

TIP PROJECT: W-5001

CONTRACT: C201905

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
	Streambank Reforestation	
1630.03	Temporary Silt Ditch	
1630.05	Temporary Diversion	
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
1630.01	Riser Basin	
1630.02	Silt Basin Type B	
1633.01	Temporary Rock Silt Check Type-A	
	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	
1630.04	Stilling Basin	
	Rock Inlet Sediment Trap:	
1632.01	Type A	
1632.02	Type B	
1632.03	Type C	
	Skimmer Basin	
	Tiered Skimmer Basin	

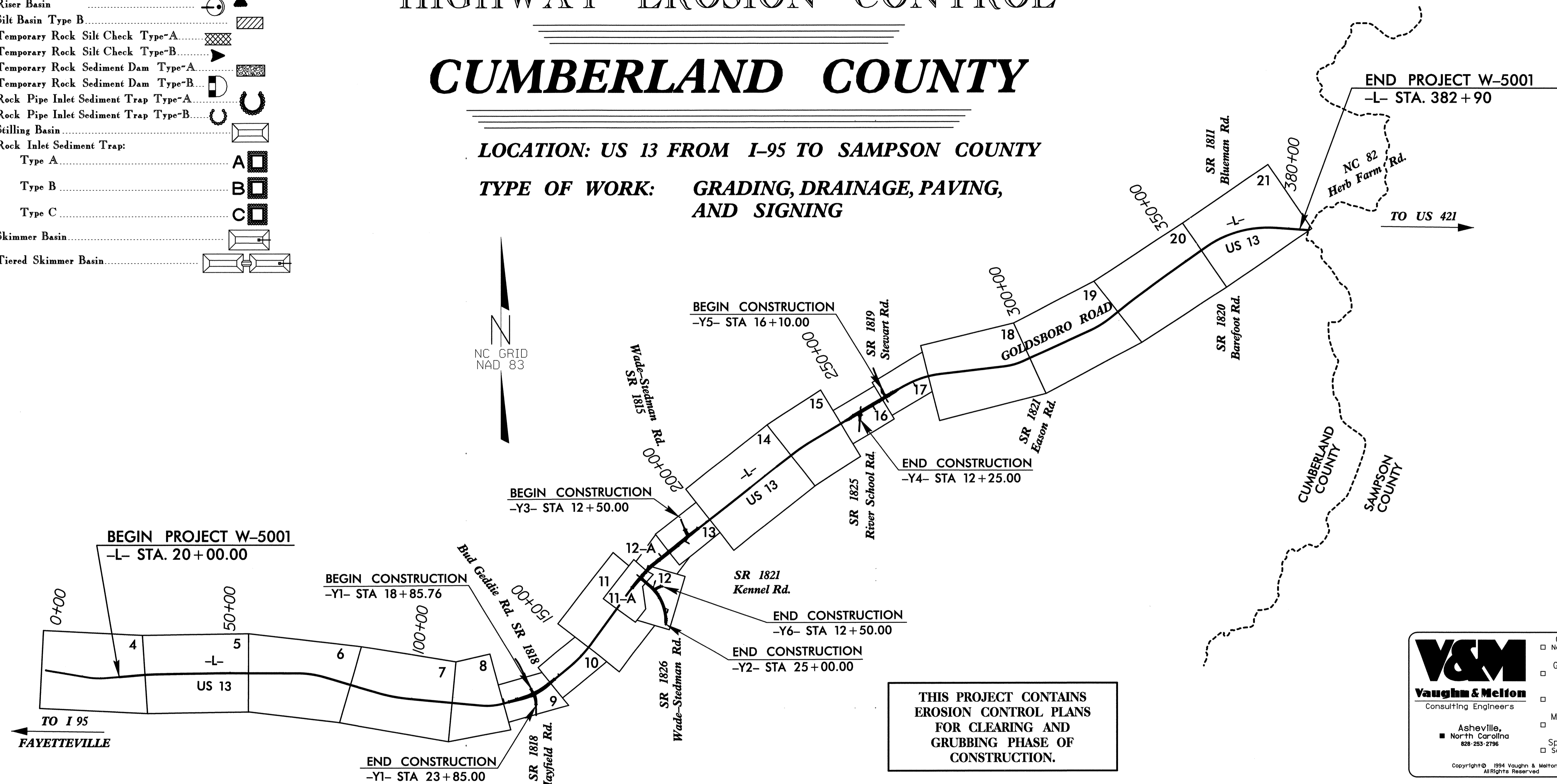
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL

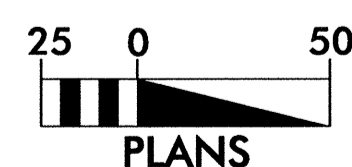
CUMBERLAND COUNTY

LOCATION: US 13 FROM I-95 TO SAMPSON COUNTY

TYPE OF WORK: GRADING, DRAINAGE, PAVING,
AND SIGNING



GRAPHIC SCALE



ROADSIDE ENVIRONMENTAL UNIT
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

Prepared In the Office of:
VAUGHN & MELTON
1318-F PATTON AVE.
ASHEVILLE NC, 28806
FOR THE NORTH CAROLINA DIVISION OF HIGHWAYS

