PUBLIC MEETING MAP
PROJECT TIP R–5757

NORTHAMPTON COUNTY
NC 305 FROM SEABOARD TOWN LIMITS
TO THE HERTFORD COUNTY LINE

ROLL 2 OF 3

FROM NC 305, APPROX. 1
MILE PAST SR 1115
(HARRINGTON RD) TO
APPROX. ½ MILE ONTO
JEFFERSON ST

PUBLIC MEETING MAP
PROJECT TIP R–5757
NORTHAMPTON COUNTY
NC 305 FROM SEABOARD TOWN LIMITS
TO THE HERTFORD COUNTY LINE
ROLL 2 OF 3

MATCHLINE –L1– STA 430+00.00
(SEE SHEET 1)
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
SR 1502
(GRIFFIN RD)
SR 1502
(GRIFFIN RD)
SR 1503
(LASKER RD)
SR 1118
(BOLTON RD)
SR 1122
(BRASWELL RD)
305
SR 1121
(DUKES SERVICE RD)
SR 1501
(DUSTY HILL RD)
SR 1124
(JOHN DARDEN RD)
305
158
MATCHLINE –L2– STA 430+00.00
(SEE SHEET 3)
NAD 83
℄ –L–
22′
8′
VAR. 4′–6′
11′
11′
VAR. 4′–6′
2′
PS
2′
PS
GRADE
POINT
EXISTING GROUND
3:1 MAX
4:1
.08
.02
.02
.02
.02
.08
3:1 MAX
EXISTING GROUND
GRADE TO THIS LINE
TYPICAL

Prepared in the
Office of:

SUMMIT
DESIGN AND ENGINEERING SERVICES

NC FIRM LICENSE No: P-0339
320 Executive Court
Hillsborough, NC 27278
(919) 732-3883
(919) 732-6676 (FAX)

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

400 200 0 400 800
PLANS

DESIGN DATA
Functional Class. = MAJOR COLLECTOR (–L1–)
PRINCIPAL ARTERIAL (–L2–)
MAJOR COLLECTOR (–L3–)
Design Speed = 25 MPH – 60 MPH
Max. Superelev. = 0.04 – 0.08

LEGEND

🟫	BUILDINGS
🟩	EXISTING RIGHT OF WAY
🟩	PROPOSED RIGHT OF WAY
▨	PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
🟧	EXISTING ROADWAY TO BE RESURFACED
🟨	PROPOSED ROADWAY
🟥	PROPOSED STRUCTURES, ISLAND, BUS PAD, CURB AND GUTTER
▨	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
▨	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
🟦	LAKES, RIVER, STREAMS AND PONDS
🟪	EXISTING UTILITY EASEMENT
🟩	PROPERTY LINES
– WLB –	WETLAND LIMITS BOUNDARY
— — —	CUT SLOPE
— — —	FILL SLOPE
—·—·—	COUNTY LINE

LEGEND
BUILDINGS
EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY
PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
EXISTING ROADWAY TO BE RESURFACED
PROPOSED ROADWAY
PROPOSED STRUCTURES, ISLAND, BUS PAD, CURB AND GUTTER
EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
LAKES, RIVER, STREAMS AND PONDS
EXISTING UTILITY EASEMENT
PROPERTY LINES
WETLAND LIMITS BOUNDARY
CUT SLOPE
FILL SLOPE
COUNTY LINE

UTILITY INFORMATION:
TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER DISPLAYS. THE UTILITY INFORMATION SHOWN ON THESE MAPS IS LIMITED TO LOCATION OF MAJOR EXISTING AND POTENTIAL UTILITY EASEMENTS. THE DESIGNS SHOWN ON THE MAPS, INCLUDING UTILITY EASEMENT, ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.

PUBLIC MEETING MAP
PROJECT TIP R–5757
NORTHAMPTON COUNTY
NC 305 FROM SEABOARD TOWN LIMITS
TO THE HERTFORD COUNTY LINE
ROLL 2 OF 3

PROJECT REFERENCE NO.	SHEET NO.
R-5757	12

R/W SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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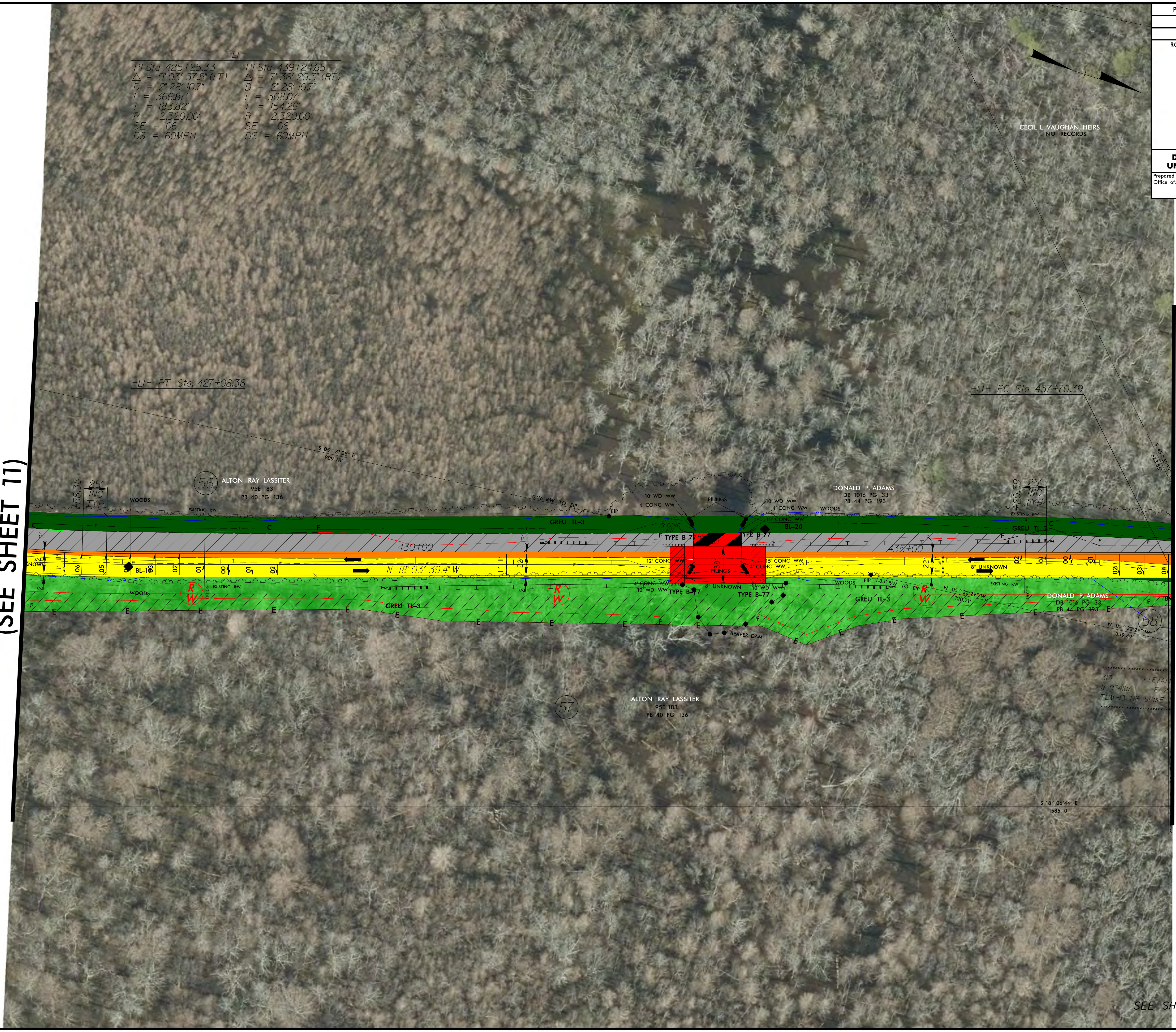
-L1-

PI Sta 425+25.33	PI Sta 439+24.65
Δ = 9° 03' 37.5" (LT)	Δ = 7° 36' 29.3" (RT)
D = 2° 28' 10.7"	D = 2° 28' 10.7"
L = 366.87'	L = 308.07'
T = 183.82'	T = 154.26'
R = 2,320.00'	R = 2,320.00'
SE = .06	SE = .06
DS = 60MPH	DS = 60MPH


MATCHLINE -L1- STA 426+00.00 (SEE SHEET 11)
MATCHLINE -L1- STA 437+75.00 (SEE SHEET 13)
-L1- PT Sta. 427+08.38
-L1- PC Sta. 437+70.39
CECIL L. VAUGHAN, HEIRS
NO RECORDS
56
ALTON RAY LASSITER
95E 183
PB 40 PG 136
S 05° 31'28" E
909.78'
158.38
25' INC TYP
WOODS
EXISTING R/W
C
F
T
W
2'
22'
11'
06
05
04
03
02
01
00
BL-19
430+00
N 18° 03' 39.4" W
R/W
60.00'
GREU TL-3
E
0.26' R/W TO EIP
EIP
10' WD WW
4' CONC WW
15' CONC WW
PILINGS
TYPE B-77
12' CONC WW
38'
8" UNKNOWN
BL-20
435+00
DONALD P. ADAMS
DB 1016 PG 33
PB 44 PG 193
1.33' R/W TO EIP
N 05° 32'29" W
120.71'
BEAVER DAM
57
120.39
S 45° 52'13"
623.55'
58
N 05° 32'29" W
339.49'
TBM
313
N 934187
ELEVAT
E 24
TBM-13 RR SPIKE
S 18° 06' 44" E
1585.10'

SEE SHEET 45 FOR -L1-5A- PROFILE

8/17/99

REVISIONS

$$$$$SYSTIME$$$$
R-5757_Rdy_psh_12_PHM.dgn
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8/17/99

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-5757	13

R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

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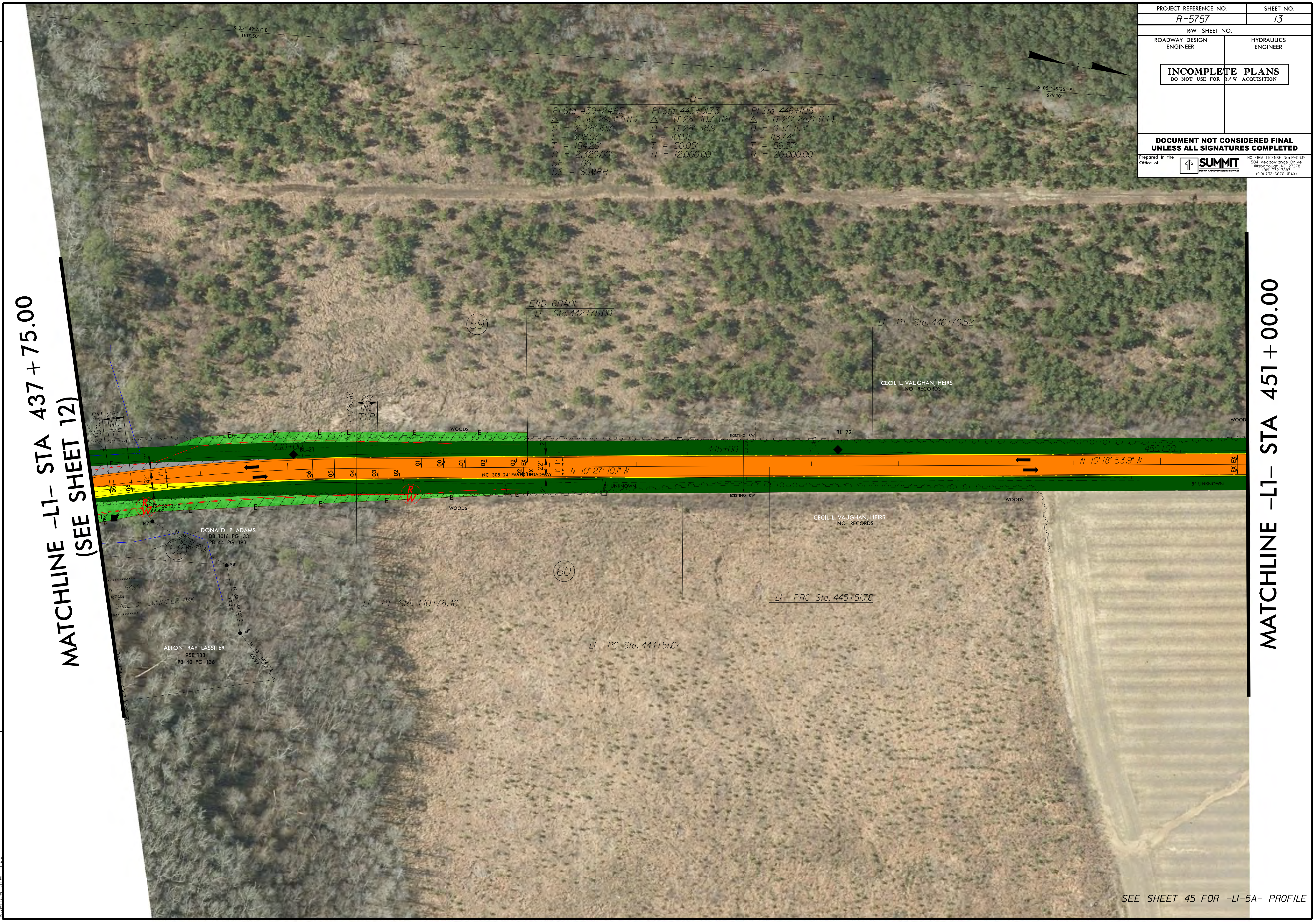

