

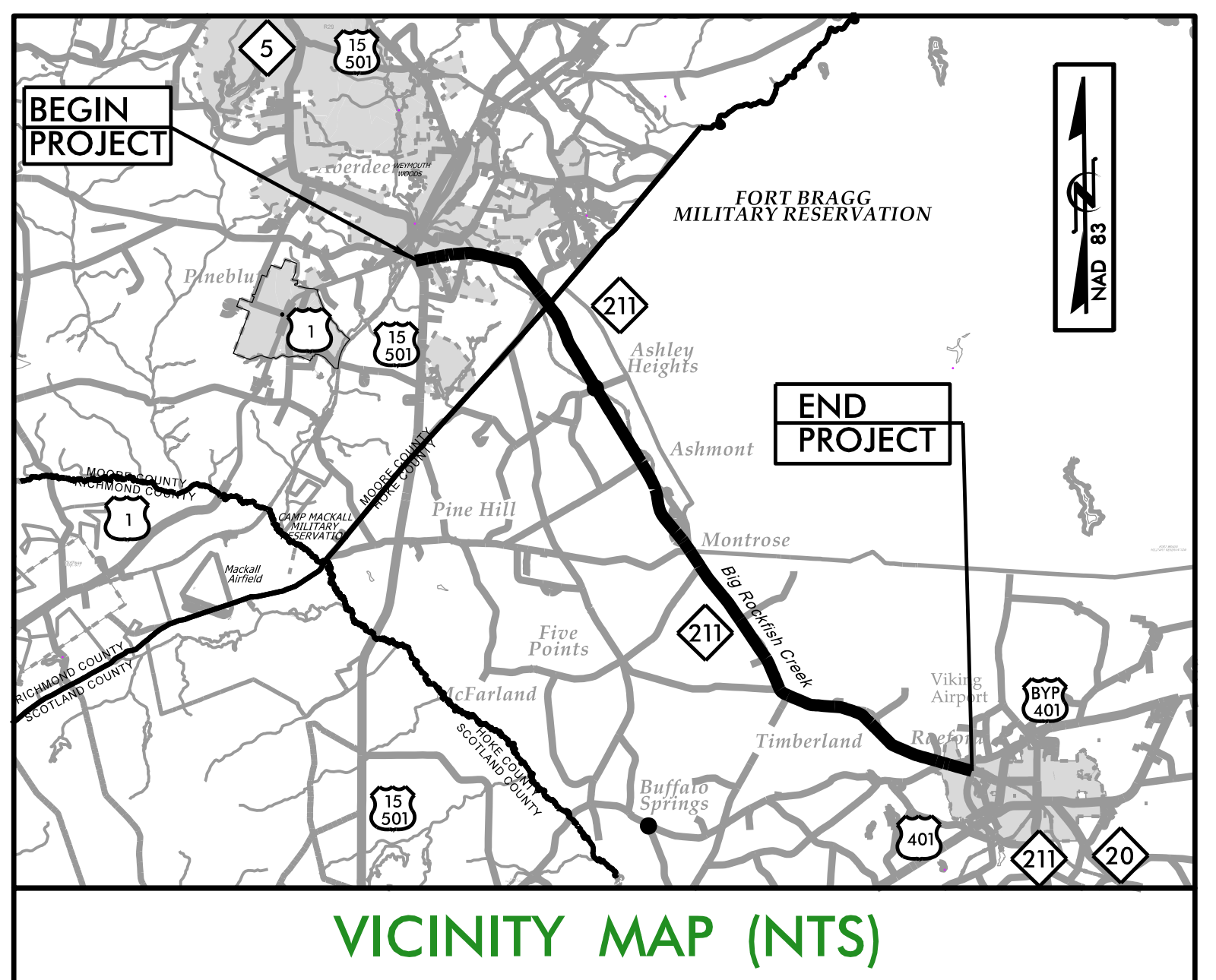
09/28/2020

R:\Hydraulics\PERMITS\_Environmental\Drawings\4B\NR5709\_Hyd\_t.sh.dgn

TIP PROJECT: R-5709

CONTRACT:

See Sheet 1-B For Index of Sheets



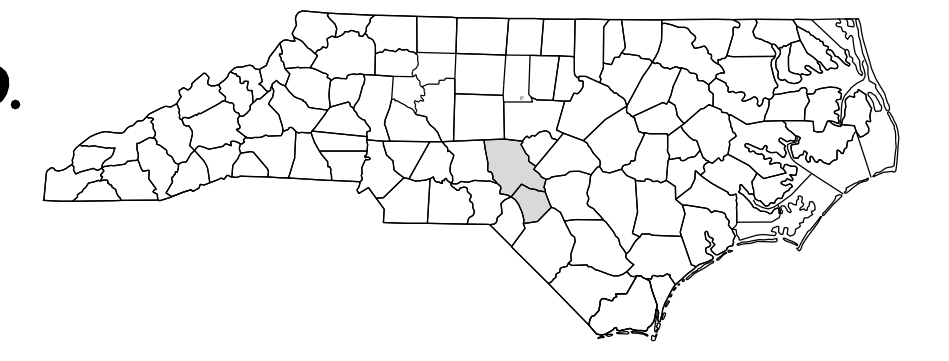
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

# MOORE /HOKE COUNTIES

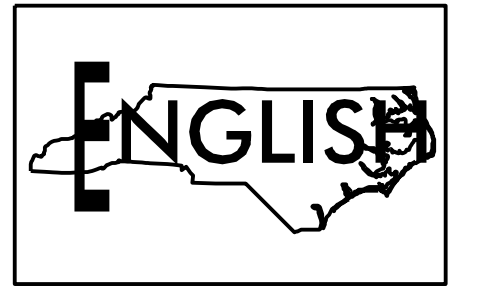
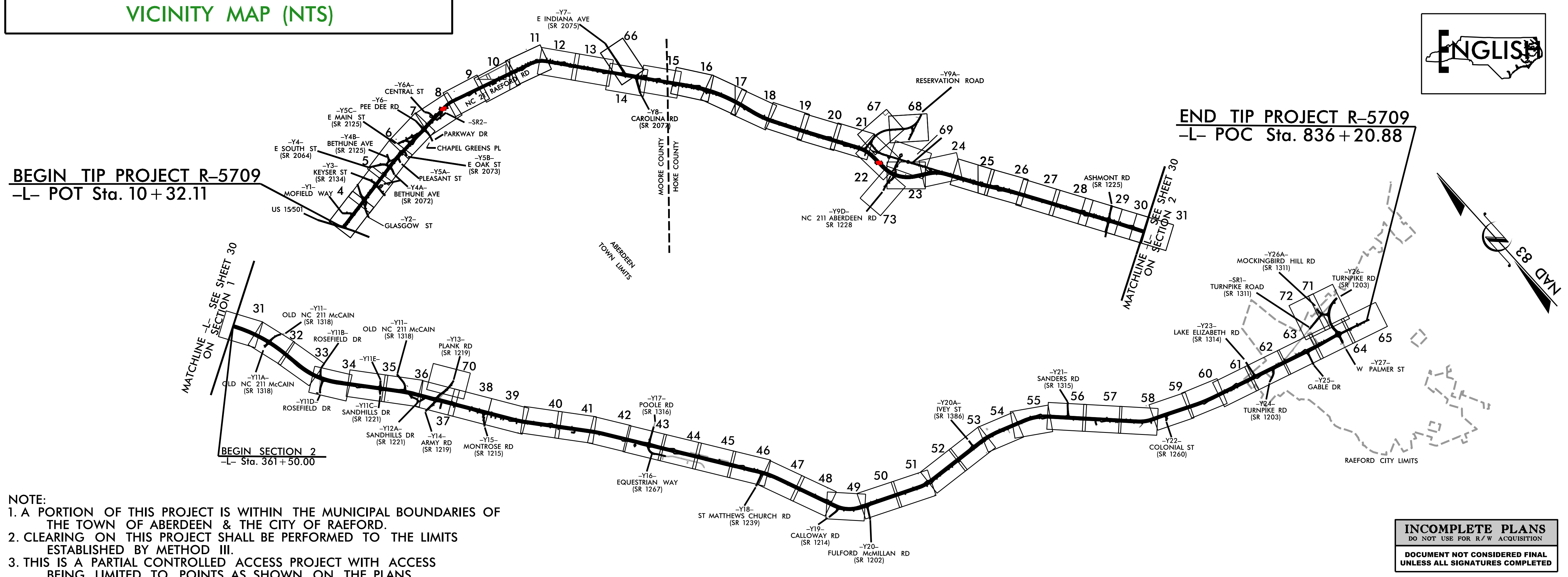
LOCATION: NC211 FROM US 15/US 501 IN ABERDEEN TO SR 1244  
(WEST PALMER ST)/SR 1311 (MOCKINGBIRD HILL RD) IN RAEFORD.

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5709	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50138.1.184	HSIP-0017 (158)	PE	

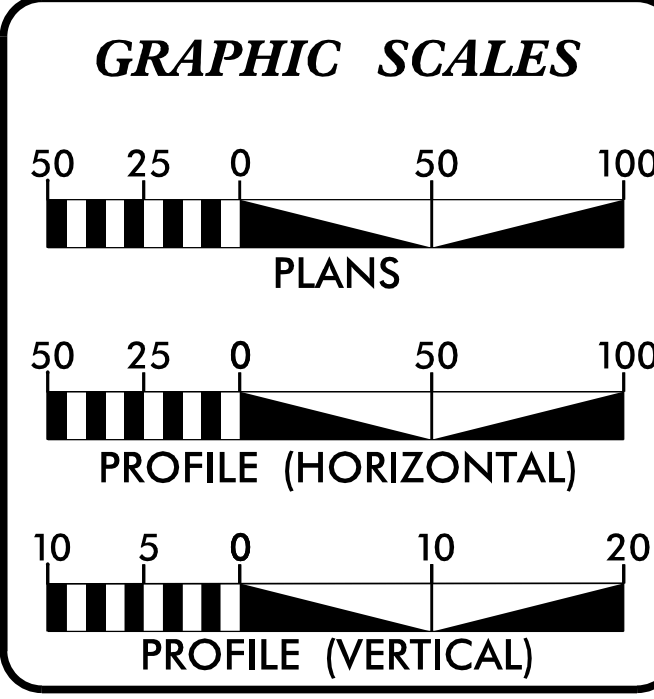


## 4B INTERAGENCY CONCURRENCE PLANS



- 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 III.
  3. THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS AS SHOWN ON THE PLANS.

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



**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
**DESIGN SPEED CHANGES	AT COUNTY LINE

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT R-5709.....	15.616 miles
LENGTH STRUCTURE TIP PROJECT R-5709.....	0.032 miles
TOTAL LENGTH OF PROJECT R-5709.....	15.648 miles

PLANS PREPARED BY:

**RK&K**  
8601 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

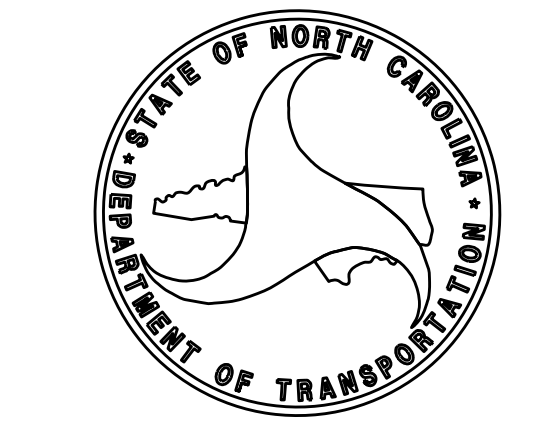
<b>RIGHT OF WAY DATE:</b> Oct. 2020	<b>Brandon McInnis, PE</b> PROJECT ENGINEER
<b>LETTING DATE:</b> Sept. 2023	<b>Mary Mays Yahl, PE</b> PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

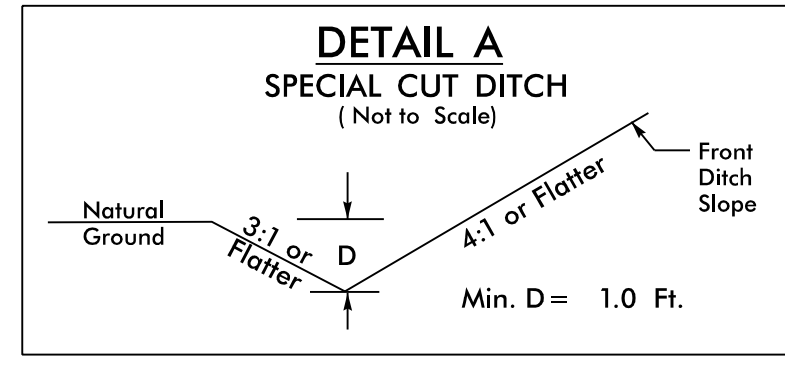
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**ROADWAY DESIGN ENGINEER**

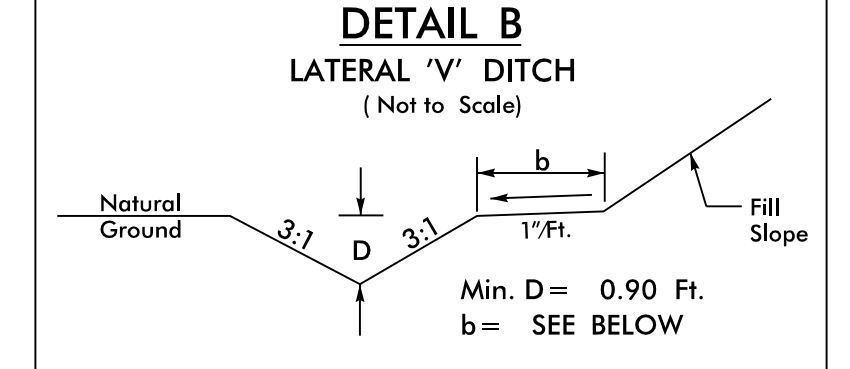
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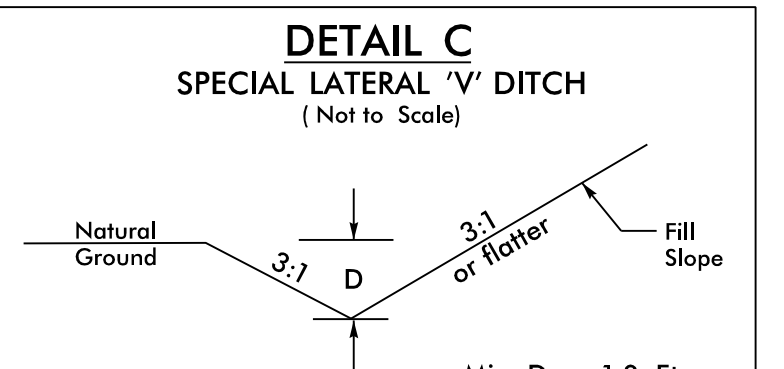
PROJECT REFERENCE NO. R-5709	SHEET NO. XX
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



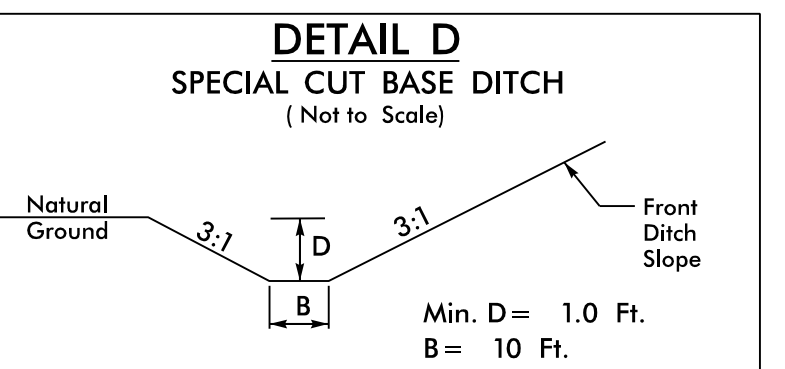
- L- FROM STA. 81+00 TO STA. 89+50 RT
- L- FROM STA. 94+50 TO STA. 95+00 RT
- L- FROM STA. 191+50 TO STA. 192+50 RT
- L- FROM STA. 194+50 TO STA. 195+00 RT
- Y9A- FROM STA. 26+00 TO STA. 27+00 LT
- Y9A- FROM STA. 11+00 TO STA. 14+50 LT
- Y9D- FROM STA. 15+00 TO STA. 15+50 LT
- L- FROM STA. 113+50 TO 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 TO STA. 376+36 LT
- L- FROM STA. 484+00 TO STA. 487+50 LT
- L- FROM STA. 520+00 TO STA. 528+61 LT
- L- FROM STA. 525+50 TO STA. 527+50 LT
- L- FROM STA. 529+00 TO STA. 532+00 LT
- L- FROM STA. 592+50 TO STA. 596+00 RT
- L- FROM STA. 647+75 TO STA. 670+50 LT
- L- FROM STA. 681+00 TO STA. 684+00 RT
- L- FROM STA. 686+92 TO STA. 690+00 LT
- L- FROM STA. 730+00 TO STA. 731+50 RT
- L- FROM STA. 769+50 TO STA. 772+50 RT
- L- FROM STA. 773+48 TO STA. 775+50 RT
- L- FROM STA. 808+00 TO STA. 809+54 RT
- L- FROM STA. 746+50 TO STA. 747+00 LT
- L- FROM STA. 778+50 TO STA. 782+50 LT
- L- Y11A- FROM STA. 376+00 TO STA. 376+39 RT
- L- FROM STA. 424+00 TO STA. 424+82 LT
- L- FROM STA. 435+50 TO STA. 439+50 LT
- L- FROM STA. 464+50 TO STA. 465+50 LT
- L- FROM STA. 573+50 TO STA. 576+83 LT
- L- FROM STA. 656+00 TO STA. 665+15 RT
- L- FROM STA. 671+20 TO STA. 676+00 LT
- L- FROM STA. 676+50 TO STA. 678+50 LT
- L- FROM STA. 725+50 TO STA. 726+50 RT
- L- FROM STA. 726+50 TO STA. 731+50 LT
- L- FROM STA. 743+00 TO STA. 745+00 LT
- L- FROM STA. 753+50 TO STA. 755+00 LT
- L- FROM STA. 821+50 TO STA. 822+96 LT
- L- FROM STA. 398+50 TO STA. 400+50 LT
- L- FROM STA. 623+50 TO STA. 643+00 RT
- L- FROM STA. 692+00 TO STA. 696+00 RT
- L- FROM STA. 826+50 TO STA. 827+50 RT
- Y26- FROM STA. 14+00 TO STA. 14+50 RT
- L- FROM STA. 472+00 TO STA. 477+75 LT
- L- FROM STA. 544+00 TO STA. 549+50 LT
- L- FROM STA. 551+50 TO STA. 552+00 LT
- L- FROM STA. 578+00 TO STA. 580+29 LT
- L- FROM STA. 685+50 TO STA. 686+92 LT
- L- FROM STA. 699+00 TO STA. 700+00 RT
- L- FROM STA. 710+00 TO STA. 711+50 RT
- L- FROM STA. 715+00 TO STA. 715+50 LT
- L- FROM STA. 736+00 TO STA. 736+50 RT
- L- FROM STA. 756+50 TO STA. 757+00 RT
- L- FROM STA. 766+50 TO STA. 768+00 LT
- L- FROM STA. 778+50 TO STA. 779+50 RT
- L- FROM STA. 786+50 TO STA. 788+00 RT
- L- FROM STA. 814+00 TO STA. 815+00 RT
- L- FROM STA. 815+00 TO STA. 816+50 LT
- L- FROM STA. 818+50 TO STA. 820+50 RT
- L- FROM STA. 832+00 TO STA. 834+00 LT
- L- FROM STA. 415+64 TO STA. 417+00 LT
- L- FROM STA. 485+50 TO STA. 487+50 LT
- L- FROM STA. 520+00 TO STA. 528+56 LT
- L- FROM STA. 529+00 TO STA. 531+50 LT
- L- FROM STA. 686+92 TO STA. 690+00 LT
- L- FROM STA. 812+50 TO STA. 812+33 RT
- L- FROM STA. 822+49 TO STA. 822+64 RT
- L- FROM STA. 642+50 TO STA. 644+50 LT
- L- FROM STA. 644+50 TO STA. 647+75 LT
- L- FROM STA. 701+00 TO STA. 707+50 RT
- L- FROM STA. 745+00 TO STA. 747+50 RT
- L- FROM STA. 788+00 TO STA. 794+32 RT
- L- FROM STA. 795+28 TO STA. 795+65 RT
- Y21- FROM STA. 10+81 TO STA. 11+50 LT
- Y21- FROM STA. 10+71 TO STA. 12+00 RT
- Y22- FROM STA. 11+00 TO STA. 11+59 LT
- Y26- FROM STA. 18+50 TO STA. 23+50 RT
- Y26A- FROM STA. 13+00 TO STA. 15+10 RT
- L- FROM STA. 786+00 TO STA. 786+97 LT
- L- FROM STA. 708+66 TO STA. 710+03 LT



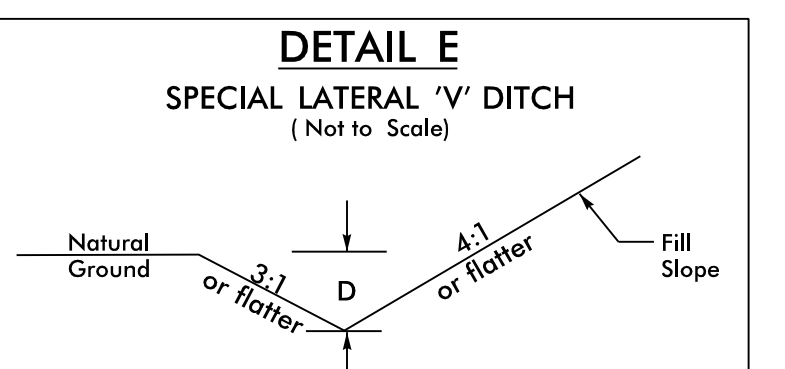
- L- FROM STA. 367+50 TO STA. 371+50 RT, b=5'
- L- FROM STA. 393+50 TO STA. 396+00 LT, b=2'
- L- FROM STA. 500+00 TO STA. 502+00 RT, b=2'
- L- FROM STA. 707+50 TO STA. 708+27 RT, b=5'
- L- FROM STA. 711+50 TO STA. 716+40 RT, b=5'
- L- FROM STA. 736+50 TO STA. 737+93 RT, b=2'
- L- FROM STA. 743+50 TO STA. 745+00 RT, b=5'
- L- FROM STA. 747+00 TO STA. 748+74 RT, b=5'
- L- FROM STA. 750+11 TO STA. 756+50 RT, b=5'
- L- FROM STA. 751+00 TO STA. 753+50 LT, b=5'
- L- FROM STA. 768+00 TO STA. 772+00 LT, b=4'
- L- FROM STA. 806+50 TO STA. 808+00 RT, b=5'
- L- FROM STA. 812+30 TO STA. 813+50 RT, b=5'
- Y11- FROM STA. 10+64 TO STA. 11+00 LT, b=2'
- Y11E- FROM STA. 11+00 TO STA. 11+50 LT, b=2'
- Y12- FROM STA. 11+00 TO STA. 11+50 RT, b=2'
- Y22- FROM STA. 11+00 TO STA. 11+50 LT, b=5'



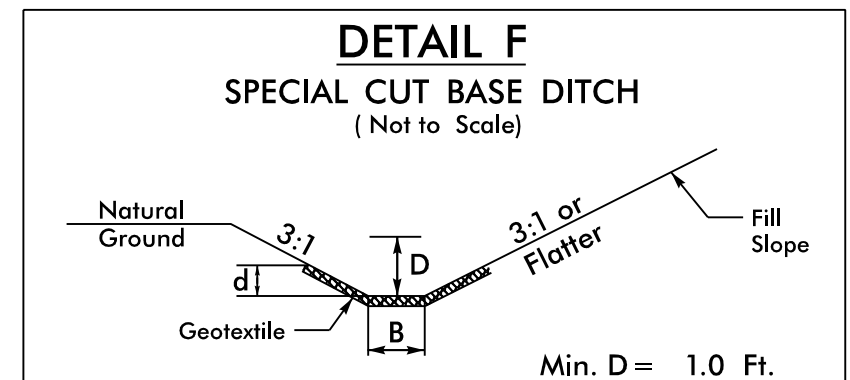
- L- FROM STA. 467+49 TO STA. 468+04 RT
- L- FROM STA. 479+00 TO STA. 480+50 RT
- L- FROM STA. 502+00 TO STA. 503+00 RT
- L- FROM STA. 542+00 TO STA. 543+00 RT
- L- FROM STA. 545+48 TO STA. 547+00 RT
- L- FROM STA. 716+39 TO STA. 724+00 RT
- L- FROM STA. 825+00 TO STA. 826+50 RT
- Y11- FROM STA. 11+08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



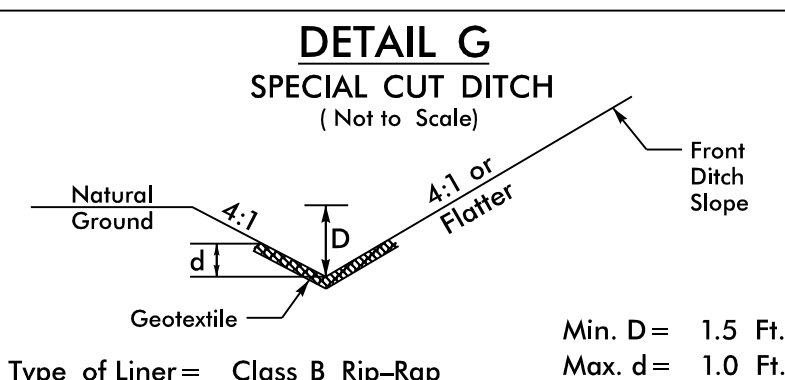
- Y14- FROM STA. 11+00 TO STA. 13+00 LT



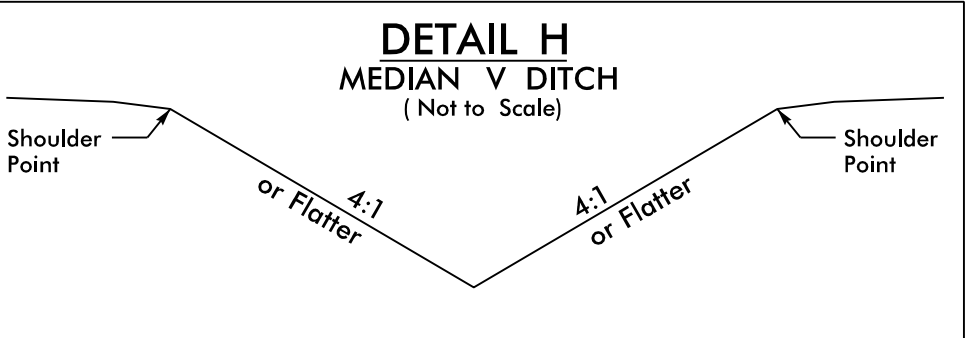
- L- FROM STA. 179+00 TO STA. 185+00 LT
- L- FROM STA. 189+00 TO STA. 194+00 LT
- L- FROM STA. 226+00 TO STA. 230+00 RT
- DR3- FROM STA. 11+50 TO STA. 13+15 LT
- DR4- FROM STA. 11+50 TO STA. 12+50 RT
- Y9C- FROM STA. 14+00 TO STA. 15+30 LT
- L- FROM STA. 568+50 TO STA. 569+00 LT
- L- FROM STA. 698+00 TO STA. 700+50 LT
- L- FROM STA. 498+00 TO STA. 499+37 RT
- L- FROM STA. 499+50 TO STA. 500+00 RT
- L- FROM STA. 508+00 TO STA. 512+00 LT
- L- FROM STA. 368+00 TO STA. 371+00 LT
- L- FROM STA. 477+75 TO STA. 479+00 LT
- L- FROM STA. 480+50 TO STA. 483+50 LT
- L- FROM STA. 685+50 TO STA. 686+92 RT
- L- FROM STA. 820+50 TO STA. 822+49 RT
- L- FROM STA. 379+50 TO STA. 380+50 RT
- L- FROM STA. 387+50 TO STA. 389+50 LT
- L- FROM STA. 767+50 TO STA. 769+50 RT
- L- FROM STA. 426+00 TO STA. 428+50 RT
- L- FROM STA. 430+50 TO STA. 432+50 LT
- L- FROM STA. 497+50 TO STA. 498+35 LT
- L- FROM STA. 524+50 TO STA. 526+91 RT
- L- FROM STA. 573+50 TO STA. 576+83 LT
- L- FROM STA. 772+00 TO STA. 774+00 LT
- L- FROM STA. 822+96 TO STA. 823+30 LT
- Y26- FROM STA. 11+41 TO STA. 12+48 LT



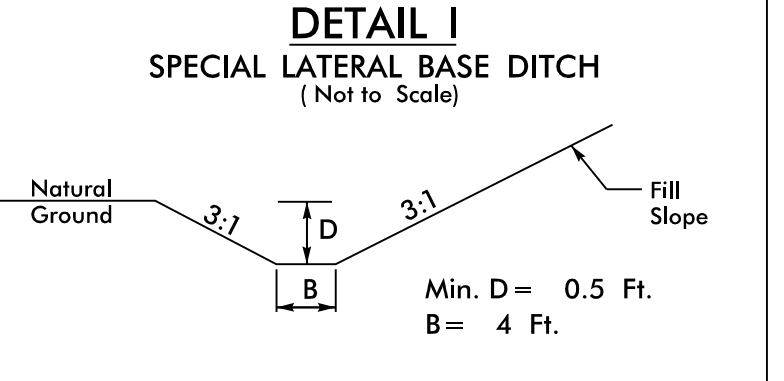
- L- FROM STA. 426+00 LT TO STA. 431+00 LT



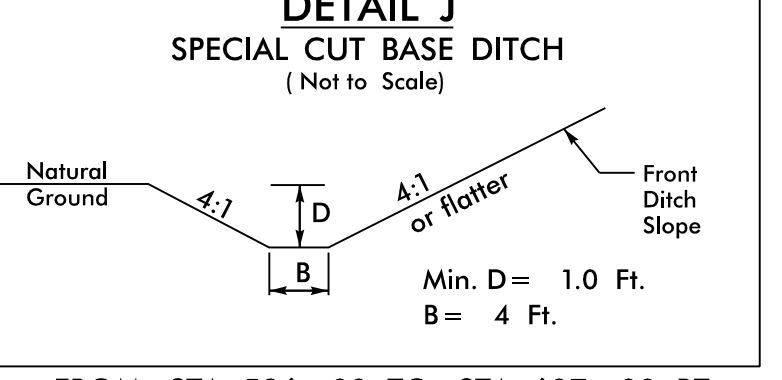
- L- FROM STA. 210+75 TO STA. 212+50 LT
- L- FROM STA. 385+00 TO STA. 386+00 LT
- L- FROM STA. 471+00 TO STA. 471+50 LT
- L- FROM STA. 541+00 TO STA. 542+00 RT
- L- FROM STA. 772+00 TO STA. 773+48 RT



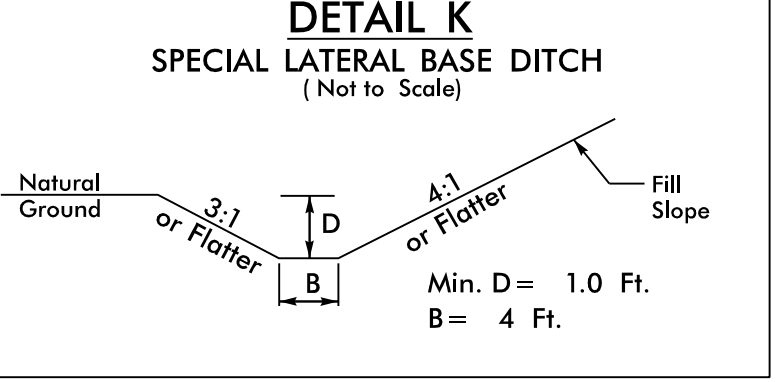
- L- FROM STA. 389+50 TO STA. 390+50 Median
- L- FROM STA. 397+50 TO STA. 399+00 Median
- L- FROM STA. 415+00 TO STA. 416+00 Median
- L- FROM STA. 437+50 TO STA. 438+28 Median
- L- FROM STA. 513+00 TO STA. 515+00 Median
- L- FROM STA. 572+00 TO STA. 575+50 Median
- L- FROM STA. 594+00 TO STA. 605+56 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. 701+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. 803+50 Median
- L- FROM STA. 368+04 TO STA. 368+50 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. 659+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+00 Median
- L- FROM STA. 780+50 TO STA. 781+50 Median
- L- FROM STA. 788+50 TO STA. 790+50 Median
- L- FROM STA. 810+67 TO STA. 815+00 Median
- L- FROM STA. 817+00 TO STA. 817+37 Median



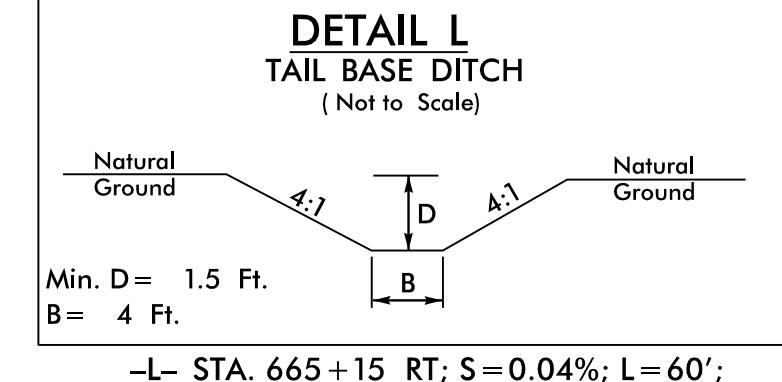
- L- FROM STA. 445+50 TO STA. 447+00 LT



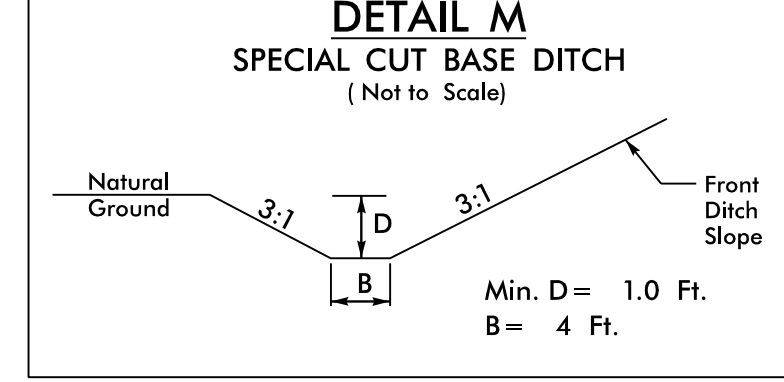
- L- FROM STA. 596+00 TO STA. 607+00 RT
- L- FROM STA. 718+50 TO STA. 719+00 LT



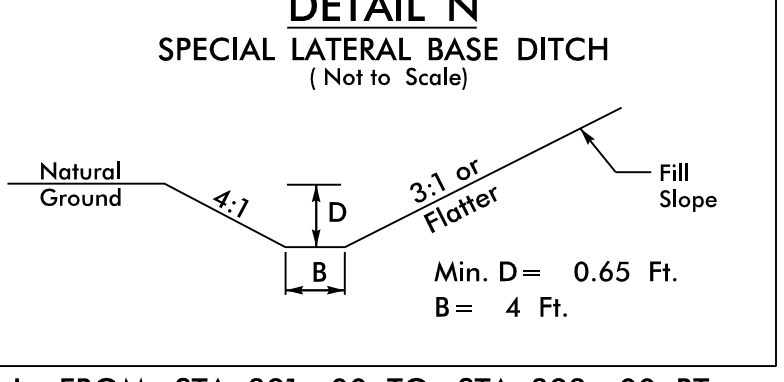
- L- FROM STA. 498+35 TO STA. 500+50 LT
- L- FROM STA. 717+00 TO STA. 718+50 LT
- L- FROM STA. 810+49 TO STA. 812+30 RT



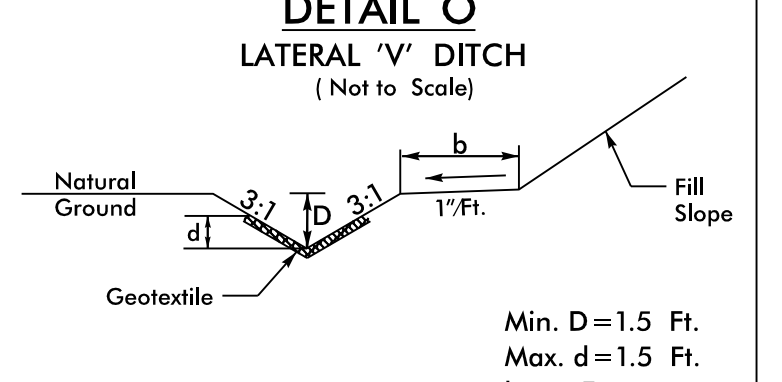
- L- STA. 665+15 RT; S=0.04%; L=60'; Beg El.=358.94; End El.=358.68; DDE=33 CY
- L- STA. 773+35 LT; S=1.25%; L=40'; Beg El.=297.00; End El.=296.50; DDE=22 CY
- L- STA. 774+00 LT; S=5.24%; L=63'; Beg El.=299.80; End El.=296.50; DDE=35 CY



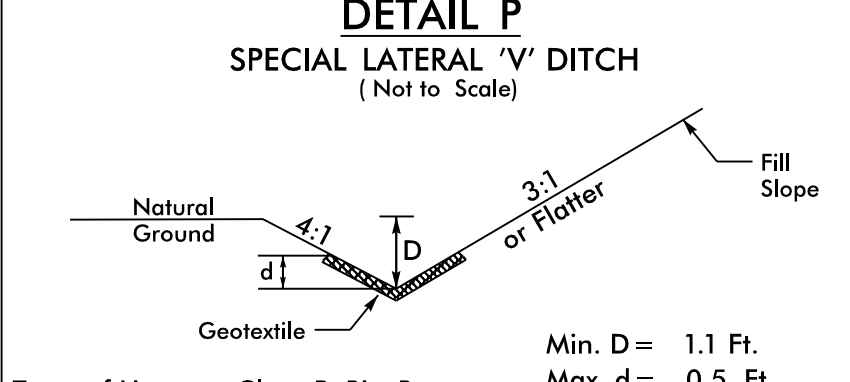
- L- FROM STA. 445+50 TO STA. 447+00 LT
- L- FROM STA. 592+00 TO STA. 593+50 LT
- Y24- FROM STA. 12+50 TO STA. 15+00 LT



