

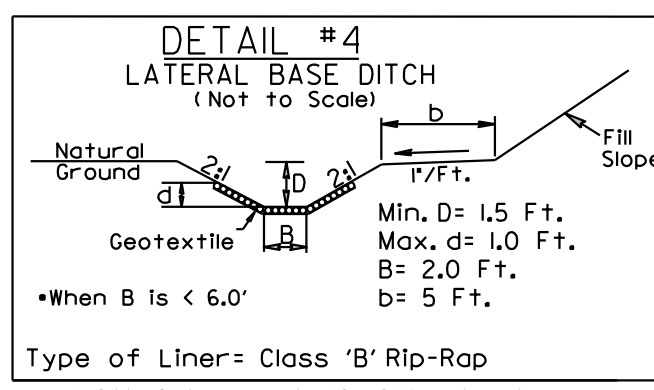
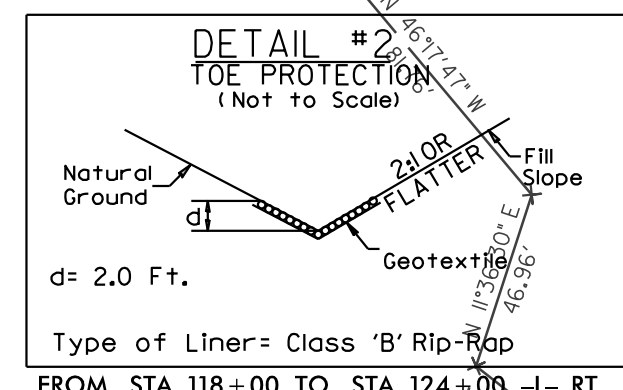
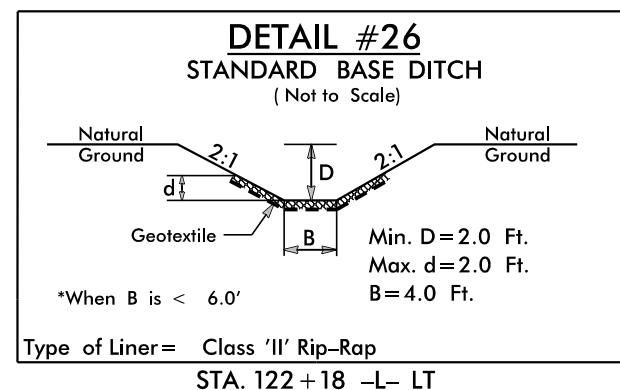
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PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-33/CONSTR.12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 12

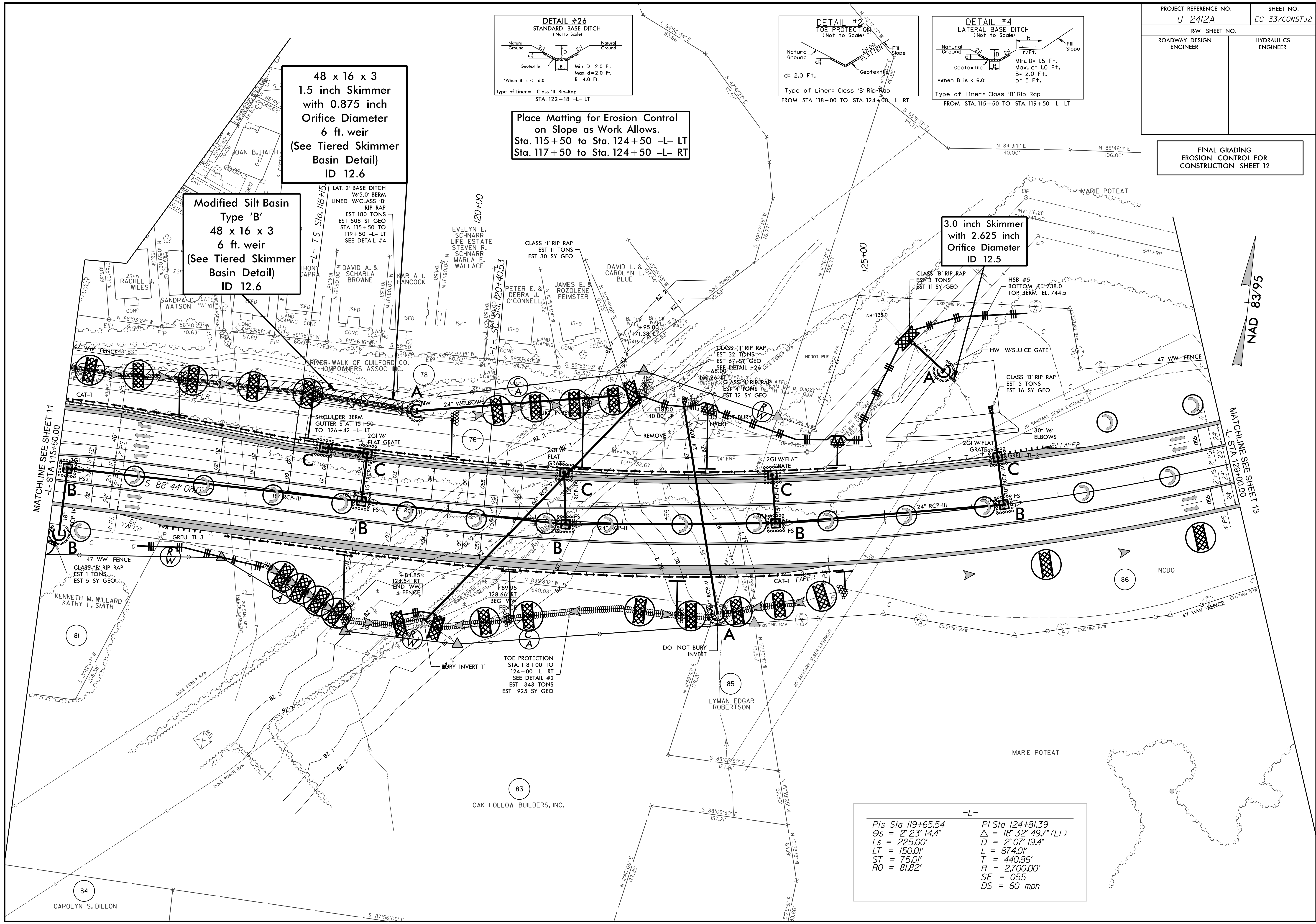


Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 115+50 to Sta. 124+50 -L- LT
Sta. 117+50 to Sta. 124+50 -L- RT

48 x 16 x 3
1.5 inch Skimmer
with 0.875 inch
Orifice Diameter
6 ft. weir
(See Tiered Skimmer
Basin Detail)
ID 12.6

Modified Silt Basin
Type 'B'
48 x 16 x 3
6 ft. weir
(See Tiered Skimmer
Basin Detail)
ID 12.6

3.0 inch Skimmer
with 2.625 inch
Orifice Diameter
ID 12.5



-L-
Pls Sta 119+65.54
Os = 2' 23" 14.4"
Ls = 225.00'
LT = 150.00'
ST = 75.00'
RO = 81.82'
PI Sta 124+81.39
Δ = 18' 32" 49.7" (LT)
D = 2' 07" 19.4"
L = 87.401'
T = 440.86'
R = 2,700.00'
SE = 055
DS = 60 mph

NAD 83/95

MATCHLINE SEE SHEET 11
-L- STA 115+50.00

MATCHLINE SEE SHEET 13
-L- STA 124+00.00

CAROLYN S. DILLON

OAK HOLLOW BUILDERS, INC.

MARIE POTEAT

LYMAN EDGAR ROBERTSON

KENNETH M. WILLARD
KATHY L. SMITH

SHOULDER BERM
GUTTER STA 115+50
TO 126+42 -L- LT

TOE PROTECTION
STA. 118+00 TO
124+00 -L- RT
SEE DETAIL #2
EST 343 TONS
EST 925 SY GEO

CLASS 'B' RIP RAP
EST 7 TONS
EST 11 SY GEO

CLASS 'B' RIP RAP
EST 5 TONS
EST 16 SY GEO

CLASS '1' RIP RAP
EST 11 TONS
EST 30 SY GEO

CLASS '1' RIP RAP
EST 32 TONS
EST 67 SY GEO
SEE DETAIL #26

CLASS '1' RIP RAP
EST 4 TONS
EST 12 SY GEO

LAT. 2" BASE DITCH
W/5.0' BERM
LINED W/CLASS 'B'
RIP RAP

EST 180 TONS
EST 508 ST GEO
STA. 115+50 TO
119+50 -L- LT
SEE DETAIL #4

DAVID A. &
SCHARLA
BROWNE

THONY
CAPRA

ISFD

ISFD

ISFD

ISFD

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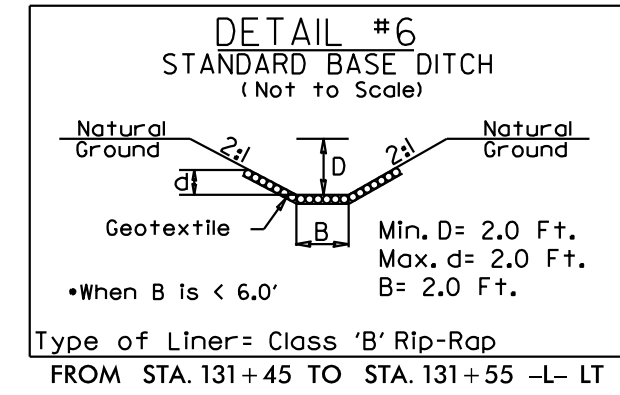
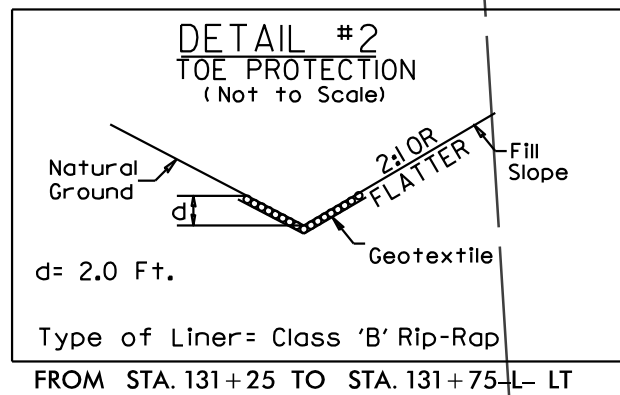
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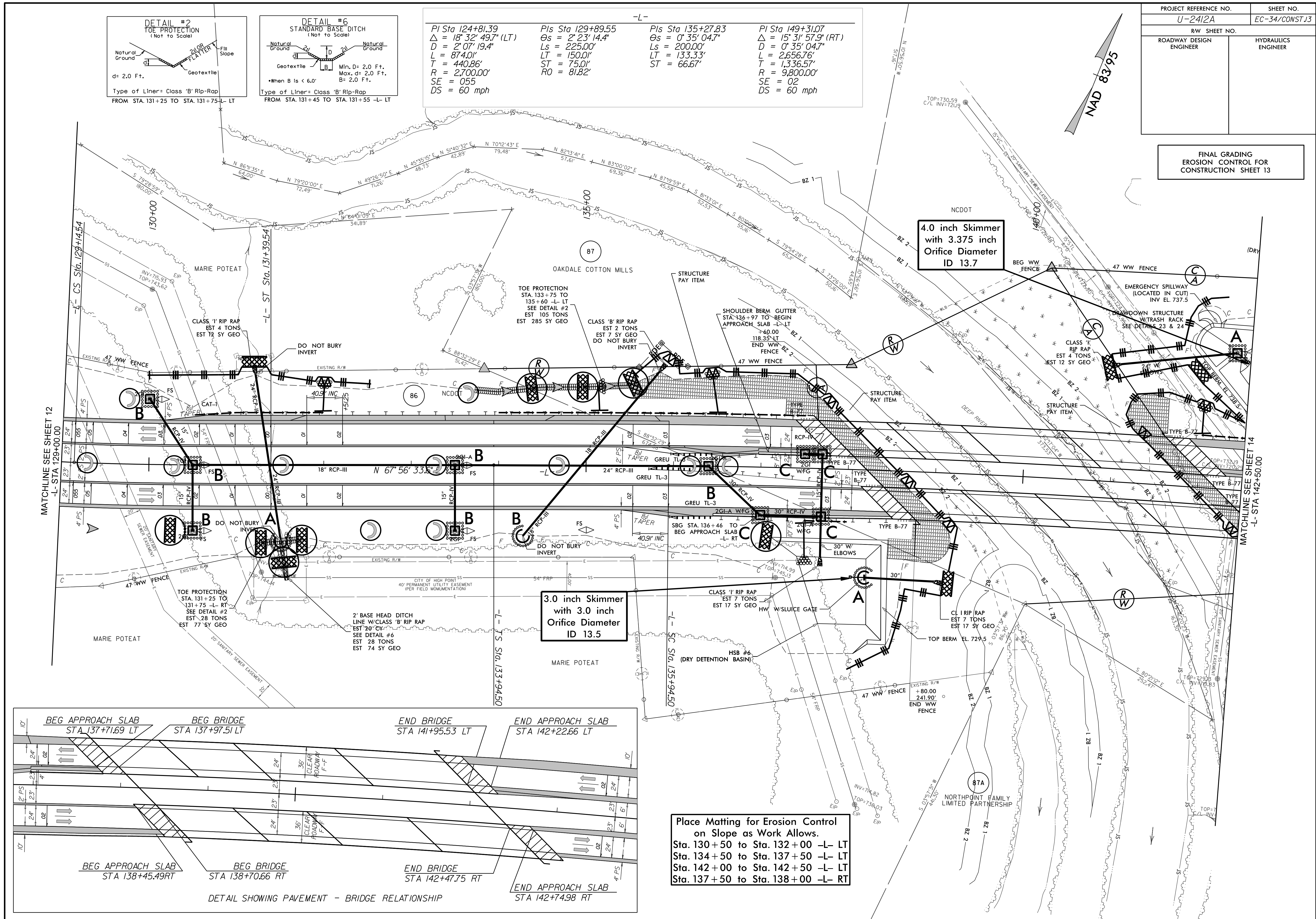
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ISFD

