RIGHT OF WAY REVISION 9/2/04

METRIC

PROJECT REFERENCE NO.	SHEET NO.
	9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

4.492 COR TO COR N02°20'25"W

20.659 COR TO COR N04°32'24"W

EVA M. WALTERS

DENOTES FILL IN SURFACE WATER
DENOTES FILL IN WETLAND
DENOTES MECHANIZED CLEARING
DENOTES CHANNEL IMPACT (PERM)
DENOTES CHANNEL IMPACTS (TEMP)

BEGIN CONSTRUCTION
-IIYI- POT STA. 10+40.000

BEGIN EXPRESSWAY GUTTER
-IIYI- STA 10+80.655

SITE AA1a

SITE AA2a

SITE AA3a

-IIYI- +50.000
42.706m
(140.11')
48.000m
(157.48')

CHANNEL OUTLET PROTECTION
CLASS "I" RIP-RAP
EST. 43.5 MTNS

CLASS "B" RIP-RAP
EST. 1.8 MTNS
FILTER FABRIC
EST. 5.9 SM

COLLAR AND EXT.
375 RCP
COLLAR & EXT.
1650 mm CSP

1550 mm WW & ISBW

EXISTING R/W

PSH - 1.2 X 1.2m

GRADE TO DRAIN

RETAIN

-WB-

-EB-

-IIYI- S 3°18'51.3"W

11+00

12+00

13+00

SITE AA1b

SITE AA2b

CLASS "B" RIP-RAP
EST. 0.9 MTNS
FILTER FABRIC
EST. 4.2 SM

RETAIN HDWL

-YI- +04.544 =
-IIYI- +04.544
41.550m
(136.32')

-YI- +11.544 =
-IIYI- +11.544
41.550m
(136.32')

400mm CSP
W/ELBOWS

BEGIN EXPRESSWAY GUTTER
-IIYI- STA 13+30.240

EVA M. WALTERS

RIGHT OF WAY REVISION 92/04

6/01/93

METRIC

PROJECT REFERENCE NO.	SHEET NO.
	10
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

20.659 COR TO COR N04°32'24"W

41.432 COR TO COR N01°20'25"W

BZ 1

BZ 2

BEGIN CONSTRUCTION
-IIYI- POT STA. 10+40.000

BEGIN EXPRESSWAY GUTTER
-IIYI- STA 10+80.655

SITE AA1a

SITE AA1b

SITE AA2a

SITE AA2b

SITE AA3a

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

EVA M. WALTERS

-IIYI- +50.000
42.706m
(140.11')
48.000m
(157.48')

CHANNEL OUTLET PROTECTION
CLASS "I" RIP-RAP
EST. 43.5 MTNS

CLASS "B" RIP-RAP
EST. 1.8 MTNS
FILTER FABRIC
EST. 5.9 SM.

COLLAR AND EXT.
375 RCP
COLLAR & EXT.
1650 mm CSP

1550 mm WW & ISBW

EXISTING R/W

PSH - 1.2 X 1.2m

GRADE TO DRAIN

RETAIN

-WB-

-EB-

12+00

13+00

-IIYI- S 3°18'51.3"W

-YI- +04.544 =
-IIYI- +04.544
41.550m
(136.32')

RETAIN HDWL

-YI- +11.544 =
-IIYI- +11.544
41.550m
(136.32')

BEGIN EXPRESSWAY GUTTER
-IIYI- STA 13+30.240

400mm CSP
w/ELBOWS

CLASS "B" RIP-RAP
EST. 0.9 MTNS
FILTER FABRIC
EST. 4.2 SM

EVA M. WALTERS

2GI

375

3.0 CONC

7.3 CONC

12 CONC

RIGHT OF WAY REVISION 9/2/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
		11
	R/W SHEET NO.	
CONST.REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
R/W REV.	PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

NAD 83

19.482 COR TO COR S30°26'31"E

123.139 COR TO COR S07°03'23"W

70.104 COR TO COR S46°57'23"W

15.812 COR TO COR S37°53'23"W

51.218 COR TO COR N80°55'23"E

43.186 TO P.O.T.

72.365 COR TO COR N80°55'23"E

72.365 COR TO COR N80°55'23"E

1 — -YI- +80.000 = -IIYI- +80.000 — 50.000m (164.04')

0.6 m LATERAL GRASS SWALE

-YI- +10.000 = -IIYI- +10.000 — 52.000m (170.60')

-YI- +40.000 = -IIYI- +40.000 — 49.000m (160.76'), EX. R\W

THOMAS H. PENNY

2

3 GEORGE J. PENNY, ET UX

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

RETAIN EXISTING DITCH AND RIP-RAP PAD

CL "B" RIP-RAP EST. 2.7 MTNS FILTER FABRIC EST. 8.4 SM

END EXPRESSWAY GUTTER -IIYI- STA 15+51.190

-YI- +00.000 = -IIYI- +00.000 — 43.564m (142.93')

1550 mm WW & ISBW

PROP. R/W 1st TAKING

RIPRAP

COLLAR & EXT., 450mm

EXISTING R/W

450mm CONC

-WB-

RETAIN

14+00

15+00

S 3°18'51.3"W

-IIYI-

16+00

17+00

3.0 CONC

7.3 CONC

1.8 CONC

2.9 CONC

I-40 WBL 7.4 CONC

1.2 CONC

1650mm MTL

-EB-

END EXPRESSWAY GUTTER -IIYI- STA 14+69.305

450mm CONC PLUG

REMOVE

2GI

TOP = 84.187
INV = 83.293
INV = 83.345

TOP = 84.447
INV = 83.533
INV = 83.554

35+00

I-40 EBL 7.4 CONC

2.8 CONC

REMOVE HDWL

RETAIN DITCH

450

450mm MTL

2GI TYPE A

1550 mm WW & ISBW

400mm CSP W/ELBOW

CONC BERM

EXISTING R/W

REMOVE

STD. BERM DITCH

BDO

-YI- +33.144 = -IIYI- +33.144 — 42.739m

CLASS "B" RIP-RAP EST. 4.5 TONS FILTER FABRIC EST.11.7 SM

1.5m LATERAL BASE DITCH

CLASS "B" RIP-RAP EST. 64 TONS FILTER FABRIC EST.160 SM

-YI- +00.000 = -IIYI- +00.000 — 50.000m (164.04')

COLLAR AND EXT. 1650mm CSP W/HDWL

1

SITE AA3b

-YI- +55.064 = -IIYI- +55.064 — 45.737m

-YI- +00.000 = -IIYI- +00.000 — 55.000m (180.45')

THOMAS H. PENNY

2

TRAFFIC DIAGRAM

3805 ADT
2015 ADT

CLAYTON BYPASS

-FLYLEREV-
Pls Sta 34+54.180
Θs = 2°56'47.9"
Ls = 90.000
LT = 60.008
ST = 30.008

-FLYLEREV- STSta. 35+14.173 =
-IIYI- POTSta. 16+68.075 (17.9m RT.)

NOTE:
(1) SEE SHEET 18 FOR -IIYI- PROFILE
(2) SEE SHEET 30 FOR -FLYLEREV- PROFILE

RIGHT OF WAY REVISION 9/2/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
		12
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
R/W REV.		

NAD 83

123.09 COR TO COR S07°03'23"E

159.45 COR TO COR S30°26'01"E

DENOTES FILL IN SURFACE WATER
DENOTES FILL IN WETLAND
DENOTES MECHANIZED CLEARING
DENOTES CHANNEL IMPACT (PERM)
DENOTES CHANNEL IMPACTS (TEMP)

1 — -YI- +80.000 = -IIYI- +80.000 — 50.000m (164.04')

0.6 m LATERAL GRASS SWALE

-YI- +10.000 = -IIYI- +10.000 — 52.000m (170.60')

-YI- +40.000 = -IIYI- +40.000 — 49.000m (160.76'), EX. R\W

THOMAS H. PENNY

RETAIN EXISTING DITCH AND RIP-RAP PAD

CL "B" RIP-RAP EST. 2.7 MTNS FILTER FABRIC EST. 8.4 SM

END EXPRESSWAY GUTTER -IIYI- STA 15+51.190

1550 mm WW & ISBW

PROP. R/W 1st TAKING

RIPRAP

EXISTING R/W

COLLAR & EXT.. 450mm

450mm CONC

-WB-

RETAIN

14+00 | 15+00 | -IIYI- | 16+00 | 17+00

S 3°18'51.5"W

-EB-

END EXPRESSWAY GUTTER -IIYI- STA 14+69.305

450mm CONC PLUG

REMOVE

1650mm MTL

REMOVE-HDWL

RETAIN DITCH

2GI TYPE A

450mm MTL

CONC BERM

400mm CSP W/ELBOW

BDO

STD. BERM DITCH

3 GEORGE J. PENNY, ET UX

-YI- +00.000 = -IIYI- +00.000 — 43.564m (142.93')

1.5m LATERAL BASE DITCH

CLASS "B" RIP-RAP EST. 6.4 TONS FILTER FABRIC EST.160 SM

-YI- +00.000 = -IIYI- +00.000 — 50.000m (164.04')

-YI- +33.144 = -IIYI- +33.144 — 42.739m

CLASS "B" RIP-RAP EST. 4.5 TONS FILTER FABRIC EST.11.7 SM

-YI- +55.064 = -IIYI- +55.064 — 45.737m

-YI- +00.000 = -IIYI- +00.000 — 55.000m (180.45')

COLLAR AND EXT. 1650mm CSP W/HDWL

THOMAS H. PENNY

SITE AA3b

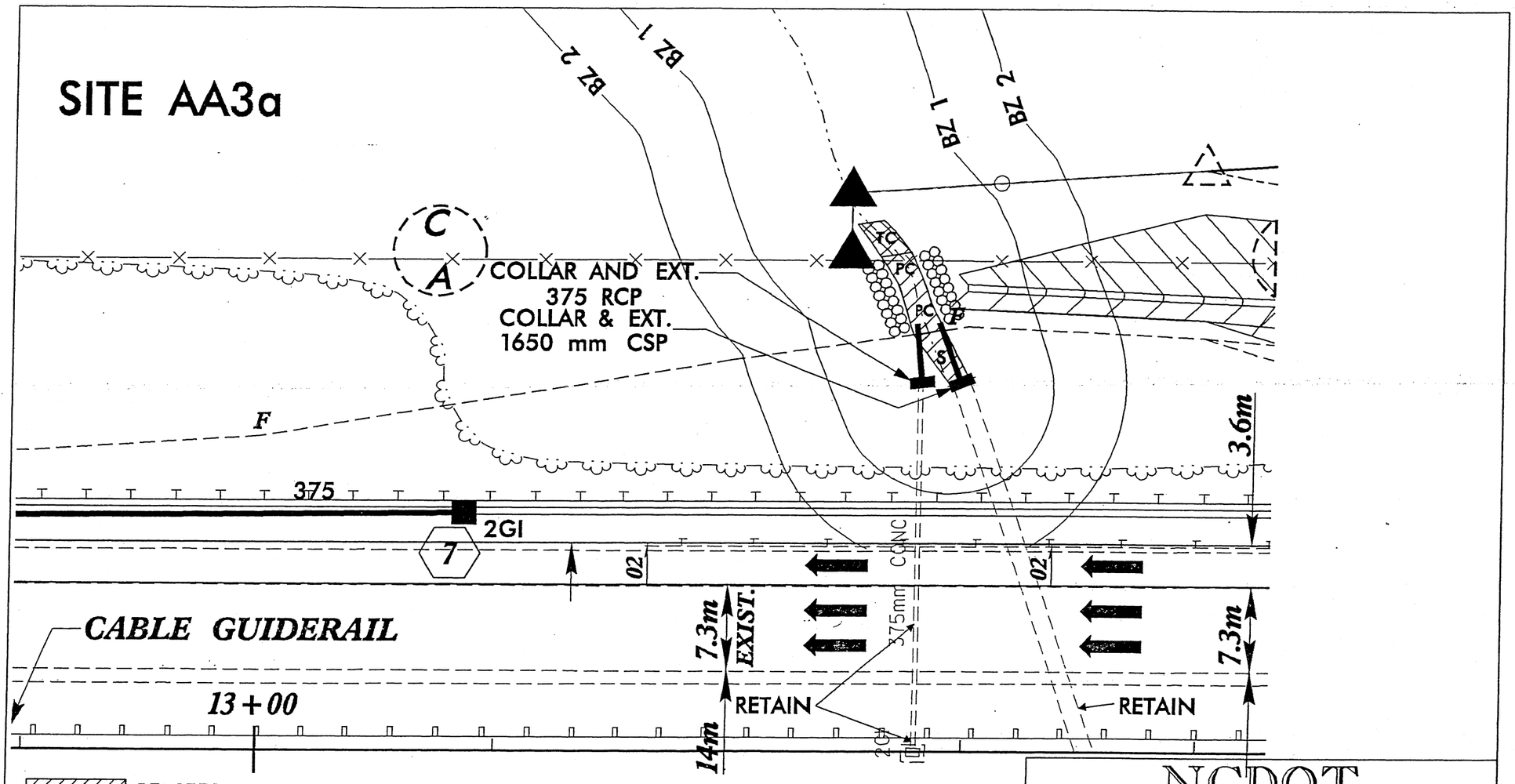
TRAFFIC DIAGRAM
2006 ADT
2025 ADT
CLAYTON BYPASS

-FLYLEREV-
PIs Sta 34+54.180
θs = 2°56'47.9"
Ls = 90.000
LT = 60.008
ST = 30.008

-FLYLEREV- STSta. 35+14.173 = -IIYI- POTSta. 16+68.075 (17.9m RT.)

NOTE:
(1) SEE SHEET 18 FOR -IIYI- PROFILE
(2) SEE SHEET 30 FOR -FLYLEREV- PROFILE

SITE AA3a



NCDOT

DIVISION OF HIGHWAYS

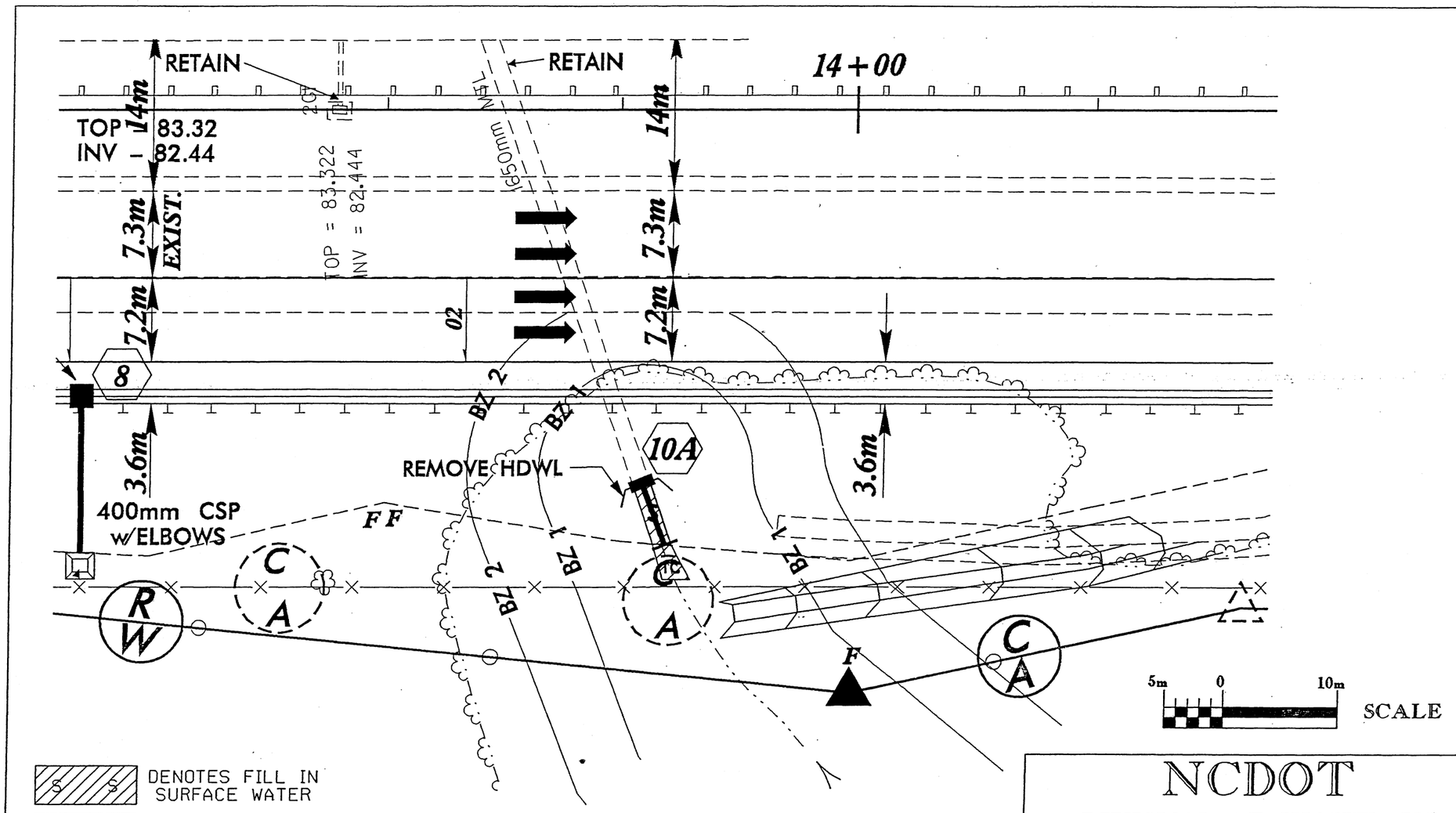
WAKE / JOHNSTON COUNTY

PROJECT: WBS - 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 13 OF 50 10/01/04



S S DENOTES FILL IN SURFACE WATER

F F DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

PC PC DENOTES CHANNEL IMPACT (PERM)

TC TC DENOTES CHANNEL IMPACTS (TEMP)

SITE AA3b

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS - 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 14 OF 50 10/01/04

5	0	5	10

METRIC

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	X-1

SITE AAlb

11+00.000

10+80.000

10+60.000

10+40.000

10+20.000

0.020

80.635

80.890

80.543

80.754

80.103

80.843

80.264

WETLANDS

VAR.

"QUANTITIES ARE APPROXIMATE ONLY. THE RESIDENT ENGINEER WILL RECROSS-SECTION THE WORK ACCURATELY WHEN THE PROJECT IS STAKED OUT. THESE CROSS-SECTION NOTES WILL BE USED IN COMPUTING THE FINAL QUANTITIES FOR WHICH THE CONTRACTOR WILL BE PAID."

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	X-2

5 0 5 10

METRIC

SITE AA2b

WETLANDS

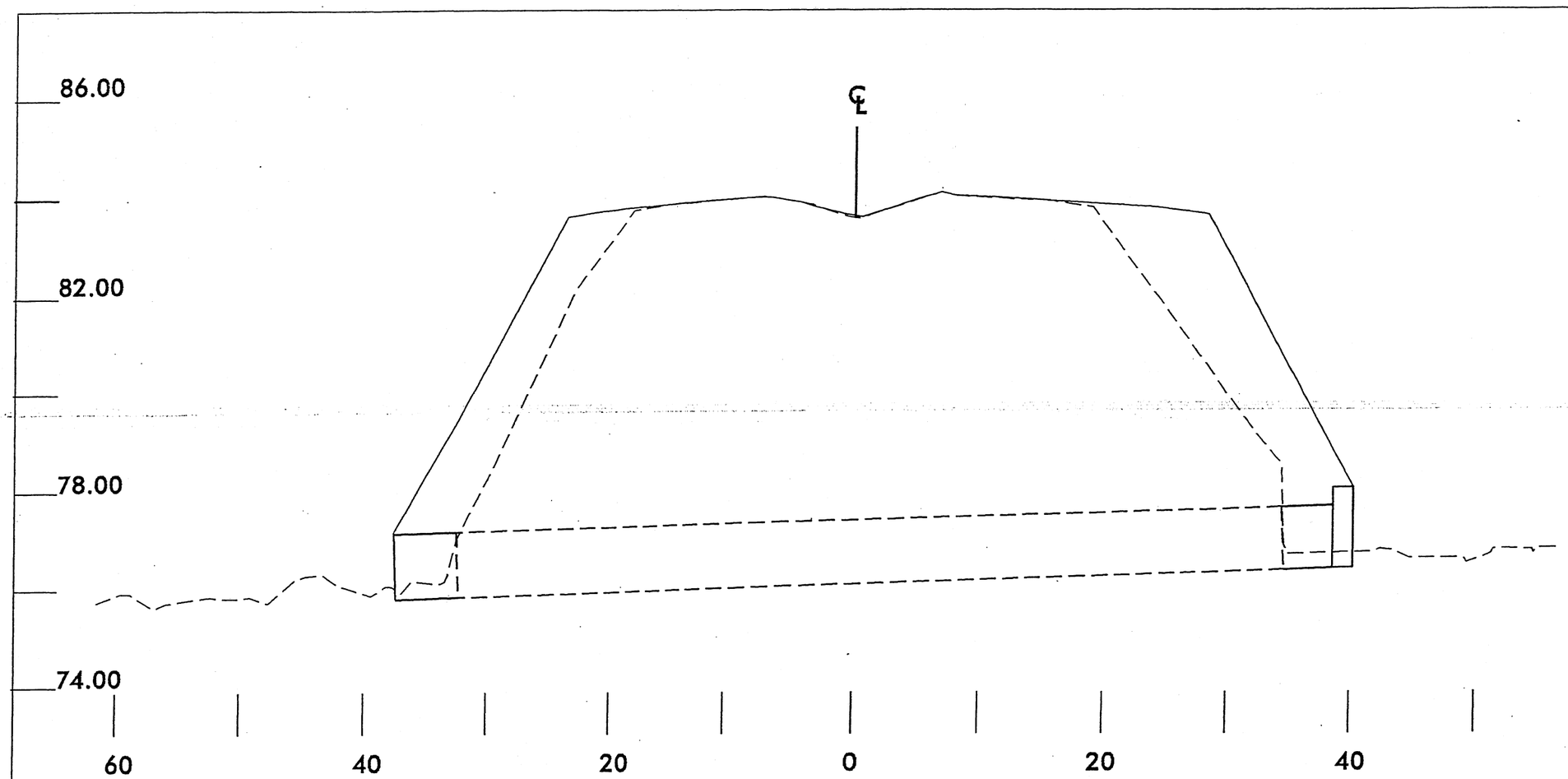
12+00.000

11+80.000

11+60.000

11+40.000

11+20.000



CROSS SECTION - Y1 STA 13+70
1650mm CSP

NCDOT
DIVISION OF HIGHWAYS
WAKE / JOHNSTON COUNTY
PROJECT: WBS - 34459.1.1 (R-2552AA)
US 70 CLAYTON BYPASS
I-40 TO EAST OF SR 1525

SHEET 15 OF 50 10/01/04

10/26/04

-IIY1- (WB)

★BM # BY1-102 EL 84.062
1.432m RT -IIY1- STA 14+32.772

SITE AA3

LEFT DITCH
RIGHT DITCH

METRIC

5 0 10

CONST.REV.

R/W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	19

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

★BM # BY1-103 EL 86.033
1.458m RT -IIY1- STA 16+96.298

BEGIN LT DITCH GRADE
STA 13+60.000 -IIY1-
EL = 76.000

-IIY1- CL

1660 CSP

END LT DITCH GRADE
STA 14+20.000 -IIY1-
EL = 77.500

NOTE:
SEE SHEET 5 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

★BM # BY1-102 EL 84.062
1.432m RT -IIY1- STA 14+32.772

-IIY1- (EB)

★BM # BY1-103 EL 86.033
1.458m RT -IIY1- STA 16+96.298

BEGIN RT DITCH GRADE
STA 14+05.000 -IIY1-
EL = 77.500

-IIY1- CL

1660 CSP

END RT DITCH GRADE
STA 14+20.000 -IIY1-
EL = 76.000

NOTE:
SEE SHEET 5 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

10-26-2004 08:33
jmdavis

TRAFFIC DIAGRAM

CLAYTON BYPASS

END CONSTRUCTION

END APPROACH SLAB

END BRIDGE

SITE AA4a

SITE AA5a

SITE AA4b

SITE AA5b

POND

WB

EB

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES REMOVAL OF EL IN DENOTES REMOVAL CLEARING

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

REVISIONS

TRAFFIC DIAGRAM

CLAXTON BYPASS

ROAD CONSTRUCTION

ROAD APPROACH SLAB

ROAD BRIDGE

BRIDGE CONSTRUCTION

FLYLEVEL

SITE AA4a

SITE AA4b

SITE AA5a

SITE AA5b

POND

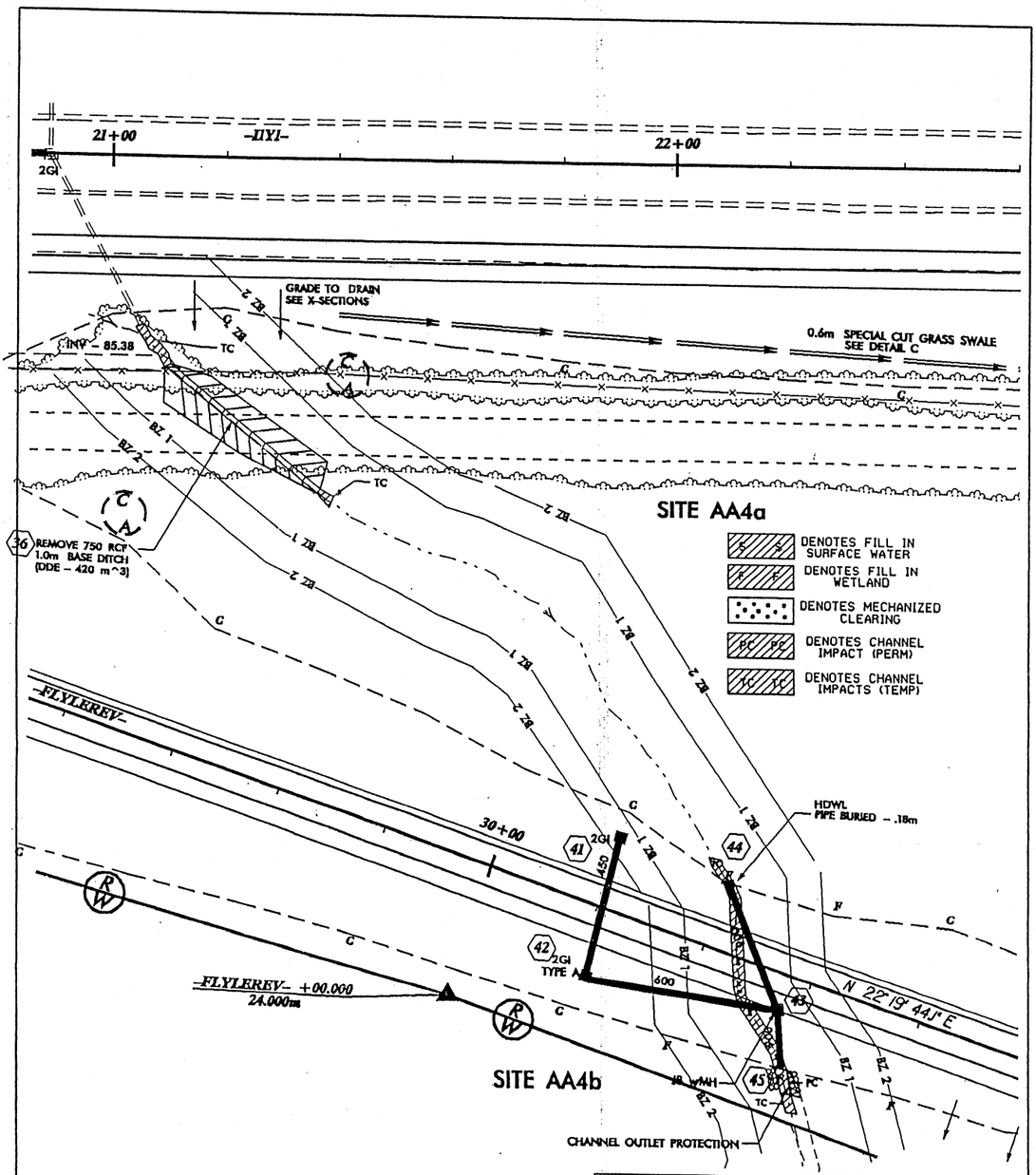
METRIC

PRELIMINARY PLANS

LOCATION

DESIGNED BY: DATE

CHECKED BY: DATE



SITES AA4a & AA4b

10m 0 20m SCALE

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

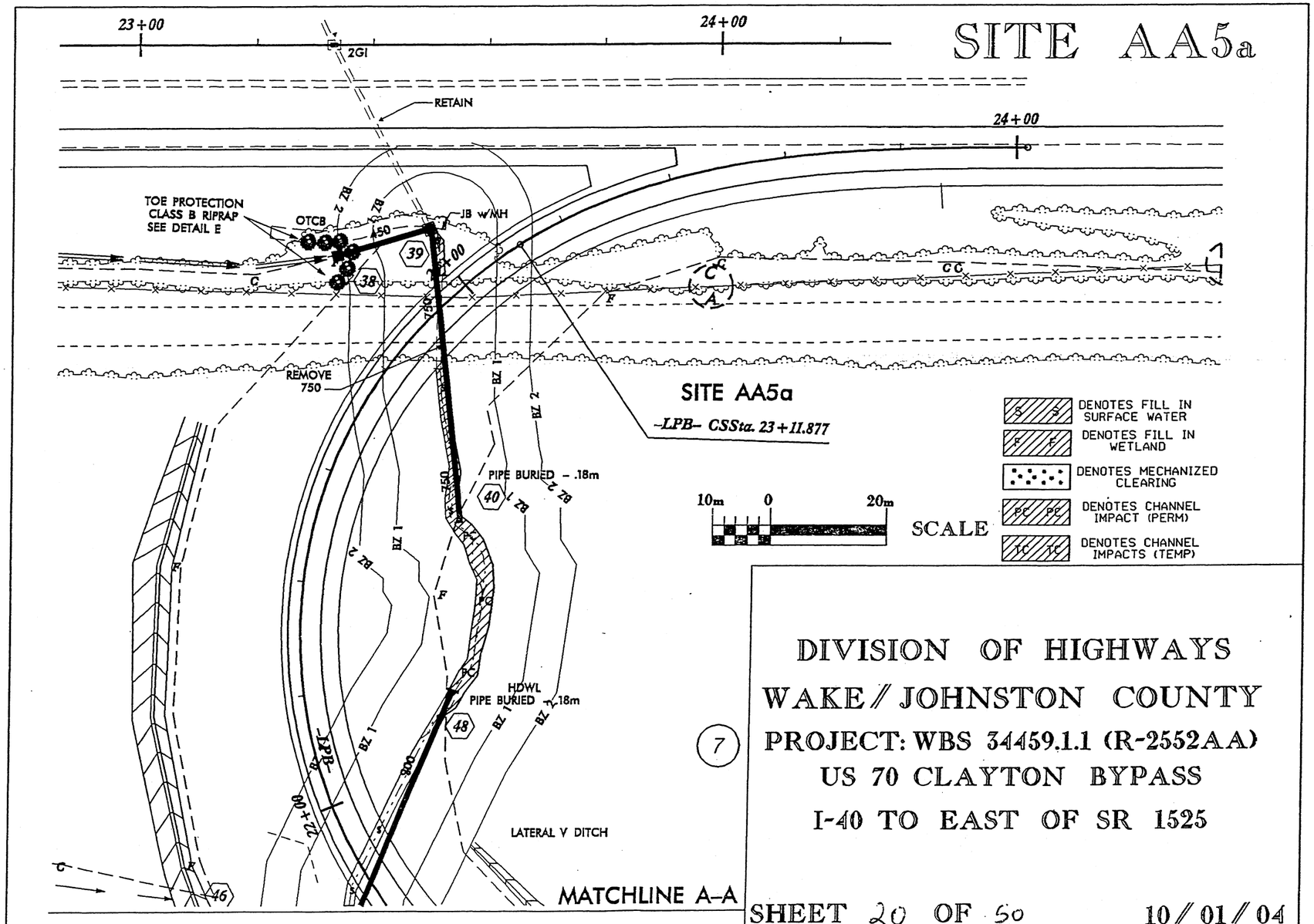
PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 19 OF 50 10 / 01 / 04

SITE AA5a



7

DIVISION OF HIGHWAYS

WAKE // JOHNSTON COUNTY

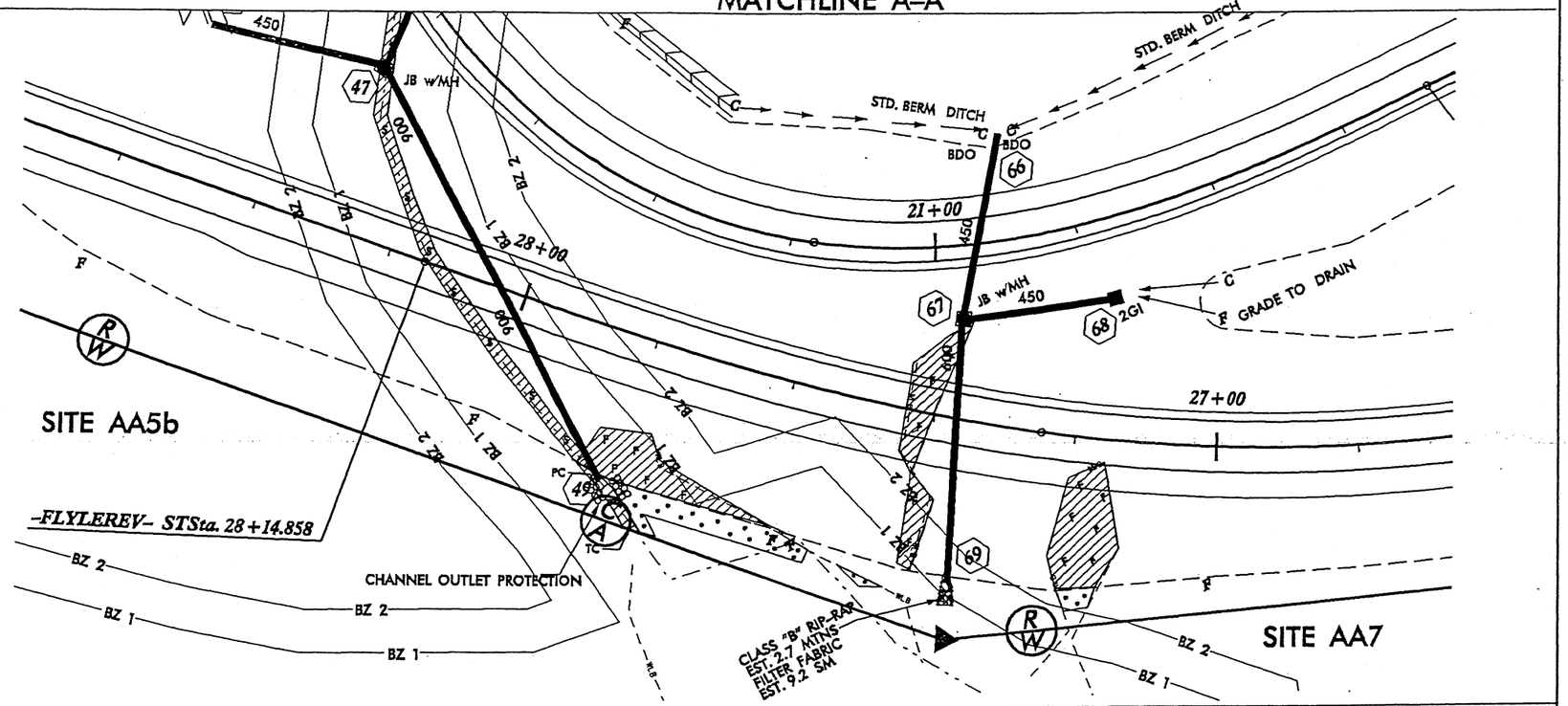
PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 20 OF 50 10 // 01 // 04

MATCHLINE A-A



SITES AA5b, AA6 & AA7

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

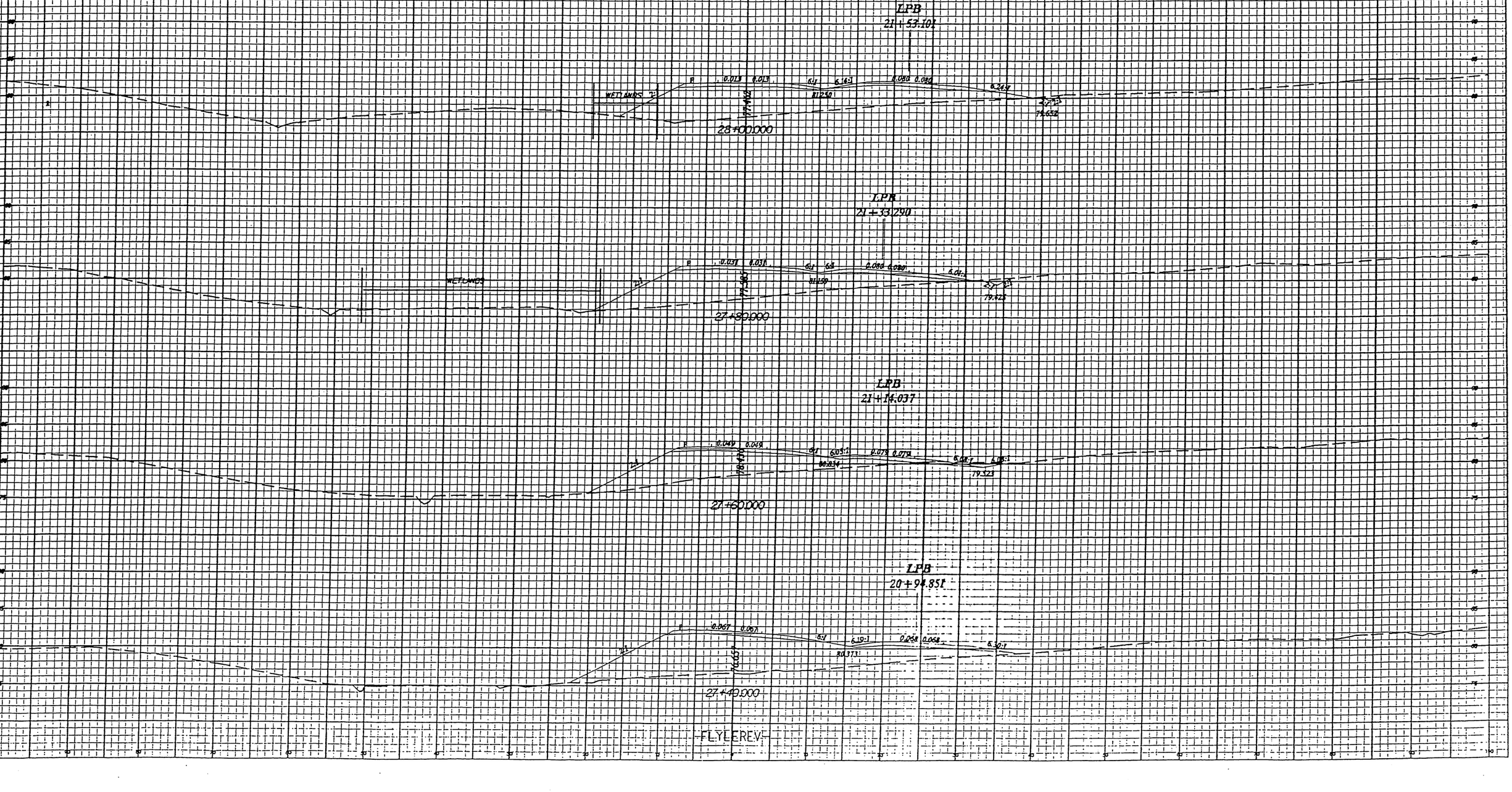
SHEET 21 OF 50 10/01/04

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	23

5 0 5 10

METRIC

SITE AA5b



RIGHT OF WAY REVISION 9/2/04

8/1/99

METRIC

PROJECT REFERENCE NO.	SHEET NO.
	23
R /W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

CONST.REV.

