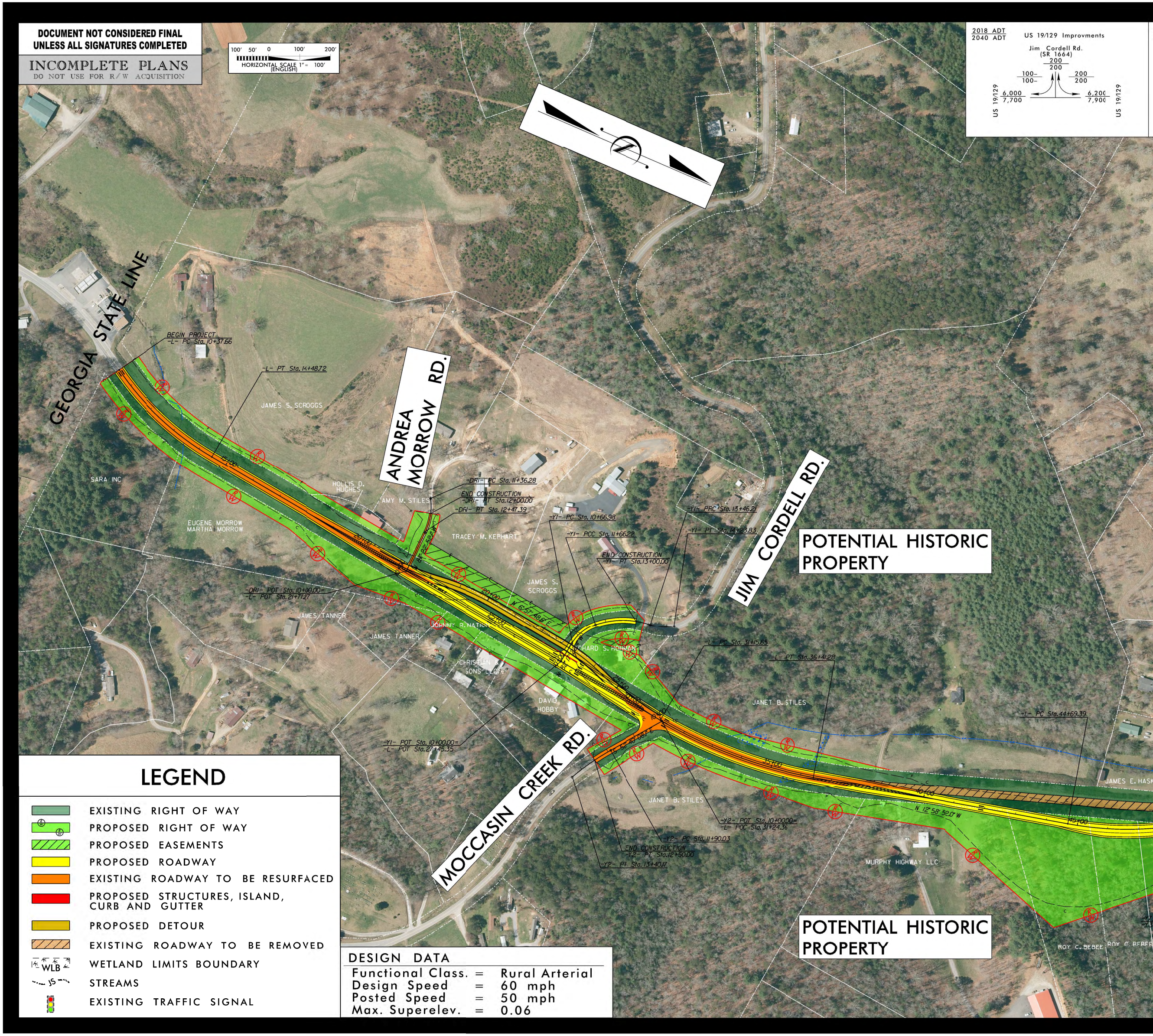
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

