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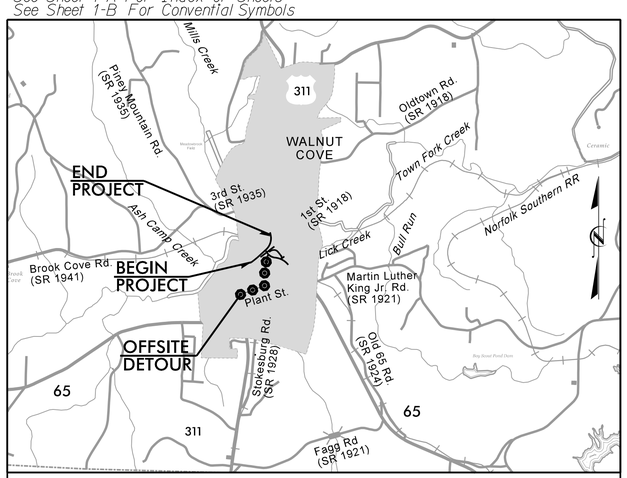
09/08/99

TIP PROJECT: R-5768

CONTRACT: C204800

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Symbols



VICINITY MAP (NTS)

OFFSITE DETOUR

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

STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

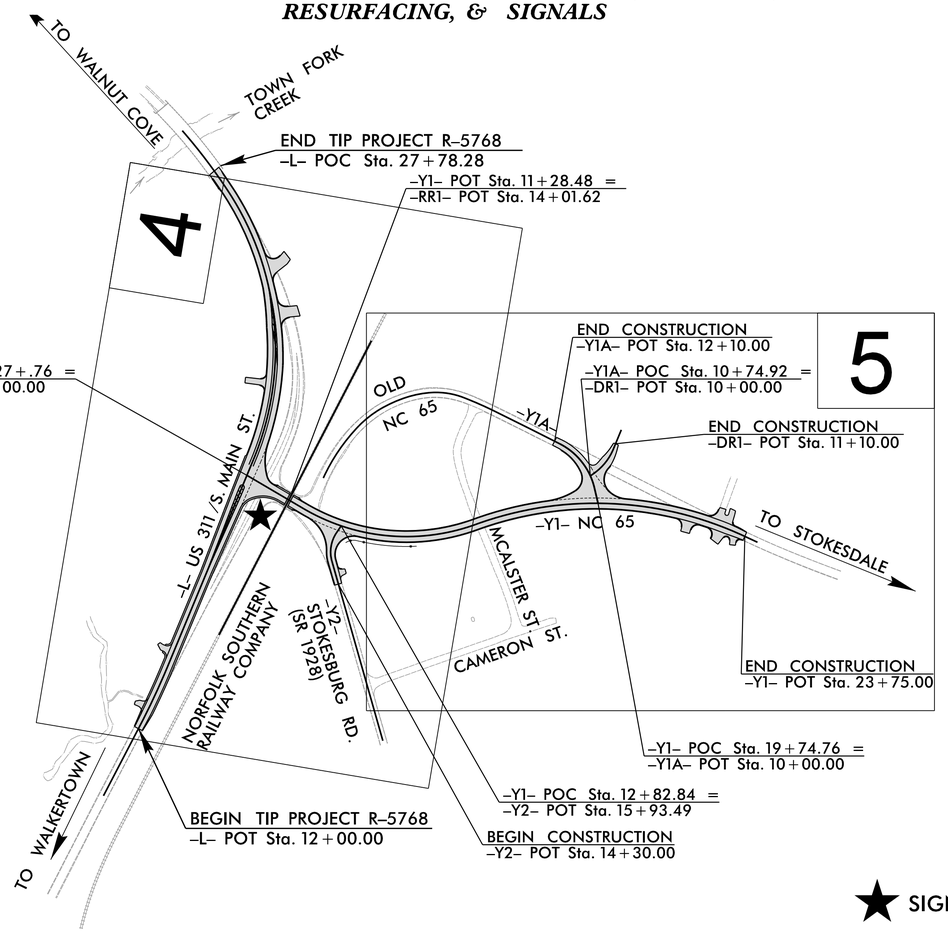
PLAN FOR PROPOSED

HIGHWAY EROSION CONTROL

STOKES COUNTY

LOCATION: *US 311 /NC 65 IN VICINITY OF SR 1928 (STOKESBURG RD.) IN WALNUT COVE*

TYPE OF WORK: *GRADING, DRAINAGE, PAVING, WIDENING, RESURFACING, & SIGNALS*



★ SIGNALIZED INTERSECTION

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5768	EC-1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
44670.1.1	STP-0311(035)	PE
44670.2.1	STP-0311(035)	R/W
44670.3.1	STP-0311(035)	CONST.

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TSD
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
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	EW CW
	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	
1635.02	Rock Pipe Inlet Sediment Trap Type-B	
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	

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY WITH THE REGULATIONS SET FORTH BY THE NCG-010000 GENERAL CONSTRUCTION PERMIT EFFECTIVE APRIL 1, 2019 AND ISSUED BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION OF WATER RESOURCES.

Prepared in the Office of:

RK&K

8601 SIX FORKS ROAD, FORUM 1, SUITE 700
RALEIGH, NORTH CAROLINA 27615-3960
NC LICENSE NO. F-0112

Designed by:

COURTLAND A. HOFFMAN, PE 4312
NAME LEVEL III CERTIFICATION NO.

Reviewed in the Office of:

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

Reviewed by:

WES CHANDLER, PE

Roadway Standard Drawings

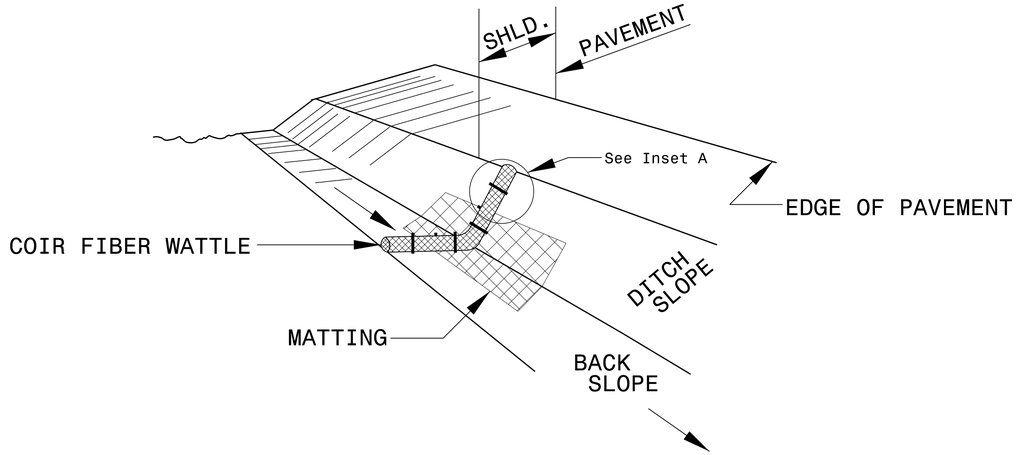
The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 2018 and the latest revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