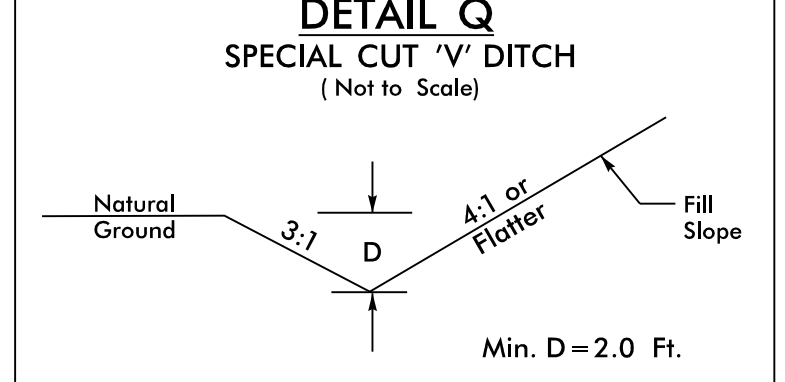
- L- FROM STA. 391+00 TO STA. 393+00 RT
- L- FROM STA. 505+50 TO STA. 506+00 RT



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

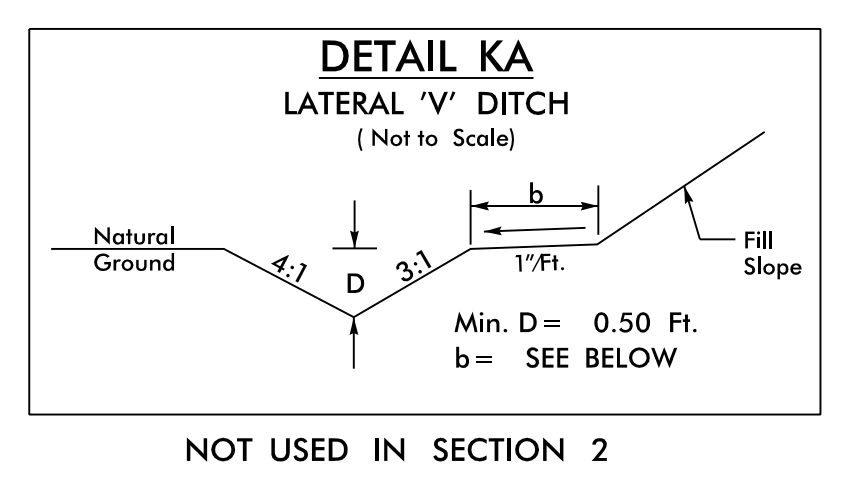
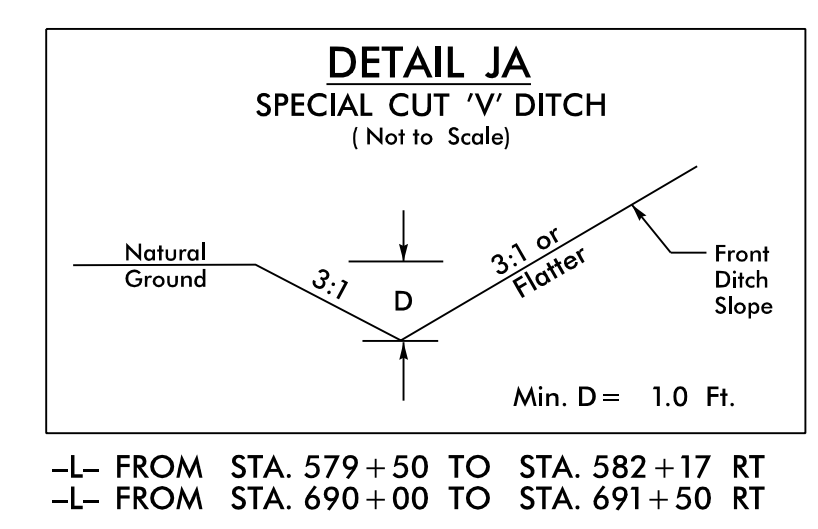
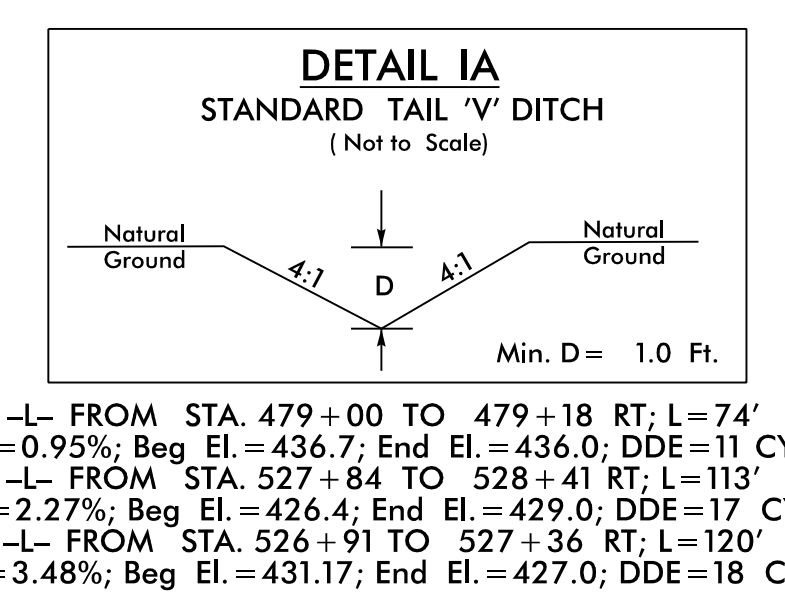
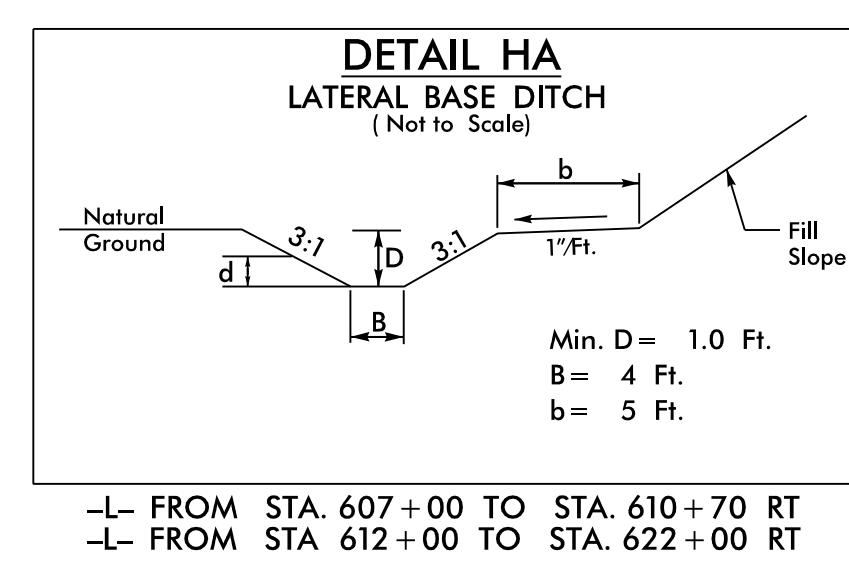
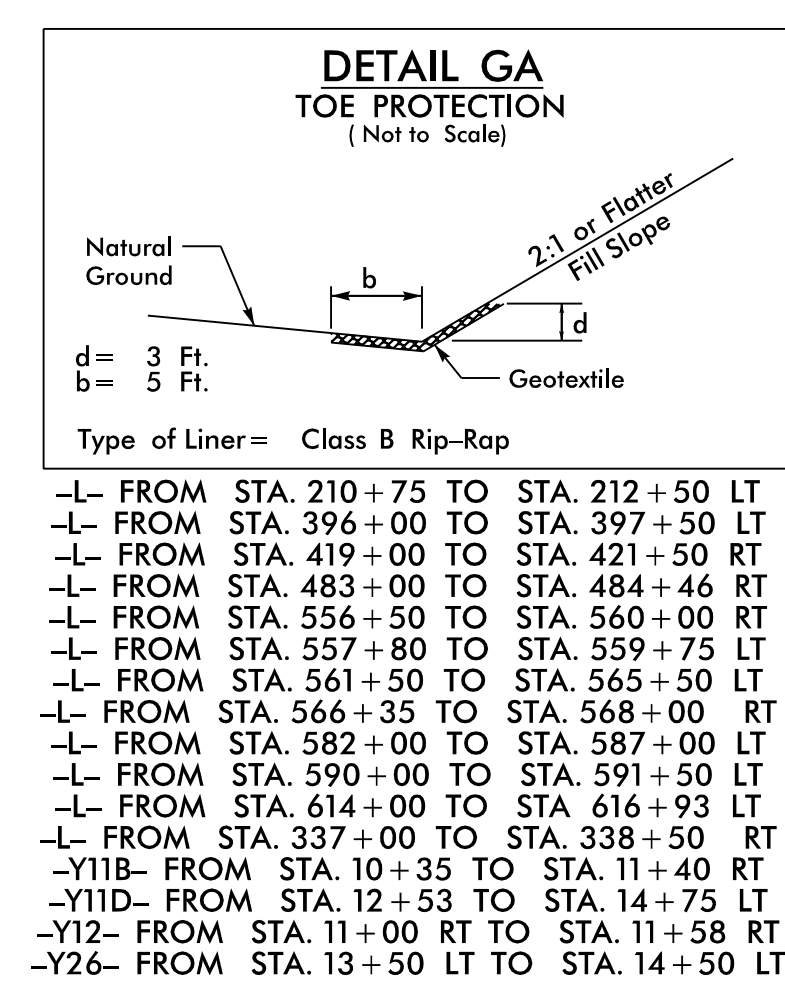
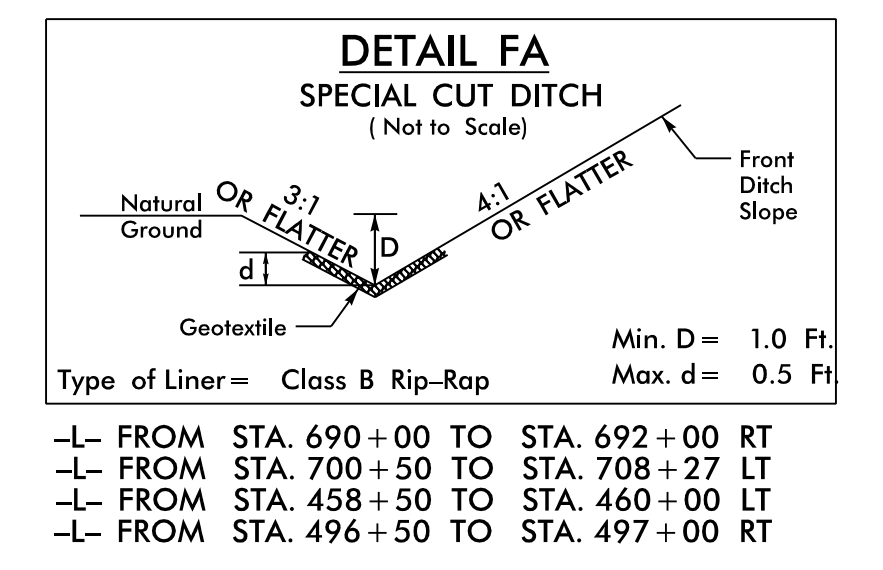
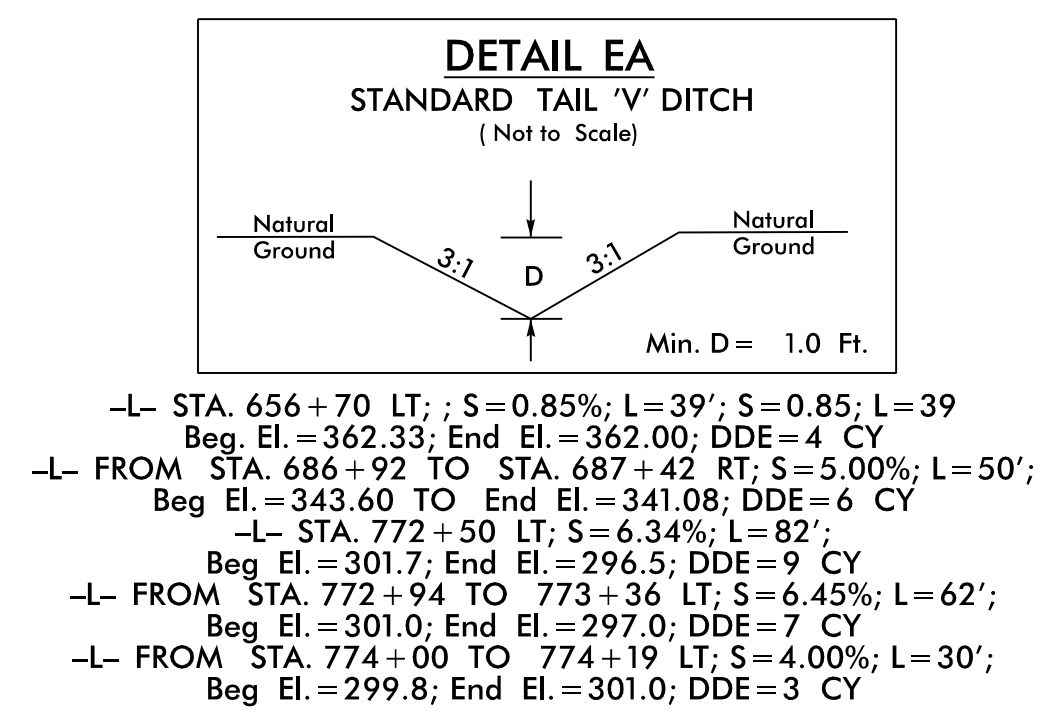
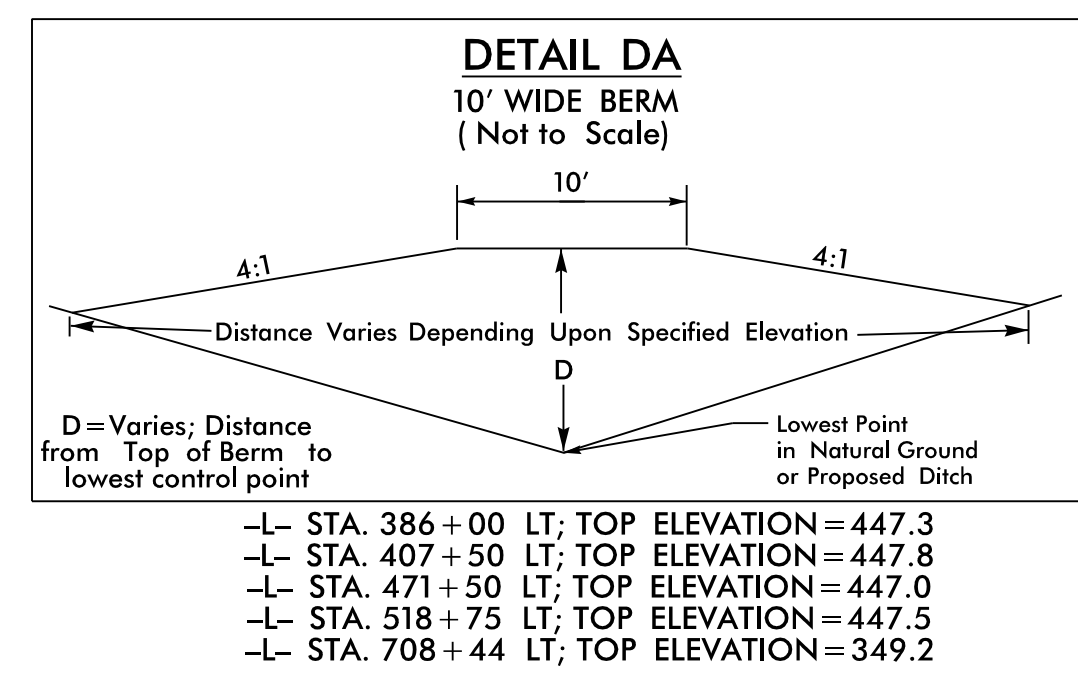
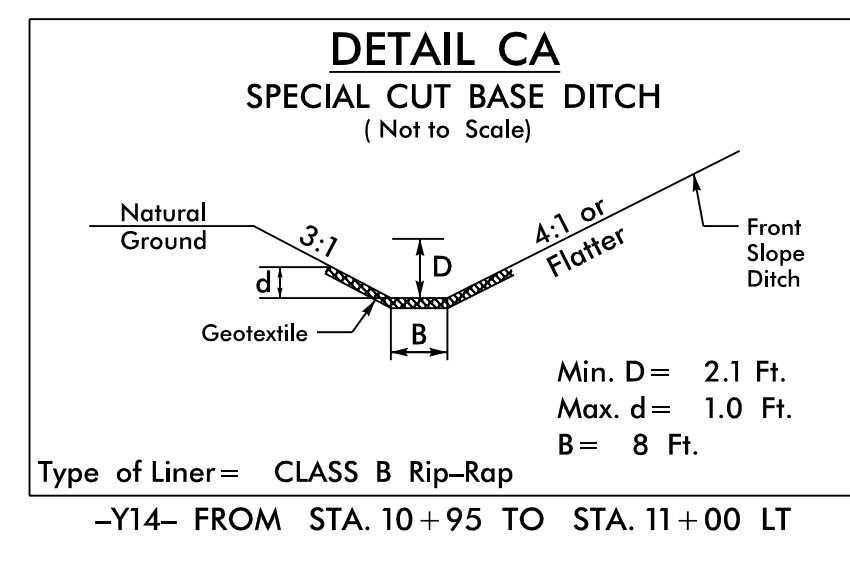
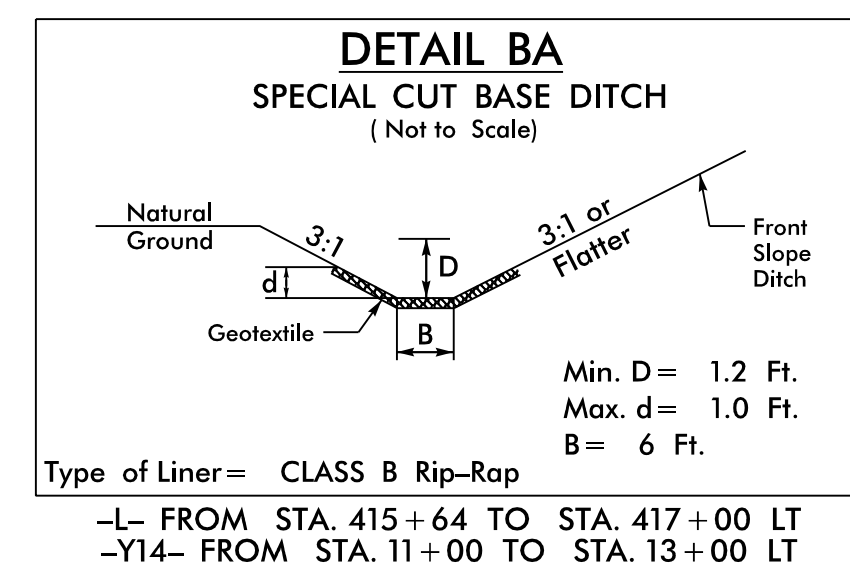
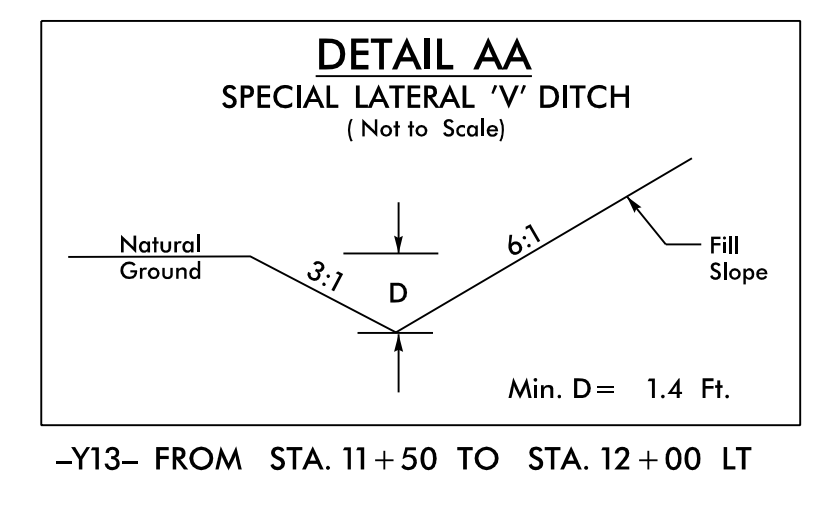
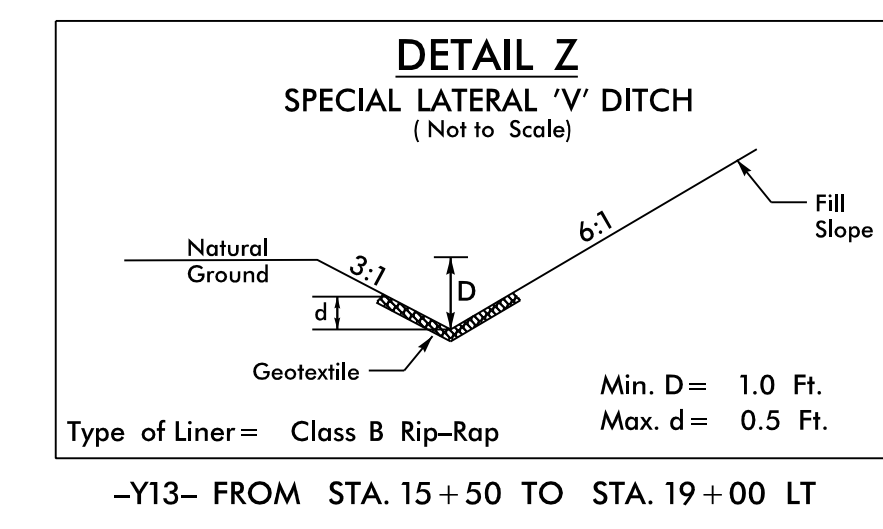
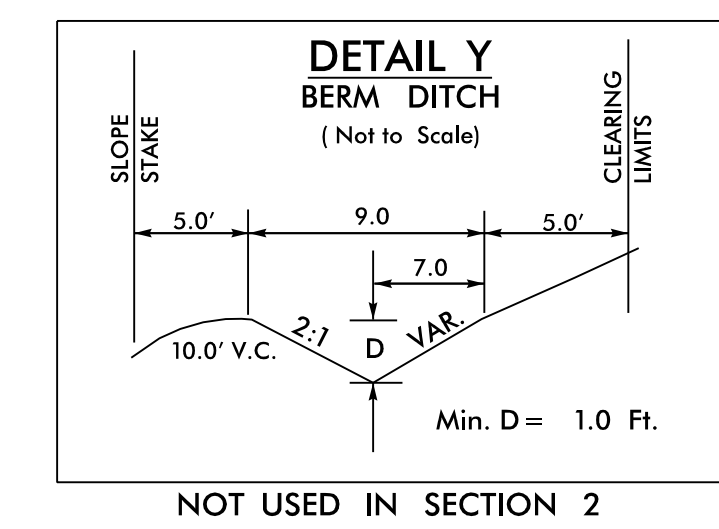
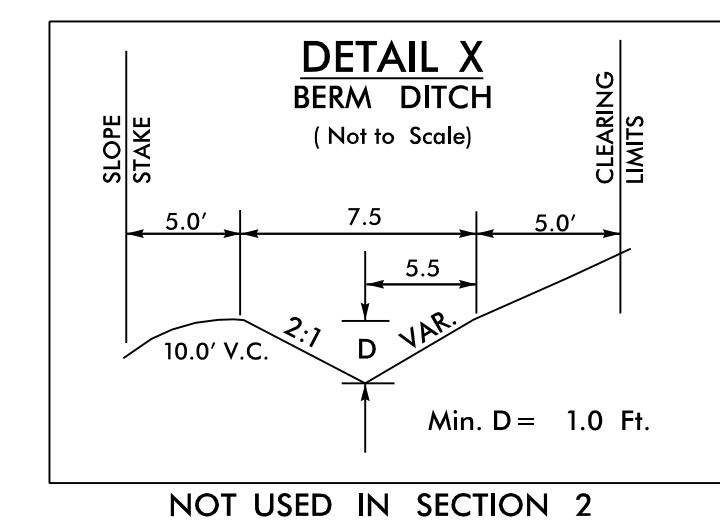
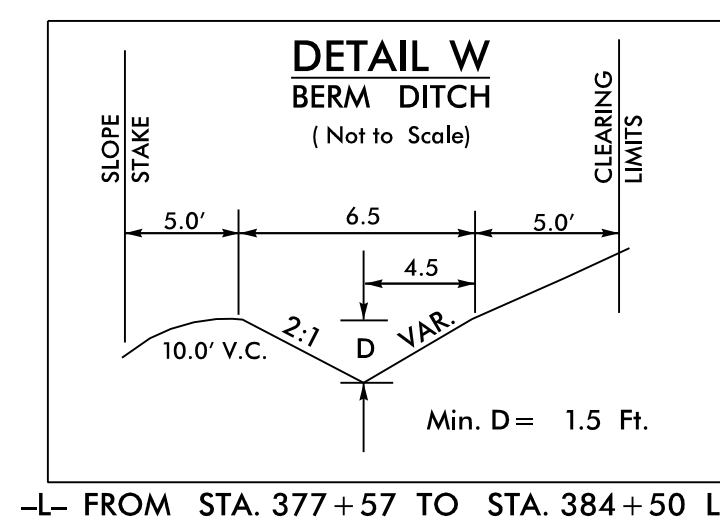
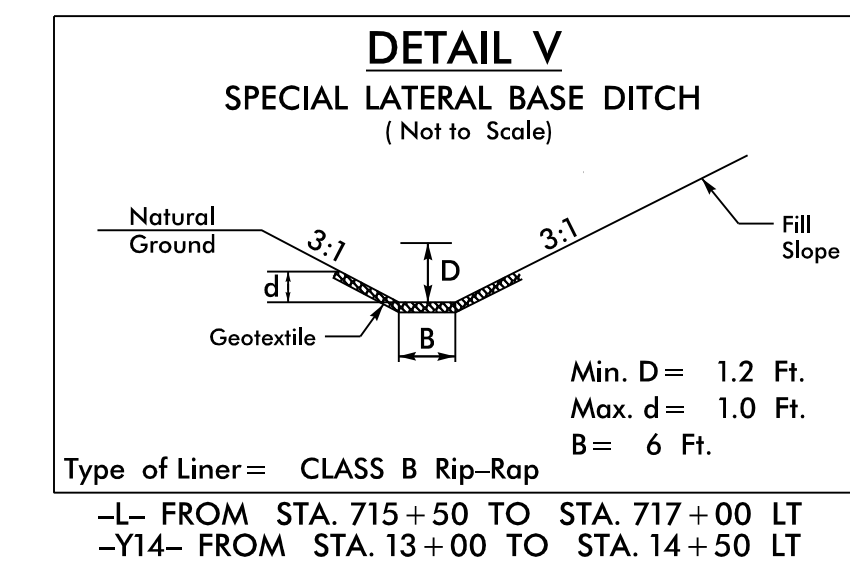
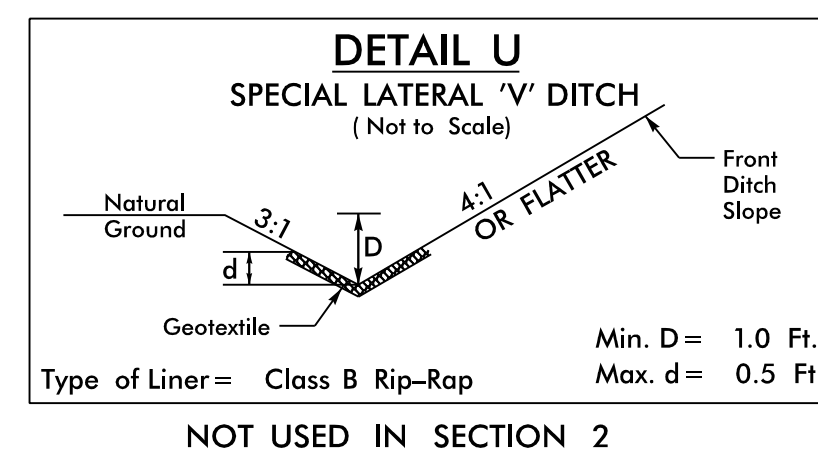
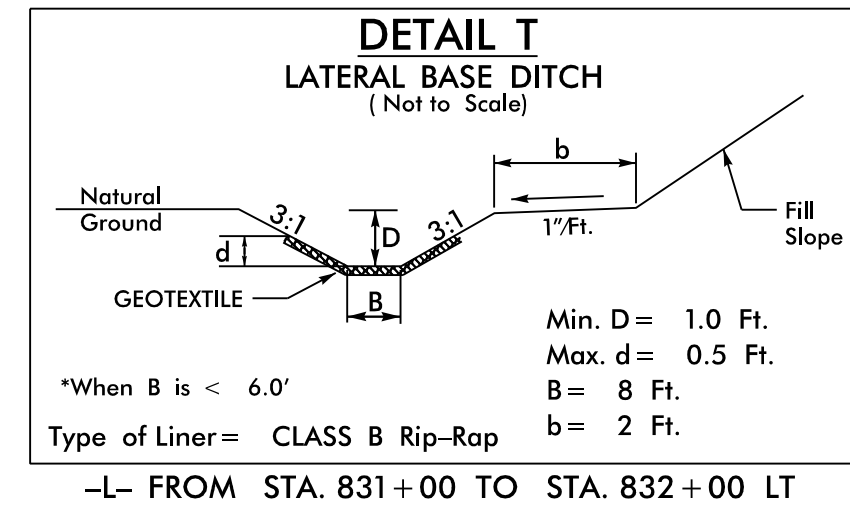
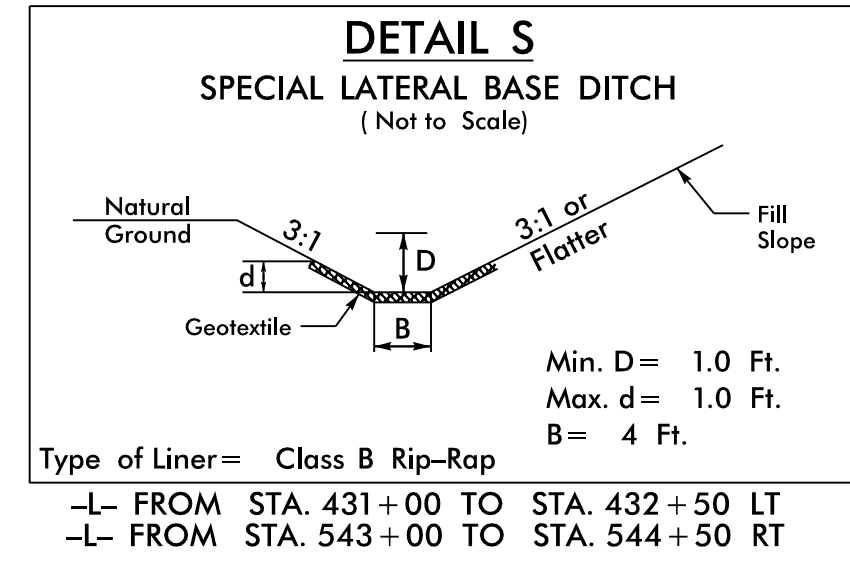
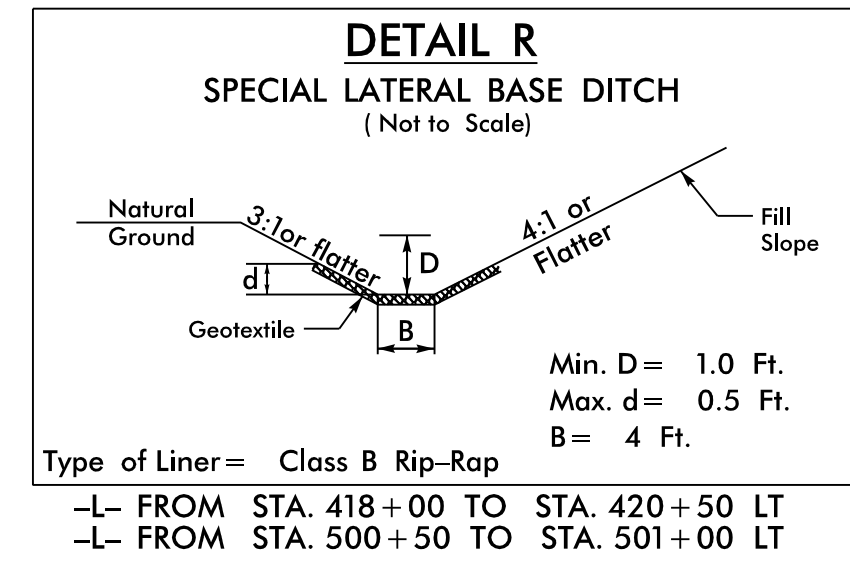


- Y12- FROM STA. 11+07 TO 12+00 RT

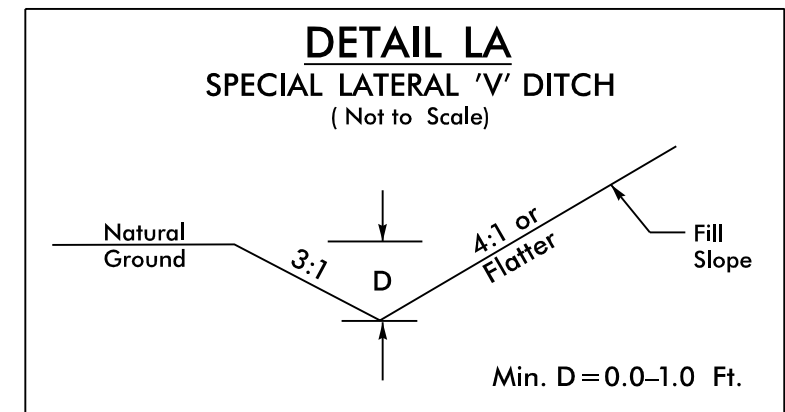


- L- FROM STA. 480+50 TO STA. 481+00 RT
- L- FROM STA. 489+50 TO STA. 498+00 RT
- L- FROM STA. 496+00 TO STA. 497+50 LT
- L- FROM STA. 506+00 TO STA. 507+50 RT
- L- FROM STA. 787+79 TO STA. 800+50 LT

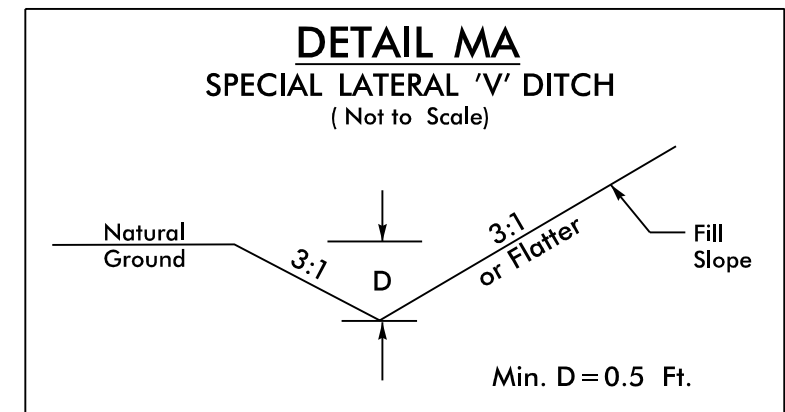
8/17/09  
 03/29/20  
 C:\p\Hydraulics\PERMITS\_Environmenta\Drawings\4B\IR-5709\_HYD\_Ditch\_Detail.dgn



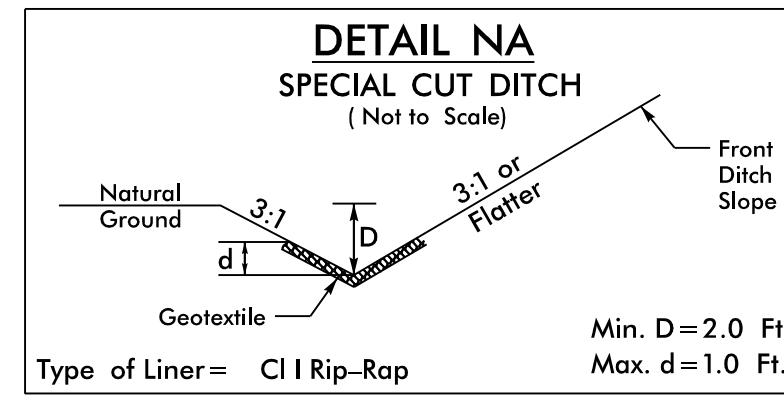
PROJECT REFERENCE NO. <i>R-5709</i>	SHEET NO. <i>XX</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



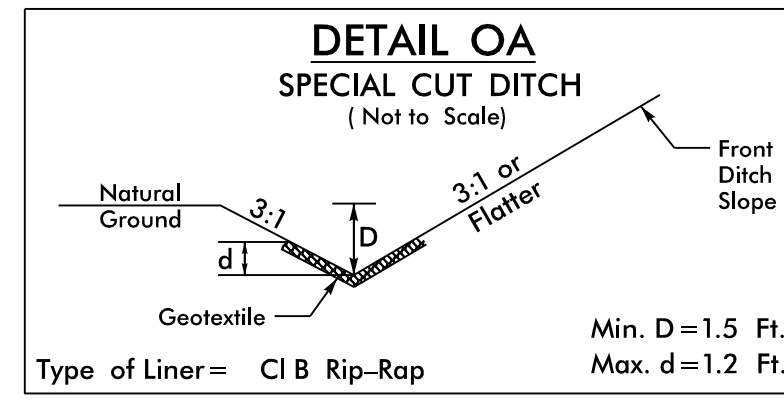
-L- FROM STA. 204+50 TO STA. 205+00 RT  
-L- FROM STA. 274+50 TO STA. 275+50 RT



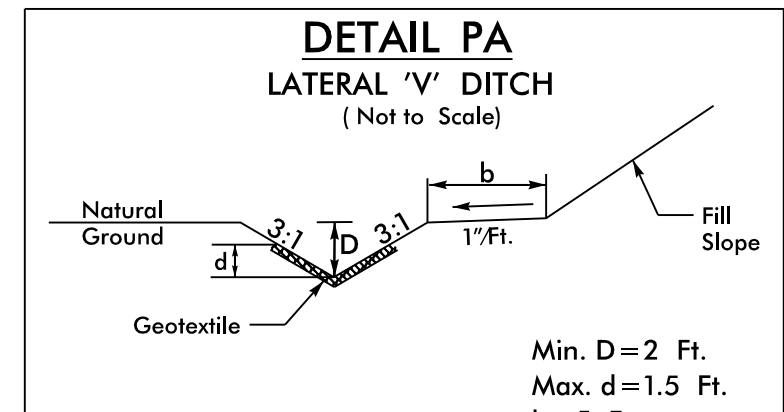
-Y1- FROM STA. 11+00 TO STA. 12+50 RT  
-Y2- FROM STA. 14+50 TO STA. 15+50 RT  
-Y3- FROM STA. 18+50 TO STA. 20+50 RT  
-Y3- FROM STA. 18+20 TO STA. 18+90 LT  
-L- FROM STA. 24+00 TO STA. 24+50 RT  
-Y5- FROM STA. 11+00 TO STA. 12+00 RT  
-Y4- FROM STA. 12+00 TO STA. 14+50 RT  
-Y4B- FROM STA. 10+50 TO STA. 12+50 LT  
-Y6- FROM STA. 13+00 TO STA. 14+50 LT  
-L- FROM STA. 53+00 TO STA. 56+00 LT  
-Y6A- FROM STA. 11+22 TO STA. 11+75 LT



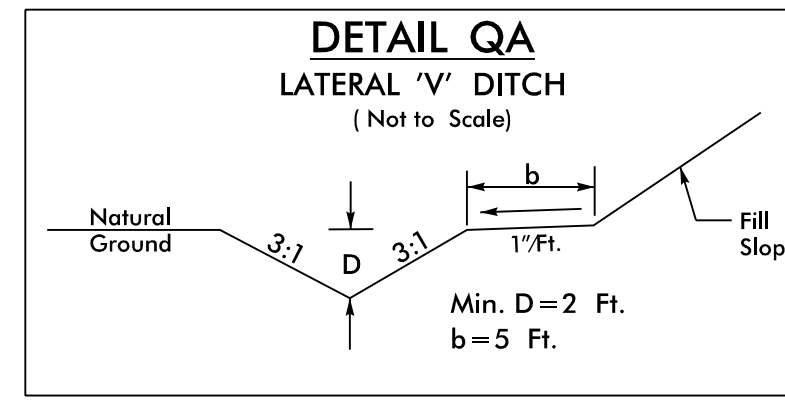
Type of Liner = CI I Rip-Rap  
-L- FROM STA. 14+15 TO STA. 15+00 LT  
-L- FROM STA. 23+75 TO STA. 24+50 RT  
-Y2- FROM STA. 15+50 TO STA. 16+38 RT  
-L- FROM STA. 38+00 TO STA. 39+40 LT



