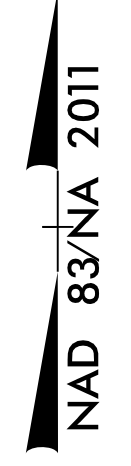


**This electronic collection of documents is provided  
for the convenience of the user  
and is Not a Certified Document –**

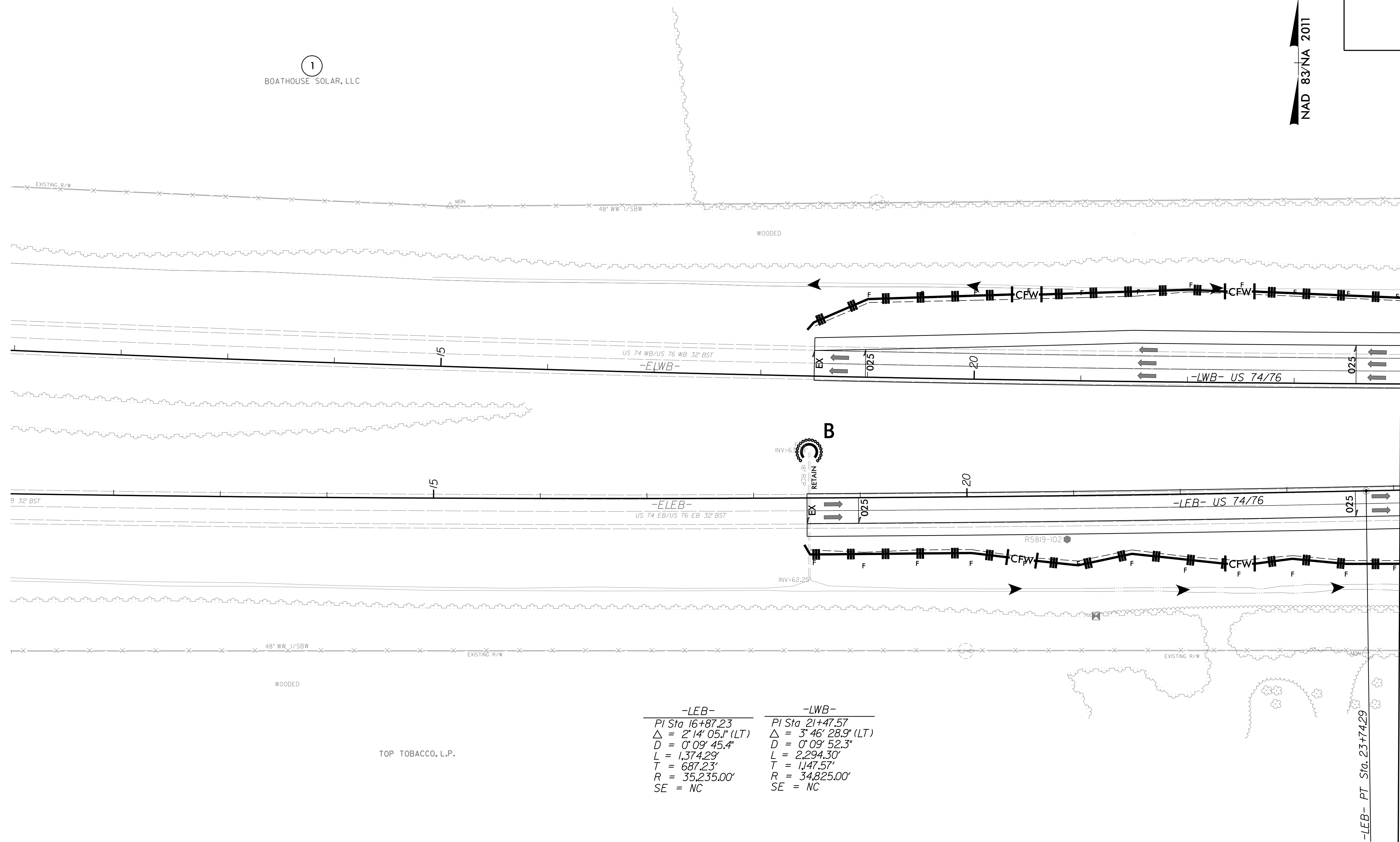
**The documents contained herein were originally issued  
and sealed by the individuals whose names and license  
numbers appear on each page, on the dates appearing  
with their signature on that page.**

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



8/17/99

1  
BOATHOUSE SOLAR, LLC



-LEB-	-LWB-
PI Sta 16+87.23	PI Sta 21+47.57
$\Delta = 2' 14' 05.1''$ (LT)	$\Delta = 3' 46' 28.9''$ (LT)
$D = 0' 09' 45.4''$	$D = 0' 09' 52.3''$
$L = 1,374.29'$	$L = 2,294.30'$
$T = 687.23'$	$T = 1,147.57'$
$R = 35,235.00'$	$R = 34,825.00'$
SE = NC	SE = NC

TOP TOBACCO, L.P.

MATCHLINE -LWB- STA. 24 + 00.00  
SEE SHEET 5

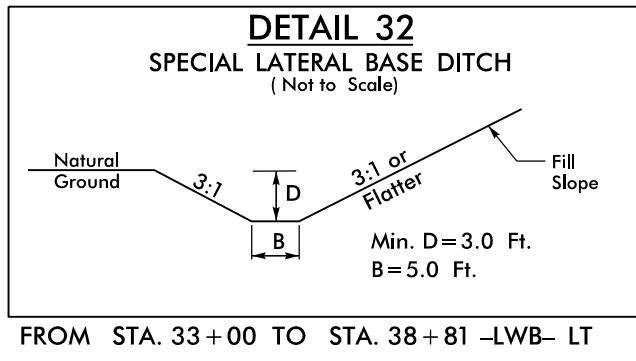
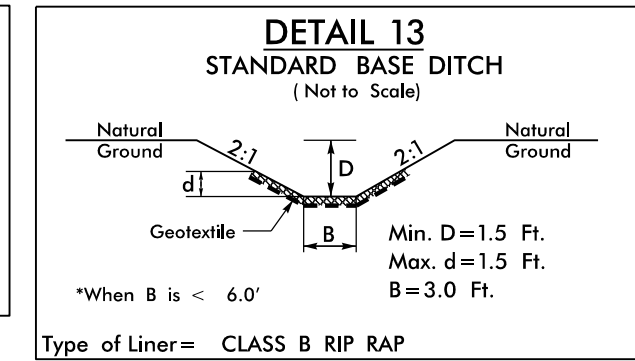
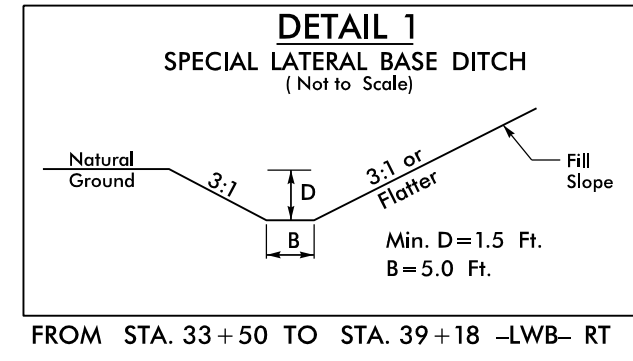
-LEB- PT Sta. 23+74.29

REVISIONS

3/14/2022  
R5819-R5820-REU-EC-FSH4\_FINAL.dgn  
US:R5819

NOTES:  
PROP PAVED SHOULDER  
FOR -LEB- PROFILE, SEE SHEET 18  
FOR -LWB- PROFILE, SEE SHEET 19

PROJECT REFERENCE NO. <i>R-5819/R-5820</i>	SHEET NO. <i>EC-41/CONST.05</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



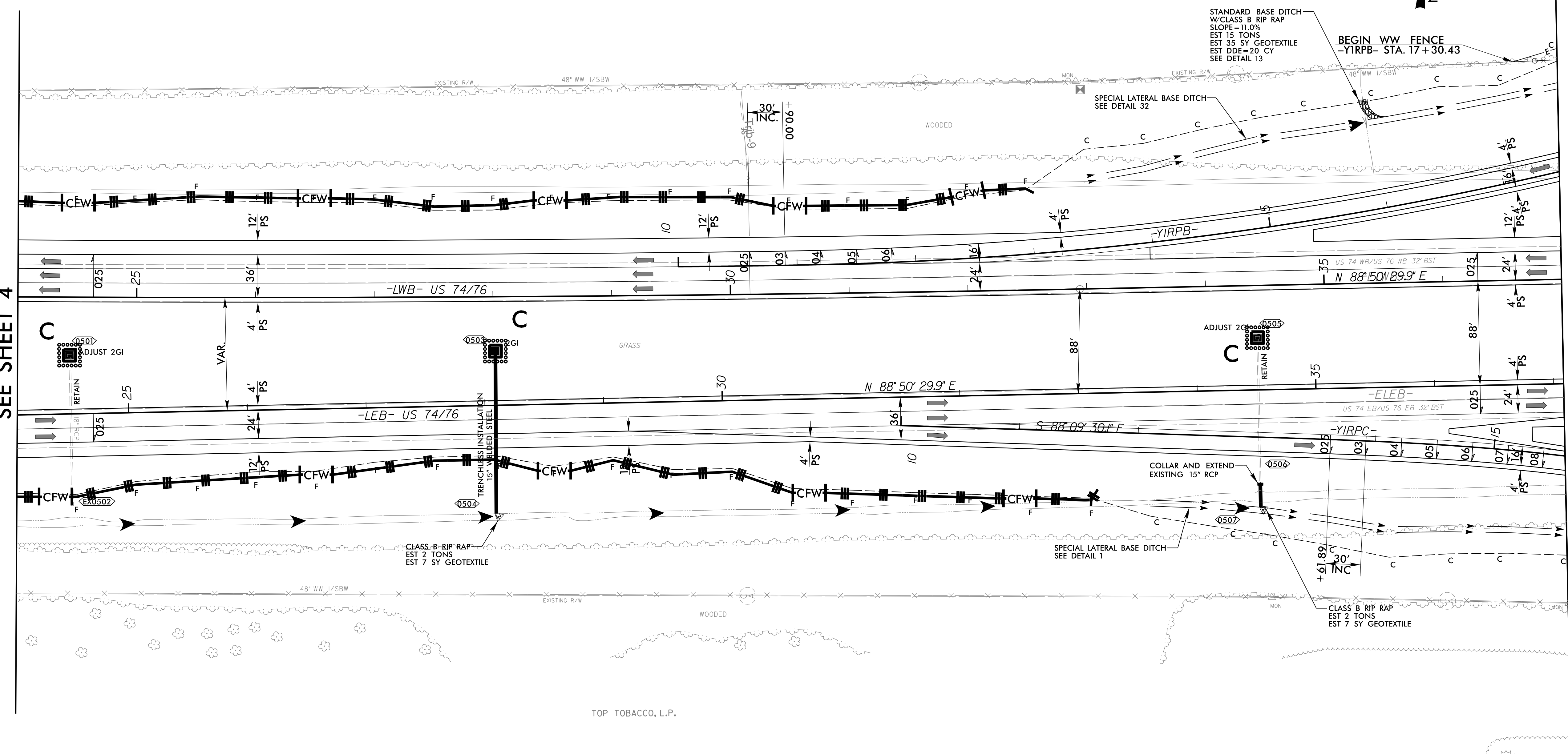
BOATHOUSE SOLAR, LLC

1

NAD 83/NA 2011

MATCHLINE -LWB- STA. 24+00.00  
SEE SHEET 4

MATCHLINE -LWB- STA. 37+00.00  
SEE SHEET 6



NOTES:  
 ■ PROP PAVED SHOULDER  
 ■ FOR -LEB- PROFILE, SEE SHEET 18  
 ■ FOR -LWB- PROFILE, SEE SHEET 19  
 ■ FOR -YIRPB- PROFILE, SEE SHEET 28  
 ■ FOR -YIRPC- PROFILE, SEE SHEET 29

REVISIONS

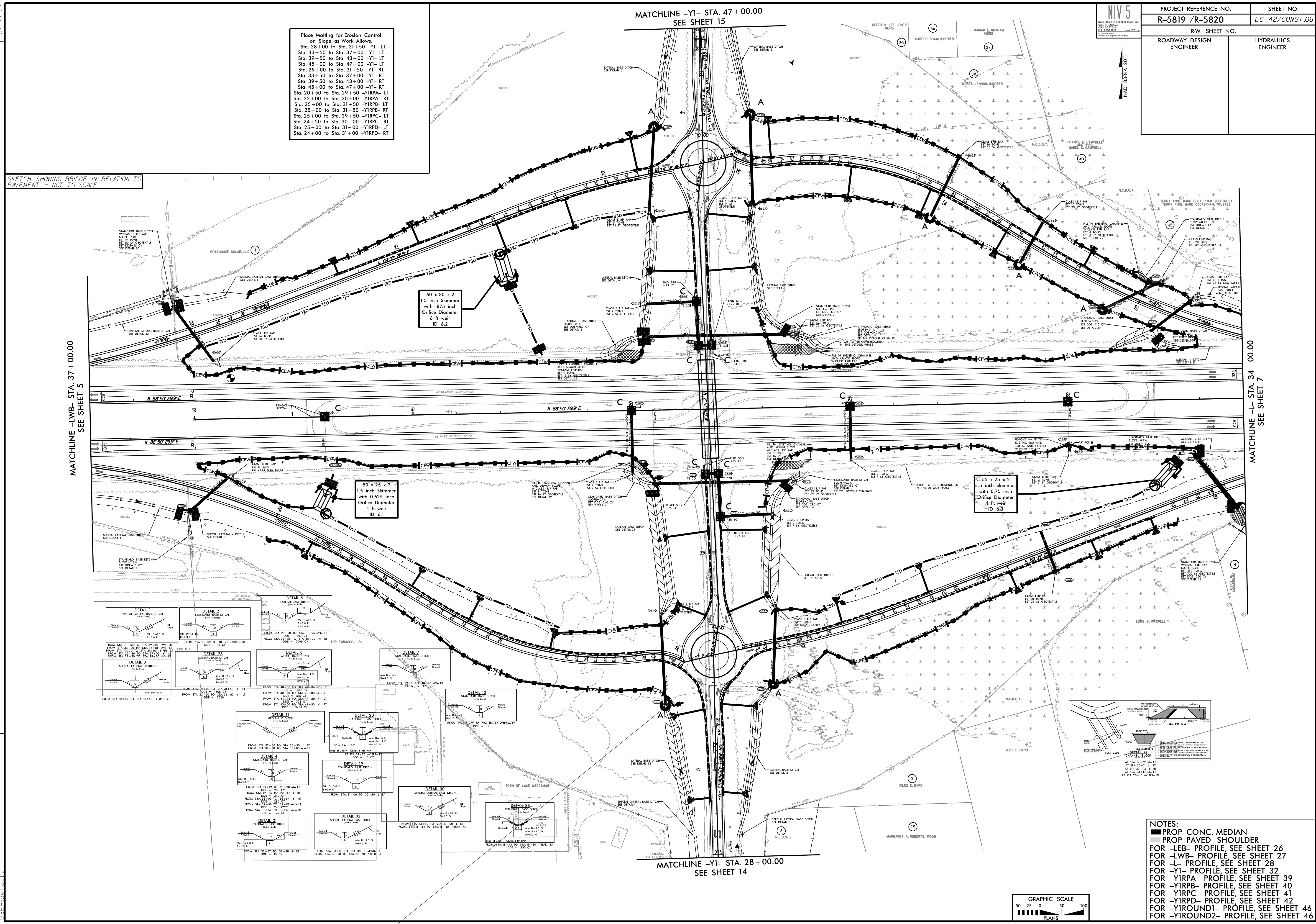
8/17/99  
 3/14/2022  
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 User: fsh5

	PROJECT REFERENCE NO.	SHEET NO.
	R-5819 /R-5820	EC-42/CONST.06
RW SHEET NO.		HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER		

Place Matting for Erosion Control on Slope as Work Allows.

- Sta. 28+00 to Sta. 31+50 -Y1- LT
- Sta. 33+50 to Sta. 37+00 -Y1- LT
- Sta. 39+50 to Sta. 43+00 -Y1- LT
- Sta. 45+00 to Sta. 47+00 -Y1- LT
- Sta. 29+00 to Sta. 31+50 -Y1- RT
- Sta. 33+50 to Sta. 37+00 -Y1- RT
- Sta. 39+50 to Sta. 43+00 -Y1- RT
- Sta. 45+00 to Sta. 47+00 -Y1- RT
- Sta. 20+50 to Sta. 29+50 -Y1RPA- LT
- Sta. 22+00 to Sta. 30+00 -Y1RPA- RT
- Sta. 25+00 to Sta. 31+50 -Y1RPA- LT
- Sta. 25+00 to Sta. 31+50 -Y1RPA- RT
- Sta. 25+00 to Sta. 29+50 -Y1RPC- LT
- Sta. 24+50 to Sta. 30+00 -Y1RPC- RT
- Sta. 25+00 to Sta. 31+00 -Y1RPD- LT
- Sta. 24+00 to Sta. 31+00 -Y1RPD- RT

SKETCH SHOWING BRIDGE IN RELATION TO PAVEMENT - NOT TO SCALE

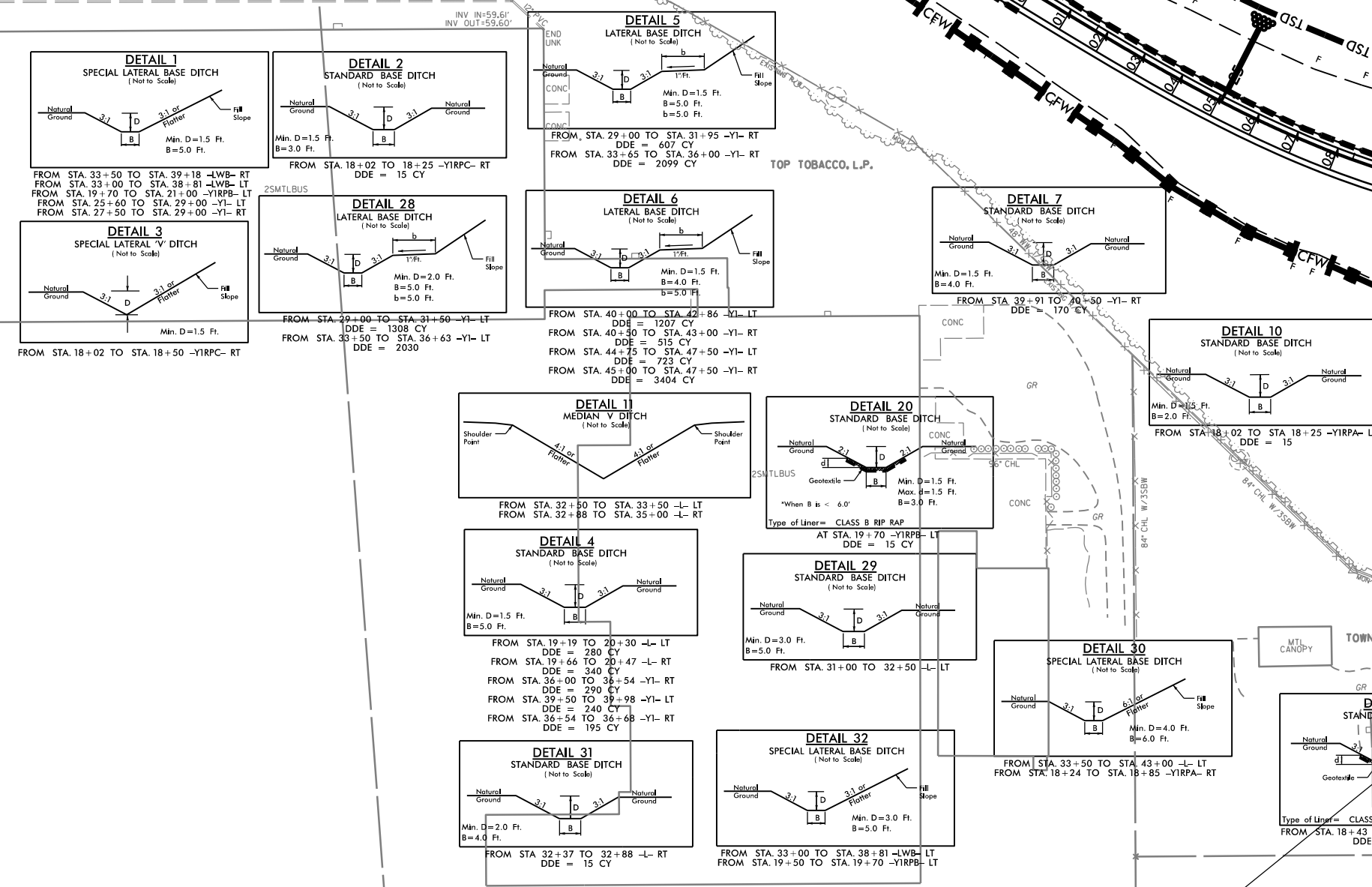


MATCHLINE -LWB- STA. 37 + 00.00  
SEE SHEET 5

MATCHLINE -L- STA. 34 + 00.00  
SEE SHEET 7

MATCHLINE -Y1- STA. 47 + 00.00  
SEE SHEET 15

MATCHLINE -Y1- STA. 28 + 00.00  
SEE SHEET 14



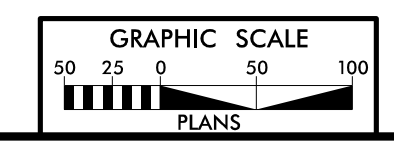
55 x 25 x 2  
1.5 inch Skimmer  
with 0.75 inch  
Orifice Diameter  
4 ft. weir  
ID 6.3

