

R-5759 PROPOSED DITCH TYPICALS

HNTB NORTH CAROLINA, P.C.
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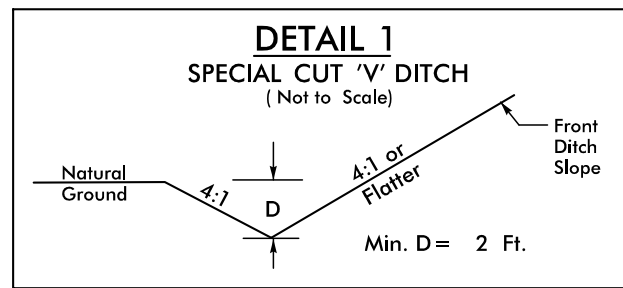
PROJECT REFERENCE NO.
R-5759

SHEET NO.
2D-1

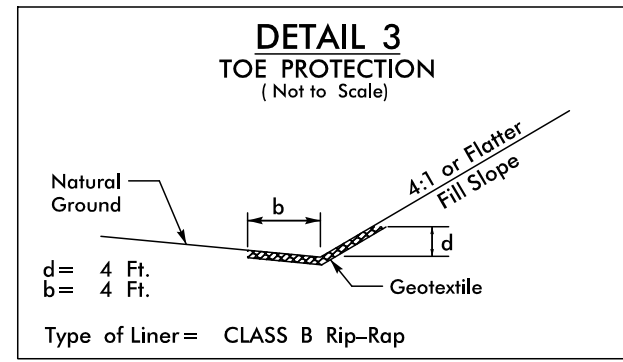
HYDRAULICS
ENGINEER

PAUL V. AMERSON
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 40801
10/12/2026

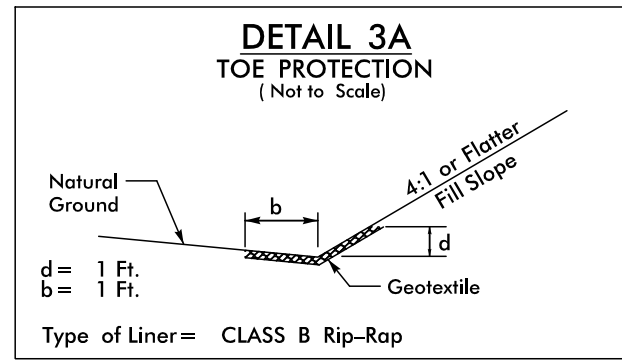
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



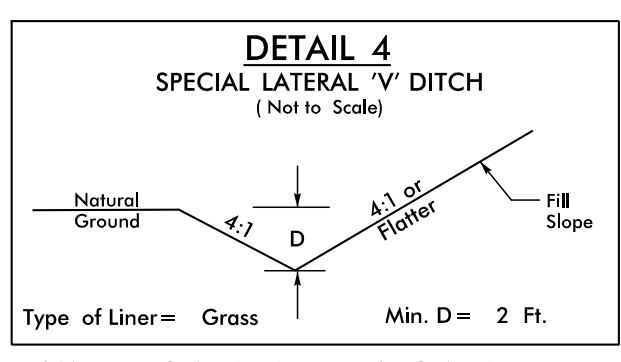
FROM -L- STA. 9+85 LT TO STA. 15+13 LT
FROM -L- STA. 9+85 RT TO STA. 12+20 RT
FROM -L- STA. 23+50 LT TO STA. 25+00 LT
FROM -C1- STA. 11+28.66 RT TO STA. 11+76.74 RT
FROM -RPB- STA. 17+25 RT TO STA. 17+75 RT
FROM -Y3- STA. 13+50 RT TO STA. 14+00 RT
FROM -Y10- STA. 14+00 LT TO STA. 16+25 LT
FROM -Y11- STA. 11+25 LT TO STA. 15+50 LT
FROM -Y11- STA. 11+25 RT TO STA. 12+50 RT
FROM -Y15- STA. 12+45 RT TO STA. 14+25 RT



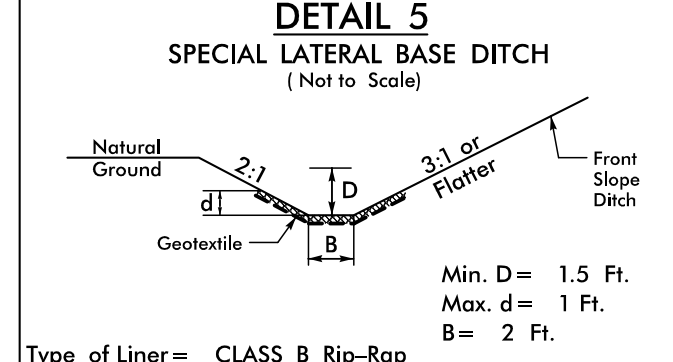
Type of Liner = CLASS B Rip-Rap
FROM -DRW1- STA. 10+50 LT TO STA. 12+25 LT



