PROJECT REFERENCE NO.	SHEET NO.
R-977A	12

HIGHWAY DESIGN ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 15759 ENGINEER STEPHEN C. BROWNE — 12/20/04

HYDRAULICS ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 20737 ENGINEER JONATHAN KENNEDY SCARCE — 12/20/04

METRIC 5 0 10

CONST. REV.

R/W REV.

-LREV-
PIs Sta 37+70.910
θs = 1° 28' 24.0"
Ls = 90.000
LT = 60.002
ST = 30.002

-LREV-
PI Sta 42+40.027
Δ = 28° 10' 20.1" (RT)
L = 860.472
T = 439.119
R = 1,750.000
Se = 0.03
DS = 100 km/h

-LREV-
PIs Sta 46+91.382
θs = 1° 28' 24.0"
Ls = 90.000
LT = 60.002
ST = 30.002

-L-
PIs Sta 37+34.020
θs = 0° 58' 56.0"
Ls = 60.000
LT = 40.001
ST = 20.001

-L-
PI Sta 42+09.417
Δ = 29° 09' 16.1" (RT)
L = 890.472
T = 455.098
R = 1,750.000

-L-
PIs Sta 46+64.493
θs = 0° 58' 56.0"
Ls = 60.000
LT = 40.001
ST = 20.001

-Y3-
PI Sta 10+30.064
Δ = 22° 40' 00.0" (RT)
L = 59.341
T = 30.064
R = 150.000
Se = EXIST.

-Y3-
PI Sta 11+25.152
Δ = 11° 39' 00.0" (LT)
L = 43.716
T = 21.934
R = 215.000
Se = EXIST.

-Y3-
PI Sta 12+77.398
Δ = 39° 55' 53.3" (LT)
L = 55.755
T = 29.064
R = 80.001
Se = EXIST.

-Y3-
PI Sta 13+47.925
Δ = 18° 47' 06.6" (LT)
L = 86.884
T = 43.835
R = 265.000
Se = EXIST.

BEGIN CONSTRUCTION
-Y3- POC Sta.10+38.00

-Y3- PT Sta.10+59.341

-Y3- PC Sta.10+00.000

-Y3- PC Sta.11+03.218

-Y3- POC Sta.11+19.957 =
~~-L- POC Sta.40+87.554~~
-Y3- POC Sta.11+20.083 =
-LREV- POC Sta.41+19.524

-Y3- PT Sta.11+46.335

-Y3- PC Sta.12+48.334

-Y3- PT Sta.13+04.089 =
-Y3- PC Sta.13+04.090

NOTE: FOR ACCURATE APPROACH SLAB LOCATIONS. SEE STRUCTURE PLAN SHEETS S-1TO S-

NOTE: GRADE ULTIMATE SECTION FROM -LREV- STA.40+50± TO 41+80±

NOTE: GRADE ULTIMATE SECTION FROM -LREV- STA.41+60± TO 42+40±

LATERAL 'V' DITCH

Fill Slope; b; 3:1; D; 2:1; Natural Ground; Filter Fabric

0.08m m
Min. D = 0.3 m
Min. d = 0.3 m
b = 1.5 m
Type of Liner = CLASS 'I' RIP RAP
FROM -LREV- STA. 43+03 TO STA. 43+16 RT.
(EST. D.D.E. = 45 cu.m. RIP RAP = 13 m.tons
FILTER FABRIC = 14 sm)
FROM -LREV- STA. 43+18 TO STA. 43+25 RT.
(EST. D.D.E. = 32 cu.m. RIP RAP = 9 m.tons
FILTER FABRIC = 10 sm)

+10.000 -Y3-
10.000 (32.80 ft)
BEGIN WW. FENCE
BEGIN C/A

+10.000 -Y3-
3.963 (13.00 ft)

+10.000 -Y3-
3.963 (13.00 ft)
+10.000 -Y3-
10.000 (32.80 ft)
END WW. FENCE
BEGIN C/A

+59.341 -Y3-
22.000 (72.16 ft)

+65.000 -LREV-
52.016 (170.612 ft)

+60.000 -LREV-
45.000 (147.60 ft)

+40.000 -LREV-
35.000 (114.80 ft)

+49.800 -LREV-
17.500 (57.41 ft)

+74.850 -LREV-
17.500 (57.41 ft)

+80.000 -LREV-
35.000 (114.80 ft)

+60.000 -LREV-
45.000 (147.64 ft)

+88.390 -LREV-
45.399

+20.000 -LREV-
40.000 (131.20 ft)

+20.000 -LREV-
55.000 (180.44 ft)

+90.000 Y3-
21.000 (68.90 ft)
END C/A
END WW. FENCE

+148.334 -Y3-
21.000 (68.90 ft)

+70.000 -Y3-
21.000 (68.90 ft)

+70.000 -Y3-
27.000 (88.58 ft)

+10.000 -Y3-
27.000 (88.58 ft)
BEGIN C/A

+04.089 -Y3-
27.000 (88.58 ft)

+34.000 -Y3-
27.000 (88.58 ft)

+35.000 -Y3-
22.600 (74.15 ft)

+00.000 -LREV-
73.000 (239.50 ft)

END BRIDGE
-LREV- POC STA.41+88.660 (7m RT)

END APPROACH SLAB
-LREV- POC STA.41+98.375 (7m RT)

BEGIN APPROACH SLAB
-LREV- POC STA.40+56.560 (7m RT)

BEGIN BRIDGE
-LREV- POC STA.40+63.931 (7m RT)

BEGIN RESURFACING
-Y3- POC Sta.11+90.00

Δ = 55° 57' 57.0"

S 36° 33' 00.0" E -Y3-

S 24° 54' 00.0" E -Y3-

S 76° 28' 53.3" E

S 76° 35' 41.0" E

S 37° 00' 00.0" E -Y3-

S 09° 23' 55" W 87.090

S 08° 23' 55" E 50.644

S 68° 28' 36" E 44.193

S 68° 28' 36" E 35.884

N 64° 26' 29" E 47.654

N 50° 50' 09" E 342.174

N 50° 50' 09" E 15.264

S 41° 09' 51" E 15.264

R 8.436 +0.000

S 09° 15' 59" E 15.8

PC

PT

EIP

EIP

CONC MON

SPIKE

REMOVE 450 CMP 600mm RCP

CLASS 'I' RIP RAP FILTER FABRIC

REMOVE 450 CMP

REMOVE 600mm RCP

REMOVE 375mm RCP

REMOVE 450mm RCP

REMOVE 600mm CMP

REMOVE 450 CMP 600mm RCP

REMOVE 450 CMP 450mm RCP

REMOVE 600mm RCP

REMOVE 450 CMP 450