SHEET INDEX

SHEET NO.	DESCRIPTION	SHEET TOTALS
1	TITLE SHEET	1
2	SUMMARY OF QUANTITIES	1
3–3A	TYPICAL SECTION	2
4	RIGHT OF WAY DATA SHEET	1
4A	PROPERTY STRIP MAP	1
5	GENERAL NOTES	1
5A	REFERENCE DATA SHEET	1
6–8	PLAN AND PROFILE SHEETS	3
EC1	EROSION CONTROL DATA SHEET	1
D1–D3	DRAINAGE & EROSION CONTROL SHEETS	3
PM1–PM3	PAVEMENT MARKING & SIGNING SHEETS	3
LL1–LL3	LIGHTING SHEETS	3
PH1–PH3	PHOTOMETRICS SHEETS	3
LA1–LA4	LANDSCAPING SHEETS	4
DB1–DB5	DUCT BANK SHEETS	5
X1–X9	CROSS SECTIONS	9
		TOTAL 42

Hydraulic Design Reference for these plans is the: 2009 Edition of SCDOT's "Requirements for Hydraulic Design Studies"

Design Reference for these plans is the:

2011

AASHTO "A Policy on Geometric Design of Highways and Streets"

ENVIRONMENTAL PERMIT INFORMATION						
USACE PERMIT	YES	NO				
NEPA DOCUMENT	YES	NO				
401 CERTIFICATION	YES	NO				
OCRM CAP	YES	NO				
NAVIGABLE WATERSSC	USCG	USACE	N/A			



CALL 811

SOUTH CAROLINA 811 (SC811) WWW.SC811.COM ALL UTILITIES MAY NOT BE A MEMBER OF SC811

> RAILROAD INVOLVEMENT? YES /NO

	TRAFFIC DATA					
-	2018	_ ADT	900	_		
-	2038	_ ADT	2,100	_		



-N-

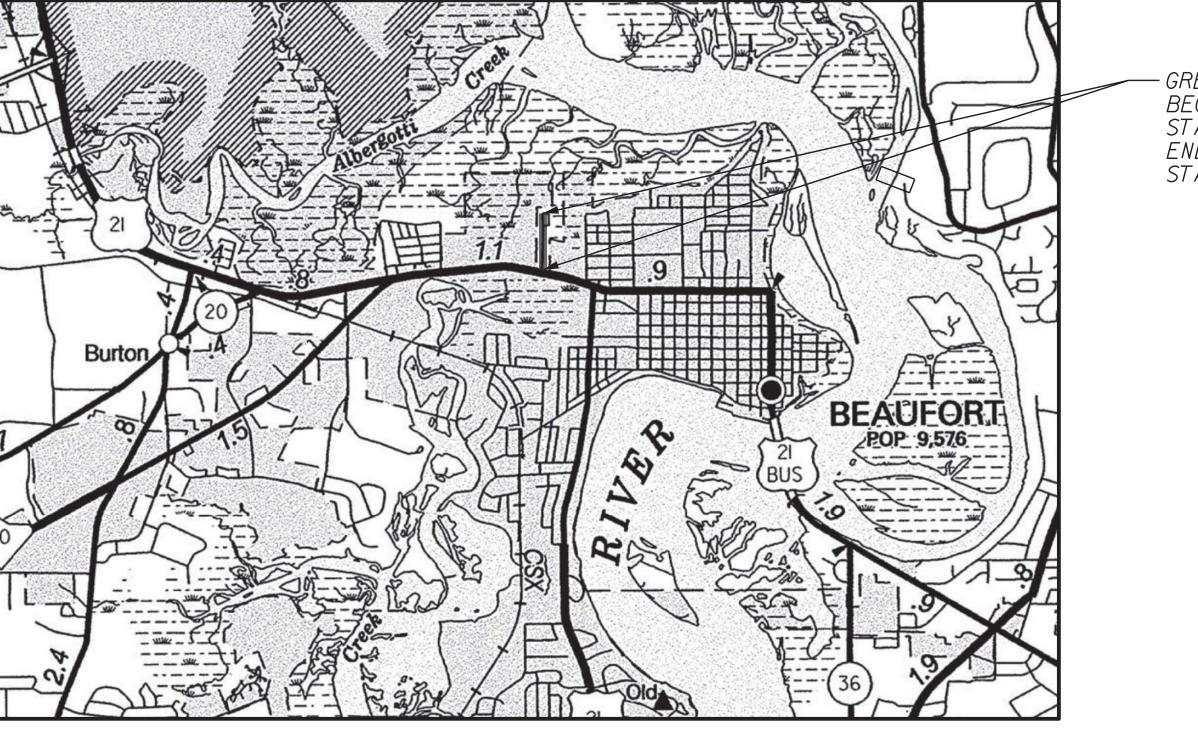
CITY OF BEAUFORT



PLAN AND PROFILE OF GREENLAWN DRIVE (S-296) STREETSCAPE

FROM: BOUNDARY STREET (US 21)



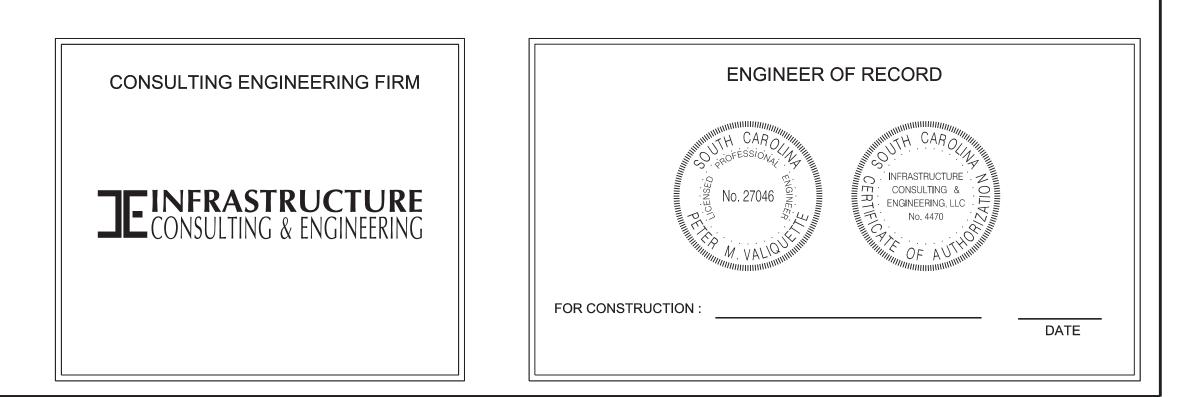


LAYOUT N.T.S.

	GREENLAWN DRIVE	TOTAL (MILES)
NET LENGTH OF ROADWAY	0.30	0.30
NET LENGTH OF BRIDGES	_	_
NET LENGTH OF PROJECT	0.30	0.30
LENGTH OF EXCEPTIONS	_	_
GROSS LENGTH OF PROJECT	0.30	0.30

EQUALITIES IN STATIONING: NONE

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL TO CONFORM WITH SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.



	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
	SC	BEAUFORT			S-296	1
	L				1 1	
	Ν	IPDES PERM	/IT INFOR	MATION		
	Distur	bed Area = .	1.30	Acre(s)	
	Prio	ect Area = .	3.30	Acre	s)	
	i ijo			/ 1010(1	5)	
	Ар	proximate Lo	cation of F	Roadway is		
	Begin					
			<u>6'28" N</u>			
	Long	gitude <u>80°4</u>	<u>1'24" W</u>			
EENLAWN DRIVE (S-296)	End					
GIN_CONSTRUCTION A.IO+II.87		ude <u>32°2</u>	6'44" N			
D CONSTRUCTION		gitude <u>80°4</u>	1'25" W			
A. 25+87.50						
				Docian		
		Hydraulic an prov	vided by:	บธิงาหา		
			.C.E.		-	
	De	esigns may be	e obtained	from the		
	SC	CDOT Regior	nal Product	ion Group		

RECORD OF THE RESPONSIBILITY TO DESIGN THIS PROJECT IN ACCORDANCE WITH ALL APPLICABLE CRITERIA.

For Right Of Way Acquisition:

Consultant Engineer of Record

Date

PAYITEM	DESCRIPTION	QUANTITY	UNIT
1031000	MOBILIZATION	NEC	LS
1032010	BONDS AND INSURANCE	NEC	LS
1050800	CONSTRUCTION STAKES, LINES & GRADES	1	EA
1071000	TRAFFIC CONTROL	NEC	LS
1090200	AS-BUILT CONSTRUCTION PLANS	NEC	LS
2012000	CLEARING & GRUBBING WITHIN ROADWAY	NEC	LS
2025000	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	3216	SY
2031000	UNCLASSIFIED EXCAVATION	503	CY
2033000	BORROW EXCAVATION	532	CY
2081001	FINE GRADING	4767	SY
2103000	FLOWABLE FILL	100	CY
2021005	REMOVAL & DISPOSAL OF EXISTING CATCH BASIN	2	EA
2021010	REMOVAL & DISPOSAL OF EXISTING DROP INLET	2	EA
3069900	MAINTENANCE STONE	62	TON
3100320	HOT MIX ASPHALT BASE COURSE - TYPE B	941	TON
4011004	LIQUID ASPHALT BINDER PG64-22	117	TON
4013990	MILLING EXISTING ASPHALT PAVEMENT (VARIABLE)	200	SY
4020320	HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	701	TON
4030340	HOT MIX ASPHALT SURFACE COURSE TYPE C	525	TON
4030360	HOT MIX ASPHALT SURFACE COURSE TYPE E	112	TON
6020005	PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	248	SF
6250010	4" WHITE SOLID LINES (PVT. EDGE LINES)-FAST DRY PAINT	4304	LF
6250015	8"WHITE SOLID LINES(CROSSWALK&CHANNELIZATION)FAST DRY PAINT	1148	LF
6250025	24" WHITE SOLID LINES (STOP/DIAGONAL LINES)-FAST DRY PAINT	132	LF
6250050	HANDICAP SYMBOL - FAST DRY PAINT	4	EA
6250110	4"YELLOW SOLID LINE(PVT.EDGE&NO PASSING ZONE)-FAST DRY PAINT	5946	LF
6271010	4" WHITE SOLID LINES (PVT. EDGE LINES) THERMO 90 MIL.	2152	LF
6271015	8" WHITE SOLID LINES THERMOPLASTIC - 125 MIL.	574	LF
6271025	24" WHITE SOLID LINES (STOP/DIAG LINES)-THERMO125 MIL	66	LF
6271050	HANDICAP SYMBOL - THERMOPLASTIC - 125 MIL.	4	EA
6271074	4" YELLOW SOLID LINES(PVT.EDGE LINES) THERMO-90 MIL.	2973	LF
6301100	PERMANENT YELLOW PAVEMENT MARKERS BI-DIR 4"X4"	20	EA
6510105	FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	109	SF
6531210	U-SECTION POST FOR SIGN SUPPORTS - 3P	160	LF
6651005	LIGHT STANDARD FOUNDATION	27	EA
6651091	SINGLE DECORATIVE LIGHT POLE	27	EA
6750213	2.0" SCHEDULE 40 PVC CONDUIT	3150	LF
6760060	2" SCHEDULE 80 HDPE CONDUIT (TRENCHLESS)	320	LF
6888110	INSTALL STREET LIGHT LUMINAIRE	27	EA
7141133	18" RC PIPE CULCLASS V	115	LF
7143618	18" SMOOTH WALL PIPE	696	LF
7143624	24" SMOOTH WALL PIPE	142	LF

EVALUATE: CONSULTING & ENGINEERING

SUMMARY OF ESTIMATED QUANTITIES

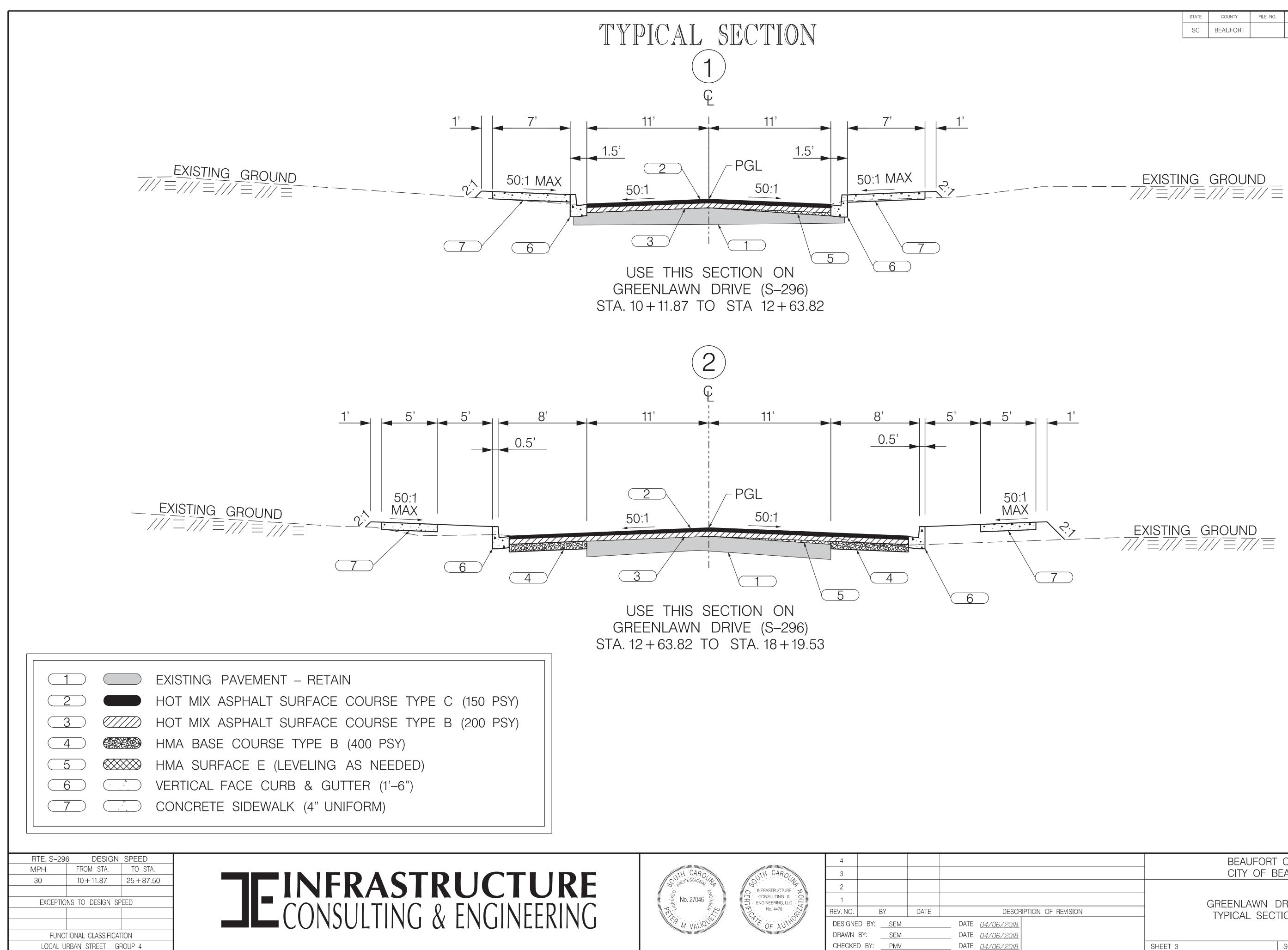
PAYITEM	DESCRIPTION	QUANTITY	UNIT
7149999	CLEANING EXISTING PIPE	366	LF
7191005	CATCH BASIN -TYPE 1	1	EA
7191605	CATCH BASIN -TYPE 16	11	EA
7191650	CATCH BASIN - TYPE 18	2	EA
7192020	DROP INLET (24" X 36")	3	EA
7192109	MANHOLE WITH STANDARD 6' X 6' BOX	1	EA
7195551	MANUFACTURED STORMWATER TREATMENT DEVICE (MTD) TYPE 1	1	EA
7196173	CATCH BASIN - TYPE 16 (TOP ONLY)	1	EA
7198392	JUNCTION BOX - CONVERT CB T-16	1	EA
7203110	CONCRETE CURB AND GUTTER(1'-6") VERTICAL FACE	3221	LF
7204100	CONCRETE SIDEWALK(4" UNIFORM)	1323	SY
7205000	CONCRETE DRIVEWAY(6" UNIFORM)	276	SY
7204900	DETECTABLE WARNING MATERIAL	322	SF
7209000	PEDESTRIAN RAMP CONSTRUCTION	375	SY
8091010	RIGHT OF WAY MARKER(REBAR AND CAP)	15	EA
8091050	RIGHT OF WAY PLAT	NEC	LS
8100100	PERMANENT COVER	0.25	ACR
8100200	TEMPORARY COVER	0.25	ACR
8104005	FERTILIZER (NITROGEN)	25	LB
8104010	FERTILIZER (PHOSPHORIC ACID)	25	LB
8104015	FERTILIZER (POTASH)	25	LB
8105005	AGRICULTURAL GRANULAR LIME	500	LB
8109901	MOWING	0.5	ACR
8110220	DOUBLE-SHREDDED HARDWOOD MULCH	11285	SF
811117H	QUERCUS LYRATA(OVERCUP OAK)	25	EA
8111180	SABAL PALMETTO	5	EA
8111371	LIRIOPE MUSCARI'MAJESTIC'(MAJESTIC LIRIOPE)	654	EA
8111445	MUHLENBERGIA CAPILLARIS (PINK MUHLY GRASS)	58	EA
8111456	TRACELOSPERUM ASIATICUM (ASIATIC JASMINE)	455	EA
8115500	TREE WATERING BAG SYSTEM	30	EA
8151203	HYDRAULIC EROSION CONTROL PRODUCT (HECP) - TYPE 3	0.25	ACR
8152004	INLET STRUCTURE FILTER - TYPE F (WEIGHTED)	185	LF
8152006	INLET STRUCTURE FILTER- TYPE F (NON-WEIGHTED)	185	LF
8153000	SILT FENCE	2162	LF
8153090	REPLACE/REPAIR SILT FENCE	216	LF
8154050	REMOVAL OF SILT RETAINED BY SILT FENCE	541	LF
8156200	CLEANING INLET STRUCTURE FILTERS	17	EA
8156215	INLET STRUCTURE FILTER - TYPE D2	4	EA
8156217	FILTER MATERIAL FOR INLET STRUCTURE FILTER - TYPE D2	4	EA
· _ · - · · ·	ROOT BARRIER (18" HIGH)	1200	LF
	UTILITY DUCT BANK SYSTEM	2040	LF
	DUCT BANK TURN-OUT - ELECTRIC (GROUTED)	10	EA
	DUCT BANK TURN-OUT - COMMUNICATION (NOT GROUTED)	20	EA





4				BEUAFORT COUNTY
3				CITY OF BEAUFORT
2				
1				GREENLAWN DRIVE (S-296)
REV. NO.	BY	DATE	DESCRIPTION OF REVISION	SUMMARY OF ESTIMATED QUANTITIES
DESIGNE	D BY: <u>SEM</u>		DATE <u>04/06/2018</u>	
DRAWN	BY: SEM		DATE <u>04/06/2018</u>	
CHECKE	D BY: PMV		DATE 04/06/2018	SHEET 2 SCALE: NTS

STATECOUNTYFILE NO.PROJECT NO.ROUTE NO.SHEET NO.SCBEAUFORTS-2962						
SC BEAUFORT S-296 2	STATE	COUNTY	FILE NO.	PROJECT NO.		SHEET NO,
	SC	BEAUFORT			S–296	2

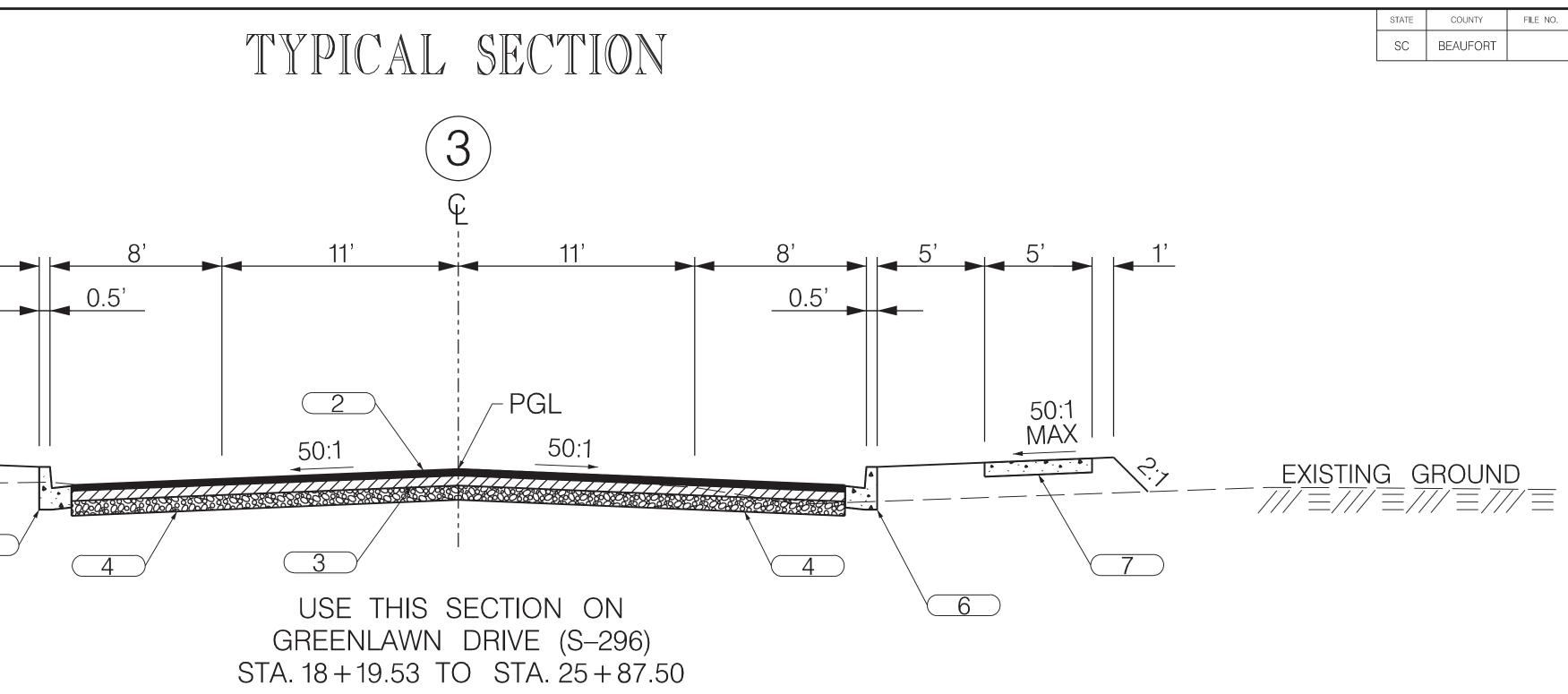


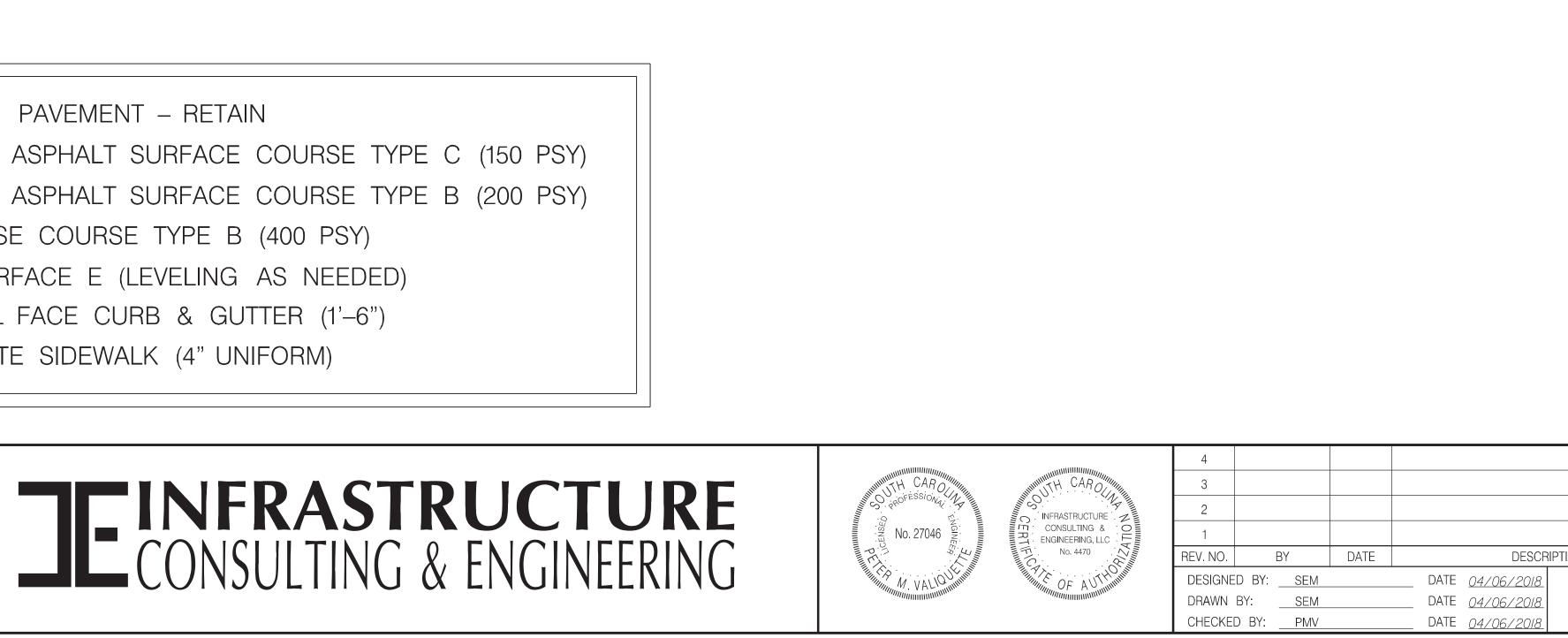
STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S–296	3

	BEAUFORT CITY OF B	
PTION OF REVISION	GREENLAWN [TYPICAL SEC	
	SHEET 3	SCALE: NTS

		1' 5' 5' 50:1 MAX 7 6
	 HMA BASE COURSE TYP HMA SURFACE E (LEVEL VERTICAL FACE CURB & 	ACE COURSE TYPE C (150 ACE COURSE TYPE B (20 E B (400 PSY) ING AS NEEDED) GUTTER (1'-6")
RTE. S-296DESIGNMPHFROM3010 + 11.87EXCEPTIONSTODESIGNSPE	TO STA	

