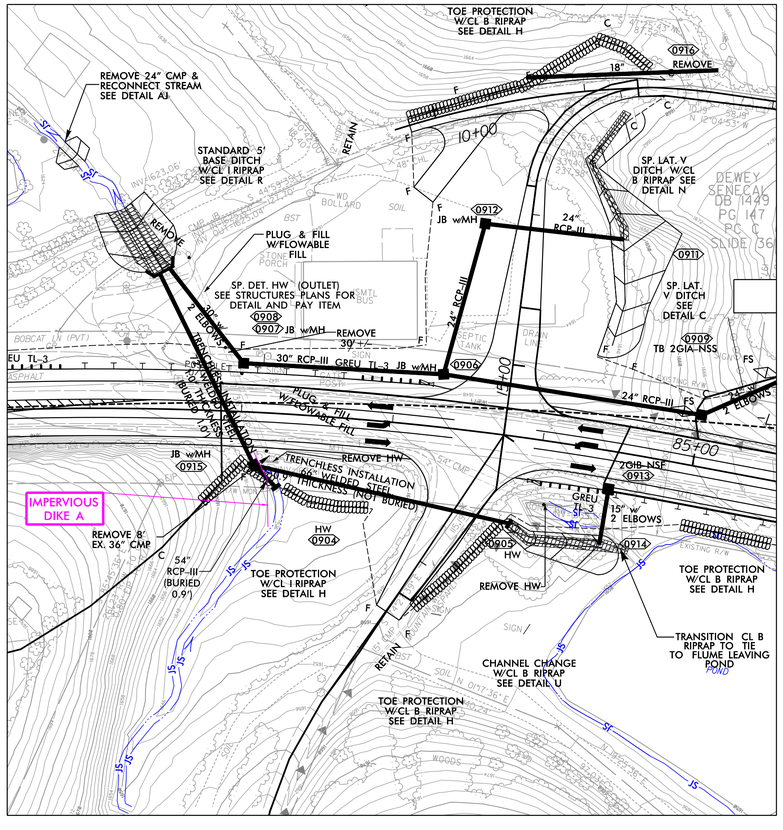
8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-9A/CONST.9A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

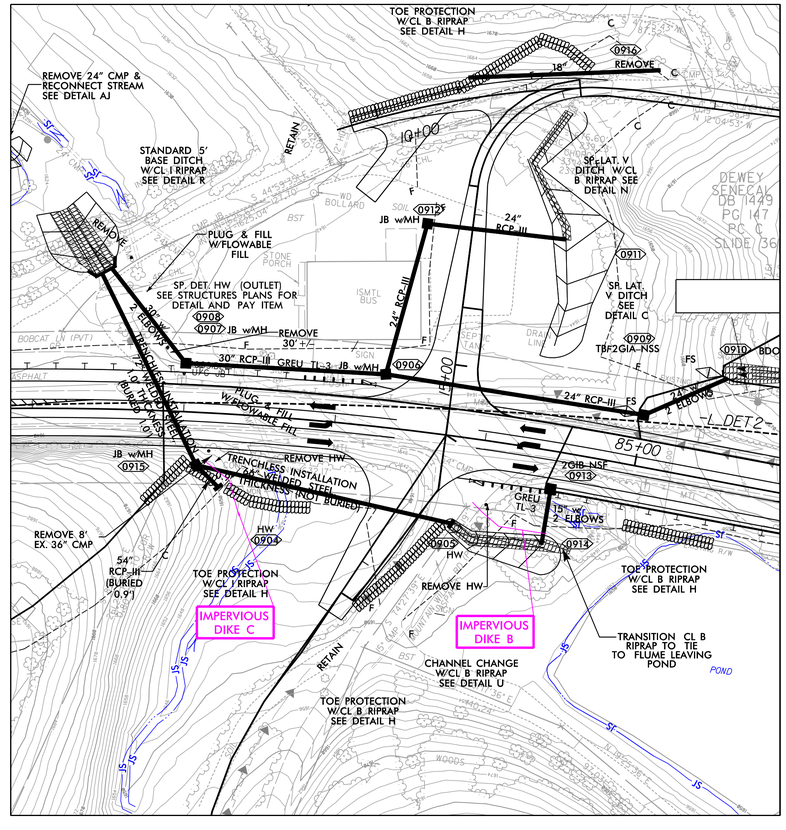
PIPE INSTALLATION SEQUENCE 1 STA. 81+96 –L–

1. INSTALL SPECIAL STILLING BASIN(S) AS NEEDED.
2. INSTALL IMPERVIOUS DIKE 'A' AS SHOWN ON PLANS TO MAINTAIN FLOW THROUGH THE EXISTING 36" CMP AND INSTALL SPECIAL STILLING BASIN(S) AS NEEDED.
3. INSTALL ENTRANCE AND RECEIVING BORE PITS AS NECESSARY.
4. INSTALL TRENCHLESS INSTALLATION 72" WELDED STEEL PIPE UNDER –L–.
5. INSTALL JUNCTION BOX W/MANHOLE, STRUCTURE NO. 0915.
6. INSTALL OUTLET CHANNEL IMPROVEMENTS (DETAIL R), UTILIZING PUMP AROUND OPERATIONS AS NECESSARY TO REMOVE EX. 24" CMP AND BUILD STD. DITCH.
7. UTLIZE PUMP AROUND OPERATIONS AS NECESSARY TO INSTALL HEADWALL & 54" RCP–III ENTRANCE. SEE EC–2C.
8. REMOVE IMPERVIOUS DIKE 'A' AND DIVERT WATER INTO NEWLY CONSTRUCTED 72" PIPE.



PIPE INSTALLATION SEQUENCE 2 STA. 10+57 –Y5–

1. INSTALL IMPERVIOUS DIKE 'B' AND 'C' AS SHOWN ON PLANS TO MAINTAIN FLOW THROUGH THE EXISTING 54" CMP HW & 24" CMP OUTLET
2. INSTALL ENTRANCE AND RECEIVING BORE PITS AS NECESSARY.
3. INSTALL TRENCHLESS INSTALLATION 66" WELDED STEEL PIPE UNDER –Y5–
4. UTILIZE PUMP AROUND OPERATIONS TO CONSTRUCT LAST FEW FT OF 66" WSP INTO PREVIOUSLY CONSTRUCTED JB W/MH #0915. SEE EC–2C.
5. REMOVE IMPERVIOUS DIKES AND DIVERT WATER THROUGH NEWLY CONSTRUCTED PIPES. REMOVE SPECIAL STILLING BASIN(S).
6. PLUG & FILL /REMOVE NECESSARY EXISTING PIPES PER PLANS.



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8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-10/CONST.10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-L-			-DR10-	-DR11-
PI Sta 90+43.98	PI Sta 95+11.13	PI Sta 97+69.79	PI Sta 11+73.39	PI Sta 11+23.42
Δ = 2° 47' 40.83" (RT)	Δ = 5° 4' 00.1" (LT)	Δ = 4° 48' 49.0" (RT)	Δ = 10° 15' 03.7" (LT)	Δ = 14° 52' 01.7" (RT)
D = 0° 25' 03.9"	D = 1° 54' 35.49"	D = 1° 54' 35.49"	D = 14° 19' 26.2"	D = 28° 57' 18.1"
L = 668.97'	L = 265.30'	L = 252.04'	L = 71.57'	L = 51.35'
T = 334.55'	T = 132.73'	T = 126.09'	T = 35.88'	T = 26.09'
R = 13,715.00'	R = 3,000.00'	R = 3,000.00'	R = 400.00'	R = 200.00'
SE = 0.02	SE = 0.05	SE = 0.05	SE = 0.02	SE = 0.02
R0 = 70'	R0 = 140'	R0 = 140'	DS = 15 MPH	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH	DS = 60 MPH		

CLEAR WATER DIVERSION
(Not to Scale)

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 10

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

MATCHLINE –L– STA. 88+00 SEE SHEET 9

MATCHLINE –L– STA. 101+00 SEE SHEET 11

DOUGLAS R. HUTHWAITE
PAUL R. PRICE
PHILIP PERLOW
KEITH A. LECERE
HOWARD J. BAUMEISTER
HONEY HARTZELL CARR
HOMER A. SHAFFER JR.
GAIL HARTZELL PERROTT
WILLIAM E. CAMPBELL HEIRS, ET AL
MARGUERITE & PROSPERO O'BRYON
KATIE A. ERWIN
JOSEPH J. GRUBER
ROBERT TRUETT
CANDACE LOVE, HEIRS
RAYMONDE T. BAUMEISTER

-DR10- POT Sta. 10+00.00
BEGIN CONSTRUCTION
-DR10- POT Sta. 11+10.00
-DR10- PT Sta. 12+09.08
-DR10- PC Sta. 11+37.52
-L- PRC Sta. 93+78.40
-L- POT Sta. 99+63.92=
-DR11- POT Sta. 10+00.00
-L- PT Sta. 98+95.74
-L- POC Sta. 96+17.62=
-DR10- POT Sta. 12+39.84
-L- PRC Sta. 96+43.70
-DR10- PC Sta. 10+97.32
-DR11- PT Sta. 11+48.67
END CONSTRUCTION
-DR11- POT Sta. 11+75.00
-DR11- POT Sta. 12+30.36

BERM 4' BASE DITCH W/CL B RIPRAP SEE DETAIL M
LATERAL V DITCH W/CL B RIPRAP SEE DETAIL E
TOE PROTECTION W/CL B RIPRAP SEE DETAIL H
PUE
LATERAL V DITCH SEE DETAIL B
BM#5 -L- 97+32.27 109.54' LT ELEV. = 1731.58
10' WIDE BERM TOP ELEV. 1703.6 SEE DETAIL S SPECIAL CUT DITCH SEE DETAIL A
REMOVE HW
HW <1001>
240' UNIFORM TRANSITION LT & RT
PLUG & FILL W/FLOWABLE FILL
-L- DET 2-
GREU TL-3
REMOVE
300' TURN LANE
PROP SBG
2GIB-NSS
2GIA-NSF
28' (TYP.) PAVED ROADWAY
30" w/2 ELBOWS (Pond Overflow)
PPES
15" RCP
<1013>
<1014>
<1012>
<1003>
<1004>
<1007>
<1008>
<1009>
<1010>
<1011>
PLUG & FILL w/MH
STD. V DITCH W/CL I RIPRAP SEE DETAIL T
ADDITIONAL RIPRAP ON RECIEVING BANK 10 TONS CL I RIPRAP W/20 SY GEOFAB
BANK STABILIZATION CL B RIPRAP ON BANKS ONLY SEE DETAIL AI
8 TONS CL B RIPRAP W/21 SY GEOTEXTILE
PROP. SHOULDER BERM GUTTER -L- Sta. 88+45.00 TO 88+09.00 RT
PROP. SHOULDER BERM GUTTER -L- Sta. 96+19.00 TO 98+96.50 RT
PROP. SHOULDER BERM GUTTER -L- Sta. 100+48.00 TO 101+97.50 RT
DO NOT DISTURB WELL
ORNAMENTAL WINDMILL
15BKD
REINFORCED SOIL SLOPES -L- Sta. 93+25.00 TO 97+25.00 RT
GREENHOUSE
RETAIN
REMOVE
N 78° 38' 16.5" E
N 88° 53' 20.2" E
N 7° 16' 28.78" W
N 89° 08' 07.7" E

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR –L– PROFILE SEE SHTS. 24 & 25
FOR –DR10– PROFILE SEE SHT. 35
FOR –DR11– PROFILE SEE SHT. 35
FOR DITCH DETAILS SEE SHT. 2D–1 & 2D–2
FOR REINFORCED SOIL SLOPE DETAILS SEE SHTS. 2G–1 & 2G–2

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8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-11/CONST.11
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-

PI Sta 112+20.71
△ = 0° 38' 52.86" (LT)
D = 0° 15' 37.57"
L = 248.82'
T = 124.41'
R = 22,000.00'
SE = NC
RO = 70'
DS = 60 MPH

-Y6-

PI Sta 13+60.37
△ = 81° 00' 06.6" (LT)
D = 39° 30' 51.6"
L = 204.99'
T = 123.85'
R = 145.00'
SE = 0.06
RO = 100'
DS = 25 MPH

PI Sta 16+47.26
△ = 66° 29' 36.7" (RT)
D = 67° 24' 24.5"
L = 98.65'
T = 55.72'
R = 85.00'
SE = 0.05
RO = 75'
DS = 20 MPH

-DRI2-

PI Sta 11+30.31
△ = 3° 00' 57.2" (RT)
D = 7° 09' 59.9"
L = 42.08'
T = 21.06'
R = 800.00'
SE = 0.02
DS = 15 MPH

-Y7-

PI Sta 10+57.52
△ = 62° 23' 11.4" (RT)
D = 63° 30' 49.4"
L = 98.23'
T = 57.52'
R = 95.00'
SE = 0.02
RO = 30'
DS = 20 MPH

PI Sta 12+54.78
△ = 90° 57' 44.5" (LT)
D = 72° 03' 49.5"
L = 126.22'
T = 86.44'
R = 85.00'
SE = 0.02
RO = 30'
DS = 20 MPH

PI Sta 13+35.18
△ = 6° 35' 41.2" (RT)
D = 8° 08' 02.0"
L = 81.08'
T = 40.62'
R = 705.00'
SE = 0.02
DS = 15 MPH

-DR28-

PI Sta 10+76.09
△ = 88° 03' 13.4" (LT)
D = 190° 59' 09.4"
L = 46.10'
T = 29.00'
R = 30.00'
SE = 0.02
DS = 15 MPH

-DRI3-

PI Sta 10+28.00
△ = 49° 09' 14.4" (LT)
D = 229° 10' 59.2"
L = 21.45'
T = 11.43'
R = 25.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+28.22
△ = 57° 11' 36.3" (LT)
D = 45° 14' 23.0"
L = 126.42'
T = 70.87'
R = 130.00'
SE = 0.02
DS = 15 MPH

-DR29-

PI Sta 10+60.63
△ = 84° 11' 20.2" (RT)
D = 114° 35' 29.6"
L = 73.47'
T = 45.17'
R = 50.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+61.05
△ = 81° 06' 48.1" (LT)
D = 114° 35' 29.6"
L = 70.78'
T = 42.79'
R = 50.00'
SE = 0.02
DS = 15 MPH

-DRI4-

PI Sta 11+35.19
△ = 33° 33' 54.5" (RT)
D = 28° 38' 52.4"
L = 117.16'
T = 60.32'
R = 200.00'
SE = 0.02
DS = 15 MPH

PI Sta 12+10.53
△ = 27° 41' 53.8" (LT)
D = 76° 23' 39.7"
L = 36.26'
T = 18.49'
R = 75.00'
SE = 0.02
DS = 15 MPH

PI Sta 12+64.86
△ = 22° 21' 36.9" (LT)
D = 31° 26' 41.0"
L = 72.17'
T = 36.56'
R = 182.21'
SE = 0.02
DS = 15 MPH

NAD 83/2011

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 11

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

MARSHA H. McKAY
DB 1394 PG 667

WILLIAM L. RHODES
DB 1417 PG 349

KENNETH B. LANCE
DB 1221 PG 587

THOMAS STADTHAGEN AND WIFE,
MICHELE STADTHAGEN
DB 1698 PG 709

WILLIAM E. CAMPBELL
HEIRS, ET AL
DB 1587 PG 154

BRITTANY RHODES
DB 1804 PG 1148

PATRICIA E. PRATT
DB 1467, PG 382
PC H, SLIDE 122

CLINTON L.
ROBERTS JR.
DB 1540 PG 332

KENNETH P. LANCE
DB 1070 PG 161

RAYMONDE T. BAUMEISTER
DB 466 PG 16

GENE SNEED
DB 457 PG 136

DIANE J. ANDERSON
DB 872

GEOFFREY K. GRUBB
DB 738 PG 13

WILLIAM H. JONES
DB 500 PG 60

HAROLD M.
ROBERSON
DB 604 PG 131

SMOKY
MOUNTAIN
HOLDING
DB 999 PG 202

BM#6
-L- 110+12.80
53.20' LT
ELEV. = 1756.60

00+01

BEGIN CONSTRUCTION DITCH WORK
-Y6- POT Sta.11+00.00
S 84° 54' 49.0" W

50' TAPER TO EXIST

+37.50

SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

-Y6- PC Sta. 12+36.52
-Y6- POC Sta.13+05.68=
-DRI3- POT Sta. 10+00.00

DO NOT DISTURB

REMOVE

S 40° 44' 37.0" E

-DRI3- PC Sta. 10+16.56
-DRI3- PT Sta. 10+38.01
S 89° 53' 51.3" E

-DRI3- PC Sta. 10+57.35

END GRADE
-DRI3- POC Sta.11+40.00

-DRI2- POT Sta. 10+00.00=
-L- POT STA.102+70.10

END CONSTRUCTION
-DRI3- POC Sta.11+63.00
-DRI3- PT Sta. 11+83.78

LINE TRANSITION BETWEEN EX. DITCH & ROADWAY CUT DITCH 2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

SPECIAL CUT DITCH SEE DETAIL A

-DRI3- POT Sta. 12+44.89

N 32° 54' 32.3" E
N 80° 34' 41.1" E

-DR29- PC Sta. 10+15.46

N 53° 19' 33.5" W

-Y6- POC Sta.16+07.51=
-DR29- POT Sta. 10+00.00

-Y6- PT Sta. 14+41.52

-Y6- PC Sta. 15+91.54

BERM 4' BASE DITCH W/CL B RIPRAP SEE DETAIL M

BERM V DITCH W/CL B RIPRAP SEE DETAIL I

-Y6- PT Sta. 16+90.18
-DR29- PT Sta. 10+88.93
-Y6- POT Sta. 17+24.37=
-Y7- PC Sta.10+00.00=
-L- POT Sta.109+02.38

N 30° 51' 46.8" E

-DR29- PC Sta. 11+18.26
-DR29- PT Sta. 11+89.05

END CONSTRUCTION
-DR29- POC Sta.12+01.12

N 50°15' 01.4" W

-DR29- POT Sta. 12+28.55
-L- POT Sta.110+79.21 =
-DR28- POT Sta. 10+00.00

-DRI4- POT Sta. 10+00.00=
-L- POT STA.113+62.01

N 7° 55' 21.7" W

PROP. SHOULDER BERM GUTTER -L- Sta.110+96.50 TO 114+02.00 LT

-L- PT Sta. 113+45.12

SP. LAT. 4' BASE DITCH W/CL B RIPRAP SEE DETAIL L

-L- PC Sta. 110+96.30

-L- PT Sta. 114+00.00

-Y7- PT Sta. 10+98.23

N 82° 42' 56.5" E

-DR28- PC Sta. 10+47.09
-DR28- PT Sta. 10+93.20

END CONSTRUCTION
-DR28- POT Sta. 11+77.00

-DR28- POT Sta. 11+78.03

-Y7- PC Sta. 11+68.34

-DRI4- PC 10+74.88
-DRI4- PRC 11+92.04
-DRI4- PCC Sta. 12+28.30

END CONSTRUCTION
-DRI4- POC Sta.12+38.00

-DRI4- PT 13+00.47
N 73° 21' 46.4" E
-DRI4- POT 13+42.34

VALLEY GUTTER -DRI4- STA.11+50.00 TO 12+38.00

NO CLAIM

N 5° 20' 16.9" W

-Y7- PRC Sta. 12+94.56

END CONSTRUCTION
-Y7- POC Sta.13+10.00

-Y7- PT Sta.13+75.64

-Y7- POT Sta. 14+28.05

N 58° 35' 49.3" E

-DRI2- PC Sta. 11+09.25
-DRI2- PT Sta. 11+51.33

END CONSTRUCTION
-DRI2- POT Sta. 11+55.00

N 85° 44' 28.4" E

-DRI2- POT Sta. 11+94.56

POND N 82° 43' 31.2" E

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

ROCK FILL IN POND SEE DETAIL AF

240' UNIFORM TRANSITION LT & RT

PROP. SHOULDER BERM GUTTER -L- Sta.100+48.00 TO 101+97.50 RT

5 TONS CL B RIPRAP W/14 SY GEOTEXTILE

PROP. SBG

REMOVE HW

REMOVE

PLUG & FILL W/FLOWABLE FILL

GRADE TO DRAIN

530' CENTER TURN LANE

200' LANE TAPER

100' LANE WIDTH TRANS.

