PROJECT REFERENCE NO.	SHEET NO.
B-0041	EC-08/CONST.05
R/W SHEET NO.	

5/14/99

SEE SHEET EC-09
MATCHLINE -Y- 24+40

SEE SHEET EC-07
MATCHLINE -L- 29+00

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

-Y-
PIs Sta 18+01.07
Θs = 0° 28' 38.9"
Ls = 200.00'
LT = 133.33'
ST = 66.67'

PI Sta 26+67.93
Δ = 7° 37' 47.9" (LT)
D = 0° 28' 38.9"
L = 1,598.02'
T = 800.19'
R = 12,000.00'
e = 0.02 FT/FT
R.O. = 98'

-RPD-
PI Sta 12+35.61
Δ = 55° 25' 55.7" (RT)
D = 17° 59' 19.3"
L = 308.15'
T = 167.34'
R = 318.51'
e = 0.05 FT/FT
R.O. = 72'

NAD 83 /NA 2011

Place Matting for Erosion Control on Slope as Work Allows.
-L- Sta. 33+00 to Sta. 34+00 LT & RT
-L- Sta. 35+46 to Sta. 37+50 LT
-L- Sta. 35+78 to Sta. 36+50 RT
-Y- Sta. 20+00 to Sta. 23+00 RT
-Y- Sta. 20+50 to Sta. 26+00 LT
-RPB- Sta. 15+00 to Sta. 16+31 LT

POT Sta. 10+00.00
S 27° 48' 31.3" W
-RPA-
-L- POT Sta. 31+55.72
-RPA- POT Sta. 13+85.28
S 52° 38' 40.5" E
-L-
-L- POT Sta. 34+73.00
-Y- POC Sta. 19+50.99
SC Sta. 18+67.73
-RPB-
BEGIN CONSTRUCTION
-RPB- POT STA. 15+00.00
N 7° 18' 21.6" E
PT Sta. 13+15.90
TS Sta. 16+67.73
PC Sta. 11+12.10
N 16° 33' 15.0" E
BEGIN CONSTRUCTION
-Y- POT STA. 15+00.00
POT Sta. 10+00.00
N 40° 34' 30.0" E
-RPC-
BEGIN CONSTRUCTION
-RPC- POT STA. 12+20.00
POT Sta. 10+68.27
S 14° 52' 35.8" E
-RPD-
BEGIN CONSTRUCTION
-RPD- POC STA. 11+70.00
BEGIN CONSTRUCTION
-RPA- POT STA. 12+50.00
END SBG +21J8
END TIP PROJECT BR-0041
-L- POT STA. 42+00.00
POT Sta. 42+74.12
PT Sta. 13+76.42
S 40° 33' 20.0" W
-L- POT Sta. 38+43.33
-RPC- POT Sta. 13+94.24
-RPD- POT Sta. 14+12.70
END BRIDGE
-L- STA. 35+62.50
BEGIN APPROACH SLAB
-L- STA. 33+59.40
BEGIN BRIDGE
-L- STA. 33+83.50
END APPROACH SLAB
-L- STA. 35+86.60

