Bald Hills Road Improvement Plans

M.P. 18.97 TO 22.19

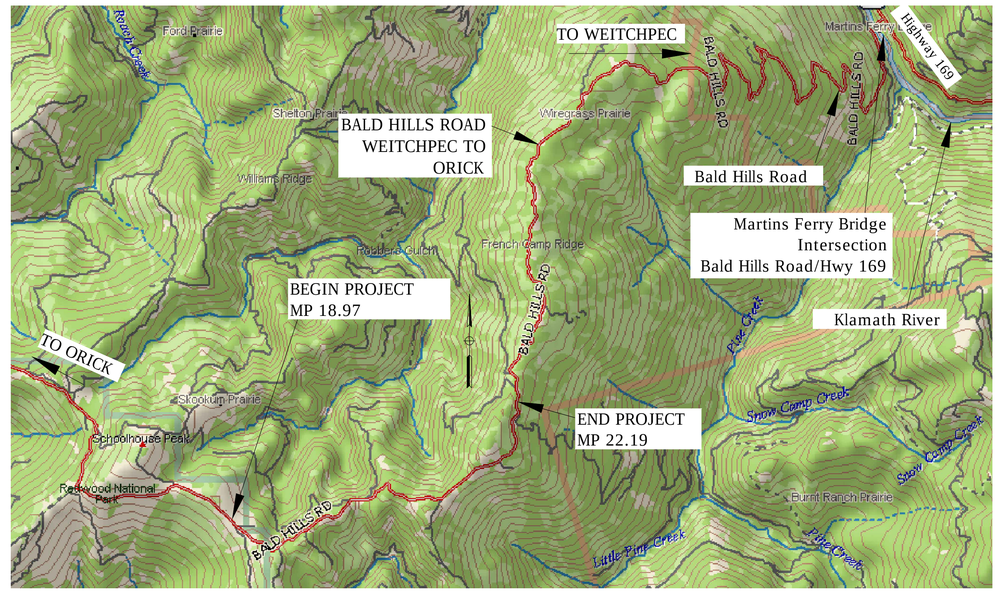
for: Yurok Tribe

YUROK TRANSPORTATION DEPARTMENT

HUMBOLDT COUNTY, CALIFORNIA

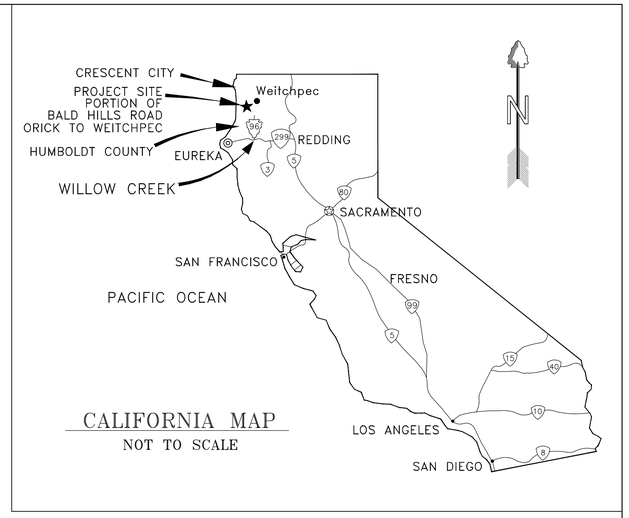
LEGEND

- RIGHT-OF-WAY
- CENTER LINE
- EXISTING FOGLINE STRIPE
- EXISTING EDGE OF PAVEMENT
- NEW ACCESS DRIVEWAY CENTERLINE
- NEW EDGE OF PAVEMENT
- 470 — EXISTING GROUND CONTOUR (INTERVAL)
- 469.5 — EXISTING GROUND CONTOUR (INTERVAL)
- EXISTING ACCESS DRIVEWAY
- NEW DRIVEWAY
- EXISTING CULVERTS
- NEW CULVERTS
- PAVED WATERWAY
- RIP RAP
- FLOW LINE OF DITCH OR WATERWAY
- NEW FENCE LINE
- EXISTING FENCE LINE
- (E)W — EXISTING WATERLINE
- W — NEW WATERLINE
- ROADSIDE SIGNS
- CUT SLOPE
- ROAD OR PAD — FILL SLOPE
- EXISTING UTILITY POLE
- EXISTING UTILITY POLE W/ GUY ANCHOR(S)
- (E)WV — EXISTING WATER VALVE
- WV — NEW WATER VALVE
- E — EXISTING ELECTRIC BOX
- (E)WM — EXISTING WATER METER
- (N)WM — NEW WATER METER
- (E)FH — EXISTING FIRE HYDRANT
- FH — NEW FIRE HYDRANT
- EXISTING STREET LIGHT
- NEW STREET LIGHT
- EXISTING TREE
- EXISTING TREES/BRUSH AREA
- ROCK — EXISTING ROCKS
- CP — SURVEY CONTROL POINT (SET PK NAIL)
- FOUND SURVEY MONUMENT (TYPE TBD)
- FOUND SURVEY MONUMENT (5/8" REBAR)
- SET SPIKE
- ( )R — RECORD DATA



VICINITY MAP

NOT TO SCALE



CALIFORNIA MAP

NOT TO SCALE

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ABBREVIATIONS

AC	ASPHALT CONCRETE	FM	FLOW METER	RSE	REINFORCED SOIL EMBANKMENT
ACP	ASBESTOS CEMENT PIPE	FNC	FENCE	RSP	ROCK SLOPE PROTECTION
AD	AREA DRAIN, ALGEBRAIC DIFFERENCE IN GRADE	GD	GRADE	R/W	RIGHT OF WAY
AG	ABOVE GROUND	GND	GROUND	RD	ROAD
AGG.	AGGREGATE	GV	GATE VALVE	RT	ROUTE, RIGHT
APPROX.	APPROXIMATE	H	HORIZONTAL	RW	RAW WATER
B	BELL FITTING	HD	HEAD	S	SLOPE, SOUTH
BIT	BITUMINOUS	HDPE	HIGH DENSITY POLYETHYLENE PIPE	SEC	SECTION
BK	BACK	HORIZ	HORIZONTAL	S.F.	SQUARE FEET
BLD'G	BUILDING	HS	HIGH STRENGTH	SHT	SHEET
BOW	BOTTOM OF WALL	HM	HUMBOLT MERIDIAN	SHLDR	SHOULDER
BVCE	BEGIN VERTICAL CURVE ELEVATION	HWY	HIGHWAY	SIM	SIMILAR
BVCS	BEGIN VERTICAL CURVE STATION	IN	INLET	SQ	SQUARE
BW	BACKWASH	INT-X	INTERSECTION	SR	STATE ROUTE
C	CIVIL	K	VERTICAL CURB COEFFICIENT	STA	STATION
CB	CATCH BASIN	L	LENGTH	STD	STANDARD
C.I.P.	CAST IN PLACE	L.F.	LINEAL FEET	S.T.	SEPTIC TANK
CL	CLASS	LS	LICENSED SURVEYOR, LUMP SUM	SW	SURFACE WASH
℄, CL	CENTERLINE	LT	LEFT	T, TEL	TELEPHONE
CONC.	CONCRETE	MAX.	MAXIMUM	TBD	TO BE DETERMINED
COR	CONTRACTING OFFICERS' REPRESENTATIVE	MIN.	MINIMUM	TC	TOP OF CONCRETE, TOP OF CURB
CMP	CORRUGATED METAL PIPE	MJ	MECHANICAL JOINT	THD	THREAD, THREADED
CP	CONTROL POINT	MOD	MODULAR, MODIFY	TOW	TOP OF WALL
D	DELTA	MTN	MOUNTAIN	TP	TOP OF ASPHALT PAVEMENT
DIA	DIAMETER	(N)	NEW	TYP	TYPICAL
DIP	DUCTILE IRON PIPE	N	NORTHING, NORTH	TVCE	TRINITY VALLEY CONSULTING ENGINEERS
D/W, DWY	DRIVEWAY	NO	NUMBER	TW	TOP OF CONC. WALK
DET	DETAIL	NTS	NOT TO SCALE	UG	UNDERGROUND
DH	DEPARTMENT OF HEALTH	OC	ON CENTER	UGV	UNDERGROUND VOLTAGE LINE
DI	DRAINAGE INLET	OHU	OVERHEAD UTILITY LINES	VAR	VARIABLE
DIA	DIAMETER	OUT	OUTLET	VC	VERTICAL CURVE
DIM, DIMS	DIMENSIONS	(P)	PROPOSED	VERT	VERTICAL
(E), EXIST	EXISTING	PC	POINT OF CURVATURE	VOLTAGE	VOLTAGE
E	EASTING, EAST, ELECTRIC	PERF	PERFORATED	W	WEST, WATER, WIDTH
EA	EACH	PI	POINT OF INTERSECTION	W/O	WITHOUT
EG	EXISTING GROUND	P/L	PROPERTY LINE	W/	WITH
EL, ELEV	ELEVATION	POLY	POLYMER	WM	WATER METER
EP	EDGE OF PAVEMENT	PP	POWER POLE/UTILITY POLE	WP	WEATHER PROOF
EVCE	END VERTICAL CURVE ELEVATION	PRC	POINT OF REVERSE CURVE	WTR	WATER
EVCS	END VERTICAL CURVE STATION	PRV	PRESSURE RELIEF VALVE	WV	WATER VALVE
EXC	EXCAVATION	PT	POINT OF TANGENCY	YR	YEAR
F/C	FACE OF CURB	PVC	POINT OF VERTICAL CURVE		
FG	FINISH GRADE	PVI	POINT OF VERTICAL INTERSECTION		
FH	FIRE HYDRANT	R	RADIUS, RANGE		
FHWA	FEDERAL HIGHWAY ADMINISTRATION	RD	ROAD		
FIN	FINISH	RB	REBAR		
FL	FLOW LINE, FOGLINE	RCE	REGISTERED CIVIL ENGINEER		
FLG	FLANGE FITTING	RCP	REINFORCED CONCRETE PIPE		

PRELIMINARY

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Improvement Plans for
Portion of Bald Hills Road
MP 18.97 - 22.19
Humboldt County, California

FOR

Yurok Transportation Dept.

DATE: 2011 SHEET NO: 1 OF –

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN IN THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND ANY APPLICABLE CONTRACT SPECIFICATIONS.
2. THE CONTRACTOR SHALL PROVIDE ALL UTILITIES AS NECESSARY TO SUCCESSFULLY COMPLETE ANY AND ALL CONSTRUCTION ACTIVITIES.
3. ALL EXISTING FENCES AND UTILITIES SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION OR BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. ALL EXISTING AND PROPOSED DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO STARTING WORK.
5. CONTRACTOR SHALL COORDINATE WITH THE YUROK TRANSPORTATION DEPARTMENT ON ALL CONSTRUCTION ACTIVITIES.
6. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING UTILITIES, WHICH ARE TO REMAIN IN PLACE, FROM DAMAGE. ANY DAMAGE DONE BY THE CONTRACTOR'S OPERATIONS SHALL BE EXPEDITIOUSLY REPAIRED OR RECONSTRUCTED TO THE ENGINEER'S SATISFACTION AT THE CONTRACTOR'S SOLE EXPENSE WITHOUT ADDITIONAL COMPENSATION.
7. ALL APLLICABLE FEES TO BE PAID AND PERMITS REQUIRED SHALL BE OBTAINED BY THE CONTRACTOR BEFORE COMMENCEMENT OF CONSTRUCTION.
8. THE TYPES, LOCATIONS, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES, HOWEVER, TVCE CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
9. THE CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THE CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD THE DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
10. TRAFFIC CONTROL FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FEDERAL HIGHWAY ADMINISTRATION STANDARD 635.
11. SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION. ALL SUCH MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DRIVEWAY OR APPROACH ROADS:

1. ALL DRIVEWAYS AND APPROACH ROADS SHALL EITHER BE CONSTRUCTED, REBUILT, OR REMOVED UP TO THE RIGHT OF WAY LIMITS. DRIVEWAYS AND APPROACH ROADS SHALL BE CHIP SEALED TO THE RIGHT OF WAY LIMITS OR A MINIMUM OF 25 LINEAR FEET FROM THE EDGE OF TRAVEL WAY (WHICHEVER IS GREATER). THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROPRIATE BID ITEM SHOWN IN THE BID SCHEDULE.

DUST CONTROL NOTES:

1. THE CONTRACTOR SHALL IMPLEMENT ONE OR BOTH OF THE FOLLOWING MEASURES FOR DUST CONTROL ON THIS SITE:

1.1 SPRAYING OF WATER SO AS NOT TO GENERATE ADDITIONAL RUNOFF. NO DUST PALLIATIVE MATERIALS OTHER THAN WATER WILL BE USED ON THIS PROJECT. IF NON-POTABLE WATER IS TO BE USED, IT MUST BE CONVEYED IN TANKS OR PIPES CLEARLY LABELED AS "NON-POTABLE WATER – DO NOT DRINK".

1.2 COVERS FOR EXPOSED AREAS.

EQUIPMENT & MATERIALS STORAGE AREA NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL MATERIALS AND EQUIPMENT STORED ONSITE SHALL HAVE ADEQUATE COVERINGS AND CONTAINMENT TO PREVENT LEAKAGE AND SPILLS.
2. ALL MATERIALS AND EQUIPMENT SHALL BE STORED IN DESIGNATED AND APPROVED AREAS. THE AREA SHALL BE BERMED WITH EARTH DIKES THAT THE CONTRACTOR SHALL INSPECT AND MAINTAIN WEEKLY.
3. ALL FLAMMABLE, REACTIVE, AND/OR IGNITABLE LIQUIDS MUST COMPLY WITH LOCAL FIRE CODES.
4. DURING THE RAINY SEASON (OCTOBER THROUGH APRIL) THE CONTRACTOR SHALL ENSURE THAT MATERIALS ARE COVERED.
5. NO CHEMICALS, DRUMS, OR BAGGED MATERIALS SHALL BE STORED DIRECTLY ON THE GROUND; ITEMS SHALL BE PLACED ON PALLETS AND/OR IN SECONDARY CONTAINMENT.
6. IF DRUMS MUST BE KEPT UNCOVERED, THE CONTRACTOR SHALL STORE THEM AT A SLIGHT ANGLE TO REDUCE PONDING OF RAINWATER AND REDUCE CORROSION.
7. WHEN DANGEROUS MATERIALS AND/OR LIQUID CHEMICALS ARE UNLOADED ONSITE, THE CONTRACTOR SHALL HAVE EMPLOYEES TRAINED IN EMERGENCY SPILL CLEANUP PROCEDURES PRESENT.

VEHICLE MAINTENANCE AREA NOTES:

1. EQUIPMENT AND VEHICLES TRAVELING ONSITE SHALL BE INSPECTED REGULARLY FOR LEAKS AND BE REPAIRED IMMEDIATELY; DO NOT ALLOW LEAKING VECHICLES ONSITE. KEEP VEHICLES AND EQUIPMENT CLEAN (DO NOT ALLOW EXCESSIVE BUILDUP OF OIL AND GREASE).
2. USE OFFSITE REPAIR SHOPS WHENEVER POSSIBLE; IF ONSITE REPAIRS ARE NECESSARY, USE THE DESIGNATED AREA SURROUNDED BY EARTH BERMS. THE CONTRACTOR SHALL INSPECT THIS AREA WEEKLY AND AFTER EACH RAINSTORM EVENT TO ENSURE THAT THE EARTH BERMS ARE IN PLACE AND FUNCTIONING PROPERLY; ANY NON-FUNCTIONING BERMS SHALL BE REPAIRED IMMEDIATELY.
3. USE DRY CLEAN-UP METHODS FOR SPILLS AS MUCH AS POSSIBLE; USE ABSORBENT MATERIALS FOR SMALL SPILLS AND DISPOSE OF PROPERLY. USE A SECONDARY CONTAINMENT DURING FLUID CHANGES AND REPAIRS TO CATCH SPILLS.
4. SEGREGATE AND RECYCLE WASTES (INCLUDING BUT NOT LIMITED TO: USED OIL AND OIL FILTERS, BATTERIES, ETC.). KEEP HAZARDOUS WASTES SEPARATE FROM NON-HAZARDOUS WASTES; AFTER REPAIRS, ETC., PROMPTLY TRANSFER USED FLUIDS AND WASTES TO THEIR PROPER CONTAINMENT AREAS AND CONTAINERS.

DITCHES AND CATCH BASINS:

1. DITCH BLOCKS, EARTHEN DIKES, AND DITCHES MAY BE ADDED AT LOCATIONS DESIGNATED BY THE OWNER OR AS SHOWN ON THESE PLANS. ALL FURROW DITCHES AND DRAINAGE DITCHES SHALL BE STAKED AND GRADED TO DRAIN TO THE LIMITS OF THE RIGHT OF WAY. DITCH BLOCKS, EARTHEN DIKES, AND FURROW DITCHES SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK AS SHOWN IN THE BID SCHEDULE.

