

09/28/19

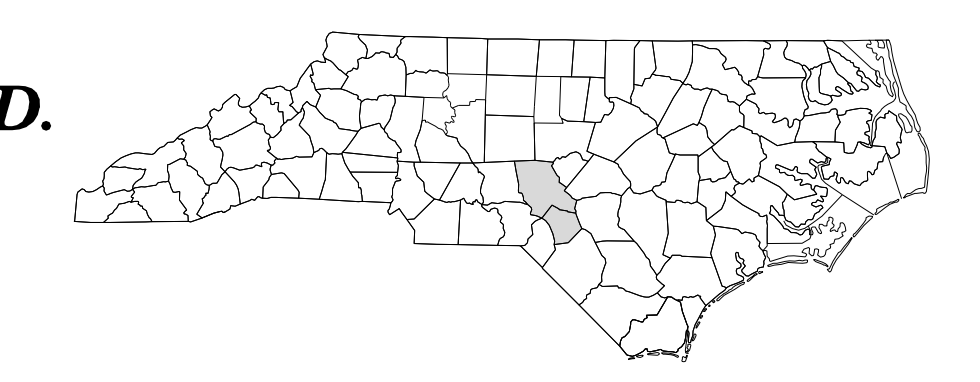
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5709	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50205.1.1	HSIP-0017 (158)	PE	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

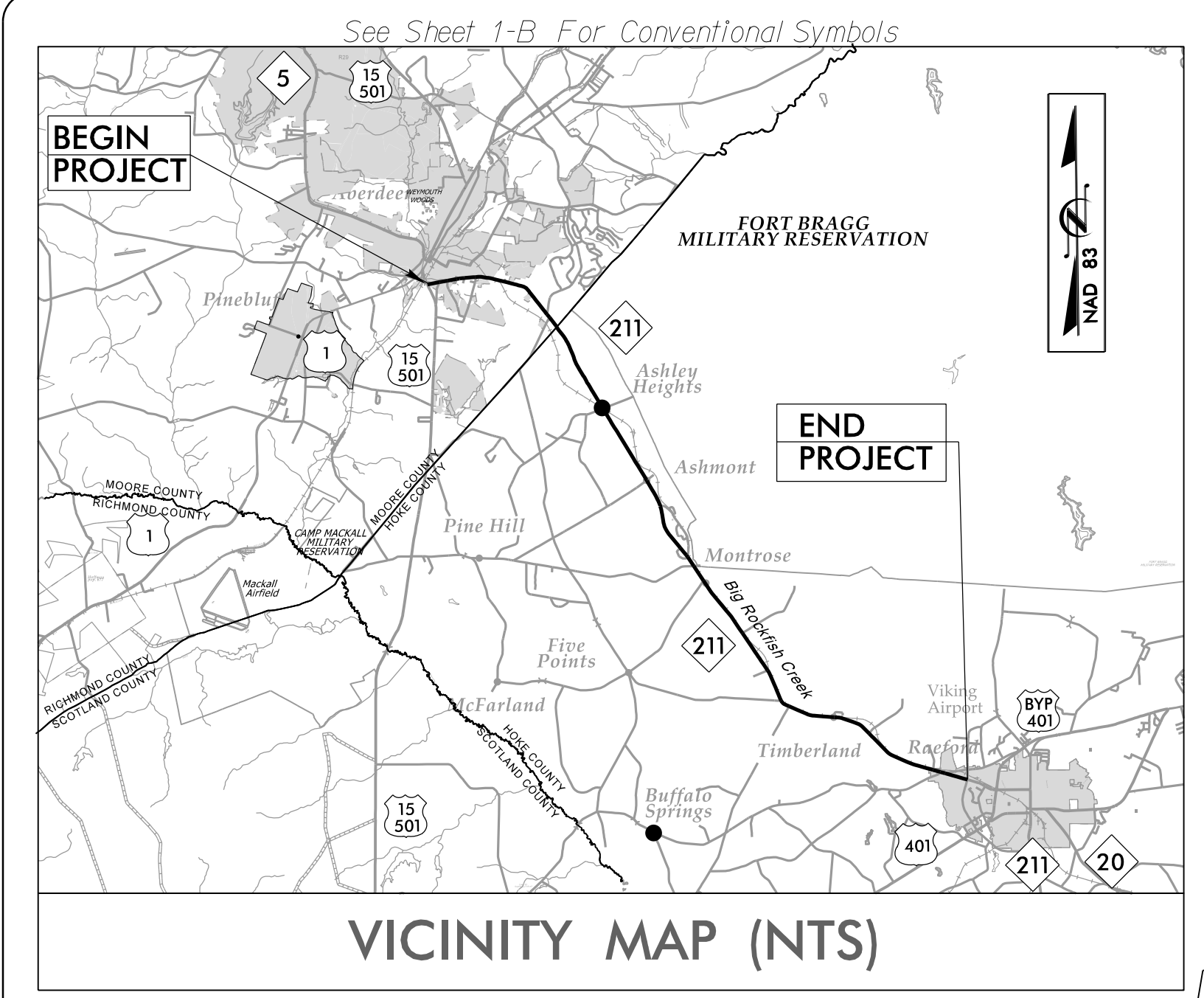
MOORE /HOKE COUNTIES

LOCATION: NC 211 FROM US 15/US 501 IN ABERDEEN TO SR 1244 (WEST PALMER ST)/SR 1311 (MOCKINGBIRD HILL RD) IN RAEFORD.

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES AND SIGNALS

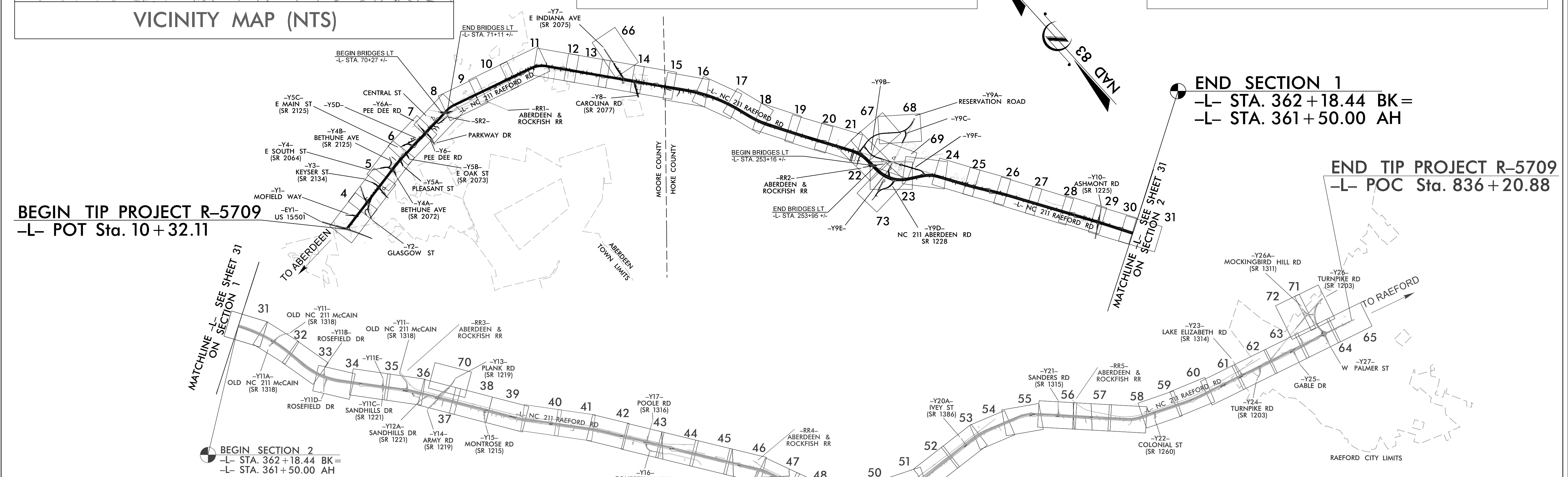


TIP PROJECT: R-5709



DESIGN SECTION 1

4B PLANS - 09/15/2020



BEGIN TIP PROJECT R-5709
-L- POT Sta. 10 + 32.11

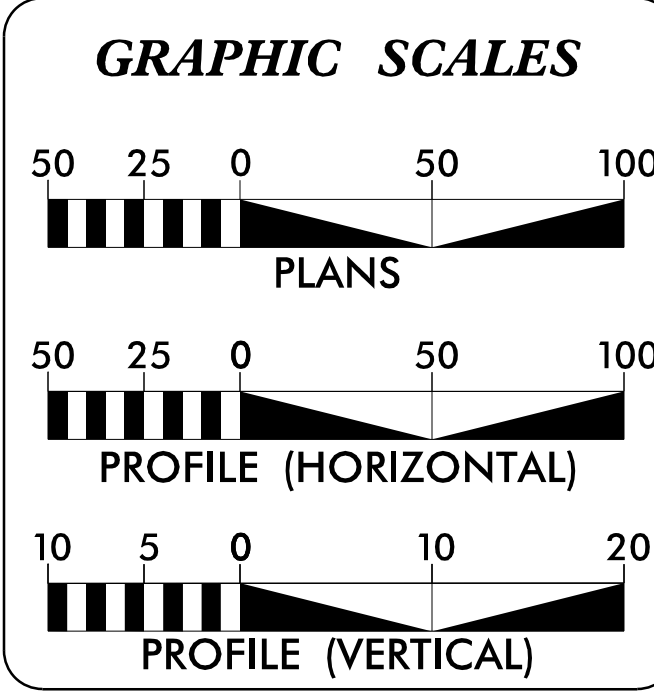
END SECTION 1
-L- STA. 362 + 18.44 BK =
-L- STA. 361 + 50.00 AH

END TIP PROJECT R-5709
-L- POC Sta. 836 + 20.88

- NOTE:**
1. A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWN OF ABERDEEN & THE CITY OF RAEFORD.
 2. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD ...
 3. THIS IS A PARTIAL CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO ONE DRIVEWAY PER PARCEL AND FULL-CONTROL AT U-TURN BULBS.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT:



DESIGN DATA

ADT 2022 =	16,100
ADT 2040 =	22,300
K =	9%
D =	60%
T =	21% *
**V =	50 MPH/60 MPH
* TTST =	16% DUAL 5%
FUNC CLASS =	MAJOR ARTERIAL
REGIONAL TIER	
**DESIGN SPEED CHANGES AT -L- STA. 163 + 93.10 (COUNTY LINE)	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-5709.....	15.602 miles
LENGTH STRUCTURE TIP PROJECT R-5709.....	0.053 miles
TOTAL LENGTH OF PROJECT R-5709.....	15.655 miles

PLANS PREPARED BY:

RK&K
8401 Six Forks Road, Forum 1 Suite 700
RALEIGH, NORTH CAROLINA 27615-3960
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
October 16, 2020

LETTING DATE:
September 19, 2023

Brandon McInnis, PE
PROJECT ENGINEER

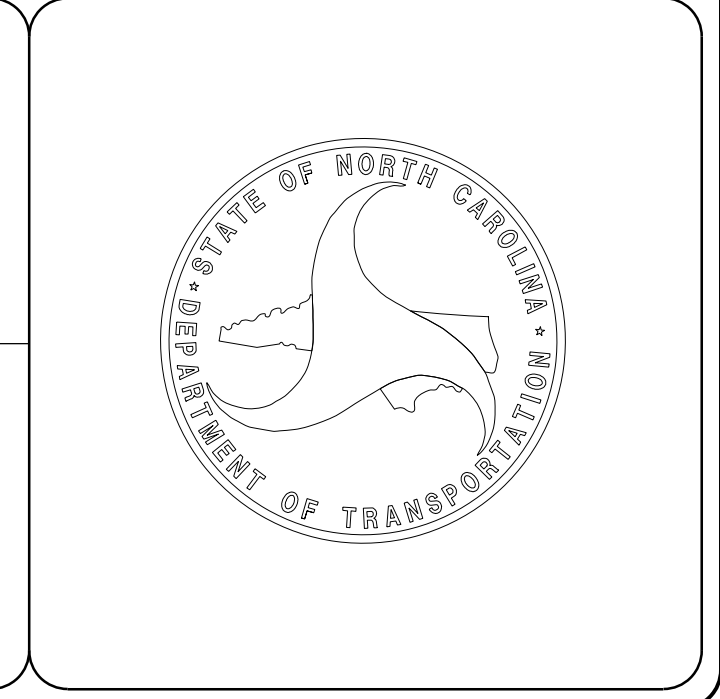
Mary Mays Yahl, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

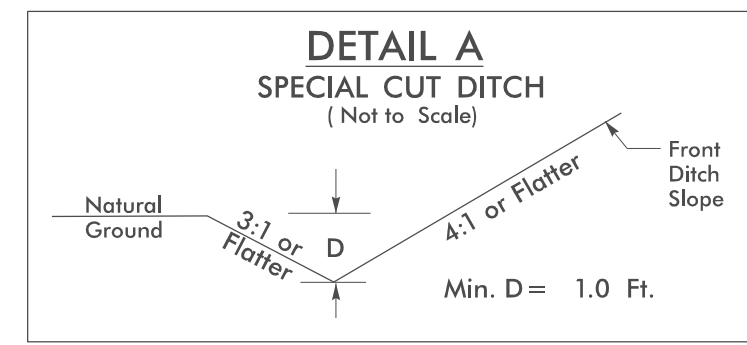
SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

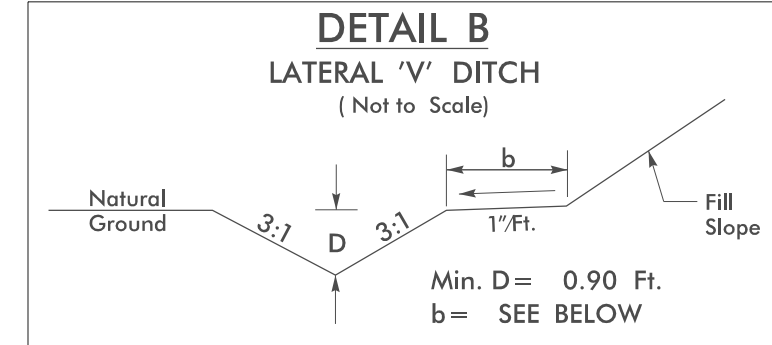


10/6/2020 R:\Hydraulics\PERMITS_Environment\4B\Drawings\PSH\R5709_hyd.t sh_secl.dgn Mhorvey

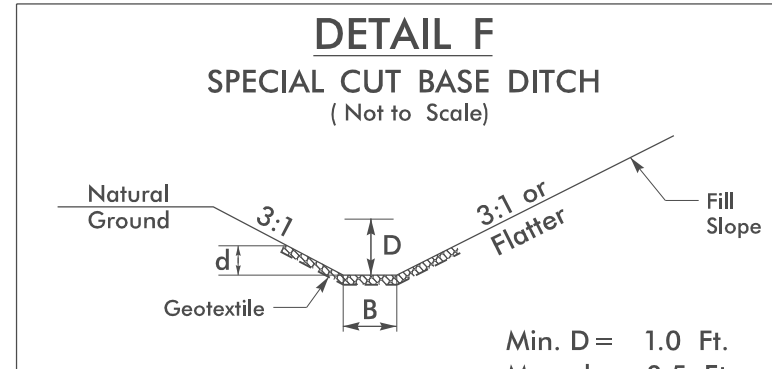


- L- FROM STA. 81+00 TO STA. 89+50 RT
- L- FROM STA. 94+50 TO STA. 95+00 RT
- L- FROM STA. 191+50 TO STA. 192+50 RT
- L- FROM STA. 194+50 TO STA. 195+00 RT
- Y9A- FROM STA. 26+00 TO STA. 27+00 LT
- Y9A- FROM STA. 11+00 TO STA. 14+50 LT
- Y9D- FROM STA. 15+00 TO STA. 15+50 LT
- Y9E- FROM STA. 13+00 TO STA. 13+73 LT
- L- FROM STA. 113+50 TO STA. 116+50 RT
- L- FROM STA. 127+00 TO STA. 128+50 LT
- L- FROM STA. 134+00 TO STA. 135+75 RT
- L- FROM STA. 144+50 TO STA. 145+66 LT
- L- FROM STA. 156+00 TO STA. 157+00 LT
- L- FROM STA. 165+50 TO STA. 169+50 LT
- L- FROM STA. 174+00 TO STA. 175+00 LT
- L- FROM STA. 238+05 TO STA. 238+50 RT
- L- FROM STA. 376+00 LT TO STA. 376+39 RT
- L- FROM STA. 428+00 RT TO STA. 428+50 RT
- L- FROM STA. 485+50 LT TO STA. 487+50 LT
- L- FROM STA. 520+00 LT TO STA. 528+61 LT
- L- FROM STA. 525+50 LT TO STA. 527+50 LT
- L- FROM STA. 529+00 LT TO STA. 532+00 LT
- L- FROM STA. 592+50 RT TO STA. 596+00 RT
- L- FROM STA. 647+75 LT TO STA. 670+50 LT
- L- FROM STA. 681+00 RT TO STA. 684+00 RT
- L- FROM STA. 686+92 LT TO STA. 690+00 LT
- L- FROM STA. 730+00 RT TO STA. 731+50 RT
- L- FROM STA. 769+50 RT TO STA. 772+50 RT
- L- FROM STA. 773+48 RT TO STA. 775+50 RT
- L- FROM STA. 808+00 RT TO STA. 809+54 RT
- L- FROM STA. 746+50 LT TO STA. 751+00 LT
- L- FROM STA. 778+50 LT TO STA. 782+50 LT

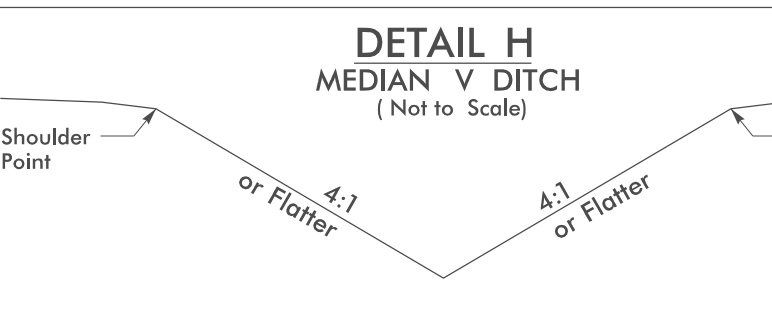
- L- FROM STA. 376+00 RT TO STA. 376+39 RT
- L- FROM STA. 424+00 LT TO STA. 424+82 LT
- L- FROM STA. 435+44 LT TO STA. 439+50 LT
- L- FROM STA. 464+50 LT TO STA. 465+50 LT
- L- FROM STA. 573+50 LT TO STA. 576+83 LT
- L- FROM STA. 656+00 RT TO STA. 665+15 RT
- L- FROM STA. 671+20 LT TO STA. 676+00 LT
- L- FROM STA. 676+50 LT TO STA. 678+50 LT
- L- FROM STA. 725+50 RT TO STA. 726+50 RT
- L- FROM STA. 726+50 LT TO STA. 731+36 LT
- L- FROM STA. 743+00 LT TO STA. 745+00 LT
- L- FROM STA. 753+50 LT TO STA. 755+00 LT
- L- FROM STA. 821+50 LT TO STA. 822+96 LT
- L- FROM STA. 398+50 LT TO STA. 400+50 LT
- L- FROM STA. 484+00 LT TO STA. 485+50 LT
- L- FROM STA. 623+50 RT TO STA. 643+00 RT
- L- FROM STA. 692+00 RT TO STA. 696+00 RT
- L- FROM STA. 826+50 RT TO STA. 827+50 RT
- Y26- FROM STA. 14+00 RT TO STA. 14+50 RT
- L- FROM STA. 472+00 LT TO STA. 477+75 LT
- L- FROM STA. 544+00 LT TO STA. 549+36 LT
- L- FROM STA. 551+50 LT TO STA. 552+00 LT
- L- FROM STA. 578+00 LT TO STA. 580+29 LT
- L- FROM STA. 685+50 LT TO STA. 686+92 LT
- L- FROM STA. 699+00 RT TO STA. 700+00 RT
- L- FROM STA. 710+00 RT TO STA. 711+50 RT
- L- FROM STA. 715+00 LT TO STA. 715+50 LT
- L- FROM STA. 730+00 RT TO STA. 731+50 RT
- L- FROM STA. 731+36 LT TO STA. 731+50 LT
- L- FROM STA. 736+00 RT TO STA. 736+50 RT
- L- FROM STA. 756+50 RT TO STA. 757+00 RT
- L- FROM STA. 766+50 LT TO STA. 768+00 LT
- L- FROM STA. 778+50 RT TO STA. 779+50 RT
- L- FROM STA. 786+50 RT TO STA. 788+00 RT
- L- FROM STA. 814+00 RT TO STA. 815+00 RT
- L- FROM STA. 815+00 LT TO STA. 816+50 LT
- L- FROM STA. 818+50 RT TO STA. 820+50 RT
- L- FROM STA. 832+00 LT TO STA. 834+00 LT
- L- FROM STA. 415+64 LT TO STA. 417+00 LT
- L- FROM STA. 485+50 LT TO STA. 487+50 LT
- L- FROM STA. 520+00 LT TO STA. 528+56 LT
- L- FROM STA. 529+00 LT TO STA. 531+50 LT
- L- FROM STA. 686+92.39 LT TO STA. 690+00 LT
- L- FROM STA. 773+48 RT TO STA. 775+50 RT
- L- FROM STA. 808+00 RT TO STA. 809+54 RT
- L- FROM STA. 812+30 RT TO STA. 812+33 RT
- L- FROM STA. 822+49 RT TO STA. 822+64 RT
- L- FROM STA. 642+50 LT TO STA. 644+50 LT
- L- FROM STA. 644+50 LT TO STA. 647+75 LT
- L- FROM STA. 701+00 RT TO STA. 707+50 RT
- L- FROM STA. 745+00 RT TO STA. 747+50 RT
- L- FROM STA. 788+00 RT TO STA. 794+32 RT
- L- FROM STA. 795+28 RT TO STA. 795+65 RT
- Y21- FROM STA. 10+81 LT TO STA. 11+50 LT
- Y21- FROM STA. 10+71 RT TO STA. 12+00 RT
- Y22- FROM STA. 11+00 LT TO STA. 11+59 LT
- Y26- FROM STA. 18+50 RT TO STA. 23+50 RT
- Y26A- FROM STA. 13+00 RT TO STA. 15+10 RT
- L- FROM STA. 786+00 LT TO STA. 786+97 LT
- L- FROM STA. 708+66 LT TO STA. 710+03 LT



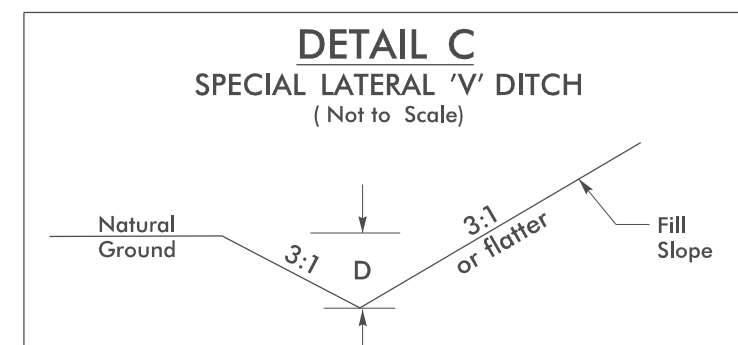
- L- FROM STA. 367+50 RT TO STA. 371+50 RT, b=5'
- L- FROM STA. 393+50 LT TO STA. 396+00 LT, b=2'
- L- FROM STA. 500+00 RT TO STA. 502+00 RT, b=2'
- L- FROM STA. 707+50 RT TO STA. 708+27 RT, b=5'
- L- FROM STA. 711+50 RT TO STA. 716+40 RT, b=5'
- L- FROM STA. 736+50 RT TO STA. 737+93 RT, b=2'
- L- FROM STA. 743+50 RT TO STA. 745+00 RT, b=5'
- L- FROM STA. 747+50 RT TO STA. 748+50 RT, b=5'
- L- FROM STA. 750+11 RT TO STA. 756+50 RT, b=5'
- L- FROM STA. 751+00 LT TO STA. 753+50 LT, b=5'
- L- FROM STA. 768+00 LT TO STA. 772+00 LT, b=4'
- L- FROM STA. 806+50 RT TO STA. 808+00 RT, b=5'
- L- FROM STA. 812+30 RT TO STA. 813+50 RT, b=5'
- Y11- FROM STA. 10+64 LT TO STA. 11+00 LT, b=2'
- Y11E- FROM STA. 11+00 LT TO STA. 11+50 LT, b=2'
- Y12- FROM STA. 11+00 RT TO STA. 11+50 RT, b=2'
- Y22- FROM STA. 11+00 LT TO STA. 11+50 LT, b=5'



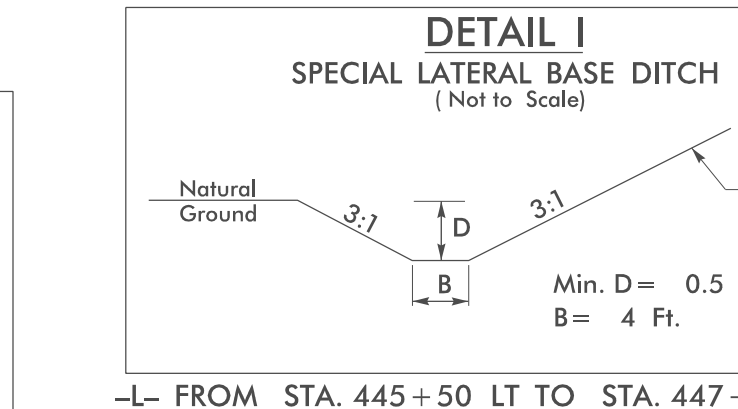
- L- FROM STA. 426+00 LT TO STA. 431+50 LT



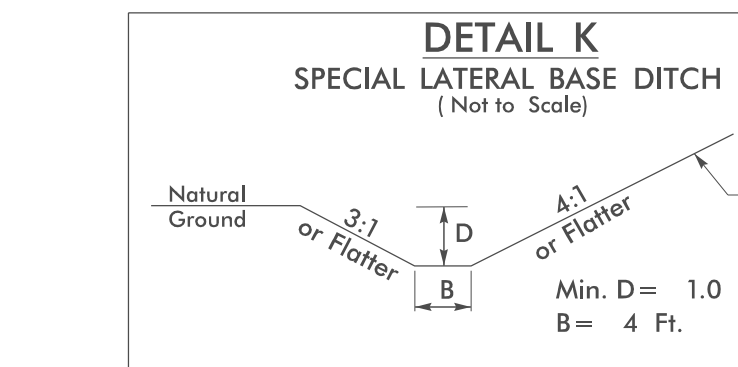
- L- FROM STA. 389+50 TO STA. 390+50 Median
- L- FROM STA. 398+52 TO STA. 399+00 Median
- L- FROM STA. 415+00 TO STA. 416+00 Median
- L- FROM STA. 437+50 TO STA. 438+28 Median
- L- FROM STA. 513+00 TO STA. 515+00 Median
- L- FROM STA. 572+00 TO STA. 575+50 Median
- L- FROM STA. 594+00 TO STA. 605+56 Median
- L- FROM STA. 612+00 TO STA. 616+50 Median
- L- FROM STA. 629+00 TO STA. 633+50 Median
- L- FROM STA. 640+00 TO STA. 647+75 Median
- L- FROM STA. 659+50 TO STA. 665+15 Median
- L- FROM STA. 696+00 TO STA. 697+50 Median
- L- FROM STA. 704+00 TO STA. 706+00 Median
- L- FROM STA. 716+39 TO STA. 717+50 Median
- L- FROM STA. 724+50 TO STA. 727+00 Median
- L- FROM STA. 752+00 TO STA. 753+00 Median
- L- FROM STA. 773+41 TO STA. 775+00 Median
- L- FROM STA. 796+26 TO STA. 796+50 Median
- L- FROM STA. 368+04 TO STA. 368+50 Median
- L- FROM STA. 397+50 TO STA. 398+52 Median
- L- FROM STA. 458+00 TO STA. 460+00 Median
- L- FROM STA. 465+00 TO STA. 466+50 Median
- L- FROM STA. 473+00 TO STA. 477+00 Median
- L- FROM STA. 478+00 TO STA. 483+94 Median
- L- FROM STA. 498+36 TO STA. 499+50 Median
- L- FROM STA. 524+50 TO STA. 527+50 Median
- L- FROM STA. 547+50 TO STA. 549+33 Median
- L- FROM STA. 562+50 TO STA. 563+50 Median
- L- FROM STA. 582+50 TO STA. 587+61 Median
- L- FROM STA. 654+00 TO STA. 656+70 Median
- L- FROM STA. 656+70 TO STA. 659+00 Median
- L- FROM STA. 701+00 TO STA. 704+00 Median
- L- FROM STA. 758+00 TO STA. 760+00 Median
- L- FROM STA. 763+50 TO STA. 764+50 Median
- L- FROM STA. 778+50 TO STA. 779+50 Median
- L- FROM STA. 780+50 TO STA. 781+50 Median
- L- FROM STA. 788+50 TO STA. 790+50 Median
- L- FROM STA. 796+50 TO STA. 803+50 Median
- L- FROM STA. 810+67 TO STA. 815+00 Median
- L- FROM STA. 817+00 TO STA. 817+37 Median



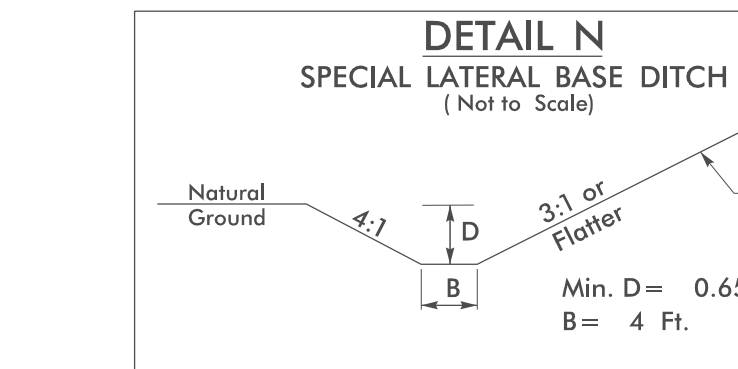
- L- FROM STA. 467+49 RT TO STA. 468+04 RT
- L- FROM STA. 479+00 RT TO STA. 480+50 RT
- L- FROM STA. 502+00 RT TO STA. 503+00 RT
- L- FROM STA. 542+00 RT TO STA. 543+00 RT
- L- FROM STA. 545+48 RT TO STA. 547+00 RT
- L- FROM STA. 716+39 RT TO STA. 724+00 RT
- L- FROM STA. 825+00 RT TO STA. 826+50 RT
- Y11- FROM STA. 11+08 RT TO STA. 11+50 RT
- Y11A- FROM STA. 10+25 LT TO STA. 11+50 LT
- Y14- FROM STA. 10+50 RT TO STA. 14+50 RT
- Y15- FROM STA. 11+75 LT TO STA. 14+50 LT
- Y15- FROM STA. 12+50 RT TO STA. 14+50 RT
- Y23- FROM STA. 10+85 RT TO STA. 11+50 RT
- Y23- FROM STA. 10+96 LT TO STA. 12+00 LT
- Y24- FROM STA. 12+00 RT TO STA. 13+37 RT
- Y26- FROM STA. 10+45 RT TO STA. 14+00 RT
- Y26- FROM STA. 15+00 RT TO STA. 18+50 RT
- Y26- FROM STA. 19+50 LT TO STA. 21+50 LT
- Y26- FROM STA. 21+50 LT TO STA. 25+00 LT
- Y26A- FROM STA. 10+50 RT TO STA. 11+00 RT
- Y26A- FROM STA. 10+50 LT TO STA. 11+00 LT
- Y26A- FROM STA. 11+00 LT TO STA. 12+50 LT
- Y26A- FROM STA. 14+50 LT TO STA. 15+50 LT
- SRI- FROM STA. 15+00 RT TO STA. 17+50 RT
- L2B- FROM STA. 825+00 RT TO STA. 826+50 RT



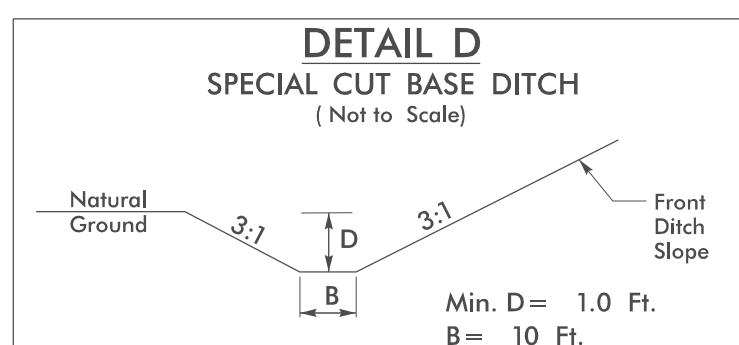
- L- FROM STA. 445+50 LT TO STA. 447+00 LT



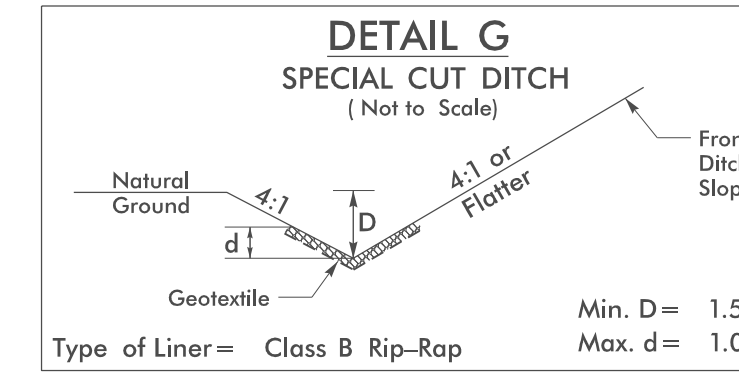
- L- FROM STA. 445+50 LT TO STA. 447+00 LT
- L- FROM STA. 498+35 LT TO STA. 500+50 LT
- L- FROM STA. 717+00 LT TO STA. 718+50 LT
- L- FROM STA. 810+49 RT TO STA. 812+30 RT



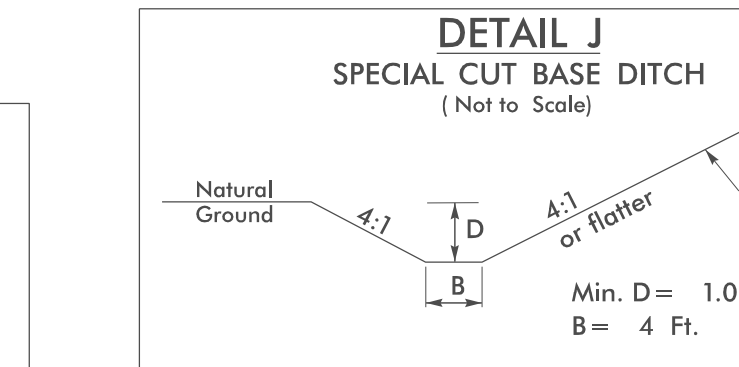
- FROM STA. 391+00 RT TO STA. 393+00 RT
- L- FROM STA. 505+50 RT TO STA. 506+00 RT



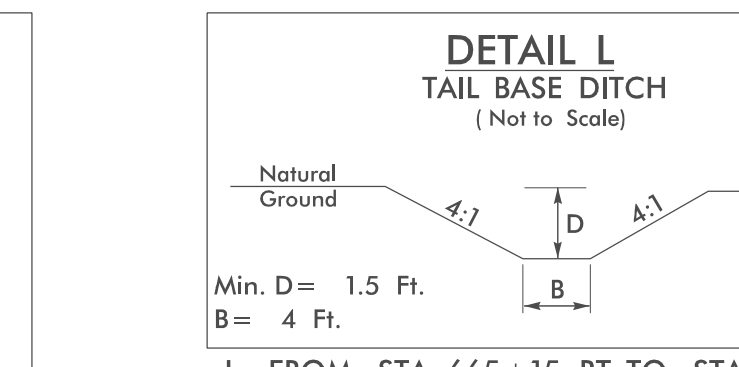
- Y14- FROM STA. 11+00 LT TO STA. 13+00 LT



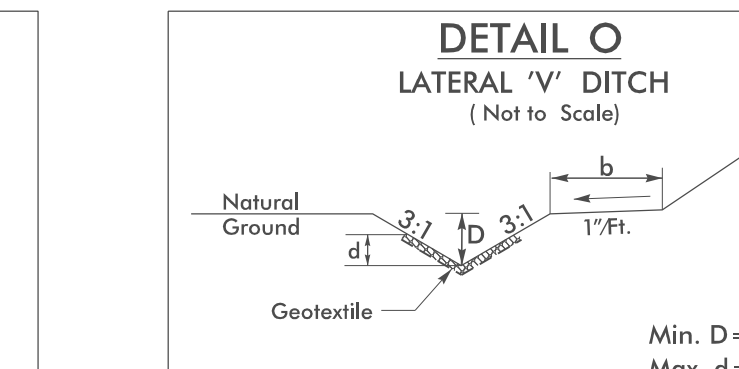
- L- FROM STA. 210+75 TO STA. 212+50 LT
- L- FROM STA. 385+00 LT TO STA. 386+00 LT
- L- FROM STA. 471+00 LT TO STA. 471+50 LT
- L- FROM STA. 541+00 RT TO STA. 542+00 RT
- L- FROM STA. 772+00 LT TO STA. 774+00 LT
- L- FROM STA. 772+50 RT TO STA. 773+48 RT



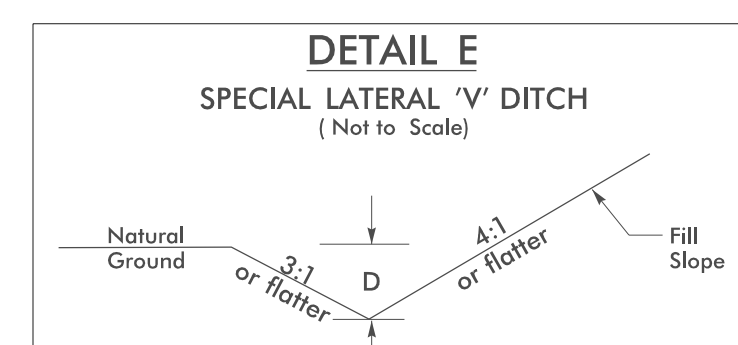
- L- FROM STA. 596+00 RT TO STA. 607+00 RT
- L- FROM STA. 718+50 LT TO STA. 719+00 LT



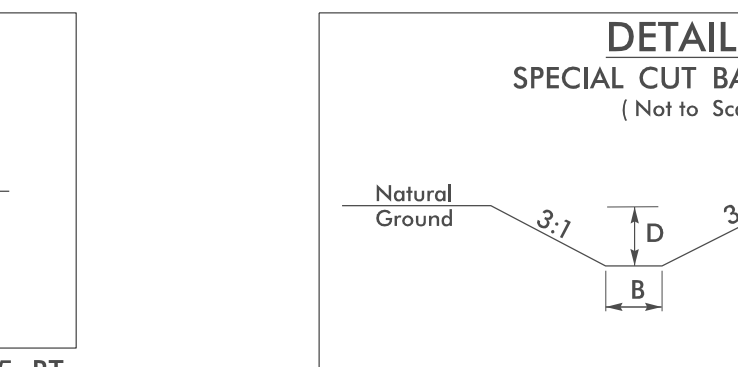
- L- FROM STA. 665+15 RT TO STA. 665+75 RT;
- S=.043%; L=60'; Beg El.=358.94; End El.=358.68
- L- STA. 773+35 LT; S=1.25%; L=40'; Beg El.=297.00; End El.=296.50
- L- STA. 774+00 LT; S=5.24%; L=63'; Beg El.=299.80; End El.=296.50



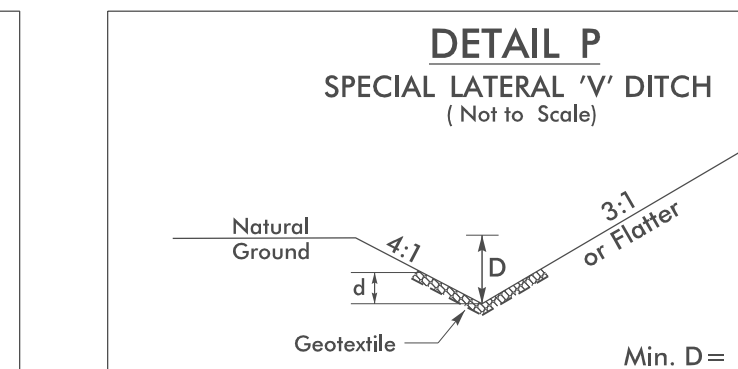
- L- FROM STA. 393+00 LT TO STA. 393+50 LT
- L- FROM STA. 407+50 LT TO STA. 415+64 LT
- L- FROM STA. 731+50 TO STA. 733+27 RT



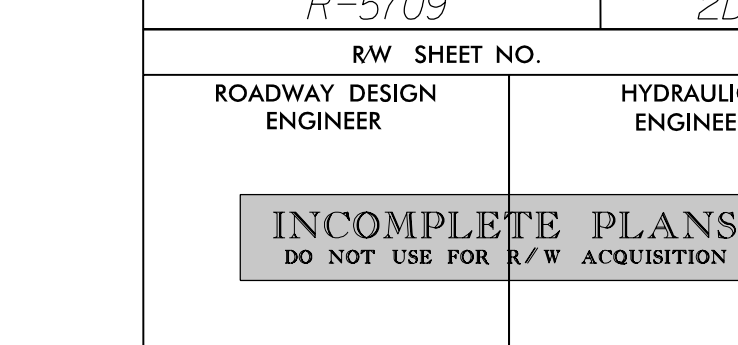
- L- FROM STA. 179+00 TO STA. 185+00 LT
- L- FROM STA. 189+00 TO STA. 194+00 RT
- L- FROM STA. 226+00 TO STA. 230+00 RT
- DR3- FROM STA. 12+50 TO STA. 13+15 LT
- DR4- FROM STA. 11+00 TO STA. 12+50 RT
- Y9C- FROM STA. 14+50 RT TO STA. 34+00 RT
- Y9B- FROM STA. 14+00 TO STA. 15+30 LT
- L- FROM STA. 568+50 LT TO STA. 569+00 LT
- L- FROM STA. 698+50 LT TO STA. 700+50 LT
- L- FROM STA. 426+50 RT TO STA. 428+50 RT
- L- FROM STA. 497+50 RT TO STA. 499+37 RT
- L- FROM STA. 499+50 RT TO STA. 500+00 RT
- L- FROM STA. 508+00 LT TO STA. 512+00 LT
- L- FROM STA. 368+00 LT TO STA. 371+00 LT
- L- FROM STA. 477+75 LT TO STA. 479+00 LT
- L- FROM STA. 480+50 LT TO STA. 483+00 LT
- L- FROM STA. 686+25 RT TO STA. 686+92 RT
- L- FROM STA. 820+50 RT TO STA. 822+49 RT
- L- FROM STA. 379+50 RT TO STA. 380+50 RT
- L- FROM STA. 387+50 LT TO STA. 389+50 LT
- L- FROM STA. 767+50 RT TO STA. 769+50 RT
- L- FROM STA. 426+00 RT TO STA. 428+00 RT
- L- FROM STA. 430+50 LT TO STA. 432+50 LT
- L- FROM STA. 497+50 LT TO STA. 498+35 LT
- L- FROM STA. 508+00 LT TO STA. 512+00 LT
- L- FROM STA. 524+50 RT TO STA. 526+91 RT
- L- FROM STA. 573+50 LT TO STA. 576+83 LT
- L- FROM STA. 822+96 LT TO STA. 823+30 LT
- Y26- FROM STA. 11+41 LT TO STA. 12+48 LT