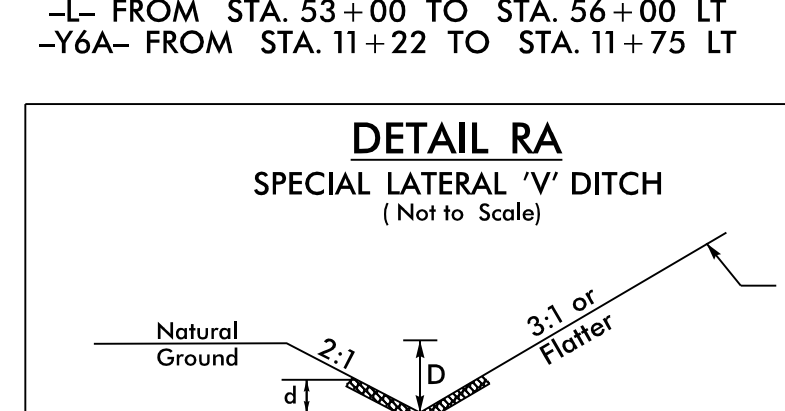
Type of Liner = CI B Rip-Rap  
-Y5A- FROM STA. 10+66 TO STA. 12+00 RT



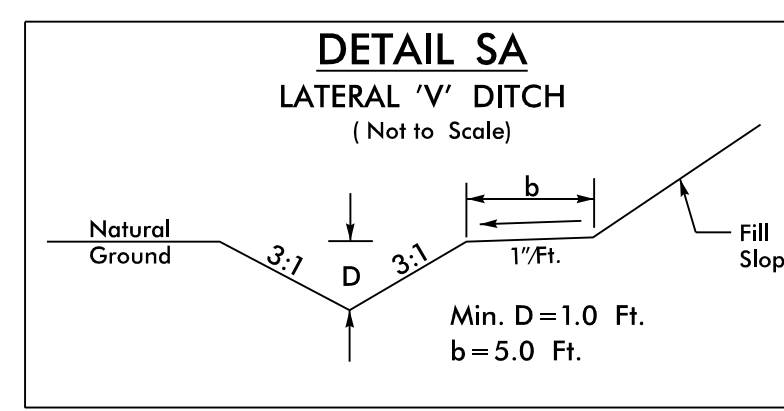
Type of Liner = Class B Rip-Rap  
-Y9E- FROM STA. 11+00 TO STA. 12+00 RT



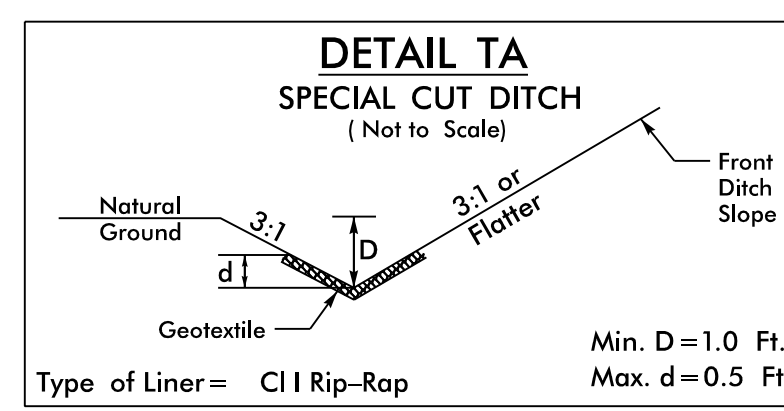
-Y9E- FROM STA. 12+00 TO STA. 13+00 RT  
-L- FROM STA. 263+00 TO STA. 264+30 LT



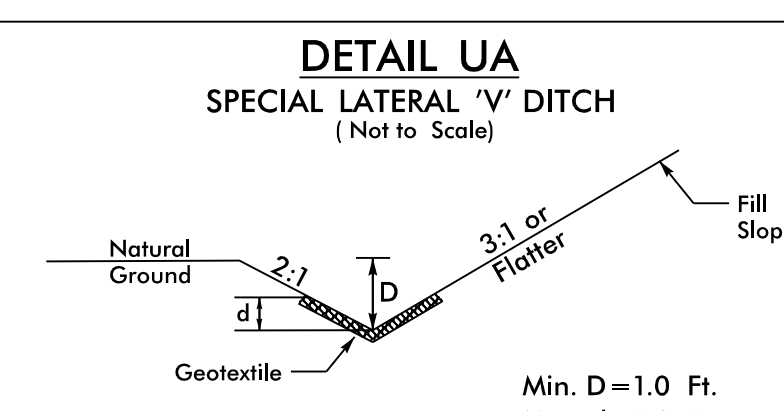
Type of Liner = CI B Rip-Rap  
-Y5C- FROM STA. 49+00(-L-) LT TO STA. 14+50 RT  
-Y6- FROM STA. 13+00 TO STA. 15+00 RT  
-L- FROM STA. 60+50 TO STA. 60+75 RT



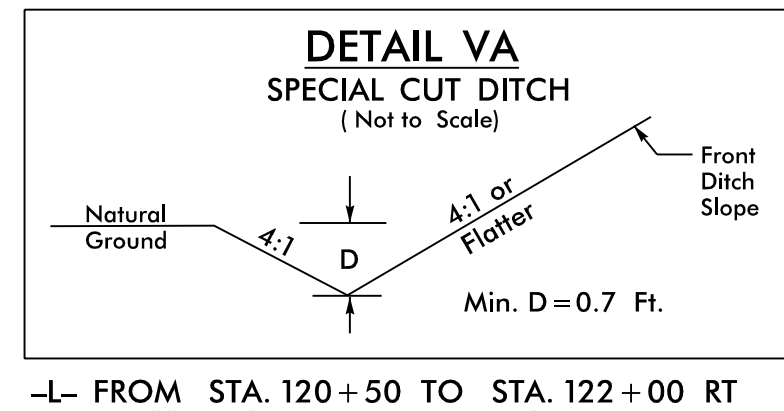
-L- FROM STA. 73+25 TO STA. 74+50 RT  
-L- FROM STA. 243+70 TO STA. 244+80 LT  
-Y9A- FROM STA. 11+57 TO STA. 12+85 RT  
-L- FROM STA. 254+85 TO STA. 258+50 LT  
-L- FROM STA. 253+00 TO STA. 255+10 RT



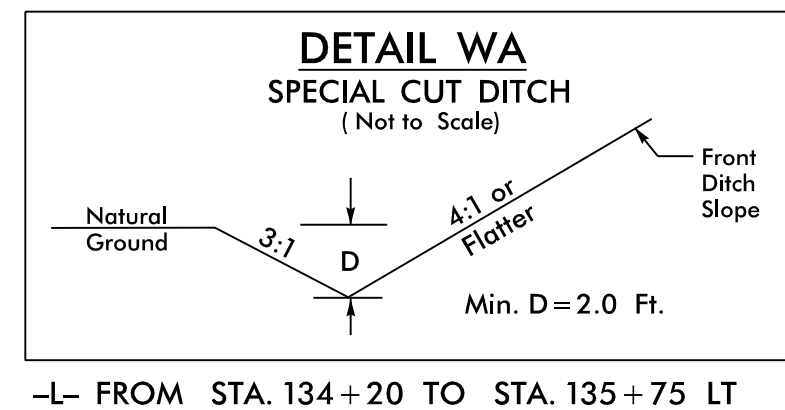
Type of Liner = CI I Rip-Rap  
-L- FROM STA. 34+00 TO STA. 34+50 RT



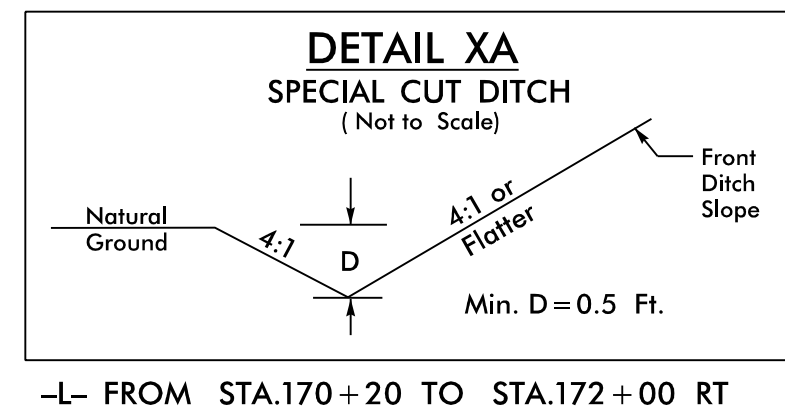
Type of Liner = CI B Rip-Rap  
-L- FROM STA. 40+35 TO STA. 44+90 LT



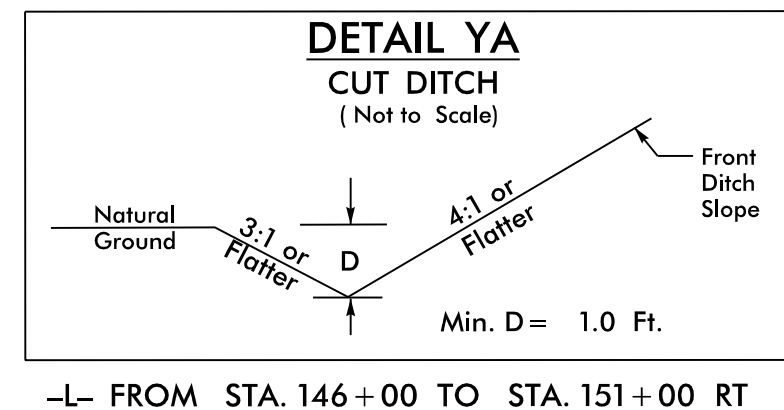
-L- FROM STA. 120+50 TO STA. 122+00 RT  
-L- FROM STA. 127+50 TO STA. 128+25 RT



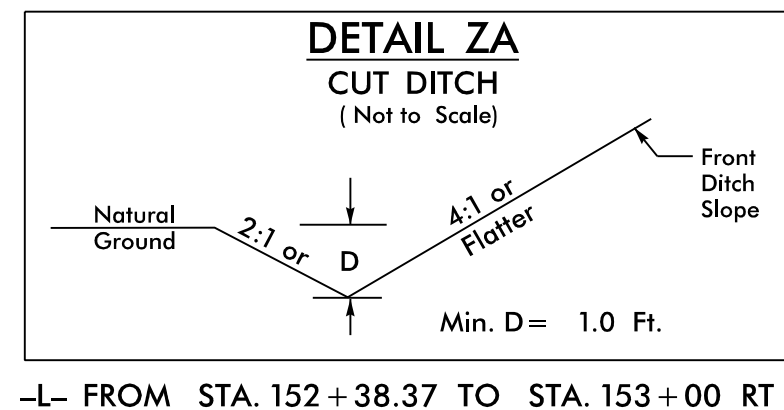
-L- FROM STA. 134+20 TO STA. 135+75 LT



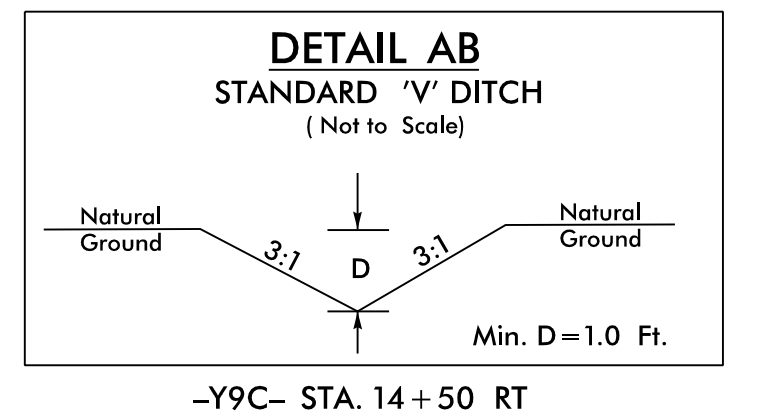
-L- FROM STA. 170+20 TO STA. 172+00 RT



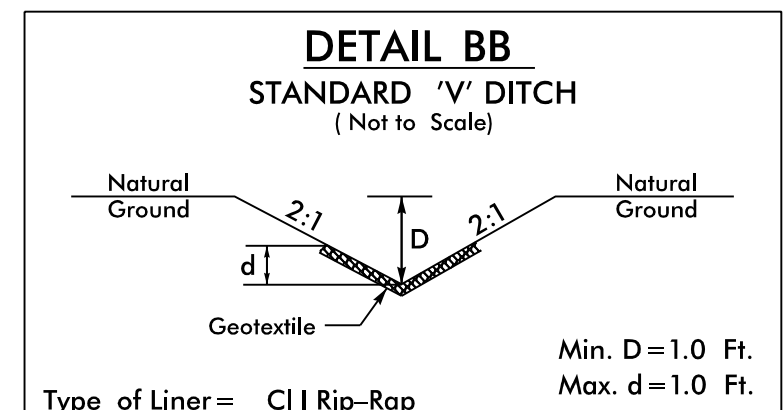
-L- FROM STA. 146+00 TO STA. 151+00 RT  
-Y8- FROM STA. 10+50 TO STA. 11+00 RT  
-Y8- FROM STA. 15+00 TO STA. 15+50 RT



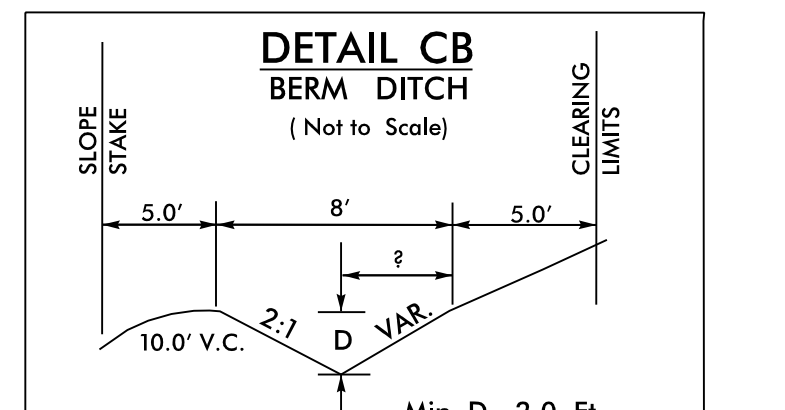
-L- FROM STA. 152+38.37 TO STA. 153+00 RT



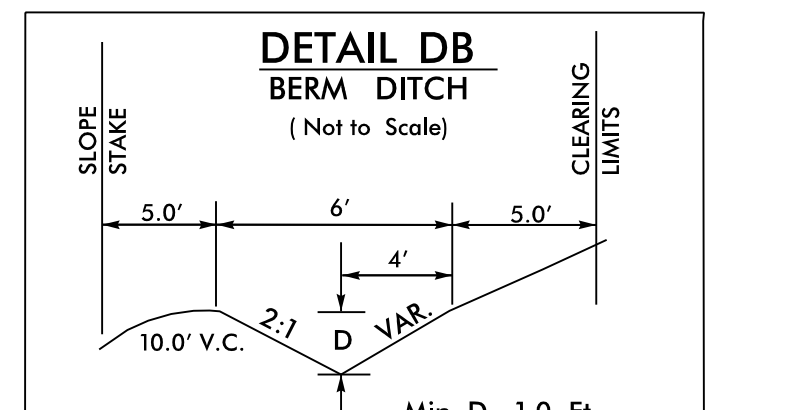
-Y9C- STA. 14+50 RT



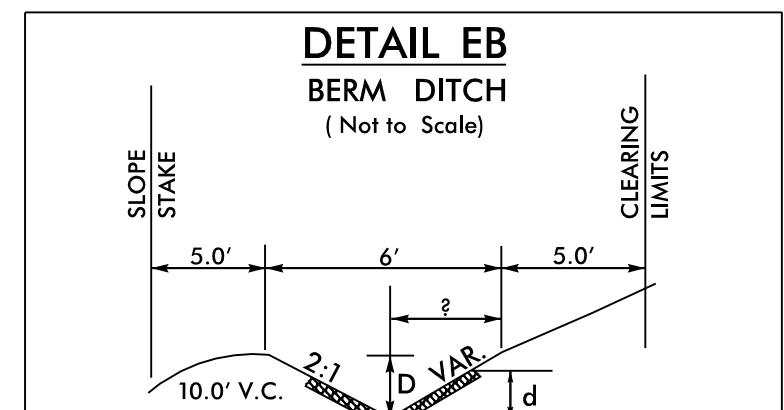
Type of Liner = CI I Rip-Rap  
-L- FROM STA. 45+50 TO STA. 45+79 LT



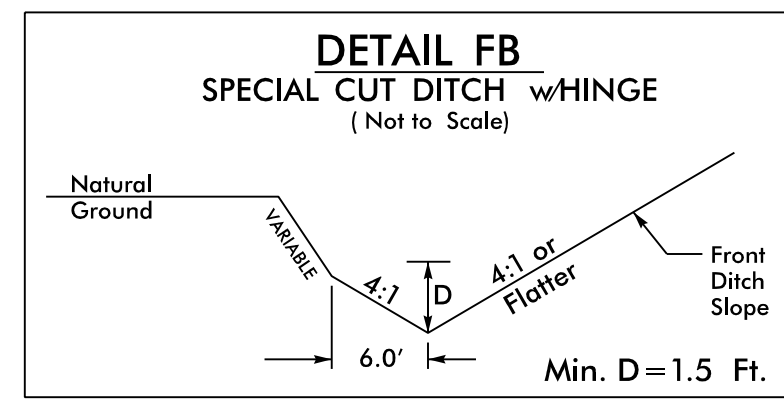
-L- FROM STA. 156+00 TO STA. 157+50 LT



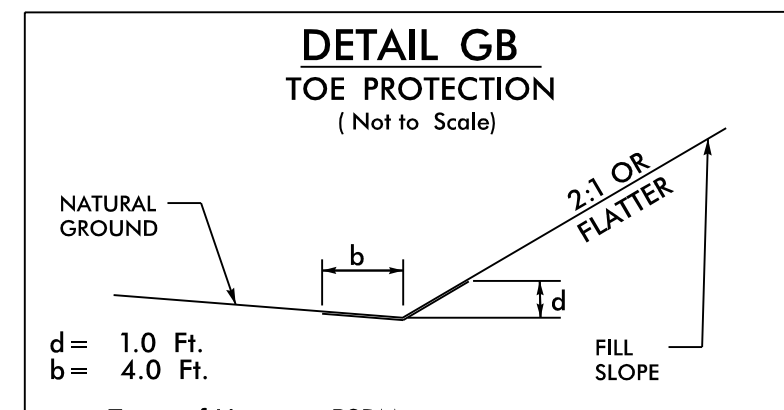
-L- FROM STA. 157+50 TO STA. 160+50  
FROM STA. 32+00 TO STA. 32+50 -L- RT  
FROM STA. 32+50 TO STA. 33+00 -L- RT  
FROM STA. 27+00 TO STA. 29+00 -L- RT  
FROM STA. 29+00 TO STA. 30+00 -L- RT



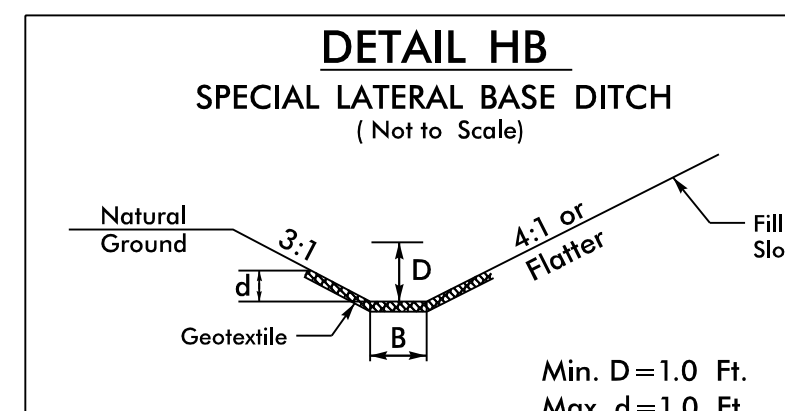
Type of Liner = CI I RR  
FROM STA. 24+50 TO STA. 27+00 -L- RT  
FROM STA. 33+00 TO STA. 34+00 -L- RT



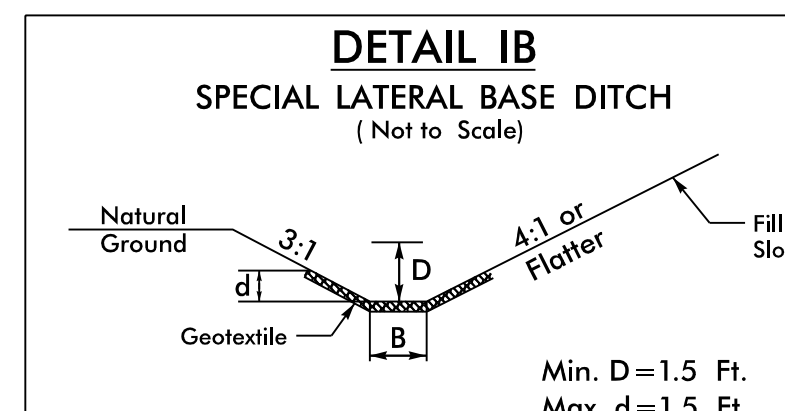
FROM STA. 108+50 TO STA. 109+60 -L- LT  
FROM STA. 128+50 TO STA. 131+50 -L- LT  
FROM STA. 147+25 TO STA. 148+50 -L- LT



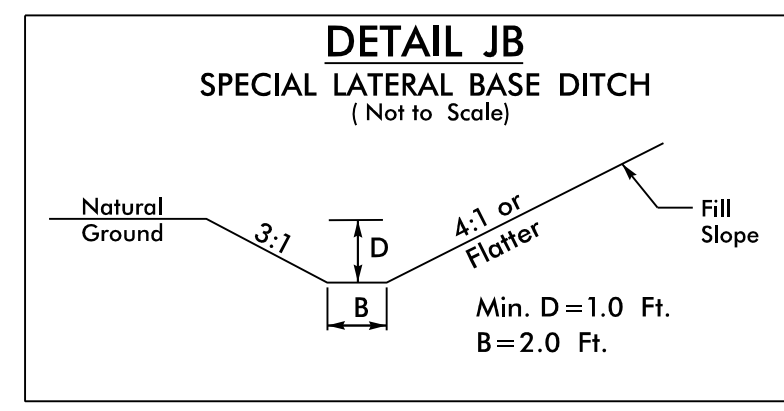
Type of Liner = PSRM  
FROM STA. 35+45 TO STA. 37+60 -L- LT



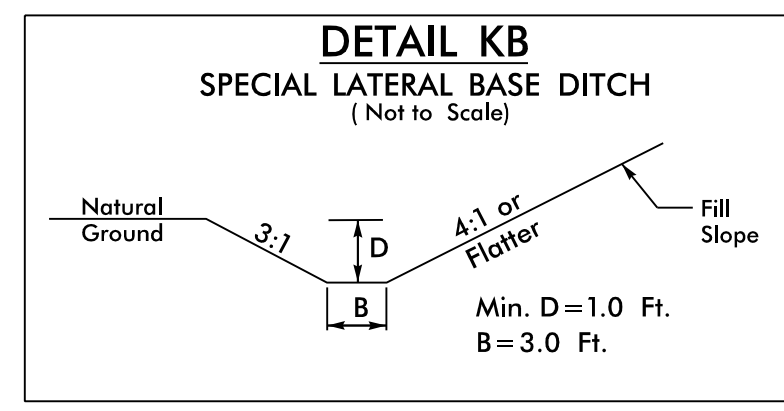
Type of Liner = Class I Rip-Rap  
FROM STA. 78+50 TO STA. 79+50 -L- Rt  
FROM STA. 201+00 TO STA. 201+80 -L- Lt



Type of Liner = Class B Rip-Rap  
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. 21+50 TO STA. 26+00 -Y9A- Rt

