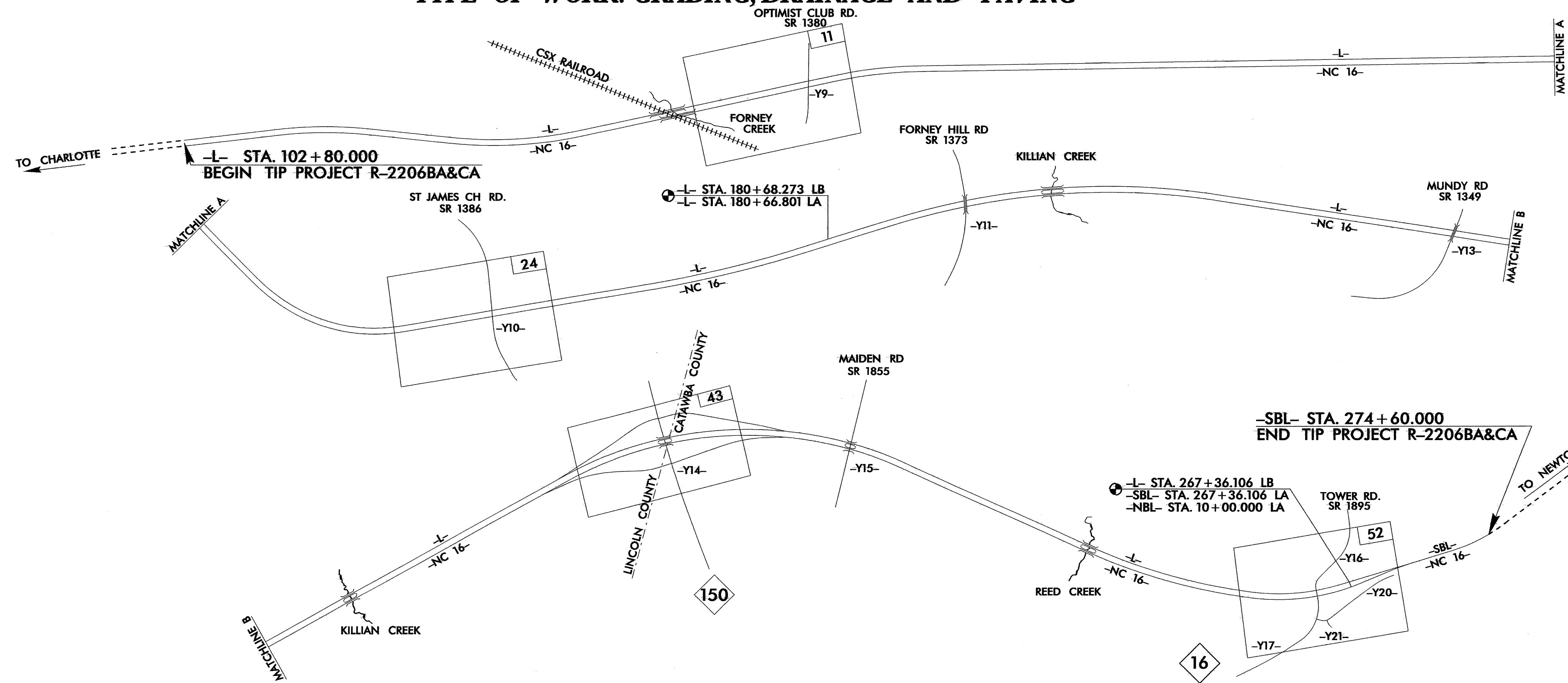
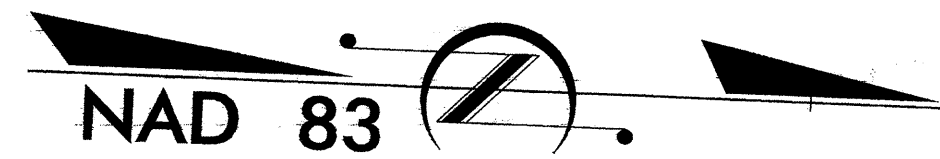


TIP PROJECT: R-2206BA&CA

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

LINCOLN & CATAWBA COUNTIES

LOCATION: NC 16 BYPASS FROM NORTH OF NC 73 IN LINCOLN CO. TO
NC 16 NORTH OF SR 1895 NEAR CHRONICLE IN CATAWBA CO.
TYPE OF WORK: GRADING, DRAINAGE AND PAVING



STATE N.C.	STATE PROJECT REFERENCE NO. R-2206BA&CA	SHEET NO. EC-1	TOTAL SHEETS
	STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION

ALL DIMENSIONS IN THESE PLANS ARE IN METERS UNLESS OTHERWISE SHOWN

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	---TS---
1630.05	Temporary Diversion	---TD---
1605.01	Temporary Silt Fence	---SIF---
1606.01	Special Sediment Control Fence	---SSF---
1622.01	Temporary Berms and Slope Drains	---TBSD---
1630.01	Riser Basin	---RB---
	Silt Basin Type B	---SBSB---
1633.01	Temporary Rock Silt Check Type-A	---TRSCA---
1633.02	Temporary Rock Silt Check Type-B	---TRSCB---
	Wattle	---W---
1634.01	Temporary Rock Sediment Dam Type-A	---TRSDA---
1634.02	Temporary Rock Sediment Dam Type-B	---TRSDB---
1635.01	Rock Pipe Inlet Sediment Trap Type-A	---RPISTTA---
1635.02	Rock Pipe Inlet Sediment Trap Type-B	---RPISTTB---
1630.04	Stilling Basin	---SB---
	Rock Inlet Sediment Trap:	
1632.01	Type A	---RISATA---
1632.02	Type B	---RISATB---
1632.03	Type C	---RISATC---
	Skimmer Basin	---SKB---
	Tiered Skimmer Basin	---TSKB---
	Infiltration Basin	---IB---

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

GRAPHIC SCALE

0
PLANS

0
PROFILE (HORIZONTAL)

0
PROFILE (VERTICAL)

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

2006 STANDARD SPECIFICATIONS

Roadway Standard Drawings

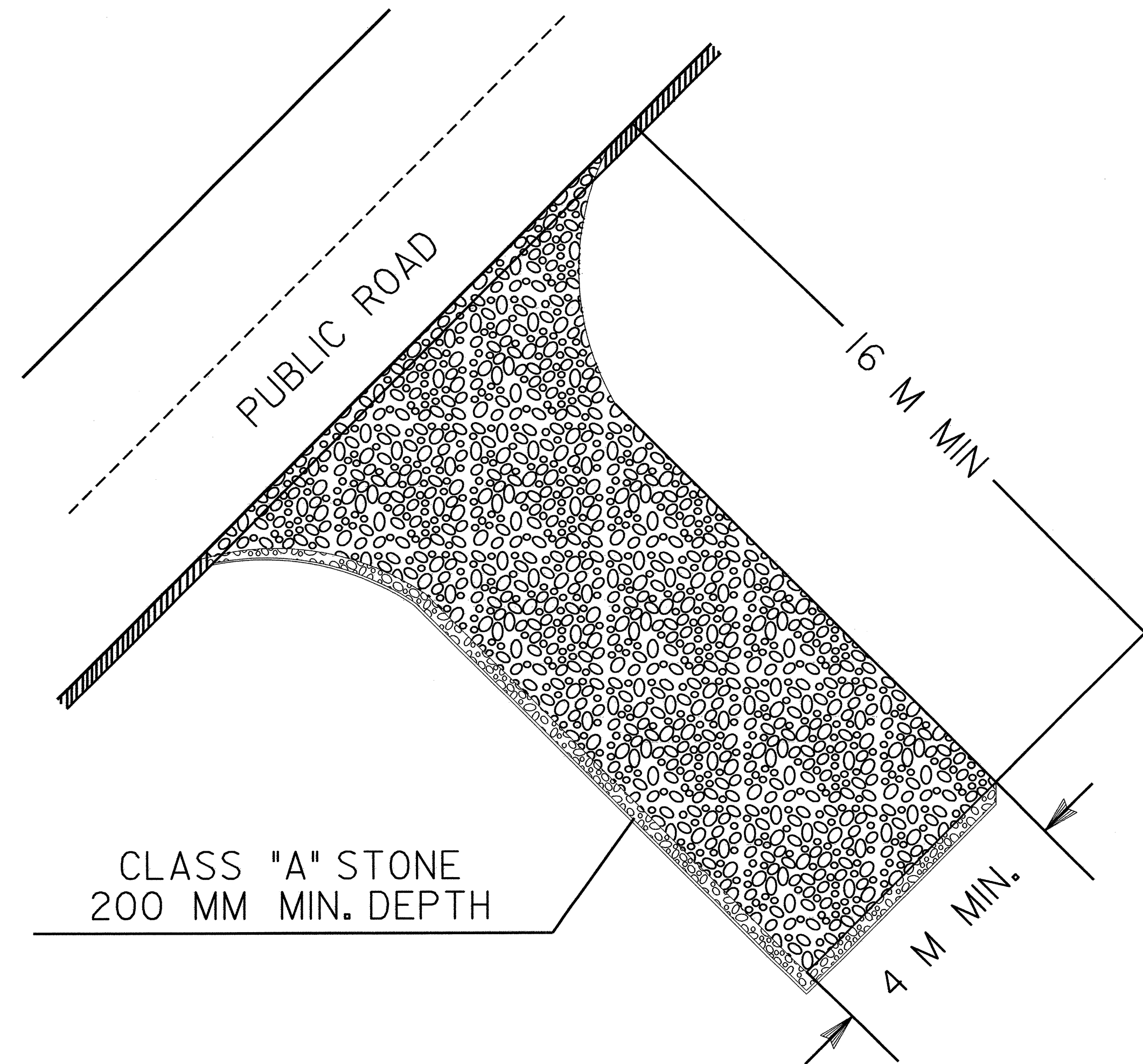
The following roadway metric standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated July 2006 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1605.01 Temporary Silt Fence	1632.03 Rock Inlet Sediment Trap Type C
1606.01 Special Sediment Control Fence	1633.01 Temporary Rock Silt Check Type A
1622.01 Temporary Berms and Slope Drains	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 Rock Pipe Inlet Sediment Trap Type A
1632.01 Rock Inlet Sediment Trap Type A	1635.02 Rock Pipe Inlet Sediment Trap Type B
1632.02 Rock Inlet Sediment Trap Type B	



PROJECT REFERENCE NO. R-2206BA&CA	SHEET NO. EC-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE



NOTES:

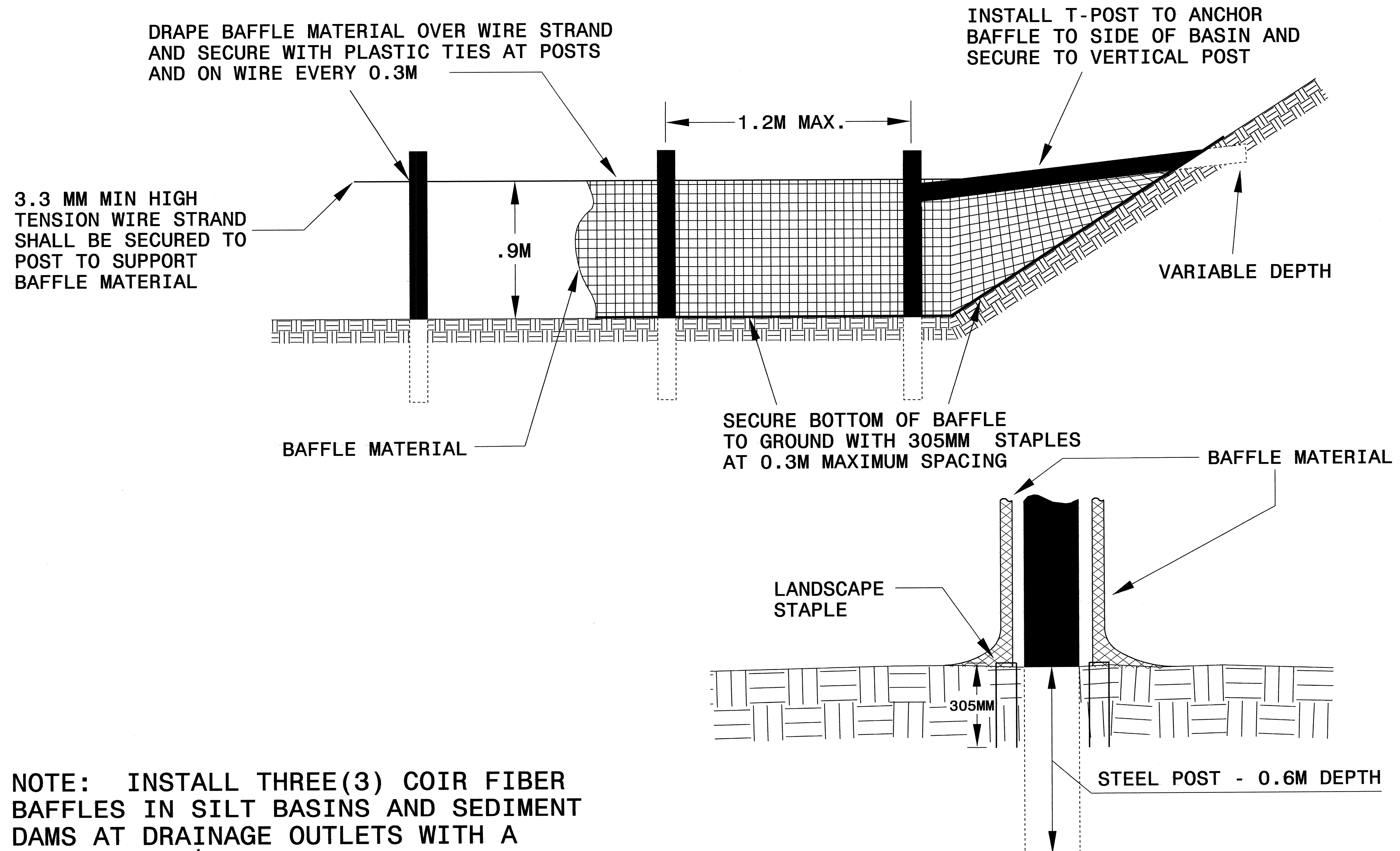
1. TURNING RADIUS SUFFICIENT TO ACCOMODATE LARGE TRUCKS SHALL BE PROVIDED.
2. ENTRANCE(S) SHOULD BE LOCATED TO PROVIDE FOR UTILIZATION BY ALL CONSTRUCTION VEHICLES.
3. MUST BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR DIRECT FLOW OF MUD ONTO STREETS. PERIODIC TOPDRESSING WITH STONE WILL 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

COIR FIBER BAFFLE DETAIL




PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-2A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

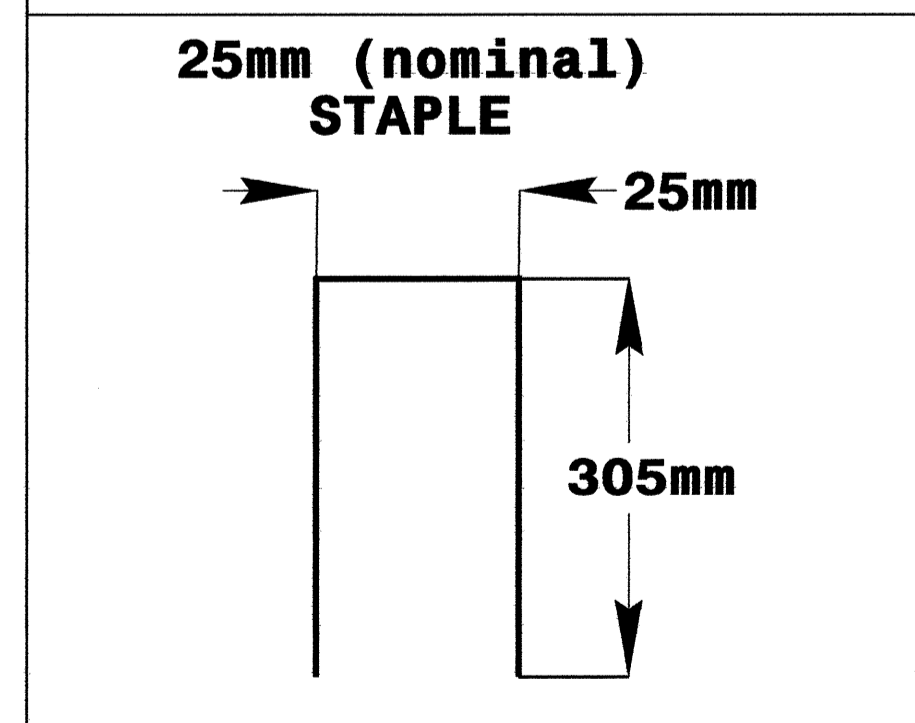
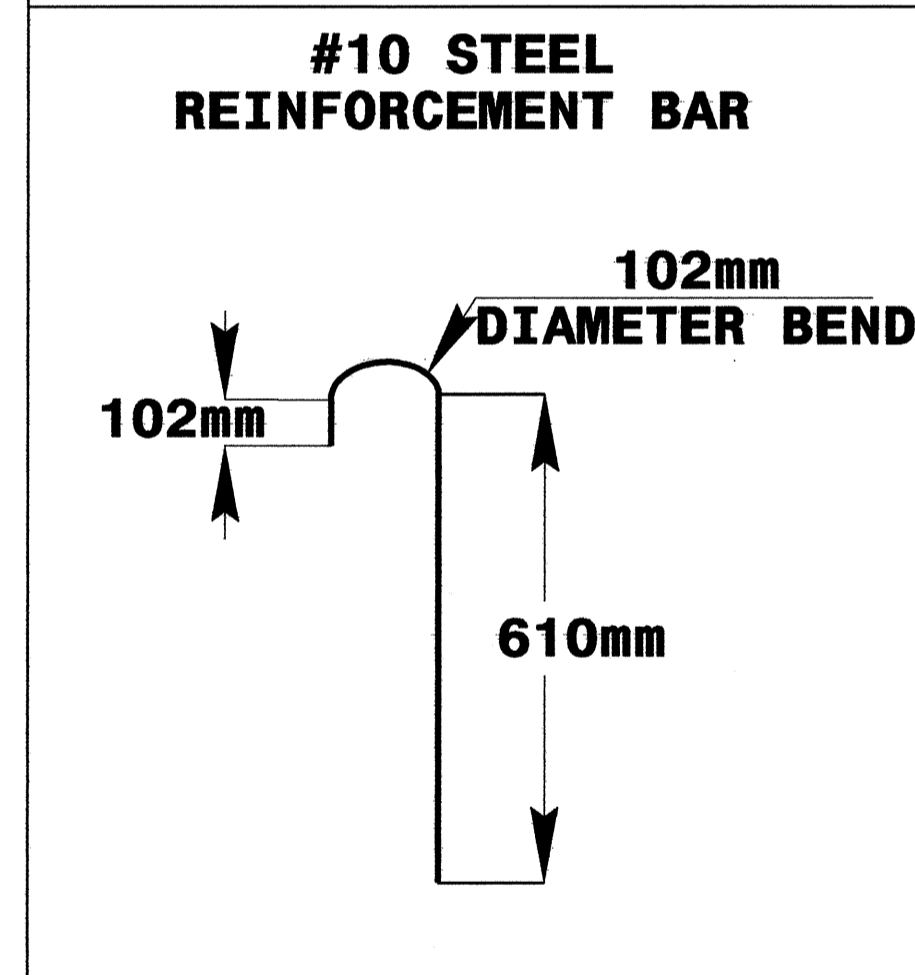
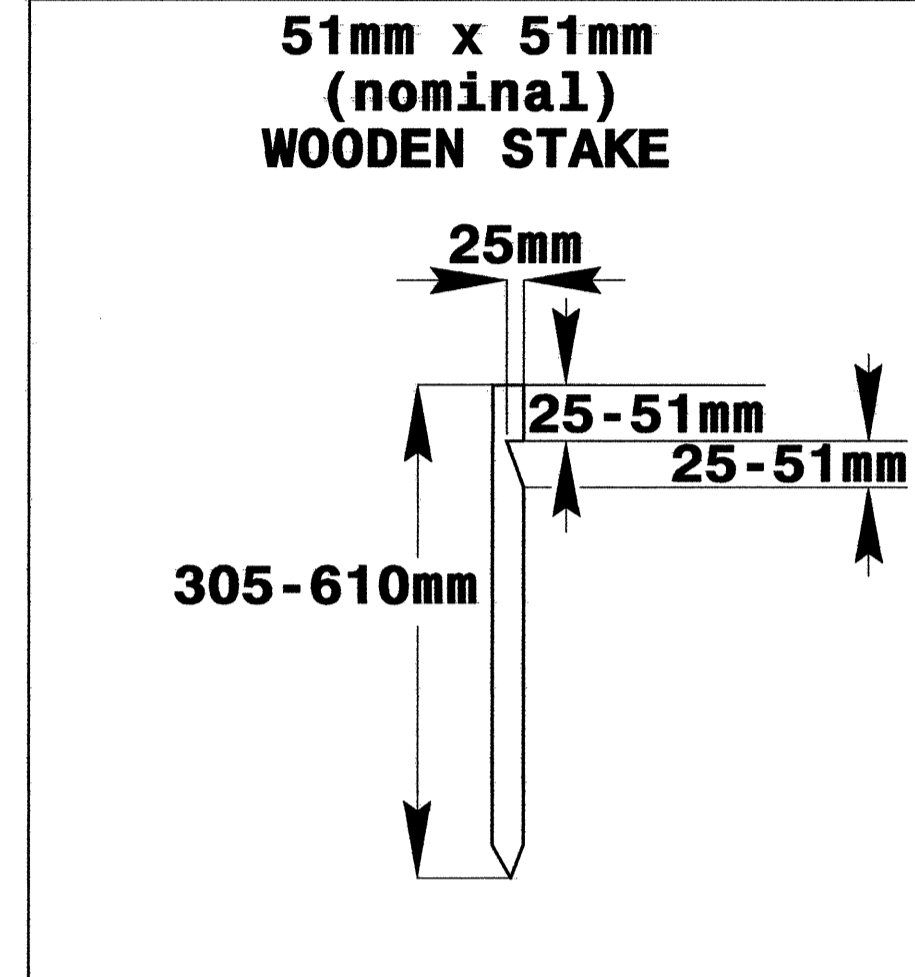
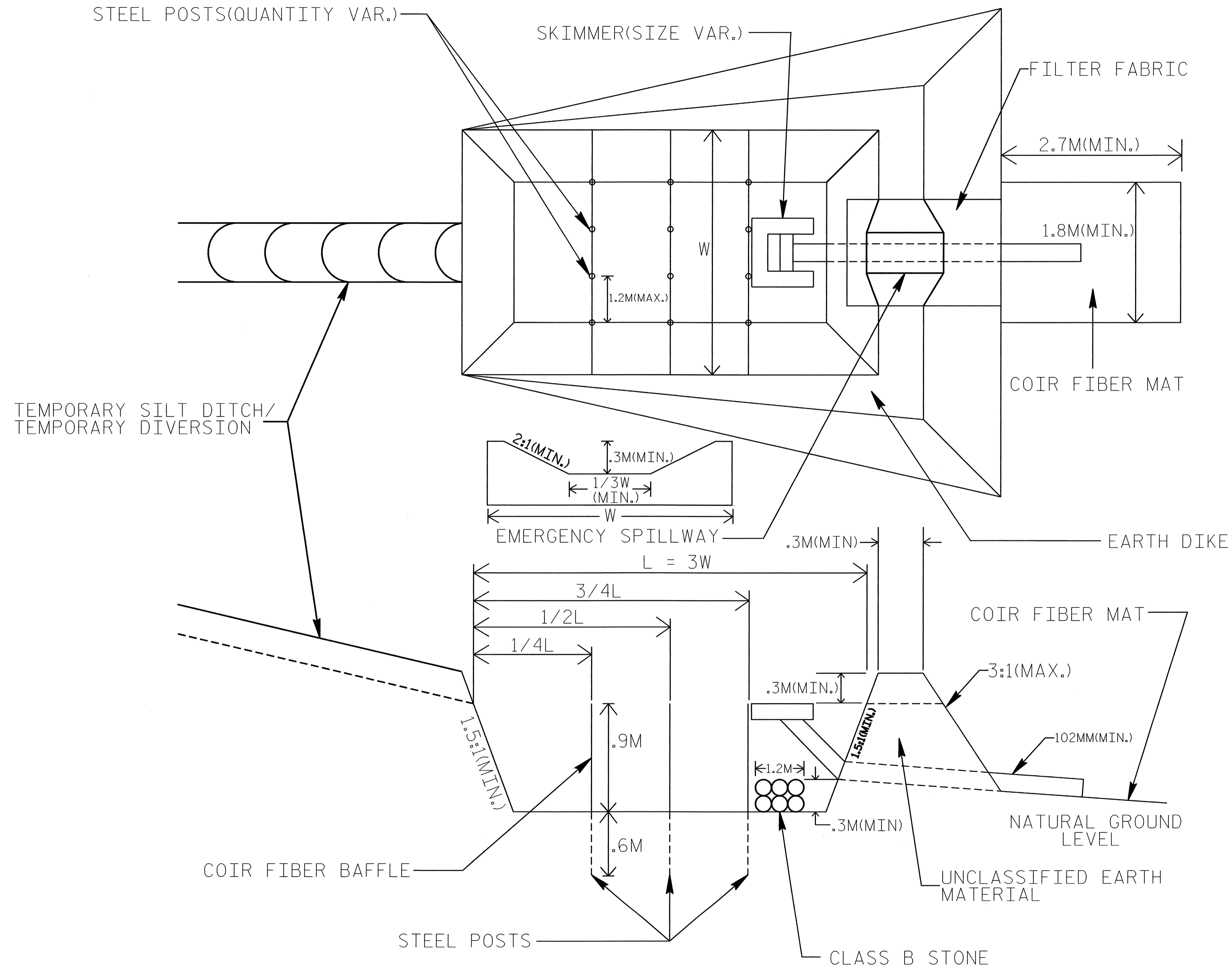


NOTE: INSTALL THREE(3) COIR FIBER BAFFLES IN SILT BASINS AND SEDIMENT DAMS AT DRAINAGE OUTLETS WITH A SPACING OF $\frac{1}{4}$ THE BASIN LENGTH. TWO(2) COIR FIBER BAFFLES CAN BE INSTALLED IN SILT BASINS AND DAMS LESS THAN 6 M IN LENGTH WITH A SPACING OF $\frac{1}{3}$ THE BASIN LENGTH.

BAFFLE MATERIAL SHALL BE SECURED TO THE BOTTOM AND SIDES OF BASIN USING 305MM LANDSCAPE STAPLES

SKIMMER BASIN WITH BAFFLES DETAIL

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-2B
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	



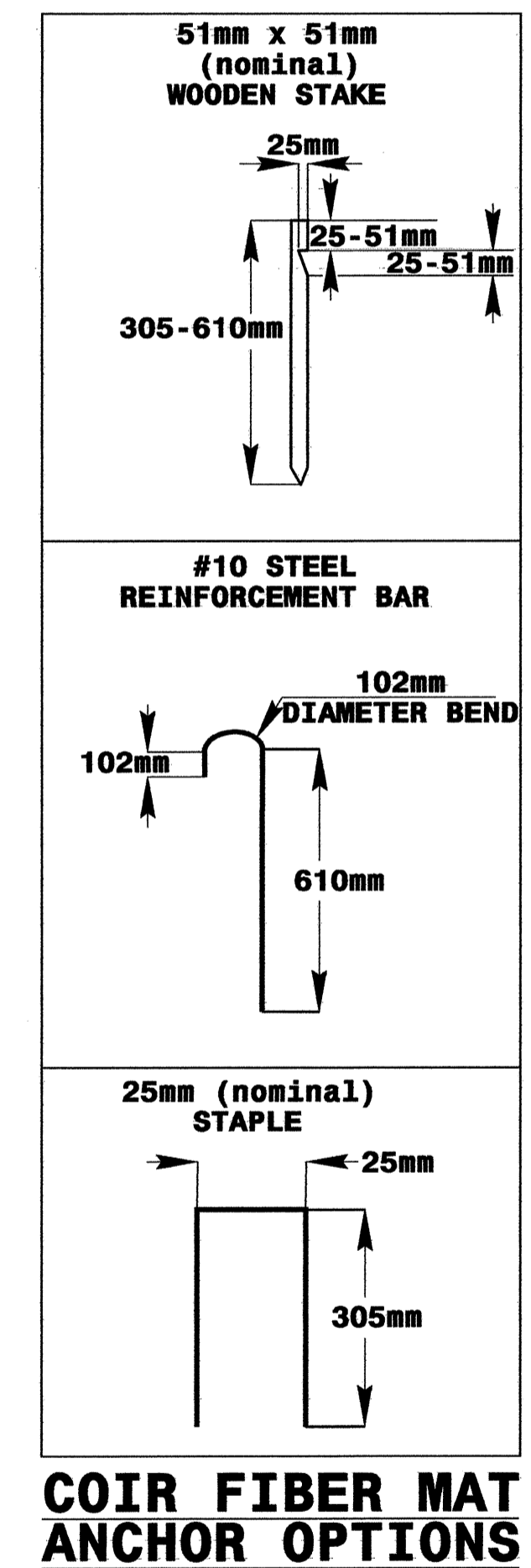
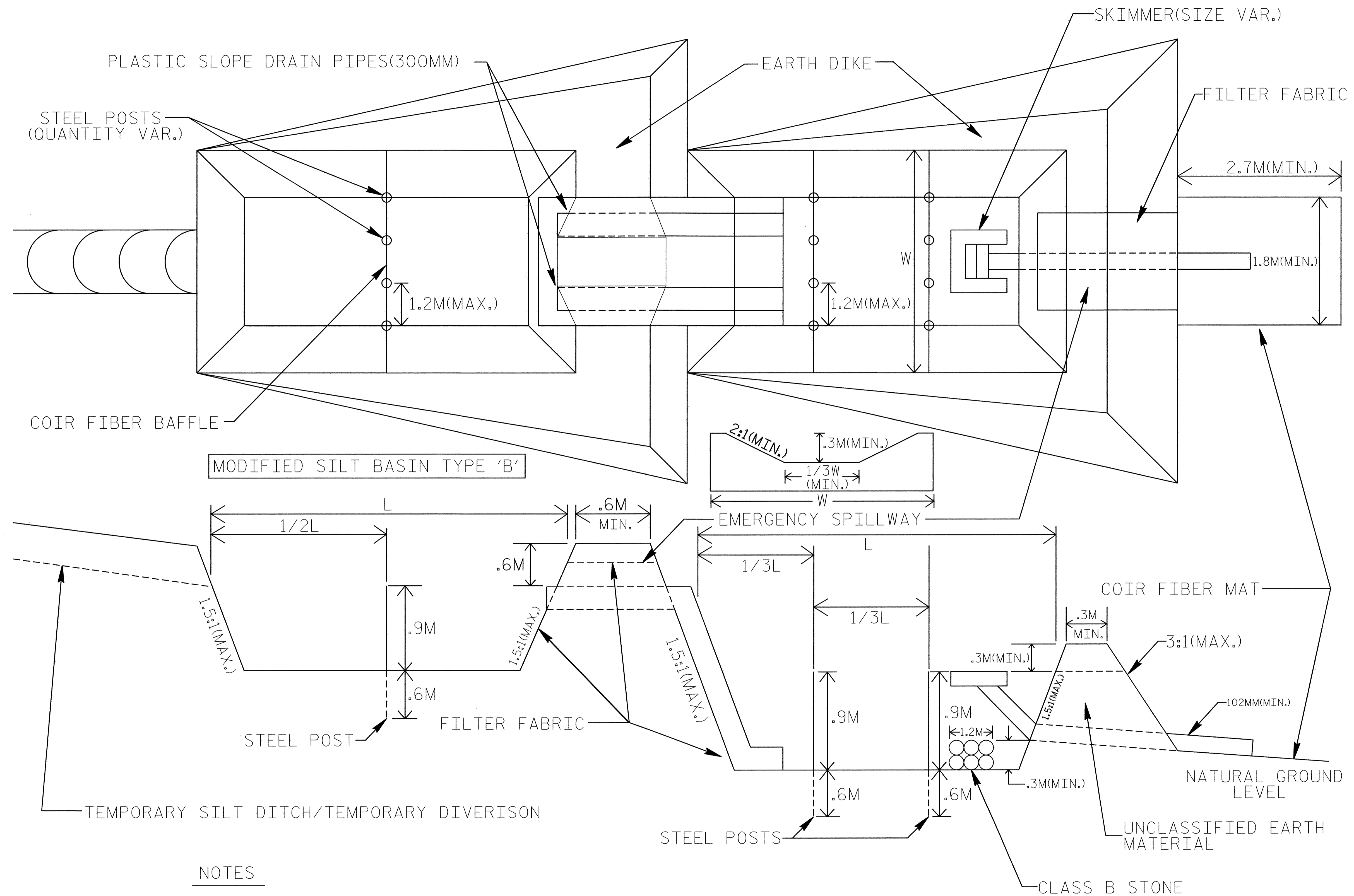
COIR FIBER MAT ANCHOR OPTIONS

- NOTES:**
1. SEED AND PLACE MATTING FOR EROSION CONTROL ON SIDESLOPES.
 2. LIMIT EARTH DIKE HEIGHT TO 1.5M.



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-2C
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

TIERED SKIMMER BASIN DETAIL



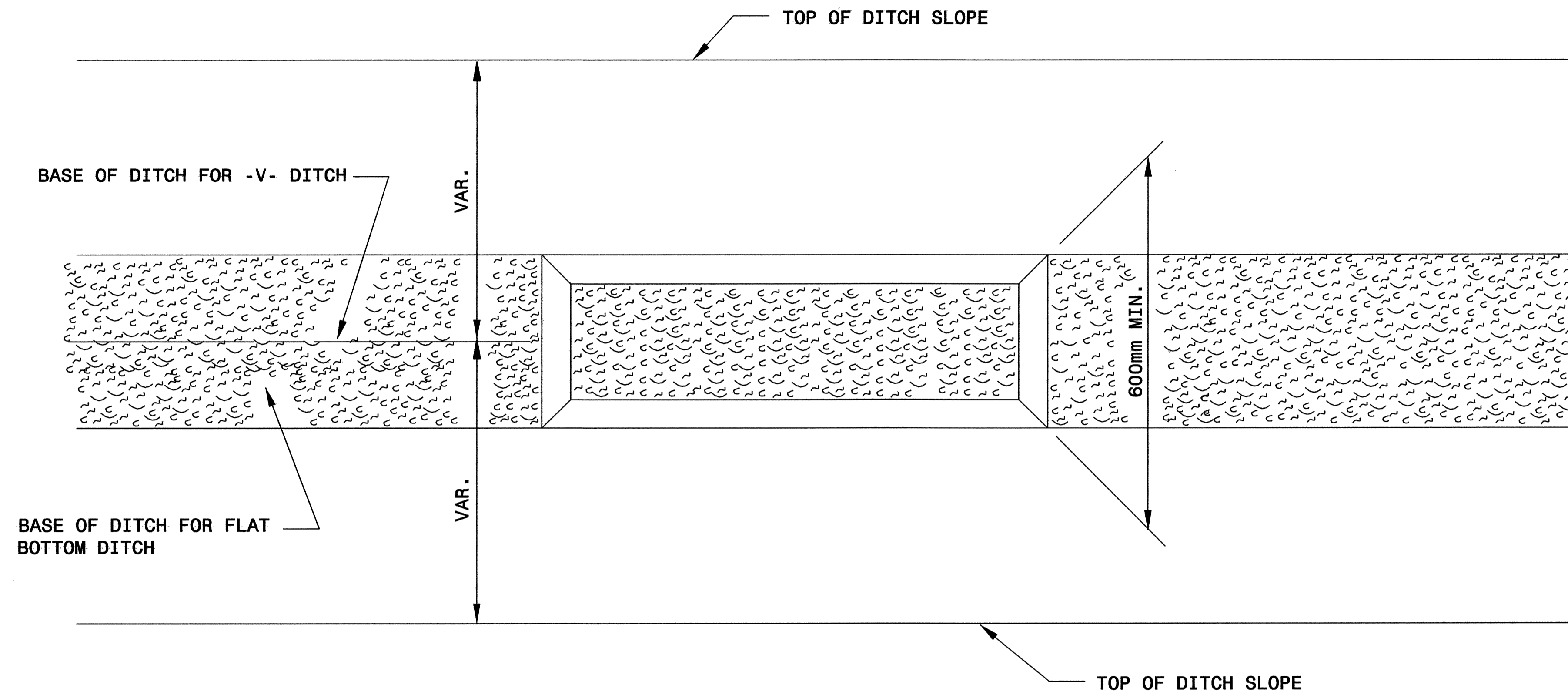
NOTES

1. SEED AND PLACE MATTING FOR EROSION CONTROL ON SIDESLOPES OF BASINS.
2. LIMIT HEIGHT OF EARTH DIKES TO 1.5 M.
3. ADDITIONAL MODIFIED SILT BASINS TYPE 'B' MAY BE NEEDED DEPENDING ON SLOPE.

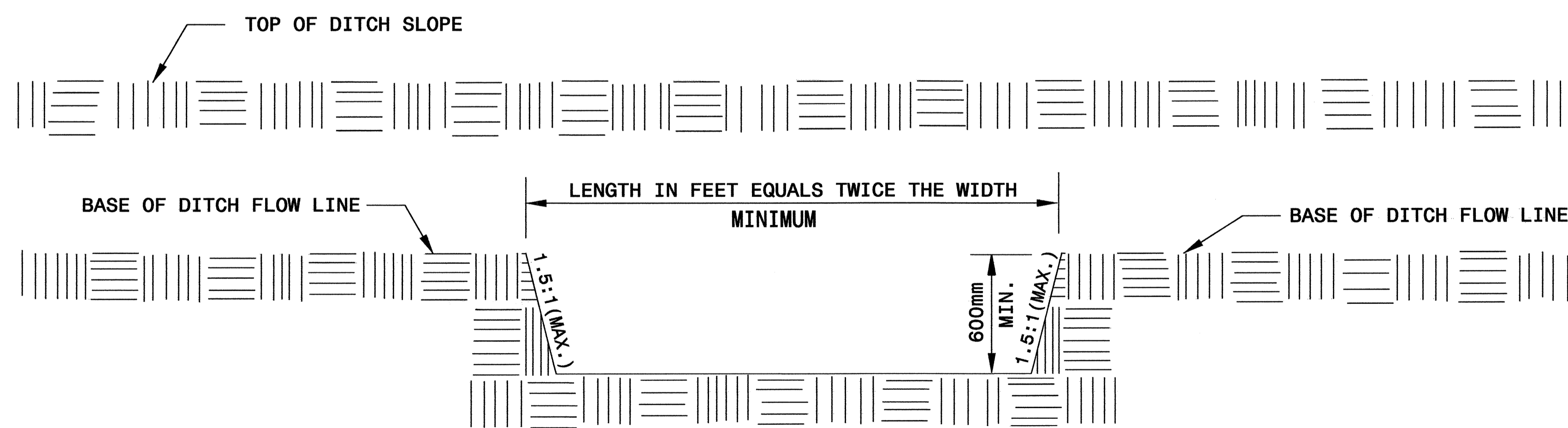


PROJECT REFERENCE NO. <i>R-2206BA&CA</i>	SHEET NO. <i>EC-2D</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SILT BASIN 'B' DETAIL




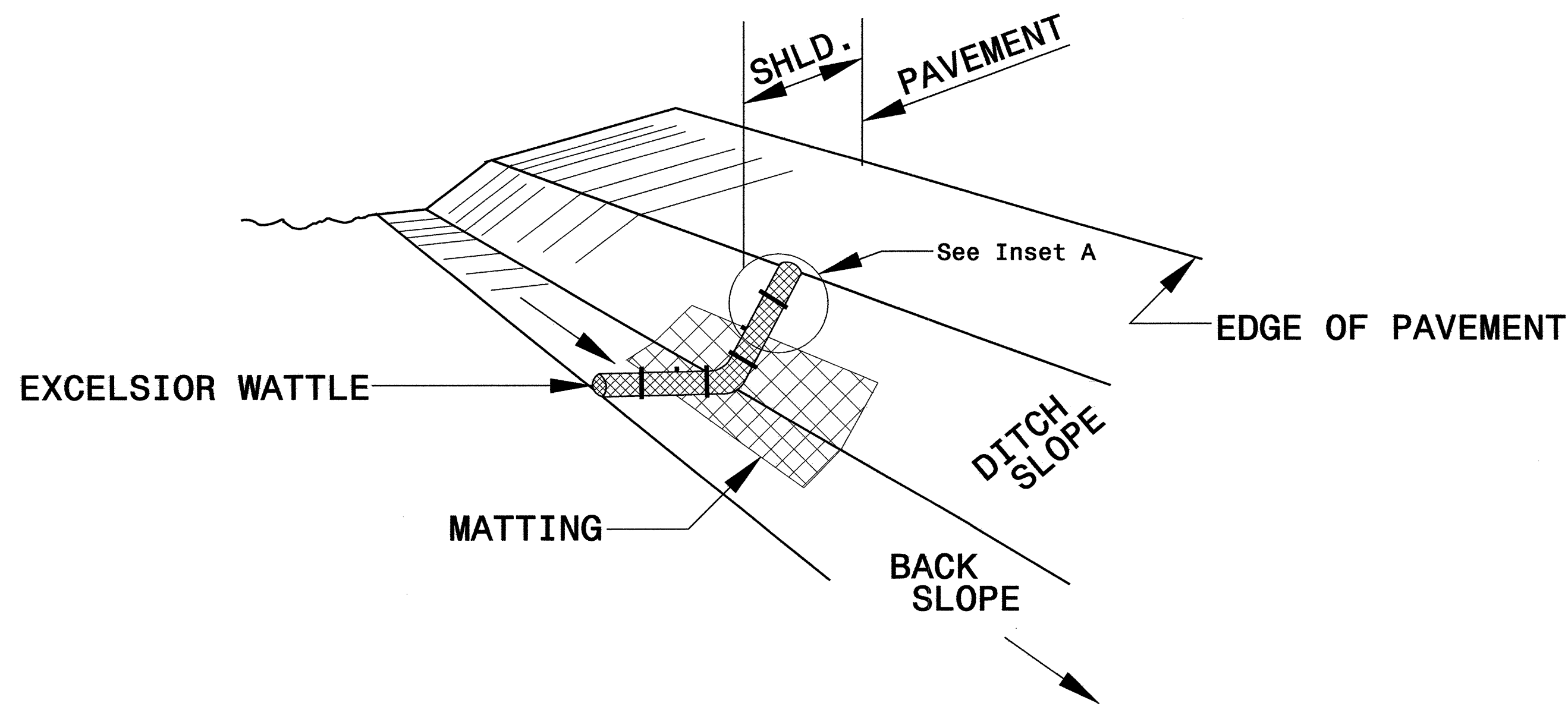
PLAN



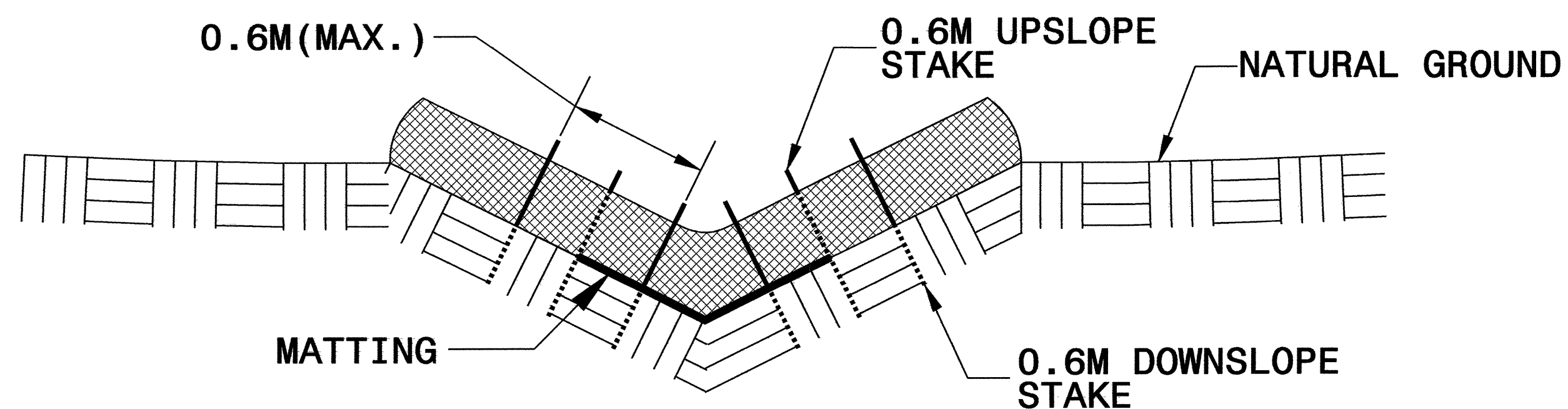
ELEVATION

WATTLE WITH POLYACRYLAMIDE DETAIL

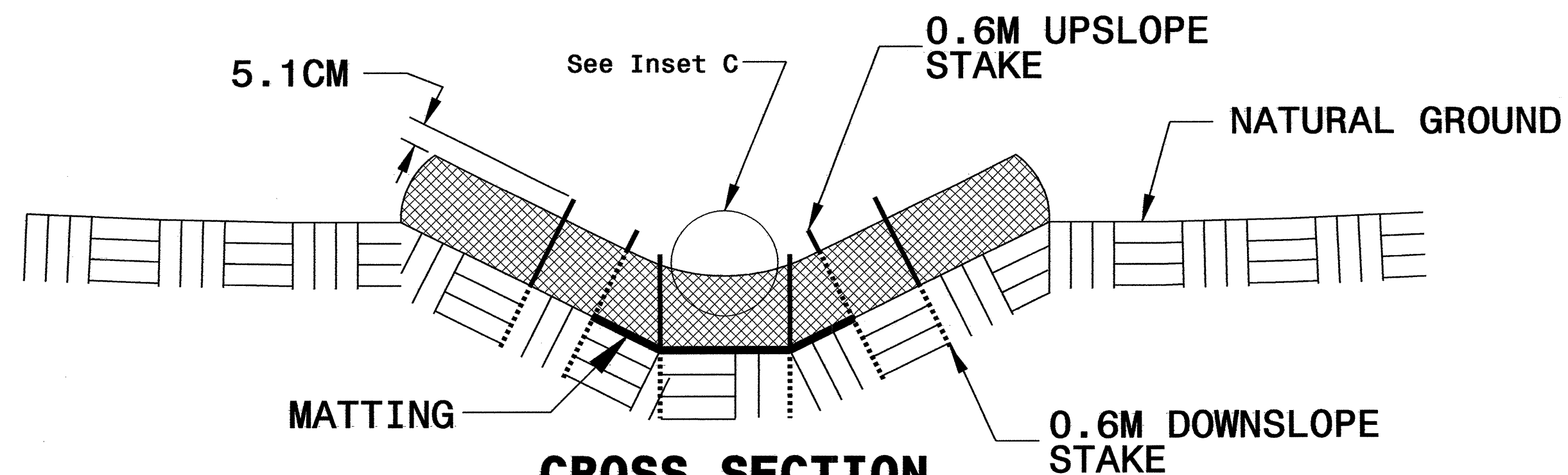
	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-2E
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 305 MM DIAMETER EXCELSIOR WATTLE.