50' TAPER TO EXIST

24" RCP-III

15" RCP-III

30" RCP-III

18" CMP

PPES

REMOVE 10" AT-1

ADJ. 2GIA

BERM V DITCH SEE DETAIL K

ADJ. 4OTCB

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

TB 2GIB-NSF

2GIA-NSS

2GIA-NSF

2GIB-NSS

4OTCB

BDO 1107

MATCHLINE -L- STA. 101+00 SEE SHEET 10

MATCHLINE -L- STA. 114+00 SEE SHEET 12

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-12/CONST 12
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 12

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

–L–
PI Sta 127+30.02
Δ = 23° 20' 58.3" (LT)
D = 2° 41' 46.6"
L = 865.99'
T = 439.09'
R = 2,125.00'
SE = 0.06
RO = 165'
DS = 60 MPH

–DRI5–
PI Sta 11+99.43
Δ = 73° 27' 47.3" (RT)
D = 60° 00' 00.0"
L = 122.44'
T = 74.62'
R = 100.00'
SE = 0.02
DS = 15 MPH

PI Sta 12+96.26
Δ = 52° 13' 28.3" (LT)
D = 60° 00' 00.0"
L = 87.04'
T = 49.02'
R = 100.00'
SE = 0.02
DS = 15 MPH

PI Sta 13+52.13
Δ = 22° 25' 31.3" (RT)
D = 67° 29' 52.7"
L = 33.22'
T = 17.84'
R = 90.00'
SE = 0.02
DS = 15 MPH

NAD 83/2011

MATCHLINE –L– STA. 114+00 SEE SHEET 11

MATCHLINE –L– STA. 126+00 SEE SHEET 13

50 THOMAS STADTHAGEN AND WIFE, MICHELE STADTHAGEN DB 1698 PG 709

59 SARAH SKOMP DB 1432 PG 686

60 ROBERT IRWIN, ET AL DB 915 PG 206

58 SMOKY MOUNTAIN HOLDING DB 999 PG 202

61 BRUCE BROCKETT DB 1426 PG 411

ROBERT IRWIN DB 915 PG 206

JAMES L. BRETZ DB 1520 PG 967

62 MGH INTRESTS LLC DB 1501 PG 782, DB 1576 PG 551

MICHAEL HOWARTH DB 1575 PG 809

SP: LAT. 4' BASE DITCH W/CL B RIPRAP SEE DETAIL L

BANK STABILIZATION CL B RIPRAP ON BANKS ONLY SEE DETAIL AI

REINFORCED SOIL SLOPES –L– Sta.119+75.00 TO 121+25.00 LT

PROP. SHOULDER BERM GUTTER –L– Sta.119+00.00 TO 122+00.00 LT

ADDITIONAL RIPRAP ON RECEIVING BANK 7 TONS CL I RIPRAP W/13 SY GEOFAB

STD. V DITCH W/CL I RIPRAP SEE DETAIL T

–L– PC Sta. 122+90.93

PROP. SHOULDER BERM GUTTER –L– Sta.124+45.00 LT TO –Y8– Sta.121+22.00 RT

–L– POC Sta. 123+69.66= –DRI5– POT STA 10+00.00

LATERAL 4' BASE DITCH W/CL B RIPRAP SEE DETAIL G

BM#7 –L– 123+65.15 38.29' LT ELEV. = 1676.09

530' CENTER TURN LANE

200' LANE TAPER

200' UNIFORM TRANSITION LT & RT

1 TONS CL B RIPRAP W/5 SY GEOTEXTILE

LINE CONCRETE DITCH TRANSITION TO EXISTING DITCH W/5 TONS CL B RIPRAP W/14 SY GEOTEXTILE

REMOVE HW & 16' EX. 24" CMP

REMOVE HW

GRADE TO DRAIN

PAVE & FILL W/FLOWABLE

–DET 3–

DRIVEWAY NOT IN USE POST CONSTRUCTION

SPECIAL CUT DITCH W/CL B RIP RAP SEE DETAIL O

RETAINING WALL

END –RWI– & VINYL FENCE –RWI– Sta.12+13.17= –L– Sta.117+50.00 (69.00' RT)

BEGIN –RWI– & VINYL FENCE –RWI– Sta.10+00.00= –L– Sta.115+50.00 (142.76' RT)

SEE RETAINING WALL DETAIL FOR CONCRETE DITCH DESIGN

–DRI5– PC Sta. 11+24.81

–DRI5– PRC Sta. 12+47.25

–DRI5– PRC Sta. 13+34.29

–DRI5– PT Sta. 13+67.51

SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O

END GRADE –DRI5– PC Sta. 13+30.00

END CONSTRUCTION –DRI5– POC Sta. 13+90.12

–DRI5– POT Sta. 14+18.26

S 56° 22' 54.2" E

N 7° 55' 21.7" W

N 79° 57' 15.4" E

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR –L– PROFILE SEE SHTS. 25 & 26
FOR –DR15– PROFILE SEE SHT. 36
FOR DITCH DETAILS SEE SHT. 2D–1 & 2D–2
FOR RETAINING WALL ENVELOPE SEE SHT.W–1 THRU W–3
FOR REINFORCED SOIL SLOPE DETAILS SEE SHTS. 2G–1 & 2G–2

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-13/CONST J3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-L-	-Y8-	-Y9-
PI Sta 127+30.02	PI Sta 135+82.23	PI Sta 10+55.66	PI Sta 11+22.32	PI Sta 14+31.88
△ = 23° 20' 58.3" (LT)	△ = 16° 58' 31.5" (LT)	△ = 24° 56' 46.9" (RT)	△ = 73° 19' 25.7" (RT)	△ = 22° 17' 24.8" (LT)
D = 2° 41' 46.6"	D = 2° 00' 37.4"	D = 35° 48' 35.5"	D = 45° 50' 11.8"	D = 20° 06' 13.6"
L = 865.99'	L = 844.39'	L = 69.66'	L = 159.97'	L = 110.88'
T = 439.09'	T = 425.31'	T = 35.39'	T = 93.04'	T = 56.15'
R = 2,125.00'	R = 2,850.00'	R = 160.00'	R = 125.00'	R = 285.00'
SE = 0.06	SE = 0.05	SE = 0.03	SE = 0.05	
DS = 60 MPH	DS = 60 MPH	RO = 45'	RO = 75'	
		DS = 15 MPH	DS = 15 MPH	

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 13

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

MATCHLINE -L- STA. 126+00 SEE SHEET 12

MATCHLINE -L- STA. 139+00 SEE SHEET 14

-Y8- POT Sta.10+00.00
N 29° 55' 53.2" E
-Y8- PC Sta.10+20.27
BEGIN CONSTRUCTION
-Y8- PT Sta.10+44.00
BEGIN GRADE
-Y8- PT Sta.10+50.00
-L- PCC Sta.131+56.92
-L- POC Sta.129+80.53
-Y8- POT Sta.12+76.78=
-Y9- POT Sta.10+00.00=
N 60° 15' 40.8" E
-Y9- PC Sta.13+75.73
-Y9- PT Sta.14+86.60
-Y9- PT Sta.11+89.25
END CULVERT
-L- Sta.127+69.10
BEGIN CULVERT
-L- Sta.127+61.07
-Y8- SI PT Sta.10+89.93
END CONSTRUCTION
-Y9- PT Sta.13+50.00
N 54° 52' 40.1" E
S 46° 24' 53.5" E

PROP. SHOULDER BERM GUTTER
-L- Sta.124+45.00 LT
TO -Y8- Sta.12+22.00 RT

PROP. SHOULDER BERM GUTTER
-L- Sta.130+48.00
TO 132+21.00 LT

59 SARAH SKOMP DB 1432 PG 686

60 BRUCE C. CHYNOWETH DB 1066 PG 649

FRANKIE DOCKERY DB 983 PG 24

WILLARD SMITH DB 1308 PG 59

FRONTIER COMMUNICATIONS OF THE CAROLINAS, LLC. DB 492 PG 28

67 RICHARD M. STOVER DB 1531 PG 345

68

65 TITAN SELF STORAGE LLC DB 1552 PG 154

66 RICHARD DIEHL DB 1036 PG 105

62

63 MANUEL HERNANDEZ DB 1509 PG 370

69 GENE P. FARMER DB 1548 PG 165

70 BARBARA A. ROBERSON DB 621 PG 173

71 NO CLAIM RENEGADE SELF-STORAGE,LLC DB 1671 PG 398

72 WILLIAM CONNELL, HEIRS DB 806 PG 108

73 RENEGADE SELF-STORAGE, LLC DB 1671 PG 398

LATERAL 4' BASE DITCH W/CL B RIPRAP SEE DETAIL G

LATERAL V DITCH SEE DETAIL B

BANK STABILIZATION CL B RIPRAP ON BANKS ONLY SEE DETAIL A1

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

GOLD BRANCH OUTLET IMPROVEMENTS SEE DETAIL SHT 2D-2

GOLD BRANCH INLET IMPROVEMENTS SEE DETAIL SHT 2D-2

CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL D

11 TONS CL B RIPRAP W/28 SY GEOTEXTILE 2GIB-NSF

54" RCP-III (BURIED 0.9')

48" RCP-IV (NOT BURIED)

36" RCP-IV PROP. SBG

36" RCP-IV

15" RCP-III

REMOVE EX. 18" CMP

REMOVE HW

REMOVE JB

REMOVE 10' EX. 30" CMP

25' TAPER TO EXIST 30" RCP-III (BURIED 0.6')

50' TAPER TO EXIST

100' LANE WIDTH TRANS.

PLUG & FILL W/FLOWABLE FILL

RETAIN

DO NOT DISTURB SIGN OR WELL

SP. CUT 4' BASE DITCH SEE DETAIL Z

DO NOT DISTURB

LATERAL 4' BASE DITCH W/CL B RIPRAP SEE DETAIL G

SP. DET. HW SEE STRUCTURES PLANS FOR DETAIL AND PAY ITEM

POND REMOVE

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR –L– PROFILE SEE SHT. 26
FOR –Y8– PROFILE SEE SHT. 31
FOR –Y9– PROFILE SEE SHT. 32
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2
FOR HEADWALL SPECIAL DETAIL SEE SHTS. S-1 THRU S-6

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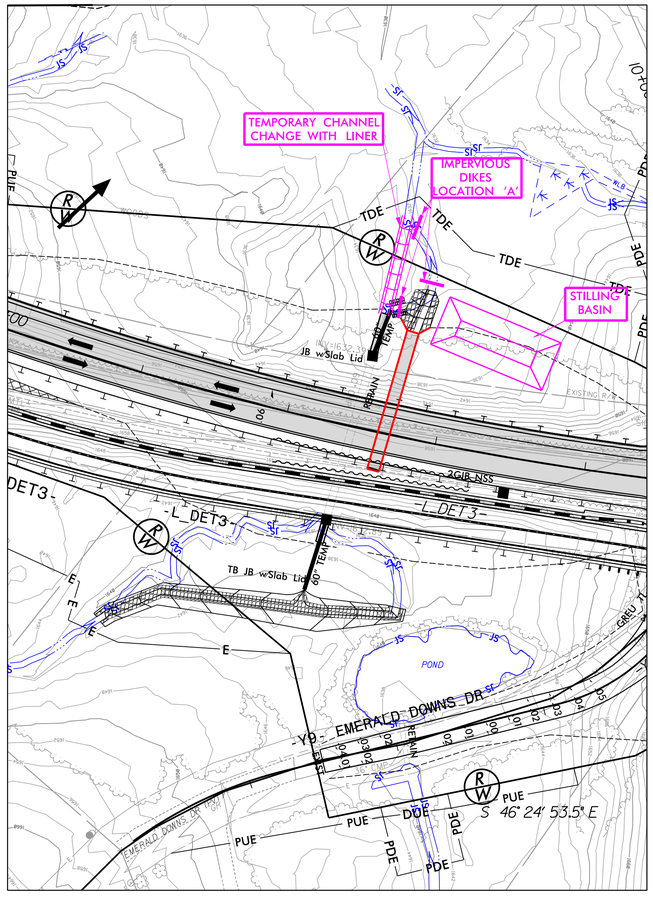
8/17/99

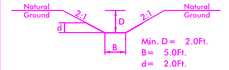
PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-13A/CONSTJ3A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



CULVERT INSTALLATION SEQUENCE 1 STA. 127+65 –L–

1. CONSTRUCT DETOUR –L_DET3– AND DETOUR DRAINAGE ACCORDING TO ROADWAY PLANS.
2. SHIFT ALL TRAFFIC TO DETOUR LANE.
3. INSTALL STILLING BASIN WITH MINIMUM CAPACITY OF 115 CY AT OUTLET OF PROPOSED CULVERT.
4. INSTALL IMPERVIOUS DIKES AS SHOWN ON PLAN. INSTALL APPROX. 68 LF OF TEMPORARY CHANNEL CHANGE W/LINER AS SHOWN IN DETAIL BELOW.
5. DIVERT STREAM THROUGH TEMPORARY CHANNEL.
6. INSTALL APPROX. 95 LF OF PROPOSED 8'x9' RCBC WITH HEADWALL, WINGWALLS AND OUTLET CHANNEL IMPROVEMENTS.
7. CONSTRUCT ROADWAY AND EMBANKMENTS ACCORDING TO ROADWAY PLANS LEAVING AS MUCH OF THE STILLING BASIN AS POSSIBLE UNTIL CONSTRUCTION IS FINISHED.
8. SWITCH TRAFFIC TO NEWLY CONSTRUCTED PAVEMENT.
9. REMOVE DETOUR ROADWAY AND TEMPORARY DRAINAGE STRUCTURES.
10. REMOVE REMAINING PORTION OF STILLING BASIN AT OUTLET END.

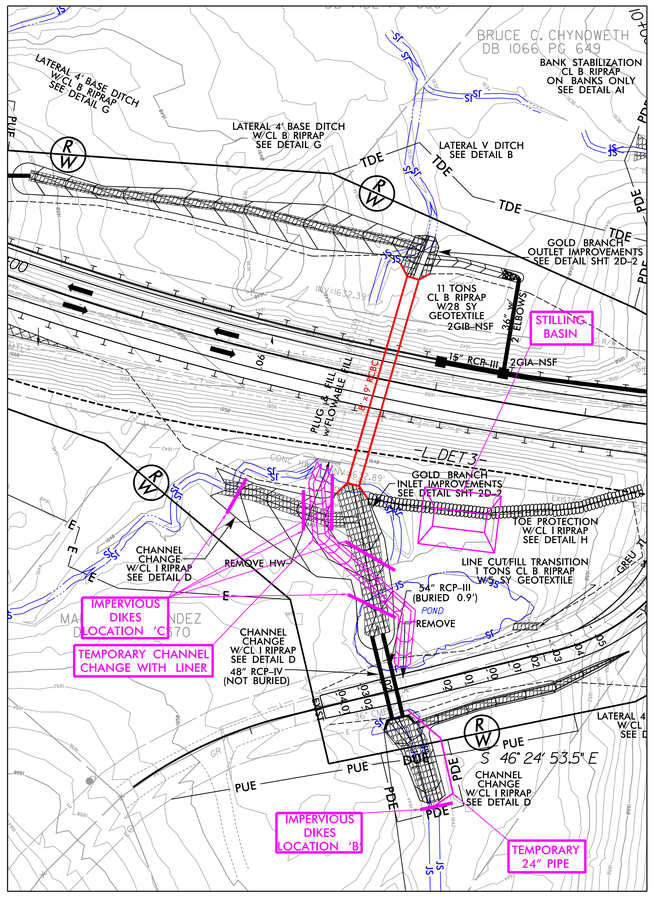
TEMPORARAY CHANNEL CHANGE W/LINER
(Not to Scale)



Type of Liner = Geotextile for Soil Stabilization, Type 4

8/17/99

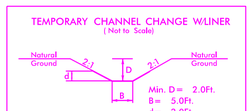
PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-13B/CONST13B
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



CULVERT INSTALLATION SEQUENCE 2 STA. 127+65 –L–

1. MAINTAIN TEMPORARY CHANNEL CHANGE AND IMPERVIOUS DIKES FROM SEQUENCE 1. INSTALL STILLING BASIN AT INLET END WITH A MINIMUM CAPACITY OF 67 CY.
2. INSTALL 24" TEMPORARY PIPE AND USE TRANSITION FITTING TO CONNECT TO EXISTING 36" PIPE UNDER –Y9–.
3. INSTALL IMPERVIOUS DIKE IN LOCATION 'B.'
4. DRAIN POND ACCORDING TO SPECIAL PROVISIONS AND CONSTRUCT TEMPORARY CHANNEL CHANGE W/LINER AS SHOWN IN DETAIL BELOW.
5. INSTALL IMPERVIOUS DIKES IN LOCATION 'C.'
6. DIVERT STREAM THROUGH TEMPORARY PIPE AND CHANNEL CHANGE.
7. CONSTRUCT 57 LF (2)–48" PIPES, STANDARD BASE DITCH AS PER DETAIL T, PROPOSED 8'x9' RCBC WITH HEADWALL, WINGWALLS, INLET CHANNEL IMPROVEMENTS, 100 LF STANDARD BASE DITCH W/RIP RAP AS PER DETAIL T AND 90 LF CHANNEL CHANGE W/RIP RAP AS PER DETAIL D.
8. UTILIZE PUMP AROUND OPERATIONS TO COMPLETE CONSTRUCTION OF STANDARD BASE DITCH, DETAIL T.
9. UTILIZE PUMP AROUND OPERATIONS TO COMPLETE CONSTRUCTION OF CHANNEL CHANGE, DETAIL D, AND TIE TO EXISTING STREAM.
10. REMOVE IMPERVIOUS DIKES AT LOCATIONS 'A', 'B' AND 'C'. REMOVE STILLING BASIN AND TEMPORARY CHANNEL CHANGES.
11. DIVERT STREAM THROUGH NEWLY CONSTRUCTED BASE DITCHES AND CULVERT.
12. CONSTRUCT PROPOSED ROADWAY AND EMBANKMENTS ACCORDING TO ROADWAYS PLANS.

TEMPORARY CHANNEL CHANGE W/LINER
(Not to Scale)



Type of Liner = Geotextile for Soil Stabilization, Type 4

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-14/CONST J4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-
PI Sta 135+82.23
Δ = 16° 58' 31.5" (LT)
D = 2° 00' 37.4"
L = 844.39'
T = 425.31'
R = 2,850.00'
SE = 0.05
DS = 60 MPH

PI Sta 151+02.43
Δ = 24° 25' 52.3" (RT)
D = 2° 00' 12.1"
L = 1,219.52'
T = 619.17'
R = 2,860.00'
SE = 0.05
R0 = 170'
DS = 60 MPH

-Y10A-
PI Sta 10+44.85
Δ = 2° 20' 08.2" (LT)
D = 2° 36' 15.7"
L = 89.68'
T = 44.85'
R = 2,200.00'

PI Sta 13+38.78
Δ = 52° 18' 34.8" (LT)
D = 45° 50' 11.8"
L = 114.12'
T = 61.39'
R = 125.00'
SE = 0.03
R0 = 45'
DS = 20 MPH

-DRI6-
PI Sta 10+67.65
Δ = 76° 43' 07.2" (RT)
D = 190° 59' 09.4"
L = 40.17'
T = 23.74'
R = 30.00'
SE = 0.02
DS = 15 MPH

-DRI7-
PI Sta 11+43.77
Δ = 37° 40' 05.5" (LT)
D = 32° 44' 25.6"
L = 115.05'
T = 59.69'
R = 175.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+14.34
Δ = 76° 46' 59.6" (RT)
D = 190° 59' 09.4"
L = 40.20'
T = 23.77'
R = 30.00'
SE = 0.02
DS = 15 MPH

-DRI8-
PI Sta 10+68.89
Δ = 6° 05' 49.0" (RT)
D = 57° 17' 44.8"
L = 10.64'
T = 5.33'
R = 100.00'
SE = 0.02
DS = 15 MPH

-DRI9-
PI Sta 10+41.77
Δ = 26° 47' 02.3" (RT)
D = 57° 17' 44.8"
L = 46.75'
T = 23.81'
R = 100.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+53.07
Δ = 8° 46' 24.5" (LT)
D = 19° 05' 54.9"
L = 45.94'
T = 23.01'
R = 300.00'
SE = 0.02
DS = 15 MPH

-DRI8B-
PI Sta 10+37.34
Δ = 49° 03' 09.3" (RT)
D = 190° 59' 09.4"
L = 25.68'
T = 13.69'
R = 30.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+64.26
Δ = 6° 39' 37.5" (LT)
D = 6° 54' 11.2"
L = 96.48'
T = 48.30'
R = 830.00'
SE = 0.02
DS = 15 MPH