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 13

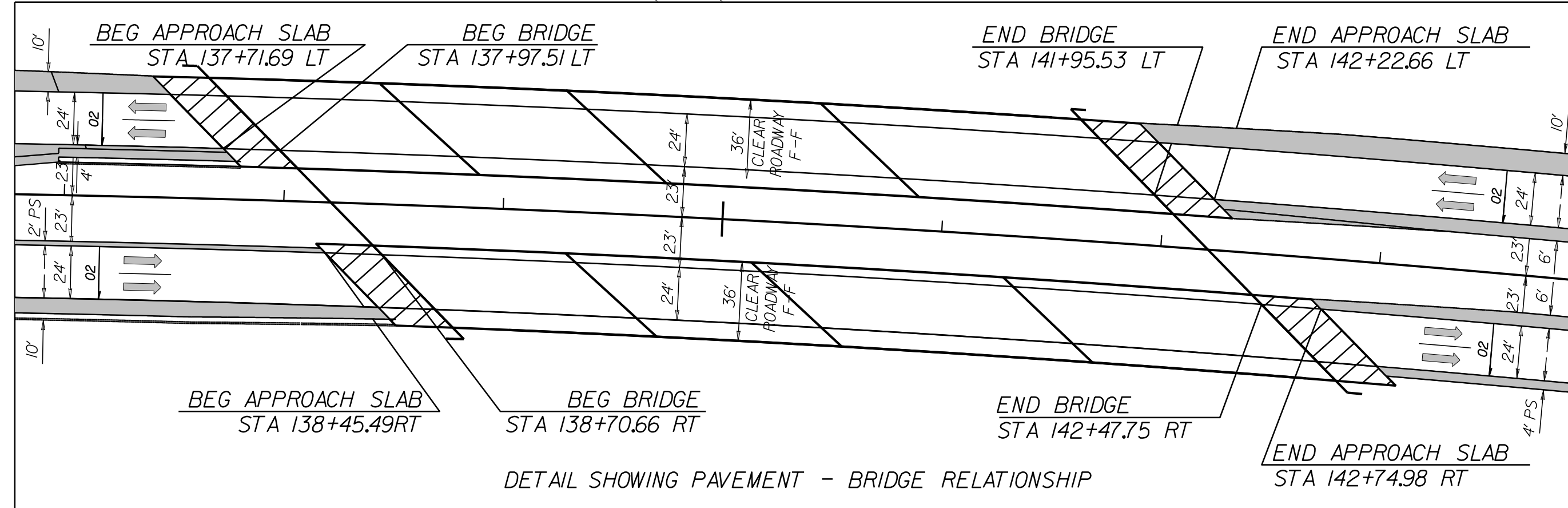


PI Sta	PIs Sta	PIs Sta	PI Sta
124+81.39	129+89.55	135+27.83	149+31.07
$\Delta = 18^\circ 32' 49.7''$ (LT)	$\Theta_s = 2^\circ 23' 14.4''$	$\Theta_s = 0^\circ 35' 04.7''$	$\Delta = 15^\circ 31' 57.9''$ (RT)
D = 2' 07' 19.4"	Ls = 225.00'	Ls = 200.00'	D = 0' 35' 04.7"
L = 874.01'	LT = 150.01'	LT = 133.33'	L = 2,656.76'
T = 440.86'	ST = 75.01'	ST = 66.67'	T = 1,336.57'
R = 2,700.00'	RO = 81.82'		R = 9,800.00'
SE = 055			SE = 02
DS = 60 mph			DS = 60 mph



MATCHLINE SEE SHEET 12
-L- STA 129+00.00

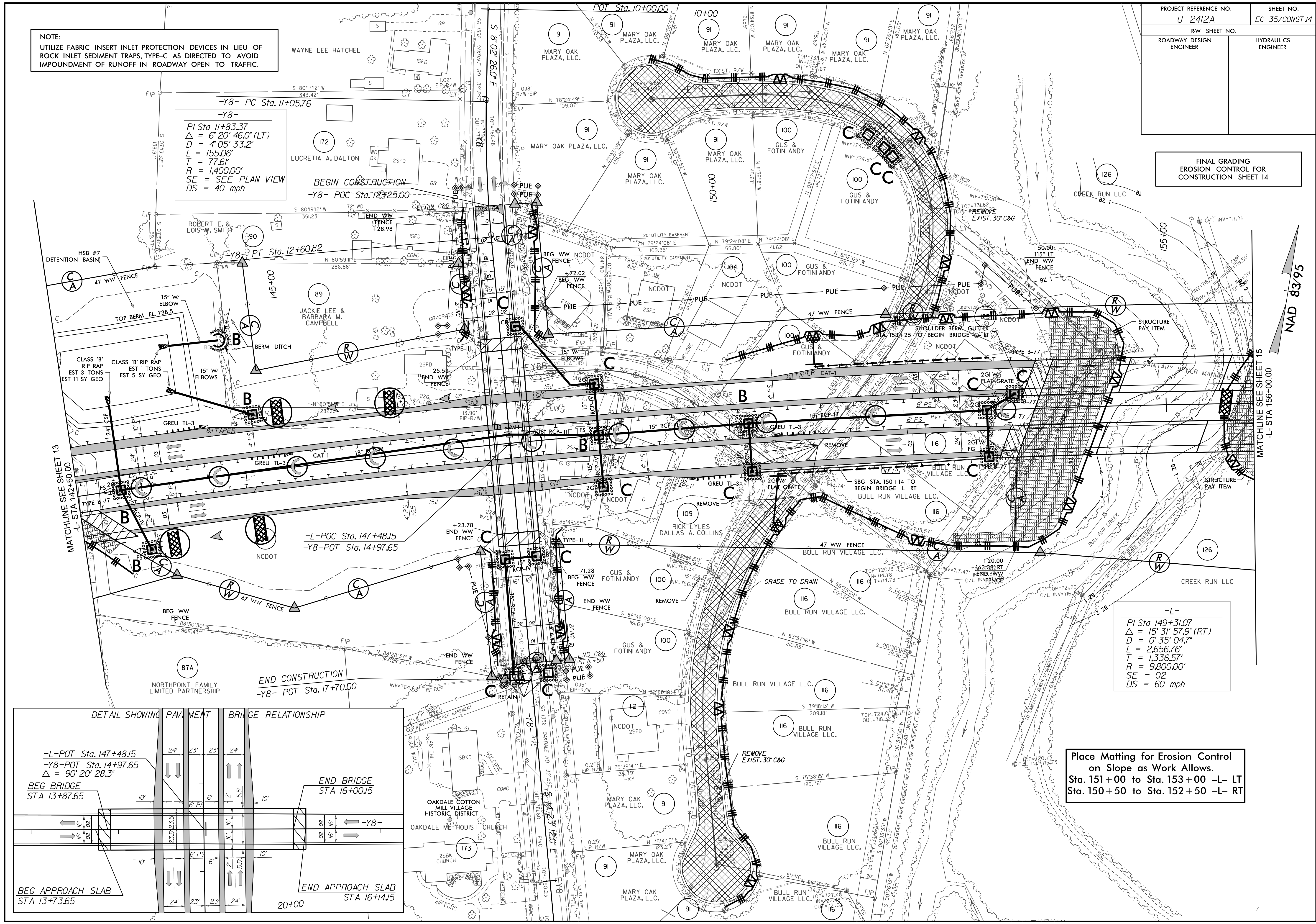
MATCHLINE SEE SHEET 14
-L- STA 142+50.00



Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 130+50 to Sta. 132+00 -L- LT
Sta. 134+50 to Sta. 137+50 -L- LT
Sta. 142+00 to Sta. 142+50 -L- LT
Sta. 137+50 to Sta. 138+00 -L- RT

NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED TO AVOID IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 14



-Y8-
PI Sta. 11+83.37
 $\Delta = 6' 20'' 46.0''$ (LT)
 $D = 4' 05'' 33.2''$
 $L = 155.06'$
 $T = 77.61'$
 $R = 1,400.00'$
SE = SEE PLAN VIEW
DS = 40 mph

-L-
PI Sta. 149+31.07
 $\Delta = 15' 31'' 57.9''$ (RT)
 $D = 0' 35'' 04.7''$
 $L = 2,656.76'$
 $T = 1,336.57'$
 $R = 9,800.00'$
SE = 02
DS = 60 mph

DETAIL SHOWING	PAVEMENT	BRIDGE RELATIONSHIP
-L-POT Sta. 147+48.15 -Y8-POT Sta. 14+97.65 $\Delta = 90' 20'' 28.3''$	24' 23' 23' 24'	10'
BEG BRIDGE STA 13+87.65	10'	10'
END BRIDGE STA 16+00.15	10'	10'
BEG APPROACH SLAB STA 13+73.65	24' 23' 23' 24'	20+00
END APPROACH SLAB STA 16+14.15	24' 23' 23' 24'	20+00

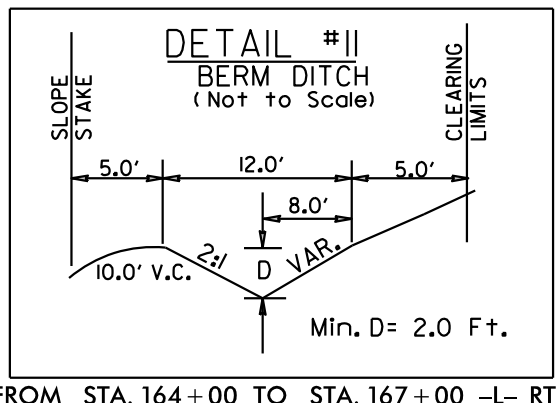
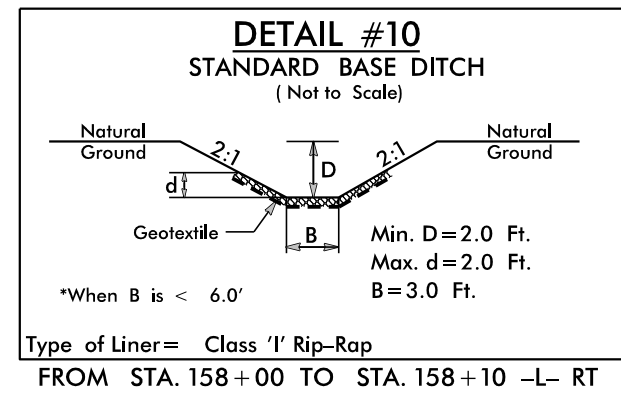
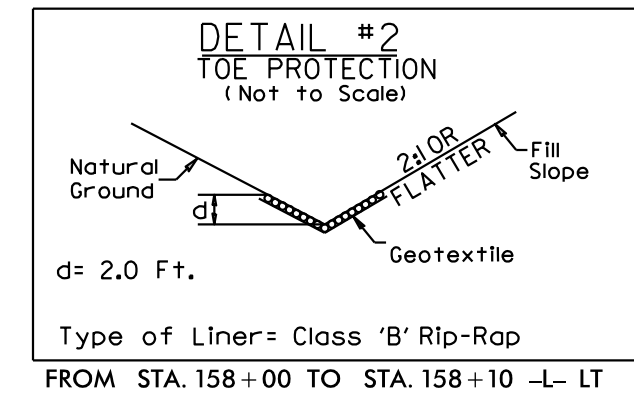
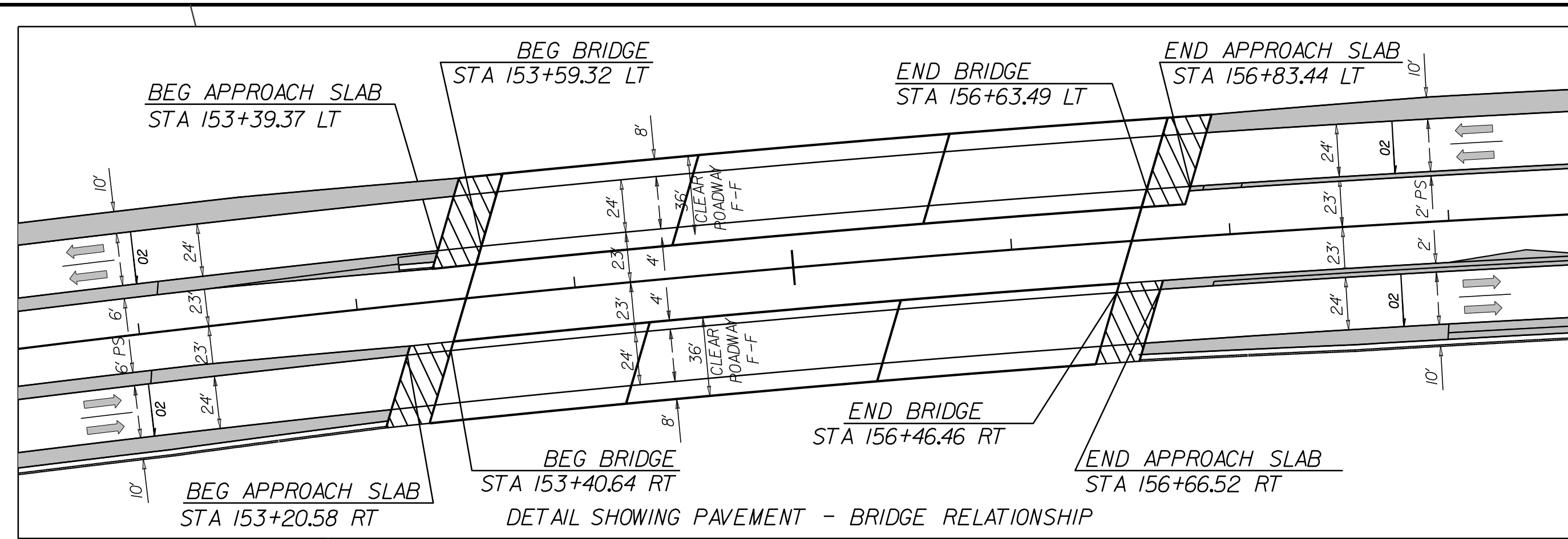
Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 151+00 to Sta. 153+00 -L- LT
Sta. 150+50 to Sta. 152+50 -L- RT