R /W REV.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

NAD 83

7

-YREV- +22.398
15.000m
(49.21')

-YREV- +28.000
21.000m (68.90'),
15.000m (49.21')

-YREV- +24.328
15.000m
(49.21')

TOE PROTECTION
CLASS B RIPRAP
EST. 40 MTNS
FILTER FABRIC
EST. 82 SM

CLASS "I" RIP-RAP
EST. 11.8 MTNS
FILTER FABRIC
EST. 25.1 SM

-YREV- +35.000
21.000m (68.90'),
15.000m (49.21')

PDE

PDE

1 ZB

2 ZB

15+00

-YREV-

14+00

13+00

S 34° 06' 21.9" W

S 22° 25' 32.7" W

NOTE: PIPE BURIED 0.20m

HDWL

SITE AA9

-YREV- +22.398
15.000m
(49.21')

-YREV- PCSta. 14+22.398

-YREV- +24.328
15.000m
(49.21')

-YREV- PTSta. 15+24.328

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

7

-YREV-
PI Sta 14+73.540
Δ = 11° 40' 49.2" (RT)
L = 101.930
T = 51.142
R = 500.000
S.E. = 0.03

S000M

7105

SYSTIME
USERNAME

RIGHT OF WAY REVISION 9/2/04

METRIC

PROJECT REFERENCE NO.	SHEET NO.
	24
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

NAD 83

-YREV- +22.398
15.000m
(49.21')

-YREV- +28.000
21.000m (68.90'),
15.000m (49.21')

-YREV- +24.328
15.000m
(49.21')

TOE PROTECTION
CLASS B RIPRAP
EST. 40 MTNS
FILTER FABRIC
EST. 82 SM

CLASS "I" RIP-RAP
EST. 11.8 MTNS
FILTER FABRIC
EST. 26.1 SM

-YREV- +35.000
21.000m (68.90'),
15.000m (49.21')

PDE

15+00

-YREV-

14+00

13+00

S 22° 25' 32.7" W

S 34° 06' 21.9" W

1.050

NOTE: PIPE BURIED 0.20m

HDWL

SITE AA9

-YREV- +24.328
15.000m
(49.21')

-YREV- PTSta. 15+24.328

-YREV- +22.398
15.000m
(49.21')

-YREV- PCSta. 14+22.398

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

-YREV-
PI Sta 14+73.540
Δ = 11° 40' 49.2" (RT)
L = 101.930
T = 51.142
R = 500.000
S.E. = 0.03

500M

705

REVISIONS

RIGHT OF WAY REVISION 9/29/04

METRIC

PRELIMINARY PLANS

TRAFFIC DIAGRAM

3485 ADT
3825 ADT
in Design

CLAYTON BYPASS

SITE AA6

SITE AA8

SITE AA7

SITE AA10a

SITE AA10b

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES HAND CLEARING

DENOTES CHANNEL IMPACTS PERM

DENOTES CHANNEL IMPACTS TEMP

LOCATION

DRAWN BY: DATE

CHECKED BY: DATE

REVISIONS

RIGHT OF WAY REVISED 9/3/01

METRIC

PRELIMINARY PLANS

TRAFFIC DIAGRAM

3665 ADT
25% ADT
T TRUCKS

CLAYTON BYPASS

SITE AA6

SITE AA7

SITE AA8

SITE AA10a

SITE AA10b

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES HAND CLEARING

DENOTES CHANNEL IMPACT (PERM)

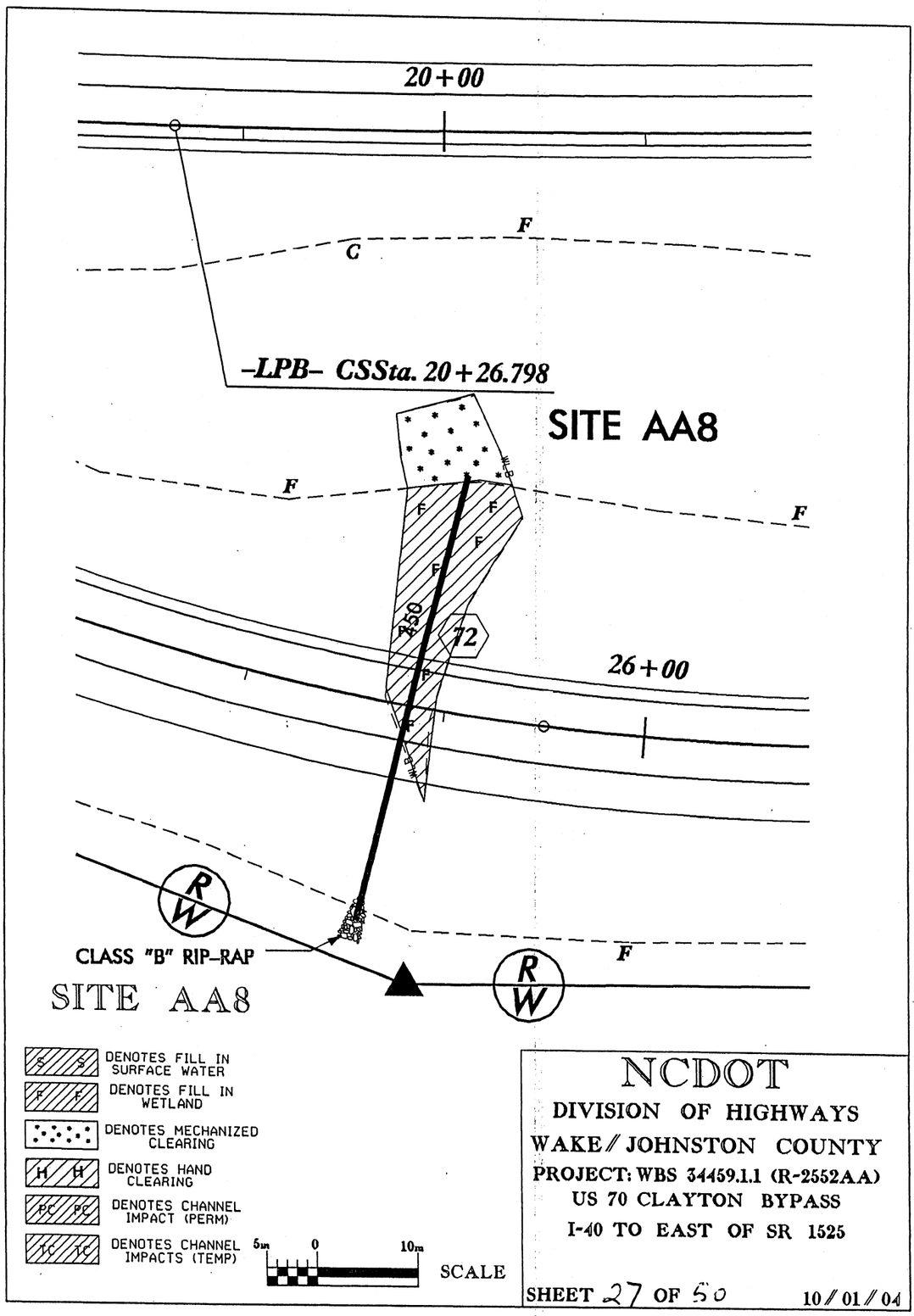
DENOTES CHANNEL IMPACTS (TEMP)

LOCATION

BY REG. COUNTY

RECOMMEND BY: DATE

APPROVED BY: DATE



NCDOT

DIVISION OF HIGHWAYS

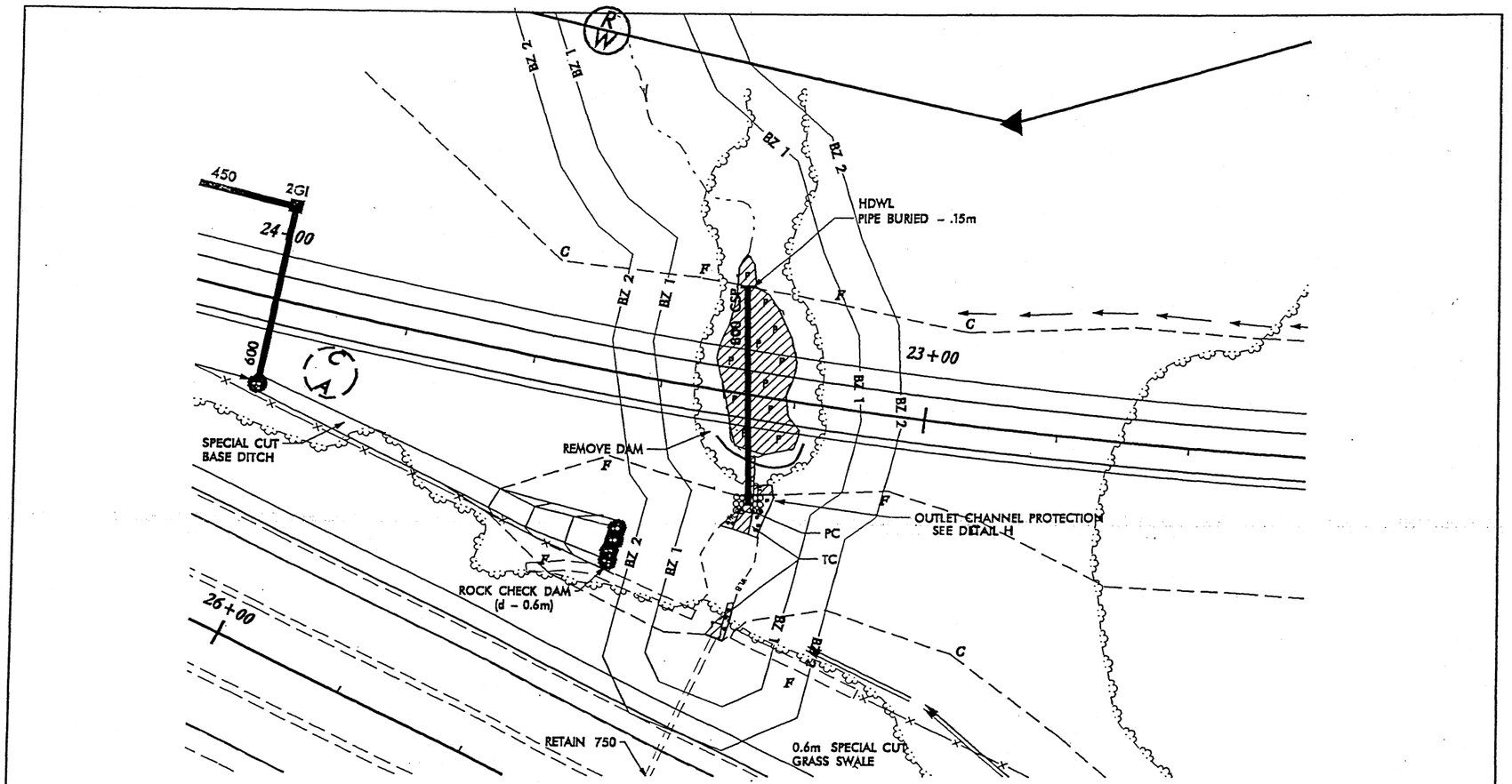
WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 27 OF 50 10 / 01 / 04



SITE AA10a

- S S — DENOTES FILL IN SURFACE WATER
- F F — DENOTES FILL IN WETLAND
- DENOTES MECHANIZED CLEARING
- H — DENOTES HAND CLEARING
- PC PC — DENOTES CHANNEL IMPACT (PERM)
- TC TC — DENOTES CHANNEL IMPACTS (TEMP)

10m 0 20m SCALE

NCDOT

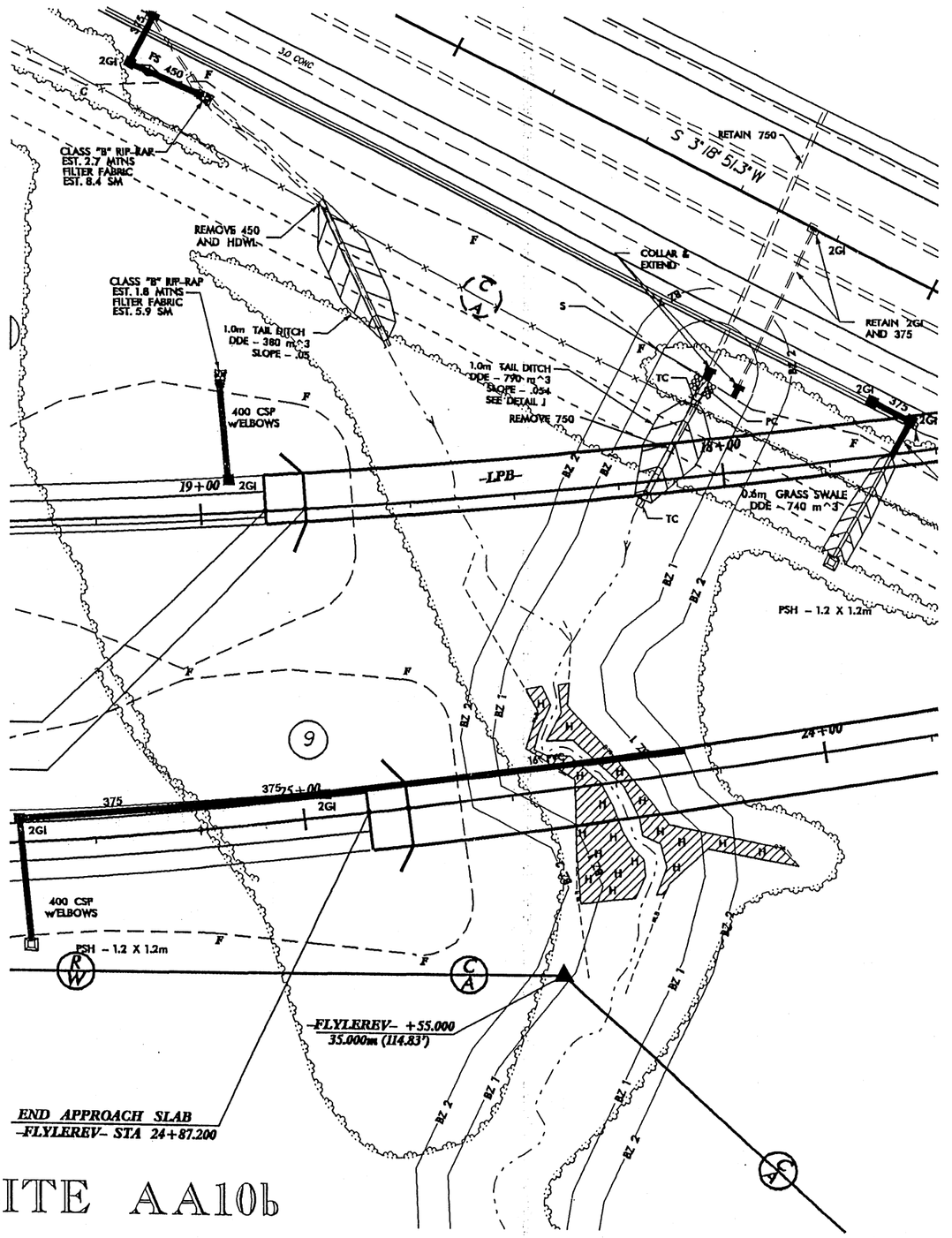
DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

SHEET 28 OF 50 10 / 01 / 04



SITE AA10b

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES HAND CLEARING

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

10m 0 20m SCALE

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

SHEET 29 OF 50 10 / 01 / 04

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	30

5 0 5 10

METRIC

SITE AA8

LPB
20+06.486

26+40.000

LPB
19+90.989

26+20.000

LPB
19+75.774

26+00.000

LPB
19+59.891

25+80.000

WETLANDS

FLYLEREV

01/25/38
28-SEP-2004 09:38
$USER
$DEVICE
$FILE
flylerev.dgn

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	X-16

5 0 5 10

METRIC

SITE AA10a

FLYLWREV
23+00.080

FLYLWREV
23+21.161

FLYLWREV
23+42.100

FLYLWREV
23+62.909

WETLANDS

27+00.000

26+80.000

26+60.000

26+40.000

26+20.000

D.P. 84.276

D.P. 84.374

D.P. 84.409

D.P. 84.493

D.P. 84.560

-L1Y1-

REVISIONS
RIGHT OF WAY REVISION 9/2/04

DENOTES FILL IN SURFACE WATER
DENOTES FILL IN WETLAND
DENOTES MECHANIZED CLEARING
DENOTES CHANNEL IMPACT (PERM)
DENOTES CHANNEL IMPACTS (TEMP)

SITE AA11a
SITE AA11b
SITE AA11c

TRAFFIC DIAGRAM
I-40
2006 ADT 5931 (DUAL)
2006 ADT 2200
1500
CLAYTON BYPASS
NC 210
SR 1307
SR 1308

METRIC
PRELIMINARY PLANS
NOT FOR CONSTRUCTION

CONSTRUCTION
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
PROJECT REFERENCE NO.
FHWA NO.

LOCATION:
TIP NO.
COUNTY:
DRAWN BY:
DATE:
CHECKED BY:
DATE:

REVISIONS
RIGHT OF WAY REVISION 9/3/04

METRIC

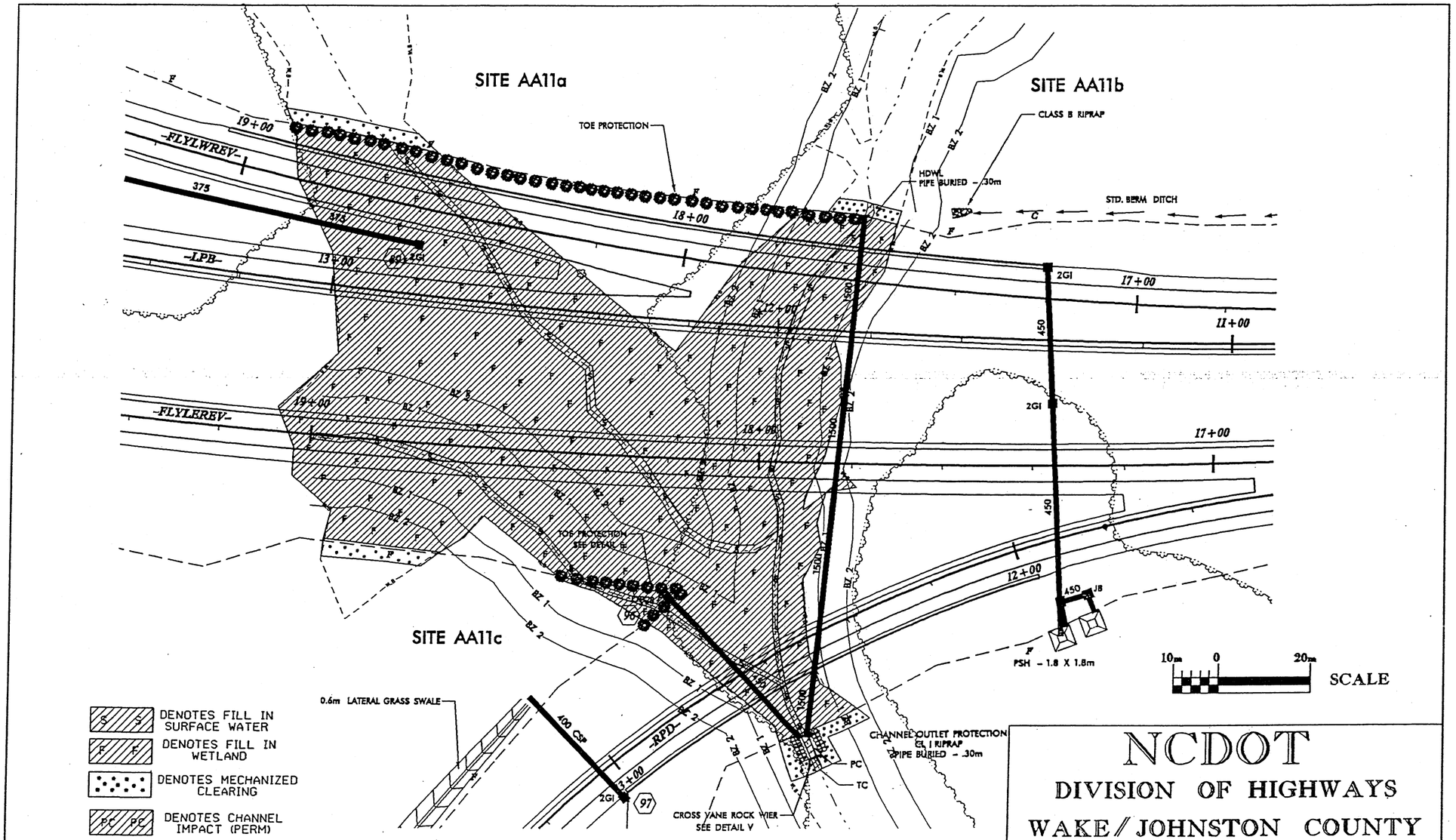
PRELIMINARY PLANS
NOT FOR CONSTRUCTION

DENOTES FILL IN SURFACE WATER
DENOTES FILL IN WETLAND
DENOTES MECHANIZED CLEARING
DENOTES CHANNEL IMPACT (PERM)
DENOTES CHANNEL IMPACTS (TEMP)

SITE AA11a
SITE AA11b
SITE AA11c

TRAFFIC DIAGRAM
I-90
CLAYTON RITTALS

LOCATION
TIP NO.: COUNTY:
DESIGNED BY: DATE:
CHECKED BY: DATE:



SITE AA11a , AA11b & AA11c

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 33 OF 50 10 / 01 / 04

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	34

5 0 5 10

METRIC

SITE AA11 (a & b)

LPB
13+20.891

FLYLWREV
18+98.940

0.030 0.030 6:1 8:1 0.0300.030 6:1 6.04:1 0.050 0.050 2.0%

19+20.000

LPB
13+01.246

FLYLWREV
18+79.327

WETLANDS 4:1 0.030 0.030 8:1 0.0300.030 6:1 6.04:1 0.050 0.050 2.0% WETLANDS WETLANDS

19+00.000

END 187+ RT

LPB
12+81.593

FLYLWREV
18+59.709

WETLANDS 4:1 0.030 0.030 8:1 0.0300.030 6:1 6.04:1 0.050 0.050 2.0% WETLANDS

18+80.000

LPB
12+61.933

FLYLWREV
18+40.081

WETLANDS 4:1 0.030 0.030 8:1 0.0300.030 6:1 6.03:1 0.050 0.050 2.0% WETLANDS

18+60.000

FLYLEREV

20-SEP-2004 15:01
jmcginnis
...\flylerev.dgn

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	35

5 0 5 10

METRIC

SITE AA11 (a & b)

LPB
12+42.265

FLYLWREV
18+20.437

WETLANDS

0.030 0.030

6:1

8:1

0.0300.030

0.050 0.050

2:1

18+40.000

LPB
12+22.590

FLYLWREV
18+00.823

18+20.000

LPB
12+02.908

FLYLWREV
17+81.185

18+00.000

RPD
12+10.456

0.050 0.080

6.57:1

2.56:1

LPB
11+83.218

FLYLWREV
17+61.543

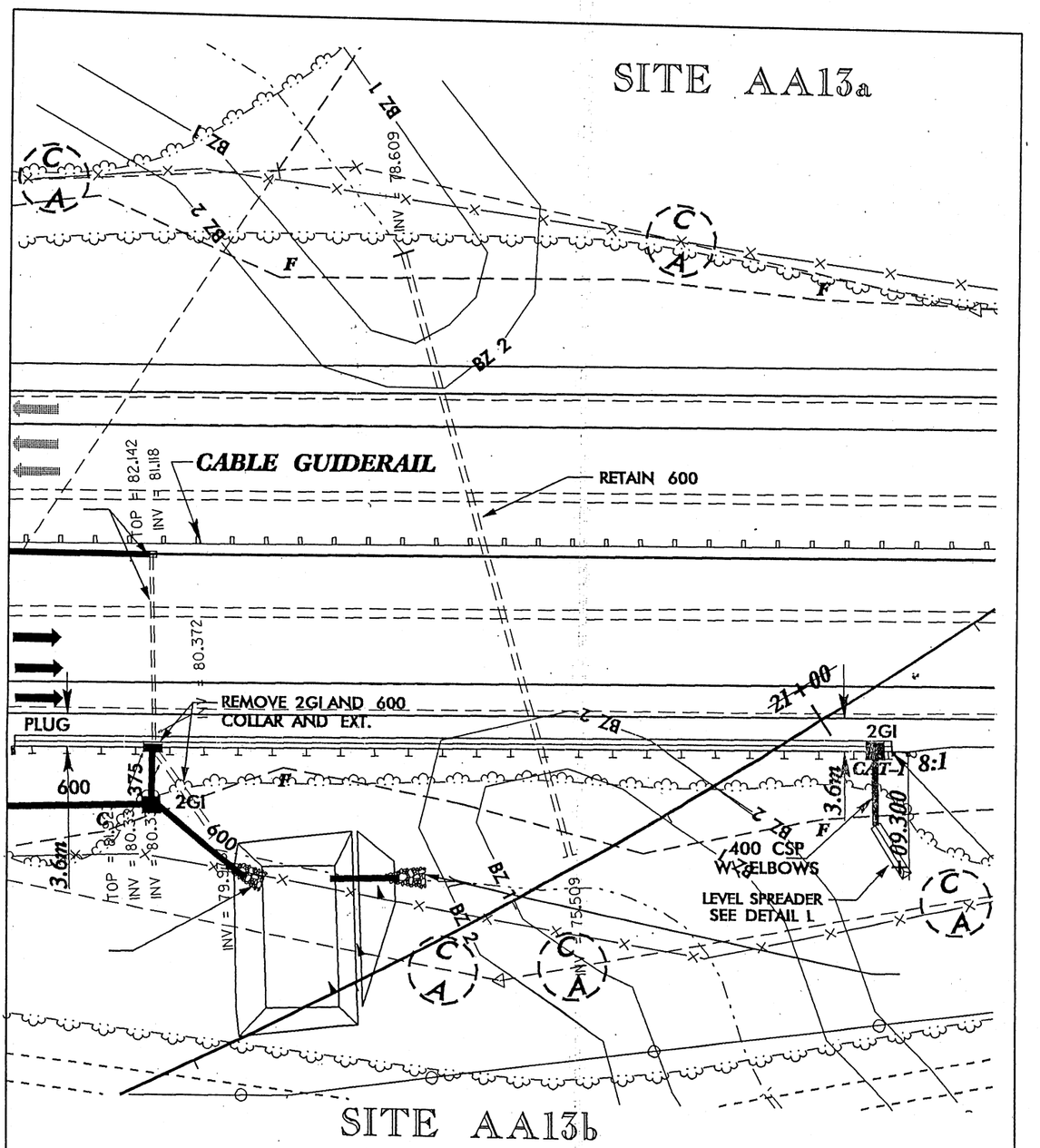
80.557

17+80.000

FLYLEREV

10/25/38

28-SEP-2004 15:01
N:\Projects\Rdwys\flylerev.dgn
Projects



NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

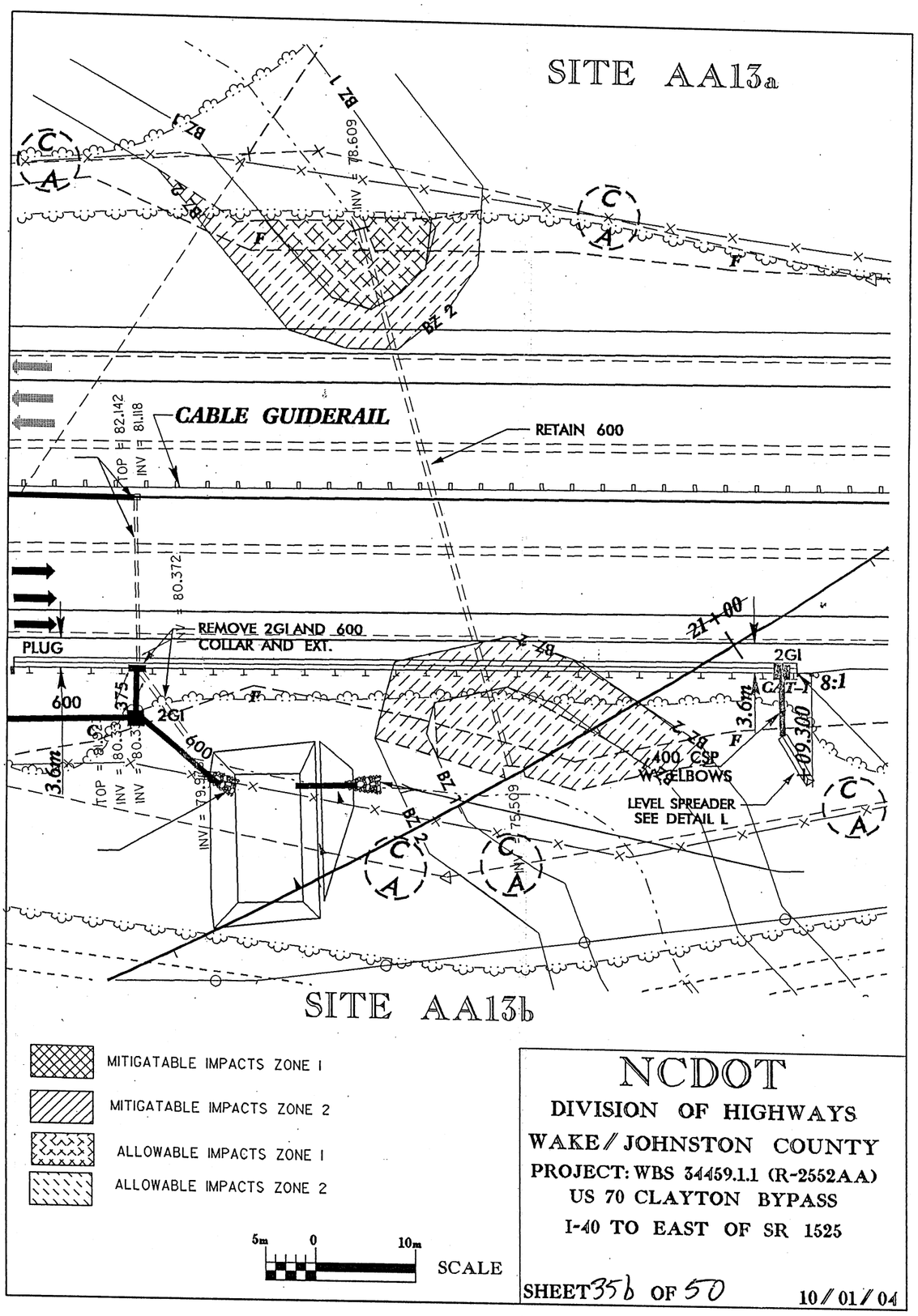
PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 35A OF 50

10/01/04



NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 35b OF 50

10 / 01 / 04

REVISIONS
RIGHT OF WAY REVISION 9/21/04

METRIC

PRELIMINARY PLANS

-LREV- PTSta. 18+99.765 BK =
-L- PTSta. 18+99.765 AH

SITE AA14

TEMP WORK BRIDGE
DENOTES FILL IN WETLAND
DENOTES HAND CLEARING

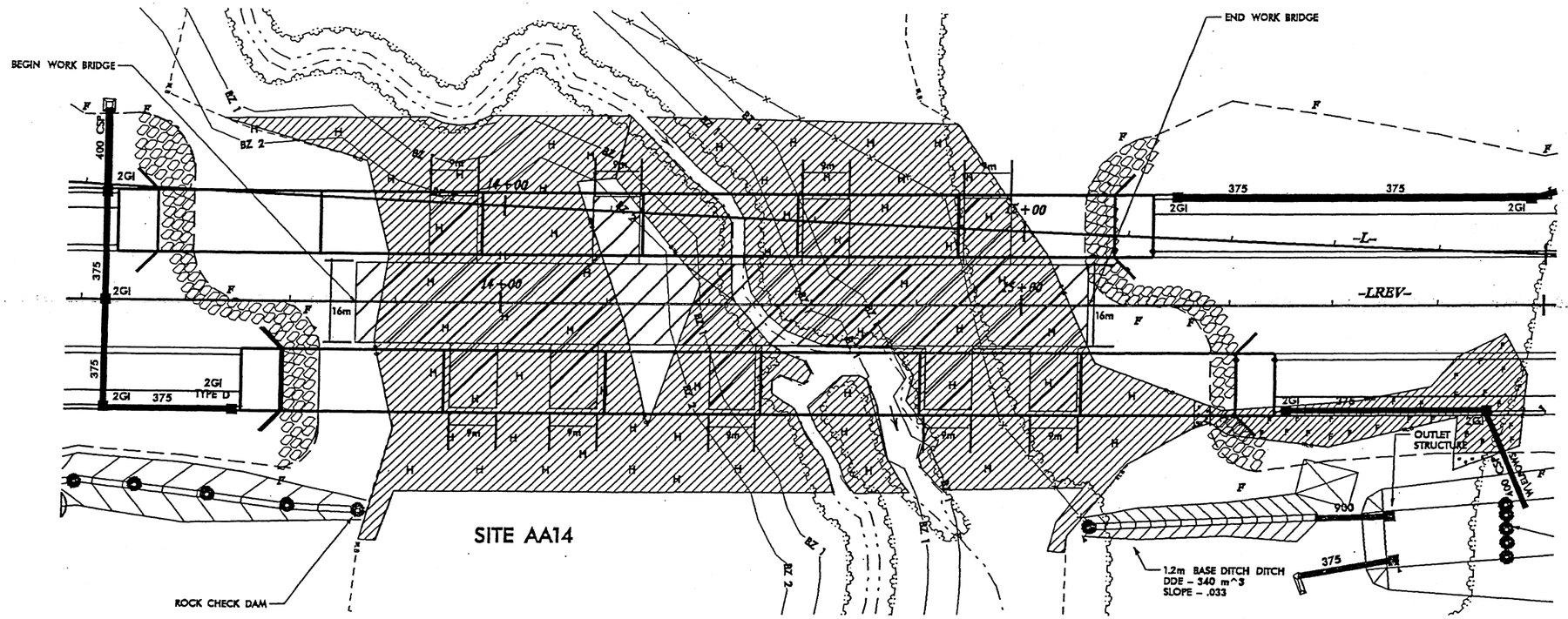
LOCATION:
DESIGNED BY: DATE:
CHECKED BY: DATE:

