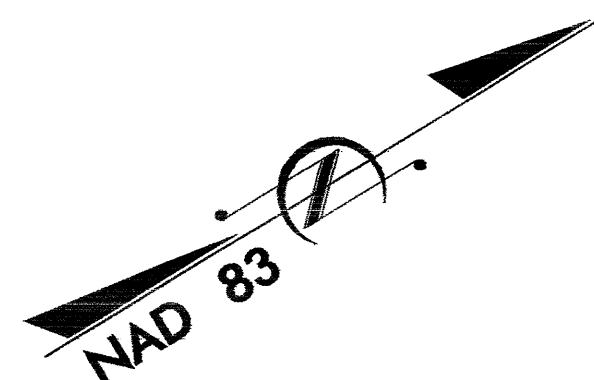


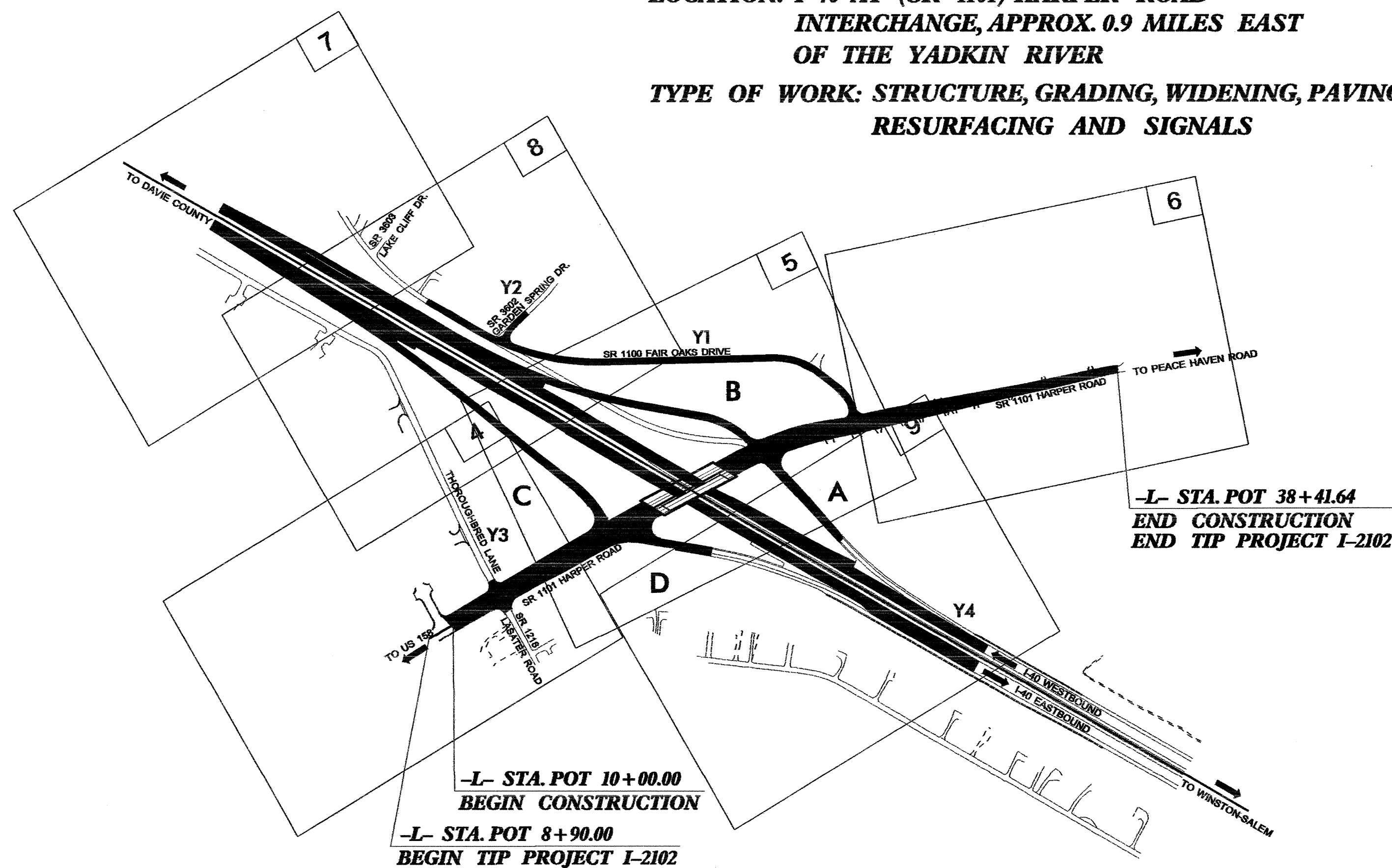
TIP PROJECT: I-2102



STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
 PLAN FOR PROPOSED
 HIGHWAY EROSION CONTROL
FORSYTH COUNTY

**LOCATION: I-40 AT (SR 1101) HARPER ROAD
 INTERCHANGE, APPROX. 0.9 MILES EAST
 OF THE YADKIN RIVER**

**TYPE OF WORK: STRUCTURE, GRADING, WIDENING, PAVING, DRAINAGE,
 RESURFACING AND SIGNALS**



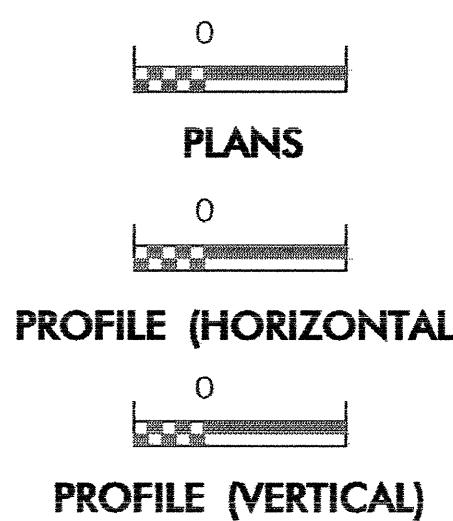
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-2102	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
	Reforestation	
1650.03	Temporary Silt Ditch	
1650.05	Temporary Diversion	
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
1650.01	Riser Basin	
1650.02	Silt Basin Type B	
1633.01	Temporary Rock Silt Check Type-A	
1633.02	Temporary Rock Silt Check Type-B	
1634.01	Temporary Rock Sediment Dam Type-A	
1634.02	Temporary Rock Sediment Dam Type-B	
1635.01	Rock Pipe Inlet Sediment Trap Type-A	
1635.02	Rock Pipe Inlet Sediment Trap Type-B	
1636.01	Rock Silt Screen	
1650.04	Stilling Basin	
	Rock Inlet Sediment Trap:	
1632.01	Type A	
1632.02	Type B	
1632.03	Type C	