MATCHLINE SEE SHEET 13
-L- STA 142+50.00

MATCHLINE SEE SHEET 15
-L- STA 156+00.00

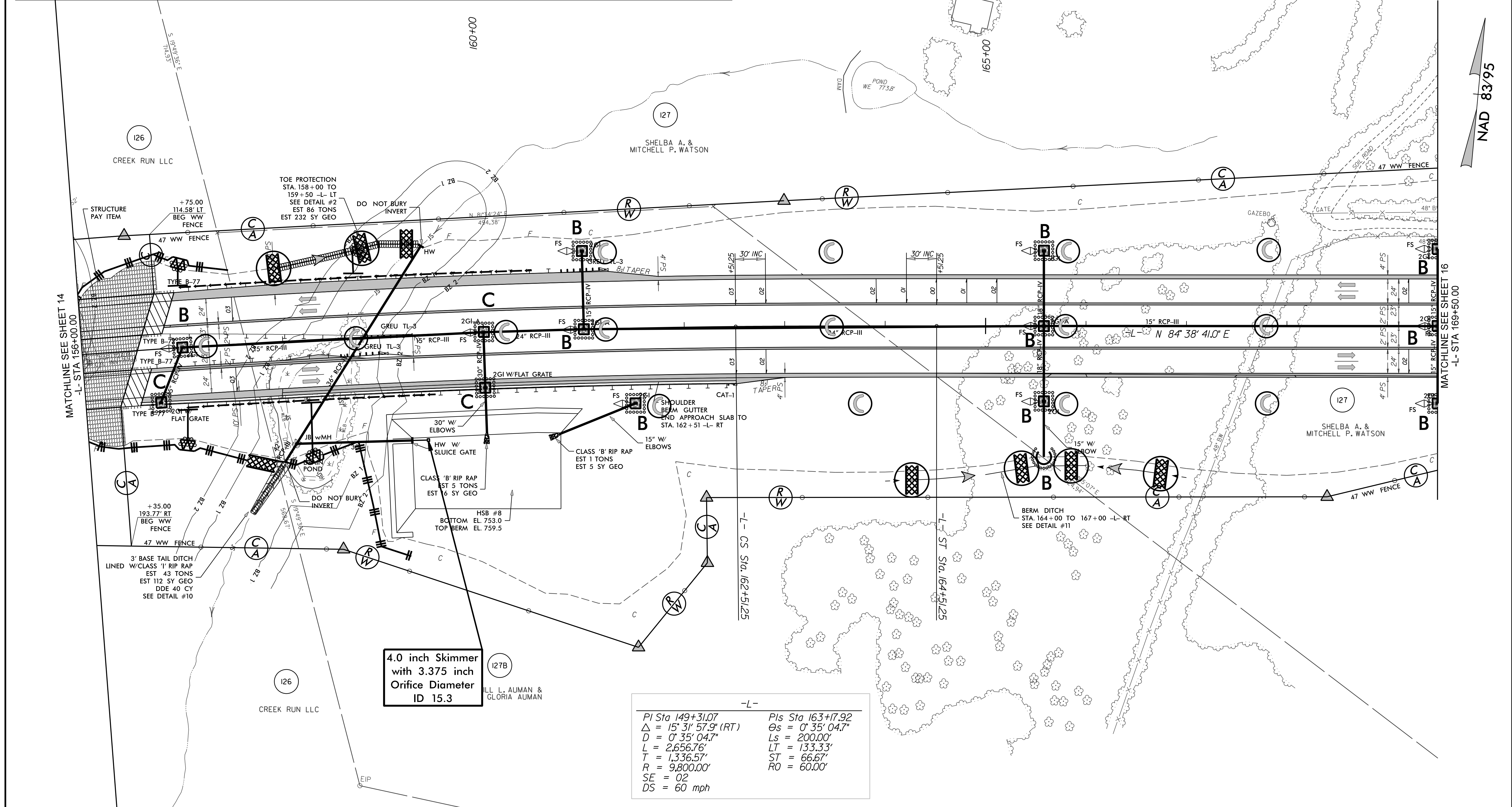
NAD 83/95

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-36/CONST.15
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



Place Matting for Erosion Control on Slope as Work Allows.
Sta. 157+00 to Sta. 160+50 -L- LT
Sta. 157+00 to Sta. 159+50 -L- RT

FINAL GRADING EROSION CONTROL FOR CONSTRUCTION SHEET 15



4.0 inch Skimmer with 3.375 inch Orifice Diameter ID 15.3

PI Sta 149+31.07 $\Delta = 15^\circ 31' 57.9\" (RT)$ $D = 0' 35' 04.7\"$ $L = 2,656.76'$ $T = 1,336.57'$ $R = 9,800.00'$ $SE = 02$ $DS = 60 \text{ mph}$	Pls Sta 163+17.92 $\Theta_s = 0' 35' 04.7\"$ $L_s = 200.00'$ $LT = 133.33'$ $ST = 66.67'$ $RO = 60.00'$
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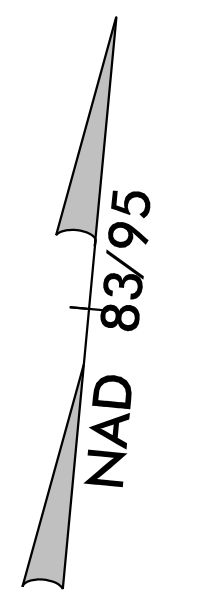
NAD 83/95

MATCHLINE SEE SHEET 14 -L- STA 156+00.00

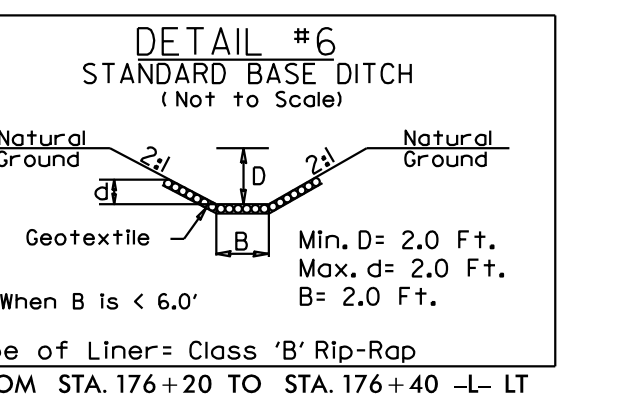
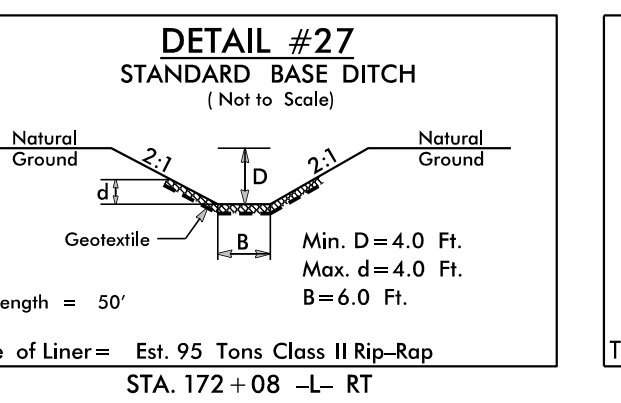
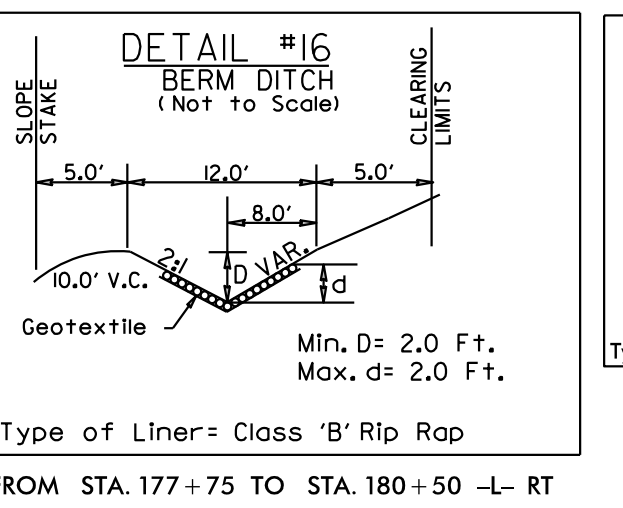
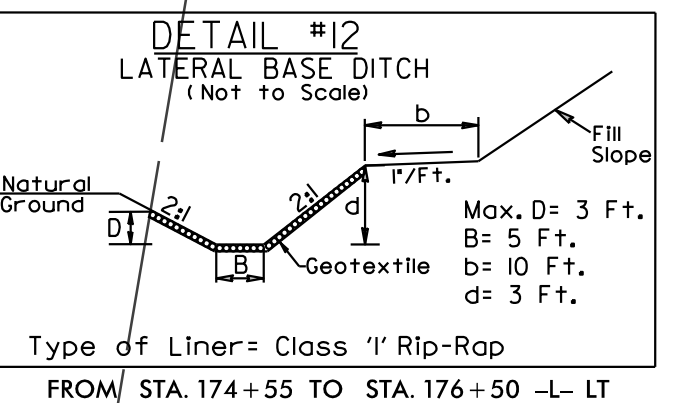
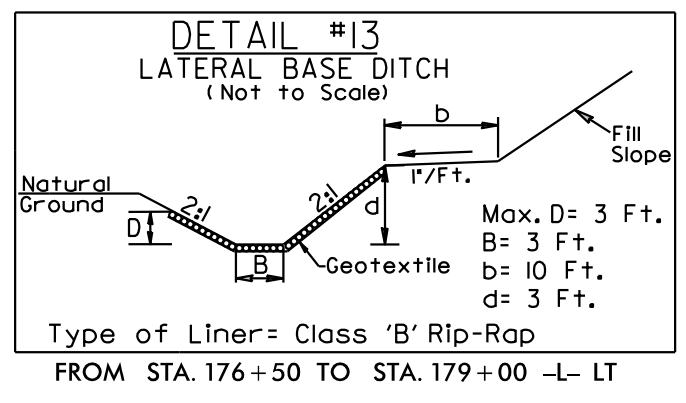
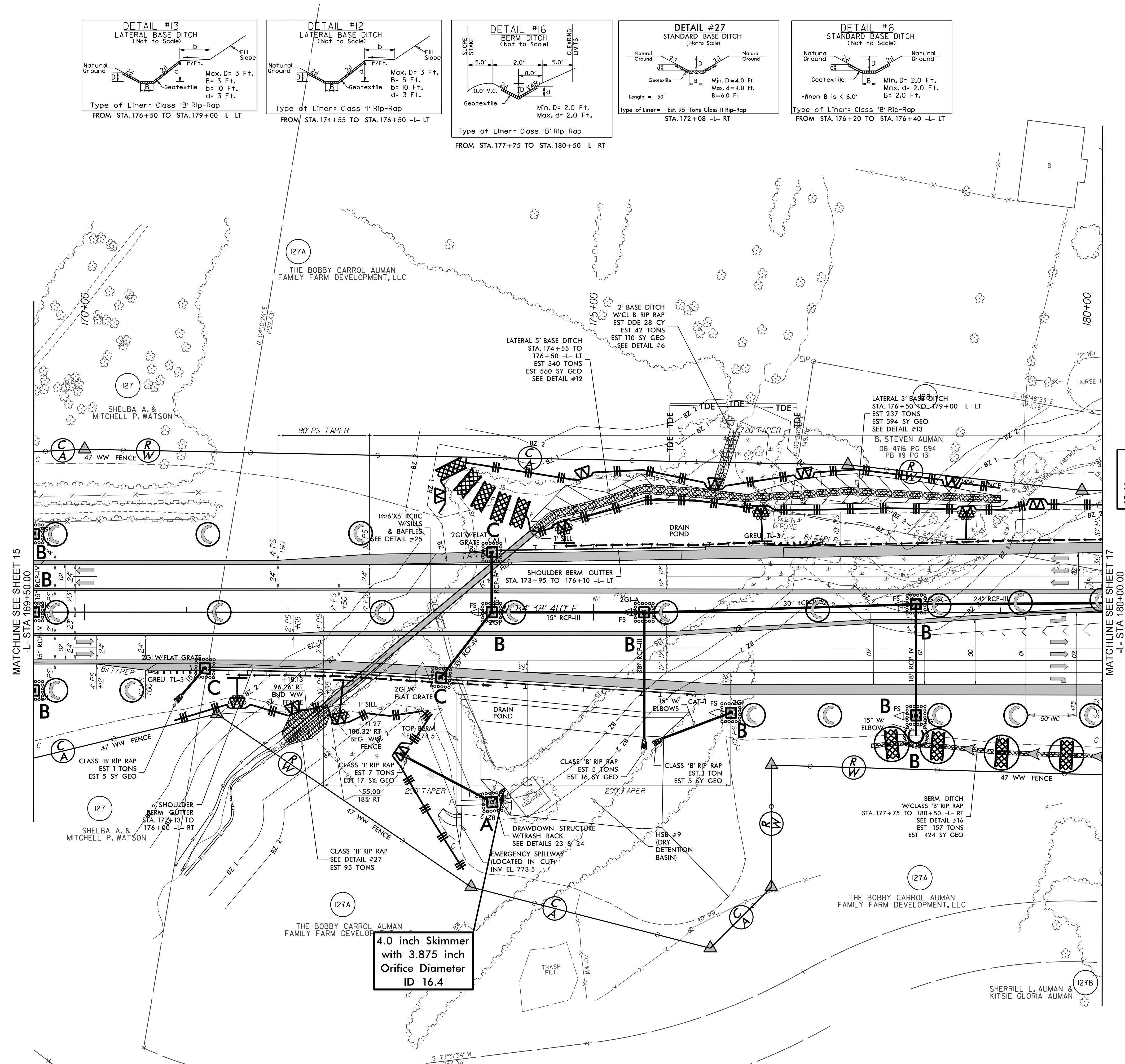
MATCHLINE SEE SHEET 16 -L- STA 169+50.00

