RIGHT OF WAY AREA DATA

-L-			
PI Sta 12+16.99 △ = 27° 31' 28.1" (RT) D = 11° 48' 48.8" L = 232.99' T = 118.79' R = 485.00' SE = 0.06 RO = 40 V = 40mph	PI Sta 15+90.94 △ = 17° 10' 49.0" (LT) D = 9° 34' 40.3" L = 179.37' T = 90.37' R = 598.21' SE = 0.06 RO = 40	PI Sta 17+02.79 △ = 3° 54' 13.9" (LT) D = 8° 33' 01.1" L = 45.66' T = 22.84' R = 670.10' SE = 0.06 V = 45mph	PI Sta 18+02.85 △ = 8° 37' 06.6" (LT) D = 5° 35' 21.3" L = 154.20' T = 77.24' R = 1,025.11' SE = EXIST.
2.8' CURVE WIDENING (SU-40 DESIGN VEHICLE USED FOR CURVE WIDENING)	3.2' CURVE WIDENING		

#	NAME	ROW	TCE	PUE
1	H. LEROY MARTIN	1,498 SF	2,748 SF	2,473 SF
2	GURNEY O. BURGESS, III & JOSEPH HENRY BURGESS	742 SF	1,208 SF	
4	STATE HIGHWAY COMMISSION NO REFERENCE FOUND	828 SF	1,602 SF	

NAD 83/NA 2011

PROJECT REFERENCE NO.	SHEET NO.
BPI-R002	EC-05/CONST.04
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

Prepared by
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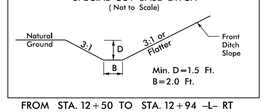
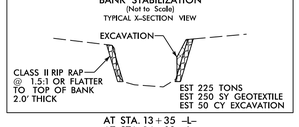
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DETAIL 1
SPECIAL CUT BASE DITCH
(Not to Scale)



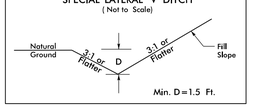
FROM STA. 12+50 TO STA. 12+94 -L- RT

DETAIL 2
BANK STABILIZATION
(Not to Scale)
TYPICAL X-SECTION VIEW



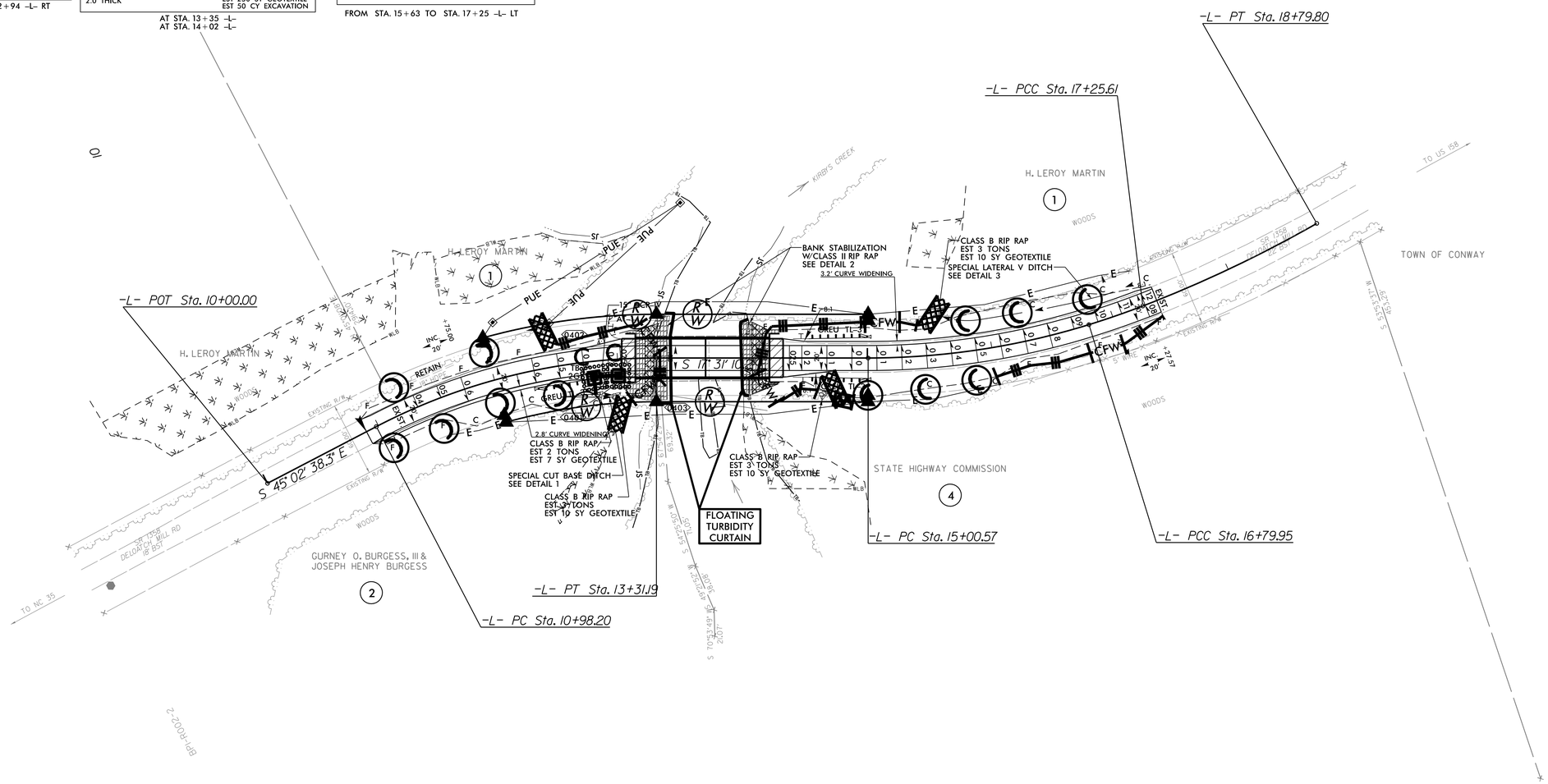
AT STA. 13+35 -L-
AT STA. 14+02 -L-

DETAIL 3
SPECIAL LATERAL 'V' DITCH
(Not to Scale)



FROM STA. 15+63 TO STA. 17+25 -L- LT

NOTE:
MATTING WITH NYLON MESH CANNOT BE PLACED WITHIN 25' OF THE TOP OF STREAM BANKS OR OPEN WATERS.



8/17/99

5/17/2023
\\PSN\BPI-R002_REU_EC_Final.dgn
SE Bridge Out