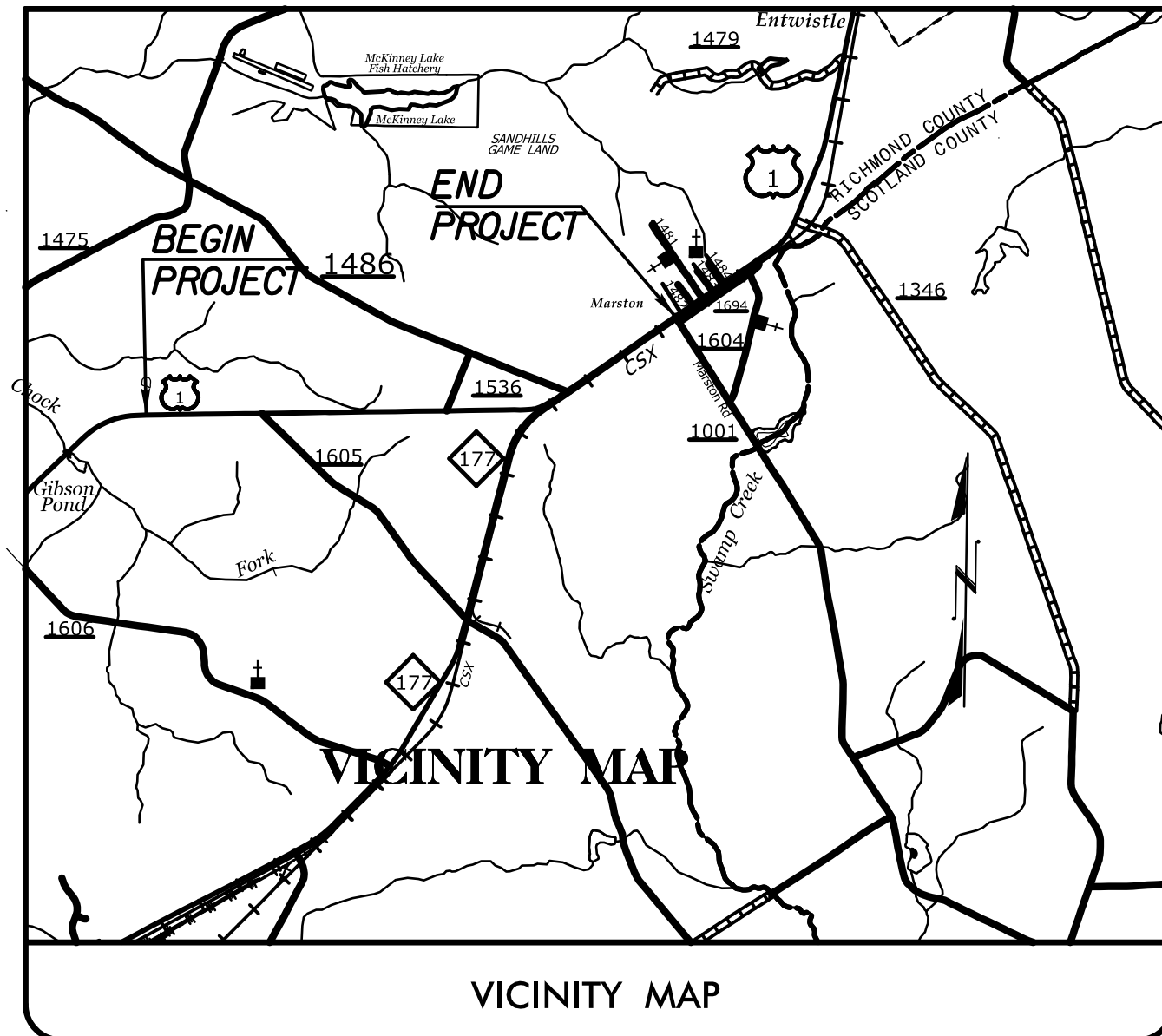


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TIP PROJECT: R-2501C



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

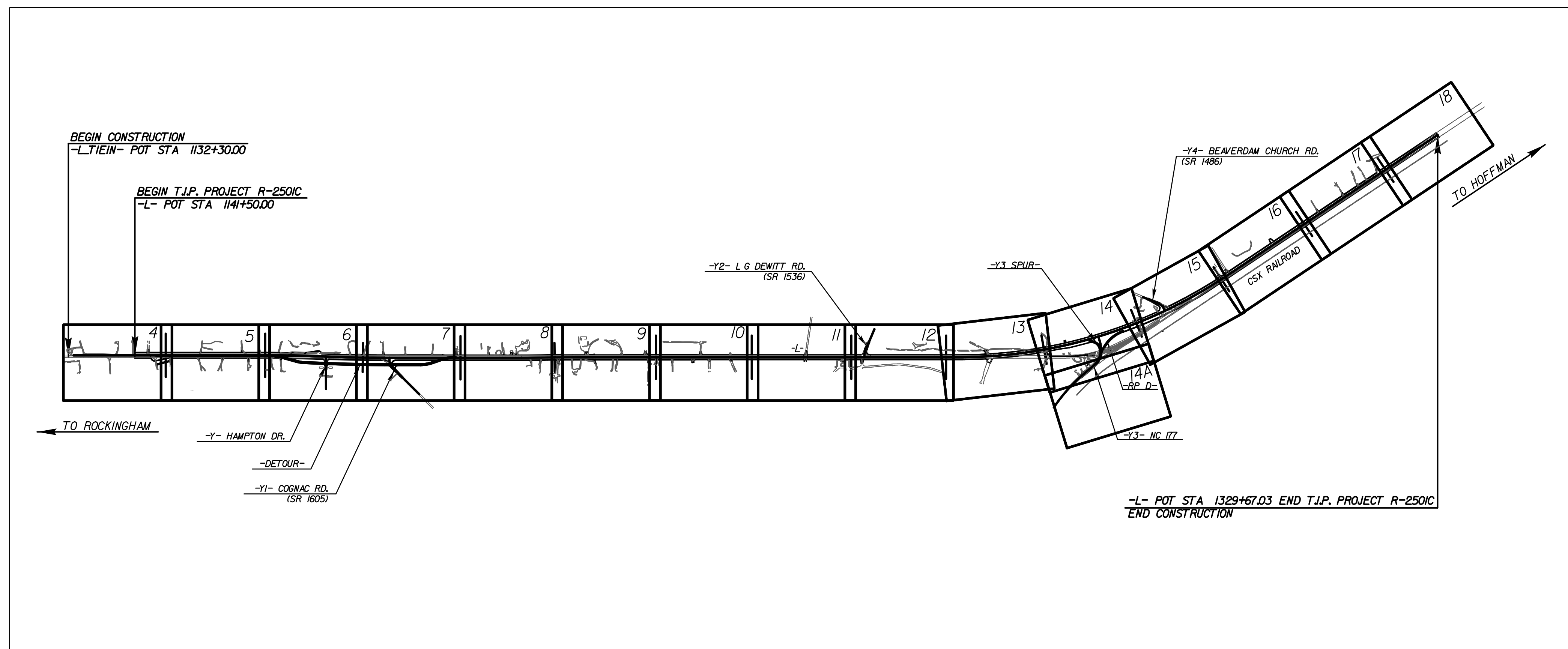
LOCATION: US 1 FROM NORTH OF SR 1606 (FOX ROAD) TO SOUTH OF SR 1001 (MARSTON ROAD)

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2501C	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34437.1.1	NHF-1(1)	PE	
34437.2.3	HPP-0001(144)	ROW	
34437.2.UFS1	NHPP-0001(144)	UTIL	

EROSION AND SEDIMENT CONTROL MEASURES

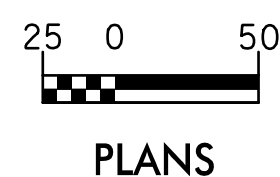
Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TD
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	III III III
1606.01	Special Sediment Control Fence	~ ~ ~ ~ ~
1622.01	Temporary Berms and Slope Drains	TBD
1630.02	Silt Basin Type B	▨
1633.01	Temporary Rock Silt Check Type-A	▨
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	▨
1633.02	Temporary Rock Silt Check Type-B	▨
	Wattle/Coir Fiber Wattle	~ ~ ~ ~ ~
	Wattle/Coir Fiber Wattle with Polyacrylamide (PAM)	~ ~ ~ ~ ~
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	U
1635.02	Rock Pipe Inlet Sediment Trap Type-B	U
1630.04	Stilling Basin	▭
1630.06	Special Stilling Basin	▭
	Rock Inlet Sediment Trap:	
1632.01	Type A	A
1632.02	Type B	B
1632.03	Type C	C
	Skimmer Basin	▭
	Tiered Skimmer Basin	▭
	Infiltration Basin	▭



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

THIS PROJECT HAS
BENEN DESIGNED TO
SENSITIVE WATERSHED
STANDARDS.

GRAPHIC SCALE



THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY WITH THE REGULATIONS SET FORTH BY THE NCG-010000 GENERAL CONSTRUCTION PERMIT EFFECTIVE AUGUST 1, 2016 AND ISSUED BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES DIVISION OF WATER RESOURCES.

Prepared In the Office of:

TGS ENGINEERS
804-C N. LAFAYETTE ST.
SHELBY, NC 28150

2018 STANDARD SPECIFICATIONS

Designed by:

ANDREW H. COCHRANE, PE **3015**
NAME LEVEL III CERTIFICATION NO.

Reviewed In the Office of:

ROADSIDE ENVIRONMENTAL UNIT
1 South Wilmington St.
Raleigh, NC 27611

2018 STANDARD SPECIFICATIONS

Reviewed by:

Jennifer Parish, EI

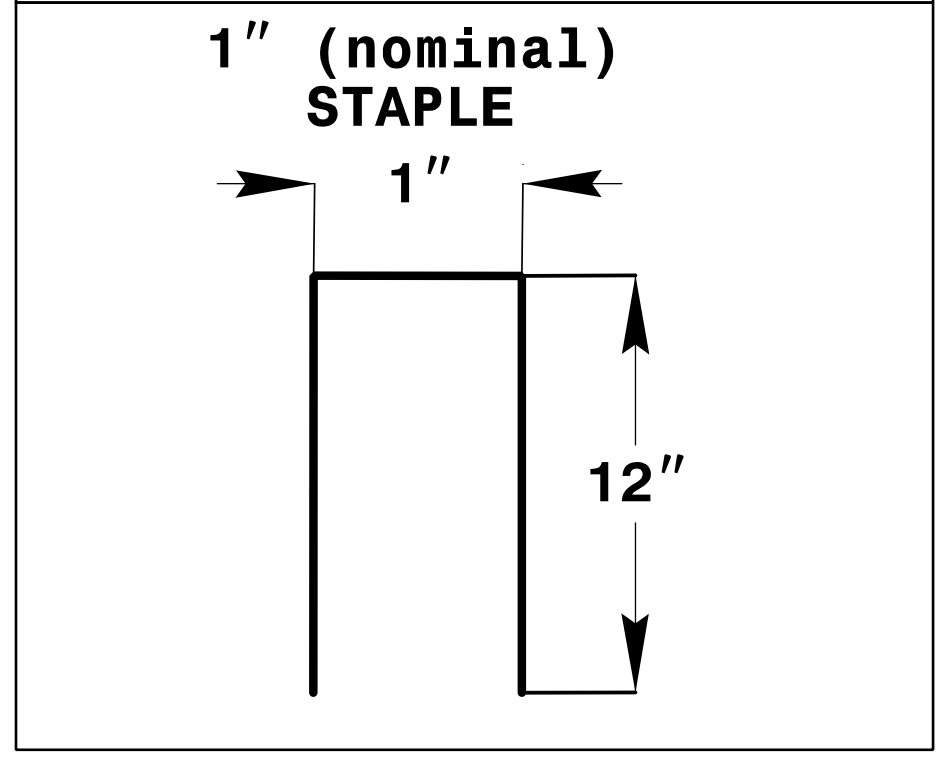
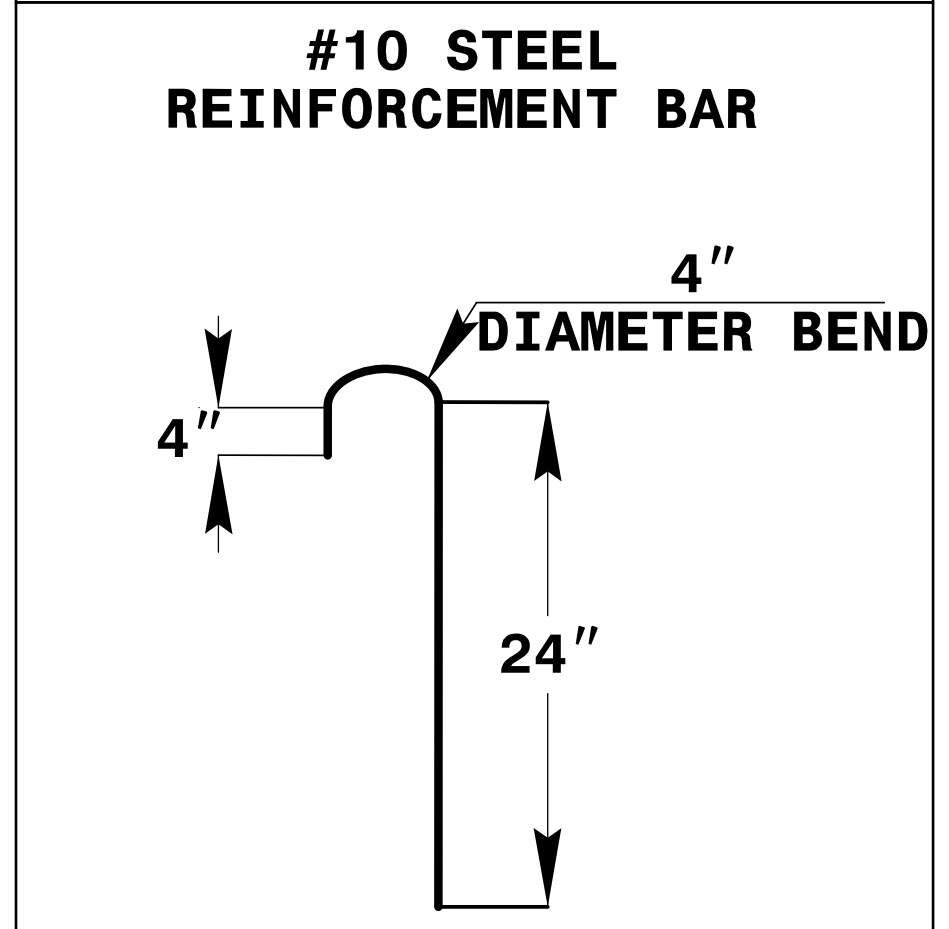
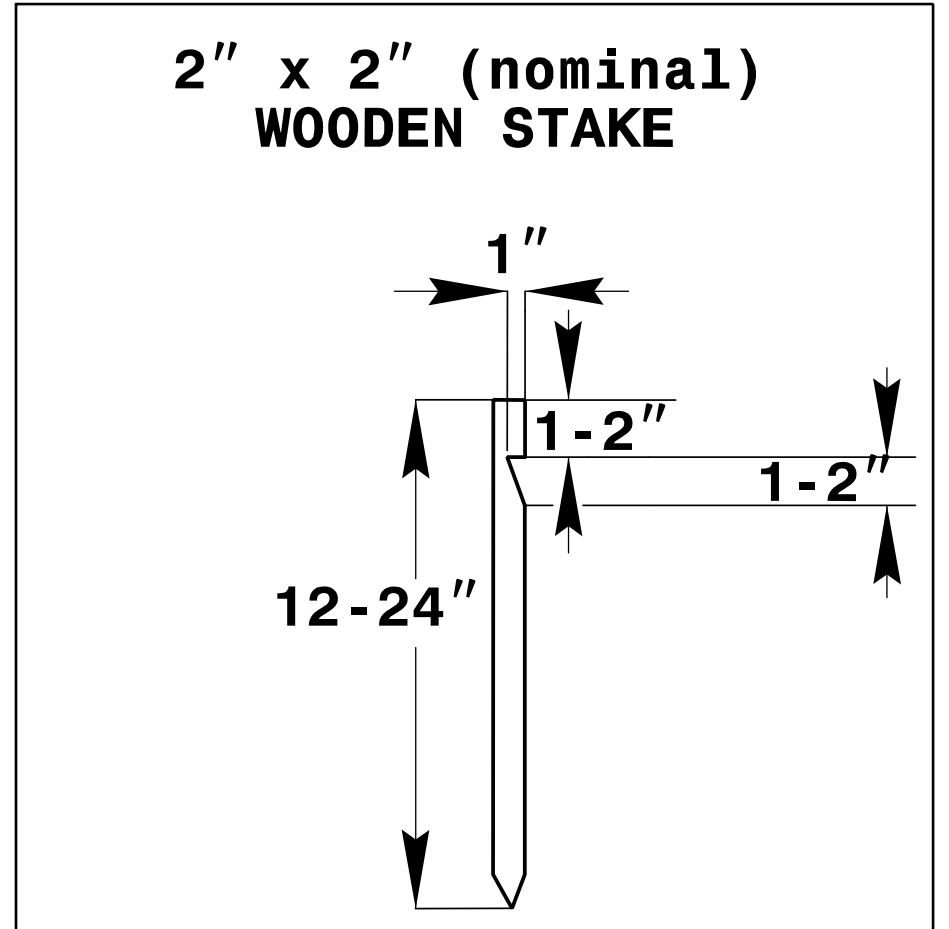
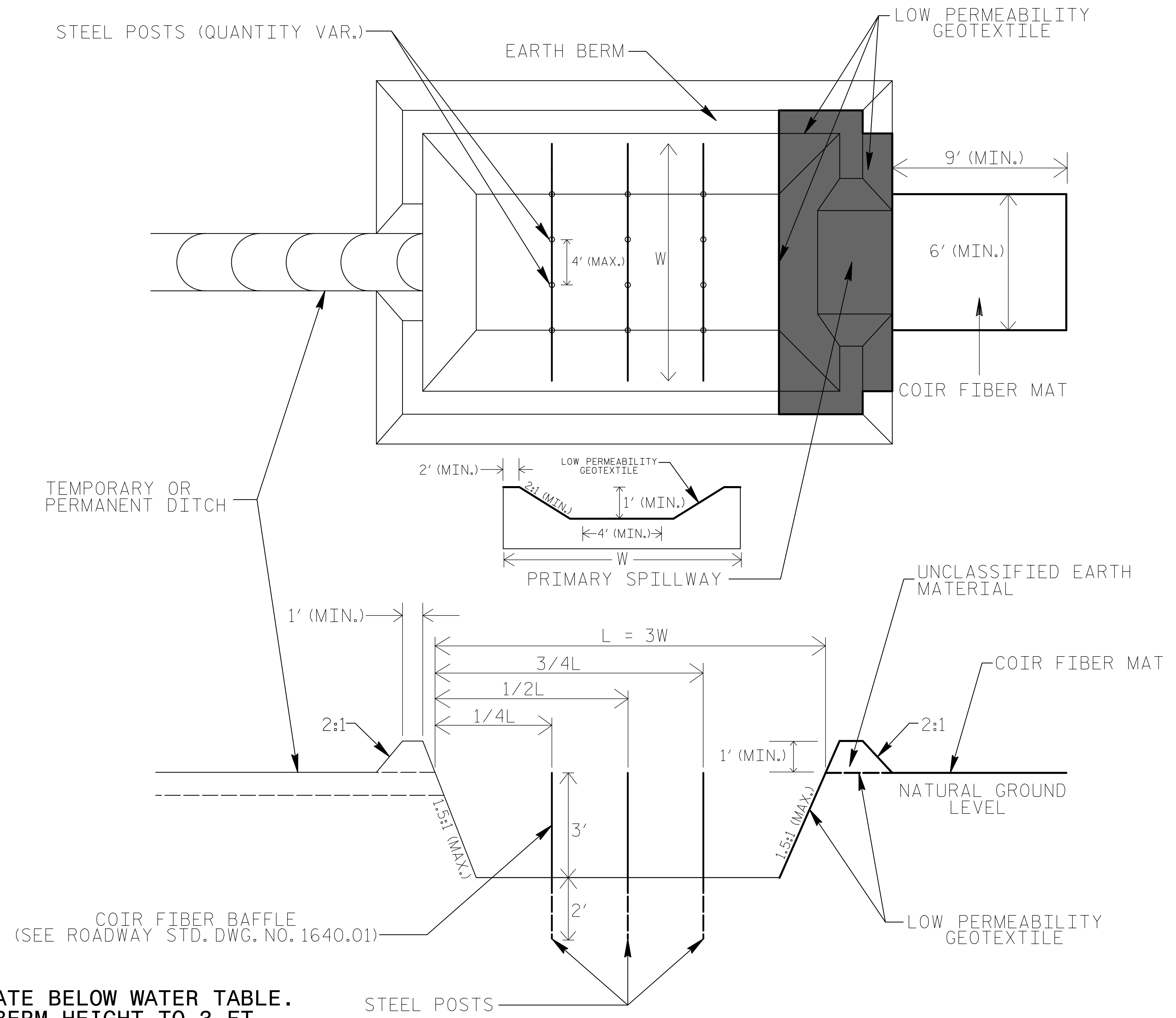
Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 2018 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1604.01	Railroad Erosion Control Detail	1632.01	Rock Inlet Sediment Trap Type A
1605.01	Temporary Silt Fence	1632.02	Rock Inlet Sediment Trap Type B
1606.01	Special Sediment Control Fence	1632.03	Rock Inlet Sediment Trap Type C
1607.01	Gravel Construction Entrance	1633.01	Temporary Rock Silt Check Type A
1622.01	Temporary Berms and Slope Drains	1633.02	Temporary Rock Silt Check Type B
1630.01	Riser Basin	1633.03	Temporary Rock Silt Check Type C
1630.02	Silt Basin Type 1	1634.01	Temporary Rock Sediment Dam Type A
1630.03	Temporary Silt Ditch	1634.02	Temporary Rock Sediment Dam Type B
1630.04	Stilling Basin	1635.01	Rock Pipe Inlet Sediment Trap Type A
1630.05	Temporary Diversion	1635.02	Rock Pipe Inlet Sediment Trap Type B
1630.06	Special Stilling Basin	1640.01	Coir Fiber Jaffle
1631.01	Matting Installation	1645.01	Temporary Stream Crossing

INFILTRATION BASIN WITH BAFFLES DETAIL (EAST)

PROJECT REFERENCE NO. R-2501C	SHEET NO. EC-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



COIR FIBER MAT ANCHOR OPTIONS

NOTES

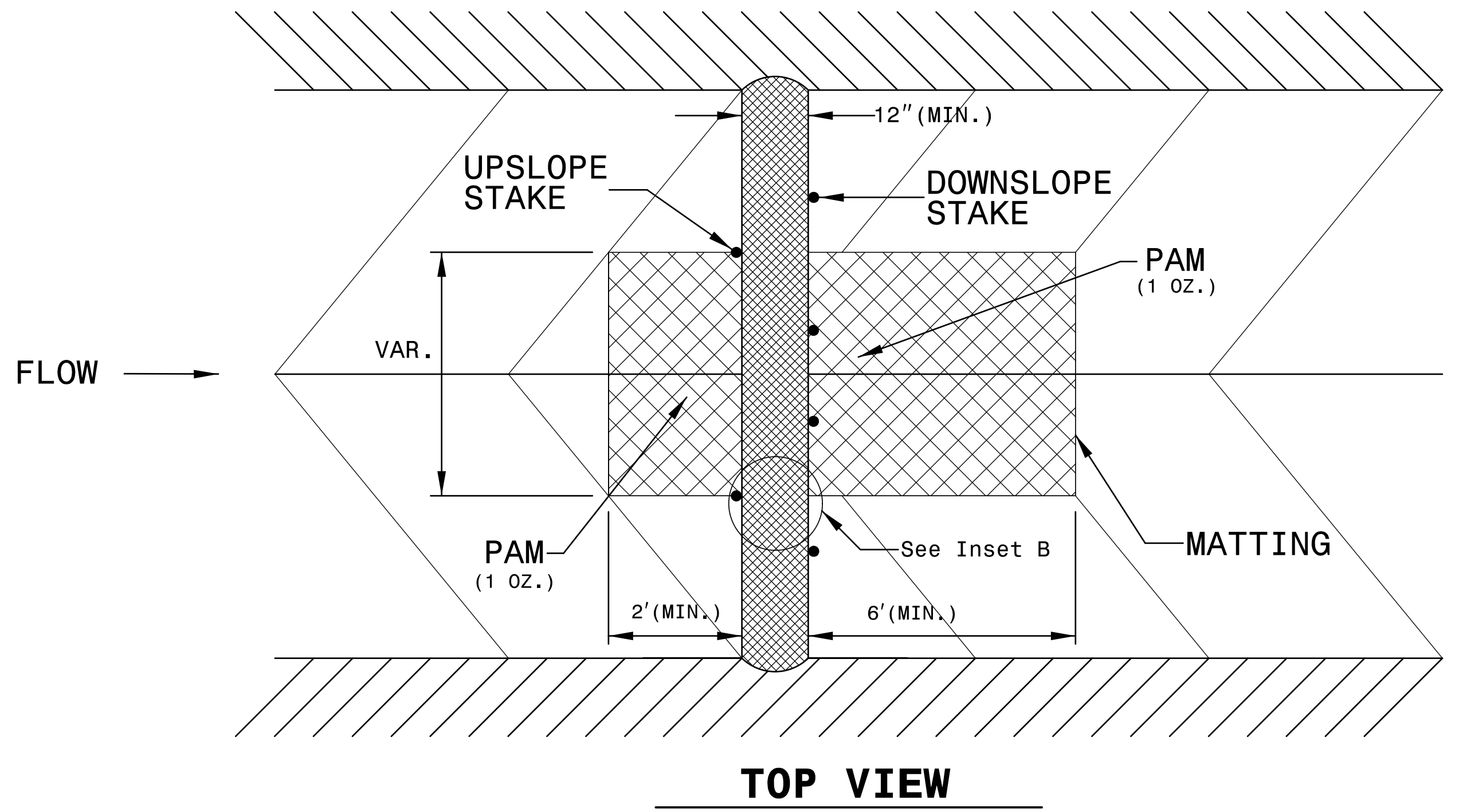
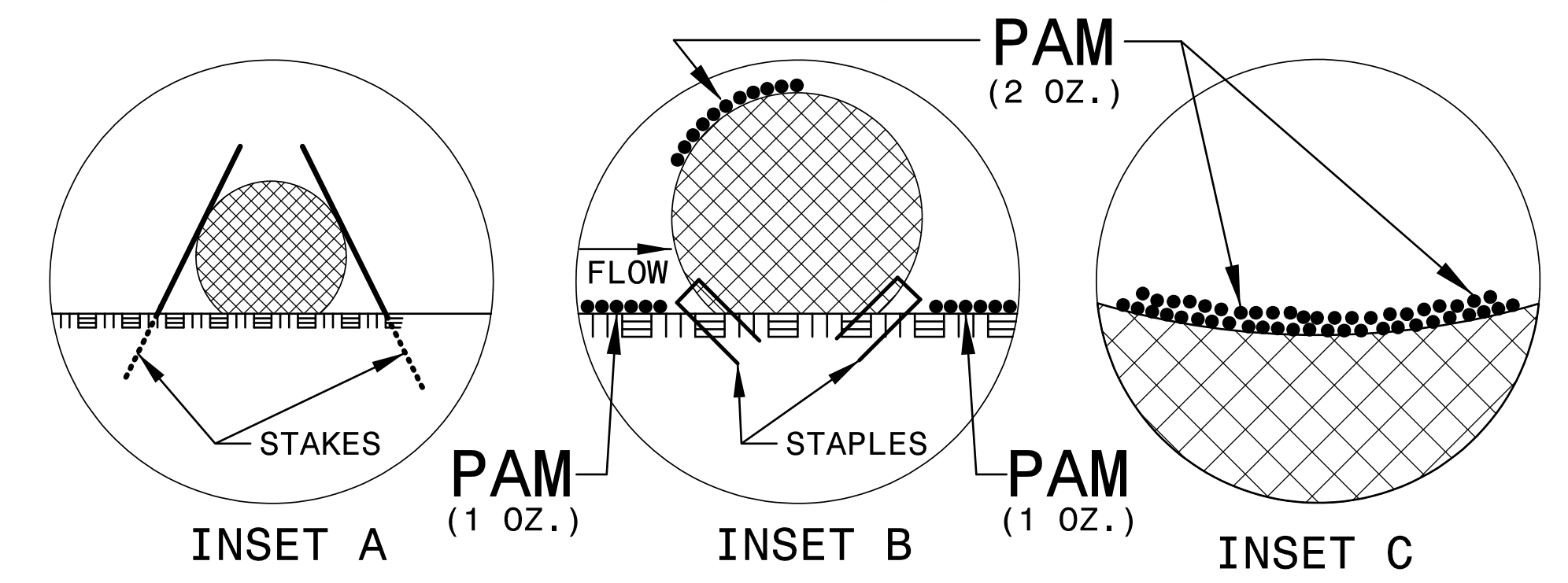
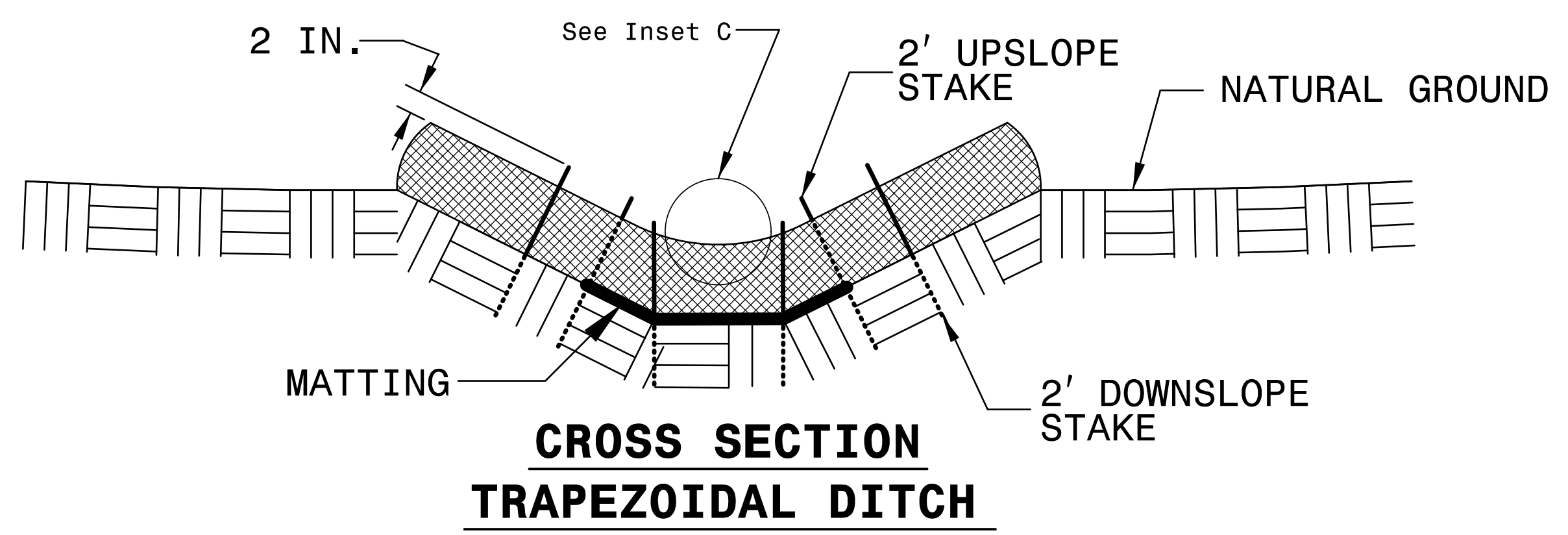
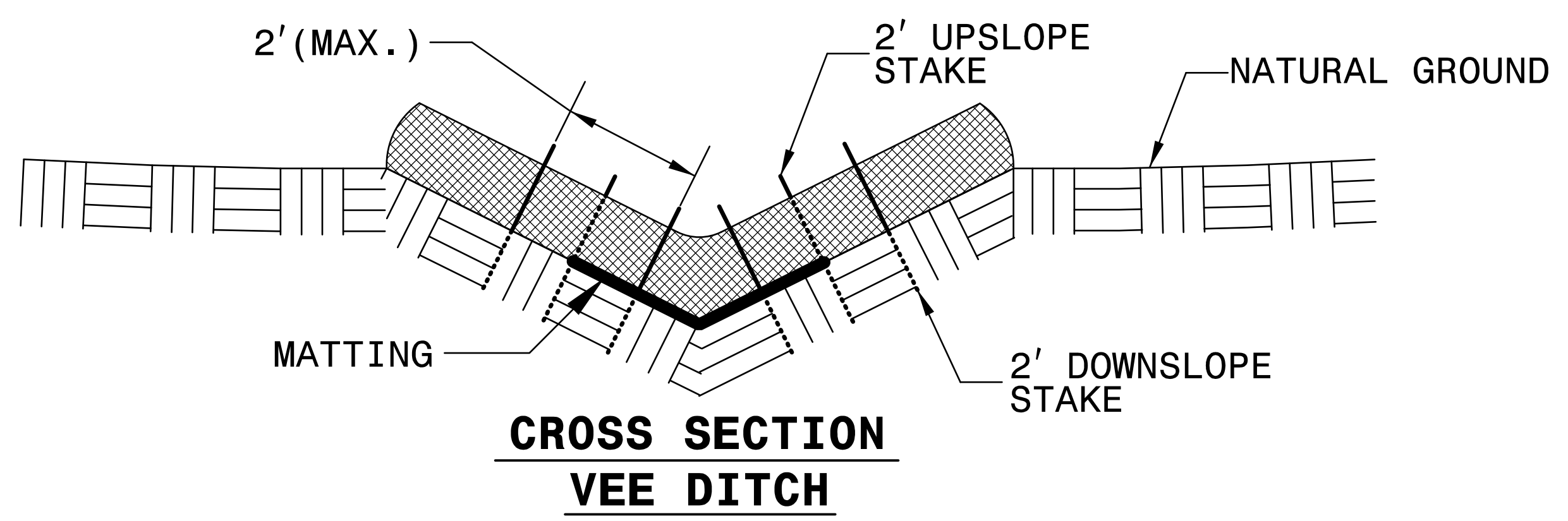
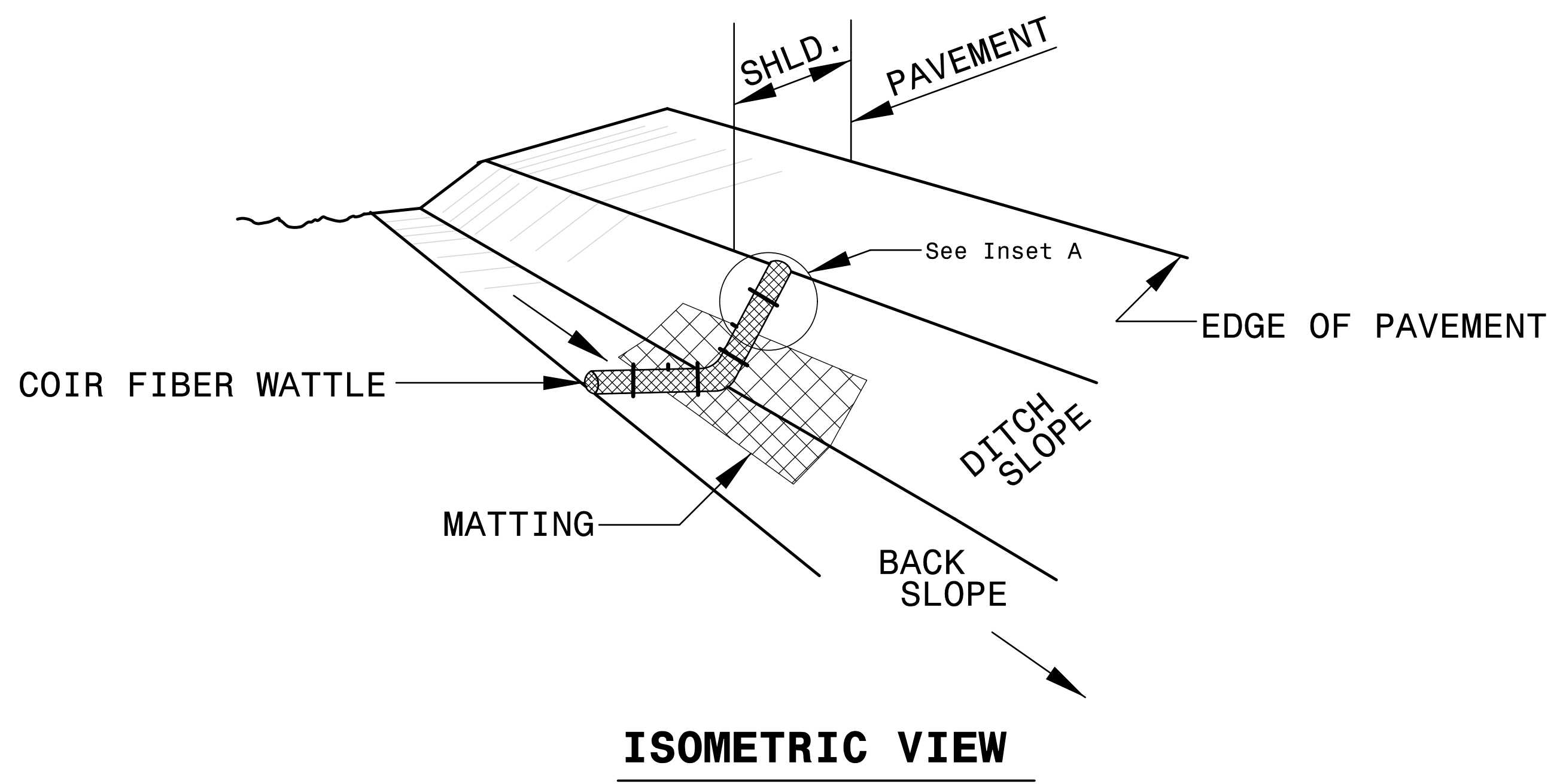
1. DO NOT EXCAVATE BELOW WATER TABLE.
2. LIMIT EARTH BERM HEIGHT TO 3 FT.
3. AVOID COMPACTING BOTTOM OF BASIN.
4. FOR BASIN DEPTH OF 3 FT., THE MINIMUM BASIN WIDTH SHALL BE 9 FT.
5. DETERMINE PRIMARY SPILLWAY LENGTH (FT.) USING $Q/0.4$, WHERE Q IS FLOW RATE (CFS) INTO BASIN.

