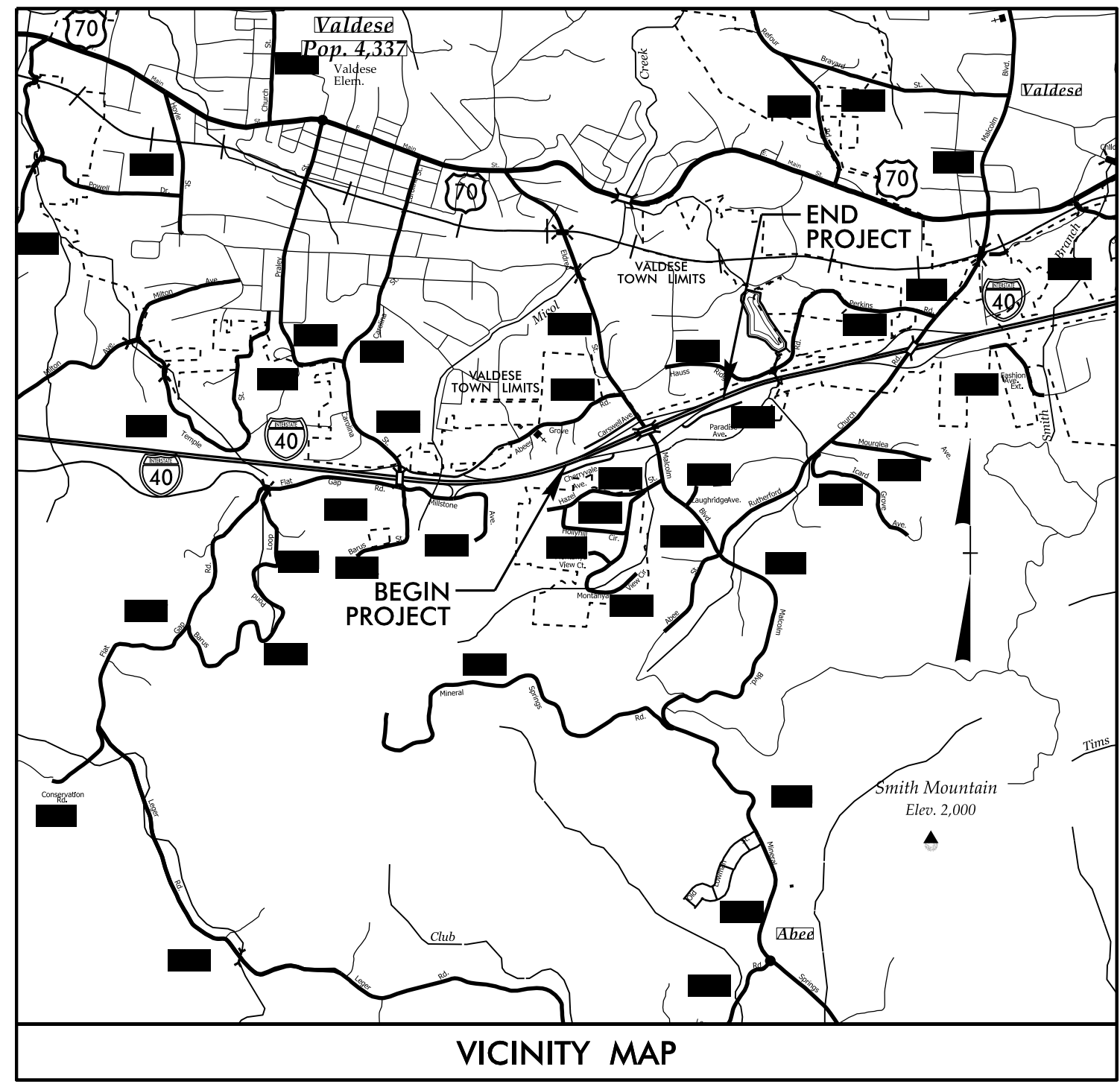


**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

TIP PROJECT: B-4448

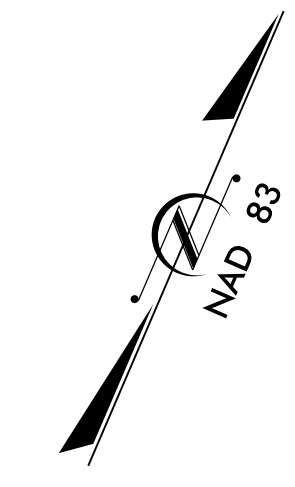


VICINITY MAP

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
 PLAN FOR PROPOSED
 HIGHWAY EROSION CONTROL
BURKE COUNTY

LOCATION: BRIDGE NOS. 149 AND 150 ON I-40 (EXIT NO. 112)
 OVER SR 1744 (MINERAL SPRINGS MOUNTAIN RD.)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES

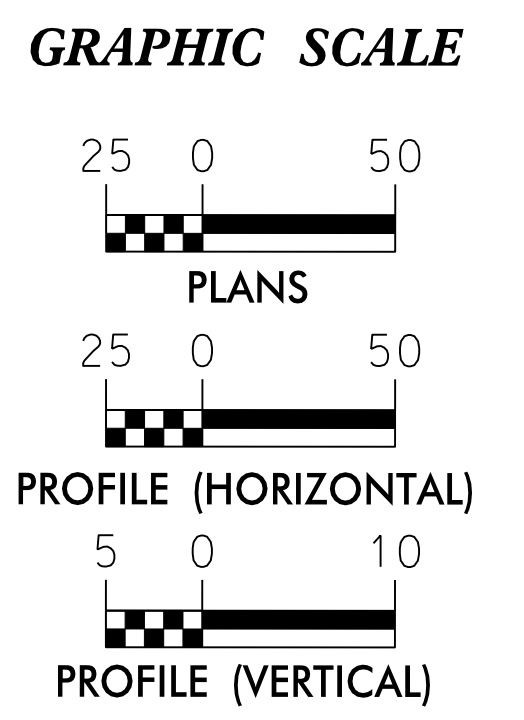
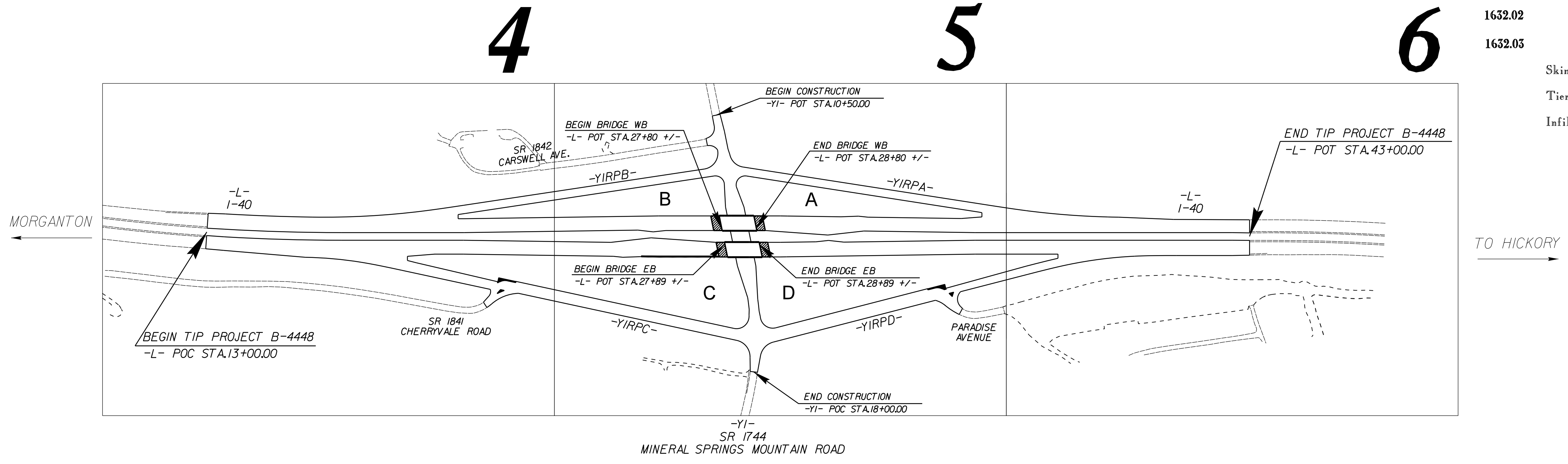


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4448	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TSD
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	---X---
1622.01	Temporary Berms and Slope Drains	---X---
1630.02	Silt Basin Type B	▨
1633.01	Temporary Rock Silt Check Type-A	▩
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	▩ with matting
1633.02	Temporary Rock Silt Check Type-B	▩ with matting
	Wattle / Coir Fiber Wattle	W
	Wattle / Coir Fiber Wattle with Polyacrylamide (PAM)	W with matting
1634.01	Temporary Rock Sediment Dam Type-A	▩
1634.02	Temporary Rock Sediment Dam Type-B	▩
1635.01	Rock Pipe Inlet Sediment Trap Type-A	⌢
1635.02	Rock Pipe Inlet Sediment Trap Type-B	⌢
1630.04	Stilling Basin	▭
1630.06	Special Stilling Basin	▭
	Rock Inlet Sediment Trap:	
1632.01	Type A	A
1632.02	Type B	B
1632.03	Type C	C
	Skimmer Basin	▭
	Tiered Skimmer Basin	▭
	Infiltration Basin	▭

THIS PROJECT CONTAINS EROSION CONTROL PLANS FOR CLEARING AND GRUBBING PHASE OF CONSTRUCTION.



THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY WITH THE REGULATIONS SET FORTH BY THE NCG-010000 GENERAL CONSTRUCTION PERMIT EFFECTIVE AUGUST 1, 2016 AND ISSUED BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION OF WATER RESOURCES.

Prepared in the Office of:
ECOLOGICAL ENGINEERING, LLP
 1151 SE CARY PARKWAY, SUITE 101
 CARY, NC 27518

Designed by:
COURTNEY CARPENTER 3811
NAME LEVEL III CERTIFICATION NO.

Reviewed in the Office of:
ROADSIDE ENVIRONMENTAL UNIT
 1 South Wilmington St.
 Raleigh, NC 27611

2018 STANDARD SPECIFICATIONS

Reviewed by:
MARK STALEY, CPESC, CPSWQ

Roadway Standard Drawings

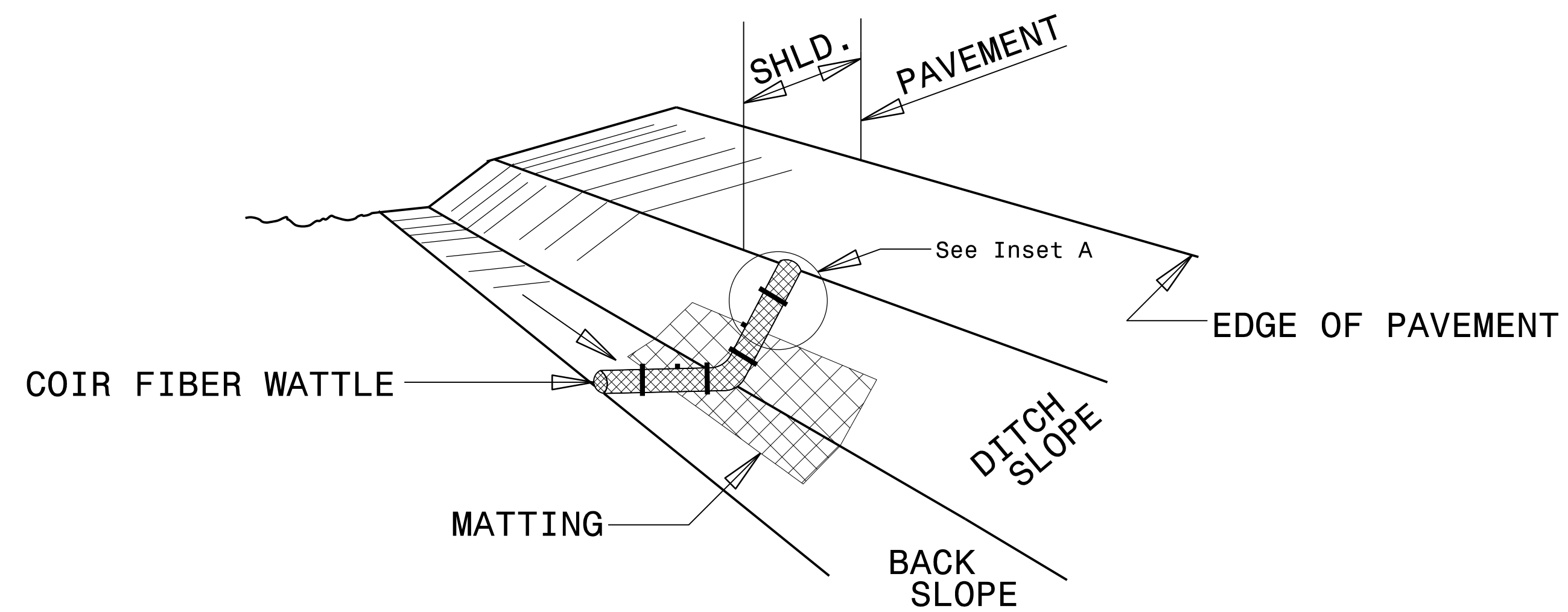
The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 2018 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1604.01 Railroad Erosion Control Detail	1632.01 Rock Inlet Sediment Trap Type A
1605.01 Temporary Silt Fence	1632.02 Rock Inlet Sediment Trap Type B
1606.01 Special Sediment Control Fence	1632.03 Rock Inlet Sediment Trap Type C
1607.01 Gravel Construction Entrance	1633.01 Temporary Rock Silt Check Type A
1622.01 Temporary Berms and Slope Drains	1633.02 Temporary Rock Silt Check Type B
1630.01 Riser Basin	1634.01 Temporary Rock Sediment Dam Type A
1630.02 Silt Basin Type B	1634.02 Temporary Rock Sediment Dam Type B
1630.03 Temporary Silt Ditch	1635.01 Rock Pipe Inlet Sediment Trap Type A
1630.04 Stilling Basin	1635.02 Rock Pipe Inlet Sediment Trap Type B
1630.05 Temporary Diversion	1640.01 Coir Fiber Baffle
1630.06 Special Stilling Basin	1645.01 Temporary Stream Crossing
1631.01 Matting Installation	

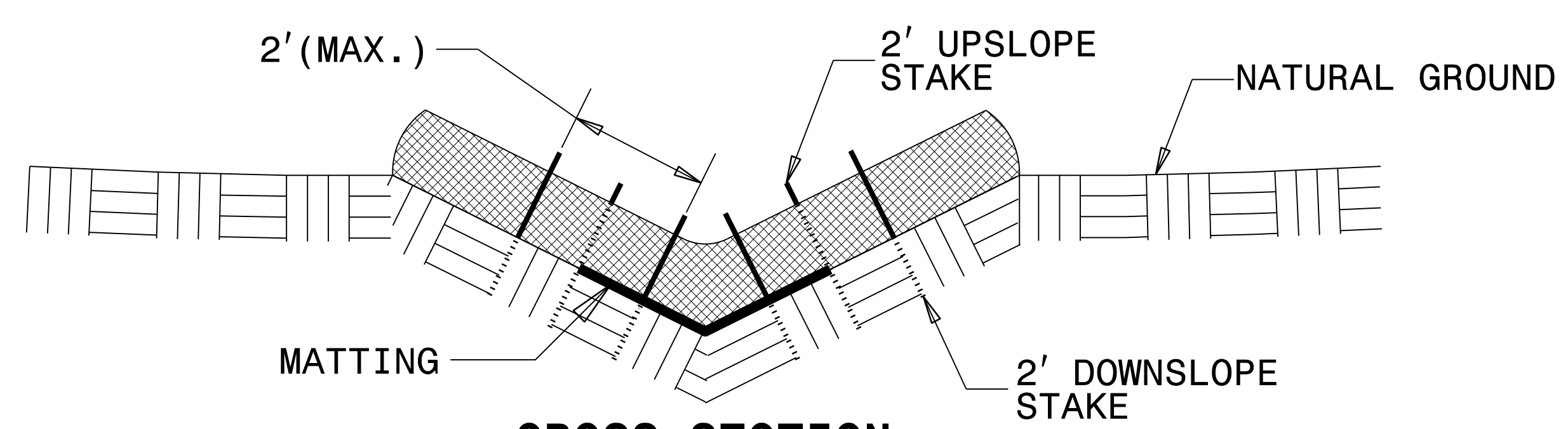
07-MAR-2018 14:40 s:\design\61418\1744\1744-EC.dwg 1744-EC.dwg - Copy.dgn