FUNCTIONAL CLASSIFICATION LOCAL URBAN STREET – GROUP 4





STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S–296	ЗА

	BEAUFORT CITY OF B	
TION OF REVISION	GREENLAWN [TYPICAL SEC ⁻	TION SHEET
	SHEET 3A	SCALE: NTS

303 ASSOCIATES, LLC	IATES, LLC IATES, LLC IATES, LLC	REFERENCE R100 001 000 0240 0000 R100 001 000 0241 0000 R120 001 000 0242 0000	ACRES 0.22	OUTFALL DITCH ACRES	LEFT	RIGHT	TOTAL	ACRES			INSTRUMENT	PERMISSION	SLOPE PERMISSION	STRUCTURE PERMISSION	PERMISSION	CONSTRUCTION PERMISSION		
303 ASSOCIATES, LLC 303 ASS	IATES, LLC IATES, LLC IATES, LLC	R100 001 000 0241 0000							ACRES	ACQUIRED		(YES)	(YES)	(YES)	(YES)	(YES)		
303 ASSOCIATES, LLC 303 ASSOCIATES, L	IATES, LLC IATES, LLC IATES, LLC																DEED BOOK 3492, PAGE 3008	
303 ASSOCIATES, LLC 303 ASSOCIATES, L	IATES, LLC	R120 001 000 0242 0000	0.23		0.009 AC (398 SF)		0.009 AC (398 SF)	0.221AC (9621 SF)					YES		YES	YES	DEED BOOK 2196, PAGE 1550	
303 ASSOCIATES, LLC NIBAUT HOLDINGS, LL 303 ASSOCIATES, LLC 303 ASSOCIATES, L	IATES, LLC		0.23		0.008 AC (350 SF)		0.008 AC (350 SF)	0.222 AC (9669 SF)					YES		YES		DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
NIBAUT HOLDINGS, LL 303 ASSOCIATES, LLC 303 ASSOCIATES, L	·	R120 001 000 0243 0000	0.23		0.008 AC (350 SF)		0.008 AC (350 SF)	0.222 AC (9669 SF)					YES	YES	YES		DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC THE SPOTTED DOG FA 303 ASSOCIATES, LLC	_DINGS, LLC	R120 001 000 0244 0000	0.23		0.008 AC (351 SF)		0.008 AC (351 SF)	0.222 AC (9668 SF)					YES		YES		DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC THE SPOTTED DOG FA 303 ASSOCIATES, LLC		R120 001 000 0244 0000	1.13		0.040 AC		0.040 AC	1.090 AC					YES	YES	YES	YES	DEED BOOK 2504, PAGE 231	
THE SPOTTED DOG FA 303 ASSOCIATES, LLC	IATES, LLC	R120 001 000 0250 0000	0.25		0.009 AC (398 SF)		0.009 AC (398 SF)	0.241 AC (10492 SF)					YES		YES		DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC	IATES, LLC	R120 001 000 005P 0000	0.21			0.008 AC (338 SF)	0.008 AC (338 SF)		0.202 AC (8810 SF)				YES		YES	YES	DEED BOOK 1550, PAGE 1408	
303 ASSOCIATES, LLC	ED DOG FARM, LP	R120 001 000 005Q 0000	0.23			0.010 AC (424 SF)	0.010 AC (424 SF)		0.220 AC (9595 SF)				YES		YES	YES	DEED BOOK 1705, PAGE 1785 PLAT IN DEED BOOK 941, PAGE 131	
303 ASSOCIATES, LLC	IATES, LLC	R120 001 000 0252 0000	0.23			0.010 AC (451 SF)	0.010 AC (451 SF)		0.220 AC (9568 SF)				YES		YES	YES	DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC	IATES, LLC	R120 001 000 0253 0000				0.010 AC	0.010 AC		0.270 AC				YES	YES	YES	YES	DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC		R120 001 000 0254 0000				0.003 AC (119 SF)	0.003 AC (119 SF)		0.197 AC (8593 SF)				YES	YES	YES	YES	DEED BOOK 1383, PAGE 2118	
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC		R120 001 000 0255 0000				0.010 AC (444 SF)	0.010 AC (444 SF)		0.140 AC (6090 SF)				YES	YES	YES	YES	DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC		R120 001 000 0256 0000				0.009 AC (375 SF)	0.009 AC (375 SF)		0.251 AC (10951 SF)				YES		YES		DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC COASTAL EQUITIES, L BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC	·	R100 001 000 0257 0000				0.009 AC (375 SF)	0.009 AC (375 SF)		0.221 AC (9644 SF)				YES		YES		DEED BOOK 2592, PAGE 382 PLAT IN DEED BOOK	
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC COASTAL EQUITIES, L BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC		R120 001 000 0258 0000				0.009 AC (374 SF)	0.009 AC (374 SF)		0.251 AC (10953 SF)				YES		YES		DEED BOOK 1266, PAGE 224 PLAT IN DEED BOOK 1198, PAGE 626	
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC COASTAL EQUITIES, L BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC	·	R120 001 000 0259 0000				0.009 AC (375 SF)	0.009 AC (375 SF)		0.211 AC (9208 SF)				YES		YES		DEED BOOK 1755, PAGE 1146 PLAT IN DEED BOOK 898, PAGE 796	NOTES: TOTAL OBTAIN INCLUDES
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC COASTAL EQUITIES, L BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC	·	R120 001 000 0260 0000				0.009 AC (375 SF)	0.009 AC (375 SF)		0.211 AC (9208 SF)				YES		YES		DEED BOOK 1872, PAGE 712	MARSH AND OUTFALL DIT OBTAINS WILL BE SHOWN
303 ASSOCIATES, LLC COASTAL EQUITIES, L BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC CLIFFORD EARL AND J 303 ASSOCIATES, LLC	·	R100 001 000 0261 0000							0.261 AC						YES		DEED BOOK 2260, PAGE 2204	UNDER SQUARE FEET AND ACRES WILL BE SHOWN IN PAREN UNDER SQUARE FEET.IN
COASTAL EQUITIES, L BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC CLIFFORD EARL AND J 303 ASSOCIATES, LLC						0.009 AC	0.009 AC		0.201 AC				YES	YES	YES	YES		AREAS OBTAINS MAY BE
BOBS FIELD OF REST JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC CLIFFORD EARL AND J 303 ASSOCIATES, LLC	·	R120 001 000 0262 0000											YES		YES	YES	DEED BOOK 1484, PAGE 2134 DEED BOOK 3239, PAGE 0311	WILL BE SHOWN IN ACRES
JEAN G. BOND JR. LIVI 303 ASSOCIATES, LLC 303 ASSOCIATES, LLC CLIFFORD EARL AND J 303 ASSOCIATES, LLC	· ,	R120 001 000 0263 0000											YES		YES		PLAT IN DEED BOOK 2060, PAGE 764	FEET WHEN LESS THAN ACRE.
303 ASSOCIATES, LLC 303 ASSOCIATES, LLC CLIFFORD EARL AND 303 ASSOCIATES, LLC		R122 001 000 0008 0000											YES		YES	YES	DEED BOOK 3422, PAGE 3082	
303 ASSOCIATES, LLC CLIFFORD EARL AND J 303 ASSOCIATES, LLC	ND JR. LIVING TRUST	R122 001 000 0007 0000			0.009 AC		0.009 AC	0.225 AC									DEED BOOK 3160, PAGE 822 DEED BOOK 2060, PAGE 764	
CLIFFORD EARL AND J 303 ASSOCIATES, LLC	ATES, LLC	R120 001 000 0251 0000	0.24		0.009 AC (401 SF)		0.009 AC (401 SF)	0.225 AC (10053 SF)					YES	YES	YES		PLAT IN DEED BOOK	
303 ASSOCIATES, LLC	ATES, LLC	R100 001 000 0006 0000	0.08		0.003 AC (149 SF)		0.003 AC (149 SF)	0.077 AC (3336 SF)					YES				DEED BOOK 2442, PAGE 391	
	ARL AND JOY ANN KING	R100 001 000 0005 0000	0.29										YES			YES	DEED BOOK 270, PAGE 810	
ASHLEY POINTE APAR	IATES, LLC	R120 001 000 005A 0000	0.28		0.011 AC		0.011 AC	0.269 AC					YES			YES	DEED BOOK 2060, PAGE 764 PLAT IN DEED BOOK	
1	NTE APARTMENTS, LLC	R120 001 000 0274 0000	4.04														DEED BOOK 3300, PAGE 2758 PLAT IN DEED BOOK 112, PAGE 1	
BEAUFORT HOUSING	HOUSING AUTHORITY	R100 001 000 005F 0000	0.31														DEED BOOK 1345, PAGE 1382 PLAT IN DEED BOOK	
NICHOLAS A. TROUT	A. TROUT AND CHYLAH ANN TRO	OUT R100 001 000 005G 0000	0.26														DEED BOOK 3499, PAGE 2808	
303 ASSOCIATES, LLC	IATES, LLC	R120 001 000 005M 0000	0.27			0.011 AC	0.011 AC		0.259 AC				YES		YES		DEED BOOK 1961, PAGE 2585 PLAT IN DEED BOOK 252, PAGE32	
303 ASSOCIATES, LLC	IATES, LLC	R100 001 000 005N 0000	0.28			0.012 AC	0.012 AC		0.268 AC				YES		YES		DEED BOOK 2422, PAGE 258	
303 ASSOCIATES, LLC		R100 001 000 0050 0000	0.28			0.011 AC	0.011 AC		0.269 AC						YES		DEED BOOK 2483, PAGE 1014	
BEAUFORT MARKET, L	IATES, LLC	R122 001 000 011C 0000	2.80										YES		YES	YES	DEED BOOK 3102, PAGE 2885	

JEINFRASTRUCTURE CONSULTING & ENGINEERING

RIGHT OF WAY DATA SHEET



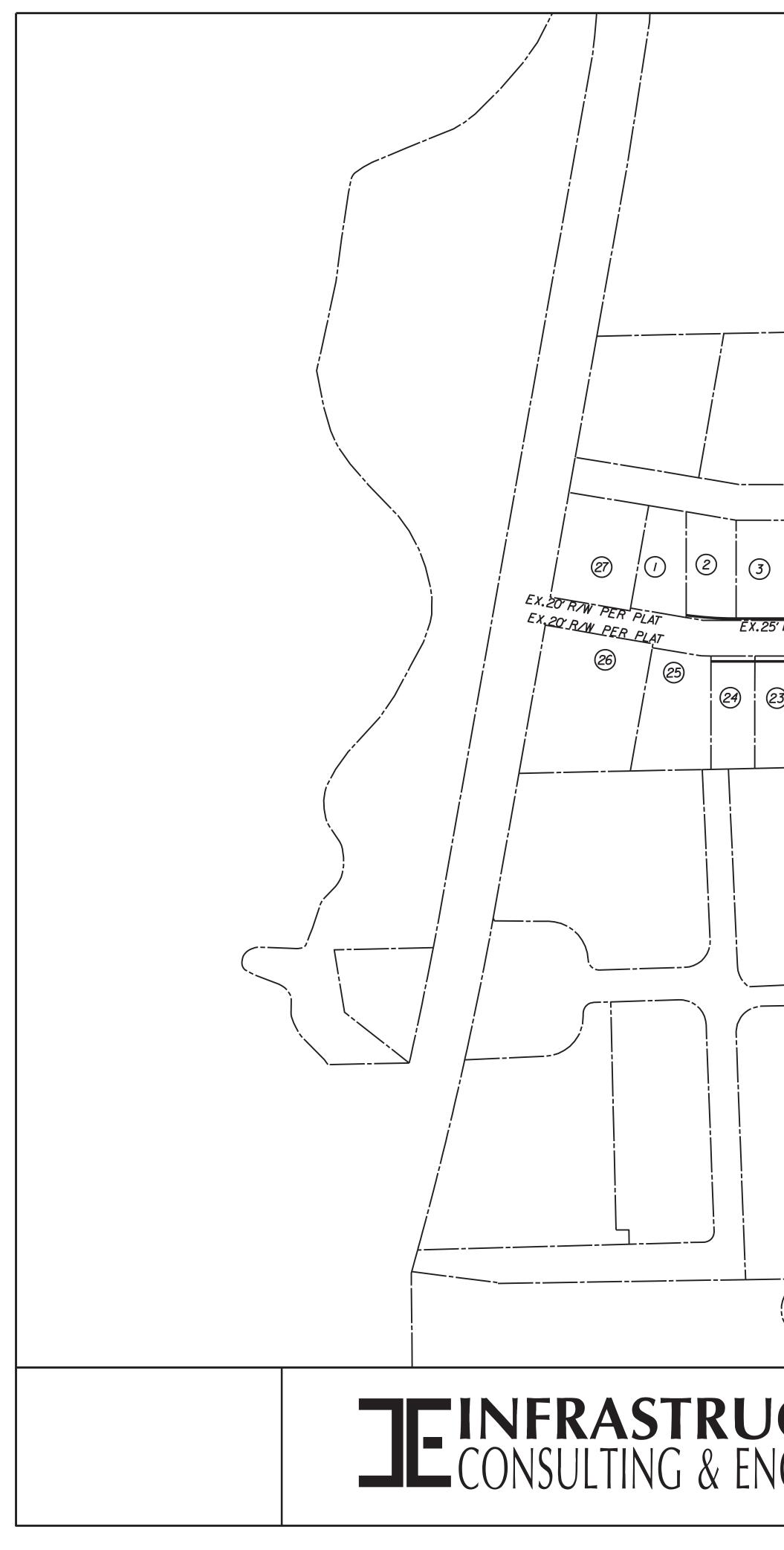


4			
3			
2			
1			
REV. NO.	BY	DATE	DESCRIPTION OF REVISION
DESIGNE	D BY: <u>SEM</u>		DATE <u>04/06/2018</u>
DRAWN	BY: SEM		DATE <u>04/06/2018</u>
CHECKE	D BY: <u>PMV</u>		DATE <u>04/06/2018</u>

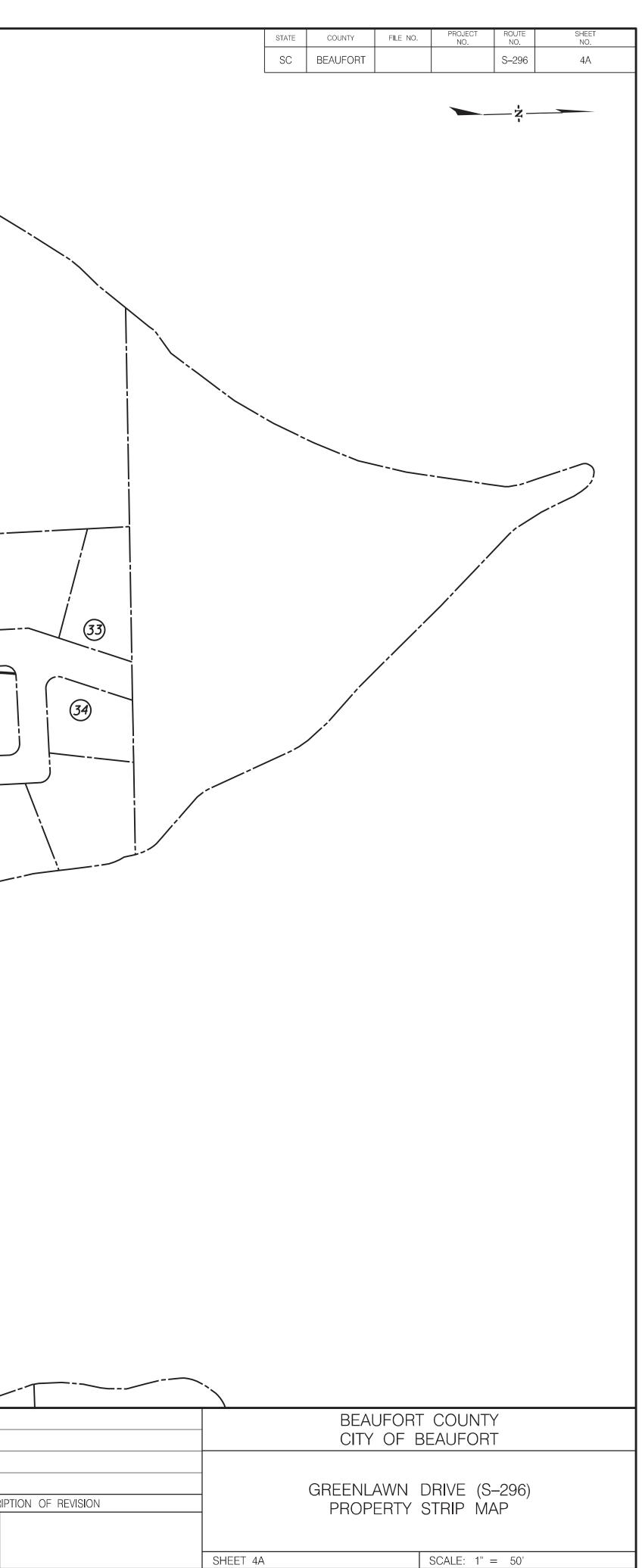
					1
STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S–13	4

GREENLAWN DRIVE (S–296) RIGHT OF WAY DATA SHEET

SHEET 4



	r -				
					,
			31)		
	x 10		30	- NEW 32' R/W (32)	
25' R/W PER PLAT	/₩	NEW 30' R/W 29	NEW <u>30' R/W</u>	EX.25' R/W P	ER PLAT
EX.25' R/W	PER_PLAT	NEW 30" R/W		<u> </u>	
23 22 20 19			(13) (12)	37 36	35
		¥/			
			_		
			<u> </u>		
	ا_				
	/ (
	<u>}</u>				
	T				
			4		
	PRISOFESSIONAL CHOINERS	INFRASTRUCTURE NOLEY CONSULTING & OLEY ENGINEERING, LLC No. 4470 OF AUTHONING	3		
ICTURE NGINEERING	PT PT PT PT PT PT PT PT PT PT	INFRASTRUCTURE NOLLEN CONSULTING & OLLEN ENGINEERING, LLC LEV No. 4470	1 REV. NO. BY	DATE	DESCRIP
NUINEEKINU	M VALIOUT	THE CF AUTHORN	DESIGNED BY:	SEM DATE	04/06/2018
					<u>04/06/2018</u> 04/06/2018



GENERAL CONSTRUCTION NOTES:

THE DEPUTY SECRETARY FOR ENGINEERING MUST SPECIFICALLY AUTHORIZE CHANGES INVOLVING INCREASED COST OF THE PROJECT OR CHANGES IN ALIGNMENT. THE DISTRICT ENGINEERING ADMINISTRATOR IS PERMITTED UNDER THE DIRECTION OF THE DEPUTY SECRETARY FOR ENGINEERING TO AUTHORIZE MINOR ALTERATIONS NOT IN CONFLICT WITH THE STANDARD PRACTICES OF THE DEPARTMENT. FORWARD INFORMATION ON ANY PROPOSED CHANGES IN ALIGNMENT TO THE COLUMBIA OFFICE AS SOON AS POSSIBLE.

SEE INDIVIDUAL CURVES ON REFERENCE DATA SHEET FOR SUPERELEVATION RATE AND DESIGN SPEED, AS APPLICABLE.

THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION AND ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE UTILITIES INFORMATION SHOWN ON THE DRAWINGS. IT IS THEREFORE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THAT THE PROPER COORDINATION WITH THE VARIOUS UTILITY OWNERS HAS BEEN PERFORMED.

THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY OWNERS DURING RELOCATION OPERATIONS. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY WHETHER SHOWN ON THE DRAWINGS OR LOCATED BY THE UTILITY COMPANY. COST OF DAMAGES TO ANY UTILITIES AS A RESULT OF CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL WORKMANSHIP AND MATERIALS USED ON THIS PROJECT SHALL CONFORM TO THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION), SCDOT 2007 SUPPLEMENTAL SPECIFICATIONS, SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATIONS IN EFFECT AT THE TIME OF LETTING, AND SCDOT 2009 STANDARD DRAWINGS EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.

ALL EXISTING ROAD SIGNS AFFECTED BY CONSTRUCTION ACTIVITIES SHALL BE RETAINED, RELOCATED, OR REMOVED AS DIRECTED BY ENGINEER. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM COST FOR CLEARING AND GRUBBING.

ALL NEW SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SCDOT STANDARD DRAWINGS. NEW 2P & 3P SIGN SUPPORTS REQUIRED FOR RELOCATED SIGNS WILL BE PAID PER LINEAR FOOT INSTALLED AND ACCEPTED.

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN ALL NECESSARY PROVISIONS FOR TRAFFIC CONTROL FOR THE DURATION OF THE PROJECT. THESE PROVISIONS, AS IN EACH CASE IS APPLICABLE, WILL CONFORM TO THE REQUIREMENTS CONTAINED IN THE SCOOT STANDARD SPECIFICATIONS, STANDARD DRAWINGS, SUPPLEMENTAL SPECIFICATIONS, SPECIAL PROVISIONS, THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT THE TRAFFIC CONTROL PLAN TO THE COUNTY FOR APPROVAL BEFORE BEGINNING CONSTRUCTION.

THE LUMP SUM COST FOR TRAFFIC CONTROL SHALL INCLUDE ALL WORK AS DIRECTED ABOVE. THIS LUMP SUM COST SHALL INCLUDE TEMPORARY CONSTRUCTION SIGNS, BARRICADES, DRUMS, CONES, LIGHTS, AND OTHER ITEMS AS REQUIRED TO COMPLETE THIS WORK.

CONTRACTOR SHALL REFER TO SCDOT STD. DWG. 605-010-02 FOR PLACEMENT OF PERMANENT CONSTRUCTION SIGNS. THIS PROJECT REQUIRES ONE (1) SCHEME C. SIGNS SHALL BE PAID FOR PER SQUARE FOOT INSTALLED AND ACCEPTED UNDER THE BID ITEM FOR PERMANENT CONSTRUCTION SIGNS,

JEINFRASTRU CONSULTING & EN

GENERAL NOTES

EROSION CONTROL NOTES:

IF NECESSARY, SLOPES, WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDROSEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.

STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.

A) WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICAL. B) WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY INSTALLED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.

PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.

ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.

THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.

RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C REG. 72-300 ET SEQ. AND SCR100000.

TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.

ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CANNOT BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.

LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.

A COPY OF THE SWPPP, INSPECTION RECORDS, AND RAINFALL DATA MUST BE RETAINED AT THE CONSTRUCTION SITE OR A NEARBY LOCATION EASILY ACCESSIBLE DURING NORMAL BUSINESS HOURS, FROM THE DATE OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES TO THE DATE THAT FINAL STABILIZATION IS REACHED.

INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.

MINIMIZE SOIL COMPACTION AND UNLESS INFEASIBLE, PRESERVE TOPSOIL.

MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, ANDOTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THATPROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.

THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:

- WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL: - WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
- FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND

AFTER CONSTRUCTION ACTIVITIES	D IN VEHICLE AND EQUIPMENT WASHING. S BEGIN, INSPECTION MUST BE CONDUCTED AT A WEEK AND MUST BE CONDUCTED UNTIL FINAL STA IE CONSTRUCTION SITE.				
	Munumunumunumunumunumunumunumunumunumunu	4 3			 RT COUNTY BEAUFORT
CTURE IGINEERING	No. 27046 No. 27046 No. 27046 No. 27046 No. 4470 No. 4470 No	2 1 REV. NO. BY D DESIGNED BY: SEM DRAWN BY: SEM CHECKED BY: PMV	DATE DESCRIPTIO DATE <u>04/06/2018</u> DATE <u>04/06/2018</u> DATE <u>04/06/2018</u> DATE <u>04/06/2018</u>	ON OF REVISION	INLAWN TRUCTION NOTES SCALE: NTS

IF EXISTING BMPS NEED TO BE MODIFIED OR IF ADDITIONAL BMPS ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC'S WATER QUALITY STANDARDS. IMPLEMENTATION MUST BE COMPLETED BEFORE THE NEXT STORM WATER EVENT WHENEVER PRACTICABLE. THE SITUATION MUST BE DOCUMENTED IN THE SWPPP AND ALTERNATIVE BMPS MUST BE IMPLEMENTED AS SOON AS REASONABLY POSSIBLE.

A PRE-CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON-SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON-LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE THIS CONFERENCE MUST BE HELD ON-SITE UNLESS THE DEPARTMENT AS APPROVED OTHERWISE.

THE CONTRACTOR IS REQUIRED TO IDENTIFY AND MAINTAIN AN ON-SITE CONCRETE WASHDOWN AREA THAT MEETS ALL REQUIREMENTS / BMPS OF SCDHEC. APPROVED WASHOUT AREAS MAY INCLUDE SECTIONS OF SIDEWALK THAT HAVE BEEN FORMED AND THAT ARE LOCATED AHEAD OF THE CURRENT CONCRETE POUR. THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL OF CONCRETE REMNANTS AND PREPARING THE SUBGRADE IN THESE AREAS PRIOR TO PLACEMENT OF THE NEXT DAYS CONCRETE POUR.

1. OBTAIN NPDES COVERAGE FROM DHEC AND FINAL MS4 APPROVAL FROM THE CITY OF BEAUFORT DEPARTMENT OF PUBLIC WORKS.

2. NOTIFY SC DHEC REGIONAL OFFICE AND THE CITY OF BEAUFORT DEPARTMENT OF PUBLIC WORKS 48 HOURS PRIOR TO ANY LAND DISTRUBING ACTIVITIES.

3. INSTALL TREE PROTECTION AND DELINEATE CLEARING LIMITS.

4. CLEARING & GRUBBING ONLY AS NECESSARY FOR INSTALLATION OF PERIMETER CONTROLS (E.G. SILT FENCE).

5. INSTALL PERIMETER CONTROLS (E.G. SILT FENCE).

6. PROVIDE SITE DRAINAGE WITH DIVERSION DITCHES, SWALES AND DRAINS.

7. CLEARING AND GRUBBING OF SITE (SEDIMENT & EROSION CONTROL MEASURES FOR THESE AREAS MUST ALREADY BE INSTALLED.

8. STRIP TOP SOIL AND STOCKPILE FOR LATER USE ON SHOULDERS AND SLOPES PER SECTION 209 OF THE STANDARD SPECIFICATIONS. "ALL DISTURBED AREA [ANY AREA OF LAND THAT WILL BE DISTURBED DURING CONSTRUCTION, THAT INCLUDES CLEARING, GRUBBING, STOCK PILING AND INSTALLATION OF ANY BMPS (SILT FENCE, SWALES, CHECK DAMS, ETC] MUST

BE INCLUDED WITHIN THE LIMITS OF DISTURBANCE." 9. ROUGH GRADING.

10. INSTALL STORM DRAINAGE.

11. FINE GRADING.

12. CONSTRUCT CURB & GUTTER.

13. ASPHALT PAVING. 14. CONSTRUCT SIDEWALK.

15. FINISH GRADING AND FINAL GRASSING AND LANDSCAPING.

16. MAINTAIN ALL SEDIMENT AND EROSION CONTROL DEVICES FOR THE

EXTENT OF THE PROJECT.