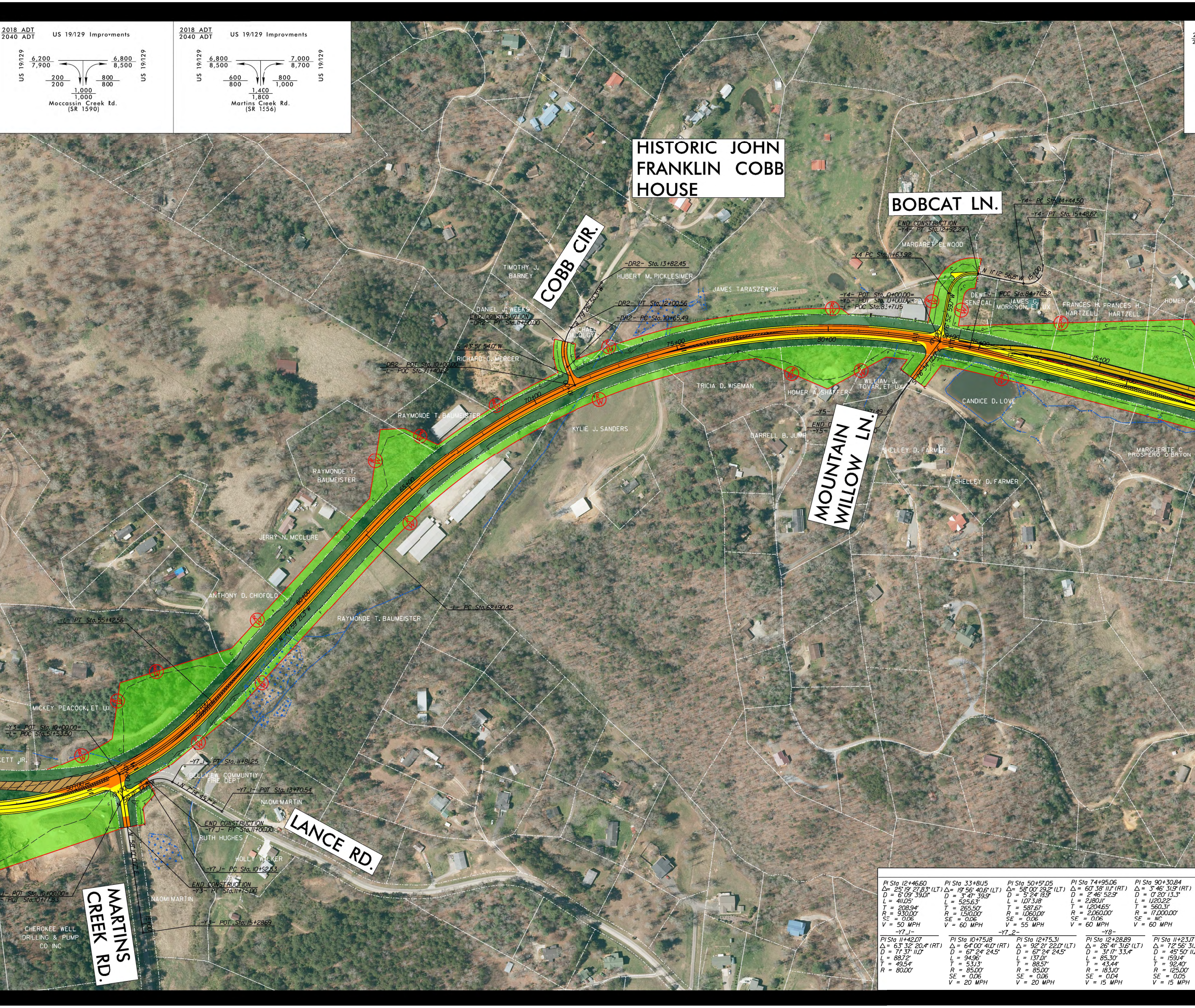

100' 50' 0 100' 200'
HORIZONTAL SCALE 1" = 100'
(ENGLISH)
2018 ADT
2040 ADT
US 19/129 Improvments
Jim Cordell Rd.
(SR 1664)
200
200
100-
100-
200
200
US 19/129
6,000
7,700
6,200
7,900
US 19/129
GEORGIA STATE LINE
BEGIN PROJECT
-L- PC Sta. 10+37.66
-L- PT Sta. 14+48.72
JAMES S. SCROGGS
SARA INC
EUGENE MORROW
MARTHA MORROW
HOLLIS D. HUGHES
AMY M. STILES
ANDREA MORROW RD.
-DRI- PC Sta. 11+36.28
END CONSTRUCTION
-DRI- PT Sta. 12+00.00
-DRI- PT Sta. 12+47.39
TRACEY M. KEPHART
-DRI- POT Sta. 10+00.00=
-L- POT Sta. 21+71.27
JAMES S. SCROGGS
N 6°57' 48.6" E
JAMES TANNER
JAMES TANNER
JOHNNY R. NATION
CHRISTIAN & SONS LLC
DAVID HOBBY
-Y1- PC Sta. 10+66.98
-Y1- PCC Sta. 11+66.22
END CONSTRUCTION
-Y1- PT Sta. 13+00.00
-Y1- PRC Sta. 13+46.21
-Y1- PT Sta. 14+23.83
JIM CORDELL RD.
POTENTIAL HISTORIC PROPERTY
RICHARD S. HOHMAN
-L- PC Sta. 31+15.65
-L- PT Sta. 36+41.28
JANET B. STILES
-Y1- POT Sta. 10+00.00=
-L- POT Sta. 27+45.35
MOCCASIN CREEK RD.
S 52°40' 08.1" E
JANET B. STILES
-Y2- POT Sta. 10+00.00=
-L- POC Sta. 31+24.36
-Y2- PC Sta. 11+90.03
END CONSTRUCTION
-Y2- PT Sta. 12+50.00
-Y2- PT Sta. 13+40.17
-L- PC Sta. 44+69.39
JAMES E. HASK
N 12°58' 52.0" W
MURPHY HIGHWAY LLC
POTENTIAL HISTORIC PROPERTY
ROY C. BEBEE
ROY C. BEBEE
15+00
20+00
20+00
25+00
25+00
10+00
35+00
40+00
45+00
R/W

LEGEND

🟩	EXISTING RIGHT OF WAY
🟩	PROPOSED RIGHT OF WAY
▨	PROPOSED EASEMENTS
🟨	PROPOSED ROADWAY
🟧	EXISTING ROADWAY TO BE RESURFACED
🟥	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
🟨	PROPOSED DETOUR
▨	EXISTING ROADWAY TO BE REMOVED
WLB	WETLAND LIMITS BOUNDARY
JS	STREAMS
🚦	EXISTING TRAFFIC SIGNAL

DESIGN DATA

Functional Class.	=	Rural Arterial
Design Speed	=	60 mph
Posted Speed	=	50 mph
Max. Superelev.	=	0.06


