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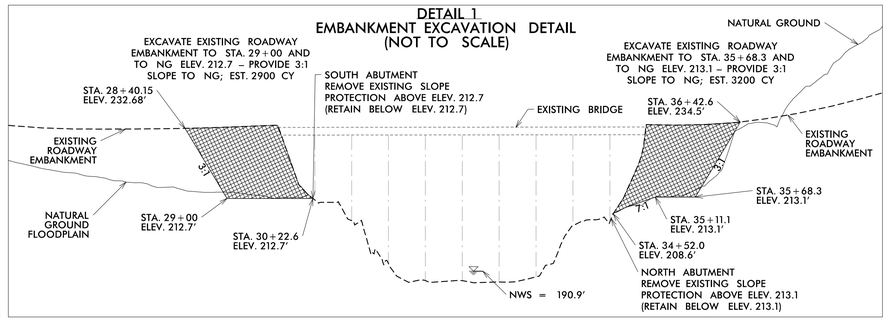
8/17/99

PROJECT REFERENCE NO.	SHEET NO.
B-4407	5
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 26960 ENGINEER
R. Kevin Scruggs
4/5/2021

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 033023 ENGINEER
Brad Kolnur
4/6/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



-L- CURVE DATA

PI Sta 20+65.38
Δ = 23° 31' 00.6" (RT)
D = 2° 17' 30.6"
L = 1,026.12'
T = 520.38'
R = 2,500.00'
SE = .05
Ds = 60 mph

NAD 83/2001

SEE SHEET 7 FOR -L- PROFILE
SEE SHEETS S-1 THRU S-45 FOR STRUCTURE PLANS

MATCH LINE -L- STA. 23+00.00 SEE SHEET 4

MATCH LINE -L- STA. 35+50.00 SEE SHEET 6

STANLY CO.
ANSON CO.

1 GAYLE J COLE
DB 256 PG 134
DB 256 PG 138

5 BILLY FRANKLIN LEE
DB 575 PG 101

3 TOWN OF NORWOOD
DB 1585 PG 489

4 TOWN OF NORWOOD
DB 187 PG 695

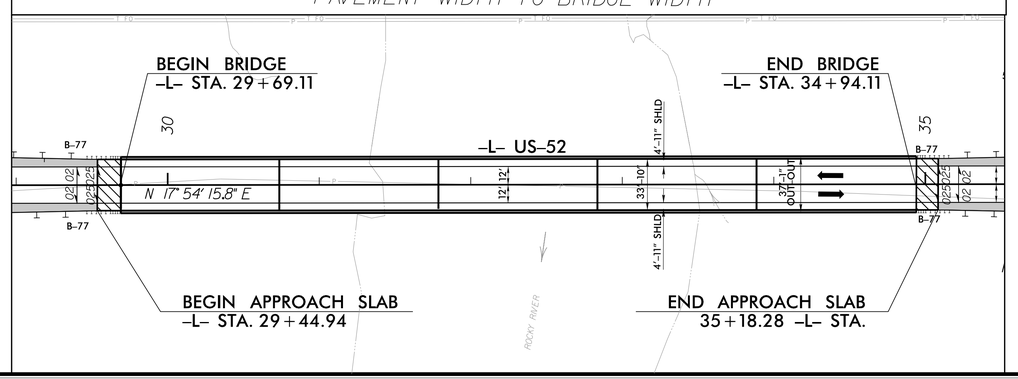
2 CASSANDRA LEE STONE & JANE LEE WATSON
DB 758 PG 271

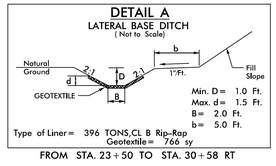
BANK STABILIZATON AND ABUTMENT
EST. 630 TONS CLASS II RIPRAP
(STRUCTURAL PAY ITEM)
EXCAVATE TO MATCH PROPOSED END BENT AND ABUTMENT
EST. 2,900 CY STRUCTURE EXCAVATION
SEE DETAIL 1, THIS SHEET

BANK STABILIZATON AND ABUTMENT
EST. 1110 TONS CLASS II RIPRAP
(STRUCTURAL PAY ITEM)
EXCAVATE TO MATCH PROPOSED END BENT AND ABUTMENT
EST. 3,200 CY STRUCTURE EXCAVATION
SEE DETAIL 1, THIS SHEET

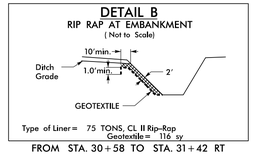
+76.00 -L- EXIST. R/W 115.00' LT.
+90.00 -L- EXIST. R/W 115.00' LT.
+19.89 -L- EXIST R/W
+15.75 -L- EXIST R/W
SBG STA. 29+18.00 -L- LT TO STA. 29+44.94 BEGIN APPROACH SLAB
+67.83 -L- EXIST R/W
+30.00 -L- EXIST. R/W
+46.00 -L- EXIST. R/W 100.00' LT.
R=2913'
R=5815'
GRADE TO DRAIN
REMOVE
DO NOT DISTURB SIGN
DO NOT DISTURB ACCESS
N 17°54' 15.8" E
-L- US-52
GREU, TL-3
2' FDPS
END BRIDGE
-L- STA. 34+94.11
-L- PT Sta. 25+71.11
R=2763'
PUE
+51.00 -L- 96.00' RT.
+23.93 -L- EXIST R/W
+71.11 -L- 75.00' RT.
LATERAL BASE DITCH SEE DETAIL A DDE=Est. 138 CY
SBG STA. 24+68.50 -L- RT TO STA. 29+44.94 BEGIN APPROACH SLAB
BEGIN BRIDGE
-L- STA. 29+69.11
RIP RAP AT EMBANKMENT SEE DETAIL B
WOODS
ROCKY RIVER
EDGE OF RIVER IS PROPERTY LINE

SKETCH SHOWING RELATIONSHIP OF PAVEMENT WIDTH TO BRIDGE WIDTH





FROM STA. 23+50 TO STA. 30+58 RT



FROM STA. 30+58 TO STA. 31+42 RT

PROPOSED FULL DEPTH PAVED SHOULDER

3/31/2021 11:49:41 AM
Sheets/B4407_rdy_psh_05.dgn
User: skeyes