PROJECT REFERENCE NO. B-4448	SHEET NO. EC-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

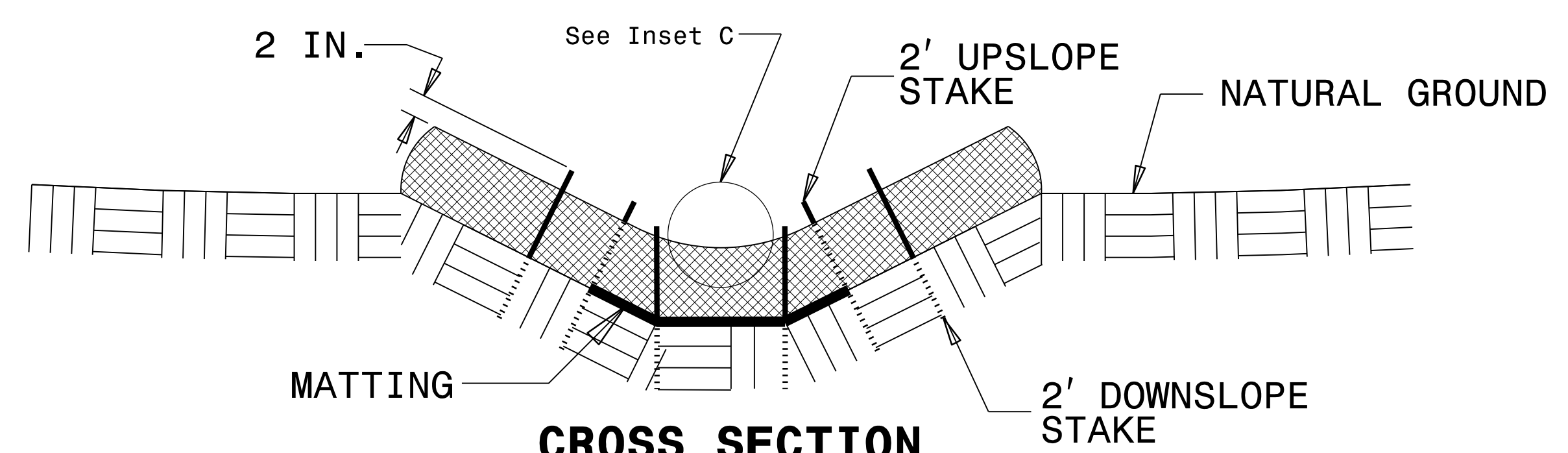
COIR FIBER WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

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

ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

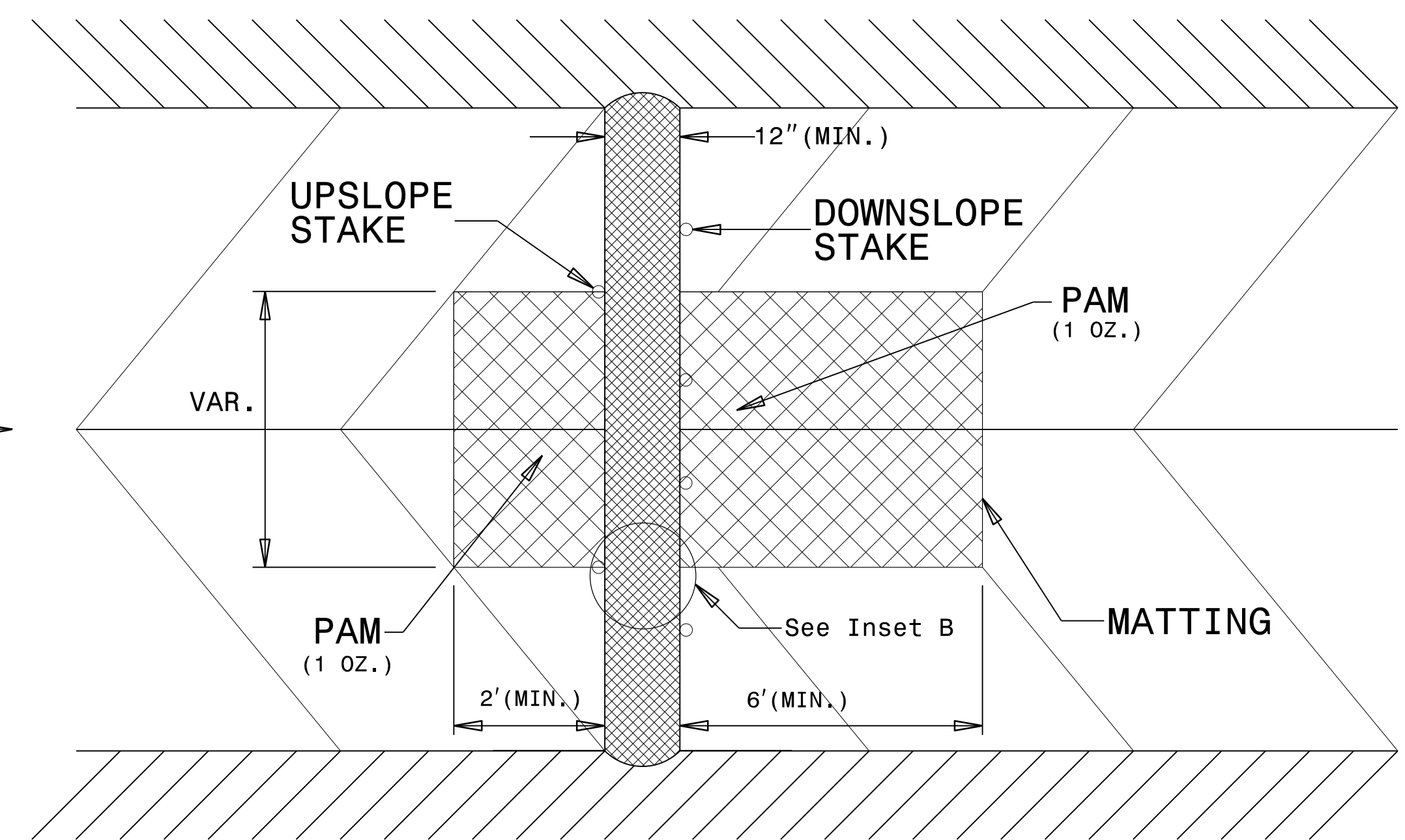
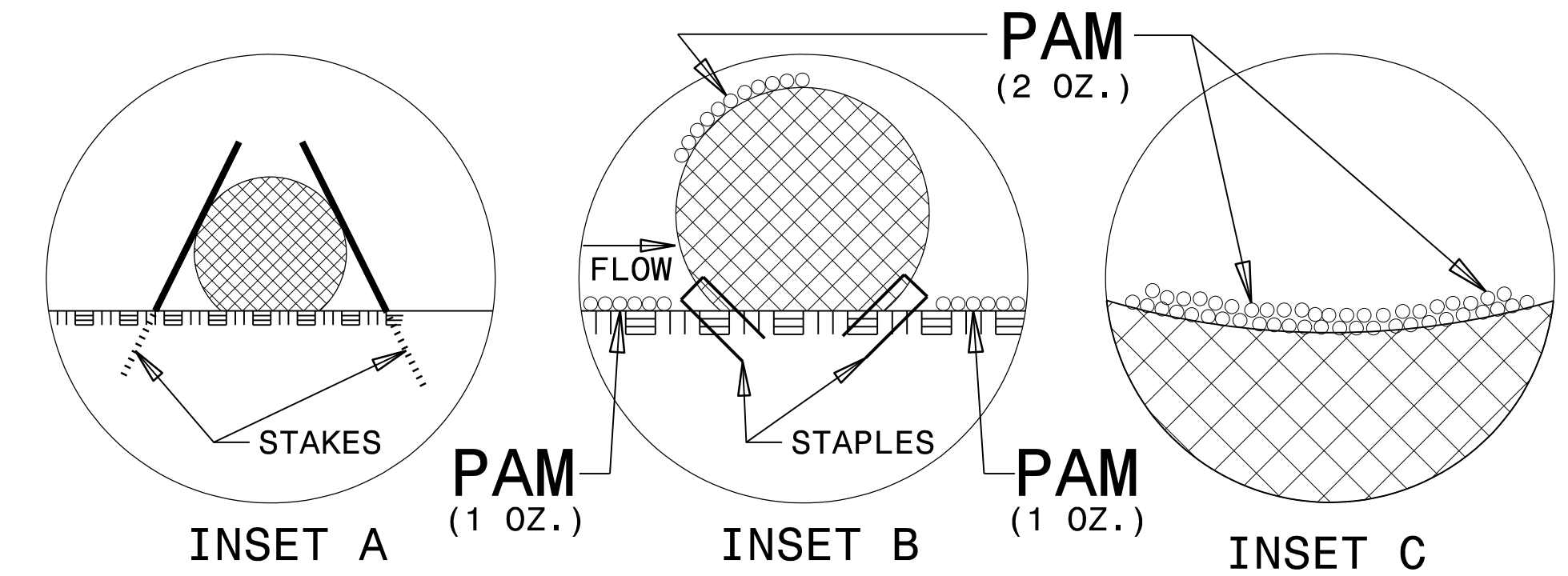
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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.

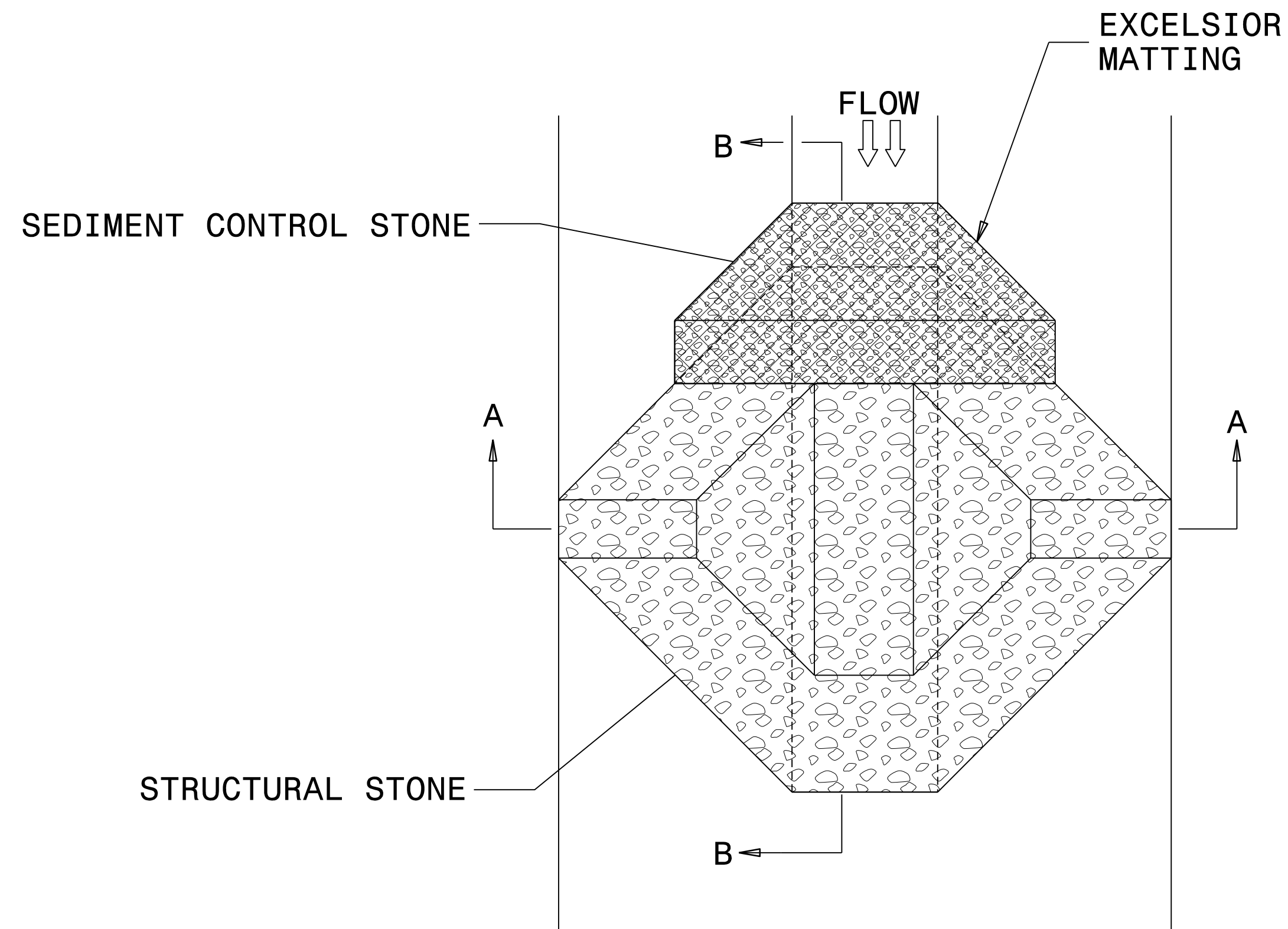
INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



TOP VIEW

PROJECT REFERENCE NO. B-4448	SHEET NO. EC-2A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

TEMPORARY ROCK SILT CHECK TYPE 'A' WITH EXCELSIOR MATTING AND POLYACRYLAMIDE (PAM)



PLAN

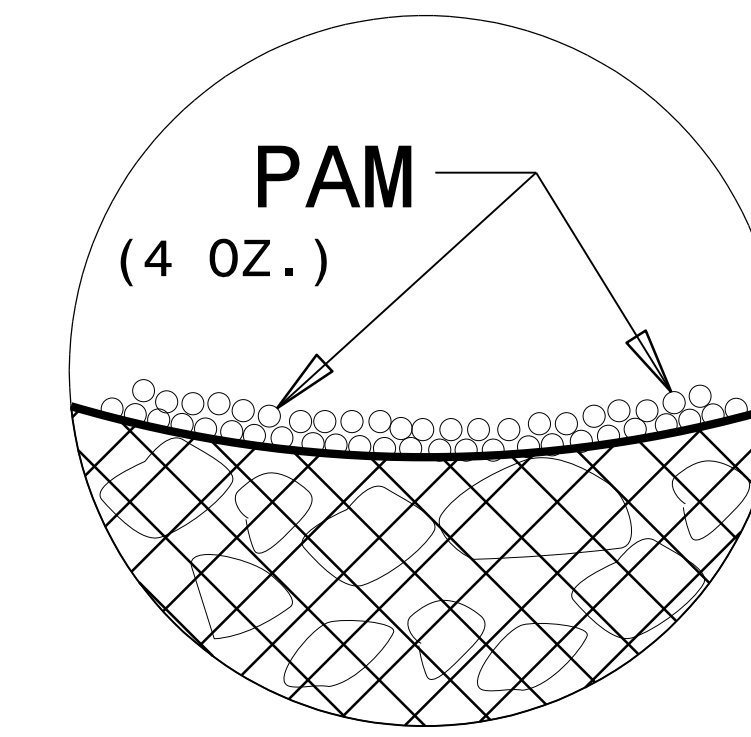
NOTES:

INSTALL TEMPORARY ROCK SILT CHECK TYPE A IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1633.01.

