



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 21, 2005

US Army Corps of Engineers
Raleigh Field Office
6508 Falls of Neuse Road, Suite 120
Raleigh, NC 27615-6814

ATTENTION: John Thomas
NCDOT Coordinator, Division 11

Dear Sir:

Subject: **Supplemental Information for Application for Individual Section 404 and Section 401 Water Quality Certification** for the widening of NC 67 from SR 1355 (Messick Road) to US 601 in Booneville, Yadkin County. State Project No. 6.771008. Division 11, T.I.P. No. R-3415: \$475.00 Debit Work Order 6.771008, WBS Element 34541.1.1.

The North Carolina Department of Transportation (NCDOT) proposes to improve NC 67 from SR 1355 to US 601 in Booneville by widening and constructing turn lanes. NC 67 will vary from two lanes to three lanes, on existing location, and 24 feet to 36 feet travel way, including 2 foot paved shoulders. Curb and gutter may be added in some spots along NC 67. The project length is approximately 6.2 miles.

The purpose of this letter is to provide additional information concerning additional impacts to the Site 3 culvert extension. It was determined that impacts associated for the box culvert extension were not calculated correctly. Impacts to the stream will be to the end of the wing walls on the outlet side only because a concrete bottom is needed to construct the wing walls. The additional impact to Williams Creek at Site 3 is 14 ft. The permit drawings were also revised to show this impact and the stream impact symbol was added to the permit drawings. This supplemental information package consists of the cover letter, revised permit drawings and impact summary sheet and EEP acceptance letter.

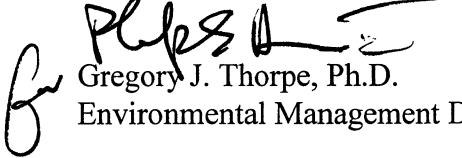
MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

TELEPHONE: 919-715-1500
FAX: 919-715-1501
WEBSITE: WWW.NCDOT.ORG

LOCATION:
2728 CAPITAL BLVD.
PARKER LINCOLN BUILDING, SUITE 168
RALEIGH NC 27604

If you have any questions or need additional information, please call Rachelle Beauregard at 715-1383.

Sincerely,


Gregory J. Thorpe, Ph.D.
Environmental Management Director, PDEA

w/attachment

Mr. John Hennessy, NCDWQ (7 copies)
Ms. Marla Chambers, NCWRC
Ms. Becky Fox, USEPA – Whittier, NC
Mr. Ronald Mikulak, USEPA – Atlanta, GA
Ms. Marella Buncick, USFWS
Dr. David Chang, P.E., Hydraulics
Mr. Greg Perfetti, P.E., Structure Design
Mr. Mark Staley, Roadside Environmental
Mr. Michael A. Pettyjohn, P.E.
Mr. Heath Slaughter, DEO

w/o attachment

Mr. Jay Bennett, P.E., Roadway Design
Mr. Omar Sultan, Programming and TIP
Mr. Art McMillan, P.E., Highway Design
Ms. Stephanie Caudill, PDEA Project Planning Engineer
Mr. David Franklin, USACE, Wilmington
Ms. Beth Harmon, EEP
Mr. Carl Goode, PE



March 16, 2005

Mr. John T. Thomas, Jr.
US Army Corps of Engineers
Raleigh Regulatory Field Office
6508 Falls of the Neuse Road, Suite 120
Raleigh, North Carolina 27615

Dear Mr. Thomas:

Subject: EEP Mitigation Acceptance Letter:

R-3415, NC 67 Widening, Yadkin County; Yadkin River Basin (Cataloging Unit 03040101); Central Piedmont Eco-Region

References: EEP Mitigation Acceptance Letter Dated December 8, 2004
EEP Mitigation Acceptance Letter Dated January 4, 2005

The purpose of this letter is to notify you that the Ecosystem Enhancement Program (EEP) will provide mitigation for the 1,212 feet (937 feet cool water and 275 feet warm water streams) of unavoidable stream impacts associated with the above referenced project.

This letter replaces the mitigation acceptance letters issued on December 8, 2004 and January 4, 2005. The subject project is listed in Exhibit 2 of the Memorandum of Agreement among the North Carolina Department of Environment and Natural Resources, the North Carolina Department of Transportation, and the U. S. Army Corps of Engineers, Wilmington District dated July 22, 2003; however, EEP intends to provide compensatory stream mitigation at a ratio up to 2:1 in Cataloging Unit 03040101 of the Yadkin River Basin. Mitigation sites located in this cataloging unit currently containing surplus mitigation assets consists of, but not inclusive of, Warrior Creek, Purlear Creek, Purlear Creek II, Naked Creek, and the Fisher River and Deep Creek Mitigation Banks (NCDOT Full Delivery Projects).

If you have any questions or need additional information, please contact Ms. Beth Harmon at (919) 715-1929.

Sincerely,

A handwritten signature in black ink, appearing to read "William D. Gilmore".

William D. Gilmore, P.E.
EEP Director

cc: Mr. Phil Harris, Office of Natural Environment, NCDOT
Mr. John Hennessy, Division of Water Quality, Wetlands/401 Unit
File: R-3415 (Amended #2)

Restoring... Enhancing... Protecting Our State



North Carolina Ecosystem Enhancement Program, 1652 Mail Service Center, Raleigh, NC 27699-1652 / 919-715-0476 / www.nceep.net



March 16, 2005

Mr. Gregory J. Thorpe, Ph.D.
Environmental Management Director
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

Subject: EEP Mitigation Acceptance Letter:

R-3415, NC 67 Widening, Yadkin County

The purpose of this letter is to notify you that the Ecosystem Enhancement Program (EEP) will provide stream mitigation for the subject project. Based on the information supplied by you in letters dated November 29, 2004, December 13, 2004, and March 9, 2005, the impacts are located in CU 03040101 of the Yadkin River Basin in the Central Piedmont (CP) Eco-Region, and are as follows:

Stream Impacts: 1,212 feet (937 feet cool and 275 feet warm)

This letter replaces the mitigation acceptance letters issued on December 8, 2004, and January 4, 2005. As stated in your letters, the subject project is listed in Exhibit 2 of the Memorandum of Agreement among the North Carolina Department of Environment and Natural Resources, the North Carolina Department of Transportation, and the U. S. Army Corps of Engineers, Wilmington District dated July 22, 2003. The mitigation for the subject project will be provided in accordance with this agreement.

If you have any questions or need additional information, please contact Ms. Beth Harmon at 919-715-1929.

Sincerely,

A handwritten signature in black ink, appearing to read "William D. Gilmore".

William D. Gilmore, P.E.
EEP Director

cc: Mr. John Thomas, USACE-Raleigh
Mr. John Hennessy, Division of Water Quality, Wetlands/401 Unit
File: R-3415 (Amended #2)

Restoring... Enhancing... Protecting Our State



WETLAND PERMIT IMPACT SUMMARY

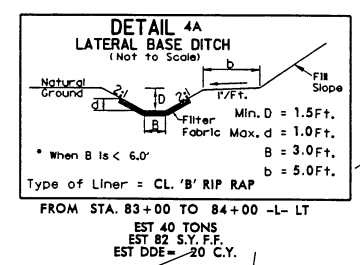
Site No.	Station (From/To)	Structure (Size/Type)	WETLAND IMPACTS			SURFACE WATER IMPACTS						
			Fill In Wetlands (Ac)	Temp. Fill In Wetlands (Ac)	Excavation In Wetlands (Ac)	Mechanized Clearing (Method III) (Ac)	Fill In SW (Natural) (Ac)	Temp Exist Channel Impact (Ft)	Temp Fill In SW (Ac)	Existing Channel Impact (Ft)	Natural Stream Design (Ft)	
1	-L- 79+43.01	EXTEND 309'X15' RCBC					0.014				32'	
	-L- 81+00 RT	LATERAL DITCH CONST.					0.019				325'	
2	-L- 119+06.31	EXTEND 308'X12' RCBC					0.010				28'	
3	-L- 141+90.62	EXTEND 208'X8' RCBC					0.009				46'	
	-L- 141+50 LT	LATERAL DITCH CONST.					0.004				74'	
	-L- 143+00 LT	LATERAL DITCH CONST.					0.018				208'	
4	-L- 153+48	RETAIN, COLLAR & EXTEND EX. 4'X5' RCBC W/ 60" RCP					0.008				60'	
5	-L- 171+37.35	EXTEND 6'X5' RCBC					0.016				38'	
6	-L- 209+25 RT	LATERAL DITCH CONST.					0.010				126'	
7	-L- 209+25 RT	RETAIN & EXTEND EX. 4'X5' RCBC W/ 60" RCP					0.006				48'	
8	-L- 222+41.60	RETAIN & EXTEND EX. 4'X4' RCBC W/ 54" RCP					0.006				49'	
PAGE TOTAL:							0.120				1034'	

**DIVISION OF HIGHWAYS
N.C. DEPT. OF TRANSPORTATION
YADKIN COUNTY**

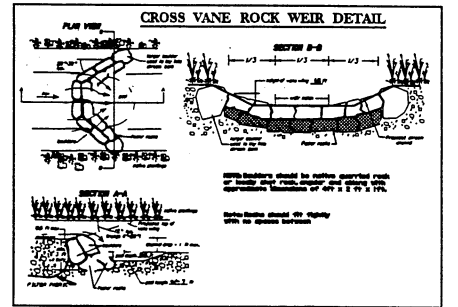
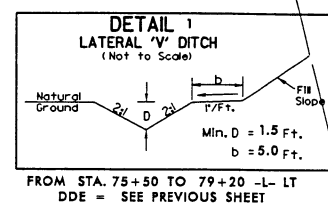
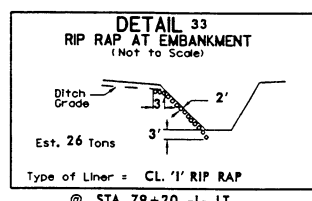
PROJECT: R-3415
IMPROVEMENT OF NC 67 FROM SR 1355
(MESSICK) ROAD TO JUST WEST OF
BOONVILLE

sheet 11 of 28

NOTE
FOR -L- PROFILE SEE SHEETS 27,28
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED

