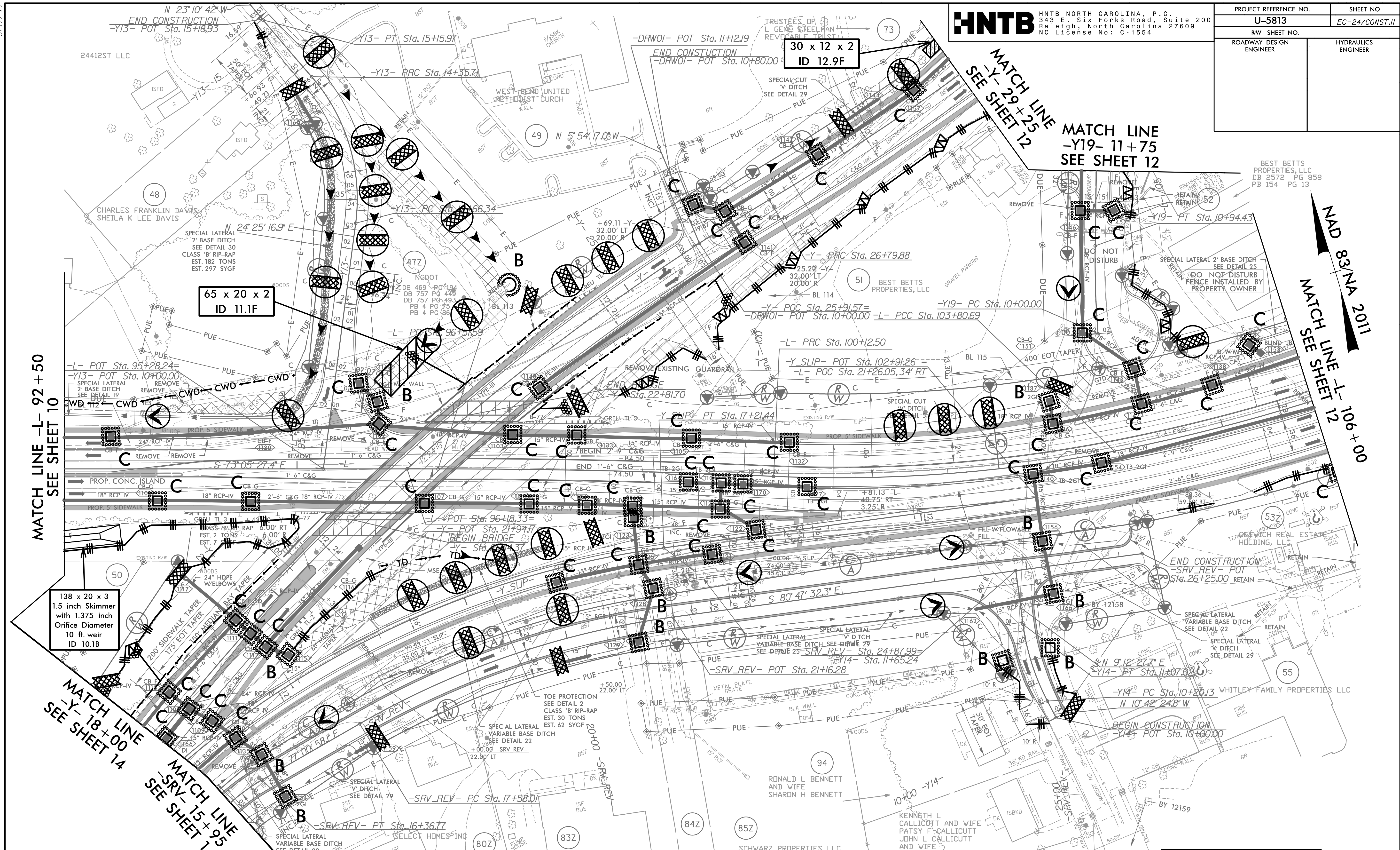


8/17/99
10/17/2023 EC_PSH11.dgn
HNTB

HNTB HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-5813	EC-24/CONST-11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCH LINE -L- 92+50
SEE SHEET 10

138 x 20 x 3
1.5 inch Skimmer
with 1.375 inch
Orifice Diameter
10 ft. weir
ID 10.1B