SITE AA14

-LREV- PTSta. 18+99.765 BK =
-L- PTSta. 18+99.765 AH

TEMP WORK BRIDGE
DENOTES FILL IN WETLAND
DENOTES HAND CLEARING

PRELIMINARY PLANS



SITE AA14

TEMP WORK BRIDGE

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES HAND CLEARING IN WETLANDS

DENOTES MECHANIZED CLEARING IN WETLANDS

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

10m 0 20m SCALE

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2551AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 37 OF 50 10 / 01 / 04

10/26/98

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

LEFT DITCH — · — · —

RIGHT DITCH - - - - - -

-LREV-

EASTBOUND

★BM # BL-712 EL 70.991
37.304m LT -LREV- STA 11+17.511

★BM # BL-713 EL 68.144
28.596m LT -LREV- STA 12+23.597

★BM # BL-714 EL 62.956
25.439m LT -LREV- STA 13+64.775

BEGIN GRADE -LREV-
STA 11+04.621 EL = 71.060

-4.309%

BEGIN RT DITCH GRADE
STA 12+82.000 -LREV-
EL = 66.860

-4.309%

BEGIN RT DITCH GRADE
STA 13+74.000 -LREV-
EL = 61.206

LOW SIDE w/SUPERELEVATION DROP

NOTE:
SEE SHEET 9 & 10 FOR -LREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # BL-715 EL 62.894
26.127m LT -LREV- STA 14+93.234

★BM # BL-716 EL 74.038
10.687m LT -LREV- STA 16+90.232

★BM # BL-717 EL 77.036
7.481m LT -LREV- STA 17+81.546

PI = 17+00.000
EL = 68.624 m
VC = 300 m
K = 122

-LREV-

-4.309%

-4.309%

+2.043%

BEGIN RT DITCH GRADE
STA 15+11.000 -LREV-
EL = 62.000

END RT DITCH GRADE
STA 15+31.009 -LREV-
EL = 63.500

NOTE:
SEE SHEET 10 FOR -LREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

28-SEP-2004 6:45
jmartin M:\Projects\r2552aa\plans\r2552aapf1

METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R-2552AA	
CONST.REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
R/W REV.	INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

-LREV-

WESTBOUND

★BM # BL-712 EL 70.991
37.304m LT -LREV- STA 11+17.511

★BM # BL-713 EL 68.144
28.596m LT -LREV- STA 12+23.597

★BM # BL-714 EL 62.956
25.439m LT -LREV- STA 13+64.775

LEFT DITCH — - - - —

RIGHT DITCH - - - - - - - -

BEGIN GRADE -LREV-
STA 11+04.621 EC = 71.060

-0.489%

BEGIN RT DITCH GRADE
STA 12+62.000 -LREV-
EL = 66.868

4' CLASS RIPRAP

LOW STEEL ELEVATION DROP
BEGIN RT DITCH GRADE
STA 13+74.000 -LREV-
EL = 61.200

NOTE:
SEE SHEET 9 & 10 FOR -LREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # BL-715 EL 62.894
26.127m LT -LREV- STA 14+93.234

★BM # BL-716 EL 74.038
10.687m LT -LREV- STA 16+90.232

★BM # BL-717 EL 77.036
7.481m LT -LREV- STA 17+81.546

-LREV-

PI = 17+00.000
EL = 68.624 m
VC = 300 m
K = 122

-0.489%

+2.043%

CLASS RIPRAP

-0.560%

END RT DITCH GRADE
STA 15+37.000 -LREV-
EL = 63.506

BEGIN RT DITCH GRADE
STA 15+17.000 -LREV-
EL = 62.000

NOTE:
SEE SHEET 10 FOR -LREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

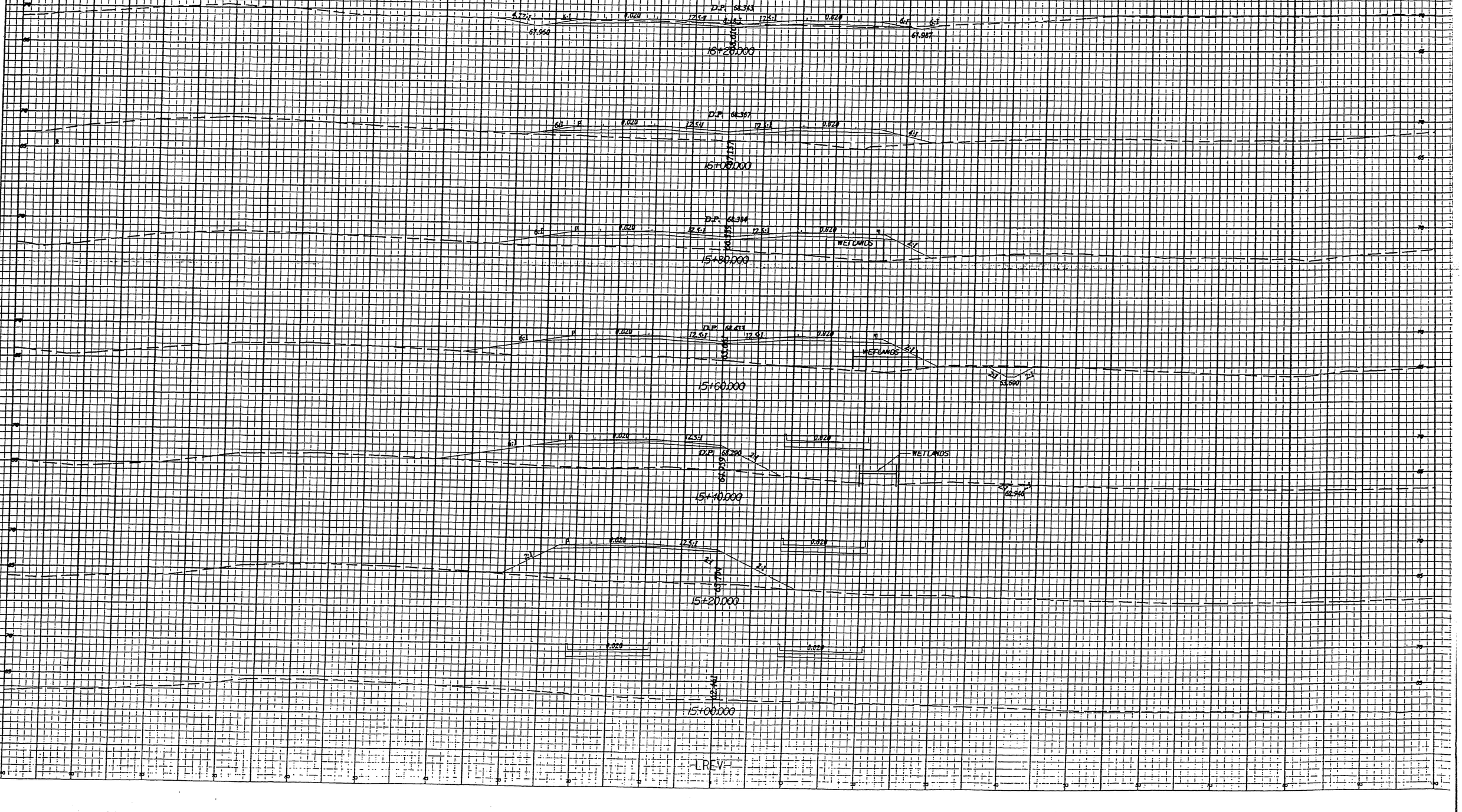
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28-SEP-2004 15:53
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SITE 14

5 0 5 10

METRIC

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	X-62



REVISIONS
RIGHT OF WAY REVISED 9/3/04

METRIC

CONSTRN.

R/W REV.

PROJECT REFERENCE NO. | SHEET NO.

STATE OF NORTH CAROLINA

EDWARD DANIELS ENGINEER | HYDRAULICS ENGINEER

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

TRAFFIC DIAGRAM

2006 ADT
2025 ADT
K FACTOR

CLAYTON BYPASS

SITE AA12

SITE AA13a

SITE AA13b

SITE AA19

B. T. HENDERSON ILL ET AL

-WB-

-EB-

-RPD-

-RPD- CL Sta. 14+78.432

-RPD- CL Sta. 14+61.719

-RPD- POT Sta. 14+61.719

-RPD- POT Sta. 11+66.825

-RPD- CL Sta. 11+78.432

-RPD- CL Sta. 11+61.719

-RPD- POT Sta. 11

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

SITE AA15a

SITE AA15b

SITE AA16

SITE AA17

SITE AA18a

SITE AA18b

PRELIMINARY PLANS

NOTES:
(1) SEE SHEETS 37 & 38 FOR -L- PROFILE
(2) SEE SHEETS 39 & 40 FOR -Y2B- PROFILE
(3) SEE SHEET 39 FOR -DR3- PROFILE
(4) SEE CROSS SECTIONS AND ROADWAY TRANSECTS FOR PROPOSED FILL SLOPES, DITCHES FOR ENERGY DISSIPATOR GRADING

DENOTES FILL IN SURFACE WATER (POND)

SITE AA18a

BRIDGE CONSTRUCTION
-Y/- STA. 12+58.000

BRIDGE APPROACH ST.LB
-Y/- STA. 14+83.000

BRIDGE BRIDGE
-Y/- STA. 13+11.000

TCE TO REMAIN IN FORCE THROUGH B-25124A AND B-25124B

END BRIDGE
-Y/- STA. 14+13.000

END APPROACH ST.LB
-Y/- STA. 14+17.000

END CONSTRUCTION
-Y/- STA. 16+58.000

S 85°03'54.8" E

S 79°39'32.8" E

WILLIE C. MCAVOY — (32)
WILLIE C. MCAVOY — (33)
JANE A. CUNNINGHAM — (34)

METRIC

PRELIMINARY PLANS

-Y2B-
PI Sta. 12+12.826
Δ = 14°47'29" (LT)
D = 7.000
R = 819.000
T = 106.000
L = 211.000
RA = S'S

-Y3DIST-
PI Sta. 12+49.826 | PI Sta. 13+12.826 | PI Sta. 13+49.826 | PI Sta. 14+12.826
Δ = 16°18'33" (RT) | Δ = 16°18'33" (LT) | Δ = 16°18'33" (LT) | Δ = 16°18'33" (RT)
D = 2°00'00" | D = 2°00'00" | D = 2°00'00" | D = 2°00'00"
T = 143.76 | T = 143.76 | T = 143.76 | T = 143.76
L = 285.52 | L = 285.52 | L = 285.52 | L = 285.52
R = 2500.00 | R = 2500.00 | R = 2500.00 | R = 2500.00

SITE AA15a

SITE AA15b

SITE AA16

SITE AA17

SITE AA18a

SITE AA18b

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES MECHANIZED CLEARING

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

NOTES:
(1) SEE SHEETS 37 & 38 FOR -L- PROFILE
(2) SEE SHEETS 40 & 41 FOR -Y18- PROFILE
(3) SEE SHEET 39 FOR -SR2- PROFILE
(4) SEE CROSS-SECTIONS AND ROADWAY TEMPLATES FOR DETAILS ON SLOPES, DITCHES FROM EMBANKMENT MEDIAN GRADING

PRELIMINARY PLANS
NOT TO BE USED FOR CONSTRUCTION

REVISIONS
RIGHT OF WAY REVISION 9/3/04

METRIC

PRELIMINARY PLANS

DENOTES FILL IN SURFACE WATER (POND)

SITE AA18a

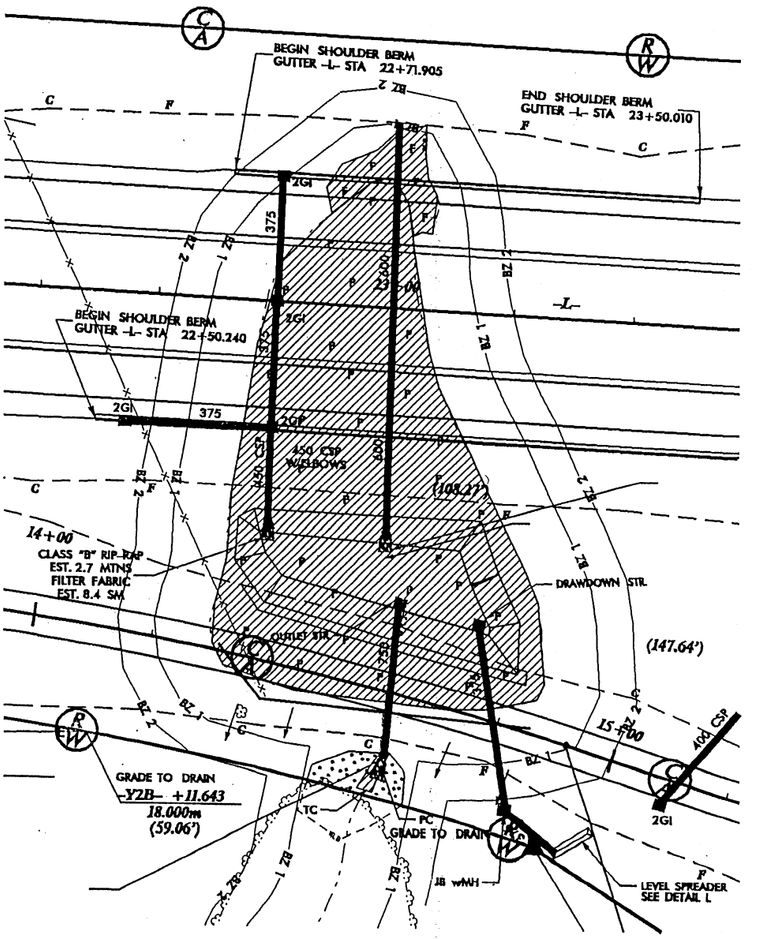
KADD 25

WILLIE C. MCRAE

JOHN A. CUNNINGHAM

-Y12- R/W
-Y12- PT Sta. 13+79.117
-Y= POT Sta. 14+18.298
-Y12- PT Sta. 13+63.369
-Y12- POT Sta. 13+47.111
-Y12- POT Sta. 12+29.999
-Y12- POT Sta. 11+94.999
-Y12- POT Sta. 11+78.740
-Y12- PC
-Y12- PT Sta. 14+78.364
-Y= POT Sta. 14+47.231
-Y= POT Sta. 14+61.111
-Y12- POT Sta. 14+77.111
-Y12- POT Sta. 15+17.111
-Y12- POT Sta. 15+47.111
-Y12- POT Sta. 15+77.111
-Y12- POT Sta. 16+17.111
-Y12- POT Sta. 16+47.111
-Y12- POT Sta. 16+77.111
-Y12- POT Sta. 17+17.111
-Y12- POT Sta. 17+47.111
-Y12- POT Sta.

SITE AA16



SITE AA16

DENOTES FILL IN SURFACE WATER

DENOTES FILL IN WETLAND

DENOTES FILL IN SURFACE WATER (POND)

DENOTES MECHANIZED CLEARING IN WETLANDS

DENOTES CHANNEL IMPACT (PERM)

DENOTES CHANNEL IMPACTS (TEMP)

10m 0 20m SCALE

NCDOT

DIVISION OF HIGHWAYS

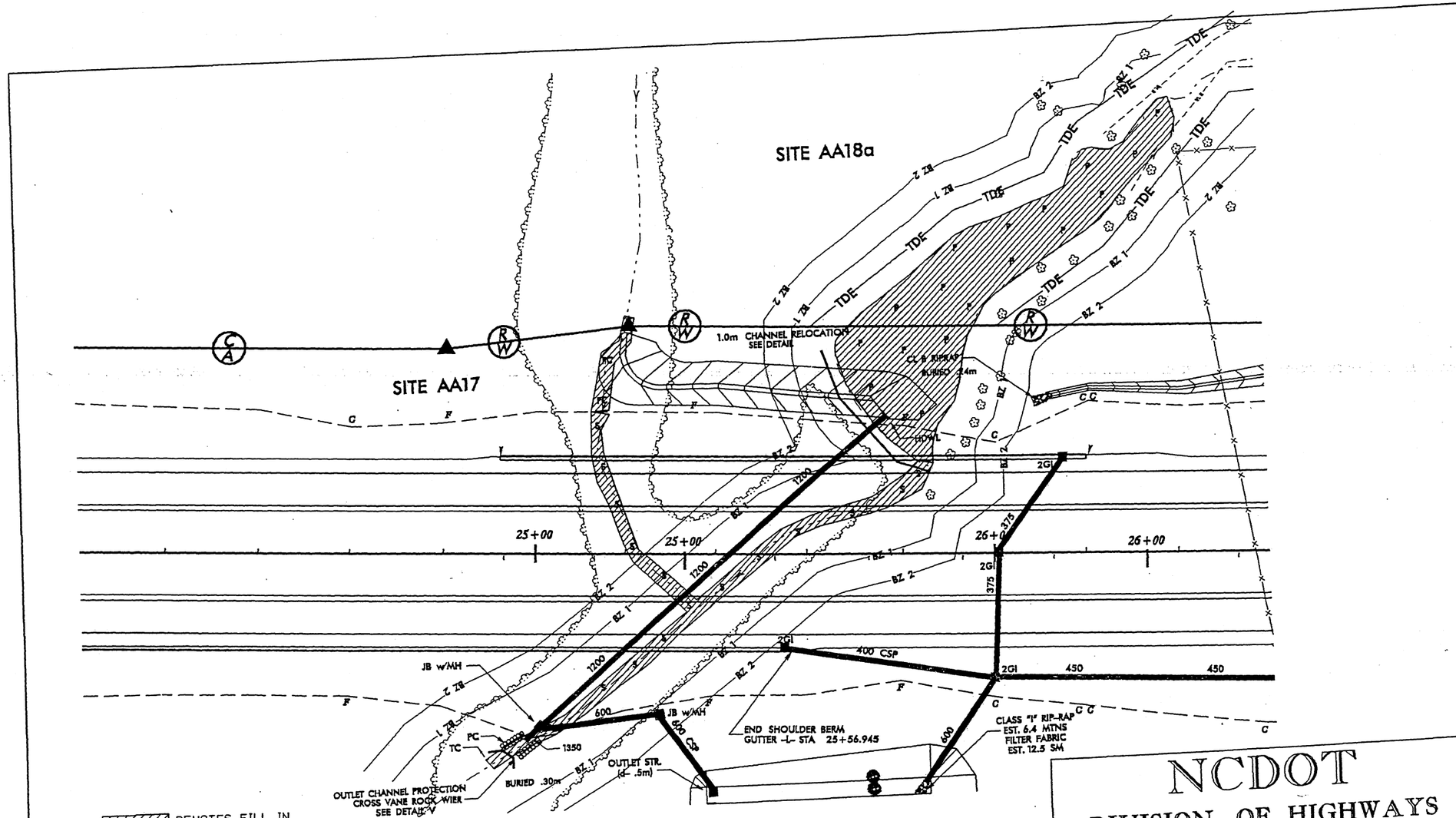
WAKE / JOHNSTON COUNTY

PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 75 OF 80 10 / 01 / 04



SITE AA17 & AA18a

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

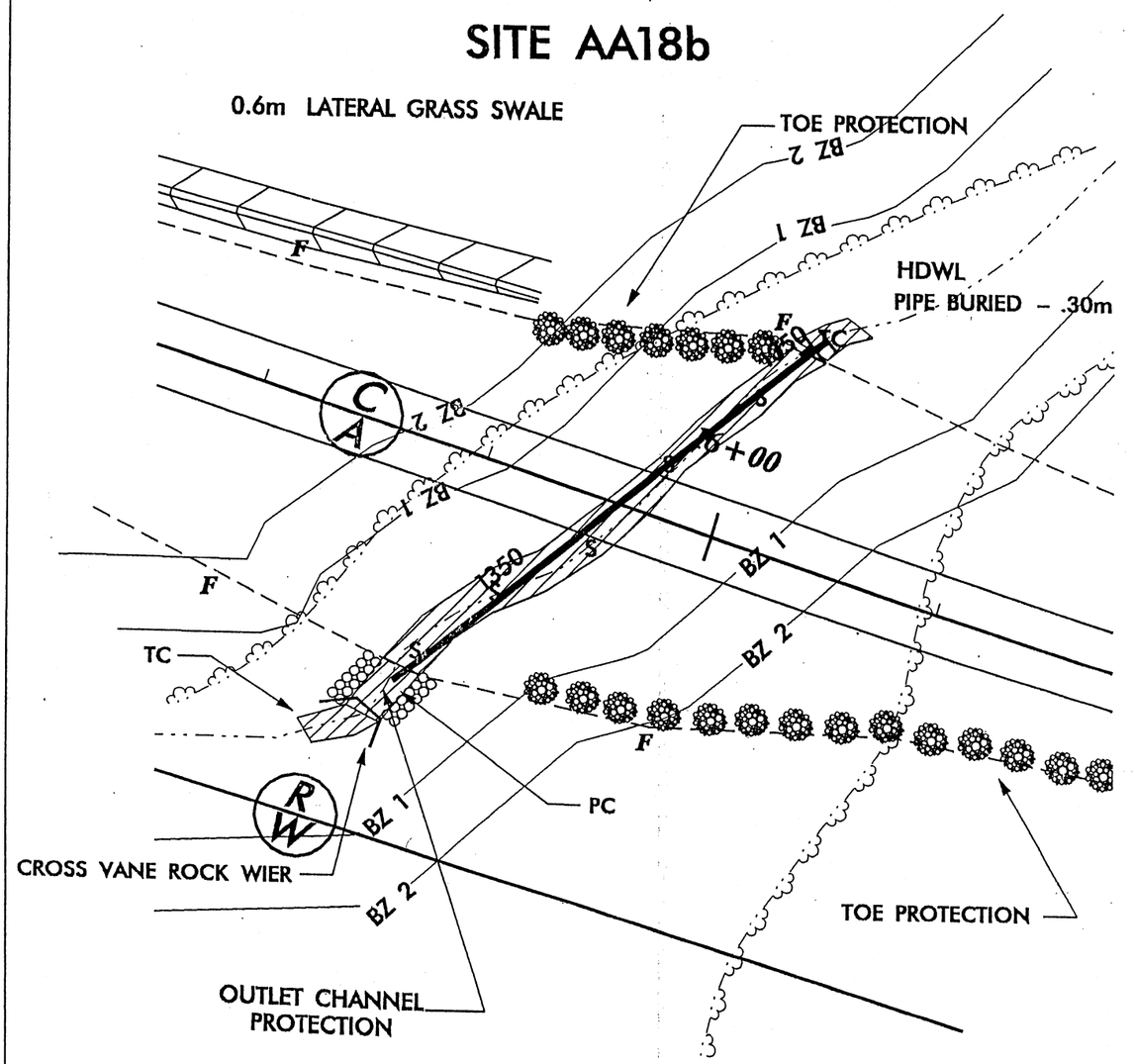
PROJECT: WBS 34459.1.1 (R-2552AA)

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

SHEET 46 OF 50 10/01/04

SITE AA18b



SITE AA18b

S S	DENOTES FILL IN SURFACE WATER
F F	DENOTES FILL IN WETLAND
H H	DENOTES HAND CLEARING IN WETLANDS
	DENOTES MECHANIZED CLEARING IN WETLANDS
PC PC	DENOTES CHANNEL IMPACT (PERM)
TC TC	DENOTES CHANNEL IMPACTS (TEMP)

10m 0 20m SCALE

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: 8.2661601 (R-~~2246C~~) 2552AA

US 70 CLAYTON BYPASS

I-40 TO EAST OF SR 1525

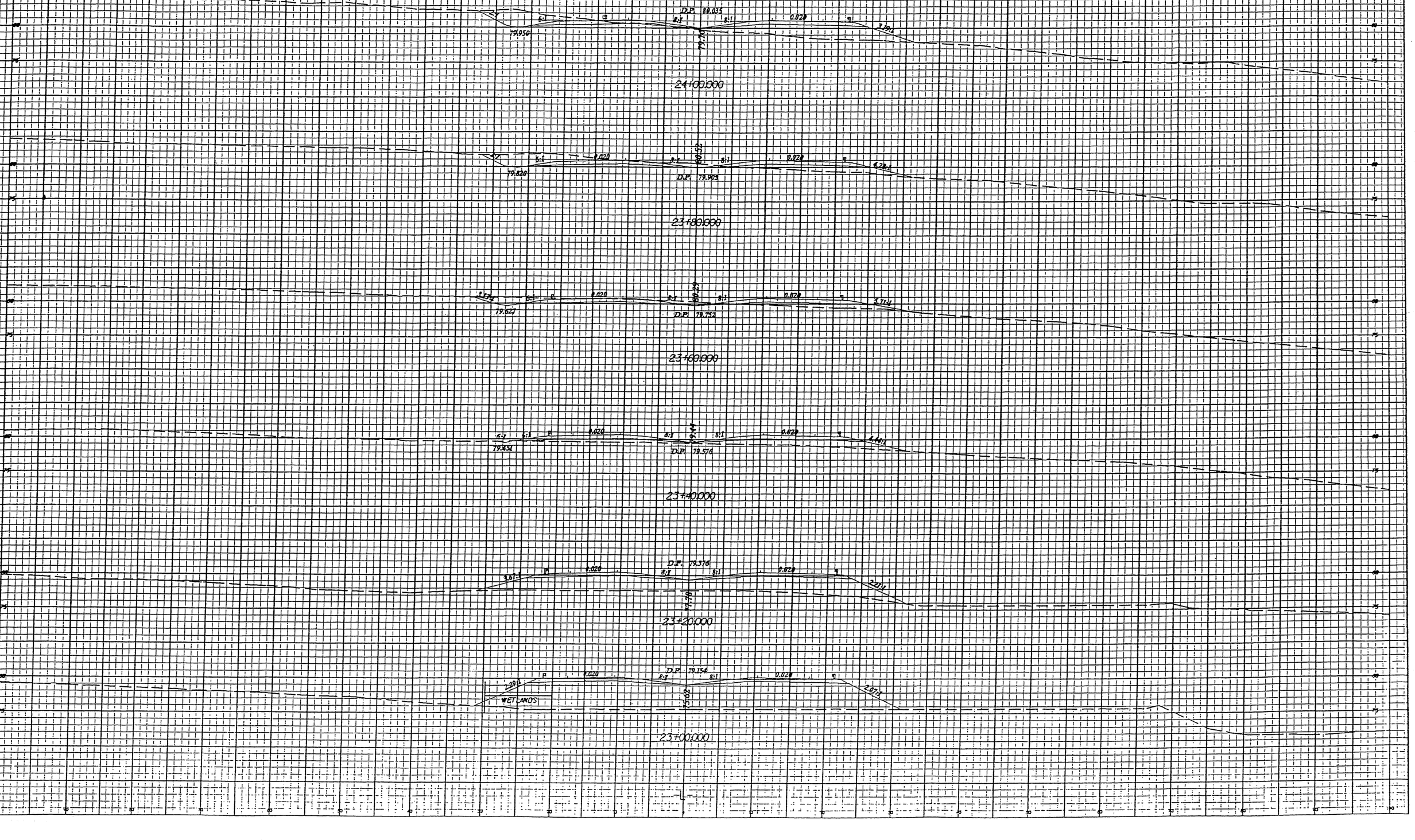
SHEET 47 OF 50 10 / 01 / 04

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	X-69

5 0 5 10

METRIC

SITE 16



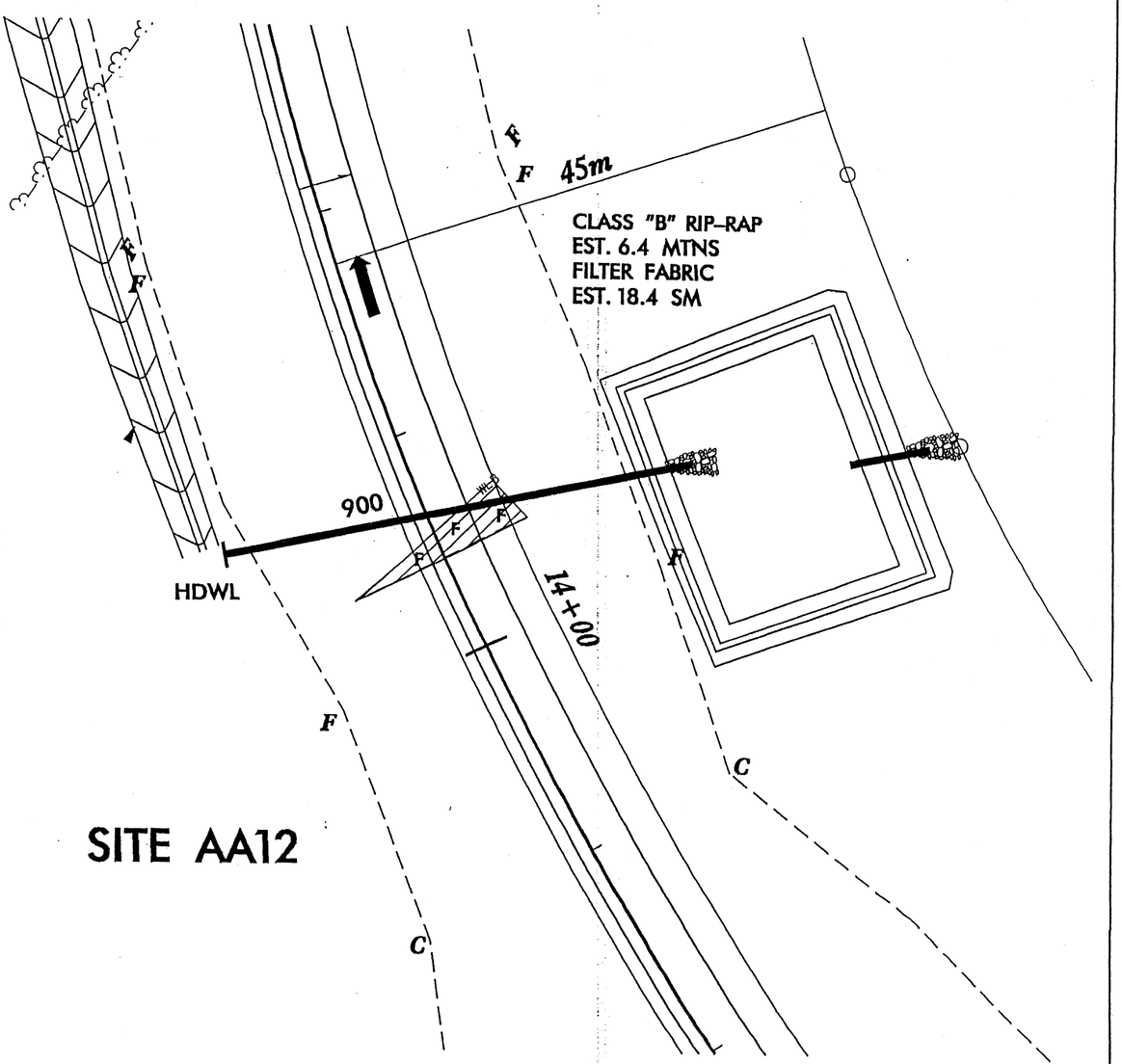
REVISIONS
RIGHT OF WAY REVISION 9/3/04

METRIC
SCALE 1:1000
CONTOUR INTERVAL 1 M
DATUM
PROJECT SERVICES NO. FILE NO.
PRELIMINARY PLANS

TRAFFIC DIAGRAM
2005 ADT
2025 ADT
SHOWN
CLAYTON BYPASS
488
367
336
146
26
17
I-40
3640
2768
I-40
3815
287

SITE AA12
SITE AA13a
SITE AA13b
SITE AA19
B. T. HENDERSON ET AL
JOHNSTON COUNTY
WAKE COUNTY
-WB-
-EB-
-RPD-
-LT1-
-LT2-
-LT3-
-LT4-
-LT5-
-LT6-
-LT7-
-LT8-
-LT9-
-LT10-
-LT11-
-LT12-
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-LT35-
-LT36-
-LT37-
-LT38-
-LT39-
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LOCATION
TIP NO. COUNTY
DESIGNED BY: DATE
CHECKED BY: DATE



SITE AA12

F F DENOTES FILL IN WETLAND

10m 0 20m SCALE

NCDOT

DIVISION OF HIGHWAYS

WAKE / JOHNSTON COUNTY

PROJECT: 8.2661601 (R-~~2246C~~ 2552AA)

US 70 CLAYTON BYPASS

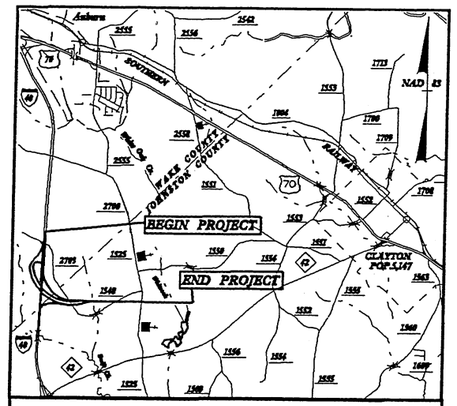
I-40 TO EAST OF SR 1525

SHEET 50 OF 50 10 / 01 / 04

9/09/99

CONTRACT: C201226 TIP PROJECT: R-2552AA

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Symbols



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

WAKE-JOHNSTON COUNTY

METRIC

ALL DIMENSIONS IN THESE PLANS ARE IN METERS

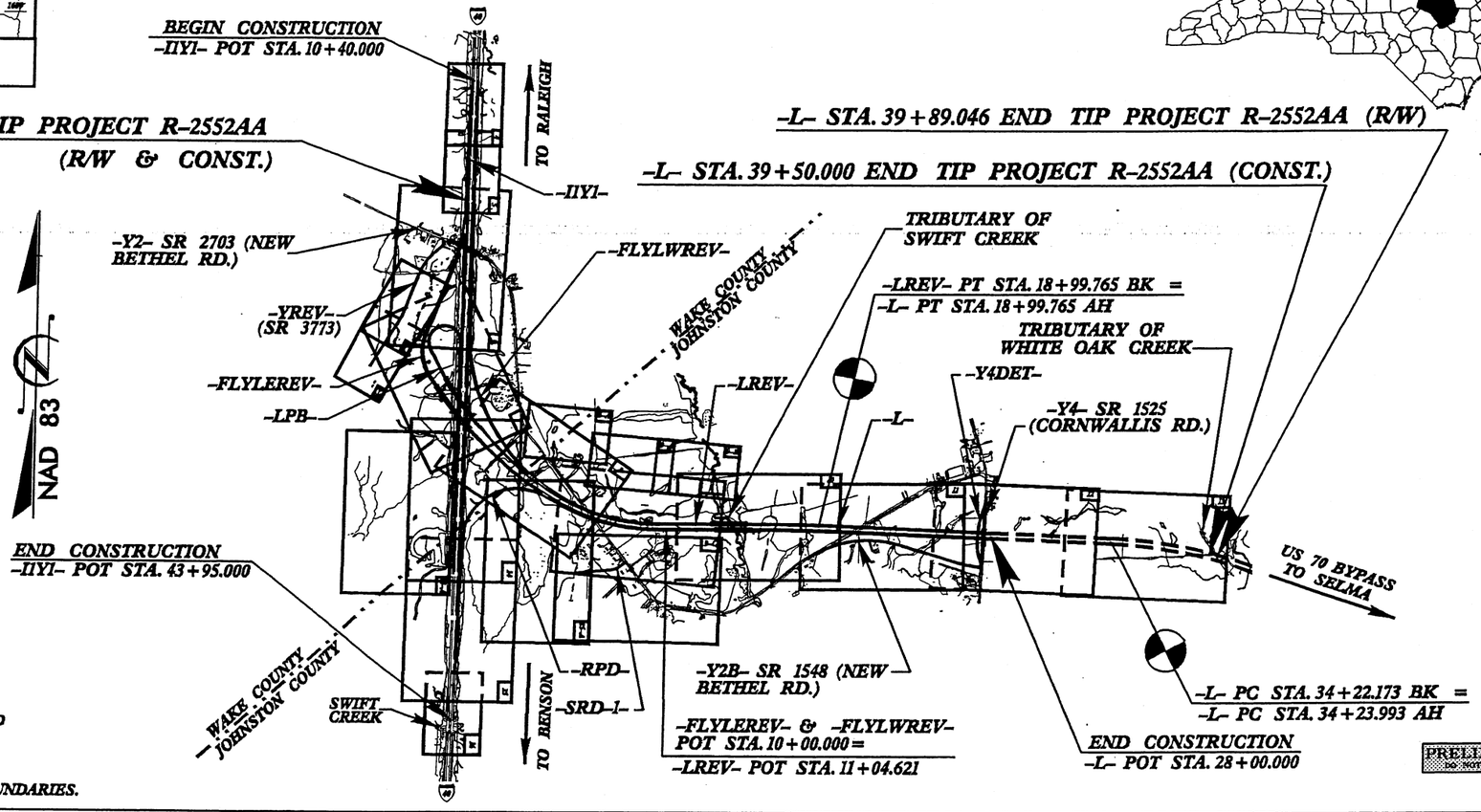
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2552AA	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
34459.1.1	NHF-60-1(9)	P.E.
34459.2.3		R\W, UTIL.
34459.3.7	NHF-60-1(16)	CONST.

