8/17/99

REVISIONS

NOTES: ANY DEVIATION FROM OPTIONS GIVEN WILL REQUIRE PRIOR APPROVAL BY ENGINEER.

ADDITIONAL EROSION CONTROL DEVICES MAY NEED TO BE INSTALLED AS DIRECTED BY THE 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 04

50′ 0′ 50′

ENGLISH

NAD 83

30

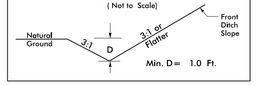
-L-
PI Sta 34+10.96
△ = 23° 27′ 35.8" (RT)
D = 4° 46′ 28.7"
L = 491.34′
T = 249.16′
R = 1,200.00′
R.O. = 320′
SE = 0.08

-DRIVE 1-
PI Sta 10+64.07
△ = 32° 12′ 21.2" (LT)
D = 114° 35′ 29.6"
L = 28.10′
T = 14.43′
R = 50.00′

-DRIVE 2-
PI Sta 10+33.95
△ = 6° 56′ 10.0" (LT)
D = 114° 35′ 29.6"
L = 6.05′
T = 3.03′
R = 50.00′

-DRIVE 3-
PI Sta 10+34.17
△ = 23° 33′ 47.7" (LT)
D = 114° 35′ 29.6"
L = 20.56′
T = 10.43′
R = 50.00′

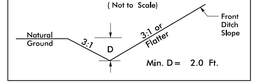
DETAIL A
SPECIAL CUT DITCH
(Not to Scale)



Min. D = 1.0 Ft.

FROM STA. 35+50 TO STA. 37+00 -L- LT

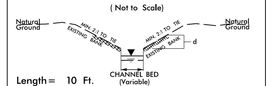
DETAIL C
SPECIAL CUT DITCH
(Not to Scale)



Min. D = 2.0 Ft.

FROM STA. 37+20 TO STA. 39+00 -L- LT

DETAIL G
PIPE OUTLET CHANNEL
(Not to Scale)



Length = 10 Ft.
d = 3 Ft.
Est. = 11 Tons of Class I Rip-Rap, 18 S.Y. GEOTEXTILE

STA. 37+10 -L- LT
DDE=20 C.Y.

MI ENGINEERING
1011 SCHAUB DRIVE, SUITE 100
RALEIGH, NC 27606
(919) 851-6606
FIRM PE NUMBER : P-0671

PROJECT REFERENCE NO.	SHEET NO.
	EC-04/CONST.04
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

(2) GCCFC 2006-GG7
STARLING INDUSTRIAL LLC
DB 8956 PG 35
PB 116 PG 32

35

-L- STA.30+25 END RESURFACING
BEGIN CONSTRUCTION

-DRIVE1- POT Sta.10+00.00
BEGIN CONSTRUCTION
PC Sta. 10+49.63

+00.00 -DRIVE 1-
35.00' RT

+50.00 -DRIVE 1-
44.00' RT

+79.43 -L-
EX. R/W

S 53° 09′ 08.4" W

+00.00 -DRIVE 1-
35.00' LT

PT Sta. 10+77.74

+79.27 -L-
EX. R/W

+50.00 -DRIVE 1-
40.00' LT

+59.90 -L-
EX. R/W

-L- POC Sta. 33+18.81 =
-DRIVE 1- POT Sta. 11+45.25

-L- POC Sta. 34+03.46 =
-DRIVE 2- POT Sta. 10+00.00

S 24° 58′ 59.0" W

S 76° 33′ 02.0" E

EXIST. EXIST. +25

EXISTING R/W

TAPER LT. & RT. GRADE

RETAIN

REMOVE

EXISTING R/W

EIP

PC Sta. 31+61.80

40' INC.

+08.47

+85.00 -L-
55.00' RT
EX. R/W

+33.14

27.5' INC.

+40.00 -L-
50.00' RT
EX. R/W

PC Sta. 10+30.92

S 18° 02′ 49.0" W

PT Sta. 10+36.98

PRC Sta. 36+53.14

-L- POC Sta. 36+69.03 =
-DRIVE 3- POT Sta. 10+00.00
BURIED 1' AT INLET INVERT
INV=93.75

PC Sta. 10+23.74

PT Sta. 10+44.30

-DRIVE 2- POT Sta.10+52.25
END CONSTRUCTION

DETAIL E
PROPOSED STANDARD BASE DITCH
DDE=150 C.Y.

-DRIVE 3- POT Sta.10+85.00
END CONSTRUCTION

+57.71 -L-
62.10' RT

+70.00 -L-
93.00' RT

+10.00 -L-
80.00' RT

+03.98 -L-
63.05' RT

S 14° 06′ 22.9" W

POT Sta. 10+90.66

DETAIL A
PROPOSED SPECIAL CUT DITCH

DETAIL G
RIP RAP AT PIPE OUTLET
INV=93.58′

+53.14 -L-
60.00 LT

DETAIL E
PROPOSED STANDARD
BASE DITCH
DDE=30 C.Y.

DETAIL C
PROPOSED
SPECIAL
CUT DITCH

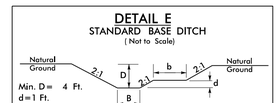
RETAIN

DETAIL A
PROPOSED SPECIAL CUT DITCH

(1) CHARLOTTE E TRUELOVE
DB 7705 PG 116

MATCH LINE -L- STA 37+00 SEE SHEET 5

DETAIL E
STANDARD BASE DITCH
(Not to Scale)



Min. D = 4 Ft.
d = 1 Ft.
B = 4 Ft.
b = 6 Ft.

AT STA. 37+10 -L- RT
AT STA. 37+10 -L- LT

NOTE: RESURFACING TO BEGIN -L- STA.11+28.53 (SEE T.S.NO.1 SHEET 2)

NOTE:
SEE SHEET 17 FOR -L- PROFILE
SEE SHEET 24 FOR -DRIVE 1-, -DRIVE 2-,
& -DRIVE 3- PROFILE

SYSTIME = $$SYSTIME$$
DGN = $$DGN$$
LEVELNAME = $$LEVELNAME$$