.

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sheep



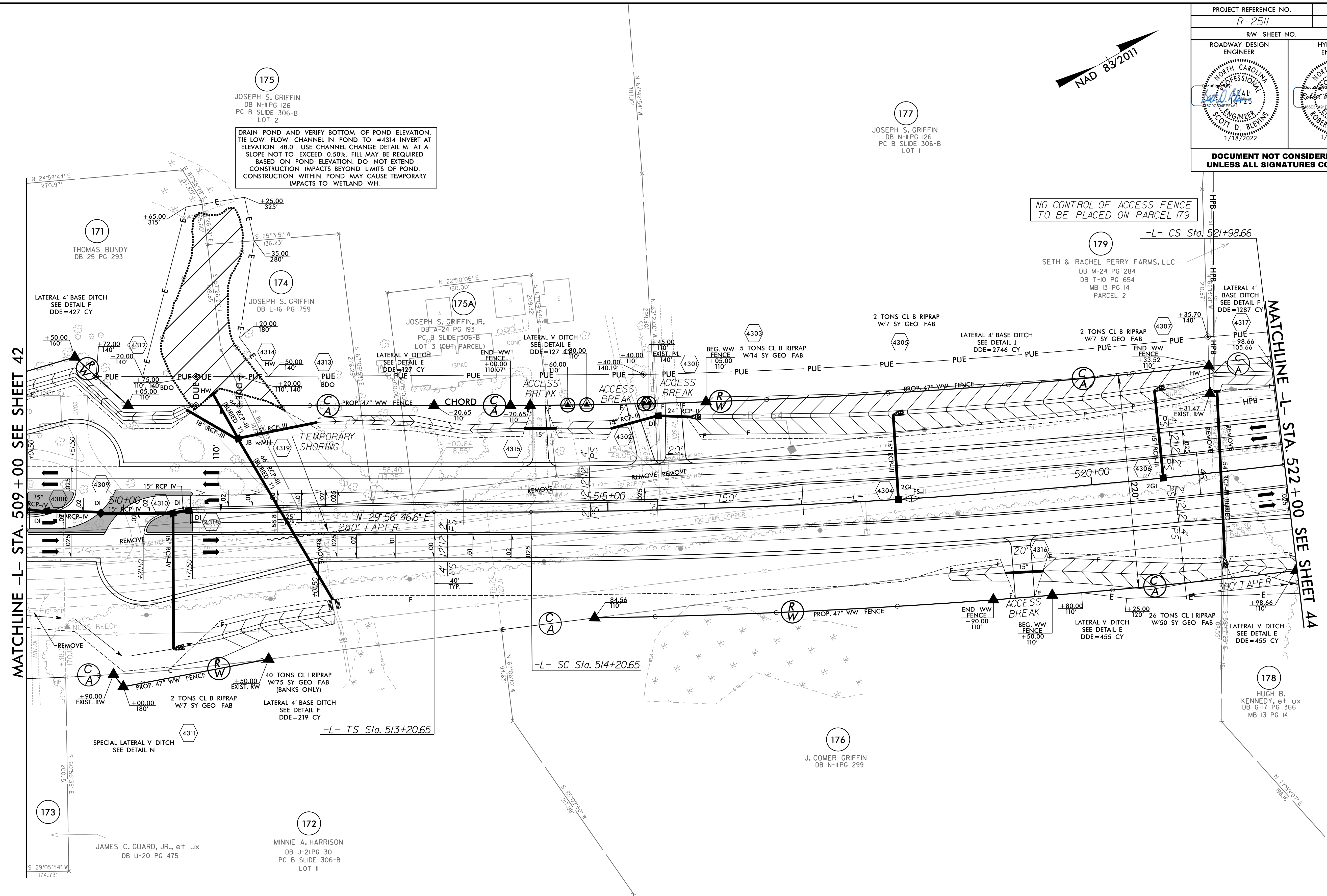
-Y7-	-Y8-
PI Sta 18+84.28	PI Sta 12+05.05
$\Delta = 37^{\circ} 09' 40.2''$ (RT)	$\Delta = 23^{\circ} 58' 37.6''$ (LT)
$D = 19^{\circ} 05' 54.9''$	$D = 14^{\circ} 19' 26.2''$
$L = 194.58'$	$L = 167.39'$
$T = 100.85'$	$T = 84.94'$
$R = 300.00'$	$R = 400.00'$
$Se = 0.04$	$Se = 0.04$

FOR -L- PROFILE SEE SHT. 65
 FOR -Y7- PROFILE SEE SHT. 70
 FOR -Y8- PROFILE SEE SHT. 70
 FOR -Y7- INTERSECTION DETAIL SEE SHT. 2B-7
 FOR -Y8- INTERSECTION DETAIL SEE SHT. 2B-8

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175
JOSEPH S. GRIFFIN
DB N-II PG 126
PC B SLIDE 306-B
LOT 2

DRAIN POND AND VERIFY BOTTOM OF POND ELEVATION. THE LOW FLOW CHANNEL IN POND TO #4314 INVERT AT ELEVATION 48.0'. USE CHANNEL CHANGE DETAIL M. AT A SLOPE NOT TO EXCEED 0.50%. FILL MAY BE REQUIRED BASED ON POND ELEVATION. DO NOT EXTEND CONSTRUCTION IMPACTS BEYOND LIMITS OF POND. CONSTRUCTION WITHIN POND MAY CAUSE TEMPORARY IMPACTS TO WETLAND WH.

