
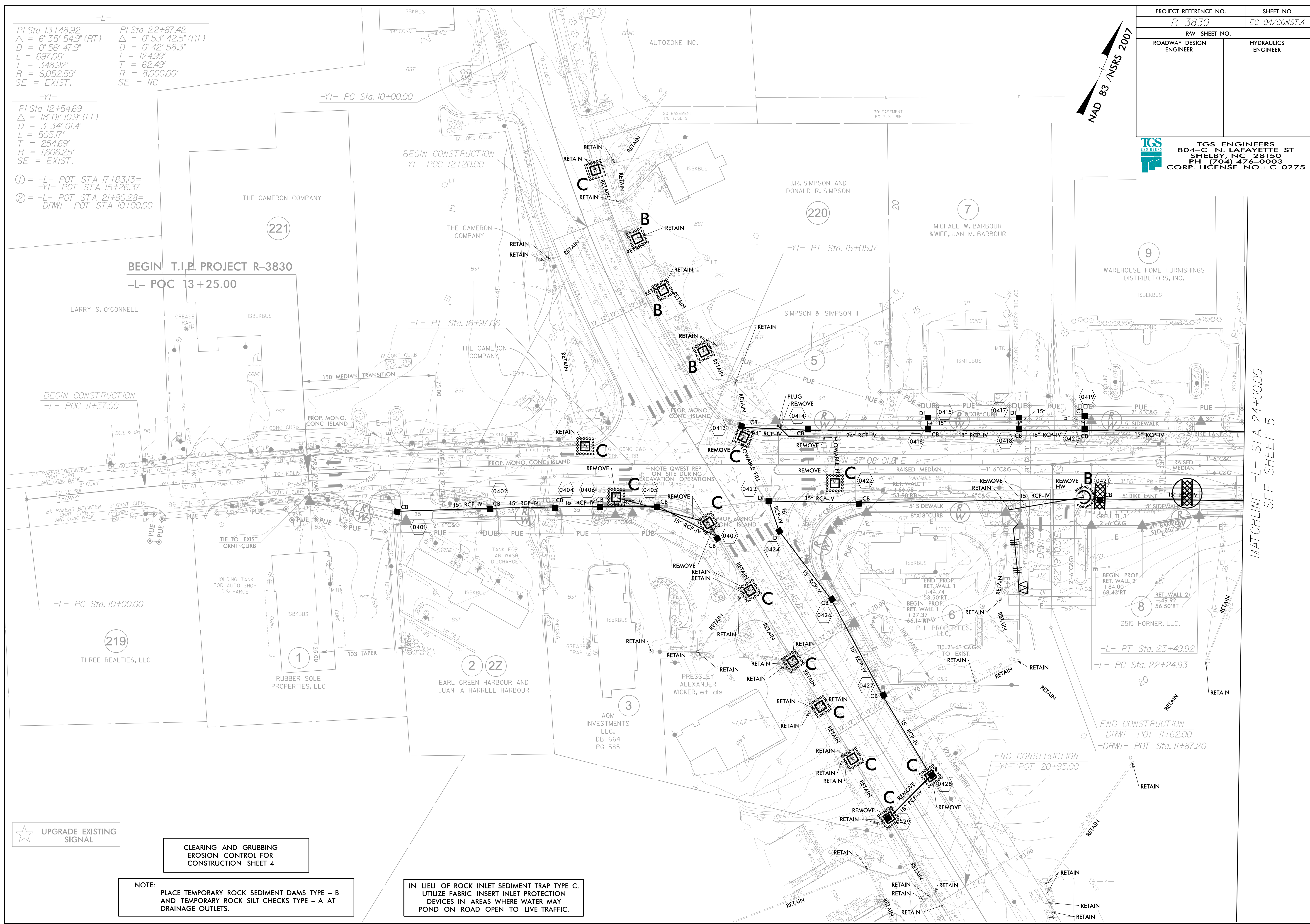
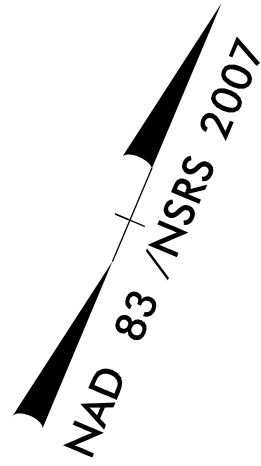


-L-
 PI Sta 13+48.92 PI Sta 22+87.42
 $\Delta = 6^{\circ} 35' 54.9''$ (RT) $\Delta = 0^{\circ} 53' 42.5''$ (RT)
 $D = 0^{\circ} 56' 47.9''$ $D = 0^{\circ} 42' 58.3''$
 $L = 697.06'$ $L = 124.99'$
 $T = 348.92'$ $T = 62.49'$
 $R = 6,052.59'$ $R = 8,000.00'$
 SE = EXIST. SE = NC

-YI-
 PI Sta 12+54.69
 $\Delta = 18^{\circ} 01' 10.9''$ (LT)
 $D = 3^{\circ} 34' 01.4''$
 $L = 505.17'$
 $T = 254.69'$
 $R = 1,606.25'$
 SE = EXIST.

① = -L- POT STA 17+83.13=
 -YI- POT STA 15+26.37
 ② = -L- POT STA 21+80.28=
 -DRWI- POT STA 10+00.00

PROJECT REFERENCE NO. R-3830		SHEET NO. EC-04/CONST.4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
 TGS ENGINEERS 804-C N. LAFAYETTE ST SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275			



★ UPGRADE EXISTING SIGNAL

CLEARING AND GRUBBING
 EROSION CONTROL FOR
 CONSTRUCTION SHEET 4

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

IN LIEU OF ROCK INLET SEDIMENT TRAP TYPE C,
 UTILIZE FABRIC INSERT INLET PROTECTION
 DEVICES IN AREAS WHERE WATER MAY
 POND ON ROAD OPEN TO LIVE TRAFFIC.

MATCHLINE -L- STA. 24+00.00
 SEE SHEET 5