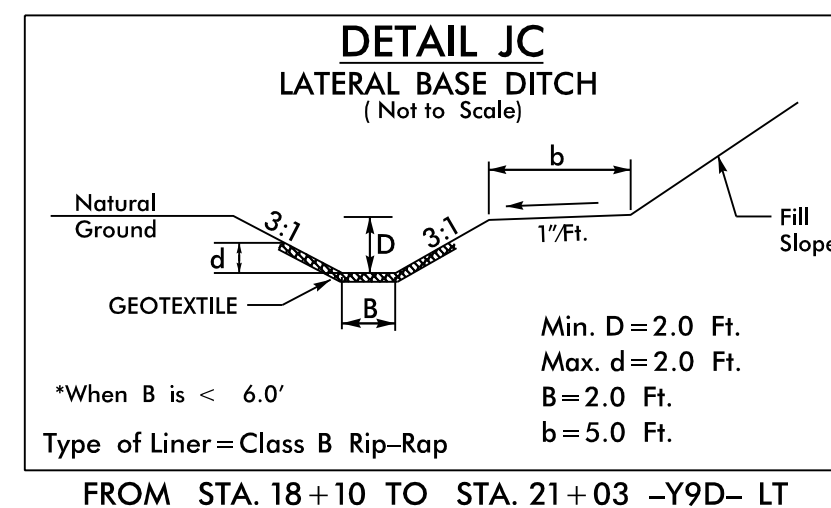
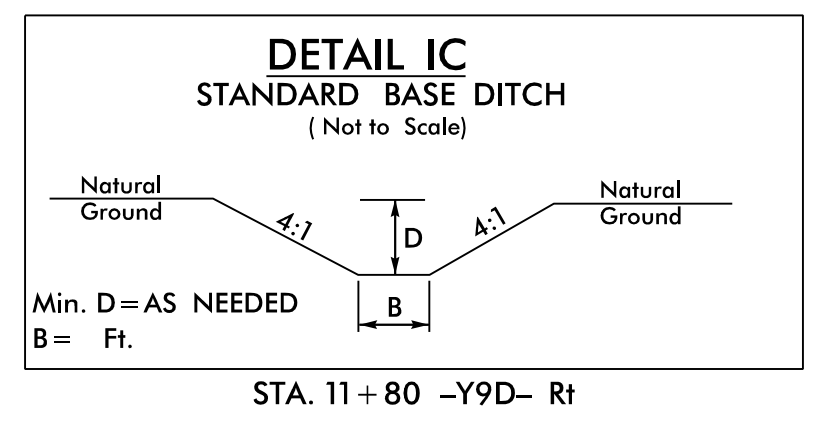
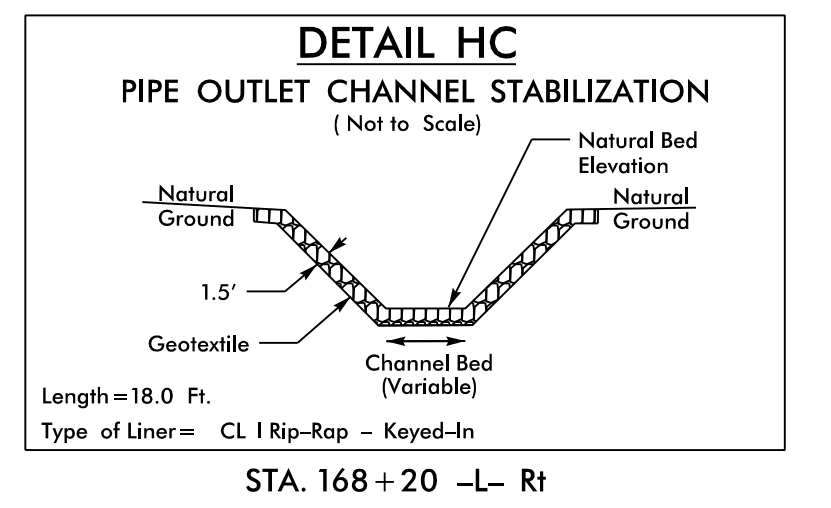
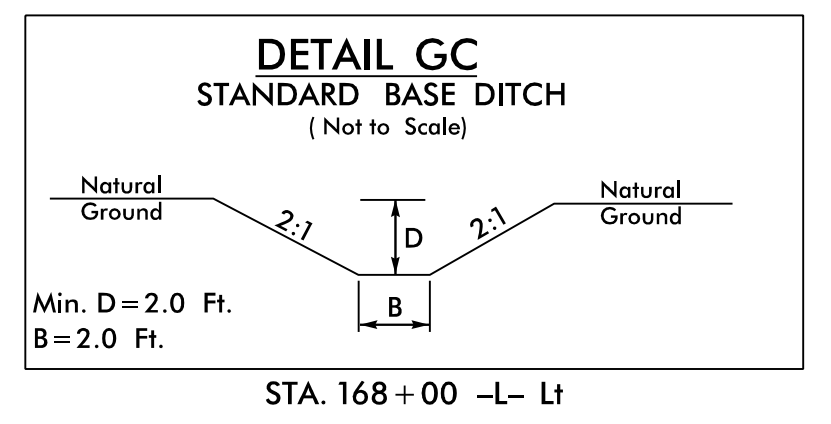
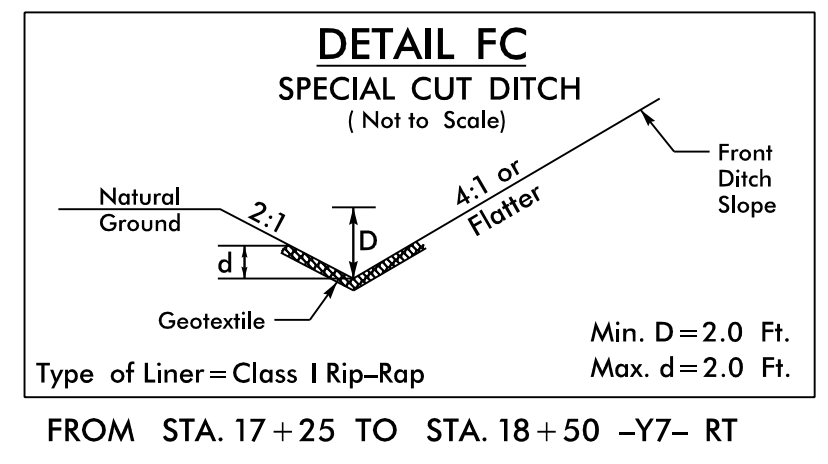
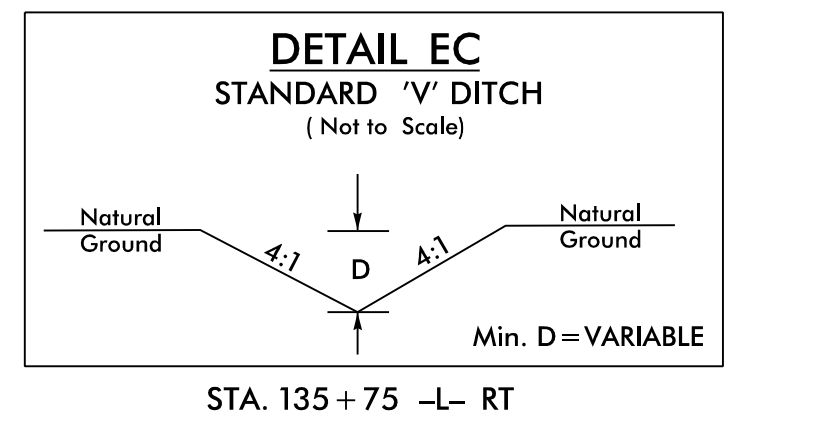
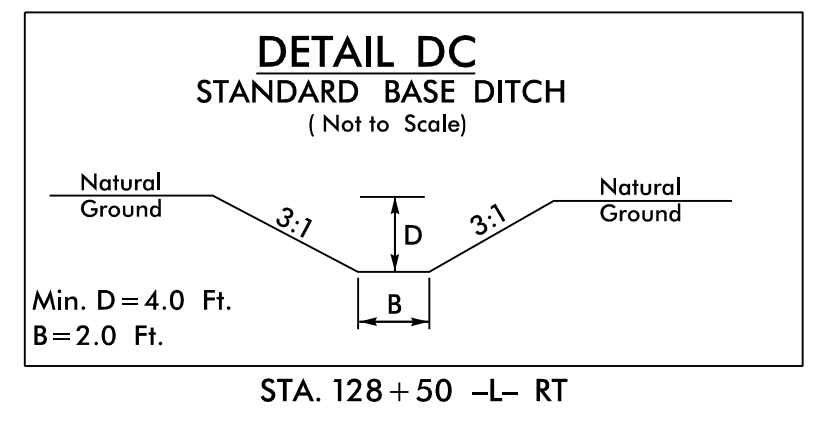
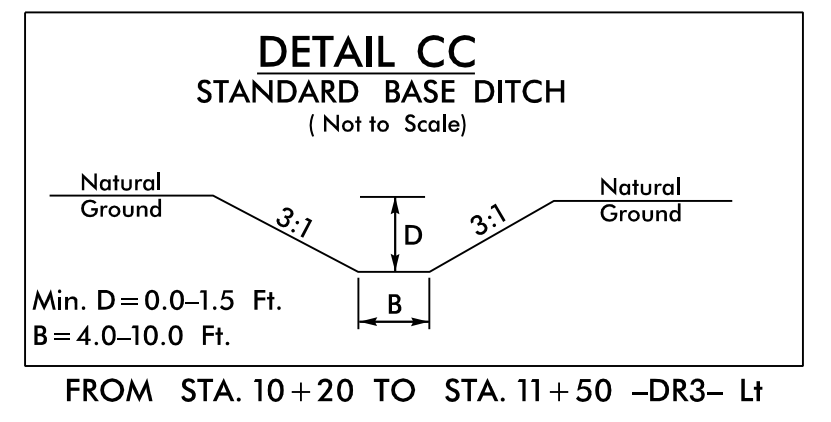
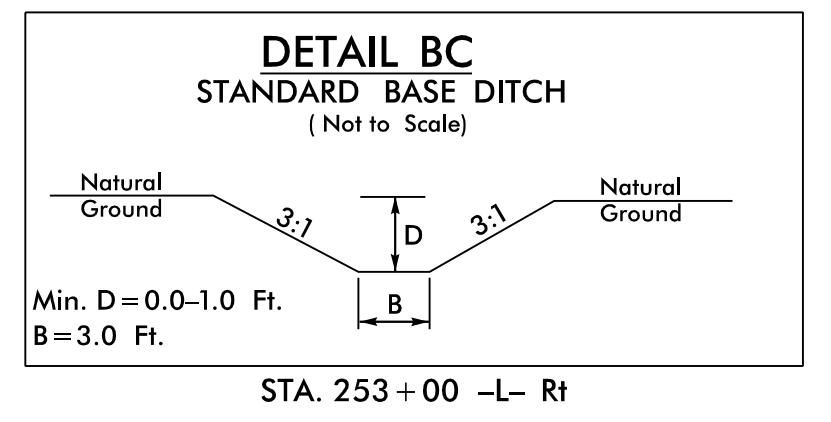
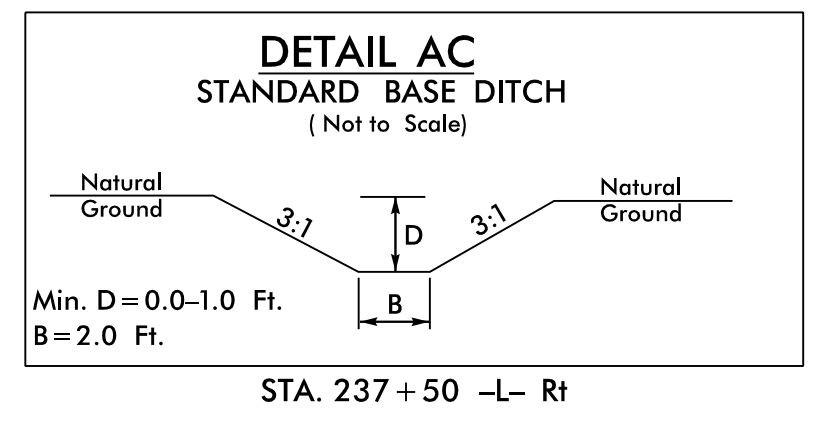
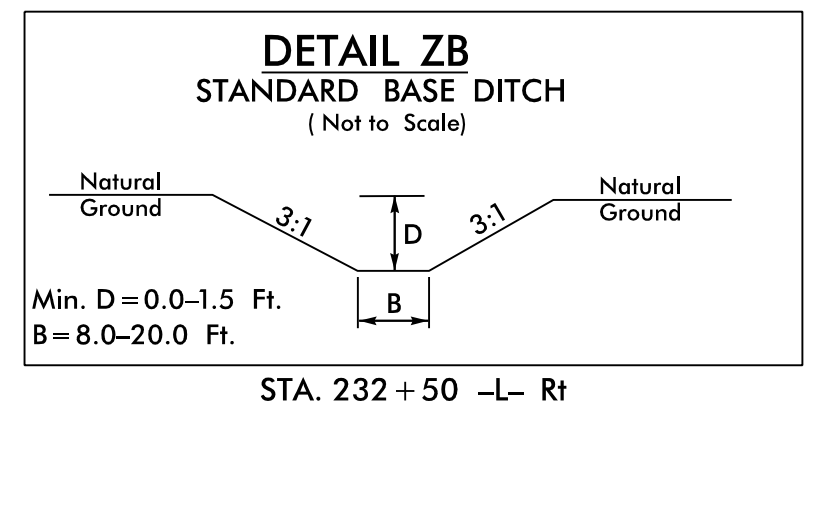
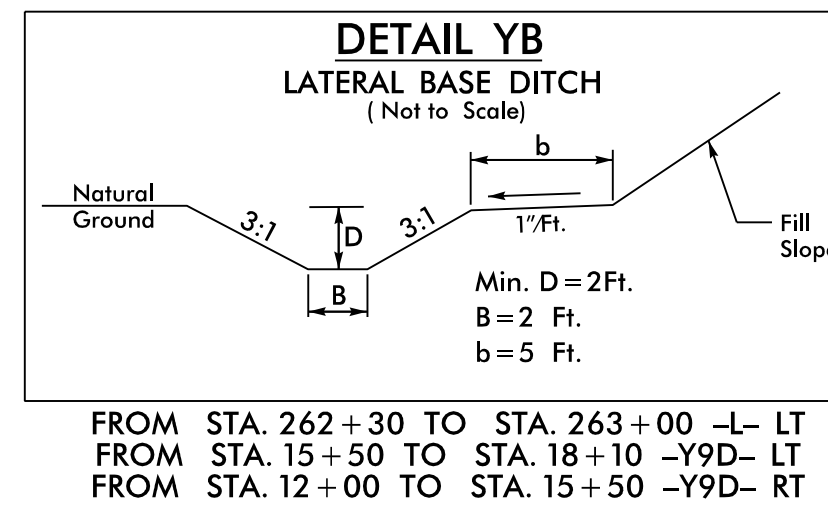
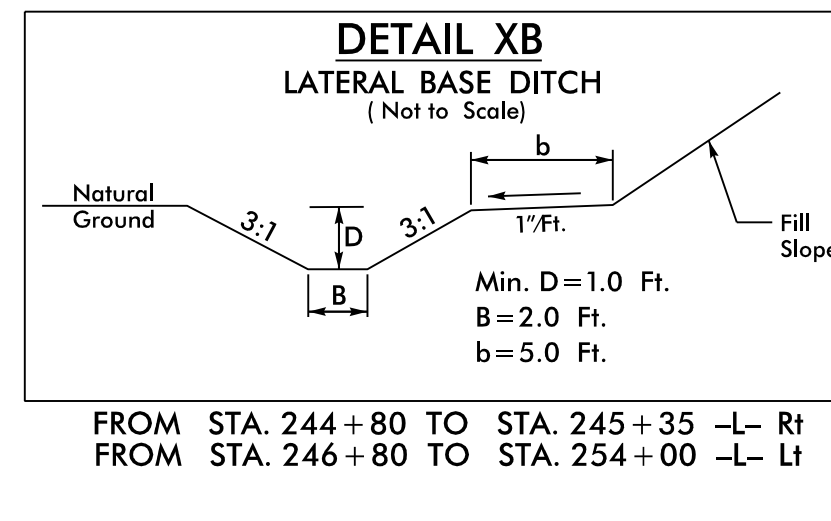
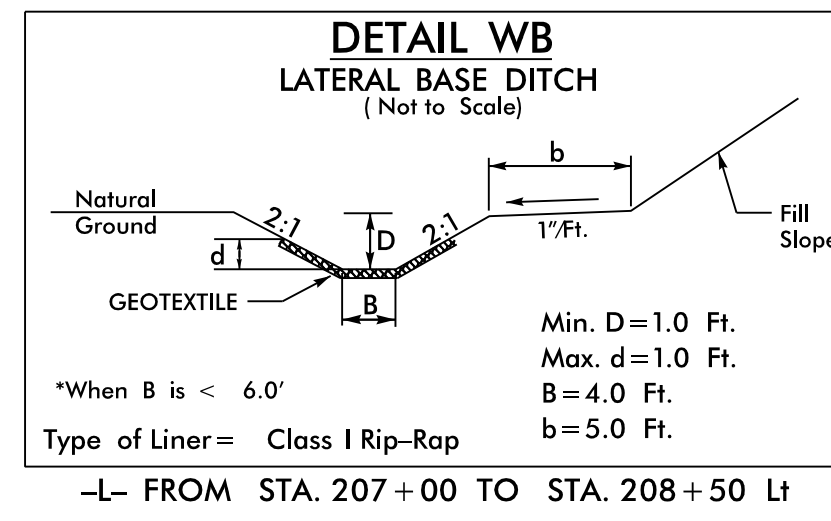
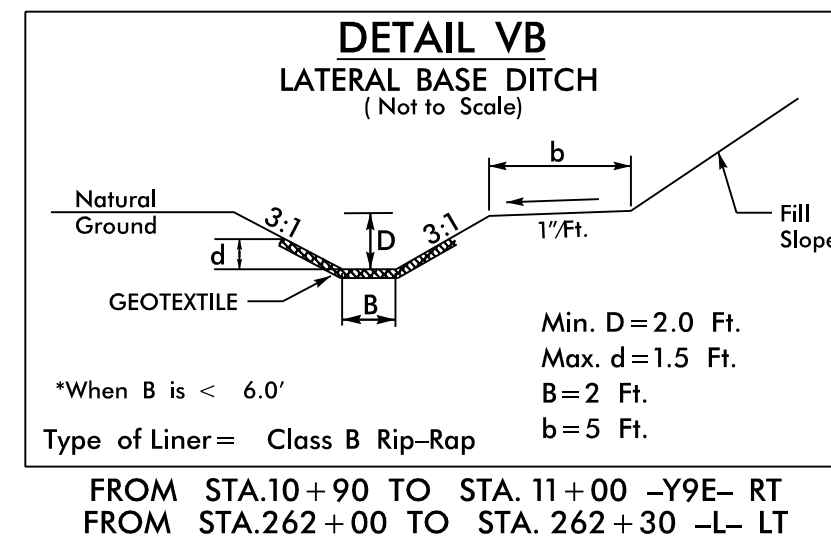
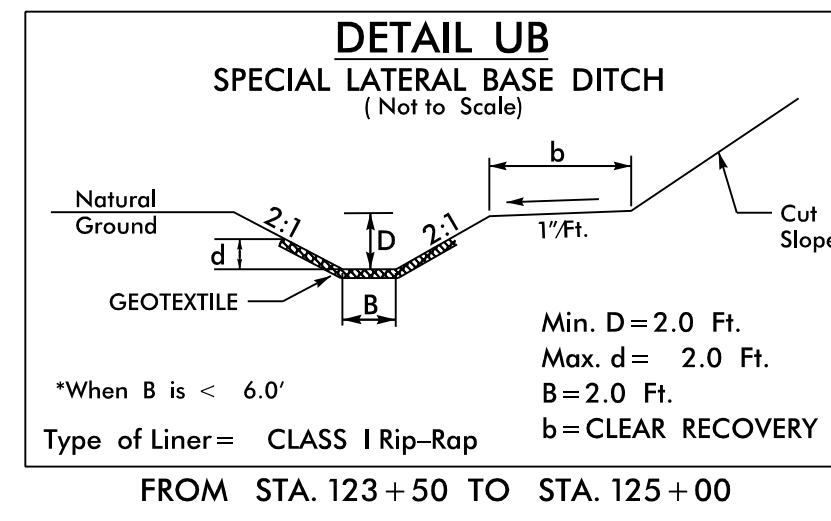
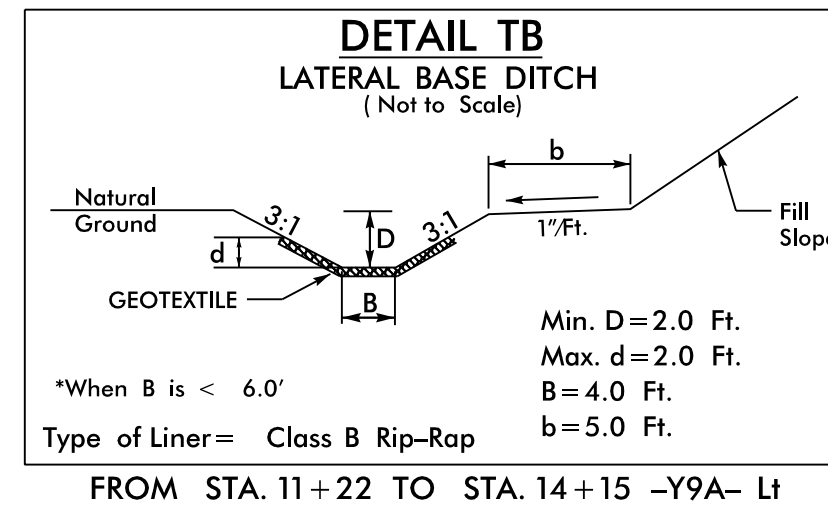
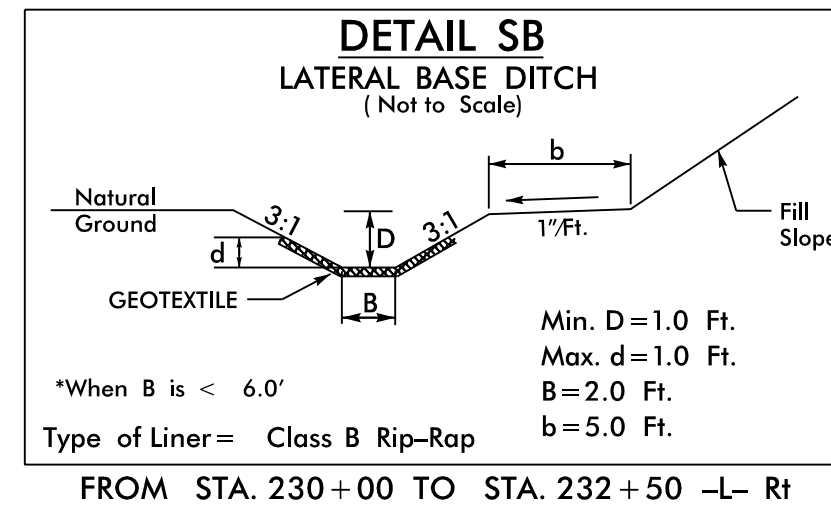
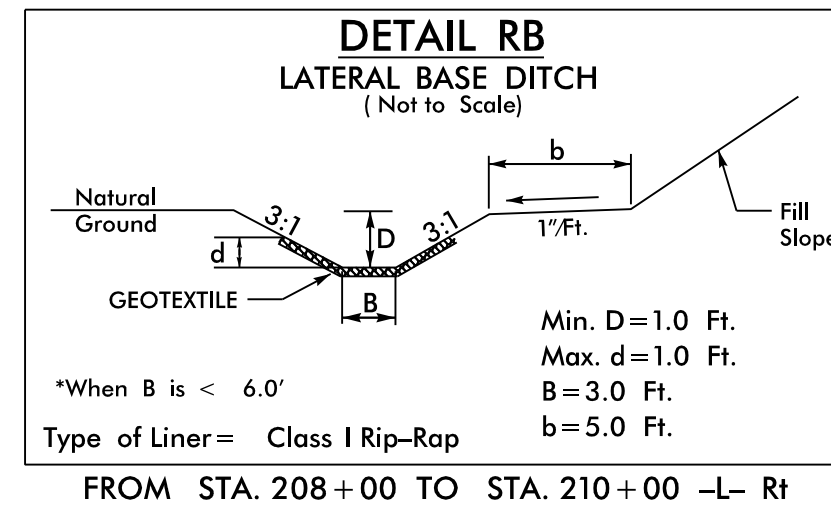
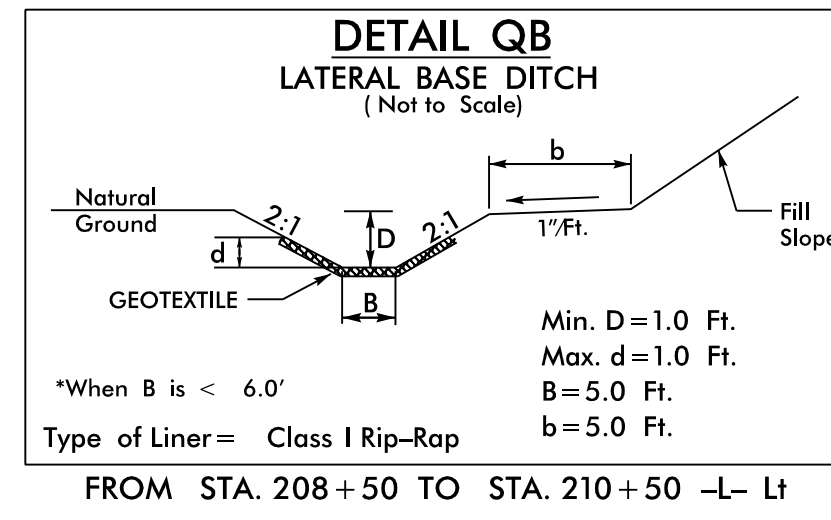
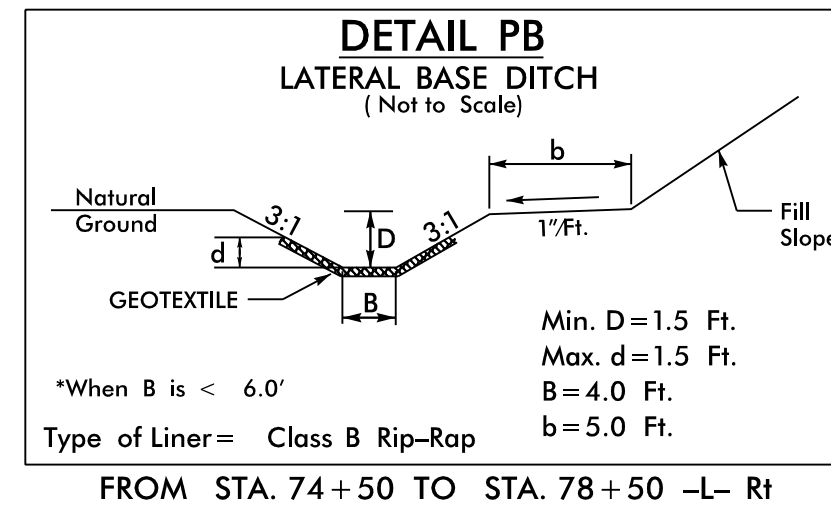
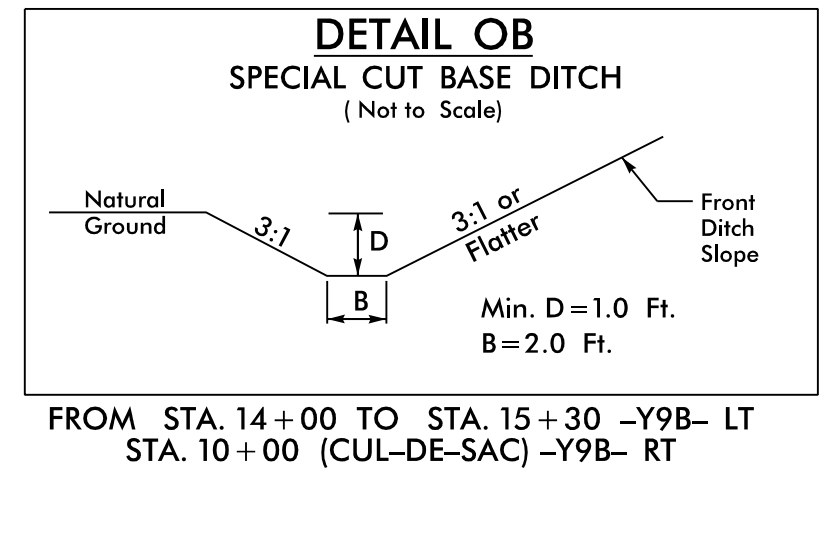
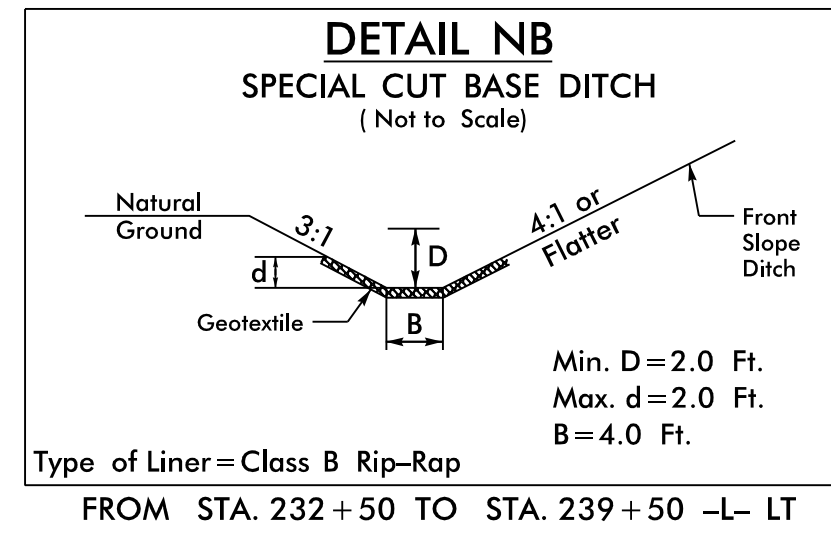
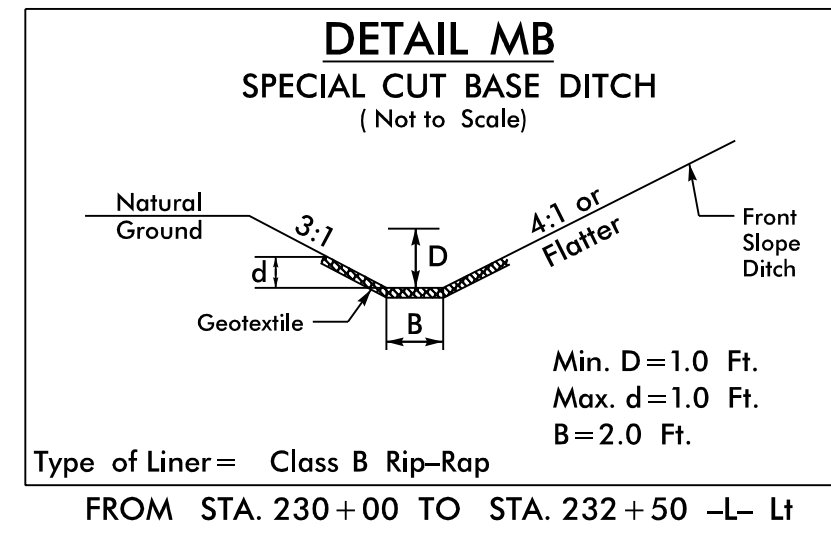
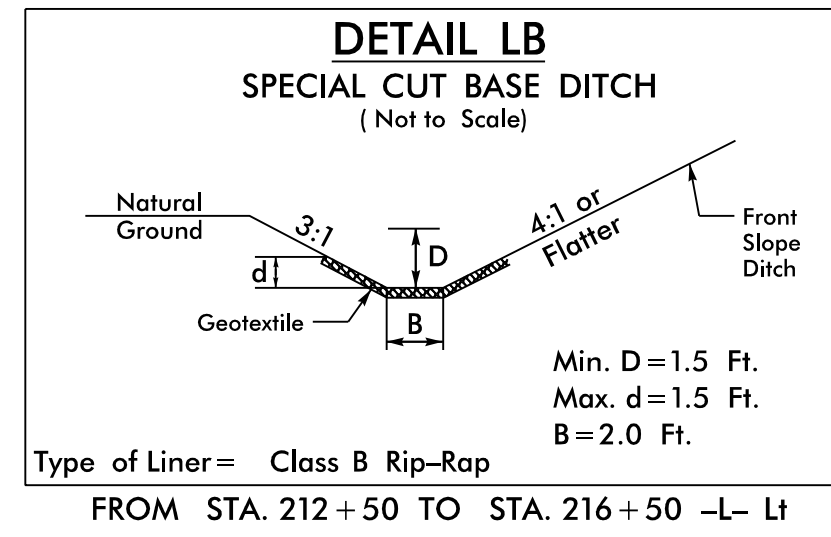


FROM STA. 14+15 TO STA. 21+50 -Y9A- Rt

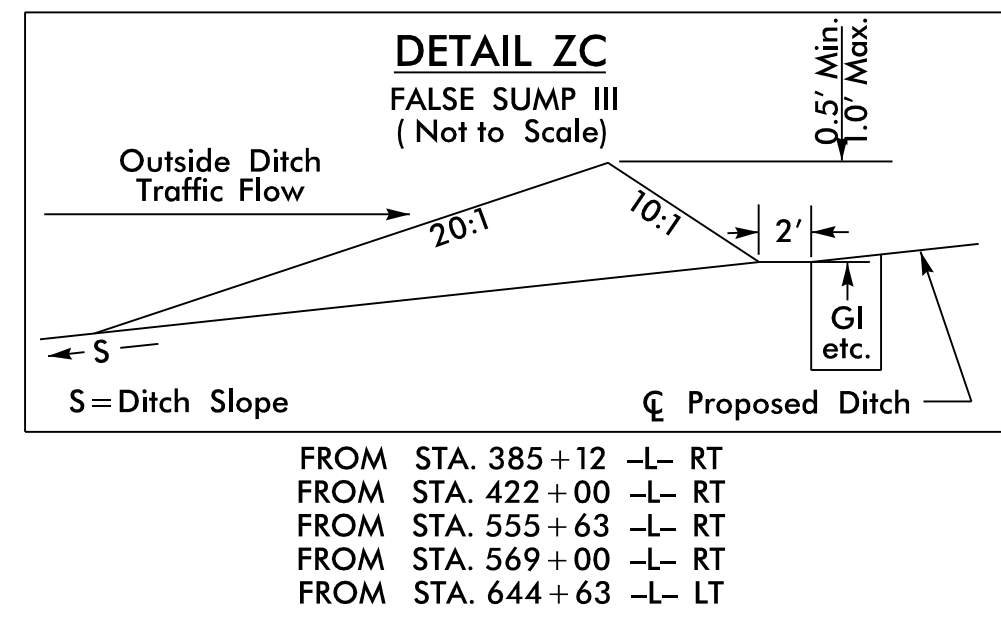
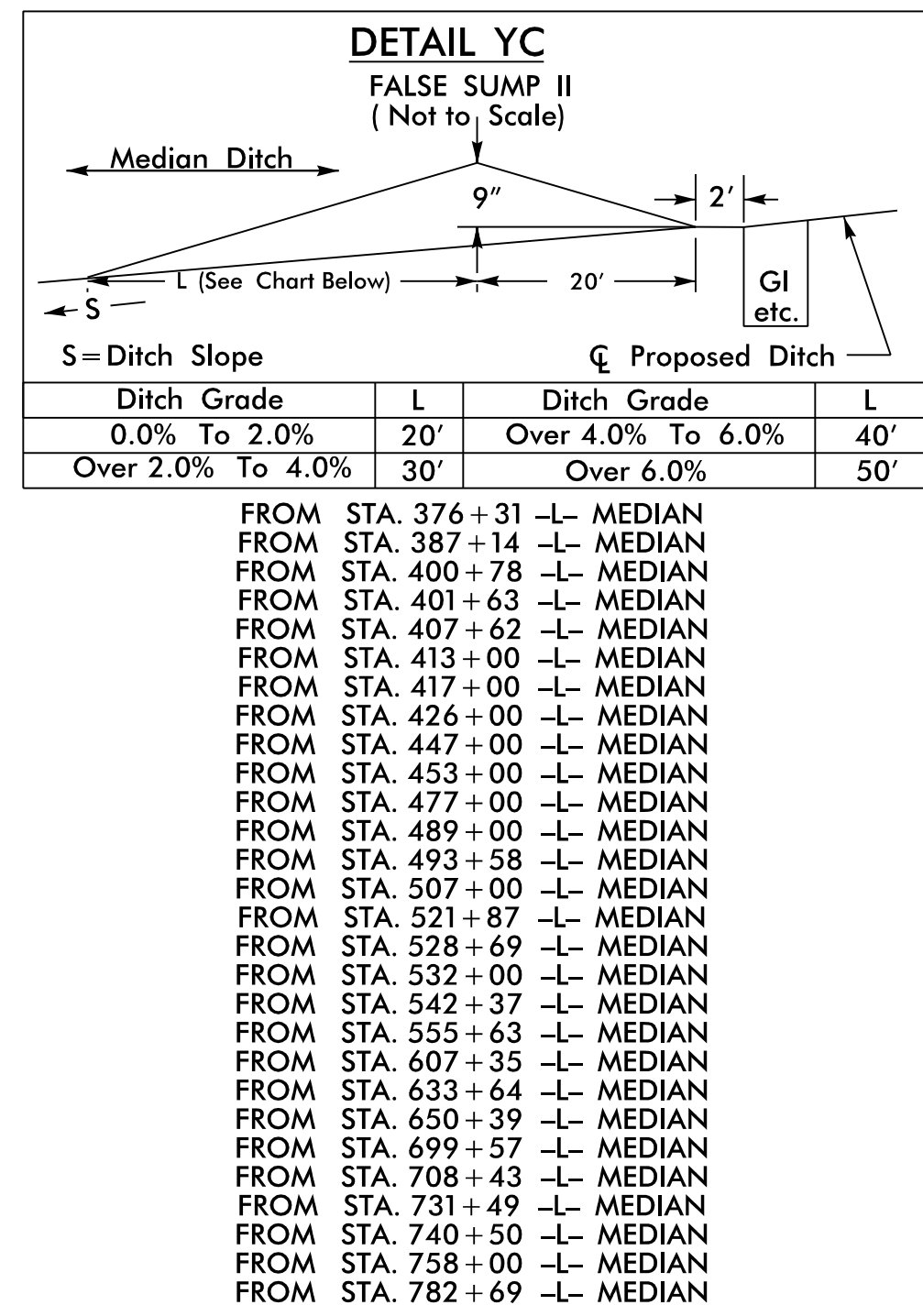
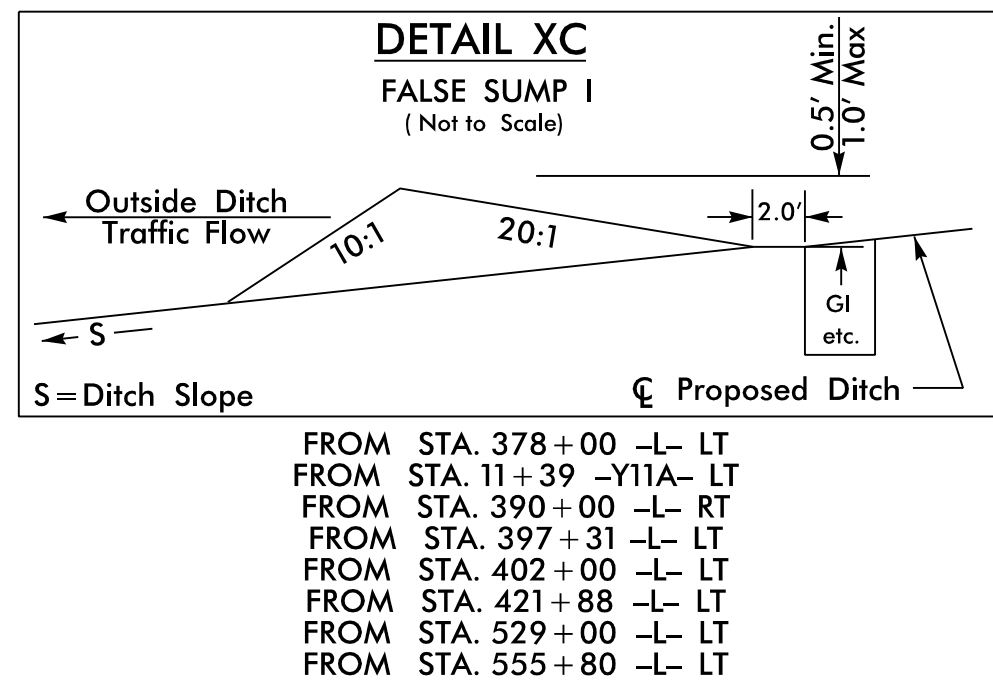
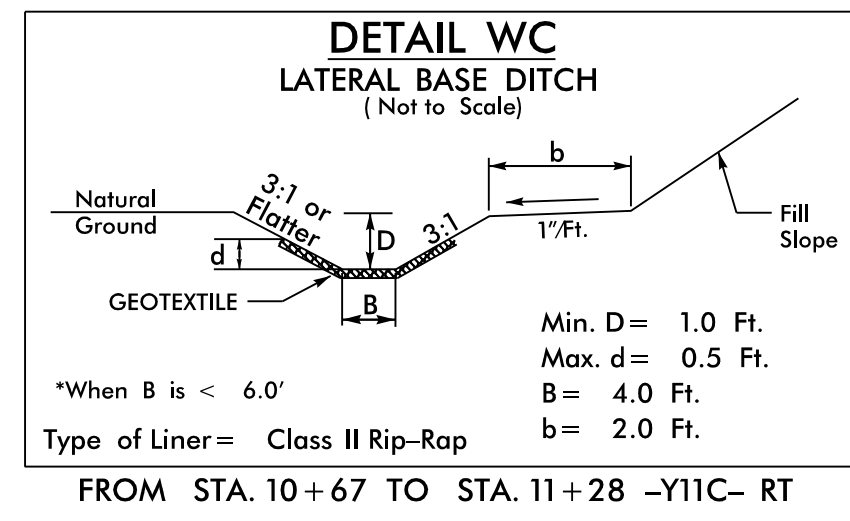
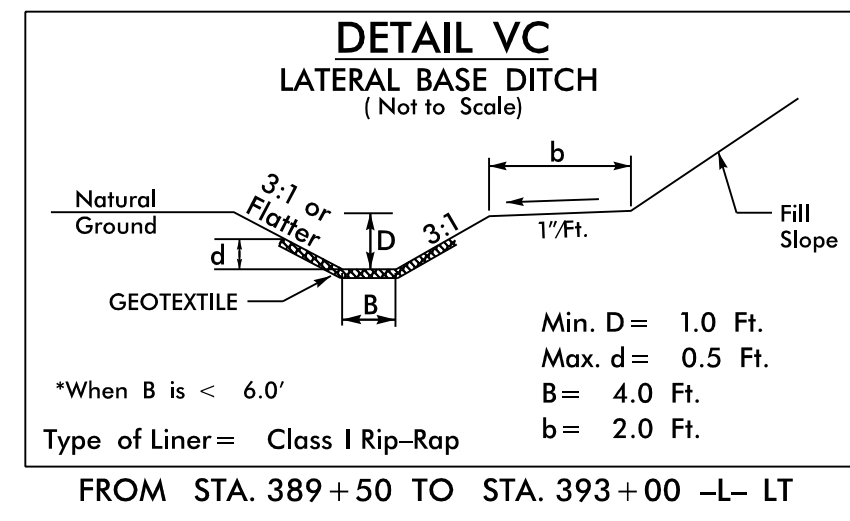
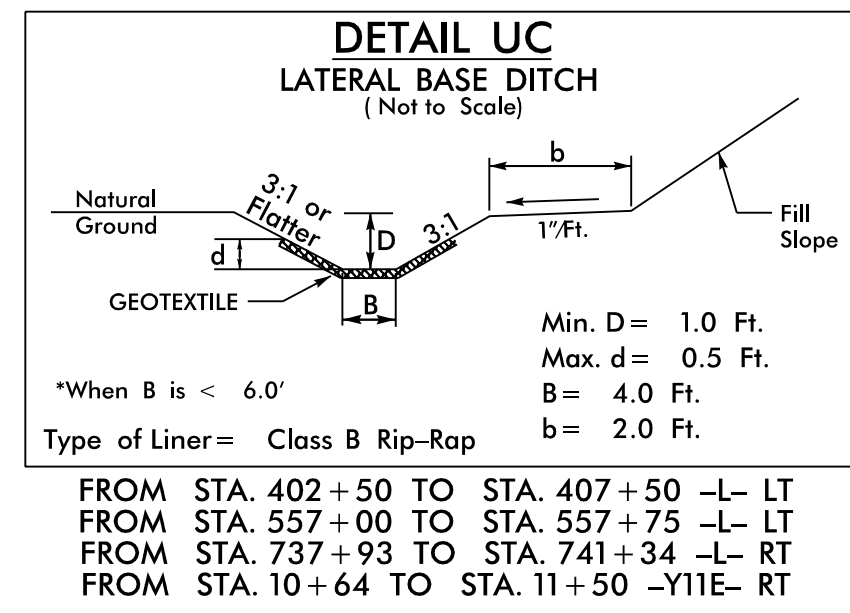
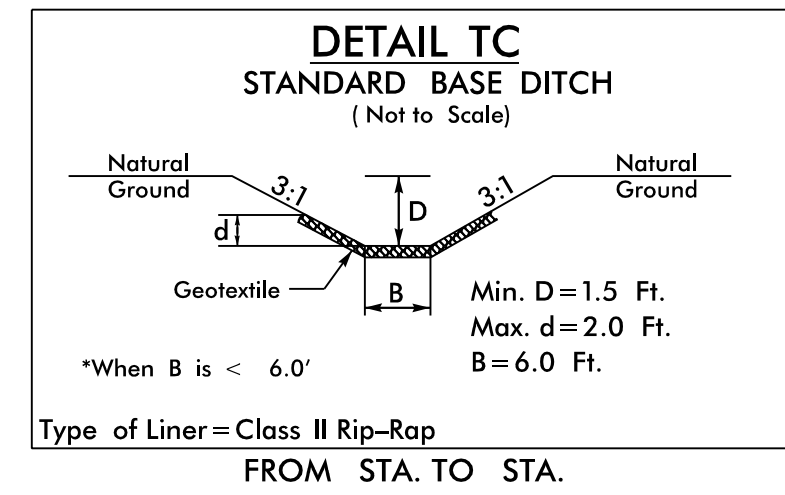
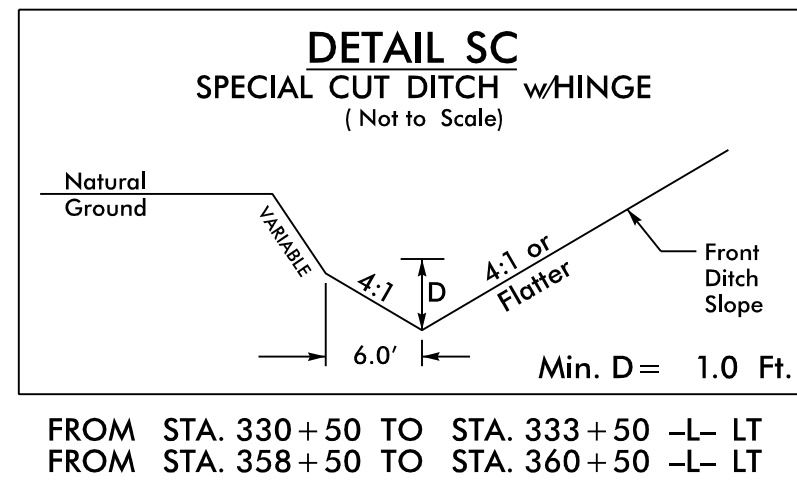
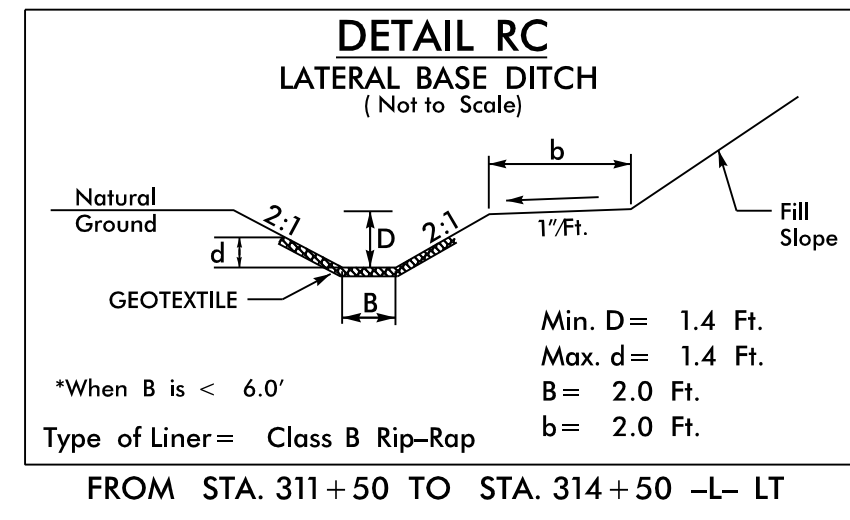
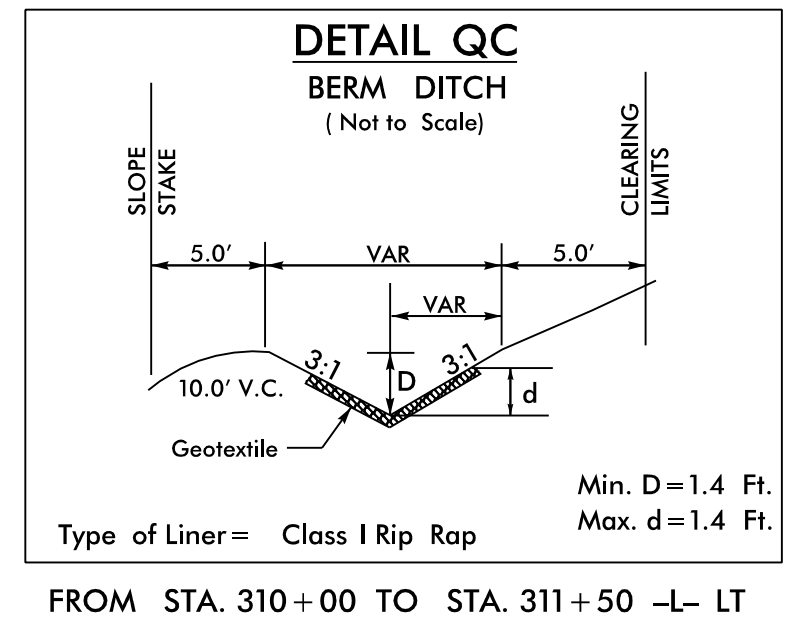
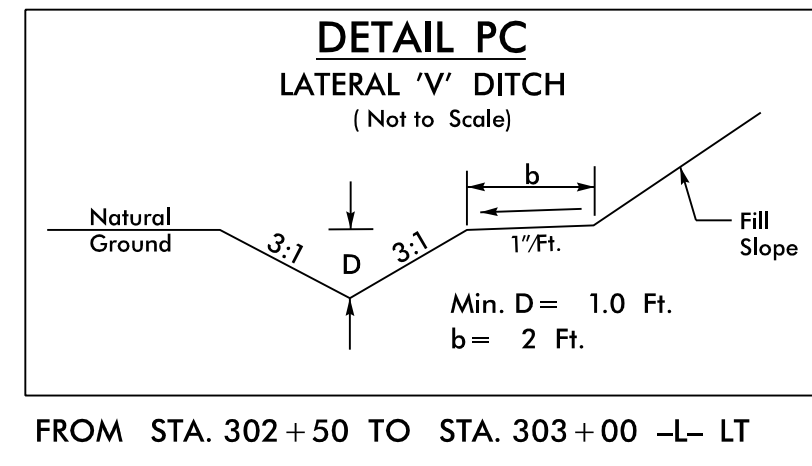
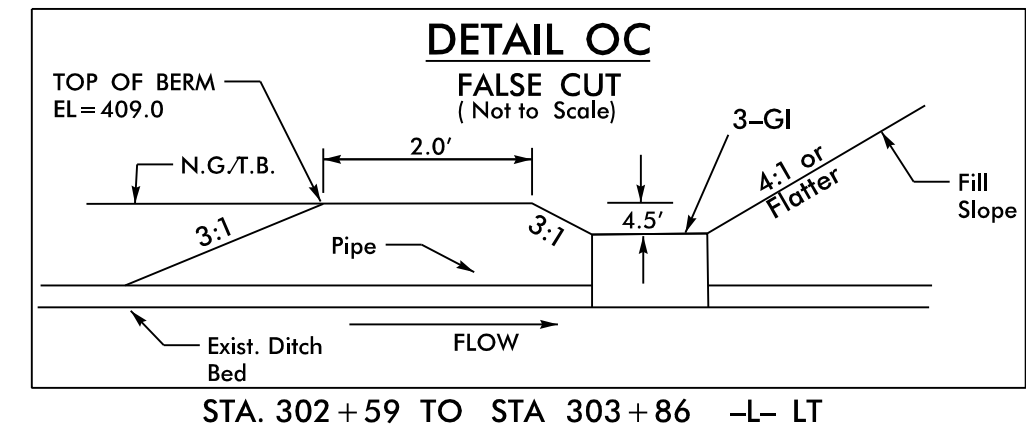
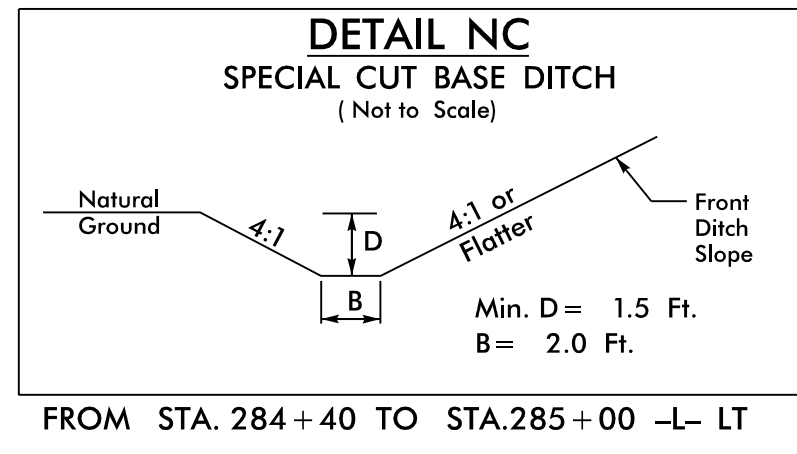
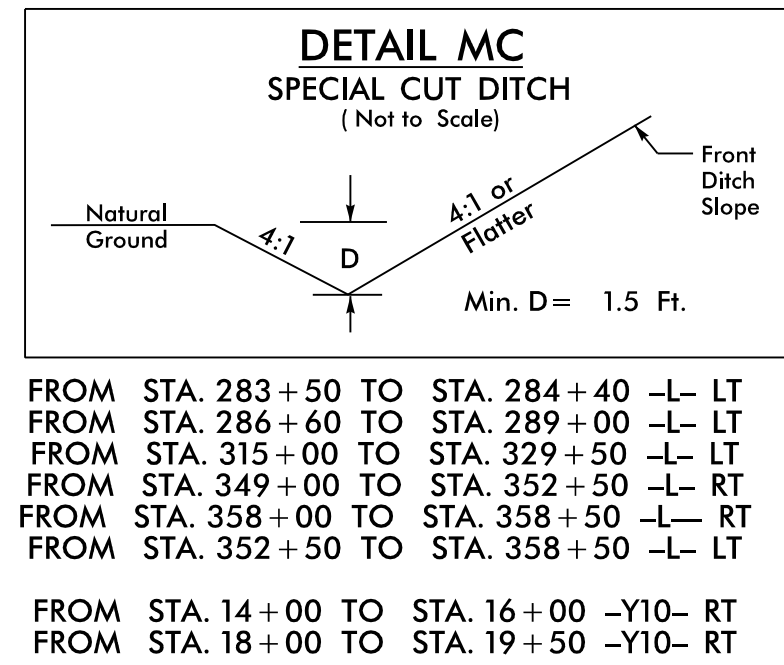
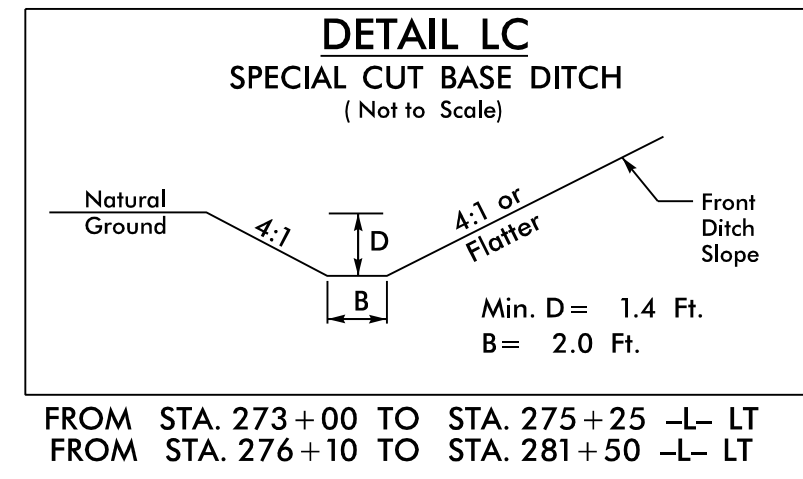
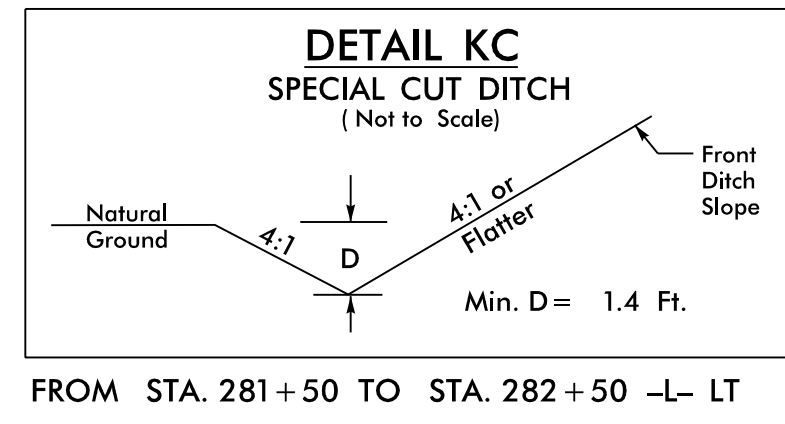
8/17/09

