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PROJECT REFERENCE NO.	SHEET NO.
A-0009CB	22
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 035018 JIMMY L. TERRY 1/27/2022

HYDRAULICS ENGINEER: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 038697 DAVID B. PETTY 1/27/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TGS ENGINEERS
201 W MARION ST
SHELBY, NC 28150
PH (704) 476-0003
CORP. LICENSE NO.: C-0275

-L- CURVE DATA

PI Sta 234+84.86
Δ = 12° 40' 17.1" (RT)
D = 1° 54' 35.5"
L = 663.47'
T = 333.10'
R = 3,000.00'
SE = 0.05
DS = 60 MPH

PI Sta 255+20.12
Δ = 40° 44' 05.0" (LT)
D = 2° 36' 15.7"
L = 1,564.10'
T = 816.75'
R = 2,200.00'
SE = 0.07
DS = 60 MPH

NOTE:
ALL DRIVEWAYS ARE TO BE ASPHALT UNLESS OTHERWISE NOTED.
END LOCATION OF DRIVEWAY SHOWN ON PLANS REPRESENTS TIE-IN PER CROSS-SECTIONS, THE CONTRACTOR SHALL EXTEND THE DRIVES AND PAVE UP TO THE RIGHT OF WAY LINE. FROM ROW POINT ON MATCH DRIVEWAY IN KIND, UNLESS OTHERWISE NOTED.

NAD 83/2011

MATCH LINE STA -L- 235+00.00 SHEET NO. 21 MATCH TO SHEET NO. 23

MATCH LINE STA -L- 249+00.00 MATCH TO SHEET NO. 23

-L- PT 238+15.24

-L- PC 247+03.37

59 LLOYD SCOTT ORR DB 253 PG 763

60 LANDAN ORR DB 380 PG 748

61 MARY S. LAMBERTH DB 200 PG 768

62 DEBORAH E. JUSTICE DB 222 PG 415 DB 134 PG 730

63 ALVIN J. HALL, ET AL DB 292 PG 719 SPEC DSN BDO SEE SHEET 2D-5

64 RAUL H. OLIVERA DB 378 PG 598

65 DEBORAH AND RONNIE JUSTICE DB 304 PG 406 19E 79

66 GERALD V. JONES DB 174 PG 819

67 DEBORAH AND RONNIE JUSTICE DB 304 PG 406 19E 79

68 JOSEPH A. BRADLEY DB 378 PG 72

69 MATT SHIPLET DB 188 PG 701 DB 162 PG 298 DB 135 PG 299 DB 55 PG 475

DO NOT DISTURB SWEETWATER CREEK

CLASS I RIPRAP 20 TONS, 39 SY GEO

PROP. DRIVE

BURY INVERT 0.8'

STANDARD BASE DITCH SEE DETAIL 22C DDE=16 CY CLASS II RIPRAP 26 TONS, NO GEO

BM#12 ELEV. 2269.68' -BL- STA. 237+67.00 21' LT. SPIKE NAIL SET IN BASE OF 15" POPLAR

RIPRAP AT EMBANKMENT SEE DETAIL 22E CLASS I RIPRAP 13 TONS, NO GEO

STANDARD BASE DITCH SEE DETAIL 22D DDE=2 CY CLASS I RIPRAP 7 TONS, NO GEO

DO NOT BURY INVERT

SPECIAL CUT DITCH SEE DETAIL 22A

DO NOT DISTURB SEPTIC

PROP. SOIL DRIVE

BANK STABILIZATION SEE DETAIL 22B CLASS I RIPRAP 17 TONS, NO GEO

4-SIDED OTCB SEE SHEET 2D-1

ROD&LUG W/ GASKETS(ELBOWS)

42" CSP

10' GRAVEL DRIVE

EXPRESSWAY GUTTER -L- STA. 229+00 TO 235+36±, RT

N 53°46'27.5" E

720' TAPER

320' BUFFER

720' TAPER

FOR -L- PROFILE, SEE SHEET NO. 45

DETAIL 22A
SPECIAL CUT DITCH
(Not to Scale)

Natural Ground; 2:1 or Flatter; D; 3:1 or Flatter; Front Ditch Slope; Min. D = 2 Ft.

-L- STA. 246+00 TO 247+00 RT
SEE PFL FOR DITCH GRADE

DETAIL 22B
BANK STABILIZATION
(Not to Scale)

Natural Ground; EXISTING BANK; EXISTING BANK MODIFIED; d; CLASS I RIP-RAP KEYED-IN* (TYP.); CHANNEL BED (Variable); Length = 15 Ft. Min. d = 3 Ft.

-L- STA 239+56(37' RT) TO 239+53(53' RT)

DETAIL 22C
STANDARD BASE DITCH
(Not to Scale)

Natural Ground; 1.5:1; D; d; B; Min. D = 2.5 Ft. Min. d = 2.5 Ft. B = 4 Ft.

*When B is < 6.0'

Type of Liner = Class II Rip-Rap

-L- STA 239+52(35' LT) TO 239+50(48' LT)
DAYLIGHT AT 1.0%

DETAIL 22D
STANDARD BASE DITCH
(Not to Scale)

Natural Ground; 1.5:1; D; d; B; Min. D = 2.5 Ft. Min. d = 2.5 Ft. B = 3 Ft.

*When B is < 6.0'

Type of Liner = Class I Rip-Rap

-L- STA 245+50(39' LT) TO 245+49(49' LT)
DAYLIGHT AT 1.0%

DETAIL 22E
RIPRAP AT EMBANKMENT
(Not to Scale)

5' min.; Ditch Grade; 1.5' Keyed-in

Type of Liner = Class I Rip-Rap

-L- STA. 245+50 LT

REVISIONS 8/17/99

6/9/2022
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(User:tsmelvin)