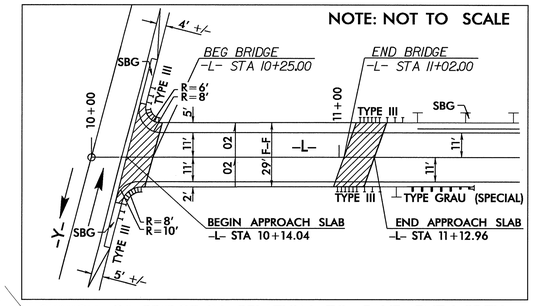
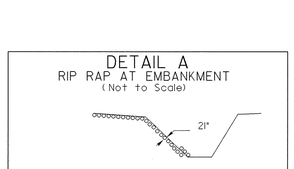
5/14/99



SKETCH OF BRIDGE IN RELATION TO PAVEMENT WIDTH OVER BUFFALO CREEK



-Y- STA 19+15 RT

BEGIN TIP PROJECT B-3805

-L- STA 10+12.11

CLARENCE D HART
JAMES D BOLICK
DB 243 PG 1617

-BL-1 5+00.00 POT WOODS
-L- STA 10+06.574
OFFSET = 66.762
-BY- 8+36.02 POT
-TI- 101 5+00.00 POT
ELEV=2707.38
REBAR AND CAP SET

REMOVE EXIST PAVEMENT ONLY
RETAIN BRIDGE ABUTMENT
-Y- STA 17+66.00
BEGIN GUARDRAIL & BEGIN REMOVAL OF EXISTING GUARDRAIL
-Y- STA 17+15.00
BEGIN RESURFACING

BL-105 6+12.60 PINC
-L- STA 11+18.69
OFFSET = 56.32
-DRV- STA 10+65.01
OFFSET = 20.84

S64°00'00"E
748.65'

-Y- STA 19+69.48
END GUARDRAIL & END REMOVAL OF EXISTING GUARDRAIL

-Y- PCSta. 19+46.83

-Y- +46.83
55.00' LT

-L- STA 10+25.00
BEGIN BRIDGE

BEGIN APPR. SLAB
-L- Sta. 10+14.04

-L- POT Sta. 10+00.00=
-Y- POT Sta. 18+80.06

-Y- +44.87
55' LT

-Y- +44.73
19.70' LT

END SBG
-Y- STA. 18+45.35 RT

-Y- POT Sta. 18+02.85

-Y- N 25° 45' 45.1" E

REMOVE EXIST BRIDGE #310

-L- +10.15
40.00' RT

-L- +54.71
27.61' RT

CL 'H' RIP RAP
EST. 3 TONS
FF = 8 SY

CL 'I' RIP RAP
EST 18 TONS
FF = 25 SY
SEE DETAIL 'A'

15" CSP W/ ELBOWS (TIE TO WING WALL)

TBDI TYPE-III

TYPE GRAU (SPECIAL) R=5'

TBDI

PDE

PSH SEE DETAIL 'B'

END SBG
STA. 11+20 -L- LT

GRAU 350' +30

50' TAPER LT & RT

BL-106 7+79.79 PINC
-L- STA 12+69.33
OFFSET = 16.205

-L- +35
40.00' LT
27.28' LT

-L- +03.83
40.00' RT

-L- +00
40.00' RT
30.24' RT

-L- +33.54
52.00' LT
-L- +30.53
40.00' LT

-L- +34.00
52.00' LT
40.00' LT

-L- +64.00
52.00' LT
40.00' LT

-L- STA 11+02.00
END BRIDGE

-L- POT Sta. 11+70.00 =
-DRV- POT Sta. 10+00.00

-DRV-
PRC Sta. 10+34.70

-DRV- PT Sta. 10+73.26

-DRV- Sta. 10+81.35
END CONST
S 14° 35' 42.3" E

-DRV- POT Sta. 11+01.35

-L- PCSta. 13+54.50

RETAIN

TO DEAD END

3
LURA SHOAF
DB G-4 PG 463
THIRD TRACT

-Y- +50
55' LT
22.69' LT
-Y- STA 22+50.00
END RESURFACING
END CONSTRUCTION

BY-4 5+00 POT
-Y- STA 21+41.17
OFFSET = 34.327

LURA SHOAF
DB Z-3 PG 134

N33°40.00'W
299.89'