SAW CUTTING & PAVEMENT REMOVAL:

1. SAW CUT EXISTING ASPHALT PAVEMENT WHERE OLD ASPHALT IS TO TIE INTO NEW CHIP SEAL. TAPER NEW CHIP SEAL SURFACING TO MATCH THE EXISTING PAVEMENT OR CHIP SEAL SURFACE SECTION AT THE POINT OF TIE IN TO PROVIDE FOR A SMOOTH TRANSITION. THIS WORK SHALL BE INCIDENTAL TO CHIP SEALING.
2. REMOVE AND DISPOSE OF REMOVED ASPHALT OR CHIP SEAL AT THE BEGINNING OF THE PROJECT AND IN STRICT ACCORDANCE WITH APPLICABLE RULES AND REGULATIONS FOR SUCH REMOVAL, TRANSPORT, AND DISPOSAL. WORK SHALL BE INCIDENTAL TO CHIP SEALING.

QUANTITIES:

1. QUANTITIES AND LENGTHS OF ITEMS PROVIDED WITHIN THIS PLAN SET ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL QUANTITIES OF COMPONENTS REQUIRED FOR THE SUCCESSFUL AND SATISFACTORY COMPLETION OF THE PROJECT.

CULTURALLY SENSITIVE AREAS:

1. AREAS WITHIN THE PROJECT PERIMETER THAT ARE CULTURALLY SENSITIVE SHALL BE PROTECTED AGAINST DAMAGE FROM CONSTRUCTION ACTIVITIES. AT NO TIME SHALL SUCH CULTURALLY SENSITIVE AREAS BE ENTERED, PARKED UPON, STOCK PILED UPON, OR HAVE ANY OTHER ACTIVITY ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT IN ANY WAY INFRINGE UPON, DETERIORATE, DESTROY, OR RENDER TO A STATE OR CONDITION UNACCEPTABLE ANY CULTURALLY SENSITIVE AREA. THE CONTRACTOR AGREES TO PROTECT ALL SUCH AREAS DURING ANY AND ALL ACTIVITIES ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT.

1" 1/2" 0" 1"

SUMMARY OF QUANTITIES

NO.	ITEM / DESCRIPTION	UNIT	NEW VILLAGE ROAD	PLAN QUANTITY TOTAL
001	MOBILIZATION / DEMOBILIZATION	LS	1	1
002	CLEARING AND GRUBBING	LS	1	1
003	SITE GRADING	LS	1	1
004	REMOVE TREE(S)	EA		
005	CLASS 3 AGGREGATE BASE	S.F.		
006	HOT ASPHALTIC CONCRETE PAVEMENT	S.F.		
007	CALTRANS TYPE "B" ASPHALT CURB	FT		
008	CALTRANS TYPE "E" ASPHALT CURB	FT		
009	SAWCUT EXISTING ASPHALT	FT		
010	EROSION CONTROL	LS		

The approximate earthwork quantities are as follows:

SITE	EXCAVATION YD^3	EXCAVATION YD^3
BALD HILLS ROAD	–	–
Totals		

The quantities for earthwork are calculated by Existing & Subgrade Surface Comparison. No allowance has been made for strippings, keying and benching and storm drain installation. These quantities do not include overexcavation. These quantities are believed to be accurate but no assurance is made therefore. The Contractor shall be responsible for familiarizing himself as to the type, nature and quantities of materials to be excavated.

STREETS & DRIVEWAYS

1. Aggregate base shall be class 3 and shall conform to the Caltrans standard specifications. The aggregate base shall be placed and compacted in accordance with Caltrans Specifications.
2. Asphalt concrete shall conform to type b, 1/2" maximum, medium gradation. the mix and gradation used shall be subject to approval by the engineer. The asphalt concrete shall be placed and compacted in accordance with Caltrans standard specifications.
3. Striping and Signing shall conform to Caltrans specifications.

STORM DRAINS

1. Excavation and backfill of storm drains, will be considered incidental to installation of the storm drain. Therefore, no separate payment will be made for this work.
2. Storm drain pipe shall be smooth interior wall, Type S corrugated polyethylene pipe. Pipe shall be as specified in AASHTO Designation : M 294 , manufactured from high density polyethylene (HDPE) virgin compounds. The cell classification shall be 324420C per ASTM D3350 or higher. The pipe shall be ADS N-12 or approved equal.
3. Pipe joints shall be water tight. The joint shall be either : Integral bell couplers with O-ring gasket on spigot, ADS N-12 Pro Link Ultra WT pipe, or Bell/Bell couplers with O-ring gasket, ADS Pro Link WT or approved equal. Joints shall be assembled in accordance with the manufacturer's recommendations.

SURVEY NOTE

TOPOGRAPHY SURVEY DONE NOVEMBER 2009 BY TRINITY VALLEY CONSULTING ENGINEERS, INC.

UTILITIES

WATER – N/A
POWER – N/A
GAS – N/A
PHONE – N/A

PRELIMINARY

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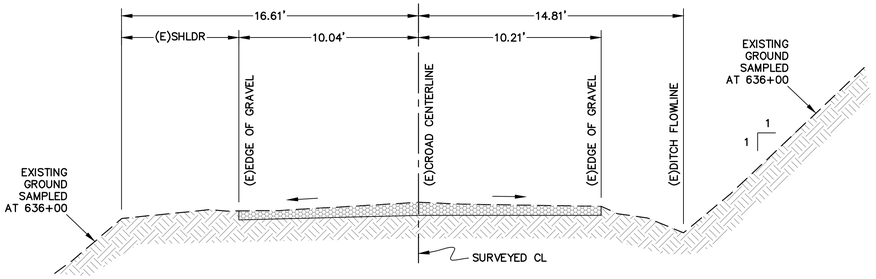
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

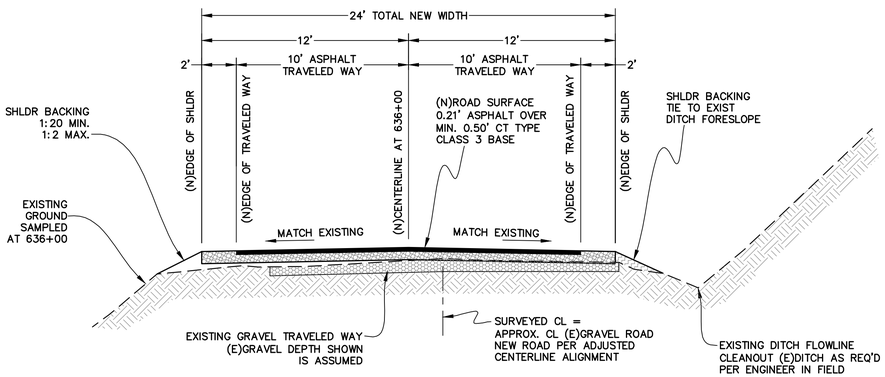
BALD HILLS ROAD NOTES

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: –
PROJECT NO: #
DRAWING NO: 2



EXISTING ROAD CROSS SECTION
SAMPLED AT STA 636+00 CL STA

H: 1" = 4'



PROPOSED ROAD TYPICAL SECTION

H: 1" = 4'

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
TYPICAL SECTIONS

DRAWN BY: STG

DESIGN BY: TVCE

CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: AS SHOWN

PROJECT NO: #

DRAWING NO: 3

1" 1/2" 0" 1"

BALD HILLS ROAD SITE PLAN

1" = 500'

GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)
1 inch = 500 ft.

1" 1/2" 0" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
SITE PLAN
MP18.97 TO MP 22.19

DRAWN BY:
STG

DESIGN BY:
TVCE

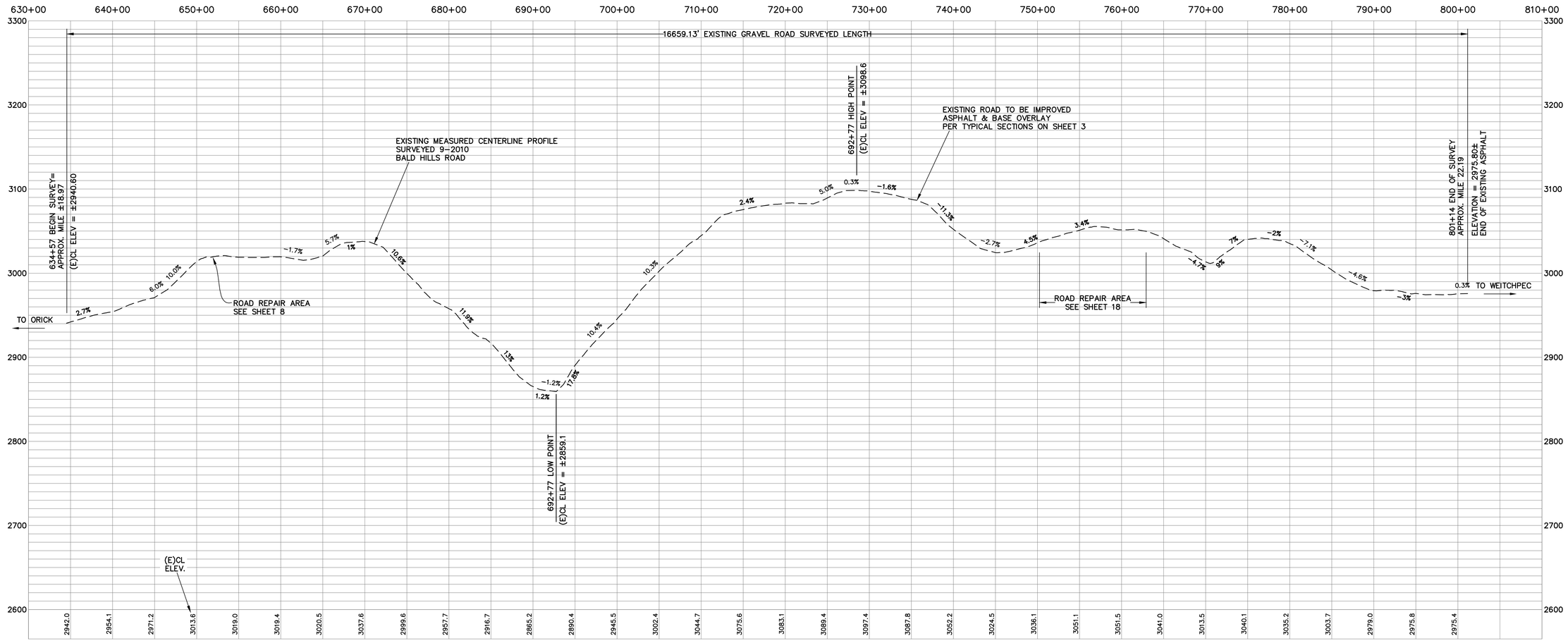
CHECKED BY:
JTM

DATE OF ISSUE:
JANUARY 2011

SCALE:
H: 1"=40'

PROJECT NO:
#

DRAWING NO:
4



BALD HILLS ROAD
EXISTING CENTERLINE PROFILE

H: 1" = 600'
V: 1" = 60'

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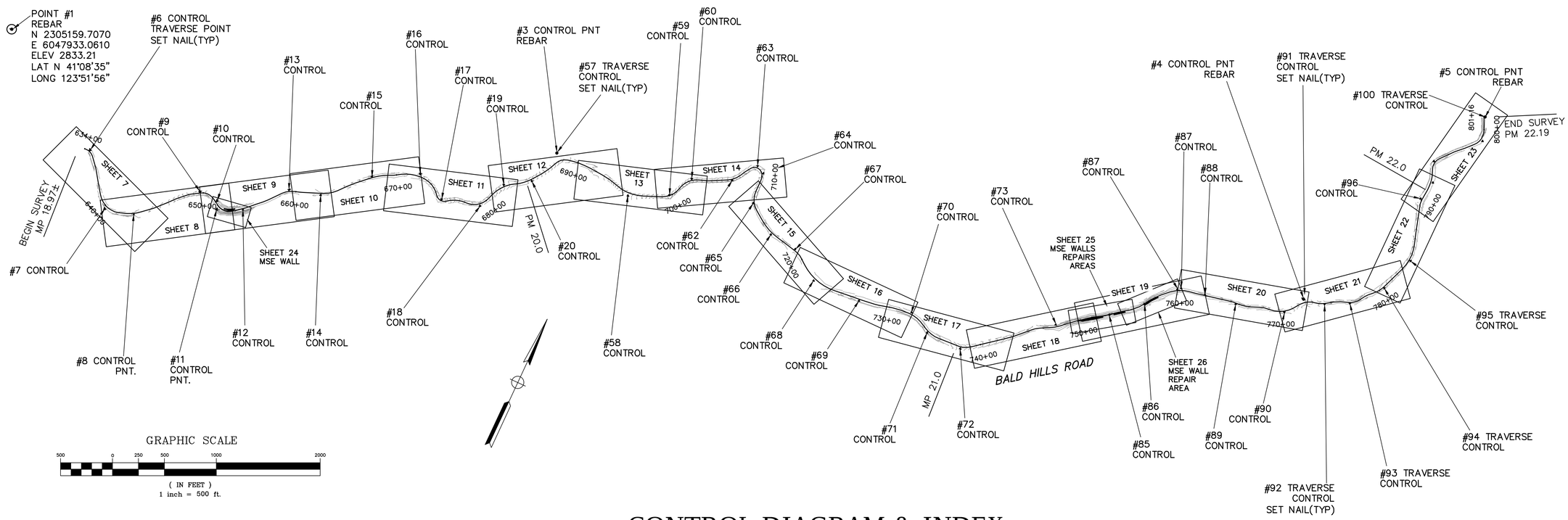
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
EXISTING CENTERLINE PROFILE
MP18.97 TO MP 22.19

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 5



CONTROL DIAGRAM & INDEX

1" = 500'