LOCATION: US 70 CLAYTON BYPASS FROM I-40 IN WAKE COUNTY TO EAST OF SR 1525 (CORNWALLIS RD.)

TYPE OF WORK: GRADING, PAVING, DRAINAGE AND STRUCTURES.





CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.
NOTE: THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS LIMITED TO INTERCHANGES.
THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

GRAPHIC SCALES

PLANS 5 0 10
PROFILE (HORIZONTAL) 5 0 10
PROFILE (VERTICAL) 1 0 2

DESIGN DATA

ADT 2005 = 40,800
ADT 2025 = 58,700
DHV = 10 %
D = 65 %
*T = 16 %
V = 110 km/h
*(TTST 10% + DUAL 6 %)
FUNC. CLASS. = FREEWAY

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-2552AA =
LENGTH STRUCTURE TIP PROJECT R-2552AA =
TOTAL LENGTH OF TIP PROJECT R-2552AA = 5.397 km

Prepared in the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh, NC 27610

2002 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JUNE 30, 2000

LETTING DATE: MAY 17, 2005

GLENN W. MUMFORD, P.E.
PROJECT ENGINEER

JEFFREY L. TEAGUE, E.I.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER
SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER
SIGNATURE: P.E.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
STATE DESIGN ENGINEER P.E.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ADMINISTRATOR DATE

30-SEP-2004 15:51
R:\proj\Inter1m\Inter1maa.tsh
jmdavis AT HY206434

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
R-2552AA	1-B

*S.U.E = SUBSURFACE UTILITY ENGINEER

CONVENTIONAL SYMBOLS

ROADS & RELATED ITEMS

- Edge of Pavement
- Curb
- Prop. Slope Stakes Cut (C)
- Prop. Slope Stakes Fill (F)
- Prop. Woven Wire Fence
- Prop. Chain Link Fence
- Prop. Barbed Wire Fence
- Prop. Wheelchair Ramp (WCR)
- Curb Cut For Future Wheelchair Ramp (CCFR)
- Exist. Guardrail
- Prop. Guardrail
- Exist. Cable Guiderail
- Prop. Cable Guiderail
- Equality Symbol
- Pavement Removal and Reseeding

RIGHT OF WAY

- Baseline Control Point
- Existing Right of Way Marker
- Exist. Right of Way Line w/Marker
- Prop. Right of Way Line with Proposed R/W marker (Iron Pin & Cap)
- Prop. Right of Way Line with Proposed (Concrete or Granite) R/W Marker
- Exist. Control of Access Line (CA)
- Prop. Control of Access Line (CA)
- Exist. Easement Line (E)
- Prop. Temp. Construction Easement Line (E)
- Prop. Temp. Drainage Easement Line (TDE)
- Prop. Perm. Drainage Easement Line (PDE)

HYDROLOGY

- Stream or Body of Water
- River Basin Buffer (BZ)
- Flow Arrow
- Disappearing Stream
- Spring
- Swamp Marsh
- Shoreline
- Falls, Rapids
- Prop Lateral, Tail, Head Ditches (FLOW)

STRUCTURES

MAJOR

- Bridge, Tunnel, or Box Culvert (CONC)
- Bridge Wing Wall, Head Wall and End Wall (CONC WW)

MINOR

- Head & End Wall (CONC HW)
- Pipe Culvert
- Footbridge
- Drainage Boxes (CB)
- Paved Ditch Gutter

UTILITIES

- Exist. Pole
- Exist. Power Pole
- Prop. Power Pole
- Exist. Telephone Pole
- Prop. Telephone Pole
- Exist. Joint Use Pole
- Prop. Joint Use Pole
- Telephone Pedestal (T)
- Cable TV Pedestal (C)
- Hydrant
- Satellite Dish
- Exist. Water Valve
- Sewer Clean Out
- Power Manhole (P)
- Telephone Booth
- Water Manhole (W)
- Light Pole
- H-Frame Pole
- Power Line Tower
- Pole with Base
- Gas Valve
- Gas Meter
- Telephone Manhole (T)
- Power Transformer
- Sanitary Sewer Manhole (S)
- Storm Sewer Manhole (S)
- Tank; Water, Gas, Oil
- Water Tank With Legs
- Traffic Signal Junction Box (S)
- Fiber Optic Splice Box (F)
- Television or Radio Tower
- Utility Power Line Connects to Traffic Signal Lines Cut Into the Pavement (TS)

- Recorded Water Line (W)
- Designated Water Line (S.U.E.*) (W)
- Sanitary Sewer (SS)
- Recorded Sanitary Sewer Force Main (FSS)
- Designated Sanitary Sewer Force Main(S.U.E.*) (FSS)
- Recorded Gas Line (G)
- Designated Gas Line (S.U.E.*) (G)
- Storm Sewer (S)
- Recorded Power Line (P)
- Designated Power Line (S.U.E.*) (P)
- Recorded Telephone Cable (T)
- Designated Telephone Cable (S.U.E.*) (T)
- Recorded U/G Telephone Conduit (TC)
- Designated U/G Telephone Conduit (S.U.E.*) (TC)
- Unknown Utility (S.U.E.*) (?UTL)
- Recorded Television Cable (TV)
- Designated Television Cable (S.U.E.*) (TV)
- Recorded Fiber Optics Cable (FO)
- Designated Fiber Optics Cable (S.U.E.*) (FO)
- Exist. Water Meter
- U/G Test Hole (S.U.E.*)
- Abandoned According to U/G Record (ATTUR)
- End of Information (E.O.I.)

BOUNDARIES & PROPERTIES

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Property Line Symbol (PL)
- Exist. Iron Pin (EIP)
- Property Corner
- Property Monument (ECM)
- Property Number (123)
- Parcel Number (6)
- Fence Line (WW & ISBW)
- Existing Wetland Boundaries (WLB)
- Proposed Wetland Boundaries (WLB)
- Existing Endangered Animal Boundaries (EAB)
- Existing Endangered Plant Boundaries (EPB)

BUILDINGS & OTHER CULTURE

- Buildings
- Foundations
- Area Outline
- Gate
- Gas Pump Vent or U/G Tank Cap
- Church
- School
- Park
- Cemetery
- Dam
- Sign (S)
- Well (W)
- Small Mine
- Swimming Pool

TOPOGRAPHY

- Loose Surface
- Hard Surface
- Change in Road Surface
- Curb
- Right of Way Symbol (R/W)
- Guard Post (GP)
- Paved Walk
- Bridge
- Box Culvert or Tunnel
- Ferry
- Culvert
- Footbridge
- Trail, Footpath
- Light House

VEGETATION

- Single Tree
- Single Shrub
- Hedge
- Woods Line
- Orchard
- Vineyard (VINEYARD)

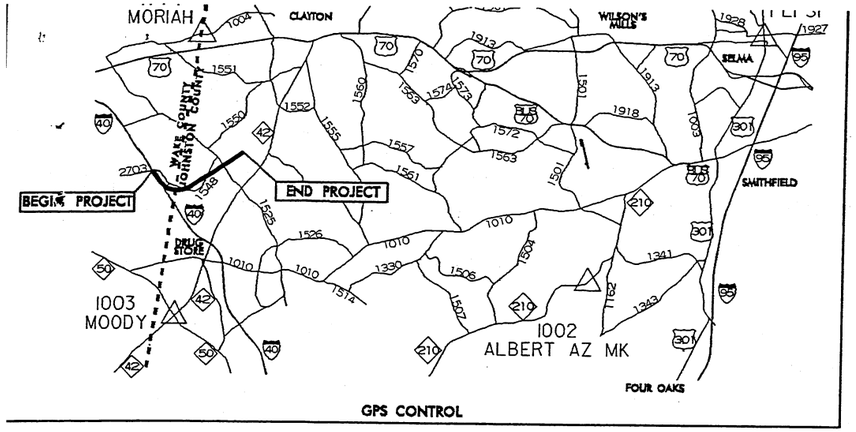
RAILROADS

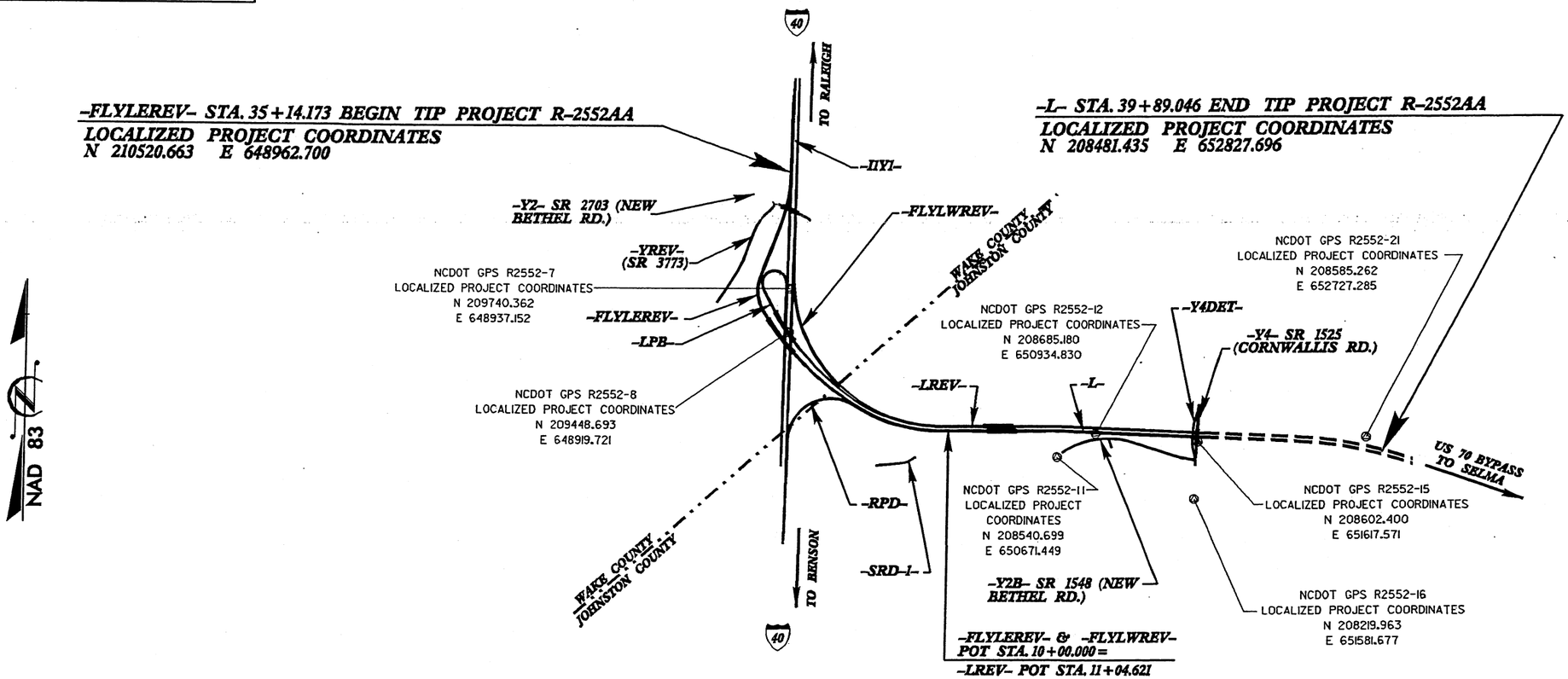
- Standard Gauge (CSX TRANSPORTATION)
- RR Signal Milepost (MILEPOST 35)
- Switch (SWITCH)

revised 2/25/97

30-SEP-2004 15:52
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imdavis AT HY206434

SURVEY CONTROL SHEET R2552AA





DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NGS FOR MONUMENT "LAKE DAM" WITH NAD 83 STATE PLANE GRID COORDINATES OF NORTHING: 222085.5690(m) EASTING: 636096.3610(m) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999893375 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "LAKE DAM" TO -FLYLEREV- STATION 35+14.173 IS S 48°02'57.1871" E 17.299922m ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NGVD 29

NOTES:

THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
HTTP:\WWW.DOH.DOT.STATE.NC.US/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT
FILE : R2552AA_LS_CONTROL_040811.TXT

△ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.

PROJECT CONTROL ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEM.
CONTROL NETWORK ESTABLISHED USING STATIC GPS FROM EXISTING NCGS MONUMENTATION.
SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT.
IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

NOTE: DRAWING NOT TO SCALE

SURVEY CONTROL SHEET R2552AA

CONTROL DATA

BL

POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
BA8	GPS R2552-B	209448.6930	648919.7210	84.103	OUTSIDE PROJECT LIMITS	
B701	BL-701	209421.8250	648958.1760	87.384	OUTSIDE PROJECT LIMITS	
B703	BL-703	209263.8150	649188.5920	84.782	OUTSIDE PROJECT LIMITS	
BA206	BY2-206	209252.7150	649259.0730	84.341	OUTSIDE PROJECT LIMITS	
B705	BL-705	209182.8330	649351.6510	82.261	OUTSIDE PROJECT LIMITS	
B706	BL-706	209068.6770	649506.4530	82.457	OUTSIDE PROJECT LIMITS	
B707	BL-707	209034.4430	649684.5540	81.763	OUTSIDE PROJECT LIMITS	
B708	BL-708	208975.0580	649701.4060	79.517	OUTSIDE PROJECT LIMITS	
B709	BL-709	208903.5330	649782.8840	78.653	OUTSIDE PROJECT LIMITS	
B710	BL-710	208820.4880	649844.7350	74.752	OUTSIDE PROJECT LIMITS	
B711	BL-711	208807.0110	649893.6910	74.776	10+31.291	8.396 LT
B712	BL-712	208797.1140	649978.3840	78.991	11+16.522	5.821 LT
B713	BL-713	208784.0160	650084.8180	68.144	12+22.891	1.858 LT
B714	BL-714	208775.0110	650224.9440	62.956	13+64.069	5.009 LT
B715	BL-715	208770.3740	650353.3210	62.894	14+92.369	11.433 LT
B716	BL-716	208746.7820	650549.5090	74.038	16+89.868	4.805 LT
B717	BL-717	208739.5850	650640.6840	77.036	17+81.316	5.477 LT
B718	BL-718	208692.8260	650815.9830	76.316	19+59.987	26.029 RT
BA12	GPS R-2552-12	208685.1800	650934.8300	74.826	20+79.051	23.423 RT
B720	BL-720	208680.0830	651084.2980	79.117	22+28.484	15.644 RT
B721	BL-721	208669.3110	651231.2960	79.764	23+75.784	13.731 RT
B722	BL-722	208666.9000	651368.4960	76.161	25+12.682	4.331 RT
B723	BL-723	208636.0520	651498.6801	83.504	26+45.037	23.866 RT
B815	GPS R2552-15	208602.4000	651617.5710	87.156	27+66.382	47.166 RT
B725	BL-725	208630.5380	651779.9210	88.493	29+25.710	5.166 RT
B726	BL-726	208590.6990	652048.1350	81.102	31+96.357	21.785 RT
B727	BL-727	208581.3390	652281.8340	74.022	34+31.849	18.995 RT
B728	BL-728	208569.4720	652511.5410	68.118	36+61.268	8.218 LT
B21	GPS R2552-21	208585.2620	652727.2850	64.746	38+65.077	71.134 LT

BY1

POINT	DESC.	NORTH	EAST	ELEVATION	IIY1 STATION	OFFSET
B101	BY1-101	211134.1270	649014.5620	81.353	10+52.639	1.590 RT
B102	BY1-102	210754.6210	648992.7440	84.062	14+32.772	1.432 RT
B103	BY1-103	210491.5370	648977.4830	86.033	16+96.298	1.458 RT
B104	BY1-104	210237.1100	648962.1400	87.610	19+51.187	2.066 RT
B105	BY1-105	209975.7020	648947.3200	87.038	22+13.014	1.749 RT
B7	GPS R2552-7	209740.3620	648937.1520	85.746	24+48.548	1.706 LT
B8	GPS R2552-8	209448.6930	648919.7210	84.103	27+40.737	1.166 LT
B108	BY1-108	209202.7530	648902.7810	82.705	29+87.245	1.527 RT
B109	BY1-109	208971.5590	648889.8750	79.456	32+18.799	1.046 RT
B110	BY1-110	208707.3430	648874.2710	74.230	34+83.475	1.349 RT
B111	BY1-111	208464.1560	648860.0900	69.354	37+27.075	1.447 RT
B112	BY1-112	208217.6480	648845.6910	64.398	39+74.003	1.571 RT
B113	BY1-113	207790.9600	648821.1970	63.367	44+01.394	1.356 RT
B114	BY1-114	207555.2380	648807.3790	70.006	46+37.520	1.523 RT
B115	BY1-115	207332.9610	648794.4990	76.658	48+60.170	1.531 RT
B116	BY1-116	207104.2670	648793.0570	83.502	50+88.833	1.684 RT
B117	BY1-117	206863.4630	648823.5560	90.590	53+31.478	2.387 RT
B118	BY1-118	206580.5530	648984.5900	94.974	56+25.722	2.676 RT
B119	BY1-119	206330.2760	648994.8070	94.035	58+91.758	1.171 RT

BY2

POINT	DESC.	NORTH	EAST	ELEVATION	IIY1 STATION	OFFSET
B201	BY2-201	210273.7890	648932.6190	94.595	19+16.276	33.658 RT
B202	BY2-202	210190.4260	649093.1020	94.633	19+90.221	131.376 LT
B203	BY2-203	209978.4980	649193.6520	95.377	21+95.982	244.010 LT

BY2

POINT	DESC.	NORTH	EAST	ELEVATION	FLYLWREV STATION	OFFSET
B204	BY2-204	209705.9020	649192.1550	93.163	24+83.670	227.938 RT
B205	BY2-205	209441.6380	649206.2000	90.044	21+57.572	174.494 RT
B206	BY2-206	209252.7150	649259.0730	84.341	19+33.932	124.563 RT
B207	BY2-207	209026.5850	649414.1820	82.931	16+34.059	72.426 RT
B208	BY2-208	208803.9550	649572.8500	81.653	13+83.564	46.514 LT
B209	BY2-209	208555.4450	649754.8950	77.219	11+71.524	237.785 LT
B210	BY2-210	208348.3000	649919.9841	77.470	10+25.333	427.677 LT

BY2

POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
B211	BY2-211	208284.9880	650268.2880	71.463	14+49.485	479.469 RT
B212	BY2-212	208391.9560	650460.7920	61.296	16+31.994	356.338 RT
B11	GPS R2552-11	208540.6990	650671.4490	74.576	18+29.075	190.025 RT
B12	GPS R2552-12	208685.1800	650934.8300	74.826	20+79.051	23.423 RT
B215	BY2-215	208828.2110	651193.9450	81.211	23+24.982	141.367 LT
B216	BY2-216	208920.8400	651353.1330	89.507	24+75.532	247.347 LT
B217	BY2-217	208947.0210	651497.0830	91.431	26+16.696	285.813 LT
BA402	BY4-402	208971.2600	651642.5080	89.060	27+59.497	322.472 LT

BY3

POINT	DESC.	NORTH	EAST	ELEVATION	IIY1 STATION	OFFSET
B301	BY3-301	211163.0740	650824.3030	97.495	9+19.115	1803.450 LT
B302	BY3-302	211050.6220	650817.1640	94.844	10+31.792	1802.824 LT
B303	BY3-303	210927.4170	650812.3730	98.945	11+55.068	1805.164 LT
B304	BY3-304	210811.7340	650807.2090	96.028	12+70.856	1806.697 LT
B305	BY3-305	210758.3310	650759.6690	93.929	13+26.918	1762.323 LT
B306	BY3-306	210709.5890	650811.3550	96.068	13+72.591	1816.741 LT
B307	BY3-307	210609.8010	650794.2250	98.470	14+74.001	1805.455 LT
B308	BY3-308	210527.5700	650787.0700	95.870	15+55.709	1803.027 LT
B309	BY3-309	210419.2330	650769.1170	98.041	16+64.903	1791.368 LT
B310	BY3-310	210322.6040	650752.8160	99.624	17+62.313	1780.672 LT
B311	BY3-311	210211.4400	650730.0840	94.069	18+74.685	1764.405 LT
B312	BY3-312	210062.9880	650689.9410	88.586	20+25.129	1732.911 LT
B313	BY3-313	209995.8930	650664.0340	87.513	20+93.610	1710.927 LT
B314	BY3-314	209881.7770	650617.0640	81.444	22+10.250	1670.633 LT
B315	BY3-315	209800.5180	650575.9050	80.281	22+93.753	1634.240 LT
B316	BY3-316	209699.8000	650517.2590	75.922	23+98.492	1581.561 LT
B317	BY3-317	209620.8670	650466.1000	75.600	24+80.250	1535.059 LT
B318	BY3-318	209525.6190	650397.6060	74.750	25+78.500	1472.132 LT
B319	BY3-319	209453.2600	650333.8220	71.890	26+54.426	1412.638 LT
B320	BY3-320	209366.3960	650253.4850	68.229	27+45.789	1337.457 LT
B321	BY3-321	209324.8390	650208.7930	65.041	27+89.860	1295.242 LT
B322	BY3-322	209244.0750	650113.9190	65.644	28+75.974	1205.196 LT
B323	BY3-323	209175.3640	650021.1050	69.385	29+49.936	1116.510 LT
B324	BY3-324	209091.4180	649882.2121	77.433	30+41.771	982.702 LT
B325	BY3-325	209025.0830	649768.2570	83.168	31+14.583	872.773 LT
BA708	BL-708 BY3-326	208975.0580	649701.4060	79.517	31+68.389	808.925 LT
B327	BY3-327	208939.3420	649604.5670	81.576	32+09.644	714.313 LT
B328	BY3-328	208926.8430	649589.9290	88.852	32+28.392	620.602 LT
B329	BY3-329	208906.3760	649394.1261	88.458	32+54.721	506.138 LT
B330	BY3-330	208886.0300	649275.4688	77.550	32+81.893	388.847 LT
B331	BY3-331	208870.8560	649148.8360	75.583	33+04.362	263.384 LT
B332	BY3-332	208870.3870	649089.8371	76.719	33+08.241	204.431 LT
B333	BY3-333	208868.2320	649018.9950	75.938	33+14.488	133.832 LT
B334	BY3-334	208835.3220	648984.4340	76.324	33+53.965	21.365 LT
B335	BY3-335	208865.0200	648797.1848	77.961	33+30.518	87.423 RT
B336	BY3-336	208877.3200	648725.0370	73.398	33+22.418	160.160 RT
B337	BY3-337	208859.3520	648645.7400	69.629	33+44.932	238.286 RT
B338	BY3-338	208863.5380	648559.7230	66.320	33+45.726	324.401 RT
B339	BY3-339	208860.3340	648459.4710	63.249	33+54.720	424.300 RT
B340	BY3-340	208864.6010	648354.9320	69.073	33+56.504	528.911 RT
B341	BY3-341	208865.1570	648254.0710	63.684	33+61.780	629.635 RT
B342	BY3-342	208845.3240	648142.6560	73.015	33+88.821	739.717 RT
B343	BY3-343	208830.6940	648042.1650	78.268	34+08.436	839.194 RT
B344	BY3-344	208831.6510	647925.7930	80.039	34+14.209	955.427 RT
B345	BY3-345	208818.2040	647868.5190	78.432	34+38.944	1011.828 RT
B346	BY3-346	208806.3090	647815.2930	67.513	34+45.896	1064.277 RT
B347	BY3-347	208800.7110	647785.4540	75.606	34+53.210	1093.743 RT
B348	BY3-348	208788.6830	647730.2080	72.648	34+68.412	1148.201 RT
B349	BY3-349	208770.5890	647664.5210	67.299	34+90.273	1212.732 RT
B350	BY3-350	208755.4800	647616.1830	76.536	35+08.151	1260.116 RT
B351	BY3-351	208740.9300	647573.7660	77.374	35+25.121	1301.621 RT
B352	BY3-352	208716.4770	647501.3020	68.816	35+53.731	1372.550 RT
B353	BY3-353	208696.8330	647448.5300	74.976	35+76.393	1424.098 RT
B354	BY3-354	208665.1800	647348.4610	68.108	36+13.778	1522.169 RT

BY4

POINT	DESC.	NORTH	EAST	ELEVATION	Y4 STATION	OFFSET
B401	BY4-401	209244.9680	651569.7200	94.236	OUTSIDE PROJECT LIMITS	
B402	BY4-402	208971.2600	651642.5080	89.060	11+19.159	5.578 LT
B15	GPS R2552-15	208602.4000	651617.5710	87.156	14+88.238	5.765 LT
B16	GPS R2552-16	208219.9630	651581.6770	83.376	OUTSIDE PROJECT LIMITS	
B17	GPS R2552-17	207873.9550	651537.4031	79.862	OUTSIDE PROJECT LIMITS	

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CENTERLINE COORDINATE LIST

Disclaimer: This coordinate list is provided for the convenience of interested contractors and is intended for use during the project bidding process only. Coordinates are localized to this particular project and any conversion to state grid coordinates or other formats will be the responsibility of the recipient. While every effort has been made to provide up-to-date, accurateinformation, NCDOT makes no express guarantee as to the validity or potential for revision of this information prior to project letting.

Point #	Chain	Station	Northing(Y)	Easting(X)
1	flylerev	10+00.0001	208746.2882	649963.3740
2	flylerev	10+40.0000	208748.0589	649923.4133
3	flylerev	10+80.0000	208750.5057	649883.4893
4	flylerev	11+20.0000	208754.2553	649843.6678
5	flylerev	11+60.0000	208759.5171	649804.0179
6	flylerev	12+00.0000	208766.2852	649764.5971
7	flylerev	12+40.0000	208774.5498	649725.4626
8	flylerev	12+80.0000	208784.2988	649686.6713
9	flylerev	13+20.0000	208795.5181	649648.2795
10	flylerev	13+60.0000	208808.1915	649610.3428
11	flylerev	14+00.0000	208822.3006	649572.9164
12	flylerev	14+40.0000	208837.8249	649536.0544
13	flylerev	14+80.0000	208854.7418	649499.8105
14	flylerev	15+20.0000	208873.0268	649464.2371
15	flylerev	15+60.0001	208892.6523	649429.3853
16	flylerev	16+00.0001	208913.5029	649395.2515
17	flylerev	16+40.0001	208935.3215	649361.7273
18	flylerev	16+80.0001	208957.8949	649328.7065
19	flylerev	17+20.0001	208981.1769	649296.1813
20	flylerev	17+60.0001	209005.1567	649264.1671
21	flylerev	18+00.0001	209029.8231	649232.6789
22	flylerev	18+40.0001	209055.1644	649201.7313
23	flylerev	18+80.0001	209081.1689	649171.3388
24	flylerev	19+20.0001	209107.8244	649141.5156
25	flylerev	19+60.0001	209135.1185	649112.2757
26	flylerev	20+00.0001	209163.0383	649083.6327
27	flylerev	20+40.0001	209191.5709	649055.6001
28	flylerev	20+80.0001	209220.7028	649028.1908
29	flylerev	21+20.0001	209250.4206	649001.4178
30	flylerev	21+60.0001	209280.7102	648975.2936
31	flylerev	22+00.0001	209311.5576	648949.8303
32	flylerev	22+40.0001	209342.9482	648925.0399
33	flylerev	22+80.0001	209374.8675	648900.9340
34	flylerev	23+20.0001	209407.3005	648877.5237
35	flylerev	23+60.0001	209440.2320	648854.8202
36	flylerev	24+00.0001	209473.6467	648832.8339
37	flylerev	24+40.0001	209507.5290	648811.5752
38	flylerev	24+80.0001	209541.8629	648791.0540
39	flylerev	25+20.0001	209576.6324	648771.2799
40	flylerev	25+60.0001	209612.0245	648752.6521
41	flylerev	26+00.0001	209648.8934	648737.2009
42	flylerev	26+40.0001	209687.6252	648727.4014
43	flylerev	26+80.0001	209727.4561	648724.2976
44	flylerev	27+20.0001	209767.2373	648727.9857
45	flylerev	27+60.0000	209805.9204	648738.0326
46	flylerev	28+00.0001	209843.3796	648752.0399
47	flylerev	28+40.0001	209880.3901	648767.2129
48	flylerev	28+80.0001	209917.3909	648782.4099
49	flylerev	29+20.0001	209954.3916	648797.6068
50	flylerev	29+60.0001	209991.3923	648812.8037
51	flylerev	30+00.0001	210028.3930	648828.0006
52	flylerev	30+40.0001	210065.3938	648843.1976
53	flylerev	30+80.0001	210102.3945	648858.3945
54	flylerev	31+20.0001	210139.3952	648873.5914
55	flylerev	31+60.0000	210176.4104	648888.7531
56	flylerev	32+00.0001	210213.6253	648903.4150
57	flylerev	32+40.0001	210251.3072	648916.8252
58	flylerev	32+80.0001	210289.5538	648928.5264
59	flylerev	33+20.0001	210328.2952	648938.4676
60	flylerev	33+60.0001	210367.4503	648946.6280
61	flylerev	34+00.0001	210406.9376	648952.9905
62	flylerev	34+40.0001	210446.6735	648957.5503
63	flylerev	34+80.0002	210486.5528	648960.6401
64	flylerev	35+14.1725	210520.6630	648962.7000

Point #	Chain	Station	Northing(Y)	Easting(X)
1	flylwrev	10+00.0001	208774.4640	649964.5428
2	flylwrev	10+40.0000	208776.2403	649924.5823
3	flylwrev	10+80.0000	208778.7266	649884.6609
4	flylwrev	11+20.0000	208782.5805	649844.8496
5	flylwrev	11+60.0000	208788.0216	649805.2241
6	flylwrev	12+00.0000	208795.0429	649765.8479
7	flylwrev	12+40.0000	208803.6332	649726.7839
8	flylwrev	12+80.0000	208813.7788	649688.0947
9	flylwrev	13+20.0000	208825.4634	649649.8422
10	flylwrev	13+60.0000	208838.6684	649612.0875
11	flylwrev	14+00.0000	208853.3726	649574.8911
12	flylwrev	14+40.0000	208869.5525	649538.3125
13	flylwrev	14+80.0000	208887.1822	649502.4101
14	flylwrev	15+20.0000	208906.2336	649467.2415
15	flylwrev	15+60.0000	208926.6760	649432.8628
16	flylwrev	16+00.0000	208948.4769	649399.3291
17	flylwrev	16+40.0000	208971.6013	649366.6940
18	flylwrev	16+80.0000	208996.0123	649335.0098
19	flylwrev	17+20.0000	209021.6708	649304.3271
20	flylwrev	17+60.0000	209048.5358	649274.6950
21	flylwrev	18+00.0000	209076.5642	649246.1609
22	flylwrev	18+40.0000	209105.7113	649218.7705
23	flylwrev	18+80.0000	209135.9303	649192.5676
24	flylwrev	19+20.0000	209167.1731	649167.5941
25	flylwrev	19+60.0000	209199.3895	649143.8899
26	flylwrev	20+00.0000	209232.5281	649121.4930
27	flylwrev	20+40.0000	209266.5358	649100.4392
28	flylwrev	20+80.0000	209301.3582	649080.7621
29	flylwrev	21+20.0000	209336.9397	649062.4934
30	flylwrev	21+60.0000	209373.2232	649045.6621
31	flylwrev	22+00.0000	209410.1508	649030.2953
32	flylwrev	22+40.0000	209447.6634	649016.4174
33	flylwrev	22+80.0000	209485.7009	649004.0508
34	flylwrev	23+20.0000	209524.2025	648993.2152
35	flylwrev	23+60.0000	209563.1067	648983.9278
36	flylwrev	24+00.0000	209602.3511	648976.2037
37	flylwrev	24+40.0000	209641.8730	648970.0551
38	flylwrev	24+80.0000	209681.6092	648965.4918
39	flylwrev	25+20.0000	209721.4960	648962.5213
40	flylwrev	25+60.0000	209761.4698	648961.1481
41	flylwrev	26+00.0001	209801.4666	648961.3707
42	flylwrev	26+40.0001	209841.4352	648962.9278
43	flylwrev	26+77.1821	209878.5603	648964.9823

Point #	Chain	Station	Northing(Y)	Easting(X)
1	lpb	10+00.0000	208930.7475	649413.0248
2	lpb	10+40.0000	208953.1311	649379.8767
3	lpb	10+80.0000	208976.5715	649347.4662
4	lpb	11+20.0000	209000.8232	649315.6576
5	lpb	11+60.0000	209025.7962	649284.4121
6	lpb	12+00.0000	209051.4767	649253.7455
7	lpb	12+40.0000	209077.8515	649223.6739
8	lpb	12+80.0000	209104.9066	649194.2129
9	lpb	13+20.0000	209132.6281	649165.3780
10	lpb	13+60.0000	209161.0013	649137.1841
11	lpb	14+00.0000	209190.0114	649109.6462
12	lpb	14+40.0000	209219.6434	649082.7784
13	lpb	14+80.0000	209249.8817	649056.5949
14	lpb	15+20.0000	209280.7105	649031.1094
15	lpb	15+60.0000	209312.1138	649006.3351
16	lpb	16+00.0000	209344.0751	648982.2850
17	lpb	16+40.0000	209376.5777	648958.9716
18	lpb	16+80.0000	209409.6046	648936.4072
19	lpb	17+20.0000	209443.1386	648914.6035
20	lpb	17+60.0000	209477.1622	648893.5720
21	lpb	18+00.0000	209511.6576	648873.3236
22	lpb	18+40.0000	209546.6067	648853.8688
23	lpb	18+80.0000	209581.9914	648835.2179
24	lpb	19+20.0000	209617.7931	648817.3806
25	lpb	19+60.0000	209653.9931	648800.3662
26	lpb	20+00.0000	209690.5725	648784.1836
27	lpb	20+40.0001	209727.5311	648768.8884
28	lpb	20+80.0001	209765.8089	648757.5109
29	lpb	21+20.0001	209805.5219	648758.1441
30	lpb	21+60.0001	209840.4771	648776.7203
31	lpb	22+00.0001	209862.2472	648809.7809
32	lpb	22+40.0001	209865.5023	648849.2315
33	lpb	22+80.0001	209849.4452	648885.4131
34	lpb	23+20.0001	209818.0125	648909.4787
35	lpb	23+60.0001	209779.1462	648918.0584
36	lpb	24+00.0002	209739.1769	648917.4446
37	lpb	24+01.8770	209737.3031	648917.3363

Point #	Chain	Station	Northing(Y)	Easting(X)
1	rpd	10+00.0000	208882.2414	649440.1791
2	rpd	10+40.0000	208902.6090	649405.7546
3	rpd	10+80.0000	208923.6987	649371.7663
4	rpd	11+20.0001	208944.8202	649337.7981
5	rpd	11+60.0001	208964.2917	649302.8694
6	rpd	12+00.0001	208979.8109	649266.0366
7	rpd	12+40.0001	208989.9784	649227.3855
8	rpd	12+80.0001	208994.5396	649187.6807
9	rpd	13+20.0001	208993.4014	649147.7309
10	rpd	13+60.0001	208986.5872	649108.3501
11	rpd	14+00.0001	208974.2356	649070.3406
12	rpd	14+40.0001	208956.5984	649034.4769
13	rpd	14+80.0001	208934.0348	649001.4895
14	rpd	15+20.0001	208907.0047	648972.0505
15	rpd	15+60.0001	208876.0586	648946.7598
16	rpd	16+00.0001	208841.8271	648926.1326
17	rpd	16+40.0001	208805.0075	648910.5891
18	rpd	16+80.0000	208766.3511	648900.4406
19	rpd	17+20.0001	208726.7224	648895.1194
20	rpd	17+60.0001	208686.8193	648892.3637
21	rpd	17+60.6516	208686.1687	648892.3260

Point #	Chain	Station	Northing(Y)	Easting(X)
23	lrev	11+04.6207	208760.3761	649963.9584
24	lrev	11+44.6207	208758.7182	650003.9240
25	lrev	11+84.6207	208757.0604	650043.8897
26	lrev	12+24.6207	208755.4025	650083.8553
27	lrev	12+64.6207	208753.7446	650123.8209
28	lrev	13+04.6207	208752.0867	650163.7865
29	lrev	13+44.6207	208750.4289	650203.7522
30	lrev	13+84.6207	208748.7710	650243.7178
31	lrev	14+24.6207	208747.1131	650283.6834
32	lrev	14+64.6207	208745.4552	650323.6491
33	lrev	15+04.6207	208743.7974	650363.6147
34	lrev	15+44.6207	208742.1395	650403.5803
35	lrev	15+84.6207	208740.4816	650443.5459
36	lrev	16+24.6207	208738.8237	650483.5116
37	lrev	16+64.6207	208737.1659	650523.4772
38	lrev	17+04.6207	208735.5080	650563.4428
39	lrev	17+44.6207	208733.8500	650603.4084
40	lrev	17+84.6207	208731.9523	650643.3632
41	lrev	18+24.6207	208729.5975	650683.2936
42	lrev	18+64.6207	208726.7858	650723.1944
43	lrev	18+99.7655	208723.9387	650758.2235