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-37/CONST.16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 16



Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 171+50 to Sta. 174+00 -L- RT
Sta. 174+50 to Sta. 180+00 -L- LT

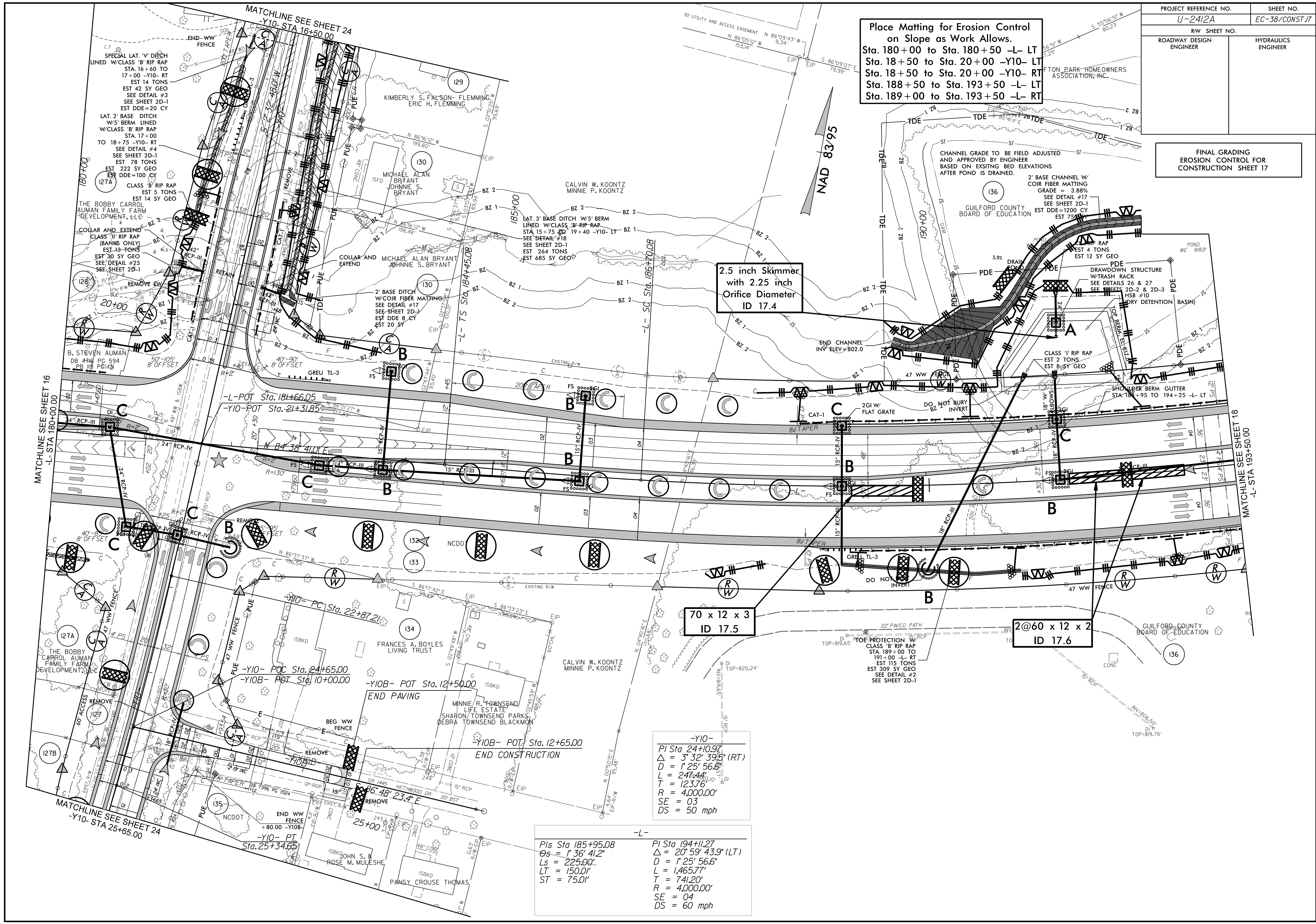


4.0 inch Skimmer
with 3.875 inch
Orifice Diameter
ID 16.4

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-38/CONST.17
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

Place Matting for Erosion Control on Slope as Work Allows.
 Sta. 180+00 to Sta. 180+50 -L- LT
 Sta. 18+50 to Sta. 20+00 -Y10- LT
 Sta. 18+50 to Sta. 20+00 -Y10- RT
 Sta. 188+50 to Sta. 193+50 -L- LT
 Sta. 189+00 to Sta. 193+50 -L- RT

FINAL GRADING EROSION CONTROL FOR CONSTRUCTION SHEET 17



2.5 inch Skimmer with 2.25 inch Orifice Diameter ID 17.4

70 x 12 x 3 ID 17.5

2@60 x 12 x 2 ID 17.6

-Y10-
 PI Sta 24+10.97
 $\Delta = 3' 32' 39.5"$ (RT)
 $D = 1' 25' 56.6"$
 $L = 247.44'$
 $T = 123.76'$
 $R = 4,000.00'$
 $SE = 03$
 $DS = 50$ mph

-L-
 PIs Sta 185+95.08
 $\Delta_s = 1' 36' 41.2"$
 $L_s = 225.00'$
 $LT = 150.01'$
 $ST = 75.01'$
 PI Sta 194+11.27
 $\Delta = 20' 59' 43.9"$ (LT)
 $D = 1' 25' 56.6"$
 $L = 1,465.77'$
 $T = 741.20'$
 $R = 4,000.00'$
 $SE = 04$
 $DS = 60$ mph

MATCHLINE SEE SHEET 16
 -L- STA 180+00.00

MATCHLINE SEE SHEET 24
 -Y10- STA 25+65.00

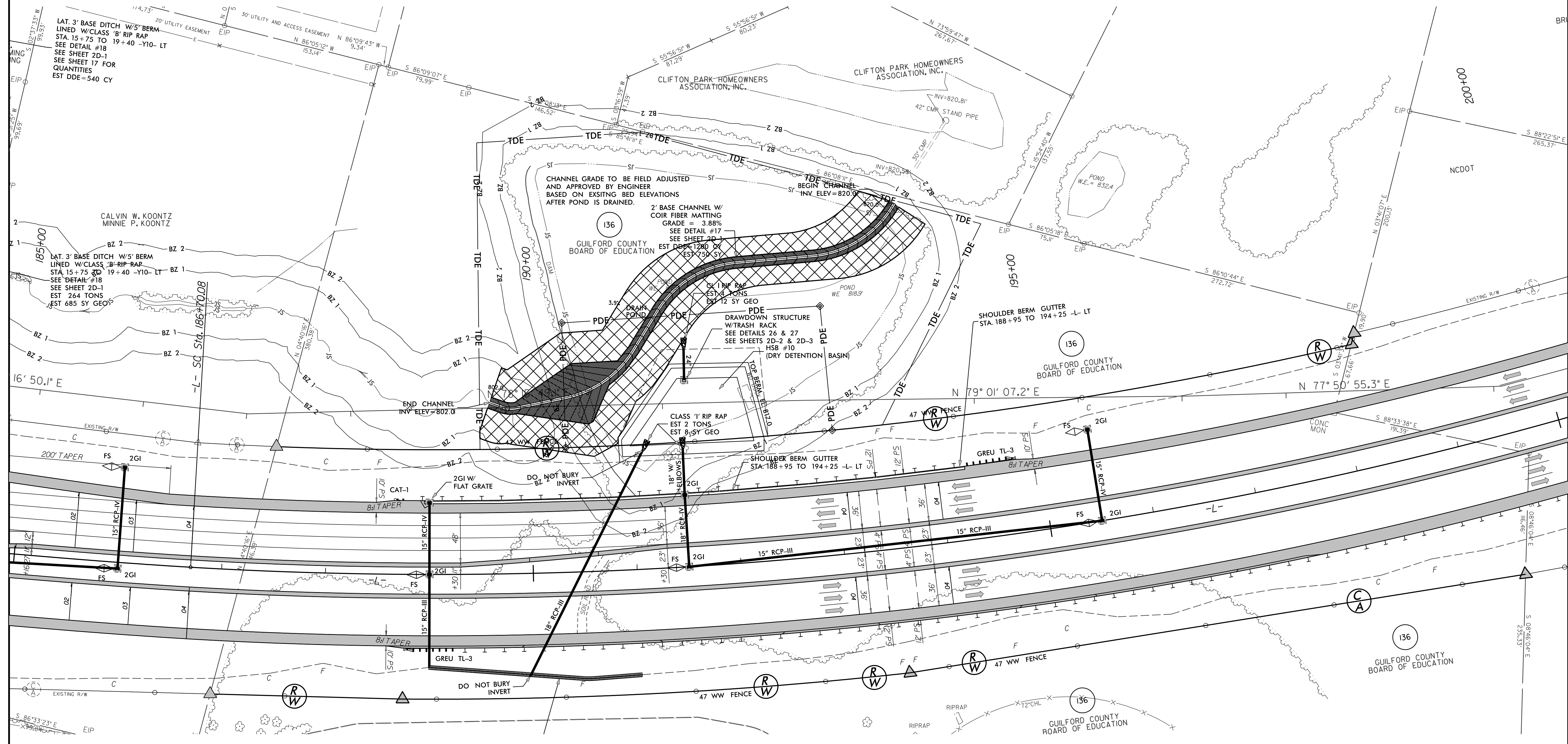
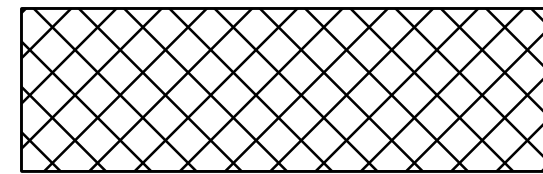
MATCHLINE SEE SHEET 18
 -L- STA 193+50.00