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	1634.01	Temporary Rock Sediment Dam Type A
1630.02	Silt Basin Type B	1634.02	Temporary Rock Sediment Dam Type B
1630.03	Temporary Silt Ditch	1635.01	Rock Pipe Inlet Sediment Trap Type A
1630.04	Stilling Basin	1635.02	Rock Pipe Inlet Sediment Trap Type B
1630.05	Temporary Diversion	1640.01	Coir Fiber Baffle
1630.06	Special Stilling Basin	1645.01	Temporary Stream Crossing
1631.01	Matting Installation		

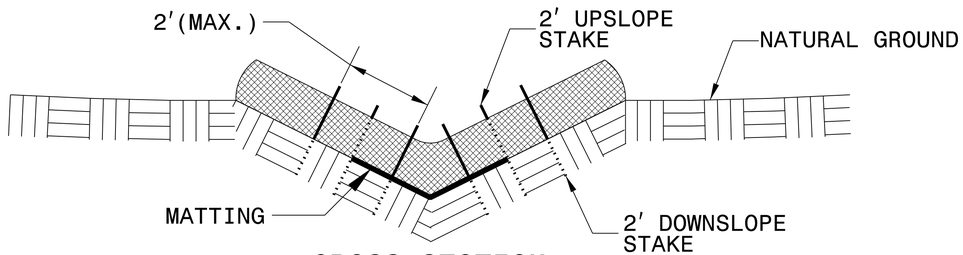
11/7/2022
R:\Hydraulics\CADD\PSH\Erosion Control\R-5768_EC_tsh.dgn
choffman

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

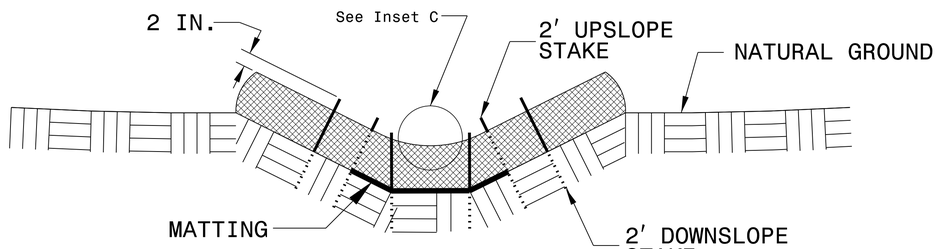
COIR FIBER WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

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.

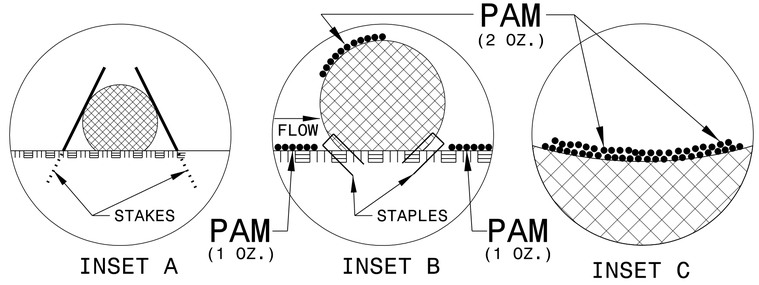
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

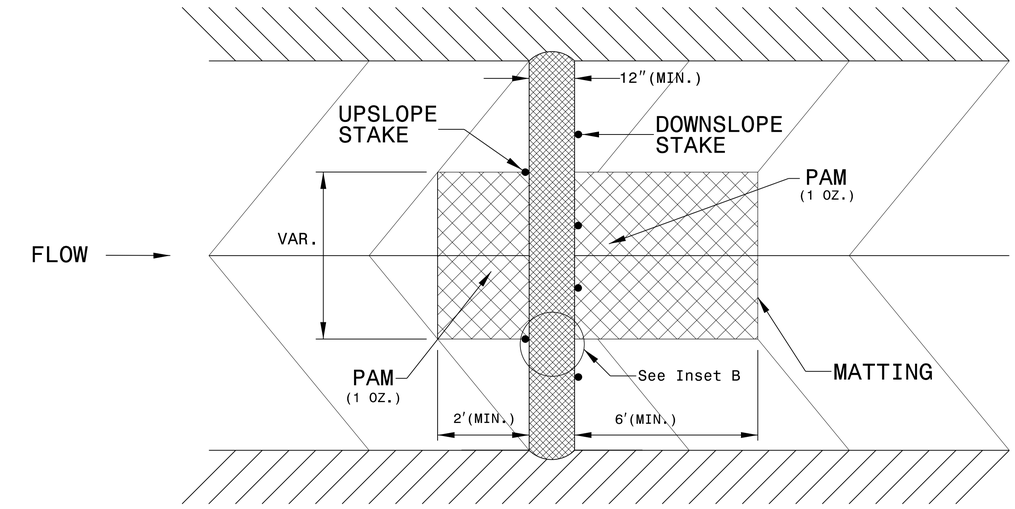
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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 MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

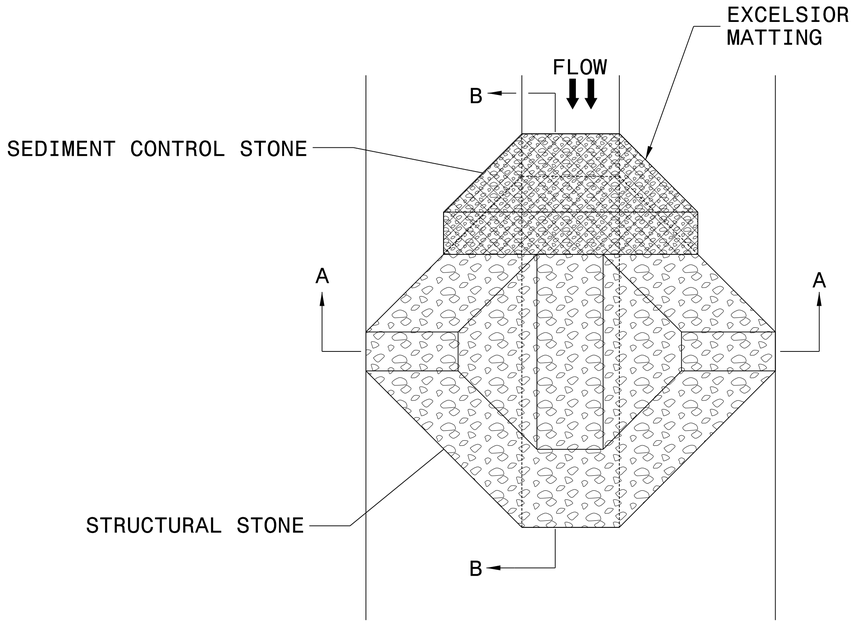




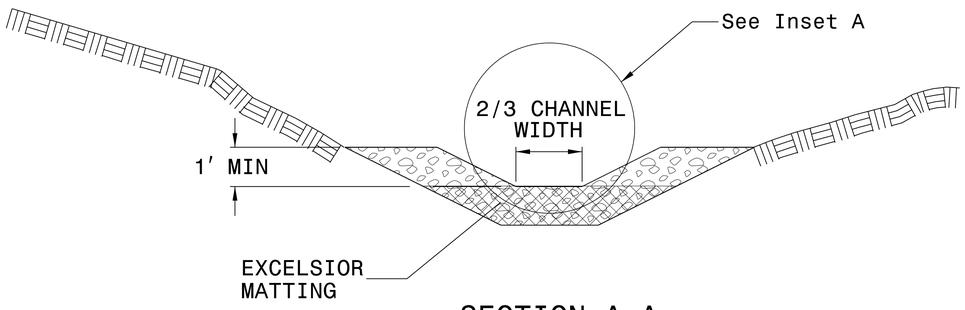
TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-2A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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