BALD HILLS ROAD SURVEY CONTROL POINTS

#	Northing	Easting	Elevation	Desc	Grid Easting	Grid Northing	Longitude	Latitude
1	2305159.7070'	6047933.0610'	2833.21'	REBAR	6047933.0610	2305159.7070	W123° 51' 56"	N041° 08' 35"
2	2304884.7520'	6051006.4150'	3019.22'	REBAR	6051006.4150	2304884.7520	W123° 51' 15"	N041° 08' 33"
3	2306296.3020'	6053195.5950'	2876.78'	REBAR	6053195.5950	2306296.3020	W123° 50' 47"	N041° 08' 47"
4	2308060.2310'	6060304.9870'	3026.30'	REBAR	6060304.9870	2308060.2310	W123° 49' 15"	N041° 09' 06"
5	2310389.6480'	6061150.3410'	2975.61'	REBAR	6061150.3410	2310389.6480	W123° 49' 04"	N041° 09' 29"
6	2304424.2160'	6049107.5160'	2940.73'	TRAVERSE	6049107.5160	2304424.2160	W123° 51' 40"	N041° 08' 28"
7	2303968.6230'	6049474.6480'	2962.38'	TRAVERSE	6049474.6480	2303968.6230	W123° 51' 35"	N041° 08' 24"
8	2304039.8150'	6049752.6200'	2965.72'	TRAVERSE	6049752.6200	2304039.8150	W123° 51' 32"	N041° 08' 24"
9	2304506.5720'	6050237.4090'	3010.64'	TRAVERSE	6050237.4090	2304506.5720	W123° 51' 25"	N041° 08' 29"
10	2304497.1490'	6050423.2920'	3019.26'	TRAVERSE	6050423.2920	2304497.1490	W123° 51' 23"	N041° 08' 29"
11	2304420.7350'	6050454.4320'	3024.31'	TRAVERSE	6050454.4320	2304420.7350	W123° 51' 23"	N041° 08' 28"
12	2304524.3140'	6050685.3680'	3018.49'	TRAVERSE	6050685.3680	2304524.3140	W123° 51' 20"	N041° 08' 29"
13	2304885.8140'	6051006.3620'	3019.15'	TRAVERSE	6051006.3620	2304885.8140	W123° 51' 15"	N041° 08' 33"
14	2304969.4540'	6051304.2740'	3014.67'	TRAVERSE	6051304.2740	2304969.4540	W123° 51' 12"	N041° 08' 34"
15	2305340.2550'	6051676.4440'	3035.44'	TRAVERSE	6051676.4440	2305340.2550	W123° 51' 07"	N041° 08' 38"
16	2305559.6800'	6052084.9390'	3030.97'	TRAVERSE	6052084.9390	2305559.6800	W123° 51' 02"	N041° 08' 40"
17	2305422.6420'	6052377.6010'	2993.28'	TRAVERSE	6052377.6010	2305422.6420	W123° 50' 58"	N041° 08' 39"
18	2305522.2760'	6052737.2630'	2961.00'	TRAVERSE	6052737.2630	2305522.2760	W123° 50' 53"	N041° 08' 40"
19	2305802.5460'	6052860.1300'	2934.88'	TRAVERSE	6052860.1300	2305802.5460	W123° 50' 52"	N041° 08' 42"
38	2305950.7380'	6053089.1170'	2916.80'	TRAVERSE	6053089.1170	2305950.7380	W123° 50' 49"	N041° 08' 44"
57	2306295.8390'	6053197.2570'	2876.64'	TRAVERSE	6053197.2570	2306295.8390	W123° 50' 47"	N041° 08' 47"
58	2306213.9590'	6053988.1730'	2900.77'	TRAVERSE	6053988.1730	2306213.9590	W123° 50' 37"	N041° 08' 47"
59	2306387.6690'	6054348.3050'	2941.08'	TRAVERSE	6054348.3050	2306387.6690	W123° 50' 32"	N041° 08' 48"
60	2306620.3610'	6054476.1100'	2974.88'	TRAVERSE	6054476.1100	2306620.3610	W123° 50' 31"	N041° 08' 51"
62	2306771.4540'	6054834.7540'	3013.97'	TRAVERSE	6054834.7540	2306771.4540	W123° 50' 26"	N041° 08' 52"
63	2306999.8320'	6054999.1120'	3037.86'	TRAVERSE	6054999.1120	2306999.8320	W123° 50' 24"	N041° 08' 55"
64	2306959.3240'	6055079.1310'	3042.22'	TRAVERSE	6055079.1310	2306959.3240	W123° 50' 23"	N041° 08' 54"
65	2306657.9600'	6055112.4190'	3069.78'	TRAVERSE	6055112.4190	2306657.9600	W123° 50' 22"	N041° 08' 51"
66	2306457.3740'	6055393.4470'	3077.89'	TRAVERSE	6055393.4470	2306457.3740	W123° 50' 19"	N041° 08' 49"
67	2306428.5500'	6055665.2390'	3081.44'	TRAVERSE	6055665.2390	2306428.5500	W123° 50' 15"	N041° 08' 49"
68	2306227.2930'	6055954.1930'	3081.24'	TRAVERSE	6055954.1930	2306227.2930	W123° 50' 11"	N041° 08' 47"
69	2306237.0020'	6056431.8720'	3096.97'	TRAVERSE	6056431.8720	2306237.0020	W123° 50' 05"	N041° 08' 47"
70	2306348.6780'	6056938.9240'	3093.24'	TRAVERSE	6056938.9240	2306348.6780	W123° 49' 58"	N041° 08' 49"
71	2306236.2280'	6057157.1190'	3088.44'	TRAVERSE	6057157.1190	2306236.2280	W123° 49' 55"	N041° 08' 48"
72	2306230.2760'	6057510.6730'	3071.48'	TRAVERSE	6057510.6730	2306230.2760	W123° 49' 51"	N041° 08' 48"
73	2306828.4970'	6058246.9830'	3036.38'	TRAVERSE	6058246.9830	2306828.4970	W123° 49' 41"	N041° 08' 54"
85	2307132.7420'	6058672.8590'	3044.23'	TRAVERSE	6058672.8590	2307132.7420	W123° 49' 36"	N041° 08' 57"
86	2307369.6850'	6058938.3830'	3054.57'	TRAVERSE	6058938.3830	2307369.6850	W123° 49' 32"	N041° 08' 59"
87	2307631.9110'	6059164.4310'	3051.63'	TRAVERSE	6059164.4310	2307631.9110	W123° 49' 30"	N041° 09' 02"
88	2307696.9840'	6059427.1550'	3051.33'	TRAVERSE	6059427.1550	2307696.9840	W123° 49' 26"	N041° 09' 02"
89	2307742.0330'	6059732.3060'	3036.76'	TRAVERSE	6059732.3060	2307742.0330	W123° 49' 22"	N041° 09' 03"
90	2307868.7380'	6060191.0990'	3012.14'	TRAVERSE	6060191.0990	2307868.7380	W123° 49' 16"	N041° 09' 04"
91	2308056.7720'	6060309.0000'	3025.68'	TRAVERSE	6060309.0000	2308056.7720	W123° 49' 15"	N041° 09' 06"
92	2308101.5140'	6060509.3660'	3039.03'	TRAVERSE	6060509.3660	2308101.5140	W123° 49' 12"	N041° 09' 07"
93	2308210.8740'	6060727.1590'	3041.24'	TRAVERSE	6060727.1590	2308210.8740	W123° 49' 09"	N041° 09' 08"
94	2308484.5600'	6060964.8780'	3032.71'	TRAVERSE	6060964.8780	2308484.5600	W123° 49' 06"	N041° 09' 11"
95	2308829.3740'	6061083.2880'	3009.21'	TRAVERSE	6061083.2880	2308829.3740	W123° 49' 05"	N041° 09' 14"
96	2309413.3820'	6060918.2680'	2978.54'	TRAVERSE	6060918.2680	2309413.3820	W123° 49' 07"	N041° 09' 20"
97	2309603.7400'	6060959.8630'	2979.52'	TRAVERSE	6060959.8630	2309603.7400	W123° 49' 07"	N041° 09' 22"
98	2309794.6010'	6060881.9920'	2976.98'	TRAVERSE	6060881.9920	2309794.6010	W123° 49' 08"	N041° 09' 23"
99	2310167.9640'	6061224.5920'	2972.86'	TRAVERSE	6061224.5920	2310167.9640	W123° 49' 03"	N041° 09' 27"
100	2310389.6510'	6061150.3470'	2975.14'	TRAVERSE	6061150.3470	2310389.6510	W123° 49' 04"	N041° 09' 29"
6000	2307657.3200'	6059192.7940'	3057.93'	TR	6059192.7940	2307657.3200	W123° 49' 29"	N041° 09' 02"
6001	2307657.1380'	6059192.5880'	3057.96'	NAIL-60D	6059192.5880	2307657.1380	W123° 49' 29"	N041° 09' 02"
6255	2306927.0820'	6058400.4030'	3032.40'	TR	6058400.4030	2306927.0820	W123° 49' 39"	N041° 08' 55"
6256	2306927.0790'	6058400.3900'	3032.62'	TR	6058400.3900	2306927.0790	W123° 49' 39"	N041° 08' 55"

1" 1/2" 0" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
SURVEY CONTROL DIAGRAM &
PLAN/PROFILE SHEET INDEX
MP18.97 TO MP 22.19

DRAWN BY: STG

DESIGN BY: TVCE

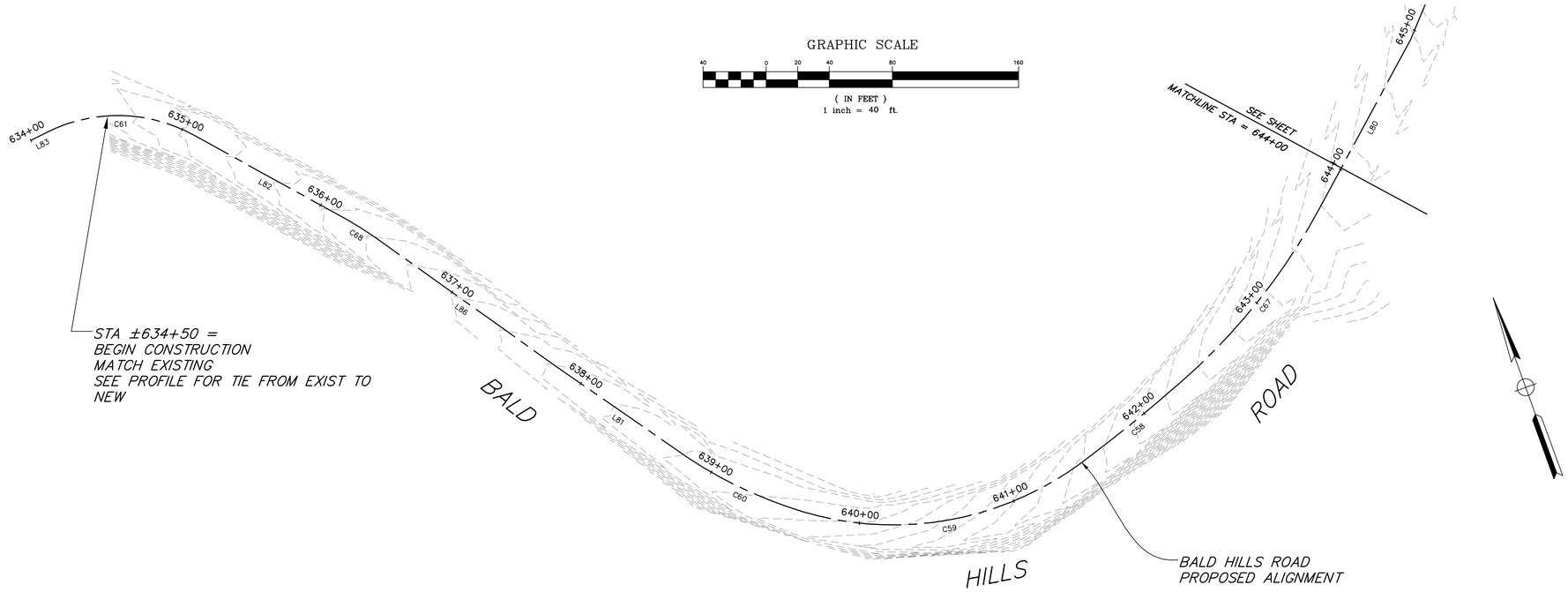
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

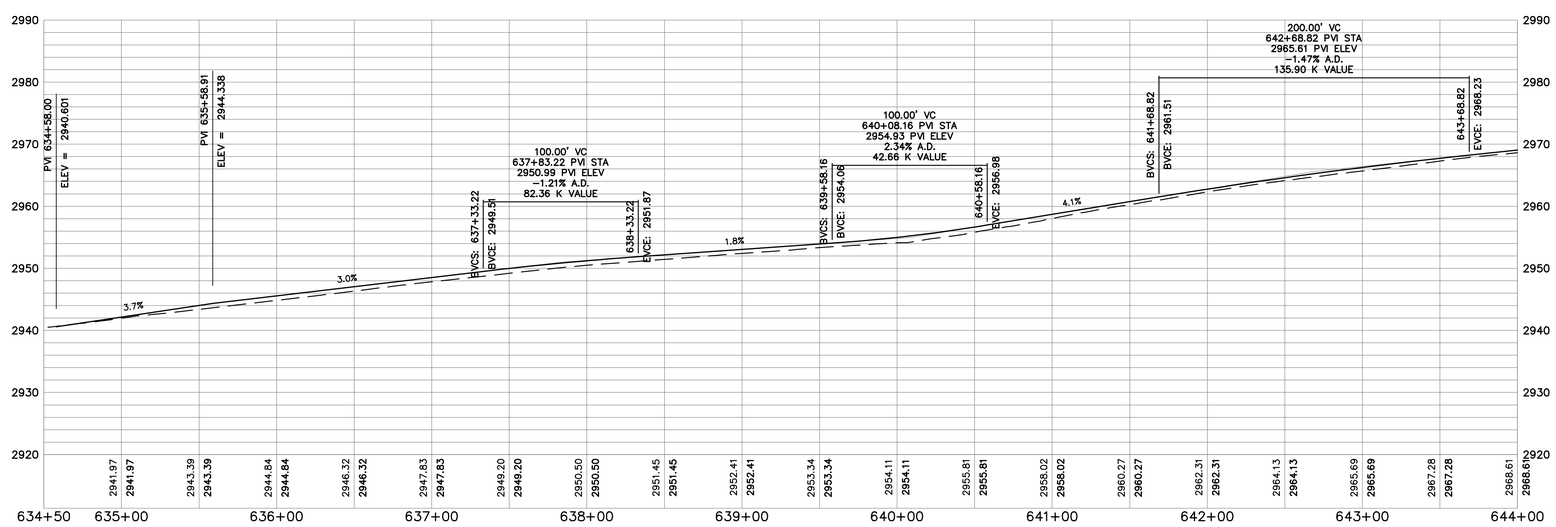
PROJECT NO: #

DRAWING NO: 6



BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'

V: 1" = 10'

PRELIMINARY

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
634+00 - 644+00

DRAWN BY: STG

DESIGN BY: TVCE

CHECKED BY: JTM

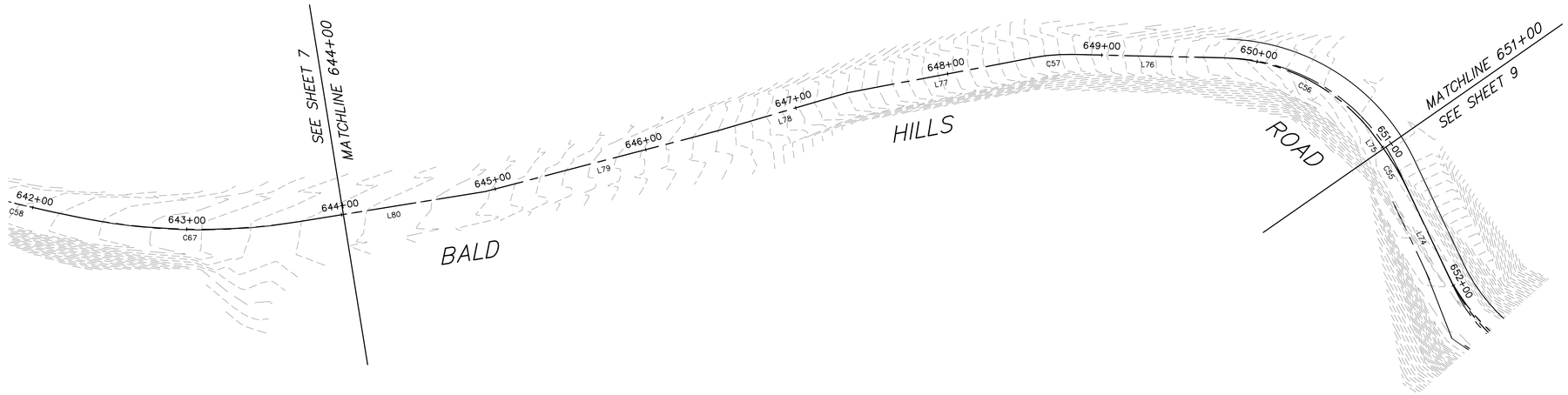
DATE OF ISSUE: JANUARY 2011

SCALE: H: 1"=40'

PROJECT NO: #

DRAWING NO: 7

1" 1/2" 0" 1"



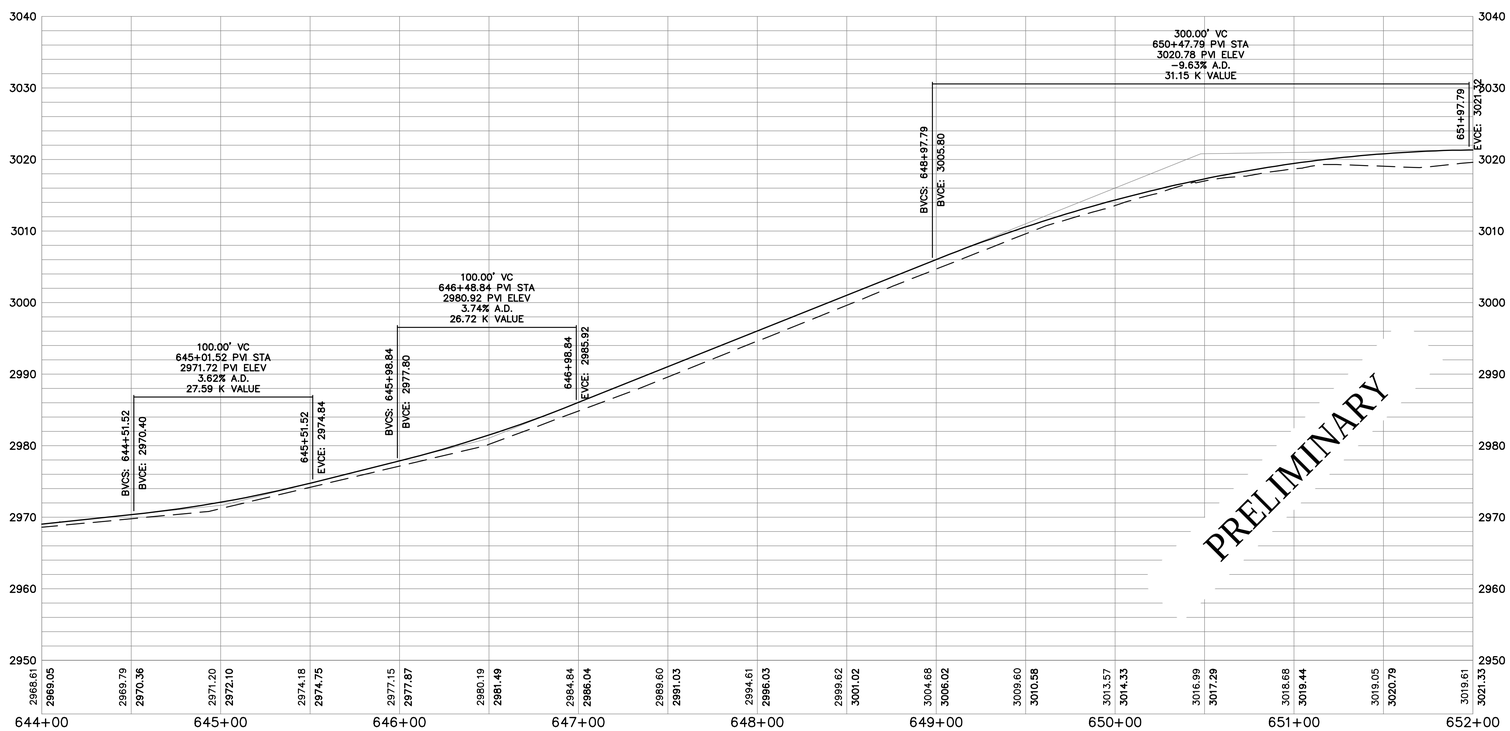
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 1/2" 0" 1"