03/29/20  
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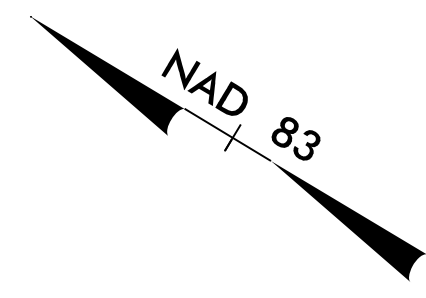
PROJECT REFERENCE NO. R-5709	SHEET NO. XX
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



8/17/09  
03/29/20  
C:\p\hydraulics\PERMITS\_Environmental\Drawings\4B\IR-5709\_HYD\_Ditch\_Detail.dgn

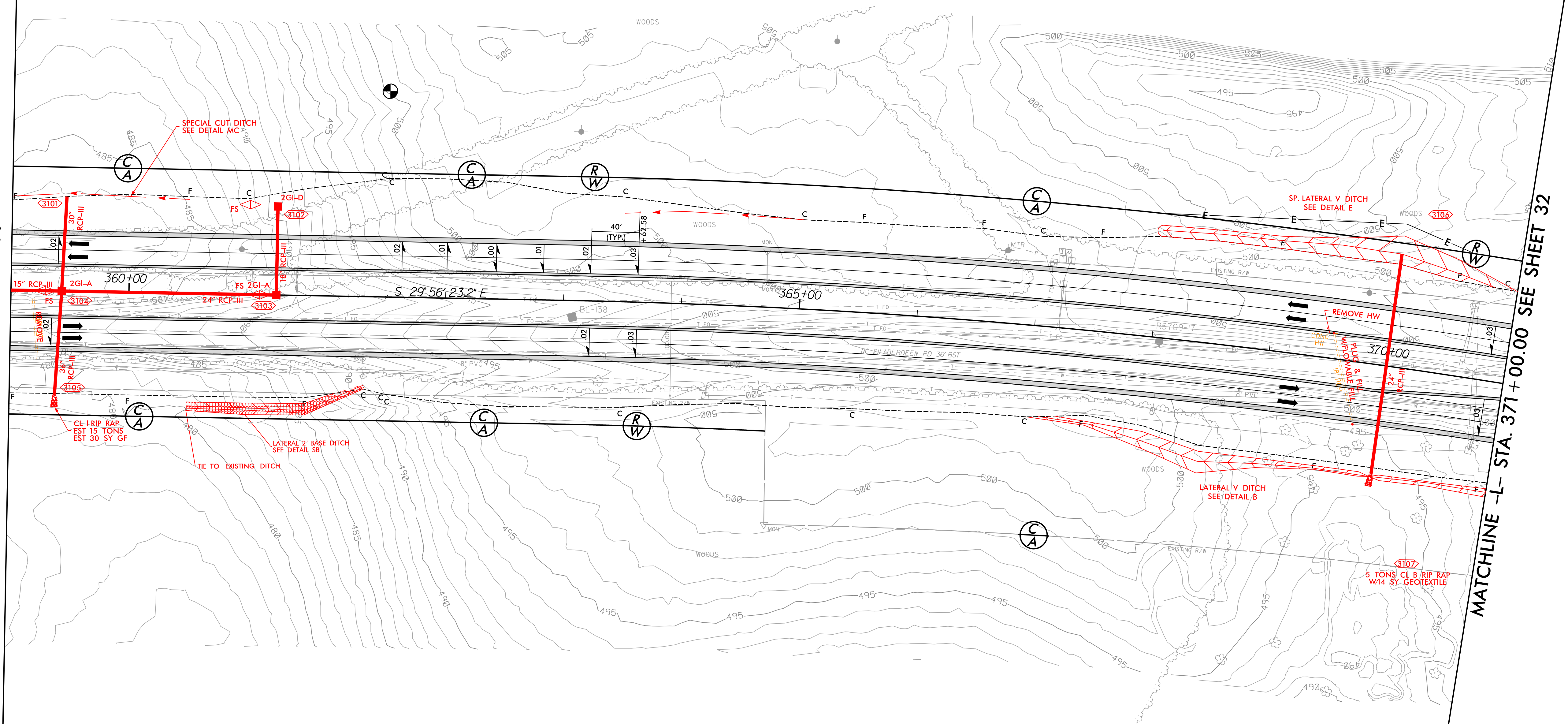


PROJECT REFERENCE NO. R-5709	SHEET NO. 31
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



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

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



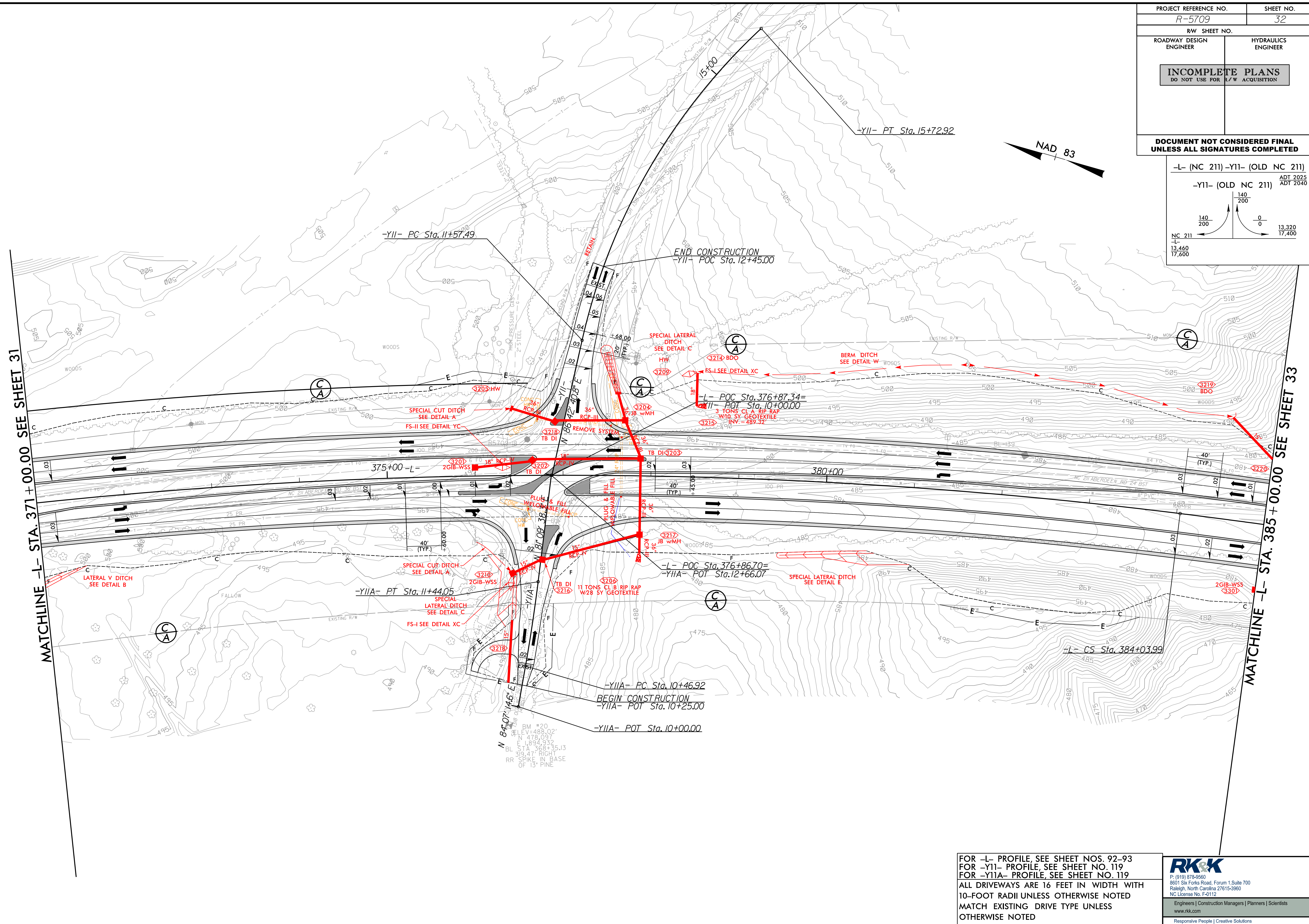
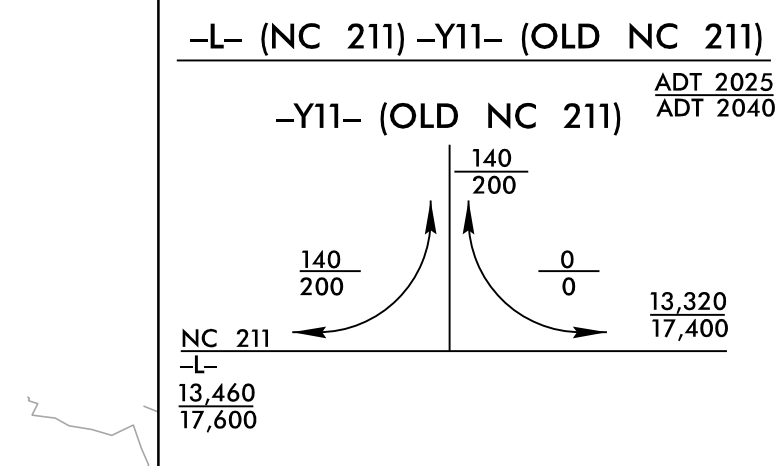
8/17/99  
03/29/20  
C:\p\hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\R5709\_Hyd\_4B\_psh31.dgn

FOR -L- PROFILE, SEE SHEET NO. 92  
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. 32
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

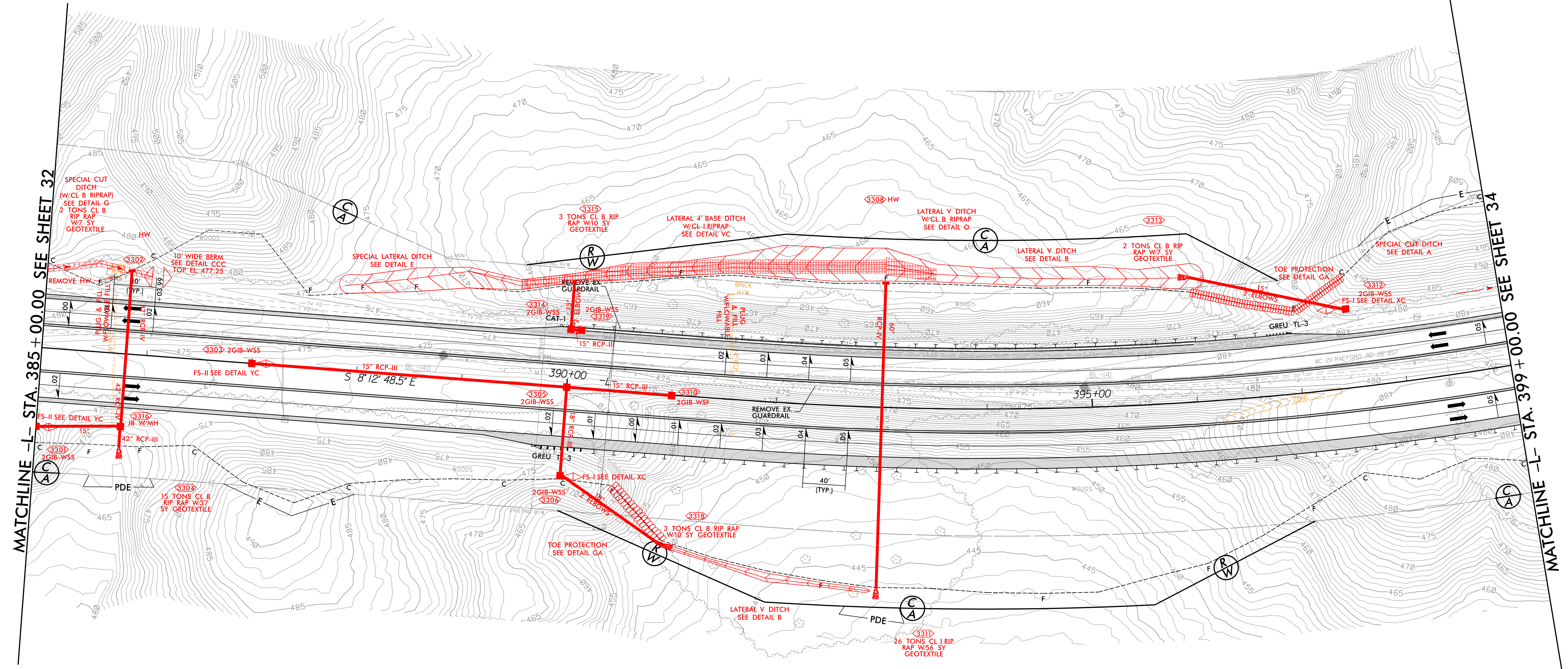
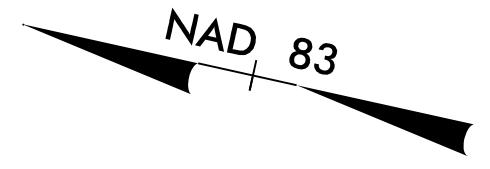


FOR -L- PROFILE, SEE SHEET NOS. 92-93  
FOR -Y11- PROFILE, SEE SHEET NO. 119  
FOR -Y11A- PROFILE, SEE SHEET NO. 119  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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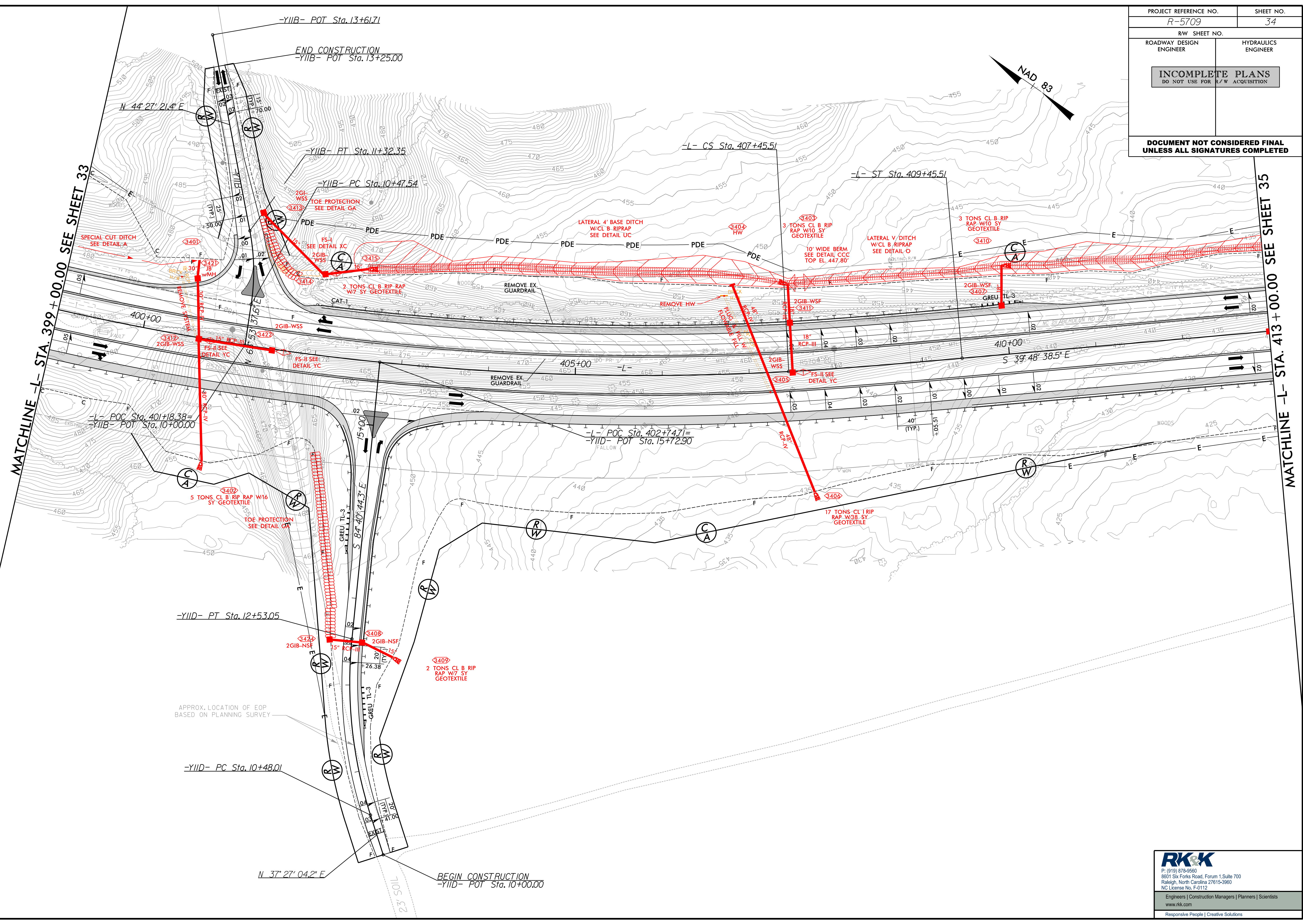
PROJECT REFERENCE NO. R-5709	SHEET NO. 33
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



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03/29/20  
C:\p\hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\5709\_Hyd\_4B\_psh33.dgn

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PROJECT REFERENCE NO. R-5709	SHEET NO. 34
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

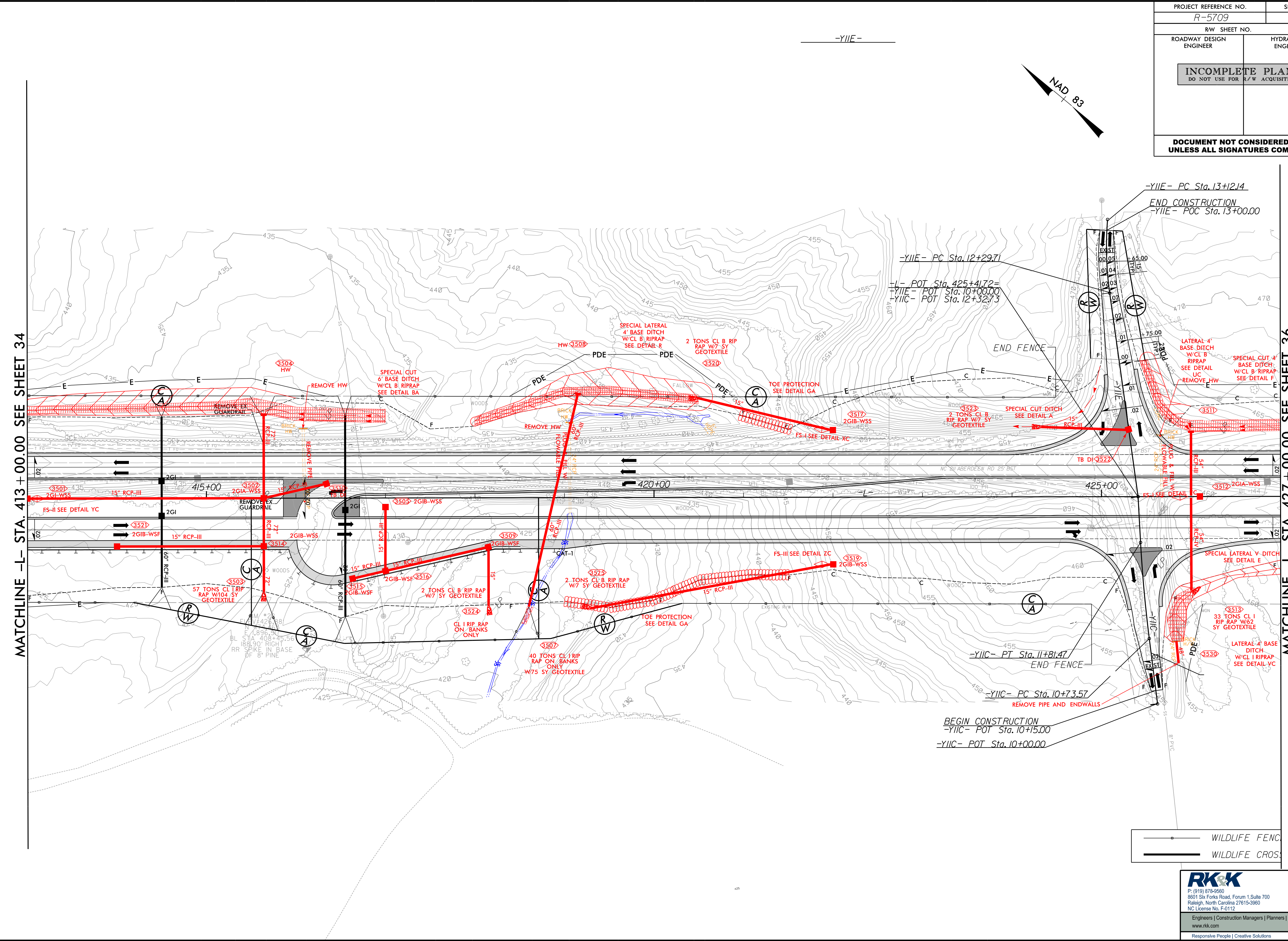


8/17/99  
 03/29/20  
 C:\p\hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\5709\_Hyd\_4B\_psh34.dgn

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PROJECT REFERENCE NO. R-5709	SHEET NO. 35
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

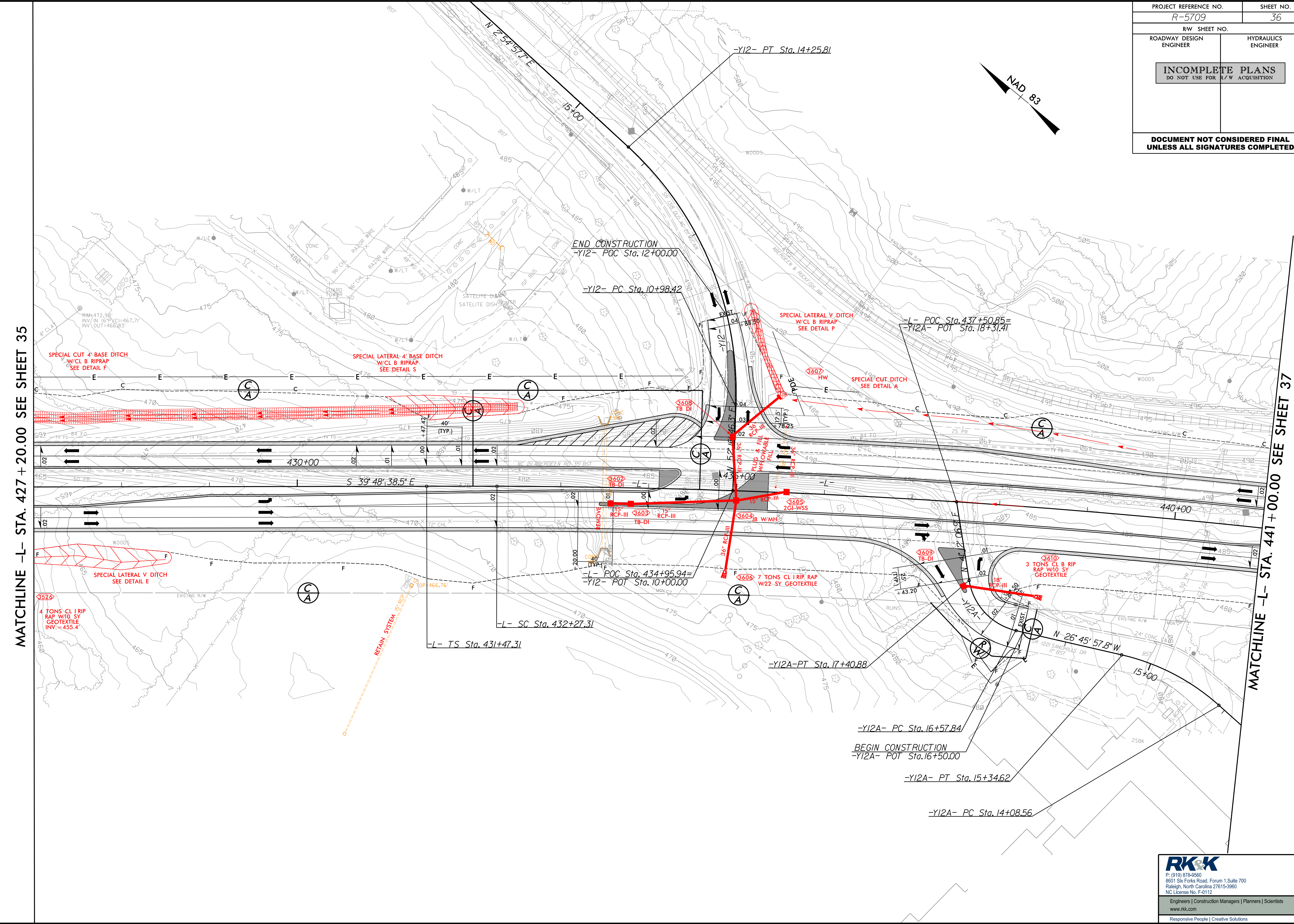
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8/17/20  
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PROJECT REFERENCE NO. R-5709	SHEET NO. 36
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

8/17/09  
 03/29/20  
 F:\Hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\5709\_Hyd\_4B\_psh\_36.dgn  
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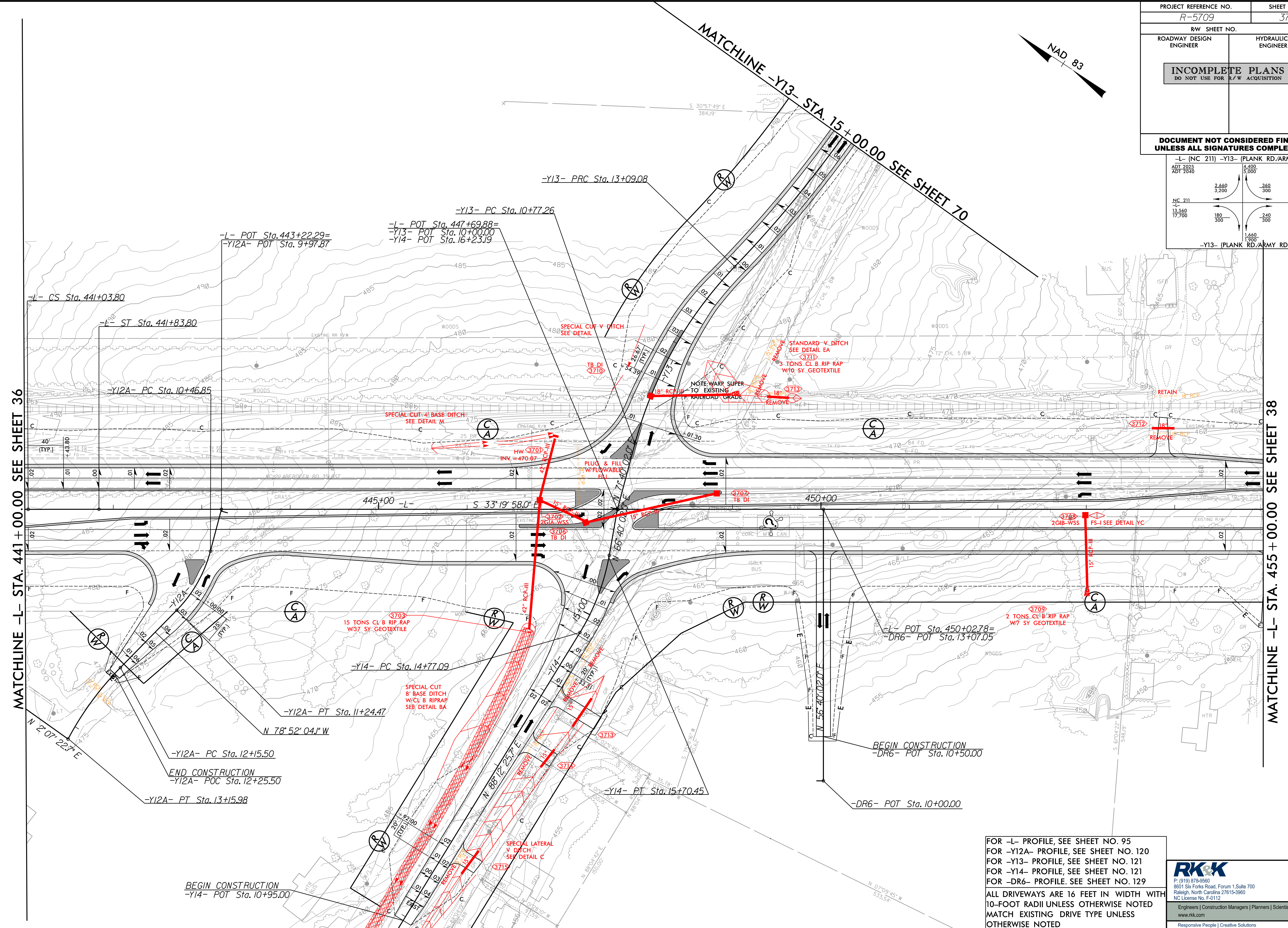


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PROJECT REFERENCE NO. R-5709	SHEET NO. 37
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-L- (NC 211) -Y13- (PLANK RD/ARMY RD.)	
ADT 2025 ADT 2044	4,400 5,000
2,660 3,200	360 300
13,560 17,700	180 300
-Y13- (PLANK RD/ARMY RD.)	
1,660 1,900	11,320 14,800



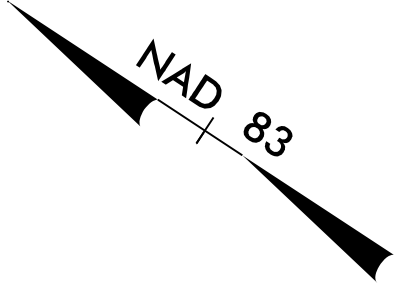
FOR -L- PROFILE, SEE SHEET NO. 95  
 FOR -Y12A- PROFILE, SEE SHEET NO. 120  
 FOR -Y13- PROFILE, SEE SHEET NO. 121  
 FOR -Y14- PROFILE, SEE SHEET NO. 121  
 FOR -DR6- PROFILE, SEE SHEET NO. 129

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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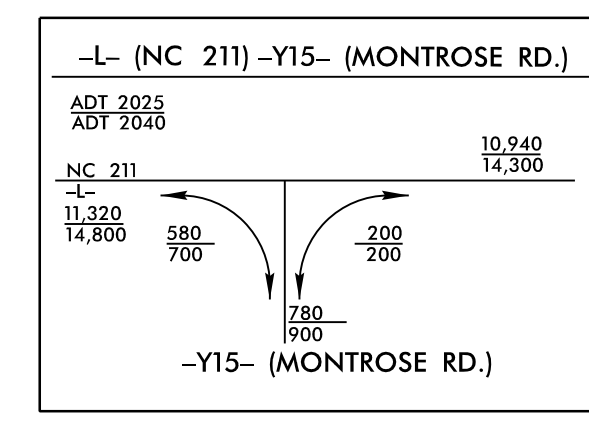
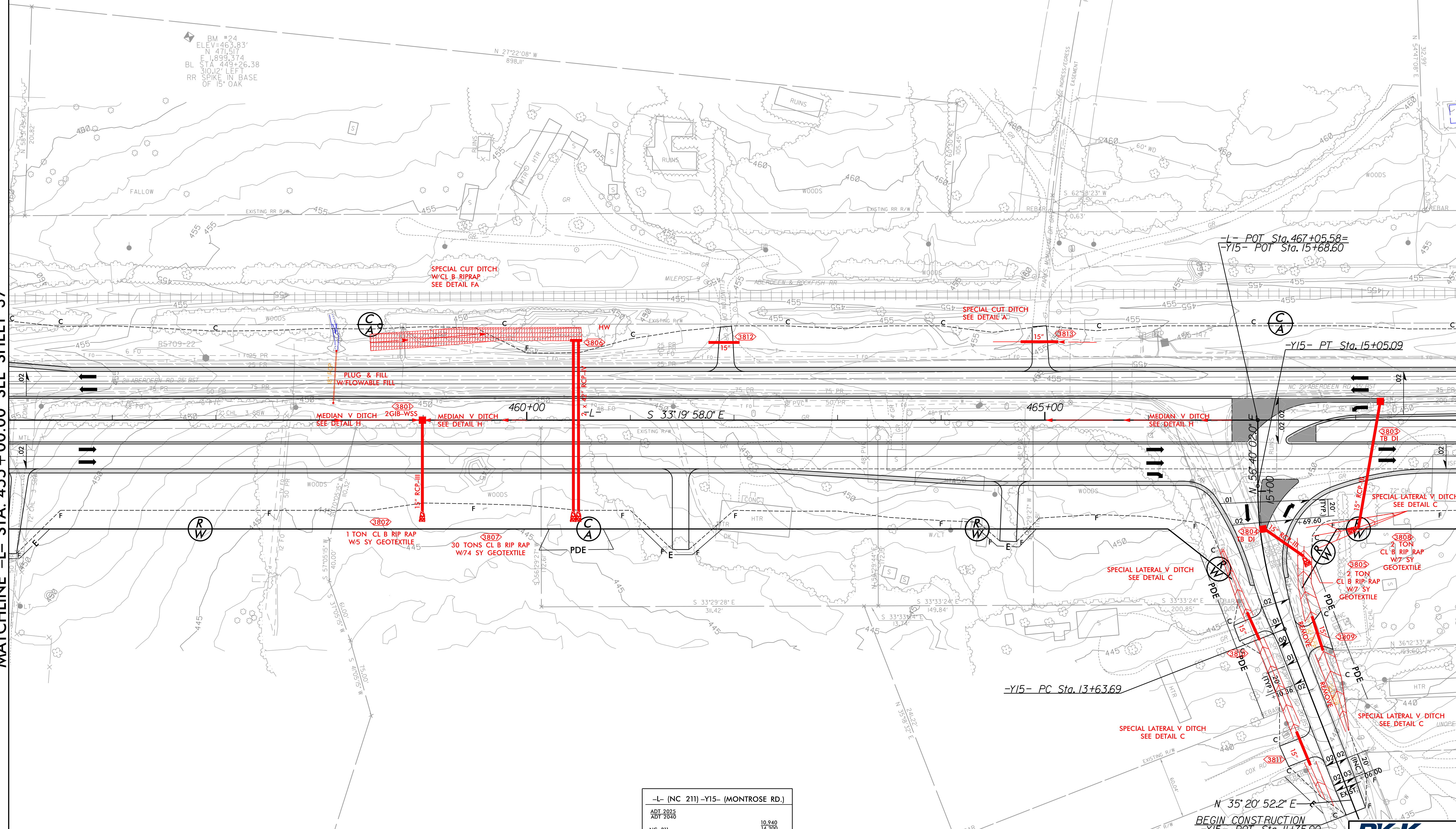
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PROJECT REFERENCE NO. <b>R-5709</b>	SHEET NO. <b>38</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 455+00.00 SEE SHEET 37

MATCHLINE -L- STA. 469+00.00 SEE SHEET 39

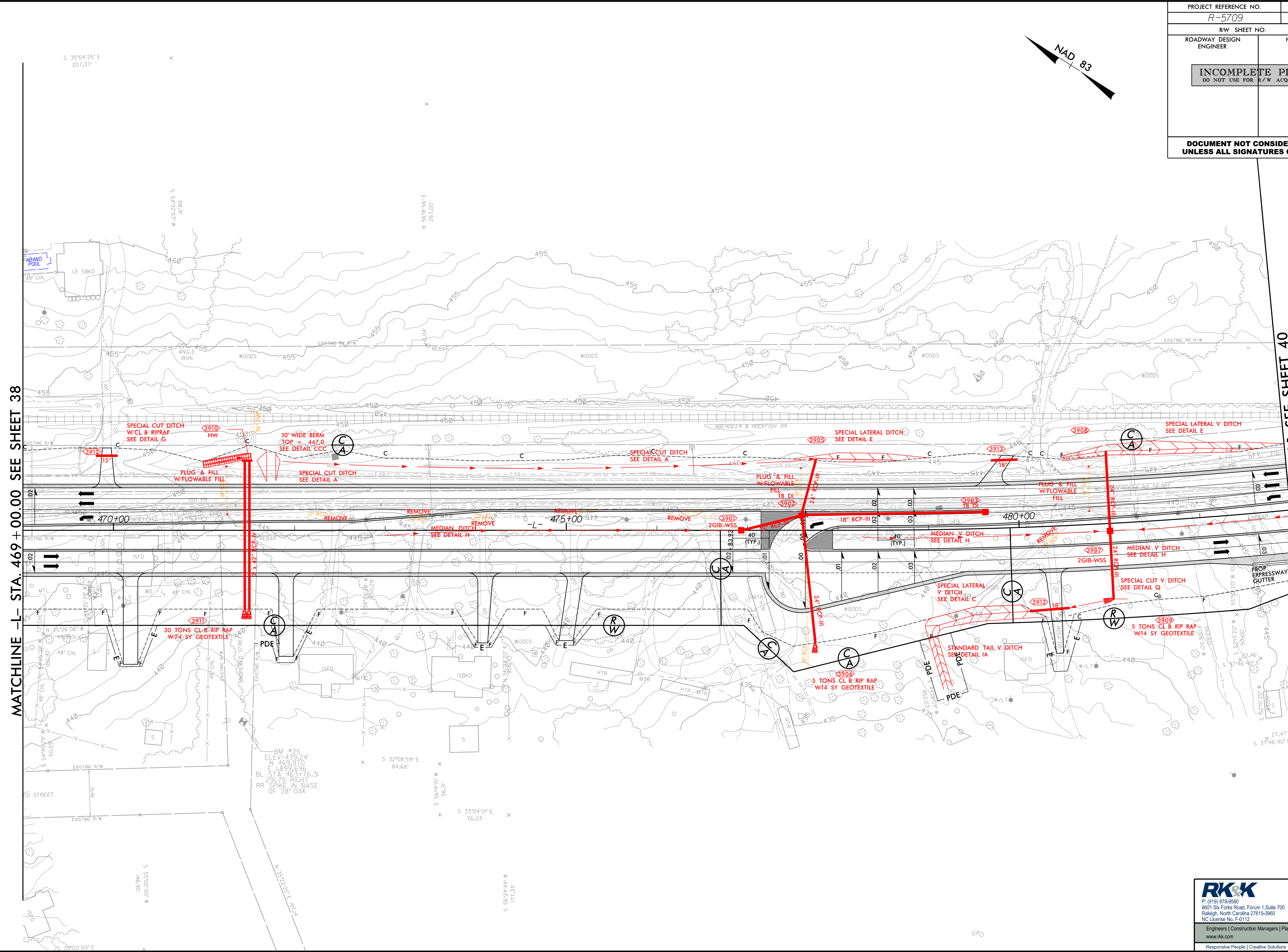
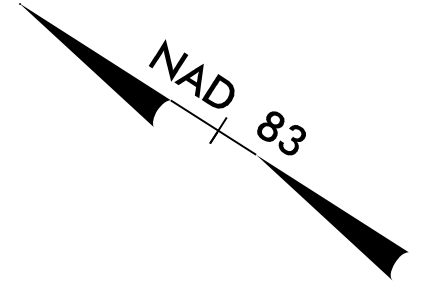