PLAN



SECTION A-A

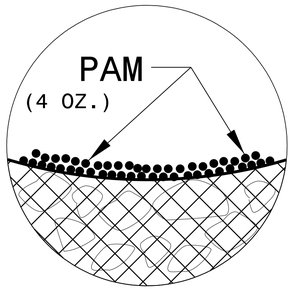
NOTES:

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

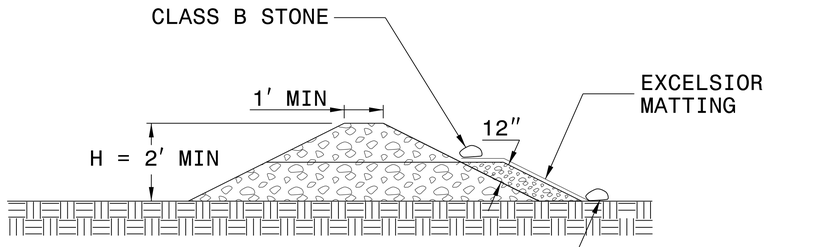
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

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

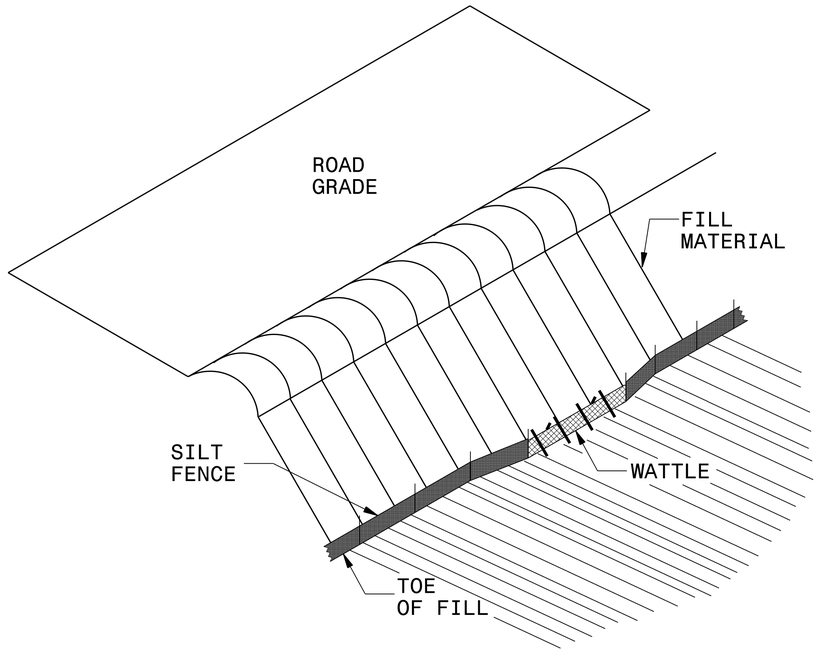


SECTION B-B

NOT TO SCALE

SILT FENCE COIR FIBER WATTLE BREAK DETAIL

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-2B
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



ISOMETRIC VIEW

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.

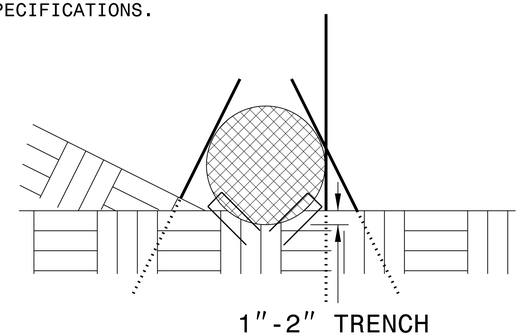
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

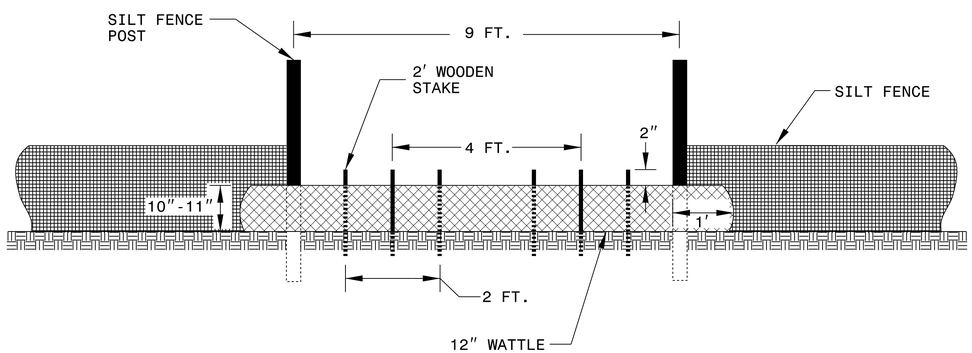
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

WATTLE INSTALLATION CAN BE ON OUTSIDE OF THE SILT FENCE AS DIRECTED.

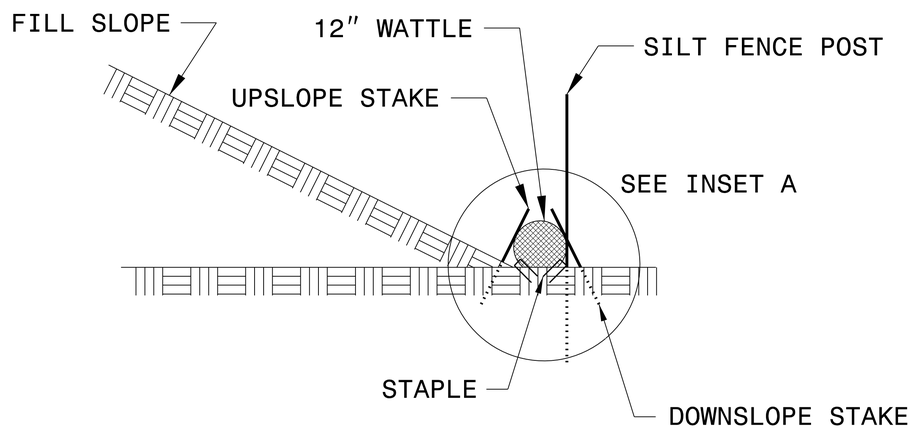
INSTALL TEMPORARY SILT FENCE IN ACCORDANCE WITH SECTION 1605 OF THE STANDARD SPECIFICATIONS.