NO CONTROL OF ACCESS FENCE TO BE PLACED ON PARCEL 179

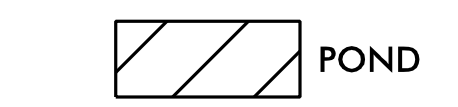
MATCHLINE -L- STA. 509 + 00 SEE SHEET 42

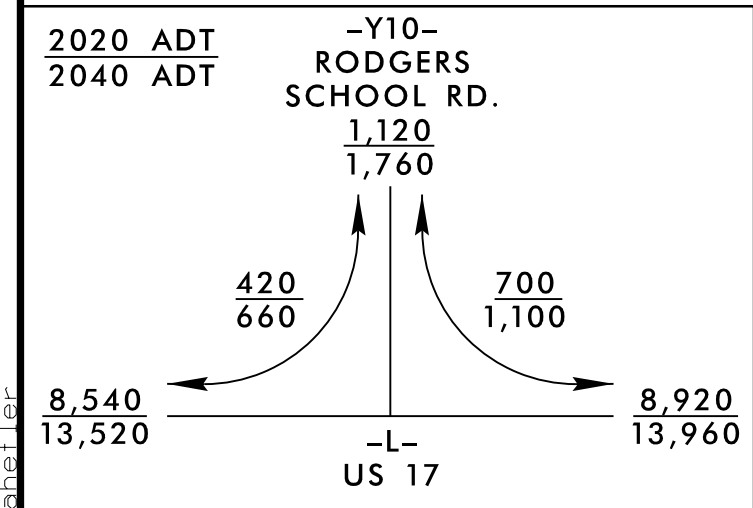
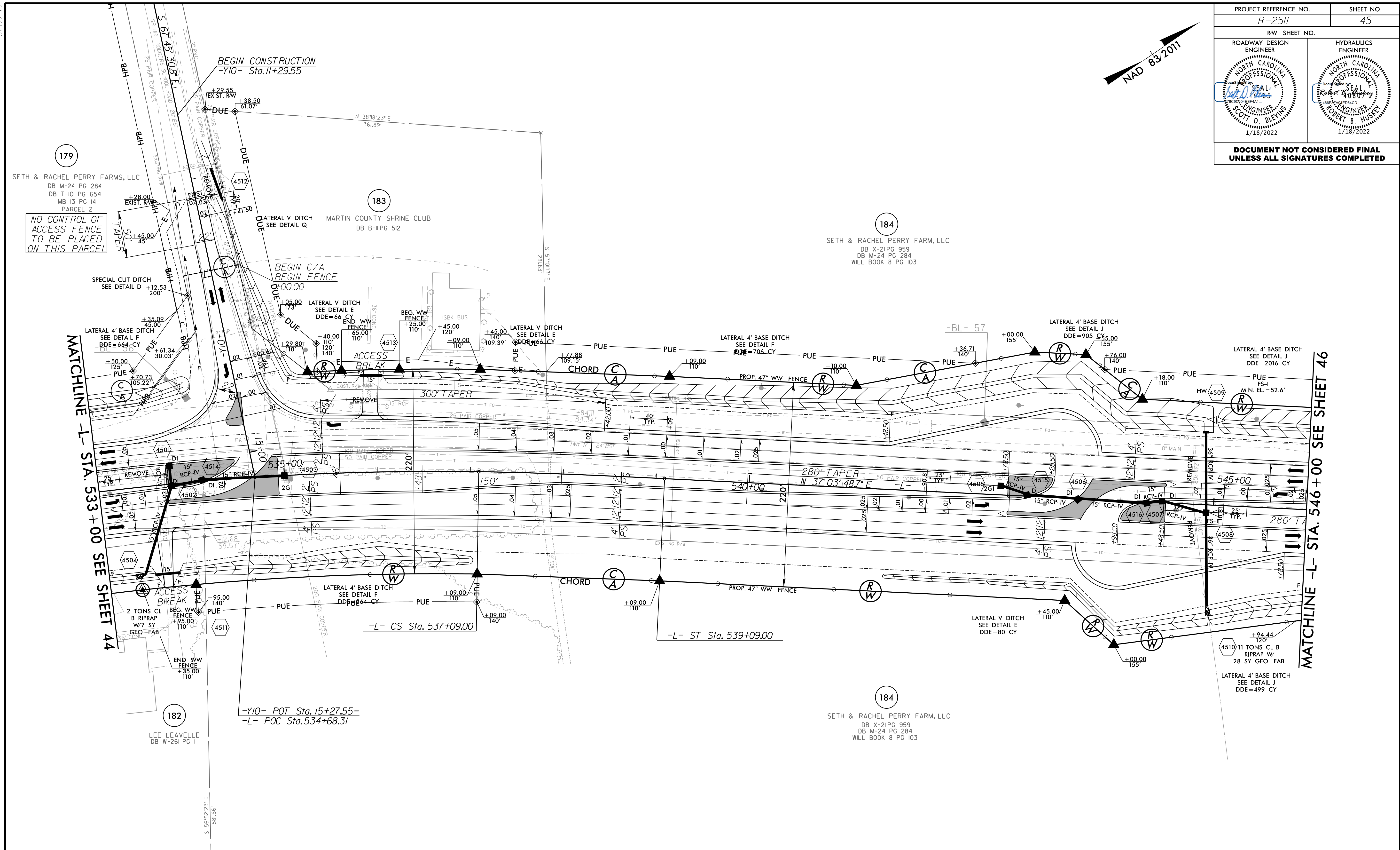
MATCHLINE -L- STA. 522 + 00 SEE SHEET 44

PER GEOTECHNICAL REPORT: GEOTEXTILE FOR SOIL STABILIZATION MAY BE NEEDED TO ESTABLISH A WORKING PLATFORM FOR EMBANKMENT CONSTRUCTION IN ACCORDANCE WITH SECTION 270 OF THE 2018 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES AT THE FOLLOWING LOCATIONS:
-L- STA. 511 + 10 TO 512 + 40 (LT.)

-L-		
Pls Sta 513+87.31	Pls Sta 518+10.05	Pls Sta 522+32.00
$\theta_s = 0^\circ 24' 33.3''$	$\Delta = 6^\circ 22' 05.4'' (LT)$	$\theta_s = 0^\circ 24' 33.3''$
$L_s = 100.00'$	$D = 0^\circ 49' 06.6''$	$L_s = 100.00'$
$LT = 66.67'$	$L = 778.02'$	$LT = 66.67'$
$ST = 33.33'$	$T = 389.41'$	$ST = 33.33'$
	$R = 7,000.00'$	
	$Se = 0.025'$	

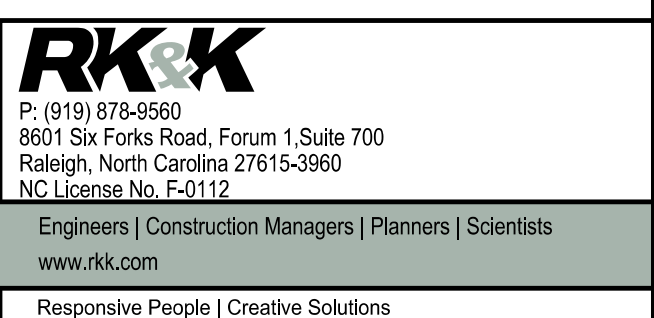
FOR -L- PROFILE SEE SHTS. 65-66
ALL DRIVEWAYS ARE 16' WITH 10' RADII UNLESS OTHERWISE NOTED.