50 x 25 x 2  
1.5 inch Skimmer  
with 0.625 inch  
Orifice Diameter  
weir  
ID 6.1

50 x 30 x 2  
1.5 inch Skimmer  
with .875 inch  
Orifice Diameter  
6 ft. weir  
ID 6.2

NOTES:

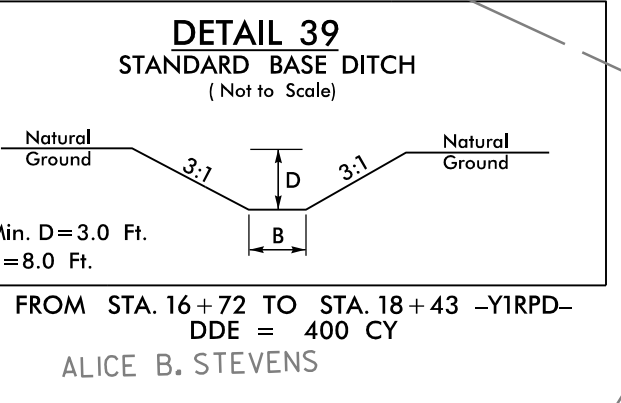
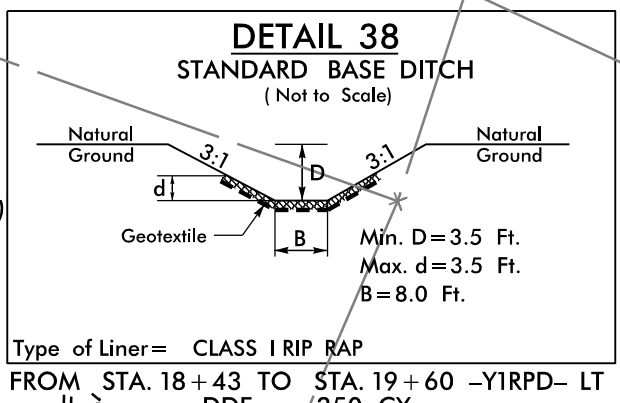
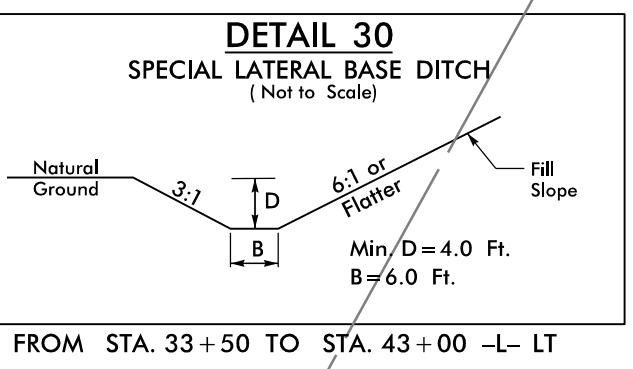
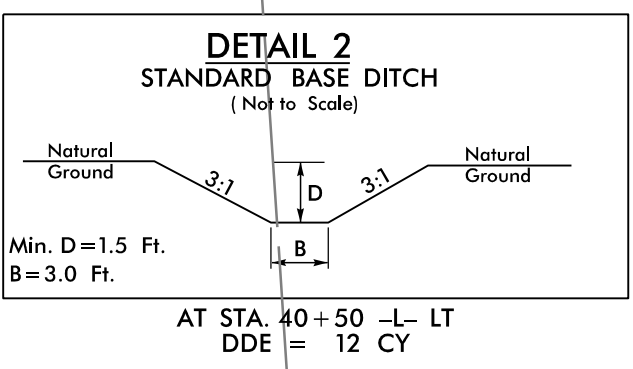
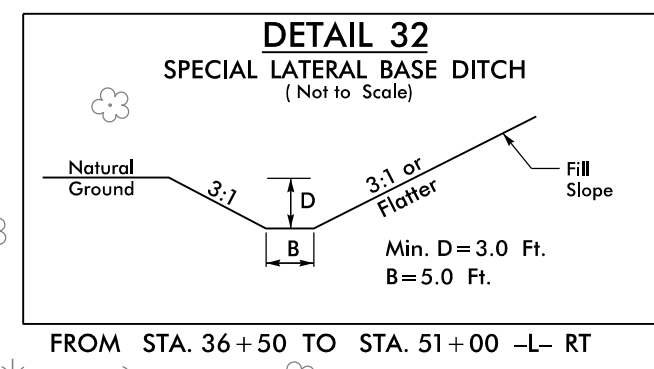
- PROP CONC. MEDIAN
- PROP PAVED SHOULDER
- FOR -LEB- PROFILE, SEE SHEET 26
- FOR -LWB- PROFILE, SEE SHEET 27
- FOR -L- PROFILE, SEE SHEET 28
- FOR -Y1- PROFILE, SEE SHEET 32
- FOR -Y1RPA- PROFILE, SEE SHEET 39
- FOR -Y1RPA- PROFILE, SEE SHEET 40
- FOR -Y1RPC- PROFILE, SEE SHEET 41
- FOR -Y1RPD- PROFILE, SEE SHEET 42
- FOR -Y1ROUND1- PROFILE, SEE SHEET 46
- FOR -Y1ROUND2- PROFILE, SEE SHEET 46



REVISIONS  
 ROW REVISION - 10/22/2021 - UPDATED PARCEL OWNER NAME ON PARCEL 38.

3/15/2022 R5820.REU.LEC.PSH6.FINAL.dgn  
 8/17/99

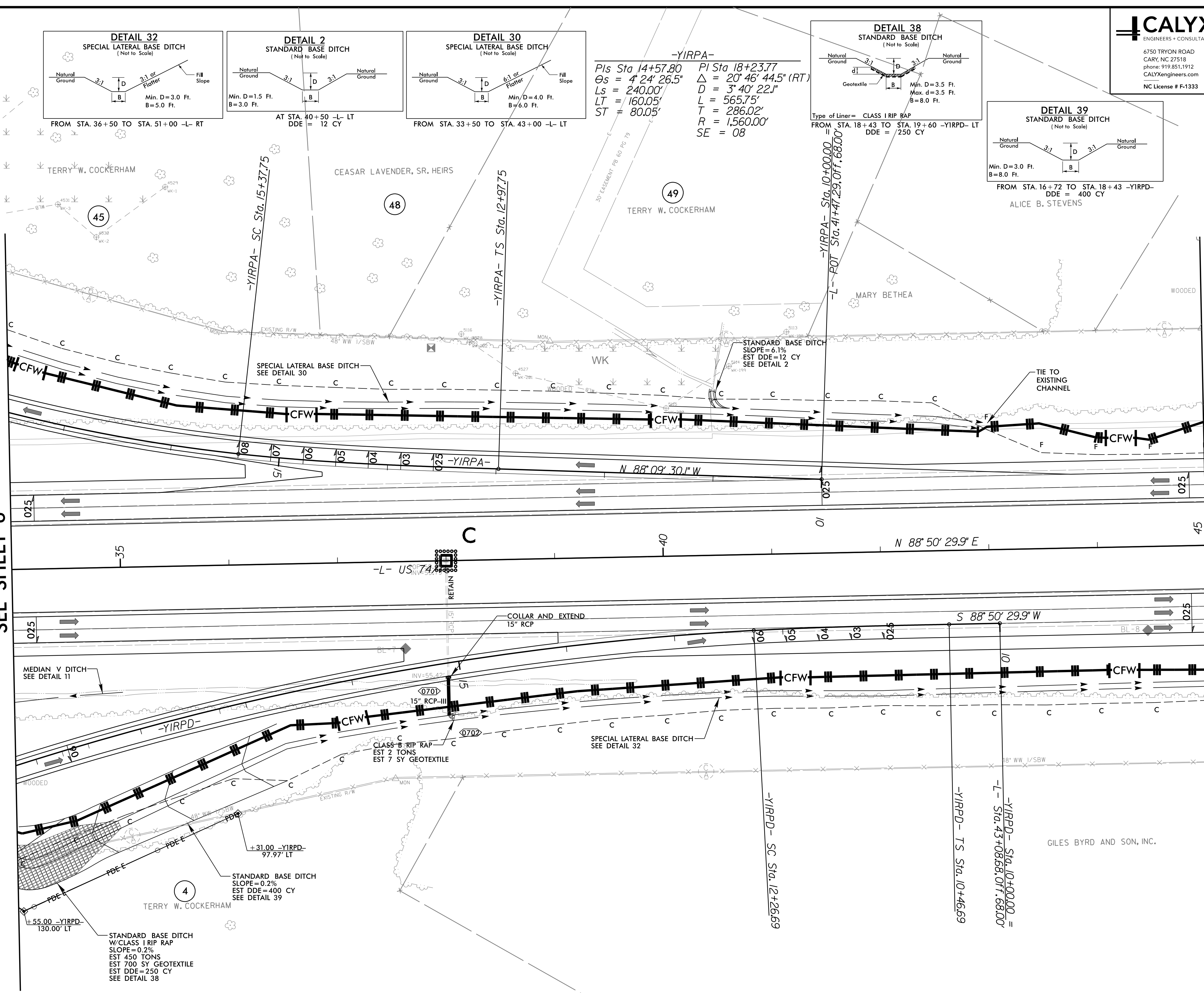
PROJECT REFERENCE NO. R-5819/R-5820	SHEET NO. EC-43/CONST.07
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



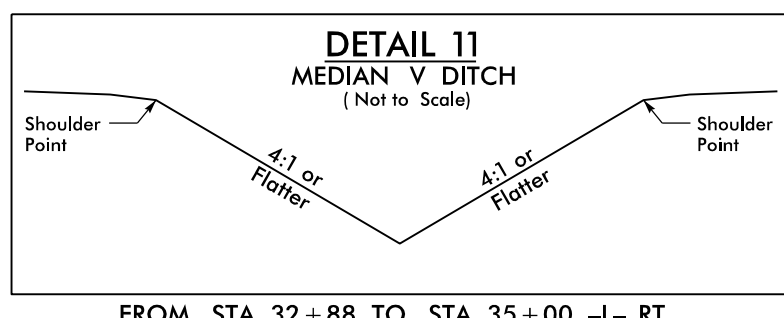
**-YIRPA-**  
 $PI\ Sta\ 14+57.80$   $PI\ Sta\ 18+23.77$   
 $\Theta s = 4^{\circ}24'26.5''$   $\Delta = 20^{\circ}46'44.5'' (RT)$   
 $Ls = 240.00'$   $D = 3^{\circ}40'22.1''$   
 $LT = 160.05'$   $L = 565.75'$   
 $ST = 80.05'$   $T = 286.02'$   
 $R = 1,560.00'$   
 $SE = 08$

MATCHLINE -L- STA. 34 + 00.00  
SEE SHEET 6

MATCHLINE -L- STA. 45 + 00.00  
SEE SHEET 8



**-YIRPD-**  
 $PI\ Sta\ 11+66.69$   $PI\ Sta\ 16+04.63$   
 $\Theta s = 1^{\circ}54'10.1''$   $\Delta = 15^{\circ}52'44.1'' (LT)$   
 $Ls = 180.00'$   $D = 2^{\circ}06'51.2''$   
 $LT = 120.01'$   $L = 751.05'$   
 $ST = 60.01'$   $T = 377.95'$   
 $R = 2,710.00'$   
 $SE = 08$



NOTES:  
 ■ PROP PAVED SHOULDER  
 FOR -L- PROFILE, SEE SHEET 20 & 21  
 FOR -YIRPA- PROFILE, SEE SHEET 27  
 FOR -YIRPD- PROFILE, SEE SHEET 30

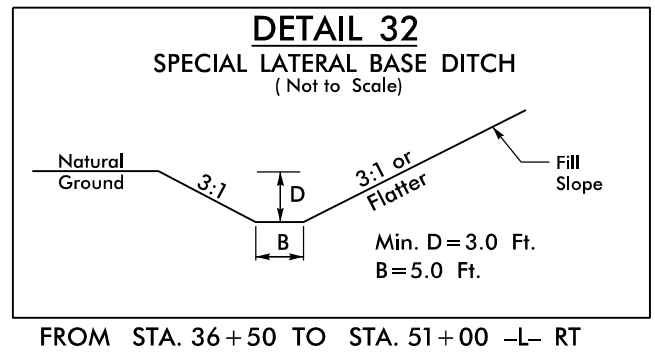
NAD 83/NA 2011

REVISIONS

3/14/2022 R5819-R5820-REV-EC-FSH7-FINAL.dgn  
 8/17/99

PROJECT REFERENCE NO. <i>R-5819/R-5820</i>		SHEET NO. <i>EC-44/CONST.08</i>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	

NAD 83/NA 2011

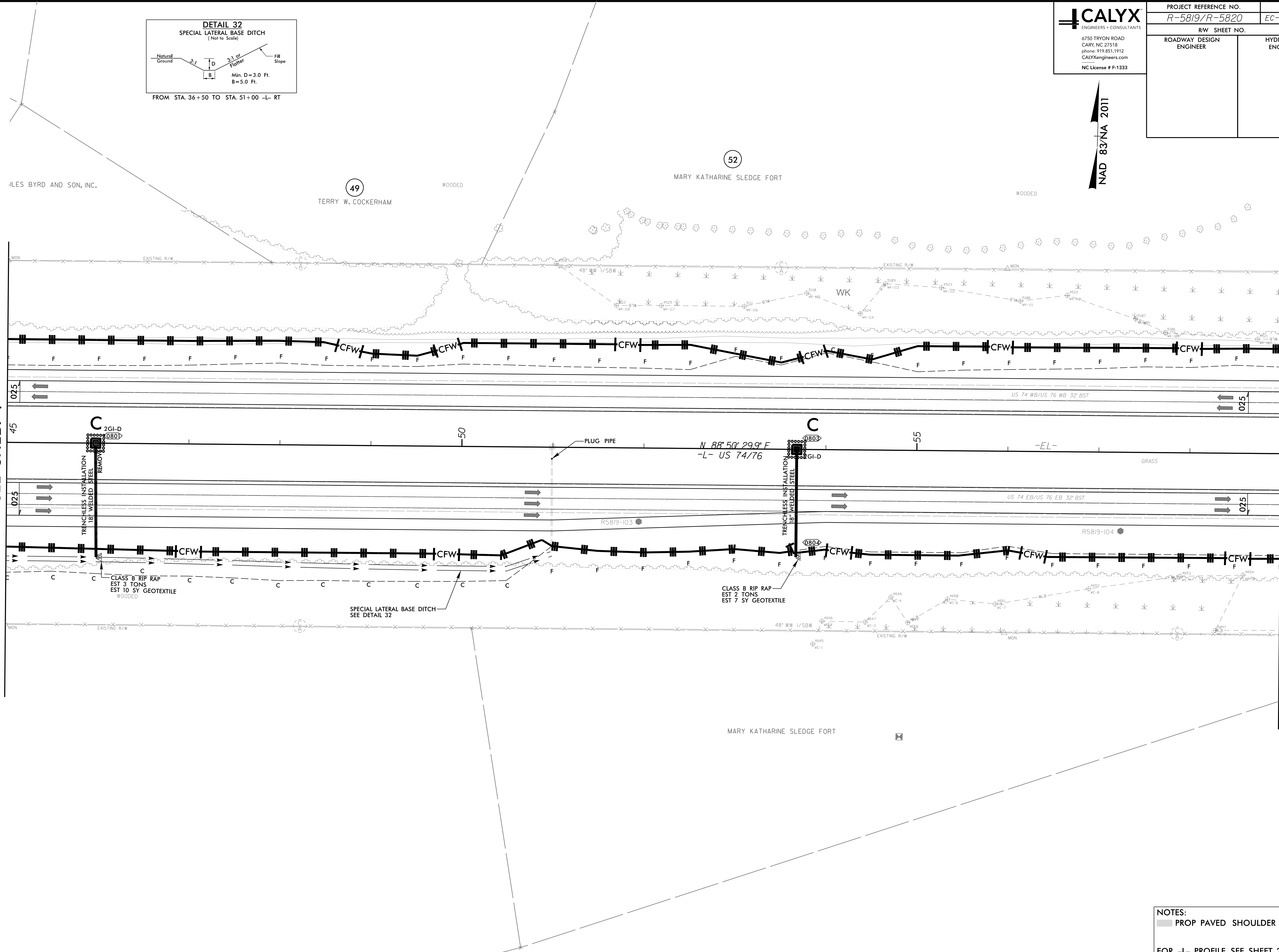


8/17/99

MATCHLINE -L- STA. 45 + 00.00  
SEE SHEET 7

MATCHLINE -L- STA. 59 + 00.00  
SEE SHEET 9

REVISIONS



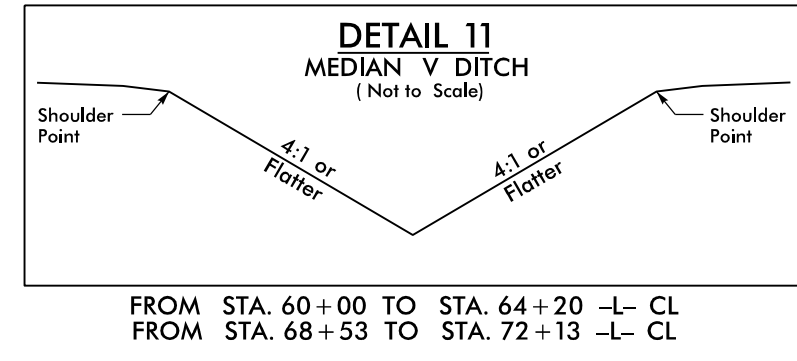
NOTES:  
 PROP PAVED SHOULDER  
 FOR -L- PROFILE, SEE SHEET 21

3/14/2022  
R5819-R5820-REV-EC\_PSH6\_FINAL.dgn  
USER:calm

8/17/99

**CALYX**  
ENGINEERS + CONSULTANTS  
6750 TRYON ROAD  
CARY, NC 27518  
PHONE: 919.851.1912  
CALYXEngineers.com  
NC License # F-1333

PROJECT REFERENCE NO. <i>R-5819/R-5820</i>	SHEET NO. <i>EC-45/CONST.09</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