BM#8
-L- 142+47.66
89.86' LT
ELEV. = 1680.13

-DR26- POT Sta. 10+00.00
-L- PT Sta. 140+01.31
-DR26- POT Sta. 11+62.49 =
-L- POT Sta.142+14.32
-DR16- POT Sta. 10+00.00
-DR16- POT Sta. 10+45.00
-DR16- PC Sta. 10+43.91
-DR16- PRC Sta. 10+84.08
-DR16- PT Sta. 11+99.13=
-L- POT Sta.142+68.72
-DR18B- PC Sta. 10+23.65
-DR18B- PT Sta.10+49.33
S 89° 11' 42.1" E
-DR18B- PC Sta.11+15.97
END CONSTRUCTION
-DR18B- POT Sta. 11+85.00
-DR18B- PT Sta.12+12.45
-DR16- POT Sta. 10+00.00
N 22° 45' 05.0" E
-L- PC Sta. 144+83.26
-DR18B- POT Sta.10+00.00=
-L- POC Sta.144+58.29
N 41° 45' 08.6" E
-DR18- PC Sta. 10+63.57
-DR18- PT Sta. 10+74.21
BEGIN CONSTRUCTION
-DRI7- POC Sta.10+20.00
-DRI7- PT Sta. 10+00.00
-Y10A- PC Sta. 12+77.40
-DRI8- POT Sta. 10+00.00=
-L- POC Sta.144+83.73
-DRI8- POT Sta. 11+46.20
END CONSTRUCTION
-DRI8- POT Sta. 11+45.00
N 47° 51' 31.2" E
-Y10A- POT Sta. 14+06.20=
-L- POC Sta.146+04.25
-DRI9- PT Sta. 11+76.00
END CONSTRUCTION
-DRI9- POT Sta. 11+75.00
BEGIN CONSTRUCTION
-Y10A- POC Sta.10+50.00
-Y10A- PT Sta. 10+89.68
N 6° 20' 50.5" E
-DRI7- PT Sta. 11+30.78
-DRI7- PC Sta. 10+90.57
N 70° 26' 09.1" W
-Y10A- PC Sta. 10+00.00
-DRI7- POT Sta. 11+58.19 =
-Y10A- POT Sta.11+32.55
-Y10A- PT Sta. 13+91.52
-DRI9- POT Sta. 10+00.00=
-L- POC Sta.148+97.55
N 50° 03' 07.4" E
-DRI9- PC Sta. 10+17.96
-DRI9- PT Sta. 10+64.71
N 44° 02' 15.5" E
N 48° 14' 51.4" W
N 76° 50' 09"

NAD 83/2011

MATCHLINE -L- STA. 139+00 SEE SHEET 13

MATCHLINE -L- STA. 152+00 SEE SHEET 15

73 RENEGADE SELF-STORAGE, LLC DB 1671 PG 398

73A RENEGADE SELF-STORAGE, LLC DB 1671 PG 398

74 WILLIAM J. KOLB DB 1136 PG 464

75 KELLY R. HOPKINS AND WIFE, ANGELIA HOPKINS; SHEILA HOEPPNER AND HUSBAND, KENNETH HOEPPNER DB 1688 PG 1090

76 CARLY HOPKINS DB 1657 PG 447

77 KELLY HOPKINS AND SHEILA H. HOEPPNER DB 1598 PG 803

68 FRONTIER COMMUNICATIONS OF THE CAROLINAS, LLC DB 492 PG 28

79 GEORGETTE HOWERTON DB 1559 PG 280 PC B SLIDE 116B

80 BRENT HEENAN DB 1398 PG 346 PC B SLIDE 116B

81 JUSTIN M. HEDDEN DB 1719 PG 147

82 FREDRICK DEAN DALRYMPLE, LIFE ESTATE DB 1690 PG 1231

83 CHRISTINA H. CUTHRIE DB 914 PG 121

84 ALFRED F. KINCAID ESTATE DB 574 PG 81

BRENDA KINCAID DB 574 PG 83 DB 574 PG 83

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 14

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

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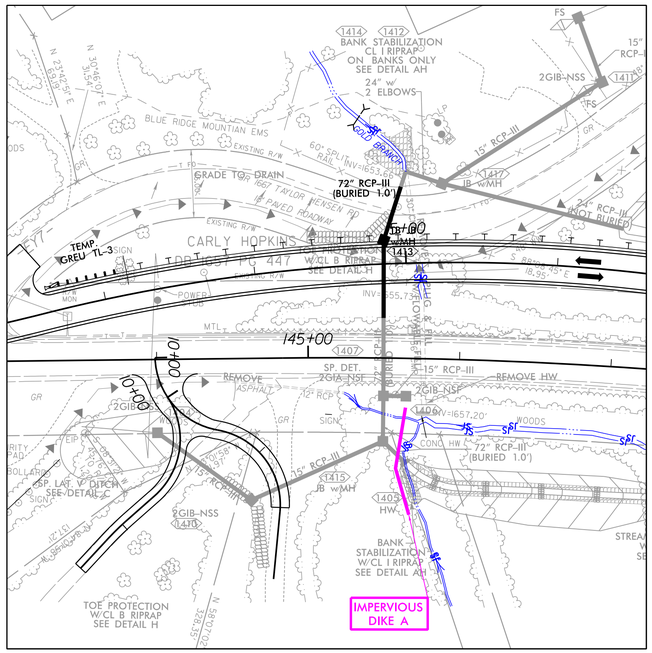
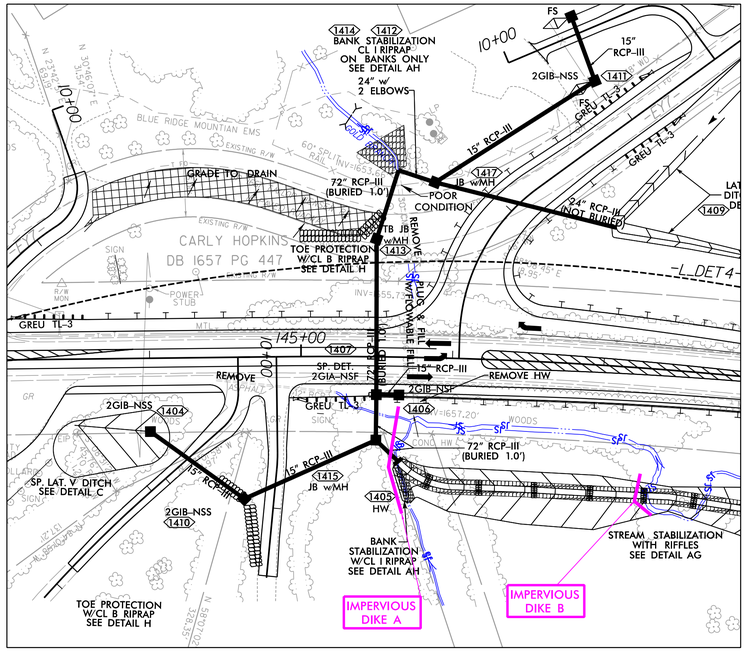
PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-14A/CONST J4A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



PIPE INSTALLATION SEQUENCE 1 STA. 145+50 –L–

1. INSTALL SPECIAL STILLING BASIN(S) AS NEEDED.
2. BEFORE –L_DET4– CONSTRUCTION, INSTALL PROPOSED TB JB W/MH #1413
3. CONSTRUCT 36 LF 72" RCP DOWNSTREAM OF JB & 50 LF 72" RCP UPSTREAM OF JB
4. CONSTRUCT DETOUR –L_DET4– AND DETOUR DRAINAGE ACCORDING TO ROADWAY PLANS.
5. SHIFT ALL TRAFFIC TO DETOUR LANE.
6. INSTALL IMPERVIOUS DIKES 'A' AS SHOWN ON PLANS TO MAINTAIN FLOW THROUGH EXISTING 36" CMP
7. INSTALL PROPOSED DRAINAGE STRUCTURES #1415 & #1407 AS SHOWN ON PLANS.
8. INSTALL 72" RCP–III UNDER –L– BETWEEN DRAINAGE STRUCTURES ABOVE.



PIPE INSTALLATION SEQUENCE 2 STA. 145+50 –L–

1. SHIFT ALL TRAFFIC BACK TO NEWLY CONSTRUCTED PAVEMENT.
2. INSTALL REMAINDER OF 72" RCP–III TO THE OUTLET, REMOVING DETOUR DRAINAGE AS NECESSARY.
3. INSTALL IMPERVIOUS DIKE 'B' AS SHOWN ON PLANS.
4. INSTALL CHANNEL CHANGE W/RIFFLES (DETAIL AG) BETWEEN IMPERVIOUS DIKES
5. UTILIZE PUMP AROUND OPERATIONS TO CONSTRUCT PROPOSED HW AND ENTRANCE 72" RCP AROUND CHANNEL CHANGE IMPROVEMENTS.
6. REMOVE IMPERVIOUS DIKES 'A' AND 'B' TO DIVERT STREAM INTO NEWLY CONSTRUCTED CHANNEL AND PIPE. REMOVE ANY NEEDED SPECIAL STILLING BASIN(S).

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-15/CONST15
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 15

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

NAD 83/2011

MATCHLINE –Y10B– STA. 16+00 SEE SHEET 21

MATCHLINE –L– STA. 152+00 SEE SHEET 14

MATCHLINE –L– STA. 166+00 SEE SHEET 16

NICK GUTHRIE DB 1020 PG 406

BRENDA KINCAID DB 574 PG 83

CHRISTINA GUTHRIE DB 817 PG 70

ALFRED F. KINCAID ESTATE DB 574 PG 81

BARBARA GUTHRIE DB 361 PG 206

BARBARA GUTHRIE DB 1064 PG 664

ERICA LEANN PORTAL DB 1712 PG 854

JAMMIE ADAMS SAVUGOT DB 852 PG 178

CHRISTINA L. GUTHRIE DB 914 PG 121

FREDRICK DEAN DALRYMPLE, LIFE ESTATE DB 1690 PG 1231

MICHAEL J. WILKINS DB 1464 PG 282

MICHAEL L. HAMBY DB 482 PG 63

CHARLES GREEN HEIRS, ET DB 652 PG 192

PHOEBE M. HEDDEN DB 1717 PG 772

JARRAD S. HAMPTON DB 1699 PG 1271

REBEKA FRANKLIN AND HUSBAND, CORY FRANKLIN DB 1332 PG 133

-L- PT Sta. 157+02.78

-DR20- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DR20- POT Sta. 10+55.00
-L_DET4-

-DR21- PC Sta. 10+38.78
N 29° 25' 50.3" E

BEGIN CONSTRUCTION
-DR21- POT Sta. 10+00.00

-L- PC Sta. 163+05.66

-Y10B- PRC Sta. 18+29.51

BM#9
-L- 163+63.53
102' LT
ELEV. = 1764.86

-DR20- POT Sta. 11+10.35=
-L- POC Sta.152+36.84

-DR21- PT Sta. 11+14.83
N 51° 26' 59.3" E
-DR21- POT Sta. 11+25.84=
-L- POT Sta.160+45.92

-L- POC Sta.163+40.44=
-Y10B- POC Sta.19+73.70=
-Y11- POT Sta. 10+00.00

-Y11- PC Sta. 13+36.18

-Y11A- POT Sta. 9+99.68 =
-Y11- POC Sta. 13+81.55
END CONSTRUCTION
-Y11- PT Sta. 14+43.61
-Y11- POT Sta. 15+24.23

-Y11A- PC Sta. 11+09.65
N 59° 02' 17.1" W

-Y11A- PT Sta. 10+33.25

-Y11A- PC Sta. 10+10.28
N 6° 23' 20.5" W

73 x 35 x 3
1.5 inch Skimmer
with 1.375 inch
Orifice Diameter
10 ft. weir
ID 15–4

290' LANE TAPER
240' UNIFORM TRANSITION LT & RT
200' LANE TAPER
530' CENTER TURN LANE
300' RIGHT TURN TAPER
150' LANE WIDTH TRANSITION
300' RIGHT TURN TAPER
530' CENTER TURN LANE

SPECIAL CUT DITCH SEE DETAIL A
SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O
LATERAL V DITCH SEE DETAIL B
LATERAL V DITCH W/CL B RIPRAP SEE DETAIL E
CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL D
CHANNEL BLOCK SEE DETAIL AA
BANK STABILIZATION CL I RIPRAP ON BANKS ONLY SEE DETAIL AH
SEAL WELL
GRADE TO DRAIN
GRADING FOR SIGHT DISTANCE FROM -L- STA.165+75.00 TO 166+00.00
END GRADE & BEGIN OVERLAY -Y11A- Sta. 12+35.00
PROP. SHOULDER BERM GUTTER -L- Sta.153+19.00 TO 160+00.00 RT

-L-

PI Sta 151+02.43	PI Sta 167+07.22
Δ = 24° 25' 52.3" (RT)	Δ = 19° 33' 25.8" (LT)
D = 2° 00' 12.1"	D = 2° 27' 32.6"
L = 1219.52'	L = 795.32
T = 619.17'	T = 401.56'
R = 2,860.00'	R = 2,330.00'
SE = 0.05	SE = 0.05
RO = 170'	RO = 235'
DS = 60 MPH	DS = 60 MPH

-Y10B-

PI Sta 18+53.23	PI Sta 19+07.72
Δ = 137° 13' 19.0" (LT)	Δ = 55° 04' 47.0" (RT)
D = 38° 11' 49.9"	D = 38° 11' 49.9"
L = 359.25'	L = 144.20'
T = 382.97'	T = 78.22'
R = 150.00'	R = 150.00'
SE = 0.06	SE = 0.06
RO = 90'	RO = 120'
DS = 20 MPH	DS = 40 MPH

-Y11-

PI Sta 13+95.68	PI Sta 14+83.88
Δ = 61° 29' 55.2" (RT)	Δ = 2° 54' 30.2" (RT)
D = 57° 17' 44.8"	D = 3° 36' 12.6"
L = 107.34'	L = 80.71'
T = 59.49'	T = 40.36'
R = 100.00'	R = 1,590.00'
SE = 0.06	SE = 0.06
RO = 90'	RO = 90'
DS = 20 MPH	DS = 20 MPH

-Y11A-

PI Sta 10+22.65	PI Sta 12+69.51
Δ = 52° 38' 56.6" (LT)	Δ = 6° 29' 21.2" (LT)
D = 229° 10' 59.2"	D = 2° 01' 54.4"
L = 22.97'	L = 319.39'
T = 12.37'	T = 159.87'
R = 25.00'	R = 2,820.00'
SE = 0.06	SE = 0.02
RO = 60'	DS = 30 MPH
DS <15 MPH	

-DR21-

PI Sta 10+77.69
Δ = 22° 01' 09.0" (RT)
D = 28° 57' 18.1"
L = 76.05'
T = 38.91'
R = 200.00'
SE = 0.02
DS = 15 MPH

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8/17/99

-L-		-Y11A-	-DR23
PI Sta 167+07.22	PI Sta 183+05.70	PI Sta 12+69.51	PI Sta 10+42.16
△ = 19° 33' 25.8" (LT)	△ = 46° 24' 17.4" (RT)	△ = 6° 29' 21.2" (LT)	△ = 71° 48' 22.7" (RT)
D = 2° 27' 32.6"	D = 3° 57' 54.4"	D = 2° 01' 54.4"	D = 143° 14' 22.0"
L = 795.32'	L = 1,170.33'	L = 319.39'	L = 50.13'
T = 401.56'	T = 619.40'	T = 159.87'	T = 28.96'
R = 2,330.00'	R = 1,445.00'	R = 2,820.00'	R = 40.00'
SE = 0.05	SE = 0.06	SE = 0.02	SE = NC
RO = 235'	RO = 240'	DS = 30 MPH	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH		

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-16/CONSTJ6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

RITA COLLEEN KELLY AND CRYSTAL KELLY ROGERS DB 1642 PG 341

RONNIE D. WHITENER AND BETTY SUE WHITENER DB 1513 PG 192

PAUL O. RAPER HEIRS AND WILLIAM DALE CLONTS DB 575 PG 76

JAMMIE ADAMS SAVUGOT DB 1634 PG 239

JARRAD S. HAMPTON DB 1699 PG 127

L.B. ADAMS DB 1515 PG 250

U.S.A. DB 1155 PG 119 DB 1155 PG 127

REBEKA FRANKLIN AND HUSBAND, CORY FRANKLIN DB 1332 PG 133

NAD 83/2011

GRADING FOR SIGHT DISTANCE FROM -L- STA.166+00.00 TO 168+25.00

-L- PT Sta.171+00.97

LINE TRANSITION BETWEEN EX. DITCH & ROADWAY CUT DITCH 2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE 1606

GRADE TO DRAIN

-L- POC Sta.178+39.86 = -DR23- POT Sta.10+00.00

N 52° 42' 55.4" E

MATCHLINE -L- STA. 166+00 SEE SHEET 15

MATCHLINE -L- STA. 179+00 SEE SHEET 17

300' RIGHT TURN TAPER

530' CENTER TURN LANE

200' LANE TAPER

240' MEDIAN TAPER

N 43° 22' 24.9" W

SPECIAL CUT DITCH SEE DETAIL A

LINE TRANSITION BETWEEN EX. DITCH & ROADWAY CUT DITCH 1 TONS CL B RIPRAP W/5 SY GEOTEXTILE

-Y11A- POT Sta.15+47.80

N 65° 31' 38.3" W

END CONSTRUCTION -Y11A- PT Sta.14+43.61

-Y11A- PT Sta.14+29.04

-L- PC Sta.176+86.30

-DR23- PT Sta.10+63.33

-DR23- PC Sta.10+13.20

-DR23- POT Sta.12+09.01

END CONSTRUCTION -DR23- Sta.11+70.00

N 55° 28' 42.0" E

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 16

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

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR –L– PROFILE SEE SHTS. 27 & 28
FOR –Y11A– PROFILE SEE SHT. 33
FOR –DR23– PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-17/CONST.17
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-L-

PI Sta 183+05.70	PI Sta 191+58.44
Δ = 46° 24' 17.4" (RT)	Δ = 17° 17' 27.2" (LT)
D = 3° 57' 54.4"	D = 2° 53' 11.2"
L = 1,170.33'	L = 599.04'
T = 619.40'	T = 301.81'
R = 1,445.00'	R = 1,985.00'
SE = 0.06	SE = 0.06
RO = 240'	RO = 240'
DS = 60 MPH	DS = 60 MPH

-DR22-

PI Sta 13+08.13	PI Sta 13+48.59
Δ = 127° 14' 01.3" (LT)	Δ = 43° 51' 04.3" (RT)
D = 95° 29' 34.7"	D = 81° 51' 04.0"
L = 133.24'	L = 53.57'
T = 120.96'	T = 28.18'
R = 60.00'	R = 70.00'
SE = 0.02	SE = 0.02
DS = 15 MPH	DS = 15 MPH

108 x 35 x 3
2.0 inch Skimmer
with 1.650 inch
Orifice Diameter
14 ft. weir
ID 17-03

MATCHLINE -L- STA. 179+00 SEE SHEET 16

MATCHLINE -L- STA. 192+00 SEE SHEET 18

ADDITIONAL RIPRAP ON RECEIVING BANK 24 TONS CL I RIPRAP W/45 SY GEOFAB

STANDARD 5' BASE DITCH W/CL I RIPRAP SEE DETAIL R

PAUL O. RAPER HEIRS AND WILLIAM DALE CLONTS DB 575 PG 76

BM#10 -L- 179+50.03 157.00' LT ELEV. = 1690.40

GRADE TO DRAIN

PLUG & FILL W/ FLOWABLE FILL

36" RCP-III (BURIED 1.0')

SP. DET. JB w/MH

-DR22- POT Sta.10+00.00=
-L- POC Sta.182+51.49

180+00

185+00

190+00

PROP. SBG

18" RCP-III

15" RCP-III

66" RCP-III (BURIED 1.0')

24" w/ 2 ELBOWS

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

SP. LAT. 4' BASE DITCH SEE DETAIL Y

CWD

HW

END CONSTRUCTION
-DR22- POC Sta.11+00.00=
-DET_DR22- POC Sta.11+00.00

N 69° 02' 12.4" E

N 14° 20' 44.6" W

-L_DET6-

PROP. SHOULDER BERM GUTTER -L- Sta.179+09.00 TO 181+52.00 RT

PAUL O. RAPER HEIRS WILLIAM DALE CLONTS DB 575 PG 76

-DR22- PC Sta. 11+87.17

-DR22- PRC Sta. 13+20.41

-DR22- PT Sta. 13+73.99

-DR22- POT Sta. 14+16.00

-DR22- FROM STA.11+00.00 THRU STA.14+12.68 CONSTRUCTED WHEN -L_DET6- IS BUILT SEE SHEET 2B-9 FOR -DET_DR22- ALIGNMENT AND DRAINAGE.