2006 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 July 18, 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
- 1607.01 Gravel Construction Entrance
- 1633.01 Temporary Rock Silt Check Type A
- 1635.02 Rock Pipe Inlet Sediment Trap Type B

V&M
Vaughn & Melton
Consulting Engineers

Charlotte, North Carolina 704-895-9071
Greenville, Tennessee 423-639-0271
Knoxville, Tennessee 865-546-5800
Middlesboro, Kentucky 606-248-6600
Spartanburg, South Carolina 864-574-4775

Asheville, North Carolina 828-253-2796

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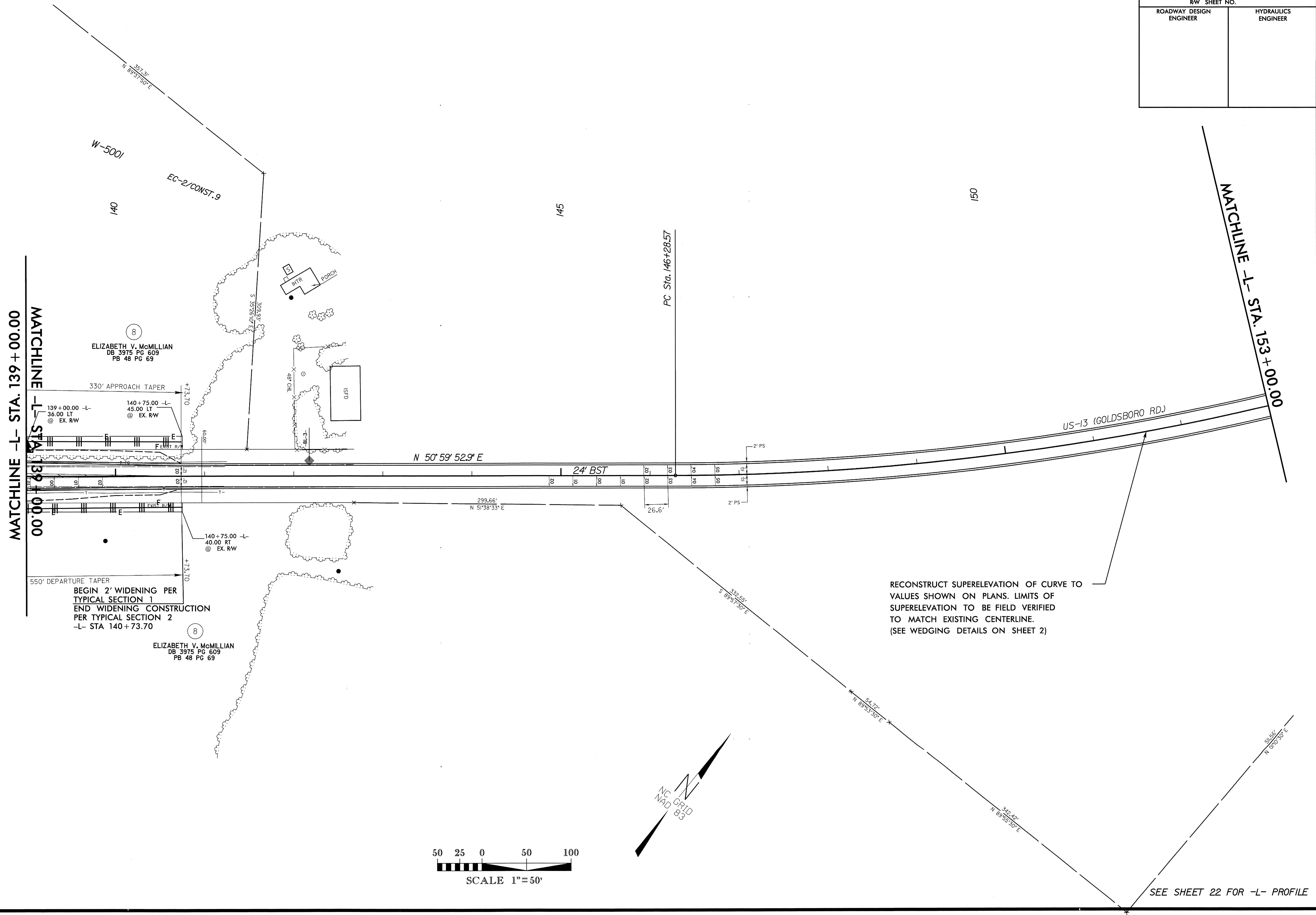
PROJECT REFERENCE NO.	SHEET NO.
W-5001	EC-3/CONST.10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

8/17/99

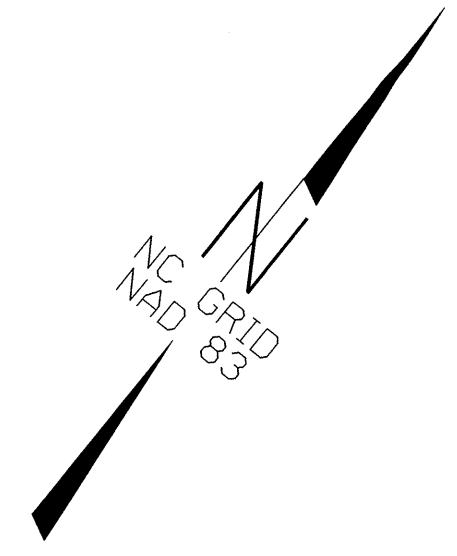
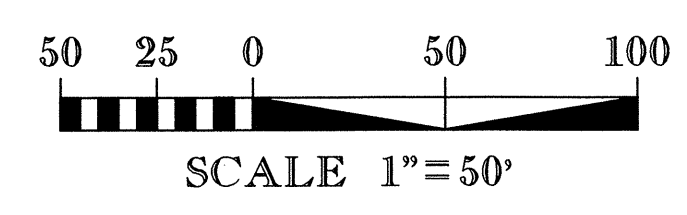
REVISIONS

