PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.68	EC-04/CONST.04
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

STEWART — Firm License No. C-1051, 421 Fayetteville St., Suite 400, Raleigh, NC 27601, T 919.380.8750, www.stewartinc.com

ECOLOGICAL ENGINEERING — NC FIRM LICENSE No F-1148, 1151 SE Cary Parkway, Suite 101, Cary, NC 27511, (919) 557-0929

8/17/99

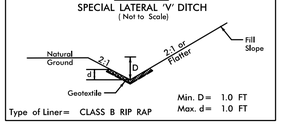
REVISIONS

ROW REV. - AUGUST 1,2017 - REVISED PROPERTY LINE BETWEEN PARCEL NO.2 & 4 RIGHT SIDE

-L-
PI Sta 11+13.08
△ = 14° 08' 05.4" (LT)
D = 6° 16' 54.8"
L = 225.01'
T = 113.08'
R = 912.08'
Se = 0.04
Runoff = 88'
V_D = 45 MPH

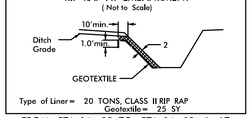
CLEARING AND GRUBBING EROSION CONTROL FOR CONSTRUCTION SHEET 04

DETAIL 1
SPECIAL LATERAL 'V' DITCH
(Not to Scale)



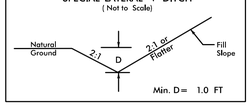
Min. D= 1.0 FT
Max. d= 1.0 FT
Type of Liner= CLASS B RIP RAP
FROM STA. 11+00 TO STA. 14+08 -L- LT

DETAIL 2
RIP RAP AT EMBANKMENT
(Not to Scale)



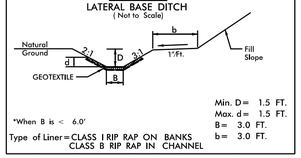
Type of Liner= 20 TONS, CLASS II RIP RAP
Geotextile= 25 SY
FROM STA. 14+08 TO STA. 14+19 -L- LT

DETAIL 3
SPECIAL LATERAL 'V' DITCH
(Not to Scale)



Min. D= 1.0 FT
FROM STA. 11+00 TO STA. 12+20 -L- RT

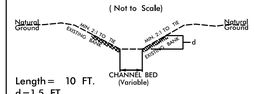
DETAIL 4
LATERAL BASE DITCH
(Not to Scale)



*When B is < 6.0'
Min. D= 1.5 FT.
Max. d= 1.5 FT.
B= 3.0 FT.
b= 3.0 FT.
Type of Liner= CLASS I RIP RAP ON BANKS
CLASS B RIP RAP IN CHANNEL
FROM STA. 16+25 TO STA. 17+00 -L- RT

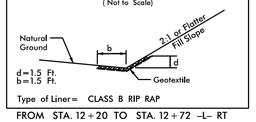
NAD 83/NA 2011

DETAIL 5
PIPE OUTLET CHANNEL
(Not to Scale)



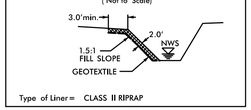
Length= 10 FT.
d=1.5 FT.
Est.= 10 TONS OF CLASS I RIP RAP
FROM STA. 15+80 TO STA. 15+90 -L- RT

DETAIL 6
TOE PROTECTION
(Not to Scale)



d=1.5 Ft.
b=1.5 Ft.
Type of Liner= CLASS B RIP RAP
FROM STA. 12+20 TO STA. 12+72 -L- RT