OLIVER MINOR DB 1410 PG 83

-L- PRC Sta. 188+56.63

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

PATRICIA FOSTER AND TRACY FOSTER DB 1390 PG 530

PROP. SHOULDER BERM GUTTER -L- Sta.189+00.00 TO 191+28.00 LT

15" RCP-III

GREU TL-3

REMOVE HW

PLUG & FILL W/ FLOWABLE FILL

5 TONS CL B RIPRAP W/14 SY GEOTEXTILE

RETAIN

24" RCP-III

BERM V DITCH W/CL B RIPRAP SEE DETAIL I

EVA B. DECKER DB 1426 PG 515 DB 1441 PG 508 DB 1441 PG 512 PC C SLIDE 88

CLEAN WATER DIVERSION

CWD CWD CWD CWD

(Not to Scale)

STABILIZE EXCAVATED MATERIAL

SOIL STABILIZATION GEOTEXTILE

OFFSITE CLEAN WATER

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 17

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

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHT. 28 & 29
FOR -DR22- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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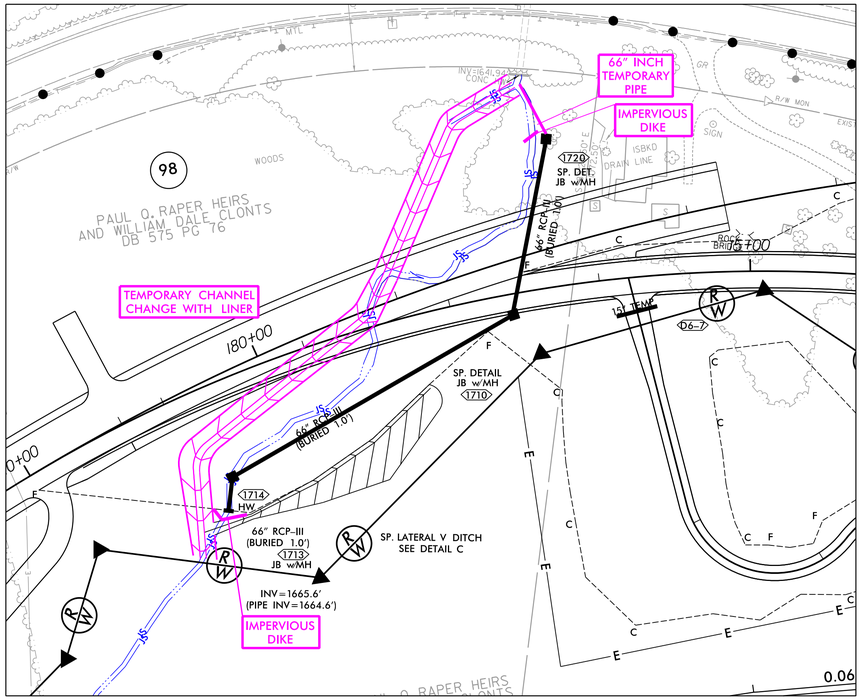
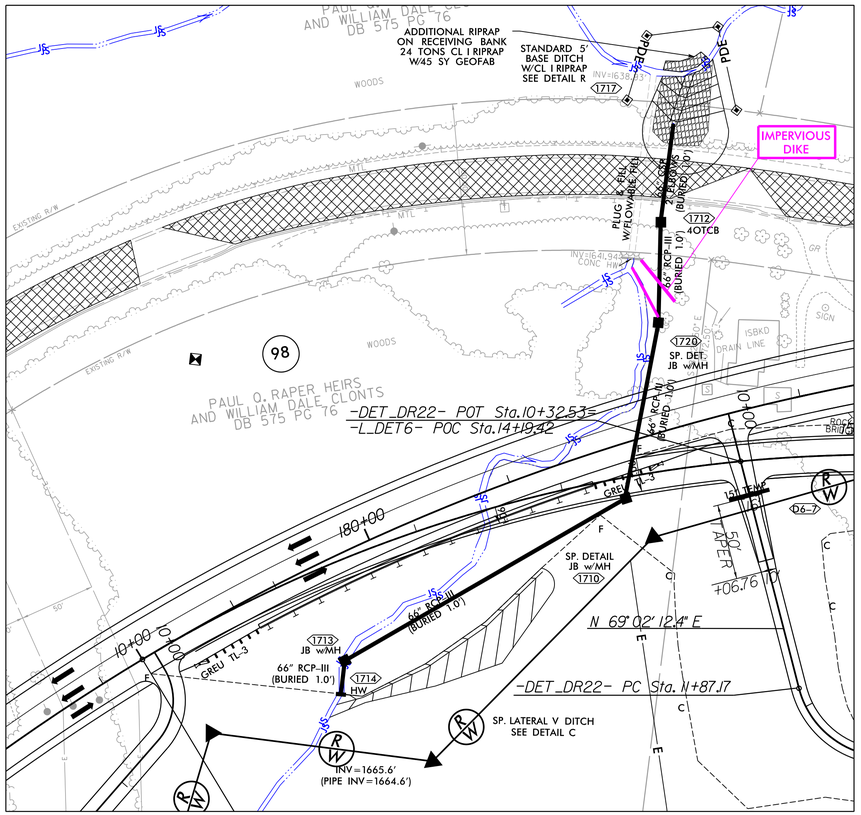
PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-17A/CONST.17A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



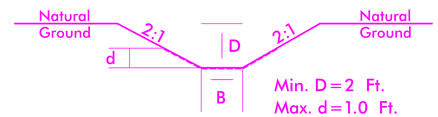


NAD 83/2011

PIPE INSTALLATION SEQUENCE 1 STA. 182+00 –L–

1. BEFORE –L_DET6– CONSTRUCTION BEGINS, INSTALL PROPOSED TEMPORARY CHANNEL WITH LINER, INSTALL IMPERVIOUS DIKES AND UTILIZE SPECIAL STILLING BASINS AS NEEDED.
2. WHEN TEMPORARY CHANNEL IS COMPLETE, START TO FILL IN AREA FROM STRUCTURE # 1720 TO DETOUR TO MEET DETOUR ROADWAY GRADES AND PROPOSED DESIGN (SEE TRAFFIC CONTROL PHASE 2 PLANS).
3. CONSTUCT SP. LATERAL V DITCH, SEE DETAIL C.
4. CONSTRUCT PROPOSED HW # 1714, PROPOSED JB w/MH # 1713, # 1710 AND # 1720 AND 66" RCP BETWEEN STRUCTURES AS SHOWN ON PLANS.
5. INSTALL TEMPORARY 66" PIPE FROM THE FINAL JB # 1720 DOWN TO THE PREVIOUSLY CONSTRUCTED TEMPORARY CHANNEL CHANGE, MAINTAINING FLOW THROUGH THE EXISTING 48" CMP UNDER THE EXISTING ROADWAY.
6. REMOVE IMPERVIOUS DIKES AND TEMPORARY CHANNEL CHANGE TO DIVERT FLOW INTO THE STORM DRAINAGE SYSTEM
7. FINISH CONSTRUCTION OF DETOUR –L_DET6– ACCORDING TO ROADWAY AND TCP PLANS & OPEN TO TRAFFIC.

TEMPORARY CHANNEL CHANGE W/LINER
(Not to Scale)



Min. D=2 Ft.
Max. d=1.0 Ft.
B=4 Ft.

*When B is < 6.0'

Type of Liner= Geotextile

PIPE INSTALLATION SEQUENCE 2 STA. 182+00 –L–

1. INSTALL IMPERVIOUS DIKES AS SHOWN TO CONTINUE DIVERTING FLOW THROUGH THE EXISTING 48" CMP FROM STRUCTURE # 1720
2. INSTALL PROPOSED STD. 5' BASE DITCH (DETAIL R) AT OUTLET, 4OTCB #1712 AND 66" CSP BETWEEN STRUCTURES. WHILE STILL MAINTAINING FLOW THROUGH EXISTING 48" PIPE.
3. REMOVE 66" TEMPORARY PIPE AND IMPERVIOUS DIKE AT STRUCTURE #1720 AND UTILIZE TERMPORARY PUMP AROUNDS AS NECESSARY TO CONNECT FINAL 66" RCP BETWEEN STRUCTURES #1720 & #1712.
4. MAINTAIN DETOUR DRAINAGE AS PROPOSED ROADWAY CONDITIONS ARE BUILT.
5. INSTALL PROPOSED DRAINAGE AS CONSTRUCTION ALLOWS AND REMOVE SPECIAL STILLING BASINS.
6. SHIFT TRAFFIC TO PROPOSED ROADWAY AND REMOVE DETOUR.

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-L-		-DR24-
PI Sta 191+58.44	PI Sta 198+64.95	PI Sta 10+47.18
△ = 17° 17' 27.2" (LT)	△ = 24° 11' 21.0" (LT)	△ = 61° 13' 52.0" (RT)
D = 2° 53' 11.2"	D = 2° 59' 59.2"	D = 143° 14' 22.0"
L = 599.04'	L = 806.36'	L = 42.75'
T = 301.81'	T = 409.28'	T = 23.67'
R = 1,985.00'	R = 1,910.00'	R = 40.00'
SE = 0.06	SE = 0.03	SE = NC
RO = 240'	RO = 40'/65'	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH/40 MPH	

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-18/CONST.18
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

MATCHLINE -L- STA. 192+00 SEE SHEET 17

MATCHLINE -L- STA. 205+00 SEE SHEET 19

PATRICIA FOSTER AND TRACY FOSTER DB 1390 PG 530

DAVID S. DUFFEK AND WIFE, SHANNON F. DUFFEK DB 1698 PG 590

JOHN T. MCGUIRE DB 563 PG 116

LEWIS E. FOSTER DB 656 PG 215

LEWIS E. FOSTER DB 563 PG 114

EVA B. DECKER DB 1426 PG 515, DB 1441 PG 506, DB 1441 PG 512, PC C SLIDE 188

JERRY DECKER TRUSTEE DB 1441 PG 510

WADE W. DECKER DB 1387 PG 954

CHAD DECKER AND WIFE, SONYA DECKER DB 1693 PG 934

-L- PCC Sta. 194+55.67

-L- POC Sta. 196+19.06 = -DR24- POT Sta. 10+00.00

-DR24- PC Sta. 10+23.51

-DR24- POT Sta. 11+39.06

END CONSTRUCTION -DR24- POT Sta. 11+32.00

-DR24- PT Sta. 10+66.26

-L- PT Sta. 202+62.03

BM#11 -L- 192+13.71 88.14' RT ELEV. = 1631.69

EXPRESSWAY OUTTER -L- Sta. 196+98.00 TO 198+00.00 LT (SEE STANDARD 846.01 FOR TRANSITION)

PROP 2'-6" C&G -L- Sta. 198+00.00 TO 199+37.68 LT

PROP CHAIN LINK FENCE -L- 200+32.95 TO 200+89.78 LT 27.5' OFFSET

8"X12" CONCRETE CURB -L- Sta. 200+44.66 TO 200+88.99 LT

PROP CHAIN LINK FENCE -L- 201+11.27 TO 204+33.00 LT 27.5' OFFSET

PROP CHAIN LINK FENCE -L- 204+55.00 TO 206+32.00 LT 27.5' OFFSET

8"X12" CONCRETE CURB -L- Sta. 201+11.04 TO 204+32.99 LT

PROP CHAIN LINK FENCE -L- 197+58.12 TO 200+89.23 RT 24.5' OFFSET

8"X12" CONCRETE CURB -L- Sta. 197+58.20 TO 200+89.01 RT

PROP CHAIN LINK FENCE -L- 201+11.27 TO 204+33.83 RT 24.5' OFFSET

8"X12" CONCRETE CURB -L- Sta. 201+11.01 TO 204+32.89 RT

8"X12" CONCRETE CURB -L- Sta. 204+55.46 TO 204+65.22 RT

220' LANE SHIFT

200' LANE TAPER

S 14° 36' 13.6" E

S 75° 50' 05.6" E

N 38° 26' 55.7" W

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 18

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

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHT. 29
FOR -DR24- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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Admin

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-19/CONST J9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-Y12-
PI Sta 15+00.57
Δ = 9° 51' 51.39" (LT)
D = 0° 59' 16.33"
L = 998.84'
T = 500.51'
R = 5,800.00'
DS = 60 MPH
SE = EXIST

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 19

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

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NANTAHALA BANK & TRUST COMPANY
DB 1402 PG 613

JAMES J. HARPER
DB 720 PG 196

DANIEL M. EICHENBAUM
DB 488 PG 128

BIMBO BAKERIES USA INC.
DB 1485 PG 520

SPIRIT JO SMF SPE LLC
DB 1483 PG 69

CHARLES W. LANEY
DB 582 PG 121

JOAN POSEY
DB 617 PG 168

MEP CAPITAL GROUP LLC
DB 1485 PG 596

BEGIN CONSTRUCTION
-Y12- PC Sta. 18+66.98

-Y12- PT Sta. 19+98.55

END PROJECT R-5861
-L- STA. 209+46.82

-L- POT Sta. 209+88.82=
-Y12- POT Sta. 26+07.89

683' STORAGE

530' STORAGE

150' LANE TAPER

-EY10-

N 51° 25' 32.2" E

20+00

25+00

30+00

RETAIN SYSTEM

RETAIN

END 2'-6" C&G
-Y12- STA. 24+30.21

END 2'-6" C&G
-Y12- STA. 27+44.36

PROP 2'-6" C&G

PLUG & FILL W/FLOWABLE FILL

CONV. JB TO 4OTC

SP. DET. 2GIA-N60

SP. DET. CB-F

SP. DET. JB w/MH

CB-F

CB-G

2GIB-NSF

15" RCP-III

48" RCP-III

LATERAL V DITCH SEE DETAIL B

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

REMOVE

REMOVE 30" CMP

BM#12
-L- 208+55.63
55.04' RT
ELEV. = 1626.29

KEYED IN CONCRETE ISLAND

PROP VINYL CHAIN LINK FENCE
-L- 204+55.00 TO 206+32.00 LT
27.5' OFFSET

8'X12' CONCRETE CURB
-L- Sta. 204+56.87 TO 206+32.62

330' TURN LANE

220' LANE SHIFT

CHARLES BRYANT
NO DEED FOUND

JOHNNY L. FOSTER
DB 563 PG 118

RANGER MARKET LLC
DB 885 PG 63

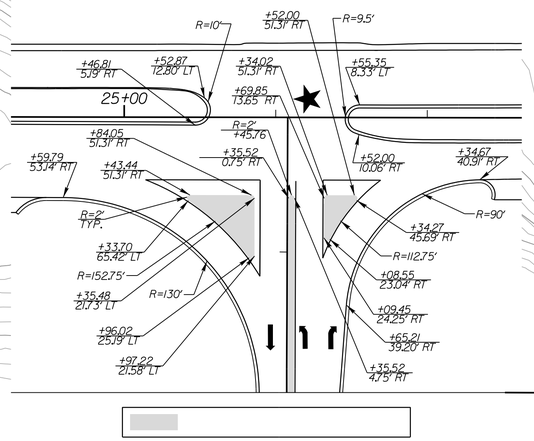
PASCHAL J. HUGHES TRUSTEE
DB 1182 PG 502
DB 604 PG 98
PC G SLIDE 174

PASCHAL J. HUGHES TRUSTEE
DB 1182 PG 502

APPALACHIAN RENTALS LLC
DB 1399 PG 762
PC G SLIDE 174

PASCHAL J. HUGHES TRUSTEE
DB 1182 PG 502

INSET



MATCHLINE –L– STA. 205+00 SEE SHEET 18

MATCHLINE –Y12– STA. 31+00 SEE SHEET 20

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Plotted by: Jamie Price

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-20/CONST.20
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-Y12-
PI Sta 38+31.35
△ = 13° 36' 06.4" (RT)
D = 0° 59' 16.3"
L = 1,376.90'
T = 691.70'
R = 5,800.00'
DS = 60 MPH
SF = EXIST.

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 20

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

NAD 83/2011

MATCHLINE -Y12- STA. 31+00 SEE SHEET 19

-Y12- PC Sta. 31+39.65

Conv. DI TO JB w/MH <200>
24" RCP-III
4OTCB <203>
683' STORAGE
150' LANE TAPER
RETAIN
EXIST.
RETAIN SYSTEM
35+00
40+00
45+00
TRENCHLESS INSTALLATION
COLLAR <200>
SP. DET. JB w/MH <200>
54" RCP-III
REMOVE JB
48" RCP-III
REMOVE
TB JB w/MH <200>
REPLACE JB
54" CSP 2 ELBOWS
33 TONS CL I RIPRAP W/62 SY GEOFAB
END CONSTRUCTION
-Y12- POC Sta. 35+00.00
-Y12- PT Sta. 45+16.54

MURPHY GRANITE OUTLET, LLC
DB 1484 PG 552

ROBERT ELLIOTT, ET AL
DB 1556 PG 574
DB 1556 PG 203

BILLIE S. LEARD
DB 1032 PG 312

STEVEN S. KIMBRELL
DB 1579 PG 660

PASCHAL J. HUGHES TRUSTEE
DB 1182 PG 502

NAD 83 NC GRID NAVA 2011

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

NOTES: OVERLAY PAVED SHOULDERS
-Y12- STA. 31+00.00 TO 35+00.00

FOR -Y12- PROFILE SEE SHT. 33
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-21/CONST.21
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-Y10B-

PI Sta 10+39.67
△ = 19° 21' 25.9" (LT)
D = 47° 44' 47.3"
L = 40.54'
T = 20.47'
R = 120.00'

PI Sta 11+03.53
△ = 3° 02' 24.0" (LT)
D = 3° 28' 20.9"
L = 87.55'
T = 43.78'
R = 1,650.00'

PI Sta 23+48.57
△ = 172° 38' 45.0" (RT)
D = 81° 51' 04.0"
L = 210.93'
T = 1,089.23'
R = 70.00'
SE = 0.06
RO = 120'
DS = 15 MPH

PI Sta 18+53.23
△ = 137° 13' 19.0" (LT)
D = 38° 11' 49.9"
L = 359.25'
T = 382.97'
R = 150.00'
SE = 0.06
RO = 100'
DS = 25 MPH

-Y13-

PI Sta 11+71.51
△ = 82° 21' 35.4" (LT)
D = 35° 48' 35.5"
L = 229.99'
T = 139.97'
R = 160.00'
SE = 0.06
RO = 90'
DS = 20 MPH

-DR25-

PI Sta 10+31.01
△ = 10.3° 05' 47.7" (RT)
D = 381° 58' 18.7"
L = 26.99'
T = 18.89'
R = 15.00'

PI Sta 12+05.05
△ = 7.3° 00' 03.8" (LT)
D = 286° 28' 44.0"
L = 25.48'
T = 14.80'
R = 20.00'

NAD 83/2011

CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 21

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

-Y13- POT Sta.12+79.96
S 80° 36' 36.9" W
END CONSTRUCTION
-Y13- POT Sta.12+75.00
SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O
-Y13- PT Sta.12+61.53
-Y13- PC Sta. 10+31.54
N 17° 01' 47.7" W
-Y13- POT Sta. 10+00.00 =
-Y10B- POC Sta.13+45.01
SPECIAL CUT DITCH SEE DETAIL A
-DR25- PC Sta. 10+12.12
BEGIN CONSTRUCTION
-DR25- PT Sta. 10+05.00
-DR25- POT Sta. 10+00.00
-DR25- PT Sta. 10+39.11
-Y10B- PC Sta. 12+59.33
S 44° 34' 26.2" E
BEGIN GRADE
-Y10B- POT Sta.11+86.00
SPECIAL CUT DITCH SEE DETAIL A
BEGIN CONSTRUCTION DITCH WORK
-Y10B- POT Sta.11+50.00
-Y10B- PT Sta. 11+47.29
-DR25- PC Sta. 11+90.25
-DR25- PT Sta. 12+15.73
N 62° 25' 30.0" E
SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O
-DR25- POT Sta. 12+37.86=
-Y10B- POC Sta.11+13.73
-Y10B- PCC Sta. 10+59.74
-Y10B- PC Sta. 10+19.20
-Y10B- POT Sta. 10+00.00
N 5° 08' 11.7" W
3 TONS CL B RIPRAP W10 SY GEOFAB
N 27° 32' 01.6" W
GRADE TO DRAIN
-Y10B- PRC Sta. 14+70.26
MATCHLINE -Y10B- STA. 16+00 SEE SHEET 15

97 RITA COLLEEN KELLY AND CRYSTAL KELLY ROGERS DB 1642 PG 341
107 BETTY BEAVERS ESTATE DB 244 PG 275
106 STEPHANIE TANNER DB 1622 PG 986
88 JAMMIE ADAMS SAVUGOT DB 1654 PG 239
87 CLAUDE W. BEAVER DB 1560 PG 625
ERICA LEANN PORTAL DB 1712 PG 854

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -Y10B- PROFILE SEE SHT. 32
FOR -Y13- PROFILE SEE SHT. 34
FOR -DR25- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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abuie

8/17/99

-L-	-DRI-	-DR2-	
PI Sta 12+56.73	PI Sta 10+80.09	PI Sta 9+91.87	PI Sta 10+50.35
△ = 24° 05' 46.1" (LT)	△ = 6° 06' 49.5" (LT)	△ = 13° 05' 15.7" (LT)	△ = 28° 53' 59.0" (RT)
D = 6° 09' 39.0"	D = 7° 01' 48.6"	D = 21° 37' 15.8"	D = 52° 05' 13.5"
L = 391.12'	L = 86.96'	L = 60.53'	L = 55.48'
T = 198.49'	T = 43.52'	T = 30.40'	T = 28.35'
R = 930.00'	R = 815.00'	R = 265.00'	R = 110.00'
SE = 0.06	SE = 0.02	SE = 0.02	SE = 0.02
R0 = 150'	DS = 15 MPH	DS = 15 MPH	DS = 15 MPH
DS = 50 MPH			

CLEAN WATER DIVERSION
CWD CWD CWD CWD
(Not to Scale)
STABILIZE EXCAVATED MATERIAL
REEL STABILIZATION GEOTEXTILE
OFFSITE CLEAN WATER

NAD 83/2011

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-22/CONST.4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DO NOT INSTALL EROSION CONTROL DEVICES IN JURISDICTIONAL STREAMS/FLOW

135 x 35 x 3
2.0 inch Skimmer
with 1.875 inch
Orifice Diameter
18 ft. weir
ID 4-04

104 x 18 x 3
ID 4-01

157 x 30 x 3
2.0 inch Skimmer
with 1.875 inch
Orifice Diameter
18 ft. weir
ID 4-05

