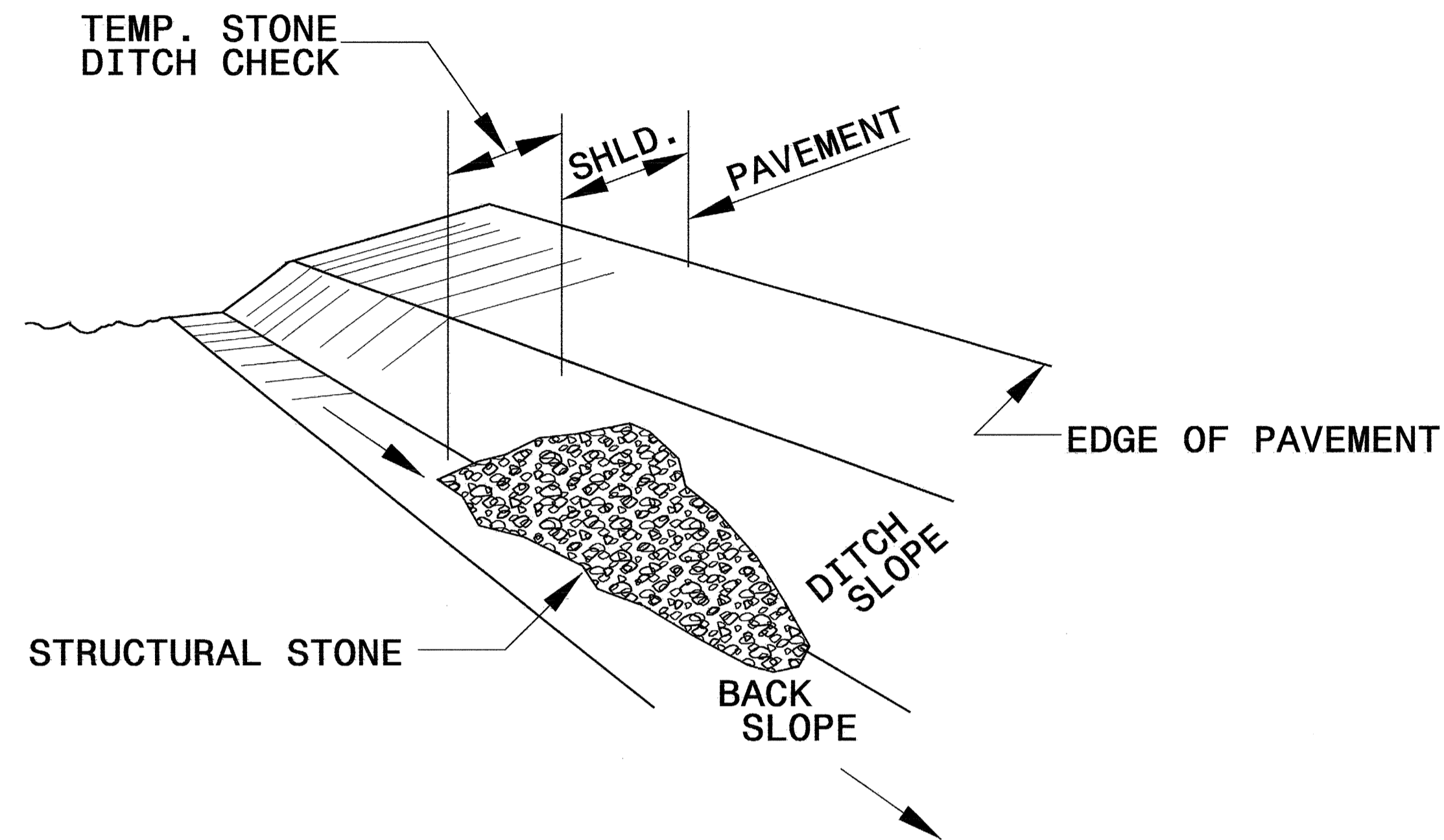


PROJECT REFERENCE NO. U-3826	SHEET NO. EC-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

TEMPORARY ROCK SILT CHECK TYPE 'B' DETAIL

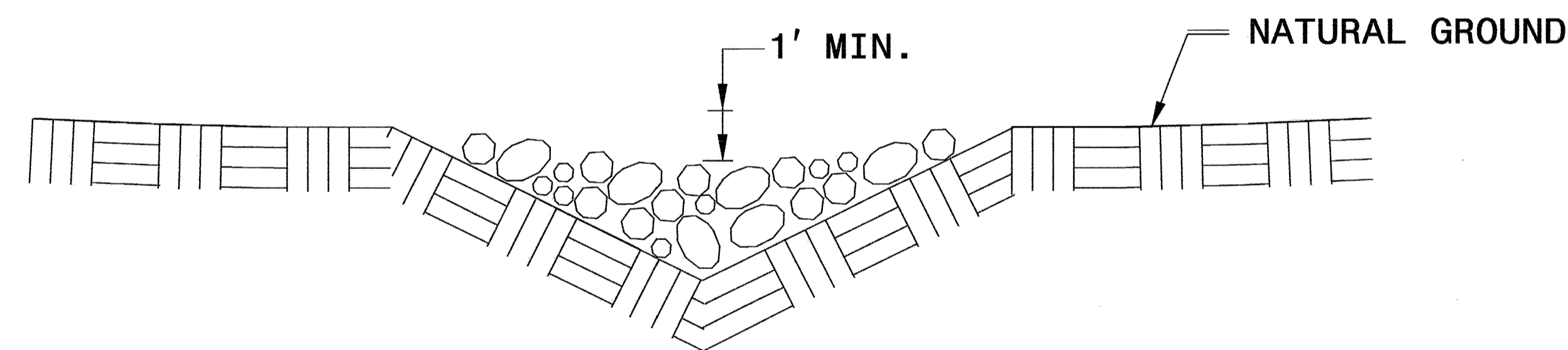


ISOMETRIC VIEW

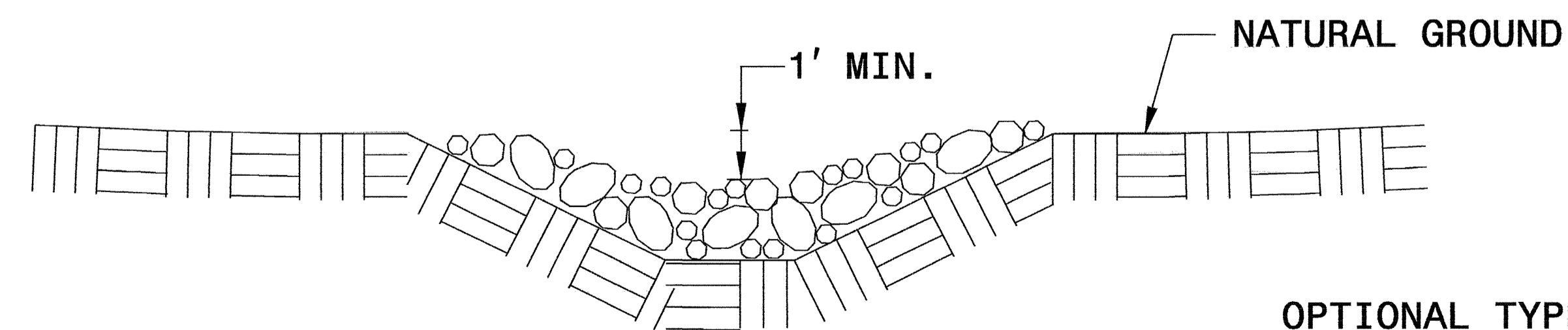
NOTES:

USE CLASS 'B' EROSION CONTROL STONE FOR STRUCTURAL STONE.

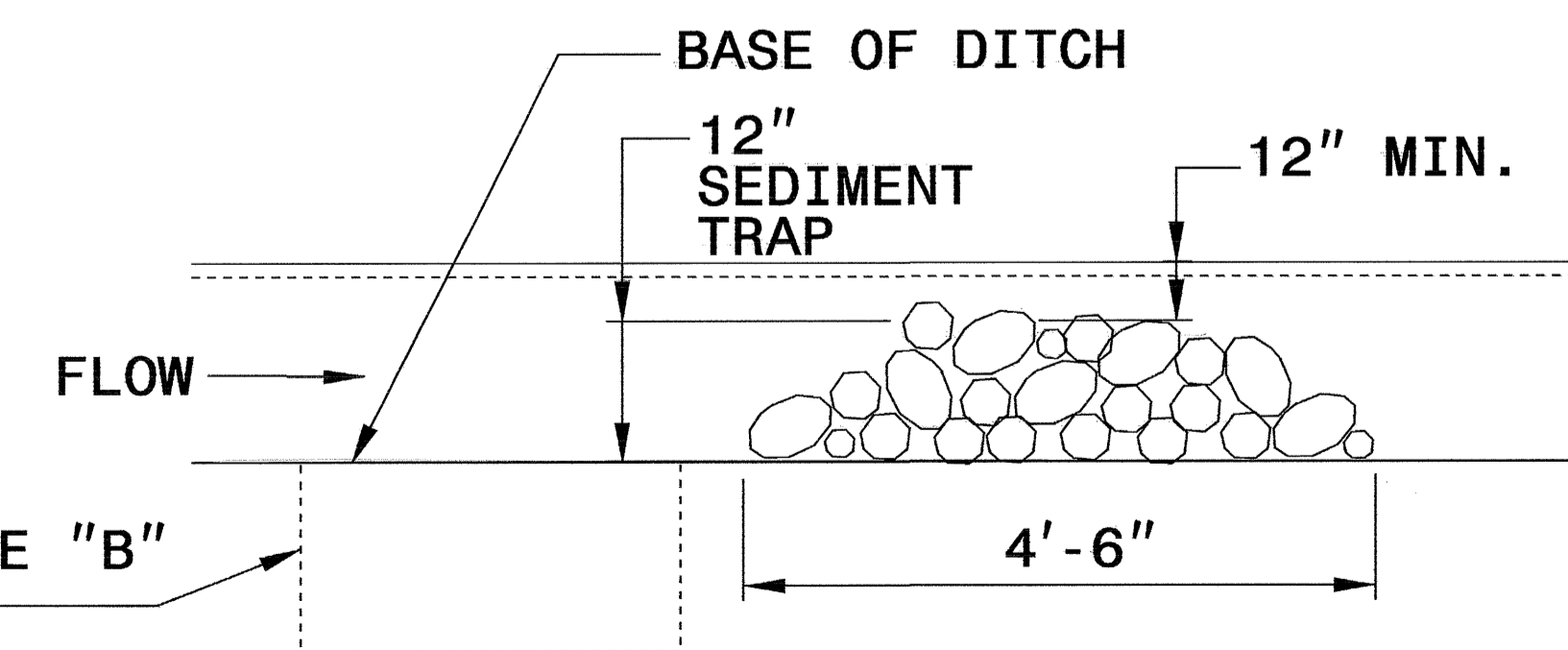
THE ENGINEER MAY DIRECT THE OPTION OF CLASS "A" STONE FOR SITES HAVING LESS THAN ONE (1) ACRE DRAINAGE AREA AND A DITCH GRADE LESS THAN 3%.



**CROSS SECTION
VEE DITCH**



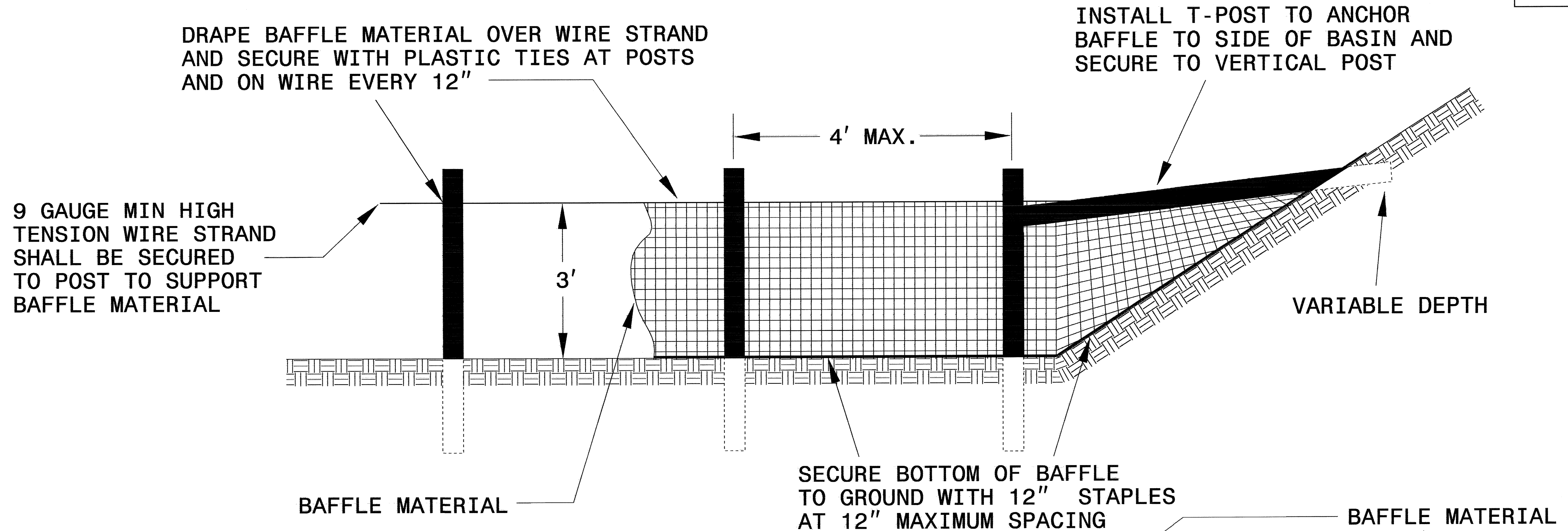
**CROSS SECTION
TRAPEZOIDAL DITCH**



ELEVATION VIEW

PROJECT REFERENCE NO. U-3826	SHEET NO. EC-2A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

COIR FIBER BAFFLE DETAIL

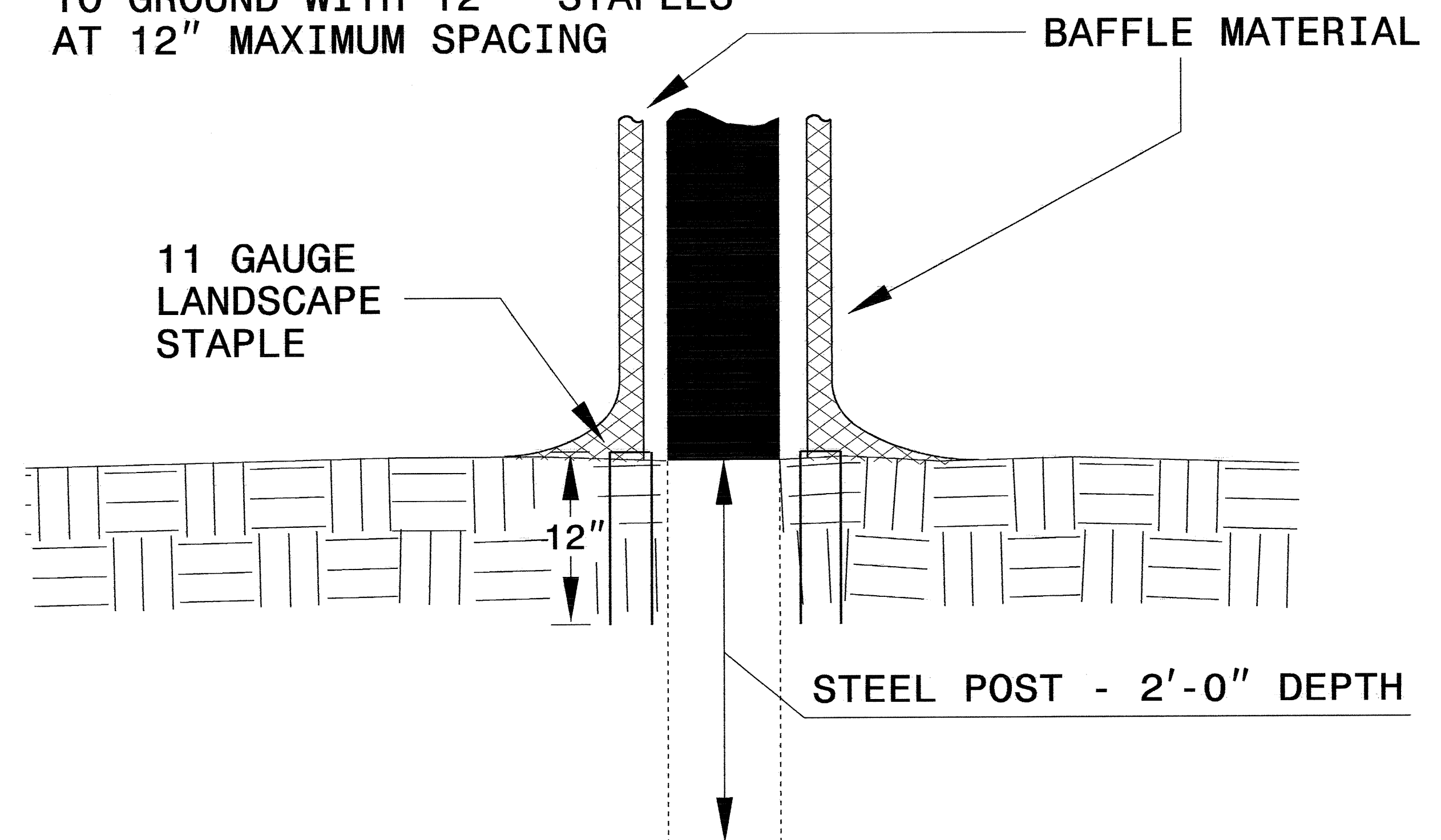


NOTES:

1. INSTALL THREE (3) COIR FIBER BAFFLES IN SILT BASINS AND SEDIMENT DAMS AT DRAINAGE OUTLETS WITH A SPACING OF $\frac{1}{4}$ THE BASIN LENGTH.

2. TWO (2) COIR FIBER BAFFLES CAN BE INSTALLED IN SILT BASINS AND DAMS LESS THAN 20 FT. IN LENGTH WITH A SPACING OF $\frac{1}{3}$ THE BASIN LENGTH.