- L- FROM STA. 592+00 LT TO STA. 593+50 LT
- Y24- FROM STA. 12+50 LT TO STA. 15+13 LT



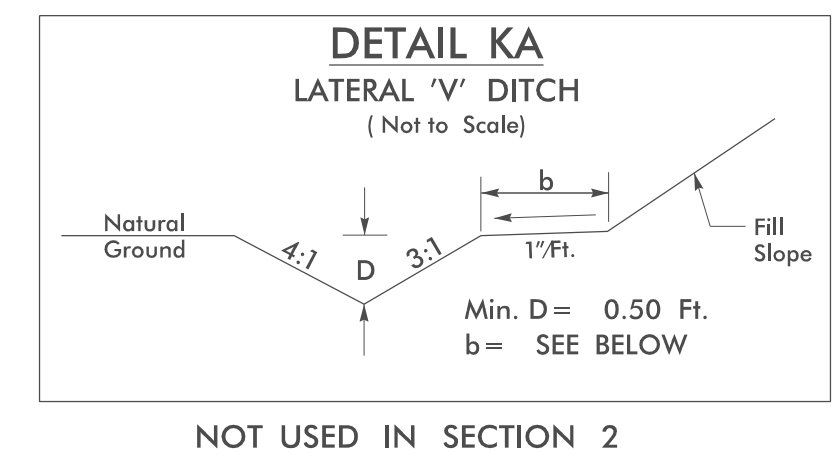
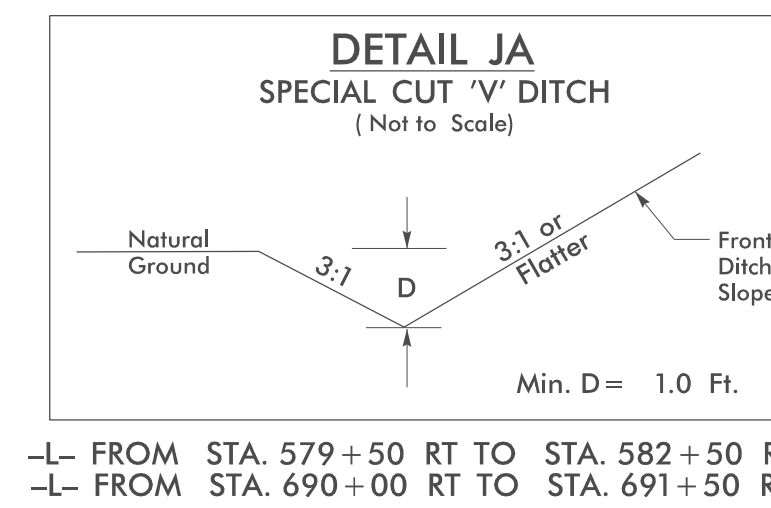
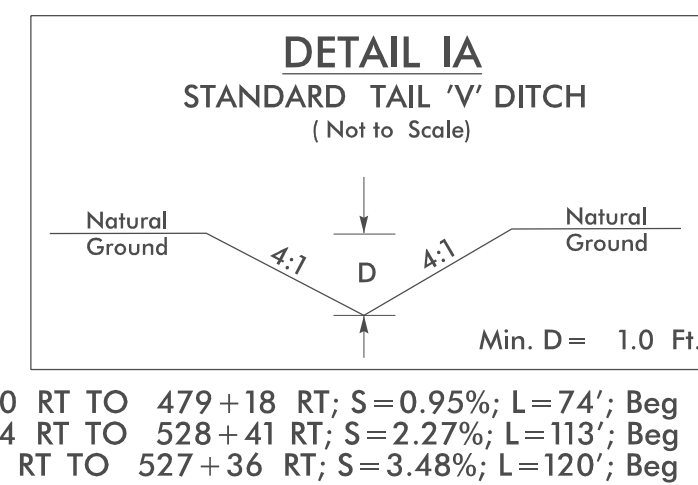
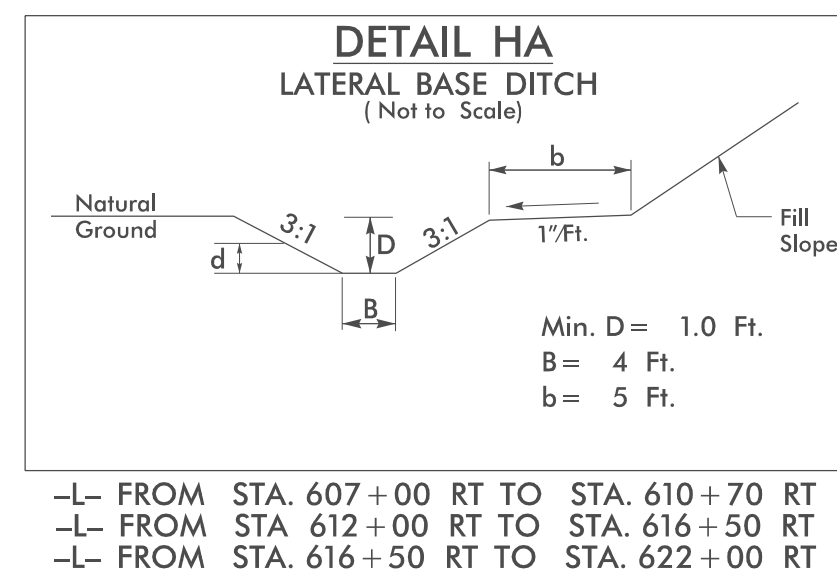
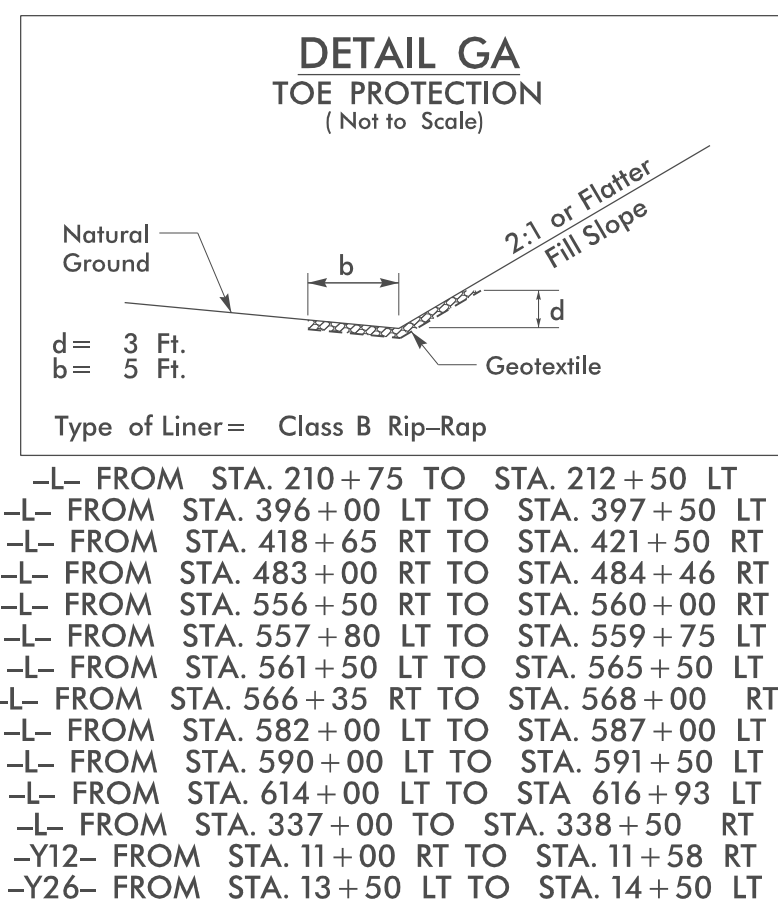
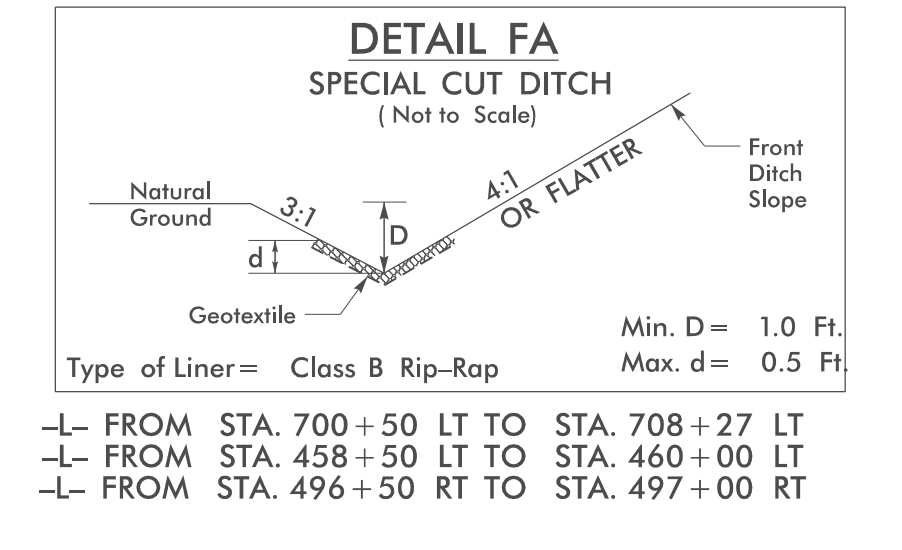
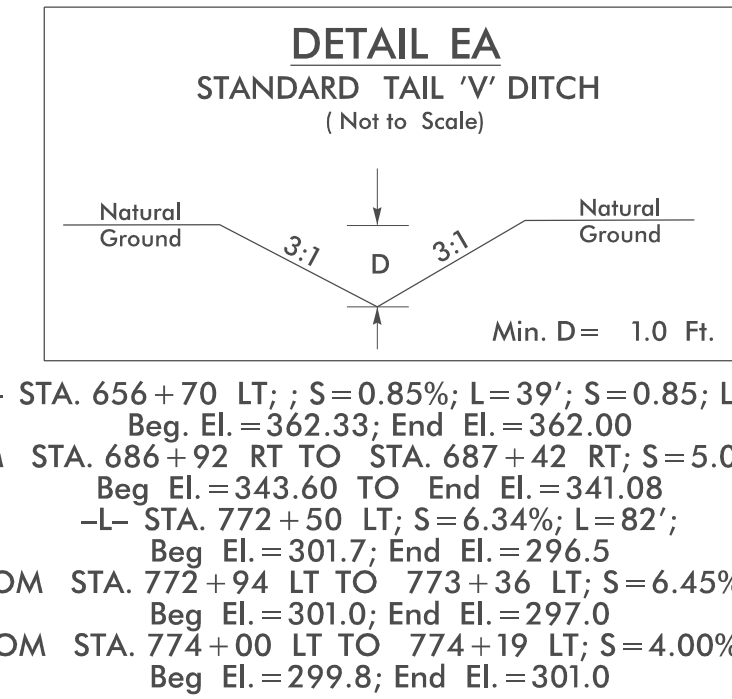
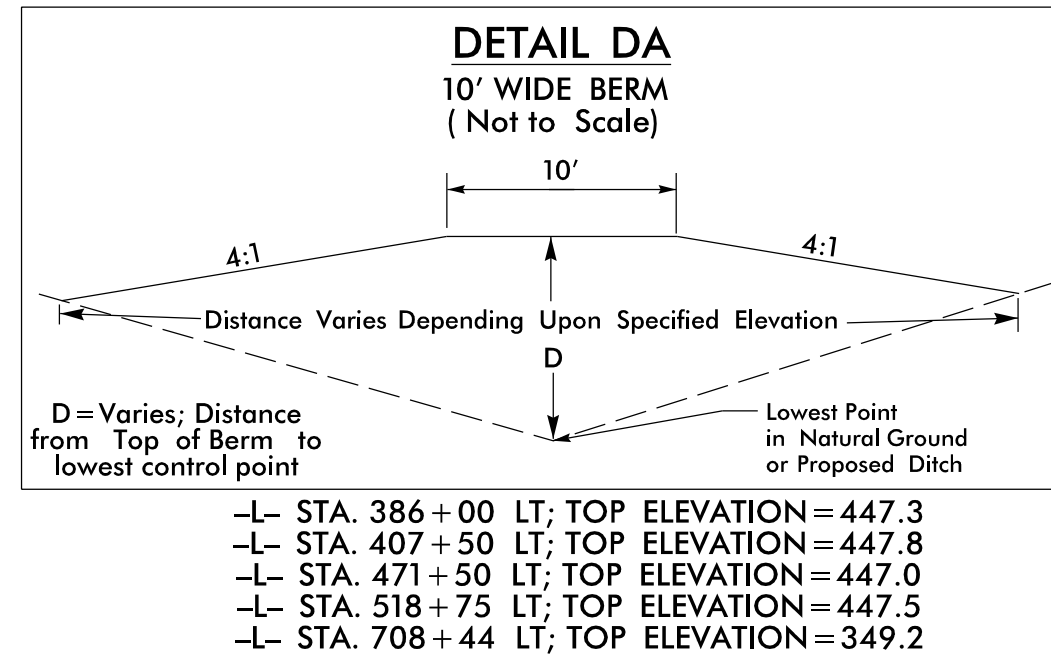
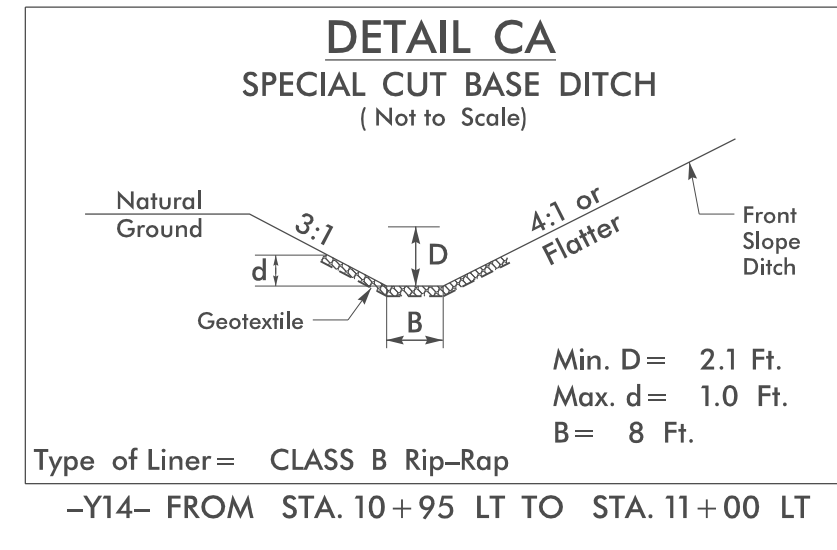
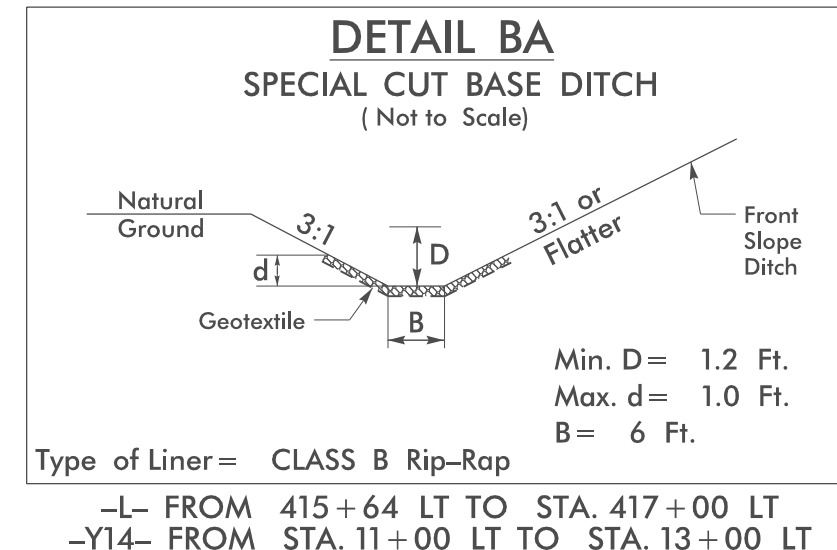
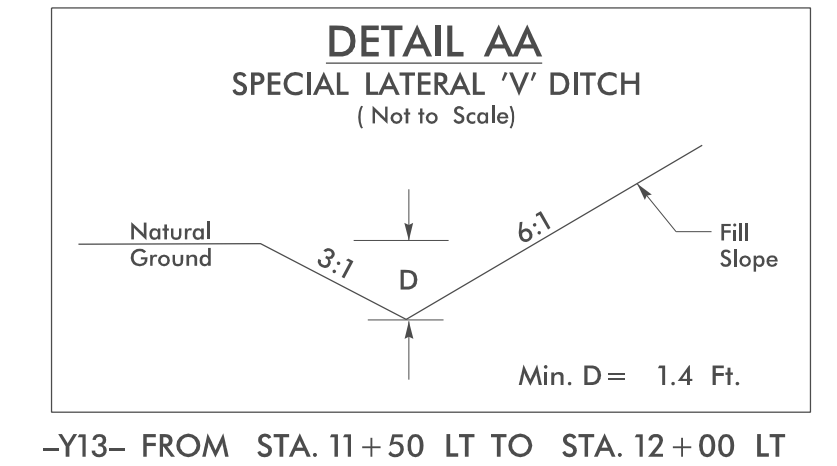
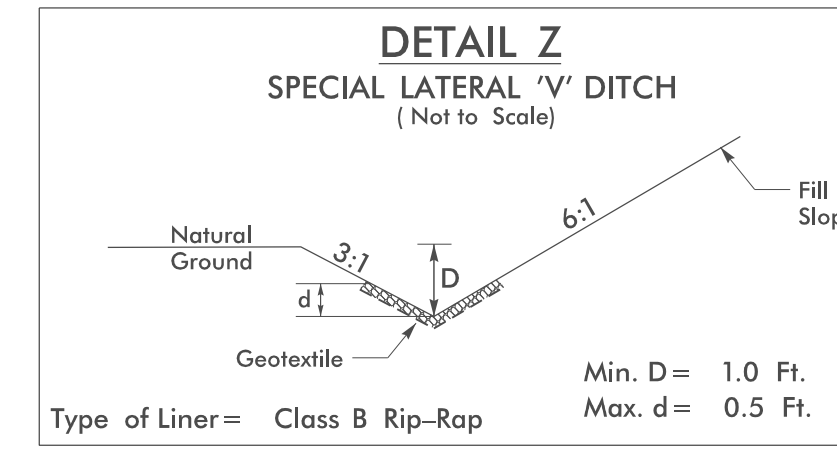
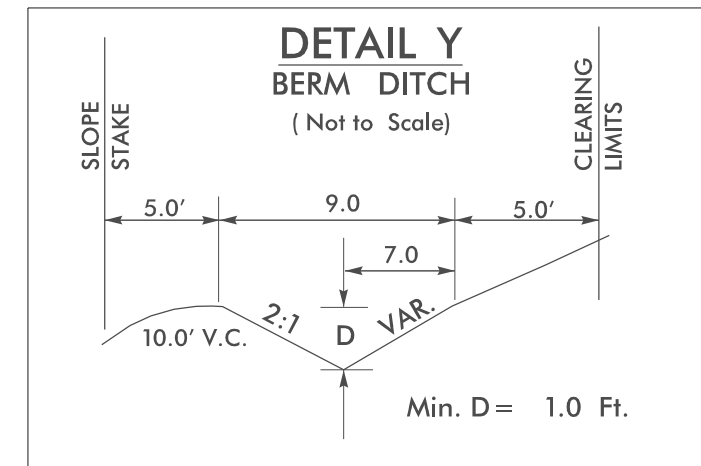
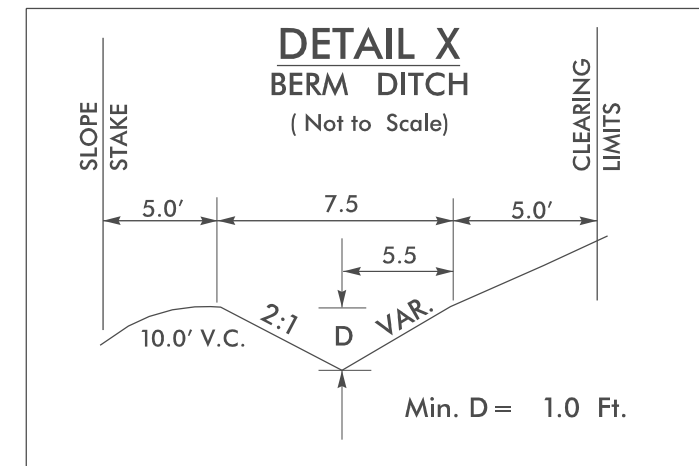
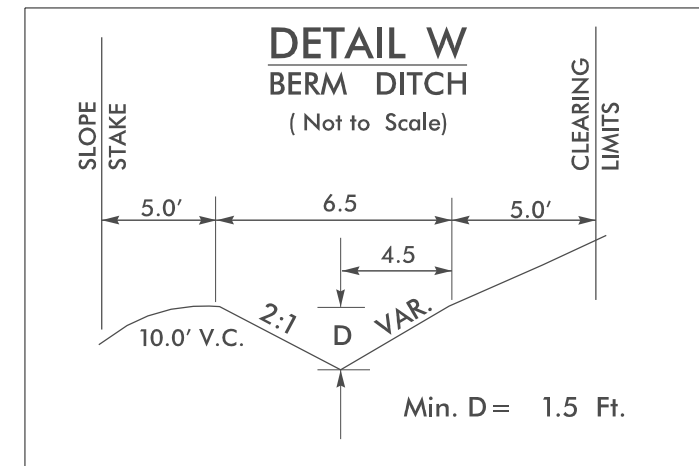
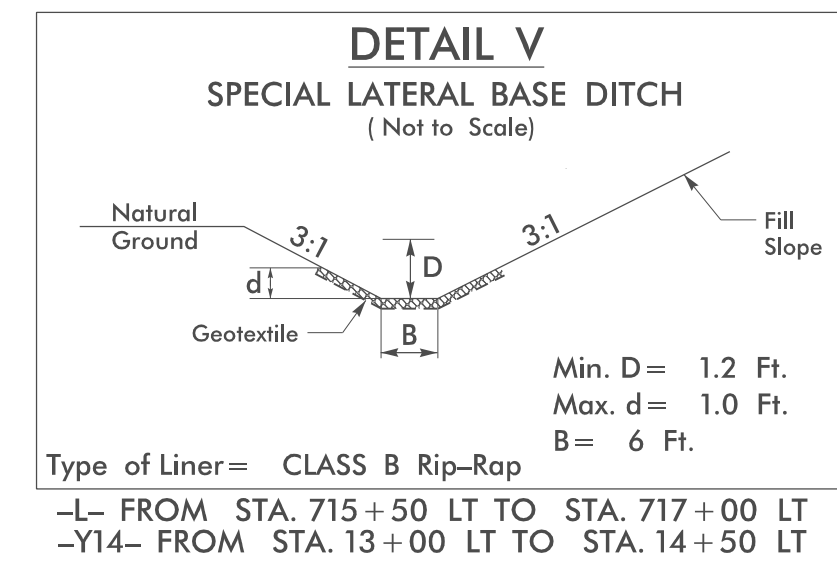
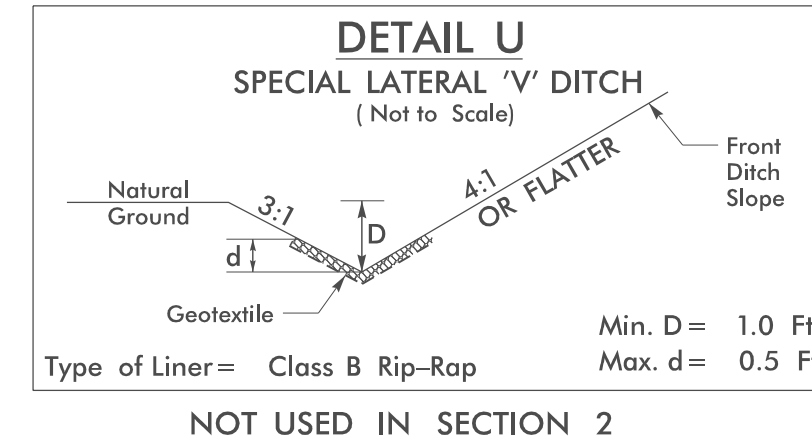
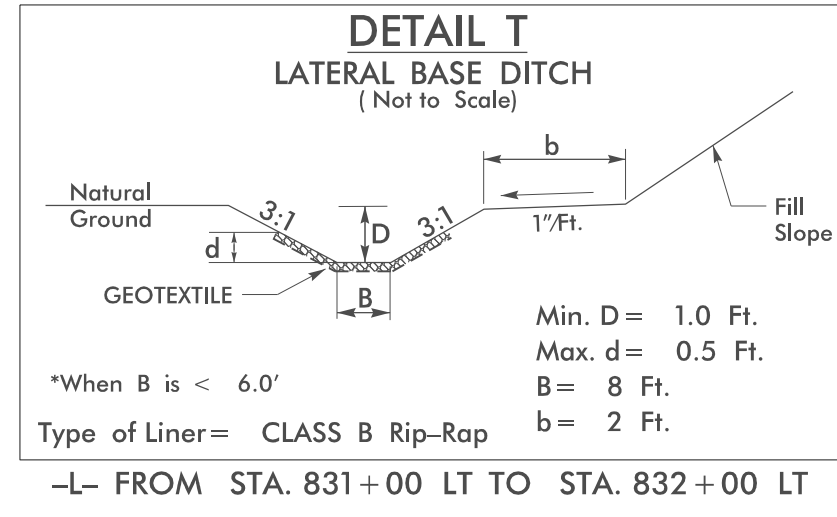
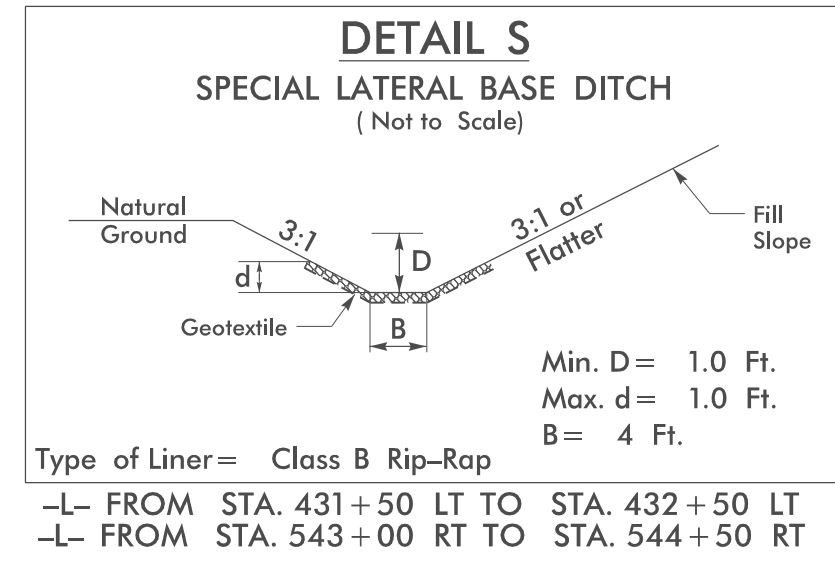
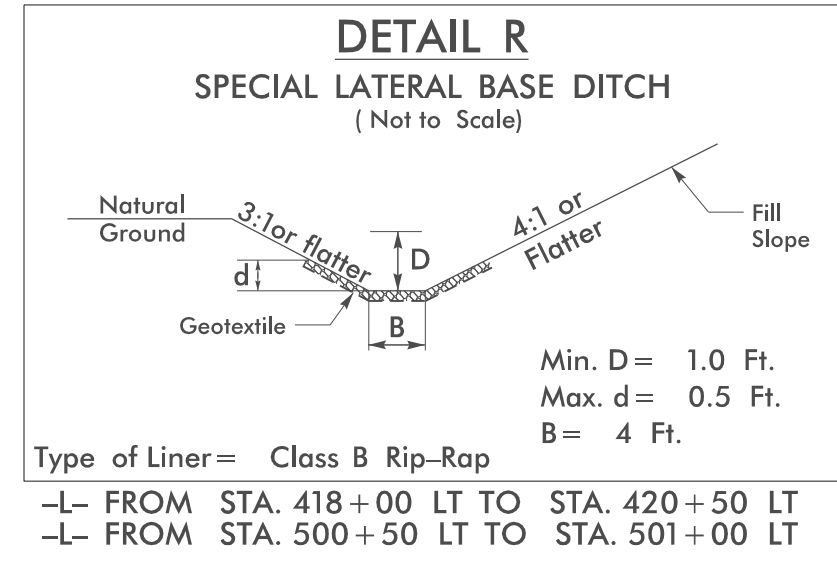
- Y12- FROM STA. 11+07 TO STA. 12+00 RT



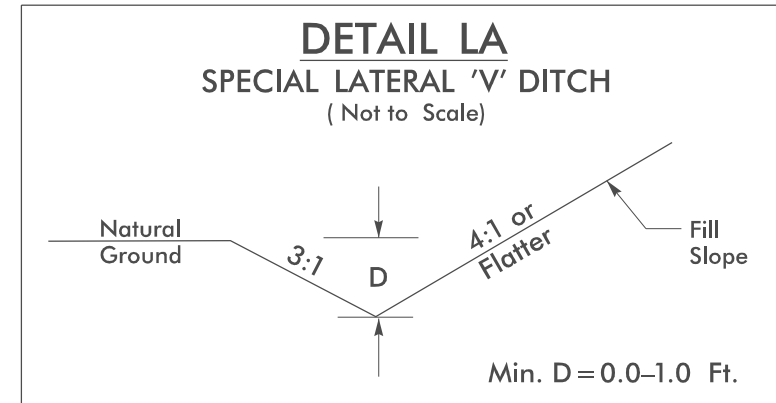
- L- FROM STA. 480+50 RT TO STA. 481+00 RT
- L- FROM STA. 489+50 RT TO STA. 498+00 RT
- L- FROM STA. 496+00 LT TO STA. 497+50 LT
- L- FROM STA. 506+00 RT TO STA. 507+50 RT
- L- FROM STA. 787+79 LT TO STA. 800+50 LT

PROJECT REFERENCE NO. R-5709	SHEET NO. 2D-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

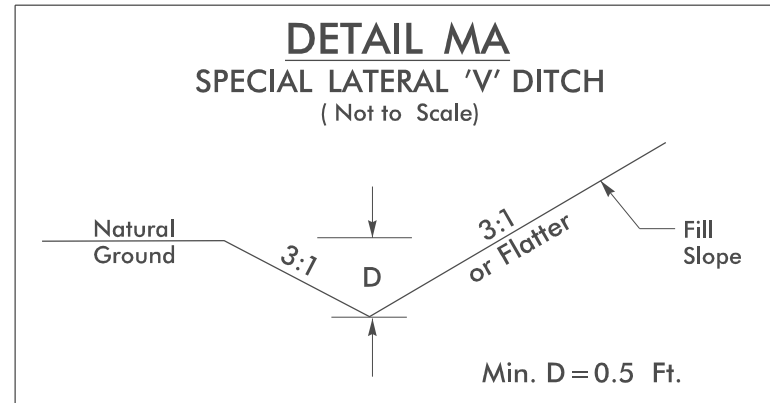
PROJECT REFERENCE NO.	SHEET NO.
R-5709	2D-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



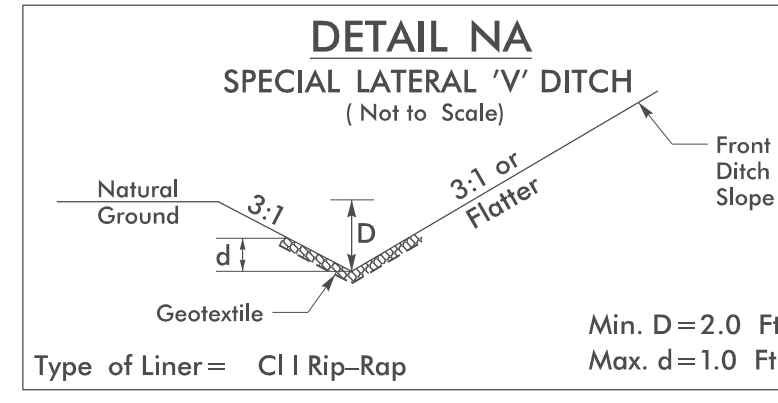
PROJECT REFERENCE NO.	SHEET NO.
R-5709	2D-3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



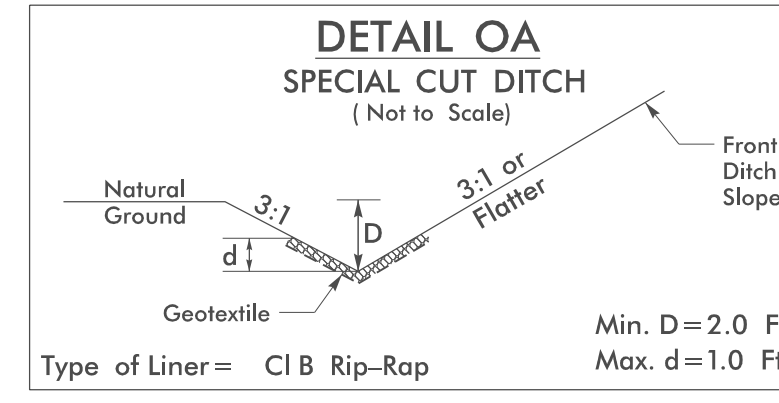
FROM STA. 204+50 TO STA. 205+00 -L- RT
FROM STA. 274+50 TO STA. 275+50 -L- RT



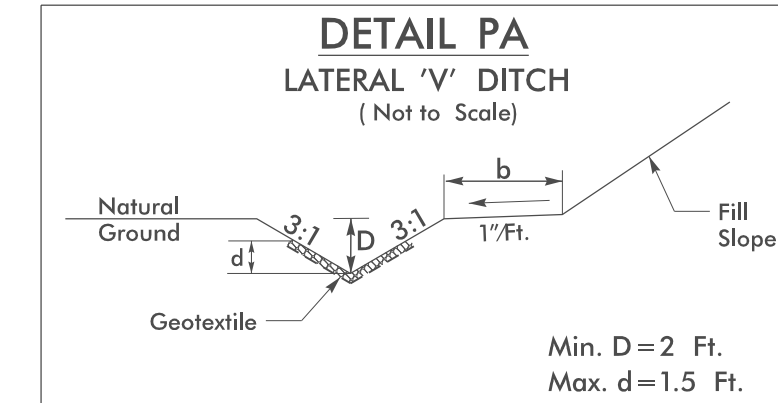
FROM STA. 11+00 TO STA. 12+50 -Y1- RT
FROM STA. 14+50 TO STA. 15+50 -Y2- RT
FROM STA. 19+50 TO STA. 20+50 -Y2- RT
FROM STA. 18+20 TO STA. 18+90 -Y3- LT
FROM STA. 12+00 TO STA. 14+50 -Y4- RT
FROM STA. 11+00 TO STA. 11+80 -Y4A- RT
FROM STA. 10+50 TO STA. 12+50 -Y4B- LT
FROM STA. 13+00 TO STA. 14+50 -Y6- LT
FROM STA. 53+00 TO STA. 56+00 -L- LT
FROM STA. 11+22 TO STA. 11+75 -Y6A- LT
FROM STA. 20+50 TO STA. 21+00 -Y9F- LT



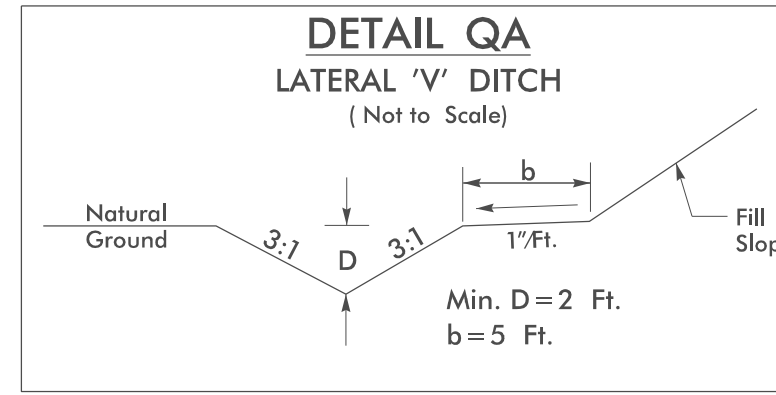
FROM STA. 15+50 TO STA. 16+38 -Y2- RT
FROM STA. 38+00 TO STA. 39+40 -L- LT
FROM STA. 10+66 TO STA. 12+00 -Y5A- RT



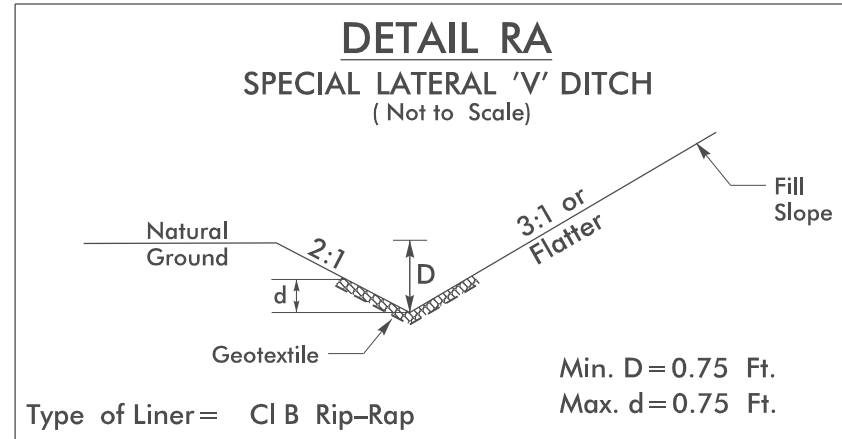
FROM STA. 23+75 TO STA. 24+50 -L- RT



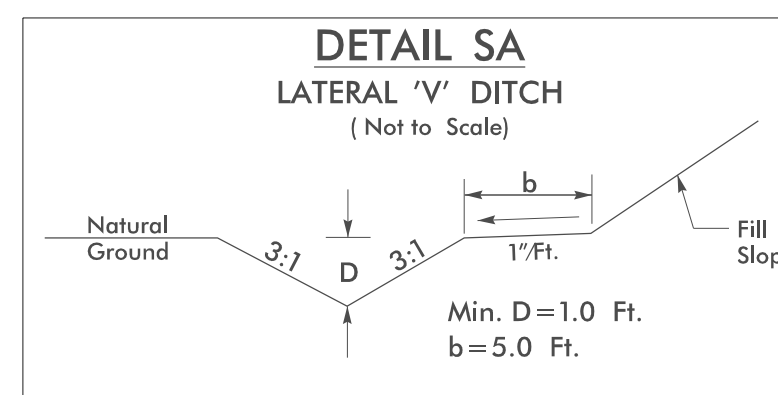
FROM STA. 11+00 TO STA. 12+00 -Y9E- RT



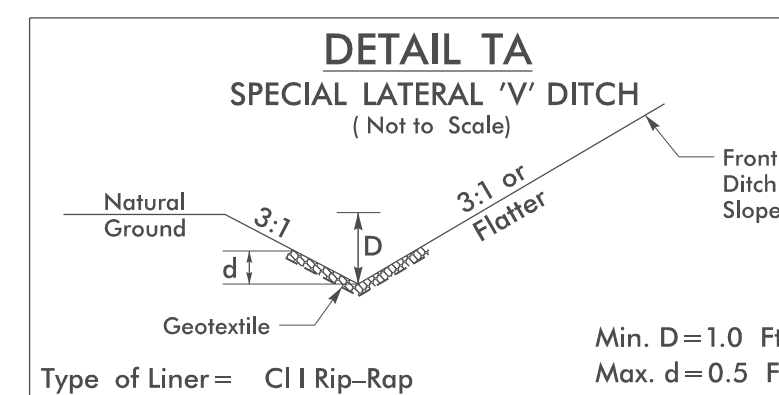
FROM STA. 12+00 TO STA. 13+00 -Y9E- RT
FROM STA. 262+85 TO STA. 264+30 -L- LT



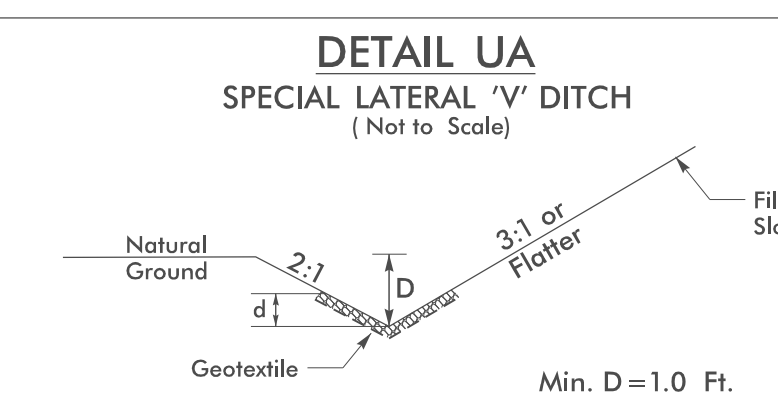
FROM STA. 49+00 -L- LT TO STA. 14+50 -Y5C- RT
FROM STA. 13+00 TO STA. 15+00 -Y6- RT
FROM STA. 60+32.75 TO STA. 60+75 -L- RT