USE 0.6 M WOODEN STAKES WITH A 5.1 CM BY 5.1 CM CROSS SECTION.

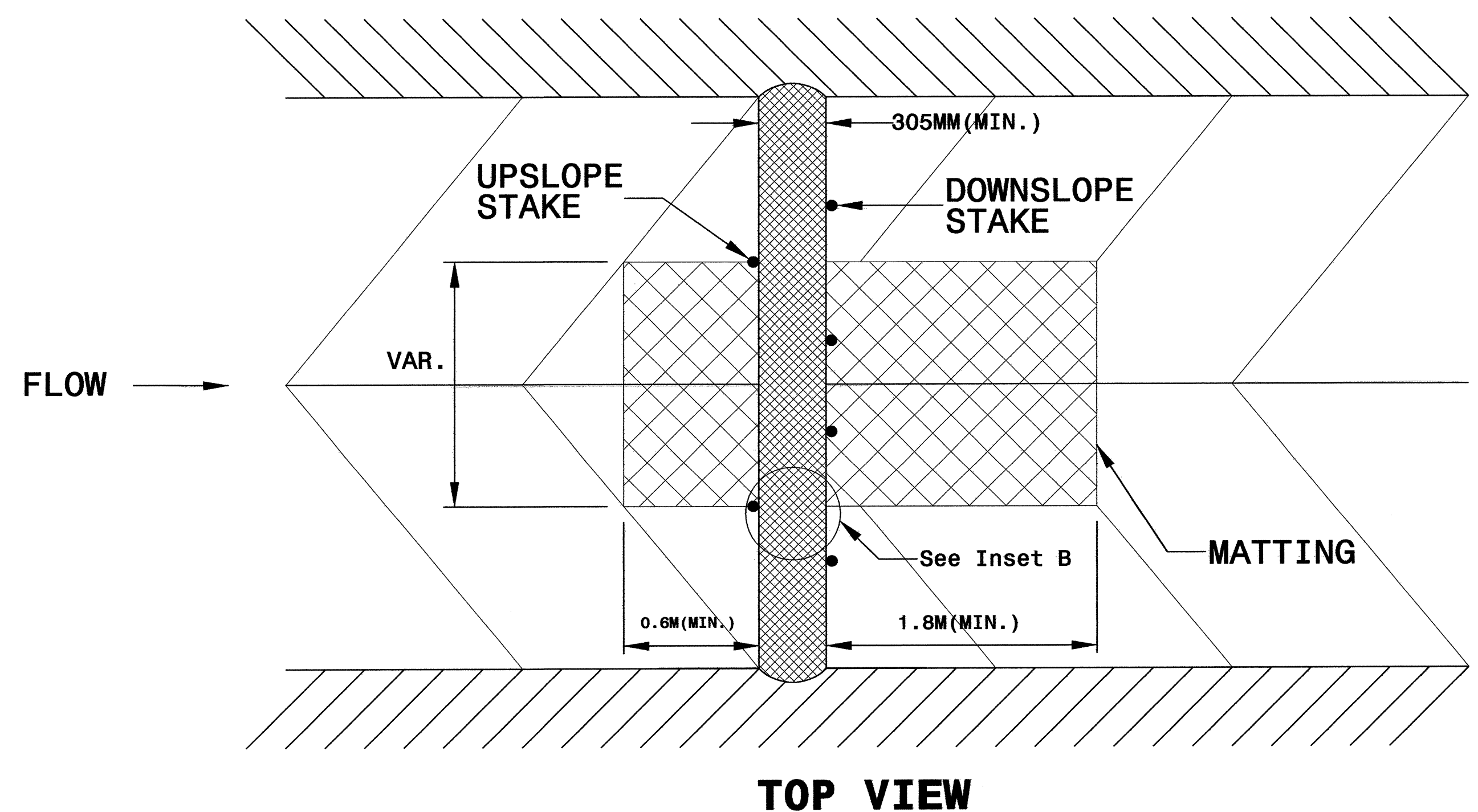
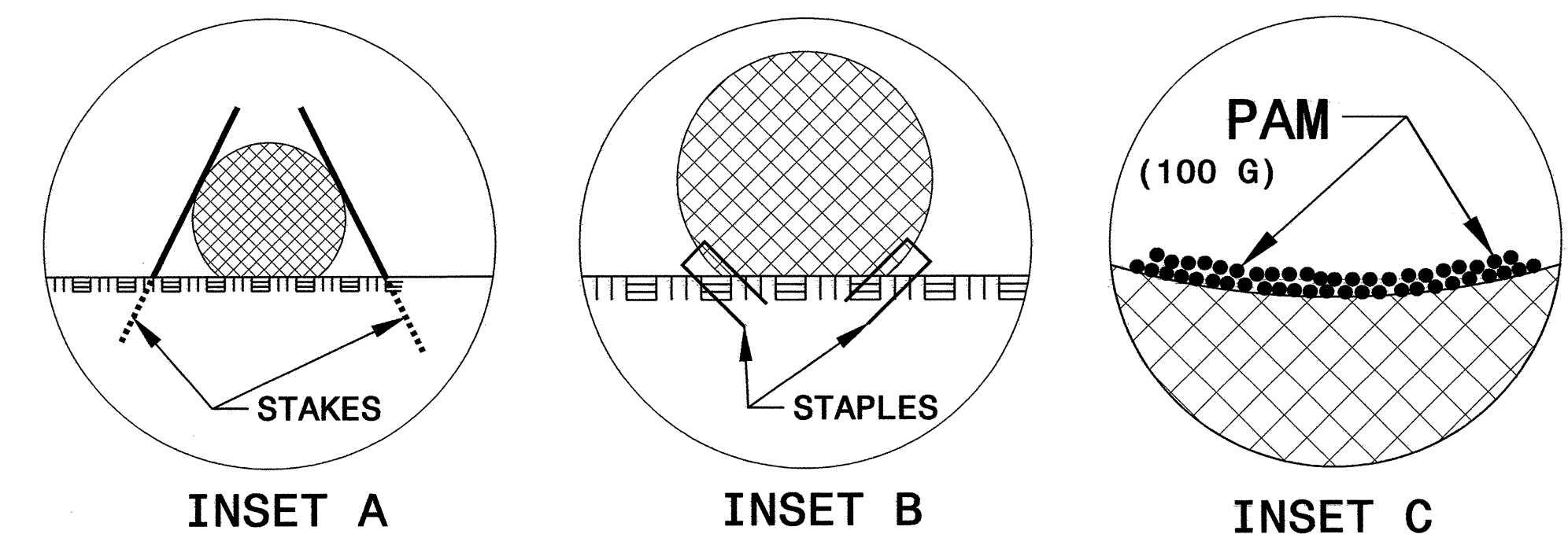
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 3 MM DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 305 MM IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 0.3 LINEAR METER ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

INITIALLY APPLY 100 GRAMS OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 6 MM.





NOTE:
 MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

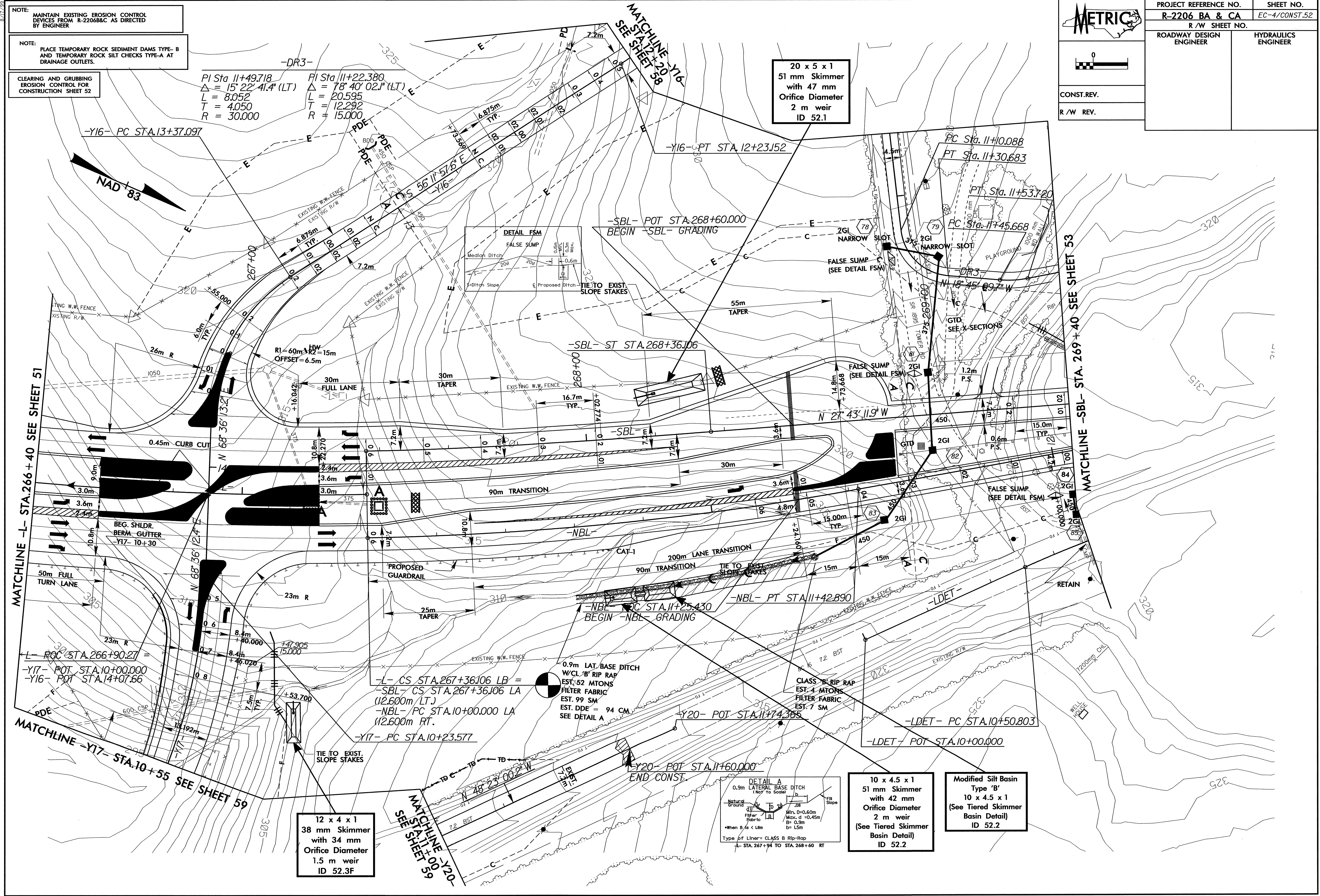
NOTE:
 PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE-B AND TEMPORARY ROCK SILT CHECKS TYPE-A AT DRAINAGE OUTLETS.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 52

-DR3-
 PI Sta II+49.718
 $\Delta = 15^{\circ} 22' 41.4''$ (LT)
 $L = 8.052$
 $T = 4.050$
 $R = 30.000$

PI Sta II+22.380
 $\Delta = 78^{\circ} 40' 02.1''$ (LT)
 $L = 20.595$
 $T = 12.292$
 $R = 15.000$

  CONST. REV. R/W REV.	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-4/CONST.52
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCHLINE -L- STA.266+40 SEE SHEET 51

MATCHLINE -SBL- STA. 269+40 SEE SHEET 53

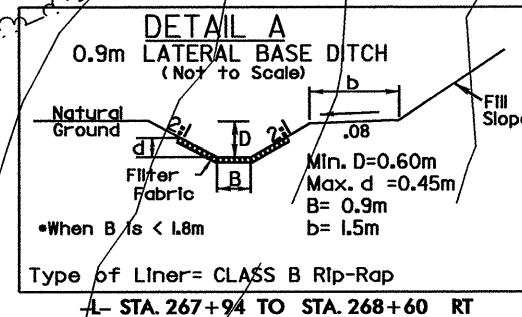
MATCHLINE -Y20- SEE SHEET 59

12 x 4 x 1
 38 mm Skimmer
 with 34 mm
 Orifice Diameter
 1.5 m weir
 ID 52.3F

20 x 5 x 1
 51 mm Skimmer
 with 47 mm
 Orifice Diameter
 2 m weir
 ID 52.1

10 x 4.5 x 1
 51 mm Skimmer
 with 42 mm
 Orifice Diameter
 2 m weir
 (See Tiered Skimmer
 Basin Detail)
 ID 52.2


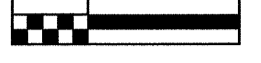
Modified Silt Basin
 Type 'B'
 10 x 4.5 x 1
 (See Tiered Skimmer
 Basin Detail)
 ID 52.2

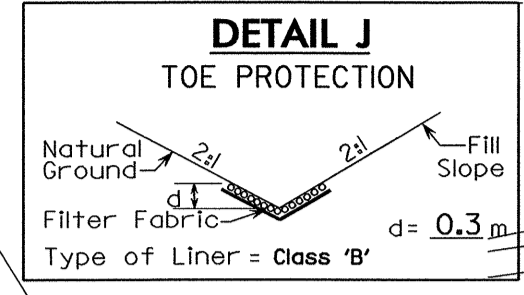
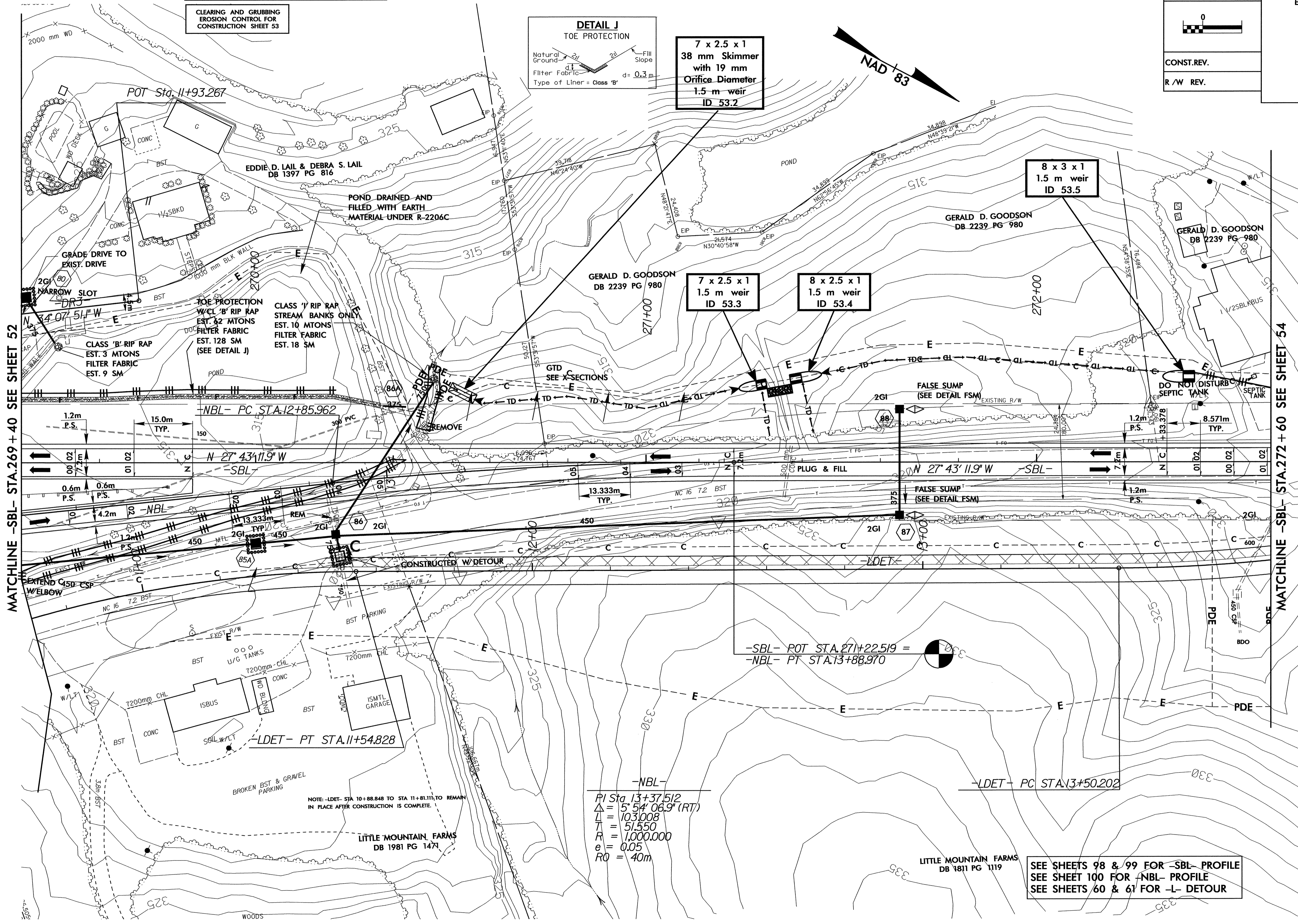


NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

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 53

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-5/CONST.53
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



7 x 2.5 x 1
38 mm Skimmer
with 19 mm
Orifice Diameter
1.5 m weir
ID 53.2

8 x 3 x 1
1.5 m weir
ID 53.5

7 x 2.5 x 1
1.5 m weir
ID 53.3

8 x 2.5 x 1
1.5 m weir
ID 53.4

MATCHLINE -SBL- STA. 269 + 40 SEE SHEET 52

MATCHLINE -SBL- STA. 272 + 60 SEE SHEET 54

-NBL-
PI Sta 13+37.512
 $\Delta = 5^{\circ} 54' 06.9''$ (RT)
L = 103.008
T = 51.550
R = 1,000.000
e = 0.05
RO = 40m

SEE SHEETS 98 & 99 FOR -SBL- PROFILE
SEE SHEET 100 FOR -NBL- PROFILE
SEE SHEETS 60 & 61 FOR -L- DETOUR

NOTE: -LDET- STA 10+88.848 TO STA 11+81.111 TO REMAIN IN PLACE AFTER CONSTRUCTION IS COMPLETE.



LITTLE MOUNTAIN FARMS
DB 1981 PG 1471

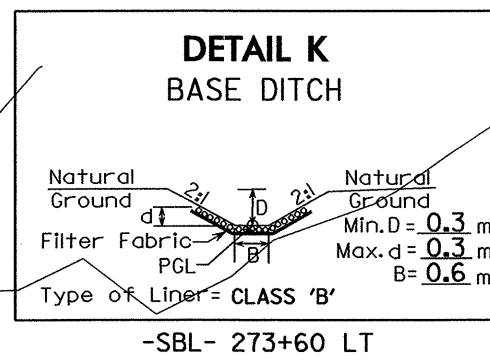
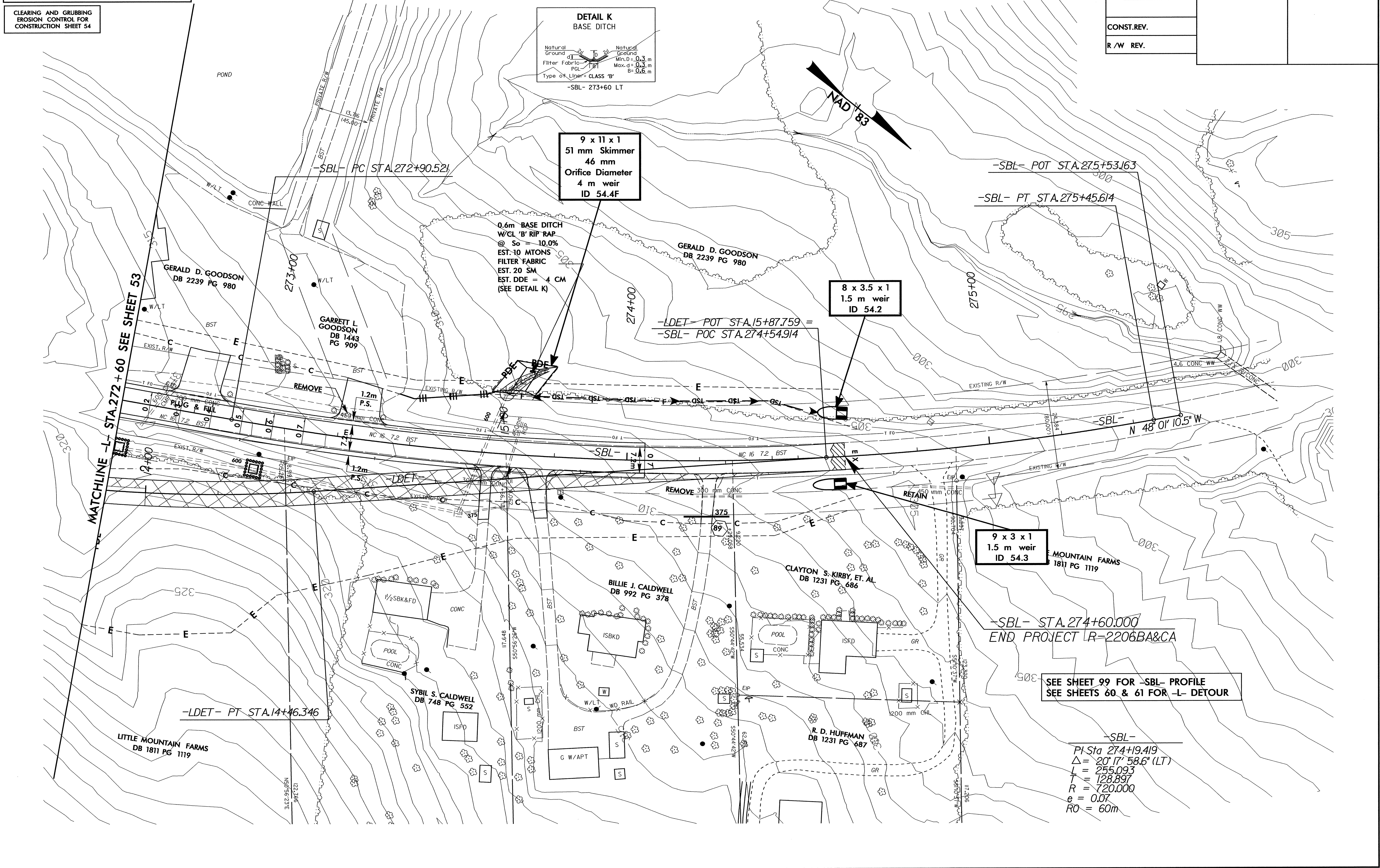
LITTLE MOUNTAIN FARMS
DB 1811 PG 1119

NOTE:
MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY 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 54

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-6/CONST.54
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



9 x 11 x 1
51 mm Skimmer
46 mm
Orifice Diameter
4 m weir
ID 54.4F

0.6m BASE DITCH
W/CL 'B' RIP RAP
@ So = 10.0%
EST. 10 MTONS
FILTER FABRIC
EST. 20 SM
EST. DDE = 4 CM
(SEE DETAIL K)

8 x 3.5 x 1
1.5 m weir
ID 54.2

9 x 3 x 1
1.5 m weir
ID 54.3

SEE SHEET 99 FOR -SBL- PROFILE
SEE SHEETS 60 & 61 FOR -L- DETOUR

-SBL-
PI Sta 274+19.419
 $\Delta = 20' 17" 58.6" (LT)$
L = 255.093
T = 128.897
R = 720.000
e = 0.07
RO = 60m

MATCHLINE -L- STA. 272+60 SEE SHEET 53

-SBL- STA. 274+60.000
END PROJECT R-2206BA&C

METRIC

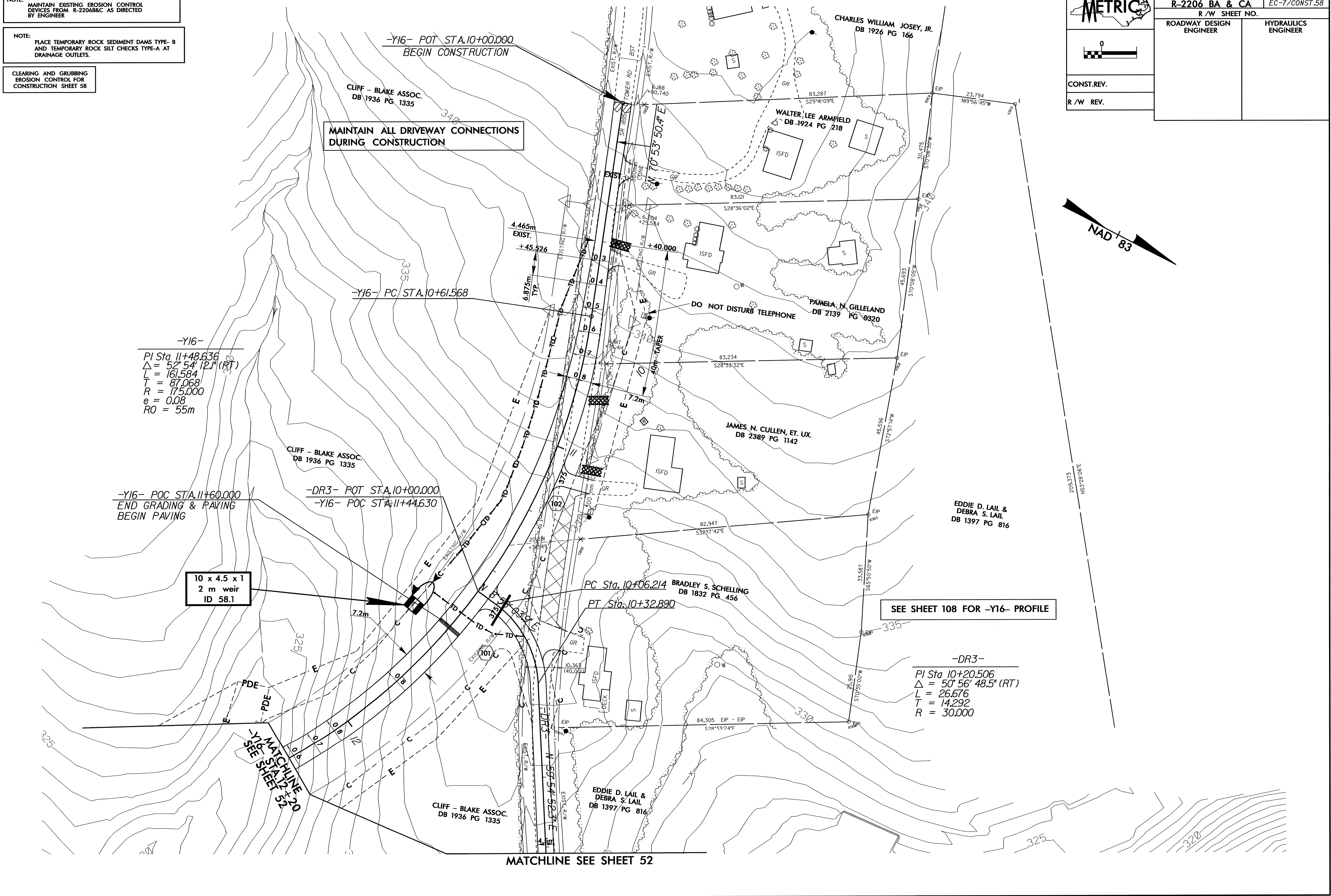
CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-7/CONST.58
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE:
MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY 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 58



-Y16-
PI Sta 11+48.636
 $\Delta = 52^\circ 54' 12.1''$ (RT)
L = 161.584
T = 87.068
R = 175.000
e = 0.08
RO = 55m

-Y16- POC STA. 11+60.000
END GRADING & PAVING
BEGIN PAVING

10 x 4.5 x 1
2 m weir
ID 58.1

-DR3- POT STA. 10+00.000
-Y16- POC STA. 11+44.630

PC Sta. 10+06.214
PT Sta. 10+32.890
BRADLEY S. SCHELLING
DB 1832 PG. 456

SEE SHEET 108 FOR -Y16- PROFILE

-DR3-
PI Sta 10+20.506
 $\Delta = 50^\circ 56' 48.5''$ (RT)
L = 26.676
T = 14.292
R = 30.000


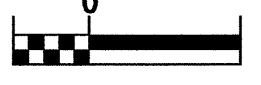
MATCHLINE SEE SHEET 52

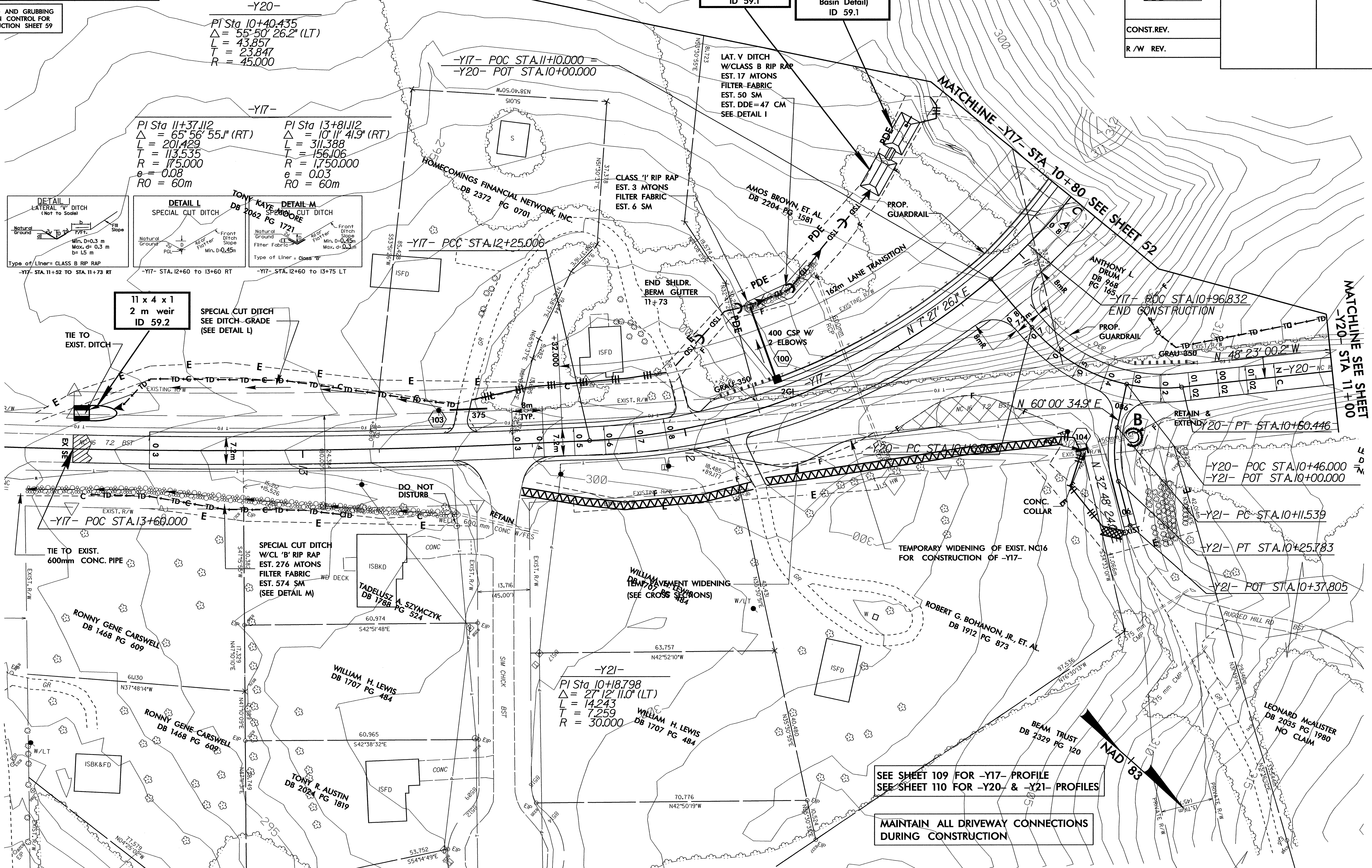
MATCHLINE
SEE SHEET 520

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY 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 59

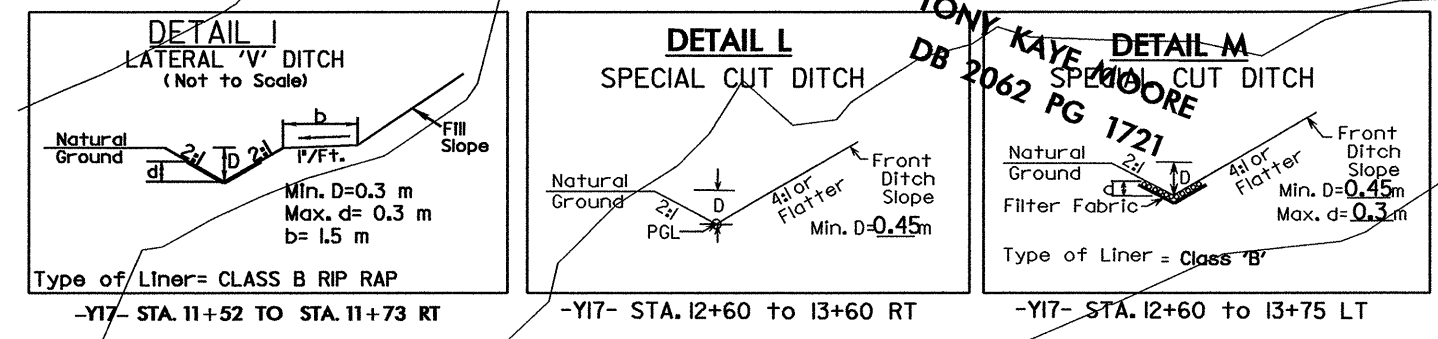
  CONST. REV. R/W REV.	PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-8/CONST.59
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-Y20-
 PI Sta 10+40.435
 $\Delta = 55^{\circ}50'26.2''$ (LT)
 $L = 43.857$
 $T = 23.847$
 $R = 45.000$

-Y17-
 PI Sta 11+37.112
 $\Delta = 65^{\circ}56'55.1''$ (RT)
 $L = 201.429$
 $T = 113.535$
 $R = 175.000$
 $e = 0.08$
 $RO = 60m$

PI Sta 13+81.112
 $\Delta = 10^{\circ}11'41.9''$ (RT)
 $L = 311.388$
 $T = 156.106$
 $R = 1,750.000$
 $e = 0.03$
 $RO = 60m$



11 x 4 x 1
 2 m weir
 ID 59.2

-Y21-
 PI Sta 10+18.798
 $\Delta = 27^{\circ}12'11.0''$ (LT)
 $L = 14.243$
 $T = 7.259$
 $R = 30.000$

SEE SHEET 109 FOR -Y17- PROFILE
 SEE SHEET 110 FOR -Y20- & -Y21- PROFILES

MAINTAIN ALL DRIVEWAY CONNECTIONS DURING CONSTRUCTION

MATCHLINE -Y20- STA 11+00
 -Y20- STA 11+00
 MATCHLINE SEE SHEET 52

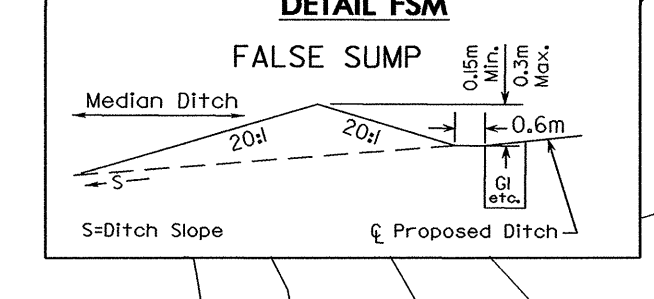
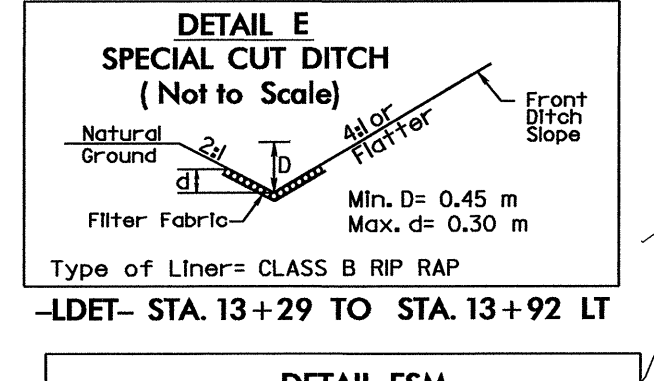
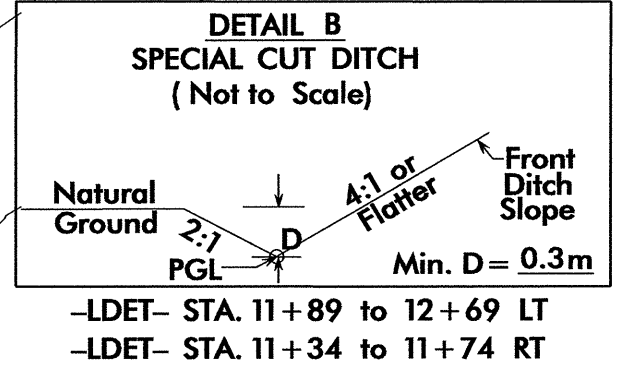
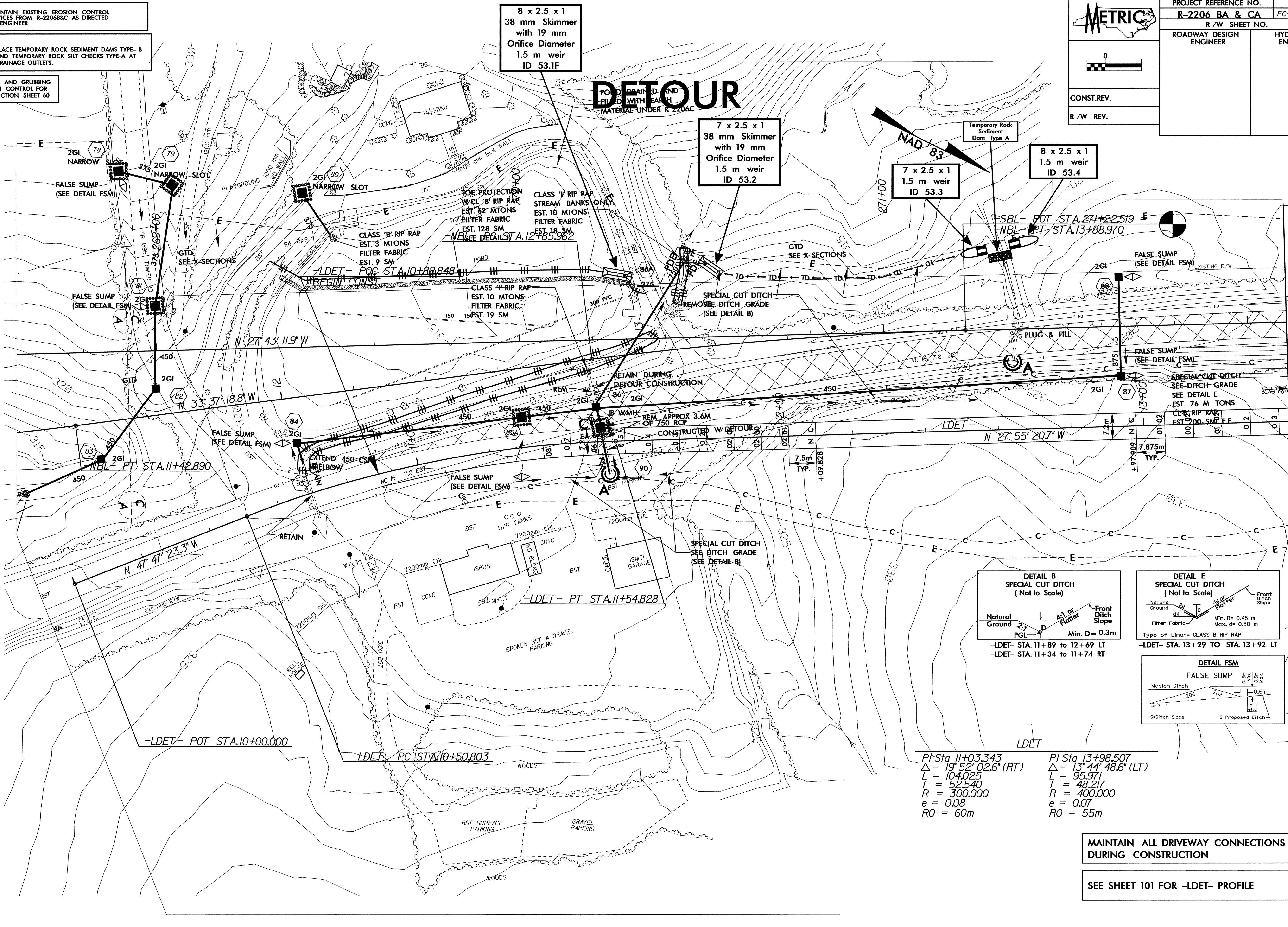
MATCHLINE -Y21- STA 10+37.805
 -Y21- STA 10+37.805
 MATCHLINE SEE SHEET 110

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY 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 60

METRIC	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-9/CONST.60
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



-LDET-

PI Sta 11+03.343
 $\Delta = 19^\circ 52' 02.6''$ (RT)
 L = 104.025
 T = 52.540
 R = 300.000
 e = 0.08
 RO = 60m

PI Sta 13+98.507
 $\Delta = 13^\circ 44' 48.6''$ (LT)
 L = 95.971
 T = 48.217
 R = 400.000
 e = 0.07
 RO = 55m

MAINTAIN ALL DRIVEWAY CONNECTIONS DURING CONSTRUCTION

SEE SHEET 101 FOR -LDET- PROFILE

MATCHLINE -LDET- STA. 13+40 SEE SHEET 61


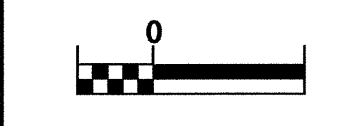
8.17.99

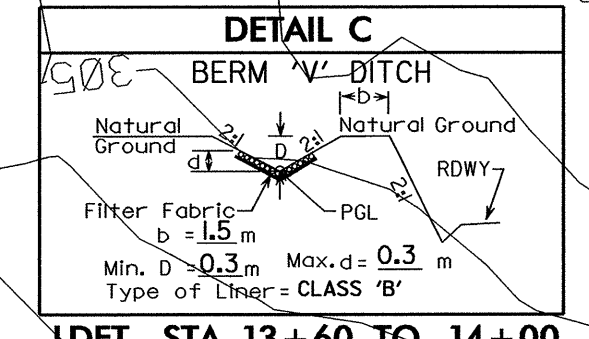
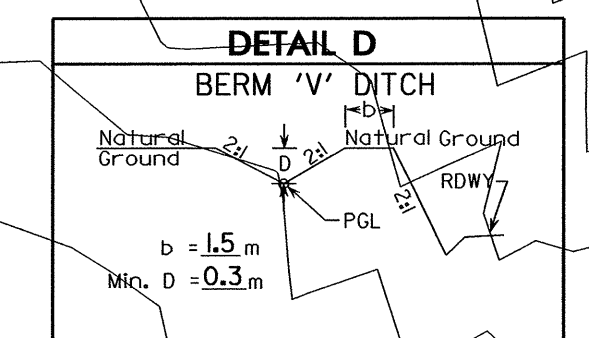
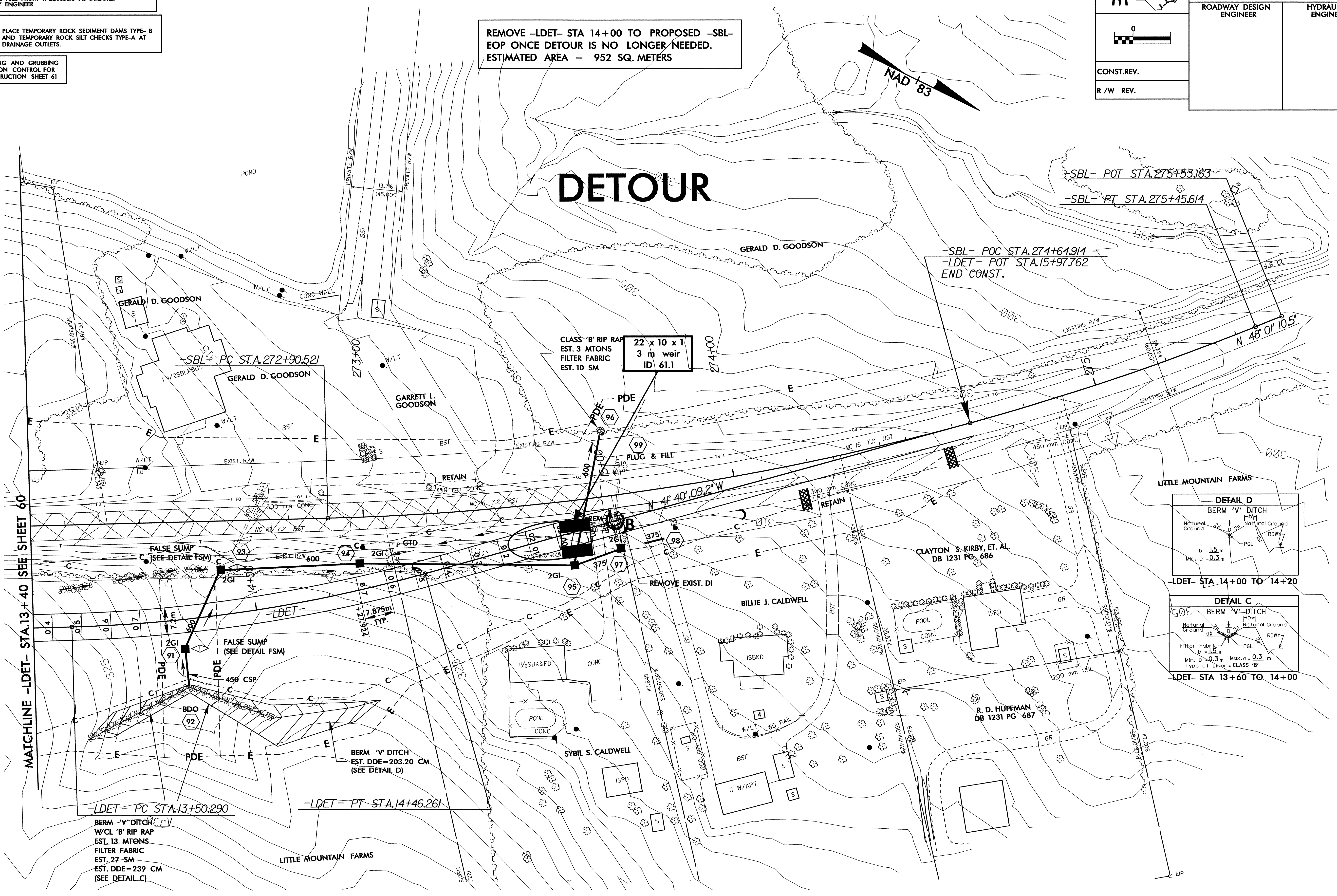
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

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 61

REMOVE -LDET- STA 14+00 TO PROPOSED -SBL- EOP ONCE DETOUR IS NO LONGER NEEDED. ESTIMATED AREA = 952 SQ. METERS

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-10/CONST.61
	R / W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R / W REV.		