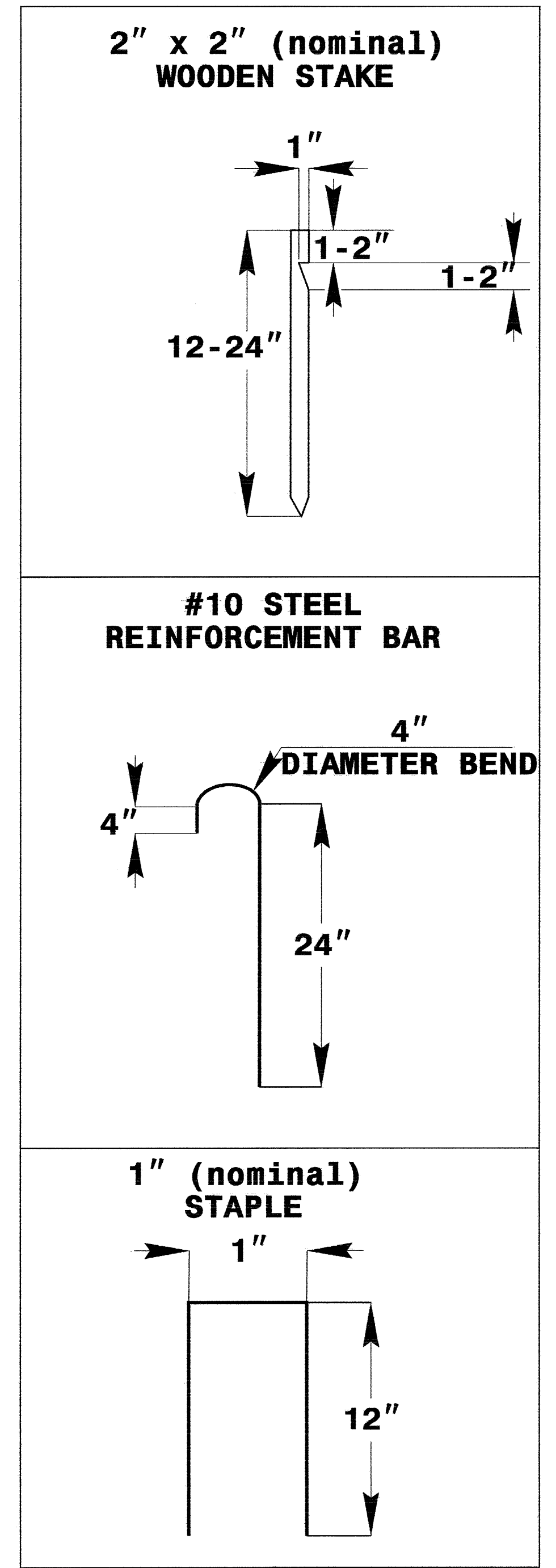
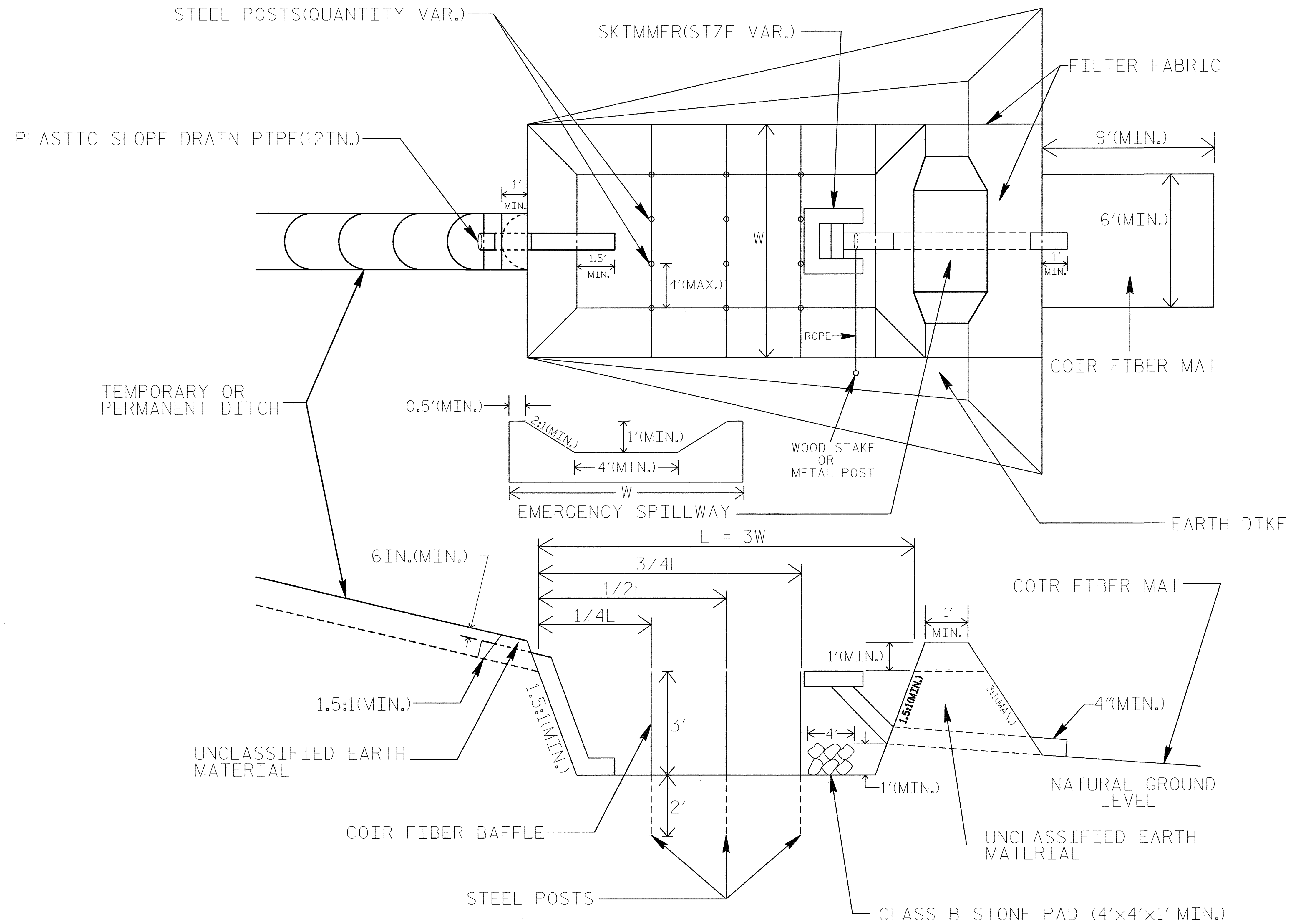
3. TOP HEIGHT OF COIR FIBER BAFFLES SHALL NOT BE BELOW BASE OF EMERGENCY SPILLWAY ELEVATION.



BAFFLE MATERIAL SHALL BE SECURED TO THE BOTTOM AND SIDES OF BASIN USING 12" LANDSCAPE STAPLES

SKIMMER BASIN WITH BAFFLES DETAIL

PROJECT REFERENCE NO. U-3826	SHEET NO. EC-2B
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



COIR FIBER MAT ANCHOR OPTIONS

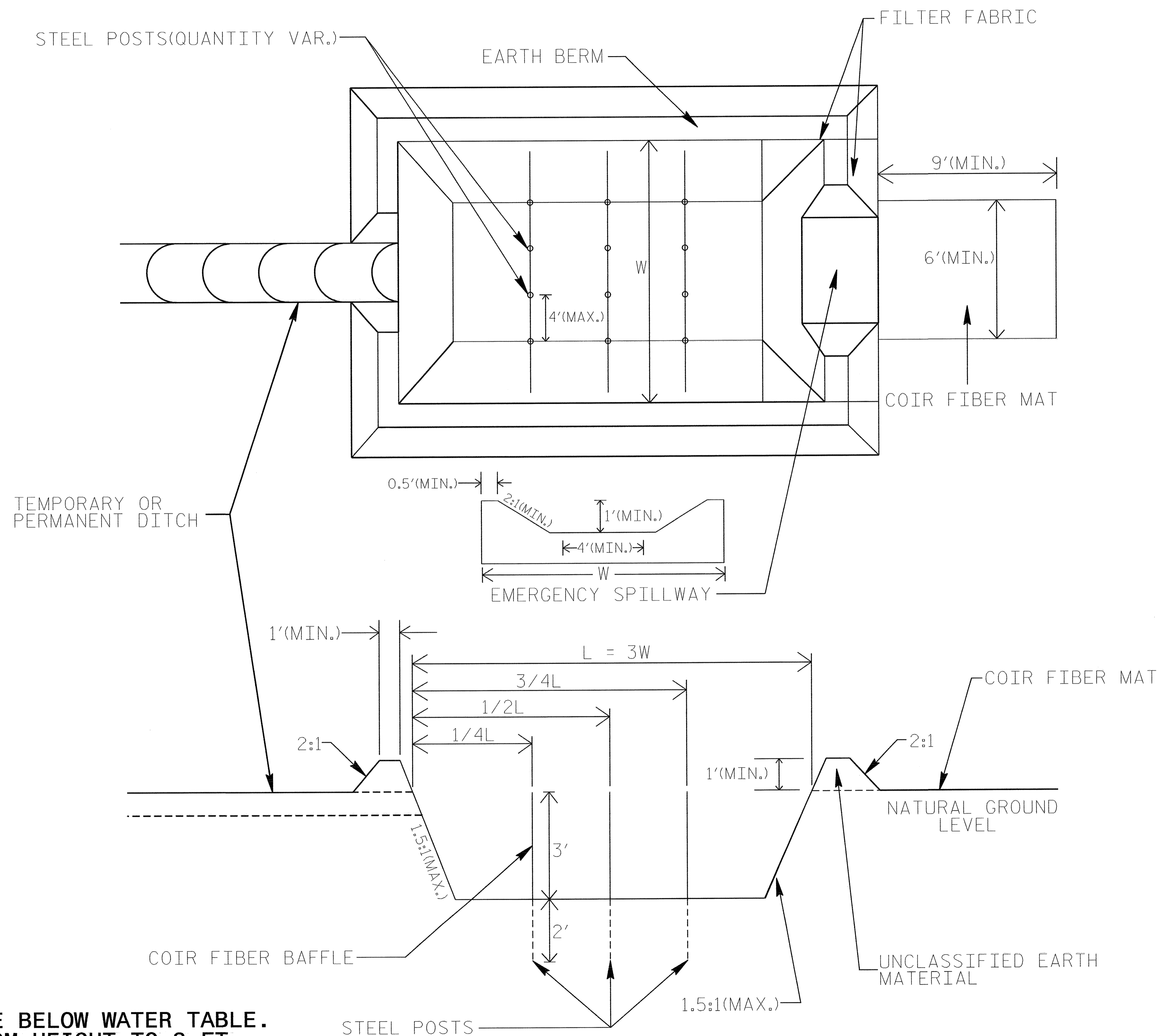
NOTES

1. SEED AND PLACE MATTING FOR EROSION CONTROL ON INTERIOR SIDESLOPES.
2. LIMIT EARTH DIKE HEIGHT TO 5 FT.
3. THE MINIMUM BASIN WIDTH SHALL BE 9 FT.
4. DETERMINE EMERGENCY SPILLWAY LENGTH (FT.) USING $Q/0.8$, WHERE Q IS FLOW RATE (CFS) INTO BASIN.

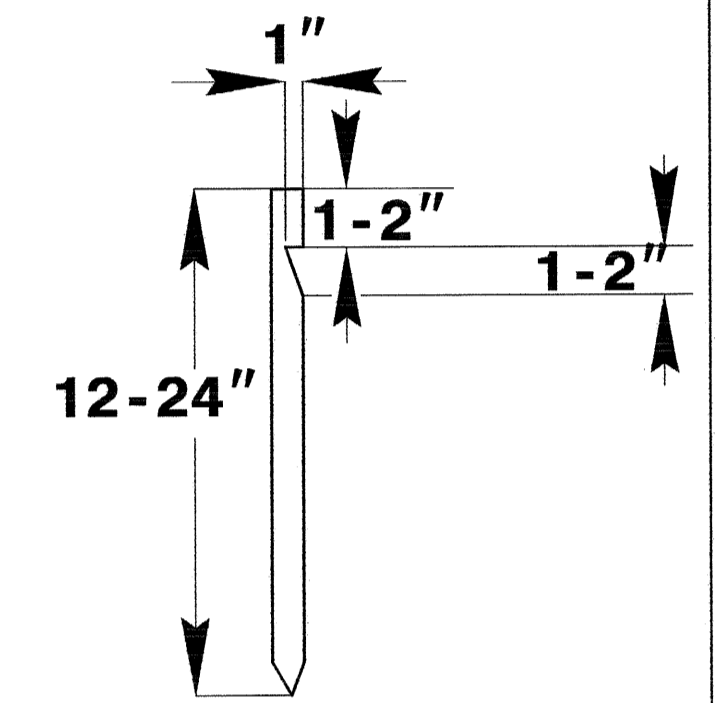
NOT TO SCALE

INFILTRATION BASIN WITH BAFFLES DETAIL

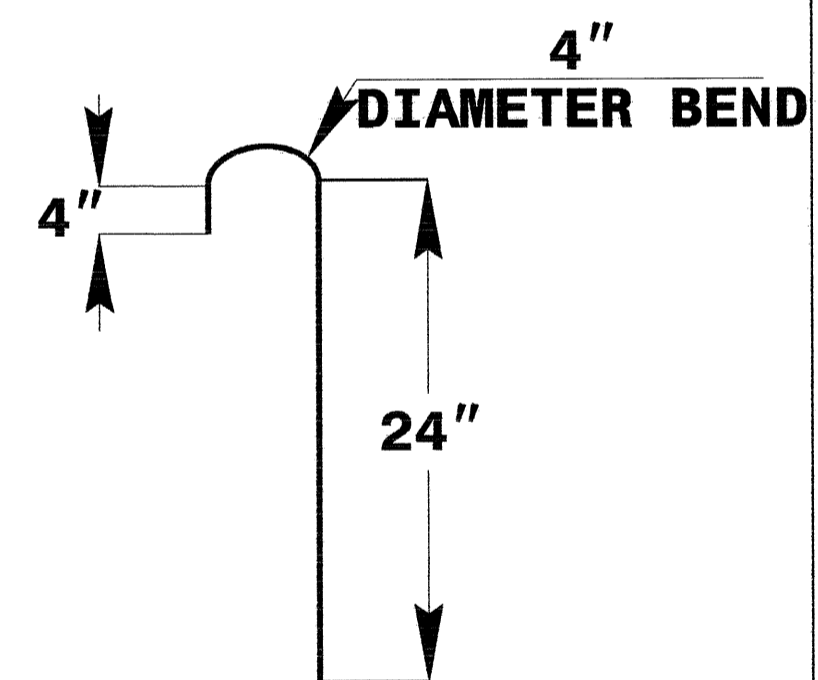
PROJECT REFERENCE NO. U-3826	SHEET NO. EC-2C
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



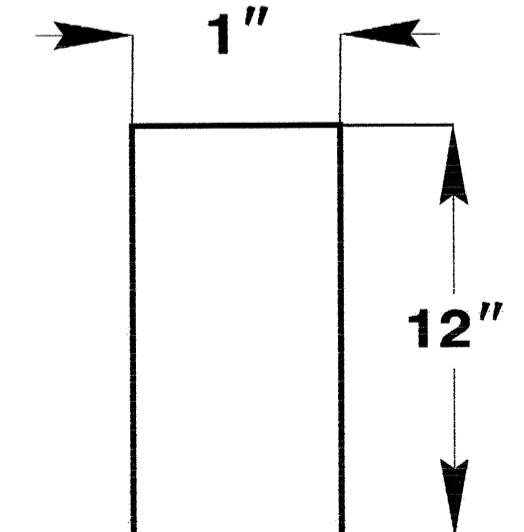
2" x 2" (nominal) WOODEN STAKE



#10 STEEL REINFORCEMENT BAR



1" (nominal) STAPLE



COIR FIBER MAT ANCHOR OPTIONS

NOTES:

1. DO NOT EXCAVATE BELOW WATER TABLE.
2. LIMIT EARTH BERM HEIGHT TO 3 FT.
3. AVOID COMPACTING BOTTOM OF BASIN.
4. THE MINIMUM BASIN WIDTH SHALL BE 9 FT.
5. DETERMINE EMERGENCY SPILLWAY LENGTH (FT.) USING $Q/0.8$, WHERE Q IS FLOW RATE INTO BASIN.