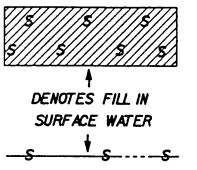
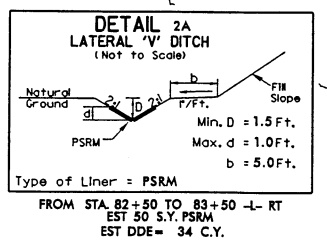
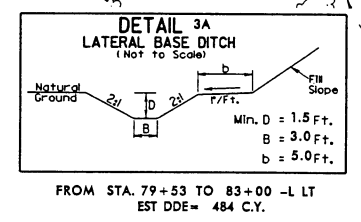
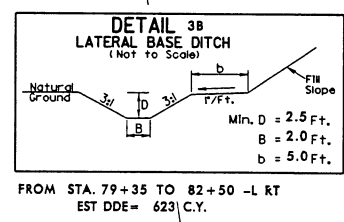
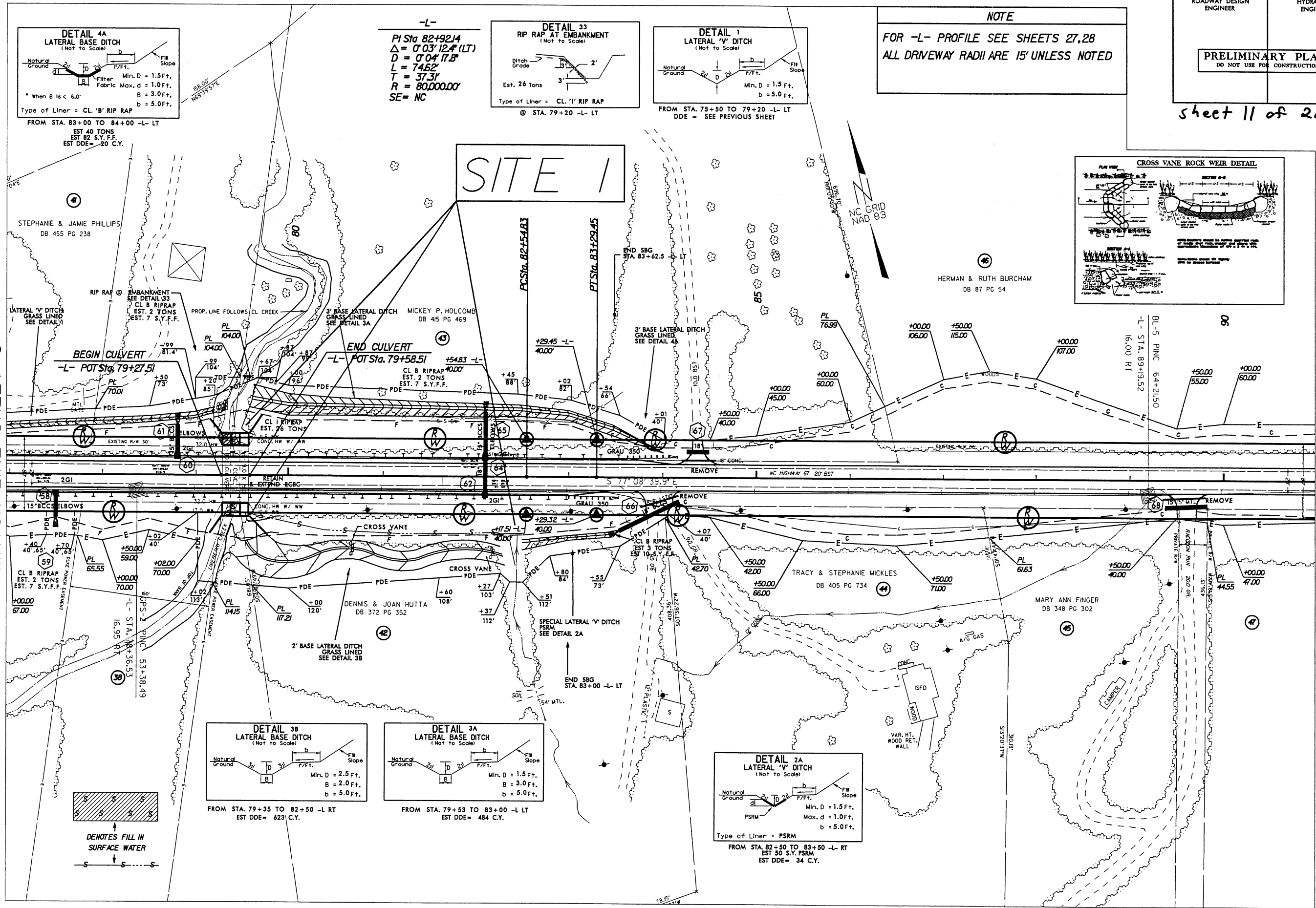


-L-
PI Sta. 82+92.14
Δ = 0'03" 12.4' (LT)
D = 0'04" 17.8'
L = 74.62'
T = 37.31'
R = 80,000.00'
SE = NC



MATCH LINE SHEET 8

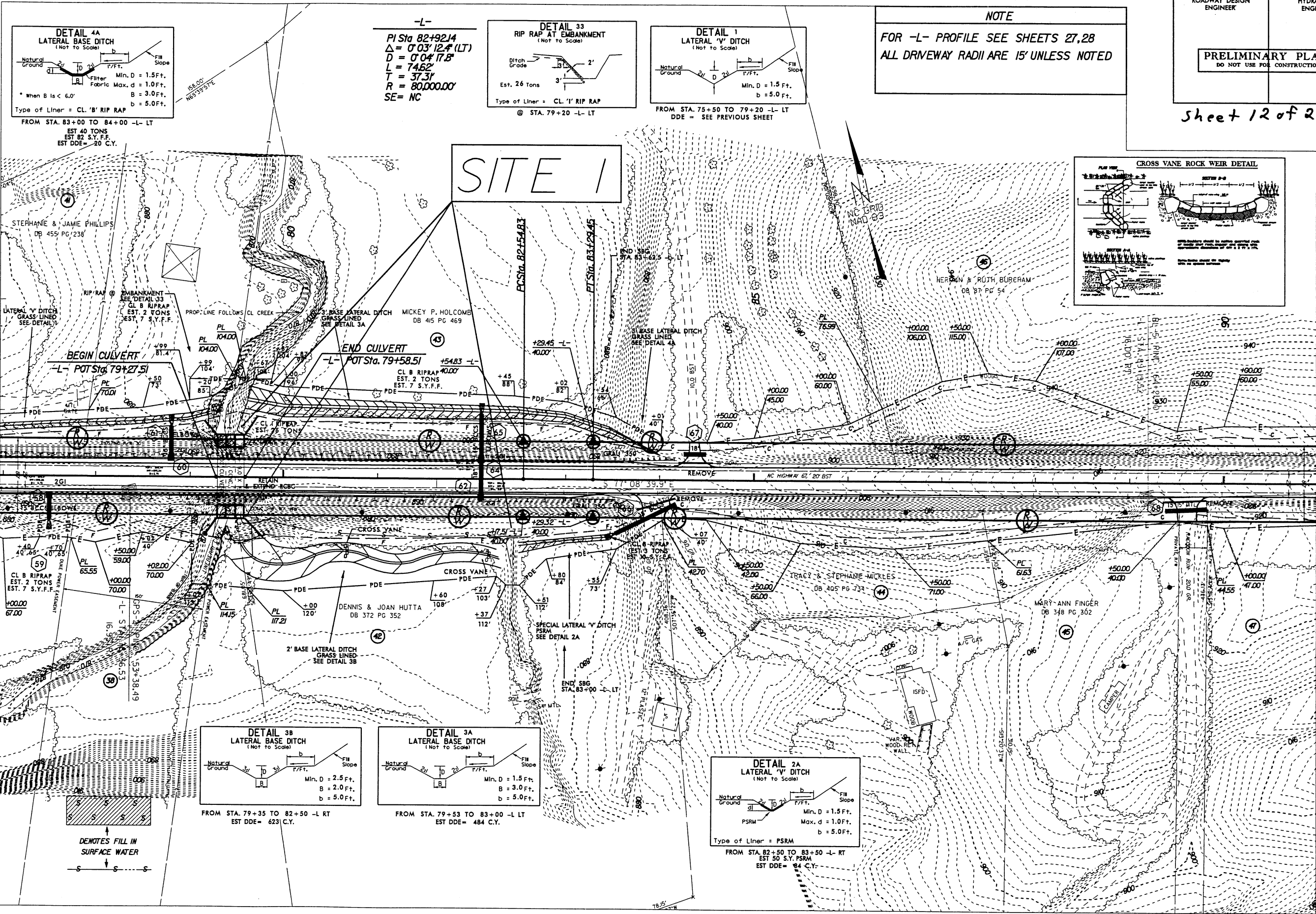
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Sheet 12 of 28

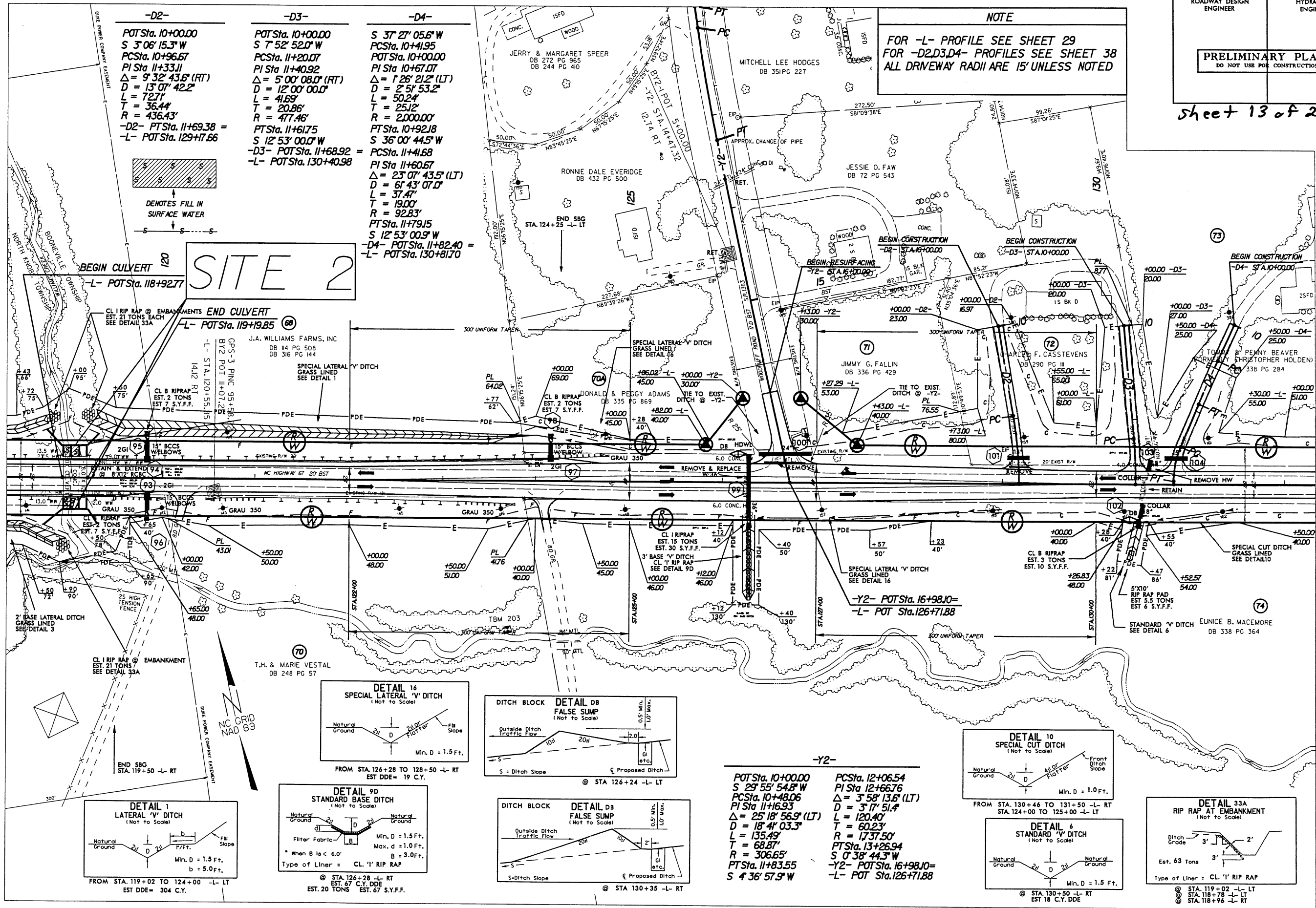
NOTE
FOR -L- PROFILE SEE SHEETS 27,28
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



8/17/99
03-MAR-2005 11:55
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Sheet 13 of 28

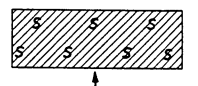
NOTE
FOR -L- PROFILE SEE SHEET 29
FOR -D2,D3,D4- PROFILES SEE SHEET 38
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



-D2-
POT Sta. 10+00.00
S 3° 06' 15.3" W
PC Sta. 10+96.67
PI Sta. 11+33.11
Δ = 9° 32' 43.6" (RT)
D = 13° 07' 42.2"
L = 72.71'
T = 36.44'
R = 436.43'
-D2- PT Sta. 11+69.38 =
-L- POT Sta. 129+17.66

-D3-
POT Sta. 10+00.00
S 7° 52' 52.0" W
PC Sta. 11+20.07
PI Sta. 11+40.92
Δ = 5° 00' 08.0" (RT)
D = 12° 00' 00.0"
L = 41.69'
T = 20.86'
R = 477.46'
PT Sta. 11+61.75
-D3- POT Sta. 11+68.92 =
-L- POT Sta. 130+40.98

