7/2/99

| REVISIONS |
|---|
| |

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| B-3349 | 4A |
| R/W SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

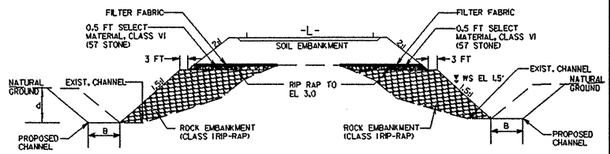
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

# -DETOUR-
Vdet = 40 MPH

NAD 83

| -DETOUR- | | | |
|---|---|---|---|
| PI Sta 10+35.38 | PI Sta 11+06.02 | PI Sta 13+53.73 | PI Sta 14+24.36 |
| Δ = 8° 42' 11.2" (LT) | Δ = 8° 42' 11.2" (RT) | Δ = 8° 42' 11.2" (RT) | Δ = 8° 42' 11.2" (LT) |
| D = 12° 19' 18.0" | D = 12° 19' 18.0" | D = 12° 19' 18.0" | D = 12° 19' 18.0" |
| L = 70.63' | L = 70.63' | L = 70.63' | L = 70.63' |
| T = 35.38' | T = 35.38' | T = 35.38' | T = 35.38' |
| R = 465.00' | R = 465.00' | R = 465.00' | R = 465.00' |
| SE = SEE PLANS | SE = SEE PLANS | SE = SEE PLANS | SE = SEE PLANS |

DETAIL A
CHANNEL RELOCATION
(Not to Scale)




DETAIL SHOWING PLACEMENT OF ROCK EMBANKMENT FOR -L-

STA 11+75 -L- TO STA 15+30 -L- LT
STA 16+32 -L- TO STA 20+00 -L- LT

BEGIN PROJECT B-3349 -L- STA. 11+50

-DET- PRC STA. 10+70.63

-DET- PT STA. 11+41.26

BEGIN DETOUR CONST.
-L- POT STA. 13+51.69 =
-DET- PC STA. 10+00.00

-L- POT STA. 10+00.00

-DET- PC STA. 13+18.34

-DET- PRC STA. 13+88.98

END DETOUR CONST.
-L- POT STA. 18+10.21 =
-DET- PT STA. 14+59.61

-L- POT STA. 21+89.71

1 WEYERHAEUSER COMPANY

2 JAMES W. HODGES
DB 123 PG 200

3 ROBERT J. RICH, et al
DB 08 PG 144

4 ROSE BAY OYSTER COMPANY, INC
DB 126 PG 400
DB 127 PG 546

CANAL RELOCATION SEE DETAIL A AND CROSS-SECTIONS

*CL. IRIP-RAP ROCK EMBANKMENT SEE DETAIL A

*CL. IRIP-RAP ROCK EMBANKMENT SEE DETAIL 'A'

PERMANENT GUARDRAIL

GRAU-350

EXISTING R/W

4' PAVED SHLD

2' PAVED SHLD

US 264

22' BST

TO BELHAVEN

TO SWAN QUARTER

36" U/G

-L- S 86° 24' 43.9" E

S 86° 36' 05.8" E

S 86° 25' 19.7" E

-BL-

-DET- BL

-DET-

10' TEMP GRAU-350

10'-8.5" BRIDGE # 32

TYPE-III

6" PVC

6" DUCT IRON ATTACHED TO BRIDGE

10" DUCT IRON INSIDE STREAM

WD WINGWALL 14'-8.5"

WD WINGWALL

CONC

END BRIDGE
-L- STA 16+50+/- =
-DET- STA 12+98.85

BEGIN BRIDGE
-L- STA 15+12+/- =
-DET- STA 11+60.85

ROSE BAY CREEK

HIGH WATER MARK=6.56'

FREEZER

WOOD DOCK

ISBLK BUS

CONC

SEPTIC TANK

SOIL PARKING

PARTIAL BRIDGE REMOVAL FOR STAGE CONSTRUCTION

90° CROWN POINT SHIFT

BL-6 POT 5+00.00
-L- 11+15.58 - 18.41 RT.

BL-5 PINC 8+95.64
-L- 15+11.22 - 17.10 RT.

BL-4 POT 15+24.15
-L- 21+39.73 - 16.99 RT.

END PROJECT B-3349 -L- STA. 20+00

NOTE: THE DETOUR ALIGNMENT WILL USE THE PROJECTION OF THE -L- GRADE AT THE .025 SUPER RATE FOR THE DETOUR GRADE.

★ DENOTES SIGNAL REQUIRED FOR ONE LANE TWO-WAY DETOUR OPERATION
SEE SHEETS TCP-1 THRU TCP-__ FOR DETOUR OPERATION
SEE SHEETS S-1 THRU S-__ FOR STRUCTURE PLANS

$$$$$$$SYSTIME$$$$$$$
$$$$$$$LOGIN$$$$$$$