8/17/99

PROJECT REFERENCE NO.	SHEET NO.
U-4015A	5
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER: 9/30/2024 NORTH CAROLINA PROFESSIONAL SEAL 16725 ENGINEER SCOTT D. BLEVINS — Signature: Scott D. Blevins

HYDRAULICS ENGINEER: 9/30/2024 NORTH CAROLINA PROFESSIONAL SEAL 51640 ENGINEER COURTLAND A. HOFFMAN — Signature: Courtland A. Hoffman

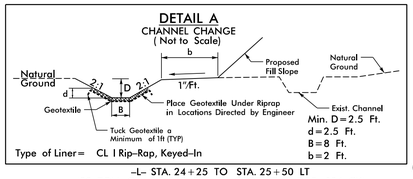
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TRAFFIC DIAGRAM

ADT 2018
ADT 2040

–L– GALLIMORE DAIRY ROAD
10,900 / 13,600 — 13,300 / 16,100
600 / 700 — 3,000 / 3,200
–Y1– GREEN POINT DRIVE
3,600 / 3,900

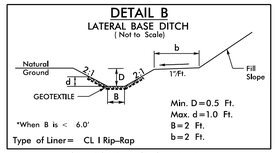
DETAIL A
CHANNEL CHANGE
(Not to Scale)



Type of Liner= CL I Rip-Rap, Keyed-In

–L– STA. 24+25 TO STA. 25+50 LT
(30 TON CL I RIP RAP; 300 SY GEOTEXTILE; DDE=194 CY)

DETAIL B
LATERAL BASE DITCH
(Not to Scale)



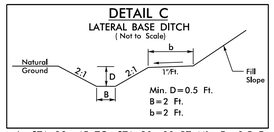
Type of Liner= CL I Rip-Rap

–L– STA. 26+25 TO STA. 27+45 LT
(10 TON CL I RIP RAP; 100 SY GEOTEXTILE; DDE=193 CY)

–L–

PI Sta 30+97.20
Δ = 29° 51' 43.8" (LT)
D = 5° 12' 31.3"
L = 573.31'
T = 293.33'
R = 1,100.00'
SE = 4%
DS = 50 mph
LR = 170'

DETAIL C
LATERAL BASE DITCH
(Not to Scale)



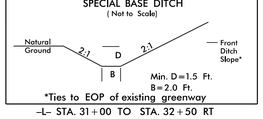
–L– STA. 29+45 TO STA. 30+00 RT, Min. D=0.5 Ft.
(DDE=50 CY)

DETAIL D
TOE PROTECTION
(Not to Scale)

Type of Liner= CL B Rip-Rap

–L– STA. 18+50 TO STA. 22+00 LT
50 TON CL B RIP RAP /550 SY GEOTEXTILE

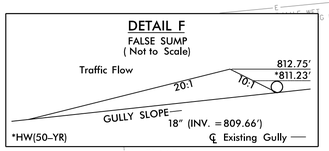
DETAIL E
SPECIAL BASE DITCH
(Not to Scale)