INSET A





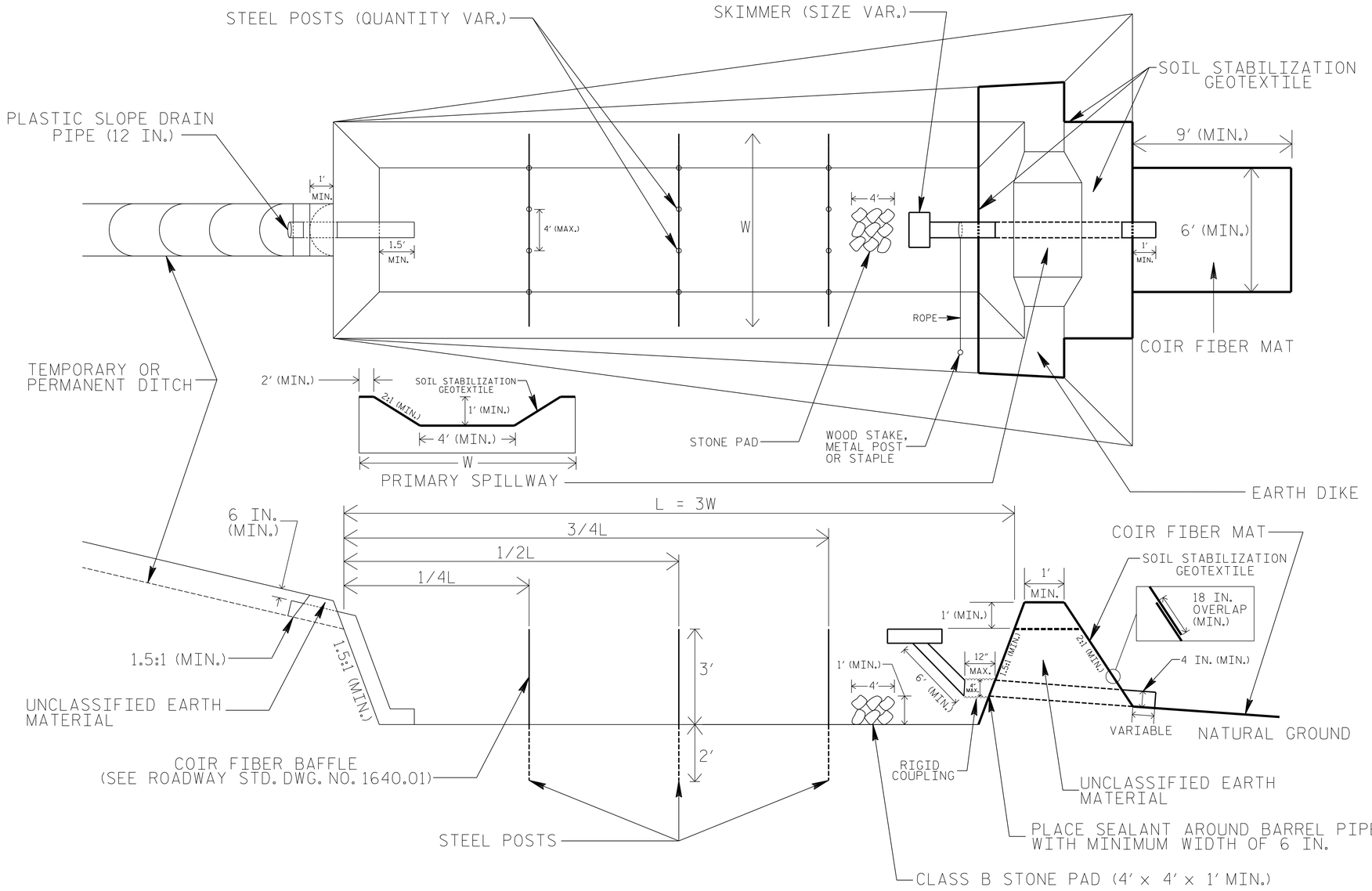
VIEW FROM SLOPE



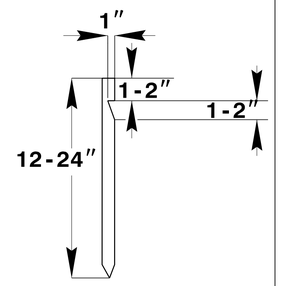
SIDE VIEW

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-2C
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

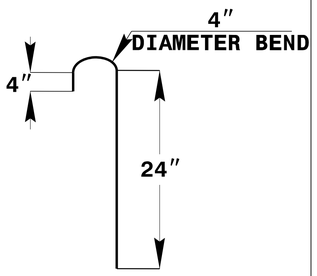
SKIMMER BASIN WITH BAFFLES DETAIL



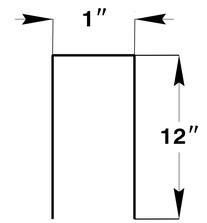
2" x 2" (nominal) WOODEN STAKE



#10 STEEL REINFORCEMENT BAR



1" (nominal) STAPLE



COIR FIBER MAT ANCHOR OPTIONS

NOTES

1. SEED AND PLACE MATTING FOR EROSION CONTROL ON INTERIOR AND EXTERIOR SIDESLOPES.
2. LIMIT EARTH DIKE HEIGHT TO 5 FT.
3. FOR BASIN DEPTH OF 3 FT., THE MINIMUM BASIN WIDTH SHALL BE 9 FT.
4. DETERMINE PRIMARY SPILLWAY WEIR LENGTH (FT.) USING Q/0.8, WHERE Q IS FLOW RATE (CFS) INTO BASIN.
5. PLASTIC SLOPE DRAIN PIPE AT INLET OF BASIN MAY BE REPLACED BY FILTRATION GEOTEXTILE OR TARP AS DIRECTED.
6. SOIL STABILIZATION GEOTEXTILE FOR PRIMARY SPILLWAY SHALL BE ONE CONTINUOUS PIECE OF MATERIAL OR OVERLAPPED 18 IN. (MIN.).

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-3
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	L	14+00	15+50	RT	105
4	L	17+00	18+75	RT	90
4	Y1	11+82	11+82	LT	65
4	Y2	14+70	15+15	RT	25
5	-Y1- BERM	15+91	16+75	RT	65
5	-Y1- TD	21+52	21+85	LT	25
5	Y1A	10+50	11+50	LT	80
				TOTAL	455
				MISC.	11,935
				SAY	12,400

PSRM FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (TONS)
4	L	19+70	23+30	RT	180
5	Y1	19+00	21+75	RT	205
5	Y1	20+00	22+75	LT	205
				TOTAL	590
				SAY	600

11/7/2022
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chrisHood

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-3A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
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.

8/17/99

TEMPORARY DRAINAGE FOR TRAFFIC PHASING

PROJECT REFERENCE NO.	SHEET NO.
R-5768	EC-3B/CONST.2B-2
R/W SHEET NO.	