58 x 16 x 3
ID 4-02

78 x 16 x 3
ID 4-03

BEGIN PROJECT
-L- POT Sta.10+25.00

-L- PC Sta. 10+58.24

S 48° 13' 34.5" E

-DRI- PC Sta. 10+36.56

BEGIN CONSTRUCTION
-DRI- POT Sta. 9+80.00

-DRI- PT Sta. 9+75.00

-DR2- PC Sta. 9+61.47

BEGIN CONSTRUCTION
-DR2- POC Sta. 10+00.00

-DR2- PRC Sta.10+22.00

-DR2- PT Sta. 10+77.49

-DR2- POT Sta. 12+64.27=
-L- POT Sta.21+32.34

PROP SHOULDER BERM GUTTER
-L- Sta.12+67.00 TO 17+50.00 LT

BEGIN CONSTRUCTION
-L- PT Sta. 9+94.08

-DRI- PT Sta. 11+23.53=
-L- POC Sta. 11+91.20

-L- PT Sta. 14+49.35

-L- DET1-

MATCHLINE -L- STA. 23+00 SEE SHEET 5

1 JAMES S. SCROGGS DB 1337 PG 369

2 SARA INC DB 1188 PG 1 PC C SLIDE 112

3 TRACEY MORROW KEPHART, ET AL DB 1475 PG 506

4 WILMA EVA HUGHES ESTATE DB 222 PG 11

5 AMY MICHELLE HOGSED DB 1337 PG 365

6 TRACEY MORROW KEPHART AND LARRY EUGENE KEPHART DB 1337 PG 373

7 JAMES TANNER DB 896 PG 82

JAMES TANNER DB 414 PG 149 PC B SLIDE 154A

CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL D

CHANNEL BLOCK SEE DETAIL AA

CHANNEL CHANGE SEE DETAIL F

CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL F

8' TONS CL B RIPRAP W/21 SY GEOTEXTILE

SP. LAT. 4' BASE DITCH W/CL B RIPRAP SEE DETAIL L

SP. LAT. V DITCH W/CL B RIPRAP SEE DETAIL N

LATERAL 4' BASE DITCH W/CL B RIPRAP SEE DETAIL G

BERM V DITCH W/CL B RIPRAP SEE DETAIL I

240' UNIFORM TRANSITION LT & RT

150' LANE TAPER

SPECIAL CUT DITCH SEE DETAIL A

PLUG & FILL W/FLOWABLE FILL

REMOVE HW

BM#1 -L- 12+01.25 87.47' RT ELEV. = 1725.95

GEORGIA NORTH CAROLINA

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2
FOR -L- PROFILE SEE SHT. 22
FOR -DR1- PROFILE SEE SHT. 34
FOR -DR2- PROFILE SEE SHT. 34

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abruce

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-23/CONST.5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-Y1- PC Sta. 9+80.00
BEGIN CONSTRUCTION
-Y1- POC Sta. 9+97.00
-Y1- PCC Sta. 10+41.34
-Y1- PT Sta. 12+09.12
-Y1- PC Sta. 13+90.60
-Y1- PT Sta. 16+03.81
-Y1- POT Sta. 16+77.03=
-L- POT Sta. 26+50.17
-L- PC Sta. 31+15.76
-L- POT Sta. 29+40.59=
-Y2- POT Sta. 10+00.00
-Y2- PC Sta. 13+05.85
-Y2- PRC Sta. 13+98.46
-Y2- PCC Sta. 14+57.23
END CONSTRUCTION
-Y2- POC Sta.15+05.00
PT Sta. 15+68.91

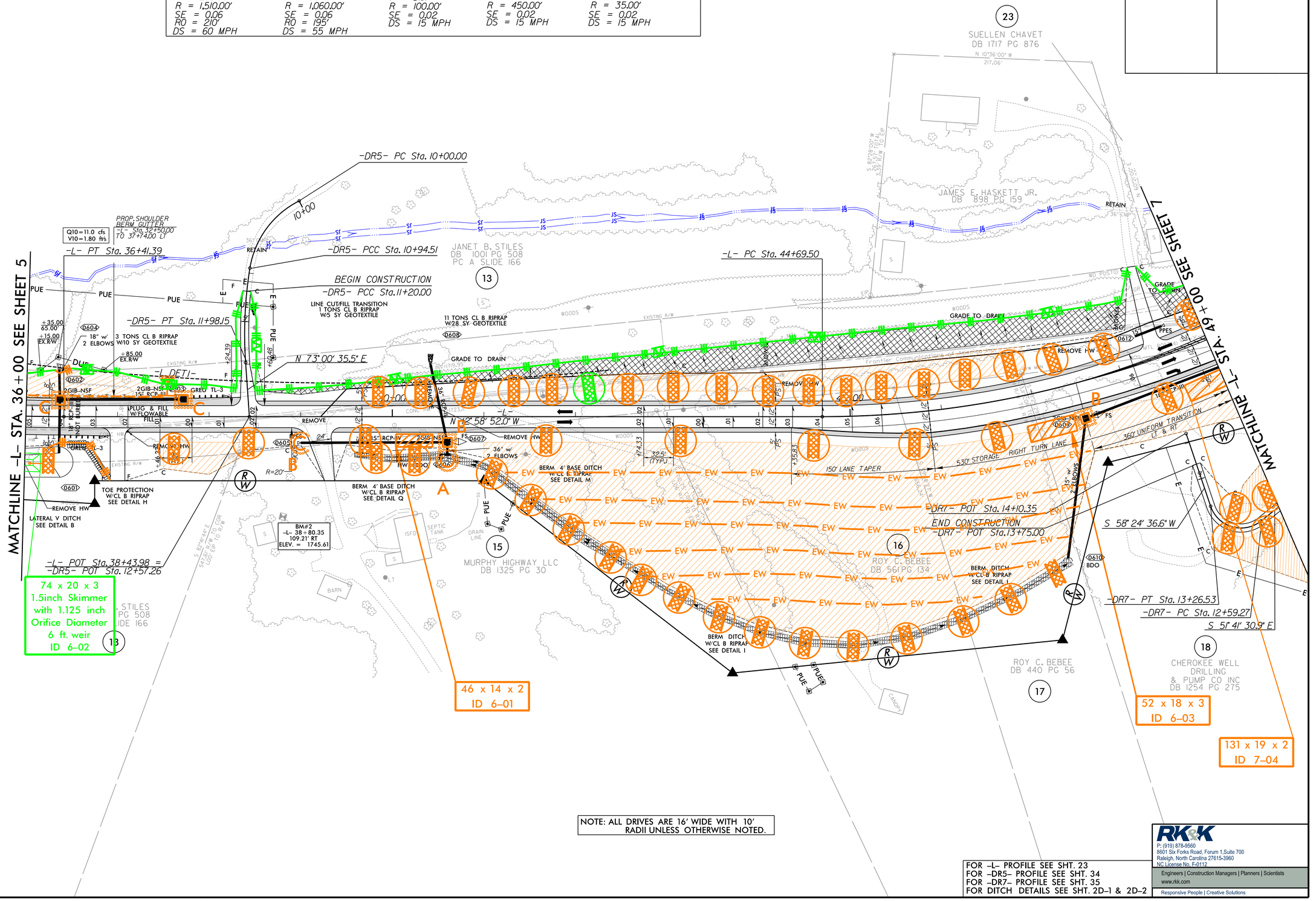
SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O
LINE CUT/FILL TRANSITION 1 TONS CL B RIPRAP W/5 SY GEOTEXTILE
TOE PROTECTION W/CL B RIPRAP SEE DETAIL H
LINE ROADWAY CUT DITCH W/70 TONS CL B RIPRAP W/156 SY GEOTEXTILE SEE DETAIL O FOR RIPRAP DEPTH
SP. CUT 4' BASE DITCH W/CL B RIPRAP SEE DETAIL P
GRADE TO DRAIN
SEAL WELLS
100' LANE WIDTH TAPER
S 83°02' 11.4" E
300' RIGHT TURN TAPER
3 TONS CL B RIPRAP W/10 SY GEOTEXTILE
150' LANE TAPER
200' CENTER TURN LANE
BERM V DITCH W/CL B RIPRAP SEE DETAIL I
PROP SHOULDER BERM GUTTER -L- Sta.32+50.00 TO 37+74.00 LT
LATERAL V DITCH SEE DETAIL B
CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL D
2 TONS CL B RIPRAP W/7 SY GEOTEXTILE
PLUG & FILL W/ FLOWABLE FILL
LATERAL 4' BASE DITCH SEE DETAIL P
LINE TRANSITION BETWEEN EX. DITCH & ROADWAY CUT DITCH 1 TON CL B RIPRAP W/5 SY GEOTEXTILE
240' UNIFORM TRANSITION LT & RT
3 TONS CL B RIPRAP W/10 SY GEOTEXTILE
GRADE TO DRAIN
SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL Q
REMOVE
REMOVE HW
PROP SBG
EXIST SBG
PROP. 24" RCP W/ FLARED END SECTIONS
EXIST 18" RCP W/ FLARED END SECTIONS
EXIST 24" RCP W/ FLARED END SECTIONS
EXIST 30" RCP W/ FLARED END SECTIONS
EXIST 36" RCP W/ FLARED END SECTIONS
EXIST 42" RCP W/ FLARED END SECTIONS
EXIST 48" RCP W/ FLARED END SECTIONS
EXIST 54" RCP W/ FLARED END SECTIONS
EXIST 60" RCP W/ FLARED END SECTIONS
EXIST 72" RCP W/ FLARED END SECTIONS
EXIST 84" RCP W/ FLARED END SECTIONS
EXIST 96" RCP W/ FLARED END SECTIONS
EXIST 108" RCP W/ FLARED END SECTIONS
EXIST

8/17/99

-L-		-DR5-		-DR7-
PI Sta 33+81.27	PI Sta 50+66.87	PI Sta 10+51.11	PI Sta 11+46.56	PI Sta 13+09.35
△ = 19° 56' 40.6" (LT)	△ = 58° 48' 26.3" (LT)	△ = 54° 08' 51.5" (LT)	△ = 13° 11' 45.2" (LT)	△ = 110° 06' 07.5" (RT)
D = 3° 47' 39.9"	D = 5° 24' 18.9"	D = 57° 17' 44.8"	D = 12° 43' 56.6"	D = 163° 42' 08.0"
L = 525.63'	L = 1,087.96'	L = 94.51'	L = 103.64'	L = 67.26'
T = 265.50'	T = 597.37'	T = 51.11'	T = 52.05'	T = 50.08'
R = 1,510.00'	R = 1,060.00'	R = 100.00'	R = 450.00'	R = 35.00'
SE = 0.06	SE = 0.06	SE = 0.02	SE = 0.02	SE = 0.02
RO = 210'	RO = 195'	DS = 15 MPH	DS = 15 MPH	DS = 15 MPH
DS = 60 MPH	DS = 55 MPH			

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-24/CONST.6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011



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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-25/CONST.7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-		-Y3A-	-DR6-		-DR7-
PI Sta 50+66.87	PI Sta 59+39.36	PI Sta 11+44.57	PI Sta 11+21.86	PI Sta 11+78.95	PI Sta 12+00.39
△ = 58° 48' 26.3" (LT)	△ = 1° 27' 31.2" (RT)	△ = 63° 45' 38.0" (RT)	△ = 53° 56' 30.0" (LT)	△ = 52° 28' 26.9" (LT)	△ = 19° 53' 23.0" (LT)
D = 5° 24' 18.9"	D = 0° 11' 27.5"	D = 77° 21' 51.7"	D = 76° 23' 39.7"	D = 114° 35' 29.6"	D = 41° 44' 47.3"
L = 1,087.96'	L = 763.75'	L = 82.42'	L = 70.61'	L = 45.79'	L = 41.66'
T = 597.37'	T = 381.90'	T = 49.76'	T = 38.17'	T = 24.64'	T = 21.04'
R = 1,060.00'	R = 30,000.00'	R = 80.00'	R = 75.00'	R = 50.00'	R = 120.00'
SE = 0.06	SE = 0.02	SE = 0.06	SE = 0.02	SE = 0.02	SE = 0.02
RO = 195'	RO = 70'	RO = 90'	DS = 15 MPH	DS = 15 MPH	DS = 15 MPH
DS = 55 MPH	DS = 60 MPH	DS = 15 MPH			

NAD 83/2011

MATCHLINE -L- STA. 49+00 SEE SHEET 6

MATCHLINE -L- STA. 62+00 SEE SHEET 8

53 x 26 x 3
1.5 inch Skimmer
with 1.0 inch
Orifice Diameter
5 ft. weir
ID 7-03

114 x 19 x 3
ID 7-02

131 x 19 x 2
ID 7-04

130 x 40 x 3
2 inch Skimmer
with 2.0 inch
Orifice Diameter
17 ft. weir
ID 7-01

-L- POC Sta. 49+94.61 =
-DR6- POT Sta. 12+97.51
BEGIN CONSTRUCTION
-DR6- POT Sta. 12+22.00
N 45° 53' 02.1" E

-DR6- PCC Sta. 11+54.31
-DR6- PT Sta. 12+00.10
-DR6- PC Sta. 10+83.70
-L- PRC Sta. 55+57.46
S 27° 42' 01.0" E
-DR6- POT Sta. 10+00.00
-Y3- POT Sta. 10+00.00=
-L- POC Sta. 51+54.19

-DR7- PT Sta. 12+21.01
-DR7- PC Sta. 11+79.35
-Y3- POT Sta. 12+38.50=
-DR7- POT Sta. 10+00.00

-Y3A- PT Sta. 11+77.23
-Y3A- PC Sta. 10+94.81
-Y3A- POT Sta. 10+00.00=
-Y3- POT Sta. 10+81.18
-Y3A- POT Sta. 13+33.99
-Y3- POT Sta. 15+47.24

END CONSTRUCTION
-Y3- POT Sta. 13+55.00

END CONSTRUCTION
-Y3A- POT Sta. 12+40.00

S 31° 48' 07.9" E
N 8° 08' 41.7" E
N 58° 36' 56.3" W
R=30'
+25.00 N

BM#3
-L- 57+83.02
205.27' LT
ELEV. = 1660.06

SUELLEN CHAVET
DB 1717 PG 876

DAVID FRANKLIN MILLER
DB 1688 PG 644

JERRY N. MCCLURE
DB 606 PG 90

CHEROKEE WELL DRILLING & PUMP CO INC
DB 1254 PG 275

NAOMI MARTIN
DB 1353 PG 333

BELLVIEW COMMUNITY FIRE DEPT
DB 515 PG 57

RAYMONDE T. BAUMEIS
DB 1453 PG 1054
PC F SLIDE 138

RUTH HUGHES
DB 712 PG 18

HOLLY WALKER
DB 1382 PG 990

NAOMI MARTIN
DB 714 PG 154

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

	7,186 / 8,502	7,386 / 8,702	
US 19 29	645 / 800	845 / 1,000	US 19/129
	1,481 / 1,801	200 / 200	-Y3A- Lance Rd. (SR 1583) 200 / 200
	1,291 / 1,601	100- / 100-	

-Y3- Martins Creek Rd. (SR 1556)
2023 ADT
2043 ADT

FOR -L- PROFILE SEE SHT. 23
FOR -Y3- PROFILE SEE SHT. 30
FOR -Y3A- PROFILE SEE SHT. 30
FOR -DR6- PROFILE SEE SHT. 34
FOR -DR7- PROFILE SEE SHT. 35
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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-L-	-DR8-
PI Sta 59+39.36	PI Sta 75+17.07	PI Sta 12+56.85
Δ = 1° 27' 31.2" (RT)	Δ = 60° 30' 48.9" (RT)	Δ = 56° 41' 15.7" (LT)
D = 0° 11' 27.5"	D = 2° 47' 41.7"	D = 47° 44' 47.3"
L = 763.75'	L = 2,165.13'	L = 118.73'
T = 381.90'	T = 1,195.85'	T = 64.73'
R = 30,000.00'	R = 2,050.00'	R = 120.00'
SE = 0.02	SE = 0.06	SE = 0.02
RO = 70'	RO = 210'	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH	

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-26/CONST.8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-DR8- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DR8- PT Sta.11+58.00

-DR8- PC Sta. 11+92.12

-DR8- PT Sta. 13+10.85
N 43° 51' 54.0" E

-L- PCC Sta. 63+21.21

-DR8- POT Sta. 13+80.26=
-L- POC Sta. 71+41.54

BEGIN CULVERT
-L- Sta.71+83.47

END CULVERT
-L- Sta.72+04.04

MATCHLINE -L- STA. 62+00 SEE SHEET 7

MATCHLINE -L- STA. 75+00 SEE SHEET 9

118 x 50 x 3
2.5 inch Skimmer
with 2.125 inch
Orifice Diameter
23 ft. weir
ID 8-02

153 x 27 x 3
2.0 inch Skimmer
with 1.75 inch
Orifice Diameter
16 ft. weir
ID 8-01

BM#4
-L- 69+21.01
80.47' RT
ELEV. = 1630.12

INSTALL SP. LAT. V DITCH IN C&G PHASE TO BE UTILIZED IN BOTH PHASES

CULVERT #1
TWO BARRELS

	NORTH	EAST	ELEV.
CUL1	493988.22	479006.62	1618.40
CUL2	493995.76	478999.21	1618.39
CUL3	493996.70	478998.62	1618.33
CUL4	494003.99	478990.66	1618.43
CE1	493994.78	479000.15	1626.44
HW1	494000.61	478995.60	1628.15
	[illegible]8	479066.33	1618.45
	[illegible]0	479058.53	1618.40
CUL7	493999.27	479057.78	1618.37
CUL8	494005.81	479049.69	1618.54
CE2	493999.96	479055.77	1626.49
HW2	493997.29	479057.40	1628.27

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHTS. 23-24
FOR -DR8- PROFILE SEE SHT. 35
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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-DR9-		-L-		-Y4-				-DR27-
PI Sta 10+50.15	PI Sta 11+47.91	PI Sta 75+17.07	PI Sta 90+43.98	PI Sta 10+14.44	PI Sta 10+81.45	PI Sta 12+57.81	PI Sta 13+48.53	PI Sta 10+53.28
Δ = 9° 53' 01.0" (LT)	Δ = 26° 16' 20.4" (RT)	Δ = 60° 30' 48.9" (RT)	Δ = 2° 47' 40.83" (RT)	Δ = 7° 51' 52.2" (RT)	Δ = 92° 55' 38.0" (RT)	Δ = 6° 28' 50.8" (LT)	Δ = 84° 21' 27.6" (LT)	Δ = 15° 42' 55.45" (RT)
D = 9° 52' 42.9"	D = 63° 39' 43.1"	D = 2° 47' 41.7"	D = 0° 25' 03.9"	D = 27° 17' 01.3"	D = 114° 35' 29.6"	D = 14° 10' 59.9"	D = 83° 37' 14.3"	D = 9° 42' 40.1"
L = 100.05'	L = 41.27'	L = 2,165.13'	L = 668.97'	L = 28.82'	L = 81.09'	L = 45.69'	L = 100.88'	L = 161.83'
T = 50.15'	T = 21.00'	T = 1,195.85'	T = 334.55'	T = 14.44'	T = 52.62'	T = 22.93'	T = 67.96'	T = 81.43'
R = 580.00'	R = 90.00'	R = 2,050.00'	R = 13,715.00'	R = 210.00'	R = 50.00'	R = 405.00'	R = 75.00'	R = 590.00'
SE = 0.02	SE = 0.02	SE = 0.06	SE = 0.02	SE = 0.02	SE = 0.02	SE = 0.02	SE = 0.02	
DS = 15 MPH	DS = 15 MPH	R0 = 210'	R0 = 70'		R0 = 30'	R0 = 30'	R0 = 30'	
		DS = 60 MPH	DS = 60 MPH		DS = 15 MPH	DS = 15 MPH	DS = 15 MPH	

NAD 83/2011

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-27/CONST.9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SEE SHEET 8

SEE SHEET 10

MATCHLINE -L- STA. 75+00

MATCHLINE -L- STA. 88+00

HUBERT M. PICKLESIMER
DB 1017 PG 31

33 COLLIN CORDELL AND WIFE, JENNIFER CORDELL
DB 1710 PG 820

34 FRANK MILLER AND WIFE, PEGGY MILLER
DB 1688 PG 664

37 DENNIS RALPH ABSHIER AND WIFE BARBARA DIANNE ABSHIER
DB 1704 PG 1433

ROBERTA A. FRANK, ET AL
DB 1531 PG 546
PC C SLIDE 36

37A HONEY HARTZELL CARR
DB 1707 PG 1270

36 DEWEY SENECAL
DB 1449 PG 147
PC C SLIDE 36

DON SMITH AND WIFE, EDNA SMITH
DB 1657 PG 773

35

38 TRICIA WISEMAN BURKE, AND HUSBAND WILLIAM BURKE
DB 998 PG 734
PC C SLIDE 36B

39 HOMER A. SHAFFER
DB 829 PG 189
PC C SLIDE 36B

DARRELL B. JUMP
DB 829 PG 189
PC C SLIDE 36B

40 WILLIAM J. TOVAR, ET UX
DB 1591 PG 186

41 CANDACE LOVE, HEIRS
DB 868 PG 91
PC F SLIDE 65A

SHELLEY D. FARMER
DB 1460 PG 538

SHELLEY D. FARMER
DB 1460 PG 538
PC C SLIDE 36B

-DR9- PC Sta. 10+00.00
BEGIN CONSTRUCTION
-DR9- PC Sta.10+10.00
-DR9- PT Sta. 11+00.05
-DR9- PC Sta. 11+26.91
-DR9- PT Sta. 11+68.18
N 67° 02' 32.6" E
-DR9- POT Sta. 11+90.31 =
-L- POC Sta. 80+16.16