PROJECT REFERENCE NO.		SHEET NO.	
U-3826		EC-2D	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	

WATTLE WITH POLYACRYLAMIDE DETAIL

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

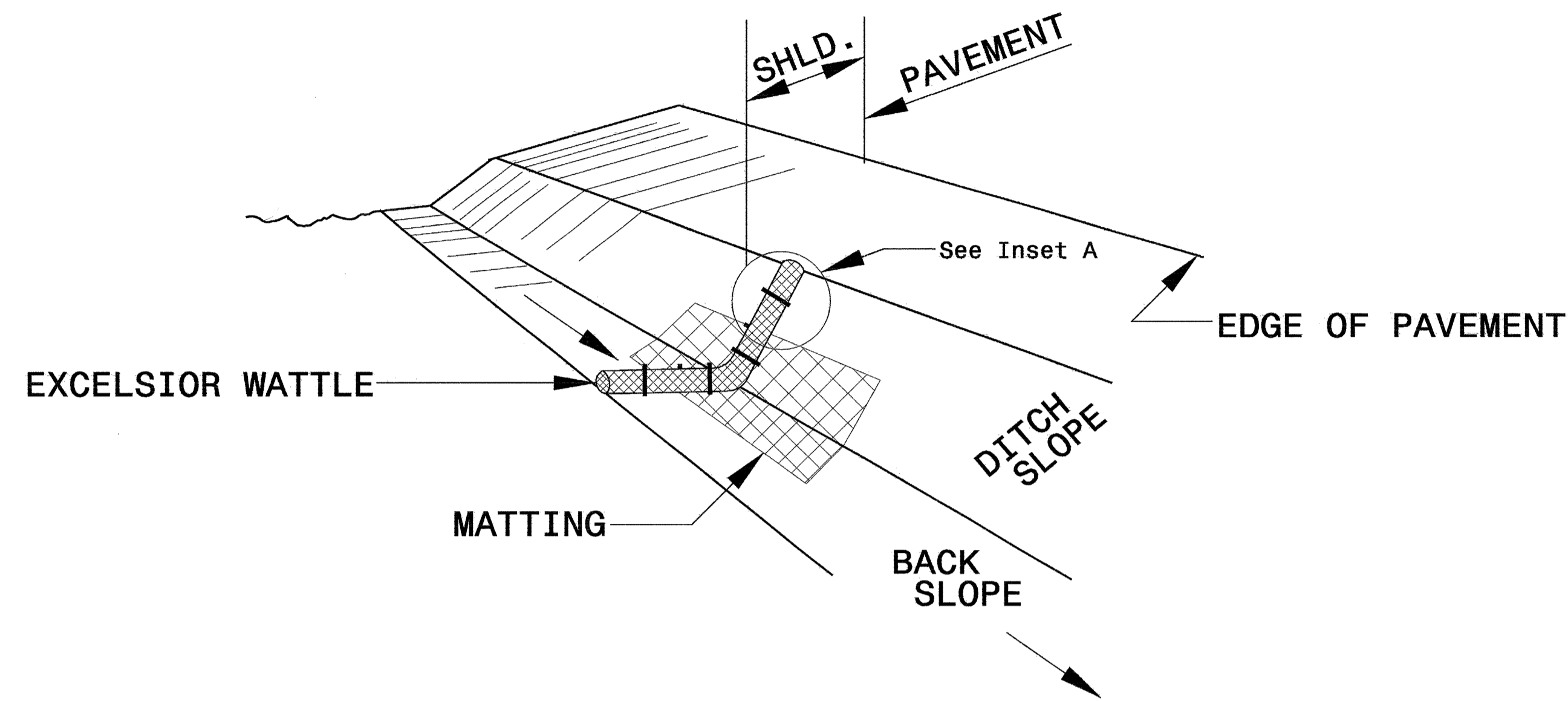
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

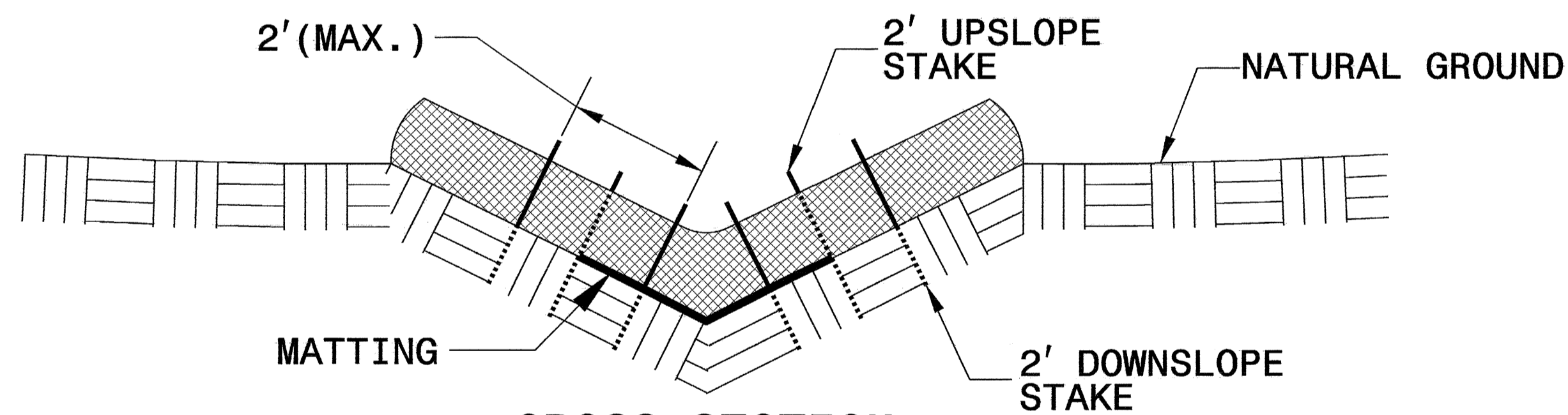
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

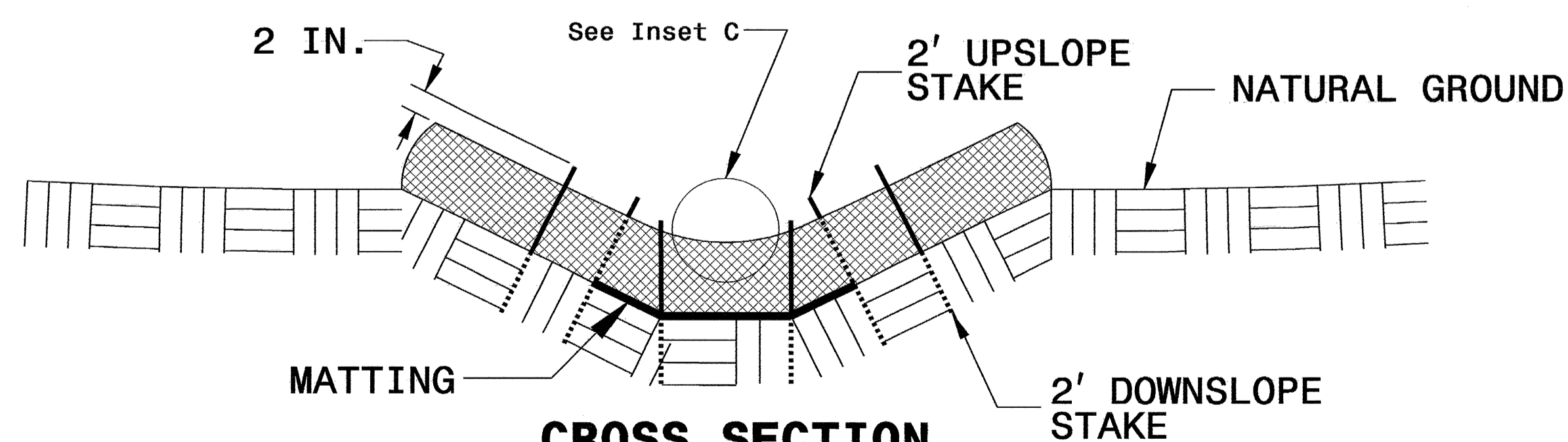
INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



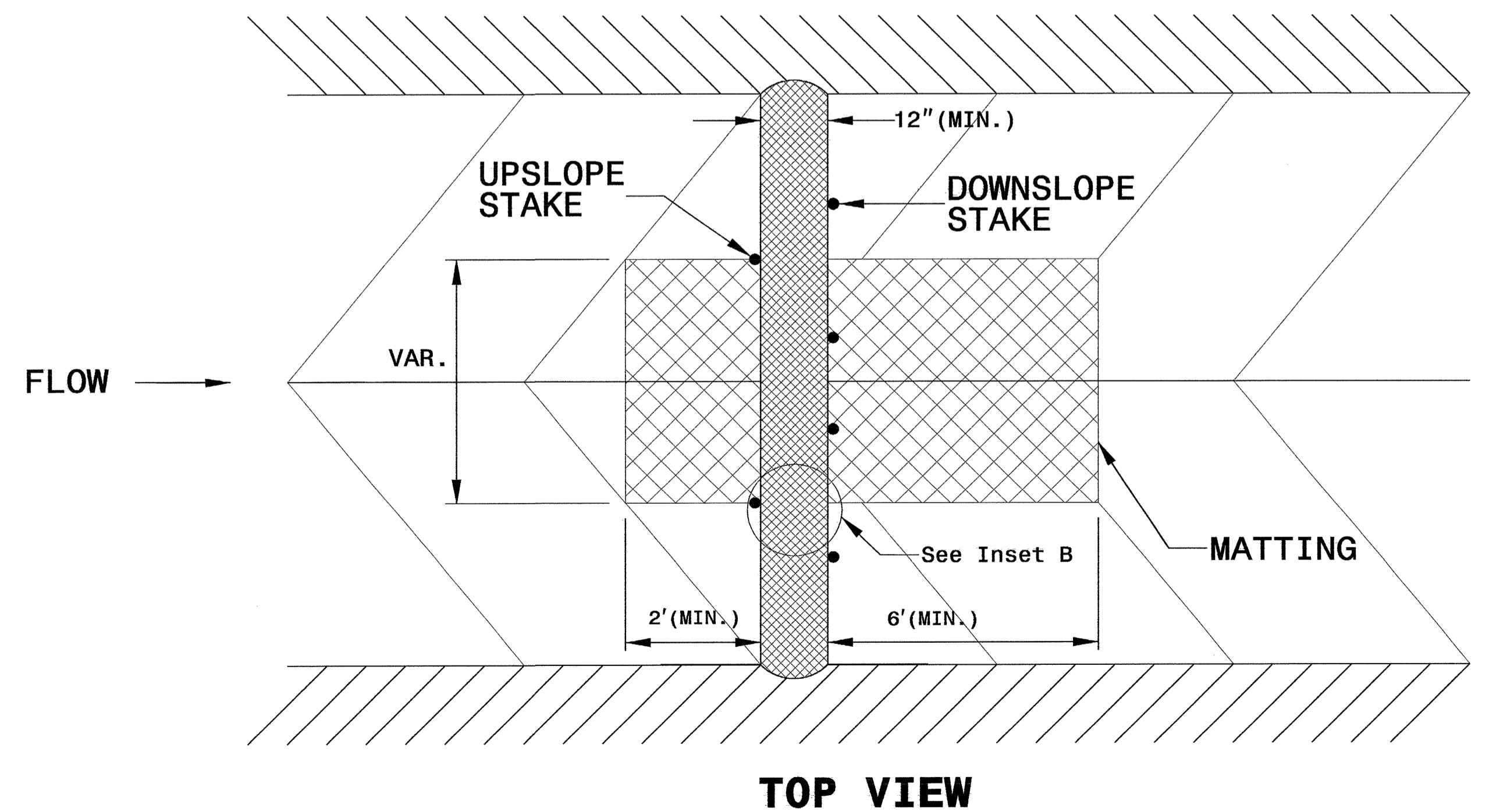
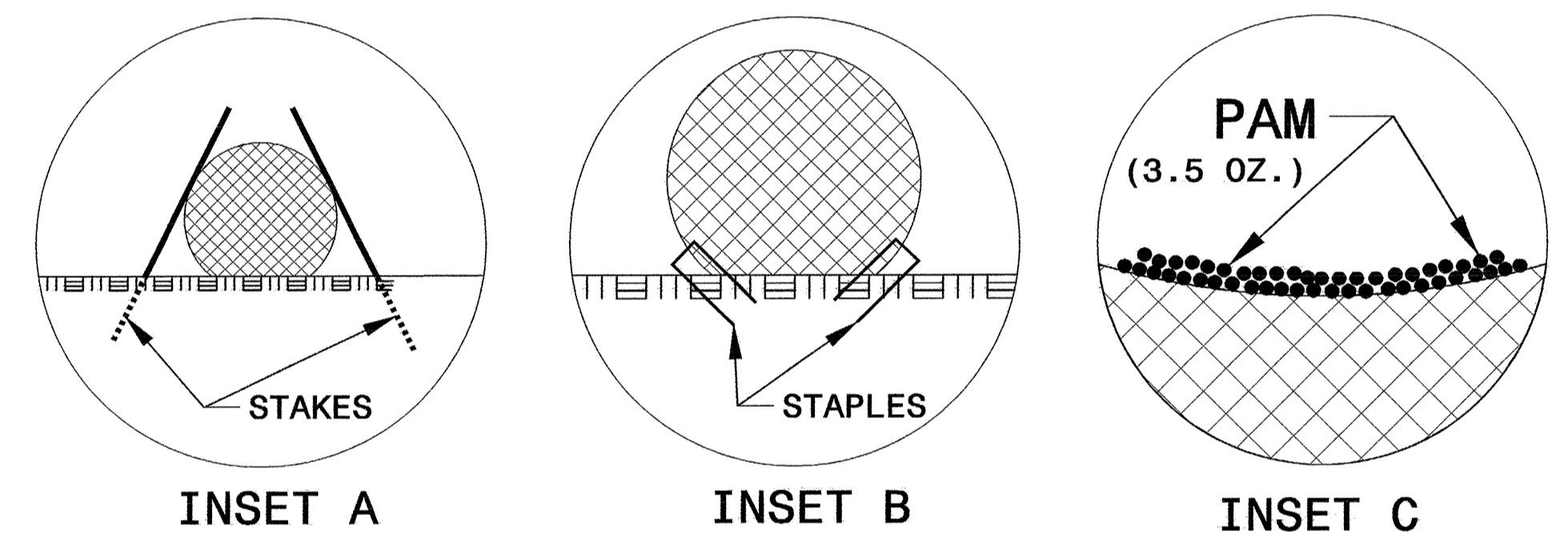
ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH



BORROW PIT DEWATERING BASIN DETAIL

PROJECT REFERENCE NO. U-3826	SHEET NO. EC-2E
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

GENERAL NOTES:

DETERMINE BORROW PIT DEWATERING BASIN SIZE USING $V = 8.0203 * Q * T$, WHERE V IS VOLUME (FT³), Q IS PUMP FLOW RATE (GPM), AND T IS DEWATERING TIME (HR). USE MAXIMUM FLOW RATE OF 1000 GPM AND A MINIMUM DEWATERING TIME OF 2 HOURS.

RISER SHALL BE A NON-PERFORATED, SMOOTH OR CORRUGATED MATERIAL WITH A FLASHBOARD OPTION.

CONSTRUCT THE COIR FIBER BAFFLE WITH A MATERIAL THAT MEETS THE SPECIFICATIONS OF THE COIR FIBER MAT SPECIAL PROVISION PROVIDED IN THE CONTRACT.

PROVIDE 5' STEEL POSTS OF THE SELF-FASTENER ANGLE STEEL TYPE. INSTALL STEEL POSTS WITH NO MORE THAN 3' OF THE POST APPEARING ABOVE THE GROUND.

ATTACH THE COIR FIBER MAT TO THE STEEL POSTS WITH WIRE OR OTHER ACCEPTABLE MEANS AND STAPLED INTO THE BOTTOM AND SIDE SLOPES OF THE BASIN WITH 12" STAPLES.

INSTALL TYPE 2 FILTER FABRIC ON SIDESLOPES AND BOTTOM OF BASIN AT INLET AS SHOWN IN THE DETAIL.

USE THE TYPICAL SECTION SHOWN FOR THE BORROW PIT DEWATERING BASIN AS A GUIDE. THE BASIN MAY HAVE ANY TYPE CONFIGURATION AS LONG AS SUFFICIENT VOLUME IS PROVIDED AND PROVISIONS ARE MADE FOR A NON-PERFORATED RISER.

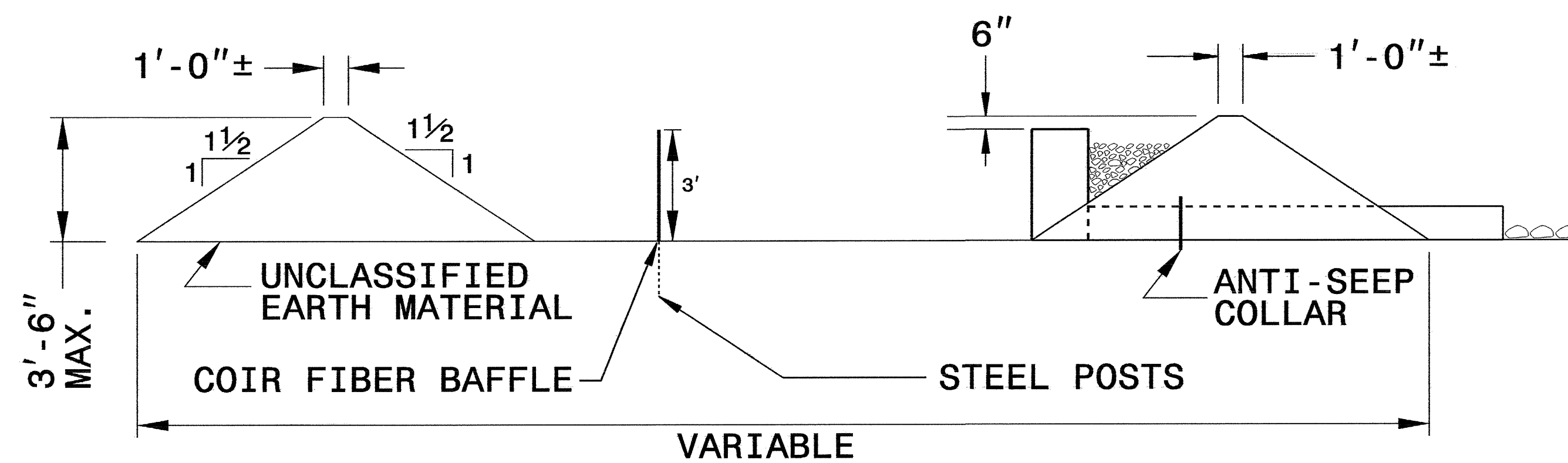
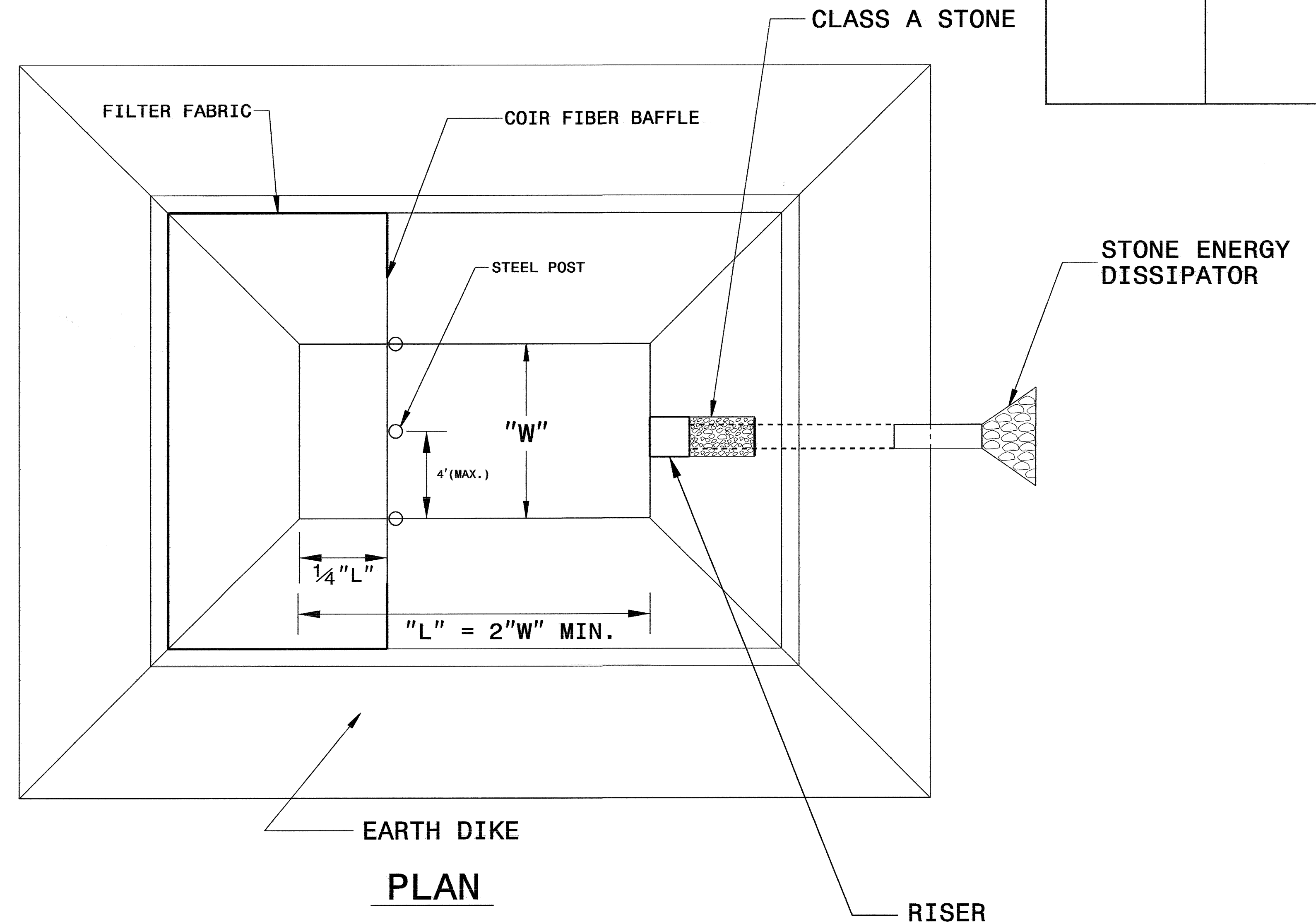
DO NOT EXCEED 3½ FT. IN HEIGHT FOR THE EARTH DIKES REQUIRED FOR BORROW PIT DEWATERING BASIN.