2018 ADT
2040 ADT
US 19/129 Improvments
US 19/129
6,200
7,900
6,800
8,500
US 19/129
200
200
800
800
1,000
1,000
Moccassin Creek Rd.
(SR 1590)
2018 ADT
2040 ADT
US 19/129 Improvments
US 19/129
6,800
8,500
7,000
8,700
US 19/129
600
800
800
1,000
1,400
1,800
Martins Creek Rd.
(SR 1556)
HISTORIC JOHN FRANKLIN COBB HOUSE
BOBCAT LN.
COBB CIR.
MOUNTAIN WILLOW LN.
LANCE RD.
MARTINS CREEK RD.
TIMOTHY J. BARNEY
-DR2- Sta. 13+82.45
HUBERT M. PICKLESIMER
JAMES TARASZEWSKI
N 79° 26' 50.3" W
-DR2- PT Sta. 12+00.56
-DR2- PC Sta. 10+65.49
DANIEL J. WEEKS
END CONSTRUCTION
-DR2- PT Sta. 11+50.00
MICHAEL DECOLGYLL
S 43° 51' 54.0" W
RICHARD C. MERCER
-DR2- POT Sta. 10+00.00=
-L- POC Sta. 71+40.62
70+00
75+00
80+00
65+00
60+00
55+00
50+00
85+00
15+00
10+00
TRICIA D. WISEMAN
KYLIE J. SANDERS
RAYMONDE T. BAUMEISTER
RAYMONDE T. BAUMEISTER
JERRY N. MCCLURE
ANTHONY D. CHIOFOLO
-L- PC Sta. 62+90.42
RAYMONDE T. BAUMEISTER
N 70° 59' 21.3" W
-L- PT Sta. 55+42.56
MICKEY PEACOCK, ET UX
ETT JR.
-Y3- POT Sta. 10+00.00=
-L- POC Sta. 51+53.50
-Y7_1- PT Sta. 11+81.25
BELLVIEW COMMUNTIY FIRE DEPT
N 7° 14' 45.7" E
-Y7_1- POT Sta. 13+70.54
NAOMI MARTIN
END CONSTRUCTION
-Y7_1- PT Sta. 11+00.00
RUTH HUGHES
HOLLY WALKER
-Y7_1- PC Sta. 10+92.53
END CONSTRUCTION
-Y3- PT Sta. 11+75.00
N 56° 17' 34.7" W
N 58° 10' 01.7" E
-Y3- POT Sta. 15+2869
NAOMI MARTIN
CHEROKEE WELL DRILLING & PUMP CO INC
-1- POT Sta. 10+00.00=
- POT Sta. 10+77.83
END CONSTRUCTION
-Y4- PT Sta. 12+92.24
MARGARET ELWOOD
-Y4- PC Sta. 14+44.50
-Y4- PT Sta. 15+48.67
-Y4 PC Sta. 11+63.92
N 11° 12' 56.8" W
-Y4- POT Sta. 10+00.00=
-Y5- POT Sta. 10+00.00=
-L- POC Sta. 83+71.15
N 76° 52' 59.7" W
S 76° 34' 12.0" E
DEWEY SENECAL
-L- PCC Sta. 84+70.52
JAMES G. MORRISON, ET UX
FRANCES H. HARTZELL
FRANCES H. HARTZELL
HOMER A.
HOMER A. SHAFFER
WILLIAM J. TOVAR, ET UX
CANDICE D. LOVE
-Y5- 71.49
END C
-Y5- 0
DARRELL B. JUMP
SHELLEY D. FARMER
SHELLEY D. FARMER
MARGUERITE C PROSPERO O'BRYON
R/W

PI Sta 12+46.60
Δ = 25° 19' 27.83" (LT)
D = 6° 09' 39.01"
L = 411.05'
T = 208.94'
R = 930.00'
SE = 0.06
V = 50 MPH

PI Sta 33+81.15
Δ = 19° 56' 40.6" (LT)
D = 3° 47' 39.9"
L = 525.63'
T = 265.50'
R = 1,510.00'
SE = 0.06
V = 60 MPH

PI Sta 50+57.05
Δ = 58° 00' 29.2" (LT)
D = 5° 24' 13.9"
L = 1,073.18'
T = 587.67'
R = 1,060.00'
SE = 0.06
V = 55 MPH

PI Sta 74+95.06
Δ = 60° 38' 11.1" (RT)
D = 2° 46' 52.9"
L = 2,180.11'
T = 1,204.65'
R = 2,060.00'
SE = 0.06
V = 60 MPH

PI Sta 90+30.84
Δ = 3° 46' 31.9" (RT)
D = 0° 20' 13.3"
L = 1,120.22'
T = 560.31'
R = 17,000.00'
SE = NC
V = 60 MPH

-Y7_1-

PI Sta 11+42.07
Δ = 63° 32' 20.4" (RT)
D = 71° 37' 11.0"
L = 88.72'
T = 49.54'
R = 80.00'

