| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| R-2413CA | EC-16/CONST.7 |
| R /W SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| CONST.REV. | |
| R /W REV. | |

5m 0 10m

NOTE:
ALL EXISTING PIPES AND BOXES ON THIS SHEET ARE IN GOOD CONDITION PER ICA FIELD SURVEY ON 4-23-2014

RIGHT-OF-WAY FOR THIS PROJECT HAS BEEN ACQUIRED UNDER PROJECT R-2413C

SEE SHEET 14 FOR -L REV- PROFILE
SEE SHEET 15 FOR -LREV_NB- PROFILE
SEE SHEET 17 FOR -LREV_SB- PROFILE
SEE SHEET 2-H FOR DITCH DETAIL #33

NAD 83

-LREV_SB-

PIs Sta 86+71.272
Θs = 0° 44' 56.3"
Ls = 40.000
LT = 26.667
ST = 13.334

PI Sta 87+45.388
Δ = 4° 33' 00.0" (RT)
L = 121.501
T = 60.782
R = 1,530.000
Se = 0.04
DS = 110 KMH

PIs Sta 88+19.440
Θs = 0° 44' 56.3"
Ls = 40.000
LT = 26.667
ST = 13.334

-L REV-

PIs Sta 86+42.474
Θs = 1° 00' 13.5"
Ls = 61.000
ST = 20.334
LT = 40.667

PI Sta 89+69.082
Δ = 19° 57' 16.9" (RT)
L = 606.541
T = 306.272
R = 1,741.000
SE = .04

PIs Sta 92+89.487
Θs = 1° 00' 13.5"
Ls = 61.000
ST = 20.334
LT = 40.667

(62) TIMOTHY M. DAVIS
DB 1321 PG 2584
(FORMERLY RGY, INC.)

(63) JACK C. KNIGHT
DB 843 PG 2172
6688 SM
DMD

(64) TIMOTHY M. DAVIS
DB 1123 PG 1800
(FORMERLY FRED W. DAVIS)

(65) TIMOTHY DAVIS
DB 801 PG 671
2667 SM
DMD

(66) TIMOTHY M. DAVIS
DB 1123 PG 1800
(FORMERLY FRED W. DAVIS)

(71) TIMOTHY M. DAVIS
DB 815 PG 1869
1.643 Ha
DMD

AVERY LEON WOOD JR
DB 815 PG 192
4201 SM
DMD

MATCH LINE STA. 85+00 -L REV.- SHEET 6

MATCH LINE STA. 88+40 -L REV- SHEET 8

-LREV_SB- CS 88+06.106

-L REV- TS 86+01.807

-LREV_SB- TS 86+44.605

-L REV SC 86+62.807

-LREV SB- SC 86+84.605

-LREV_NB- SC 86+78.605

BERM DITCH
STA 85+49 TO
STA 87+00 -LREV- LT
SEE PROFILE FOR GRADE
SEE DETAIL #6

LAT 0.6M BASE DITCH
W/164.6 CL 'B' RIP RAP
EST. 409.6 SMFF
STA 84+20 TO
STA 85+20 -LREV- LT
SEE DETAIL #15

EST 6.4 MTONS
CLASS 'I' RIP RAP
EST 12.5 SM FF
+30 -L REV-
END SHLDR
BERM GUTTER LT.

450 W/ELBOWS

G.R.A.U. TYPE 350

GRAU 350

CAT-1

REMOVE

REMOVE AND RESET

PROP 1.2m WW

EXIST R/W

BENCHED CHANNEL
W/CLASS 'II' RIP RAP
EST. 6.2 MTONS
COIR FIBER MATTING
EST. 25.0 SM
SEE DETAIL #33

CLASS 'I' RIP RAP
EST. 6.2 MTONS
EST. 12.0 SM FF

-L REV- POT 86+18.605 LB =
-LREV SB- POT 86+18.605 10.6 LT LA =
-LREV NB- TS 86+18.605 7.0 RT LA

-LREV_NB-

PIs Sta 86+58.606
Θs = 1° 02' 30.3"
Ls = 60.001
LT = 40.001
ST = 20.001

PI Sta 89+67.744
Δ = 19° 52' 43.3" (RT)
L = 572.465
T = 289.139
R = 1,650.000
Se = 0.04
DS = 110 KMH

PIs Sta 92+71.071
Θs = 1° 02' 30.3"
Ls = 60.000
LT = 40.001
ST = 20.001

DETAIL #6
BERM DITCH
(Not to Scale)

SLOPE STAKE
CLEARING LIMITS
1.5m
1.5m
3.0m v.c.
2:1
D VAR.
Min. D= 0.3m

FROM STA. 85+49 TO STA. 87+00 -LREV- LT

DETAIL #15
LATERAL BASE DITCH
(Not to Scale)

Natural Ground
2:1
d
D
2:1
b
0.08m/m
Fill Slope
Filter Fabric
B
Min. D= 0.45m
Max. d= 0.45m
B= 0.6m
b= 1.5m
•When B is < 1.8m

Type of Liner= Class 'B' Rip-Rap

FROM STA. 84+20 TO STA. 85+20 -LREV- LT

8/17/2021
11:FEB-2016 13:23
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ncdot\jrdarnell