8/17/99

REVISIONS

-BL-
PI Sta 183+85.052
D = 19° 47' 45.8" (RT)
L = 607.046
T = 306.579
R = 1,756.976

-Y17-
PI Sta 10+54.119
△ = 4° 13' 19.0" (RT)
L = 55.265
T = 27.645
R = 750.000
SE = MATCH EXIST
(SEE SHT 2-K)

-L-
PI Sta 108+85.053
△ = 19° 47' 45.8" (RT)
L = 607.046
T = 306.579
R = 1,756.976
SE = 03
RUNOFF = 30

NAD 83

-Y17- POT Sta. 11+11.540

-Y17- PT Sta. 10+81.739

-Y17- 10+70.000
END CONST.

61
BRENDA GAY
DB 515 PG 49
DB 522 PG 867
PB 13 PG 32

106

-BY17- 5+00.000=
-L- 11+11.540
N 22°10'49.3"W, 4.155m
REBAR & CAP

61
BRENDA GAY
DB 515 PG 49
PB 13 PG 32
DB 522 PG 867

108

S 76°23'06.2"W

-L- +25.000
28.157m
(92.38 ft.) &
34.290m
(112.50 ft.)

-BL- PC 180+78.473 =
-L- PC STA. 105+78.473
OFFSET 0.000m
REBAR, NO CAP

-L- +80.000
32.309m
(106.00 ft.)

-L- +00.00
43.129m
(141.50 ft.)

-L- 106+53.268
32.614m
(107.00 ft.)

-Y17- PC Sta. 10+26.474

-Y17- +45.595
10.228m
END FENCE
END C/A

-Y17- +54.253
8.060m
BEG. FENCE
BEG. C/A

-L- +38.000
28.072m
(92.10 ft.) &
35.000m
(114.83 ft.)

-L- +98.699
28.042m

GUY

SEE DETAIL M
LATERAL 'V' DITCH

SEE DETAIL A
SPECIAL LATERAL 'V' DITCH

-L- +10.000
28.126m
(92.28 ft.) &
35.000m
(114.83 ft.)

-L- +31.913
28.143m

SEE SHEET 53 FOR -L- PROFILE
SEE SHEET 62 FOR -Y17- PROFILE
SEE SHEET 2-K FOR -L- & -Y17- INTERSECTION DETAILS

MATCHLINE -L- 105+20 SEE SHEET 31

MATCHLINE -L- 108+60 SEE SHEET 33

5SBW ELEC

END SBG
STA 105+60 LT

GRAU-350

PS TO SBG

REM FES
COLLAR
& EXT.

7.2m
0.6m PS
7.0m

N 42°09'59.5"W

W E.O.J.

150 mm PVC

US 421 8.4 BST

RETAIN

2T (ATUR)

-L- 105+51.664
END 0.6m WIDENING
OF OUTSIDE NBL
PAVED SHOULDER

-L- +06.899
32.919m
END FENCE
END C/A

-L- PC Sta. 105+78.474

HOWARD BROOKS
DB 692 PG 611
DB 497 PG 613
NO CLAIM

375mm CONC

CLASS B RIP RAP
EST. 0.9 MTNS
W/ 4.2 SM FILTER
FABRIC

-BY17- 6+80.358=
-L- 106+34.223
OFFSET 61.756m (RT)

-Y17- POT Sta. 10+00.000
-L- POC Sta. 106+63.919

SR 2119 GILMORE LODGE ROAD

6.3 BST

EXISTING R/W

VARIABLE R/W

450mm CONC FES

REPLACE ISLAND
ON EXISTING LOCATION

CARTER BROOKS ROAD (SR 2210)

JAMES HEDRICK
DB 830 PG 548
NO CLAIM

-L- 106+41.206
28.221m

FILL 450 W/
FLOWABLE FILL

-L- 106+71.970
BEG 0.6m WIDENING
OF OUTSIDE NBL
PAVED SHOULDER

-BL- POC 181+63.000 =
-BY17- PINC 6+12.440 =
-L- POC STA. 106+63.000
OFFSET 0.000m
REBAR, NO CAP

-L- +67.202
32.919m
BEG. FENCE
BEG. C/A

-L- +31.864
32.682m

CLASS B RIP RAP
EST. 2.7 MTNS
W/ 9.2 SM FILTER
FABRIC

CLASS B RIP RAP
EST. 2.7 MTNS
W/ 8.4 SM FILTER
FABRIC

REQUIRES MEDIAN UNDERDRAINS
STA 106+90 - 107+60

REM 4m 600

REM FES

REM CONC DITCH 1800 mm CONC DITCH

REM & REPLACE 20m
CONC DITCH

1800 mm CONC DITCH

1800 mm CONC DITCH

1200 mm WW&ISBW

1050 mm WW & ISBW

1050 mm WW & 150W

MTL

GR

ISFD

SOIL

OW

S

G

49.85m

150 mm WW & 5SBW

150W ELEC

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

18.288 (R/W) (60')

50' (R/W) BACK QUARTER POT

2:1 BK HW

2:1 BK HW

450mm CONC

375mm CONC

CONC ISL

600 CONC FES

450 mm PVC

1.2m PS

0.6m PS

7.2m

7.0m

600

375

450

450

2GI

2GI

2GI

3GI

103D

104

106

106A

106B

107

107A

RW

CA

C

F

E

METRIC
5 0 10

CONST. REV.

R /W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2610 B	32
R /W SHEET NO.	

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 17691 ENGINEER RICHARD A. SHILLINGLAW
06-23-04

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 22100 ENGINEER STEPHEN B. MORGAN
6/23/04

26-MAR-2004 08:46
R:\STIP\R-2610B\dgn\32.dgn
RSHILLIN\glaw AY R0187117