NOT TO SCALE

PROJECT REFERENCE NO. <i>R-2501C</i>	SHEET NO. <i>EC-2A</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

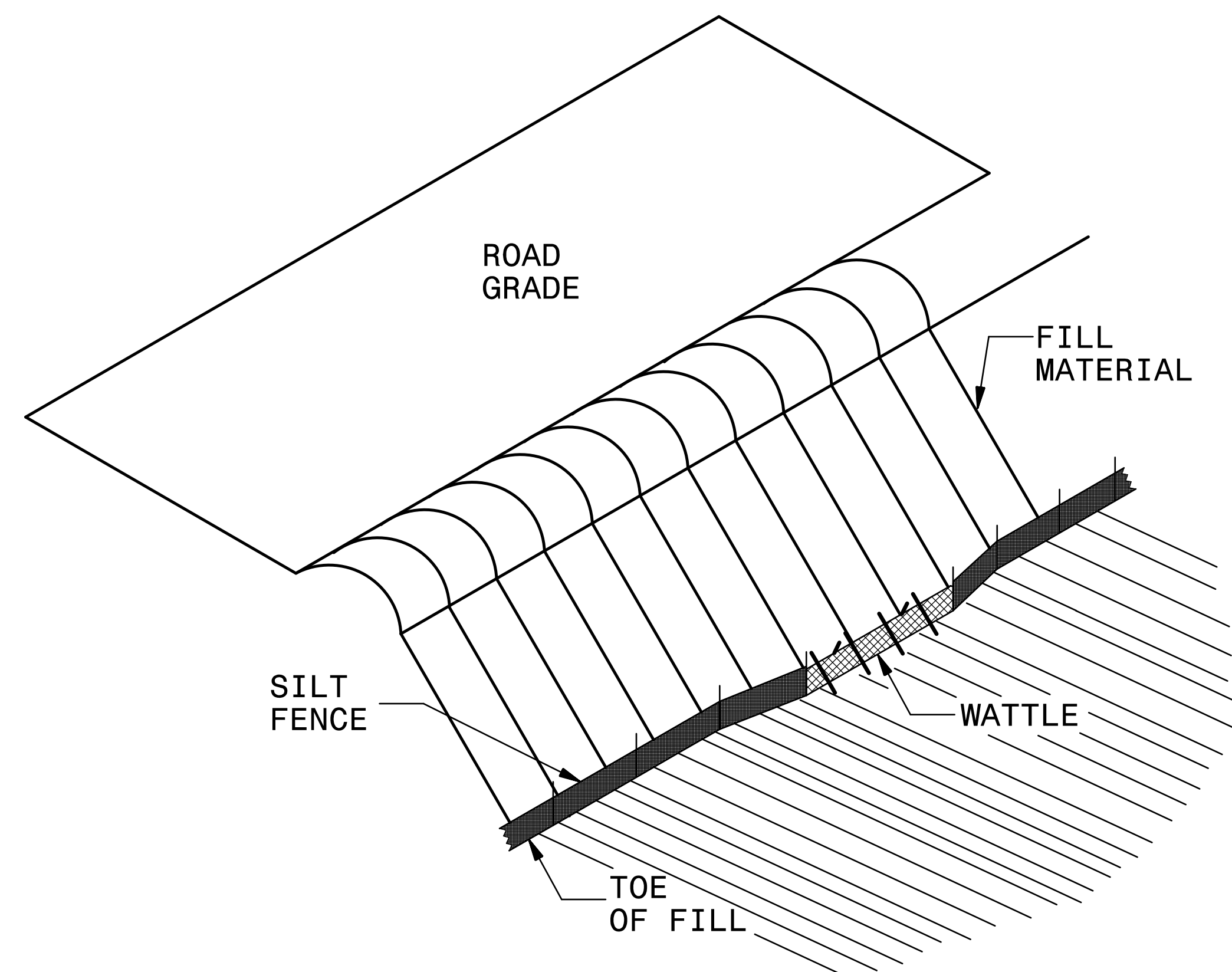
COIR FIBER WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL

- NOTES:
- USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - 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 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
 - INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT 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.
 - PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
 - INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

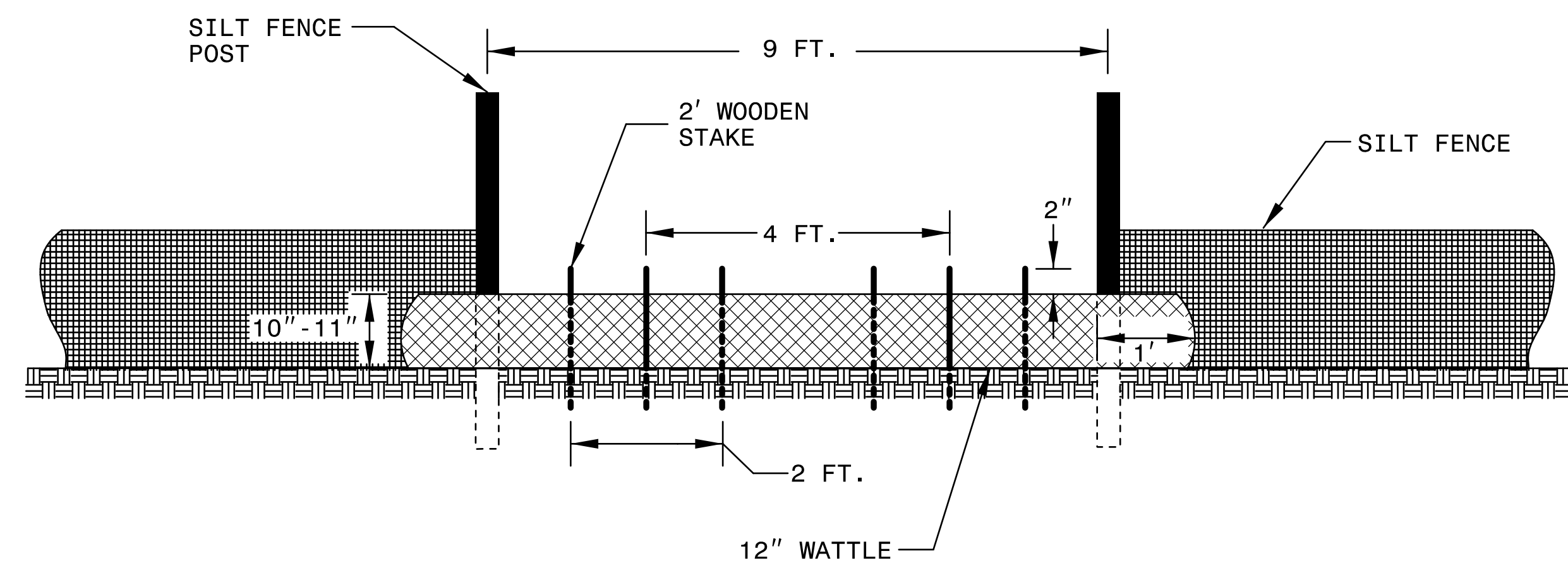


SILT FENCE COIR FIBER WATTLE BREAK DETAIL

PROJECT REFERENCE NO. <i>R-2501C</i>	SHEET NO. <i>EC-2B</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



ISOMETRIC VIEW

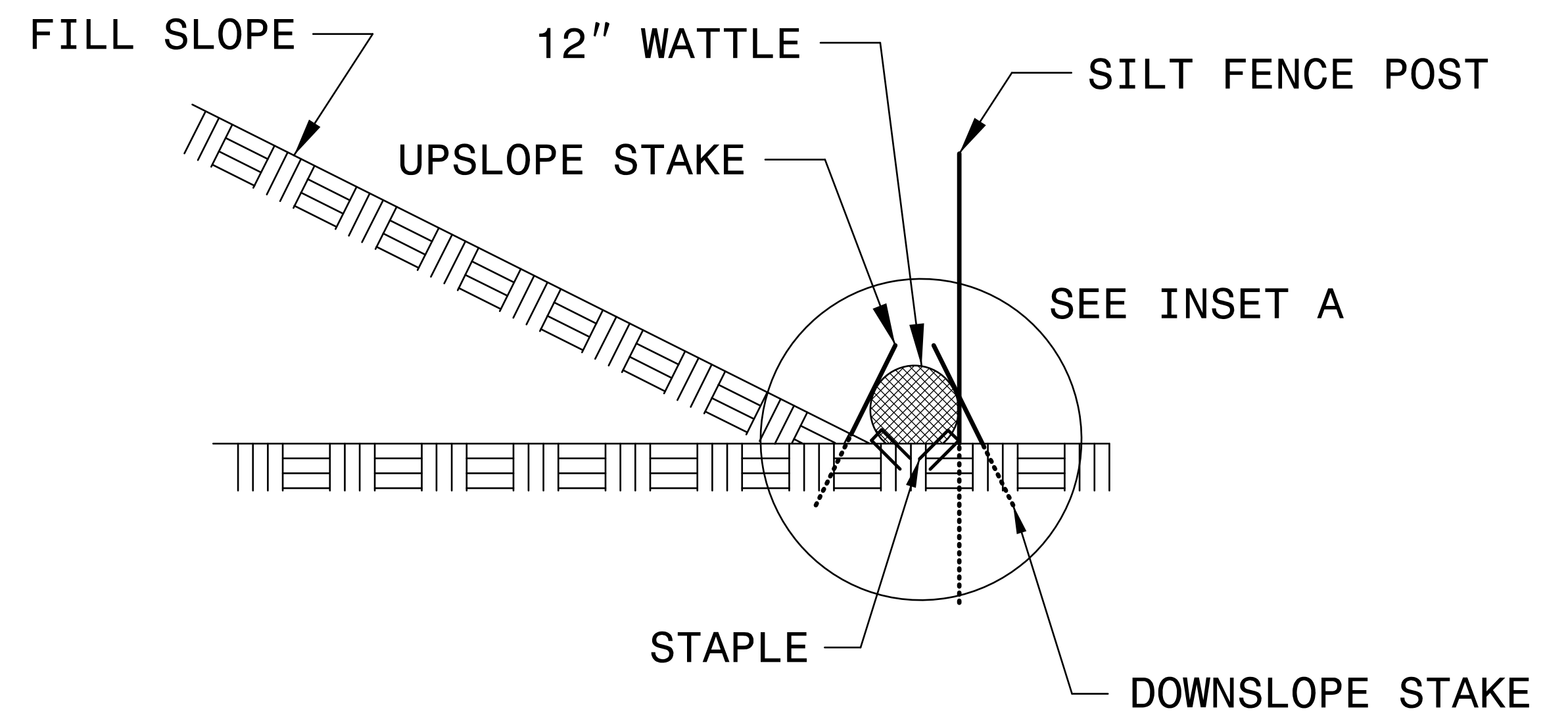
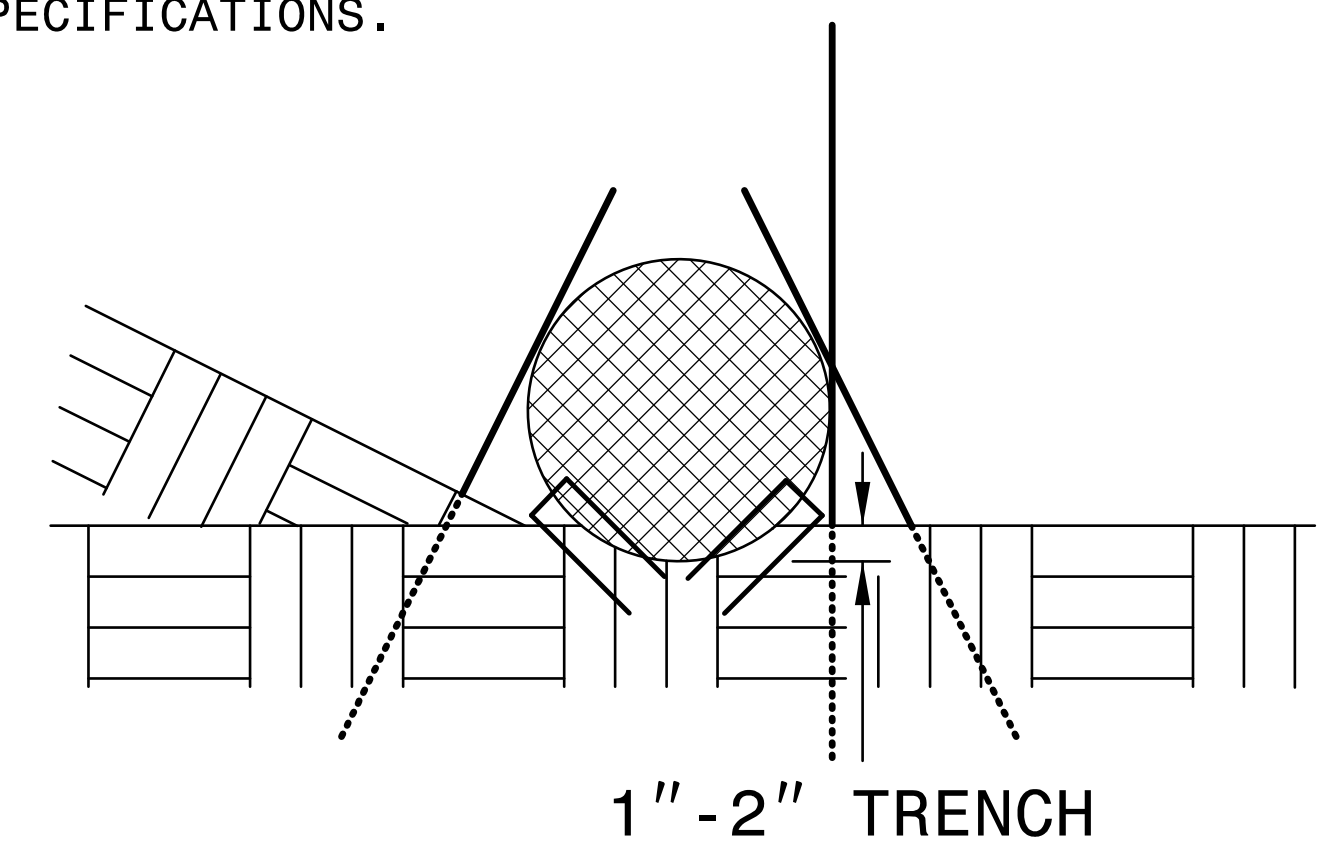


VIEW FROM SLOPE

NOTES:

- USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE AND LENGTH OF 10 FT.
- EXCAVATE A 1 TO 2 INCH TRENCH FOR WATTLE TO BE PLACED.
- DO NOT PLACE WATTLE ON TOE OF SLOPE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO GROUND.
- PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
- INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
- WATTLE INSTALLATION CAN BE ON OUTSIDE OF THE SILT FENCE AS DIRECTED.
- INSTALL TEMPORARY SILT FENCE IN ACCORDANCE WITH SECTION 1605 OF THE STANDARD SPECIFICATIONS.

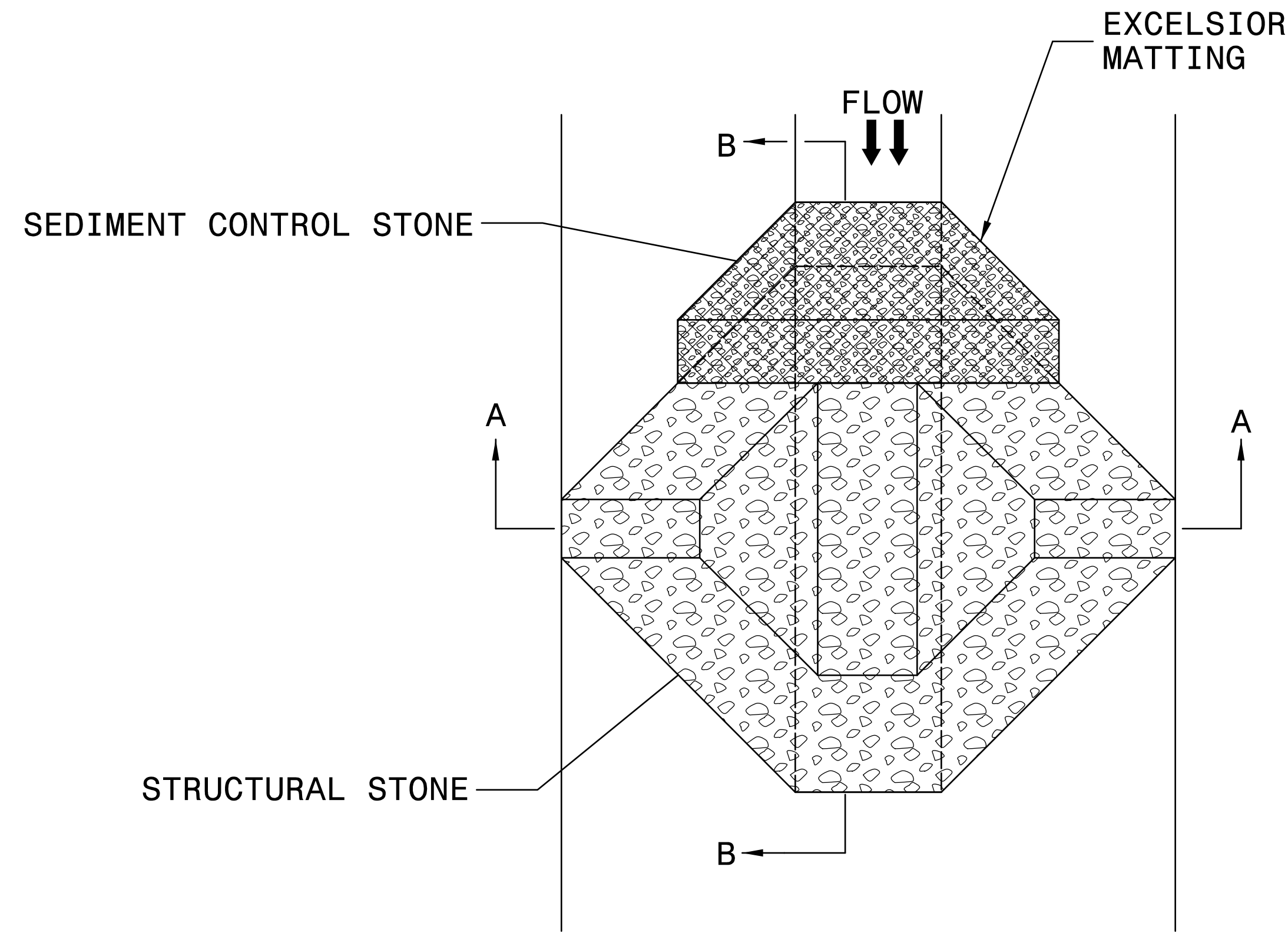
INSET A



SIDE VIEW

PROJECT REFERENCE NO. <i>R-2501C</i>	SHEET NO. <i>EC-2C</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

TEMPORARY ROCK SILT CHECK TYPE 'A' WITH EXCELSIOR MATTING AND POLYACRYLAMIDE (PAM)



PLAN

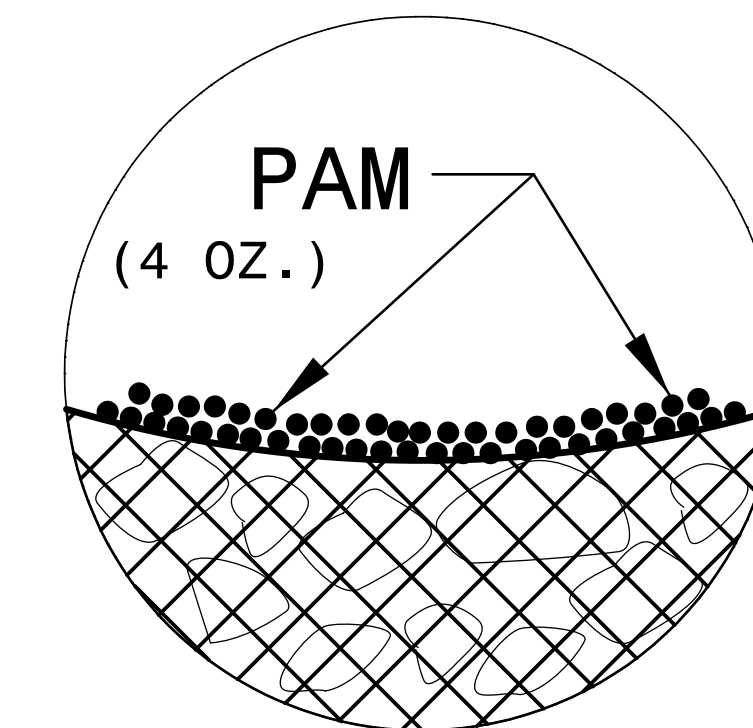
NOTES:

INSTALL TEMPORARY ROCK SILT CHECK TYPE A IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1633.01.

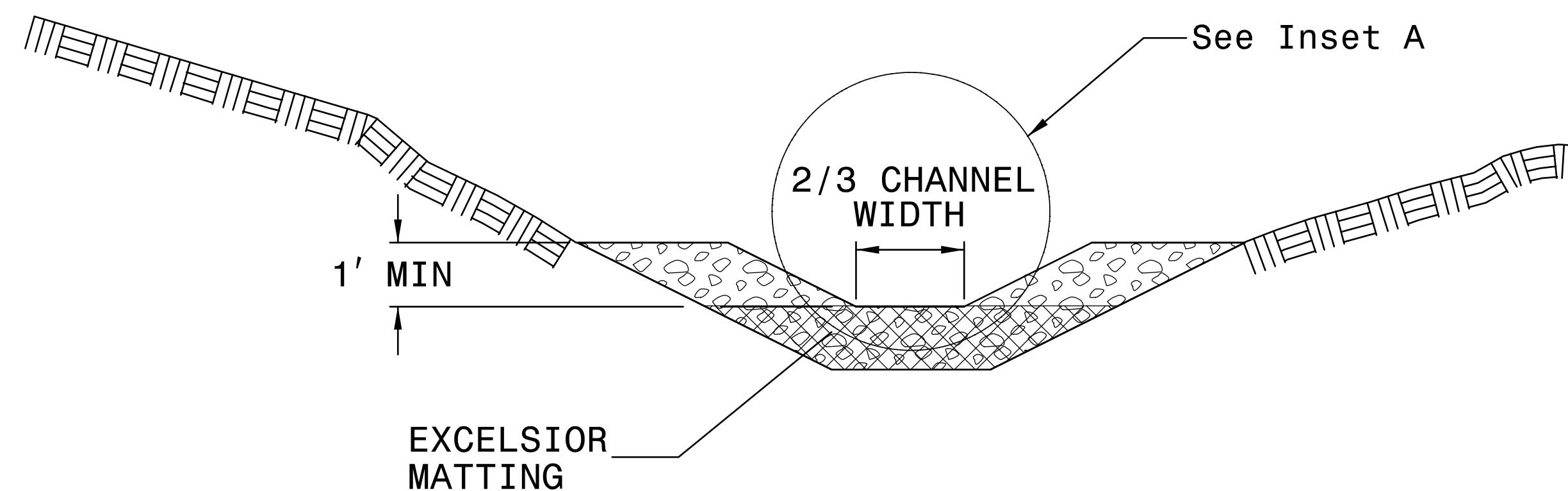
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH ROCK SILT CHECK.

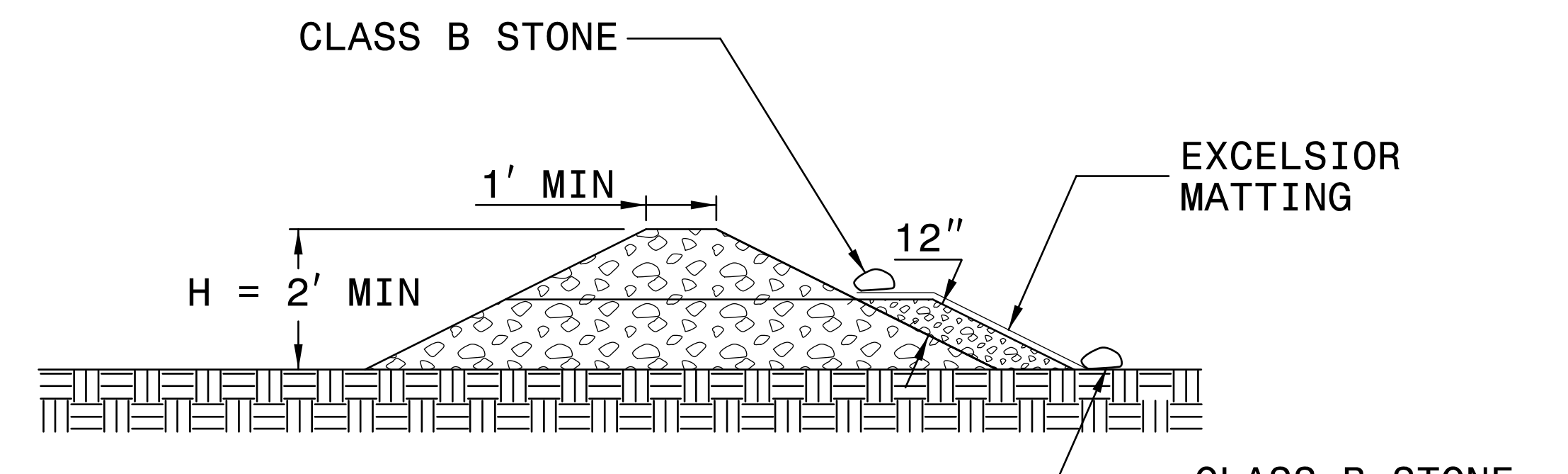
INITIALLY APPLY 4 OUNCES OF POLYACRYLAMIDE (PAM) TO TOP OF MATTING SECTION AND AFTER EVERY RAINFALL EVENT THAT EQUALS OR EXCEEDS 0.50 INCHES.