**THIS PROJECT CONTAINS
 EROSION CONTROL PLANS
 FOR CLEARING AND
 GRUBBING PHASE OF
 CONSTRUCTION.**

GRAPHIC SCALE



**ROADSIDE ENVIRONMENTAL UNIT
 DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA**

Prepared in the Office of:
ROADSIDE ENVIRONMENTAL UNIT
 1 South Wilmington St.
 Raleigh, NC 27611
2002 STANDARD SPECIFICATIONS

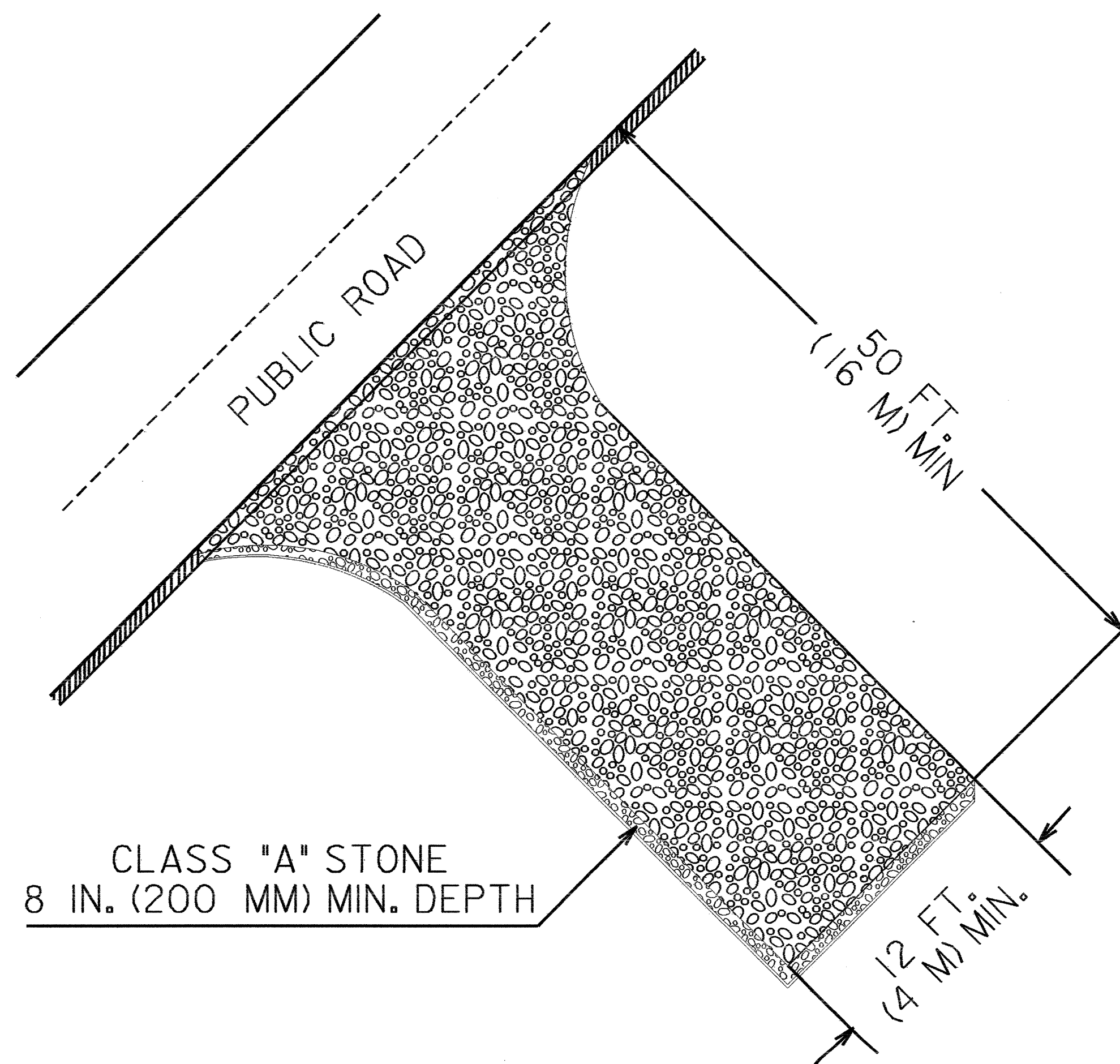
Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 20, 2002 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1605.01 Temporary Silt Fence	1632.03 Rock Inlet Sediment Trap Type C
1622.01 Temporary Berms and Slope Drains	1633.01 Temporary Rock Silt Check Type A
1630.02 Silt Basin Type B	1633.02 Temporary Rock Silt Check Type B
1630.03 Temporary Silt Ditch	1634.02 Temporary Rock Sediment Dam Type B
1630.05 Temporary Diversion	1635.01 Pipe Inlet Sediment Trap Type A

PROJ. REFERENCE NO. I-2102	SHEET NO. EC-2	TOTAL SHEETS
STATE PROJECT NO.	F.A. PROJ. NO.	DESCRIPTION

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE



NOTES:

1. TURNING RADIUS SUFFICIENT TO ACCOMODATE LARGE TRUCKS SHALL BE PROVIDED.
2. ENTRANCE(S) SHOULD BE LOCATED TO PROVIDE FOR UTILIZATION BY ALL CONSTRUCTION VEHICLES.
3. MUST BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR DIRECT FLOW OF MUD ONTO STREETS. PERIODIC TOPDRESSING WITH STONE WILL BE NECESSARY.
4. ANY MATERIAL TRACKED ONTO THE ROADWAY MUST BE CLEANED UP IMMEDIATELY.
5. GRAVEL CONSTRUCTION ENTRANCE SHALL BE LOCATED AT ALL POINTS OF INGRESS AND EGRESS UNTIL SITE IS STABILIZED. FREQUENT CHECKS OF THE DEVICE AND TIMELY MAINTENANCE MUST BE PROVIDED.
6. NUMBER AND LOCATION OF CONSTRUCTION ENTRANCES TO BE DETERMINED BY THE ENGINEER

