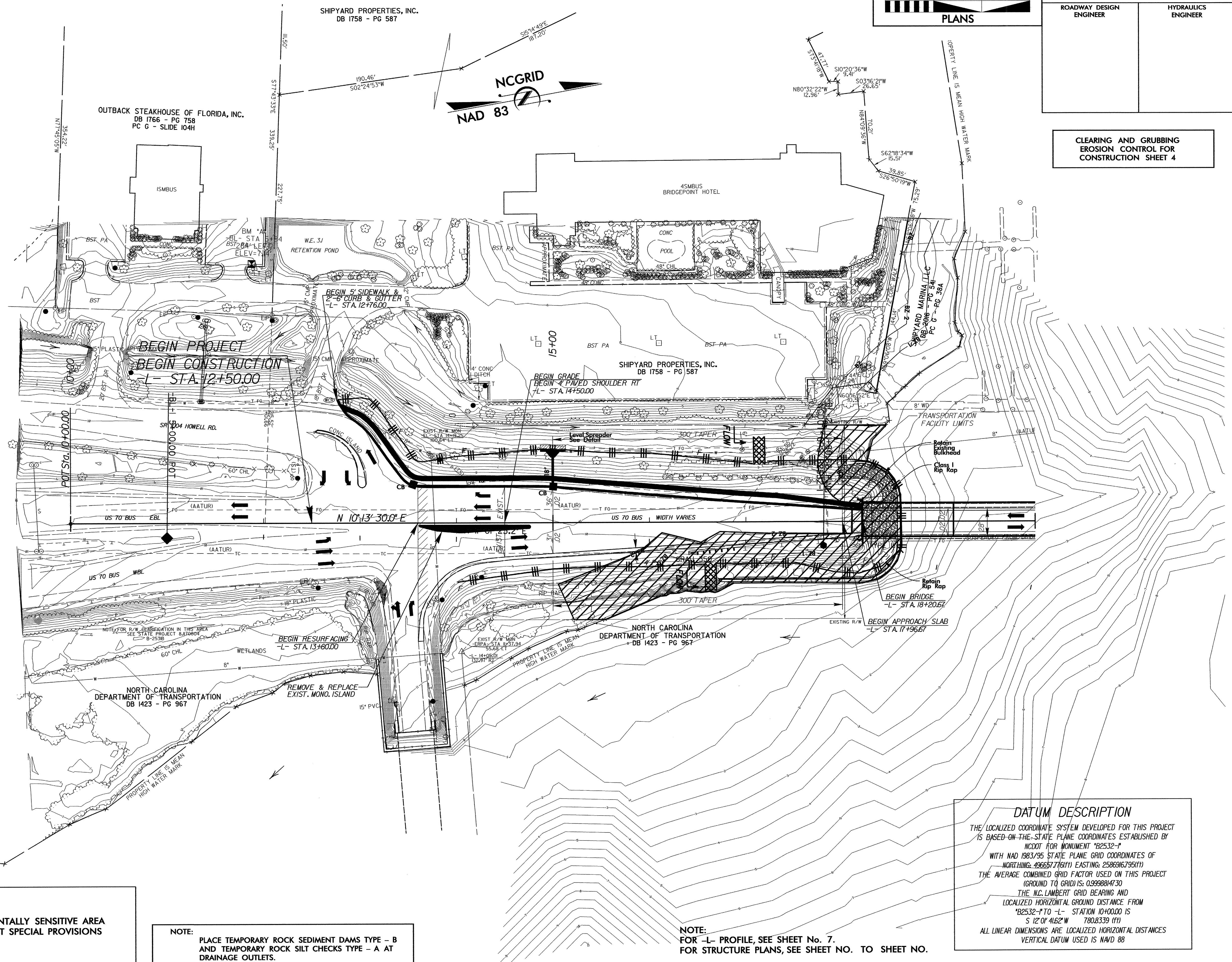


PROJECT REFERENCE NO. B-2532	SHEET NO. EC-2/CONST.4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

**CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 4**



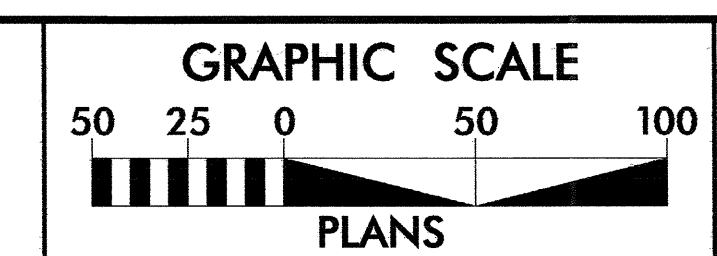
ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
DRAINAGE OUTLETS.