INSET A



SECTION A-A



SECTION B-B

NOT TO SCALE

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO. <i>R-2501C</i>	SHEET NO. <i>EC-3</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	-LT E N	1136+00	1136+92	LT	165
5	-L-	1148+15	1149+50	RT	105
5	-L-	1148+08	1148+15	RT	65
5	-L-	1154+27	1155+50	RT	130
5	-L-	1154+27	1154+43	LT	50
6	-L-	1169+95	1170+82	LT	105
6	-L-	1168+50	1171+00	RT	620
6	-Y-	10+50	11+50	LT	165
6	-Y-	10+65	11+50	RT	10
7	-L-	1173+50	1176+00	RT	1005
7	-Y1-	10+50	12+50	LT	235
7	-Y1-	10+50	13+50	RT	350
8	-L-	1189+50	1191+20	LT	140
8	-L-	1190+50	1191+21	RT	60
8	-L-	1191+20	1191+24	LT	135
8	-L-	1196+81	1196+70	LT	55
9	-L-	1203+50	1217+50	RT	3765
10	-L-	1215+50	1218+50	LT	935
10	-L-	1217+50	1218+00	RT	45
10	-L-	1218+93	1219+08	LT	85
13	-L-	1260+10	1262+69	RT	140
13	-L-	1262+69	1262+61	RT	140
14	-L-	1271+00	1273+00	RT	185
14	-RPD-	11+69	12+50	RT	225
14A	-L-	1271+88	1273+68	RT	225
15	-Y4-	10+52	11+50	RT	90
15	-Y4-	11+00	12+50	LT	215
15	-L-	1289+70	1290+50	LT	75
17	-L-	1315+00	1315+75	LT	65
17	-L-	1315+75	1317+50	LT	165

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
17	-L-	1319+00	1320+50	RT	385
18	-L-	1325+29	1328+00	LT	225
18	-L-	1328+00	1329+50	LT	235
18	-L-	1325+29	1327+00	RT	145
18	-L-	1327+00	1329+50	RT	665
			SUBTOTAL		11,405
	MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER				33,675
			TOTAL		45,080
			SAY		48,000

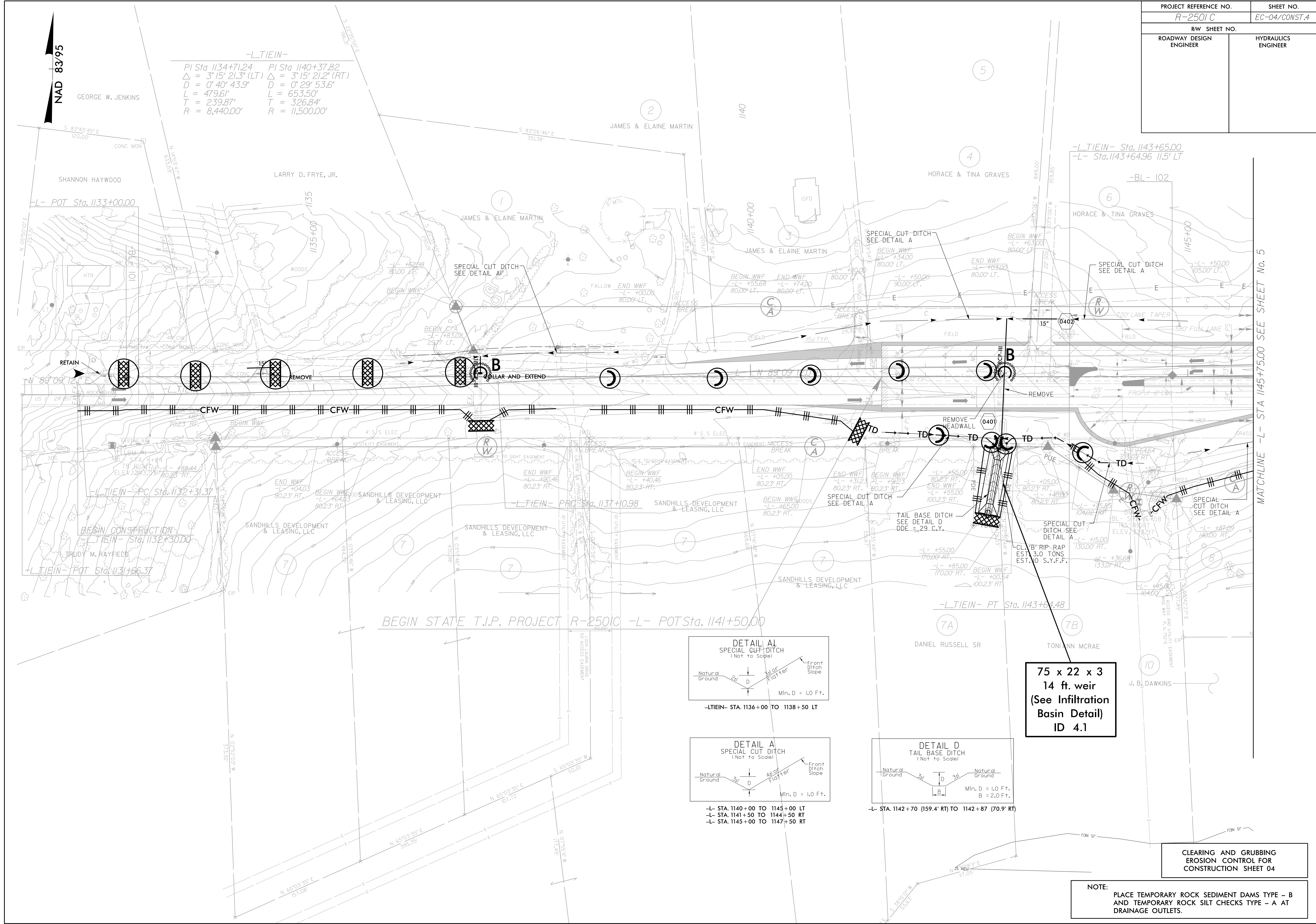
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
<i>R-2501C</i>	<i>EC-3B</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SOIL STABILIZATION TIMEFRAMES

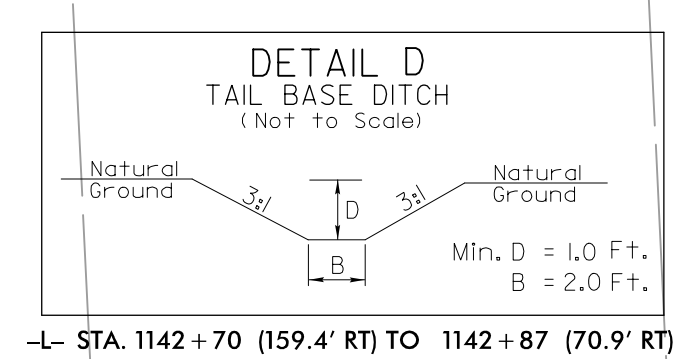
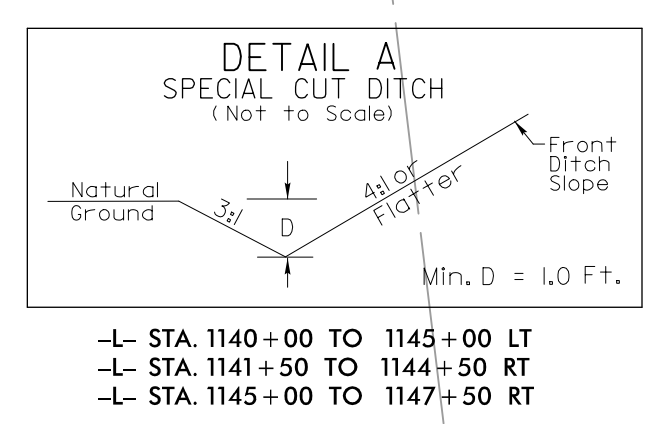
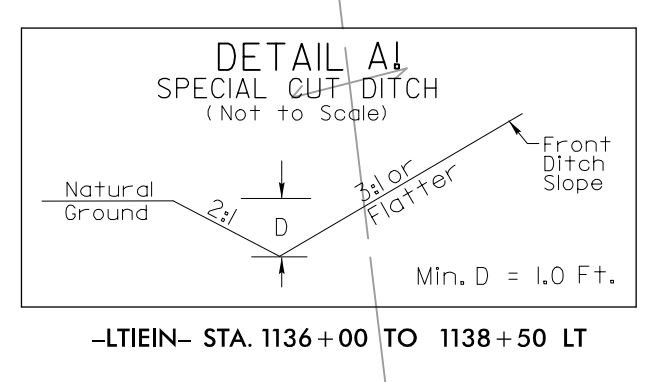
<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-04/CONST.4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



NAD 83/95

-LTIEIN-
 PI Sta 1134+71.24 PI Sta 1140+37.82
 $\Delta = 3' 15'' 21.3''$ (LT) $\Delta = 3' 15'' 21.2''$ (RT)
 $D = 0' 40'' 43.9''$ $D = 0' 29'' 53.6''$
 $L = 479.61'$ $L = 653.50'$
 $T = 239.87'$ $T = 326.84'$
 $R = 8,440.00'$ $R = 11,500.00'$



75 x 22 x 3
14 ft. weir
 (See Infiltration Basin Detail ID 4.1)

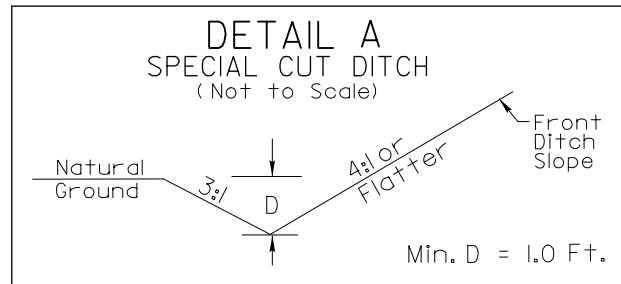
CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 04

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

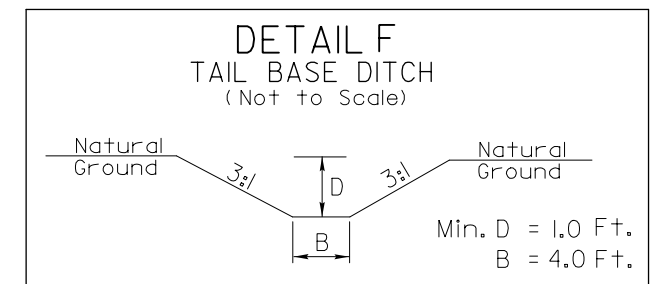
MATCHLINE -L- STA 1145+75.00 SEE SHEET No. 5

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-05/CONST.5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

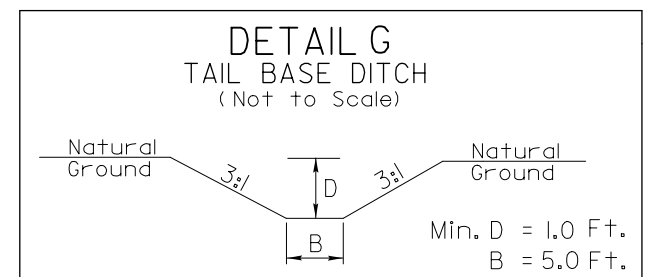
35 x 26 x 3
18 ft. weir
(See Infiltration Basin Detail)
ID 5.2



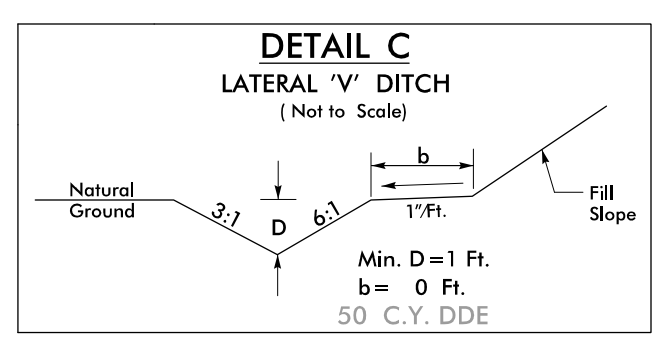
-L- STA. 1146+50 TO 1149+50 LT
-L- STA. 1152+00 TO 1153+50 LT
-L- STA. 1145+00 TO 1147+50 RT
-L- STA. 1152+50 TO 1155+50 RT



-L- STA. 1154+28 (65.6' LT) TO 1154+43 (109.3' LT)



-L- STA. 1148+08 (111.4' RT) TO 1148+14 (62.0' RT)



-L- STA. 1147+50 TO 1149+50 RT

48 x 16 x 2
8 ft. weir
(See Infiltration Basin Detail)
ID 5.1

INSTALL DRIVEWAY PIPE DURING CLEARING & GRUBBING PHASE

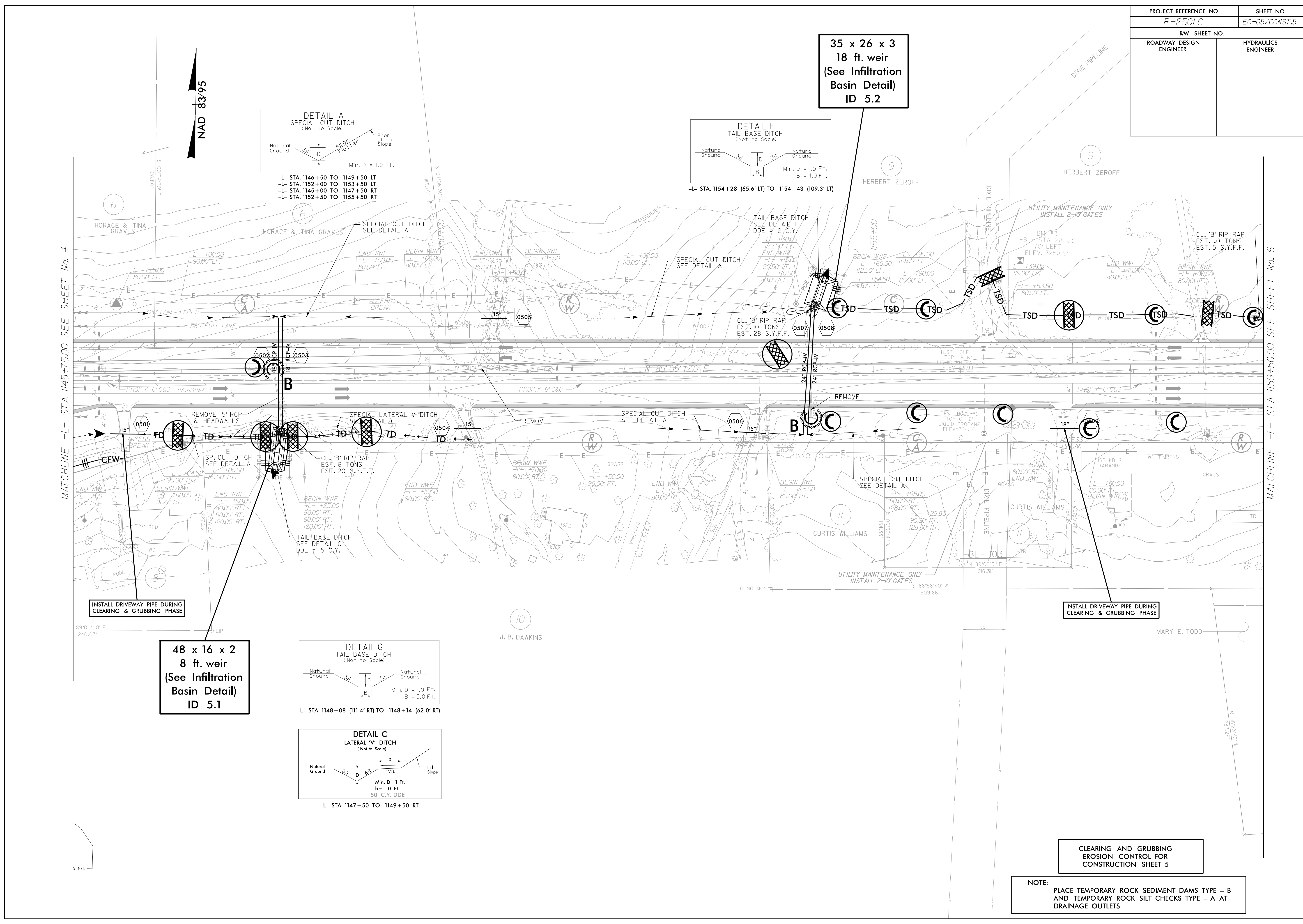
INSTALL DRIVEWAY PIPE DURING CLEARING & GRUBBING PHASE

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 5

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

MATCHLINE -L- STA 1145+75.00 SEE SHEET No. 4

MATCHLINE -L- STA 1159+50.00 SEE SHEET No. 6



PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-06/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

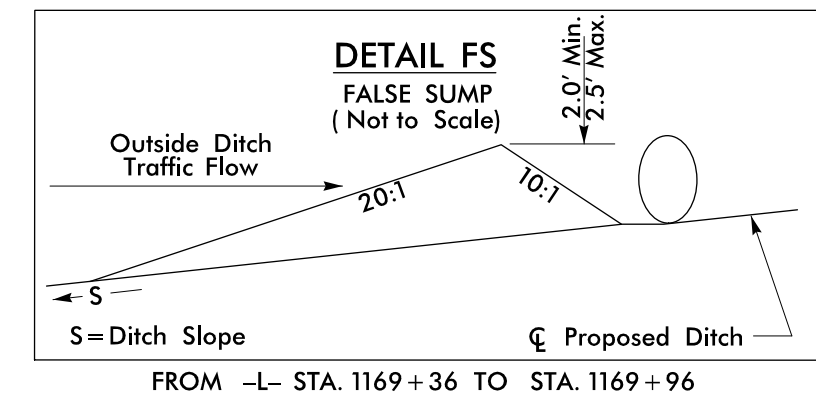
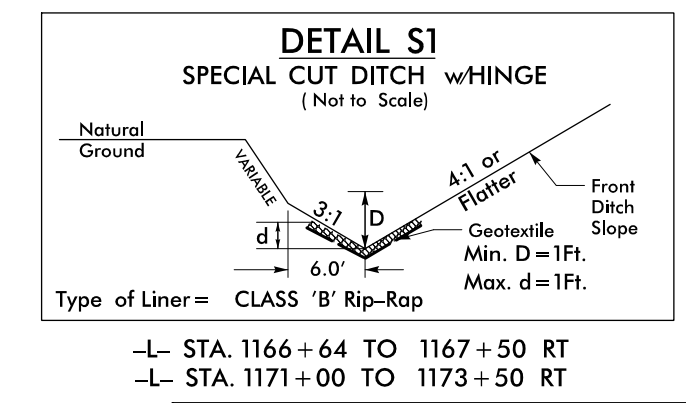
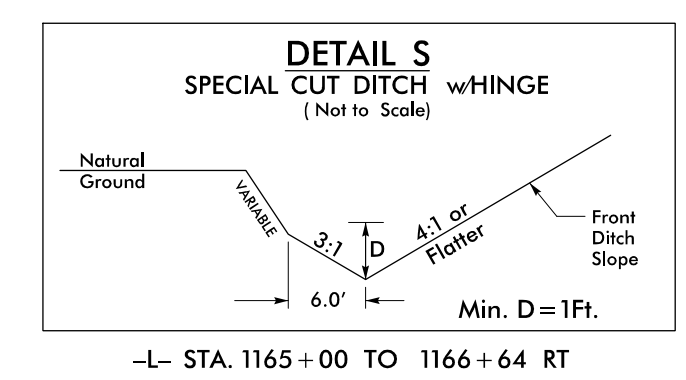
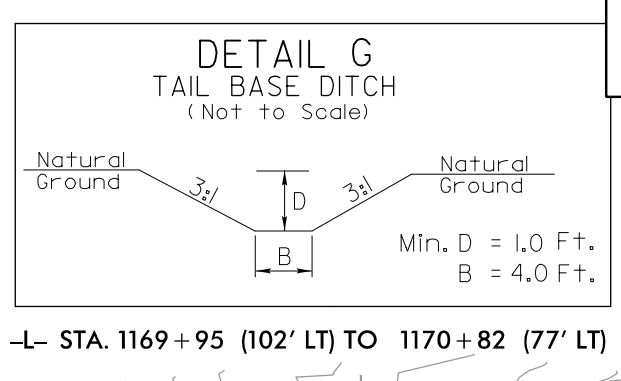
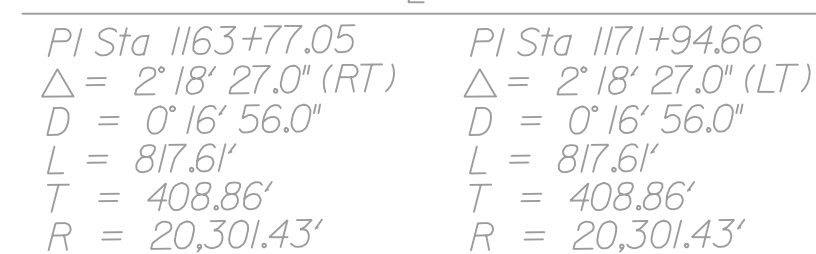
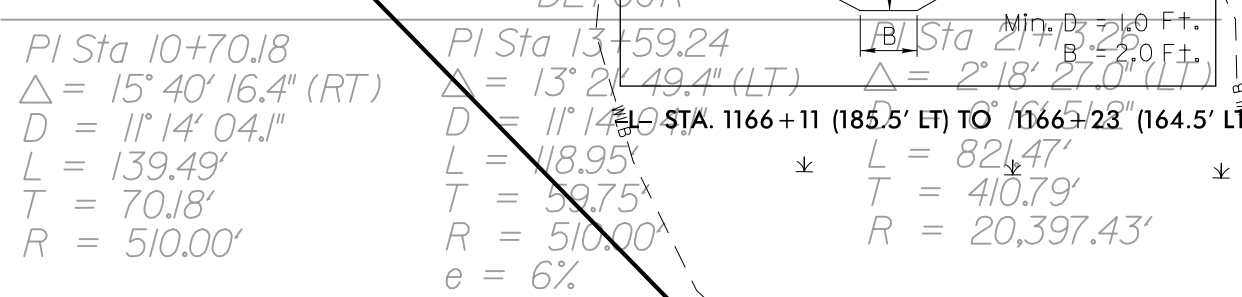
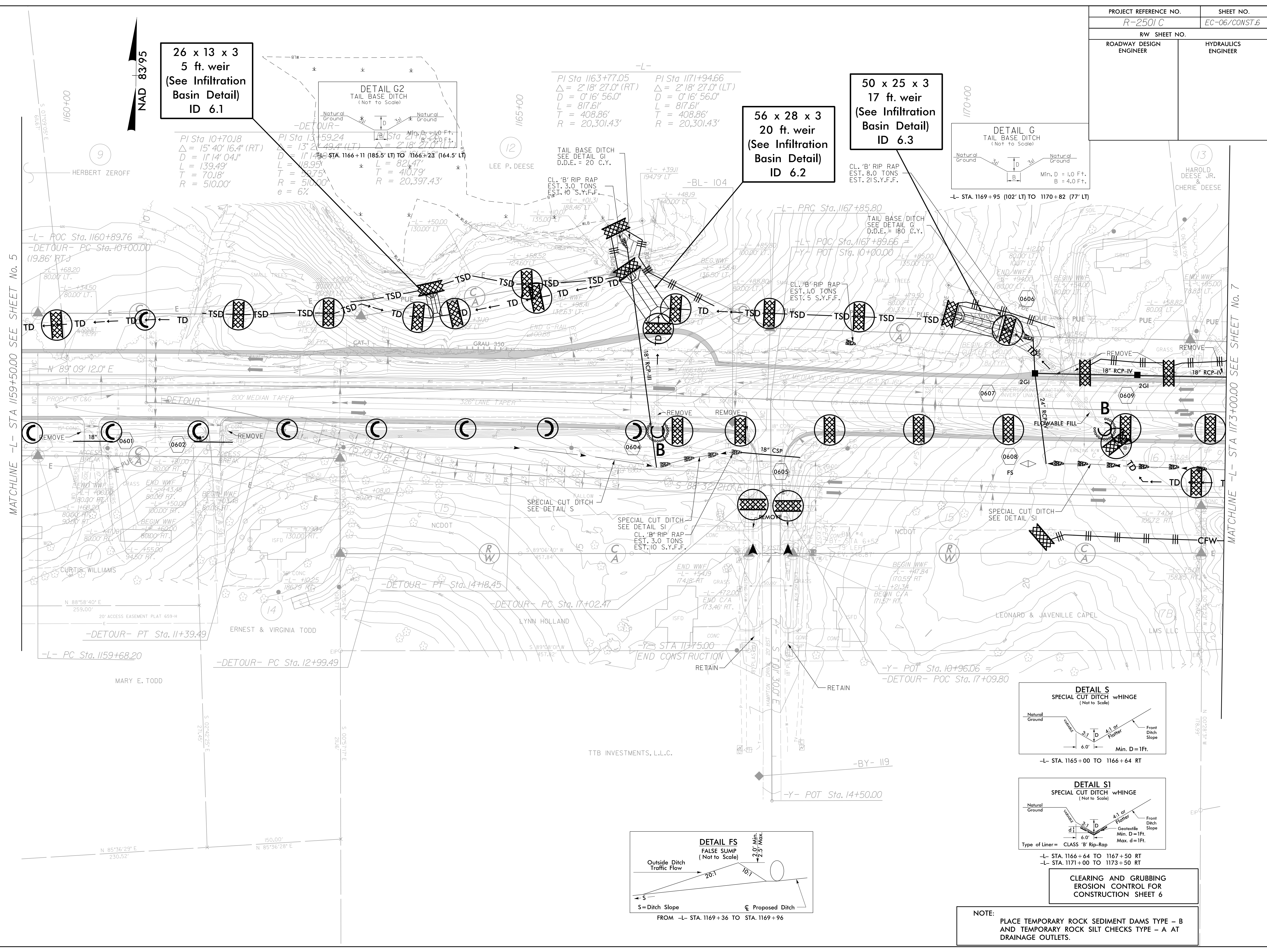
**26 x 13 x 3
5 ft. weir
(See Infiltration
Basin Detail)
ID 6.1**

**56 x 28 x 3
20 ft. weir
(See Infiltration
Basin Detail)
ID 6.2**

**50 x 25 x 3
17 ft. weir
(See Infiltration
Basin Detail)
ID 6.3**

MATCHLINE -L- STA 1159+50.00 SEE SHEET No. 5

MATCHLINE -L- STA 1173+00.00 SEE SHEET No. 7



**CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 6**

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

PROJECT REFERENCE NO.		SHEET NO.	
R-2501 C		EC-07/CONST.7	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	

NAD 83/95

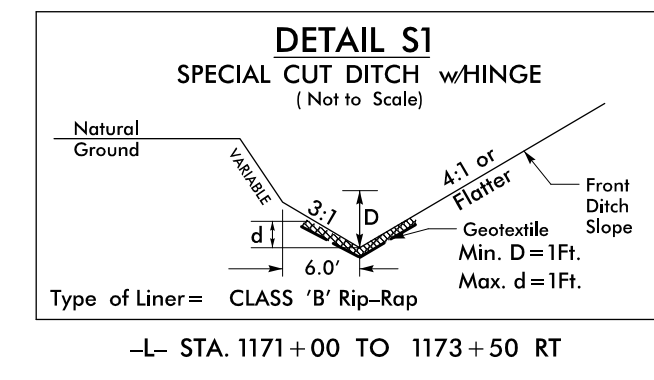
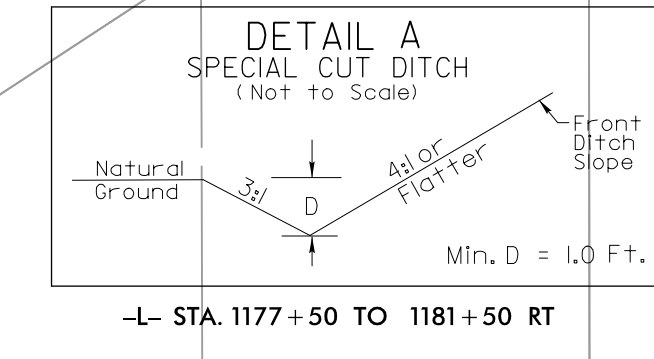
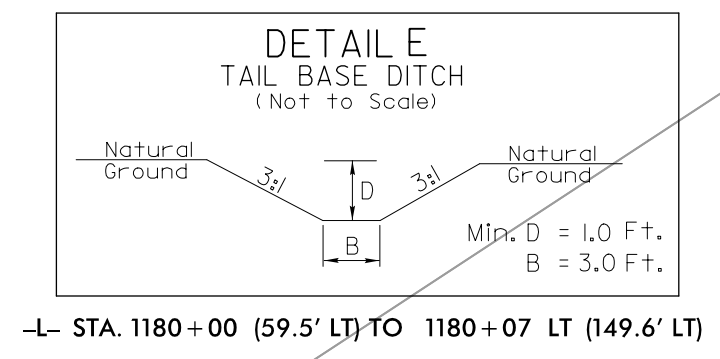
-L-
 PI Sta 1171+94.66
 $\Delta = 2^{\circ} 18' 27.0''$ (LT)
 $D = 0^{\circ} 16' 56.0''$
 $L = 817.61'$
 $T = 408.86'$
 $R = 20,301.43'$

-YI-
 PI Sta 10+94.35
 $\Delta = 45^{\circ} 06' 42.0''$ (LT)
 $D = 38^{\circ} 11' 49.9''$
 $L = 118.10'$
 $T = 62.30'$
 $R = 150.00'$
 $e = .020$

-DETOUR-
 PI Sta 21+13.26
 $\Delta = 2^{\circ} 18' 27.0''$ (LT)
 $D = 0^{\circ} 16' 51.2''$
 $L = 821.47'$
 $T = 410.79'$
 $R = 20,397.43'$

PI Sta 31+01.18
 $\Delta = 19^{\circ} 07' 20.4''$ (LT)
 $D = 11^{\circ} 14' 04.1''$
 $L = 170.21'$
 $T = 85.90'$
 $R = 510.00'$
 $E = AS$

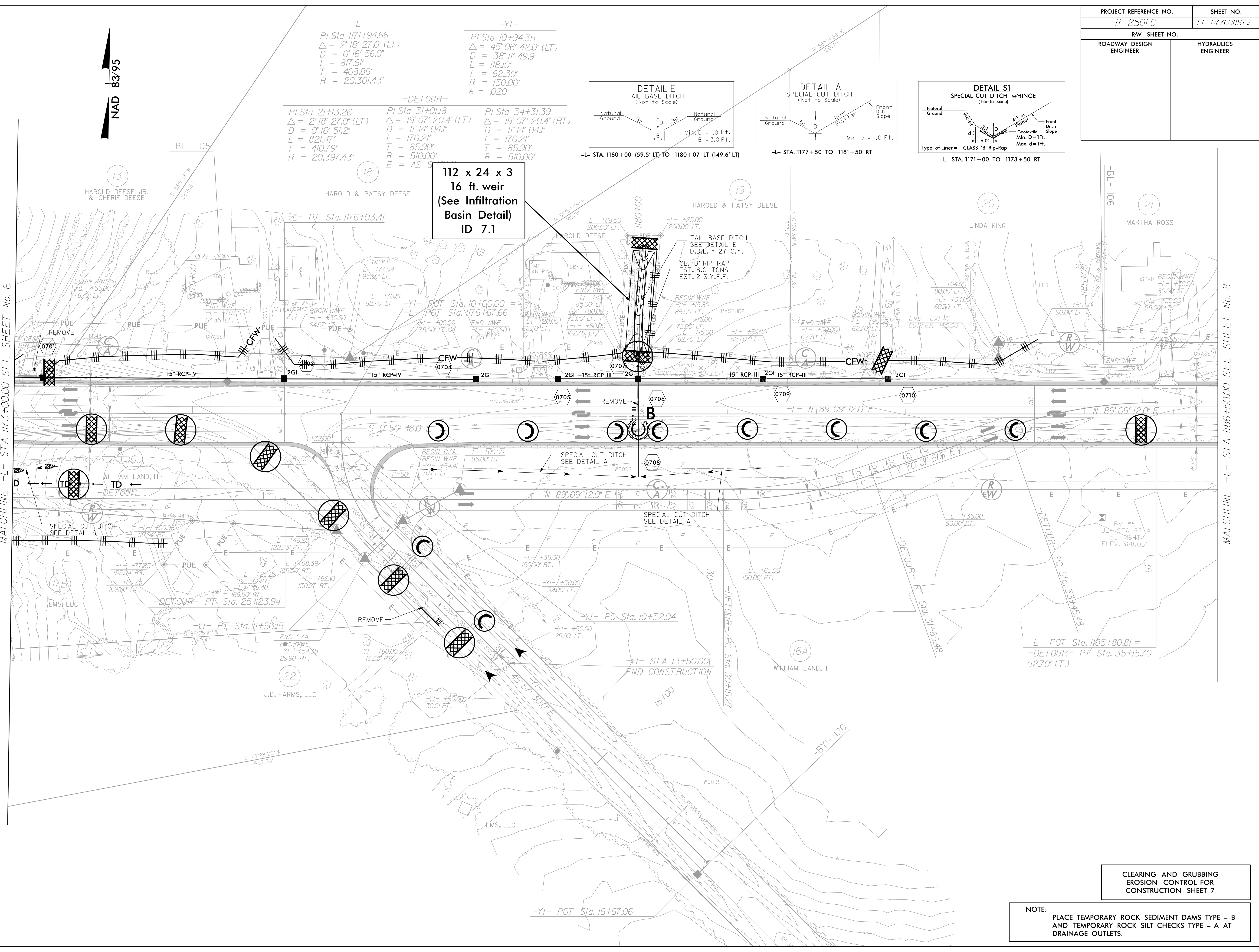
PI Sta 34+31.39
 $\Delta = 19^{\circ} 07' 20.4''$ (RT)
 $D = 11^{\circ} 14' 04.1''$
 $L = 170.21'$
 $T = 85.90'$
 $R = 510.00'$



112 x 24 x 3
 16 ft. weir
 (See Infiltration
 Basin Detail)
 ID 7.1

MATCHLINE -L- STA 1173+00.00 SEE SHEET No. 6

MATCHLINE -L- STA 1186+50.00 SEE SHEET No. 8

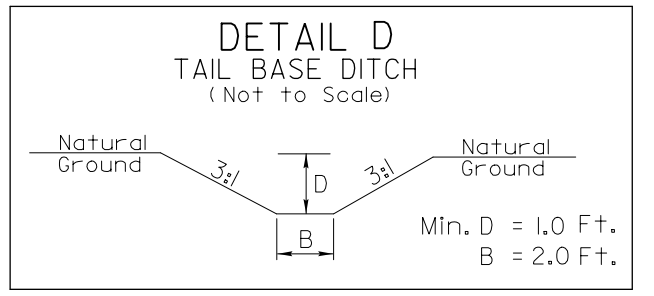


CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 7

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

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-08/CONST.B
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
 PI Sta 1196+68.94 PI Sta 1200+25.87
 $\Delta = 1^{\circ}03'00.0''$ (LT) $\Delta = 1^{\circ}03'00.0''$ (RT)
 $D = 0^{\circ}17'39.0''$ $D = 0^{\circ}17'39.0''$
 $L = 356.93'$ $L = 356.93'$
 $T = 178.47'$ $T = 178.47'$
 $R = 19,476.88'$ $R = 19,476.88'$



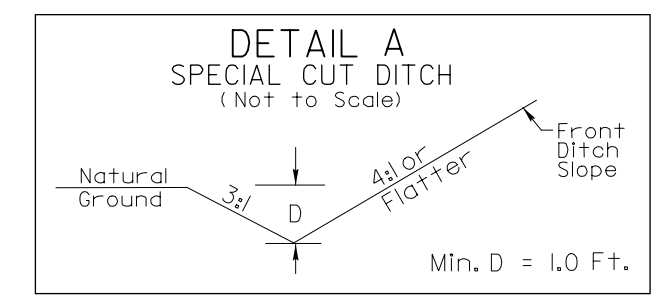
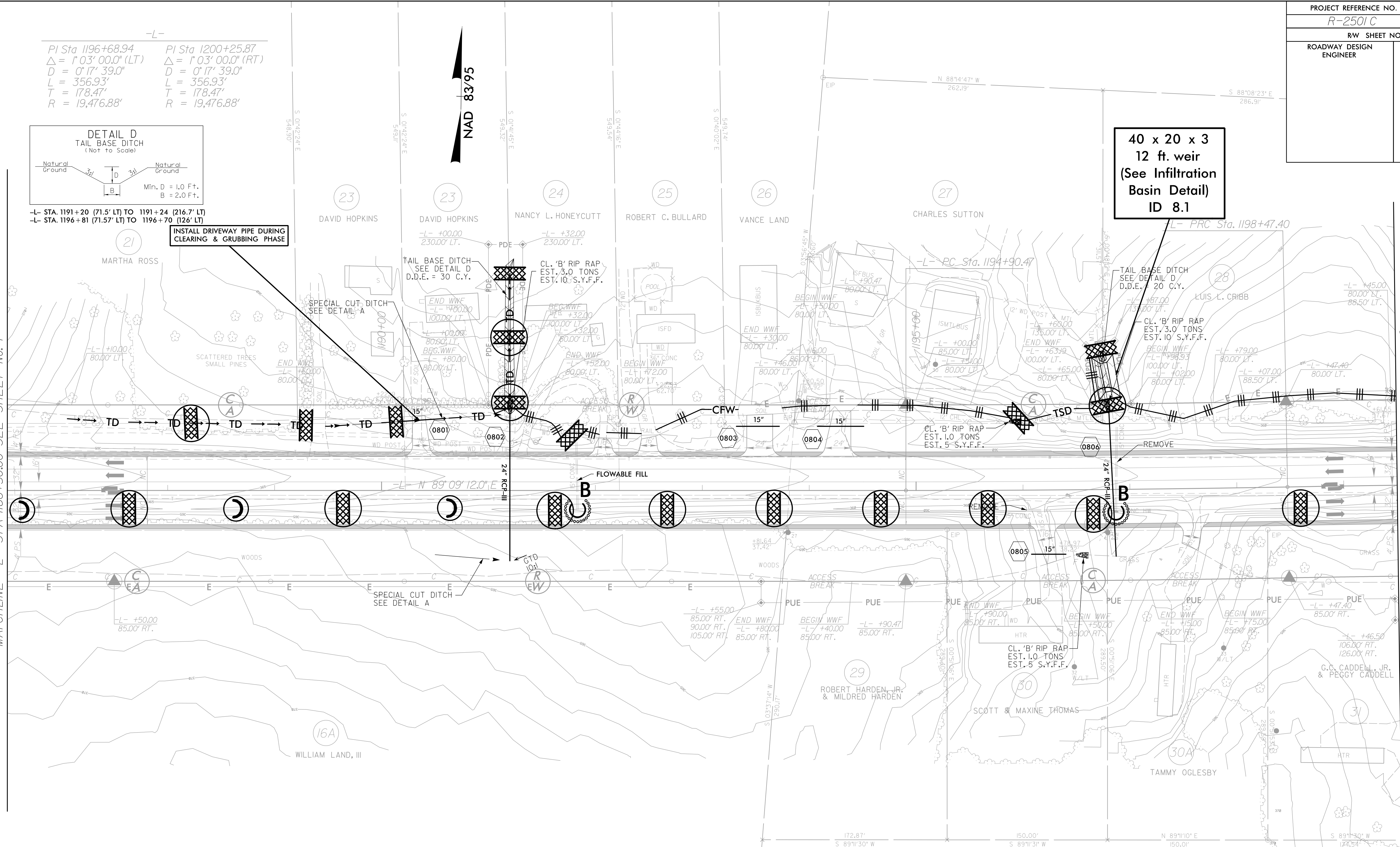
-L- STA. 1191+20 (71.5' LT) TO 1191+24 (216.7' LT)
 -L- STA. 1196+81 (71.57' LT) TO 1196+70 (126' LT)