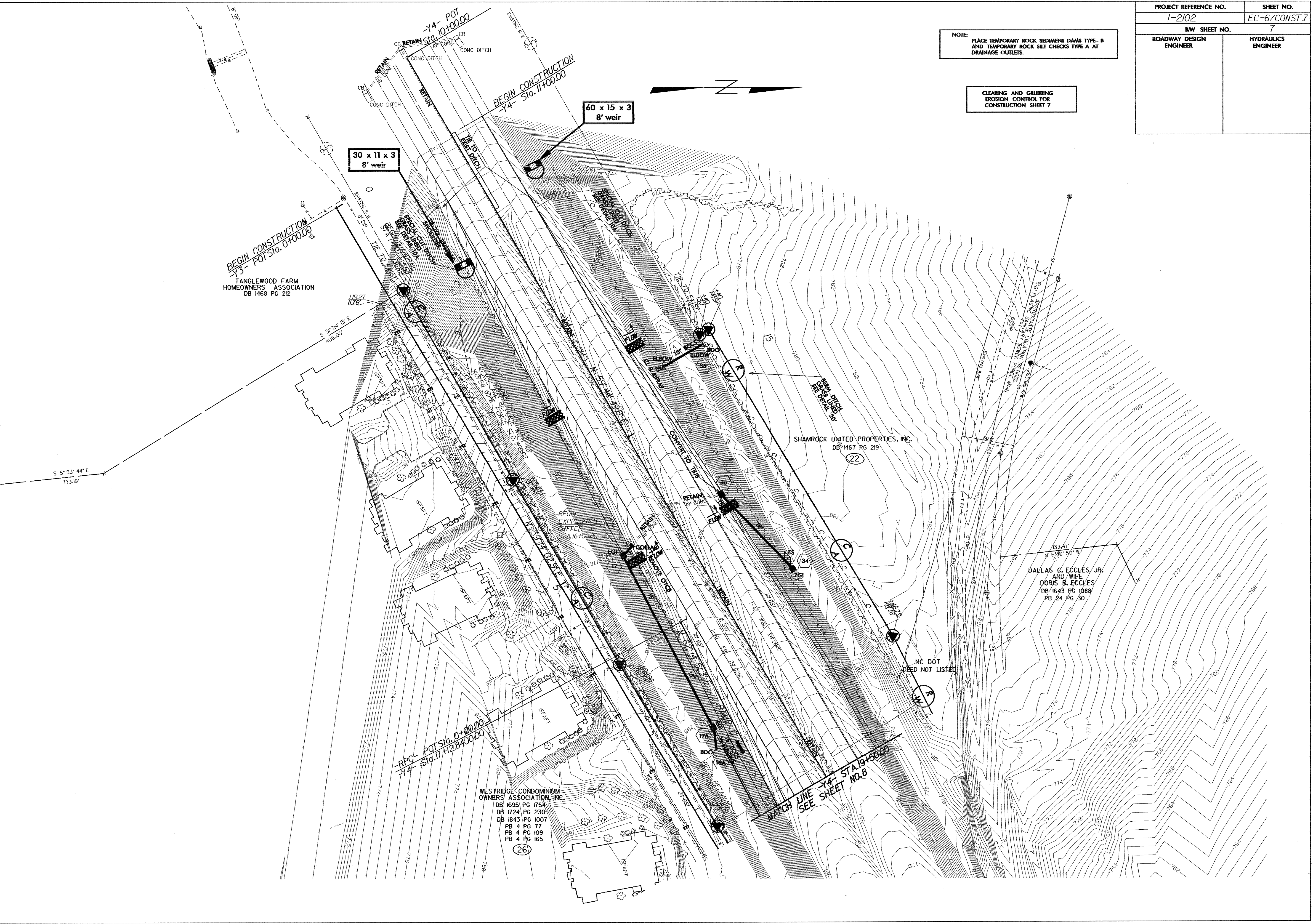
NOTE: FILTER FABRIC TO BE PLACED BENEATH STONE

PROJECT REFERENCE NO.	SHEET NO.
1-2102	EC-6/CONST.7
RW SHEET NO. 7	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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 7

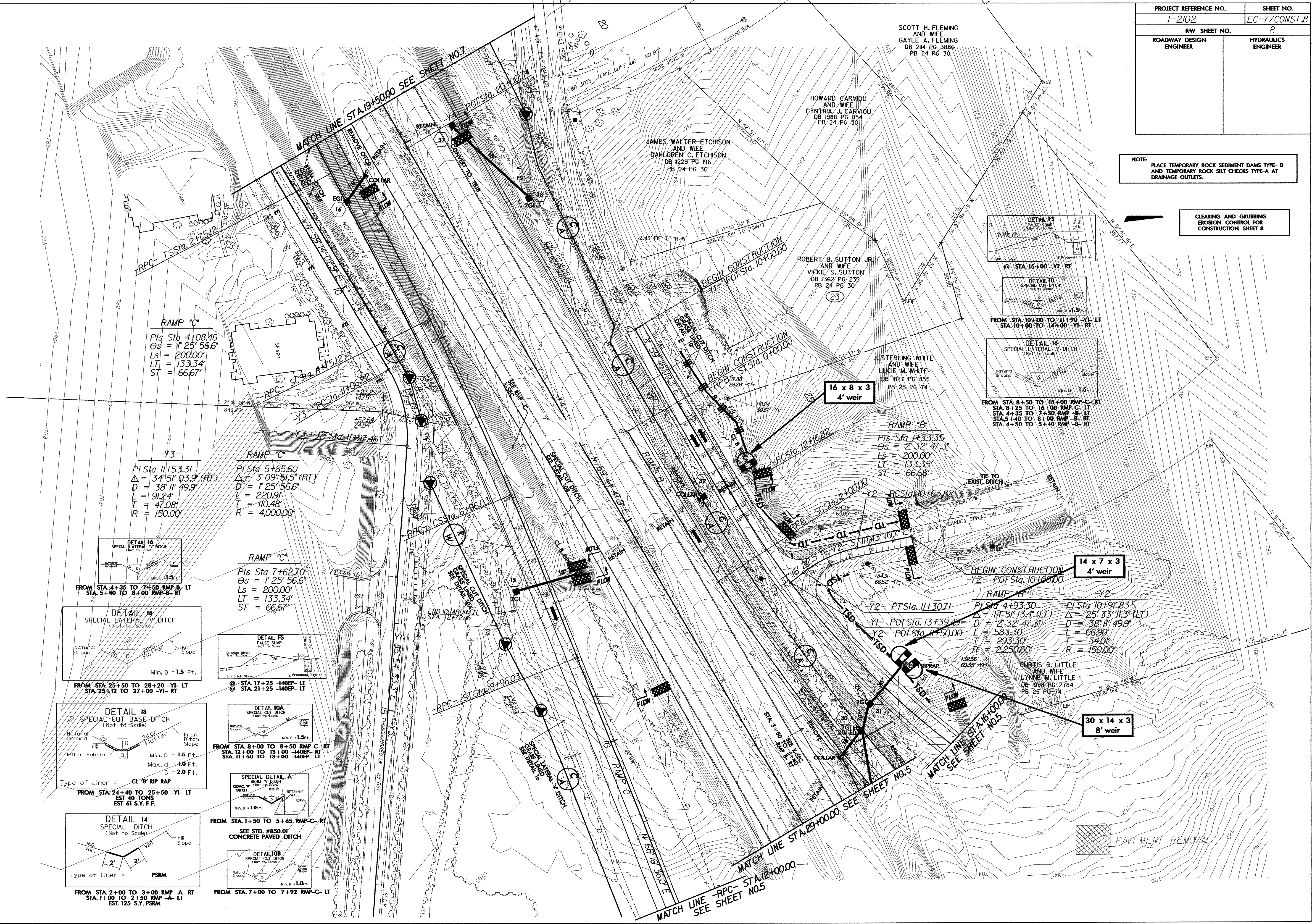
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14-JUL-2004 17:30
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blackburn



