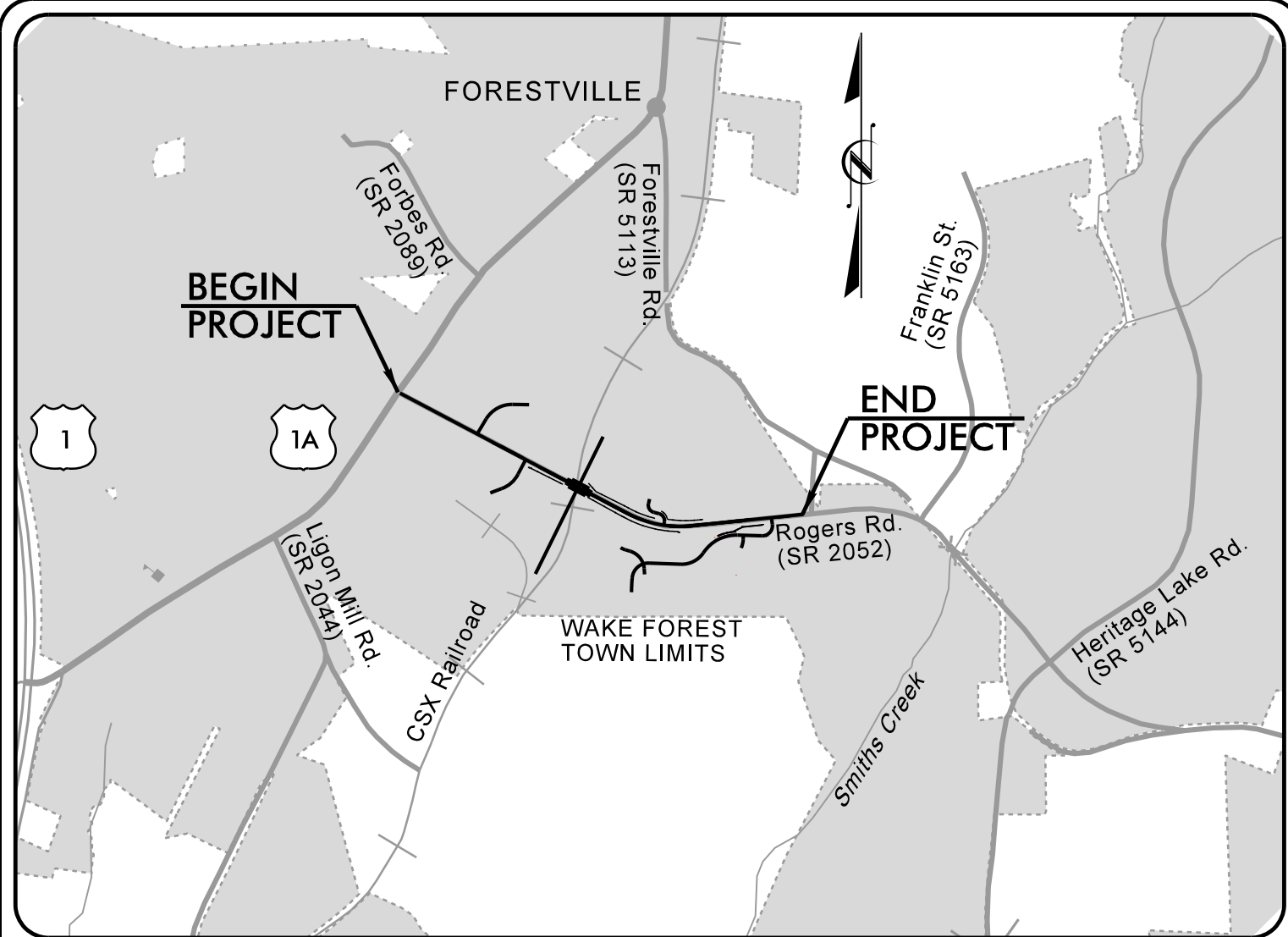


TIP PROJECT: P-5707



VICINITY MAP
NOT TO SCALE

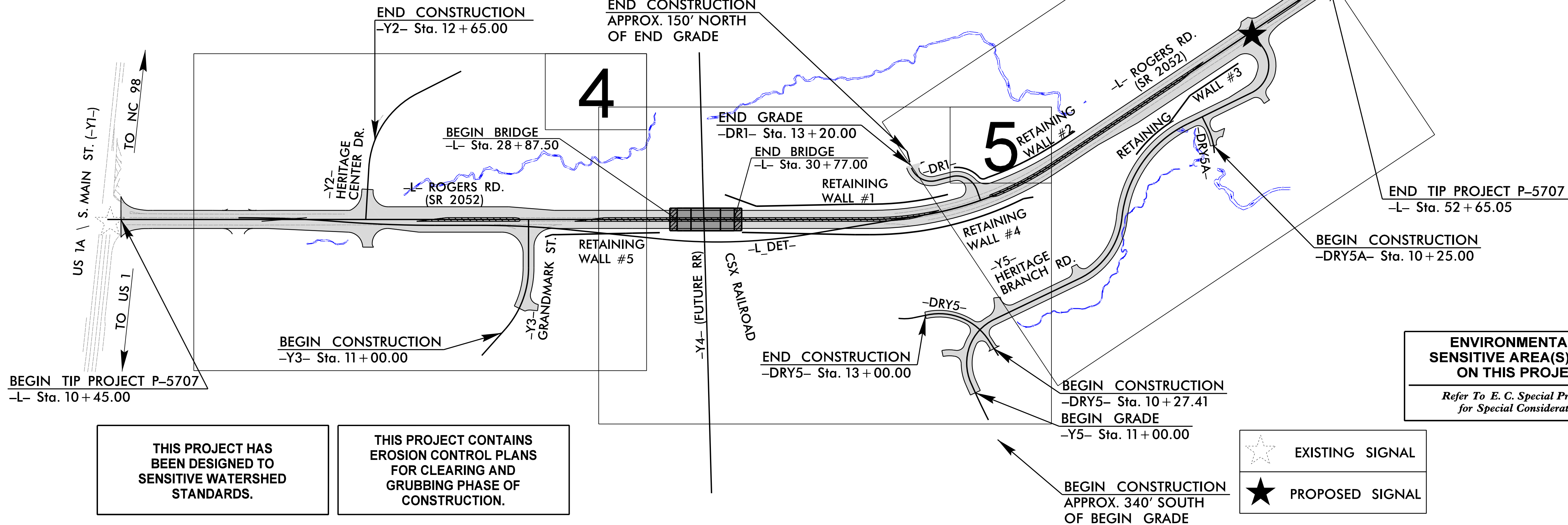
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL

WAKE COUNTY

LOCATION: ROGERS ROAD (SR 2052) GRADE SEPARATION
OVER CSX RAILROAD (CROSSING NO. 633905Y)
AT MILE POST S 142.53

TYPE OF WORK: DRAINAGE, GRADING, PAVING, SIGNALS,
STRUCTURE, WIDENING &
RETAINING WALLS



THIS PROJECT HAS
BEEN DESIGNED TO
SENSITIVE WATERSHED
STANDARDS.

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

GRAPHIC SCALE



THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY
WITH THE REGULATIONS SET FORTH BY THE NCG 010000 GENERAL
STORMWATER CONSTRUCTION PERMIT ISSUED BY THE NORTH
CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION
OF ENERGY, MINERAL, AND LAND RESOURCES.

RK&K

Prepared in the Office of:
RUMMEL, KLEPPER, & KAHL, LLP

8601 SIX FORKS ROAD, SUITE 700
RALEIGH, NORTH CAROLINA 27609
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

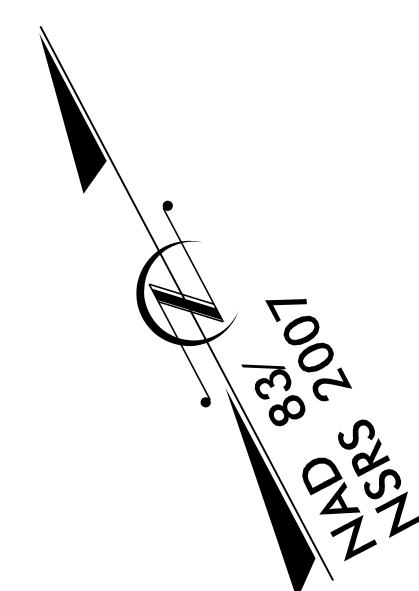
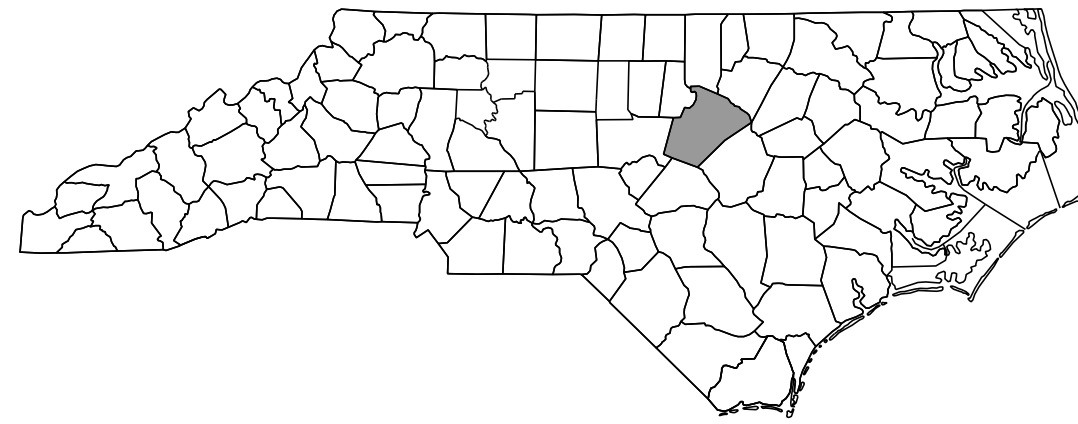
Designed by:

COURTLAND A. HOFFMAN, PE 4312
NAME LEVEL III CERTIFICATION NO.

Roadway Standard Drawings

The "Roadway Standard Drawings"- Roadway Design Unit - N. C.
Department of Transportation - Raleigh, N. C., dated January 2024
and the latest revision thereto are applicable to this project and by
reference hereby are considered a part of these plans.

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	P-5707	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	



DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

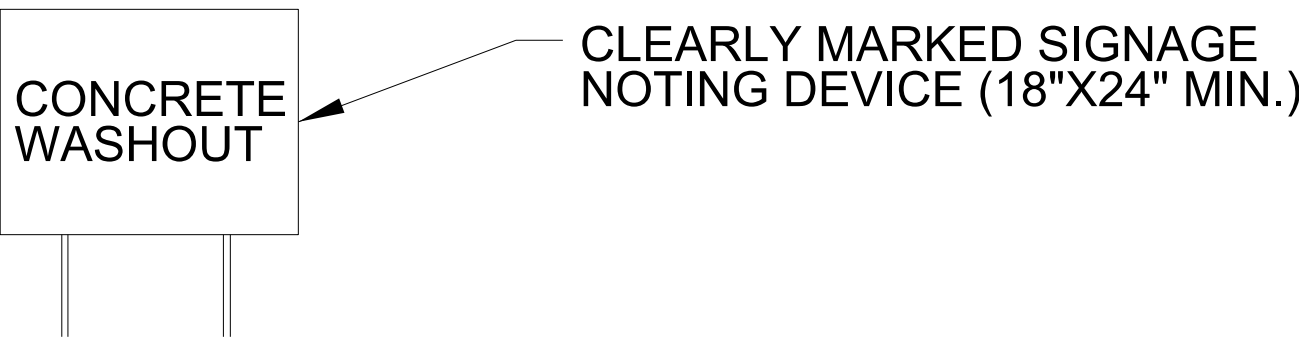
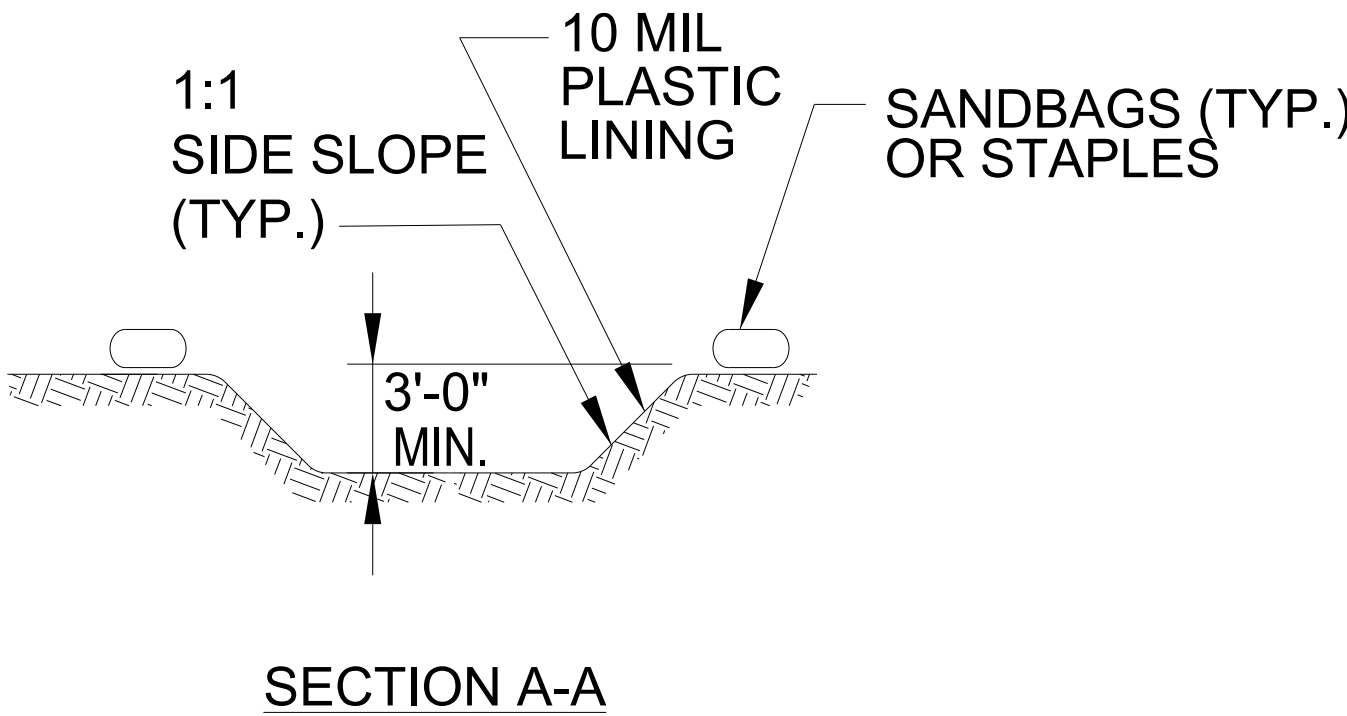
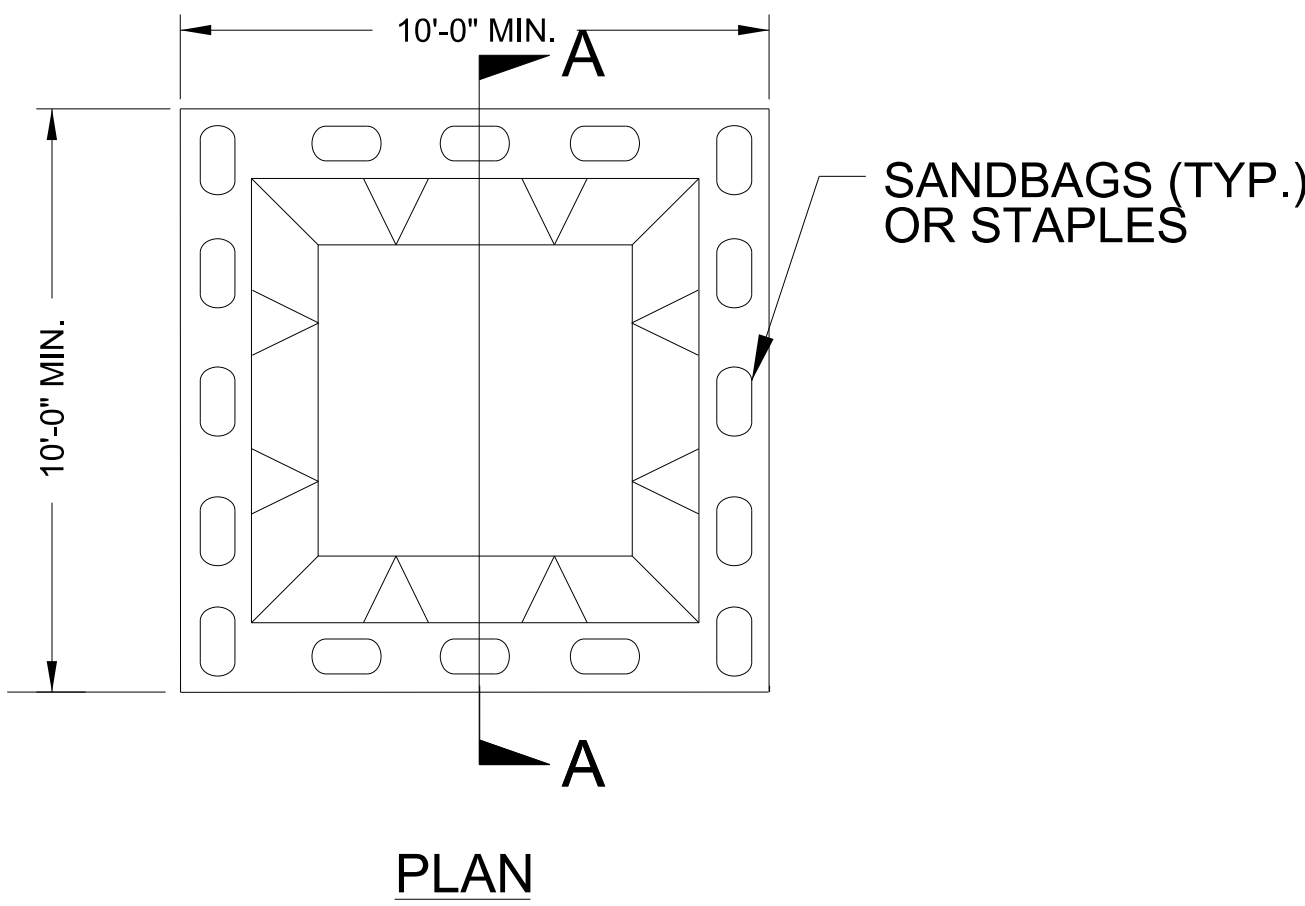
PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-02
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

EROSION & SEDIMENT CONTROL LEGEND

Std. #	Description	Symbol	Std. #	Description	Symbol
1605.01	Temporary Silt Fence		1633.01	Temporary Rock Silt Check Type A	
1606.01	Special Sediment Control Fence		1633.02	Temporary Rock Silt Check Type B	
1622.01	Temporary Berms and Slope Drains		1633.03	Temporary Rock Silt Check Type A with Excelsior Matting and Flocculant	
1630.02	Silt Basin Type B		1634.01	Temporary Rock Sediment Dam Type A	
1630.03	Temporary Silt Ditch		1634.02	Temporary Rock Sediment Dam Type B	
1630.04	Stilling Basin		1635.01	Rock Pipe Inlet Sediment Trap Type A	
1630.05	Temporary Diversion		1635.02	Rock Pipe Inlet Sediment Trap Type B	
1630.06	Special Stilling Basin		1636.01	Excelsior Wattle Check	
1630.07	Skimmer Basin		1636.01	Excelsior Wattle Check with Flocculant	
1630.08	Tiered Skimmer Basin		1636.01	Coir Fiber Wattle Check	
1630.09	Earthen Dam with Skimmer		1636.01	Coir Fiber Wattle Check with Flocculant	
	Infiltration Basin		1636.02	Silt Fence Excelsior Wattle Break	
	Rock Inlet Sediment Trap:			Silt Fence Coir Fiber Wattle Break	
1632.01	Type A		1636.03	Excelsior Wattle Barrier	
1632.02	Type B		1636.03	Coir Fiber Wattle Barrier	
1632.03	Type C				

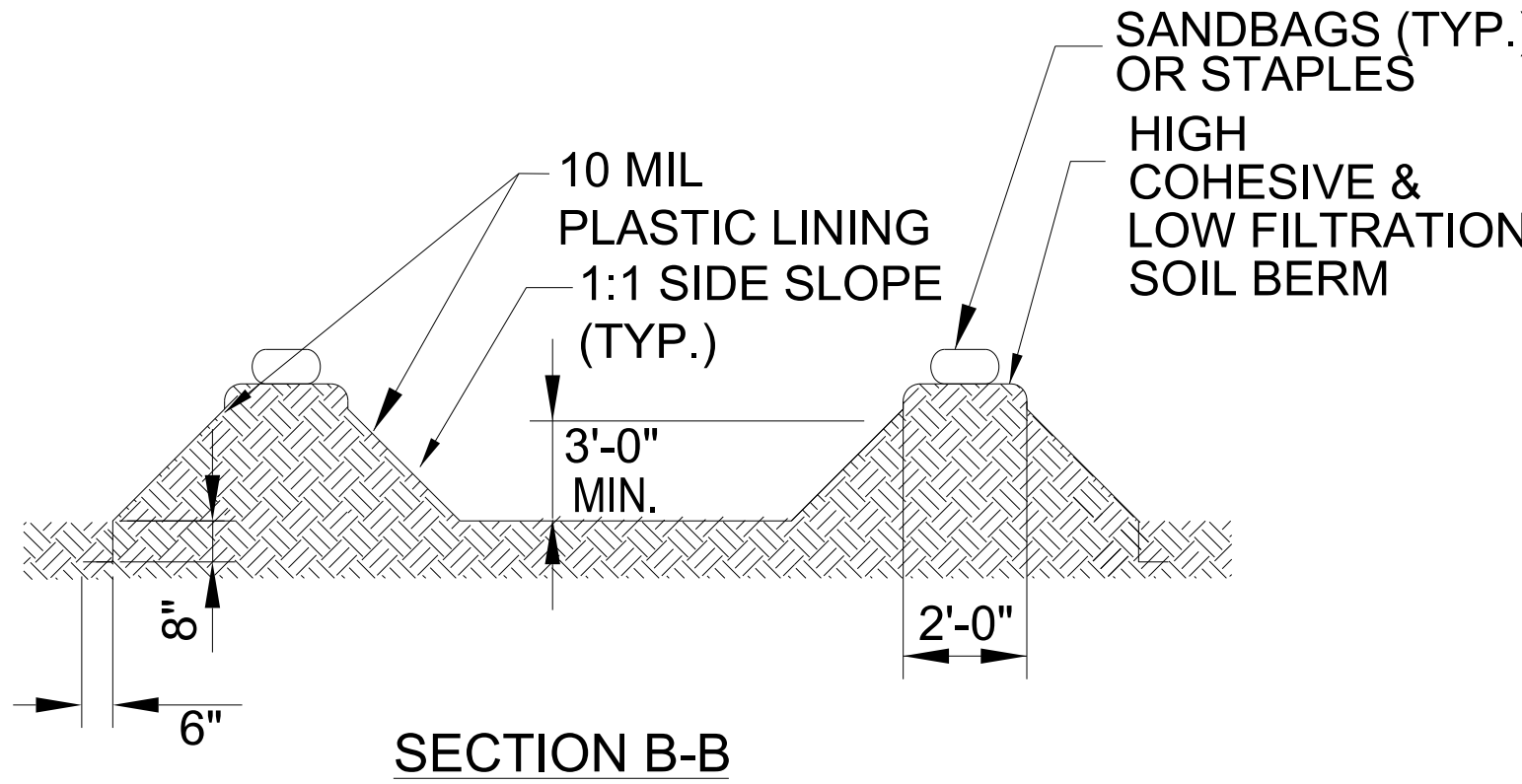
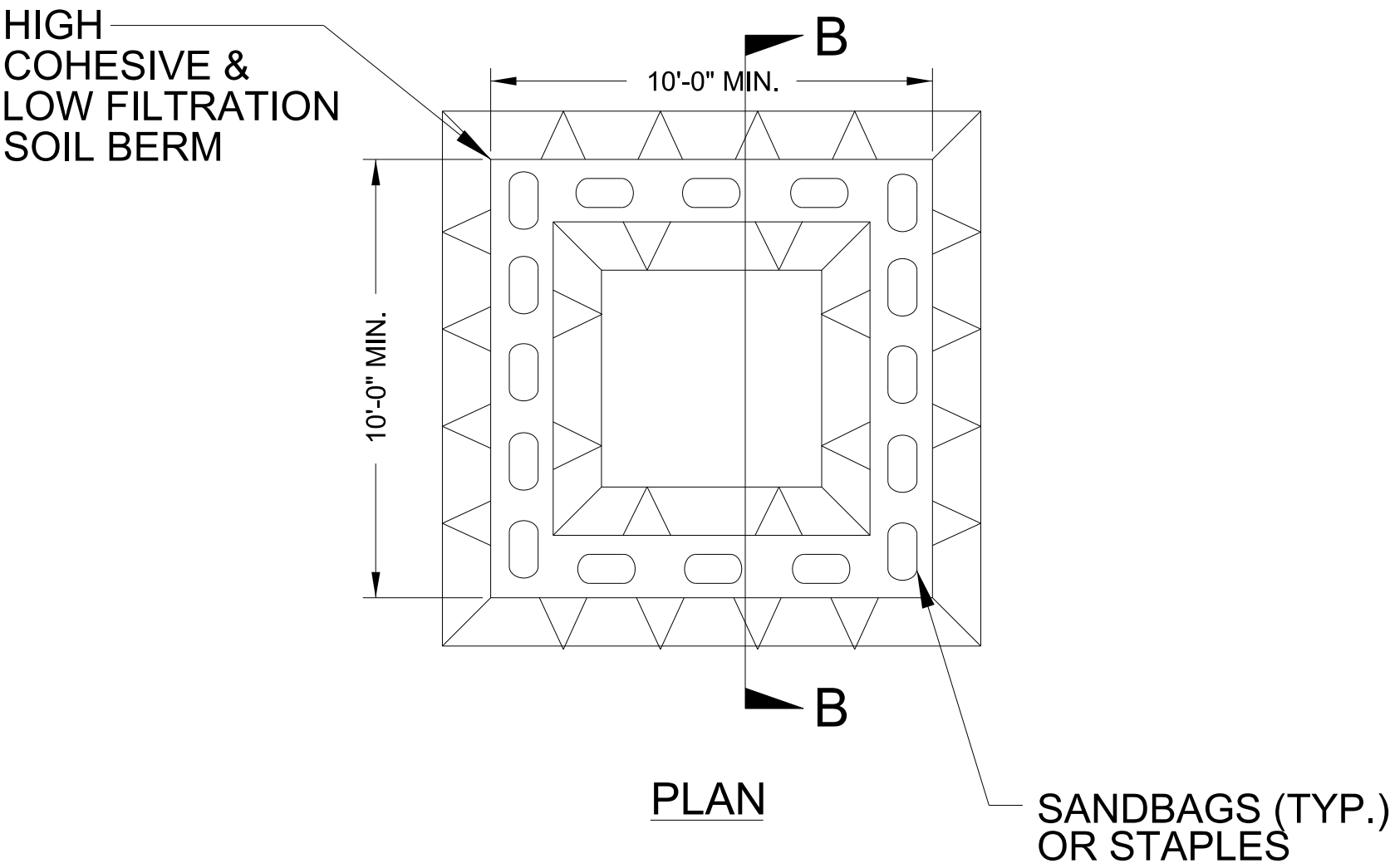
ONSITE CONCRETE WASHOUT STRUCTURE WITH LINER

PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-2A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



BELOW GRADE WASHOUT STRUCTURE
NOT TO SCALE

- NOTES:
1. ACTUAL LOCATION DETERMINED IN FIELD
 2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM 12 INCHES OF FREEBOARD.
 3. CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARLY MARKED WITH SIGNAGE NOTING DEVICE.