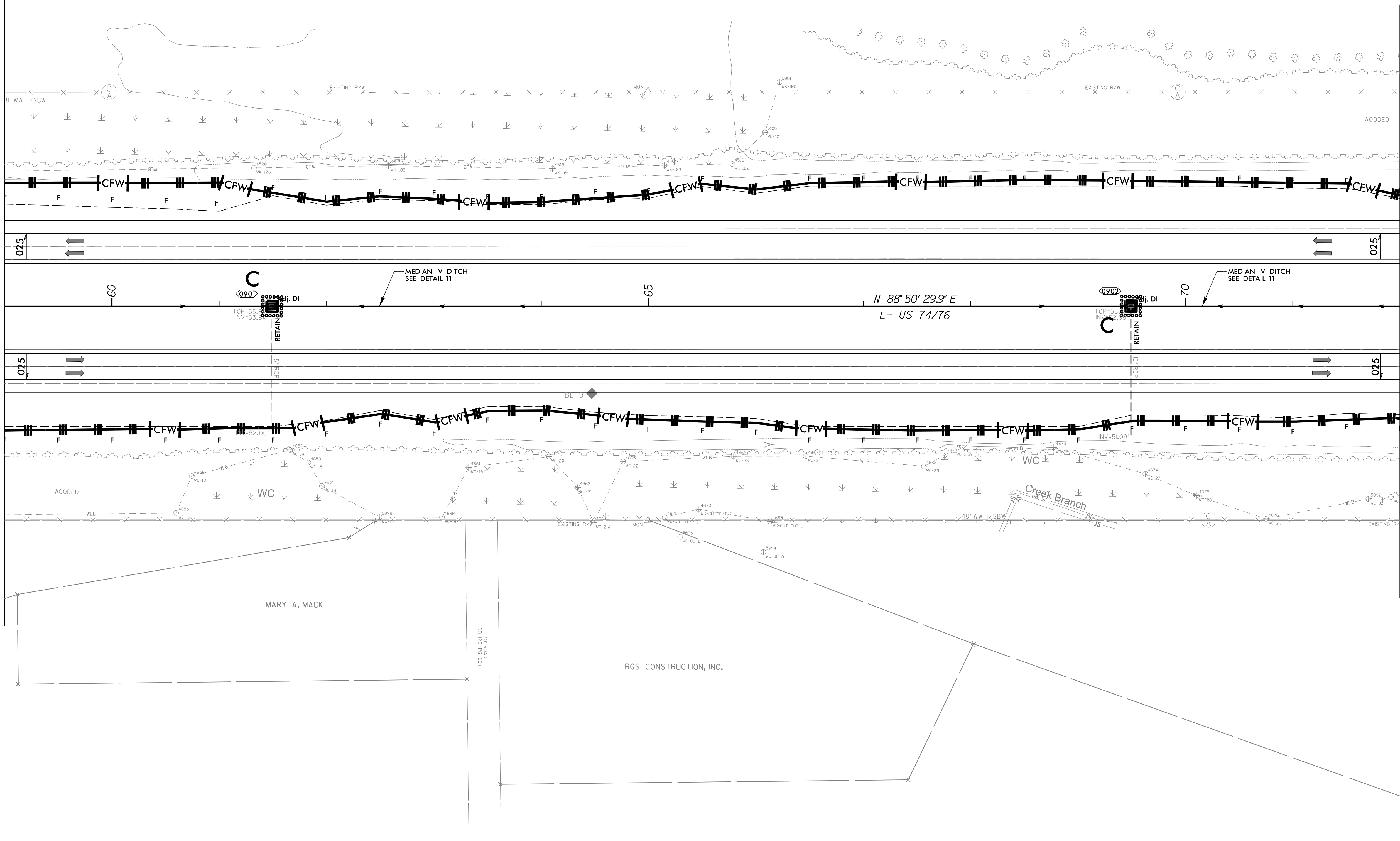


NAD 83/NA 2011

(52)  
MARY KATHARINE SLEDGE FORT

MATCHLINE -L- STA. 59 + 00.00  
SEE SHEET 8

MATCHLINE -L- STA. 72 + 00.00  
SEE SHEET 10



REVISIONS

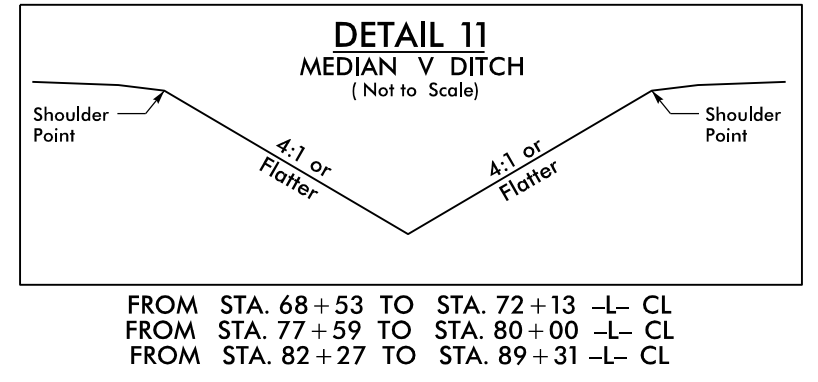
3/14/2022  
R5819\_R5820\_REU\_EC\_PSH9\_FINAL.dgn  
USER:ec

NOTES:  
 PROP PAVED SHOULDER  
 FOR -L- PROFILE, SEE SHEET 21 & 22

8/17/99

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CARY, NC 27518  
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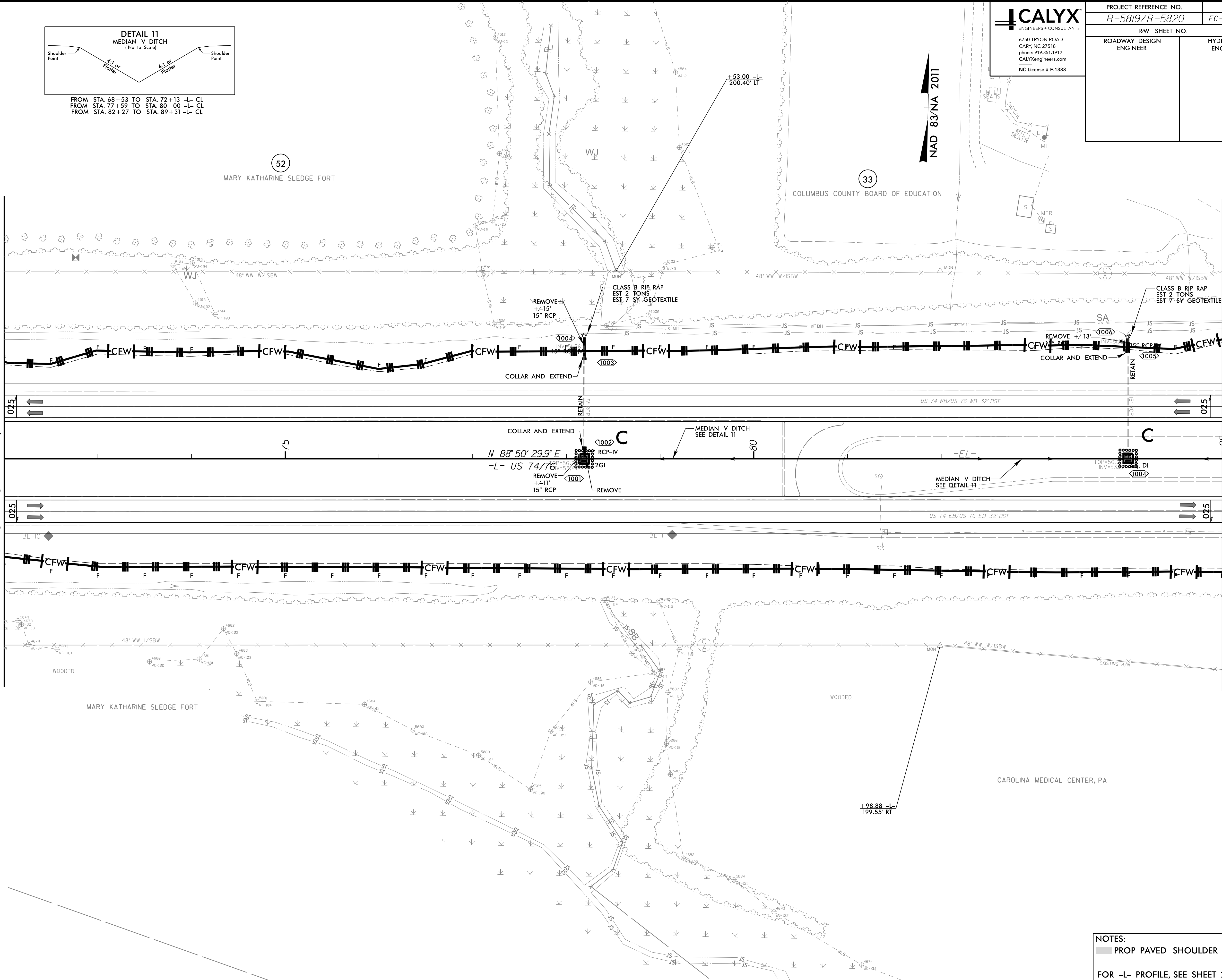
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R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCHLINE -L- STA. 72 + 00.00  
SEE SHEET 9

MATCHLINE -L- STA. 85 + 00.00  
SEE SHEET 11

REVISIONS



NOTES:  
 PROP PAVED SHOULDER  
 FOR -L- PROFILE, SEE SHEET 22

3/14/2022  
R5819\_R5820\_REU\_EC\_PSH10\_FINAL.dgn  
USER: r5819



8/17/99

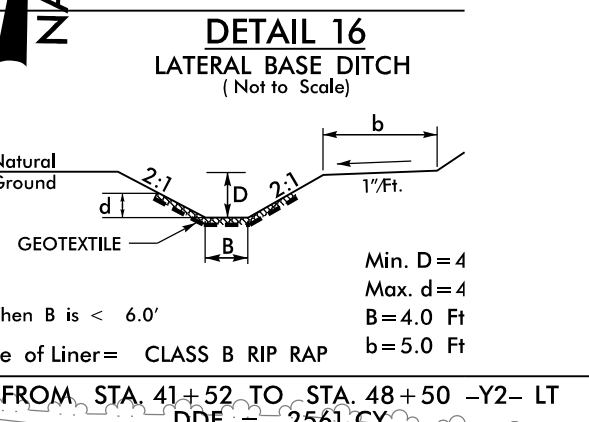
**CALYX**  
ENGINEERS + CONSULTANTS  
6750 TRYON ROAD  
CARY, NC 27518  
PHONE: 919.851.1912  
CALYXengineers.com  
NC License # F-1333

PROJECT REFERENCE NO. <b>R-5819 /R-5820</b>	SHEET NO. <b>EC-47/CONST.II</b>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF ROCK INLET SEDIMENT TRAPS, TYPE - C AS DIRECTED TO AVOID IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC

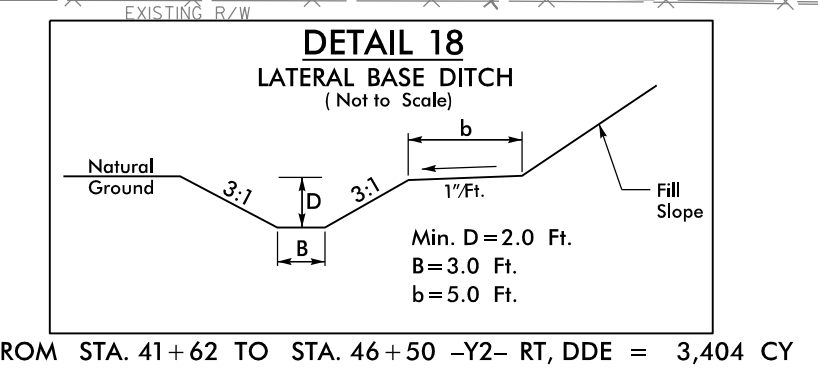
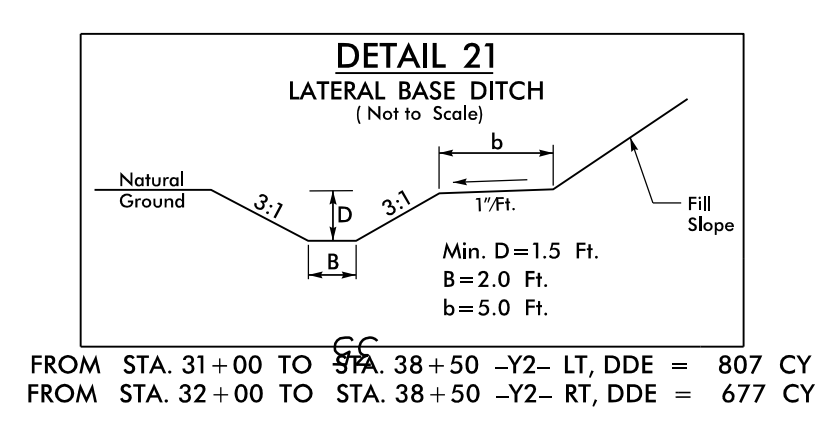
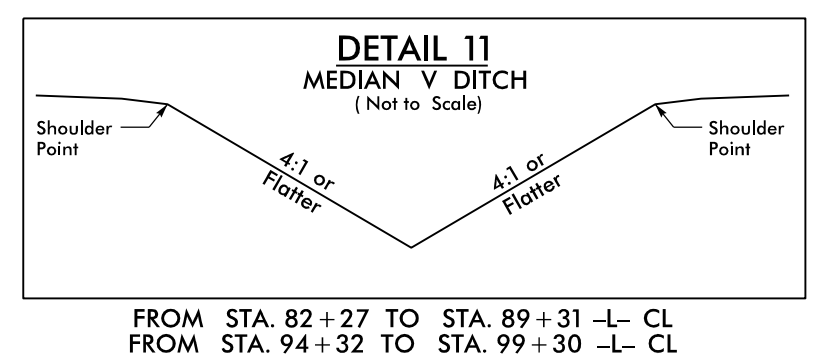
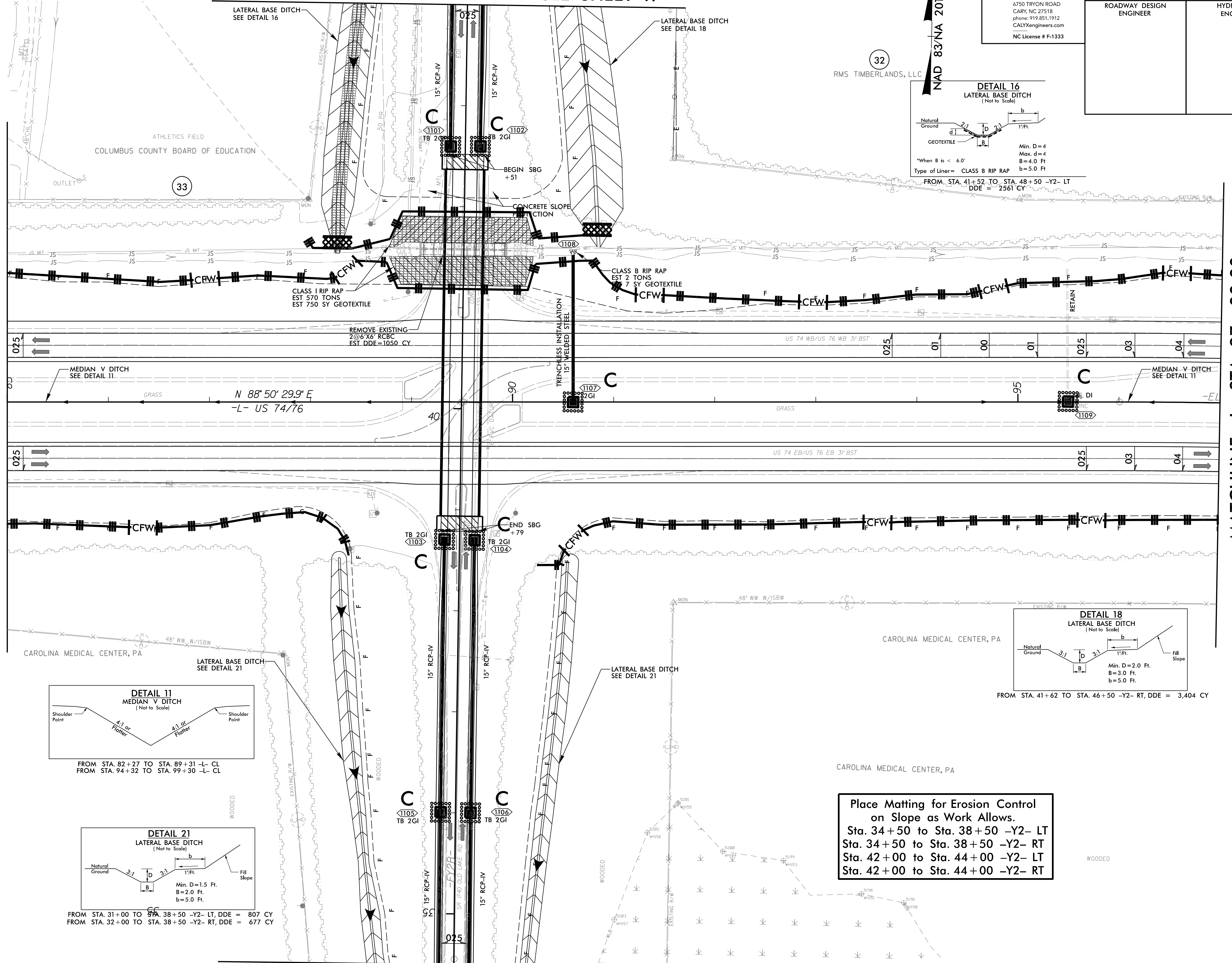
**MATCHLINE -Y2- STA. 44 + 00.00 SEE SHEET 17**

(32)  
RMS TIMBERLANDS, LLC



**MATCHLINE -L- STA. 85 + 00.00 SEE SHEET 10**

**MATCHLINE -L- STA. 97 + 00.00 SEE SHEET 12**



**Place Matting for Erosion Control on Slope as Work Allows.**  
Sta. 34+50 to Sta. 38+50 -Y2- LT  
Sta. 34+50 to Sta. 38+50 -Y2- RT  
Sta. 42+00 to Sta. 44+00 -Y2- LT  
Sta. 42+00 to Sta. 44+00 -Y2- RT

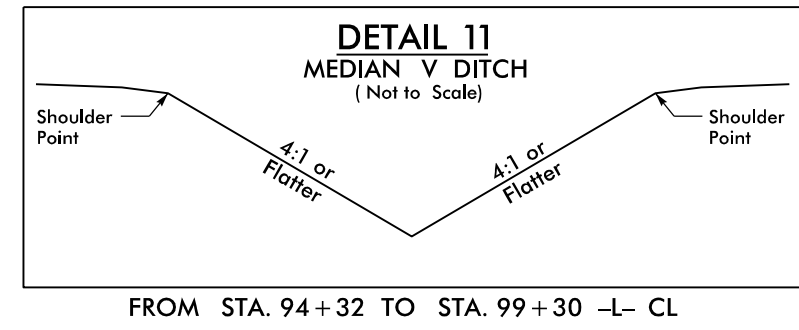
**MATCHLINE -Y2- STA. 34 + 50.00 SEE SHEET 16**

**NOTES:**  
■ PROP PAVED SHOULDER  
FOR -L- PROFILE, SEE SHEET 30 & 31  
FOR -Y2- PROFILE, SEE SHEET 33

REVISIONS

3/14/2022  
R5819\_R5820\_REU\_EC\_PSH11\_FINAL.dgn  
R5819.dwg

8/17/99



**CALYX**  
ENGINEERS + CONSULTANTS  
6750 TRYON ROAD  
CARY, NC 27518  
phone: 919.851.1912  
CALYXengineers.com  
NC License # F-1333

PROJECT REFERENCE NO. <i>R-5819/R-5820</i>	SHEET NO. <i>EC-48/CONST J2</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