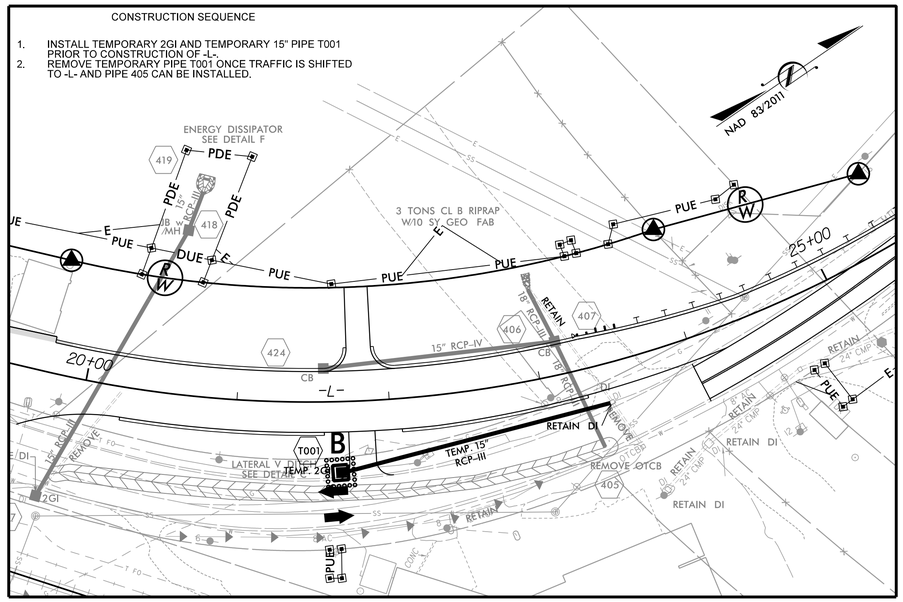
ROADWAY DESIGN ENGINEER

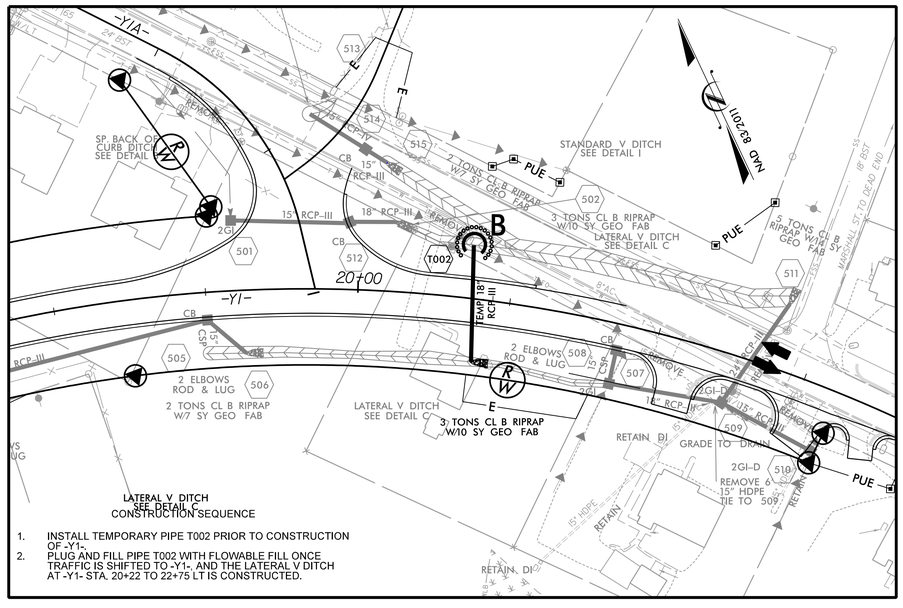
NORTH CAROLINA PROFESSIONAL SEAL 16725 ENGINEER SCOTT D. BLEVINS

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 51640 ENGINEER GWENDOLAND A. HOFFMAN

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED





50 25 0 50 100

SCALE

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P: (919) 878-9560
8601 Six Forks Road, Forum 1,Suite 700
Raleigh, North Carolina 27615-3960
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Engineers | Construction Managers | Planners | Scientists
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Responsive People | Creative Solutions

11/7/2022
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shoffman

PROJECT REFERENCE NO.	SHEET NO.
R-5768	4/EC-4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
PI Sta 12+92.37
Δ = 4° 59' 18.1" (LT)
D = 2° 51' 53.2"
L = 174.13'
T = 87.12'
R = 2,000.00'
V = 40 MPH
SE = .03
RO = 70'

-L-
PI Sta 23+72.80
Δ = 55° 31' 55.9" (LT)
D = 7° 32' 20.1"
L = 736.61'
T = 400.13'
R = 760.00'
V = 40 MPH
SE = .04
RO = 130'

-L-
PI Sta 28+12.06
Δ = 8° 11' 38.0" (LT)
D = 3° 59' 33.9"
L = 205.22'
T = 102.79'
R = 1,435.00'
V = 40 MPH
SE = .03
RO = 80'

-Y1-
PI Sta 14+25.91
Δ = 50° 22' 00.7" (LT)
D = 10° 42' 34.2"
L = 470.30'
T = 251.56'
R = 535.00'
V = 40 MPH
SE = .04
RO = 100'

-Y2-
PI Sta 15+34.47
Δ = 49° 36' 20.7" (RT)
D = 6.3° 39' 43.1"
L = 77.92'
T = 41.59'
R = 90.00'
V = 20 MPH
SE = .04
RO = 60'

-Y1A-
PI Sta 16+68.25
Δ = 12° 32' 34.3" (LT)
D = 16° 22' 12.8"
L = 76.62'
T = 38.46'
R = 350.00'
V = 40 MPH

-Y1A-
PI Sta 17+42.31
Δ = 15° 25' 45.2" (LT)
D = 21° 37' 15.8"
L = 71.36'
T = 35.90'
R = 265.00'

-Y1A-
PI Sta 18+62.78
Δ = 19° 41' 04.4" (LT)
D = 11° 41' 34.9"
L = 168.34'
T = 85.01'
R = 490.00'

NAD 83/2011

BEGIN TIP PROJECT R-5768
-L- POT Sta. 12+00.00

-L- PC Sta. 12+05.25

-L- PT Sta. 13+79.38

-L- POT Sta. 19+27.76 =
-Y1- POT Sta. 10+00.00
S 34° 25' 31.8" E

-L- PC Sta. 19+72.67

BEGIN C&G
-L- Sta. 19+75.00

-RRI- POT Sta. 10+00.00

-Y2- PT Sta. 15+70.80

-Y2- PC Sta. 14+92.87

-L- US 311

-L- US 311		-L- US 311
10,236 / 11,200		13,048 / 14,300
1,128 / 1,200		3,940 / 4,300
-Y1- SR 1928 STOKESBURG ROAD	5,068 / 5,500	ADT 2022 / ADT 2042

-Y1- NC 65

-Y1- NC 65		-Y1- NC 65
5,058 / 5,500		4,740 / 5,100
4,240 / 4,600		500 / 500
ADT 2022 / ADT 2042	1,328 / 1,400	-Y2- SR 1928 STOKESBURG ROAD

-Y2- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-Y2- POT Sta. 14+30.00

BEGIN C&G
-Y2- Sta.14+67.68

END C&G
-Y1- Sta.14+30.00

BEGIN WALL
BEGIN FENCE
-Y1- Sta.13+06.64

END WALL
END FENCE
-Y1- Sta.14+83.93

BEGIN C&G
-Y1- Sta.11+48.03

END C&G
-Y1- Sta.11+78.00

-Y1- PC Sta. 11+74.34

-Y1A- PT Sta. 19+46.12

-Y1A- PCC Sta. 17+77.77

-Y1A- PCC Sta. 17+06.41

-Y1- POC Sta.12+82.84 =
-Y2- POT Sta.15+93.49
N 58° 56' 33.4" E

-RRI- POT Sta. 18+75.00

-Y1- POT Sta.11+26.48

-RRI- POT Sta.14+51.22

BEGIN C&G
-Y1- Sta.10+85.03

N 52° 34' 18.5" E

N 41° 43' 33.3" E

N 52° 42' 51.3" E

N 4° 20' 12.7" E

MATCHLINE -Y1- STA. 15+00
SEE SHEET 5

MATCHLINE -Y1A- STA. 16+50
SEE SHEET 5

INSET A -L- STA. 26+00.00

INSET A -L- STA. 26+00.00

NOTE: IT DOES NOT APPEAR THAT DB 665 PG 771 AND PB 7 PG 8 REFERENCED THEREIN CLEARLY CONVEY TITLE TO THE ENTIRE AREA OF RAILROAD R/W AS SHOWN BELOW. HOWEVER, THE PROPERTY LINES SHOWN REFLECT THOSE AS CURRENTLY MAPPED BY THE STOKES COUNTY TAX DEPT.