ABOVE GRADE WASHOUT STRUCTURE
NOT TO SCALE

- NOTES:
1. ACTUAL LOCATION DETERMINED IN FIELD
 2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM 12 INCHES OF FREEBOARD.
 3. CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARLY MARKED WITH SIGNAGE NOTING DEVICE.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
<i>P-5707</i>	<i>EC-3</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	-L-	19+00	19+66	RT	55
4	-L-	19+66	21+00	RT	130
4	-L-	21+00	21+50	RT	50
4	-L-	21+50	23+00	RT	145
5	-DRY5-	11+44	12+00	LT	45
5	-L-	26+50	28+00	RT	115
5	-L-	28+00	29+89	RT	145
5	-L-	32+25	34+50	RT	175
5	-L-	34+50	35+00	RT	115
5	-Y5-	11+50	12+07	LT	45
5	-Y5-	12+50	13+00	LT	105
2B-1	L-DET	17+66	19+01	RT	130
2B-1	L-DET	19+01	19+16	RT	15
2B-1	L-DET	20+17	20+67	RT	80
2B-1	L-DET	22+18	23+18	RT	55
2B-1	L-DET	21+17	22+18	LT	80
2B-1	L-DET	22+18	23+16	LT	80
2B-2	L-DET	23+18	23+68	RT	45
2B-2	L-DET	24+68	24+91	LT	15
SUBTOTAL					1,625
MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER					47,700
TOTAL					49,325
SAY					49,325

EXCELSIOR MATTING IN DITCHES

<i>CONST SHEET NO.</i>	<i>LINE</i>	<i>FROM STATION</i>	<i>TO STATION</i>	<i>SIDE</i>	<i>ESTIMATE (SY)</i>
5	-L-	30+50	32+25	RT	135
6	-Y5-	21+00	21+59	LT	50
SUBTOTAL					185
MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER					215
TOTAL					400
GAY					400

6/25/2026
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choffman

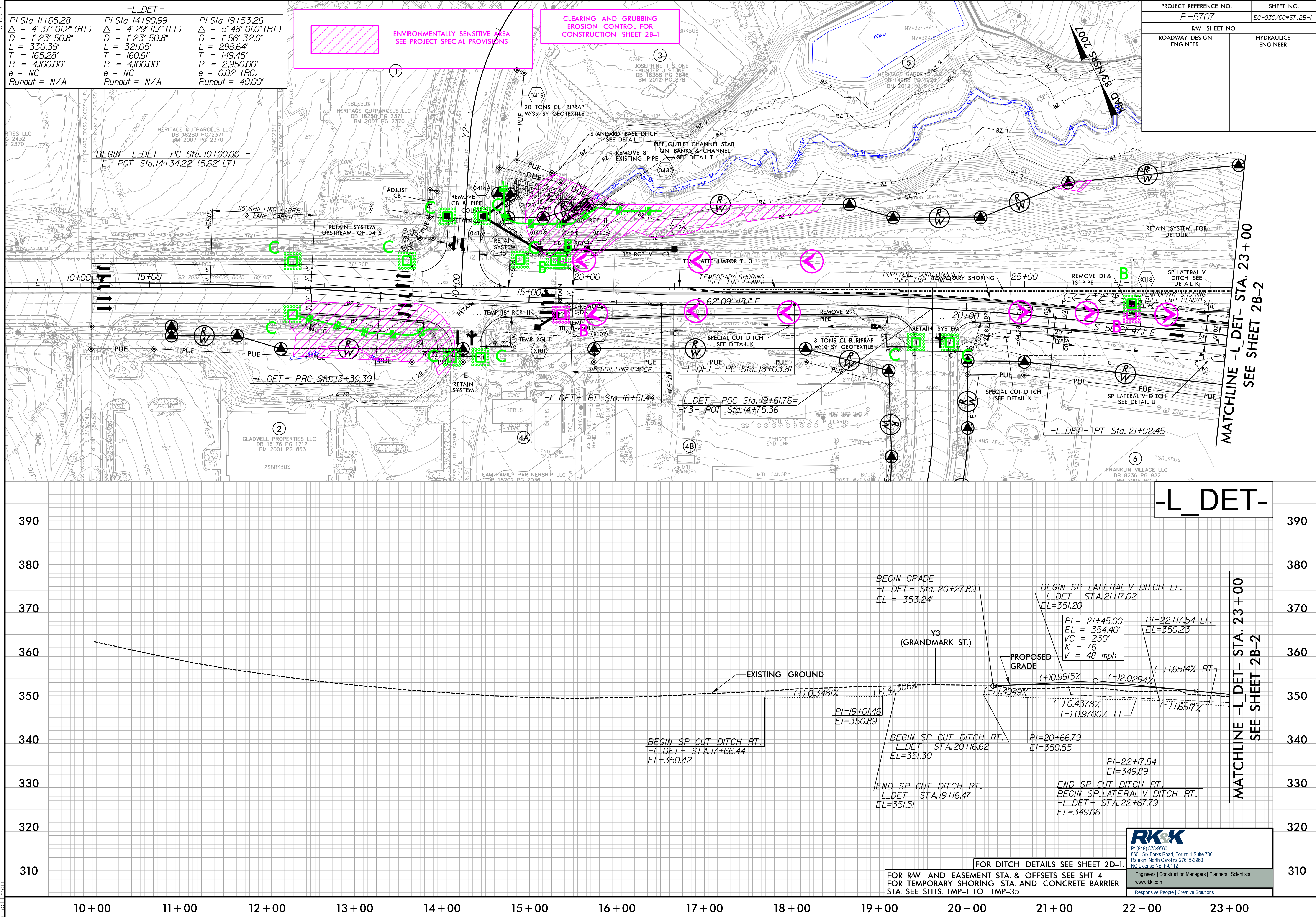
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
U-5810	EC-3B
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
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 TO 4:1	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH WITH SLOPES STEEPER THAN 4:1. 7 DAYS FOR PERIMETER DIKES, SWALES, DITCHES PERIMETER SLOPES, AND HQW ZONES
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	7 DAYS FOR PERIMETER DIKES, SWALES, DITCHES PERIMETER SLOPES, AND HQW ZONES

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PROJECT REFERENCE NO. P-5707		SHEET NO. EC-03C/CONST. 2B-1	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER			

ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 2B-1

MATCHLINE -L-DET- STA. 23+00
SEE SHEET 2B-2

-L-DET-

MATCHLINE -L-DET- STA. 23+00
SEE SHEET 2B-2

FOR DITCH DETAILS SEE SHEET 2D-1.
FOR RW AND EASEMENT STA. & OFFSETS SEE SHIT 4
FOR TEMPORARY SHORING STA. AND CONCRETE BARRIER
STA. SEE SHTS. TMP-1 TO TMP-35

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8/17/2019
6/25/2026
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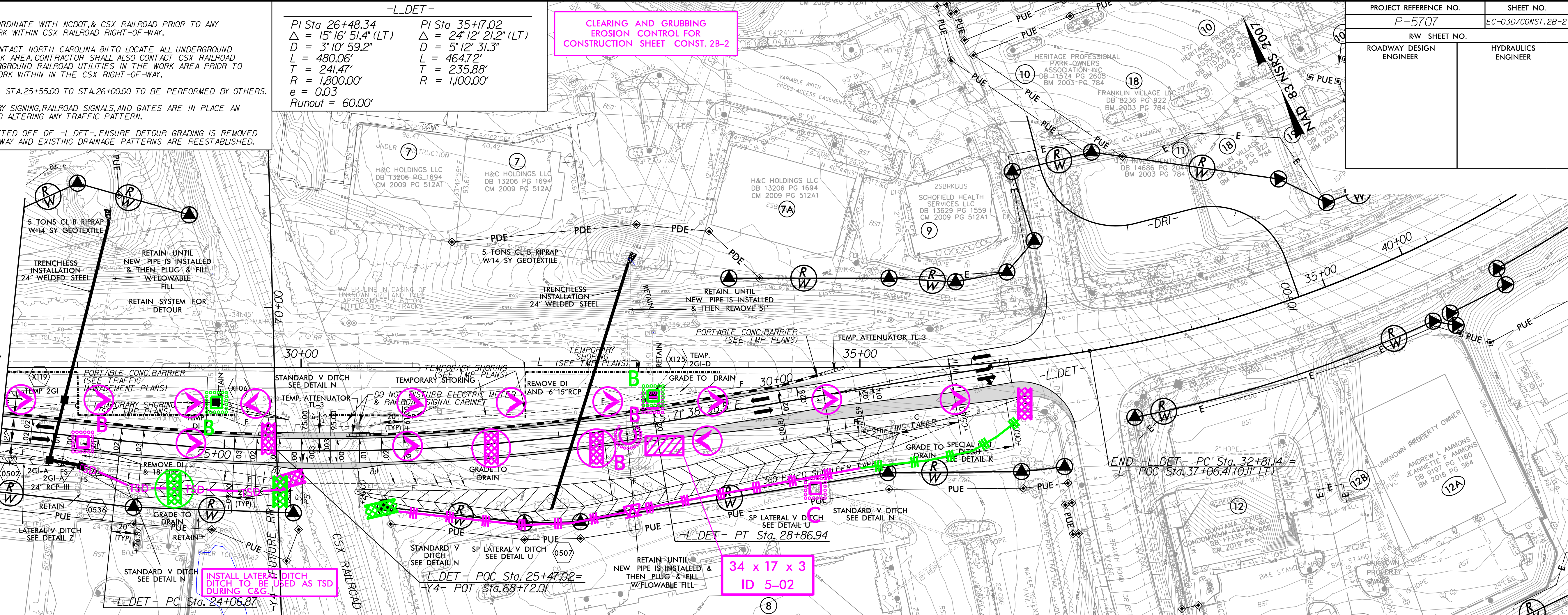
- NOTES:
1. CONTRACTOR SHALL COORDINATE WITH NCDOT, & CSX RAILROAD PRIOR TO ANY COMMENCEMENT OF WORK WITHIN CSX RAILROAD RIGHT-OF-WAY.
 2. CONTRACTOR SHALL CONTACT NORTH CAROLINA BII TO LOCATE ALL UNDERGROUND UTILITIES IN THE WORK AREA. CONTRACTOR SHALL ALSO CONTACT CSX RAILROAD TO LOCATE ANY UNDERGROUND RAILROAD UTILITIES IN THE WORK AREA PRIOR TO COMMENCEMENT OF WORK WITHIN 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 AND 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 Δ = 15°16' 51.4" (LT) D = 3°10' 59.2" L = 480.06' T = 241.47' R = 1,800.00' e = 0.03 Runout = 60.00'	PI Sta 35+77.02 Δ = 24°12' 21.2" (LT) D = 5°12' 31.3" L = 464.72' T = 235.88' R = 1,100.00'

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET CONST. 2B-2

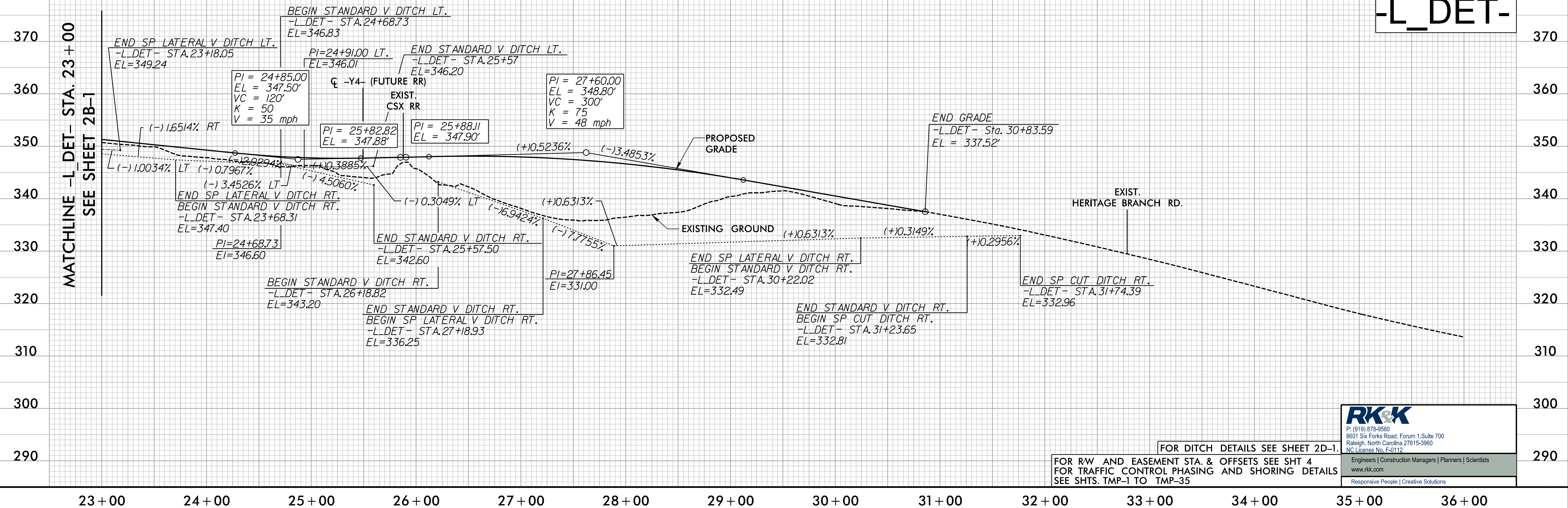
PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-03D/CONST. 2B-2
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