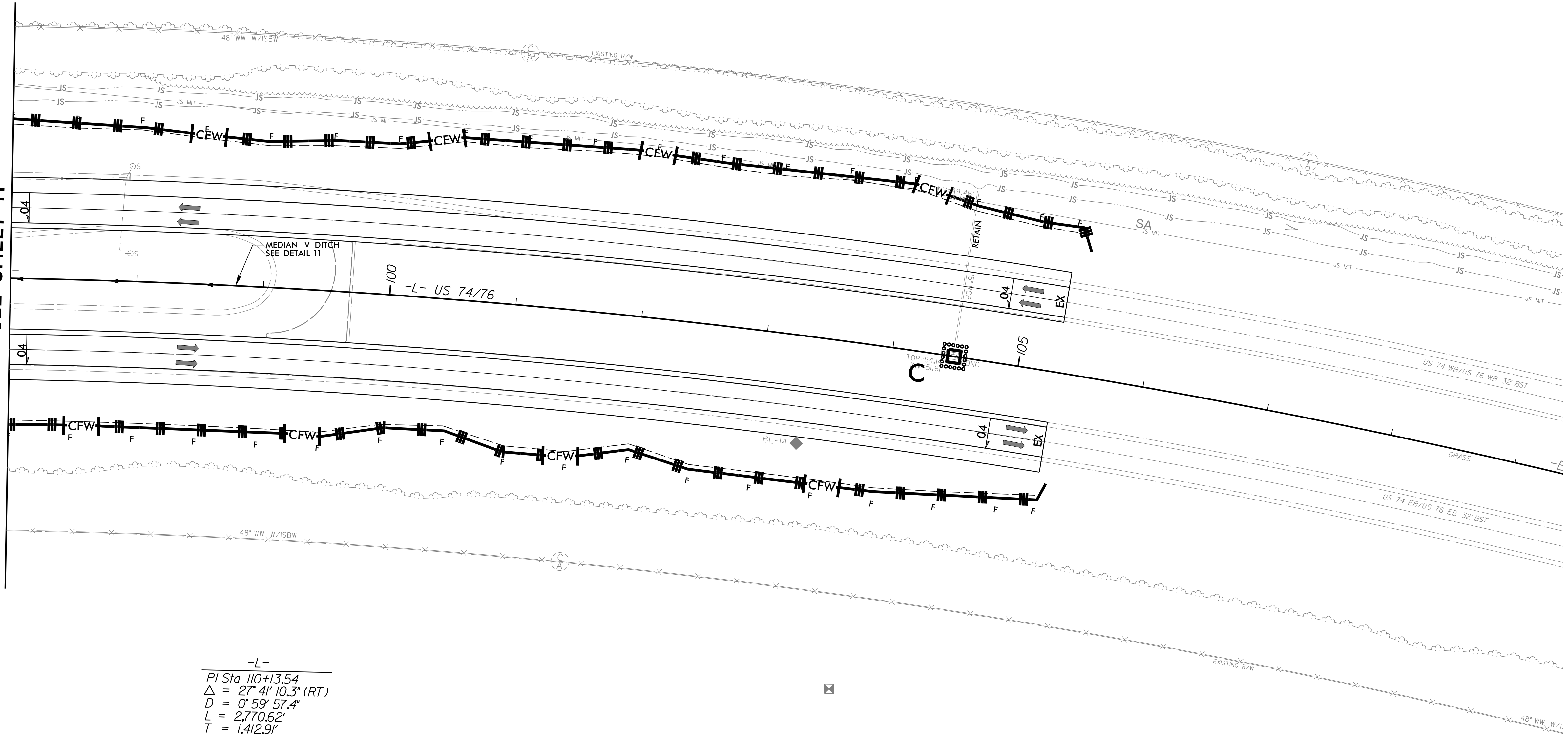
NAD 83/NA 2011

32

RMS TIMBERLANDS, LLC

REVISIONS

MATCHLINE -L- STA. 97 + 00.00  
SEE SHEET 11



-L-  
PI Sta 110+3.54  
 $\Delta = 27^\circ 41' 10.3''$  (RT)  
 $D = 0^\circ 59' 57.4''$   
 $L = 2,770.62'$   
 $T = 1,412.9'$   
 $R = 5,733.7'$

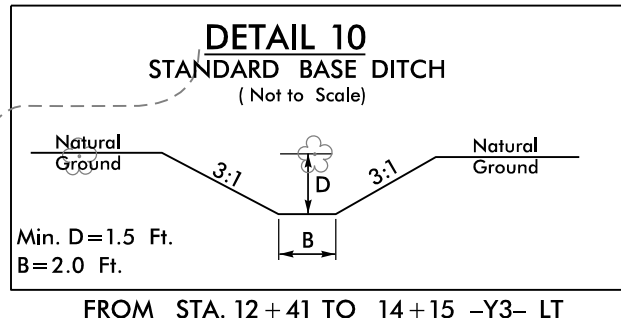
CAROLINA MEDICAL CENTER, PA

WOODED

NOTES:  
 PROP PAVED SHOULDER  
 FOR -L- PROFILE, SEE SHEET 23

3/14/2022  
R5819\_R5820\_REU\_EC\_PSH12\_FINAL.dgn  
USER: jcl

PROJECT REFERENCE NO. <b>R-5819/R-5820</b>	SHEET NO. <b>EC-49/CONST.13</b>
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

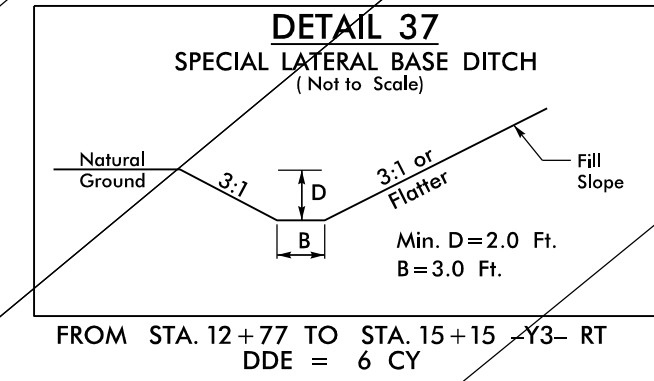
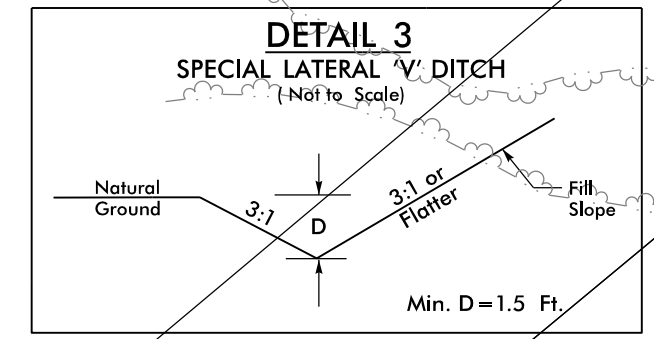
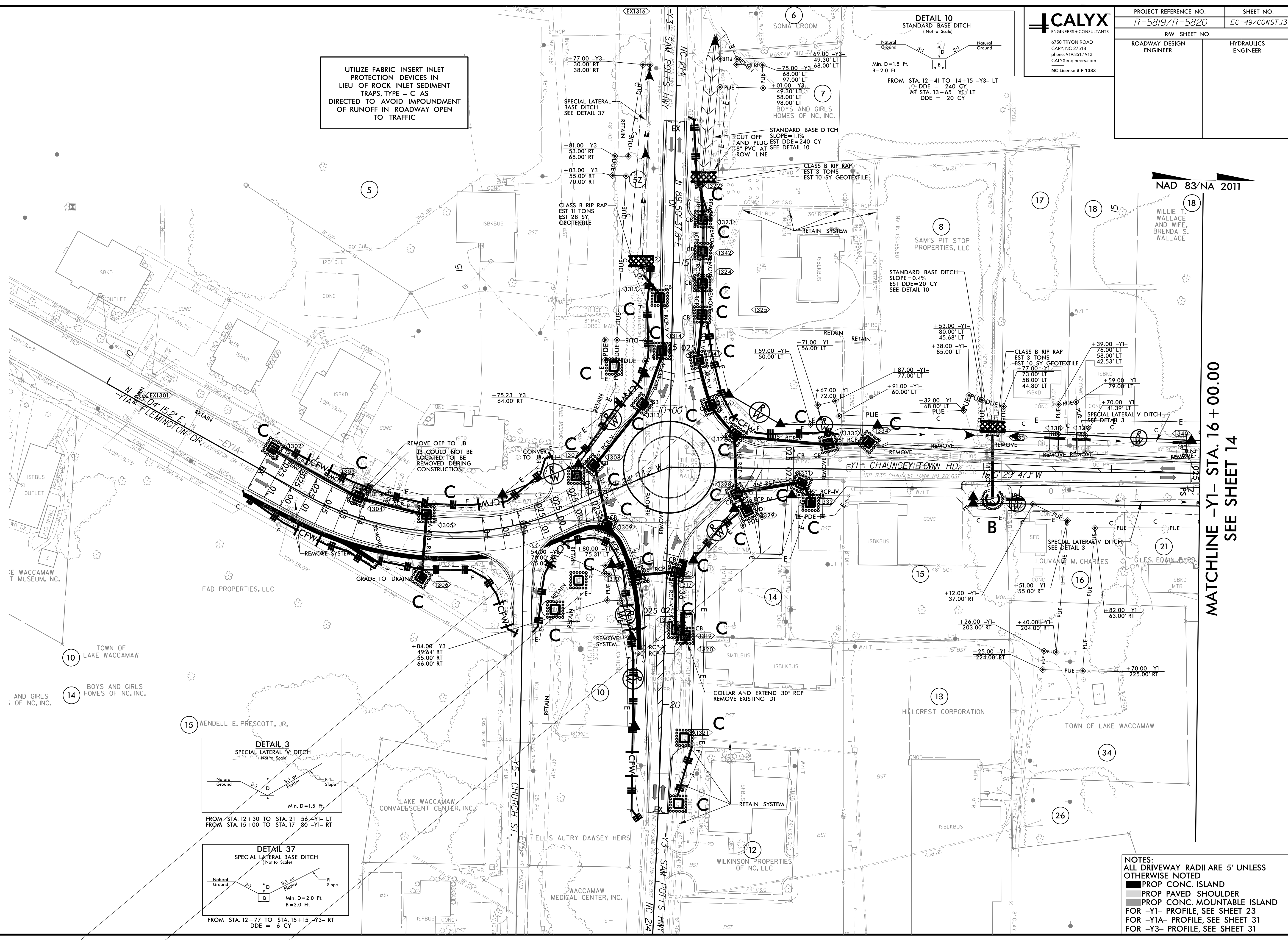


UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF ROCK INLET SEDIMENT TRAPS, TYPE - C AS DIRECTED TO AVOID IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC

NAD 83/NA 2011

MATCHLINE -Y1- STA. 16 + 00.00  
SEE SHEET 14

NOTES:  
ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED  
 PROP CONC. ISLAND  
 PROP PAVED SHOULDER  
 PROP CONC. MOUNTABLE ISLAND  
 FOR -Y1- PROFILE, SEE SHEET 23  
 FOR -Y1A- PROFILE, SEE SHEET 31  
 FOR -Y3- PROFILE, SEE SHEET 31



REVISIONS

8/17/99

4/7/2022  
R5819\_R5820\_REU\_EC\_PSH13\_FINAL.dgn  
ISE:Eric.Cant

NAD 83/NA 2011

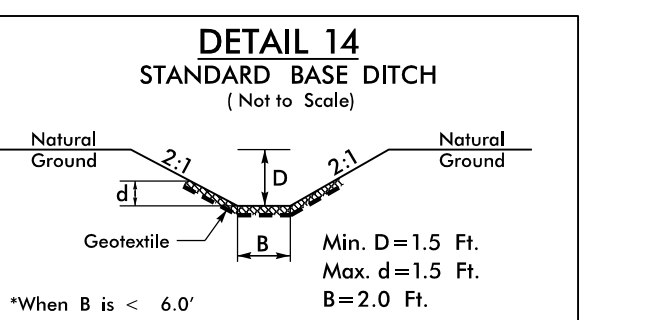
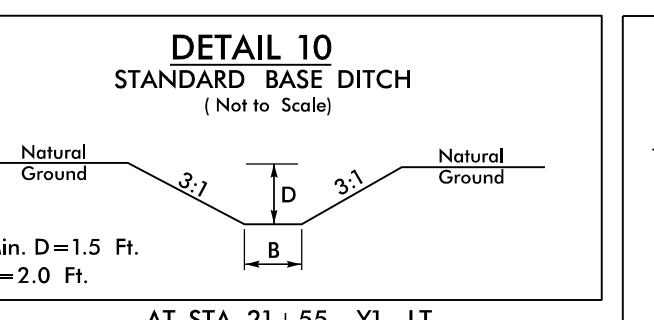
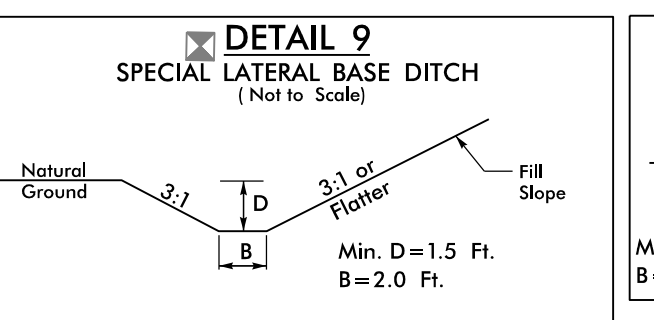
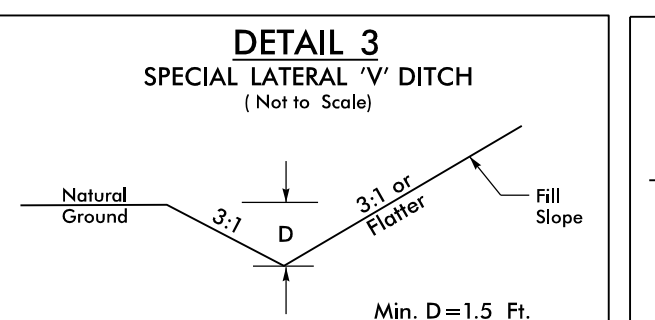
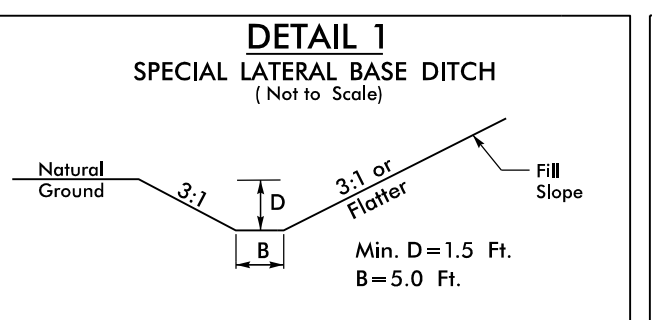
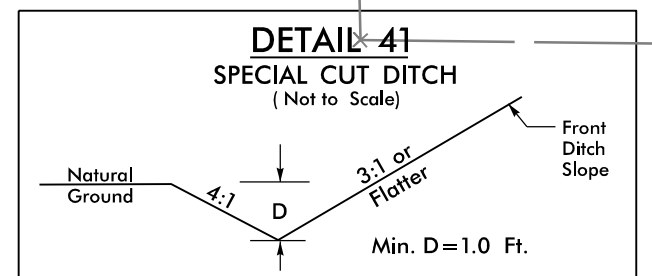
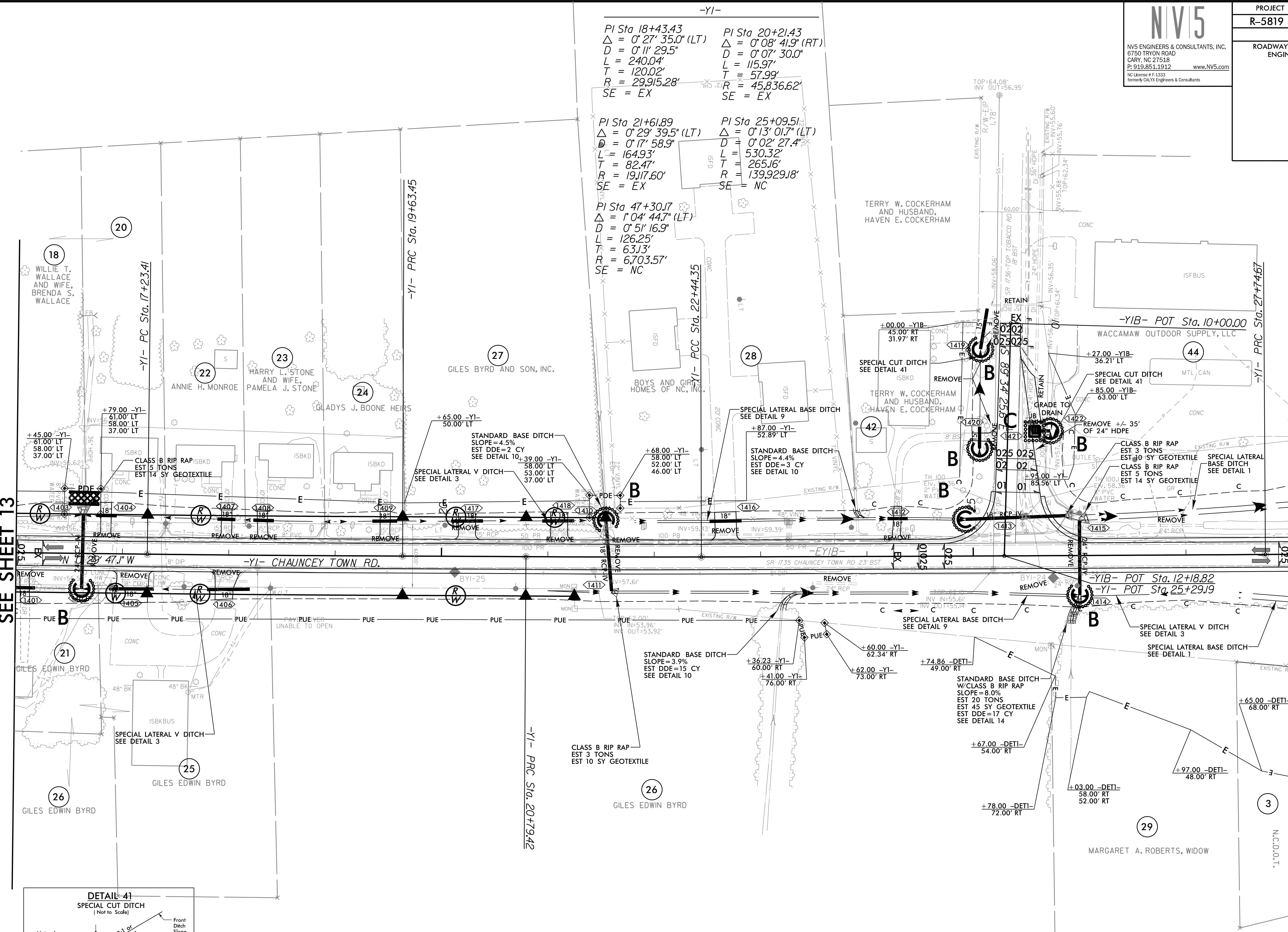
REVISIONS

ROW REVISION - 7/26/2021 - COMBINED PARCELS 18 AND 19 INTO 18. MOVED PROPOSED DRIVEWAY TO EXISTING DRIVEWAY LOCATION ON PARCEL 28. ADDED TWO DRIVEWAYS TO PARCEL 27. ADDED 18" DRIVEWAY PIPE TO PARCEL 27. ADDED TWO 18" DRIVEWAY PIPES TO PARCEL 28. ADDED TEMPORARY CONSTRUCTION EASEMENT TO PARCELS 42 AND 44.