PROJECT REFERENCE NO.	SHEET NO.
1-2102	EC-7/CONST.8
ROW SHEET NO.	8
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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 8



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 blackburn

PROJECT REFERENCE NO.	SHEET NO.
1-2102	EC-8/CONST.9
R/W SHEET NO.	9
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE-B AND TEMPORARY SILT CHECKS TYPE-A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 9

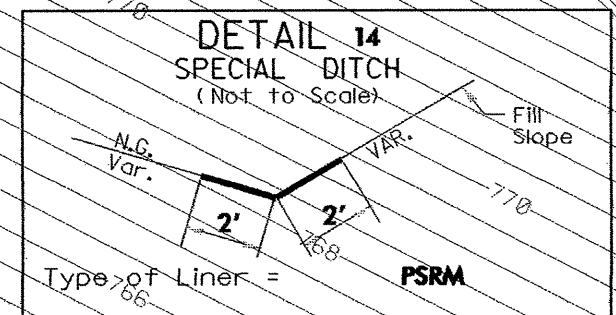
18 x 9 x 3
4' weir

MATCH LINE -Y4- STA.39+91.96

SEE SHEET NO.5

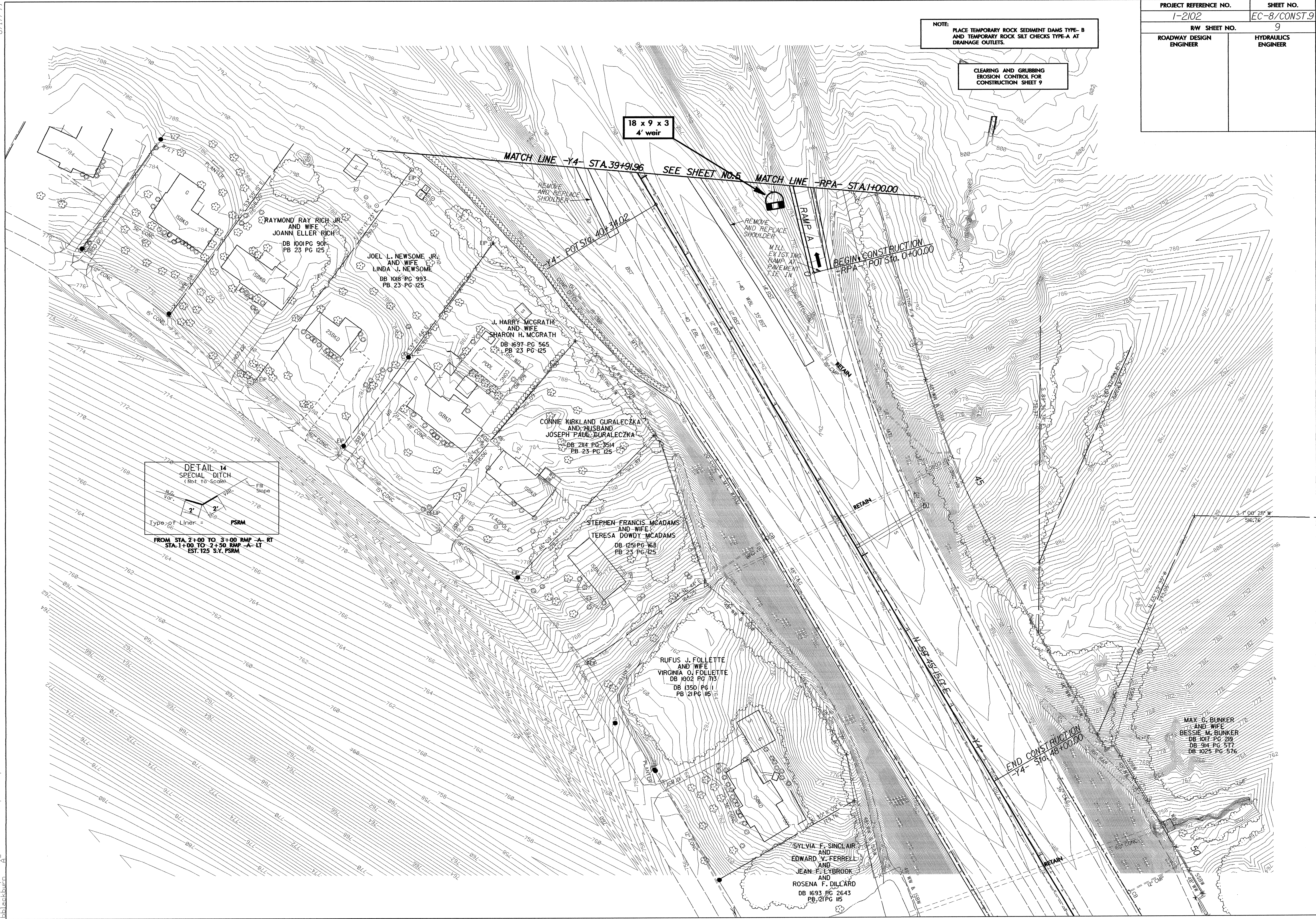
MATCH LINE -RPA- STA.1+00.00

BEGIN CONSTRUCTION
RPA POT STA. 0+00.00



FROM STA. 2+00 TO 3+00 RMP -A- RT
STA. 1+00 TO 2+50 RMP -A- LT
EST. 125 S.V. PSRM

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shackburn



MAX G. BUNKER
AND WIFE
BESSIE M. BUNKER
DB 1017 PG 219
DB 914 PG 577
DB 1025 PG 576

SYLVIA F. SINCLAIR
AND
EDWARD Y. FERRELL
AND
JEAN F. LYBROOK
AND
ROSENA F. DILLARD
DB 1693 PG 2643
PB 21 PG 15

RUFUS J. FOLLETTE
AND WIFE
VIRGINIA O. FOLLETTE
DB 1002 PG 713
DB 1350 PG 1
PB 21 PG 15

STEPHEN FRANCIS MCADAMS
AND WIFE
TERESA DOWDY MCADAMS
DB 1251 PG 168
PB 23 PG 125

CONNIE KIRKLAND GURALECZKA
AND HUSBAND
JOSEPH PAUL GURALECZKA
DB 214 PG 3514
PB 23 PG 125

J. HARRY MCGRATH
AND WIFE
SHARON H. MCGRATH
DB 1697 PG 565
PB 23 PG 125

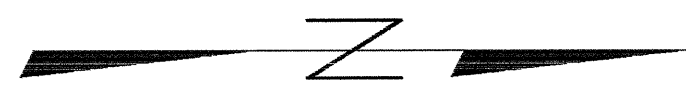
JOEL L. NEWSOME JR.