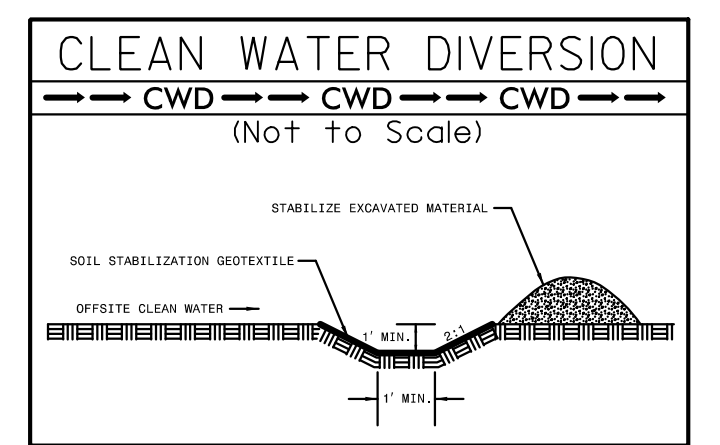
MATCH LINE -Y- 18+00
SEE SHEET 14

MATCH LINE -SRV- 15+95
SEE SHEET 14

Place Matting for Erosion Control on Slope as Work Allows.

- L- Sta. 98+50 to Sta. 103+00 LT
- Y- Sta. 24+00 to Sta. 25+50 RT
- Y- Sta. 18+50 to Sta. 20+50 LT
- Y- Sta. 23+00 to Sta. 24+00 LT
- Y- Sta. 26+50 to Sta. 27+00 LT
- Y13- Sta. 12+25 to Sta. 12+75 LT

NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICE IN LIEU OF ROCK INLET SEDIMENT TRAP, TYPE-C AS DIRECTED TO AVOID IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.