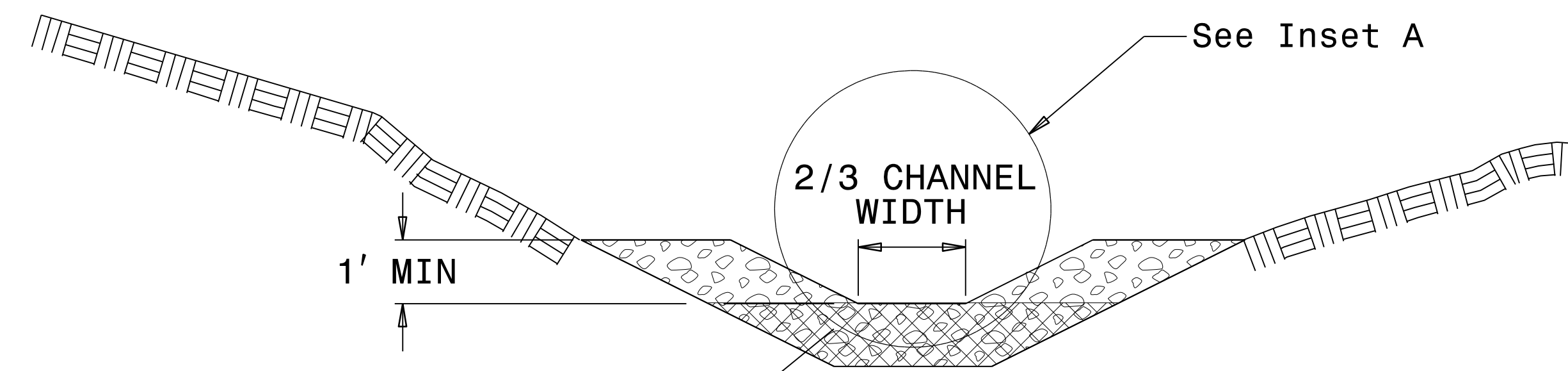
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

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 ROCK SILT CHECK.

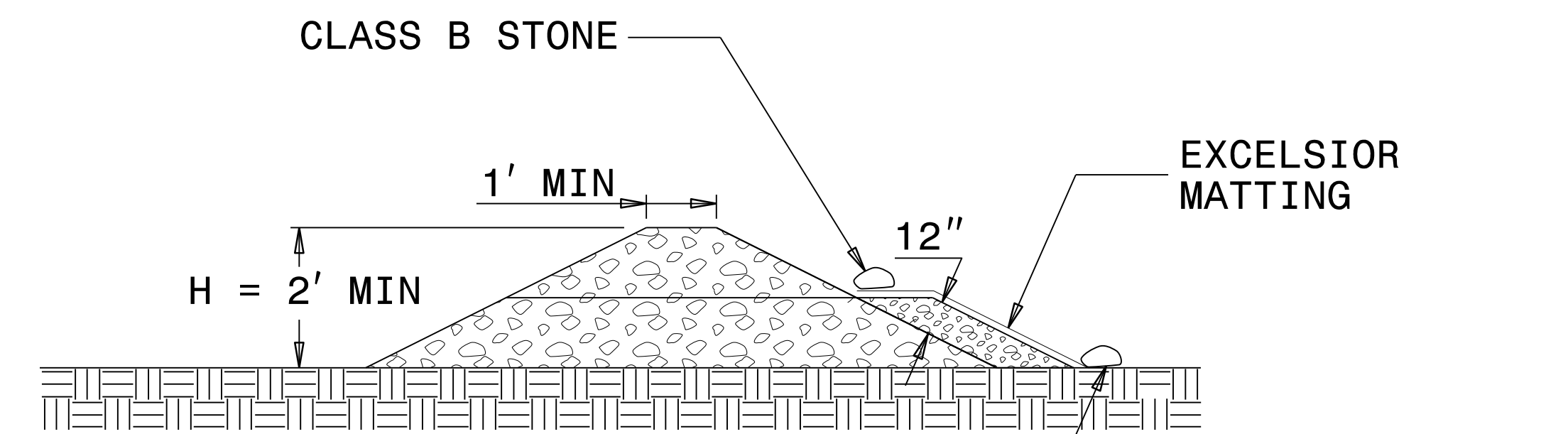
INITIALLY APPLY 4 OUNCES OF POLYACRYLAMIDE (PAM) TO TOP OF MATTING SECTION AND AFTER EVERY RAINFALL EVENT THAT EQUALS OR EXCEEDS 0.50 INCHES.



INSET A



SECTION A-A



SECTION B-B

NOT TO SCALE

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO. <i>B-4448</i>	SHEET NO. <i>EC-3B</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

-L-
 PI Sta 13+43.76
 $\Delta = 6'52''00.8''$ (LT)
 $D = 1'00''00.0''$
 $L = 686.70'$
 $T = 343.76'$
 $R = 5,729.65'$
 Runoff = 175'
 Se = 3.5%

-YIRPB-
 PI Sta 11+60.82
 $\Delta = 7'55''50.8''$ (LT)
 $D = 2'28''10.7''$
 $L = 321.13'$
 $T = 160.82'$
 $R = 2,320.00'$
 Runoff = 180'
 Se = 6%

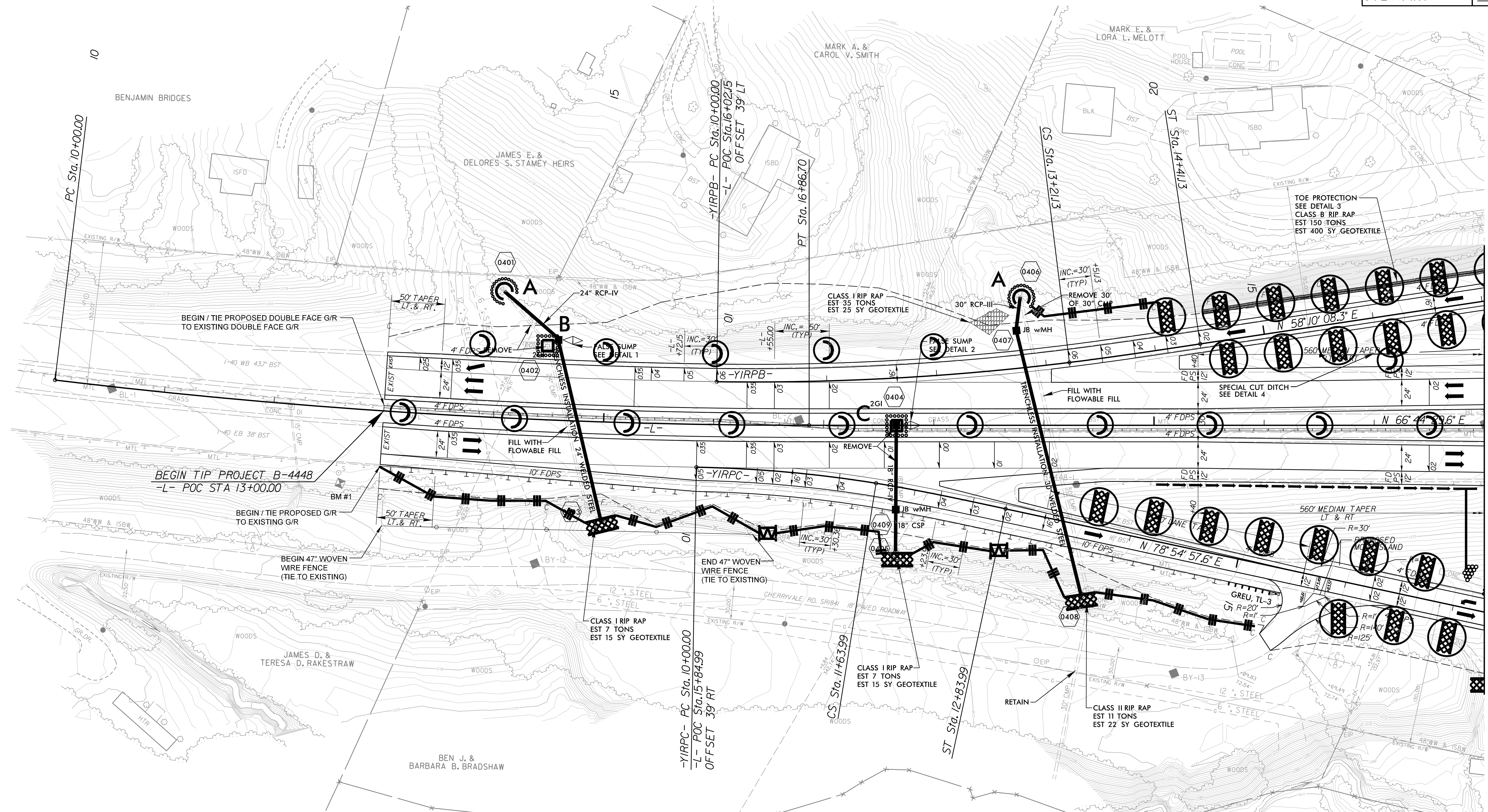
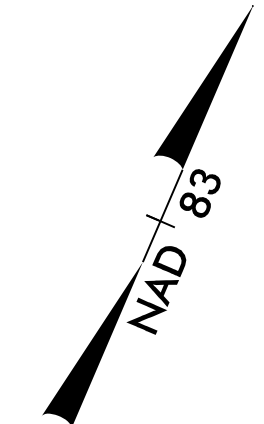
-YIRPB-
 PIs Sta 13+61.13
 $\Delta_s = 1'28''54.4''$
 $L_s = 120.00'$
 $LT = 80.00'$
 $ST = 40.00'$

-YIRPC-
 PI Sta 10+82.13
 $\Delta = 8'10''12.8''$ (RT)
 $D = 4'58''56.1''$
 $L = 163.99'$
 $T = 82.13'$
 $R = 1,500.00'$
 Runoff = 120'
 Se = 4%
 $V_D = 30$ MPH

-YIRPC-
 PIs Sta 12+04.00
 $\Delta_s = 2'59''21.6''$
 $L_s = 120.00'$
 $LT = 80.01'$
 $ST = 40.01'$

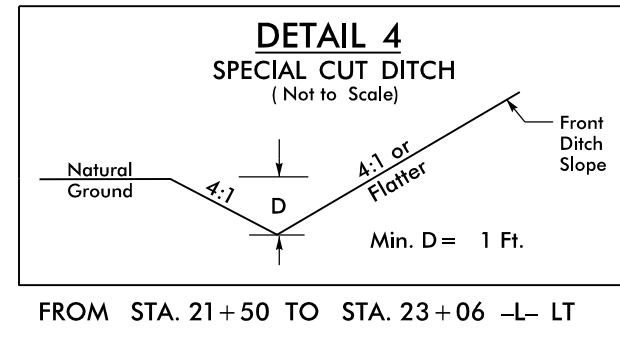
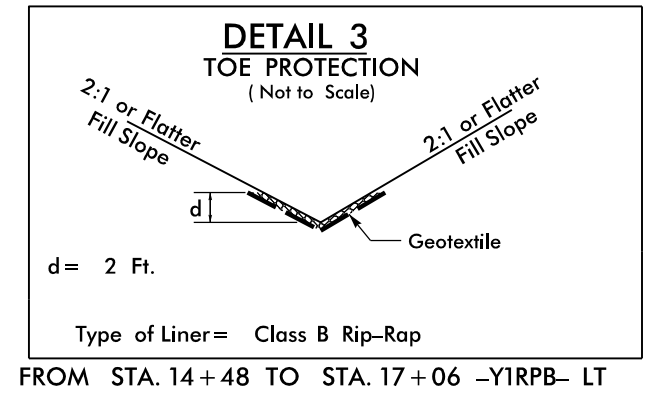
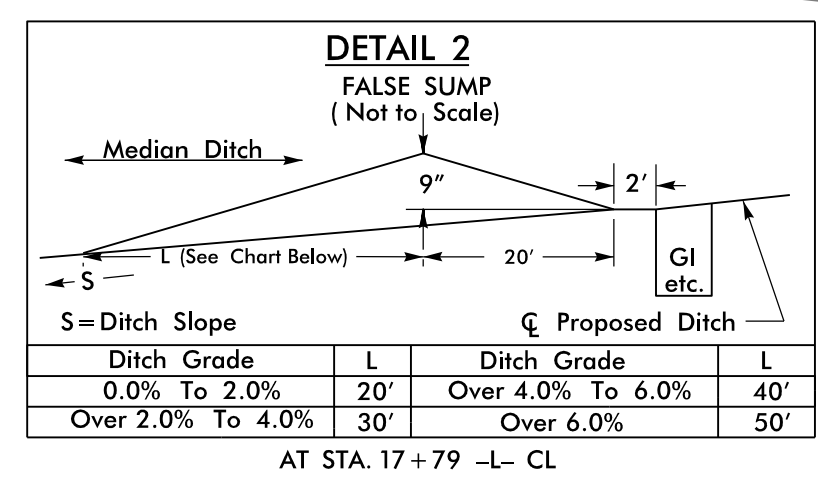
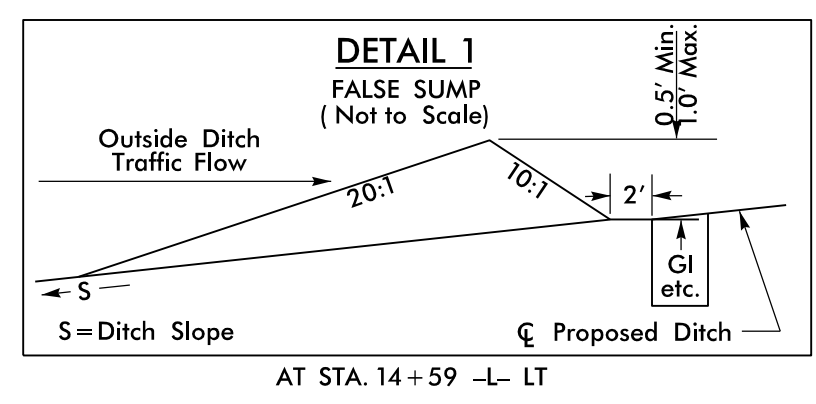
CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 4

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



REVISIONS

MATCHLINE
 -L- STA. 23+00.00
 SEE SHEET 5



FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-1 THRU 2B-3
 FOR -L- PROFILE (-WBL-), SEE SHEET 7
 FOR -L- PROFILE (-EBL-), SEE SHEET 9
 FOR -YIRPB- PROFILE, SEE SHEET 12
 FOR -YIRPC- PROFILE, SEE SHEET 13

THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL-
 ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L-
 15 FEET LEFT AND RIGHT.

