PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-03G/CONST.2B-2

R/W SHEET NO.

ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTES:

1. CONTRACTOR SHALL COORDINATE WITH NCDOT,& CSX RAILROAD PRIOR TO ANY COMMENCEMENT OF WORK WITHIN CSX RAILROAD RIGHT-OF-WAY.

2. CONTRACTOR SHALL CONTACT NORTH CAROLINA 811 TO LOCATE ALL UNDERGROUND UTILITIES IN THE WORK AREA. CONTRACTOR SHALL ALSO CONTACT CSX RAILROAD TO LOCATE ANY UNDERGROUND RAILROAD UTILITIES IN THE WORK AREA PRIOR TO COMMENCEMENT OF WORK WITHIN IN THE CSX RIGHT-OF-WAY.

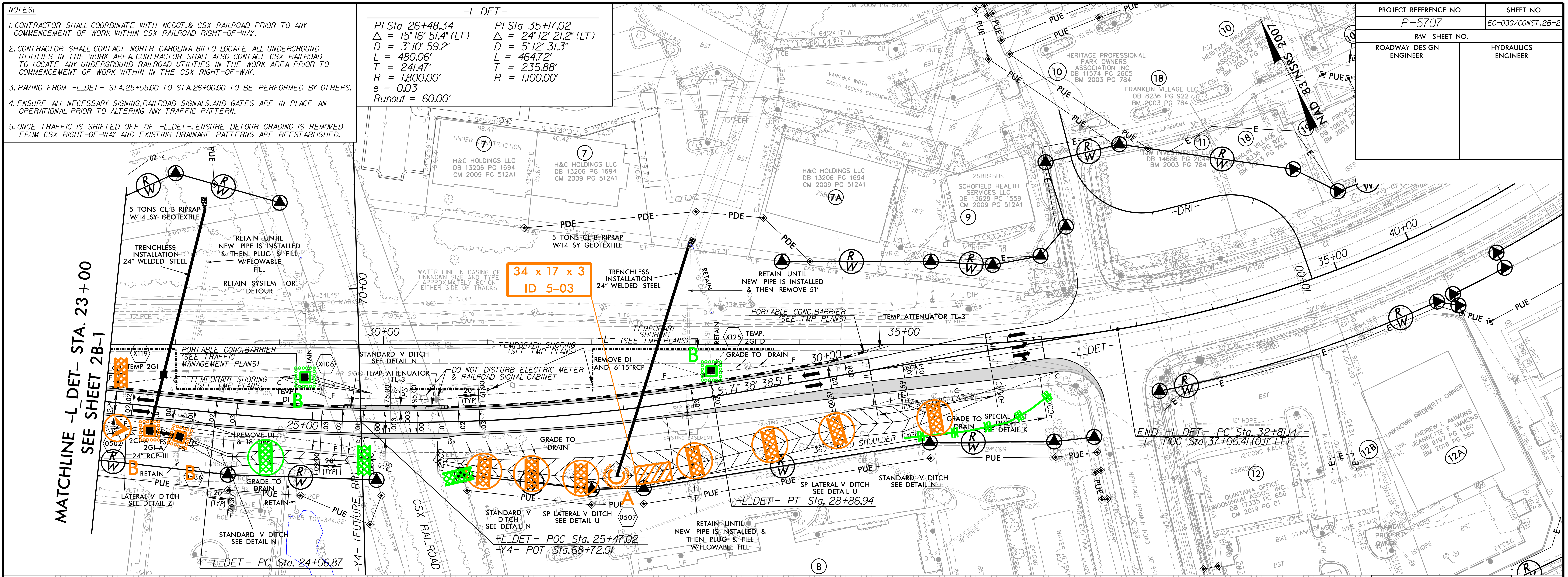
3. PAVING FROM -L_DET- STA.25+55.00 TO STA.26+00.00 TO BE PERFORMED BY OTHERS.

4. ENSURE ALL NECESSARY SIGNING, RAILROAD SIGNALS, AND GATES ARE IN PLACE AN OPERATIONAL PRIOR TO ALTERING ANY TRAFFIC PATTERN.

