

-YDET-			-Y-
PI Sta. 18+84.55	PI Sta. 21+31.61	PI Sta. 25+73.17	PI Sta. 19+51.92
Δ = 1° 41' 43.2" (RT)	Δ = 9° 17' 31.7" (LT)	Δ = 15° 55' 27.4" (RT)	Δ = 17° 57' 59.5" (RT)
D = 1° 00' 09.7"	D = 2° 51' 53.2"	D = 2° 51' 53.2"	D = 1° 00' 09.7"
L = 169.08'	L = 324.36'	L = 555.86'	L = 1791.81'
T = 84.55'	T = 162.53'	T = 279.73'	T = 903.32'
R = 5,714.14'	R = 2,000.00'	R = 2,000.00'	R = 5,714.14'
S.E. = EXIST. (3%)	S.E. = 4%	S.E. = 4%	S.E. = 3%
	R.O. = 76'	R.O. = 76'	R.O. = 81'

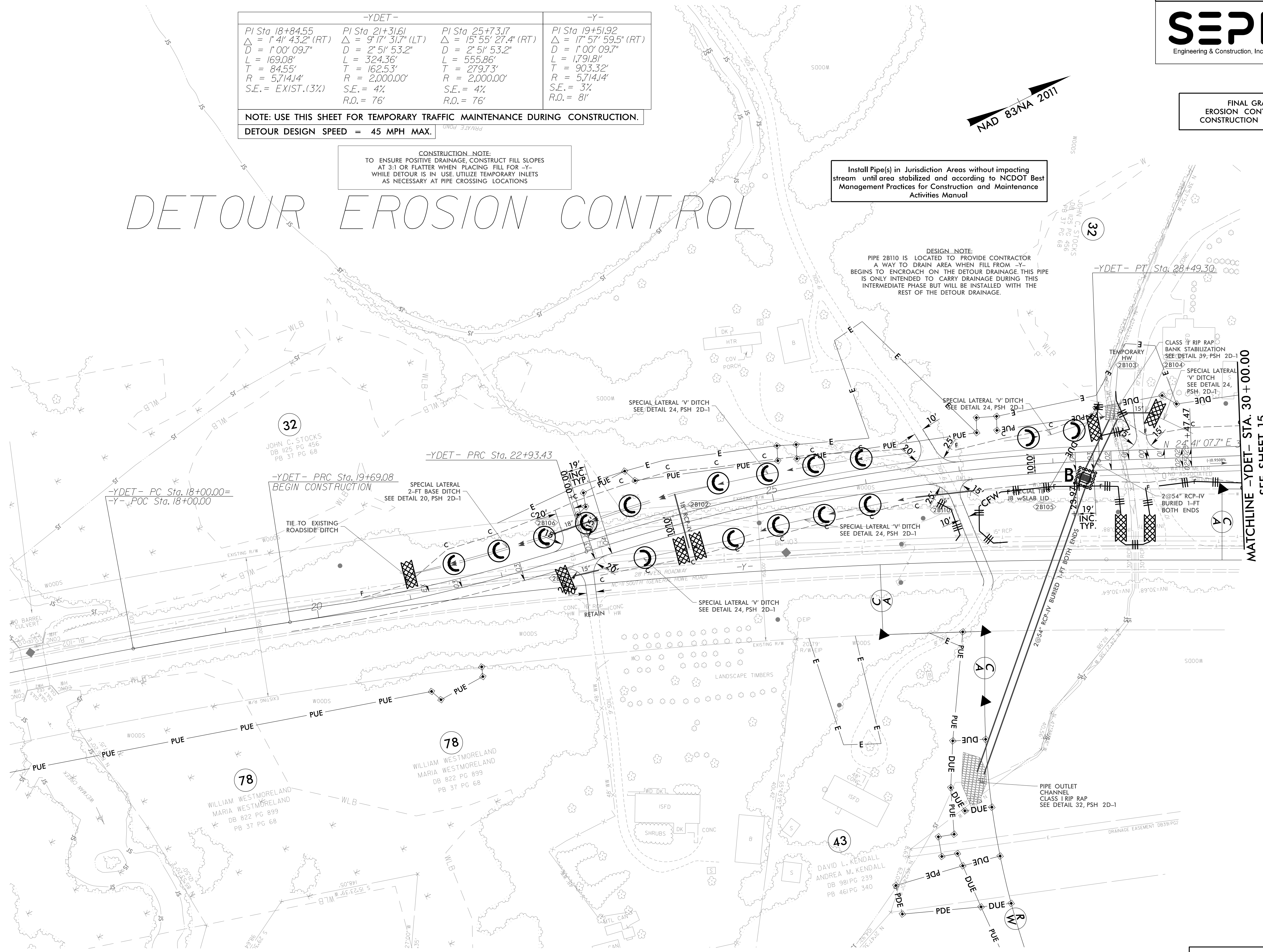
NOTE: USE THIS SHEET FOR TEMPORARY TRAFFIC MAINTENANCE DURING CONSTRUCTION.  
DETOUR DESIGN SPEED = 45 MPH MAX.

CONSTRUCTION NOTE:  
TO ENSURE POSITIVE DRAINAGE, CONSTRUCT FILL SLOPES AT 3:1 OR FLATTER WHEN PLACING FILL FOR -Y- WHILE DETOUR IS IN USE. UTILIZE TEMPORARY INLETS AS NECESSARY AT PIPE CROSSING LOCATIONS

Install Pipe(s) in Jurisdiction Areas without impacting stream until area stabilized and according to NCDOT Best Management Practices for Construction and Maintenance Activities Manual

DESIGN NOTE:  
PIPE 2B110 IS LOCATED TO PROVIDE CONTRACTOR A WAY TO DRAIN AREA WHEN FILL FROM -Y- BEGINS TO ENCOACH ON THE DETOUR DRAINAGE. THIS PIPE IS ONLY INTENDED TO CARRY DRAINAGE DURING THIS INTERMEDIATE PHASE BUT WILL BE INSTALLED WITH THE REST OF THE DETOUR DRAINAGE.

DETOUR EROSION CONTROL



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JOHN C. STOCKS  
DB 1125 PG 456  
PB 37 PG 68

-YDET- PRC Sta. 22+93.43

-YDET- PRC Sta. 19+69.08  
BEGIN CONSTRUCTION

-YDET- PC Sta. 18+00.00=  
-Y- POC Sta. 18+00.00

78

WILLIAM WESTMORELAND  
MARIA WESTMORELAND  
DB 822 PG 899  
PB 37 PG 68

78

WILLIAM WESTMORELAND  
MARIA WESTMORELAND  
DB 822 PG 899  
PB 37 PG 68

43

DAVID L. KENDALL  
ANDREA M. KENDALL  
DB 981 PG 239  
PB 461 PG 340

MATCHLINE -YDET- STA. 30+00.00  
SEE SHEET 15

8.17/99  
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