MATCHLINE -L-DET- STA. 23+00
SEE SHEET 2B-1



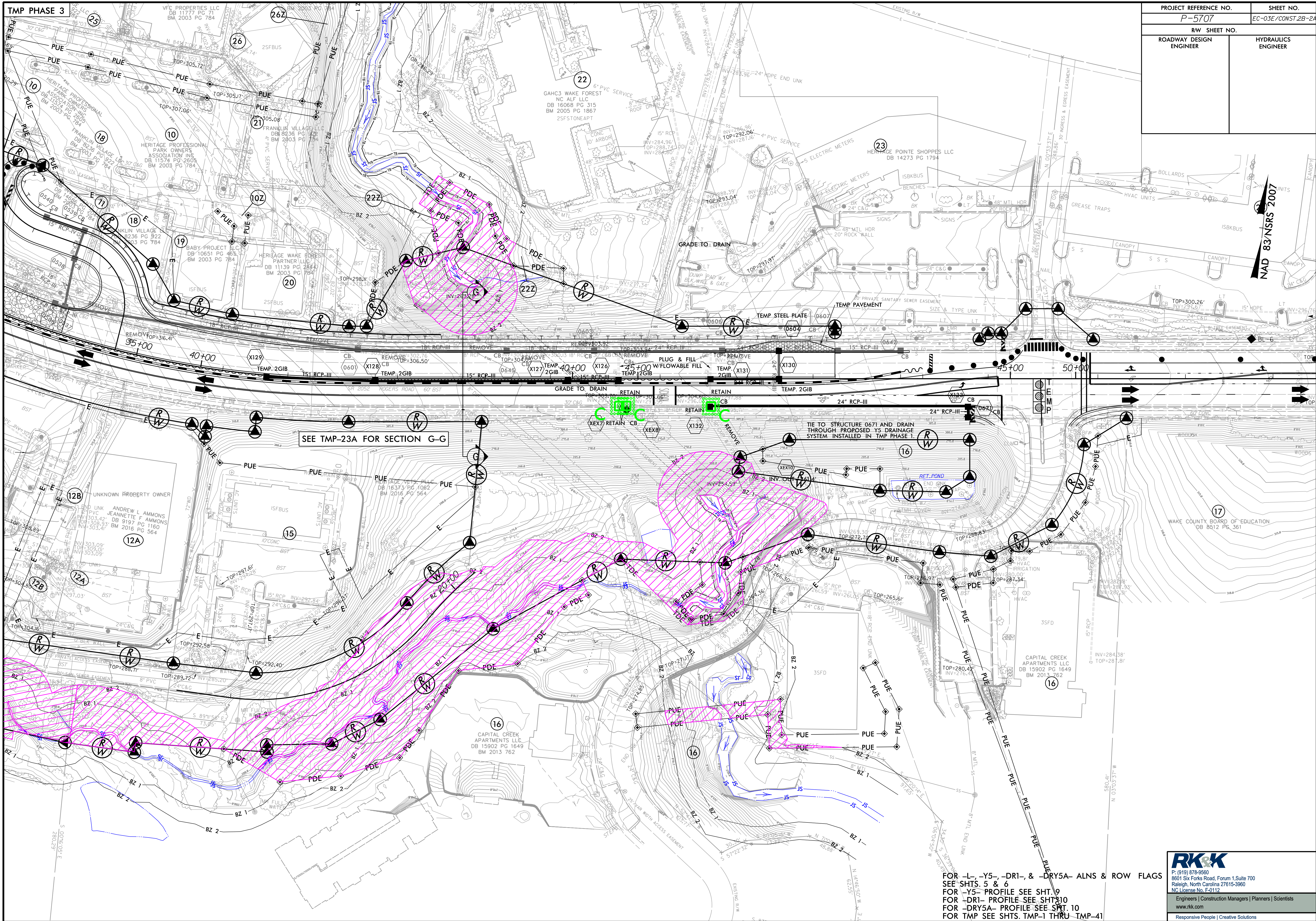
MATCHLINE -L-DET- STA. 23+00
SEE SHEET 2B-1

-L-DET-



FOR DITCH DETAILS SEE SHEET 2D-1.
FOR RW AND EASEMENT STA. & OFFSETS SEE SHT 4
FOR TRAFFIC CONTROL PHASING AND SHORING DETAILS
SEE SHTS. TMP-1 TO TMP-35

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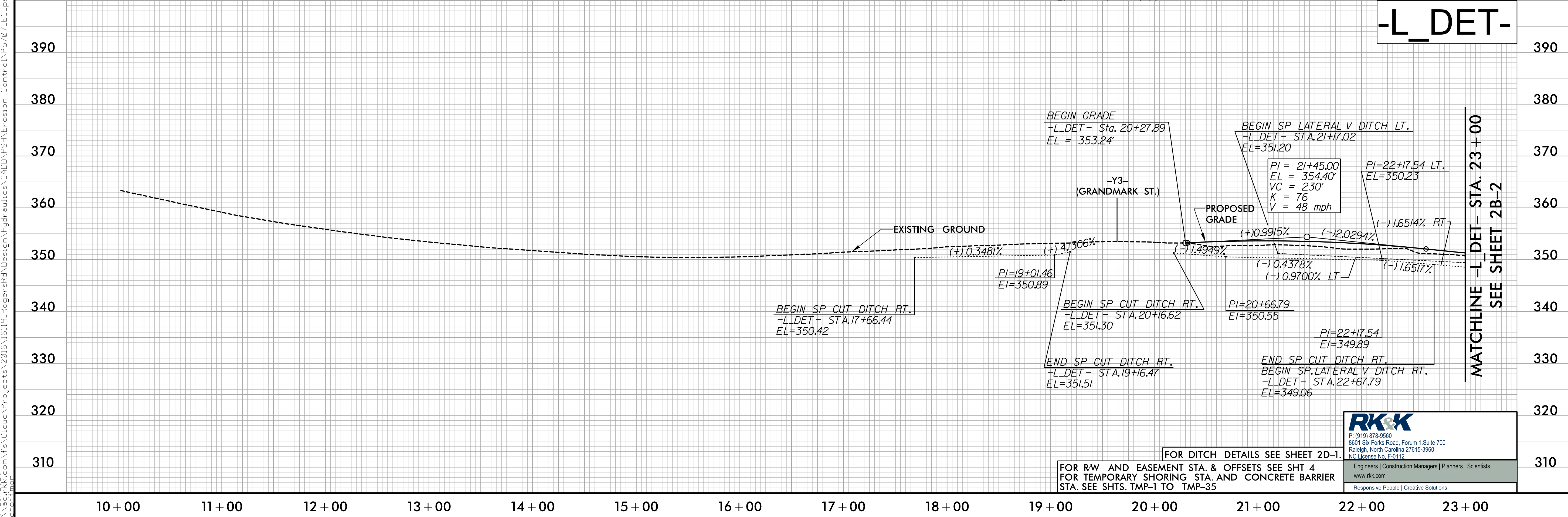
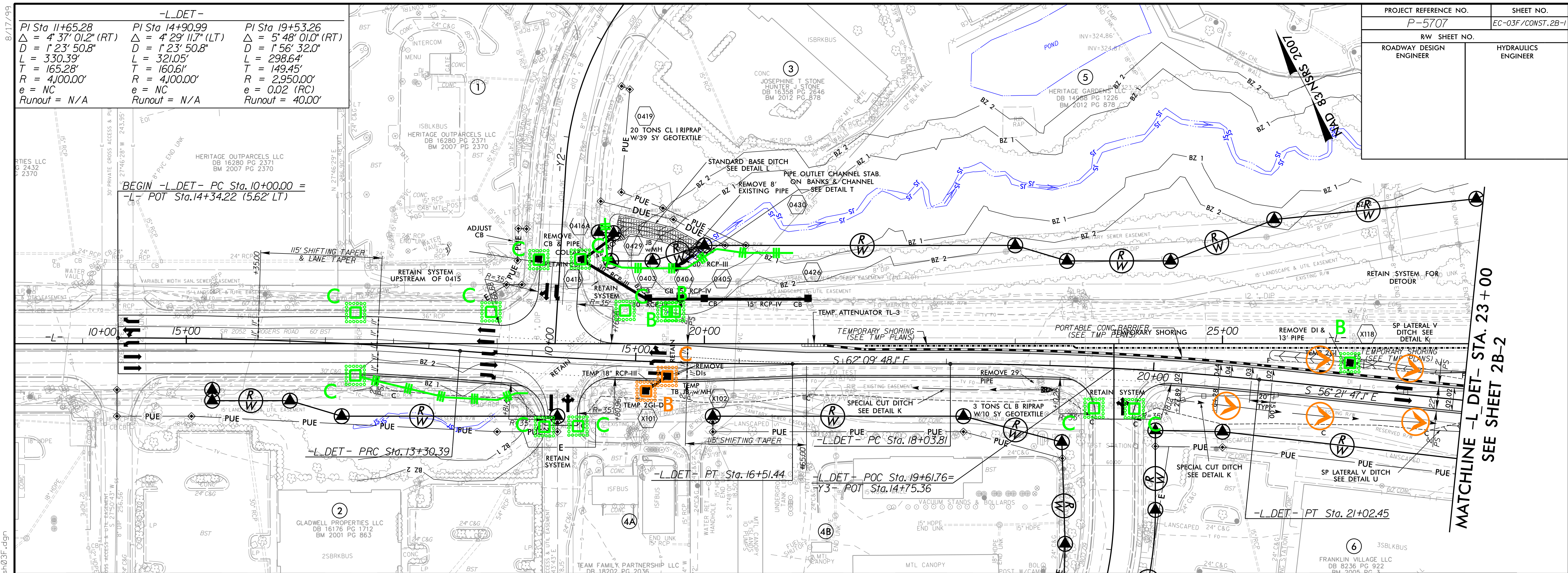
PROJECT REFERENCE NO.		SHEET NO.
P-5707		EC-03E/CONST-2B-2A
RW SHEET NO.		HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER		

NAD 83 NRS 2007

SEE TMP-23A FOR SECTION G-G

FOR -L-, -Y5-, -DR1-, & -DRY5A- ALNS & ROW FLAGS
SEE SHTS. 5 & 6
FOR -Y5- PROFILE SEE SHT. 9
FOR -DR1- PROFILE SEE SHT. 10
FOR -DRY5A- PROFILE SEE SHT. 10
FOR TMP SEE SHTS. TMP-1 THRU TMP-41

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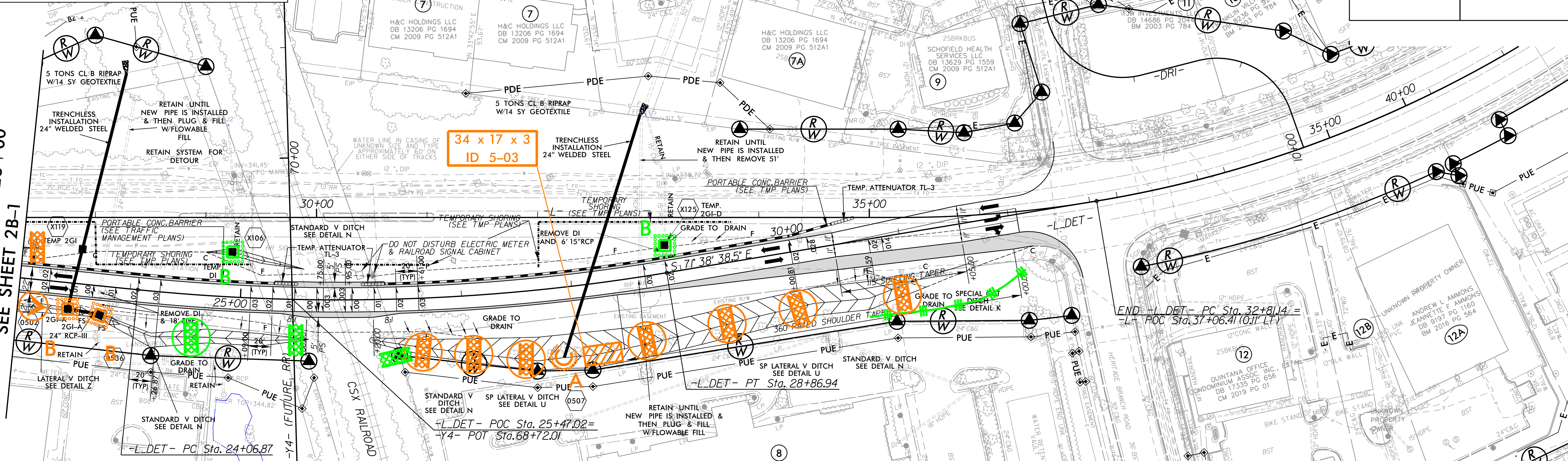
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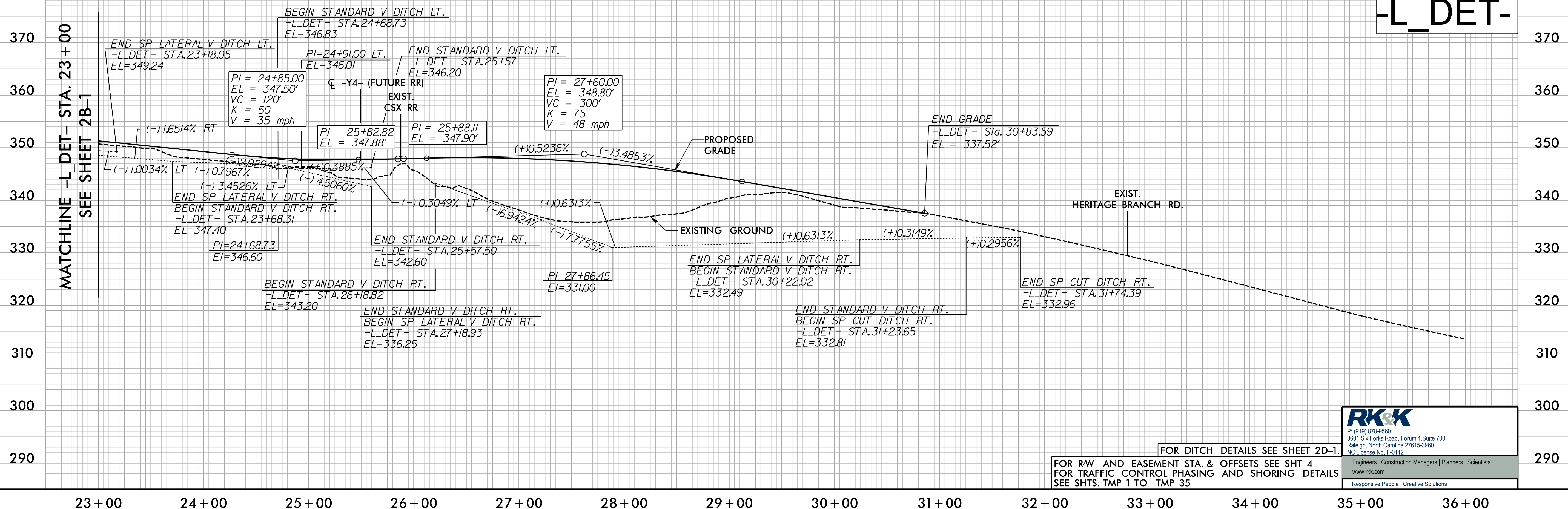
1. CONTRACTOR SHALL COORDINATE WITH NCDOT, & CSX RAILROAD PRIOR TO ANY COMMENCEMENT OF WORK WITHIN CSX RAILROAD RIGHT-OF-WAY.
2. CONTRACTOR SHALL CONTACT NORTH CAROLINA 811 TO LOCATE ALL UNDERGROUND UTILITIES IN THE WORK AREA. CONTRACTOR SHALL ALSO CONTACT CSX RAILROAD TO LOCATE ANY UNDERGROUND RAILROAD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