THE BORROW PIT DEWATERING BASIN SIZE IS VARIABLE AND DEPENDENT ON SPECIFIC SITE REQUIREMENTS AS WELL AS PROPOSED CONSTRUCTION OPERATIONS.

SUBMIT THE SIZE, LOCATION AND RISER PIPE MATERIAL FOR APPROVAL PRIOR TO CONSTRUCTION.

PUMP THE EFFLUENT INTO THE BORROW PIT DEWATERING BASIN TO A MAXIMUM DEPTH OF 6 IN. BELOW TOP OF EARTH DIKE.

PROVIDE A STONE ENERGY DISSIPATOR PAD AT THE OUTLET OF THE PUMP DISCHARGE HOSE AND OUTLET OF THE RISER BARREL IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 876.02 FOR OUTLET W/O DITCH.



TYPICAL SECTION VIEW

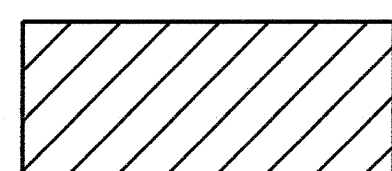
NOT TO SCALE

8/17/99
07-APR-2009 13:34
C:\Users\jrb\Documents\Projects\06.dgn
jrb

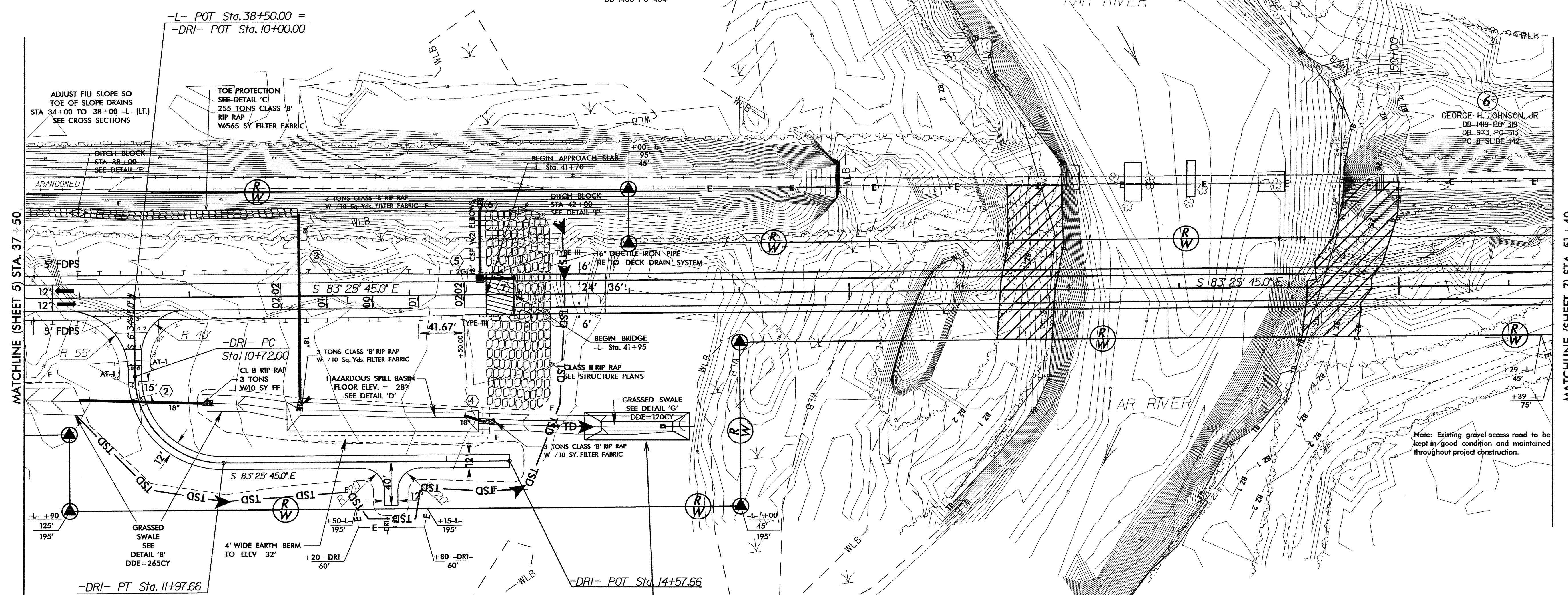
NOTE:
UTILIZE SKIMMER BASIN AS STILLING BASIN WHERE APPLICABLE.

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 6

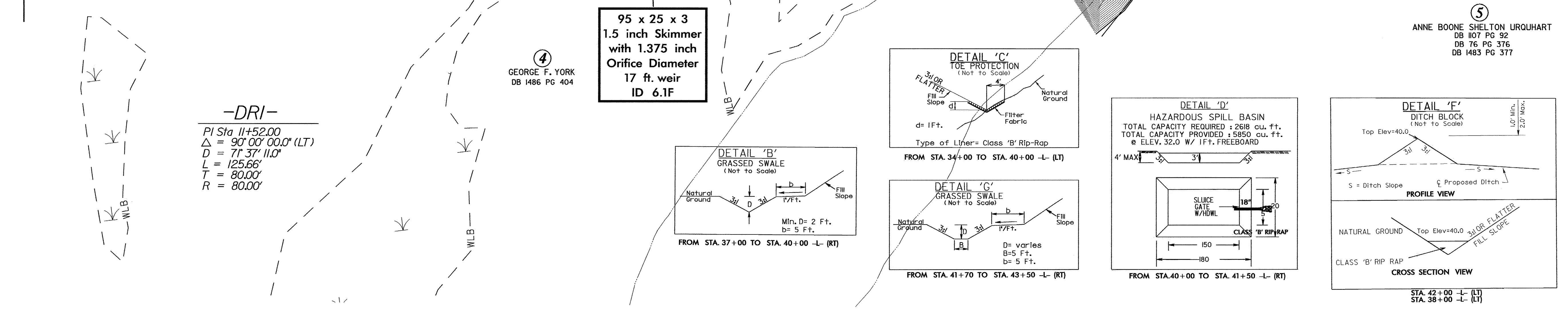
 ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

PROJECT REFERENCE NO. U-3826		SHEET NO. EC-6/CONST.6	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
SEE SHEET No. 12 FOR -L- PROFILE			
SEE SHEET No. 2-B FOR SKETCH SHOWING BRIDGE /PAVEMENT RELATIONSHIP			



MATCHLINE (SHEET 5) STA. 37+50

MATCHLINE (SHEET 7) STA. 51+40



④ GEORGE F. YORK
DB 1486 PG 404

⑤ ANNE BOONE SHELTON URQUHART
DB 1107 PG 92
DB 76 PG 376
DB 1483 PG 377

④ GEORGE F. YORK
DB 1486 PG 404

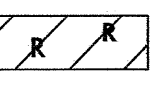
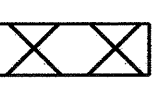
⑥ GEORGE H. JOHNSON, JR
DB 1419 PG 319
DB 973 PG 513
PG 8 SLIDE 142

8/17/99
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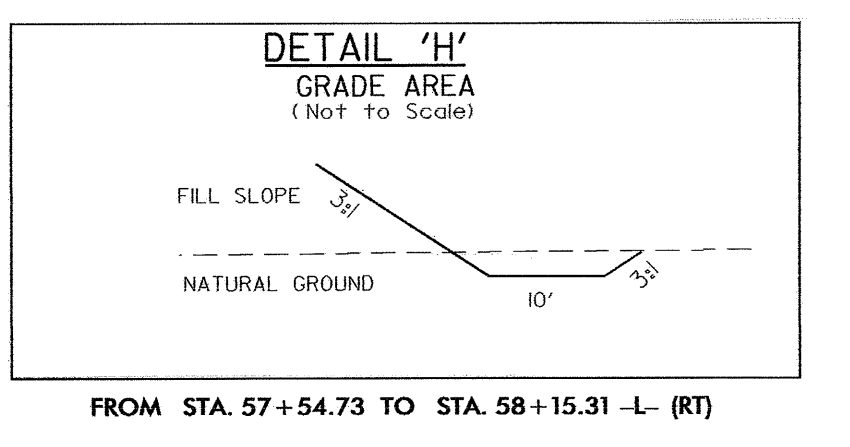
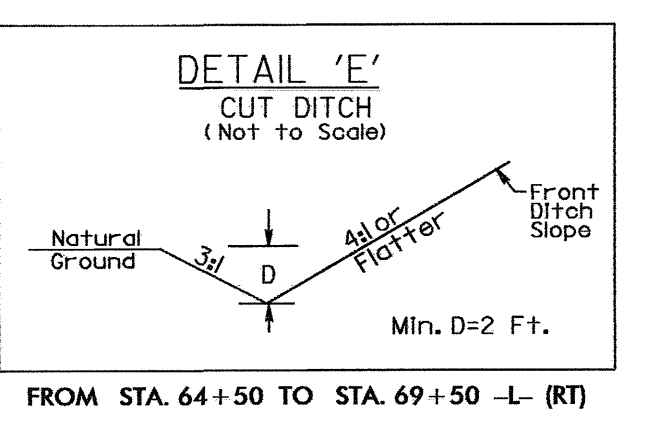
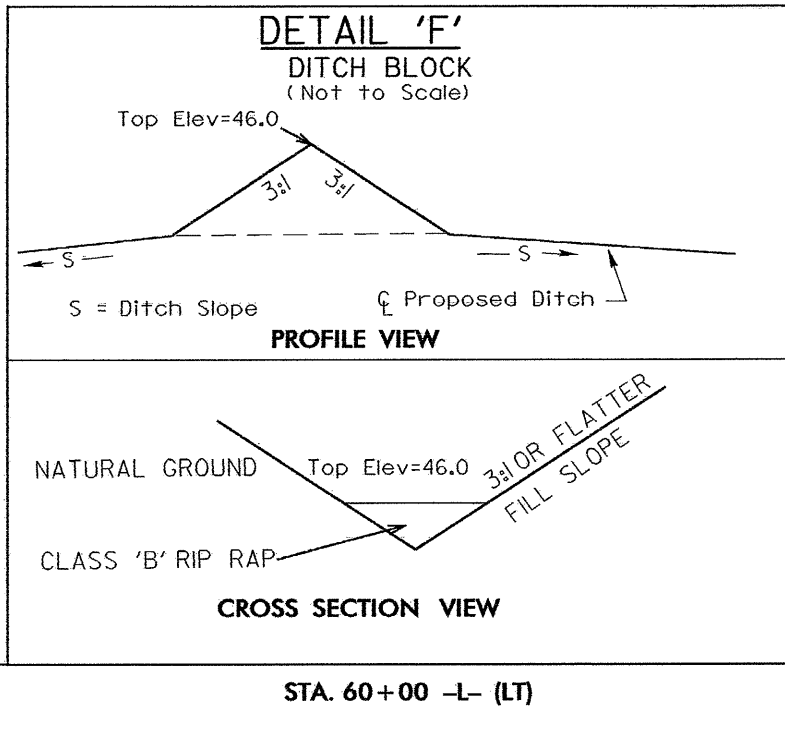
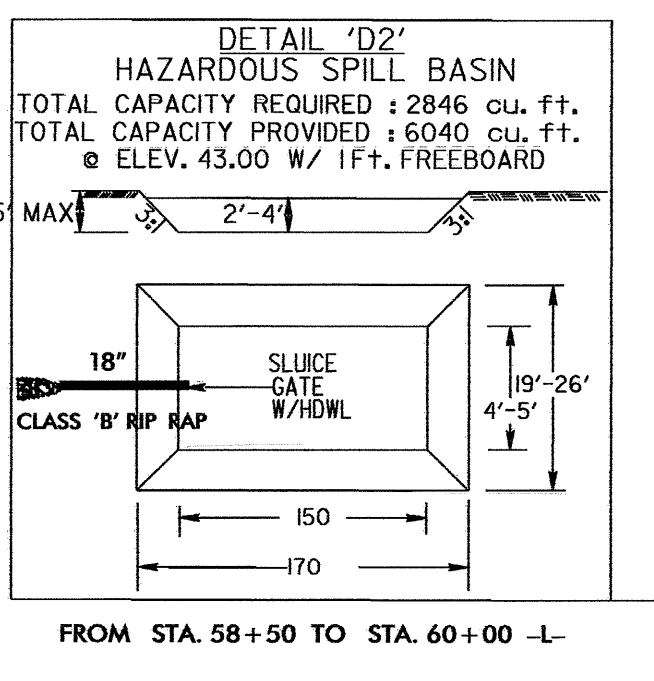
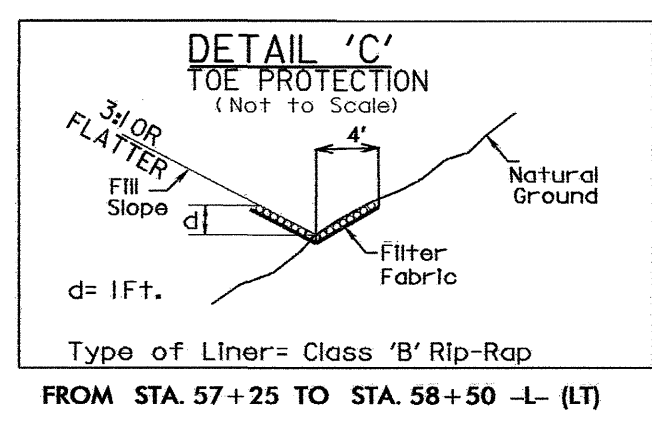
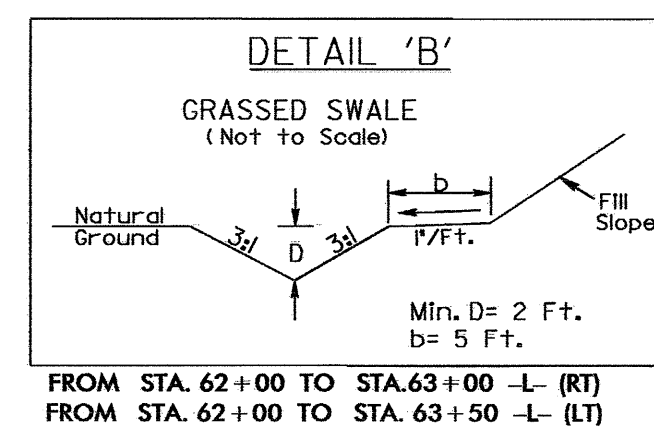
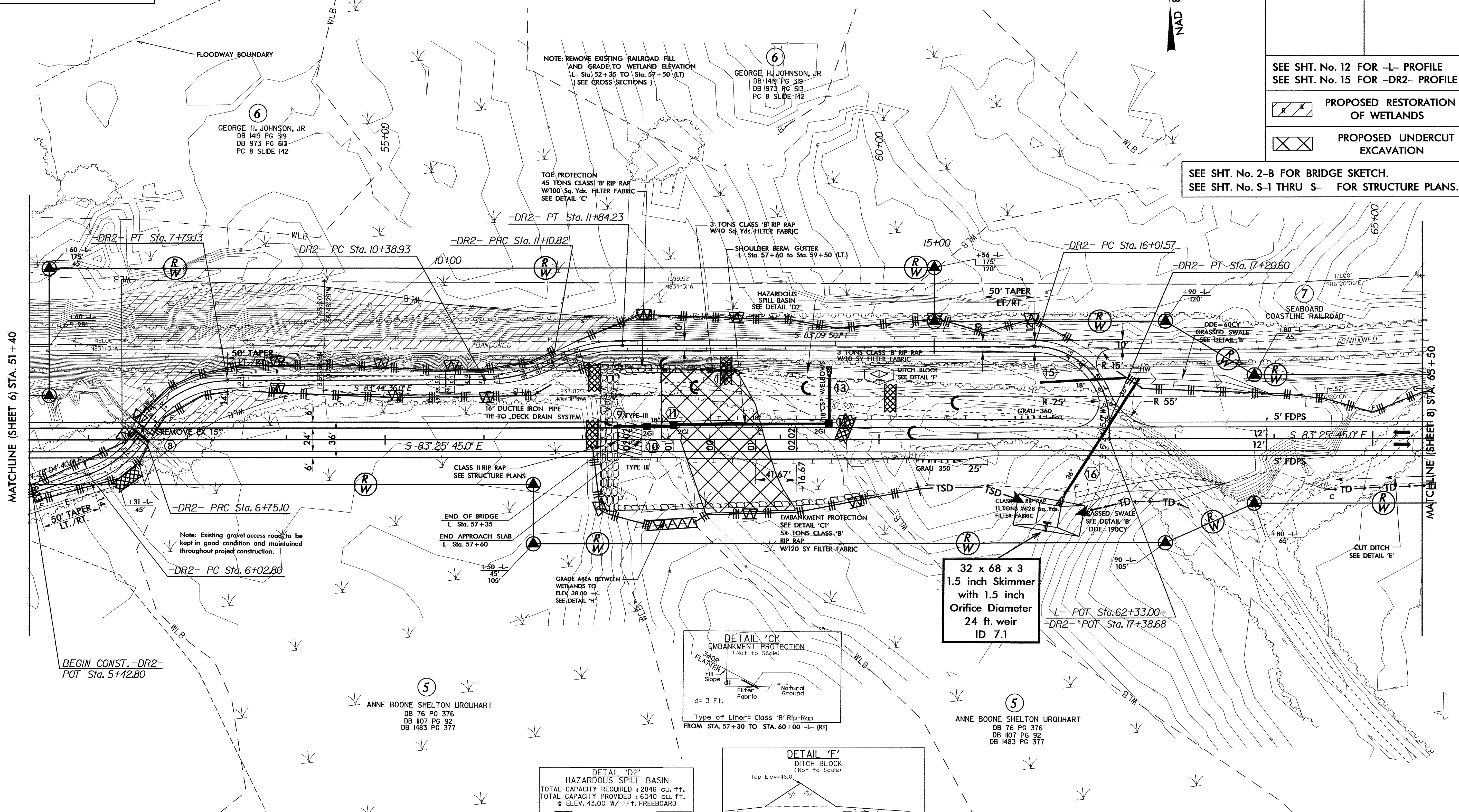
NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
DRAINAGE OUTLETS.

