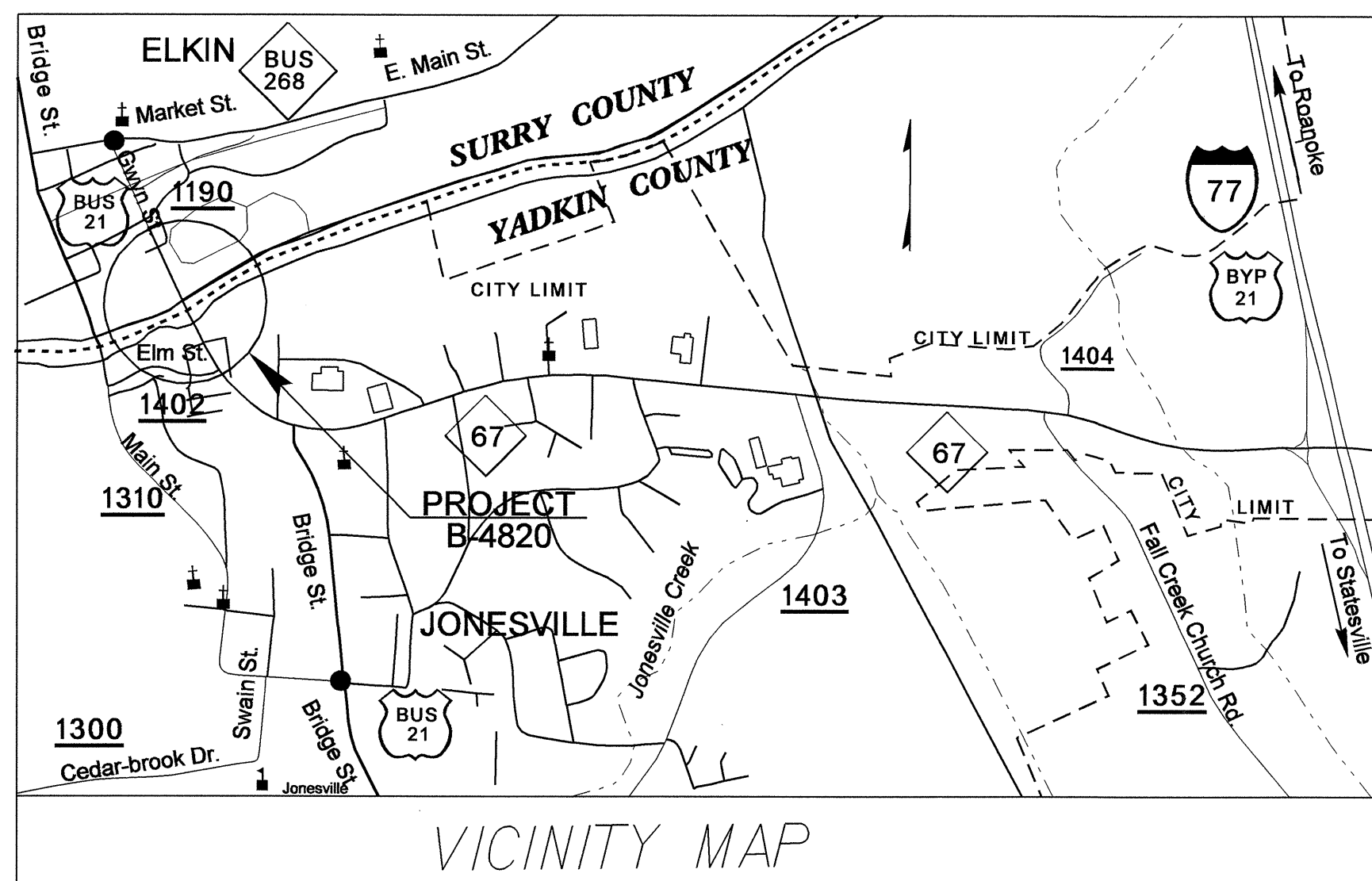


09/08/09

TIP PROJECT: B-4820



PROJECT IS WITHIN MUNICIPAL BOUNDARIES OF ELKIN AND JONESVILLE

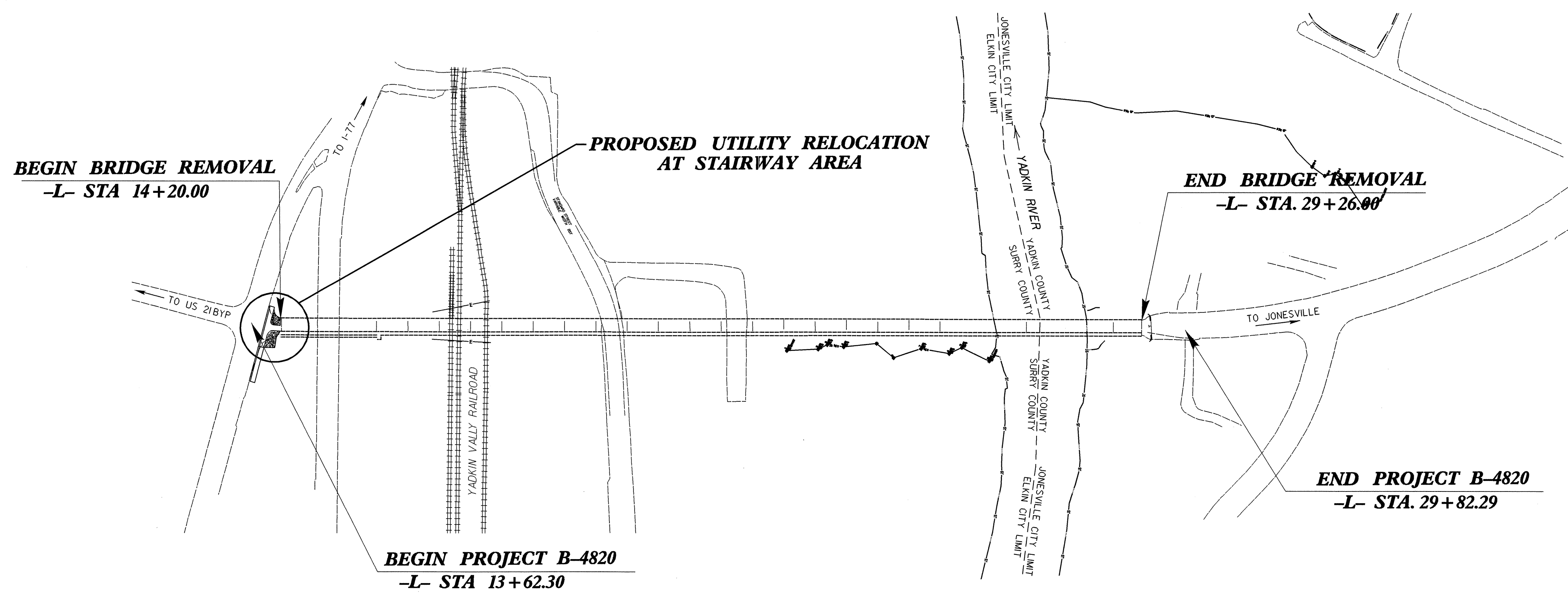
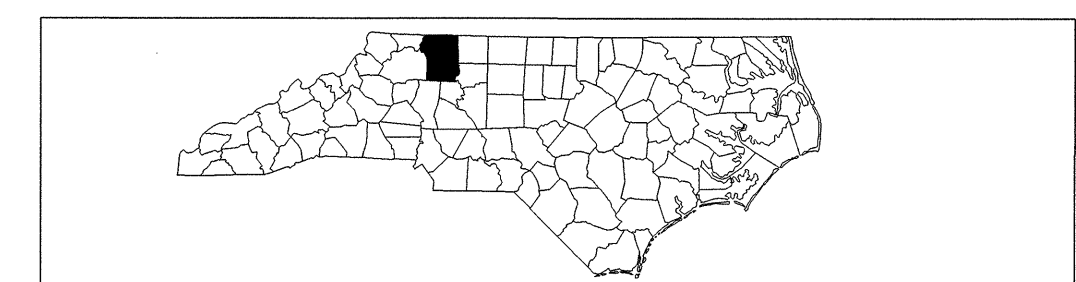
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

**UTILITY CONSTRUCTION PLANS
YADKIN & SURRY COUNTIES**

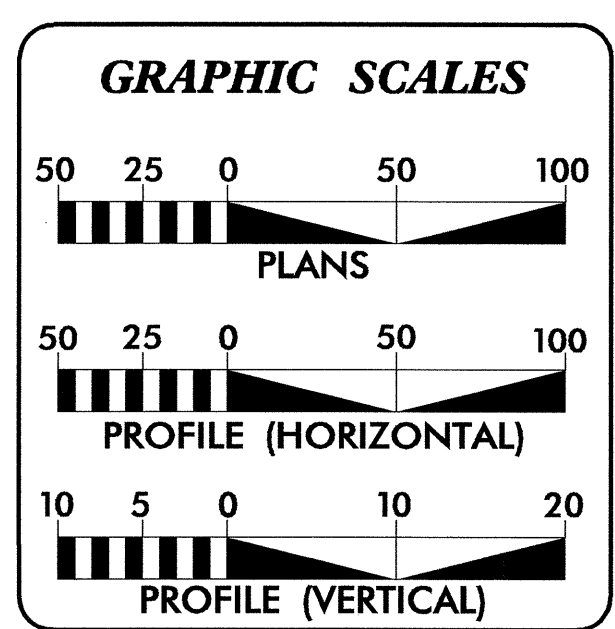