-1 DEF-

<i>PI Sta</i> 26+48.34	<i>PI Sta</i> 35+47.02
$\Delta = 15^{\circ}16' 51.4''$ (LT)	$\Delta = 24^{\circ}12' 21.2''$ (LT)
$D = 3^{\circ}10' 59.2''$	$D = 5^{\circ}12' 31.3''$
$L = 480.06'$	$L = 464.72'$
$T = 241.47'$	$T = 235.88'$
$R = 1,800.00'$	$R = 1,100.00'$
$e = 0.03$	
<i>Runout</i> = 60.00'	



-L DET-

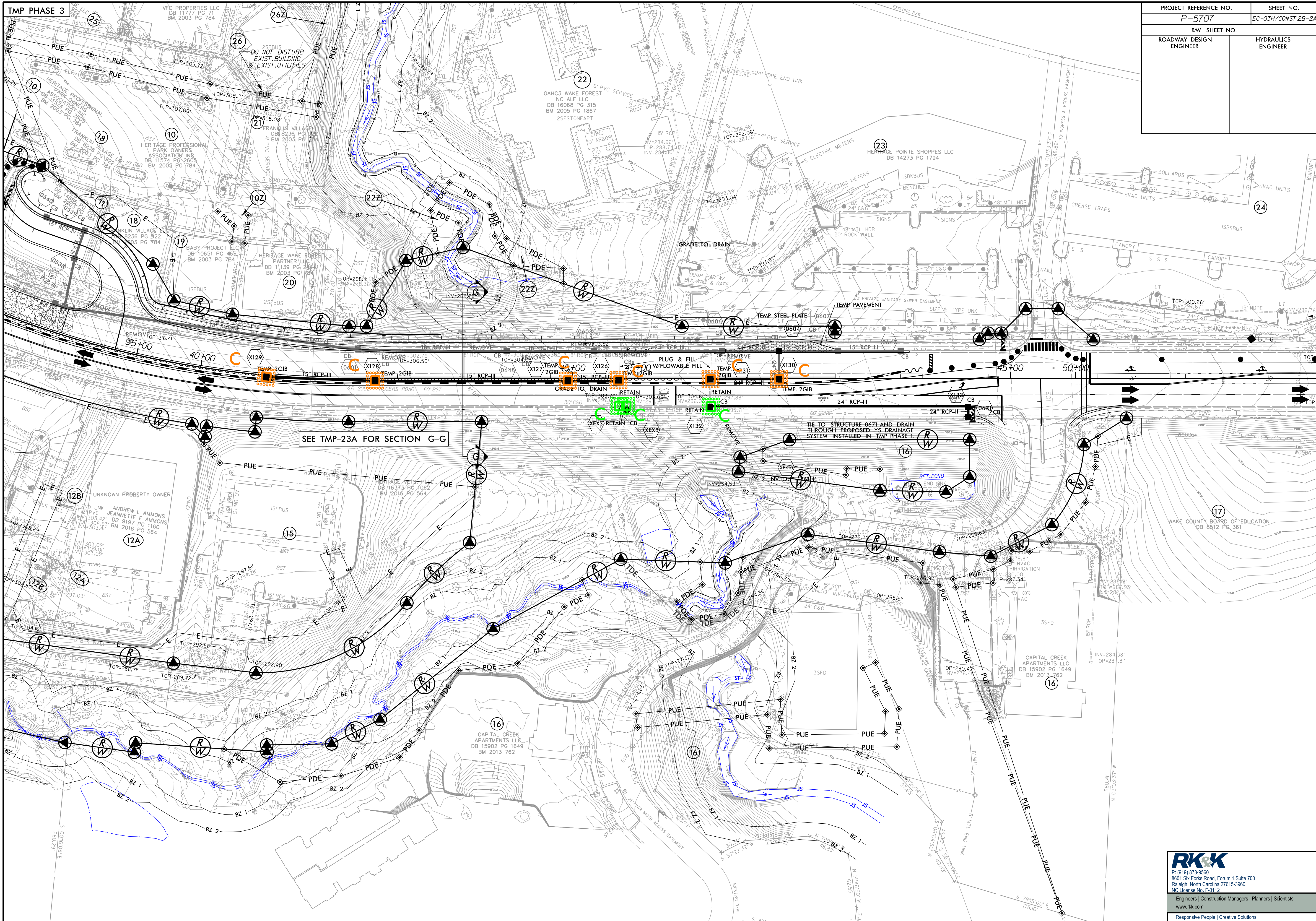


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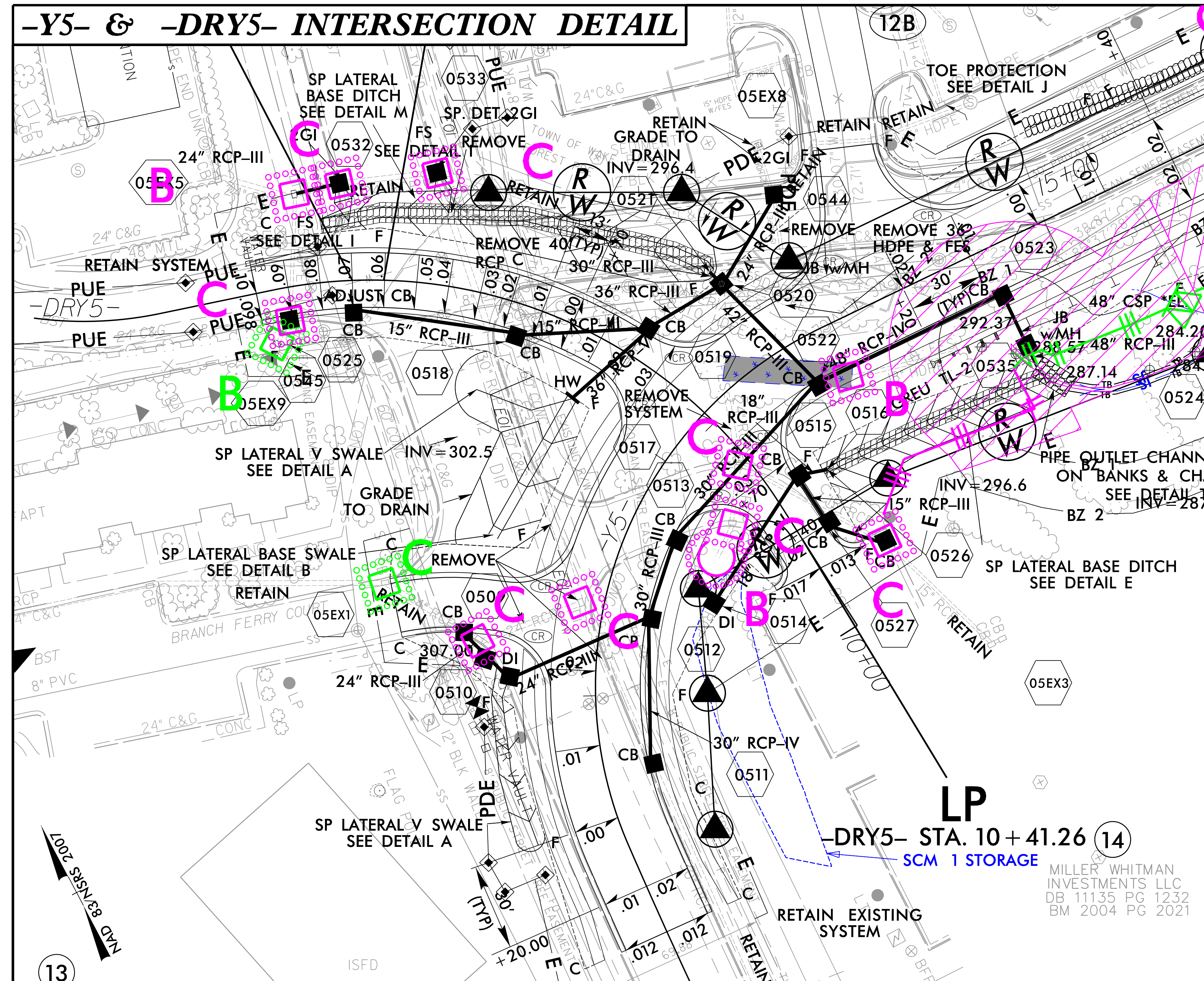
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FOR DITCH DETAILS SEE SHEET 2D-1.
FOR R/W AND EASEMENT STA. & OFFSETS SEE SHT 4
FOR TRAFFIC CONTROL PHASING AND SHORING DETAILS
SEE SHTS. TMP-1 TO TMP-35



PROJECT REFERENCE NO.		SHEET NO.
P-5707		EC-03H/CONST.2B-2A
RW SHEET NO.		HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER		