MATCHLINE -L- STA. 139 + 00.00
 MATCHLINE -L- STA. 139 + 00.00

MATCHLINE -L- STA. 153 + 00.00



RECONSTRUCT SUPERELEVATION OF CURVE TO VALUES SHOWN ON PLANS. LIMITS OF SUPERELEVATION TO BE FIELD VERIFIED TO MATCH EXISTING CENTERLINE. (SEE WEDGING DETAILS ON SHEET 2)



SEE SHEET 22 FOR -L- PROFILE

DATE: 8/17/99
 DRAWN BY: [illegible]
 CHECKED BY: [illegible]
 APPROVED BY: [illegible]

PROJECT REFERENCE NO.	SHEET NO.
W-5001	EC-5/CONST.II-A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L- CURVE DATA

PI Sta 173+02.48 PIs Sta 178+79.34
 $\Delta = 4^{\circ} 30' 11.5''$ (RT) $\Theta_s = 3^{\circ} 06' 42.3''$
 $D = 0^{\circ} 44' 02.6''$ $L_s = 189.00'$
 $L = 613.48'$ $LT = 126.02'$
 $T = 306.90'$ $ST = 63.02'$
 $R = 7,805.51'$
 $SE = 0.022$
 $RO = 58.96$

EQUATION:
 Sta 169+95.51 BK = 170
 Sta 169+95.58 AH

RECONSTRUCT SUPERELEVATION OF CURVE TO
 VALUES SHOWN ON PLANS. LIMITS OF
 SUPERELEVATION TO BE FIELD VERIFIED
 TO MATCH EXISTING CENTERLINE.
 (SEE WEDGING DETAILS ON SHEET 2)

END 2' WIDENING PER
 TYPICAL SECTION 1
 BEGIN WIDENING CONSTRUCTION
 PER TYPICAL SECTION 2
 -L- STA 172+58.21

THOMAS STANLEY WILLIAMS
 DB 3689 PG 153
 DB 2389 PG 683

4A
 RODNEY LYNN BAKER
 and RICHARD D. BAKER
 DB 5786 PG 226

3A
 MELBALENE W. CULBRETH
 DB 3012 PG 181

3
 PAUL L. & MELBALENE CULBRETH
 DB 2288 PG 065

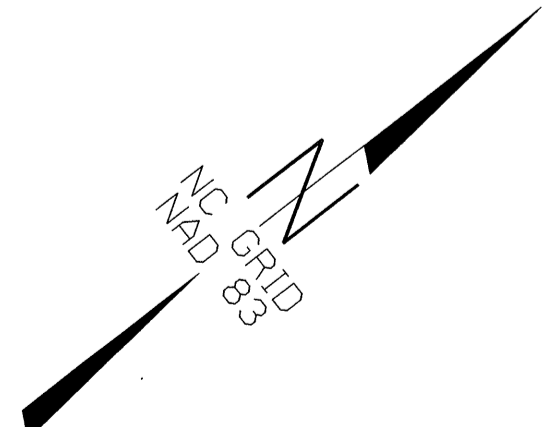
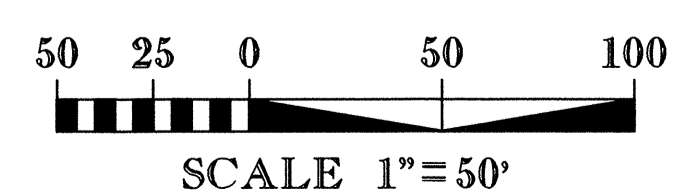
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 THOMAS STANLEY WILLIAMS
 DB 3689 PG 153
 DB 2389 PG 683

4
 THOMAS STANLEY WILLIAMS
 DB 3689 PG 153
 DB 2389 PG 683

MATCHLINE -L- STA. 166 + 00.00

MATCHLINE -L- STA. 179 + 00.00

MATCHLINE -Y2- STA. 12 + 00.00

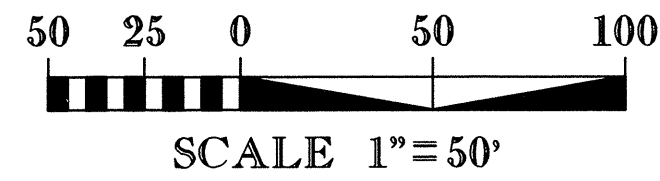


REVISIONS

8/17/99

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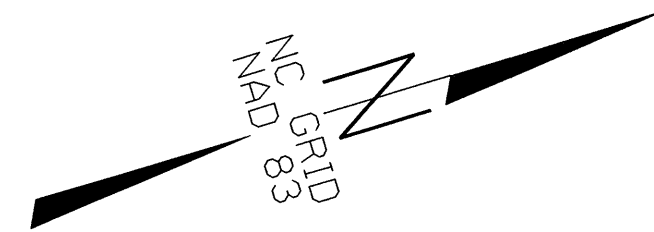
8/17/99