**LOCATION: BRIDGE NO. 338 OVER YADKIN RIVER
ON SR 1190**

TYPE OF WORK: UTILITY RELOCATION

T.I.P. NO.	SHEET NO.
B-4820	UC-1



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\$\$\$\$\$USERNAME\$\$\$\$\$

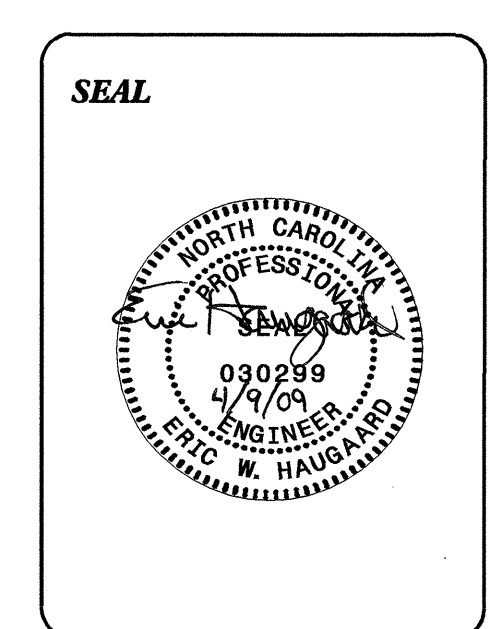


INDEX OF SHEETS

SHEET NO.	DESCRIPTION
UC-1	TITLE SHEET
UC-2	PLAN, PROFILE, DETAIL SHEET

WATER AND SEWER OWNERS ON PROJECT

(1) Town of Elkin (Water)
(2) Town of Elkin (Sewer)

