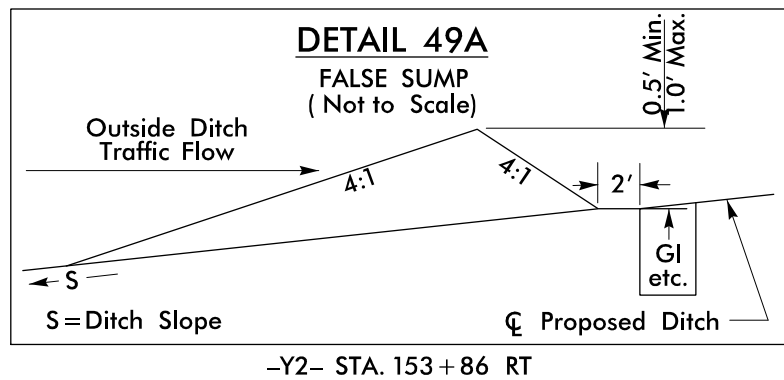
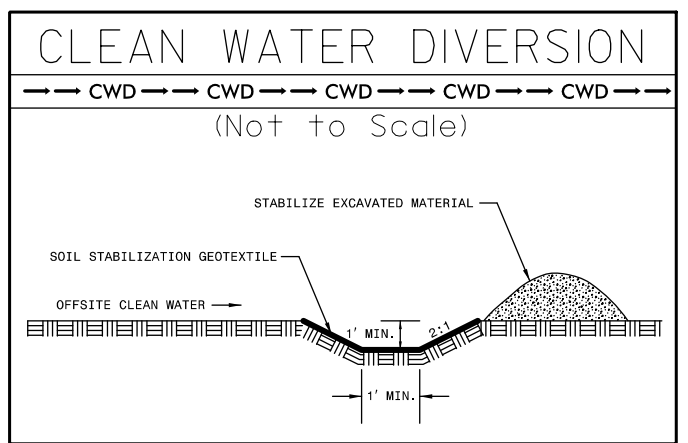


-Y2- CURVE DATA
 PI Sta 152+17.13 PI Sta 167+46.16
 Δ = 54° 14' 50.1" (RT) Δ = 72° 53' 32.5" (LT)
 D = 5' 2" 17.1" D = 4' 58" 56.1"
 L = 1,013.07' L = 1,463.04'
 T = 548.10' T = 849' HPB
 R = 1,070.00' R = 1,500.00'
 SE = 0.08 SE = 0.06
 DS = 55 MPH DS = 55 MPH



IN LIEU OF ROCK INLET SEDIMENT TRAP TYPE C, UTILIZE FABRIC INSERT INLET PROTECTION IN AREAS WHERE WATER MAY POND ON ROAD OPEN TO LIVE TRAFFIC.