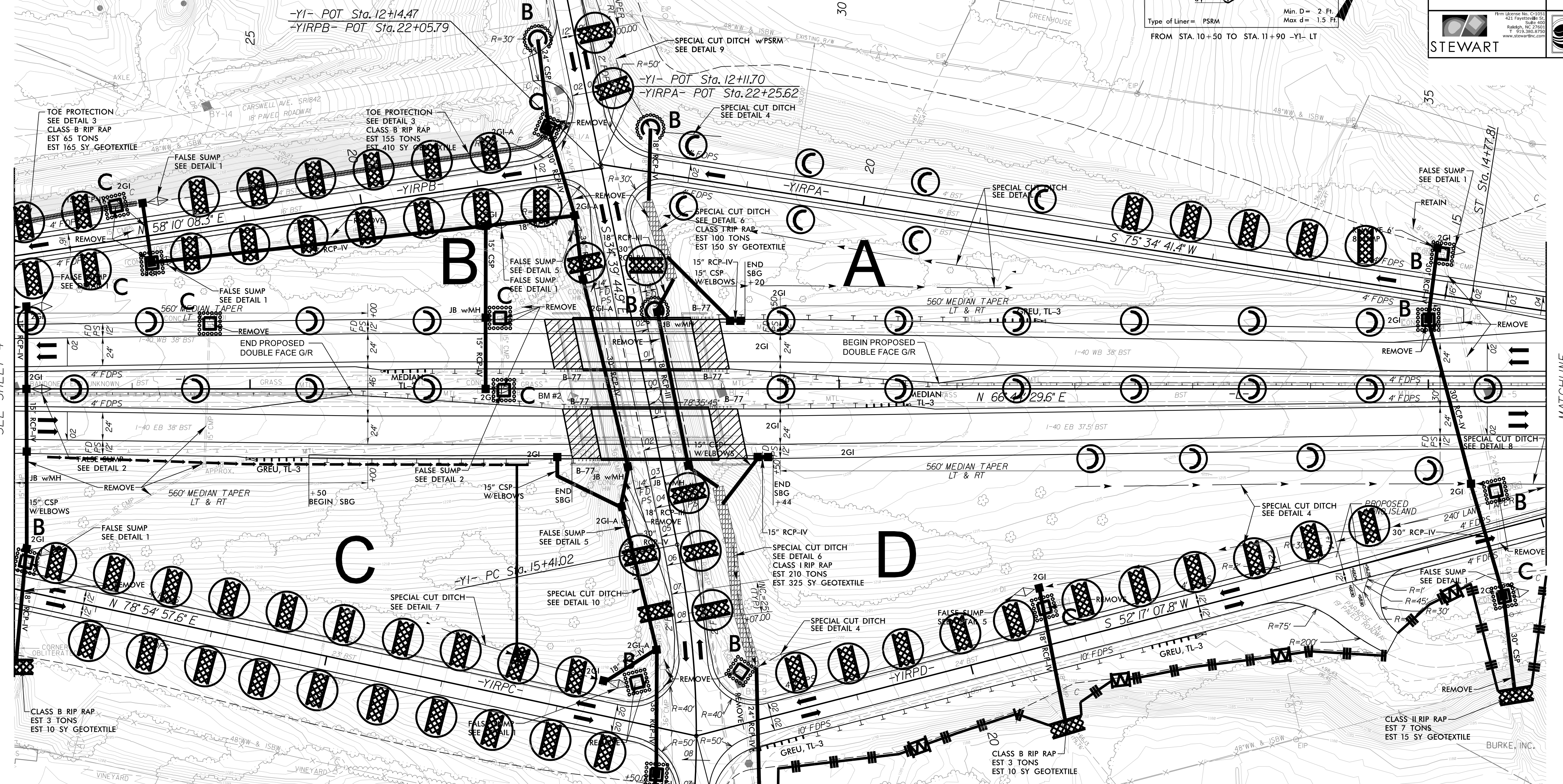
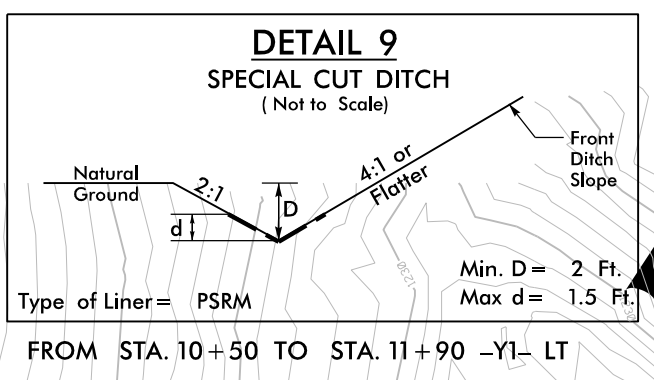
3/6/2018 10:44:48 AM REU.CC.PSH04.dgn
 5/21/2018 10:44:48 AM

-YI-
 PI Sta 17+33.80
 $\Delta = 26' 30'' 22.4''$ (RT)
 $D = 7' 00'' 00.3''$
 $L = 378.66'$
 $T = 192.78'$
 $R = 818.50'$
 Runoff = 200'
 $S_e = 8\%$
 $V_D = 50$ MPH

-YIRPA-
 PIs Sta 13+97.81
 $\Theta_s = 1' 28' 54.4''$
 $L_s = 120.00'$
 $LT = 80.00'$
 $ST = 40.00'$

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

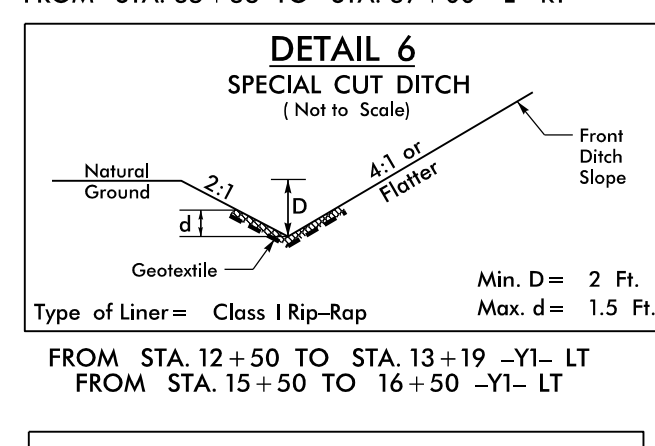
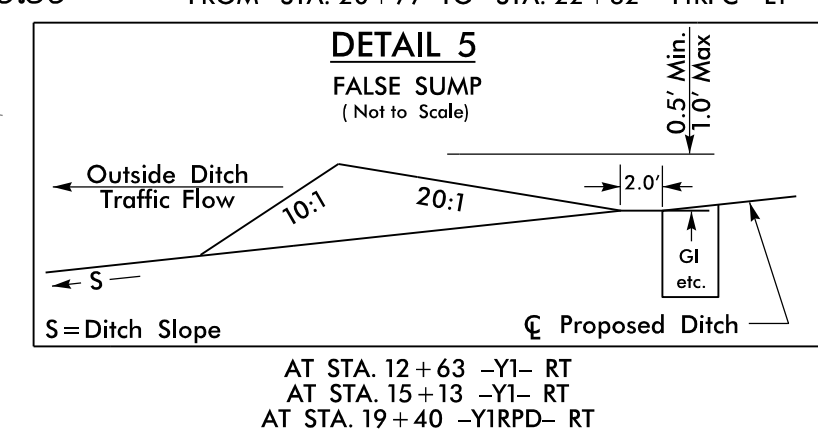
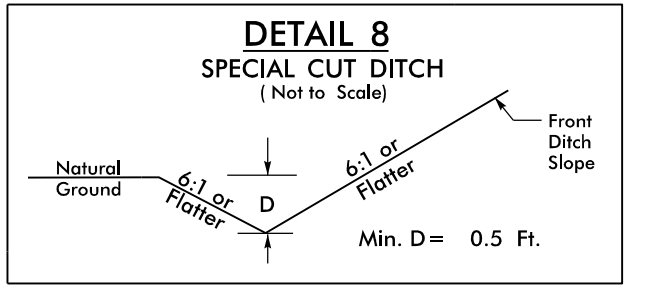
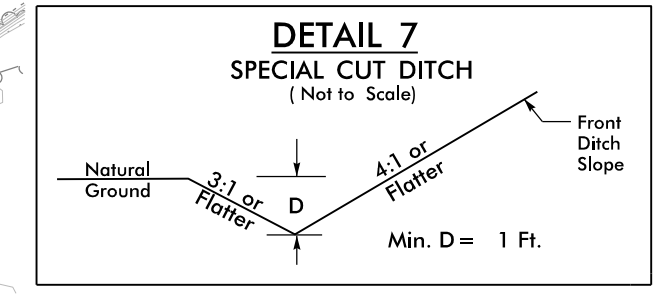
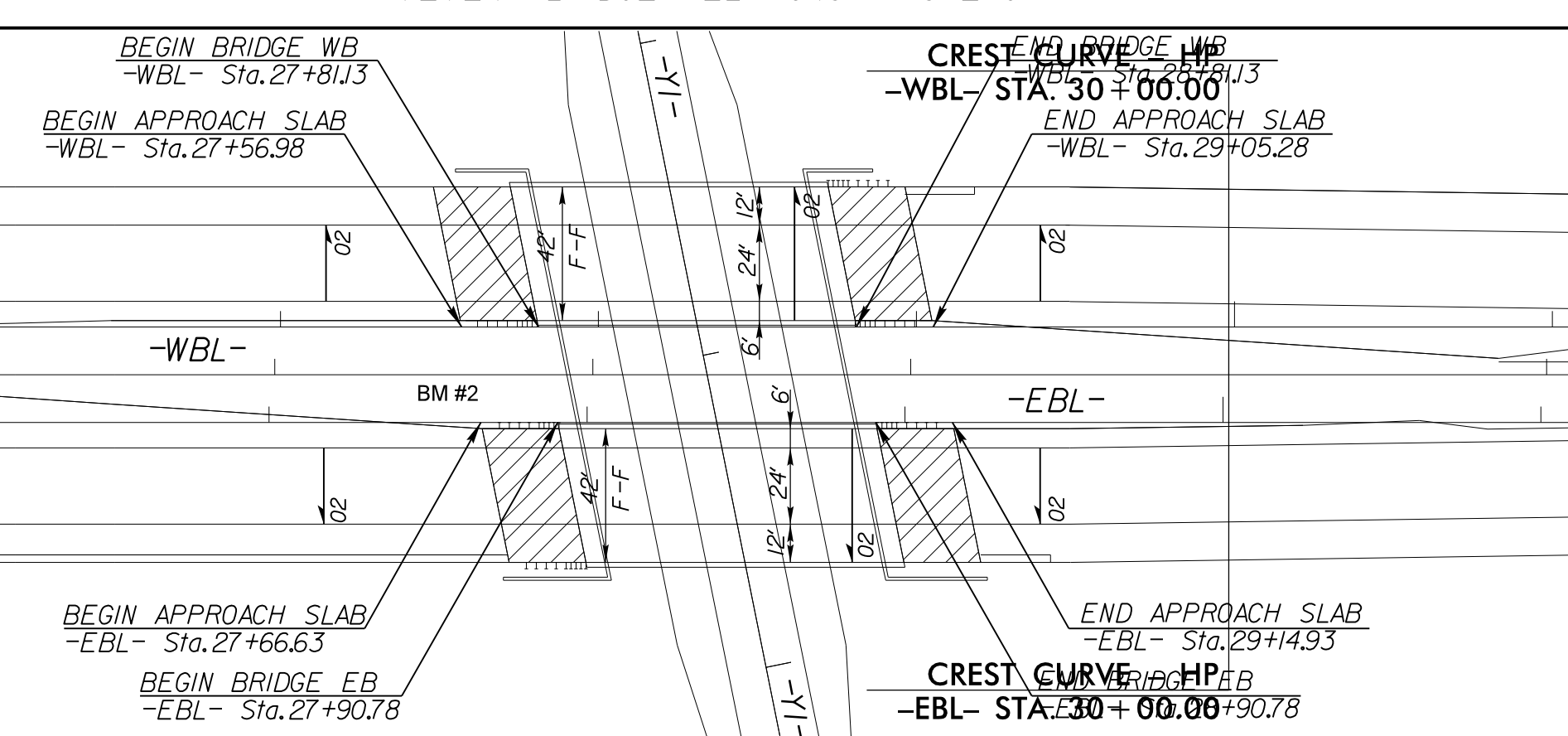
CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 5



MATCHLINE -L- STA. 23+00.00 SEE SHEET 4

MATCHLINE -L- STA. 36+00.00 SEE SHEET 6

PAVEMENT-BRIDGE RELATIONSHIP SKETCH



- THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL- ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L- 15 FEET LEFT AND RIGHT.
- FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-1 THRU 2B-3
- FOR -L- PROFILE (-WBL-), SEE SHEET 7
- FOR -L- PROFILE (-EBL-), SEE SHEET 9
- FOR -YI- PROFILE, SEE SHEET 11
- FOR -YIRPA- PROFILE, SEE SHEET 12
- FOR -YIRPB- PROFILE, SEE SHEET 12
- FOR -YIRPC- PROFILE, SEE SHEET 13
- FOR -YIRPD- PROFILE, SEE SHEET 13
- FOR STRUCTURE PLANS, SEE SHEETS S-1 THRU S-7

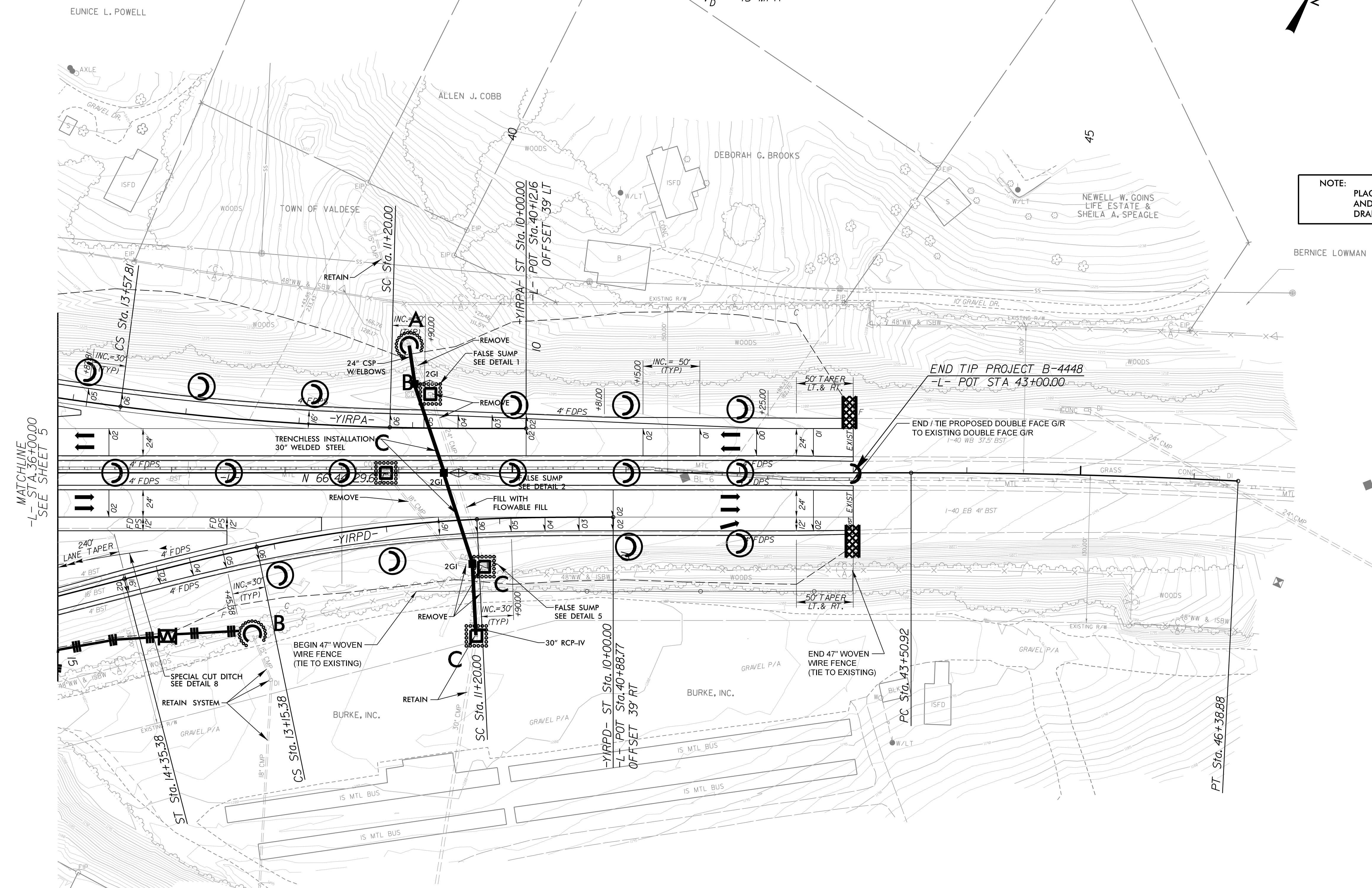
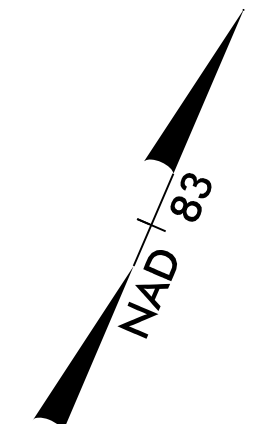
REVISIONS