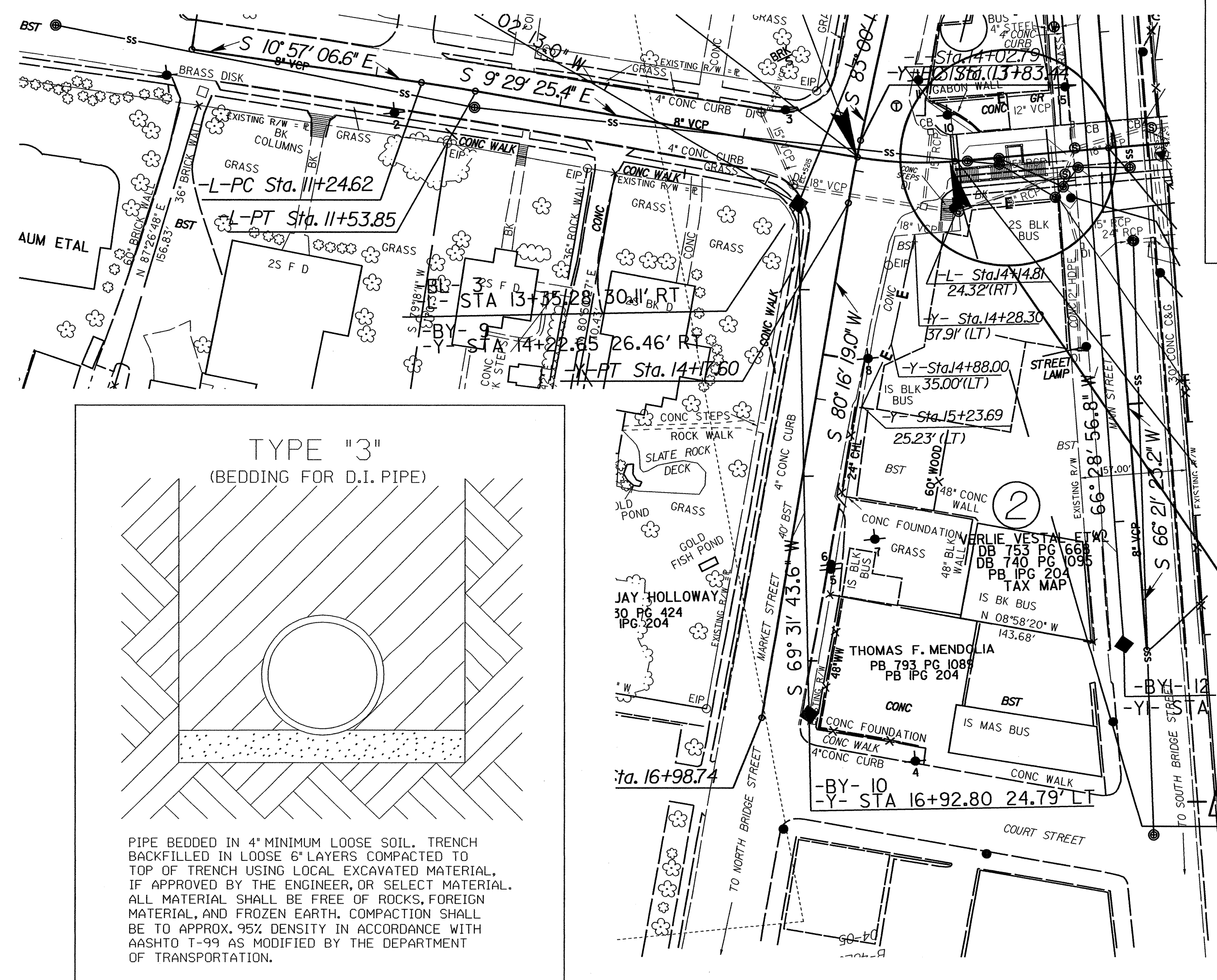
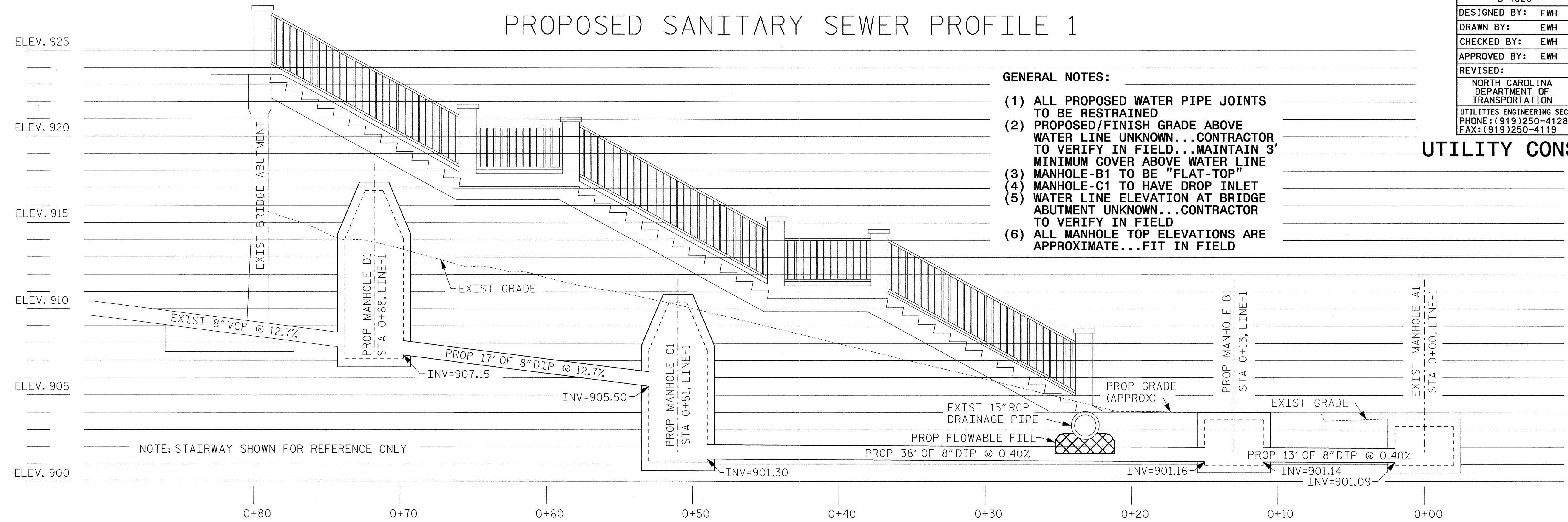


PREPARED IN THE OFFICE OF:
**DIVISION OF HIGHWAYS
UTILITIES ENGINEERING
SECTION**

1591 MAIL SERVICES CENTER
RALEIGH NC 27699-1591
PHONE (919) 250-4128
FAX (919) 250-4119

Roger Worthington, P.E. UTILITIES SECTION ENGINEER
Corey Bousquet, P.E. UTILITIES SQUAD LEADER PROJECT ENGINEER
Eric Haugaard, P.E. UTILITIES PROJECT DESIGNER