MATCHLINE -LDET- STA.13+40 SEE SHEET 60

-LDET- PC STA.13+50.290
BERM 'V' DITCH
W/CL 'B' RIP RAP
EST. 13 MTONS
FILTER FABRIC
EST. 27 SM
EST. DDE=239 CM
(SEE DETAIL C)


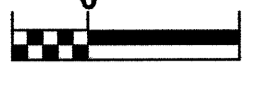
-LDET- PT STA.14+46.261

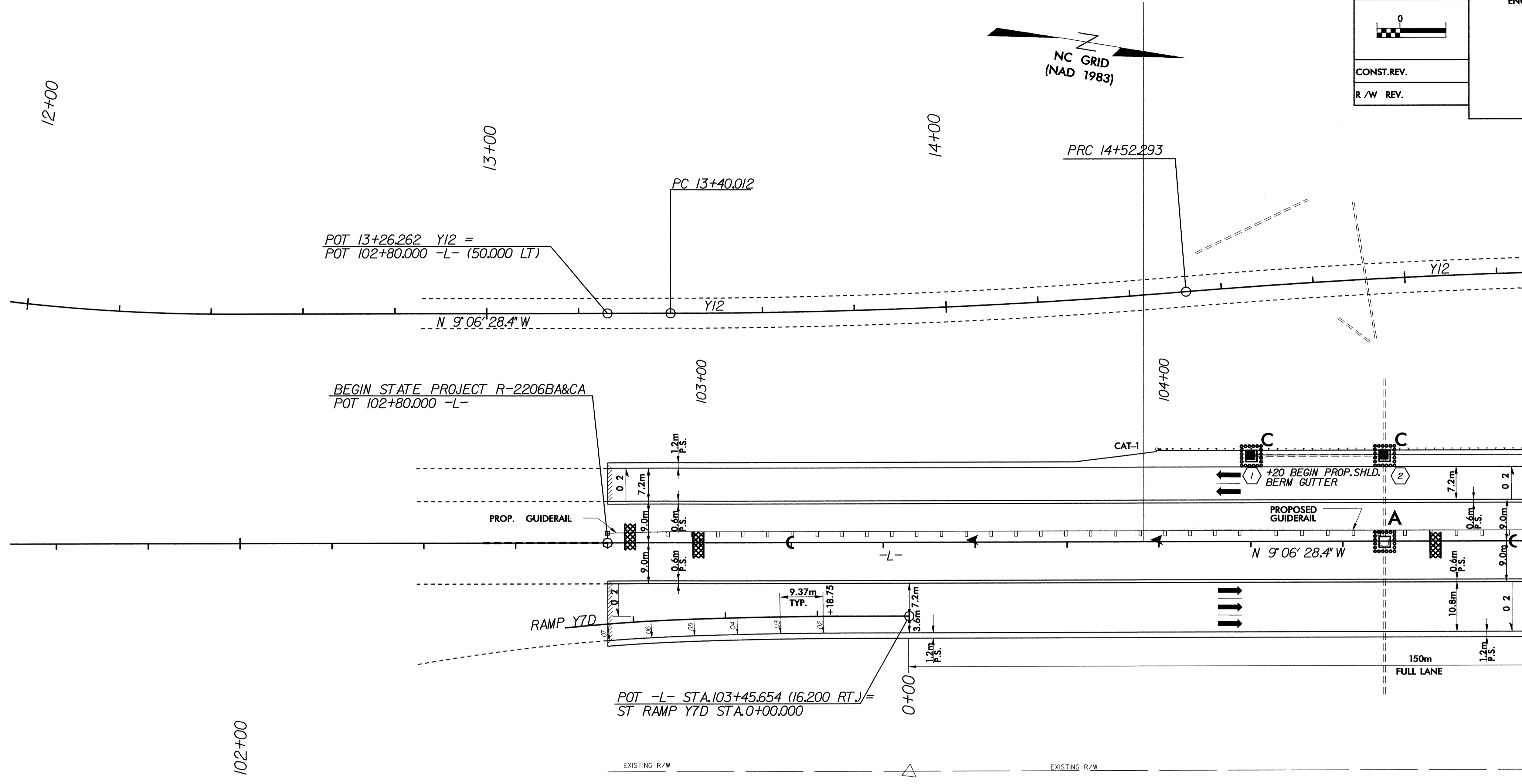
-LDET- STA 14+00 TO 14+20

-LDET- STA 13+60 TO 14+00

8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206BA&C AS DIRECTED BY ENGINEER


	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-II/CONST.4
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



MATCHLINE SEE SHEET 5 -L- STA. 104+80

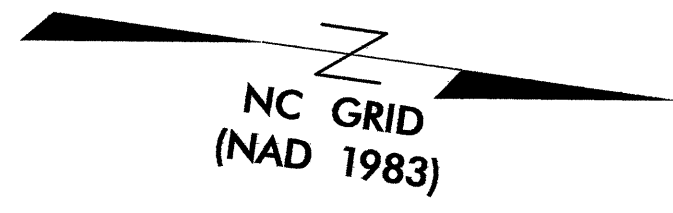
SEE SHEET 62 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-12/CONST.5
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

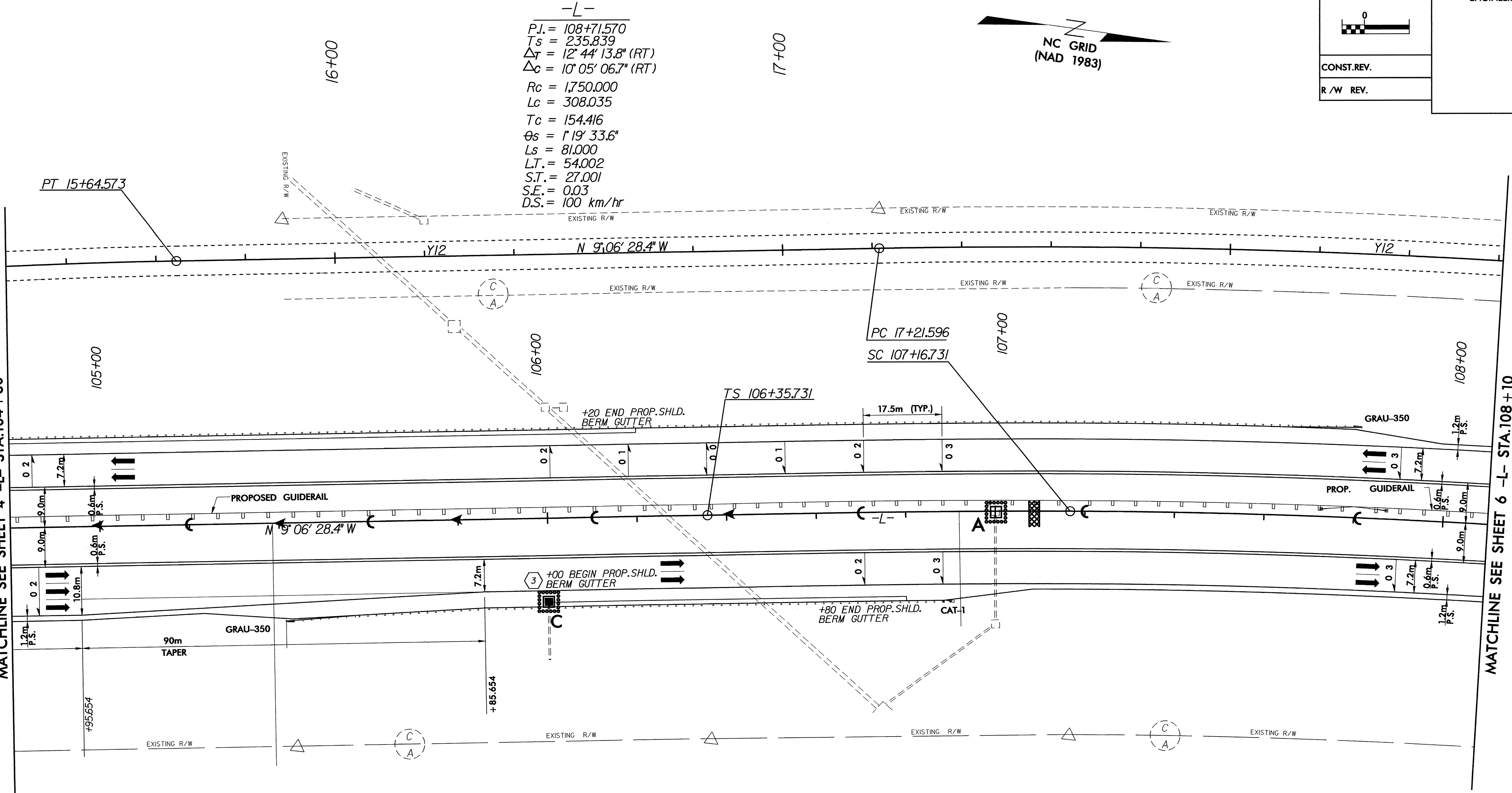
-L-

P.I. = 108+71.570
 Ts = 235.839
 $\Delta T = 12^\circ 44' 13.8''$ (RT)
 $\Delta C = 10^\circ 05' 06.7''$ (RT)
 Rc = 1,750,000
 Lc = 308.035
 Tc = 154.416
 $\theta_s = 1^\circ 19' 33.6''$
 Ls = 81,000
 LT = 54,002
 S.T. = 27,001
 S.E. = 0.03
 D.S. = 100 km/hr



MATCHLINE SEE SHEET 4 -L- STA.104+80


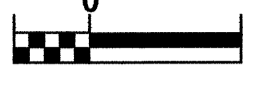
MATCHLINE SEE SHEET 6 -L- STA.108+10



SEE SHEETS 62 & 63 FOR -L- PROFILE

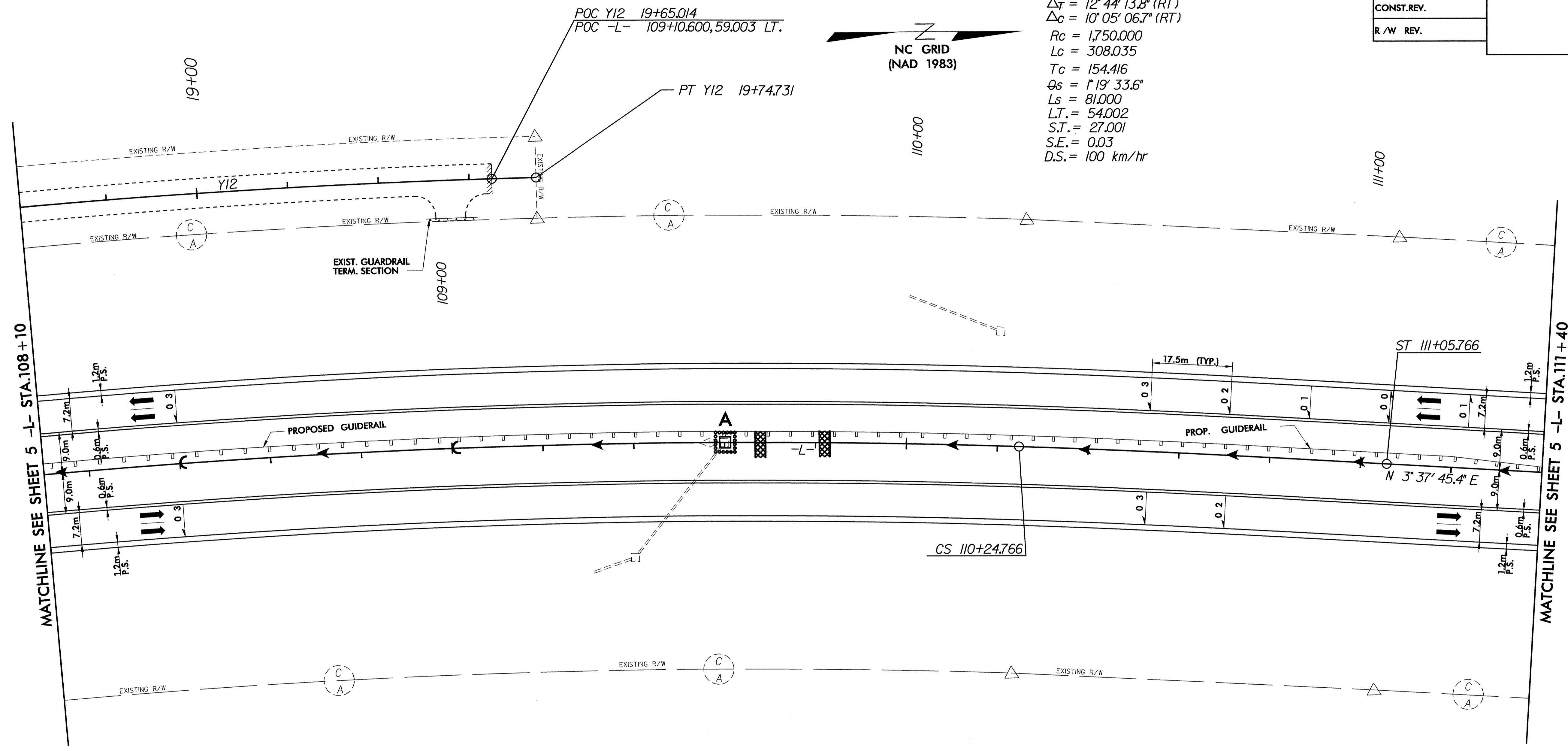
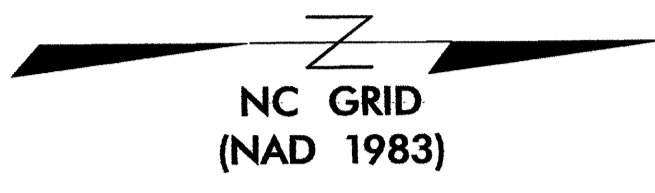
8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

  CONST. REV.	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-13/CONST.6
R/W REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-

P.I. = 108+71.570
 $\Delta T = 12^\circ 44' 13.8''$ (RT)
 $\Delta C = 10^\circ 05' 06.7''$ (RT)
 $R_c = 1,750.000$
 $L_c = 308.035$
 $T_c = 154.416$
 $\theta_s = 1^\circ 19' 33.6''$
 $L_s = 81.000$
 $L.T. = 54.002$
 $S.T. = 27.001$
 $S.E. = 0.03$
 $D.S. = 100 \text{ km/hr}$



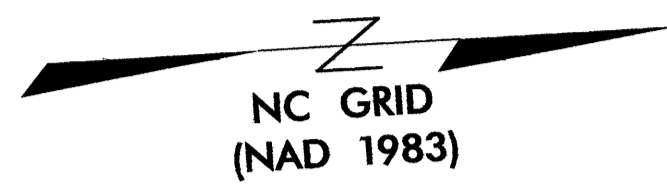
SEE SHEETS 63 & 64 FOR -L- PROFILE

8/17/99

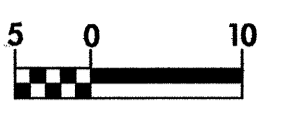
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

-L-

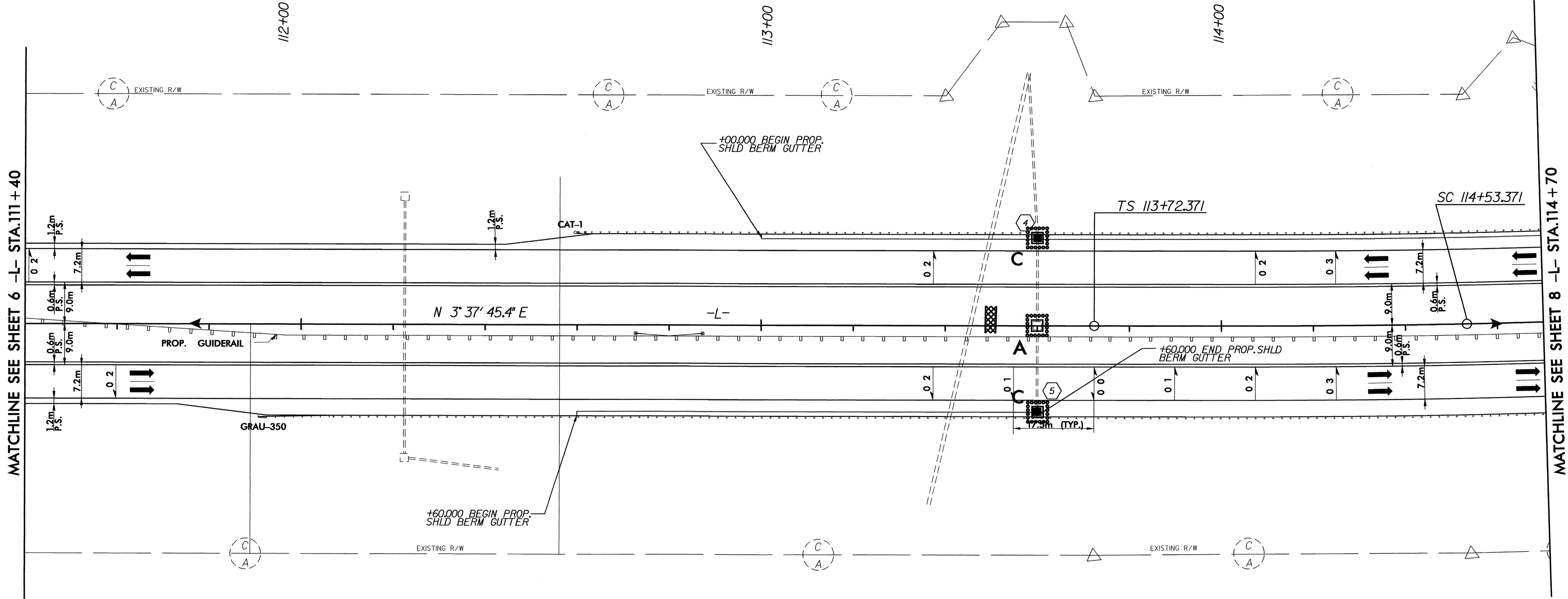
P.I. = 116+92.856
 $\Delta_T = 18^\circ 10' 40.9''$ (LT)
 $\Delta_C = 15^\circ 31' 33.8''$ (LT)
 $R_c = 1,750.000$
 $L_c = 474.217$
 $T_c = 238.570$
 $\theta_s = 1^\circ 19' 33.6''$
 $L_s = 81.000$
 $L.T. = 54.002$
 $S.T. = 27.001$
 $S.E. = 0.03$
 $D.S. = 100 \text{ km/hr}$



	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-14/CONST.7
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



REVISIONS



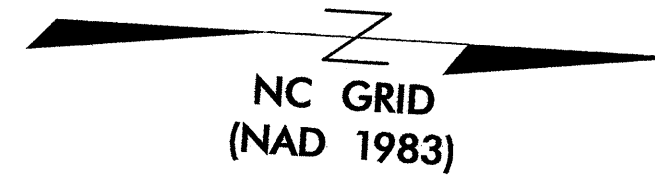
MATCHLINE SEE SHEET 6 -L- STA. 111+40

MATCHLINE SEE SHEET 8 -L- STA. 114+70

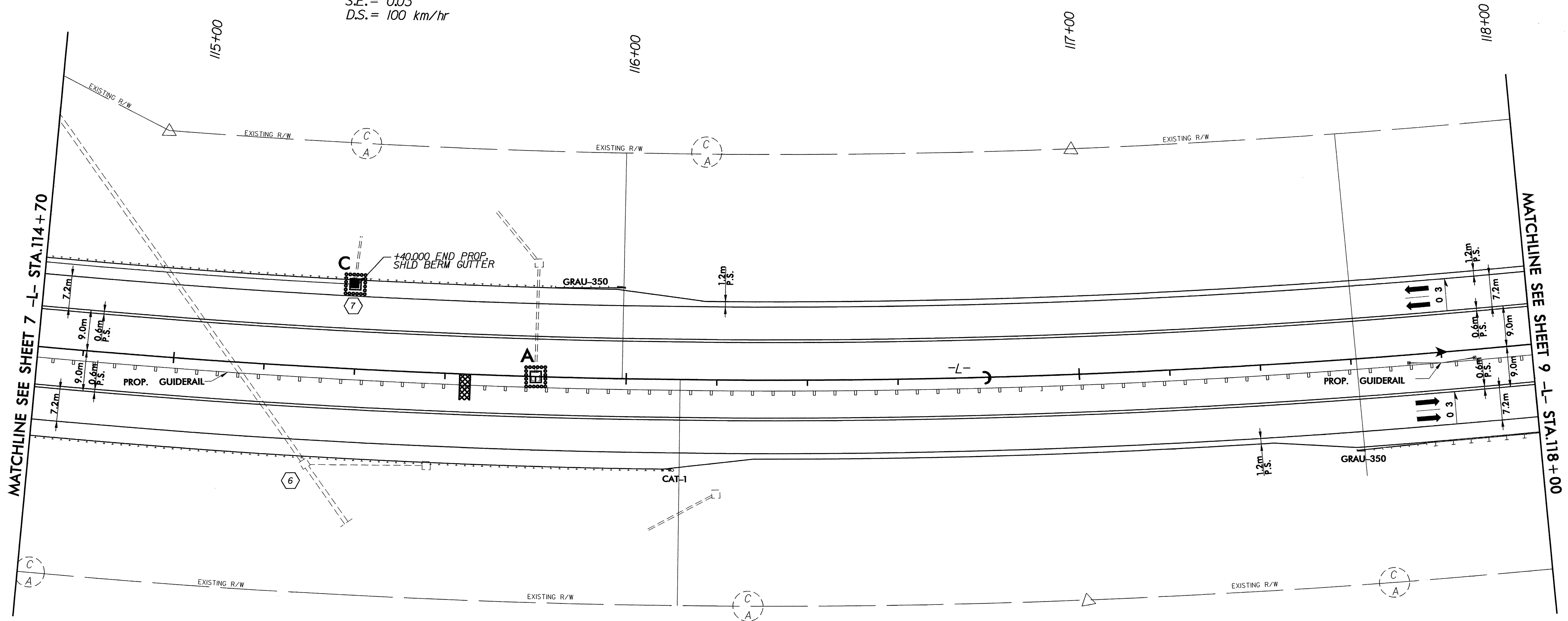
SEE SHEETS 64 & 65 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

-L-
 P.I. = 116+92.856
 $\Delta T = 18^\circ 10' 40.9''$ (LT)
 $\Delta C = 15^\circ 31' 33.8''$ (LT)
 $R_c = 1,750.000$
 $L_c = 474.217$
 $T_c = 238.570$
 $\theta_s = 1^\circ 19' 33.6''$
 $L_s = 81.000$
 $L.T. = 54.002$
 $S.T. = 27.001$
 $S.E. = 0.03$
 $D.S. = 100$ km/hr


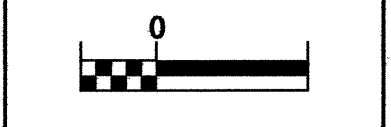


	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-15/CONST.8
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



SEE SHEETS 65 & 66 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

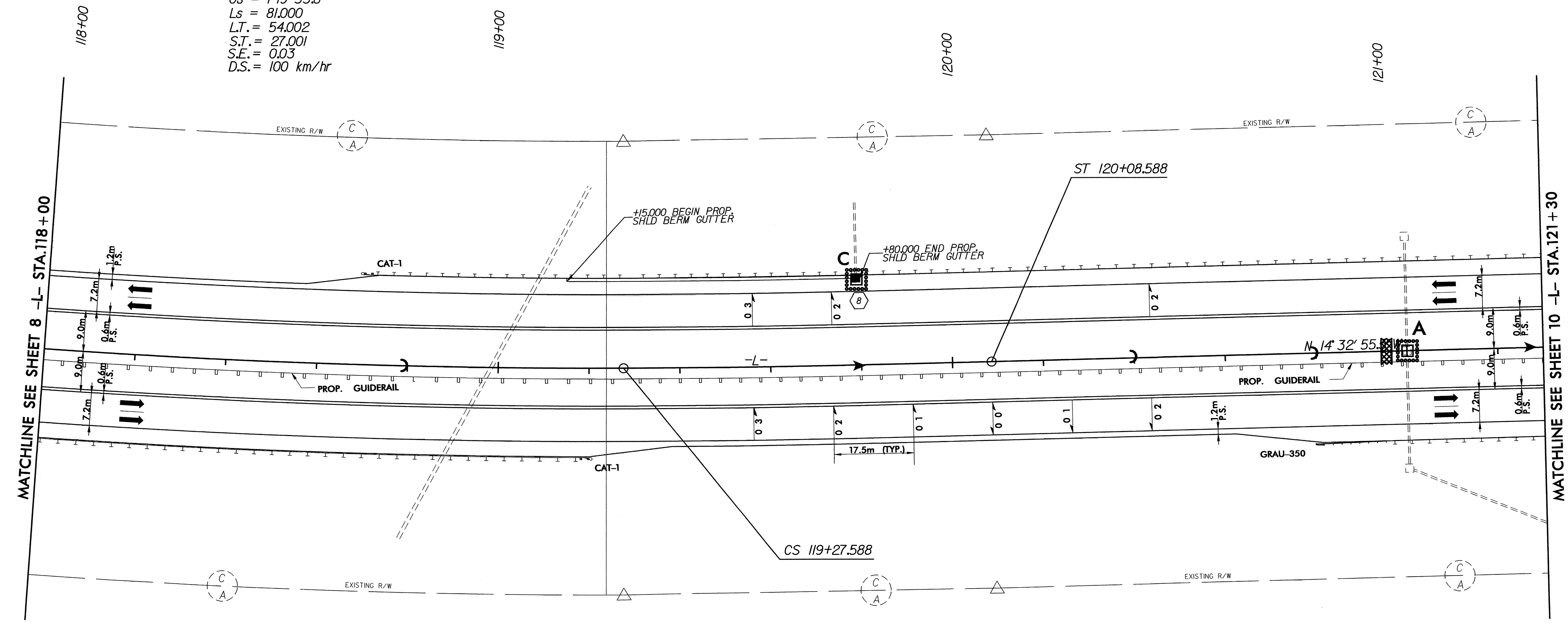
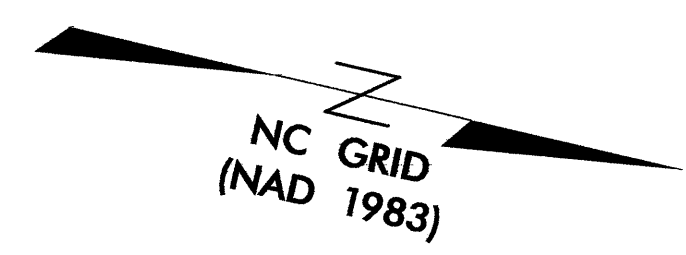
CONST. REV.

R/W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2206 BA & CA	EC-16/CONST.9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-

P.I. = 116+92.856
 $\Delta T = 18^\circ 10' 40.9''$ (LT)
 $\Delta C = 15^\circ 31' 33.8''$ (LT)
 $R_c = 1,750,000$
 $L_c = 474.217$
 $T_c = 238.570$
 $\theta_s = 1^\circ 19' 33.6''$
 $L_s = 81,000$
 $L.T. = 54,002$
 $S.T. = 27,001$
 $S.E. = 0.03$
 $D.S. = 100 \text{ km/hr}$




MATCHLINE SEE SHEET 8 -L- STA. 118+00

MATCHLINE SEE SHEET 10 -L- STA. 121+30

SEE SHEET 66 & 67 FOR -L- PROFILE

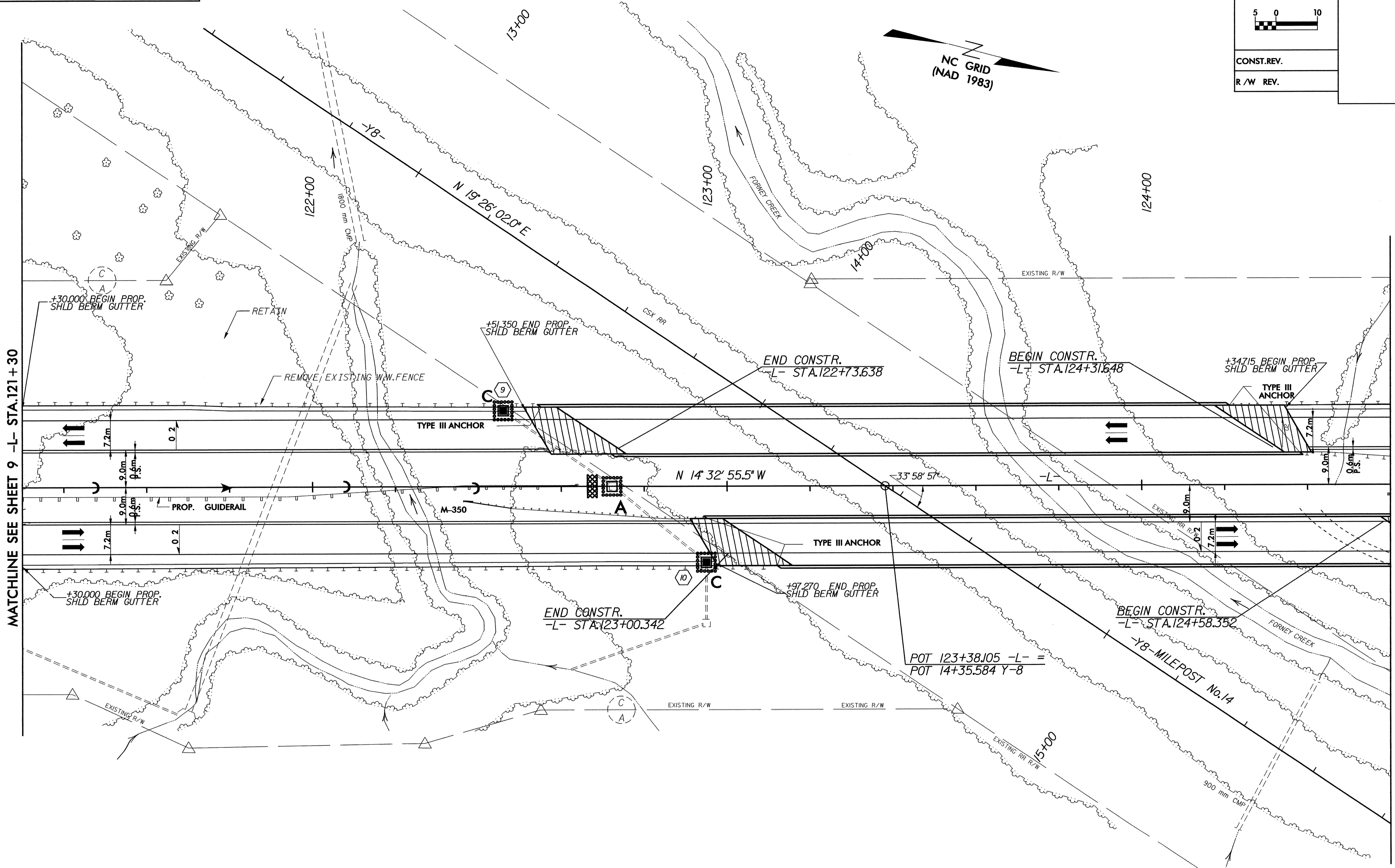
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER



5 0 10

CONST. REV.
R / W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-17/CONST.10
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCHLINE SEE SHEET 9 -L- STA.121+30

MATCHLINE SEE SHEET 11 -L- STA.124+60

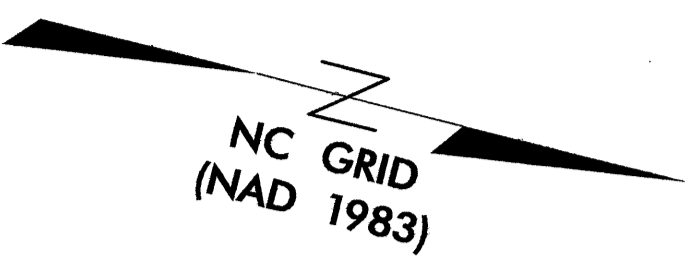
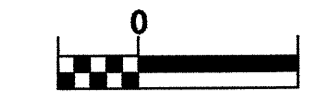
SEE SHEETS 67 & 68 FOR -L- PROFILE

8.17.2020

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

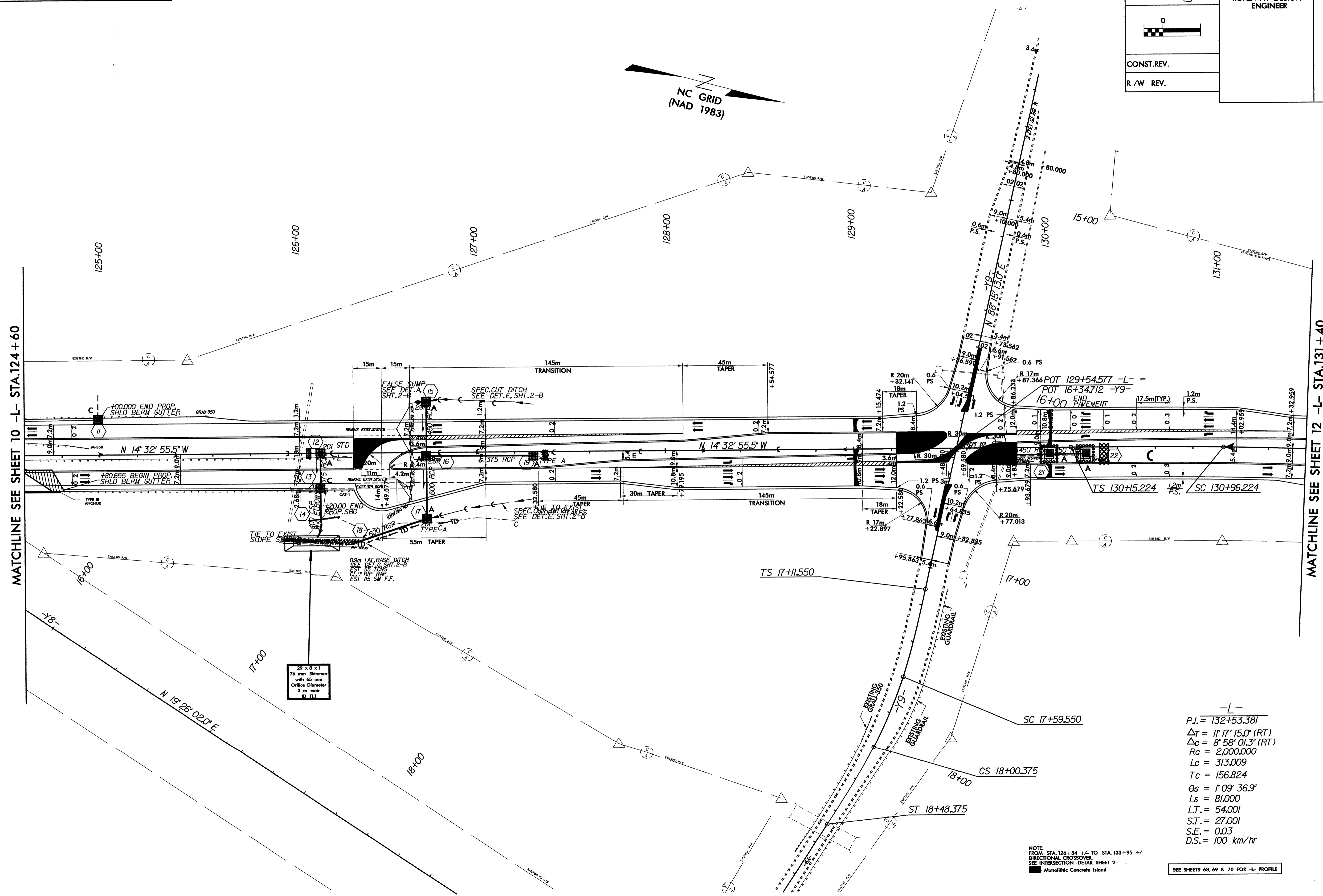


PROJECT REFERENCE NO.	SHEET NO.
R-2206 BA & CA	EC-18/CONST.II
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R/W REV.	