-DR27- PC Sta. 10+00.00
-DR27- PC Sta. 9+71.86
-Y4- PT Sta. 13+81.46
N 76° 52' 59.7" E
N 40° 46' 12.2" E

-DR27- PT Sta. 11+33.68=
-Y4- POC Sta.12+90.51
-Y4- PCC Sta. 12+80.57
BEGIN CONSTRUCTION
-Y4- PCC Sta.12+38.50
-Y4- PC Sta. 12+34.88
-Y4- PT Sta. 11+09.92
S 12° 16' 41.9" E
-Y4- PC Sta. 10+00.00
-Y4- PCC Sta. 10+28.82

-L- PC Sta. 87+09.43
-L- PT Sta. 84+86.35

-Y5- POT Sta. 10+00.00=
-Y4- POT Sta.15+46.75=
-L- POC Sta.83+73.95
S 76° 49' 09.0" E

-Y5- POT Sta. 11+73.21

END CONSTRUCTION
-Y5- PT Sta.11+40.00

76 x 18 x 3
ID 9-01

82 x 34 x 3
1.5 inch Skimmer
with 1.50 inch
Orifice Diameter
11 ft. weir
ID 9-02

CLEAN WATER DIVERSION
(Not To Scale)

INSTALL SP. LAT. V DITCH IN C&G PHASE TO BE UTILIZED AS "BOTH" TSD

REMOVE 24" CMP & RECONNECT STREAM SEE DETAIL AJ

STANDARD 5' BASE DITCH W/CL I RIPRAP SEE DETAIL R

SP. LAT. V DITCH W/CL B RIPRAP SEE DETAIL N

SP. LAT. V DITCH SEE DETAIL C

BERM 4' BASE DITCH W/CL B RIPRAP SEE DETAIL M

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

TOE PROTECTION W/CL I RIPRAP SEE DETAIL H

CHANNEL CHANGE W/CL B RIPRAP SEE DETAIL U

TRANSITION CL B RIPRAP TO TIE TO FLUME LEAVING POND

PROP. SHOULDER BERM GUTTER -L- Sta.84+45.00 TO 88+09.00 RT

2 TONS CL B RIPRAP W/NW GEOTEXTILE

DO NOT DISTURB WELL OR WATER METER

50' TAPER TO EXIST

60' TAPER TO EXIST

150' LANE TAPER

200' CENTER TURN LANE

240' UNIFORM TRANSITION LT & RT

100' LANE WIDTH TRANS

PLUG & FILL W/FLOWABLE FILL

SP. DET. HW (OUTLET) SEE STRUCTURES PLANS FOR DETAIL AND PAY ITEM

TB 2GIA-NSS

REMOVE HW

REMOVE 30" RCP

54" RCP-III (BURIED 0.9')

REMOVE EX. 36" CMP

TRENCHLESS INSTALLATION OF WELDED STEEL THICK WALL PIPE NOT BURIED

24" RCP-III

30" RCP-III

15" W 2 ELBOWS

FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2
FOR HEADWALL SPECIAL DETAIL SEE SHTS. S-1 THRU S-6
FOR -L- PROFILE SEE SHT. 24
FOR -Y4- PROFILE SEE SHT. 30
FOR -Y5- PROFILE SEE SHT. 31
FOR -DR9- PROFILE SEE SHT. 35
FOR -DR27- PROFILE SEE SHT. 43

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

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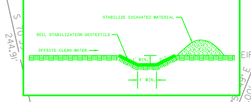
8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-28/CONST JO
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-L-			-DR10-	-DR11-
PI Sta 90+43.98	PI Sta 95+11.13	PI Sta 97+69.79	PI Sta 11+73.39	PI Sta 11+23.42
Δ = 2° 47' 40.83" (RT)	Δ = 5° 4' 00.1" (LT)	Δ = 4° 48' 49.0" (RT)	Δ = 10° 15' 03.7" (LT)	Δ = 14° 52' 01.7" (RT)
D = 0° 25' 03.9"	D = 1° 54' 35.49"	D = 1° 54' 35.49"	D = 14° 19' 26.2"	D = 28° 57' 18.1"
L = 668.97'	L = 265.30'	L = 252.04'	L = 71.57'	L = 51.35'
T = 334.55'	T = 132.73'	T = 126.09'	T = 35.88'	T = 26.09'
R = 13,715.00'	R = 3,000.00'	R = 3,000.00'	R = 400.00'	R = 200.00'
SE = 0.02	SE = 0.05	SE = 0.05	SE = 0.02	SE = 0.02
R0 = 70'	R0 = 140'	R0 = 140'	DS = 15 MPH	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH	DS = 60 MPH		

CLEAN WATER DIVERSION
(Not to Scale)



DOUGLAS R. HUTHWAITE
DB 1564 PG 117
PC C SLIDE 36

PAUL R. PRICE
DB 1567 PG 96

PHILIP PERLOW
DB 1516 PG 148

KEITH A. LEGERE
DB 1582 PG 449

43
HOWARD J. BAUMEISTER
DB 781PG 27

37A
HONEY HARTZELL CARR
DB 1707
PG 1270

37B
GAIL HARTZELL PERROTT
DB 1707 PG 1270

42
HOMER A SHAFFER JR
DB 1449 PG 280
PC C SLIDE 36

44
WILLIAM E. CAMPBELL HEIRS, ET AL
DB 1587 PG 154

41A
MARGUERITE C PROSPERO O'BRYON
DB 1526 PG199
PC C SLIDE 36

45
KATIE A. ERWIN
DB 1123 PG 357
PC C SLIDE 36B

JOSEPH J. GRUBER
DB 1200 PG 754
PC C SLIDE 36B

108
ROBERT TRUETT
DB 1188 PG 159
PC C SLIDE 36B

41
CANDACE LOVE, HEIRS
DB 868 PG 91
PC F SLIDE 65A

47
RAYMONDE T. BAUMEISTER
DB 466 PG 16

MATCHLINE -L- STA. 88+00 SEE SHEET 9

MATCHLINE -L- STA. 101+00 SEE SHEET 11

-DR10- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DR10- POT Sta. 11+10.00

-L- PRC Sta. 93+78.40

-DR10- PT Sta. 12+09.08

-DR10- PC Sta. 11+37.52

-L- PT Sta. 98+95.74

-L- POT Sta. 99+63.92=
-DR11- POT Sta. 10+00.00

30 x 12 x 3
ID 10-01

BERM 4' BASE DITCH W/CL B RIPRAP SEE DETAIL M

10' WIDE BERM TOP ELEV. 1703.4' SEE DETAIL S

SPECIAL CUT DITCH SEE DETAIL A

LATERAL V DITCH W/CL B RIPRAP SEE DETAIL E

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

PUE

N 78° 38' 16.5" E

REMOVE HW

240' UNIFORM TRANSITION

200' TURN LANE

240' UNIFORM TRANSITION LT & RT

30" w/2 ELBOWS (Pond Overflow)

BM#5
-L- 97+32.27
109.54' LT
ELEV. = 1731.58

N 88° 53' 20.2" E 00+10

N 7° 16' 28.78" W

N 89° 08' 07.7" E

PROP. SHOULDER BERM GUTTER -L- Sta. 88+45.00 TO 88+09.00 RT

PROP. SHOULDER BERM GUTTER -L- Sta. 100+48.00 TO 101+97.50 RT

PROP. SHOULDER BERM GUTTER -L- Sta. 96+87.00 TO 98+96.50 RT

-L- POC Sta. 96+17.62=
-DR10- POT Sta. 12+39.84

-L- PRC Sta. 96+43.70

-DR11- PC Sta. 10+97.32

-DR11- PT Sta. 11+48.67

END CONSTRUCTION
-DR11- POT Sta. 11+75.00

-DR11- POT Sta. 12+30.36

REINFORCED SOIL SLOPES -L- Sta. 97+28.00 TO 97+25.00 RT

STD. V DITCH W/CL 1 RIPRAP SEE DETAIL T

ADDITIONAL RIPRAP ON RECIEVING BANK 10 TONS CL 1 RIPRAP W/20 SY GEOFAB

BANK STABILIZATION CL B RIPRAP ON BANKS ONLY SEE DETAIL A1

8 TONS CL B RIPRAP W/21 SY GEOTEXTILE

DO NOT DISTURB WELL

OIL

GREENHOUSE

ORNAMENTAL WINDMILL

WELL

SEPTIC

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHTS. 24 & 25
FOR -DR10- PROFILE SEE SHT. 35
FOR -DR11- PROFILE SEE SHT. 35
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2
FOR REINFORCED SOIL SLOPE DETAILS SEE SHTS. 2G-1 & 2G-2

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Active

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-29/CONST.II
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-

PI Sta 112+20.71
△ = 0° 38' 52.86" (LT)
D = 0° 15' 37.57"
L = 248.82'
T = 124.41'
R = 22,000.00'
SE = NC
RO = 70'
DS = 60 MPH

-Y6-

PI Sta 13+60.37
△ = 81° 00' 06.6" (LT)
D = 39° 30' 51.6"
L = 204.99'
T = 123.85'
R = 145.00'
SE = 0.06
RO = 100'
DS = 25 MPH

PI Sta 16+47.26
△ = 66° 29' 36.7" (RT)
D = 67° 24' 24.5"
L = 98.65'
T = 55.72'
R = 85.00'
SE = 0.05
RO = 75'
DS = 20 MPH

-DRI2-

PI Sta 11+30.31
△ = 3° 00' 57.2" (RT)
D = 7° 09' 59.9"
L = 42.08'
T = 21.06'
R = 800.00'
SE = 0.02
DS = 15 MPH

-Y7-

PI Sta 10+57.52
△ = 62° 23' 11.4" (RT)
D = 63° 30' 49.4"
L = 98.23'
T = 57.52'
R = 95.00'
SE = 0.02
RO = 30'
DS = 20 MPH

PI Sta 12+54.78
△ = 90° 57' 44.5" (LT)
D = 72° 03' 49.5"
L = 126.22'
T = 86.44'
R = 85.00'
SE = 0.02
RO = 30'
DS = 20 MPH

PI Sta 13+35.18
△ = 6° 35' 41.2" (RT)
D = 8° 08' 02.0"
L = 81.08'
T = 40.62'
R = 705.00'
SE = 0.02
DS = 15 MPH

-DR28-

PI Sta 10+76.09
△ = 88° 03' 13.4" (LT)
D = 190° 59' 09.4"
L = 46.10'
T = 29.00'
R = 30.00'
SE = 0.02
DS = 15 MPH

-DRI3-

PI Sta 10+28.00
△ = 49° 09' 14.4" (LT)
D = 229° 10' 59.2"
L = 21.45'
T = 11.43'
R = 25.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+28.22
△ = 57° 11' 36.3" (LT)
D = 45° 14' 23.0"
L = 126.42'
T = 70.87'
R = 130.00'
SE = 0.02
DS = 15 MPH

-DR29-

PI Sta 10+60.63
△ = 84° 11' 20.2" (RT)
D = 114° 35' 29.6"
L = 73.47'
T = 45.17'
R = 50.00'
SE = 0.02
DS = 15 MPH

PI Sta 11+61.05
△ = 81° 06' 48.1" (LT)
D = 114° 35' 29.6"
L = 70.78'
T = 42.79'
R = 50.00'
SE = 0.02
DS = 15 MPH

-DRI4-

PI Sta 11+35.19
△ = 33° 33' 54.5" (RT)
D = 28° 38' 52.4"
L = 117.16'
T = 60.32'
R = 200.00'
SE = 0.02
DS = 15 MPH

PI Sta 12+10.53
△ = 27° 41' 53.8" (LT)
D = 76° 23' 39.7"
L = 36.26'
T = 18.49'
R = 75.00'
SE = 0.02
DS = 15 MPH

PI Sta 12+64.86
△ = 22° 41' 36.9" (LT)
D = 31° 26' 41.0"
L = 72.17'
T = 36.56'
R = 182.21'
SE = 0.02
DS = 15 MPH

NAD 83/2011

MARSHA H. McKAY
DB 1394 PG 667

WILLIAM L. RHODES
DB 1417 PG 349

KENNETH B. LANCE
DB 1221PG 587

THOMAS STADTHAGEN AND WIFE,
MICHELE STAGTHAGEN
DB 1698 PG 709

WILLIAM E. CAMPBELL
HEIRS, ET AL
DB 1587 PG 154

BRITTANY RHODES
DB 1667 PG 719

PATRICIA E. P...
DB 1467 PG 482
PC H SLIDE 122...

CLINTON L.
ROBERTS JR.
DB 1540 PG 332

KENNETH P. LANCE
DB 1070 PG 161

RAYMONDE T. BAUMEISTER
DB 466 PG 16

GENE SNEED
DB 457 PG 136

DIANE J. ANDERSON
DB 872 ...

HAROLD M.
ROBERSON
DB 601PG 131

GEOFFREY K. GRUBB
DB 738 PG 13

WILLIAM H. JONES
DB 500 PG 60

SMOKY
MOUNTAIN
HOLDING
DB 999 PG 202

BEGIN CONSTRUCTION DITCH WORK -Y6- POT Sta.11+00.00

S 84° 54' 49.0" W

00+01

SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

-Y6- PC Sta. 12+36.52

-Y6- POC Sta.13+05.68=
-DRI3- POT Sta. 10+00.00

S 40° 44' 37.0" E

DO NOT DISTURB

-DRI3- PC Sta. 10+16.56

-DRI3- PT Sta. 10+38.01

S 89° 53' 51.3" E

62 x 18 x 3
ID 11-02

-DRI3- PC Sta. 10+57.35

END GRADE

-DRI3- POC Sta.11+40.00

48 x 18 x 3
ID 11-01

-DRI2- POT Sta. 10+00.00=
-L- POT STA.102+70.10

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

END CONSTRUCTION
-DRI3- POC Sta.11+63.00
-DRI3- PT Sta. 11+83.78

SPECIAL CUT DITCH SEE DETAIL A

BETWEEN EX. DITCH & ROADWAY CUT DITCH 2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

-DRI3- POT Sta. 12+44.89

105+00
N 7° 16' 28.8" W

110+00

S 37° 02' 07.5" E

530' CENTER TURN LANE

-Y7- PT Sta. 10+98.23

N 82° 42' 56.5" E

-DR28- PC Sta. 10+47.09

-DR28- PT Sta. 10+93.20

END CONSTRUCTION
-DR28- POT Sta. 11+77.00

-DR28- POT Sta. 11+78.03

-Y7- PC Sta. 11+68.34

-Y7- PRC Sta. 12+94.56

END CONSTRUCTION
-Y7- POC Sta.13+10.00

-Y7- PT Sta.13+75.64

-Y7- POT Sta. 14+28.05

N 58° 35' 49.3" E

44 x 14 x 3
ID 11-04

44 x 12 x 2
ID 11-03

52 x 16 x 2
ID 11-05

52 x 18 x 3
ID 12-04

-DR29- PC Sta. 10+15.46

N 53° 19' 33.5" W

-Y6- POC Sta.16+07.51=
-DR29- POT Sta. 10+00.00

-Y6- PT Sta. 14+41.52

-Y6- PC Sta. 15+91.54

BERM 4' BASE DITCH W/CL B RIPRAP SEE DETAIL M

BERM V DITCH W/CL B RIPRAP SEE DETAIL I

-Y6- PT Sta. 16+90.18

-DR29- PT Sta. 10+88.93

-Y6- POT Sta. 17+24.37=
-Y7- PC Sta.10+00.00=
-L- POT Sta.109+02.38

N 30° 51' 46.8" E

-DR29- PC Sta. 11+18.26

-DR29- PT Sta. 11+89.05

END CONSTRUCTION
-DR29- POC Sta.12+01.12

N 50° 15' 01.4" W

-DR29- POT Sta. 12+28.55

-L- POT Sta.110+79.21 =
-DR28- POT Sta. 10+00.00

-L- PC Sta. 110+96.30

38 x 14 x 2
ID 11-06

BM#6
-L- 110+12.80
53.20' LT
ELEV. = 1756.60

PROP. SHOULDER BERM GUTTER
-L- Sta.110+96.50
TO 114+02.00 LT

-L- PT Sta. 113+45.12

N 7° 55' 21.7" W

-DRI4- POT Sta. 10+00.00=
-L- POT STA.113+62.01

-DRI4- PC Sta. 10+74.88

-DRI4- PRC 11+92.04

-DRI4- PCC Sta.12+28.30

END CONSTRUCTION
-DRI4- POC Sta.12+38.00

-DRI4- PT Sta. 13+00.47

N 73° 21' 46.4" E

-DRI4- POT 13+42.34

-DRI2- PC Sta. 11+09.25

-DRI2- PT Sta. 11+51.33

END CONSTRUCTION
-DRI2- POT Sta. 11+55.00

N 85° 44' 28.4" E

-DRI2- POT Sta. 11+94.56

POND N 82° 43' 31.2" E

200' LANE TAPER

530' CENTER TURN LANE

ROCK FILL IN POND SEE DETAIL AF

240' UNIFORM TRANSITION LT & RT

PROP. SHOULDER BERM GUTTER
-L- Sta.100+48.00
TO 101+97.50 RT

5 TONS CL B RIPRAP W/14 SY GEOTEXTILE

JB w/MH

PLUG & FILL W/FLOWABLE FILL

GRADE TO DRAIN

REMOVE 10" AT-1 CMP

ADJ. ZOI

BERM V DITCH SEE DETAIL K

GRADE TO DRAIN

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

SP. LAT. 4' BASE DITCH W/CL B RIPRAP SEE DETAIL L

SP. LAT. 4' BASE DITCH W/CL B RIPRAP SEE DETAIL L

SEE SHEET 10

MATCHLINE -L- STA. 101+00

MATCHLINE -L- STA. 114+00

SEE SHEET 12

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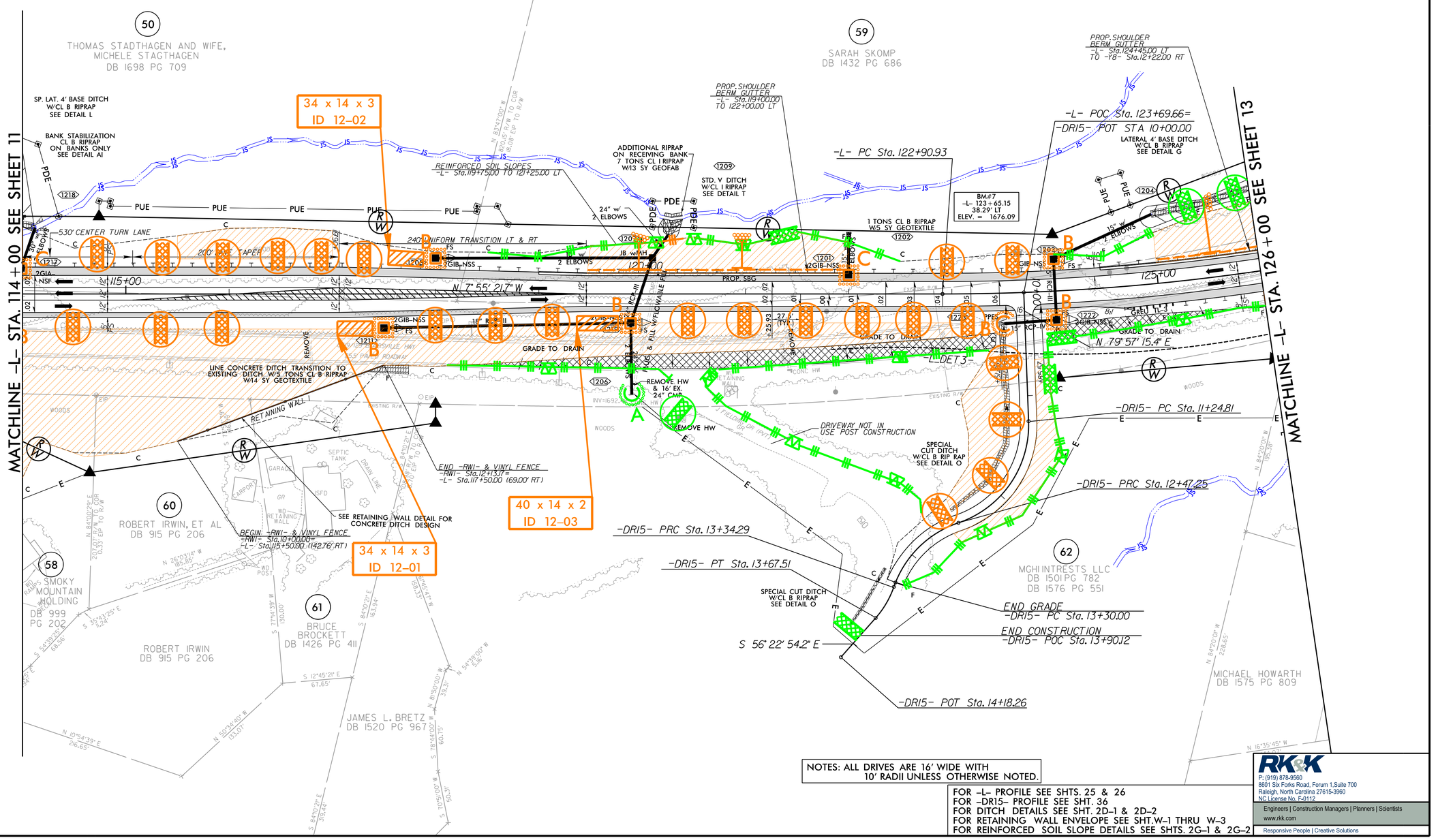
PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-30/CONST12
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-	-DR15-		
PI Sta 127+30.02	PI Sta 11+99.43	PI Sta 12+96.26	PI Sta 13+52.13
Δ = 23° 20′ 58.3" (LT)	Δ = 73° 27′ 47.3" (RT)	Δ = 52° 13′ 28.3" (LT)	Δ = 22° 25′ 31.3" (RT)
D = 2° 41′ 46.6"	D = 60° 00′ 00.0"	D = 60° 00′ 00.0"	D = 67° 29′ 52.7"
L = 865.99′	L = 122.44′	L = 87.04′	L = 33.22′
T = 439.09′	T = 74.62′	T = 49.02′	T = 17.84′
R = 2,125.00′	R = 100.00′	R = 100.00′	R = 90.00′
SE = 0.06	SE = 0.02	SE = 0.02	SE = 0.02
RO = 165′	DS = 15 MPH	DS = 15 MPH	DS = 15 MPH
DS = 60 MPH			