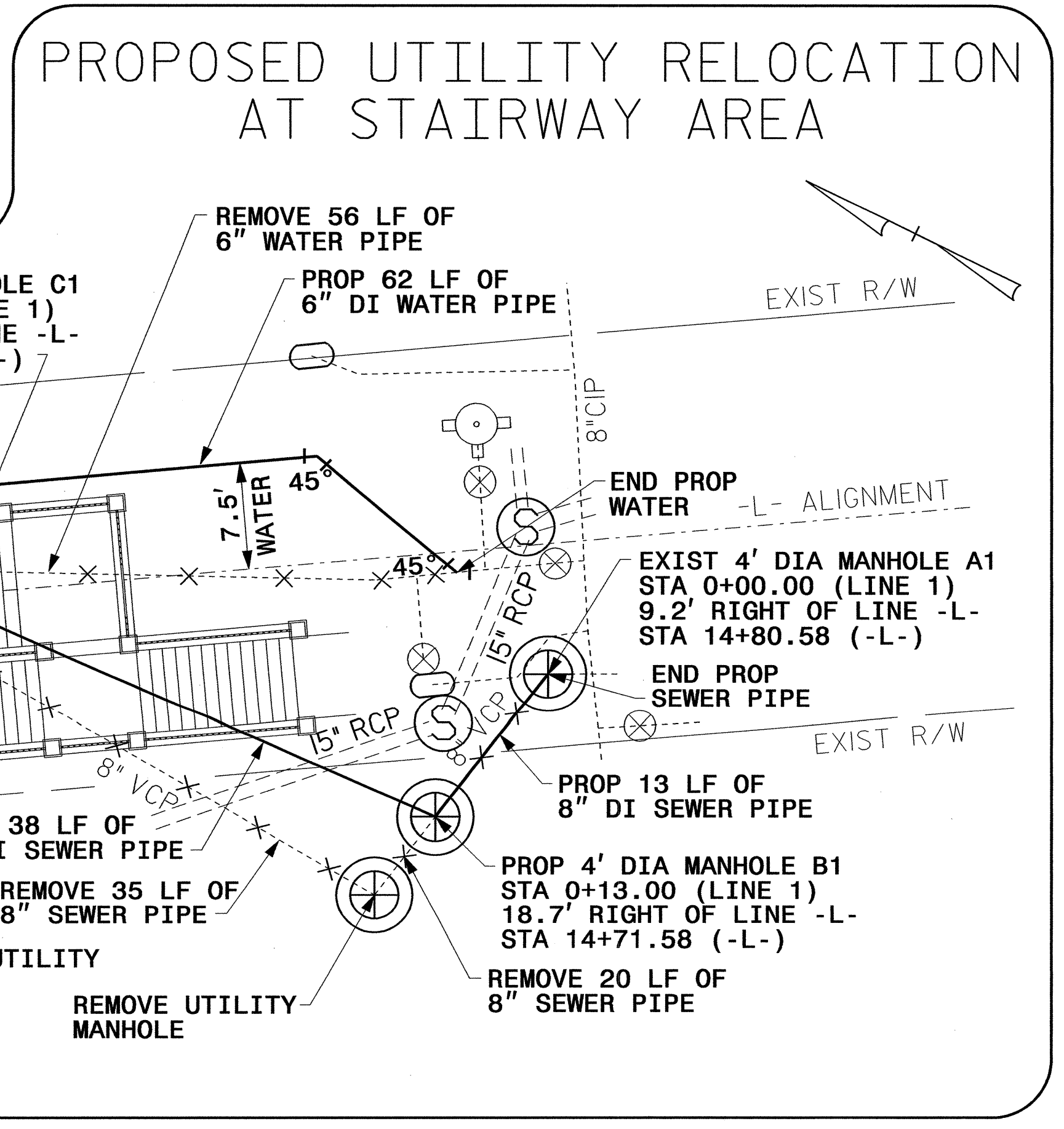
PROPOSED SANITARY SEWER PROFILE 1



MAXIMUM TRENCH WIDTH AT TOP OF PIPE			
NOMINAL PIPE SIZE (INCHES)	TRENCH WIDTH (INCHES)	NOMINAL PIPE SIZE (INCHES)	TRENCH WIDTH (INCHES)
4	28	20	44
6	30	24	48
8	32	30	54
10	34	36	60
12	36	42	66
14	38	48	72
16	40	54	78
18	42		

NOTE: THE FOLLOWING WORK AND ITEMS WILL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS INCLUDED IN CONTRACT: (1) BEDDING MATERIAL, (2) SIDEWALK REPAIR, (3) BY-PASS PUMPING