AND WIFE
LINDA J. NEWSOME
DB 1018 PG 993
PB 23 PG 125

RAYMOND RAY RICH JR.
AND WIFE
JOANN ELLER RICH
DB 1001 PG 901
PB 23 PG 125

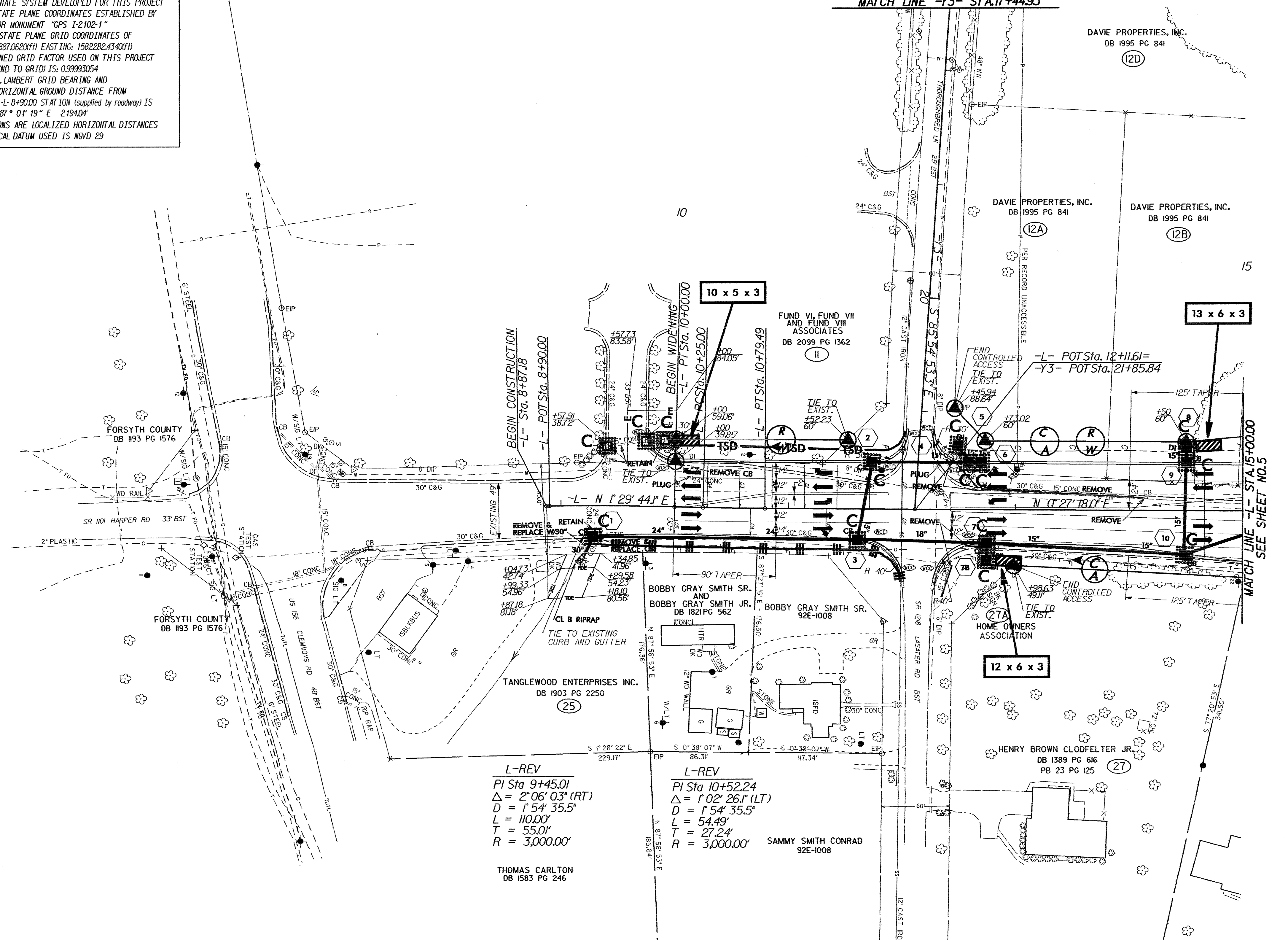
PROJECT REFERENCE NO.	SHEET NO.
1-2102	EC-9/CONST.4
R/W SHEET NO.	4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDS FOR MONUMENT "GPS I-2102-1" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 82887.0620(1) EASTING: 1502282.4340(1) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99993054 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "GPS I-2102-1" TO L-8+90.00 STATION (supplied by roadway) IS N 87° 01' 19" E 2194.04' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NGVD 29



SEE SHEET NO. 8
MATCH LINE -Y3- STA. 17+44.93



L-REV
 PI Sta 9+45.01
 $\Delta = 2' 06'' 03''$ (RT)
 $D = 1' 54'' 35.5''$
 $L = 110.00'$
 $T = 55.01'$
 $R = 3,000.00'$

L-REV
 PI Sta 10+52.24
 $\Delta = 1' 02'' 26.1''$ (LT)
 $D = 1' 54'' 35.5''$
 $L = 54.49'$
 $T = 27.24'$
 $R = 3,000.00'$

THOMAS CARLTON
DB 1583 PG 246

SAMMY SMITH CONRAD
92E-1008

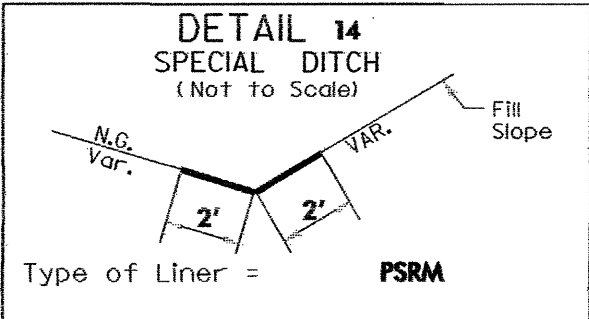
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 cblackburn

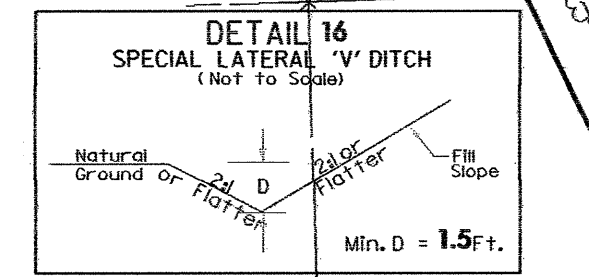
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PROJECT REFERENCE NO.	SHEET NO.
1-2102	EC-10/CONST.5
RW SHEET NO.	5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FROM STA. 2+40 TO 25+50 -Y1- LT
EST. 40 TONS
EST. 61 S.Y.F.F.



