REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
B-2905	4
R/W SHEET NO.	4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

SEAL

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "C-4" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 941681.3339(M) EASTING: 127-0196.31-99(M)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99991338
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "C-4" TO -L- STATION 11+00.00 IS
S 28 09'29.5" E 1264.3479 FT
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS

-L- CURVE DATA

PI Sta 11+11.55	PI Sta 14+14.64
Δ = 7° 10' 24.1" (RT)	Δ = 39° 20' 30.2" (LT)
D = 4° 14' 38.9"	D = 10° 59' 50.2"
L = 169.02'	L = 357.74'
T = 84.62'	T = 186.25'
R = 1,350.00'	R = 521.00'
SUPER = AS SHOWN	SUPER = AS SHOWN

-DRIVE 2- CURVE DATA

PI Sta 10+80.99	PI Sta 12+15.78
Δ = 84° 32' 29.4" (LT)	Δ = 58° 09' 13.4" (RT)
D = 95° 29' 34.7"	D = 95° 29' 34.7"
L = 88.53'	L = 60.90'
T = 54.54'	T = 33.36'
R = 60.00'	R = 60.00'

-DRIVE 3- CURVE DATA

PI Sta 11+15.30
Δ = 48° 26' 32.5" (RT)
D = 63° 39' 43.5"
L = 76.09'
T = 40.49'
R = 90.00'

-L- Sta. 11+00 BEGIN STATE PROJECT B-2905
BEGIN F.A. PROJECT NO. BRZ-1179(1)
BEGIN CONSTRUCTION

NAD 83

-L- POT Sta.10+00.00
-L- PC Sta.10+26.93
-L- PT Sta.11+95.94
-L- PC Sta.12+28.39
-L- PT Sta.15+86.13
-D3- PT Sta.11+50.00
END CONSTRUCTION
-D2- POT Sta.12+66.81
END CONSTRUCTION
-D2- PT Sta.12+43.31
-D2- PC Sta.11+82.41
-D2- PT Sta.11+14.98
-D3- POT Sta.10+74.81
-D3- PC Sta.10+74.81
-D3- POT Sta.10+00.00 = -L- POT Sta.16+00.00
-D1- POT Sta.11+14.98
END CONSTRUCTION
-D1- POT Sta.10+00.00 = -L- POT Sta.10+00.00
-L- STA.22+50
-L- STA.15+76.41
-L- STA.17+10
-L- STA.21+00
-L- STA.20+00
-L- STA.15+00

ANN CHURCH CLARK
DB 206 PG 889

TREE FARM

BRUSH

WOODS

GRAVEL

SOIL

TRACT LINE

EIP

EOP

HTR

WOOD DECK

SPRINGS

GEORGIA ROCHE
DB 206 PG 866

BILLY CHURCH
DB 176 PG 1310

BRENDA C. MORTON
DB 206 PG 799
DB 206 PG 804

DALE M. SHEPHERD
DB T4 PG 492
DB C6 PG 75

ROY R. CHURCH
SALLY H. CHURCH
DB 163 PG 751

TREE HARVEST STORAGE LOT WITH POWER AND WATER

CULT.

FALLOW

PRIVATE POLE

ABANDONED RESERVOIR

SOUTH FORK NEW RIVER

℄ OF RIVER IS R.

PINE SWAMP CREEK

MATCH LINE

SEE SHEET NO.5

TO SR-1180

REMOVE

SPECIAL CUT DITCH (SEE DETAIL 'D') CLASS 'B' RIP RAP EST.10 TONS 33 SY FILTER FABRIC

SPECIAL CUT DITCH (SEE DETAIL 'C')

SPECIAL CUT DITCH (SEE DETAIL 'D') CLASS 'B' RIP RAP EST.15 TONS 45 SY FILTER FABRIC

SPECIAL CUT DITCH (SEE DETAIL 'D') CLASS 'B' RIP RAP EST.15 TONS 43 SY FILTER FABRIC

SPECIAL CUT DITCH (SEE DETAIL 'C')