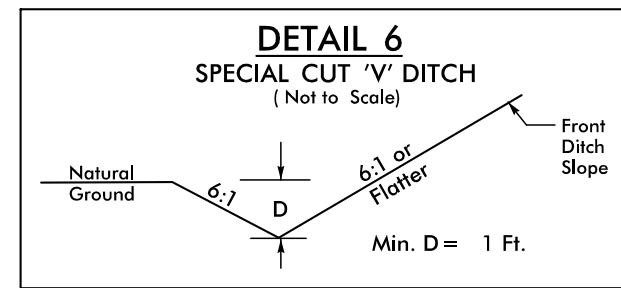
Type of Liner = CLASS B Rip-Rap
FROM -Y2- STA. 19+25 LT TO STA. 21+50 RT



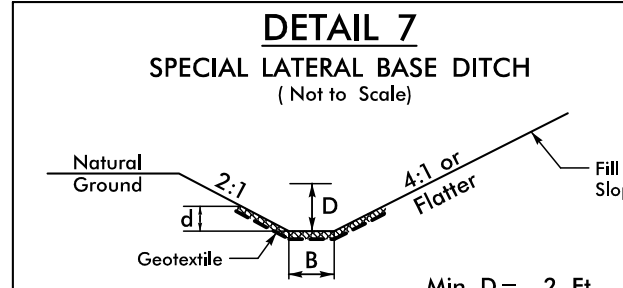
FROM -Y1- STA. 12+25 RT TO STA. 12+75 RT
FROM -Y1- STA. 13+00 RT TO STA. 13+25 RT
FROM -Y3- STA. 14+00 RT TO STA. 14+25 RT
FROM -Y10- STA. 12+25 LT TO STA. 14+00 LT



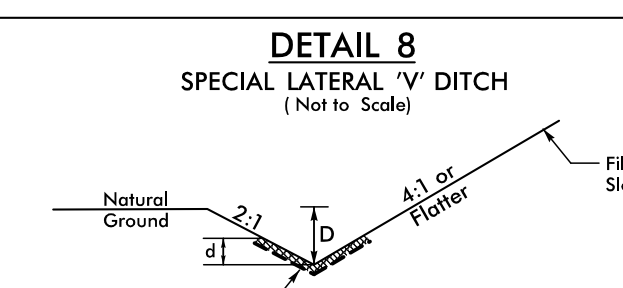
Type of Liner = CLASS B Rip-Rap
FROM -Y14- STA. 10+25 LT TO STA. 12+00 LT



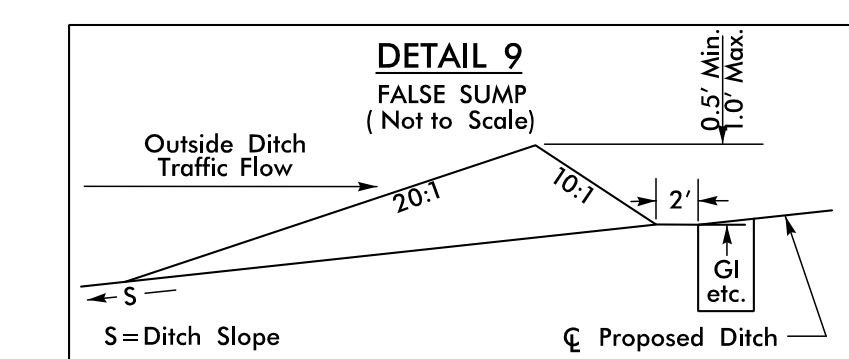
FROM -RPD- STA. 12+50 RT TO STA. 15+00 RT



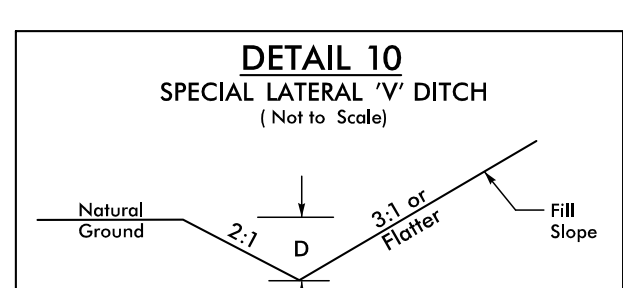
Type of Liner = C18 Rip-Rap
FROM -Y15- STA. 11+25 RT TO STA. 12+40 RT