INSTALL DRIVEWAY PIPE DURING CLEARING & GRUBBING PHASE

40 x 20 x 3
 12 ft. weir
 (See Infiltration Basin Detail)
 ID 8.1

MATCHLINE -L- STA 1186+50.00 SEE SHEET No. 7

MATCHLINE -L- STA 1199+50.00 SEE SHEET No. 9



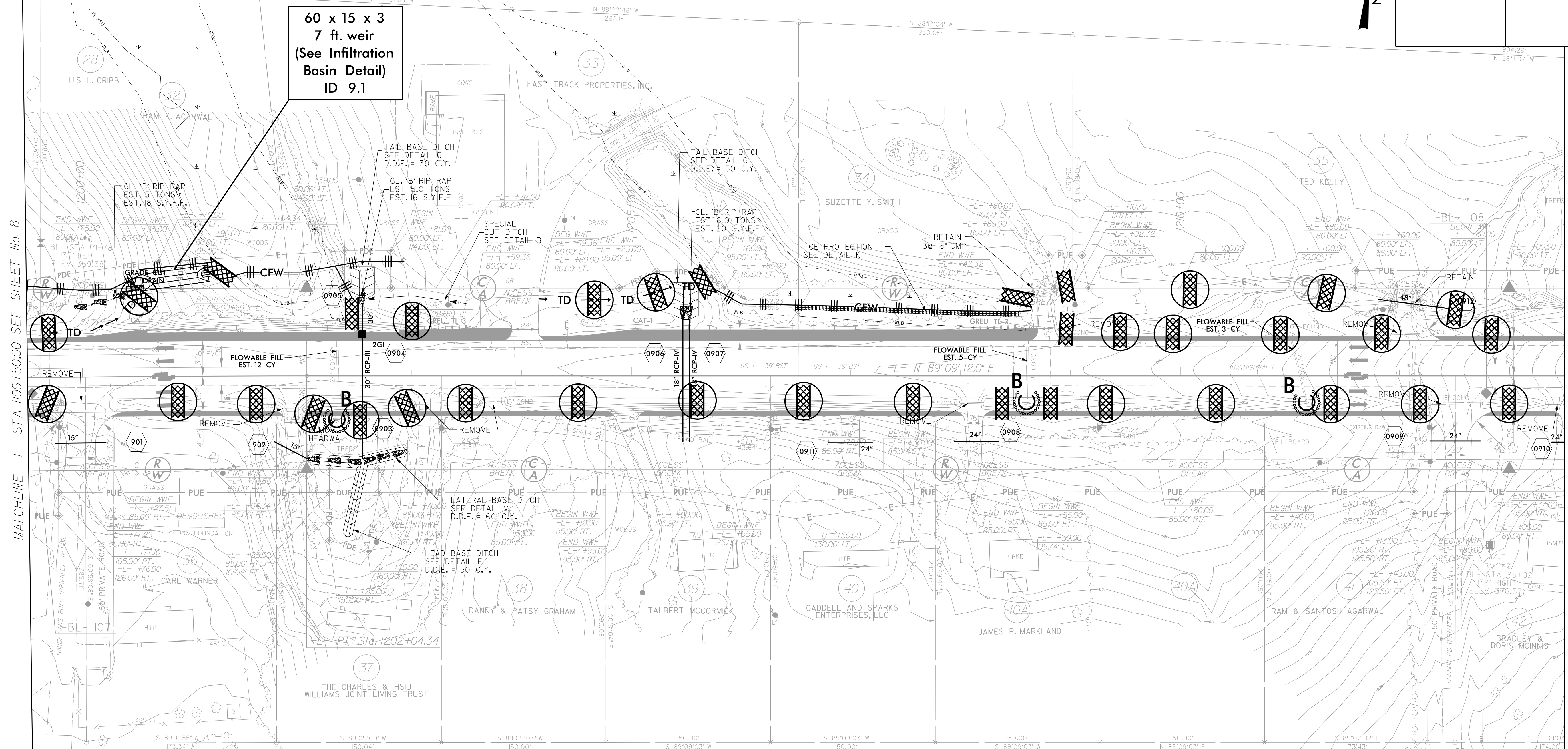
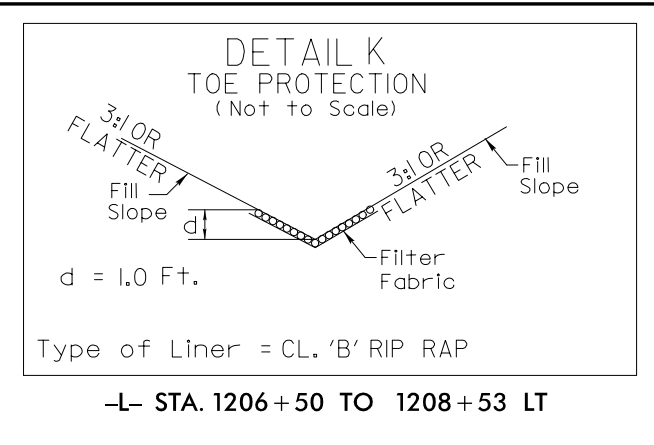
-L- STA. 1189+50 TO 1191+20 LT
 -L- STA. 1190+50 TO 1191+20 RT

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 8

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

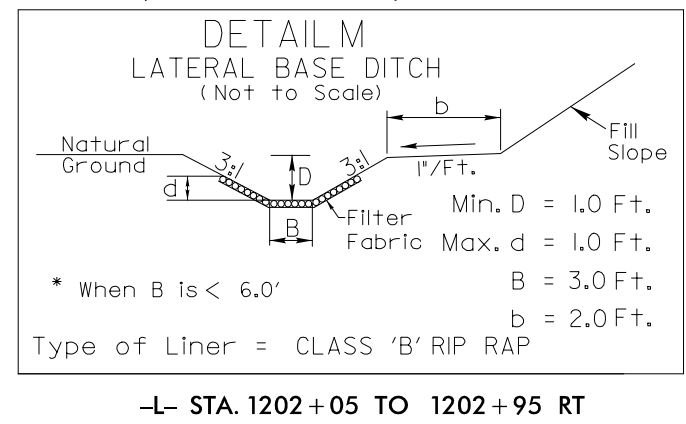
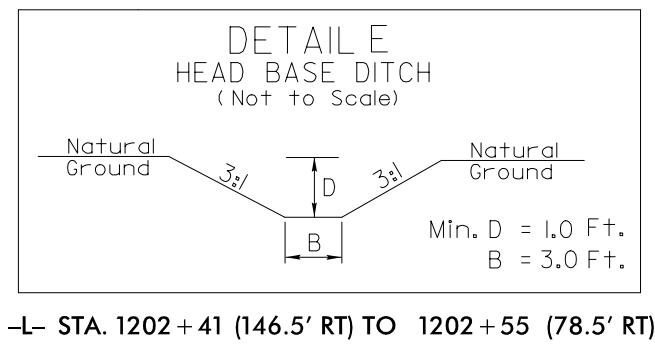
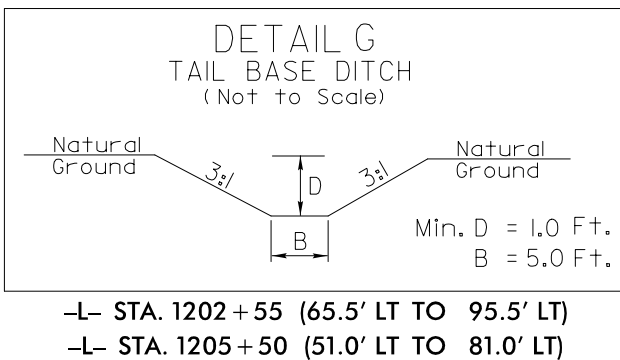
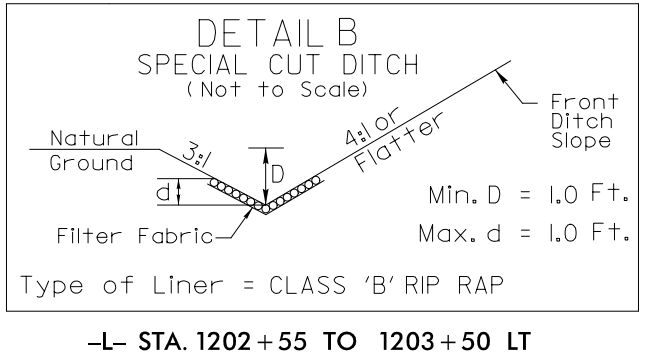
PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-09/CONST.9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/95



MATCHLINE -L- STA 1199+50.00 SEE SHEET No. 8

MATCHLINE -L- STA 1213+50.00 SEE SHEET No. 10



CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 9

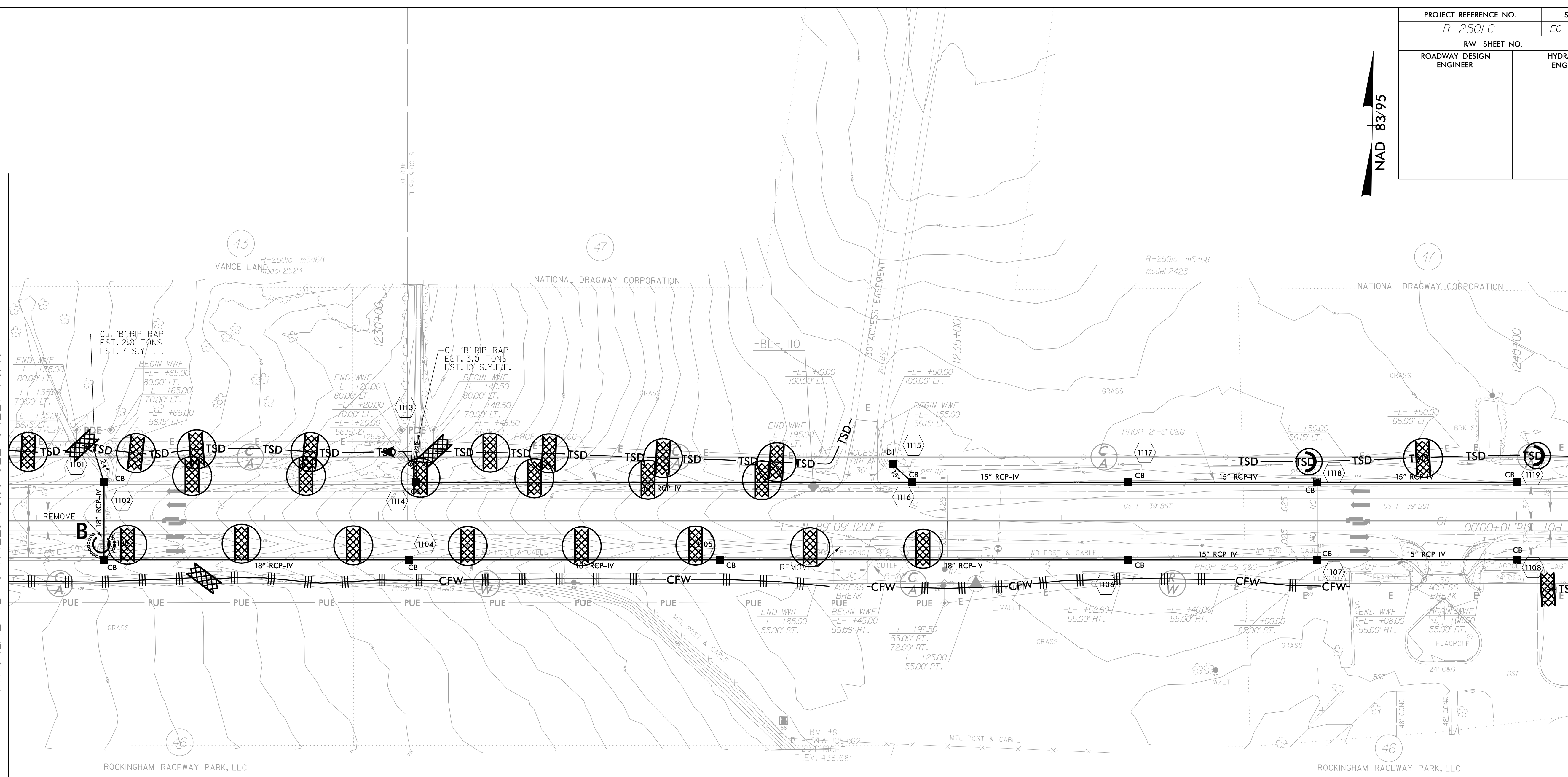
NOTE: PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B AND TEMPORARY ROCK SILT CHECKS TYPE - A AT DRAINAGE OUTLETS.

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-II/CONST/II
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/95

MATCHLINE -L- STA 1226+75.00 SEE SHEET No. 10

MATCHLINE -L- STA 1240+50.00 SEE SHEET No. 12

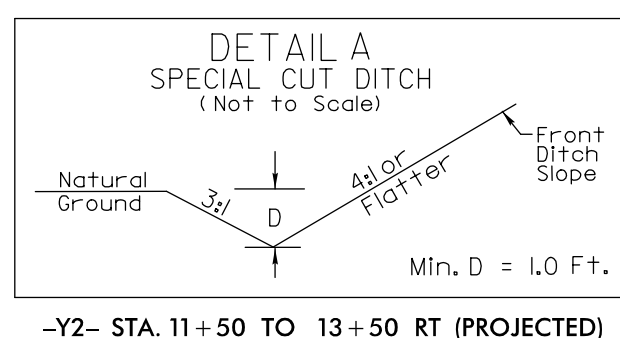


CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 11

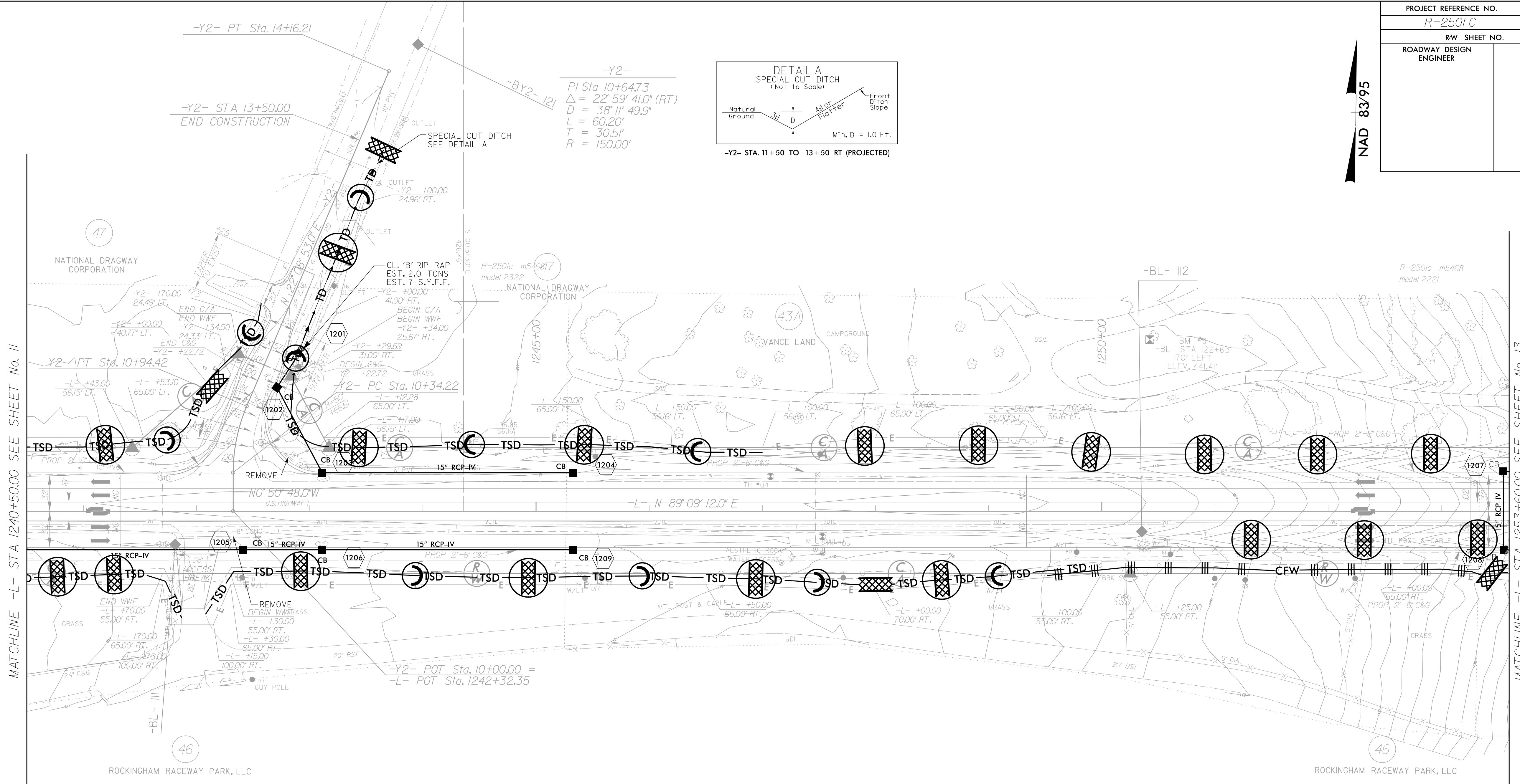
NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
DRAINAGE OUTLETS.

PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-12/CONST.12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/95



-Y2-
 PI Sta 10+64.73
 $\Delta = 22^\circ 59' 41.0''$ (RT)
 $D = 38' 11'' 49.9''$
 $L = 60.20'$
 $T = 30.51'$
 $R = 150.00'$



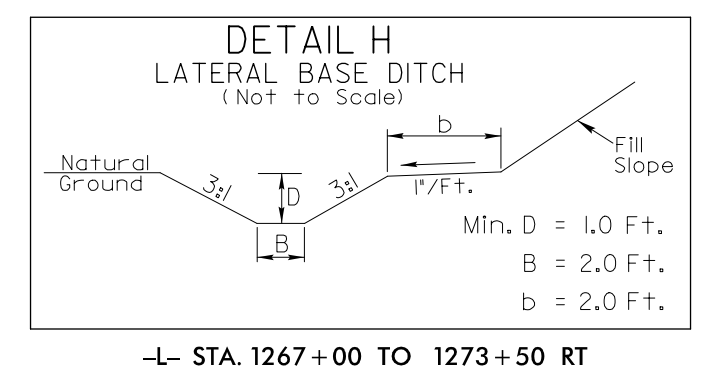
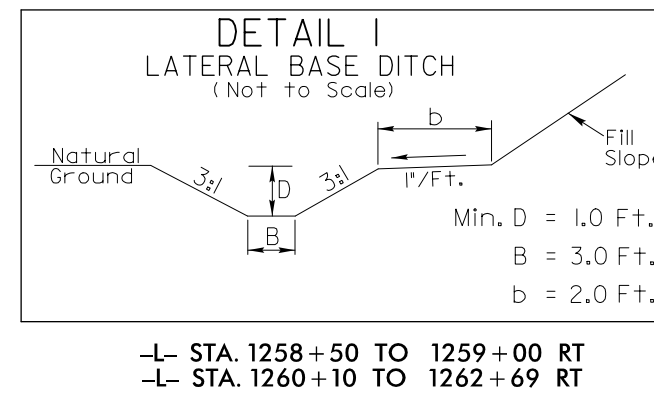
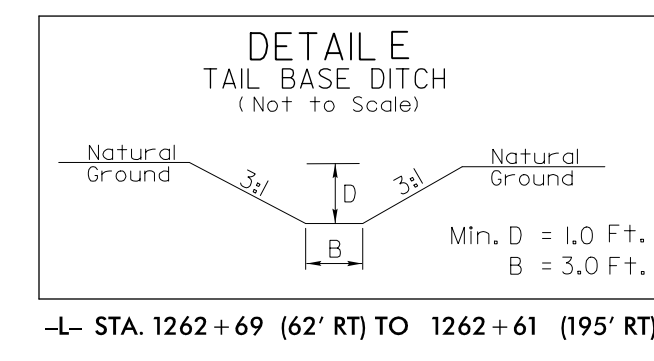
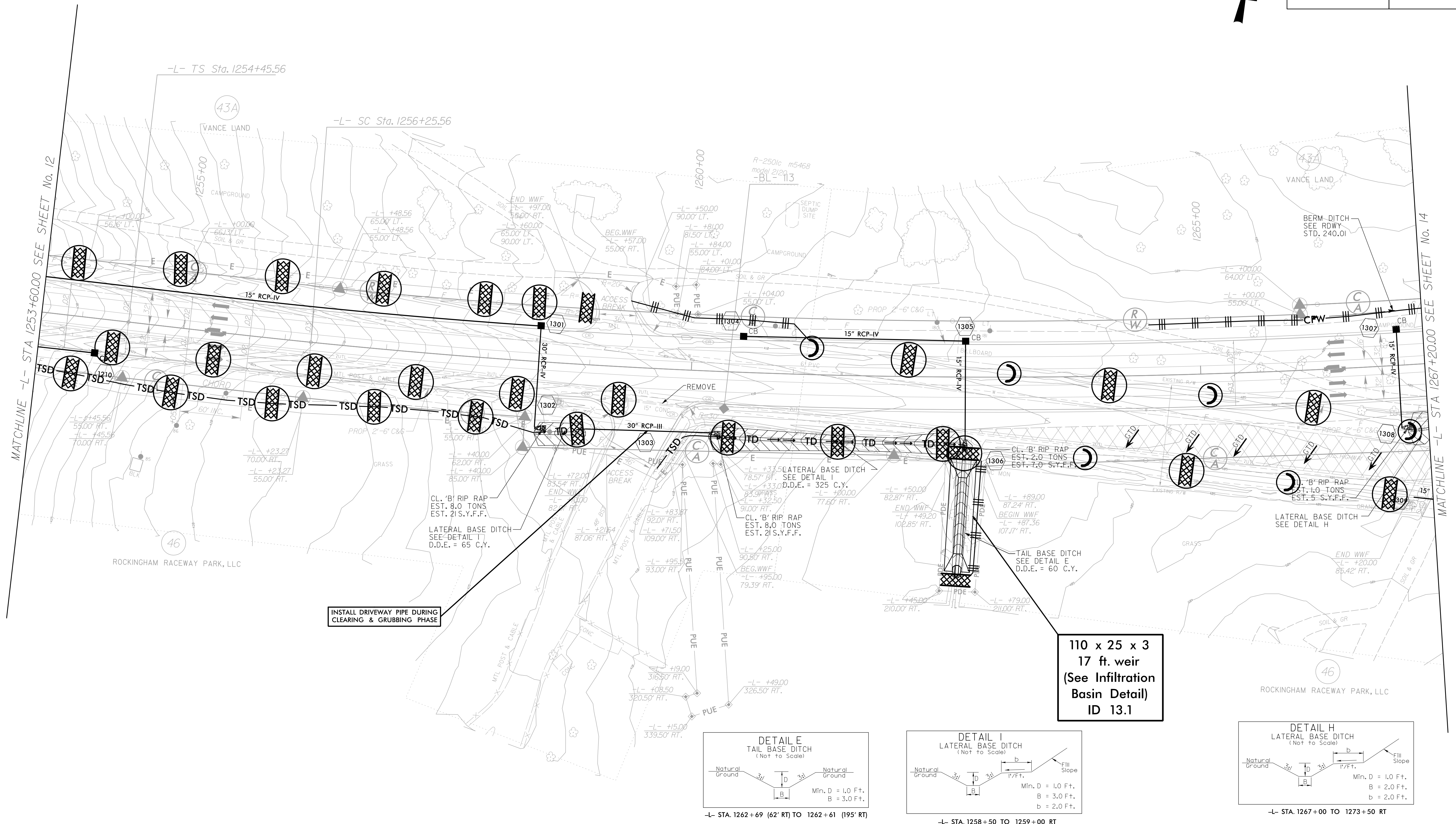
CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 12

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

PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-13/CONSTJ3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/95

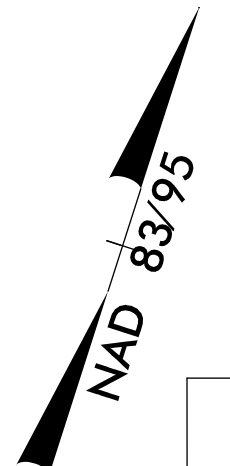
-L-
 Pls Sta 1255+65.56 PI Sta 1275+42.89
 $\Theta_s = 0^\circ 46' 31.8''$ $\Delta = 32^\circ 10' 00.0''$ (LT)
 $L_s = 180.00'$ $D = 0^\circ 51' 41.7''$
 $LT = 120.00'$ $L = 3,733.40$
 $ST = 60.00'$ $T = 1,917.33'$
 $R = 6,650.00'$



**CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 13**

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

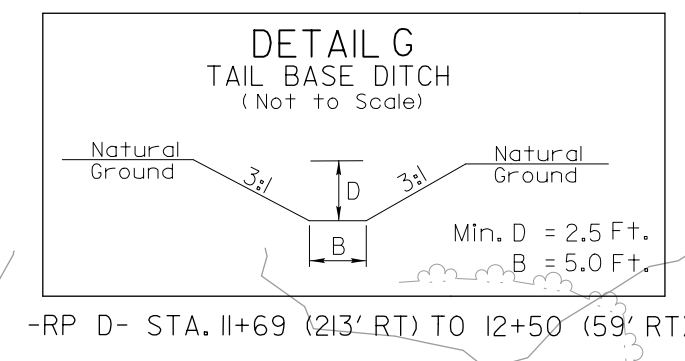
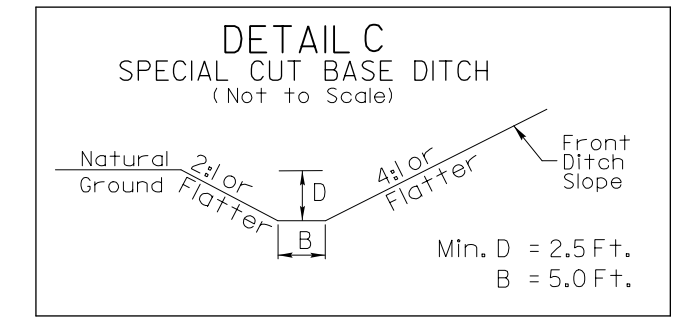
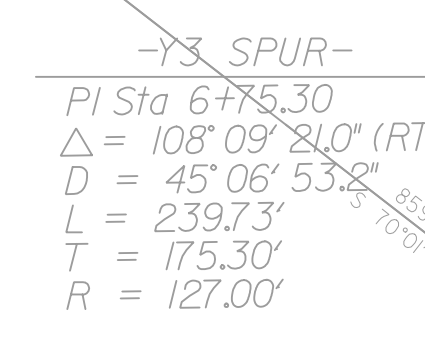
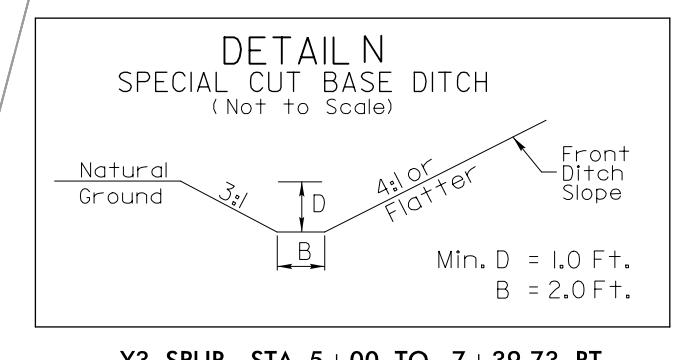
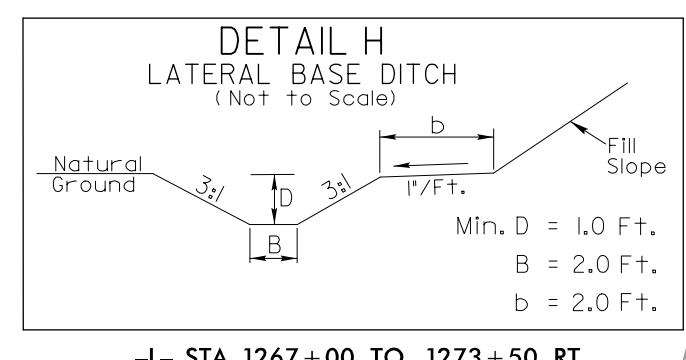
PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-14/CONST.14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L-
 PI Sta 1275+42.89
 $\Delta = 32' 10'' 00.8''$ (LT)
 $D = 0' 51' 41.7''$
 $L = 3,733.40$
 $T = 1,917.33$
 $R = 6,650.00'$

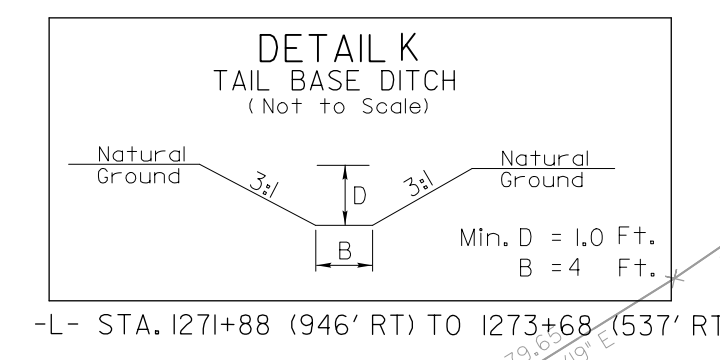
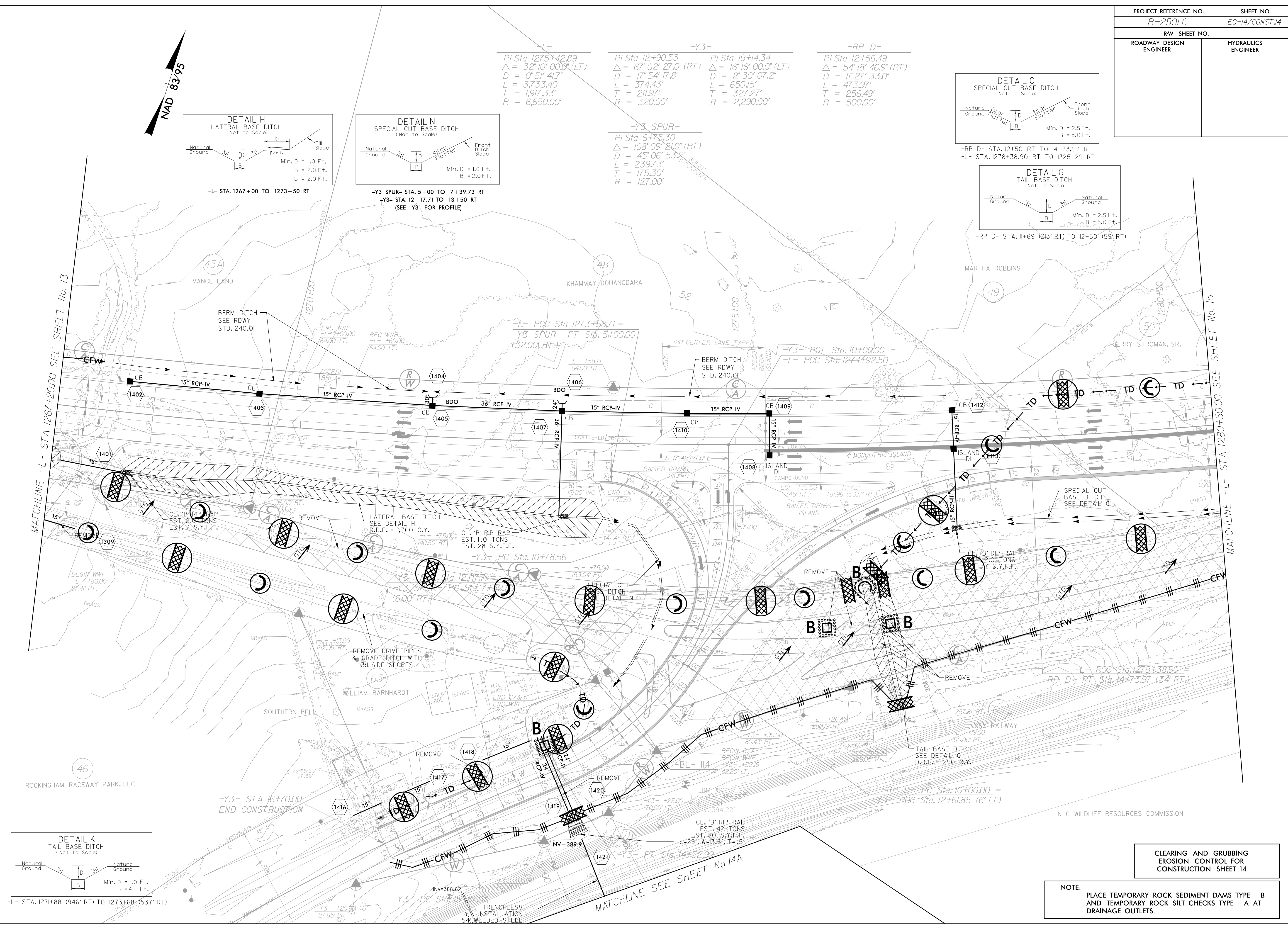
-Y3-
 PI Sta 12+90.53
 $\Delta = 67' 02' 27.0''$ (RT)
 $D = 17' 54' 17.8''$
 $L = 374.43'$
 $T = 211.97'$
 $R = 3,200.00'$

-RP D-
 PI Sta 12+56.49
 $\Delta = 54' 18' 46.9''$ (RT)
 $D = 11' 27' 33.0''$
 $L = 473.97'$
 $T = 256.49'$
 $R = 500.00'$



