PROJECT REFERENCE NO.	SHEET NO.
B-2583	EC-4/CONST. 4
HIGHWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	
R/W REV.	

METRIC 5 0 10

NOTE: UTILIZE SPECIAL STILLING BASIN AND TEMPORARY ROCK SEDIMENT DAM TYPE – 8 AS STILLING BASIN WHERE APPLICABLE.

-L- PC 10+00.000
+00.000 DRIVE #1 2.111 RT
DRIVE #1 POT 10+00.000
+00.000 DRIVE #1 2.084 LT
DRIVE #1 PC 10+08.447
DRIVE #1 POC 10+10.000
BEGIN CONSTRUCTION
+23 DRIVE#1 2.7 RT.- BEGIN WALL
-L- POC 10+30.000
BEGIN CONSTRUCTION
-L- POC 10+40.000
BEGIN PROJECT B-2583
-Y1- PT 10+54.187
+76.000 -Y1- 9.000 & 13.000 RT
EST. 350 m TONS CLASS 1RIP RAP W/ 150 m FILTER FABRIC TO ELEV. 499.000
DRIVE #1 PT 10+39.139
-Y1- POT 10+71.145
BEGIN APPROACH SLAB
-Y1- POT 10+74.50
BEGIN BRIDGE
-Y1- POT 11+34.855
END APPROACH SLAB
-Y1- POT 11+31.50
END BRIDGE
+22.001 -Y1- 9.000 RT
+3.150 -Y1- BEG. RETAINING WALL (TIE TO WING WALL)
+23.480 -Y1- 9.000 LT
+82.000 -Y1- 9.000 LT & 18.000 LT
-Y1- POT 11+41.470
DRIVE #1
POT 10+80.180
-L- POC 10+80.000 =
-Y1- POT 11+50.547
-L- PCD 10+85.965 80.000
+85.965 -L- 9.000 RT
5.965/UNIFORM TRANS. - EOP RT.
+97 END 12 PAVED DITCH - RT.
EST. 1.8 m TONS CLASS 'B' RIP RAP W/ 6 m² FILTER FABRIC
BL-2 PINC 6+94.122 = BY POT 8+50.145 = -L- POC 11+05.109, 9.956 RT.
-L- PT 11+17.796
-L- POT 11+24.75
BEGIN BRIDGE
-L- POT 11+21.395
BEGIN APPROACH SLAB
SPECIAL TYPE III SC SEE SPECIAL DETAIL
-L- POT 11+81.461,6.775 RT.
-L- POC 13+18.25
END BRIDGE
-L- PC 13+21.311
END APPROACH SLAB
-L- PT 13+91.004
-L- POC 13+87.500
END PROJECT B-2583
-Y2- POT 12+00.000
BY2-7 POT 9+91.365 = -L- POT 13+31.128, 110.366 RT.
BY3-5 POT 9+98.615
-Y1- POT 10+15.000
BEGIN CONSTRUCTION
-Y1- PC 10+21.349
+12.000 -Y1- 40.362 LT
+26.700 -Y1- 37.700 LT
+38.600 -Y1- 39.200 LT
+49.400 -Y1- 40.900 LT
+52.726 -Y1- 36.000 LT
+66.314 -Y1- 30.000 LT
+84.000 -Y1- 9.000 LT. & 18.000 LT
+54.187 -Y1- 9.000 LT
+62.38 -Y1- END RETAINING WALL
PIPE EXTENDS THROUGH RETAINING WALL
-L- PRC 13+41.280
+3.1.7 BEGIN C&G & S/W - LT.
+24.707 -L- 18.002 LT
+29.519 -L- 7.178 LT
+24.421 -L- 9.136 LT
+18.000 -L- 16.000 LT
+44.900 -L- 7.200 LT
+45.400 -L- 5.018 LT
+52.7 TIE TO EXIST.
+17.311 -L- 9.000 LT
+29.62 -L- 18.958 LT
+42.000 -L- 11.000 LT
+15.000 -L- 9.000 RT
+19.512 -L- 21.686 RT
+23.261 -L- 21.034 RT
+31.7 END 0.6 P.S. - RT.
+97.117 BEGIN 150mm C&G - RT.
-Y1- POT 10+80.180
-Y2- POT 10+93.182, 5.731 LT.
-Y2- POT 12+00.000
-Y2- POT 13+92.940
4.0 x 2.0 x 1 1.5 weir
RR MILE POST = S 163.58 AT CROSSING
FIBER OPTIC LOCATION APPROXIMATE (NOT FIELD LOCATED)
WATER LINE LOCATIONS ARE AS PER CITY OF MARSHALL PUBLIC WORKS (NOT FIELD LOCATED)
N.C. GRID NAD 83
FRENCH BROAD RIVER
NORFOLK & SOUTHERN RAILROAD
EXIST R/W
PROP.R/W
ROCK RET. WALL
DO NOT DISTURB ROCK WALL
RETAIN EXIST. ABUTMENT & REDUCE HEIGHT TO MATCH EXIST. CONCRETE HEADWALLS.
REMOVE STRUCTURE & BRIDGE #328
ICE DEFLECTOR (STRUCTURE PAY ITEM)
POSSIBLE OLD BENT
OLD END BENT (BROKEN CONC.)
375mm RCP
600mm CMP
1200mm RCP
1500mm RCP
1800mm RCP
2200 MM CONC
2400 MM CONC
2000mm RCP
1200 MM CMP
1500mm CMP
1800mm CMP
2400mm CMP
2000mm CMP
1200 MM CONC
1500mm CONC
1800mm CONC
2400mm CONC
2000mm CONC
1200 MM RCP
1500mm RCP
1800mm RCP
2400mm RCP