REVISIONS

-Y8-		-Y9-			-L-		
PIs Sta 40+86.528	PI Sta 43+31.133	PIs Sta 15+81.476	PI Sta 17+74.523	PIs Sta 19+66.409	PIs Sta 308+86.745	PI Sta 311+95.668	PIs Sta 315+00.081
Θs = 1° 39' 47.7"	Δ = 14° 11' 50.8" (RT)	Θs = 0° 44' 10.3"	Δ = 11° 20' 22.7" (RT)	Θs = 0° 44' 10.3"	Θs = 1° 38' 30.2"	Δ = 11° 56' 58.2" (RT)	Θs = 1° 38' 30.2"
Ls = 98.700	L = 421.247	Ls = 46.000	L = 354.266	Ls = 46.000	Ls = 100.000	L = 546.670	Ls = 100.000
LT = 65.803	T = 211.708	LT = 30.667	T = 177.714	LT = 30.667	LT = 66.670	T = 275.593	LT = 66.670
ST = 32.903	R = 1,700.001	ST = 15.334	R = 1,790.000	ST = 15.334	ST = 33.336	R = 1,745.000	ST = 33.336
	SE = 2%		SE = 2%			SE = 4%	

METRIC

5 0 10

CONST.REV.
R /W REV.

PROJECT REFERENCE NO.	SHEET NO.
	21
R /W SHEET NO.	

ROADWAY DESIGN ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 12300 ENGINEER CHARLES LEE FLOWE — 7/16/04

HYDRAULICS ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 20754 ENGINEER TIMOTHY T. STEPHENS, JR. — 7/16/04

TGS ENGINEERS
975 WALNUT STREET, SUITE 141
CARY, NC 27511
PH (919) 319-8850

MATCHLINE STA. 308+00.000 MATCH TO SHT. NO. 20

MATCHLINE STA. 311+60.000 MATCH TO SHT. NO. 22

(42) CECIL L. THOMPSON DB 10R PG 640

(45) BEN E. PITTMAN, JR. DB 20D PG 108

0.9m BASE DITCH -Y9- 15+28+/- TO 15+87+/-LT EST.DDE:660 CuM SEE DETAIL "R" SHT.2-J

0.9m BASE 0.6m BASE

-Y9- TS 15+50.809

-Y9- SC 15+96.809

+30 -Y9- 32.000 (LT) 105.0 FT

+00 -Y9- 34.000 (LT) 111.5 FT

CL 'B' RIP RAP:27.1 MTN FILTER FABRIC: EST.57 SM

CL "I" RIP RAP: EST.36.3 MTN FILTER FABRIC: EST.62.7 S.M.

CL "B" RIP RAP:EST.2.7 MTN FILTER FABRIC:EST.8.4 S.M.

0.6m BASE DITCH -Y9- 15+87+/- TO 17+20+/-25LF Y9- EST.DDE:298 CuM SEE DETAIL "E" SHT.2-J

29.000 (LT) 95.1 FT

+15 -Y9- EXIST.R/W

+33 --Y9- EXIST.R/W

PROP.5m DR.

NAD 83

CL "B" RIP RAP: EST.7.3 MTN FILTER FABRIC: EST.17.6 S.M.

EXISTING R/W

R/W MON

300 PVC

450 RCP

S 82° 07' 10.7" E

1500 RCP

+04 PROP. CAT-1

750 mm CONC

REMOVE

HEADWALL

CL "I" RIP RAP: EST.29.9 MTN FILTER FABRIC: EST.51.8 S.M. PROP.GUARDRAIL

PROP.G.R.AU. TYPE 350

+84.01

REMOVE FES

2GI TYPE "I"

1200 mm CONC

FALSE SUMP 2GI SEE DETAIL I SHT.2-J

323A REMOVE 450 mm CONC 450 RCP

US HWY 74 W 7.2 BST 12 BST

PROP.CABLE GUIDERAIL

RETAIN

1800 mm CONC

VG-51 -L-308+67.614 0.563 (LT)

VG-52 -L-309+44.829 0.289 (RT)

VG-53 -L-310+20.900 0.777 (LT)

VG-54 -L-310+99.409 0.598 (LT)

S82° 18' 29.7"E

+25 BEG. CABLE GUIDERAIL

+40 END CABLE GUIDERAIL

US HWY 74 E 7.2 BST 12 BST

-L- TS 308+20.075

-L- SC 309+20.075

323 900 mm CONC REMOVE

PROP.GUARDRAIL PROP.G.R.AU. TYPE 350 +59.35

S 82° 18' 29.7" E

PROP.GUARDRAIL PROP.G.R.AU. TYPE 350 +37.8

CL "B" RIP RAP: EST.7.3 MTN FILTER FABRIC: EST.17.6 S.M.

+20.725 -Y8- EXIST.R/W

+60 -Y8- EXIST.R/W

+80 -Y8- 23.000 (RT) 75.5 FT

+00 -Y8- 22.000 (RT) 72.2 FT

+31.43 -Y8- EXIST.R/W

0.6m BASE DITCH -Y8- 41+75+/- TO 42+17+/-RT EST.DDE: 21 CuM SEE DETAIL "E" SHT.2-J

S41°22'22"W 490.302

-Y8- TS 40+20.725

-Y8- SC 41+19.425

SEE SHEET NO. 61 FOR -L- RT LN & -L- LT LN GRADES AND PROFILES.
SEE SHEET NO. 126 FOR LINE -Y8- GRADE AND PROFILE.
SEE SHEET NO. 133 FOR LINE -Y9- GRADE AND PROFILE.

6/01/04

USER NAME = USERNAME
DESIGN = DESIGN
PLOT SCALE = 50.0000 '/ IN
PLOT DATE = 7/16/2004

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