S 05^49'25" E
1107.50'
S 05^49'25" E
679.10'
-L1-
PI Sta 439+24.65
Δ = 7° 36' 29.3" (RT)
D = 2° 28' 10.7"
L = 308.07'
T = 154.26'
R = 2,320.00'
SE = 06
DS = 60MPH
PI Sta 445+01.73
Δ = 0° 28' 40.7" (RT)
D = 0° 28' 38.9"
L = 100.11'
T = 50.05'
R = 12,000.00'
PI Sta 446+11.15
Δ = 0° 20' 24.6" (LT)
D = 0° 17' 11.3"
L = 118.74'
T = 59.37'
R = 20,000.00'
END GRADE
-L1- Sta. 442+75.00
59
-L1- PT Sta. 446+70.52
CECIL L. VAUGHAN, HEIRS
NO RECORDS
+95.39
25'
INC
TYP
+78.46
25'
INC
TYP
WOODS
440+00
BL-21
EXISTING R/W
BL-22
445+00
450+00
WOOD
N 10° 27' 10.1" W
N 10° 18' 53.9" W
NC 305 24' PAVED ROADWAY
22'
11'
2'
EX
8" UNKNOWN
60.00'
E
F
R/W
N 45^52'13" E
29.43'
EIP
DONALD P. ADAMS
DB 1016 PG 33
PB 44 PG 193
N 20^27'50" E
99.00'
58
N = 54.90
BASE OF 30" WATER OAK
N 68^44'15" E
79.33'
N 43^44'44" E
65.99'
ALTON RAY LASSITER
95E 183
PB 40 PG 136
WOODS
-L1- PT Sta. 440+78.46
60
CECIL L. VAUGHAN, HEIRS
NO RECORDS
-L1- PRC Sta. 445+51.78
-L1- PC Sta. 444+51.67
MATCHLINE -L1- STA 437+75.00
(SEE SHEET 12)
MATCHLINE -L1- STA 451+00.00

SEE SHEET 45 FOR -L1-5A- PROFILE

$$$$$$SYSTIME$$$$$
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	14

R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
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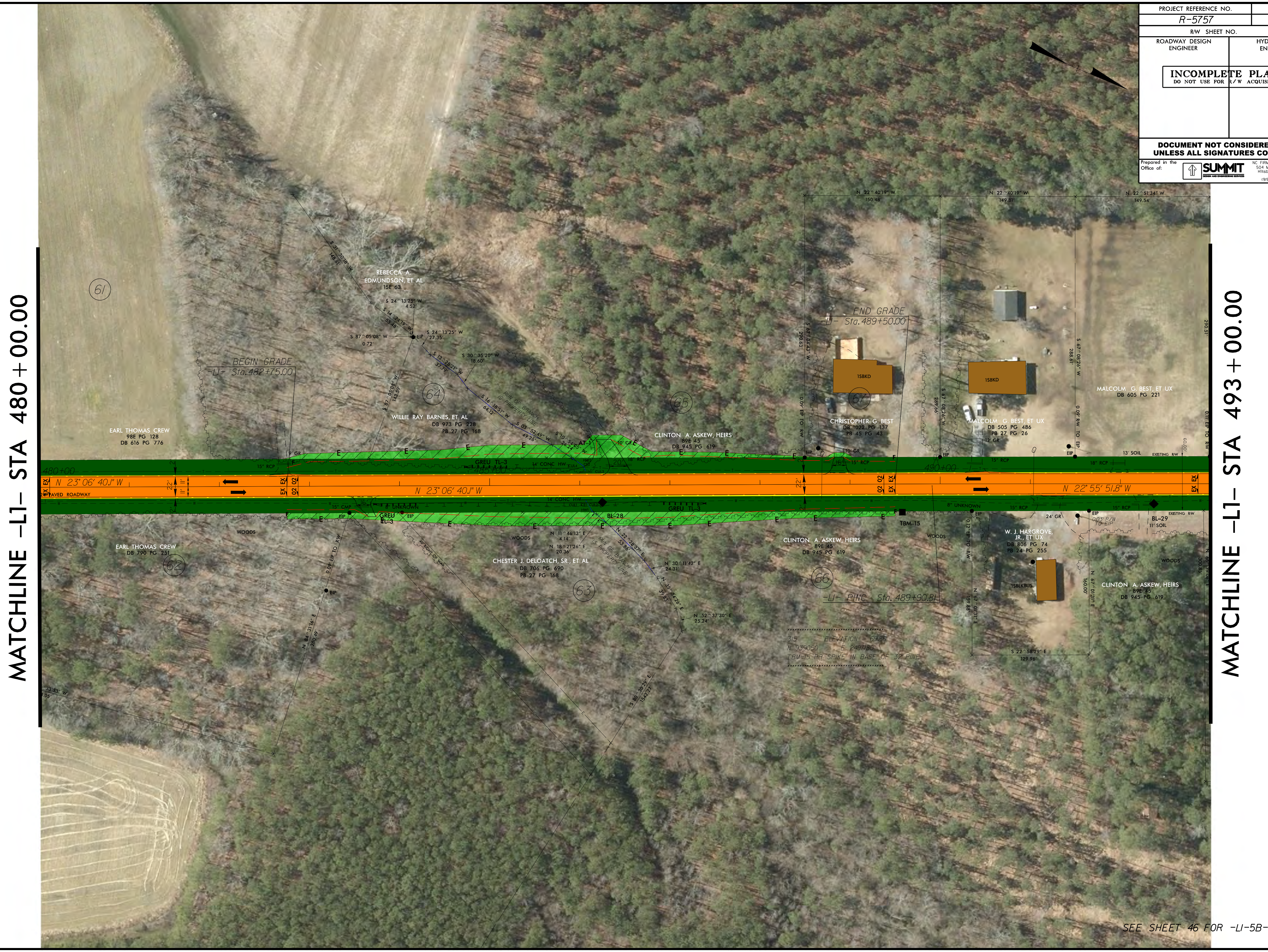

MATCHLINE -L1- STA 480+00.00
MATCHLINE -L1- STA 493+00.00
61
EARL THOMAS CREW
98E PG 128
DB 616 PG 776
62
EARL THOMAS CREW
DB 790 PG 251
REBECCA A. EDMUNDSON, ET AL
15E 63
S 31^30'18" W
148.61'
S 24^13'25" W
4.52'
S 14^24'19" W
55.48'
S 87^05'08" W
0.72'
EIP
S 24^13'25" W
27.35'
S 13^28'21" W
37.79'
S 30^35'20" W
18.60'
S 87^05'08" W
143.59'
BEGIN GRADE
-L1- Sta. 482+75.00
64
WILLIE RAY BARNES, ET AL
DB 973 PG 228
PB 27 PG 168
S 16^18'51" W
64.12'
S 03^52'49" W
49.26'
S 10^54'05" W
26.24'
RUN OF BRANCH IS PROPERTY LINE
65
CLINTON A. ASKEW, HEIRS
89E 45
DB 945 PG 619
AT-1
10' GR
20'
18" RCP
9' GR
15" RCP
480+00
N 23° 06' 40.1" W
24' PAVED ROADWAY
22'
11'
2'
EX
02
15" CMP
16'
8" UNKNOWN
GREU
TL-3
GREU TL-3
14' CONC HW
485+00
HW2
CE2
CUL4
CUL3
CUL1
CE1
CUL2
HW1
BL-28
E
F
T
W
WOODS
0.09' EIP TO R/W
40' RIGHT OF WAY
N 11^46'13" E
4.14'
N 18^21'26" E
20.36'
CHESTER J. DELOATCH, SR., ET AL
DB 706 PG 690
PB 27 PG 168
63
N 22^28'37" E
53.86'
N 30^11'42" E
24.31'
N 35^34'26" E
39.83'
N 52^37'30" E
25.24'
N 84^31'16" E
280.49'
^33'33" W
4.05'
S 80^30'29" E
1542.27'
N 22^40'19" W
150.48'
N 22^40'19" W
149.81'
N 22^51'34" W
149.54'
END GRADE
-L1- Sta. 489+50.00
S 67^04'43" W
290.63'
1SBKD
67
CHRISTOPHER G. BEST
DB 1022 PG 137
PB 45 PG 43
10' GR
S 67^08'26" W
289.66'
MALCOLM G. BEST, ET UX
DB 505 PG 486
PB 27 PG 26
12' GR
S 67^08'26" W
288.61'
0.09' RW TO EIP
MALCOLM G. BEST, ET UX
DB 605 PG 221
290.51'
0.11' EIP TO RW
13' SOIL
EXISTING RW
60.00'
490+00
N 22° 55' 51.8" W
15" RCP
18" RCP
TBM-15
CLINTON A. ASKEW, HEIRS
89E 45
DB 945 PG 619
66
-L1- PINC Sta. 489+90.81
0.12' EIP TO RW
24' GR
0.03' R/W TO EIP
BL-29
11' SOIL
W. J. HARGROVE, JR., ET UX
DB 806 PG 74
PB 24 PG 255
1SBLKBUS
N 67^01'31" E
159.88'
N 67^01'31" E
160.00'
S 22^58'29" E
129.96'
CLINTON A. ASKEW, HEIRS
89E 45
DB 945 PG 619
N 66^39'06" E
300.85'
315 ELEVATION = 69.86
N 939050 E 2497180
TBM-15 RR SPIKE IN BASE OF 32" PINE

SEE SHEET 46 FOR -L1-5B- PROFILE

8/17/99

REVISIONS

$$$$$$SYSTIME$$$$$
R-5757_Rdy-psh_14_PHM.dgn
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	15

R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
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(919) 732-3883
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REVISIONS

