COMPUTED BY: BW DATE: 05/04
CHECKED BY: LC DATE: 05/04

# STATE OF NORTH CAROLINA
# DIVISION OF HIGHWAYS

METRIC

PROJECT REFERENCE NO. U-2717 | SHEET NO. 3-H

## LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 1200 mm & UNDER)

| STATION | LOCATION (LT, RT, OR CL) | STRUCTURE NO. FROM | STRUCTURE NO. TO | TOP ELEVATION | INVERT ELEVATION | INVERT ELEVATION | SLOPE CRITICAL | CLASS III R.C. PIPE (UNLESS NOTED OTHERWISE) 300 | 375 | 450 | 600 | 750 | 900 | 1050 | 1200 | C.S. PIPE 150 | BITUMINOUS COATED C.S. PIPE TYPE B (UNLESS NOTED OTHERWISE) 400 | 450 | 600 | SMOOTH STEEL PIPE 900 | 1050 | PVC PIPE 150 | CORRUGATED PLASTIC PIPE 300 | 300mm SIDE DRAIN PIPE | 375mm SIDE DRAIN PIPE | 450mm SIDE DRAIN PIPE | 600mm SIDE DRAIN PIPE | ENDWALLS STD. 838.01 STD. 838.11 OR STD. 838.80 (UNLESS NOTED OTHERWISE) CU. METERS R.C.P. | C.S.P. | QUANTITIES: STRUCTURES PER EACH (0 THRU 1.50) | FOR DRAINAGE *TOTAL M FOR PAY QUANTITY SHALL BE COL. 'A' + (1.3 X COL. 'B') METERS A 1.50 THRU 3.00 | B 3.00 AND ABOVE | C.B. STD. 840.01 OR 840.02 | FRAME, GRATES, AND HOOD STD. 840.03 TYPE OF GRATE E | F | G | D.I. STD. 840.14 OR STD. 840.15 (EA.) | D.I. FRAME & GRATE STD. 840.16 (EA.) | M.D.I. TYPE "B" STD. 840.18 OR 840.27 (EA.) | M.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.24(EA.) | M.D.I. FRAMES AND WIDE SLOT GRATES STD. 840.22(EA.) | J.B. STD. 840.31 OR 840.32 (EA.) | M.H. STD.840.54 (EA.) | J.B. STD. 840.34 (EA.) | DRIVEWAY D.I. STD. 840.30 (EA.) | FRAME & GRATE FOR DRIVEWAY D.I. STD.840.30 (meters) | PARALLEL PIPE END SECTION STD. 310.02 OR 310.04 | CROSS PIPE END SECTION STD. 310.03 OR 310.05 | POLYMER LINE DRAIN W/WIDE SLOT GRATE SEE DETAIL SHEET (2-H) | PVC 150MM ELBOW NO. & SIZE | CORR. STEEL ELBOW NO. & SIZE | CONC. COLLARS, CL. "B" STD.840.72 ($m^3$) | CONC. & BRICK PIPE PLUG ($m^3$) STD.840.71 | PIPE REMOVAL (meters) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THICKNESS OR GAUGE | | | | | | | | | | | | | | | | 1.63 | 1.63 | 1.63 | 1.63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 31+90 | LT | 131 | 132 | | 257.83 | 257.65 | X | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 32+20 | LT | 132 | | 258.46 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| -L- 32+20 | LT | 132 | 133 | | 257.57 | 257.45 | | | 19.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 32+40 | LT | 133 | | 258.34 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| -L- 32+40 | LT | 133 | 134 | | 257.45 | 257.24 | | | 28.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 32+70 | LT | 134 | | 258.13 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| -L- 32+70 | CL | 134 | 135 | | 257.24 | 257.31 | X | 19.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 32+70 | LT | 134 | 136 | | 257.16 | 256.53 | X | | 69.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 32+70 | RT | 135 | | 258.12 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | | |
| -L- 33+40 | LT | 136 | | 257.41 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| -L- 33+40 | LT | 136 | 137 | | 256.43 | 255.78 | | | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+00 | LT | 137 | | 256.78 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| -L- 34+00 | LT | 137 | 144 | | 255.78 | 255.55 | | | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 33+43 | RT | 138 | | 257.34 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | | |
| -L- 33+43 | RT | 138 | 139 | | 256.53 | 255.88 | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10.5 | |
| -L- 34+02 | RT | 139 | | 256.69 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | | |
| -L- 34+02 | RT | 139 | 140 | | 255.81 | 255.60 | | | 21.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+25 | RT | 140 | | 256.66 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+25 | RT | 140 | 141 | | 255.20 | 255.24 | X | | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+25 | RT | 140 | 142 | | 255.45 | 255.54 | | | 26.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 6.1 | |
| -L- 34+25 | CL | 140 | 144 | | 255.05 | 254.98 | | | | | 19.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | .06 | | |
| -L- 34+21 | RT | 141 | | 256.38 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| -L- 34+52 | RT | 142 | | 256.83 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| -L- 34+52 | RT | 142 | 143 | | 255.62 | 255.64 | | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+52 | RT | 143 | | 256.55 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| -L- 34+25 | LT | 144 | | 256.66 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 0.33 | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | REM FES |
| -L- 34+25 | LT | 144 | 145 | | 254.83 | 254.73 | X | | | | | 16.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+25 | LT | 144 | 146 | | 255.55 | 255.57 | | | | | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+20 | LT | 145 | | 256.50 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 0.27 | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | REMOVE & REPLACE DI |
| -L- 34+20 | LT | 145 | 219 | | 254.73 | 254.66 | | | | | | | | 21.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 35.7 | |
| -L- 34+28 | LT | 146 | | 256.66 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+28 | LT | 146 | 147 | | 255.57 | 255.79 | | | | | 32.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+61 | LT | 147 | | 256.88 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | | |
| -L- 34+61 | LT | 147 | 148 | | 255.79 | 256.22 | | | | | 28.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 34+90 | LT | 148 | | 257.31 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | 6.0 | |
| -L- 34+90 | LT | 148 | 149 | | 256.22 | 256.50 | | | | | 19.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| -L- 35+10 | LT | 149 | | 257.59 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | | |
| SHEET TOTAL | | | | | | | | 114 | 165.6 | 90 | 102 | 16.8 | | 21.6 | | | | | | | | | | | | | | | | 18 | 0.6 | | 15 | 3 | 6 | 6 | 3 | 3 | | | | | | | | | | | | | | | .06 | 58.3 | |

ABBREVIATIONS

- C.B. CATCH BASIN
- N.D.I. NARROW DROP INLET
- D.I. DROP INLET
- M.D.I. MEDIAN DROP INLET
- M.D.I. (N.S.) MEDIAN DROP INLET (NARROW SLOT)
- J.B. JUNCTION BOX
- M.H. MANHOLE
- T.B.D.I. TRAFFIC BEARING DROP INLET
- T.B.J.B. TRAFFIC BEARING JUCTION BOX