REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	12
R/W SHEET NO.	19,20

ROADWAY DESIGN ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 037179 ENGINEER JERRY M. MOMPOUS — 5/26/16

HYDRAULICS ENGINEER — NORTH CAROLINA PROFESSIONAL SEAL 19920 ENGINEER KEVIN R. KEITHCOCK — 7/23/15

CONST.REV.

R/W REV.

NAD 83

-L- Sta. 26+45.037 = BL-723 33+05.250 Offset 23.866 RT

-L- Sta. 27+66.382 = DPS R-2552-IS = BL 34+28.712 Offset 47.166 RT = -Y4- 14+88.238 Offset 5.765 LT

-L- Sta. 29+25.710 = BL-725 35+93.482 Offset 5.166 RT

-L- Sta. 31+96.357 = BL-726 38+54.639 Offset 24.785 RT

MATCHLINE TO SHEET 11 -L- STA. 26+20.000

MATCHLINE TO SHEET 13 -L- STA. 33+10.000

BEGIN CONSTRUCTION -Y4- STA. 12+50.000

END CONSTRUCTION -L- POT STA. 28+00.000

TO BE CONSTRUCTED UNDER R-2552AB

TO BE CONSTRUCTED UNDER R-2552AB

S 85°03'54.8" E

S 5°25'58.7" W

S 79°35'32.8" E

WILLIS C. UMSTEAD LAND BOOK 6 PG.291 DB 749 PG.11 (32)

WILLIE C. REAMS DB 674 PG. 565 (33)

JANE A. CUNNINGHAM DB 537 PG.430 (34)

JULES P. HARRELL II, ET UX DB 605 PG. 194

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

BEGIN APPROACH SLAB -Y4- STA. 14+00.355

BEGIN BRIDGE -Y4- STA. 14+07.721

END BRIDGE -Y4- STA. 14+87.121

END APPROACH SLAB -Y4- ST. 14+94.487

BEGIN WOVEN WIRE FENCE TIE TO BRIDGE

END WOVEN WIRE FENCE TIE TO BRIDGE

END GUIDERAIL STA. 26+84.447

100mm CONC. SLOPE PROTECTION (SEE STD. NO. 225.06)

END P.S.

END CONSTRUCTION -Y4- STA. 16+30.000

-Y2B- PI Sta. 18+34.622 Δ = 9°39'21.6" (LT) L = 101.134 T = 50.686 R = 600.000 S.E. = .025 R.O. = 37.5

-Y2B- PL -L- +36.000

-Y2B- PTSta. 18+85.109

-Y2B- PTSta. 19+29.137

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

-Y4- +90.000 19.000m (62.34')

-Y4- +85.000 19.000m (62.34')

-Y4- +05.000 15.000m (49.21')

-Y4- +00.000 20.000m (65.62')

-Y4- +00.000 8.500m (29.20')

-Y2L- POTSta. 16+11.121

-Y2B- POTSta. 19+31.716

-Y4- POTSta. 16+10.898

-L- +00.000 67.000m (219.82')

-L- +80.000 67.000m (219.82')

-L- +10.000 67.000m (219.82')

-L- +50.000 52.000m (170.60')

-L- +20.000 52.000m (170.60')

-L- +50.000 45.000m (147.64')

-L- +00.000 65.000m (213.25')

-L- +35.000 65.000m (213.25')

-L- +10.000 65.000m (213.25')

-L- +00.000 48.000m (157.48')

-L- +20.000 48.000m (157.48') 71.000m (232.94')

-L- +63.000 47.000m (154.20') 71.000m (232.94')

-L- +60.000 47.000m (154.20')

-L- +80.000 65.000m (147.64')

-L- POTSta. 27+61.028 = -Y4- POTSta. 14+41.121

-L- +00.000 50.000m (164.04')

-L- +23.000 67.000m (219.82')

-L- +50.000 100.000m (328.08')

-L- +70.000 102.000m (334.65')

-L- +07.000 126.000m (413.39')

-L- +55.000 120.000m (393.70')

-L- +65.000 135.000m (442.91')

-L- +15.000 100.000m (328.08')

-Y4- +30.000 20.000m (65.62')

-Y4- +70.000 20.000m (65.62')

-Y4- +65.000 20.000m (65.62')

-Y4- +80.000 20.000m (65.62')

-Y4- +50.000 9.372m (30.62')

-Y4- +50.000 8.956m (29.38')

-Y4- +80.000 20.000m (65.62')

+43.408

+17.144

+51.434

+77.658

20m TAPER LT. & RT.

20m TAPER RT.

3.0m

2.5m INC.

R=15m

R=60m

2GI-TBDI

2GI

FS

GRAT-STR

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

CLASS "B" RIP-RAP EST. 2.7 MTHS FILTER FABRIC EST. 8.4 SM

0.6m BERM GRASS SWALE EST. DOE 491 CU. M. SEE DETAIL O

BEGIN SHOULDER BERM GUTTER -Y4- STA. 13+98.680

BEGIN SHOULDER BERM GUTTER -Y4- STA. 13+98.680

CATEBALL V DITCH EST. DOE 19 CU. M. SEE DETAIL G

STD. BERM DITCH

COLLAR AND EXTEND 450

TYP. R/W

TYP. R/W

TAN. = 2 -Y4- STA. 16+60.432 6.000 m LT.

TAN. = 2 -Y4- STA. 12+40.022 6.304 m LT.

NOTE:
(1) SEE SHEET 38 FOR -L- PROFILE
(2) SEE SHEET 42 FOR -Y4- PROFILE
(3) SEE SHEET 41 FOR -Y2B- PROFILE
(4) SEE SHEETS S-228 THRU S-238 FOR STRUCTURE PLANS
(5) SEE CROSS-SECTIONS AND ROADWAY STANDARD DRAWINGS STD. NO. 225.08, SHEET 1 FOR SPECIAL MEDIAN GRADING
(6) SEE SHEET 21 FOR BRIDGE SKETCH

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

29-MAR-2005 10:55
A:\rdpw\rd2552aa\roadway\sheets\rd2552aa_sht_rdwy_sht12.dgn

RD2552AA Wednesday March 23 2005 interstate12.m JLTeague rd-06oce34