NOTE:
1.) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED

NAD 83/NA 2011
MATCH LINE -L- 106+00
SEE SHEET 12

MATCH LINE -Y19- 11+75
SEE SHEET 12

MATCH LINE -Y- 29+25
SEE SHEET 12

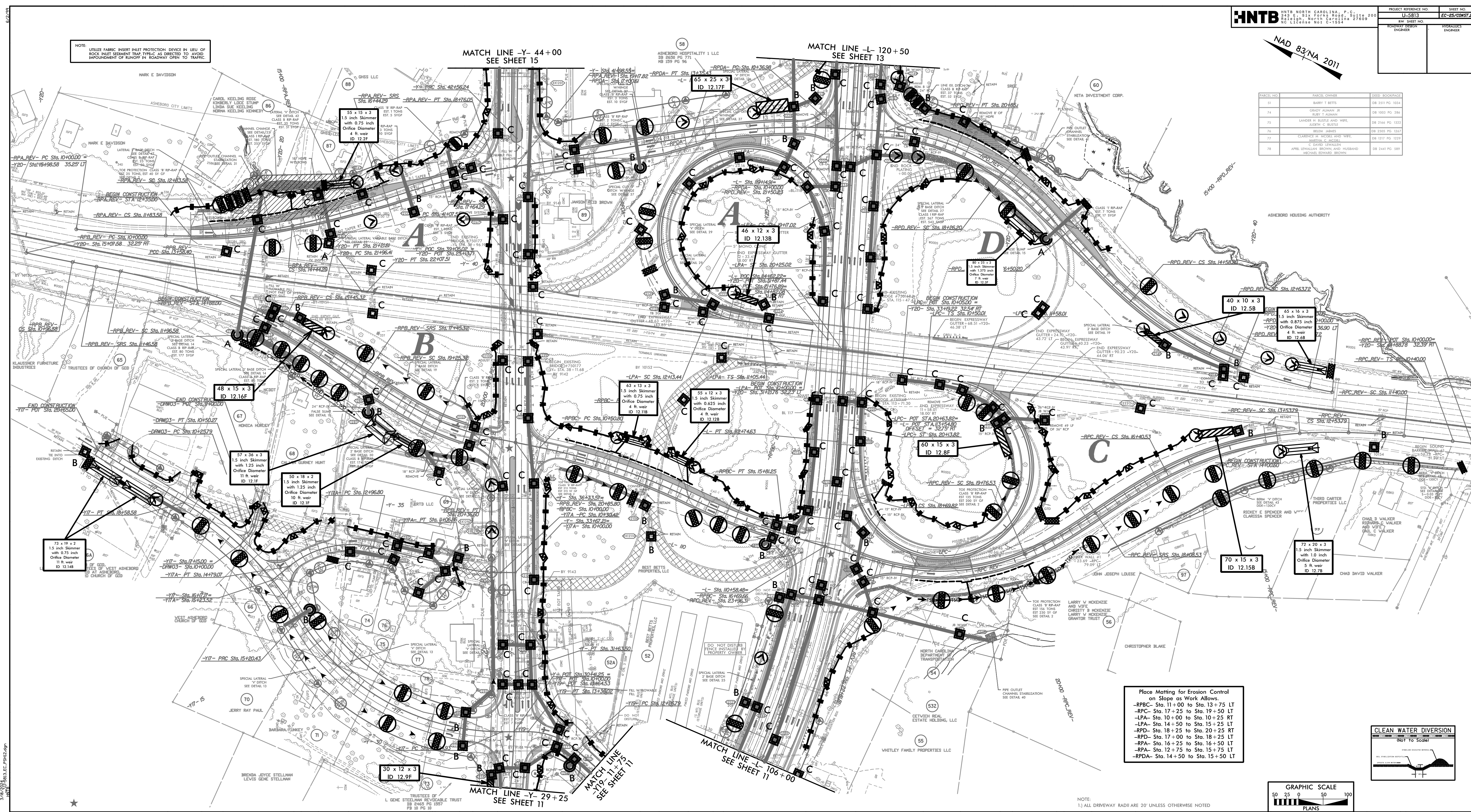
30 x 12 x 2
ID 12.9F

65 x 20 x 2
ID 11.1F

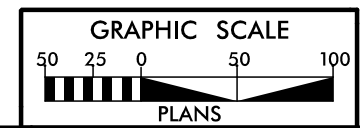
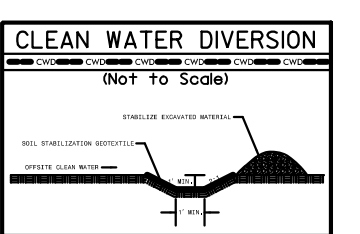
NAD 83/NA 2011

NOTE: UTILIZE FABRIC INSERT INLET PROTECTION DEVICE IN LIFT OF ROCK INLET SEDIMENT TRAP TYPE-C AS DIRECTED TO AVOID IMPEDIMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.

PARCEL NO.	PARCEL OWNER	DEED BOOK/PAGE
51	BARRY T BETTS	DB 2017 PG 1034
74	GRACEY HANNAH TR RUBY T ALDAM	DB 1003 PG 286
75	LANDER IN BUSTE AND WIFE JUDITH C BUSTE	DB 3164 PG 1322
76	BRIAN JARVIS	DB 2505 PG 1247
77	CLARENCE W HICKES AND WIFE MARGARET K HICKES	DB 1317 PG 1029
78	APRIL LEMMONSON C OBER LEMMONSON	DB 2441 PG 589



Place Matting for Erosion Control on Slope as Work Allows.
 -RPBC- Sta. 11+00 to Sta. 13+75 LT
 -RPC- Sta. 17+25 to Sta. 19+50 LT
 -LPA- Sta. 10+00 to Sta. 10+25 RT
 -LPA- Sta. 14+50 to Sta. 15+25 LT
 -RPD- Sta. 18+25 to Sta. 20+25 RT
 -RPD- Sta. 17+00 to Sta. 18+25 LT
 -RPA- Sta. 16+25 to Sta. 16+50 LT
 -RPA- Sta. 12+75 to Sta. 15+75 LT
 -RPDA- Sta. 14+50 to Sta. 15+50 LT



NOTE:
 1.) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED

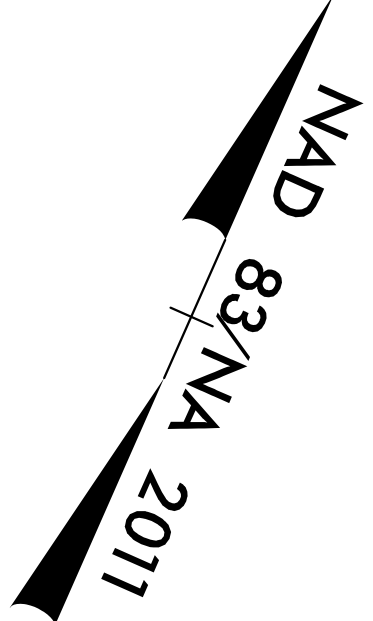
3/16/2024 10:53 AM L:\Projects\24-25\CONV24\Drawings\24-25-CONV24-01.dwg
 HNTB

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
U-5813	EC-26/CONST.13
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

Place Matting for Erosion Control
 on Slope as Work Allows.
 -L- Sta. 120+50 to Sta. 121+00 RT

NOTE:
 UTILIZE FABRIC INSERT INLET PROTECTION DEVICE IN LIEU OF
 ROCK INLET SEDIMENT TRAP, TYPE-C AS DIRECTED TO AVOID
 IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.