-L-

PI Sta 534+35.29	PIs Sta 537+75.67
$\Delta = 10^{\circ} 29' 03.1''$ (RT)	$\Theta_s = 1^{\circ} 54' 35.5''$
$D = 1^{\circ} 54' 35.5''$	$L_s = 200.00'$
$L = 548.95'$	$LT = 133.34'$
$T = 275.24'$	$ST = 66.67'$
$R = 3,000.00'$	
$Se = 0.05$	

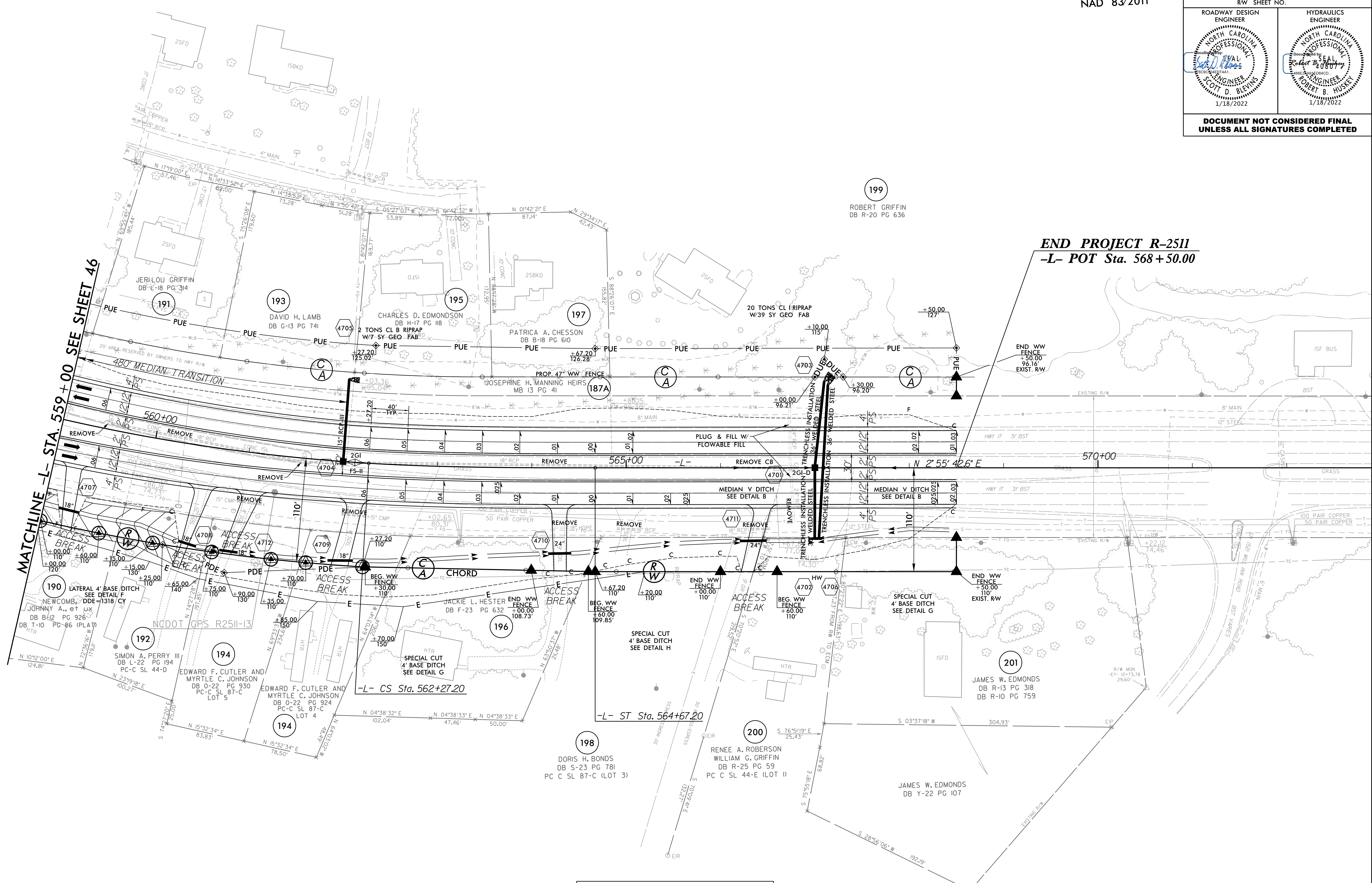


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NAD 83/2011

PROJECT REFERENCE NO. R-2511	SHEET NO. 47
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-L-

PI Sta 557+63.51	PIs Sta 563+07.22
$\Delta = 27^{\circ}13'29.9''$ (LT)	$\Theta_s = 3^{\circ}27'18.1''$
$D = 2^{\circ}52'45.1''$	$L_s = 240.00'$
$L = 945.58'$	$LT = 160.03'$
$T = 481.89'$	$ST = 80.03'$
$R = 1,990.00'$	
$Se = 0.06$	

FOR -L- PROFILE SEE SHT. 68

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5/28/22

-L-

PROJECT REFERENCE NO. R-2511	SHEET NO. 49
ROADWAY DESIGN ENGINEER SCOTT D. BLENNING NORTH CAROLINA PROFESSIONAL ENGINEER 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSLEY NORTH CAROLINA PROFESSIONAL ENGINEER 1/18/2022