N51°32'14"E
45.76'

S35°15'37"E
77.82'

RAD = 400.92
ARC LENGTH = 83.07
CHORD SIG°11'59"E 82.92

LURA SHOAF
DB 00 PG 244

WILLIAM L. SHOAF
DB V-4 PG 312

HALBERT J. TURNER
DB 172 PG 744
DB 164 PG 136

CLARENCE D HART
JAMES D BOLICK
DB 243 PG 1617

WOODS

BUFFALO CREEK

NC 88

24' BST

CONC WING WALL

WOOD WING WALL

WOOD GATE

WOOD FENCE

18" BST STANLEY BR #310

6" CMP

2 RAIL WOOD

GRAVEL

BRUSH

ABANDONED RAIL ROAD

RAD = 255.28
ARC LENGTH = 140.66
CHORD S22°14'36"E 138.89

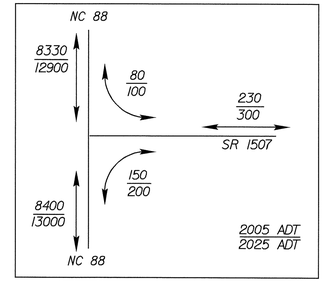
RAD = 240.16
ARC LENGTH = 116.07
CHORD S03°54'54"W 114.94

BM #2
-L- STA 11+56.423
OFFSET = 72.589

INV=2111.29

SCALE: 1" = 30'

NC NAD 83 GRID



PROJECT REFERENCE NO.	SHEET NO.
B-3805	4
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 25873 ENGINEER GARY R. LOVELACE

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 12575 ENGINEER PAUL F. FISHER

10/14/05

-Y-

PI Sta 13+91.62	PI Sta 16+96.87	PI Sta 21+80.35
Δ = 20° 18' 57.7" (LT)	Δ = 80° 14' 41.7" (RT)	Δ = 77° 41' 08.3" (LT)
D = 16° 19' 13.2"	D = 30° 09' 20.4"	D = 19° 45' 25.8"
L = 124.48'	L = 266.10'	L = 393.20'
T = 62.90'	T = 160.12'	T = 233.52'
R = 351.07'	R = 190.00'	R = 290.00'
SE = EXIST	SE = EXIST	SE = EXIST

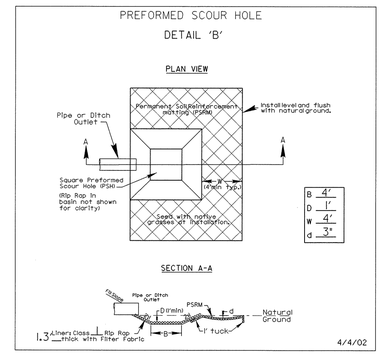
-DRV-

PI Sta 10+18.93	PI Sta 10+58.77
Δ= 56° 48' 37.5" (RT)	Δ = 86° 46' 54.3" (LT)
D = 163° 42' 08"	D = 225° 04' 04.7"
L = 34.70'	L = 38.56'
T = 18.93'	T = 24.07'
R = 35.00'	R = 25.46'
SE = NC	SE = NC

-L-

PI Sta 14+67.49
Δ= 36° 16' 03.4" (LT)
D = 16° 36' 26.9"
L = 218.38'
T = 112.99'
R = 345.00'
SE = SEE PLAN

PREFORMED SCOUR HOLE
DETAIL 'B'



NOTES: A DESIGN EXCEPTION WILL BE REQUIRED FOR CREST VERTICAL CURVE K (21), SAG VERTICAL CURVE K (16) AND VERTICAL STOPPING SIGHT DISTANCE (110'). THE ENGINEER ON SITE WILL BE REQUIRED TO TRANSITION SUPER FROM EXISTING -Y- EOP RT TO RC ON THE BRIDGE.

END TIP PROJECT B-3805

-L- STA 13+50.00

TO BE OBLITERATED

SEE SHEET 5 FOR -L- & -DRV- GRADES
SEE SHEET S-1 TO S-26 FOR STRUCTURE PLANS

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