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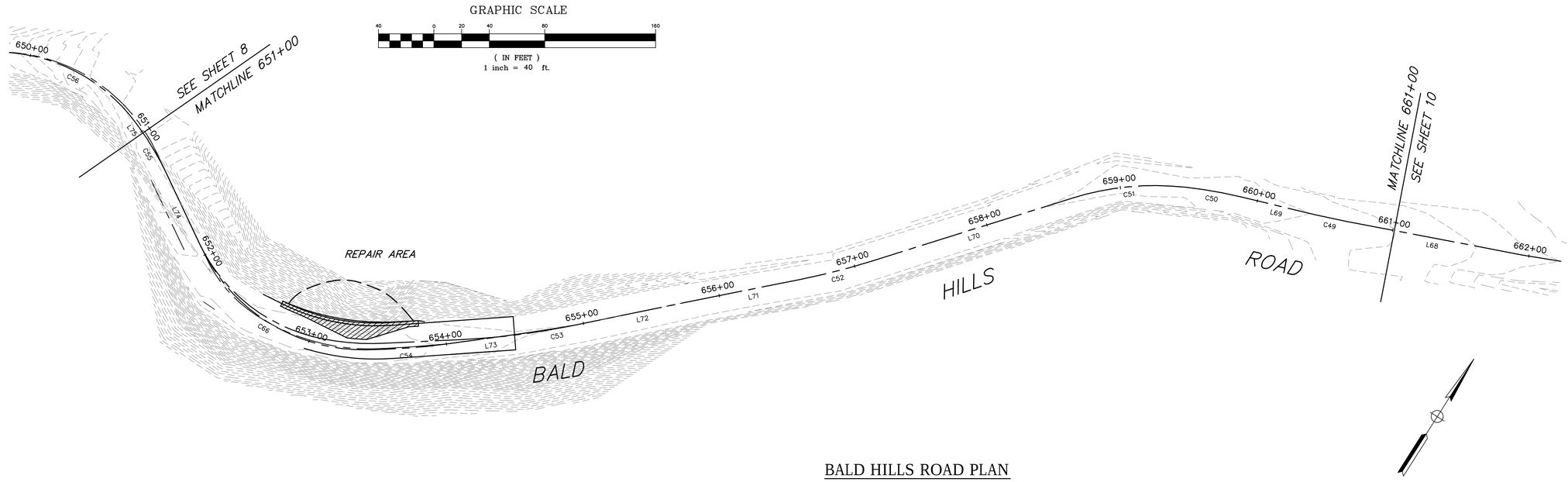
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

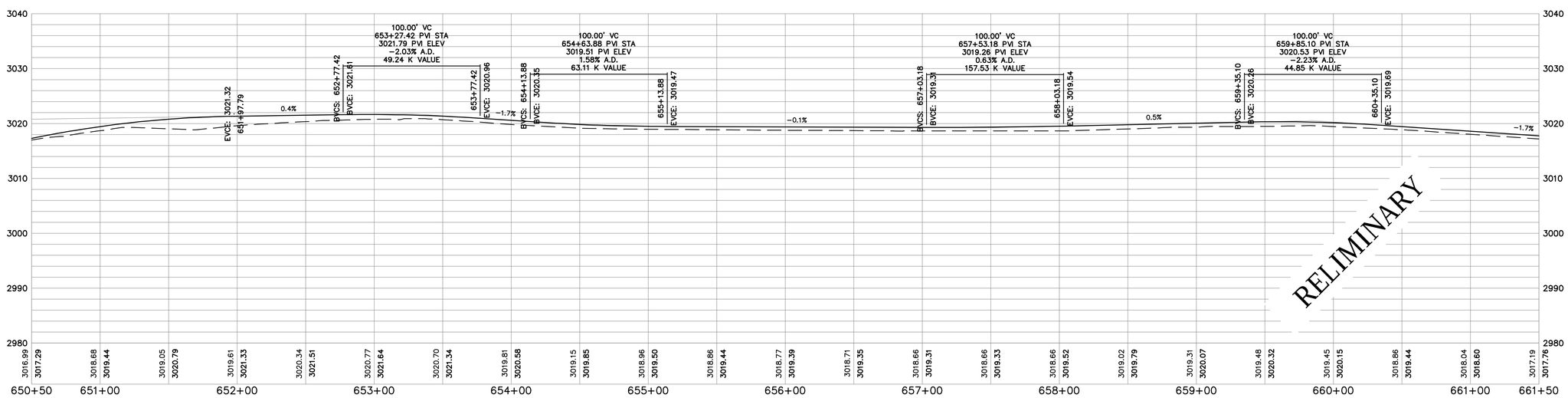
BALD HILLS ROAD
PLAN & PROFILE
644+00 - 651+00

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 8



BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

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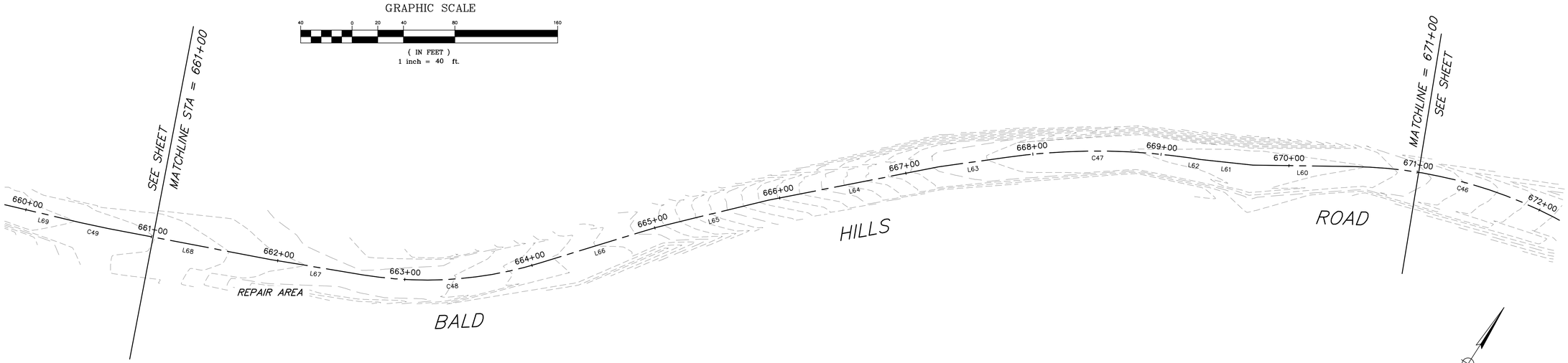
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
651+00 - 661+00

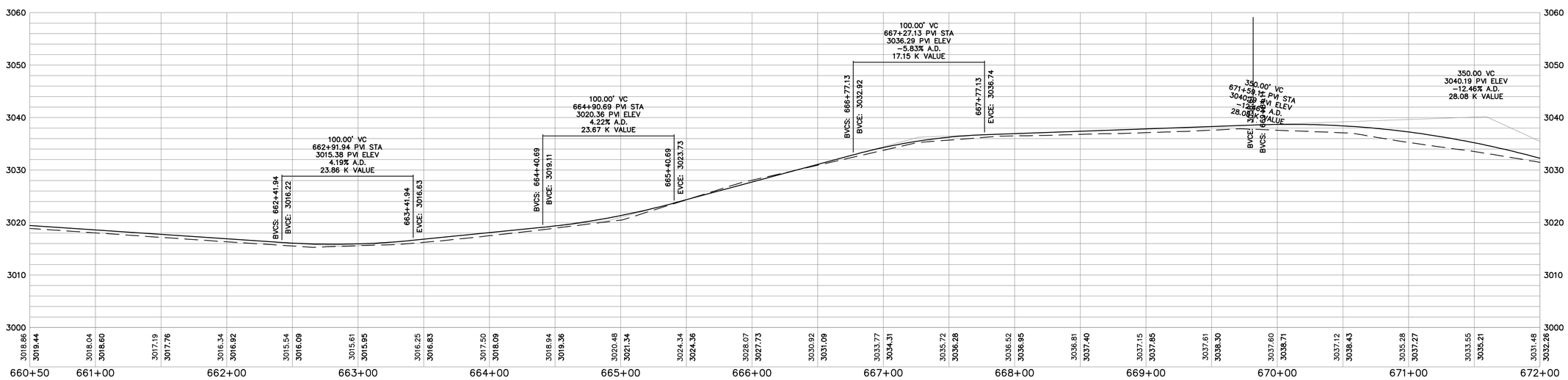
DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 9



BALD HILLS ROAD PLAN

1" = 40'

PRELIMINARY



BALD HILLS ROAD PROFILE

H: 1" = 40'

V: 1" = 10'

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
661+00 - 671+00

DRAWN BY: STG

DESIGN BY: TVCE

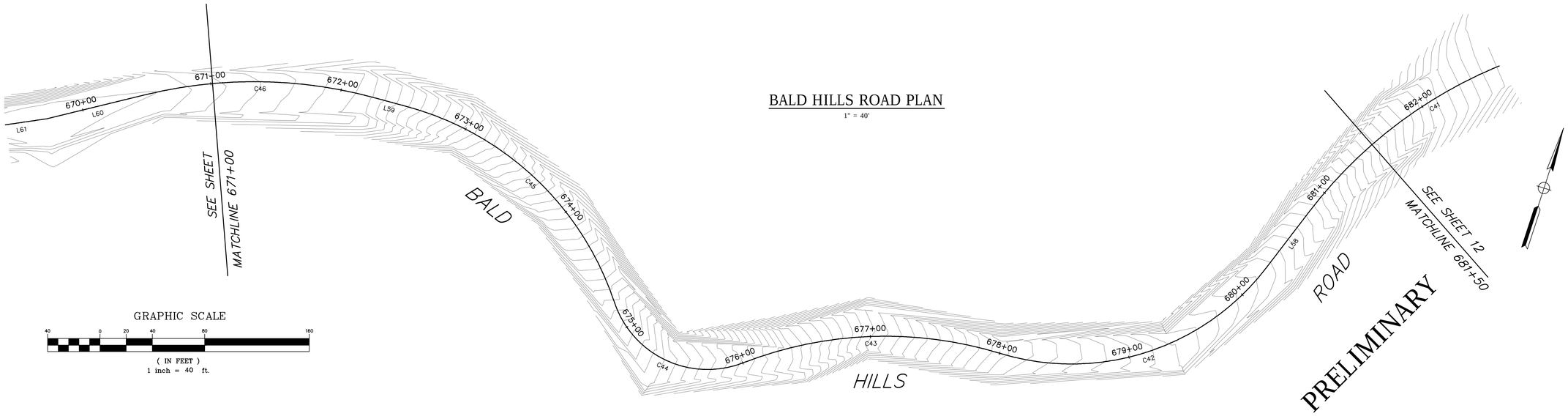
CHECKED BY: JTM

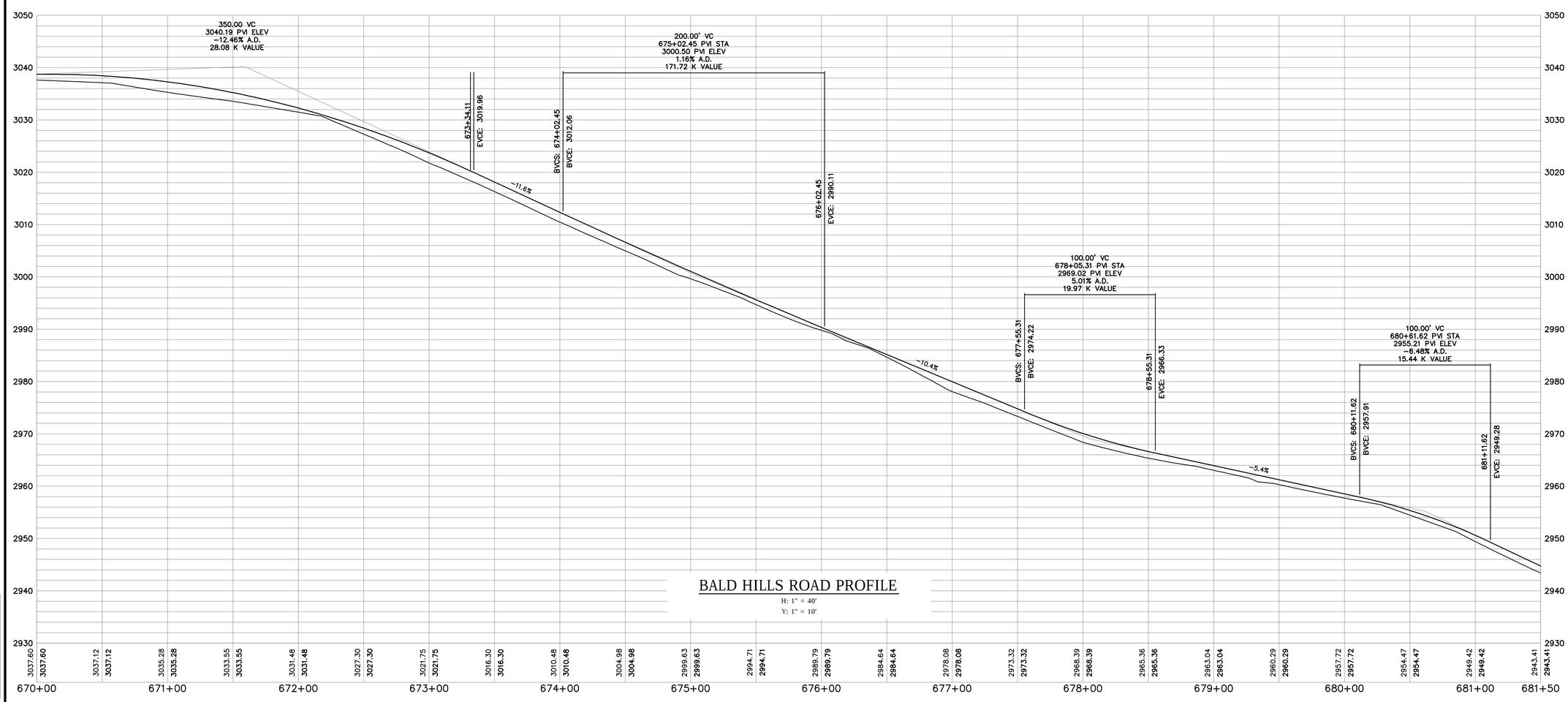
DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 10





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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD PLAN & PROFILE 671+00 - 681+50

DRAWN BY: STG

DESIGN BY: TVCE

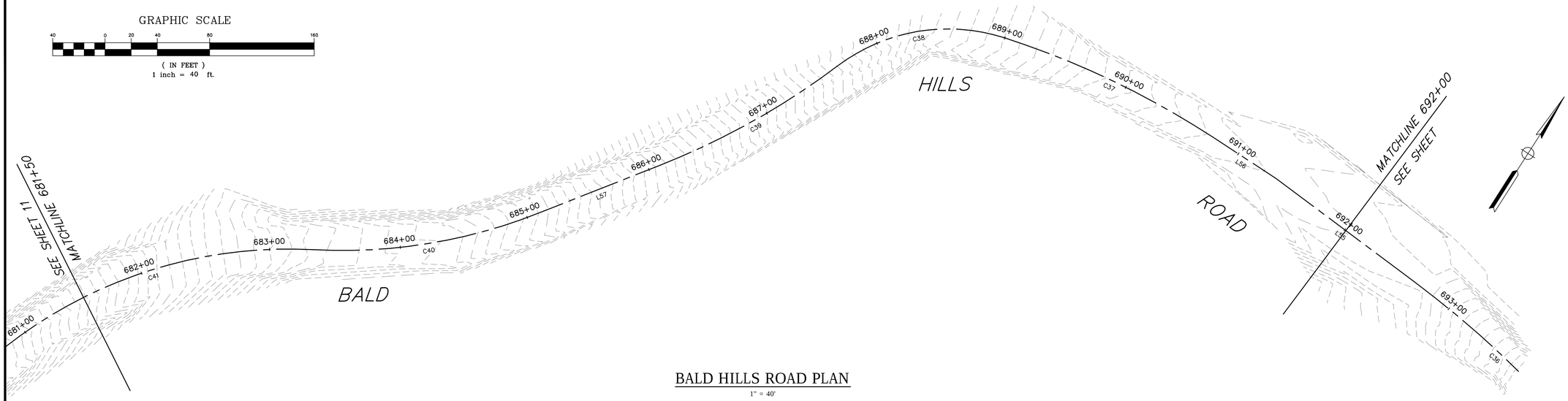
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

