PROJECT REFERENCE NO.	SHEET NO.
B-5737	EC-05/CONST.2B-1

51499

-L- P

-DET-

PI Sta 16+63.75
△ = 1° 11' 31.5" (RT)
D = 1° 16' 23.7"
L = 93.63'
T = 46.81'
R = 4,499.99'

PI Sta 18+21.32
△ = 31° 18' 33.1" (RT)
D = 29° 59' 52.0"
L = 104.37'
T = 53.52'
R = 191.00'
SE = NC
DS = 25 MPH

PI Sta 19+25.69
△ = 31° 18' 28.2" (LT)
D = 29° 59' 52.0"
L = 104.37'
T = 53.52'
R = 191.00'
SE = NC
DS = 25 MPH

PI Sta 22+62.41
△ = 31° 18' 43.6" (LT)
D = 29° 59' 52.0"
L = 104.38'
T = 53.53'
R = 191.00'
SE = NC
DS = 25 MPH

PI Sta 23+66.79
△ = 31° 18' 38.8" (RT)
D = 29° 59' 52.0"
L = 104.38'
T = 53.53'
R = 191.00'
SE = NC
DS = 25 MPH

-DET- PC Sta. 16+16.93
-L- PC Sta. 16+16.93
-DET- PT Sta. 17+10.56
-L- PT Sta. 17+10.56
-DET- PC Sta. 26+40.57
-L- PC Sta. 26+40.57

B

A

-Y3- POT Sta. 10+00.00

BM#2
+80.99 -L-
216.73' LT

-L- POT Sta. 20+85.07
-Y3- POT Sta. 12+76.53

BEGIN CONSTRUCTION
-DET- PC STA 17+67.80

-DET- PRC Sta. 18+72.17

Temporary Rock Silt Check Type A 3 ft. weir height

RIP RAP OUTLET PAD
EST 3 TONS CL B RIPRAP
EST 10 SY GEOTEXTILE

Temporary Rock Silt Check Type A 2 ft. weir height

DOUBLE W HOLDINGS LLC
DB 1600 PG 1183
PB 35 PG 75
PB 67 PG 58
STATE HIGHWAY PROJECT
6.903595

DETAIL B
RIP RAP AT EMBANKMENT
(Not to Scale)

10'min. | Ditch Grade | 1.0'min. | 1' | GEOTEXTILE

Type of Liner= 10 TONS, CL B Rip-Rap
Geotextile= 15 sy

FROM -DET- STA. 20+20 RT TO -DET- STA. 20+50 RT

-RPA- PC Sta. 11+29.73
-RPA- PT Sta. 11+74.50
S 29° 28' 38.7" E

BM#1
+30.43 -L-
63.82' LT

+00.00
45' LT
EX R/W LT

EX R/W 78'
EX R/W 60'

EXIST 20.4' WATERLINE EASEMENT
DB 741PG 571& DB 74PG 572

WILLIAM BELCHER
DB 680 PG 202
DB 533 PG 584 (R/W)
PB 5 PG 80

SR 3003
W MEADOW RD
N 71° 11' 37.6" E

TO SMITH RIVER

-DET- N 72° 23' 09.0" E

TO VIRGINIA

NC-14/87 SBL
NC-14/87 NBL

TEMPORARY CRASH CUSHION

TEMPORARY SHORING SEE TMP

TEMPORARY GUARDRAIL

GREU TL-3

GREU TL-2

TYPE III

TYPE IV

TYPE III CAT 1

-DET- N 72° 23' 13.9" E

-DET- PRC Sta. 23+66.86

-RPA- POT Sta. 12+54.82

RIP RAP OUTLET PAD
EST 2 TONS CL B RIPRAP
EST 7 SY GEOTEXTILE

-DET- POT Sta. 13+07.62
-Y3- POT Sta. 13+07.62

TO MEADOW SUMMIT

US-311 NC-700/770
E MEADOW RD

END CONSTRUCTION
-DET- PT STA 24+17.64
-L- ST

RIO GRANDE #5 INC.
DB 1142 PG 1083
PB 7 PG 119
STATE HIGHWAY AND
PUBLIC WORKS COMMISSION
PROJECT 6.903595

TOP=653.29'

TOP=651.49'

NAD 83/NA 2011

DETAIL A
SPECIAL CUT BASE DITCH
(Not to Scale)

Natural Ground | 3:1 | D | 3:1 or Flatter | Front Ditch Slope | B

Min. D= 1.0 Ft.
B= 1.0 Ft. (SEE NOTE)

FROM -DET- STA. 18+50 RT STA. TO -DET- STA. 20+20 STA.
NOTE : B TRANSISITONS FROM 0' AT STA 18+50 TO 1' AT STA 19+00

SPEC CUT BASE DITCH
SEE DETAIL A

BOYD HIGGS
DB 1283 PG 1647
PB 7 PG 119

ISBKBUS

MBVL, LLC
DB 1581 PG 2229
PB 7 PG 119
STATE HIGHWAY AND PUBLIC WORKS COMMISSION
PROJECT 8.15890
RIGHT-OF-WAY AGREEMENT
PARCEL 52 PG 483

EX R/W 186'
RIP R
AT EMBANKMENT
SEE DETAIL B

JACKSON ST

TO REIDSVILLE

US-311 NC-1487/770 SBL
N VAN BUREN RD
NC-1487 NBL
N VAN BUREN RD

UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF TEMPORARY ROCK INLET SEDIMENT TRAPS TYPE-C WHERE PONDING MAY OCCUR ON ROADWAY OPEN TO TRAFFIC.

FOR L PLAN, SEE SHEET NO. 4

-DET-

BM # 2 ELEVATION = 656.51'
-L- STATION 18+80.99 216.73' LT
SPIKE IN 18" MAPLE

PI = 19+40.00
EL = 660.77'
VC = 120'
K = 60
DS = 39 MPH

PI = 20+93.00
EL = 664.00'
VC = 110'
K = 28
DS = 35 MPH

-DET- STA 20+92.99
-Y3- STA 13+07.62

PI = 22+75.00
EL = 660.75'
VC = 100'
K = 67
DS = 41 MPH

BM # 1 ELEVATION = 661.33'
-L- STATION 25+30.43 63.82' LT
SOUTHEAST BOLT IN OLD SIGN BASE

BEGIN GRADE
-DET- STA 17+67.80
ELEV = 660.60'

END GRADE
-DET- STA 24+17.64
ELEV = 660.32'

STA 18+40 +/-
END OVERLAY ON EXISTING
BEGIN DETOUR ON NEW LOCATION

STA 23+20 +/-
END DETOUR ON NEW LOCATION
BEGIN OVERLAY ON EXISTING

BEGIN BRIDGE FILL FACE STA 20+04 +/-

END BRIDGE FILL FACE STA 21+86 +/-

PROPOSED GRADE

EXISTING GROUND

(+)0.1000%
(+)2.1097%
(+)2.1097%
(-)1.7869%
(-)1.7869%
(+)0.3000%
(-) 4.6700%
(-) 1.8140%

+50.00 RT
658.94'
BEGIN SPECIAL CUT BASE DITCH

+50.00 RT
654.27'

+20.00 RT
653.00'
END SPECIAL CUT BASE DITCH

710 700 690 680 670 660 650 640

12/9/2021
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jsmithhart