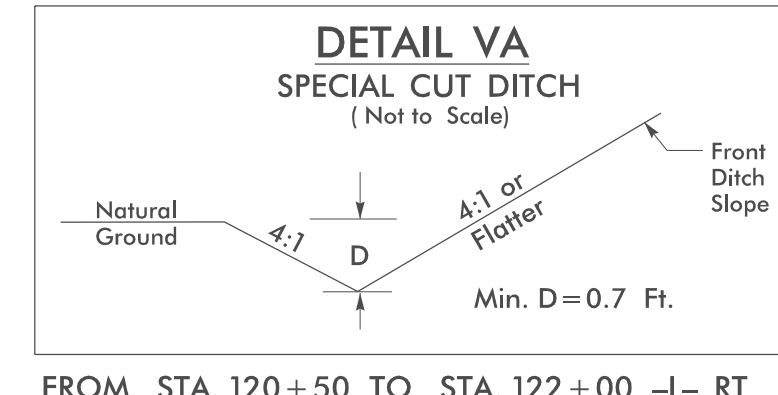
FROM STA. 73+25 TO STA. 74+50 -L- RT
FROM STA. 243+70 TO STA. 244+80 -L- LT
FROM STA. 11+56.5 TO STA. 12+85 -Y9A- RT
FROM STA. 254+85 TO STA. 258+50 -L- LT
FROM STA. 253+00 TO STA. 255+10 -L- RT



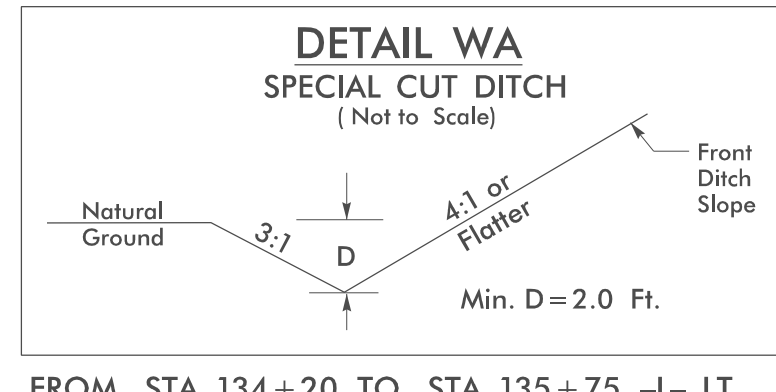
FROM STA. 34+00 TO STA. 34+50 -L- RT



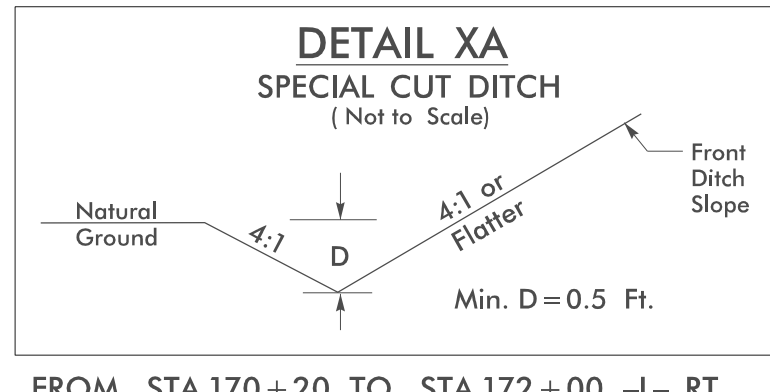
FROM STA. 40+35 TO STA. 44+90 -L- LT



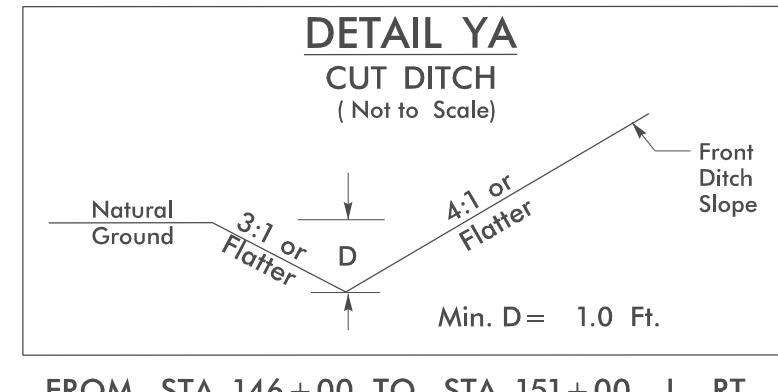
FROM STA. 120+50 TO STA. 122+00 -L- RT
FROM STA. 127+50 TO STA. 128+25 -L- RT



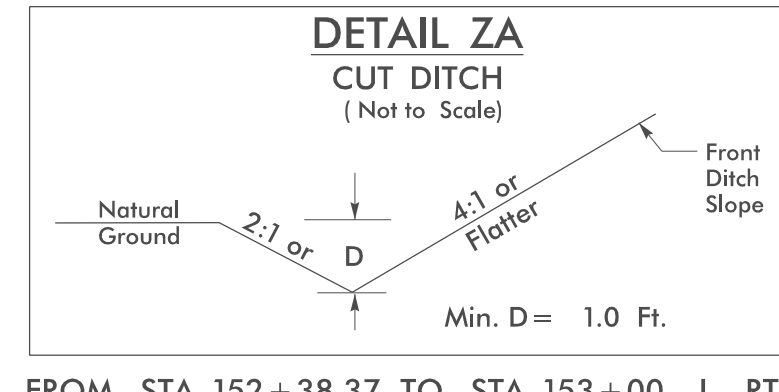
FROM STA. 134+20 TO STA. 135+75 -L- LT



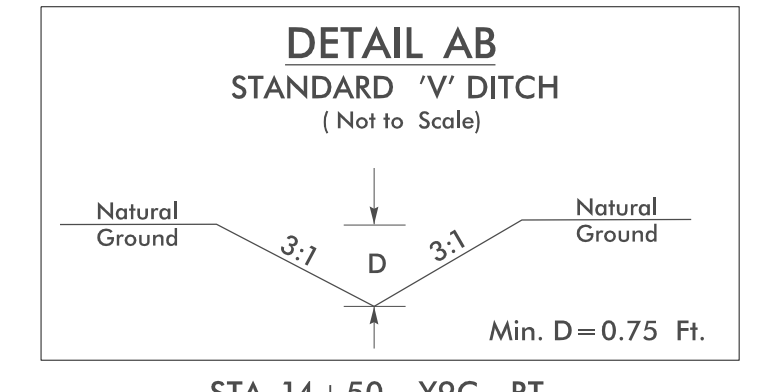
FROM STA. 170+20 TO STA. 172+00 -L- RT



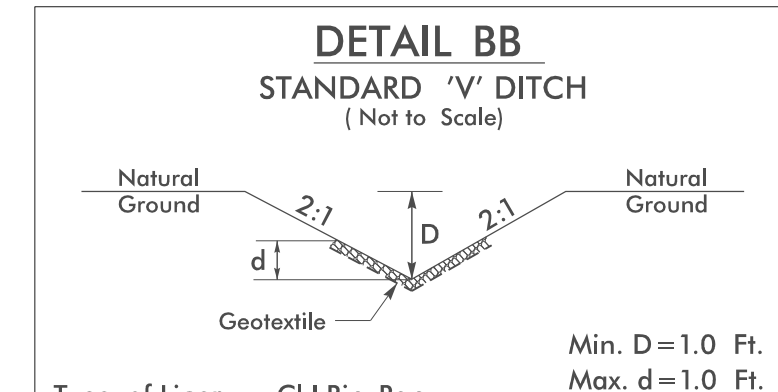
FROM STA. 146+00 TO STA. 151+00 -L- RT
FROM STA. 10+50 TO STA. 11+00 -Y8- RT
FROM STA. 15+00 TO STA. 15+50 -Y8- RT



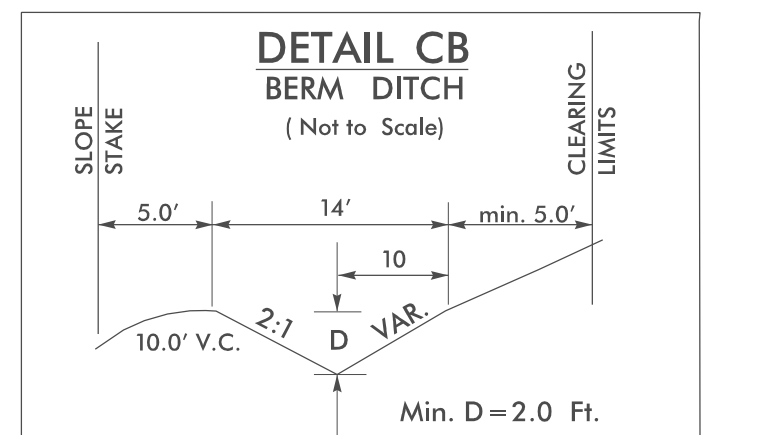
FROM STA. 152+38.37 TO STA. 153+00 -L- RT



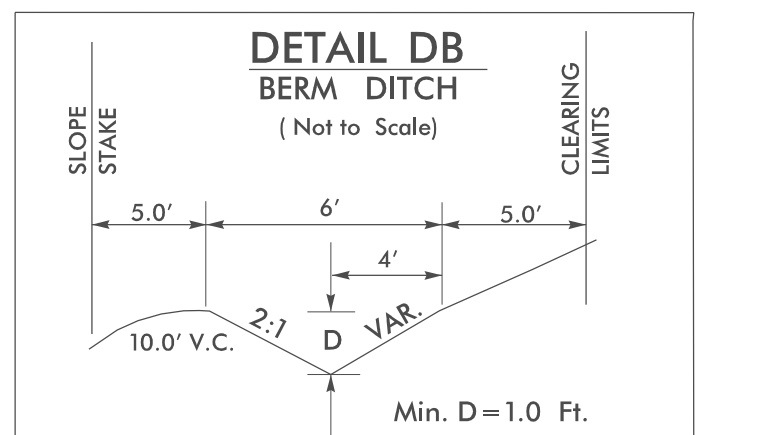
FROM STA. 14+50 -Y9C- RT
FROM STA. 20+00 TO STA. 20+50 -Y9F- LT



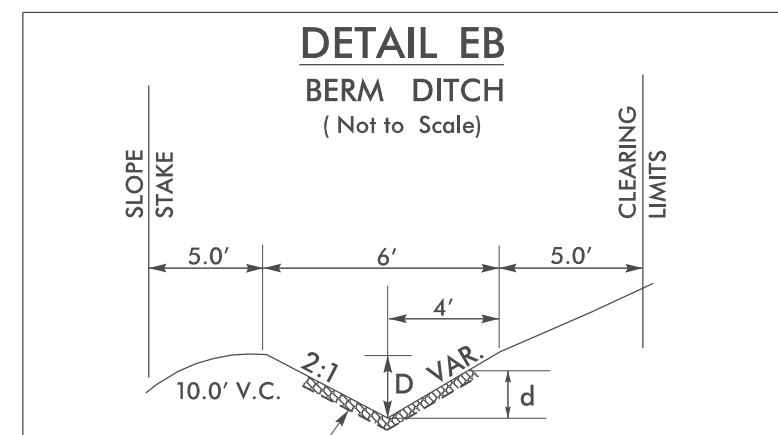
FROM STA. 45+50 TO STA. 45+79 -L- LT



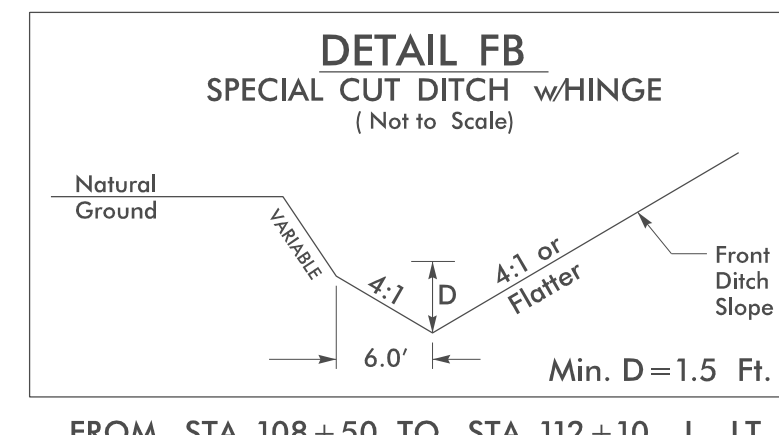
FROM STA. 156+20 TO STA. 157+50 -L- LT



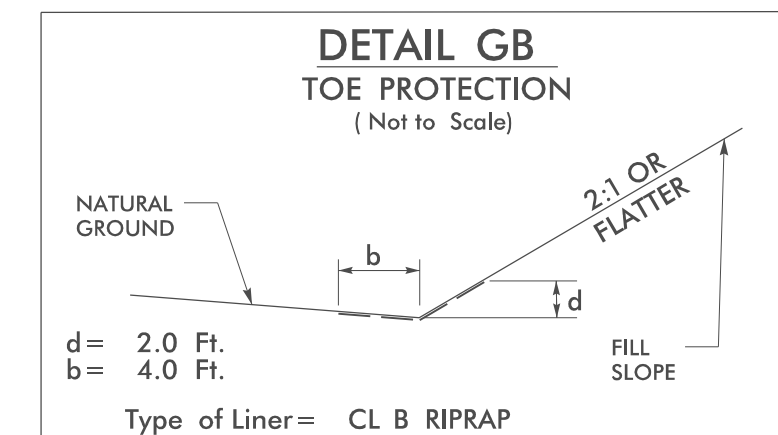
FROM STA. 157+50 TO STA. 160+50 -L- LT
FROM STA. 32+00 TO STA. 32+50 -L- RT
FROM STA. 32+50 TO STA. 33+00 -L- RT
FROM STA. 27+00 TO STA. 29+00 -L- RT
FROM STA. 29+00 TO STA. 30+00 -L- RT
FROM STA. 161+25 TO STA. 162+00 -L- LT
FROM STA. 162+00 TO STA. 163+50 -L- LT



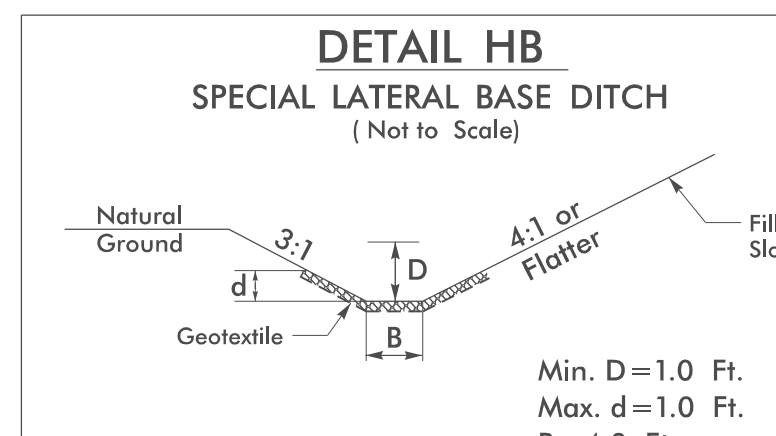
FROM STA. 24+50 TO STA. 27+00 -L- RT
FROM STA. 33+00 TO STA. 34+00 -L- RT



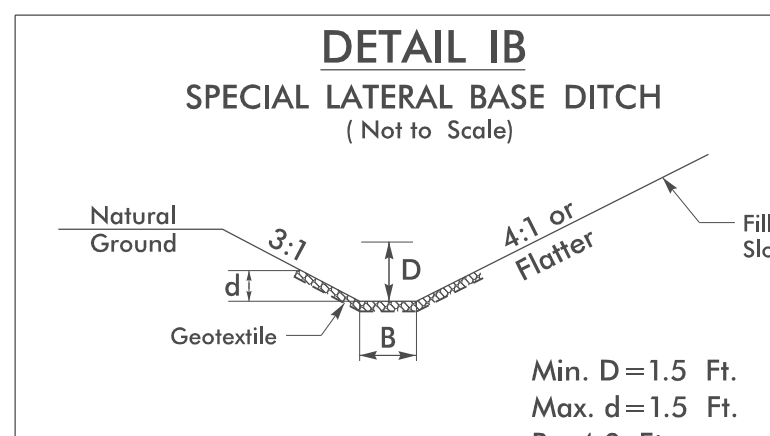
FROM STA. 108+50 TO STA. 112+10 -L- LT
FROM STA. 128+18 TO STA. 131+50 -L- LT
FROM STA. 147+25 TO STA. 148+50 -L- LT



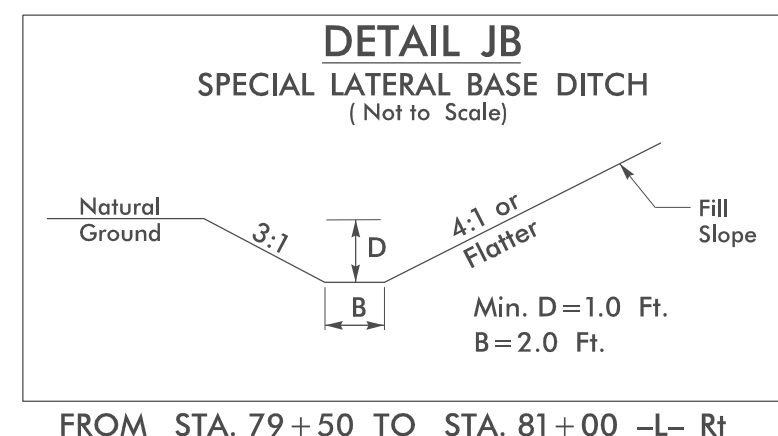
FROM STA. 35+45 TO STA. 37+60 -L- LT



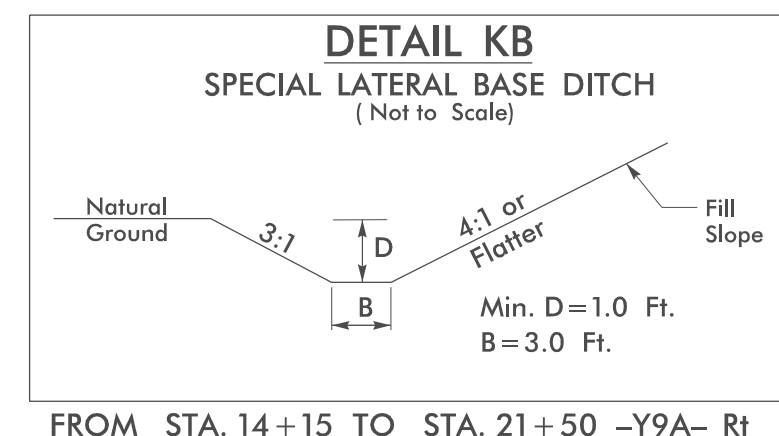
FROM STA. 78+50 TO STA. 79+50 -L- RT
FROM STA. 201+00 TO STA. 201+80 -L- LT



FROM -DR4- STA. 12+50 TO -L- STA. 244+80 RT

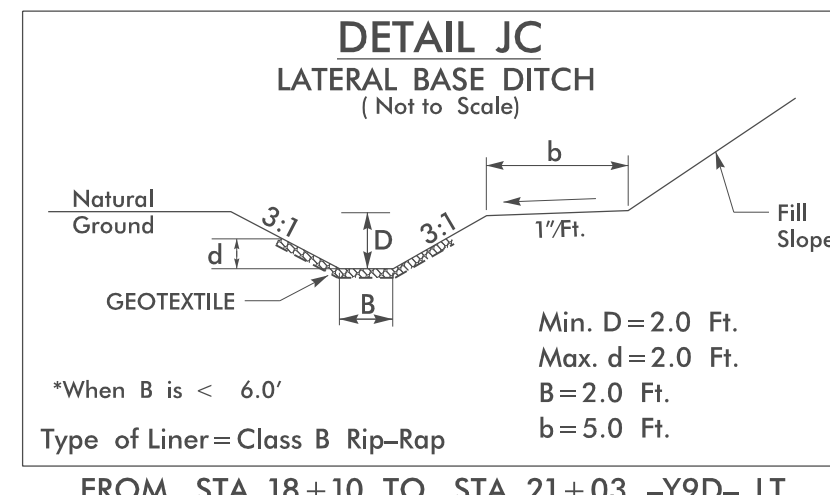
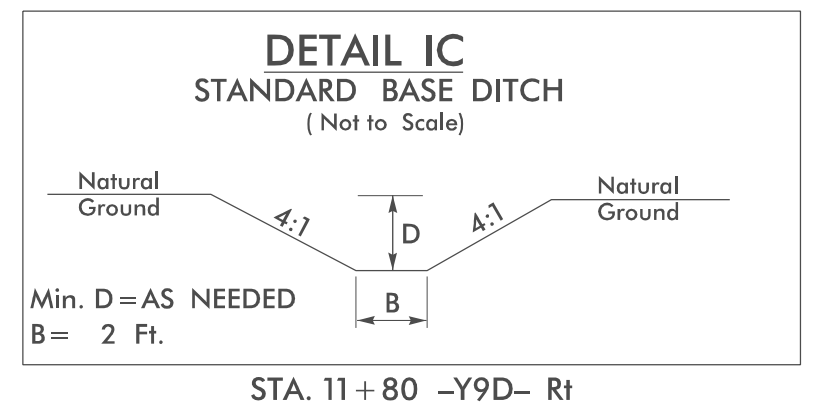
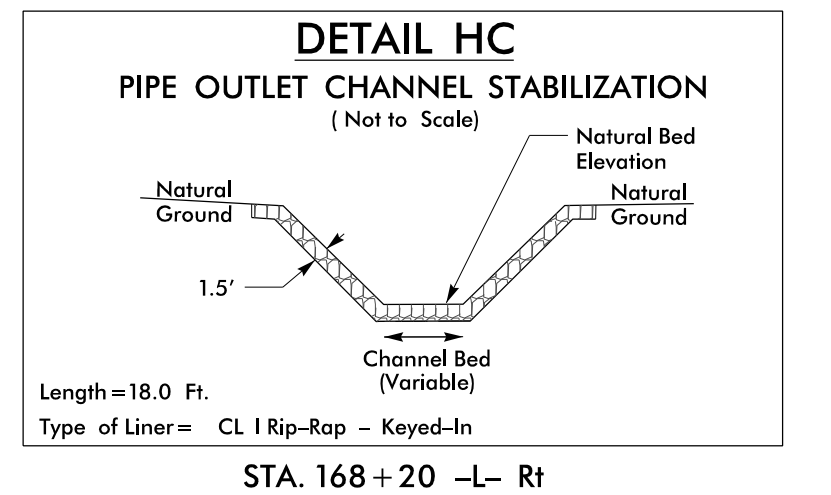
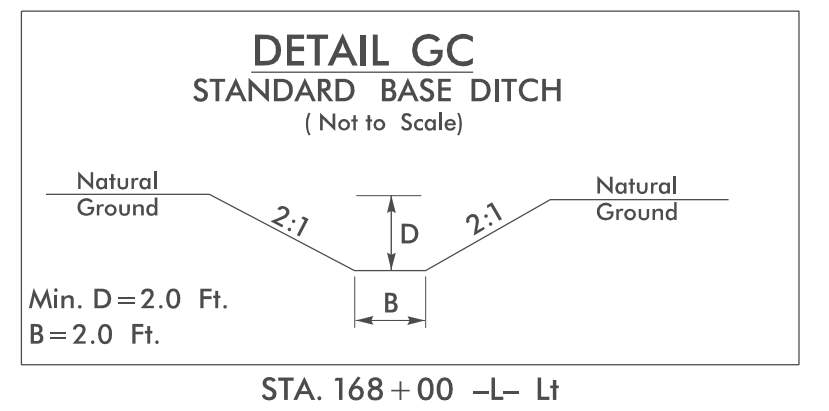
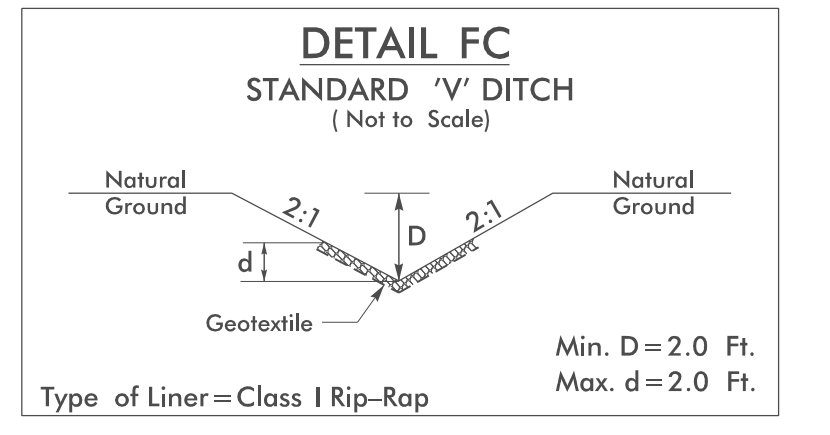
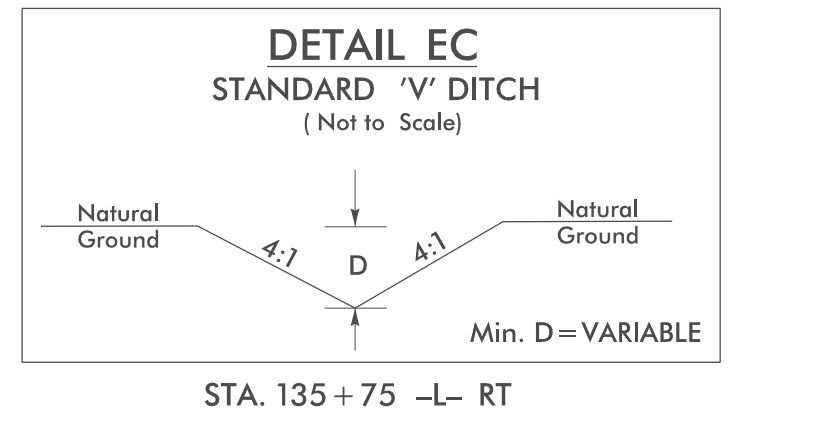
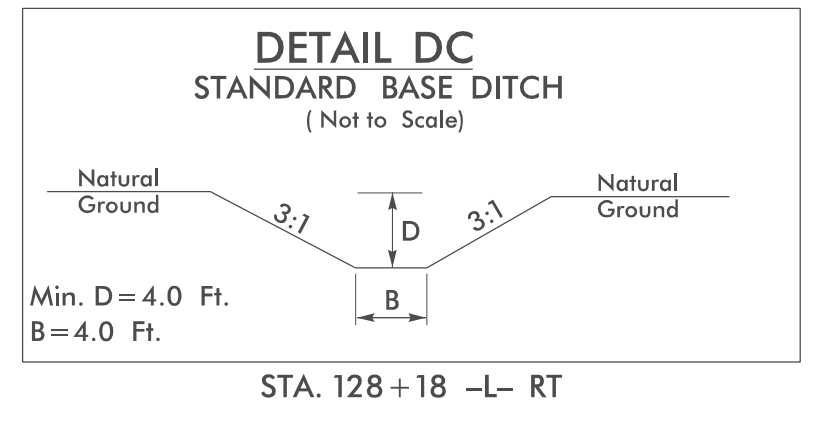
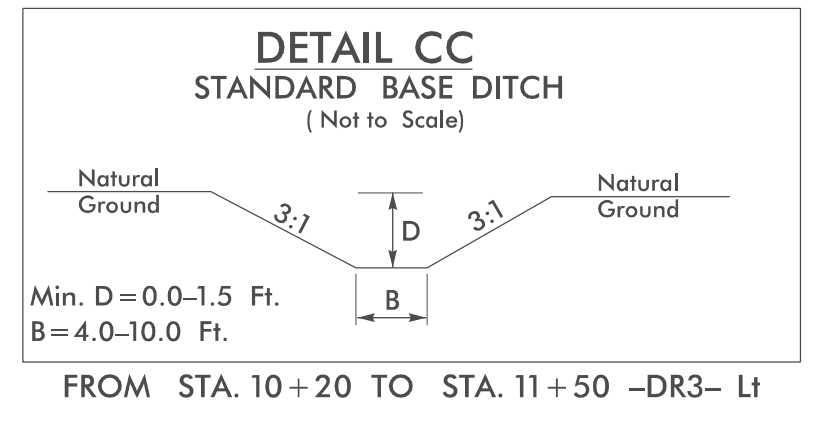
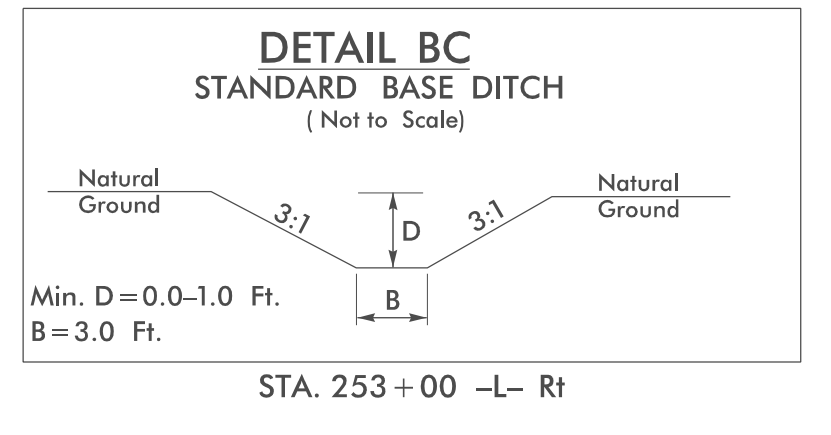
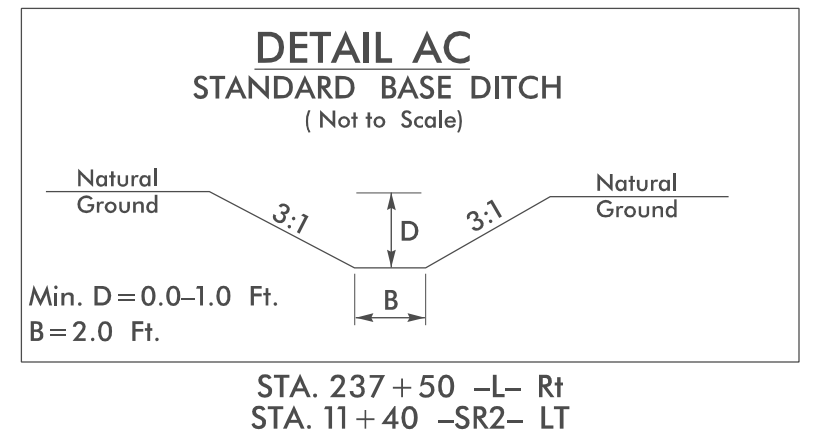
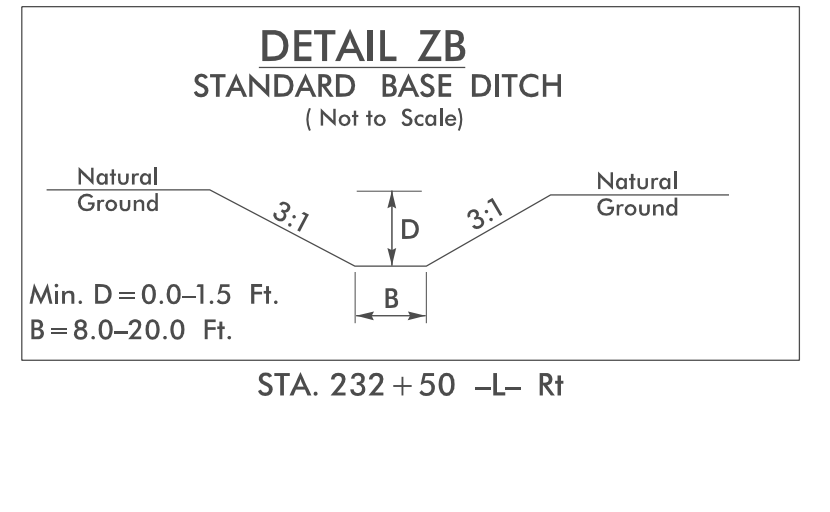
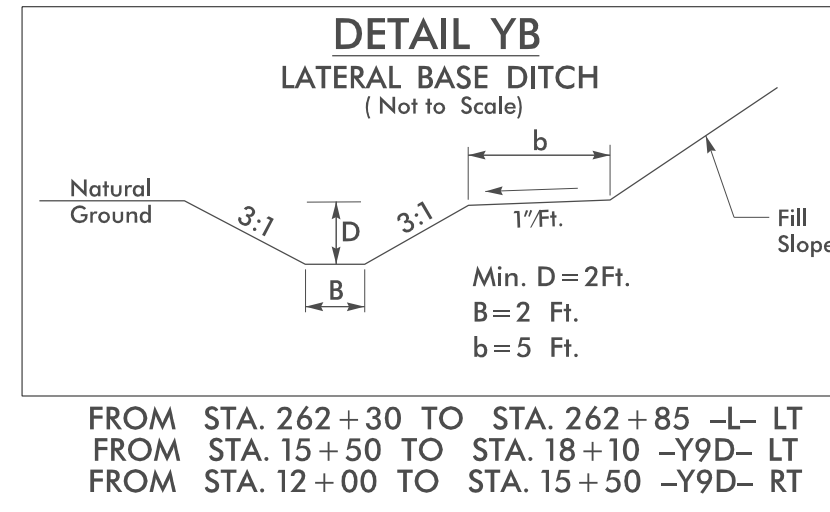
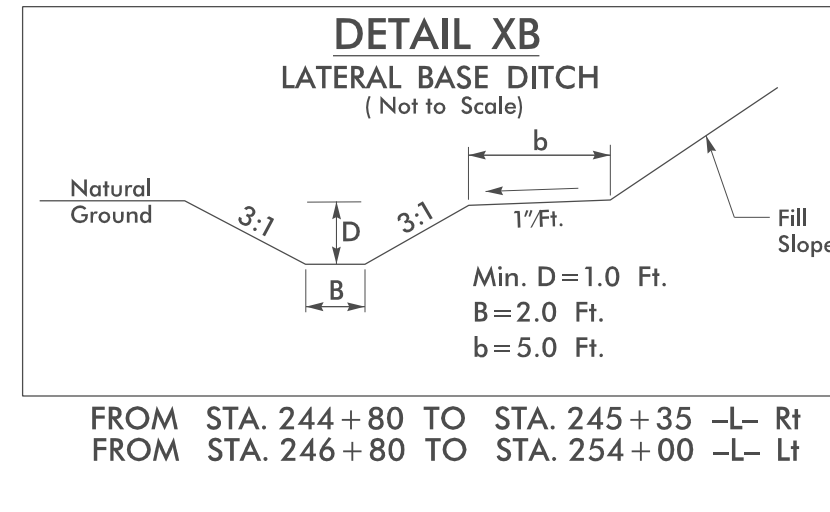
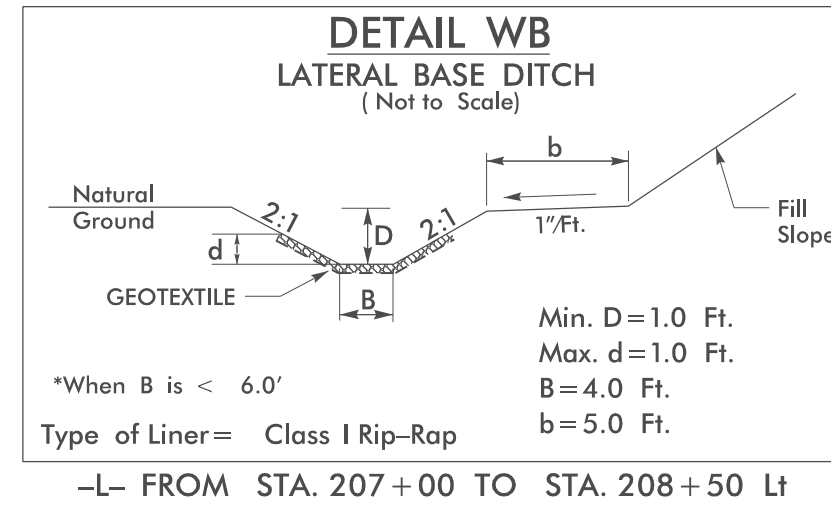
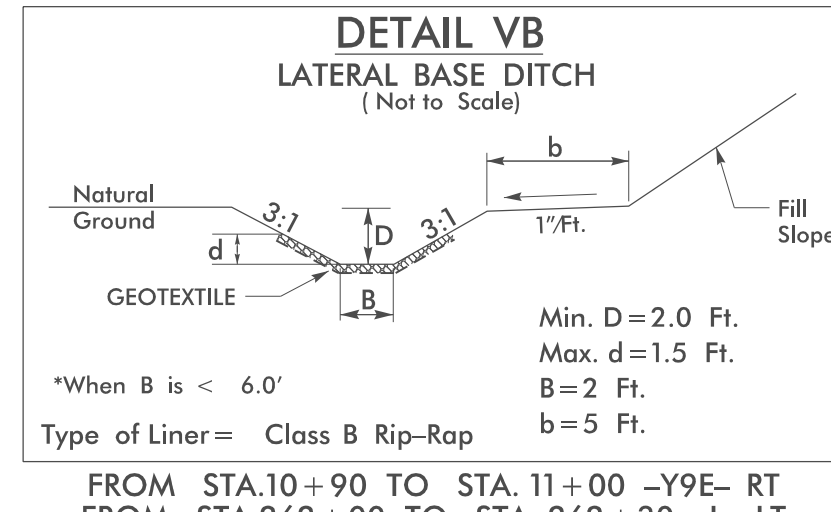
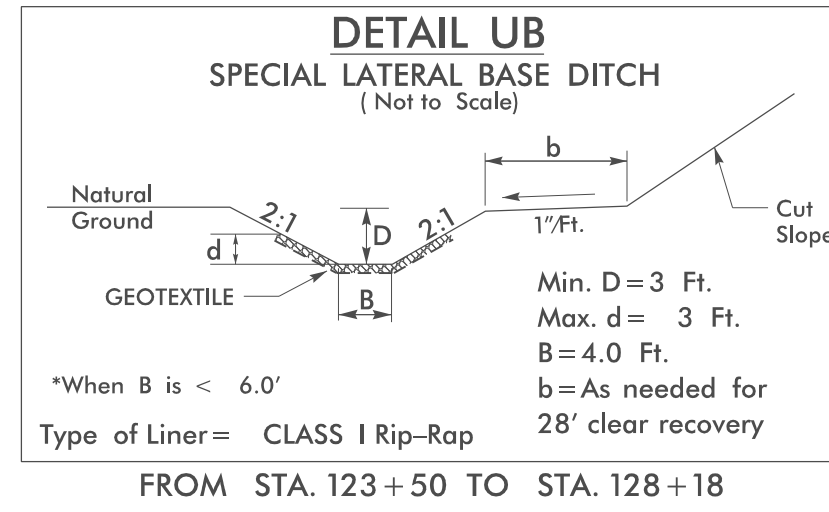
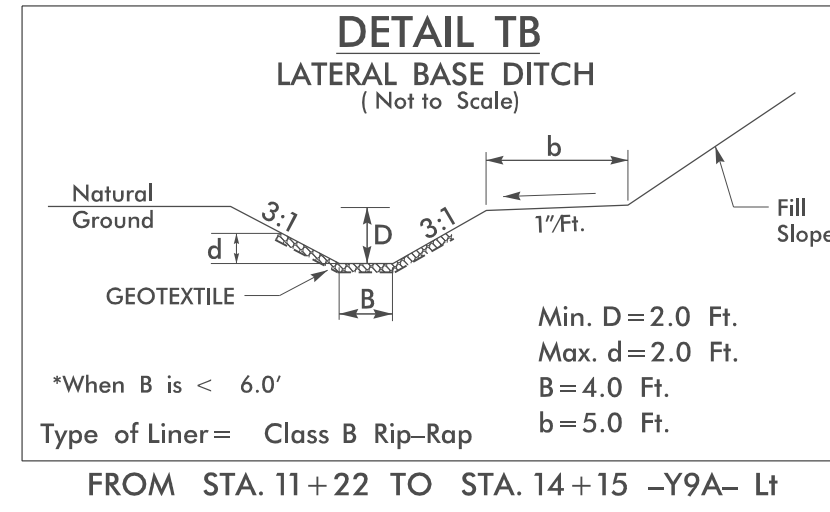
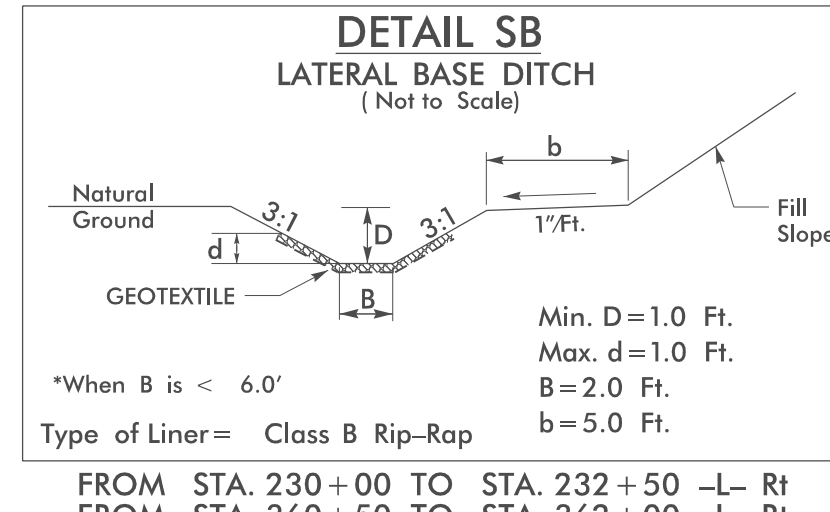
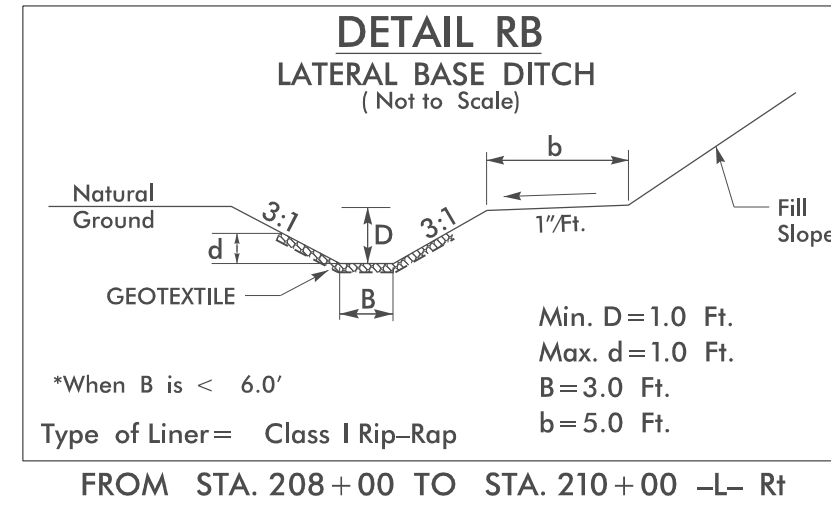
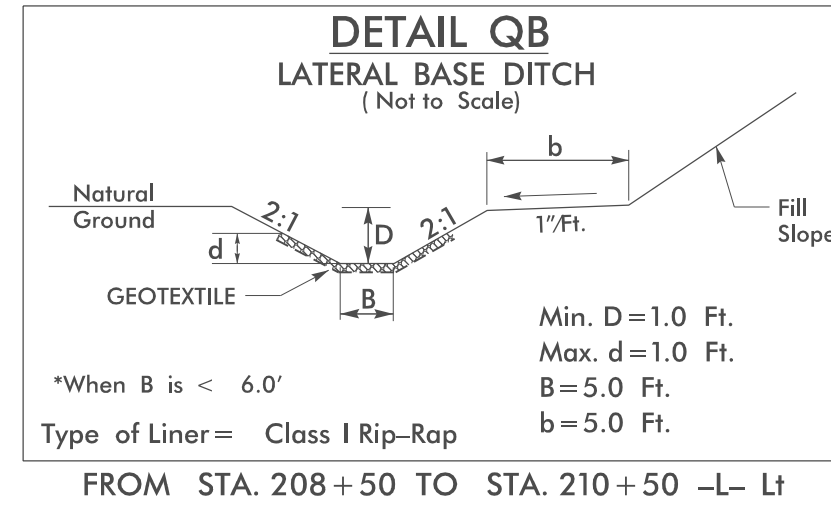
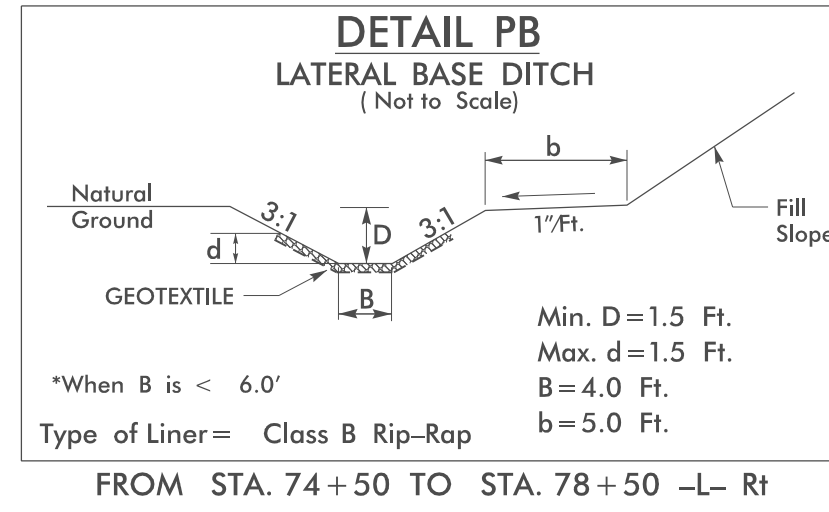
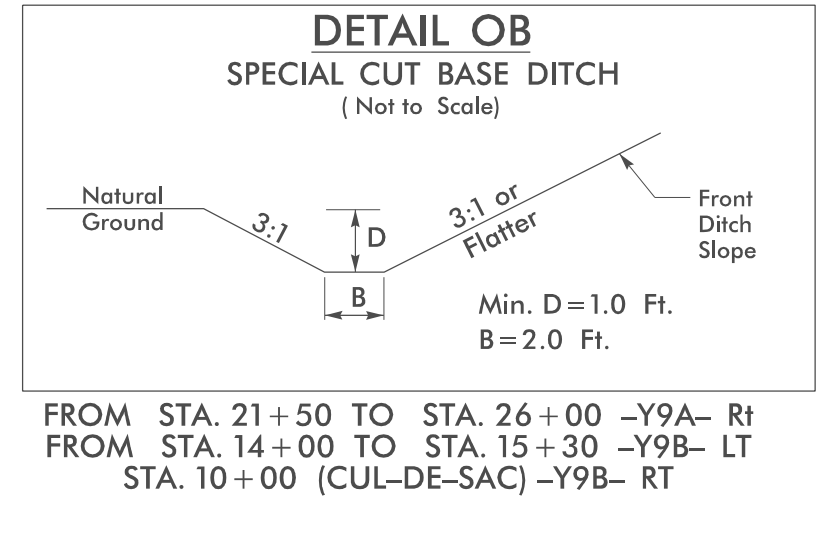
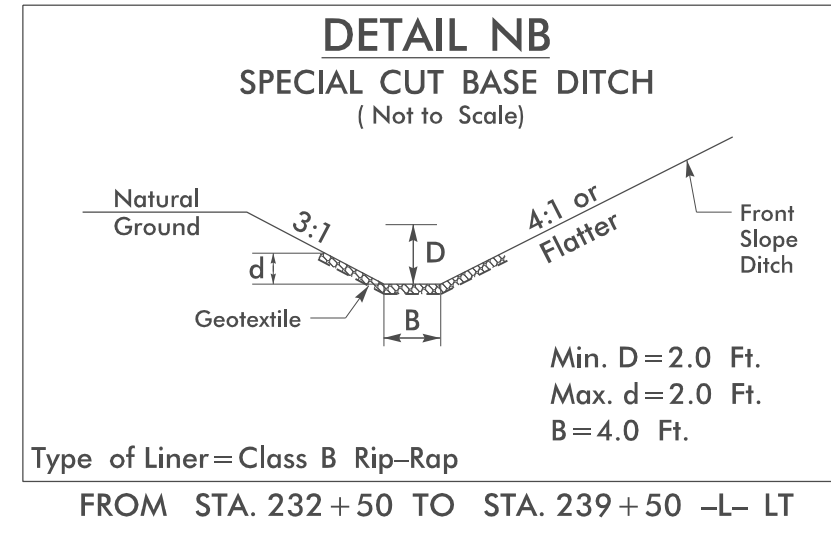
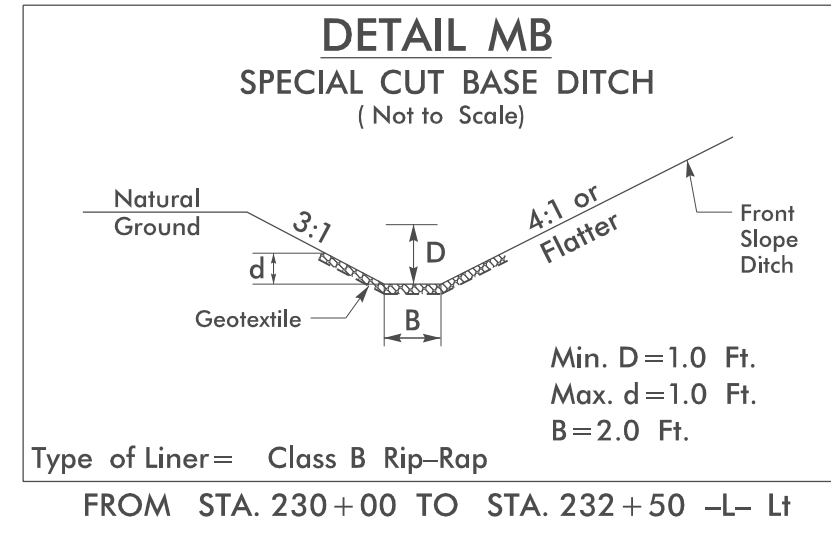
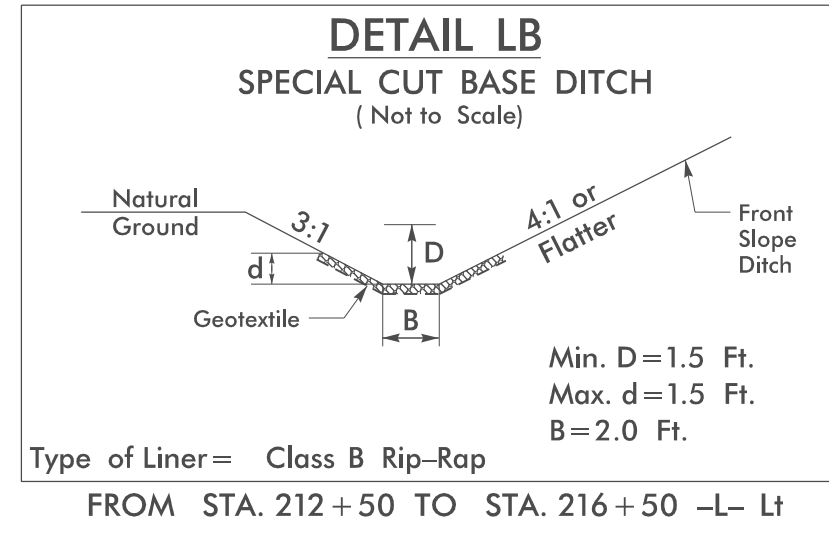