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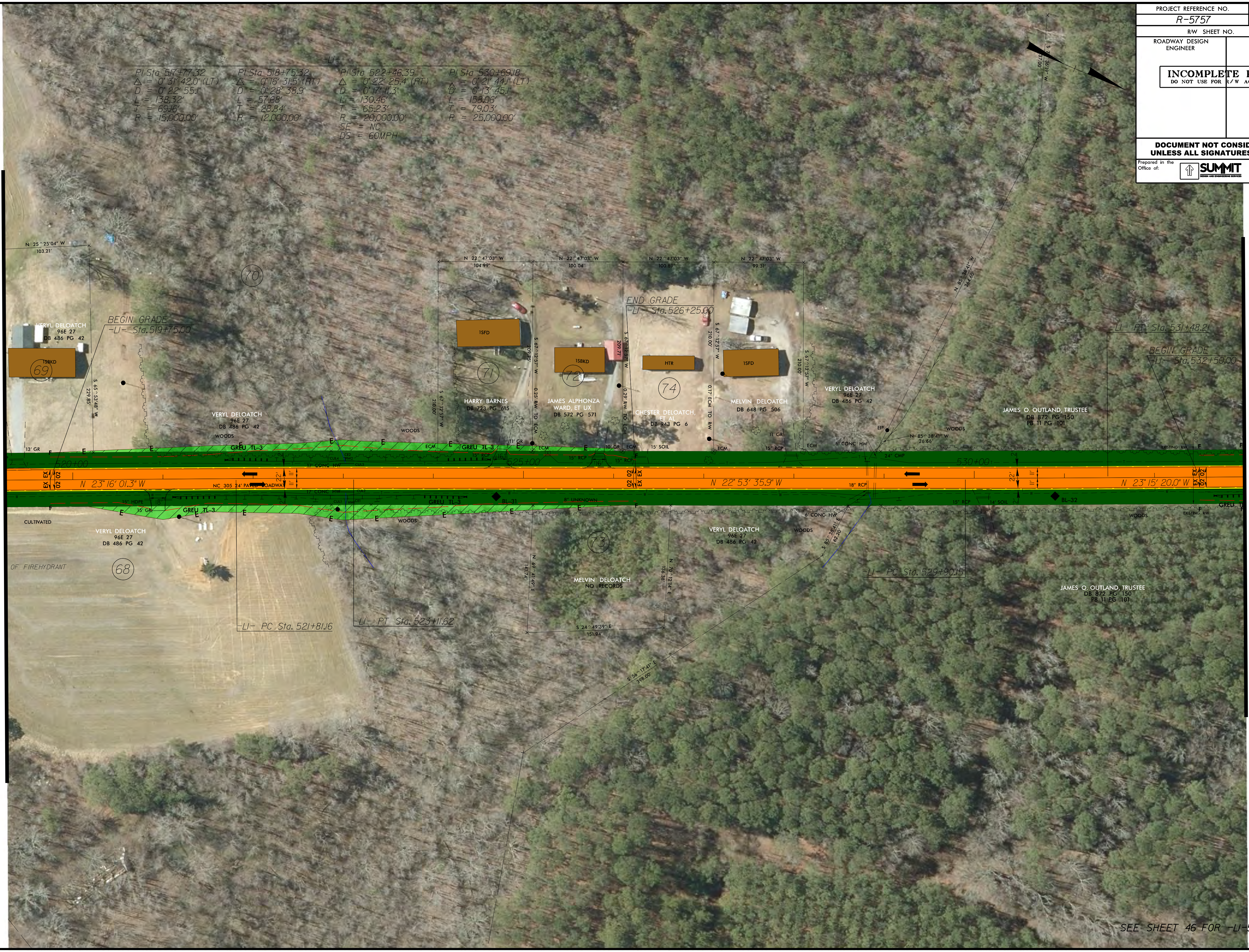
MATCHLINE -L1- STA 519+25.00



-L1-

PI Sta 517+77.32	PI Sta 518+75.32	PI Sta 522+46.39	PI Sta 530+69.18
Δ = 0° 31′ 42.0″ (LT)	Δ = 0° 16′ 31.5″ (RT)	Δ = 0° 22′ 25.4″ (RT)	Δ = 0° 21′ 44.1″ (LT)
D = 0° 22′ 55.1″	D = 0° 28′ 38.9″	D = 0° 17′ 11.3″	D = 0° 13′ 45.1″
L = 138.32′	L = 57.68′	L = 130.46′	L = 158.06′
T = 69.16′	T = 28.84′	T = 65.23′	T = 79.03′
R = 15,000.00′	R = 12,000.00′	R = 20,000.00′	R = 25,000.00′
		SE = NC	
		DS = 60MPH	

N 25^25′04″ W
103.21′
70
VERYL DELOATCH
96E 27
DB 486 PG 42
1SBKD
69
BEGIN GRADE
-L1- Sta. 519+75.00
S 65^53′48″ W
229.85′
VERYL DELOATCH
96E 27
DB 486 PG 42
WOODS
N 22^47′03″ W
104.99′
N 22^47′03″ W
100.04′
N 22^47′03″ W
100.89′
N 22^47′03″ W
99.31′
1SFD
71
HARRY BARNES
DB 723 PG 615
1SBKD
72
JAMES ALPHONZA
WARD, ET UX
DB 572 PG 571
END GRADE
-L1- Sta. 526+25.00
HTR
74
CHESTER DELOATCH,
ET AL
DB 943 PG 6
1SFD
MELVIN DELOATCH
DB 648 PG 506
S 67^12′57″ W
210.00′
209.75′
209.71′
0.25′ RW TO ECM
0.29′ RW TO ECM
0.17′ ECM TO RW
VERYL DELOATCH
96E 27
DB 486 PG 42
N 85^38′41″ W
364.60′
EIP
N 85^38′41″ W
26.66′
WOODS
JAMES O. OUTLAND, TRUSTEE
DB 872 PG 150
PB 11 PG 101
-L1- PT Sta. 531+48.21
BEGIN GRADE
-L1- Sta. 532+50.00
13′ GR
GREU TL-3
ECM
11′ GR
10′ GR
15′ SOIL
15″ RCP
16′
6′ CONC HW
24″ CMP
EXISTING R/W
17′ CONC HW
CE2
HW2
CUL4
CUL3
520+00
525+00
530+00
EX
02
N 23° 16′ 01.3″ W
NC 305 24′ PAVED ROADWAY
22′
11′
N 22° 53′ 35.9″ W
N 23° 15′ 20.0″ W
18″ RCP
CUL2
CUL1
HW
CE1
15″ HDPE
18″
15′ GR
BL-31
8″ UNKNOWN
BL-32
14′ SOIL
CULTIVATED
VERYL DELOATCH
96E 27
DB 486 PG 42
OF FIREHYDRANT
68
-L1- PC Sta. 521+81.16
-L1- PT Sta. 523+11.62
73
N 69^41′49″ E
141.74′
N 70^12′14″ E
136.38′
MELVIN DELOATCH
NO RECORDS
S 24^49′39″ E
151.94′
S 56^17′41″ E
398.00′
VERYL DELOATCH
96E 27
DB 486 PG 42
WOODS
S 85^38′41″ E
62.20′
-L1- PC Sta. 529+90.15
JAMES O. OUTLAND, TRUSTEE
DB 872 PG 150
PB 11 PG 101

MATCHLINE -L1- STA 533+00.00
(SEE SHEET 16)

SEE SHEET 46 FOR -L1-5C- PROFILE

$$$$$$SYSTIME$$$$$
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8/17/99

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-5757	16

R/W SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

INCOMPLETE PLANS
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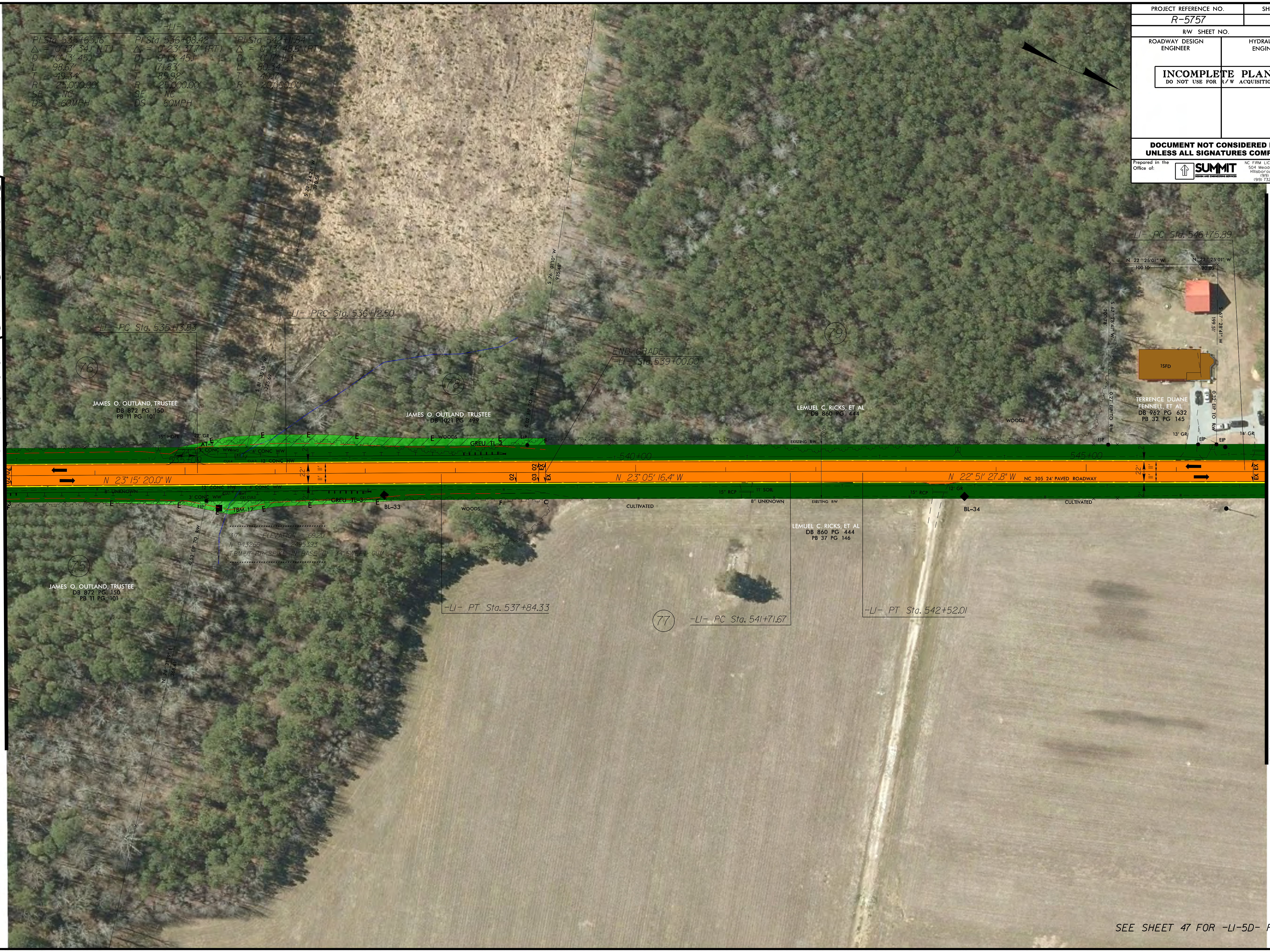
MATCHLINE -L1- STA 533+00.00 (SEE SHEET 15)



-L1-

PI Sta 535+63.16	PI Sta 536+98.42	PI Sta 542+11.84
Δ = 0° 13′ 34.1″ (LT)	Δ = 0° 23′ 37.7″ (RT)	Δ = 0° 13′ 48.6″ (RT)
D = 0° 13′ 45.1″	D = 0° 13′ 45.1″	D = 0° 17′ 11.3″
L = 98.67′	L = 171.83′	L = 80.34′
T = 49.34′	T = 85.92′	T = 40.17′
R = 25,000.00′	R = 25,000.00′	R = 20,000.00′
SE = NC	SE = NC	
DS = 60MPH	DS = 60MPH	

-L1- PC Sta. 535+13.83
-L1- PRC Sta. 536+12.50
END GRADE
-L1- Sta. 539+00.00
-L1- PT Sta. 537+84.33
-L1- PC Sta. 541+71.67
-L1- PT Sta. 542+52.01
-L1- PC Sta. 546+75.89
76
75
78
79
77
JAMES O. OUTLAND, TRUSTEE
DB 872 PG 150
PB 11 PG 101
JAMES O. OUTLAND, TRUSTEE
DB 1021 PG 499
JAMES O. OUTLAND, TRUSTEE
DB 872 PG 150
PB 11 PG 101
LEMUEL C. RICKS, ET AL
DB 860 PG 444
LEMUEL C. RICKS, ET AL
DB 860 PG 444
PB 37 PG 146
TERRENCE DUANE
FENNELL, ET AL
DB 962 PG 632
PB 32 PG 145
1SFD
S 79^24′24″ W
370.58′
S 81^35′18″ W
225.69′
S 76^01′10″ W
935.48′
N 79^21′19″ E
368.61′
N 22^25′01″ W
100.10′
N 22^25′01″ W
20.03′
S 67^28′41″ W
200.78′
S 67^28′41″ W
199.51′
0.53′ EIP TO R/W
0.02′ EIP TO R/W
0.27′ EIP TO R/W
0.32′ EIP TO R/W
EIP
15″ HDPE
22′ GR
AT-1
2′ CONC WW
HW2
CE2
4′ CONC WW
CUL4
CUL3
12′ CONC HW
12′ CONC HW
4′ CONC WW
CUL1
HW1
CE1
CUL2
3′ CONC WW
8″ UNKNOWN
535+00
540+00
545+00
N 23° 15′ 20.0″ W
N 23° 05′ 16.4″ W
N 22° 51′ 27.8″ W
NC 305 24′ PAVED ROADWAY
22′
11′
11′
2′
02
03
EX
GREU TL-3
GREU TL-3
TBM-17
BL-33
BL-34
WOODS
WOODS
WOODS
CULTIVATED
CULTIVATED
EXISTING R/W
EXISTING R/W
60.00′
15″ RCP
11′ SOIL
8″ UNKNOWN
15″ RCP
12′ GR
13′ GR
14′ GR
E
F
C
317 ELEVATION = 69.20
N 943266 E 2495393
TBM-17 RR SPIKE IN BASE OF 34″ SWEET GUM