3/15/2022  
R5819\_R5820\_REU\_EC\_PSH14\_FINAL.dgn  
TSE/ELC/MLT

MATCHLINE -Y1- STA. 16+00.00  
SEE SHEET 13

MATCHLINE -Y1- STA. 28+00.00  
SEE SHEET 6



NOTES:  
ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED  
PROP PAVED SHOULDER  
FOR -Y1- PROFILE, SEE SHEET 31 & 32

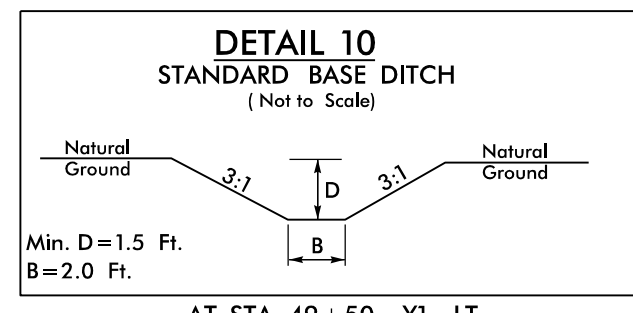
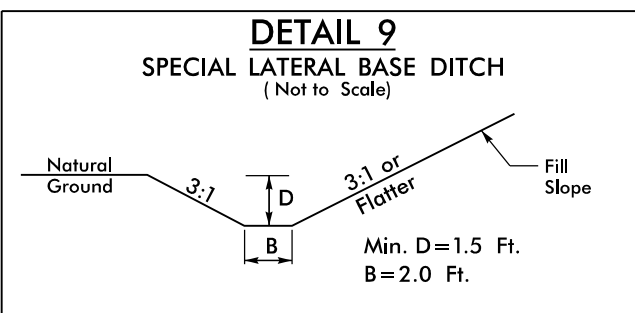
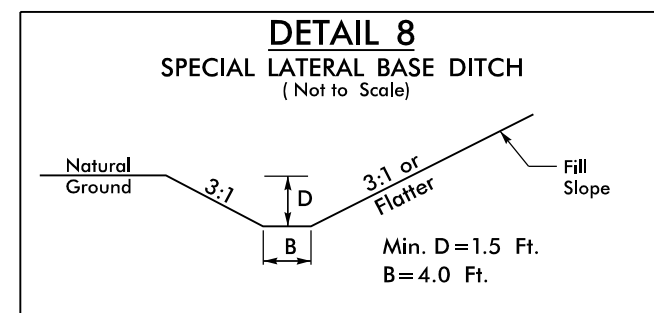
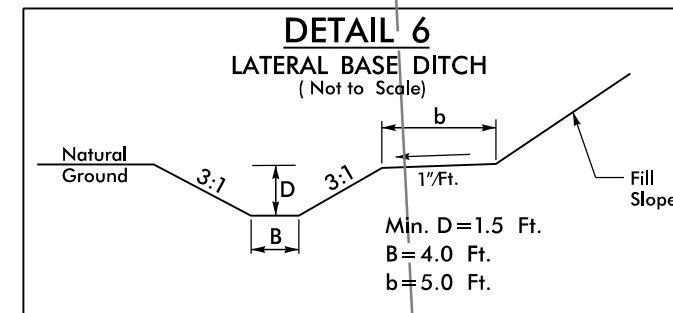
8/17/99

**CALYX**  
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6750 TRYON ROAD  
CARY, NC 27518  
PHONE: 919.851.1912  
CALYXengineers.com  
NC License # F-1333

PROJECT REFERENCE NO. <b>R-5819 /R-5820</b>	SHEET NO. <i>EC-51/CONST J5</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/NA 2011

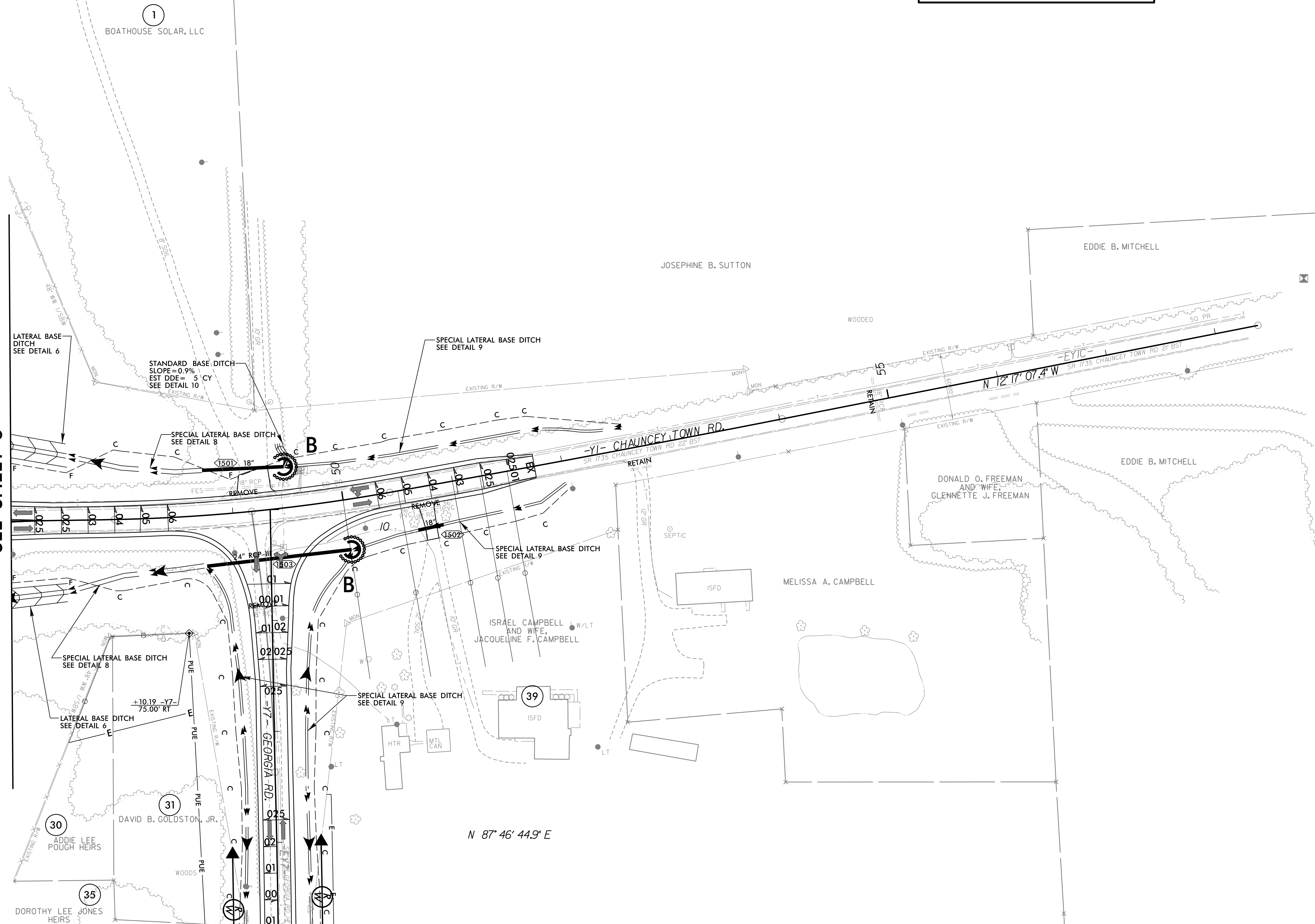
Place Matting for Erosion Control  
on Slope as Work Allows.  
Sta. 47+00 to Sta. 48+00 -Y1- LT  
Sta. 47+00 to Sta. 48+50 -Y1- RT



REVISIONS

MATCHLINE -Y1- STA. 47+00.00  
SEE SHEET 6

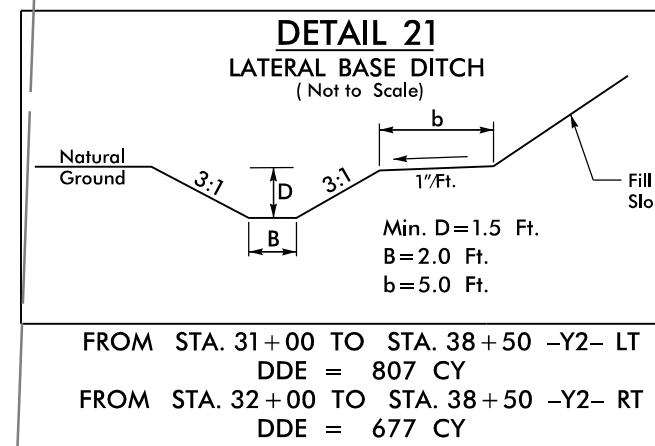
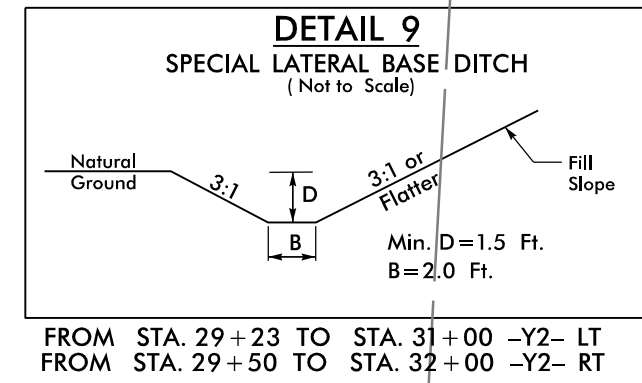
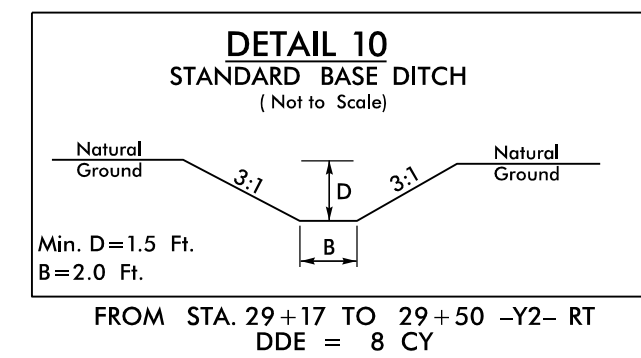
MATCH LINE -Y7- STA 14+00.00  
SEE SHEET 20



NOTES:  
ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED  
PROP PAVED SHOULDER  
FOR -Y1- PROFILE, SEE SHEET 32  
FOR -Y7- PROFILE, SEE SHEET 35

3/14/2022  
R5819\_R5820\_REU\_EC\_PSH15\_FINAL.dgn  
USER:rlc

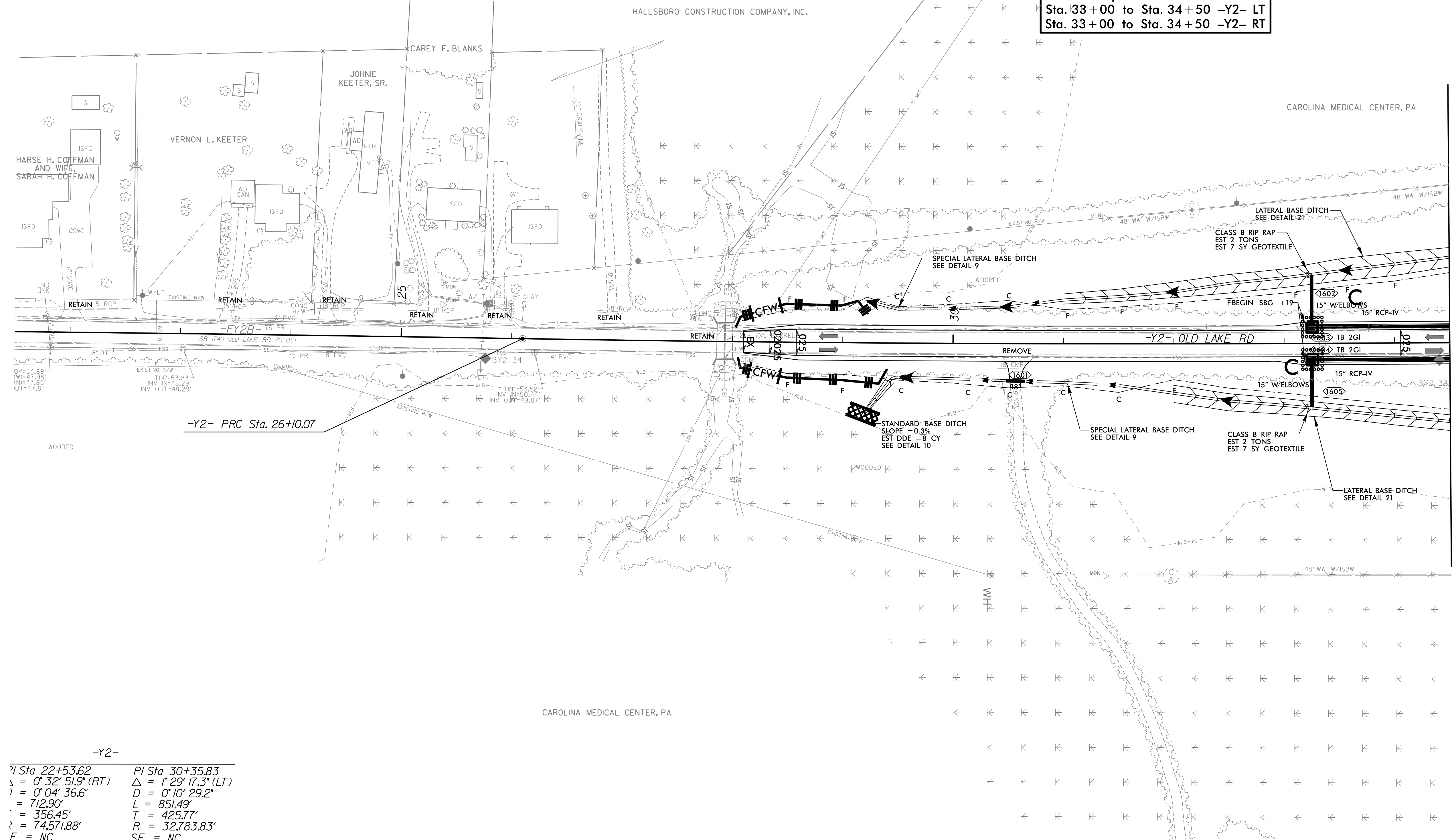
PROJECT REFERENCE NO. <b>R-5819 /R-5820</b>	SHEET NO. <b>EC-52/CONST J6</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



Place Matting for Erosion Control  
on Slope as Work Allows.  
Sta. 33+00 to Sta. 34+50 -Y2- LT  
Sta. 33+00 to Sta. 34+50 -Y2- RT

NAD 83/NA 2011

REVISIONS



MATCHLINE -Y2- STA. 34+50.00  
SEE SHEET 11

-Y2-

$\Delta$ Sta 22+53.62	PI Sta 30+35.83
$\Delta$ = 0' 32' 51.9" (RT)	$\Delta$ = 1' 29' 17.3" (LT)
$\Delta$ = 0' 04' 36.6"	D = 0' 10' 29.2"
= 712.90'	L = 851.49'
= 356.45'	T = 425.77'
$\Delta$ = 74,571.88'	R = 32,783.83'
E = NC	SE = NC

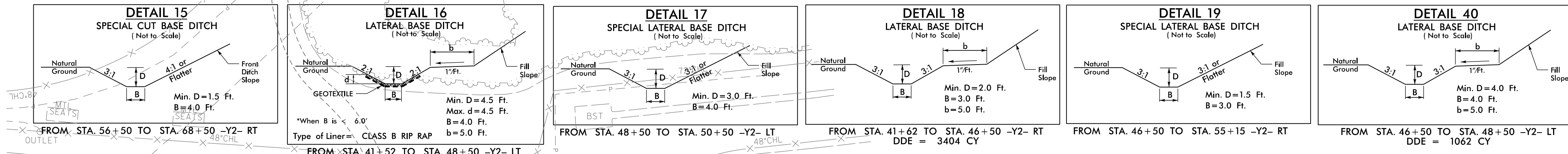
NOTES:  
ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED  
PROP PAVED SHOULDER  
FOR -Y2- PROFILE, SEE SHEET 33

3/14/2022  
R5819\_R5820\_REU\_EC\_PSH16\_FINAL.dgn  
JSE/EC/MLT

8/17/99

**CALYX**  
ENGINEERS + CONSULTANTS  
6750 TRYON ROAD  
CARY, NC 27518  
PHONE: 919.851.1912  
CALYXENGINEERS.COM  
NC License # F-1333  
INV. OUT=51.8'

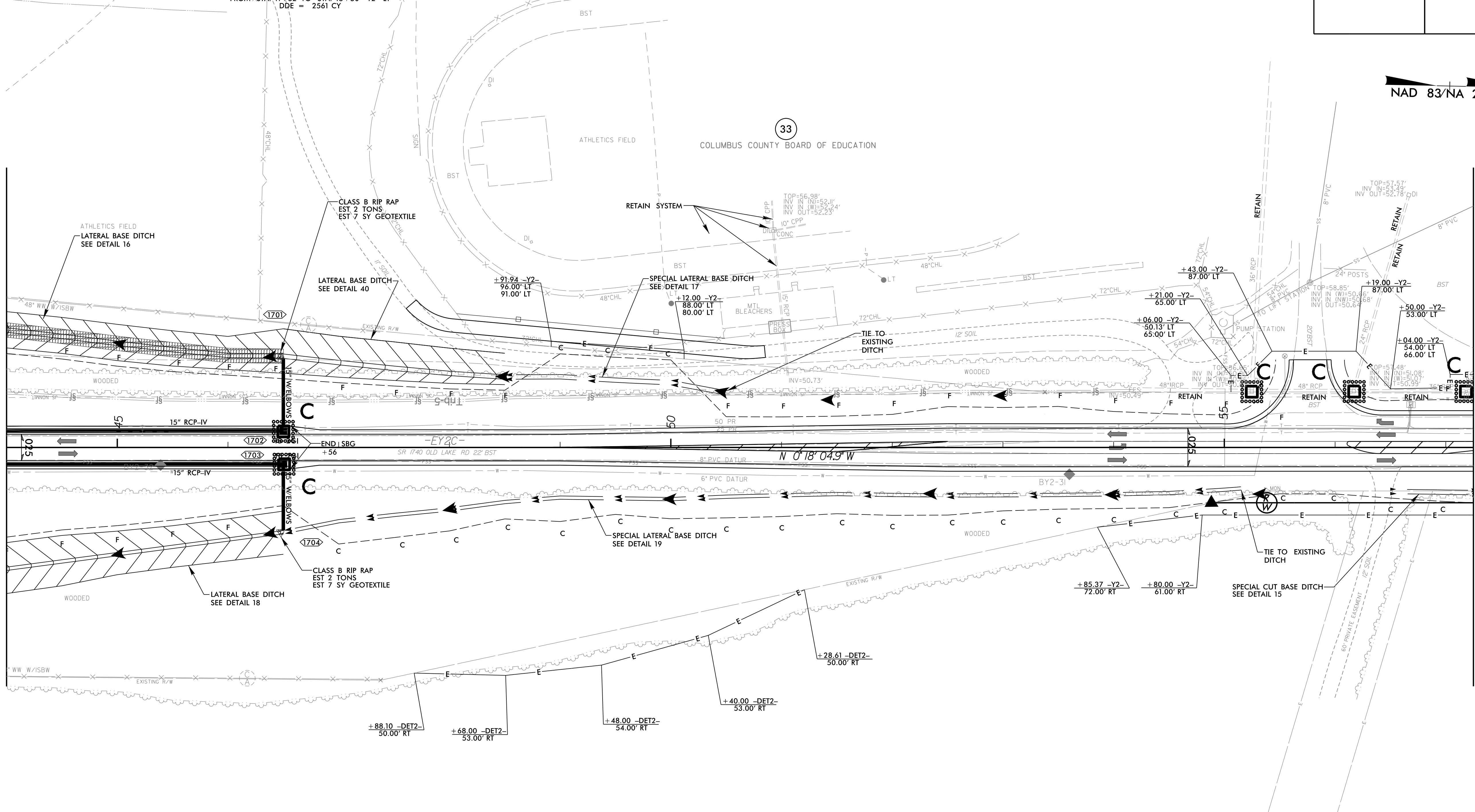
PROJECT REFERENCE NO. <b>R-5819 /R-5820</b>	SHEET NO. <b>EC-53/CONST.17</b>
R/W SHEET NO. <b>ROADWAY DESIGN ENGINEER</b>	HYDRAULICS ENGINEER



NAD 83/NA 2011

MATCHLINE -Y2- STA. 44+00.00  
SEE SHEET 11

MATCHLINE -Y2- STA. 57+25.00  
SEE SHEET 18



Place Matting for Erosion Control  
on Slope as Work Allows.  
Sta. 44+00 to Sta. 50+00 -Y2- LT  
Sta. 44+00 to Sta. 48+50 -Y2- RT

UTILIZE FABRIC INSERT INLET  
PROTECTION DEVICES IN  
LIEU OF ROCK INLET SEDIMENT  
TRAPS, TYPE - C AS  
DIRECTED TO AVOID IMPONDMENT  
OF RUNOFF IN ROADWAY OPEN  
TO TRAFFIC

