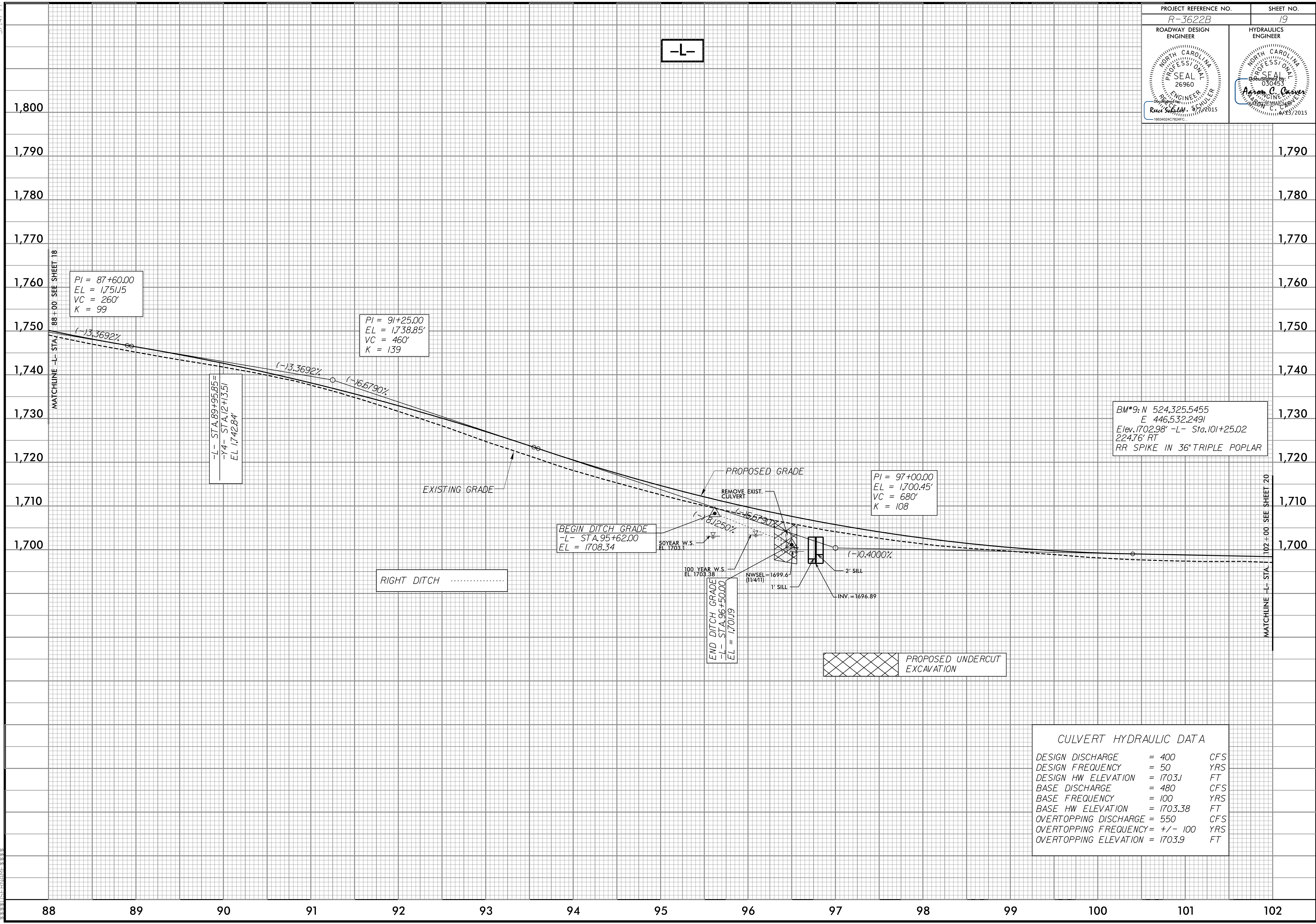


5/14/99

| | |
|----------------------------------|------------------------|
| PROJECT REFERENCE NO. R-3622B | SHEET NO. 19 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| | |
| 1983024782049 | 1983024782049 |



-L-

$PI = 87+60.00$
 $EL = 1,751.15$
 $VC = 260'$
 $K = 99$

$PI = 91+25.00$
 $EL = 1,738.85'$
 $VC = 460'$
 $K = 139$

$PI = 97+00.00$
 $EL = 1,700.45'$
 $VC = 680'$
 $K = 108$

$BM^*9: N 524,325.5455$
 $E 446,532.2491$
 $Elev. 1,702.98' -L- Sta. 101+25.02$
 $224.76' RT$
 $RR SPIKE IN 36" TRIPLE POPLAR$

BEGIN DITCH GRADE
 $-L- STA. 95+62.00$
 $EL = 1708.34$

END DITCH GRADE
 $-L- STA. 96+50.00$
 $EL = 1701.9$

| CULVERT HYDRAULIC DATA | | |
|------------------------|-----------|-----|
| DESIGN DISCHARGE | = 400 | CFS |
| DESIGN FREQUENCY | = 50 | YRS |
| DESIGN HW ELEVATION | = 1703J | FT |
| BASE DISCHARGE | = 480 | CFS |
| BASE FREQUENCY | = 100 | YRS |
| BASE HW ELEVATION | = 1703.38 | FT |
| OVERTOPPING DISCHARGE | = 550 | CFS |
| OVERTOPPING FREQUENCY | = +/- 100 | YRS |
| OVERTOPPING ELEVATION | = 1703.9 | FT |

MATCHLINE -L- STA. 88+00 SEE SHEET 18

MATCHLINE -L- STA. 102+00 SEE SHEET 20

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