FROM STA. 2+00 TO 3+00 RMP-A-RT
STA. 3+00 TO 2+50 RMP-A-LT
EST. 125 S.Y. PSRM



FROM STA. 8+50 TO 15+00 RMP-C-RT
STA. 8+25 TO 16+00 RMP-C-LT
STA. 4+35 TO 7+50 RMP-B-LT
STA. 5+40 TO 8+00 RMP-B-RT
STA. 4+50 TO 5+40 RMP-B-RT
DAVIE PROPERTIES, INC.
DB 1995 PG 841

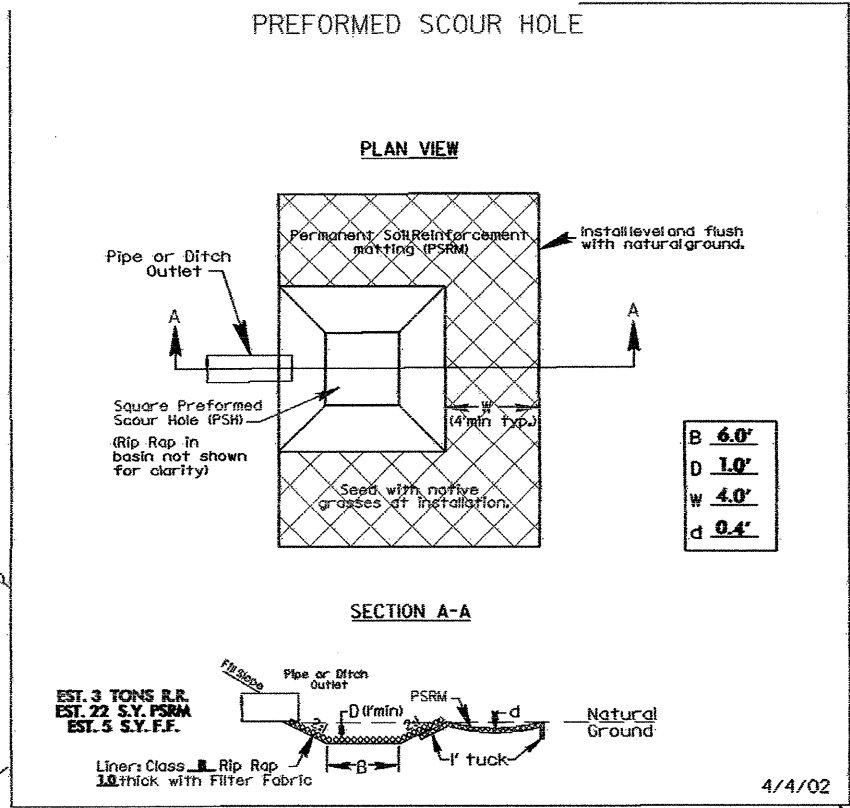
RICHARD D. PHILLIPS
AND WIFE
ELLEN S. PHILLIPS
DB 1038 PG 151
PB 23 PG 125

JOSEPH C. POWERS JR.
DB 1491 PG 717
PB 23 PG 125

J.P. TUCKER
AND WIFE
KATHRYN G. TUCKER
DB 1014 PG 322
PB 23 PG 125

-Y1-
PI Sta 14+90.04
 $\Delta = 30^\circ 33' 47.3" (LT)$
 $D = 5' 43" 46.5"$
 $L = 533.43'$
 $T = 273.22'$
 $R = 1,000.00'$

SYLVIA F. SINCLAIR
AND
EDWARD V. FERRELL
AND
JEAN F. LYBROOK
AND
ROSENA F. DILLARD
DB 1693 PG 2643



-Y1-
PI Sta 25+21.05
 $\Delta = 37^\circ 58' 08.0" (RT)$
 $D = 19' 05" 54.9"$
 $L = 198.80'$
 $T = 103.21'$
 $R = 300.00'$

VILLAGE OF TANGLEWOOD, LLC
DB 2122 PG 3370

PI Sta 27+69.12
 $\Delta = 42^\circ 08' 50.0" (RT)$
 $D = 38' 11" 49.9"$
 $L = 110.34'$
 $T = 57.80'$
 $R = 150.00'$

HARRIS CAPITAL GROUP, INC
DB 1903 PG 3387

L-REV
PI Sta 24+87.43
 $\Delta = 16^\circ 13' 43.8" (RT)$
 $D = 3' 49" 11.0"$
 $L = 424.87'$
 $T = 213.87'$
 $R = 1,500.00'$

HICKORY GROVE A.M.E. ZION CHURCH
DB 1308 PG 465
DB 2045 PG 3567

PAVEMENT REMOVAL

MATCH LINE -Y4- STA. 39+91.96 SEE SHEET NO. 9 MATCH LINE -RPA- STA. 1+00.00

JOHN R.

PROJECT REFERENCE NO.	SHEET NO.
1-2102	EC-13/CONST.8
R/W SHEET NO.	8
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SCOTT H. FLEMING
AND WIFE
GAYLE A. FLEMING
DB 214 PG 3886
PB 24 PG 30