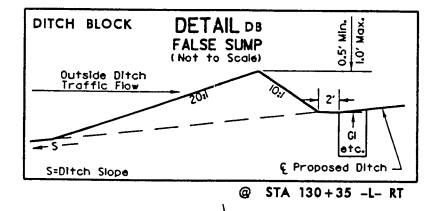
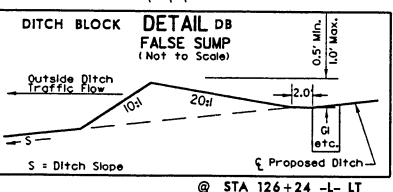
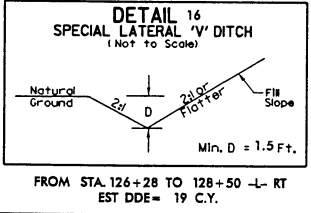
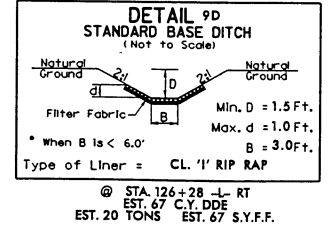
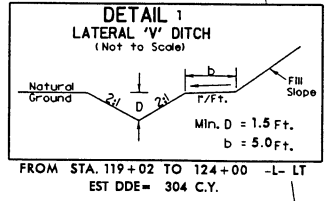
-D4-
S 37° 27' 05.6" W
PC Sta. 10+41.95
POT Sta. 10+00.00
PI Sta. 10+67.07
Δ = 1° 26' 21.2" (LT)
D = 2° 51' 53.2"
L = 50.24'
T = 25.12'
R = 2,000.00'
PT Sta. 10+92.18
S 36° 00' 44.5" W
PC Sta. 11+41.68
PI Sta. 11+60.67
Δ = 23° 07' 43.5" (LT)
D = 61° 43' 07.0"
L = 37.41'
T = 19.00'
R = 92.83'
PT Sta. 11+79.15
S 12° 53' 00.9" W
-D4- POT Sta. 11+82.40 =
-L- POT Sta. 130+81.70



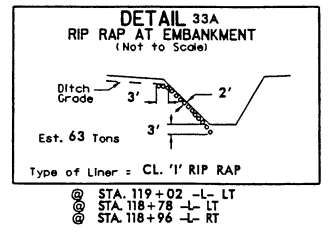
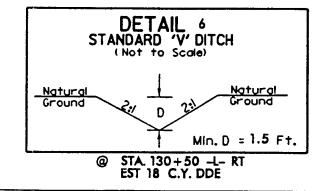
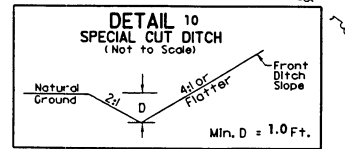
SITE 2

MATCH LINE SHEET 11

MATCH LINE SHEET 13



-Y2-
POT Sta. 10+00.00
S 29° 55' 54.8" W
PC Sta. 12+06.54
PI Sta. 12+66.76
Δ = 3° 58' 13.6" (LT)
D = 3° 17' 51.4"
L = 120.40'
T = 60.23'
R = 1737.50'
PT Sta. 13+26.94
S 0° 38' 44.3" W
-Y2- POT Sta. 16+98.10 =
-L- POT Sta. 126+71.88



REVISIONS

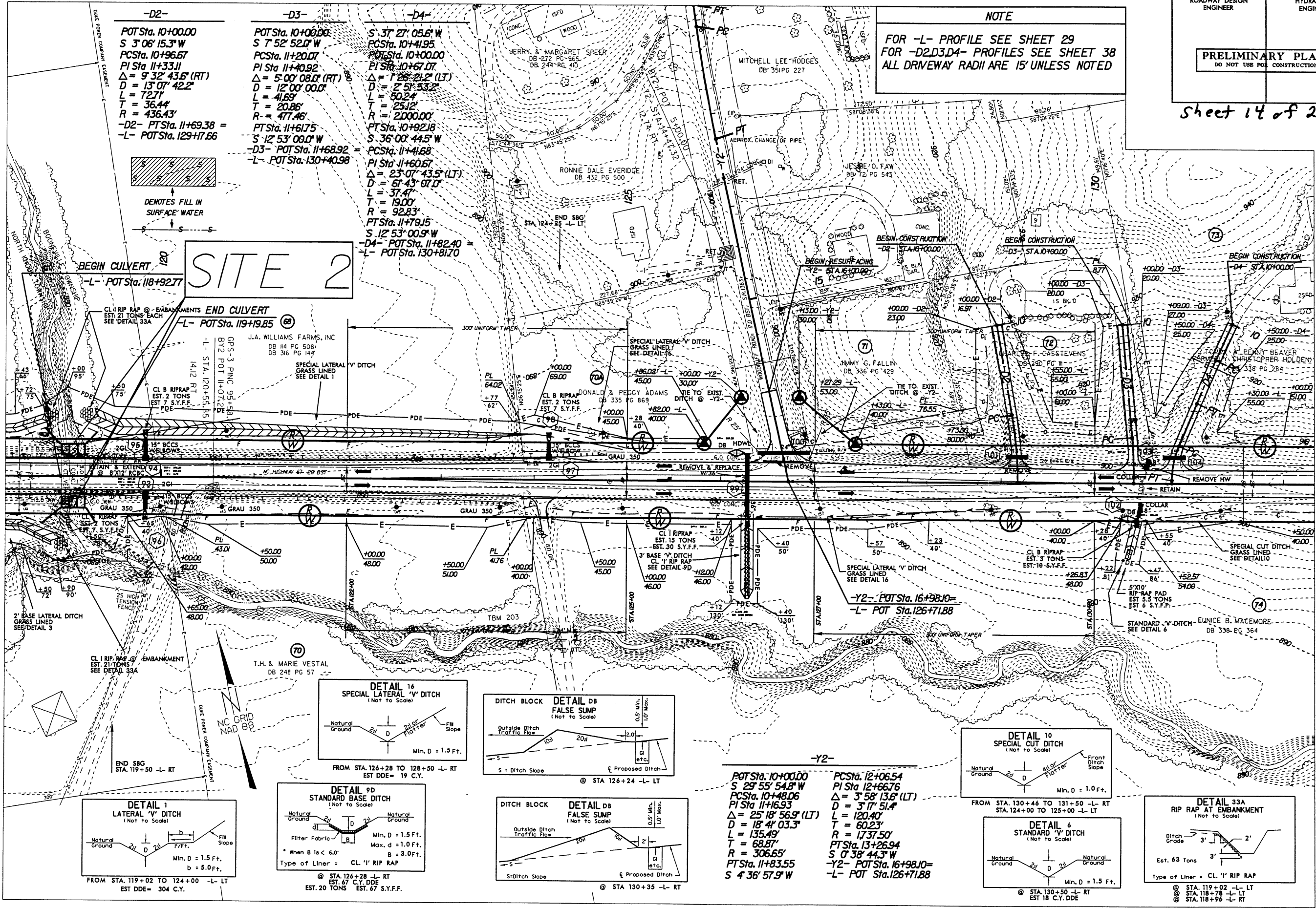
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03-MAR-2005 12:02
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8/17/99

Sheet 14 of 28

NOTE
FOR -L- PROFILE SEE SHEET 29
FOR -D2,D3,D4- PROFILES SEE SHEET 38
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



-D2-
POT Sta. 10+00.00
S 3° 06' 15.3" W
PC Sta. 10+96.67
PI Sta. 11+33.11
Δ = 9° 32' 43.6" (RT)
D = 13° 07' 42.2"
L = 72.71'
T = 36.44'
R = 436.43'
-D2- PT Sta. 11+69.38 =
-L- POT Sta. 129+77.66

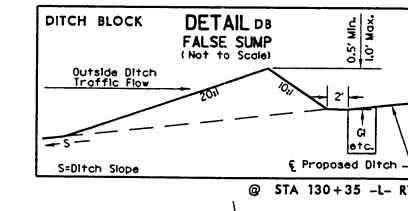
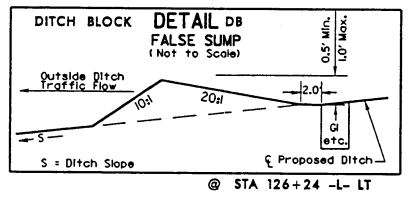
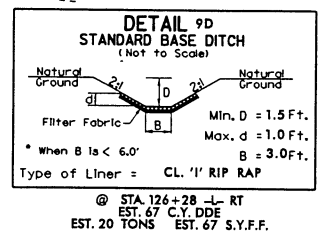
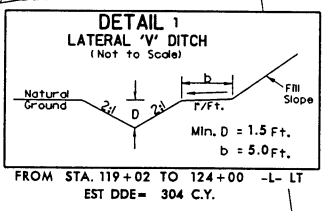
-D3-
POT Sta. 10+00.00
S 7° 52' 52.0" W
PC Sta. 11+20.07
PI Sta. 11+40.92
Δ = 5° 00' 08.0" (RT)
D = 12° 00' 00.0"
L = 41.69'
T = 20.86'
R = 477.46'
-D3- PT Sta. 11+61.75 =
-L- POT Sta. 130+40.98

-D4-
S 37° 27' 05.6" W
PC Sta. 10+41.95
POT Sta. 10+00.00
PI Sta. 10+67.07
Δ = 1° 26' 21.2" (LT)
D = 2° 51' 53.2"
L = 50.24'
T = 25.12'
R = 2000.00'
PT Sta. 10+92.18 =
PC Sta. 11+41.68
PI Sta. 11+60.67
Δ = 23° 07' 43.5" (LT)
D = 61° 43' 07.0"
L = 37.47'
T = 19.00'
R = 92.83'
PT Sta. 11+79.15 =
-D4- POT Sta. 11+82.40 =
-L- POT Sta. 130+81.70

SITE 2

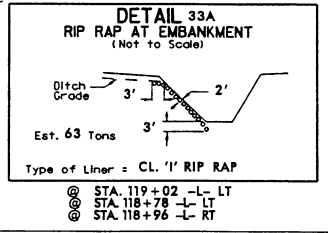
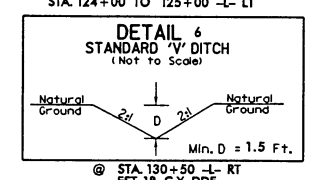
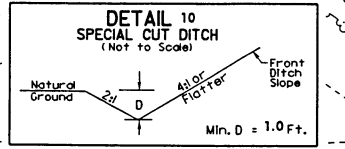
MATCH LINE SHEET 11

MATCH LINE SHEET 13



-Y2-
POT Sta. 10+00.00
S 29° 55' 54.8" W
PC Sta. 10+48.06
PI Sta. 11+16.93
Δ = 25° 18' 56.9" (LT)
D = 18° 41' 03.3"
L = 135.49'
T = 68.87'
R = 306.65'
PT Sta. 11+83.55 =
S 4° 36' 57.9" W

PC Sta. 12+06.54
PI Sta. 12+66.76
Δ = 3° 58' 13.6" (LT)
D = 3° 17' 51.4"
L = 120.40'
T = 60.23'
R = 1737.50'
PT Sta. 13+26.94 =
S 0° 38' 44.3" W
-Y2- POT Sta. 16+98.10 =
-L- POT Sta. 126+71.88



REVISIONS

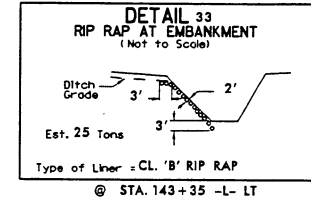
4/28/04 MOVE TCE TO STA. 10+50 -D4- ON PARCEL 73