SEE SHEET 25 FOR -Y2- PROFILE
SEE SHEET 27 FOR -Y6- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
W-5001	EC-7/CONST.12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

REVISIONS

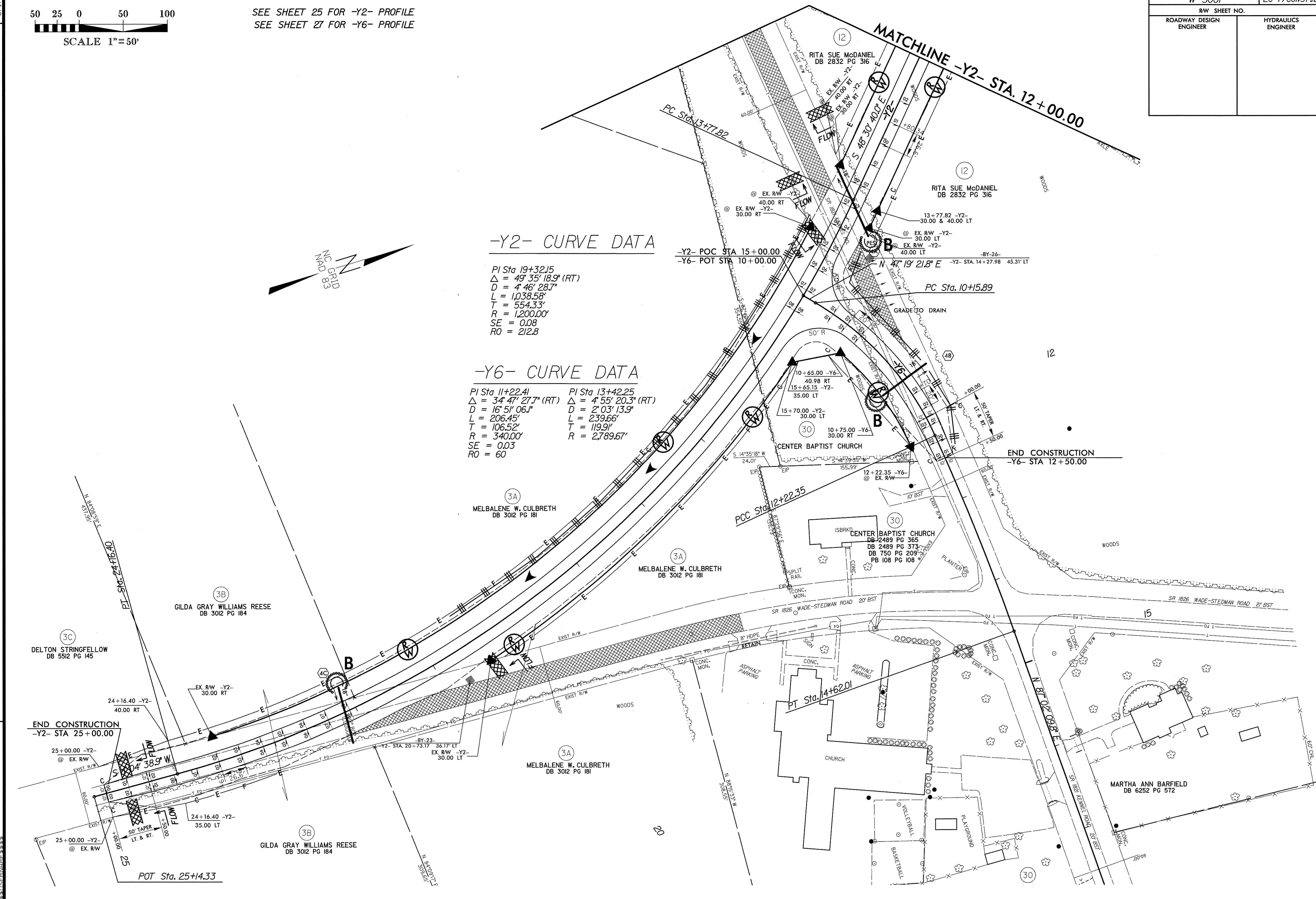


-Y2- CURVE DATA

PI Sta 19+32.15
 $\Delta = 49^{\circ} 35' 18.9''$ (RT)
 $D = 4' 46' 28.7''$
 $L = 1,038.58'$
 $T = 554.33'$
 $R = 1,200.00'$
 $SE = 0.08$
 $RO = 212.8$

-Y6- CURVE DATA

PI Sta 11+22.41	PI Sta 13+42.25
$\Delta = 34^{\circ} 47' 27.7''$ (RT)	$\Delta = 4^{\circ} 55' 20.3''$ (RT)
$D = 16' 51' 06.1''$	$D = 2' 03' 13.9''$
$L = 206.45'$	$L = 239.66'$
$T = 106.52'$	$T = 119.91'$
$R = 340.00'$	$R = 2,789.67'$
$SE = 0.03$	
$RO = 60$	