-Y7_2-

PI Sta 10+75.18
Δ = 64° 00' 41.0" (RT)
D = 67° 24' 24.5"
L = 94.96'
T = 53.13'
R = 85.00'
SE = 0.06
V = 20 MPH

PI Sta 12+75.31
Δ = 92° 21' 22.0" (LT)
D = 67° 24' 24.5"
L = 137.01'
T = 88.57'
R = 85.00'
SE = 0.06
V = 20 MPH

-Y8-

PI Sta 12+28.89
Δ = 26° 41' 31.6" (LT)
D = 31° 17' 33.4"
L = 85.30'
T = 43.44'
R = 183.10'
SE = 0.04
V = 15 MPH

PI Sta 11+23.17
Δ = 72° 56' 31.
D = 45° 50' 11.
L = 159.14'
T = 92.40'
R = 125.00'
SE = 0.05
V = 15 MPH

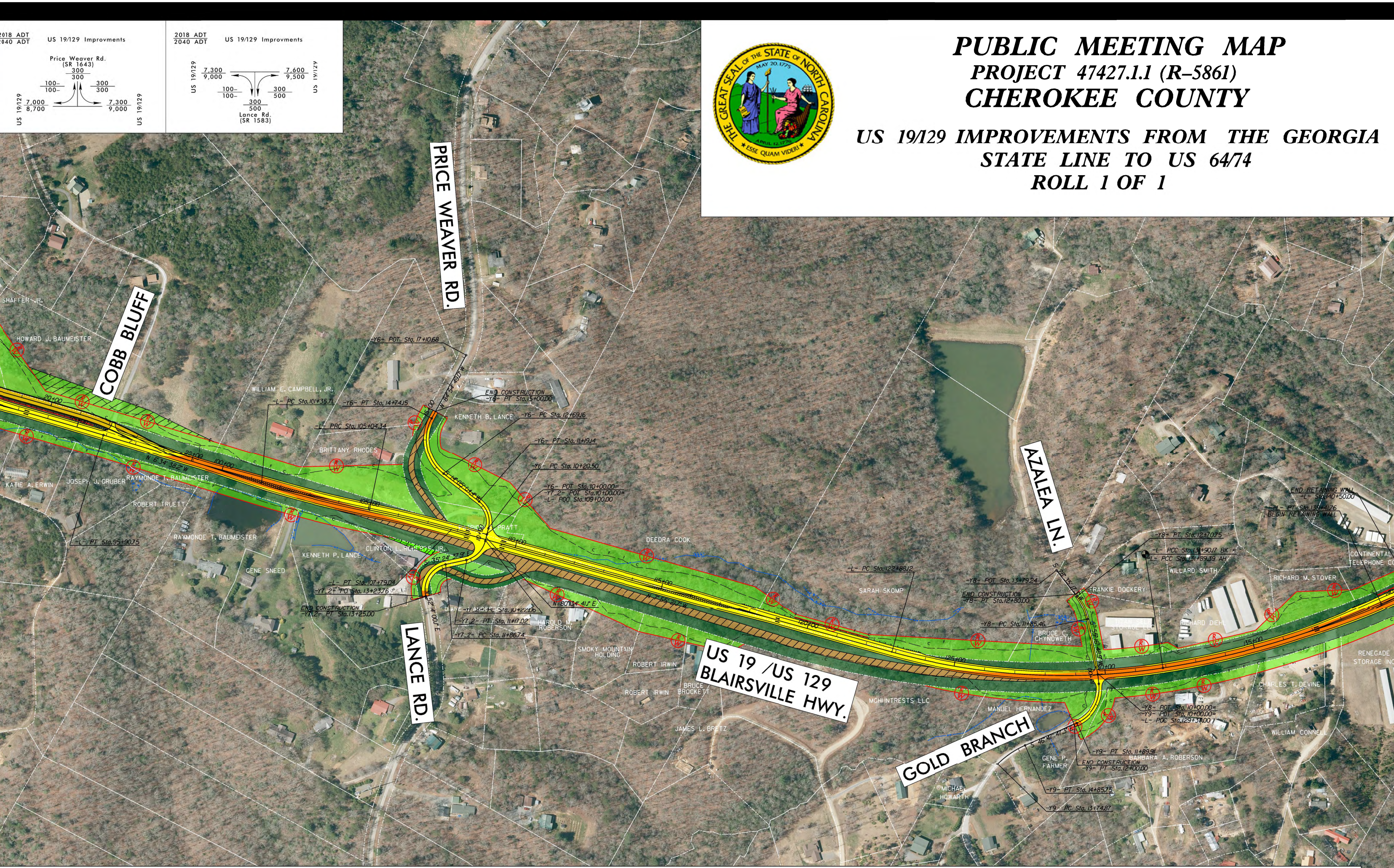
PUBLIC MEETING MAP

PROJECT 47427.1.1 (R–5861)

CHEROKEE COUNTY

US 19/129 IMPROVEMENTS FROM THE GEORGIA STATE LINE TO US 64/74

ROLL 1 OF 1


2018 ADT
2040 ADT
US 19/129 Improvments
Price Weaver Rd.
(SR 1643)
300/300
100–/100–
300/300
US 19/129
7,000/8,700
7,300/9,000
US 19/129
2018 ADT
2040 ADT
US 19/129 Improvments
US 19/129
7,300/9,000
7,600/9,500
US 19/129
100–/100–
300/500
300/500
Lance Rd.
(SR 1583)
PRICE WEAVER RD.
COBB BLUFF
LANCE RD.
AZALEA LN.
US 19 /US 129 BLAIRSVILLE HWY.
GOLD BRANCH
SHAFFER JR.
HOWARD J. BAUMEISTER
WILLIAM E. CAMPBELL, JR.
BRITTANY RHODES
KATIE A. ERWIN
JOSEPH J. GRUBER
RAYMONDE T. BAUMEISTER
ROBERT TRUETT
RAYMONDE T. BAUMEISTER
KENNETH P. LANCE
GENE SNEED
CLINTON L. ROBERTS JR.
KENNETH B. LANCE
PRATT
DIANE ANDERSON
HAROLD M. ROBERSON
SMOKY MOUNTAIN HOLDING
ROBERT IRWIN
ROBERT IRWIN
BRUCE BROCKETT
JAMES L. BRETZ
DEEDRA COOK
SARAH SKOMP
MGHIINTRESTS LLC
MANUEL HERNANDEZ
GENE P. FARMER
MICHAEL HOWARTH
FRANKIE DOCKERY
BRUCE C. CHYNOWETH
TITAN SELF STORAGE LLC
WILLARD SMITH
RICHARD DIEHL
RICHARD M. STOVER
CONTINENTAL TELEPHONE CO
RENEGADE STORAGE INC
CHARLES T. DEVINE
WILLIAM CONNELL
BARBARA A. ROBERSON
20+00
25+00
100+00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
N 6° 34′ 38.2" W
N 84° 54′ 49.0" W
N 80° 34′ 41.1" E
S 35° 24′ 37.9" E
N 52° 14′ 00.1" E
S 28° 35′ 17" W
S 46° 47′ 41.3" E
-L- PT Sta. 95+90.75
-L- PC Sta. 101+35.71
-L- PRC Sta. 105+04.34
-L- PT Sta. 107+79.04
-Y6- POT Sta. 17+10.68
-Y6- PT Sta. 14+74.15
END CONSTRUCTION
-Y6- PT Sta. 15+00.00
-Y6- PC Sta. 12+69.16
-Y6- PT Sta. 11+19.14
-Y6- PC Sta. 10+20.50
-Y6- POT Sta. 10+00.00=
-Y7_2- POT Sta. 10+00.00=
-L- POC Sta. 109+00.00
-Y7_2- PC Sta. 13+23.76
END CONSTRUCTION
-Y7_2- PT Sta. 13+25.00
-Y7_2- PC Sta. 10+22.06
-Y7_2- PT Sta. 11+17.02
-Y7_2- PC Sta. 11+86.74
-L- PC Sta. 122+88.12
-Y8- POT Sta. 13+79.24
END CONSTRUCTION
-Y8- PT Sta. 12+80.00
-Y8- PC Sta. 11+85.46
-Y8- PT. Sta. 12+70.75
-L- PCC Sta. 131+90.17 BK =
-L- PCC Sta. 131+89.39 AH
END RETAINING WALL
-L- Sta. 140+50.00
-L- PT Sta. 139+41.76
BEGIN RETAINING WALL
-Y8- POT Sta. 10+00.00=
-Y9- POT Sta. 10+00.00=
-L- POC Sta. 129+37.00
-Y9- PT Sta. 11+89.91
END CONSTRUCTION
-Y9- PT Sta. 12+00.00
-Y9- PT Sta. 14+85.75
-Y9- PC Sta. 13+74.87
R/W