NOTE:
FOR -L- PROFILE, SEE SHEET No. 7.
FOR STRUCTURE PLANS, SEE SHEET NO. TO SHEET NO.

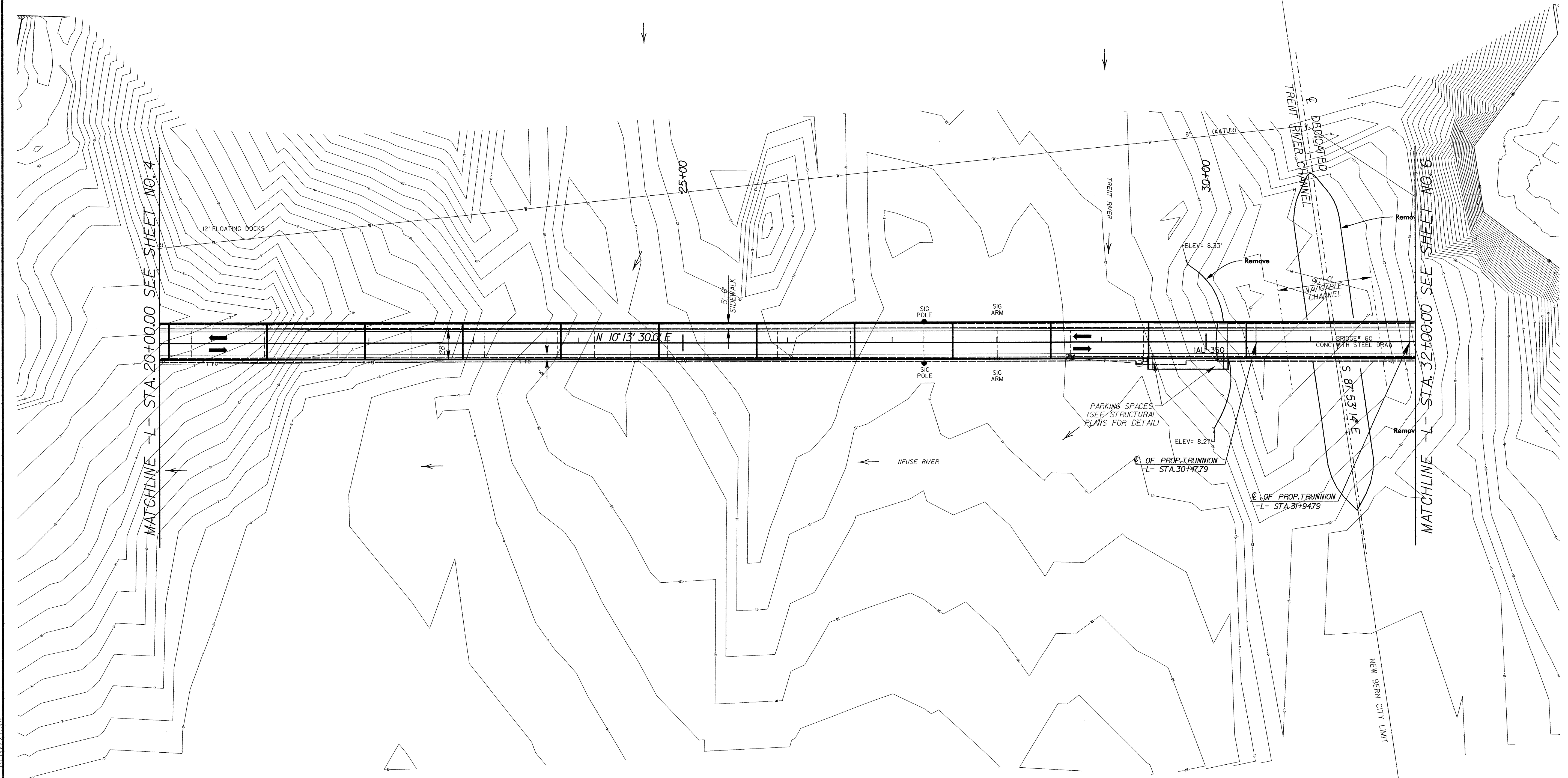
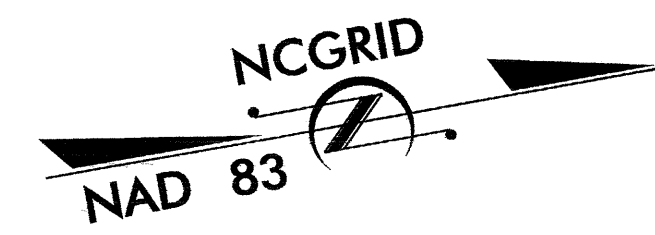
DATUM DESCRIPTION
THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT 'B2532-F' WITH NAD 1983/95 STATE PLANE GRID COORDINATES OF NORTHING: 4966577.6111 EASTING: 2586396.795111 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9998814730 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM 'B2532-F' TO -L- STATION 10+00.00 IS S 12° 01' 41.62" W 780.8339 (ft) ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