Point #	Chain	Station	Northing(Y)	Easting(X)
1	L	19+00.0000	208723.9185	650758.4572
2	L	19+40.0000	208720.4776	650798.3090
3	L	19+80.0000	208717.0368	650838.1607
4	L	20+20.0000	208713.5959	650878.0124
5	L	20+60.0000	208710.1550	650917.8642
6	L	21+00.0000	208706.7142	650957.7159
7	L	21+40.0000	208703.2733	650997.5676
8	L	21+80.0000	208699.8324	651037.4194
9	L	22+20.0000	208696.3916	651077.2711
10	L	22+60.0000	208692.9507	651117.1228
11	L	23+00.0000	208689.5098	651156.9745
12	L	23+40.0000	208686.0690	651196.8263
13	L	23+80.0000	208682.6281	651236.6780
14	L	24+20.0000	208679.1872	651276.5297
15	L	24+60.0000	208675.7464	651316.3815
16	L	25+00.0000	208672.3055	651356.2332
17	L	25+40.0000	208668.8646	651396.0849
18	L	25+80.0000	208665.4238	651435.9367
19	L	26+20.0000	208661.9829	651475.7884
20	L	26+60.0000	208658.5420	651515.6401
21	L	27+00.0000	208655.1012	651555.4919
22	L	27+40.0000	208651.6603	651595.3436
23	L	27+80.0000	208648.2194	651635.1953
24	L	28+00.0000	208646.4990	651655.1212

Point #	Chain	Station	Northing(Y)	Easting(X)
1	srd-l	10+00.0000	208533.0535	649481.7239
2	srd-l	10+40.0000	208535.0281	649521.6751
3	srd-l	10+80.0000	208537.0027	649561.6264
4	srd-l	11+20.0000	208538.9773	649601.5776
5	srd-l	11+60.0000	208540.9520	649641.5288
6	srd-l	12+00.0000	208546.0070	649681.0970
7	srd-l	12+40.0000	208562.6975	649717.2608
8	srd-l	12+71.2169	208580.7084	649742.7576

Point #	Chain	Station	Northing(Y)	Easting(X)
25	yrev	10+00.0000	210319.1157	648851.5050
26	yrev	10+40.0000	210284.4800	648831.7760
27	yrev	10+80.0000	210257.3867	648802.4274
28	yrev	11+20.0000	210231.0055	648772.3696
29	yrev	11+60.0000	210200.9792	648746.0066
30	yrev	12+00.0000	210167.1362	648724.7640
31	yrev	12+40.0000	210130.5670	648708.5986
32	yrev	12+80.0000	210093.5920	648693.3392
33	yrev	13+20.0000	210056.6171	648678.0798
34	yrev	13+60.0000	210019.6421	648662.8203
35	yrev	14+00.0000	209982.6671	648647.5609
36	yrev	14+40.0000	209945.8137	648632.0164
37	yrev	14+80.0000	209910.0992	648614.0268
38	yrev	15+20.0000	209875.9366	648593.2407
39	yrev	15+60.0000	209842.8061	648570.8271
40	yrev	16+00.0000	209809.6861	648548.3981
41	yrev	16+40.0000	209776.5661	648525.9690
42	yrev	16+80.0000	209743.4460	648503.5399
43	yrev	17+20.0000	209710.3260	648481.1108
44	yrev	17+60.0000	209677.2060	648458.6817
45	yrev	17+75.3538	209664.4931	648450.0725

Point #	Chain	Station	Northing(Y)	Easting(X)
1	y2b	8+24.4158	208467.3375	650566.6665
2	y2b	8+64.4158	208491.6024	650598.4661
3	y2b	9+04.4158	208515.8674	650630.2657
4	y2b	9+44.4158	208539.9963	650662.1672
5	y2b	9+84.4158	208562.1306	650695.4725
6	y2b	10+24.4158	208581.8264	650730.2822
7	y2b	10+64.4158	208599.7085	650766.0527
8	y2b	11+04.4158	208614.9441	650803.0280
9	y2b	11+44.4158	208627.4526	650841.0126
10	y2b	11+84.4158	208637.1681	650879.8057
11	y2b	12+24.4158	208644.0390	650919.2022
12	y2b	12+64.4158	208648.0290	650958.9939
13	y2b	13+04.4158	208649.1172	650998.9702
14	y2b	13+44.4158	208647.2976	651038.9200
15	y2b	13+84.4158	208642.5800	651078.6320
16	y2b	14+24.4158	208634.9892	651117.8961
17	y2b	14+64.4158	208624.5655	651156.5049
18	y2b	15+04.4158	208611.4952	651194.3034
19	y2b	15+44.4158	208597.7716	651231.8755
20	y2b	15+84.4158	208584.0480	651269.4476
21	y2b	16+24.4158	208570.3245	651307.0197
22	y2b	16+64.4158	208556.6009	651344.5918
23	y2b	17+04.4158	208542.8773	651382.1639
24	y2b	17+44.4158	208529.1537	651419.7360
25	y2b	17+84.4158	208515.4303	651457.3082
26	y2b	18+24.4158	208502.9967	651495.3189
27	y2b	18+64.4158	208493.1230	651534.0735
28	y2b	19+04.4158	208485.5469	651573.3469
29	y2b	19+31.7160	208480.6151	651600.1979

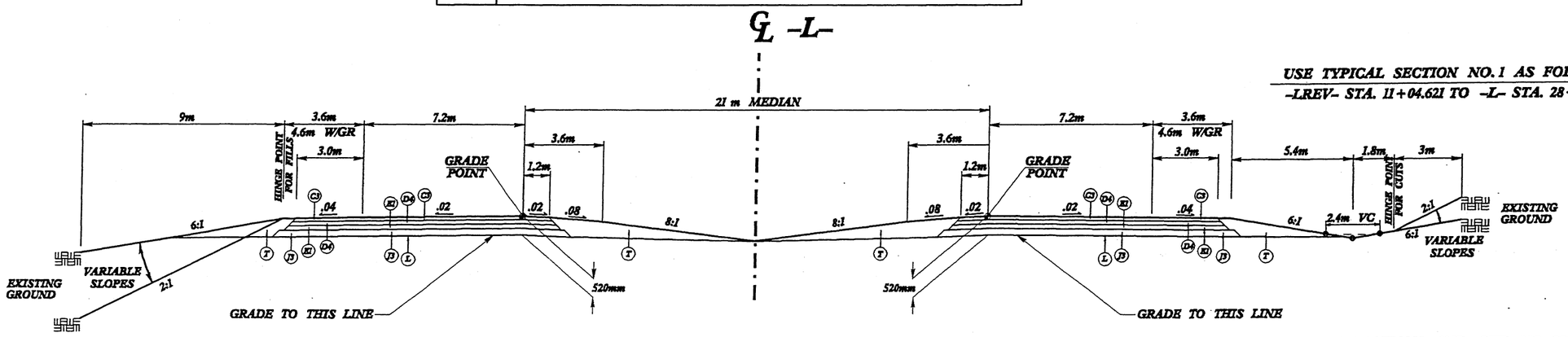
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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

PRELIMINARY PAVEMENT SCHEDULE

A	300mm PORTLAND CEMENT PAVEMENT JOINTED WITH DOWELS	E2	PROP. APPROX. 130 mm ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 319 kg PER SQ. METER.
C1	PROP. APPROX. 25 mm ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 60 kg PER SQ. METER.	J1	PROP. 150 mm AGGREGATE BASE COURSE.
C2	PROP. APPROX. 60 mm ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 60 kg PER SQ. METER IN EACH OF TWO LAYERS.	J2	PROP. 200 mm AGGREGATE BASE COURSE.
C3	PROP. APPROX. 70 mm ASPHALT CONC. SURFACE COURSE, TYPE S12.5C, AT AN AVERAGE RATE OF 84 kg PER SQ. METER IN EACH OF TWO LAYERS.	J3	PROP. 250 mm AGGREGATE BASE COURSE.
C4	PROP. VAR. DEPTH ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 2.40 kg PER SQ. METER PER 1 mm DEPTH, TO BE PLACED IN LAYERS NOT TO EXCEED 40 mm IN DEPTH.	J4	PROP. VAR. DEPTH AGGREGATE BASE COURSE.
D1	PROP. APPROX. 55 mm ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 135 kg PER SQ. METER.	L	SUBGRADE TO BE STABILIZED WITH 110 TO 220 kg PER SQ. METER OF STABILIZER AGGREGATE MIXED WITH THE TOP 75 mm OF SUBGRADE SOIL AT LOCATIONS DIRECTED BY THE ENGINEER.
D2	PROP. APPROX. 60 mm ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 147 kg PER SQ. METER.	P	PRIME COAT AT THE RATE OF 1.6 L PER SQ. METER.
D3	PROP. APPROX. 75 mm ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 184 kg PER SQ. METER.	R	PRECAST REINFORCED SINGLE FACED CONCRETE BARRIER
D4	PROP. APPROX. 90 mm ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 221 kg PER SQ. METER.	T	EARTH MATERIAL.
D5	PROP. VAR. DEPTH ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 2.45 kg PER SQ. METER PER 1 mm DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 55 mm OR GREATER THAN 110 mm IN DEPTH.	U	EXISTING PAVEMENT.
E1	PROP. APPROX. 110 mm ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 270 kg PER SQ. METER.	W	VARIABLE DEPTH ASPHALT PAVEMENT. (SEE STANDARD WEDGING DETAIL SHEET No.)
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.		X	PROP. APPROX. 75 mm PERMEABLE ASPHALT DRAINAGE COURSE, TYPE P-57, AT AN AVERAGE RATE OF 190 kg PER SQ. METER.



TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 AS FOLLOWS:
–LREV– STA. 11+04.621 TO –L– STA. 28+00.000

NOTES: SEE CROSS–SECTIONS AND STD. NO. 225.09 FOR SLOPE TRANSITIONS UNDER BRIDGES AT THE FOLLOWING LOCATIONS:
–L– STA. 26+00.000 RT. TO STA. 28+00.000 RT. (FUTURE)
–L– STA. 27+20.000 LT. TO STA. 28+00.000 LT. (TRANSITION CONTINUES ON R-2552AB)
SEE CROSS–SECTIONS FOR SPECIAL GRADING AROUND BRIDGE END BENT –L– STA. 27+40.000 RT. STA. 27+80.000 RT.

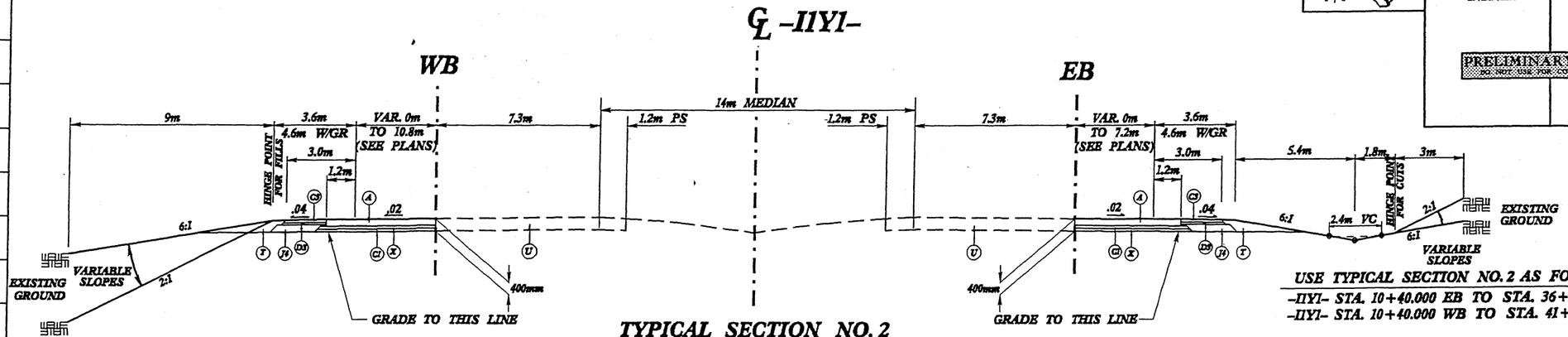
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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2-A
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

PAVEMENT SCHEDULE

A	300mm CONCRETE
C1	25 mm TYPE S9.5B
C2	60 mm TYPE S9.5B
C3	70 mm TYPE S12.5C
C4	VAR. DEPTH TYPE S9.5C
D1	55mm TYPE I19.0B
D2	60mm TYPE I19.0C
D3	75 mm TYPE I19.0C
D4	90mm TYPE I19.0C
D5	VAR. DEPTH TYPE I19.0B
E1	110 mm TYPE B25.0C
E2	130 mm TYPE B25.0C
J1	150 mm ABC
J2	200 mm ABC
J3	250 mm ABC
J4	VAR. DEPTH ABC
L	SUBGRADE STABILIZATION
P	PRIME COAT
R	SINGLE FACED BARRIER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING
X	75mm PADC

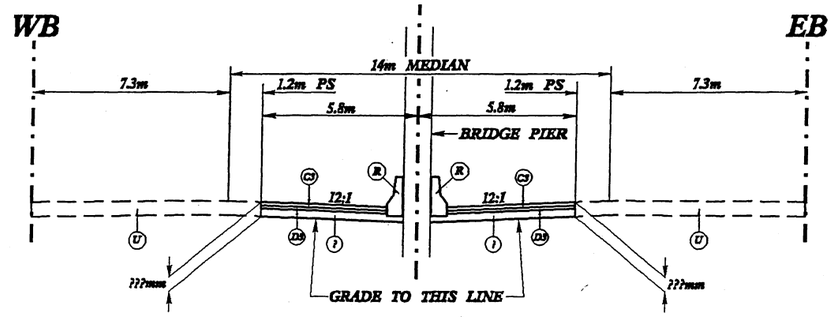


TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 AS FOLLOWS:
-I1Y1- STA. 10+40.000 EB TO STA. 36+40.000 EB
-I1Y1- STA. 10+40.000 WB TO STA. 41+60.000 WB

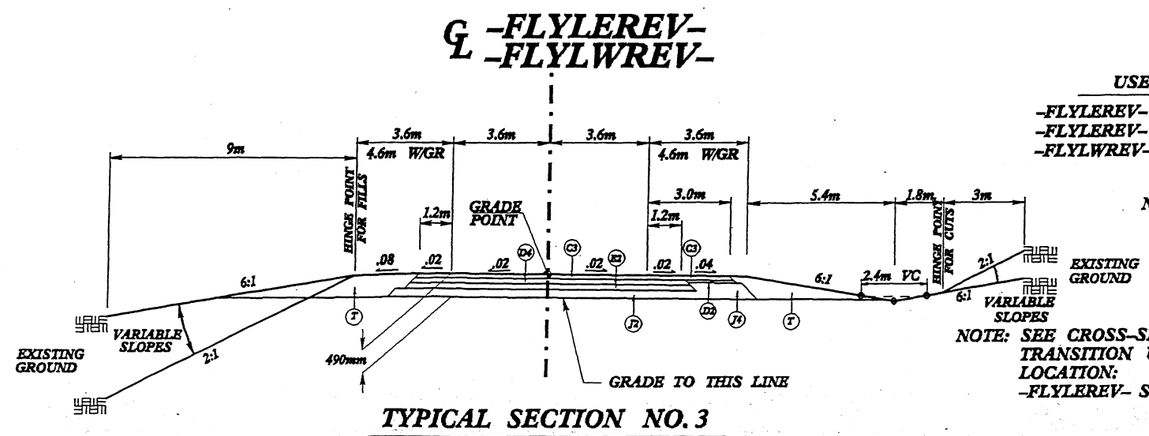
NOTES: SEE CROSS-SECTIONS AND STD. NO. 225.09 FOR SLOPE TRANSITION UNDER BRIDGE AT THE FOLLOWING LOCATION:
-I1Y1- STA. 19+00.000 LT. TO STA. 21+00.000 LT.

SEE CROSS-SECTIONS AND STD. NO. 225.07 FOR SLOPE TRANSITION UNDER BRIDGE AT THE FOLLOWING LOCATION:
-I1Y1- STA. 27+40.000 LT. TO STA. 30+20.000 LT.



PARTIAL TYPICAL SECTION NO. 2A

USE PARTIAL TYPICAL SECTION NO. 2A AS FOLLOWS:
(SEE STD. NO. 862.01, SHEET 1 OF 11)
-I1Y1- AT -Y2- BRIDGE
-I1Y1- AT -LPB- & -FLYLEREV- BRIDGES



TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 3 AS FOLLOWS:
-FLYLEREV- STA. 10+00.000 TO STA. 22+10.000 (BEGIN BRIDGE)
-FLYLEREV- STA. 24+80.000 (END BRIDGE) TO STA. 35+14.173
-FLYLWREV- STA. 10+00.000 TO STA. 26+77.182

NOTE : REVERSE TYPICAL SECTION FOR -FLYLEREV-

NOTE: SEE CROSS-SECTIONS AND STD. NO. 225.09 FOR SLOPE TRANSITION UNDER BRIDGE AT THE FOLLOWING LOCATION:
-FLYLEREV- STA. 32+18.843 LT. TO STA. 34+42.240 LT.

5/16/99
30-SEP-2004 15:52
jwatkins
d:\projects\2552aa\preliminary\2552aa_typ_sect_02.dgn

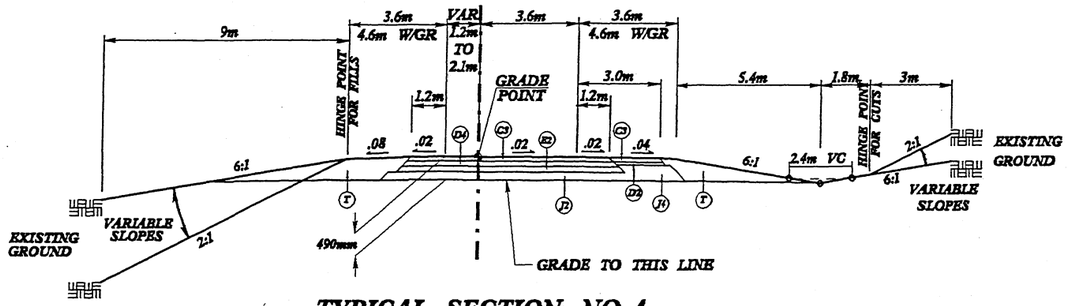
PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2-B
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

PAVEMENT SCHEDULE

A	300mm CONCRETE
C1	25 mm TYPE S9.5B
C2	60 mm TYPE S9.5B
C3	70 mm TYPE S12.5C
C4	VAR. DEPTH TYPE S9.5C
D1	55mm TYPE I19.0B
D2	60mm TYPE I19.0C
D3	75 mm TYPE I19.0C
D4	90mm TYPE I19.0C
D5	VAR. DEPTH TYPE I19.0B
E1	110 mm TYPE B25.0C
E2	130 mm TYPE B25.0C
J1	150 mm ABC
J2	200 mm ABC
J3	250 mm ABC
J4	VAR. DEPTH ABC
L	SUBGRADE STABILIZATION
P	PRIME COAT
R	SINGLE FACED BARRIER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING
X	75mm PADC

℄ -LPB- & -RPD-



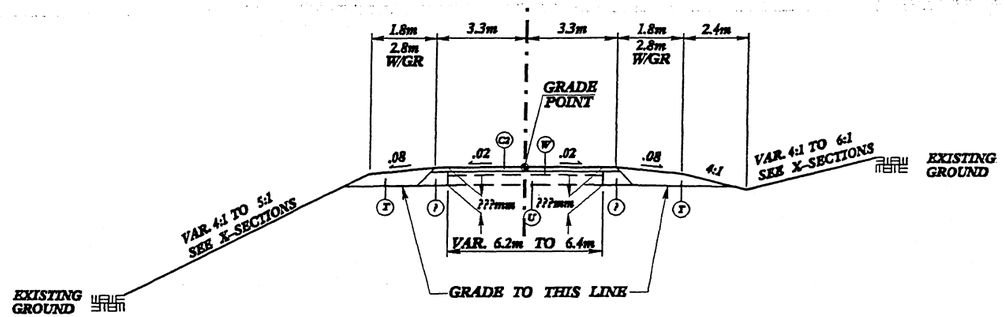
TYPICAL SECTION NO. 4

USE TYPICAL SECTION NO. 4 AS FOLLOWS:

-LPB- STA. 10+00.000 TO STA. 16+60.000 (BEGIN BRIDGE)
-LPB- STA. 18+80.000 (END BRIDGE) TO STA. 24+01.877
-RPD- STA. 10+00.000 TO STA. 17+60.652

NOTE: REVERSE TYPICAL SECTION FOR -RPD-

℄ -Y2- & -Y2B-



TYPICAL SECTION NO. 5

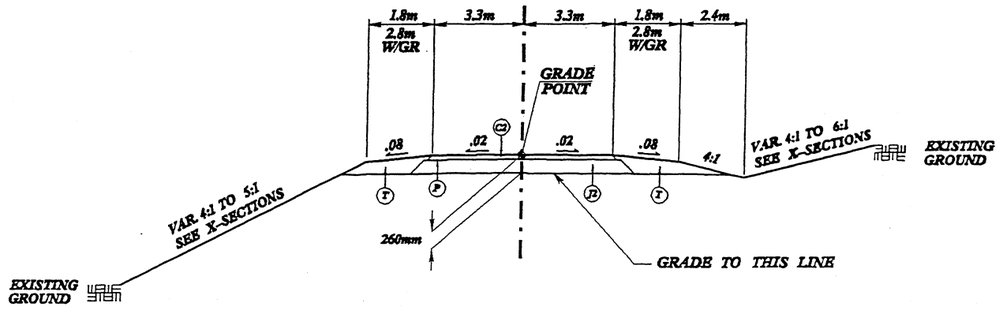
USE TYPICAL SECTION NO. 5 AS FOLLOWS:

-Y2- STA. 10+60.000 TO STA. 10+80.000
TRANSITION FROM EXISTING @ -Y2- STA. 10+40.000
TO TYPICAL SECTION NO. 5 @ STA. 10+60.000

-Y2- STA. 12+60.000 TO STA. 13+00.000
TRANSITION FROM TYPICAL SECTION NO. 5 @
-Y2- STA. 13+00.000 TO EXISTING @ STA. 13+20.000

-Y2B- STA. 10+00.000 TO STA. 10+80.000
TRANSITION FROM EXISTING @ -Y2B- STA. 9+80.000
TO TYPICAL SECTION NO. 5 @ STA. 10+00.000

℄ -Y2- & -Y2B-



TYPICAL SECTION NO. 6

USE TYPICAL SECTION NO. 6 AS FOLLOWS:

-Y2- STA. 10+80.000 TO STA. 11+00.000 (BEGIN BRIDGE)
-Y2- STA. 12+01.000 (END BRIDGE) TO STA. 12+60.000
-Y2B- STA. 10+80.000 TO STA. 19+28.404

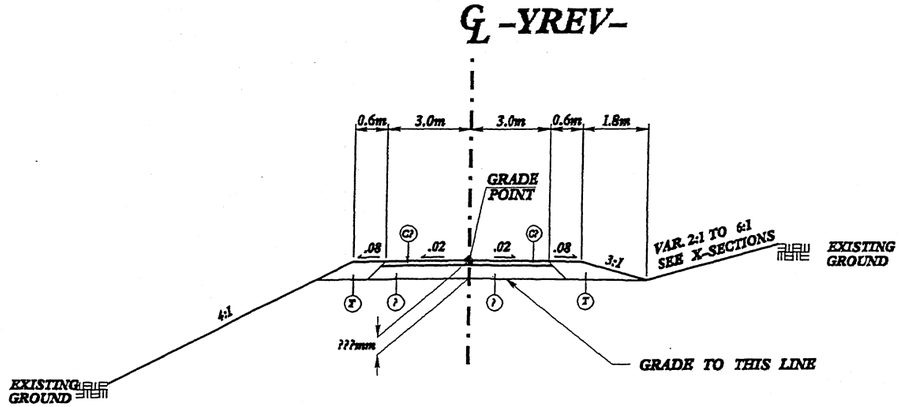
6/16/23
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jsdavis N:\PVMT\2005\2552AA\interchange.dgn

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2-C
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

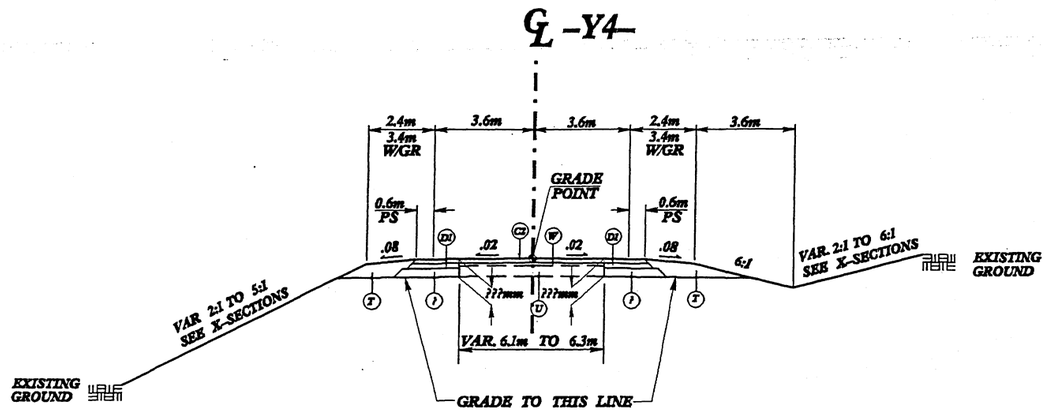
PAVEMENT SCHEDULE

A	300mm CONCRETE
C1	25 mm TYPE S9.5B
C2	60 mm TYPE S9.5B
C3	70 mm TYPE S12.5C
C4	VAR. DEPTH TYPE S9.5C
D1	55mm TYPE I19.0B
D2	60mm TYPE I19.0C
D3	75 mm TYPE I19.0C
D4	90mm TYPE I19.0C
D5	VAR. DEPTH TYPE I19.0B
E1	110 mm TYPE B25.0C
E2	130 mm TYPE B25.0C
J1	150 mm ABC
J2	200 mm ABC
J3	250 mm ABC
J4	VAR. DEPTH ABC
L	SUBGRADE STABILIZATION
P	PRIME COAT
R	SINGLE FACED BARRIER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING
X	75mm PADC



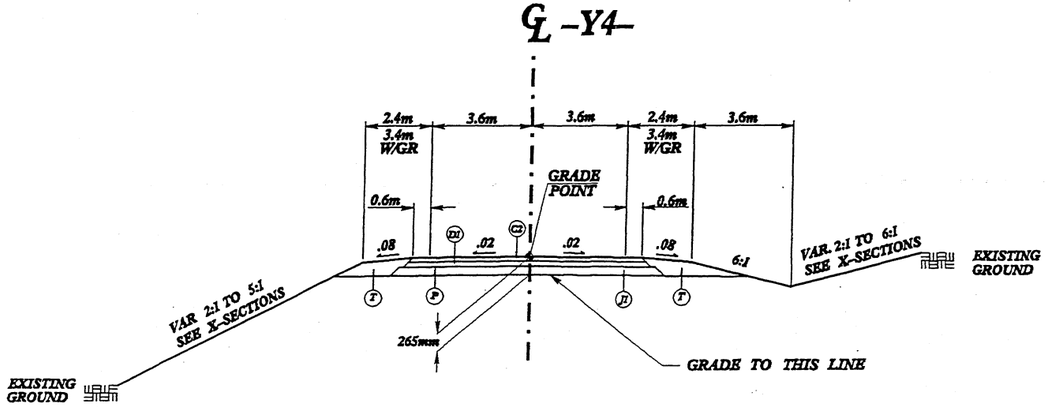
TYPICAL SECTION NO. 7

USE TYPICAL SECTION NO. 7 AS FOLLOWS:
-Y- STA. 10+03.492 TO STA. 17+75.354



TYPICAL SECTION NO. 8

USE TYPICAL SECTION NO. 8 AS FOLLOWS:
-Y4- STA. 12+50.000 TO STA. 13+20.000
TRANSITION FROM EXISTING @ -Y4- STA. 12+30.000 TO TYPICAL SECTION NO. 8 @ STA. 12+50.000
-Y4- STA. 15+10.000 TO STA. 15+95.000
TRANSITION FROM TYPICAL SECTION NO. 8 @ -Y4- STA. 15+95.000 TO EXISTING @ STA. 16+15.000



TYPICAL SECTION NO. 9

USE TYPICAL SECTION NO. 9 AS FOLLOWS:
-Y4- STA. 13+20.000 TO STA. 14+11.000 (BEGIN BRIDGE)
-Y4- STA. 14+90.000 (END BRIDGE) TO STA. 15+10.000

30-SEP-2004 15:52
jwilkins

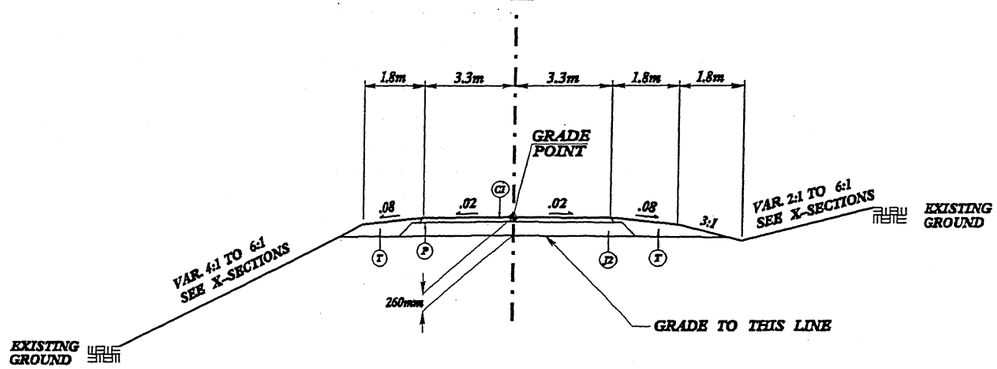
PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2-D
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

PAVEMENT SCHEDULE

A	300mm CONCRETE
C1	25 mm TYPE S9.5B
C2	60 mm TYPE S9.5B
C3	70 mm TYPE S12.5C
C4	VAR. DEPTH TYPE S9.5C
D1	55mm TYPE I19.0B
D2	60mm TYPE I19.0C
D3	75 mm TYPE I19.0C
D4	90mm TYPE I19.0C
D5	VAR. DEPTH TYPE I19.0B
E1	110 mm TYPE B25.0C
E2	130 mm TYPE B25.0C
J1	150 mm ABC
J2	200 mm ABC
J3	250 mm ABC
J4	VAR. DEPTH ABC
L	SUBGRADE STABILIZATION
P	PRIME COAT
R	SINGLE FACED BARRIER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING
X	75mm PADC

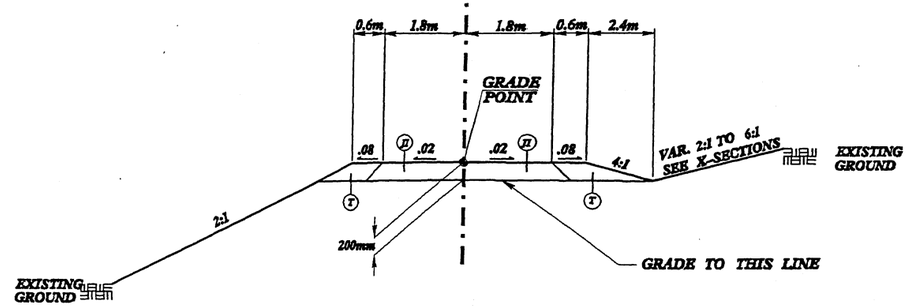
℄ –Y4– DETOUR



TYPICAL SECTION NO. 10

USE TYPICAL SECTION NO. 10 AS FOLLOWS:
–Y4DET– STA. 10+40.000 TO STA. 13+78.000

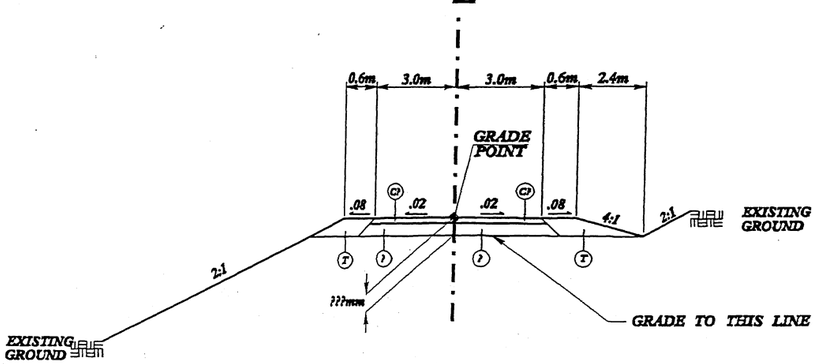
℄ –DR2–



TYPICAL SECTION NO. 11

USE TYPICAL SECTION NO. 11 AS FOLLOWS:
–DR2– STA. 10+03.477 TO STA. 10+64.260

℄ –SRD–1–



TYPICAL SECTION NO. 12

USE TYPICAL SECTION NO. 12 AS FOLLOWS:
–SRD–1– STA. 10+00.000 TO STA. 12+67.294

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Jpdavis N:\roddsn\proj\2552AA\intersxsec.tpl

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mdavis AT HY206434

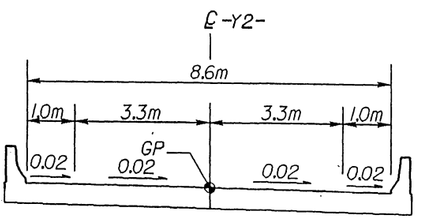
STRUCTURE TYPICAL SECTIONS

-Y2- STRUCTURE

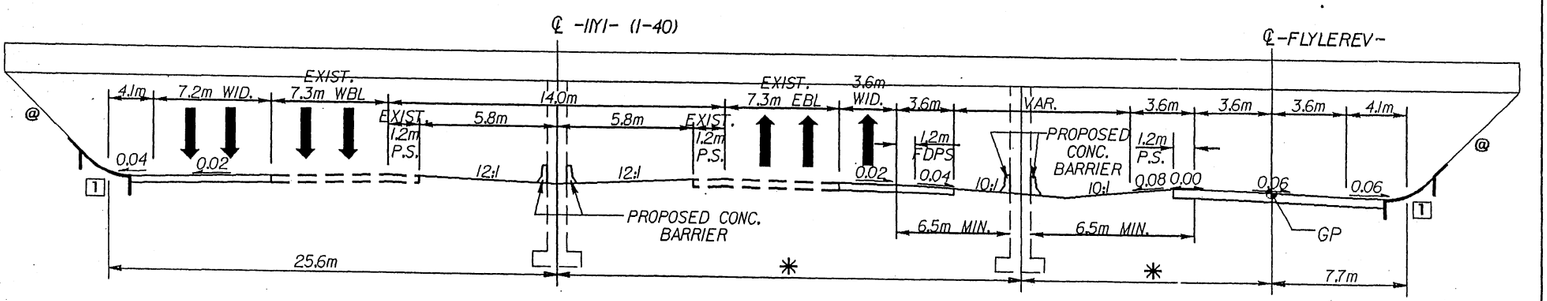
SR 2703 (NEW BETHEL RD.)
OVER I-40

DESIGN DATA -Y2-	
ADT 2005 =	671
ADT 2025 =	981
D =	60%
DHV =	10%
TTST =	2%
DUAL =	1%
V =	80 km/h

FUNC CLASS-COLLECTOR
MINIMUM VERTICAL CLEARANCE = 5.1 m
✳ HORIZONTAL DISTANCE TO BE DETERMINED BY STRUCTURE DESIGN UNIT
@ SLOPES DETERMINED BY GEOTECHNICAL ENGINEERING UNIT
[1] SEE STD. 610.03