-L-

PI Sta 103+76.72	PI Sta 108+22.49	PI Sta 127+66.19	PI Sta 135+68.01	PI Sta 155+87.80	PI Sta 167+28.65	PI Sta 178+94.25	PI Sta 191+16.17	PI Sta 196+89.72
Δ = 6° 53′ 46.1" (LT)	Δ = 5° 52′ 38.6" (RT)	Δ = 24° 39′ 21.0" (LT)	Δ = 15° 19′ 41.2" (LT)	Δ = 3° 34′ 54.4" (RT)	Δ = 20° 24′ 49.2" (LT)	Δ = 35° 54′ 25.8" (RT)	Δ = 11° 47′ 59.2" (LT)	Δ = 3° 47′ 16.1" (LT)
D = 1° 25′ 56.6"	D = 1° 25′ 56.6"	D = 2° 51′ 53.2"	D = 2° 02′ 17.8"	D = 2° 02′ 25.6"	D = 2° 27′ 32.6"	D = 2° 27′ 32.6"	D = 1° 08′ 45.3"	D = 3° 07′ 51.3"
L = 481.44′	L = 410.32′	L = 860.65′	L = 752.02′	L = 175.54′	L = 830.15′	L = 1,460.21′	L = 1,029.72′	L = 120.98′
T = 241.01′	T = 205.34′	T = 437.09′	T = 378.27′	T = 87.80′	T = 419.52′	T = 754.98′	T = 516.69′	T = 60.51′
R = 4,000.00′	R = 4,000.00′	R = 2,000.00′	R = 2,811.00′	R = 2,808.00′	R = 2,330.00′	R = 2,330.00′	R = 5,000.00′	R = 1,830.00′
SE = 0.04	SE = 0.04	SE = 0.06	SE = 0.05	SE = 0.05	SE = 0.05	SE = 0.05	SE = 0.03	SE = 0.06
V = 60 MPH	V = 60 MPH	V = 60 MPH	V = 60 MPH	V = 60 MPH	V = 60 MPH	V = 60 MPH	V = 60 MPH	V = 60 MPH

-DR1-

PI Sta 11+93.47
Δ = 33° 30′ 28.6" (LT)
D = 30° 09′ 20.4"
L = 111.12′
T = 57.20′
R = 190.00′
SE = 0.04
V = 15 MPH

-Y1-

PI Sta 11+18.72	PI Sta 12+59.61	PI Sta 13+85.91
Δ = 40° 01′ 03.9" (RT)	Δ = 37° 40′ 58.1" (RT)	Δ = 29° 38′ 49.2" (LT)
D = 40° 19′ 29.6"	D = 20° 56′ 08.6"	D = 38° 11′ 49.9"
L = 99.24′	L = 179.99′	L = 77.62′
T = 51.74′	T = 93.39′	T = 39.70′
R = 142.09′	R = 273.67′	R = 150.00′
SE = 0.06	SE = 0.06	
V = 20 MPH	V = 30 MPH	

-Y2-

PI Sta 12+65.33
Δ = 11° 03′ 58.5" (LT)
D = 7° 22′ 14.2"
L = 150.14′
T = 75.30′
R = 777.35′
SE = 0.06
V = 40 MPH

-DR2-

PI Sta 11+39.24
Δ = 57° 08′ 48.0" (RT)
D = 42° 18′ 30.3"
L = 135.07′
T = 73.75′
R = 135.42′
SE = 0.05
V = 15 MPH

-Y4-

PI Sta 12+46.62	PI Sta 15+20.93
Δ = 91° 54′ 03.6" (RT)	Δ = 108° 31′ 22.4" (LT)
D = 71° 37′ 11.0"	D = 104° 10′ 26.9"
L = 128.32′	L = 104.17′
T = 82.70′	T = 76.43′
R = 80.00′	R = 55.00′
SE = 0.05	SE = 0.06
V = 15MPH	V = 15 MPH

-Y6-

PI Sta 10+76.22	PI Sta 13+93.01
Δ = 66° 29′ 36.7" (LT)	Δ = 81° 00′ 06.6" (RT)
D = 67° 24′ 24.5"	D = 39° 30′ 51.6"
L = 98.65′	L = 204.99′
T = 55.72′	T = 123.85′
R = 85.00′	R = 145.00′
SE = 0.06	SE = 0.06
V = 20 MPH	V = 25 MPH

-Y9-

	PI Sta 14+31.02
9" (RT)	Δ = 22° 15′ 23.9" (LT)
8"	D = 20° 04′ 21.8"
	L = 110.88′
	T = 56.15′
	R = 285.44′
	SE = 0.04
	V = 15 MPH

-Y10-

PI Sta 10+79.20
Δ = 52° 49′ 44.5" (RT)
D = 45° 50′ 11.8"
L = 115.26′
T = 62.09′
R = 125.00′
SE = 0.06
V = 25 MPH

-Y10_2-

PI Sta 11+75.83	PI Sta 15+50.63
Δ = 32° 08′ 30.2" (RT)	Δ = 119° 26′ 44.2" (LT)
D = 10° 42′ 34.2"	D = 67° 24′ 24.5"
L = 300.12′	L = 177.20′
T = 154.13′	T = 145.59′
R = 535.00′	R = 85.00′
SE = 0.06	SE = 0.06
V = 35 MPH	V = 35 MPH