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PROJECT REFERENCE NO. B-2532	SHEET NO. EC-3/CONST.5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 5



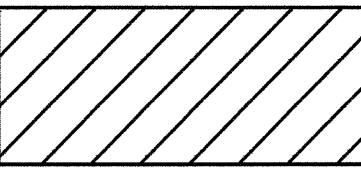
NOTE:
FOR -L- PROFILE, SEE SHEET No. 7.
FOR STRUCTURE PLANS, SEE SHEET NO. TO SHEET NO. .

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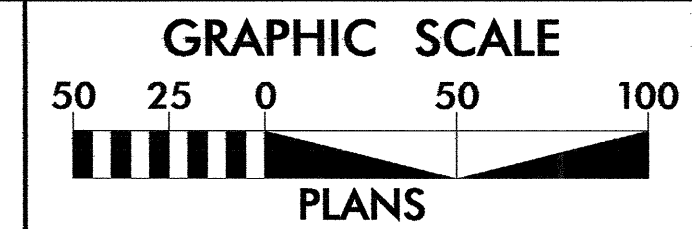
-L- US TO BUS.
S. FRONT ST.
TRAFFIC VOLUMES

72	136	6	10
162	306	126	182
7	13	3	5
10	18		

2004
2030 ADT IN HUNDREDS

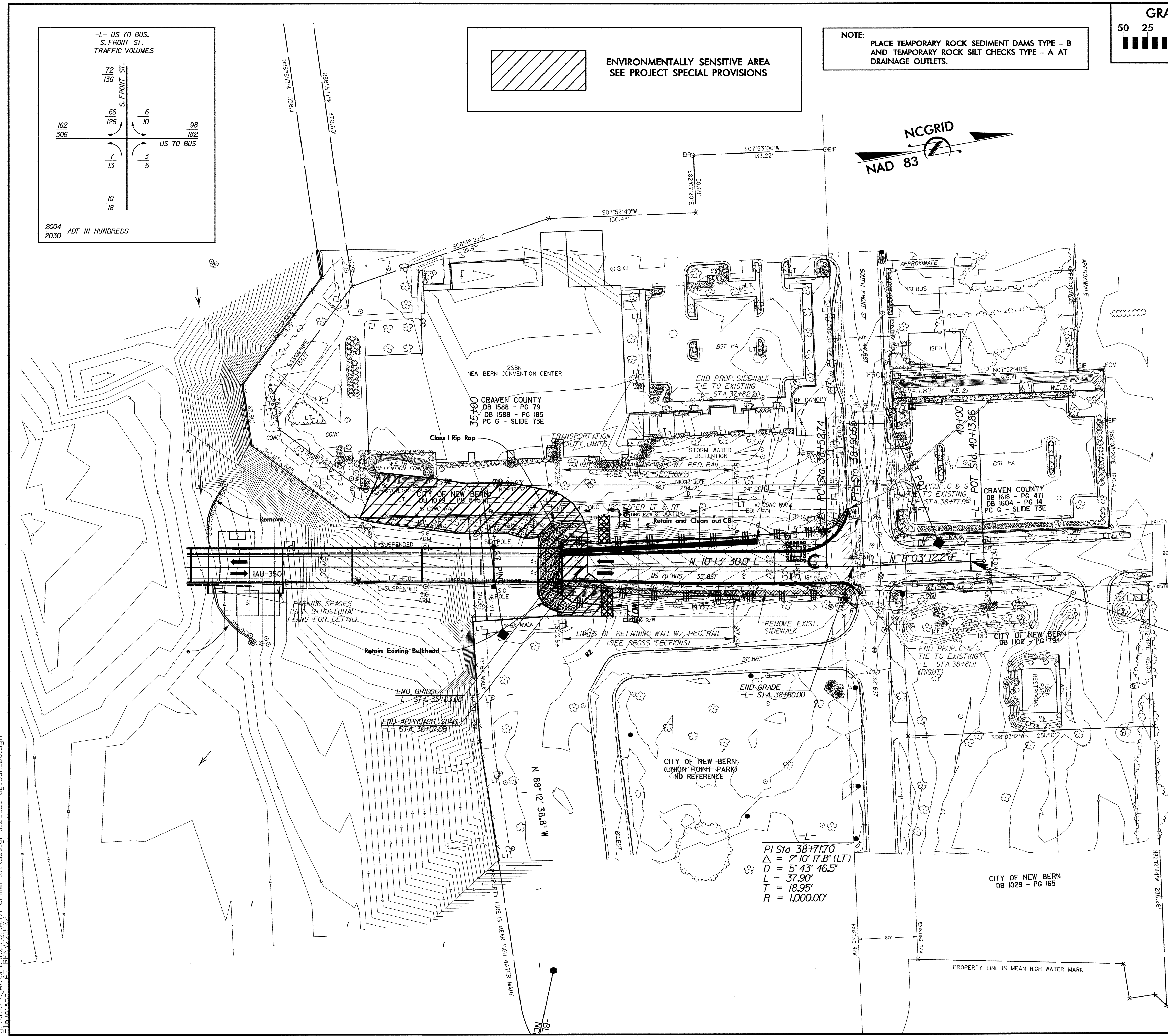
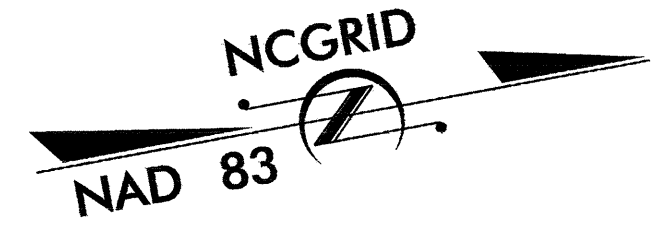
 ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE - B
AND TEMPORARY ROCK SILT CHECKS TYPE - A AT
DRAINAGE OUTLETS.



PROJECT REFERENCE NO. B-2532	SHEET NO. EC-4/CONST.6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 6