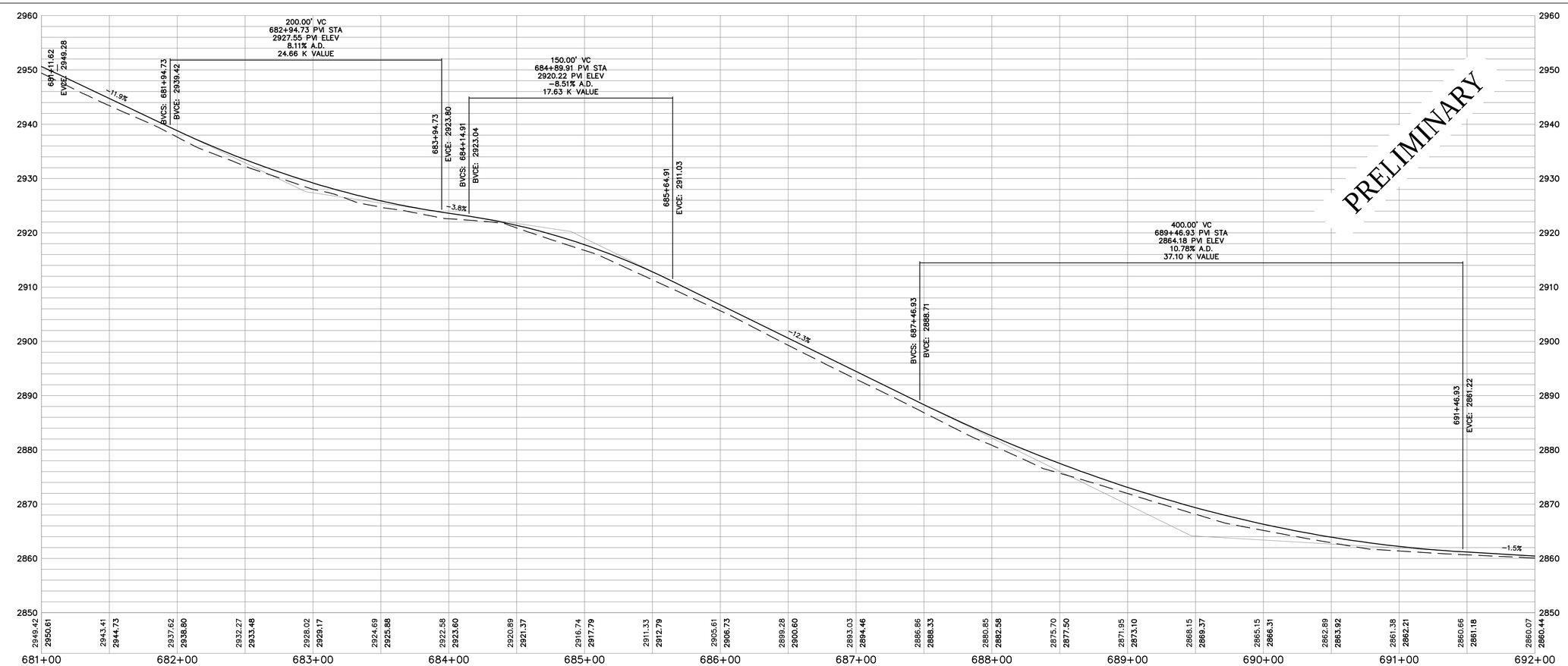
PROJECT NO: #

DRAWING NO: 11



BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'

V: 1" = 10'

1" 1/2" 0" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
681+50 - 692+00

DRAWN BY: STG

DESIGN BY: TVCE

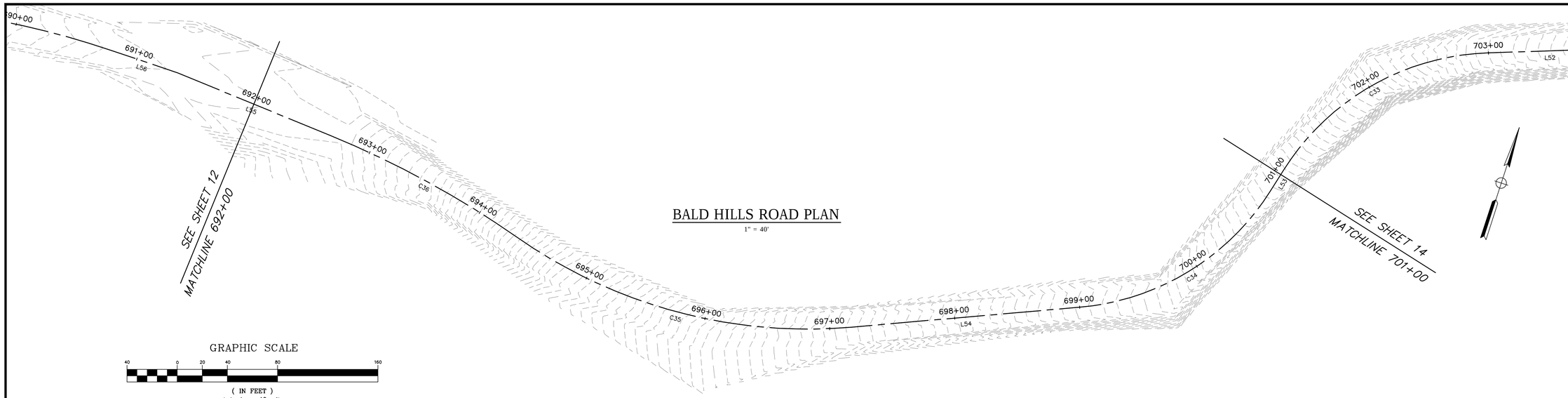
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 12



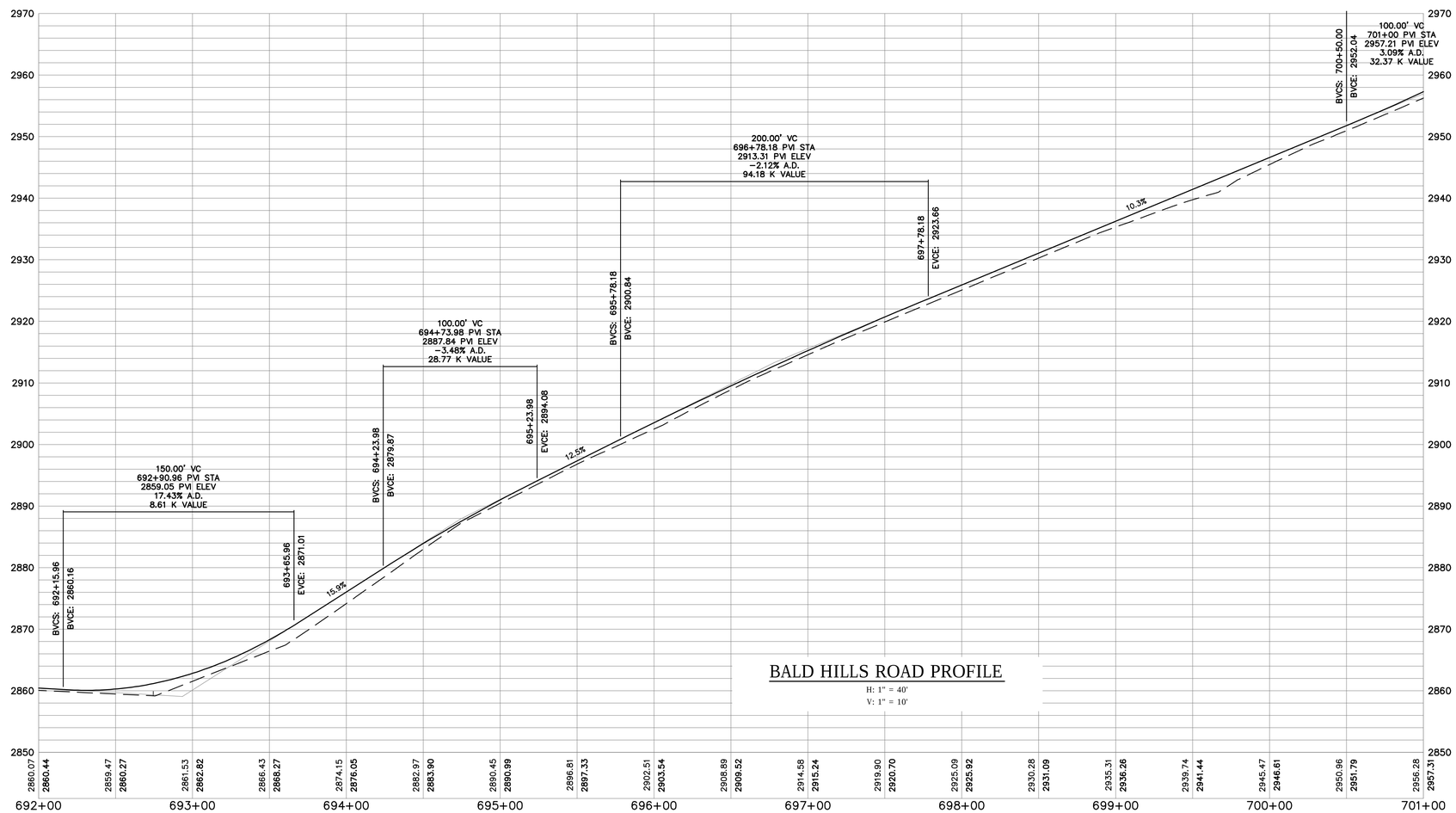
BALD HILLS ROAD PLAN

1" = 40'

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

PRELIMINARY

1" 0" 1/2" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

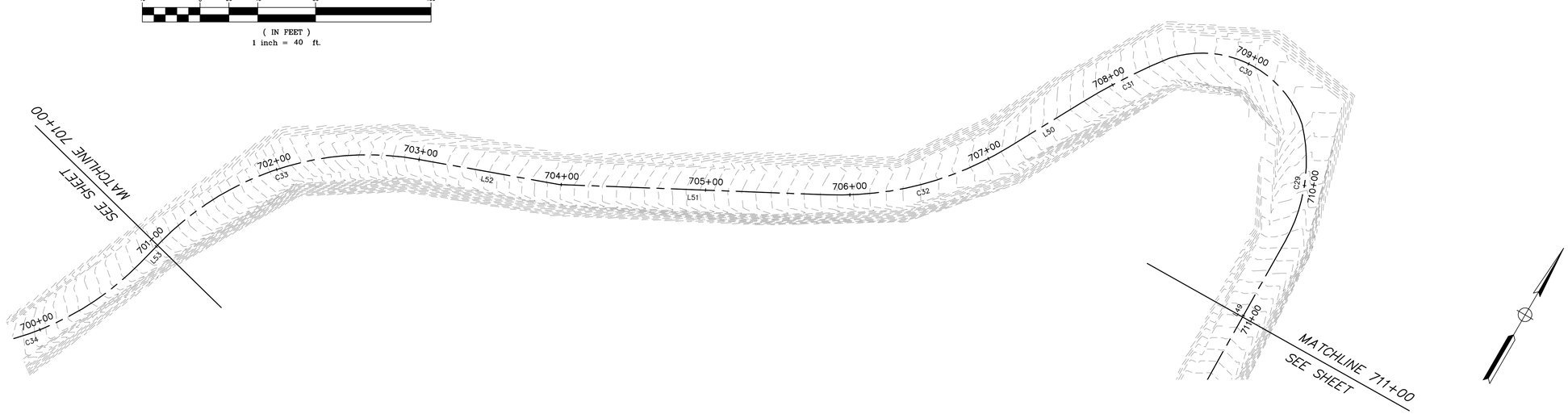
BALD HILLS ROAD
PLAN & PROFILE
682+00 - 692+00

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 13

GRAPHIC SCALE

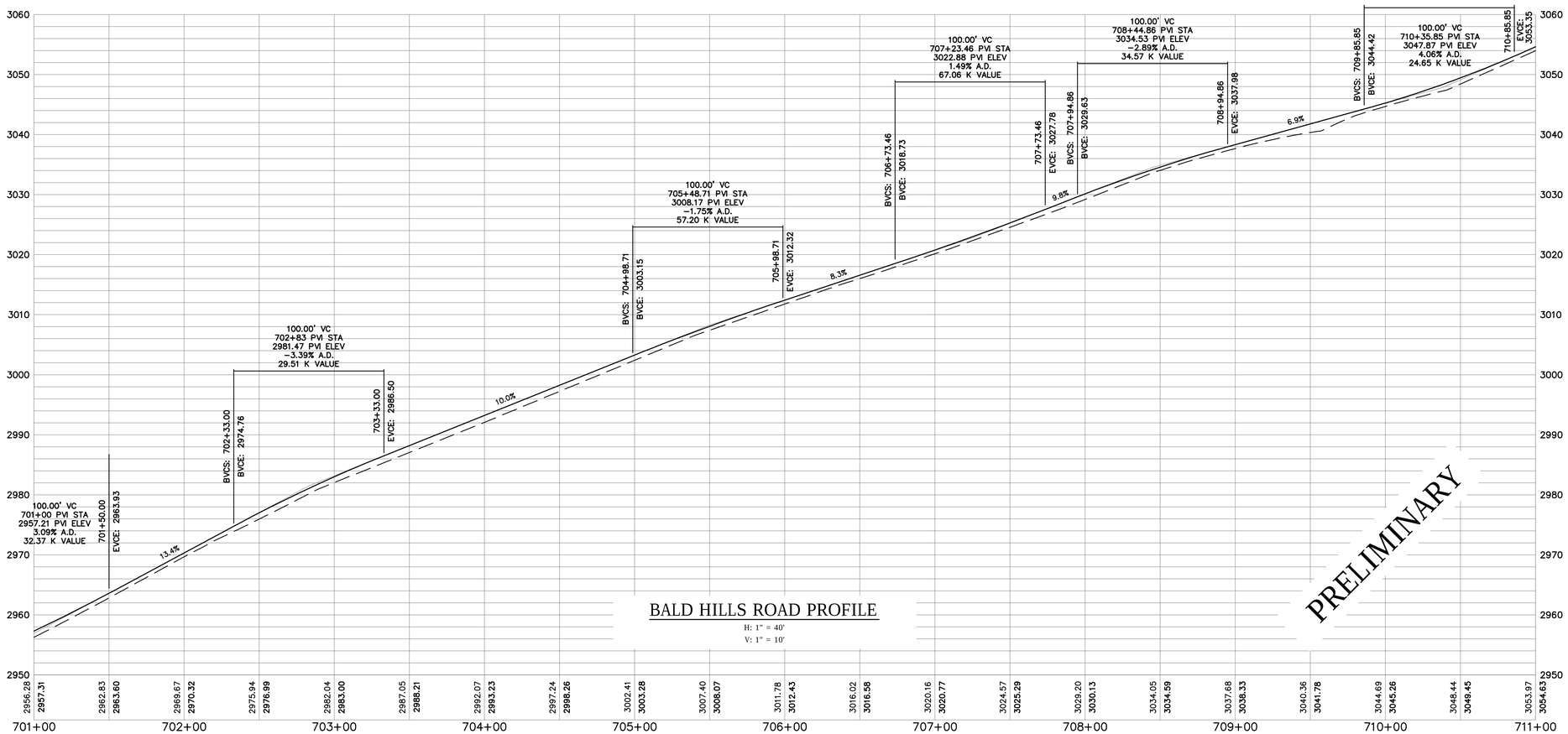
40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.



BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

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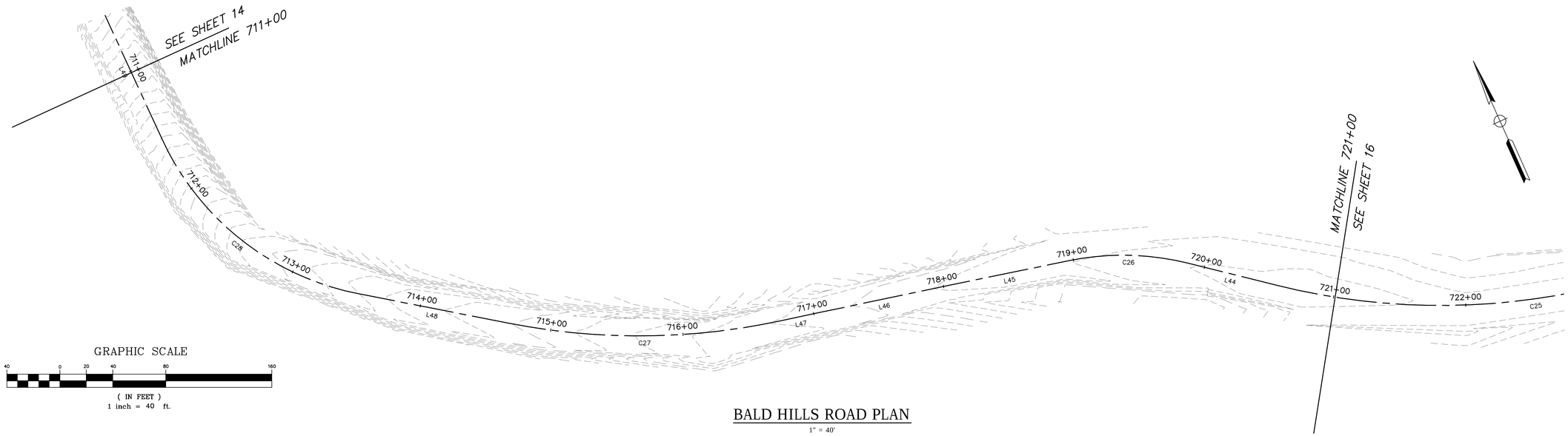
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
701+00 - 711+00

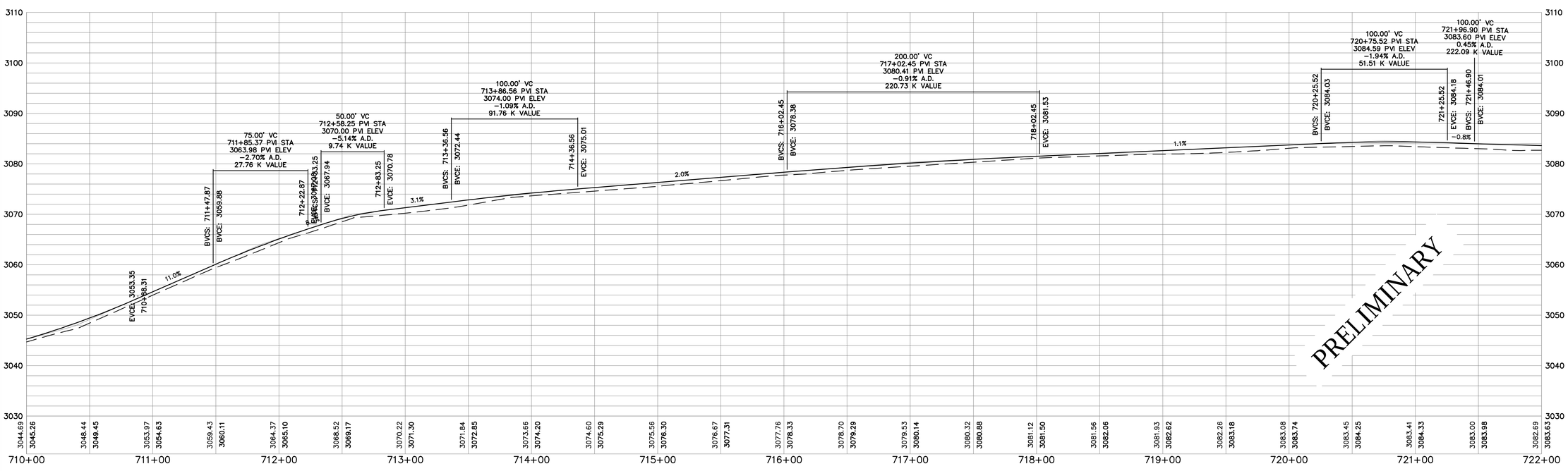
DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 14

1" 1/2" 0" 1"



BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'

V: 1" = 10'

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
711+00 - 721+00

DRAWN BY: STG

DESIGN BY: TVCE

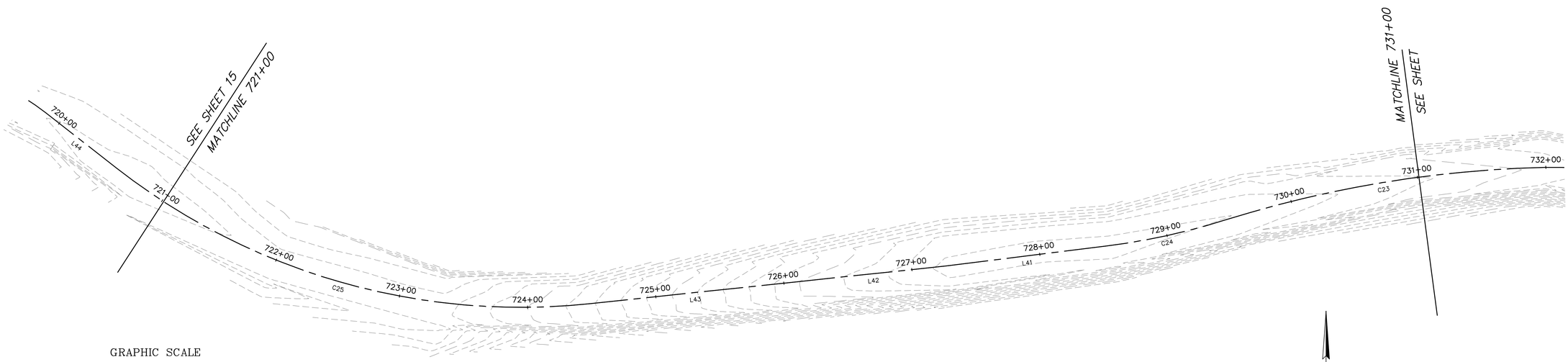
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 15



GRAPHIC SCALE

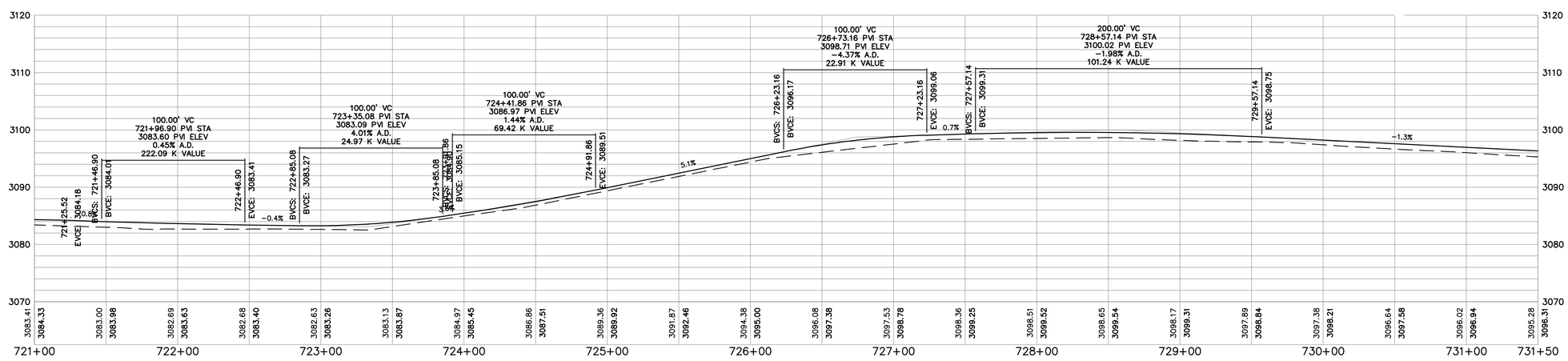
40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'

PRELIMINARY



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 1/2" 0" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
721+00 - 731+00

DRAWN BY: STG

DESIGN BY: TVCE

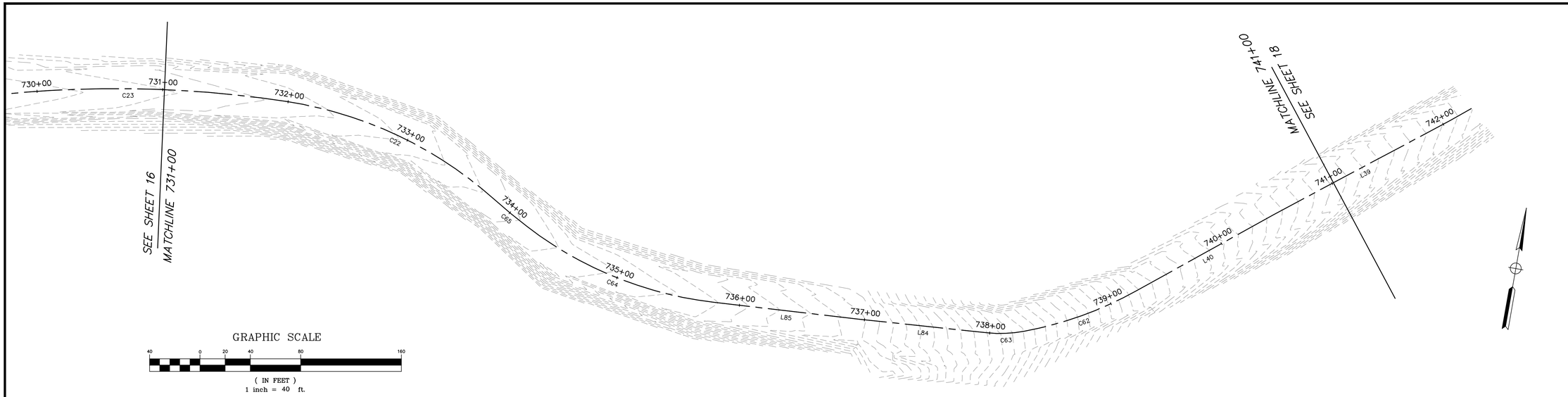
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

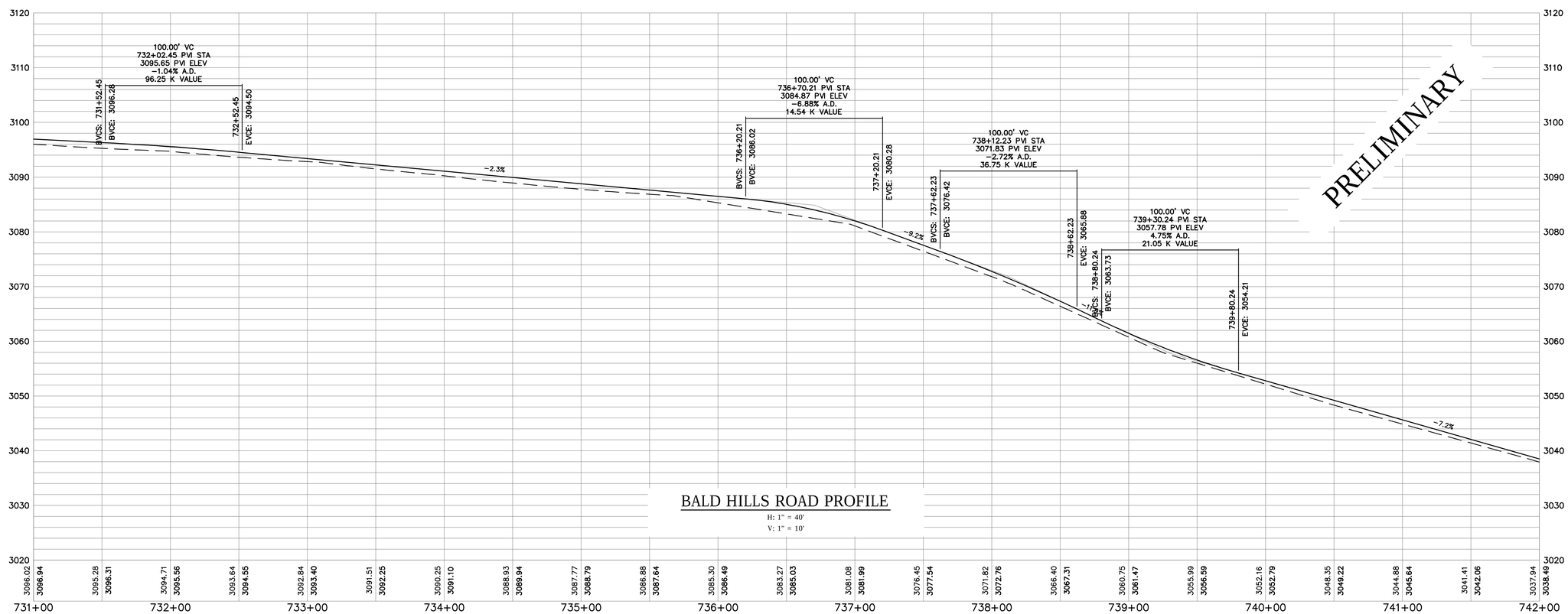
PROJECT NO: #

DRAWING NO: 16



BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'

V: 1" = 10'

1" 1/2" 0" 1"

TVCE
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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
731+00 - 741+00

DRAWN BY: STG

DESIGN BY: TVCE

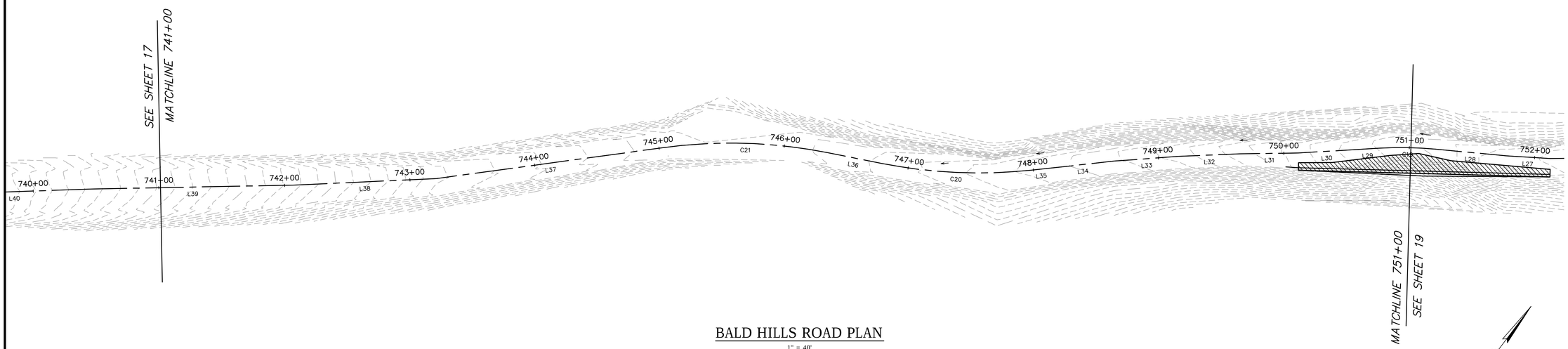
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 17



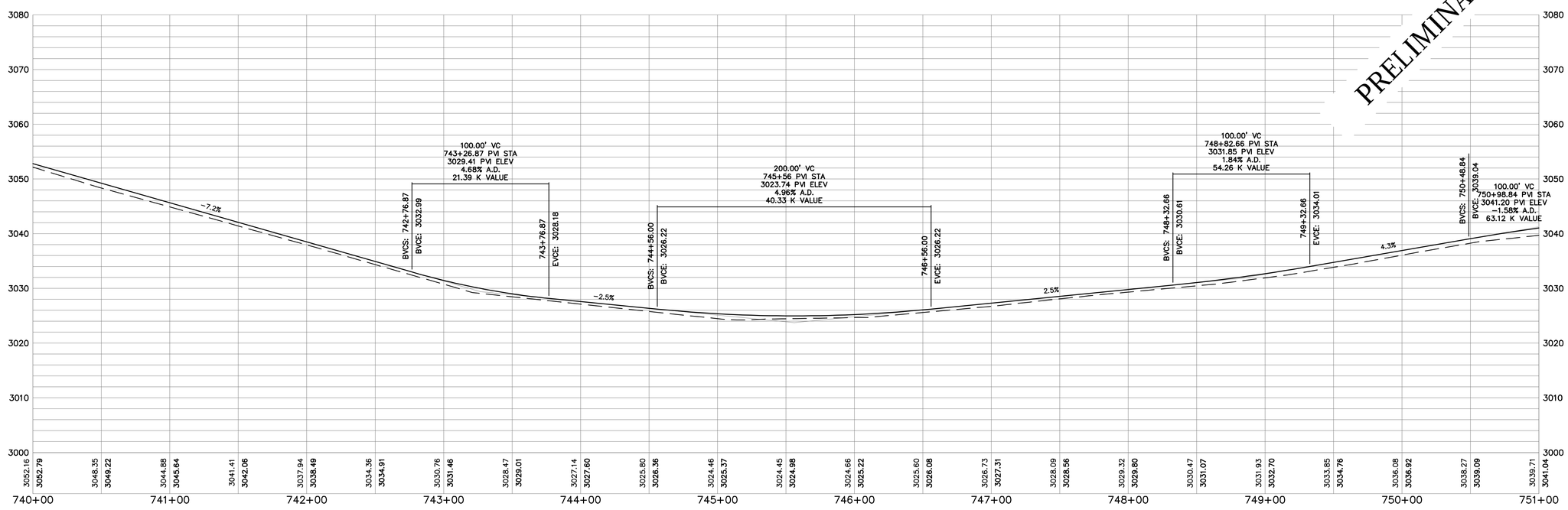
BALD HILLS ROAD PLAN

1" = 40'

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.



