PROJECT REFERENCE NO.	SHEET NO.
R-2562C	EC-51/CONST.19
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5m 0 10m

CONST.REV.

R /W REV.

08/25/99

NC GRID NAD 83

CHANNEL EXCAVATION
EST. 450 CU m

CLASS IRIPRAP AT OUTLET ON STREAM BANKS ONLY
EST. 50 TONS W/90 SQ. m F.F.

JOHNATHAN LEROY ROBESON, JR.
DB 335 PG 508

FILL IN CHANNEL
EST. 90 CU m

PROPOSED SPECIAL DITCH
SEE DETAIL A

TOE PROTECTION
CLASS 'B' RIP RAP
EST. 25 TONS
W/45 SQ. m F.F.
SEE DETAIL M

TOE PROTECTION
CLASS 'B' RIP RAP
EST. 15 TONS
W/30 SQ. m F.F.
SEE DETAIL M

10 x 5 x 1
1.5 weir

6 x 2 x 1

8 x 4 x 1
1.5 weir

10 x 5 x 1
2 weir

+59.000 -L- REV
50.5m (165.682')

+46.000 -L- REV
50.5m (165.682')

+57.000-L- REV
35m (114.830')

+46.000 -L- REV
28m (91.863')

+55.000 -L- REV
28m (91.863')

+83.500 -L- REV
35m (114.830')

+83.500 -L- REV
32m (104.987')

+07.000 -L- REV
36.5m (119.750')

+07.000 -L- REV
31.4m (103.018')

+84.500 -L- REV
30m (98.425')

+40.000 -L- REV
28m (91.863')

+36.000 -L- REV
38m (124.672')

+36.000 -L- REV
30m (98.425')

+49.000 -L- REV
35.5m (116.470')

+49.000 -L- REV
30m (98.425')

+77.000 -L- REV
58.5m (191.929')

+00.000 -L- REV
29m (95.144')

+80.412 -L- REV
29m (95.144')

+80.412 -L- REV
28m (91.863')

P.O.T. STA 146+61.95 -L- REV
2.1m x 1.5m RCBC

CLASS I RIP RAP AT EMBANKMENT
EST 76 TONS W/ 50 SQ. m F.F.
SEE DETAIL C (48)

JOHNATHAN LEROY ROBESON, JR.
DB 335 PG 508

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DB 335 PG 508

FALSE SUMP

PROP. DRIVE

STEEL BEAM GUARDRAIL

GRAU 350

CHORD

2GI TYPE A

2GI TYPE D

PROP.R/W

EXIST R/W

PROP.06 PAVED SHLD.

PROP.12 PAVED SHLD.

TDE

PDE

TSD

REMOVE HW AS DIRECTED BY THE ENGINEER (STRUCTURE ITEM)

REMOVE 2-1500 CMP 25m FROM 3.2 RT TO 24.3 RT

PLUG AND GROUT 2-1500 CMP REMAINDER

REMOVE

30" TAPER

-L- REV
146+32.313/16.166 RT.

-L- REV
148+03.933/16.215 RT.

BL-44

BL-45

CAT-1

S 38° 59' 07.3" E

NC HWY 87 7.2 BST

T(AATFI)

T(AATUR)

TV&TV(EO)

SHEET 18
MATCH LINE -L- REV. STA. 146+10

SHEET 20
MATCH LINE -L- REV. STA. 149+52.5

147+00

148+00

149+00

TSSta.148+80.412

TSSta.148+78.425

-L- REV CURVE DATA

PIs Sta 149+47.122	PI Sta 151+05.799	PIs Sta 152+58.355
Θs = 6° 21' 58.3"	Δ = 31° 08' 22.9" (RT)	Θs = 6° 21' 58.3"
Ls = 100.000	L = 244.571	Ls = 100.000
LT = 66.710	T = 125.387	LT = 66.710
ST = 33.373	R = 450.000	ST = 33.373
	SE = 0.078	

-L- CURVE DATA

PIs Sta 149+25.106	PI Sta 150+88.132	PIs Sta 152+42.514
Θs = 4° 30' 23.1"	Δ = 34° 51' 33.3" (RT)	Θs = 4° 30' 23.1"
Ls = 70.000	L = 270.742	Ls = 70.000
LT = 46.682	T = 139.707	LT = 46.682
ST = 23.347	R = 445.000	ST = 23.347

DRIVEWAY NOTES:

1. ALL PROP. DRIVEWAY RADII 3.0m UNLESS OTHERWISE SHOWN.
2. PROP. DRIVEWAY WIDTHS AT END OF RADII SHALL BE 4.9m MIN. UNLESS OTHERWISE SHOWN. TAPER DRIVEWAY TO EXISTING DRIVEWAY WIDTH.

SEE SHEET 39 FOR -L- REV. PROFILE

28-OCT-2004 11:55
dn\REU\tip\roll\R-2562C Roadway\pro\r2562c_e19.pgn
Jogerson