17. REMOVAL OF SEDIMENT CONTROLS AFTER SITE HAS BEEN STABILIZED.

18. CONTACT THE CITY OF BEAUFORT DEPARTMENT OF PUBLIC WORKS FOR

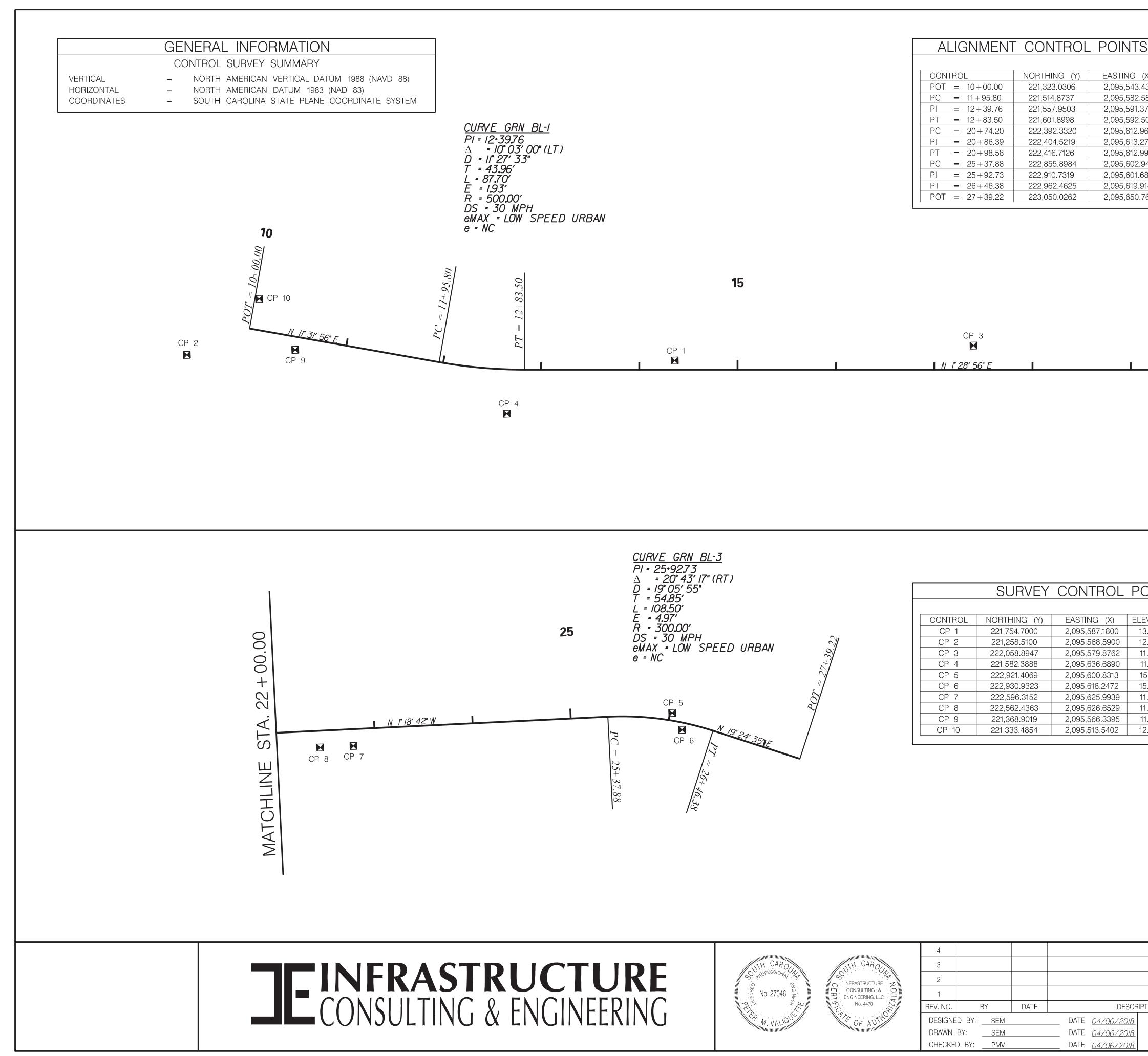
FINAL PROJECT INSPECTION.

19. FILE NOTICE OF TERMINATION.

STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S–296	5

EROSION CONTROL NOTES (CON'T):

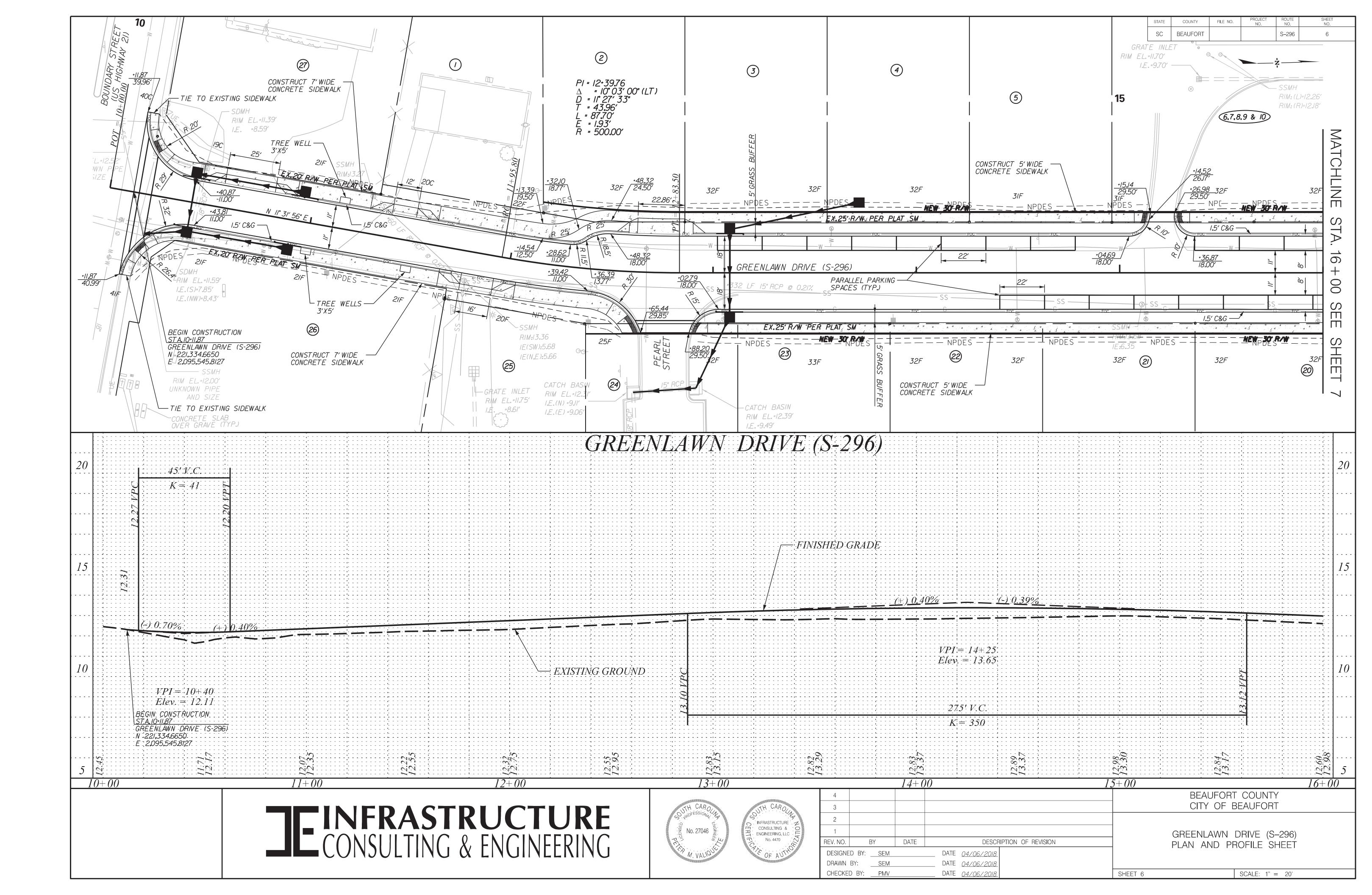
SEQUENCE OF CONSTRUCTION

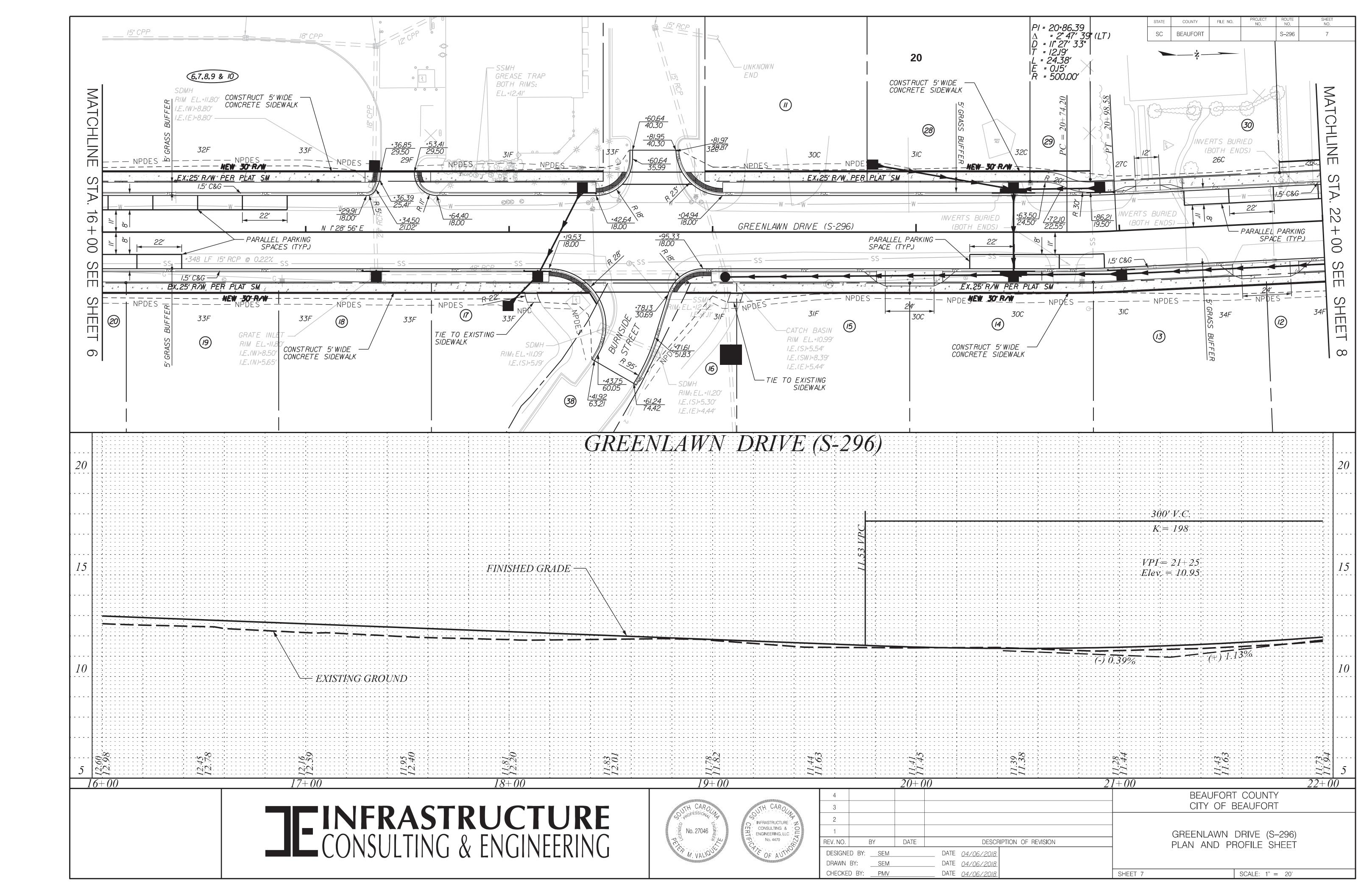


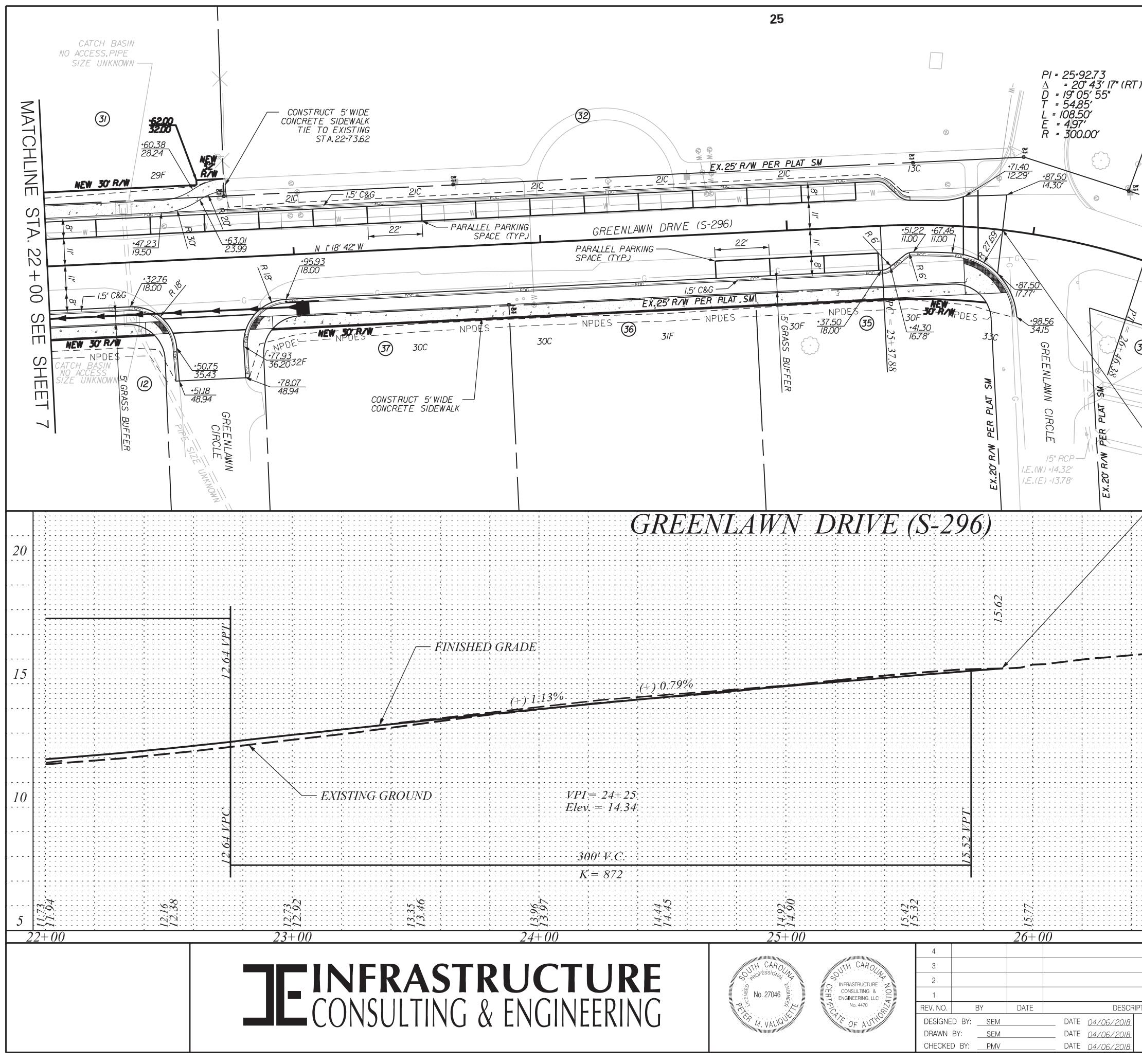
TURE INEERING	$\frac{CURVE GRN}{PI = 25 \cdot 92.73} \\ \Delta = 20^{\circ} 43^{\circ} \\ D = 19^{\circ} 05^{\circ} 55^{\circ} \\ T = 54.85^{\circ} \\ L = 108.50^{\circ} \\ E = 4.97^{\prime} \\ R = 300.00^{\prime} \\ DS = 30 MPI \\ eMAX = LOW \\ e = NC \\ \hline PC = 25 + 37.88 \\ \hline PC$	CP 1) D URBAN
No. 27046 M. VALQUEUM	TT" (RT)	15	
4	CONTROL NORTHING (Y) EASTING (X) ELEVATION CP 1 221,754.7000 2,095,587.1800 13.2300 CP 2 221,258.5100 2,095,568.5900 12.5600 CP 3 222,058.8947 2,095,636.6890 11.9014 CP 4 221,522,328.88 2,095,636.6890 11.9014 CP 5 222,921,4069 2,095,606.8303 15.8130 CP 6 222,930,3233 2,095,618,2472 15.9489 CP 7 222,562.4363 2,095,626.6529 11.7486 CP 9 221,338.4854 2,095,513.5402 12.4304	CP 3 ■ <i>N I' 28' 56" E</i>	CONTROL NORTHING (Y) EASTING (X) POT = 10+00.00 221,323.0306 2,095,543.4388 PC = 11+95.80 221,514.8737 2,095,582.5824 PI = 12+39.76 221,557.9503 2,095,591.3717 PT = 12+83.50 221,601.8998 2,095,612.9631 PI = 20+86.39 222,404.5219 2,095,613.2785 PT = 20+98.58 222,416.7126 2,095,613.2785 PT = 20+98.58 222,404.5219 2,095,602.9425 PI = 25+92.73 222,901.7319 2,095,601.6869 PT = 26+46.38 222,962.4625 2,095,619.9140 POT = 27+39.22 223,050.0262 2,095,650.7667
EVISION	DESCRIPTION PK NAIL PK NAIL	20	
CITY OF GREENLAWN		PC = 20 + 74.20 $PT = 20 + 98.58$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $
RT COUNTY BEAUFORT I DRIVE (S–296) E DATA SHEET SCALE: 1" = 50'		MATCHLINE STA. 22+00.00	<u>NO.</u> NO. NO. NO. NO. NO. NO. NO. NO. NO. NO.

ALIGNMENT CONTROL POINTS Image: Control to the control of the contr	NO. 5A
ON TROL NORTHING IV EXTING IO IV - 10:808 221:00:000 90:001:844:490 IV - 10:808 221:00:000 90:001:844:490 90:001:844:490 IV - 10:808 221:00:000 200:000:2000 200:000 IV - 10:808 221:00:000 200:000:2000 200:000 IV - 20:81:800 200:000:2000 200:000 200:000 200:000 IV - 20:81:800 200:000:2000 200:000:000 200:000 200:000	
20 30 FILE NF28/55/E NF28/55/E NF28/55/E NF28/55/E NF28/55/E NF28/55/E NF28/55/E NF28/56/E NF28/55/E NF28/55/E NF28/56/28/E NF28/56/28/E NF28/55/E NF28/56/28/E NF28/56/28/E NF28/56/28/E NF28/55/E NF28/56/28/E NF28/56/28/E NF28/56/28/E NF28/55/28/E NF28/56/28/E NF28/56/28/E NF28/56/28/E N	
SURVEY CONTROL POINTS CONTROL NORTHING (Y) EASTING (X) ELEVATION DESCRIPTION CP 1 221,754,7000 2.095,587,1800 13.2300 PK NAIL CP 2 221,258,5100 2.095,568,3900 12.600 PK NAIL CP 3 222,058,1947 2.095,573762 11.5492 PK NAIL CP 4 221,882,3888 2.095,603,6830 11.6010 PK NAIL CP 5 222,921,4069 2.095,600,8331 15.8100 PK NAIL CP 6 222,303,3323 2.095,618,2472 15.9449 PK NAIL CP 7 222,562,3152 2.095,625,9933 11.8664 PK NAIL CP 7 222,562,3152 2.095,625,9933 11.6864 PK NAIL CP 8 222,562,3152 2.095,625,9335 11.0810 PK NAIL CP 9 221,388,2019 2.095,625,9335 11.9810 PK NAIL CP 9 221,388,2019 2.095,625,8335 1.0910 PK <t< th=""><th></th></t<>	
CONTROLNORTHING (Y)EASTING (X)ELEVATIONDESCRIPTIONCP 1221,754.70002,095,587.180013.2300PK NAILCP 2221,258.51002,095,568.590012.5600PK NAILCP 3222,058.89472,095,579.876211.5492PK NAILCP 4221,582.38882,095,636.689011.9014PK NAILCP 5222,921.40692,095,600.831315.8130PK NAILCP 6222,930.93232,095,618.247215.9489PK NAILCP 7222,596.31522,095,625.993911.8664PK NAILCP 8222,562.43632,095,626.652911.7486PK NAILCP 9221,368.90192,095,566.339511.9810PK NAIL	
CP 1221,754.70002,095,587.180013.2300PK NAILCP 2221,258.51002,095,568.590012.5600PK NAILCP 3222,058.89472,095,579.876211.5492PK NAILCP 4221,582.38882,095,636.689011.9014PK NAILCP 5222,921.40692,095,600.831315.8130PK NAILCP 6222,930.93232,095,618.247215.9489PK NAILCP 7222,596.31522,095,625.993911.8664PK NAILCP 8222,562.43632,095,626.652911.7486PK NAILCP 9221,368.90192,095,566.339511.9810PK NAIL	
CP 10 221,333.4854 2,095,513.5402 12.4304 PK NAIL	
4 BEAUFORT COUNTY 3 CITY OF BEAUFORT	
2 1 1 BY BY DATE DESCRIPTION OF REVISION BY DATE DESCRIPTION OF REVISION BY DATE DESCRIPTION OF REVISION BY DATE DESCRIPTION OF REVISION	
REV. NO. BY DATE DESCRIPTION OF REVISION REFERENCE DATA SHEET DESIGNED BY: SEM DATE 04/06/2018 REFERENCE DATA SHEET DRAWN BY: SEM DATE 04/06/2018 SHEET 5A SCALE: 1" = 50'	

<u>N_BL-1</u> 5 7'00" (LT) '3" , PH Y SPEED URBAN		CONTROL NORTHING POT = 10+00.00 221,323.030 PC = 11+95.80 221,514.873 PI = 12+39.76 221,557.950 PT = 12+83.50 221,601.899 PC = 20+74.20 222,392.333 PI = 20+86.39 222,404.527 PT = 20+98.58 222,416.712 PC = 25+37.88 222,855.898 PI = 25+92.73 222,910.731 PT = 26+46.38 222,962.462 POT = 27+39.22 223,050.026	(Y)EASTING (X) 06 $2,095,543.4388$ 7 $2,095,582.5824$ 03 $2,095,591.3717$ 8 $2,095,592.5090$ 20 $2,095,612.9631$ 19 $2,095,613.2785$ 6 $2,095,612.9993$ 34 $2,095,602.9425$ 9 $2,095,601.6869$ 25 $2,095,619.9140$ 52 $2,095,650.7667$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$rac{PROJECT}{NO.}$ $rac{ROUTE}{NO.}$ $rac{SHEET}{NO.}$ S-296 $5A$
	15	CP 3 ► <i>N I* 28' 56" E</i>		PC = 20 + 74.20 $PT = 20 + 98.58$	MATCHLINE STA. 22+00.00
25 CURVE GRN BL: PI = 25.92.73 A = 20' 43' I7'' D = 19' 05' 55" T = 54.85' L = 108.50' E = 4.97' R = 300.00' DS = 30 MPH eMAX = LOW SPL e = NC CP 5 PC = 25+37.88 CP 6	(RT)	CONTROL NORTHING (Y) E CP 1 221,754.7000 2 CP 2 221,258.5100 2 CP 3 222,058.8947 2 CP 4 221,582.3888 2 CP 5 222,921.4069 2 CP 6 222,930.9323 2 CP 7 222,596.3152 2 CP 8 222,562.4363 2 CP 9 221,368.9019 2	ASTING (X) ELEVATION DESCRIPTION ,095,587.1800 13.2300 PK NAIL ,095,568.5900 12.5600 PK NAIL ,095,579.8762 11.5492 PK NAIL ,095,636.6890 11.9014 PK NAIL ,095,6313 15.8130 PK NAIL ,095,625.9939 11.8664 PK NAIL ,095,626.6529 11.7486 PK NAIL ,095,513.5402 12.4304 PK NAIL ,095,513.5402 12.4304 PK NAIL		
JCTURE NGINEERING	Provide CAR OF ESSION AND THE CAR OF THE NOTE OF ESSION AND THE CAR OF THE NOTE OF ENGINEERING, LLC CONSULTING & NOTE OF ENGINEERING, LLC CAR OF THE THE NO. 4470 OF AUTHORITIES OF A UTHORITIES OF AUTHORITIES OF	DRAWN BY:SEM	DESCRIPTION OF REVISION DATE <u>04/06/2018</u> DATE <u>04/06/2018</u> DATE <u>04/06/2018</u>		T COUNTY BEAUFORT DRIVE (S–296) DATA SHEET SCALE: 1" = 50'







/							
/	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	
/	SC	BEAUFORT			S-296	8	
/							
/	<u> </u>						
) /	<u> </u>						
/							
33							
			10				
EX. 2	Dev		7+39.22				
	25' R.W. PER PLA		27+3				
	- LA	SM SM	//				
N 19° 24' 35" E	6		5				
55° E							
34) EX.25' R/W							
34) EX.25' R/W PER 12" RCP 1.E.(W) = 14.82' 1.E.(E) = 14.61'	PLAT SM						
I.E.(E) =14.61'		-					
$ \rightarrow $							
END CONSTRUCTION STA.25+87.50							
/ GREENLAWN DRIVE (S N 222,905.3738	-296)						
E 2,095,605.9049							
/							
	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · ·					20
	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·		· · · · · · · ·		
				· · · · · · · · · ·			
		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · ·	· · · · · · · · · ·			
	1						
	· ·, · · · · · · · · · · · · · · · · ·					· · · · · · · · · ·	
							• • • • • •
							15
							• • • • • • •
							<i>15</i> <i>10</i>
							• • • • • • •
							• • • • • • •
							• • • • • • •
							• • • • • • •
							• • • • • • •
							• • • • • • •
		BEAU	JFORT	COUNT	· Y		
		BEAU		COUNT	· Y		
		BEAU CITY	JFORT OF BE	COUNT	Y T		
		BEAU	JFORT OF BE AWN DI	COUNT AUFOR RIVE (S	Y T -296)		
16:25		BEAU CITY GREENL	JFORT OF BE AWN DI	COUNT AUFOR RIVE (S	Y T -296)		
16:25	SHEET 8	BEAU CITY GREENL	JFORT OF BE AWN DI ND PRC	COUNT AUFOR RIVE (S	T 296) HEET		

								ER(JSIU				KUL			SALL					
	RECE	EIVING	WATE	RS							SOIL	TYPES	\$				٦	FEMP	ORA		OSIC
ROAD / ROUTE	OUTFALL DIT STATION	CH SIDE	NAME RECEIVING			ULTIMATE G WATERS		ROAD	ROUTE		on to Tion		TICLE SIZE SE / FINE)	zo	DNE	ROAD / ROUTE			SIDE	DEPTH OF BLANKET	BOT
S-296	19+00	RT	BRICKYARE) CREEK	ATLA			S-	296	10+00	25+87.50		ARSE		ASTAL					(FT)	
									G (TRN	1							0.74.70		SE	DIMEN	
ROAD / ROUTE	STATION TO STATION	SIDE	DEPTH O (FT)		FRONT	S (x : 1) BACK		BOTTOM TH (FT)	TYPE		PE 1 SY)		PE 2 ISY)		PE 3 ISY)	ROAD / ROUTE		on to Tion	SIDE	AVERAGE LENGTH	SPAC (F
									TOTALS												
NO ROAD / ROUTE	STATION	SIDE	DRAINED OR NOT DRAINED	LENGTH OF SILT BASIN	WIDTH OF SILT BASIN	1	SIDE SLOPE OF SILT BASIN	SPILLWAY BOTTOM		RIP RAP CLASS	TOTAL STORAGE VOLUME		OUTFALL CHANNEL WIDTH	OUTFALL CHANNEL DEPTH	OUTFALL CHANNEL LENGTH						
																					тс