3/6/2018 10:44:48 AM REU.CC.PSH05.dgn

**CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 6**

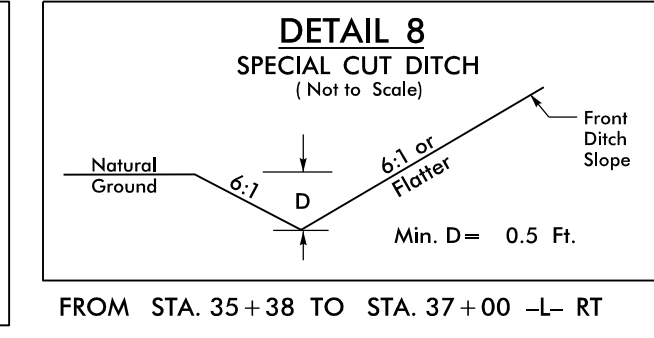
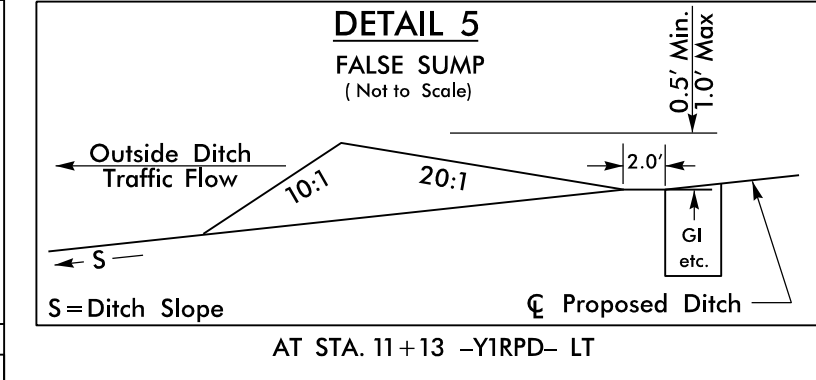
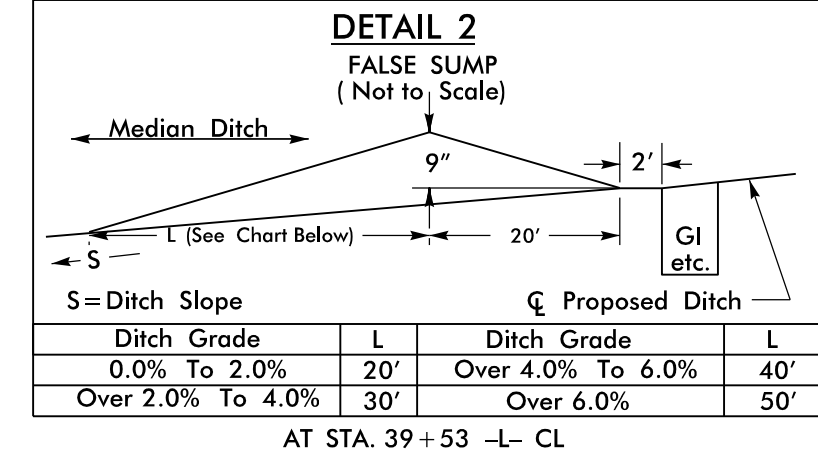
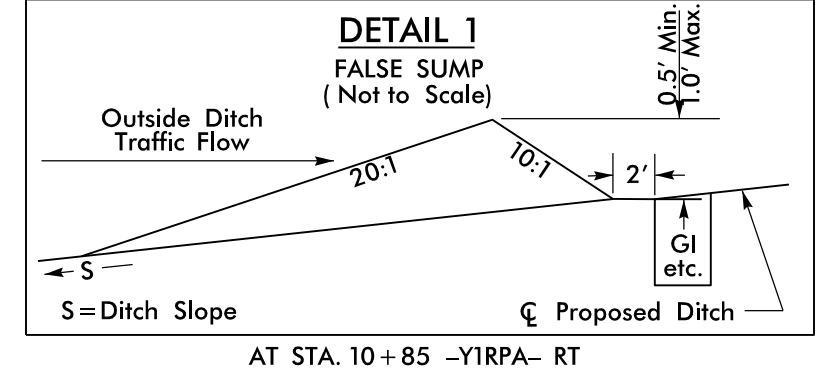
NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
DRAINAGE OUTLETS.

-L-	-YIRPA-	-YIRPD-	-YIRPD-	-YIRPD-	-YIRPD-
PI Sta 44+94.93 Δ = 2'52" 46.1" (RT) D = 1'00" 00.0" L = 287.95' T = 144.01' R = 5,729.65'	PIs Sta 10+80.00 Θs = 1'28" 54.4" Ls = 120.00' LT = 80.00' ST = 40.00'	PI Sta 12+39.01 Δ = 5'52" 23.0" (RT) D = 2'28" 10.7" L = 237.81' T = 119.01' R = 2,320.00' Runoff = 180' Se = 6%	PIs Sta 13+97.81 Θs = 1'28" 54.4" Ls = 120.00' LT = 80.00' ST = 40.00'	PIs Sta 10+80.01 Θs = 2'45" 00.7" Ls = 120.00' LT = 80.01' ST = 40.01'	PI Sta 12+17.89 Δ = 8'57" 20.4" (LT) D = 4'35" 01.2" L = 195.38' T = 97.89' R = 1,250.00' Runoff = 180' Se = 6% V _D = 45 MPH



REVISIONS


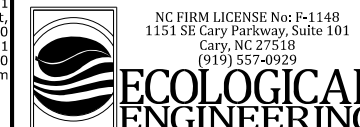
MATCHLINE
-L- STA. 36+00.00
SEE SHEET 5



- FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-1 THRU 2B-3
- FOR -L- PROFILE (-WBL-), SEE SHEET 8
- FOR -L- PROFILE (-EBL-), SEE SHEET 10
- FOR -YIRPA- PROFILE, SEE SHEET 12
- FOR -YIRPD- PROFILE, SEE SHEET 13

THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL- ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L- 15 FEET LEFT AND RIGHT.

5/14/2018

PROJECT REFERENCE NO. B-4448		SHEET NO. EC-07/CONST.2B-1	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
			

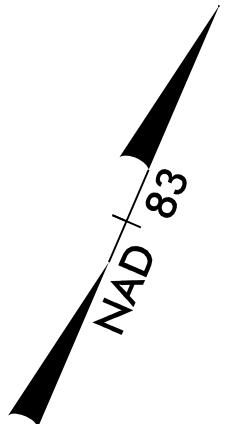
FOR DETOUR CONSTRUCTION ONLY
 2018 ADT = 48,260
 DESIGN SPEED = 65 MPH

-DET_WBL-

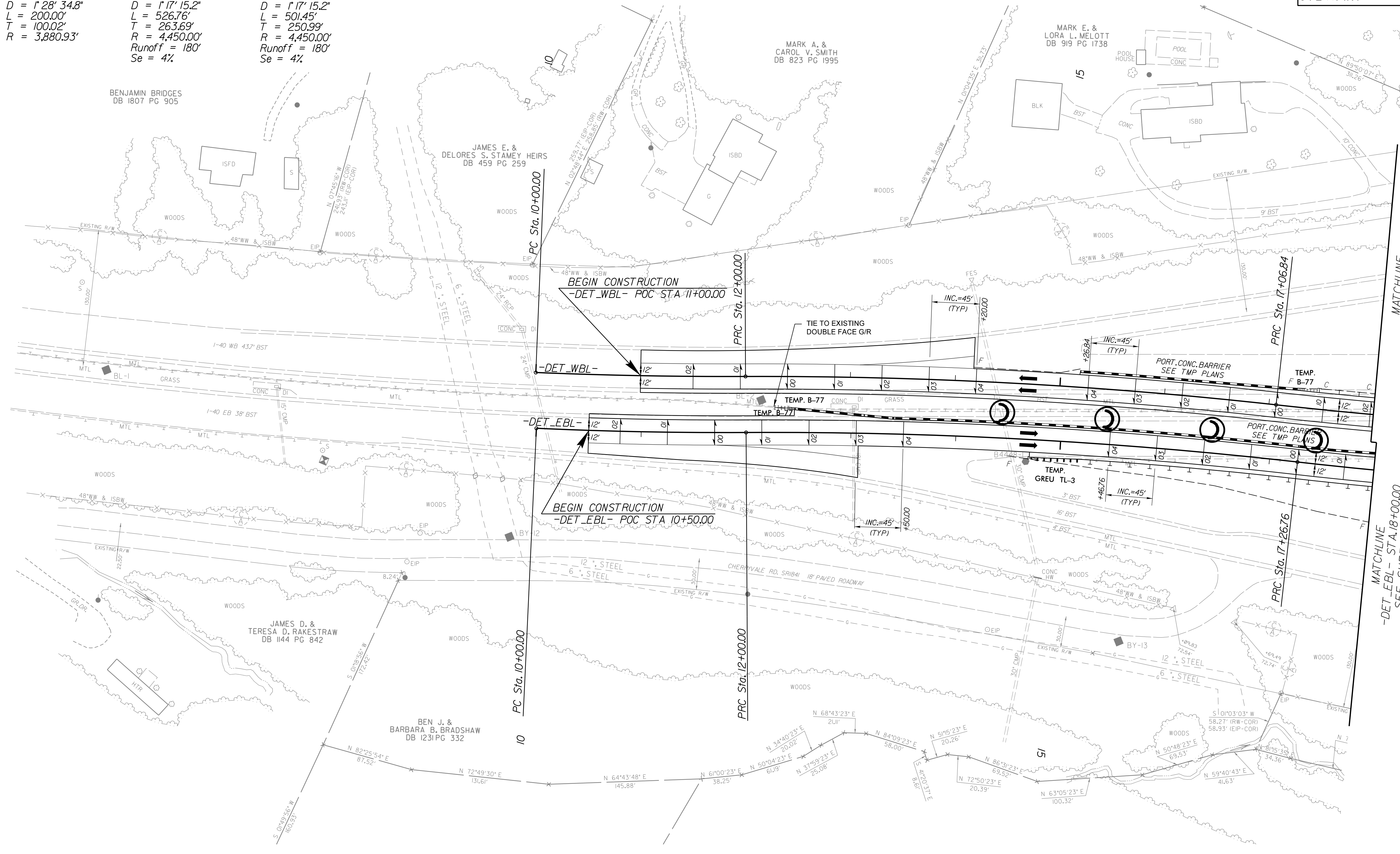
PI Sta 11+00.02 Δ = 2' 34' 01.5" (LT) D = 1' 17' 00.8" L = 200.00' T = 100.02' R = 4,463.87'	PI Sta 14+53.69 Δ = 6' 31' 32.8" (RT) D = 1' 17' 15.2" L = 506.84' T = 253.69' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 19+51.38 Δ = 6' 17' 27.5" (LT) D = 1' 17' 15.2" L = 488.60' T = 244.55' R = 4,450.00' Runoff = 180' Se = 4%
---	---	---

-DET_EBL-

PI Sta 11+00.02 Δ = 2' 57' 09.6" (LT) D = 1' 28' 34.8" L = 200.00' T = 100.02' R = 3,880.93'	PI Sta 14+63.69 Δ = 6' 46' 56.1" (RT) D = 1' 17' 15.2" L = 526.76' T = 263.69' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 19+77.75 Δ = 6' 27' 22.8" (LT) D = 1' 17' 15.2" L = 501.45' T = 250.99' R = 4,450.00' Runoff = 180' Se = 4%
---	---	---



REVISIONS



MATCHLINE
 -DET_WBL- STA.18+00.00
 SEE SHEET 2B-2

MATCHLINE
 -DET_EBL- STA.18+00.00
 SEE SHEET 2B-2

FOR -DET_WBL- PROFILE, SEE SHEET 14

FOR -DET_EBL- PROFILE, SEE SHEET 16

3/6/2018
 3:48:24 PM
 REU_Detour_PSH02B-1.dgn
 I:\Projects\2018\3/6/2018\REU_Detour_PSH02B-1.dgn