03 MAR 2005 10:05
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raabw

8/17/99

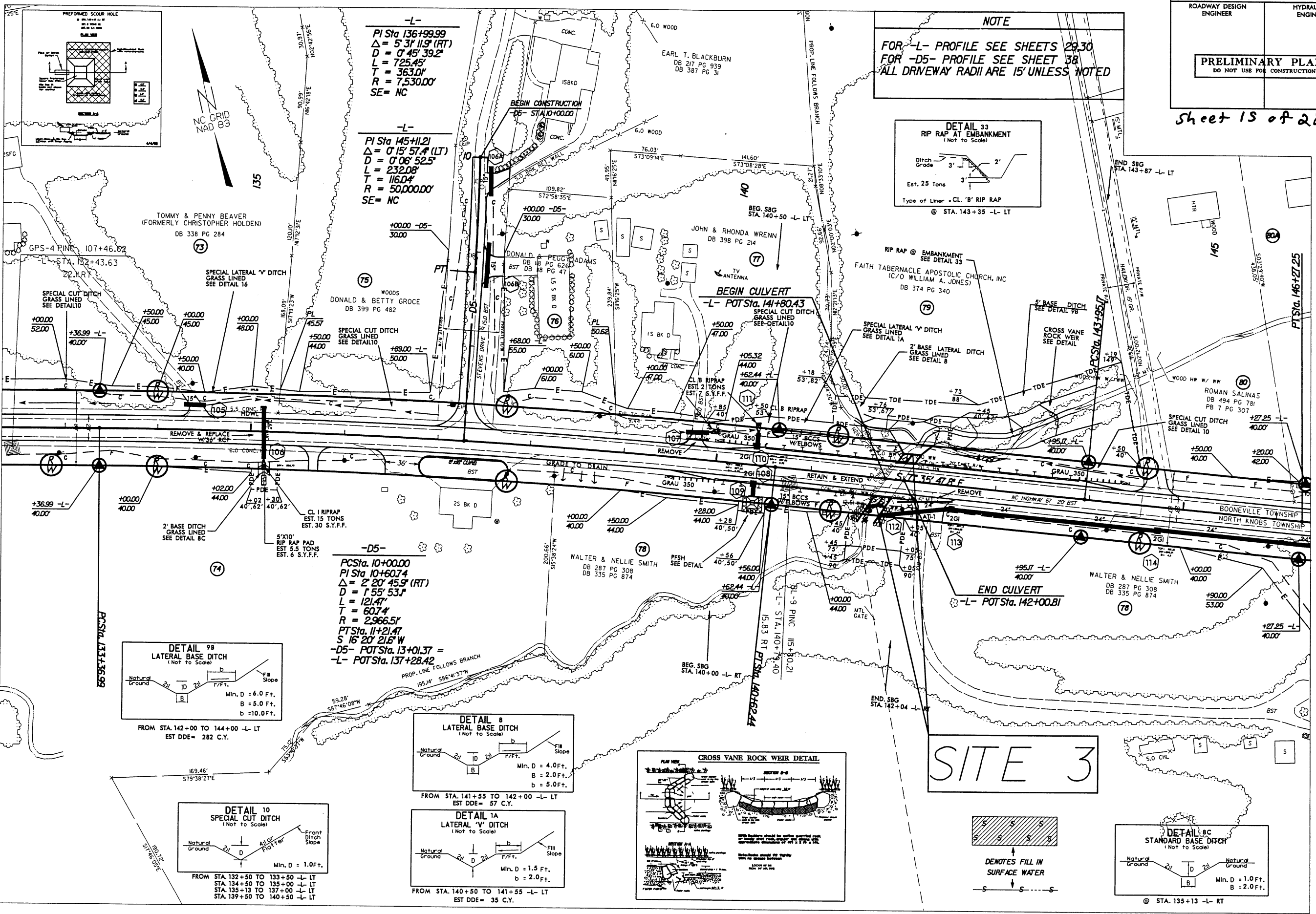
Sheet 13 of 28

NOTE
FOR -L- PROFILE SEE SHEETS 29,30
FOR -D5- PROFILE SEE SHEET 38
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



MATCH LINE SHEET 12

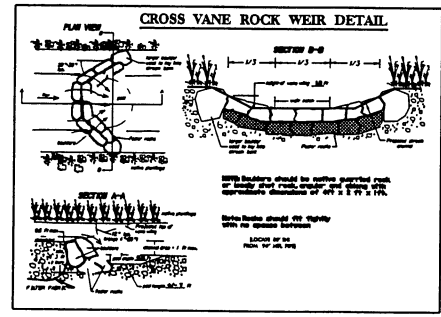
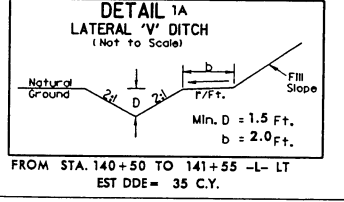
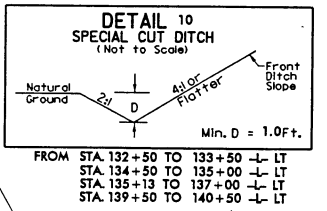
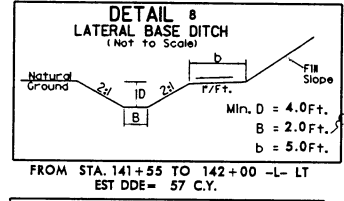
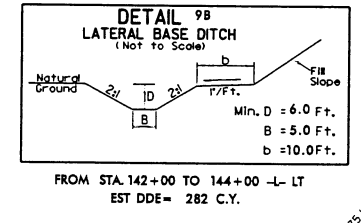
MATCH LINE SHEET 14



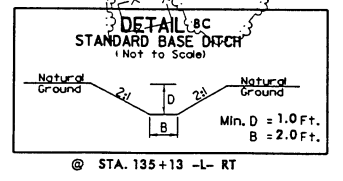
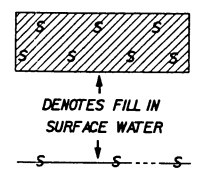
-L-
PI Sta 136+99.99
 $\Delta = 5' 31'' 11.9''$ (RT)
 $D = 0' 45'' 39.2''$
 $L = 725.45'$
 $T = 363.01'$
 $R = 7530.00'$
SE = NC

-L-
PI Sta 145+11.21
 $\Delta = 0' 15'' 57.4''$ (LT)
 $D = 0' 06'' 52.5''$
 $L = 232.08'$
 $T = 116.04'$
 $R = 50,000.00'$
SE = NC

-D5-
PCSta. 10+00.00
PI Sta 10+60.74
 $\Delta = 2' 20'' 45.9''$ (RT)
 $D = 1' 55'' 53.1''$
 $L = 121.47'$
 $T = 60.74'$
 $R = 2,966.51'$
PTSta. 11+21.47
 $S 16' 20'' 21.6''$ W
-D5- POTSta. 13+01.37 =
-L- POTSta. 137+28.42



SITE 3



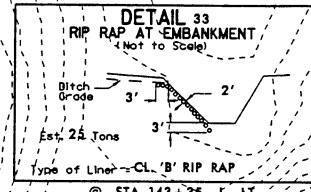
REVISIONS

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8/17/99

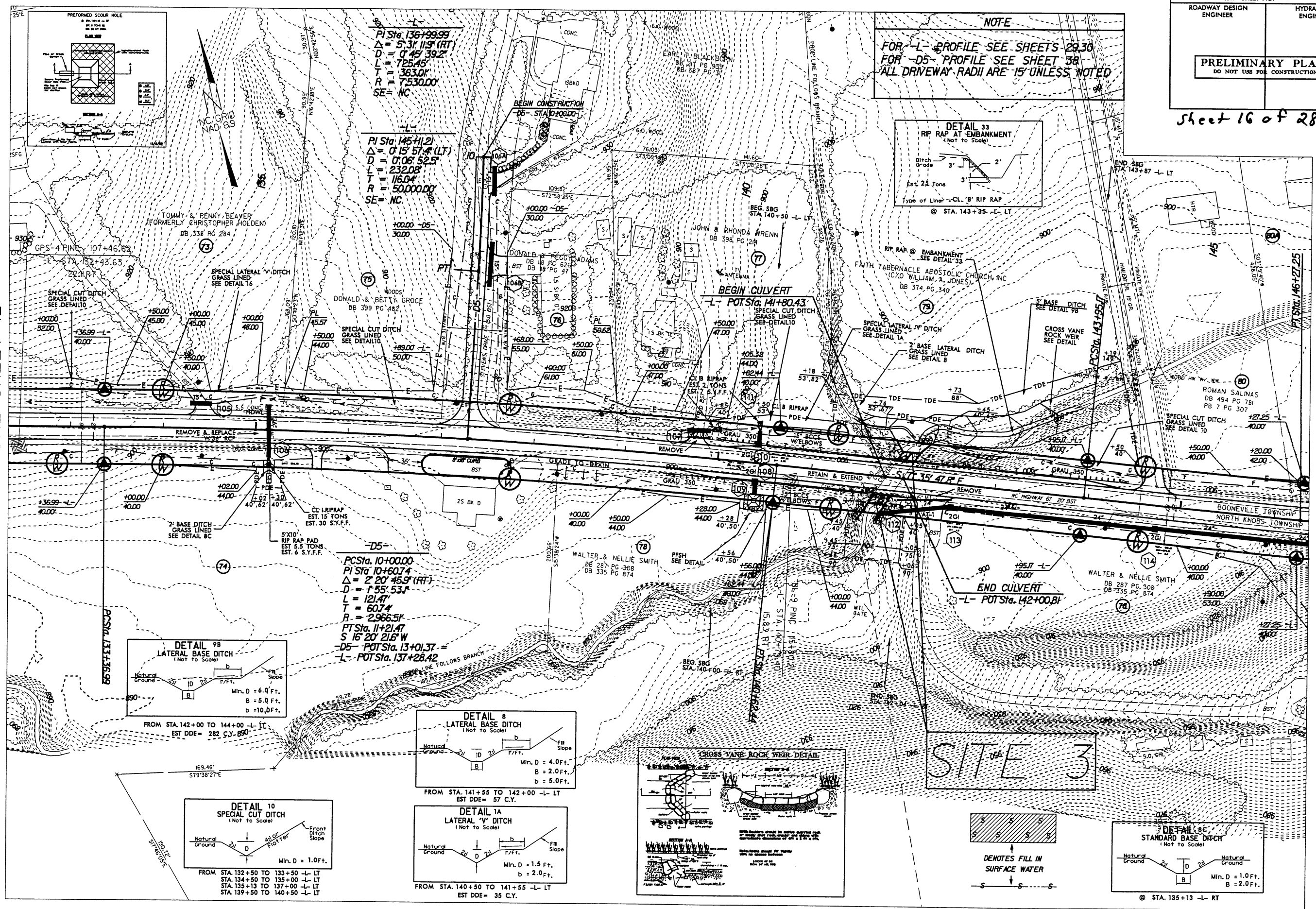
Sheet 16 of 28

NOTE
FOR -L- PROFILE SEE SHEETS 29,30
FOR -D5- PROFILE SEE SHEET 38
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



MATCH LINE SHEET 12

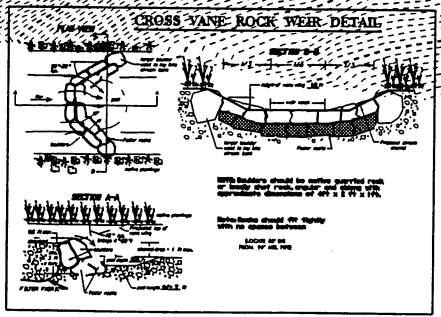
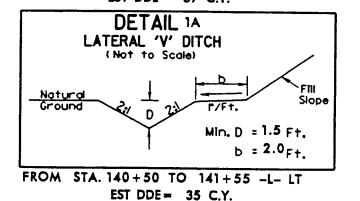
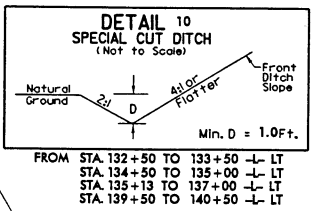
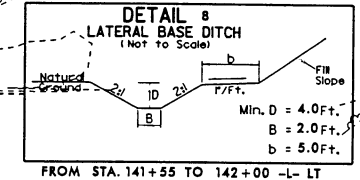
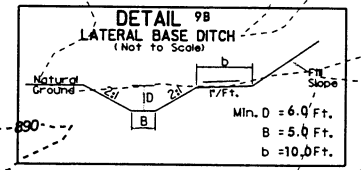
MATCH LINE SHEET 14



