PROJECT REFERENCE NO.	SHEET NO.
R-5131C	EC-94/CONST.46
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC 5 0 10

CONST.REV.

R /W REV.

6/10/93

MATCHLINE STA. 26+60.000 MATCH TO SHT. NO. 45

MATCHLINE STA. 29+80.000 MATCH TO SHT. NO. 47

JAMES TELFORD CLARK AND WIFE,
MARY LOIS S. CLARK
DB 454 PG 178

MARY ELIZABETH PRICE TUBBS
DB 403 PG 201

-Y3-LT(2) POT 27+40.000 BEGIN CONSTRUCTION

-Y3-LT(2) TS 27+82.445

-Y3-LT(2) SC 29+02.445

-Y3- RT(2) POT 27+40.000 BEGIN CONSTRUCTION

-Y3- TS 27+96.265

-Y3-RT(2) TS 28+00.086

-Y3- SC 29+16.265

-Y3-RT(2) SC 29+30.086

-Y3- POT Sta. 27+20.000 =
-Y3-LT(2) POT 27+20.000 (10.388 LT) =
-Y3-RT(2) POT 27+20.000 (10.389 RT)

6 x 2 x 1

4 x 2 x 1

5 x 3 x 1
1.5 weir

450 RCP
COLLAR
REMOVE FES
268

269
750 RCP
COLLAR
REMOVE FES

375 mm CONC
FES

450 mm CONC

750 mm
FES

S 62° 44' 58.2" E

27+00

28+00

29+00

RETAIN

-Y3-

BY3-2
-Y3-28+56.779
.961 (LT)

UNIFORM TAPER

PROP. CAT-1
US HWY 74 W
7.2 BST

PROP. GUARDRAIL

PAINTED ISLAND

US HWY 74 E

12 BST

10 BST

REMOVE

0.9m BASE DITCH
-Y3-RT(2) 27+53+/- TO 29+27+/-RT
EST. DDE: 356 CuM
SEE DETAIL "C" SHT. 2-J

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

0.9m BASE

0.6m BASE

0.6 BASE DITCH
-Y3-RT(2) 29+27+/-
TO 30+17+/-RT
EST. DDE: 747 CuM
SEE DETAIL "B" SHT. 2-J

R/W MON

EXISTING R/W (VAR.)

EXISTING R/W (VAR.)

300 PVC

WLB

GR

ISFD

CONC

30 BST

-Y3- RT (2)

Pls Sta 28+90.133	Pl Sta 30+46.975	Pls Sta 32+00.708
Θs = 6° 01' 52.1"	Δ = 23° 10' 39.4" (RT)	Θs = 6° 01' 52.1"
Ls = 120.000	L = 230.580	Ls = 120.000
LT = 80.046	T = 116.888	LT = 80.046
ST = 40.042	R = 570.000	ST = 40.042
	SE = 5%	

DENOTES REMOVAL OF EXIST. PAVEMENT

SEE SHEET NO. 114 FOR LINE -Y3- RT(2) GRADE AND PROFILE.
SEE SHEET NO. 114 FOR LINE -Y3- LT(2) GRADE AND PROFILE

12-APR-2004 09:23
dlaughlin
Proj: curr_plans\R5131C46.PSH
Alias: dlaughlin