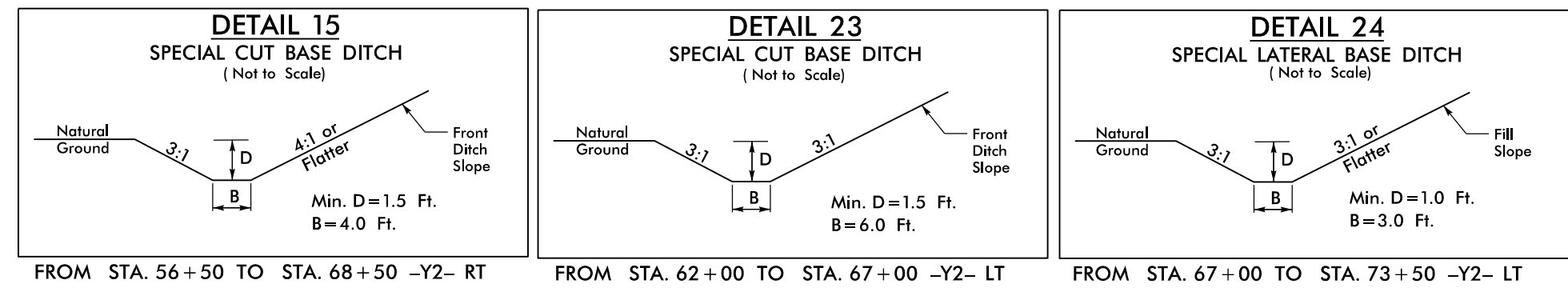
NOTES:  
PROF PAVED SHOULDER  
FOR -Y2- PROFILE, SEE SHEET 33 & 34

REVISIONS

3/14/2022  
R5819\_R5820\_REU\_EC\_PSH17\_FINAL.dgn  
R5819.dgn

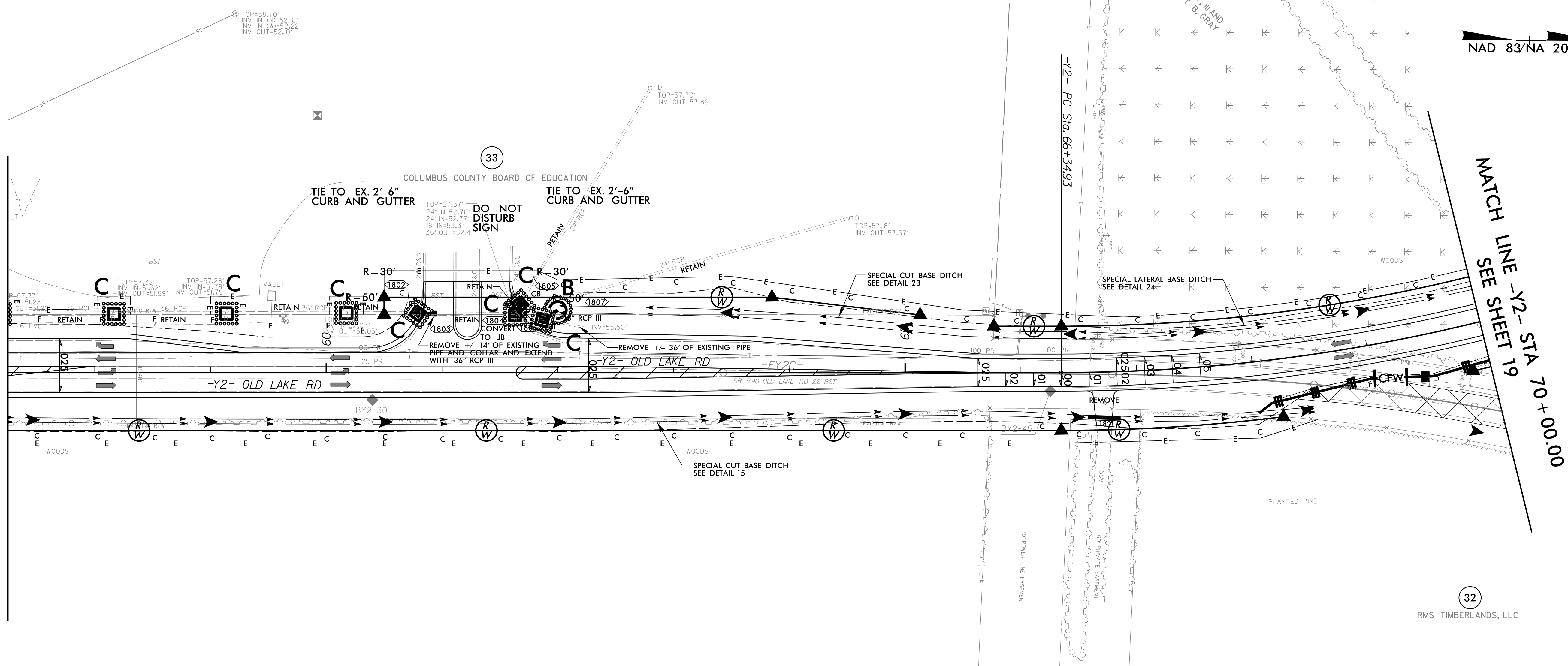
32  
RMS TIMBERLANDS, LLC

PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-54/CONST JB
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCH LINE -Y2- STA 57+25.00  
SEE SHEET 17

MATCH LINE -Y2- STA 70+00.00  
SEE SHEET 19



-Y2-  
PI Sta 72+01.54  
 $\Delta = 41' 08'' 11.3''$  (LT)  
 $D = 3' 47'' 39.9''$   
 $L = 1,084.13'$   
 $T = 566.62'$   
 $R = 1,510.00'$   
 $SE = 05$

UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF ROCK INLET SEDIMENT TRAPS, TYPE - C AS DIRECTED TO AVOID IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC

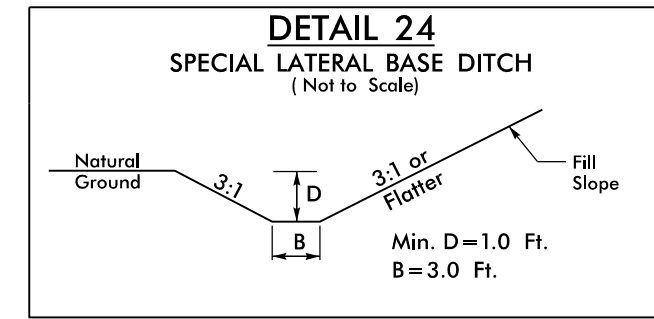
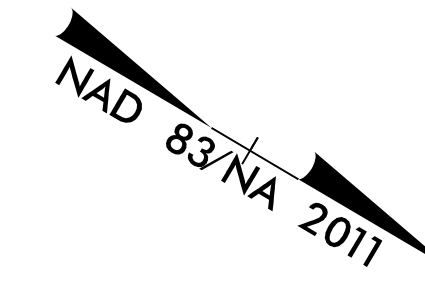
NOTES:  
 PROP PAVED SHOULDER  
 PAVEMENT REMOVAL  
 FOR -Y2- PROFILE, SEE SHEET 34

REVISIONS

8/17/99  
3/14/2022  
R-5819-R5820-REU-EC\_PSH18\_FINAL.dgn  
R5819.dgn



PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-55/CONST J9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



FROM STA. 67+00 TO STA. 73+50 -Y2- LT  
FROM STA. 73+50 TO STA. 73+81 -Y2- RT  
FROM STA. 84+36 TO STA. 93+50 -Y7- RT

-Y7-	
PI Sta 75+47.67	PI Sta 90+98.48
$\Delta = 22^\circ 53' 23.1''$ (RT)	$\Delta = 22^\circ 52' 08.1''$ (LT)
D = 1,398.26'	D = 2,297.280'
L = 1,398.26'	L = 918.02'
T = 708.58'	T = 465.20'
R = 3,500.00'	R = 2,300.00'
SE = 03	SE = 04

MATCH LINE -Y7- STA 80+00.00  
SEE SHEET 24

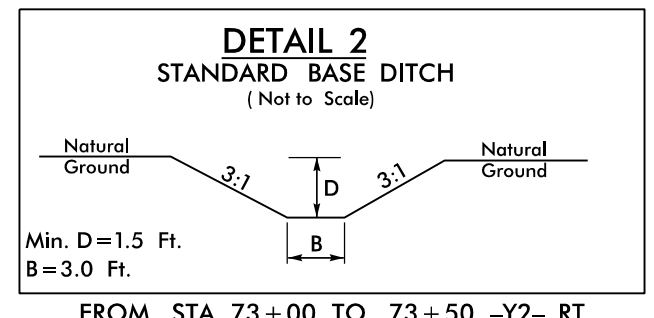
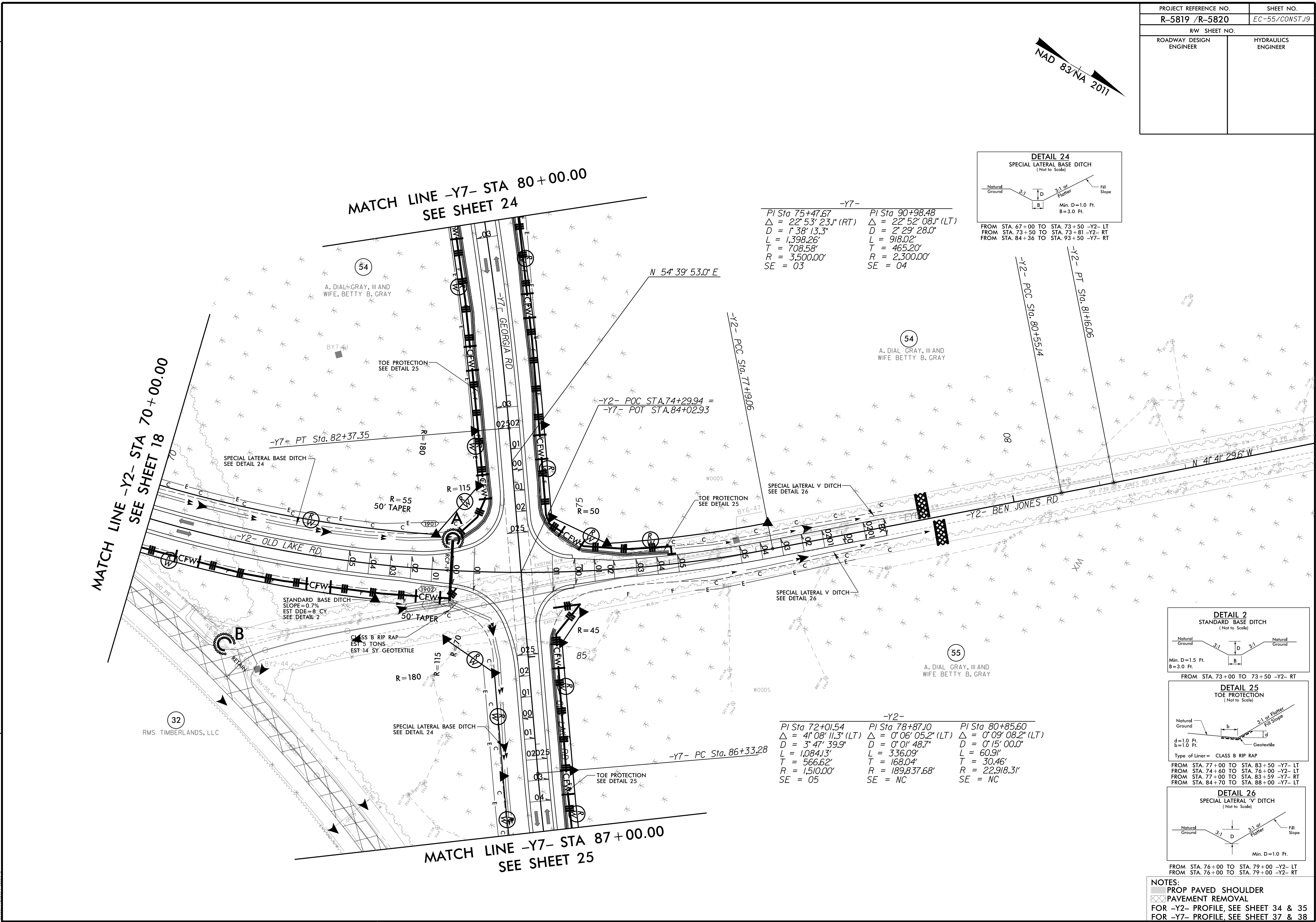
MATCH LINE -Y2- STA 70+00.00  
SEE SHEET 18

MATCH LINE -Y7- STA 87+00.00  
SEE SHEET 25

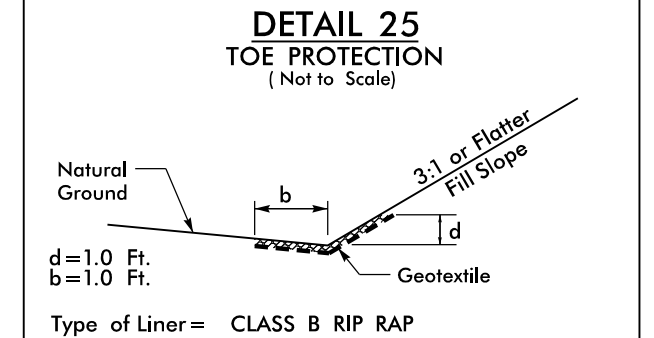
8/17/99

REVISIONS

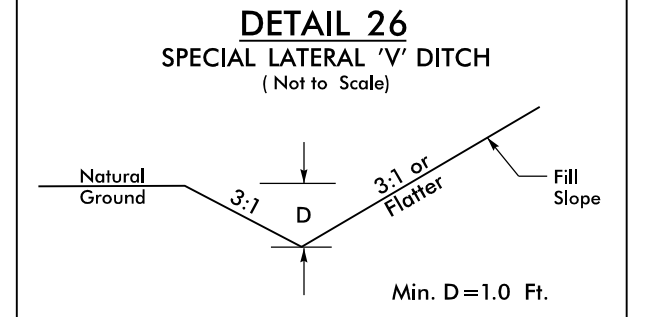
3/14/2022  
R-5819-R-5820\_REU\_EC\_PSH19\_FINAL.dgn  
R5819.dgn



FROM STA. 73+00 TO 73+50 -Y2- RT



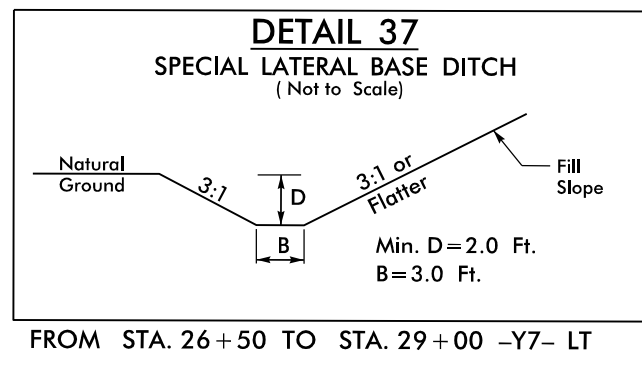
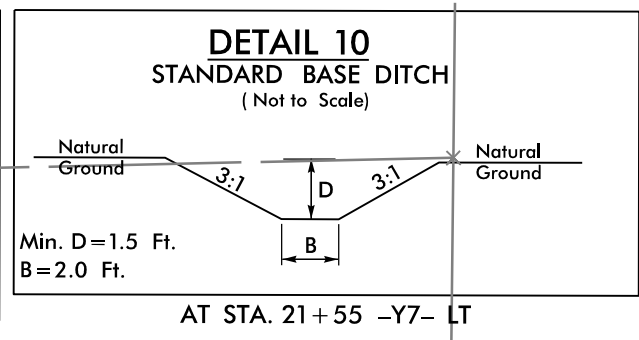
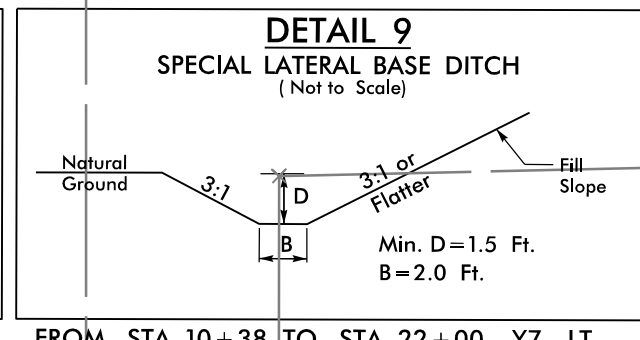
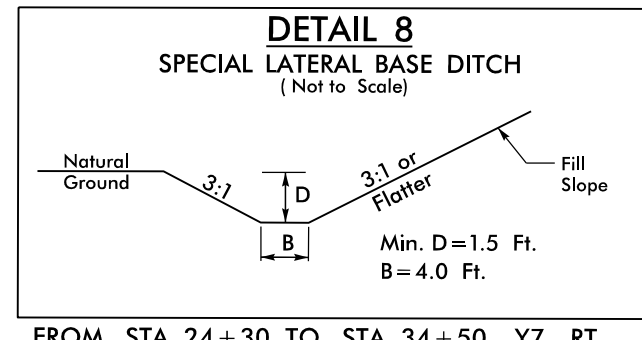
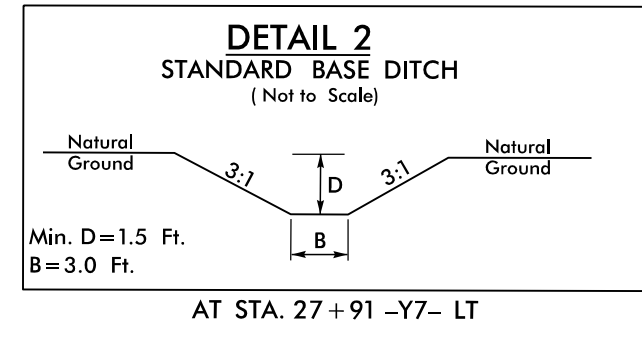
FROM STA. 77+00 TO STA. 83+50 -Y7- LT  
FROM STA. 74+60 TO STA. 76+00 -Y2- LT  
FROM STA. 77+00 TO STA. 83+59 -Y7- RT  
FROM STA. 84+70 TO STA. 88+00 -Y7- LT



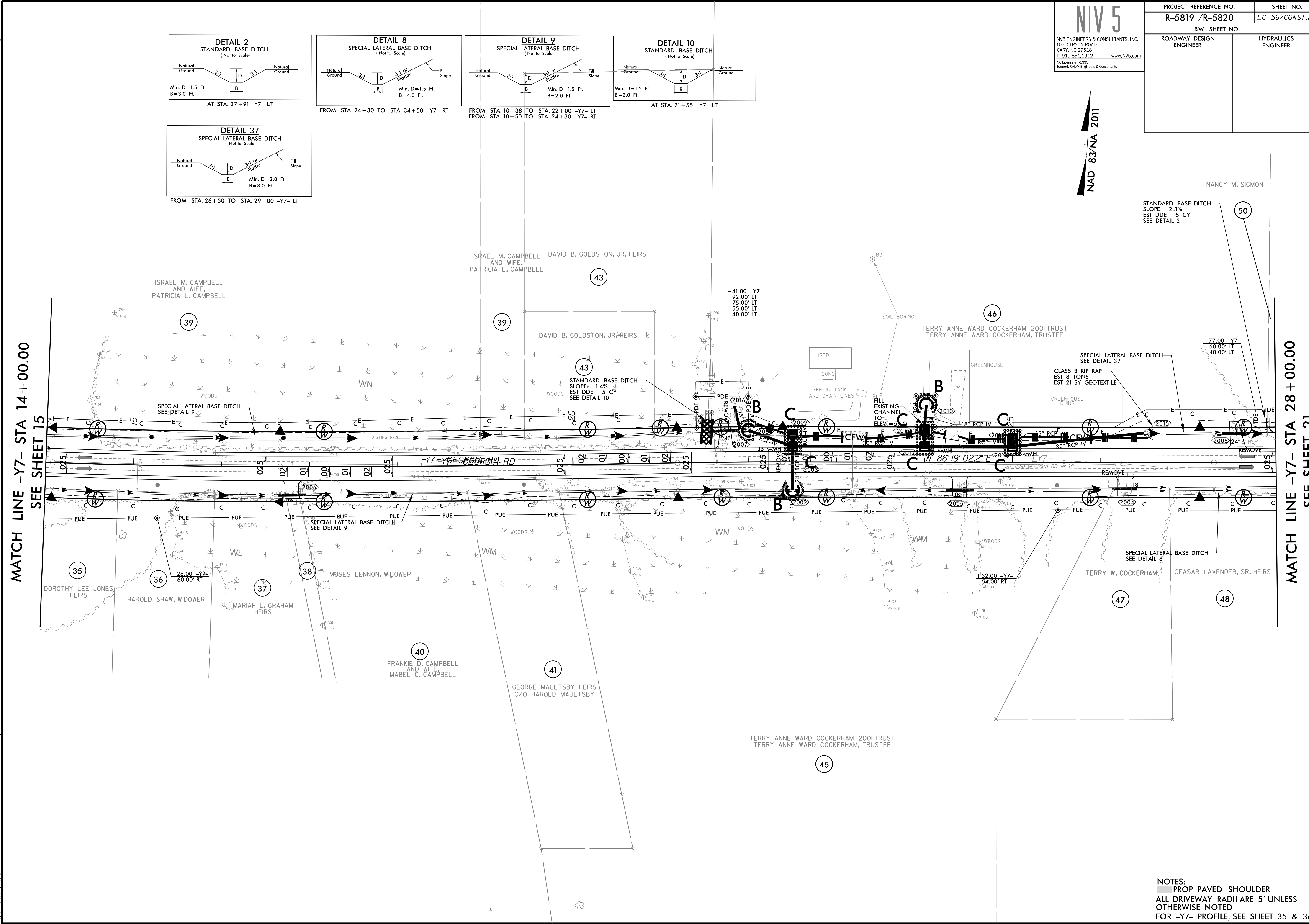
FROM STA. 76+00 TO STA. 79+00 -Y2- LT  
FROM STA. 76+00 TO STA. 79+00 -Y2- RT

**NOTES:**  
 PROP PAVED SHOULDER  
 PAVEMENT REMOVAL  
 FOR -Y2- PROFILE, SEE SHEET 34 & 35  
 FOR -Y7- PROFILE, SEE SHEET 37 & 38

PROJECT REFERENCE NO. <b>R-5819 /R-5820</b>		SHEET NO. <b>EC-56/CONST.20</b>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



REVISIONS  
 ROW REVISION - 7/26/2021 - COMBINED PARCELS 39 AND 42 INTO 39, COMBINED PARCELS 43 AND 44 INTO 43.  
 ROW REVISION - 10/22/2021 - UPDATED PARCEL OWNER NAME ON PARCEL 38, ADDED DRIVEWAY AND 18" DRIVE PIPE ON PARCELS 45 AND 47.