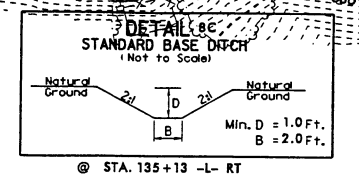
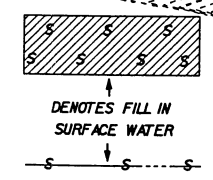
PI Sta. 136+99.99
Δ = 5° 31' 11.9" (RT)
D = 0' 45' 39.2"
L = 725.45'
T = 363.01'
R = 7530.00'
SE = NC

PI Sta. 145+11.2
Δ = 0° 15' 57.4" (LT)
D = 0' 06' 52.5"
L = 232.08'
T = 116.04'
R = 50,000.00'
SE = NC

PCS Sta. 10+00.00
PI Sta. 10+60.74
Δ = 2° 20' 45.9" (RT)
D = 1° 55' 53.1"
L = 121.47'
T = 60.74'
R = 2966.51'
PT Sta. 11+21.47
S 16° 20' 21.6" W
-D5- POT Sta. 13+01.37 =
-L- POT Sta. 137+28.42



SITE 3

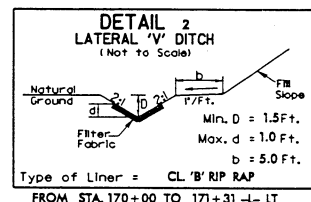
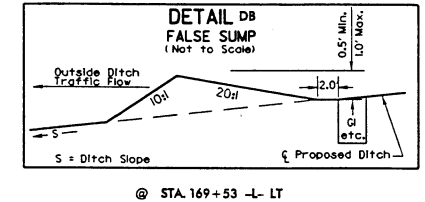
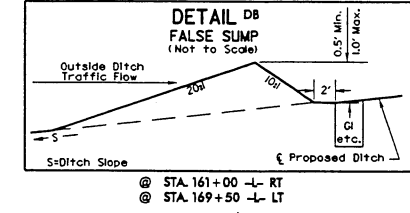
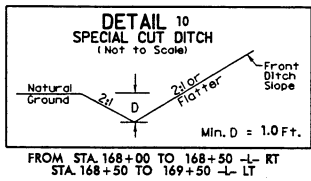
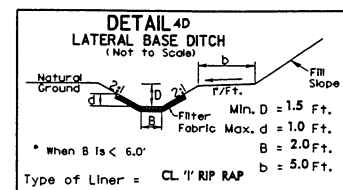
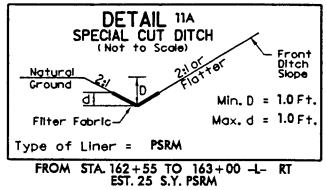


REVISIONS

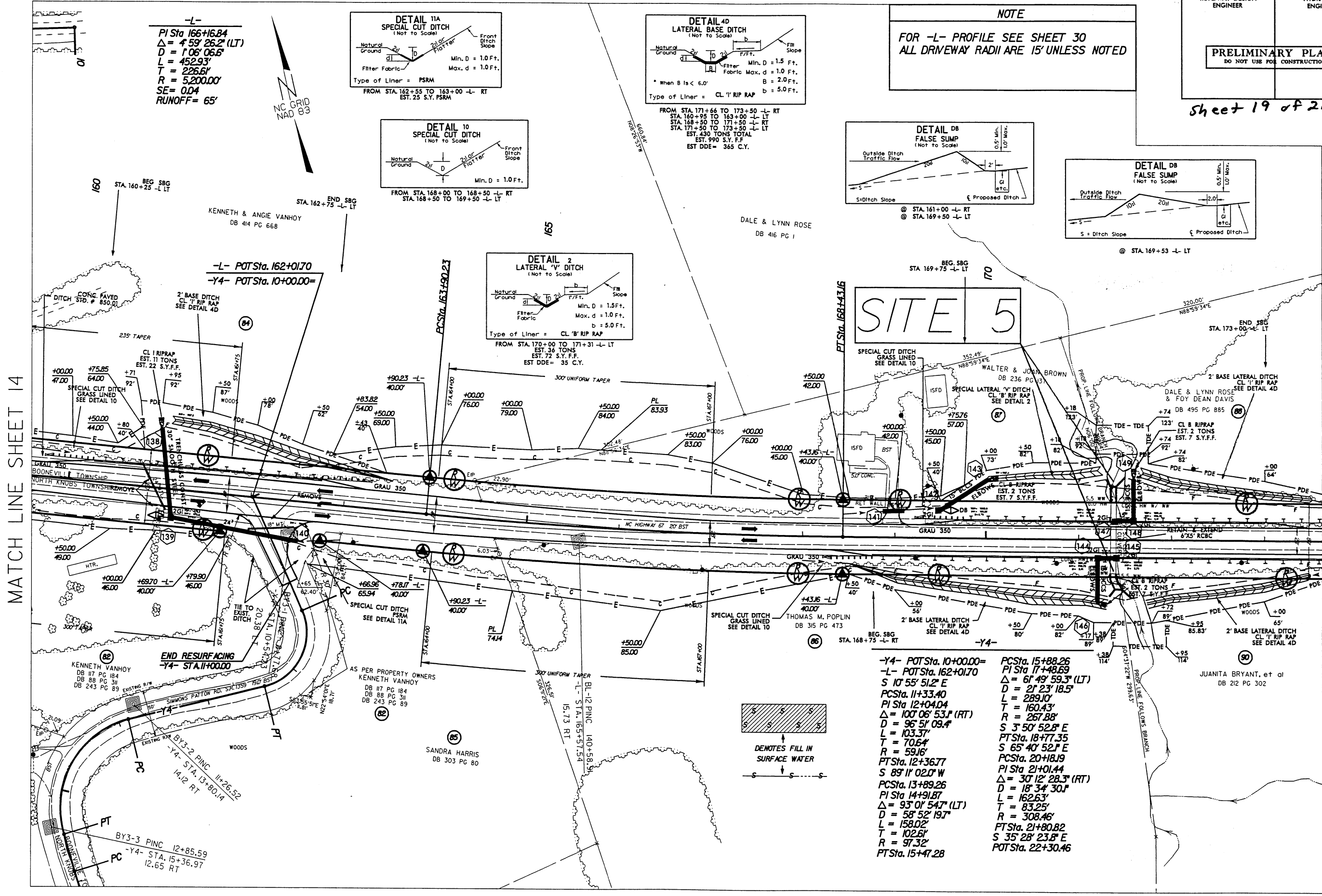
03-MAR-2005 13:46 C:\p\p\13415\ps13_permit_site*3.dgn 8/17/99

Sheet 19 of 28

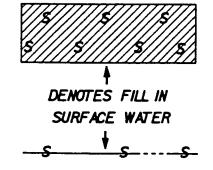
NOTE
FOR -L- PROFILE SEE SHEET 30
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



SITE 5



- Y4- POT Sta. 10+00.00=
- L- POT Sta. 162+01.70
- S 10° 55' 51.2" E
- PC Sta. 11+33.40
- PI Sta. 12+04.04
- Δ = 100° 06' 53.1" (RT)
- D = 96° 51' 09.4"
- L = 103.37'
- T = 70.64'
- R = 59.16'
- PT Sta. 12+36.77
- S 89° 11' 02.0" W
- PC Sta. 13+89.26
- PI Sta. 14+91.87
- Δ = 93° 01' 54.7" (LT)
- D = 58° 52' 19.7"
- L = 158.02'
- T = 102.61'
- R = 97.32'
- PT Sta. 15+47.28
- PC Sta. 15+88.26
- PI Sta. 17+48.69
- Δ = 61° 49' 59.3" (LT)
- D = 21° 23' 18.5"
- L = 289.10'
- T = 160.43'
- R = 267.88'
- PT Sta. 18+77.35
- S 3° 50' 52.8" E
- PC Sta. 18+77.35
- PI Sta. 18+77.35
- S 65° 40' 52.1" E
- PC Sta. 20+18.19
- PI Sta. 21+01.44
- Δ = 30° 12' 28.3" (RT)
- D = 18° 34' 30.1"
- L = 162.63'
- T = 83.25'
- R = 308.46'
- PT Sta. 21+80.82
- S 35° 28' 23.8" E
- POT Sta. 22+30.46



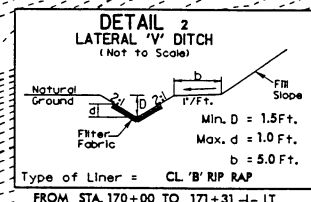
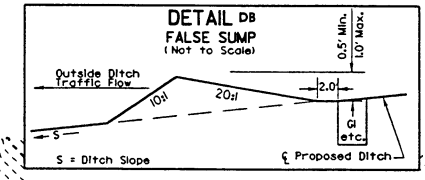
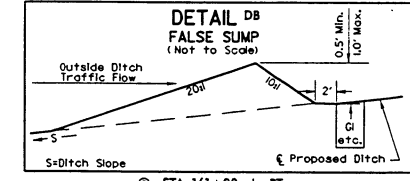
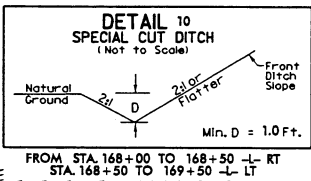
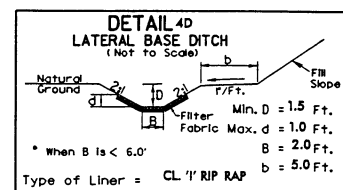
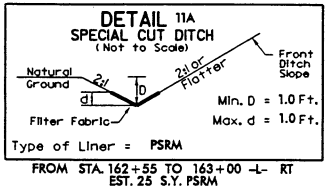
MATCH LINE SHEET 14

MATCH LINE SHEET 16

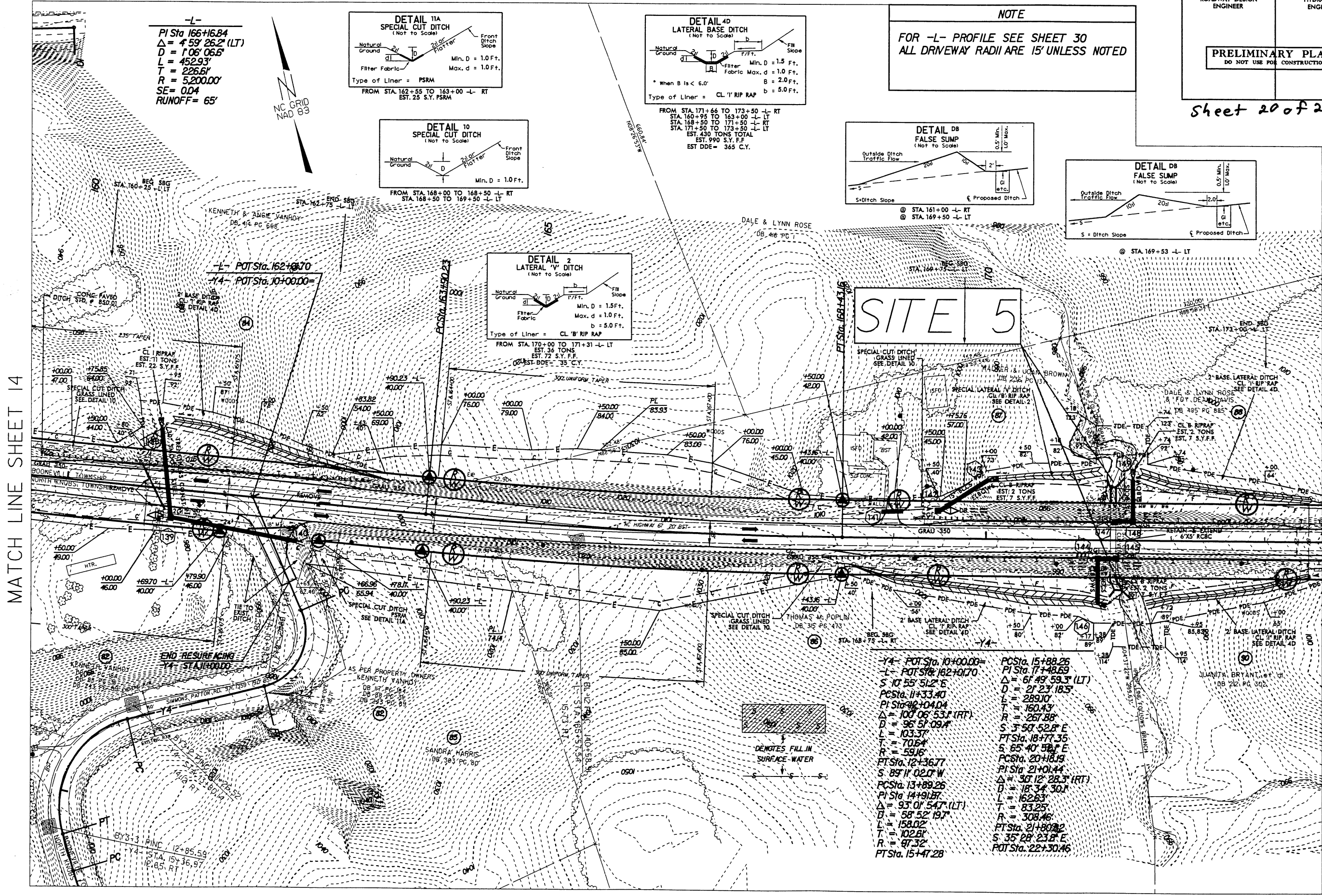
08-MAR-2005 12:19 c:\p\du\p-3415\p-3415ps15-permit-site#5.dgn