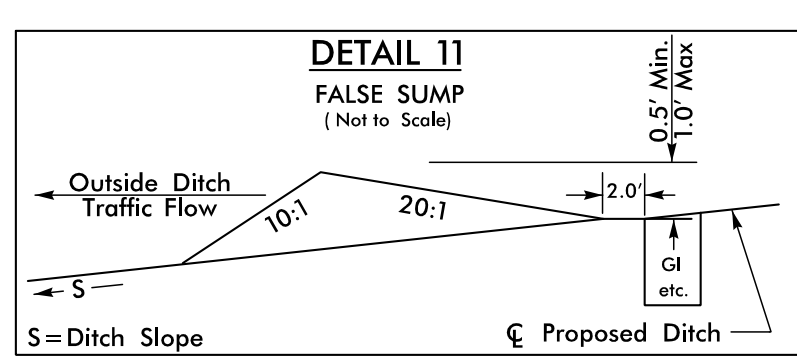
Type of Liner = CLASS B Rip-Rap
FROM -L- STA. 43+00 LT TO STA. 44+00 LT



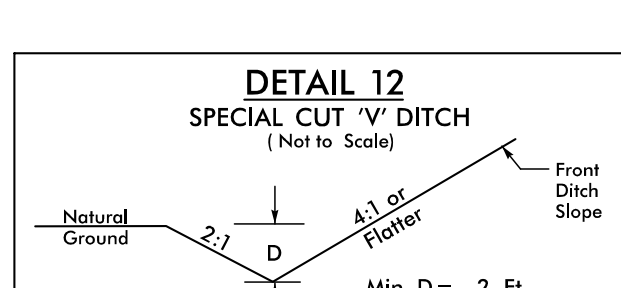
-L- STA. 46+88 LT
-L- STA. 58+93 LT
-L- STA. 63+59 LT
-RPD- STA. 12+50 RT



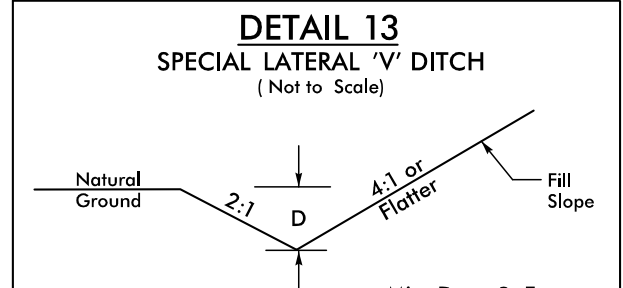
FROM -C3- STA. 13+25 RT TO STA. 14+34 RT



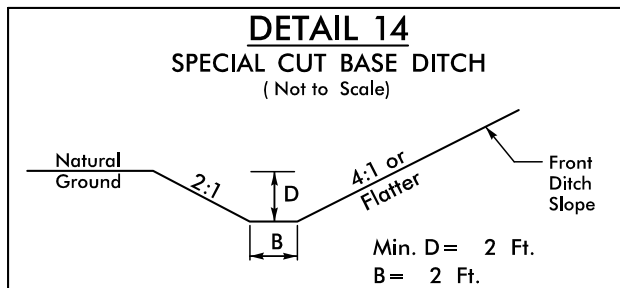
-L- STA. 143+62 LT
-L- STA. 147+85 LT



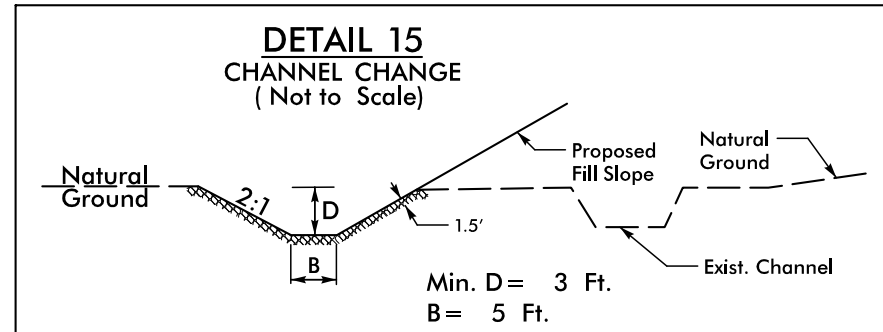
FROM -L- STA. 50+00 LT TO STA. 54+00 LT
FROM -L- STA. 53+60 LT TO STA. 62+84.26 LT
FROM -L- STA. 63+71.06 LT TO STA. 65+30 LT
FROM -L- STA. 142+50 LT TO STA. 149+90 LT
FROM -L- STA. 152+50 LT TO STA. 154+00 LT
FROM -Y1- STA. 12+50 LT TO STA. 13+25 RT
FROM -Y6REV- STA. 15+00 RT TO STA. 16+25 RT
FROM -Y6REV- STA. 15+00 LT TO STA. 16+50 LT
FROM -DRW4- STA. 10+39 RT TO STA. 11+50 RT
FROM -DRW4- STA. 10+30 LT TO STA. 10+75 LT
FROM -DRW4- STA. 14+00 LT TO STA. 14+25 LT
FROM -Y9- STA. 12+50 RT TO STA. 13+50 RT