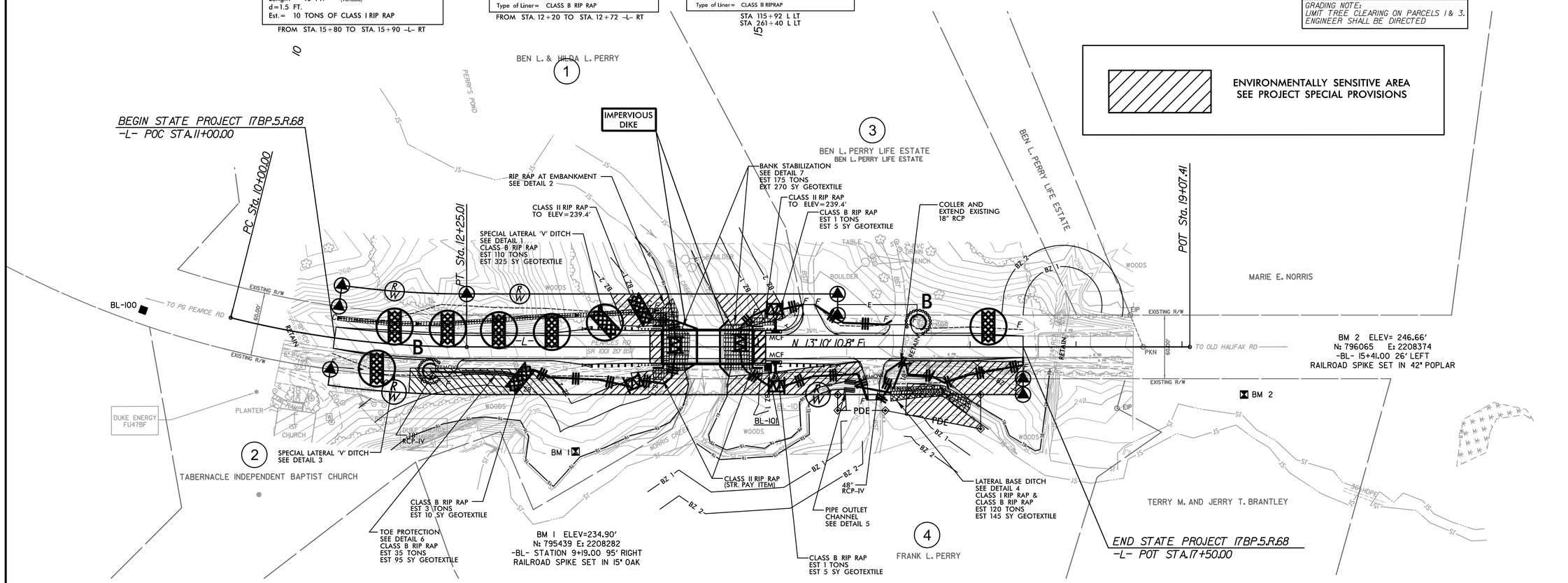
DETAIL 7
BANK STABILIZATION
(Not to Scale)

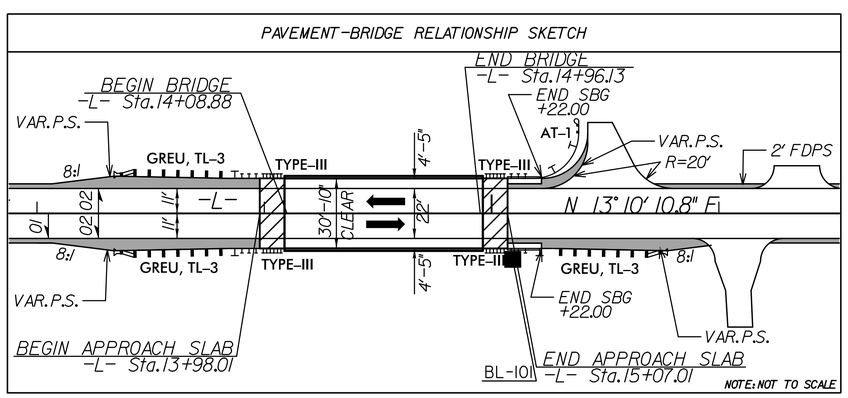


Type of Liner= CLASS II RIPRAP
STA 115+92 L LT
STA 261+40 L LT

GRADING NOTE:
LIMIT TREE CLEARING ON PARCELS 1 & 3.
ENGINEER SHALL BE DIRECTED

ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS





NOTE: STREAM RELOCATION SHALL BE CONSTUCTED IN THE DRY. SEE STREAM CHANNEL RELOCATION SPECIAL PROVISION. IMPERVIOUS DIKES, BYPASS PUMPS, AND DEWATERING PUMPS WILL BE CONSIDERED INCIDENTAL.

NOTE: THE CONTRACTOR SHALL COMPETELY REMOVE ALL EXISTING AND OLDER BRIDGE COMPONENTS. THE REMOVAL OF THE CONCRETE ABUTMENTS MUST BE DONE USING APPROVED NCDOT BMP METHODS. THE PLACEMENT OF THE IMPERVIOUS DIKE IS CONSIDERED INCIDENTAL TO REMOVAL OF THE EXISTING CONCRETE ABUTMENT AND INSTALLATION OF THE BANK STABILIZATION.

FOR -L- PROFILE, SEE SHEET 5

FOR STRUCTURE PLANS, SEE SHEETS S-1 THRU S-16

ALL DRIVEWAY RADII ARE 10' UNLESS OTHERWISE NOTED

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