HOWARD CARVIU
AND WIFE
CYNTHIA J. CARVIU
DB 1988 PG 854
PB 24 PG 30

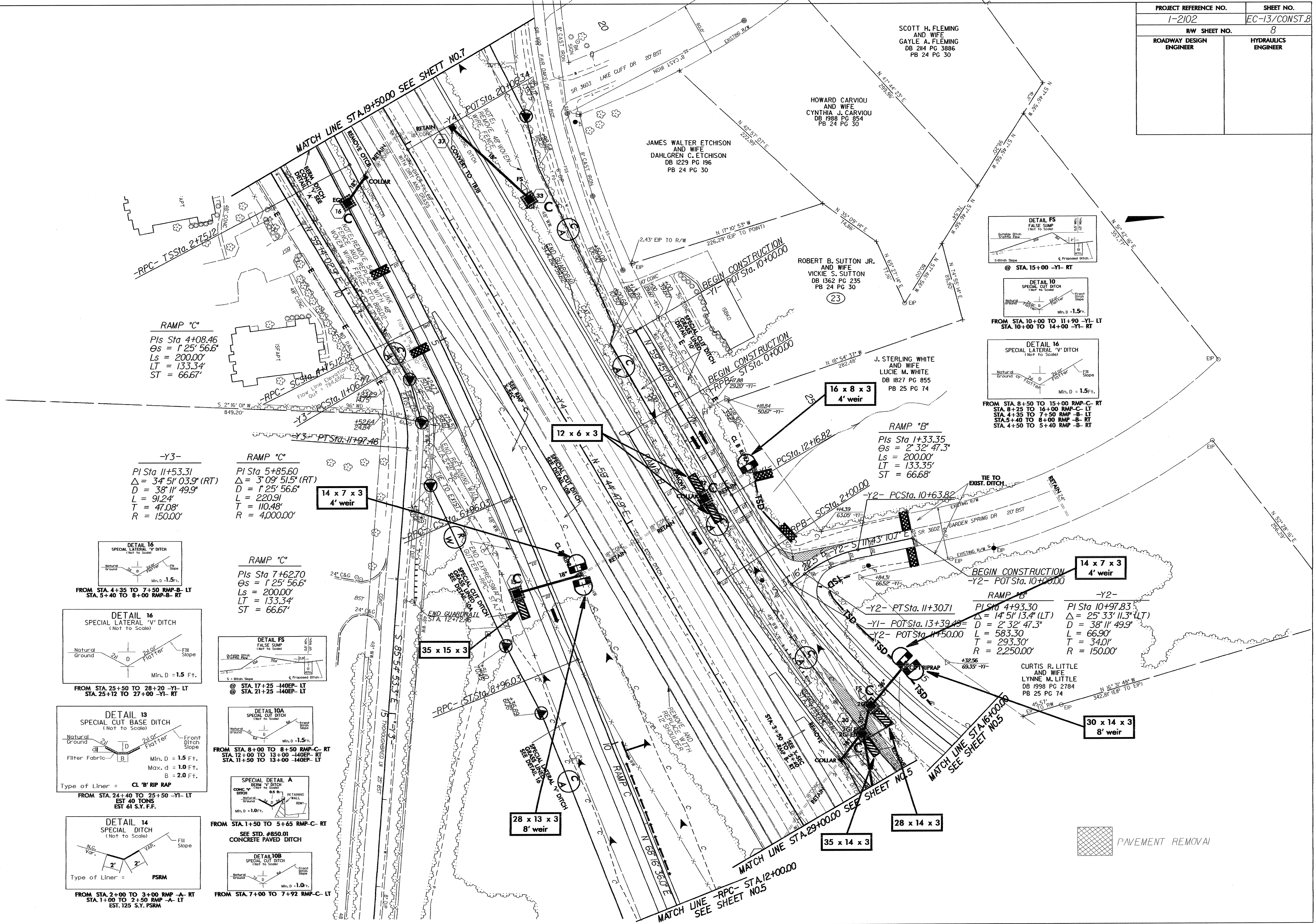
JAMES WALTER ETCHISON
AND WIFE
DAHLGREN C. ETCHISON
DB 1229 PG 196
PB 24 PG 30

ROBERT B. SUTTON JR.
AND WIFE
VICKIE S. SUTTON
DB 1362 PG 235
PB 24 PG 30

J. STERLING WHITE
AND WIFE
LUCIE M. WHITE
DB 1827 PG 855
PB 25 PG 74

CURTIS R. LITTLE
AND WIFE
LYNNE M. LITTLE
DB 1998 PG 2784
PB 25 PG 74

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dblockburd



RAMP 'C'
PIs Sta 4+08.46
Δs = 1'25'56.6"
Ls = 133.34'
ST = 66.67'

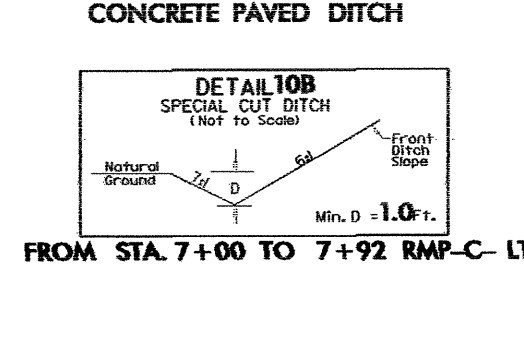
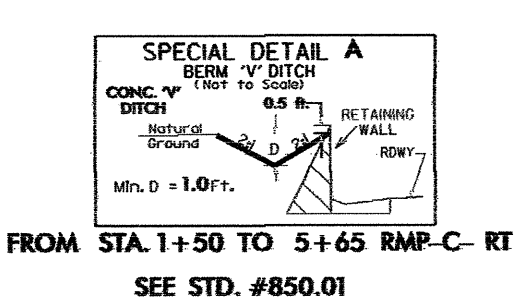
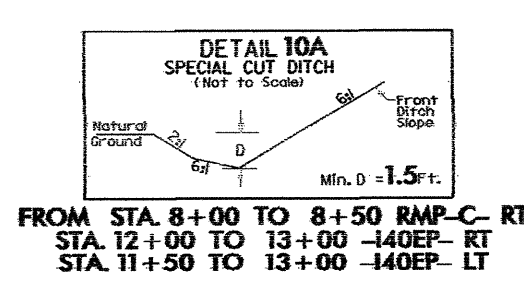
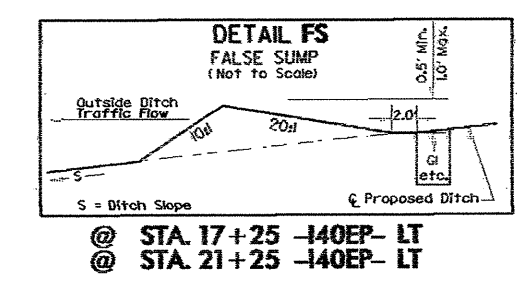
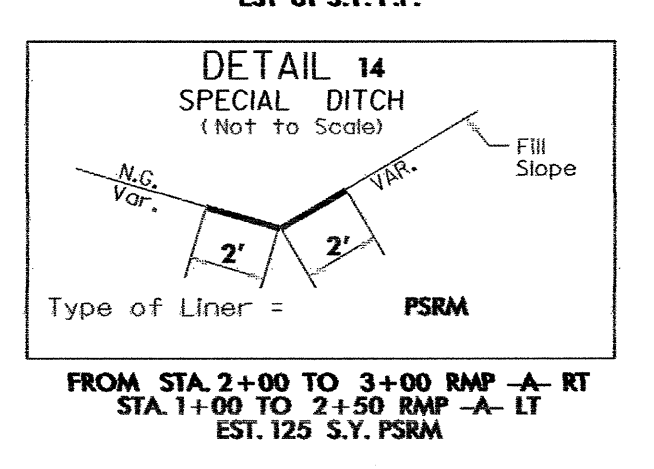
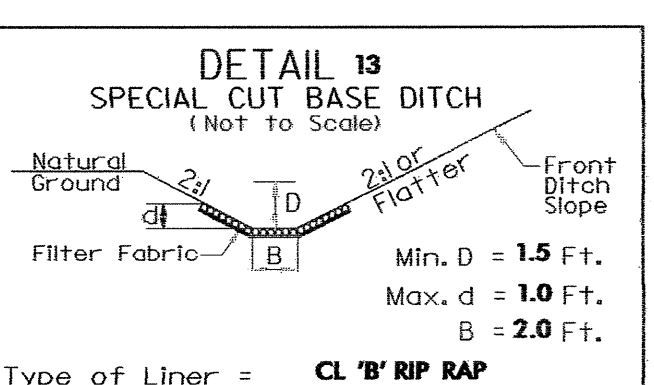
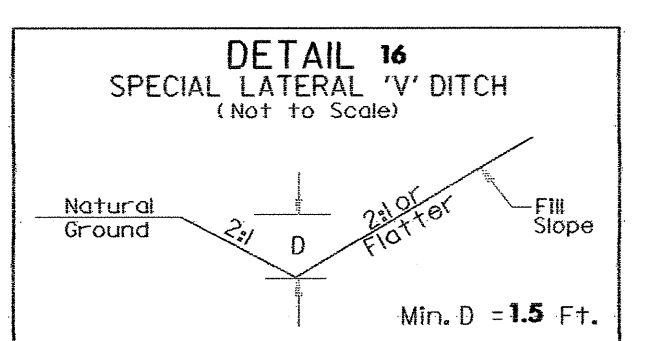
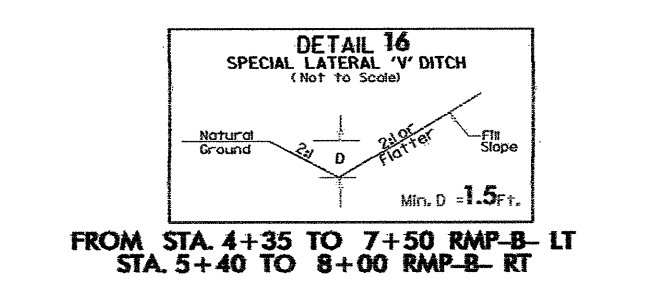
RAMP 'C'
PI Sta 5+85.60
Δ = 3'09'51.5" (RT)
D = 1'25'56.6"
L = 220.91'
T = 110.48'
R = 4,000.00'