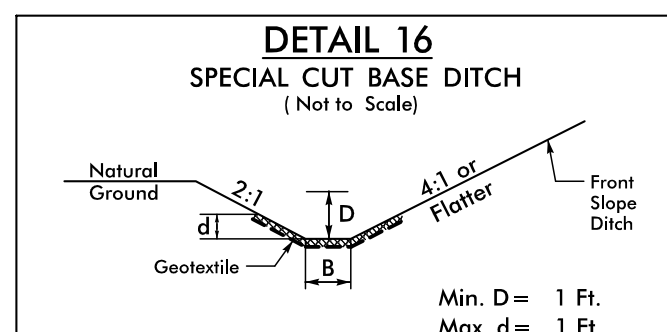
FROM -L- STA. 53+00 RT TO STA. 54+16 RT
FROM -L- STA. 152+00 LT TO STA. 152+50 LT
FROM -L- STA. 154+00 LT TO STA. 154+50 LT
FROM -Y1- STA. 10+75 LT TO STA. 12+50 LT
FROM -Y3- STA. 12+25 LT TO STA. 14+25 LT
FROM -Y4- STA. 11+75 LT TO STA. 14+75 LT
FROM -Y5- STA. 10+55.66 RT TO STA. 11+50 RT
FROM -DRW4- STA. 11+20 LT TO STA. 14+00 LT



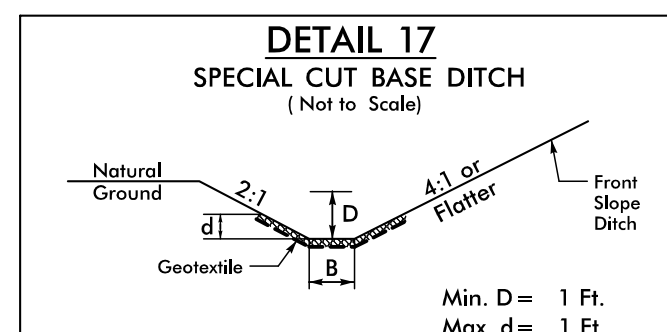
FROM -L- STA. 54+00 LT TO STA. 55+60 LT



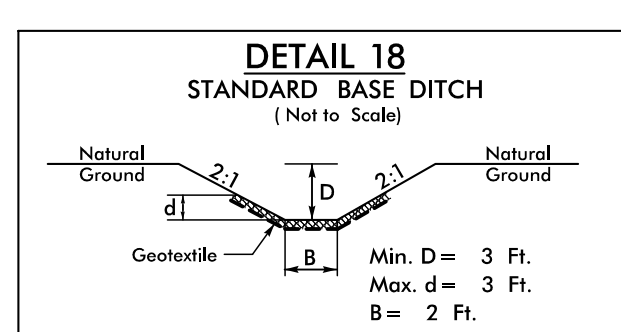
Type of Liner = Class I Rip-Rap - Keyed-In
FROM -L- STA. 136+47 TO STA. 137+23 RT



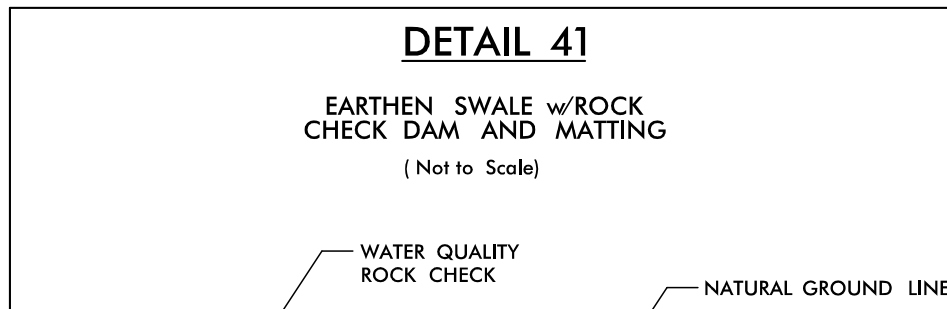
Type of Liner = CLASS B Rip-Rap
FROM -Y14- STA. 12+00 LT TO STA. 12+25 LT
FROM -Y14- STA. 13+00 RT TO STA. 16+50 RT