MATCHLINE -L- STA 1267+20.00 SEE SHEET No. 13

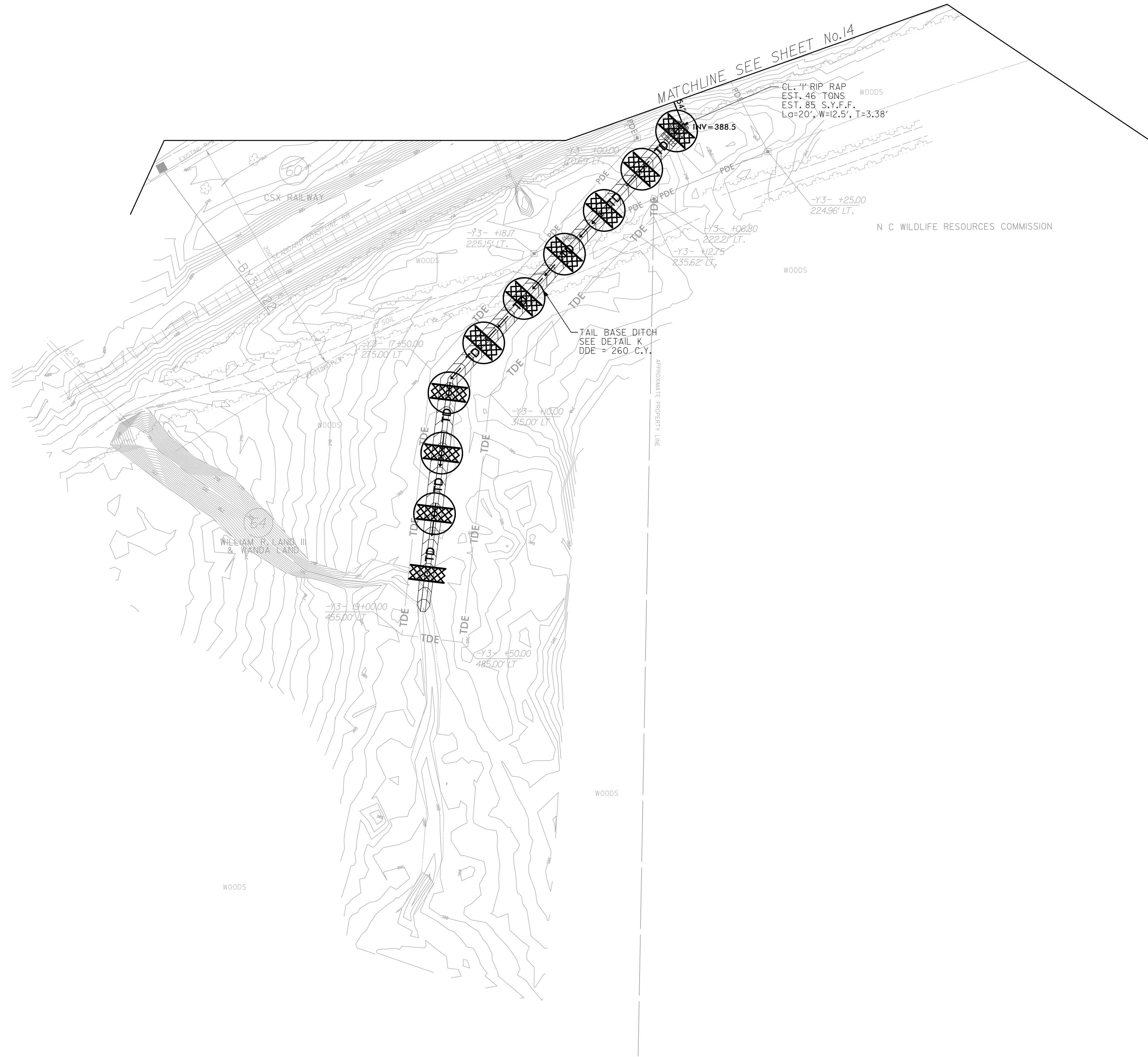
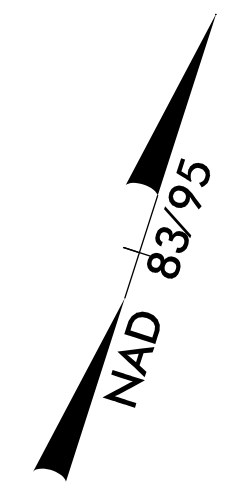
MATCHLINE -L- STA 1280+50.00 SEE SHEET No. 15



CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 14

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

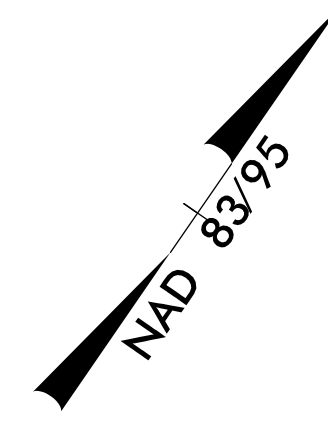
PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-15/CONSTJ4A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



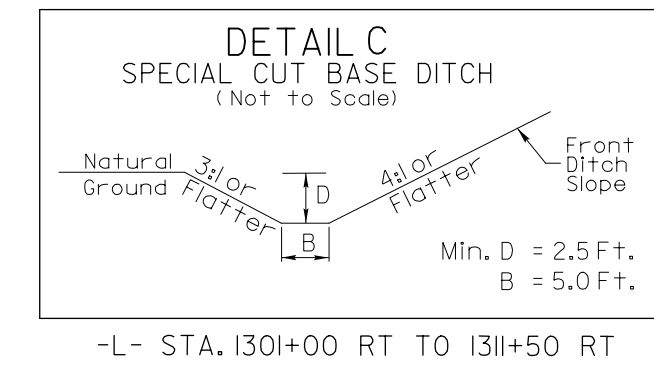
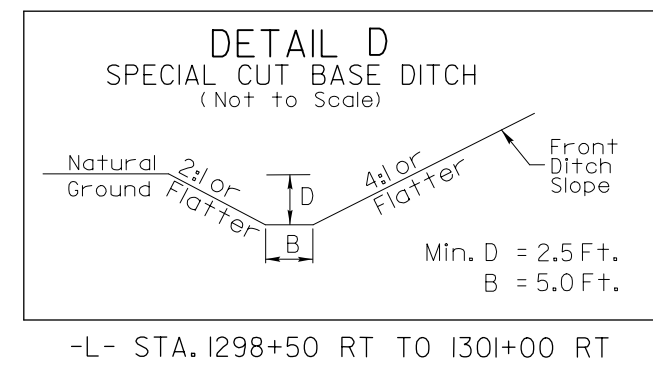
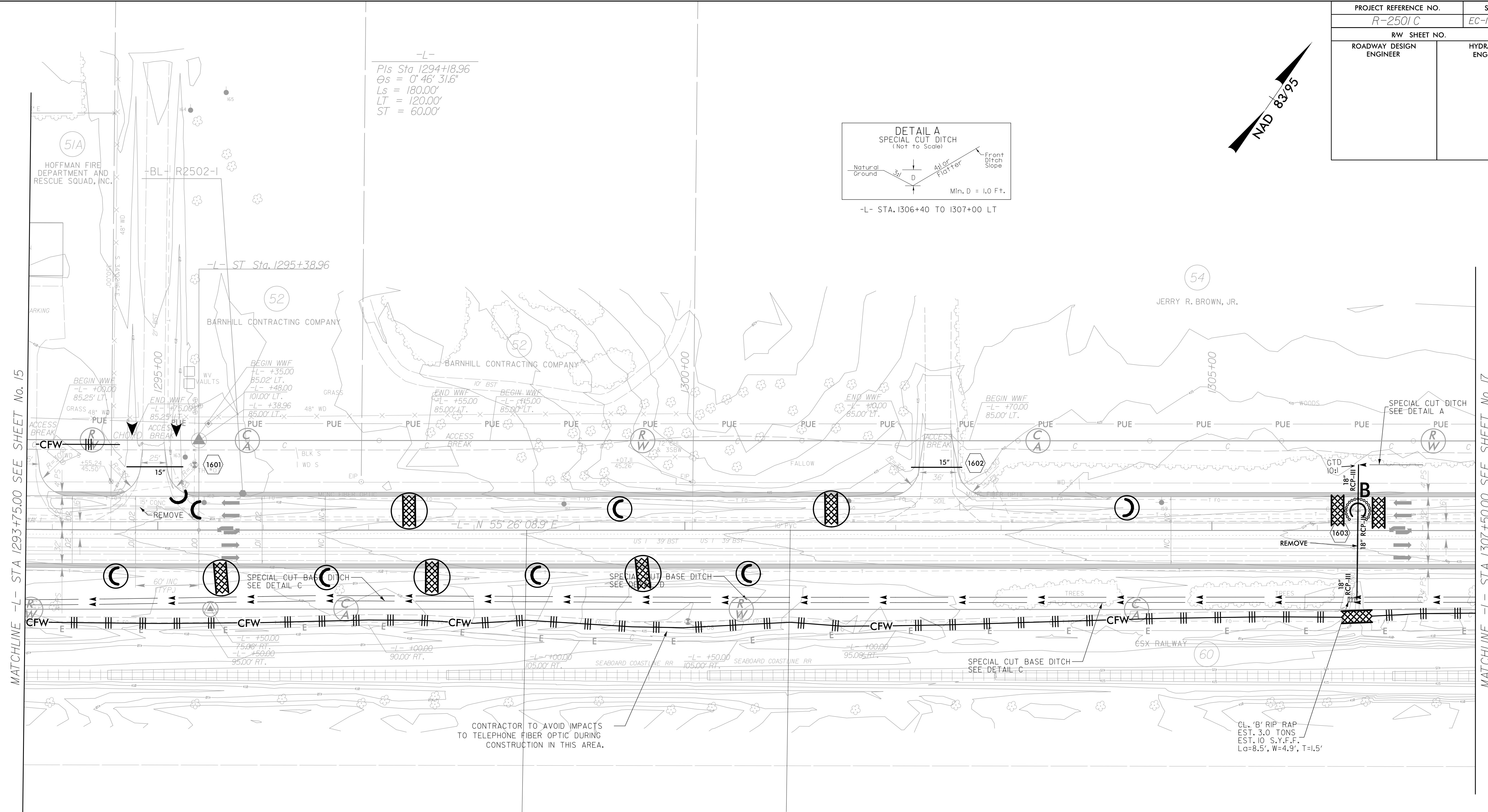
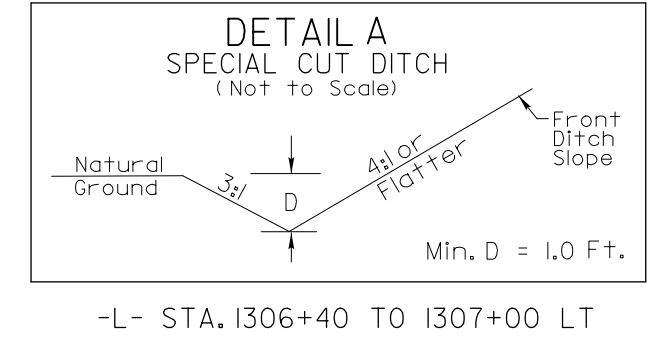
CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 14A

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

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-17/CONST.16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L-
 PIs Sta 1294+18.96
 Os = 0' 46' 31.6"
 Ls = 180.00'
 LT = 120.00'
 ST = 60.00'



CONTRACTOR TO AVOID IMPACTS TO TELEPHONE FIBER OPTIC DURING CONSTRUCTION IN THIS AREA.

CL. 'B' RIP-RAP
 EST. 3.0 TONS
 EST. 10' S.Y.F.F.
 Lq=8.5', W=4.9', T=1.5'

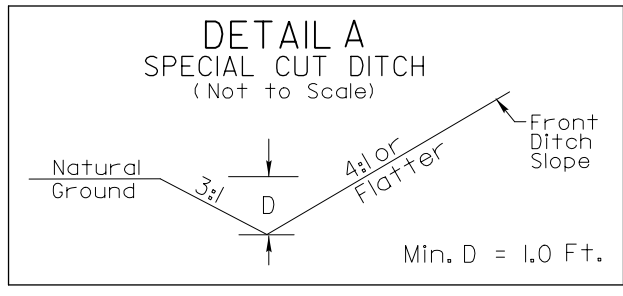
N C WILDLIFE RESOURCES COMMISSION

N C WILDLIFE RESOURCES COMMISSION

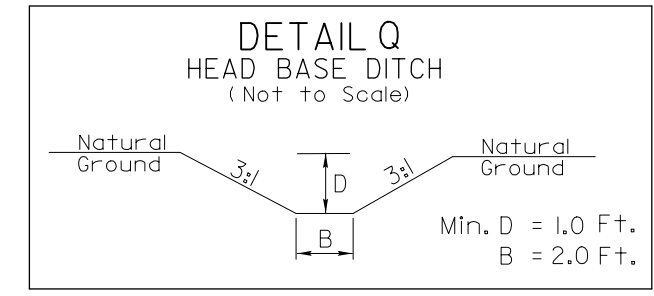
CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 16

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

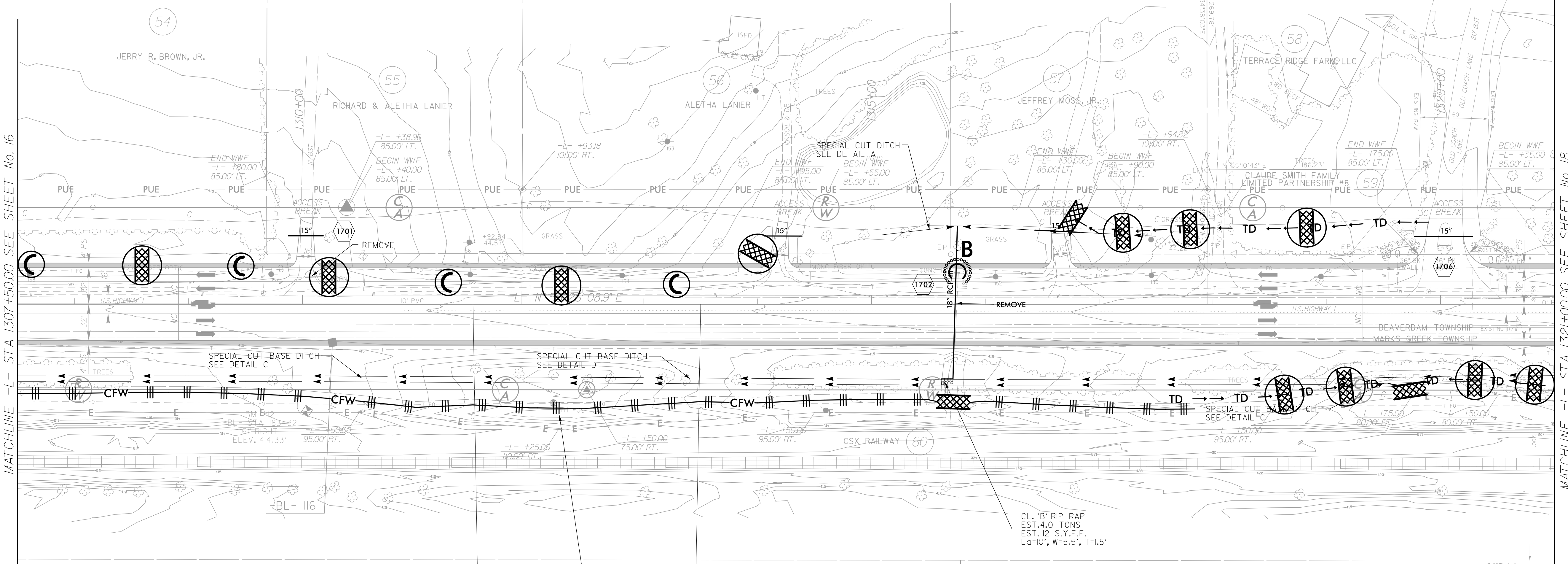
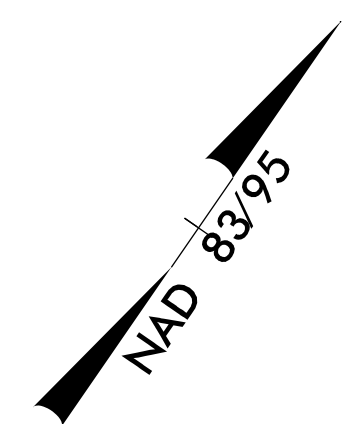
PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-18/CONST.JT
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L- STA. 1314+50 TO 1317+50 LT



-L- STA. 1315+98 (107' LT) TO 1315+89 (68' LT)



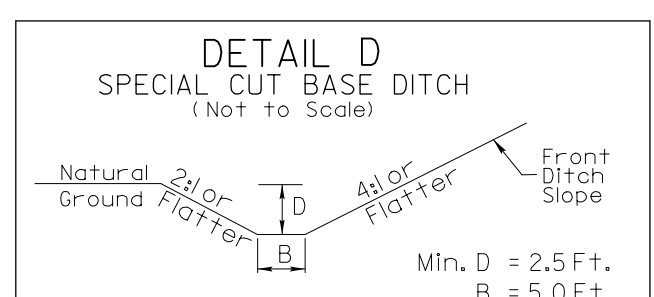
MATCHLINE -L- STA 1307+50.00 SEE SHEET No. 16

MATCHLINE -L- STA 1321+00.00 SEE SHEET No. 18

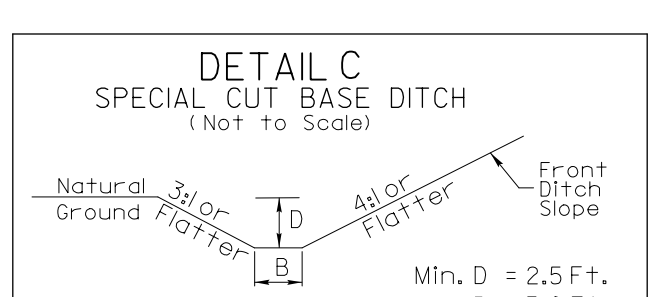
CONTRACTOR TO AVOID IMPACTS TO TELEPHONE FIBER OPTIC DURING CONSTRUCTION IN THIS AREA.

N C WILDLIFE RESOURCES COMMISSION

AMERICAN TIMBERLAND ILLC



-L- STA. 1311+50 RT TO 1313+50 RT



-L- STA. 1301+00 RT TO 1311+50 RT
-L- STA. 1313+50 RT TO 1325+29 RT

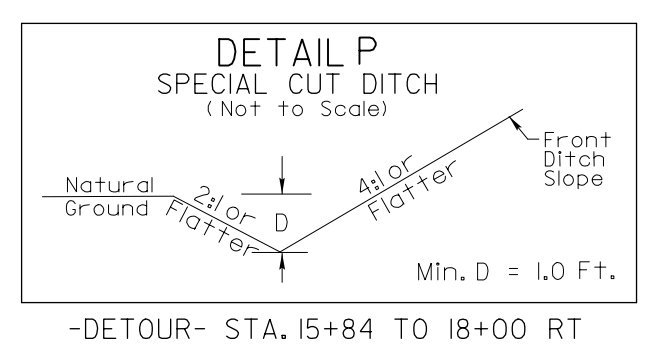
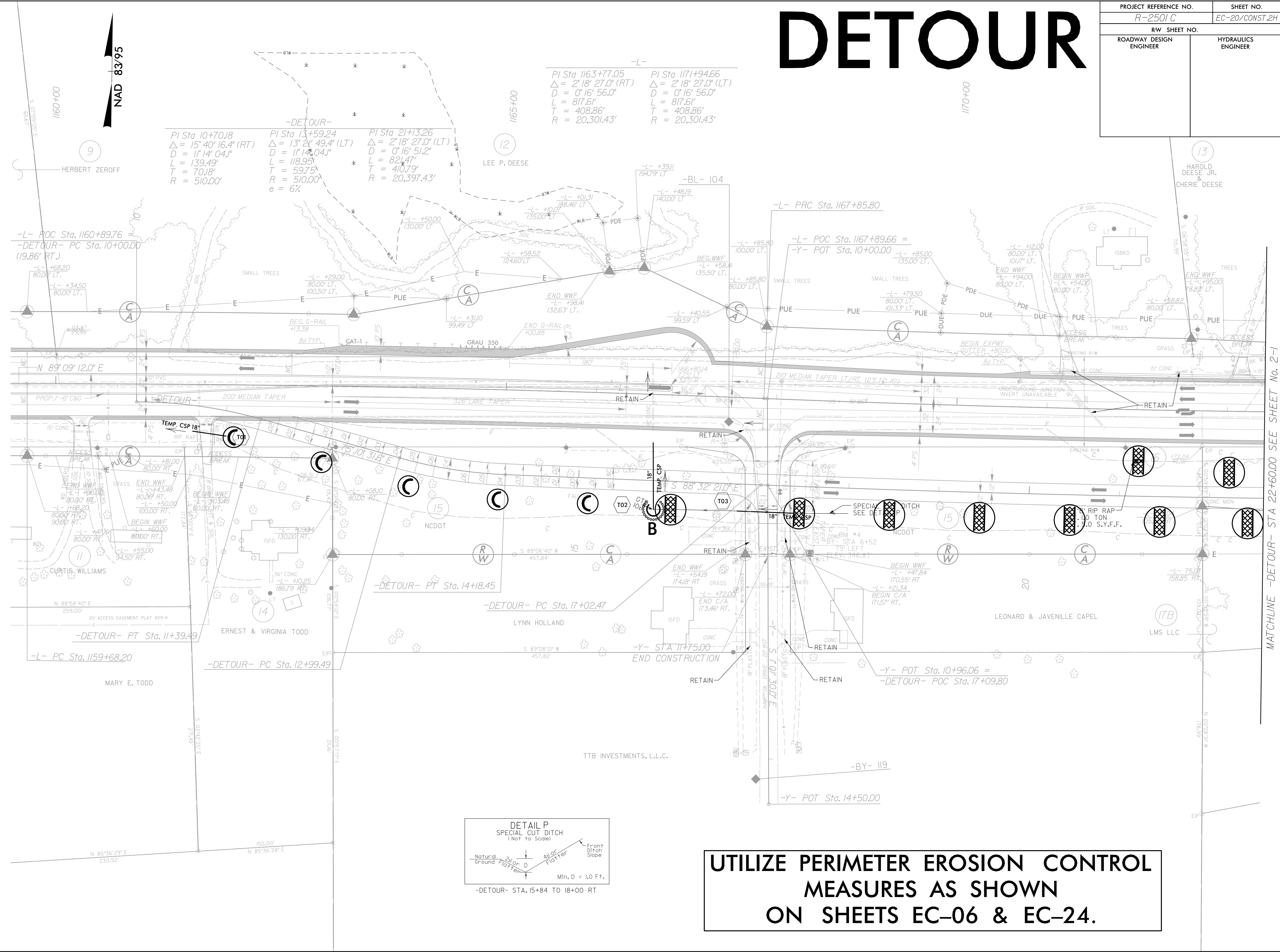
NOTE: FROM 1319+00 TO 1320+75 THE 2.5' MINIMUM DITCH DEPTH REQUIREMENT CANNOT BE ATTAINED THEREFORE THE PROPOSED DITCH GRADES ON THE PROFILE SHOULD BE MAINTAINED. ANY DITCH OVERFLOW WILL HAVE NO ADVERSE IMPACT TO THE ROADWAY OR THE RAILROAD PROPERTY.

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 17

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

DETOUR

PROJECT REFERENCE NO.		SHEET NO.	
R-2501 C		EC-20/CONST.2H	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



UTILIZE PERIMETER EROSION CONTROL MEASURES AS SHOWN ON SHEETS EC-06 & EC-24.

MATCHLINE -DETOUR- STA 22+60.00 SEE SHEET NO. 2-1

DETOUR

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-21/CONST.21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

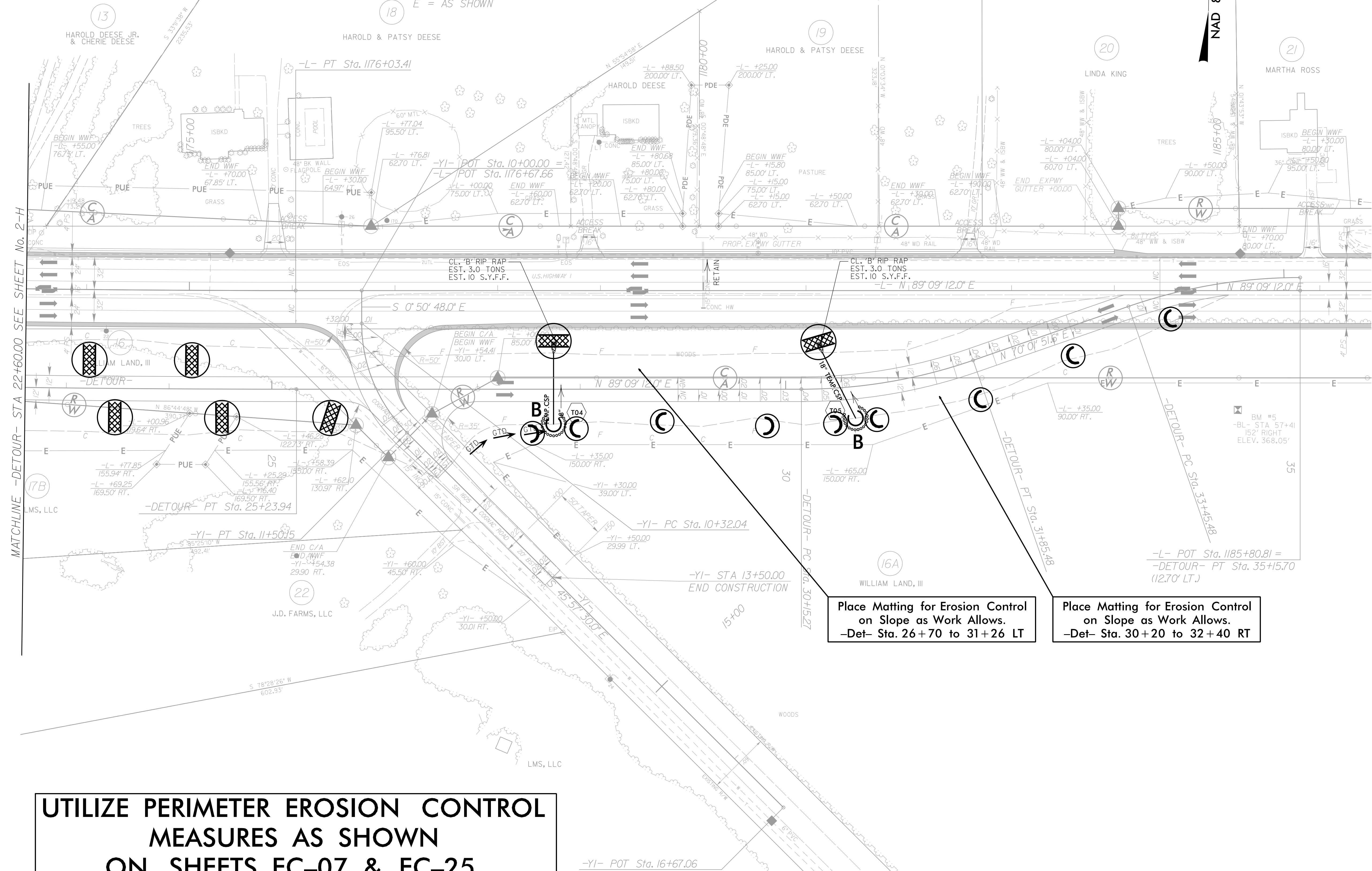
-L-
 PI Sta 1171+94.66
 $\Delta = 2' 18" 27.0" (LT)$
 $D = 0' 16" 56.0"$
 $L = 817.6'$
 $T = 408.86'$
 $R = 20,301.43'$

-YI-
 PI Sta 10+94.35
 $\Delta = 45' 06" 42.0" (LT)$
 $D = 38' 11" 49.9"$
 $L = 118.10'$
 $T = 62.30'$
 $R = 150.00'$
 $e = .020$

-DETOUR-
 PI Sta 21+13.26
 $\Delta = 2' 18" 27.0" (LT)$
 $D = 0' 16" 51.2"$
 $L = 821.47'$
 $T = 410.79'$
 $R = 20,397.43'$

PI Sta 31+01.18
 $\Delta = 19' 07" 20.4" (LT)$
 $D = 11' 14" 04.1"$
 $L = 170.21'$
 $T = 85.90'$
 $R = 510.00'$
 $E = AS SHOWN$

PI Sta 34+31.39
 $\Delta = 19' 07" 20.4" (RT)$
 $D = 11' 14" 04.1"$
 $L = 170.21'$
 $T = 85.90'$
 $R = 510.00'$



MATCHLINE -DETOUR- STA 22+60.00 SEE SHEET No. 2-H

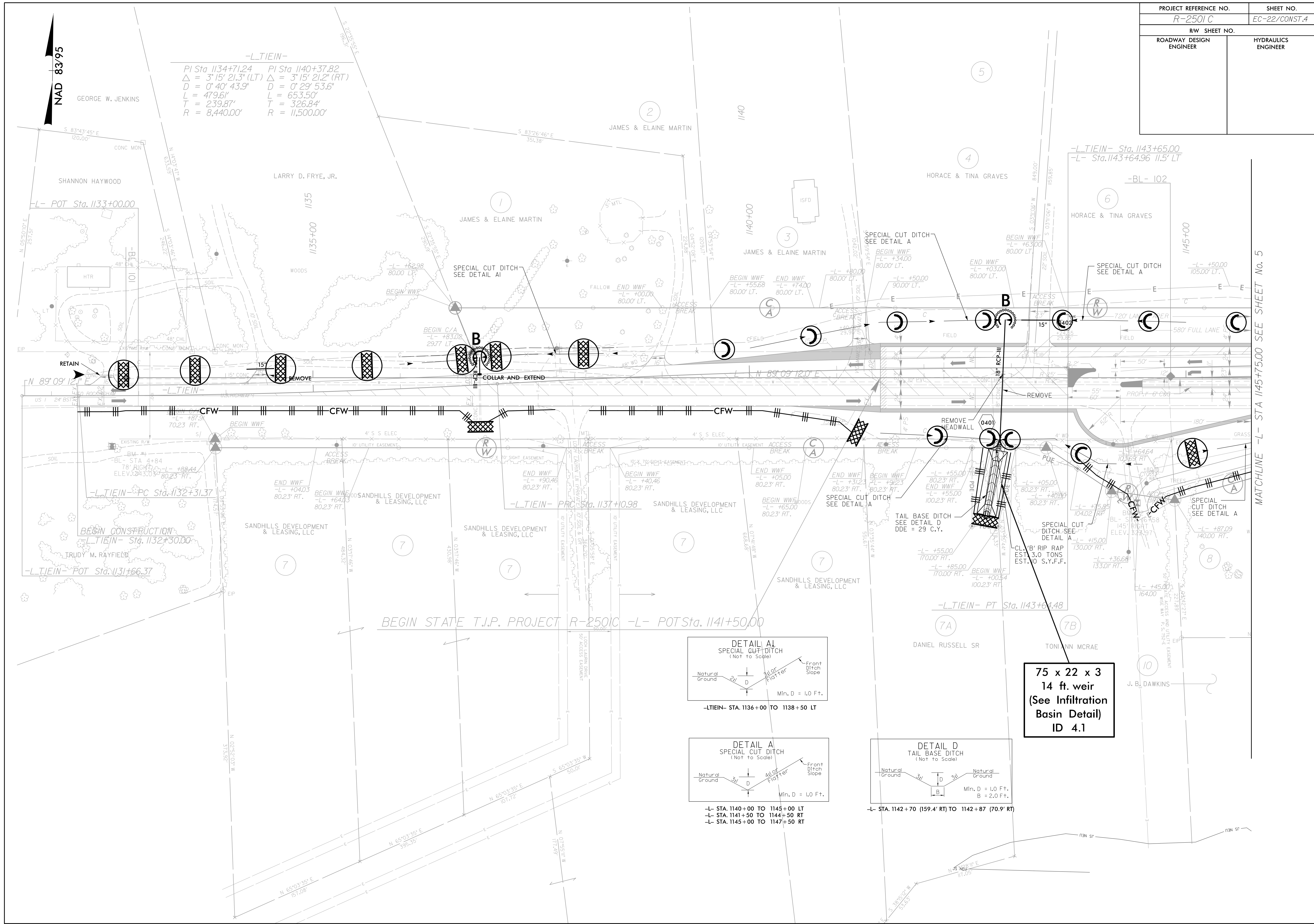
UTILIZE PERIMETER EROSION CONTROL MEASURES AS SHOWN ON SHEETS EC-07 & EC-25.