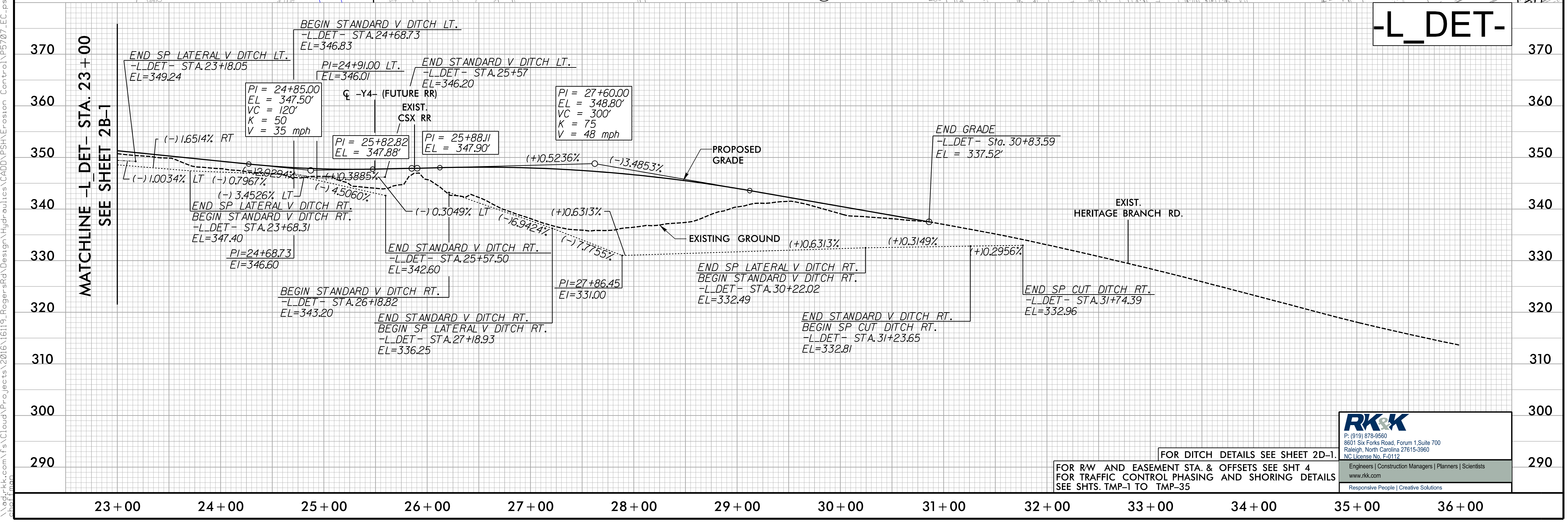
5. ONCE TRAFFIC IS SHIFTED OFF OF -L_DET-, ENSURE DETOUR GRADING IS REMOVED FROM CSX RIGHT-OF-WAY AND EXISTING DRAINAGE PATTERNS ARE REESTABLISHED.

-L_DET-

PI Sta 26+48.34	PI Sta 35+17.02
△ = 15° 16′ 51.4″ (LT)	△ = 24° 12′ 21.2″ (LT)
D = 3° 10′ 59.2″	D = 5° 12′ 31.3″
L = 480.06′	L = 464.72′
T = 241.47′	T = 235.88′
R = 1,800.00′	R = 1,100.00′
e = 0.03	
Runout = 60.00′	