MATCHLINE SEE SHEET 10 -L- STA.124+60

MATCHLINE SEE SHEET 12 -L- STA.131+40



-L-

P.I. = 132+53.381
 $\Delta r = 11^\circ 17' 15.0''$ (RT)
 $\Delta c = 8^\circ 58' 01.3''$ (RT)
 $R_c = 2,000.000$
 $L_c = 313.009$
 $T_c = 156.824$
 $\theta_s = 1^\circ 09' 36.9''$
 $L_s = 81.000$
 $L.T. = 54.001$
 $S.T. = 27.001$
 $S.E. = 0.03$
 $D.S. = 100 \text{ km/hr}$

NOTE:
 FROM STA. 126+34 +/- TO STA. 133+95 +/-
 DIRECTIONAL CROSSOVER
 SEE INTERSECTION DETAIL SHEET 2-
 Monolithic Concrete Island

SEE SHEETS 68, 69 & 70 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

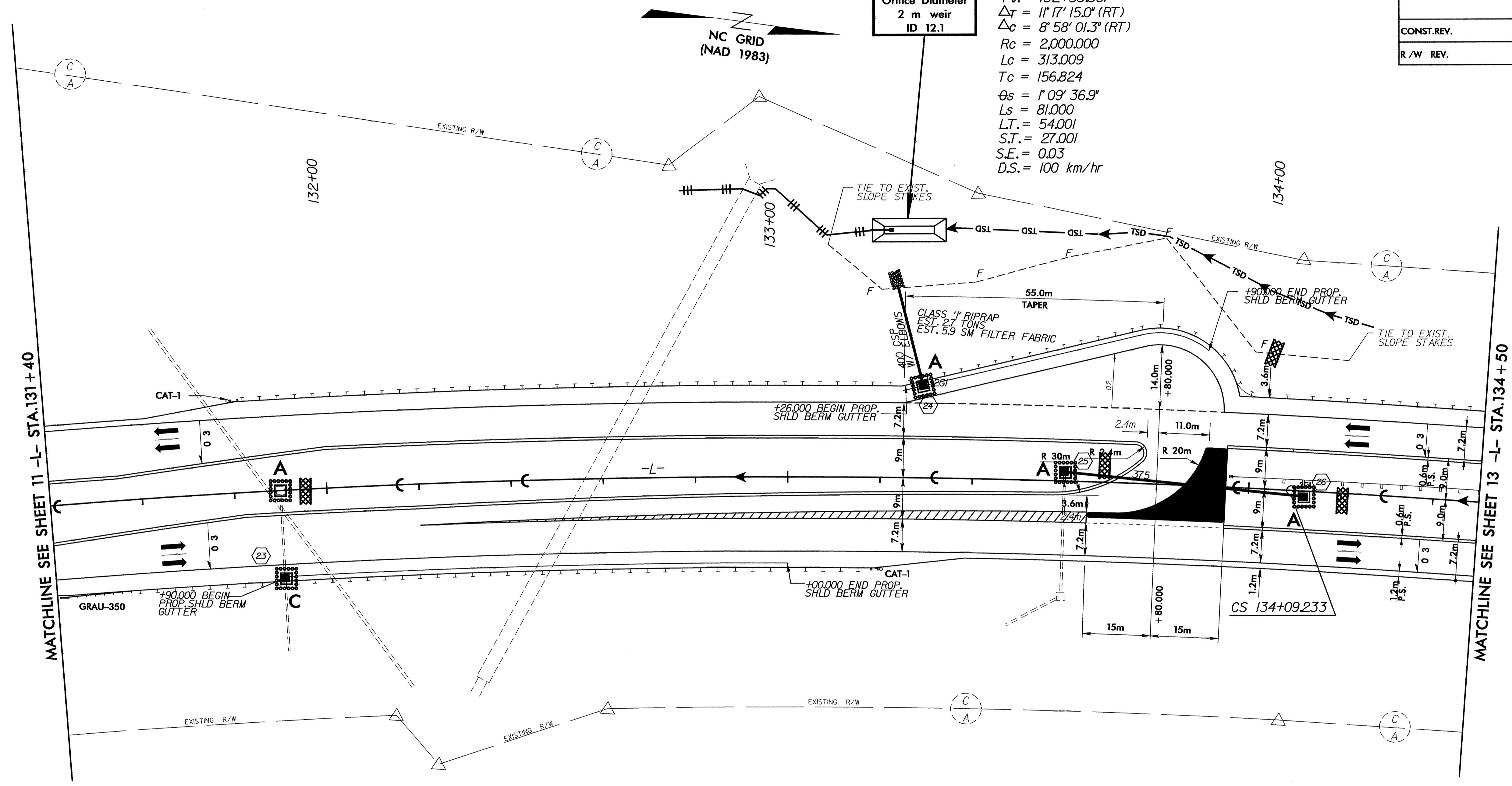
METRIC

CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-19/CONST.12</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

16 x 5 x 1
51 mm Skimmer
with 40 mm
Orifice Diameter
2 m weir
ID 12.1

-L-
P.I. = 132+53.381
 $\Delta T = 11' 17" 15.0" (RT)$
 $\Delta c = 8' 58" 01.3" (RT)$
 $R_c = 2,000.000$
 $L_c = 313.009$
 $T_c = 156.824$
 $\theta_s = 1' 09" 36.9"$
 $L_s = 81.000$
 $L.T. = 54.001$
 $S.T. = 27.001$
 $S.E. = 0.03$
 $D.S. = 100 \text{ km/hr}$



MATCHLINE SEE SHEET 11 -L- STA. 131 + 40

MATCHLINE SEE SHEET 13 -L- STA. 134 + 50

NOTE:
FROM STA. 126+34 +/- TO STA. 133+95 +/-
DIRECTIONAL CROSSOVER.
SEE INTERSECTION DETAIL SHEET 2-

■ Monolithic Concrete Island

SEE SHEET 70 & 71 FOR -L- PROFILE

8/17/94

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

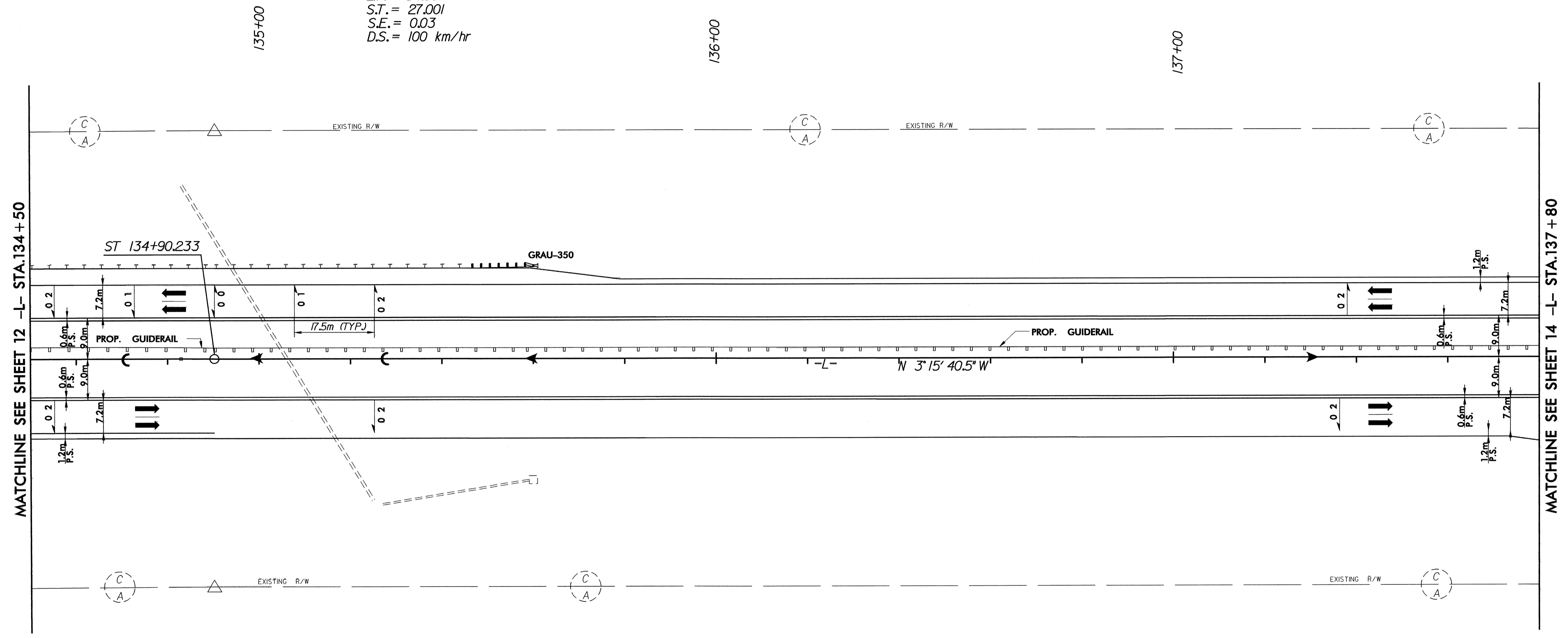
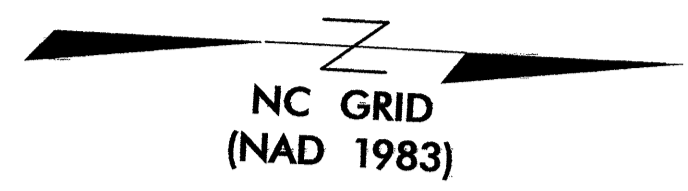
METRIC

CONST. REV.
R / W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-20/CONST.13</i>
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-


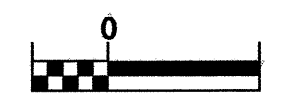
$P.I. = 132+53.381$
 $\Delta_T = 11^\circ 17' 15.0" (RT)$
 $\Delta_C = 8^\circ 58' 01.3" (RT)$
 $R_c = 2,000.000$
 $L_c = 313.009$
 $T_c = 156.824$
 $\theta_s = 1^\circ 09' 36.9"$
 $L_s = 81.000$
 $L.T. = 54.001$
 $S.T. = 27.001$
 $S.E. = 0.03$
 $D.S. = 100 \text{ km/hr}$

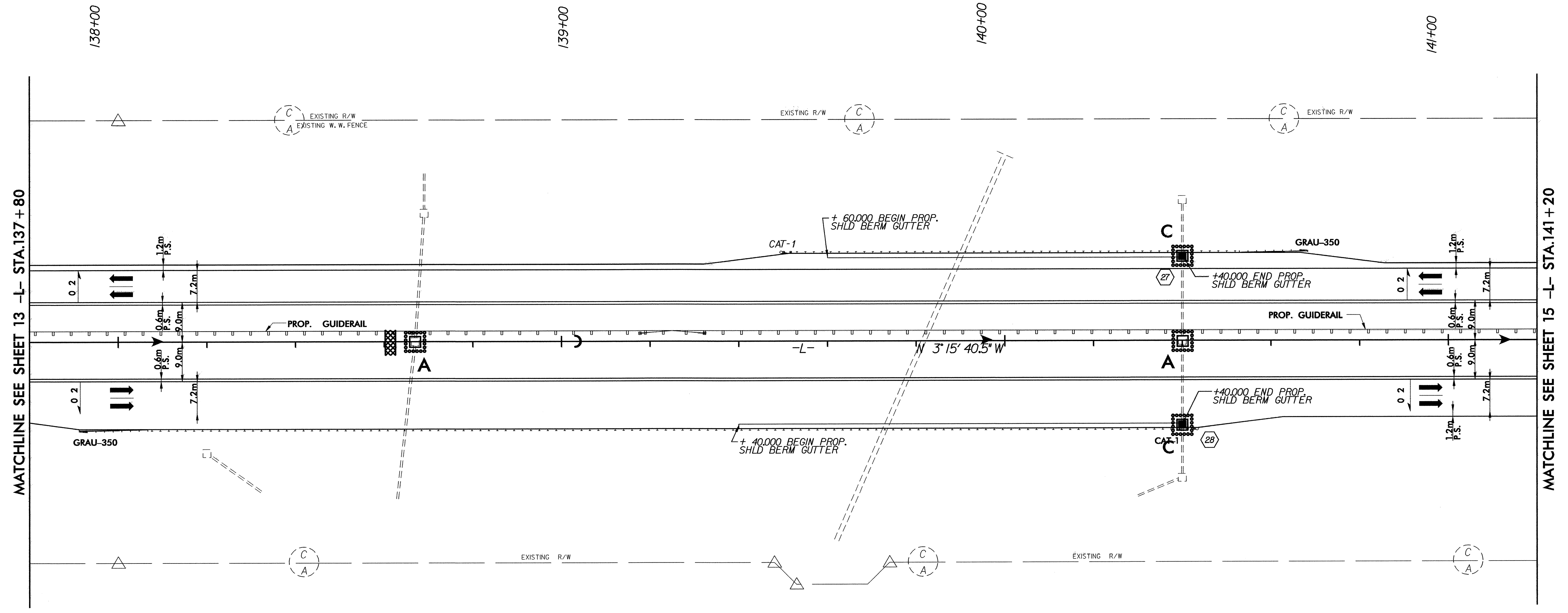
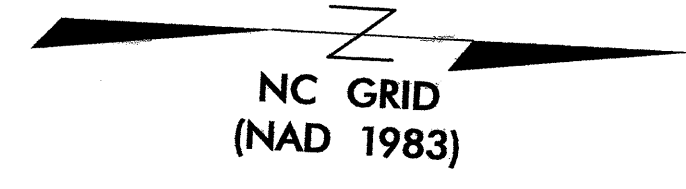


SEE SHEET 71 FOR -L- PROFILE

8/17/94

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-21/CONST J4
	R / W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R / W REV.		




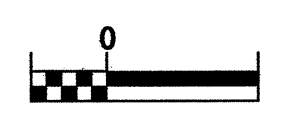
MATCHLINE SEE SHEET 13 -L- STA. 137 + 80

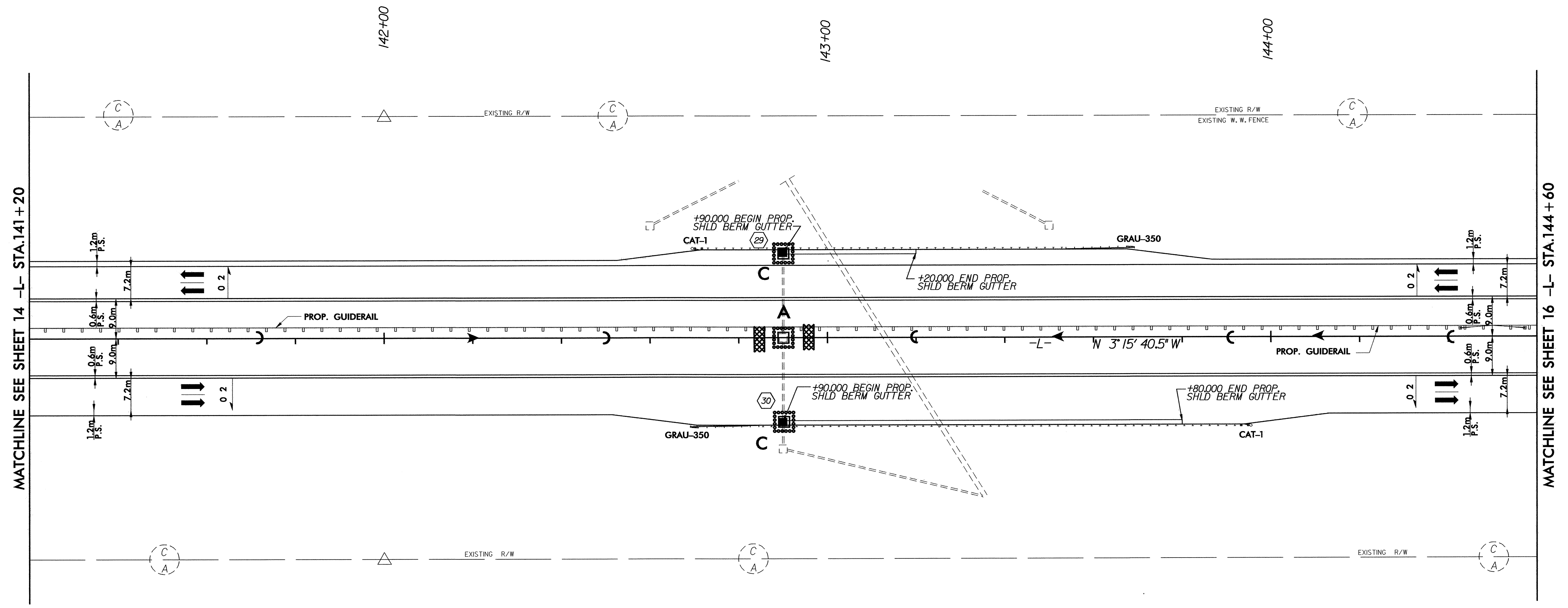
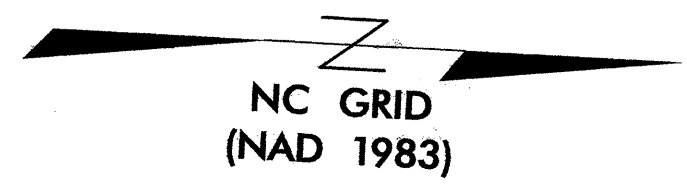
MATCHLINE SEE SHEET 15 -L- STA. 141 + 20

SEE SHEETS 71 & 72 FOR -L- PROFILE

8/17/21

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-22/CONST.15
	R / W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R / W REV.		

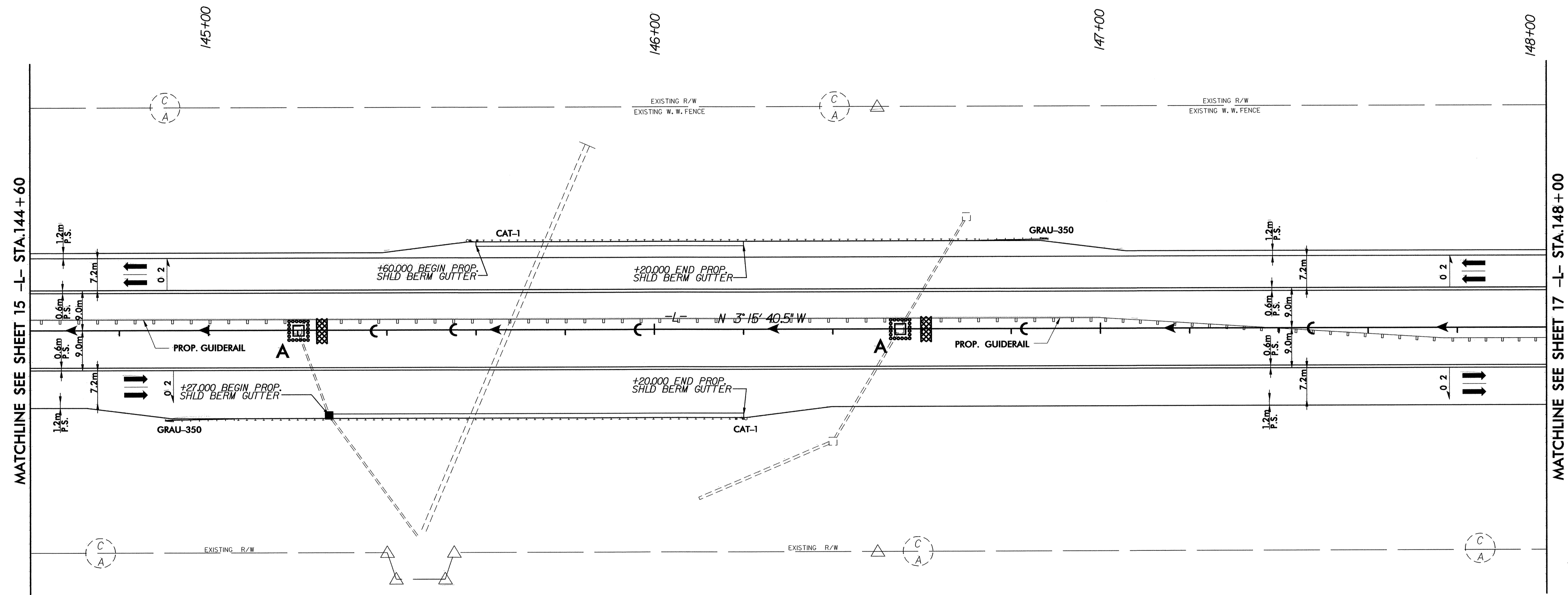
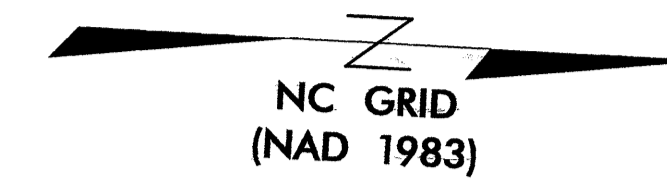
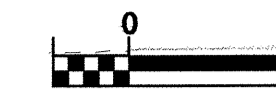


SEE SHEETS 72 & 73 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-23/CONST.16
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R /W REV.	



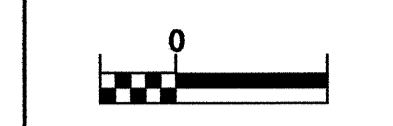
MATCHLINE SEE SHEET 15 -L- STA.144+60

MATCHLINE SEE SHEET 17 -L- STA.148+00

SEE SHEETS 73 & 74 FOR -L- PROFILE

8/17/98

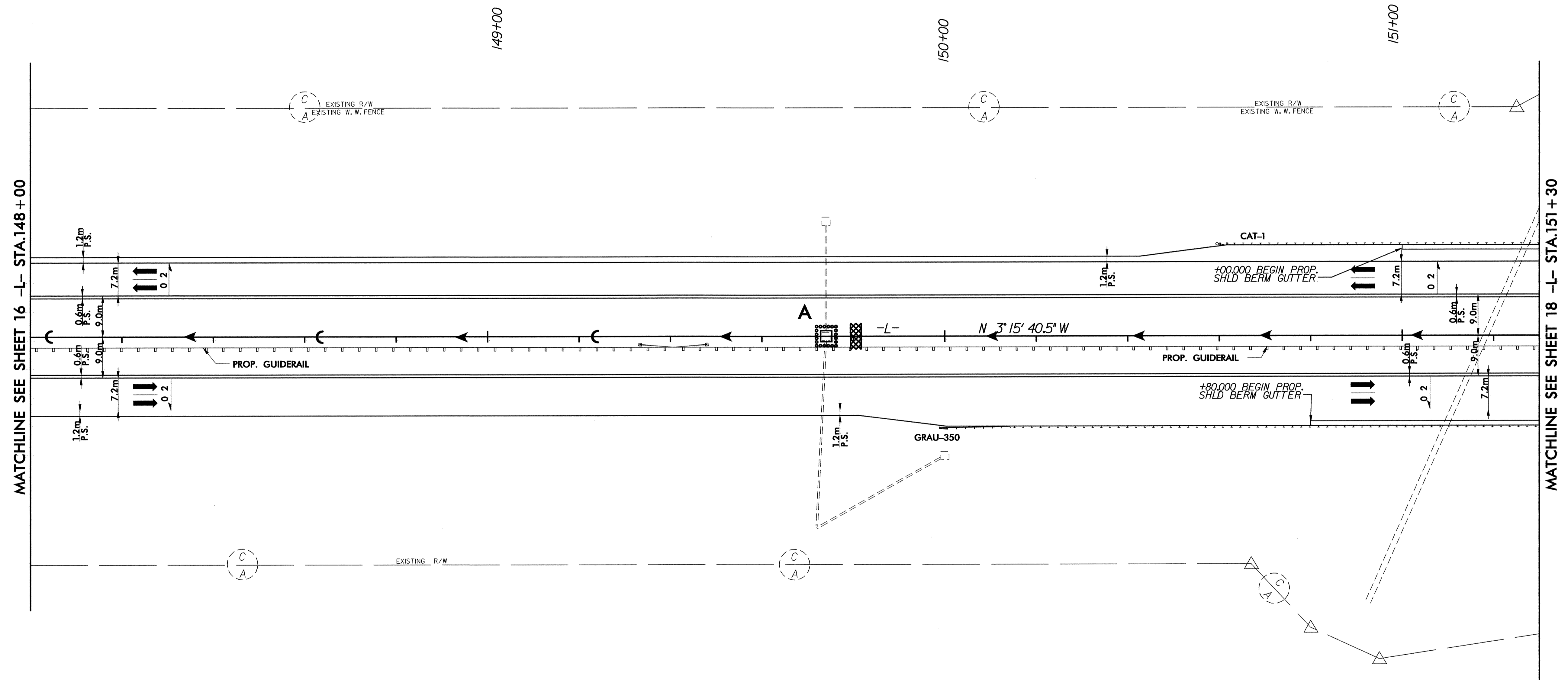
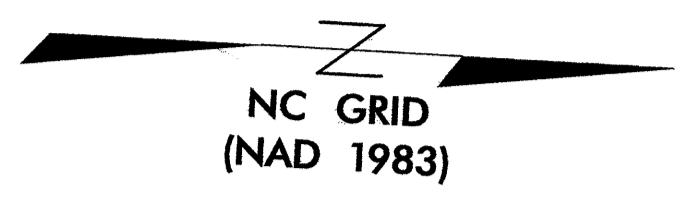
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-22068&C AS DIRECTED BY ENGINEER



CONST. REV.

R / W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-24/CONST-17
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

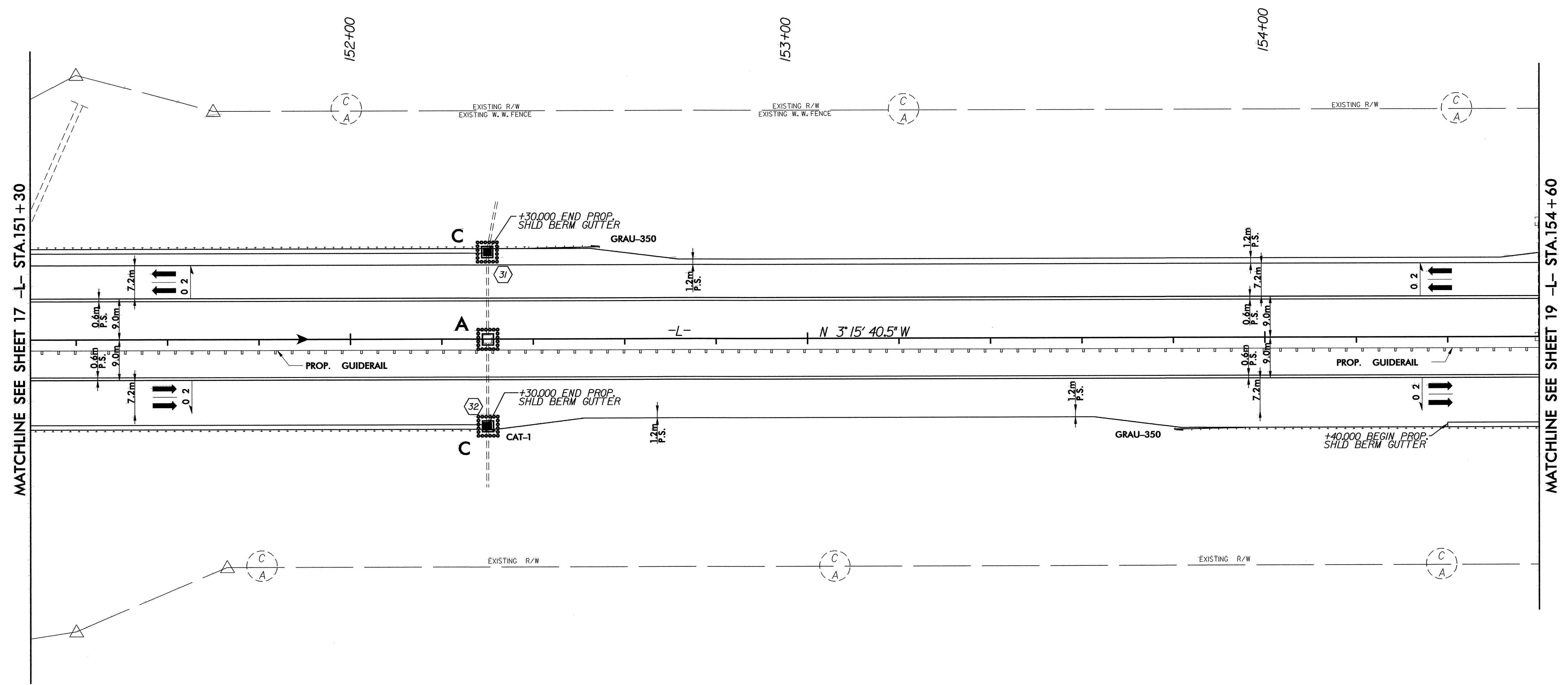
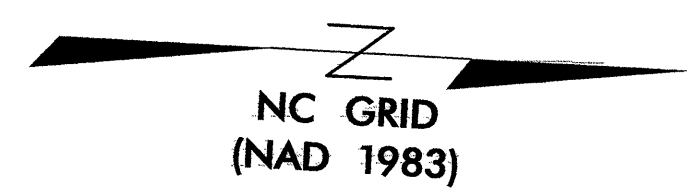


SEE SHEETS 74 & 75 FOR -L- PROFILE

8/17/98


NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

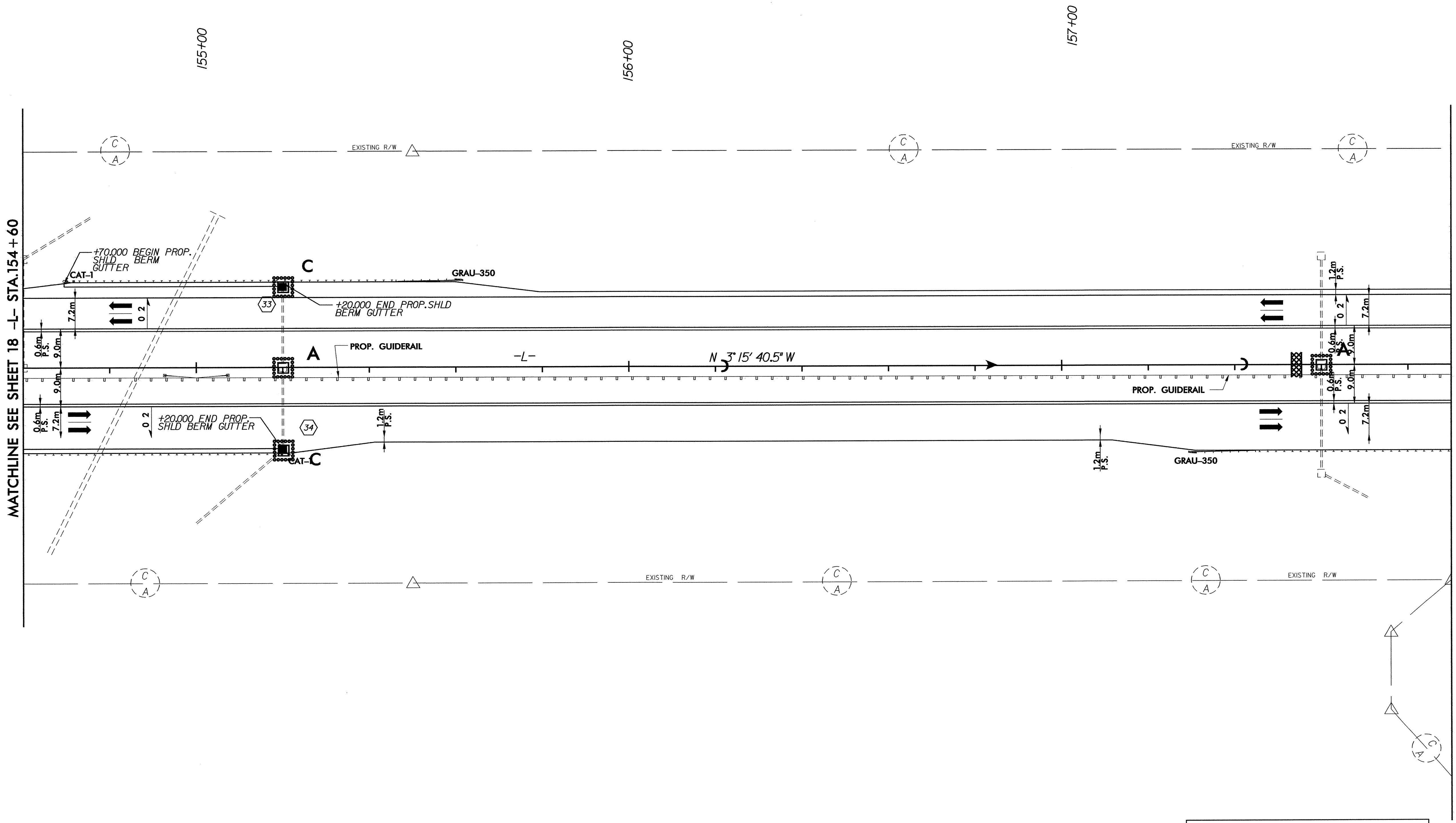
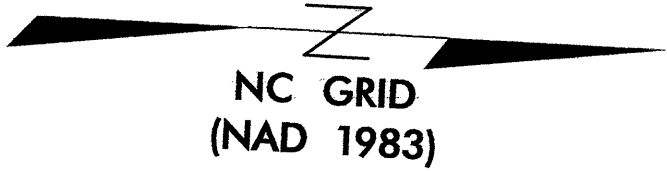
	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-25/CONST.1B
	R/W SHEET NO.	ROADWAY DESIGN ENGINEER
		HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		



SEE SHEETS 75 & 76 FOR -L- PROFILE


NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206&C AS DIRECTED
 BY ENGINEER

 5 0 10 CONST. REV. R /W REV.	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-26/CONST.19
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

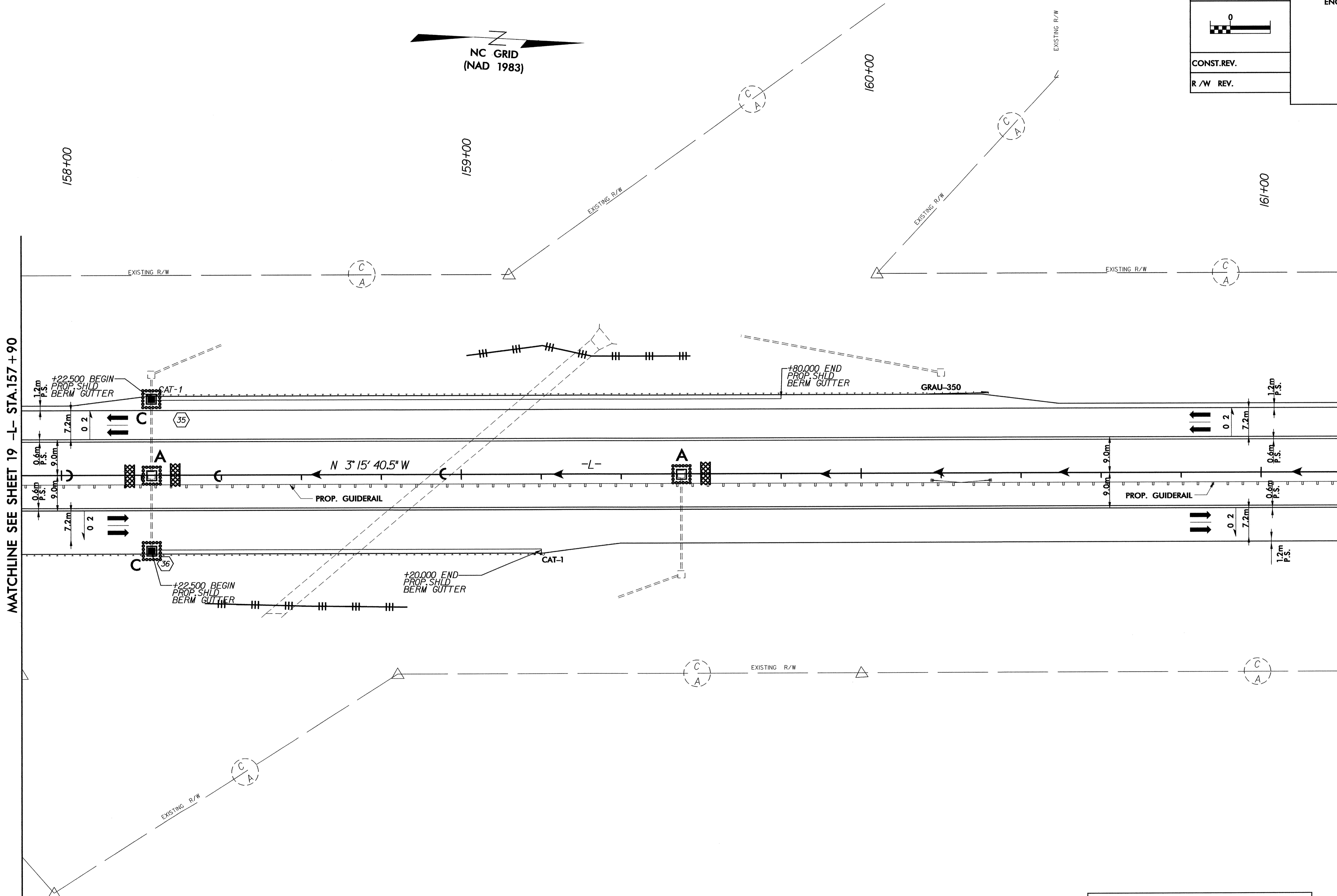


SEE SHEETS 76 & 77 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER


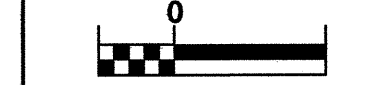
	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-27/CONST.20
	R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
CONST. REV.		
R /W REV.		

NC GRID
(NAD 1983)



SEE SHEETS 77 & 78 FOR -L- PROFILE

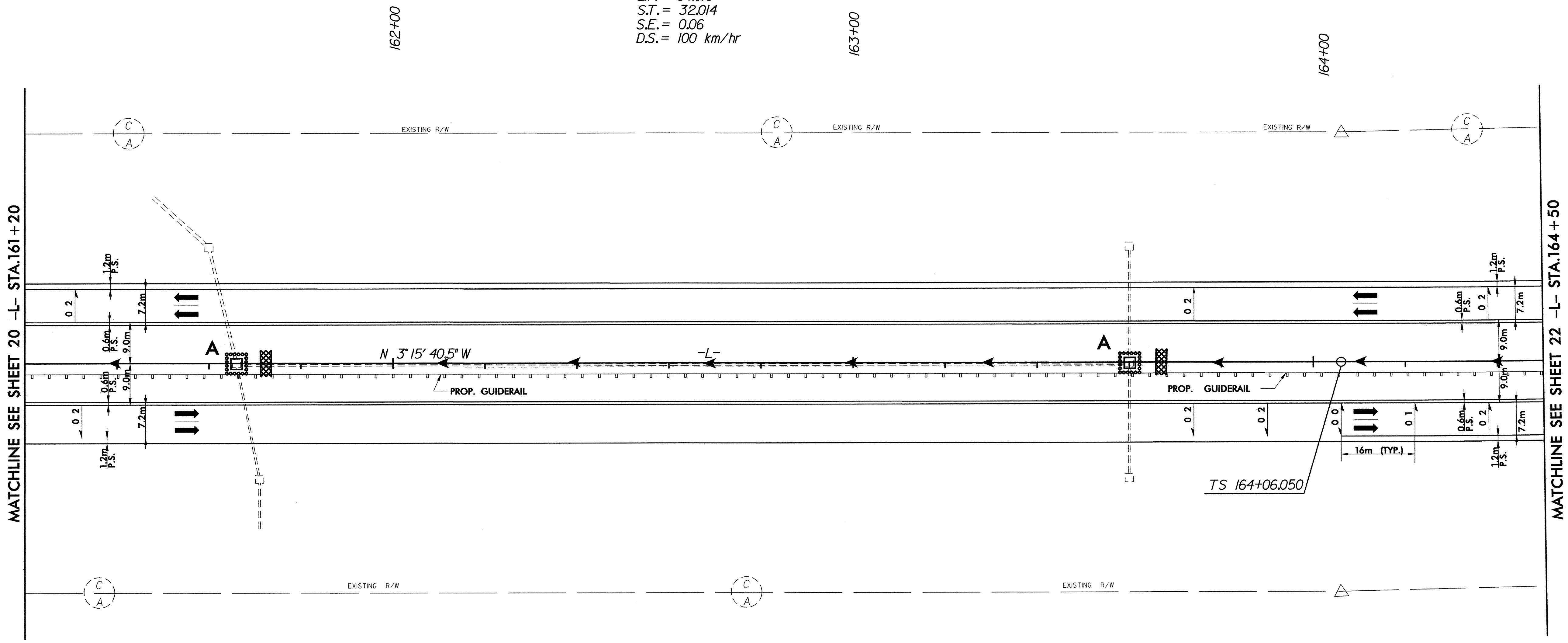
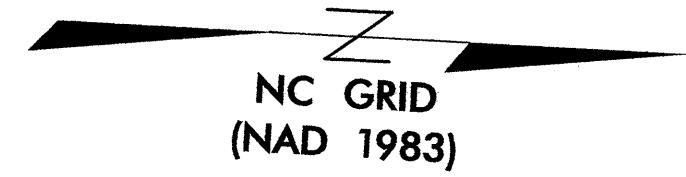
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-28/CONST.21</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
P.I. = 168+18.486
Δ_r = 54° 58' 09.4" (LT)
Δ_c = 47° 06' 41.6" (LT)
R_c = 700.000
L_c = 575.576
T_c = 305.179
θ_s = 3° 55' 43.9"
L_s = 96.000
L.T. = 64.016
S.T. = 32.014
S.E. = 0.06
D.S. = 100 km/hr



SEE SHEETS 78 & 79 FOR -L- PROFILE

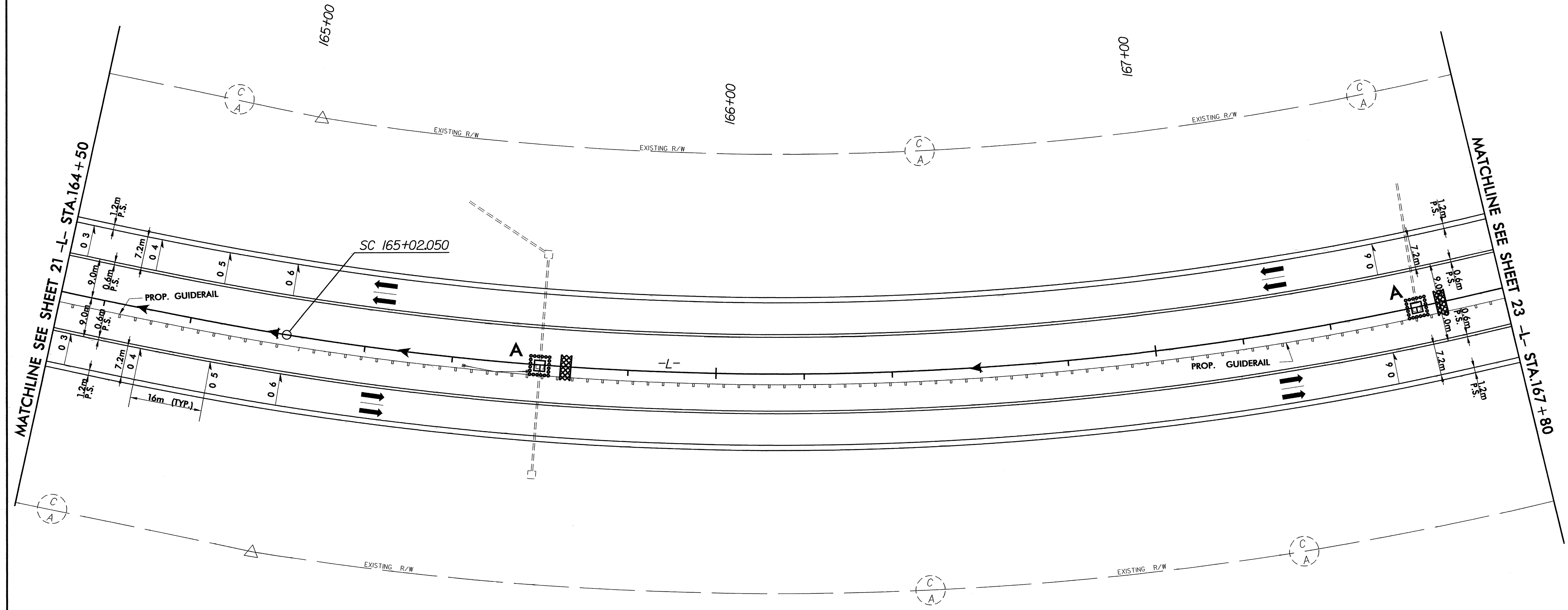
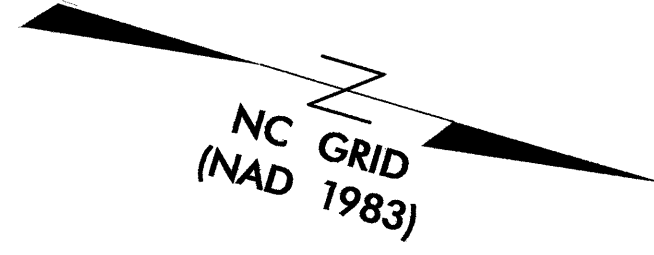
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

METRICS

CONST. REV.
R/W REV.