FOR -L- PROFILE, SEE SHEET NOS. 95-96  
 FOR -Y15- PROFILE, SEE SHEET NO. 121

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. <i>R-5709</i>	SHEET NO. 39
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 469 + 00.00 SEE SHEET 38

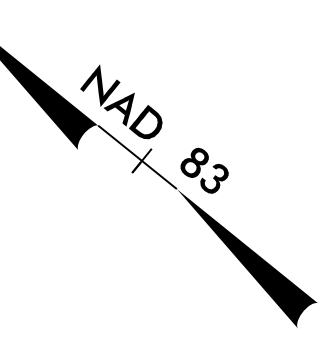
MATCHLINE -L- STA. 483 + 00.00 SEE SHEET 40

8/17/09  
09/29/20  
C:\p\hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\15709\_Hyd\_4B\_psh39.dgn

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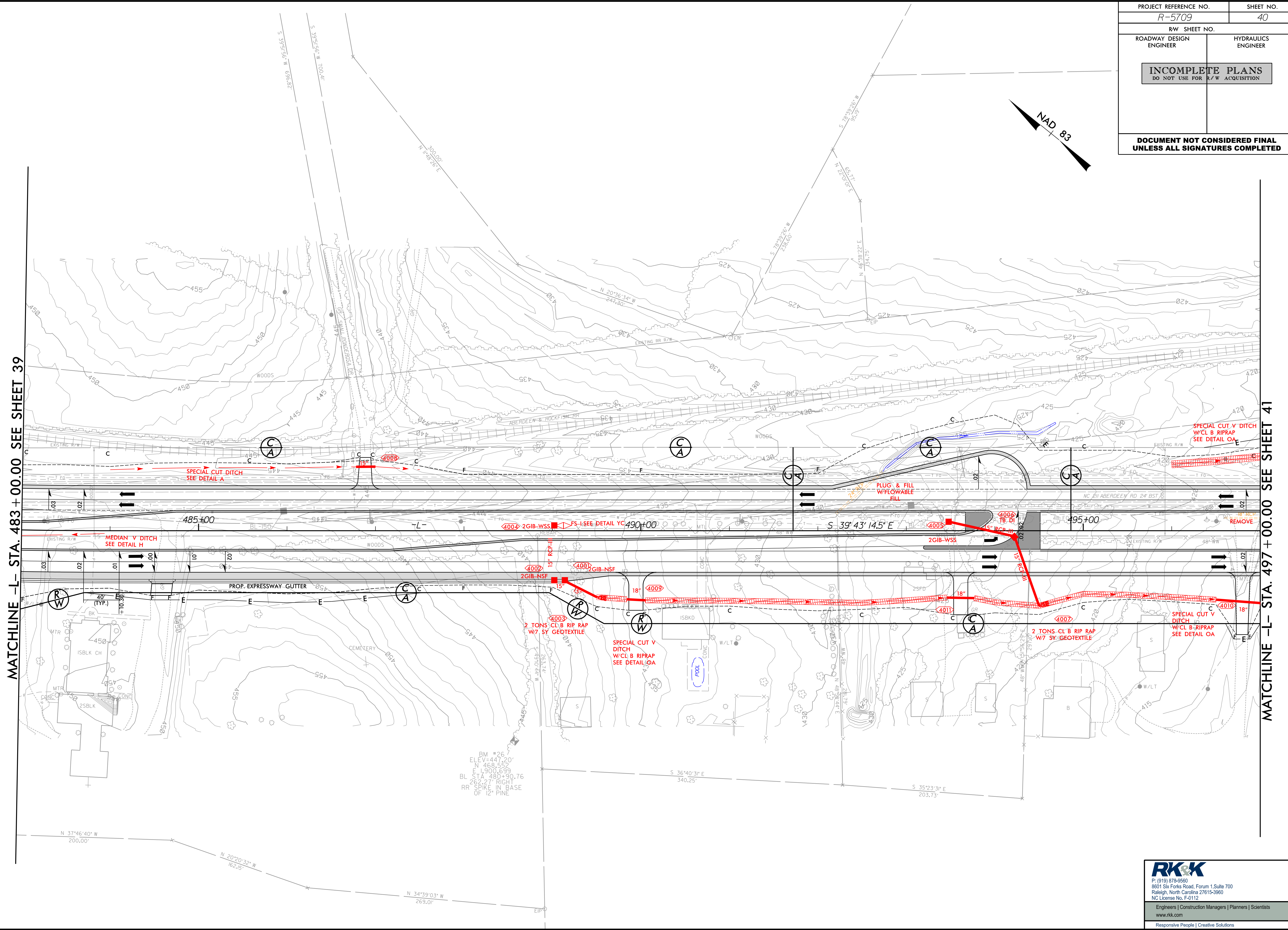
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PROJECT REFERENCE NO. R-5709	SHEET NO. 40
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 483 + 00.00 SEE SHEET 39

MATCHLINE -L- STA. 497 + 00.00 SEE SHEET 41



BM #26  
ELEV=447.20'  
N 468.552  
E 1,900.699  
BL STA 480+90.76  
262.27' RIGHT  
RR SPIKE IN BASE  
OF 12\"/>

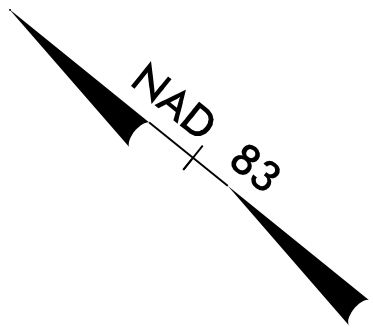
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03/29/20 03:17:09 03/17/09 2\F5709\_Hyd\_4B\_psh-40.dgn

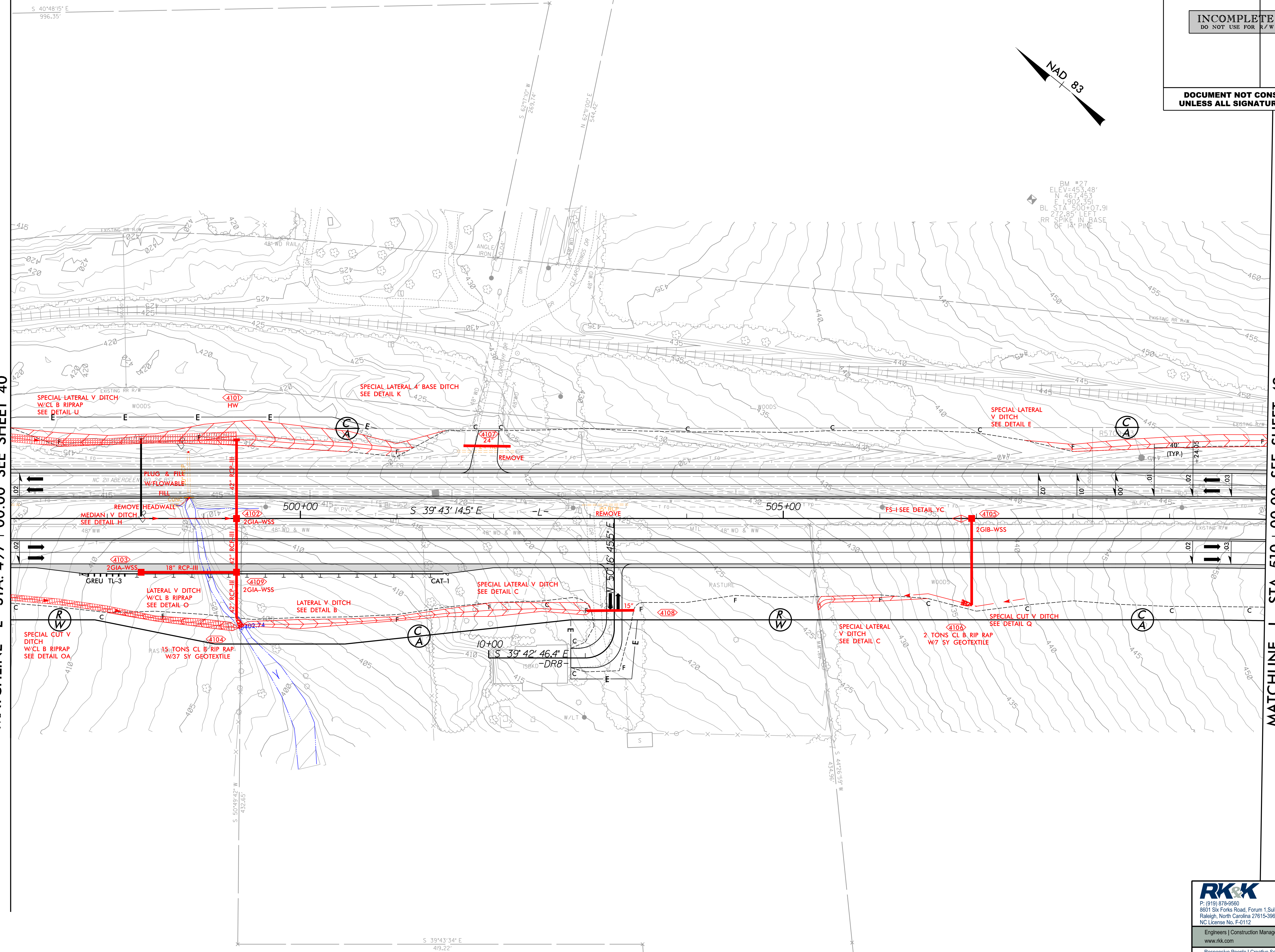


PROJECT REFERENCE NO. R-5709	SHEET NO. 41
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 497 + 00.00 SEE SHEET 40

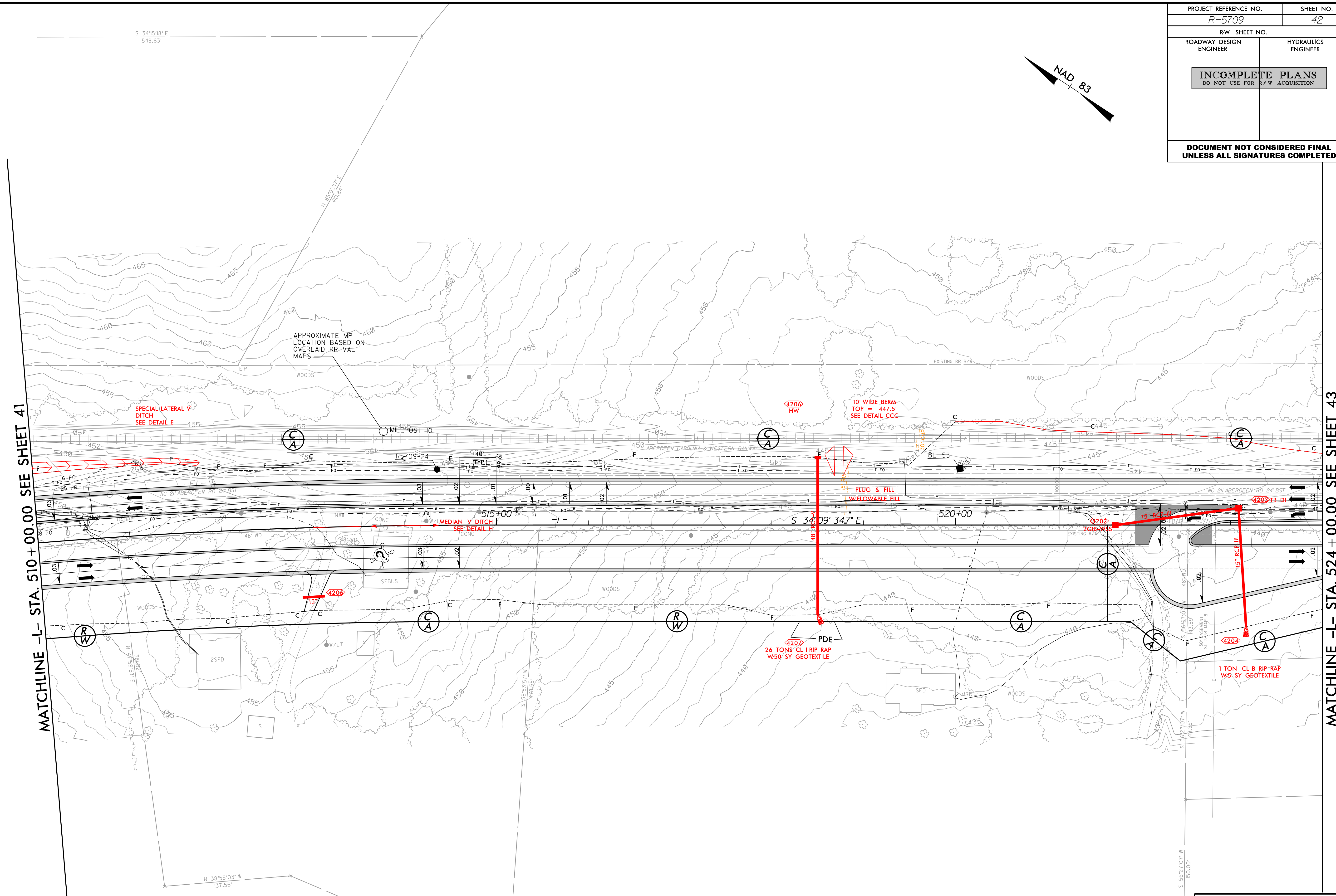
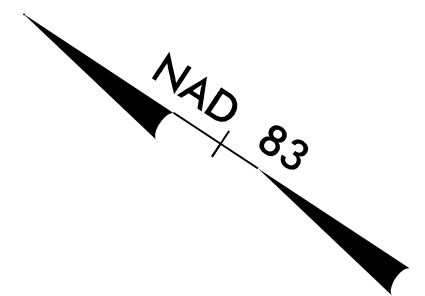
MATCHLINE -L- STA. 510 + 00.00 SEE SHEET 42



8/17/09  
03/29/20  
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PROJECT REFERENCE NO. R-5709	SHEET NO. 42
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 510 + 00.00 SEE SHEET 41

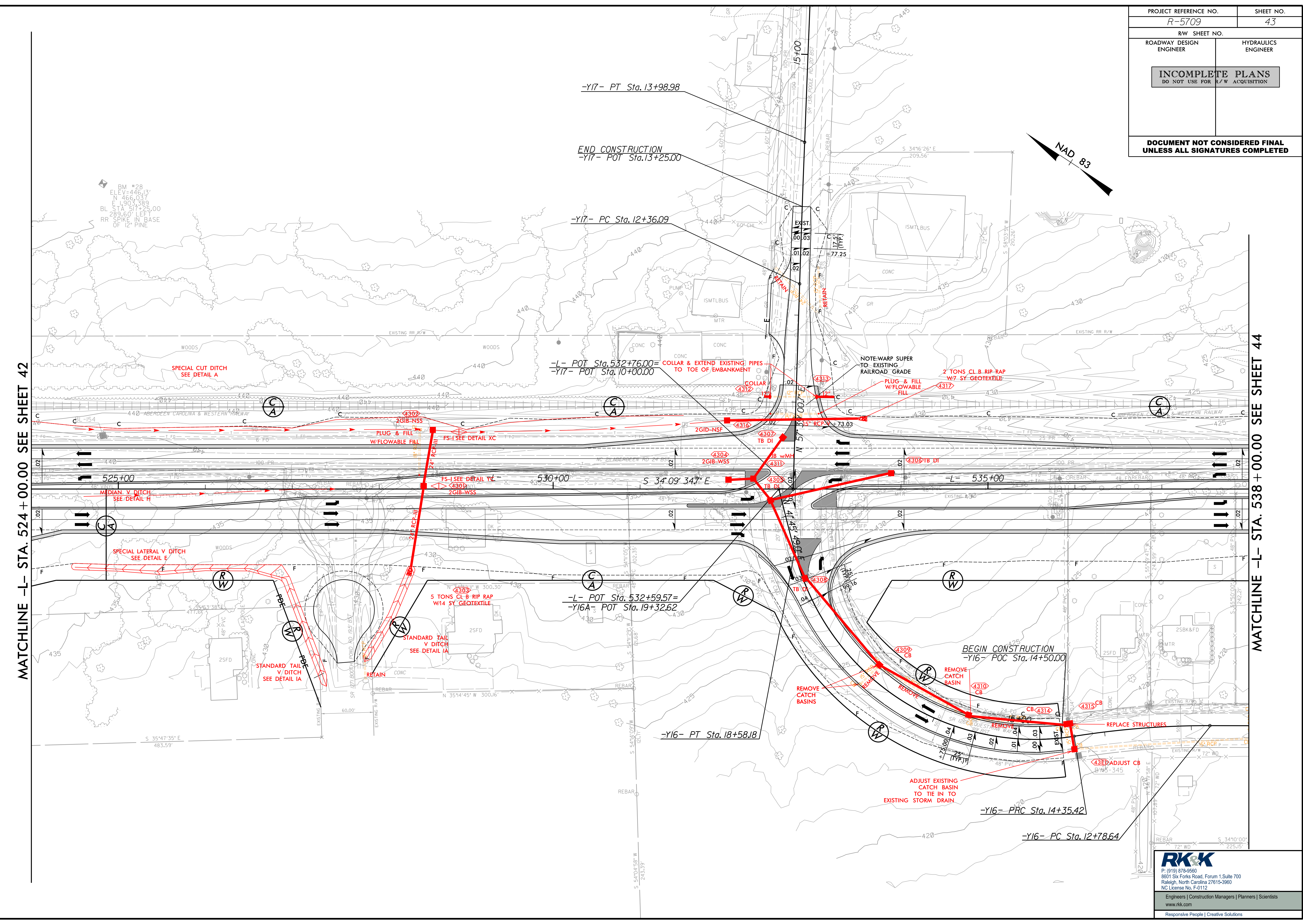
MATCHLINE -L- STA. 524 + 00.00 SEE SHEET 43

8/17/99  
03/29/20  
C:\p\hyd\hyd\PERMITS\_Environmental\Drawings\4B\Section 2\R5709\_Hyd\_4B\_psh42.dgn

FOR -L- PROFILE, SEE SHEET NOS. 97-98  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

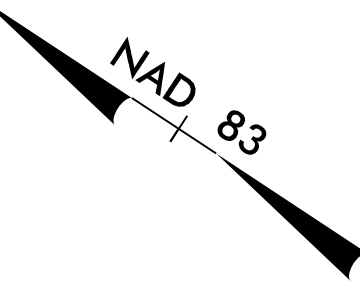
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PROJECT REFERENCE NO. R-5709	SHEET NO. 43
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 524 + 00.00 SEE SHEET 42

MATCHLINE -L- STA. 538 + 00.00 SEE SHEET 44



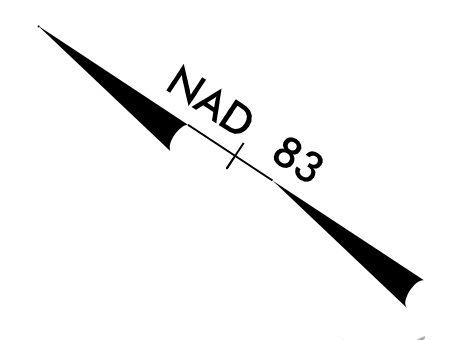
BM #28  
ELEV=446.13'  
N 466.037'  
E 1303.389'  
BL STA 517+25.00  
289.60' LEFT  
RR SPIKE IN BASE  
OF 12" PINE

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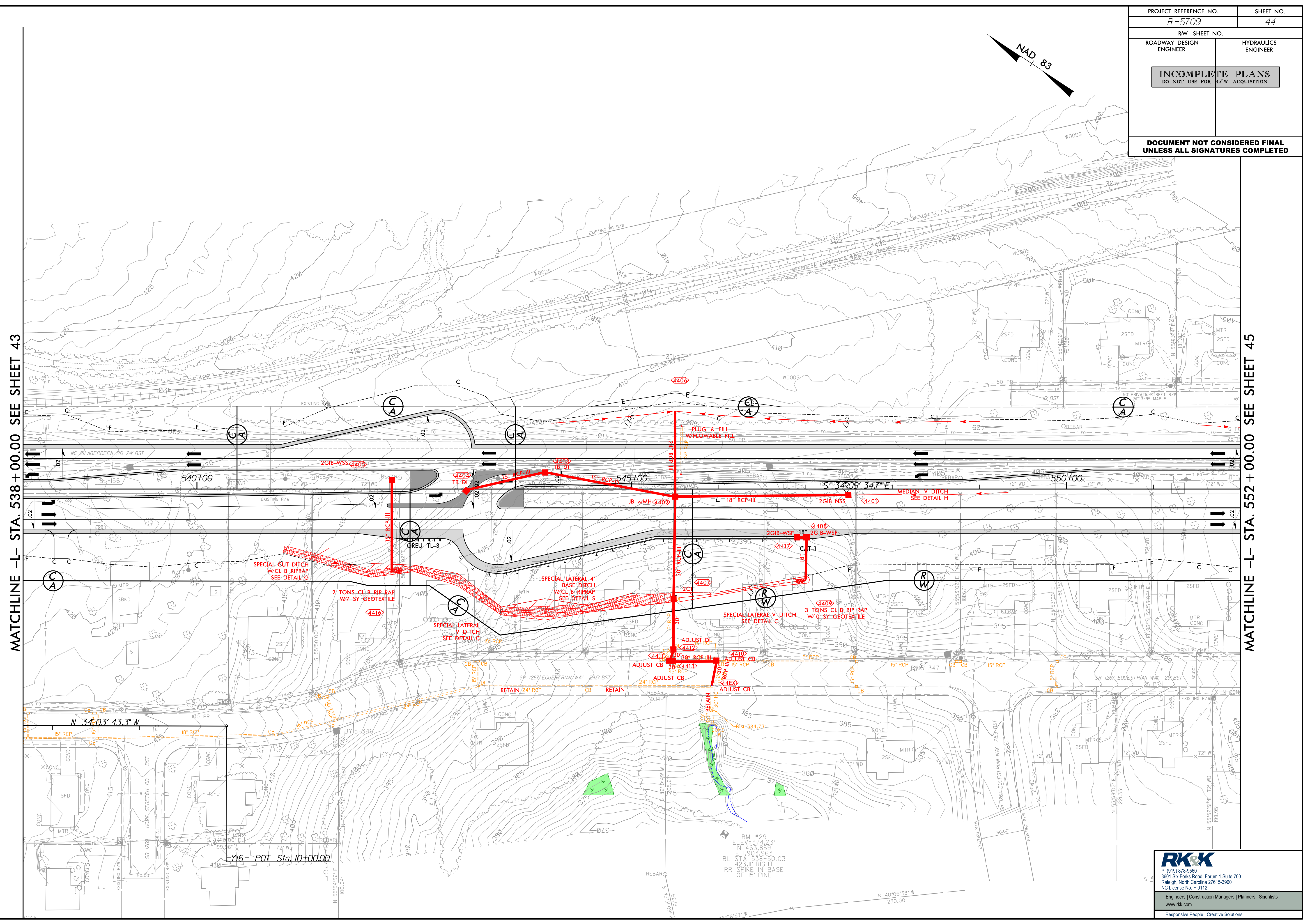
8/17/19 03/19/20 C:\p\hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\R5709\_Hyd\_4B\_psh-43.dgn

PROJECT REFERENCE NO. R-5709	SHEET NO. 44
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 538 + 00.00 SEE SHEET 43

MATCHLINE -L- STA. 552 + 00.00 SEE SHEET 45



8/17/09  
03/29/20  
RKK Hydraulics PERMITS\_Environmental\Drawings\4B\Section 2\R5709\_Hyd\_4B\_psh44.dgn

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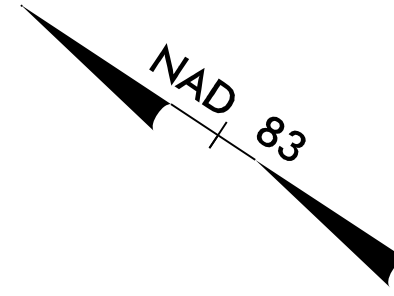
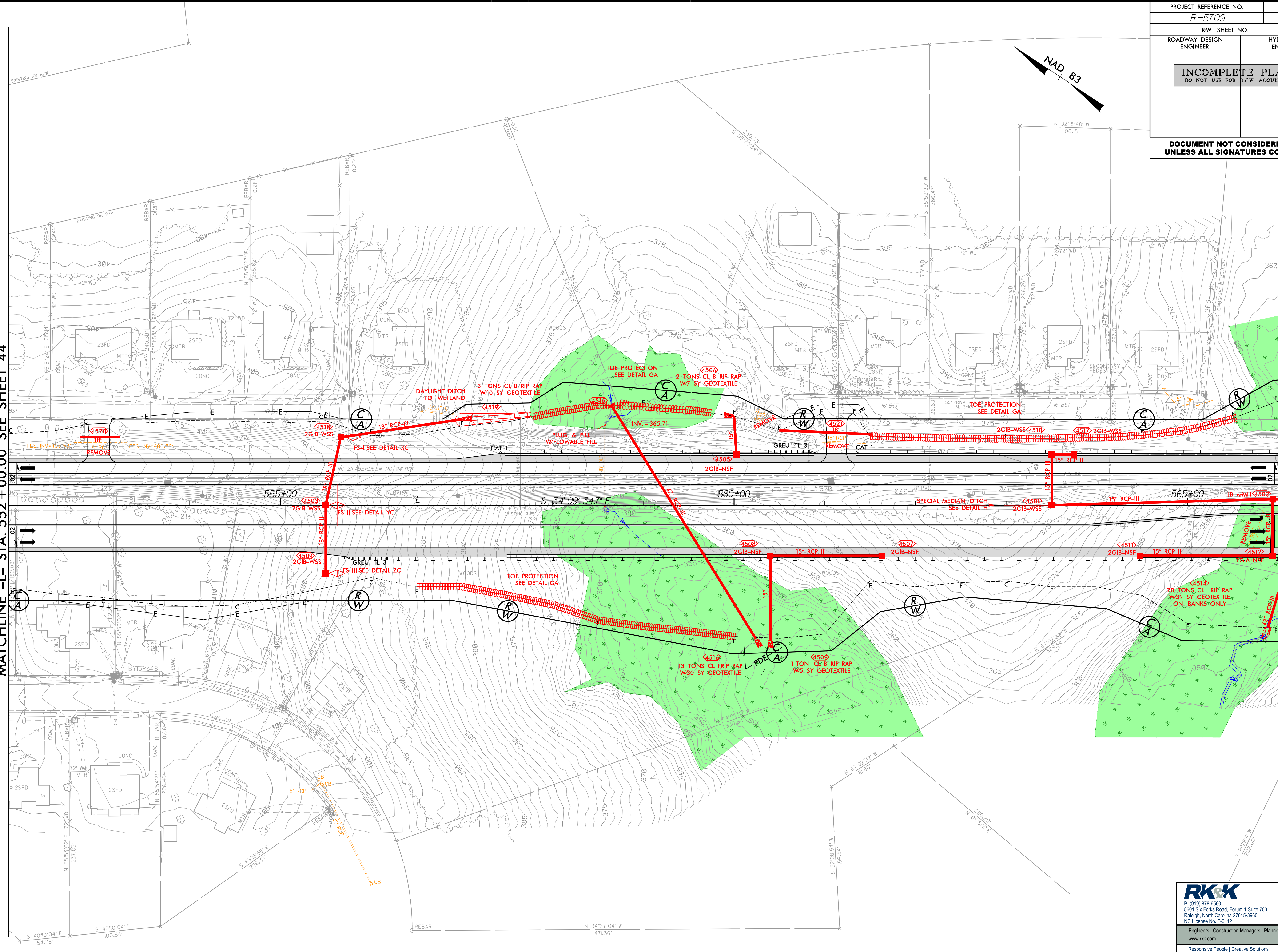
8/17/99

03/29/20  
C:\p\Hydraulics\PERMITS\_Environmental\Drawings\4B\Section 2\R5709\_Hyd\_4B\_psh-45.dgn

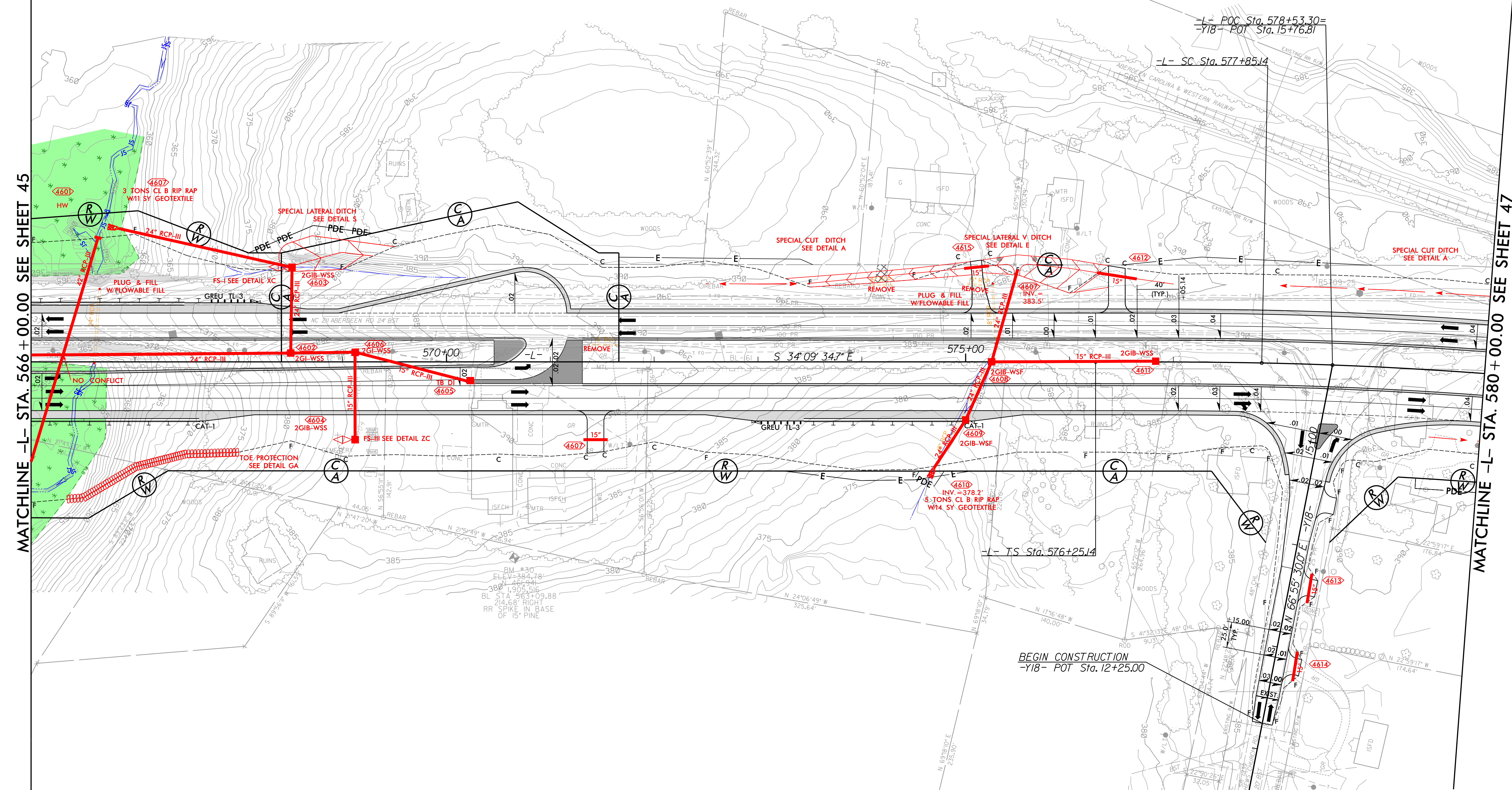
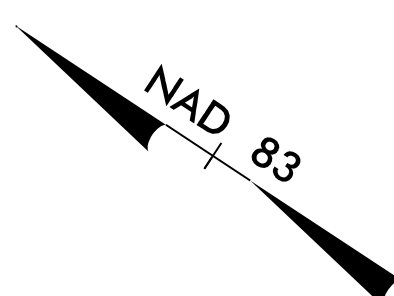
PROJECT REFERENCE NO. <b>R-5709</b>	SHEET NO. <b>45</b>
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 552 + 00.00 SEE SHEET 44

MATCHLINE -L- STA. 566 + 00.00 SEE SHEET 46



PROJECT REFERENCE NO. <i>R-5709</i>	SHEET NO. 46
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 566 + 00.00 SEE SHEET 45

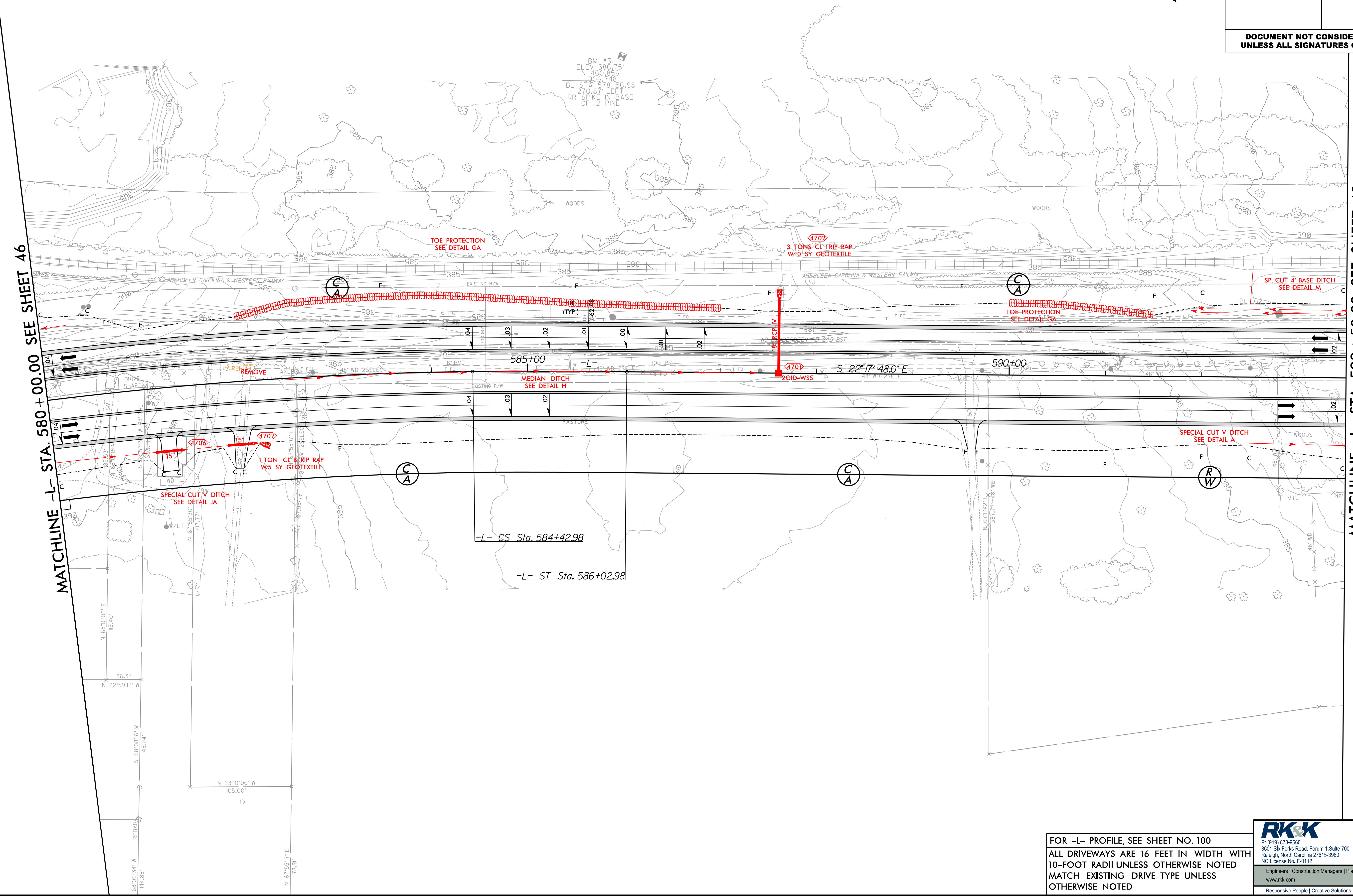
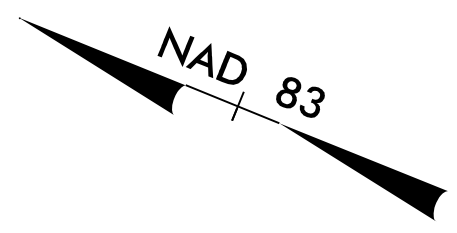
MATCHLINE -L- STA. 580 + 00.00 SEE SHEET 47

BEGIN CONSTRUCTION  
-Y18- POT Sta. 12+25.00

FOR -L- PROFILE, SEE SHEET NOS. 99-100  
 FOR -Y18- PROFILE, SEE SHEET NO. 122  
 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. 47
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 580 + 00.00 SEE SHEET 46

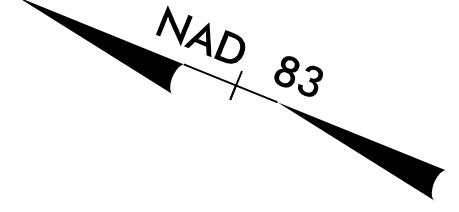
MATCHLINE -L- STA. 593 + 50.00 SEE SHEET 48

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FOR -L- PROFILE, SEE SHEET NO. 100  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