A
B
C
D

BARNES STREET HOLDINGS LLC
DB 1608 PG 698
PB 27 PG 35

BOVONE NORTH AMERICA INC
DB 1568 PG 1893
PB 51PG 11

HENNIGES AUTOMOTIVE
DB 1341PG 2204
DB 886 PG 1441

LOVE'S TRAVEL STOPS & COUNTRY STORES, INC.
DB 1536 PG 1853
PB 80 PG 6

MH GILLS, LLC
DB 1502 PG 329

SPECIAL CUT DITCH wHINGE SEE DETAIL 5
SPECIAL CUT DITCH SEE DETAIL 7
SPECIAL BACK OF CURB CUT DITCH SEE DETAIL 2
TAIL DITCH SEE DETAIL 11
TAIL DITCH SEE DETAIL 10
MEDIAN DITCH SEE DETAIL 8
EST. 1 TON CL B RIP RAP EST. 5 SY GEOTEXTILE
EST. 3 TON CL B RIP RAP EST. 10 SY GEOTEXTILE
EST. 5 TON CL B RIP RAP EST. 14 SY GEOTEXTILE
EST. 11 TONS CL B RIP RAP EST. 24 SY GEOTEXTILE
EST. 12 TONS CL B RIP RAP EST. 26 SY GEOTEXTILE
EST. 16 TONS CL B RIP RAP EST. 34 SY GEOTEXTILE
EST. 10 TONS CL B RIP RAP EST. 21 SY GEOTEXTILE
EST. 2 TON CL B RIP RAP EST. 7 SY GEOTEXTILE
TEMP. SHORING SEE TMP PLANS
REMOVE CONCRETE
FUTURE LANE BY OTHERS
REMOVE
REMOVE, STORE, AND REPLACE EXISTING SIGN
TIE TO EXISTING
GRADE TO DRAIN
5' MONO. CONC. ISLAND (KEYED IN)
RETAIN
MTL CANOPY OVER FUEL PUMP ISLANDS
CAMPER WASTE DUMP AND AIR PUMP
PARKING SPACES
U/G TANKS
AG GAS STRUCTURE
CANOPY
120' LANE SHIFT TAPER
115' LANE SHIFT TAPER
225' LANE SHIFT TAPER
LANE SHIFT TAPER
BEGIN TAPER
END TAPER
BEGIN SPECIAL MEDIAN GRADING
TYPE III
CAT -I
SKEW 68°19'25"
SR 2817 BARNES ST 38' BST
SR 2817 BARNES ST 26.5' BST
SR 2817 BARNES ST 80' BST
US 29 RAMP 24.5 BST
US 29 RAMP 25 BST
US 29 NB 375 BST
US 29 SB 375 BST
US 29 NB 38 BST
US 29 SB 37.5 BST

DETAIL 2
SPECIAL BACK OF CURB CUT DITCH
(NOT TO SCALE)
FROM -L- STA. 26+70 RT TO -L- STA. 31+00 RT

DETAIL 10
TAIL DITCH
(Not to Scale)
EST LENGTH = 33'
DDE = 4 CY
EST SLOPE = 3.1%
Min. D= 1 Ft.
FROM -RPC- STA. 12+97 LT TO -RPC- STA. 13+29 LT

DETAIL 5
SPECIAL CUT DITCH wHINGE
(Not to Scale)
Min. D= 1 Ft.
FROM -RPB- STA. 15+00 LT TO -RPB- STA. 16+00 LT
FROM -Y- STA. 15+00 RT TO -Y- STA. 18+00 RT
FROM -Y- STA. 20+50 RT TO -Y- STA. 21+50 RT
FROM -Y- STA. 15+00 LT TO -Y- STA. 17+50 LT
FROM -Y- STA. 21+00 LT TO -Y- STA. 22+00 LT

DETAIL 11
TAIL DITCH
(Not to Scale)
EST LENGTH = 56'
DDE = 6 CY
EST SLOPE = 1.8%
Min. D= 1 Ft.
FROM -RPD- STA. 12+91 RT TO -RPD- STA. 13+47 RT

DETAIL 6
CONCRETE DITCH
BEHIND RETAINING WALL
(Not to Scale)
D= 1.0'
B= 2.0' (0' TO 2.0')
FROM -Y- STA. 18+18 RT TO -Y- STA. 18+78 RT
FROM -Y- STA. 19+65 RT TO -Y- STA. 20+27 RT
FROM -Y- STA. 18+74 LT TO -Y- STA. 19+37 LT
FROM -Y- STA. 20+25 LT TO -Y- STA. 20+98 LT

DETAIL 7
SPECIAL CUT DITCH
(Not to Scale)
Min. D= 1 Ft.
FROM -L- STA. 41+00 LT TO -L- STA. 42+00 LT
FROM -L- STA. 41+00 RT TO -L- STA. 42+00 RT
FROM -RPC- STA. 12+20 RT TO -RPC- STA. 13+00 RT
FROM -RPD- STA. 11+70 RT TO -RPD- STA. 12+50 RT
FROM -RPD- STA. 11+70 LT TO -RPD- STA. 12+50 LT

-RPB-
PI Sta 12+14.24
Δ = 9° 43' 50.8" (RT)
D = 4° 46' 28.7"
L = 203.80'
T = 102.15'
R = 1,200.00'

EXISTING SIGNAL
FOR -L- PROFILE, SEE SHEET NO. 7
FOR -Y_RT- PROFILE, SEE SHEET NO. 8
FOR -Y_LT- PROFILE, SEE SHEET NO. 8
FOR -RPA- PROFILE, SEE SHEET NO. 9
FOR -RPB- PROFILE, SEE SHEET NO. 9
FOR -RPC- PROFILE, SEE SHEET NO. 9
FOR -RPD- PROFILE, SEE SHEET NO. 9

15:52:21 PM
C:\Projects\581577-NCDOT\B-0041\900-CAD GIS\910_CAD\70_NCDOT_TIP\Erosion Control\Design\230_BR0041_EC_PSH08_FG.dgn
Roadway Design