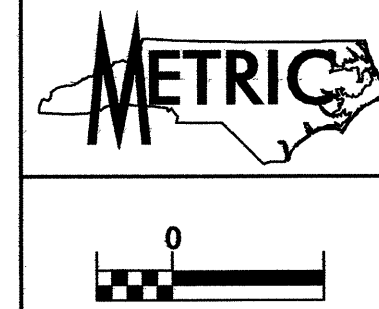
PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-29/CONST.22</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
 P.J. = 168+18.486
 $\Delta_T = 54^\circ 58' 09.4''$ (LT)
 $\Delta_C = 47^\circ 06' 41.6''$ (LT)
 $R_c = 700.000$
 $L_c = 575.576$
 $T_c = 305.179$
 $Q_s = 3^\circ 55' 43.9''$
 $L_s = 96.000$
 $L.T. = 64.016$
 $S.T. = 32.014$
 $S.E. = 0.06$
 $D.S. = 100 \text{ km/hr}$



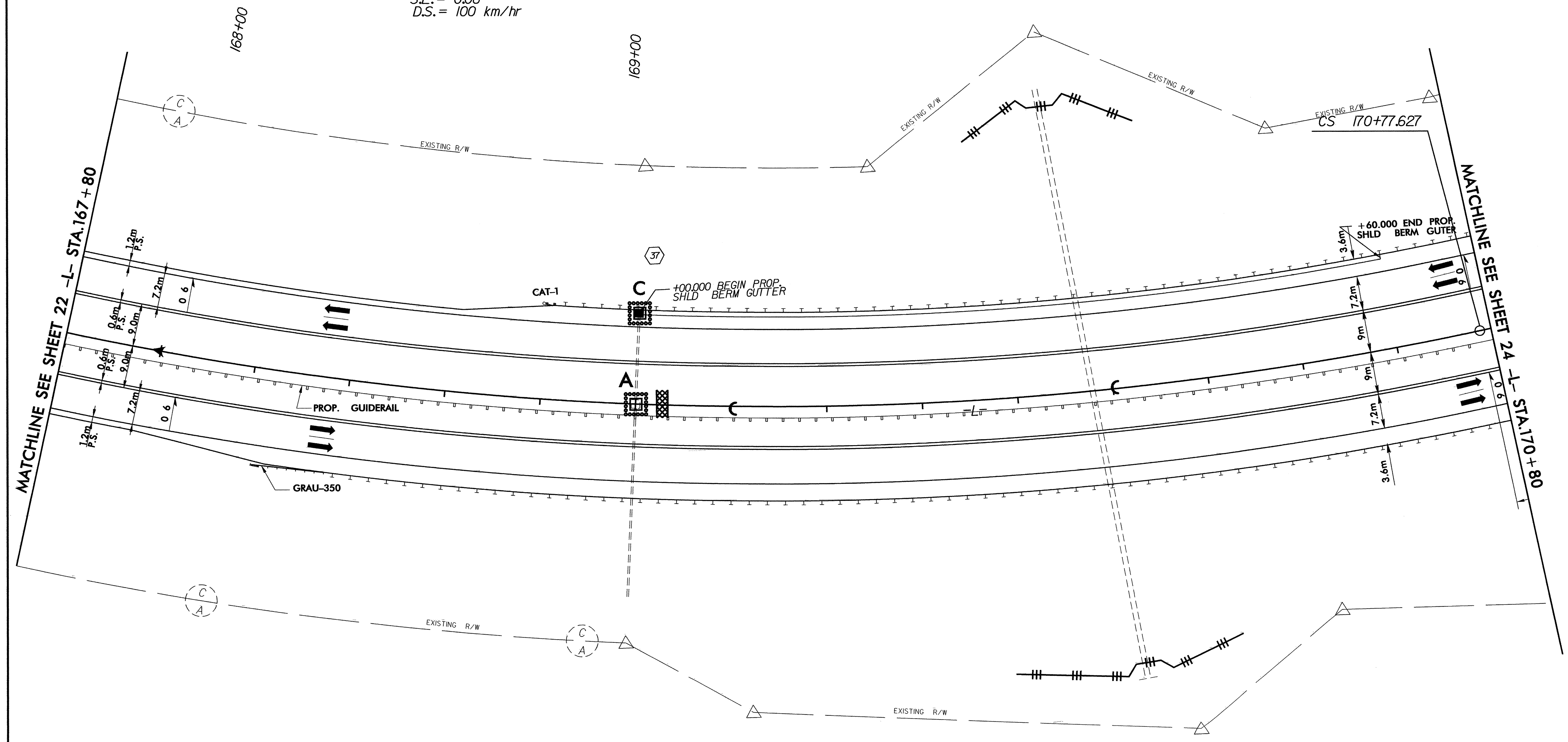
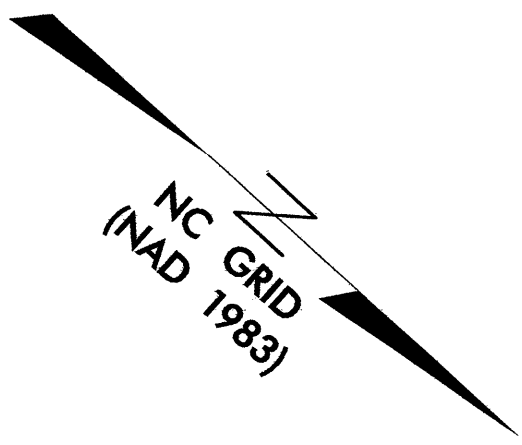
SEE SHEETS 79 & 80 FOR -L- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER



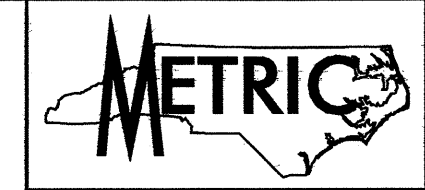
PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-30/CONST.23
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

-L-
 P.I. = 168+18.486
 $\Delta_T = 54^\circ 58' 09.4''$ (LT)
 $\Delta_C = 47^\circ 06' 41.6''$ (LT)
 $R_c = 700.000$
 $L_c = 575.576$
 $T_c = 305.179$
 $\theta_s = 3^\circ 55' 43.9''$
 $L_s = 96.000$
 $LT = 64.016$
 $ST = 32.014$
 $SE = 0.06$
 $DS = 100 \text{ km/hr}$

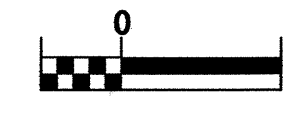


SEE SHEETS 80 & 81 FOR -L- PROFILE

NOTE: HORIZONTAL ALIGNMENT CONTROL POINTS SHOWN IN DRAWING AS DIRECTED BY ENGINEER



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-31/CONST.24
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	



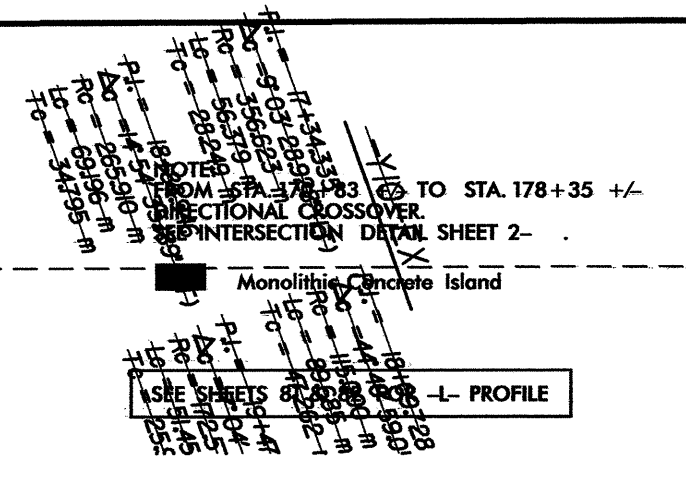
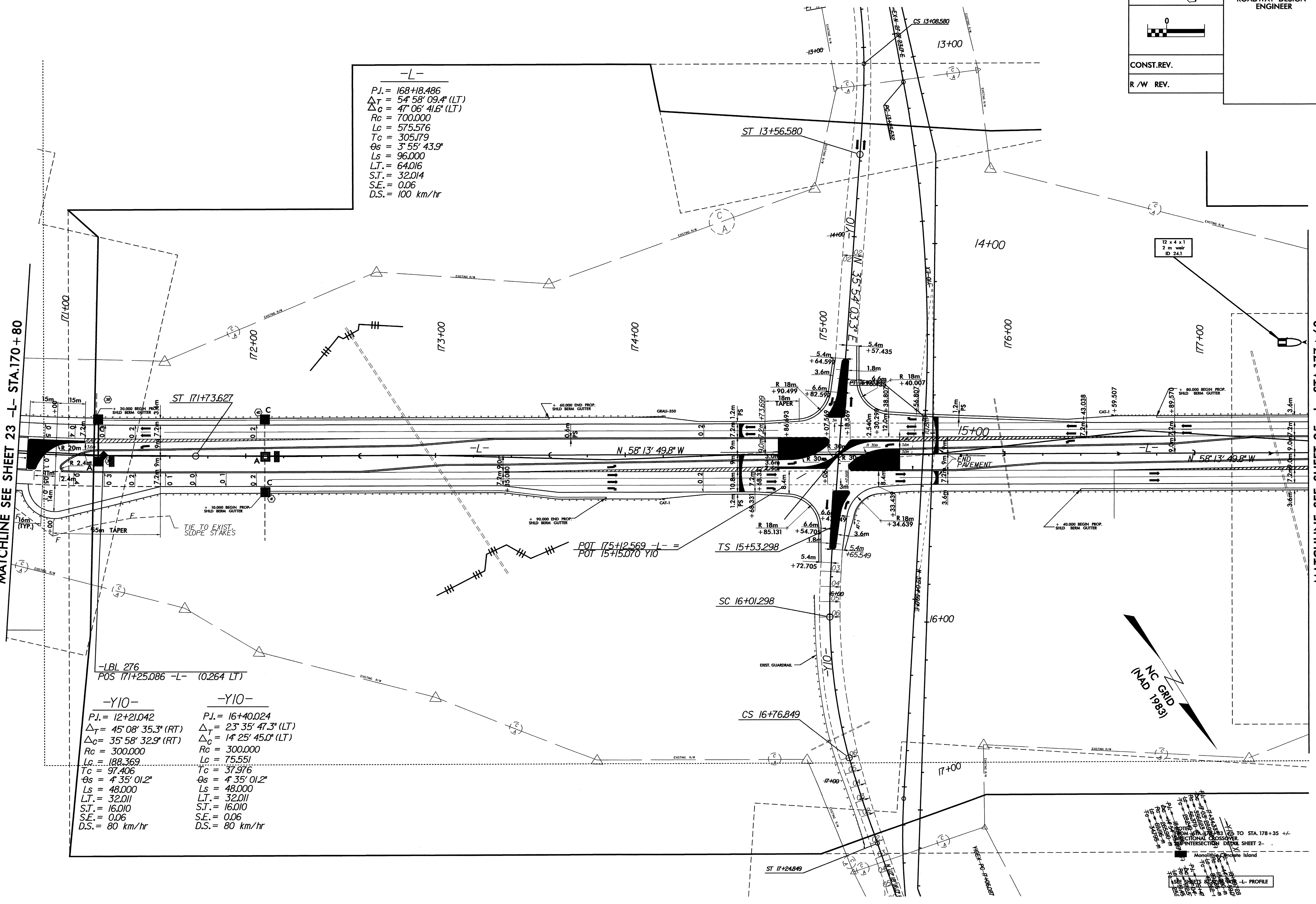
-L-
 P.I. = 168+18.486
 $\Delta_T = 54^\circ 58' 09.4''$ (LT)
 $\Delta_C = 47^\circ 06' 41.6''$ (LT)
 $R_c = 700.000$
 $L_c = 575.576$
 $T_c = 305.179$
 $\theta_s = 3^\circ 55' 43.9''$
 $L_s = 96.000$
 $L.T. = 64.016$
 $S.T. = 32.014$
 $S.E. = 0.06$
 $D.S. = 100 \text{ km/hr}$


-Y10-
 P.I. = 12+21.042
 $\Delta_T = 45^\circ 08' 35.3''$ (RT)
 $\Delta_C = 35^\circ 58' 32.9''$ (RT)
 $R_c = 300.000$
 $L_c = 188.369$
 $T_c = 97.406$
 $\theta_s = 4^\circ 35' 01.2''$
 $L_s = 48.000$
 $L.T. = 32.011$
 $S.T. = 16.010$
 $S.E. = 0.06$
 $D.S. = 80 \text{ km/hr}$

-Y10-
 P.I. = 16+40.024
 $\Delta_T = 23^\circ 35' 47.3''$ (LT)
 $\Delta_C = 14^\circ 25' 45.0''$ (LT)
 $R_c = 300.000$
 $L_c = 75.551$
 $T_c = 37.976$
 $\theta_s = 4^\circ 35' 01.2''$
 $L_s = 48.000$
 $L.T. = 32.011$
 $S.T. = 16.010$
 $S.E. = 0.06$
 $D.S. = 80 \text{ km/hr}$

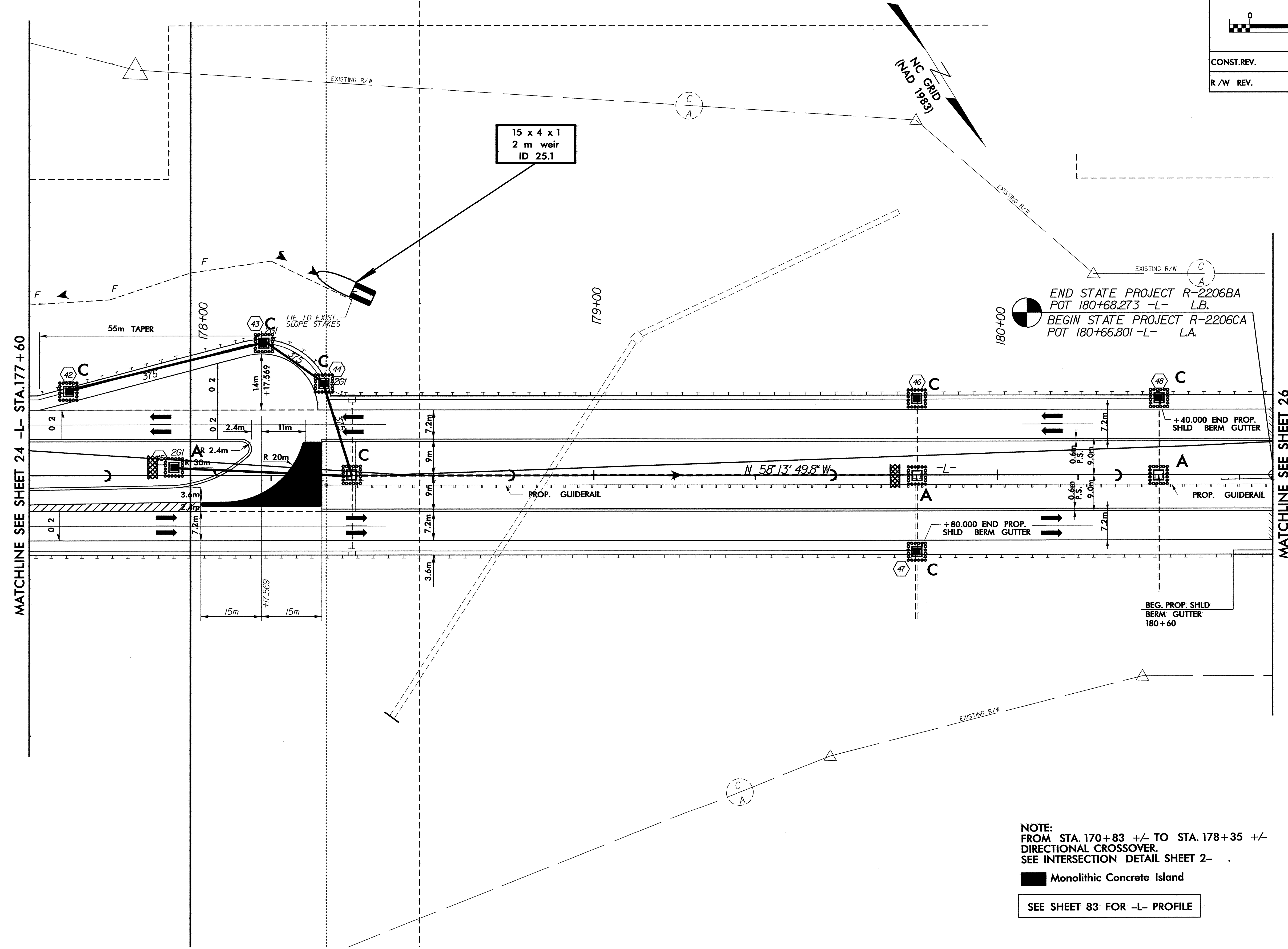
MATCHLINE SEE SHEET 23 -L- STA.170+80

MATCHLINE SEE SHEET 25 -L- STA.177+60



	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-32/CONST.25
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER



MATCHLINE SEE SHEET 24 -L- STA. 177 + 60

MATCHLINE SEE SHEET 26

END STATE PROJECT R-2206BA
 POT 180+68.273 -L- LB.
 BEGIN STATE PROJECT R-2206CA
 POT 180+66.801 -L- LA.

NOTE:
 FROM STA. 170+83 +/- TO STA. 178+35 +/-
 DIRECTIONAL CROSSOVER.
 SEE INTERSECTION DETAIL SHEET 2-

 Monolithic Concrete Island

SEE SHEET 83 FOR -L- PROFILE

METRIC

0
100
200

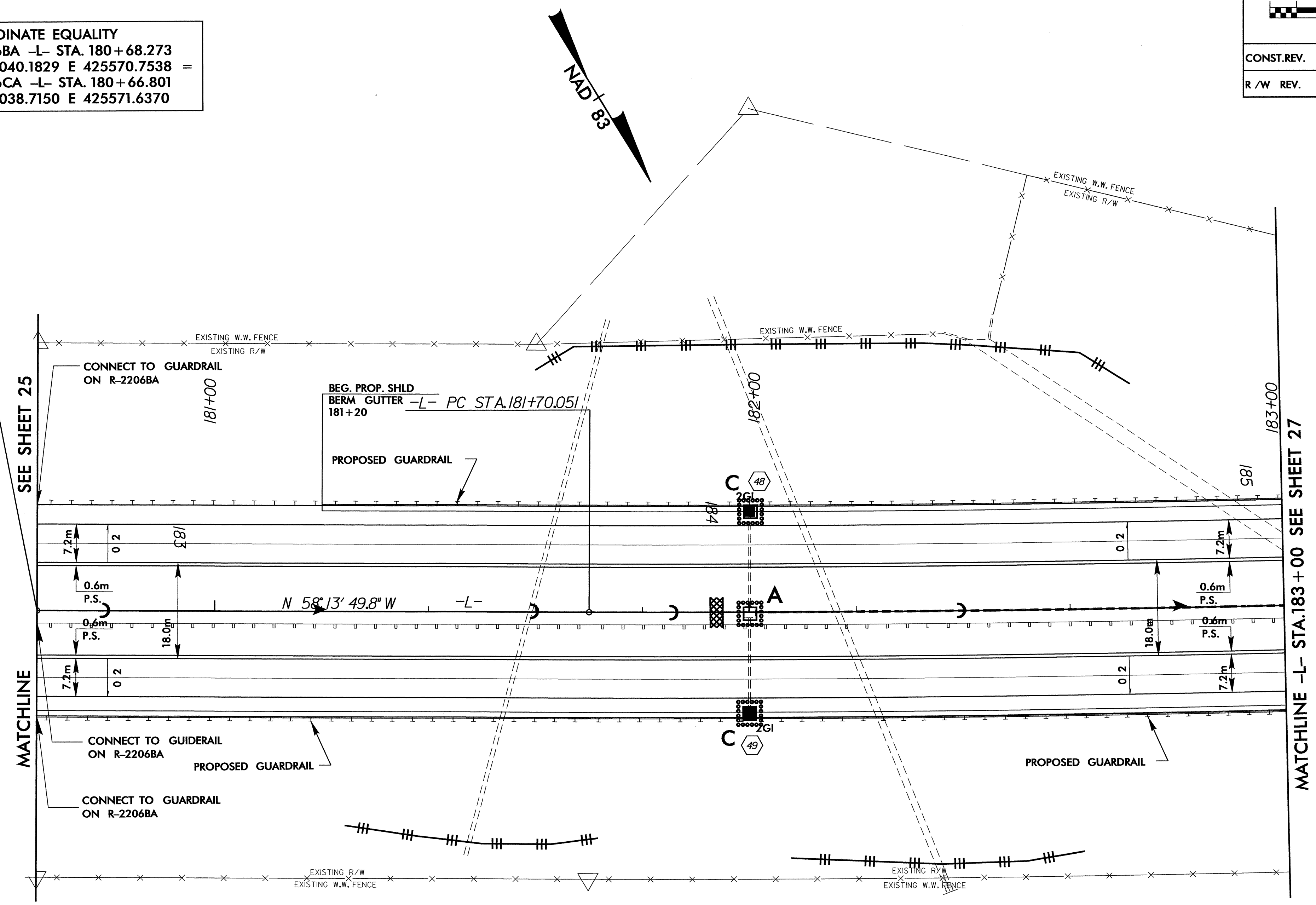
CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-33/CONST.26</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

COORDINATE EQUALITY
 R-2206BA -L- STA. 180+68.273
 N 198040.1829 E 425570.7538 =
 R-2206CA -L- STA. 180+66.801
 N 198038.7150 E 425571.6370

-L- STA. 180+68.273 LB
 END PROJECT R-2206BA
 END CONST.
 -L- STA. 180+66.801 LA
 BEGIN PROJECT R-2206CA
 BEGIN CONST.



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "R-2206C" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 201911.707(m) EASTING: 421659.554(m)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999843471

THE N.C. LAMBERT GRID BEARING LOCALIZED HORIZONTAL GROUND DISTANCE FROM "R-2206C" TO -L- STATION 180+66.801 IS
 S 46 00 38.1 E 5,576.457m

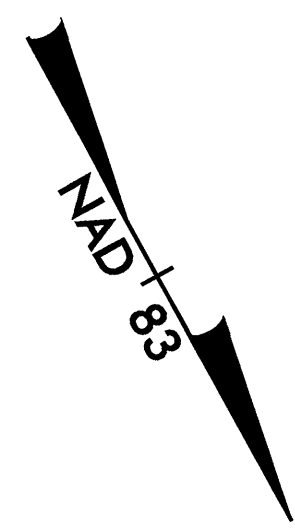
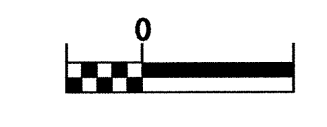
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NGVD 29

-L-
 PI Sta. 185+00.623
 $\Delta = 7^{\circ} 33' 54.5''$ (LT)
 L = 660.183
 T = 330.572
 R = 5,000.000
 e = NC

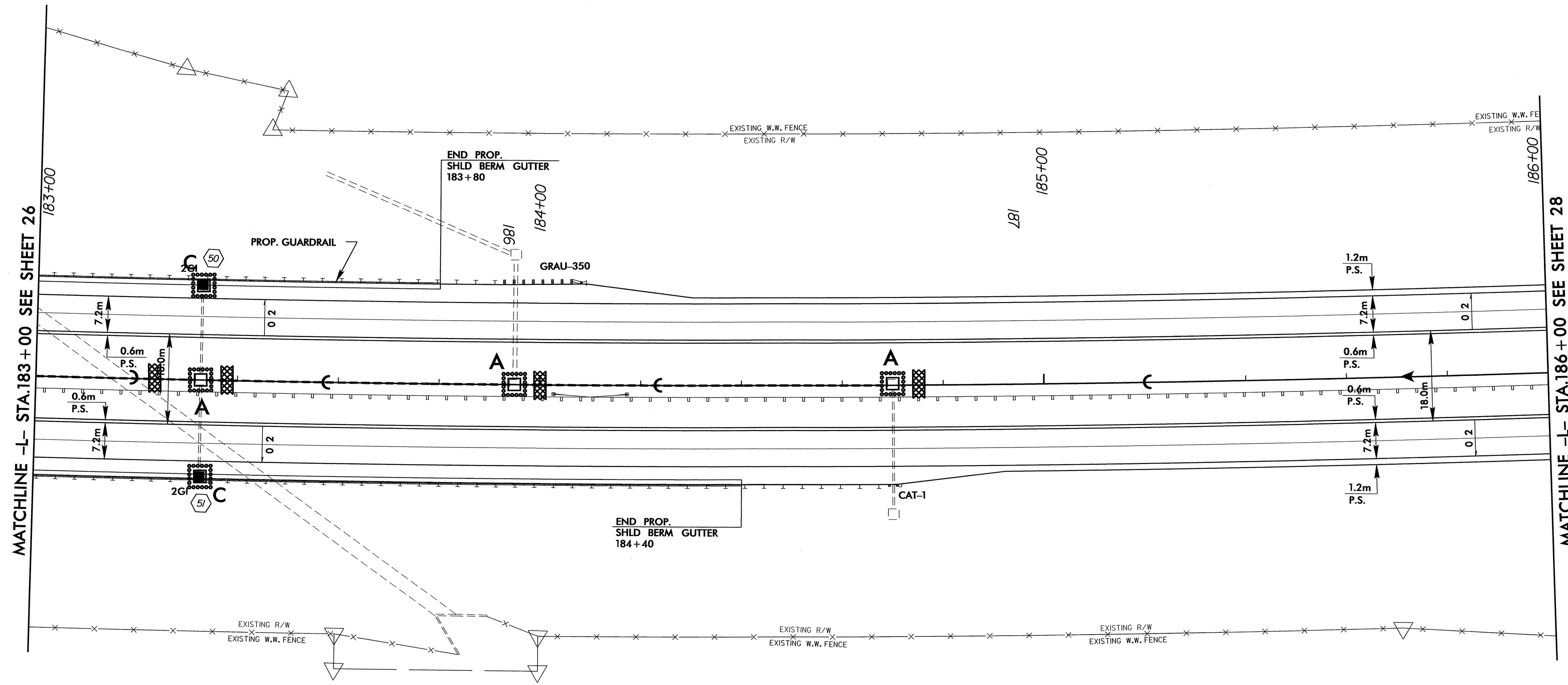
SEE SHEET 84 FOR -L- PROFILE



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-34/CONST.27
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R/W REV.	



NOTE:
MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER



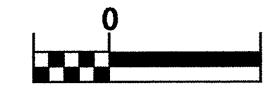
-L-
 PI Sta. 185+00.623
 $\Delta = 7^{\circ} 33' 54.5''$ (LT)
 L = 660.183
 T = 330.572
 R = 5,000.000
 e = NC

SEE SHEETS 84 & 85 FOR -L- PROFILE

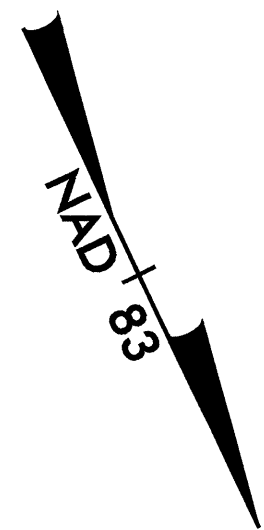
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER



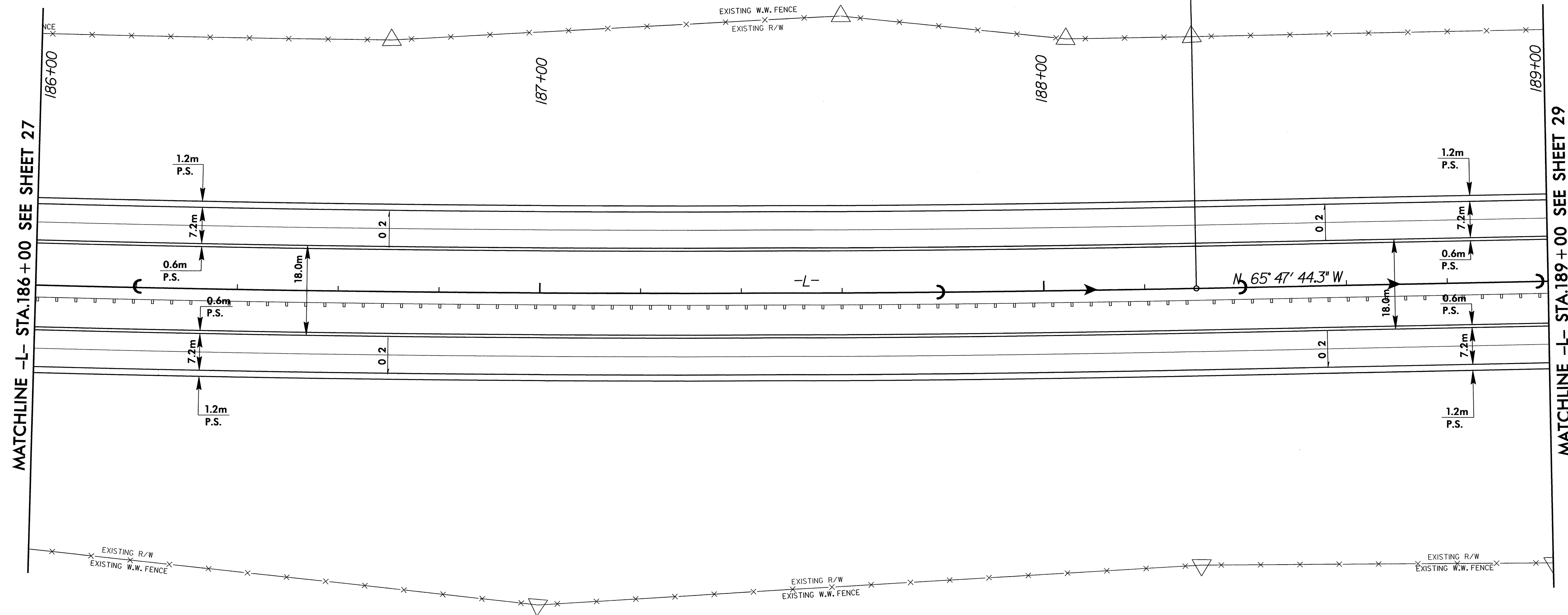
PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-35/CONST.28
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R / W REV.	



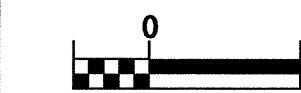
-L-
 PI Sta. 185+00.623
 $\Delta = 7^{\circ} 33' 54.5''$ (LT)
 $L = 660.183$
 $T = 330.572$
 $R = 5,000.000$
 $e = NC$



-L- PT STA. 188+30.234



SEE SHEETS 85 & 86 FOR -L- PROFILE

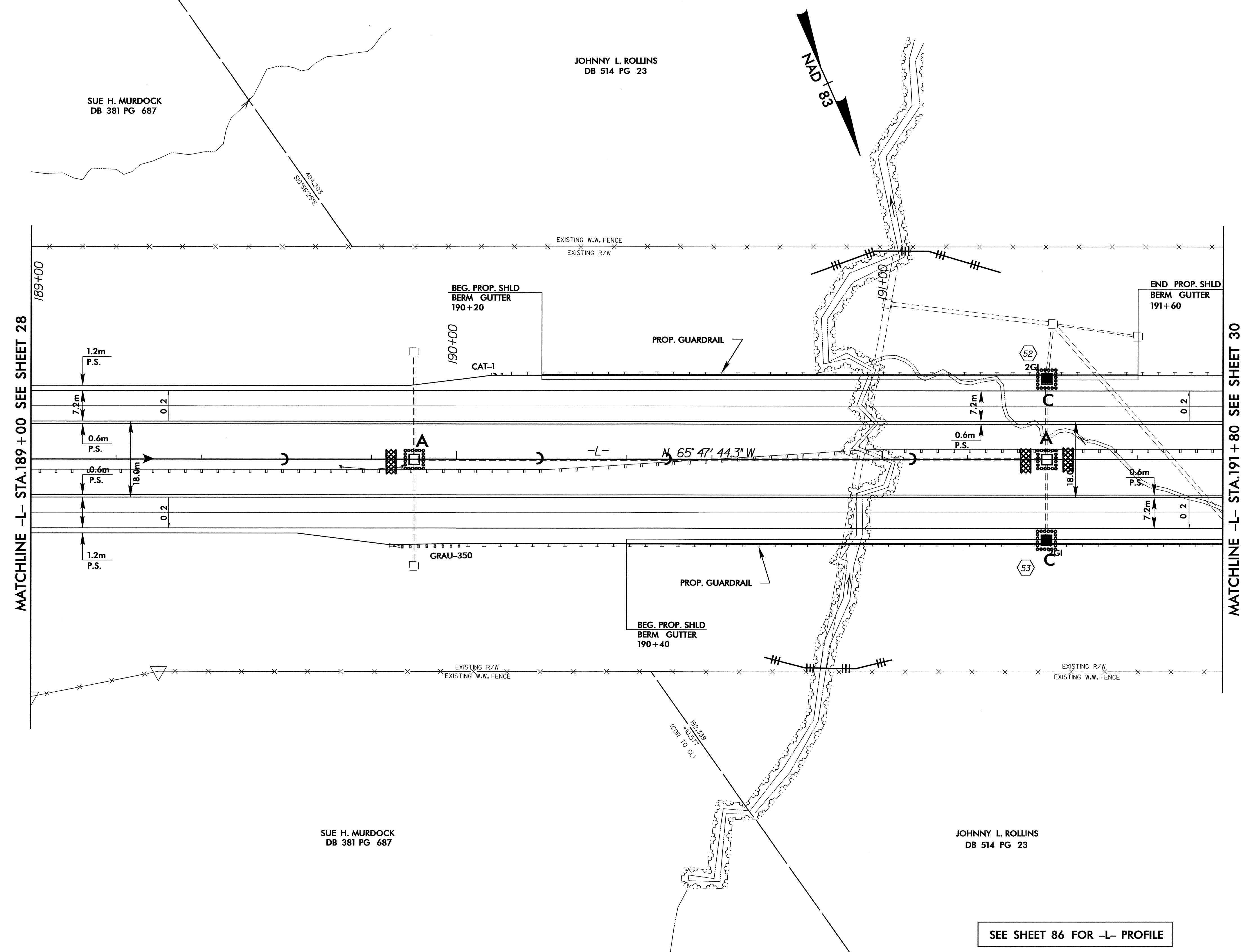


CONST. REV.

R / W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-36/CONST.29
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE:
MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER



MATCHLINE -L- STA.189 + 00 SEE SHEET 28

MATCHLINE -L- STA.191 + 80 SEE SHEET 30

SUE H. MURDOCK
DB 381 PG 687

JOHNNY L. ROLLINS
DB 514 PG 23

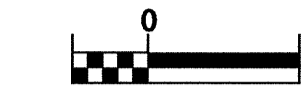
SUE H. MURDOCK
DB 381 PG 687

JOHNNY L. ROLLINS
DB 514 PG 23

SEE SHEET 86 FOR -L- PROFILE

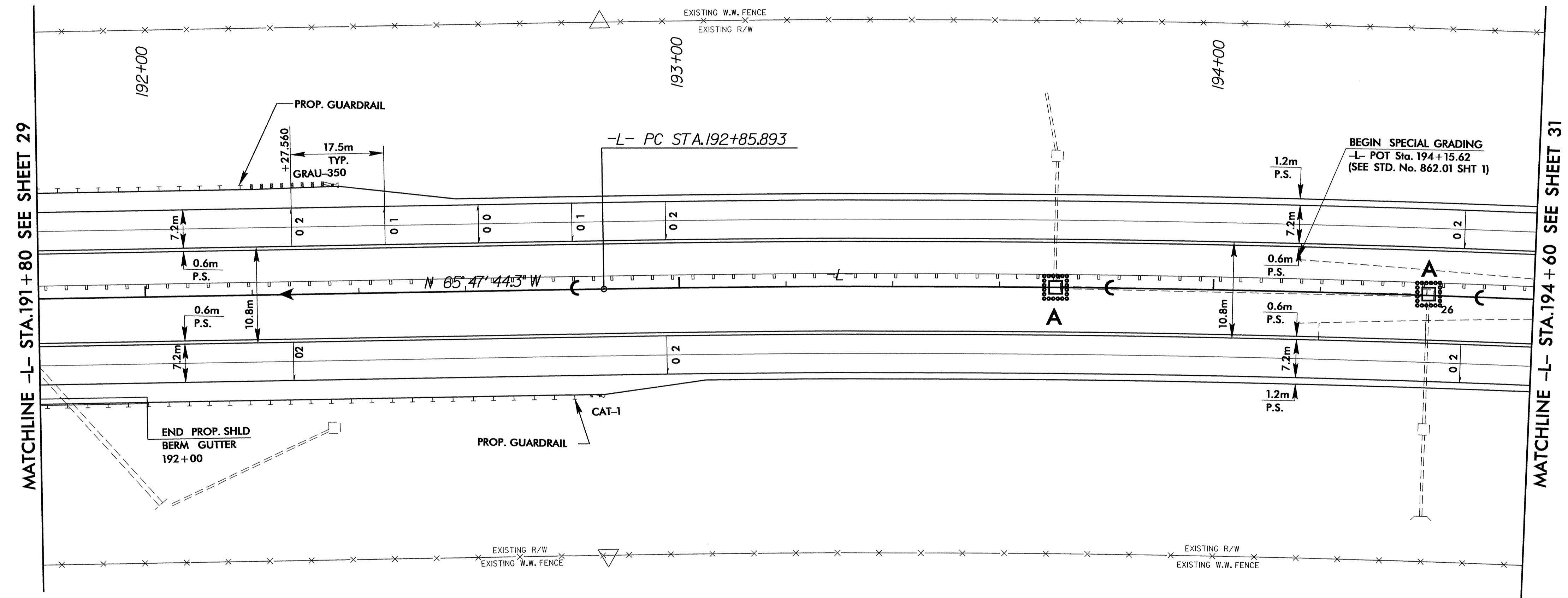
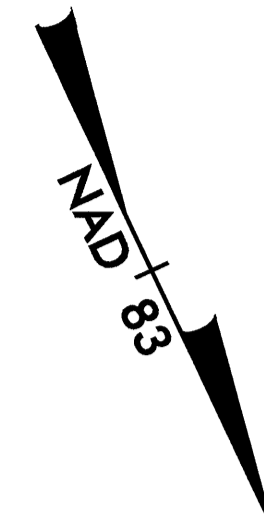


PROJECT REFERENCE NO.	SHEET NO.
R-2206 BA & CA	EC-37/CONST.30
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	



NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

-L-
 PI Sta 199+75.908
 $\Delta = 25^\circ 54' 22.0''$ (RT)
 $L = 1,356.440$
 $T = 690.016$
 $R = 3,000.000$
 $e = 0.02$
 $RO = 35m$



SEE SHEETS 86 & 87 FOR -L- PROFILE

8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

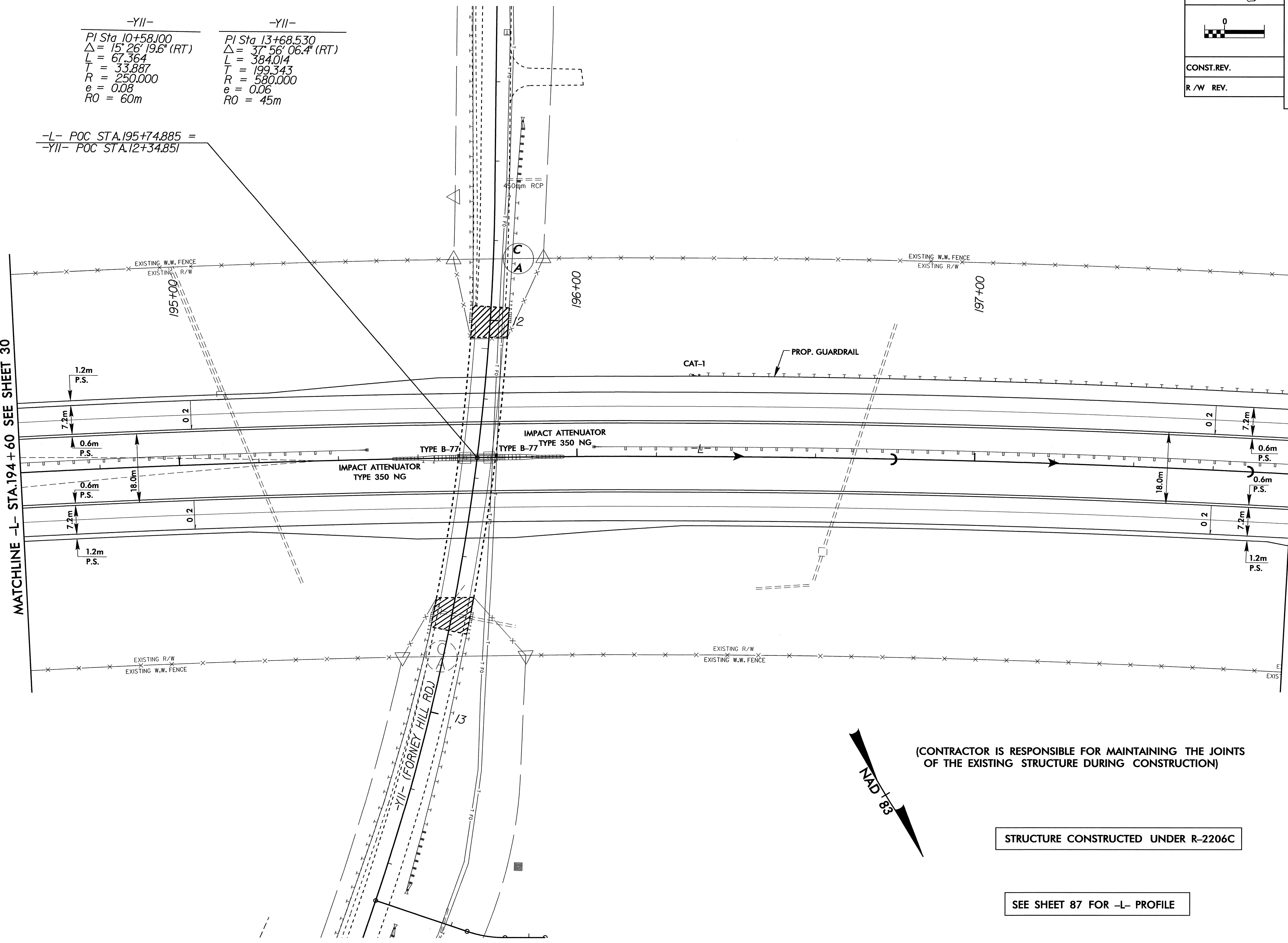
-YII-	-YII-
PI Sta 10+58.100	PI Sta 13+68.530
$\Delta = 15^{\circ} 26' 19.6"$ (RT)	$\Delta = 37^{\circ} 56' 06.4"$ (RT)
L = 67.364	L = 384.014
T = 33.887	T = 199.343
R = 250.000	R = 580.000
e = 0.08	e = 0.06
RO = 60m	RO = 45m

-L- POC STA.195+74.885 =
-YII- POC STA.12+34.851

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-38/CONST.31
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

MATCHLINE -L- STA.194 + 60 SEE SHEET 30

MATCHLINE -L- STA.197 + 80 SEE SHEET 32




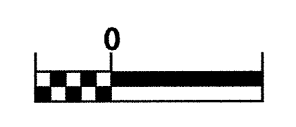
(CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE JOINTS OF THE EXISTING STRUCTURE DURING CONSTRUCTION)

STRUCTURE CONSTRUCTED UNDER R-2206C

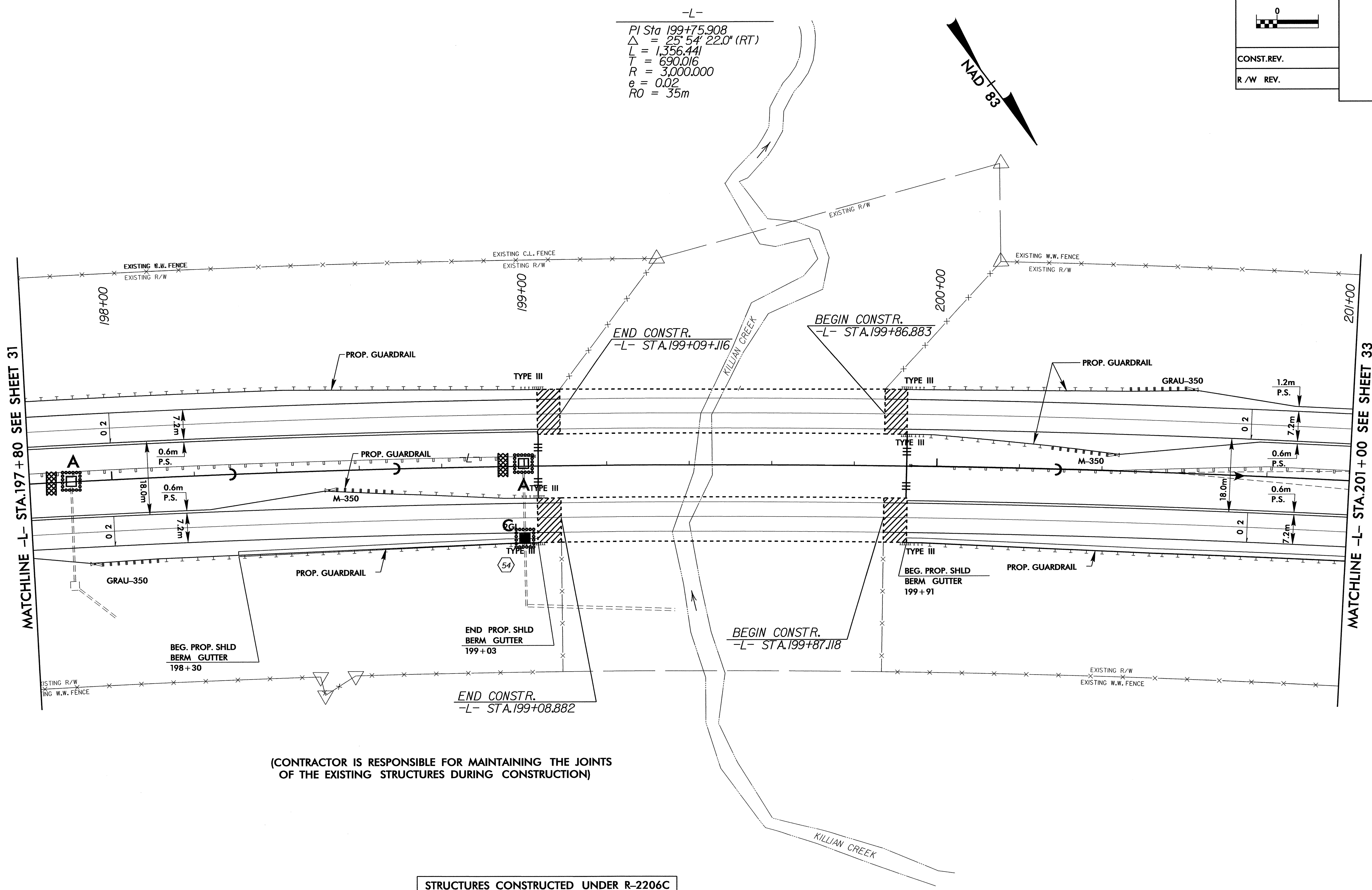
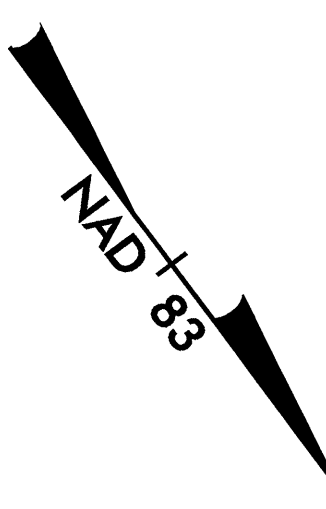
SEE SHEET 87 FOR -L- PROFILE

8/17/93

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-39/CONST.32
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

-L-
 PI Sta 199+75.908
 $\Delta = 25^{\circ} 54' 22.0''$ (RT)
 $L = 1,356.441$
 $T = 690.016$
 $R = 3,000.000$
 $e = 0.02$
 $RO = 35m$



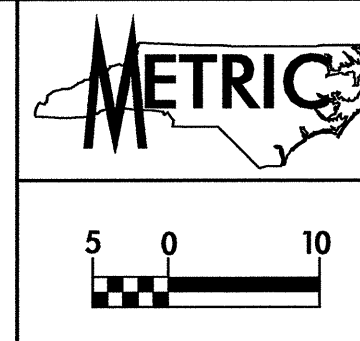
(CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE JOINTS OF THE EXISTING STRUCTURES DURING CONSTRUCTION)

STRUCTURES CONSTRUCTED UNDER R-2206C

SEE SHEETS 87 & 88 FOR -L- PROFILE

9/17/99

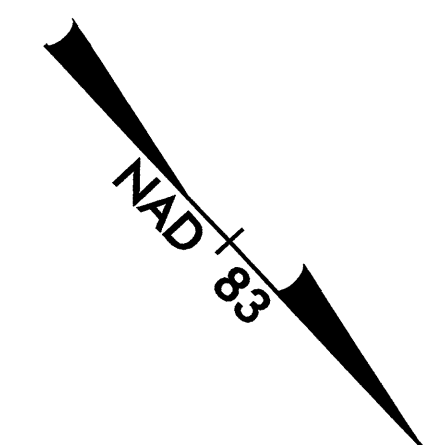
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER



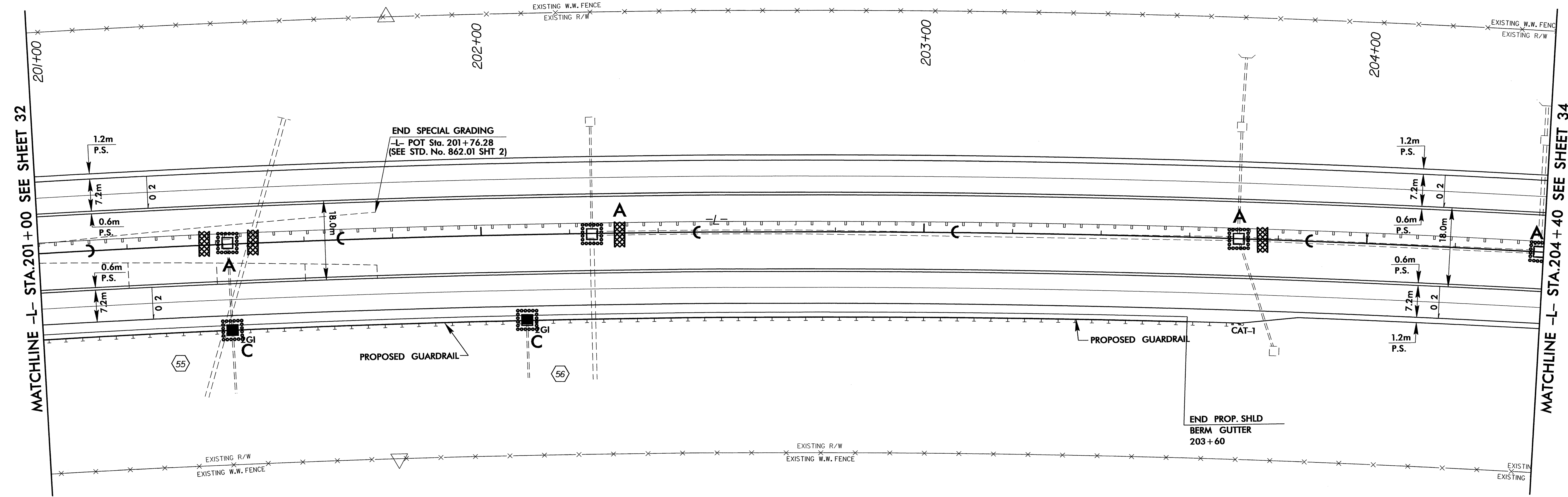
PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-40/CONST.33</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

-L-

PI Sta 199+75.908
 $\Delta = 25^\circ 54' 22.0''$ (RT)
 $L = 1,356.44'$
 $T = 690.016'$
 $R = 3,000.000'$
 $e = 0.02'$
 $RO = 35m$



REVISIONS



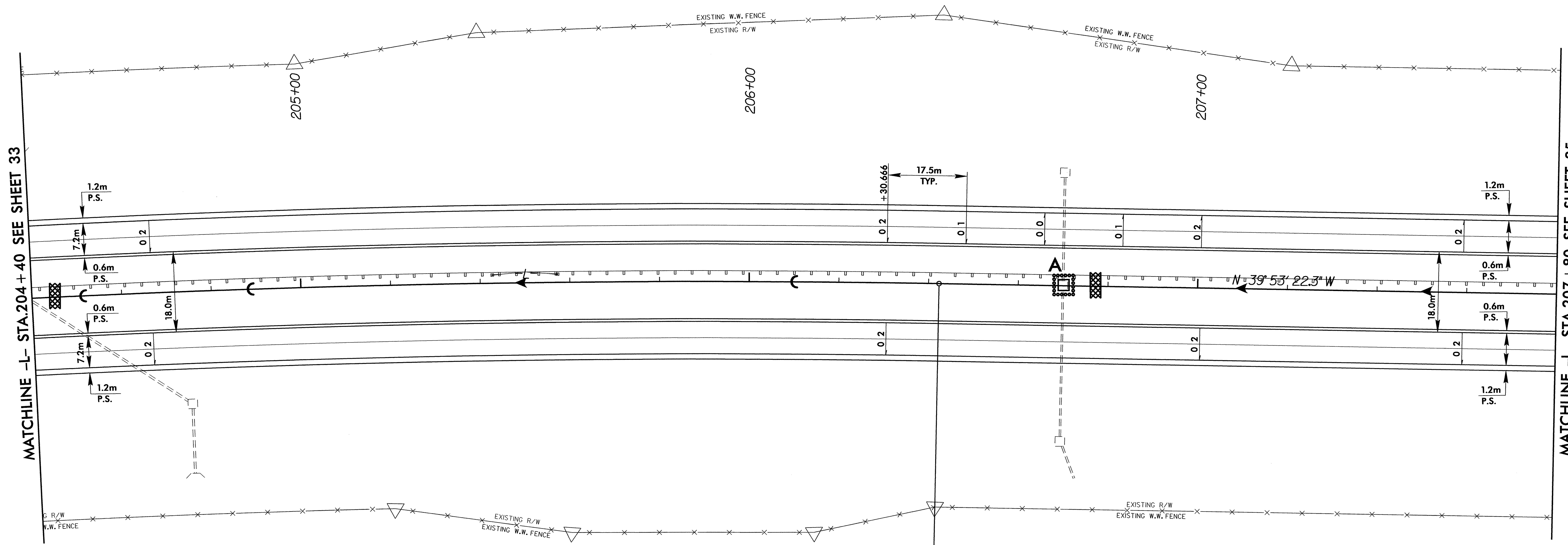
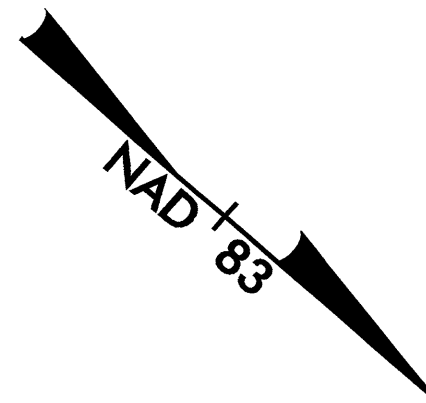
SEE SHEET 88 FOR -L- PROFILE



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-41/CONST.34
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

-L-
 PI Sta 199+75.908
 $\Delta = 25^{\circ} 54' 22.0''$ (RT)
 $L = 1,356.441$
 $T = 690.016$
 $R = 3,000.000$
 $e = 0.02$
 $RO = 35m$


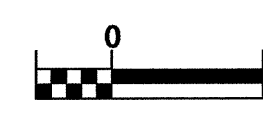


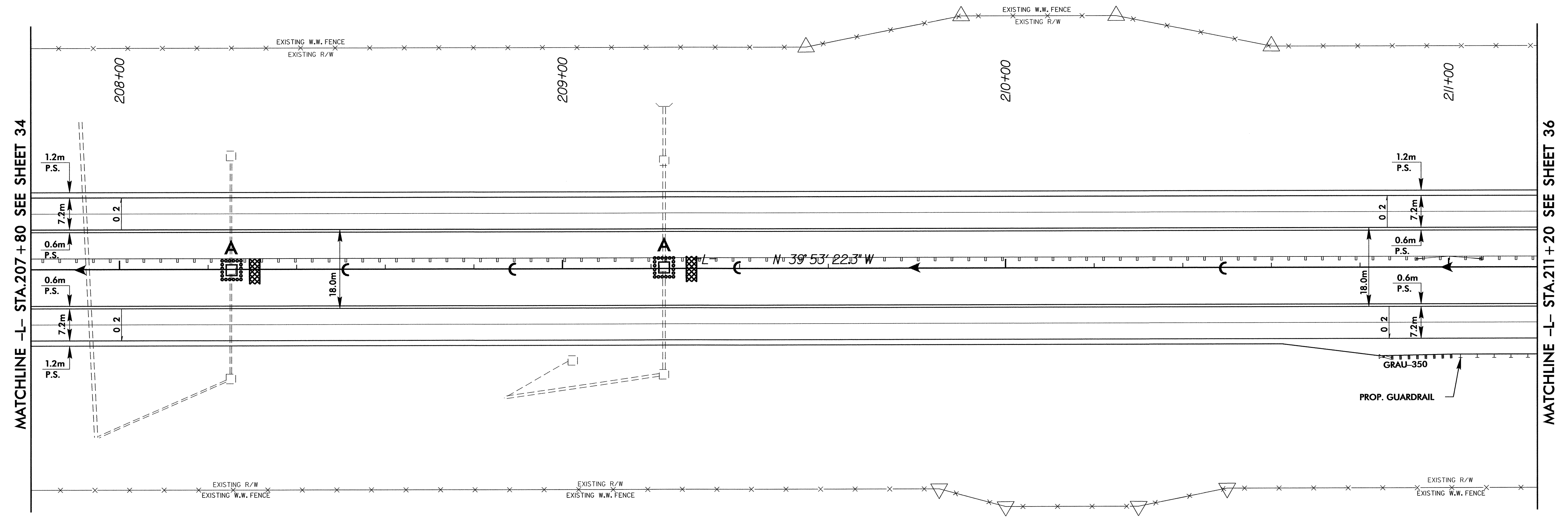
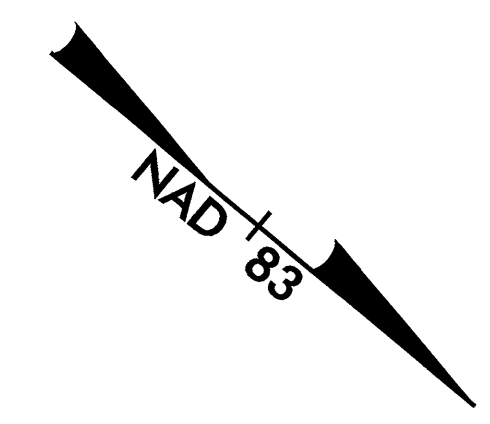
-L- PT STA.206+42.333

SEE SHEETS 88 & 89 FOR -L- PROFILE

8/17/98

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER


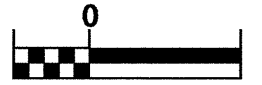
	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-42/CONST.35
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

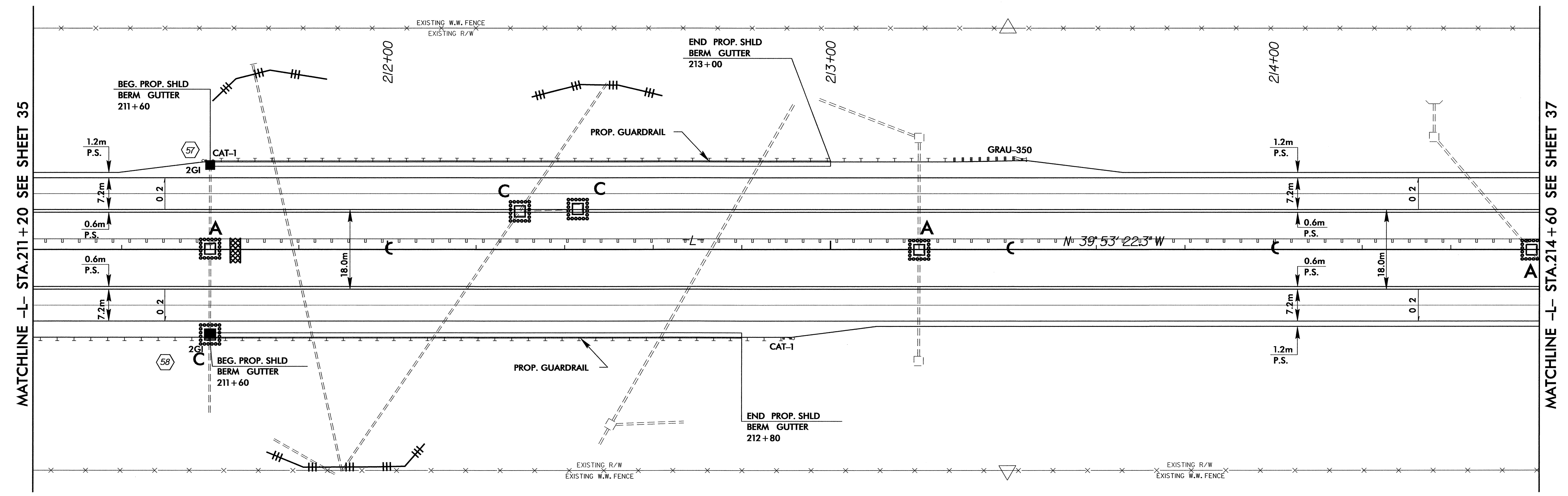
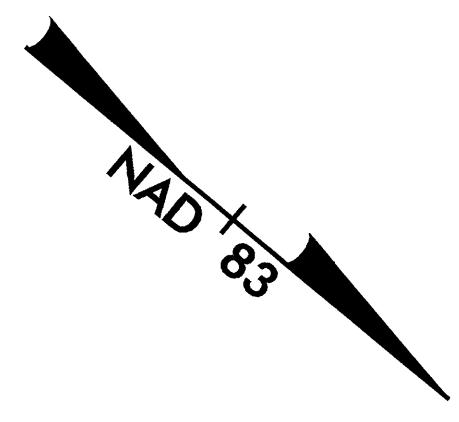


SEE SHEETS 89 & 90 FOR -L- PROFILE

8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-43/CONST.36
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.		
R/W REV.		



MATCHLINE -L- STA.211+20 SEE SHEET 35

MATCHLINE -L- STA.214+60 SEE SHEET 37

SEE SHEETS 90 & 91 FOR -L- PROFILE



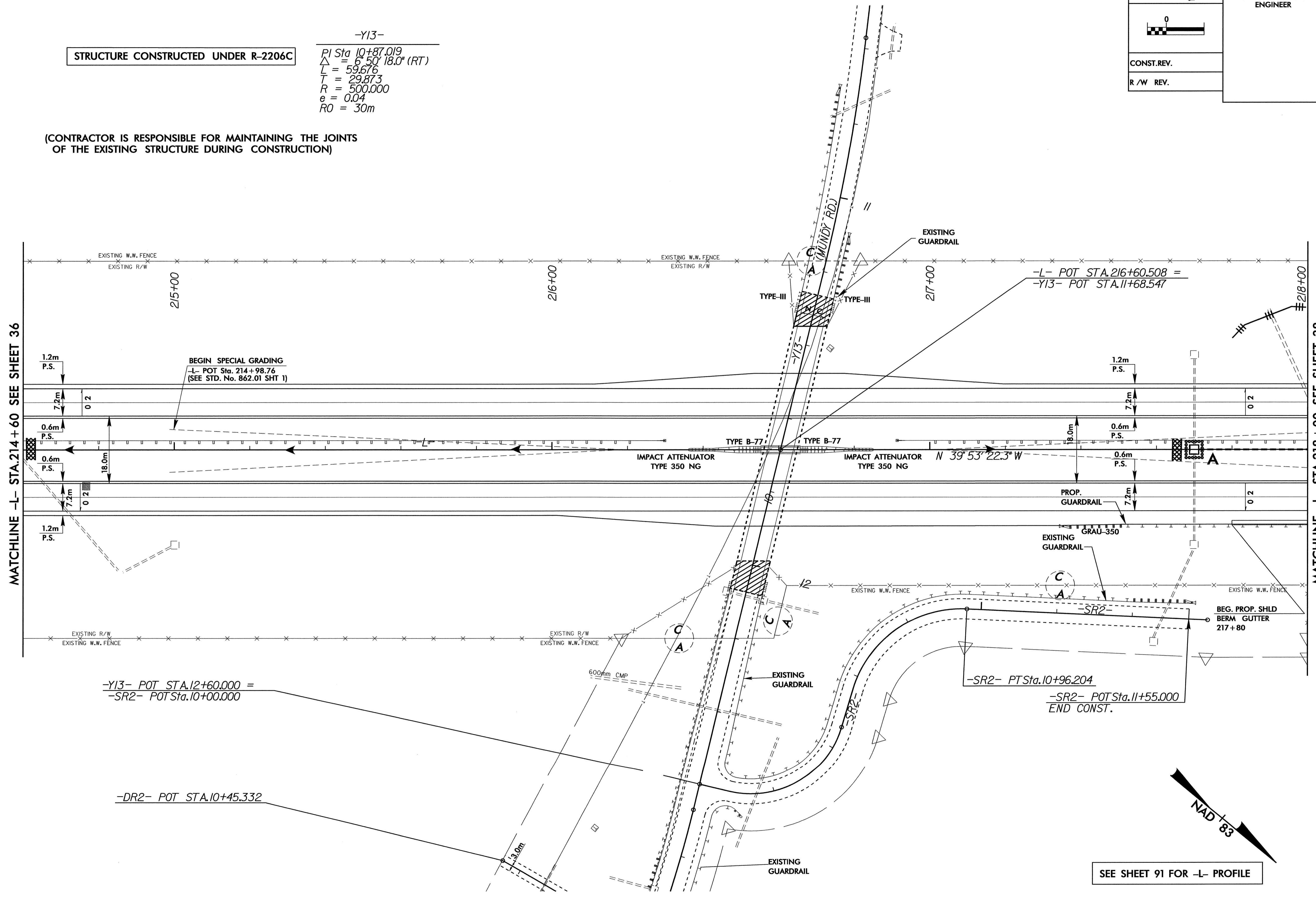
PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-44/CONST.37</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	

NOTE:
MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

STRUCTURE CONSTRUCTED UNDER R-2206C


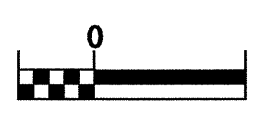
-Y13-
PI Sta 10+87.019
 $\Delta = 6.50' 18.0^\circ (RT)$
 $L = 59.676$
 $T = 29.873$
 $R = 500.000$
 $e = 0.04$
 $RO = 30m$

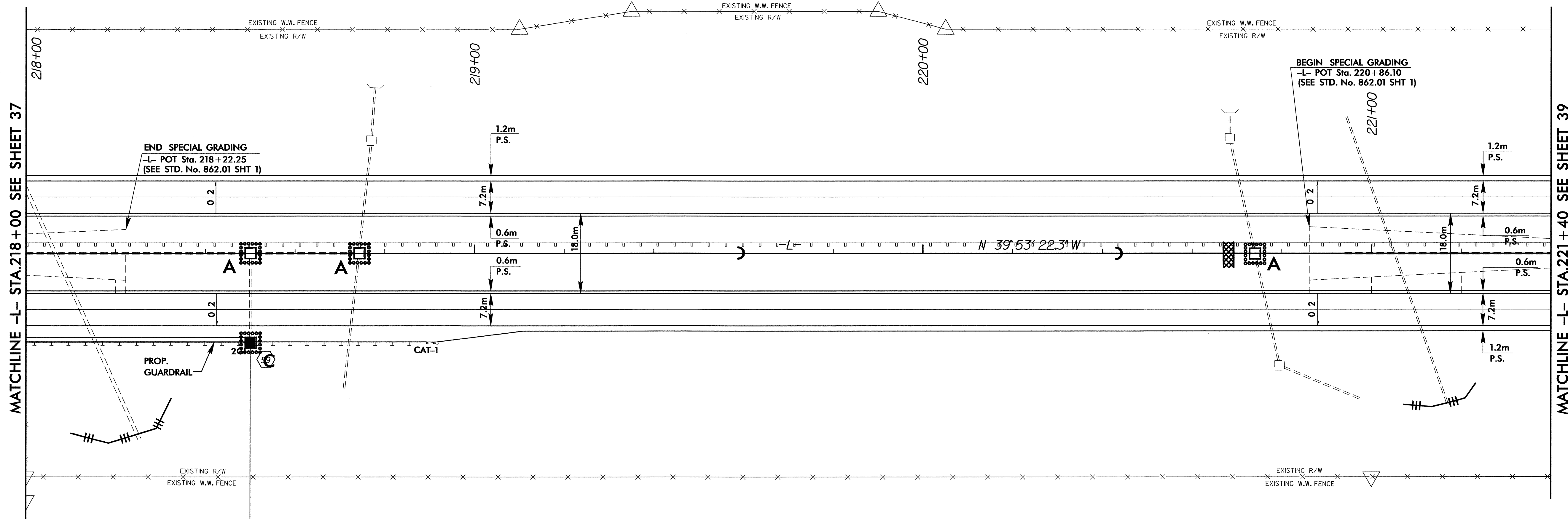
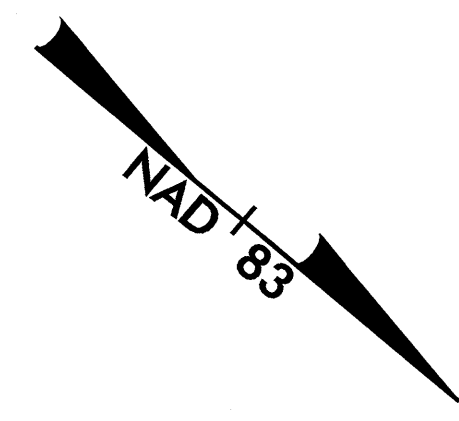
(CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE JOINTS OF THE EXISTING STRUCTURE DURING CONSTRUCTION)



8/17/98


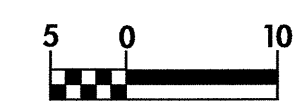
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-45/CONST.38
	R /W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R /W REV.		



SEE SHEETS 91 & 92 FOR -L- PROFILE

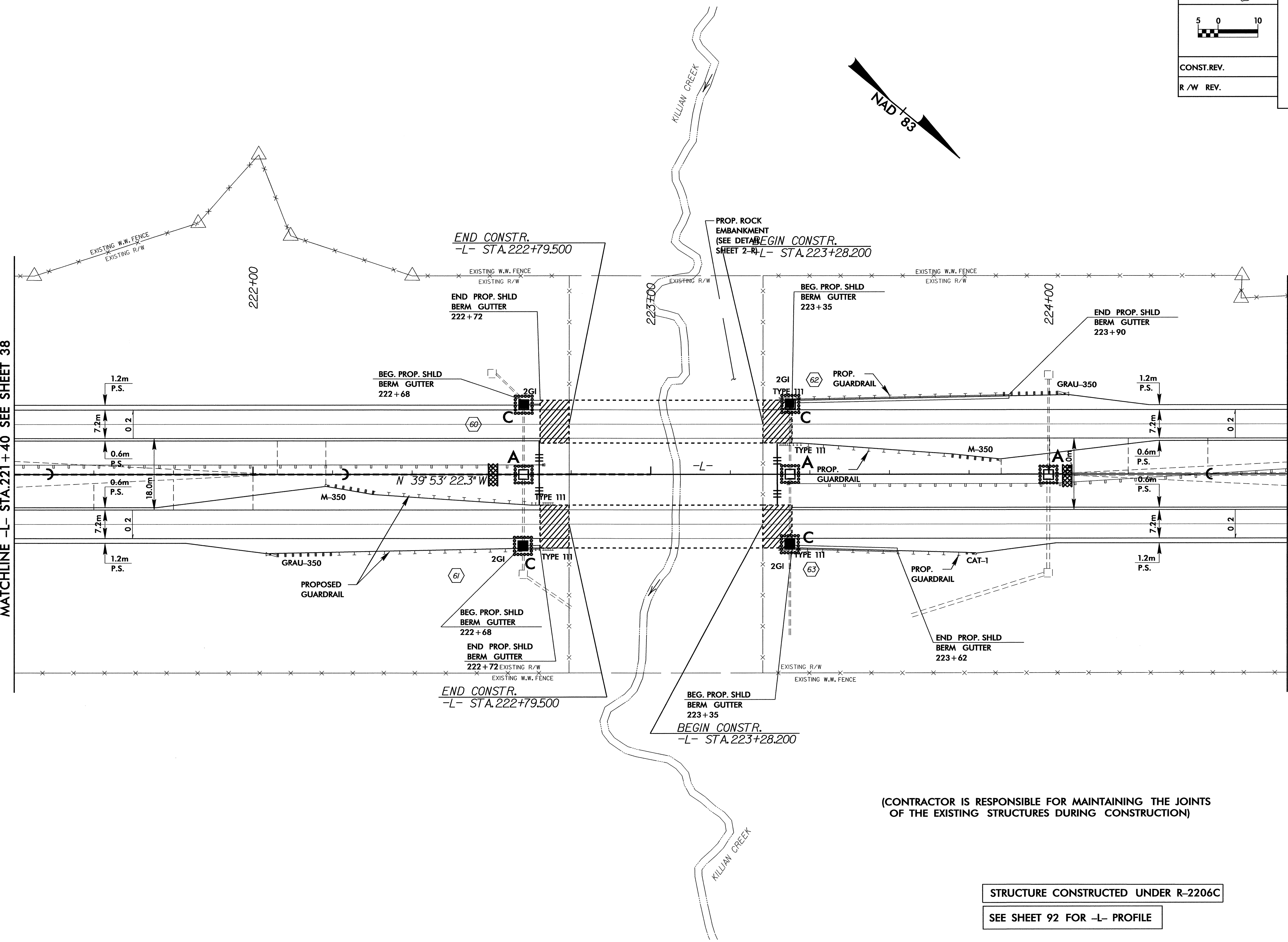
NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206B&C AS DIRECTED
 BY ENGINEER

  CONST.REV. R/W REV.	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-46/CONST.39
ROADWAY DESIGN ENGINEER	R/W SHEET NO.	
HYDRAULICS ENGINEER		

REVISIONS

MATCHLINE -L- STA.221+40 SEE SHEET 38

MATCHLINE -L- STA.224+60 SEE SHEET 40



(CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE JOINTS
 OF THE EXISTING STRUCTURES DURING CONSTRUCTION)

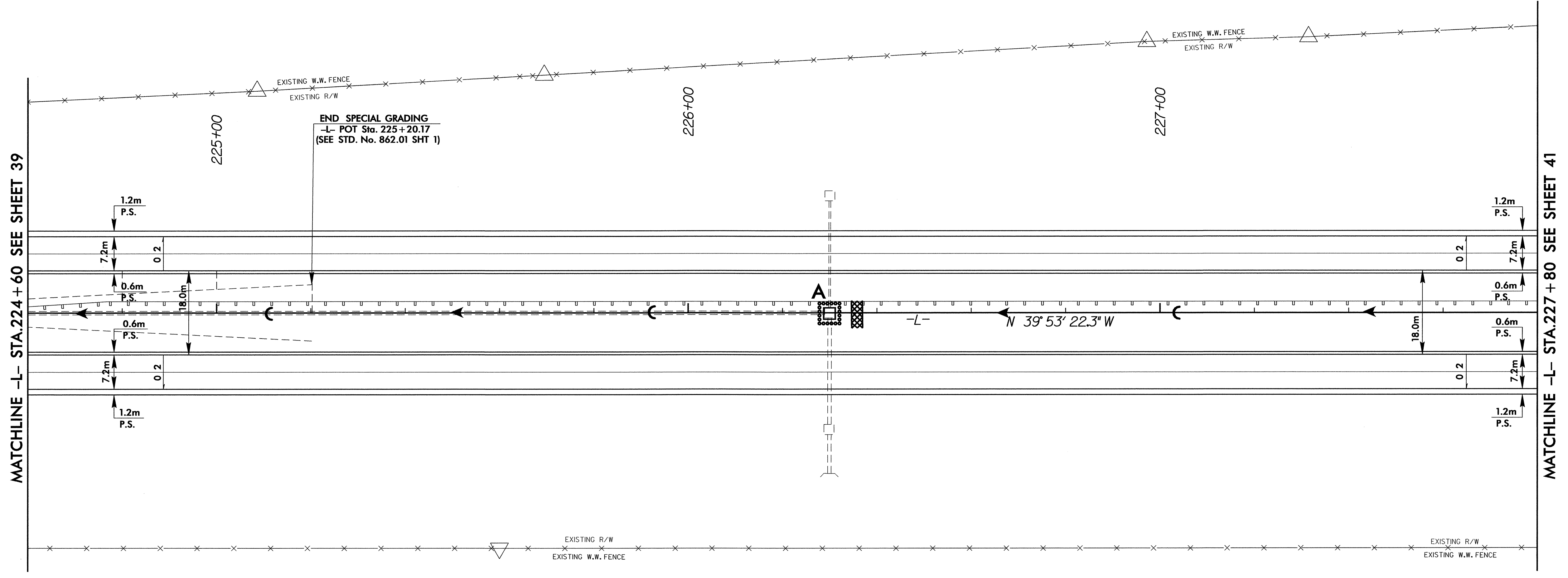
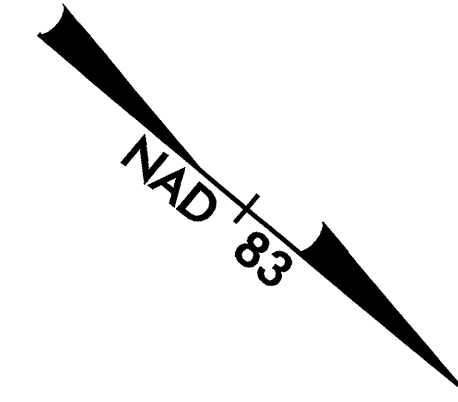
STRUCTURE CONSTRUCTED UNDER R-2206C
 SEE SHEET 92 FOR -L- PROFILE

8/17/99

8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

PROJECT REFERENCE NO. R-2206 BA & CA		SHEET NO. <i>EC-47/CONST.40</i>	
R /W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
CONST.REV.			
R /W REV.			



MATCHLINE -L- STA.224 +60 SEE SHEET 39

MATCHLINE -L- STA.227 +80 SEE SHEET 41

END SPECIAL GRADING
-L- POT Sta. 225 +20.17
(SEE STD. No. 862.01 SHT 1)

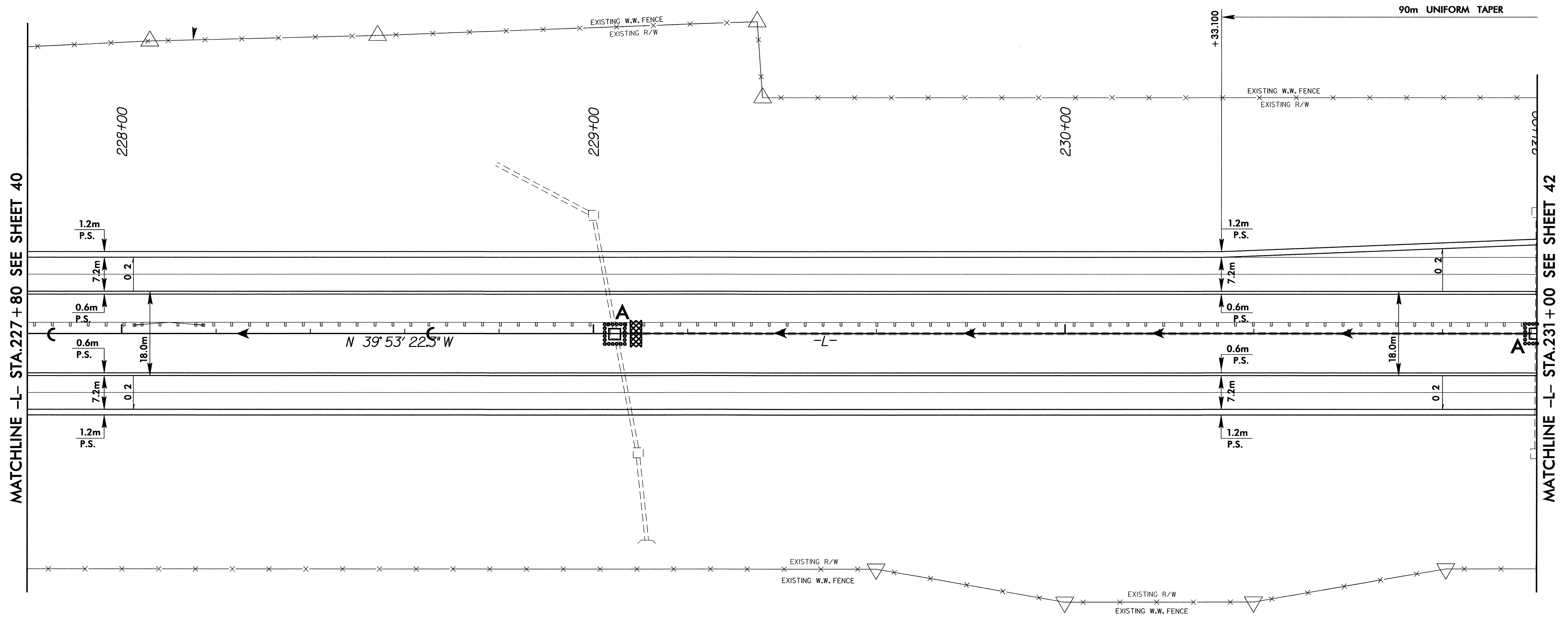
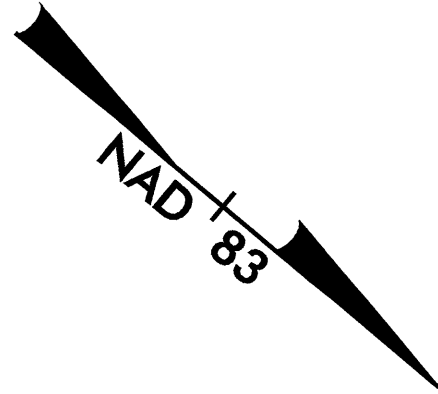
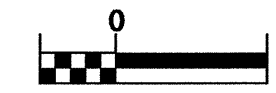
SEE SHEETS 92 & 93 FOR -L- PROFILE

8/17/98

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&&C AS DIRECTED BY ENGINEER



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-48/CONST. 41</i>
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R /W REV.	



SEE SHEET 93 FOR -L- PROFILE

NOTE: UTILIZE TEMPORARY ROCK SEDIMENT DAM TYPE - B AS STILLING BASIN WHERE APPLICABLE.

0
CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-49/CONST.42</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

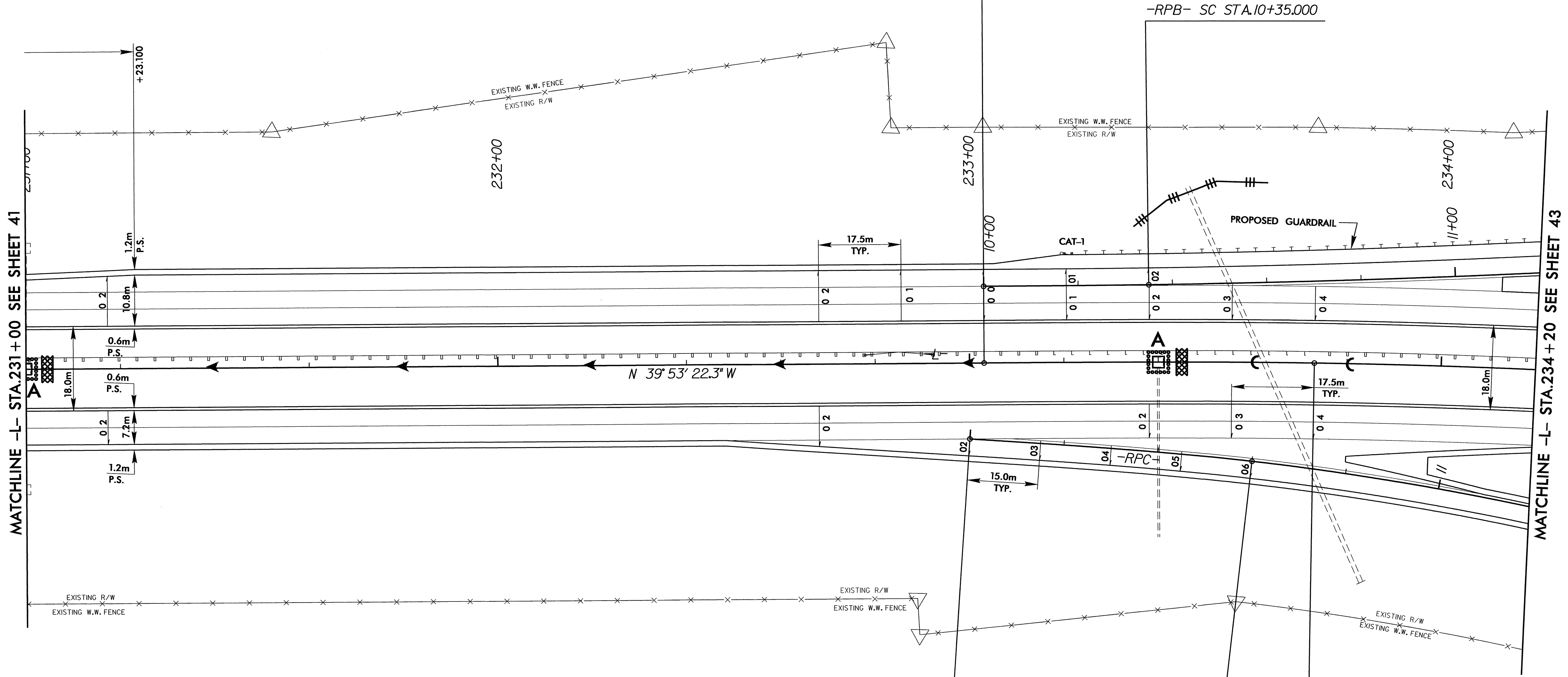
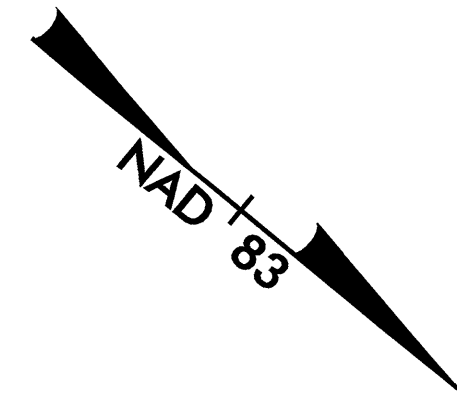
-L-

PIs Sta 233+49.768	PI Sta 241+32.719	PIs Sta 248+14.847
$\theta s = 1^{\circ} 15' 12.0''$	$\Delta = 50^{\circ} 47' 35.4''$ (RT)	$\theta s = 1^{\circ} 15' 12.0''$
$Ls = 70.000$	$L = 1,418.413$	$Ls = 70.000$
$LT = 46.668$	$T = 759.619$	$LT = 46.668$
$ST = 23.334$	$R = 1,600.000$	$ST = 23.334$
	$e = 0.04$	

-RPB-

PIs Sta 10+23.333	PI Sta 11+84.898
$\theta s = 0^{\circ} 24' 03.9''$	$\Delta = 6^{\circ} 51' 45.3''$ (LT)
$Ls = 35.000$	$L = 299.437$
$LT = 23.333$	$T = 149.898$
$ST = 11.667$	$R = 2,500.000$
	$e = 0.02$

-L- TS STA.233+03.100 =
-RPB- TS STA.10+00.000
(16.200m LT.)



-L- POT STA.233+00.000 =
-RPC- TS STA.10+00.000
(16.200m RT.)
 $\Delta = 4^{\circ} 00' 00.0''$

-RPC-

PIs Sta 10+40.005	PI Sta 11+53.032	PIs Sta 12+64.599
$\theta s = 2^{\circ} 51' 53.2''$	$\Delta = 17^{\circ} 37' 38.9''$ (RT)	$\theta s = 2^{\circ} 51' 53.2''$
$Ls = 60.000$	$L = 184.594$	$Ls = 60.000$
$LT = 40.005$	$T = 93.032$	$LT = 40.005$
$ST = 20.005$	$R = 600.000$	$ST = 20.005$
	$e = 0.06$	

-RPC- SC STA.10+60.000

-L- SC STA.233+73.100

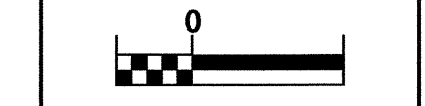
SEE SHEET 93 FOR -L- PROFILE
SEE SHEET 103 FOR -RPB- PROFILE
SEE SHEET 104 FOR -RPC- PROFILE

8/17/09

NOTES:
1. MAINTAIN EXISTING EROSION CONTROL
2. CHECK WITH R-2206C AS DIRECTED
BY ENGINEER

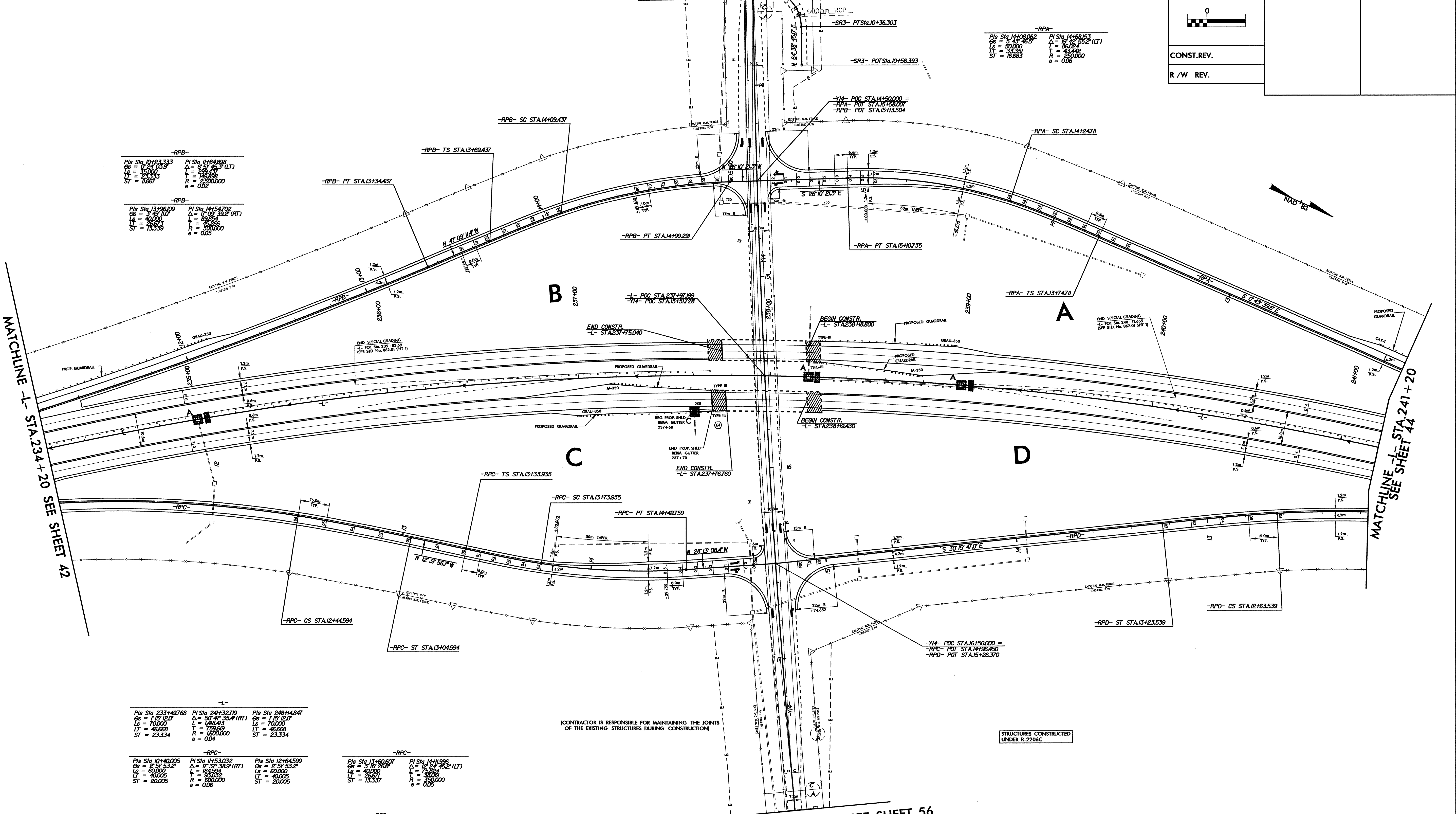


PROJECT REFERENCE NO.	SHEET NO.
R-2206 BA & CA	EC-50/CONST.43
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



CONST. REV.
R/W REV.