MATCHLINE -L1- STA 547+00.00 (SEE SHEET 17)

SEE SHEET 47 FOR -L1-5D- PROFILE

$$$$$$SYSTIME$$$$$
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	17
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
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REVISIONS

8/17/99

$$$$$$SYSTIME$$$$$
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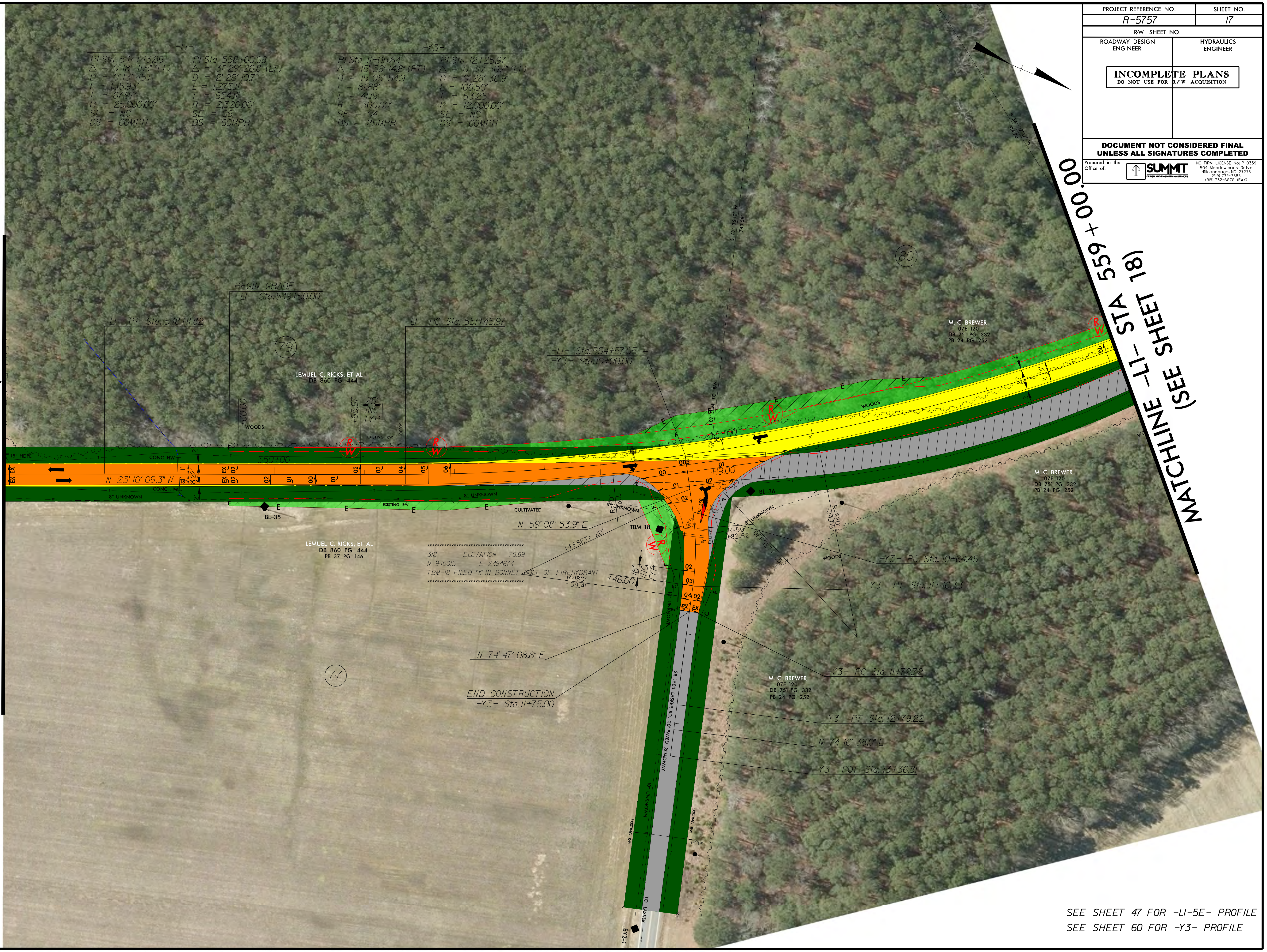
-L1-		-Y3-	
PI Sta 547+43.86	PI Sta 558+00.08	PI Sta 11+05.64	PI Sta 12+25.97
Δ = 0° 18' 41.5" (LT)	Δ = 31° 29' 26.8" (LT)	Δ = 15° 38' 14.8" (RT)	Δ = 0° 30' 30.7" (LT)
D = 0° 13' 45.1"	D = 2° 28' 10.7"	D = 19° 05' 54.9"	D = 0° 28' 38.9"
L = 135.93'	L = 1,275.11'	L = 81.88'	L = 106.50'
T = 67.97'	T = 654.11'	T = 41.19'	T = 53.25'
R = 25,000.00'	R = 2,320.00'	R = 300.00'	R = 12,000.00'
SE = NC	SE = 06	SE = 04	SE = NC
DS = 60MPH	DS = 60MPH	DS = 25MPH	DS = 60MPH


MATCHLINE -L1- STA 547+00.00
(SEE SHEET 16)
MATCHLINE -L1- STA 559+00.00
(SEE SHEET 18)
BEGIN GRADE
-L1- Sta.549+50.00
-L1- PT Sta. 548+11.82
-L1- PC Sta. 551+45.97
-L1- Sta.554+57.05 =
-Y3- Sta.10+00.00
79
80
77
LEMUEL C. RICKS, ET AL
DB 860 PG 444
LEMUEL C. RICKS, ET AL
DB 860 PG 444
PB 37 PG 146
M. C. BREWER
07E 120
DB 751 PG 332
PB 24 PG 252
WOODS
CULTIVATED
15" HDPE
CONC. HW
8" UNKNOWN
N 23° 10' 09.3" W
18" RCP
22'
550+00
555+00
EXISTING R/W
+60.00
+95.97
25' INC TYP
60.00'
BL-35
BL-36
TBM-18
ECM
1.07' ECM TO RW
+19.00
+35.00
BST ISL
6" CURB
18" RCP
8" DI
R=50'
+82.52
R=60'
+55.15
R=220'
+04.08
R=180'
+59.41
OFFSET= 20'
OFFSET= 25'
+46.00
16' INC TYP
N 59° 08' 53.9" E
318 ELEVATION = 75.69
N 945015 E 2494674
TBM-18 FILED "X" IN BONNET BOLT OF FIREHYDRANT
-Y3- PC Sta. 10+64.45
-Y3- PT Sta. 11+46.33
N 74° 47' 08.6" E
END CONSTRUCTION
-Y3- Sta.11+75.00
-Y3- PC Sta. 11+72.72
-Y3- PT Sta. 12+79.22
N 74° 16' 38.0" E
-Y3- POT Sta. 13+36.81
SR 1503 LASKER RD. 20' PAVED ROADWAY
10" UNKNOWN
TO LASKER
BY2-1
R/W

SEE SHEET 47 FOR -L1-5E- PROFILE
SEE SHEET 60 FOR -Y3- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
R-5757	18

R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

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(919) 732-6676 (FAX)

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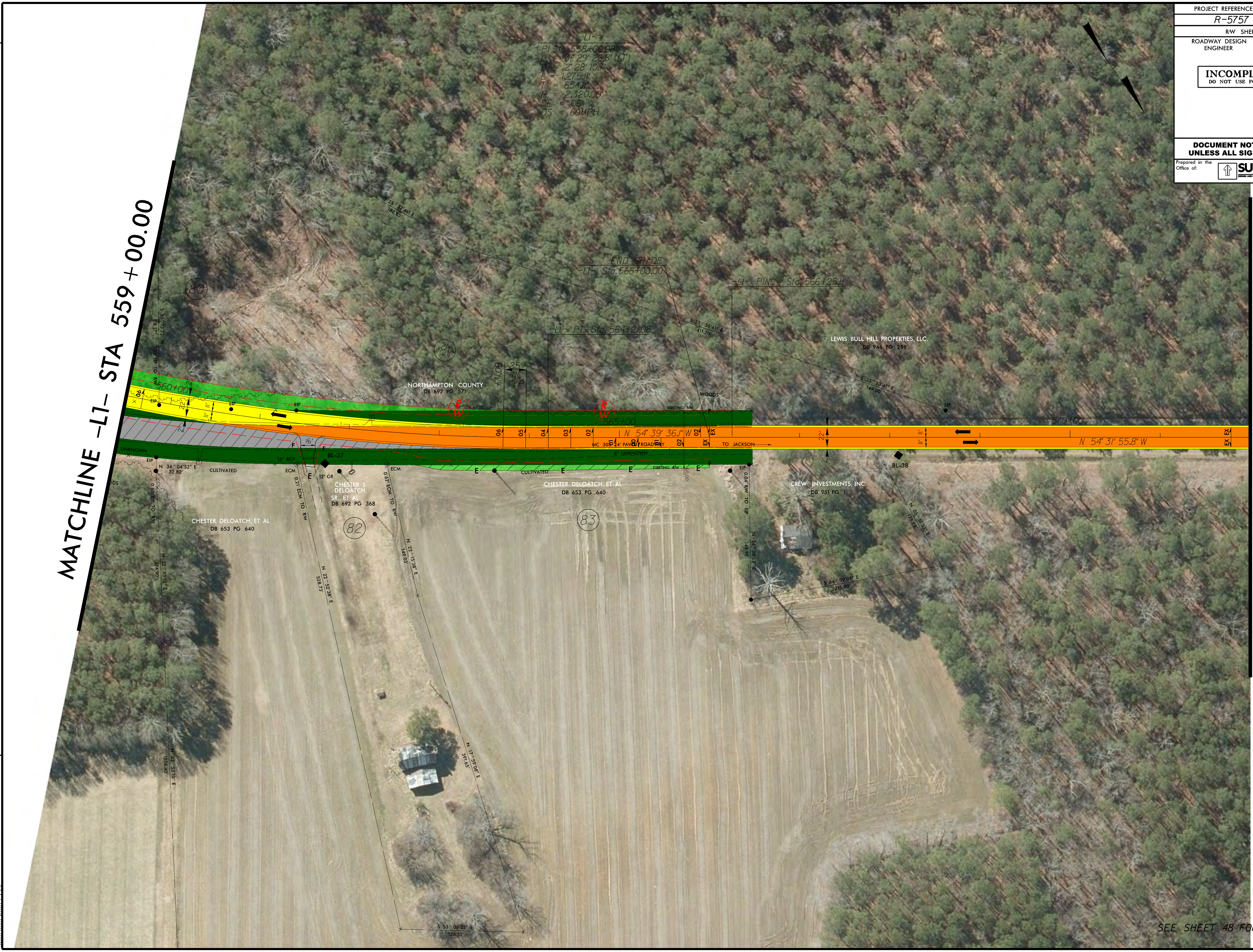

MATCHLINE -L1- STA 559+00.00
MATCHLINE -L1- STA 572+00.00
-L1-
PI Sta 558+00.08
Δ = 31° 29' 26.8" (LT)
D = 2° 28' 10.7"
L = 1,275.11'
T = 654.11'
R = 2,320.00'
SE = .06
DS = 60MPH
END GRADE
-L1- Sta. 566+00.00
-L1- PINC Sta. 566+25.11
-L1- PT Sta. 564+21.08
+71.09
25' INC TYP
S 25^32'41" E 180.85'
S 35^56'41" E 411.20'
S 35^23'41" E 149.00'
LEWIS BULL HILL PROPERTIES, LLC.
DB 946 PG 289
NORTHAMPTON COUNTY
DB 692 PG 571
WOODS
EXISTING R/W
R W
560+00
565+00
570+00
06
05
04
03
02
01
00
EX
N 54° 39' 36.1" W
N 54° 31' 55.8" W
NC 305 24' PAVED ROADWAY
TO JACKSON
8" UNKNOWN
UNKNOWN
22'
2'
11'
16'
F
E
EIP
ECM
15" RCP
12' GR
BL-37
BL-38
CULTIVATED
ODS
S 35^13'22" W 116.17'
1.33' EIP TO RW
N 34^04'52" E 32.82'
0.60' EIP TO RW
N 32^53'10" E 174.90'
N 32^55'10" E 1206.40'
0.21' ECM TO RW
N 22^52'38" E 528.73'
0.62' ECM TO RW
N 22^15'38" E 149.03'
N 17^59'08" E 391.65'
S 53^06'22" E 136.51'
CHESTER DELOATCH, ET AL
DB 653 PG 640
CHESTER J. DELOATCH, SR., ET AL
DB 692 PG 368
CREW INVESTMENTS, INC.
DB 951 PG 1
0.04' RW TO EIP
N 34^38'53" E 149.99'
N 05^51'53" E 128.99'
S 64^39'07" E 215.00'
80
81
82
83