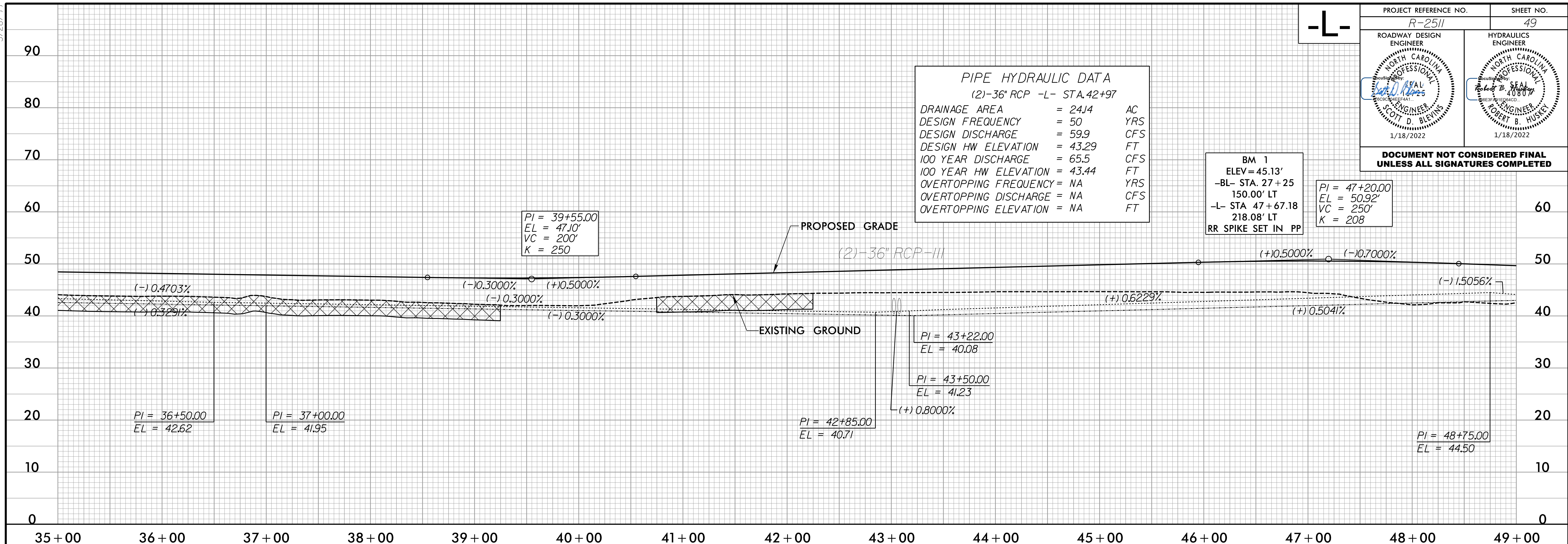
PIPE HYDRAULIC DATA
(2)-36" RCP -L- STA.42+97

DRAINAGE AREA	= 2414	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 599	CFS
DESIGN HW ELEVATION	= 43.29	FT
100 YEAR DISCHARGE	= 65.5	CFS
100 YEAR HW ELEVATION	= 43.44	FT
OVERTOPPING FREQUENCY	= NA	YRS
OVERTOPPING DISCHARGE	= NA	CFS
OVERTOPPING ELEVATION	= NA	FT

BM 1
ELEV=45.13'
-BL- STA. 27+25
150.00' LT
-L- STA 47+67.18
218.08' LT
RR SPIKE SET IN PP

PI = 47+20.00
EL = 50.92'
VC = 250'
K = 208

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

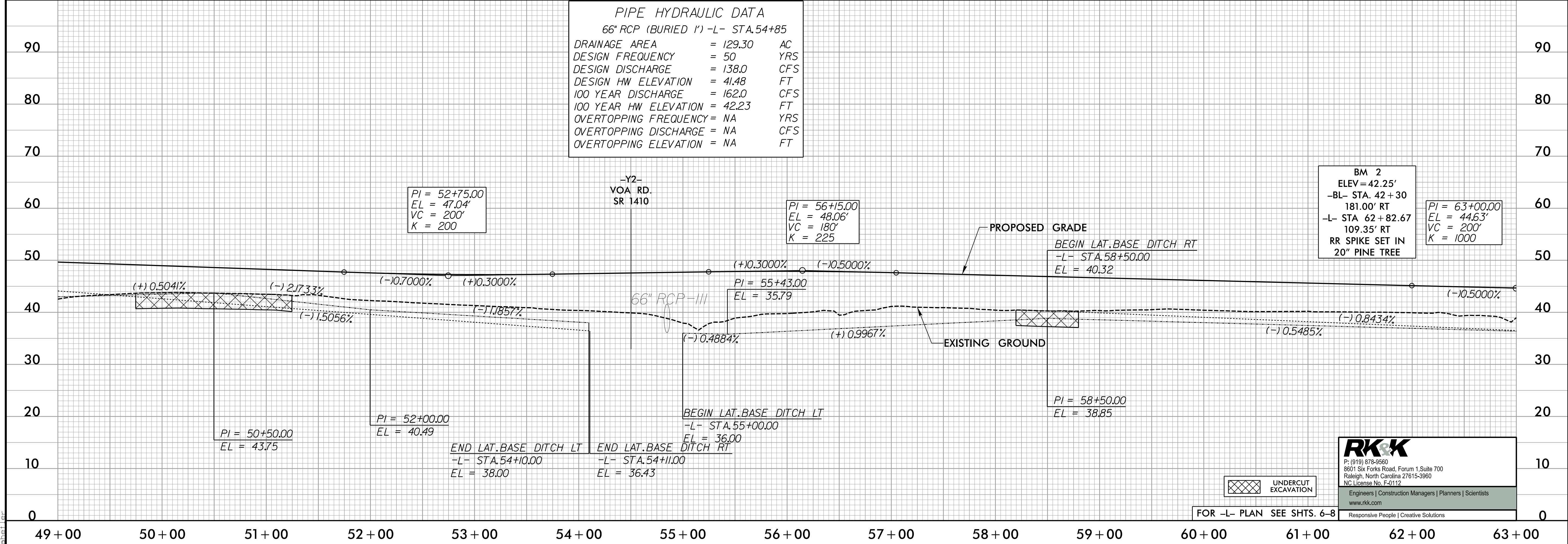


PIPE HYDRAULIC DATA
66" RCP (BURIED 1') -L- STA.54+85

DRAINAGE AREA	= 129.30	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 138.0	CFS
DESIGN HW ELEVATION	= 41.48	FT
100 YEAR DISCHARGE	= 162.0	CFS
100 YEAR HW ELEVATION	= 42.23	FT
OVERTOPPING FREQUENCY	= NA	YRS
OVERTOPPING DISCHARGE	= NA	CFS
OVERTOPPING ELEVATION	= NA	FT