NOTE: DRAWINGS NOT TO SCALE

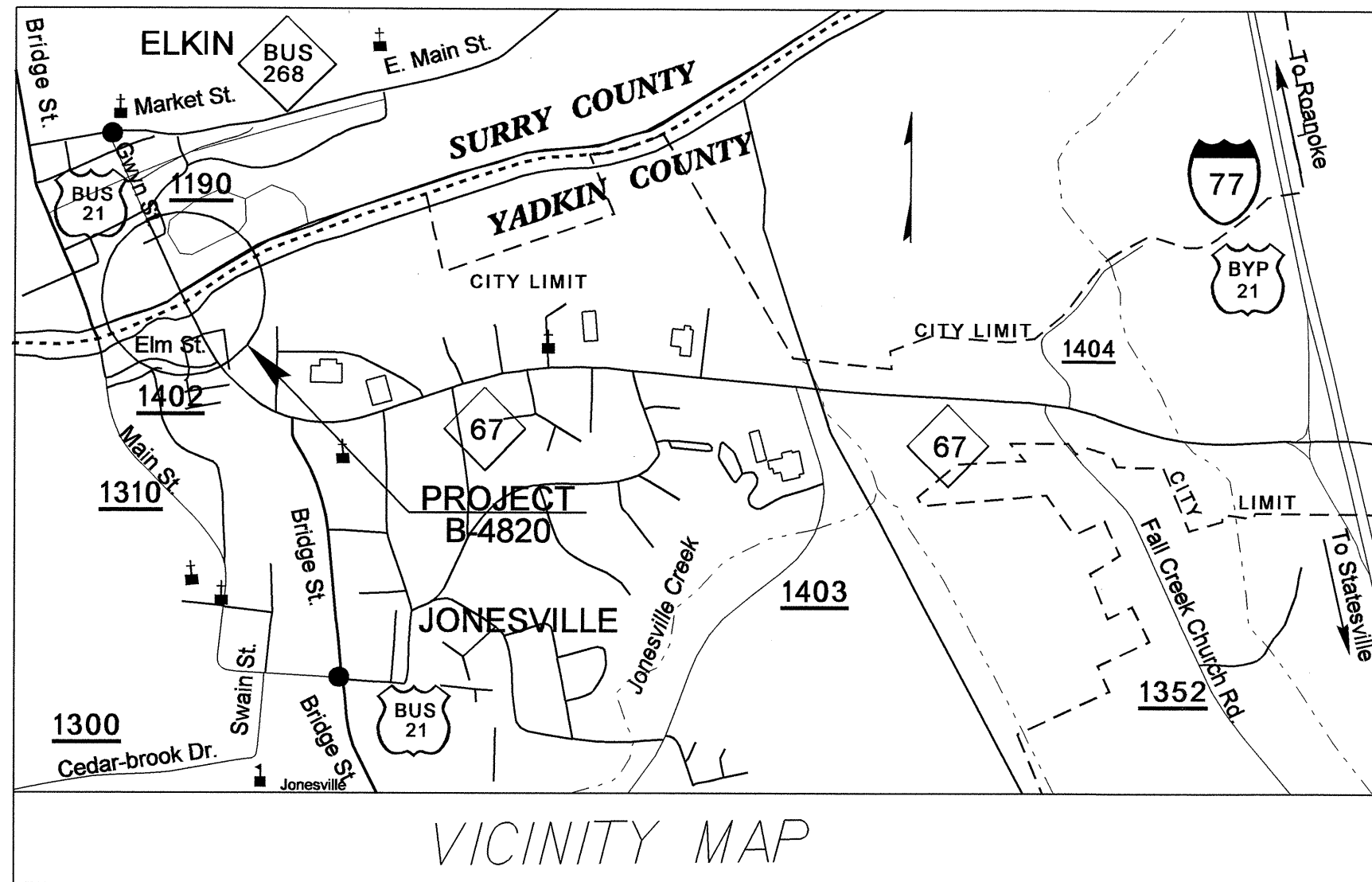


TYPE "3" (BEDDING FOR D.I. PIPE)

PIPE BEDDED IN 4" MINIMUM LOOSE SOIL. TRENCH BACKFILLED IN LOOSE 6" LAYERS COMPACTED TO TOP OF TRENCH USING LOCAL EXCAVATED MATERIAL. IF APPROVED BY THE ENGINEER, OR SELECT MATERIAL. ALL MATERIAL SHALL BE FREE OF ROCKS, FOREIGN MATERIAL, AND FROZEN EARTH. COMPACTION SHALL BE TO APPROX. 95% DENSITY IN ACCORDANCE WITH AASHTO T-99 AS MODIFIED BY THE DEPARTMENT OF TRANSPORTATION.

09/08/99

TIP PROJECT: B-4820



PROJECT IS WITHIN MUNICIPAL BOUNDARIES OF ELKIN AND JONESVILLE

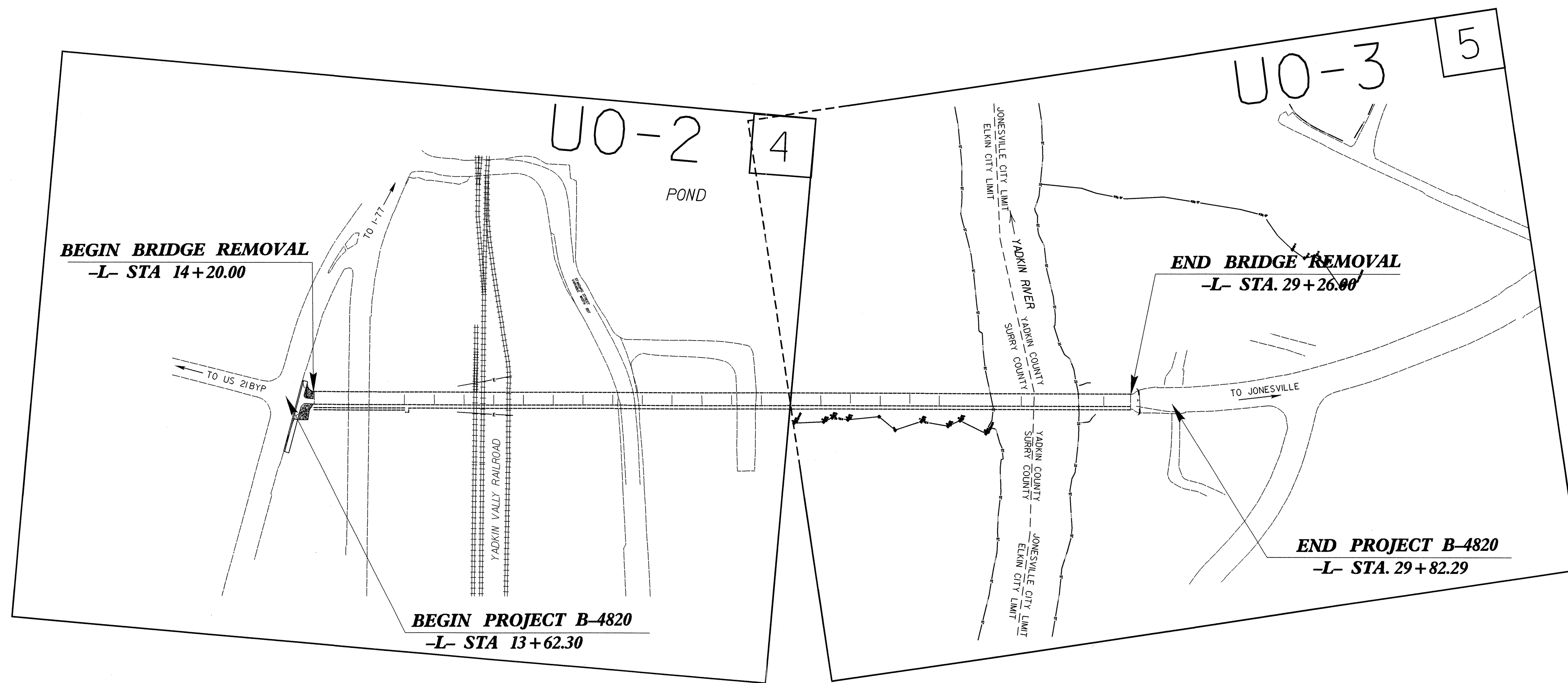
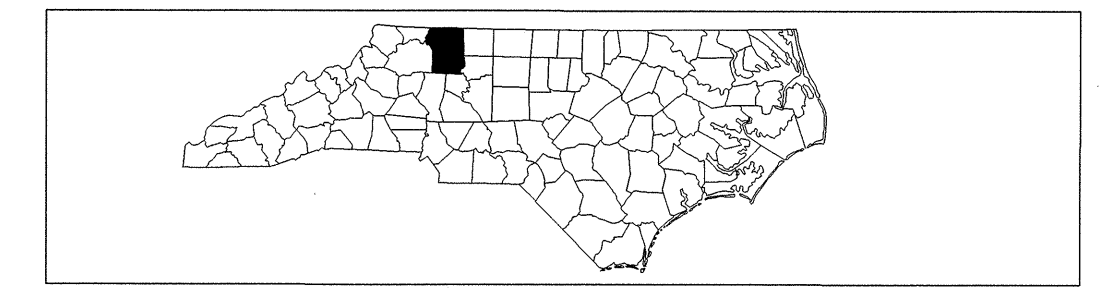
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