SEE SHEET 48 FOR -LI-5E- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
R-5757	19

R/W SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

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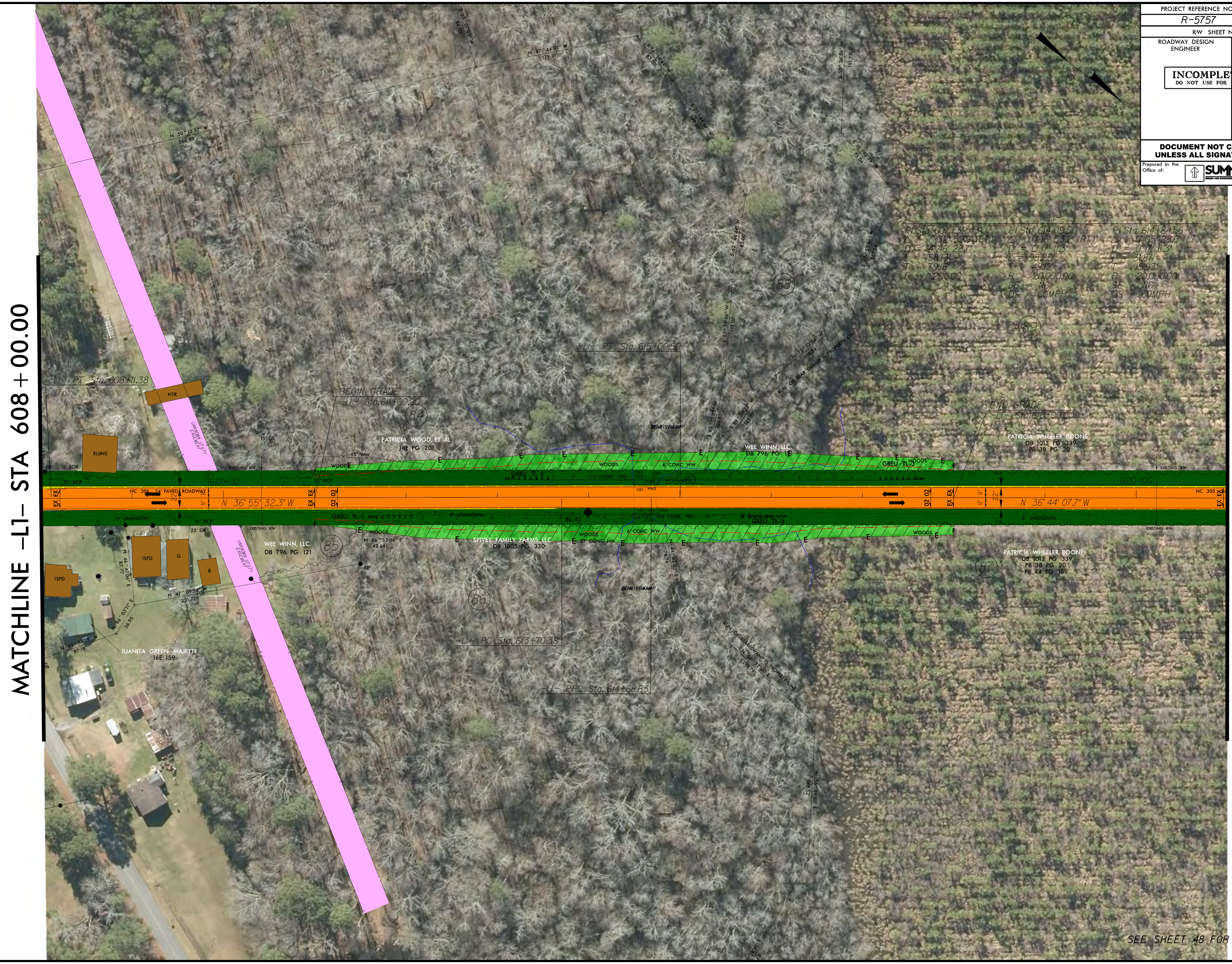
MATCHLINE -L1- STA 608+00.00
MATCHLINE -L1- STA 621+00.00
-L1- PT Sta. 608+11.38
BEGIN GRADE -L1- Sta. 611+00.00
-L1- PT Sta. 615+00.50
-L1- PC Sta. 613+70.38
-L1- PRC Sta. 614+68.63
END GRADE -L1- Sta. 618+00.00
610+00
615+00
620+00
N 36° 55' 32.3" W
N 36° 44' 07.7" W
NC 305 24' PAVED ROADWAY
NC 305
HTR
RUINS
1SFD
G
B
FLAG POLE
UNKNOWN UTILITY EASEMENT
EXISTING R/W
GREU TL-3
WOODS
6' CONC WW
27' CONC HW
8" UNKNOWN
15" RCP
12" RCP
48" WW
15' GR
22' GR
11' SOIL
BL-42
BEAR SWAMP
RUN OF BEAR SWAMP IS PROPERTY LINE
PATRICIA WOOD, ET AL 14E PG 201
WEE WINN, LLC. DB 796 PG 121
SPIVEY FAMILY FARMS, LLC. DB 1005 PG 330
JUANITA GREEN MAJETTE 16E 159
PATRICIA WHEELER BOONE DB 1013 PG 339 PB 38 PG 20
PATRICIA WHEELER BOONE DB 1013 PG 339 PB 38 PG 20 PB 44 PG 169
84
85
86
87
88
89

-L1-

PI Sta 607+32.43	PI Sta 614+19.51	PI Sta 614+84.56
Δ = 7° 32' 59.9" (RT)	Δ = 0° 16' 53.2" (RT)	Δ = 0° 05' 28.6" (LT)
D = 4° 46' 28.7"	D = 0° 17' 11.3"	D = 0° 17' 11.3"
L = 158.13'	L = 98.25'	L = 31.87'
T = 79.18'	T = 49.12'	T = 15.93'
R = 1,200.00'	R = 20,000.00'	R = 20,000.00'
	SE = NC	SE = NC
	DS = 60MPH	DS = 60MPH

SEE SHEET 48 FOR -L1-6- PROFILE

$$$$$$SYSTIME$$$$$$
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	20
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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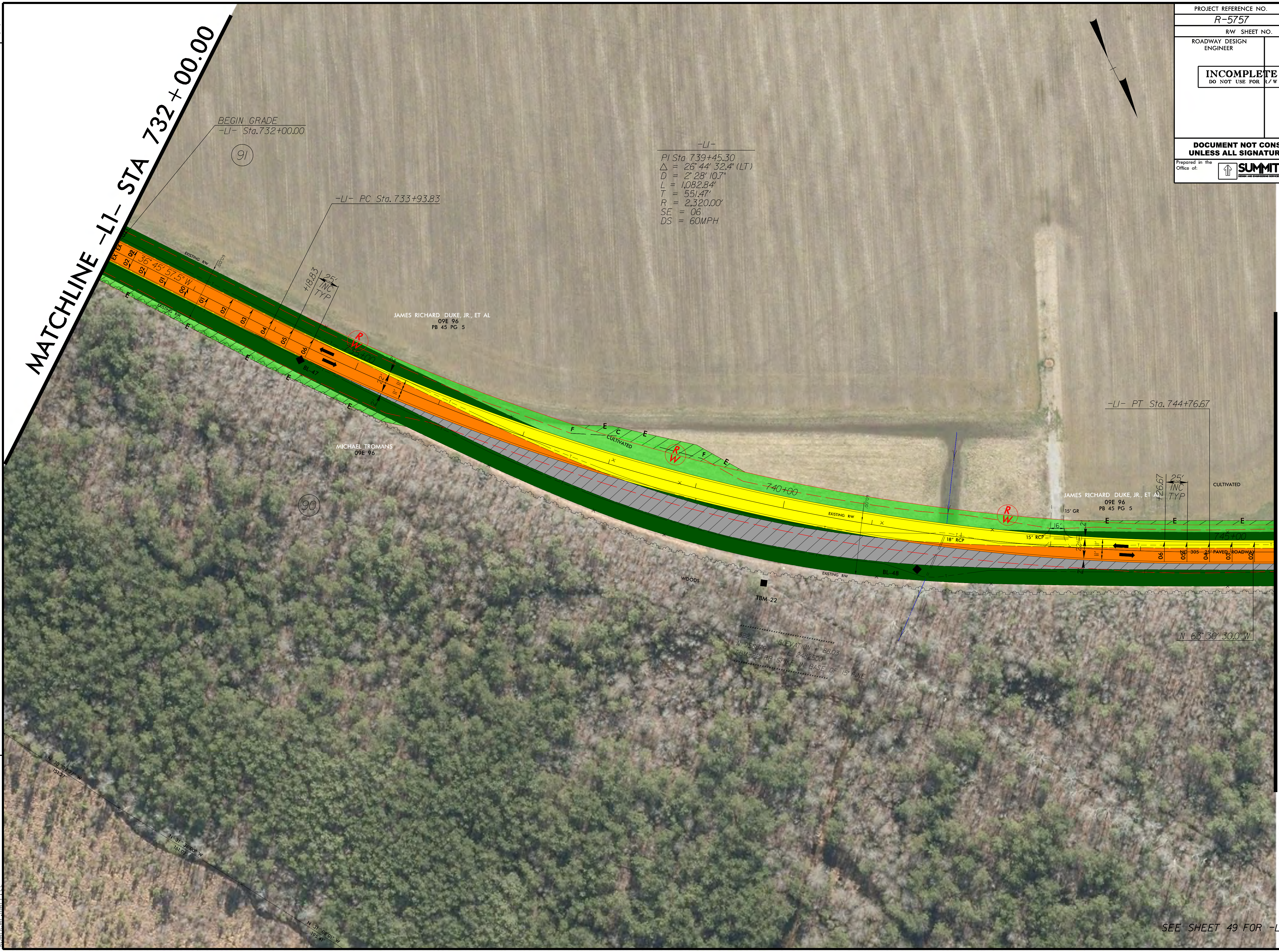
MATCHLINE -L1- STA 732+00.00
BEGIN GRADE
-L1- Sta.732+00.00
91
-L1- PC Sta.733+93.83
+18.83
25' INC TYP
N 36° 45' 57.5" W
EXISTING R/W
BL-47
JAMES RICHARD DUKE, JR., ET AL
09E 96
PB 45 PG 5
MICHAEL TROMANS
09E 96
90
CULTIVATED
R/W
740+00
18" RCP
15" RCP
15' GR
16'
BL-48
WOODS
TBM-22
-L1- PT Sta.744+76.67
+26.67
CULTIVATED
745+00
NC 305 25' PAVED ROADWAY
N 63° 30' 30.0" W
N 30^27'27" W
151.27'
N 31^36'00" W
161.02'
N 31^08'01" W
195.41'
MATCHLINE -L1- STA 745+50.00
(SEE SHEET 21)

