REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-2552AA	7
R/W SHEET NO.	
9,10,14	

ROADWAY DESIGN ENGINEER — HYDRAULICS ENGINEER

CONST.REV.

R/W REV.

TRAFFIC DIAGRAM

2005 ADT
2025 ADT
in brackets

CLAYTON BYPASS

	408 587	
388 540		20 47
I-40 1060 1300		I-40 692 887

NAD 83

NOTE:
(1) SEE SHEETS 21 & 22 FOR –IIYI– PROFILE
(2) SEE SHEET 32 FOR –FLYLWREV– PROFILE
(3) SEE SHEETS 33 & 34 FOR –LPB– PROFILE
(4) SEE SHEETS 28 & 29 FOR –FLYLEREV– PROFILE
(5) SEE SHEETS S-17 THRU S-83 FOR –LPB– STRUCTURE PLANS
(6) SEE SHEETS S-84 THRU S-139 FOR –FLYLEREV– STRUCTURE PLANS
(7) SEE CROSS-SECTIONS AND ROADWAY STANDARD DRAWINGS STD. NO. 862.01, SHEET 1 FOR SPECIAL MEDIAN GRADING
(8) OBLITERATE EXISTING ROAD
(9) 600 mm PVC PIPE ON –FLYLEREV– BRIDGE IS STRUCTURE PAY ITEM
(10) SEE SHEET 2-P FOR COMPLETE TRAFFIC DIAGRAMS
(11) SEE SHEET 2-1 FOR BRIDGE SKETCH

MATCHLINE TO SHEET 6 –IIYI– STA. 24+40.000

MATCHLINE TO SHEET 8 –LRT– STA. 21+00.000

MATCHLINE TO SHEET 14 –IIYI– STA 29+60.000

MATCHLINE TO SHEET 14

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

B.T. HENDERSON II, ET AL
DB 737 PG.235
DB 2094 PG.68
DB 2098 PG.208

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

–IIYI– Sta. 24+48.958 = –LRS R-2552–F– 671+18.755,635 Offset LT/Rt

–FLYLWREV– STA. 25+10.230 END –FLYLWREV– PAVEMENT BEG. –IIYI– PAVEMENT

–FLYLWREV– +92.844 45.631m (149.71')

–FLYLWREV– +00.000 45.000m (147.64')

–FLYLWREV– +01.944 75.399m (247.37')

–IIYI– Sta. 27+40.737 = –LRS R-2552-B 5+00.000 = BIT 2"+BASE 25 Offset 12.00' LT

–IIYI– Sta. 27+65.337 = BL–TD 5+46.38 Offset 40.10 LT

–IIYI– POTSta.27+51.601 = –LPB– POCSta. 17+13.807

–IIYI– POTSta.27+01.877 = –LPB– STSta. 24+01.877 (17.5m RT.)

–FLYLE– TSSta. 27+67.389

–FLYLE– STSta. 26+53.245

–FLYLE– CSSta. 25+63.245

–FLYLE– CSSta. 20+26.798

–FLYLEREV– CSSta. 27+24.858

–FLYLEREV– CSSta. 25+20.016

–FLYLEREV– SCSta. 26+10.016

BEGIN SPECIAL GRADING –IIYI– STA. 25+92.82

BEGIN EXPRESSWAY GUTTER –IIYI– STA. 25+20.240

END SHOULDER BERM GUTTER –LPB– STA. 19+13.805

END SHOULDER BERM GUTTER –FLYLEREV– STA. 25+57.241

END EXPRESSWAY GUTTER –IIYI– STA. 27+08.835

END GUIDERAIL ANCHOR STA. 27+08.490

BEGIN GUIDERAIL ANCHOR STA. 28+10.291

END APPROACH SLAB –LPB– STA. 18+98.622

END BRIDGE –LPB– STA. 18+91.307

END APPROACH SLAB –FLYLEREV– STA 24+92.623

END BRIDGE –FLYLEREV– STA 24+85.308

BEGIN BRIDGE –LPB– STA. 16+58.307

BEGIN APPROACH SLAB –LPB– STA. 16+50.992

BEGIN BRIDGE –FLYLEREV– STA. 22+03.308

BEGIN APPROACH SLAB –FLYLEREV– STA. 21+95.993

–FLYLWREV– +33.000 31.000m (101.71')

–FLYLWREV– +20.000 27.000m (88.58')

–IIYI– +20.000 60.000m (196.85')

–FLYLWREV– +55.000 35.000m (114.83')

–IIYI– ON PL 157.655m (517.24')

–IIYI– +91.924 158.457m (519.87')

–IIYI– +35.377 187.492m (615.17')

–IIYI– ON PL 190.219m (624.08')

–IIYI– POTSta.28+31.359 = –FLYLEREV– POCSta.22+59.308

NOTE: USE STD. DECK DRAINS (150mm ON 3.6m CENTERS) –FLYLEREV– STA 23+20 TO 24+25. NO DECK DRAINS OVER BUFFER ZONE.

–FLYLE–
PIs Sta. 25+93.260 PIs Sta. 29+55.854
Δ = 5°19'33.3" (RT) Δ = 4°17'.868"
Ls = 90.000 Ls = 90.000
Lt = 60.0261 Lt = 60.016
ST = 30.015 ST = 30.016

–FLYLEREV–
PI Sta. 20+87.626 PIs Sta. 24+16.795 PI Sta. 26+68.608
Δ = 5°19'33.3" (RT) Δ = 6°58'.28.2" Δ = 98°02'.00.0" (RT)
Ls = 881.867 Ls = 90.000 Ls = 114.843
R = 4485.477 Lt = 90.000 T = 58.999
R = 1,250.000 T = 561.980 R = 2,350.000
S.E. = 0.03 ST = 33.529 S.E. = 0.08

–FLYLWREV–
PIs Sta. 10+60.006 PI Sta. 20+18.968
Δ = 2°34'.41.9" Δ = 85°46'.56.1" (RT)
Ls = 90.000 L = 1,297.182
Lt = 60.006 T = 1068.968
ST = 30.006 R = 1,000.000
S.E. = 0.05

–LPB–
PI Sta. 15+69.914 PIs Sta. 20+86.657
Δ = 35°48'.18.2" (RT) Δ = 3°4'.10.9"
L = 936.798 Ls = 90.000
T = 479.914 Lt = 59.860
R = 1,750.000 ST = 32.380
S.E. = 0.13

–LPB–
PI Sta. 26+68.608
Δ = 98°02'.00.0" (RT)
Ls = 114.843
T = 58.999
R = 2,350.000
S.E. = 0.08

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

RD223230 Friday March 04 2005 interimsu07.m JLTeague ru-606oc34

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