BM 2
ELEV=42.25'
-BL- STA. 42+30
181.00' RT
-L- STA 62+82.67
109.35' RT
RR SPIKE SET IN
20" PINE TREE

PI = 63+00.00
EL = 44.63'
VC = 200'
K = 1000



UNDERCUT EXCAVATION

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FOR -L- PLAN SEE SHTS. 6-8

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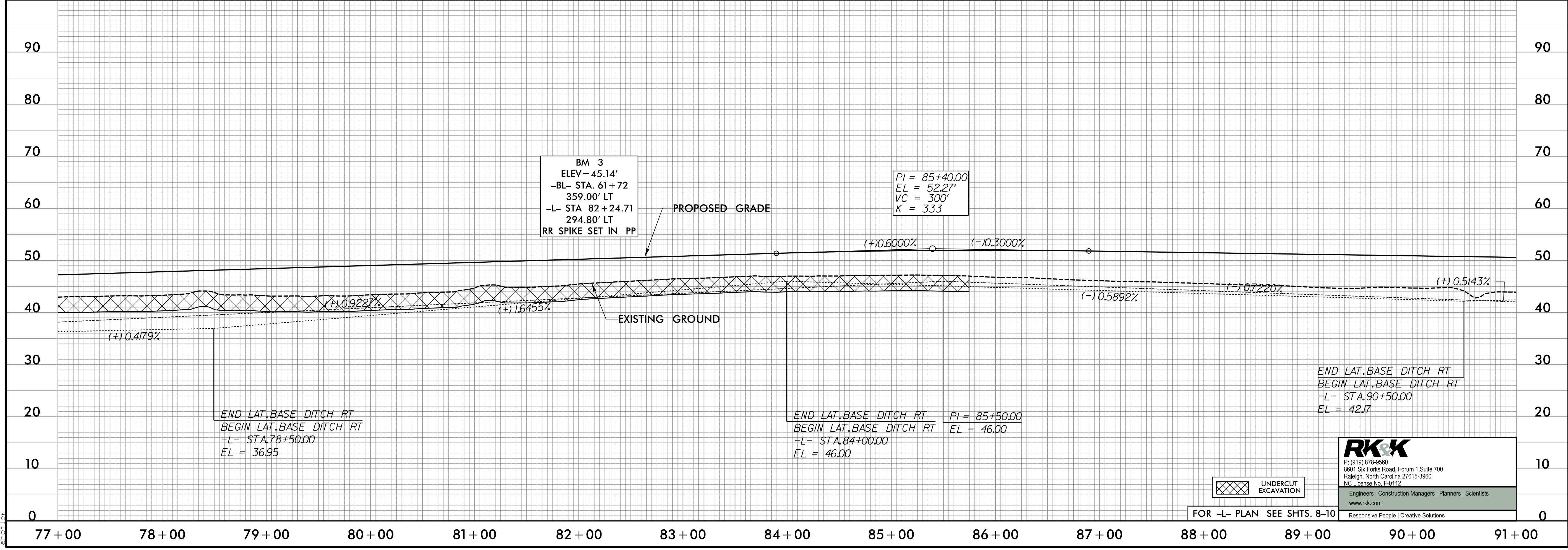
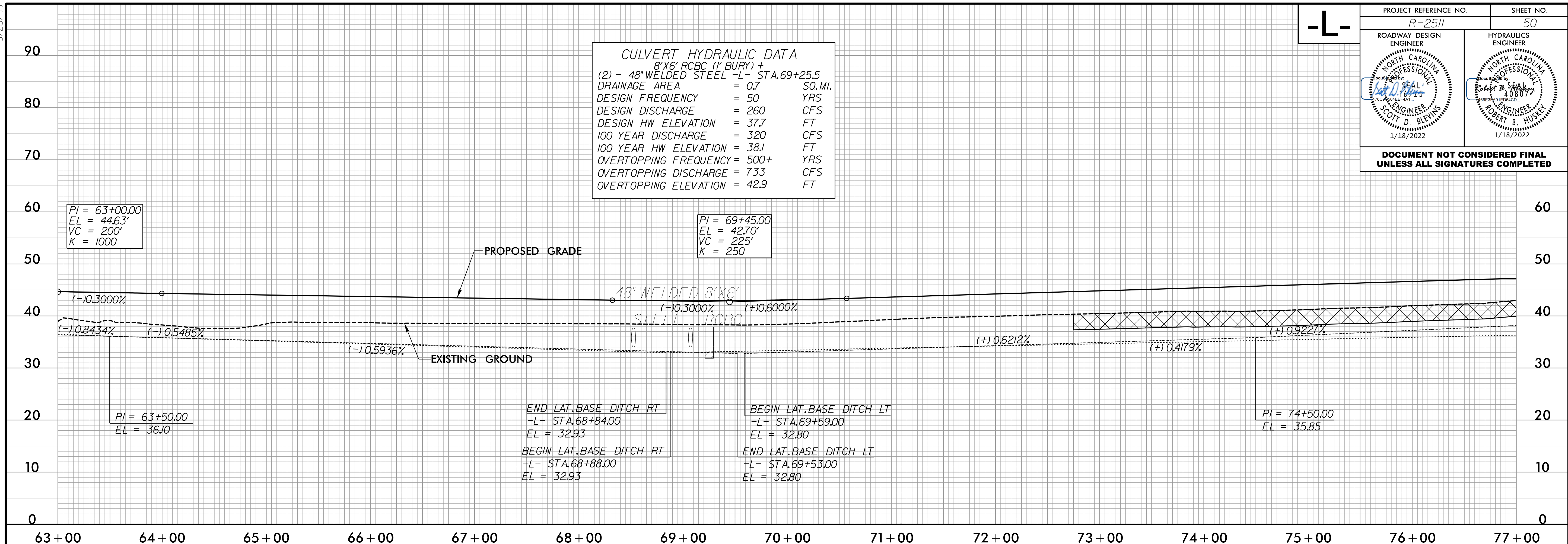
-L-

PROJECT REFERENCE NO. R-2511	SHEET NO. 50
ROADWAY DESIGN ENGINEER SCOTT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022

CULVERT HYDRAULIC DATA
 8'X6' RCBC (1' BURY) +
 (2) - 48" WELDED STEEL -L- STA.69+25.5
 DRAINAGE AREA = 0.7 SQ.MI.
 DESIGN FREQUENCY = 50 YRS
 DESIGN DISCHARGE = 260 CFS
 DESIGN HW ELEVATION = 37.7 FT
 100 YEAR DISCHARGE = 320 CFS
 100 YEAR HW ELEVATION = 38.1 FT
 OVERTOPPING FREQUENCY = 500+ YRS
 OVERTOPPING DISCHARGE = 733 CFS
 OVERTOPPING ELEVATION = 42.9 FT