-Y11-

PI Sta 14+23.94
Δ = 63° 46′ 27.5" (RT)
D = 57° 17′ 44.8"
L = 111.31′
T = 62.21′
R = 100.00′
SE = 0.06
V = 20 MPH

-Y12-

PI Sta 15+00.51	PI Sta 38+31.35
Δ = 9° 51′ 51.4" (LT)	Δ = 13° 36′ 06.4" (RT)
D = 0° 59′ 16.3"	D = 0° 59′ 16.3"
L = 998.55′	L = 1,376.90′
T = 500.51′	T = 691.70′
R = 5,800.00′	R = 5,800.00′
SE = 0.03	SE = 0.03
V = 60 MPH	V = 60 MPH

-LDET_1-

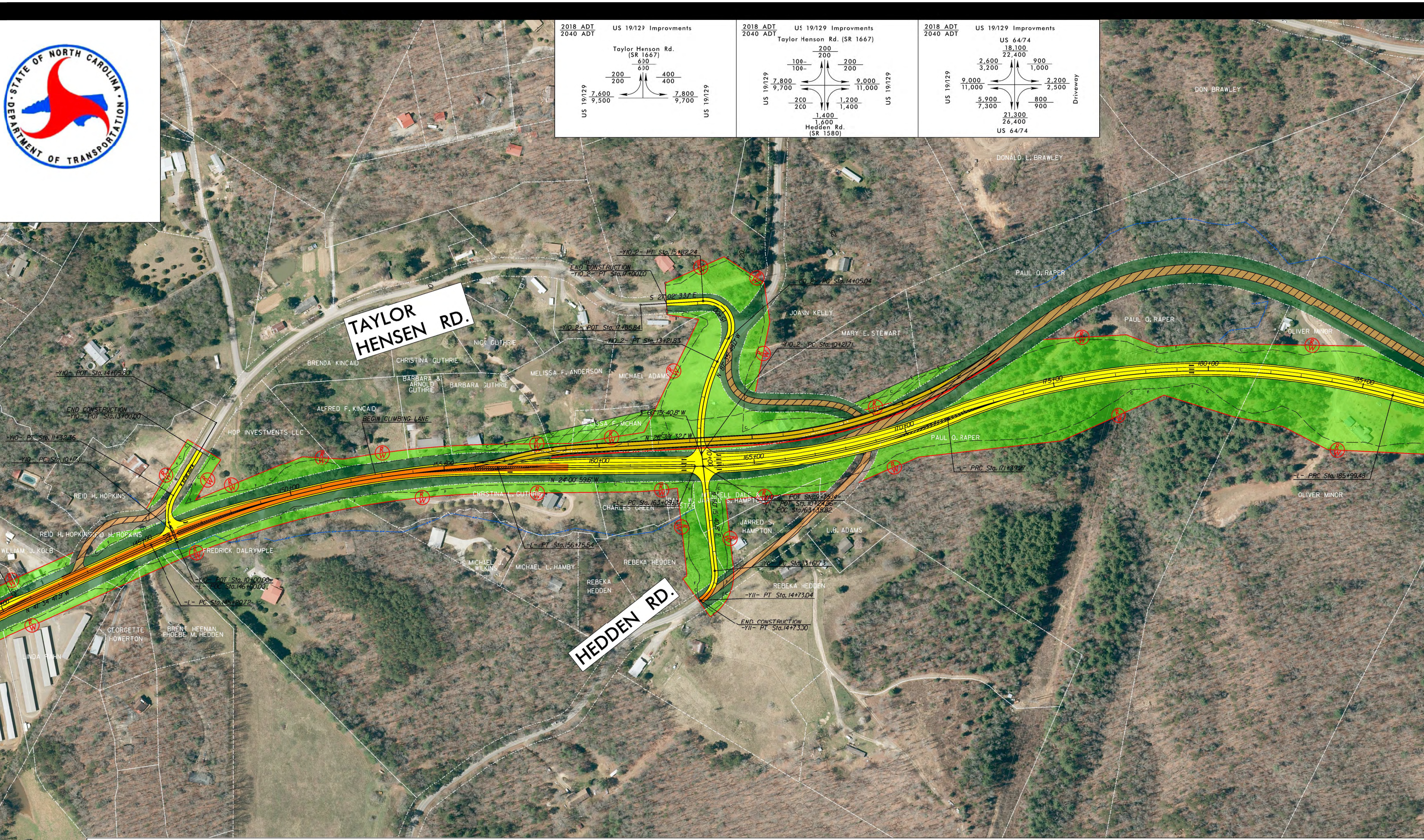
PI Sta 17+21.83	PI Sta 19+29.43	PI Sta 23+59.31	PI Sta 25+55.51
Δ = 14° 04′ 35.2" (LT)	Δ = 14° 04′ 35.2" (RT)	Δ = 15° 07′ 01.9" (RT)	Δ = 15° 27′ 35.9" (LT)
D = 6° 46′ 50.0"	D = 6° 46′ 50.0"	D = 9° 13′ 11.3"	D = 6° 46′ 50.0"
L = 207.60′	L = 207.60′	L = 163.96′	L = 228.00′
T = 104.33′	T = 104.33′	T = 82.46′	T = 114.70′
R = 845.00′	R = 845.00′	R = 621.44′	R = 845.00′
SE = 0.06	SE = 0.06	SE = 0.06	SE = 0.06
V = 50 MPH	V = 50 MPH	V = 40 MPH	V = 50 MPH