MATCHLINE -Y14- STA.13+55 SEE SHEET 55



-RPB-	
PI Sta 10+23.333	PI Sta 11+94.898
Δ = 5° 14' 03.9"	Δ = 6° 17' 39.2" (LT)
Ls = 35.000	Ls = 298.437
LT = 23.333	LT = 59.000
ST = 11.667	ST = 250.000
	e = 0.02

-RPB-	
PI Sta 13+96.009	PI Sta 14+54.702
Δ = 3° 16' 11.7"	Δ = 7° 07' 39.2" (RT)
Ls = 40.000	Ls = 59.000
LT = 28.603	LT = 59.000
ST = 13.333	ST = 250.000
	e = 0.02

-RPA-	
PI Sta 14+09.082	PI Sta 14+68.553
Δ = 5° 13' 46.3"	Δ = 12° 42' 55.2" (LT)
Ls = 50.000	Ls = 86.553
LT = 33.333	LT = 59.000
ST = 16.667	ST = 250.000
	e = 0.06

-L-		
PI Sta 233+62.768	PI Sta 241+32.719	PI Sta 248+48.847
Δ = 1° 15' 12.0"	Δ = 5° 47' 35.4" (RT)	Δ = 1° 15' 12.0"
Ls = 70.000	Ls = 148.843	Ls = 70.000
LT = 46.269	LT = 73.935	LT = 46.269
ST = 23.334	ST = 160.000	ST = 23.334
	e = 0.04	

-RPC-		-RPC-	
PI Sta 10+40.005	PI Sta 11+53.032	PI Sta 13+130.607	PI Sta 14+119.996
Δ = 2° 31' 53.2"	Δ = 1° 17' 38.9" (RT)	Δ = 1° 15' 35.2"	Δ = 2° 31' 53.2"
Ls = 60.000	Ls = 60.000	Ls = 60.000	Ls = 60.000
LT = 40.005	LT = 33.032	LT = 12.757	LT = 40.005
ST = 20.005	ST = 20.000	ST = 13.337	ST = 20.005
	e = 0.06		e = 0.05

-Y14-		
PI Sta 15+40.904	PI Sta 16+29.017	PI Sta 16+83.544
Δ = 10° 07' 29.0" (LT)	Δ = 10° 07' 29.0" (LT)	Δ = 10° 07' 29.0" (LT)
Ls = 60.000	Ls = 60.000	Ls = 60.000
LT = 40.005	LT = 40.005	LT = 40.005
ST = 20.005	ST = 20.005	ST = 20.005
	e = 0.06	

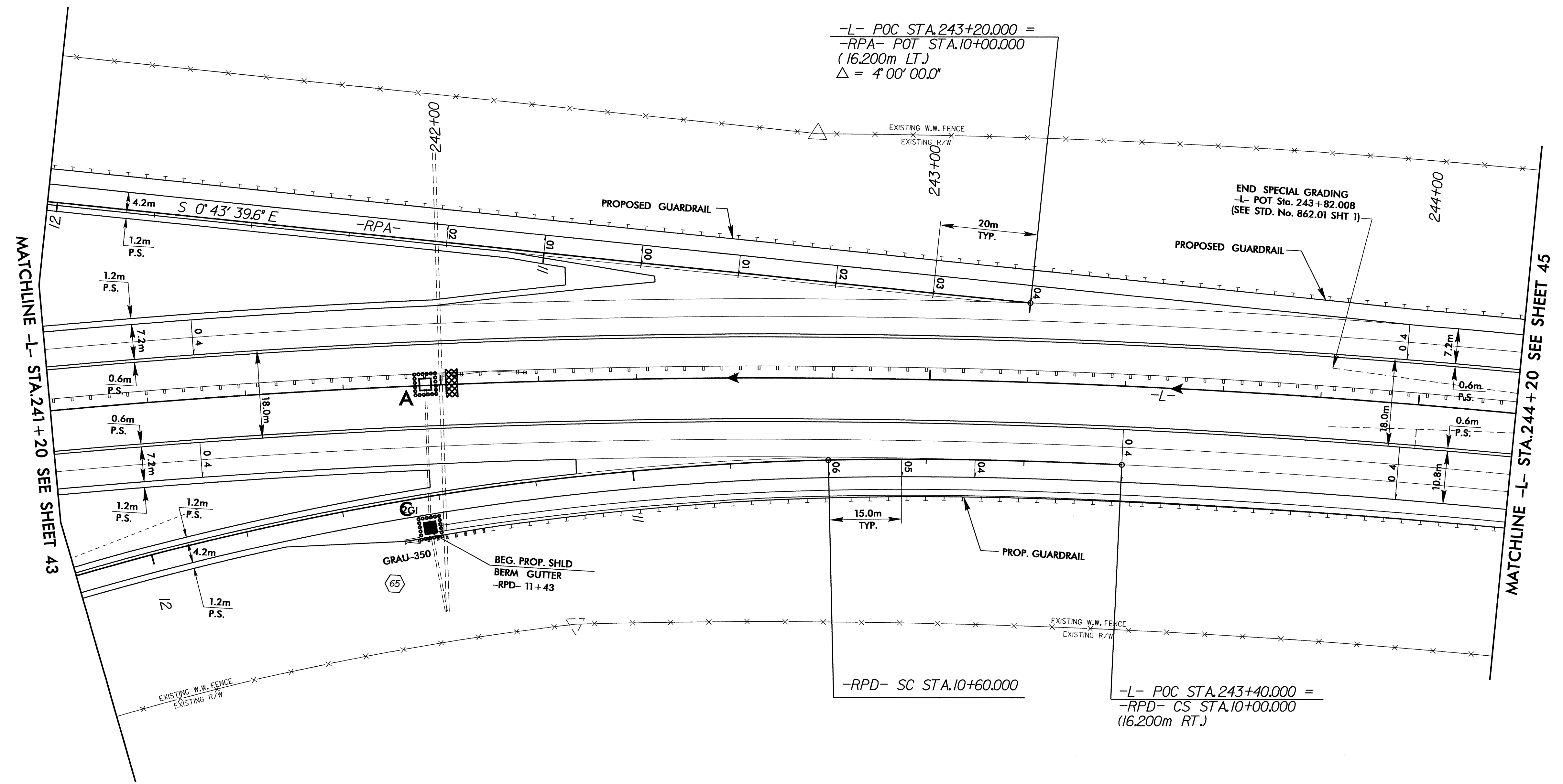
SEE SHEETS 93 & 94 FOR -L- PROFILE
SEE SHEET 102 FOR -RPA- PROFILE
SEE SHEET 103 FOR -RPB- PROFILE
SEE SHEET 104 FOR -RPC- PROFILE
SEE SHEET 105 FOR -RPD- PROFILE

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

PROJECT REFERENCE NO. R-2206 BA & CA		SHEET NO. EC-51/CONST.44	
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
CONST. REV.			
R/W REV.			

-L-

Pls Sta 233+49.768	PI Sta 241+32.719	Pls Sta 248+14.847
$\Theta_s = 1^{\circ}15'12.0''$	$\Delta = 50^{\circ}47'35.4''$ (RT)	$\Theta_s = 1^{\circ}15'12.0''$
$L_s = 70.000$	$L = 1,418.413$	$L_s = 70.000$
$LT = 46.668$	$T = 759.619$	$LT = 46.668$
$ST = 23.334$	$R = 1,600.000$	$ST = 23.334$
	$e = 0.04$	



-L- POC STA. 243+20.000 =
-RPA- POT STA. 10+00.000
(16.200m LT.)
 $\Delta = 4^{\circ}00'00.0''$

END SPECIAL GRADING
-L- POT Sta. 243+82.008
(SEE STD. No. 862.01 SHT 1)

-RPD- SC STA. 10+60.000

-L- POC STA. 243+40.000 =
-RPD- CS STA. 10+00.000
(16.200m RT.)

-RPD-

Pls Sta 10+34.517	PI Sta 11+62.757	Pls Sta 12+83.544
$\Theta_s = 1^{\circ}05'06.0''$	$\Delta = 19^{\circ}26'11.6''$ (LT)	$\Theta_s = 2^{\circ}51'53.2''$
$\Theta_s = 2^{\circ}51'54.3''$	$L = 203.539$	$L_s = 60.000$
$L_s = 60.000$	$T = 102.757$	$LT = 40.005$
$LT = 34.517$	$R = 600.000$	$ST = 20.005$
$ST = 25.506$	$e = 0.06$	
$R1 = 1583.800$		
$R2 = 600.000$		

SEE SHEET 95 FOR -L- PROFILE
SEE SHEET 102 FOR -RPA- PROFILE
SEE SHEET 105 FOR -RPD- PROFILE

MATCHLINE -L- STA. 241+20 SEE SHEET 43

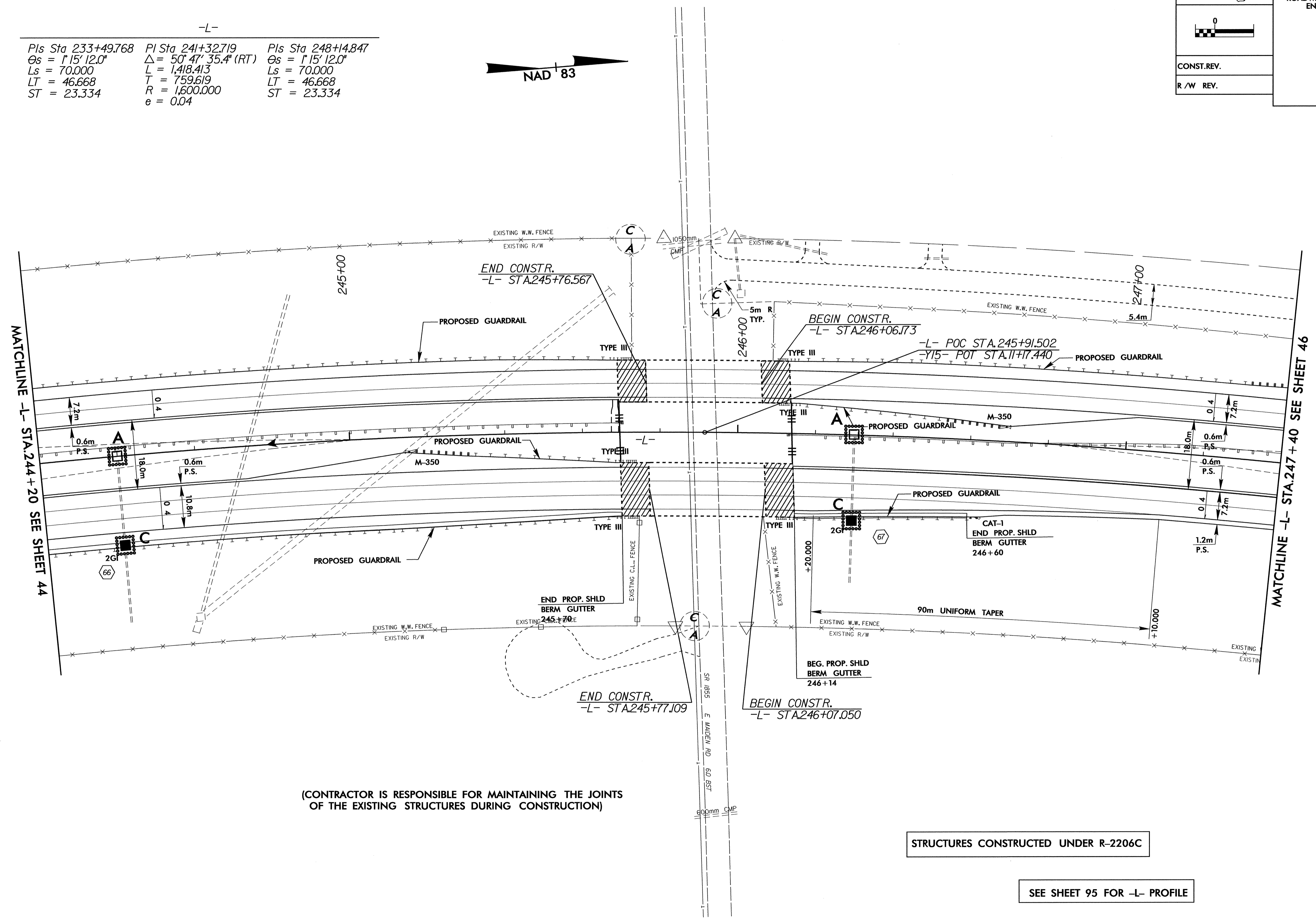
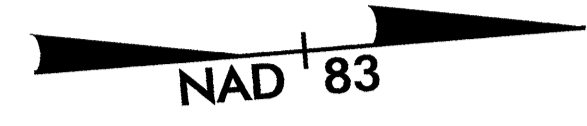
MATCHLINE -L- STA. 244+20 SEE SHEET 45

NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206&C AS DIRECTED
 BY ENGINEER

PROJECT REFERENCE NO. R-2206 BA & CA		SHEET NO. <i>EC-52/CONST.45</i>	
R / W SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
CONST. REV.			
R / W REV.			

-L-

Pls Sta 233+49.768	Pl Sta 241+32.719	Pls Sta 248+14.847
$\theta_s = 1'15''12.0''$	$\Delta = 50'47''35.4'' (RT)$	$\theta_s = 1'15''12.0''$
$L_s = 70.000$	$L = 1,418.413$	$L_s = 70.000$
$LT = 46.668$	$T = 759.619$	$LT = 46.668$
$ST = 23.334$	$R = 1,600.000$	$ST = 23.334$
	$e = 0.04$	



(CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE JOINTS
 OF THE EXISTING STRUCTURES DURING CONSTRUCTION)

STRUCTURES CONSTRUCTED UNDER R-2206C

SEE SHEET 95 FOR -L- PROFILE

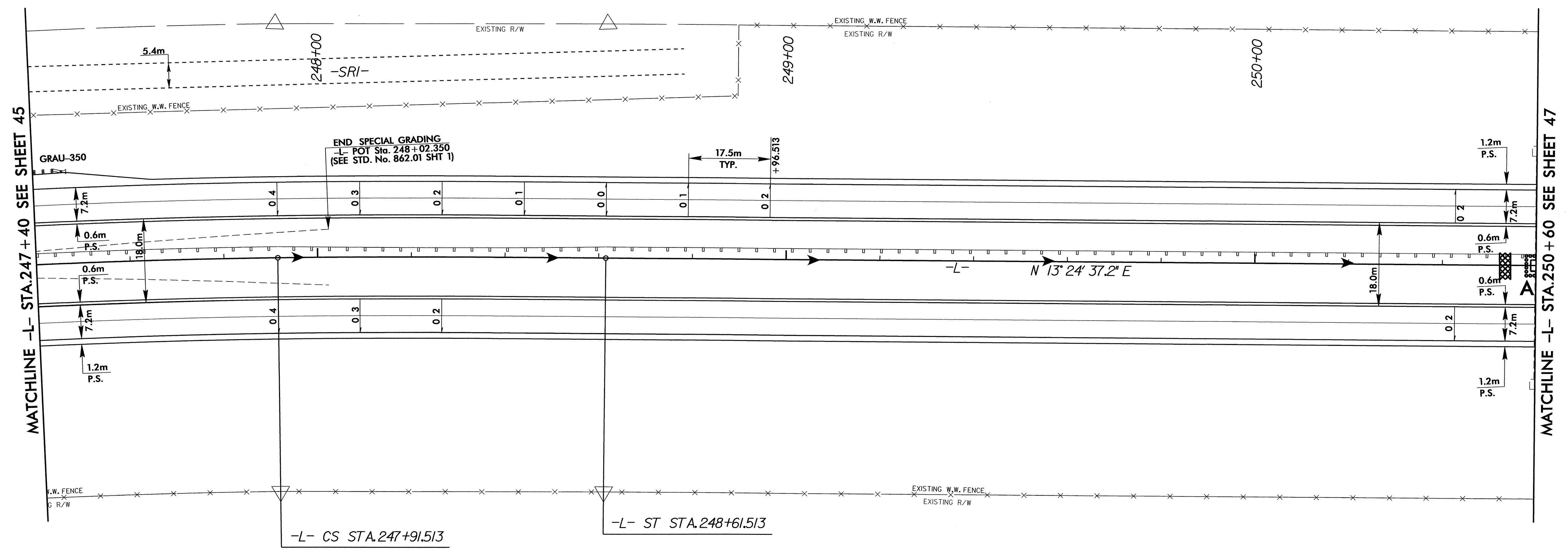
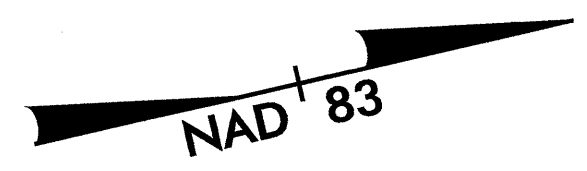
8/17/98

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

METRIC

CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. <i>EC-53/CONST.46</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER




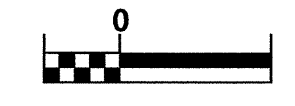
-L-

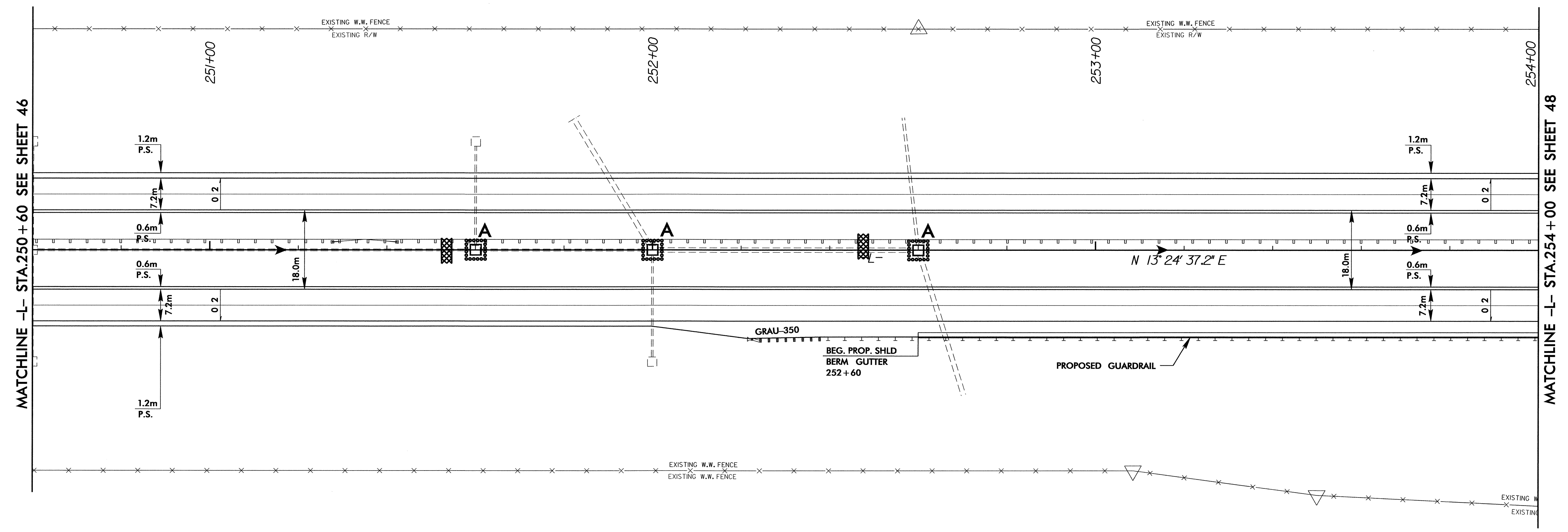
<i>PIs Sta 233+49.768</i>	<i>PI Sta 241+32.719</i>	<i>PIs Sta 248+14.847</i>
<i>Os = 1° 15' 12.0"</i>	<i>Δ = 50° 47' 35.4" (RT)</i>	<i>Os = 1° 15' 12.0"</i>
<i>Ls = 70.000</i>	<i>L = 1,418.413</i>	<i>Ls = 70.000</i>
<i>LT = 46.668</i>	<i>T = 759.619</i>	<i>LT = 46.668</i>
<i>ST = 23.334</i>	<i>R = 1,600.000</i>	<i>ST = 23.334</i>
	<i>e = 0.04</i>	

SEE SHEETS 95 & 96 FOR -L- PROFILE

8/17/99


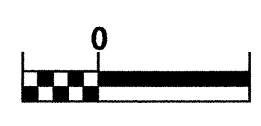
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER.

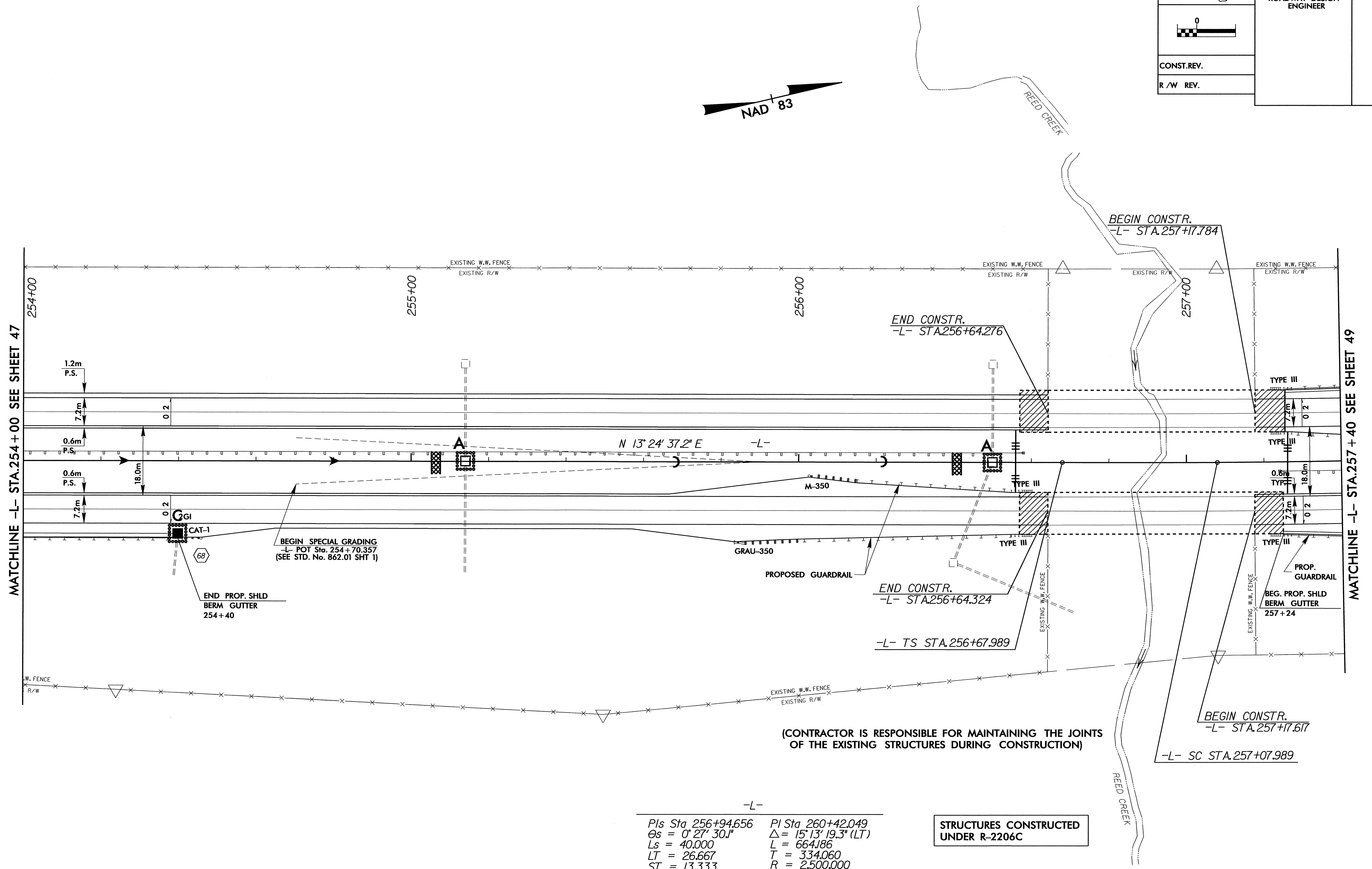
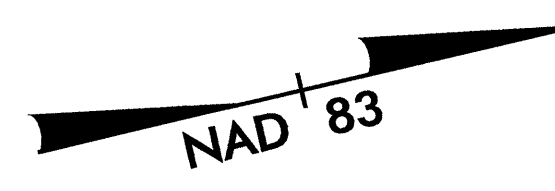
	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-54/CONST.47
	R / W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R / W REV.		



SEE SHEET 96 FOR -L- PROFILE

NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206B&C AS DIRECTED
 BY ENGINEER

  CONST. REV. R/W REV.	PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-55/CONST.48
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



(CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE JOINTS OF THE EXISTING STRUCTURES DURING CONSTRUCTION)

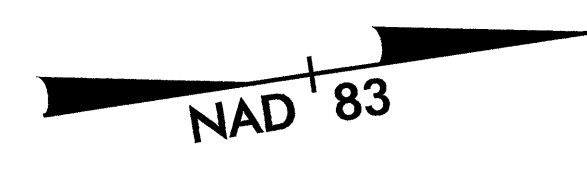
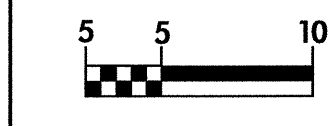
-L-
 Pls Sta 256+94.656 PI Sta 260+42.049
 $\Theta_s = 0^\circ 27' 30.1''$ $\Delta = 15^\circ 13' 19.3''$ (LT)
 $L_s = 40.000$ $L = 664.186$
 $LT = 26.667$ $T = 334.060$
 $ST = 13.333$ $R = 2,500.000$
 $e = 0.02$
 (SEE PLANS FOR SUPER LOCATION)

STRUCTURES CONSTRUCTED UNDER R-2206C

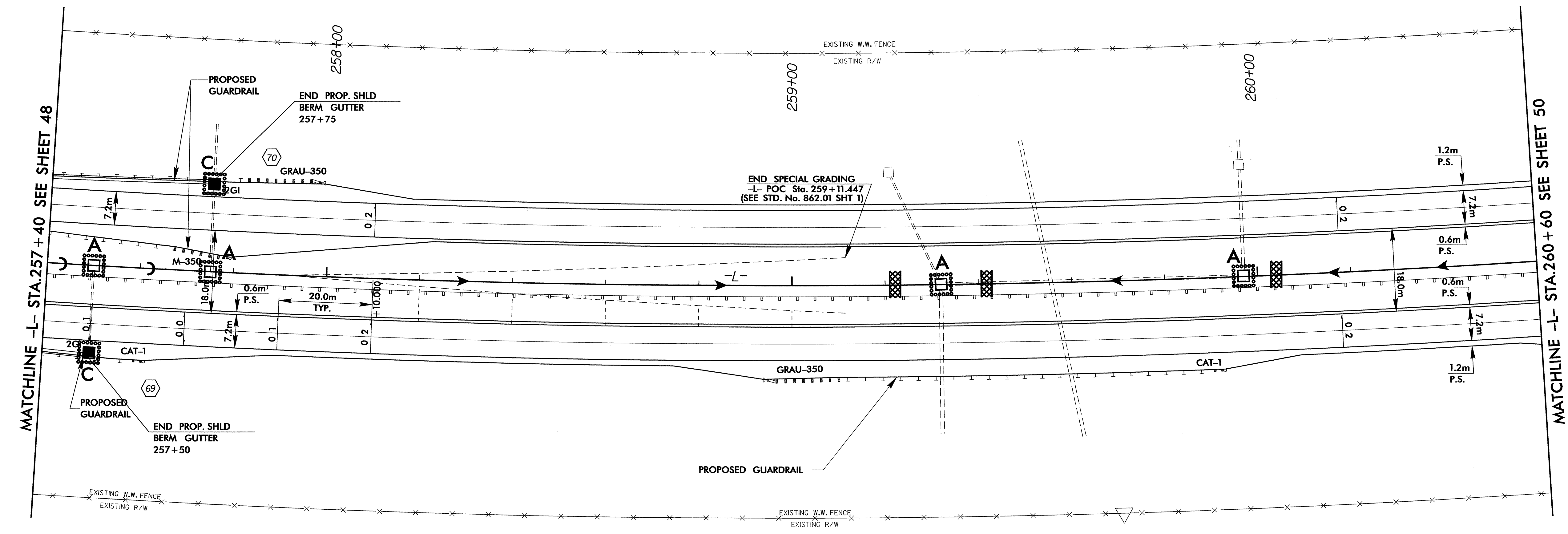
SEE SHEETS 96 & 97 FOR -L- PROFILE

NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206&C AS DIRECTED
 BY ENGINEER

PROJECT REFERENCE NO. R-2206 BA & CA		SHEET NO. EC-56/CONST.49
R/W SHEET NO.		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
CONST. REV.		
R/W REV.		



REVISIONS



-L-

PIs Sta 256+94.656	PI Sta 260+42.049
$\Theta_s = 0^\circ 27' 30.11''$	$\Delta = 15^\circ 13' 19.3''$ (LT)
$L_s = 40.000$	$L = 664.186$
$LT = 26.667$	$T = 334.060$
$ST = 13.333$	$R = 2,500.000$
	$e = 0.02$

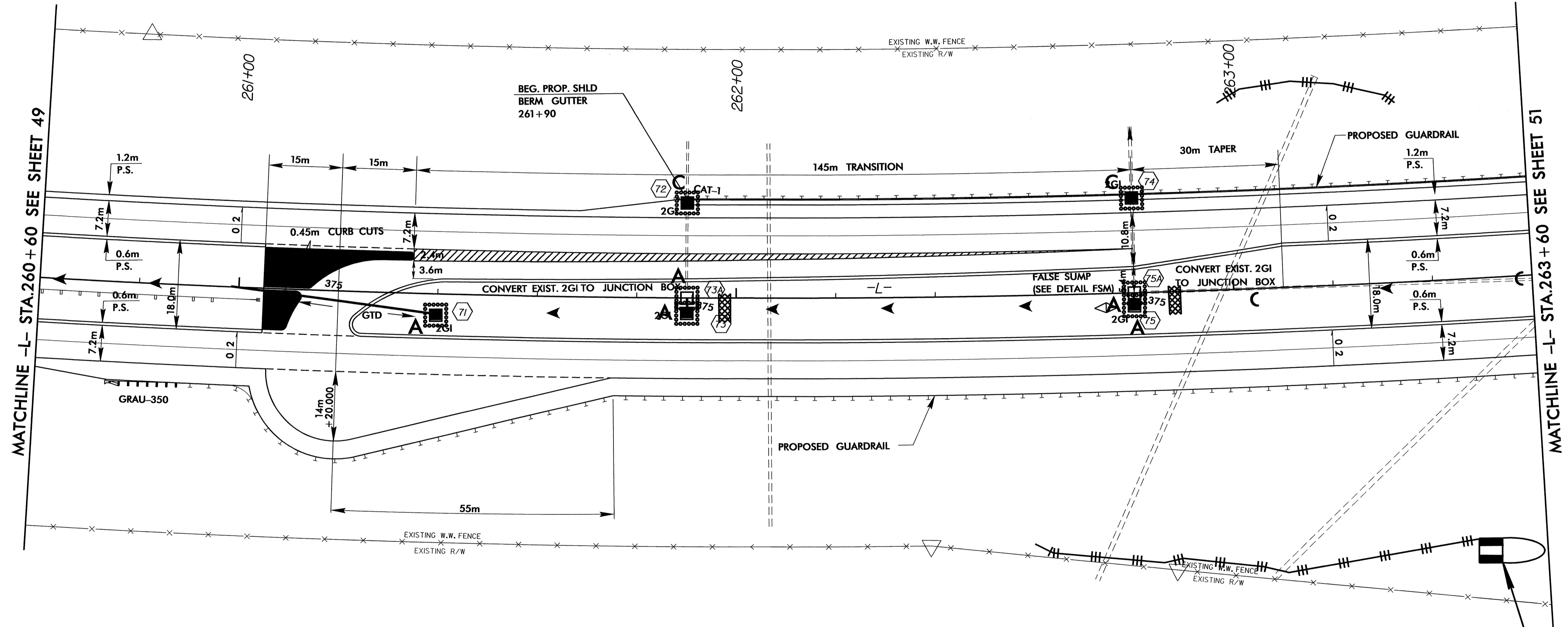
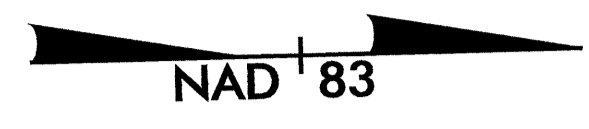
SEE SHEETS 97 FOR -L- PROFILE

NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206B&C AS DIRECTED
 BY ENGINEER

METRIC

CONST. REV.
 R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-57/CONST.50
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCHLINE -L- STA. 260+60 SEE SHEET 49

MATCHLINE -L- STA. 263+60 SEE SHEET 51

-L-

<i>Pls Sta 256+94.656</i>	<i>PI Sta 260+42.049</i>
<i>Es = 0° 27' 30.1"</i>	<i>Δ = 15° 13' 19.3" (LT)</i>
<i>Ls = 40.000</i>	<i>L = 664.186</i>
<i>LT = 26.667</i>	<i>T = 334.060</i>
<i>ST = 13.333</i>	<i>R = 2,500.000</i>
	<i>e = 0.02</i>


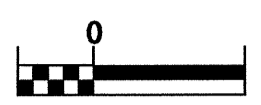
FROM -L- STA. 261+05 +/- TO
 -SBL- STA. 268+90 +/- DIRECTIONAL
 CROSSOVER. SEE INTERSECTION
 DETAIL SHEET 2-M.

Monolithic Concrete Island

SEE SHEET 97 FOR -L- PROFILE

13 x 5 x 1
2 m weir
ID 50.1

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

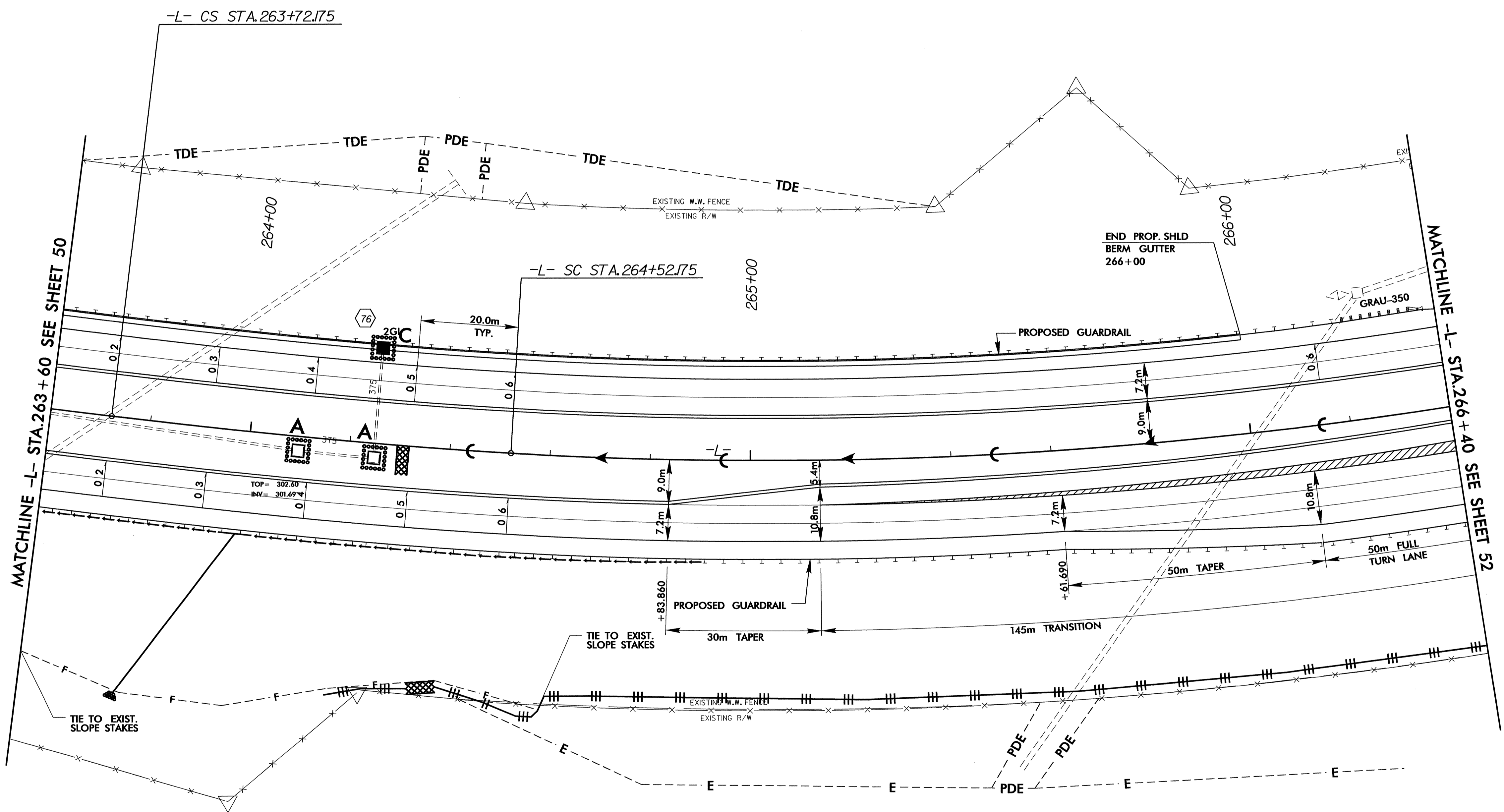
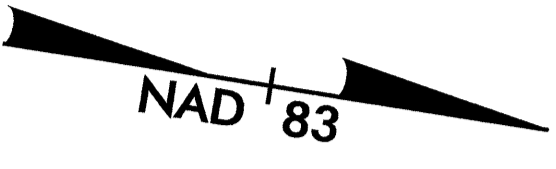
CONST. REV.

R/W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2206 BA & CA	EC-58/CONST.51
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L-

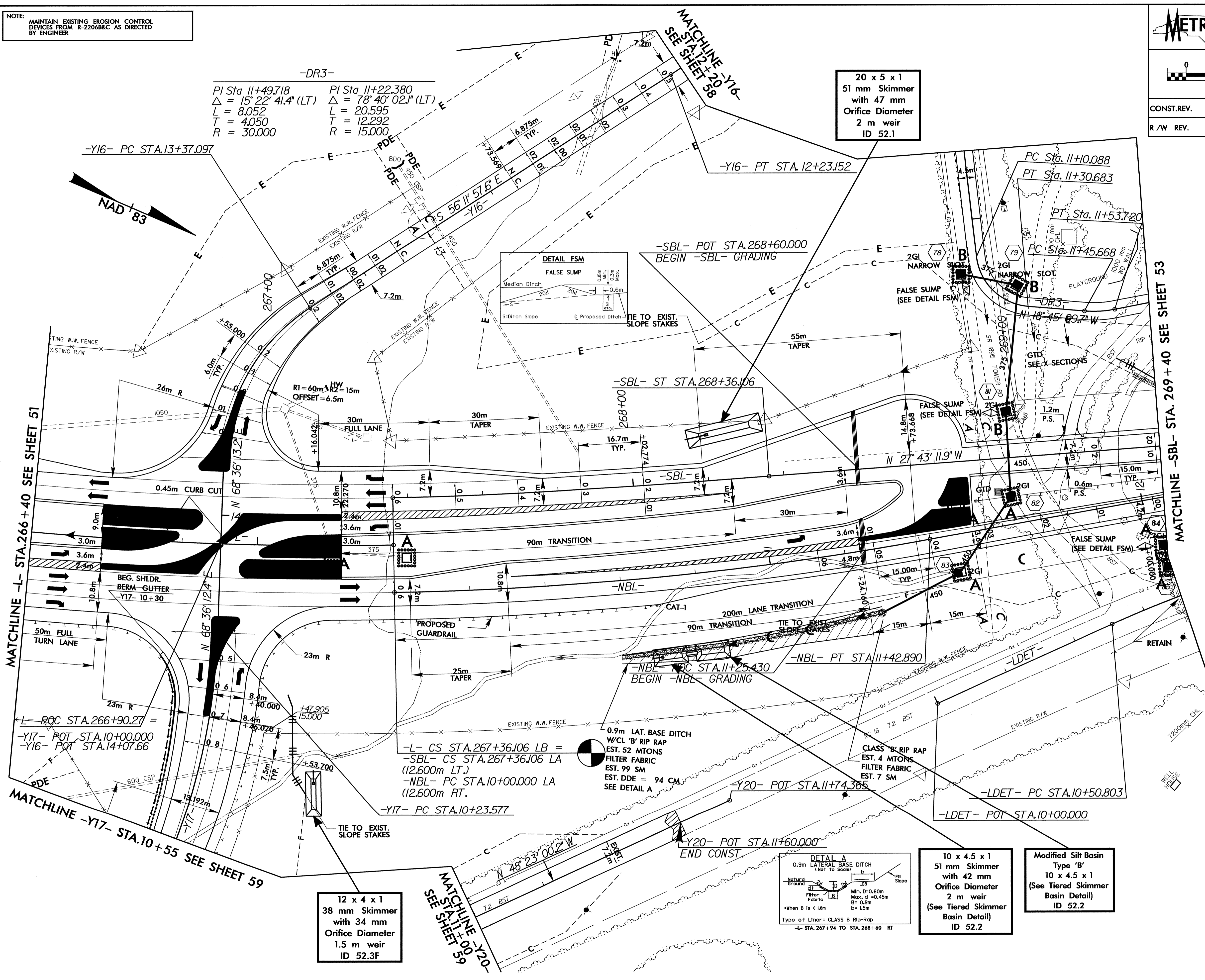
PIs Sta 256+94.656	PI Sta 260+42.049	PIs Sta 264+18.607	PI Sta 265+95.400
$\Delta s = 0^\circ 27' 30.1''$	$\Delta = 15^\circ 13' 19.3''$ (LT)	$\Delta s = 0^\circ 54' 59.9''$	$\Delta = 18^\circ 35' 31.4''$ (LT)
$Ls = 40.000$	$L = 664.186$	$Ls = 80.000$	$L = 283.931$
$LT = 26.667$	$T = 334.060$	$LT = 46.432$	$T = 143.224$
$ST = 13.333$	$R = 2,500.000$	$ST = 33.592$	$R = 875.000$
	$e = 0.02$		$e = 0.06$



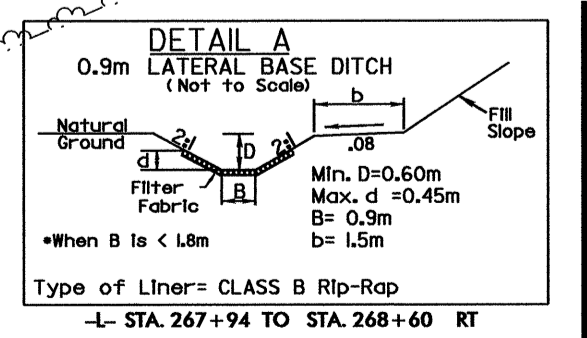
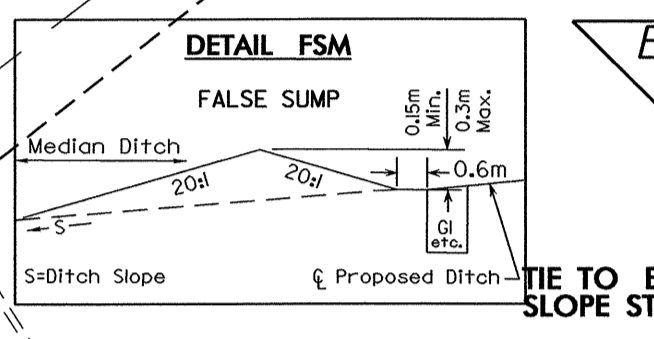
SEE SHEETS 97 & 98 FOR -L- PROFILE

NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206&C AS DIRECTED
 BY ENGINEER

  CONST. REV. R/W REV.	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-59/CONST.52
ROADWAY DESIGN ENGINEER	R/W SHEET NO.	
HYDRAULICS ENGINEER		



-DR3-
 PI Sta 11+49.718 PI Sta 11+22.380
 $\Delta = 15^\circ 22' 41.4''$ (LT) $\Delta = 78^\circ 40' 02.1''$ (LT)
 $L = 8.052$ $L = 20.595$
 $T = 4.050$ $T = 12.292$
 $R = 30.000$ $R = 15.000$



10 x 4.5 x 1
 51 mm Skimmer
 with 42 mm
 Orifice Diameter
 2 m weir
 (See Tiered Skimmer
 Basin Detail)
 ID 52.2

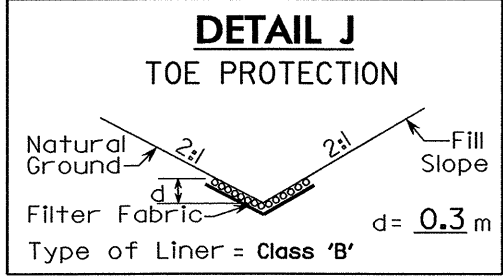
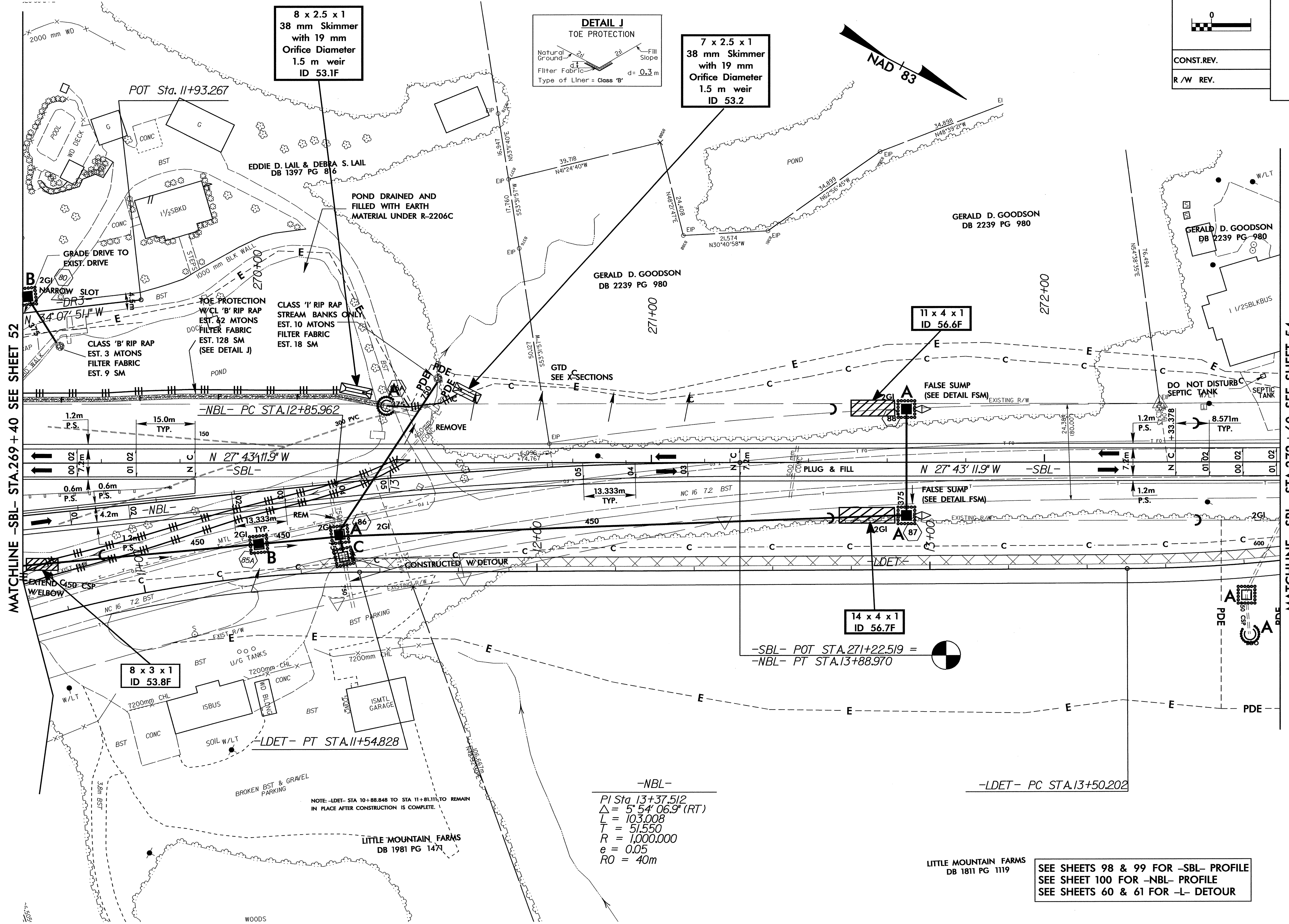
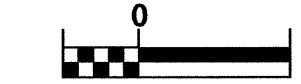
Modified Silt Basin
 Type 'B'
 10 x 4.5 x 1
 (See Tiered Skimmer
 Basin Detail)
 ID 52.2

12 x 4 x 1
 38 mm Skimmer
 with 34 mm
 Orifice Diameter
 1.5 m weir
 ID 52.3F

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-60/CONST.53
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.	
R/W REV.	