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 7

NOTE:
UTILIZE SKIMMER BASIN AS STILLING BASIN
WHERE APPLICABLE.

PROJECT REFERENCE NO. U-3826	SHEET NO. EC-7/CONST.7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEE SHT. No. 12 FOR -L- PROFILE SEE SHT. No. 15 FOR -DR2- PROFILE	
 PROPOSED RESTORATION OF WETLANDS	
 PROPOSED UNDERCUT EXCAVATION	

SEE SHT. No. 2-B FOR BRIDGE SKETCH.
SEE SHT. No. S-1 THRU S- FOR STRUCTURE PLANS.

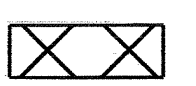


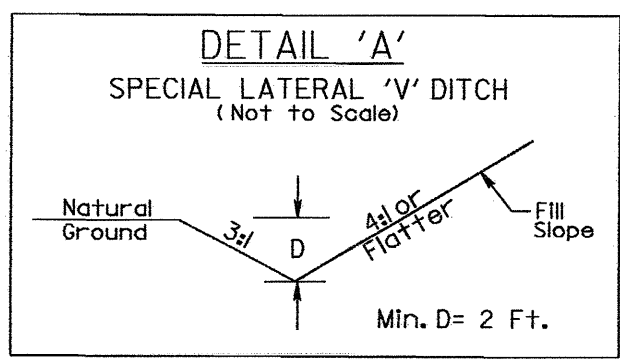
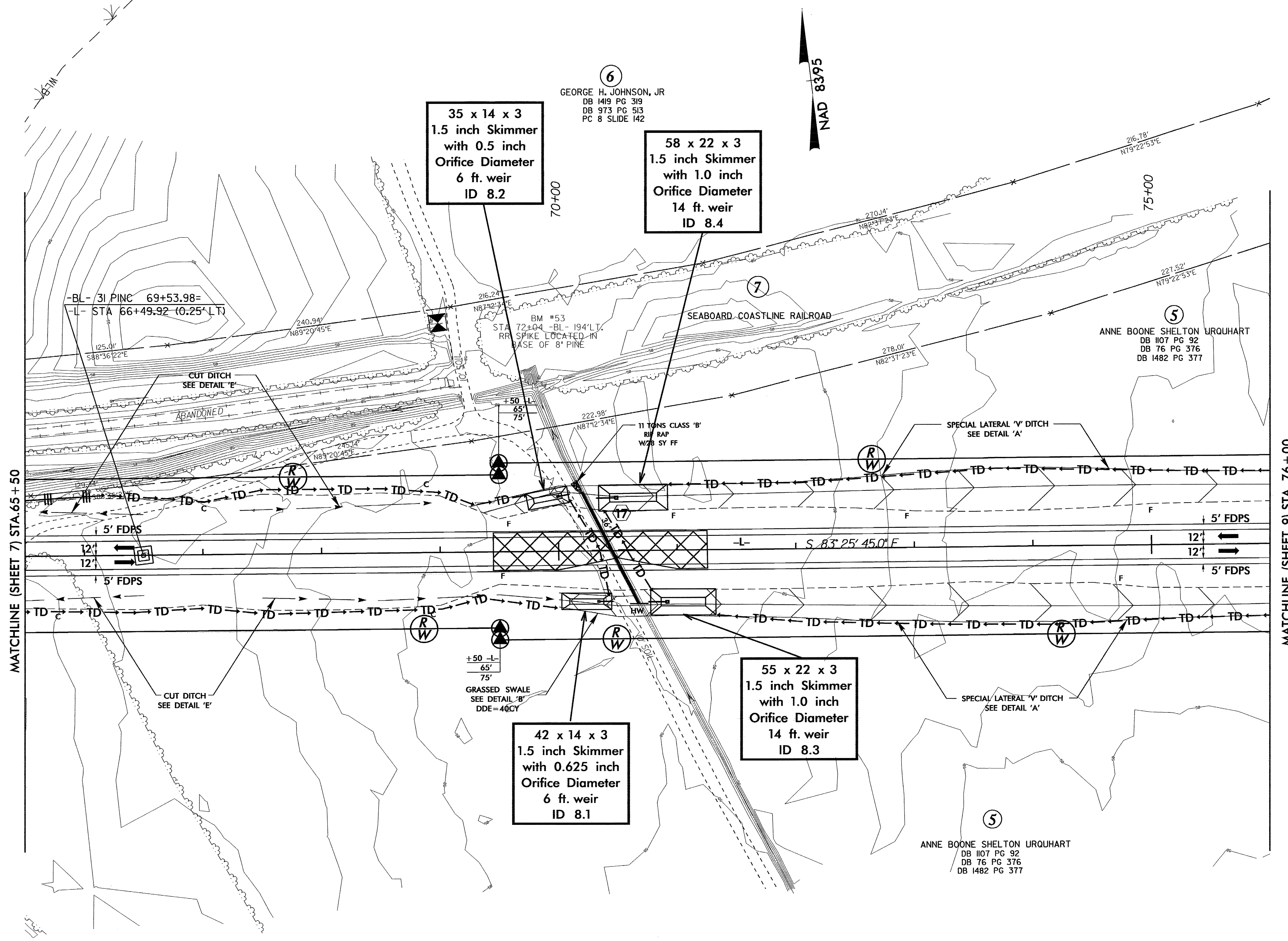
32 x 68 x 3
1.5 inch Skimmer
with 1.5 inch
Orifice Diameter
24 ft. weir
ID 7.1

L- POT Sta. 62+33.00 =
-DR2- POT Sta. 17+38.68

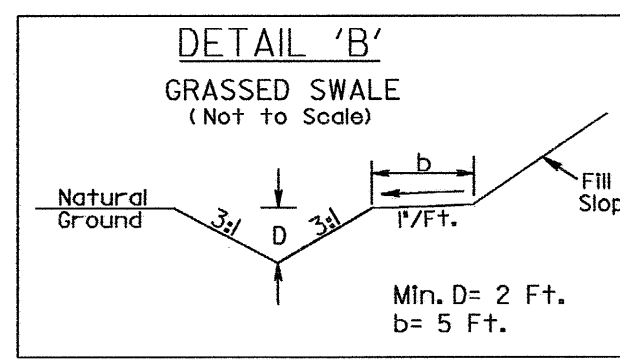
MATCHLINE (SHEET 6) STA. 51+40

MATCHLINE (SHEET 8) STA. 65+50

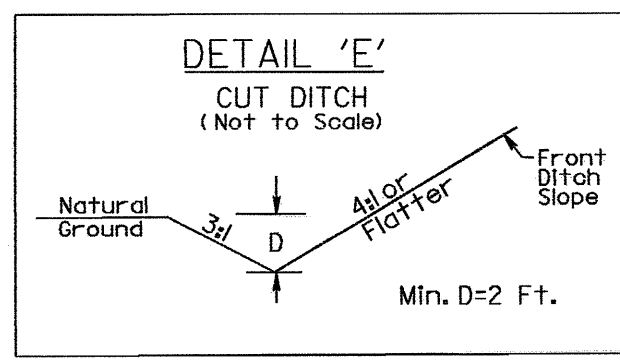
PROJECT REFERENCE NO.		SHEET NO.	
U-3826		EC-8/CONST.8	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
SEE SHEET No's. 12 AND 13 FOR -L- PROFILE			
 PROPOSED UNDERCUT EXCAVATION			



FROM STA. 70+50 TO STA. 80+50 -L- (RT)
FROM STA. 69+50 TO STA. 80+50 -L- (LT)



FROM STA. 70+00 TO STA. 70+50 -L- (RT)



FROM STA. 64+50 TO STA. 69+50 -L- (RT)
FROM STA. 65+50 TO STA. 69+50 -L- (LT)

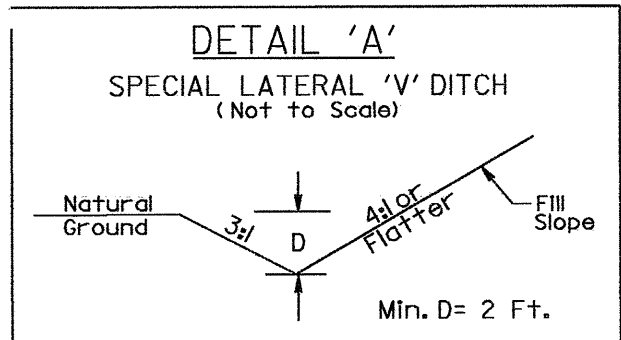
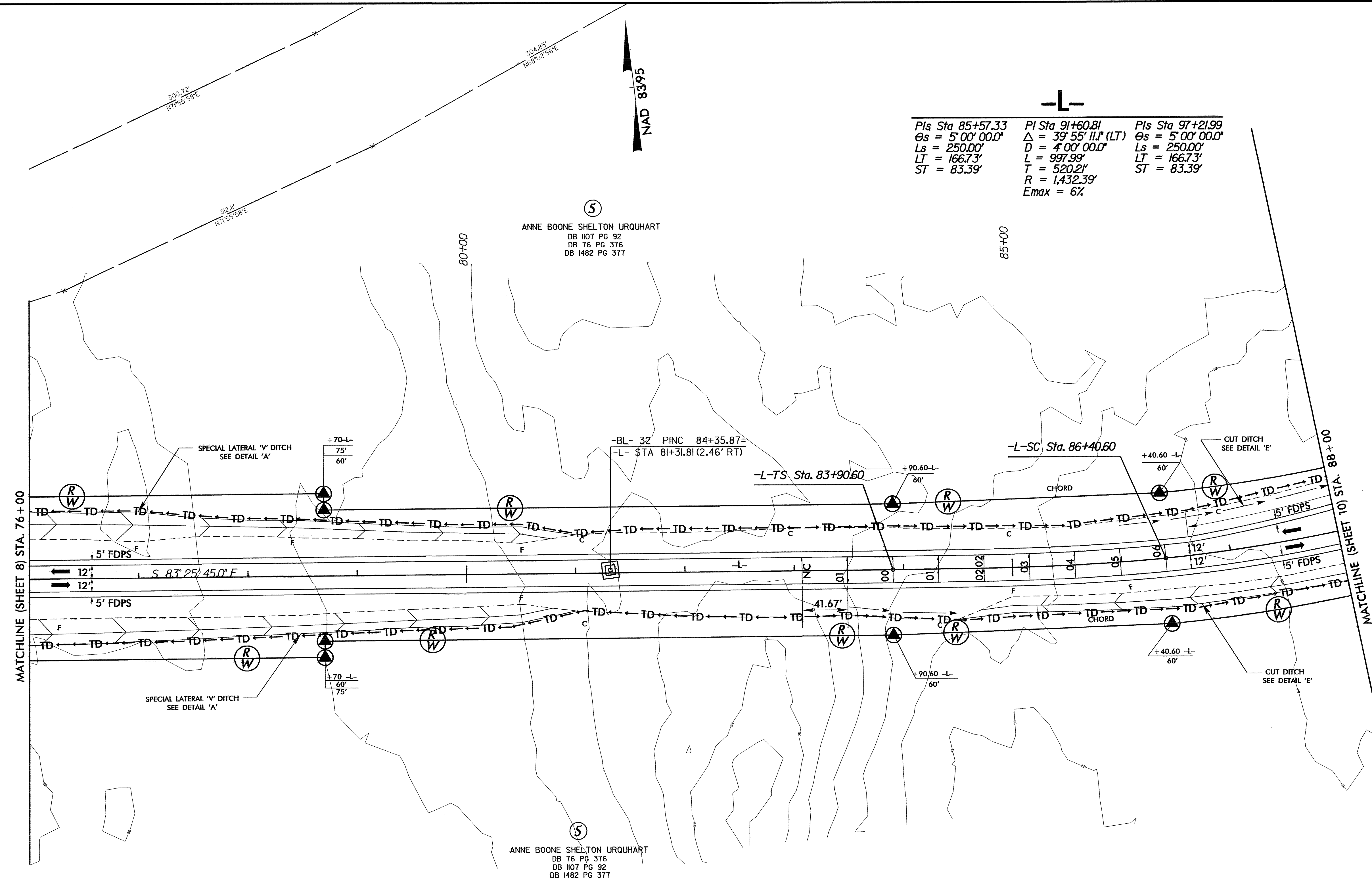
CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 8

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

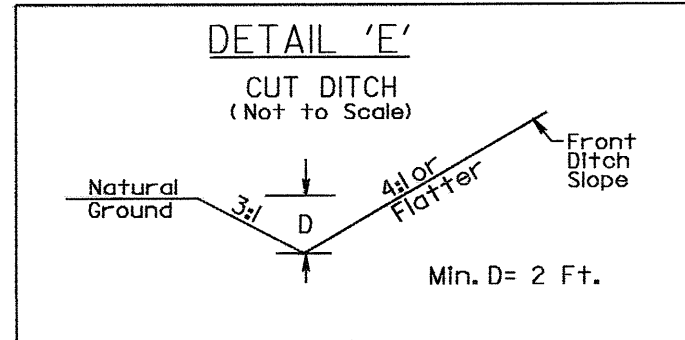
8/17/99

PROJECT REFERENCE NO.	SHEET NO.
U-3826	EC-9/CONST.9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEE SHEET No's. 13 FOR -L- PROFILE	

Pls Sta 85+57.33 $\theta_s = 5'00''00.0''$ $L_s = 250.00'$ $LT = 166.73'$ $ST = 83.39'$	Pl Sta 91+60.81 $\Delta = 39'55''11.1''$ (LT) $D = 4'00''00.0''$ $L = 997.99'$ $T = 520.21'$ $R = 1,432.39'$ $E_{max} = 6\%$	Pls Sta 97+21.99 $\theta_s = 5'00''00.0''$ $L_s = 250.00'$ $LT = 166.73'$ $ST = 83.39'$
---	--	---



FROM STA. 70+50 TO STA. 80+50 -L- (RT)
 FROM STA. 70+50 TO STA. 80+50 -L- (LT)



FROM STA. 83+50 TO STA. 84+50 -L- (RT)
 FROM STA. 86+00 TO STA. 92+00 -L- (LT)

CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 9

NOTE:
 PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
 AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
 DRAINAGE OUTLETS.

