PROJECT REFERENCE NO.	SHEET NO.
R-2206C	EC-29/CONST.29
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R /W REV.	

METRIC 5 0 10

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 29

-L-

PI Sta 260+42.049
△= 15° 13' 19.3" (LT)
L = 664.186
T = 334.060
R = 2,500.000
e = 0.02

PIs Sta 264+18.607
θs = 0° 54' 59.9"
θs = 2° 37' 09.5"
Ls = 80.000
LT = 46.432
ST = 33.592

PI Sta 265+95.400
△= 18° 35' 31.4" (LT)
L = 283.931
T = 143.224
R = 875.000
e = 0.06

INTERSECTION WITH EXISTING NC 16

AVERAGE DAILY TRAFFIC 2003 / 2025

PROPOSED NC 16 — 5,700 / 10,100 — -L- — 11,400 / 19,300

10 PM (7,7) → 53 — 100 / 300 — 5,800 / 9,500 — 10 PM (6,6) → 52

* DHV PM (x,y) → D

DHV = Design Hourly Volume Percentage
D = Directional Split Percentage
PM = Peak Hour & Direction of Peak Flow
x = Dual Truck Percentage
y = TTST Percentage

* Peak Flow For Design Year Only

EXISTING NC 16 — 5,900 / 9,800 — 10 PM (5,5) → 51

14 x 7 x 1
2.5 weir

65 CLIFF – BLAKE ASSOC. DB 1936 PG 1335

+43.000 50.268m (164.92ft) & 61.500m (201.77ft)

+30.000 50.506m (165.70ft) & 62.000m (203.41ft)

+60.000 50.000m (164.04ft)

-L- CS STA.263+72.175

LAT. 'V' DITCH EST. DDE = ? (SEE DETAIL ?)

+72.175 50.000m (164.04ft)

+52.175 50.000m (164.04ft)

LAT. 'V' DITCH W/CL 'B' RIP RAP EST. 78 MTONS FILTER FABRIC EST. 161 SM EST. DDE = ? (SEE DETAIL ?)

'V' DITCH W/CL 'B' RIP RAP @ So = 13.0% EST. 8 MTONS FILTER FABRIC EST. 17 SM EST. DDE = 3 CM (SEE DETAIL ?)

65 CLIFF – BLAKE ASSOC. DB 1936 PG 1335

+70.561 (PROP.LINE) 72.00m (236.26ft)

NAD 83

-BL- 372
-L- STA.265+39.170
3.460 (LT)

+38.852 (PROP.LINE) 50.000m (164.04ft)

PLANTED STONE

+92.682 (PROP.LINE) 50.000m (164.04ft)

PROPOSED W. W. FENCE

100m R/W (328.08ft R/W)

72 TONY KAYE MOORE DB 2062 PG 1721

1050 CL. IV METHOD 'B' INSTALL.

IMPROVED INLET W/HEADWALL

END FUTURE SHLDR. BERM GUTTER 266+00

FALSE SUMP (SEE SHEET ?)

2GI – ED TYPE 'A'

74 ANTHONY L. DRUM DB 968 PG 165

-L- SC STA.264+52.175

FUTURE GUARDRAIL

FUTURE PAVEMENT

N 5° 53' 35.2" W

N 16° 59' 03.1" W

2GI

2GI-NS

FALSE SUMP (SEE SHEET ?)

50m TAPER

100m FULL TURN LANE

1050 CL. IV METHOD 'B' INSTALL.

MATCHLINE SEE SHEET 28 -L- STA. 263+60.000

MATCHLINE SEE SHEET 30 -L- STA. 266+40.000

65 CLIFF – BLAKE ASSOC. DB 1936 PG 1335

72 TONY KAYE MOORE DB 2062 PG 1721

73 AMOS BROWN, ET. AL. DB 2004 PG 1581

TOE PROTECTION W/CL 'B' RIP RAP EST. 78 MTONS FILTER FABRIC EST. 161 SM (SEE DETAIL ?)

+26.255 (EXIST.PROP.LINE) 49.404m (162.09ft)

+45.000 49.76m (163.26ft)

+55.000 50.000m (164.04ft)

+66.000 50.000m (164.04ft)

+80.000 65.000m (213.25ft)

+03.184 (EXIST.PROP.LINE) 74.038m (242.91ft)

+53.000 67.000m (219.82ft)

+90.000 (-Y/T-) 50.000m (164.04ft)

+45.000 66.500m (218.18ft)

JAMES E. BURGESS, JR., ET. AL. DB 2002 PG 1306

JAMES E. BURGESS DB 1865 PG 687

71

EXIST. R/W

MATCHLINE SEE SHEET 41

CLASS 'I' RIP RAP EST. 6 MTONS FILTER FABRIC EST. 13 SM

CLASS 'I' RIP RAP EST. 12 MTONS FILTER FABRIC EST. 25 SM

TOE PROTECTION W/CL 'B' RIP RAP EST. 74 MTONS FILTER FABRIC EST. 115 SM (SEE DETAIL ?)

17 x 8 x 1
2.5 weir

11 x 5 x 1
1.5 weir

13 x 7 x 1
1.5 weir

SEE SHEETS 63 & 64 FOR -L- PROFILE