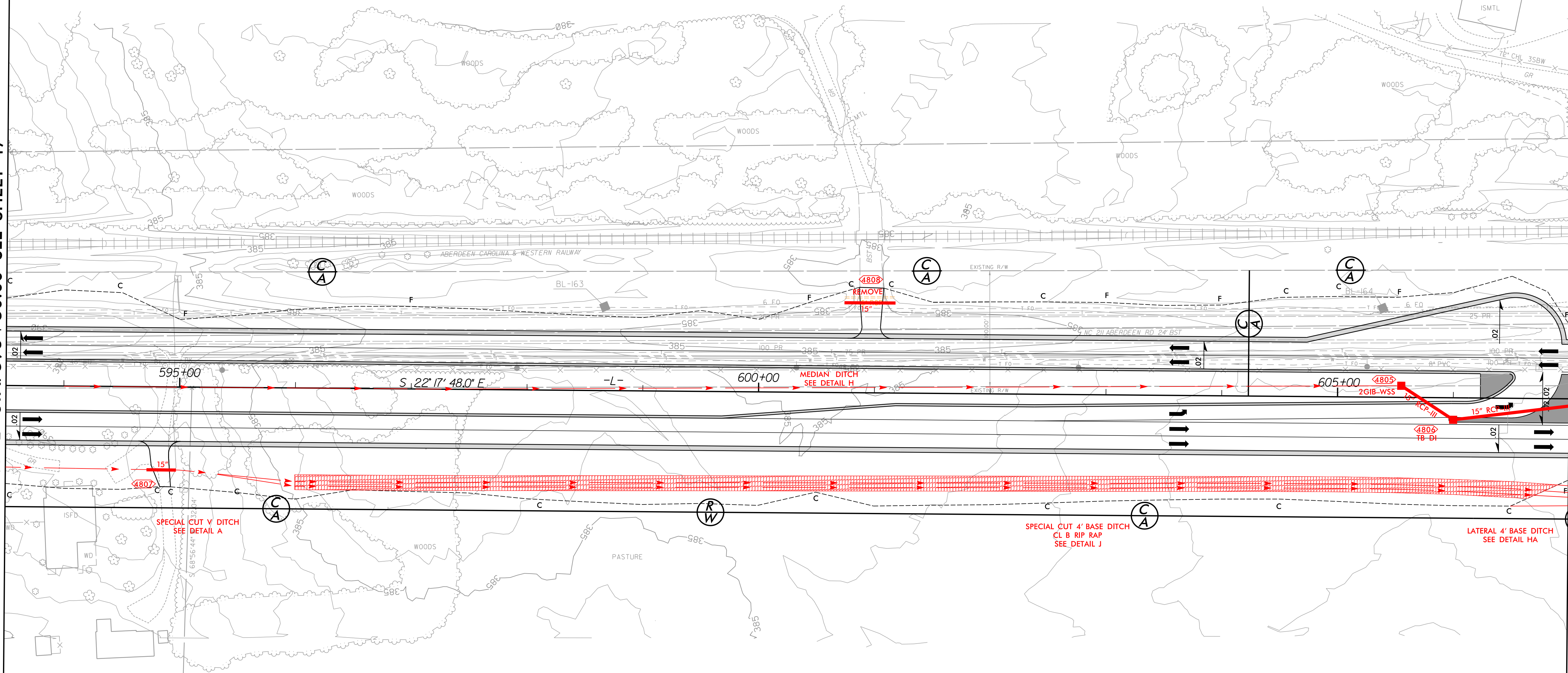
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PROJECT REFERENCE NO. R-5709	SHEET NO. 48
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 593 + 50.00 SEE SHEET 47

MATCHLINE -L- STA. 607 + 00.00 SEE SHEET 49



N 25°18'29\"/>

S 64°15'08\"/>

FOR -L- PROFILE, SEE SHEET NOS. 100-101  
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH  
 10-FOOT RADII UNLESS OTHERWISE NOTED  
 MATCH EXISTING DRIVE TYPE UNLESS  
 OTHERWISE NOTED

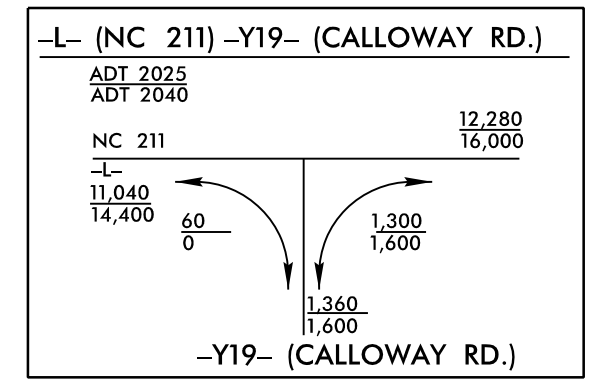
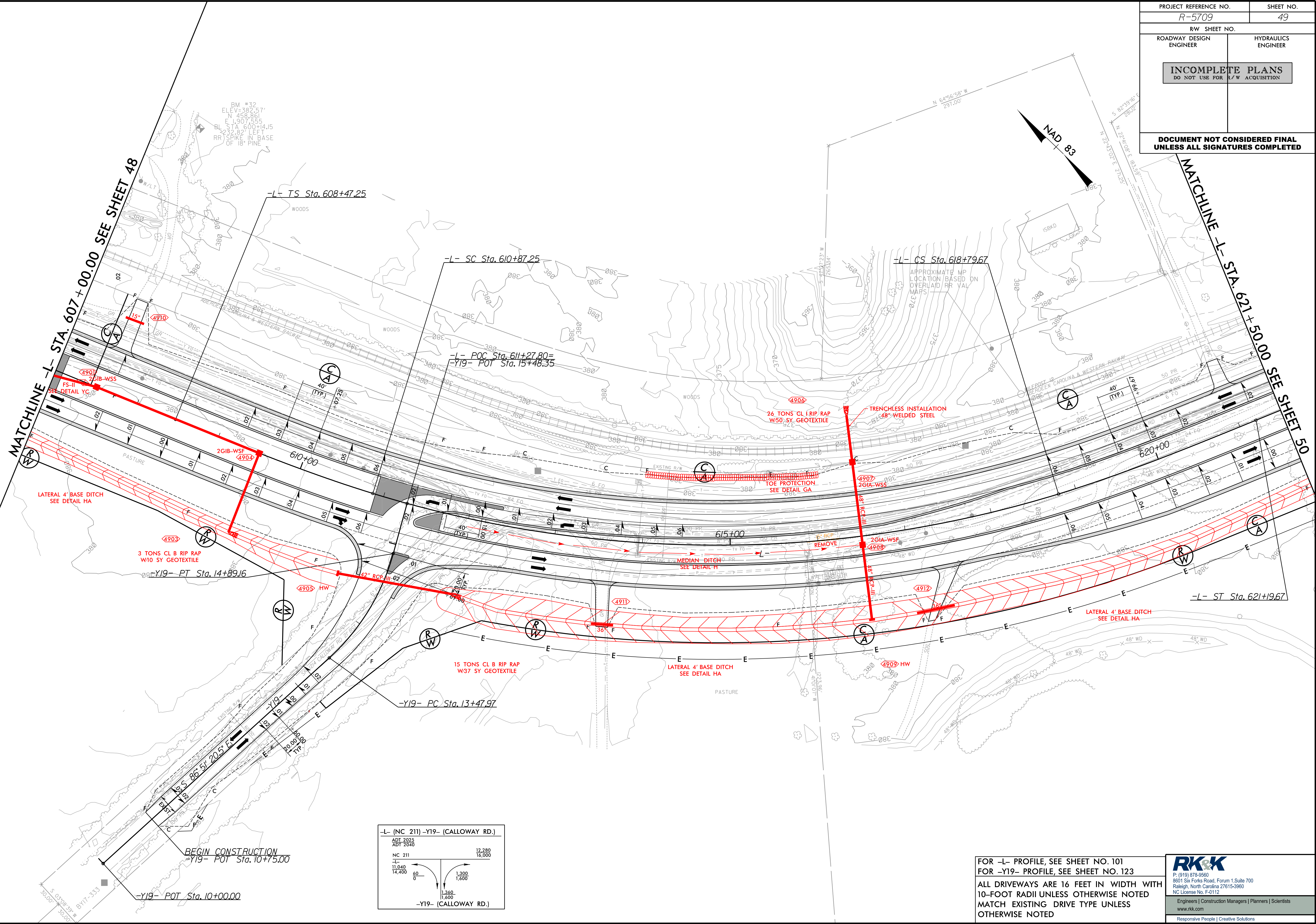
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 03/29/20  
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PROJECT REFERENCE NO. R-5709	SHEET NO. 49
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

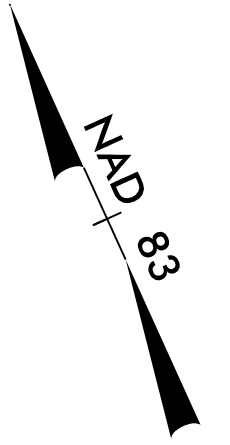
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03/29/20  
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FOR -L- PROFILE, SEE SHEET NO. 101  
FOR -Y19- PROFILE, SEE SHEET NO. 123  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

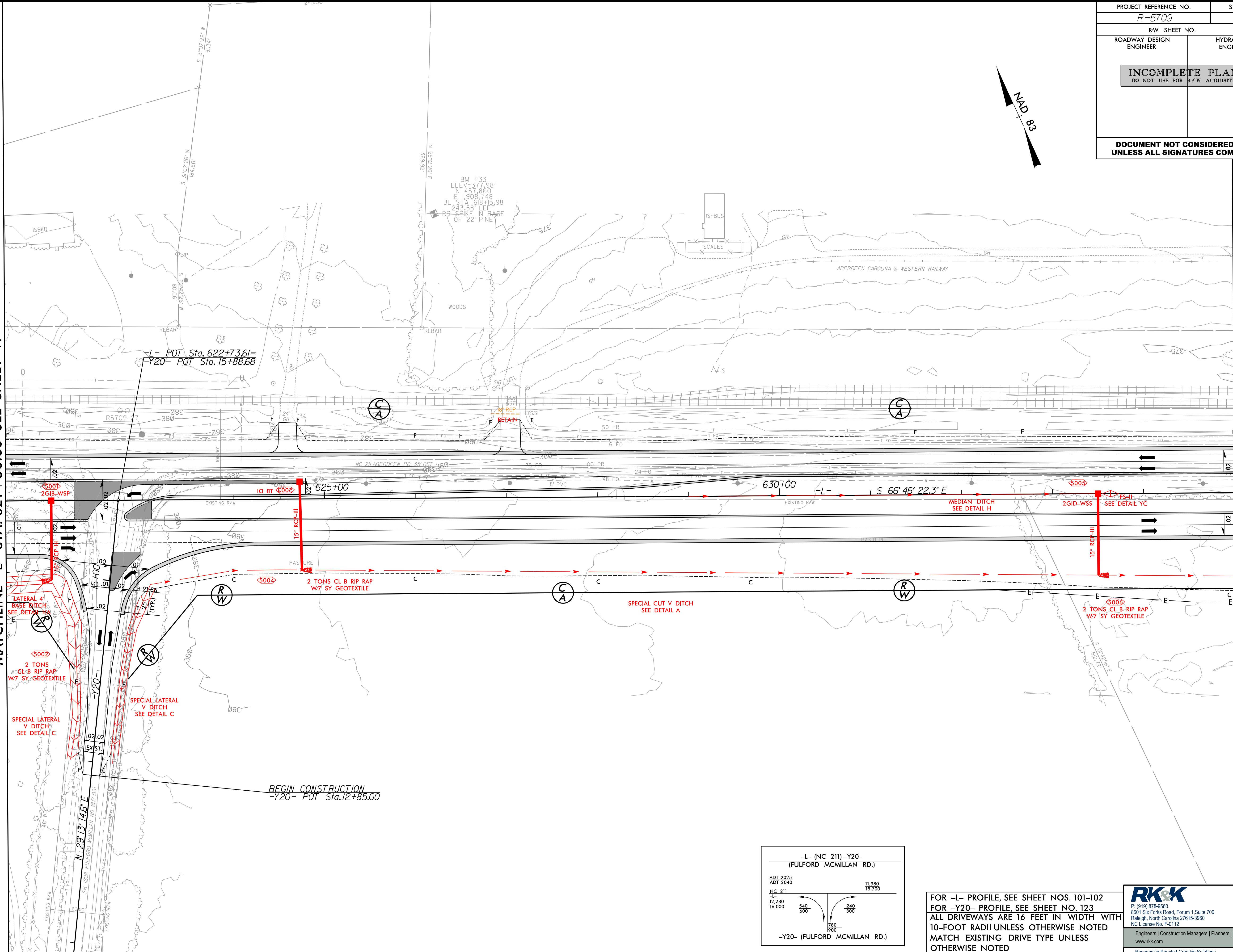
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PROJECT REFERENCE NO.	SHEET NO.
R-5709	50
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

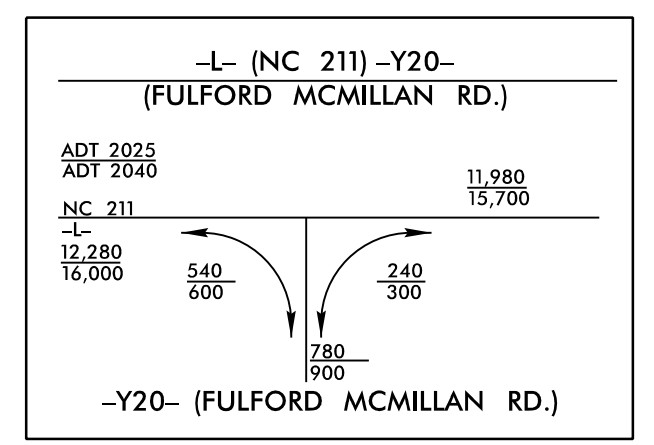


MATCHLINE -L- STA. 621+50.00 SEE SHEET 49

MATCHLINE -L- STA. 635+00.00 SEE SHEET 51



BEGIN CONSTRUCTION  
-Y20- POT Sta. 12+85.00



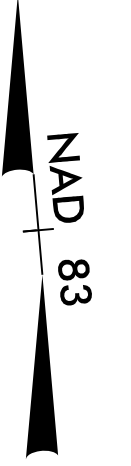
FOR -L- PROFILE, SEE SHEET NOS. 101-102  
FOR -Y20- PROFILE, SEE SHEET NO. 123  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH  
10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS  
OTHERWISE NOTED

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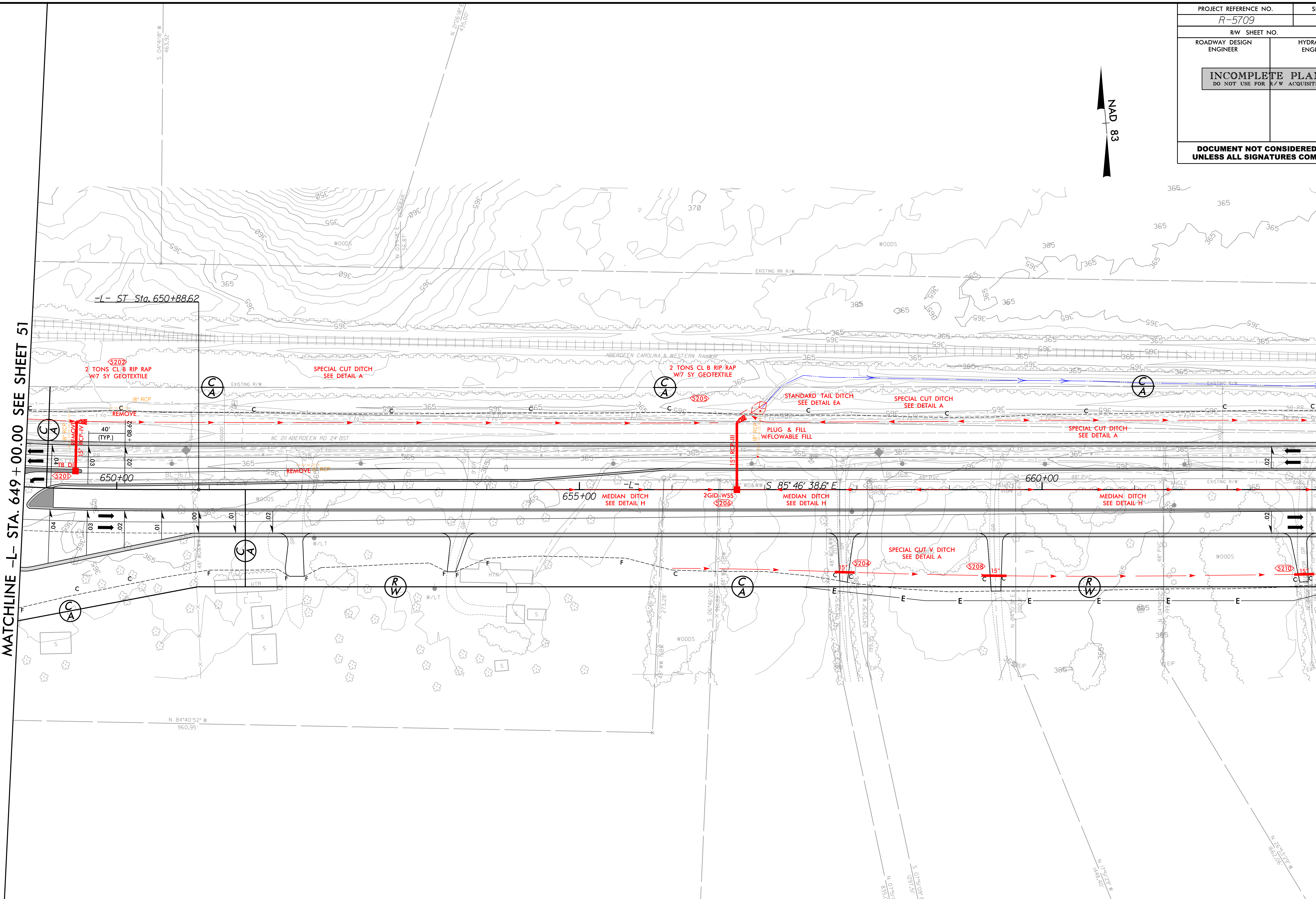


PROJECT REFERENCE NO. R-5709	SHEET NO. 52
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 649 + 00.00 SEE SHEET 51

MATCHLINE -L- STA. 663 + 00.00 SEE SHEET 53



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9/29/20  
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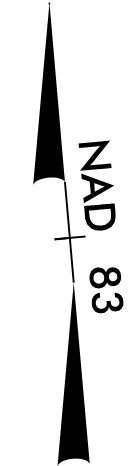
FOR -L- PROFILE, SEE SHEET NOS. 102-103  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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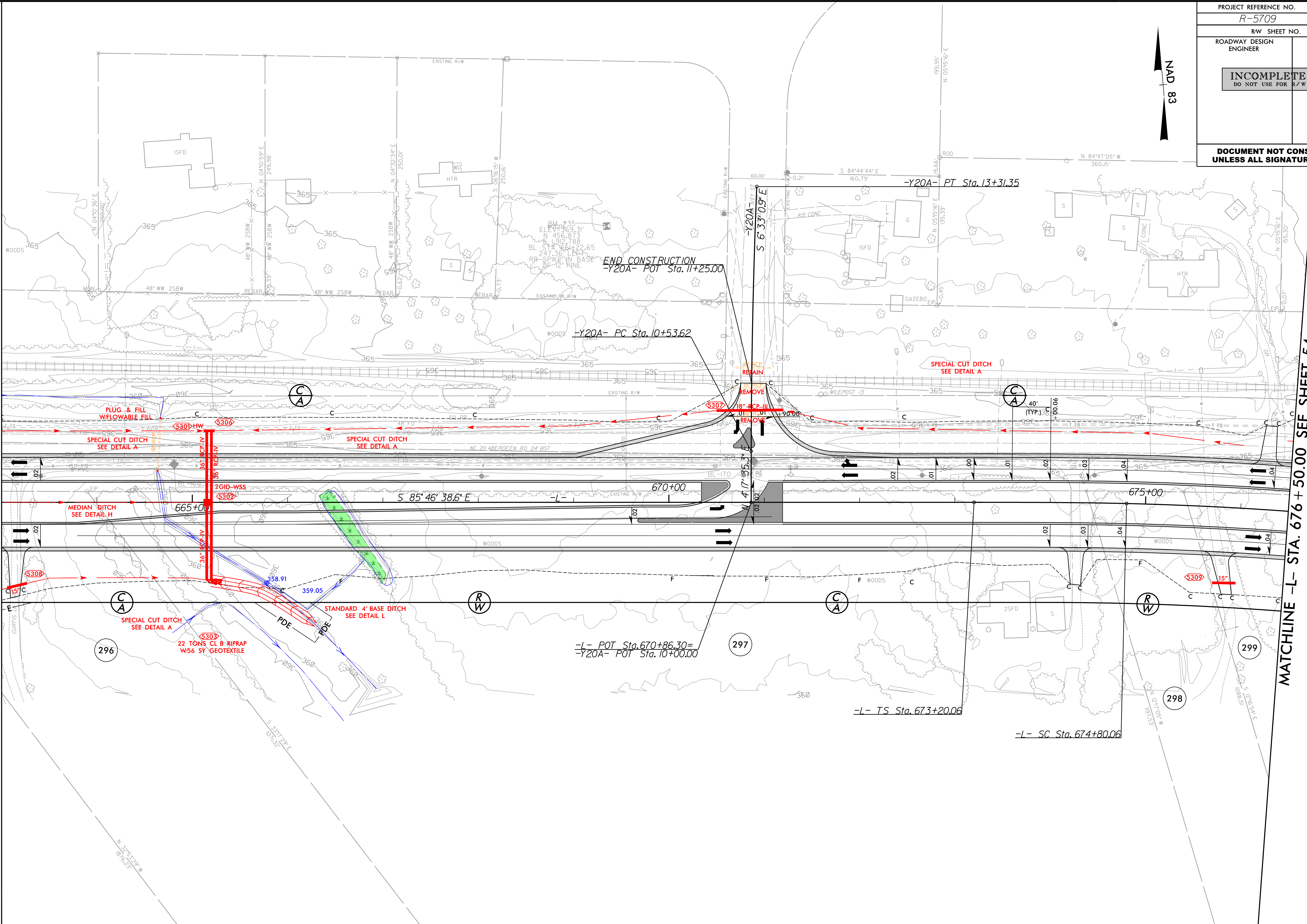
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PROJECT REFERENCE NO. <b>R-5709</b>	SHEET NO. <b>53</b>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 663 + 00.00 SEE SHEET 52

MATCHLINE -L- STA. 676 + 50.00 SEE SHEET 54



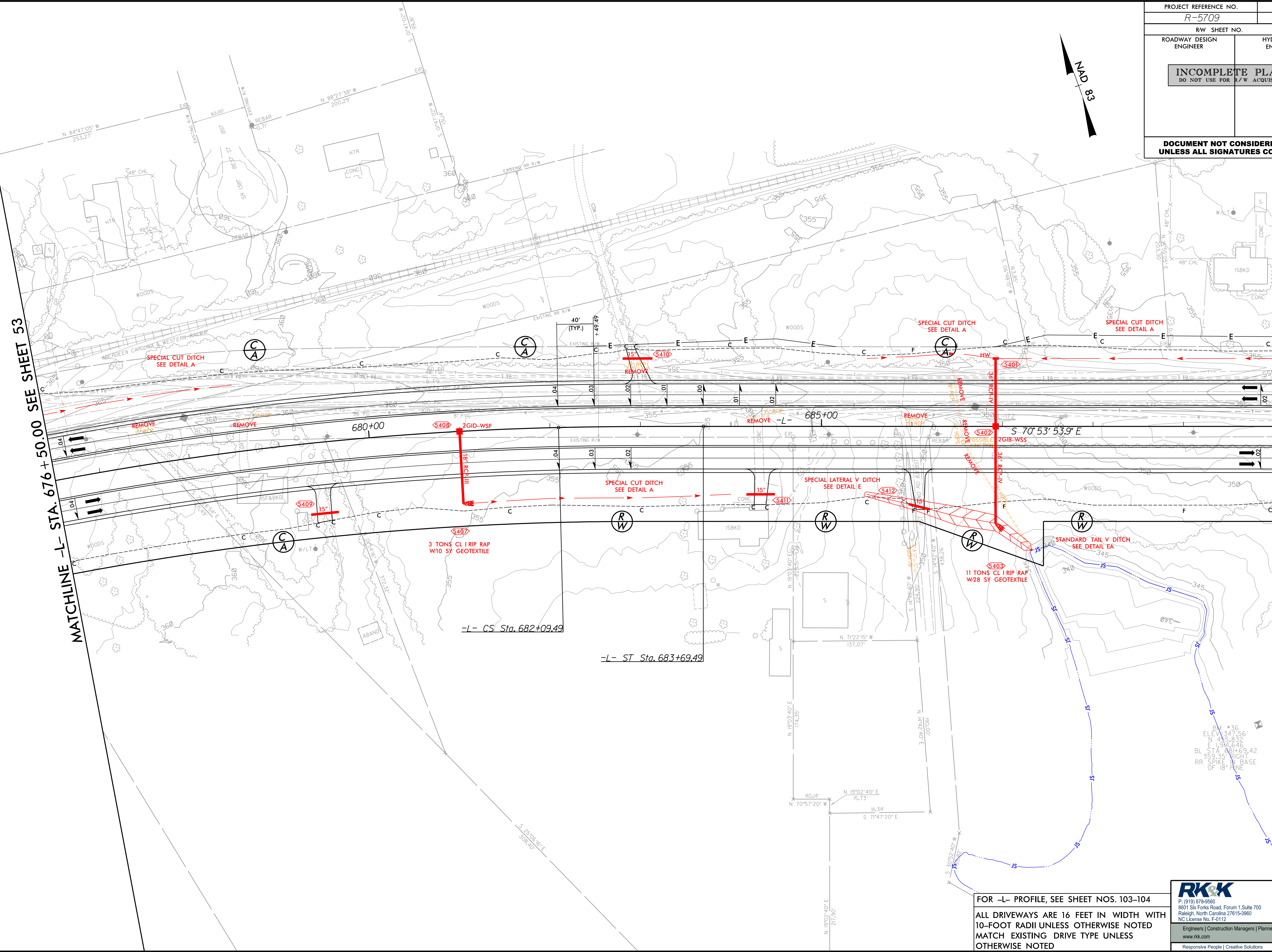
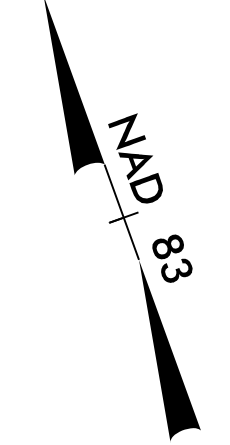
FOR -L- PROFILE, SEE SHEET NO. 103  
 FOR -Y20A- PROFILE, SEE SHEET NO. 124

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. <i>R-5709</i>	SHEET NO. 54
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 676 + 50.00 SEE SHEET 53

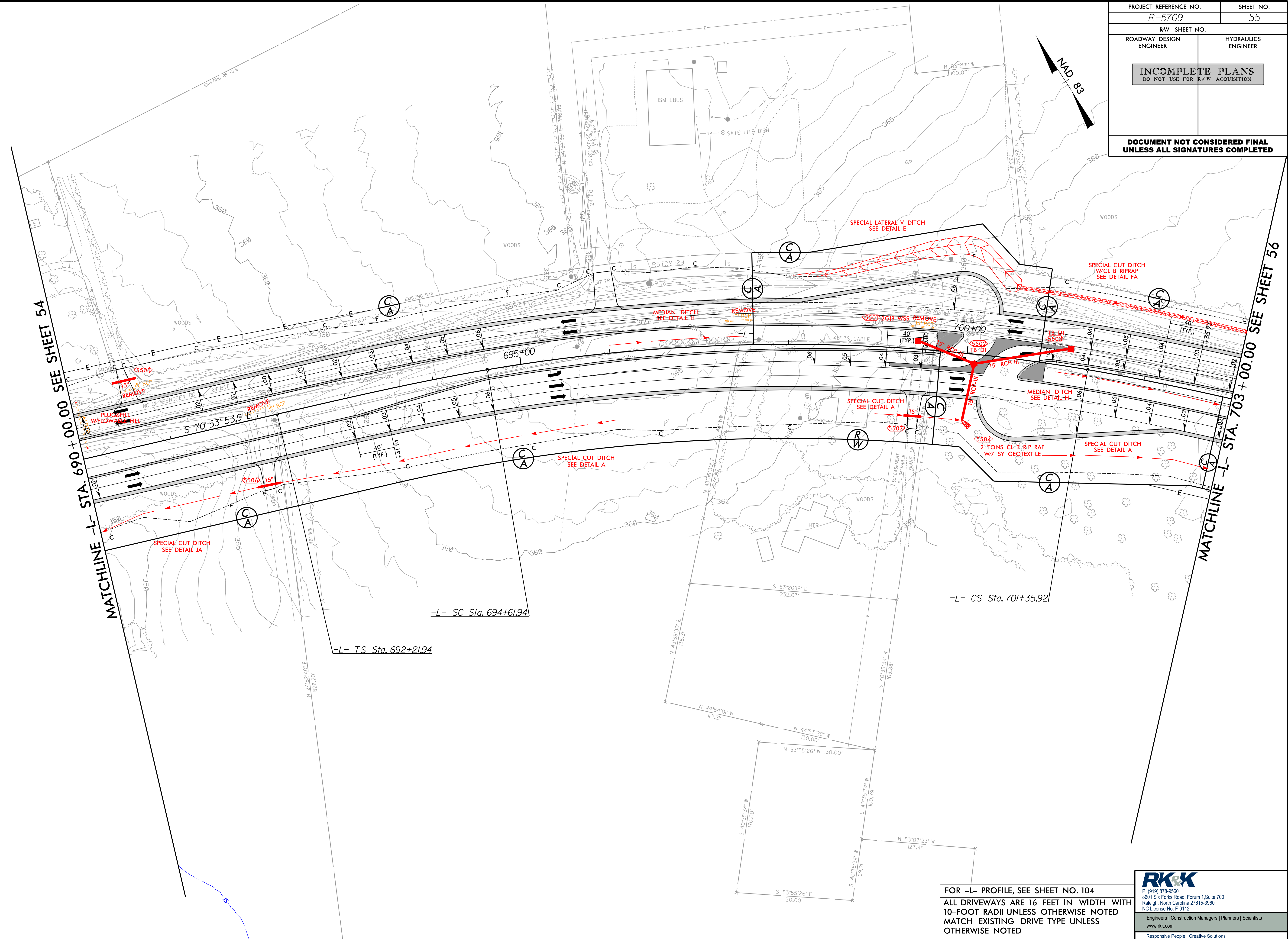
MATCHLINE -L- STA. 690 + 00.00 SEE SHEET 55

FOR -L- PROFILE, SEE SHEET NOS. 103-104  
 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. <i>R-5709</i>	SHEET NO. 55
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

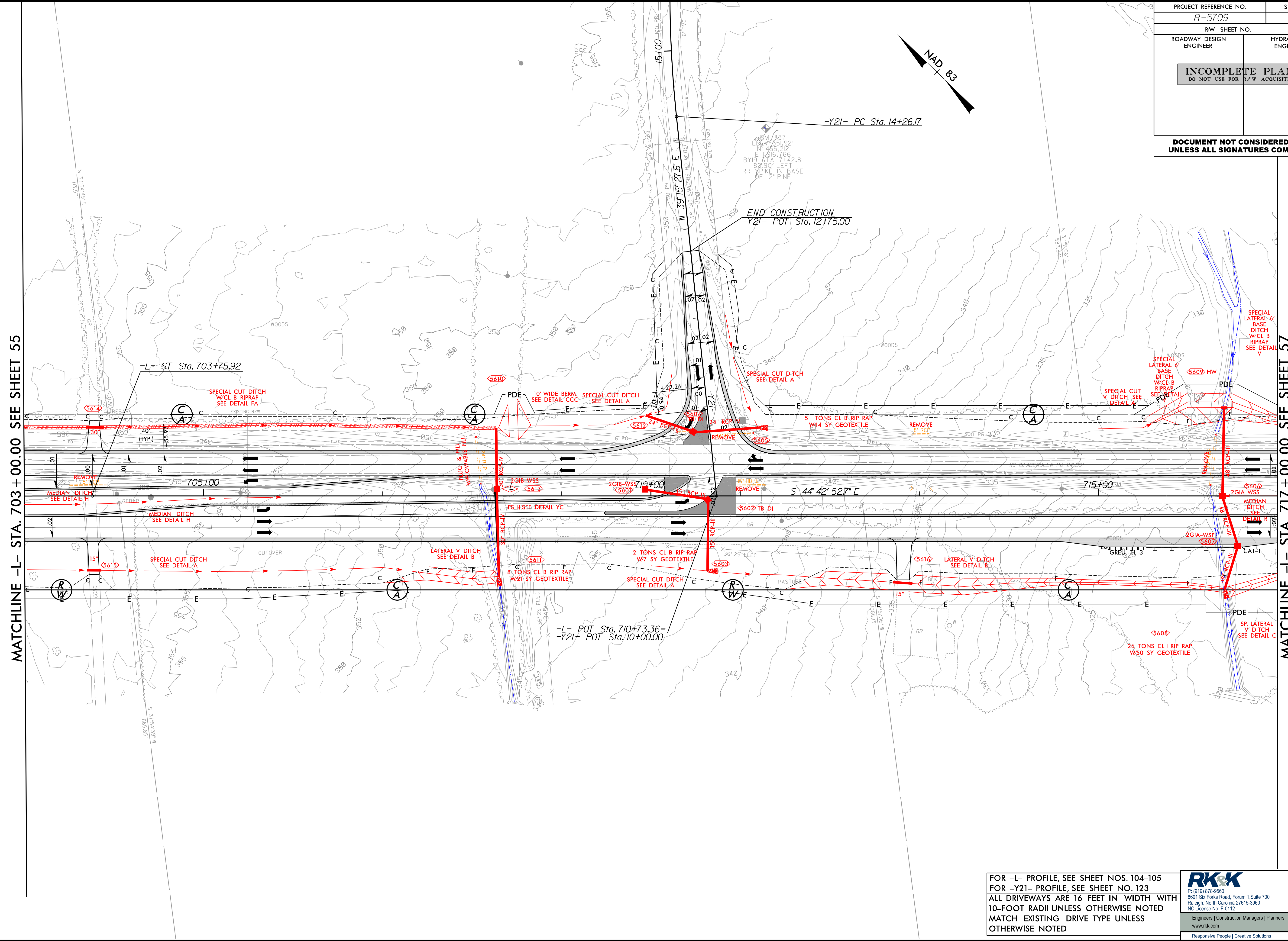


FOR -L- PROFILE, SEE SHEET NO. 104  
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH  
 10-FOOT RADII UNLESS OTHERWISE NOTED  
 MATCH EXISTING DRIVE TYPE UNLESS  
 OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 56
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

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MATCHLINE -L- STA. 703 + 00.00 SEE SHEET 55

MATCHLINE -L- STA. 717 + 00.00 SEE SHEET 57

FOR -L- PROFILE, SEE SHEET NOS. 104-105  
 FOR -Y21- PROFILE, SEE SHEET NO. 123  
 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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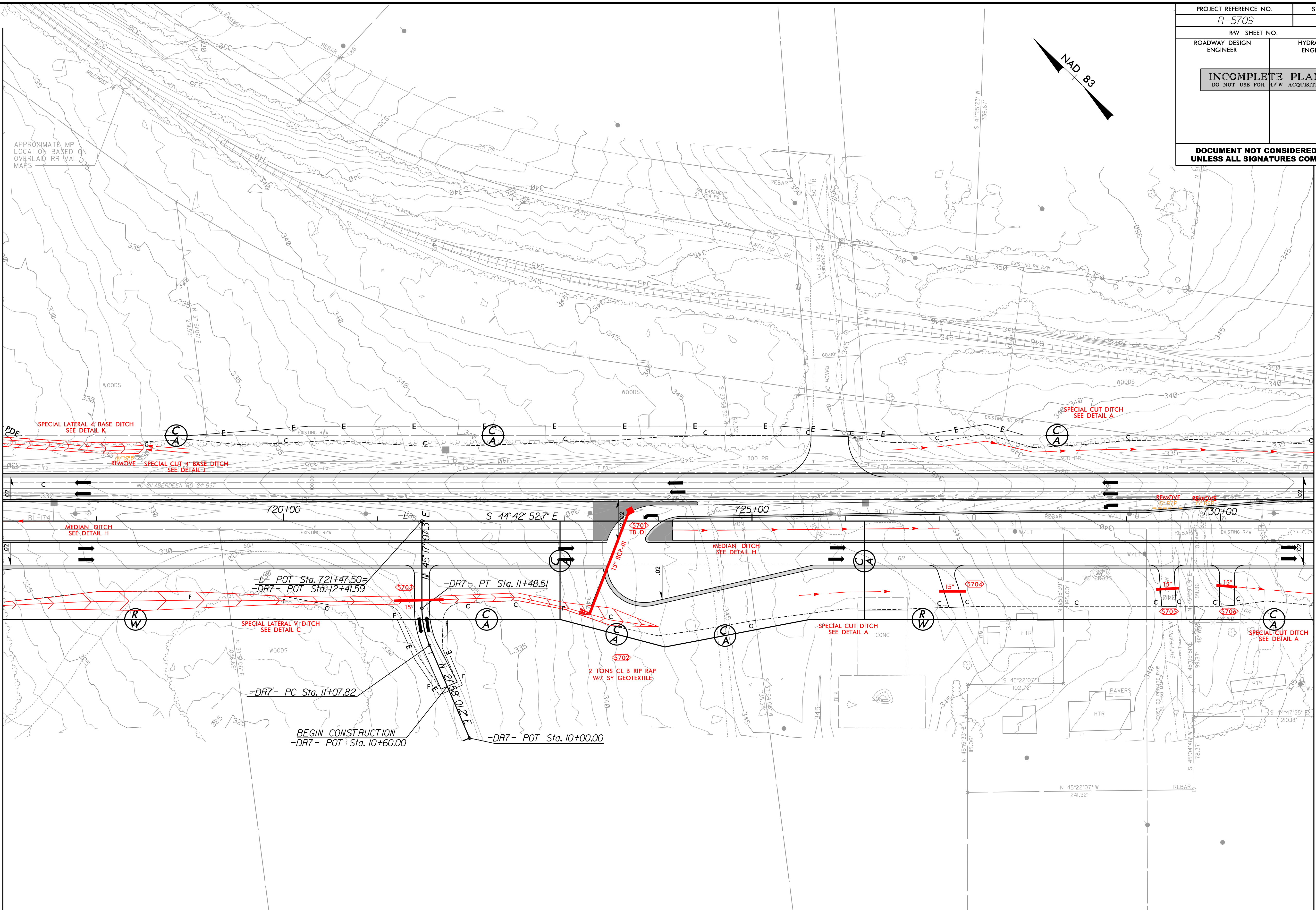
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PROJECT REFERENCE NO. <b>R-5709</b>	SHEET NO. <b>57</b>
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