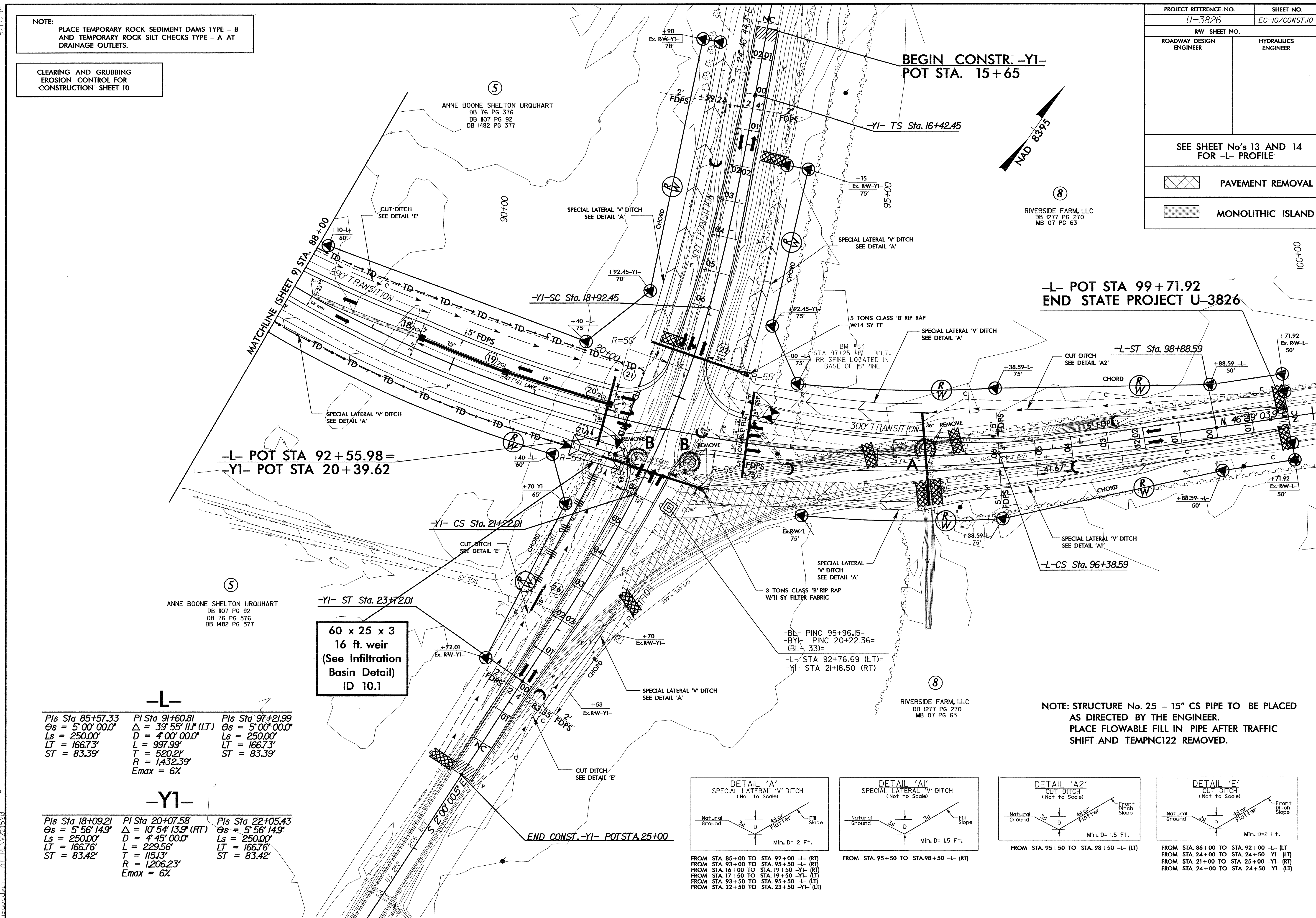
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 P:\proj\09\1046\1046.dgn
 P:\proj\09\1046\1046.dgn

8/17/99

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 10

PROJECT REFERENCE NO.	SHEET NO.
U-3826	EC-10/CONST.10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEE SHEET No's 13 AND 14 FOR -L- PROFILE	
	PAVEMENT REMOVAL
	MONOLITHIC ISLAND



-L-

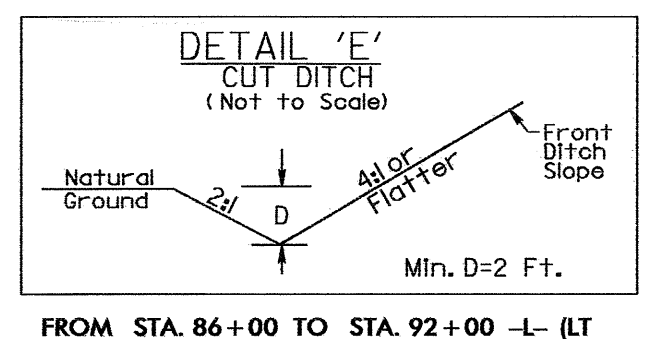
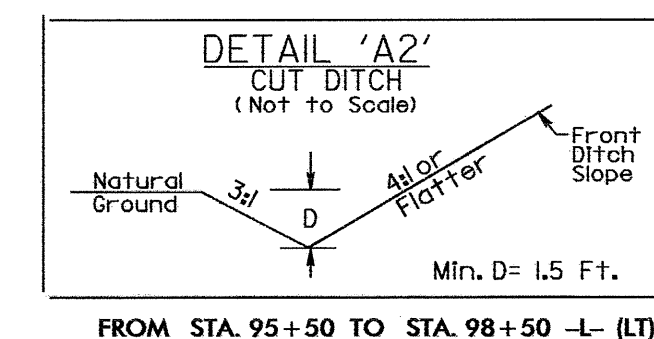
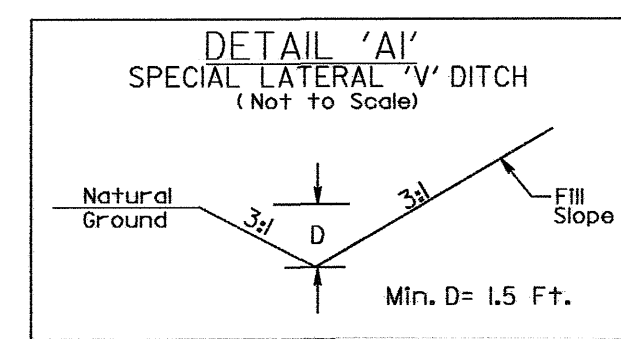
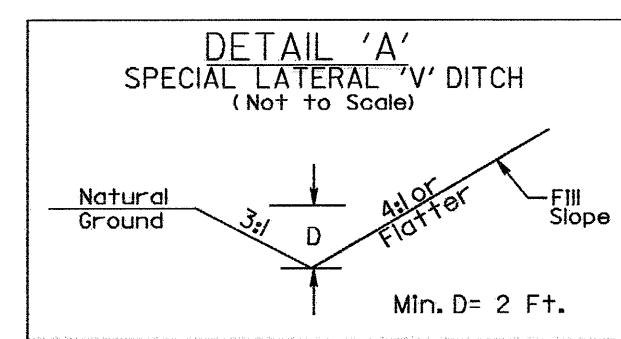
Pls Sta 85+57.33	PI Sta 91+60.81	Pls Sta 97+21.99
θs = 5° 00' 00.0"	Δ = 39° 55' 11.1" (LT)	θs = 5° 00' 00.0"
Ls = 250.00'	D = 4° 00' 00.0"	Ls = 250.00'
LT = 166.73'	L = 997.99'	LT = 166.73'
ST = 83.39'	T = 520.21'	ST = 83.39'
	R = 1,432.39'	
	E _{max} = 6%	

-YI-

Pls Sta 18+09.21	PI Sta 20+07.58	Pls Sta 22+05.43
θs = 5° 56' 14.9"	Δ = 10° 54' 13.9" (RT)	θs = 5° 56' 14.9"
Ls = 250.00'	D = 4° 45' 00.0"	Ls = 250.00'
LT = 166.76'	L = 229.56'	LT = 166.76'
ST = 83.42'	T = 115.13'	ST = 83.42'
	R = 1,206.23'	
	E _{max} = 6%	

**60 x 25 x 3
16 ft. weir
(See Infiltration
Basin Detail)
ID 10.1**

NOTE: STRUCTURE No. 25 - 15" CS PIPE TO BE PLACED AS DIRECTED BY THE ENGINEER. PLACE FLOWABLE FILL IN PIPE AFTER TRAFFIC SHIFT AND TEMPNC122 REMOVED.



FROM STA. 85+00 TO STA. 92+00 -L- (RT)
FROM STA. 93+00 TO STA. 95+50 -L- (RT)
FROM STA. 16+00 TO STA. 19+50 -YI- (RT)
FROM STA. 17+50 TO STA. 19+50 -YI- (LT)
FROM STA. 93+50 TO STA. 95+50 -L- (LT)
FROM STA. 22+50 TO STA. 23+50 -YI- (LT)

FROM STA. 95+50 TO STA. 98+50 -L- (RT)

FROM STA. 95+50 TO STA. 98+50 -L- (LT)

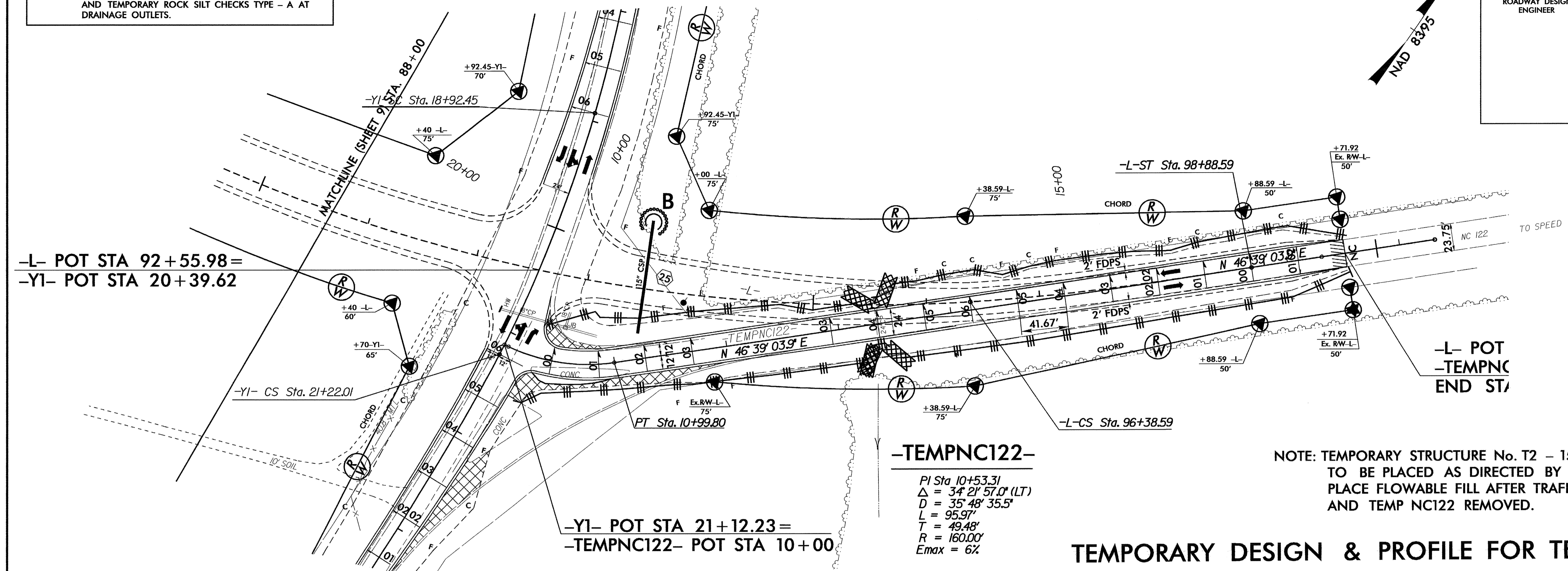
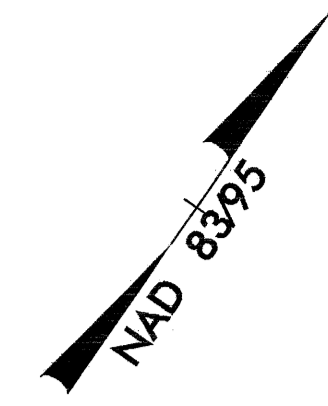
FROM STA. 86+00 TO STA. 92+00 -L- (LT)
FROM STA. 24+00 TO STA. 24+50 -YI- (LT)
FROM STA. 21+00 TO STA. 25+00 -YI- (RT)
FROM STA. 24+00 TO STA. 24+50 -YI- (LT)

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lib\peddon

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NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
DRAINAGE OUTLETS.

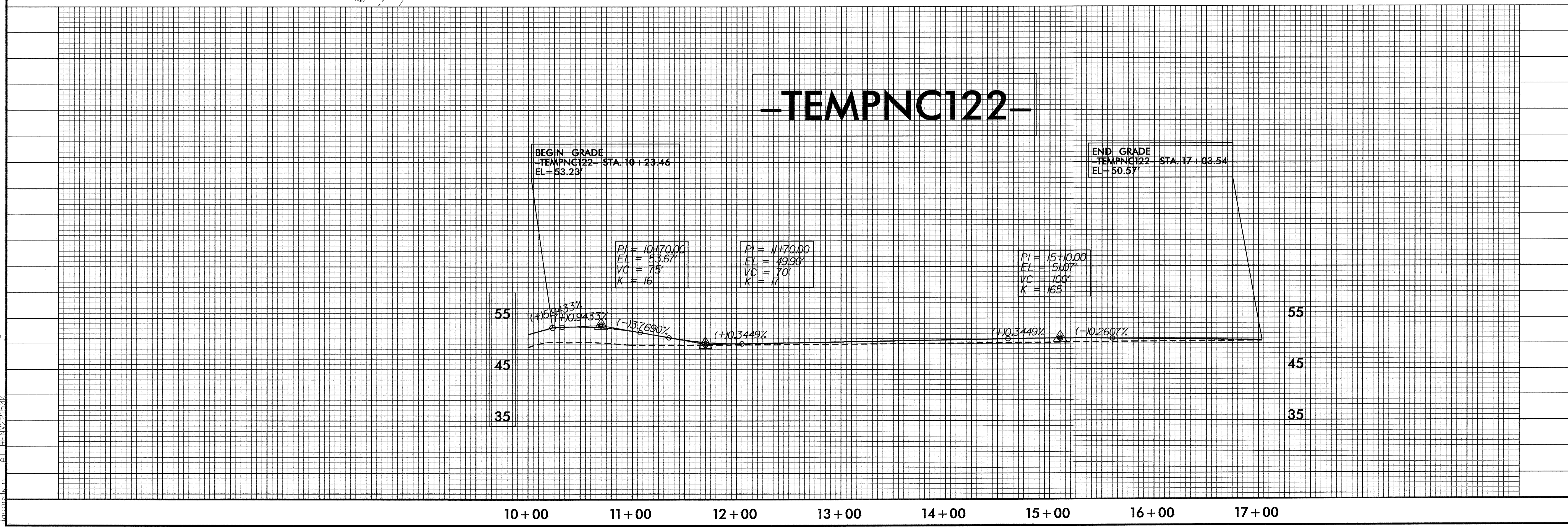
PROJECT REFERENCE NO. U-3826	SHEET NO. EC-11/CONST.2-C
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-TEMPNC122-
 PI Sta 10+53.31
 $\Delta = 34^\circ 21' 57.0''$ (LT)
 $D = 35' 48.355''$
 $L = 95.97'$
 $T = 49.48'$
 $R = 160.00'$
 $E_{max} = 6\%$

NOTE: TEMPORARY STRUCTURE No. T2 - 15" CSP PIPE
TO BE PLACED AS DIRECTED BY THE ENGINEER.
PLACE FLOWABLE FILL AFTER TRAFFIC SHIFT
AND TEMP NC122 REMOVED.

TEMPORARY DESIGN & PROFILE FOR TEMPNC122



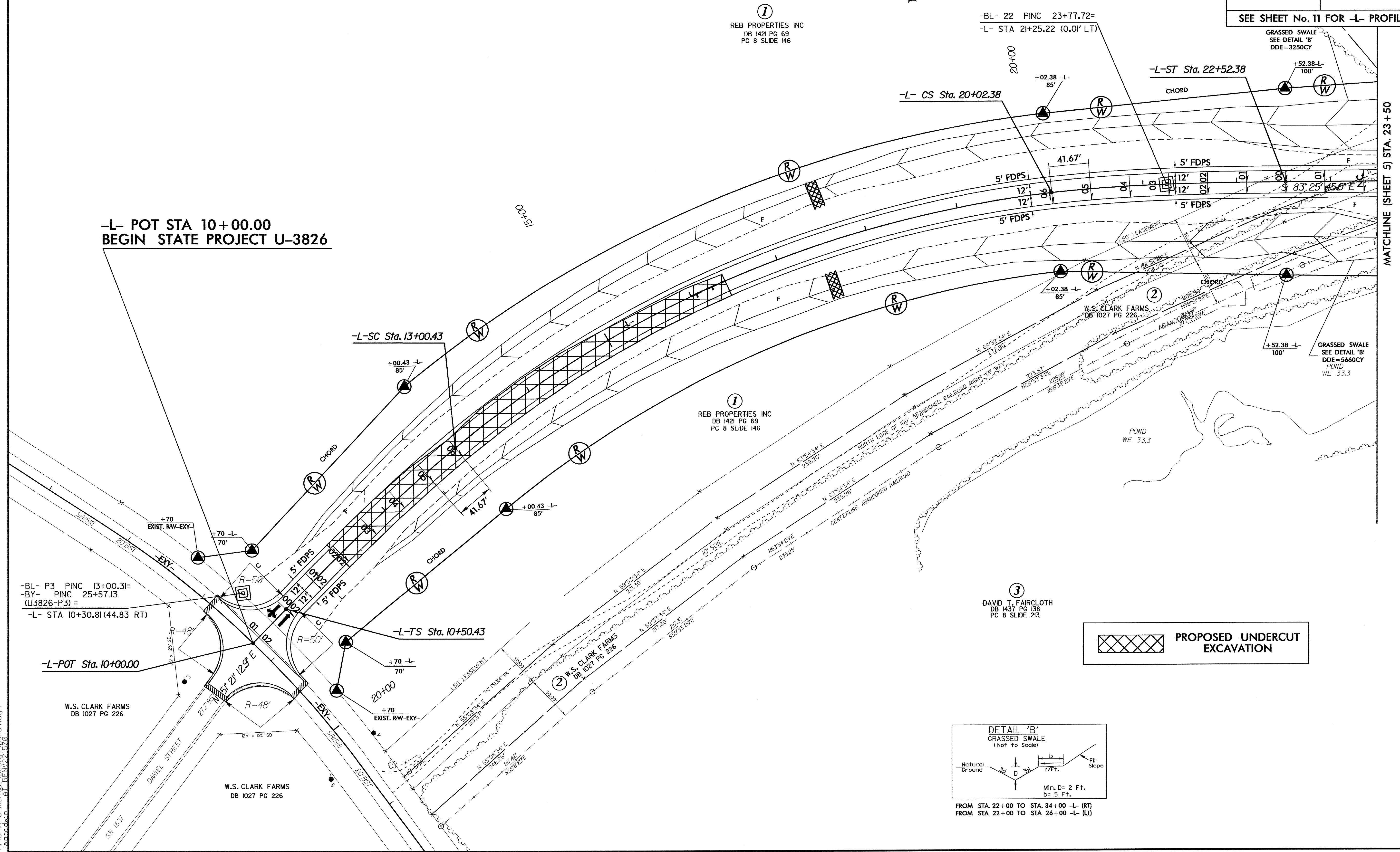
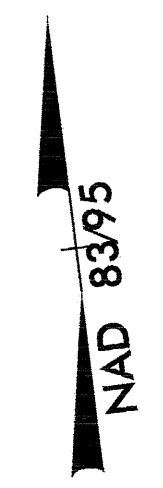
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 User: jason.a.woodward

8/17/99

PROJECT REFERENCE NO.		SHEET NO.	
U-3826		EC-12/CONST.4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
SEE SHEET No. 11 FOR -L- PROFILE			