									ЛЛЦ((
		RECEI	VING	WATE	RS							SOIL	TYPES	•				TEM	PORA	RY ER	OSIC
2.50 100 100 2.00 0.00 2.000 0.000 2.000 0.0000 0.0000 0.0000 0.0		STATION	SIDE	RECEIVING V	VATERS	RECEIVING	WATERS				STA	ΠΟΝ	(COARS	E / FINE)			ROAD / ROUTE		SIDE	BLANKET	BOT
	S-296	19+00	RT	BRICKYARD	CREEK	ATLA	NTIC		S-/	296	10+00	25+87.50		ARSE	COA	ASTAL				(FT)	WIDTH
SADD / ROUTE STATION (F) OPE OPE OPE																					
STAIDW STAIDW SECOND DEPTHO MAX SLOPE SI (1) DICK SUDIC TYPE 1 TYPE 1 TYPE 3 TYPE 3 DADA 10011 STAIDW STAIDW <td></td>																					
Same Same <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>																					
NMUL NOIE STATION Side (F) PROX MULT (F) (NE) (NE) (NE) (NE) NULL NOIE STATION SIG					TUI	RF REI	NFOR	CED M	ATTING	G (TRN	1)								SE	DIMEN	T TU
	ROAD / ROUTE		SIDE							TYPE							ROAD / ROUTE		SIDE	AVERAGE LENGTH	
Image: Note of the original state original state original state of the original																					
Image: Note in the intervent of the interve																					
Image: Note in the intervent of the interve																					
NAD / ROUT STATION REAL USA LENGT WIDTHOF OF SUPERATION BOTTOM STATUM SUPERATION <							SEDI		ΔΜ	TOTALS											
	O ROAD / ROUTE	STATION		ORAINED OR OT DRAINED	OF SILT	1				BOTTOM	RIP RAP CLASS	STORAGE	STORAGE	CHANNEL	CHANNEL	CHANNEL					
Image: Structure Image:																					
Image: Second																					то
												I									

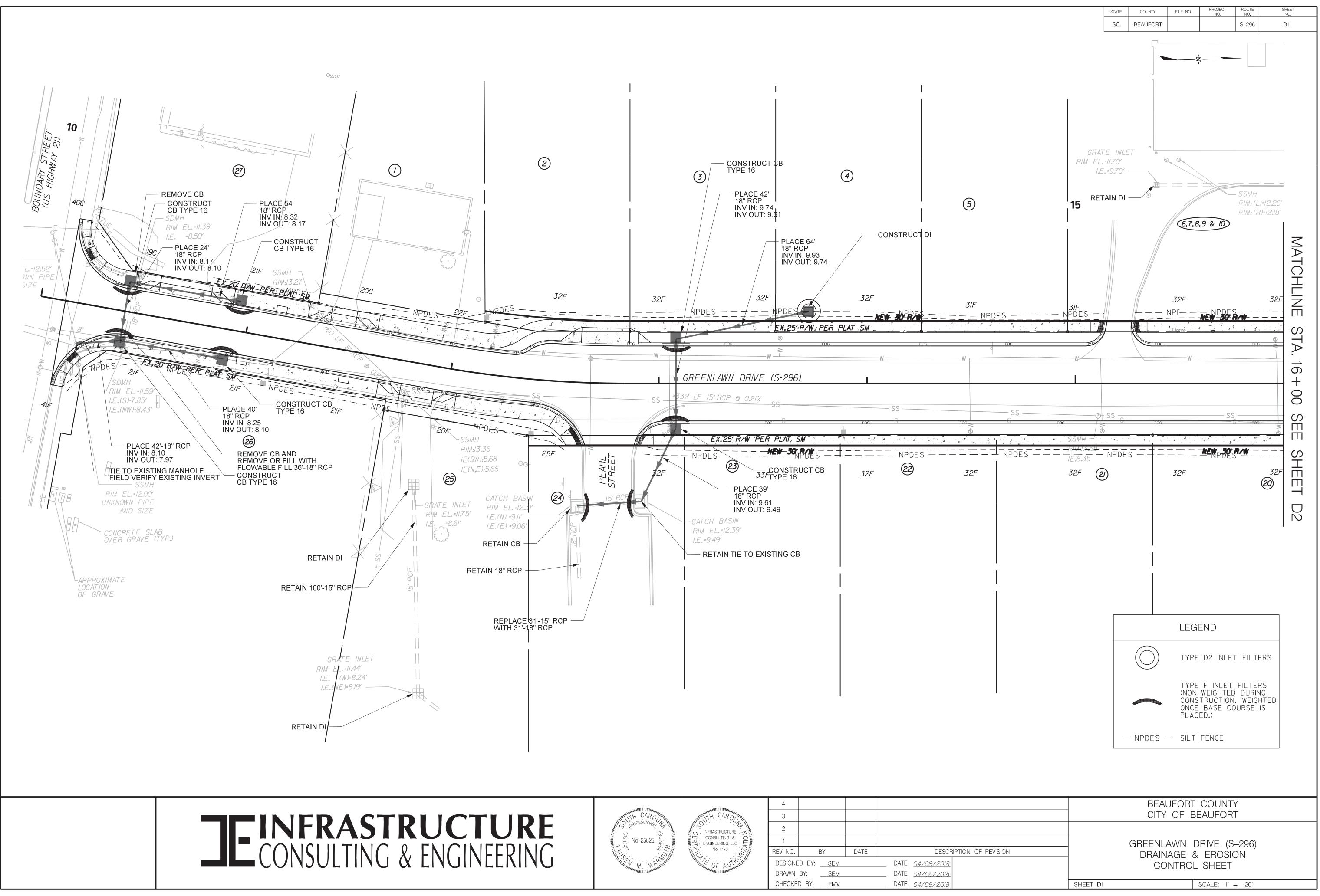
EINFRASTRUCTURE CONSULTING & ENGINEERING

EROSION CONTROL DATA

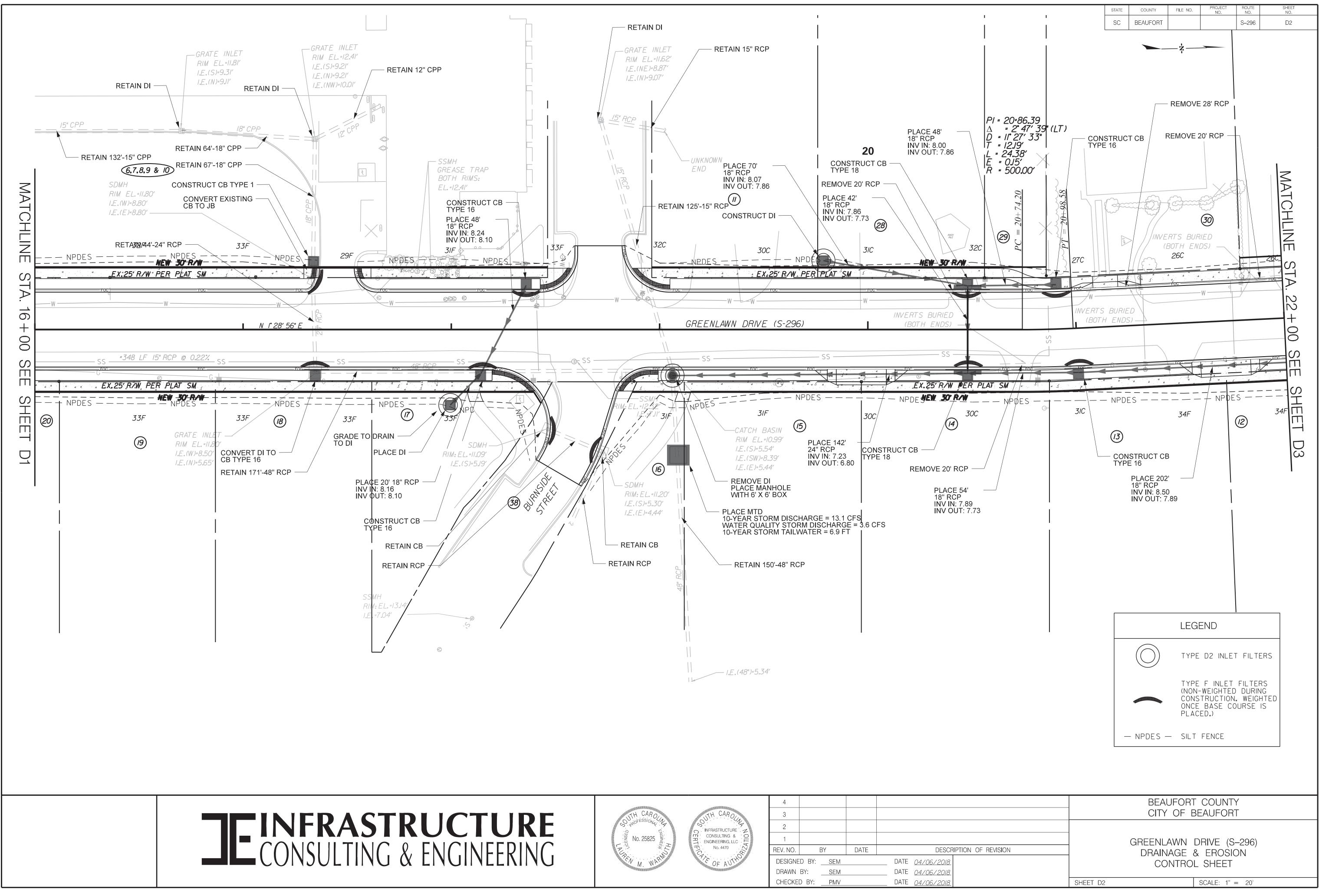




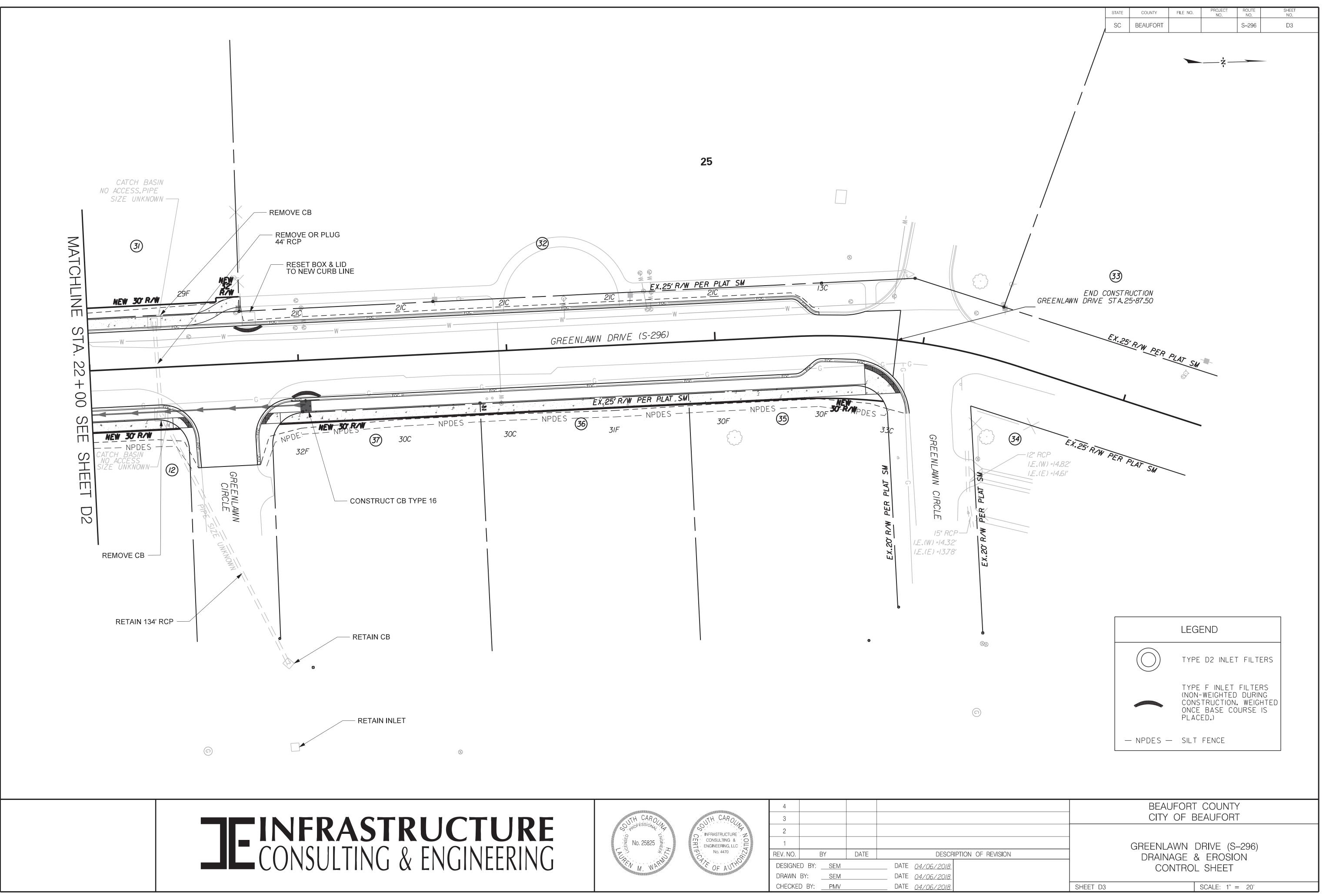
									-	STATE		FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SHEE	Π									SC	BEAUFORT			S-296	EC1
		TEMP	PORA		OSION	CON.	TROL	BLA	NKET						
ROAD / ROUTE	STAT	ON TO	SIDE	DEPTH OF	DITCH BOTTOM	SLO	PES : 1			SY					
	STA			(FT)	WIDTH (FT)	FRONT	BACK								
													_		
													_		
													_		
							TOTAL						_		
	STAT	ION TO			T TUBE			HES					_		
ROAD / ROUTE			SIDE	LENGTH	(FT)	ТО	TAL		COM	MENTS					
													_		
													_		
													_		
													_		
													_		
													_		
													_		
													_		
													_		
													_		
					TOTAL										
													_		
													_		
4									-						
3 2											CITY	OF BE	EAUFOR		
1 REV. NO. BY	,	DATE		DFS	CRIPTION OF	REVISION					GREENL		RIVE (S	6-296)	
DESIGNED BY: _				E <u>04/06/20</u> E <u>04/06/20</u>	18				•	ĿΚ	OSION C	JUNIKU	JL DATA	1 OHEE	<u> </u>
CHECKED BY:				= <u>04/06/20.</u> = <u>04/06/20.</u>					SHEET EC	1			SCALE: NT	S	



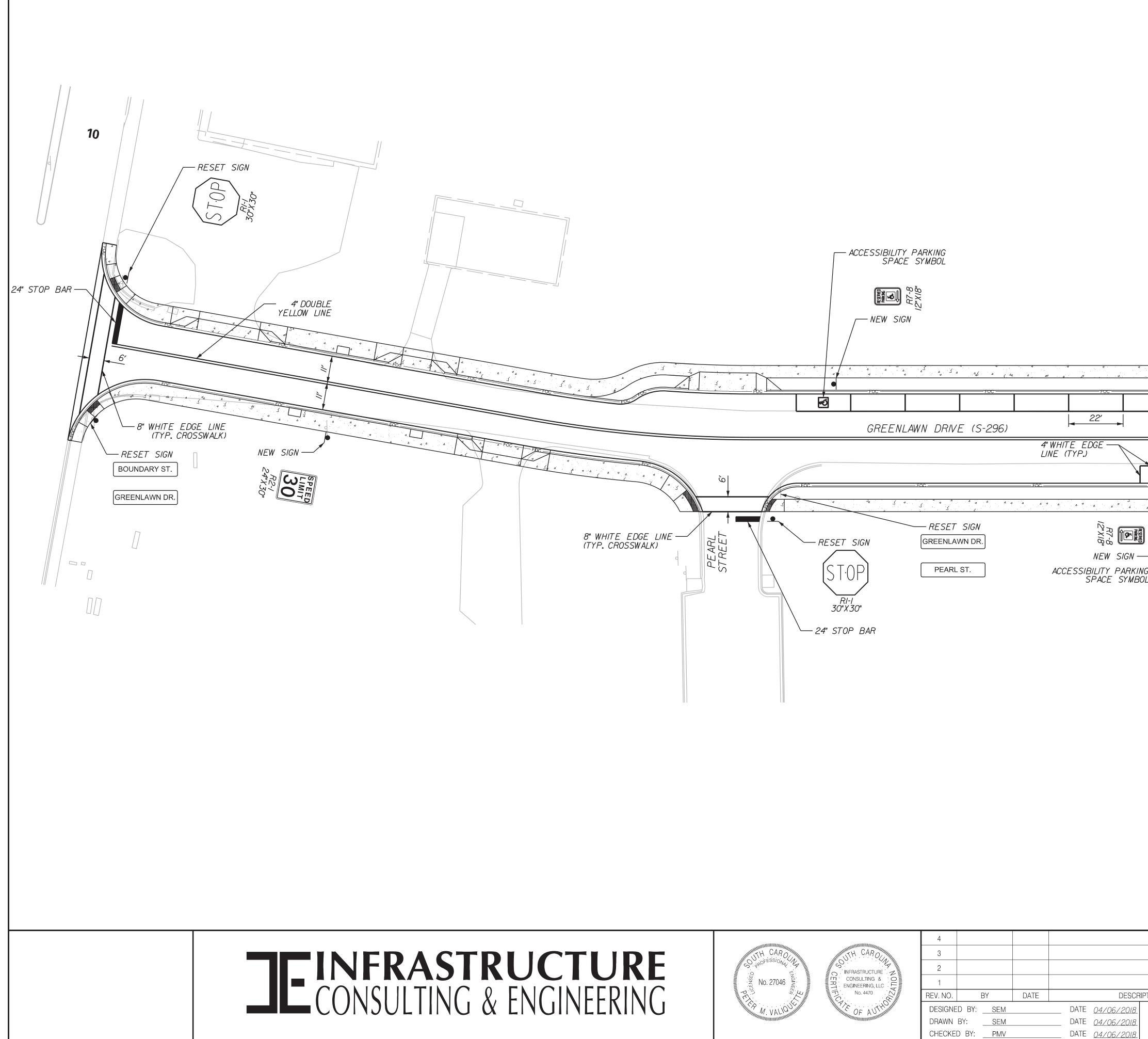
	No. 25825	INFRASTRUCTURE NOLLEY CONSULTING & OLLEY No. 4470 OF AUTHINING	4 3 2 1 REV. NO.	BY	DATE	DESCRIP
VIINLLINIINU	Manufin M WARMINI	OF AUTHONNIN	DESIGNE			DATE <u>04/06/2018</u>
			DRAWN	BY: <u>SEM</u>		DATE <u>04/06/2018</u>
			CHECKEI	D BY: <u>PMV</u>		DATE <u>04/06/2018</u>



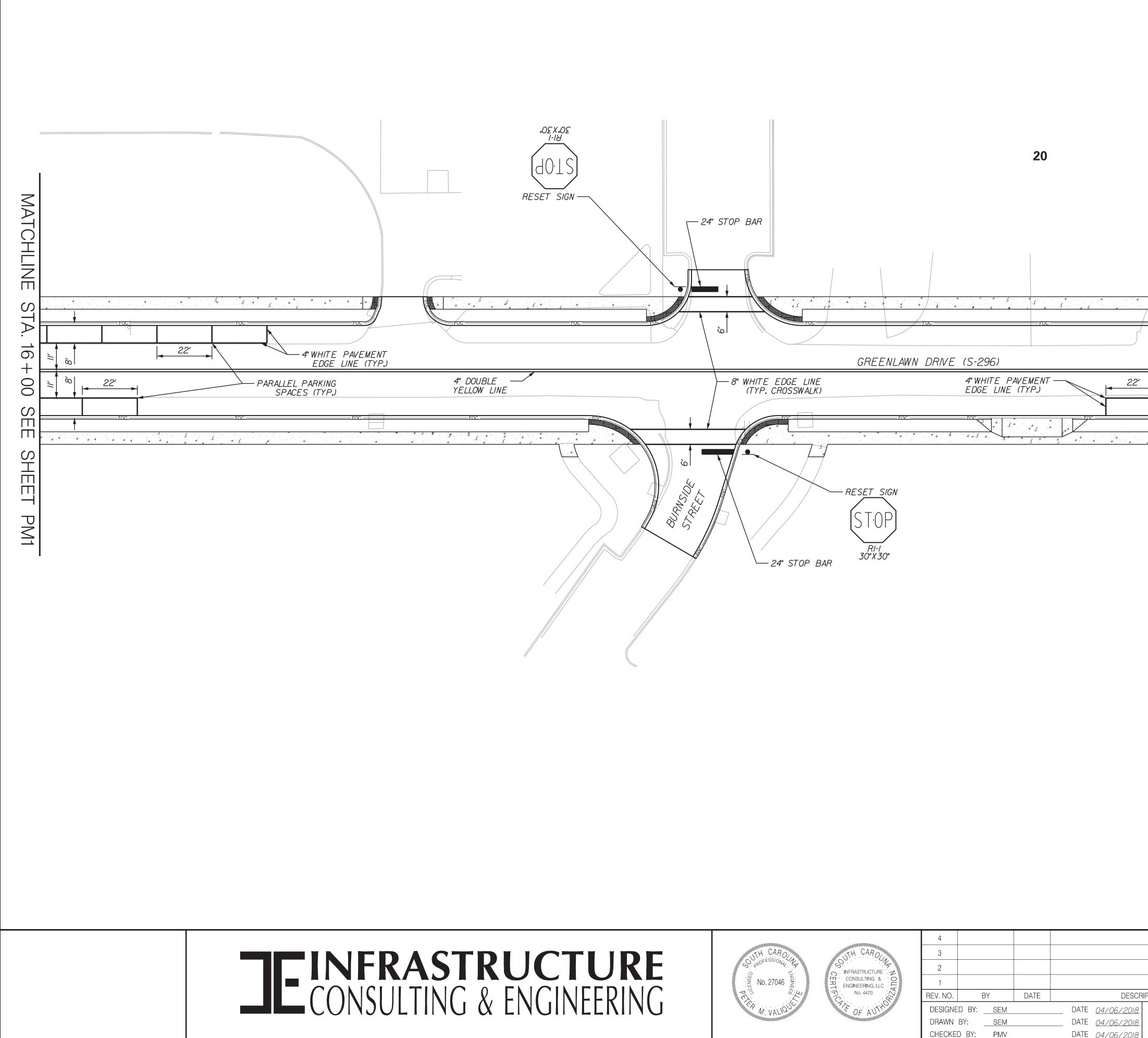
	No. 25825	INFRASTRUCTURE NOLLEY CONSULTING & OLLEY No. 4470	4 3 2 1 REV. NO.	BY	DATE	DESCRIF	
NUINLLNINU	MARMININ MWARMININ	OF AUTHONING	DESIGNE DRAWN			DATE <u>04/06/2018</u> DATE <u>04/06/2018</u>	
			CHECKE	D BY: <u>PMV</u>		DATE <u>04/06/2018</u>	



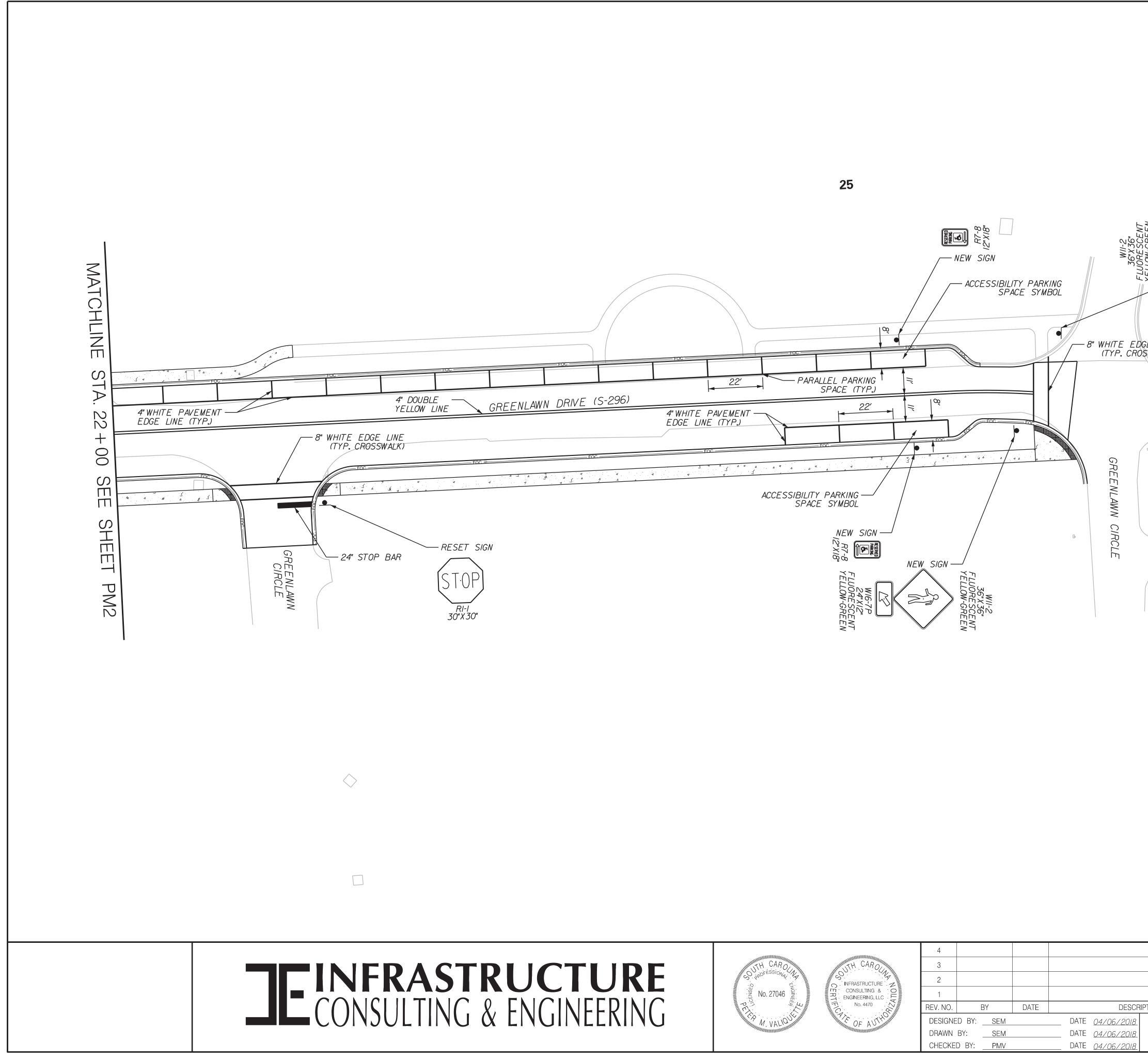
CINEEDING	No. 25825	CERTIFIC OF AUTHINING	4 3 2 1 REV. NO.	BY	DATE	DESCRI
UINEENINU	NO. 25825	OF AUTHONING	DESIGNE DRAWN	BY: SEM		DATE <u>04/06/2018</u> DATE <u>04/06/2018</u>
	1		CHECKE	D BY: PMV		DATE 04/06/2018



		POC FOC FOC FOC FOC FOC FOC	4 WHITE EDGE LINE (TYP) COLONIA ACCESSIBILITY PARKING SPACE SYMBOL	EOC	EBEAUFORT	COUNTY	0.
CTURE IGINEERING	Professional Antimum Market Antimum	3 2 1	DATE DESCRIPTION (DATE DATE <u>04/06/2018</u> DATE <u>04/06/2018</u> DATE <u>04/06/2018</u>		CITY OF BE GREENLAWN DI PAVEMENT N AND SIGNING	AUFORT RIVE (S–296) MARKING	