Place Matting for Erosion Control on Slope as Work Allows.
 -Det- Sta. 26+70 to 31+26 LT

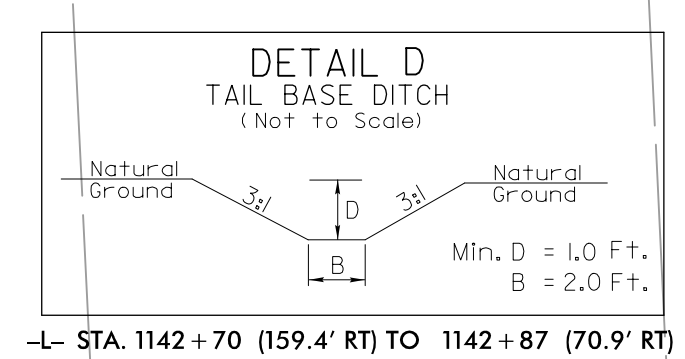
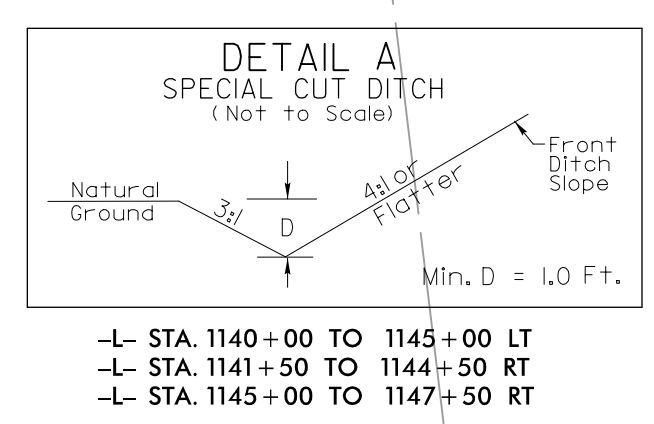
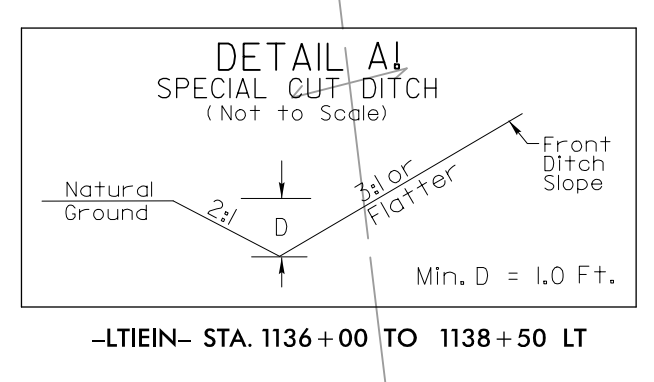
Place Matting for Erosion Control on Slope as Work Allows.
 -Det- Sta. 30+20 to 32+40 RT

-YI- POT Sta. 16+67.06

PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-22/CONST.4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L-TIEIN-
 PI Sta 1134+71.24 PI Sta 1140+37.82
 $\Delta = 3^\circ 15' 21.3''$ (LT) $\Delta = 3^\circ 15' 21.2''$ (RT)
 $D = 0^\circ 40' 43.9''$ $D = 0^\circ 29' 53.6''$
 $L = 479.61'$ $L = 653.50'$
 $T = 239.87'$ $T = 326.84'$
 $R = 8,440.00'$ $R = 11,500.00'$



75 x 22 x 3
14 ft. weir
 (See Infiltration Basin Detail ID 4.1)

MATCHLINE -L- STA 1145+75.00 SEE SHEET No. 5

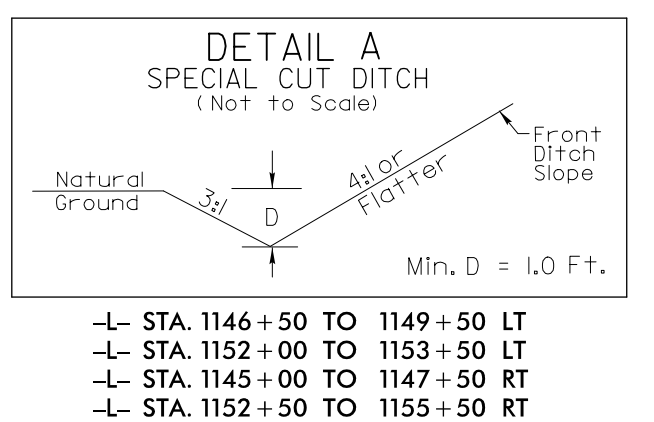
PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-23/CONST.5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

**35 x 26 x 3
18 ft. weir
(See Infiltration
Basin Detail)
ID 5.2**

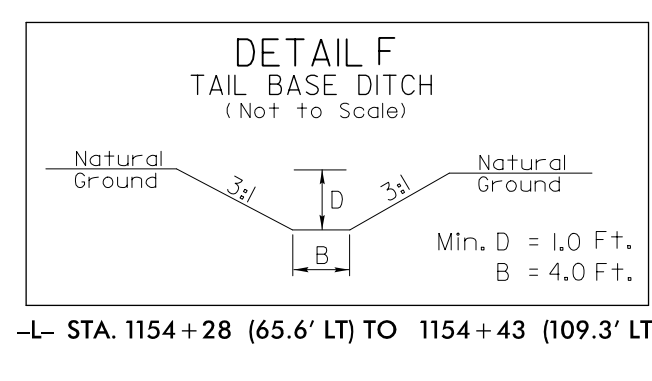
**Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1154+50 to 1159+00 LT**

**48 x 16 x 2
8 ft. weir
(See Infiltration
Basin Detail)
ID 5.1**

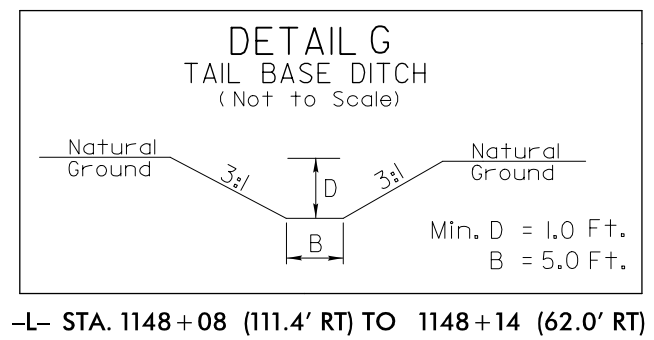
**115 x 25 x 3
ID 5.1 F**



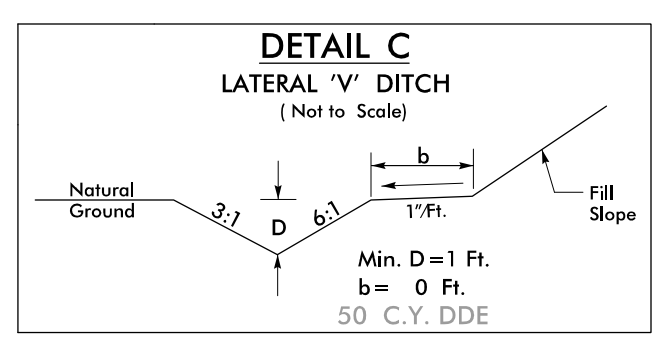
- L- STA. 1146+50 TO 1149+50 LT
- L- STA. 1152+00 TO 1153+50 LT
- L- STA. 1145+00 TO 1147+50 RT
- L- STA. 1152+50 TO 1155+50 RT



- L- STA. 1154+28 (65.6' LT) TO 1154+43 (109.3' LT)



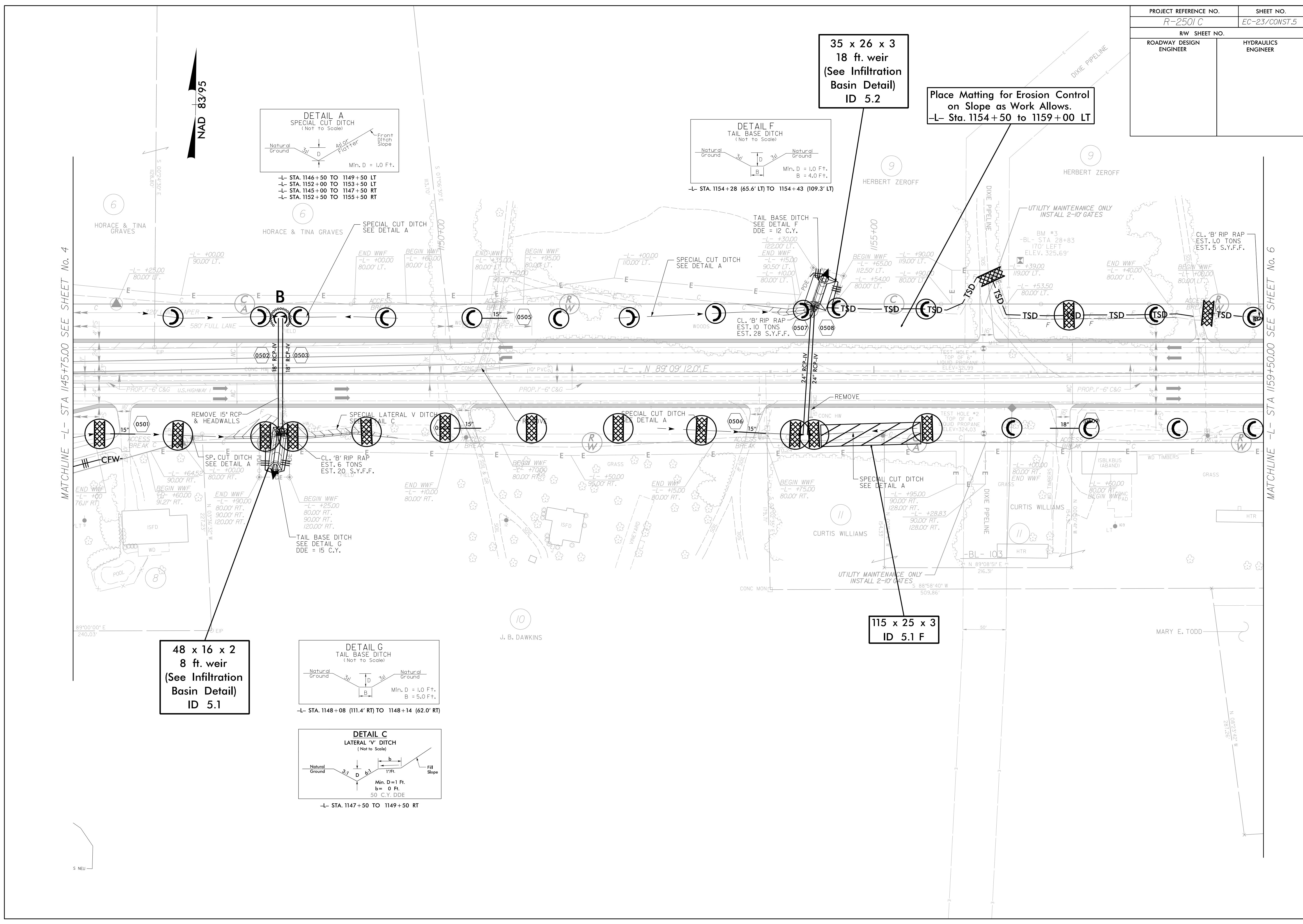
- L- STA. 1148+08 (111.4' RT) TO 1148+14 (62.0' RT)



- L- STA. 1147+50 TO 1149+50 RT

MATCHLINE -L- STA 1145+75.00 SEE SHEET No. 4

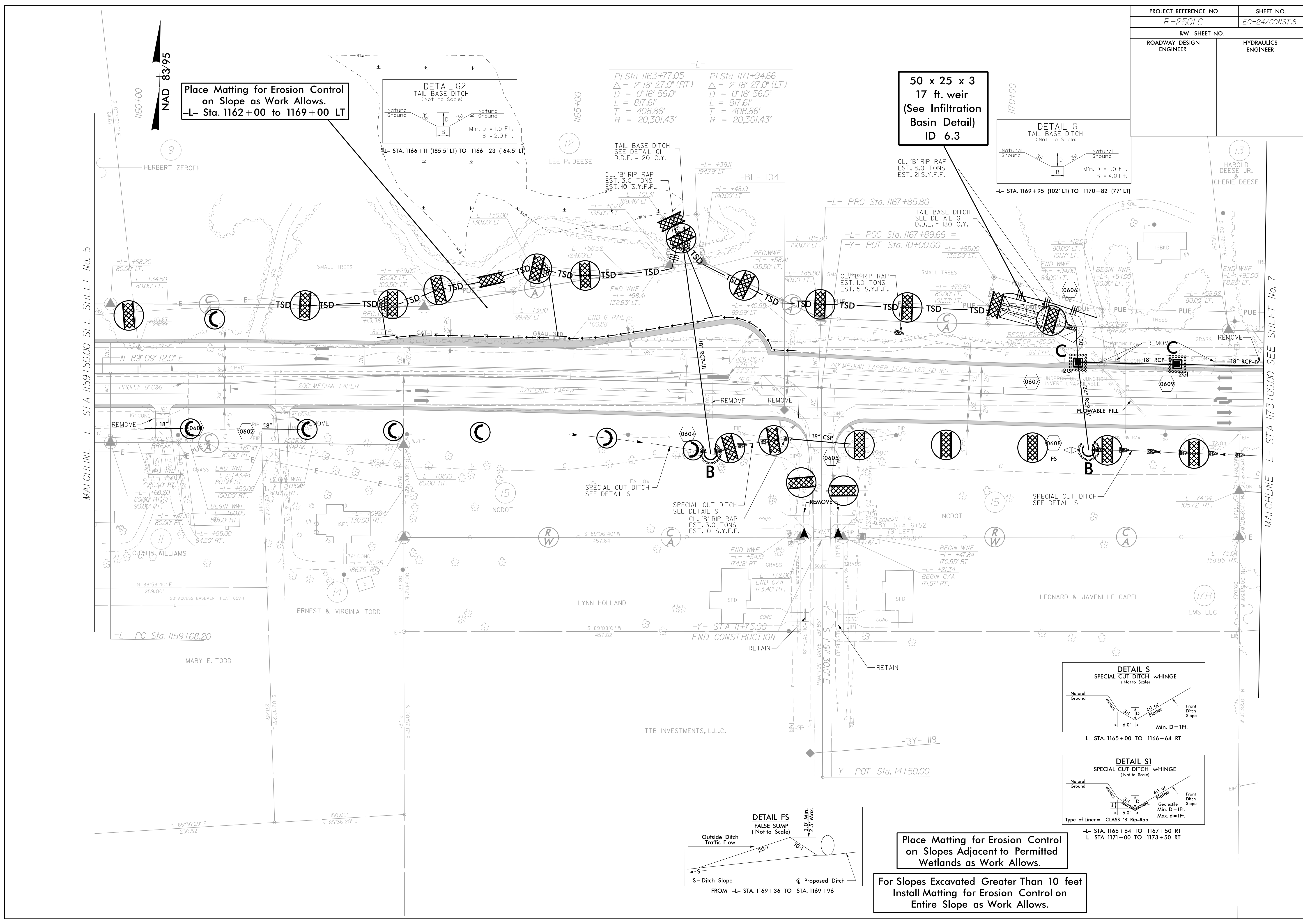
MATCHLINE -L- STA 1159+50.00 SEE SHEET No. 6



PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-24/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

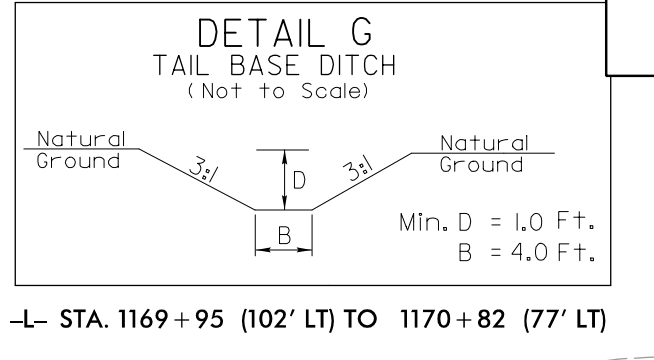
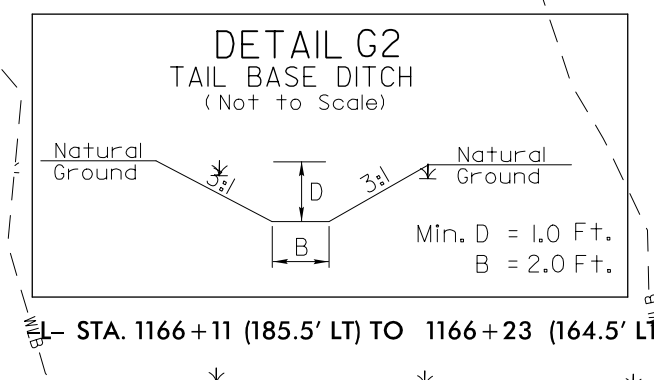
MATCHLINE -L- STA 1159+50.00 SEE SHEET No. 5

MATCHLINE -L- STA 1173+00.00 SEE SHEET No. 7



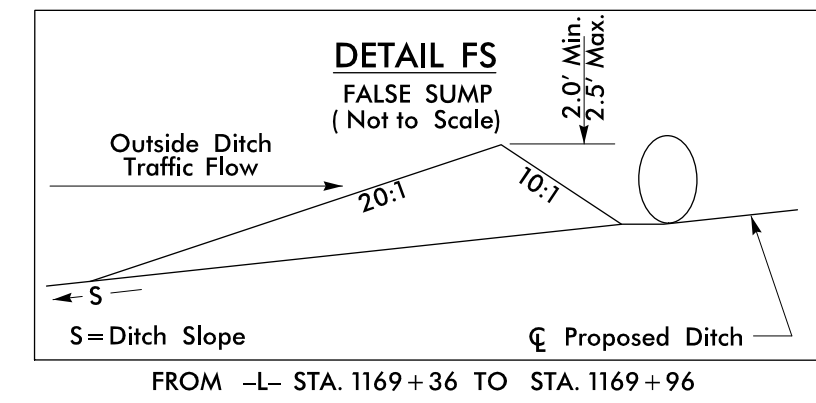
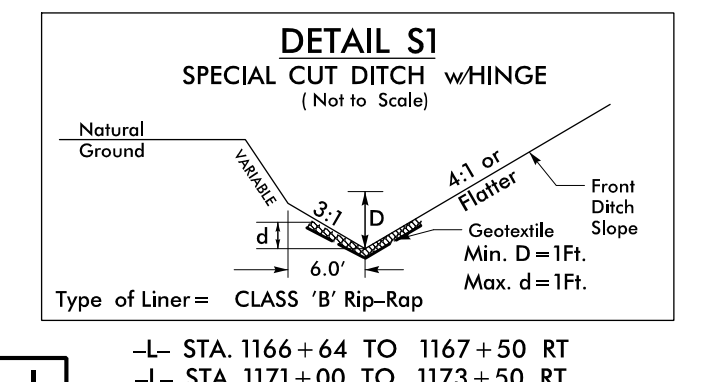
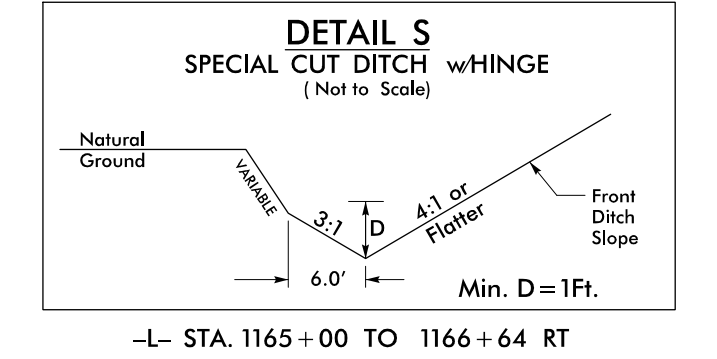
Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 1162+00 to 1169+00 LT

50 x 25 x 3
17 ft. weir
(See Infiltration Basin Detail)
ID 6.3



PI Sta 1163+77.05
 $\Delta = 2' 18'' 27.0'' (RT)$
 $D = 0' 16'' 56.0''$
 $L = 817.61'$
 $T = 408.86'$
 $R = 20,301.43'$

PI Sta 1171+94.66
 $\Delta = 2' 18'' 27.0'' (LT)$
 $D = 0' 16'' 56.0''$
 $L = 817.61'$
 $T = 408.86'$
 $R = 20,301.43'$



Place Matting for Erosion Control on Slopes Adjacent to Permitted Wetlands as Work Allows.

For Slopes Excavated Greater Than 10 feet Install Matting for Erosion Control on Entire Slope as Work Allows.

-L- PC Sta. 1159+68.20

-Y- STA 1175.00
END CONSTRUCTION

-BY- 119

-Y- POT Sta. 14+50.00

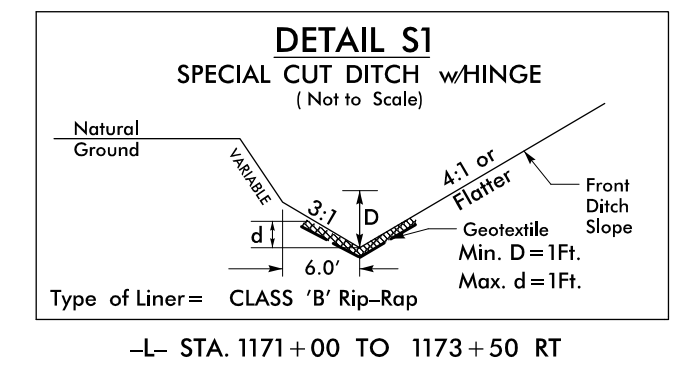
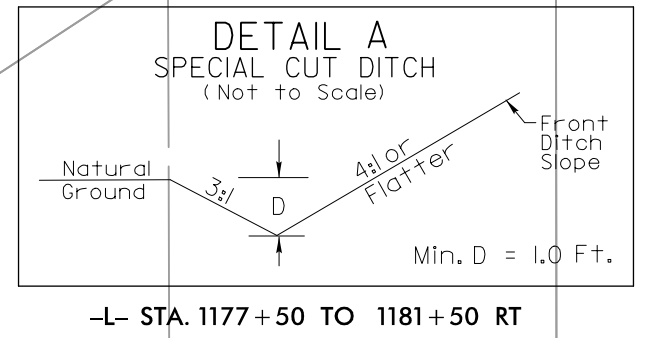
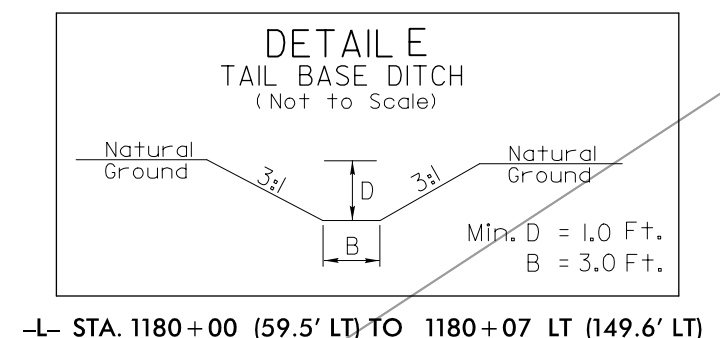
FROM -L- STA. 1169+36 TO STA. 1169+96

PROJECT REFERENCE NO.		SHEET NO.	
R-2501 C		EC-25/CONST.7	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	

NAD 83/95

-L-
 PI Sta 1171+94.66
 $\Delta = 2' 18" 27.0" (LT)$
 $D = 0' 16" 56.0"$
 $L = 817.61'$
 $T = 408.86'$
 $R = 20,301.43'$

-YI-
 PI Sta 10+94.35
 $\Delta = 45' 06" 42.0" (LT)$
 $D = 38' 11" 49.9"$
 $L = 118.10'$
 $T = 62.30'$
 $R = 150.00'$
 $e = .020$

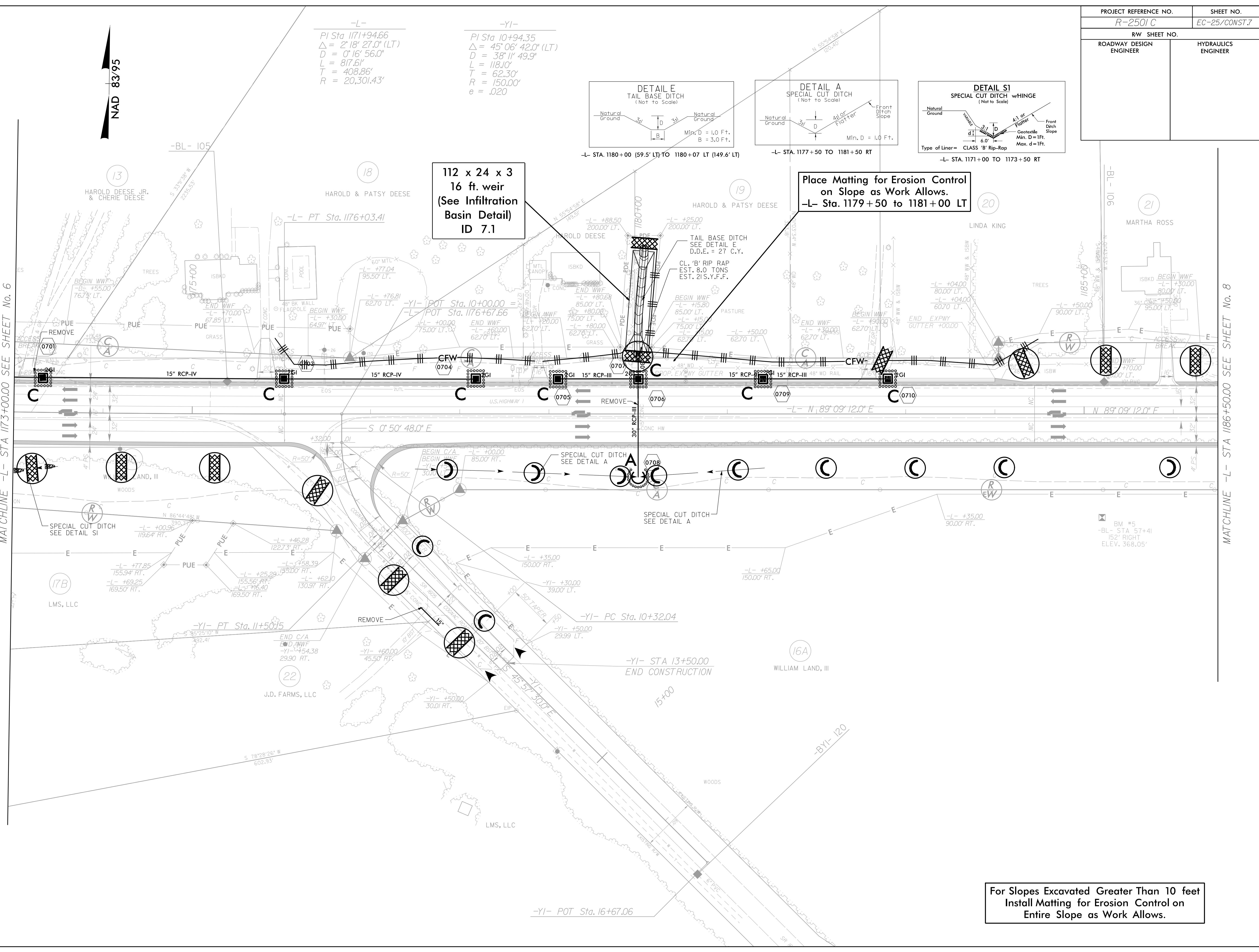


112 x 24 x 3
 16 ft. weir
 (See Infiltration
 Basin Detail)
 ID 7.1

Place Matting for Erosion Control
 on Slope as Work Allows.
 -L- Sta. 1179+50 to 1181+00 LT

MATCHLINE -L- STA 1173+00.00 SEE SHEET No. 6

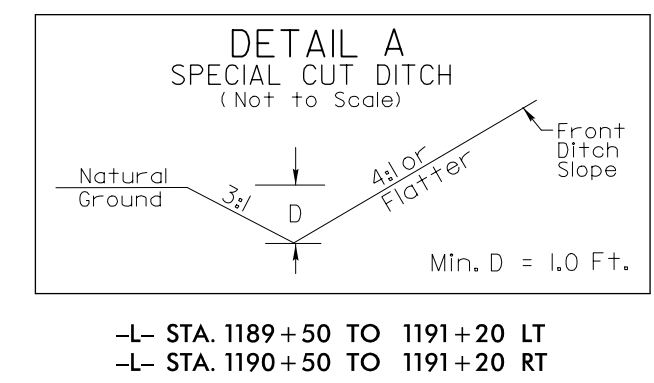
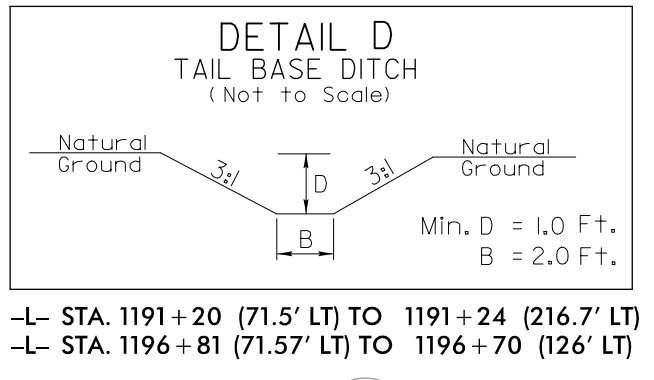
MATCHLINE -L- STA 1186+50.00 SEE SHEET No. 8



For Slopes Excavated Greater Than 10 feet
 Install Matting for Erosion Control on
 Entire Slope as Work Allows.

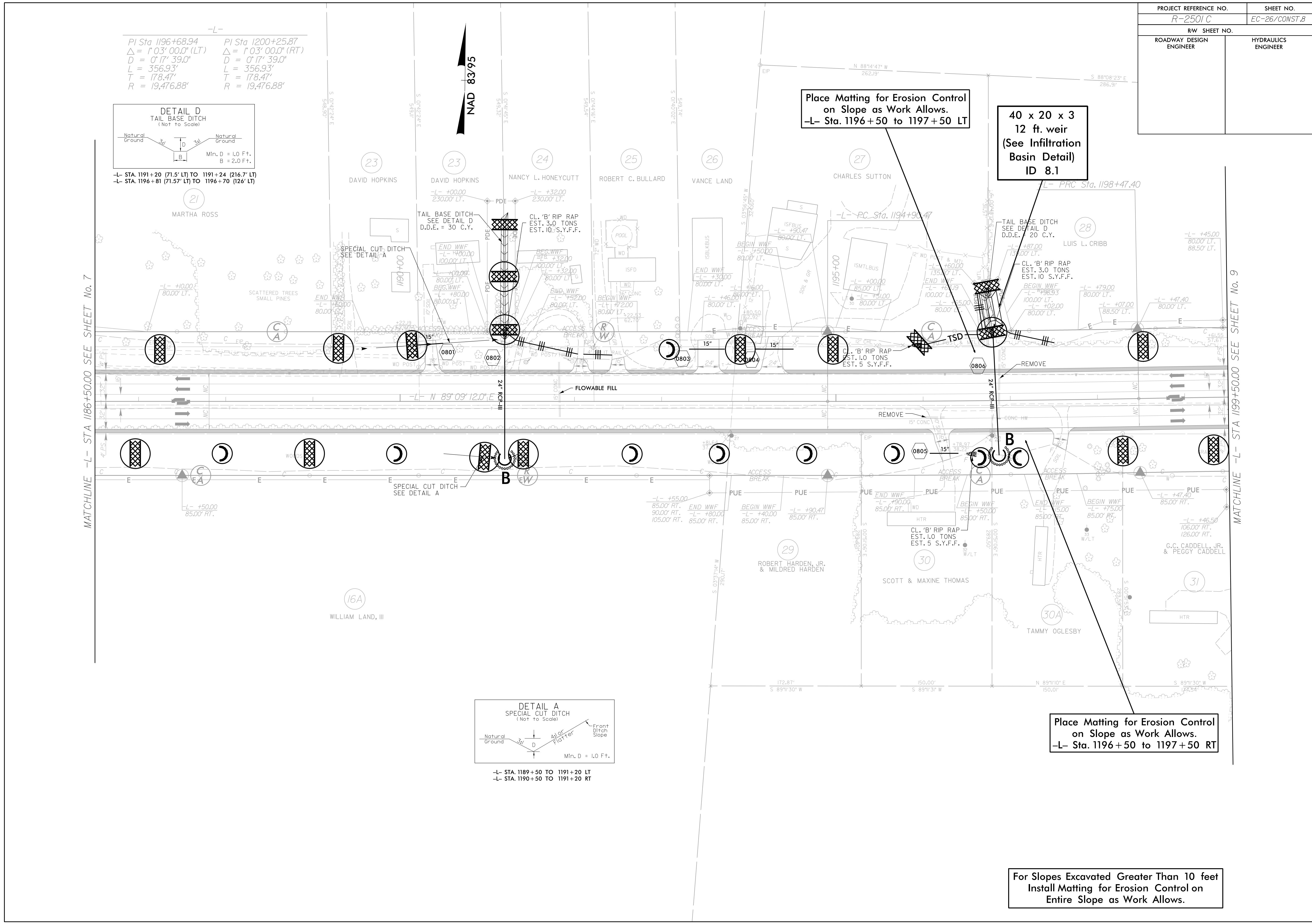
PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-26/CONST.B
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
 PI Sta 1196+68.94 PI Sta 1200+25.87
 $\Delta = 1^{\circ}03'00.0''$ (LT) $\Delta = 1^{\circ}03'00.0''$ (RT)
 $D = 0^{\circ}17'39.0''$ $D = 0^{\circ}17'39.0''$
 $L = 356.93'$ $L = 356.93'$
 $T = 178.47'$ $T = 178.47'$
 $R = 19,476.88'$ $R = 19,476.88'$



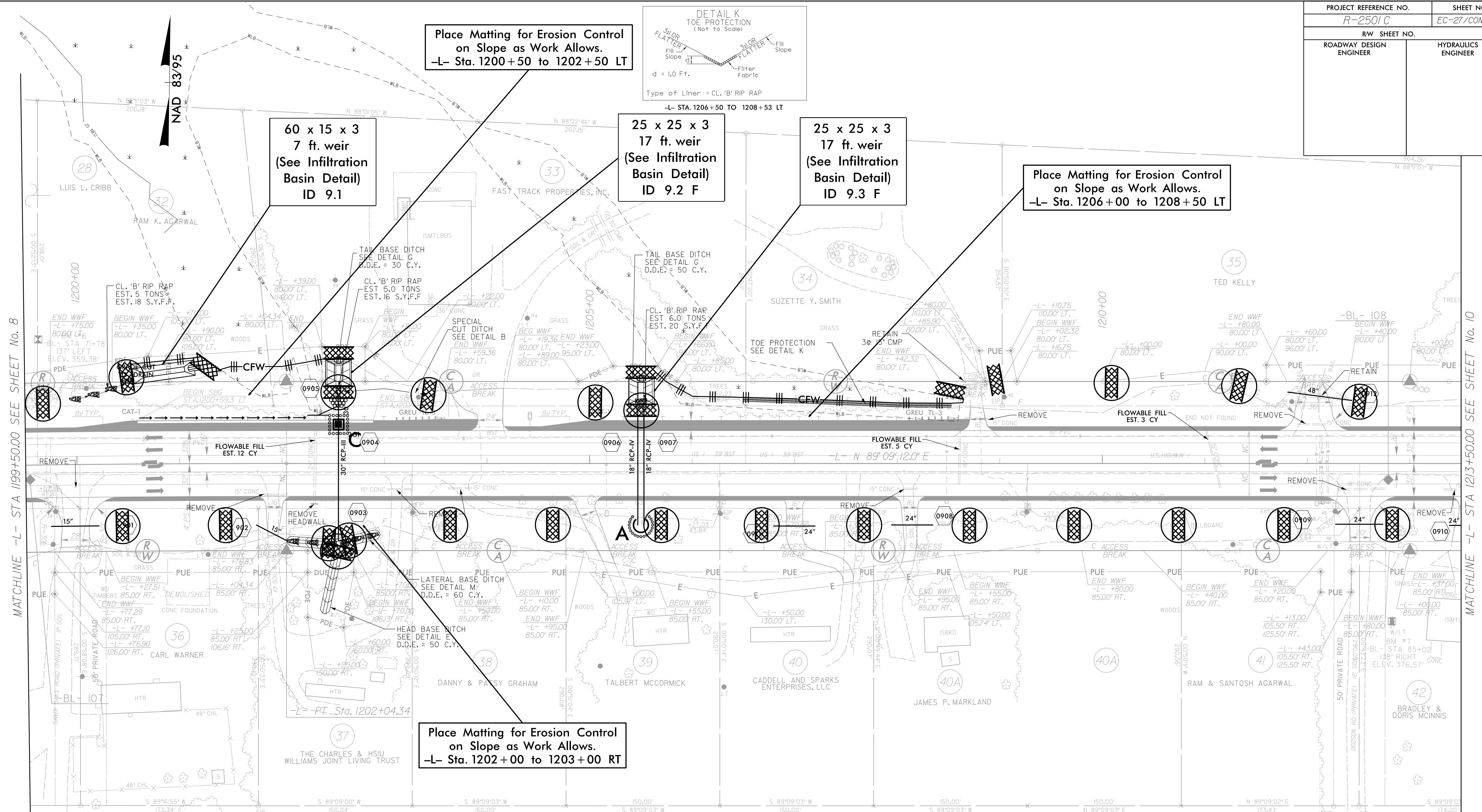
MATCHLINE -L- STA 1186+50.00 SEE SHEET No. 7

MATCHLINE -L- STA 1199+50.00 SEE SHEET No. 9



For Slopes Excavated Greater Than 10 feet
 Install Matting for Erosion Control on
 Entire Slope as Work Allows.

