8/17/99

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
BR-0047	EC-9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Place Matting for Erosion Control as Work Allows.

INSTALL MATTING FOR EROSION CONTROL IN THE PROPOSED DITCH LINE.
STA 12+50 to 13+00 –Y2– LT
STA 15+72 to 16+95 –Y2– LT
STA 11+22 to 11+50 –Y2– RT

END CONSTRUCTION
-Y2- POT STA.18+50.00
N 38° 06' 33.0" W

MATCHLINE STA. 17+50 THIS SHEET

INSET A

NAD 83/2011

MATCHLINE STA. 17+50 SEE INSET A THIS SHEET

MATCHLINE STA. 23+00 SEE SHT. 10

BEGIN TIP BR0047
-L- STA.10+50.00

-Y1- PC STA. 13+03.53=
-L- Sta. 12+28.57

PC Sta. 11+76.67

POT Sta. 10+00.00

BEGIN SBG
STA 16+55
-L- LT

END SBG
BEGINNING OF
APPROACH SLAB -L- LT

Temporary Rock Sediment Dam Type A 4 ft. weir height

Install 3 Rock Dam Type A Baffles per Std. Detail 1640.01

TIE TO EXIST. GUARDRAIL

SPECIAL LATERAL 'V' DITCH SEE DETAIL C

CL I RIP RAP EST 7 TONS RR EST 15 SY GT

CL B RIP RAP EST 5 TONS RR EST 29 SY GT

SINGLE FACE CONC. BARRIER

REMOVE SYSTEM

BEGIN SBG
END OF
APPROACH SLAB -L- LT
END SBG
STA 19+51
-L-

RIP RAP EST 10 TONS RR EST 57 SY GT

TOE PROTECTION SEE DETAIL A

POT Sta. 10+00.00
-Y3-
PI Sta 12+56.29
△ = 26° 41' 28.1" (RT)
D = 13° 28' 52.9"
L = 197.99'
T = 100.82'
R = 425.00'
e = MATCH EXIST.

S 46° 01' 21.9" E

PC Sta. 11+55.46

BEGIN CONSTRUCTION
-Y3- STA.11+80.00

S 19° 58' 38" E

-Y2- N 38° 06' 33.0" W

BEGIN CONSTRUCTION
-Y2- POT STA.8+62.00

PC Sta. 22+77.61

S 71° 03' 24.9" E

S 83° 01' 52.2" E

PT Sta. 13+53.45

400' LT. TURN LANE

REMOVE HW OTCB 4 SIDES OPEN

JB w/MH

REMOVE

PLUG AND FILL w/ FLOWABLE FILL

FS SEE DETAIL B

REMOVE HW

TIMBER INSTALLATION

REPLACE EXIST. GUARDRAIL

SPECIAL LATERAL 'V' DITCH SEE DETAIL C

-L- STA. 18+27.98=
-Y2- STA.13+57.28

-L- Sta. 22+54.05

-Y3- STA.13+59.18=

BR-0047-GPS-2
-EL- STA.24+48.67=
-L- STA.15+87.56

N 76°56'25" W
423.26

PI Sta 14+17.88
△ = 11° 58' 27.3" (LT)
D = 2° 29' 28.0"
L = 480.68'
T = 241.22'
R = 2300.00'
e = 4.0%
V = 50 MPH
RUNOFF = 96'/144'

PI Sta 12+55.77
△ = 50° 39' 37.6" (RT)
D = 49° 17' 09.2"
L = 102.79'
T = 55.03'
R = 116.25'
e = MATCH EXIST.
PI Sta 11+01.30
△ = 19° 00' 40.7" (RT)
D = 9° 28' 13.4"
L = 200.74'
T = 101.30'
R = 605.00'

PCC Sta. 12+00.74

BEGIN CONST.
-Y1- STA.12+00.00

PC Sta. 10+00.00

BEGIN 2' 6" C&G

150' TAPER

300' TAPER

TYP. 10:1 TAPER

4' FDPS

TRUCK ROUTE

WILBURN LEO WHITMAN, JR. DB 348 PG 1068 PB 5 PG 305

RTB ENTERPRISES OF KING, LLC DB 633 PG 803

ROBERT H. CHAMBERLAIN AND WIFE, BETTY D. CHAMBERLAIN DB 304 PG 695 PB 5 PG 142

GRANDVIEW, INC. DB 464 PG 1244

CITY OF KING DB 306, PG 700

NOTES:

SEE SHEET 6 FOR -Y1- & -Y3- PROFILES

SEE SHEET S-1 THRU S-39 FOR STRUCTURE PLANS

NOTE:
INSTALL FABRIC INSERT INLET PROTECTION DEVICE IN LIEU OF ROCK INLET SEDIMENT TRAP TYPE 'C' AS DIRECTED.

BM #1
-BL- STA.12+86.46
41.24' RT

BM #2
-L- STA.20+39.99
101.89 LT

CL STA 18+27.98
CL EL.1058.04
2 SPANS,2 @ 105'-3"
38" STEEL PLATE GIRDER w/ 4'-0" CAPS
44° 55' 19" SKEW

OVERLAY EXIST. WITH 3" SURFACE COURSE
STA.11+00.00
EL = 1053.48

BEGIN GRADE
STA.12+00.00
EL = 1054.18'

BEGIN DITCH LT
STA.10+56.56 -L-
ELEV. 1039.68

END DITCH LT
STA. 15+00 -L-
ELEV. 1038.95

BEGIN APPROACH SLAB
STA.16+99.18

BEGIN BRIDGE
STA.17+22.73

END BRIDGE
STA.19+33.25

END APPROACH SLAB
STA.19+56.81

HIGH POINT
STA.18+34.52
EL = 1058.05'

PI = 15+50.00
EL = 1,056.97'
VC = 190'
K = 498
D.S. = 80 MPH

PI = 18+50.00
EL = 1,058.24'
VC = 153'
K = 144
D.S. = 55 MPH

PI = 22+78.84
EL = 1,055.50'
VC = 291'
K = 84
D.S. = 50 MPH

PROPOSED

EXISTING

(+)0.805 3%

(+)0.423 8%

(+)0.423 8%

(-)0.638 9%

(-)0.638 9%

(+)0.475 3%

30.2920%

17.20' MIN VERT CLEARANCE

BEGIN DITCH LT
STA 23+00 -L-
ELEV. 1050.21

US-52 SB C/L

US-52 NB C/L

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00

1090 1080 1070 1060 1050 1040 1030

$$$$$$SYSTIME$$$$$$ $$$$$$ENGINE$$$$$$