7 x 2.5 x 1
38 mm Skimmer
with 19 mm
Orifice Diameter
1.5 m weir
ID 53.2

8 x 2.5 x 1
38 mm Skimmer
with 19 mm
Orifice Diameter
1.5 m weir
ID 53.1F

11 x 4 x 1
ID 56.6F

14 x 4 x 1
ID 56.7F

8 x 3 x 1
ID 53.8F

-NBL-
PI Sta. 13+37.512
 $\Delta = 5^\circ 54' 06.9''$ (RT)
L = 103.008
T = 51.550
R = 1,000.000
e = 0.05
RO = 40m

SEE SHEETS 98 & 99 FOR -SBL- PROFILE
SEE SHEET 100 FOR -NBL- PROFILE
SEE SHEETS 60 & 61 FOR -L- DETOUR

MATCHLINE -SBL- STA.269+40 SEE SHEET 52

MATCHLINE -SBL- STA.272+60 SEE SHEET 54

NOTE: -LDET- STA 10+88.848 TO STA 11+81.111 TO REMAIN IN PLACE AFTER CONSTRUCTION IS COMPLETE.

LITTLE MOUNTAIN FARMS DB 1811 PG 1119

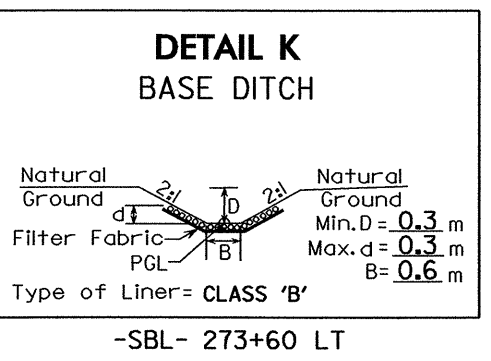
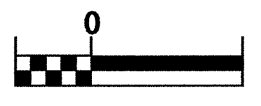
8/17/98

8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER



PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-61/CONST.54
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R/W REV.	



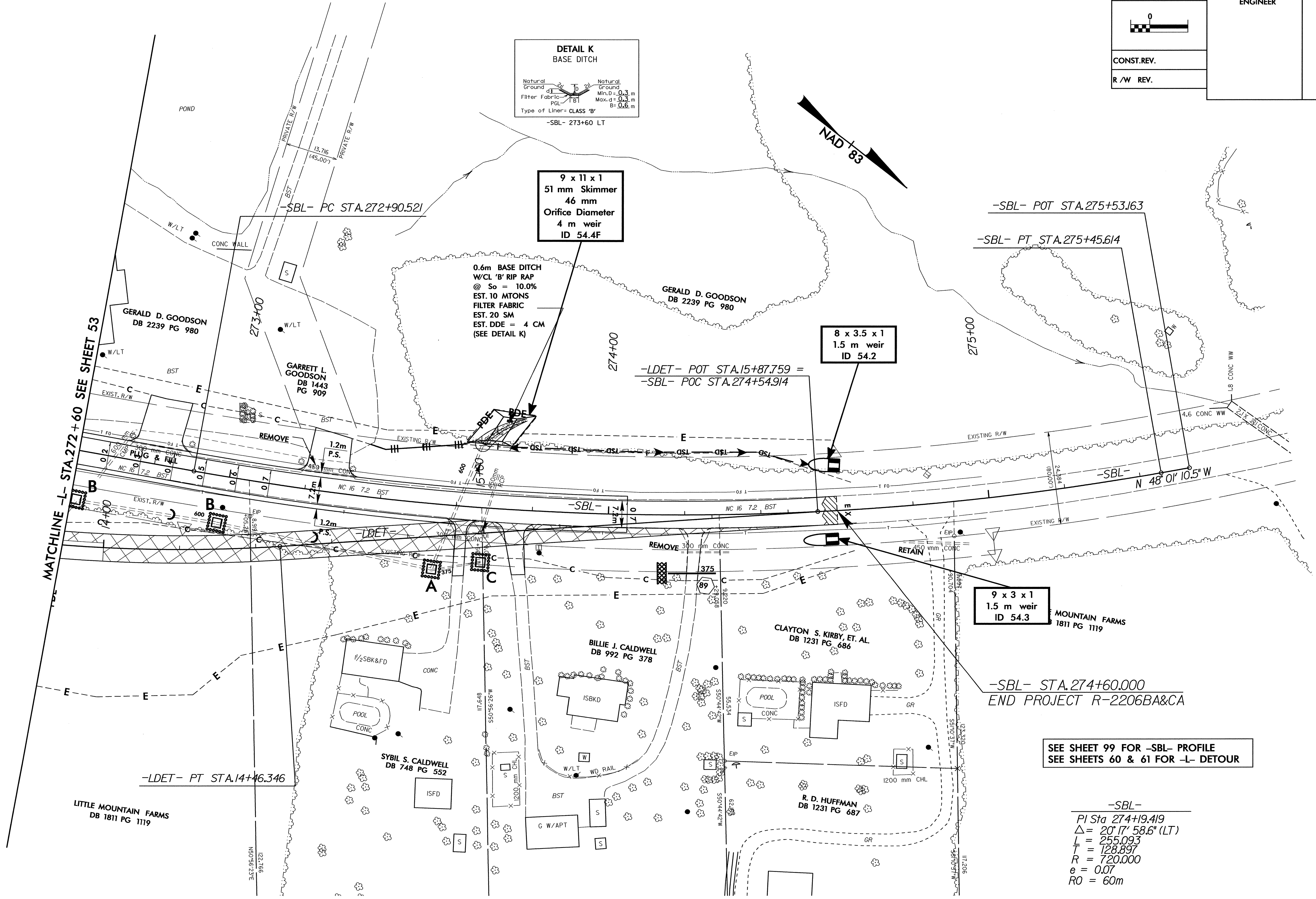
9 x 11 x 1
51 mm Skimmer
46 mm
Orifice Diameter
4 m weir
ID 54.4F

0.6m BASE DITCH
W/CL 'B' RIP RAP
@ So = 10.0%
EST. 10 MTONS
FILTER FABRIC
EST. 20 SM
EST. DDE = 4 CM
(SEE DETAIL K)

8 x 3.5 x 1
1.5 m weir
ID 54.2

9 x 3 x 1
1.5 m weir
ID 54.3


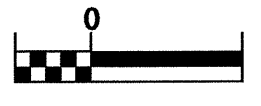
MATCHLINE -L- STA. 272+60 SEE SHEET 53

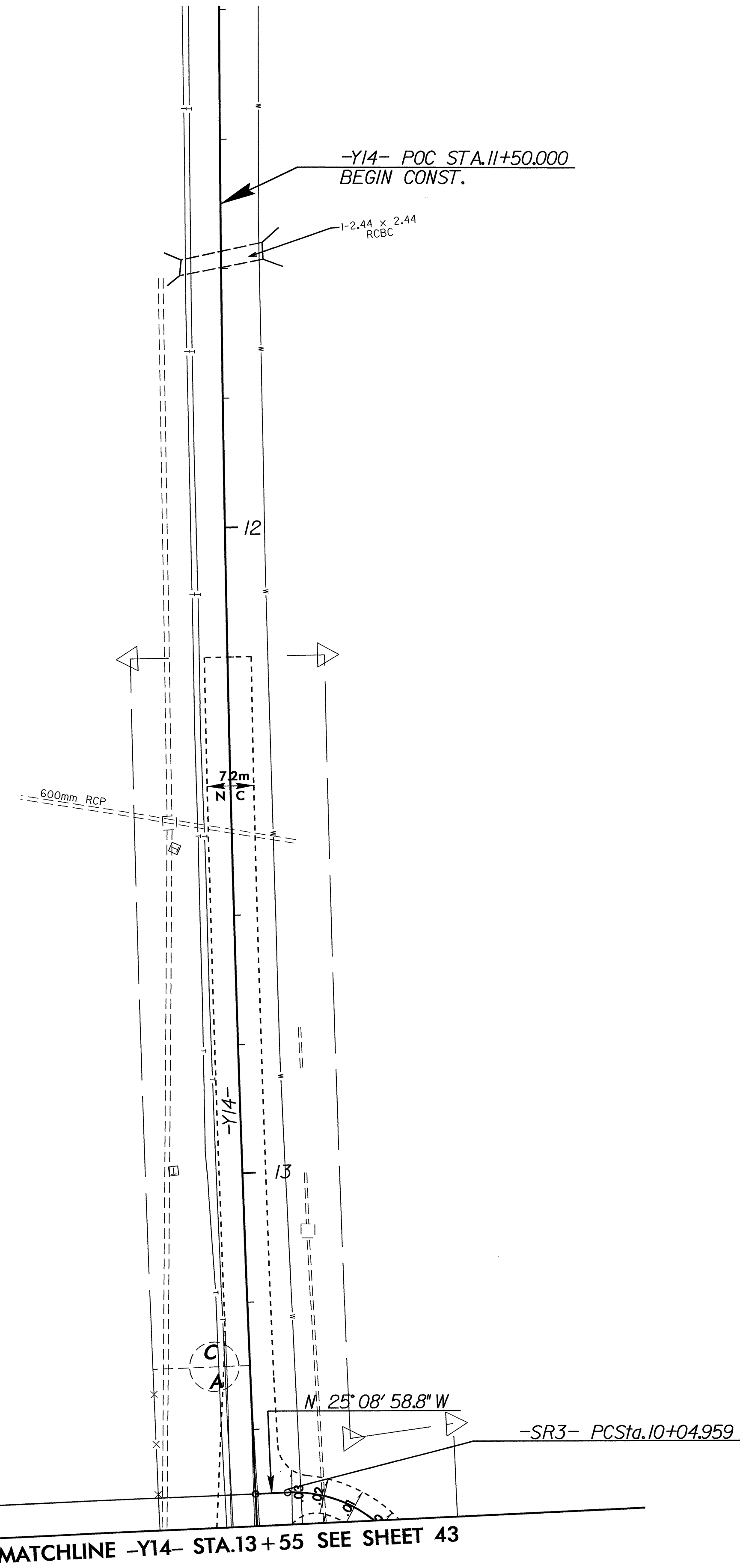


SEE SHEET 99 FOR -SBL- PROFILE
SEE SHEETS 60 & 61 FOR -L- DETOUR

-SBL-
PI Sta 274+19.419
 $\Delta = 20' 17" 58.6" (LT)$
 $L = 255.093$
 $T = 128.897$
 $R = 720.000$
 $e = 0.07$
 $RO = 60m$

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-62/CONST.55
	R / W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.		
R / W REV.		




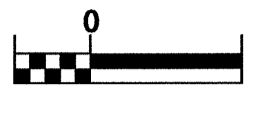
-Y14-	
PI Sta 15+40.904	
$\Delta = 10^{\circ} 07' 29.0''$ (LT)	
L = 989.574	
T = 496.078	
R = 5,600.000	
e = NC	
-SR3-	-SR3A-
PI Sta 10+24.888	PI Sta 10+24.969
$\Delta = 89^{\circ} 47' 43.8''$ (RT)	$\Delta = 26^{\circ} 58' 49.9''$ (RT)
L = 31.345	L = 14.127
T = 19.929	T = 7.197
R = 20,000	R = 30,000
SE = RC	SE = RC

SEE SHEET 106 FOR -Y14- PROFILE

-SR3- POT Sta. 10+00.000 =
-Y14- POC Sta. 13+50.000

MATCHLINE -Y14- STA. 13+55 SEE SHEET 43

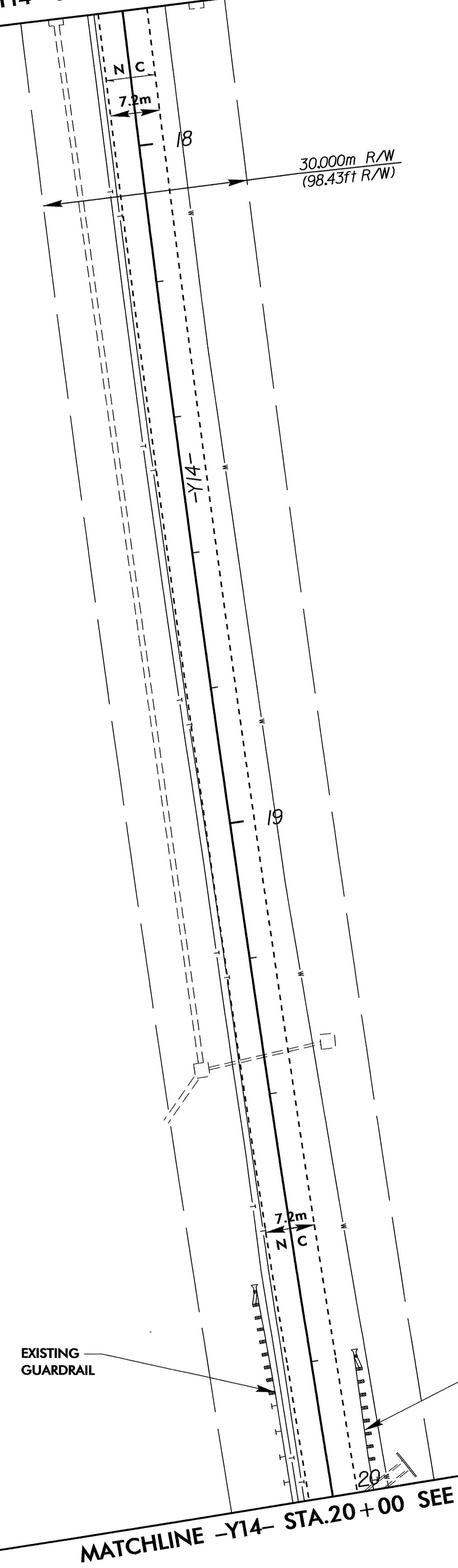
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

CONST. REV.
R/W REV.

PROJECT REFERENCE NO. R-2206 BA & CA	SHEET NO. EC-63/CONST.56
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

MATCHLINE -Y14- STA.17+80 SEE SHEET 43



-Y14-
 PI Sta 15+40.904
 $\Delta = 10^{\circ} 07' 29.0''$ (LT)
 $L = 989.574$
 $T = 496.078$
 $R = 5,600.000$
 $e = NC$

SEE SHEETS 106 & 107 FOR -Y14- PROFILE


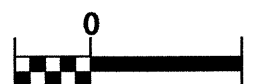
MATCHLINE -Y14- STA.20+00 SEE SHEET 57

EXISTING GUARDRAIL

EXISTING GUARDRAIL

8/17/99

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206B&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-64/CONST.57
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

MATCHLINE -Y14- STA.20+00 SEE SHEET 56

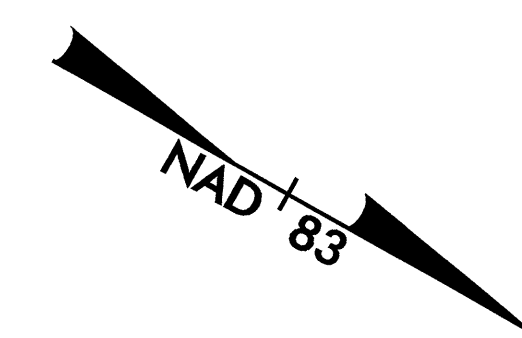
EXISTING GUARDRAIL

EXISTING GUARDRAIL

-Y14- PT STA.20+34.399

-Y14- POT STA.21+00.000
END CONST.

-Y14- POT STA.21+26.070

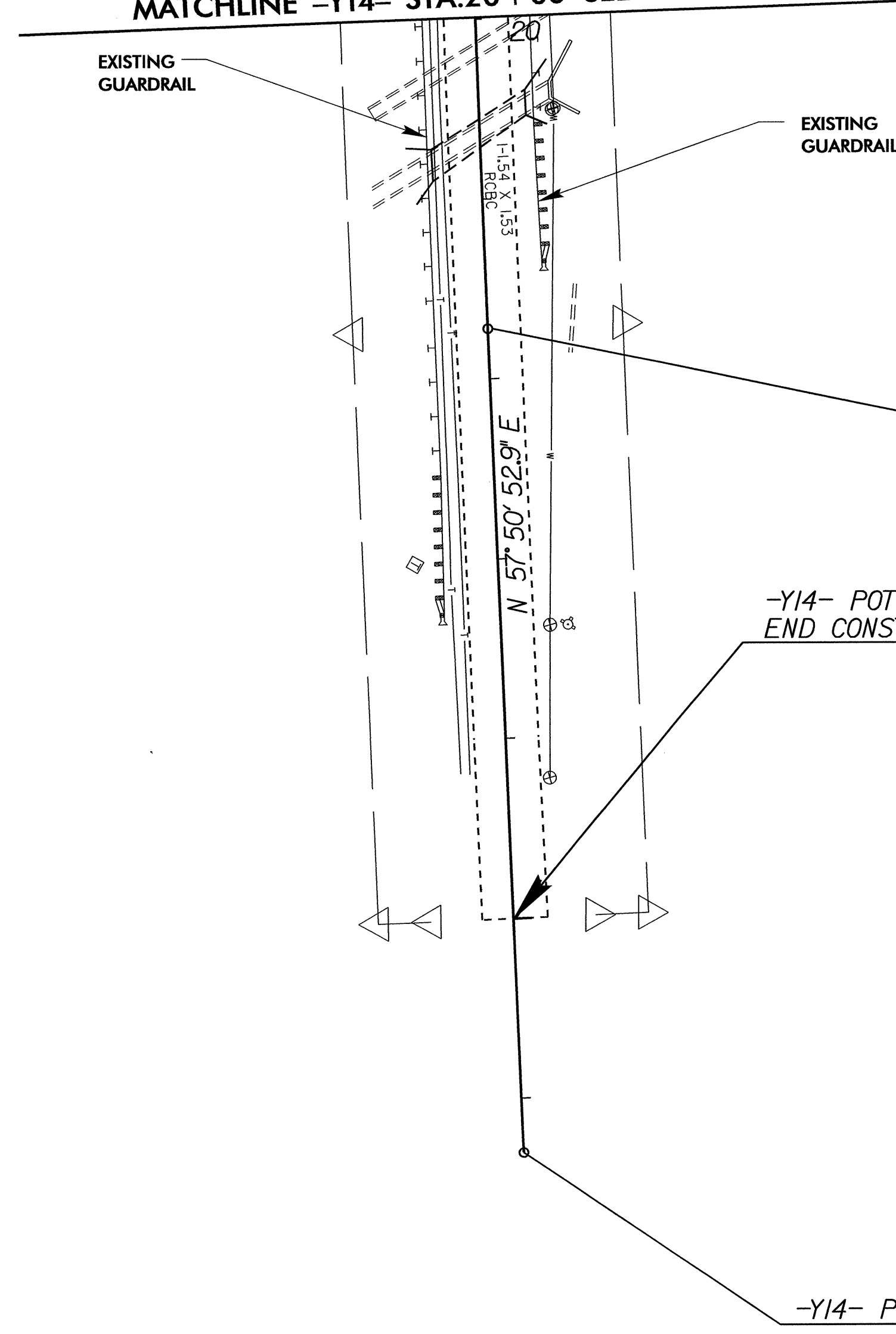


-Y14-

PI Sta	15+40.904
Δ	= 10° 07' 29.0" (LT)
L	= 989.574
T	= 496.078
R	= 5,600.000
e	= NC

STRUCTURES CONSTRUCTED UNDER R-2206C

SEE SHEET 107 FOR -Y14- PROFILE

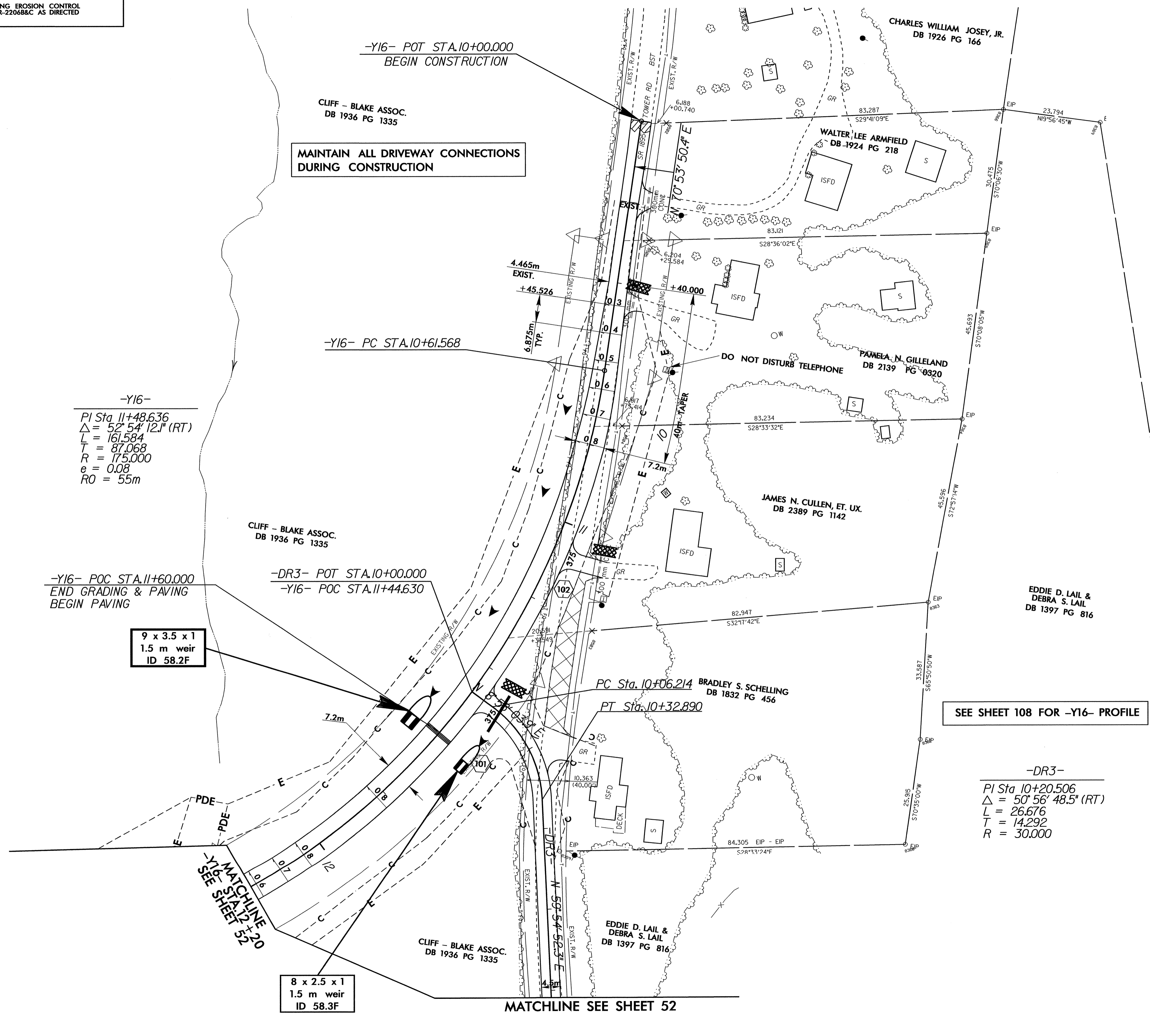


NOTE:
 MAINTAIN EXISTING EROSION CONTROL
 DEVICES FROM R-2206B&C AS DIRECTED
 BY ENGINEER

METRIC


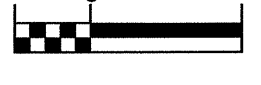
CONST. REV.
 R / W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2206 BA & CA	EC-65/CONST.58
R / W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



8/17/98

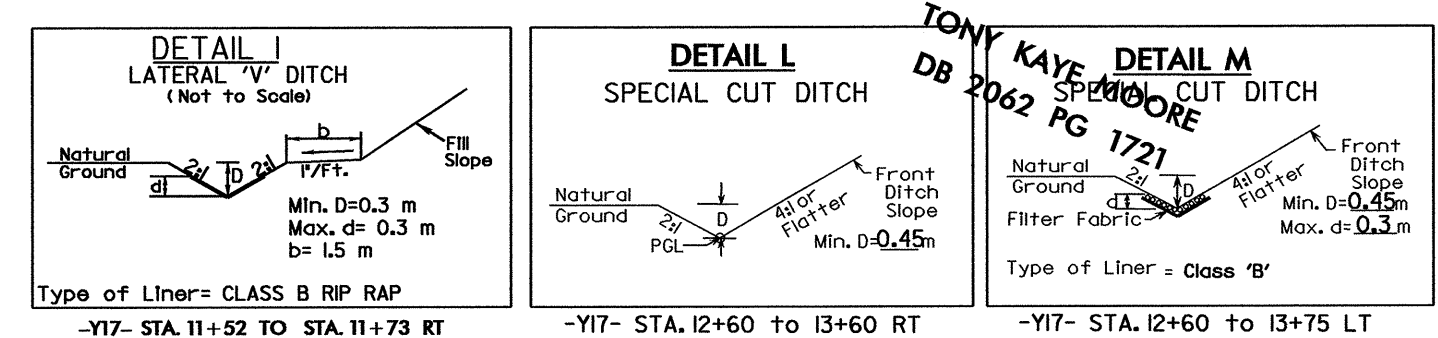
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-66/CONST.59
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

-Y20-
 PI Sta 10+40.435
 $\Delta = 55^{\circ} 50' 26.2''$ (LT)
 $L = 43.857$
 $T = 23.847$
 $R = 45.000$

-Y17-
 PI Sta 11+37.112
 $\Delta = 65^{\circ} 56' 55.1''$ (RT)
 $L = 20.429$
 $T = 113.535$
 $R = 175.000$
 $e = 0.08$
 $RO = 60m$

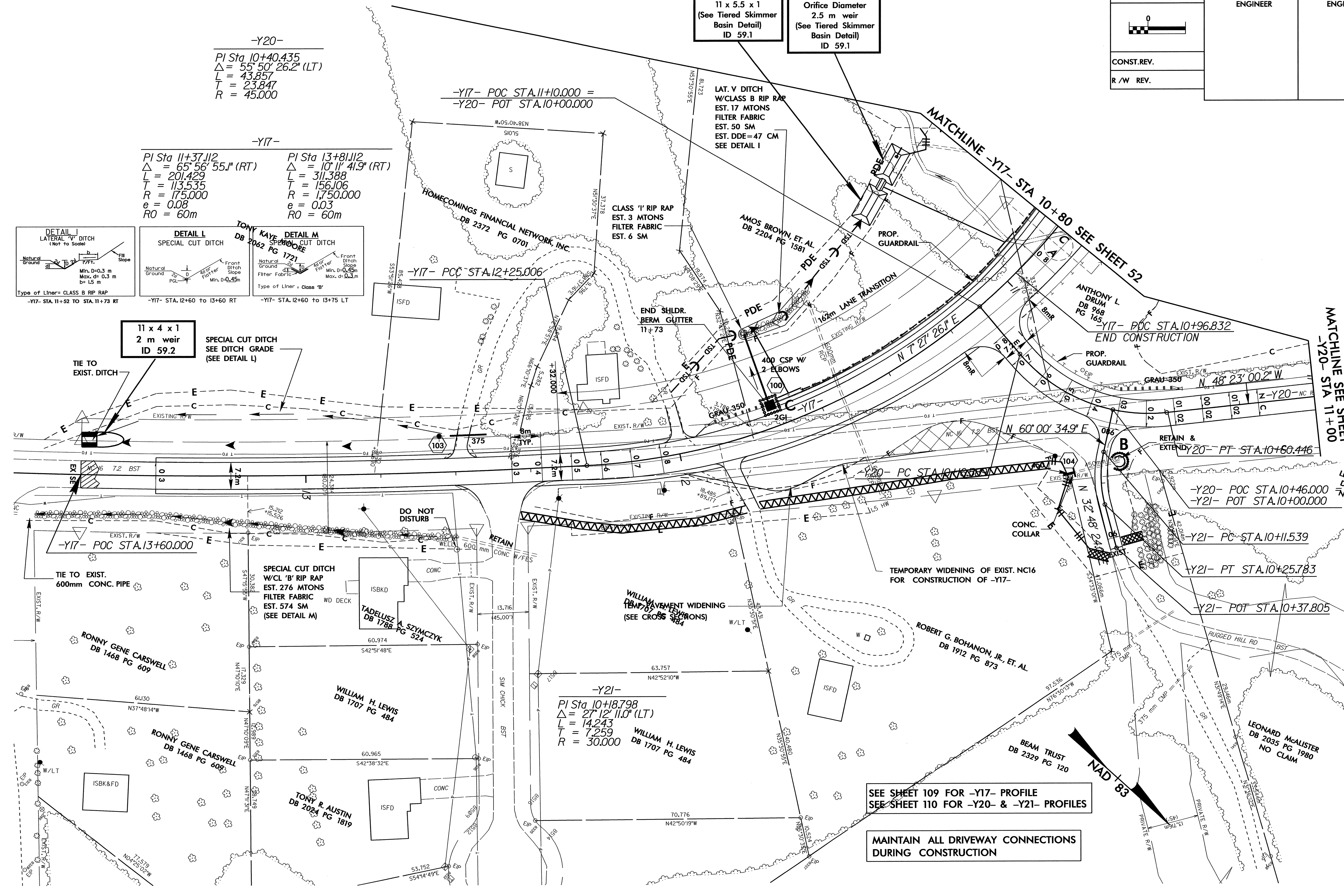
PI Sta 13+81.112
 $\Delta = 10^{\circ} 11' 41.9''$ (RT)
 $L = 311.388$
 $T = 156.106$
 $R = 1,750.000$
 $e = 0.03$
 $RO = 60m$



11 x 4 x 1
 2 m weir
 ID 59.2
 SPECIAL CUT DITCH
 SEE DITCH GRADE
 (SEE DETAIL L)

Modified Silt Basin
 Type 'B'
 11 x 5.5 x 1
 (See Tiered Skimmer Basin Detail)
 ID 59.1

11 x 5.5 x 1
 51 mm Skimmer
 with 49 mm
 Orifice Diameter
 2.5 m weir
 (See Tiered Skimmer Basin Detail)
 ID 59.1



SEE SHEET 109 FOR -Y17- PROFILE
 SEE SHEET 110 FOR -Y20- & -Y21- PROFILES

MAINTAIN ALL DRIVEWAY CONNECTIONS DURING CONSTRUCTION



MATCHLINE -Y17- STA 10+80 SEE SHEET 52

MATCHLINE -Y20- STA 11+00 SEE SHEET 11

8/17/06

NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-2206&C AS DIRECTED BY ENGINEER

METRIC

PROJECT REFERENCE NO. **R-2206 BA & CA** SHEET NO. **EC-67/CONST.60**
 R/W SHEET NO.

ROADWAY DESIGN ENGINEER
 HYDRAULICS ENGINEER

CONST. REV.
 R/W REV.

8 x 2.5 x 1
38 mm Skimmer
with 19 mm
Orifice Diameter
1.5 m weir
ID 53.1F

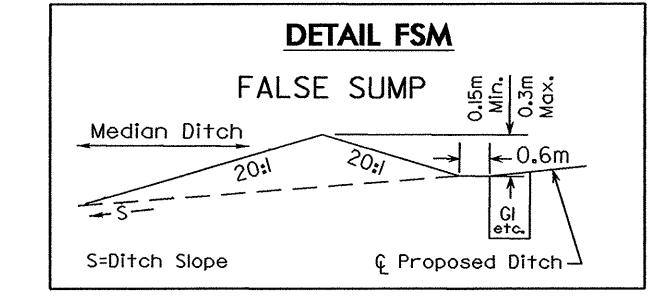
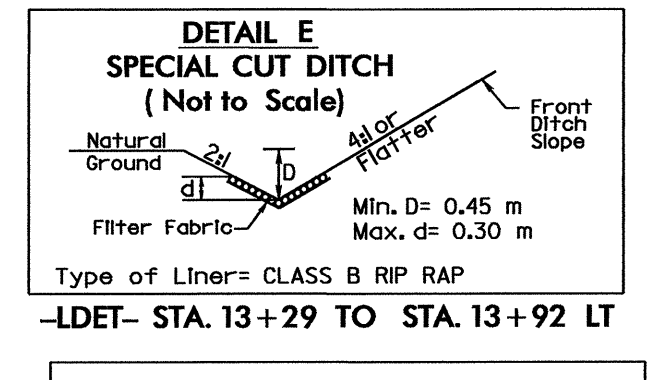
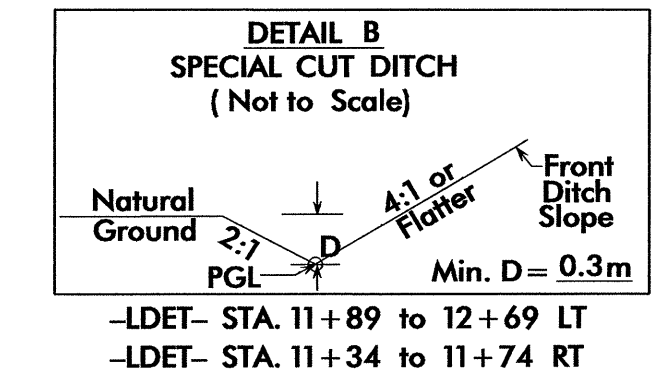
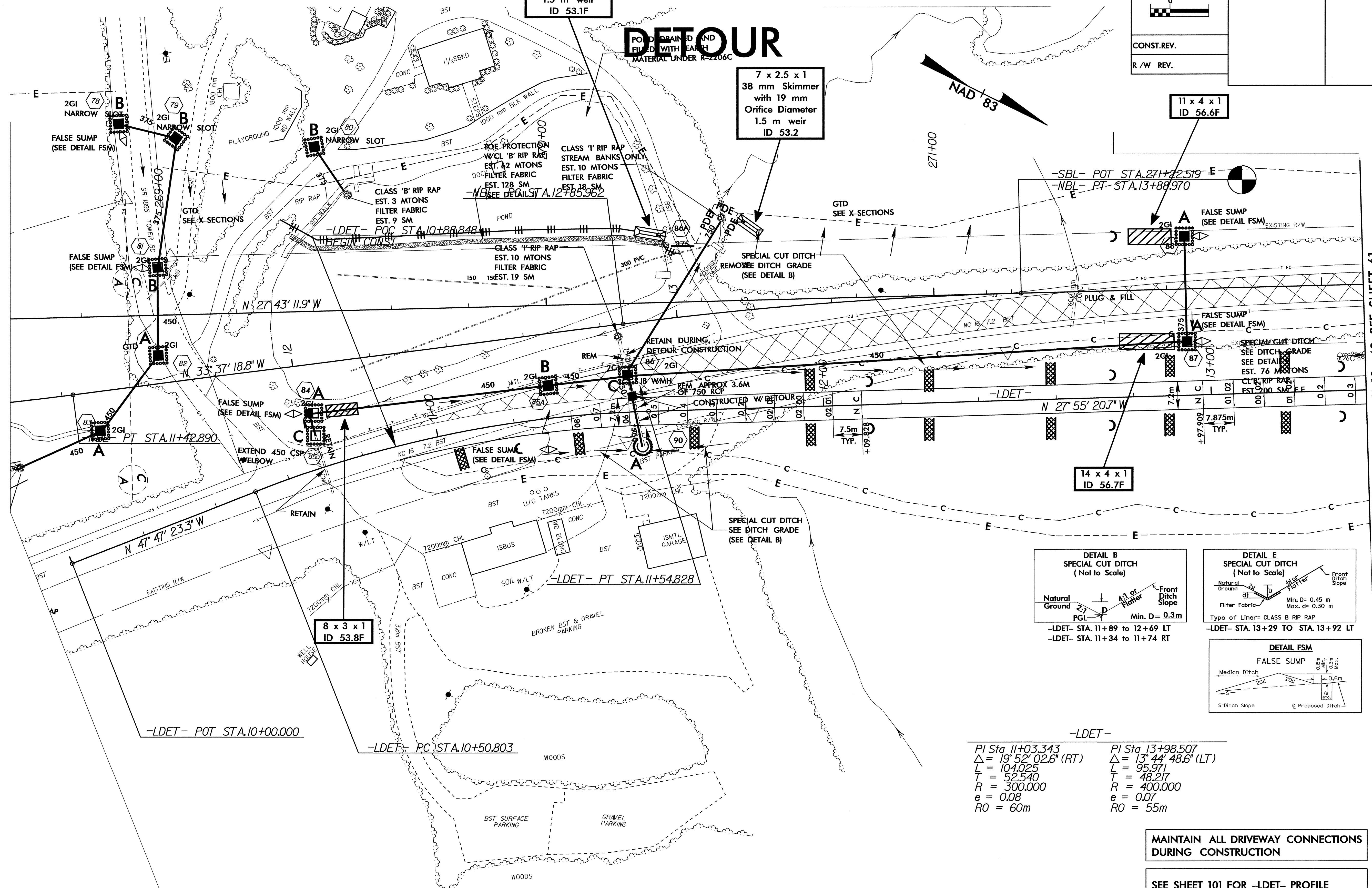
DETOUR

7 x 2.5 x 1
38 mm Skimmer
with 19 mm
Orifice Diameter
1.5 m weir
ID 53.2

11 x 4 x 1
ID 56.6F

14 x 4 x 1
ID 56.7F

8 x 3 x 1
ID 53.8F



-LDET-

PI Sta 11+03.343	PI Sta 13+98.507
Δ = 19° 52' 02.6" (RT)	Δ = 13° 44' 48.6" (LT)
L = 104.025	L = 95.971
T = 52.540	T = 48.217
R = 300.000	R = 400.000
e = 0.08	e = 0.07
RO = 60m	RO = 55m


MAINTAIN ALL DRIVEWAY CONNECTIONS DURING CONSTRUCTION

SEE SHEET 101 FOR -LDET- PROFILE

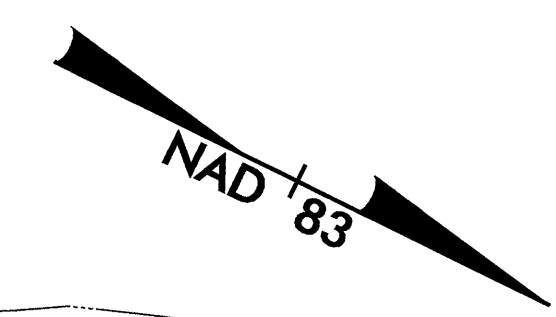
MATCHLINE -LDET- STA. 13+40 SEE SHEET 61

8/17/99

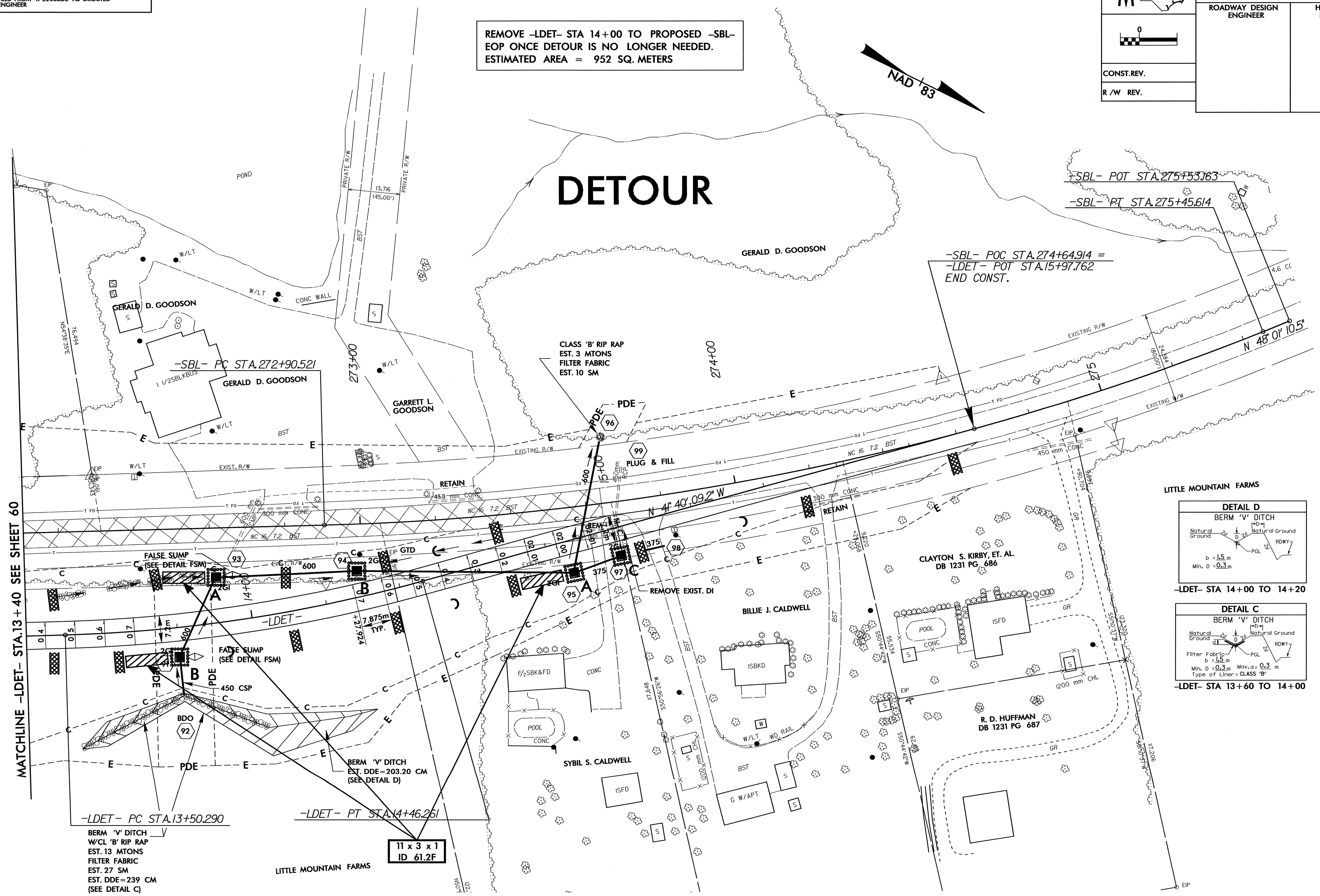
NOTE: MAINTAIN EXISTING EROSION CONTROL DEVICES FROM R-22068&C AS DIRECTED BY ENGINEER

	PROJECT REFERENCE NO.	SHEET NO.
	R-2206 BA & CA	EC-68/CONST.61
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
CONST. REV.		
R/W REV.		

REMOVE -LDET- STA 14+00 TO PROPOSED -SBL- EOP ONCE DETOUR IS NO LONGER NEEDED. ESTIMATED AREA = 952 SQ. METERS



DETOUR



LITTLE MOUNTAIN FARMS

DETAIL D
BERM 'V' DITCH
Natural Ground, PGL, RDWY
b = 1.5 m
Min. D = 0.3 m
-LDET- STA 14+00 TO 14+20

DETAIL C
BERM 'V' DITCH
Natural Ground, PGL, RDWY
Filter Fabric, b = 1.5 m
Min. D = 0.3 m Max. d = 0.3 m
Type of Liner = CLASS 'B'
-LDET- STA 13+60 TO 14+00