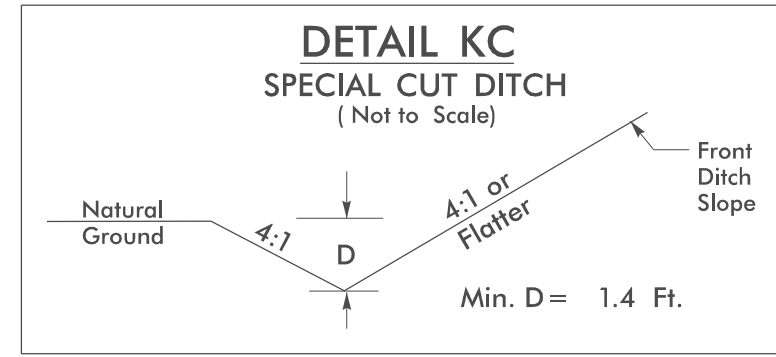
FROM STA. 79+50 TO STA. 81+00 -L- RT
FROM STA. 199+50 TO STA. 201+80 -L- LT
FROM STA. 237+50 TO STA. 238+05 -L- RT
FROM STA. 18+50 TO STA. 22+75 -Y9B- RT



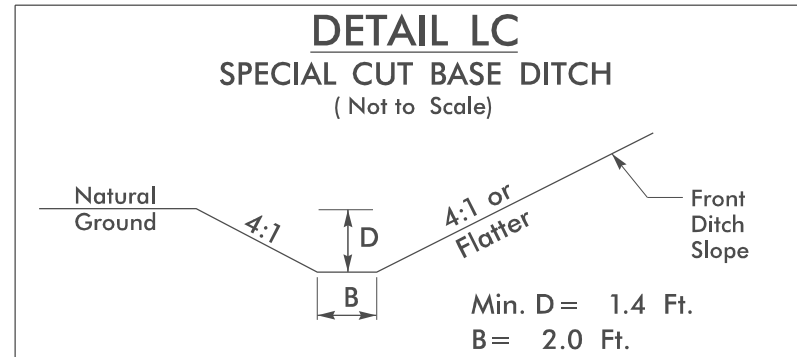
FROM STA. 14+15 TO STA. 21+50 -Y9A- RT

PROJECT REFERENCE NO. R-5709		SHEET NO. 2D-4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

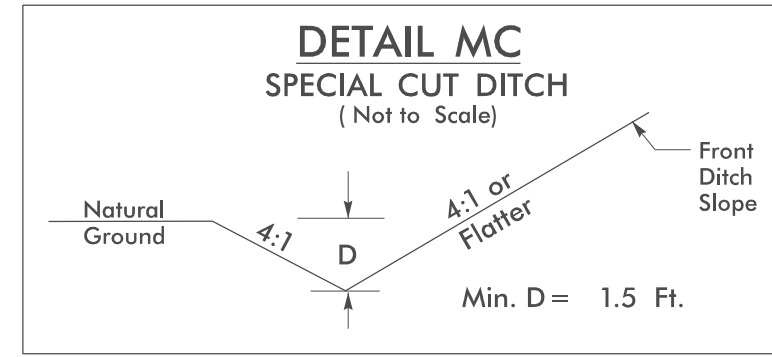




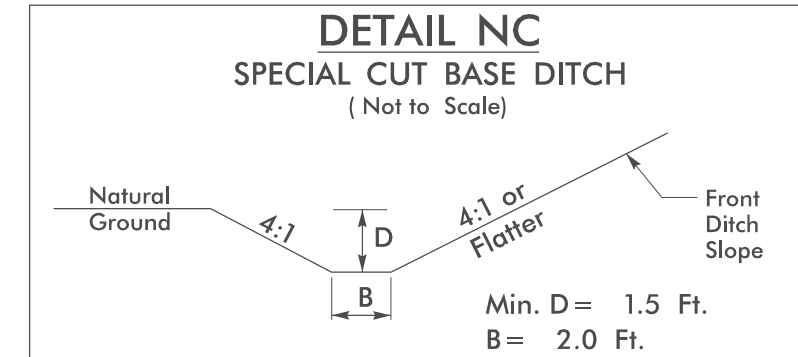
FROM STA. 281+50 TO STA. 282+50 -L- LT



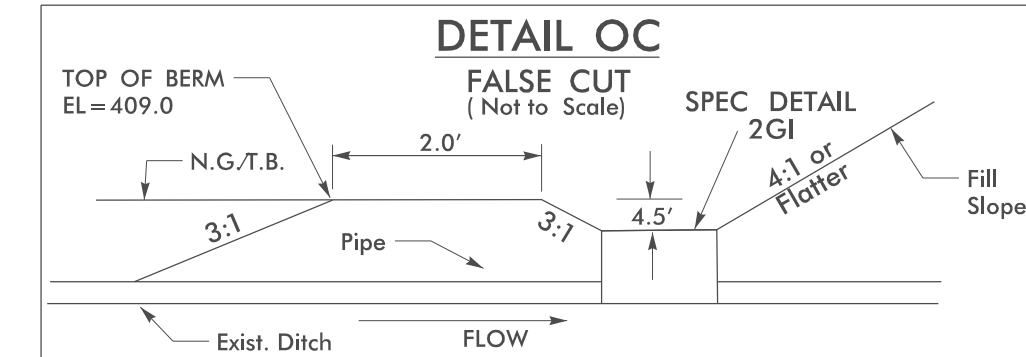
FROM STA. 273+00 TO STA. 275+25 -L- LT
FROM STA. 276+10 TO STA. 281+50 -L- LT



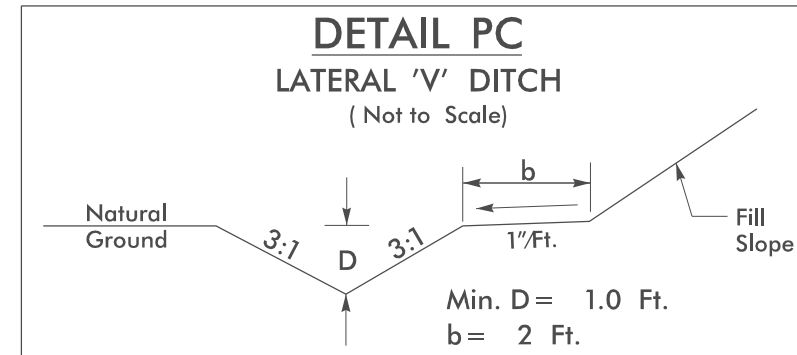
FROM STA. 283+50 TO STA. 284+40 -L- LT
FROM STA. 286+60 TO STA. 295+00 -L- LT
FROM STA. 315+00 TO STA. 329+50 -L- LT
FROM STA. 336+00 TO STA. 339+00 -L- LT
FROM STA. 349+00 TO STA. 352+00 -L- RT
FROM STA. 358+00 TO STA. 358+50 -L- RT
FROM STA. 359+50 TO STA. 360+50 -L- LT
FROM STA. 14+00 TO STA. 16+00 -Y10- RT



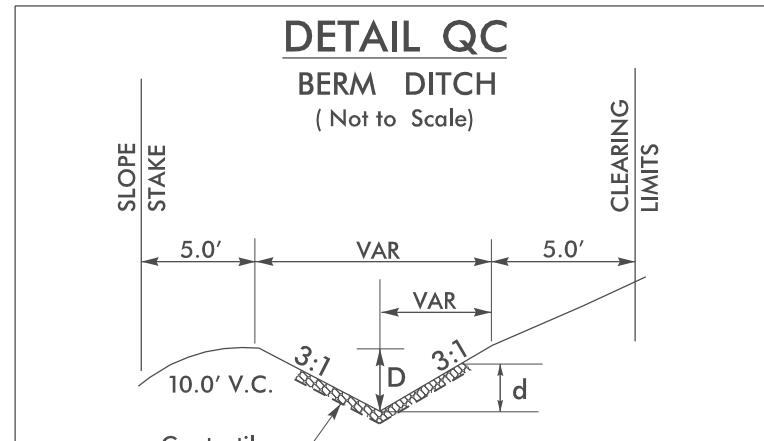
FROM STA. 284+40 TO STA. 285+00 -L- LT



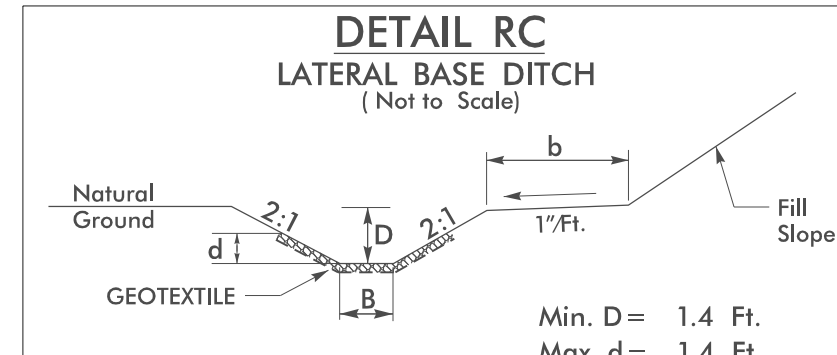
FROM STA. 302+59 TO STA. 303+86 -L- LT



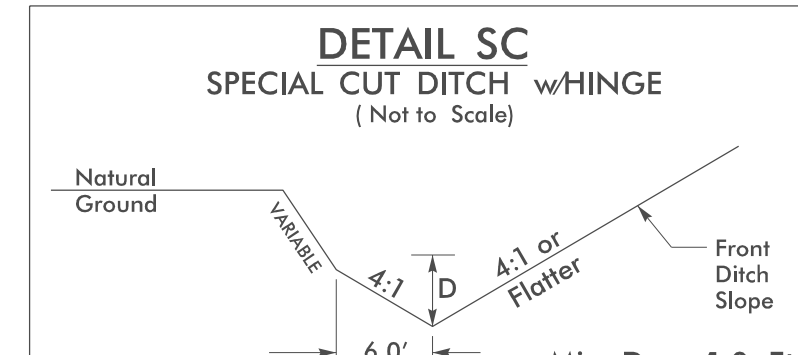
FROM STA. 302+50 TO STA. 303+00 -L- LT



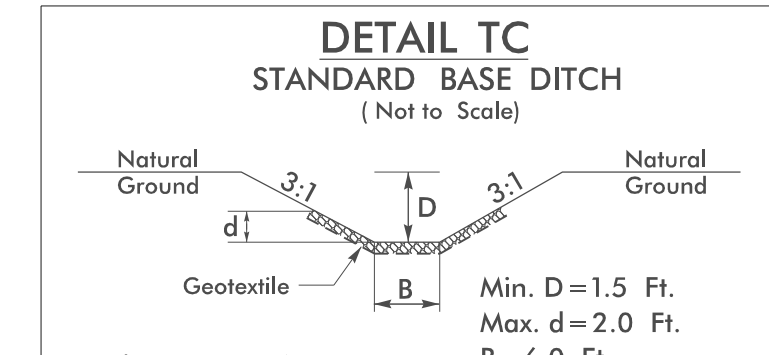
FROM STA. 310+00 TO STA. 311+50 -L- LT
Type of Liner = Class I Rip-Rap



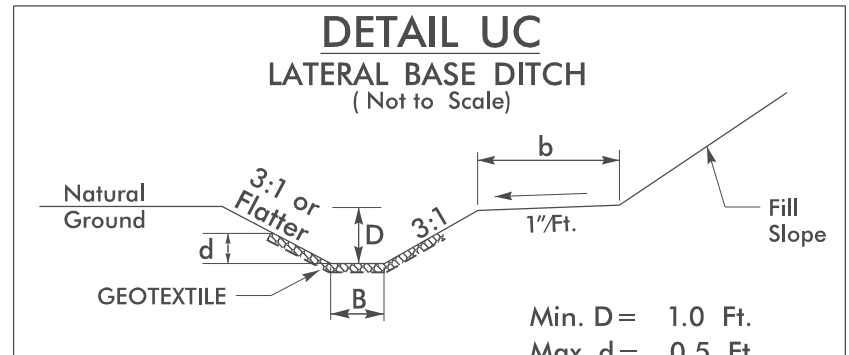
FROM STA. 313+25 TO STA. 314+50 -L- LT
*When B is < 6.0'
Type of Liner = Class B Rip-Rap



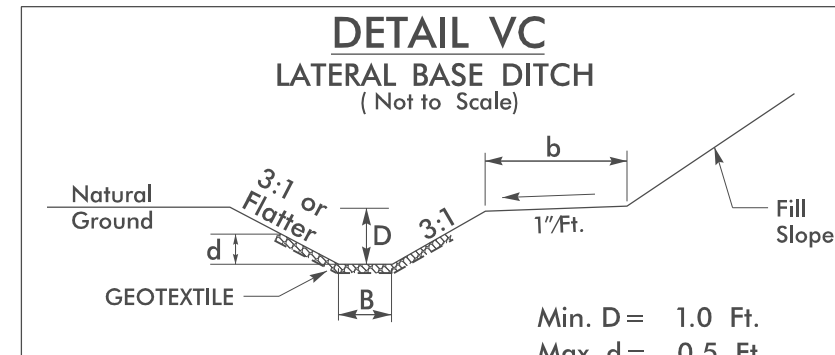
FROM STA. 330+50 TO STA. 333+50 -L- LT
FROM STA. 352+50 TO STA. 359+50 -L- LT



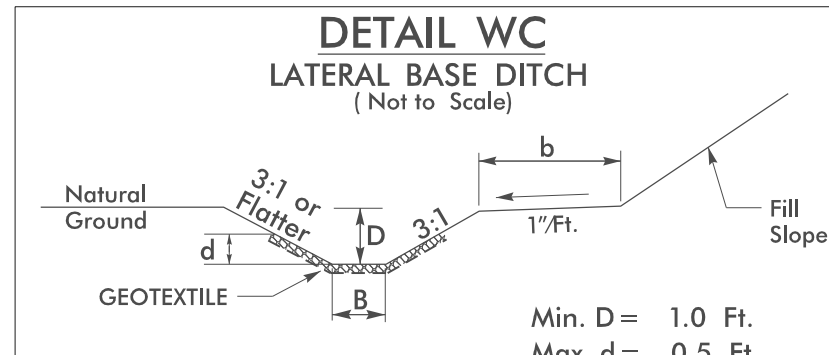
FROM STA. 209+50 -L- LT
*When B is < 6.0'
Type of Liner = Class II Rip-Rap



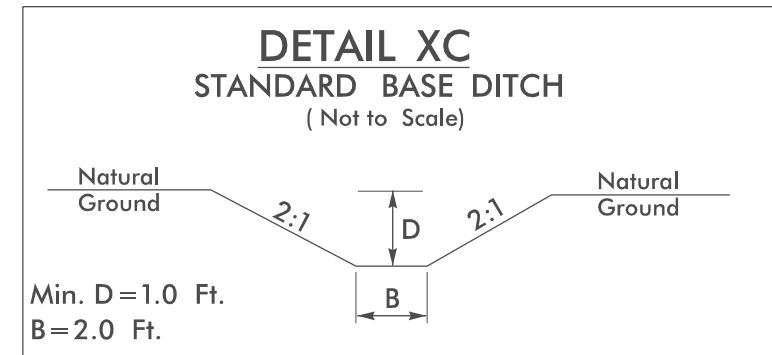
FROM STA. 402+50 TO STA. 407+50 -L- LT
FROM STA. 557+00 TO STA. 557+75 -L- LT
FROM STA. 737+93 TO STA. 741+34 -L- RT
FROM STA. 10+64 TO STA. 11+50 -Y11E- RT
*When B is < 6.0'
Type of Liner = Class B Rip-Rap



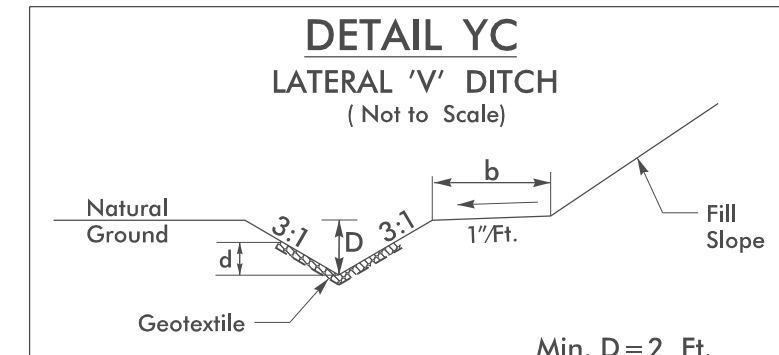
FROM STA. 11+50 TO STA. 12+50 -DR3- Lt
FROM STA. 389+50 TO STA. 393+00 -L- LT
*When B is < 6.0'
Type of Liner = Class I Rip-Rap



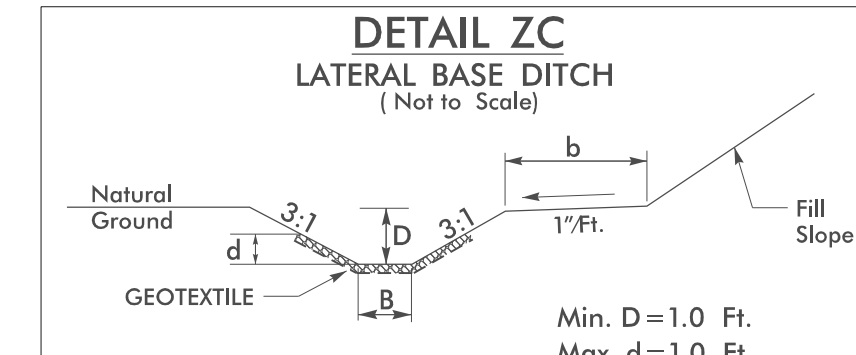
FROM STA. 10+67 TO STA. 11+28 -Y11C- RT
*When B is < 6.0'
Type of Liner = Class II Rip-Rap



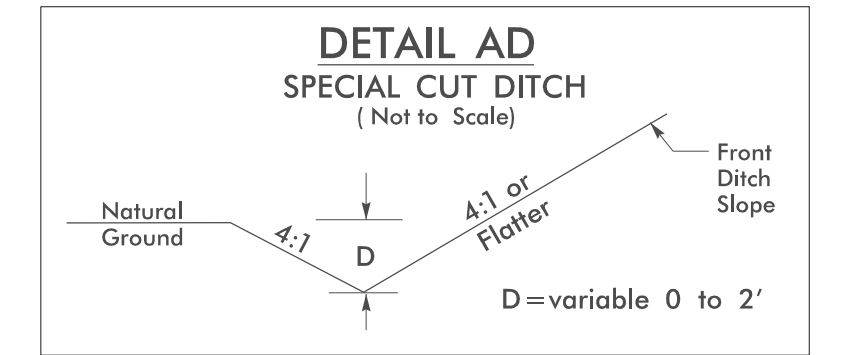
(DITCH CLEANOUT) STA. 146+00 -L- RT



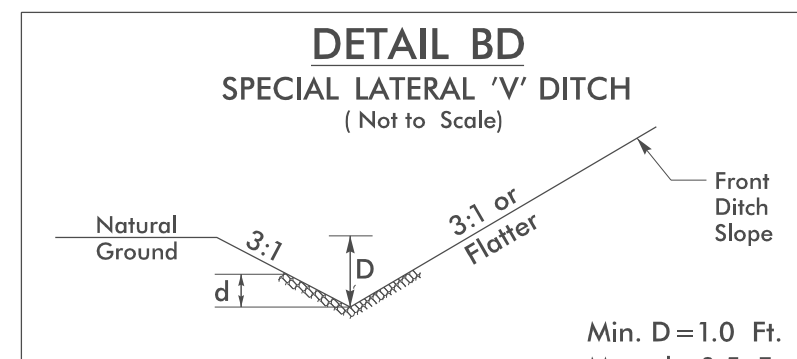
FROM STA. 14+15 TO STA. 15+45 -L- LT
Type of Liner = Class II Rip-Rap



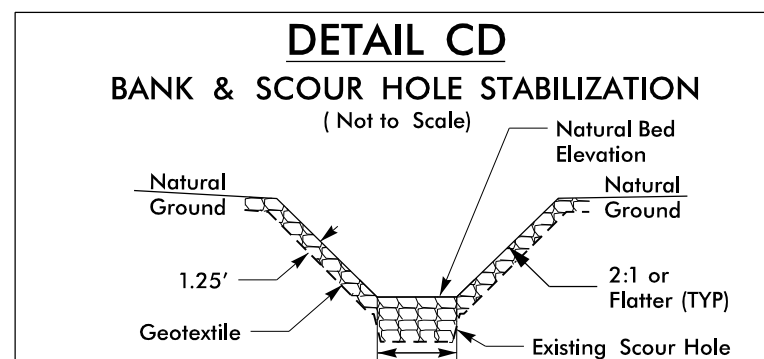
FROM STA. 167+65 TO STA. 168+27 -L- RT
*When B is < 6.0'
Type of Liner = Class B Rip-Rap



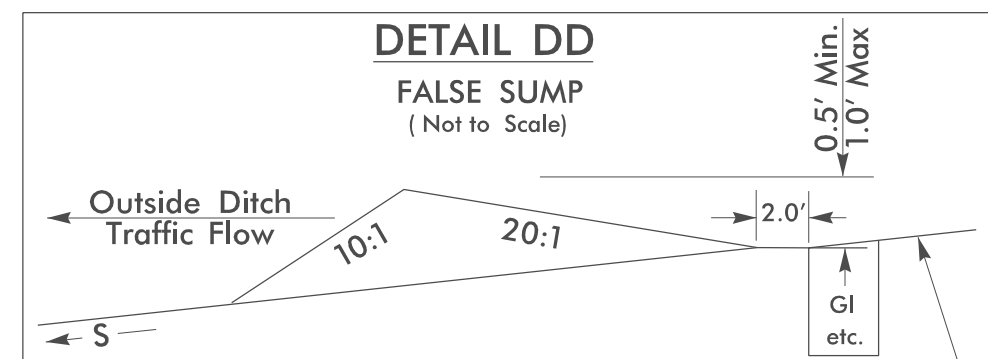
FROM STA. 172+75 TO STA. 173+17 -L- RT



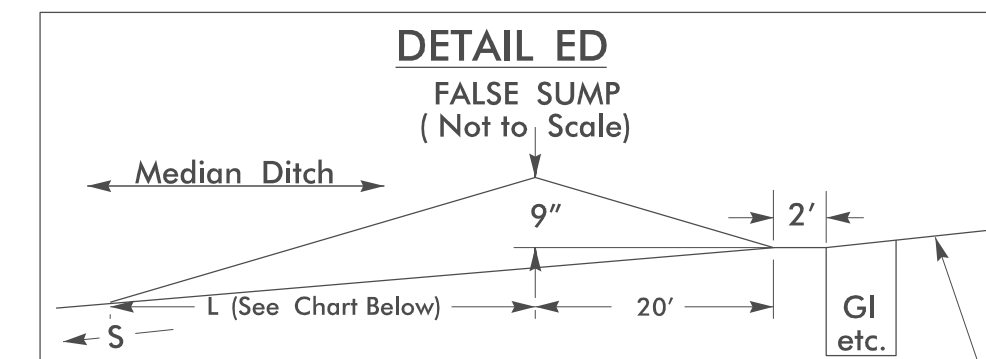
FROM STA. 34+50 TO STA. 34+60 -L- RT
Type of Liner = Class I Rip-Rap



FROM STA. 14+62 -L- LT

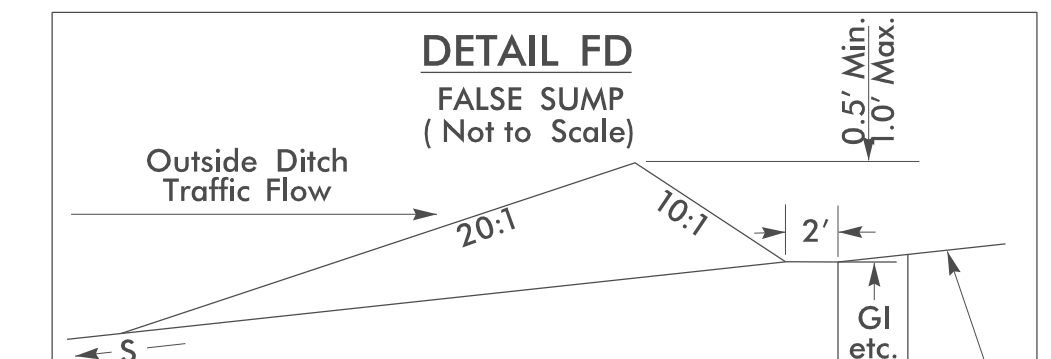


FROM STA. 113+00 TO STA. 120+00 LI LT.
STATION 135+89 LI LT.
STA. 201+20 -L- RT
STA. 10+00 -Y9B- RT
STA. 299+30 -L- RT
STA. 311+30 -L- LT
STA. 314+80 -L- LT
STA. 320+80 -L- LT
STA. 339+30 -L- LT
STA. 361+05 -L- LT

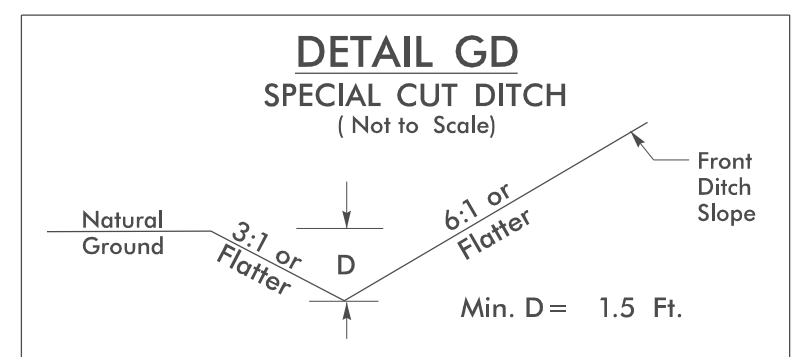


Ditch Grade	L	Ditch Grade	L
0.0% To 2.0%	20'	Over 4.0% To 6.0%	40'
Over 2.0% To 4.0%	30'	Over 6.0%	50'

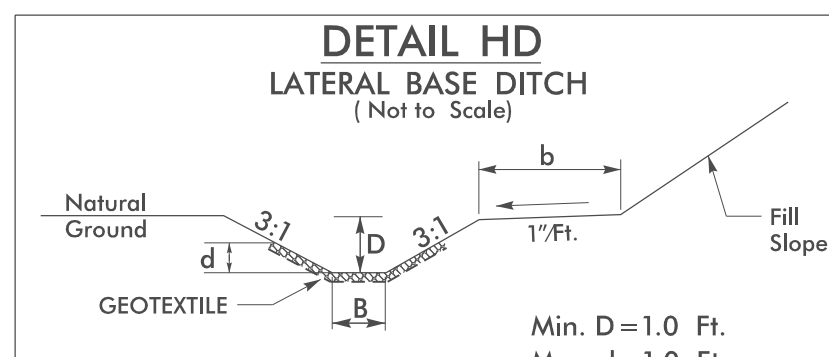
STATION 173 + 19 LI MED
FROM STA. 264 + 30 TO STA. 269 + 12
STA. 185+20 -L- MED
STA. 196+20 -L- MED
STA. 201+20 -L- MED
STA. 207+20 -L- MED
STA. 284+00 -L- MED
STA. 286+30 -L- MED
STA. 311+80 -L- MED
STA. 314+30 -L- MED
STA. 320+80 -L- MED
STA. 359+23 -L- MED
STA. 361+05 -L- MED



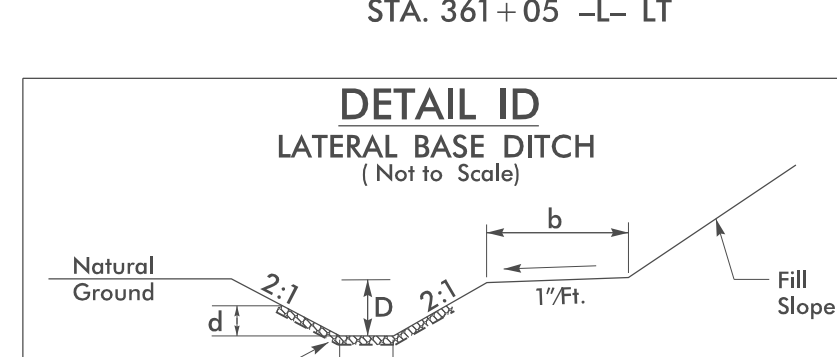
FROM STA. 157 + 50 TO STA. 165 + 10 LI LT.
STA. 97+40 -L- LT
STA. 196+10 -L- LT
STA. 303+50 -L- LT
STA. 314+30 -L- RT



FROM STA. 18+00 TO STA. 19+50 -Y10- RT



FROM STA. 306+59 TO STA. 307+50 RT
*When B is < 6.0'
Type of Liner = Class I Rip-Rap



FROM STA. 311+50 TO STA. 313+25 -L- LT
*When B is < 6.0'
Type of Liner = Class I Rip-Rap

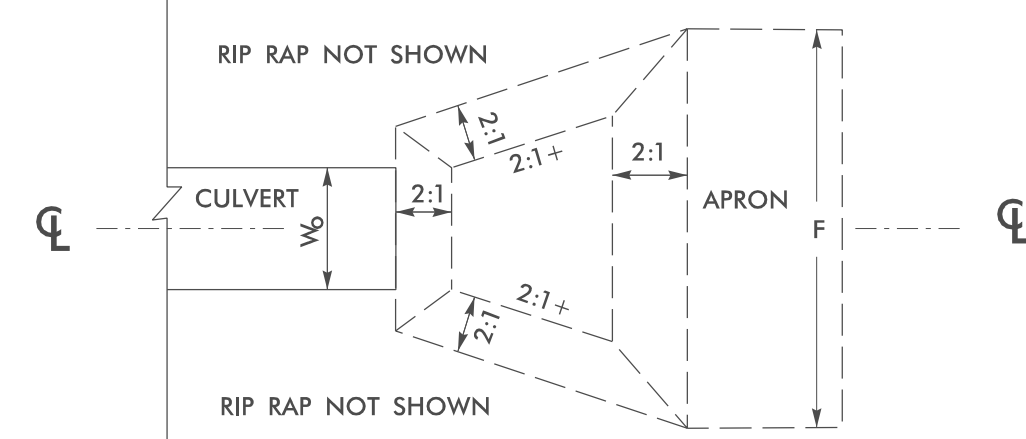
PROJECT REFERENCE NO.	SHEET NO.
R-5709	2D-6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

DETAIL LD

RIP-RAPPED ENERGY DISSIPATOR BASIN

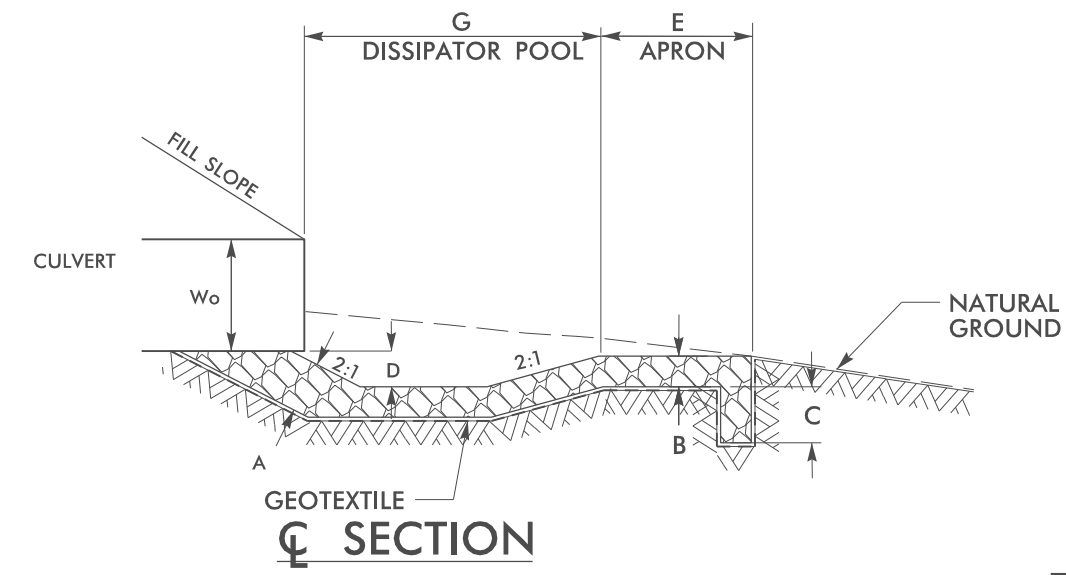
DIM. (ft)	RIP RAP BASIN # 1	RIP RAP BASIN # 2	RIP RAP BASIN # 3
A	2.5	2	2
B	2.0	1.5	1.5
C	2.5	2	2
D	2.1	1.7	2
E	11	9	10
F	38	29	37
G	21	17	20