HUNTER G. WILLIARD
CYNTHIA WILLIARD
DB 641 PG 293

DUANE SUTPHIN
DB 662 PG 950

SANFORD L. SMITH
JO ANN SMITH
DB 436 PG 1305

WALKERTOWN LUBE-N-WASH, LLC
DB 457 PG 1825
PB 7 PG 162

JENNIFER BLACK
DB 603 PG 227
PB 7 PG 162

LEON F. CLIFTON
YVONNE CLIFTON
DB 504 PG 151

PATRICIA A. GIBSON
HOWARD L. GIBSON
DB 538 PG 2078
PB 7 PG 162

TERRY W. MEEKS
VICKI MEEKS
DB 380 PG 566
PB 1 PG 28

DAVID B. GROGAN
BARBARA J. GROGAN
DB 681 PG 108
PB 1 PG 28

JANE T. JONES
DB 667 PG 947
PB 2 PG 275

SHERRY M. CLARK
DB 375 PG 161
PB 2 PG 275

JIMMY L. KNIGHT
DEBBIE R. KNIGHT
DB 665 PG 771
PB 7 PG 8

NCDOT
DB 323 PG 302

THOMAS E. WEBSTER
SUE K. WEBSTER
DB 510 PG 665

HEDGECOCK BUILDERS SUPPLY CO. OF WALNUT COVE
DB 182 PG 552
DB 414 PG 688

KEVIN S. BOYD
DB 680 PG 2217
PB 1 PG 28

GLORIA HAIRSTON
DB 657 PG 1570
PB 1 PG 28

BOYD HOLE
BETTY D. HOLE
DB 271 PG 936
DB 322 PG 35
DB 443 PG 1662

GPS R5768-L

NORFOLK SOUTHERN RAILROAD COMPANY

EXISTING NORFOLK SOUTHERN RAILROAD COMPANY R/W

20 TONS CL I RIPRAP W/39 SY GEO FAB ON BANKS ONLY

TOE PROTECTION 72 TONS CL A RIPRAP W/212 SY GEO FAB SEE DETAIL G

REMOVE HW TIE 36" STEEL INTO 403

50' TAPER TO EX.

SPECIAL CUT DITCH SEE DETAIL D

LATERAL V DITCH SEE DETAIL C

ENERGY DISSIPATOR SEE DETAIL F

3 TONS CL B RIPRAP W/10 SY GEO FAB

225' TAPER

100' TAPER

210' TAPER

2'-6" C&G

REMOVE & REPLACE EX.GR.

PROP. GR.

GREU TL 2

RETAIN

RETAIN DI

REMOVE DITCH

REMOVE DI

REMOVE DITCB

3 TONS CL B RIPRAP W/10 SY GEO FAB

REMOVE-300 TONS CONTAMINATED SOIL STANDARD BASE DITCH SEE DETAIL E

LINE TSD 42 TONS CL B RIPRAP W/122 SY GEO FAB

25' TAPER TO EX.

SP. BACK OF CURB DITCH SEE DETAIL B

8 TONS CL B RIPRAP W/21 SY GEO FAB

CONCRETE DITCH BEHIND RETAINING WALL SEE DETAIL H

RETAIN SYSTEM

MIN. OFFSET= 20 FT

OFFSET REQ'D

TIE TO Ex.Curb. END SBG -L- Sta. 27+65.17

BEG. SBG -L- Sta. 27+30.17

END C&G -L- Sta. 27+20

-L- PCC Sta. 27+09.28

TIE TO Ex.Curb. -L- Sta. 27+67.57

END C&G -L- Sta. 27+57.57

END GRADE -L- 27+10.00

BEGIN RESURFACING

END TIP PROJECT R-5768
-L- POC Sta. 27+78.28

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.

★ PROPOSED SIGNAL

PAVEMENT REMOVAL

FOR –L– PROFILE, SEE SHT. 6
FOR –Y1– PROFILE, SEE SHT. 7
FOR –Y2– PROFILE, SEE SHT. 7
FOR DITCH DETAILS, SEE SHT. 2D–1

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PROJECT REFERENCE NO.	SHEET NO.
R-5768	5/EC-5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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.

NAD 83/2011 NC GRID NAD 83 NA 2011

MATCHLINE –Y1A– STA. 16+50 SEE SHEET 4

MATCHLINE –Y1– STA. 15+00 SEE SHEET 4

–Y1A– PCC Sta. 16+29.79
–Y1A– PCC Sta. 15+61.46
–Y1A– PCC Sta. 14+76.59
–Y1A– PC Sta. 13+84.92
–Y1A– PT Sta. 12+84.29
–Y1A– PC Sta. 12+51.50
END CONSTRUCTION
–Y1A– POT Sta. 12+10.00
–Y1A– PT Sta. 11+94.43
–Y1A– POC Sta.10+74.92 = –DR1– POT Sta.10+00.00
N 78° 48' 01.8" E
–DR1– PC Sta. 10+14.14
N 38° 21' 42.4" W
N 37° 59' 00" W
–DR1– POT Sta. 11+49.71
END CONSTRUCTION
–DR1– POT Sta. 11+10.00
–DR1– PT Sta. 10+95.98
N 47° 32' 22.8" E
–Y1– PRC Sta. 16+44.64
END C&G –Y1A– Sta.11+83.87
END C&G –DR1– Sta.10+55.00
BEGIN C&G –Y1– Sta.22+84.87
–Y1– PT Sta. 23+72.92
END CONSTRUCTION
–DR1– POT Sta. 23+75.00
–Y1– POT Sta. 24+11.96
S 39° 55' 28.4" E
N 11° 44' 32.0" E
–Y1– POC Sta.19+74.76 = –Y1A– POT Sta.10+00.00
END C&G –Y1– Sta.22+04.81
LINE TSD WITH PC Sta. 10+42.55
98 TONS CL B RIPRAP W/288 SY GEO FAB

60 x 25 x 3
1.5 inch Skimmer
with 1.125 inch
Orifice Diameter
4 ft. weir
ID 5–2

60 x 22 x 3
1.5 inch Skimmer
with 1.0 inch
Orifice Diameter
4 ft. weir
ID 5–1

–Y1– NC 65

ADT 2022 / ADT 2042

	1,556 / 1,700	–Y1A– SR 1921 MARTIN LUTHER KING JR ROAD
4,740 / 5,100 –Y1– NC 65	1,456 / 1,600	100 / 100
		3,384 / 3,600 –Y1– NC 65

PAVEMENT REMOVAL

FOR –Y1– PROFILE, SEE SHT. 7
FOR –Y1A– PROFILE, SEE SHT. 7
FOR –DR1– PROFILE, SEE SHT. 7
FOR DITCH DETAILS, SEE SHT. 2D–1