RAMP 'C'
PIs Sta 7+62.70
Δs = 1'25'56.6"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

RAMP 'B'
PIs Sta 1+33.35
Δs = 2'32'47.3"
Ls = 200.00'
LT = 133.35'
ST = 66.68'

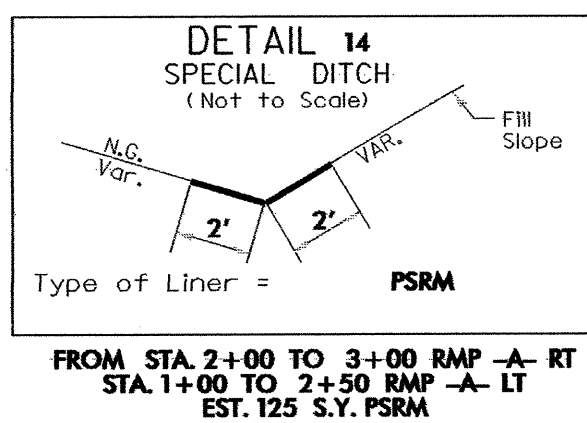
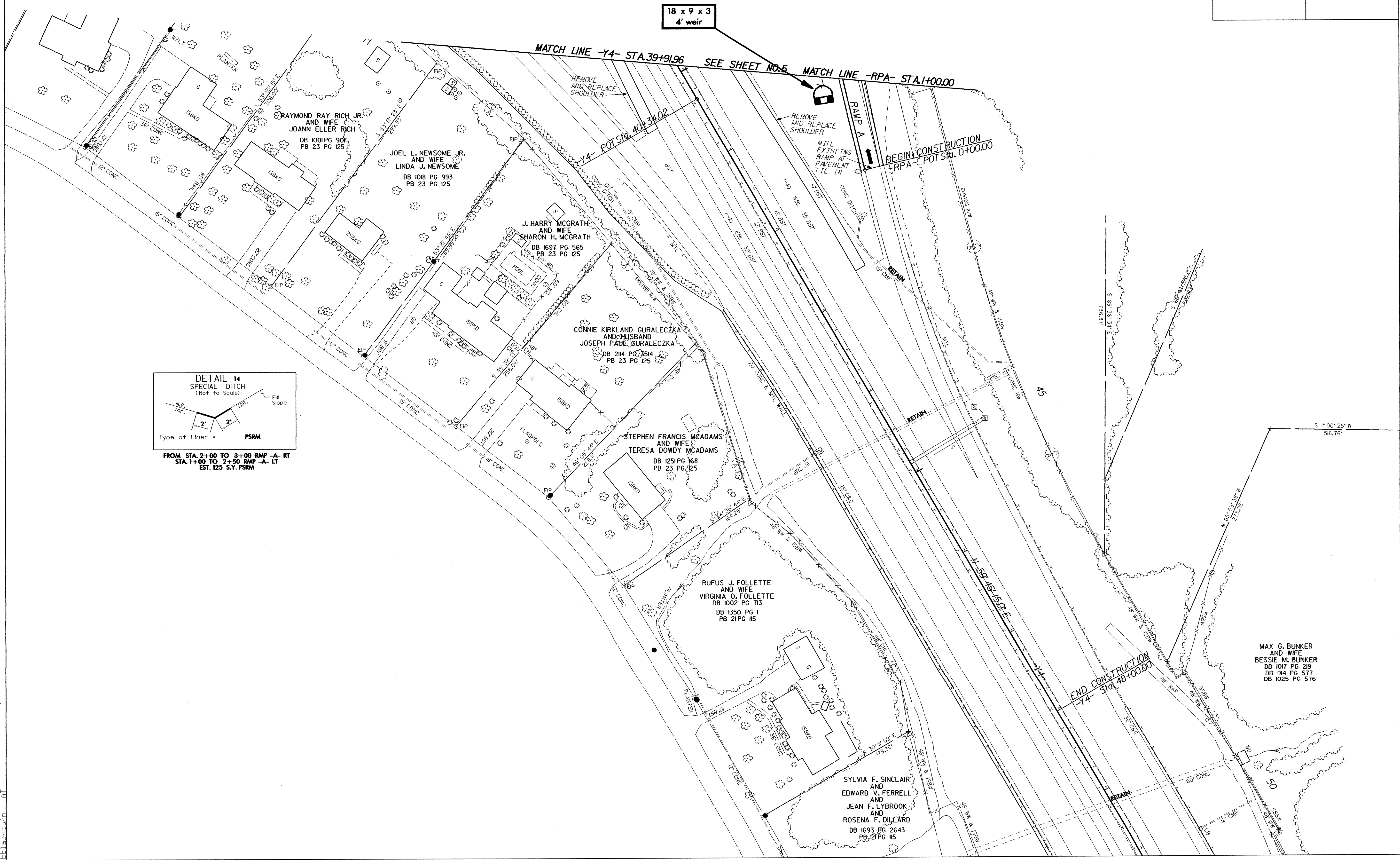
RAMP 'B'
PIs Sta 4+93.30
Δ = 14'51'13.4" (LT)
D = 2'32'47.3"
L = 583.30'
T = 293.30'
R = 2,250.00'

RAMP 'B'
PIs Sta 10+97.83
Δ = 25'33'11.3" (LT)
D = 38'11'49.9"
L = 66.90'
T = 34.01'
R = 150.00'



PROJECT REFERENCE NO.		SHEET NO.	
1-2102		EC-14/CONST.9	
RW SHEET NO.		9	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER		

8/17/99



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DB\skb\skb

MAX G. BUNKER
AND WIFE
BESSIE M. BUNKER
DB 1017 PG 219
DB 914 PG 577
DB 1025 PG 576