-LDET_2-

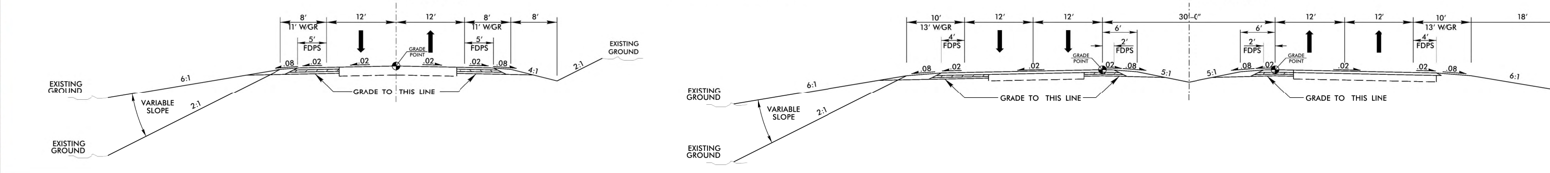
PI Sta 10+86.29	PI Sta 12+84.42	PI Sta 17+45.54	PI Sta 22+04.76	PI Sta 24+09.42
Δ = 9° 51′ 48.1" (LT)	Δ = 12° 48′ 41.0" (RT)	Δ = 2° 21′ 05.5" (RT)	Δ = 12° 30′ 08.4" (RT)	Δ = 12° 10′ 32.3" (LT)
D = 5° 43′ 46.5"	D = 5° 43′ 46.5"	D = 0° 20′ 10.3"	D = 5° 43′ 46.5"	D = 6° 21′ 58.3"
L = 172.15′	L = 223.60′	L = 699.48′	L = 218.21′	L = 191.25′
T = 86.29′	T = 112.27′	T = 349.79′	T = 109.54′	T = 95.99′
R = 1,000.00′	R = 1,000.00′	R = 17,043.00′	R = 1,000.00′	R = 900.00′
SE = 0.06	SE = 0.06	SE = NC	SE = 0.06	SE = 0.06
V = 50 MPH	V = 50 MPH	V = 50 MPH	V = 50 MPH	V = 50 MPH

-LDET_3-

PI Sta 11+06.75	PI Sta 13+28.70	PI Sta 24+36.41
Δ = 11° 05′ 10.3" (LT)	Δ = 12° 01′ 32.2" (RT)	Δ = 32° 07′ 05.4" (LT)
D = 5° 12′ 31.3"	D = 5° 12′ 31.3"	D = 3° 49′ 11.0"
L = 212.84′	L = 230.88′	L = 840.85′
T = 106.75′	T = 115.86′	T = 431.79′
R = 1,100.00′	R = 1,100.00′	R = 1,500.00′
SE = 0.06	SE = 0.06	SE = 0.05
V = 50 MPH	V = 50 MPH	V = 50 MPH