MATCH LINE -Y7- STA 14+00.00  
SEE SHEET 15

MATCH LINE -Y7- STA 28+00.00  
SEE SHEET 21

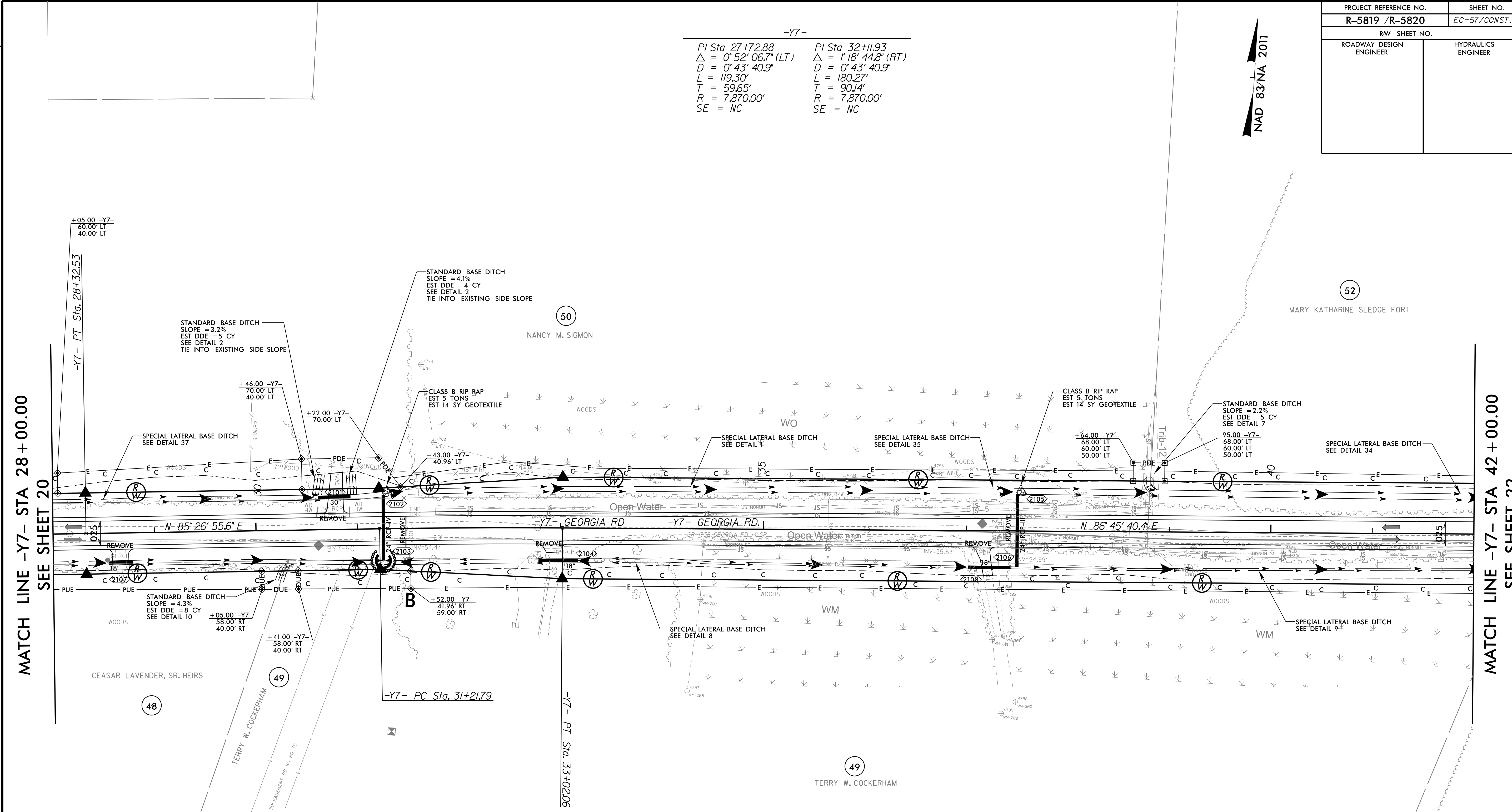
NOTES:  
 ■ PROP PAVED SHOULDER  
 ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED  
 FOR -Y7- PROFILE, SEE SHEET 35 & 36

PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-57/CONST.21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-Y7-

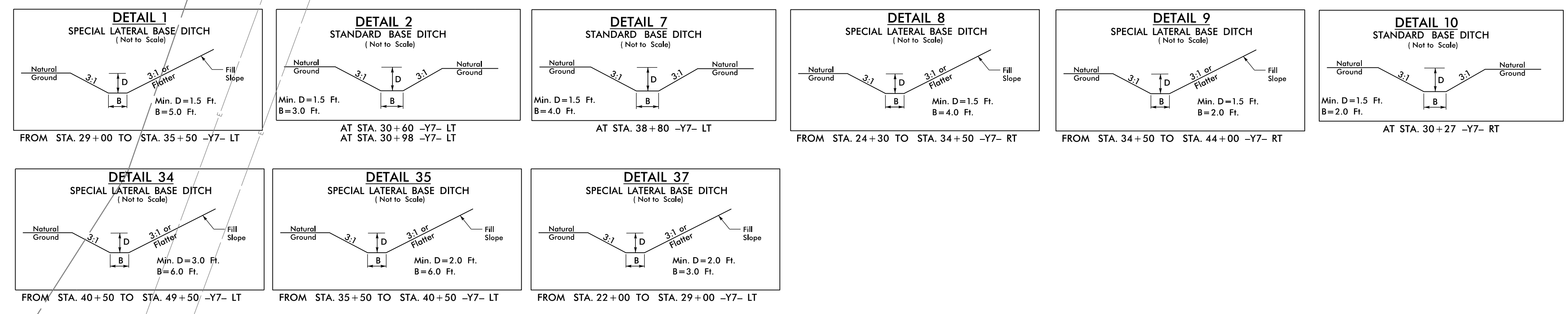
PI Sta 27+72.88	PI Sta 32+11.93
$\Delta = 0^{\circ} 52' 06.7" (LT)$	$\Delta = 1^{\circ} 18' 44.8" (RT)$
$D = 0^{\circ} 43' 40.9"$	$D = 0^{\circ} 43' 40.9"$
$L = 119.30'$	$L = 180.27'$
$T = 59.65'$	$T = 90.14'$
$R = 7,870.00'$	$R = 7,870.00'$
SE = NC	SE = NC

NAD 83/NA 2011



MATCH LINE -Y7- STA 28+00.00  
SEE SHEET 20

MATCH LINE -Y7- STA 42+00.00  
SEE SHEET 22

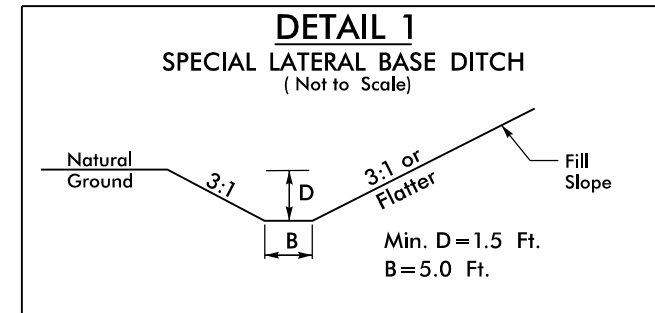


NOTES:  
 ■ PROP PAVED SHOULDER  
 ALL DRIVEWAY RADII ARE 5' UNLESS OTHERWISE NOTED  
 FOR -Y7- PROFILE, SEE SHEET 36

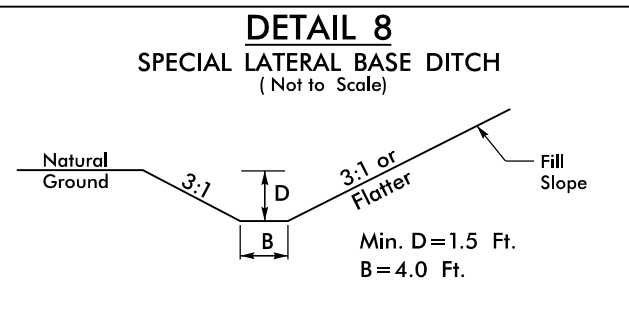
REVISIONS

8/17/99  
 3/14/2022  
 R5819\_R5820\_REU\_EC\_PSH21\_FINAL.dgn  
 TSE/ETC/MLT

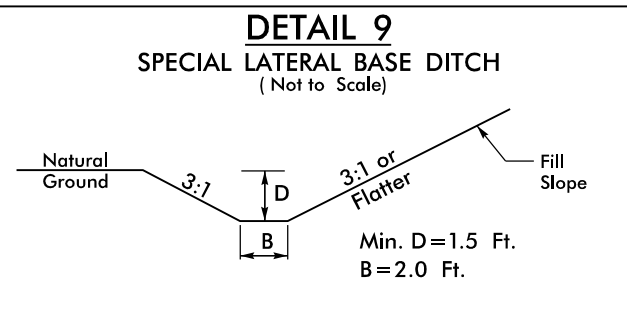
PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-58/CONST.22
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



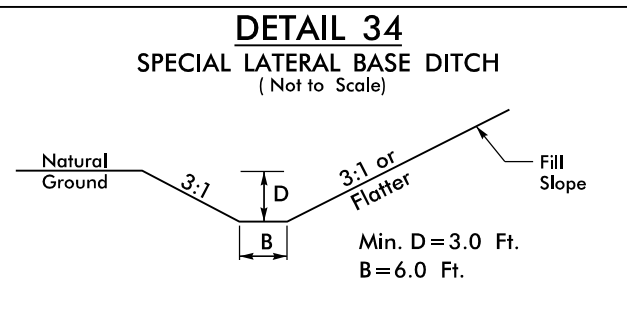
FROM STA. 44+00 TO STA. 49+50 -Y7- RT



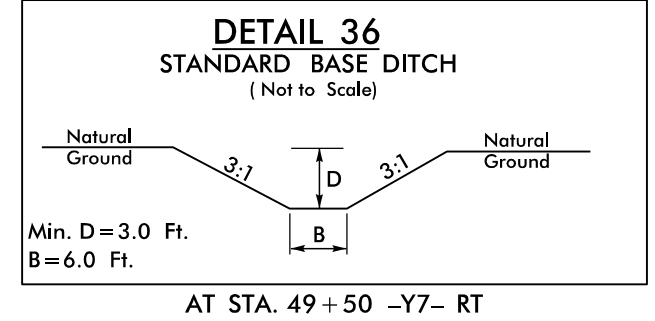
FROM STA. 49+50 TO STA. 60+00 -Y7- RT  
FROM STA. 49+50 TO STA. 52+00 -Y7- LT



FROM STA. 34+50 TO STA. 44+00 -Y7- RT  
FROM STA. 52+00 TO STA. 58+00 -Y7- LT

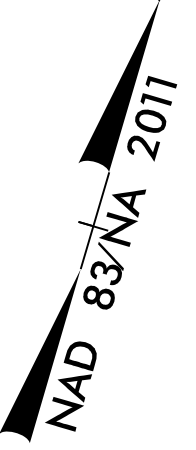


FROM STA. 40+50 TO STA. 49+50 -Y7- LT



AT STA. 49+50 -Y7- RT

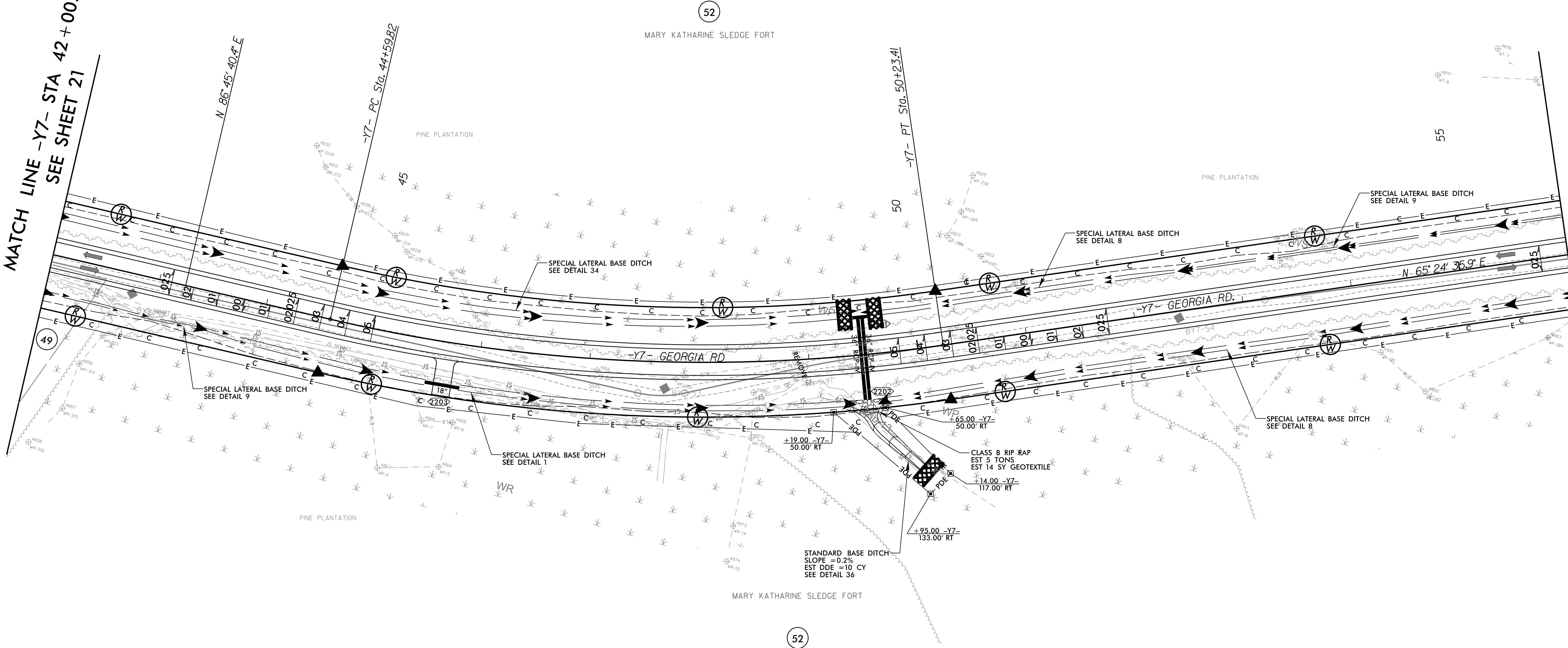
-Y7-  
 $PI\ Sta\ 47+44.93$   
 $\Delta = 21' 23' 05.4" (LT)$   
 $D = 3' 47' 39.9"$   
 $L = 563.59'$   
 $T = 285.11'$   
 $R = 1,510.00'$   
 $SE = 05$