TYPICAL SECTION ON STRUCTURE



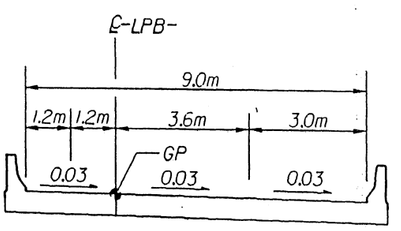
TYPICAL SECTION ON ROADWAY UNDER STRUCTURE

-LPB- STRUCTURE

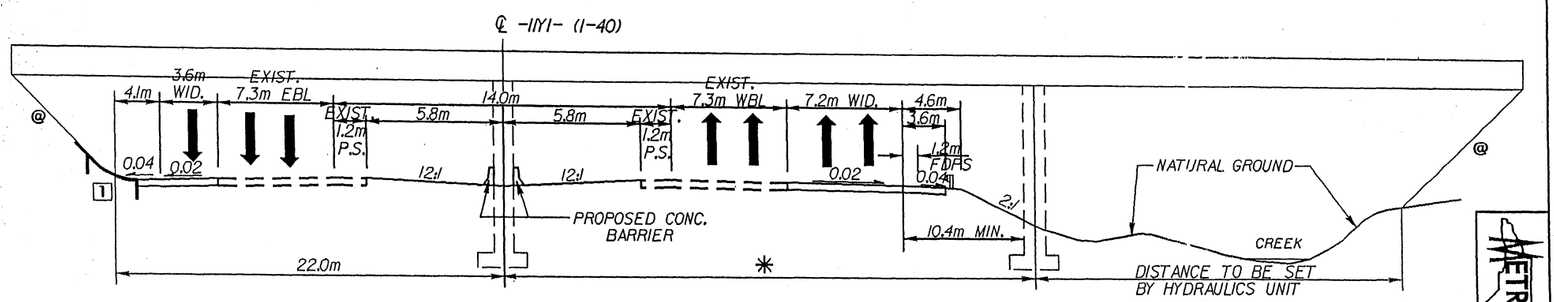
-LPB- OVER I-40

DESIGN DATA -LPB-	
ADT 2005 =	1,000
ADT 2025 =	2,350
D =	65%
DHV =	13%
TTST =	14%
DUAL =	6%
V =	100 km/h

FUNC CLASS-RAMP
MINIMUM VERTICAL CLEARANCE = 5.1 m
✳ HORIZONTAL DISTANCE TO BE DETERMINED BY STRUCTURE DESIGN UNIT
@ SLOPES DETERMINED BY GEOTECHNICAL ENGINEERING UNIT
[1] SEE STD. 610.03



TYPICAL SECTION ON STRUCTURE



TYPICAL SECTION ON ROADWAY UNDER STRUCTURE

METRIC

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

PROJECT REFERENCE NO. R-2524A
R/W SHEET NO.
SHEET NO. 2-E

20-SEP-2004 15:52
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Models AT HY260134

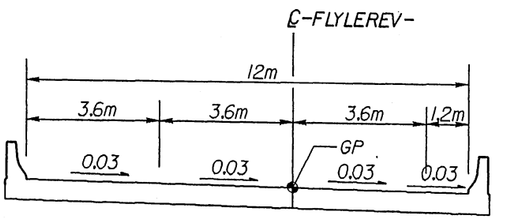
STRUCTURE TYPICAL SECTIONS

-FLYLEREV- STRUCTURE

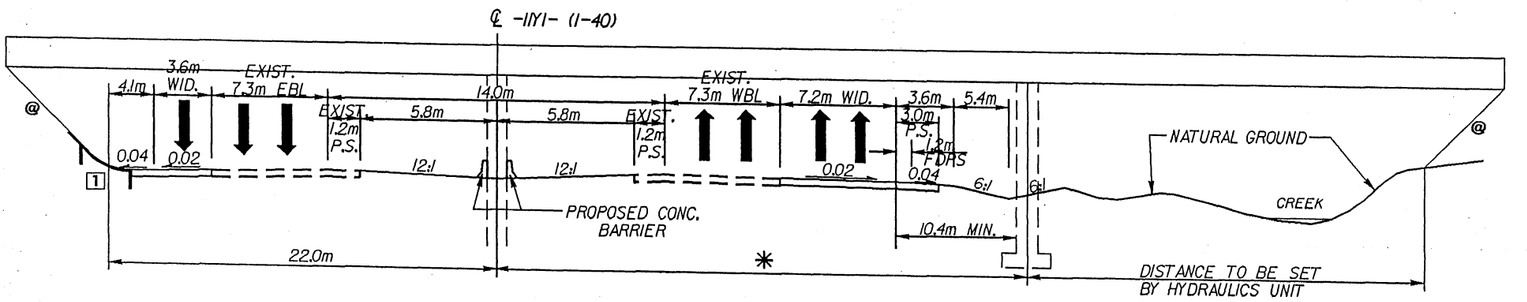
-FLYLEREV- OVER I-40

DESIGN DATA -FLYLEREV-	
ADT 2005 =	19,400
ADT 2025 =	27,000
D =	65%
DHV =	13%
TTST =	14%
DUAL =	6%
V =	100 km/h

FUNC CLASS-RAMP
MINIMUM VERTICAL CLEARANCE = 5.1 m
* HORIZONTAL DISTANCE TO BE DETERMINED BY STRUCTURE DESIGN UNIT
@ SLOPES DETERMINED BY GEOTECHNICAL ENGINEERING UNIT
[1] SEE STD. 610.03



TYPICAL SECTION ON STRUCTURE



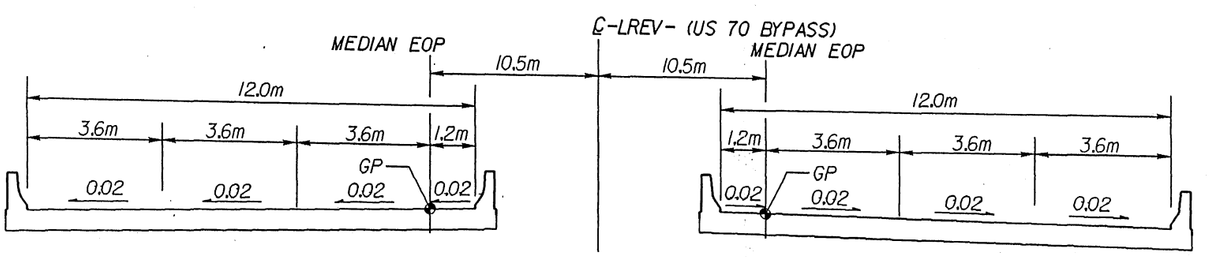
TYPICAL SECTION ON ROADWAY UNDER STRUCTURE

-LREV- STRUCTURES

-LREV- OVER UNNAMED TRIBUTARY TO SWIFT CREEK

DESIGN DATA -LREV-	
ADT 2005 =	40,800
ADT 2025 =	58,700
D =	65%
DHV =	10%
TTST =	10%
DUAL =	6%
V =	110 km/h

FUNC CLASS-FREEWAY



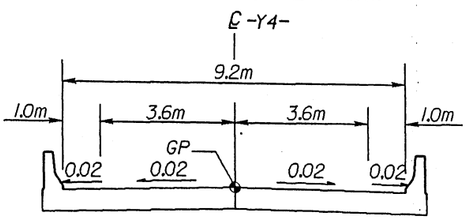
TYPICAL SECTION ON STRUCTURES

-Y4- STRUCTURE

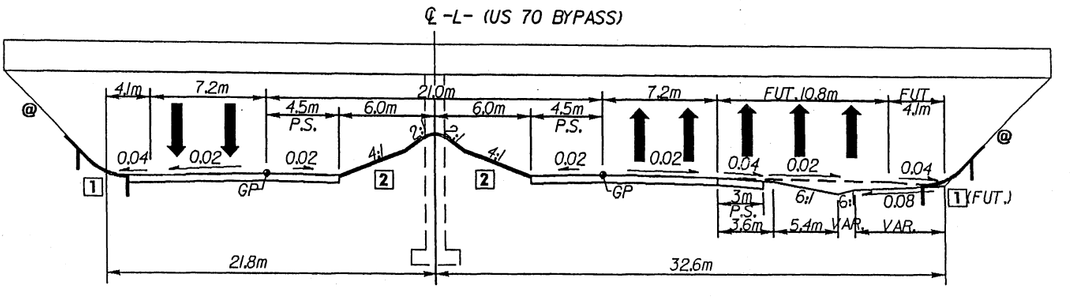
SR 1525 (CORNWALLIS RD.)
OVER US70 (CLAYTON BYPASS)

DESIGN DATA -Y4-	
ADT 2005 =	1,500
ADT 2025 =	3,000
D =	60%
DHV =	10%
TTST =	1%
DUAL =	1%
V =	80 km/h

FUNC CLASS-COLLECTOR
MINIMUM VERTICAL CLEARANCE = 5.1 m
@ SLOPES DETERMINED BY GEOTECHNICAL ENGINEERING UNIT
[1] SEE STD. 610.03
[2] SEE STD. 225.08



TYPICAL SECTION ON STRUCTURE



TYPICAL SECTION ON ROADWAY UNDER STRUCTURE

METRIC

PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION

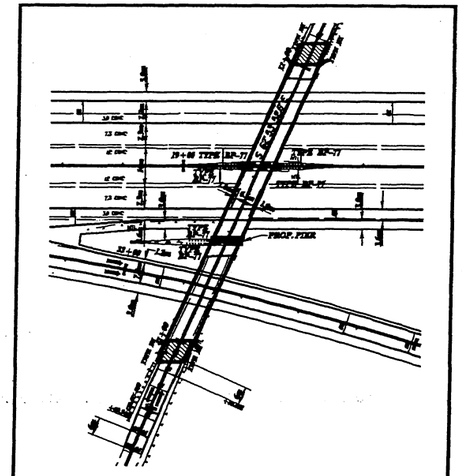
ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

PROJECT REFERENCE NO. R-2552AA
R/W SHEET NO.
SHEET NO. 2-F

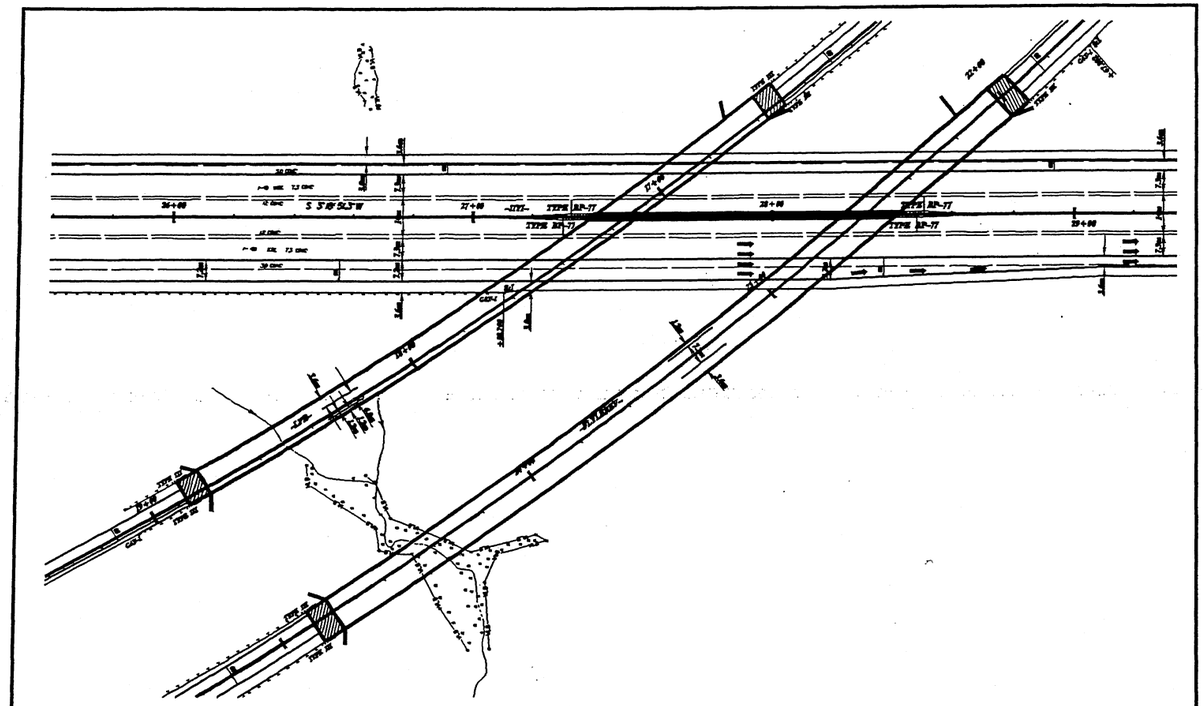
METRIC	PROJECT REFERENCE NO.	SHEET NO.
10 0 20	R-2552AA	2-G
	R /W SHEET NO.	
CONST.REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
R /W REV.	PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

BRIDGE SKETCH DETAILS



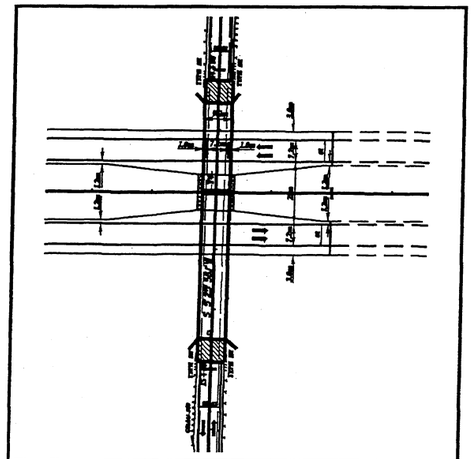
BRIDGE SKETCH SHOWING RELATIONSHIP BETWEEN -L-, -FLYLEREV- & -Y2-

SEE SHEET 6 FOR PLAN VIEW AND SEE SHEETS 15, 16 & 46 FOR PROFILES



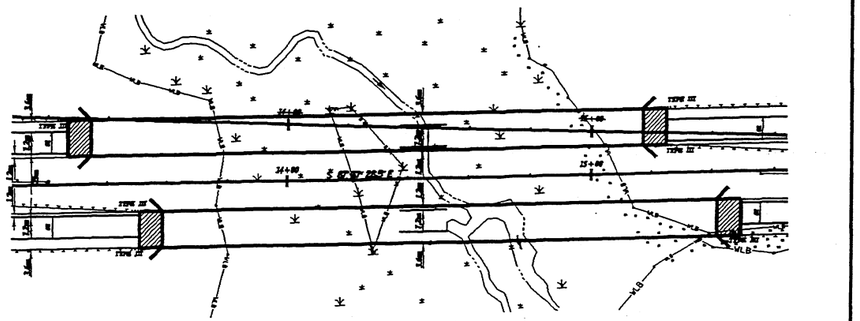
BRIDGE SKETCH SHOWING RELATIONSHIP BETWEEN -L-, -FLYLEREV- & -LPB-

SEE SHEET 7 FOR PLAN VIEW AND SEE SHEETS 21, 22, 23, 24, 25 & 34 FOR PROFILES



BRIDGE SKETCH SHOWING RELATIONSHIP BETWEEN L- & -Y4-

SEE SHEET 12 FOR PLAN VIEW AND SEE SHEETS 36 & 42 FOR PROFILES



BRIDGE SKETCH SHOWING RELATIONSHIP BETWEEN -L-, & UNNAMED TRIBUTARY OF SWIFT CREEK

SEE SHEET 14 FOR PLAN VIEW AND SEE SHEET 37 FOR PROFILE

8/17/99

30-SEP-2004 15:52

REVISIONS

-Y4- DETOUR (CORNWALLIS RD.)

NAD 83

METRIC

5 0 10

CONST.REV.

R/W REV.

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2-H
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

WILLIS C. UMSTEAD, ET UX
LAND BOOK 6 PG.291
DB 1073 PG.523
DB 433 PG.645
DB 1386 PG.912

WILLIE C. REAMS
DB 674 PG. 565

BEGIN CONSTRUCTION
-Y4- POT Sta. 12+50.000

-Y4- POT Sta. 12+35.687 =
-Y4DET- PC Sta. 10+00.000

-Y4- PTSta. 12+11.064

-Y4- +50.000
9.001m
(29.53')

-Y4- +80.000
20.000m
(65.62')

-L- +15.000
100.000m
(328.08')

-L- +35.000
65.000m
(213.25')

-L- +00.000
65.000m
(213.25')

-Y4- +30.000
20.000m
(65.62')

-Y4- +70.000
20.000m
(65.62')

-Y4- +50.000
9.284m
(30.46')

-Y4- +80.000
20.000m
(65.62')

-Y4- +30.000
20.000m
(65.62')

-Y4- +65.000
20.000m
(65.62')

-L- +07.000
128.000m
(413.39')

-Y4DET- Sta. 10+38.852
BEGIN CONSTRUCTION

-Y4DET- PRC Sta. 10+88.495

-L- +05.000
135.000m
(442.91')

-L- +70.000
102.000m
(334.65')

-L- +50.000
100.000m
(328.08')

-L- +55.000
120.000m
(393.70')

MATCHLINE TO SHEET 2-I -Y4DET- STA. 11+50.000

S 5° 25' 58" W

BY4-402 7+83.221 =
BY2 46+75.812

PCSta. 10+75.586

WILLIS C. UMSTEAD, ET UX
LAND BOOK 6 PG.291
DB 1073 PG.523
DB 433 PG.645
DB 1386 PG.912

WILLIS C. UMSTEAD
LAND BOOK 6 PG.291
DB 749 PG.11

32

JOHN R. HOWELL JR. ET UX
DB 509 PG.139
PB 9 PG.195

UZZLE BARNES ET UX
DB 135 PG.65
PB 9 PG.95

EARL SANDERS
DB 515 PG.531
DB 645 PG.85
DB 1224 PG.195
PB 9

SR 1548 NEW BETHEL RD

SR 1523 CORNWALLIS RD

EXISTING R/W

1000 mm 45BW

975 mm 45BW

600mm CONC

375 mm CONC

1500 mm WW

1800 mm 45BW

1230 mm WD

1300 mm 45BW

1000 mm WD RAIL

ISFD

ISWD

B

S

-Y4-

PI Sta 11+43.891
Δ = 18° 03' 07.1" (RT)
L = 135.419
T = 68.305
R = 430.000

-Y4DET-

PI Sta 10+44.716
Δ = 20° 16' 53.8" (RT)
L = 88.495
T = 44.716
R = 250.000
Se = 0.04
RO = 30m
V = 80 km/hr

PI Sta 11+33.211
Δ = 20° 16' 53.8" (LT)
L = 88.495
T = 44.716
R = 250.000
Se = 0.04
RO = 30m
V = 80 km/hr

NOTE:
(1) SEE SHEET 12 FOR -Y4- PLAN
(2) SEE SHEET 42 FOR -Y4DET- PROFILE

30-SEP-2004 15:52
jmorris
N:\Projects\R-2552AA\Roadway\Interchange\R2552AA_Y4_Detour_Plan.dgn

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

CONST.REV.

R/W REV.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y4- DETOUR (CORNWALLIS RD.)

NAD 83

WILLIE C. REAMS
DB 674 PG. 565

JANE A. CUNNINGHAM
DB 537 PG.430

34

GPS R-2552-I5 =
BL 34+28.712 =
BY4 II+52.923
-L- Sta 27+66.382
Offset 47.166 RT
-Y4- Sta 14+88.238
Offset 5.765 LT

-L- POT Sta. 27+61.028
-Y4- POT Sta. 14+41.121

-Y4DET- PC Sta. 12+41.313

-Y4- +99.942
8.946m
(29.34')

-L- +80.000
67.000m
(219.82')

-Y4- +00.000
20.000m
(65.62')

-Y4DET- PRC Sta. 13+29.808

END CONSTRUCTION
-Y4- POT Sta. 16+28.000

-Y4- POT Sta. 16+46.645 =
-Y4DET- PT Sta. 14+18.304

-Y4DET- PT Sta. 11+76.991

MATCH LINE TO SHEET 2-H -Y4DET- STA. 11+50.000

28

27

14+00

15+00

16+00

17+00

-Y4-
S 5° 25' 58.1" W

S 5° 25' 58.3" W

S 85° 03' 54.8" E

300 mm 4SBW
1000 mm 4SBW
1000 mm 4SBW
1000 mm 4SBW
1000 mm 4SBW
1300 mm 4SBW
375 mm CONC
600 mm WD RAIL

SR 1525 CORNWALLIS RD 63 BST

EXISTING R/W

13

12

14

6.6m 48m CSP

CLASS I RIP RAP 9.5m

+66.991

-L- POT Sta. 27+30.027
-Y4DET- POT Sta. 12+09.376

-L- +00.000
50.000m
(164.04')

+51.313
7.5m

+59.808
7.5m

-Y4DET- Sta. 13+77.635
END CONSTRUCTION

32
WILLIS C. UNSTEAD
LAND BOOK 6 PG.291
DB 749 PG.II

-Y4DET-

PI Sta 11+33.211	PI Sta 12+86.029	PI Sta 13+74.524
Δ = 20° 16' 53.8" (LT)	Δ = 20° 16' 53.9" (LT)	Δ = 20° 16' 53.9" (RT)
L = 88.495	L = 88.495	L = 88.495
T = 44.716	T = 44.716	T = 44.716
R = 250.000	R = 250.000	R = 250.000
Se = 0.04	Se = 0.04	Se = 0.04
R0 = 30m	R0 = 30m	R0 = 30m
V = 80 km/hr	V = 80 km/hr	V = 80 km/hr

NOTE:
(1) SEE SHEET 12 FOR -Y4- PLAN
(2) SEE SHEET 42 FOR -Y4DET- PROFILE

-Y2B- R/W
45.201m
(148.30')

JESSE H. AUSTIN JR.
DB 528 PG 261
DB 858 PG 669 ②

POOL
CONC
750 mm WD
ISFD
1070 mm BK
BST

-Y2B- +40.000
33.108m
(108.62')

-Y2B- +36.000
PL

JESSE H. AUSTIN JR.
DB 528 PG 261
DB 858 PG 669

R=15,240
L=123.939

15.240 150' ACCESS EASEMENT

R=15,240
L=22.595

R=15,240
L=10.451

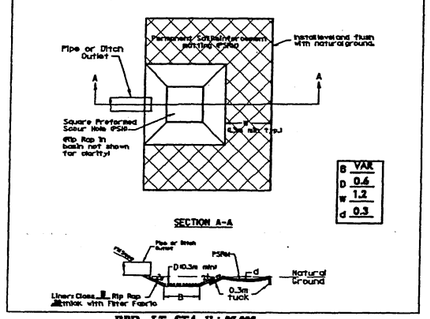
40 BST

BL-723 33+05.150
-L- Sta 26+45.037
Offset 23.866 RT

MATCH LINE TO SHEET 2-H -Y4DET- STA. 11+50.000

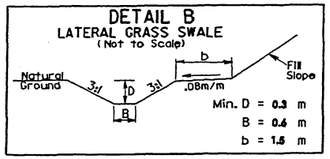
30-SEP-2004 15:52
jedavis \\prj-hq-fs1\projects\r-2552aa\interim\sheet02.dgn

DETAIL A
PREFORMED SCOUR HOLE



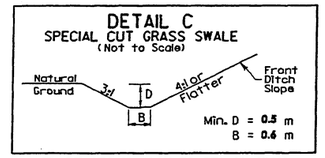
-RPD- LT. STA 11+87.000
-RPD- LT. STA 11+95.000
-FLYLERREV- LT. STA 19+60.000
-FLYLERREV- LT. STA 20+52.000
-FLYLERREV- LT. STA 20+58.000
-FLYLERREV- LT. STA 25+55.000
-LPB- RT. STA 16+45.000
-L- RT. STA 28+75.000
-LREV- LT. STA 13+25.000
-Y1- LT. STA 11+74.000
-Y1- LT. STA 12+68.000
-Y1- RT. STA 13+34.000
-Y1- RT. STA 27+06.000

DETAIL B
LATERAL GRASS SWALE
(Not to Scale)



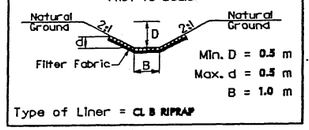
-FLYLWREV- RT. STA 19+78.000 TO STA 20+84.000
-L- LT. STA 21+10.000 TO STA 22+20.000
-LPB- RT. STA 14+79.000 TO STA 16+80.000
-LPB- LT. STA 21+94.000 TO STA 22+60.000
-RPD- RT. STA 13+85.000 TO STA 13+83.000
-Y1- LT. STA 13+60.000 TO STA 14+20.000
-Y1- LT. STA 22+81.000 TO STA 23+13.000
-Y1- LT. STA 39+60.000 TO STA 41+20.000
-Y2B- LT. STA 15+16.000 TO STA 15+83.000
-YREV- RT. STA 10+20.000 TO STA 10+65.000

DETAIL C
SPECIAL CUT GRASS SWALE
(Not to Scale)



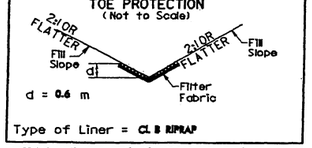
-Y1- RT. STA 21+40.000 TO STA 23+33.000
-Y1- LT. STA 26+80.000 TO STA 27+40.000
-Y2- RT. STA 10+65.000 TO STA 10+90.000

DETAIL D
STANDARD BASE DITCH
(Not to Scale)



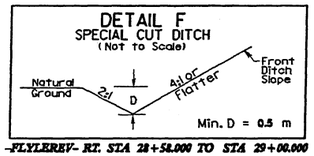
-YREV- LT. STA 10+22.000 TO STA 10+38.000

DETAIL E
TOE PROTECTION
(Not to Scale)



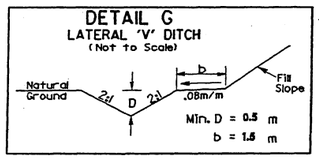
-FLYLERREV- LT. STA 15+00.000 TO STA 18+44.000
-FLYLWREV- LT. STA 17+62.000 TO STA 18+93.000
-Y1- RT. STA 23+30.000
-Y2B- RT. STA 15+85.000 TO STA 16+39.000
-YREV- LT. STA 10+46.000 TO STA 10+65.000
-YREV- LT. STA 15+00.000 TO STA 15+27.000

DETAIL F
SPECIAL CUT DITCH
(Not to Scale)



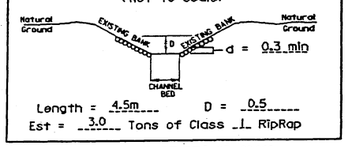
-FLYLERREV- RT. STA 28+58.000 TO STA 29+00.000

DETAIL G
LATERAL 'V' DITCH
(Not to Scale)



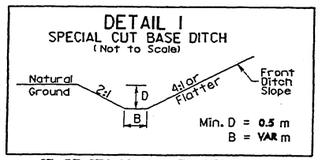
-LPB-RT. STA 21+32.000 TO STA 21+80.000
-V4- LT. STA 13+80.000 TO STA 14+00.000

DETAIL H
PIPE OUTLET CHANNEL
(Not to Scale)



-FLYLERREV- LT. STA 27+88.000
-FLYLERREV- LT. STA 29+53.000
-FLYLERREV- LT. STA 17+87.000
-IIY1- LT. STA 13+57.000
-IIY1- RT. STA 26+67.000
-L- RT. STA 21+13.000
-L- RT. STA 24+97.000
-Y2B- RT. STA 12+60.000
-Y2B- RT. STA 15+80.000

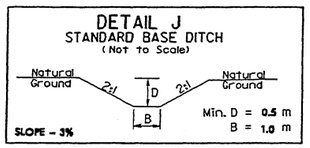
DETAIL I
SPECIAL CUT BASE DITCH
(Not to Scale)



-YI- LT. STA 25+88.000 TO STA 26+45.000

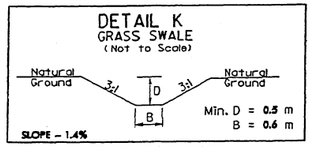
DETENTION RISER DETAIL COMING FROM DES. SERVICES

DETAIL J
STANDARD BASE DITCH
(Not to Scale)



-YI- RT. STA 21+08.000 TO STA 21+37.000 (SLOPE -3%)
-YI- RT. STA 25+88.000 TO STA 26+12.000 (SLOPE -5.3%)
-YI- RT. STA 26+70.000 (SLOPE -5.4%)

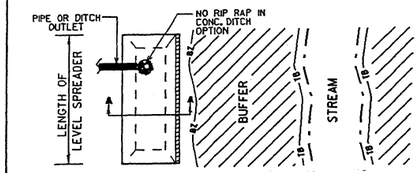
DETAIL K
GRASS SWALE
(Not to Scale)



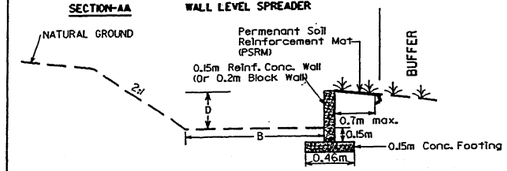
-YI- RT. STA 27+06.000

DETAIL L
LEVEL SPREADER DETAIL
(NOT TO SCALE)

PLAN VIEW

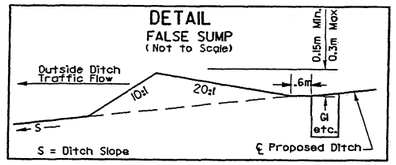


SECTION-AA WALL LEVEL SPREADER

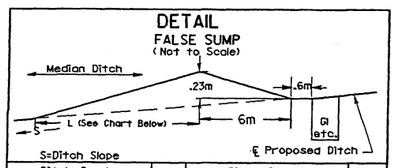


STATION	LENGTH	D	B	TOP ELEV.
-LREV- LT. STA 12+53.000	3.0	.45	1.2	67.05
-LREV- RT. STA 15+55.000	3.0	.45	1.2	64.45
-L- RT. STA 25+11.000	3.0	.45	1.2	77.45
-Y2B- RT. STA 15+02.000	3.0	.45	1.2	73.35
-RPD- LT. STA 17+00.000	32.0	.45	1.2	73.25

DETAIL
FALSE SUMP
(Not to Scale)

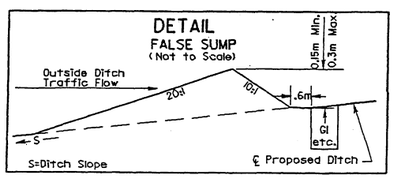


DETAIL
FALSE SUMP
(Not to Scale)

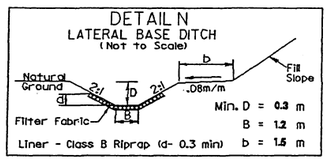


Ditch Grade		Ditch Grade	
0.0% To 2.0%		Over 4.0% To 6.0%	
Over 2.0% To 4.0%		Over 6.0%	

DETAIL
FALSE SUMP
(Not to Scale)

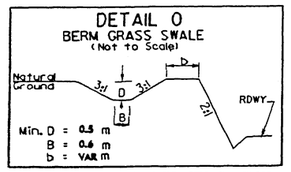


DETAIL N
LATERAL BASE DITCH
(Not to Scale)



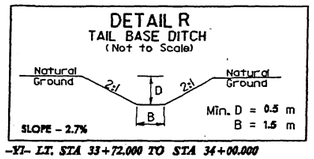
-LREV- RT. STA 12+82.000 TO STA 13+74.000

DETAIL O
BERM GRASS SWALE
(Not to Scale)



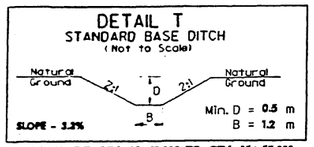
-L- LT. STA 26+08.000 TO STA 27+48.000

DETAIL R
TAIL BASE DITCH
(Not to Scale)



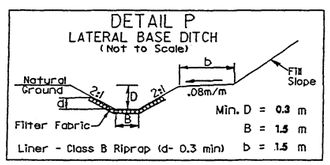
-YI- LT. STA 33+72.000 TO STA 34+00.000

DETAIL T
STANDARD BASE DITCH
(Not to Scale)



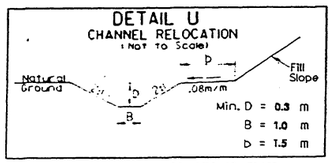
-LREV- RT. STA 15+11.000 TO STA 15+57.000

DETAIL P
LATERAL BASE DITCH
(Not to Scale)



-YI- RT. STA 14+05.000 TO STA 14+20.000

DETAIL U
CHANNEL RELOCATION
(Not to Scale)



-L- LT. STA 25+18.000 TO STA 25+71.000

RIGHT OF WAY REVISION 9/2/04

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	4
R/W SHEET NO.	4,5
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

5 0 10

NAD 83

20.659 COR TO COR N04°32'24"W

41.492 COR TO COR N12°20'25"W

BZ 1

BZ 2

180m TAPER

420m FULL LANE

+40.000

+20.000

BEGIN CONSTRUCTION
-IIYI- POT STA. 10+40.000
-IIYI- Sta. 10+52.639 =
BYI-101 5+00.000
Offset L590 RT

BEGIN EXPRESSWAY GUTTER
-IIYI- STA 10+80.655

-IIYI- +50.000
42.706m
(140.11')
48.000m
(157.48')

+50.000 – BEGIN WOVEN WIRE FENCE– TIE TO EXIST.

(1) EVA M. WALTERS DB 1522 PG.306

CHANNEL OUTLET PROTECTION
CLASS "I" RIP-RAP
EST. 43.5 MTNS

CLASS "B" RIP-RAP
EST. 1.8 MTNS
FILTER FABRIC
EST. 5.9 SM

COLLAR AND EXT.
375 RCP
COLLAR & EXT.
1650 mm CSP

375mm CONC

EXISTING R/W

1550 mm WW & ISBW

PSH – 1.2 X 1.2m
SEE DETAIL A

GRADE TO DRAIN

CAT. I

8:1

3.0m

3.6m

375

2GI

3D CONC

7.3 CONC

12 CONC

-WB-

-EB-

RETAIN

CABLE GUIDERAIL

BEGIN GUIDERAIL
STA. 10+40.000

11+00

12+00

13+00

-IIYI- S. 3°18'51.3" W

7.3m EXIST.

1.4m

1.2m

GRAU-350

2GI

3.6m

+15.000

400mm CSP
w/ELBOWS

BEGIN EXPRESSWAY GUTTER
-IIYI- STA 13+30.240

-YI- +11.544 =
-IIYI- +11.544
41.550m
(136.32')

REMOVE EXISTING CONTROL ACCESS FENCE

-YI- +04.544 =
-IIYI- +04.544
41.550m
(136.32')

BEGIN WOVEN WIRE FENCE TIE TO EXIST.

2.6 CONC HW

L9 CONC ASW

RETAIN HDWL

SITE AA1b

CLASS "B" RIP-RAP
EST. 0.9 MTNS
FILTER FABRIC
EST. 4.2 SM

MATCHLINE TO SHEET 5 -IIYI- STA. 13+60.000

NOTE:
(1) SEE SHEET 17 FOR -IIYI- PROFILE

30-SEP-2004 15:52
R:\sdd\r2552aa\sheets\r2552aash04.dgn
Model: "AA" MY:280434

RIGHT OF WAY REVISION 9/2/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R-2552AA	5
CONST.REV.	R/W SHEET NO.	5,6
R/W REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

BEGIN TIP PROJECT R-2552AA -FLYLEREV- STA. 35+14.173
(R/W & CONST.)

NAD 83

123.039 COR TO COR
S07°03'25"W

420m FULL LANE

90m TAPER

EVA M. WALTERS
DB 1522 PG.306

1

-YI- +80.000 =
-IIYI- +80.000
50.000m
(164.04')

0.6 m LATERAL GRASS SWALE
SEE DETAIL B.

-YI- +10.000 =
-IIYI- +10.000
52.000m
(170.60')

-IIYI- Sta. 14+32.772 =
BYI-102 8+80.133
Offset 1.432 RT

-YI- +40.000 =
-IIYI- +40.000
49.000m (160.76'),
EX. R/W

THOMAS H. PENNY
DB 1493 PG 232

2

RETAIN EXISTING DITCH
AND RIP-RAP PAD

+40.000 - END
WOVEN WIRE
FENCE - TIE TO
EXIST.

CL "B" RIP-RAP
EST. 2.7 MTNS
FILTER FABRIC
EST. 8.4 SM

END EXPRESSWAY GUTTER
-IIYI- STA 15+51.190

PROP. R/W
1st TAKING

1550 mm WW & ISBW

EXISTING R/W

COLLAR & EXT.,
450mm

RIPRAP

GRAU-350

450mm CONC

3.0 CONC

7.3 CONC

CABLE GUIDERAIL

-WB-

RETAIN

14+00

15+00

S 3° 18' 61.3" W

-IIYI-

16+00

17+00

1.2 CONC

-EB-

END EXPRESSWAY GUTTER
-IIYI- STA 14+69.305

15 450mm CONC PLUG

REMOVE 16

1650mm MTL

CAT-1

12

8:1

2GI TYPE A

RETAIN DITCH

REMOVE HDWL

10A

11

+17.210

450mm MTL

2GI

13

400mm CSP
w/ELBOW

+14.173

22.5m
INC.