–Y1–		–Y1A–					–DR1–
PI Sta 14+25.91	PI Sta 20+28.61	PI Sta 11+23.64	PI Sta 12+67.90	PI Sta 14+30.79	PI Sta 15+19.67	PI Sta 15+95.81	PI Sta 16+68.25	PI Sta 10+56.11
Δ = 50° 22' 00.7" (LT)	Δ = 44° 52' 04.1" (RT)	Δ = 49° 43' 41.6" (LT)	Δ = 0° 22' 32.9" (LT)	Δ = 5° 15' 06.7" (LT)	Δ = 24° 18' 49.0" (LT)	Δ = 14° 46' 28.4" (LT)	Δ = 12° 32' 34.3" (LT)	Δ = 31° 15' 39.0" (LT)
D = 10° 42' 34.2"	D = 6° 09' 39.0"	D = 32° 44' 25.6"	D = 1° 08' 45.3"	D = 5° 43' 46.5"	D = 28° 38' 52.4"	D = 21° 37' 15.8"	D = 16° 22' 12.8"	D = 38° 11' 49.9"
L = 470.30'	L = 728.27'	L = 151.89'	L = 32.79'	L = 91.66'	L = 84.87'	L = 68.33'	L = 76.62'	L = 81.84'
T = 251.56'	T = 383.96'	T = 81.10'	T = 16.40'	T = 45.86'	T = 43.08'	T = 34.36'	T = 38.46'	T = 41.97'
R = 535.00'	R = 930.00'	R = 175.00'	R = 5,000.00'	R = 1,000.00'	R = 200.00'	R = 265.00'	R = 350.00'	R = 150.00'
V = 40 MPH	V = 50 MPH	V = 25 MPH					V = 40 MPH	V = 15 MPH
SE = .04	SE = .04	SE = .04						SE = R.C.
R0 = 100'	R0 = 120'	R0 = 70'						R0 = 30'

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PROJECT REFERENCE NO.	SHEET NO.
R-5768	4/EC-6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
PI Sta 12+92.37
Δ = 4° 59' 18.1" (LT)
D = 2° 51' 53.2"
L = 174.13'
T = 87.12'
R = 2,000.00'
V = 40 MPH
SE = .03
RO = 70'

PI Sta 23+72.80
Δ = 55° 31' 55.9" (LT)
D = 7° 32' 20.1"
L = 736.61'
T = 400.13'
R = 760.00'
V = 40 MPH
SE = .04
RO = 130'

PI Sta 28+12.06
Δ = 8° 11' 38.0" (LT)
D = 3° 59' 33.9"
L = 205.22'
T = 102.79'
R = 1,435.00'
V = 40 MPH
SE = .03
RO = 80'

-Y1-
PI Sta 14+25.91
Δ = 50° 22' 00.7" (LT)
D = 10° 42' 34.2"
L = 470.30'
T = 251.56'
R = 535.00'
V = 40 MPH
SE = .04
RO = 100'

-Y2-
PI Sta 15+34.47
Δ = 49° 36' 20.7" (RT)
D = 6° 39' 43.1"
L = 77.92'
T = 41.59'
R = 90.00'
V = 20 MPH
SE = .04
RO = 60'

-Y1A-
PI Sta 16+68.25
Δ = 12° 32' 34.3" (LT)
D = 16° 22' 12.8"
L = 76.62'
T = 38.46'
R = 350.00'
V = 40 MPH

PI Sta 17+42.31
Δ = 15° 25' 45.2" (LT)
D = 21° 37' 15.8"
L = 71.36'
T = 35.90'
R = 265.00'

PI Sta 18+62.78
Δ = 19° 41' 04.4" (LT)
D = 11° 41' 34.9"
L = 168.34'
T = 85.01'
R = 490.00'

NAD 83/2011

BEGIN TIP PROJECT R-5768
-L- POT Sta. 12+00.00

-L- PC Sta. 12+05.25

-L- PT Sta. 13+79.38

-L- POT Sta.19+27.76 =
-Y1- POT Sta.10+00.00
S 34° 25' 31.8" E

BEGIN C&G
-L- Sta.19+75.00

-L- PC Sta. 19+72.67

NOTE: IT DOES NOT APPEAR THAT DB 665 PG 771 AND PB 7 PG 8 REFERENCED THEREIN CLEARLY CONVEY TITLE TO THE ENTIRE AREA OF RAILROAD R/W AS SHOWN BELOW. HOWEVER, THE PROPERTY LINES SHOWN REFLECT THOSE AS CURRENTLY MAPPED BY THE STOKES COUNTY TAX DEPT.

SANFORD L. SMITH
JO ANN SMITH
DB 436 PG 1305

HUNTER G. WILLIARD
CYNTHIA WILLIARD
DB 640 PG 293

HUNTER G. WILLIARD
CYNTHIA WILLIARD
DB 651PG 293

DUANE SUTPHIN
DB 662 PG 950

NCDOT
DB 323 PG 302

JIMMY L. KNIGHT
DEBBIE R. KNIGHT
DB 665 PG 771
PB 7 PG 8

THOMAS E. WEBSTER
SUE K. WEBSTER
DB 510 PG 665

GPS R5768-1
BOYD HOLE
BETTY D. HOLE
DB 271 PG 936
DB 322 PG 35
DB 443 PG 1662

WALKERTOWN LUBE-N-WASH, LLC
DB 457 PG 1825
PB 7 PG 162

EXISTING NORFOLK SOUTHERN RAILROAD COMPANY R/W

NORFOLK SOUTHERN RAILROAD COMPANY

WALKERTOWN LUBE-N-WASH, LLC
DB 457 PG 1825
PB 7 PG 162

-RRI- POT Sta. 10+00.00

-Y2- PT Sta. 15+70.80

-Y2- PC Sta. 14+92.87

-L- US 311

-L- US 311		-L- US 311
10,236 / 11,200	1,128 / 1,200	13,048 / 14,300
	3,940 / 4,300	
-Y1- SR 1928 STOKESBURG ROAD	5,068 / 5,500	ADT 2022 / ADT 2042

-Y1- NC 65

-Y1- NC 65		-Y1- NC 65
5,058 / 5,500	4,240 / 4,600	4,740 / 5,100
	500 / 500	
-Y2- SR 1928 STOKESBURG ROAD	1,328 / 1,400	ADT 2022 / ADT 2042

-Y2- POT Sta. 10+00.00

LEON E. CLIFTON
YVONNE CLIFTON
DB 504 PG 1451

PATRICIA A. GIBSON
HOWARD L. GIBSON
DB 598 PG 2078
PB 7 PG 162

JENNIFER BLACK
DB 603 PG 227
PB 7 PG 162

WALKERTOWN LUBE-N-WASH, LLC
DB 457 PG 1825
PB 7 PG 162

TERRY W. MEEKS
VICKI MEEKS
DB 380 PG 566
PB 1 PG 28

DAVID B. GROGAN
BARBARA J. GROGAN
DB 681 PG 108
PB 1 PG 28

JANE T. JONES
DB 667 PG 947
PB 2 PG 275

SHERRY M. CLARK
DB 379 PG 161
PB 2 PG 275

HEDGECOCK BUILDERS SUPPLY CO. OF WALNUT COVE
DB 182 PG 553
DB 414 PG 1684

KEVIN S. BOYD
DB 680 PG 2217
PB 1 PG 28

GLORIA HAIRSTON
DB 657 PG 1570
PB 1 PG 28

BEGIN CONSTRUCTION
-Y2- POT Sta. 14+30.00

BEGIN C&G
-Y1- Sta.11+48.03

END C&G
-Y1- Sta.11+78.00

-Y1- PC Sta. 11+74.34

-Y1A- PT Sta. 19+46.12

-Y1A- PCC Sta. 17+77.77

-Y1A- PCC Sta. 17+06.41

END C&G
-Y1- Sta.14+30.00

BEGIN C&G
-Y2- Sta.14+67.68

BEGIN WALL
BEGIN FENCE
-Y1- Sta.13+06.64

END WALL
END FENCE
-Y1- Sta.14+83.93

-Y1- POC Sta.12+82.84 =
-Y2- POT Sta.15+93.49
N 58° 56' 33.4" E

-Y2- PC Sta. 14+92.87

-RRI- POT Sta.14+51.22

-Y1- POT Sta.11+26.48

-RRI- POT Sta. 18+75.00

N 41° 43' 33.3" E

N 52° 34' 18.5" E

N 52° 42' 51.3" E

N 20° 12' 7" E

S 05° 21' 08" E
436.40'

225' TAPER

100' TAPER

210' TAPER

50' TAPER TO EX.