MATCHLINE SEE SHEET 24
 -Y10- STA 16+50.00

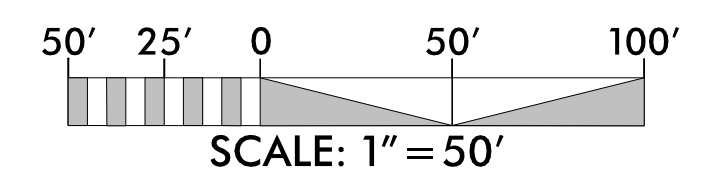
PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-38A/CONST.17
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

0.6 ACRE STREAMBANK REFORESTATION

STREAMBANK REFORESTATION



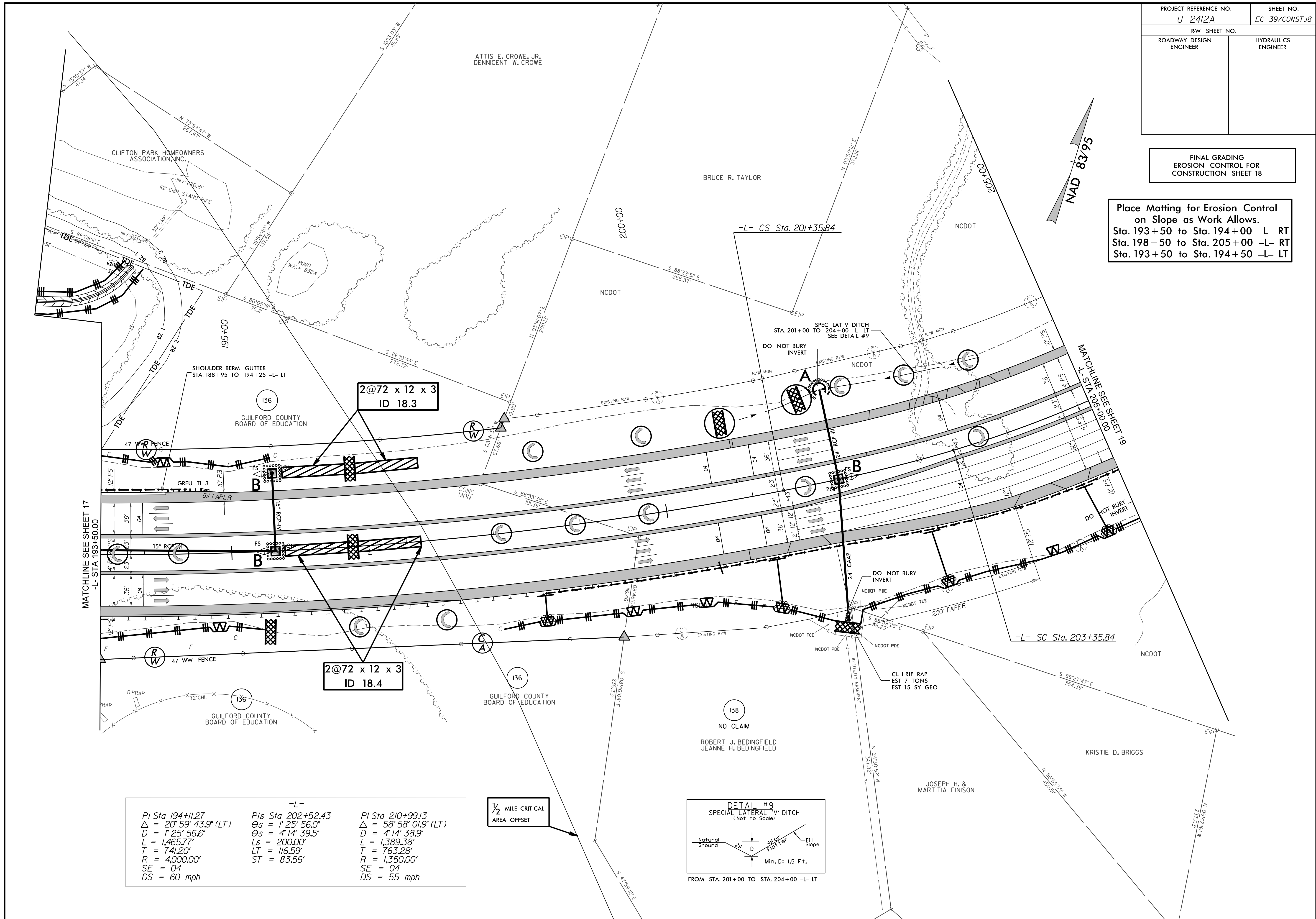
SEE RF-2, RF-3 AND PROJECT SPECIAL PROVISIONS



PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-39/CONST.18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 18

Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 193+50 to Sta. 194+00 -L- RT
Sta. 198+50 to Sta. 205+00 -L- RT
Sta. 193+50 to Sta. 194+50 -L- LT

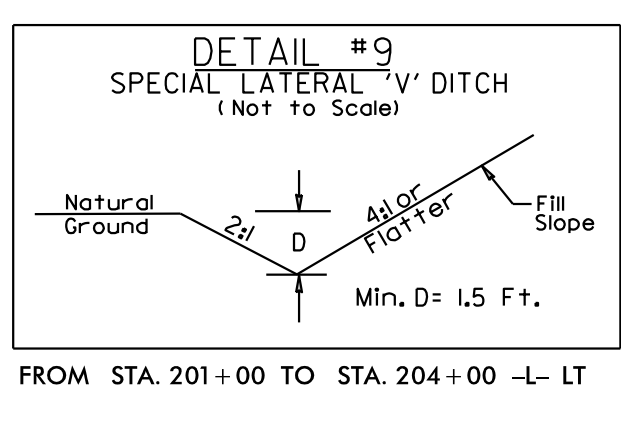


MATCHLINE SEE SHEET 17
-L- STA. 193+50.00

MATCHLINE SEE SHEET 19
-L- STA. 205+00.00

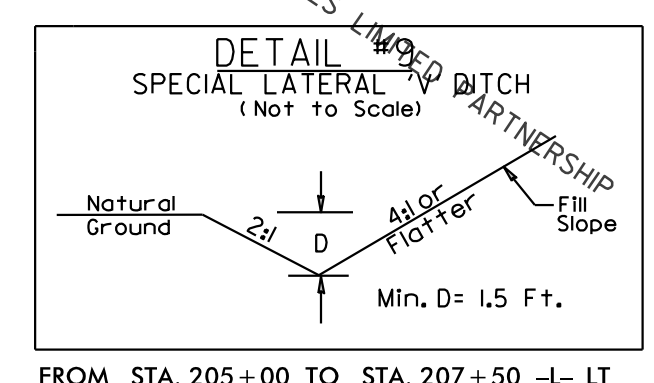
-L-		
PI Sta 194+11.27	PIs Sta 202+52.43	PI Sta 210+99.13
$\Delta = 20^{\circ} 59' 43.9''$ (LT)	$\Theta_s = 1^{\circ} 25' 56.0''$	$\Delta = 58^{\circ} 58' 01.9''$ (LT)
$D = 1^{\circ} 25' 56.6''$	$\Theta_s = 4^{\circ} 14' 39.5''$	$D = 4^{\circ} 14' 38.9''$
$L = 1,465.77'$	$L_s = 200.00'$	$L = 1,389.38'$
$T = 741.20'$	$LT = 116.59'$	$T = 763.28'$
$R = 4,000.00'$	$ST = 83.56'$	$R = 1,350.00'$
$SE = 04$		$SE = 04$
$DS = 60$ mph		$DS = 55$ mph

1/2 MILE CRITICAL
AREA OFFSET

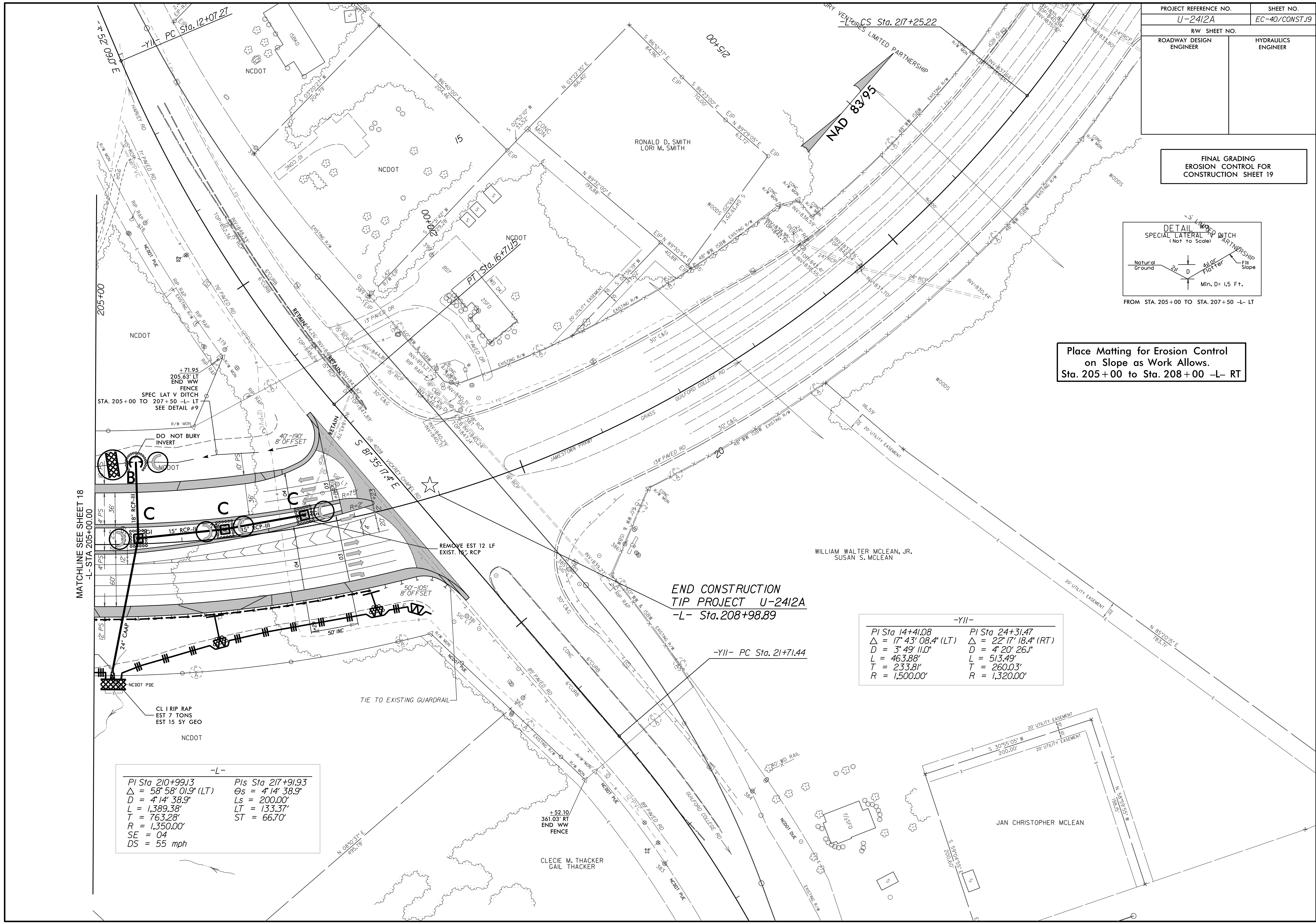


PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-40/CONST.19
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 19



Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 205+00 to Sta. 208+00 -L- RT



-YII-

PI Sta 14+41.08	PI Sta 24+31.47
$\Delta = 17^{\circ} 43' 08.4''$ (LT)	$\Delta = 22^{\circ} 17' 18.4''$ (RT)
$D = 3^{\circ} 49' 11.0''$	$D = 4^{\circ} 20' 26.1''$
$L = 463.88'$	$L = 513.49'$
$T = 233.81'$	$T = 260.03'$
$R = 1,500.00'$	$R = 1,320.00'$