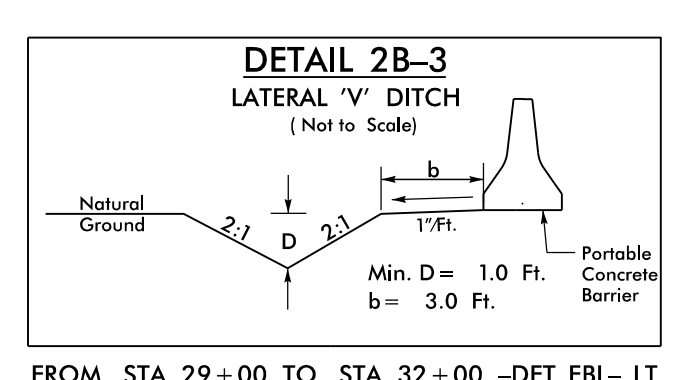
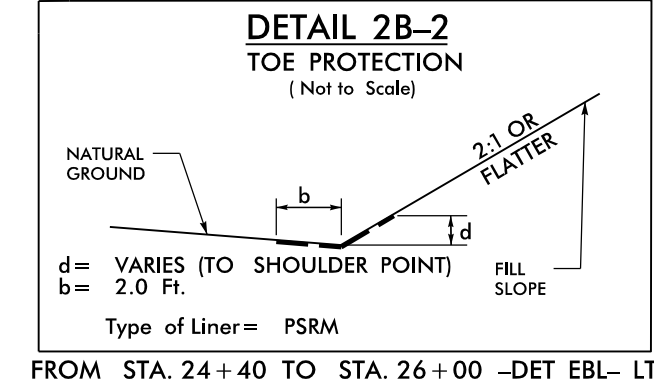
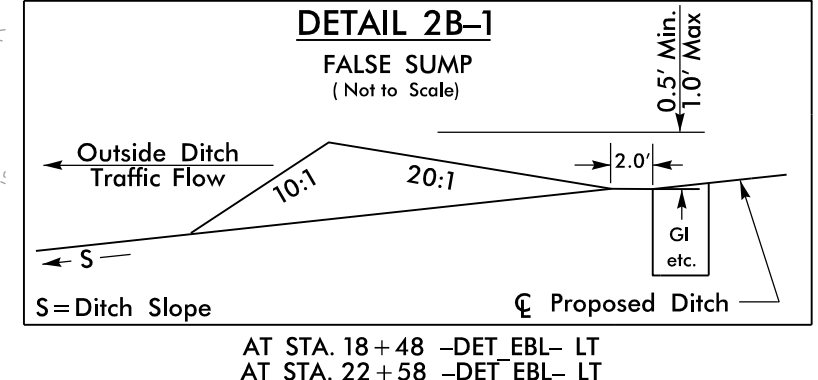
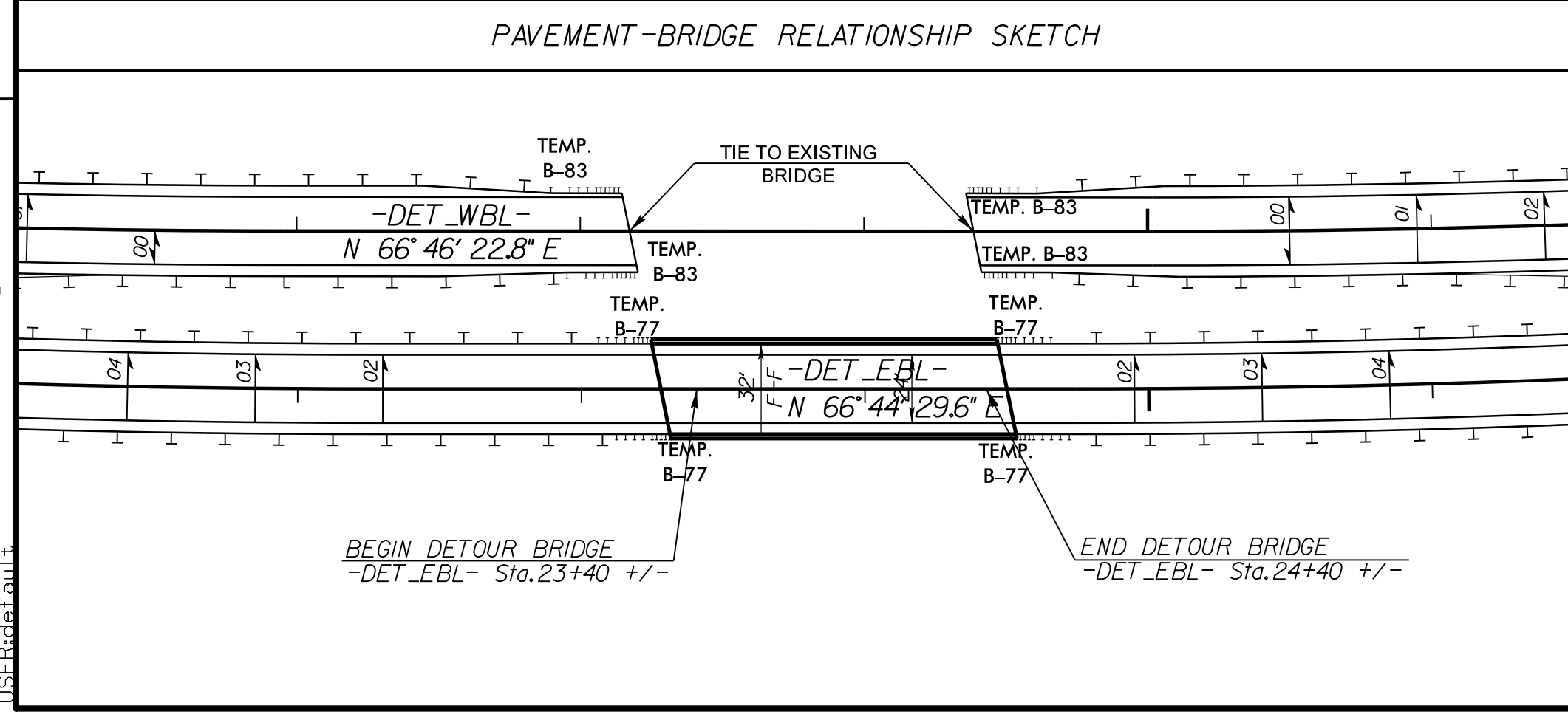
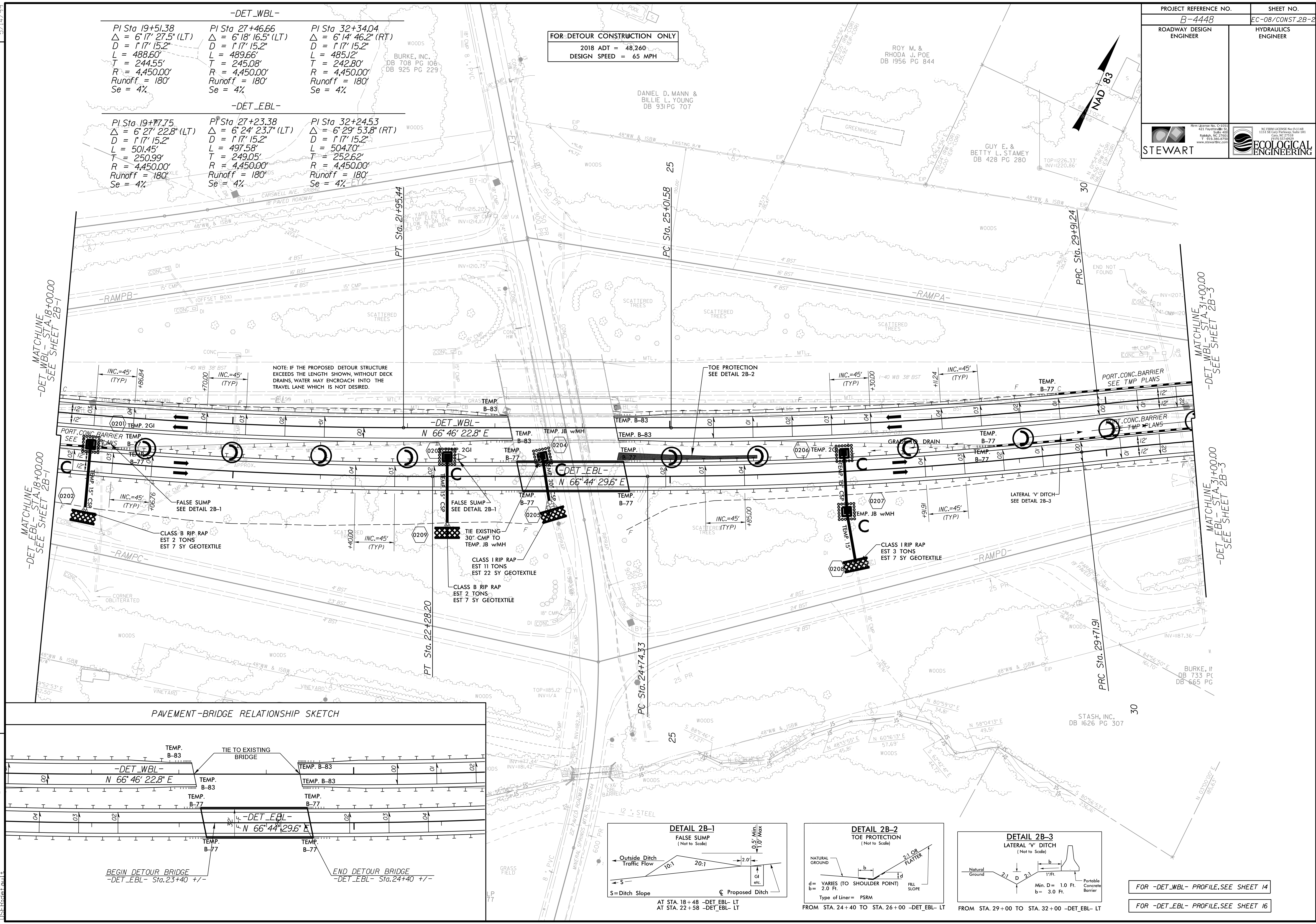
-DET_WBL-

PI Sta 19+51.38 Δ = 6' 17" 27.5" (LT) D = 1' 17" 15.2" L = 488.60' T = 244.55' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 27+46.66 Δ = 6' 18" 16.5" (LT) D = 1' 17" 15.2" L = 489.66' T = 245.08' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 32+34.04 Δ = 6' 14" 46.2" (RT) D = 1' 17" 15.2" L = 485.12' T = 242.80' R = 4,450.00' Runoff = 180' Se = 4%
---	---	---

-DET_EBL-

PI Sta 19+77.75 Δ = 6' 27" 22.8" (LT) D = 1' 17" 15.2" L = 501.45' T = 250.99' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 27+23.38 Δ = 6' 24" 23.7" (LT) D = 1' 17" 15.2" L = 497.58' T = 249.05' R = 4,450.00' Runoff = 180' Se = 4%	PI Sta 32+24.53 Δ = 6' 29" 53.8" (RT) D = 1' 17" 15.2" L = 504.70' T = 252.62' R = 4,450.00' Runoff = 180' Se = 4%
---	---	---

FOR DETOUR CONSTRUCTION ONLY
2018 ADT = 48,260
DESIGN SPEED = 65 MPH



FOR -DET_WBL- PROFILE, SEE SHEET 14

FOR -DET_EBL- PROFILE, SEE SHEET 16

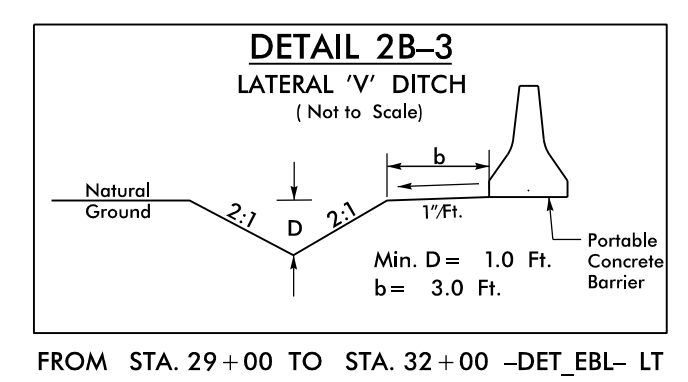
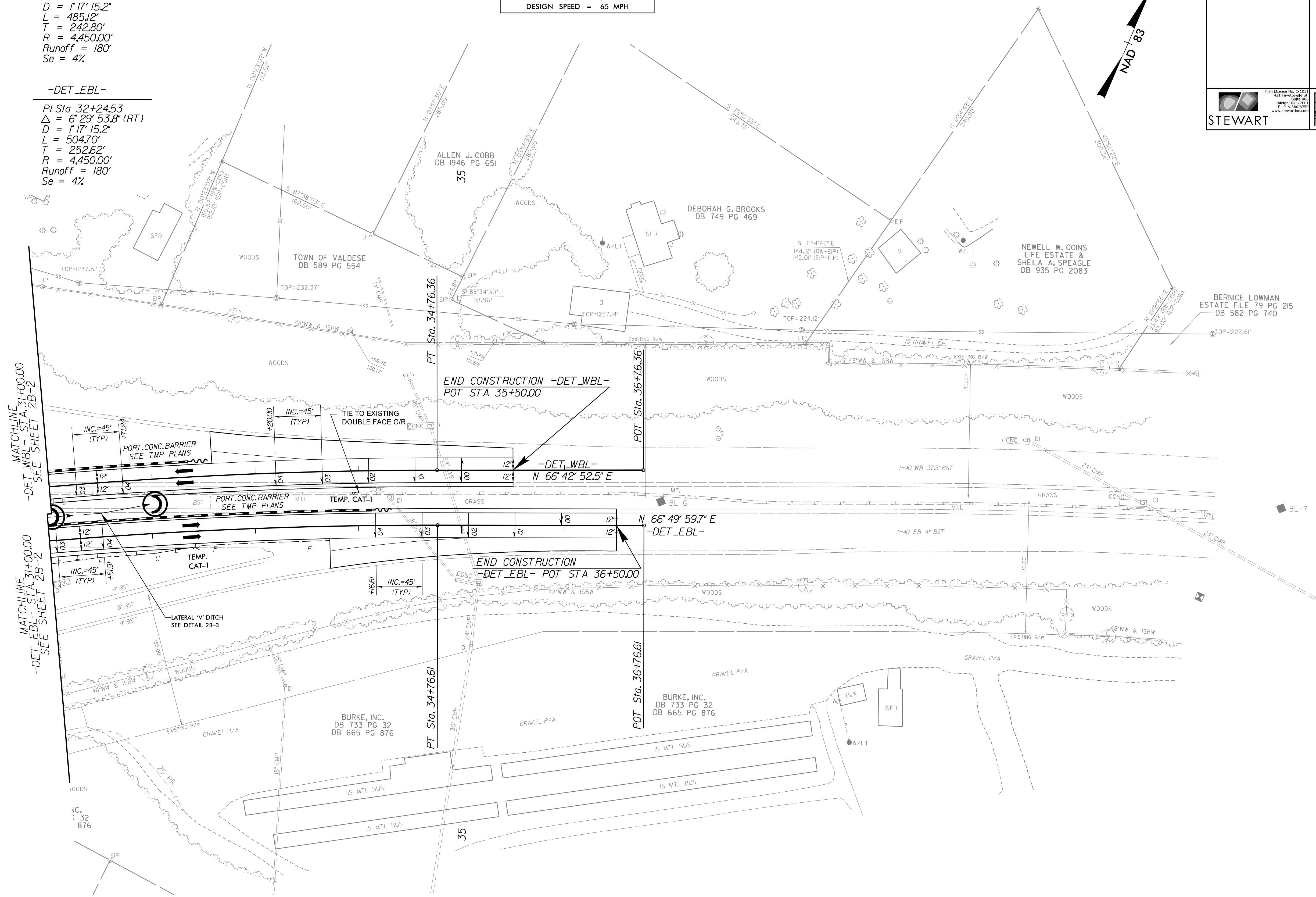
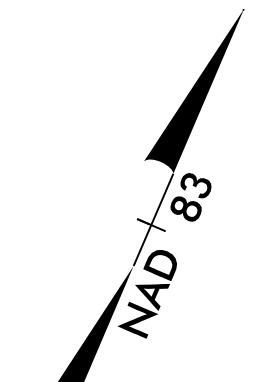
REVISIONS

3/6/2018 REU_Detour_PSH02B-2.dgn
15:51:00

-DET_WBL-
 PI Sta 32+24.53
 $\Delta = 6'14"46.2"$ (RT)
 $D = 1'17"15.2"$
 $L = 485.12'$
 $T = 242.80'$
 $R = 4,450.00'$
 Runoff = 180'
 Se = 4%

-DET_EBL-
 PI Sta 32+24.53
 $\Delta = 6'29"53.8"$ (RT)
 $D = 1'17"15.2"$
 $L = 504.70'$
 $T = 252.62'$
 $R = 4,450.00'$
 Runoff = 180'
 Se = 4%