-L1-
PI Sta 739+45.30
Δ = 26° 44' 32.4" (LT)
D = 2° 28' 10.7"
L = 1,082.84'
T = 551.47'
R = 2,320.00'
SE = 06
DS = 60MPH

322
N 958879 E 2482500
ELEVATION = 88.03
TBM-22 RR SPIKE IN BASE OF 15" PINE

SEE SHEET 49 FOR -L1-7- PROFILE

REVISIONS

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PROJECT REFERENCE NO.	SHEET NO.
R-5757	21
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
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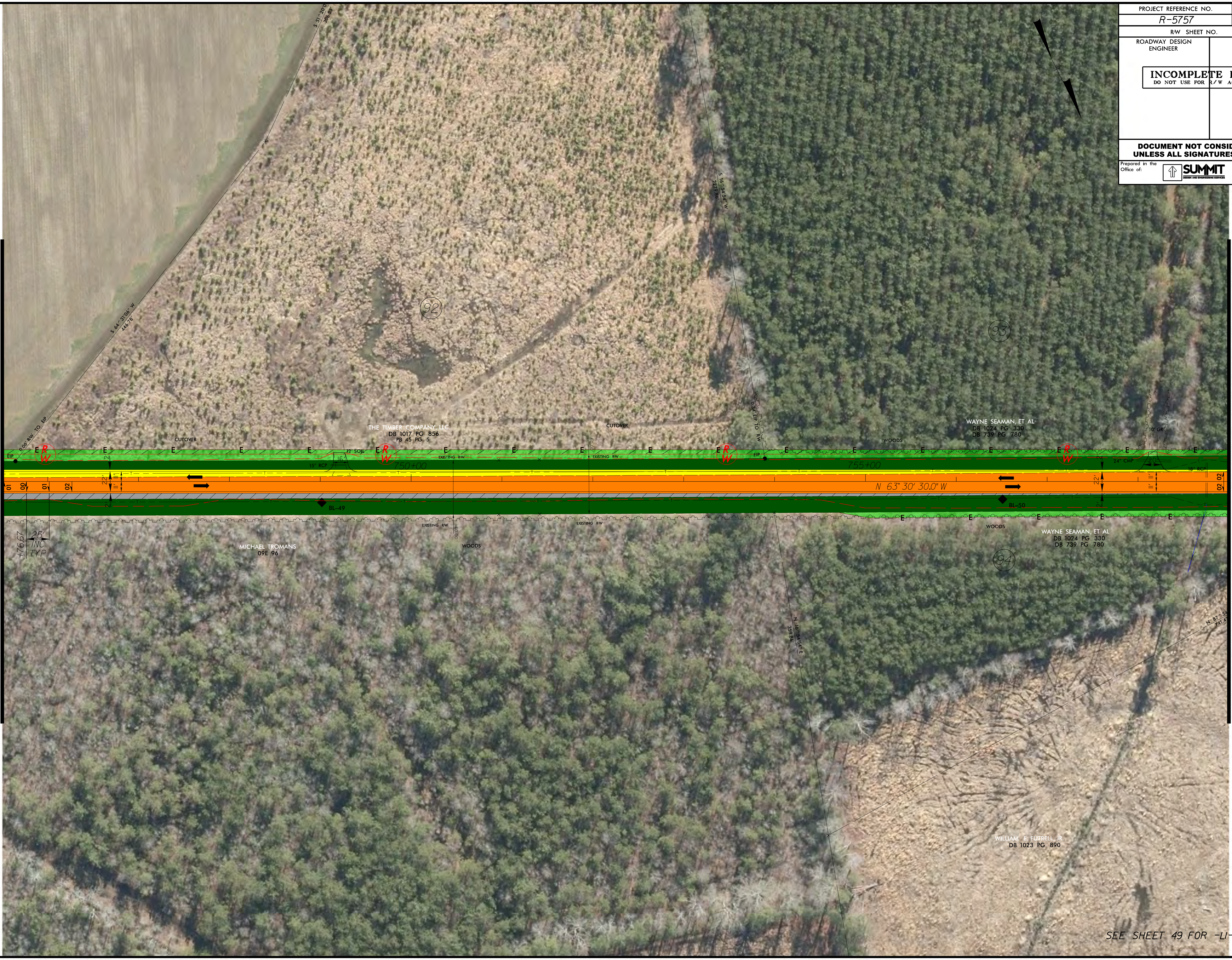
REVISIONS

MATCHLINE -L1- STA 745+50.00 (SEE SHEET 20)


S 51^20'0
306.53'
S 64^31'06" W
446.78'
0.06' R/W TO EIP
EIP
92
CUTOVER
THE TIMBER COMPANY, LLC.
DB 1017 PG 856
PB 45 PG 5
12' SOIL
16'
15" RCP
750+00
EXISTING R/W
BL-49
01
00
01
02
22'
11'
11'
2'
2'
+76.67
25'
INC
TYP
MICHAEL TROMANS
09E 96
WOODS
60.00'
S 16^54'54" W
2279.86'
CUTOVER
0.34' EIP TO R/W
EIP
93
755+00
N 63° 30' 30.0" W
WAYNE SEAMAN, ET AL
DB 1024 PG 330
DB 739 PG 780
WOODS
10' GR
24" CMP
20'
18" RCP
BL-50
02
02
94
N 16^54'54" E
359.86'
N 87^34
741.47
WILLIAM E. FUTRELL, JR.
DB 1023 PG 890

MATCHLINE -L1- STA 759+00.00 (SEE SHEET 22)

SEE SHEET 49 FOR -L1-7- PROFILE

$$$$$$SYSTIME$$$$$
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	22

R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
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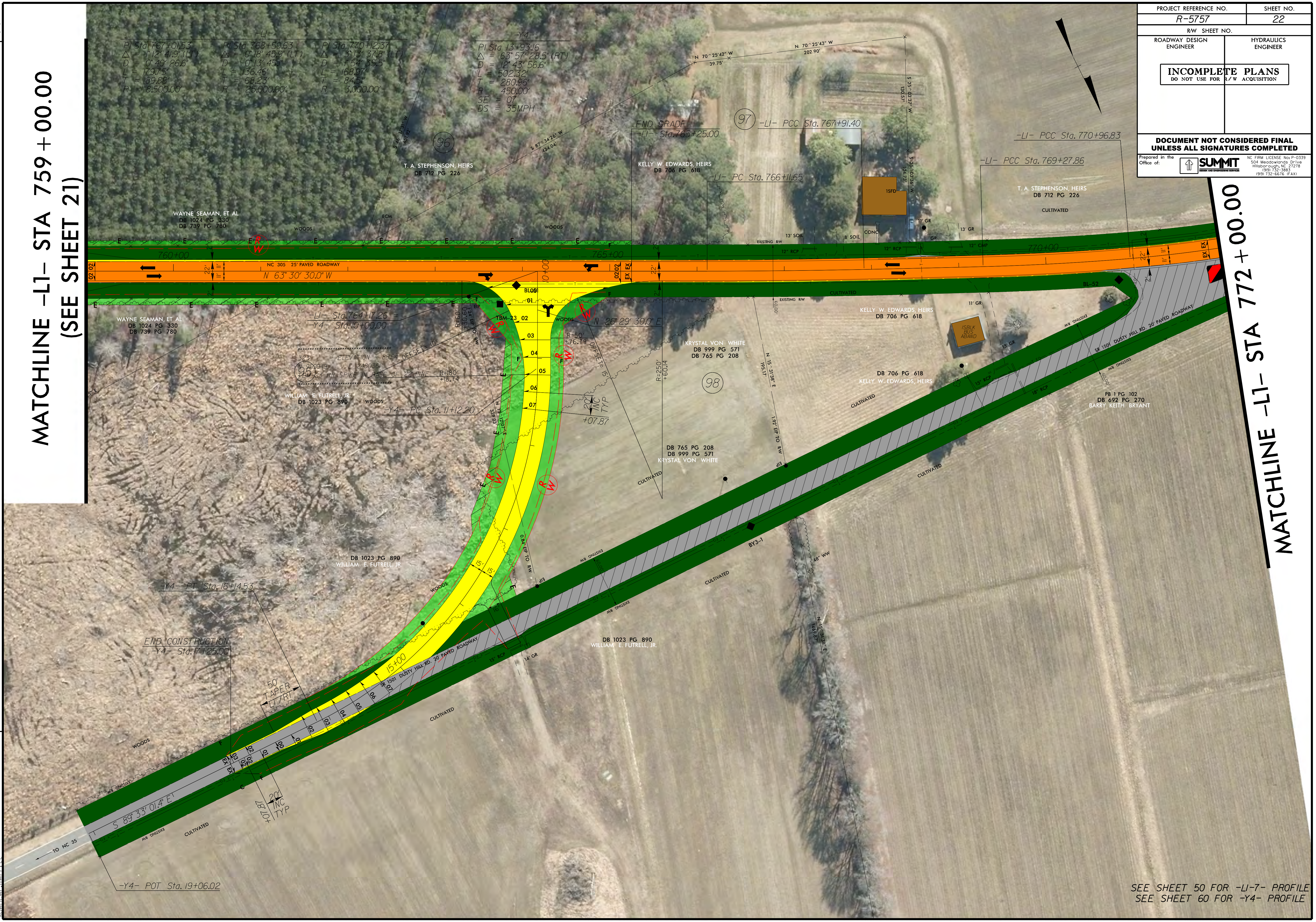
MATCHLINE -L1- STA 759+00.00
(SEE SHEET 21)
MATCHLINE -L1- STA 772+00.00
-LI-
PI Sta 767+01.53
Δ = 1° 12' 41.9" (LT)
D = 0° 40' 26.6"
L = 179.75'
T = 89.88'
R = 8,500.00'
PI Sta 768+59.63
Δ = 0° 18' 45.9" (LT)
D = 0° 13' 45.1"
L = 136.46'
T = 68.23'
R = 25,000.00'
PI Sta 770+12.37
Δ = 3° 13' 37.8" (LT)
D = 1° 54' 35.5"
L = 168.97'
T = 84.51'
R = 3,000.00'
-Y4-
PI Sta 13+93.16
Δ = 63° 57' 28.5" (RT)
D = 12° 43' 56.6"
L = 502.32'
T = 280.96'
R = 450.00'
SE = 07
DS = 35MPH
S 46° 17' 31" W 651.92'
96
T. A. STEPHENSON, HEIRS
DB 712 PG 226
S 87° 34' 26" W 434.04'
N 70° 25' 42" W 39.75'
N 70° 25' 43" W 202.90'
WAYNE SEAMAN, ET AL
DB 1024 PG 330
DB 739 PG 780
WOODS
ECM
END GRADE
-LI- Sta.765+25.00
97
-LI- PCC Sta. 767+91.40
KELLY W. EDWARDS, HEIRS
DB 706 PG 618
-LI- PC Sta. 766+11.65
S 25° 03' 37" W 130.57'
S 25° 03' 36" W 104.73'
1SFD
-LI- PCC Sta. 770+96.83
-LI- PCC Sta. 769+27.86
T. A. STEPHENSON, HEIRS
DB 712 PG 226
CULTIVATED
11' GR
13' GR
GR
CONC
13' SOIL
8' SOIL
EXISTING R/W
12" RCP
12" RCP
12" CMP
760+00
765+00
770+00
NC 305 25' PAVED ROADWAY
N 63° 30' 30.0" W
22'
2'
02 02
EX EX
10+00
BL-01
BL-52
01
02
03
04
05
06
07
TBM-23
WOODS
N 26° 29' 30.0" E
R=50'
+76.79
OFFSET= 15'
R=250'
+60.14
R=60'
+30.60
1.24' EIP TO RW
EIP
-LI- Sta.764+17.26 =
-Y4- Sta.10+00.00
323 ELEVATION = 88.54
N 959949 E 2480361
95
TBM-23 RR SPIKE IN BASE OF 22" PINE
OFFSET= 10'
R=180'
+18.74
WILLIAM E. FUTRELL, JR.
DB 1023 PG 890
-Y4- PC Sta. 11+12.20
N 13° 12' 07" E 339.03'
20' INC TYP
+07.87
KRYSTAL VON WHITE
DB 999 PG 571
DB 765 PG 208
98
DB 765 PG 208
DB 999 PG 571
KRYSTAL VON WHITE
CULTIVATED
N 15° 31' 38" E 195.17'
1.92' EIP TO RW
KELLY W. EDWARDS, HEIRS
DB 706 PG 618
CULTIVATED
11' GR
ISBLK BLDG ABAND
13' GR
DB 706 PG 618
KELLY W. EDWARDS, HEIRS
CULTIVATED
18" RCP
18" RCP
SR 1501 DUSTY HILL RD. 20' PAVED ROADWAY
EXISTING R/W
PB 1 PG 102
DB 692 PG 270
BARRY KEITH BRYANT
CULTIVATED
BY3-1
48" WW
CULTIVATED
DB 1023 PG 890
WILLIAM E. FUTRELL, JR.
0.64' EIP TO RW
EIP
15'
15'
-Y4- PT Sta. 16+14.53
WOODS
END CONSTRUCTION
-Y4- Sta. 17+25.00
50' TAPER
15+00
SR 1501 DUSTY HILL RD. 30' PAVED ROADWAY
35' RCP
14' GR
DB 1023 PG 890
WILLIAM E. FUTRELL, JR.
CULTIVATED
WOODS
20' INC TYP
+07.87
S 89° 33' 01.4" E
TO NC 35
CULTIVATED
-Y4- POT Sta. 19+06.02
R/W
E
F

SEE SHEET 50 FOR -LI-7- PROFILE
SEE SHEET 60 FOR -Y4- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
R-5757	23

R/W SHEET NO.