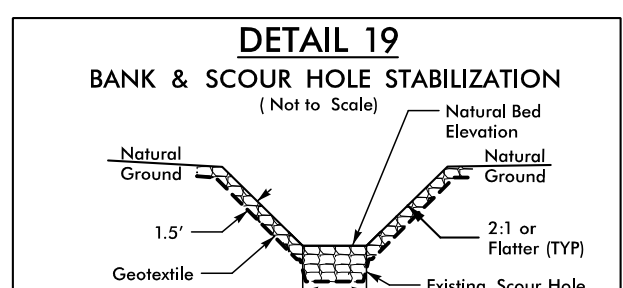
Type of Liner = CLASS B Rip-Rap
FROM -Y14- STA. 12+25 LT TO STA. 16+50 LT



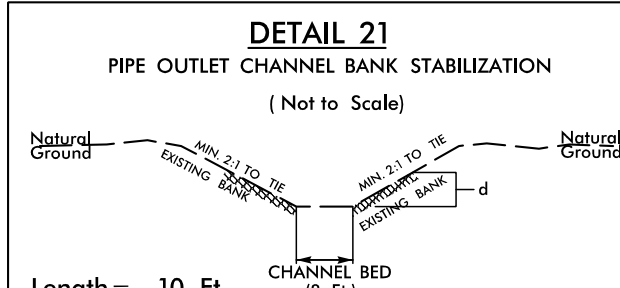
Type of Liner = CLASS B Rip-Rap
FROM -L- STA. 42+00 LT TO STA. 42+42 LT



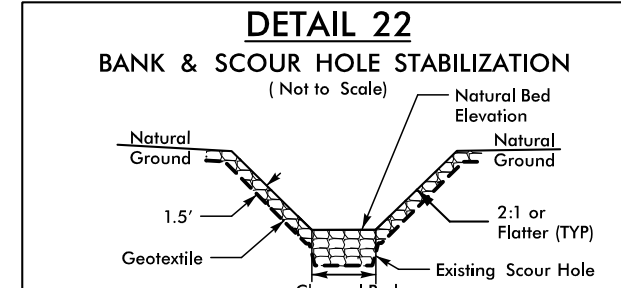
Est. = 25 Tons of Class I Rip-Rap
Est. = 60 SY GF



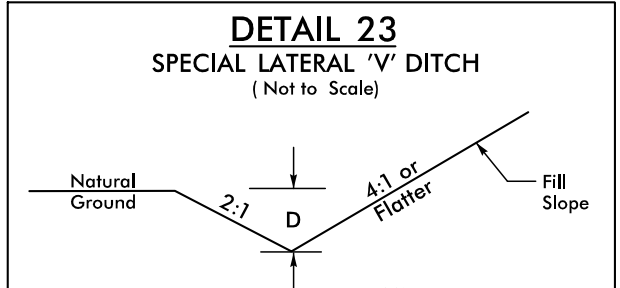
Length = 20 Ft.
Type of Liner = CL I Rip-Rap - Keyed-In
-Y13- STA. 11+42 LT



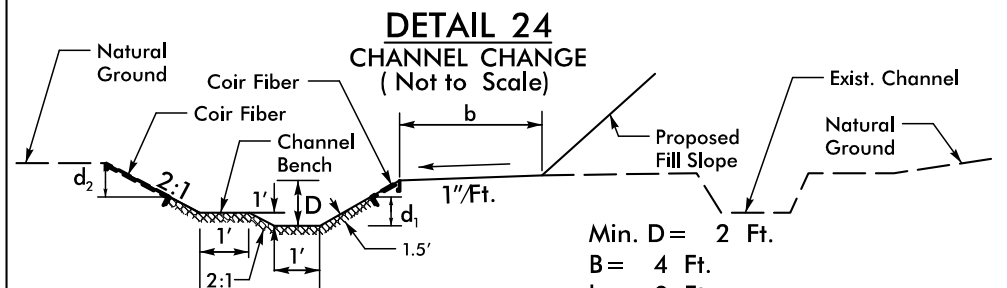
Length = 10 Ft.
Type of Liner = Class I Rip-Rap
-Y15- STA. 12+24 LT