MATCHLINE -L_DET- STA. 23+00
SEE SHEET 2B-1
5 TONS CL B RIPRAP W/14 SY GEOTEXTILE
TRENCHLESS INSTALLATION 24″ WELDED STEEL
RETAIN UNTIL NEW PIPE IS INSTALLED & THEN PLUG & FILL W/FLOWABLE FILL
RETAIN SYSTEM FOR DETOUR
WATER LINE IN CASING OF UNKNOWN SIZE AND TYPE APPROXIMATELY 60′ ON EITHER SIDE OF TRACKS
34 x 17 x 3
ID 5-03
PDE
H&C HOLDINGS LLC DB 13206 PG 1694 CM 2009 PG 512A1
UNDER CONSTRUCTION
SCHOFIELD HEALTH SERVICES LLC DB 13629 PG 1559 CM 2009 PG 512A1
HERITAGE PROFESSIONAL PARK OWNERS ASSOCIATION INC DB 11574 PG 2605 BM 2003 PG 784
FRANKLIN VILLAGE LLC DB 8236 PG 922 BM 2003 PG 784
QUINTANA OFFICE CONDOMINIUM ASSOC. INC., DB 17335 PG 656 CM 2019 PG 01
UNKNOWN PROPERTY OWNER
ANDREW L AMMONS JEANNETTE F AMMONS BM 2016 PG 564
NAD 83/NSRS 2007
RETAIN UNTIL NEW PIPE IS INSTALLED & THEN REMOVE 51′
PORTABLE CONC. BARRIER (SEE TRAFFIC MANAGEMENT PLANS)
TEMPORARY SHORING (SEE TMP PLANS)
TEMP 2GI
X119
X106
X125
TEMP. 2GI-D
TEMP DI
STANDARD V DITCH SEE DETAIL N
TEMP. ATTENUATOR TL-3
DO NOT DISTURB ELECTRIC METER & RAILROAD SIGNAL CABINET
REMOVE DI AND 6′ 15″RCP
REMOVE DI & 18′ PIPE
GRADE TO DRAIN
2GI-A
24″ RCP-III
RETAIN
PUE
LATERAL V DITCH SEE DETAIL Z
0502
0536
0507
A
B
30+00
25+00
35+00
40+00
70+00
-Y4- (FUTURE RR)
CSX RAILROAD
S 71° 38′ 38.5″ E
-L_DET-
-L_DET- PC Sta. 24+06.87
-L_DET- POC Sta. 25+47.02=
-Y4- POT Sta.68+72.01
-L_DET- PT Sta. 28+86.94
STANDARD V DITCH SEE DETAIL N
SP LATERAL V DITCH SEE DETAIL U
RETAIN UNTIL NEW PIPE IS INSTALLED & THEN PLUG & FILL W/FLOWABLE FILL
GRADE TO SPECIAL CUT DITCH SEE DETAIL K
360° PAVED SHOULDER TAPER
END -L_DET- PC Sta. 32+81.14 =
-L- POC Sta. 37+06.41 (0.11′ LT)
-DRI-
HERITAGE BRANCH ROAD
20′ (TYP)



-L_DET-
MATCHLINE -L_DET- STA. 23+00
SEE SHEET 2B-1
END SP LATERAL V DITCH LT. -L_DET- STA.23+18.05 EL=349.24
BEGIN STANDARD V DITCH LT. -L_DET- STA.24+68.73 EL=346.83
PI=24+91.00 LT. EL=346.01
END STANDARD V DITCH LT. -L_DET- STA.25+57 EL=346.20
PI = 24+85.00 EL = 347.50′ VC = 120′ K = 50 V = 35 mph
℄ -Y4- (FUTURE RR)
EXIST. CSX RR
PI = 25+82.82 EL = 347.88′
PI = 25+88.11 EL = 347.90′
PI = 27+60.00 EL = 348.80′ VC = 300′ K = 75 V = 48 mph
(−) 1.6514% RT
(−) 1.0034% LT
(−) 0.7967%
(−)2.0294%
(+)0.3885%
(−) 3.4526% LT
(−) 4.5060%
(−) 0.3049% LT
(+)0.5236%
(−)3.4853%
(−)6.9424%
(−)7.7755%
(+)0.6313%
(+)0.6313%
(+)0.3149%
(+)0.2956%
PROPOSED GRADE
EXISTING GROUND
END GRADE -L_DET- Sta. 30+83.59 EL = 337.52′
EXIST. HERITAGE BRANCH RD.
END SP LATERAL V DITCH RT. BEGIN STANDARD V DITCH RT. -L_DET- STA.23+68.31 EL=347.40
PI=24+68.73 El=346.60
END STANDARD V DITCH RT. -L_DET- STA.25+57.50 EL=342.60
BEGIN STANDARD V DITCH RT. -L_DET- STA.26+18.82 EL=343.20
END STANDARD V DITCH RT. BEGIN SP LATERAL V DITCH RT. -L_DET- STA.27+18.93 EL=336.25
PI=27+86.45 El=331.00
END SP LATERAL V DITCH RT. BEGIN STANDARD V DITCH RT. -L_DET- STA.30+22.02 EL=332.49
END STANDARD V DITCH RT. BEGIN SP CUT DITCH RT. -L_DET- STA.31+23.65 EL=332.81
END SP CUT DITCH RT. -L_DET- STA.31+74.39 EL=332.96
370
360
350
340
330
320
310
300
290
23+00
24+00
25+00
26+00
27+00
28+00
29+00
30+00
31+00
32+00
33+00
34+00
35+00
36+00

FOR DITCH DETAILS SEE SHEET 2D-1.

FOR R/W AND EASEMENT STA. & OFFSETS SEE SHT 4
FOR TRAFFIC CONTROL PHASING AND SHORING DETAILS
SEE SHTS. TMP-1 TO TMP-35

RK&K
P: (919) 878-9560
8601 Six Forks Road, Forum 1,Suite 700
Raleigh, North Carolina 27615-3960
NC License No. F-0112
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