-L-

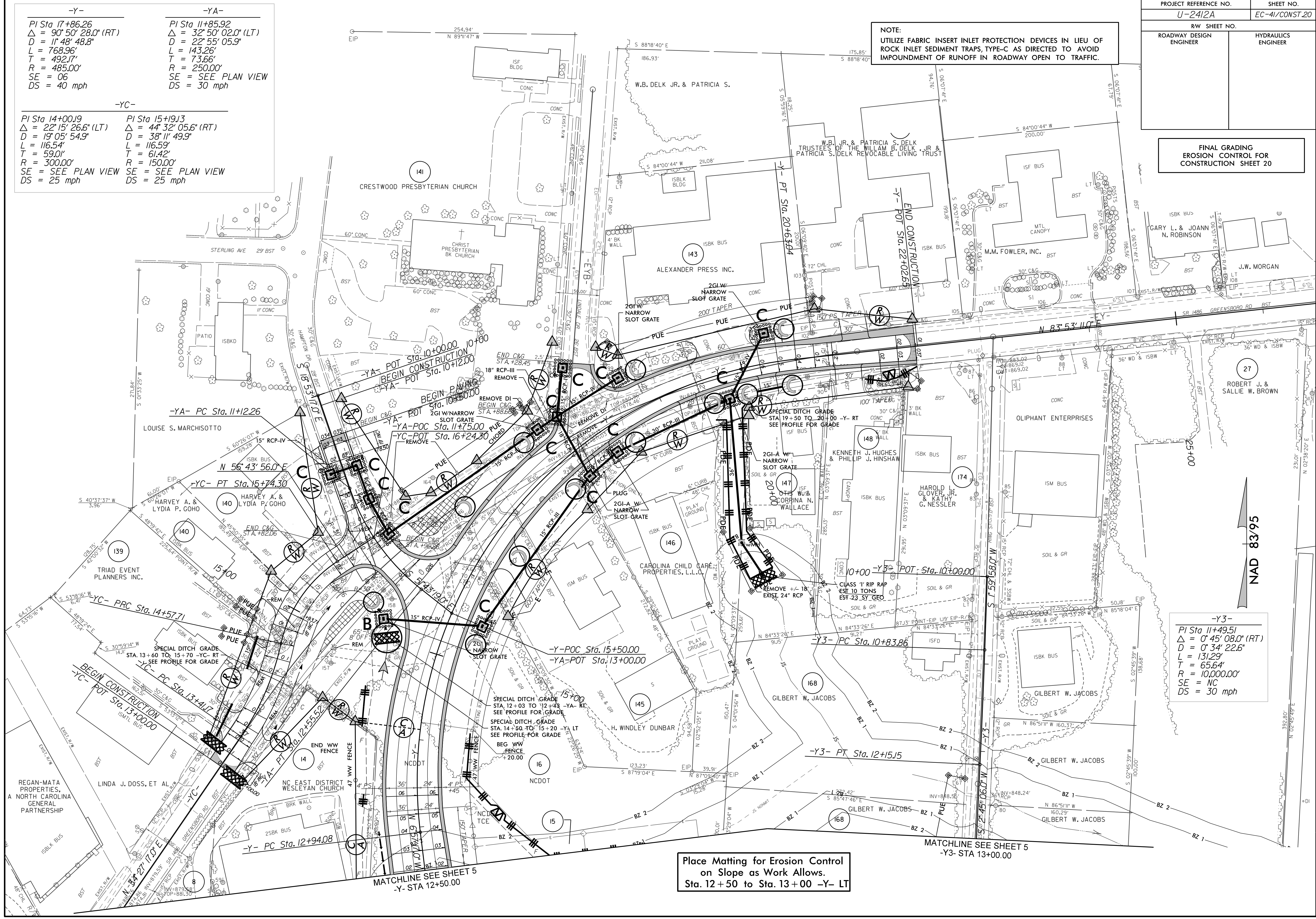
PI Sta 210+99.13	PIs Sta 217+91.93
$\Delta = 58^{\circ} 58' 01.9''$ (LT)	$\Theta_s = 4^{\circ} 14' 38.9''$
$D = 4^{\circ} 14' 38.9''$	$L_s = 200.00'$
$L = 1,389.38'$	$LT = 133.37'$
$T = 763.28'$	$ST = 66.70'$
$R = 1,350.00'$	
$SE = 04$	
$DS = 55$ mph	

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-41/CONST.20
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 20

NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF
ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED TO AVOID
IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.

-Y-	-YA-
PI Sta 17+86.26 $\Delta = 90^{\circ} 50' 28.0''$ (RT) D = 11' 48" 48.8" L = 768.96' T = 492.17' R = 485.00' SE = 06 DS = 40 mph	PI Sta 11+85.92 $\Delta = 32^{\circ} 50' 02.0''$ (LT) D = 22' 55" 05.9" L = 143.26' T = 73.66' R = 250.00' SE = SEE PLAN VIEW DS = 30 mph
-YC-	
PI Sta 14+00.9 $\Delta = 22^{\circ} 15' 26.6''$ (LT) D = 19' 05" 54.9" L = 116.54' T = 59.01' R = 300.00' SE = SEE PLAN VIEW DS = 25 mph	PI Sta 15+19.3 $\Delta = 44^{\circ} 32' 05.6''$ (RT) D = 38' 11" 49.9" L = 116.59' T = 61.42' R = 150.00' SE = SEE PLAN VIEW DS = 25 mph



-Y3-
PI Sta 11+49.51
 $\Delta = 0^{\circ} 45' 08.0''$ (RT)
D = 0' 34" 22.6"
L = 131.29'
T = 65.64'
R = 10,000.00'
SE = NC
DS = 30 mph

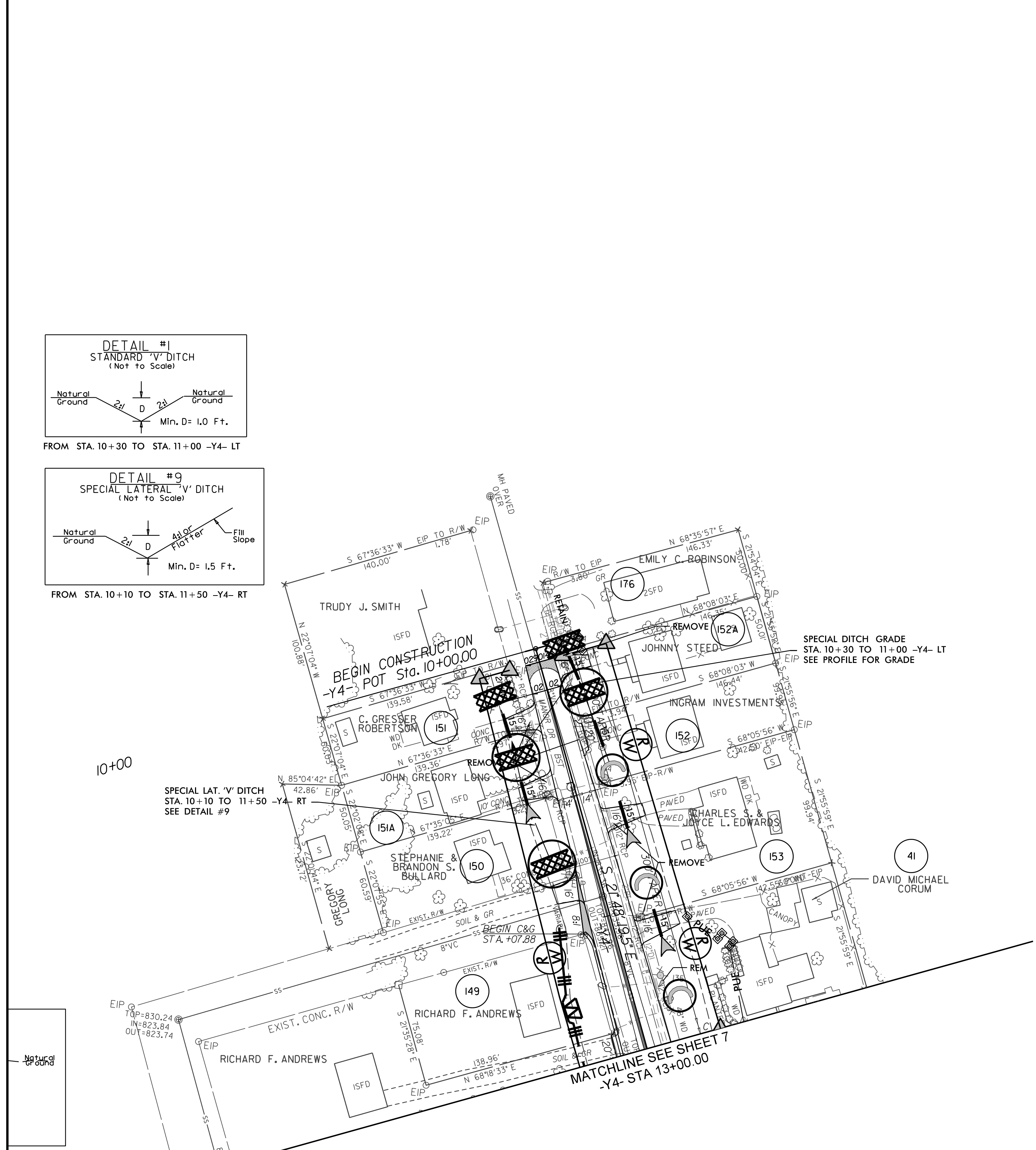
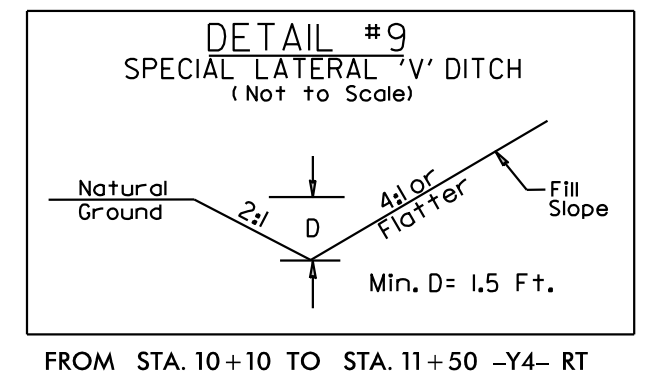
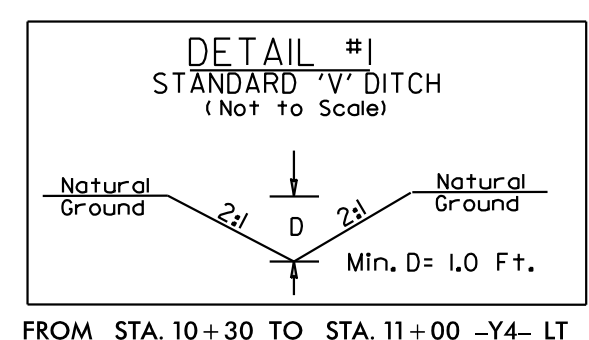
NAD 83 95

Place Matting for Erosion Control
on Slope as Work Allows.
Sta. 12+50 to Sta. 13+00 -Y- LT