UTILITIES BY OTHERS PLANS YADKIN & SURRY COUNTIES

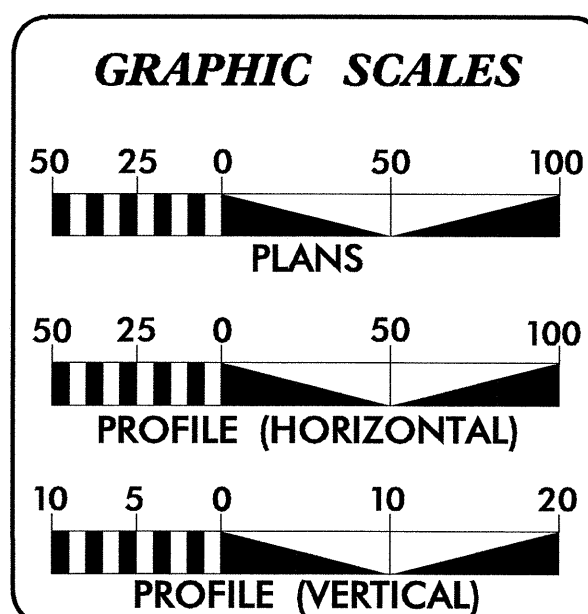
LOCATION: BRIDGE NO. 338 OVER YADKIN RIVER
ON SR 1190

TYPE OF WORK: UTILITY RELOCATION

T.I.P. NO.	SHEET NO.
B-4820	UO-1



09-APR-2009 08:41
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\$\$\$\$\$USERNAME\$\$\$\$\$



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
UO-1	TITLE SHEET
UO-2 THRU UO-3	UTILITY BY OTHERS PLAN SHEETS

UTILITY OWNERS ON PROJECT
(1) Duke Energy (Power)
(2) Embarq (Telephone)