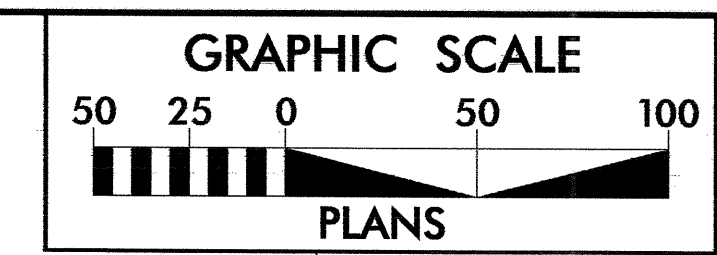


END PROJECT
END CONSTRUCTION
-L- STA. 40+00.00

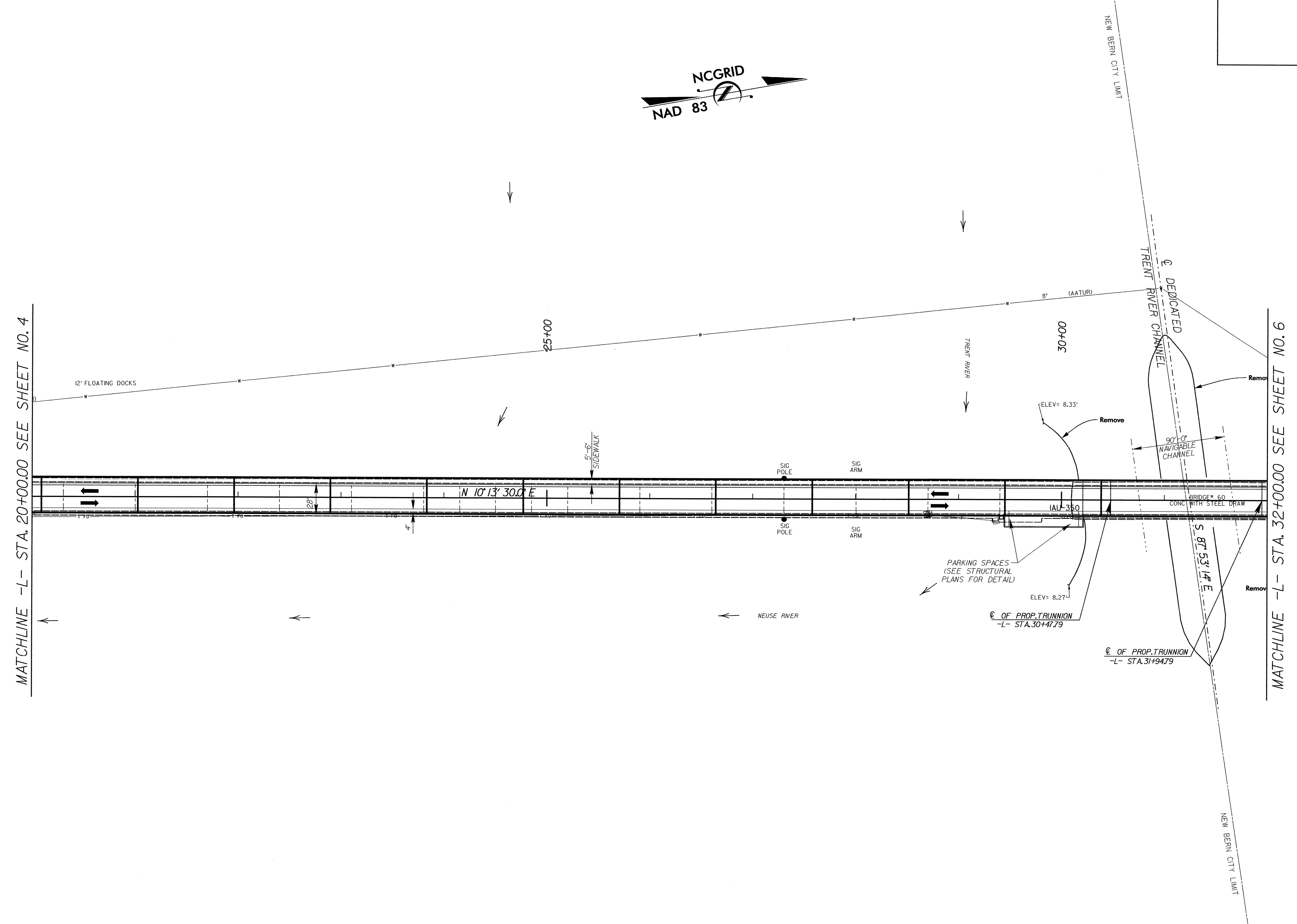
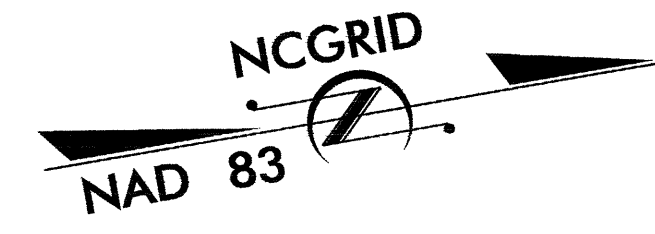
- NOTE:
1. CONTRACTOR SHALL NOT USE UNION POINT PARK FOR STAGING WORK. ABSOLUTELY NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE STORED/PARKED WITHIN THE UNION POINT PARK.
 2. CONTRACTOR SHALL USE THE LONDON WALK PATTERN IN THE CONSTRUCTION OF THE SIDEWALKS TO MATCH EXISTING FROM STA. 35+82 TO STA. 37+82.20.
 3. THE CONTRACTOR SHALL PROTECT THE EXISTING FOOTBRIDGE FROM DAMAGE DURING CONSTRUCTION. THE CONTRACTOR MAY REMOVE THE FOOTBRIDGE TEMPORARILY AND REPLACE IN ITS EXISTING LOCATION.

