PROJECT REFERENCE NO.	SHEET NO.
R2562D	EC-39/CONST.17
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R /W REV.	

METRIC

5 0 10

NAD 83

SEE INSET SHEET 15 FOR DITCH

-L1REV- STA.48+60.000 MATCH TO SHEET NO.15

CLASS B RIP RAP EST. 4.5 TONS W/ 11.7 SM FF

+69.000 -L2REV- 20.000m (65.617') 14.724m (48.307')

-L2REV- SC Sta.48+83.582

+00.000 -L2REV- 18.000m (59.055')

53° 07' 05.7" E

-L2REV- +50 END C&G

-L1REV- TS Sta.49+07.581

BL-94 -LREV- STA.49.09.289 (5.091.2m RT)

94 CHARITA B. BRITT

6 x 2 x 1

CAROL B. SMITH

QUINCE J. PHILLIPS

+23.366 -L1REV- 13.483m (44.235')

+40.000 -L6- 28.617m (94.017')

3 x 1.5 x 1 1.5 weir

+00.000 -L6- 21.000m (68.898')

CLASS B RIP RAP EST. 2.7 TONS W/ 8.4SM FF

PROPOSED SPECIAL DITCH SEE DETAIL A, SHT. 2-F

MATCH TO SHEET NO.16

-L6- STA.16+20.000

77.000m UNIFORM TAPER

PAINTED ISLAND

-L6- PT Sta.17+50.513

108m UNIFORM TAPER

+60.000 -L6- 5.000m (16.402')

BY33- 331 -L6- STA.16+39.216 (14.537 m RT)

127 W. F. McNEILL, JR., HEIRS

-L6- PIs Sta 15+98.143 Os = 8° 35' 39.7" Ls = 60.000 LT = 40.047 ST = 20.043 | PI Sta 16+86.834 Δ = 37° 56' 05.6" (LT) L = 132.418 T = 68.738 R = 200.000 SE = 0.03

-L6- PIs Sta 49+47.604 Os = 5° 55' 37.7" Ls = 60.000 LT = 40.022 ST = 20.020

-L1REV- PIs Sta 49+87.207 Δ = 7° 44' 35.0" (LT) L = 39.191 T = 19.625 R = 290.000 SE = 0.05

-L1REV- PIs Sta 50+26.793 Os = 5° 55' 37.7" Ls = 60.000 LT = 40.022 ST = 20.020

-L1REV- PIs Sta 51+20.299 Os = 2° 38' 39.9" Ls = 60.000 LT = 40.004 ST = 20.004

-L1REV- PIs Sta 52+13.086 Δ = 12° 46' 46.2" (LT) L = 144.979 T = 72.791 R = 650.000 SE = 0.07

-L1REV- PIs Sta 53+05.278 Os = 2° 38' 39.9" Ls = 60.000 [W] LT = 40.004 ST = 20.004

-L2REV- PIs Sta 48+63.587 Os = 2° 50' 51.7" Ls = 60.000 LT = 40.005 ST = 20.005

-L2REV- PIs Sta 49+94.064 Δ = 20° 44' 42.4" (LT) L = 218.546 T = 110.483 R = 603.600 SE = 0.06

-L2REV- PIs Sta 51+28.154 Os = 1° 13' 27.6" Os = 2° 50' 52.8" Ls = 60.000 LT = 33.998 ST = 26.026

-L2REV- PIs Sta 52+63.547 Δ = 8° 15' 56.4" (LT) L = 202.488 T = 101.420 R = 1,403.600 SE = 0.04

-L2REV- PIs Sta 53+92.951 Os = 1° 44' 05.6" Ls = 85.000 LT = 56.669 ST = 28.336

NC 87 | NC 41/87

5385 / 9100 — 119 / 200 — 7688 / 13100 — 12954 / 21000

NC 41 — 7807 / 13300

2004 ADT 2025 ADT

-L6-

-L6- STA.16+20.000

-L1REV- MATCH TO SHEET NO.16

-L6- POT Sta.17+65.135= -L1REV- POS Sta.49+54.264

6 x 2 x 1

+60.000 -L2REV- 21.000m (68.898')

CLASS B RIP RAP EST. 2.7 TONS W/ 8.4 SM F.F.

PROPOSED SPECIAL DITCH SEE DETAIL A, SHEET 2-F

CLASS B RIP RAP EST. 2.7 TONS W/ 8.4 SM F.F. +08.000 -L2REV- 24.000m (78.740')

50

11 x 5 x 1 2 weir

+31.000 -L2REV- 73.000m (239.501')

+42.000 -L2REV- 66.601m (218.507')

PROPOSED 0.6m BASE DITCH SEE DETAIL G, SHEET 2-F DITCH CLEANOUT REQUIRED 52m DOWNSTREAM OF 450 RCP @ 0.27% TO ELEV. 44.07m EST. 12 CM DDE

6 x 3 x 1 1.5 weir

6 x 2 x 1

+23.000 -L2REV- 24.000m (78.740')

+40.000 -L2REV- 22.000 (72.178')

81 LOIS T. ALEXANDER, ESTATE

-L2REV- CS Sta.51+02.128

PROP. LATERAL DITCH SEE DETAIL B, SHEET 2-F EST DDE = 54 cm

CLASS B RIP RAP EST. 2.7 TONS W/ 8.4 SM F.F.

216.000m UNIFORM TAPER

-L2REV- SC Sta.51+62.128

+20.000 -L2REV- 18.620 (61.089')

RETAIN EXIST. R/W

-L1REV- 76.000m FULL LANE

125mm MONOLITHIC CONC. ISLAND

40.000 UNIFORM TAPER

FILL SUMP AND GRADE TO DRAIN

-L1REV- SC Sta.49+67.581

+60.000 -L6- 25.000m (98.425')

USC&G MON " JUNCTION "

-L1REV- CS Sta.50+06.772

GRADE TO DRAIN

REM DI

-L1REV- ST Sta.50+66.772

TO BE ABANDONED

-L1REV- TS Sta.50+80.295

NO ASSOCIATED PIPING FOUND FOR THIS MH

-L1REV- SC Sta.51+40.295

PROPOSED MEDIAN DITCH SEE PROFILE, SHEET 34

+44.651 -L1REV- 20.787m (68.199')

+87.000 -L1REV- 18.029m (59.150')

6 x 2 x 1

8 x 5 x 1 1.5 weir

BL-95 BY33- 95 -L1REV- STA.50+72.634 (34.561m RT)

129 LYNN G. KING, JR.

1200 mm CONC

ISBKD CARPORT

LYNN G. KING, SR.

128

S 89° 14' 03" W 45.760

AXLE

-L1REV- STA.52+00.000

MATCH TO SHEET NO.18

PAVEMENT REMOVAL

NOTE: ALL Y LINE RADII ARE 10m UNLESS OTHERWISE NOTED

NOTE: ALL DRIVES ARE 3.6m WITH 3m RADII UNLESS OTHERWISE NOTED

NOTE: ALL DRIVES IN C&G ARE 6m UNLESS OTHERWISE NOTED

SEE SHEET 32 FOR -L1REV- PROFILE

SEE SHEET 34 FOR -L2REV- PROFILE

SEE SHEET 43 FOR -L6- PROFILE