			STAT	NU. NU. NU.
	- 8" WHITE EDGE LINE (TYP. CROSSWALK)	4	A WHITE PAVEMENT EDGE LINE (TYP)	BEAUFORT COUNTY CITY OF BEAUFORT
ICTURE Igineering	A CONSULTING & CONSULTING & OF A UTHONING A CONSULTING A CONSULTANTA A CONSULA	2 1 1 Image: Constraint of the second se	TION OF REVISION SHEET PM2	GREENLAWN DRIVE (S–296) PAVEMENT MARKING AND SIGNING SHEET SCALE: 1" = 20'



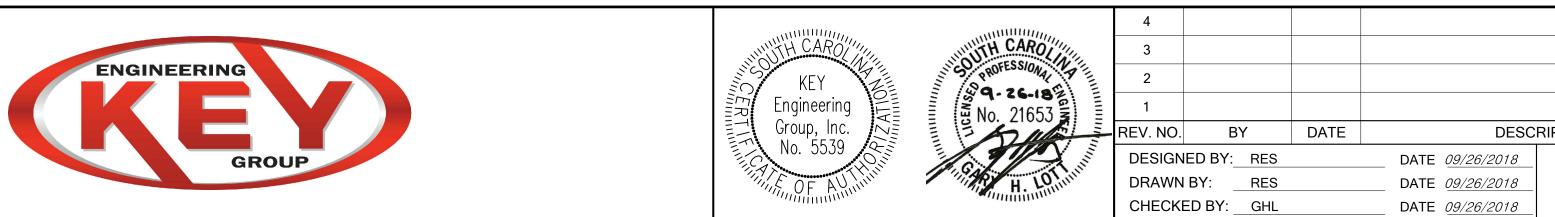
	No. 27046	UNFRASTRUCTURE CONSULTING & OLLYZ No. 4470 OF AUTHONIUM	4 3 2 1 REV. NO.	BY	DATE	DESCRI	
NUINLLININU	Martin M. VALIQUE	OF AUTHUM	DESIGNE DRAWN CHECKEE	BY: SEM		DATE 04/06/2018 DATE 04/06/2018 DATE 04/06/2018 DATE 04/06/2018	

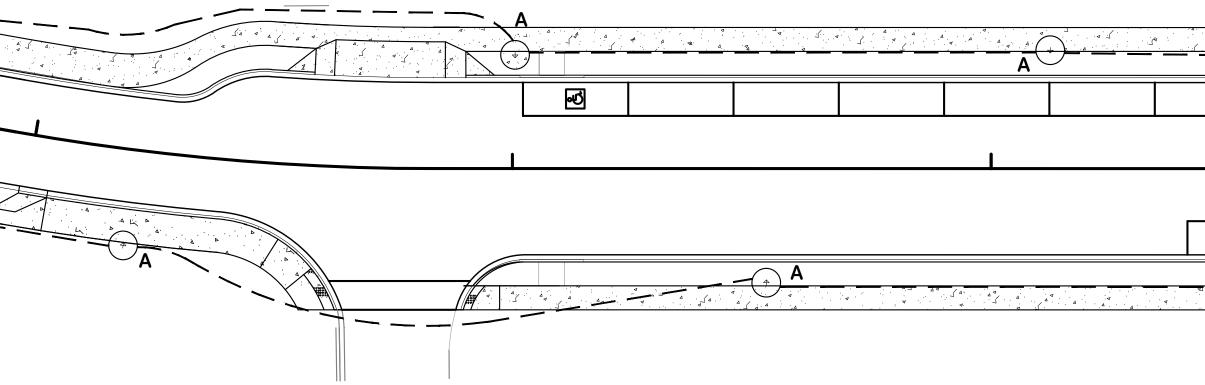
	STATE SC	COUNTY BEAUFORT	FILE NO.	PROJECT NO.	ROUTE NO. S-296	sheet NO. PM3
						1 100
					'z	
					1	
YELLOW-GREEN WIG-7P 24"X12" FLUORE SCENT						
WIG-7P 24"X12" VORE SCL						
NEW SIGN						
DGE LINE DSSWALK)						
₿•						
				COUNT EAUFOR		
					. 1	
		GREENL	AWN D	RIVE (S	5–296)	
RIPTION OF REVISION		PAVE	MENT	MARKIN G SHE	G	

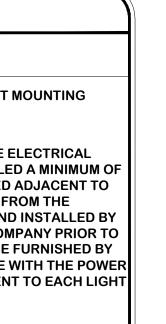
	AND	SIGNI	NG	SHEET
SHEET PM3			SCA	LE: 1" =

		LI	GHTING	G FIXT	URE	SCHEDULE	
	TYPE MANUFACTURER	CATALOG NUMBER	FINISH	LA	MPS WATTS	VOLTAGE	REMARKS
10	A HOLOPHAHNE DECORATIVE POLE: HOLOPHANE	MDLE2P4040kAS3BKRBKCHFBKP3 POLE: CHA14-F4J16P07ABGBK WITH BREAKAWAY KIT, WIRING DISCONNECT CONNECTOR KIT AND NO. FGIUS-SBK GFI RECEPTACLE AND COVERPLATE	BLACK	LED -	-	AUTO -SENSING (120-277V) -	DECORATIVE LED LUMINAIRE (MADEIRA SERIES) WITH TYPE II (3) DISTRIBUTION USING GLASS REFRACTOR. POLE SHALL BE ALL ALUMINUM, ONE-PIECE CONSTRUCTION, WITH A CLASSIC TAPERED AND FLUTED BASE DESIGN. THE POLE SHALL BE PROVIDED WITH (1) GFI RECEPTACLE WITH SMALL, IN-USE WEATHERPROOF COVER. POLE HEIGHT SHALL BE 14'-0". POLI SHALL BE FRANGIBLE MOUNTED UTILIZING BREAKAWAY KIT.
				<u> </u>	1		
		LA A LA A A					
A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A					

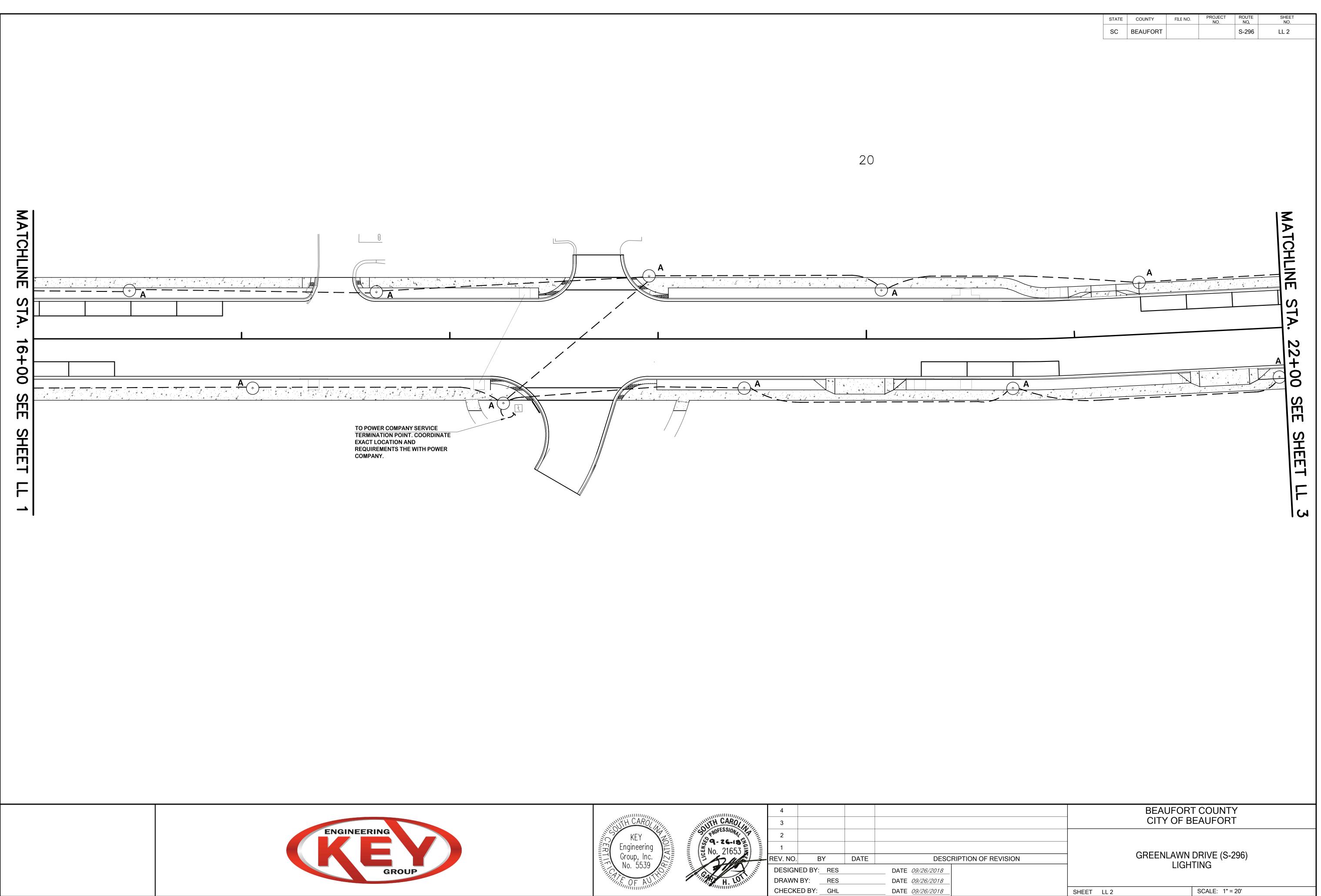
LIGHTING LEGEND							
SYMBOL	DESCRIPTION						
* A	LED DECORATIVE LUMINAIRE AND DECORATIVE ALUMINUM POLE WITH BREAKAWAY BASE AT 14 FOOT MO HEIGHT. SUBSCRIPT "A"DENOTES LIGHTING FIXTURE, SEE LIGHTING FIXTURE SCHEDULE.						
	ROADWAY LIGHTING BRANCH CIRCUIT EMPTY RACEWAY SYSTEM FURNISHED AND INSTALLED BY THE ELI CONTRACTOR. RACEWAY SHALL BE 2" SCHEDULE-40 PVC CONDUIT WITH NYLON PULL CORD INSTALLED 30" BELOW FINISHED GRADE. WIRING FROM SERVICE POINT TO THE IN-GROUND HAND-HOLE LOCATED AN EACH LIGHT POLE WILL BE FURNISHED AND INSTALLED BY THE SERVING POWER COMPANY. WIRING FRO HANDHOLE LOCATED ADJACENT TO THE POLE BASE TO THE LIGHT FIXTURE SHALL BE FURNISHED AND IN THE ELECTRICAL CONTRACTOR. ALL WORK SHALL BE COORDINATED IN DETAIL WITH THE POWER COMPANY INSTALLATION. THE HAND-HOLE THAT SHALL BE INSTALLED ADJACENT TO EACH LIGHT POLE WILL BE FU THE POWER COMPANY AND SHALL BE INSTALLED BY THE ELECTRICAL CONTRACTOR IN COMPLIANCE WI COMPANY'S REQUIREMENTS. FOR PLAN CLARITY, THE HANDHOLE THAT IS TO BE INSTALLED ADJACENT TO POLE BY THE ELECTRICAL CONTRACTOR, IS NOT SHOWN, BUT IS REQUIRED AS NOTED ABOVE. 2" HDPE DIRECTIONAL BORE CONDUIT INSTALLED UNDER EXISTING CONCRETE SIDEWALK.						

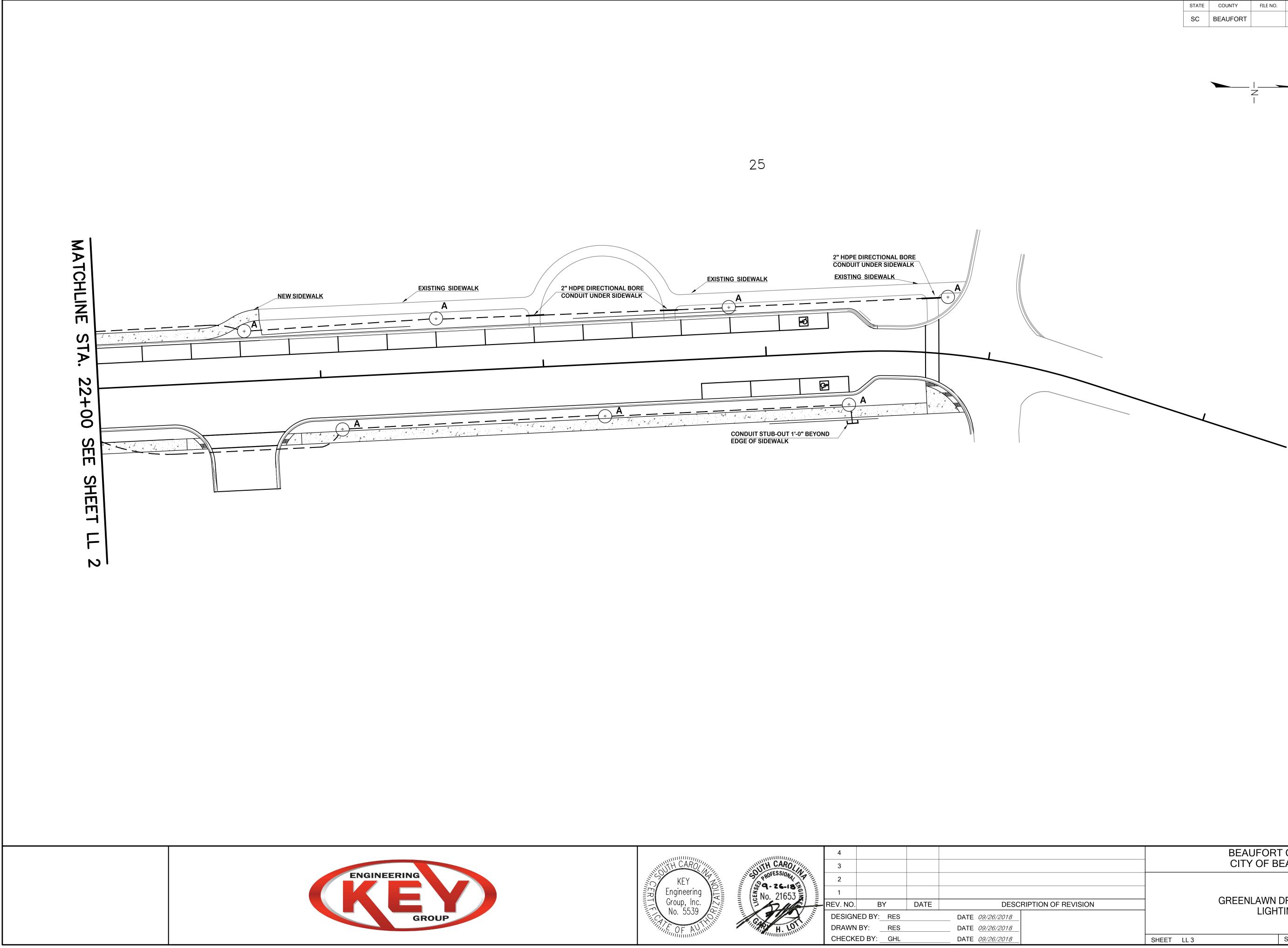






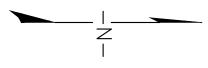
		07.475		STI E NIO	PROJECT	ROUTE	SHEET
		STATE SC	COUNTY BEAUFORT	FILE NO.	PROJECT NO.	ROUTE NO. S-296	sheet NO. LL 1
				 Z			
				I			
	15						
							A A
		🛛	///				
							픡
							MATCHLINE
		 		۵	۹ ^۵ ۹.	۲	
	Ā	<u> </u>		<u> </u>			STA.
							16+00 ⊢
							一十
<u>ب</u>							
				· · · · · · · · · · · · · · · · · · ·	(↑)	<u>A</u>	
	4. 4	·		4. 4. 4. 4		A	
							SHEET
							L 2
				UFORT			
			CITY	OF BE	AUFOR		
	-		00000				
IPTION OF REVISION			GREEN	LAWN DI LIGHTI	rive (S-2 NG	296)	
	SHEET	LL 1		5	SCALE: 1" =	20'	





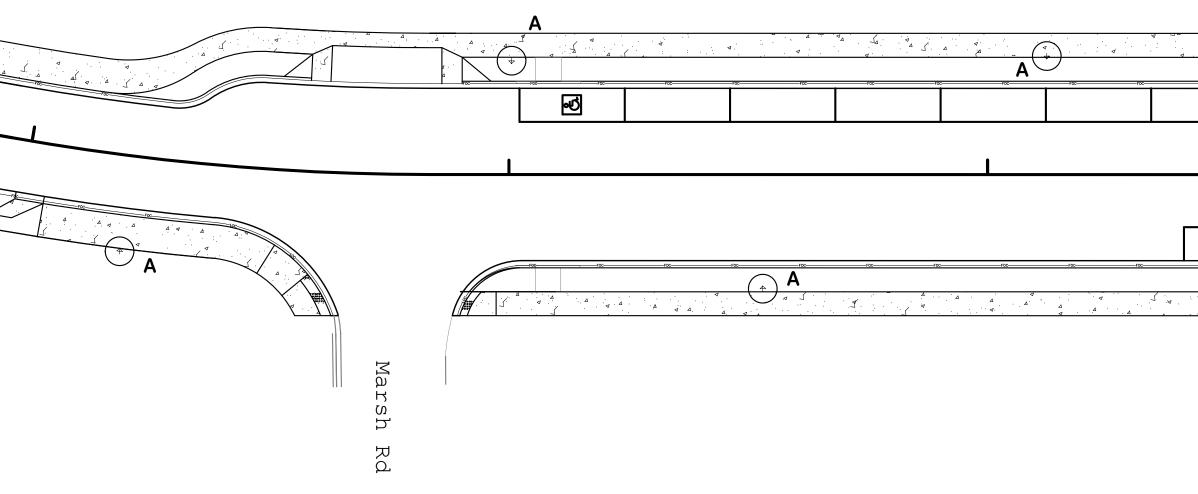
anni litter		4					BEAUFORT COUNTY
WITH CARO	HCAROL	3					CITY OF BEAUFORT
KEY KEY	ROFESSIONA	2					
Engineering	9-26-18	1					
Group, Inc.	RE	EV. NO. B	BY DATE	DESCRIPTION OF	F REVISION	(.	REENLAWN DRIVE (S-296) LIGHTING
		DESIGNED BY:	RES	DATE			LIGHTING
OF AUTIM	H. LO	DRAWN BY:	RES	DATE			
	C	CHECKED BY:	GHL	DATE 09/26/2018		SHEET LL 3	SCALE: 1" = 20'

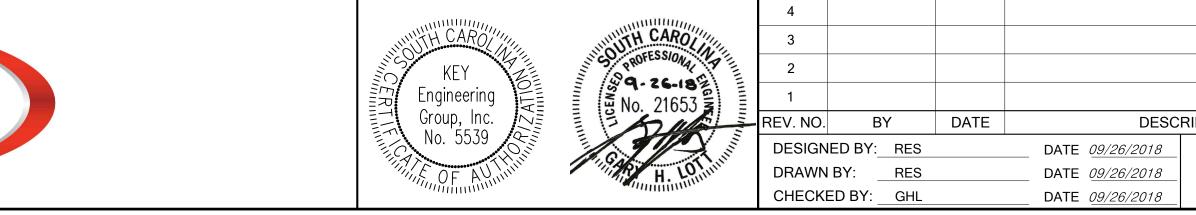
STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S-296	LL 3



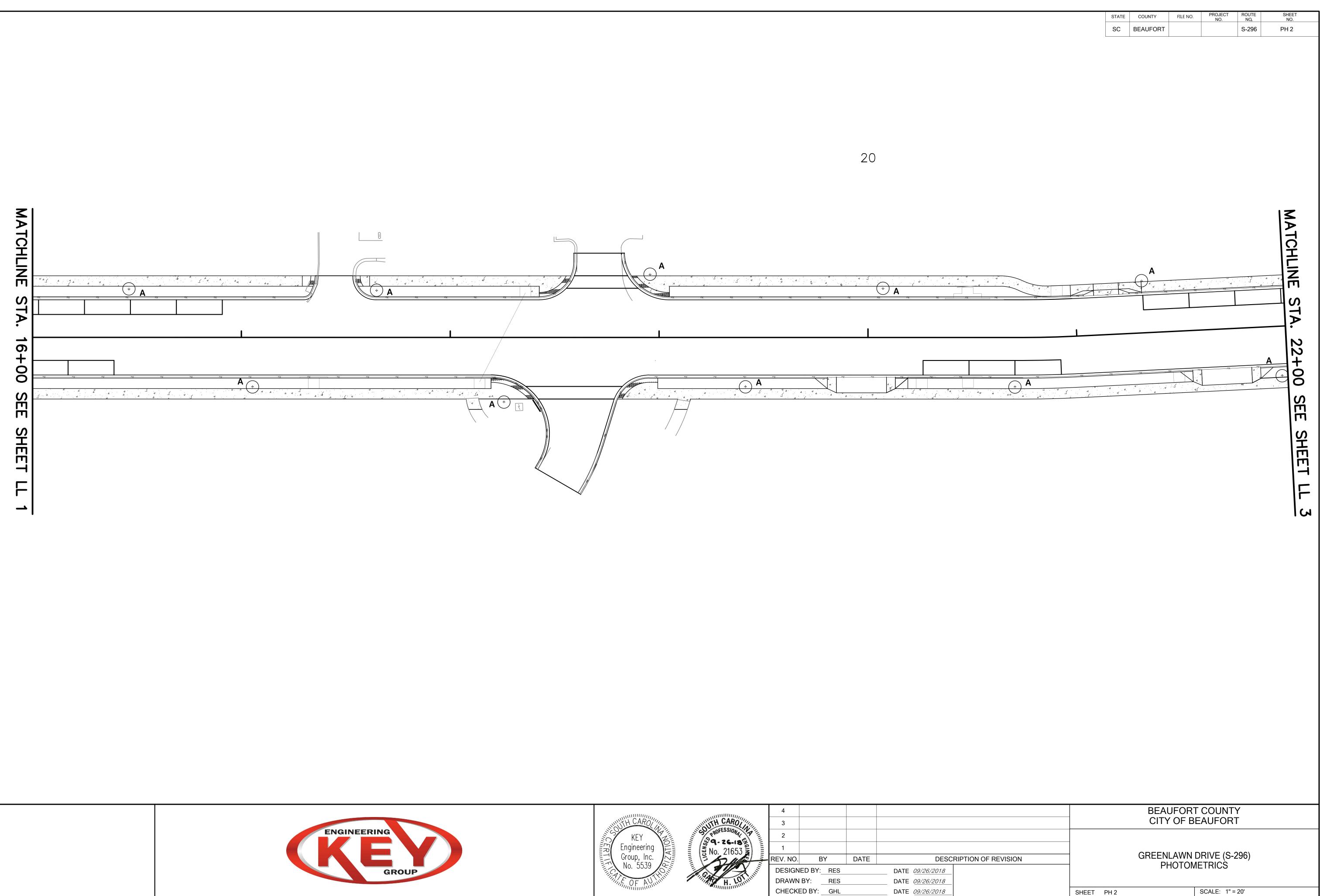
10	MADEIRA LED SER	
Calculation Summa Label Boundary Street Luminaire Schedu	CalcType Units Avg Max Min Avg/Min Max/M Illuminance Fc 0.89 2.1 0.2 4.45 10.50	
Luminaire Schedu. Symbol Qty → 27	Label Arrangement Total Lamp Lumens LLF Descripti A SINGLE N.A. 0.920 MDLE2 P40	AOK Filename 0 40K AS 3 MDLE2_P40_40K_AS_3.id MDLE2_P40_40K_AS_3.id 3.id MOLE2_P40_40K_AS_3.id 3.id MOLE3_P40_40K_AS_3.id 4.id MOLE3_P40_40K_AS_3.id 4.id MOLE3_P40_40K_AS_3.id 4.id MOLE3_P40_40K_AS_3.id 4.id MOLE3_P40K_AS_3.id <t< td=""></t<>

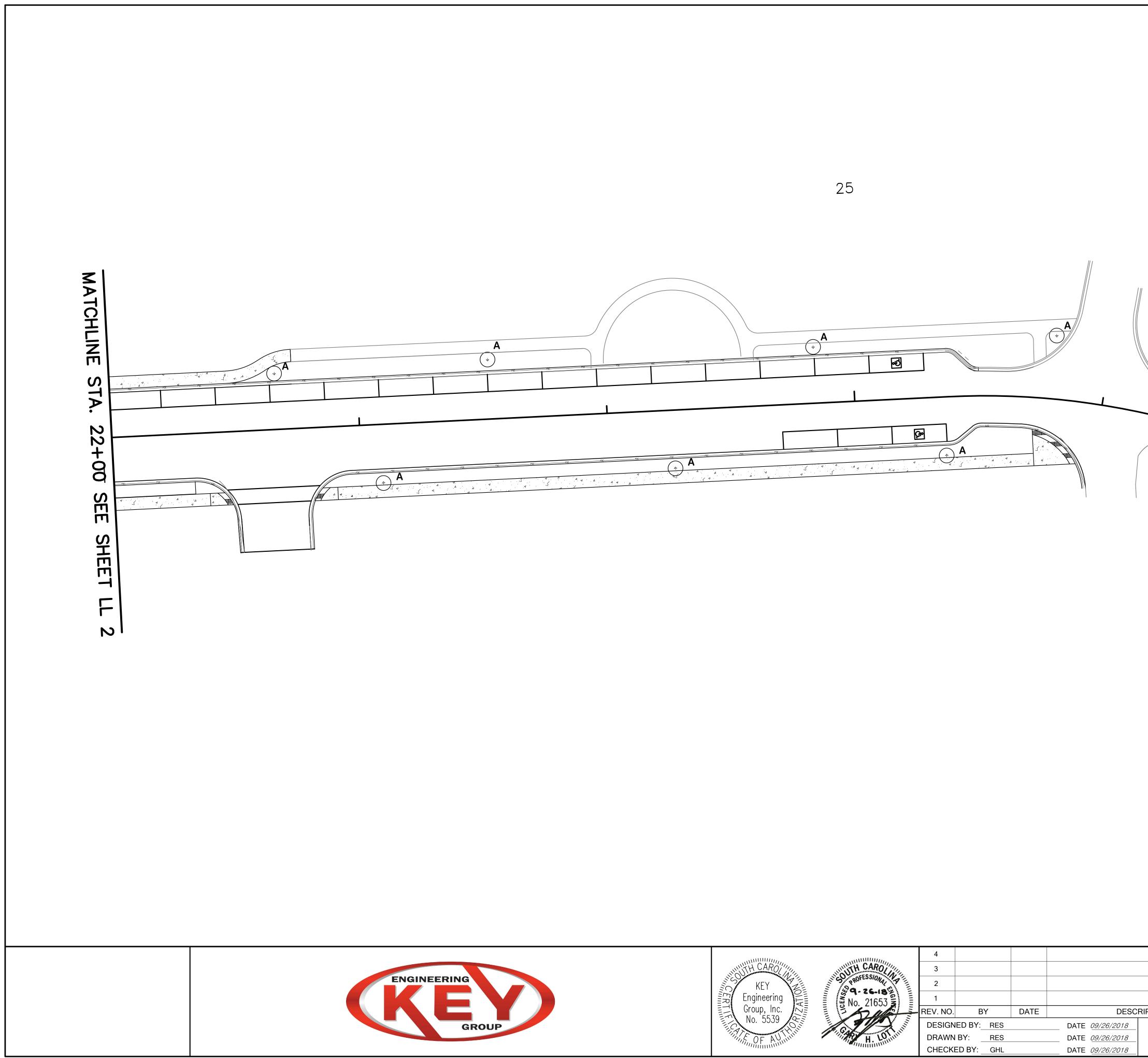






			STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
			SC	BEAUFORT		NO.	NO. S-296	NO. PH 1
		15						.—
								MA
								MATCH
								NE
								LINE STA.
а ща с с с с с с с с с с с с с с с с с с	a ,		<u> </u>		Δ. Δ. 	م	·. v · J.	FA.
-roc		A	/		F0C	Δ		· 2
								;+
								16+00 SEE
								NE
		FOC	FOC		0C F0C-		FOC-	
		A	4	4	4	2	A	SHEET
								Ē
								•
								PH
								l _N
Ind								
	[MANUFAC							
5	Holophar	le		IDLE2	F4U	40K A	12 2	
		1			15055	00111		
						COUNT AUFOR		
		-						
PTION OF RE	VISION	-		GREEN	LAWN D	RIVE (S-2 ETRICS	296)	
		SHEET F	РН 1			SCALE: 1" =	20'	