PREPARED IN THE OFFICE OF:
**DIVISION OF HIGHWAYS
UTILITIES ENGINEERING SECTION**

1591 MAIL SERVICES CENTER
RALEIGH NC 27699-1591
PHONE (919) 250-4128
FAX (919) 250-4119

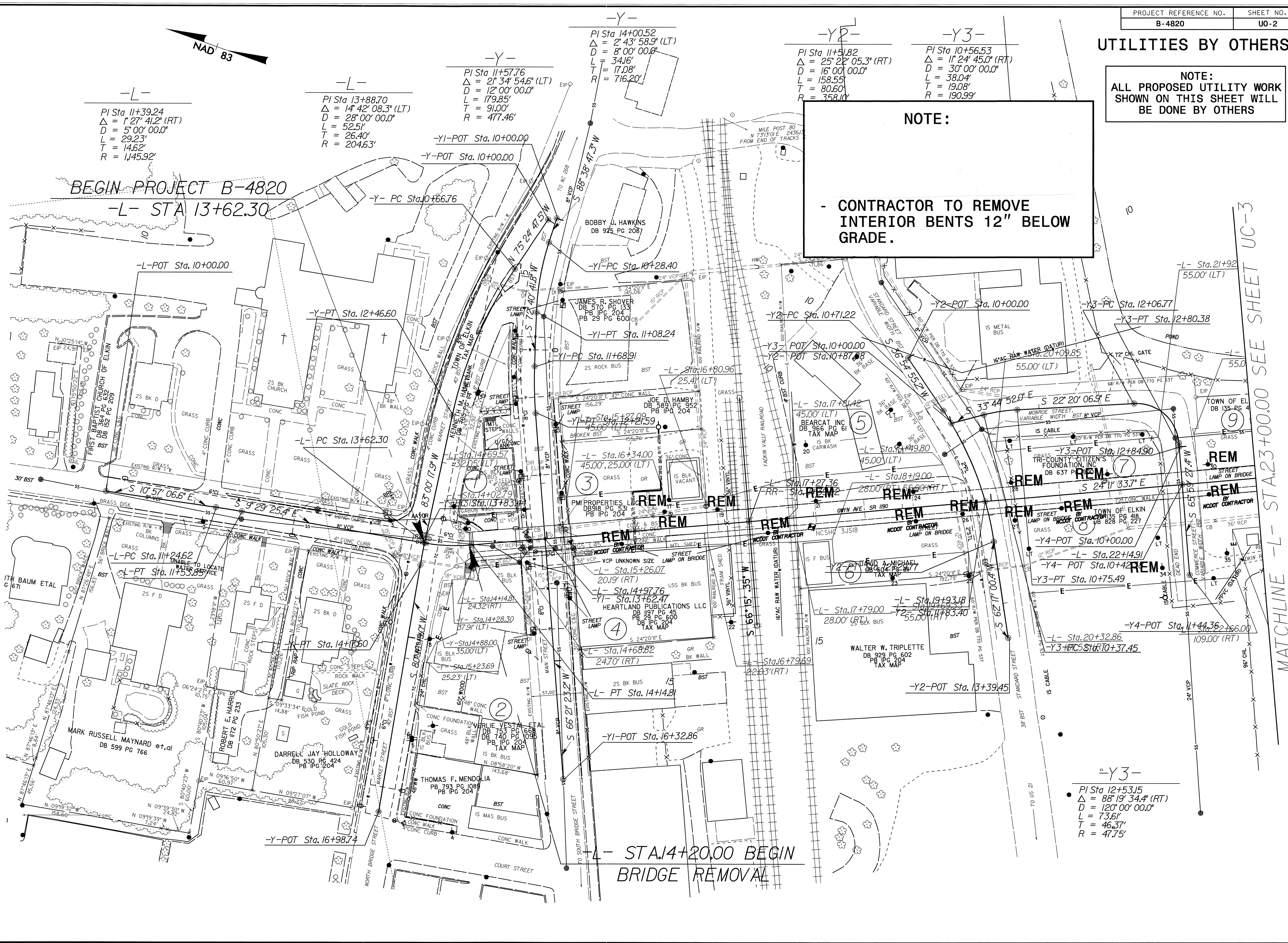
Roger Worthington, P.E. UTILITIES SECTION ENGINEER
Corey Bousquet, P.E. UTILITIES SQUAD LEADER PROJECT ENGINEER
Nabil Hamdan UTILITIES PROJECT DESIGNER

UTILITIES BY OTHERS

NOTE:
ALL PROPOSED UTILITY WORK
SHOWN ON THIS SHEET WILL
BE DONE BY OTHERS

NOTE:
- CONTRACTOR TO REMOVE
INTERIOR BENTS 12" BELOW
GRADE.

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-L-
PI Sta 11+39.24
Δ = 1° 27' 41.2" (RT)
D = 5' 00' 00.0"
L = 29.23'
T = 14.62'
R = 1,45.92'

-L-
PI Sta 13+88.70
Δ = 14° 42' 08.3" (LT)
D = 28' 00' 00.0"
L = 52.51'
T = 26.40'
R = 204.63'

-Y-
PI Sta 11+57.76
Δ = 21° 34' 54.6" (LT)
D = 12' 00' 00.0"
L = 179.85'
T = 91.00'
R = 477.46'

-Y-
PI Sta 14+00.52
Δ = 2° 43' 58.9" (LT)
D = 8' 00' 00.0"
L = 34.16'
T = 17.08'
R = 716.20'

-Y2-
PI Sta 11+51.82
Δ = 25° 22' 05.3" (RT)
D = 16' 00' 00.0"
L = 158.55'
T = 80.60'
R = 358.11'

-Y3-
PI Sta 10+56.53
Δ = 11° 24' 45.0" (RT)
D = 30' 00' 00.0"
L = 38.04'
T = 19.08'
R = 190.99'

=Y3-
PI Sta 12+53.15
Δ = 88° 19' 34.4" (RT)
D = 120' 00' 00.0"
L = 73.61'
T = 46.37'
R = 47.75'