REVISIONS

MATCH LINE -Y7- STA 42+00.00  
SEE SHEET 21

MATCH LINE -Y7- STA 56+00.00  
SEE SHEET 23



8/17/99

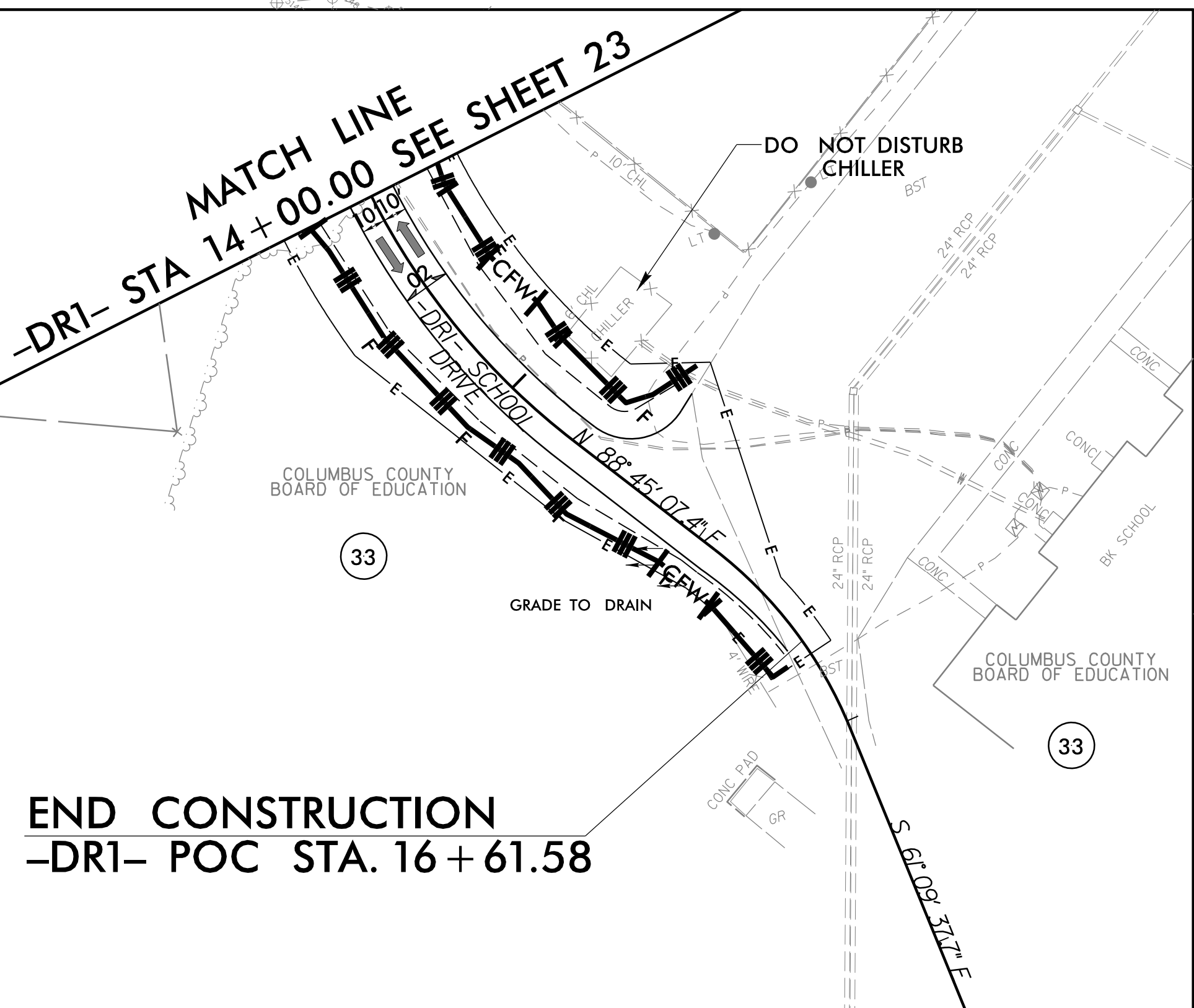
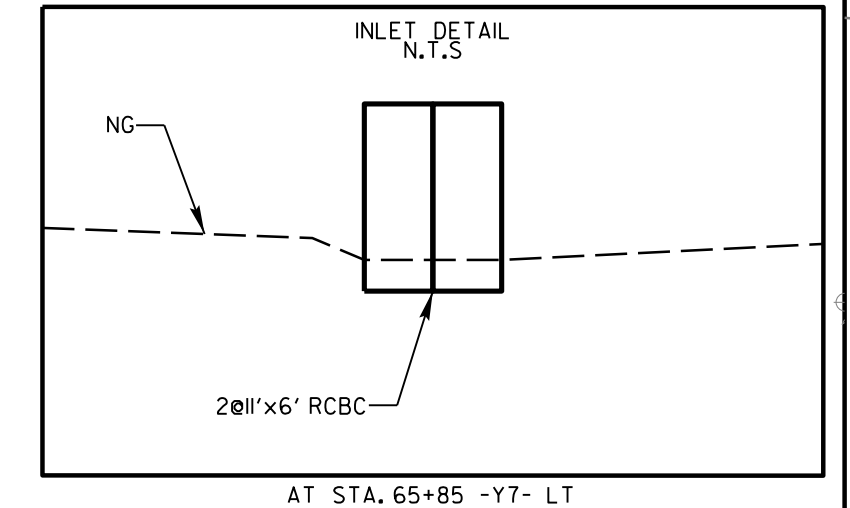
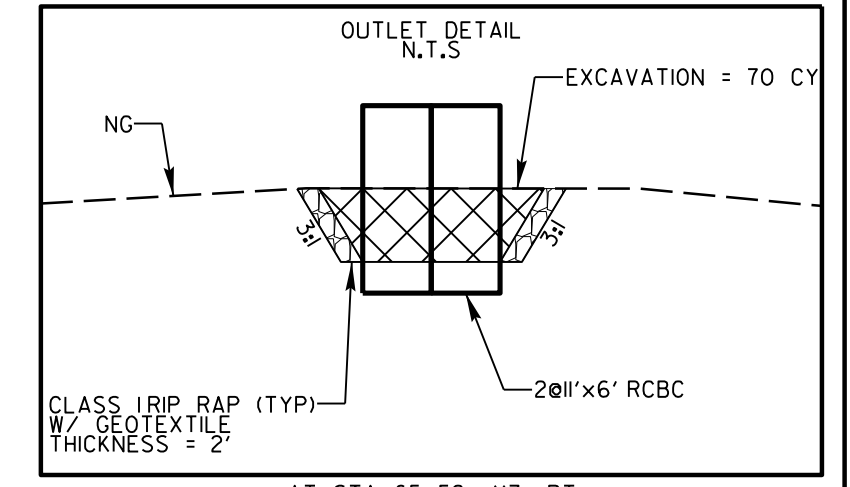
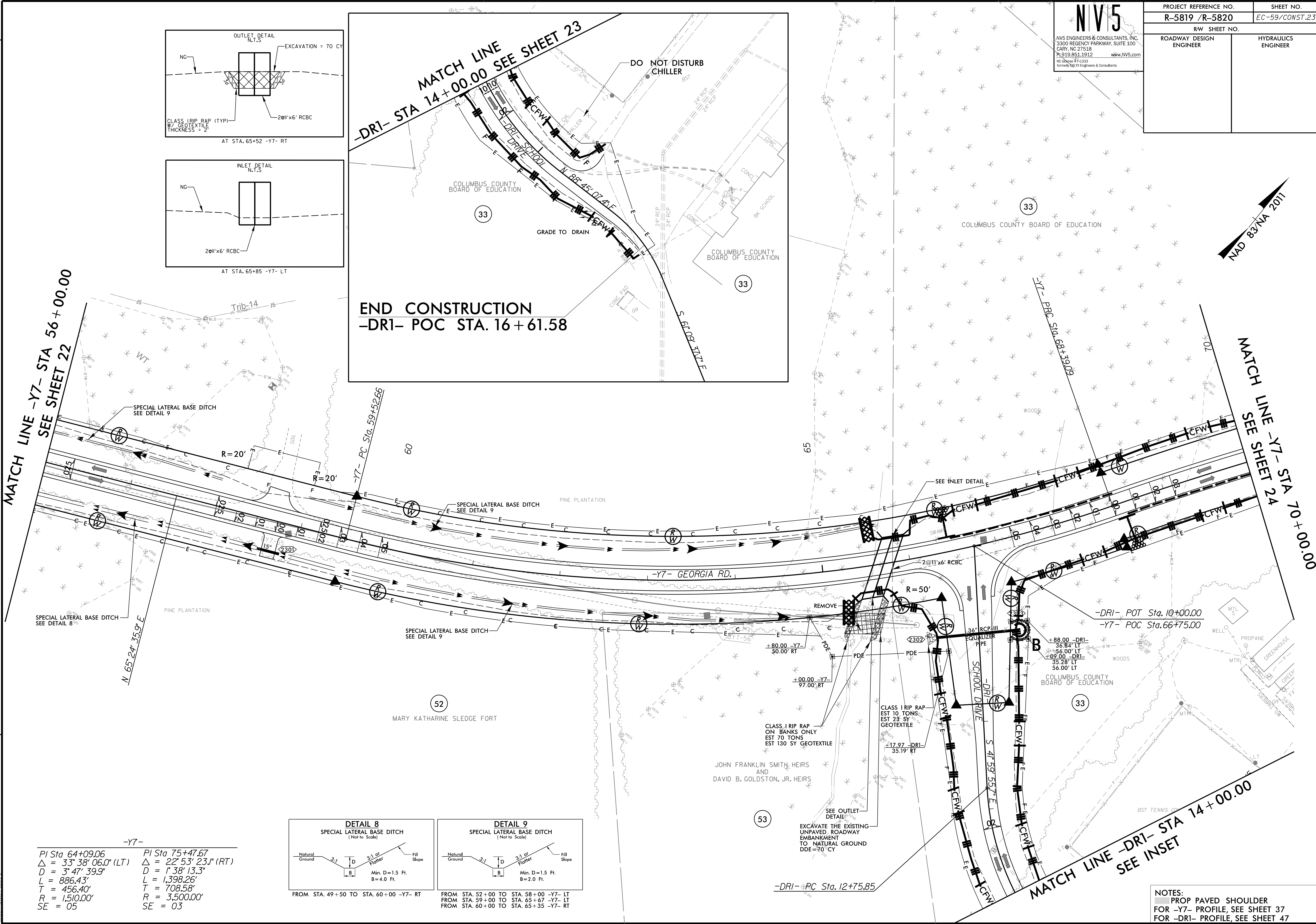
3/14/2022  
 R5819\_R5820\_REU\_EC\_PSH22\_FINAL.dgn  
 R5819.dwg

NOTES:  
 ■ PROP PAVED SHOULDER  
 FOR -Y7- PROFILE, SEE SHEET 36 & 37

PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-59/CONST.23
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

REVISIONS  
 ROW REVISION - 12/30/2021 - UPDATED PARCEL OWNER NAME ON PARCEL 53. ADD -DRI-

8/17/99  
 3/14/2022  
 R5819\_R5820\_REU\_EC\_PSH23\_FINAL.dgn  
 T:\Projects\191111\191111.dwg

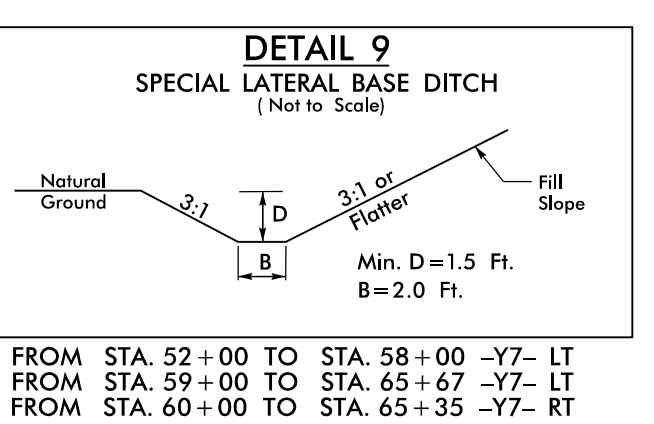
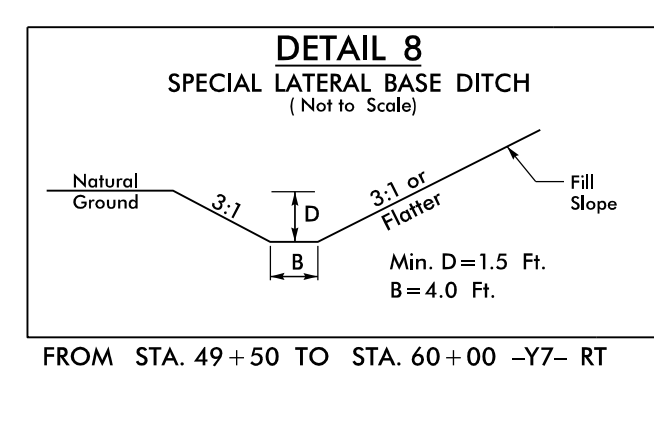


MATCH LINE -Y7- STA 56+00.00  
 SEE SHEET 22

MATCH LINE -Y7- STA 70+00.00  
 SEE SHEET 2A

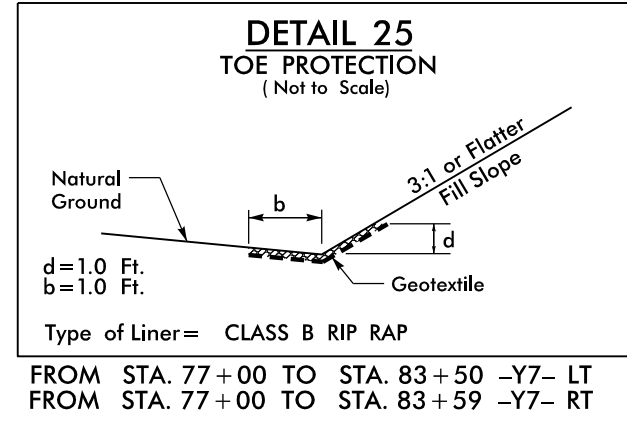
-Y7-

PI Sta 64+09.06	PI Sta 75+47.67
$\Delta = 33' 38" 06.0" (LT)$	$\Delta = 22' 53" 23.1" (RT)$
$D = 3' 47" 39.9"$	$D = 1' 38" 13.3"$
$L = 886.43'$	$L = 1,398.26'$
$T = 456.40'$	$T = 708.58'$
$R = 1,510.00'$	$R = 3,500.00'$
$SE = 05$	$SE = 03$



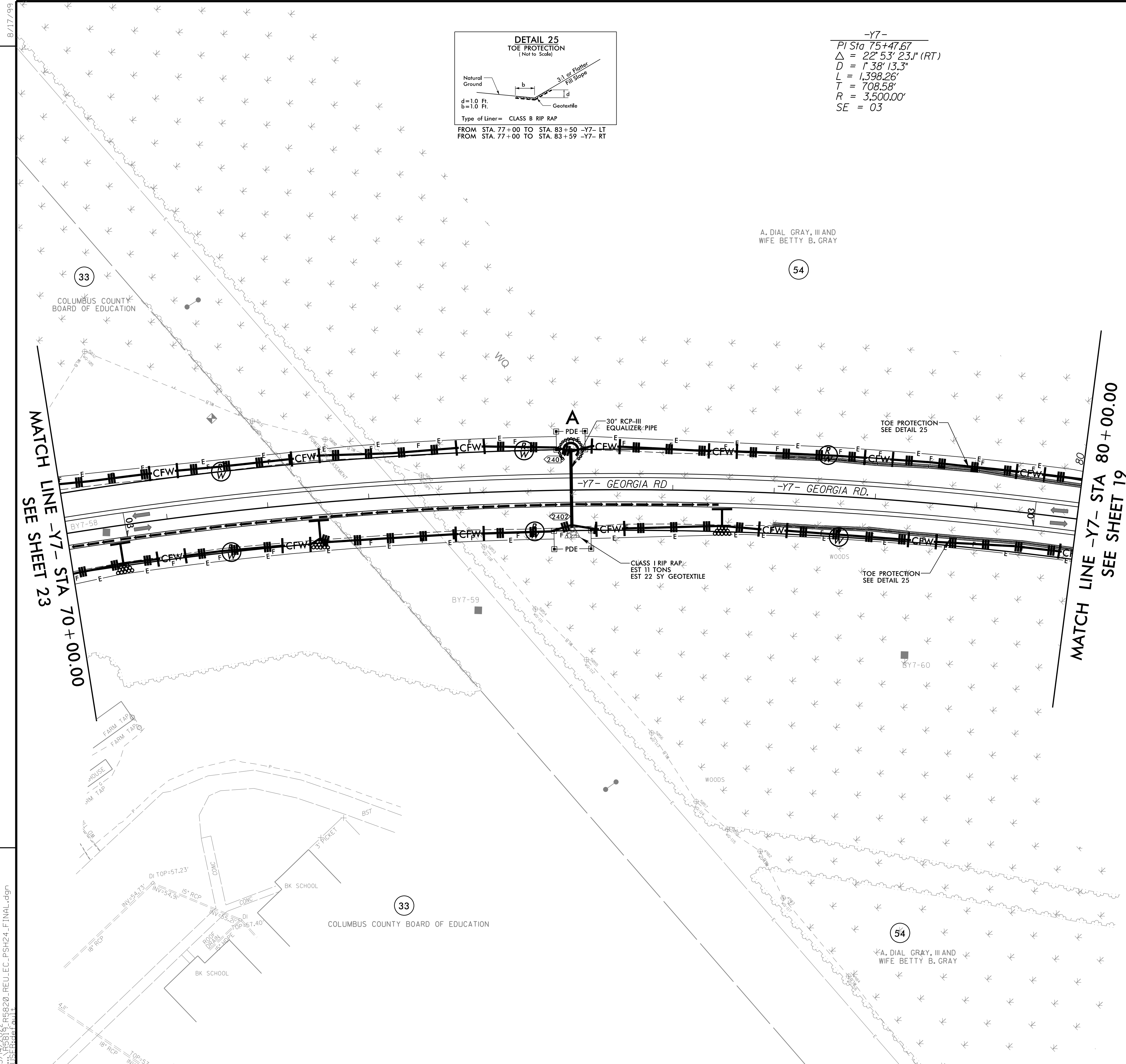
NOTES:  
 PROP PAVED SHOULDER FOR -Y7- PROFILE, SEE SHEET 37  
 FOR -DRI- PROFILE, SEE SHEET 47

PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-60/CONST.24
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-Y7-  
PI Sta 75+47.67  
 $\Delta = 22' 53" 23.1" (RT)$   
 $D = 1' 38" 13.3"$   
 $L = 1,398.26'$   
 $T = 708.58'$   
 $R = 3,500.00'$   
 $SE = 03$

REVISIONS

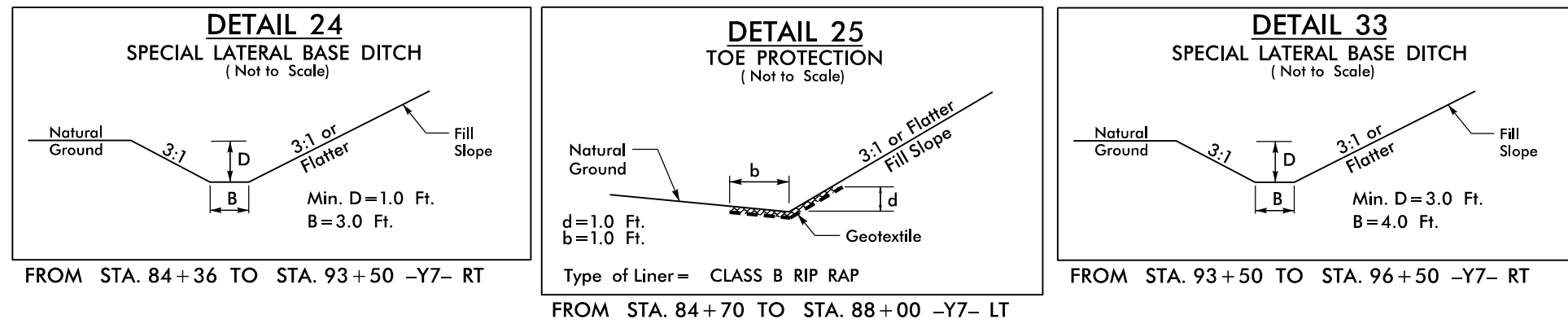


3/14/2022  
R5819-R5820-REV-EC-FSH24-FINAL.dgn  
TUS:ETC:ELM

NOTES:  
 PROP PAVED SHOULDER  
 FOR -Y7- PROFILE, SEE SHEET 37

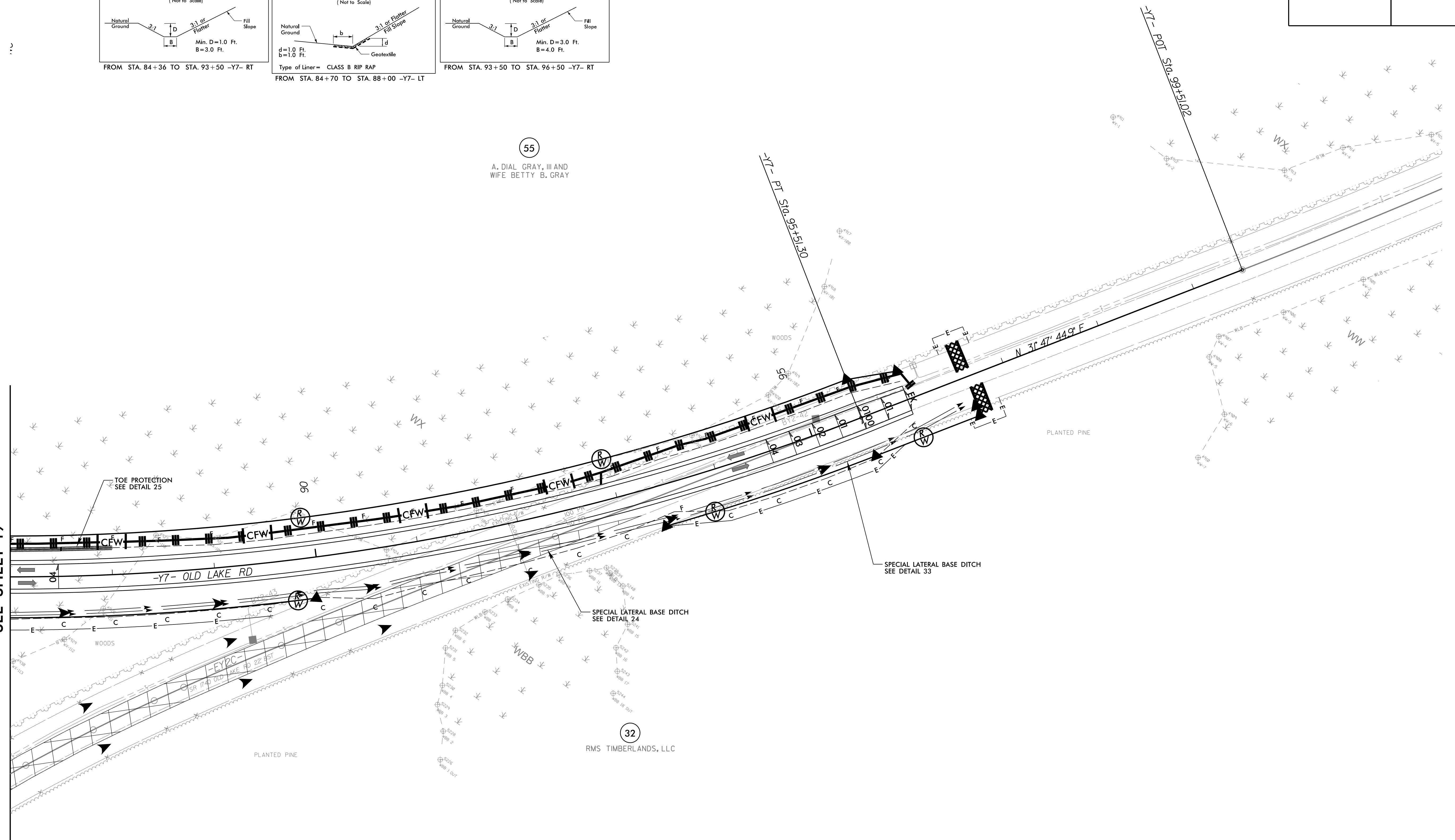
PROJECT REFERENCE NO.	SHEET NO.
R-5819 /R-5820	EC-61/CONST.25
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-Y7-  
 PI Sta 90+98.48  
 $\Delta = 22^\circ 52' 08.1''$  (LT)  
 $D = 2^\circ 29' 28.0''$   
 $L = 918.02'$   
 $T = 465.20'$   
 $R = 2,300.00'$   
 $SE = 04$



REVISIONS

MATCH LINE -Y7- STA 87+00.00  
 SEE SHEET 19



NOTES:  
 ▨ PROP PAVED SHOULDER  
 ▩ PAVEMENT REMOVAL  
 FOR -Y7- PROFILE, SEE SHEET 38

8/17/99  
 3/14/2022  
 R5819\_R5820\_REU\_EC\_PSH25\_FINAL.dgn  
 TIS:R5819