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-27/CONST.9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 1200+50 to 1202+50 LT

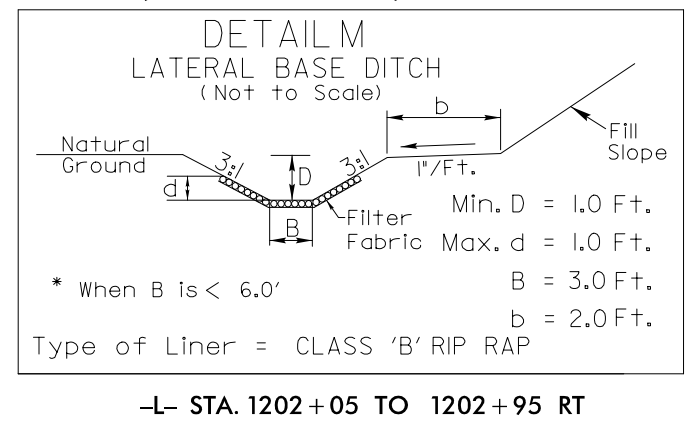
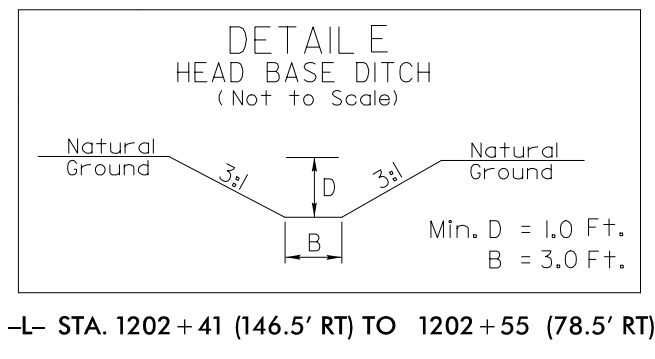
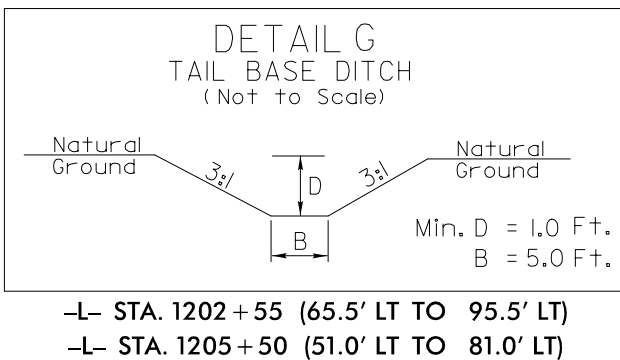
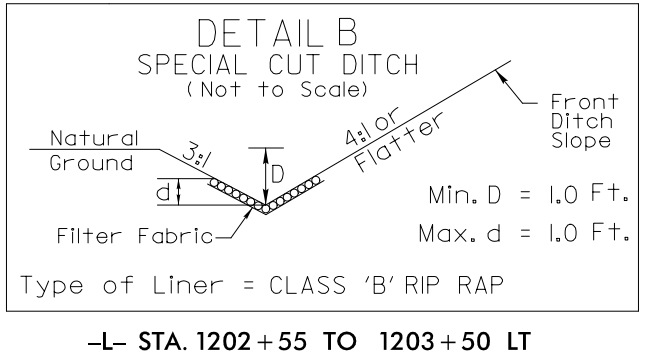
60 x 15 x 3
7 ft. weir
(See Infiltration Basin Detail)
ID 9.1

25 x 25 x 3
17 ft. weir
(See Infiltration Basin Detail)
ID 9.2 F

25 x 25 x 3
17 ft. weir
(See Infiltration Basin Detail)
ID 9.3 F

Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 1206+00 to 1208+50 LT

Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 1202+00 to 1203+00 RT



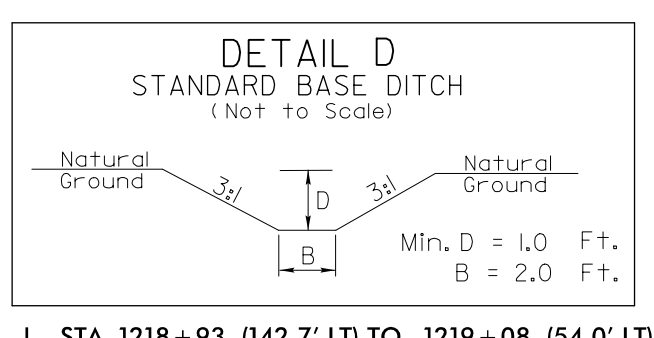
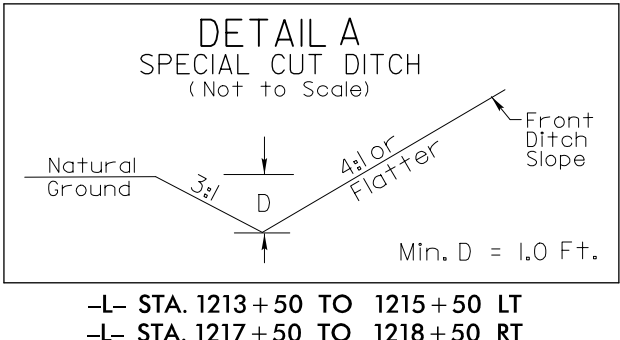
Place Matting for Erosion Control on Slopes Adjacent to Permitted Wetlands as Work Allows.

For Slopes Excavated Greater Than 10 feet Install Matting for Erosion Control on Entire Slope as Work Allows.

MATCHLINE -L- STA 1199+50.00 SEE SHEET No. 8

MATCHLINE -L- STA 1213+50.00 SEE SHEET No. 10

PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-28/CONST-10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



NAD 83/95

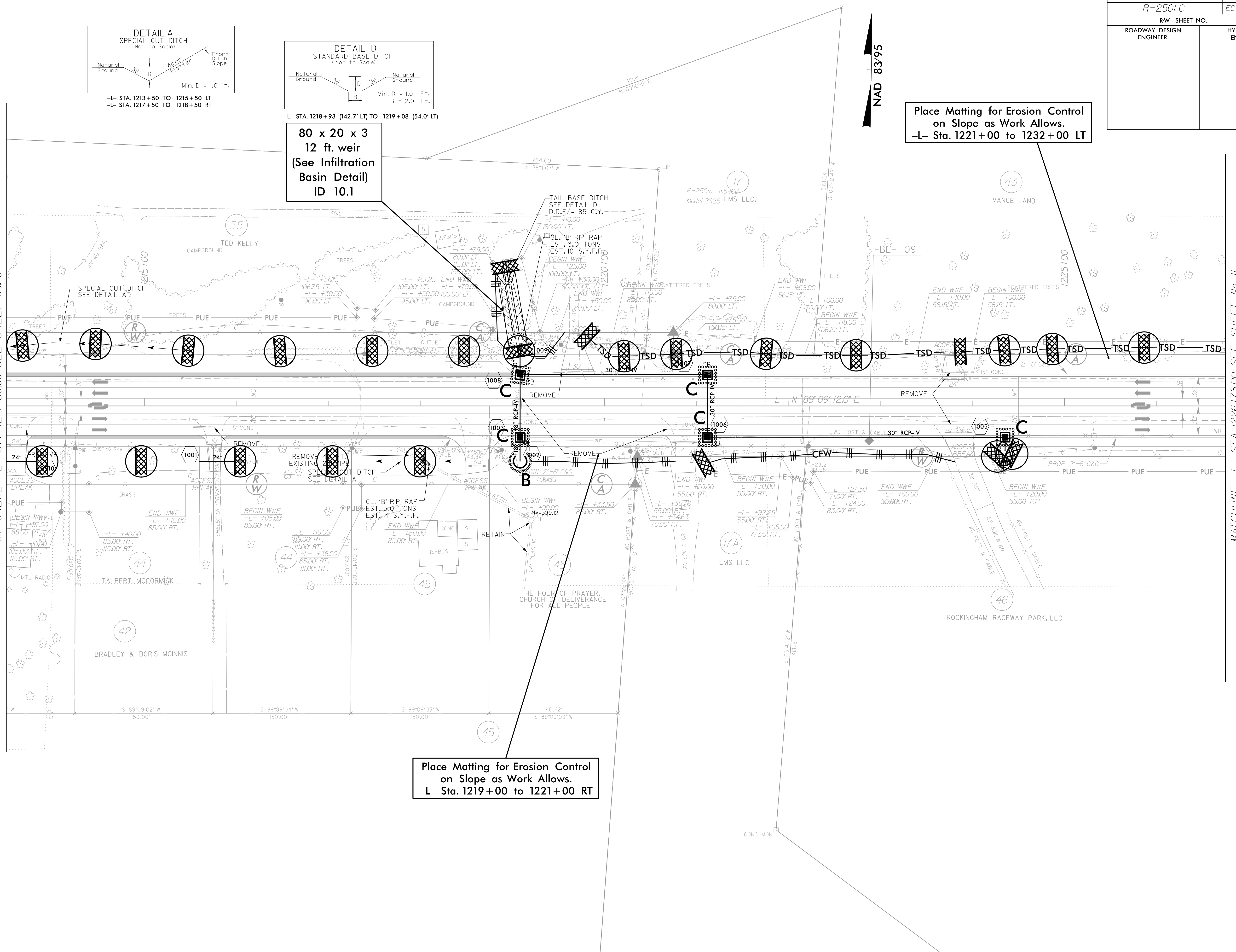
Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1221+00 to 1232+00 LT

80 x 20 x 3
12 ft. weir
(See Infiltration
Basin Detail)
ID 10.1

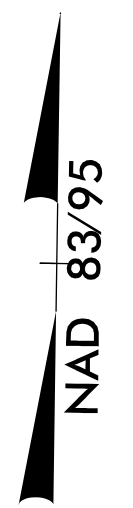
Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1219+00 to 1221+00 RT

MATCHLINE -L- STA 1213+50.00 SEE SHEET No. 9

MATCHLINE -L- STA 1226+75.00 SEE SHEET No. 11



PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-29/CONST.II
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1221+00 to 1232+00 LT

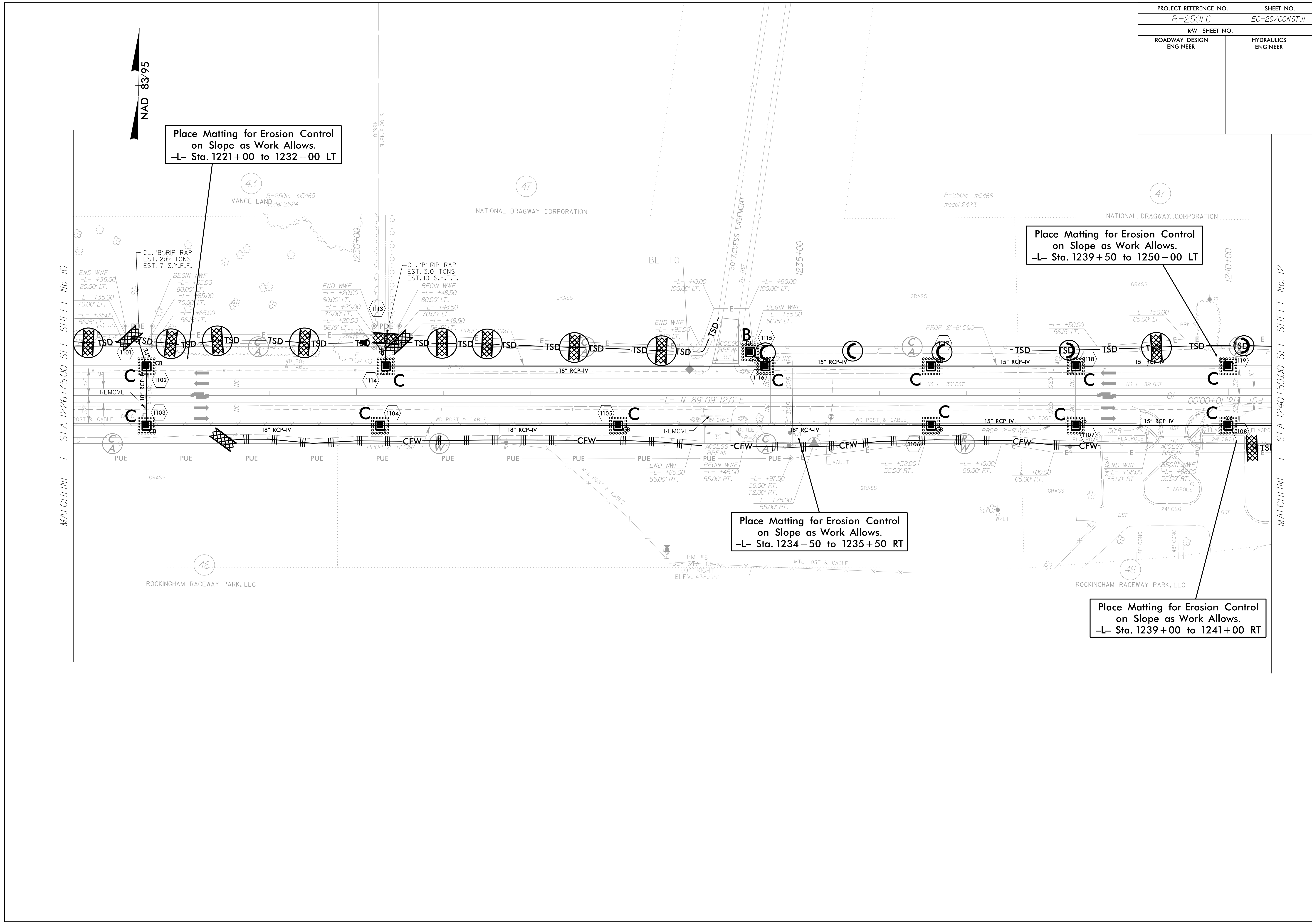
Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1239+50 to 1250+00 LT

Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1234+50 to 1235+50 RT

Place Matting for Erosion Control
on Slope as Work Allows.
-L- Sta. 1239+00 to 1241+00 RT

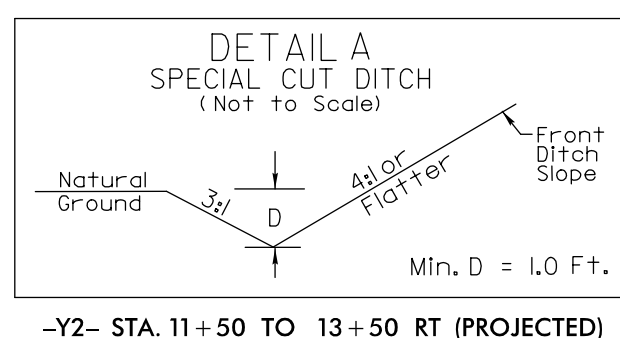
MATCHLINE -L- STA 1226+75.00 SEE SHEET No. 10

MATCHLINE -L- STA 1240+50.00 SEE SHEET No. 12



PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-30/CONSTJ2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/95

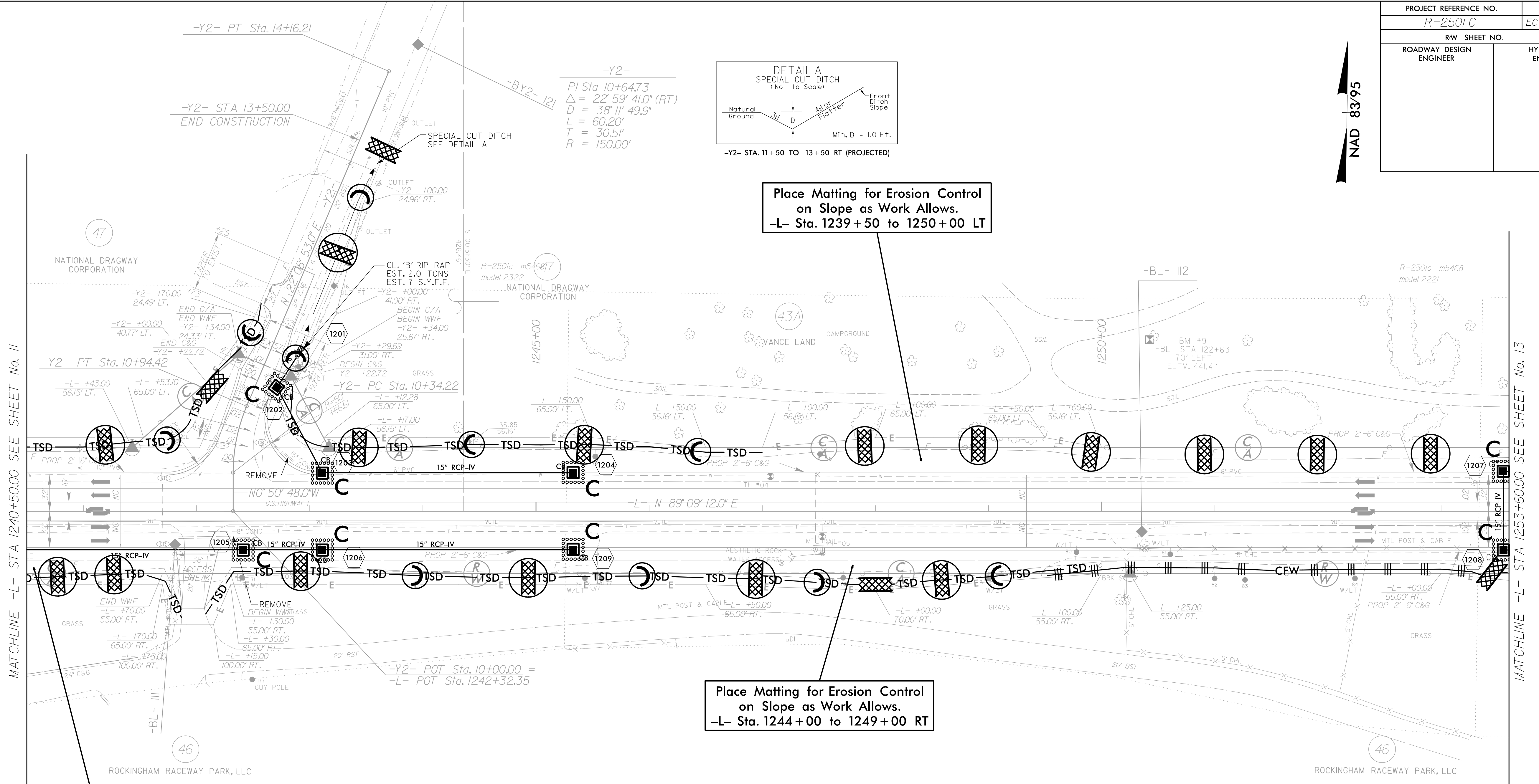


-Y2-
 PI Sta 10+64.73
 $\Delta = 22^\circ 59' 41.0''$ (RT)
 $D = 38' 11'' 49.9''$
 $L = 60.20'$
 $T = 30.51'$
 $R = 150.00'$

Place Matting for Erosion Control on Slope as Work Allows.
 -L- Sta. 1239+50 to 1250+00 LT

Place Matting for Erosion Control on Slope as Work Allows.
 -L- Sta. 1244+00 to 1249+00 RT

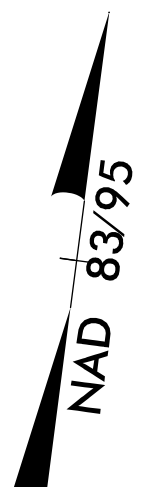
Place Matting for Erosion Control on Slope as Work Allows.
 -L- Sta. 1239+00 to 1241+00 RT



MATCHLINE -L- STA 1240+50.00 SEE SHEET No. 11

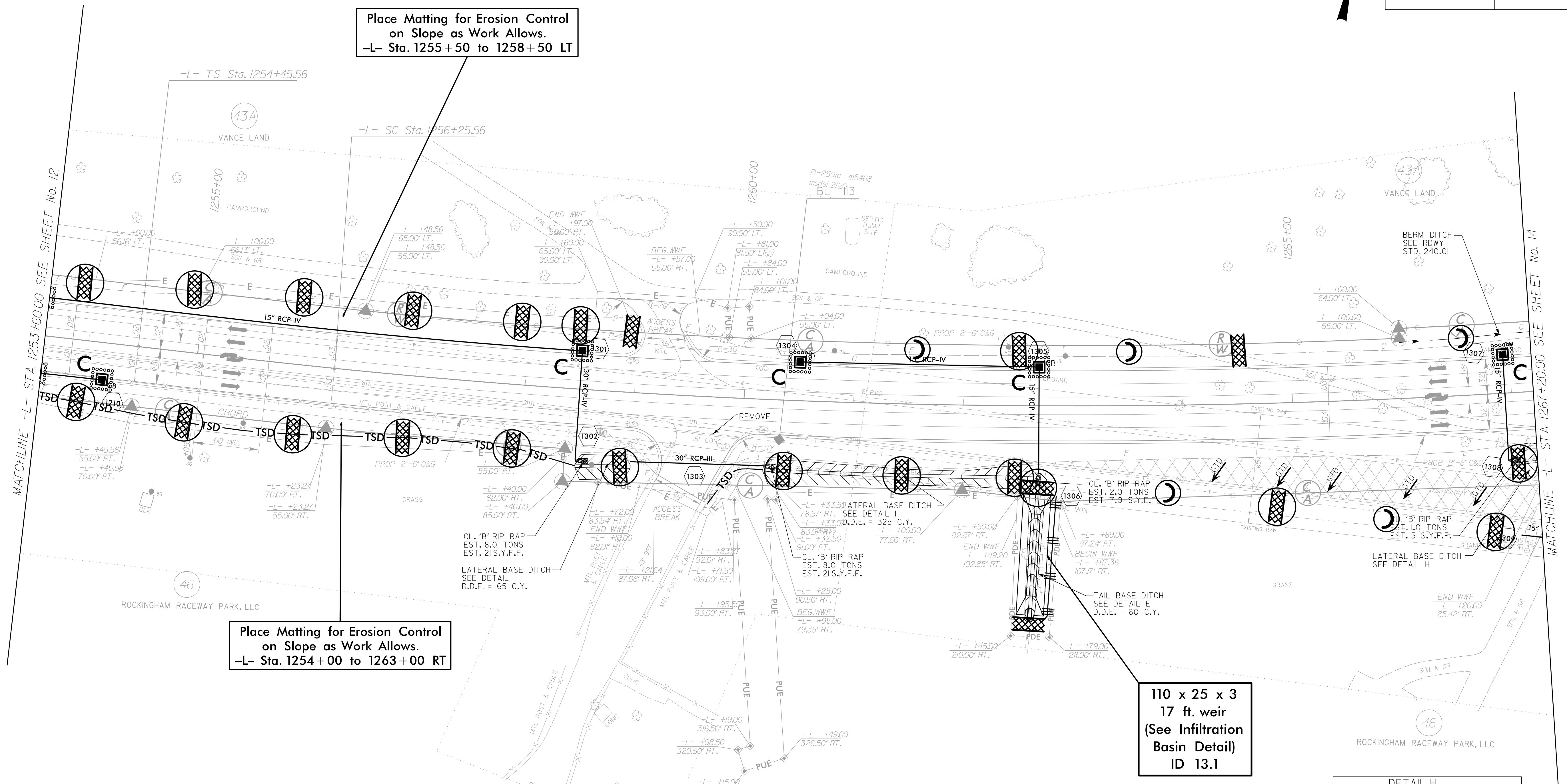
MATCHLINE -L- STA 1253+60.00 SEE SHEET No. 13

PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-31/CONSTJ3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L-

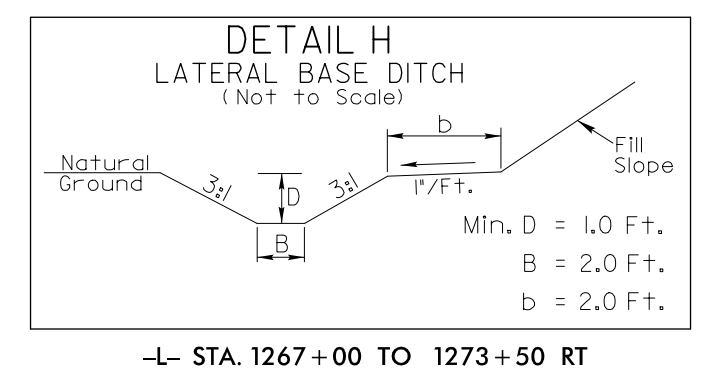
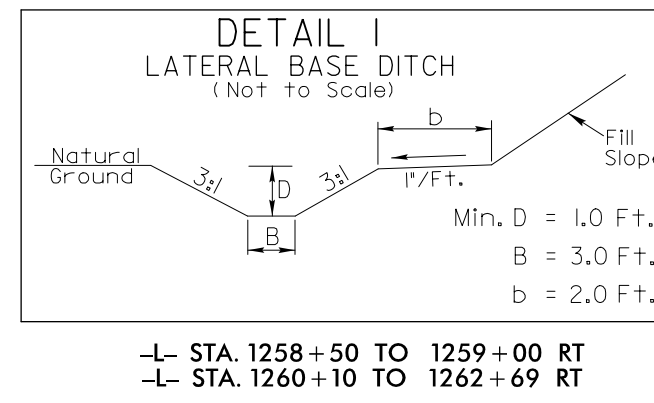
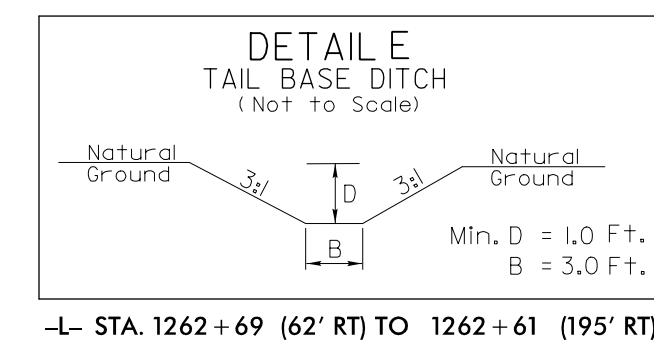
Pls Sta 1255+65.56	PI Sta 1275+42.89
$\Theta_s = 0^\circ 46' 31.8''$	$\Delta = 32^\circ 10' 00.0''$ (LT)
$L_s = 180.00'$	$D = 0^\circ 51' 41.7''$
$LT = 120.00'$	$L = 3,733.40$
$ST = 60.00'$	$T = 1,917.33'$
	$R = 6,650.00'$



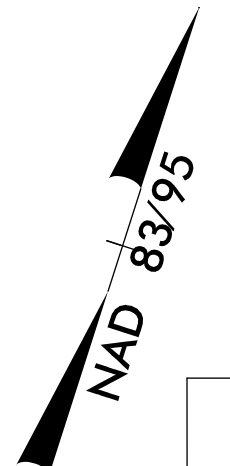
Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 1255+50 to 1258+50 LT

Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 1254+00 to 1263+00 RT

110 x 25 x 3
17 ft. weir
(See Infiltration Basin Detail)
ID 13.1



PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-32/CONST.14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

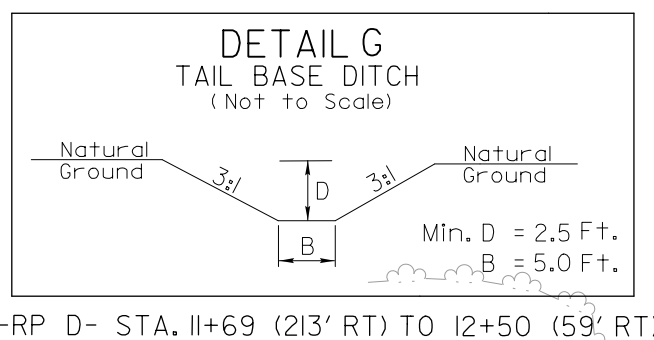
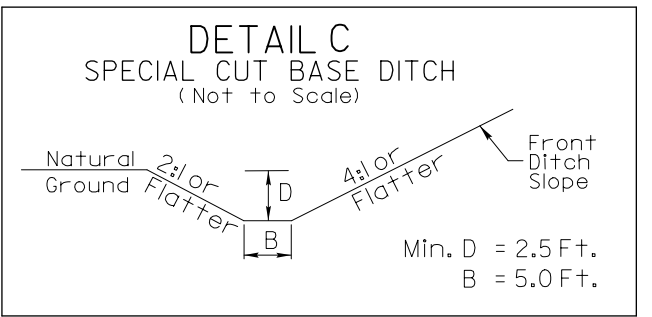
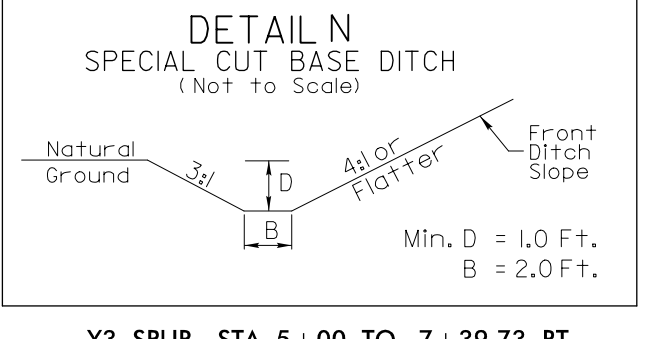
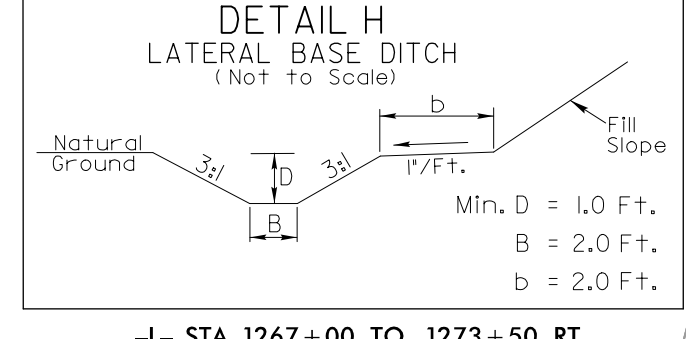


-L-
 PI Sta 1275+42.89
 $\Delta = 32' 10'' 00.8''$ (LT)
 $D = 0' 51' 41.7''$
 $L = 3,733.40$
 $T = 1,917.33$
 $R = 6,650.00'$

-Y3-
 PI Sta 12+90.53
 $\Delta = 67' 02' 27.0''$ (RT)
 $D = 17' 54' 17.8''$
 $L = 374.43'$
 $T = 211.97'$
 $R = 320.00'$

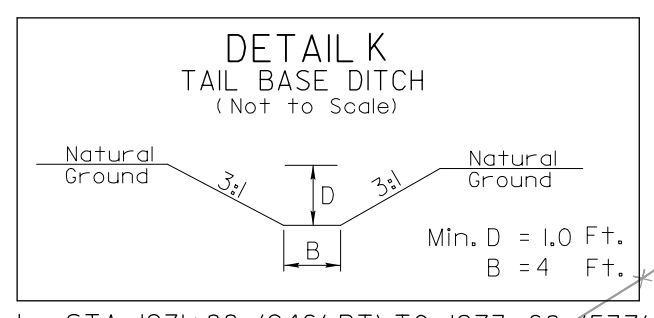
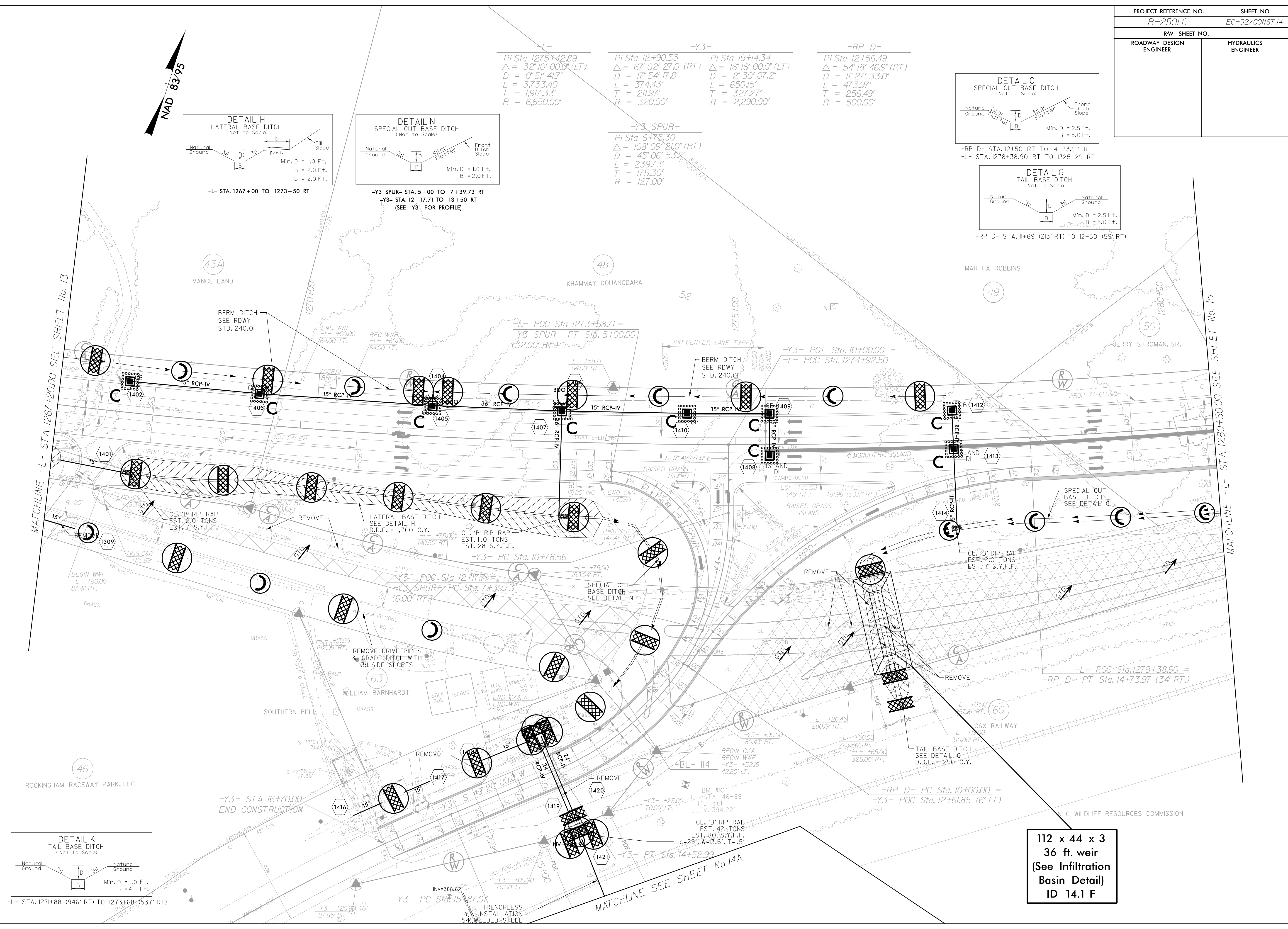
PI Sta 19+14.34
 $\Delta = 16' 16' 00.0''$ (LT)
 $D = 2' 30' 07.2''$
 $L = 650.15'$
 $T = 327.27'$
 $R = 2,290.00'$