CONC BERM

REMOVE

STD. BERM DITCH

BDO

14

-YI- +33.144 =
-IIYI- +33.144
42.739m

CLASS "B" RIP-RAP
EST. 4.5 TONS
FILTER FABRIC
EST.11.7 SM

REMOVE EXISTING
CONTROL ACCESS FENCE

1.5m LATERAL BASE DITCH
SEE DETAIL P
CLASS "B" RIP-RAP
EST. 64 TONS
FILTER FABRIC
EST.160 SM

-YI- +00.000 =
-IIYI- +00.000
50.000m
(164.04')

COLLAR AND
EXT. 1650mm CSP
W/HDWL
EVA M. WALTERS
DB 1522 PG.306

1

THOMAS H. PENNY
DB 1493 PG 232
DB 1056 PG 647

2

-YI- +55.064 =
-IIYI- +55.064
45.737m

-YI- +00.000 =
-IIYI- +00.000
55.000m
(180.45')

3 GEORGE J. PENNY, ET UX
DB 2168 PG.272

-YI- +90.000
42.310m
(138.81')
BEGIN WOVEN
WIRE FENCE -
TIE TO EXIST.

-YI- +00.000 =
-IIYI- +00.000
43.564m
(142.93')

-IIYI- Sta. 16+96.298 =
BYI-103 11+43.659
Offset 1.458 RT

-FLYLEREV-
PIs Sta 34+54.180
θs = 2°56'47.9"
Ls = 90.000
LT = 60.008
ST = 30.008

-FLYLEREV- STSta. 35+14.173 =
-IIYI- POTSta. 16+68.075 (17.9m RT.)

TRAFFIC DIAGRAM
2005 ADT
2025 ADT
CLAYTON BYPASS

NOTE:
(1) SEE SHEET 18 FOR -IIYI- PROFILE
(2) SEE SHEET 30 FOR -FLYLEREV- PROFILE

MATCHLINE TO SHEET 4 -IIYI- STA. 13+60.00

MATCHLINE TO SHEET 6 -IIYI- STA. 17+20.00

XS-SEP-2004 6:52
R-2552AA WP W:\2552AA\xsheets\xsheets.dgn
Default

REVISIONS
RIGHT OF WAY REVISION 9-7-01

TRAFFIC DIAGRAM

CLAYTON BYPASS

MATCHLINE TO SHEET 6 -ITF- STA 17+26.000

MATCHLINE TO SHEET 7 -ITF- STA 24+46.000

-WB-

-EB-

POND

ALBERT R. PEARSALL
DB 6821 PG.26

PHIL GREEN, ET UX
DB 3654 PG.305

DAVID PERRY
DB 3441 PG 799

JAMES LEE PERRY
DB 3307 PG 345
PB 1602 PG 205

JAMES MILLS, ET UX
DB 3570 PG.306

MARY POWELL WARD WHITE, ET AL
DB 3244 PG.4

NOTES
(6) SEE SHEETS 25 & 26 FOR -ITF- PROFILE
SEE SHEET 26 FOR -T- PROFILE
SEE SHEETS 25 & 26 FOR -FLYSHEET- PROFILE
SEE SHEET 24 FOR -LT- PROFILE
SEE SHEET 25 FOR -FLYSHEET- PROFILE
SEE SHEET 26 FOR -XSEWL PROFILE
SEE STANDARD NO. 840.01 FOR CONCRETE PAVEMENT MARKER DETAILS
(8) REMOVE EXISTING ONLY AND RESEED

(9) SEE PIPE INFO FOR PIPE ON -T2- BRIDGE IN STRUCTURE PAY ITEM

METRIC

PRELIMINARY PLANS

LOCATION:
TIP NO. / COUNTY:
DESIGNED BY: / DATE:
CHECKED BY: / DATE:

RIGHT OF WAY REVISION 9/2/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R2552AA	6-A
	R/W SHEET NO.	
CONST.REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
R/W REV.	PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

NAD 83

MARY POWELL WARD WHITE, ET AL
DB 3244 PG.4
7

-YREV- +22.398
15.000m
(49.21')

-YREV- +28.000
21.000m (68.90'),
15.000m (49.21')

-YREV- +24.328
15.000m
(49.21')

TOE PROTECTION
CLASS B RIPRAP
EST. 40 MTNS
FILTER FABRIC
EST. 82 SM
SEE DETAIL E

CLASS "I" RIP-RAP
EST. 11.8 MTNS
FILTER FABRIC
EST. 26.1 SM

-YREV- +35.000
21.000m (68.90'),
15.000m (49.21')

MATCHLINE TO SHEET
6 -YREV- STA. 12+80.000

13+00
S 22° 25' 32.7" W

14+00

15+00

-YREV-

S 34° 06' 21.9" W

NOTE: PIPE BURIED 0.20m

HDWL

MATCHLINE TO SHEET
6B -YREV- STA. 16+00.000

-YREV- +24.328
15.000m
(49.21')

-YREV- PTSta. 15+24.328

-YREV- +22.398
15.000m
(49.21')

-YREV- PCSta. 14+22.398

MARY POWELL WARD WHITE, ET AL
DB 3244 PG.4
7

-YREV-
PI Sta 14+73.540
Δ = 11° 40' 49.2" (RT)
L = 101.930
T = 51.142
R = 500.000
S.E. = 0.03

NOTE:
(1) SEE SHEETS 38 & 39 FOR -YREV- PROFILE

30-SEP-2004 15:53
N:\proj\proj\R2552AA\roadway\sheets\R2552AA_sht_rw_06a.dgn

RIGHT OF WAY REVISION 9/21/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R2552AA	6-B
	R/W SHEET NO.	
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	PRELIMINARY PLANS NOT FOR CONSTRUCTION	
R/W REV.		

NAD 83

MATCHLINE TO SHEET 6A -YREV- STA. 16+00.000

MARY POWELL WARD WHITE, ET AL
DB 3244 PG.4
7

-YREV- ON PL
15.000m
(49.21')

-YREV- POTSta. 17+75.354

-YREV- +60.000
15.000m
(49.21')

-YREV- PAST PL
5.000m
(16.40')

17+00

-YREV-

S 34°06'21.9"W

73.697 COR
S59°49'29"E

63.142 COR TO COR
S38°48'49"E

B. T. HENDERSON II, ET AL
DB 737 PG 235
DB 2094 PG 611
DB 2098 PG 208
PB 1972 PG 283
8

-YREV- +60.000
15.000m
(49.21')

-YREV- ON PL
15.000m
(49.21')

-YREV- PAST PL
5.000m
(16.40')

MARY POWELL WARD WHITE, ET AL
DB 3244 PG.4
7

TIDS

13.551 COR TO COR
S60°01'58"E

NOTE:
(1) SEE SHEET 39 FOR -YREV- PROFILE

30-SEP-2004 09:53
R:\new\r2552aa\roadway\r2552aa_sh6.dgn
Roberts, Amy W.

REVISIONS

Right of way revised 9/3/04

PRELIMINARY PLANS

TRAFFIC DIAGRAM

2005 ADT
2025 ADT
31 mph

CLAYTON BYPASS

I-85 / I-40 — 2005 ADT 25,000 / 2025 ADT 37,000

NOTE:
(1) SEE SHEETS 21 & 22 FOR -1YY- PROFILE
(2) SEE SHEET 20 FOR -FLYLWRRY- PROFILE
(3) SEE SHEETS 23 & 24 FOR -LPR- PROFILE
(4) SEE SHEETS 25 & 26 FOR -FLYLRRP- PROFILE
(5) SEE CROSS SECTIONS AND ROADWAY TYPICAL SECTIONS FOR SLOPE, DITCH AND SHOULDER BERM GRADING
(6) REMOVE STONE ONLY AND RESEED
(7) SEE DWG. FOR TOP OF -FLYLRRY- BRIDGE SE STRUCTURE ELEV ITEM

MATCHLINE TO SHEET 6 -1YY- STA 21+40.000

MATCHLINE TO SHEET 14 -1YY- STA 29+84.000

MATCHLINE TO SHEET 14

-FLYLRRY- CURVE DATA

Pt. Sta. Abutment	Pt. Sta. Backwall	Pt. Sta. Abutment	Pt. Sta. Backwall
PC = 21+97.00 (RT)	PC = 21+97.00 (RT)	PC = 22+03.00 (LT)	PC = 22+03.00 (LT)
PI = 22+27.77	PI = 22+27.77	PI = 22+33.77	PI = 22+33.77
PT = 22+58.77	PT = 22+58.77	PT = 22+64.77	PT = 22+64.77
L = 61.77	L = 61.77	L = 61.77	L = 61.77
D = 114.5916°	D = 114.5916°	D = 114.5916°	D = 114.5916°
R = 50.00	R = 50.00	R = 50.00	R = 50.00
S.E. = 0.05	S.E. = 0.05	S.E. = 0.05	S.E. = 0.05

-FLYLRRY- CURVE DATA

Pt. Sta. Abutment	Pt. Sta. Backwall	Pt. Sta. Abutment	Pt. Sta. Backwall
PC = 24+77.00 (RT)	PC = 24+77.00 (RT)	PC = 24+83.00 (LT)	PC = 24+83.00 (LT)
PI = 25+07.77	PI = 25+07.77	PI = 25+13.77	PI = 25+13.77
PT = 25+38.77	PT = 25+38.77	PT = 25+44.77	PT = 25+44.77
L = 61.77	L = 61.77	L = 61.77	L = 61.77
D = 114.5916°	D = 114.5916°	D = 114.5916°	D = 114.5916°
R = 50.00	R = 50.00	R = 50.00	R = 50.00
S.E. = 0.05	S.E. = 0.05	S.E. = 0.05	S.E. = 0.05

-LPR- CURVE DATA

Pt. Sta. Abutment	Pt. Sta. Backwall	Pt. Sta. Abutment	Pt. Sta. Backwall
PC = 27+47.00 (RT)	PC = 27+47.00 (RT)	PC = 27+53.00 (LT)	PC = 27+53.00 (LT)
PI = 27+77.77	PI = 27+77.77	PI = 27+83.77	PI = 27+83.77
PT = 28+08.77	PT = 28+08.77	PT = 28+14.77	PT = 28+14.77
L = 61.77	L = 61.77	L = 61.77	L = 61.77
D = 114.5916°	D = 114.5916°	D = 114.5916°	D = 114.5916°
R = 50.00	R = 50.00	R = 50.00	R = 50.00
S.E. = 0.05	S.E. = 0.05	S.E. = 0.05	S.E. = 0.05

PROJECT REFERENCE NO.	F.A. NO.
R-2924A	N/A
R/W SHEET NO.	TOTAL SHEETS
5	26
ROADWAY DESIGNER	HYDRAULICS ENGINEER

LOCATION:	
TIP NO.:	COUNTY:
DRAWN BY:	DATE:
CHECKED BY:	DATE:

MATCHLINE TO SHEET 8-A

MATCHLINE TO SHEET 7-A

MATCHLINE TO SHEET 9-A

MATCHLINE TO SHEET 15-A

WAKE COUNTY
JOHNSTON COUNTY

TRAFFIC DIAGRAM

NOTE:
(1) SEE SHEETS 27 & 28 FOR -FLYLEVEL- PROFILE
(2) SEE SHEET 33 FOR -LPR- PROFILE
(3) SEE SHEET 31 FOR -FLYLEVEL- PROFILE
(4) SEE SHEET 35 FOR -RPD- PROFILE

PRELIMINARY PLANS

RIGHT OF WAY REVISION 9/2/04

8/27/03

METRIC

5 0 10

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	8-A
R/W SHEET NO.	14,26
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

NAD 83

-FLYLWREV- +28.533
239.138m
(784.57')

-FLYLWREV- +29.442
379.947m
(1246.55')

-FLYLWREV- +76.91
407.894m
(1338.24')

-FLYLWREV- +63.897
PL

-FLYLWREV- PL
PL

-FLYLWREV- +93.243
PL

WAKE COUNTY
JOHNSON COUNTY

MATCHLINE TO SHEET 8

MATCHLINE TO SHEET 9A

9
J. PEELE JOHNSON, HEIRS
C/O GLENN NIXON, EXEC.
DB 630 PG.592

9
J. PEELE JOHNSON, HEIRS
C/O GLENN NIXON, EXEC.
DB 630 PG.592

-FLYLWREV- +77.715
358.753m
(1177.01')

ROBERT A. BRYAN, ET UX
DB 2110 PG 627
35

903
NCDOT
FORMERLY:
FRANCIS E. SOROKO
DB 954 PG.39
PB 25 PG.205

60.960 COR TO EIP
S77°07'44"E

DANIEL Y. ROBINSON
DB 1004 PG.153
13

150.681 EP TO COR
N12°52'16"E

1000 mm RCP

30.542 EP TO EIP
S02°52'16"E

EIP

EIP

EIP

20-SEP-2004 15:53
User: kwhite
Model: "N" W:\2552AA\...

REVISIONS
RIGHT OF WAY REVISION 9/2/04

MATCHLINE TO SHEET 9-A

MATCHLINE TO SHEET 9-B

MATCHLINE TO SHEET 9-C

MATCHLINE TO SHEET 9-C

MATCHLINE TO SHEET 9-C

MATCHLINE TO SHEET 10 -L- PL STA 13+00.000

MATCHLINE TO SHEET 10A -L- PL STA 11+00.000

TRAFFIC DIAGRAM

2005 ADT
2025 ADT
T = 5%

CLAYTON
BYPASS

I-40

NOTE:
(1) SEE SHEET 37 FOR -XLYLEREV- PROFILE
(2) SEE SHEETS 36 & 37 FOR -FLYLEREV- PROFILE
(3) SEE SHEET 36 FOR -LREV- PROFILE
(4) SEE CROSS SECTIONS AND ROADWAY STANDARD DRAWINGS FOR N.C.D.T. SHEET 1 FOR SPECIAL MEDIAN GRADING

PROJECT REFERENCE NO.	SHEET NO.
R-2604A	9
R/W SHEET NO.	TOTAL SHEETS
15	15

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

LOCATION:	
TIP NO.:	COUNTY:
DRAWN BY:	DATE:
CHECKED BY:	DATE:

RIGHT OF WAY REVISION 9/2/04

MATCHLINE TO SHEET 8A

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	9-A
R/W SHEET NO.	26
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

NAD 83

ROBERT A. BRYAN, ET UX
DB 2110 PG 627
35

-FLYLWREV- +73.687
347.118m
(1138.84')

-FLYLWREV- +58.815
PL

ROBERT A. BRYAN, ET UX
DB 2110 PG 627
35

1000 mm 4SBW

577.351EP TO EP

1000 mm 4SBW

-FLYLWREV- Sta. 11+18.224 =
BY3-324 29+45.713
Offset 38.086 RT

13
DANIEL Y. ROBINSON
DB 1004 PG.153

13
DANIEL Y. ROBINSON
DB 1004 PG.153

BZ 2
BZ 1
BZ 2
BZ 1
BZ 2
BZ 1
BZ 2

-FLYLWREV- Sta. 12+54.913 =
BY3-325 30+77.570
Offset 224.917 RT

14
GERALD W. COCHRAN, ET UX
DB 813 PG.698

MATCHLINE TO SHEET 9B

MATCHLINE TO SHEET 9

XS-SEP-2004 8:53
Admin1 XY 10.08134

8/01/99

RIGHT OF WAY REVISION 9/2/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R-2552AA	9-B
	R/W SHEET NO.	26,28
CONST.REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
R/W REV.	PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

-LREV- Sta. 11+44.518 =
BY3-323 27+83.423
Offset 417.000 LT

1000 mm ASBW

-L- +50.000
PL

-L- +47.006
379.344m
(1244.57')

-L- +37.000
348.000m
(1141.73')

-L- +46.000
260.000m
(853.02')

-L- +89.000
187.000m
(613.52')

NAD 83

(13)
DANIEL Y. ROBINSON
DB 1004 PG.153

(14)
GERALD W. COCHRAN, ET UX
DB 813 PG.698

DOUGLAS ALLEN, ET UX
DB 580 PG.616
DB 801 PG.756

(28)
WILLIS C. UMSTEAD
LAND BOOK 6 PG.291
DB 749 PG.11

NCDOT
FORMERLY:
DAVID C. HINTON, ET UX
DB 809 PG.696

(901)

EP

596.07EP TO COR
S56°45'43"W

596.07EP TO COR
S56°45'43"W

640.37EP TO COR
S56°45'43"W

S39°59'32"E
85.52EP TO EP

S57°39'56"E
74.24EP TO EP

S57°39'56"E
45.10EP TO COR

S54°36'43"W
34.90EP TO COR

S36°44'38"E
18.18EP TO COR

S30°10'00"E
19.19EP TO COR

S30°10'00"W
19.19EP TO COR

900 mm 35BW

MATCHLINE TO SHEET 9

MATCHLINE TO SHEET 10

MATCHLINE TO SHEET 9A

XS-SEP-2004 8:54
K:\Survey Line\R-2552AA\Design\R-2552AA_plan_sheet_9B.dgn

MATCHLINE TO SHEET 9

MATCHLINE TO SHEET 15-A

MATCHLINE TO SHEET 15-A

MATCHLINE TO SHEET 9

MATCHLINE TO SHEET 9

NOTES:
(1) SEE SHEET 6 FOR -SR3-L- PROFILE

PRELIMINARY PLANS

REVISIONS
RIGHT OF WAY REVISION 9/23/04

MATCHLINE TO SHEET 9-B

MATCHLINE TO SHEET 9 -LREV- STA. 13+00.000

MATCHLINE TO SHEET 11 -L- STA. 13+00.000

-LREV- PTSta. 18+99.765 BK =
-L- PTSta. 18+99.765 AH

NOTE
(1) SEE SHEETS 36 & 37 FOR -LREV- PROFILE
(2) SEE SHEET 37 FOR -L- PROFILE
(3) SEE 48 FOR -Y2B- PROFILE
(4) SEE CROSS-SECTIONS AND ROADWAY STANDARD DRAWINGS, STD. NO. 862.01, SHEET 1 FOR SPECIAL MEDIAN GRADING

DETRICK

PROJECT REFERENCE NO. B-33944
F.A. PROJ. NO. STATE PROJECT NO. 8.2481201
PRELIMINARY PLANS
CONST. NO.
R/W NO.

LOCATION
TIP NO. COUNTY
DESIGNED BY: DATE:
CHECKED BY: DATE:

REVISIONS
RIGHT OF WAY REVISION 9/3/14

METRIC

PROJECT REFERENCE NO. B-36644
SHEET NO.
1 /W SHEET NO.
11 /W 14
ROADWAY DESIGN ENGINEER
PROJECT ENGINEER

PRELIMINARY PLANS
Not for construction, bidding or recordation

CONSTRUCTION
/W SHT.

MATCHLINE TO SHEET 10 -L- STA. 19+40.000

MATCHLINE TO SHEET 12 -L- STA. 26+20.000

(28) WILLIS C. WHITLOW LAND BOOK 5 PG.259 DB 740 PG.5

(31) JERRY L. WILSON, ET UX DB 1332 PG.192

(32) WILLIS C. WHITLOW LAND BOOK 5 PG.259 DB 740 PG.5

(30) CHARLES R. LEE, ET UX DB 1885 PG.300 PB 26 PG.250

JERRY L. WILSON, ET UX DB 1332 PG.192

WILLIS C. WHITLOW LAND BOOK 5 PG.259 DB 740 PG.5

JESSE H. HESTER JR. DB 820 PG 265 DB 888 PG 845

CABLE GUIDERAIL

STD. 846.01 SHOULDER BERM GUTTER

STD. 846.02 SHOULDER BERM GUTTER

STD. 840.45 CURB & GUTTER

STD. 840.16 CONCRETE WASHOUT STRUCTURE

STD. 840.66 WHEELCHAIR RAMP

STD. 840.41 DRIVEWAY PAVEMENT

STD. 840.42 DRIVEWAY PAVEMENT

STD. 840.54 CONCRETE MEDIAN

STD. 840.55 CONCRETE MEDIAN

STD. 840.73 CONCRETE MEDIAN

STD. 840.74 CONCRETE MEDIAN

STD. 840.75 CONCRETE MEDIAN

STD. 840.76 CONCRETE MEDIAN

STD. 840.77 CONCRETE MEDIAN

STD. 840.78 CONCRETE MEDIAN

STD. 840.79 CONCRETE MEDIAN

STD. 840.80 CONCRETE MEDIAN

STD. 840.81 CONCRETE MEDIAN

STD. 840.82 CONCRETE MEDIAN

STD.

REVISIONS
RIGHT OF WAY REVISION 9/2/04

NCDOT

PROJECT REFERENCE NO. R-2552AB
F.A. PROJ. NO. NHPP-0074(39)
STATE PROJECT NO. 8.2481201
COUNTY ROBESON
DIVISION 6
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
CONFIRM.
R/W INC.

SHEET NO. 10
TOTAL SHEETS 43
ROADWAY DESIGNER
HYDRAULICS ENGINEER

MATCHLINE TO SHEET 11 -L- STA. 25+29.999

MATCHLINE TO SHEET 13 -L- STA. 33+16.000

NAD 83

WILLIE C. MCNEILL
LAND DOOC & PG.218
DB 748 PG.6
(32)

WILLIE C. MCNEILL
DB 674 PG. 965
(33)

WILLIE C. MCNEILL
DB 674 PG. 965
(33)

WILLIE C. MCNEILL
DB 673 PG. 965
(33)

WILLIE C. MCNEILL
DB 673 PG. 965
(33)

WILLIE C. MCNEILL
LAND DOOC & PG.218
DB 748 PG.6
(32)

J. C. Stevenson
DB 537 PG.430
(34)

TO BE CONSTRUCTED UNDER R-2552AB

TO BE CONSTRUCTED UNDER R-2552AB

S 85°03'54.8" E

S 79°39'32.8" E

S 5°46'00" E

S 5°46'00" E

TCE TO REMAIN IN FORCE THROUGH R-2552AA AND R-2552AB

END CONSTRUCTION
-L- POT STA. 28+00.000

-L- STA. 25+29.999

-L- STA. 33+16.000

-Y1- PI Sta. 27+42.63 Δ = 9°49'58" (LT) D = 4.00000 T = 34.36 L = 68.66 R = 1432.39

-Y2- PI Sta. 29+10.09 Δ = 14°49'42" (LT) D = 4.00000 T = 52.00 L = 103.54 R = 1432.39

-Y3- PI Sta. 30+69.09 Δ = 14°49'42" (LT) D = 4.00000 T = 52.00 L = 103.54 R = 1432.39

-Y4- PI Sta. 32+28.09 Δ = 9°49'58" (LT) D = 4.00000 T = 34.36 L = 68.66 R = 1432.39

NOTES:
(1) SEE SHEET 10 FOR -L- PROFILE
(2) SEE SHEET 12 FOR -Y1- PROFILE
(3) SEE SHEET 13 FOR -Y2- PROFILE
(4) SEE SHEETS 2-E & 2-F FOR -Y3&Y4- PLAN
(5) SEE CROSS-SECTIONS AND ROADWAY TRANSITIONS FOR -Y1, Y2, Y3, Y4, -Y5R1 & -Y6R1 FOR ENTIRE MAINLINE ALIGNMENT

LOCATION:
TIP NO.: COUNTY:
DESIGNED BY: DATE:
CHECKED BY: DATE:

REVISIONS

RIGHT OF WAY REVISION 9/21/01

NCDOT

PROJECT REFERENCE NO. R-2552AA

SHEET NO. 7

T.I.P. SHEET NO.

RIGHT OF WAY DATE: 10/1/02

PRELIMINARY PLANS

CONST REV.

R/W REV.

XAD 83

-L- PI Sta 39+89.047
Δ = 90° 00' 00" (RT)
D = 22.918°
T = 250.000
L = 392.699
R = 250.0000

END TIP PROJECT R-2552AA -L- STA. 39+50.000 (CONST.)

-L- PC Sta 34+22.173 BK =
-L- PC Sta 34+23.993 AH

MATCHLINE TO SHEET 12 -L- STA. 33+18.000

TO BE CONSTRUCTED UNDER R-2552AB

TO BE CONSTRUCTED UNDER R-2552AB

END TIP PROJECT R-2552AA -L- STA. 39+89.046 (R/W)

LOCATION:

TIP NO.: COUNTY:

DRAWN BY: DATE:

CHECKED BY: DATE:

REVISIONS

RIGHT OF WAY REVISION 9/3/04

TRAFFIC DIAGRAM

2006 ADT
2025 ADT
T = 2.5%D

CLAYTON BYPASS

406
397
338
318
26
27
I-40
2006
338
I-40
406
397

MATCHLINE TO SHEET 15-A

MATCHLINE TO SHEET 15-A -ITY- STA. 34+50.000

MATCHLINE TO SHEET 7 -ITY- STA. 29+88.609

MATCHLINE TO SHEET 7

MATCHLINE TO SHEET 14-A

JOHNSTON COUNTY
WAKE COUNTY

B. T. HENDERSON & ET AL
DB 727 PG 235
DB 2094 PG 86
DB 2060 PG 208
PB 872 PG 283

-WB-

-EB-

CABLE GUIDERAIL

53m FULL LANE

33m TAPER

-RPD- STA. 34+71.642

-ITY- STA. 34+68.579

-RPD- STA. 34+68.579

-ITY- STA. 29+88.609

-RPD-
PI Sta. 0+48.875
Δ = 52°24'00.0" (LT)
D = 4°00'00"
T = 120.000
L = 220.000
R = 1432.69

-ITY-
PI Sta. 34+68.579
Δ = 7°30'00"
D = 4°00'00"
T = 120.000
L = 240.000
R = 1432.69

NOTE:
(1) SEE SHEETS 23.33 & 24 FOR -ITY- PROFILE
(2) SEE SHEET 24 FOR -RPD- PROFILE
(3) SEE CROSS-SECTIONS AND ROADWAY TRANSITIONS DRAWINGS, TYPICAL SHEET 7 FOR SPECIAL MEDIAN SECTIONS

METRIC

PROJECT REFERENCE NO. B-2824A
S/W SHEET NO.
SHEET NO. 15
TOTAL SHEETS 34

RECOMMENDED ENGINEER

APPROVED ENGINEER

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

CONSTRUCTION
R/W REV.

LOCATION:

TIP NO.: COUNTY:

DRAWN BY: DATE:

CHECKED BY: DATE:

REVISIONS
RIGHT OF WAY REVISION 9/3/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
	R-2427A	13
	R/W SHEET NO.	TOTAL SHEETS
		15
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	PRELIMINARY PLANS	
CONSTRUCTION		
R/W CONSTRUCTION		

MATCHLINE TO SHEET 14

MATCHLINE TO SHEET 15

JOHNSTON COUNTY
WAKE COUNTY

LOCATION:	
TIP NO.:	COUNTY:
DRAWN BY:	DATE:
CHECKED BY:	DATE:

REVISIONS
RIGHT OF WAY REVISION 9/2/04

MATCHLINE TO SHEET 15-A

-ITY- +76.999
141.732m
(114.39')

-ITY- +46.999
32.880m
(34.44')

-ITY- +39.999
12.192m
(40.00')

-ITY- +74.999
141.884m
(465.34')

-ITY- 1+0.39-76+00.1 c
STAGE 3A-BLACK
Ortner LAST ST

REMOVE, RETAINED CONTROL ACCESS FENCE

STA. 999+ DITCH

-WB-

S 3°49'54"W

-EB-

CABLE GUIDERAIL

REMOVE 200 AND COLLAR /EXT.

200 TYPE D

375mm CMC

MEDIAN

2.4m

3.6m LATERAL SHARE SHOULDER
SEE DETAIL 5

450m FULL LANE

50m TAPER

REMOVE, RETAINED CONTROL ACCESS FENCE

-ITY- +46.999
32.880m
(34.44')

-ITY- +39.999
12.192m
(40.00')

-ITY- +29.404
39.643m

-TL- 1+0.999
54.720m
(34.44')
END WOVEN WIRE FENCE
TIE TO EXIST.

-ITY- +74.999
141.884m
(465.34')

MATCHLINE TO SHEET 14-A

MATCHLINE TO SHEET 16-A

200 TAPER

2400 FREEBOARD

B. T. HENDERSON & ET AL
DB 737 PG 236
DB 2004 PG 86
DB 2008 PG 208
PB 892 PG 203

NOTE:
(1) SEE SHEETS 23,24 & 25 FOR -ITY- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
B-31241	15
R/W SHEET NO.	TOTAL SHEETS
15	25
ROADWAY DESIGN ENGINEER	STRUCTURE ENGINEER
PRELIMINARY PLANS	
NOT FOR CONSTRUCTION	
CONSTRUCTION	
R/W CONSTRUCTION	

LOCATION:

TIP NO.: COUNTY:

DRAWN BY: DATE:

CHECKED BY: DATE:

MATCHLINE TO SHEET 9

MATCHLINE TO SHEET 9C

MATCHLINE TO SHEET 9C

MATCHLINE TO SHEET 8

MATCHLINE TO SHEET 14

MATCHLINE TO SHEET 15

PRELIMINARY PLANS

RIGHT OF WAY REVISION 9/2/04

METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R-2552AA	16
	R/W SHEET NO.	13
CONST.REV.	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
R/W REV.	PRELIMINARY PLANS NOT FOR CONSTRUCTION	

NAD 83

END CONSTRUCTION
-IIYI- POT STA. 43+95.000

N02°01'08"E
80.294 COR TO COR

46.181 COR TO
N178°23'33"E

8
B. T. HENDERSON II, ET AL
DB 737 PG 235
DB 2094 PG 611
DB 2098 PG 208
PB 1972 PG 283

-IIYI- +95.000
EX. R/W
END WOVEN WIRE FENCE

140-42 ASSOCIATES
DB 1083 PG 728

64.748 COR TO COR
S33°35'57"W

73.179 COR TO COR
S28°59'32"E

8
B. T. HENDERSON II, ET AL
DB 737 PG 235
DB 2094 PG 611
DB 2098 PG 208
PB 1972 PG 283

S65°52'41"W
38.143 COR TO COR

-IIYI- +80.000
50.000m
(164.04')

13.774 COR TO COR
S16°49'05"W

BZ 2
BZ 1
BZ 2

SWIFT CREEK

34.932 COR TO COR
N83°19'58"W

BZ 1
BZ 2

RW
RW
℄
℄
℄
℄
℄
℄

1550 mm WW & ISBW
EXISTING R/W
1550 mm WW & ISBW
1550 mm WW & ISBW

182.622
N28.672

RIPRAP
MTL

1.2%
1.2%

4.1.70
N50.435

BZ 1
BZ 2

RIPRAP
MTL

3.0 CONC
1500mm CONC
I-40 WBL 7.3 CONC
6.1m
-IIYI-
MTL
RIPRAP
MTL
-WB-

43+00
S 3°18'51.3"W
44+00
45+00

12 CONC
I-40 EBL 7.3 CONC
END GUIDERAIL
STA. 43+52.325
3.0 CONC
MTL
RIPRAP
RIPRAP
MTL
-EB-
MTL

BZ 2
BZ 1
BZ 2

S7.935
-108.826

RIPRAP

MATCHLINE TO SHEET 15 -IIYI- STA. 42+40.000

1550 mm WW & ISBW
EXISTING R/W
1550 mm WW & ISBW

-IIYI- Sta. 44+01.394 =
BYI-113 38+48.797
Offset 1.356 RT

18.347
N3.386
17.283
N81.563

8
B. T. HENDERSON II, ET AL
DB 737 PG 235
DB 2094 PG 611
DB 2098 PG 208
PB 1972 PG 283

8
B. T. HENDERSON II, ET AL
DB 737 PG 235
DB 2094 PG 611
DB 2098 PG 208
PB 1972 PG 283

BZ 2
BZ 1

SWIFT CREEK

1550 mm WW & ISBW

S15°38'47"E
21.982 COR TO COR

48.052 COR TO COR
S38°10'08"W

38.362 COR TO COR
S02°00'56"W

19.757 COR TO COR
S21°43'23"E

14.512 COR TO COR
S25°48'19"E

20.276 COR TO COR
S39°17'49"E

54.588 COR TO COR
N83°29'11"E

SON-LAN DEVELOPMENT CO. INC.
DB 1542 PG 327
PB 48 PG 249

NOTE:
(1) SEE SHEET 26 FOR -IIYI- PROFILE

20-SEP-2004 15:55
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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	17

METRIC

5 0 10

ROADWAY DESIGN ENGINEER

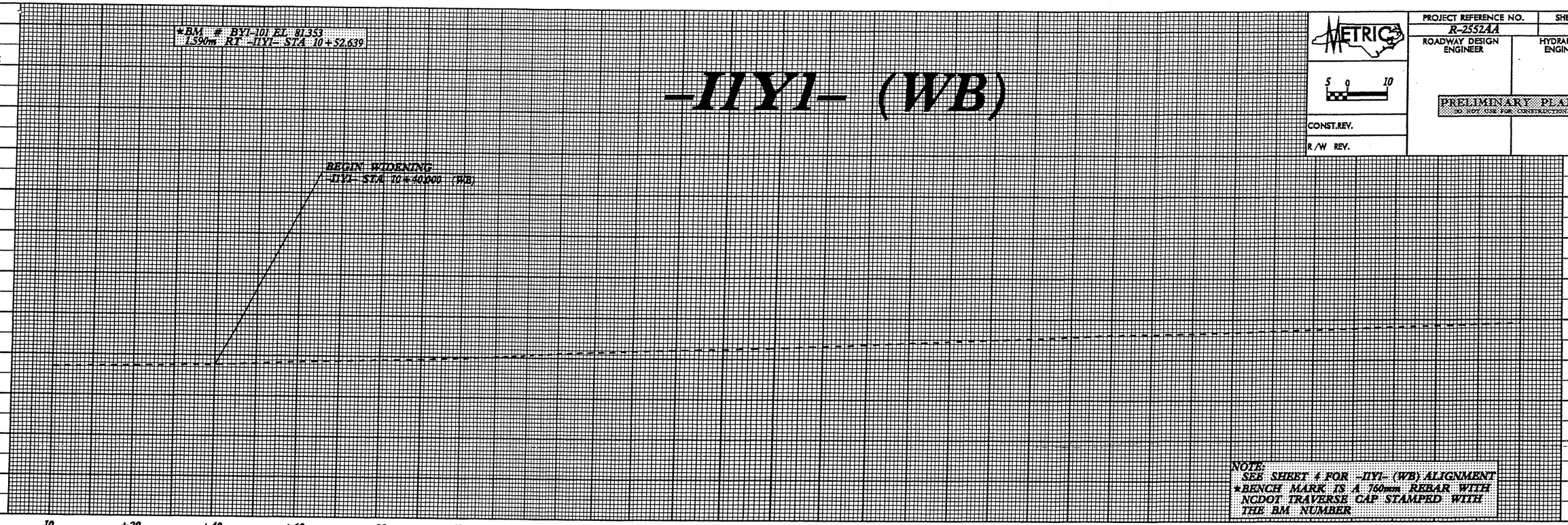
HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

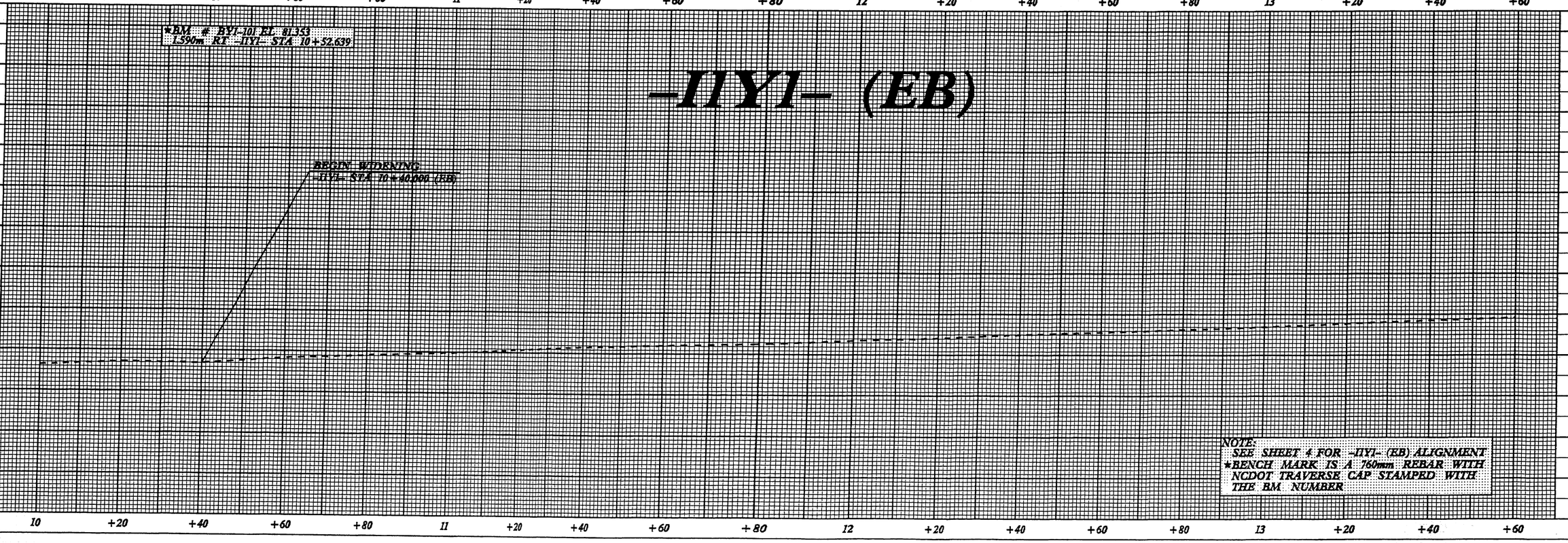
R/W REV.