BALD HILLS ROAD PROFILE

H: 1" = 40'

V: 1" = 10'

1" 0" 1/2" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
741+00 - 751+00

DRAWN BY: STG

DESIGN BY: TVCE

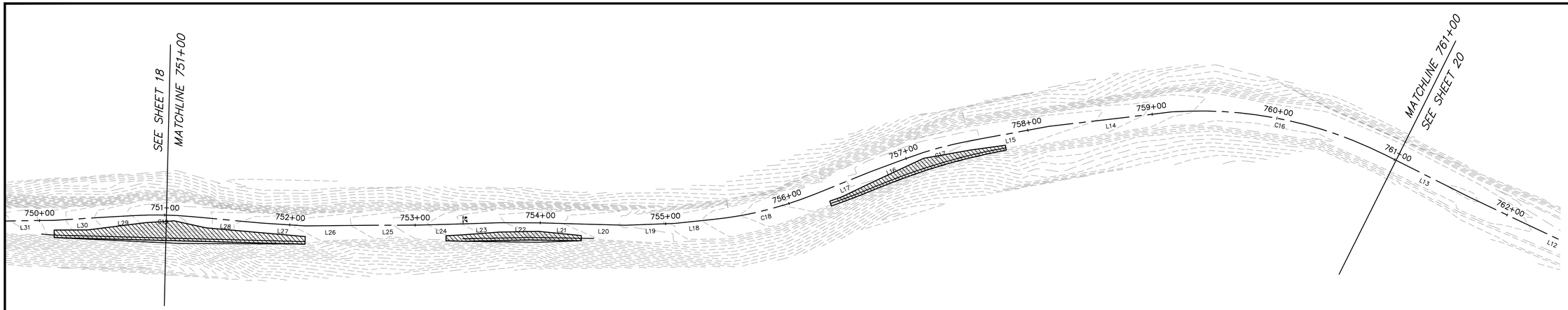
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 18



GRAPHIC SCALE

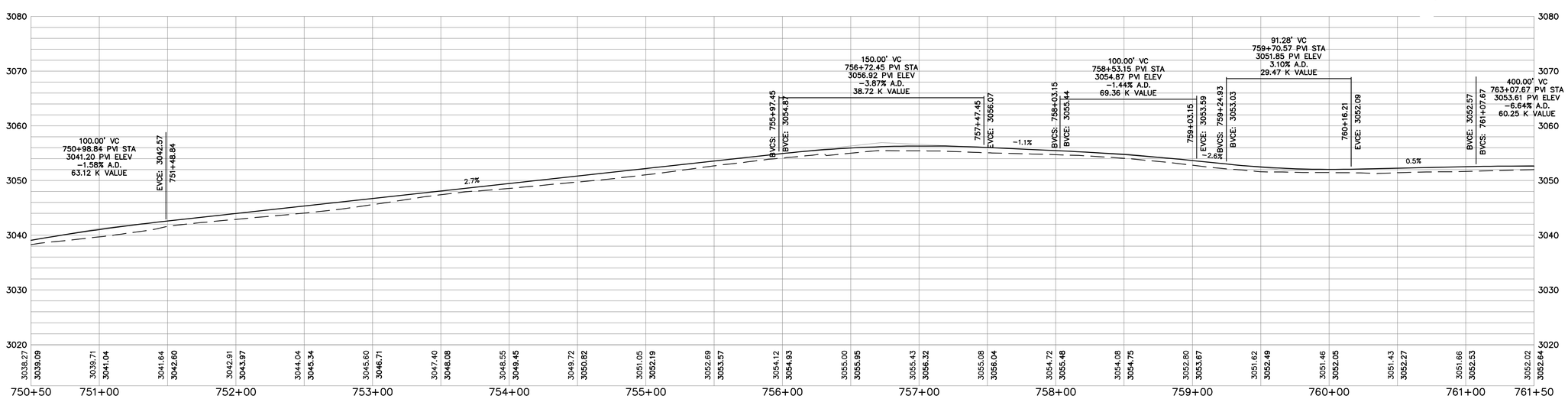
40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'

PRELIMINARY



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 1/2" 0" 1"

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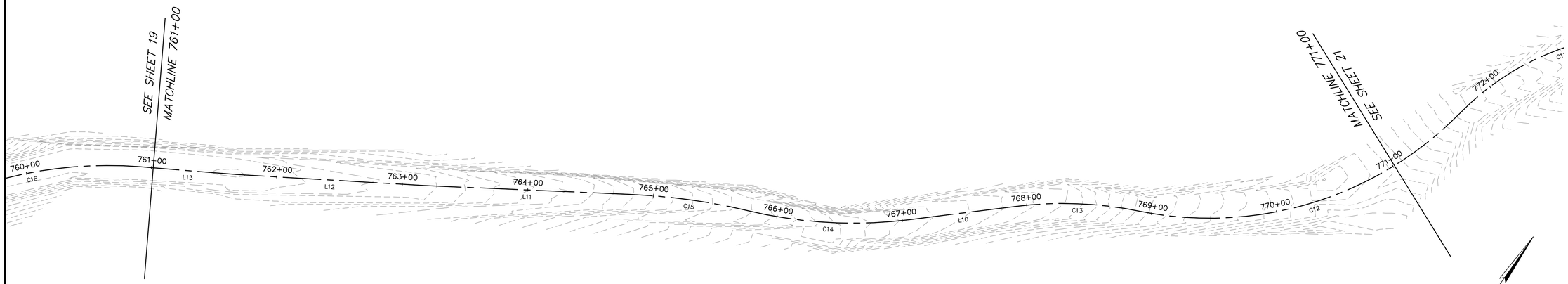
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
751+00 - 761+00

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 19



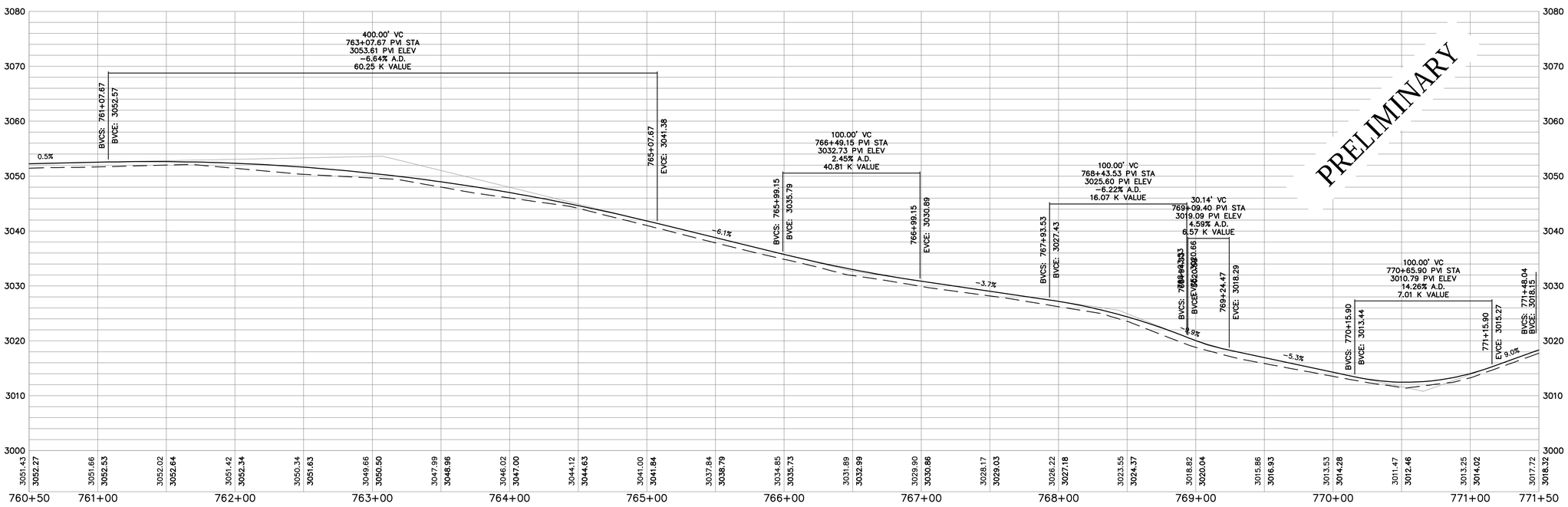
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 1/2" 0" 1"

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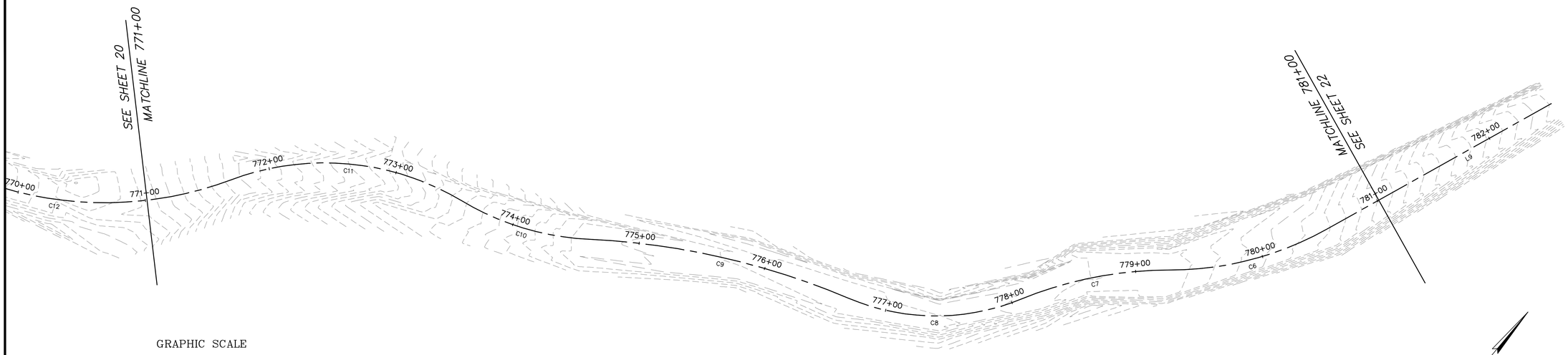
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
761+00 - 771+00

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 20



GRAPHIC SCALE

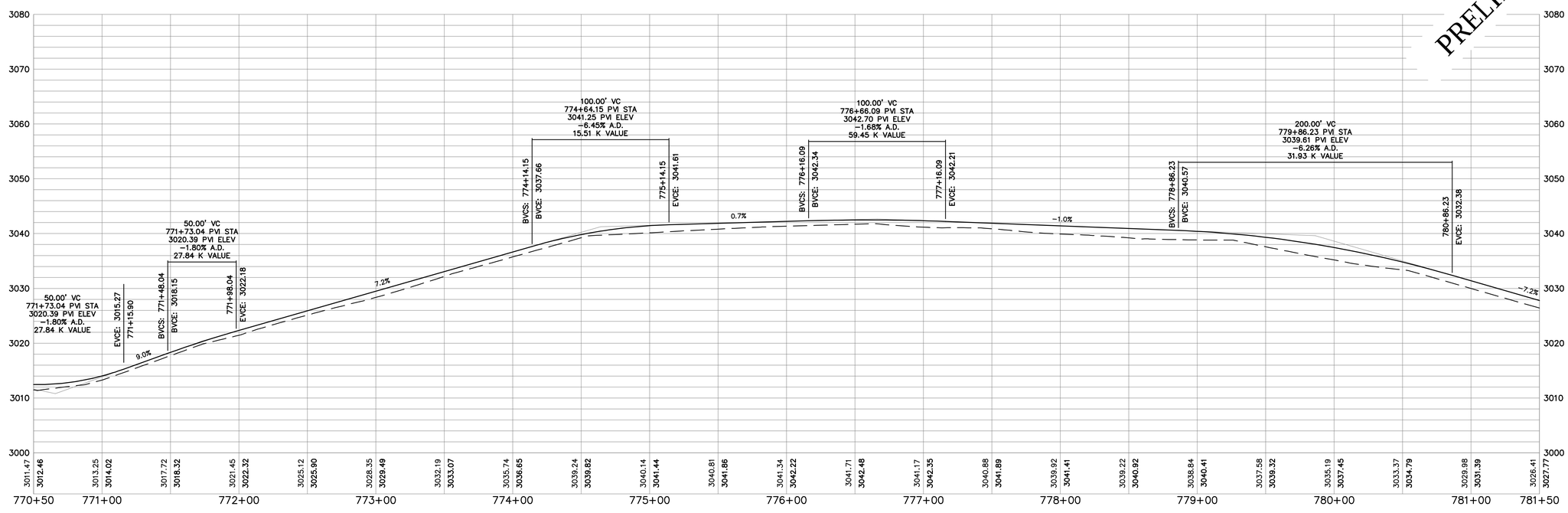
40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'

PRELIMINARY



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 1/2" 0" 1"

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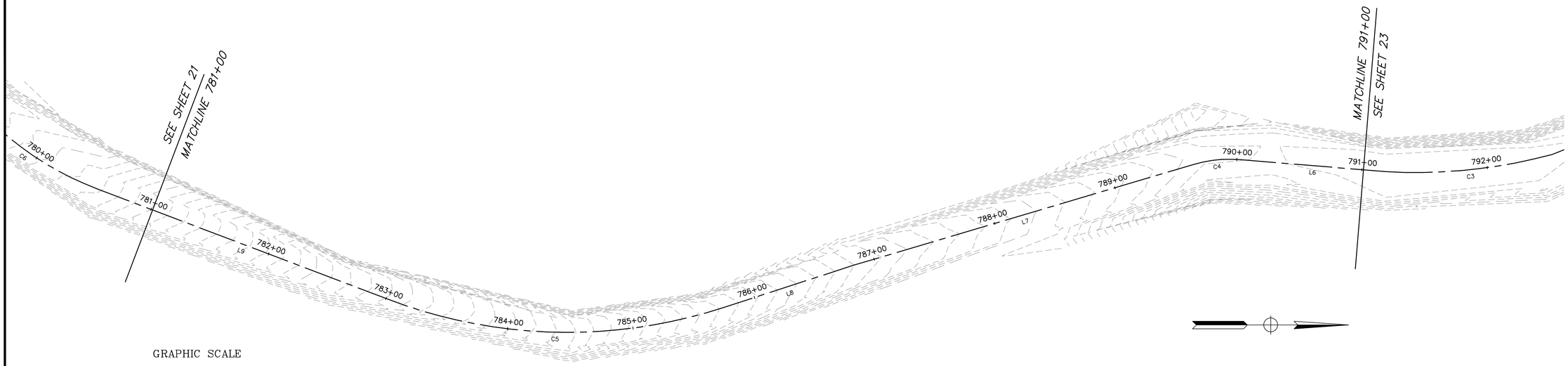
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
771+00 - 781+00

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 21



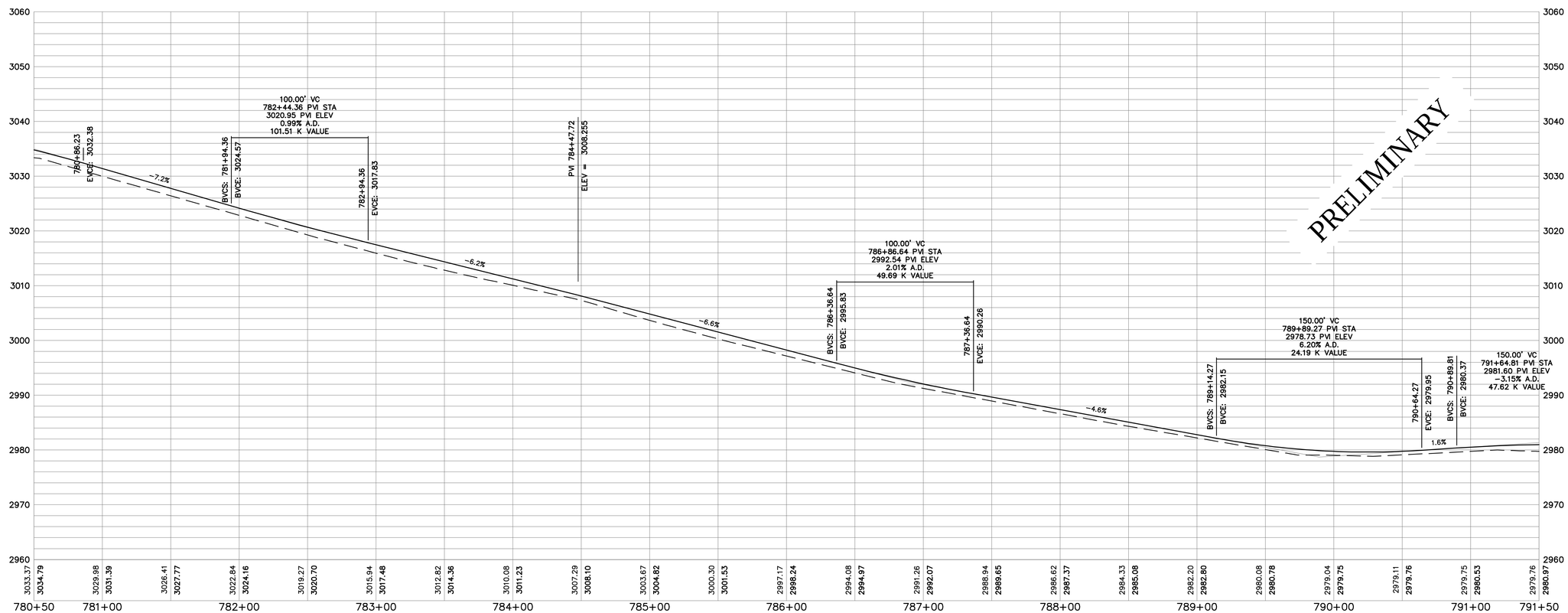
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 0" 1/2" 1"