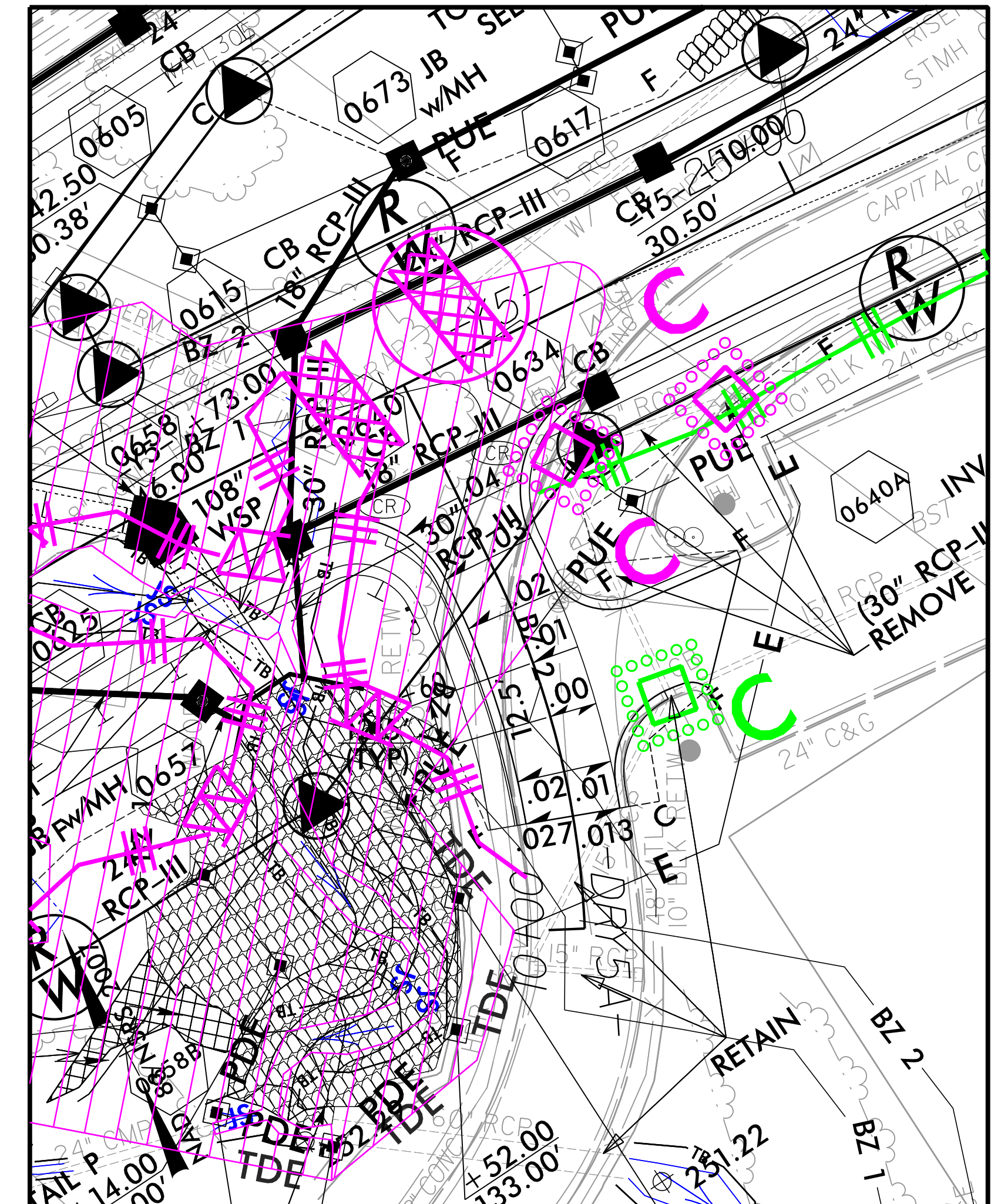
NOT TO SCALE



CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 2B-3

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

ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

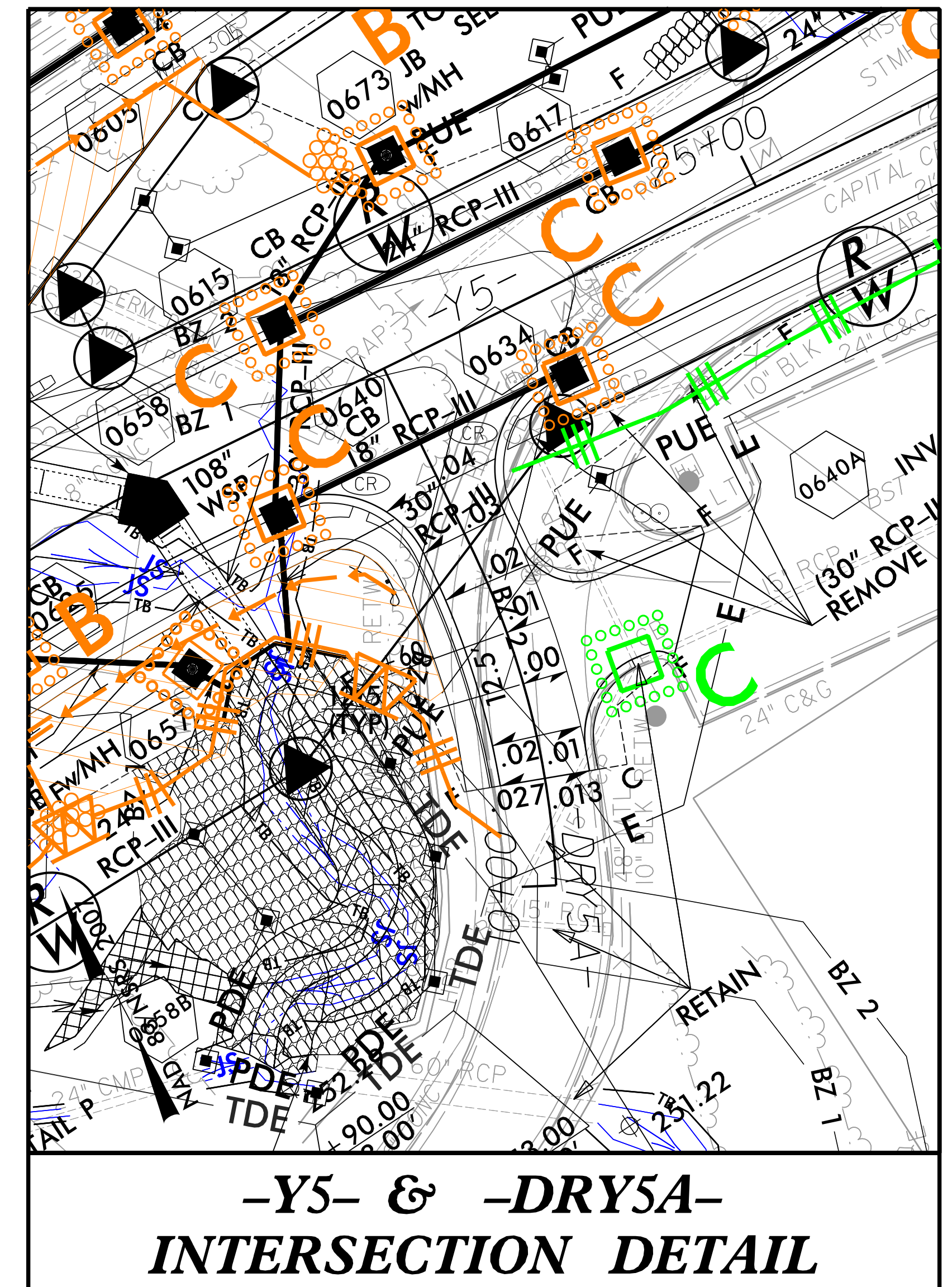
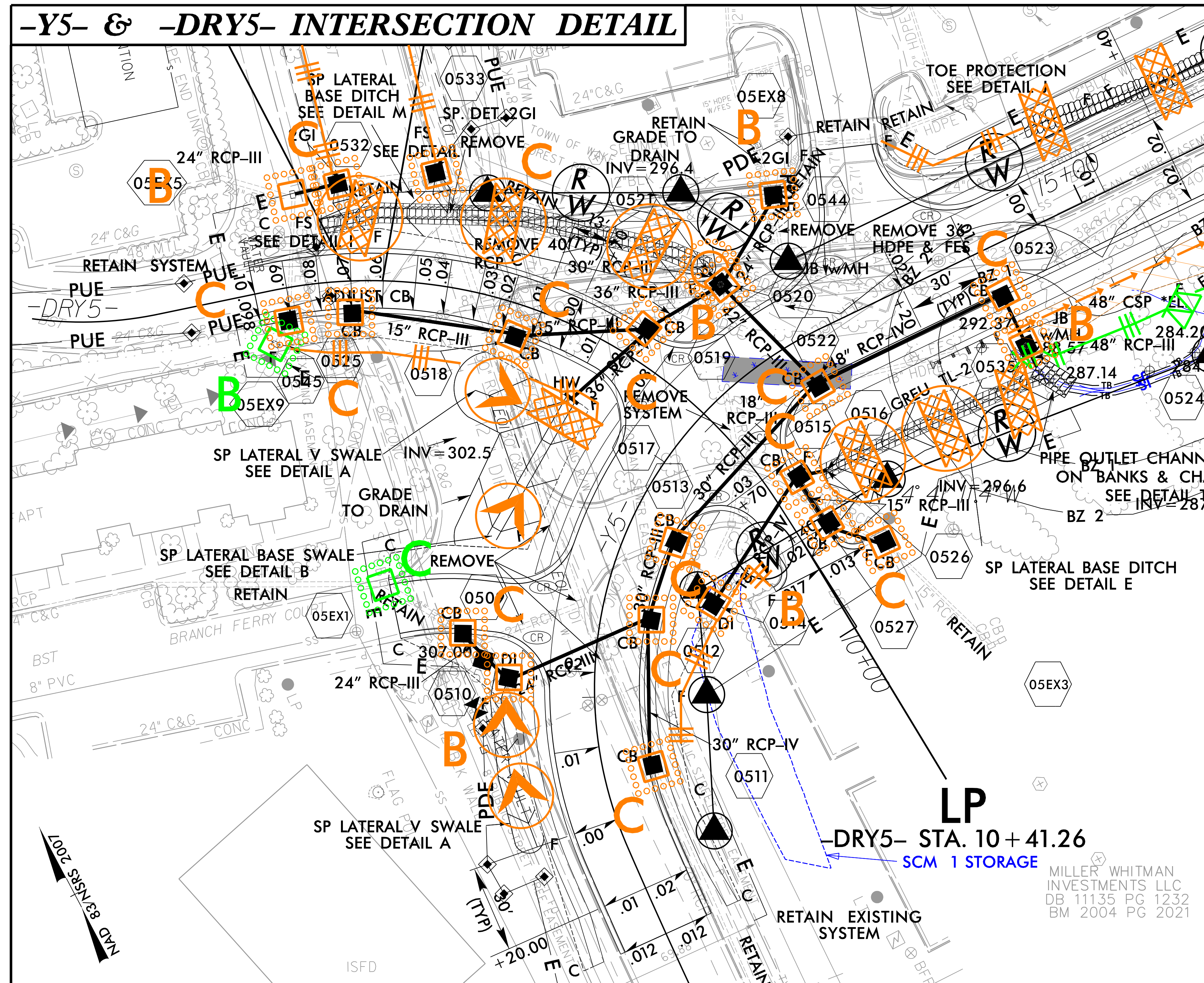


**-Y5- & -DRY5A-
INTERSECTION DETAIL**

INTERSECTION DETAIL SHEET

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-03J/CONST.2B-3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



8/25/2026
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chaitman

MILLER WHITMAN
INVESTMENTS LLC
DB 11135 PG 1232
BM 2004 PG 2021

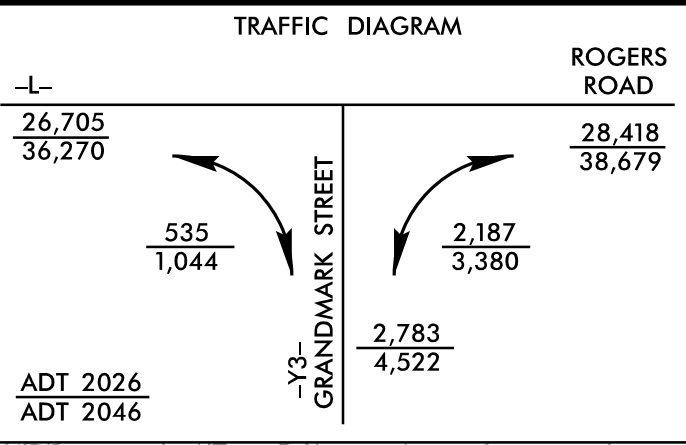
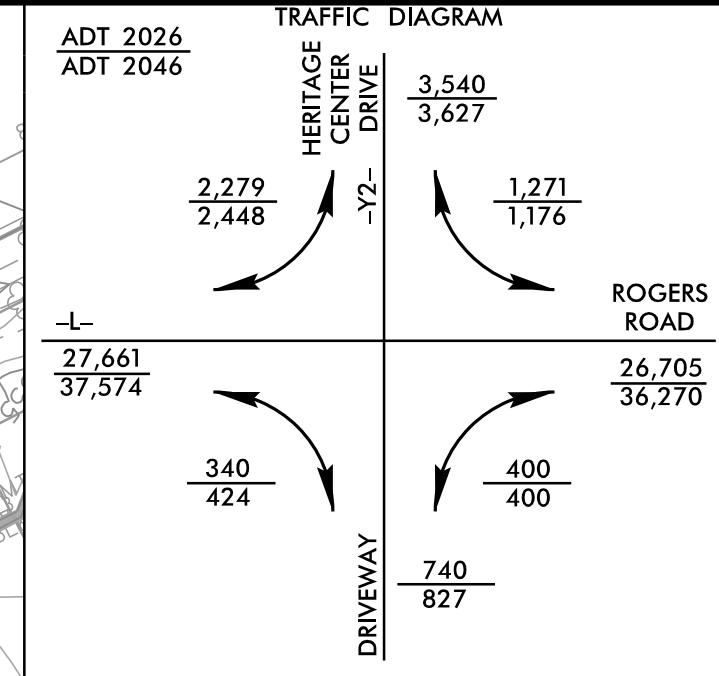
-Y2-
PI Sta 13+41.55
Δ = 59° 37' 23.0" (RT)
D = 19' 25' 20.3"
L = 306.98'
T = 169.03'
R = 295.00'

-Y3-
PI Sta 12+33.00
Δ = 41° 36' 09.2" (LT)
D = 18' 47' 07.8"
L = 221.46'
T = 115.87'
R = 305.00'
e = NC
Runout = N/A

ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

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

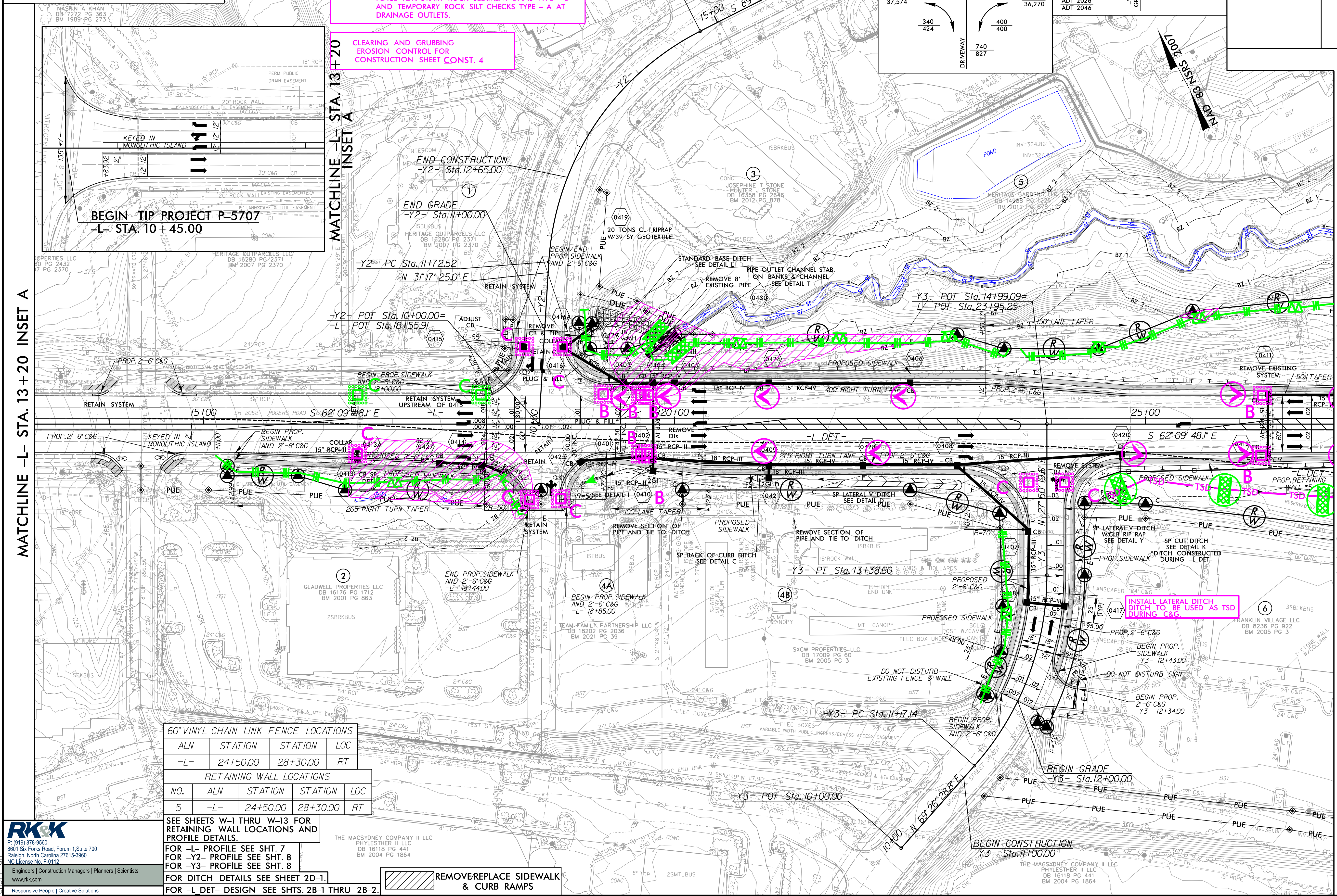
CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET CONST. 4



PROJECT REFERENCE NO.	P-5707	SHEET NO.	EC-04/CONST. 4
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER			

MATCHLINE -L- STA. 13+20 INSET A

MATCHLINE -L- STA. 27+00 SEE SHEET 5



60" VINYL CHAIN LINK FENCE LOCATIONS			
ALN	STATION	STATION	LOC
-L-	24+50.00	28+30.00	RT

RETAINING WALL LOCATIONS				
NO.	ALN	STATION	STATION	LOC
5	-L-	24+50.00	28+30.00	RT

SEE SHEETS W-1 THRU W-13 FOR
RETAINING WALL LOCATIONS AND
PROFILE DETAILS.

FOR -L- PROFILE SEE SHT. 7
FOR -Y2- PROFILE SEE SHT. 8
FOR -Y3- PROFILE SEE SHT. 8

FOR DITCH DETAILS SEE SHEET 2D-1.
FOR -L DET- DESIGN SEE SHTS. 2B-1 THRU 2B-2.