Sheet 20 of 28

NOTE
FOR -L- PROFILE SEE SHEET 30
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



SITE 5



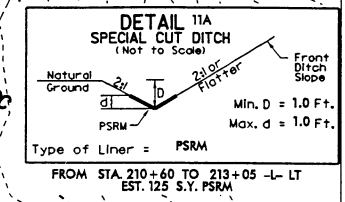
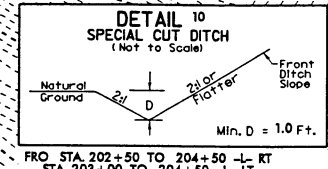
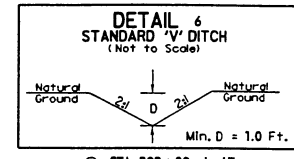
-Y4- POT Sta. 10+00.00=	PC Sta. 15+88.26
-L- POT Sta. 162+01.70	PI Sta. 17+48.69
S 10° 55' 51.2" E	Δ = 61° 49' 59.3" (LT)
PC Sta. 11+33.40	D = 21' 23" 18.5"
PI Sta. 12+04.04	L = 289.10'
Δ = 100° 06' 53.1" (RT)	T = 160.43'
D = 96° 51' 09.1" E	R = 267.88'
L = 103.37'	S 3° 50' 52.8" E
T = 70.64'	PT Sta. 18+77.35
R = 59.16'	S 65° 40' 58.1" E
PT Sta. 12+36.77	PC Sta. 20+18.19
S 85° 11' 02.0" W	PI Sta. 21+01.44
PC Sta. 13+89.26	Δ = 30° 12' 28.3" (RT)
PI Sta. 14+91.87	D = 18' 34" 30.1"
Δ = 93° 01' 54.7" (LT)	L = 162.63'
B = 58° 52' 19.7"	T = 83.25'
L = 158.02'	R = 308.46'
T = 102.61'	PT Sta. 21+80.82
R = 97.32'	S 35° 28' 23.8" E
PT Sta. 15+47.28	POT Sta. 22+30.46

08-MAR-2005 12:18
 c:\pdx\15-3415\15ps15_permit_site*5.dgn
 8/17/99
 REVISIONS
 MATCH LINE SHEET 14
 MATCH LINE SHEET 16

PROJECT REFERENCE NO. R-3415	SHEET NO. 18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

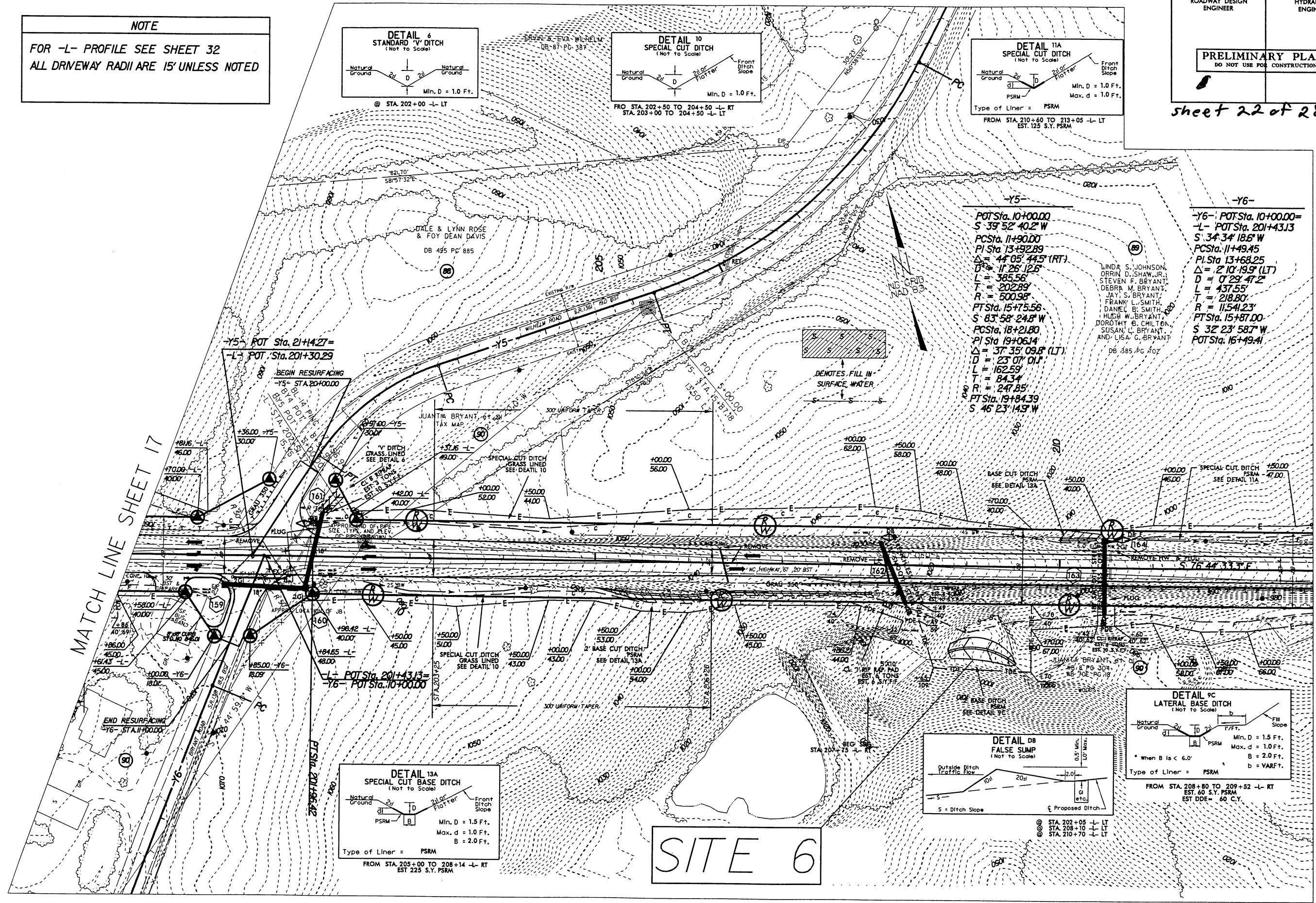
sheet 22 of 28

NOTE
FOR -L- PROFILE SEE SHEET 32
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED



MATCH LINE SHEET 17

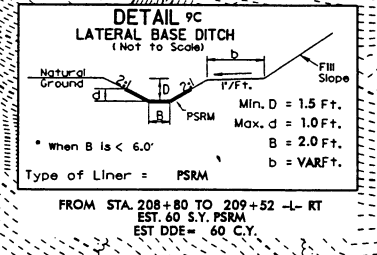
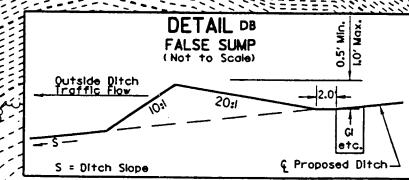
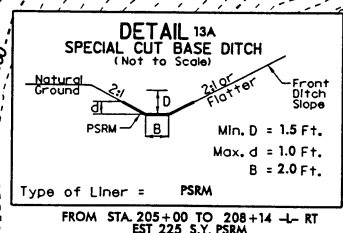
MATCH LINE SHEET 19



-Y5-
POT Sta. 10+00.00
S 39° 52' 40.2" W
PC Sta. 11+90.00
PI Sta. 13+92.89
Δ = 44° 05' 44.5" (RT)
D = 1126.125'
L = 385.56'
T = 202.89'
R = 500.98'
PT Sta. 15+75.56
S 83° 58' 24.8" W
PC Sta. 18+21.80
PI Sta. 19+06.14
Δ = 37° 35' 09.8" (LT)
D = 162.59'
L = 84.34'
T = 247.85'
PT Sta. 19+84.39
S 46° 23' 14.9" W

-Y6-
POT Sta. 10+00.00 =
-L- POT Sta. 201+43.13
S 34° 34' 18.6" W
PC Sta. 11+49.45
PI Sta. 13+68.25
Δ = 2° 10' 19.9" (LT)
D = 0° 29' 47.2"
L = 437.55'
T = 218.80'
R = 11541.23'
PT Sta. 15+87.00
S 32° 23' 58.7" W
POT Sta. 16+49.41

LINDA S. JOHNSON
ORRIN D. SHAW, JR.
STEVEN F. BRYANT
DEBRA M. BRYANT
JAY S. BRYANT
FRANK L. SMITH
DANIEL B. SMITH
HUGH W. BRYANT
DOROTHY E. CHILTON
SUSAN L. BRYANT
AND LISA C. BRYANT
DB 385.PC 702



SITE 6

@ STA. 202+05 -L- LT
@ STA. 208+10 -L- LT
@ STA. 210+70 -L- LT

REVISIONS

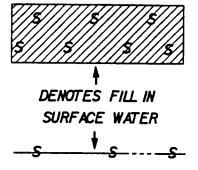
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Lashar

PROJECT REFERENCE NO. R-3415	SHEET NO. 20
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