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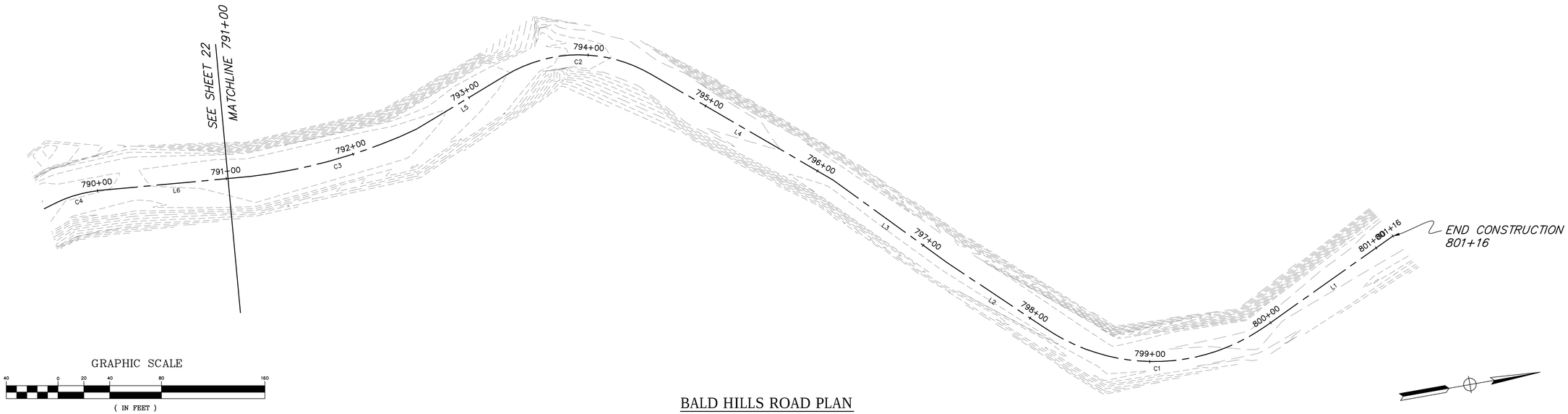
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
781+00 - 791+00

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1" = 40'
PROJECT NO: #
DRAWING NO: 22



GRAPHIC SCALE

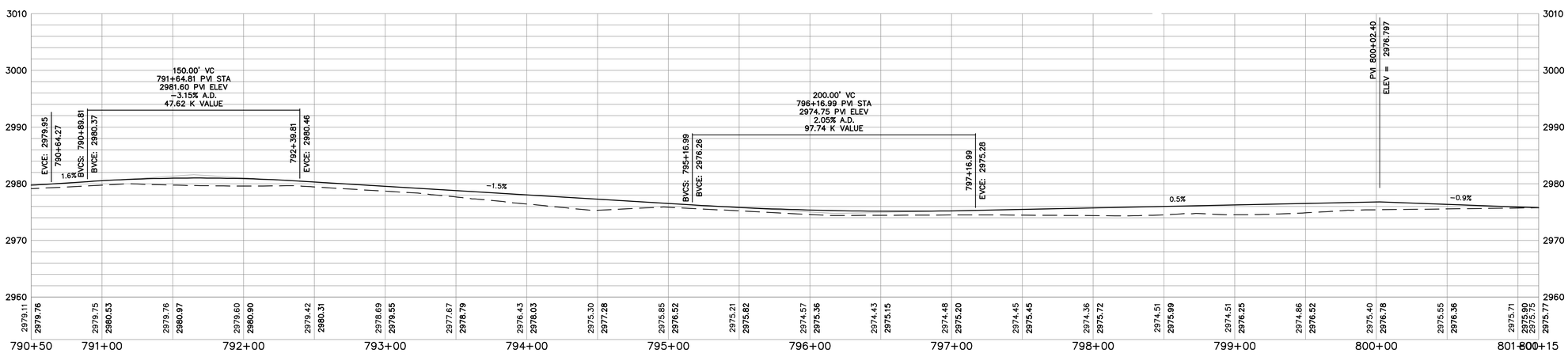
40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BALD HILLS ROAD PLAN

1" = 40'

PRELIMINARY



BALD HILLS ROAD PROFILE

H: 1" = 40'
V: 1" = 10'

1" 1/2" 0" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
PLAN & PROFILE
791+00 - 801+15

DRAWN BY: STG

DESIGN BY: TVCE

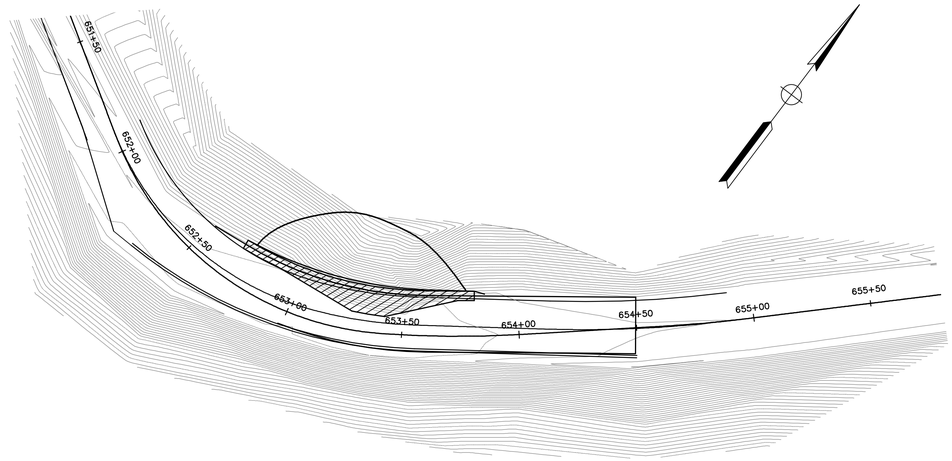
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 23



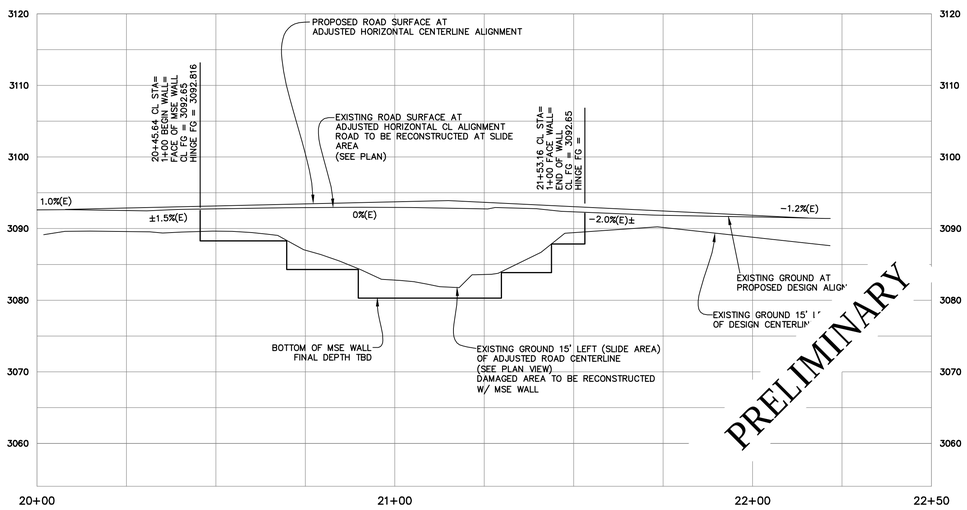
GRAPHIC SCALE

20 0 20 20 40 80

(IN FEET)
1 inch = 20 ft.

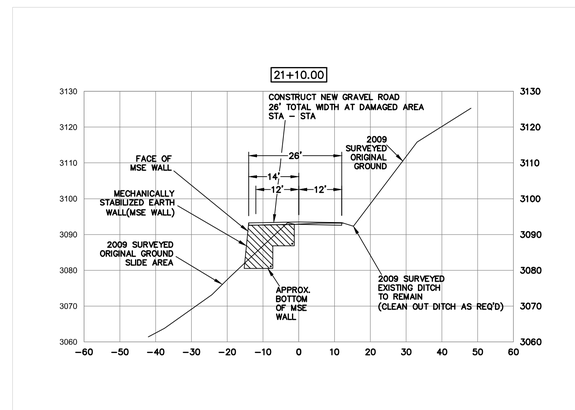
BALD HILLS ROAD PLAN

H: 1" = 20'



BALD HILLS ROAD PLAN

H: 1" = 20'
V: 1" = 10'



PRELIMINARY
(PLANS IN PROGRESS)
(SUBJECT TO CHANGE)

1" 1/2" 0" 1"

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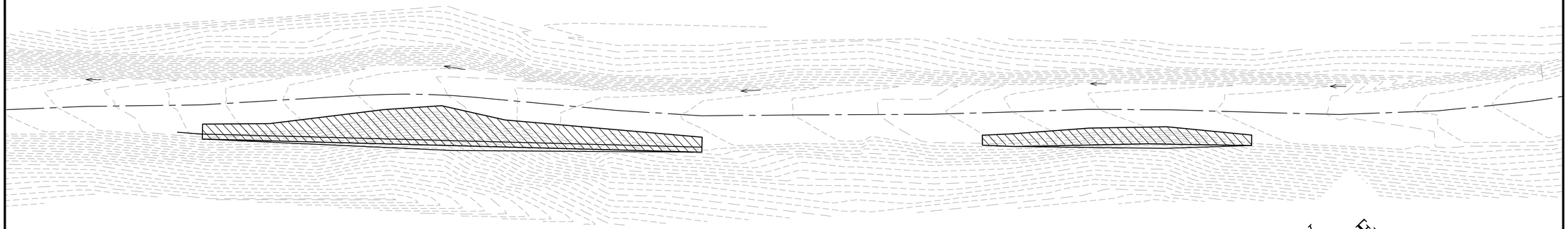
REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
REPAIR AREA MP 19.3
PLAN & PROFILE

DRAWN BY: STG
DESIGN BY: TVCE
CHECKED BY: JTM
DATE OF ISSUE: JANUARY 2011
SCALE: H: 1"=40'
PROJECT NO: #
DRAWING NO: 24



GRAPHIC SCALE

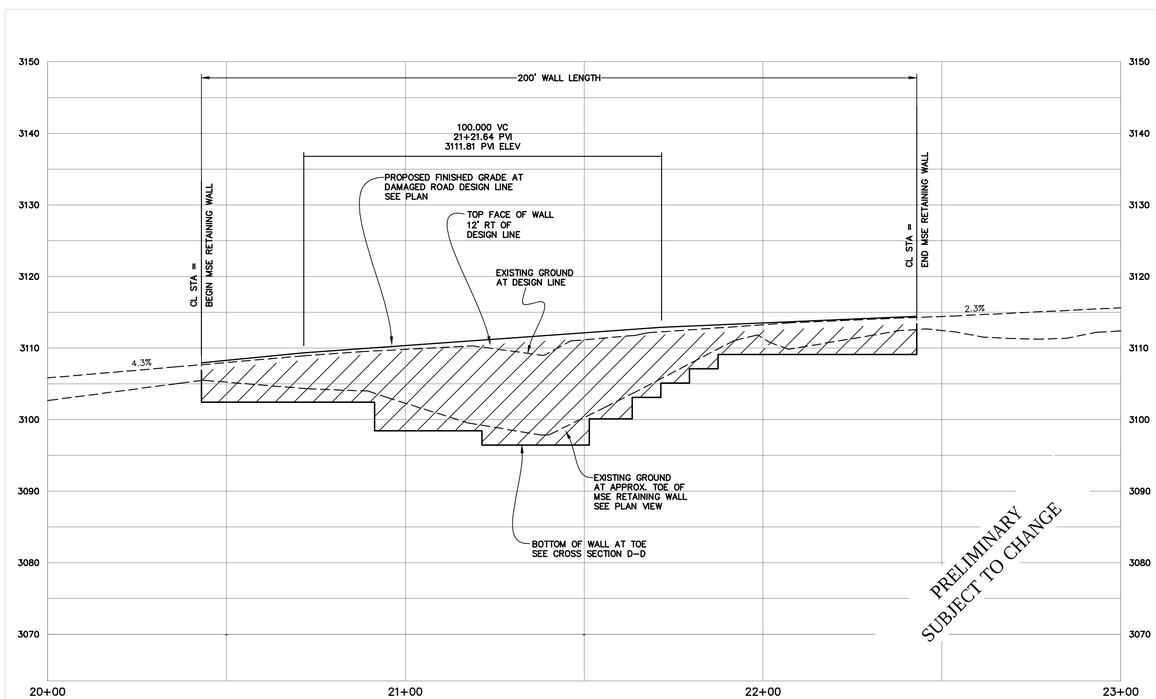
20 0 20 20 40 80

(IN FEET)
1 inch = 20 ft.

BALD HILLS ROAD PLAN
ROAD REPAIR AREAS

H: 1" = 20'

PRELIMINARY
SUBJECT TO CHANGE



BALD HILLS ROAD MSE WALL #1 PROFILE

H: 1" = 20'
V: 1" = 10'

1" 1/2" 0" 1"

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
REPAIR AREAS
MSE WALLS
PLAN & PROFILE

DRAWN BY: STG

DESIGN BY: TVCE

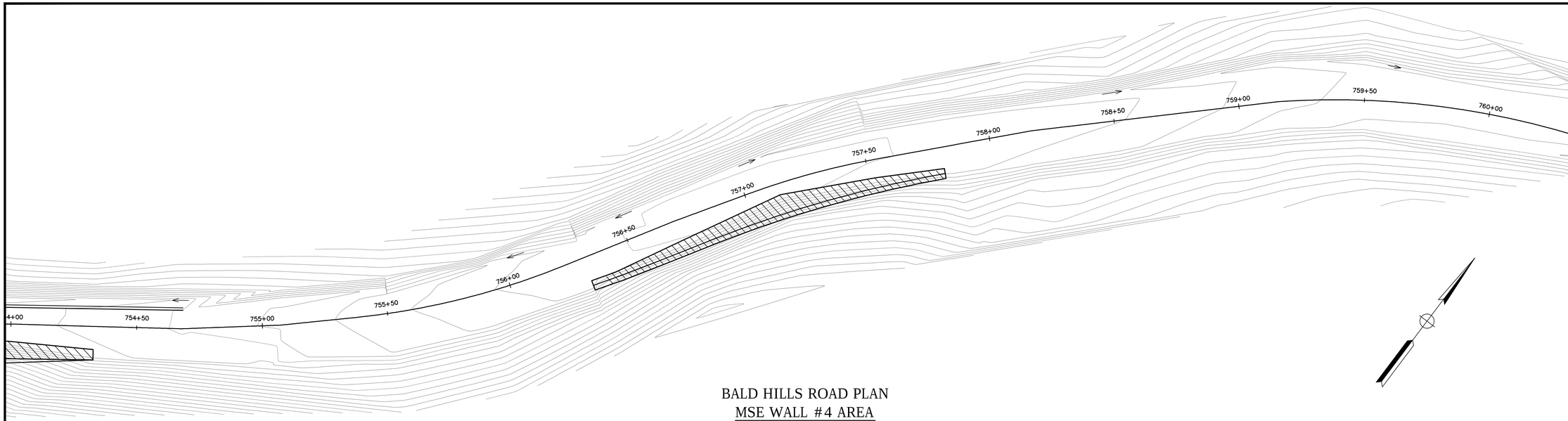
CHECKED BY: JTM

DATE OF ISSUE: JANUARY 2011

SCALE: H: 1" = 40'

PROJECT NO: #

DRAWING NO: 25



BALD HILLS ROAD PLAN
MSE WALL #4 AREA
H: 1" = 20'

GRAPHIC SCALE

20 0 20 20 40 80

(IN FEET)
1 inch = 20 ft.

PRELIMINARY
(SUBJECT TO CHANGE)

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REV	DATE	DESCRIPTION	DWN BY	DES BY	CHK BY	APP BY

BALD HILLS ROAD
REPAIR AREAS
PLAN & PROFILE

DRAWN BY:
STG

DESIGN BY:
TVCE

CHECKED BY:
JTM

DATE OF ISSUE:
JANUARY 2011

SCALE:
H: 1" = 40'

PROJECT NO:
#

DRAWING NO:
26

1" 1/2" 0" 1"