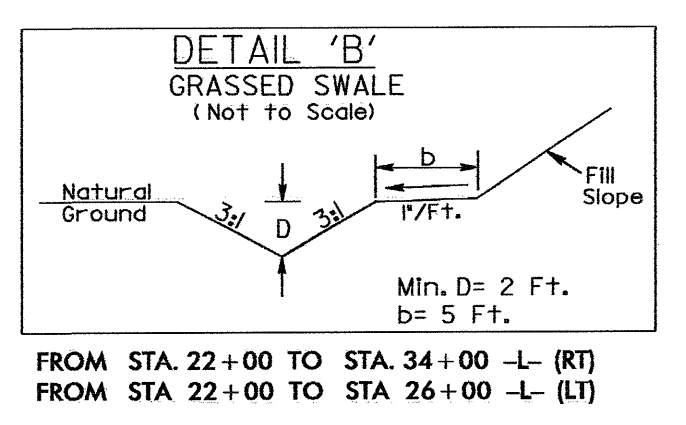
-L-

Pls Sta 12+17.19 θs = 5° 56' 15.0" Ls = 250.00' LT = 166.78' ST = 83.42'	Pl Sta 16+61.66 Δ = 33° 20' 32.1" (RT) D = 4° 45' 00.0" L = 701.94' T = 361.22' R = 1,206.23' Emax=6%	Pls Sta 20+85.79 θs = 5° 56' 15.0" Ls = 250.00' LT = 166.78' ST = 83.42'
--	---	--



-L- POT STA 10+00.00
BEGIN STATE PROJECT U-3826

PROPOSED UNDERCUT EXCAVATION



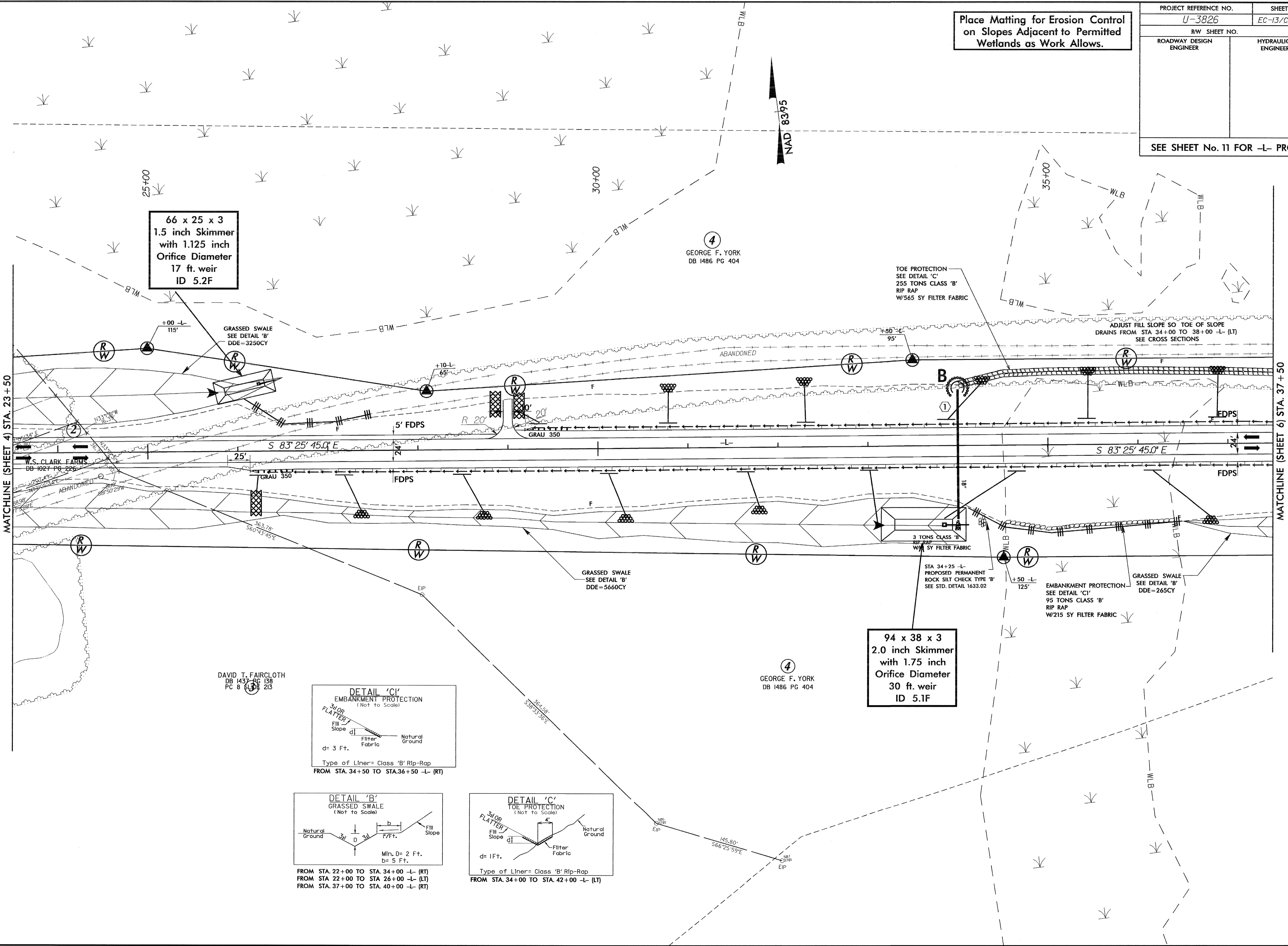
07-APR-2009 10:41... P:\environmental\... 04.dgn

MATCHLINE (SHEET 5) STA. 23+50

6/17/99

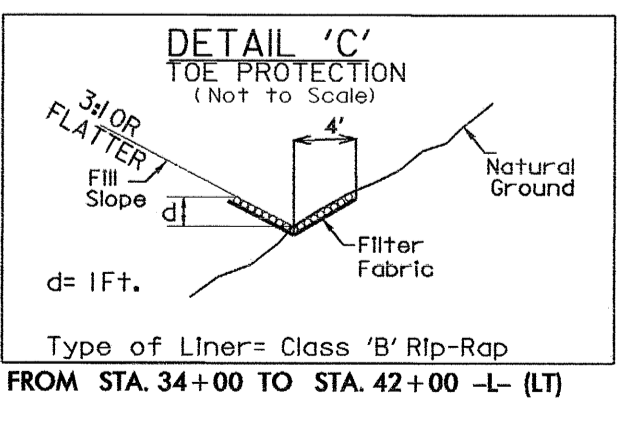
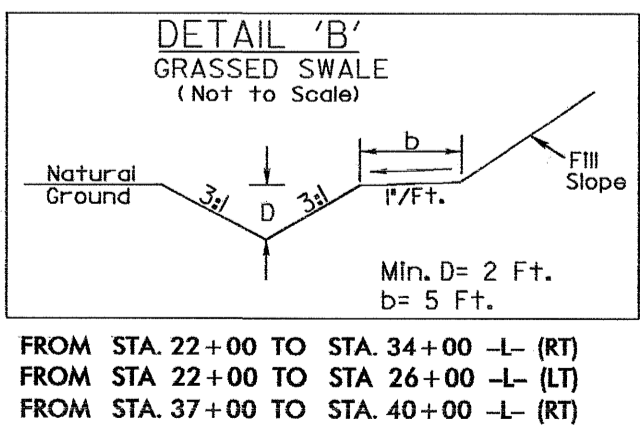
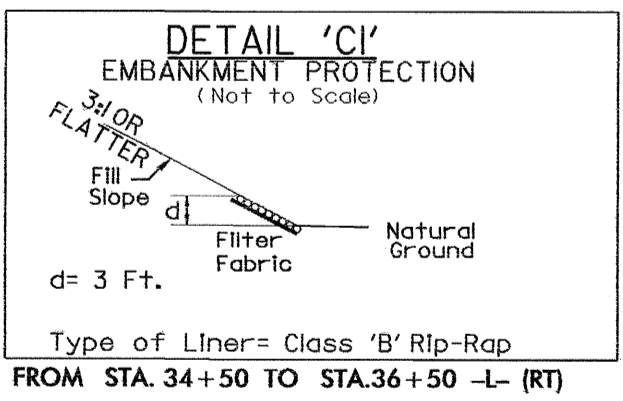
Place Matting for Erosion Control on Slopes Adjacent to Permitted Wetlands as Work Allows.

PROJECT REFERENCE NO. U-3826		SHEET NO. EC-13/CONST.5	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
SEE SHEET No. 11 FOR -L- PROFILE			



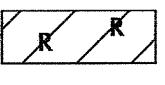
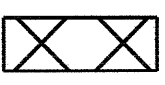
66 x 25 x 3
1.125 inch
Orifice Diameter
17 ft. weir
ID 5.2F

94 x 38 x 3
2.0 inch Skimmer
with 1.75 inch
Orifice Diameter
30 ft. weir
ID 5.1F



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id:\jls\jls

8/17/99

PROJECT REFERENCE NO. U-3826	SHEET NO. EC-15/CONST.7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEE SHT. No. 12 FOR -L- PROFILE SEE SHT. No. 15 FOR -DR2- PROFILE	
 PROPOSED RESTORATION OF WETLANDS	
 PROPOSED UNDERCUT EXCAVATION	

SEE SHT. No. 2-B FOR BRIDGE SKETCH.
SEE SHT. No. S-1 THRU S- FOR STRUCTURE PLANS.

Place Matting for Erosion Control on Slopes Adjacent to Permitted Wetlands as Work Allows.

NOTE: UTILIZE SKIMMER BASIN AS STILLING BASIN WHERE APPLICABLE.

NOTE: REMOVE EXISTING RAILROAD FILL AND GRADE TO WETLAND ELEVATION
-L- Sta. 52+35 TO Sta. 57+50 (LT)
(SEE CROSS SECTIONS)

6
GEORGE H. JOHNSON, JR
DB 1419 PG 319
DB 973 PG 513
PC 8 SLIDE 142

6
GEORGE H. JOHNSON, JR
DB 1419 PG 319
DB 973 PG 513
PC 8 SLIDE 142

Temporary Rock Sediment Dam Type A
8.5 ft. weir height

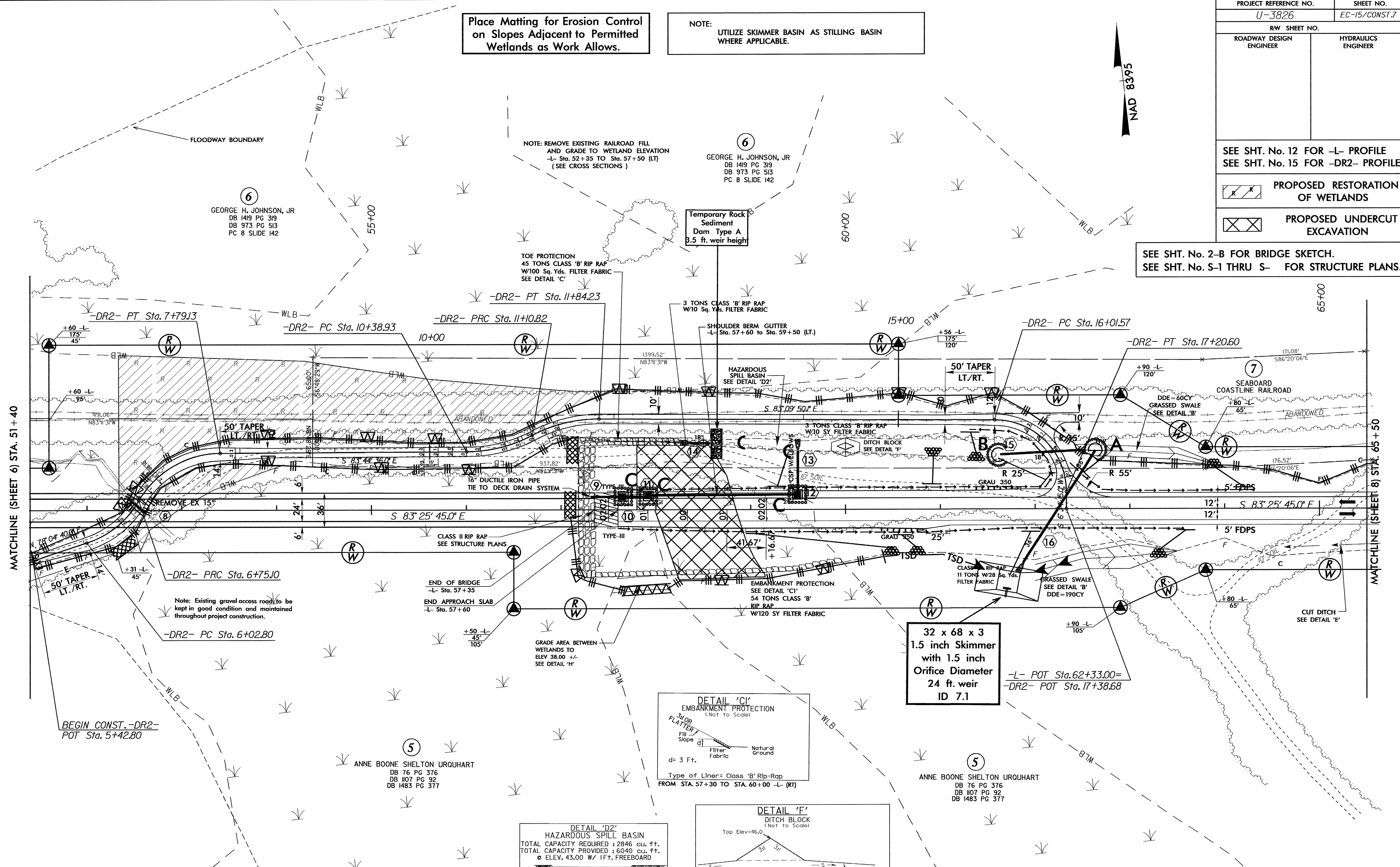
TOE PROTECTION
45 TONS CLASS 'B' RIP RAP
W/100 Sq. Yds. FILTER FABRIC
SEE DETAIL 'C'

SHOULDER BERM GUTTER
-L- Sta. 57+60 TO Sta. 59+50 (LT.)

HAZARDOUS SPILL BASIN
SEE DETAIL 'D2'

50' TAPER
LT./RT.

7
SEABOARD COASTLINE RAILROAD
DDE=60CY
GRASSSED SWALE
SEE DETAIL 'B'



MATCHLINE (SHEET 6) STA. 51+40

MATCHLINE (SHEET 8) STA. 65+50

Note: Existing gravel access road to be kept in good condition and maintained throughout project construction.

CLASS II RIP RAP
SEE STRUCTURE PLANS

END OF BRIDGE
-L- Sta. 57+35

END APPROACH SLAB
-L- Sta. 57+60

GRADE AREA BETWEEN WETLANDS TO ELEV 38.00 +/-
SEE DETAIL 'H'

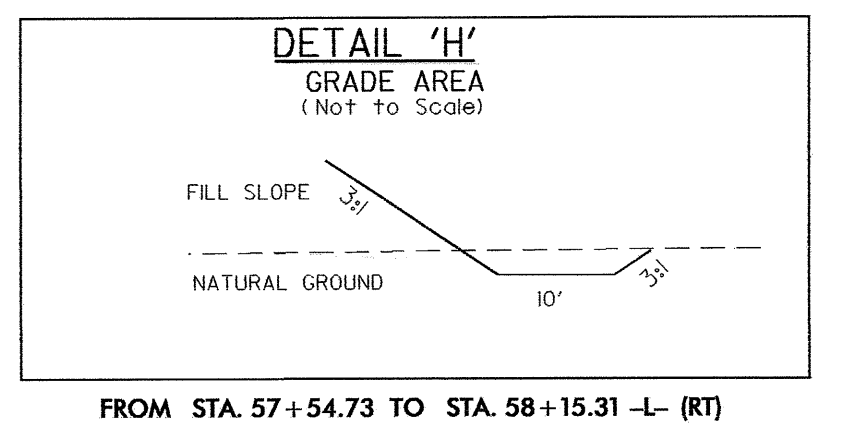
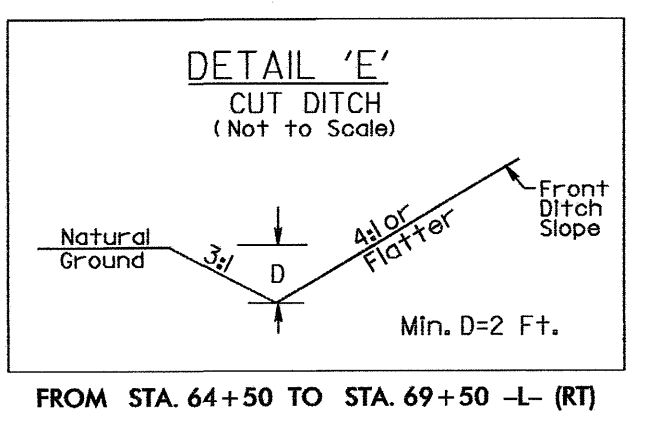
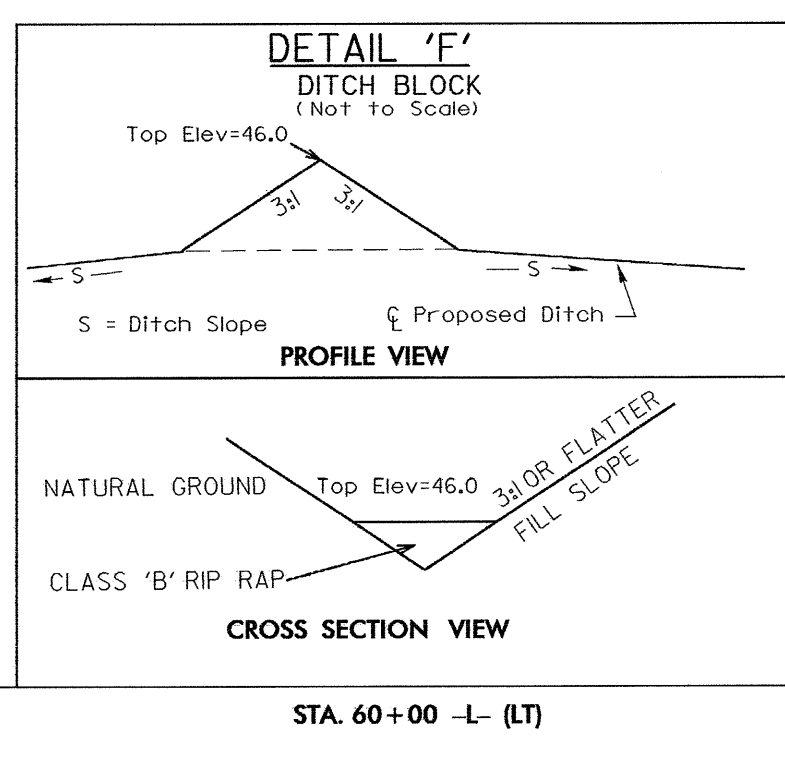
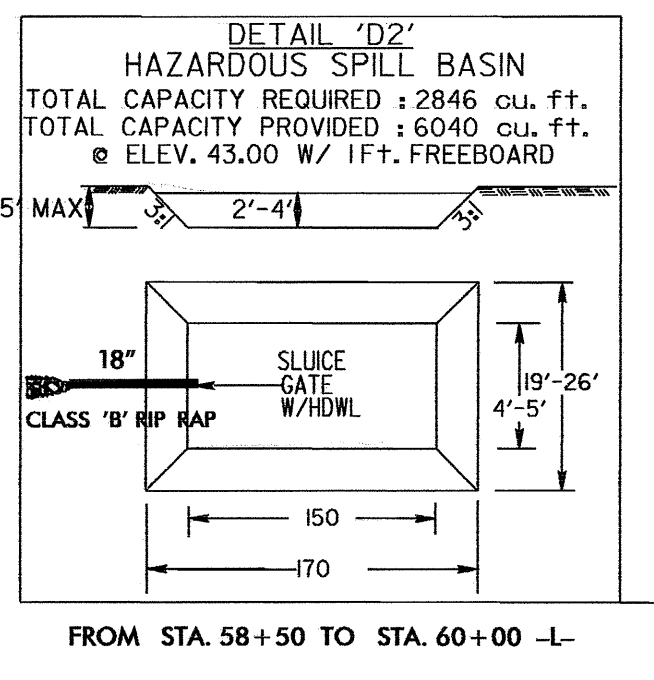
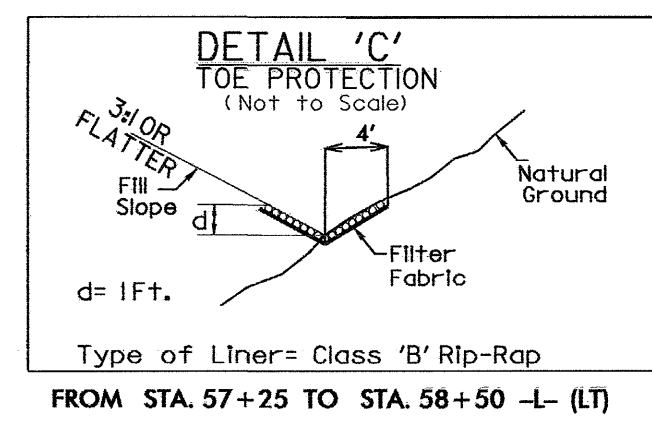
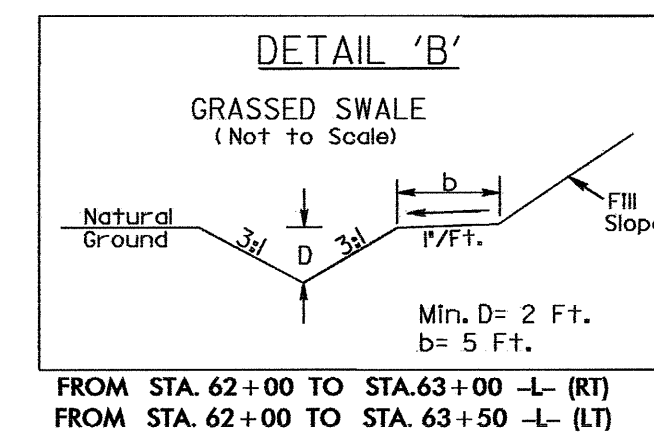
32 x 68 x 3
1.5 inch Skimmer
with 1.5 inch
Orifice Diameter
24 ft. weir
ID 7.1