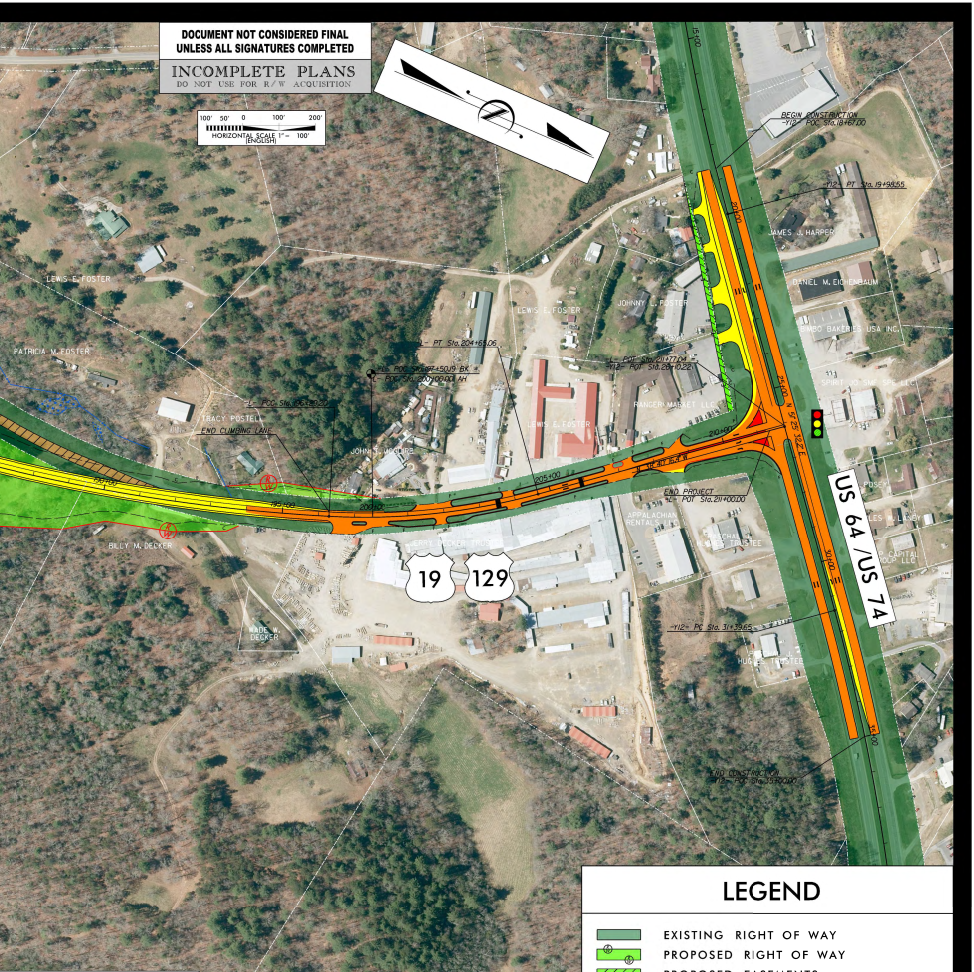

2018 ADT
2040 ADT
US 19/129 Improvments
Taylor Henson Rd. (SR 1667)
600 / 600
200 / 200
400 / 400
7,600 / 9,500
7,800 / 9,700
US 19/129
US 19/129
2018 ADT
2040 ADT
US 19/129 Improvments
Taylor Henson Rd. (SR 1667)
200 / 200
100– / 100–
200 / 200
7,800 / 9,700
9,000 / 11,000
200 / 200
1,200 / 1,400
1,400 / 1,600
Hedden Rd. (SR 1580)
US 19/129
US 19/129
2018 ADT
2040 ADT
US 19/129 Improvments
US 64/74
18,100 / 22,400
2,600 / 3,200
900 / 1,000
9,000 / 11,000
2,200 / 2,500
5,900 / 7,300
800 / 900
21,300 / 26,400
US 64/74
US 19/129
Driveway
DON BRAWLEY
DONALD L. BRAWLEY
PAUL Q. RAPER
PAUL Q. RAPER
PAUL Q. RAPER
OLIVER MINOR
OLIVER MINOR
JOANN KELLY
MARY E. STEWART
TAYLOR HENSEN RD.
HEDDEN RD.
-Y10_2- PT Sta. 15+82.24
END CONSTRUCTION
-Y10_2- PT Sta. 17+00.00
-Y10_2- PC Sta. 14+05.04
S 27° 02' 33.1" E
-Y10_2- POT Sta. 17+85.84
-Y10_2- PT Sta. 13+21.83
-Y10_2- PC Sta. 10+21.71
N 87° 35' 49.0" W
NICK GUTHRIE
BRENDA KINCAID
CHRISTINA GUTHRIE
BARBARA & ARNOLD GUTHRIE
BARBARA GUTHRIE
MELISSA F. ANDERSON
MICHAEL ADAMS
MELISSA F. MCHAN
S 60° 15' 40.8" W
N 26° 39' 32.1" W
N 24° 00' 59.6" W
ALFRED F. KINCAID
BEGIN CLIMBING LANE
HOP INVESTMENTS LLC
-Y10- POT Sta. 14+05.80
END CONSTRUCTION
-Y10- POT Sta. 13+00.00
-Y10- PT Sta. 11+32.36
-Y10- PC Sta. 10+17.11
REID H. HOPKINS
REID H. HOPKINS
REID H. HOPKINS
WILLIAM J. KOLB
FREDRICK DALRYMPLE
-Y10- POT Sta. 10+00.00=
-L- POC Sta. 146+00.00
-L- PC Sta. 145+20.72
N 47° 34' 47.9" W
145+00
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
10+00
15+00
-L- PRC Sta. 171+39.27
-L- PRC Sta. 185+99.48
CHRISTINA L. GUTHRIE
CHARLES GREEN
PAUL W. SEASTER
MITCHELL DALE & JARRED S. HAMPTON
-L- PC Sta. 163+09.15
-Y10_2- POT Sta. 9+75.14=
-Y11- POT Sta. 10+24.86=
-L- POC Sta. 163+35.82
N 60° 15' 40.8" E
JARRED S. HAMPTON
L.B. ADAMS
-L- PT Sta. 156+75.54
MICHAEL WILKINS
MICHAEL L. HAMBY
REBEKA HEDDEN
REBEKA HEDDEN
REBEKA HEDDEN
REBEKA HEDDEN
-Y11- PC Sta. 13+61.73
-Y11- PT Sta. 14+73.04
END CONSTRUCTION
-Y11- PT Sta. 14+73.00
GEORGETTE HOWERTON
BRENT HEENAN PHOEBE M. HEDDEN
LINDA ROHN
R/W

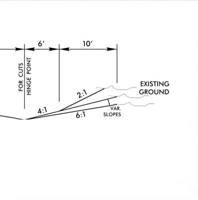
TYPICAL SECTIONS


℄ -L- (US 19/129)
8'
12'
12'
8'
8'
11' W/GR
11' W/GR
5' FDPS
5' FDPS
GRADE POINT
.08
.02
.02
.02
.02
.08
6:1
4:1
2:1
2:1
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
GRADE TO THIS LINE
℄ -Y12- (US 64/74)
10'
12'
12'
6'
30'-0"
6'
12'
12'
10'
18'
13' W/GR
13' W/GR
4' FDPS
2' FDPS
2' FDPS
4' FDPS
GRADE POINT
GRADE POINT
.08
.02
.02
.02
.08
5:1
5:1
.08
.02
.02
.02
.08
6:1
6:1
2:1
EXISTING GROUND
EXISTING GROUND
VARIABLE SLOPE
GRADE TO THIS LINE
GRADE TO THIS LINE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION


100' 50' 0 100' 200'
HORIZONTAL SCALE 1" = 100' (ENGLISH)
BEGIN CONSTRUCTION
-Y12- POC Sta.18+67.00
-Y12- PT Sta. 19+98.55
15+00
20+00
25+00
30+00
35+00
JAMES J. HARPER
DANIEL M. EICHENBAUM
BIMBO BAKERIES USA INC.
SPIRIT JO SMF SPE LLC
JOHNNY L. FOSTER
LEWIS E. FOSTER
RANGER MARKET LLC
-L- POT Sta. 211+77.04 =
-Y12- POT Sta. 26+10.22
-L- PT Sta. 204+65.06
-L- POC Sta. 197+50.19 BK =
-L- POC Sta. 200+00.00 AH
-L- PCC Sta. 196+29.20
PATRICIA M. FOSTER
TRACY POSTELL
END CLIMBING LANE
JOHN T. MCGUIRE
N 51° 25' 32.2" E
N 38° 40' 16.4" W
190+00
195+00
200+00
205+00
210+00
R/W
BILLY M. DECKER
END PROJECT
-L- POT Sta. 211+00.00
APPALACHIAN RENTALS LLC
PASCHAL J. HUGHES TRUSTEE
JERRY DECKER TRUSTEE
19
129
WADE W. DECKER
US 64 /US 74
POSEY
LES W. LANEY
P CAPITAL ROUP LLC
-Y12- PC Sta. 31+39.65
END CONSTRUCTION
-Y12- POC Sta. 35+00.00


6'
10'
FOR CUTS
HINGE POINT
EXISTING GROUND
2:1
4:1
6:1
VAR. SLOPES

DESIGN DATA

Functional Class. = Rural Arterial
Design Speed = 60 mph
Posted Speed = 50 mph
Max. Superelev. = 0.06

LEGEND

🟩	EXISTING RIGHT OF WAY
🟩	PROPOSED RIGHT OF WAY
▨	PROPOSED EASEMENTS
🟨	PROPOSED ROADWAY
🟧	EXISTING ROADWAY TO BE RESURFACED
🟥	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
🟨	PROPOSED DETOUR
▨	EXISTING ROADWAY TO BE REMOVED
WLB	WETLAND LIMITS BOUNDARY
JS	STREAMS
🚦	EXISTING TRAFFIC SIGNAL