PI = 63+00.00
 EL = 44.63'
 VC = 200'
 K = 1000

PI = 69+45.00
 EL = 42.70'
 VC = 225'
 K = 250



FOR -L- PLAN SEE SHTS. 8-10

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PROJECT REFERENCE NO. R-2511	SHEET NO. 51
ROADWAY DESIGN ENGINEER SCOTT D. BLEVINS 1/18/2022	HYDRAULICS ENGINEER ROBERT B. HUSKEY 1/18/2022

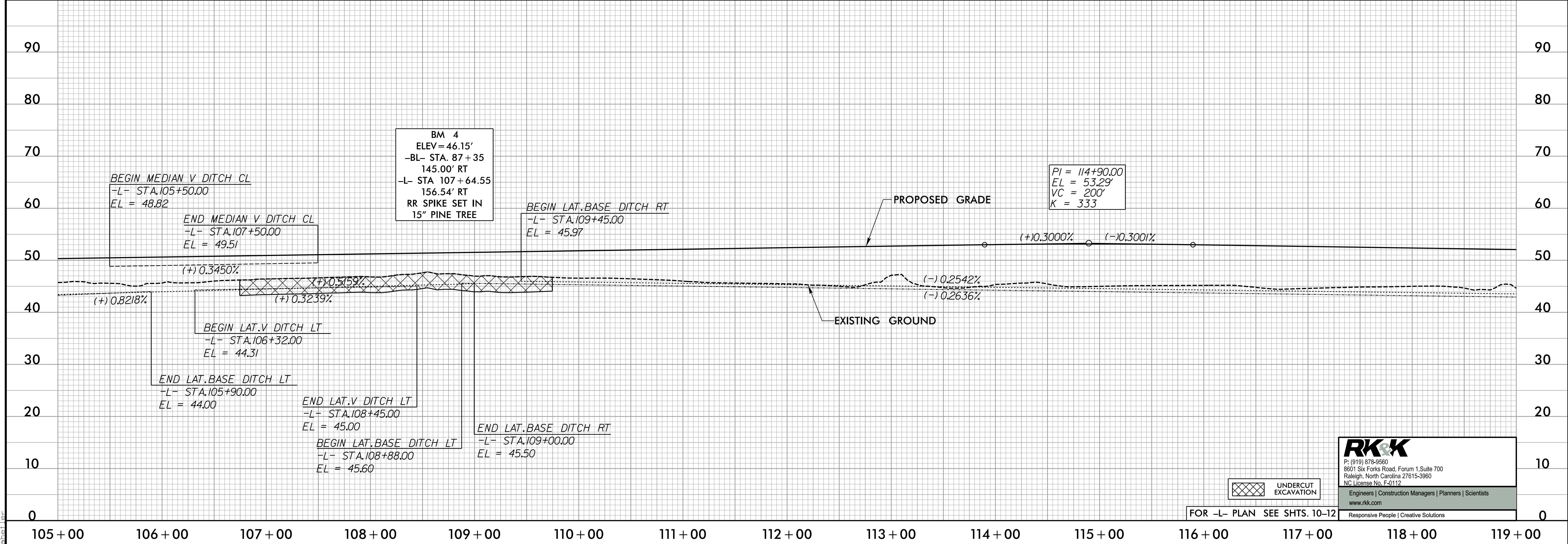
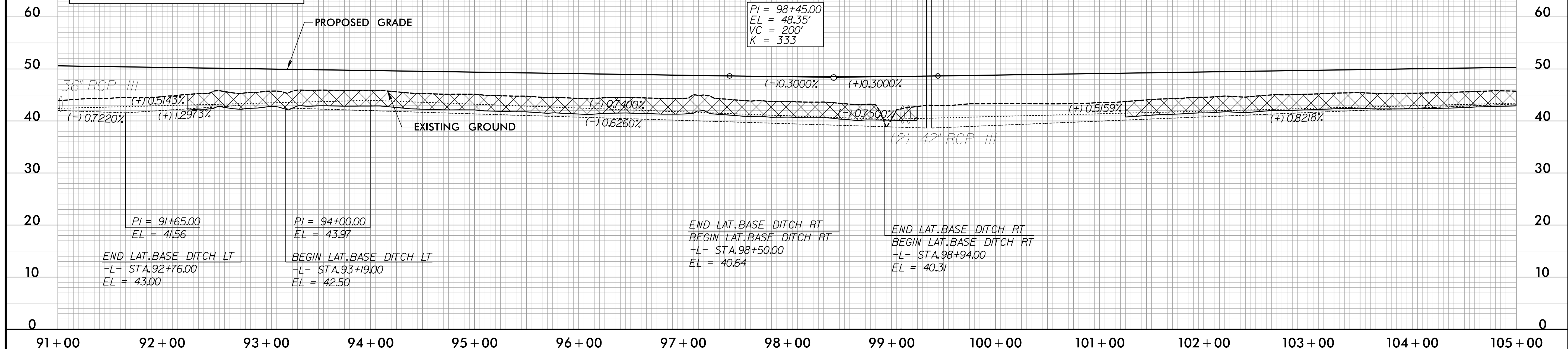
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PIPE HYDRAULIC DATA
36" RCP -L- STA.91+03

DRAINAGE AREA	= 17.04	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 42.3	CFS
DESIGN HW ELEVATION	= 45.47	FT
100 YEAR DISCHARGE	= 46.3	CFS
100 YEAR HW ELEVATION	= 45.80	FT
OVERTOPPING FREQUENCY	= NA	YRS
OVERTOPPING DISCHARGE	= NA	CFS
OVERTOPPING ELEVATION	= NA	FT

PIPE HYDRAULIC DATA
(2)-42" RCP -L- STA.99+14

DRAINAGE AREA	= 55.04	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 122.8	CFS
DESIGN HW ELEVATION	= 44.09	FT
100 YEAR DISCHARGE	= 134.5	CFS
100 YEAR HW ELEVATION	= 44.34	FT
OVERTOPPING FREQUENCY	= NA	YRS
OVERTOPPING DISCHARGE	= NA	CFS
OVERTOPPING ELEVATION	= NA	FT