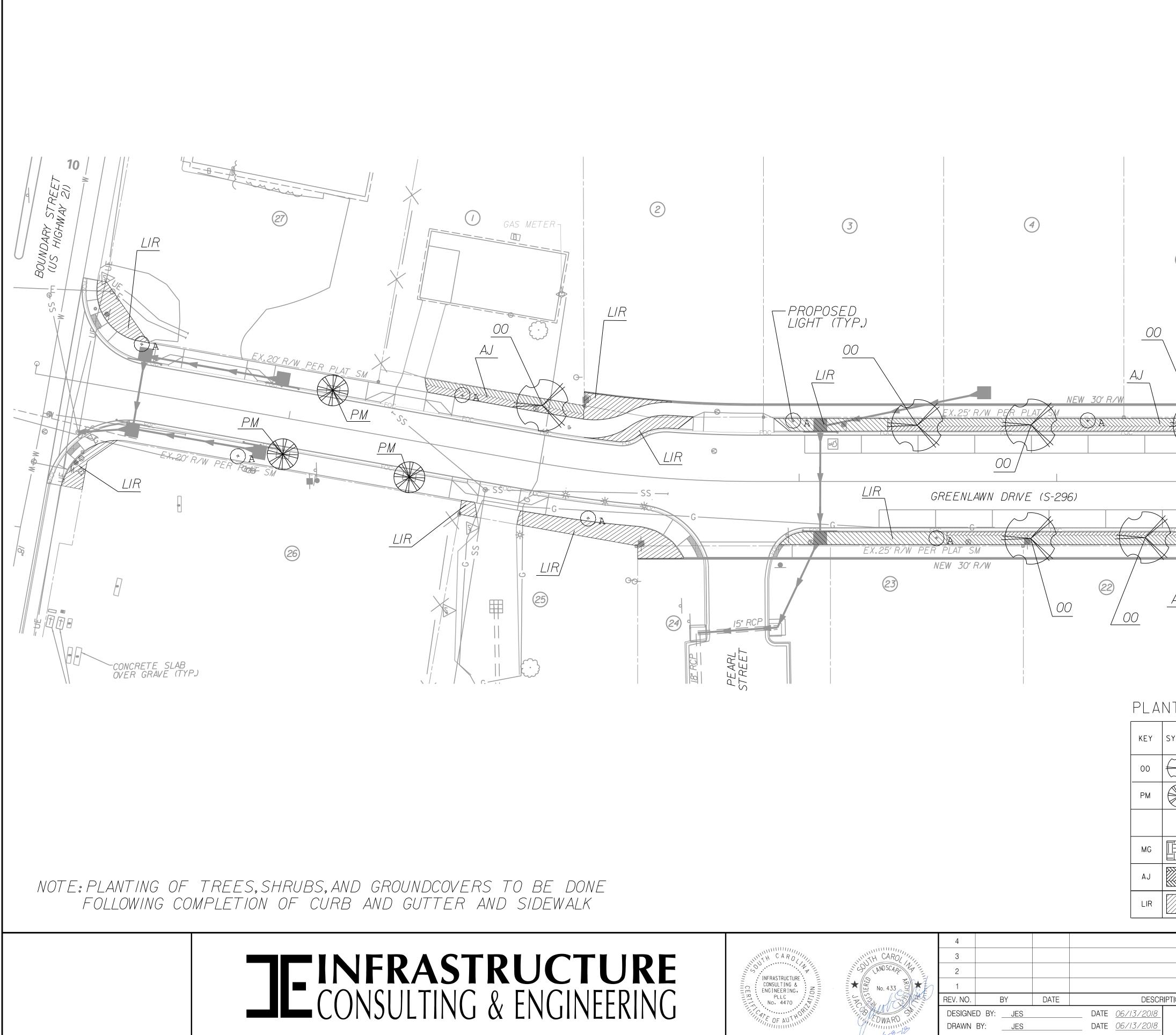




			4			BEAUFOR	
	WITH CARO	TH CAROL	3			CITY OF B	EAUFORT
	KEY	PROFESSIONAL P	2				
	Engineering ULVZ	We No. 21653	1				
			REV. NO. BY	DATE	DESCRIPTION OF REVISION	GREENLAWN PHOTOM	DRIVE (S-296)
	No. 5539		DESIGNED BY: RES		DATE 09/26/2018	FHOTOW	ien nos
	OF AU	H. LOM	DRAWN BY: RES		DATE <u>09/26/2018</u>		
	.0000000	- anther	CHECKED BY: GHL		DATE <u>09/26/2018</u>	SHEET PH 3	SCALE: 1" = 20'

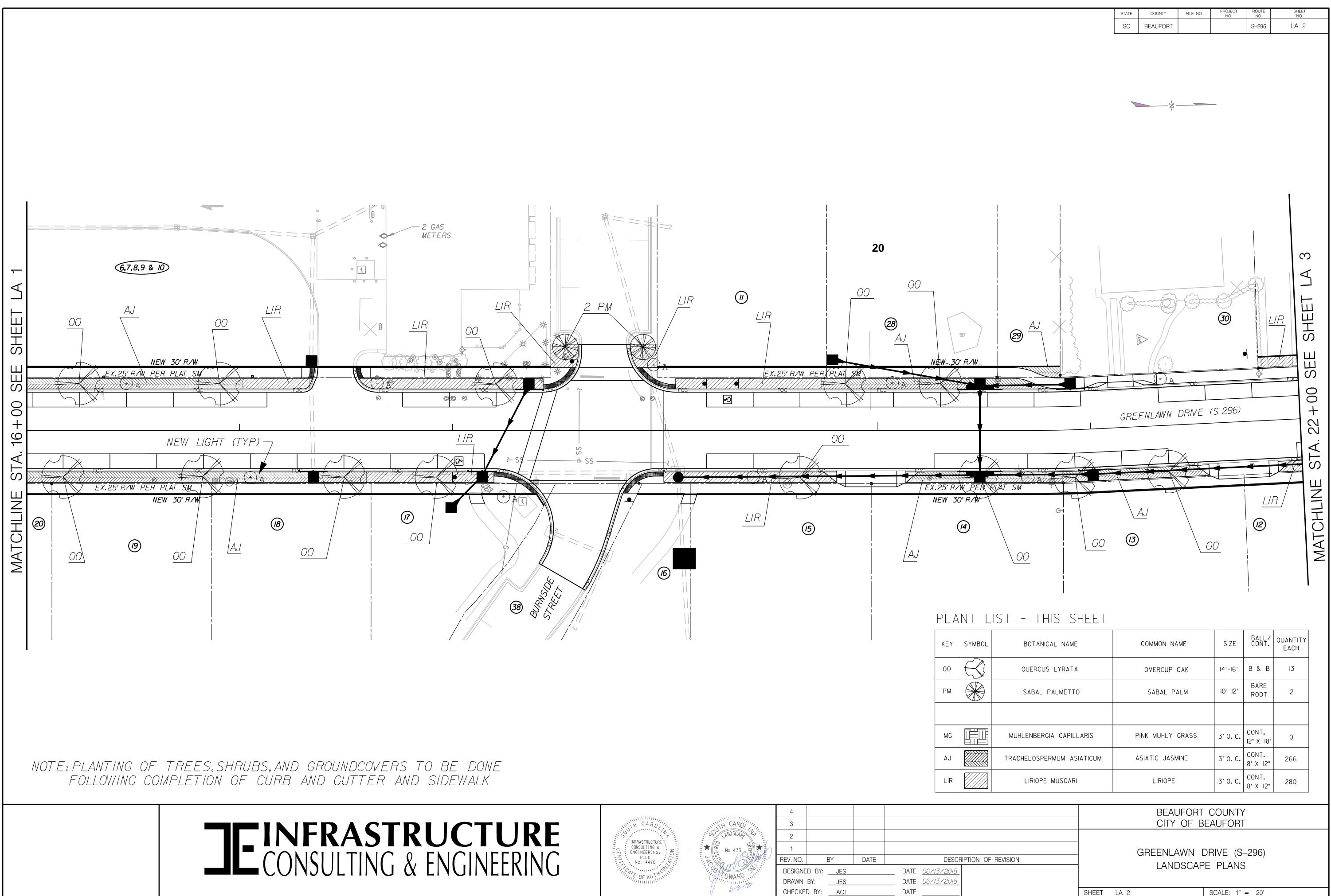
STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S-296	PH 3

-	Z
	1

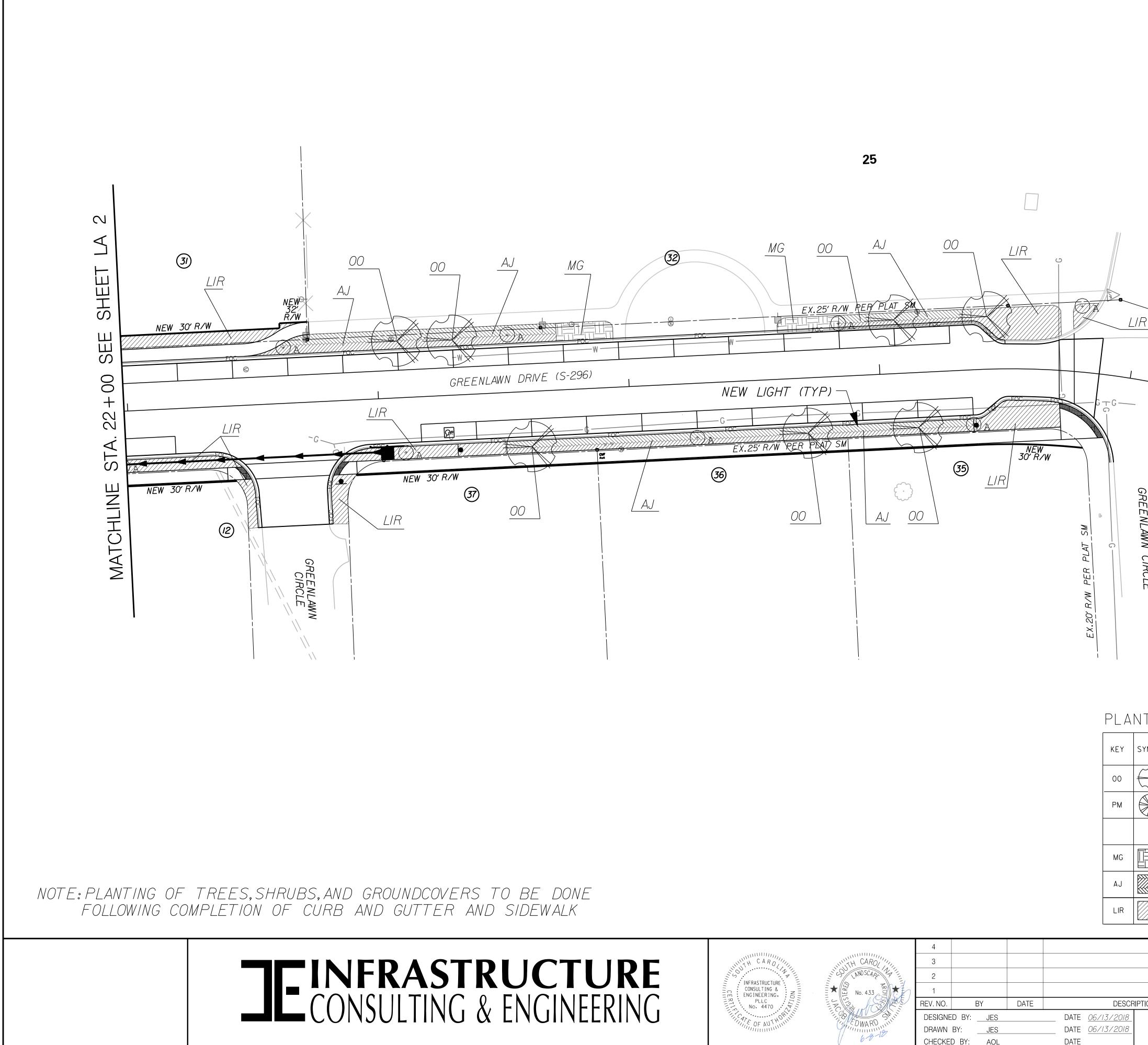


DATE CHECKED BY: AOL

			STATE	COUNTY	FILE NO.	PROJECT	ROUTE	SHEE	T
			SC	BEAUFORT	FILE NO.	NO.	NO. S-296	NO. LA	
						L			
5		15		•	3 G 6,7,	8,9 & 10			et la 2
N	LIR Contraction EW LIGHT (TYP)		A	LIR		<u>IR</u> <u>NEW 30</u> <u>00</u>	(R/H) 	AJ	STA. 16 + 00 SEE SHEET
AJ	NEW 30' R/W AJ								
	IST - THIS S					CLIZE	BALL/ CONT.	QUANTIT	Y
SYMBOL	BOTANICAL NAME			COMMON NA		SIZE		EACH	-
	QUERCUS LYRATA SABAL PALMETTO			OVERCUP (SABAL PA		I4'-I6'	B & B BARE ROOT	8	_
	MUHLENBERGIA CAPILI	ARIS	P	NK MUHLY (GRASS	3′ O. C.	CONT. 12" X 18"	22	
	TRACHELOSPERMUM AS	IATICUM	Δ	SIATIC JASM	INE	3′ O. C.	CONT.	185	
	LIRIOPE MUSCARI			LIRIOPE		3′ 0. C.	8" X 12" CONT. 8" X 12"	211	
						COUNTY			
PTION OF	REVISION		(GREENLA	WN D	AUFORT RIVE (S- E PLANS	-296)		
		SHEET	LA 1			SCALE: 1"	= 20'		



CHECKED BY: AOL DATE

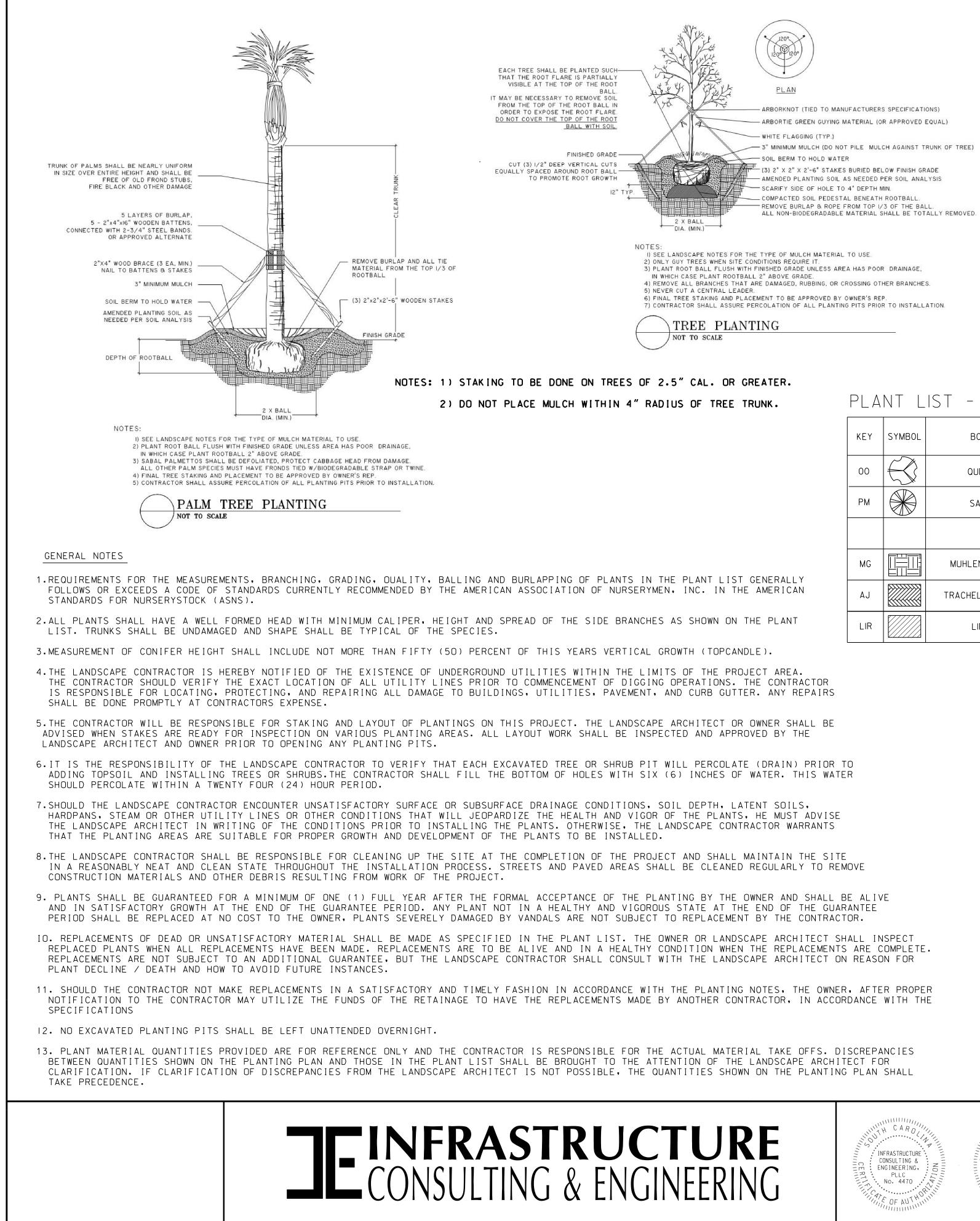


KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	BALL/ CONT.	QUANTITY EACH
00		QUERCUS LYRATA	OVERCUP OAK	14'-16'	B & B	7
PM		SABAL PALMETTO	SABAL PALM	10'-12'	BARE ROOT	0
MG		MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	3′0.C.	CONT. 12" X 18"	36
AJ		TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE	3′0.C.	CONT. 8" X 12"	244
LIR		LIRIOPE MUSCARI	LIRIOPE	3′0.C.	CONT. 8" X 12"	163

		4					BEAUFOF	RT COUNTY
HITH CARO	WITH CAROL	3					CITY OF	BEAUFORT
	IN SCAPE T	2						
CONSULTING & CONSU	No. 433	1						DRIVE (S-296)
PLLC No. 4470	LE STORE	REV. NO.	BY DA	TE	DESCRI	IPTION OF REVISION		APE PLANS
COF AUTHORIUM	FILL BALL	DESIGNED BY:	JES		DATE <u>06/13/2018</u>		LANDSCA	APE PLANS
		DRAWN BY:	JES		DATE <u>06/13/2018</u>			
	V 6-9-10	CHECKED BY:	AOL		DATE		SHEET LA 3	SCALE: 1" = 20'

		07475			PROJECT	ROUTE	SHEET
		STATE SC	COUNTY BEAUFORT	FILE NO.	NO.	NO.	LA 3
					¹		
	/						
			ररो				
<u> </u>			(33)				
R_{-}							
			EX. 25' R	w ~			
			EX.25' R.	PER	PLAT SUIT		
					¢		
					9		
_							
GRE	EX.	2510	W PER PLA				
N M N			W PER PI				
LAW	NS NS		. 24	SM	<u> </u>		
Ž							
GREENLAWN CIRCLE	PLAT						
CLE	DER						
-							
	2. R						
	EX.20' R/W						

Т	IIST	_	THIS	SHEET
I				JILLI



PLANT LIST - ALL SHEETS

KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	BALL/ CONT.	QUANTI EACH
00		QUERCUS LYRATA	OVERCUP OAK	14'-16'	B & B	28
PM		SABAL PALMETTO	SABAL PALM	10'-12'	BARE ROOT	5
MG		MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	3′0.C.	CONT. 12" X 18"	58
AJ		TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE	3′0.C.	CONT. 8" X 12"	455
LIR		LIRIOPE MUSCARI	LIRIOPE	3′0.C.	CONT. 8" X 12"	654

14. REMOVE BURLAP / STRAPPING AND WIRE BASKET FROM TOP OF

15. REMOVE PAPER, PLASTIC, OR METAL AROUND ROOTBALLS OF

16. DO NOT WRAP TREES.

17. WATER ALL PLANT MATERIAL IMMEDIATELY AFTER PLANTING. IN AGAIN UPON BRINGING BACKFILL TO FINAL GRADE.

18. TREE GUYING MATERIAL SHALL BE 'ARBOR TIE' OR EQUIVALE

19. ALL PLANT BEDS TO BE MULCHED WITH 3" OF DOUBLE SHREDE PLANT INSTALLATION AND THE OTHER AT END OF THE ONE (1)

20. ALL AREAS OF PLANTING, INCLUDING AREAS OF GRASS SEED! PROVIDED APPROPRIATE SOILS OR THE PROPOSED PLANTINGS. UNIFORMLY INCORPORATING REQUIRED SOILS CONDITIONING MAT (AS REQUIRED IN 3.02 AND 3.12 OF THE LANDSCAPING SPECIF TO BE INSTALLED IN A GIVEN AREA.

21. ALL EXISTING VEGETATION WITHIN AREAS TO BE PLANTED / AREAS INDICATED TO BE GRASS SEED SHALL BE HYDRO - SEEDE

22. CONTRACTOR IS RESPONSIBLE FOR PROVIDING NECESSARY WAT SEPARATE PAY APP. NUMBER PROVIDED.

23. CONTRACTOR SHALL INCLUDE ONE (1) YEAR MAINTENANCE/ WA

24.ALL PROPOSED PLANTINGS SHALL BE A MINIMUM OF A 1.5' OF HARDSCAPE SURFACE TO NEAREST OUTSIDE EDGE OF THE PROPOS

	THE CAROLINI	TH CAROL	4 3				BEAUFORT CITY OF E	
	INFRASTRUCTURE CONSULTING & NO ENGINEERING PLLC No. 4470	AND SCAPE ARE AND AND ARE AND AND ARE AN	2 1 REV. NO.	BY DATE	DESCRI	IPTION OF REVISION	GREENLAWN	
NUINLLININU	OF AUTHORIUM	EDWARD	DRAWN B	BY: <u>JES</u> Y: <u>JES</u> BY: <u>AOL</u>	DATE <u>06/13/2018</u> DATE <u>06/13/2018</u> DATE		LANDSCAF	SCALE: NTS

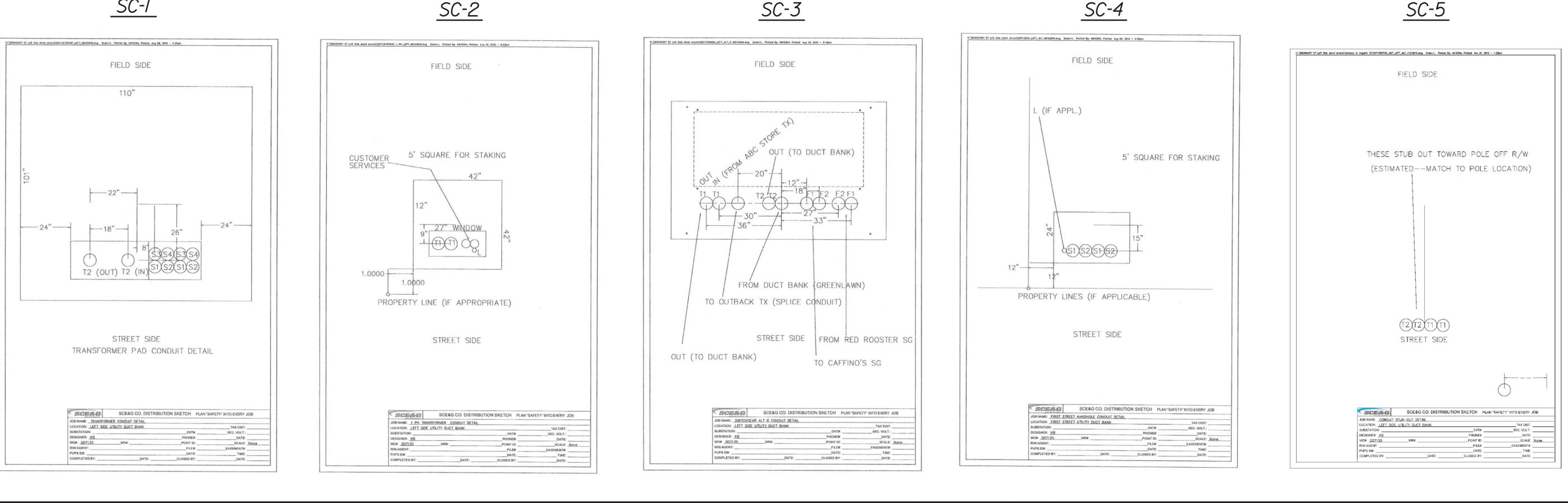
			SC	BEAUFORT			S–296	L 4
		L					I	
EQUALLY SPACE	" DEEP VERTICAL CUTS ED AROUND ROOT BALL — ROMOTE ROOT GROWTH				TO HOLD WATE			ASE OF SHRUB)
	4" T	2 X BALL DIA. (MIN.)		ALL NON-BI	ODEGRADABLE LANTING SOIL		ALL BE TOT R SOIL ANA	ALLY REMOVED.
	2) WHEN (INDIVID PLANTI 3) PLANT IN WHIC TO SET	DIA: (WIN.) NDSCAPE NOTES FOR THE TYP ROUNDCOVER AND SHRUBS ARI JAL PLANTS AND ENTIRE PLAN NG SOIL AND PLANT MATERIAL ROOT BALL FLUSH WITH FINISH H CASE PLANT ROOTBALL 2" A TING ROOTBALL ELEVATIONS. ACTOR SHALL ASSURE PERCOL	E USED IN TING BED HED GRAD BOVE GR	N MASSES, DO NO SHALL BE EXCA E UNLESS AREA ADE. COORDINAT	T FORM SOIL E VATED TO REC HAS POOR DR E WITH OWNER	EIVE AINAGE, 'S REP. PRIOR	Σ.	
		SHRUB PLA	ANTI]	NG				
			1	PICAL EDGE OF LDING, WALL, ETC	5.			
QUANTITY EACH		+ + + + + + + + + + + + + + + + + + +	*-+-	SPECIFIED	O.C. SPACING			
28		-ATYPICAL SPACING IN	- SPE	I I/2 OF SPECIFIE O.C. SPACING				
5		CURVILINEAR PLANT BEDS. OUTSIDE ROW TO FOLLOW CURVE AS SHOWN ON PLAN	→ SF t	CIFIED U.C. SPAC				
		AVATE ENTIRE BED SPECIFIED I A DEPTH OF 12".	FOR GROU	JNDCOVER PLANT	ING			
58	(PLANT SPACI	NG	DETAIL		<u></u> 6		
455								
654								
TOP OF RO S OF SHRU	OT BALL ON TRE BS.	ES.						
TING. FOR	TREES, WATER	IN ONCE AFTER BAG	CKFILI	LING OF TH	HE PLANT	ING HOLE	, THEN	WATER
SHREDDED	HARDWOOD MULCH	G IS NECESSARY,AL . TWO (2) APPLICA T PERIOD ALL PLAN	ATION	S OF MULCH	H, ONE I	MMEDIATE	LY FOL	
NGS. THE NG MATERI	LANDSCAPE CONT ALS AT THE RAT	BE GRADED TO PRO RACTOR SHALL ADJU E AND DEPTH DETER OILS TEST SHALL E	JST PI RMINEI	H AND / OF D BY THE A	R SO1L F ANALYSIS	ERTILITY OF THE	BY SOIL T	EST
SEEDED P	ER THE GRASSIN	HALL BE REMOVED F IG SPECIFICATIONS NT MATERIAL DURIN	FORI	PERMANENT	STABILI	ZATION.		
.5′ OFFSE		ATERIAL IN THE CO				LK, OR P	ROPOSE	D

STATE COUNTY FILE NO.