ALL DIMENSIONS APPROXIMATE



PLAN

BASIN #	LOCATION (AT OUTLET)
1	-L- STA 279+02 RT
2	-L- STA 303+03 RT
3	-L- STA 312+00 RT

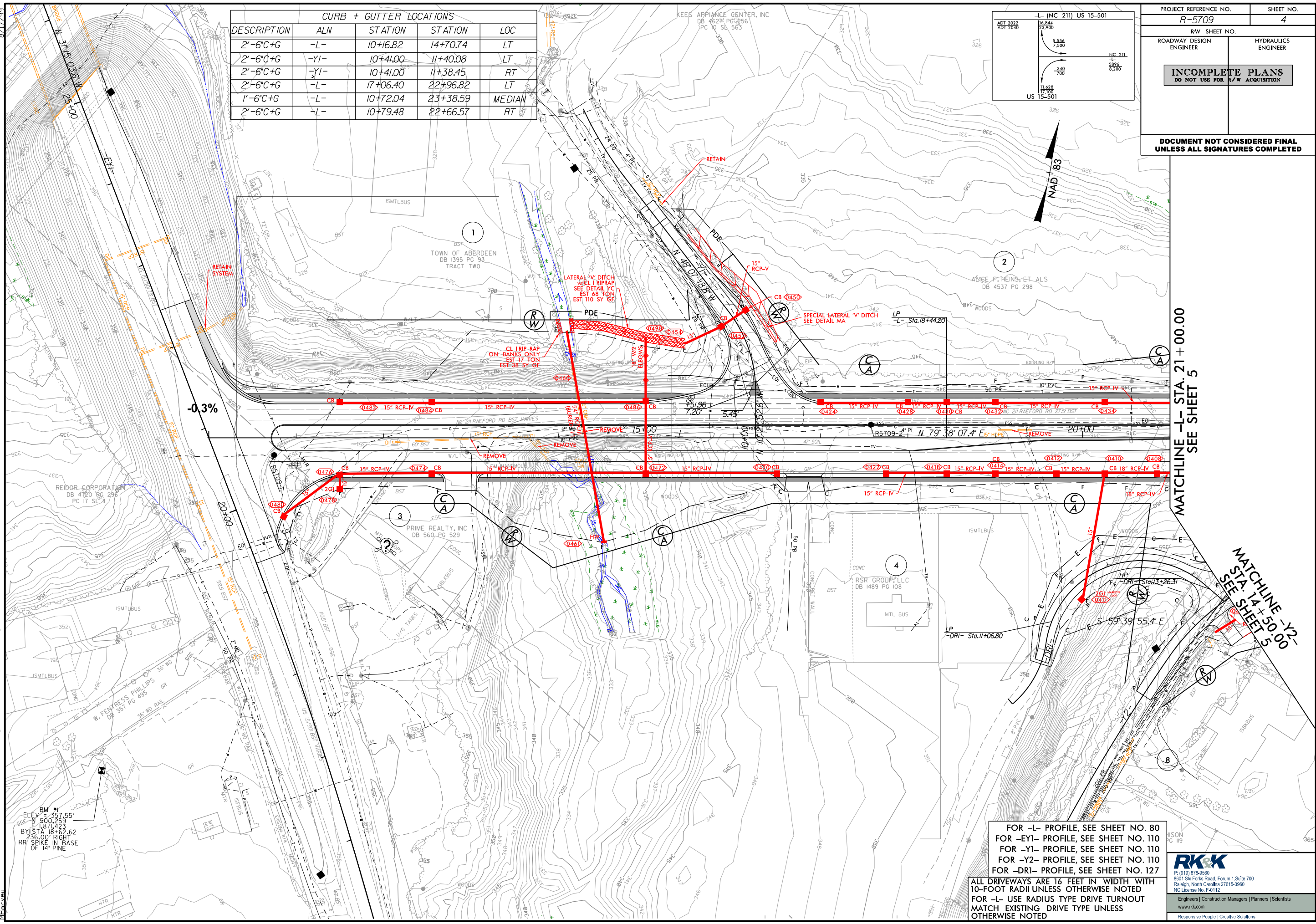
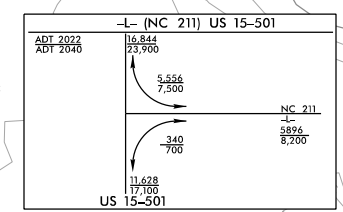


SECTION

7/08

- L- STA 279+02 RT
- L- STA 303+03 RT
- L- STA 312+00 RT

CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
2'-6"C+G	-L-	10+16.82	14+70.74	LT
2'-6"C+G	-Y1-	10+41.00	11+40.08	LT
2'-6"C+G	-Y1-	10+41.00	11+38.45	RT
2'-6"C+G	-L-	17+06.40	22+96.82	LT
1'-6"C+G	-L-	10+72.04	23+38.59	MEDIAN
2'-6"C+G	-L-	10+79.48	22+66.57	RT



MATCHLINE -L- STA. 21+00.00
SEE SHEET 5

MATCHLINE -Y2-
STA. 14+50.00
SEE SHEET 5

FOR -L- PROFILE, SEE SHEET NO. 80
 FOR -EY1- PROFILE, SEE SHEET NO. 110
 FOR -Y1- PROFILE, SEE SHEET NO. 110
 FOR -Y2- PROFILE, SEE SHEET NO. 110
 FOR -DRI- PROFILE, SEE SHEET NO. 127

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
 FOR -L- USE RADIUS TYPE DRIVE TURNOUT
 MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

I:\6\2020\RA\Hydrolics\PERMITS_Environmental\48\Drawings\PSH\R5709_hyd_psh04.dgn

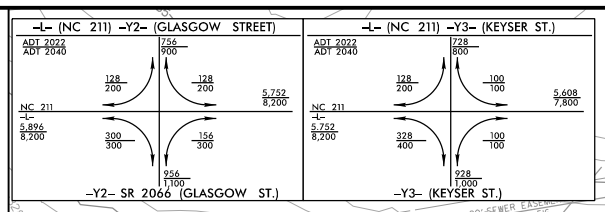
BM #1
 ELEV = 357.55
 BY STA 18+62.62
 RR SPIKE IN BASE
 OF 14" PINE

8.17.19
C:\Users\jcl\Documents\Projects\Environmental\48\Drawings\PSH\R5709_hyd_psh05.dgn

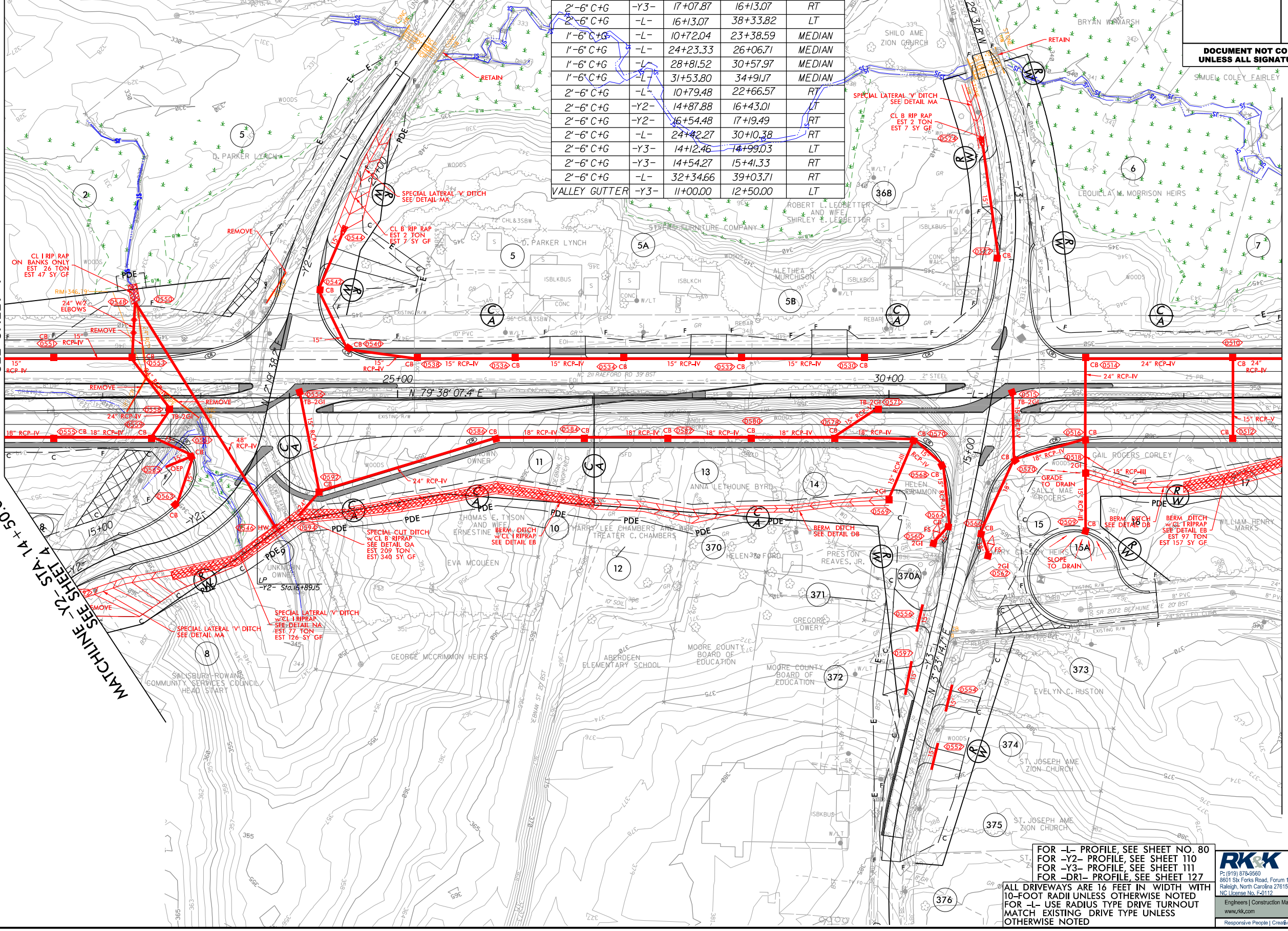
MATCHLINE -L- STA. 21+00.00
SEE SHEET 4

MATCHLINE -Y2- STA. 14+50.00
SEE SHEET 4

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



CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
2'-6" C+G	-L-	17+06.40	22+96.82	LT
2'-6" C+G	-Y2-	17+67.53	18+50.33	LT
2'-6" C+G	-Y2-	18+05.02	19+12.00	RT
2'-6" C+G	-L-	24+67.45	29+71.18	LT
2'-6" C+G	-Y3-	15+74.58	16+65.22	LT
2'-6" C+G	-Y3-	17+07.87	16+13.07	RT
2'-6" C+G	-L-	16+13.07	38+33.82	LT
1'-6" C+G	-L-	10+72.04	23+38.59	MEDIAN
1'-6" C+G	-L-	24+23.33	26+06.71	MEDIAN
1'-6" C+G	-L-	28+81.52	30+57.97	MEDIAN
1'-6" C+G	-L-	31+53.80	34+91.17	MEDIAN
2'-6" C+G	-L-	10+79.48	22+66.57	RT
2'-6" C+G	-Y2-	14+87.88	16+43.01	LT
2'-6" C+G	-Y2-	16+54.48	17+19.49	RT
2'-6" C+G	-L-	24+42.27	30+10.38	RT
2'-6" C+G	-Y3-	14+12.46	14+99.03	LT
2'-6" C+G	-Y3-	14+54.27	15+41.33	RT
2'-6" C+G	-L-	32+34.66	39+03.71	RT
VALLEY GUTTER	-Y3-	11+00.00	12+50.00	LT



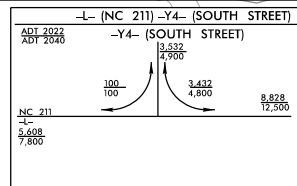
PROJECT REFERENCE NO. R-5709	SHEET NO. 5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



FOR -L- PROFILE, SEE SHEET NO. 80
FOR -Y2- PROFILE, SEE SHEET 110
FOR -Y3- PROFILE, SEE SHEET 111
FOR -DR1- PROFILE, SEE SHEET 127

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
FOR -L- USE RADIUS TYPE DRIVE TURNOUT
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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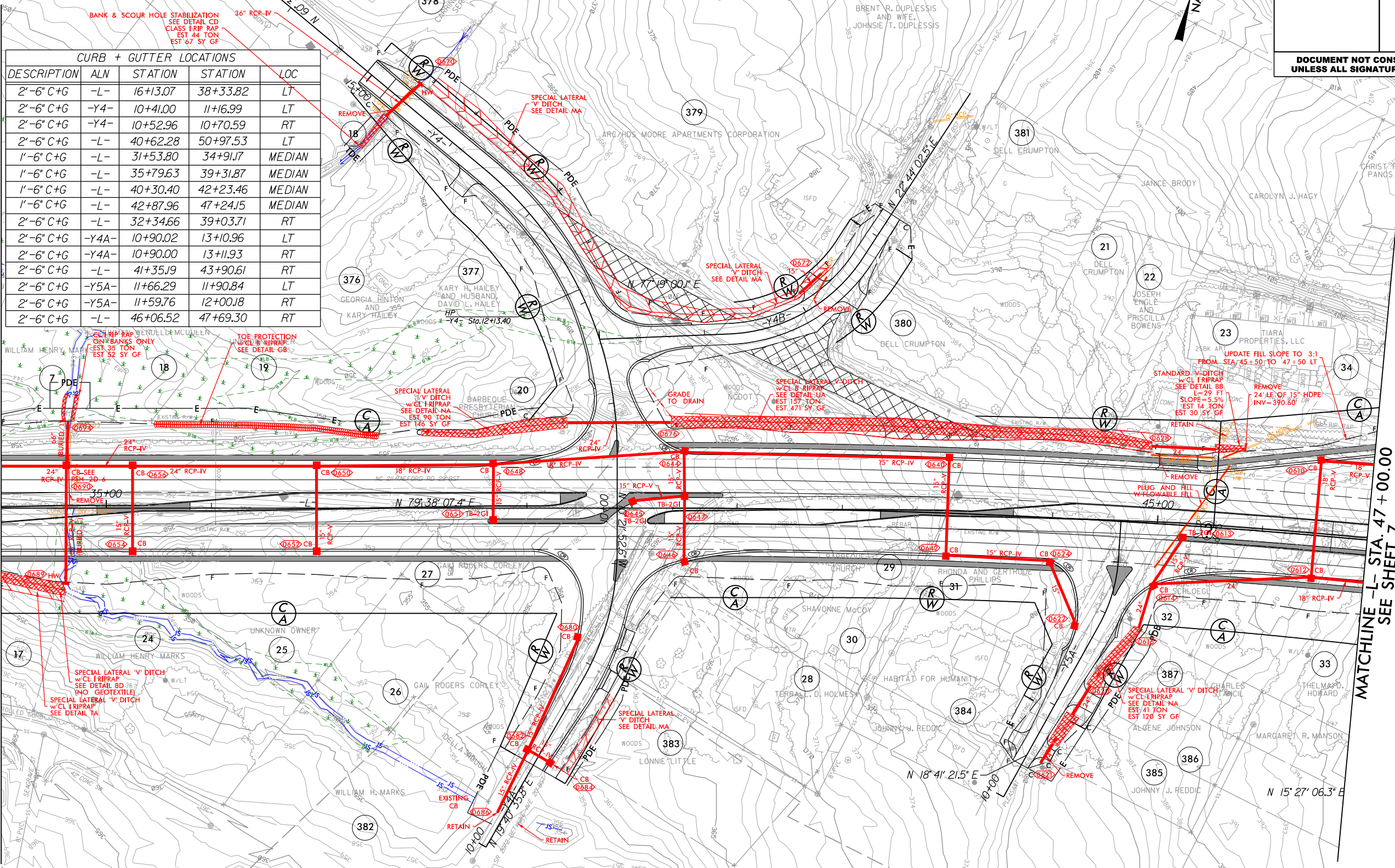


PROJECT REFERENCE NO. R-5709	SHEET NO. 6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
2'-6" C+G	-L-	16+13.07	38+33.82	LT
2'-6" C+G	-Y4-	10+41.00	11+6.99	LT
2'-6" C+G	-Y4-	10+52.96	10+70.59	RT
2'-6" C+G	-L-	40+62.28	50+97.53	LT
1'-6" C+G	-L-	31+53.80	34+91.17	MEDIAN
1'-6" C+G	-L-	35+79.63	39+31.87	MEDIAN
1'-6" C+G	-L-	40+30.40	42+23.46	MEDIAN
1'-6" C+G	-L-	42+87.96	47+24.15	MEDIAN
2'-6" C+G	-L-	32+34.66	39+03.71	RT
2'-6" C+G	-Y4A-	10+90.02	13+10.96	LT
2'-6" C+G	-Y4A-	10+90.00	13+11.93	RT
2'-6" C+G	-L-	41+35.19	43+90.61	RT
2'-6" C+G	-Y5A-	11+66.29	11+90.84	LT
2'-6" C+G	-Y5A-	11+59.76	12+00.18	RT
2'-6" C+G	-L-	46+06.52	47+69.30	RT

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

MATCHLINE -L- STA. 47 + 00.00
SEE SHEET 7



FOR -L- PROFILE, SEE SHEET NOS. 80 & 81
 FOR -Y4A- PROFILE, SEE SHEET NO. 111
 FOR -Y4B- PROFILE, SEE SHEET NO. 111
 FOR -Y5A- PROFILE, SEE SHEET NO. 112
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
 FOR -L- USE RADIUS TYPE DRIVE TURNOUT
 MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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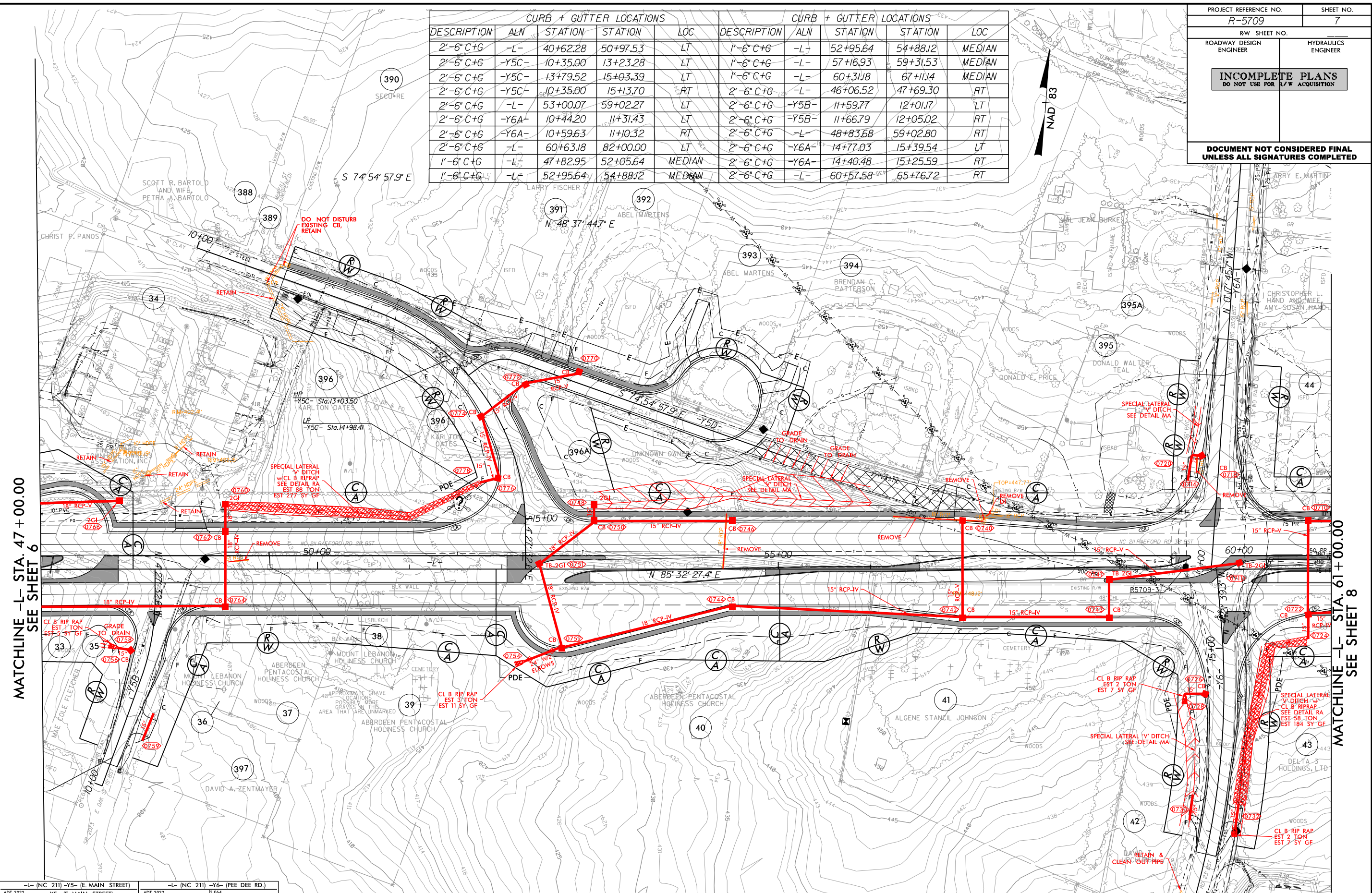
10/6/2020
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B.17/99

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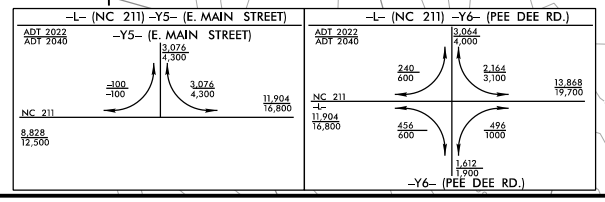
CURB + GUTTER LOCATIONS					CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC	DESCRIPTION	ALN	STATION	STATION	LOC
2'-6" C+G	-L-	40+62.28	50+97.53	LT	1'-6" C+G	-L-	52+95.64	54+88.12	MEDIAN
2'-6" C+G	-Y5C-	10+35.00	13+23.28	LT	1'-6" C+G	-L-	57+16.93	59+31.53	MEDIAN
2'-6" C+G	-Y5C-	13+79.52	15+03.39	LT	1'-6" C+G	-L-	60+31.18	67+11.14	MEDIAN
2'-6" C+G	-Y5C-	10+35.00	15+13.70	RT	2'-6" C+G	-L-	46+06.52	47+69.30	RT
2'-6" C+G	-L-	53+00.07	59+02.27	LT	2'-6" C+G	-Y5B-	11+59.77	12+01.17	LT
2'-6" C+G	-Y6A-	10+44.20	11+31.43	LT	2'-6" C+G	-Y5B-	11+66.79	12+05.02	RT
2'-6" C+G	-Y6A-	10+59.63	11+10.32	RT	2'-6" C+G	-L-	48+83.68	59+02.80	RT
2'-6" C+G	-L-	60+63.18	82+00.00	LT	2'-6" C+G	-Y6A-	14+77.03	15+39.54	LT
1'-6" C+G	-L-	47+82.95	52+05.64	MEDIAN	2'-6" C+G	-Y6A-	14+40.48	15+25.59	RT
1'-6" C+G	-L-	52+95.64	54+88.12	MEDIAN	2'-6" C+G	-L-	60+57.58	65+76.72	RT

PROJECT REFERENCE NO. R-5709	SHEET NO. 7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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

MATCHLINE -L- STA. 61 + 00.00
SEE SHEET 8



ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
FOR -L- USE RADIUS TYPE DRIVE TURNOUT
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

FOR -L- PROFILE, SEE SHEET NO. 81
FOR -Y5B- PROFILE, SEE SHEET NO. 112
FOR -Y5C- PROFILE, SEE SHEET NO. 112
FOR -Y5D- PROFILE, SEE SHEET NO. 113
FOR -Y6- PROFILE, SEE SHEET NO. 113
FOR -Y6A- PROFILE, SEE SHEET NO. 113

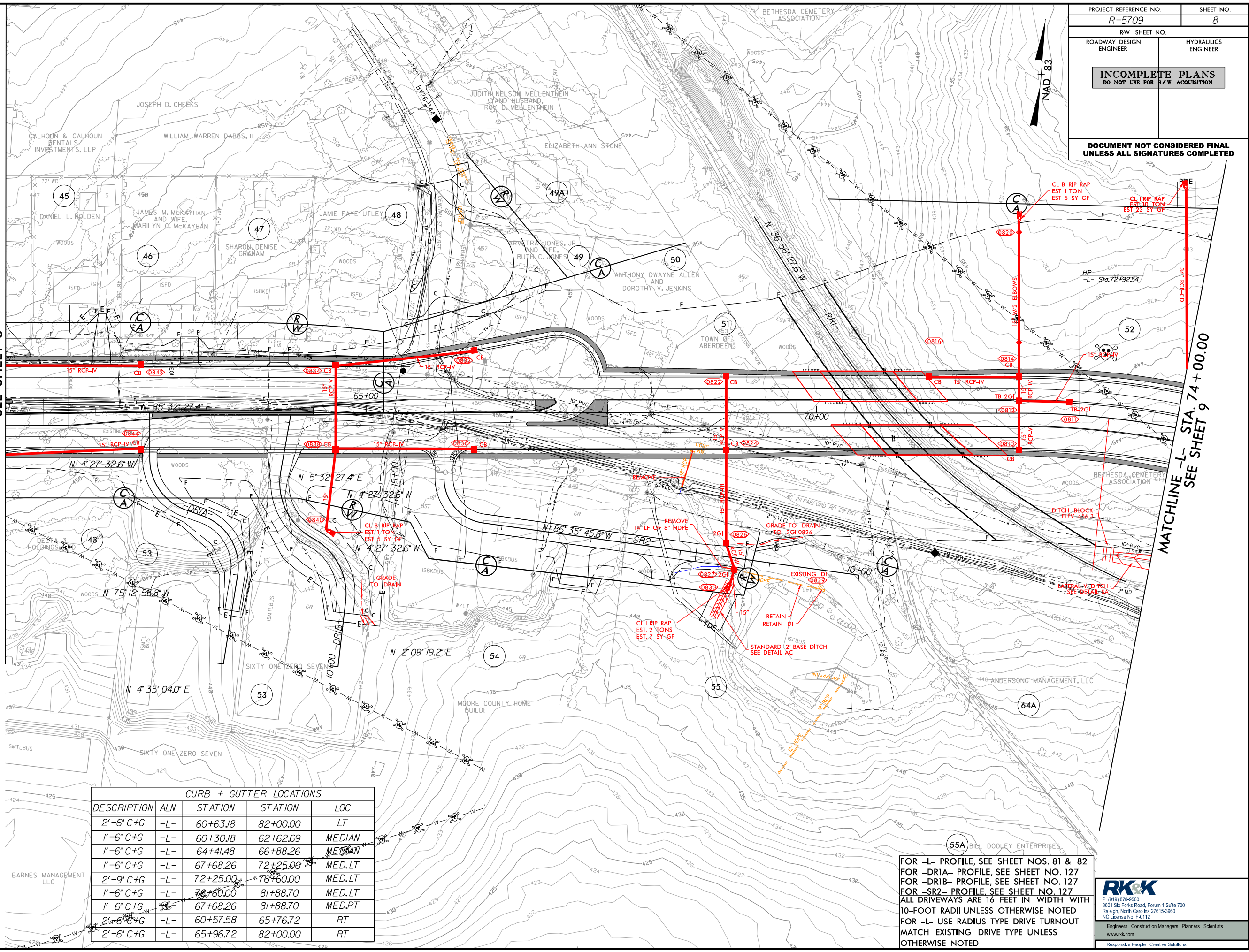
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PROJECT REFERENCE NO. R-5709	SHEET NO. 8
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 61 + 00.00
SEE SHEET 8

MATCHLINE -L- STA. 74 + 00.00
SEE SHEET 9



CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
2'-6" C+G	-L-	60+63.18	82+00.00	LT
1'-6" C+G	-L-	60+30.18	62+62.69	MEDIAN
1'-6" C+G	-L-	64+41.48	66+88.26	MEDIAN
1'-6" C+G	-L-	67+68.26	72+25.00	MED.LT
2'-9" C+G	-L-	72+25.00	76+60.00	MED.LT
1'-6" C+G	-L-	76+60.00	81+88.70	MED.LT
1'-6" C+G	-L-	67+68.26	81+88.70	MED.RT
2'-6" C+G	-L-	60+57.58	65+76.72	RT
2'-6" C+G	-L-	65+96.72	82+00.00	RT

FOR -L- PROFILE, SEE SHEET NOS. 81 & 82
 FOR -DRIA- PROFILE, SEE SHEET NO. 127
 FOR -DR1B- PROFILE, SEE SHEET NO. 127
 FOR -SR2- PROFILE, SEE SHEET NO. 127
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
 10-FOOT RADII UNLESS OTHERWISE NOTED
 FOR -L- USE RADIUS TYPE DRIVE TURNOUT
 MATCH EXISTING DRIVE TYPE UNLESS
 OTHERWISE NOTED

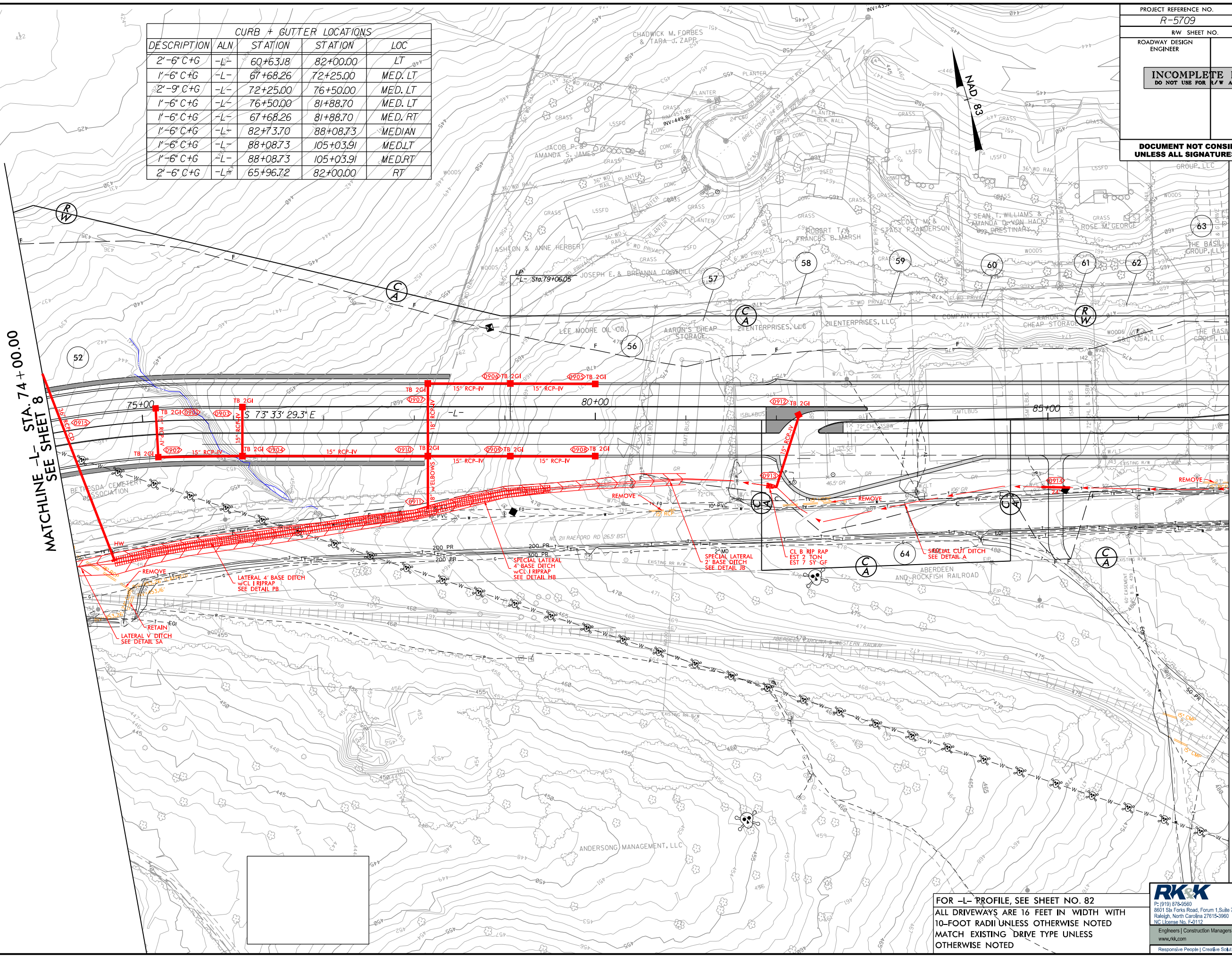
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CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
2'-6" C+G	-L-	60+63.18	82+00.00	LT
1'-6" C+G	-L-	67+68.26	72+25.00	MED. LT
2'-9" C+G	-L-	72+25.00	76+50.00	MED. LT
1'-6" C+G	-L-	76+50.00	81+88.70	MED. LT
1'-6" C+G	-L-	67+68.26	81+88.70	MED. RT
1'-6" C+G	-L-	82+73.70	88+08.73	MEDIAN
1'-6" C+G	-L-	88+08.73	105+03.91	MED.LT
1'-6" C+G	-L-	88+08.73	105+03.91	MED.RT
2'-6" C+G	-L-	65+96.72	82+00.00	RT

PROJECT REFERENCE NO. R-5709	SHEET NO. 9
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 74 + 00.00
SEE SHEET 8

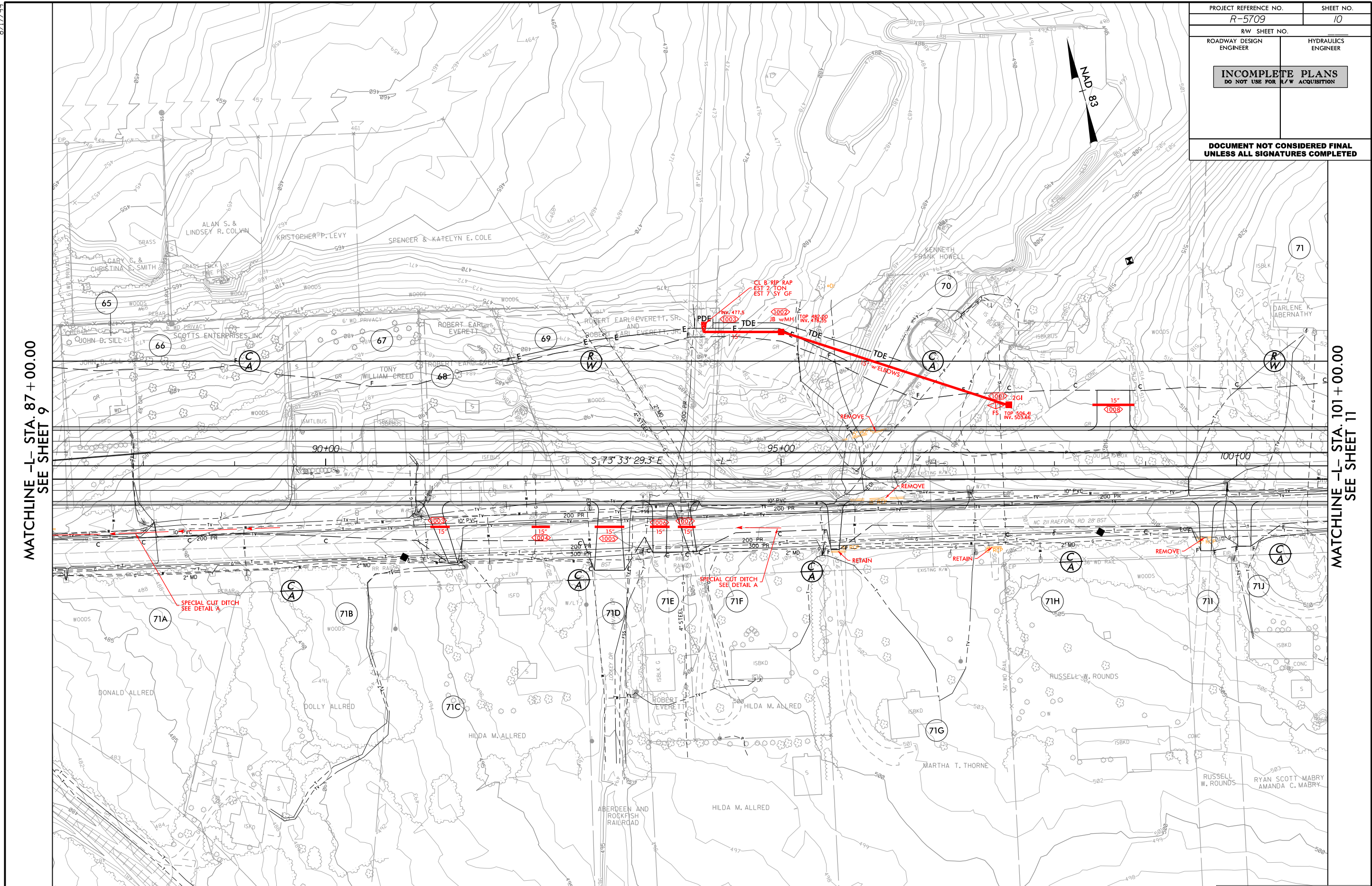
MATCHLINE -L- STA. 87 + 00.00
SEE SHEET 10



FOR -L- PROFILE, SEE SHEET NO. 82
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
 10-FOOT RADII UNLESS OTHERWISE NOTED
 MATCH EXISTING DRIVE TYPE UNLESS
 OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 87 + 00.00
SEE SHEET 9

MATCHLINE -L- STA. 101 + 00.00
SEE SHEET 11

CURB & GUTTER LOCATIONS			
DESCRIPTION	ALN	STATION	LOC
1'-6" C+G	-L-	88+08.73	105+03.91 MED.LT
1'-6" C+G	-L-	88+08.73	105+03.91 MED.RT

FOR -L- PROFILE, SEE SHEET NOS. 82 & 83

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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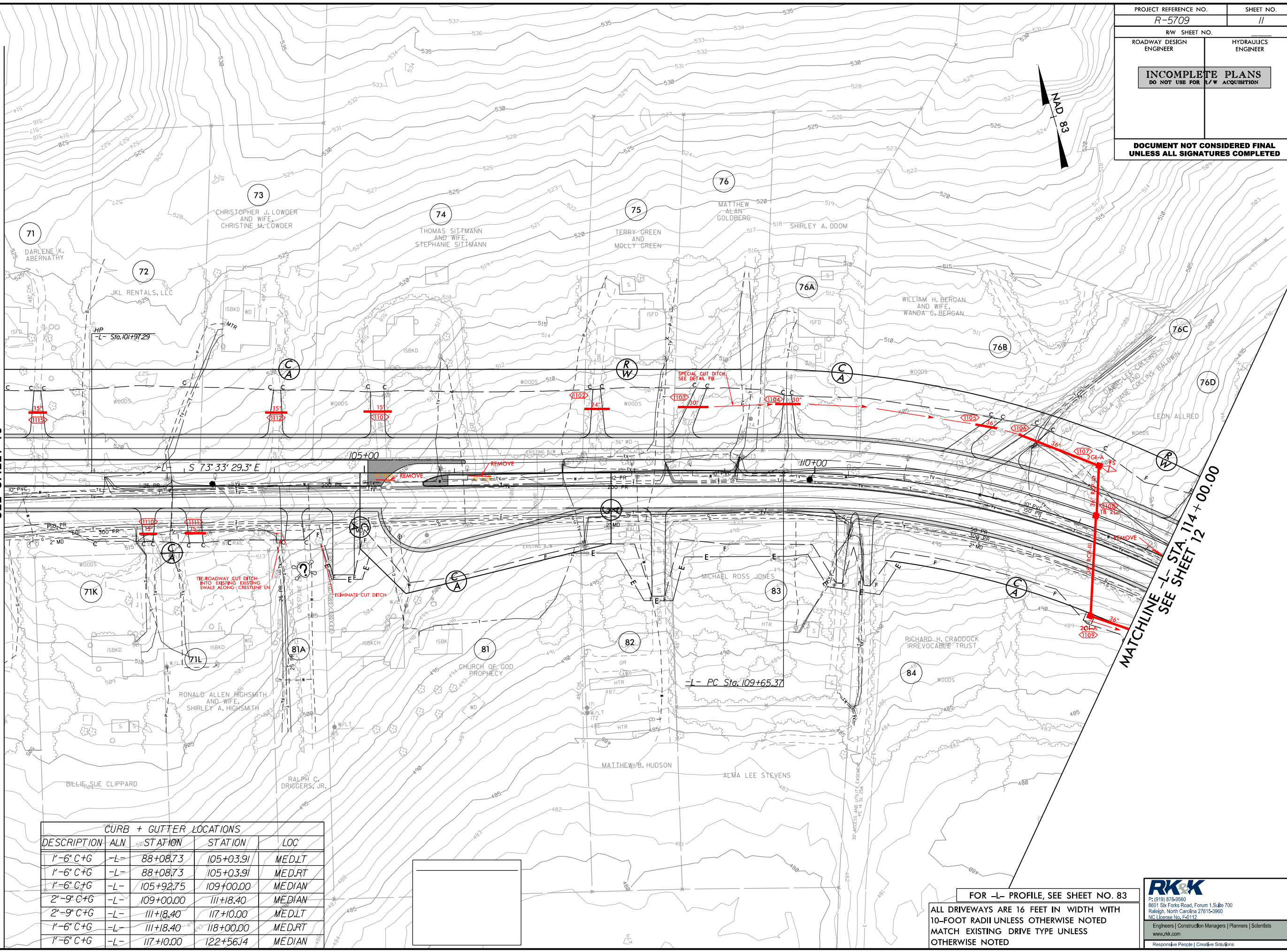
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PROJECT REFERENCE NO. R-5709		SHEET NO. 11	
RW SHEET NO.		HYDRAULICS	
ROADWAY DESIGN ENGINEER		ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 101+00.00
SEE SHEET 10