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

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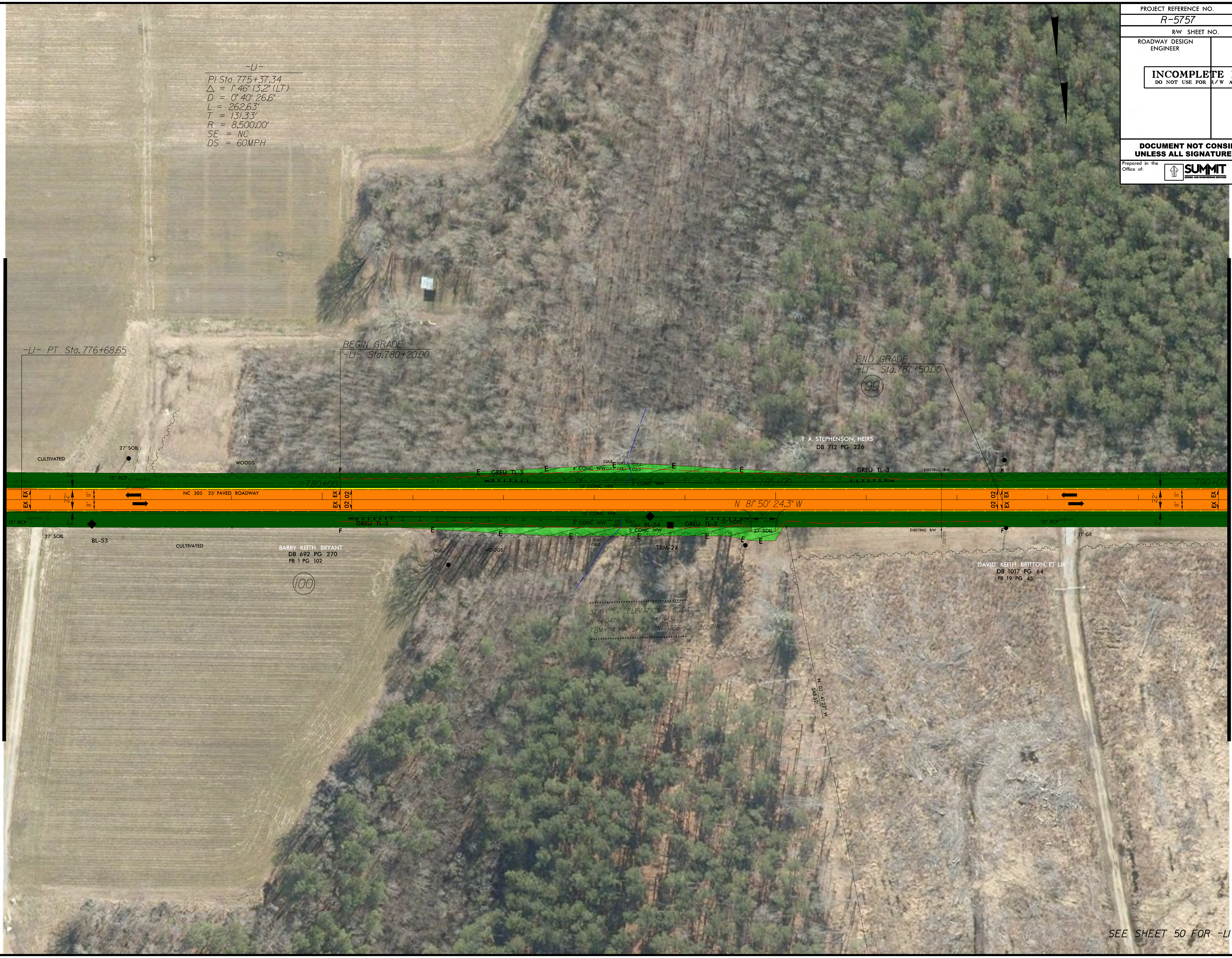
MATCHLINE -L1- STA 776+50.00


-LI-
PI Sta 775+37.34
Δ = 1° 46' 13.2" (LT)
D = 0° 40' 26.6"
L = 262.63'
T = 131.33'
R = 8,500.00'
SE = NC
DS = 60MPH
-LI- PT Sta. 776+68.65
BEGIN GRADE
-LI- Sta.780+20.00
END GRADE
-LI- Sta.787+50.00
99
T. A. STEPHENSON, HEIRS
DB 712 PG 226
27' SOIL
CULTIVATED
WOODS
15" RCP
NC 305 25' PAVED ROADWAY
780+00
785+00
790+00
N 81° 50' 24.3" W
EX
22'
11'
2'
02
F
E
GREU TL-3
4' CONC WW
CUL8
HW2
CUL7
CE2
CUL6
CUL5
15' CONC HW
3' CONC WW
5' CONC WW
CE1
HW1
CUL3
CUL4
BL-54
15" HDPE
30'
27' SOIL
CUL1
CUL2
TBM-24
EXISTING R/W
60.00'
BL-53
BARRY KEITH BRYANT
DB 692 PG 270
PB 1 PG 102
100
324 ELEVATION = 80.24
N 960479 E 2478431
TBM-24 RR SPIKE IN BASE OF 36" PINE
N 02° 41'22" W
548.52'
11' GR
DAVID KEITH BRITTON, ET UX
DB 1017 PG 64
PB 19 PG 45

MATCHLINE -L1- STA 790+00.00

SEE SHEET 50 FOR -LI-8- PROFILE

$$$$$$SYSTIME$$$$$
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	24
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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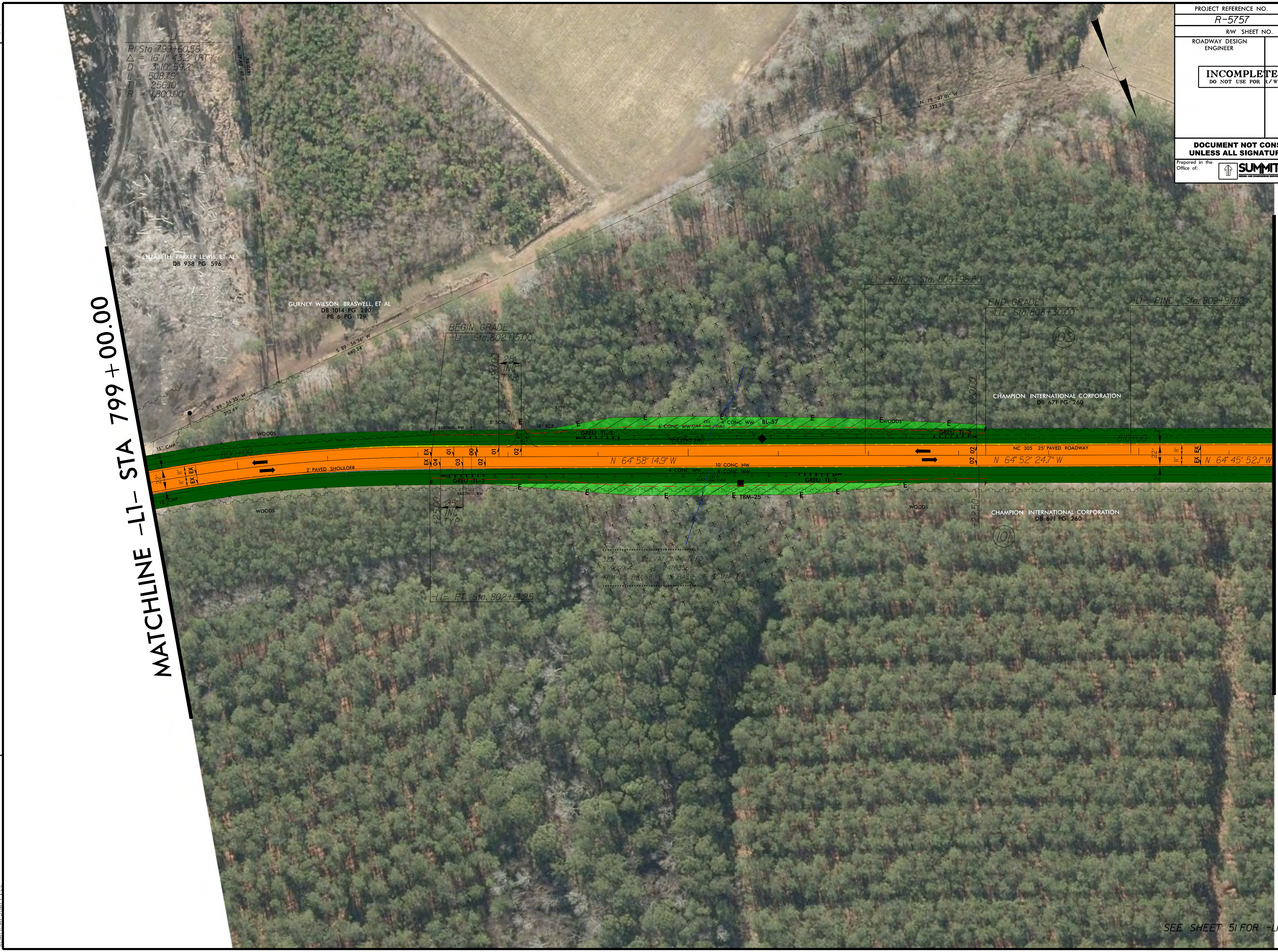
-L1-
PI Sta 799+60.56
Δ = 16° 11' 43.2" (RT)
D = 3° 10' 59.2"
L = 508.79'
T = 256.10'
R = 1,800.00'
S 19^04'41" W
1470.34'
ELIZABETH PARKER LEWIS, ET AL
DB 938 PG 596
GURNEY WILSON BRASWELL, ET AL
DB 1014 PG 290
PB 6 PG 129
S 89^56'36" W
640.24'
S 89^56'35" W
212.69'
N 78^37'01" W
322.36'
MATCHLINE -L1- STA 799+00.00
MATCHLINE -L1- STA 811+50.00
15" CMP
WOODS
800+00
2' PAVED SHOULDER
22'
11'
EX
BEGIN GRADE
-L1- Sta. 802+15.00
-L1- PT Sta. 802+13.25
+90.00
25' INC TYP
+25.00
25' INC TYP
EXISTING R/W
8' SOIL
18" RCP
30'
04
03
02
01
00
N 64° 58' 14.9" W
GREU TL-3
4' CONC WW
10' CONC HW
CE2 CUL4 HW2 CUL3
CE1 CUL1 HW1 CUL2
BL-57
TBM-25
E
F
325 ELEVATION = 78.60
N 960964 E 2476336
TBM-25 RR SPIKE IN BASE OF 12" MAPLE
-L1- PINC Sta. 806+96.50
END GRADE
-L1- Sta. 808+30.00
-L1- PINC Sta. 809+91.02
102
101
+20.00
+22.50
CHAMPION INTERNATIONAL CORPORATION
DB 671 PG 260
NC 305 25' PAVED ROADWAY
810+00
N 64° 52' 24.7" W
N 64° 45' 52.1" W

SEE SHEET 51 FOR -L1-9A- PROFILE

$$$$$$SYSTIME$$$$$
R-5757_Rdy-psh_24_PHM.dgn
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PROJECT REFERENCE NO.	SHEET NO.
R-5757	25
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Office of:
SUMMIT
DESIGN AND ENGINEERING SERVICES
NC FIRM LICENSE No: P-0339
504 Meadowlands Drive
Hillsborough, NC 27278
(919) 732-3883
(919) 732-6676 (FAX)