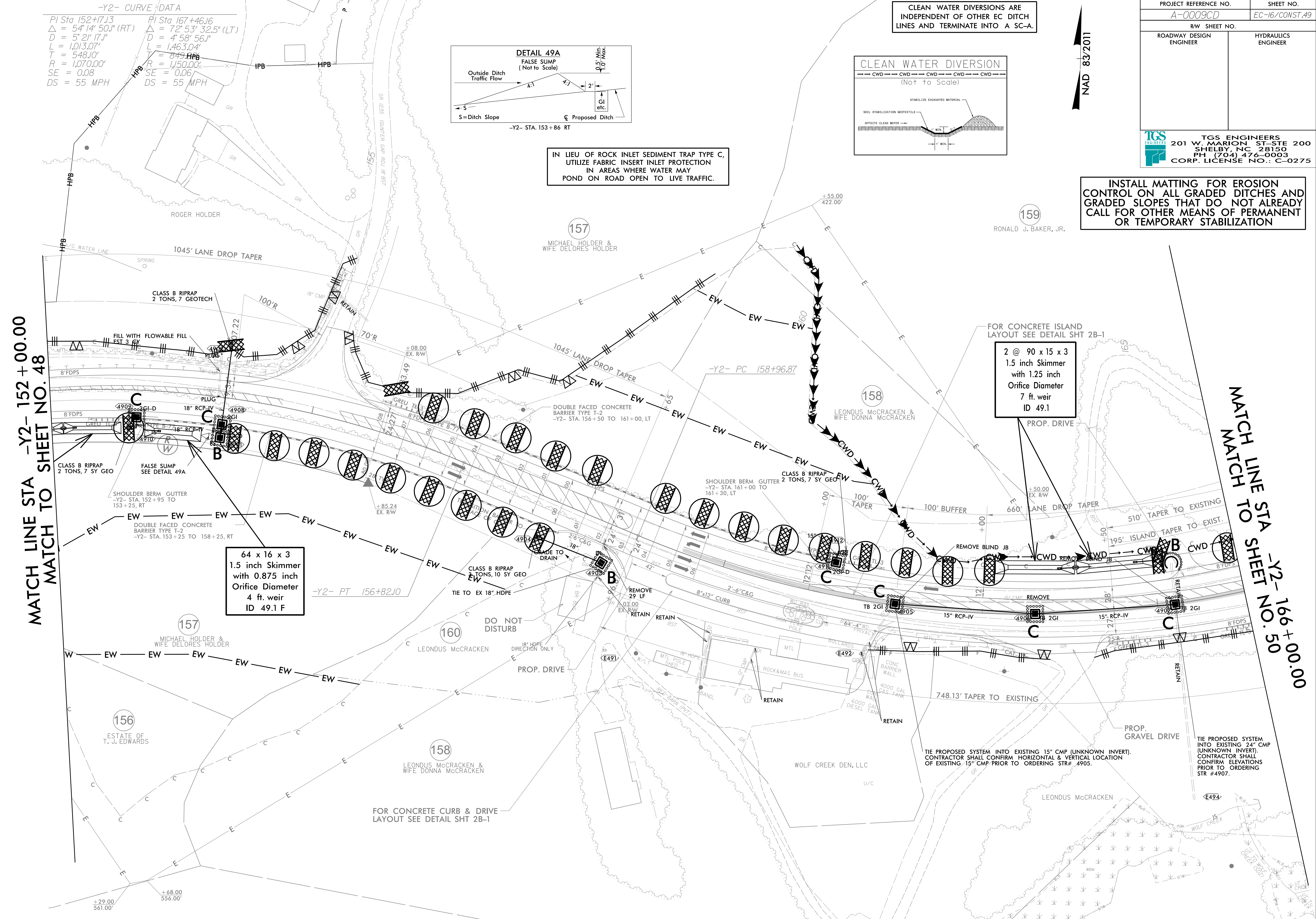
CLEAN WATER DIVERSIONS ARE INDEPENDENT OF OTHER EC DITCH LINES AND TERMINATE INTO A SC-A.



NAD 83/2011

PROJECT REFERENCE NO.	SHEET NO.
A-0009CD	EC-16/CONST.49
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
TGS ENGINEERS 201 W. MARION ST-STE 200 SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275	

INSTALL MATTING FOR EROSION CONTROL ON ALL GRADED DITCHES AND GRADED SLOPES THAT DO NOT ALREADY CALL FOR OTHER MEANS OF PERMANENT OR TEMPORARY STABILIZATION



MATCH LINE STA -152+00.00
MATCH TO SHEET NO. 48

MATCH LINE STA -166+00.00
MATCH TO SHEET NO. 50

64 x 16 x 3
1.5 inch Skimmer
with 0.875 inch
Orifice Diameter
4 ft. weir
ID 49.1 F

2 @ 90 x 15 x 3
1.5 inch Skimmer
with 1.25 inch
Orifice Diameter
7 ft. weir
ID 49.1

TIE PROPOSED SYSTEM INTO EXISTING 15" CMP (UNKNOWN INVERT). CONTRACTOR SHALL CONFIRM HORIZONTAL & VERTICAL LOCATION OF EXISTING 15" CMP PRIOR TO ORDERING STR# 4905.

TIE PROPOSED SYSTEM INTO EXISTING 24" CMP (UNKNOWN INVERT). CONTRACTOR SHALL CONFIRM HORIZONTAL & VERTICAL LOCATION OF EXISTING 24" CMP PRIOR TO ORDERING STR #4907.

FOR CONCRETE CURB & DRIVE LAYOUT SEE DETAIL SHT 2B-1

FOR CONCRETE ISLAND LAYOUT SEE DETAIL SHT 2B-1