MATCHLINE -L- STA. 114+00.00
SEE SHEET 12



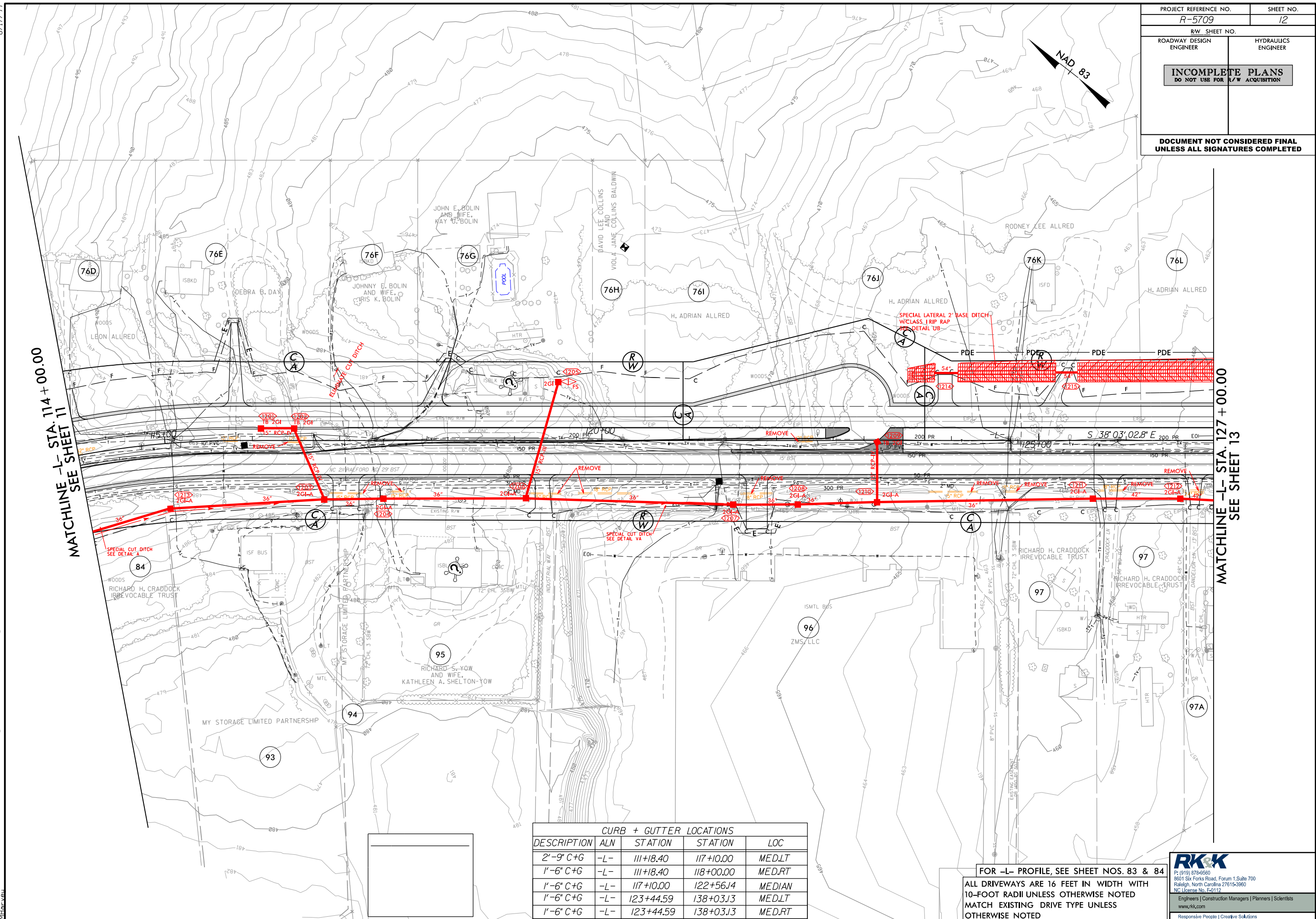
CURB + GUTTER LOCATIONS			
DESCRIPTION	ALN	STATION	LOC
1'-6" C+G	-L-	88+08.73	105+03.91 MED.LT
1'-6" C+G	-L-	88+08.73	105+03.91 MED.RT
1'-6" C+G	-L-	105+92.75	109+00.00 MEDIAN
2'-9" C+G	-L-	109+00.00	111+18.40 MEDIAN
2'-9" C+G	-L-	111+18.40	117+10.00 MED.LT
1'-6" C+G	-L-	111+18.40	118+00.00 MED.RT
1'-6" C+G	-L-	117+10.00	122+56.14 MEDIAN

FOR -L- PROFILE, SEE SHEET NO. 83

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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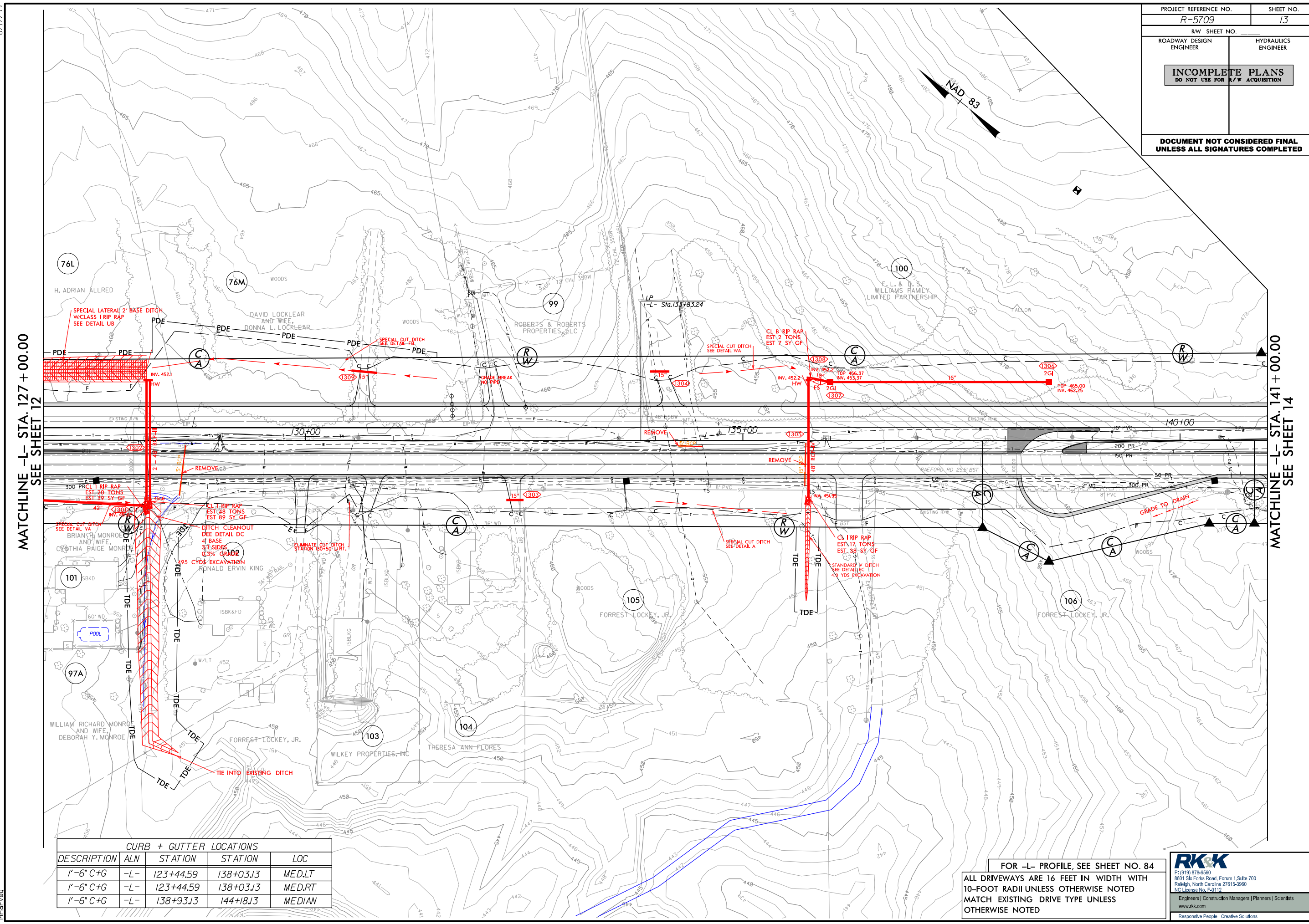
MATCHLINE -L- STA. 114+00.00
SEE SHEET 11

MATCHLINE -L- STA. 127+00.00
SEE SHEET 13

CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
2'-9" C+G	-L-	111+18.40	117+10.00	MED.LT
1'-6" C+G	-L-	111+18.40	118+00.00	MED.RT
1'-6" C+G	-L-	117+10.00	122+56.14	MEDIAN
1'-6" C+G	-L-	123+44.59	138+03.13	MED.LT
1'-6" C+G	-L-	123+44.59	138+03.13	MED.RT

FOR -L- PROFILE, SEE SHEET NOS. 83 & 84
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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MATCHLINE -L- STA. 127 + 00.00
SEE SHEET 12

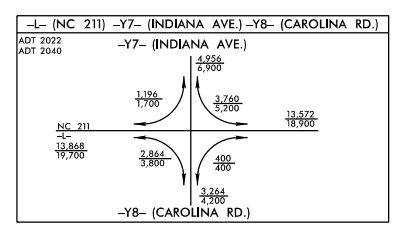
MATCHLINE -L- STA. 141 + 00.00
SEE SHEET 14

CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
1'-6" C+G	-L-	123+44.59	138+03.13	MED.LT
1'-6" C+G	-L-	123+44.59	138+03.13	MED.RT
1'-6" C+G	-L-	138+93.13	144+18.13	MEDIAN

FOR -L- PROFILE, SEE SHEET NO. 84
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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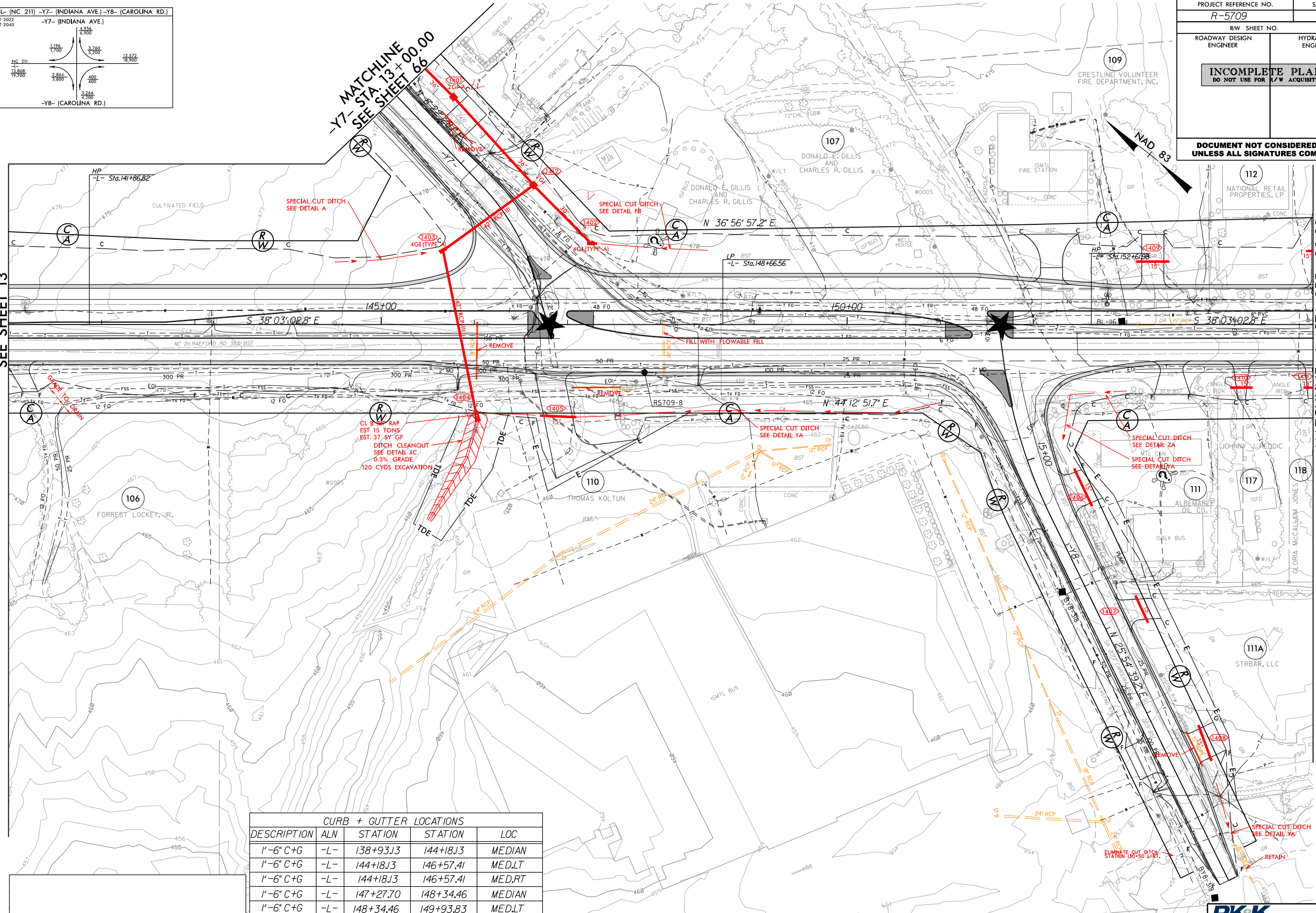
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M:\work\ps13.dgn



PROJECT REFERENCE NO.	SHEET NO.
R-5709	14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 141+00.00
SEE SHEET 13

MATCHLINE -L- STA. 155+00.00
SEE SHEET 15



CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
1'-6" C+G	-L-	138+93.13	144+18.13	MEDIAN
1'-6" C+G	-L-	144+18.13	146+57.41	MED.LT
1'-6" C+G	-L-	144+18.13	146+57.41	MED.RT
1'-6" C+G	-L-	147+27.70	148+34.46	MEDIAN
1'-6" C+G	-L-	148+34.46	149+93.83	MED.LT
1'-6" C+G	-L-	148+34.46	149+93.83	MED.RT
1'-6" C+G	-L-	149+93.83	151+05.49	MEDIAN
1'-6" C+G	-L-	151+78.11	155+04.61	MED.LT
1'-6" C+G	-L-	151+78.11	155+04.61	MED.RT

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

FOR -L- PROFILE, SEE SHEET NOS. 84 & 85
FOR -Y7- PROFILE, SEE SHEET NO. 113
FOR -Y8- PROFILE, SEE SHEET NO. 114

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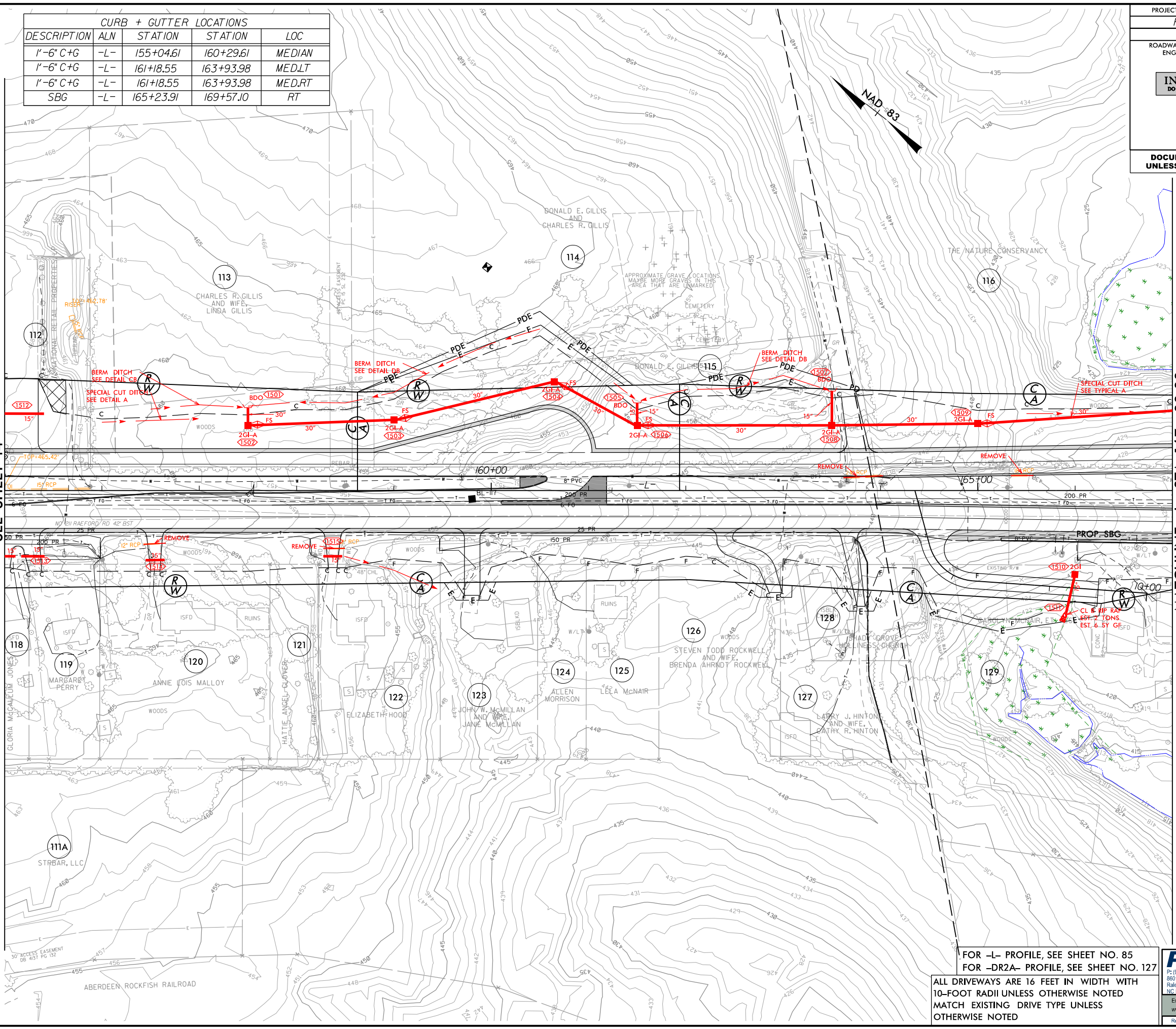
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CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
1'-6" C+G	-L-	155+04.61	160+29.61	MEDIAN
1'-6" C+G	-L-	161+18.55	163+93.98	MED.LT
1'-6" C+G	-L-	161+18.55	163+93.98	MED.RT
SBG	-L-	165+23.91	169+57.10	RT

PROJECT REFERENCE NO. R-5709	SHEET NO. 15
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 155 + 00.00
SEE SHEET 14

MATCHLINE -L- STA. 167 + 00.00
SEE SHEET 16



FOR -L- PROFILE, SEE SHEET NO. 85
 FOR -DR2A- PROFILE, SEE SHEET NO. 127
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
 10-FOOT RADII UNLESS OTHERWISE NOTED
 MATCH EXISTING DRIVE TYPE UNLESS
 OTHERWISE NOTED

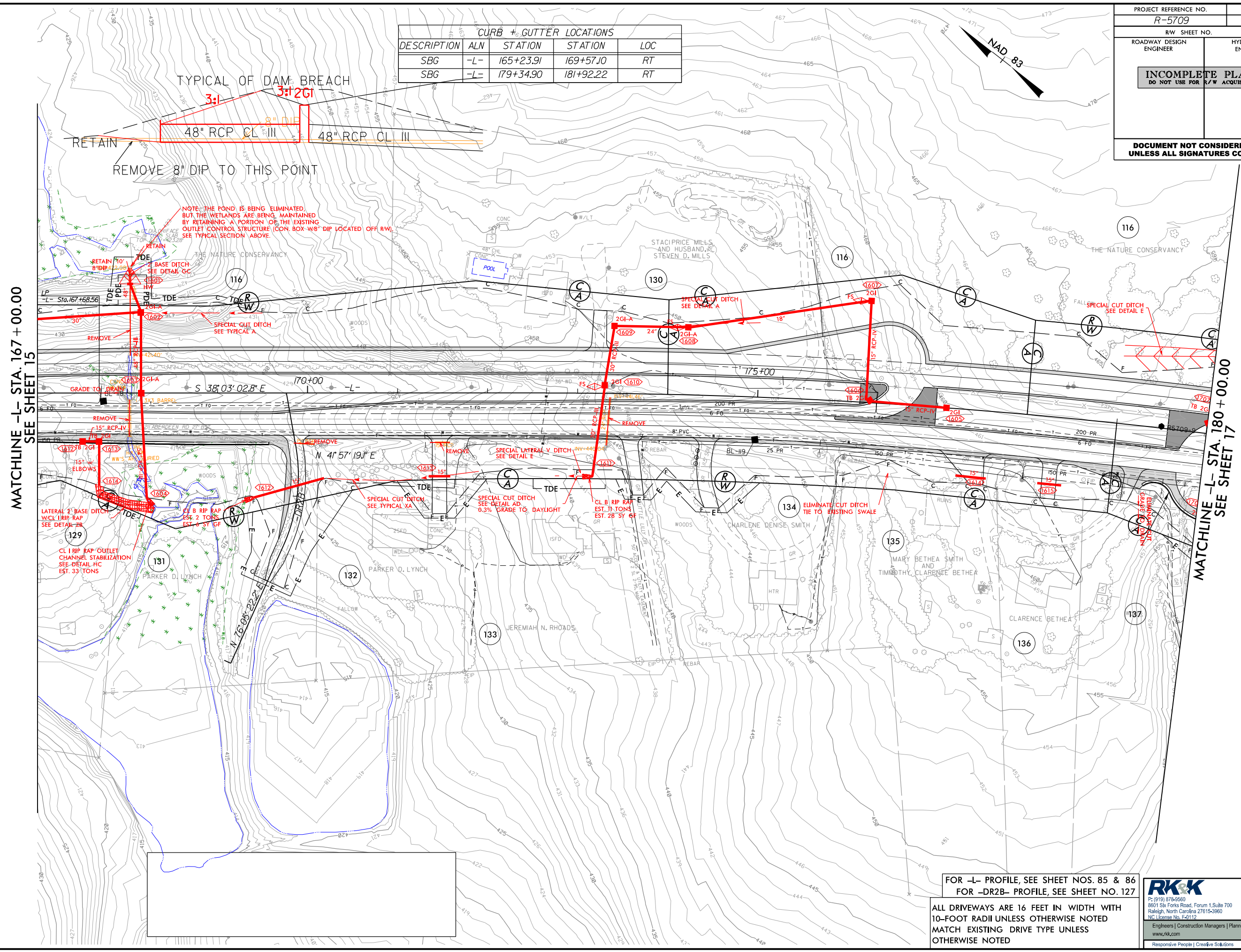
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PROJECT REFERENCE NO. R-5709	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	165+23.91	169+57.10	RT
SBG	-L-	179+34.90	181+92.22	RT



MATCHLINE -L- STA. 167 + 00.00
SEE SHEET 15

MATCHLINE -L- STA. 180 + 00.00
SEE SHEET 17

FOR -L- PROFILE, SEE SHEET NOS. 85 & 86
FOR -DR2B- PROFILE, SEE SHEET NO. 127

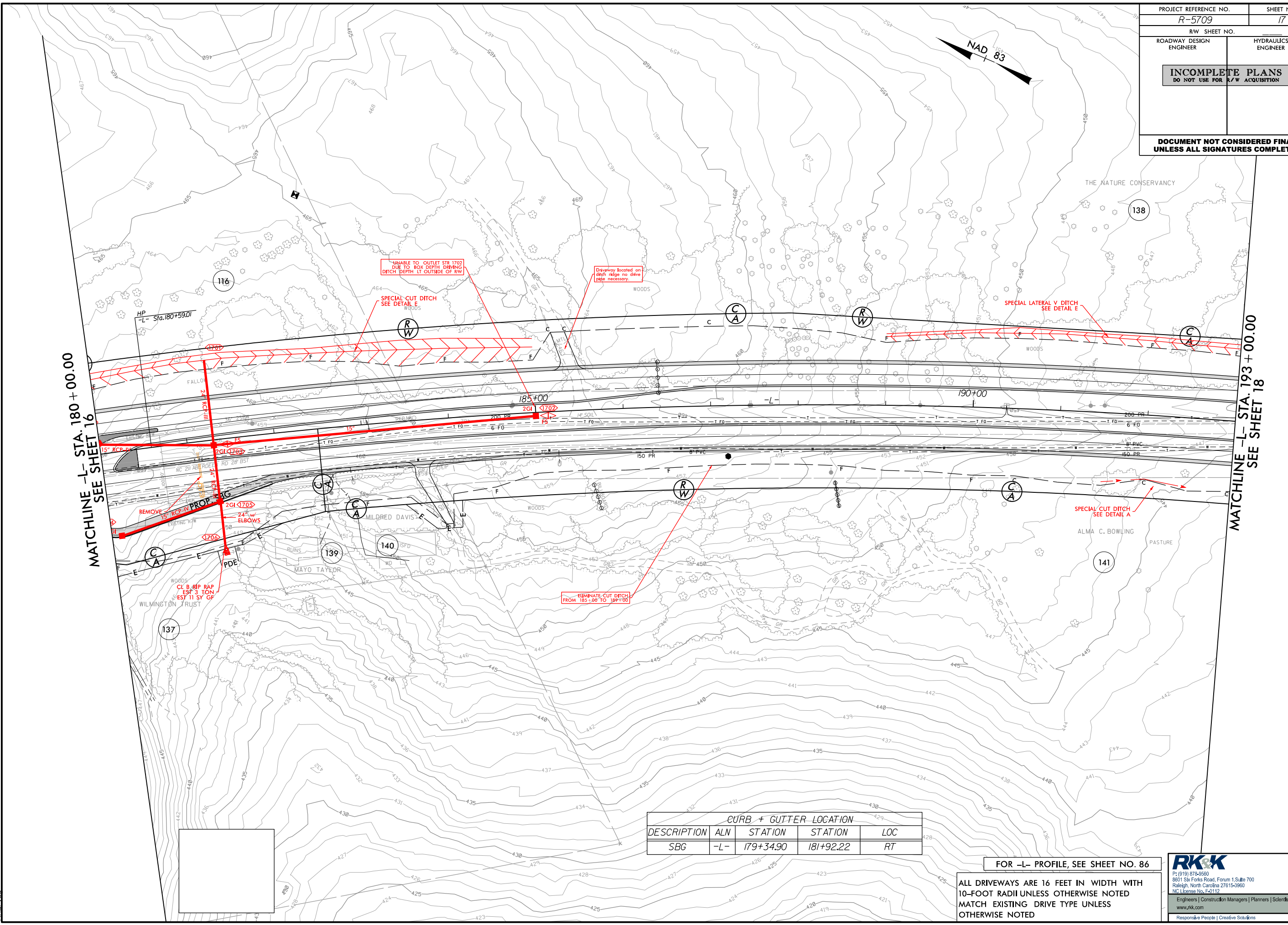
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 17
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 180+00.00
SEE SHEET 16

MATCHLINE -L- STA. 193+00.00
SEE SHEET 18

CURB + GUTTER LOCATION				
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	179+34.90	181+92.22	RT

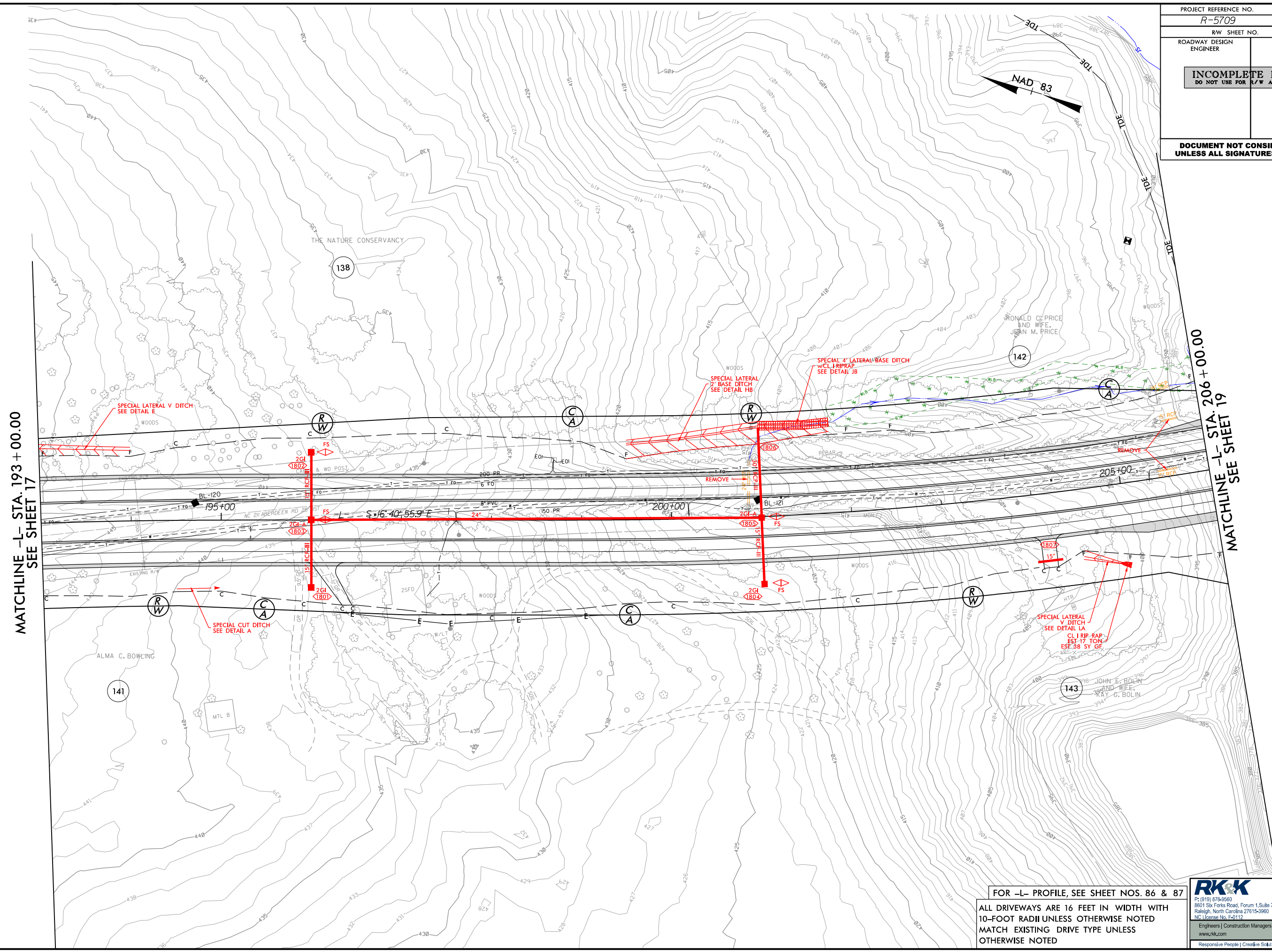
FOR -L- PROFILE, SEE SHEET NO. 86

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
 MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 18
RW SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

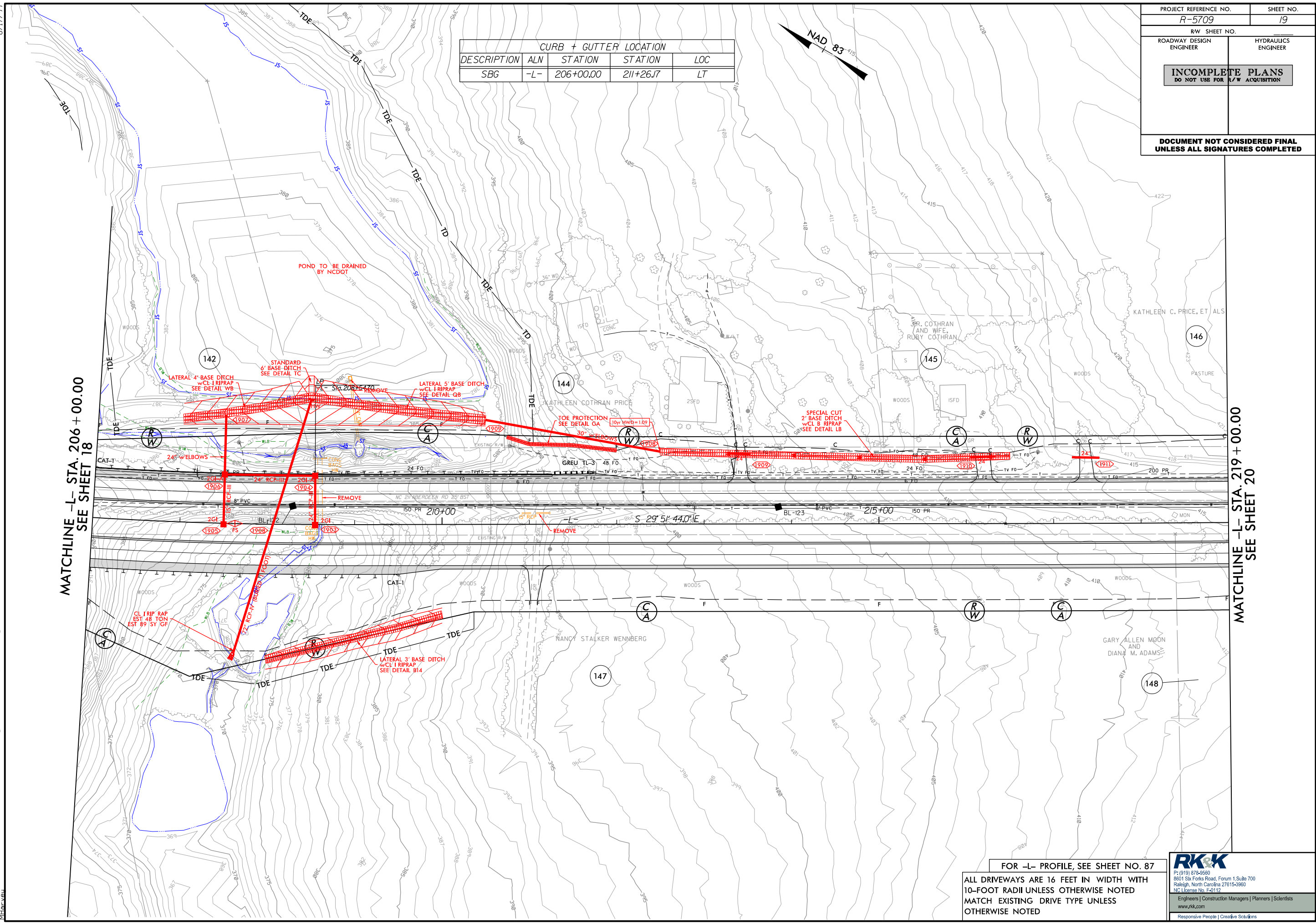


FOR -L- PROFILE, SEE SHEET NOS. 86 & 87
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 19
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

CURB + GUTTER LOCATION				
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	206+00.00	211+26.17	LT



MATCHLINE -L- STA. 206 + 00.00
SEE SHEET 18

MATCHLINE -L- STA. 219 + 00.00
SEE SHEET 20

FOR -L- PROFILE, SEE SHEET NO. 87
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

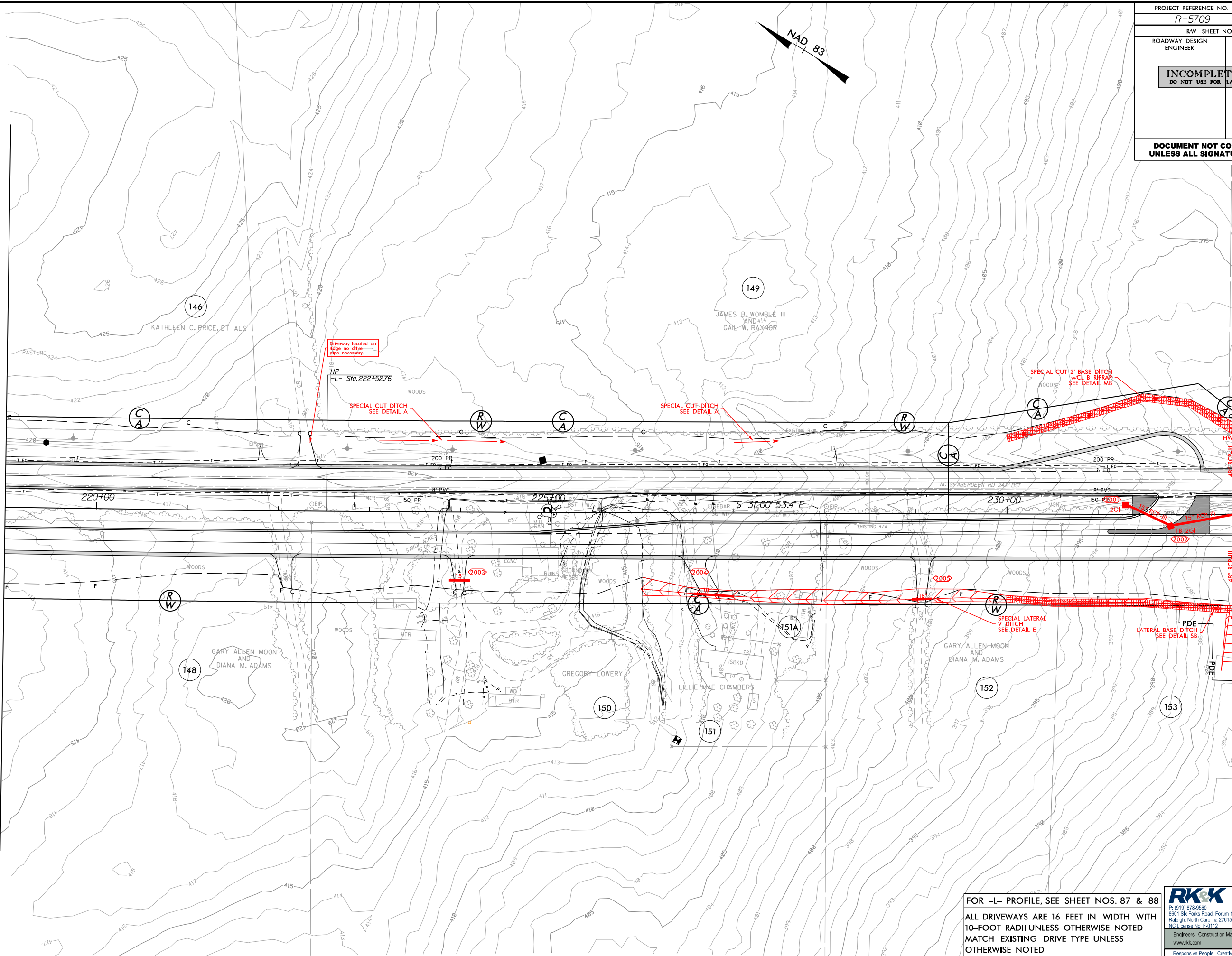
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PROJECT REFERENCE NO. R-5709		SHEET NO. 20	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 219 + 00.00
SEE SHEET 19



MATCHLINE -L- STA. 232 + 50.00
SEE SHEET 21

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FOR -L- PROFILE, SEE SHEET NOS. 87 & 88

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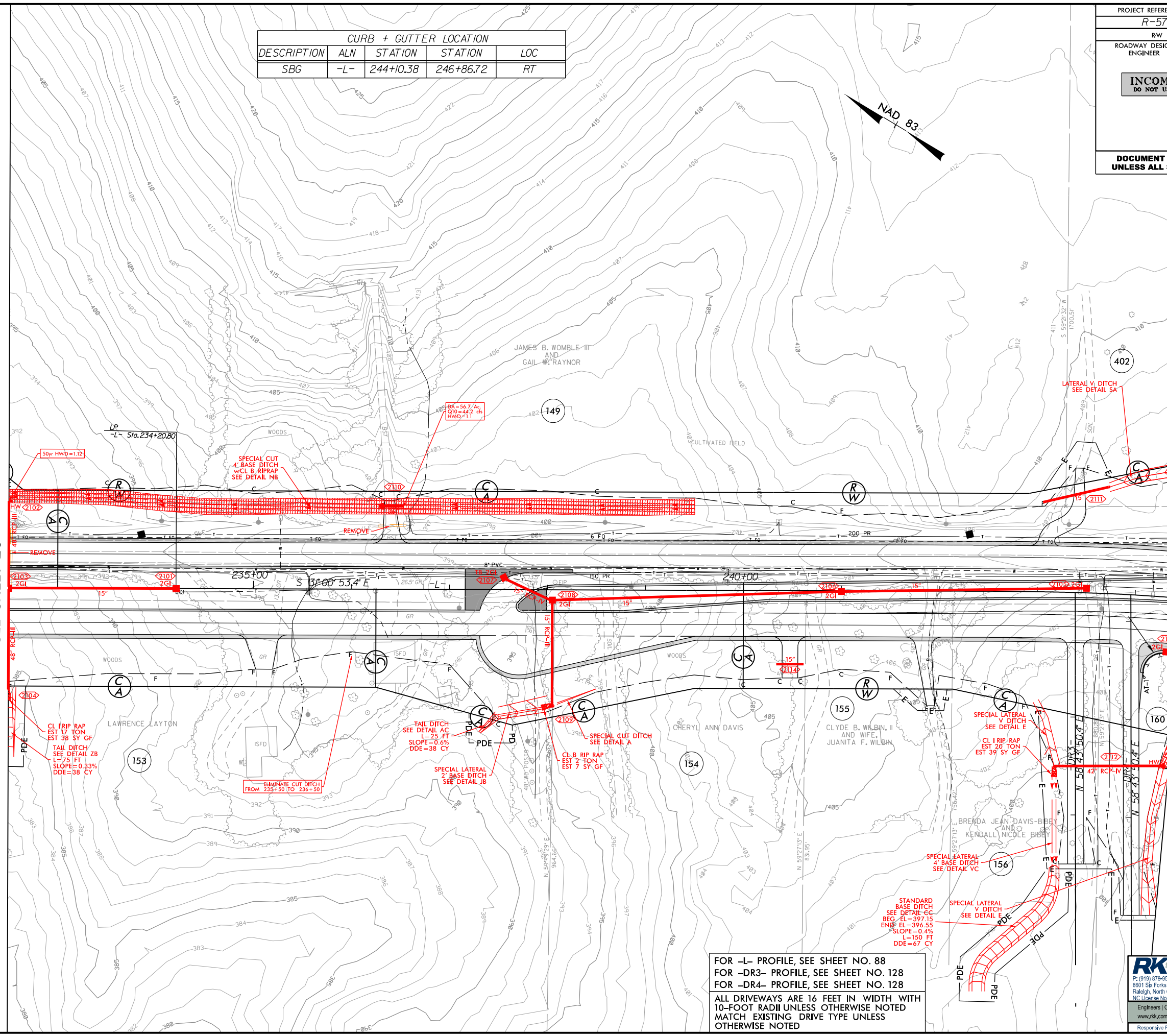
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PROJECT REFERENCE NO. R-5709		SHEET NO. 21	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

CURB + GUTTER LOCATION				
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	244+10.38	246+86.72	RT