END CONSTRUCTION
-Y2- STA 25+00.00

END CONSTRUCTION
-Y6- STA 12+50.00

POT Sta. 25+14.33

20

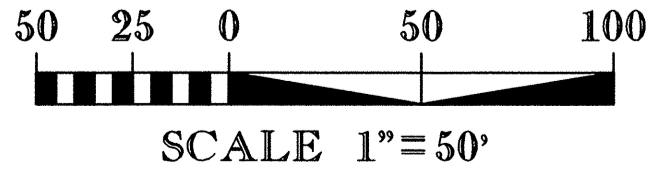
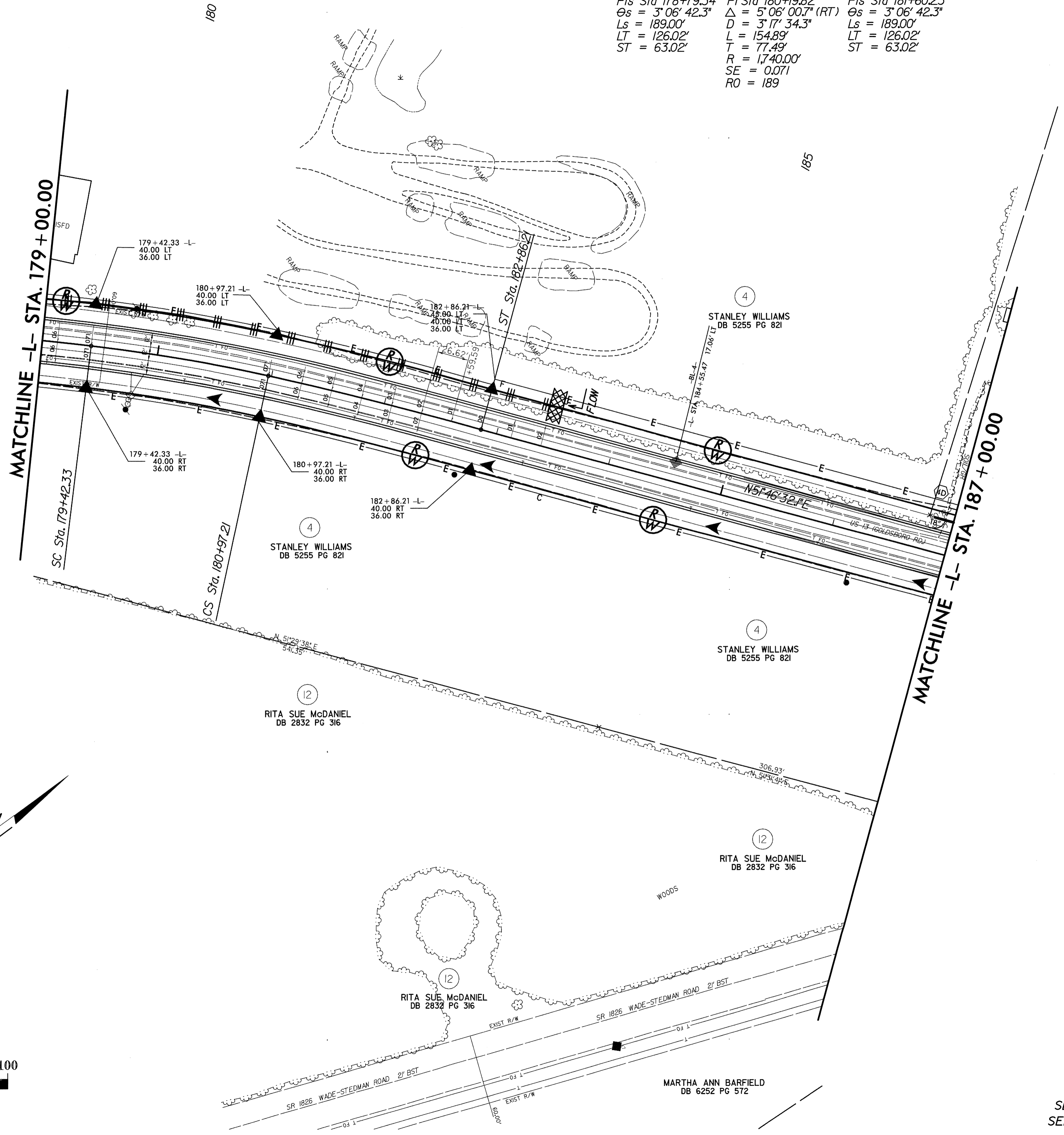
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SYSTEM DESIGNER
 CHECKED
 DATE

PROJECT REFERENCE NO.	SHEET NO.
W-5001	EC-8/CONST.12-A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L- CURVE DATA

Pls Sta 178+79.34	Pls Sta 180+19.82	Pls Sta 181+60.23
$\Theta_s = 3'06''42.3''$	$\Delta = 5'06''00.7''$ (RT)	$\Theta_s = 3'06''42.3''$
$L_s = 189.00'$	$D = 3'17''34.3''$	$L_s = 189.00'$
$LT = 126.02'$	$L = 154.89'$	$LT = 126.02'$
$ST = 63.02'$	$T = 77.49'$	$ST = 63.02'$
	$R = 1,740.00'$	
	$SE = 0.071$	
	$RO = 189$	



