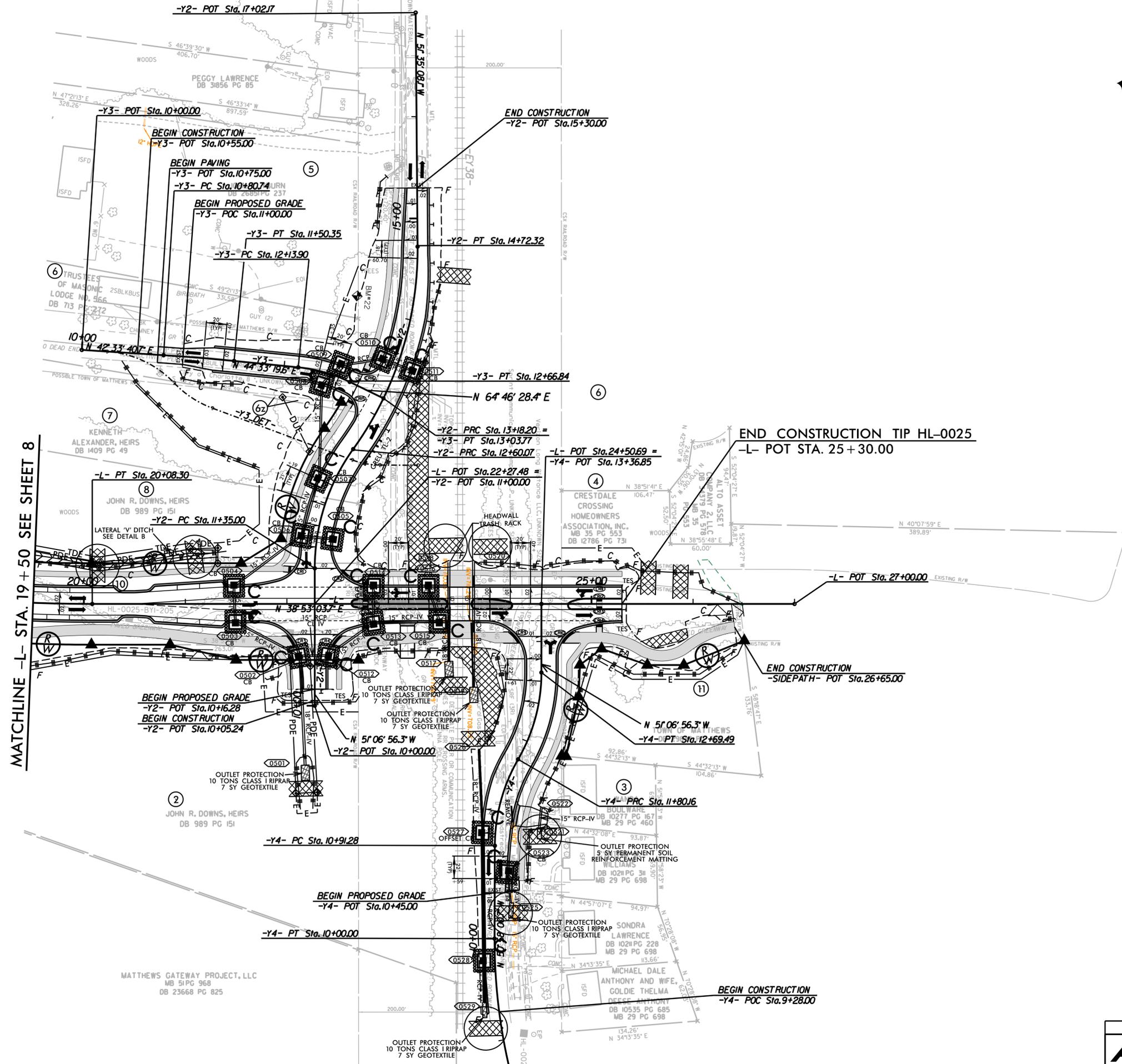


PROJECT REFERENCE NO.	SHEET NO.
HL-0025	EC-7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

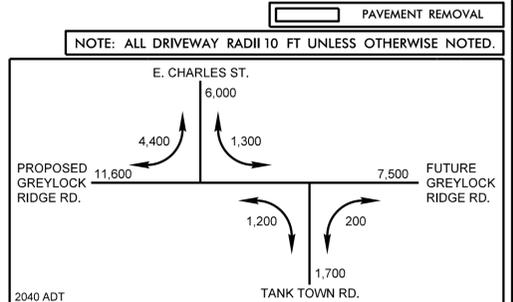


-L-	-Y2-	-Y3-
PI Sta 17+13.57 $\Delta = 23' 13" 14.4' (LT)$ $D = 3' 53" 04.4'$ $L = 597.78'$ $T = 303.05'$ $R = 1,475.00'$ $e = NC (0.02)$ $V = 30 \text{ mph}$	PI Sta 11+99.66 $\Delta = 35' 49" 51.8' (RT)$ $D = 28' 38" 52.4'$ $L = 125.07'$ $T = 64.66'$ $R = 200.00'$ $e = NC (0.02)$ $V = 25 \text{ mph}$	PI Sta 13+69.90 $\Delta = 36' 18" 03.6' (LT)$ $D = 17' 06" 11.6'$ $L = 212.25'$ $T = 109.82'$ $R = 335.00'$ $e = NC (0.02)$ $V = 30 \text{ mph}$
PI Sta 9+25.47 $\Delta = 15' 37" 34.0' (RT)$ $D = 10' 25" 02.7'$ $L = 150.00'$ $T = 75.47'$ $R = 550.00'$	PI Sta 11+36.76 $\Delta = 29' 57" 25.0' (RT)$ $D = 33' 42" 12.2'$ $L = 88.88'$ $T = 45.48'$ $R = 170.00'$ $e = NC (0.02)$ $V = 25 \text{ mph}$	PI Sta 12+25.88 $\Delta = 30' 06" 20.6' (LT)$ $D = 33' 42" 12.2'$ $L = 89.33'$ $T = 45.72'$ $R = 170.00'$ $e = NC (0.02)$ $V = 25 \text{ mph}$
		PI Sta 11+5.54 $\Delta = 1' 59" 38.9' (RT)$ $D = 2' 51" 53.2'$ $L = 69.61'$ $T = 34.81'$ $R = 2,000.00'$
		PI Sta 12+40.65 $\Delta = 20' 13" 08.7' (RT)$ $D = 38' 11" 49.9'$ $L = 52.93'$ $T = 26.74'$ $R = 150.00'$ $e = RC (0.02)$ $V = 20 \text{ mph}$

FINAL EROSION CONTROL DESIGN FOR CONSTRUCTION SHEET 5



MATCHLINE -L- STA. 19 + 50 SEE SHEET 8



FOR -L- PROFILE SEE SHEET 6.
 FOR -Y2- PROFILE SEE SHEET 7.
 FOR -Y3- PROFILE SEE SHEET 7.
 FOR -Y4- PROFILE SEE SHEET 7.
 FOR -SIDEPATH- ALIGNMENT DETAIL SEE SHEETS 2B-1 & 2B-2.
 FOR -SIDEPATH- PROFILE SEE SHEET 8.
 FOR -Y3 DET- SEE SHEET 2B-3.

8/17/09
 I:\212025\RAL_Projects\6185_NC_NCDOT1_GenEng_V02_HL_0025_Greyllock_Rd_Ext\300_CADD\Hydraulics\CADD\PSHV\GenEng\lock_ES_psh05.dgn

ROADWAY DESIGN

AMT

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HYDRAULIC DESIGN

McCormick Taylor

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