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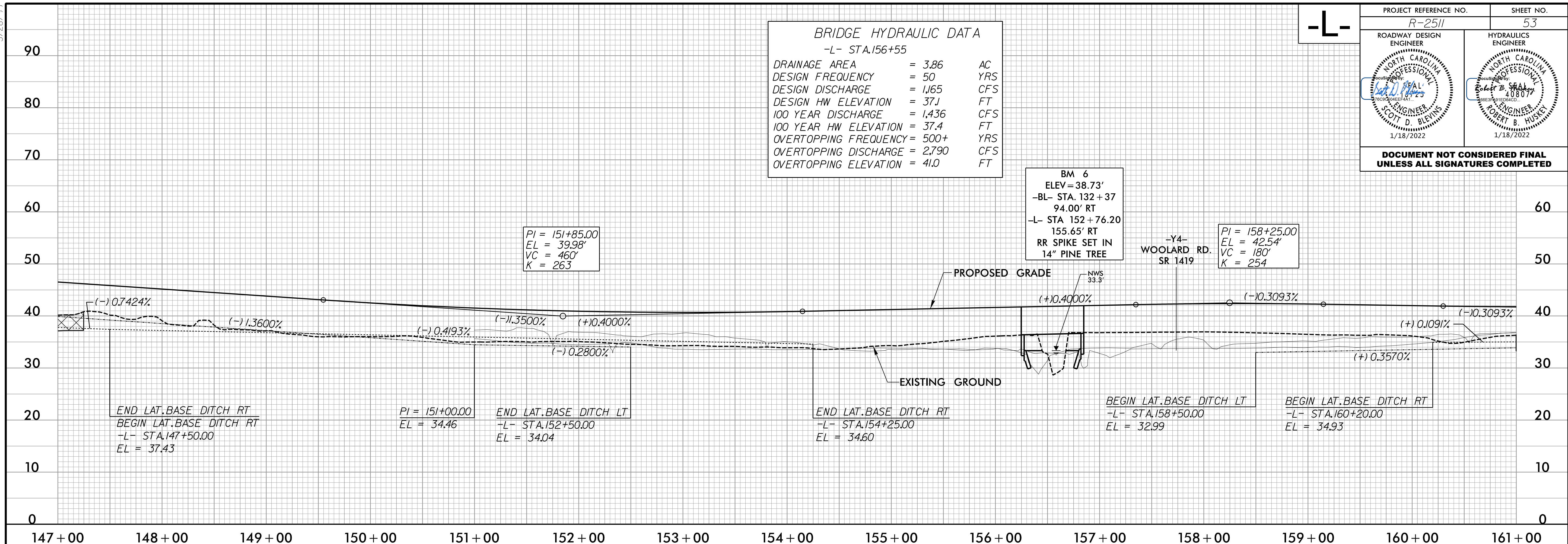
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-L-

PROJECT REFERENCE NO. R-2511	SHEET NO. 53
ROADWAY DESIGN ENGINEER <i>[Signature]</i> COTT D. BLEINS 1/18/2022	HYDRAULICS ENGINEER <i>[Signature]</i> ROBERT B. HUSLEY 1/18/2022

BRIDGE HYDRAULIC DATA
-L- STA.156+55

DRAINAGE AREA	= 3.86	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 1,165	CFS
DESIGN HW ELEVATION	= 37.1	FT
100 YEAR DISCHARGE	= 1,436	CFS
100 YEAR HW ELEVATION	= 37.4	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 2,790	CFS
OVERTOPPING ELEVATION	= 41.0	FT



BM 6
ELEV = 38.73'
-BL- STA. 132 + 37
94.00' RT
-L- STA 152 + 76.20
155.65' RT
RR SPIKE SET IN
14" PINE TREE

PI = 158+25.00
EL = 42.54'
VC = 180'
K = 254

PI = 151+85.00
EL = 39.98'
VC = 460'
K = 263

END LAT. BASE DITCH RT
BEGIN LAT. BASE DITCH RT
-L- STA. 147+50.00
EL = 37.43

PI = 151+00.00
EL = 34.46

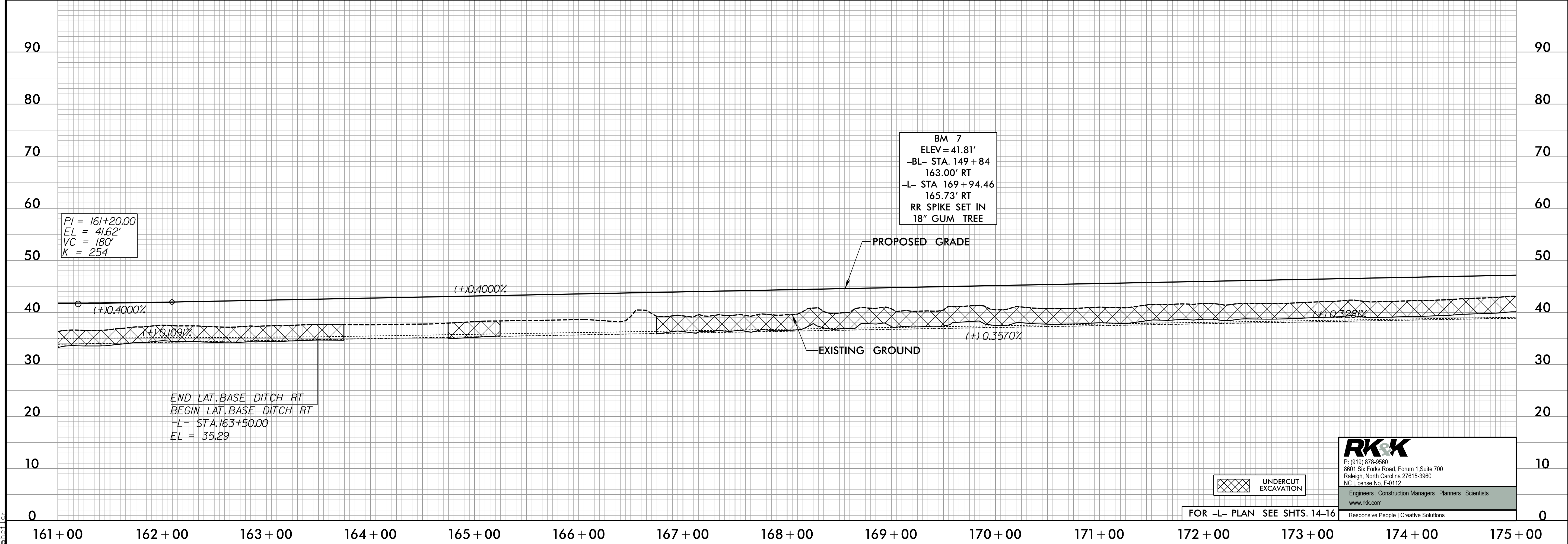
END LAT. BASE DITCH LT
-L- STA. 152+50.00
EL = 34.04