STRUCTURE TABLE E&G STRUCTURE OWNERS SC-/ SCE&G, HARGRAY, CENTURY LINK SC-/ SCE&G, HARGRAY, CENTURY LINK SCE&G,HARGRAY,CENTURY LINK SC-/ SCE&G,HARGRAY,CENTURY LINK SC-I SCE&G, HARGRAY, CENTURY LINK SC-I SC-/ SCE&G,HARGRAY,CENTURY LINK SC-I SCE&G,HARGRAY,CENTURY LINK

STRUCTURE	STATION	OFFSET	CONDUIT	SCE
/	12+95.00	28.38' LT	$A, B, C, D, E, T, , T_z, F_y, F_z$	
2	14+68.63	51.63′ RT	$A, B, C, D, E, T, , T_{2}, F_{1}, F_{2}$	
3	15+41.37	21.38′ LT	$A, B, C, D, E, T, , T_{z}, F_{y}, F_{z}$	
4	16+89.00	51.63′ RT	$A, B, C, D, E, T, , T_2, F_1, F_2$	
5	18+33.00	9.13′ RT	$A, B, C, D, E, T, , T_{z}, F_{i}, F_{z}$	
6	20+81.47	65.88′ LT	$A, B, C, D, E, T, , T_{2}, F_{1}, F_{2}$	
7	23+00.00	9.13′ RT	$A, B, C, D, E, T, , T_{z}, F_{i}, F_{z}$	

NOTE: ALL STRUCTURES TO BE INSTALLED IN EASEMENTS PROVIDED BY UTILITY



SC-I



$\langle x \rangle$	CONDUIT TURNOUT STRUCTURE DETAIL
Q	2" SCE&G LIGHTING FOR POLE/TURNOUT
SC-I	TRANSFORMER PAD
SC-2	1 PH TRANSFORMER
SC-3	SWITCH GEAR ALT E
SC-4	FIRST STREET HAND
SC-5	CONDUIT STUB-OUT
\odot	HARGRAY
\odot	HARGRAY
С	CENTURY LINK

SC-3

EINFRASTRUCTURE CONSULTING & ENGINEERING





4							
3							
2							
1							
EV. NO.		BY	DATE			DESCF	RIPT
DESIGNE	D BY:	SEM			DATE	01/18/2018	
DRAWN	BY:	SEM			DATE	<u>01/18/2018</u>	
CHECKE	D BY:	PMV			DATE	<u>X</u>	
	2 1 EV. NO. DESIGNE DRAWN	2 1	2 1 EV. NO. BY DESIGNED BY: SEM DRAWN BY: SEM	2 1 EV. NO. BY DATE DESIGNED BY: SEM DRAWN BY: SEM	2 1 EV. NO. BY DATE DESIGNED BY: SEM DRAWN BY: SEM	2 1 EV. NO. BY DESIGNED BY: SEM DATE DATE DATE	2 1 1 2 1 0 EV. NO. BY DATE DESIGNED BY: SEM DRAWN BY: SEM DATE <u>01/18/2018</u> DATE <u>01/18/2018</u>

STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.
SC	BEAUFORT			S–296	DB1

LOCATION - SEE UTILITY DUCT BANK TO AND STRUCTURE TABLE

CONDUIT TURNOUT – SEE LIGHTING PLANS LOCATIONS

CONDUIT DETAIL

CONDUIT DETAIL

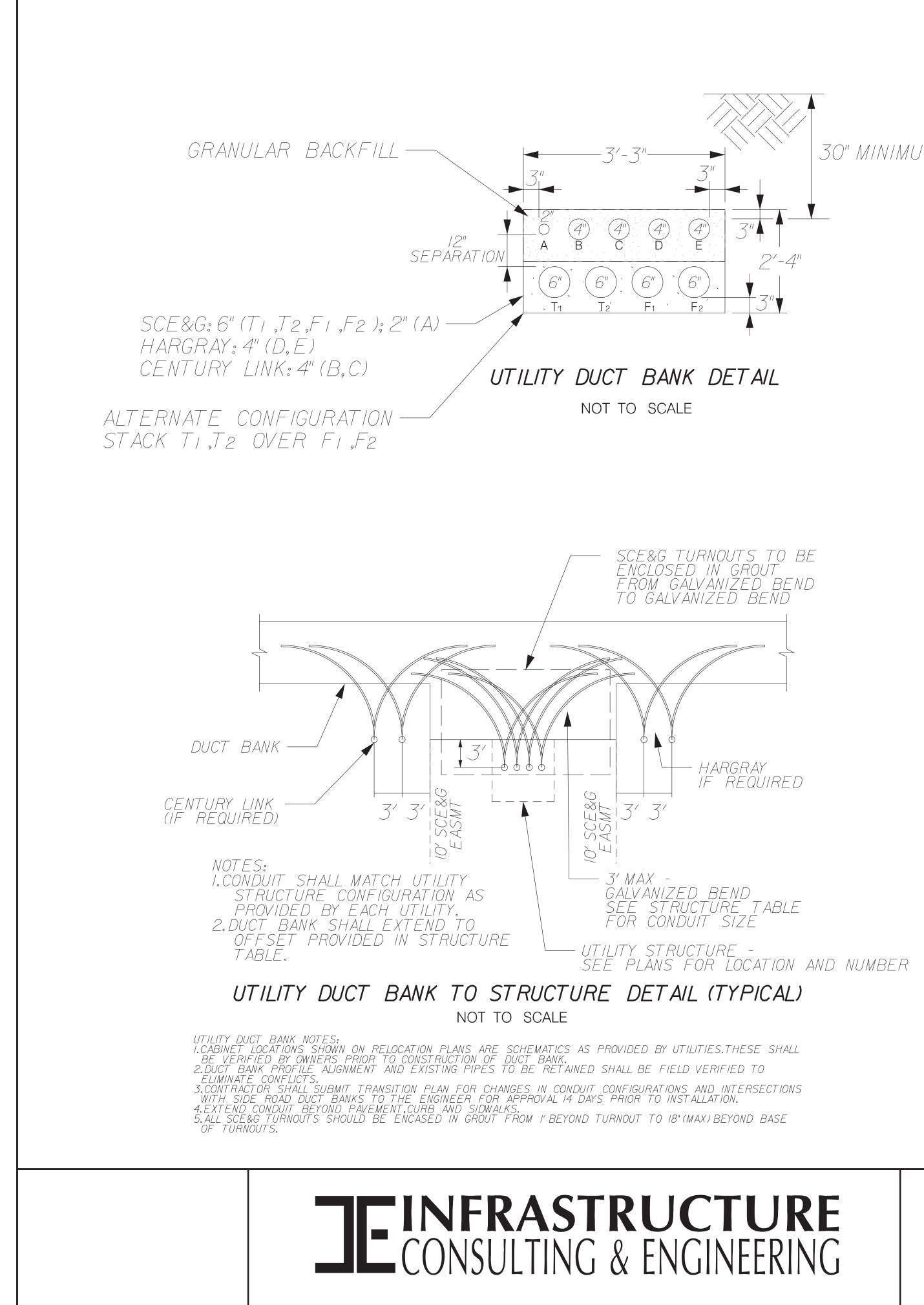
B CONDUIT DETAIL

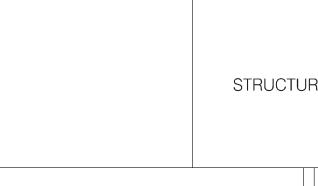
DHOLE CONDUIT DETAIL

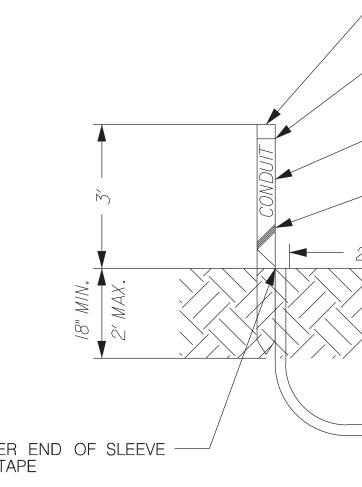
DETAIL



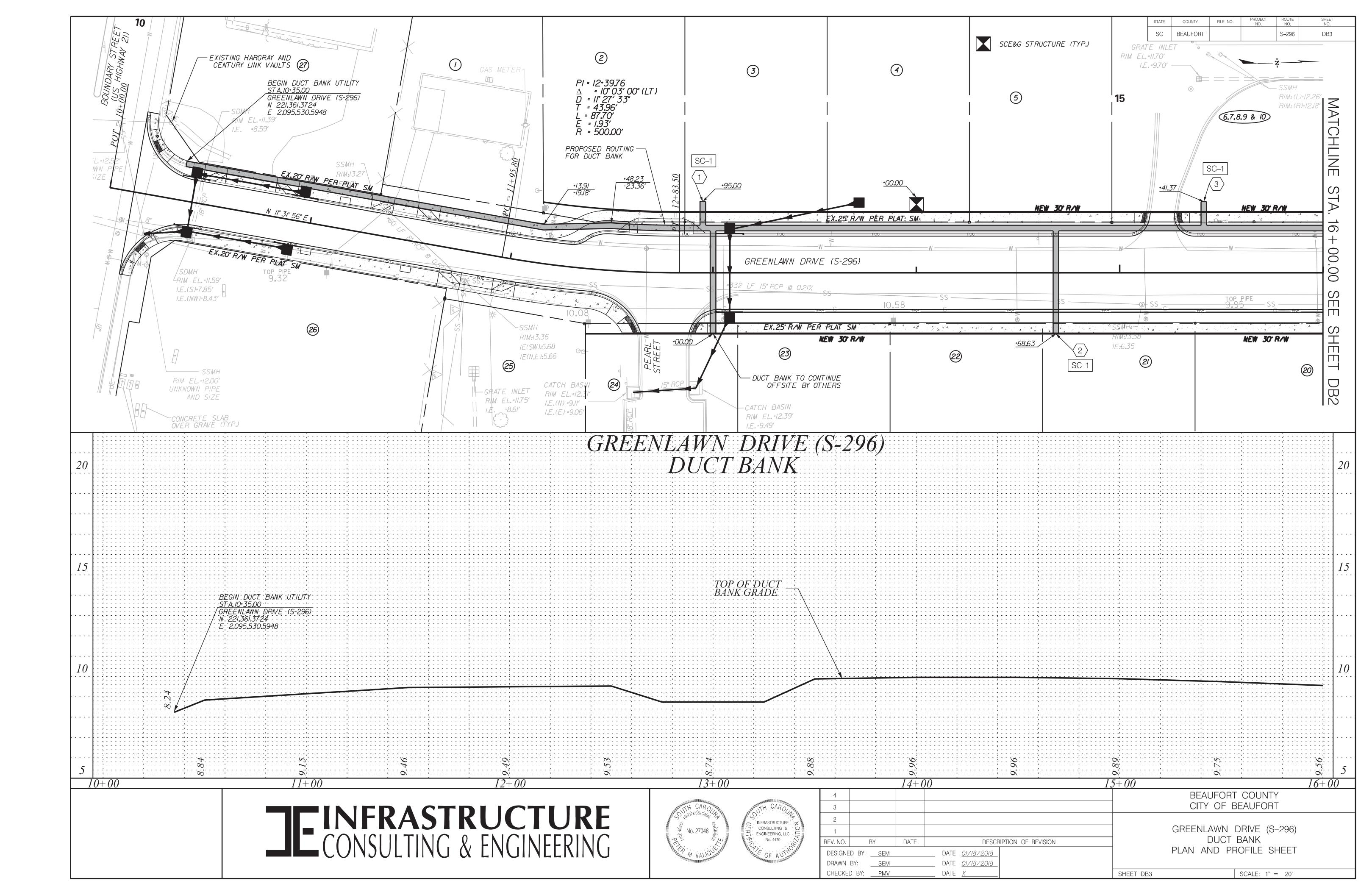
		BEAUFORT CITY OF E	
TION OF REVISION		GREENLAWN DUCT DET,	BANK
	SHEET DB1		SCALE: NTS

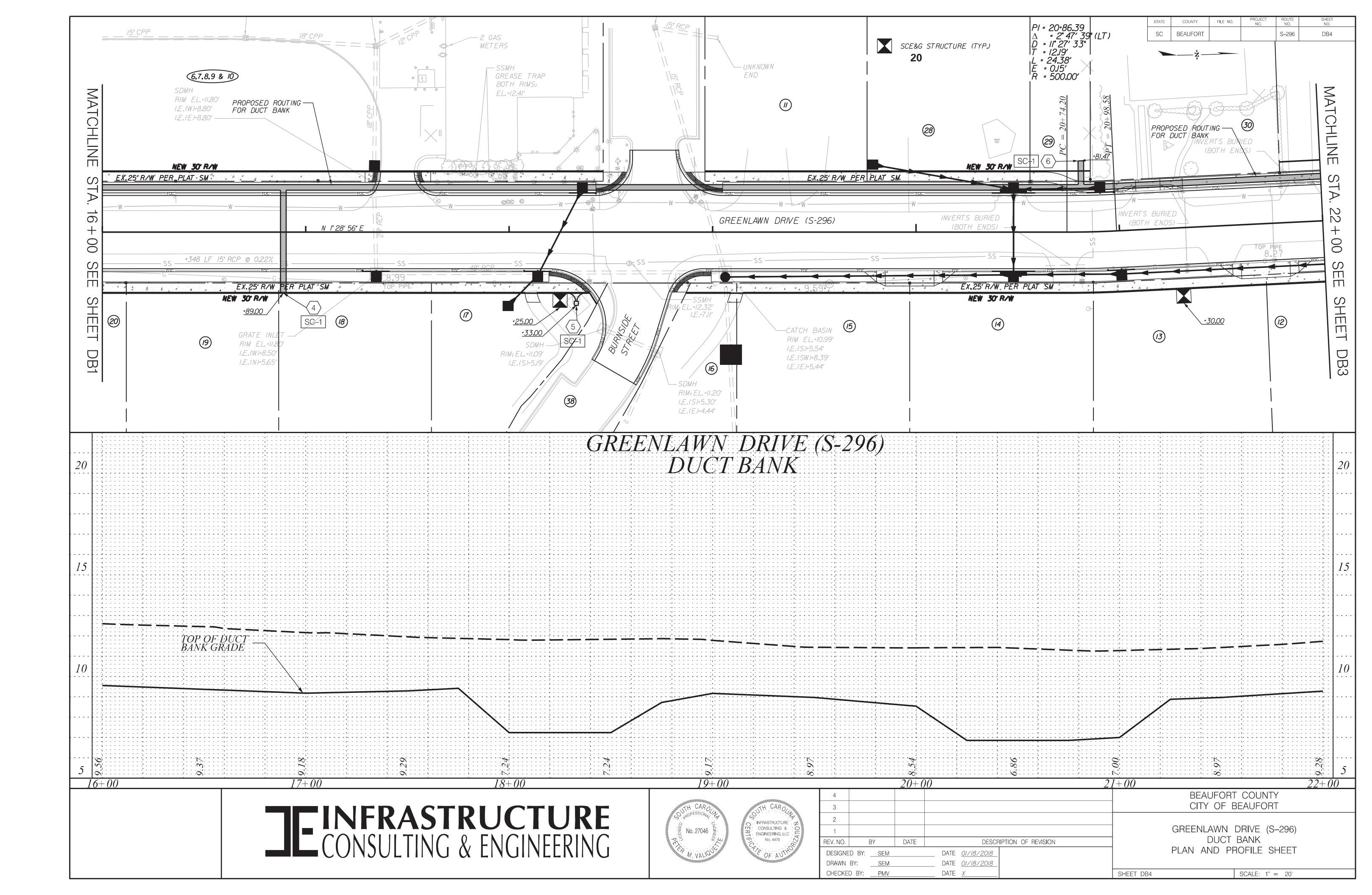


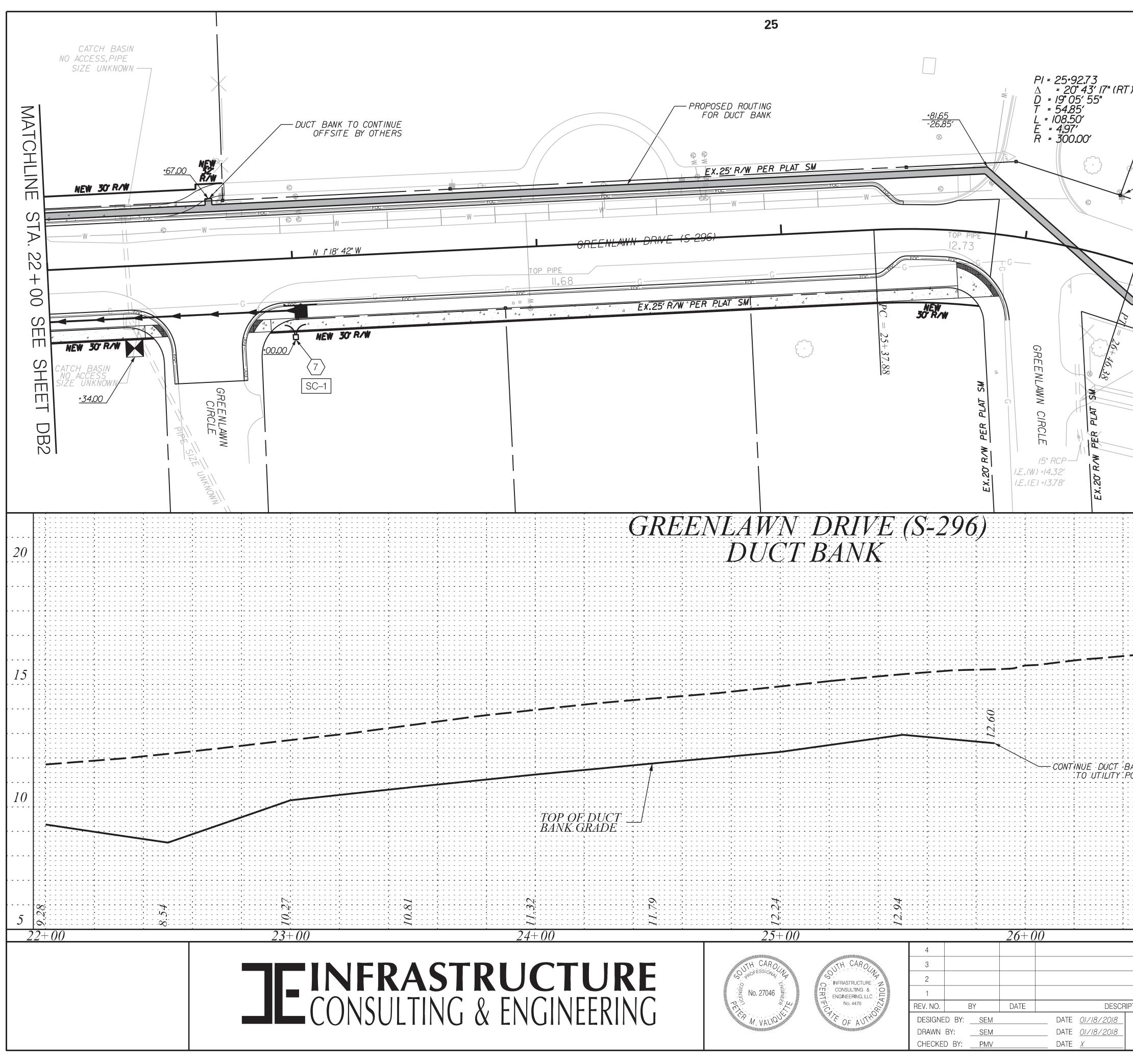




			STATECOUNTYFILE NO.PROJECT NO.ROUTE NO.SHEET NO.SCBEAUFORTS-296DB2
<i>30" MININ</i>	IUM COVER		
3"		STRUCTURE	
		STRUCTURE	
$\frac{1}{E} = \frac{1}{2'-4''}$			PROPOSED GRADE
		SCE&G CONDUITS TO BE GROUNDED IN THIS SECTION	MIN. POWER – 36" DEEP (TOP OF CONDUIT)
F_2 J		(GROUNDED BY OTHERS)	MIN. COMMUNICATION - 30" DEEP (TOP OF CONDUIT)
NK DETAIL			
ALE		4' GALVANIZED BEND SEE STRUCTURE TABLE OF FOR OFFSET AND CONDUIT SIZE	
		SCE&G TURNOUTS TO BE ENCLOSED IN GROUT FROM GALVANIZED BEND	MAINTAIN MINIMUM COVER REQUIREMENTS
		FROM GALVANIZED BEND	
TURNOUTS TO RE			N UP DETAIL OT TO SCALE
TURNOUTS TO BE SED IN GROUT GALVANIZED BEND VANIZED BEND			
			- 2"X4" WOOD STAKE @ END OF SLEEVE
			- PAINT TOP 6" OF STAKE W/FLOURESCENT ORANGE
			PAINT - WRITE OR PAINT CONDUIT LETTER DESIGNATION
— HARGRAY IF REQUIRED			ON STAKE - WRAP END OF PULL WIRE
			AROUND STAKE AND THROUGH SLEEVE
		IB" MIN.	
ZED BEND RUCTURE TABLE IDUIT SIZE			DUCT BANK
RUCTURE - FOR LOCATION AND NUMBER	\supset	TAPE OVER END OF SLEEVE	
AIL (TYPICAL)			
		CONDUIT T NOT TO S	
UTILITIES.THESE SHALL ELD VERIFIED TO			
DNS AND INTERSECTIONS NSTALLATION.			
8" (MAX) BEYOND BASE			
		4	BEAUFORT COUNTY
CTURF	UNITH CAROLINIA UTH CAROLINIA Storessional Construction	3	
CTURE Igineering	No. 27046 No. 2470	1 Image: Description of the second	GREENLAWN DRIVE (S–296) DICT BANK DETAILS
	M. VALIOUMINING CF AUTHING	DESIGNED BY:SEMDATEOI/18/2018DRAWN BY:SEMDATEOI/18/2018CHECKED BY:PMVDATEX	SHEET DB2 SCALE: NTS
		·	







		5 00UNT/		PROJECT	ROUTE	SHEET	
	STAT		FILE NO.	NO.	NO. S-296	DB5	
/					1		
·) /	_ 'z			SCF&G_S	STRUCTI	JRE (TYP.)
EXISTING UTILITY PO			TERM	IINATE DU AT UTIL			
	JTILITY POLE TH GUY WIRE	/					
D			12				
EX	25' R/W		27+39.22				
	25' R/W PER P	AT	524				
		3M -					
+50.00 N 19° 24' 35" E							
		\mathcal{A}					
EX.25' R/W PER 12" RCP 1.E.(W) = 14.82' 1.E.(E) = 14.61'							
/E.(W) =14.82'	PLAT SM						
.E.(E) =14.61'							
		· · · · · · · · · · · · · · · · · · ·		'	· · · · · · · · ·	· · · · · · · · · · ·	20
· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			· · · · · · · ·		20
							· · · · ·
	· · · · · · · · · · · · · · · · · · ·						
	· · · · · · · · · · · · · · · · · · ·						
	· · · · · · · · · · · · · · · · · · ·						
	· · · · · · · · · · · · · · · · · · ·						
	· · · · · · · · · · · · · · · · · · ·						
SANK	· · · · · · · · · · · · · · · · · · ·						
	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						 15 10
SANK	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						
SANK	· · · · · · · · · · · · · · · · · · ·						· · · · ·
SANK	· · · · · · · · · · · · · · · · · · ·						
SANK	· · · · · · · · · · · · · · · · · · ·	BEA	JFORT		Ý		
SANK	· · · · · · · · · · · · · · · · · · ·	BEAI	JFORT	COUNT	Y T		
BANK POLE	· · · · · · · · · · · · · · · · · · ·	BEAI CITY	JFORT	COUNT AUFOR	Y T		
SANK	· · · · · · · · · · · · · · · · · · ·	BEAI CITY	JFORT OF BE	COUNT AUFOR RIVE (S	Y T 296)		
ANK POLE	· · · · · · · · · · · · · · · · · · ·	BEAI CITY	JFORT OF BE AWN D DUCT E ND PRO	COUNT AUFOR RIVE (S	Y T 296) HEET		

30	70	60	50	40	30 20	10	Ę	10	20	30	1	STATE COUNTY SC BEAUFO	RT	ROUTE SHEET NO. NO. S-296 X1
			1 1 1 1 1 1 + - - 1 - - - 1 1 1 1 1 1 1 1 1	$ \begin{bmatrix} 1 & 1 & 1 & 1 & 1 & 1 \\ 1 & 2 & 1 & 2 & 1 \\ 1 & 1 & 1 & 1 & 1 \\ 1 & 1 & 1 & 1$			1 1	J. J. L. L. <td< td=""><td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td></td><td>$\begin{array}{ c c c c c c c c c c c c c c c c c c c$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>No. 27046</td><td>INFRASTRUCTURE</td></td<>	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	No. 27046	INFRASTRUCTURE
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<>	1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . <td></td> <td>1 1 1 1 1 1 1 1 1 1 -1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 1 -1<!--</td--><td></td><td></td><td>Price St. 4</td><td>T. No. 4470</td></td>		1 1 1 1 1 1 1 1 1 1 -1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 1 -1 </td <td></td> <td></td> <td>Price St. 4</td> <td>T. No. 4470</td>			Price St. 4	T. No. 4470
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 - - - - - - - - 1 - 1 - - - - - - - - - - 1 - - - - - - - - - -			1 1	1 1 <td>(, R/W</td> <td></td> <td></td> <td></td> <td></td> <td>1.5</td>	(, R/W					1.5
			1 1 1 1 1 1 1 4						501		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
· - · - · - · - · - · - · - · - · · · ·												· · · · · · · · · · · · · · · · · · ·		10
	· · · · · · · · · · · ·			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td></td> <td></td> <td>11 + 50.00</td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td></td><td></td><td></td><td></td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td></td></td>			11 + 50.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td></td> <td></td> <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td></td>					$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	
15			$\begin{array}{cccccccccccccccccccccccccccccccccccc$			5							· · · · · · · · · · · ·	15
					50	S 0.020 F	T./FT. 0.020 F	T./FT. 50.	4 2 1				$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
10			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$											10
							11 + 00.00	<u>1 1 1 1 1 1 1 1 1 1</u>	M A					
15			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$				1 1 <td></td> <td></td> <td></td> <td></td> <td></td> <td>15</td>						15
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		- k - k - k - k - k - k - k - k - k - k	- -			T./FT. 0.020 F		9,27		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- J - L - L - L - L - L - L - L - L - L
10			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$											
			$\begin{array}{cccccccccccccccccccccccccccccccccccc$				10 + 50.00							
15			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 - - - - - - - - 1 - 1 - - - - - - - - - - 1 - - - - - - - - - - 1 - - - - - - - - - -				1 1 1 1 1 1 1 1 1 4 <td></td> <td></td> <td></td> <td></td> <td></td> <td>15</td>						15
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		0.003 FT./F		1 1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{ c c c c c c c c c c c c c c c c c c c$			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
10			1 1 <td></td> <td></td> <td></td> <td></td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>10</td>					· · · · · · · · · · · · · · · · · · ·						10
			$\begin{array}{cccccccccccccccccccccccccccccccccccc$				10+11.87							
				$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		BEGIN	CONSTRU AWN DRIVE TA 10+11.8	CTION						
k −''' k						10					40 40			