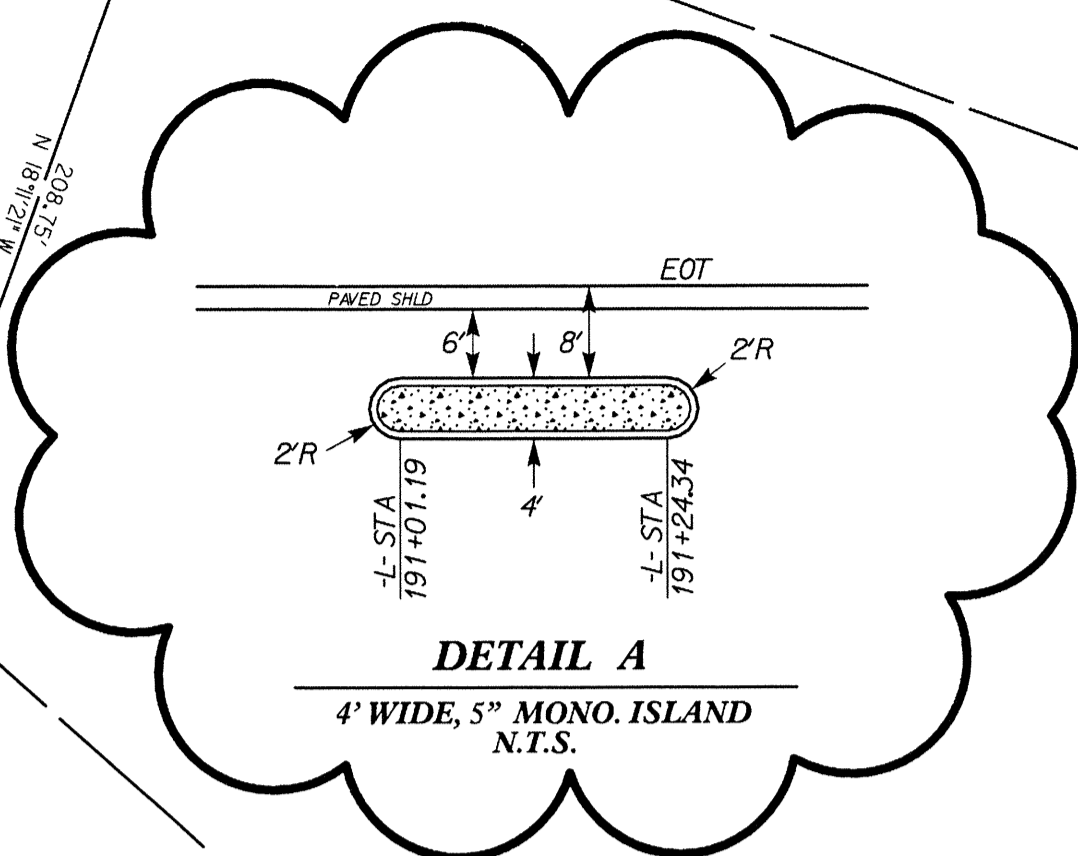
SEE SHEET 23 FOR -L- PROFILE
SEE SHEET 25 FOR -Y2- PROFILE

8/17/99

REVISIONS

STANDARD CONSTRUCTION
PRACTICES

PROJECT REFERENCE NO.	SHEET NO.
W-5001	EC-9/CONST J3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