MATCHLINE -L- STA. 717+00.00 SEE SHEET 56

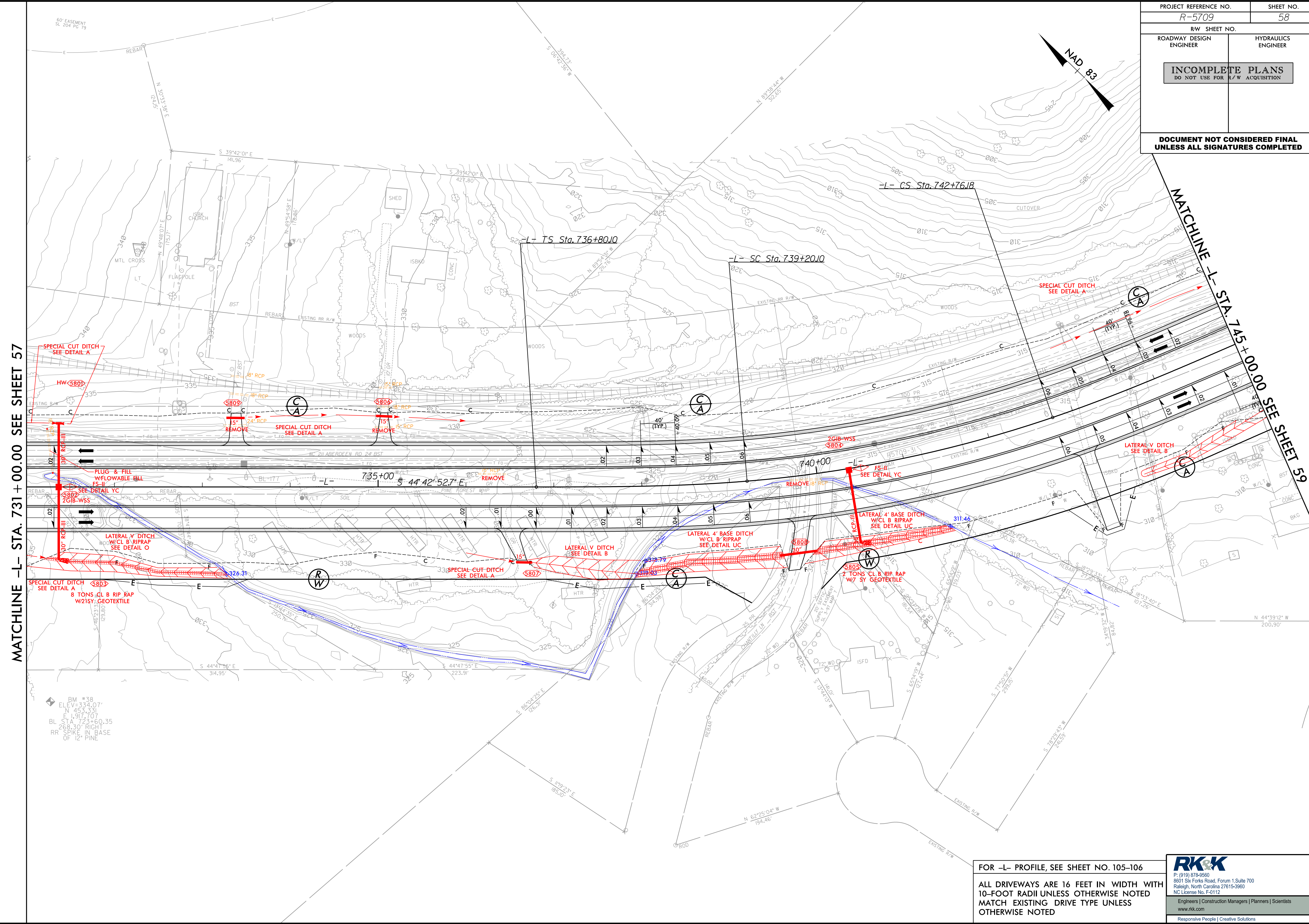
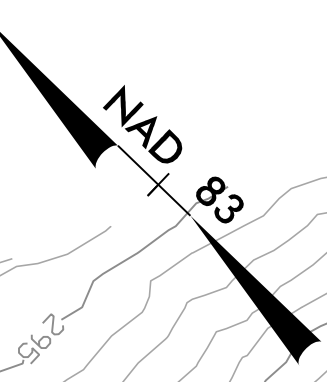
MATCHLINE -L- STA. 731+00.00 SEE SHEET 58



FOR -L- PROFILE, SEE SHEET NO. 105  
 FOR -DR7- PROFILE, SEE SHEET NO. 129  
 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. 58
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 731+00.00 SEE SHEET 57

MATCHLINE -L- STA. 745+00.00 SEE SHEET 59

BM #38  
ELEV=334.07'  
N 453.331  
E 1,917.707  
BL STA. 723+60.35  
268.30' RIGHT  
RR SPIKE IN BASE  
OF 12" PINE

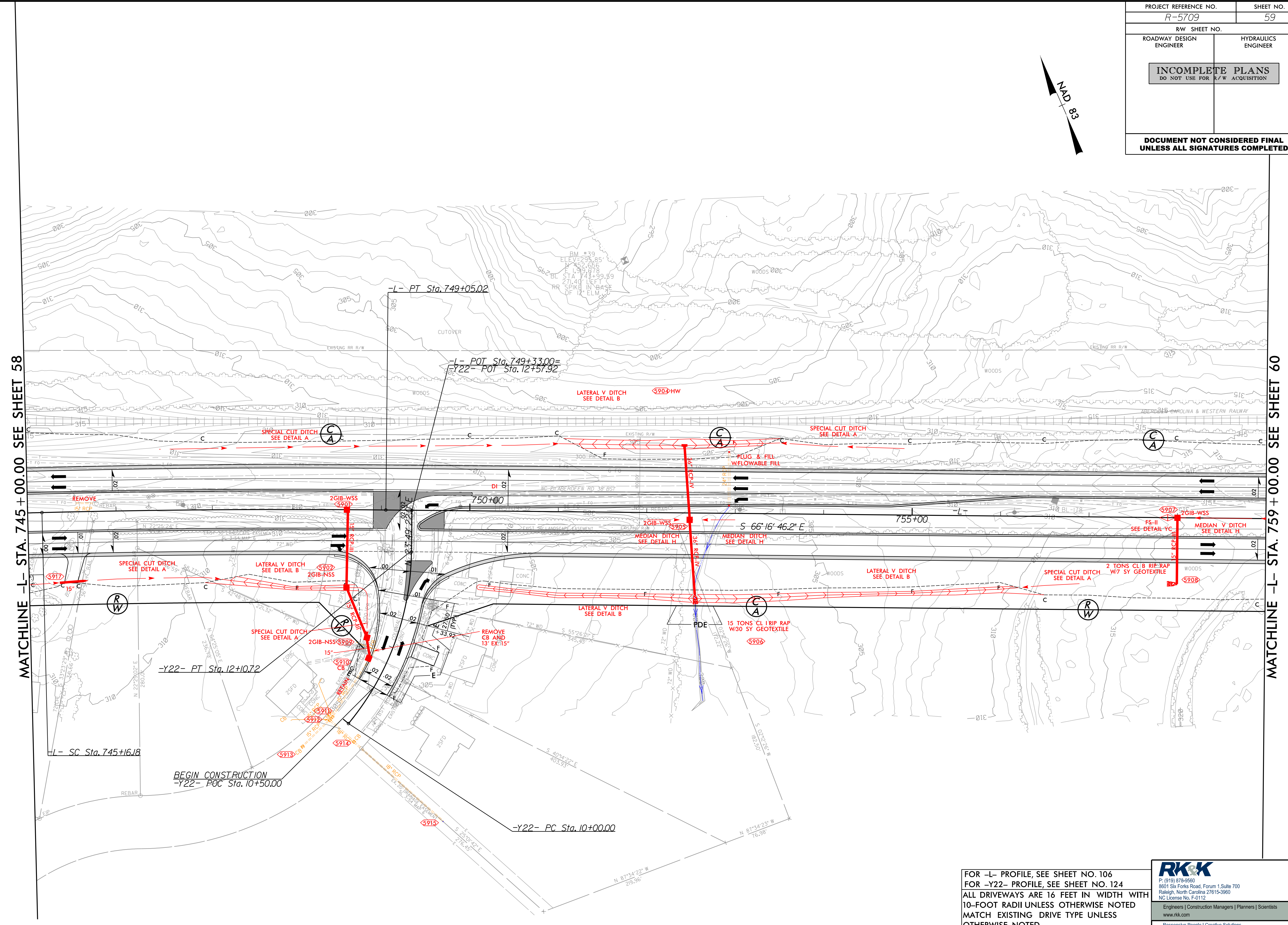
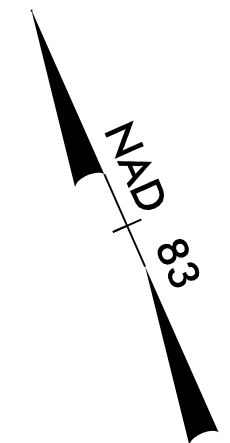
FOR -L- PROFILE, SEE SHEET NO. 105-106

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. 59
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

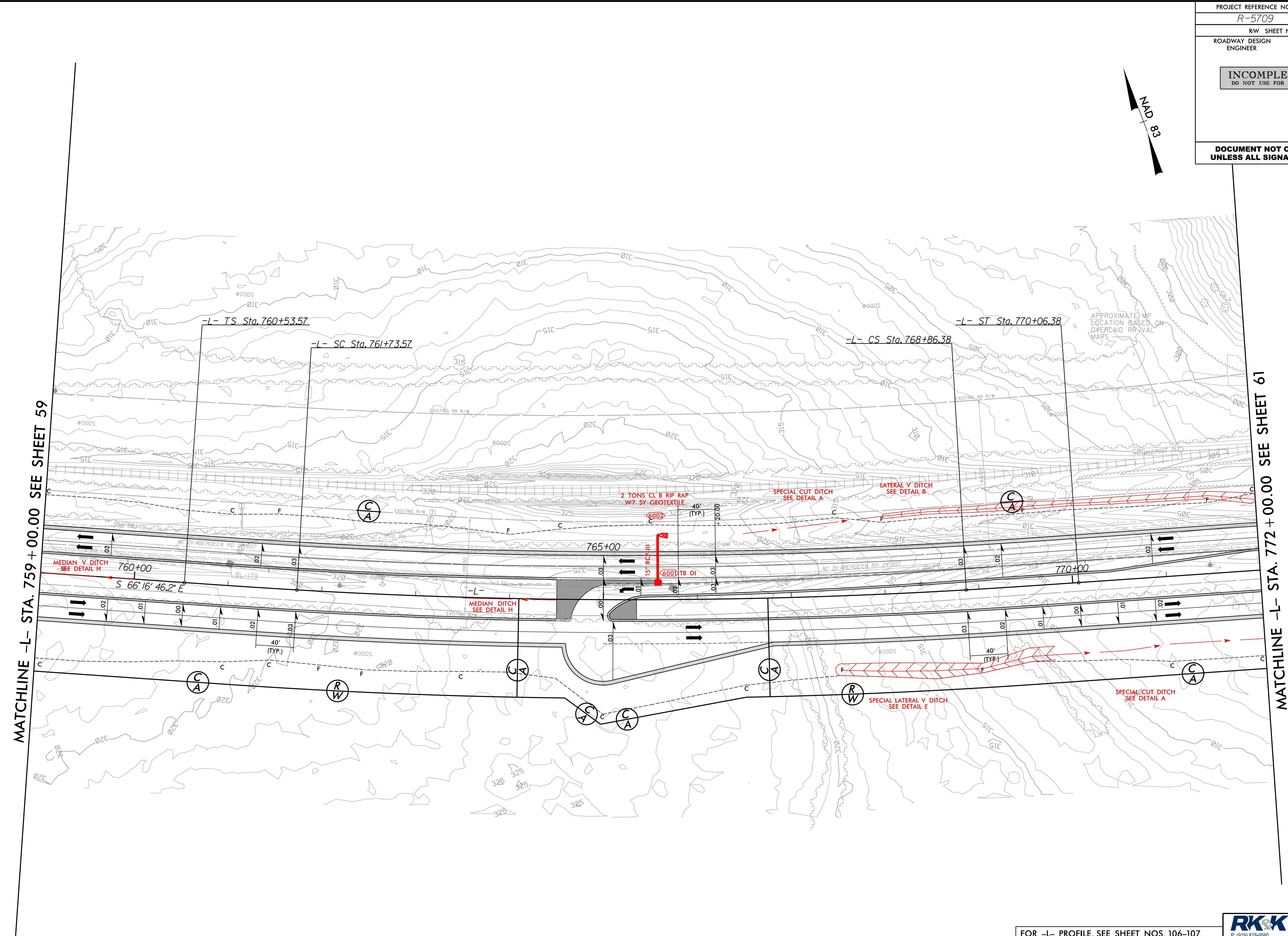
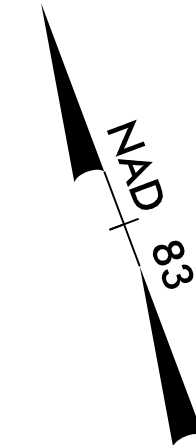


FOR -L- PROFILE, SEE SHEET NO. 106  
 FOR -Y22- PROFILE, SEE SHEET NO. 124  
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH  
 10-FOOT RADII UNLESS OTHERWISE NOTED  
 MATCH EXISTING DRIVE TYPE UNLESS  
 OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 60
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



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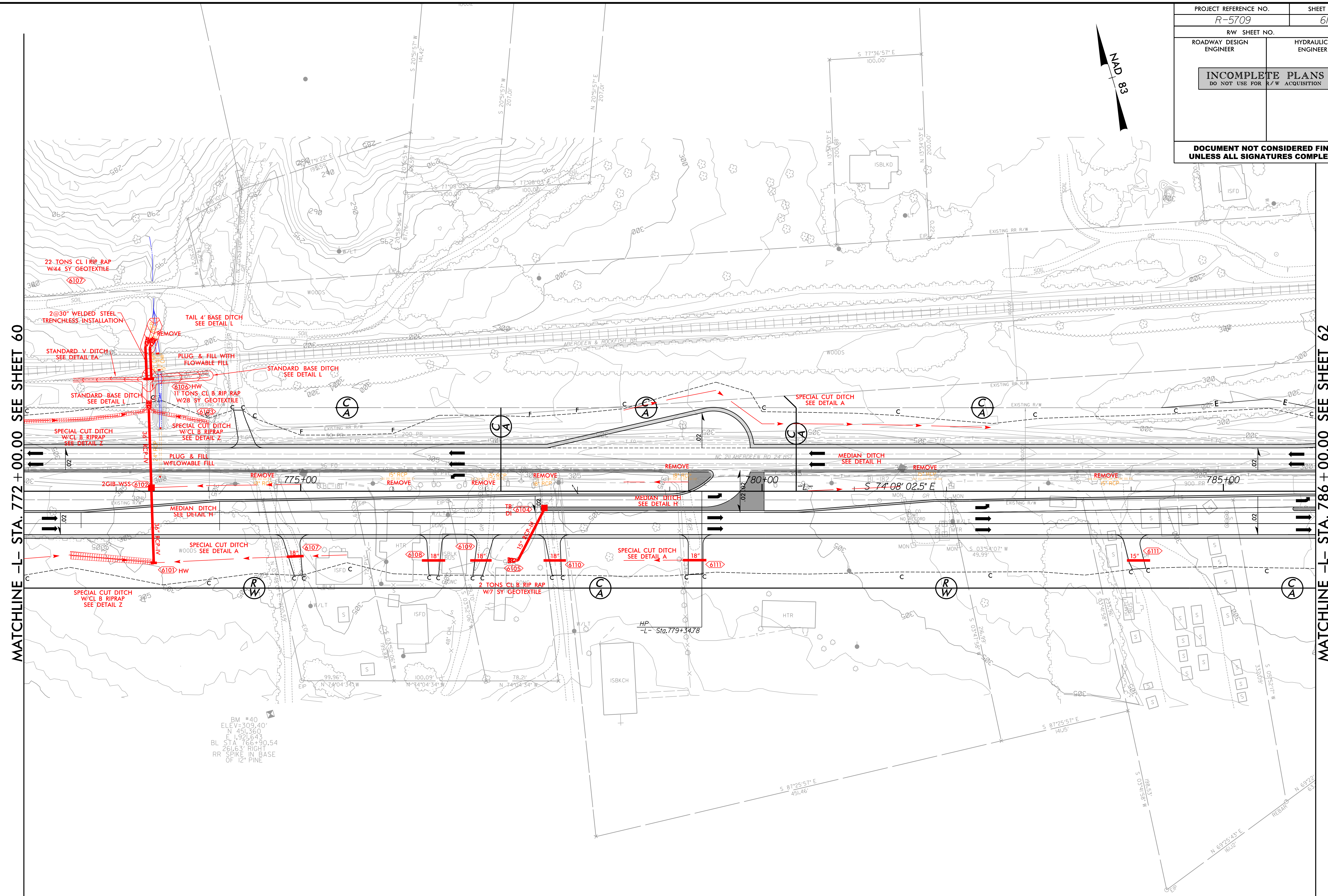
FOR -L- PROFILE, SEE SHEET NOS. 106-107  
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH  
10-FOOT RADII UNLESS OTHERWISE NOTED  
MATCH EXISTING DRIVE TYPE UNLESS  
OTHERWISE NOTED

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PROJECT REFERENCE NO. <b>R-5709</b>	SHEET NO. <b>61</b>
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



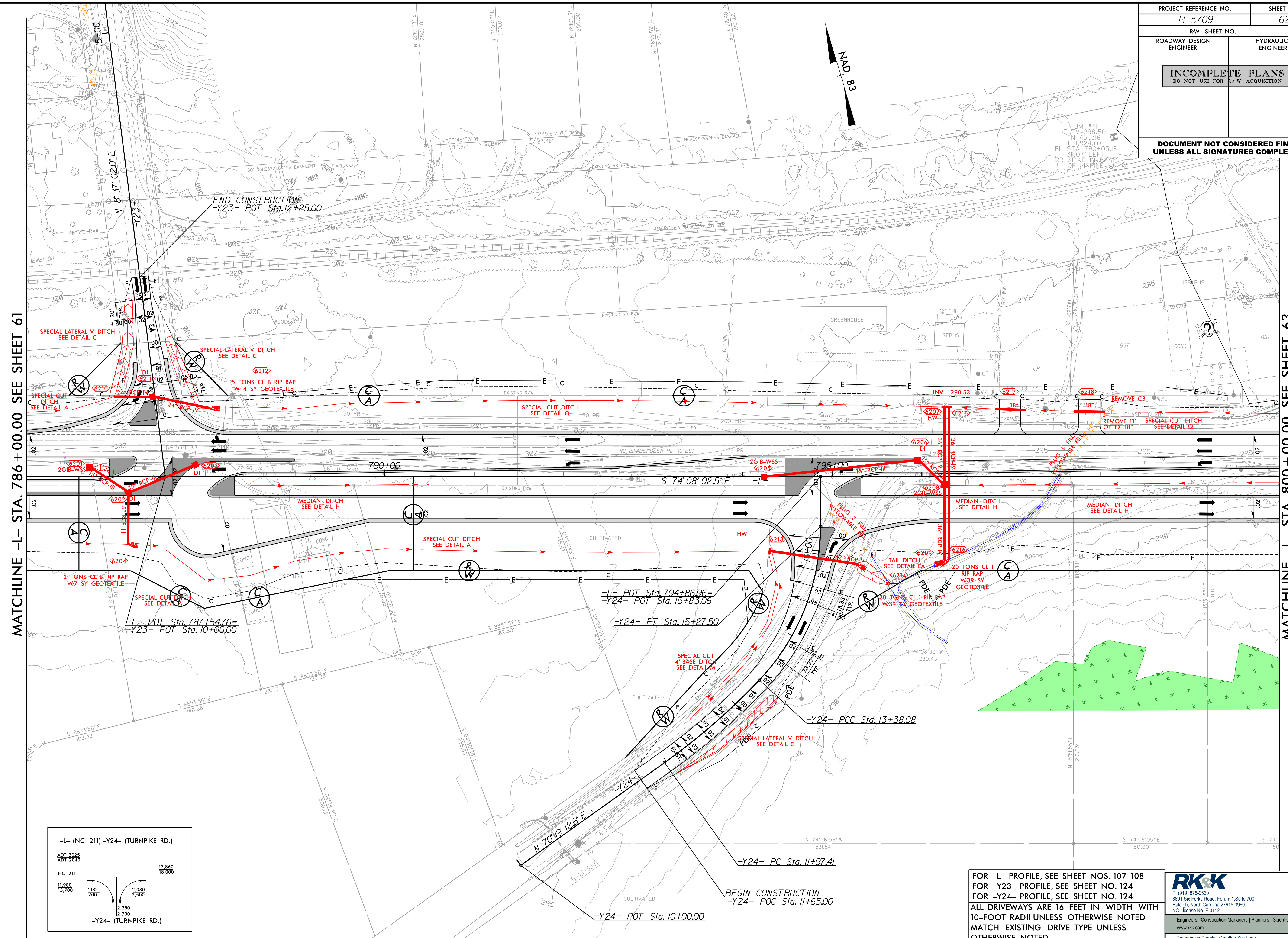
BM #40  
ELEV=309.40'  
N 451.360  
E 1.921643  
BL STA 766+90.54  
261.63' RIGHT  
RR SPIKE IN BASE  
OF 12" PINE

FOR -L- PROFILE, SEE SHEET NO. 107  
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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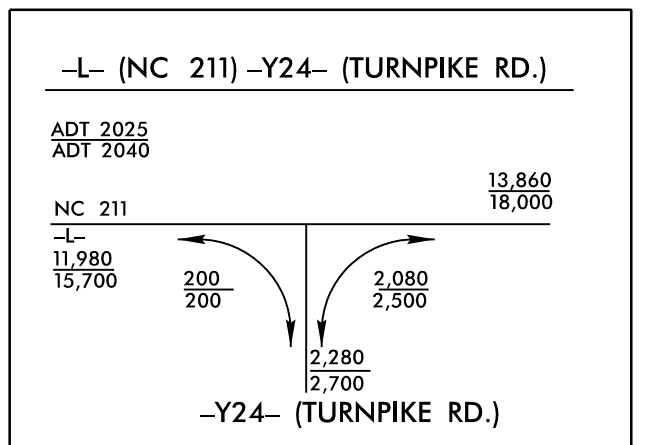
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PROJECT REFERENCE NO. R-5709	SHEET NO. 62
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- STA. 786 + 00.00 SEE SHEET 61

MATCHLINE -L- STA. 800 + 00.00 SEE SHEET 63

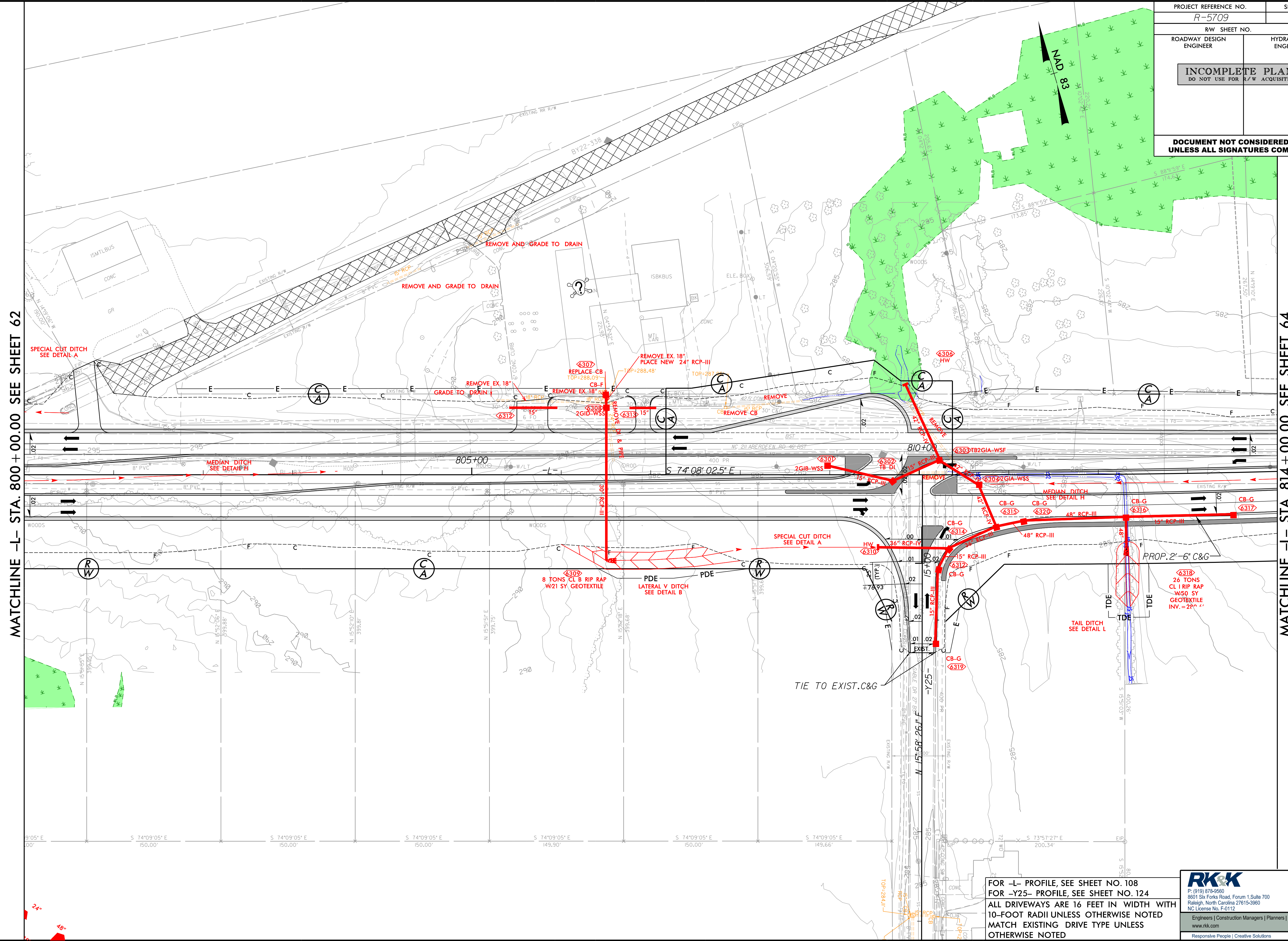


FOR -L- PROFILE, SEE SHEET NOS. 107-108  
 FOR -Y23- PROFILE, SEE SHEET NO. 124  
 FOR -Y24- PROFILE, SEE SHEET NO. 124  
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH  
 10-FOOT RADII UNLESS OTHERWISE NOTED  
 MATCH EXISTING DRIVE TYPE UNLESS  
 OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 63
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



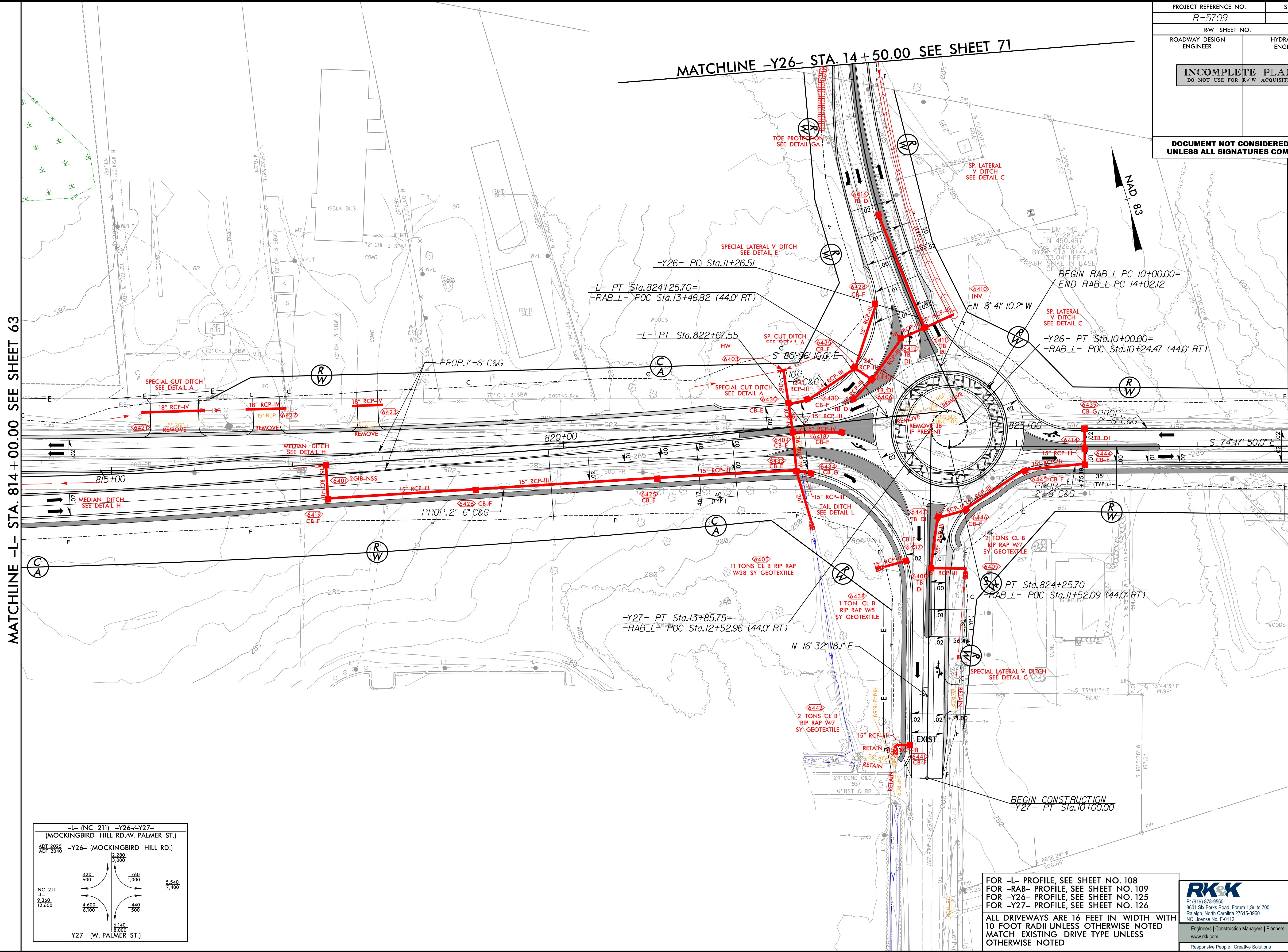
MATCHLINE -L- STA. 800 + 00.00 SEE SHEET 62

MATCHLINE -L- STA. 814 + 00.00 SEE SHEET 64

FOR -L- PROFILE, SEE SHEET NO. 108  
 FOR -Y25- PROFILE, SEE SHEET NO. 124  
 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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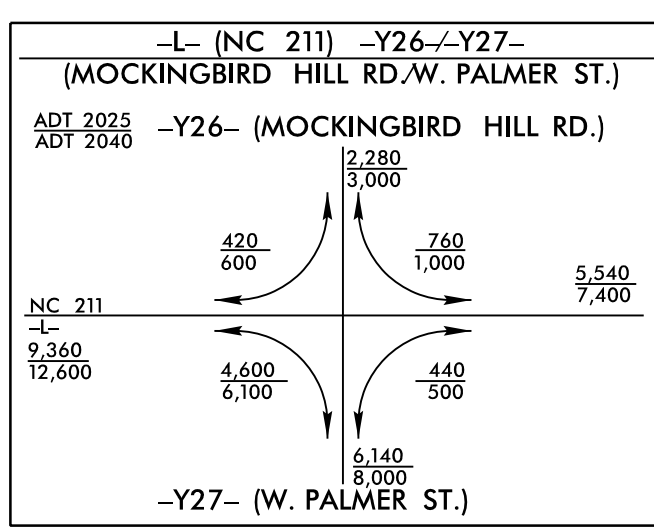
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 03/19/20  
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MATCHLINE -L- STA. 814 + 00.00 SEE SHEET 63

MATCHLINE -L- STA. 828 + 00.00 SEE SHEET 65

MATCHLINE -Y26- STA. 14 + 50.00 SEE SHEET 71



FOR -L- PROFILE, SEE SHEET NO. 108  
 FOR -RAB- PROFILE, SEE SHEET NO. 109  
 FOR -Y26- PROFILE, SEE SHEET NO. 125  
 FOR -Y27- PROFILE, SEE SHEET NO. 126

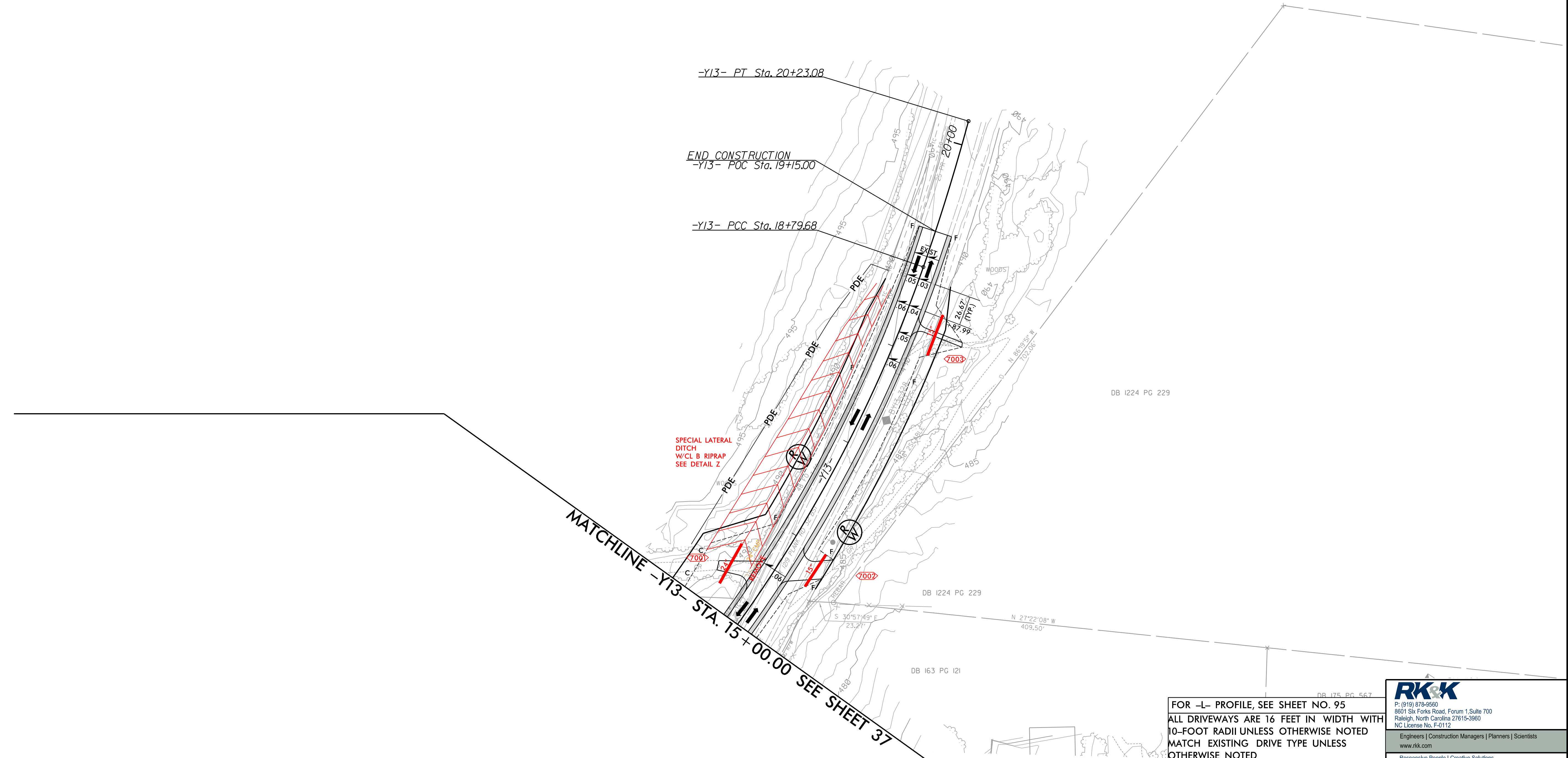
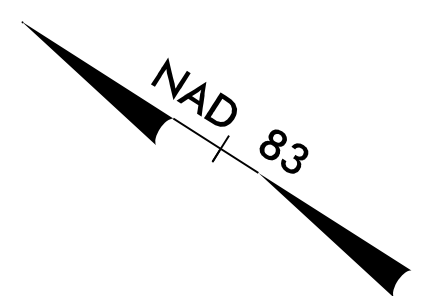
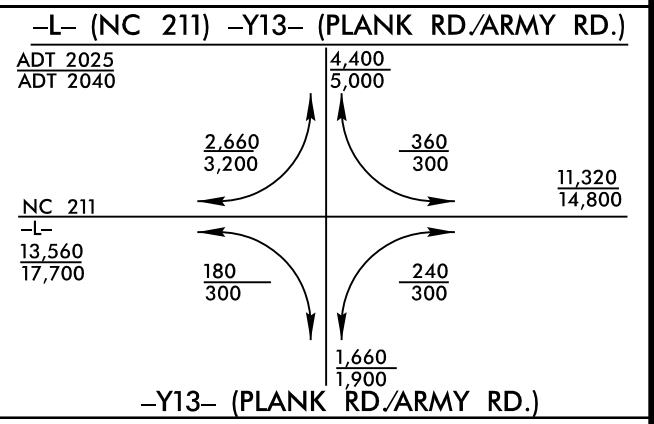
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 70
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



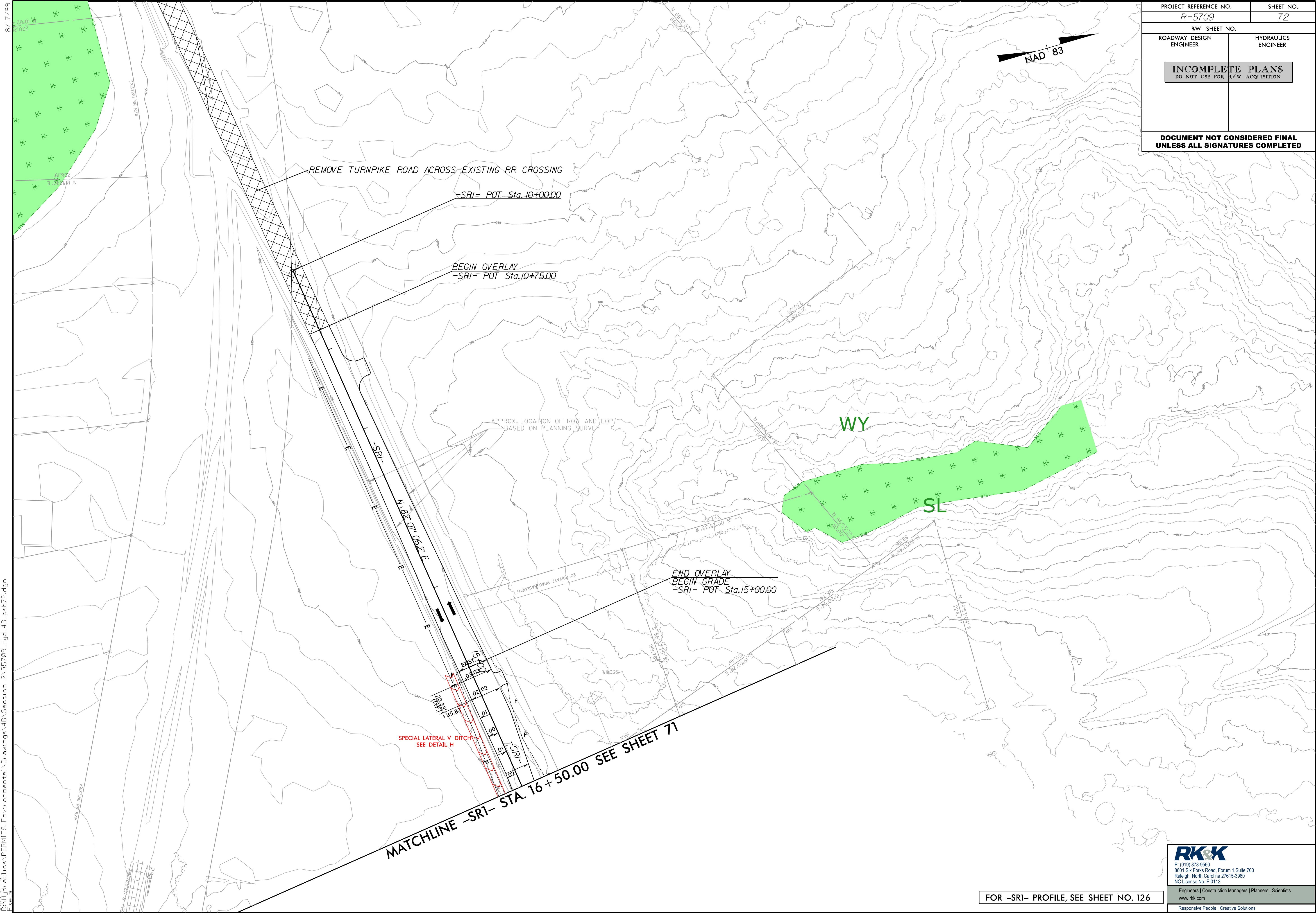
FOR -L- PROFILE, SEE SHEET NO. 95  
 ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED  
 MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

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PROJECT REFERENCE NO. R-5709	SHEET NO. 72
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



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03/29/20  
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FOR -SRI- PROFILE, SEE SHEET NO. 126

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