FOR DETOUR CONSTRUCTION ONLY
 2018 ADT = 48,260
 DESIGN SPEED = 65 MPH



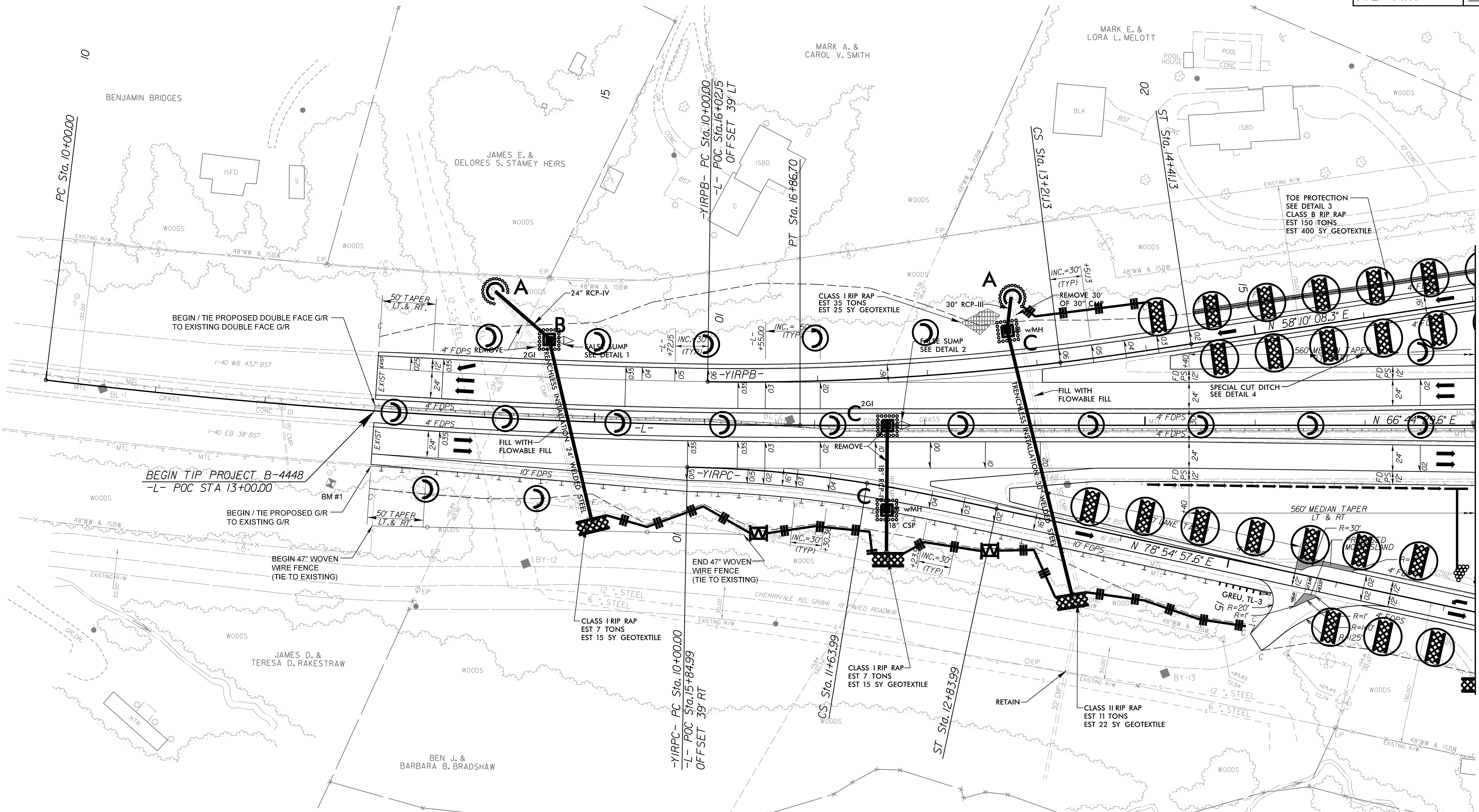
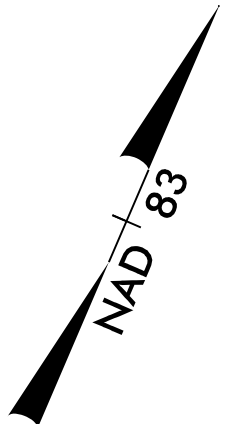
FROM STA. 29+00 TO STA. 32+00 -DET_EBL- LT

REVISIONS

FOR -DET_WBL- PROFILE, SEE SHEET 15
 FOR -DET_EBL- PROFILE, SEE SHEET 17

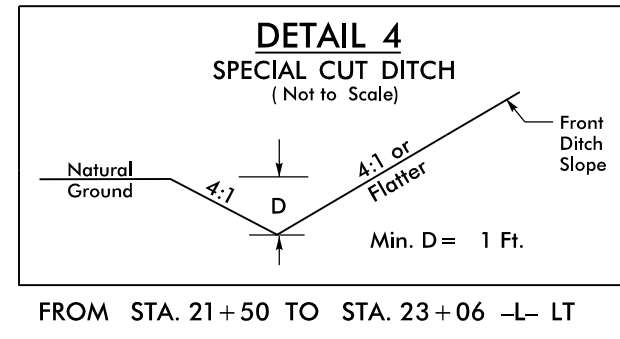
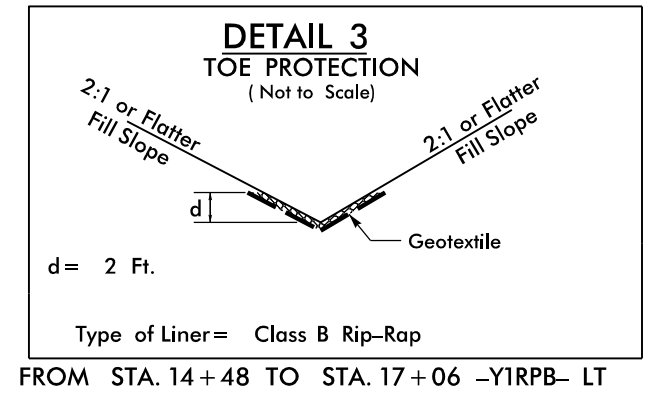
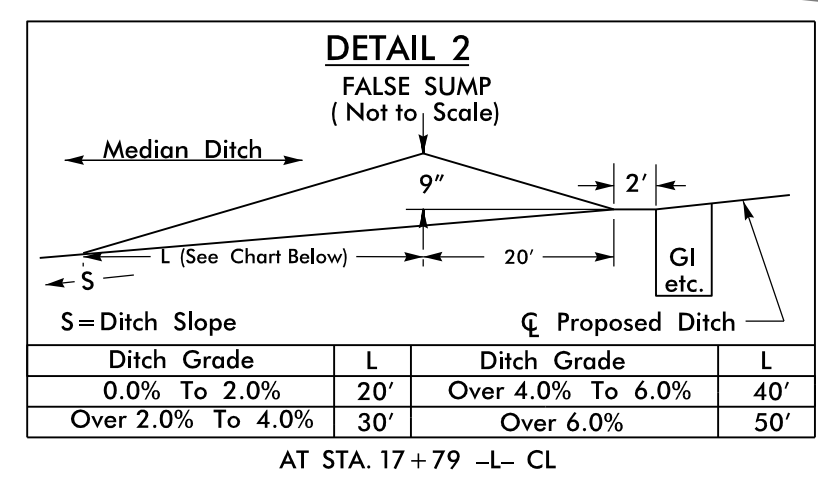
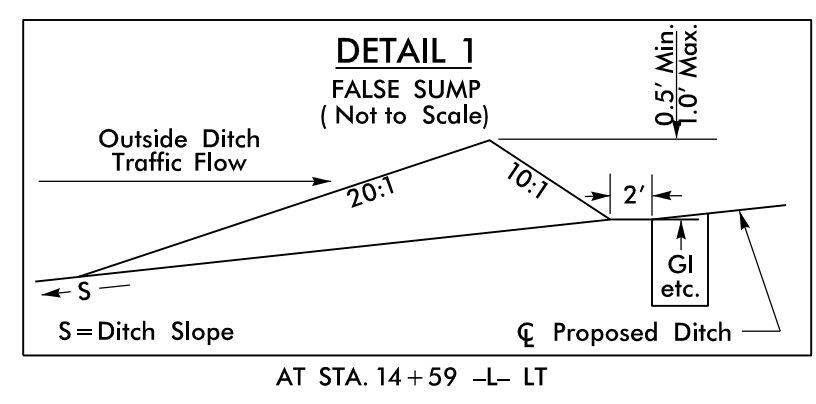
5/14/99
 3/6/2018 REU_Detour_PSH02B-3.dgn
 I:\S\02\1018\REU_Detour_PSH02B-3.dgn

-L-	-YIRPB-	-YIRPC-
PI Sta 13+43.76 $\Delta = 6'52''00.8''$ (LT) $D = 1'00''00.0''$ $L = 686.70'$ $T = 343.76'$ $R = 5,729.65'$ Runoff = 175' Se = 3.5%	PI Sta 11+60.82 $\Delta = 7'55''50.8''$ (LT) $D = 2'28''10.7''$ $L = 321.13'$ $T = 160.82'$ $R = 2,320.00'$ Runoff = 180' Se = 6%	PIs Sta 13+61.13 $\Delta_s = 1'28''54.4''$ $L_s = 120.00'$ $LT = 80.00'$ $ST = 40.00'$
		PI Sta 10+82.13 $\Delta = 8'10''12.8''$ (RT) $D = 4'58''56.1''$ $L = 163.99'$ $T = 82.13'$ $R = 1,150.00'$ Runoff = 120' Se = 4% $V_D = 30$ MPH
		PIs Sta 12+04.00 $\Delta_s = 2'59''21.6''$ $L_s = 120.00'$ $LT = 80.01'$ $ST = 40.01'$



REVISIONS

MATCHLINE
-L- STA. 23+00.00
SEE SHEET 5



FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-1 THRU 2B-3

FOR -L- PROFILE (-WBL-), SEE SHEET 7

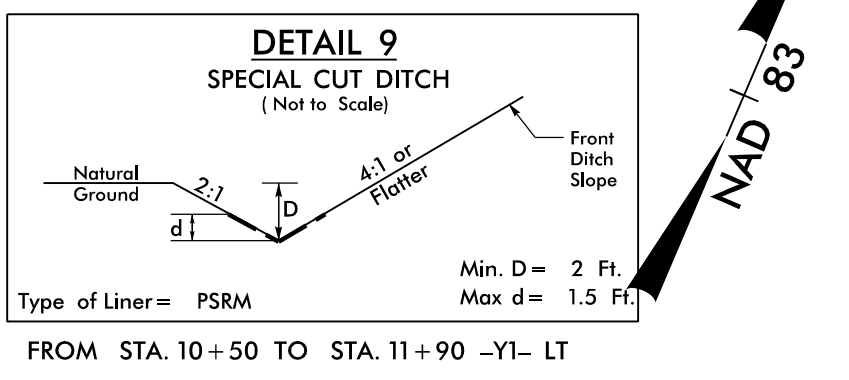
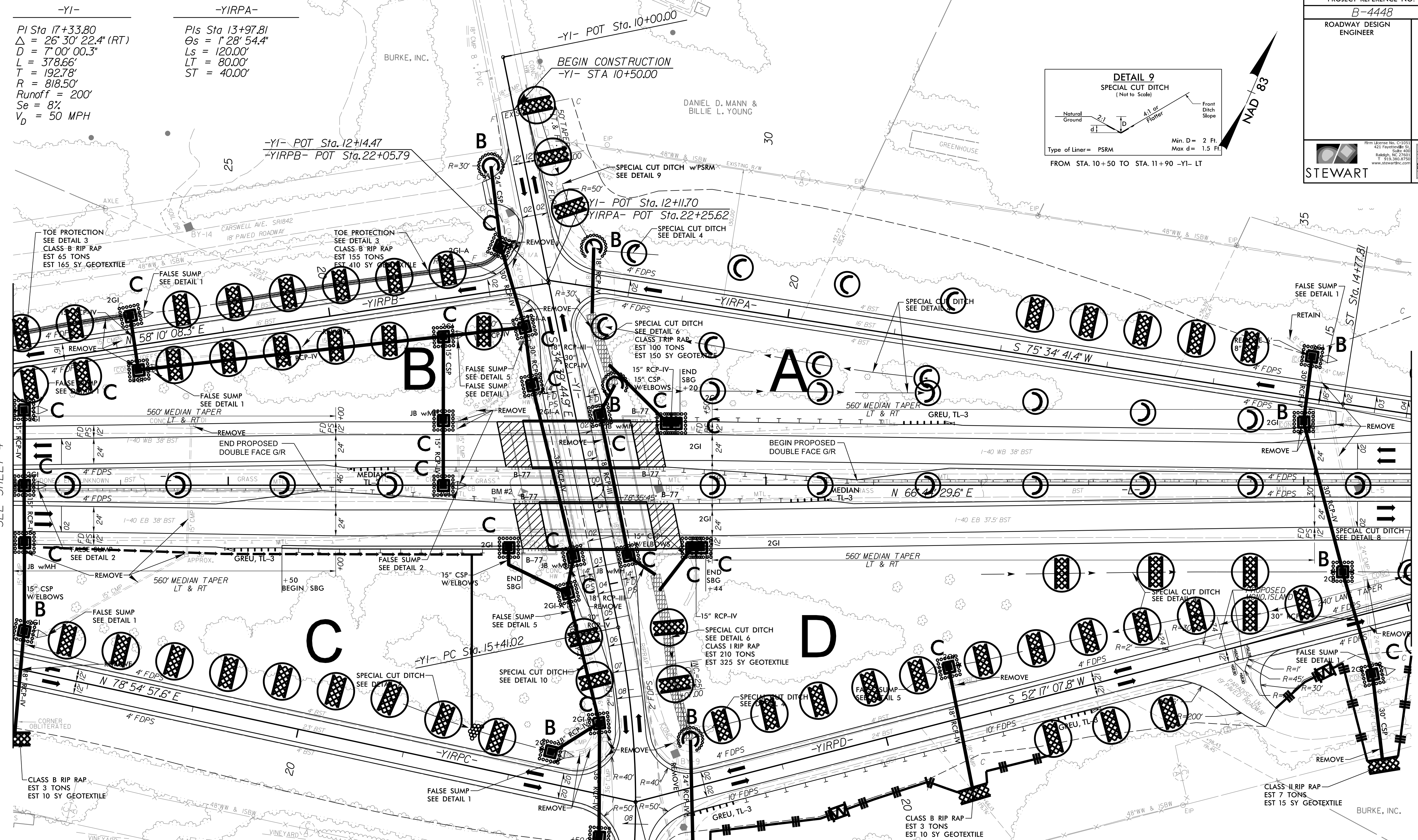
FOR -L- PROFILE (-EBL-), SEE SHEET 9