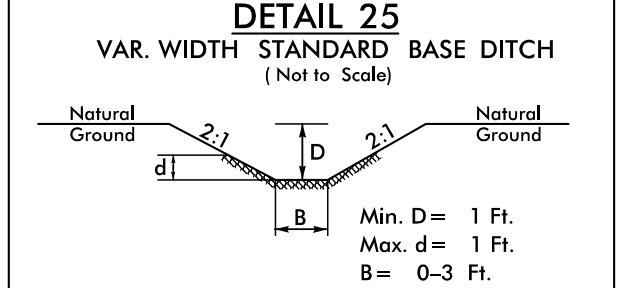
Length = 10 Ft.
Type of Liner = CL I Rip-Rap - Keyed-In
-L- STA. 170+28 RT



FROM -Y2- STA. 22+75 RT TO STA. 24+50 RT
FROM -Y3- STA. 10+75 LT TO STA. 12+25 LT



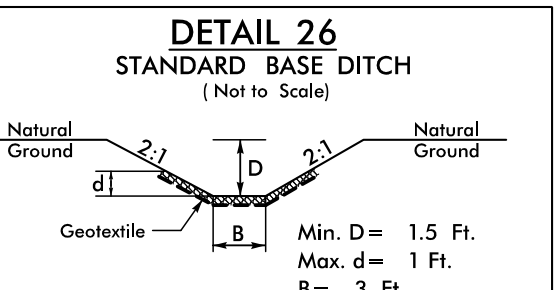
Type of Liner = Class I Rip-Rap - Keyed-In;
Coir Fiber Matting From Rip-Rap to TOB
FROM -L- STA. 46+50 LT TO STA. 47+50 LT



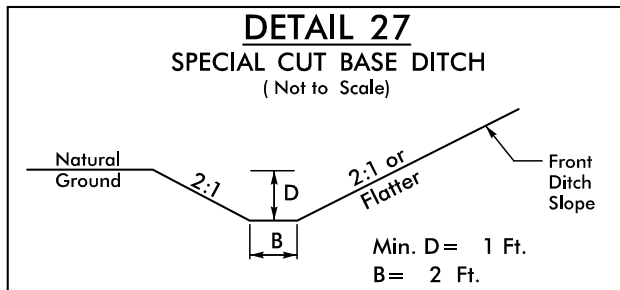
Type of Liner = Class B Rip-Rap
FROM -L- STA. 45+71 LT TO STA. 46+50 LT

NOTES:
1) DO NOT USE INSIDE CLEAR RECOVERY AREA.
2) PLACE MATTING OVER LIMITS OF DISTURBANCE CREATED BY E.C. BMP
3) FOR PERMANENT STRUCTURES IN GRASS SWALE
4) CHECK DAMS SHOULD BE SPACED SUCH THAT THE BASE OF THE UPSTREAM CHECK IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM CHECK.

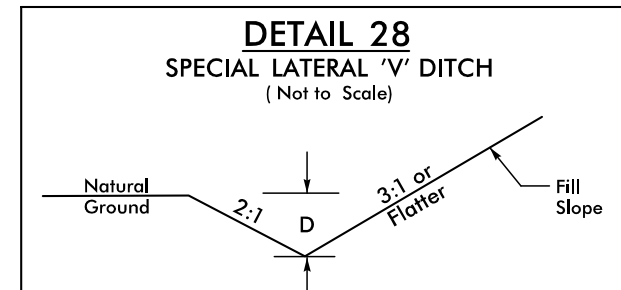
FROM -L- STA. 63+75 TO STA. 64+41 RT



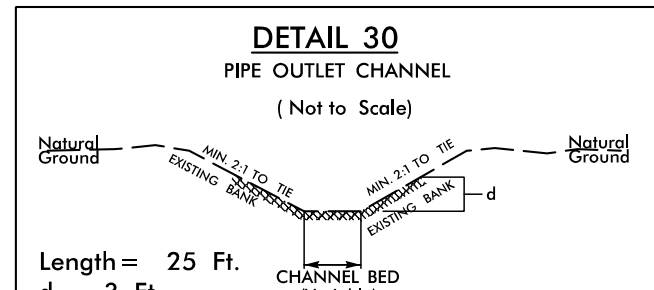
Type of Liner = Class B Rip-Rap
FROM -Y4- STA. 10+48 RT TO STA. 11+57 RT



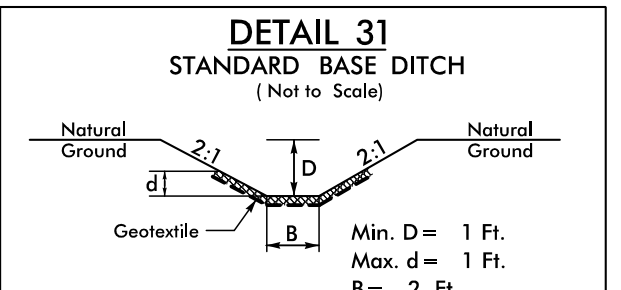
FROM -RPB- STA. 12+50 RT TO STA. 13+00 RT