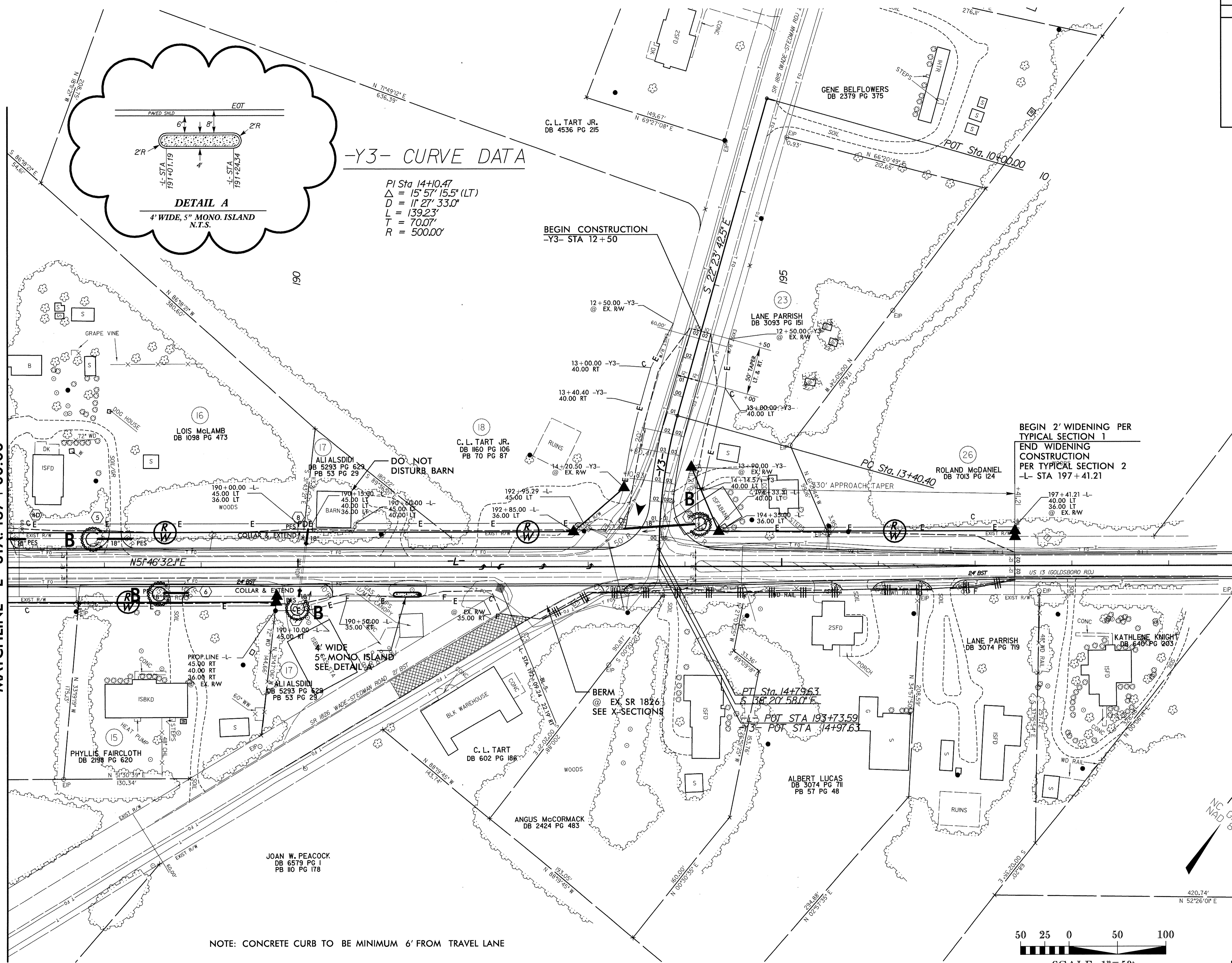


-Y3- CURVE DATA

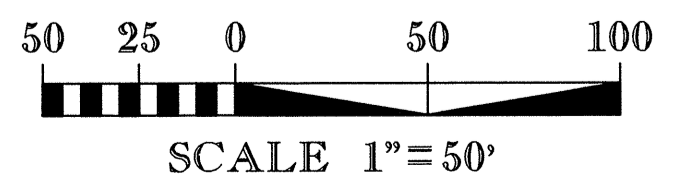
PI Sta 14+0.47
 $\Delta = 15^\circ 57' 15.5''$ (LT)
D = 11' 27' 33.0"
L = 139.23'
T = 70.07'
R = 500.00'

MATCHLINE -L- STA. 187+00.00

MATCHLINE -L- STA. 201+00.00



NOTE: CONCRETE CURB TO BE MINIMUM 6' FROM TRAVEL LANE



SEE SHEET 23 FOR -L- PROFILE
SEE SHEET 26 FOR -Y3- PROFILE

8/17/93

REVISIONS

SYSTEMS
CONSTRUCTION
PERMANENT

PROJECT REFERENCE NO.	SHEET NO.
W-500/	EC-10/CONST.16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

8/17/99

REVISIONS

MATCHLINE -L- STA. 245 + 00.00

MATCHLINE -L- STA. 258 + 00.00

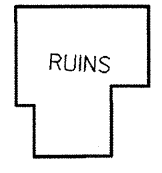
END 2' WIDENING PER TYPICAL SECTION 1
BEGIN WIDENING CONSTRUCTION PER TYPICAL SECTION 2
-L- STA 246 + 51.76

330' APPROACH AND DEPARTURE TAPER

N 59°06'11.6" E

-L-

WOODS



RUINS



RETAIN



RETAIN

US 13 (GOLDSBORO RD.)

330' APPROACH AND DEPARTURE TAPER



FLOW

250

255

PC Sta. 255+30.20

-L- POT STA 250+48.79
-Y4- POT STA 10+00.00
S 30°54'40.3" E
PC Sta. 10+18.00

32
DAVID WELSEY BARNES
DB 5735 PG 221
PG 104 PG 143

32
DAVID WELSEY BARNES
DB 5735 PG 221
PG 104 PG 143

5" MONO. ISLAND
11+10.00 -Y4-
EX. RW

33
LARRY R. EASON
DB 7085 PG 191
PG 57 PG 36

32
DAVID WELSEY BARNES
DB 5735 PG 221
PG 104 PG 143

END CONSTRUCTION
-Y4- STA 12+25

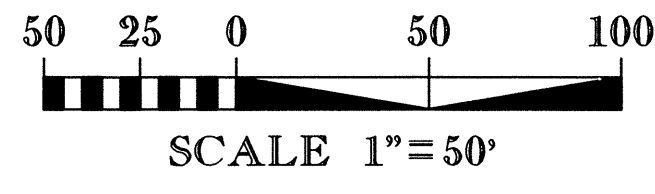
NOTE: DRIVEWAY AT -Y4- STA 11+00 LT TO BE 6" ABC (85 TONS)

-L- CURVE DATA

-Y4- CURVE DATA

PI Sta 258+78.90
Δ = 0°34'20.6" (LT)
D = 0°04'55.5"
L = 697.40'
T = 348.70'
R = 69,810.00'

