

5/14/99

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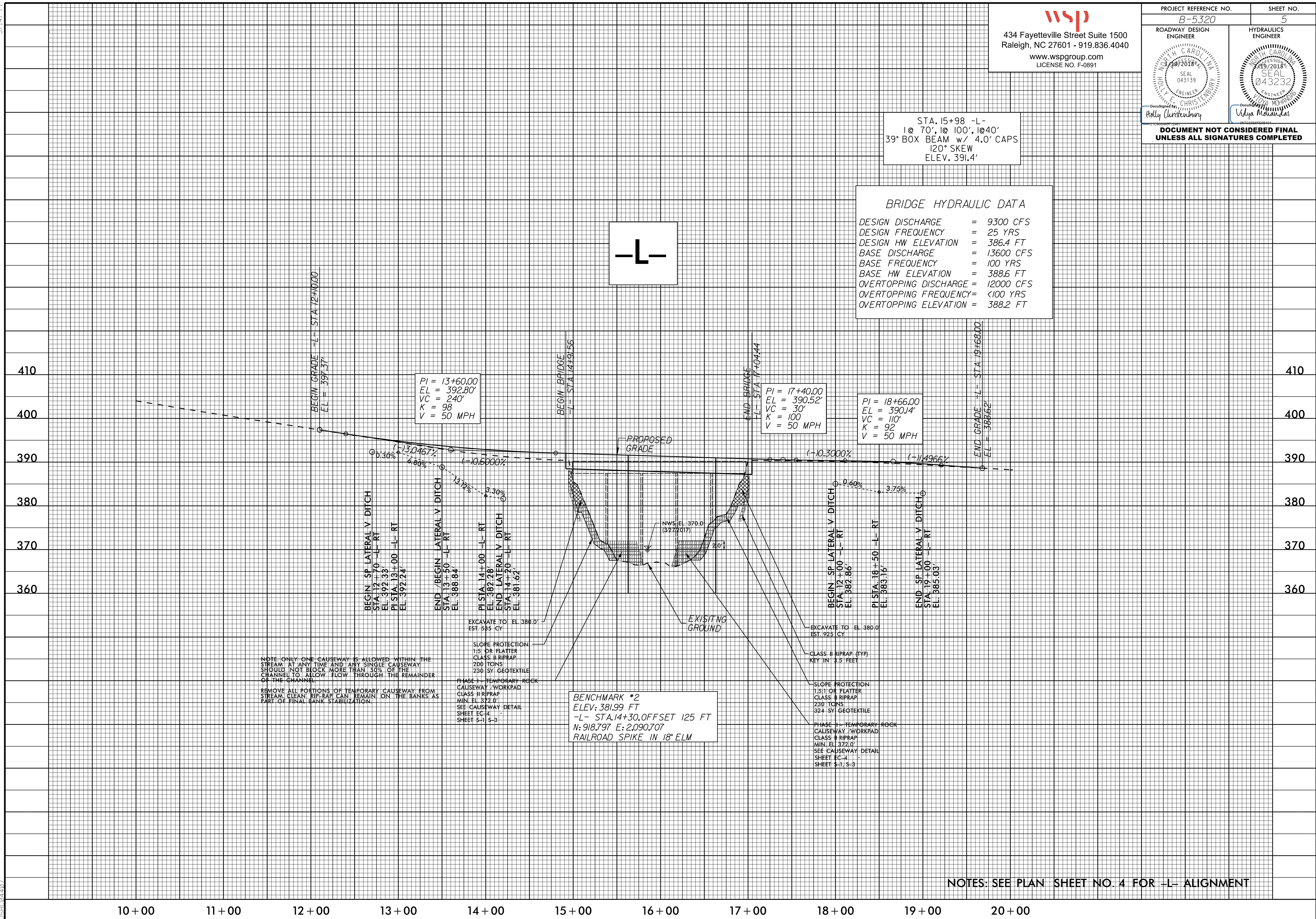
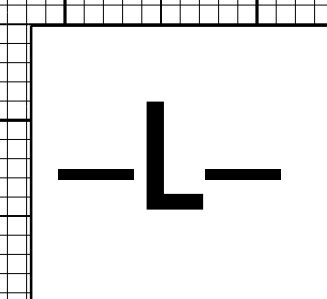
PROJECT REFERENCE NO. B-5320	SHEET NO. 5
ROADWAY DESIGN ENGINEER 	HYDRAULICS ENGINEER 

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

STA. 15+98 -L-  
 1 @ 70', 1 @ 100', 1 @ 40'  
 39" BOX BEAM w/ 4.0' CAPS  
 120° SKEW  
 ELEV. 391.4'

**BRIDGE HYDRAULIC DATA**

DESIGN DISCHARGE	=	9300 CFS
DESIGN FREQUENCY	=	25 YRS
DESIGN HW ELEVATION	=	386.4 FT
BASE DISCHARGE	=	13600 CFS
BASE FREQUENCY	=	100 YRS
BASE HW ELEVATION	=	388.6 FT
OVERTOPPING DISCHARGE	=	12000 CFS
OVERTOPPING FREQUENCY	=	<100 YRS
OVERTOPPING ELEVATION	=	388.2 FT



NOTE: ONLY ONE CAUSEWAY IS ALLOWED WITHIN THE STREAM AT ANY TIME AND ANY SINGLE CAUSEWAY SHOULD NOT BLOCK MORE THAN 50% OF THE CHANNEL TO ALLOW FLOW THROUGH THE REMAINDER OF THE CHANNEL.  
 REMOVE ALL PORTIONS OF TEMPORARY CAUSEWAY FROM STREAM. CLEAN RIP-RAP CAN REMAIN ON THE BANKS AS PART OF FINAL BANK STABILIZATION.

EXCAVATE TO EL. 380.0'  
 EST. 585 CY

SLOPE PROTECTION  
 1:1.5 OR FLATTER  
 CLASS II RIPRAP  
 200 TONS  
 230 SY GEOTEXTILE

PHASE I - TEMPORARY ROCK CAUSEWAY / WORKPAD  
 CLASS II RIPRAP  
 MIN. EL. 372.0'  
 SEE CAUSEWAY DETAIL SHEET EC-1  
 SHEET S-1, S-3

**BENCHMARK #2**  
 ELEV: 381.99 FT  
 -L- STA. 14+30, OFFSET 125 FT  
 N: 918.797 E: 2.090.707  
 RAILROAD SPIKE IN 18" ELM

EXCAVATE TO EL. 380.0'  
 EST. 925 CY

SLOPE PROTECTION  
 1:1.5 OR FLATTER  
 CLASS II RIPRAP  
 230 TONS  
 324 SY GEOTEXTILE

PHASE I - TEMPORARY ROCK CAUSEWAY / WORKPAD  
 CLASS II RIPRAP  
 MIN. EL. 372.0'  
 SEE CAUSEWAY DETAIL SHEET EC-4  
 SHEET S-1, S-3

NOTES: SEE PLAN SHEET NO. 4 FOR -L- ALIGNMENT

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