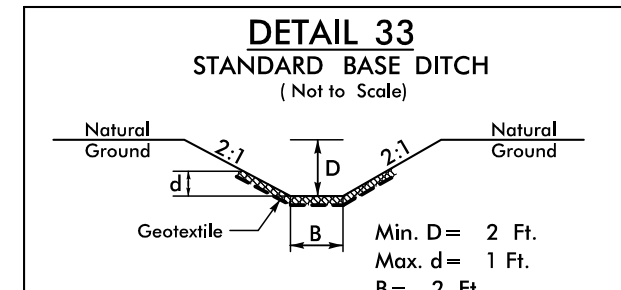
FROM -Y3- STA. 10+25 RT TO STA. 12+20 RT
FROM -DRW3- STA. 11+50 LT TO STA. 12+50 LT



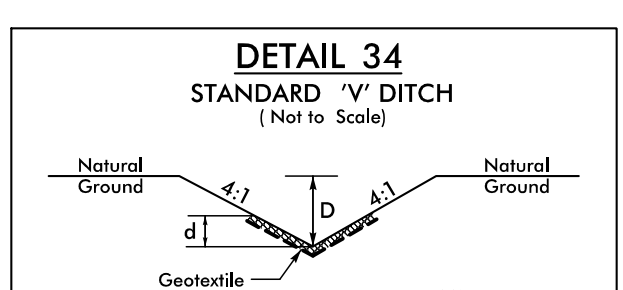
Length = 25 Ft.
d = 3 Ft.
Est. = 32 Tons of Class I Rip-Rap
Est. = 64 SY GF
-L- STA. 45+85 RT



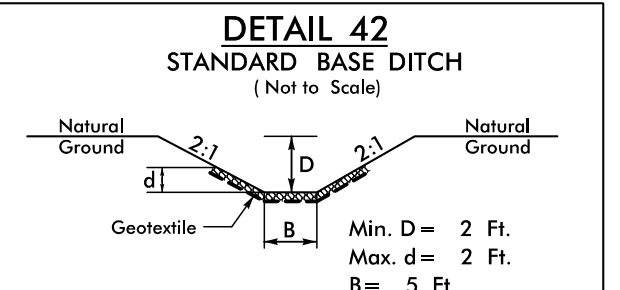
Type of Liner = CLASS I Rip-Rap
FROM -RPB- STA. 14+05 RT TO STA. 15+25 RT



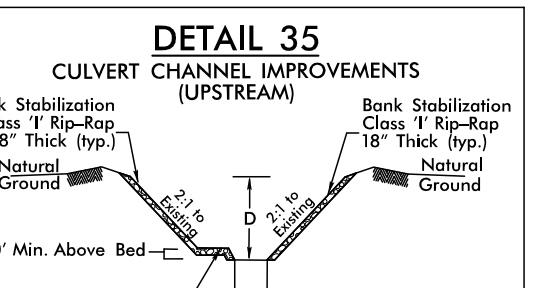
Type of Liner = Class I Rip-Rap
-Y3- STA. 12+20 RT



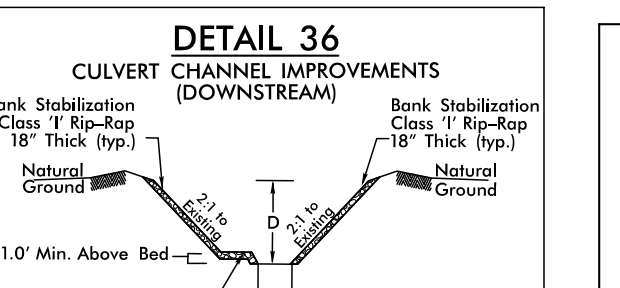
Type of Liner = CLASS I Rip-Rap
-L- STA. 58+67 RT



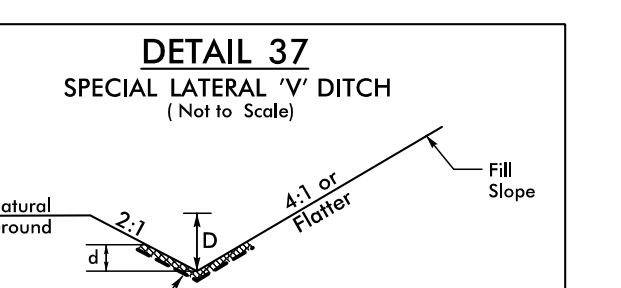
Type of Liner = CLASS I Rip-Rap
BASE DITCH PROFILE
FROM -L- STA. 82+06 LT TO STA. 83+93 LT