MATCHLINE SEE SHEET 5
-Y3- STA 13+00.00

MATCHLINE SEE SHEET 5
-Y- STA 12+50.00

NAD 83/95

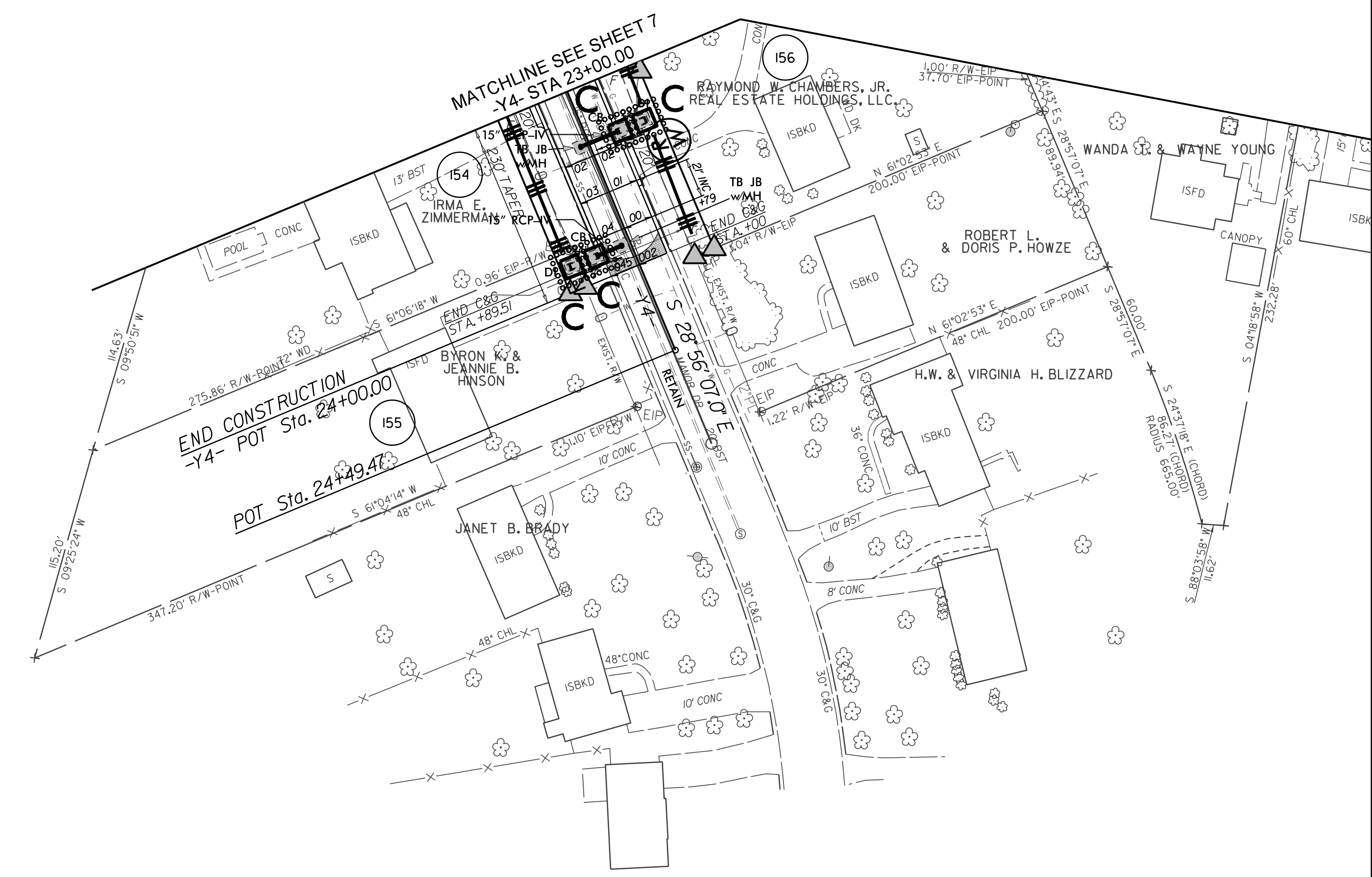


NAD 83/95

NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF
ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED TO AVOID
IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-42/CONST.21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 21

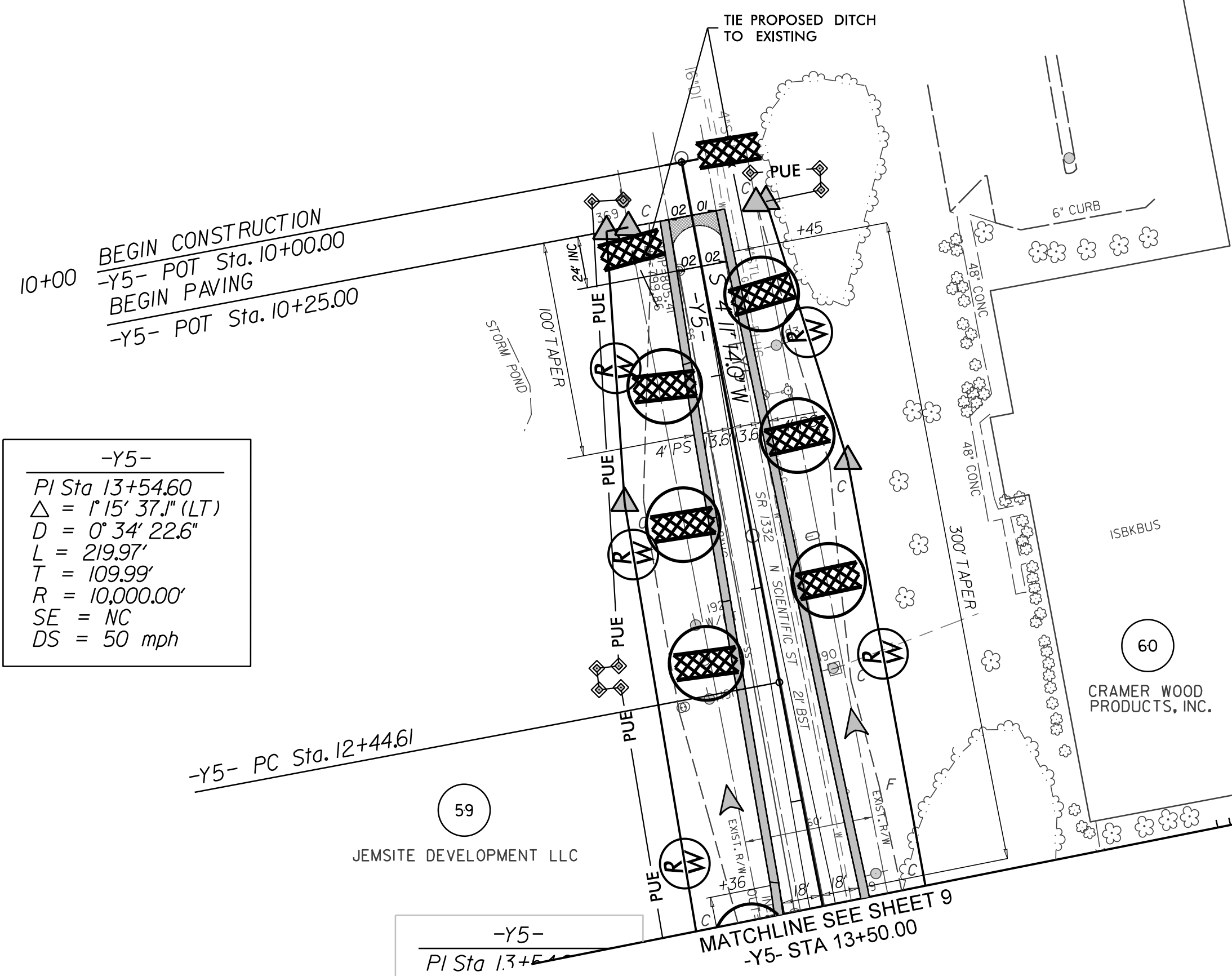
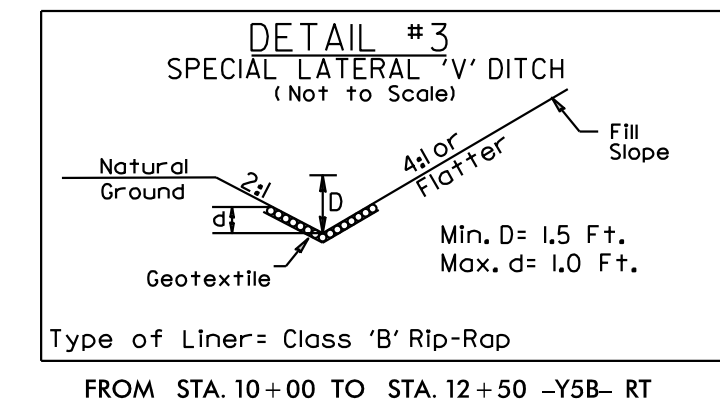
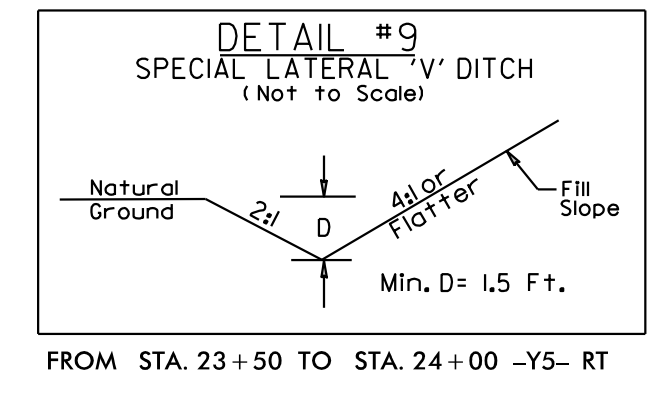


NAD 83/95

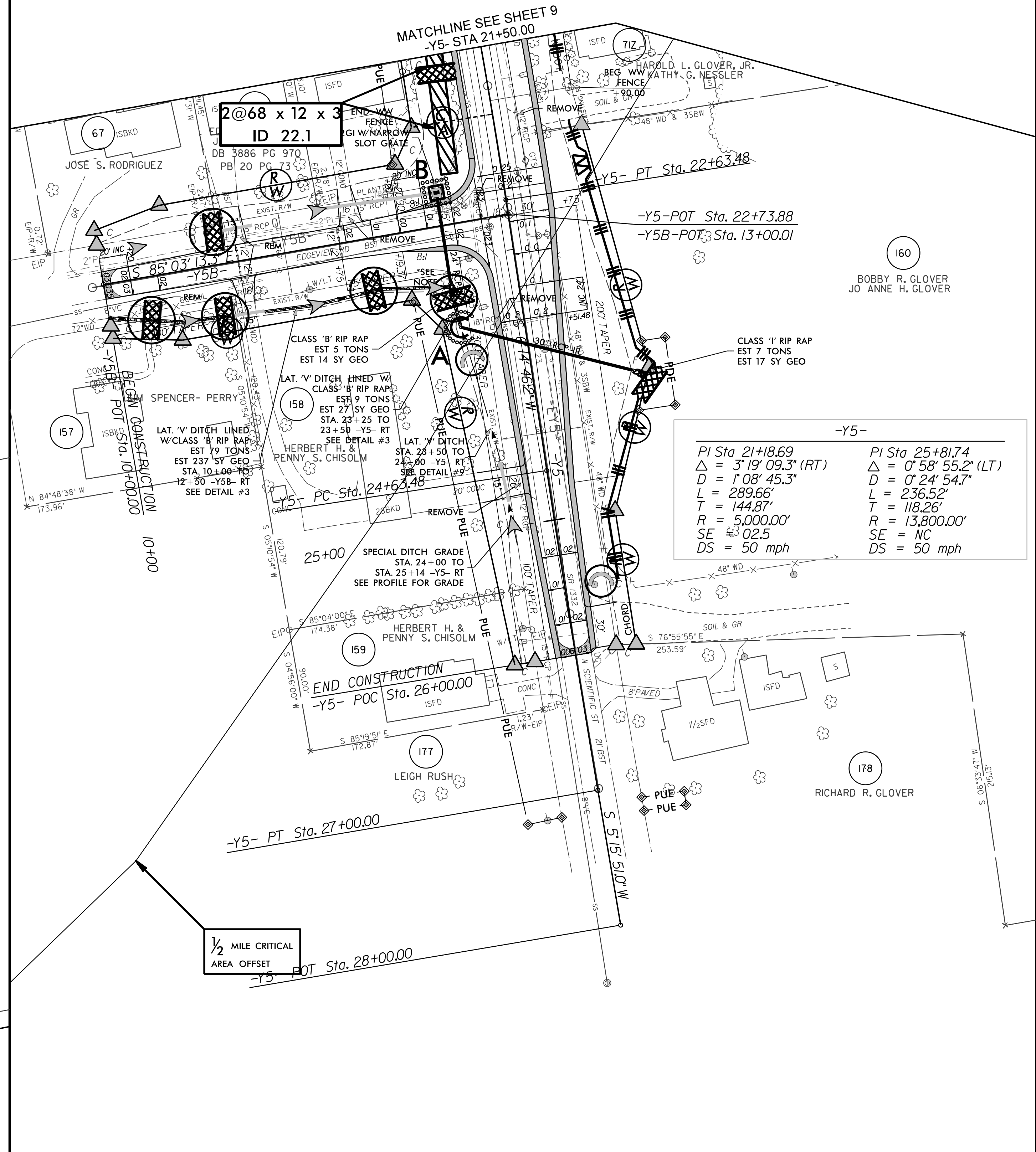
NAD 83/95

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-43/CONST.22
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 22



-Y5-
PI Sta. 13+54.60
 $\Delta = 1'15'37.1''$ (LT)
D = 0'34'22.6"
L = 219.97'
T = 109.99'
R = 10,000.00'
SE = NC
DS = 50 mph