MATCH LINE -L- 120+50
 SEE SHEET 12



NOTE:
 1.) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED

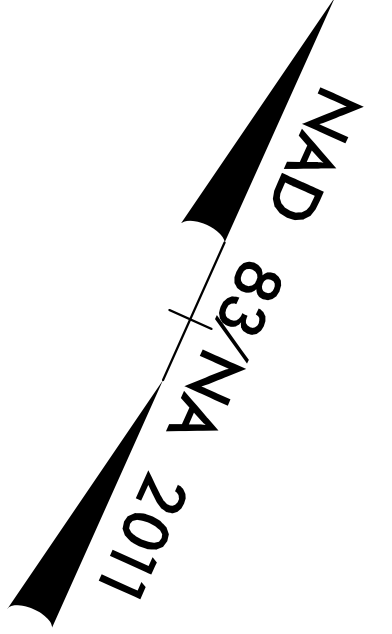
$PI\ Sta\ 127+06.28$ $\Delta = 3^\circ 20' 47.4\" (RT)$ $D = 0' 50' 33.3\"$ $L = 397.17'$ $T = 198.64'$ $R = 6,800.00'$ $SE = 0.02$ $RO = 106'$	$PI\ Sta\ 129+48.71$ $\Delta = 1^\circ 28' 46.0\" (RT)$ $D = 1' 4' 06.6\"$ $L = 87.79'$ $T = 43.90'$ $R = 3,400'$ $SE = EXIST$ $RO = EXIST$
--	--

FOR -L- PROFILE, SEE SHEETS 19,20

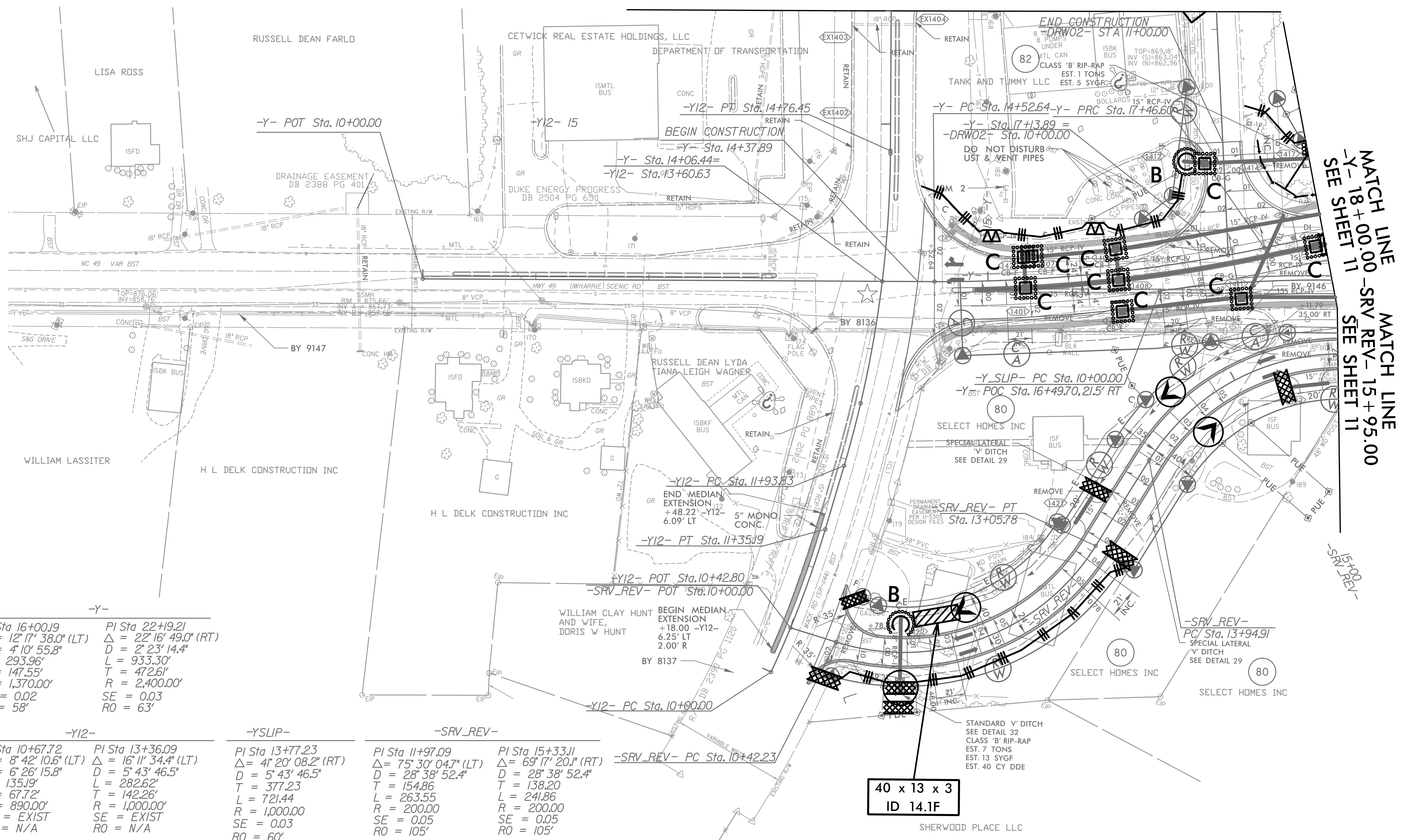
10/17/2023 EC_PSH13.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-5813	EC-27/CONST.14
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NOTE:
UTILIZE FABRIC INSERT INLET PROTECTION DEVICE IN LIEU OF
ROCK INLET SEDIMENT TRAP, TYPE-C AS DIRECTED TO AVOID
IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.