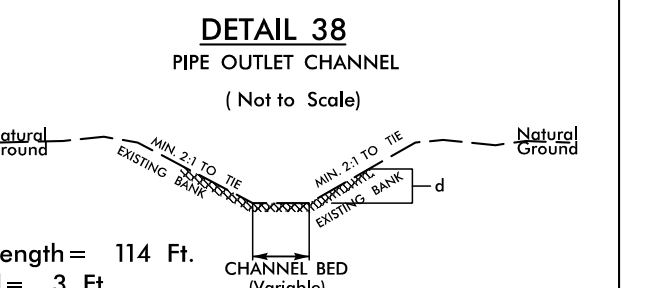
D=Varies (To Top of Bank)
-Y4- STA. 11+43 RT



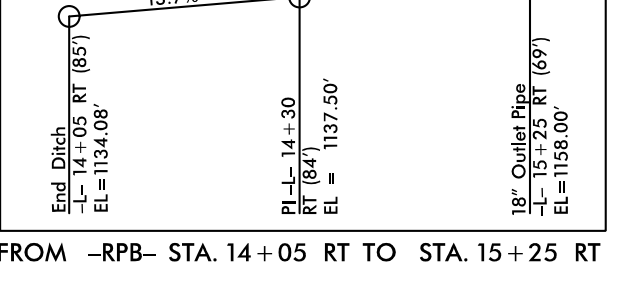
D=Varies (To Top of Bank)
-Y4- STA. 11+06 LT



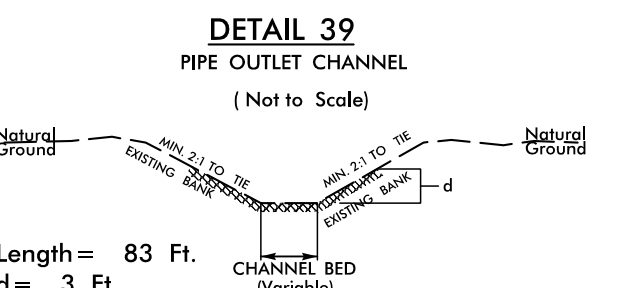
Type of Liner = CLASS B Rip-Rap
FROM -Y6REV- STA. 16+25 LT TO STA. 17+75 RT
-Y4- STA. 11+05 LT



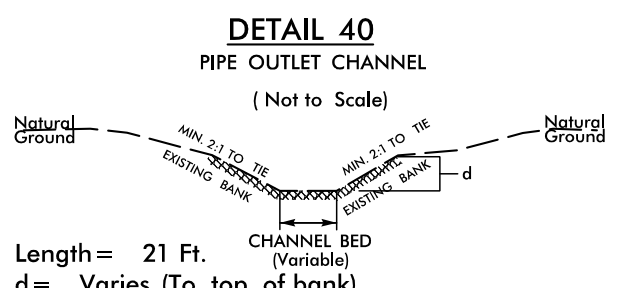
Length = 114 Ft.
d = 3 Ft.
Est. = 138 Tons of Class I Rip-Rap (Keyed-In)
Est. = 185 SY GF
FROM -Y2- STA. 19+24 LT TO 20+88 LT



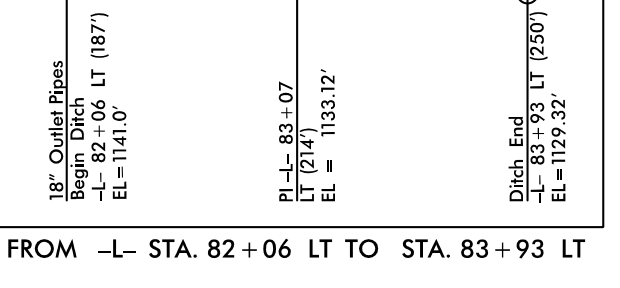
FROM -Y2- STA. 19+24 LT TO 20+88 LT



Length = 83 Ft.
d = 3 Ft.
Est. = 123 Tons of Class I Rip-Rap (Keyed-In)
Est. = 208 SY GF
-L- STA. 74+33 LT



Length = 21 Ft.
d = Varies (To top of bank)
Est. = 24 Tons of Class I Rip-Rap (Keyed-In)
Est. = 44 SY GF
-L- STA. 143+55 RT



Length = 21 Ft.
d = Varies (To top of bank)
Est. = 24 Tons of Class I Rip-Rap (Keyed-In)
Est. = 44 SY GF
-L- STA. 143+55 RT