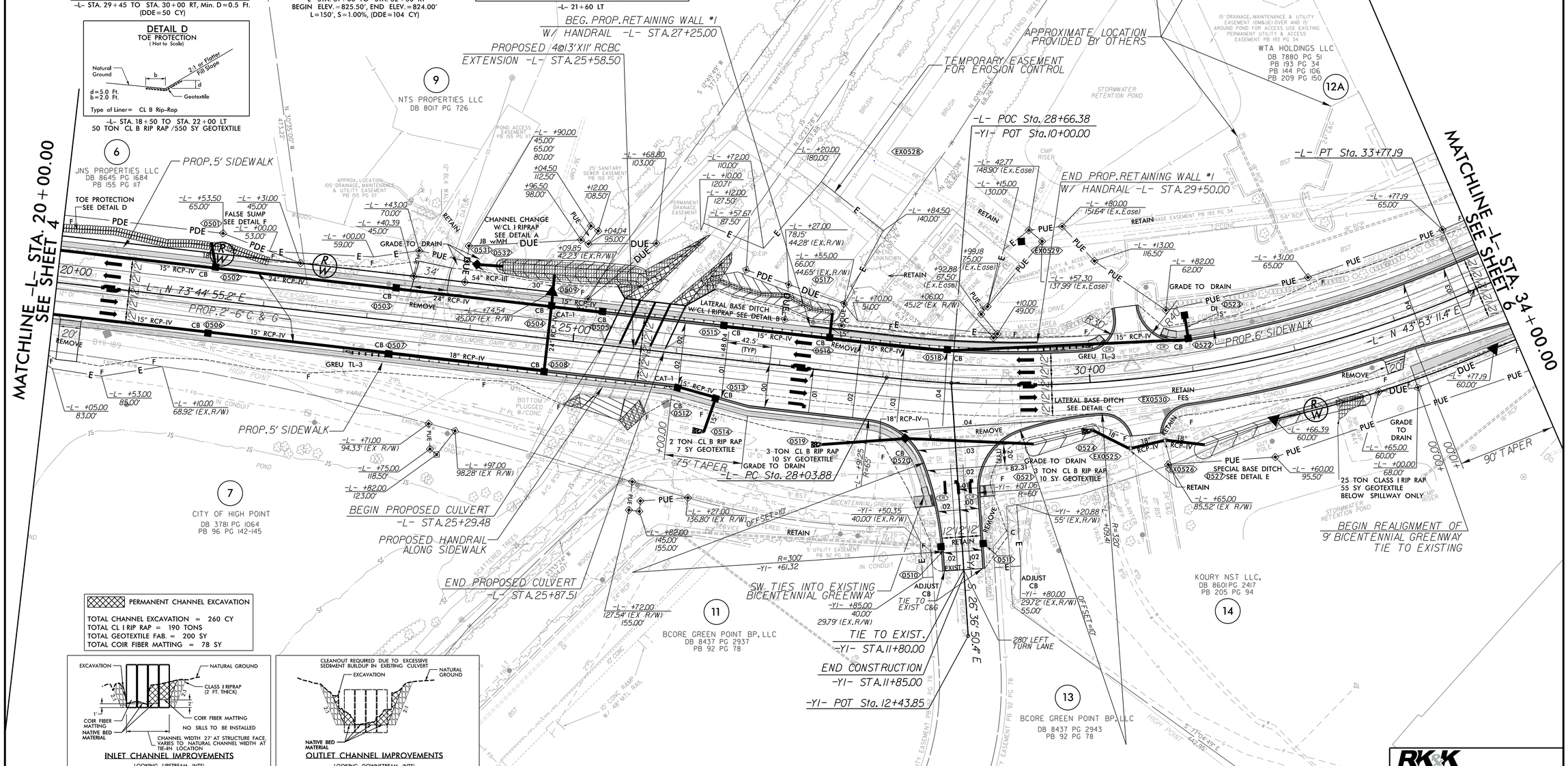
*Ties to EOP of existing greenway

–L– STA. 31+00 TO STA. 32+50 RT
BEGIN ELEV.=825.50', END ELEV.=824.00'
L=150', S=1.00%, (DDE=104 CY)

DETAIL F
FALSE SUMP
(Not to Scale)



–L– 21+60 LT



PERMANENT CHANNEL EXCAVATION

TOTAL CHANNEL EXCAVATION = 260 CY
TOTAL CL I RIP RAP = 190 TONS
TOTAL GEOTEXTILE FAB. = 200 SY
TOTAL COIR FIBER MATTING = 78 SY

INLET CHANNEL IMPROVEMENTS
LOOKING UPSTREAM (NTS)
LENGTH = 75', SLOPE = 0.67%

OUTLET CHANNEL IMPROVEMENTS
LOOKING DOWNSTREAM (NTS)
LENGTH = 15', SLOPE = 0.32%

NATIVE MATERIAL CONSISTS OF MATERIAL THAT IS EXCAVATED FROM THE STREAMBED OR FLOODPLAIN AT THE PROJECT SITE DURING CULVERT CONSTRUCTION. ONLY NATIVE MATERIAL THAT IS EXCAVATED FROM THE STREAMBED MAY BE USED TO LINE THE LOW FLOW CULVERT BARRELS. RIPRAP MAY BE USED TO SUPPLEMENT THE NATIVE MATERIAL IN THE HIGH FLOW CULVERT BARRELS. IF RIPRAP IS USED TO LINE THE HIGH FLOW CULVERT BARRELS, NATIVE MATERIAL SHOULD BE PLACED ON TOP TO FILL VOIDS AND PROVIDE A FLAT SURFACE FOR ANIMAL PASSAGE. NATIVE MATERIAL IS SUBJECT TO APPROVAL BY THE ENGINEER AND MAY BE SUBJECT TO PERMIT CONDITIONS.

FOR –L– PROFILE, SEE SHEET NO. 9
FOR –Y1– PROFILE, SEE SHEET NO. 11
FOR CULVERT PLANS, SEE CU_78-1 THRU CU_78-12

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