MATCH LINE -Y12- 16+00
SEE SHEET 10



MATCH LINE
-Y- 18+00.00 -SRV_REV- 15+95.00
SEE SHEET 11
MATCH LINE
SEE SHEET 11

-Y-

PI Sta 16+00.19	PI Sta 22+19.21
$\Delta = 12' 17" 38.0" (LT)$	$\Delta = 22' 16" 49.0" (RT)$
$D = 4' 10" 55.8"$	$D = 2' 23" 14.4"$
$L = 293.96'$	$L = 933.30'$
$T = 147.55'$	$T = 472.61'$
$R = 1,370.00'$	$R = 2,400.00'$
$SE = 0.02$	$SE = 0.03$
$RO = 58'$	$RO = 63'$

-Y12-

PI Sta 10+67.72	PI Sta 13+36.09
$\Delta = 8' 42" 10.6" (LT)$	$\Delta = 16' 11" 34.4" (LT)$
$D = 6' 26" 15.8"$	$D = 5' 43" 46.5"$
$L = 135.19'$	$L = 282.62'$
$T = 67.72'$	$T = 142.26'$
$R = 890.00'$	$R = 1,000.00'$
$SE = EXIST$	$SE = EXIST$
$RO = N/A$	$RO = N/A$

-YSLIP-

PI Sta 13+77.23
$\Delta = 4' 20" 08.2" (RT)$
$D = 5' 43" 46.5"$
$L = 377.23'$
$T = 721.44'$
$R = 1,000.00'$
$SE = 0.03$
$RO = 60'$

-SRV_REV-

PI Sta 11+97.09	PI Sta 15+33.11
$\Delta = 75' 30" 04.7" (LT)$	$\Delta = 69' 17" 20.1" (RT)$
$D = 28' 38" 52.4"$	$D = 28' 38" 52.4"$
$T = 154.86'$	$T = 138.20'$
$L = 263.55'$	$L = 241.86'$
$R = 200.00'$	$R = 200.00'$
$SE = 0.05$	$SE = 0.05$
$RO = 105'$	$RO = 105'$