FOR -YIRPB- PROFILE, SEE SHEET 12

FOR -YIRPC- PROFILE, SEE SHEET 13

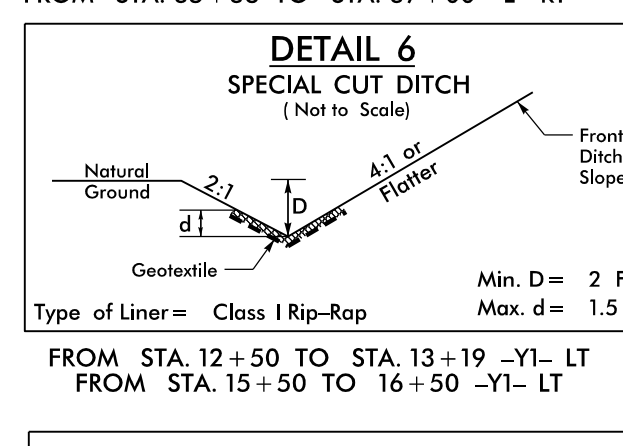
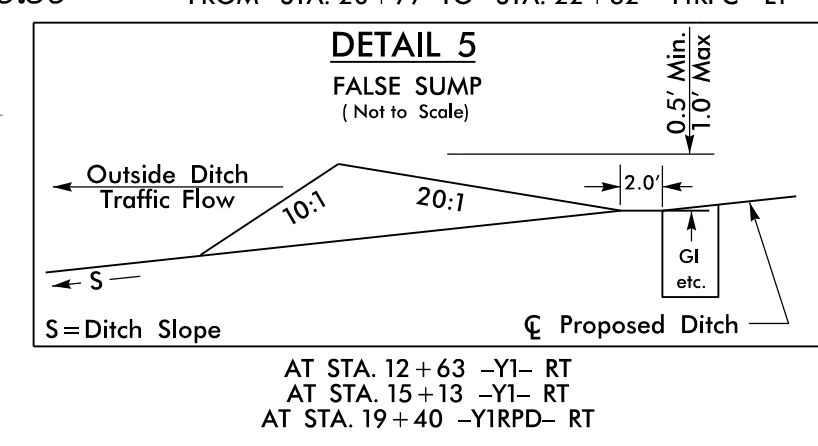
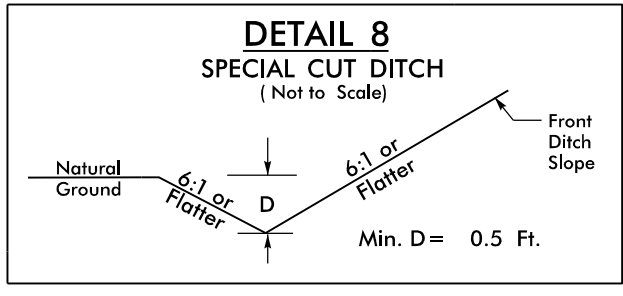
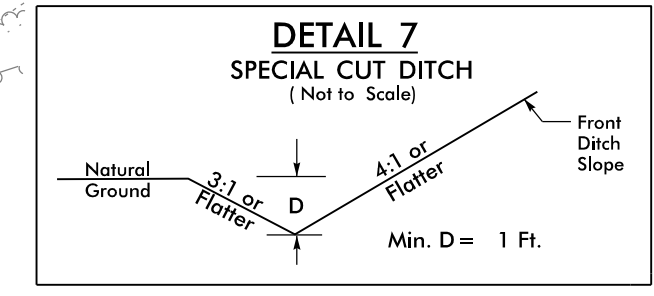
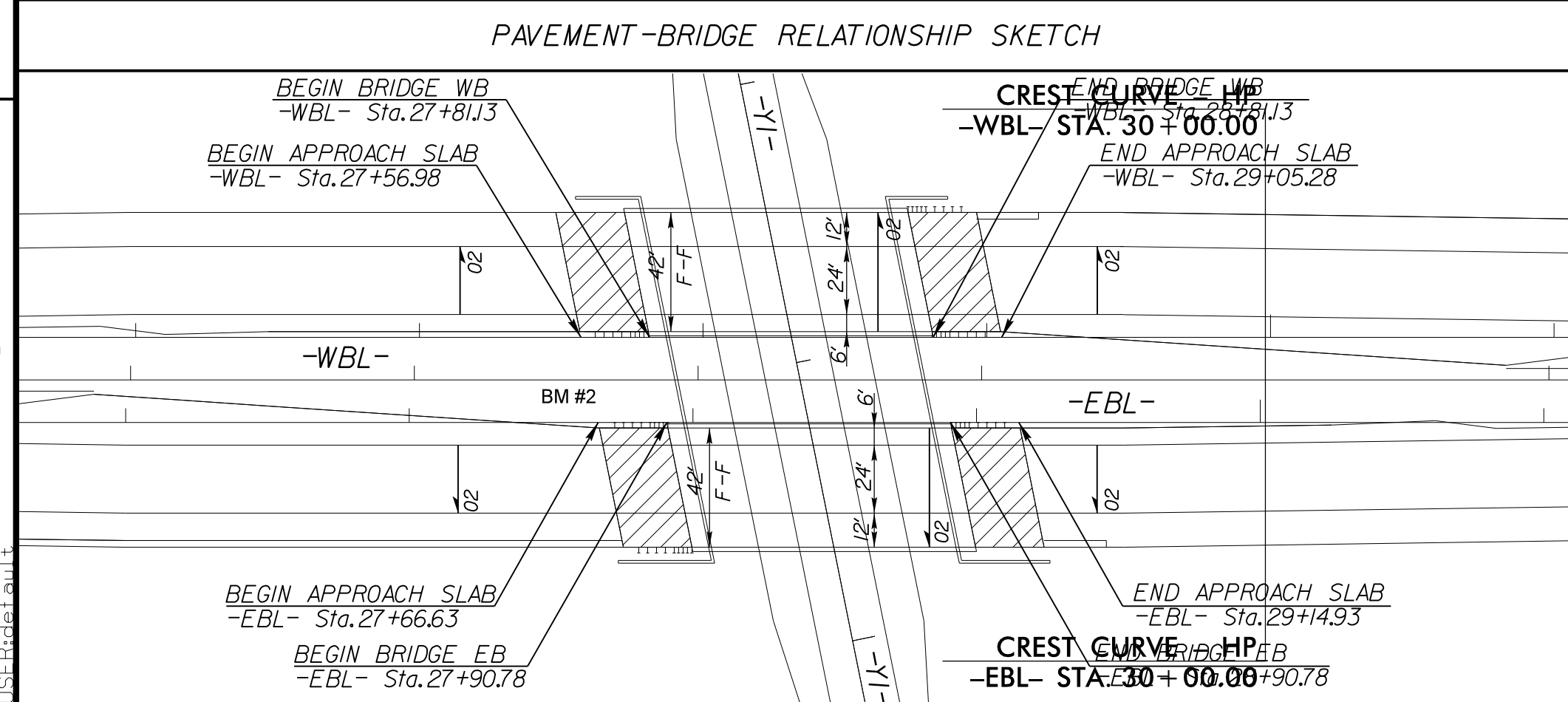
THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL- ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L- 15 FEET LEFT AND RIGHT.

3/6/2018 REU.F.ino1_PSH04.dgn



MATCHLINE
-L- STA. 23+00.00
SEE SHEET 4

MATCHLINE
-L- STA. 36+00.00
SEE SHEET 6



- THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL- ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L- 15 FEET LEFT AND RIGHT.
- FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-I THRU 2B-3
 - FOR -L- PROFILE (-WBL-), SEE SHEET 7
 - FOR -L- PROFILE (-EBL-), SEE SHEET 9
 - FOR -YI- PROFILE, SEE SHEET 11
 - FOR -YIRPA- PROFILE, SEE SHEET 12
 - FOR -YIRPB- PROFILE, SEE SHEET 12
 - FOR -YIRPC- PROFILE, SEE SHEET 13
 - FOR -YIRPD- PROFILE, SEE SHEET 13
 - FOR STRUCTURE PLANS, SEE SHEETS S-I THRU S-7

REVISIONS

3/6/2018, BEU, Final_PSH05.dgn

-L-
 PI Sta 44+94.93
 $\Delta = 2'52"46.1"$ (RT)
 $D = 1'00"00.0"$
 $L = 287.95'$
 $T = 144.01'$
 $R = 5,729.65'$

-YIRPA-
 Pls Sta 10+80.00
 $\Theta_s = 1'28"54.4"$
 $L_s = 120.00'$
 $LT = 80.00'$
 $ST = 40.00'$

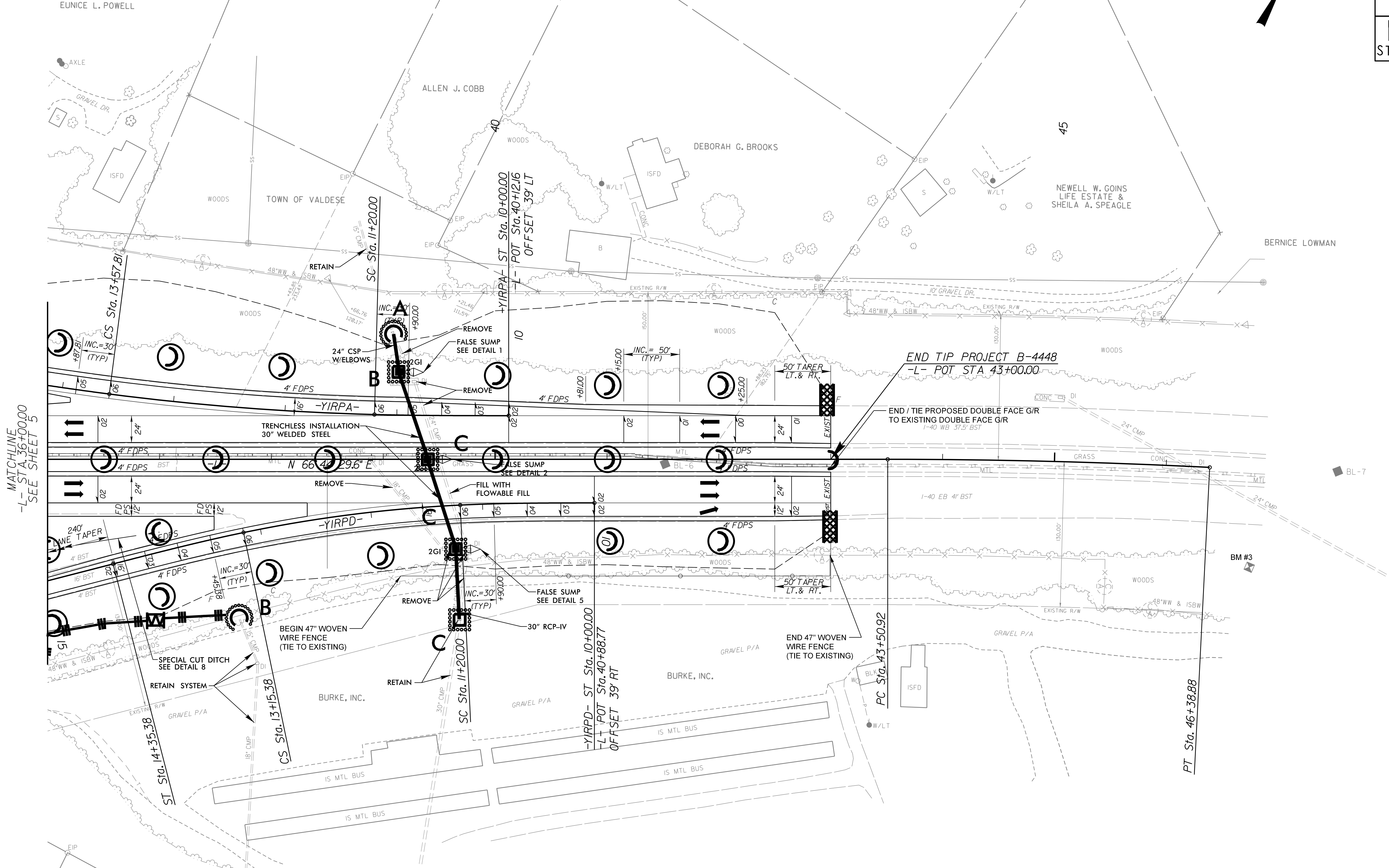
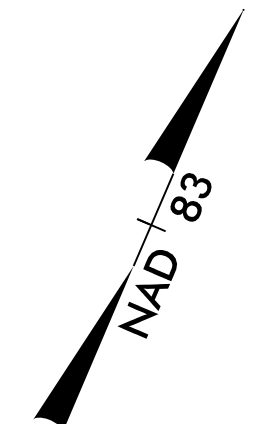
PI Sta 12+39.01
 $\Delta = 5'52"23.0"$ (RT)
 $D = 2'28"10.7"$
 $L = 237.81'$
 $T = 119.01'$
 $R = 2,320.00'$
 Runoff = 180'
 $Se = 6\%$

Pls Sta 13+97.81
 $\Theta_s = 1'28"54.4"$
 $L_s = 120.00'$
 $LT = 80.00'$
 $ST = 40.00'$

PIs Sta 10+80.01
 $\Theta_s = 2'45"00.7"$
 $L_s = 120.00'$
 $LT = 80.01'$
 $ST = 40.01'$

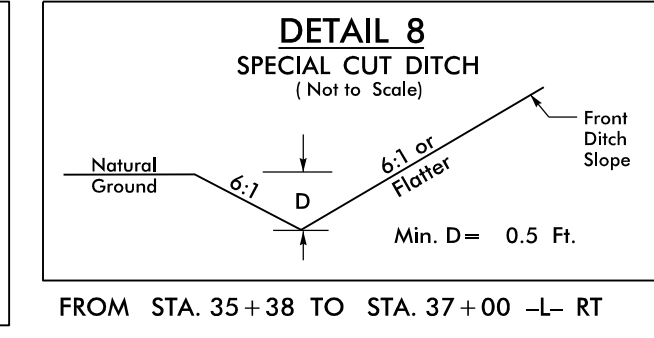
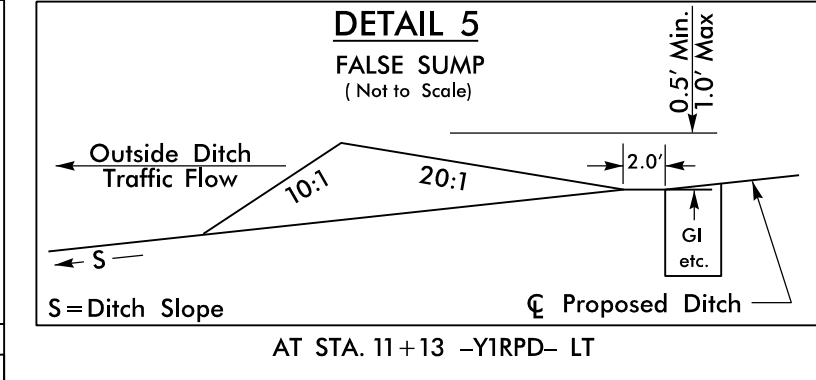
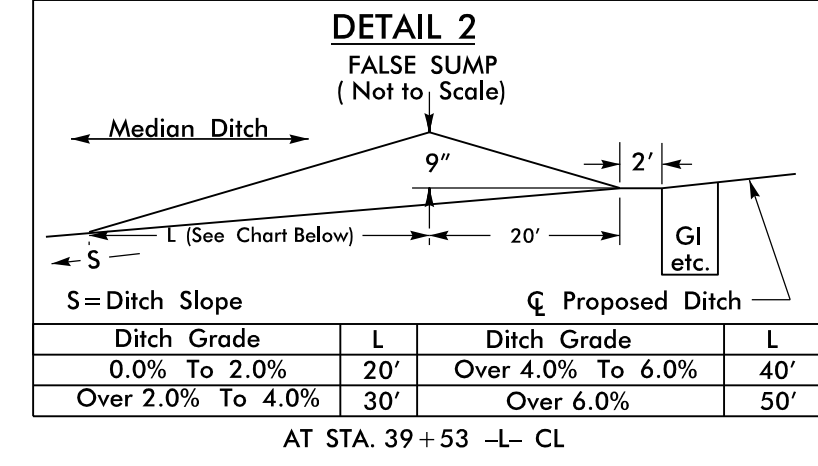
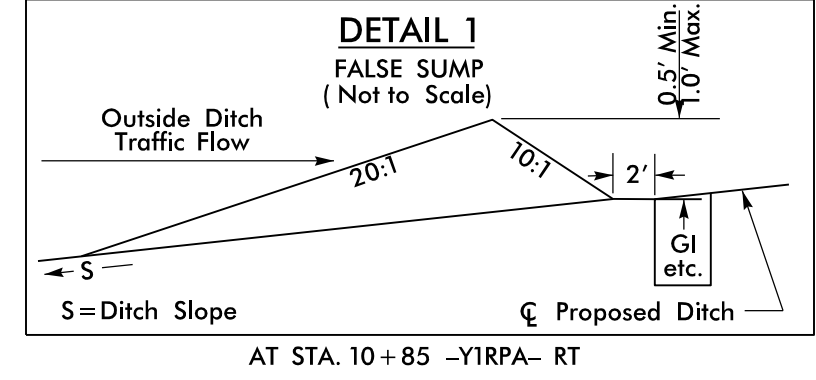
-YIRPD-
 PI Sta 12+17.89
 $\Delta = 8'57"20.4"$ (LT)
 $D = 4'35"01.2"$
 $L = 195.38'$
 $T = 97.89'$
 $R = 1,250.00'$
 Runoff = 180'
 $Se = 6\%$
 $V_d = 45$ MPH

PIs Sta 13+55.39
 $\Theta_s = 2'45"00.7"$
 $L_s = 120.00'$
 $LT = 80.01'$
 $ST = 40.01'$



MATCHLINE
-L- STA. 36+00.00
SEE SHEET 5

REVISIONS



FOR DETOUR CONSTRUCTION, SEE SHEETS 2B-1 THRU 2B-3

FOR -L- PROFILE (-WBL-), SEE SHEET 8

FOR -L- PROFILE (-EBL-), SEE SHEET 10

FOR -YIRPA- PROFILE, SEE SHEET 12

FOR -YIRPD- PROFILE, SEE SHEET 13

THE ALIGNMENTS FOR VERTICAL PROFILES -WBL- & -EBL- ARE BASED ON OFFSETTING THE HORIZONTAL ALIGNMENT -L- 15 FEET LEFT AND RIGHT.