REMOVE/REPLACE SIDEWALK
& CURB RAMPS

RK&K

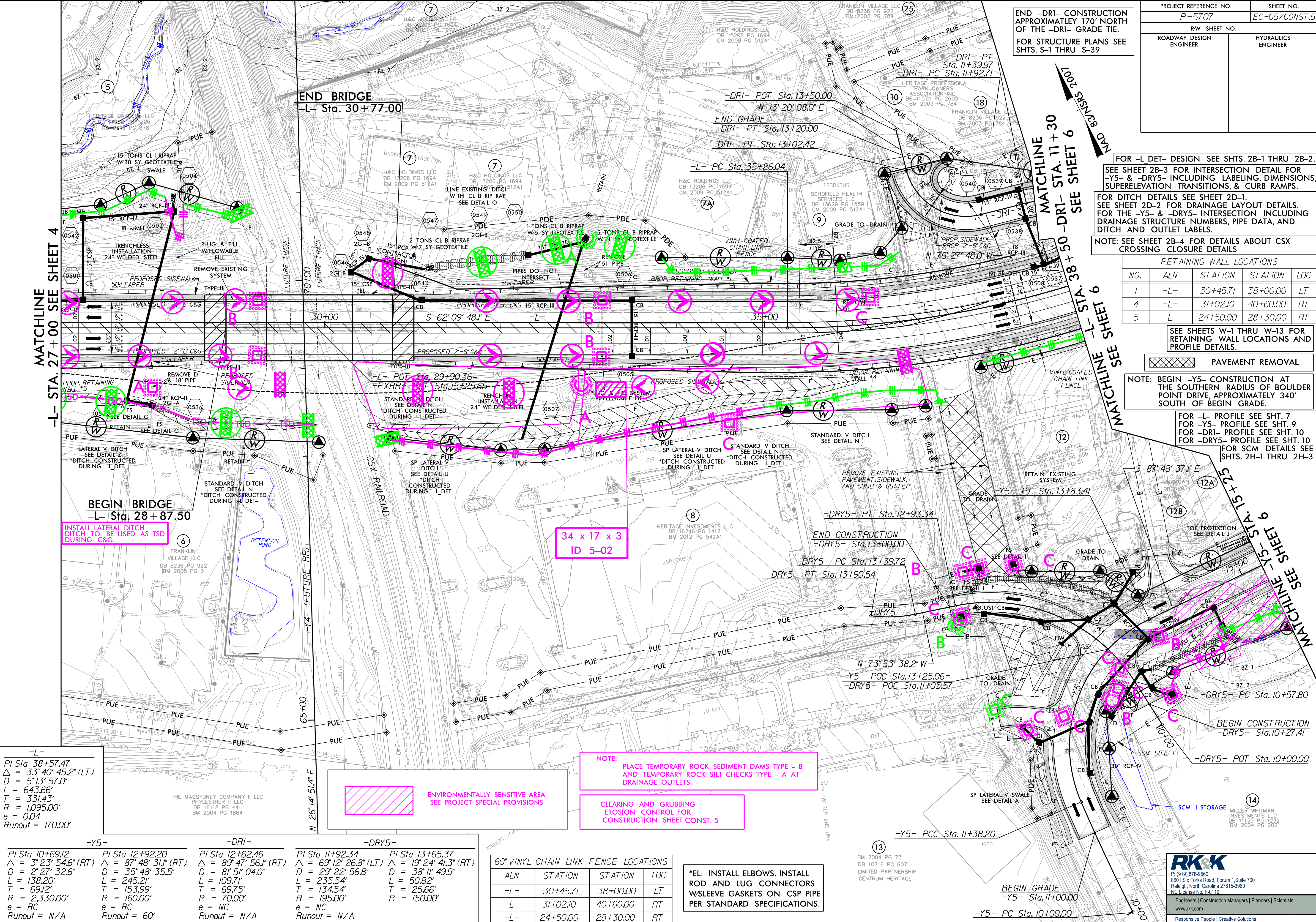
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PHYLLIS THER II LLC
DB 16118 PG 441
BM 2004 PG 1864

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PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-05/CONST.5
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	

FOR -L- DET- DESIGN SEE SHTS. 2B-1 THRU 2B-2.
SEE SHEET 2B-3 FOR INTERSECTION DETAIL FOR -Y5- & -DRY5- INCLUDING LABELING, DIMENSIONS, SUPERELEVATION TRANSITIONS, & CURB RAMPS.
FOR DITCH DETAILS SEE SHEET 2D-1.
SEE SHEET 2D-2 FOR DRAINAGE LAYOUT DETAILS. FOR THE -Y5- & -DRY5- INTERSECTION INCLUDING DRAINAGE STRUCTURE NUMBERS, PIPE DATA, AND DITCH AND OUTLET LABELS.
NOTE: SEE SHEET 2B-4 FOR DETAILS ABOUT CSX CROSSING CLOSURE DETAILS.

NO.	ALN	STATION	STATION	LOC
1	-L-	30+45.71	38+00.00	LT
4	-L-	31+02.10	40+60.00	RT
5	-L-	24+50.00	28+30.00	RT

SEE SHEETS W-1 THRU W-13 FOR RETAINING WALL LOCATIONS AND PROFILE DETAILS.

PAVEMENT REMOVAL

NOTE: BEGIN -Y5- CONSTRUCTION AT THE SOUTHERN RADIUS OF BOULDER POINT DRIVE, APPROXIMATELY 340' SOUTH OF BEGIN GRADE.

FOR -L- PROFILE SEE SHT. 7
FOR -Y5- PROFILE SEE SHT. 9
FOR -DRI- PROFILE SEE SHT. 10
FOR -DRY5- PROFILE SEE SHT. 10
FOR SCM DETAILS SEE SHTS. 2H-1 THRU 2H-3

60" VINYL CHAIN LINK FENCE LOCATIONS

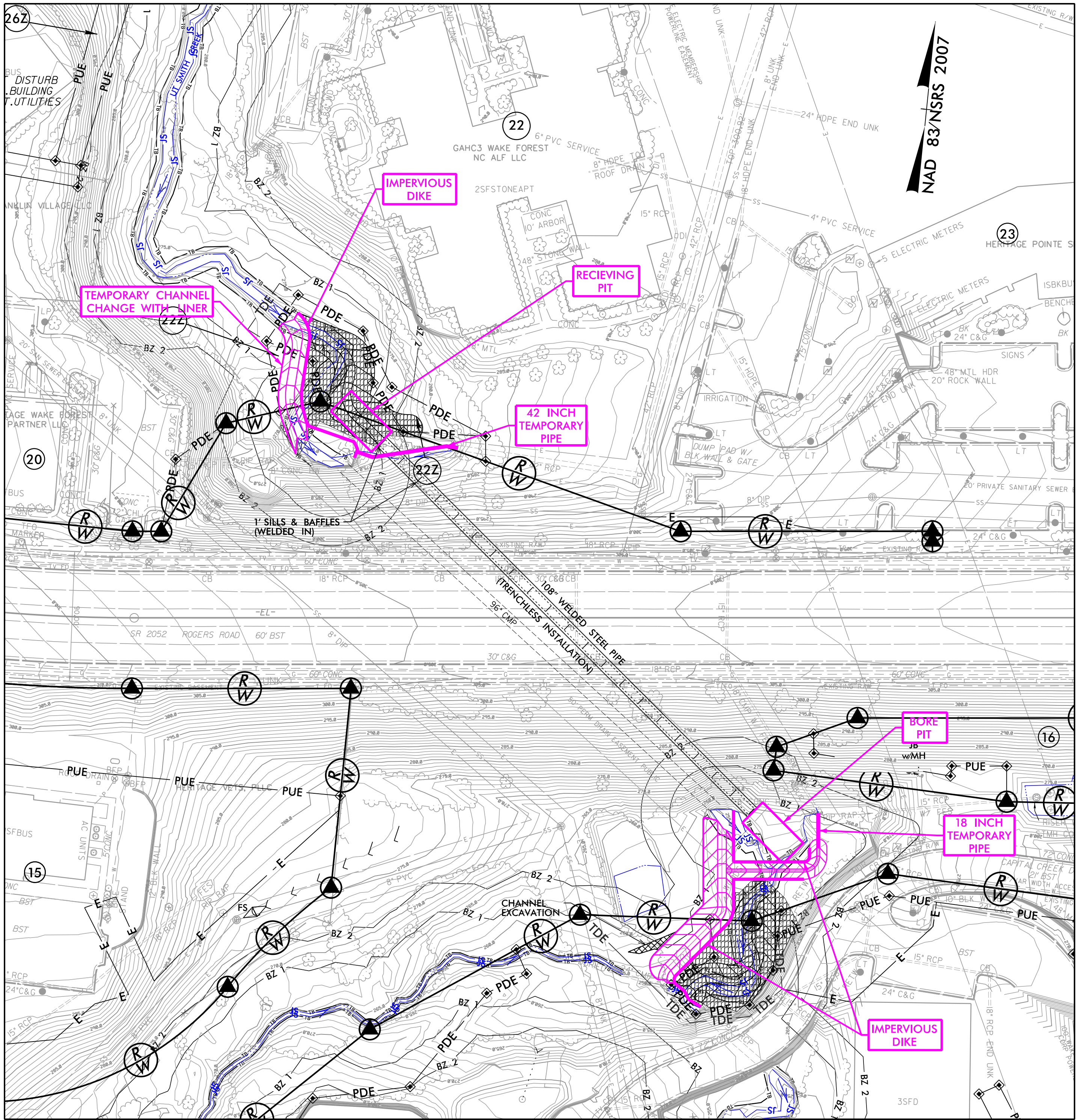
ALN	STATION	STATION	LOC
-L-	30+45.71	38+00.00	LT
-L-	31+02.10	40+60.00	RT
-L-	24+50.00	28+30.00	RT

***EL: INSTALL ELBOWS, INSTALL ROD AND LUG CONNECTORS W/ SLEEVE GASKETS ON CSP PIPE PER STANDARD SPECIFICATIONS.**

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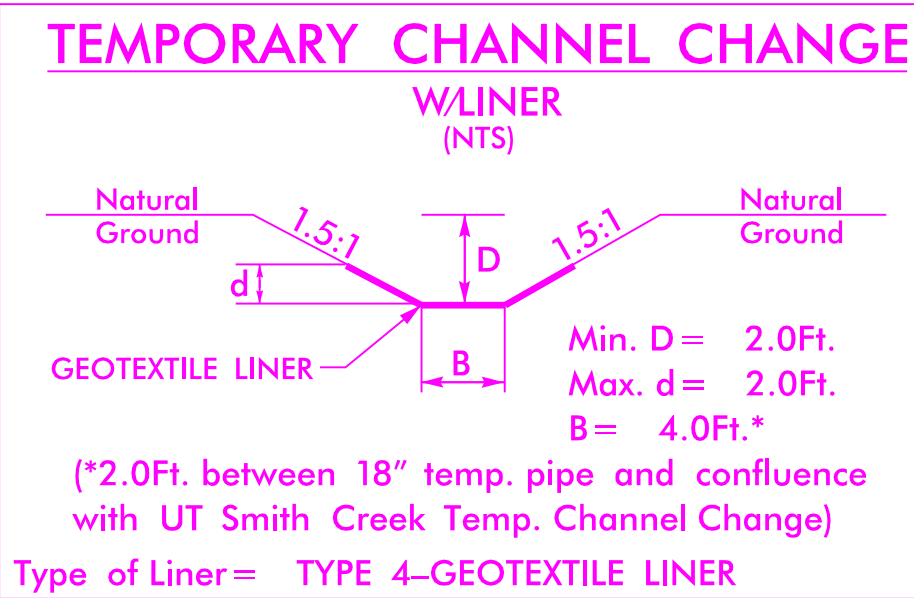
PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-06A/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CULVERT CONSTRUCTION SEQUENCE STA. 44+63.5 –L–



PHASE I

1. INSTALL SPECIAL STILLING BASIN AT OUTLET END OF EXISTING PIPE.
*NOTE: STEPS 2–4 MUST BE PERFORMED CONCURRENTLY IN A DRY PERIOD.
2. INSTALL TEMPORARY CHANNEL CHANGE W/LINER AT UPSTREAM AND DOWNSTREAM ENDS OF EXISTING 96" CMP TO DIVERT UT SMITH CREEK AROUND WORK AREAS.
3. INSTALL 42" TEMPORARY PIPE TO TIE WITH EXISTING 42" RCP OUTLET AND ROUTE DISCHARGE PAST UPSTREAM WORK AREA TO EXISTING 96" CMP INLET.
4. INSTALL 18" TEMPORARY PIPE AND 2' BASE TEMPORARY CHANNEL CHANGE W/LINER TO MAINTAIN POSITIVE DRAINAGE FROM EXISTING 18" CMP OUTFALL WHILE PROVIDING ACCESS TO BORE PIT LOCATION. INSTALL IMPERVIOUS DIKES AS SHOWN TO FULLY ISOLATE WORK AREAS.
5. EXCAVATE BORE AND RECEIVING PITS AT LOCATIONS SHOWN.
6. BORE AND JACK 108" WELDED STEEL PIPE FROM DOWNSTREAM END.
7. COMPLETE INLET AND OUTLET CHANNEL WORK.
8. BEGIN PHASE II.



