

10/26/98

★BM # BY1-104 EL 87.610  
2.066m RT -IY1- STA 19+51.187

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

**METRIC**

CONST. REV.  
R / W REV.

PROJECT REFERENCE NO. **R-2552A4** SHEET NO. **30**

ROADWAY DESIGN ENGINEER  
HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL  
22924  
W. MUMFORD  
3/16/05

NORTH CAROLINA PROFESSIONAL SEAL  
18538  
3/17/05

# -FLYLEREV-

PI = 33+00.000  
EL = 87.052 m  
VC = 75 m  
K = 53

PI = 34+50.000  
EL = 86.485 m  
VC = 110 m  
K = 302

★BM # BY1-103 EL 86.033  
1.458m RT -IY1- STA 16+96.298

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

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

# -FLYLWREV-

★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

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

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

74.996

NOTE:  
SEE SHEET 9 FOR -FLYLWREV- 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

07/16/2005 11:35  
BCFowler