REVISIONS

8/17/99

$$$$$$SYSTIME$$$$$
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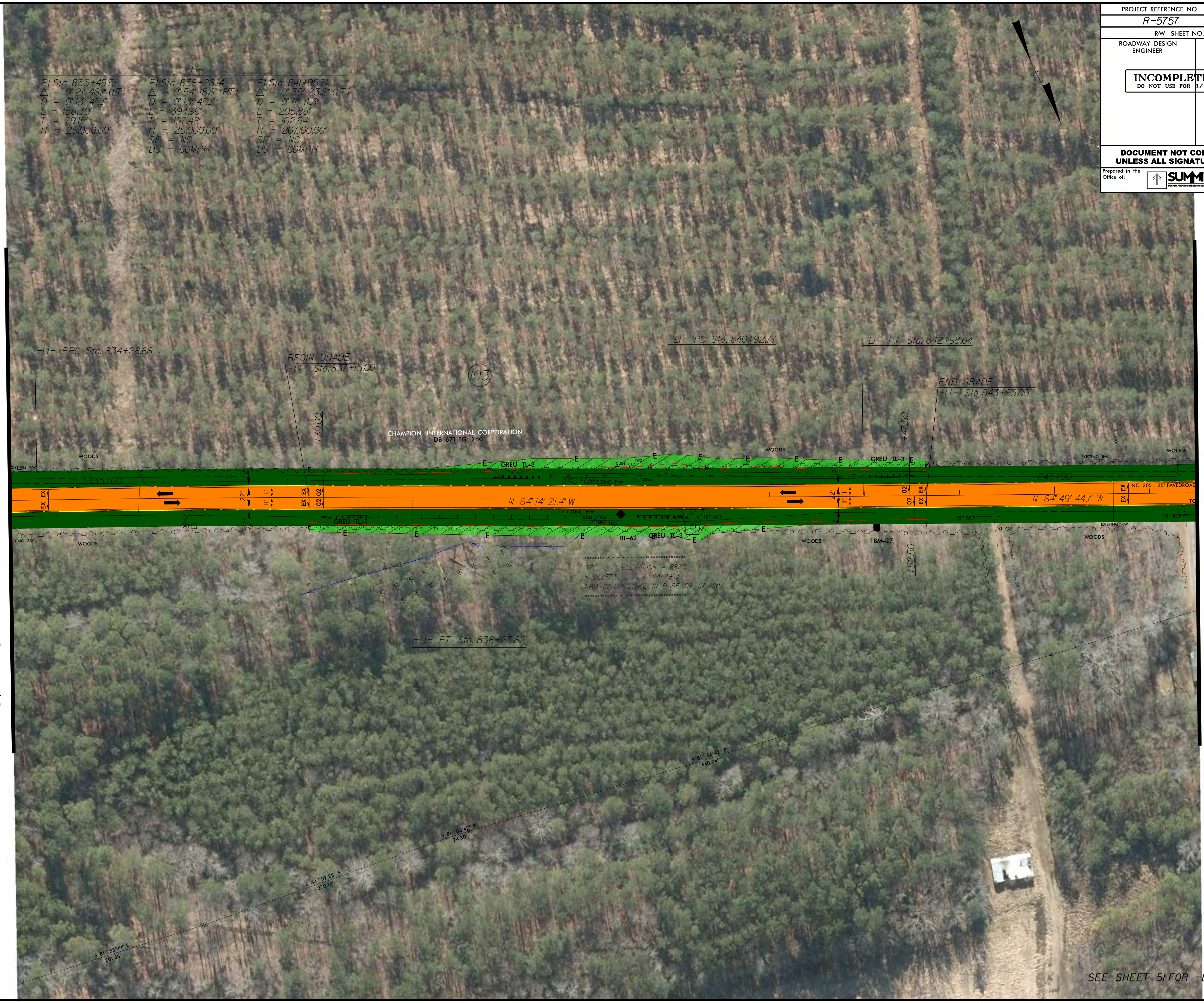
-L1-

PI Sta 833+49.51	PI Sta 836+26.14	PI Sta 841+95.71
Δ = 0° 21′ 46.1″ (LT)	Δ = 0° 54′ 18.6″ (RT)	Δ = 0° 35′ 23.2″ (LT)
D = 0° 13′ 45.1″	D = 0° 13′ 45.1″	D = 0° 17′ 11.3″
L = 158.30′	L = 394.96′	L = 205.88′
T = 79.15′	T = 197.48′	T = 102.94′
R = 25,000.00′	R = 25,000.00′	R = 20,000.00′
	SE = NC	SE = NC
	DS = 60MPH	DS = 60MPH

MATCHLINE -L1- STA 834+00.00


-L1- PRC Sta. 834+28.66
BEGIN GRADE
-L1- Sta. 837+15.00
103
CHAMPION INTERNATIONAL CORPORATION
DB 671 PG 260
+30.00
WOODS
EXISTING R/W
835+00
22′
11′
11′
2′
EX
02
GREU TL-3
E
F
N 64° 14′ 21.4″ W
-L1- PC Sta. 840+92.77
-L1- PT Sta. 842+98.64
END GRADE
-L1- Sta. 843+65.00
+47.50
840+00
CONC HW
CUL4
CE2
HW2
CUL3
17′ CONC HW
CUL1
CE1
HW1
CUL2
18′
18″ RCP
BL-62
TBM-27
+52.50
845+00
N 64° 49′ 44.7″ W
NC 305 25′ PAVEDROAD
15″ RCP
10′ GR
60.00′
-L1- PT Sta. 838+23.62
S 81° 06′ 42″ E
640.04′
S 81° 06′ 42″ E
24.30′
S 83° 57′ 28″ E
270.15′
S 81° 53′ 39″ E
201.68′

327 ELEVATION = 88.70
N 962573 E 2472943
TBM-27 RR SPIKE IN BASE OF 15″ PINE

MATCHLINE -L1- STA 846+50.00

SEE SHEET 51 FOR -L1-9B- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
R-5757	26
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
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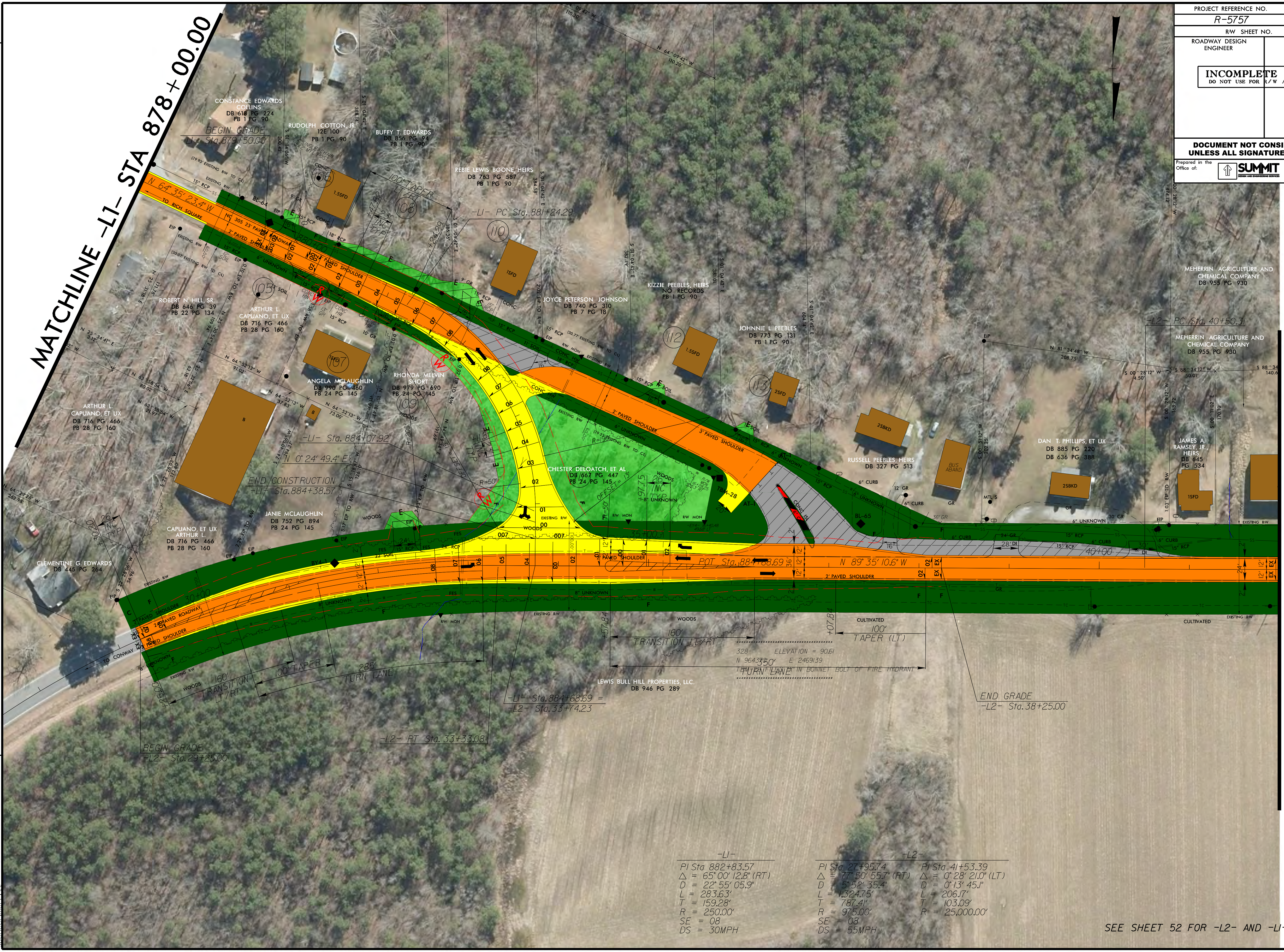
8/17/99

REVISIONS


MATCHLINE -L1- STA 878+00.00
MATCHLINE -L2- STA 42+00.00
CONSTANCE EDWARDS COLLINS
DB 618 PG 224
PB 1 PG 90
RUDOLPH COTTON, JR.
12E 100
PB 1 PG 90
BUFFY T. EDWARDS
DB 856 PG 94
PB 1 PG 90
REBIE LEWIS BOONE, HEIRS
DB 763 PG 587
PB 1 PG 90
BEGIN GRADE
-L1- Sta.879+50.00
100' TAPER LT/RT
-L1- PC Sta. 881+24.29
N 64° 35' 23.4" W
TO RICH SQUARE
NC 305 23' PAVED ROADWAY
2' PAVED SHOULDER
880+00
ROBERT N. HILL, SR.
DB 646 PG 39
PB 22 PG 134
ARTHUR L. CAPUANO, ET UX
DB 716 PG 466
PB 28 PG 160
ANGELA MCLAUGHLIN
DB 990 PG 460
PB 24 PG 145
RHONDA MELVIN SHORT
DB 979 PG 690
PB 24 PG 145
JOYCE PETERSON JOHNSON
DB 740 PG 310
PB 7 PG 18
KIZZIE PEEBLES, HEIRS
NO RECORDS
PB 1 PG 90
JOHNNIE L. PEEBLES
DB 773 PG 131
PB 1 PG 90
CHESTER DELOATCH, ET AL
DB 667 PG 447
PB 24 PG 145
2' PAVED SHOULDER
3' PAVED SHOULDER
TBM-28
BL-65
-L1- Sta. 884+07.92
N 0° 24' 49.4" E
END CONSTRUCTION
-L1- Sta.884+38.57
RUSSELL PEEBLES, HEIRS
DB 327 PG 513
BUS ABAND
DAN T. PHILLIPS, ET UX
DB 885 PG 220
DB 636 PG 388
JAMES A. RAMSEY, JR., HEIRS
DB 645
PG 534
MEHERRIN AGRICULTURE AND CHEMICAL COMPANY
DB 955 PG 930
MEHERRIN AGRICULTURE AND CHEMICAL COMPANY
DB 955 PG 930
-L2- PC Sta. 40+50.31
40+00
N 89° 35' 10.6" W
POT Sta. 884+68.69
JANIE MCLAUGHLIN
DB 752 PG 894
PB 24 PG 145
CAPUANO, ET UX
ARTHUR L.
DB 716 PG 466
PB 28 PG 160
CLEMENTINE G. EDWARDS
DB 445 PG 264
30+00
TO CONWAY
160' TRANSITION LT/RT
100' TAPER
285' TURN LANE
160' TRANSITION LT/RT
350' TURN LANE
100' TAPER (LT)
328 ELEVATION = 90.61
N 964370 E 2469139
TBM-28 FILED "X" IN BONNET BOLT OF FIRE HYDRANT
LEWIS BULL HILL PROPERTIES, LLC.
DB 946 PG 289
-L1- Sta.884+68.69 =
-L2- Sta.33+74.23
-L2- PT Sta. 33+33.08
BEGIN GRADE
-L2- Sta.29+25.00
END GRADE
-L2- Sta.38+25.00
WOODS
CULTIVATED

-L1-
PI Sta 882+83.57
Δ = 65° 00' 12.8" (RT)
D = 22° 55' 05.9"
L = 283.63'
T = 159.28'
R = 250.00'
SE = 08
DS = 30MPH

-L2-
PI Sta 27+95.74
Δ = 77° 50' 55.7" (RT)
D = 5° 52' 35.4"
L = 1,324.75'
T = 787.41'
R = 975.00'
SE = 08
DS = 55MPH

PI Sta 41+53.39
Δ = 0° 28' 21.0" (LT)
D = 0° 13' 45.1"
L = 206.17'
T = 103.09'
R = 25,000.00'

SEE SHEET 52 FOR -L2- AND -L1-10- PROFILE

$$$$$$SYSTIME$$$$$
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