042597

PROJECT REFERENCE NO.	SHEET NO.
B-2583	U0-1

UTILITIES BY OTHERS

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

-L- PC 10+00.000
DRIVE *1 POT 10+00.000
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
EST. 350 m TONS
CLASS II RIP RAP
W/ 150 m² 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
-Y1- PC 10+21.349
-Y1- POT 10+00.000
-Y1- POT 10+15.000
BEGIN CONSTRUCTION
County of Madison
DB 289 PG 792
(3)
Charles E. Mashburn Estate
DB 13 PG 19, DB 18 PG 242,
DB 22 PG 192, DB 25 PG 6,
DB 30 PG 400, DB 35 PG 419,
DB 39 PG 14, DB 144 PG 292
(1)
REM.
(2)
(4)
(5)
Minnie McCormick
DB 073 PG 114
-L- PRC 13+41.280
+31.7 BEGIN
C&G & S/W - LT.
-L- PRC 13+17.311
-L- POC 13+18.500
END BRIDGE
-L- POC 13+21.195
END APPROACH SLAB
-L- POC 13+26.855 =
-Y2- POT 13+68.182
-L- PT 11+17.796
-L- POT 11+18.314
BEGIN APPROACH SLAB
SPECIAL TYPE III SC
SEE SPECIAL DETAIL
-L- POT 11+21.669
BEGIN BRIDGE
-L- PC 13+87.500
END PROJECT B-2583
-L- POT 13+92.940 =
-Y3- POT 10+95.663
-Y3- PT 13+91.004
-Y3- POT 10+00.000
-Y3- POT 12+00.000
-Y2- POT 14+88.846
-Y2-
S 60° 50' 51.8" E
-Y1-
S 0° 16' 05.4" E
-L-
N 25° 08' 06.3" E
-Y3-
S 72° 53' 43.8" E
N 17° 25' 28.4" E
S 62° 59' 01.2" E
S 82° 29' 03.4" E
PIPE EXTENDS THROUGH RETAINING WALL
+62.4 -Y1- END RETAINING WALL
400 CS W/ (2) ELBOWS
RETAIN EXIST. ABUTMENT & REDUCE HEIGHT TO MATCH EXIST. CONCRETE HEADWALLS.
+70.8 -Y1- BEG. RETAINING WALL (TIE TO WING WALL)
NOTE: EXIST. R/W TO BE ABANDONED
REMOVE STRUCTURE & BRIDGE *328 ICE DEFLECTOR (STRUCTURE PAY ITEM)
RAMP DOWN SIDEWALK AT RAILROAD SEE SPECIAL DETAIL
DO NOT DISTURB ROCK WALL
EST. 2.7 m TONS CLASS 'B' RIP RAP W/ 9 m² FILTER FABRIC
EST. 1.8 m TONS CLASS 'B' RIP RAP W/ 6 m² FILTER FABRIC
EST. 2.7 m TONS CLASS 'B' RIP RAP W/ 10 m² FILTER FABRIC
PROP. TAIL DITCH SEE DITCH DETAIL 'A'
PROP. R/W
EXIST. R/W
OLD END BENT (BROKEN CONC)
POSSIBLE OLD BENT
MTL & CONC
FRENCH BROAD RIVER
NORFOLK & SOUTHERN RAILROAD
BAILEY BRANCH ROAD
MAIN STREET
BRIDGE STREET
US 25-70 BUS
TO ASHEVILLE
TO MARSHALL
ROCK RET. WALL
CONC RET. WALL
BK RET. WALL
RETAIN
DRILL & GROUT SEE SPECIAL DETAIL
RR SIGNAL
RR MILE POST = S 163.58 AT CROSSING
TRAF. BRG. 2GI (STR. 1 &2) W/ NAR. SLOT FLATE GRATE +14.8, 7.0 RT. BEG SHDR. BERM GUT.
TRAF. BRG. 2GI (STR. 1 &2) W/ NAR. SLOT FLAT GRATE
+18.3 END SHDR. BERM GUTTER - RT.
+97 END 12 PAVED DITCH - RT.
5.965 UNIFORM TRANS. - EOP RT.
+63.807 BEGIN C&G P.S. - LT.
+64.780 -DRIVE *1- BEGIN 750mm C&G - RT.
-Y1+ POT 11+41.470 =
DRIVE *1 POT 10+80.80
-L+ POC 10+80.000 =
-Y1- POT 11+50.547
-L+ PCG 10+85.965
+40.000 -L- 4.666 RT & 9.000 RT
+40.000 -L- 12.0 RT.
+15.000 -L- 9.000 RT
+3.17 END 0.6 P.S. - RT.
+3.17 BEGIN 0.6 P.S. - LT.
+5.7 TIE TO EXIST.
+15.000
+38.87 UNIFORM TRANSITION - LT.
+38.87 BEGIN 750mm C&G - LT.
+2.370 BEGIN 750mm C&G - RT.
+2.370 END 750mm C&G - RT.
+2.370 BEGIN 750mm C&G - LT.
+2.370 END