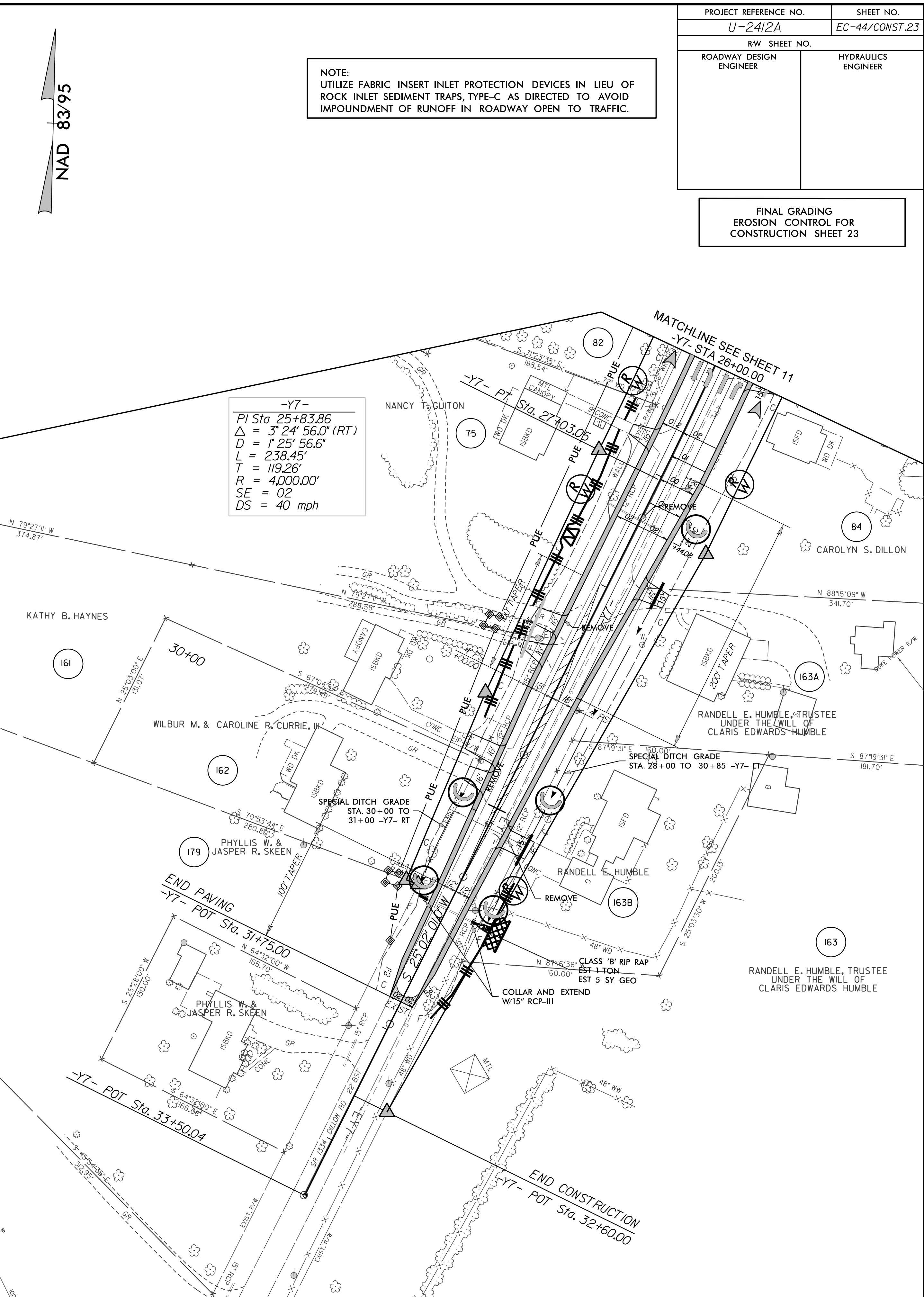
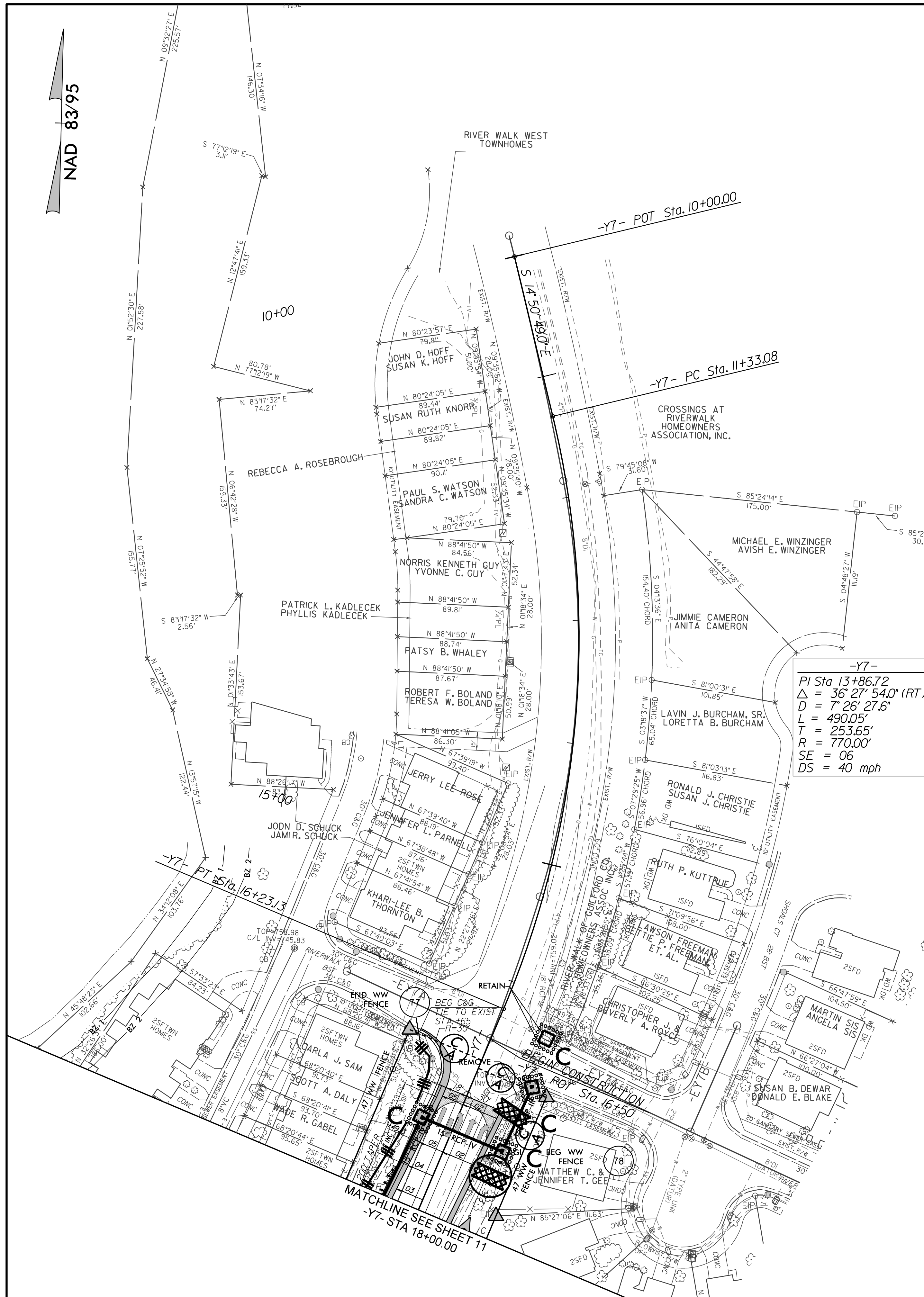
-Y5-
PI Sta. 21+18.69
 $\Delta = 3'19'09.3''$ (RT)
D = 1'08'45.3"
L = 289.66'
T = 144.87'
R = 5,000.00'
SE = 02.5
DS = 50 mph

PI Sta. 25+81.74
 $\Delta = 0'58'55.2''$ (LT)
D = 0'24'54.7"
L = 236.52'
T = 118.26'
R = 13,800.00'
SE = NC
DS = 50 mph

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-44/CONST.23
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 23

NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF
ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED TO AVOID
IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.



-Y7-
PI Sta. 25+83.86
 $\Delta = 3' 24' 56.0''$ (RT)
 $D = 1' 25' 56.6''$
 $L = 238.45'$
 $T = 119.26'$
 $R = 4,000.00'$
 $SE = 02$
 $DS = 40$ mph

-Y7-
PI Sta. 13+86.72
 $\Delta = 36' 27' 54.0''$ (RT)
 $D = 7' 26' 27.6''$
 $L = 490.05'$
 $T = 253.65'$
 $R = 770.00'$
 $SE = 06$
 $DS = 40$ mph

END PAVING
-Y7- POT Sta. 31+75.00

END CONSTRUCTION
-Y7- POT Sta. 32+60.00

MATCHLINE SEE SHEET 11
-Y7- STA 18+00.00

MATCHLINE SEE SHEET 11
-Y7- STA 26+00.00

SPECIAL DITCH GRADE
STA. 28+00 TO 30+85 -Y7- LT

SPECIAL DITCH GRADE
STA. 30+00 TO 31+00 -Y7- RT

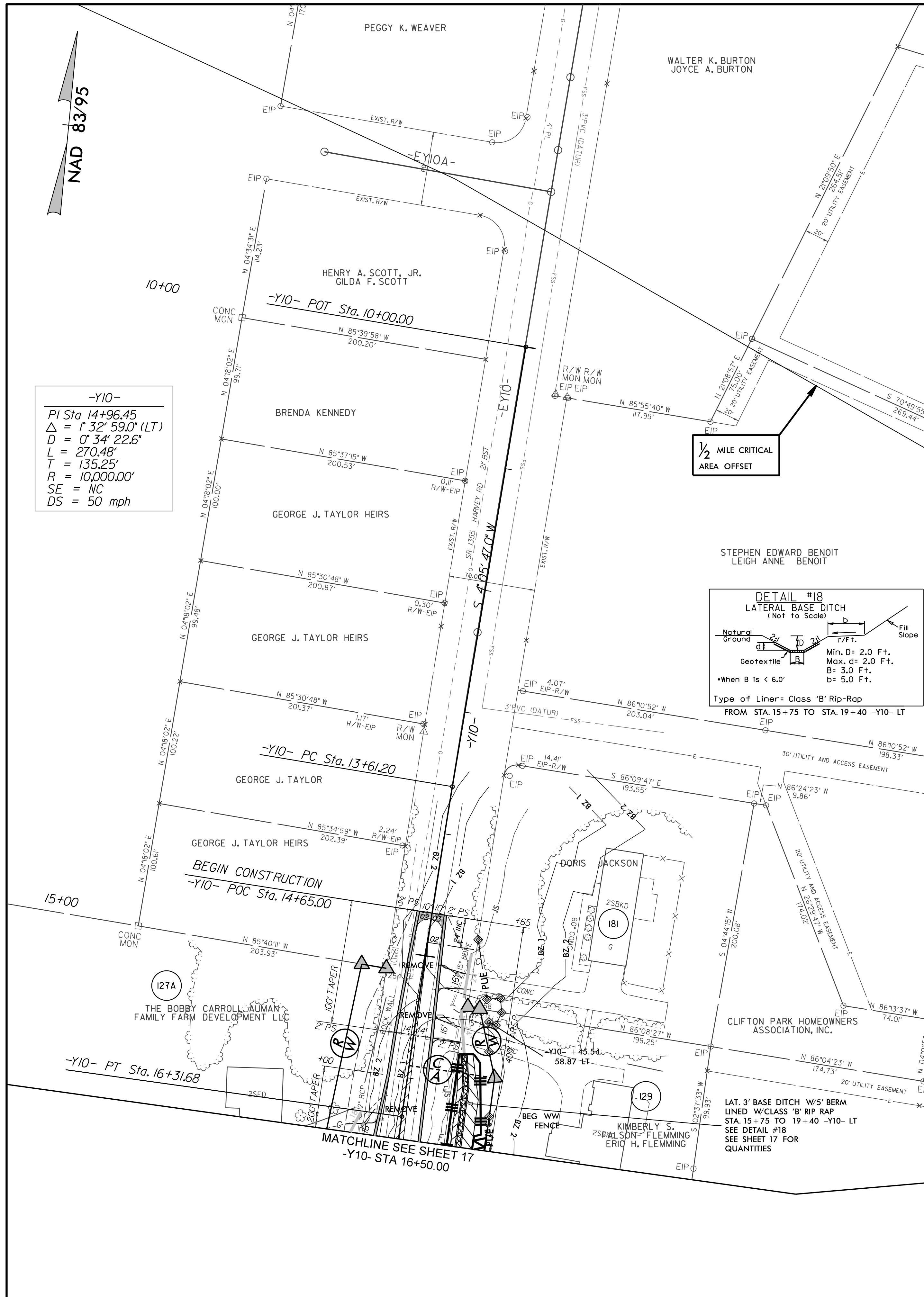
CLASS 'B' RIP RAP
EST 1 TON
EST 5 SY GEO

COLLAR AND EXTEND
W/15' RCP-III

RANDELL E. HUMBLE, TRUSTEE
UNDER THE WILL OF
CLARIS EDWARDS HUMBLE

PROJECT REFERENCE NO.	SHEET NO.
U-2412A	EC-45/CONST.24
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING
EROSION CONTROL FOR
CONSTRUCTION SHEET 24



-Y10-
PI Sta 14+96.45
 $\Delta = 1^{\circ}32'59.0''$ (LT)
D = 0'34" 22.6"
L = 270.48'
T = 135.25'
R = 10,000.00'
SE = NC
DS = 50 mph

1/2 MILE CRITICAL
AREA OFFSET