MATCHLINE -L- STA. 232 + 50.00
SEE SHEET 20

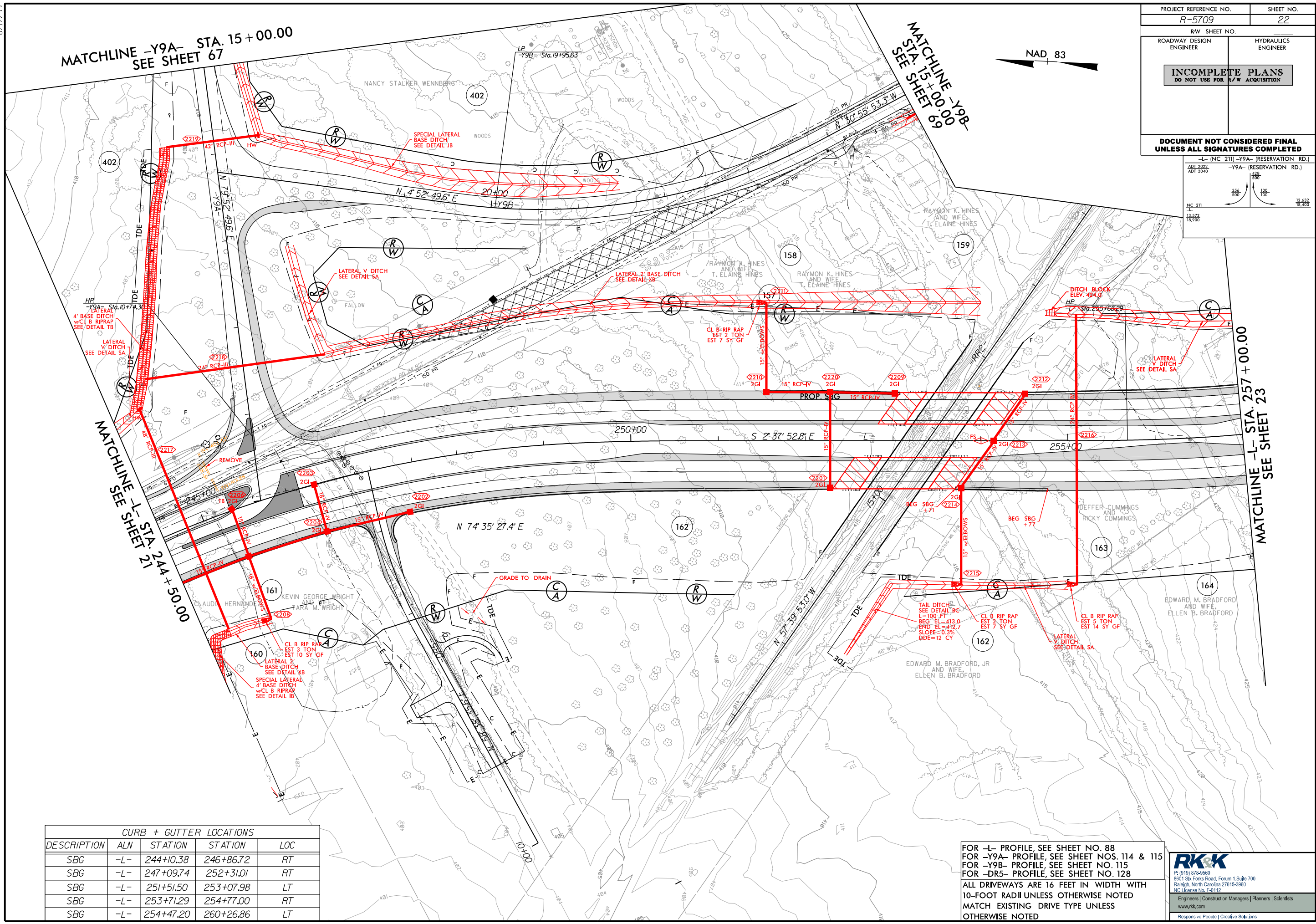
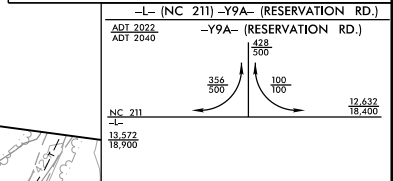
MATCHLINE -L- STA. 244 + 50.00
SEE SHEET 22



FOR -L- PROFILE, SEE SHEET NO. 88
 FOR -DR3- PROFILE, SEE SHEET NO. 128
 FOR -DR4- PROFILE, SEE SHEET NO. 128
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
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 MATCH EXISTING DRIVE TYPE UNLESS
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CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	244+10.38	246+86.72	RT
SBG	-L-	247+09.74	252+31.01	RT
SBG	-L-	251+51.50	253+07.98	LT
SBG	-L-	253+71.29	254+77.00	RT
SBG	-L-	254+47.20	260+26.86	LT

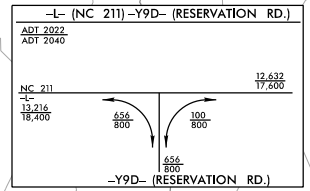
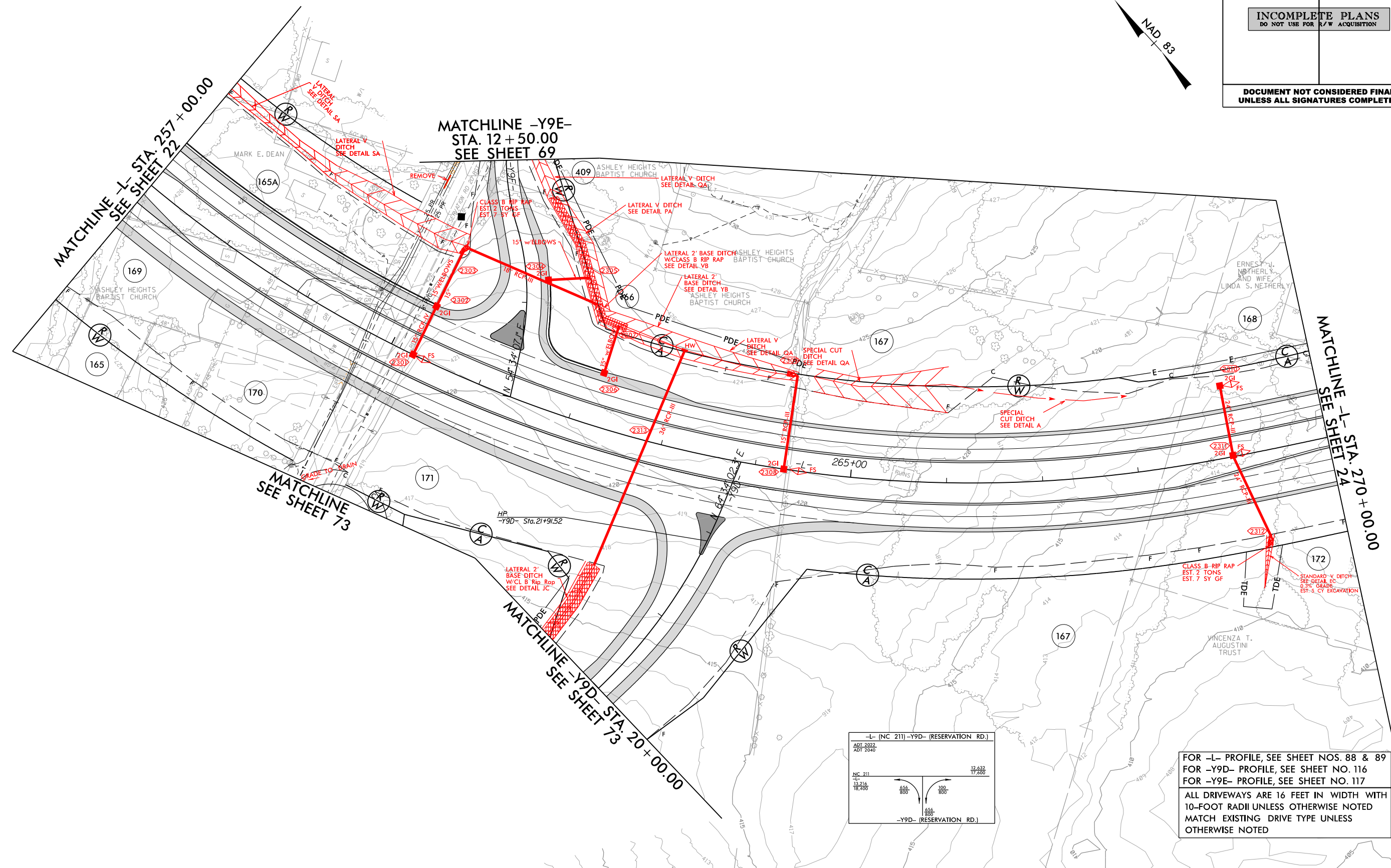
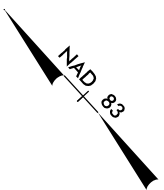
FOR -L- PROFILE, SEE SHEET NO. 88
 FOR -Y9A- PROFILE, SEE SHEET NOS. 114 & 115
 FOR -Y9B- PROFILE, SEE SHEET NO. 115
 FOR -DR5- PROFILE, SEE SHEET NO. 128

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PROJECT REFERENCE NO. R-5709	SHEET NO. 23
RW SHEET NO.	HYDRAULICS
ROADWAY DESIGN ENGINEER	ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



FOR -L- PROFILE, SEE SHEET NOS. 88 & 89
 FOR -Y9D- PROFILE, SEE SHEET NO. 116
 FOR -Y9E- PROFILE, SEE SHEET NO. 117
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
 10-FOOT RADII UNLESS OTHERWISE NOTED
 MATCH EXISTING DRIVE TYPE UNLESS
 OTHERWISE NOTED

CURB + GUTTER LOCATIONS				
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	254+47.20	260+26.86	LT
SBG	-Y9E-	10+43.86	11+24.97	RT

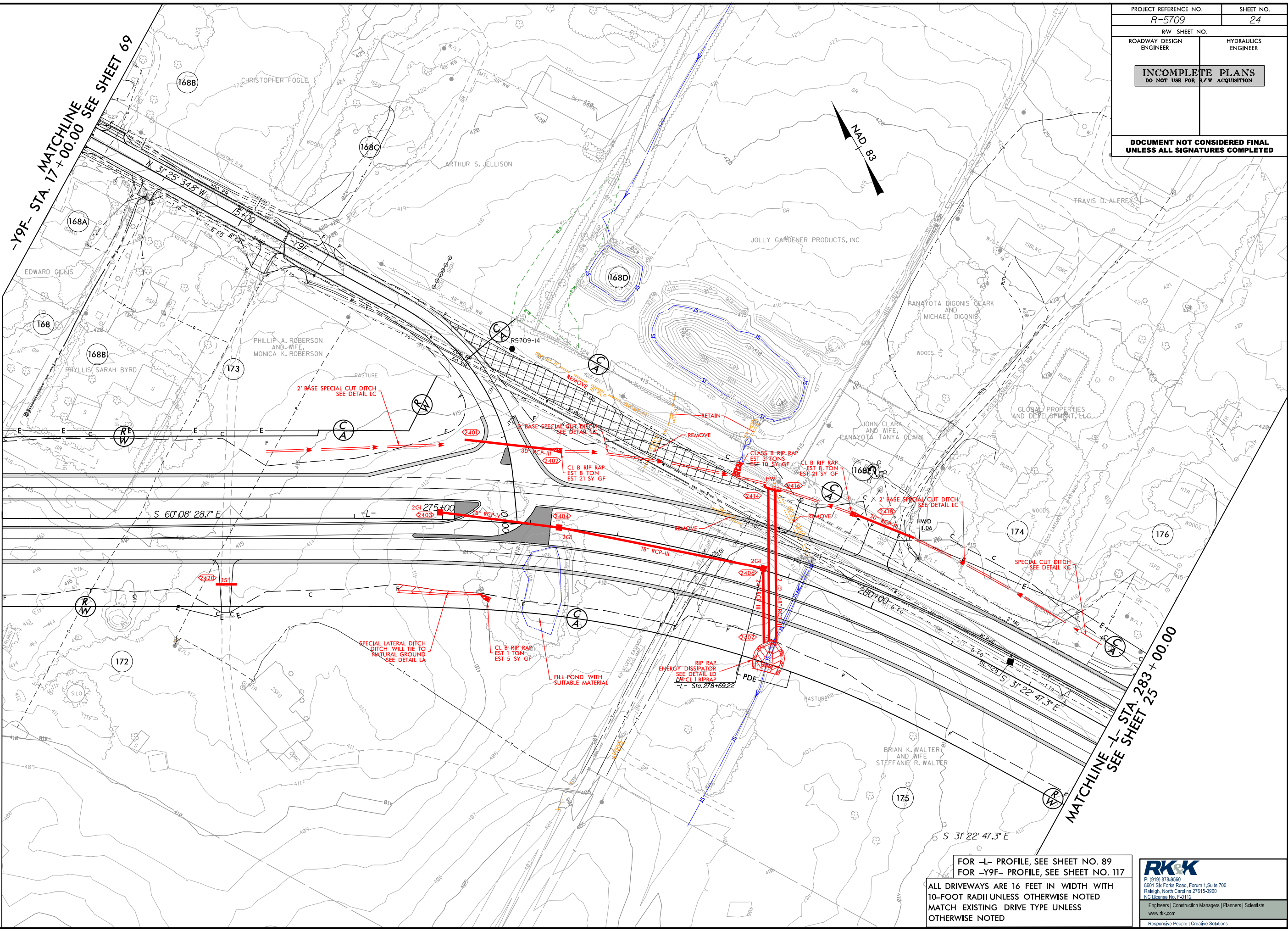
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PROJECT REFERENCE NO. R-5709		SHEET NO. 24	
RW SHEET NO. ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 270 + 00.00
SEE SHEET 23



MATCHLINE -L- STA. 283 + 00.00
SEE SHEET 25

FOR -L- PROFILE, SEE SHEET NO. 89
FOR -Y9F- PROFILE, SEE SHEET NO. 117

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MATCH EXISTING DRIVE TYPE UNLESS
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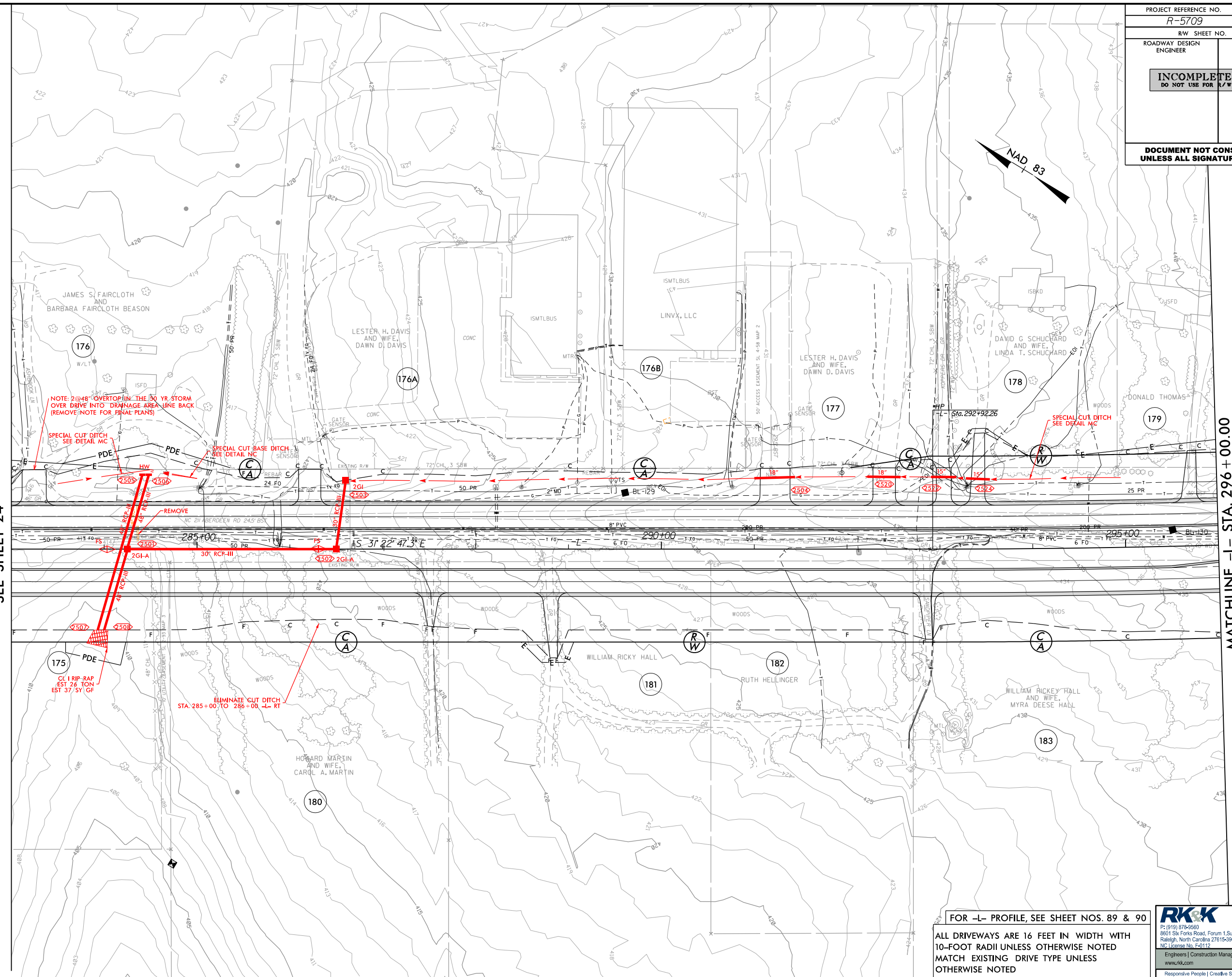
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B.17/99

PROJECT REFERENCE NO. R-5709	SHEET NO. 25
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 283 + 00.00
SEE SHEET 24

MATCHLINE -L- STA. 296 + 00.00
SEE SHEET 26



FOR -L- PROFILE, SEE SHEET NOS. 89 & 90

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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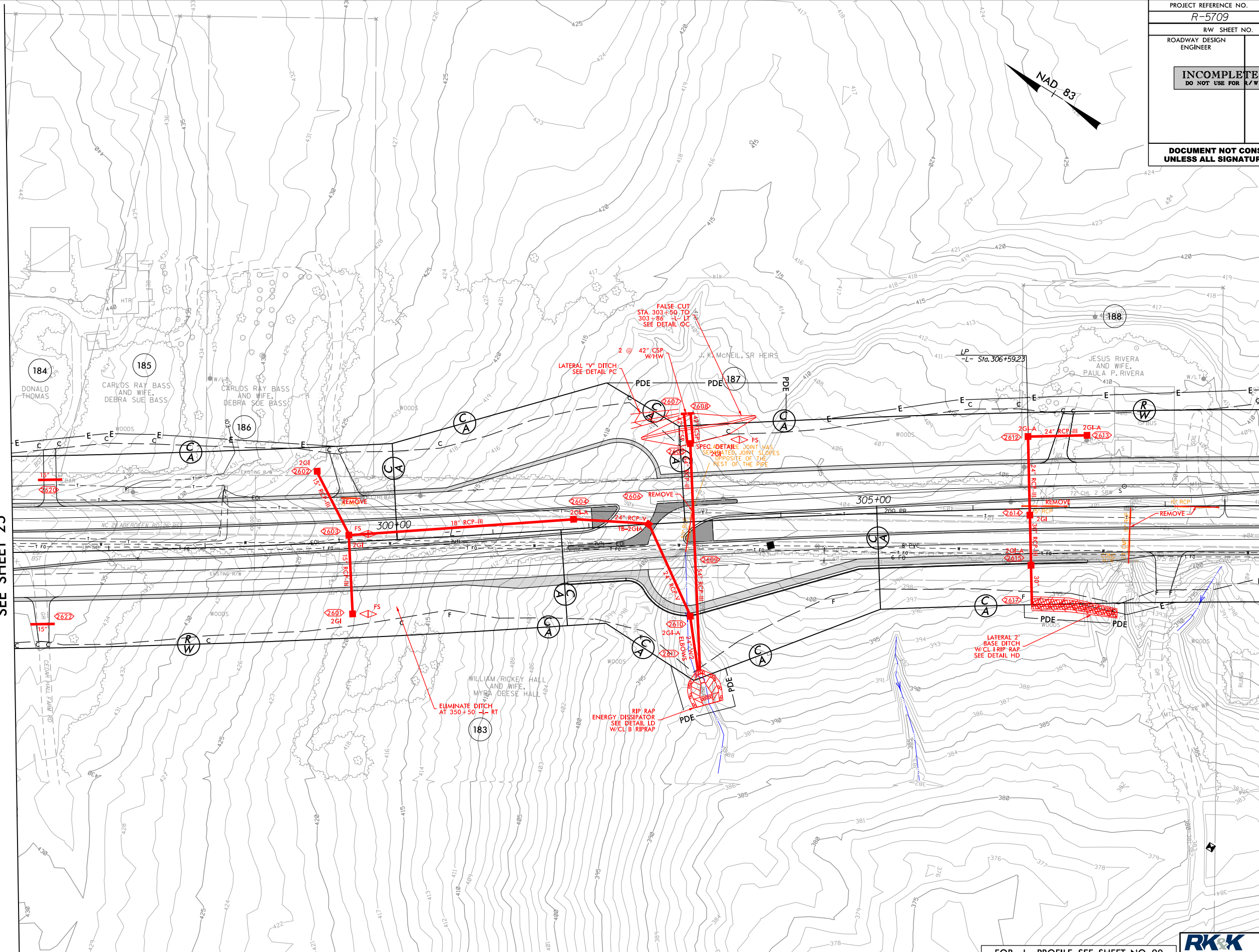
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PROJECT REFERENCE NO. R-5709		SHEET NO. 26	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 296 + 00.00
SEE SHEET 25

MATCHLINE -L- STA. 309 + 00.00
SEE SHEET 27



10/6/2020
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	CURB + GUTTER LOCATION			
DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	301+73.70	307+18.50	RT

FOR -L- PROFILE, SEE SHEET NO. 90

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

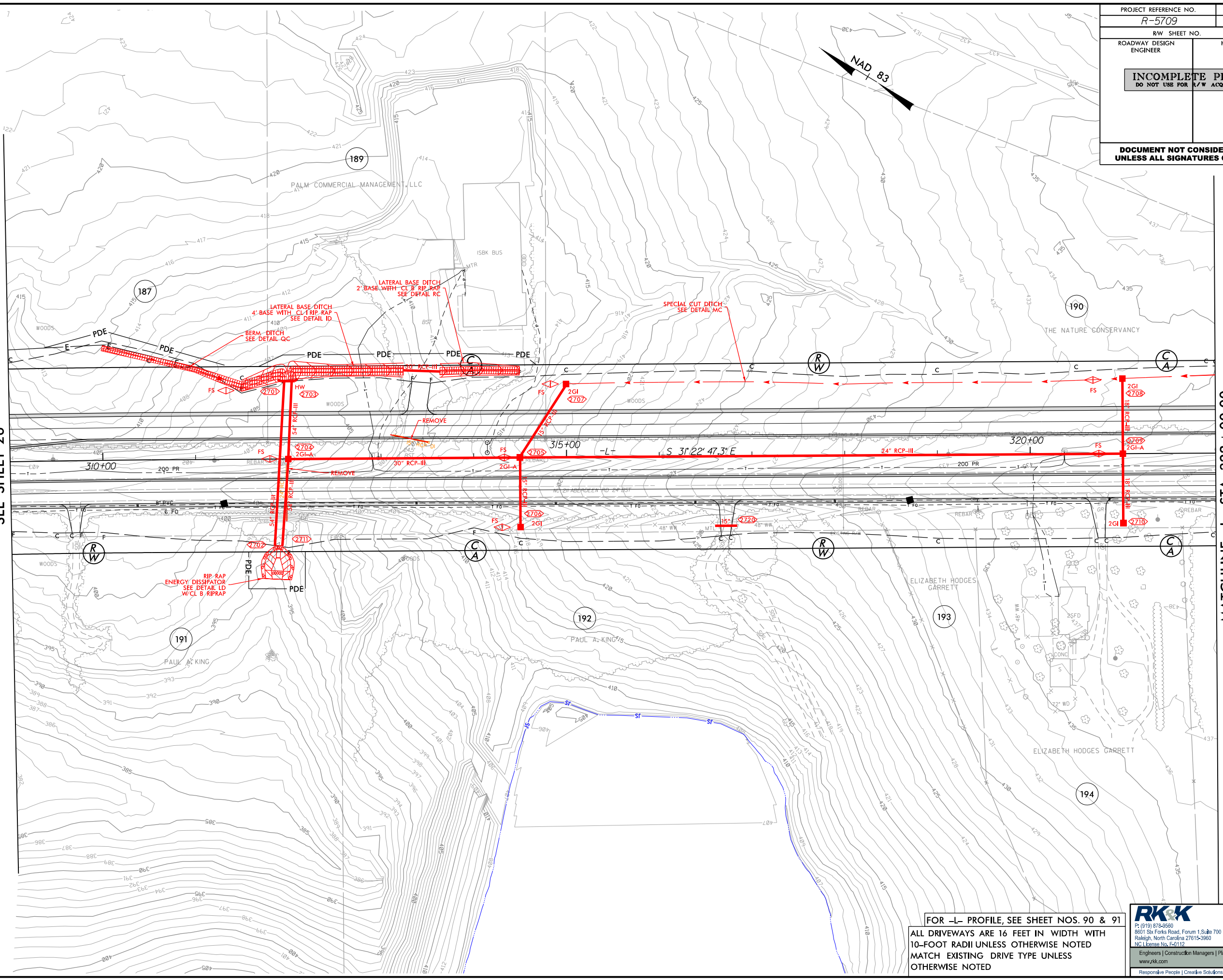
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PROJECT REFERENCE NO. R-5709	SHEET NO. 27
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 309 + 00.00
SEE SHEET 26



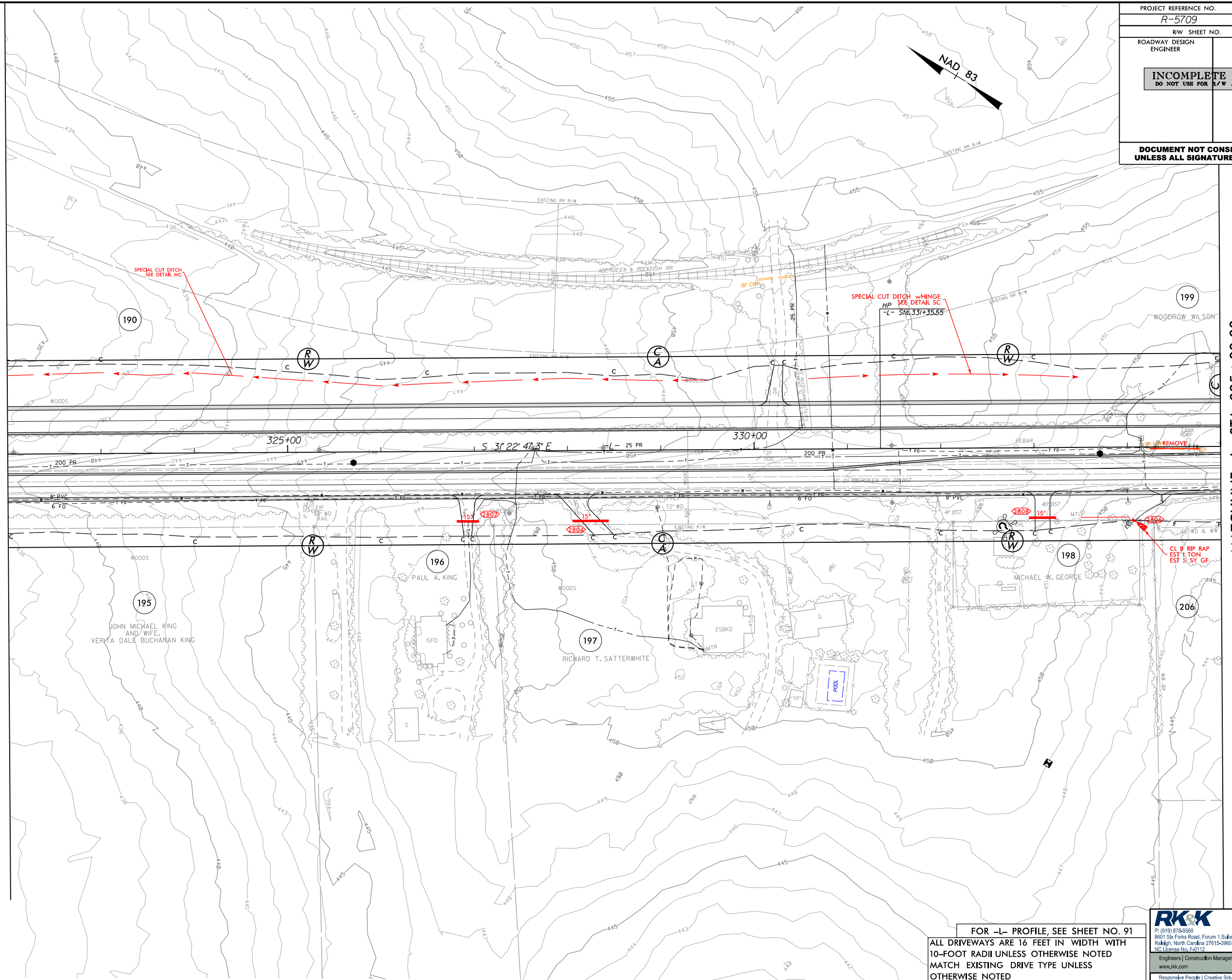
MATCHLINE -L- STA. 322 + 00.00
SEE SHEET 28

FOR -L- PROFILE, SEE SHEET NOS. 90 & 91
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709		SHEET NO. 28	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 322 + 00.00
SEE SHEET 27

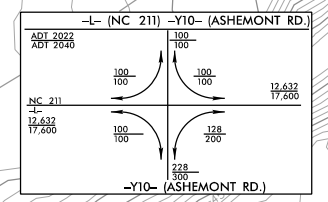
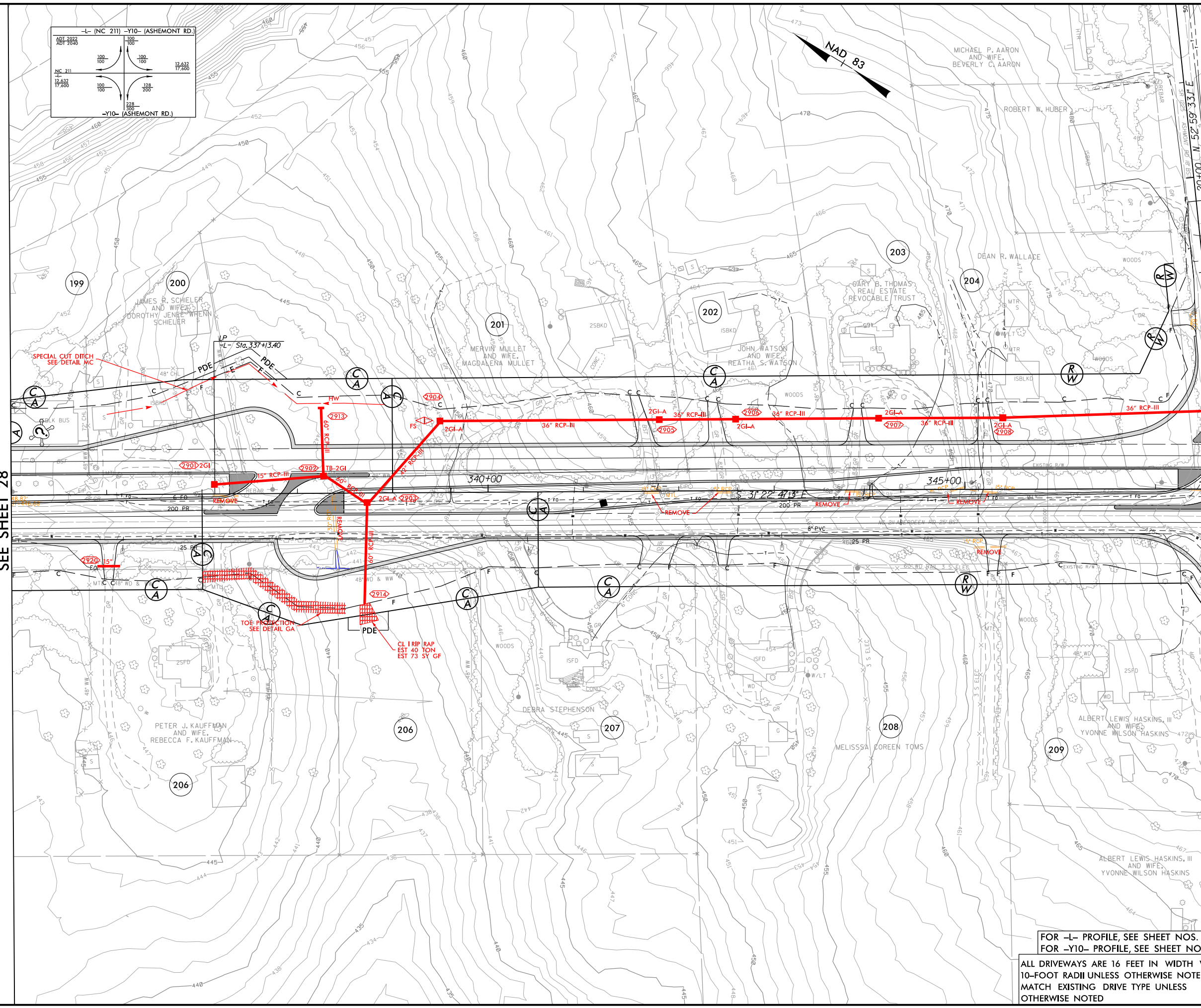


MATCHLINE -L- STA. 335 + 00.00
SEE SHEET 29

FOR -L- PROFILE, SEE SHEET NO. 91
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
 10-FOOT RADII UNLESS OTHERWISE NOTED
 MATCH EXISTING DRIVE TYPE UNLESS
 OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 29
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 335 + 00.00
SEE SHEET 28

MATCHLINE -L- STA. 349 + 00.00
SEE SHEET 30

FOR -L- PROFILE, SEE SHEET NOS. 91 & 92
FOR -Y10- PROFILE, SEE SHEET NO. 118

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

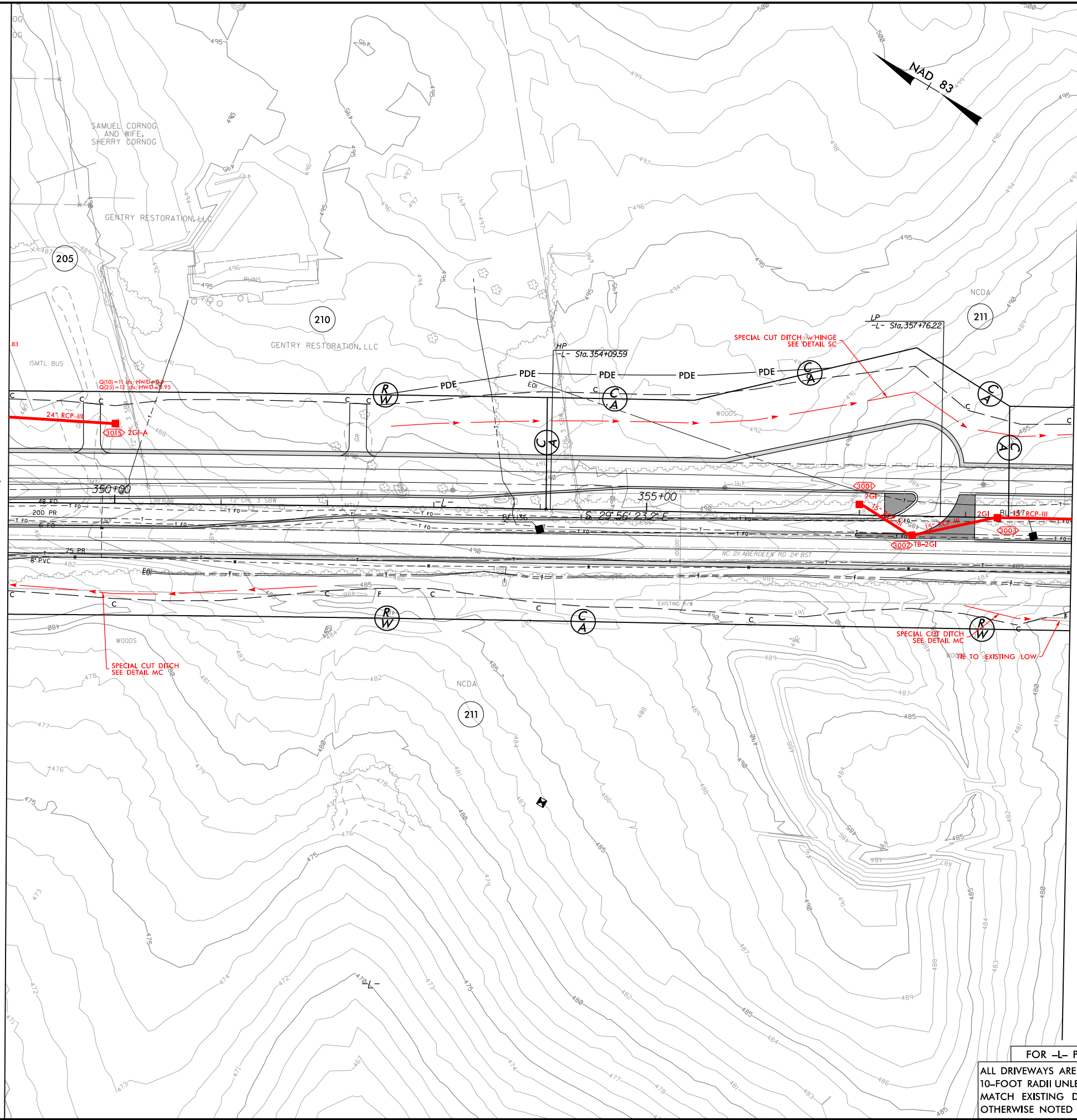
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PROJECT REFERENCE NO. R-5709		SHEET NO. 30	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 349 + 00.00
SEE SHEET 29

MATCHLINE -L- STA. 359 + 00.00
SEE SHEET 31



FOR -L- PROFILE, SEE SHEET NO. 92

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OTHERWISE NOTED

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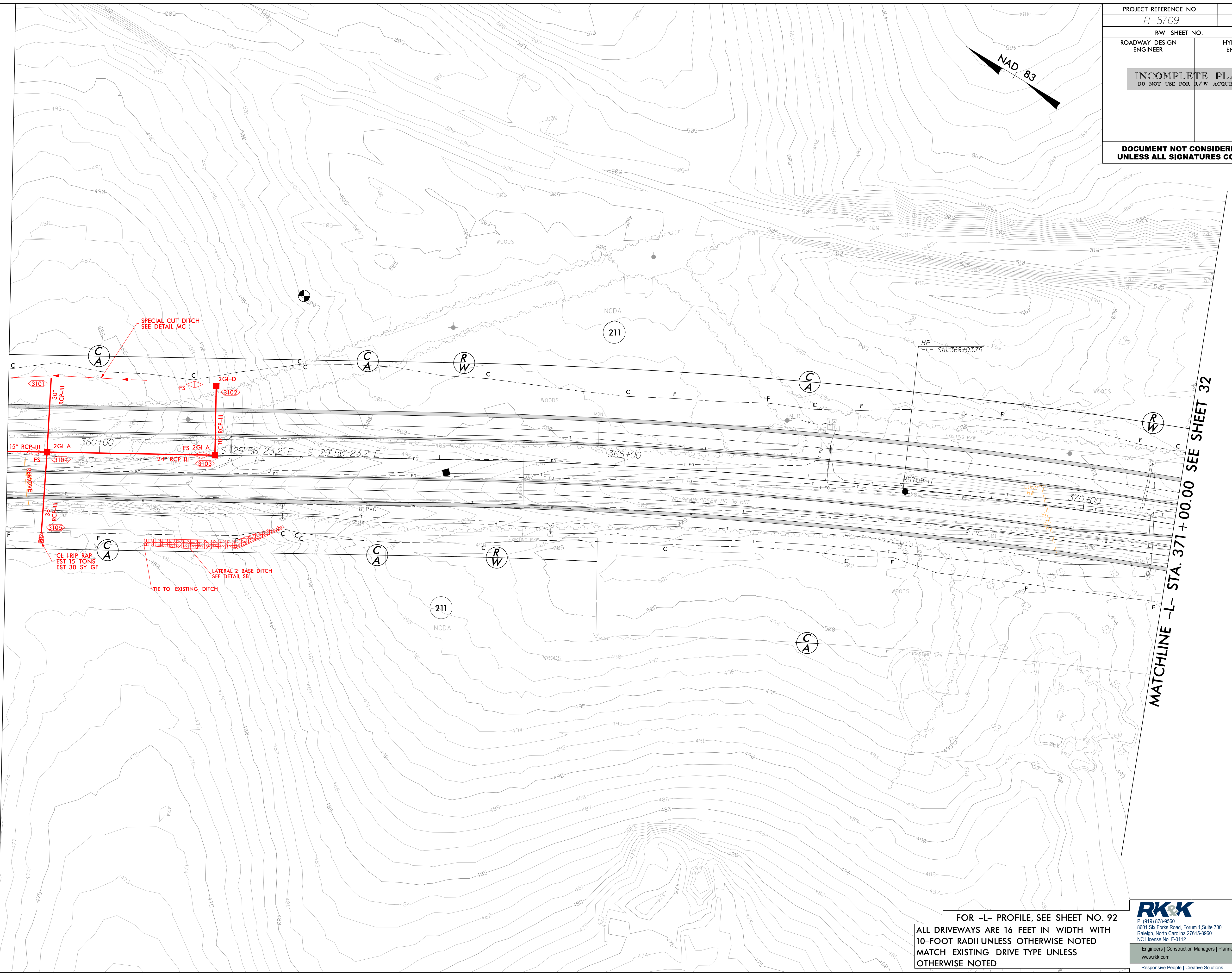
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PROJECT REFERENCE NO. R-5709		SHEET NO. 31	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 359 + 00.00
SEE SHEET 30