CLASS 'B' RIP RAP EST.2 TONS 7 SY FILTER FABRIC

CLASS 'B' RIP RAP EST.2 TONS 7 SY FILTER FABRIC

RIP RAP EMBANKMENT (SEE DETAIL 'E') CLASS 'I' RIP RAP EST. 5 TONS 13 SY FILTER FABRIC

RIP RAP EMBANKMENT (SEE DETAIL 'E') CLASS 'I' RIP RAP EST.5 TONS 10 SY FILTER FABRIC

LAT. 'V' DITCH (SEE DETAIL 'A') FALLOW
CLASS 'I' RIP RAP TO ELEV. 2830.36

'V' DITCH (SEE DETAIL 'B')
CLASS 'I' RIP RAP TO ELEV. 2830.36

'V' DITCH (SEE DETAIL 'B')
GUARDRAIL ANCHOR UNITS TYPE XI

CLASS 'I' RIP RAP TO ELEV. 2830.36

CLASS 'I' RIP RAP TO ELEV. 2830.36

12" CSP W/ ELBOWS

12" CSP W/ ELBOWS

15" CSP

18" CSP

18"RCP FALSE SUMP

42" CONC.

EXISTING R/W CONC.

EXISTING R/W GRAVEL

EXIST. R/W

BRIDGE #131

BEGIN BRIDGE -L- STA.17+10

END BRIDGE -L- STA.21+00

TBD

TBD

INV=2834.58

INV=2832.14

BL-101
PINC 7+73.70 =
-L- STA. 10+94.96
(10.39' RT.)

BL-102
PINC 12+83.22 =
-L- STA. 15+76.41
(8.37' RT.)

BL-103
PINC 19+37.69 =
-L- STA. 22+29.33
(74.16' RT.)

S 37° 19' 53.5" E

S 30° 09' 29.5" E

N 30° 30' 04.9" E

N 20° 30' 09.3" E

N 64° 02' 21" W

N 5° 53' 07.8" W

S 69° 30' 00.0" E

S 18° 27' 05.9" W

S 37° 27' 25" W

N 37° 27' 25" E

S 18° 59' 12" W

N 18° 59' 12" E

S 57° 06' 45" W

N 57° 06' 45" E

N 14° 37' 48" E 592.20'

N 21° 02' 02" E 322.72'

S 37° 27' 25" W 146.12'

N 37° 27' 25" E 210.70'

S 71° 27' 52" W 125.08'

N 71° 27' 52" E 125.08'

S 59° 06' 32" E 282.73'

N 59° 06' 32" W 282.73'

S 22° 48' 09" E 75.52'

N 3° 20' 52" W 361.69'

N 84° 38' 38" E 169.06'

S 28° 33' 41" E 146.66'

N 62° 21' 49" E 70.58'

S 29° 28' 41" E 95.04'

N 60° 13' 04" E 164.47'

N 39° 36' 30" W 80.67'

N 42° 28' 18" W 43.30'

N 49° 43' 35" W 106.06'

S 27° 48' 09" E 38.73'

S 11° 18' 47" W 18.14'

S 32° 50' 15" W 200.65'

S 32° 52' 52" W 127.76'

N 0° 38' 28" W 50.46'

S 0° 38' 28" E 15.47'

S 86° 24' 13" W 159.63'

S 37° 29' 51" W 186.26'

N 35° 14' 45" E 243.86'

S 37° 29' 51" W 81.07'

S 18° 59' 12" W 214.81'

S 57° 06' 45" W 51.06'

S 58° 55' 35" W 90.46'

S 58° 55' 35" W 45.23'

S 58° 55' 35" W 45.23'

S 58° 55' 35" W 45.23'

N 35° 56' 52" E 210.70'

S 18° 59' 12" W 214.81'

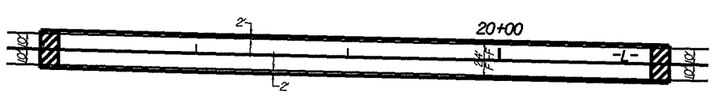
S 57° 06' 45" W 51.06'

S 58° 55' 35" W 45.23'

S 58° 55' 35" W 45.23'

S 58° 55' 35" W 45.23'

NOTES: (1) SEE SHEET 2-A FOR DRAINAGE DETAILS
(2) SEE SHEET 6 FOR -L- ,-DR1- ,-DR2- & -DR3- PROFILES
(7) SEE SHEETS S- TO S- FOR STRUCTURE DETAILS



SKETCH SHOWING BRIDGE IN RELATIONSHIP TO PAVEMENT
(NOT TO SCALE)

$$$$$$$SYSTIME$$$$$$$
$$$$$$$USERNAME$$$$$$$