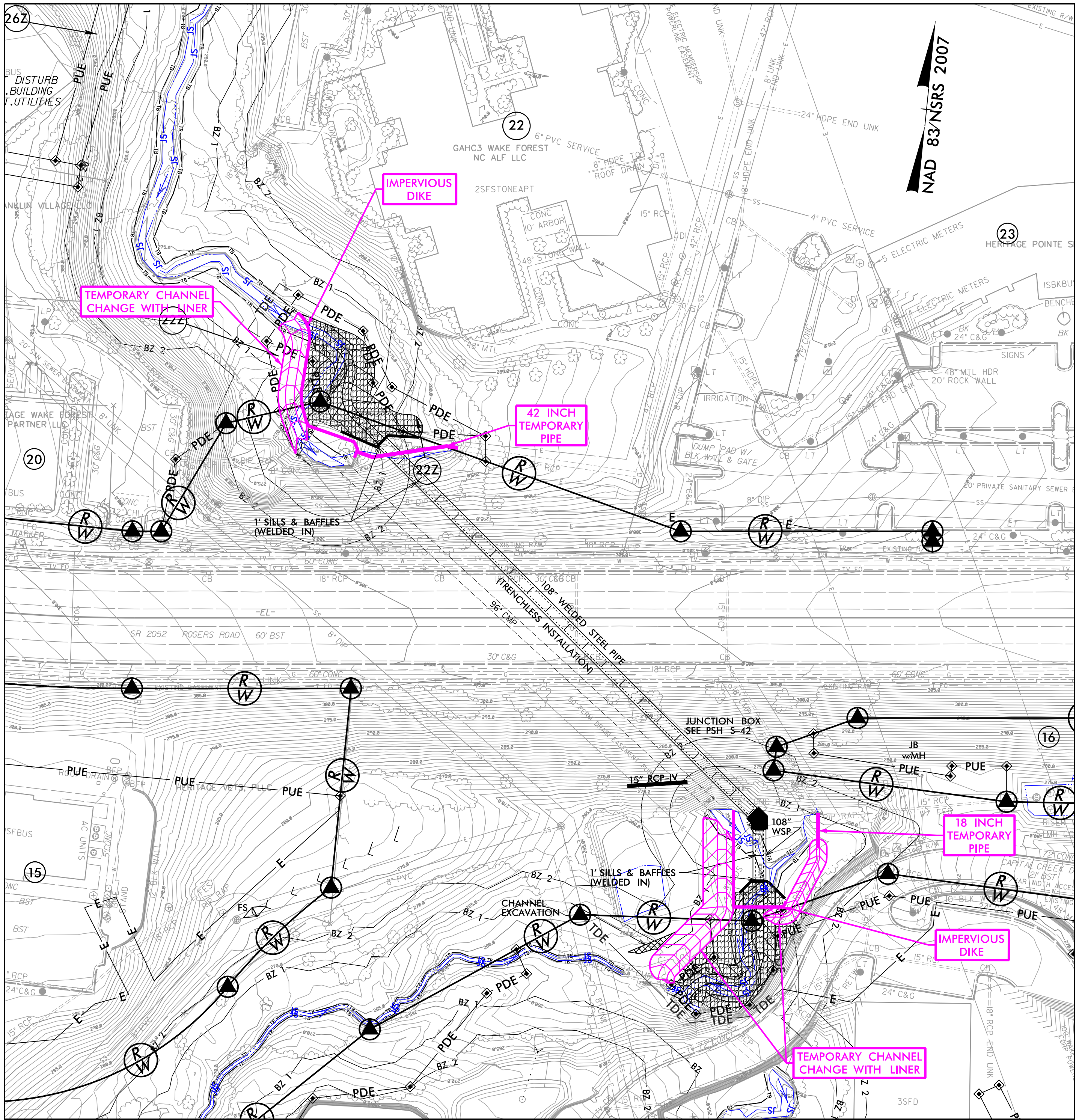
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HORIZ. SCALE: 1"=50'

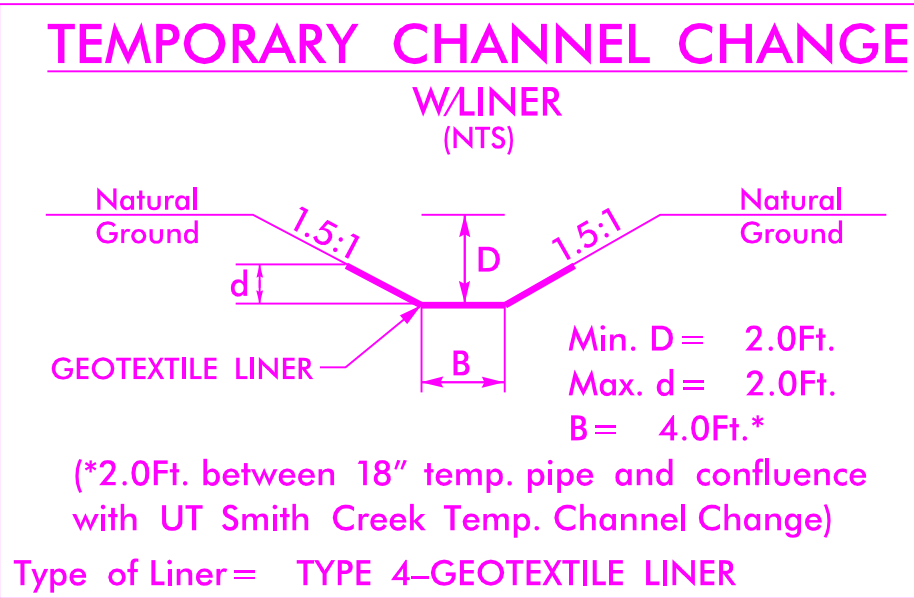
PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-06B/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CULVERT CONSTRUCTION SEQUENCE STA. 44+63.5 -L-



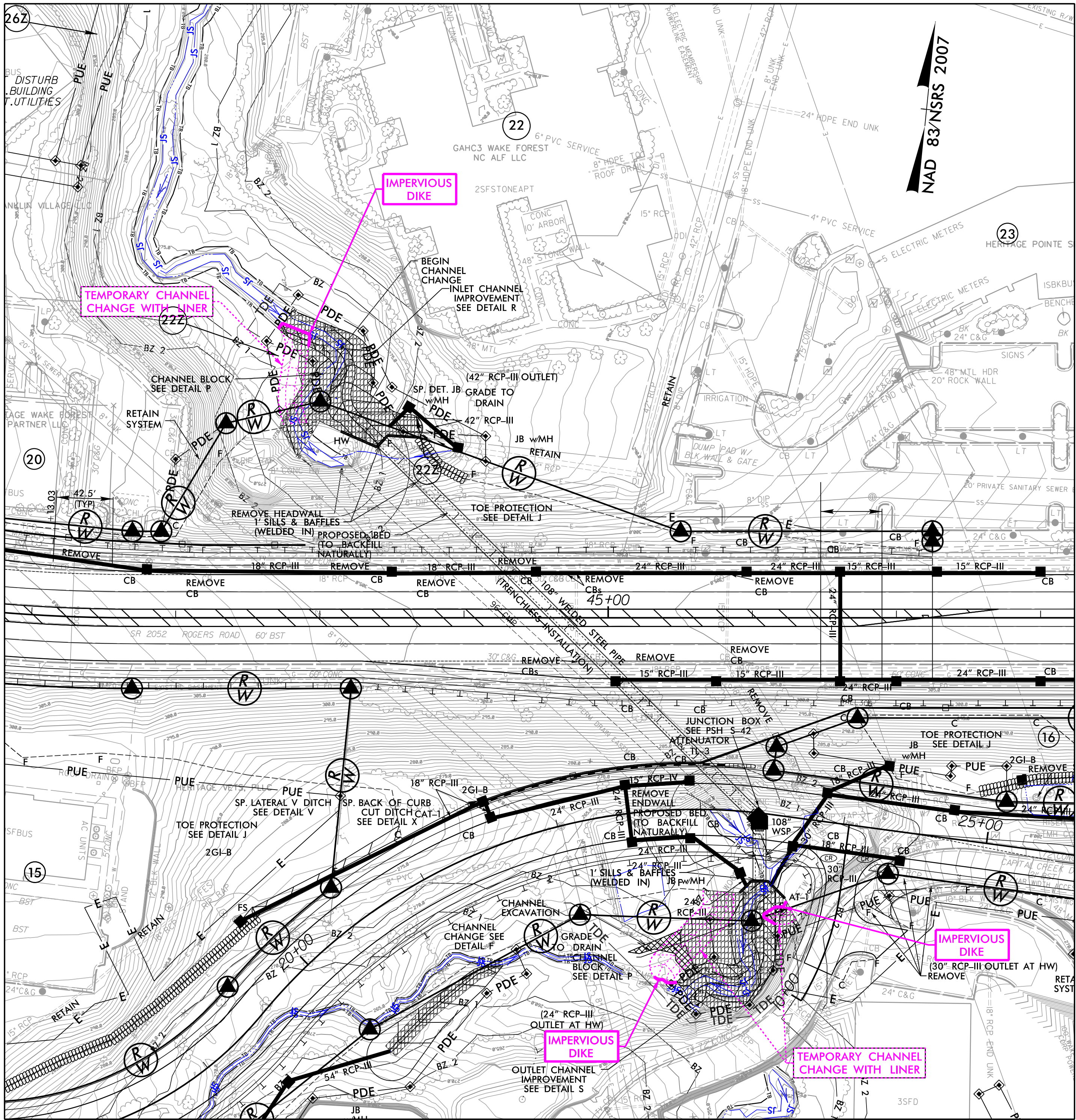
PHASE II

1. ADJUST TEMPORARY CHANNEL CHANGE W/LINER AT OUTLET OF 18" TEMPORARY PIPE AS SHOWN TO TIE WITH DOWNSTREAM CHANNEL WORK. ADJUST IMPERVIOUS DIKE ACCORDINGLY.
2. INSTALL SPECIAL DETAIL JUNCTION BOX AND 36' SECTION OF 108" WELDED STEEL PIPE.
3. INSTALL HEADWALL AND ENDWALL AT INLET AND OUTLET OF 108" WELDED STEEL PIPE CULVERT, RESPECTIVELY.
4. COMPLETE ROADWAY GRADING AND INSTALL PROPOSED DRAINAGE.
5. BEGIN PHASE III.



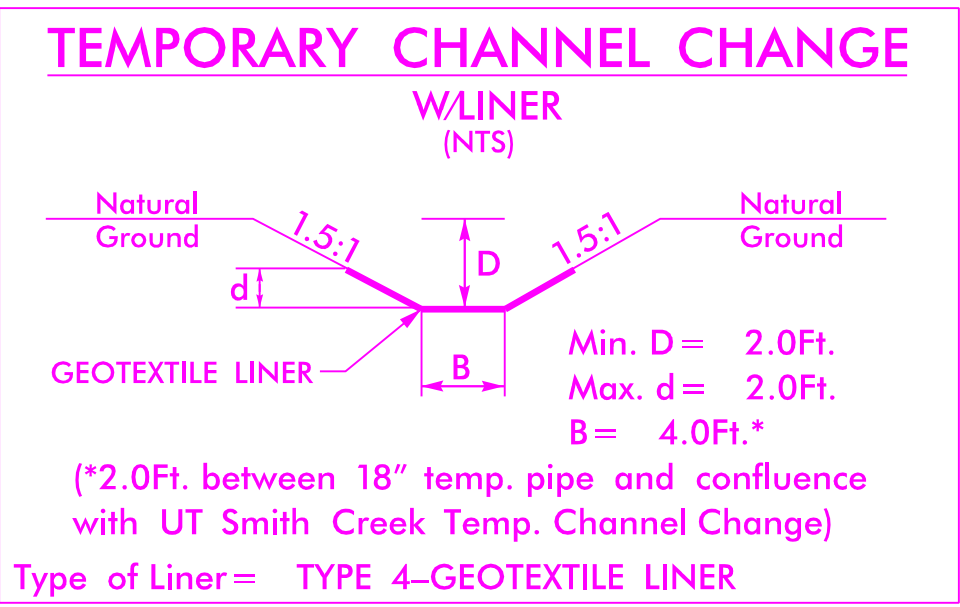
CULVERT CONSTRUCTION SEQUENCE STA. 44+63.5 –L–

PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-06C/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



PHASE III

1. REMOVE/ADJUST IMPERVIOUS DIKES AS SHOWN TO ALLOW FLOW THROUGH 108" WELDED STEEL PIPE CULVERT AND ISOLATE REMAINING SECTIONS OF TEMPORARY CHANNEL CHANGE W/LINER.
2. REMOVE/FILL REMAINING SECTIONS OF EACH TEMPORARY CHANNEL CHANGE.
3. REMOVE IMPERVIOUS DIKES AND FINISH ANY REMAINING RIP RAP INSTALLATION TO COMPLETE CULVERT CONSTRUCTION SEQUENCE.

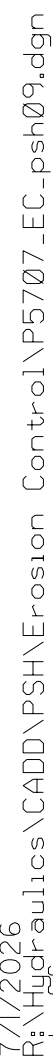


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HORIZ. SCALE: 1"=50'





RETAINING WALL LOCATIONS				
NO.	ALN	STATION	STATION	LOC
2	-DRI-, -L-	11+30.00	42+90.00	RT/LT
3	-Y5-, -L-	21+60.00	48+65.00	LT/RT
4	-L-	31+02.10	40+60.00	RT

FOR -L- PROFILE SEE SHTS. 7 & 8 FOR -Y5- PROFILE SEE SHT. 9 FOR -DRY5A- PROFILE SEE SHT. 10 FOR -DR1- PROFILE SEE SHT. 10 FOR DITCH DETAILS SEE SHEET 2D-1.		RED INSTALL LEE LOD. AND LUC WSLEEVE GASK PER STANDARD
SEE SHEET 6-ROW FOR RIGHT OF WAY STATIONS AND OFFSETS SEE SHEETS S-40 THRU S-48 FOR JUNCTION BOX AND HEADWALL PLANS SEE SHEET 2B-3 FOR INTERSECTION DETAIL FOR -Y5- & -DRY5A- INCLUDING LABELING, DIMENSIONS AND SUPERELEVATION TRANSITIONS. SEE SHEETS W-1 THRU W-13 FOR RETAINING WALL LOCATIONS AND PRO		

*EL: INSTALL ELBOWS. INSTALL ROD AND LUG CONNECTORS W/SLEEVE GASKETS ON CSP PIPE PER STANDARD SPECIFICATIONS.

$-L-$		$-Y-$	
Δ Sta 38+57.47	Δ Sta 18+37.46	Δ Sta 21+69.99	Δ Sta 27+04.27
$\Delta = 33^\circ 40' 45.2" (LT)$	$\Delta = 58^\circ 35' 30.2" (LT)$	$\Delta = 58^\circ 12' 56.9" (RT)$	$\Delta = 99^\circ 14' 26.6" (LT)$
$D = 5^\circ 13' 57.0"$	$D = 22^\circ 55' 05.9"$	$D = 14^\circ 41' 28.4"$	$D = 57^\circ 17' 44.8"$
$L = 643.66'$	$L = 255.65'$	$L = 396.26'$	$L = 173.21'$
$T = 331.43'$	$T = 140.27'$	$T = 217.14'$	$T = 117.58'$
$R = 1,095.00'$	$R = 250.00'$	$R = 390.00'$	$R = 100.00'$
$e = 0.04$	$e = NC$	$e = NC$	$e = NC$
$Runout = 170.00'$	$Runout = N/A$	$Runout = N/A$	$Runout = N/A$

PROJECT REFERENCE NO.	SHEET NO.
P-5707	EC-09/CONST.6
RW SHEET NO. 6-RW	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

ADT 2026 ADT 2046		-DRI- $\frac{1,440}{1,527}$		
$\frac{940}{1,024}$			$\frac{400}{400}$	ROGERS ROAD
-L- 28,418 38,679		TRAFFIC DIAGRAM		27,361 37,274
TRAFFIC DIAGRAM				
ADT 2026 ADT 2046		DRIVEWAY $\frac{N/A}{N/A}$		
$\frac{N/A}{N/A}$			$\frac{N/A}{N/A}$	ROGERS ROAD
-L- 28,418 38,679		-Y5- $\frac{2,470}{3,488}$		27,361 37,274
		$\frac{1,953}{2,716}$	$\frac{4,522}{6,348}$	HERITAGE BRANCH ROAD