Sheet 25 of 28

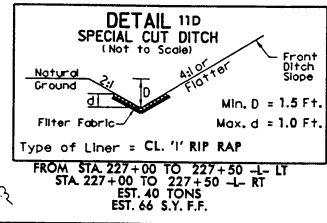
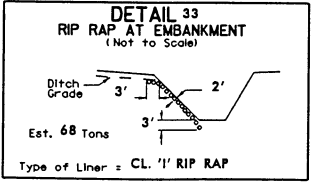
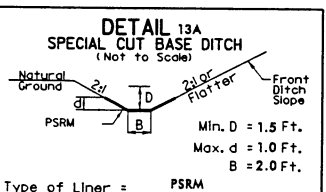
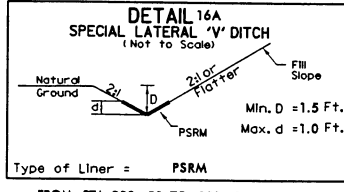
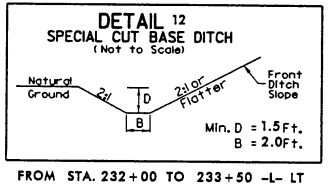
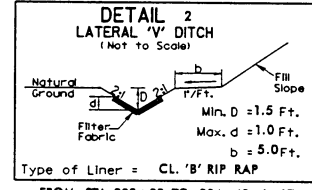
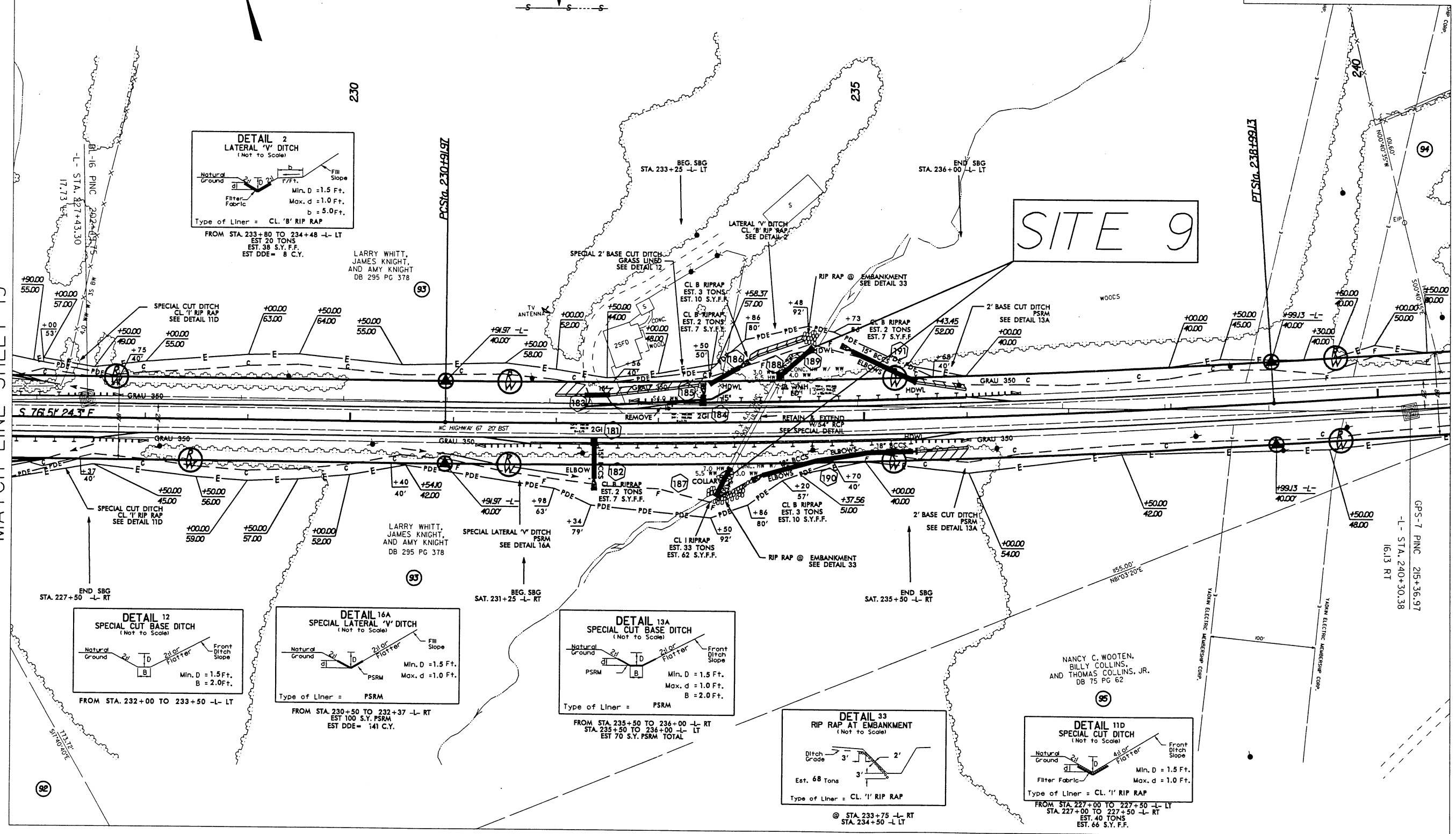
NOTE
FOR -L- PROFILE SEE SHEET 33
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED

-L-
PI Sta 234+95.73
 $\Delta = 4' 08'' 21.2''$ (LT)
D = 0' 30' 46.1"
L = 807.16'
T = 403.76'
R = 11,728.88'
SE = NC



MATCH LINE SHEET 19

MATCH LINE SHEET 21



LARRY WHITT,
JAMES KNIGHT,
AND AMY KNIGHT
DB 295 PG 378

LARRY WHITT,
JAMES KNIGHT,
AND AMY KNIGHT
DB 295 PG 378

NANCY C. WOOTEN,
BILLY COLLINS,
AND THOMAS COLLINS, JR.
DB 75 PG 62

REVISIONS

08-MAR-2005 12:35
c:\vdy\3415\3415ps20_permit.site\9.dgn
ashaw

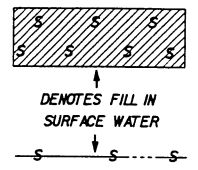
8/17/99

PROJECT REFERENCE NO. R-3415	SHEET NO. 20
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

Sheet 26 of 28

NOTE
FOR -L- PROFILE SEE SHEET 33
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED

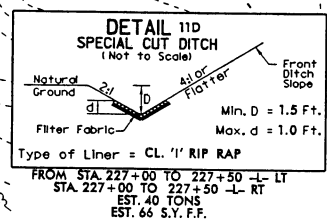
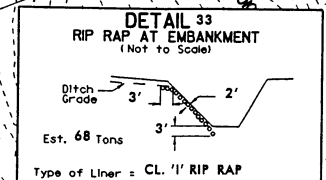
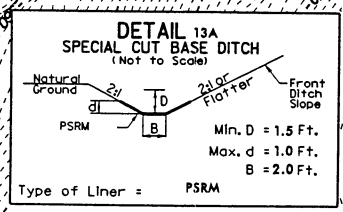
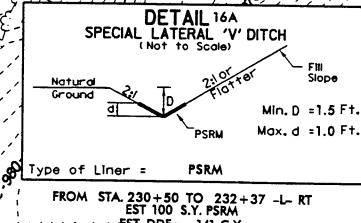
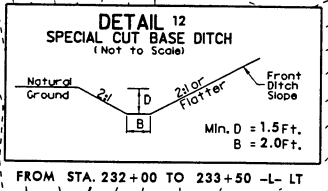
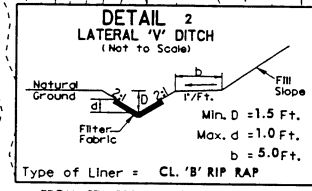
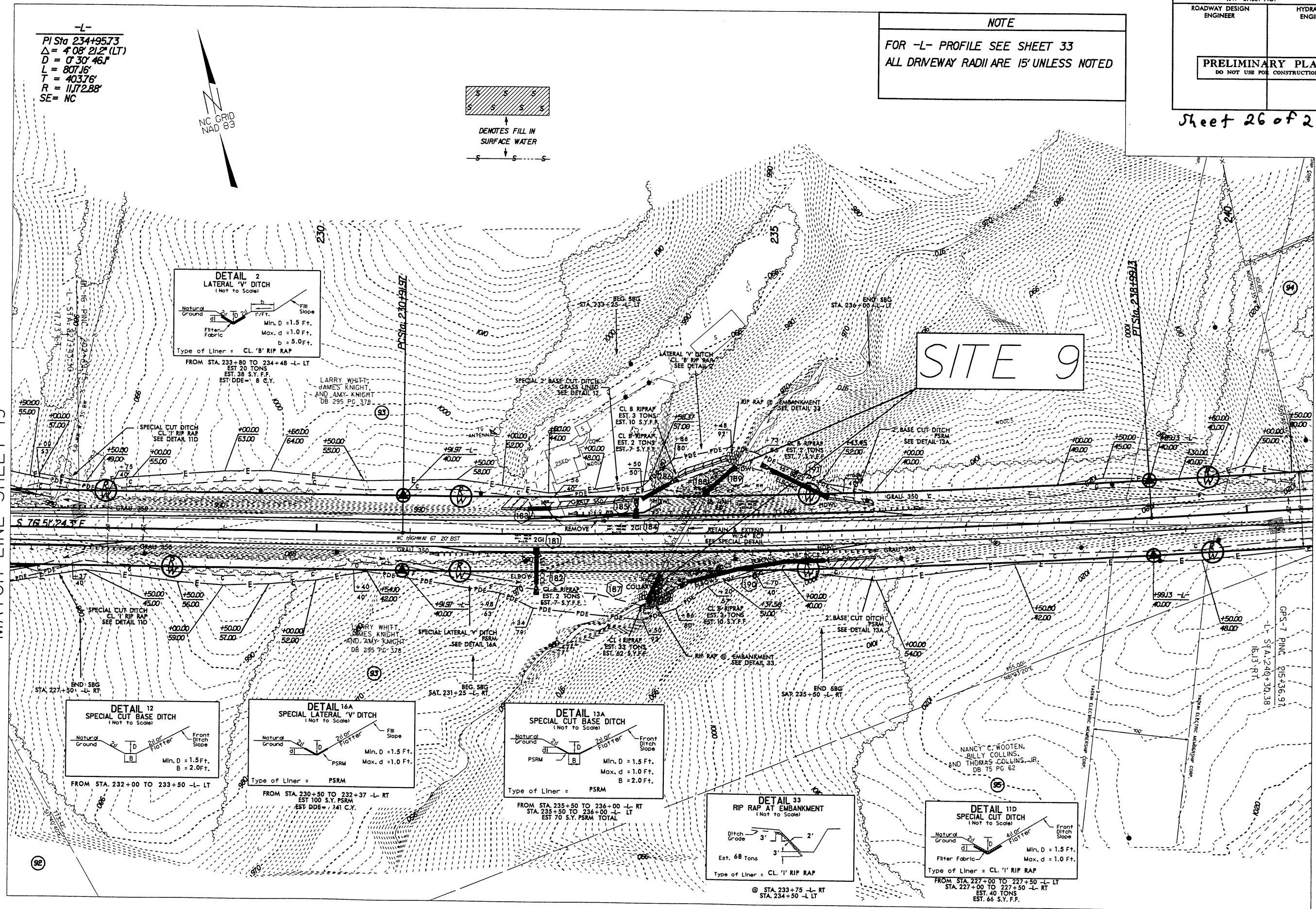
-L-
PI Sta 234+95.73
 $\Delta = 4' 08" 21.2" (LT)$
D = 0' 30' 46.1"
L = 807.16'
T = 403.76'
R = 1172.88'
SE = NC



