6/10/99

MATCHLINE STA. 293+60.000 MATCH TO SHT. NO. 15

MATCHLINE STA. 297+20.000 MATCH TO SHT. NO. 19

-L- ST 294+61.998

N 74° 14' 05.8" E

-L- MATCH TO SHT. 16

294+00 | 295+00 | 296+00 | 297+00 | 1+00 | 2+00 | 3+00 | 25+00 | 26+00

4 x 2 x 1 | 5 x 2 x 1 | 4 x 2 x 1 | 4 x 2 x 1

PROP. CABLE GUIDERAIL | PROP. CABLE GUIDERAIL

NCDOT GPS CTR. MON (RS13C-B) -L-295+69.150 2.250 (RT)

RP"C" SRS 0+60.000

RP"C" SC 1+20.000

+78.506 -Y8- 13.000 (LT)

+60 -Y8- 16.000 (LT)

450 RCP

N79° 09' 49.3" E

-Y8- TS 24+78.506

-Y8- SC 25+38.506

+95 -Y8- 20.484 (RT) 67.2 FT CHORD

+78.506 -Y8- 65.6 FT 20.000 (RT)

+74 -Y8- 37.000 (RT) 121.4 FT

+23 -Y8- 20.636 (RT) 67.7 FT

+38.506 -Y8- 20.000 (RT) 65.6 FT

CL."B" RIP RAP: EST. 27 MTN
FILTER FABRIC: EST. 8.4 S.M.
CLEAN-OUT EXIST. DITCH -Y8- 25+00.RT EST. DDE: 20 CuM
SEE DETAIL "I" SHT. 2-J

PROP. TEMP. DRAINEASEMT

+82 -Y8- 49.000 (RT) 160.8 FT

-Y8- 26+52.903 = -Y8A- 10+00.000

+35 -Y8- 20.000 (RT) 65.6 FT

+20 -Y8A- 15.000 (RT) 49.2 FT

+60 -Y8A- 15.000 (RT) 49.2 FT

+80 -Y8A- EXIST. R/W

EXIST.

-Y8A- POT 10+80.000

END CONSTRUCTION

S 9° 06' 00.2" E -Y8A-

EXISTING TAPER TO EXIST

TAPER TO EXIST EXISTING

RAMP "C"

SPECIAL V-DITCH RP C 2+15 TO 3+40.LT SEE DETAIL "D" SHT. 2-J

BY8A-5 -Y8-26+50.441 51.624 (LT)

REMOVE EXISTING R/W

18.288 (60') EXISTING R/W

REMOVE

+108.500 -Y8- EXIST. R/W

RP"C" CS 2+62.017

RP"C" TS 3+24.424

RP"C" SC 3+84.424

RP"C" ST 3+22.017

S 76° 23' 53.1" E

NAD 83

+40 -RP C- 20.000 (RT) 65.6 FT

+84.424 -RP C- 25.000 (RT) 82.0 FT

UNIFORM TAPER LT & RT.

42

CECIL L. THOMPSON
DB 101 PG 640

6 x 3 x 1 1.5 weir

41

BONNIE I. RHODES AND LESLIE M. INMAN
DB 585 PG 714

+40 -Y8A- 20.000 (LT) 65.6 FT

+00 -Y8- 15.000 (RT) 52.5 FT

-Y8- CS 26+84.420

+60 -Y8A- 20.000 (LT) 65.6 FT

+80 -Y8A- EXIST. R/W

-Y8- ST 27+44.420

+44.420 Y8- 20.000 (RT) 65.6 FT

S 61° 30' 34.6" E 26.00

6 x 3 x 1 1.5 weir

-Y8- TS 28+22.101

+22.101 20.000 (RT) 65.6 FT

CHORD

600 mm CONC

RIP RAP

-L-

Pls Sta 287+56.600	Pl Sta 290+71.002	Pls Sta 293+78.672
Θs = 2° 33' 28.3"	Δ = 22° 02' 53.6" (LT)	Θs = 2° 33' 28.3"
Ls = 125.000	L = 538.740	Ls = 125.000
LT = 83.342	T = 272.744	LT = 83.342
ST = 41.675	R = 1,400.000	ST = 41.675
	SE = 4%	

-Y8-

Pls Sta 25+18.527	Pl Sta 26+12.936	Pls Sta 27+04.439
Θs = 5° 43' 46.5"	Δ = 27° 52' 03.2" (RT)	Θs = 5° 43' 46.5"
Ls = 60.000	L = 145.914	Ls = 60.000
LT = 40.021	T = 74.430	LT = 40.021
ST = 20.019	R = 300.000	ST = 20.019
	SE = 8%	

-Y8-

Pls Sta 28+62.129	Pl Sta 29+75.166
Θs = 6° 36' 39.8"	Δ = 39° 23' 20.2" (LT)
Ls = 60.000	L = 178.741
LT = 40.028	T = 93.065
ST = 20.025	R = 260.000
	SE = 8%

RAMP "C"

Pls Sta 0+20.001
Θs = 1° 12' 44.8"
Ls = 60.000
LT = 40.001
ST = 20.001
R = 1417.700
SE = 4%

RAMP "C"

Pls Sta 1+00.009	Pl Sta 1+91.604	Pls Sta 2+82.025
Θs = 3° 49' 11.0"	Δ = 18° 04' 55.7" (RT)	Θs = 3° 49' 11.0"
Ls = 60.000	L = 142.017	Ls = 60.000
LT = 40.009	T = 71.604	LT = 40.009
ST = 20.008	R = 450.000	ST = 20.008
	SE = 6%	

RAMP "C"

Pls Sta 3+64.440	Pl Sta 4+63.094
Θs = 5° 03' 19.8"	Δ = 26° 03' 21.7" (LT)
Ls = 60.000	L = 154.620
LT = 40.016	T = 78.670
ST = 20.015	R = 340.000
	SE = 7%

-Y8-

8/14 | 10/17 | 2/5 | 3/6 -Y8A- (SR 2417)

2002 ADT
2022 ADT
IN HUNDREDS

METRIC

5 0 10

CONST. REV.

R /W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-513C	EC-65/CONST.17
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

09-APR-2004 13:58
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