-L- POT Sta. 62+33.00=
-DR2- POT Sta. 17+38.68

BEGIN CONST. -DR2-
POT Sta. 5+42.80

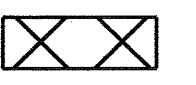
5
ANNE BOONE SHELTON URQUHART
DB 76 PG 376
DB 1107 PG 92
DB 1483 PG 377

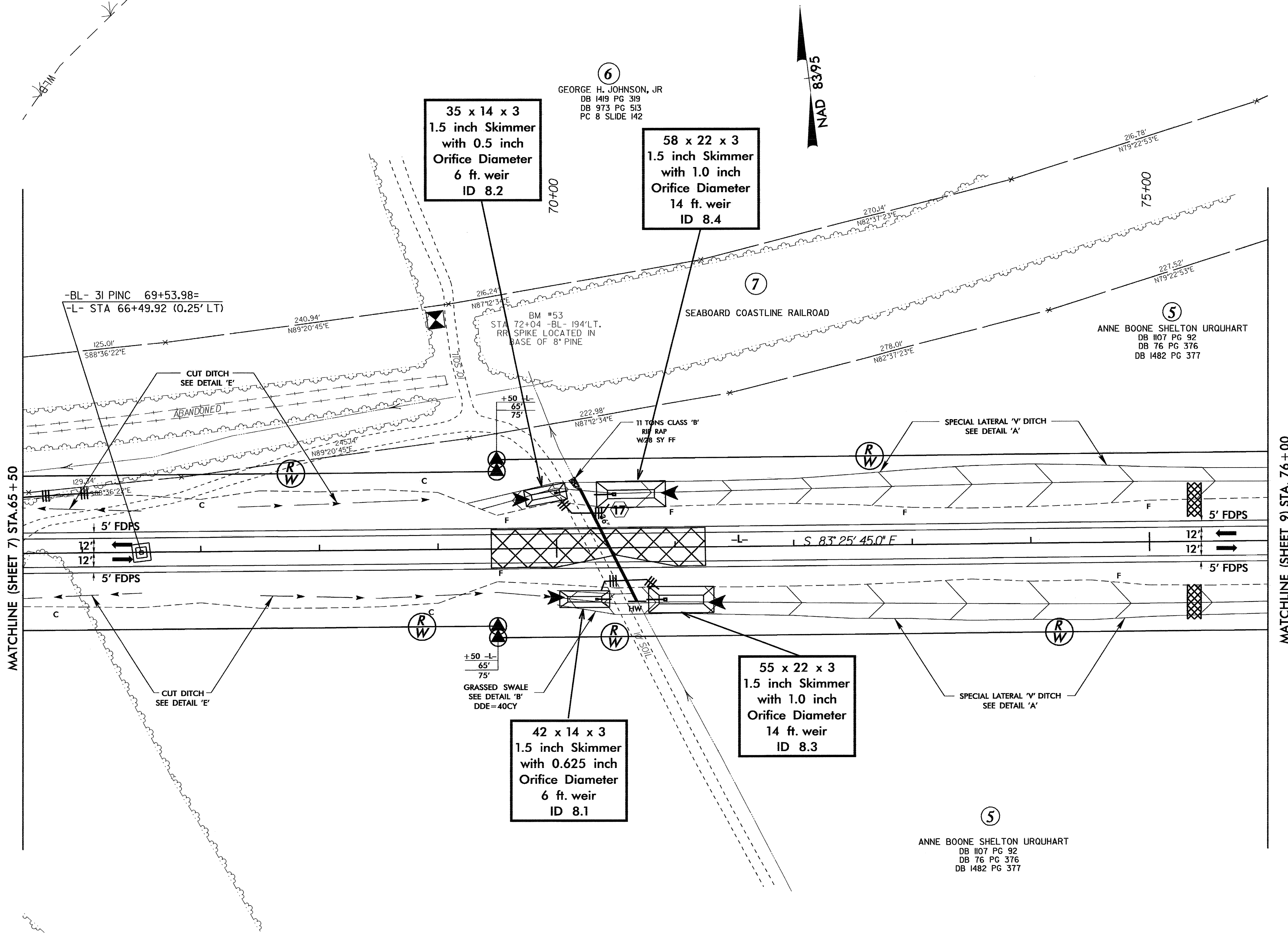
5
ANNE BOONE SHELTON URQUHART
DB 76 PG 376
DB 1107 PG 92
DB 1483 PG 377



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15:00

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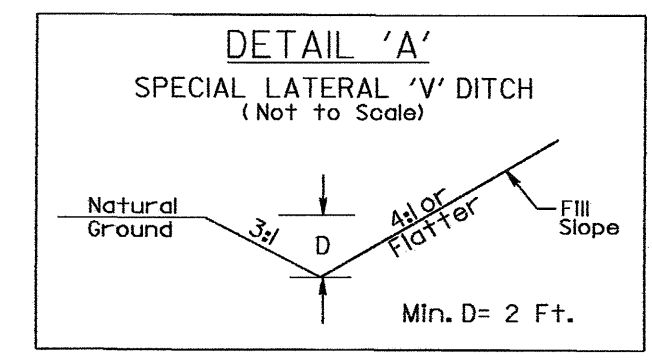
PROJECT REFERENCE NO. <i>U-3826</i>	SHEET NO. <i>EC-16/CONST.8</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
SEE SHEET No's. 12 AND 13 FOR -L- PROFILE	
 PROPOSED UNDERCUT EXCAVATION	



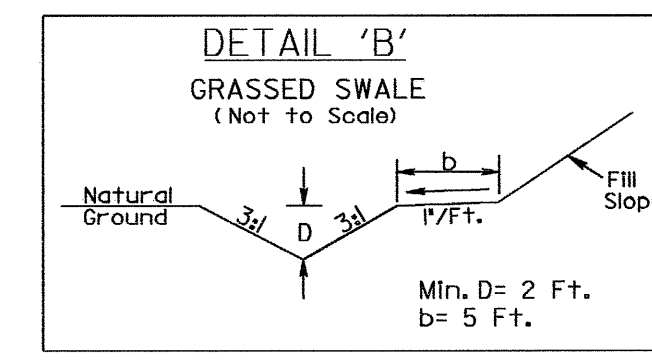
⑥
 GEORGE H. JOHNSON, JR
 DB 1419 PG 319
 DB 973 PG 513
 PC 8 SLIDE 142

⑤
 ANNE BOONE SHELTON URQUHART
 DB 1107 PG 92
 DB 76 PG 376
 DB 1482 PG 377

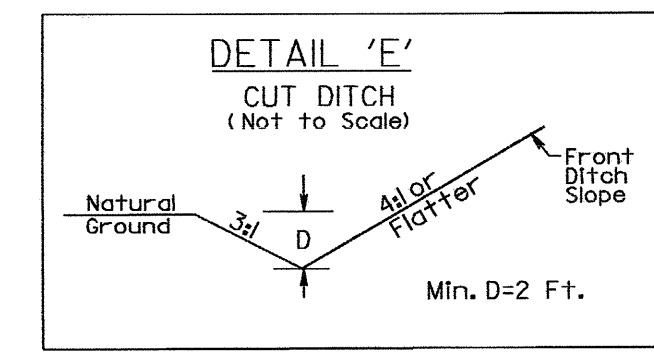
⑤
 ANNE BOONE SHELTON URQUHART
 DB 1107 PG 92
 DB 76 PG 376
 DB 1482 PG 377



FROM STA. 70+50 TO STA. 80+50 -L- (RT)
 FROM STA. 69+50 TO STA. 80+50 L- (LT)



FROM STA. 70+00 TO STA. 70+50 -L- (RT)

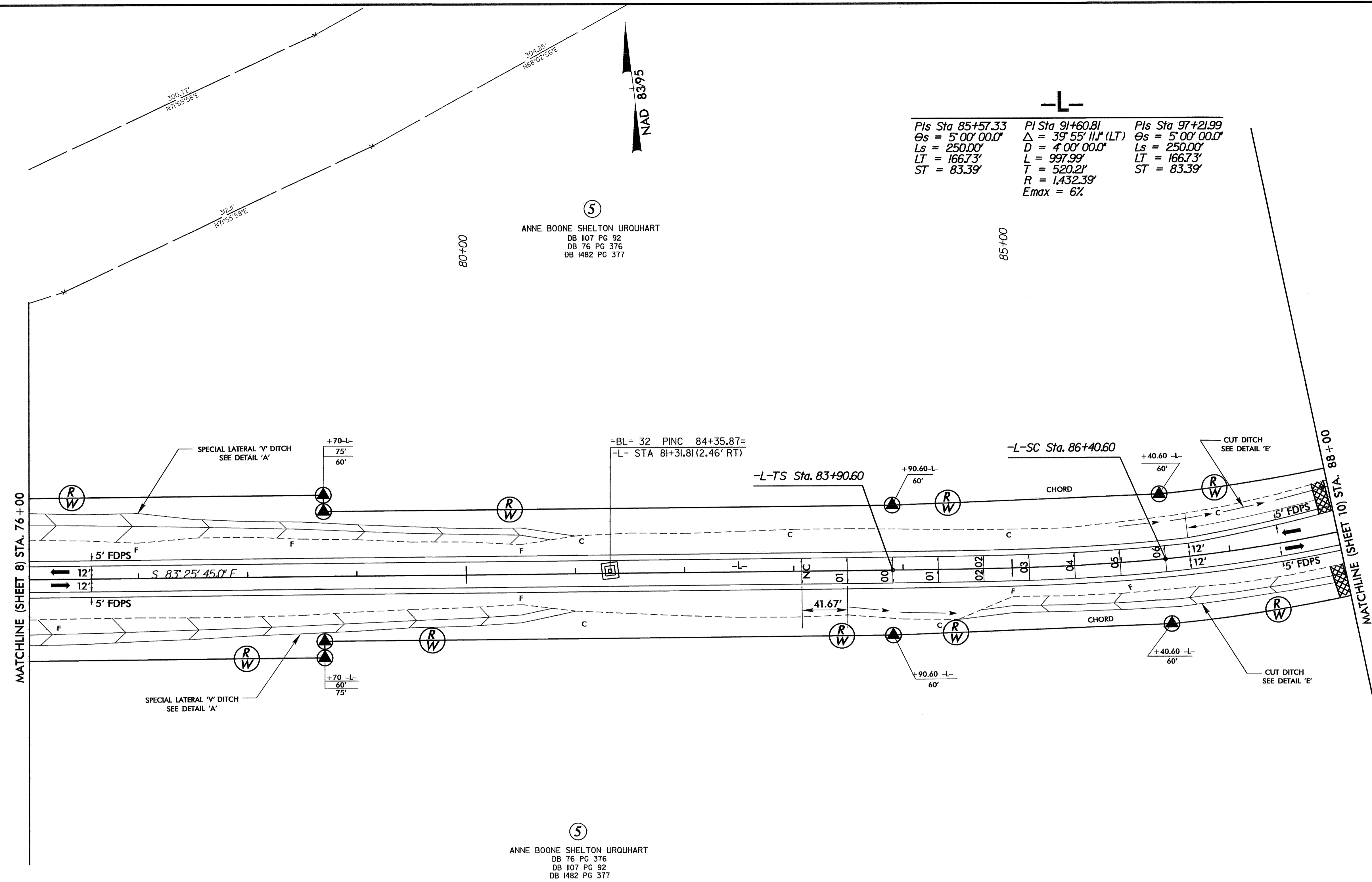


FROM STA. 64+50 TO STA. 69+50 -L- (RT)
 FROM STA. 65+50 TO STA. 69+50 -L- (LT)

07-APR-2009 10:44 Design:ash08.dgn
 User:ash08
 Plot:ash08.dwg

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PROJECT REFERENCE NO.		SHEET NO.	
U-3826		EC-17/CONST.9	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
SEE SHEET No's. 13 FOR -L- PROFILE			

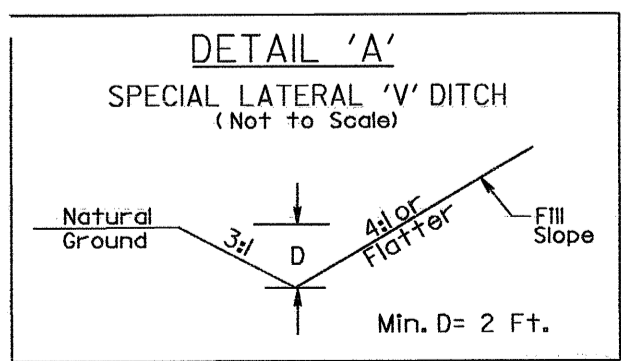


-L-

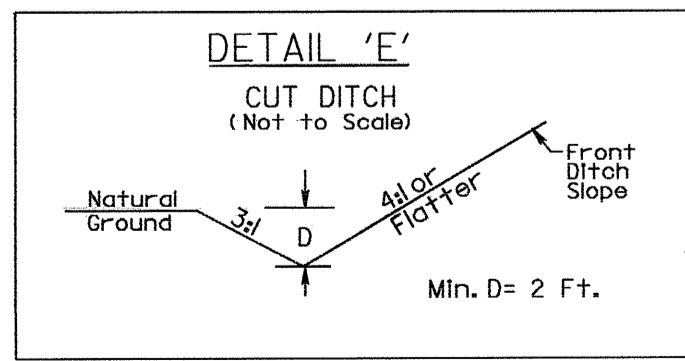
<i>Pls Sta 85+57.33</i> $\theta_s = 5^{\circ}00'00.0''$ $L_s = 250.00'$ $LT = 166.73'$ $ST = 83.39'$	<i>Pl Sta 91+60.81</i> $\Delta = 39^{\circ}55'11.1''$ (LT) $D = 4^{\circ}00'00.0''$ $L = 99.99'$ $T = 520.21'$ $R = 1,432.39'$ $E_{max} = 6\%$	<i>Pls Sta 97+21.99</i> $\theta_s = 5^{\circ}00'00.0''$ $L_s = 250.00'$ $LT = 166.73'$ $ST = 83.39'$
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(S)
 ANNE BOONE SHELTON URQUHART
 DB 1107 PG 92
 DB 76 PG 376
 DB 1482 PG 377

(S)
 ANNE BOONE SHELTON URQUHART
 DB 76 PG 376
 DB 1107 PG 92
 DB 1482 PG 377



FROM STA. 70+50 TO STA. 80+50 -L- (RT)
 FROM STA. 70+50 TO STA. 80+50 -L- (LT)



FROM STA. 83+50 TO STA. 84+50 -L- (RT)
 FROM STA. 86+00 TO STA. 92+00 -L- (LT)

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 T:\Users\urquhart\Projects\10446\10446.dgn
 T:\Users\urquhart\Projects\10446\10446.dgn