-SRV_REV- PC Sta. 10+42.23

$\Delta = 18.00' -Y12-$
$6.25' LT$
$2.00' R$

40 x 13 x 3
ID 14.1F

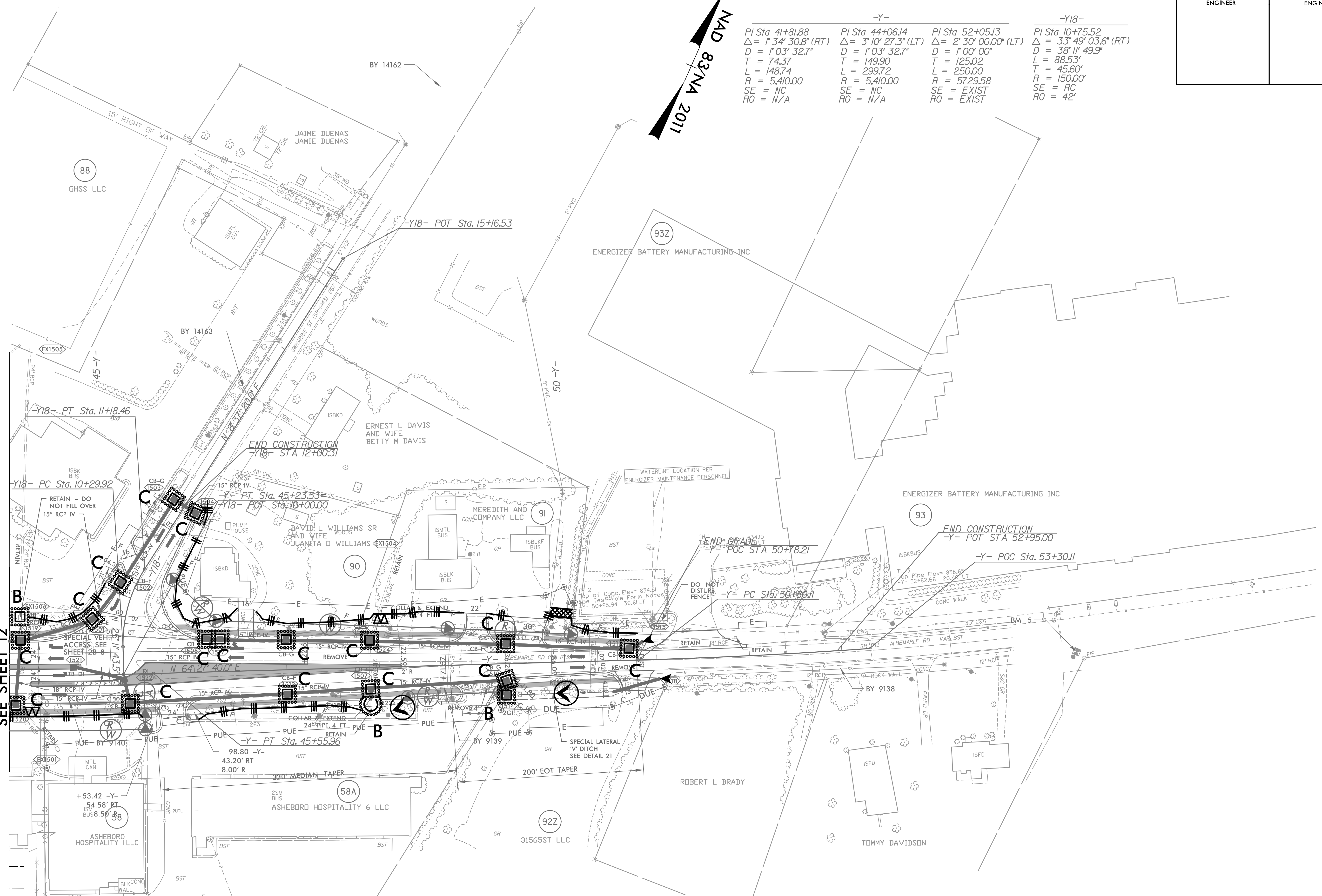
SHERWOOD PLACE LLC

PROJECT REFERENCE NO.	SHEET NO.
U-5813	EC-28/CONST.15
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

NAD 83 NA 2011

-Y-	-Y-	-Y-	-Y18-
PI Sta 41+81.88	PI Sta 44+06.14	PI Sta 52+05.13	PI Sta 10+75.52
$\Delta = 1' 34' 30.8" (RT)$	$\Delta = 3' 10' 27.3" (LT)$	$\Delta = 2' 30' 00.0" (LT)$	$\Delta = 33' 49' 03.6" (RT)$
$D = 1' 03' 32.7"$	$D = 1' 03' 32.7"$	$D = 1' 00' 00"$	$D = 38' 11' 49.9"$
$T = 74.37$	$T = 149.90$	$T = 125.02$	$L = 88.53'$
$L = 148.74$	$L = 299.72$	$L = 250.00$	$T = 45.60'$
$R = 5,410.00$	$R = 5,410.00$	$R = 5729.58$	$R = 150.00'$
SE = NC	SE = NC	SE = EXIST	SE = RC
RO = N/A	RO = N/A	RO = EXIST	RO = 42'

MATCH LINE -Y- 44+00
SEE SHEET 12



NOTE:
1.) ALL DRIVEWAY RADII ARE 20' UNLESS OTHERWISE NOTED