NAD 83/2011



NOTES: ALL DRIVES ARE 16′ WIDE WITH
10′ RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHTS. 25 & 26
FOR -DR15- PROFILE SEE SHT. 36
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2
FOR RETAINING WALL ENVELOPE SEE SHT.W-1 THRU W-3
FOR REINFORCED SOIL SLOPE DETAILS SEE SHTS. 2G-1 & 2G-2

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9/18/2023
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pburke

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-31/CONST J3
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

-L-		-Y8-		-Y9-	
PI Sta 127+30.02	PI Sta 135+82.23	PI Sta 10+55.66		PI Sta 11+22.32	PI Sta 14+31.88
△ = 23° 20' 58.3" (LT)	△ = 16° 58' 31.5" (LT)	△ = 24° 56' 46.9" (RT)		△ = 73° 19' 25.7" (RT)	△ = 22° 17' 24.8" (LT)
D = 2° 41' 46.6"	D = 2° 00' 37.4"	D = 35° 48' 35.5"		D = 45° 50' 11.8"	D = 20° 06' 13.6"
L = 865.99'	L = 844.39'	L = 69.66'		L = 159.97'	L = 110.88'
T = 439.09'	T = 425.31'	T = 35.39'		T = 93.04'	T = 56.15'
R = 2,125.00'	R = 2,850.00'	R = 160.00'		R = 125.00'	R = 285.00'
SE = 0.06	SE = 0.05	SE = 0.03		SE = 0.05	
DS = 60 MPH	DS = 60 MPH	RO = 45°		RO = 75°	
		DS = 15 MPH		DS = 15 MPH	

-Y8- POT Sta.10+00.00

N 29° 55' 53.2" E

-Y8- PC Sta.10+20.27

BEGIN CONSTRUCTION
-Y8- PT Sta.10+44.00

BEGIN GRADE
-Y8- PT Sta.10+50.00

-L- PCC Sta.131+56.92

-Y8- PT Sta.10+89.93

END CULVERT
-L- Sta.127+69.10

BEGIN CULVERT
-L- Sta.127+61.07

PROP. SHOULDER BERM GUTTER
-L- Sta.124+45.00 LT
TO -Y8- Sta.12+22.00 RT

MATCHLINE -L- STA. 126+00 SEE SHEET 12

MATCHLINE -L- STA. 139+00 SEE SHEET 14

FRANKIE DOCKERY
DB 983 PG 24

WILLARD SMITH
DB 1308 PG 59

FRONTIER COMMUNICATIONS OF THE CAROLINAS, LLC.
DB 492 PG 28

SARAH SKOMP
DB 1432 PG 686

BRUCE C. CHYNOWETH
DB 1066 PG 649

TITAN SELF STORAGE, LLC
DB 1552 PG 154

RICHARD DIEHL
DB 1036 PG 105

RICHARD M. STOVER
DB 1531 PG 345

RENEGADE SELF-STORAGE, LLC
DB 1671 PG 398

MANUEL HERNANDEZ
DB 1509 PG 370

BARBARA A. ROBERSON
DB 621 PG 173

GENE P. FARMER
DB 1548 PG 165

WILLIAM CONNELL, HEIRS
DB 806 PG 108

NO CLAIM
RENEGADE SELF-STORAGE, LLC
DB 1671 PG 398

48 x 18 x 3
ID 13-02

50 x 18 x 3
ID 13-01

LATERAL 4' BASE DITCH W/CL B RIPRAP SEE DETAIL G

LATERAL V DITCH SEE DETAIL B

BANK STABILIZATION CL B RIPRAP ON BANKS ONLY SEE DETAIL A1

25' TAPER TO EXIST 36" RCP-III (BURIED 0.6')

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

REMOVE EX. 18" CMP +38.00

GOLD BRANCH OUTLET IMPROVEMENTS SEE DETAIL SHT 2D-2

11 TONS CL B RIPRAP W/28 SY GEOTEXTILE 2GIB-NSF

GOLD BRANCH INLET IMPROVEMENTS SEE DETAIL SHT 2D-2

-L DET 3

CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL D

LINE CUT/FILL TRANSITION 1 TONS CL B RIPRAP W/3 SY GEOTEXTILE

54" RCP-III (BURIED 0.9')

POND REMOVE

48" RCP-IV (NOT BURIED)

50' TAPER TO EXIST

END CONSTRUCTION
-Y9- PT Sta.13+50.00

-Y9- PC Sta.13+75.73

-Y9- PC Sta.10+29.28

-Y9- PT Sta.11+89.25

-Y9- PT Sta.14+86.60

-L- POC Sta.129+80.53
-Y8- POT Sta.12+76.78=
-Y9- POT Sta.10+00.00=
N 60° 15' 40.8" E

S 46° 24' 53.5" E

N 54° 52' 40.1" E

PLUG & FILL W/FLOWABLE FILL

RETAIN DI

JB w/MH

REMOVE JB

REMOVE 10' EX. 30" CMP

SP. CUT 4' BASE DITCH SEE DETAIL Z

DO NOT DISTURB

DO NOT DISTURB SIGN OR WELL

NO SEPTIC SYSTEM PER OWNER

100' LANE WIDTH TRANS.

PROP. SHOULDER BERM GUTTER
-L- Sta.130+45.00
TO 132+21.00 LT

REMOVE

PROP. SBG

36" RCP-IV PROP. SBG

36" RCP-IV

US9/129 BLAIRSVILLE HWY

26' PAVED ROADWAY

PPES

PUE

PDE

TDE

SDE

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHT. 26
FOR -Y8- PROFILE SEE SHT. 31
FOR -Y9- PROFILE SEE SHT. 32
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2
FOR HEADWALL SPECIAL DETAIL SEE SHTS. S-1 THRU S-6

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-32/CONST J4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-L-

PI Sta 135+82.23	PI Sta 151+02.43
Δ = 16° 58' 31.5" (LT)	Δ = 24° 25' 52.3" (RT)
D = 2° 00' 37.4"	D = 2° 00' 12.1"
L = 844.39'	L = 1,219.52'
T = 425.31'	T = 619.17'
R = 2,850.00'	R = 2,860.00'
SE = 0.05	SE = 0.05
DS = 60 MPH	R0 = 170'
	DS = 60 MPH

-Y10A-

PI Sta 10+44.85	PI Sta 13+38.78
Δ = 2° 20' 08.2" (LT)	Δ = 52° 18' 34.8" (LT)
D = 2° 36' 15.7"	D = 45° 50' 11.8"
L = 89.68'	L = 114.12'
T = 44.85'	T = 61.39'
R = 2,200.00'	R = 125.00'
	SE = 0.03
	R0 = 45'
	DS = 20 MPH

-DRI6-

PI Sta 10+67.65	PI Sta 11+43.77
Δ = 76° 43' 07.2" (RT)	Δ = 37° 40' 05.5" (LT)
D = 190° 59' 09.4"	D = 32° 44' 25.6"
L = 40.17'	L = 115.05'
T = 23.74'	T = 59.69'
R = 30.00'	R = 175.00'
SE = 0.02	SE = 0.02
DS = 15 MPH	DS = 15 MPH

-DRI7-

PI Sta 11+14.34
Δ = 76° 46' 59.6" (RT)
D = 190° 59' 09.4"
L = 40.20'
T = 23.77'
R = 30.00'
SE = 0.02
DS = 15 MPH

-DRI8-

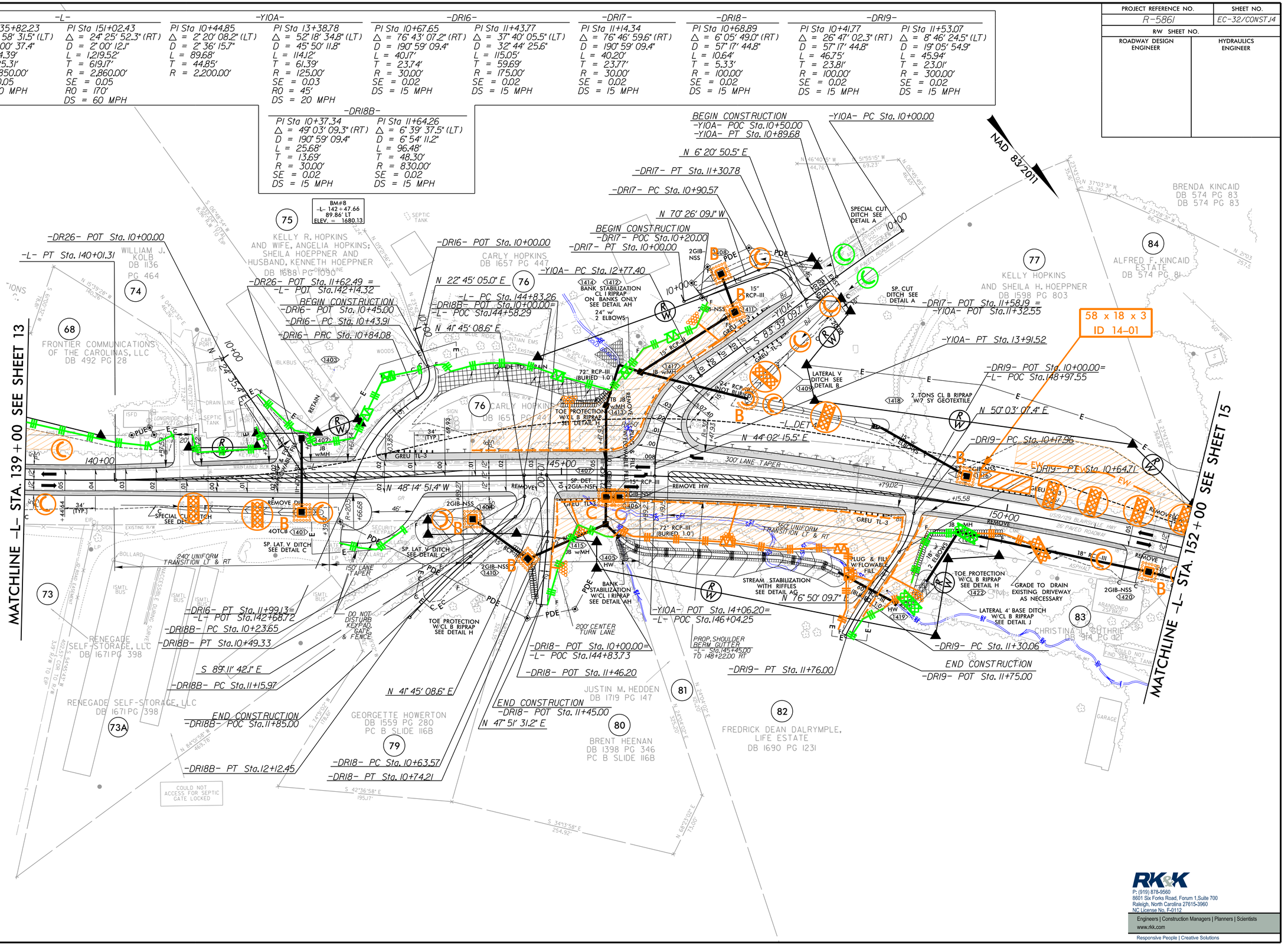
PI Sta 10+68.89
Δ = 6° 05' 49.0" (RT)
D = 57° 17' 44.8"
L = 10.64'
T = 5.33'
R = 100.00'
SE = 0.02
DS = 15 MPH

-DRI9-

PI Sta 10+41.77	PI Sta 11+53.07
Δ = 26° 47' 02.3" (RT)	Δ = 8° 46' 24.5" (LT)
D = 57° 17' 44.8"	D = 19° 05' 54.9"
L = 46.75'	L = 45.94'
T = 23.81'	T = 23.01'
R = 100.00'	R = 300.00'
SE = 0.02	SE = 0.02
DS = 15 MPH	DS = 15 MPH

-DRI8B-

PI Sta 10+37.34	PI Sta 11+64.26
Δ = 49° 03' 09.3" (RT)	Δ = 6° 39' 37.5" (LT)
D = 190° 59' 09.4"	D = 6° 54' 11.2"
L = 25.68'	L = 96.48'
T = 13.69'	T = 48.30'
R = 30.00'	R = 830.00'
SE = 0.02	SE = 0.02
DS = 15 MPH	DS = 15 MPH



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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-33/CONST.15
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

MATCHLINE -Y10B- STA. 16+00 SEE SHEET 21

MATCHLINE -L- STA. 152+00 SEE SHEET 14

MATCHLINE -L- STA. 166+00 SEE SHEET 16

NICK GUTHRIE
DB 1020 PG 406

BRENDA KINCAID
DB 574 PG 83

CHRISTINA GUTHRIE
DB 817 PG 70

BARBARA GUTHRIE
DB 361
PG 206

ALFRED F. KINCAID ESTATE
DB 574 PG 81

BARBARA GUTHRIE
DB 1064 PG 664

ERICA LEANN PORTAL
DB 1712 PG 854

JAMMIE ADAMS SAVUGOT
DB 852 PG 178

CHRISTINA L. GUTHRIE
DB 914 PG 121

FREDRICK DEAN DALRYMPLE, LIFE ESTATE
DB 1690 PG 1231

MICHAEL J. WILKINS
DB 1464 PG 282

MICHAEL L. HAMBY
DB 482 PG 63

CHARLES GREEN HEIRS, ET AL
DB 652 PG 192

PHOEBE M. HEDDEN
DB 1717 PG 772

JARRAD S. HAMPTON
DB 1699 PG 1271

REBEKA FRANKLIN AND HUSBAND, CORY FRANKLIN
DB 1332 PG 133

-DR20- POT Sta. 10+00.00

-DR20- POT Sta. 10+55.00

-L_DET4-

-L- PT Sta. 157+02.78

BEGIN CONSTRUCTION
-DR21- POT Sta. 10+00.00
N 29° 25' 50.3" E

-DR21- PC Sta. 10+38.78

-L- PC Sta. 161+05.66

-Y10B- PRC Sta. 18+29.51

-DR20- POT Sta. 11+10.35=
-L- POC Sta.152+36.84

-DR21- PT Sta. 11+14.83
N 51° 26' 59.3" E

-DR21- POT Sta. 11+25.84=
-L- POT Sta.160+45.92

-L- POC Sta.163+40.44=
-Y10B- POC Sta.19+73.70=
-Y11- POT Sta. 10+00.00

-Y11- PC Sta. 13+36.18

-Y11A- POT Sta. 9+99.68 =
-Y11- POC Sta. 13+81.55
END CONSTRUCTION
-Y11- PT Sta. 14+43.61
-Y11- POT Sta. 15+24.23

-Y11A- PC Sta.11+09.65

-Y11A- PT Sta.10+33.25

-Y11A- PC Sta.10+10.28

N 59° 02' 17.1" W

N 60° 15' 40.8" E

N 23° 48' 59.1" W

N 6° 23' 20.5" W

70 x 16 x 3
ID 15-01

36 x 12 x 3
ID 15-02

72 x 18 x 3
ID 15-03

73 x 35 x 3
1.5 inch Skimmer
with 1.375 inch
Orifice Diameter
10 ft. weir
ID 15-4

BM#9
-L- 163+63.53
102' LT
ELEV. = 1764.86

GRADING FOR SIGHT DISTANCE FROM -L- STA.165+75.00 TO 166+00.00

GRADE TO DRAIN

SEAL WELL

290' LANE TAPER

240' UNIFORM TRANSITION LT & RT

200' LANE TAPER

530' CENTER TURN LANE

300' RIGHT TURN TAPER

300' RIGHT TURN LANE

150' LANE TAPER

100' TAPER

50' TAPER

25' TAPER

30" RCP-III (BURIED 0.5')

18" RCP-III

15" RCP-III

2GIB-NSF

2GIB-NSS

PROP. SHOULDER BERM GUTTER
-L- Sta.153+19.00
TO 160+00.00 RT

SPECIAL CUT DITCH SEE DETAIL A

SPECIAL CUT DITCH W/CL B RIPRAP SEE DETAIL O

LATERAL V DITCH SEE DETAIL B

LATERAL V DITCH W/CL B RIPRAP SEE DETAIL E

CHANNEL CHANGE W/CL I RIPRAP SEE DETAIL D

CHANNEL BLOCK SEE DETAIL AA

BANK STABILIZATION CL I RIPRAP ON BANKS ONLY SEE DETAIL AH

SP. CUT DITCH W/CL B RIPRAP SEE DETAIL O

REMOVE HW

REMOVE

RETAIN

PLUG & FILL WITH FLOWABLE FILL

-Y10B-
Taylor Henson Rd.
(SR 1667)

-L- US 19/129

-Y11-
Hedden Rd.
(SR 1580)

2023 ADT	2043 ADT
8,232	9,703
9,477	11,103
1,245	1,400
1,445	1,600

-L-

PI Sta 151+02.43	PI Sta 167+07.22
Δ = 24° 25' 52.3" (RT)	Δ = 19° 33' 25.8" (LT)
D = 2° 00' 12.1"	D = 2° 27' 32.6"
L = 1,219.52'	L = 795.32
T = 619.17'	T = 401.56'
R = 2,860.00'	R = 2,330.00'
SE = 0.05	SE = 0.05
RO = 170'	RO = 235'
DS = 60 MPH	DS = 60 MPH

-Y10B-

PI Sta 18+53.23	PI Sta 19+07.72
Δ = 137° 13' 19.0" (LT)	Δ = 55° 04' 47.0" (RT)
D = 38° 11' 49.9"	D = 38° 11' 49.9"
L = 359.25'	L = 144.20'
T = 382.97'	T = 78.22'
R = 150.00'	R = 150.00'
SE = 0.06	SE = 0.06
RO = 90'	RO = 120'
DS = 20 MPH	DS = 40 MPH

-Y11-

PI Sta 13+95.68	PI Sta 14+83.88
Δ = 61° 29' 55.2" (RT)	Δ = 2° 54' 30.2" (RT)
D = 57° 17' 44.8"	D = 3° 36' 12.6"
L = 107.34'	L = 80.71'
T = 59.49'	T = 40.36'
R = 100.00'	R = 1,590.00'
SE = 0.06	SE = 0.06
RO = 90'	RO = 90'
DS = 20 MPH	DS = 20 MPH

-Y11A-

PI Sta 10+22.65	PI Sta 12+69.51
Δ = 52° 38' 56.6" (LT)	Δ = 6° 29' 21.2" (LT)
D = 229° 10' 59.2"	D = 2° 01' 54.4"
L = 22.97'	L = 319.39'
T = 12.37'	T = 159.87'
R = 25.00'	R = 2,820.00'
SE = 0.06	SE = 0.02
RO = 60'	DS = 30 MPH
DS <15 MPH	

-DR21-

PI Sta 10+77.69
Δ = 22° 01' 09.0" (RT)
D = 28° 57' 18.1"
L = 76.05'
T = 38.91'
R = 200.00'
SE = 0.02
DS = 15 MPH

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHT. 27
FOR -Y10B- PROFILE SEE SHT. 32
FOR -Y11- PROFILE SEE SHT. 32
FOR -Y11A- PROFILE SEE SHT. 33
FOR -DR20- PROFILE SEE SHT. 36
FOR -DR21- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1&2D-2