FOR -L- PROFILE, SEE SHEET No. 7.
FOR WALL ENVELOPE, SEE SHEET No. 2-B
FOR STRUCTURE PLANS, SEE SHEET NO. TO SHEET NO.

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Laudisich - B2532



PROJECT REFERENCE NO. B-2532	SHEET NO. EC-6/CONST.5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MATCHLINE -L- STA. 20+00.00 SEE SHEET NO. 4

MATCHLINE -L- STA. 32+00.00 SEE SHEET NO. 6

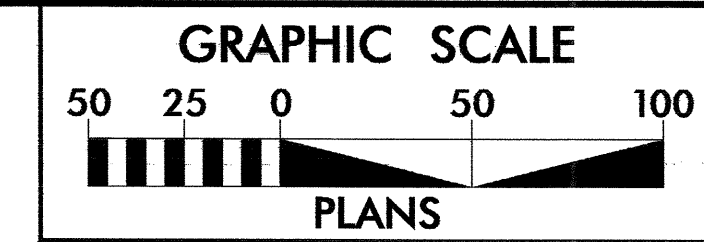
NOTE:
FOR -L- PROFILE, SEE SHEET No. 7.
FOR STRUCTURE PLANS, SEE SHEET NO. TO SHEET NO.

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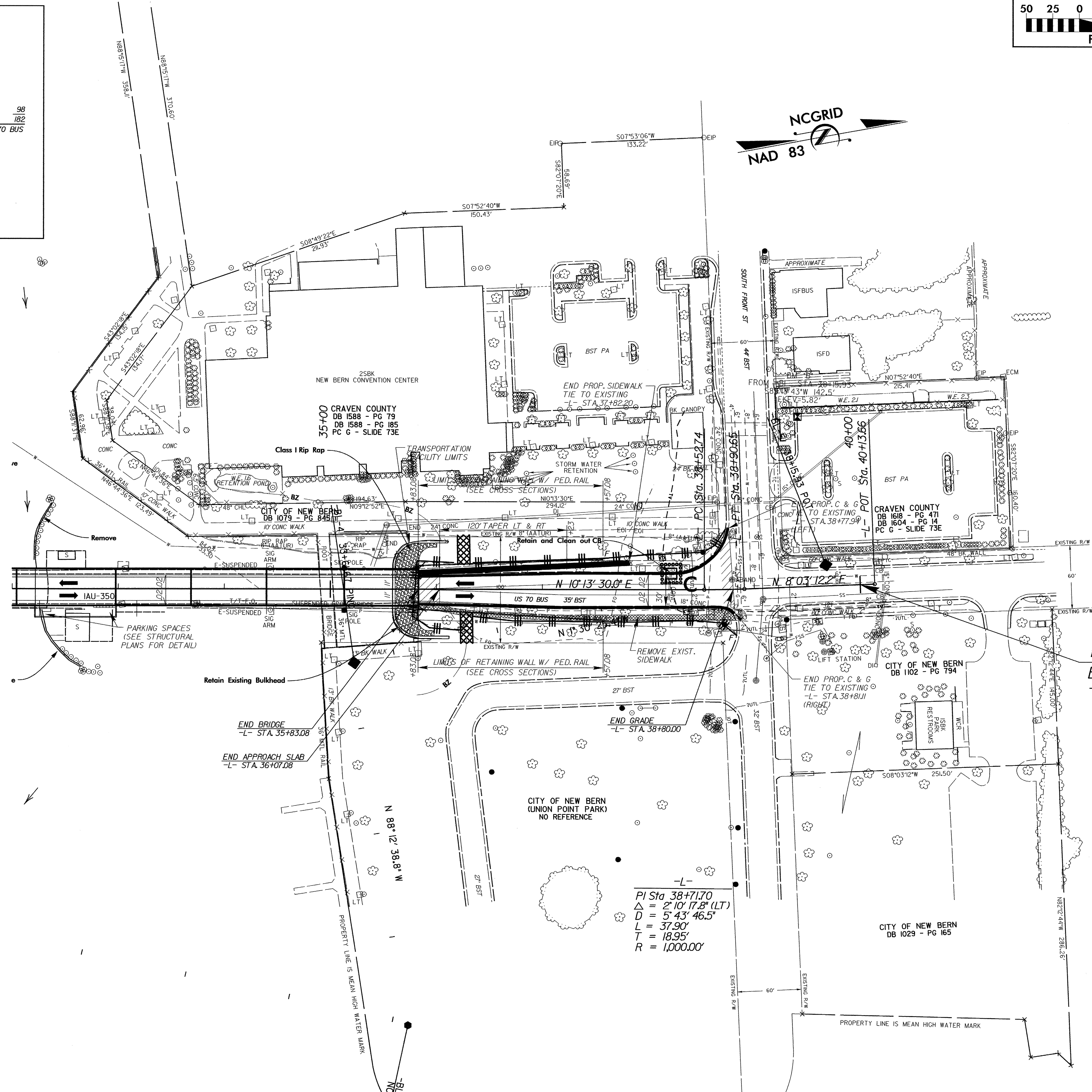
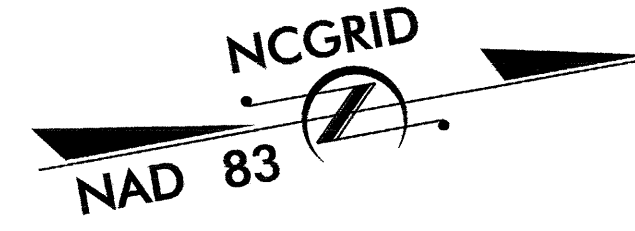
-L- US 70 BUS.
S. FRONT ST.
TRAFFIC VOLUMES

72	136	6	98
162	126	10	182
7	13	3	5
10	18		

2004
2030 ADT IN HUNDREDS



PROJECT REFERENCE NO. B-2532	SHEET NO. EC-7/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



**END PROJECT
END CONSTRUCTION
-L- STA. 40+00.00**

- NOTE:**
1. CONTRACTOR SHALL NOT USE UNION POINT PARK FOR STAGING WORK. ABSOLUTELY NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE STORED/PARKED WITHIN THE UNION POINT PARK.
 2. CONTRACTOR SHALL USE THE LONDON WALK PATTERN IN THE CONSTRUCTION OF THE SIDEWALKS TO MATCH EXISTING FROM STA. 35+82 TO STA. 37+82.20.
 3. THE CONTRACTOR SHALL PROTECT THE EXISTING FOOTBRIDGE FROM DAMAGE DURING CONSTRUCTION. THE CONTRACTOR MAY REMOVE THE FOOTBRIDGE TEMPORARILY AND REPLACE IN ITS EXISTING LOCATION.

FOR -L- PROFILE, SEE SHEET No. 7.
FOR WALL ENVELOPE, SEE SHEET No. 2-B
FOR STRUCTURE PLANS, SEE SHEET NO. TO SHEET NO.

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