END LAT. BASE DITCH RT
-L- STA. 154+25.00
EL = 34.60

BEGIN LAT. BASE DITCH LT
-L- STA. 158+50.00
EL = 32.99

BEGIN LAT. BASE DITCH RT
-L- STA. 160+20.00
EL = 34.93

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BM 7
ELEV = 41.81'
-BL- STA. 149 + 84
163.00' RT
-L- STA 169 + 94.46
165.73' RT
RR SPIKE SET IN
18" GUM TREE

PI = 161+20.00
EL = 41.62'
VC = 180'
K = 254

END LAT. BASE DITCH RT
BEGIN LAT. BASE DITCH RT
-L- STA. 163+50.00
EL = 35.29

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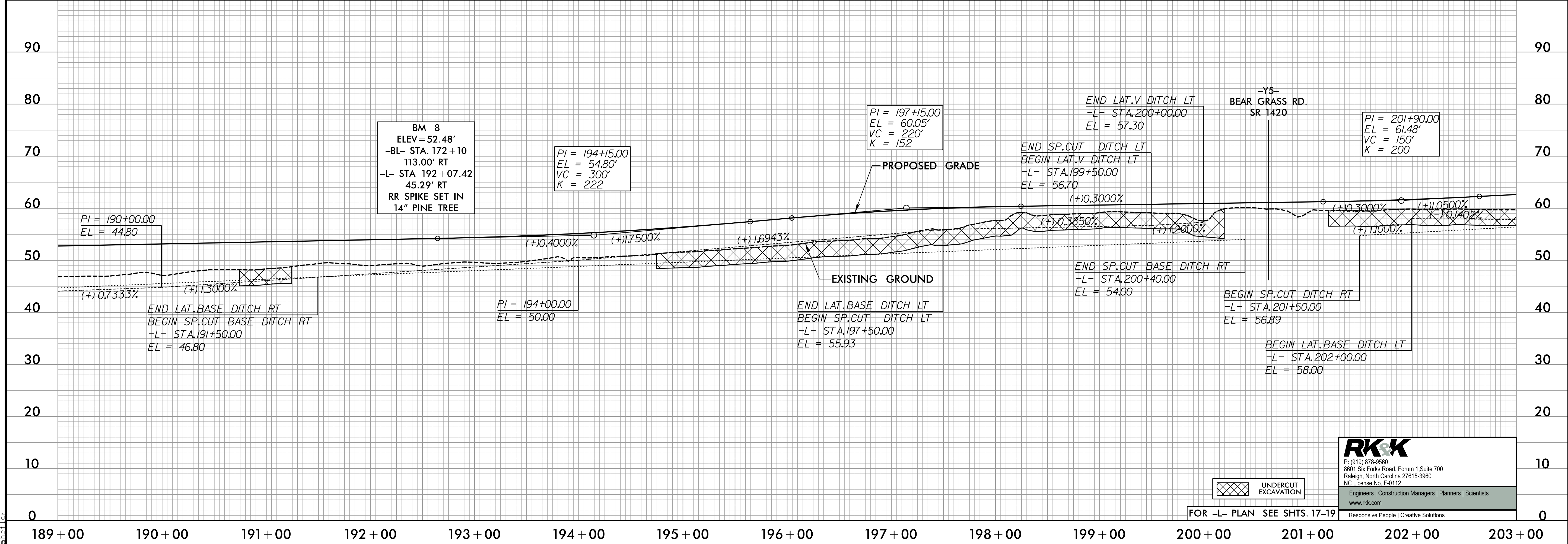
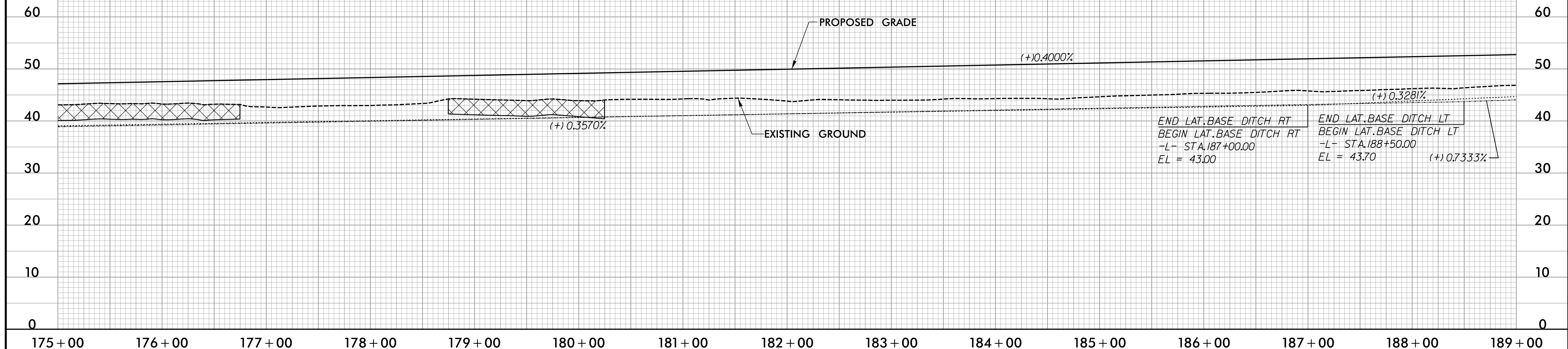
FOR -L- PLAN SEE SHTS. 14-16

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PROJECT REFERENCE NO. R-2511	SHEET NO. 54
ROADWAY DESIGN ENGINEER <i>[Signature]</i>	HYDRAULICS ENGINEER <i>[Signature]</i>
PROFESSIONAL ENGINEER SCOTT D. BLEVINS 1/18/2022	PROFESSIONAL ENGINEER JOSEPH B. HUSKEY 1/18/2022

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