-RP D-
 PI Sta 12+56.49
 $\Delta = 54' 18' 46.9''$ (RT)
 $D = 11' 27' 33.0''$
 $L = 473.97'$
 $T = 256.49'$
 $R = 500.00'$



MATCHLINE -L- STA 1267+20.00 SEE SHEET No. 13

MATCHLINE -L- STA 1280+50.00 SEE SHEET No. 15



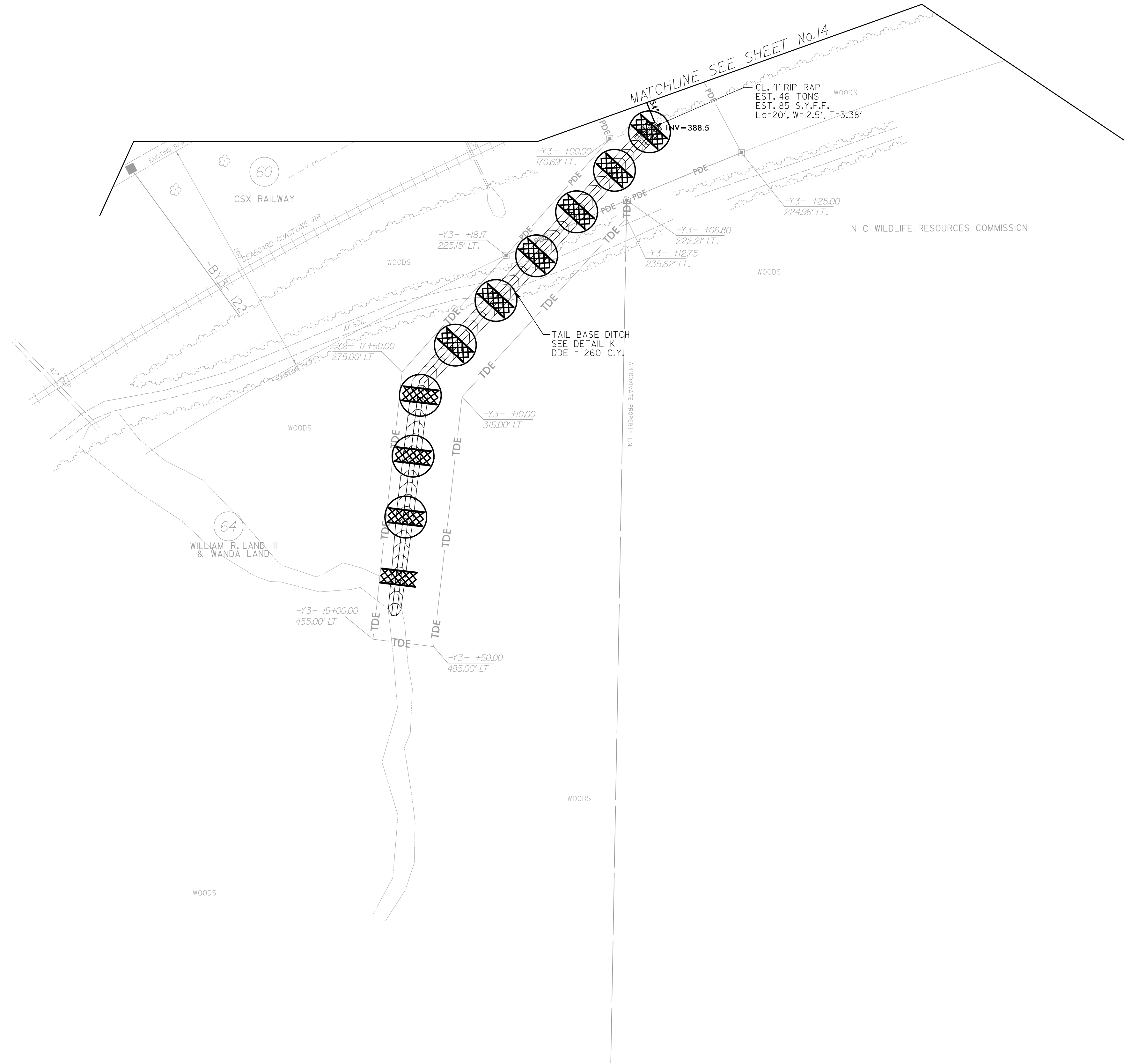
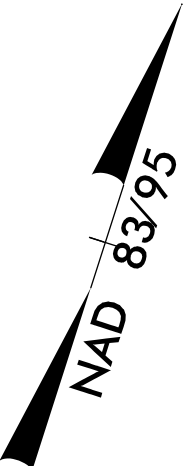
112 x 44 x 3
 36 ft weir
 (See Infiltration
 Basin Detail)
 ID 14.1 F

-L- STA. 1271+88 (946' RT) TO 1273+68 (537' RT)

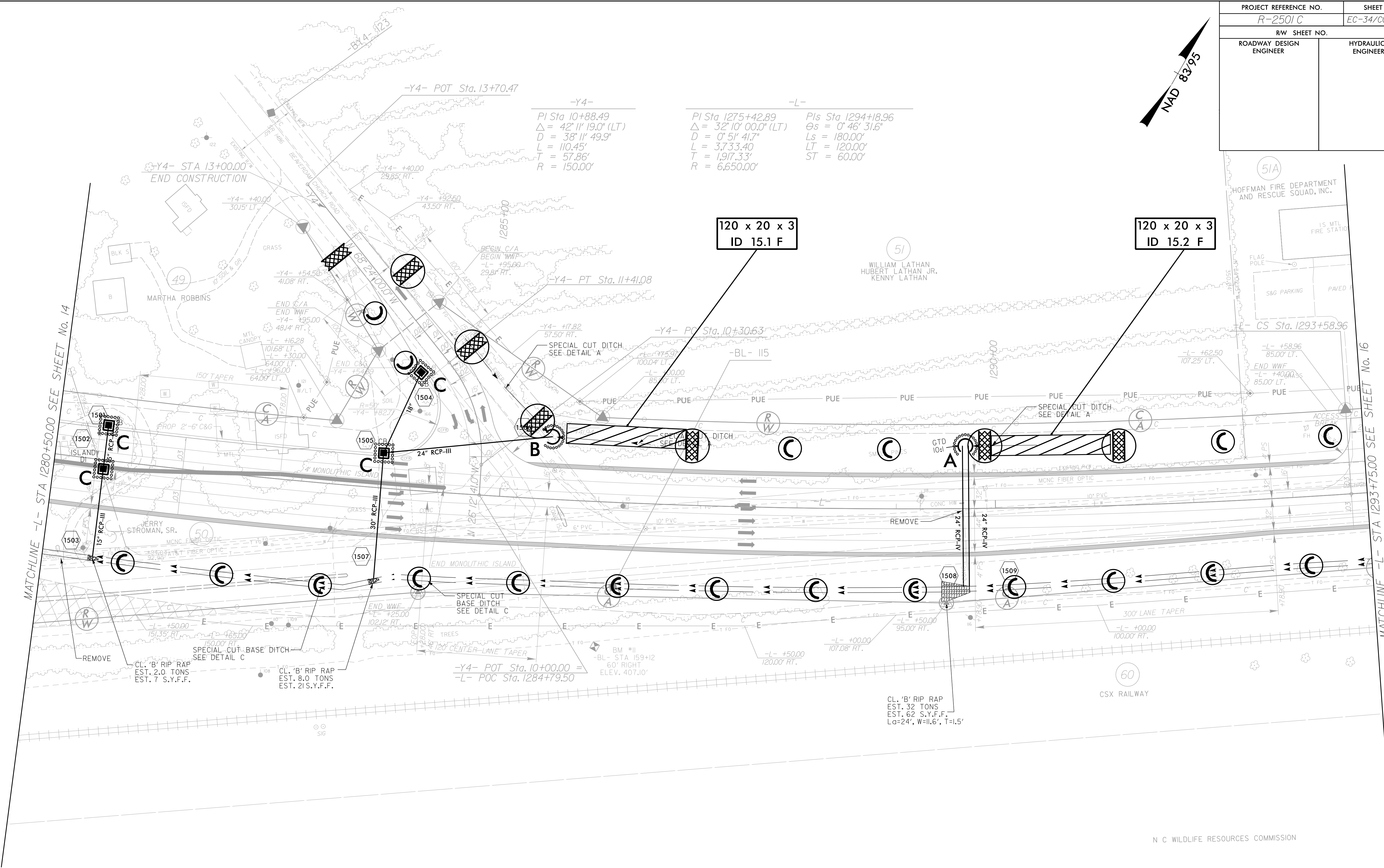
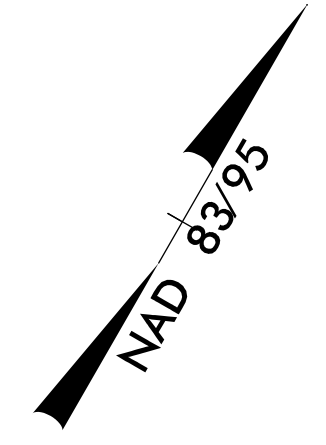
-Y3- PC Sta. 15+87.07

MATCHLINE SEE SHEET No. 14A

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-33/CONST.14A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

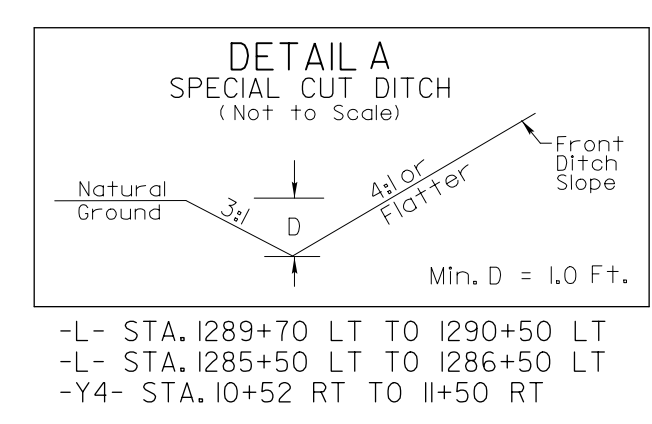
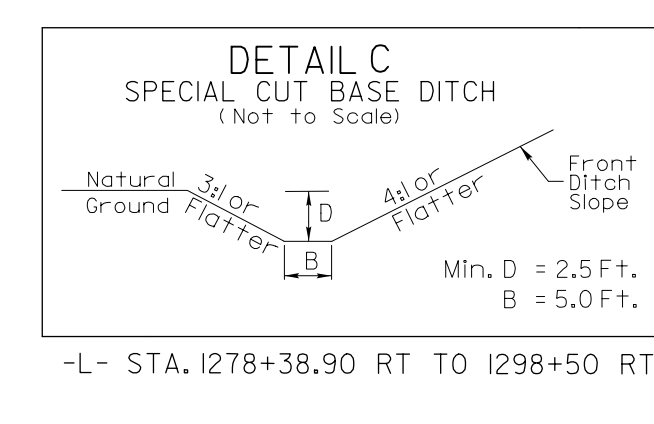


PROJECT REFERENCE NO. R-2501 C	SHEET NO. EC-34/CONSTJ5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCHLINE -L- STA 1280+50.00 SEE SHEET No. 14

MATCHLINE -L- STA 1293+75.00 SEE SHEET No. 16

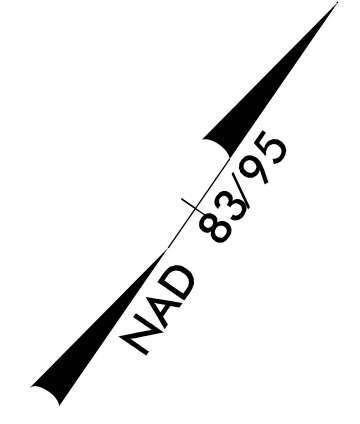


**For Slopes Excavated Greater Than 10 feet
Install Matting for Erosion Control on
Entire Slope as Work Allows.**

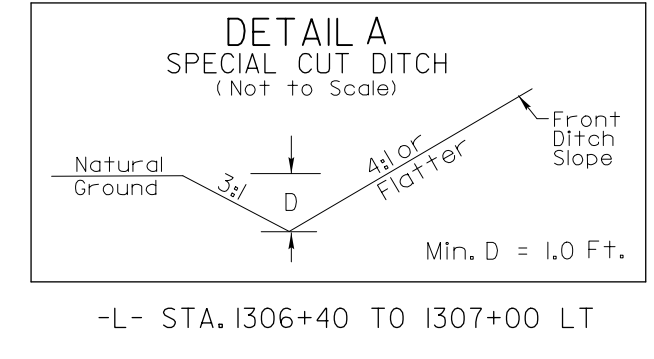
N C WILDLIFE RESOURCES COMMISSION

N C WILDLIFE RESOURCES COMMISSION

PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-35/CONST.16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

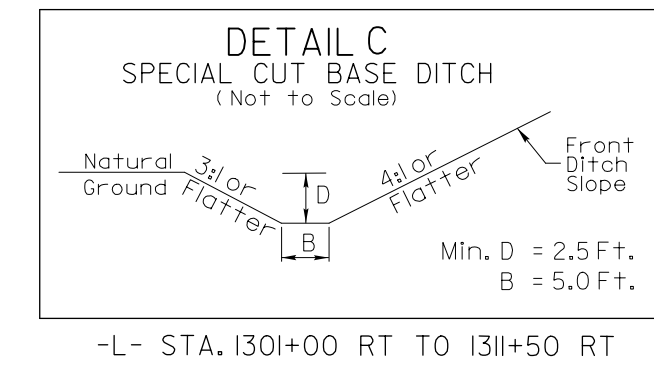
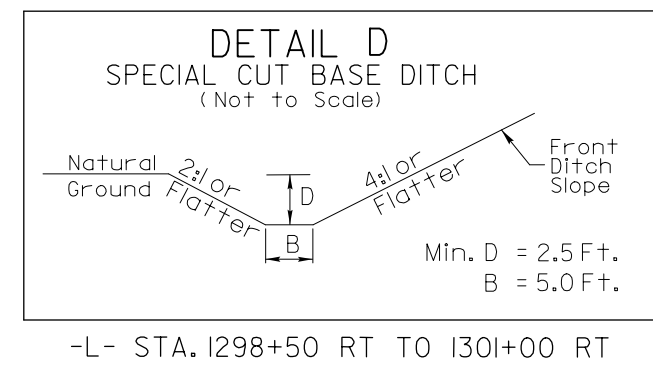
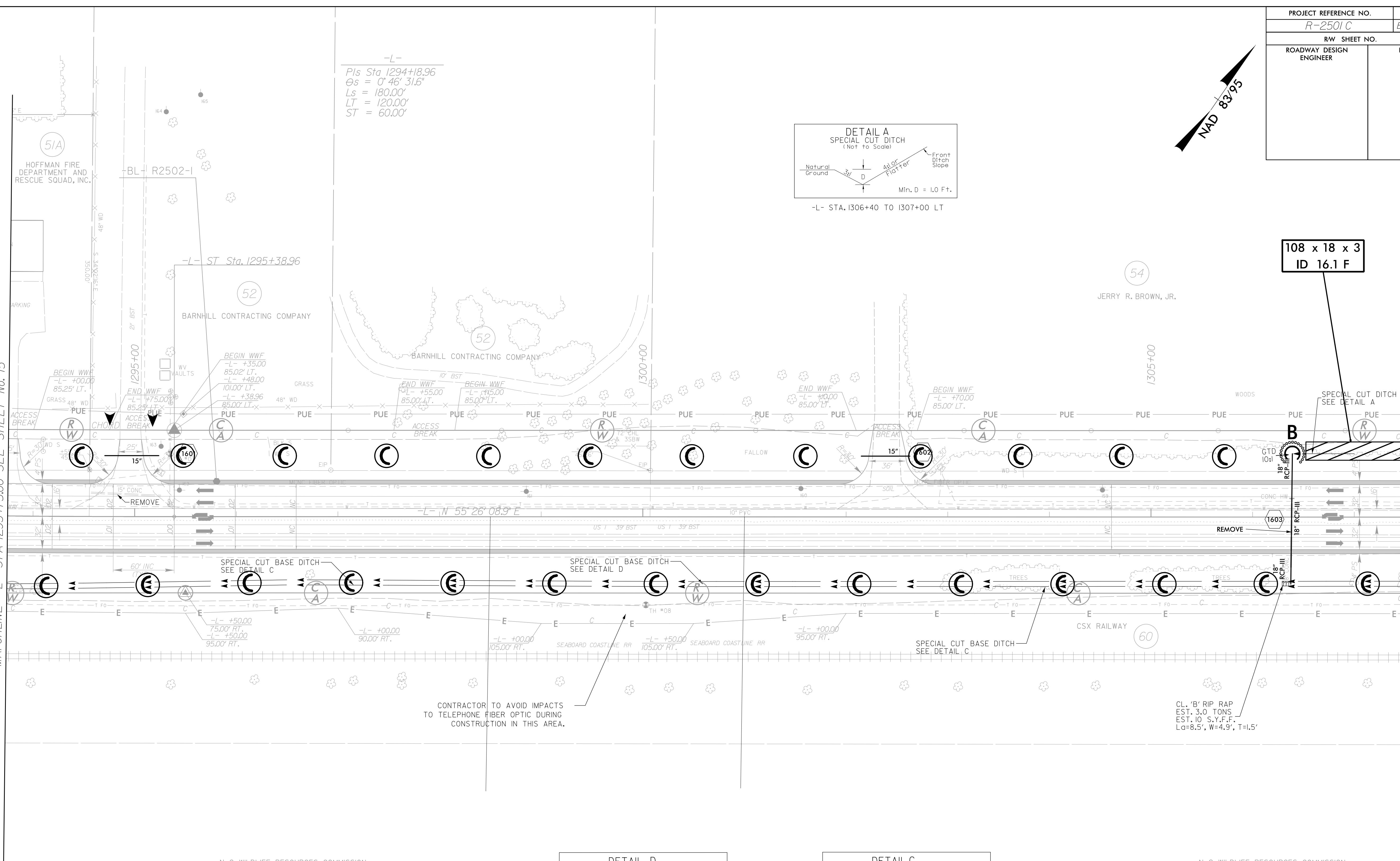


-L-
 Pts Sta 1294+18.96
 Os = 0' 46' 31.6"
 Ls = 180.00'
 LT = 120.00'
 ST = 60.00'



MATCHLINE -L- STA 1293+75.00 SEE SHEET No. 15

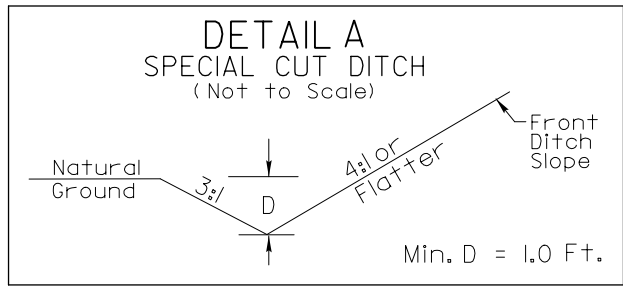
MATCHLINE -L- STA 1307+50.00 SEE SHEET No. 17



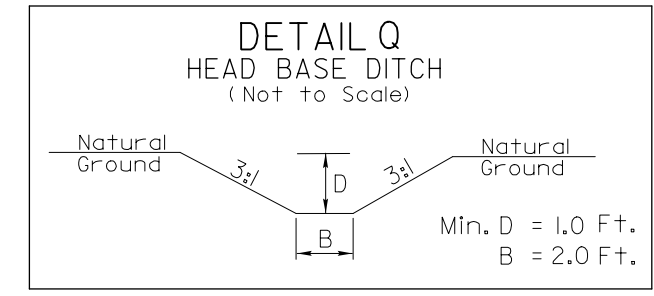
N C WILDLIFE RESOURCES COMMISSION

N C WILDLIFE RESOURCES COMMISSION

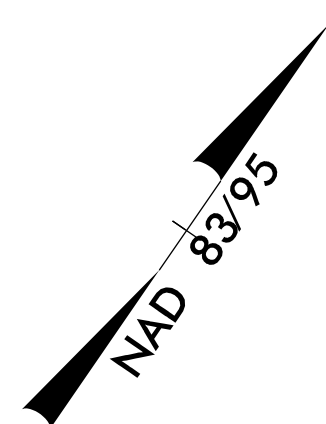
PROJECT REFERENCE NO.	SHEET NO.
R-2501 C	EC-36/CONST J7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



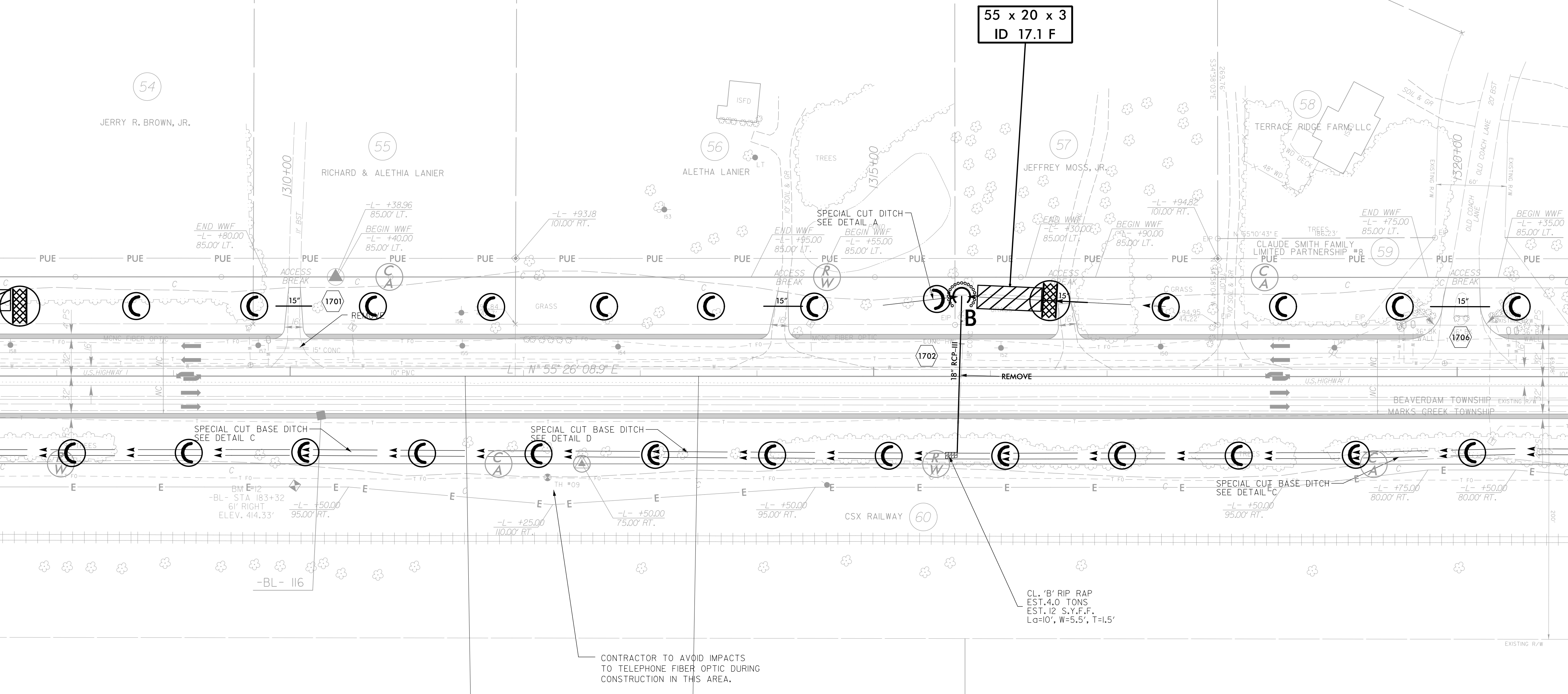
-L- STA. 1314+50 TO 1317+50 LT



-L- STA. 1315+98 (107' LT) TO 1315+89 (68' LT)



MATCHLINE -L- STA 1307+50.00 SEE SHEET No. 16

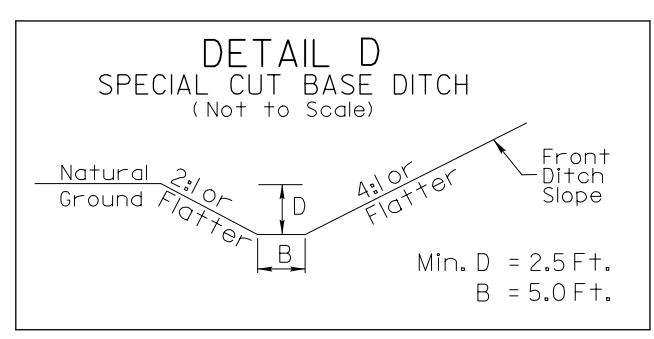


MATCHLINE -L- STA 1321+00.00 SEE SHEET No. 18

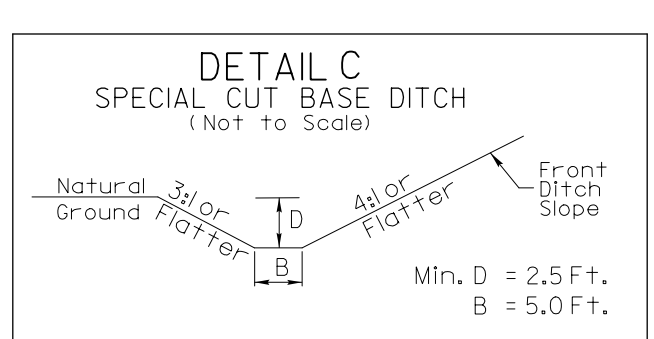
CONTRACTOR TO AVOID IMPACTS TO TELEPHONE FIBER OPTIC DURING CONSTRUCTION IN THIS AREA.

N C WILDLIFE RESOURCES COMMISSION

AMERICAN TIMBERLAND ILLC



-L- STA. 1311+50 RT TO 1313+50 RT

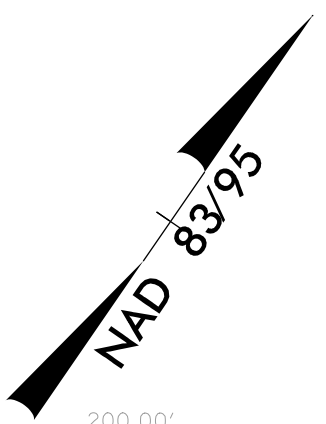


-L- STA. 1301+00 RT TO 1311+50 RT
-L- STA. 1313+50 RT TO 1325+29 RT

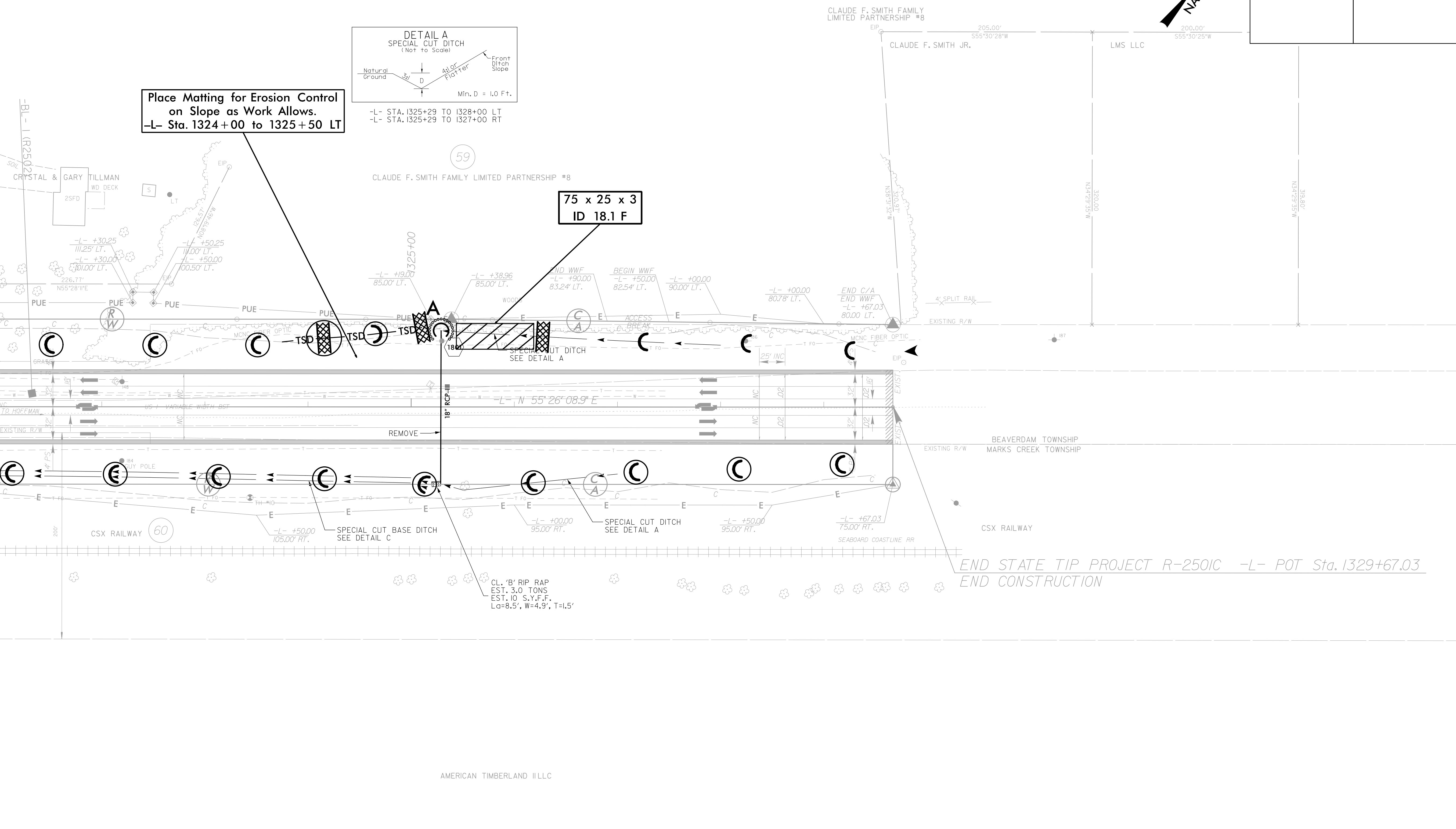
NOTE: FROM 1319+00 TO 1320+75 THE 2.5' MINIMUM DITCH DEPTH REQUIREMENT CANNOT BE ATTAINED THEREFORE THE PROPOSED DITCH GRADES ON THE PROFILE SHOULD BE MAINTAINED. ANY DITCH OVERFLOW WILL HAVE NO ADVERSE IMPACT TO THE ROADWAY OR THE RAILROAD PROPERTY.

For Slopes Excavated Greater Than 10 feet
Install Matting for Erosion Control on
Entire Slope as Work Allows.

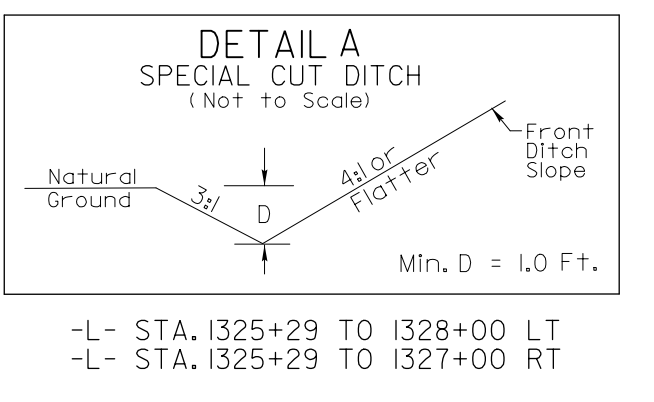
PROJECT REFERENCE NO.	SHEET NO.
R-2501C	EC-37/CONST.B
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



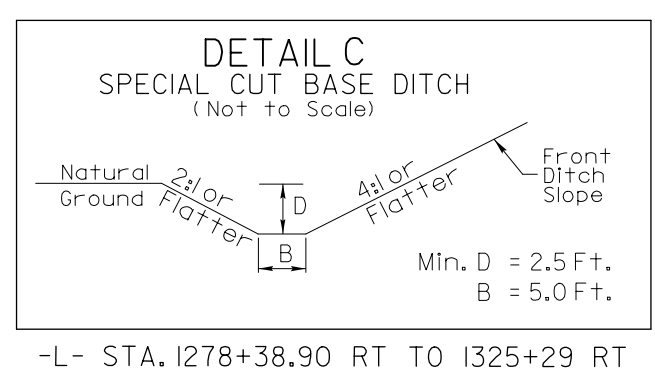
MATCHLINE -L- STA 1321+00.00 SEE SHEET No. 17



Place Matting for Erosion Control on Slope as Work Allows.
 -L- Sta. 1324+00 to 1325+50 LT



75 x 25 x 3
ID 18.1 F



END STATE TIP PROJECT R-2501C -L- POT Sta. 1329+67.03
 END CONSTRUCTION