25' TAPER TO EX.

20 TONS CL I RIPRAP W/39 SY GEO FAB ON BANKS ONLY

3 TONS CL B RIPRAP W/10 SY GEO FAB

TOE PROTECTION 72 TONS CL A RIPRAP W/212 SY GEO FAB SEE DETAIL G

2 TONS CL B RIPRAP W/21 SY GEO FAB

3 TONS CL B RIPRAP W/10 SY GEO FAB

ENERGY DISSIPATOR SEE DETAIL F

REMOVE & REPLACE EX.GR.

REMOVE HW TIE 36" STEEL INTO 403

SPECIAL CUT DITCH SEE DETAIL D

LATERAL V DITCH SEE DETAIL C

MIN. OFFSET = 20 FT

CUT & FILL W/FLOWABLE FILL

REMOVE-300 TONS CONTAMINATED SOIL STANDARD BASE DITCH SEE DETAIL E

SP. BACK OF CURB DITCH SEE DETAIL B

CONCRETE DITCH BEHIND RETAINING WALL SEE DETAIL H

RETAIN SYSTEM

GRADE TO DRAIN

REMOVE OTCB

RETAIN DI

REMOVE DI

2'-6" C&G

GREU TL-2

PROP. GR.

PERMANENT DRAINAGE EASEMENT
REF. REF. NCDOT TIP# R-5790
PAR.Grp REF DB 322 PG 37

INSET A -L- STA. 26+00.00

INSET A -L- STA. 16+50

MATCHLINE -Y1A- STA. 16+50
SEE SHEET 5

MATCHLINE -Y1- STA. 15+00
SEE SHEET 5

★ PROPOSED SIGNAL

PAVEMENT REMOVAL

FOR -L- PROFILE, SEE SHT. 6
FOR -Y1- PROFILE, SEE SHT. 7
FOR -Y2- PROFILE, SEE SHT. 7
FOR DITCH DETAILS, SEE SHT. 2D-1

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PROJECT REFERENCE NO.	SHEET NO.
R-5768	5/EC-7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011 — NC GRID NAD 83 NA 2011

MATCHLINE –Y1A– STA. 16+50 SEE SHEET 4

MATCHLINE –Y1– STA. 15+00 SEE SHEET 4

–Y1A– PCC Sta. 16+29.79

–Y1A– PCC Sta. 15+61.46

–Y1A– PCC Sta. 14+76.59

–Y1A– PC Sta. 13+84.92

–Y1A– PT Sta. 12+84.29

–Y1A– PC Sta. 12+51.50

END CONSTRUCTION
–Y1A– POT Sta. 12+10.00

–Y1A– PT Sta. 11+94.43

–Y1A– POC Sta.10+74.92 =
–DRI– POT Sta.10+00.00
N 78° 48' 01.8" E

–DRI– PC Sta. 10+14.14

N 38° 21' 42.4" W

N 37° 59' 00.0" W

–DRI– POT Sta. 11+49.71

END CONSTRUCTION
–DRI– POT Sta. 11+10.00

–DRI– PT Sta. 10+95.98

N 47° 32' 22.8" E

60 x 25 x 3
1.5 inch Skimmer
with 1.125 inch
Orifice Diameter
4 ft. weir
ID 5–2

–Y1– NC 65

ADT 2022
ADT 2042

1,556
1,700

–Y1A–
SR 1921
MARTIN LUTHER
KING JR ROAD

1,456
1,600

100
100

4,740
5,100

3,384
3,600

–Y1–
NC 65

–Y1–
NC 65

50' TAPER TO EX.

END C&G
–Y1A– Sta.11+83.87

–Y1– PRC Sta. 16+44.64

–Y1A– +79.29

–Y1– +06.64

BEGIN C&G
–Y1– Sta.22+84.87

–Y1– PT Sta. 23+72.92

END CONSTRUCTION
–DRI– POT Sta. 23+75.00

50' TAPER TO EX.

–Y1– POT Sta. 24+11.96

–Y1– POC Sta.19+74.76 =
–Y1A– POT Sta.10+00.00

–Y1A– PC Sta. 10+42.55

END C&G
–Y1– Sta.22+04.81

60 x 22 x 3
1.5 inch Skimmer
with 1.0 inch
Orifice Diameter
4 ft. weir
ID 5–1

PAVEMENT REMOVAL

FOR –Y1– PROFILE, SEE SHT. 7
FOR –Y1A– PROFILE, SEE SHT. 7
FOR –DR1– PROFILE, SEE SHT. 7
FOR DITCH DETAILS, SEE SHT. 2D–1

–Y1–

PI Sta 14+25.91	PI Sta 20+28.61
Δ = 50° 22' 00.7" (LT)	Δ = 44° 52' 04.1" (RT)
D = 10° 42' 34.2"	D = 6° 09' 39.0"
L = 470.30'	L = 728.27'
T = 251.56'	T = 383.96'
R = 535.00'	R = 930.00'
V = 40 MPH	V = 50 MPH
SE = .04	SE = .04
R0 = 100'	R0 = 120'

–Y1A–

PI Sta 11+23.64	PI Sta 12+67.90	PI Sta 14+30.79	PI Sta 15+19.67	PI Sta 15+95.81	PI Sta 16+68.25
Δ = 49° 43' 41.6" (LT)	Δ = 0° 22' 32.9" (LT)	Δ = 5° 15' 06.7" (LT)	Δ = 24° 18' 49.0" (LT)	Δ = 14° 46' 28.4" (LT)	Δ = 12° 32' 34.3" (LT)
D = 32° 44' 25.6"	D = 1° 08' 45.3"	D = 5° 43' 46.5"	D = 28° 38' 52.4"	D = 21° 37' 15.8"	D = 16° 22' 12.8"
L = 151.89'	L = 32.79'	L = 91.66'	L = 84.87'	L = 68.33'	L = 76.62'
T = 81.10'	T = 16.40'	T = 45.86'	T = 43.08'	T = 34.36'	T = 38.46'
R = 175.00'	R = 5,000.00'	R = 1,000.00'	R = 200.00'	R = 265.00'	R = 350.00'
V = 25 MPH					V = 40 MPH
SE = .04					
R0 = 70'					

–DR1–

PI Sta 10+56.11
Δ = 31° 15' 39.0" (LT)
D = 38° 11' 49.9"
L = 81.84'
T = 41.97'
R = 150.00'
V = 15 MPH
SE = R.C.
R0 = 30'

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