-L- STA 14+20.00 BEGIN
BRIDGE REMOVAL

MATCHLINE -L- STA.23+00.00 SEE SHEET UC-3

UTILITIES BY OTHERS

NOTE:
ALL PROPOSED UTILITY WORK SHOWN ON THIS SHEET WILL BE DONE BY OTHERS

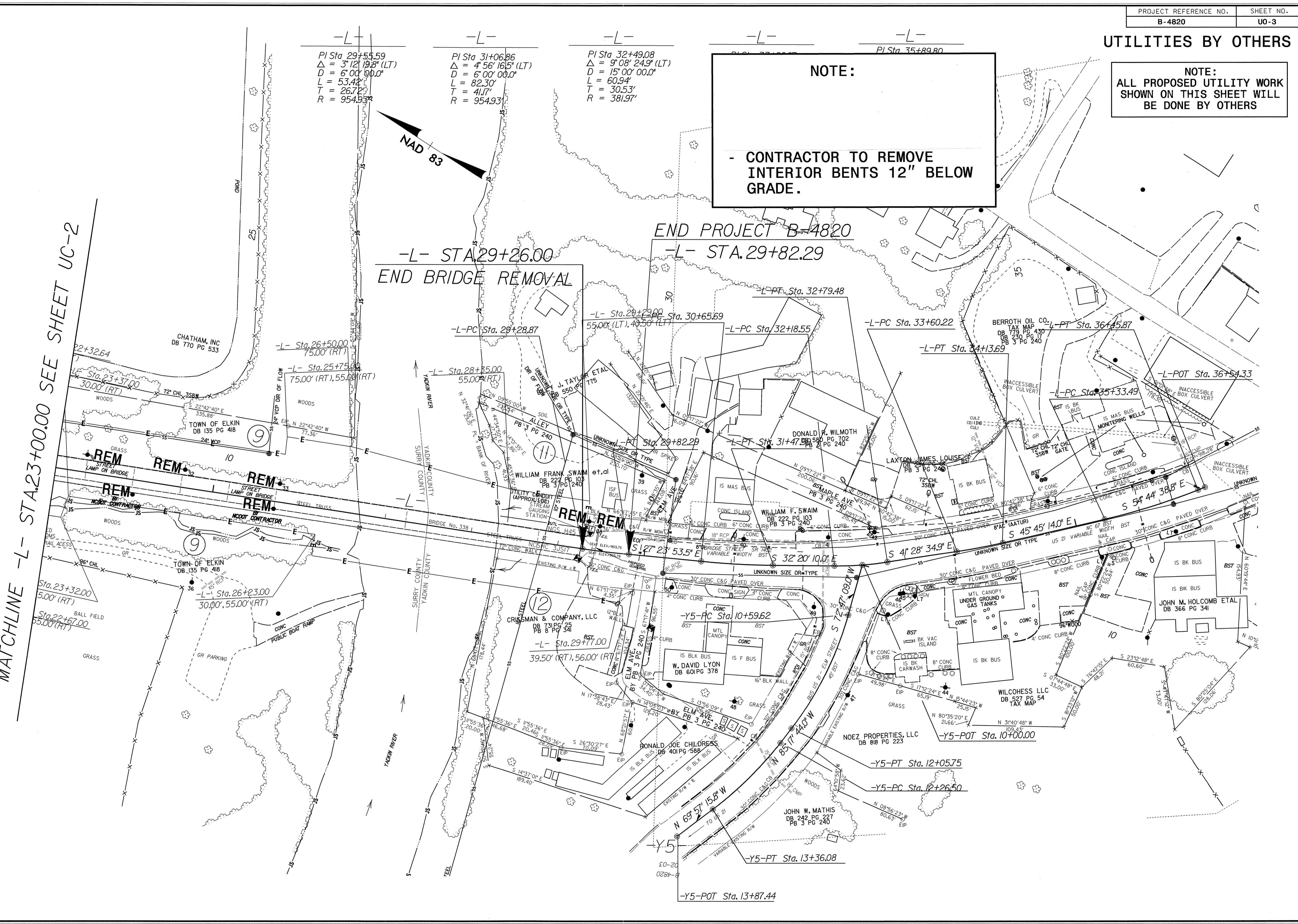
NOTE:
- CONTRACTOR TO REMOVE INTERIOR BENTS 12" BELOW GRADE.

<p>PI Sta 29+55.59 $\Delta = 3' 12'' 19.8''$ (LT) $D = 6' 00'' 00.0''$ $L = 53.42'$ $T = 26.72'$ $R = 954.93'$</p>	<p>PI Sta 31+06.86 $\Delta = 4' 56'' 16.5''$ (LT) $D = 6' 00'' 00.0''$ $L = 82.30'$ $T = 41.17'$ $R = 954.93'$</p>	<p>PI Sta 32+49.08 $\Delta = 9' 08'' 24.9''$ (LT) $D = 15' 00'' 00.0''$ $L = 60.94'$ $T = 30.53'$ $R = 381.97'$</p>
--	--	---

MATCHLINE -L- STA.23+00.00 SEE SHEET UC-2

09-APR-2009 10:17
 Utilities\Projects\B4820\B4820_Rdy_psh_5.dgn

5/14/99



-L- STA.29+26.00
END BRIDGE REMOVAL

END PROJECT B-4820
-L- STA.29+82.29

REM

REM

REM

REM

REM

REM

REM

REM

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REM

REM

REM

REM

REM

REM

Y5

Y5

Y5

Y5

Y5

Y5

Y5

Y5

Y5

Y5

Y5

Sta. 23+32.00
5.00' (RT)

Sta. 22+67.00
55.00' (RT)

Sta. 23+32.00
5.00' (RT)

Sta. 26+23.00
30.00', 55.00' (RT)

Sta. 26+50.00
75.00' (RT)

Sta. 25+75.00
75.00' (RT), 55.00' (RT)

Sta. 28+35.00
55.00' (RT)

Sta. 29+28.87
55.00' (LT), 40.50' (LT)

Sta. 29+82.29
55.00' (LT), 40.50' (LT)

Sta. 30+65.69
55.00' (LT), 40.50' (LT)

Sta. 32+18.55
55.00' (LT), 40.50' (LT)

Sta. 33+60.22
55.00' (LT), 40.50' (LT)

Sta. 34+13.69
55.00' (LT), 40.50' (LT)

Sta. 36+45.87
55.00' (LT), 40.50' (LT)

Sta. 35+33.49
55.00' (LT), 40.50' (LT)

Sta. 36+54.33
55.00' (LT), 40.50' (LT)

Sta. 36+54.33
55.00' (LT), 40.50' (LT)

Sta. 36+54.33
55.00' (LT), 40.50' (LT)

Sta. 29+77.00
39.50' (RT), 56.00' (RT)

Sta. 10+59.62
39.50' (RT), 56.00' (RT)

Sta. 12+05.75
39.50' (RT), 56.00' (RT)

Sta. 12+26.50
39.50' (RT), 56.00' (RT)

Sta. 13+36.08
39.50' (RT), 56.00' (RT)

Sta. 13+87.44
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 12+05.75
39.50' (RT), 56.00' (RT)

Sta. 12+26.50
39.50' (RT), 56.00' (RT)

Sta. 13+36.08
39.50' (RT), 56.00' (RT)

Sta. 13+87.44
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

Sta. 12+05.75
39.50' (RT), 56.00' (RT)

Sta. 12+26.50
39.50' (RT), 56.00' (RT)

Sta. 13+36.08
39.50' (RT), 56.00' (RT)

Sta. 13+87.44
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 12+05.75
39.50' (RT), 56.00' (RT)

Sta. 12+26.50
39.50' (RT), 56.00' (RT)

Sta. 13+36.08
39.50' (RT), 56.00' (RT)

Sta. 13+87.44
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

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39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 12+05.75
39.50' (RT), 56.00' (RT)

Sta. 12+26.50
39.50' (RT), 56.00' (RT)

Sta. 13+36.08
39.50' (RT), 56.00' (RT)

Sta. 13+87.44
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)

Sta. 10+00.00
39.50' (RT), 56.00' (RT)