MATCHLINE -L- STA. 371 + 00.00
SEE SHEET 32

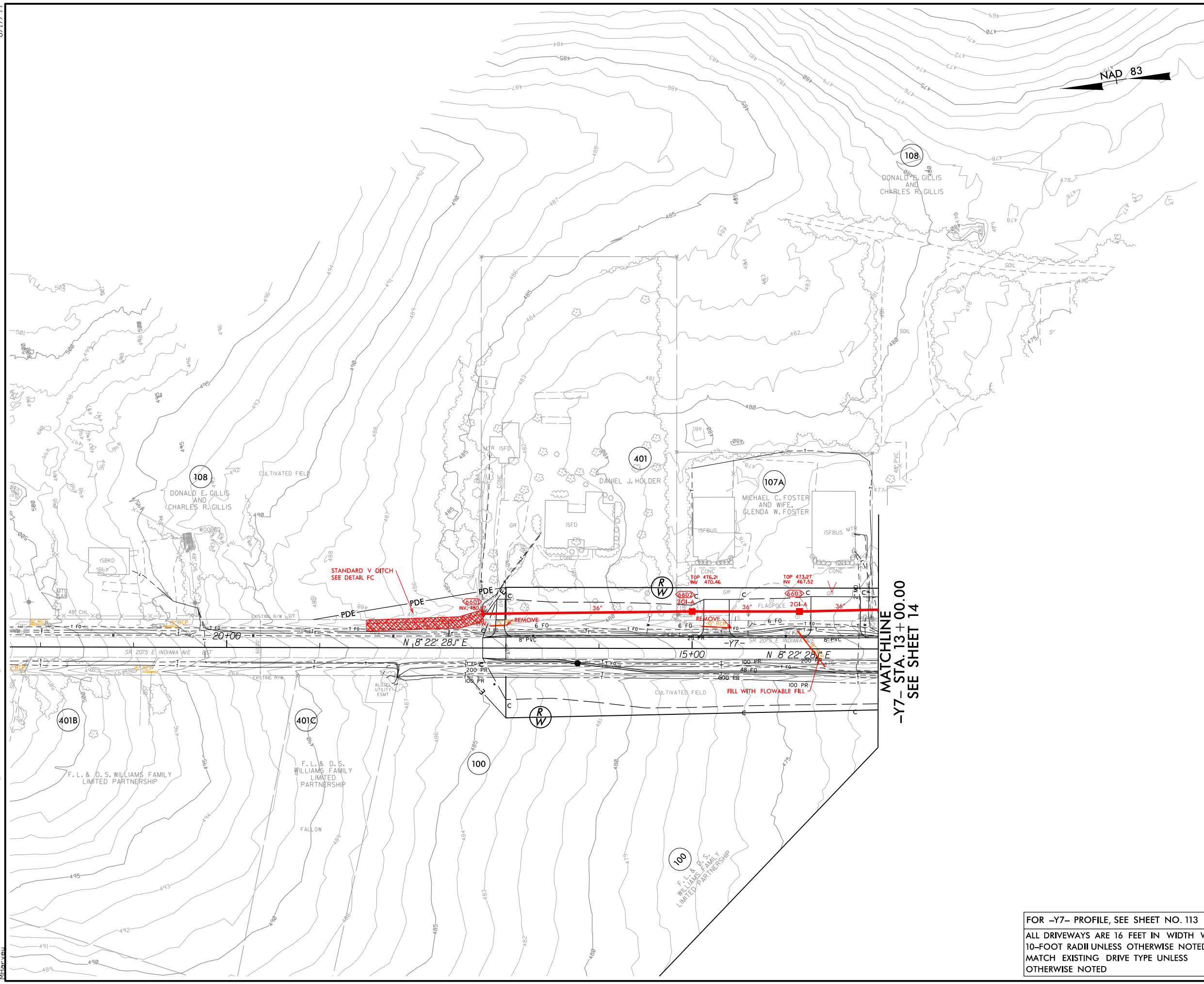


FOR -L- PROFILE, SEE SHEET NO. 92
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
 10-FOOT RADII UNLESS OTHERWISE NOTED
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 OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 66
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

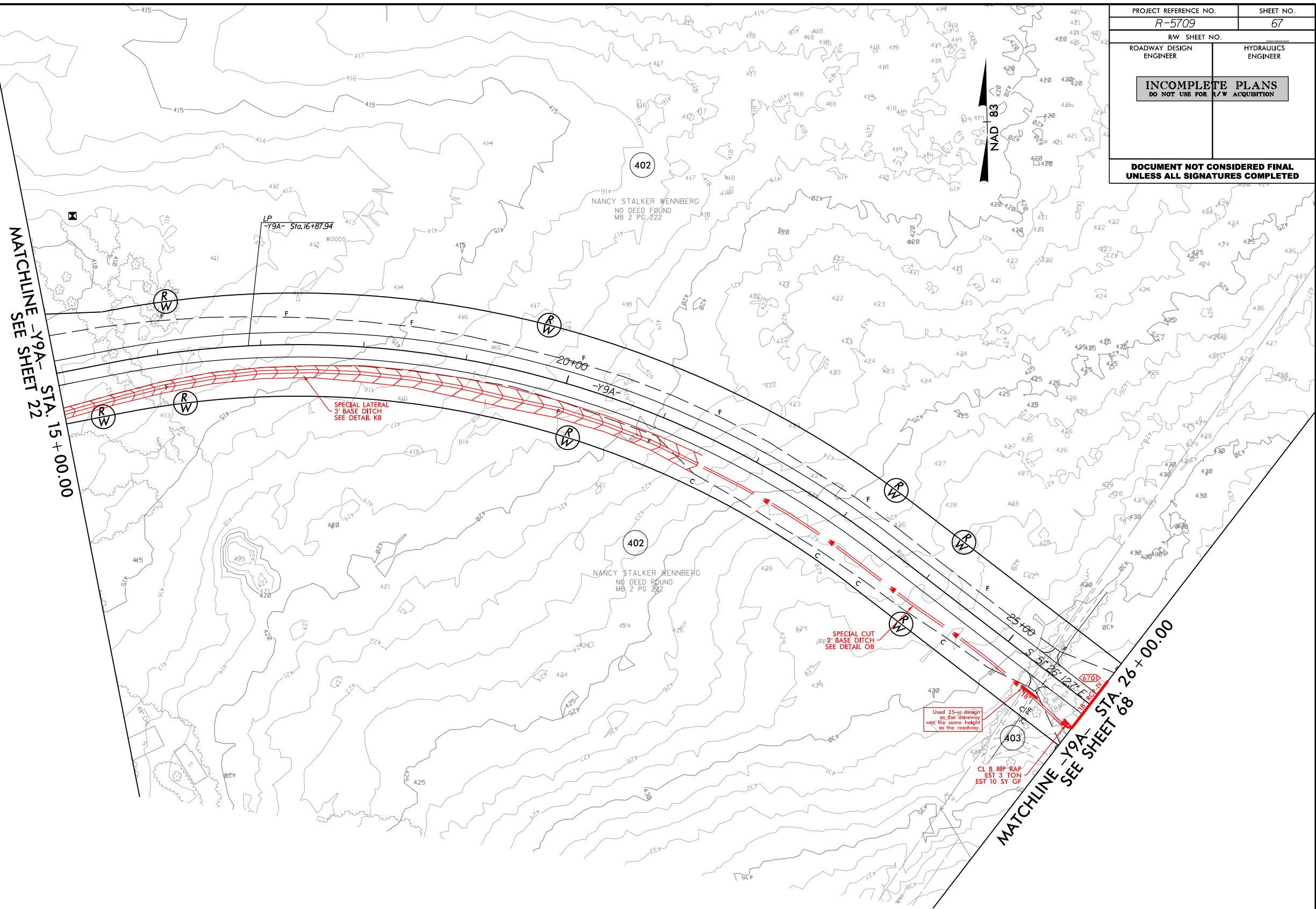
FOR -Y7- PROFILE, SEE SHEET NO. 113
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
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PROJECT REFERENCE NO. R-5709		SHEET NO. 67	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -Y9A- STA. 15+00.00
SEE SHEET 22

MATCHLINE -Y9A- STA. 26+00.00
SEE SHEET 68



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FOR -Y9A- PROFILE, SEE SHEET NOS. 114 & 115

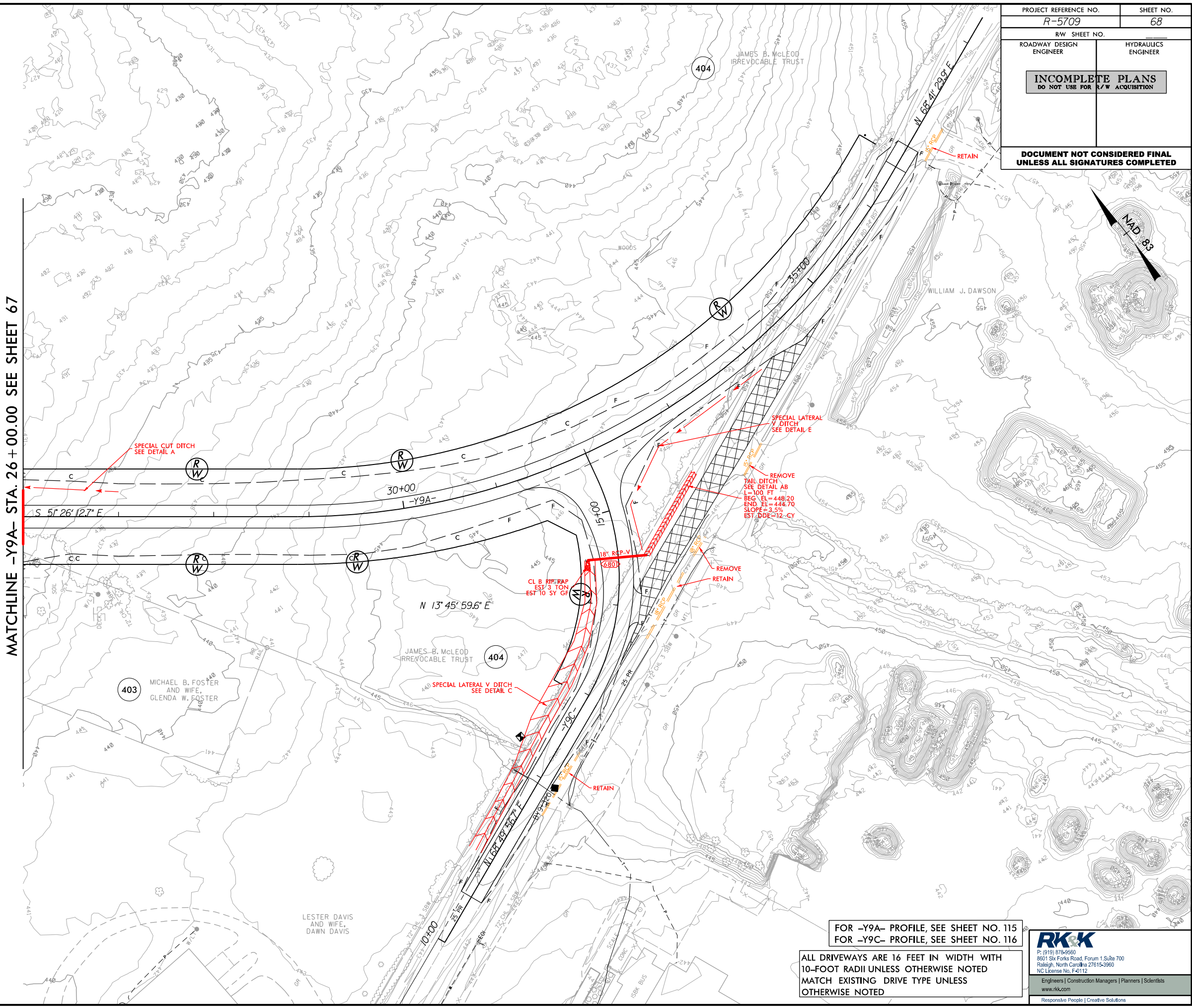
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 68
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -Y9A- STA. 26+00.00 SEE SHEET 67

FOR -Y9A- PROFILE, SEE SHEET NO. 115
FOR -Y9C- PROFILE, SEE SHEET NO. 116

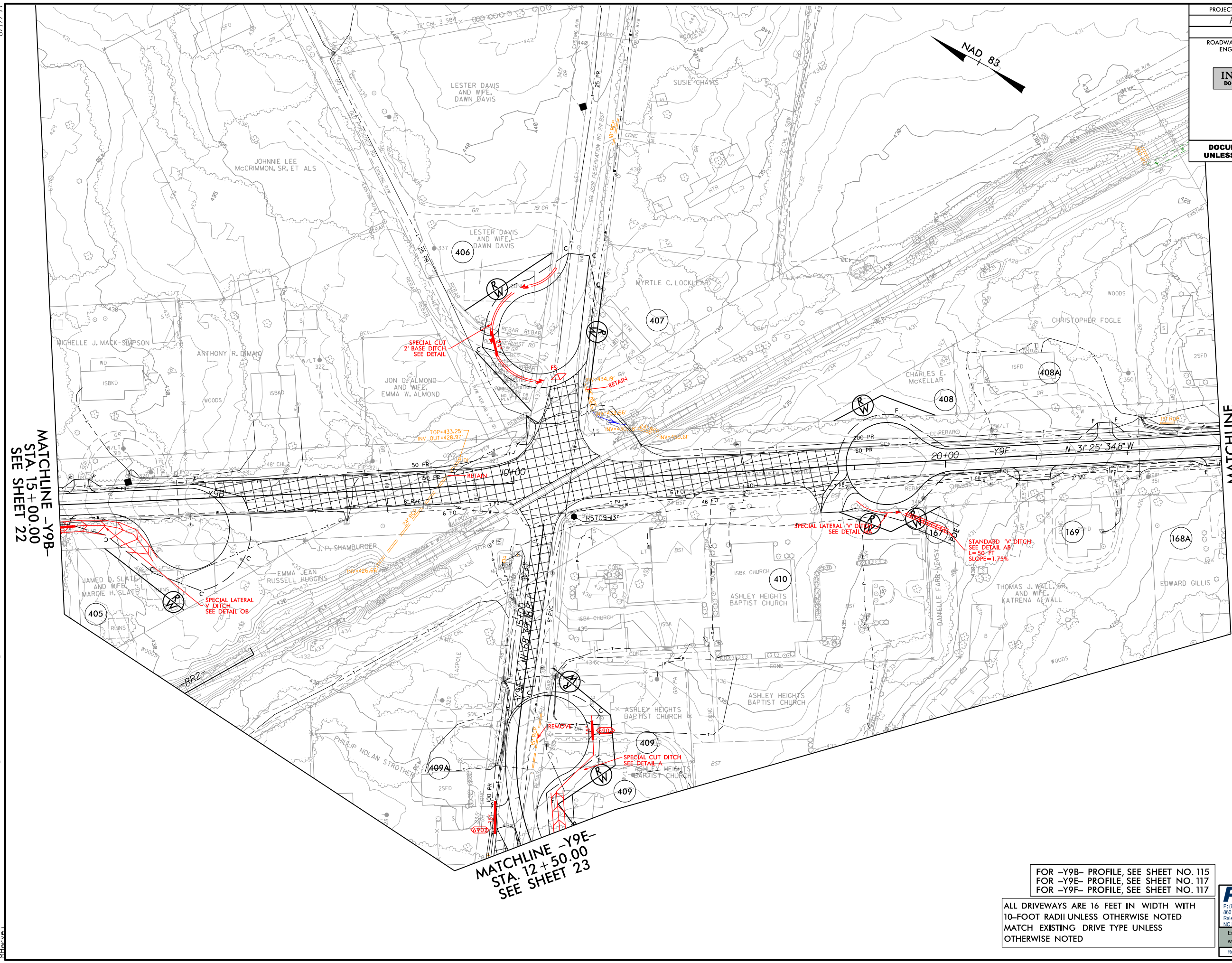
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 69
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

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MATCHLINE -Y9B-
STA. 15+00.00
SEE SHEET 22

MATCHLINE -Y9F-
STA. 17+00.00 SEE SHEET 24

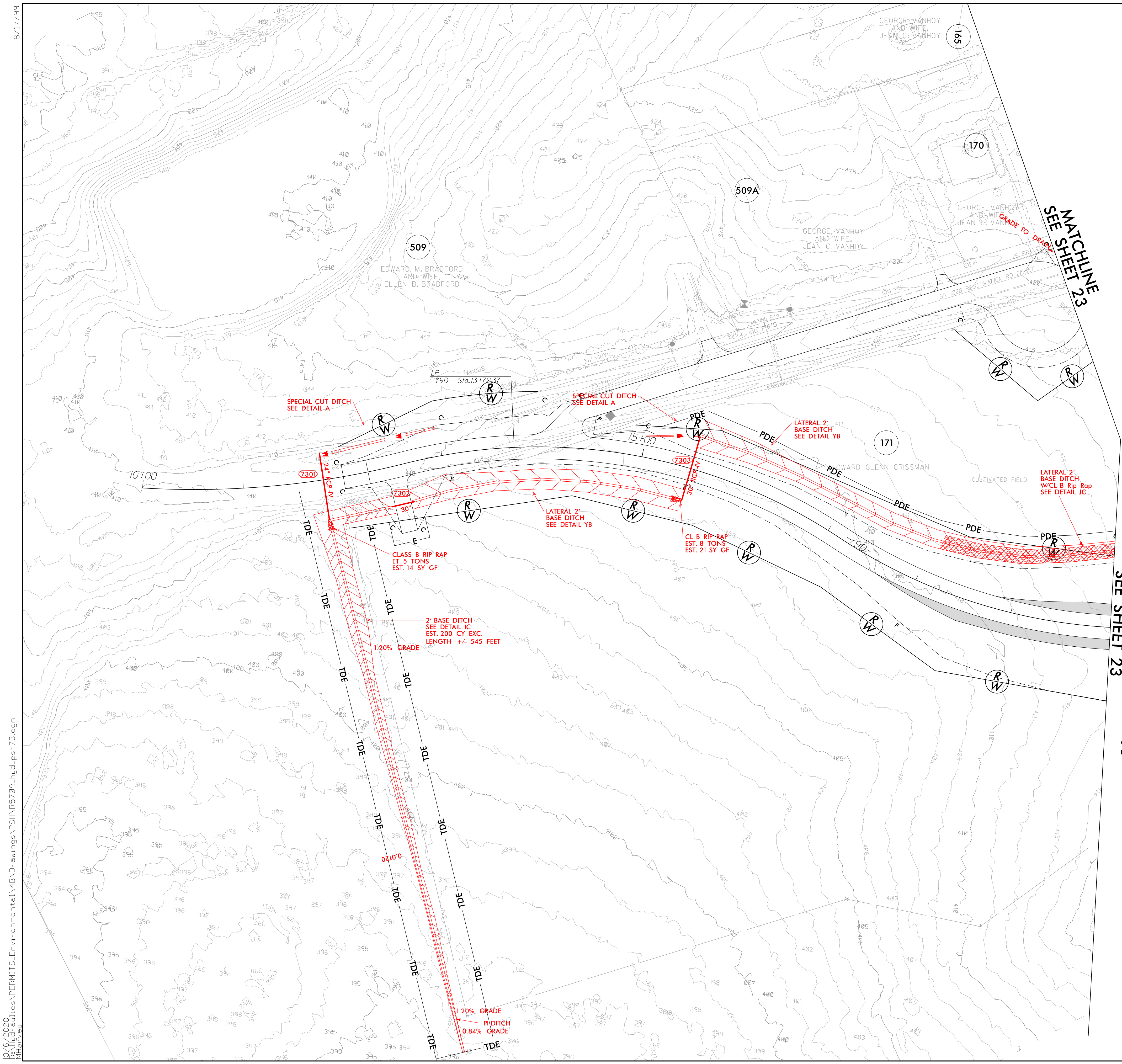
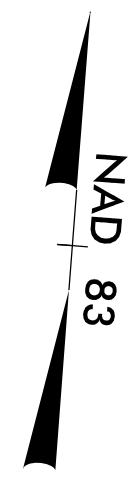
MATCHLINE -Y9E-
STA. 12+50.00
SEE SHEET 23

FOR -Y9B- PROFILE, SEE SHEET NO. 115
FOR -Y9E- PROFILE, SEE SHEET NO. 117
FOR -Y9F- PROFILE, SEE SHEET NO. 117

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OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 73
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -Y9D- STA. 20 + 00.00
SEE SHEET 23

FOR -Y9D- PROFILE, SEE SHEET NO. 116
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

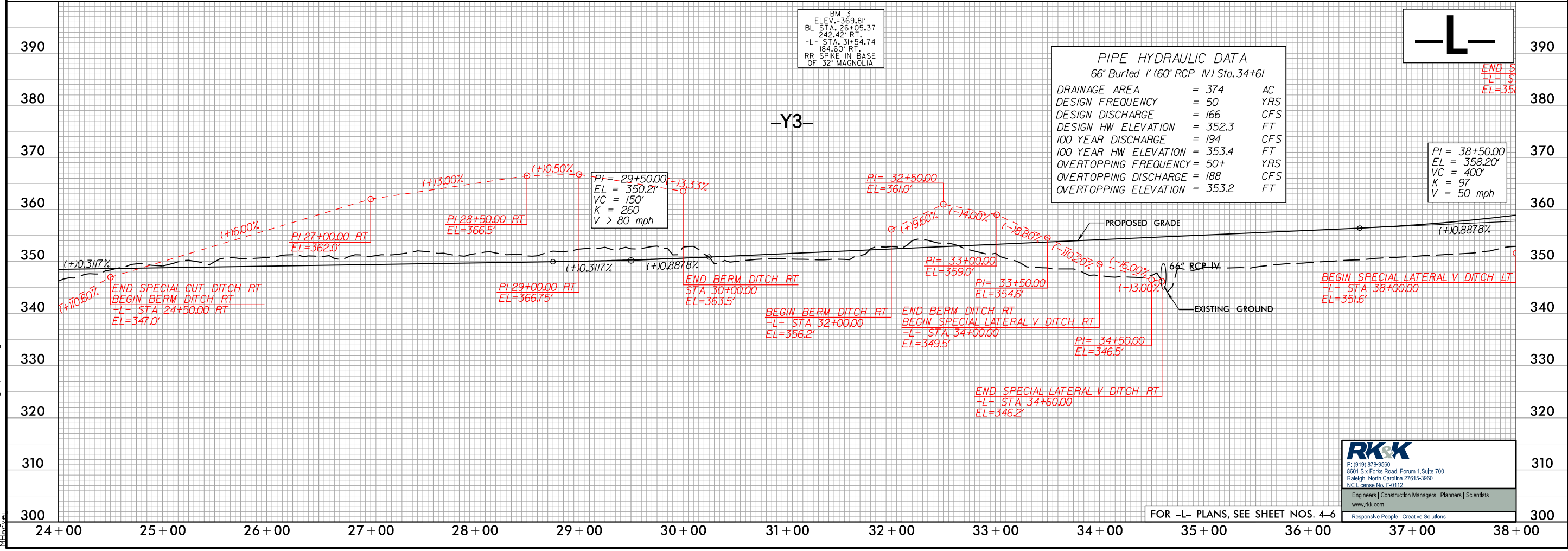
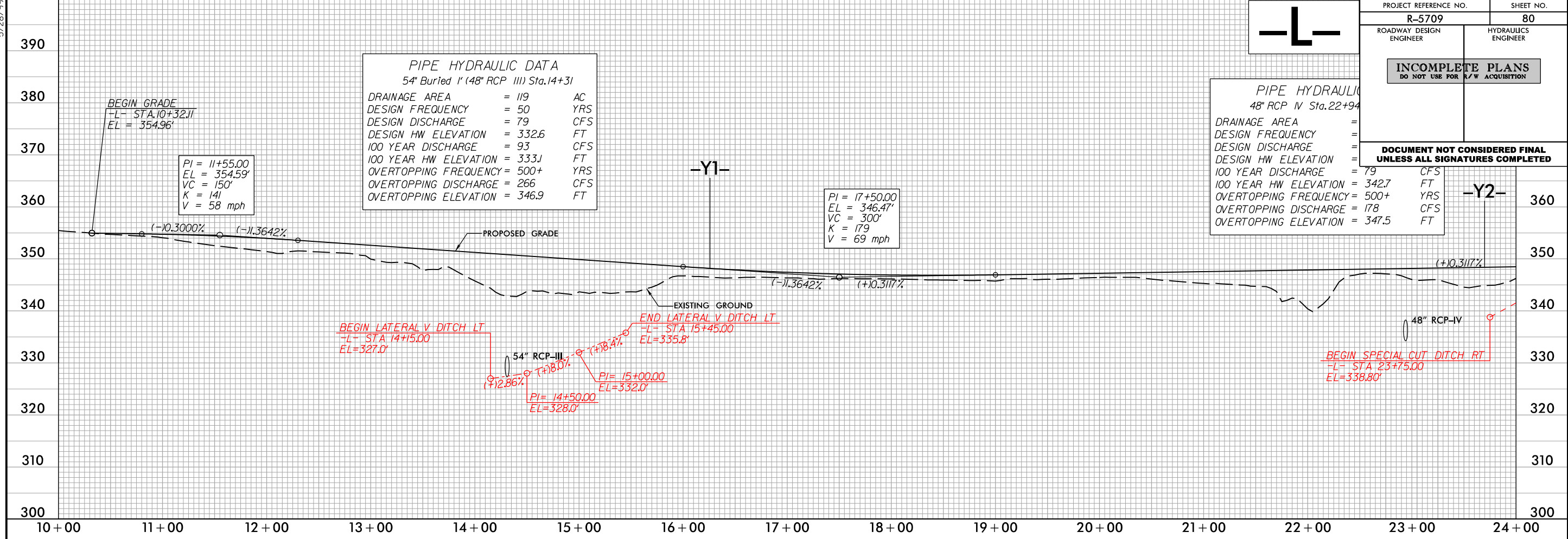
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5/28/99

PROJECT REFERENCE NO. R-5709	SHEET NO. 80
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



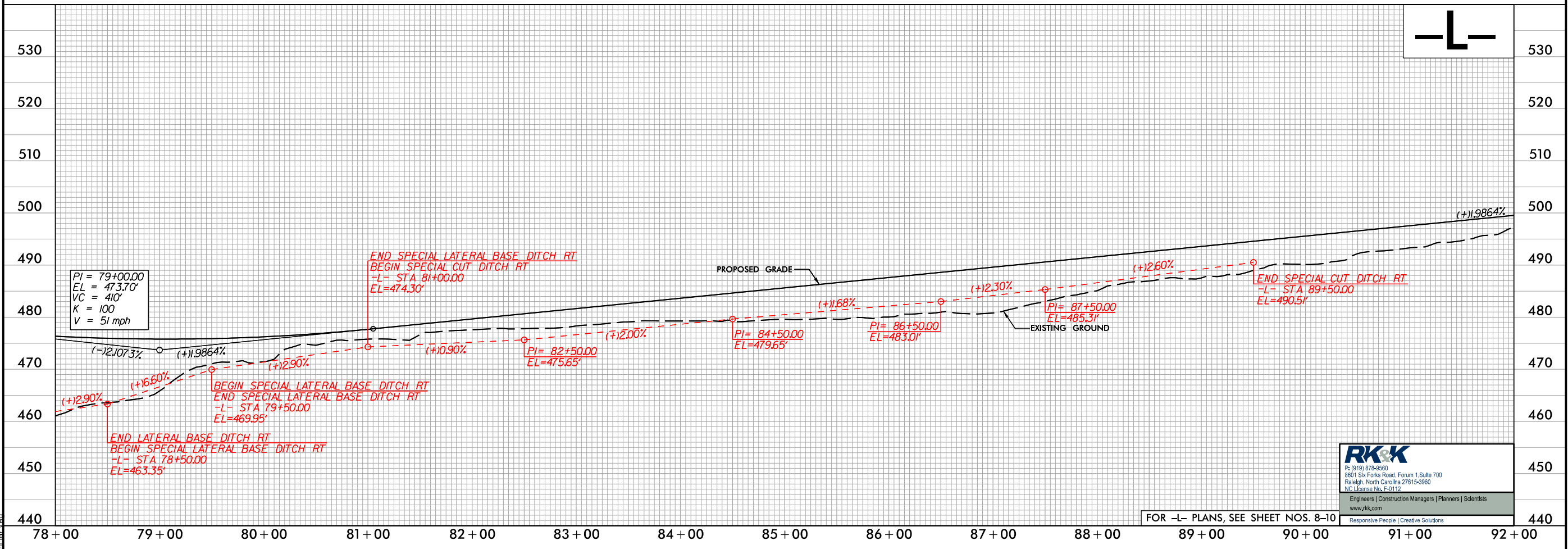
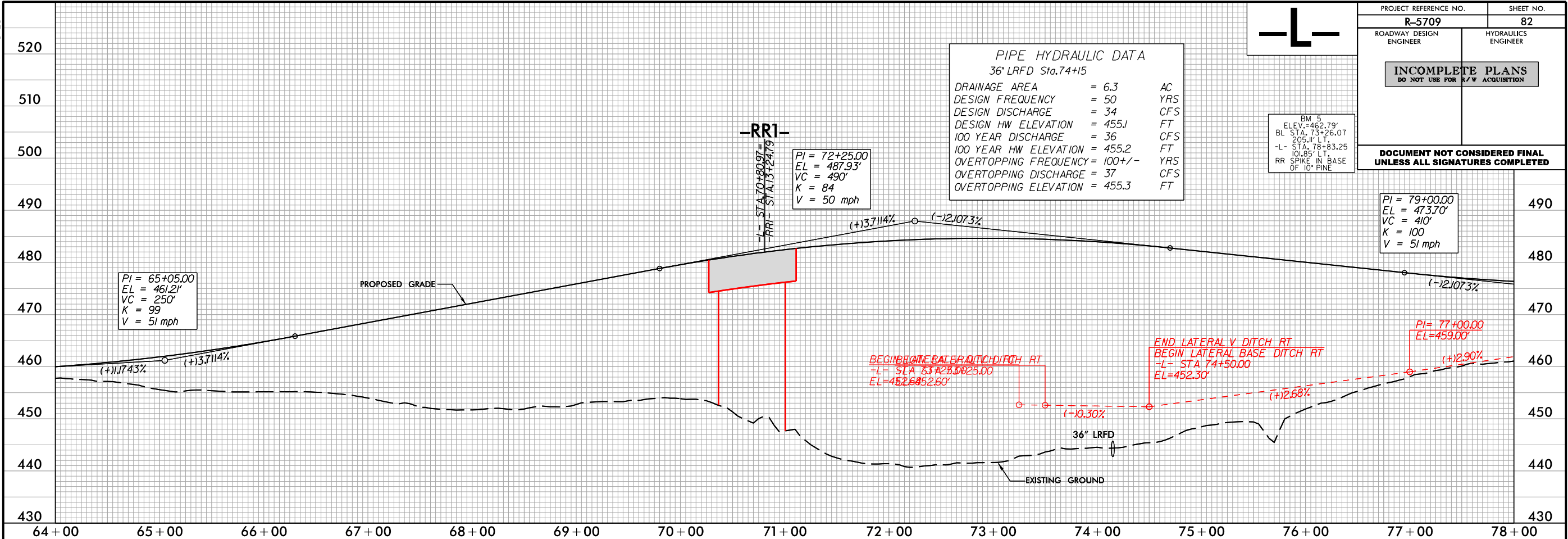
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FOR -L- PLANS, SEE SHEET NOS. 4-6

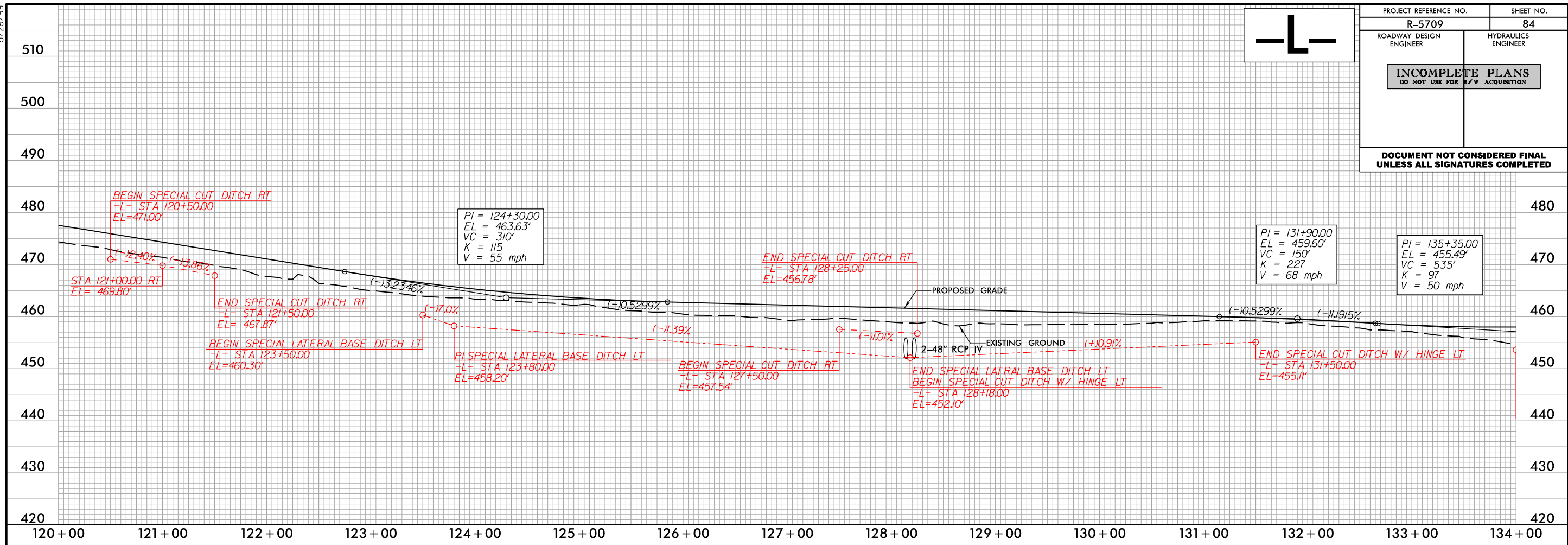
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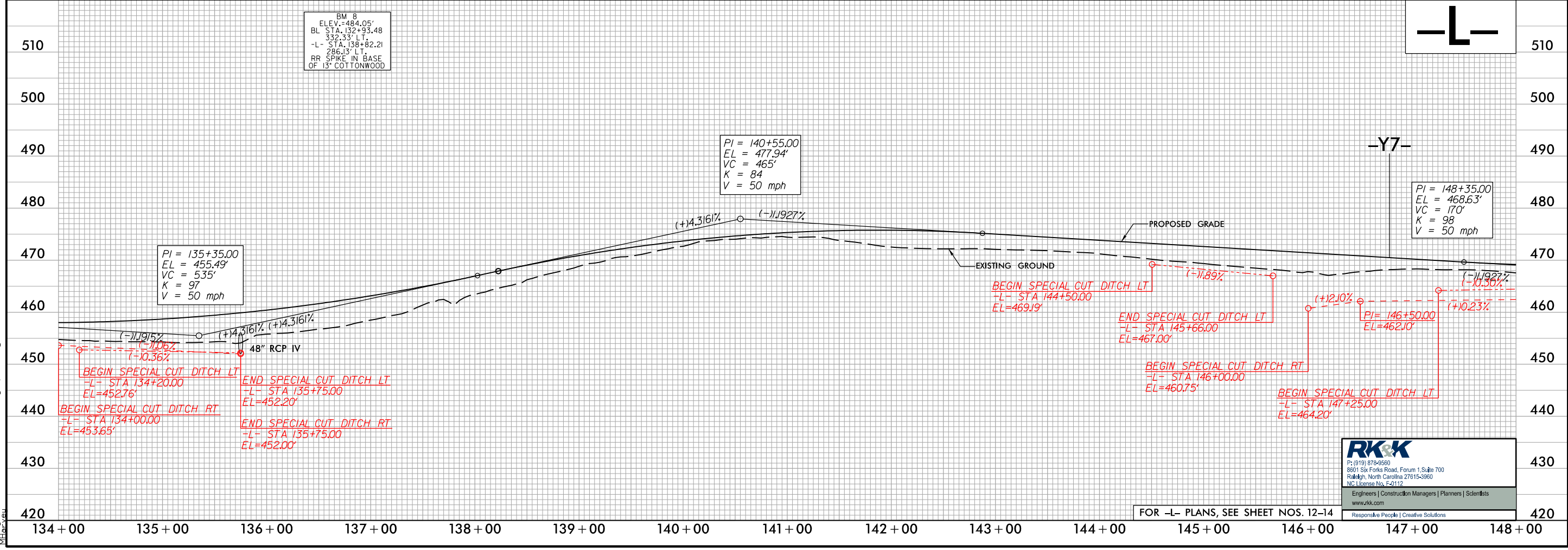


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PROJECT REFERENCE NO. R-5709	SHEET NO. 84
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



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FOR -L- PLANS, SEE SHEET NOS. 12-14

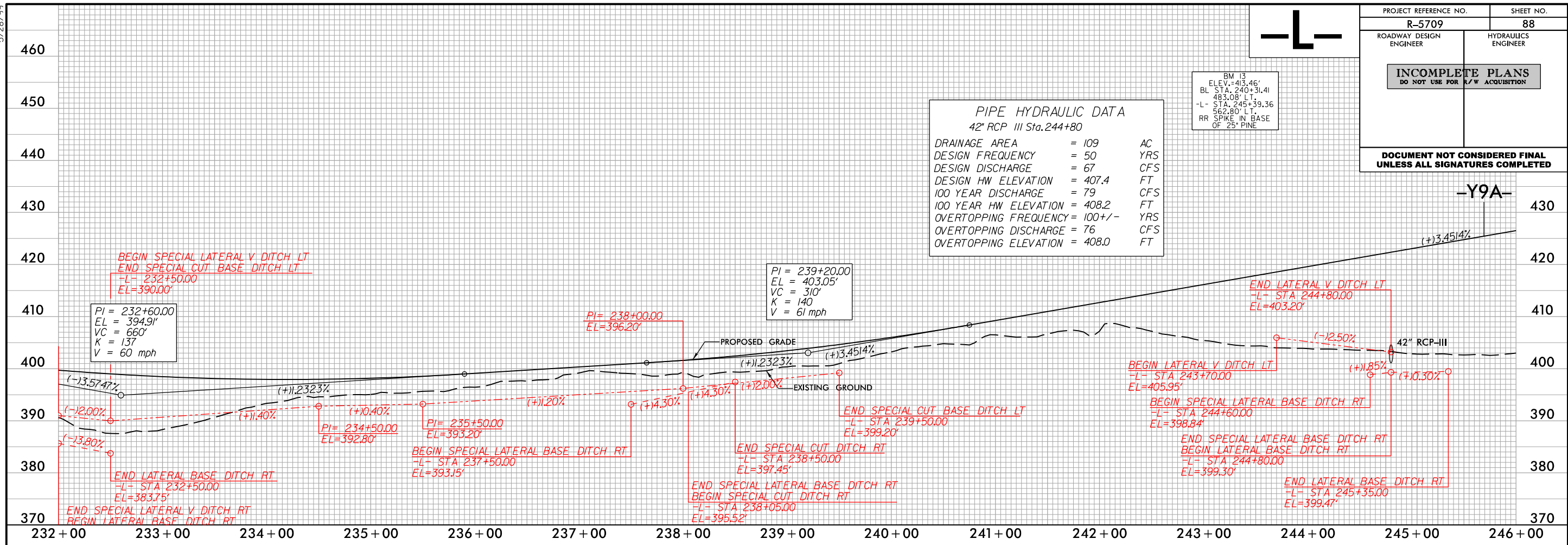
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PROJECT REFERENCE NO. R-5709	SHEET NO. 88
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

BM 13
ELEV.=413.46'
BL STA. 240+31.41
483.08' LT.
-L- STA. 245+39.36
562.80' LT.
RR SPIKE IN BASE
OF 25' PINE

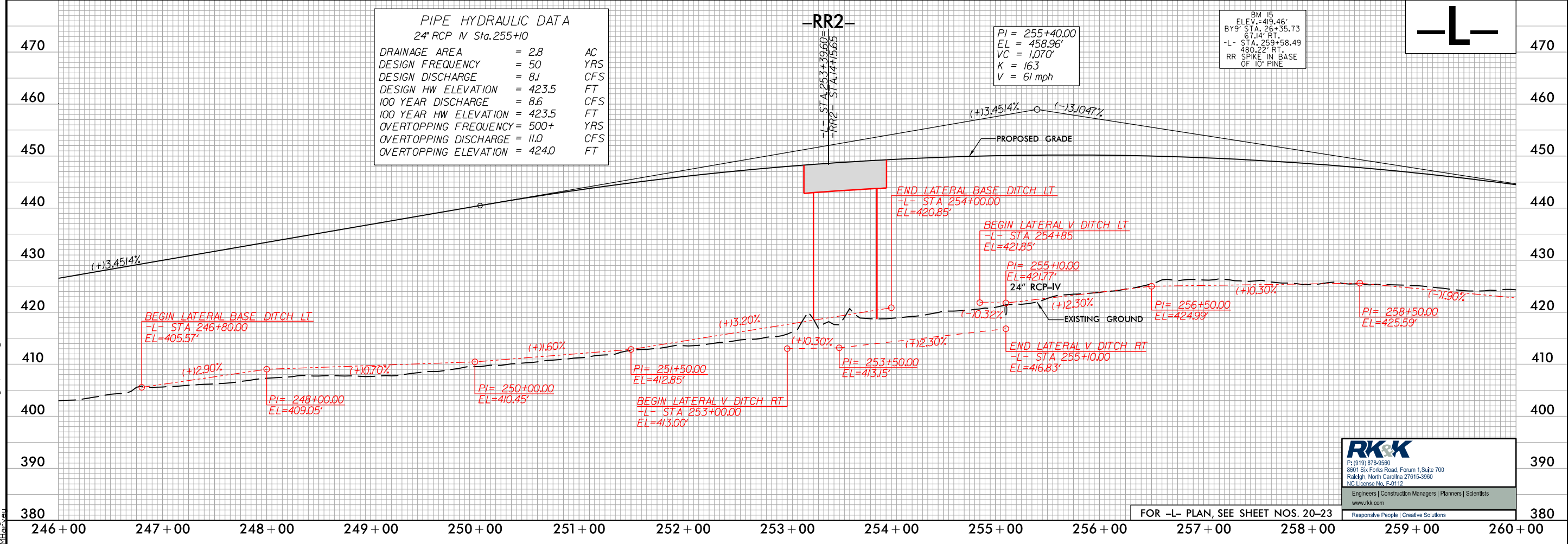
PIPE HYDRAULIC DATA
42" RCP III Sta. 244+80

DRAINAGE AREA	= 109	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 67	CFS
DESIGN HW ELEVATION	= 407.4	FT
100 YEAR DISCHARGE	= 79	CFS
100 YEAR HW ELEVATION	= 408.2	FT
OVERTOPPING FREQUENCY	= 100+/-	YRS
OVERTOPPING DISCHARGE	= 76	CFS
OVERTOPPING ELEVATION	= 408.0	FT



PIPE HYDRAULIC DATA
24" RCP IV Sta. 255+10

DRAINAGE AREA	= 2.8	AC
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 8J	CFS
DESIGN HW ELEVATION	= 423.5	FT
100 YEAR DISCHARGE	= 8.6	CFS
100 YEAR HW ELEVATION	= 423.5	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 11.0	CFS
OVERTOPPING ELEVATION	= 424.0	FT



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FOR -L- PLAN, SEE SHEET NOS. 20-23

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