PI Sta 10+92.56
Δ = 34°31'01.3" (RT)
D = 23°52'23.7"
L = 144.58'
T = 74.56'
R = 240.00'



SEE SHEET 24 FOR -L- PROFILE
SEE SHEET 26 FOR -Y4- PROFILE

SYMBOLS AND CONVENTIONS
AS PER AASHTO
STANDARD SPECIFICATIONS
FOR ROADWAY CONSTRUCTION

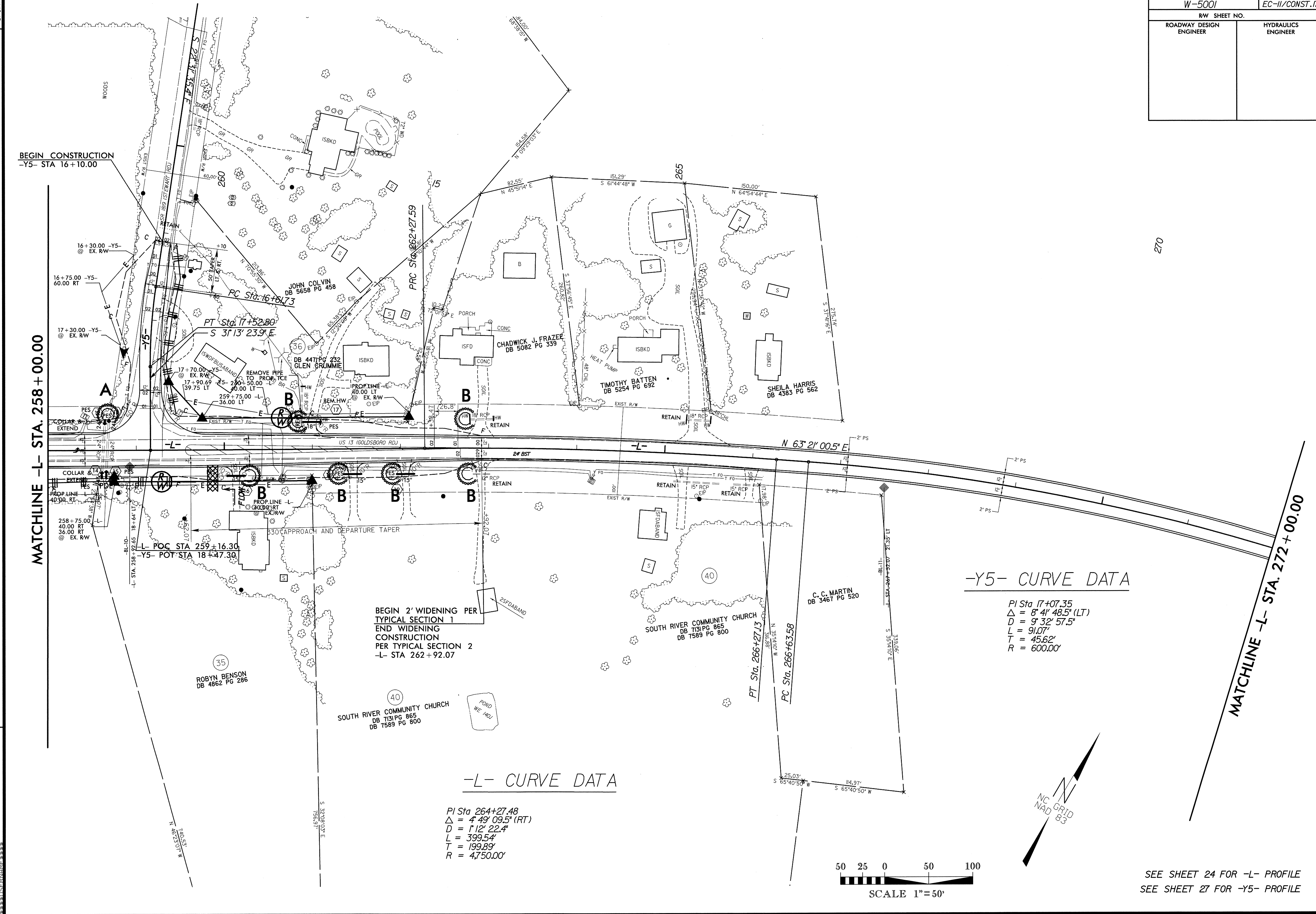
PROJECT REFERENCE NO.	SHEET NO.
W-5001	EC-II/CONST.17
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

8/17/99

REVISIONS

MATCHLINE -L- STA. 258 + 00.00

BEGIN CONSTRUCTION
-Y5- STA 16+10.00



-Y5- CURVE DATA

PI Sta 17+07.35
 $\Delta = 8^{\circ} 41' 48.5''$ (LT)
 $D = 9^{\circ} 32' 57.5''$
 $L = 91.07'$
 $T = 45.62'$
 $R = 600.00'$

-L- CURVE DATA

PI Sta 264+27.48
 $\Delta = 4^{\circ} 49' 09.5''$ (RT)
 $D = 112^{\circ} 22.4''$
 $L = 399.54'$
 $T = 199.89'$
 $R = 4750.00'$



SEE SHEET 24 FOR -L- PROFILE
 SEE SHEET 27 FOR -Y5- PROFILE

270

MATCHLINE -L- STA. 272 + 00.00