-IIY1- (WB)



NOTE:
SEE SHEET 4 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

-IIY1- (EB)



NOTE:
SEE SHEET 4 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

10/26/2016
30-OCT-2001 16:55
RT 11/26/2013 \\Internaap-fs1\pdevs\

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	18
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

LEFT DITCH — - — - —

RIGHT DITCH - - - - - - -

-IIY1- (WB)

★BM # BY1-102 EL 84.062
1.432m RT -IIY1- STA 14+32.772

★BM # BY1-103 EL 86.033
1.458m RT -IIY1- STA 16+96.298

BEGIN LT DITCH GRADE
STA 13+40.000 -IIY1-
EL= 76.000

(-)1.067%

END LT DITCH GRADE
STA 14+20.000 -IIY1-
EL= 75.574

NOTE:
SEE SHEET 5 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

96 94 92 90 88 86 84 82 80 78 76 74

-IIY1- (EB)

★BM # BY1-102 EL 84.062
1.432m RT -IIY1- STA 14+32.772

★BM # BY1-103 EL 86.033
1.458m RT -IIY1- STA 16+96.298

BEGIN RT DITCH GRADE
STA 14+41.000 -IIY1-
EL= 77.686

(-)1.067%

END RT DITCH GRADE
STA 14+28.000 -IIY1-
EL= 76.800

NOTE:
SEE SHEET 5 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

96 94 92 90 88 86 84 82 80 78 76 74

10/26/2011
30-SEP-2004 15:55
jmberry
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★BM # BY1-104 EL 87.610
2.066m RT -IIY1- STA 19+51.187

-IIY1- (WB)

METRIC

5 0 10

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	19
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

NOTE:
SEE SHEET 6 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

+20 +40 +60 +80 18 +20 +40 +60 +80 19 +20 +40 +60 +80 20 +20 +40 +60 +80

★BM # BY1-104 EL 87.610
2.066m RT -IIY1- STA 19+51.187

-IIY1- (EB)

NOTE:
SEE SHEET 6 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

+20 +40 +60 +80 18 +20 +40 +60 +80 19 +20 +40 +60 +80 20 +20 +40 +60 +80

30-SEP-2004 15:55
jmdavis

10/26/05

★BM # BY1-105 EL 87.038
1.749m RT -IIY1- STA 22+13.014

-IIY1- (WB)

LEFT DITCH — · — · —
RIGHT DITCH - - - - - - - -

METRIC

5 0 10

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	20
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

BEGIN LT DITCH GRADE
STA 22+41.000 -IIY1-
EL = 86.306

(-L-) STA

END LT DITCH GRADE
STA 23+13.668 -IIY1-
EL = 84.100

NOTE:
SEE SHEET 6 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

+80 21 +20 +40 +60 +80 22 +20 +40 +60 +80 23 +20 +40 +60 +80 24 +20 +40

★BM # BY1-105 EL 87.038
1.749m RT -IIY1- STA 22+13.014

-IIY1- (EB)

BEGIN RT DITCH GRADE
STA 22+40.000 -IIY1-
EL = 86.570

(-L-) STA

END RT DITCH GRADE
STA 23+13.668 -IIY1-
EL = 83.600

NOTE:
SEE SHEET 6 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

+80 21 +20 +40 +60 +80 22 +20 +40 +60 +80 23 +20 +40 +60 +80 24 +20 +40

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10/26/98

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	2I

ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

METRIC

5 0 10

LEFT DITCH

RIGHT DITCH

-IIYI- (WB)

★BM # R-2552-7 EL 85.746
1.706m LT -IIYI- STA 24+48.548

★BM # R-2552-8 EL 84.103
1.166m LT -IIYI- STA 27+40.737

BEGIN LT DITCH GRADE
STA 25+44.000 -IIYI-
EL = 82.300

(-) 1.520%

END LT DITCH GRADE
STA 26+17.000 -IIYI-
EL = 81.000

BEGIN LT DITCH GRADE
STA 26+44.000 -IIYI-
EL = 81.000

(+) 3.900%

END LT DITCH GRADE
STA 27+40.000 -IIYI-
EL = 83.340

NOTE:
SEE SHEET 7 FOR -IIYI- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

+40 +60 +80 25 +20 +40 +60 +80 26 +20 +40 +60 +80 27 +20 +40 +60 +80 28

-IIYI- (EB)

★BM # R-2552-7 EL 85.746
1.706m LT -IIYI- STA 24+48.548

★BM # R-2552-8 EL 84.103
1.166m LT -IIYI- STA 27+40.737

NOTE:
SEE SHEET 7 FOR -IIYI- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

+40 +60 +80 25 +20 +40 +60 +80 26 +20 +40 +60 +80 27 +20 +40 +60 +80 28

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10/26/38

METRIC

5 0 10

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	22
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

★BM # BYI-108 EL 82.705
1.527m RT -IIY1- STA 29+87.245

-IIY1- (WB)

NOTE:
SEE SHEETS 7 & 14 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THR BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

28 +20 +40 +60 +80 29 +20 +40 +60 +80 30 +20 +40 +60 +80 31 +20 +40 +60

★BM # BYI-108 EL 82.705
1.527m RT -IIY1- STA 29+87.245

-IIY1- (EB)

NOTE:
SEE SHEETS 7 & 14 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

96 94 92 90 88 86 84 82 80 78 76 74

28 +20 +40 +60 +80 29 +20 +40 +60 +80 30 +20 +40 +60 +80 31 +20 +40 +60

10/25/05

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	23

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

LEFT DITCH

RIGHT DITCH

-IIY1- (WB)

★BM # BY1-109 EL 79.456
1.046m RT -IIY1- STA 32+18.799

★BM # BY3-334 EL 76.324
21.365m LT -IIY1- STA 33+53.966

★BM # BY1-110 EL 74.230
1.349m RT -IIY1- STA 34+83.475

BEGIN LT DITCH GRADE
STA 33+72.099 -IIY1-
EL = 74.000

END LT DITCH GRADE
STA 34+00.006 -IIY1-
EL = 75.260

NOTE:
SEE SHEETS 7 & 14 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

88 86 84 82 80 78 76 74 72 70 68 66 64

+60 +80 32 +20 +40 +60 +80 33 +20 +40 +60 +80 34 +20 +40 +60 +80 35 +20

★BM # BY1-109 EL 79.456
1.046m RT -IIY1- STA 32+18.799

★BM # BY3-334 EL 76.324
21.365m LT -IIY1- STA 33+53.966

★BM # BY1-110 EL 74.230
1.349m RT -IIY1- STA 34+83.475

-IIY1- (EB)

NOTE:
SEE SHEETS 7 & 14 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

88 86 84 82 80 78 76 74 72 70 68 66 64

+60 +80 32 +20 +40 +60 +80 33 +20 +40 +60 +80 34 +20 +40 +60 +80 35 +20

30-OCT-2004 09:55
$DGN: IIY1_WB_EB.dgn
pdavis, Intermediate

10/28/99

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	24
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

CONST.REV.

R /W REV.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

★BM # BY1-III EL 69.354
1.447m RT -IIY1- STA 37+27.075

-IIY1- (WB)

NOTE:
SEE SHEETS 14 & 15 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

80 78 76 74 72 70 68 66 64 62 60 58 56

+20 +40 +60 +80 36 +20 +40 +60 +80 37 +20 +40 +60 +80 38 +20 +40 +60 +80

★BM # BY1-III EL 69.354
1.447m RT -IIY1- STA 37+27.075

-IIY1- (EB)

END WIDENING
-IIY1- STA 36+40.000 (EB)

NOTE:
SEE SHEETS 14 & 15 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

80 78 76 74 72 70 68 66 64 62 60 58 56

+20 +40 +60 +80 36 +20 +40 +60 +80 37 +20 +40 +60 +80 38 +20 +40 +60 +80

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jackerin
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10/26/98

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	25
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

LEFT DITCH

RIGHT DITCH

5 0 10

★BM # BY1-112 EL 64.398
1.571m RT -IIY1- STA 39+74.003

-IIY1- (WB)

BEGIN LT DITCH GRADE
STA 39+44.000 -IIY1-
EL = 59.326

(-) 3.96%

(-) 1.27180%

(-) 0.536%

END LT DITCH GRADE
STA 41+38.000 -IIY1-
EL = 60.906

END WIDENING
-IIY1- STA 41+60.800 (WB)

NOTE:
SEE SHEET IS FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

80 78 76 74 72 70 68 66 64 62 60 58 56

+80 39 +20 +40 +60 +80 40 +20 +40 +60 +80 41 +20 +40 +60 +80 42 +20 +40

★BM # BY1-112 EL 64.398
1.571m RT -IIY1- STA 39+74.003

-IIY1- (EB)

NOTE:
SEE SHEET 15 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

80 78 76 74 72 70 68 66 64 62 60 58 56

+80 39 +20 +40 +60 +80 40 +20 +40 +60 +80 41 +20 +40 +60 +80 42 +20 +40

30-SEP-2004 15:45
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10/26/28

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	26
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

★BM # BY1-113 EL 63.367
1.356m RT -IIY1- STA 44+01.394

-IIY1- (WB)

80 78 76 74 72 70 68 66 64 62 60 58 56

+40 +60 +80 43 +20 +40 +60 +80 44

NOTE:
SEE SHEET 16 FOR -IIY1- (WB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # BY1-113 EL 63.367
1.356m RT -IIY1- STA 44+01.394

-IIY1- (EB)

80 78 76 74 72 70 68 66 64 62 60 58 56

+40 +60 +80 43 +20 +40 +60 +80 44

NOTE:
SEE SHEET 16 FOR -IIY1- (EB) ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

30-SEP-2004 15:55
jpdavis R:\2552aa\roadway\plans\sheets\IIY1WB.dgn

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	27
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

★BM # BL-711 EL 74.776
28.875m RT -FLYLWREV- STA 10+73.001

★BM # BL-710 EL 74.752
37.627m RT -FLYLWREV- STA 11+24.695

-FLYLEREV-

BEGIN GRADE -FLYLEREV-
STA 10+08.000 EL = 71.060

PI = 11+50.000
EL = 71.674 m
VC = 60 m
K = 50

+0.469%

+1.615%

END GRADE

NOTE:
SEE SHEET 9 FOR -FLYLEREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

88 86 84 82 80 78 76 74 72 70 68 66 64

10 +20 +40 +60 +80 11 +20 +40 +60 +80 12 +20 +40 +60 +80 13 +20 +40 +60

★BM # BY2-208 EL 81.653
17.086m LT -FLYLEREV- STA 13+93.372

★BM # BY3-328 EL 80.852
37.917m RT -FLYLWREV- STA 14+91.581

★BM # BY3-329 EL 80.458
6.628m LT -FLYLEREV- STA 15+97.156

-FLYLEREV-

BEGIN GRADE

-FLYLEREV-

END GRADE

NOTE:
SEE SHEET 8 & 9 FOR -FLYLEREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

88 86 84 82 80 78 76 74 72 70 68 66 64

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

30-SEP-2004 15:15
jmcleris
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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	28
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
NO RIGHT-OF-WAY OR CONSTRUCTION

CONST.REV.

R/W REV.

-FLYLEREV-

★BM # BL-703 EL 87.782
73.275m RT -FLYLWREV- STA 19+89.008

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 90

DRAINAGE AREA	= 13.35	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 2.88	CMS
DESIGN HW ELEVATION	= 78.22	M
100 YEAR DISCHARGE	= 3.03	CMS
100 YEAR HW ELEVATION	= 78.38	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 8.85	CMS
OVERTOPPING ELEVATION	= 79.00	M

PI = 20+20.000
EL = 85.713 m
VC = 100 m
K = 69

-1.500%

+1.000%

-1.000%

NOTE:
SEE SHEET 8 FOR -FLYLEREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+20 +40 +60 +80 18 +20 +40 +60 +80 19 +20 +40 +60 +80 20 +20 +40 +60 +80

-FLYLEREV-

PI = 23+10.000
EL = 94.633 m
VC = 300 m
K = 49

★BM # R-2552-8 EL 84.103
1.166m LT -IIY1- STA 27+40.737

BEGIN BRIDGE -FLYLEREV- STA 22+02.032

+3.000%

-3.000%

NOTE:
SEE SHEETS 7 & 8 FOR -FLYLEREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+80 21 +20 +40 +60 +80 22 +20 +40 +60 +80 23 +20 +40 +60 +80 24 +20 +40

98 96 94 92 90 88 86 84 82 80 78 76 74

10/26/22

[jobname\Universal]

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	29
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

LEFT DITCH

RIGHT DITCH

-FLYLEREV-

END BRIDGE -FLYLEREV- STA 24+80.060

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 72

DRAINAGE AREA	= 0.58	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 0.15	CMS
DESIGN HW ELEVATION	= 80.67	M
100 YEAR DISCHARGE	= 0.16	CMS
100 YEAR HW ELEVATION	= 80.68	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 0.85	CMS
OVERTOPPING ELEVATION	= 79.00	M

PI = 27+40.000
EL = 81.397 m
VC = 150 m
K = 46

-0.093%

+1.025%

NOTE:
SEE SHEETS 6 & 7 FOR -FLYLEREV- ALIGNMENT

+40 +60 +80 25 +20 +40 +60 +80 26 +20 +40 +60 +80 27 +20 +40 +60 +80 28

98 96 94 92 90 88 86 84 82 80 78 76 74

-FLYLEREV-

★BM # BY1-105 EL. 87.038
1.749m RT -IIY1- STA 22+13.014

BEGIN RT DITCH GRADE
STA 28+56.000 -FLYLEREV-
EL. = 79.700

END RT DITCH GRADE
STA 29+00.000 -FLYLEREV-
EL. = 80.050

+1.025%

-0.093%

900mm

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 45

DRAINAGE AREA	= 3.92	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 0.95	CMS
DESIGN HW ELEVATION	= 81.93	M
100 YEAR DISCHARGE	= 1.00	CMS
100 YEAR HW ELEVATION	= 81.96	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 0.94	CMS
OVERTOPPING ELEVATION	= 78.50	M

NOTE:
SEE SHEET 6 FOR -FLYLEREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

28 +20 +40 +60 +80 29 +20 +40 +60 +80 30 +20 +40 +60 +80 31 +20 +40 +60

98 96 94 92 90 88 86 84 82 80 78 76 74

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	30
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

CONST.REV.

R/W REV.

10/26/2016

★BM # BY1-104 EL 87.610
2.066m RT -IIY1- STA 19+51.187

★BM # BY2-201 EL 94.595
4.790m RT -Y2- STA 11+29.454

-FLYLEREV-

PT = 33+00.000
EL = 87.052 m
VC = 75 m
K = 19

PT = 34+58.000
EL = 86.485 m
VC = 110 m
K = 302

★BM # BY1-103 EL 86.033
1.458m RT -IIY1- STA 16+96.298

-1.025%

-.637%

-.637%

-.745%

END GRADE -FLYLEREV-
STA 35+14.173 EL = 86.008

NOTE:
SEE SHEETS 5 & 6 FOR -FLYLEREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # EL-711 EL 74.776
28.875m RT -FLYLWREV- STA 10+73.001

★BM # EL-710 EL 74.752
37.627m RT -FLYLWREV- STA 11+24.695

-FLYLWREV-

BEGIN GRADE -FLYLWREV-
STA 10+00.000 EL = 70.988

PT = 11+50.000
EL = 71.602 m
VC = 60 m
K = 50

+1.640%

+1.610%

NOTE:
SEE SHEET 9 FOR -FLYLWREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # BY2-208 EL 81.653
17.086m LT -FLYLEREV- STA 13+93.372

★BM # BY3-328 EL 80.852
37.917m RT -FLYLWREV- STA 14+91.581

★BM # BY3-329 EL 80.458
6.628m LT -FLYLEREV- STA 15+97.156

LEFT DITCH

RIGHT DITCH

-FLYLWREV-

METRIC

5 0 10

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	31

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

NOTE:
SEE SHEETS 8 & 9 FOR -FLYLWREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

94 92 90 88 86 84 82 80 78 76 74 72 70

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

★BM # BL-703 EL 87.782
73.275m RT -FLYLWREV- STA 19+89.008

-FLYLWREV-

BEGIN RT DITCH GRADE
STA 19+70.000 -FLYLWREV-
EL = 82.100

END RT DITCH GRADE
STA 20+21.000 -FLYLWREV-
EL = 84.000

NOTE:
SEE SHEETS 7 & 8 FOR -FLYLWREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

94 92 90 88 86 84 82 80 78 76 74 72 70

+20 +40 +60 +80 18 +20 +40 +60 +80 19 +20 +40 +60 +80 20 +20 +40 +60 +80

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METRIC	PROJECT REFERENCE NO.	SHEET NO.
5 0 10	R-2552AA	32
	ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
CONST.REV.	PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
R /W REV.		

★BM # R-2552-8 EL 84.103
1.166m LT -FLYL- STA 21+40.737

-FLYLWREV-

PI = 21+45.000
EL = 87.681 m
VC = 150 m
K = 53

PI = 24+60.000
EL = 84.582 m
VC = 100 m
K = 50

-4.216%
-4.215%
-3.215%
+1.786%
600mm

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 65

DRAINAGE AREA	= 5.75	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 1.34	CMS
DESIGN HW ELEVATION	= 83.54	M
100 YEAR DISCHARGE	= 1.46	CMS
100 YEAR HW ELEVATION	= 83.60	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 1.60	CMS
OVERTOPPING ELEVATION	= 84.5	M

NOTE:
SEE SHEET 7 FOR -FLYLWREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # R-2552-7 EL 85.746
1.706m LT -FLYL- STA 24+48.548

-FLYLWREV-

PI = 25+70.000
EL = 85.926 m
VC = 80 m
K = 642

-4.878%
+4.661%
600mm

END GRADE -FLYLWREV-
STA 26+77.182 EL = 86.629

NOTE:
SEE SHEET 6 & 7 FOR -FLYLWREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	33
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

LEFT DITCH

RIGHT DITCH

-LPB-

★BM # BY3-329 EL= 80.458
6.628m LT -FLYLEREV- STA 15+97.356

BEGIN GRADE -LPB-
STA 10+00.000 EL = 78.892

PI = 11+40.000
EL = 81.034 m
VC = 200 m
K = 387

+1.430%

-2.042%

NOTE:
SEE SHEET 8 FOR -LPB- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

-LPB-

★BM # BL-703 EL= 87.782
73.275m RT -FLYLWREV- STA 19+89.008

★BM # R-2552-8 EL= 84.103
1.166m LT -LIY1- STA 27+40.737

BEGIN BRIDGE -LPB- STA 16+56.896

+2.965%

+0.314%

BEGIN RT DITCH GRADE
STA 14+70.000 -LPB-
EL = 84.606

END RT DITCH GRADE
STA 16+90.909 -LPB-
EL = 84.417

NOTE:
SEE SHEETS 7 & 8 FOR -LPB- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	34
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

CONST.REV.

R/W REV.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LEFT DITCH

RIGHT DITCH

-LPB-

PI = 17+50.000
EL = 94.396 m
VC = 195 m
K = 28

-2.946%

-5.460%

END BRIDGE -LPB- STA 18+80.000

PI = 20+80.000
EL = 79.879 m
VC = 100 m
K = 13

-4.194%

NOTE:
SEE SHEET 7 FOR -LPB- ALIGNMENT

98 96 94 92 90 88 86 84 82 80 78 76 74

+20 +40 +60 +80 18 +20 +40 +60 +80 19 +20 +40 +60 +80 20 +20 +40 +60 +80

-LPB-

★BM # R-2552-7 EL 85.746
1.706m LT -IIYI- STA 24+48.548

END GRADE -LPB-
STA 24+01.837 EL = 85.911

PI = 23+00.000
EL = 86.480 m
VC = 170 m
K = 48

PI = 20+80.000
EL = 79.879 m
VC = 100 m
K = 13

-5.000%

+1.586%

-4.194%

BEGIN RT DITCH GRADE
STA 21+32.000 -LPB-
EL = 79.448

END RT DITCH GRADE
STA 21+88.000 -LPB-
EL = 79.960

BEGIN LT DITCH GRADE
STA 21+94.000 -LPB-
EL = 79.788

END LT DITCH GRADE
STA 22+50.000 -LPB-
EL = 82.300

NOTE:
SEE SHEET 6 & 7 FOR -LPB- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

98 96 94 92 90 88 86 84 82 80 78 76 74

+80 21 +20 +40 +60 +80 22 +20 +40 +60 +80 23 +20 +40 +60 +80 24

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

LEFT DITCH — · — · —

RIGHT DITCH - - - - - -

-RPD-

★BM # BV3-329 EL 80.458
6.628m LT -FLYLEREV- STA 15+97.156

BEGIN GRADE -RPD-
STA 10+00.000 EL = 78.245

PI = 11+60.000
EL = 80.704 m
VC = 60 m
K = 195

PI = 12+50.000
EL = 81.811 m
VC = 120 m
K = 42

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 96

DRAINAGE AREA	= 0.70	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 0.16	CMS
DESIGN HW ELEVATION	= 76.52	M
100 YEAR DISCHARGE	= 0.17	CMS
100 YEAR HW ELEVATION	= 76.53	M
OVERTOPPING FREQUENCY	=	YRS
OVERTOPPING DISCHARGE	=	CMS
OVERTOPPING ELEVATION	= 78.30	M

+1.550%
+1.200%
+1.200%
-0.700%
78.245
76.712
BEGIN RT DITCH GRADE
STA 13+65.000 -RPD-
EL = 78.300
78.300
-1.000%
NOTE:
SEE SHEETS 8 & 14 FOR -RPD- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

10 +20 +40 +60 +80 11 +20 +40 +60 +80 12 +20 +40 +60 +80 13 +20 +40 +60 +80

-RPD-

★BM # BV3-333 EL 75.938
60.715m LT -RPD- STA 15+14.853

★BM # BV3-334 EL 76.324
21.365m LT -ITV1- STA 33+53.966

END GRADE -RPD-
STA 17+60.652 EL = 74.655

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 189

DRAINAGE AREA	= 5.73	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 1.33	CMS
DESIGN HW ELEVATION	= 78.59	M
100 YEAR DISCHARGE	= 1.4	CMS
100 YEAR HW ELEVATION	= 78.65	M
OVERTOPPING FREQUENCY	=	YRS
OVERTOPPING DISCHARGE	=	CMS
OVERTOPPING ELEVATION	= 79.00	M

PI = 15+70.000
EL = 76.693 m
VC = 60 m
K = 83

PI = 16+80.000
EL = 75.731 m
VC = 160 m
K = 135

79.172
77.554
900mm
-4.596%
-4.814%
-4.814%
-5.000%
74.655
END RT DITCH GRADE
STA 19+83.000 -RPD-
EL = 79.420
NOTE:
SEE SHEET 14 FOR -RPD- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20 +40 +60

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

-LREV-

★BM # BL-718 EL 76.316
26.029m RT -L- STA 19+59.987

LEFT DITCH

RIGHT DITCH

-L-

BEGIN GRADE -L-
STA 18+99.765 EL = 72.706

★BM # R-2552-12 EL 74.826
23.423m RT -L- STA 20+79.051

-LREV- STA 18+99.765 = BK -L- STA 18+99.765 AH = EL = 72.706

+2.063%

-2.063%

NOTE:
SEE SHEET 10 FOR -LREV- ALIGNMENT

NOTE:
SEE SHEETS 10 & 11 FOR -L- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 140

DRAINAGE AREA	= 13.05	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 2.95	CMS
DESIGN HW ELEVATION	= 76.16	M
100 YEAR DISCHARGE	= 3.11	CMS
100 YEAR HW ELEVATION	= 76.20	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 1.00	CMS
OVERTOPPING ELEVATION	= 76.48	M

-L-

★BM # BL-720 EL 79.117
15.644m RT -L- STA 22+28.404

★BM # BL-721 EL 79.764
13.731m RT -L- STA 23+75.784

PI = 24+00.000
EL = 82.930 m
VG = 500 m
K = 172

-2.063%

END LT DITCH GRADE
STA 22+20.000 -L-
EL. = 77.400

NOTE:
SEE SHEET 11 FOR -L- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 146

DRAINAGE AREA	= 2.10	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 0.5	CMS
DESIGN HW ELEVATION	= 76.73	M
100 YEAR DISCHARGE	= 0.52	CMS
100 YEAR HW ELEVATION	= 76.76	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 1.80	CMS
OVERTOPPING ELEVATION	= 79.00	M

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

LEFT DITCH

RIGHT DITCH

-LREV-

★BM # BL-712 EL 70.991
37.304m LT -LREV- STA 11+17.511

BEGIN GRADE -LREV-
STA 11+04.621 EL = 71.060

★BM # BL-713 EL 68.144
28.596m LT -LREV- STA 12+23.597

★BM # BL-714 EL 62.956
25.439m LT -LREV- STA 13+64.775

BEGIN BRIDGE -LREV- LT STA 13+34.500

BEGIN BRIDGE -LREV- RT STA 13+58.500

-3.405%

BEGIN RT DITCH GRADE
STA 12+85.000 -LREV-
EL = 66.466

BEGIN RT DITCH GRADE
STA 13+74.000 -LREV-
EL = 61.306

NOTE:
SEE SHEET 9 Or 10 FOR -LREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # BL-715 EL 62.894
26.127m LT -LREV- STA 14+93.234

★BM # BL-716 EL 74.038
10.687m LT -LREV- STA 16+90.232

★BM # BL- 717 EL 77.036
7.481m LT -LREV- STA 17+81.546

PI = 17+00.000
EL = 68.624 m
VC = 300 m
K = 122

END BRIDGE -LREV- LT STA 15+24.780

END BRIDGE -LREV- RT STA 15+41.500

-0.489%

+2.643%

BEGIN RT DITCH GRADE
STA 15+11.000 -LREV-
EL = 52.000

END RT DITCH GRADE
STA 15+79.000 -LREV-
EL = 59.500

NOTE:
SEE SHEET 10 FOR -LREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

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10/26/38

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

LEFT DITCH

RIGHT DITCH

★BM # BL-722 EL 76.161
4.331m RT -L- STA 25+12.682

★BM # BL-723 EL 83.504
23.866m RT -L- STA 26+45.037

-L-

★BM # R-2552-15 EL 87.156
47.166m RT -L- STA 27+66.382

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO.148

DRAINAGE AREA	=	8.05	HA
DESIGN FREQUENCY	=	50	YRS
DESIGN DISCHARGE	=	1.78	CMS
DESIGN HW ELEVATION	=	76.62	M
100 YEAR DISCHARGE	=	1.87	CMS
100 YEAR HW ELEVATION	=	76.70	M
OVERTOPPING FREQUENCY	=	100+	YRS
OVERTOPPING DISCHARGE	=	2.00	CMS
OVERTOPPING ELEVATION	=	80.10	M

BEGIN LT DITCH GRADE
STA 25+18.000 -L-
EL. = 75.500

BEGIN LT BERM DITCH GRADE
STA 25+18.000 -L-
EL. = 80.500

END LT DITCH GRADE
STA 25+71.909 -L-
EL. = 77.600

END LT BERM DITCH GRADE
STA 27+18.000 -L-
EL. = 84.500

END GRADE -L-
STA 28+00.000 EL = 79.482

NOTE:
SEE SHEETS 11 & 12 FOR -L- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

★BM # BY2-201 EL 94.595
4.790m RT -Y2- STA 11+29.454

★BM # BY1-104 EL 87.610
2.066m RT -Y1- STA 19+51.187

-YREV-

BEGIN GRADE -YREV-
STA 10+03.492 EL = 95.258

BEGIN LT DITCH GRADE
STA 10+39.000 -L-
EL. = 93.140

BEGIN RT DITCH GRADE
STA 10+39.000 -YREV-
EL. = 92.800

END RT DITCH GRADE
STA 10+65.000 -YREV-
EL. = 90.679

END LT DITCH GRADE
STA 10+38.000 -YREV-
EL. = 91.340

NOTE:
SEE SHEETS 6 & 6A FOR -YREV- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	39
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

CONST.REV.

R /W REV.

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-YREV-

PI = 15+00.000
EL = 80.254 m
VC = 80 m
K = 40

-4.021%

-1.000%

1450mm

NOTE:
SEE SHEETS 6A & 6BA FOR -YREV- ALIGNMENT

PIPE HYDRAULIC DATA

DRAINAGE STRUCTURE NO. 51

DRAINAGE AREA	= 6.95	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 1.52	CMS
DESIGN HW ELEVATION	= 79.31	M
100 YEAR DISCHARGE	= 1.65	CMS
100 YEAR HW ELEVATION	= 79.36	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 0.94	CMS
OVERTOPPING ELEVATION	= 78.50	M

-YREV-

END GRADE -YREV-
STA 17+75.354 EL = 77.500

-1.000%

1450mm

NOTE:
SEE SHEET 6B FOR -YREV- ALIGNMENT

★BM # BL-720 EL 79.117
15.644m RT -L- STA 22+28.404

-DR2-

PI = 10+08.477
EL = 73.284 m
VC = 10 m
K = 1

PI = 10+59.260
EL = 77.728 m
VC = 10 m
K = 1

BEGIN GRADE -DR2-
STA 10+03.477 EL = 74.184

-4.000%

-1.605%

4.000%

NOTE:
SEE SHEET 11 FOR -DR2- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

END GRADE DR2
STA 10+64.260 EL = 77.728

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	40

ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

LEFT DITCH

RIGHT DITCH

5 0 10

-Y2-

★BM # R-2552-11 EL 74.576
4.806m RT -Y2B- STA 19+52.426

★BM # BY2-201 EL 94.595
4.790m RT -Y2- STA 11+29.454

BEGIN GRADE -Y2-
STA 10+60.000 EL = 95.706

BEGIN BRIDGE -Y2- STA 11+00.000

END BRIDGE -Y2- STA 12+01.000

PI = 10+90.000
EL = 94.849 m
VC = 50 m
K = 30

PI = 11+65.000
EL = 95.200 m
VC = 75 m
K = 68

PI = 12+60.000
EL = 94.599 m
VC = 60 m
K = 30

★BM # BY2-202 EL 94.633
8.345m LT -Y2- STA 13+09.194

-1.1900%

-1.5700%

+1.1698%

-0.6326%

-0.6326%

+1.1360%

95.706

95.200

94.849

94.599

94.633

BEGIN RT DITCH GRADE
STA 10+62.000 -Y2-
EL = 95.806

END RT DITCH GRADE
STA 10+98.000 -Y2-
EL = 95.360

END GRADE -Y2-
STA 13+08.000 EL = 95.147

NOTE:
SEE SHEET 6 FOR -Y2- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

-Y2B-

★BM # BL-717 EL 77.036
7.481m LT -LREV- STA 17+81.546

★BM # BL-718 EL 76.316
26.029m RT -L- STA 19+59.987

★BM # R-2552-12 EL 74.826
23.423m RT -L- STA 20+79.051

BEGIN GRADE -Y2B-
STA 10+00.000 EL = 75.660

PI = 11+00.000
EL = 77.151 m
VC = 200 m
K = 53

PI = 12+50.000
EL = 73.750 m
VC = 100 m
K = 32

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO.156

DRAINAGE AREA	= 13.8	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 3.15	CMS
DESIGN HW ELEVATION	= 74.77	M
100 YEAR DISCHARGE	= 5.32	CMS
100 YEAR HW ELEVATION	= 74.80	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 0.92	CMS
OVERTOPPING ELEVATION	= 74.28	M

-1.0000%

-2.0870%

-2.2417%

-0.4280%

1650mm

NOTE:
SEE SHEETS 10 & 11 FOR -Y2B- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

10 +20 +40 +60 +80 11 +20 +40 +60 +80 12 +20 +40 +60 +80 13 +20 +40 +60

106 104 102 100 98 96 94 92 90 88 86 84 82

92 90 88 86 84 82 80 78 76 74 72 70 68

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10/26/98

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	41
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
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R/W REV.

LEFT DITCH

RIGHT DITCH

-Y2B-

★BM # BL-720 EL 79.117
15.644m RT -L- STA 22+28.404

★BM # BL-721 EL 79.764
13.731m RT -L- STA 23+75.784

★BM # BL-722 EL 76.161
4.331m RT -L- STA 25+12.682

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 158

DRAINAGE AREA	= 2.79	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 0.68	CMS
DESIGN HW ELEVATION	= 75.59	M
100 YEAR DISCHARGE	= 0.72	CMS
100 YEAR HW ELEVATION	= 75.62	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 1.50	CMS
OVERTOPPING ELEVATION	= 75.60	M

PI = 15+00.000
EL = 75.800 m
VC = 60 m
K = 46

PIPE HYDRAULIC DATA
DRAINAGE STRUCTURE NO. 164

DRAINAGE AREA	= 12.57	HA
DESIGN FREQUENCY	= 50	YRS
DESIGN DISCHARGE	= 2.94	CMS
DESIGN HW ELEVATION	= ????	M
100 YEAR DISCHARGE	= 3.09	CMS
100 YEAR HW ELEVATION	= 72.09	M
OVERTOPPING FREQUENCY	= 100+	YRS
OVERTOPPING DISCHARGE	= 7.00	CMS
OVERTOPPING ELEVATION	= 77.5	M

750mm

BEGIN LT DITCH GRADE
STA 14+16.000 -Y2B-
EL = 74.568

2.534%

0.200%

2.746%

1.140%

END LT DITCH GRADE
STA 17+43.000 -Y2B-
EL = 76.000

NOTE:
SEE SHEET 11 FOR -Y2B- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+60 +80 14 +20 +40 +60 +80 15 +20 +40 +60 +80 16 +20 +40 +60 +80 17 +20

92 90 88 86 84 82 80 78 76 74 72 70 68

-Y2B-

★BM # BL-723 EL 83.504
23.866m RT -L- STA 26+45.037

★BM # R-2552-15 EL 87.156
47.166m RT -L- STA 27+66.382

PI = 18+20.000
EL = 82.431 m
VC = 75 m
K = 40

2.567%

1.969%

END GRADE -Y2B-
STA 19+28.404 EL = 86.967

NOTE:
SEE SHEETS 11 & 12 FOR -Y2B- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

+20 +40 +60 +80 18 +20 +40 +60 +80 19 +20

98 96 94 92 90 88 86 84 82 80 78 76 74

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PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	42

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R /W REV.

LEFT DITCH — - — - —

RIGHT DITCH - - - - - -

-Y4-

★BM # BL-723 EL 83.504
23.866m RT -L- STA 26+45.037

★BM # R-2552-15 EL 87.156
47.166m RT -L- STA 27+66.382

BEGIN GRADE -Y4-
STA 12+58.000 EL = 86.996

PI = 13+05.000
EL = 86.096 m
VC = 110 m
K = 43

BEGIN BRIDGE -Y4- STA 14+11.000

END BRIDGE -Y4- STA 14+90.000

PI = 15+55.000
EL = 88.259 m
VC = 90 m
K = 37

-4.610%

-1.000%

(-) 1.000%

+4.310%

+2.417%

BEGIN LT DITCH GRADE
STA 13+60.000 -Y4-
EL = 85.100

END LT DITCH GRADE
STA 14+60.000 -Y4-
EL = 85.100

END GRADE -Y4-
STA 15+95.000 EL = 87.373

NOTE:
SEE SHEET 12 FOR -Y4- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

-Y4DET-

★BM # BL-723 EL 83.504
23.866m RT -L- STA 26+45.037

★BM # R-2552-15 EL 87.156
47.166m RT -L- STA 27+66.382

BEGIN GRADE -Y4DET-
STA 10+48.000 EL = 86.487

END GRADE -Y4DET-
STA 13+78.000 EL = 87.137

PI = 10+75.000
EL = 86.160 m
VC = 56 m
K = 49

PI = 11+60.000
EL = 84.500 m
VC = 115 m
K = 28

PI = 13+06.000
EL = 87.576 m
VC = 140 m
K = 51

-4.610%

-1.000%

+2.417%

-0.533%

NOTE:
SEE SHEET 12 FOR -Y4DET- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

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RT W12.06.24

-SRD-1-

★BM # BY2-209 EL 77.219
27.170m RT -SRD-1- STA 12+65.870

PI = 12+25.000
EL = 78.753 m
VC = 50 m
K = 10

PI = 11+10.000
EL = 75.371 m
VC = 75 m
K = 14

2.00%
-1.94%
2.00%
-1.99%

BEGIN GRADE -SRD-1-
STA 10+00.000 EL = 77.971

END GRADE -SRD-1-
STA 12+81.294 EL = 77.907

NOTE:
SEE SHEET 9C FOR -SRD-1- ALIGNMENT
★BENCH MARK IS A 760mm REBAR WITH NCDOT TRAVERSE CAP STAMPED WITH THE BM NUMBER

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	43
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

METRIC

5 0 10

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

CONST.REV.

R/W REV.

88 86 84 82 80 78 76 74 72 70 68 66

10 +20 +40 +60 +80 11 +20 +40 +60 +80 12 +20 +40 +60