80	70		60	50	40	30	20	10	Ę	10 2	20 30		STATE CC SC BEAU	UNTY FILE NO. PROJECT ROUTE NO. NO. S-296	SHEET NO. X2
		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>1 1</td> <td></td> <td>1 1</td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td></td> <td>1 1<td>- -</td><td></td><td>1 1 1 1 1 1 1 1 1 T 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td>PT</td><td>CAROURINE STRUCTURE VOLLES BULTING & OLLES EERING, LLC VOLLES 6. 4470</td></td></td>	1 1		1 1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1 1 <td>- -</td> <td></td> <td>1 1 1 1 1 1 1 1 1 T 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td>PT</td><td>CAROURINE STRUCTURE VOLLES BULTING & OLLES EERING, LLC VOLLES 6. 4470</td></td>	- -		1 1 1 1 1 1 1 1 1 T 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>PT</td> <td>CAROURINE STRUCTURE VOLLES BULTING & OLLES EERING, LLC VOLLES 6. 4470</td>	PT	CAROURINE STRUCTURE VOLLES BULTING & OLLES EERING, LLC VOLLES 6. 4470
15			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td>292 50</td><td>EX.F</td><td></td><td>5 N C C C C C C C C C C C C C C C C C C</td><td>$\sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i$</td><td></td><td></td><td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td>1 1</td><td>1.5</td></td></td>	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>292 50</td> <td>EX.F</td> <td></td> <td>5 N C C C C C C C C C C C C C C C C C C</td> <td>$\sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i$</td> <td></td> <td></td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td>1 1</td><td>1.5</td></td>	292 50	EX.F		5 N C C C C C C C C C C C C C C C C C C	$\sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i$			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>1 1</td> <td>1.5</td>	1 1	1.5
10	1 1 <td></td> <td>1 1<td></td><td>1 1<td></td><td></td><td></td><td>13 + 50.00</td><td></td><td></td><td></td><td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td></td><td></td></td></td>		1 1 <td></td> <td>1 1<td></td><td></td><td></td><td>13 + 50.00</td><td></td><td></td><td></td><td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td></td><td></td></td>		1 1 <td></td> <td></td> <td></td> <td>13 + 50.00</td> <td></td> <td></td> <td></td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td></td> <td></td>				13 + 50.00				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$				0.020 FT./F	7. 0.020 FT.	$ \begin{array}{c} \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array} \\ \end{array} \\ \end{array}$	50:1		$\begin{array}{cccccccccccccccccccccccccccccccccccc$		15
10			T T	1 1 <td>1 1<td></td><td></td><td></td><td>13+00.00</td><td></td><td></td><td></td><td>Image: set in the set in th</td><td></td><td>10</td></td>	1 1 <td></td> <td></td> <td></td> <td>13+00.00</td> <td></td> <td></td> <td></td> <td>Image: set in the set in th</td> <td></td> <td>10</td>				13+00.00				Image: set in the set in th		10
15			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			0.020 FT.	/FT. 200 FT./F	· · · · · · · · · · · · · · · · · · ·			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		
10	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			12+50.00	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 <td>- -</td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>× </td> <td>0.020 - FT-</td> <td>(F.T</td> <td>7</td> <td></td> <td></td> <td>+ -</td> <td></td> <td>15</td>	- -	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	× 	0.020 - FT-	(F.T	7			+ -		15
			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$					1 1 <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td></td> <td></td>			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		
												40 50			· · · · · · · · · · · · · · ·

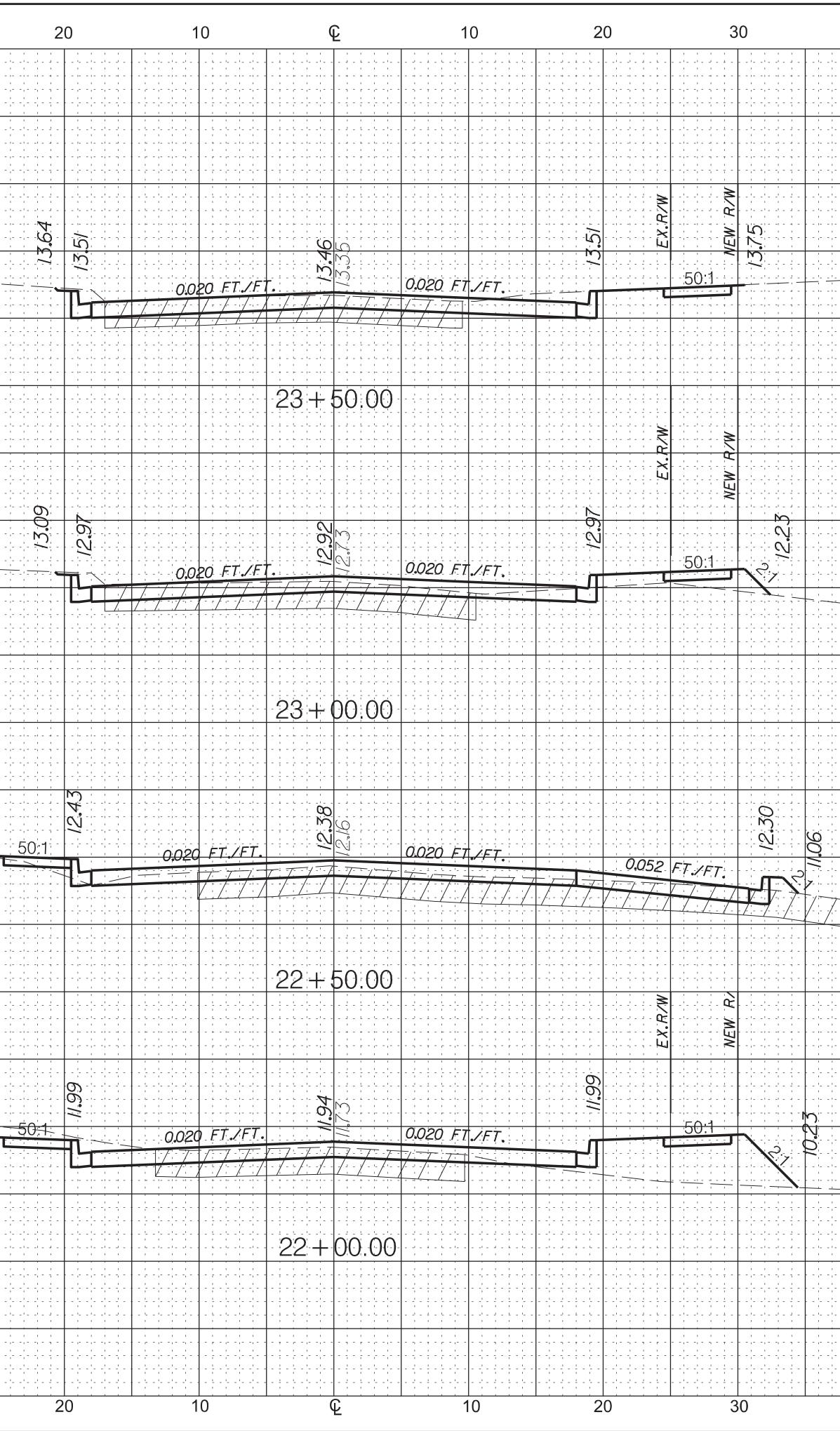
80	70)	(60		50		40	(30	20	C	10	Ę		10	20	3	0	 		STA	TE COUN C BEAUF	TY FILE NO.	PROJECT ROU NO. N	DTE SHEET D. NO. 296 X3
		1 1			1 - - - - - - - - - 1 - - - - - - - - - 1 - - - - - - - - - 1 - - - - - - - - - 1 - - - - - - - - - 1 - - - - - - - - - 1 - - - - - - - - - - 1 - - - - - - - - - - 1 - - - - - - - - - - 1 - - - - - - - - - - 1 - - - - - - - - - - 1 - - - - - - - - - <td>1</td> <td>- -</td> <td>Image Image <th< td=""><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td></td><td>10 10 10 10 10 10 1 10 10</td><td></td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td></td><td>1 2</td><td></td><td></td><td></td><td>0 1</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td></td><td>No. 2704</td><td>MILLIO CERTIFICUITING</td><td>INFRASTRUCTURE CONSULTING & OLLY ENGINEERING, LLC</td></th<></td>	1	- -	Image Image <th< td=""><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td></td><td>10 10 10 10 10 10 1 10 10</td><td></td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td></td><td>1 2</td><td></td><td></td><td></td><td>0 1</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td></td><td>No. 2704</td><td>MILLIO CERTIFICUITING</td><td>INFRASTRUCTURE CONSULTING & OLLY ENGINEERING, LLC</td></th<>		· · · · · · · · · · · · · · · · · · ·		10 10 10 10 10 10 1 10 10		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1 2				0 1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		No. 2704	MILLIO CERTIFICUITING	INFRASTRUCTURE CONSULTING & OLLY ENGINEERING, LLC
15		1 1 1 1 1 2				1 2	- -	1 1	2 /2 33							1 1		·····	1 1 1 1 1 			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1	1-5
10						$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1 1 1 1 1 1 -		· · · · · ·				15 + 50.0)0								I I I 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	1 1 1 1 1 1 1 1 - 1 - 1 - 1 - 1 1 - 1 - 1 - 1 - 1 1 - 1 - 1 - 1 - 1 1 - 1 - 1 - 1 - 1 1 - 1 - 1 - 1 - 1 1 1 - 1 - 1 - 1 - 1 1 1 - 1 - 1 - 1 - 1	10
15						1 3 3 3 4 <td></td> <td>1.5</td>																				1.5
-10								$\begin{array}{cccccccccccccccccccccccccccccccccccc$		<u>5</u> U: I.	12:1		0.020 FT./FT.		0.020 F			50:1							1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <t< td=""><td></td></t<>	
15		Image: constraint of the sector of						1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - - 1 - - - - - - - -	3.39 NFW R	EX.R/W				15 + 00.0											$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1-5
10						$ \begin{bmatrix} 1 & 1 & 1 & 1 & 1 \\ 1 & 1 & 1 & 1 \\ 1 & 1 &$				50.1			0.020 FT./FT.		0,020 F				Ň					$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
		1 1 1 1 1 1 2 2 1 2 2 1 2 2 2 2 2 2 2 2 2				I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1 1 1 1 1 - - - - 1 - - - - - 1 - - - - - - 1 - - - - - - - 1 - - - - - - - - 1 -		14 + 50.0		I I	I I	NEW R/W		1 I I I	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
15		1 1 1 1		-		$ \begin{bmatrix} 1 & 1 & 1 & 1 & 1 & 1 \\ 1 & 1 & 1 & 1 &$				50:1			0.020 FT JFT.		0.020 F			50:1			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																$\begin{array}{cccccccccccccccccccccccccccccccccccc$				$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>1 1 1 1 1 1 1 1 1 2 <th2< th=""> <th2< th=""> <th2< th=""> <th2< th=""></th2<></th2<></th2<></th2<></td> <td></td>	1 1 1 1 1 1 1 1 1 2 <th2< th=""> <th2< th=""> <th2< th=""> <th2< th=""></th2<></th2<></th2<></th2<>	
																										$\begin{array}{cccccccccccccccccccccccccccccccccccc$

80	70)	6	0	50		40		3(0 20		10	Ę		10	20	30				STATE CA	UFORT	PROJECT ROUTE NO. NO. S-296	SHEET NO. X4
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$					- -	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- -	-1 -1<		1 1 <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>1 1</td> <td>1 1</td> <td>1 1<td></td><td></td><td></td><td></td><td>1 1</td><td>No. 2704</td><td></td><td>A CAR OLLAR RASTRUCTURE NOLLAR NOSULTING & OLLAR No. 4470 OF A UTHUMUM</td></td>			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1	1 1	1 1 <td></td> <td></td> <td></td> <td></td> <td>1 1</td> <td>No. 2704</td> <td></td> <td>A CAR OLLAR RASTRUCTURE NOLLAR NOSULTING & OLLAR No. 4470 OF A UTHUMUM</td>					1 1	No. 2704		A CAR OLLAR RASTRUCTURE NOLLAR NOSULTING & OLLAR No. 4470 OF A UTHUMUM
15	1 1 1 1 1 2 - 1 - 1 - 1 - 1 1 1 1 - 1 - 1 - 1 - 1 - 1 1 1 - 1 - 1 - 1 - 1 1 1 - 1 - 1			1 1 1 1 - + 1 1- 1 1 1 1		1 1 1 - +			V RV	<i>EX.RW</i>											1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td></td> <td></td> <td>15</td>			15
	1 1 1 1 1 111 1 1 1 1					1 1 1 1 - 4 - 6 - 1 1 7 - 7 - 7 - 1 1 1 1 1 - 7 - 7 - 7 - 1 1 1 1			· · · · ·				$ \cdot \cdot$				50:1	11.41		· · · · · · · · · · · · · · · · · · ·	1 1			
10		1 1 1 1 - L - L - L - L - L - L 1 1 1 1						· · · · · · · · · · · · · · · · · · ·					17 + 50.0					1 1 1 1 1 1 -1 - 4 1 - 1 - 1 1 1 1 1 1 1 1						10
								1 1 1 1	NEW R/W								NEW RY	т. т						
									11.83 	50.1	0	0.020 FT./FT.		0.020 F			50.1	<i>11.83</i>						
																					$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
1 111						I I I -		1 1	W R/W	ĒX,R/W			17+00.0	0					1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<>		1 1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<>	· · · · · · · · · · · · · · · · · · ·	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td></td>	
									12.06 NE	50:1		0.020 FT./FT.		<u> </u>	T./FT.		50:1	16.11			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	<u> </u>		
							1 1 1 1 1 - -1 - 4 - 4 - 1 1 - 1 - 1 - 1 - - - - 1 - 1 - - - - - - - - - - - - - -														$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	10
									ÅX N	× A			16 + 50.0	0	1 1						1 1		2 2 <td></td>	
									NEW NEW	50:1		0.020 FT./FT.		0.020 F	T		50.1							
													16+00.0											
										D 20														

30	70)	6	60		50	4	0	30)	20	10	Ę	1()	20	30				STATE	COUNTY F BEAUFORT	LE NO. PROJECT NO.	ROUTE SHEET NO. NO. S–296 X5
							$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		- -			1 1 <td></td> <td></td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>- -<td></td><td></td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td></td><td>No. 27046</td><td>CONSULTING & OLL</td></td>			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- - <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td></td> <td>No. 27046</td> <td>CONSULTING & OLL</td>			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		No. 27046	CONSULTING & OLL
							1 1	1 1 1 1 1 2 1 2 2 2 2 3 2 3 2 2 2 4 1 2 3 2 2 2 5 1 2 3 3 2 2 4 1 2 3 4 1 1 5 1 2 3 3 4 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 3 1			The No. 4470
15			1 I I I				1 1 1 1 1 1 1 - 1 - 1 - 1 - 1 - 1	- - - - - - - - - 1 - 1 - 1 - 1 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -		<u>EX.R.</u>										1 -1 -1 - - 1 1 -1 - - - 1 1 -1 - - - 1 1 -1 - - - 1 1 - - - - 1 1 - - - - 1 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - -	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15
	- i - i - i -				י י י י י י				96.11		<i>II.</i> 68		$\sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i$					$\sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i$		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1 1 1 1 1 1 1 - - - - - - 1 - - - - - - 1 - - - - - - 1 - - - - - - 1 - - - - - - 1 - - - - - - 1 - - - - - - 1 - - - - - -	
10		1 1 1 1 a b b a b	1 1 1 1 - L - L - L - L - 1 1 1 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <t< td=""><td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td></td><td></td><td></td><td></td><td>19 + 50 00</td><td></td><td></td><td></td><td>1 1</td></t<> <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>1 1</td> <td></td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<td>10</td></td>	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					19 + 50 00				1 1			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>10</td>	10
15									35 NEW R/W	EX.R.W														15
										50:1				0.020 FT			50:1							
							10 - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>19 + 00 00</td> <td>- -</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Image Image <th< td=""><td></td><td></td><td></td></th<></td>						19 + 00 00	- -							Image Image <th< td=""><td></td><td></td><td></td></th<>			
		1 1 1 1 1 1 1 1 2 1 1 1 1 4 1 1 1 1 1 4 1 1 1 1 1 1 4 1 1 1 1 1 1 1 5 1 1 1 1 1 1 1 1 6 1					$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12.22			0.020 FT./FT.			· · · · · · · · · · · · · · · · · · ·					$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
10		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$				$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18 50 00								0.018	F.T.J.F.T		
15		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$					$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12.24 NEW R/W	E X K				1 1 1 1 1 1 2 1 2 2 2 1 2 1 2 1 2 1 2 1 2 1 2		EX D'M			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 3 1 1 1 1 1 1 4 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	I I I I I I I I	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1.5
10										50:1		0,020 FT./FT.		0.020 F7.			50:1							<u> </u>

80	70		(60	50	40	30) 20	10	Ę	10	20	30		STATE CC	UNTY FILE NO. PROJECT ROUTE SHEET NO. NO. NO. NO.
			$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	· _ · · J _ J _ L · · · · · · · · · · · · · · · ·		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$					$\begin{array}{cccccccccccccccccccccccccccccccccccc$	UNITH CAR OLIVIE UTH CAR OLIVIE CAR OLIVIE UTH CAR OLIVIE
	1 1 1 1 1 1 1 1 1 1 1 2 2 1 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		· · · · ·		1 1	1 1	1 1 1 1 1 1 1 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1				PP: No. 27046 ERT F: No. 4470
						- 1 - 2 - 2 - 1 - 3 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7	1 1 1 1 1 1,,				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	M. VALIOUMININ MILLION OF AUTHININ
		1 1 1 1 	1 1 1 1 - + - 1 11 - 1 1 1 1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 11 - 4 - +				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	· · · · · · · · · · · · · · · · · · ·				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
															$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
								50.1		M	· · · · · · · · ·	• • • • • • • • • • • • • • • • • • •				
10			1 I I I			1 1	· · · · ·									10
	· · · · · · · · · · · ·						· · · · · · · · · · · · · · · · · · ·			21 + 50.00						
15			$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$									RM			1.5
								0°.27 0°.27				- O) O			
									0020 FT /F1	4 6 7 1 0 020			50 1			
																10
						1 1	1 1 1 1 1 -1 -1 -1 -1 1 -1 -1 1 1 1 -1 -1 -1 1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1 1 -1 -1 -1 -1									
							M L			21+00.00						
15							, wEw						RXW		- + + + + + + + + + + + + + + + + + + +	15
				$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12.56	$\sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i$			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	× ×	NEW Z		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
							2	50:1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		0.020	FT./FT.		50.1			
10										-/ + - / /// / / //- ///						10
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 <td>1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td> <td></td> <td></td> <td>20 + 50 00</td> <td></td> <td></td> <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td></td>	1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			20 + 50 00					$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
						I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	R,W									
15						$\begin{array}{cccccccccccccccccccccccccccccccccccc$	N <u></u>				$\begin{array}{cccccccccccccccccccccccccccccccccccc$					15
						- ¹ ¹ - ¹ - ¹ - ¹ - ¹ - ¹ -	12.02	$\sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$			12 12 12 12 12 12 12 12 12 12			
							2	50:1	0.020 FT./FT.) FT./FT.	24.5.1	50:1			
					$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$							10
							· · · · · · · · · · · · · · · · · · ·						<u> </u>			
		·				- 1, - 1, - 1, - 1, - 1, - 1, - 1, - 1,	, - , - , - , - , - , , - , - , - , - ,								- + - + <td></td>	
							· · _ J L									
δU	70	J		νU	50	40	3(J 20	10	Ψ	10	20	30	40 5	0 6	u 70 8

80	70	60	50	40	30
				- - <td></td>	
					X. R. W
15				$ = \begin{bmatrix} 1 & 1 & 1 & 1 & 1 \\ -1 & -1 & -1 & -1 &$	
10					
				1 1 1 1 1 1 1 - - 1 - 1 1 1 1 - - 1 - 1 1 1 1 - - 1 - 1 1 1 1 - - 1 - 1 1 1 1 - - - - - - 1 1 1	
					EX.R.
15					
10					- -
					RW
15					G A E V B X A X A
				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
10					$\begin{array}{cccccccccccccccccccccccccccccccccccc$
					₹./W
15				- - <td>NEW 1</td>	NEW 1
			$\begin{array}{cccccccccccccccccccccccccccccccccccc$		1,5 <u>,</u> 90
10					$\begin{array}{cccccccccccccccccccccccccccccccccccc$
		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$			
80		60			30



	STATE SC	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO. S–296	SHEET NO. X7
		1 1	No. 2704			A CAR OLLAR BASTRUCTURE . ZOLLAR NSULTING & OLLAR NO. 4470
						· · · · · · · · · · · · · · · · · · ·
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$						
						10
						15
						10
		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		- + + + + + + + + + + + + + + + + + + +		15
				- -		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$						10
						1.5
						$\begin{array}{cccccccccccccccccccccccccccccccccccc$
						1.0
		· · · · ·				
40 50						

80	70)	6	60		50		40		30		20)	10	Ę		10	20	3	0			STATE SC	COUNTY FILE NO.	PROJECT NO.	ROUTE SI NO. S-296	HEET NO. X8
		C -		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	- - J - L -						A/W		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 2 2 2 2 2 2 2 1 3 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4 1 4 4 4 4 4 4	- - <th>ж. </th> <th>A A</th> <th></th> <th></th> <th></th> <th>1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</th> <th> </th> <th>AR O V V V V V V V V V V V V V V V V V V</th> <th>CONSULTING & ERT ENGINEERING, LLC</th> <th></th>	ж. 	A A				1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	 	AR O V V V V V V V V V V V V V V V V V V	CONSULTING & ERT ENGINEERING, LLC	
		1 1 1 1 2 2 1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					1 1 1 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -	- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10					I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I					-1 <	/// //////////////////////////////////	5.70							
15	1 III I. I. I. I. III.	- U - U - U - U - U - U - U - U - U - U	- L - L				+		- L					\sim				······································	<u> </u> 50 1	2		1 1 1 	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		1 11 1 11 1 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		15
							$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- 10 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1							$ \begin{bmatrix} 1 & 1 & 1 & 1 \\ 1 & - & - & - & - & - & - & - & - & - &$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1 1 <td></td> <td></td> <td></td> <td></td> <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>1 1 1 1 1 1 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - -<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td>1 1<td></td></td></td>					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - - - - 1 - - <td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>1 1<td></td></td>	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 <td></td>	
								+			R/W				25 + 50.00				RW		 	+			1 1 1 1 1 -1 -1 -1 -1 -1 -1 1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1		10
											EX	15.29	4 5 5					S S	NEW	. <u>0</u> 3							
15											· · · · · · · · · · · · · · · · · · ·			0.020 FT./F	4 0	0.020 F	<i>FT</i> .		50:1	2				$\begin{array}{cccccccccccccccccccccccccccccccccccc$			15
10																											10
											EX.RJ				25+00.00			FXR	W RA								
15												14.57	09.4/	0.020 FT./FT	Stt	0,020 F	· · · · · · · · · · · · · · · · · · ·	74 0 <u>9</u>	50.1	× 14.33							15
				$\begin{array}{cccccccccccccccccccccccccccccccccccc$																					1 1 1 1 1 -1 - 4 - 1 - 1 - 1 - 1 - -1 - 7 - 7 - -1 - 7 - 7 - -1 - 7 - 7 - -1 - 7 - 7 -		
								- 1							24 + 50.00											1 1 1 1 1 -1 - - + - 1- - - 1 1 1 1 1 1 1 1	10-
											EX.R/W					1 1 1 1 1 1 1 2 2 2 2 2 2 2 1 2 2 2 2 2 2 1 1 2 2 2 2 2 1 1 1 2 3 2 3 2 3 1 1 2 3 3 4 2 4 1 1 3 4 4 4 4 1	- -		NEW R/W				1 1		1 1	1 2 1 1 2 1	
15												14.27			<u> </u>	1 I I I I				. 14.28			$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$			15
															$\begin{array}{c ccccccccccccccccccccccccccccccccccc$										1 1		
											· _ · · · · · · · · · · · · · · · · · ·														L L L L L L L L L L L L L L L L L L L		10
																				¦ ¦ ¦ ¦							
											,,,- + - ,,,- + - ,,,,- + -									· · · · · · · · · · · · · · · · · · ·		,,				·, - , - , - , - , - , - , - , - , - , -	

80	70	60	50	40	30 20	10	Ę	10	20 30		STATE COUNTY FILE	NO. PROJECT ROUTE SHEET NO. NO. NO. S-296 X9
	1 1 <th></th> <th>$\begin{bmatrix} 1 & 1$</th> <th>1 1</th> <th>1 1</th> <th></th> <th></th> <th>A A A B</th> <th></th> <th>1 1</th> <th></th> <th>CARO RÉSSIONA 2.27046 VALOURING VALOURIN</th>		$ \begin{bmatrix} 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1 & 1$	1 1	1 1			A A A B		1 1		CARO RÉSSIONA 2.27046 VALOURING VALOURIN
		1 1 1 1 1 1 1 - + + 1- -1- -1 + + + -1- -1- -1 1 1 - 1 - + + + -								$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td></td> <td></td> <td></td> <td></td> <td>1 1<td></td><td></td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>1 1</td></td>					1 1 <td></td> <td></td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>1 1</td>			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1
				- 1	- +		· · · · · · · · · · · · · · · · · · ·	1 + + - - + + + - <td></td> <td>-a -<!--</td--><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td></td>		-a - </td <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td>	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
								1 1		1 1		
				1 1	a b -			A A		1 1	1 1	
							CONSTRUC AWN DRIVE	(= = = = = = = = = = = = = = = = = = =				
20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>1 1</td> <td>1 1</td> <td>1 1</td> <td></td> <td>TA 25+87.5</td> <td></td> <td></td> <td></td> <td>1 1</td> <td></td>	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1	1 1	1 1		TA 25+87.5				1 1	
						0.009 FT./FT.		0:010 FT./FT.	<u>0.020</u> FT./FT.			
15		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$					25 + 87.50				1 1	
											$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
					4 - 4 - <mark> 1 - 1 - 4 - 4 - 4</mark> - 1 - 1 - 1 - 4 - 4 - 4 - 4 - 4 - 4		· · · · · · · · · · · · · · · · · · ·	· - · · · · · · · · · · · · · · · · · ·				