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-L-		-Y11A-	-DR23
PI Sta 167+07.22	PI Sta 183+05.70	PI Sta 12+69.51	PI Sta 10+42.16
△ = 19° 33' 25.8" (LT)	△ = 46° 24' 17.4" (RT)	△ = 6° 29' 21.2" (LT)	△ = 71° 48' 22.7" (RT)
D = 2° 27' 32.6"	D = 3° 57' 54.4"	D = 2° 01' 54.4"	D = 143° 14' 22.0"
L = 795.32'	L = 1,170.33'	L = 319.39'	L = 50.13'
T = 401.56'	T = 619.40'	T = 159.87'	T = 28.96'
R = 2,330.00'	R = 1,445.00'	R = 2,820.00'	R = 40.00'
SE = 0.05	SE = 0.06	SE = 0.02	SE = NC
RO = 235'	RO = 240'	DS = 30 MPH	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH		

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-34/CONST J6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

RITA COLLEEN KELLY
AND CRYSTAL KELLY ROGERS
DB 1642 PG 341

97

98

PAUL O. RAPER HEIRS
AND WILLIAM DALE CLONTS
DB 575 PG 76

NAD 83/2011

SN2

SN Rominger Creek

96

RONNIE D. WHITENER AND
BETTY SUE WHITENER
DB 1513 PG 192

96 x 18 x 3
ID 16-02

64 x 18 x 3
ID 16-03

-L- POC Sta.178+39.86 =
-DR23- POT Sta.10+00.00

N 52° 42' 55.4" E

GRADE TO DRAIN

-L- PT Sta. 171+00.97

GRADING FOR SIGHT DISTANCE FROM -L- STA.166+00.00 TO 168+25.00

LINE TRANSITION BETWEEN EX. DITCH & ROADWAY CUT DITCH 2 TONS CL B RIPRAP W/7 SY GEOTEXTILE

2 TONS CL B RIPRAP W/7 SY GEOTEXTILE 1606

Frontier Communications of America, Inc. EXISTING R/W

88

JAMMIE ADAMS
DB 1634 PG 239

300' RIGHT TURN TAPER

-L- DET 4

530' CENTER TURN LANE

REMOVE

200' LANE TAPER

240' MEDIAN TAPER

36" RCP-III

PDE

PDE

REMOVE

1606

2GIB-NSS

FS

B

-L- PC Sta.175+43.22 =
-DR23- POT Sta.12+28.28

N 43° 22' 24.7" W

175+00

170+00

165+00

SPECIAL CUT DITCH
SEE DETAIL A

SPECIAL CUT DITCH 1603
SEE DETAIL A

2GIB-NSS

8" RCP-III

GREU TL-3

24" RCP

2 ELBOWS

S 55° 28' 42.0" E

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

42 x 14 x 2
ID 16-04

-DR23- PT Sta. 10+63.33

-DR23- PC Sta. 10+13.20

MATCHLINE -L- STA. 166+00 SEE SHEET 15

MATCHLINE -L- STA. 179+00 SEE SHEET 17

93

WOODS

SPECIAL CUT DITCH
SEE DETAIL A

REMOVE

LINE TRANSITION BETWEEN EX. DITCH & ROADWAY CUT DITCH 1 TONS CL B RIPRAP W/5 SY GEOTEXTILE

40 x 14 x 3
ID 16-01

DB 1699 PG 1271

98

PAUL O. RAPER HEIRS
WILLIAM DALE CLONTS
DB 575 PG 76

-L- PC Sta. 176+86.30

-DR23- POT Sta. 12+09.01

END CONSTRUCTION
-DR23- Sta.11+70.00

46 x 16 x 3
ID 16-05

-DR23- PT Sta. 10+63.33

-DR23- PC Sta. 10+13.20

15+00

GRADE TO DRAIN

-Y11A- POT Sta.15+47.80

N 65° 31' 38.3" W

END CONSTRUCTION
-Y11A- PT Sta.14+43.61

-Y11A- PT Sta.14+29.04

JARRAD S. HAMPTON
DB 1699 PG 1271

L.B. ADAMS
DB 1515 PG 250

ISFD

DRAIN LINE

SEPTIC TANK

GR

BARN

GATE

95

REBEKA FRANKLIN AND
HUSBAND, CORY FRANKLIN
DB 1332 PG 133

U.S.A.
DB 1155 PG 119
DB 1155 PG 127

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHTS. 27 & 28
FOR -Y11A- PROFILE SEE SHT. 33
FOR -DR23- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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-L-	
PI Sta 183+05.70	PI Sta 191+58.44
△ = 46° 24' 17.4" (RT)	△ = 17° 17' 27.2" (LT)
D = 3° 57' 54.4"	D = 2° 53' 11.2"
L = 1,170.33'	L = 599.04'
T = 619.40'	T = 301.81'
R = 1,445.00'	R = 1,985.00'
SE = 0.06	SE = 0.06
RO = 240'	RO = 240'
DS = 60 MPH	DS = 60 MPH

-DR22-	
PI Sta 13+08.13	PI Sta 13+48.59
△ = 127° 14' 01.3" (LT)	△ = 43° 51' 04.3" (RT)
D = 95° 29' 34.7"	D = 81° 51' 04.0"
L = 133.24'	L = 53.57'
T = 120.96'	T = 28.18'
R = 60.00'	R = 70.00'
SE = 0.02	SE = 0.02
DS = 15 MPH	DS = 15 MPH

NAD 83/2011

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-35/CONST.17
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

108 x 35 x 3
2.0 inch Skimmer
with 1.650 inch
Orifice Diameter
14 ft. weir
ID 17-03

ADDITIONAL RIPRAP ON RECEIVING BANK- 24 TONS CL I RIPRAP W/45 SY GEOFAB

STANDARD 5' BASE DITCH W/CL I RIPRAP SEE DETAIL R

BM#10
-L- 179+50.03
157.00' LT
ELEV. = 1690.40

PAUL O. RAPER HEIRS AND WILLIAM DALE CLONTS DB 575 PG 76

-DR22- POT Sta.10+00.00=
-L- POC Sta.182+51.49

MATCHLINE -L- STA. 179+00 SEE SHEET 16

MATCHLINE -L- STA. 192+00 SEE SHEET 18

PROP. SHOULDER BERM GUTTER -L- Sta.179+09.00 TO 181+52.00 RT

TOE PROTECTION W/CL B RIPRAP SEE DETAIL H

SP. LAT. 4' BASE DITCH SEE DETAIL Y

END CONSTRUCTION
-DR22- POC Sta. 11+00.00=
-DET_DR22- POC Sta.11+00.00

N 69° 02' 12.4" E

N 14° 20' 44.6" W

-DR22- PC Sta. 11+87.17

-DR22- PRC Sta. 13+20.41

-DR22- PT Sta. 13+73.99

-DR22- POT Sta. 14+16.00

-L- PRC Sta. 188+56.63

OLIVER MINOR DB 1410 PG 83

PATRICIA FOSTER AND TRACY FOSTER DB 1390 PG 530

EVA B. DECKER DB 1426 PG 515 DB 1441 PG 506 DB 1441 PG 512 PC C SLIDE 88

PROP. SHOULDER BERM GUTTER -L- Sta.189+00.00 TO 191+28.00 LT

58 x 18 x 3
ID 17-01

42 x 16 x 2
ID 17-02

CLEAN WATER DIVERSION
(Not to Scale)

-DR22- FROM STA.11+00.00 THRU STA.14+12.68 CONSTRUCTED WHEN -L_DET6- IS BUILT SEE SHEET 2B-9 FOR -DET_DR22- ALIGNMENT AND DRAINAGE.

NOTE: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHT. 28 & 29
FOR -DR22- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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-L-		-DR24-
PI Sta 191+58.44	PI Sta 198+64.95	PI Sta 10+47.18
△ = 17° 17' 27.2" (LT)	△ = 24° 11' 21.0" (LT)	△ = 61° 13' 52.0" (RT)
D = 2° 53' 11.2"	D = 2° 59' 59.2"	D = 143° 14' 22.0"
L = 599.04'	L = 806.36'	L = 42.75'
T = 301.81'	T = 409.28'	T = 23.67'
R = 1,985.00'	R = 1,910.00'	R = 40.00'
SE = 0.06	SE = 0.03	SE = NC
RO = 240'	RO = 40'/65'	DS = 15 MPH
DS = 60 MPH	DS = 60 MPH/40 MPH	

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-36/CONST J8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

MATCHLINE -L- STA. 192+00 SEE SHEET 17

MATCHLINE -L- STA. 205+00 SEE SHEET 19

100 PATRICIA FOSTER AND TRACY FOSTER DB 1390 PG 530

101 EVA B. DECKER DB 1426 PG 515, DB 1441 PG 506, DB 1441 PG 512, PC C SLIDE 88

102 DAVID S. DUFFEK AND WIFE, SHANNON F. DUFFEK DB 1698 PG 590

103 JOHN T. MCGUIRE DB 563 PG 116

105 CHAD DECKER AND WIFE, SONYA DECKER DB 1693 PG 934

JERRY DECKER TRUSTEE DB 1441 PG 510

WADE W. DECKER DB 1387 PG 954

LEWIS E. FOSTER DB 656 PG 215

LEWIS E. FOSTER DB 563 PG 114

SN Rominger Creek

ROMINGER CREEK

-L- PCC Sta. 194+55.67

-L- POC Sta. 196+19.06= -DR24- POT Sta. 10+00.00

-DR24- PC Sta. 10+23.51

-DR24- POT Sta. 11+39.06

END CONSTRUCTION

-DR24- POT Sta. 11+32.00

-DR24- PT Sta. 10+66.26

-L- PT Sta. 202+62.03

EXPRESSWAY OUTLET
-L- Sta. 196+98.00 TO 198+00.00 LT (SEE STANDARD 846.01 FOR TRANSITION)

BM#11
-L- 192+13.71
88.14' RT
ELEV. = 1631.69

MATCHLINE -L- STA. 192+00 SEE SHEET 17

MATCHLINE -L- STA. 205+00 SEE SHEET 19

UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED.

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE SEE SHT. 29
FOR -DR24- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-37/CONST J9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011

UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED.

-Y12-
PI Sta 15+00.57
Δ = 9° 51' 51.39" (LT)
D = 0° 59' 16.33"
L = 998.84'
T = 500.51'
R = 5,800.00'
DS = 60 MPH
SE = EXIST

NANTAHALA BANK & TRUST COMPANY DB 1402 PG 613

JAMES J. HARPER DB 720 PG 196

DANIEL M. EICHENBAUM DB 488 PG 128

BIMBO BAKERIES USA INC. DB 1485 PG 520

SPIRIT JO SMF SPE LLC DB 1483 PG 69

CHARLES W. LANEY DB 582 PG 121

JOAN POSEY DB 617 PG 168

MEP CAPITAL GROUP LLC DB 1485 PG 596

BEGIN CONSTRUCTION -Y12- PC Sta. 18+66.98

-Y12- PT Sta. 19+98.55

END PROJECT R-5861 -L- STA. 209+46.82

-L- POT Sta. 209+88.82= -Y12- POT Sta. 26+07.89

683' STORAGE

530' STORAGE

150' LANE TAPER

220' LANE SHIFT

330' TURN LANE

RETAIN SYSTEM

RETAIN

PROP 2'-6" C&G

END 2'-6" C&G -Y12- STA. 24+30.21

END 2'-6" C&G -Y12- STA. 27+44.36

PLUG & FILL W/FLOWABLE FILL

BM#12 -L- 208+55.63 55.04' RT ELEV. = 1626.29

CHARLES BRYANT NO DEED FOUND

JOHNNY L. FOSTER DB 563 PG 118

RANGER MARKET LLC DB 885 PG 63

PASCHAL J. HUGHESTRUSTEE DB 1182 PG 502 DB 604 PG 98 PC G SLIDE 174

PASCHAL J. HUGHES TRUSTEE DB 1182 PG 502

APPALACHIAN RENTALS LLC DB 1399 PG 762 PC G SLIDE 174

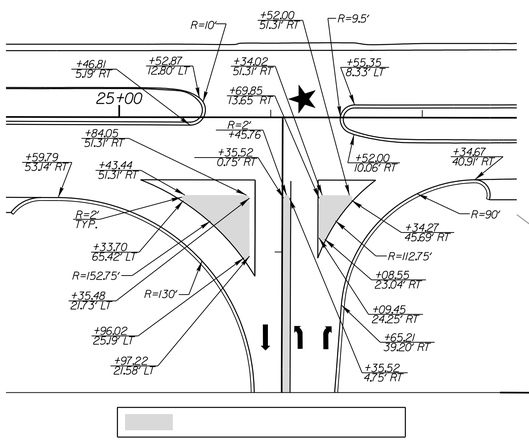
PROP VINYL CHAIN LINK FENCE -L- 204+55.00 TO 206+32.00 LT 27.5' OFFSET

8" X12" CONCRETE CURB -L- Sta. 204+56.87 TO 206+32.62

MATCHLINE -L- STA. 205+00 SEE SHEET 18

MATCHLINE -Y12- STA. 31+00 SEE SHEET 20

INSET



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PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-38/CONST.20
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

-Y12-
PI Sta 38+31.35
△ = 13° 36' 06.4" (RT)
D = 0° 59' 16.3"
L = 1,376.90'
T = 691.70'
R = 5,800.00'
DS = 60 MPH
SF = EXIST.

NAD 83/2011

MATCHLINE -Y12- STA. 31+00 SEE SHEET 19

-Y12- PC Sta. 31+39.65

MURPHY GRANITE OUTLET, LLC
DB 1484 PG 552

ROBERT ELLIOTT, ET AL
DB 1556 PG 574
DB 1556 PG 203

BILLIE S. LEARD
DB 1032 PG 312

STEVEN S. KIMBRELL
DB 1579 PG 660

PASCHAL J. HUGHES TRUSTEE
DB 1182 PG 502

Conv. DI TO JB w/MH
24" RCP-III
4OTCB
683' STORAGE
150' LANE TAPER
EXISTING R/W VARIABLE
RETAIN
RETAIN SYSTEM
12' EXIST. ASPHALT
10' DI
15" CMP
18" CMP
24" CMP
TOP=1593.72'
INV=1586.32'
TOP=1602.76'
INV=1590.26'
TOP=1584.79'
TOP=1586.63'
INV=1580.03'
TOP=1584.90'
35+00
40+00
45+00
TRENCHLESS INSTALLATION
COLLAR
SP. DET. JB w/MH
54" RCP-III
48" RCP-III
REMOVE JB
REMOVE
TB JB w/MH
REPLACE JB
54" CSP
2 ELBOWS
33 TONS CL I RIPRAP
W/62 SY GEOFAB
CONC DITCH
END CONSTRUCTION
-Y12- POC Sta. 35+00.00
-Y12- PT Sta. 45+16.54
SIGN
GUARD RAIL
N 39°45'27" W 188.55'
S 70°48'19" E 203.24'
N 82°01'01" W 574.05'
S 82°01'01" E 490.06'
N 37°40'01" W 144.90'
S 37°37'01" E 139.80'
S 49°43'59" W 164.74'
S 5°00'00" W 148.44'
S 50°43'00" W 118.34'
S 36°19'00" W 204.79'

NC GRID
NAD 83 NA 2011

NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

NOTES: OVERLAY PAVED SHOULDERS -Y12- STA. 31+00.00 TO 35+00.00

FOR -Y12- PROFILE SEE SHT. 33
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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10/23/2023
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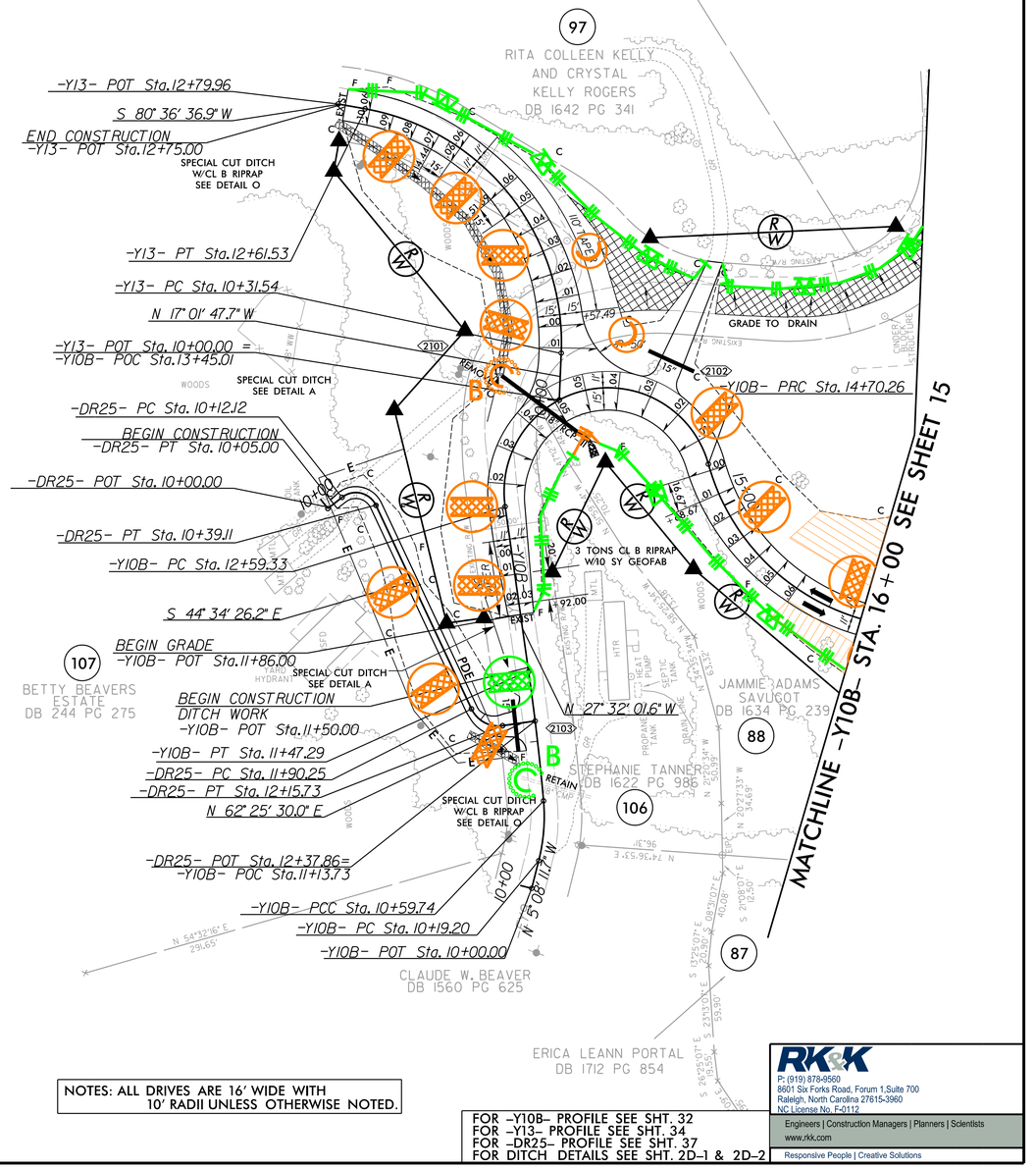
Laura Bourne

8/17/99

-Y10B-			-Y13-	-DR25-	
PI Sta 10+39.67	PI Sta 11+03.53	PI Sta 23+48.57	PI Sta 18+53.23	PI Sta 11+71.51	PI Sta 10+31.01	PI Sta 12+05.05
△ = 19° 21' 25.9" (LT)	△ = 3° 02' 24.0" (LT)	△ = 172° 38' 45.0" (RT)	△ = 137° 13' 19.0" (LT)	△ = 82° 21' 35.4" (LT)	△ = 10.3° 05' 47.7" (RT)	△ = 7.3° 00' 03.8" (LT)
D = 47° 44' 47.3"	D = 3° 28' 20.9"	D = 81° 51' 04.0"	D = 38° 11' 49.9"	D = 35° 48' 35.5"	D = 381° 58' 18.7"	D = 286° 28' 44.0"
L = 40.54'	L = 87.55'	L = 210.93'	L = 359.25'	L = 229.99'	L = 26.99'	L = 25.48'
T = 20.47'	T = 43.78'	T = 1,089.23'	T = 382.97'	T = 139.97'	T = 18.89'	T = 14.80'
R = 120.00'	R = 1,650.00'	R = 70.00'	R = 150.00'	R = 160.00'	R = 15.00'	R = 20.00'
		SE = 0.06	SE = 0.06	SE = 0.06		
		RO = 120'	RO = 100'	RO = 90'		
		DS = 15 MPH	DS = 25 MPH	DS = 20 MPH		

PROJECT REFERENCE NO.	SHEET NO.
R-5861	EC-39/CONST.21
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83/2011



NOTES: ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED.

FOR -Y10B- PROFILE SEE SHT. 32
FOR -Y13- PROFILE SEE SHT. 34
FOR -DR25- PROFILE SEE SHT. 37
FOR DITCH DETAILS SEE SHT. 2D-1 & 2D-2

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9/18/2023
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