MATCH LINE SHEET 19

MATCH LINE SHEET 21

SITE 9

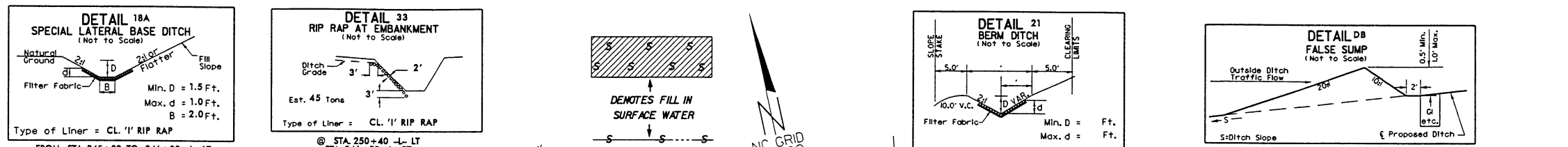


REVISIONS

08-MAR-2005 12:35
c:\v\d\p\3415\3415ps20_permit.site#9.dgn
caslar

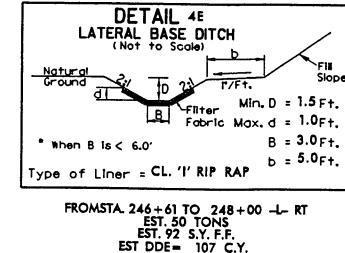
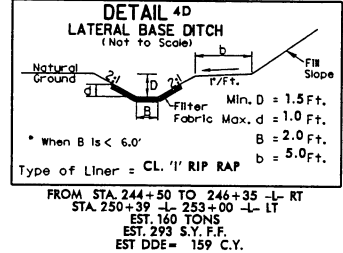
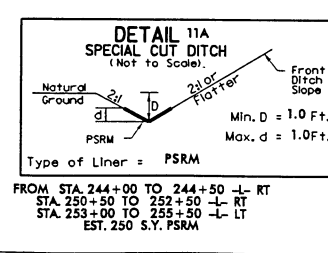
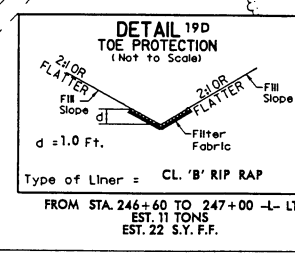
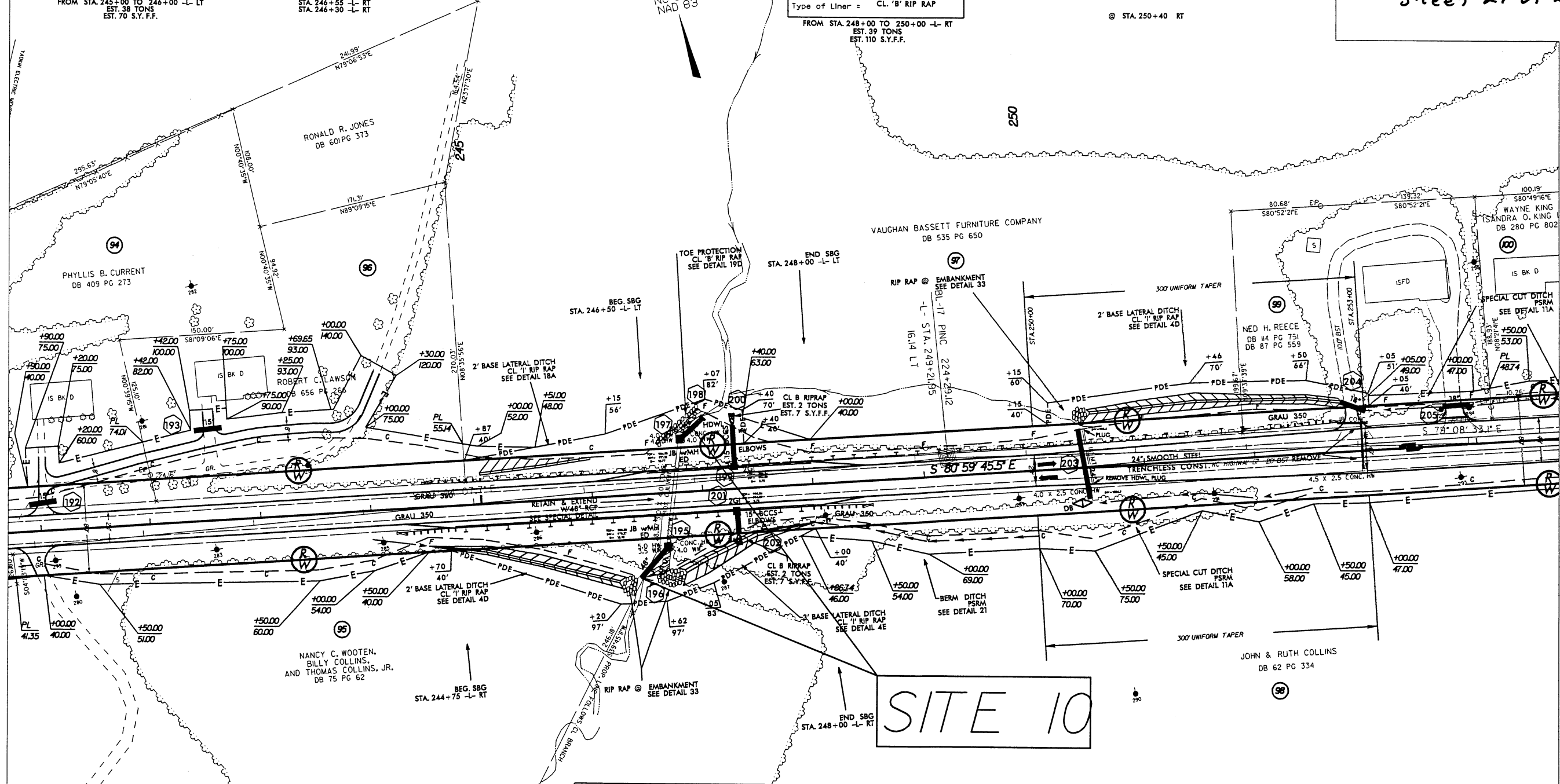
PROJECT REFERENCE NO.	SHEET NO.
R-3415	21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

Sheet 27 of 28



MATCH LINE SHEET 20

MATCH LINE SHEET 22

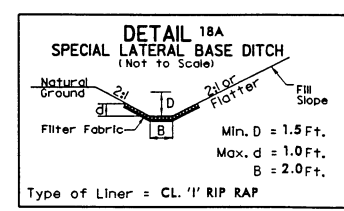


NOTE
FOR -L- PROFILE SEE SHEET 33
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED

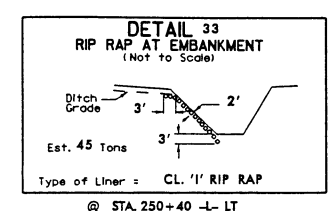
08-MAR-2005 13:51 c:\nwd\p\3415ps21-permit-site*10.dgn

PROJECT REFERENCE NO. R-3415	SHEET NO. 21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

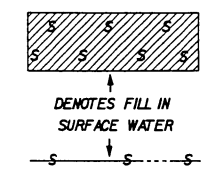
Sheet 28 of 28



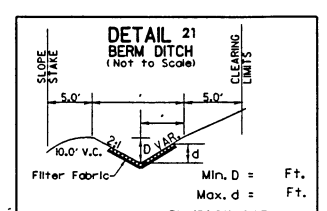
FROM STA. 245+00 TO 246+00 -L- LT
EST. 38 TONS
EST. 70 S.Y.F.F.



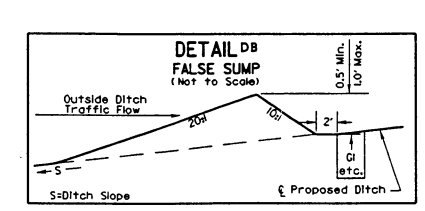
@ STA. 250+40 -L- LT
STA. 246+55 -L- RT
STA. 246+30 -L- RT



DENOTES FILL IN SURFACE WATER



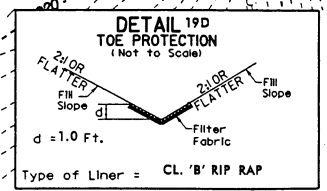
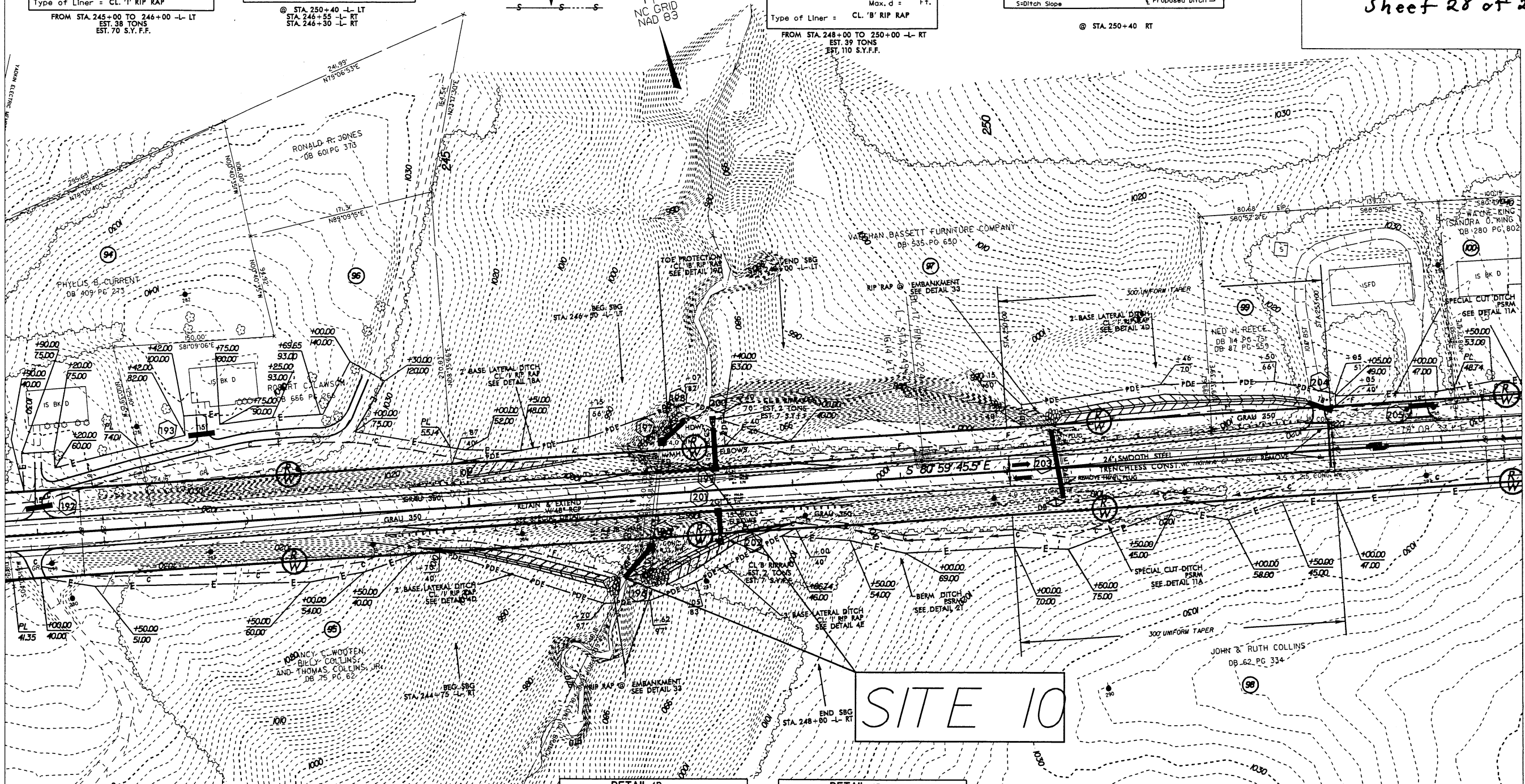
FROM STA. 248+00 TO 250+00 -L- RT
EST. 39 TONS
EST. 110 S.Y.F.F.



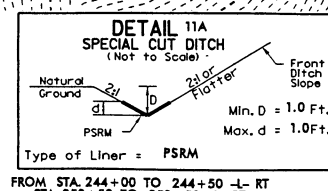
@ STA. 250+40 RT

MATCH LINE SHEET 20

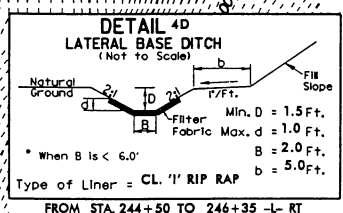
MATCH LINE SHEET 22



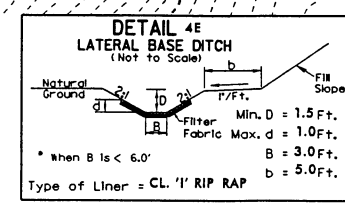
FROM STA. 246+60 TO 247+00 -L- LT
EST. 11 TONS
EST. 22 S.Y.F.F.



FROM STA. 244+00 TO 244+50 -L- RT
STA. 250+50 TO 252+50 -L- RT
STA. 253+00 TO 255+50 -L- LT
EST. 250 S.Y.F.F.



FROM STA. 244+50 TO 246+35 -L- RT
STA. 250+35 TO 253+00 -L- LT
EST. 160 TONS
EST. 293 S.Y.F.F.
EST DDE = 159 C.Y.



FROM STA. 246+61 TO 248+00 -L- RT
EST. 60 TONS
EST. 92 S.Y.F.F.
EST DDE = 107 C.Y.

NOTE
FOR -L- PROFILE SEE SHEET 33
ALL DRIVEWAY RADII ARE 15' UNLESS NOTED

8/17/99

REVISIONS

08-MAR-2005 13:51
C:\p1\3415\ps21\permt.site*10.dgn
C:\p1\3415\ps21\permt.site*10.dgn