

09/08/99

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MOORE COUNTY

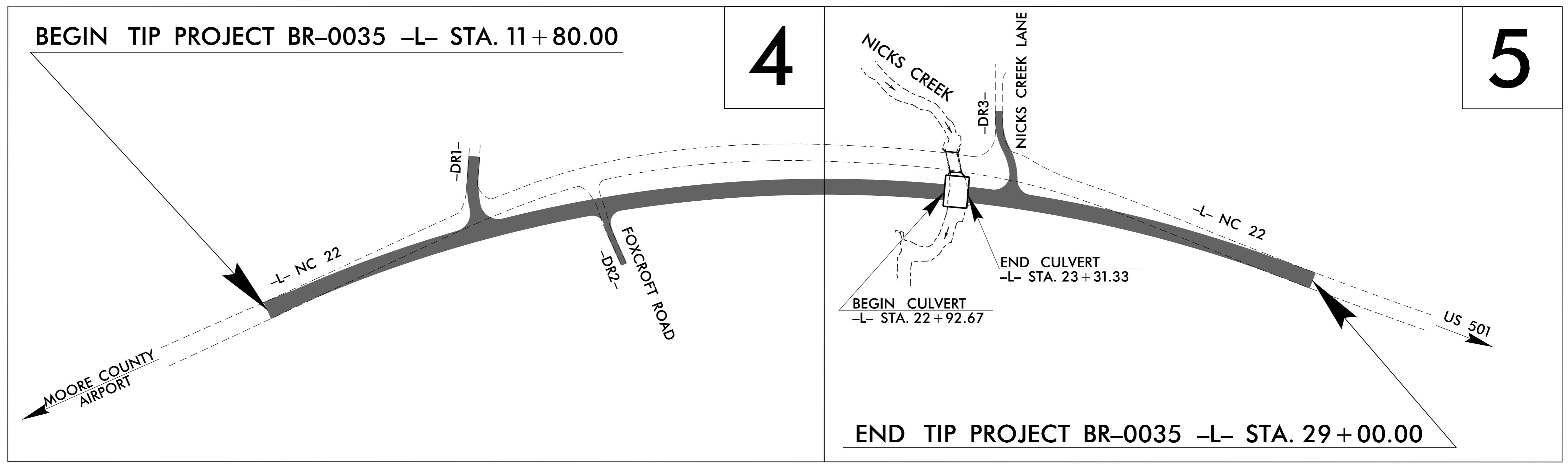
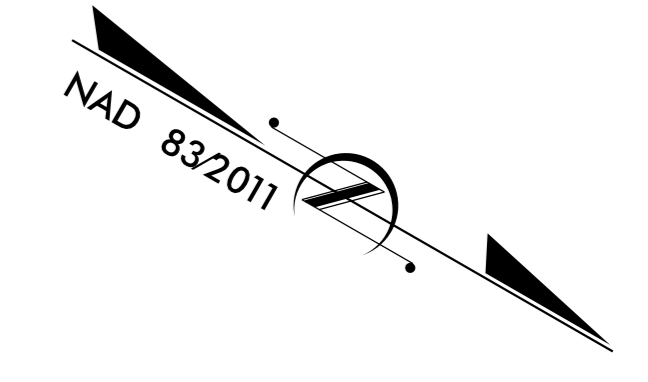
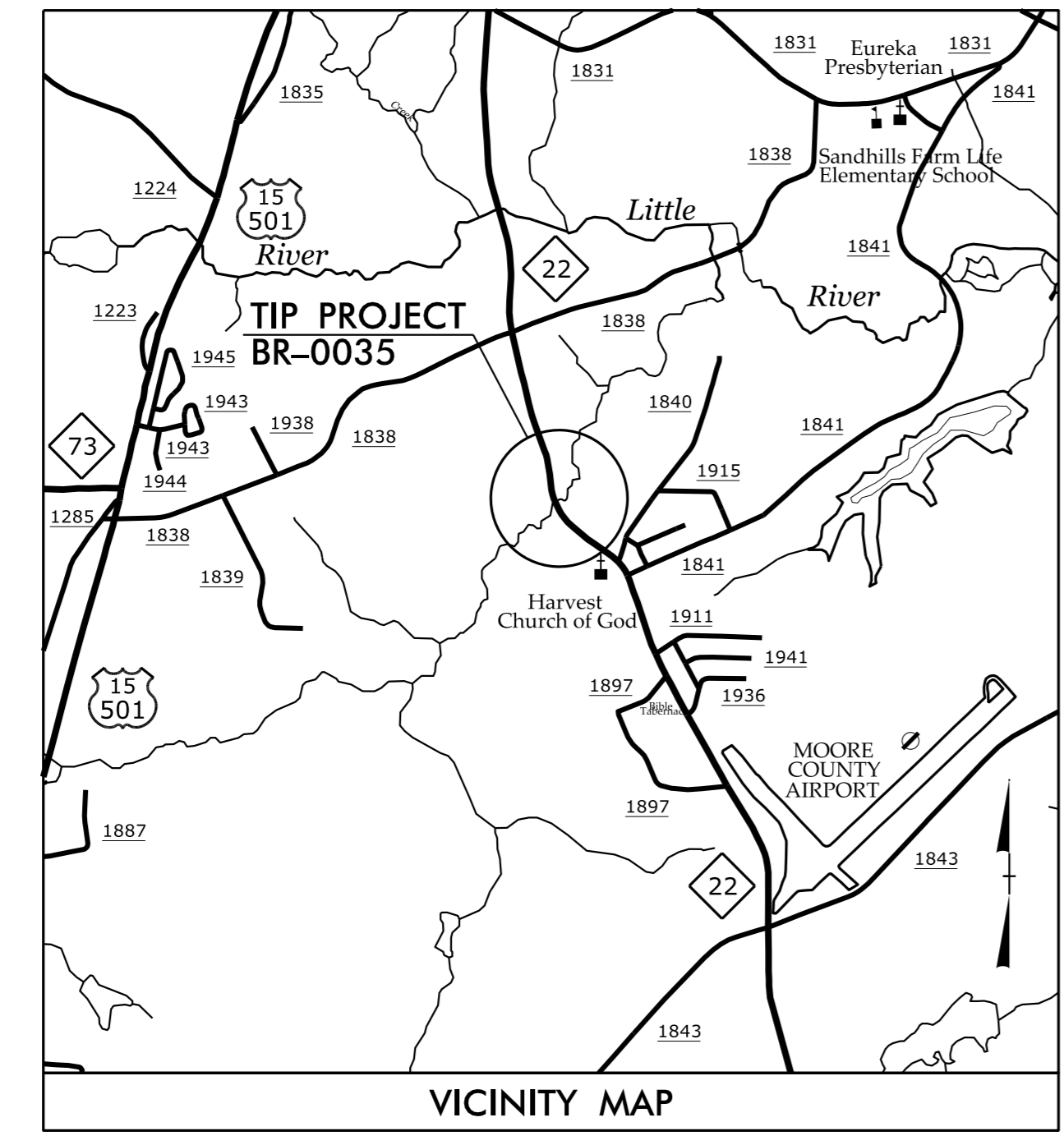
LOCATION: BRIDGE NO. 24 ON NC 22 OVER NICKS CREEK

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND CULVERT

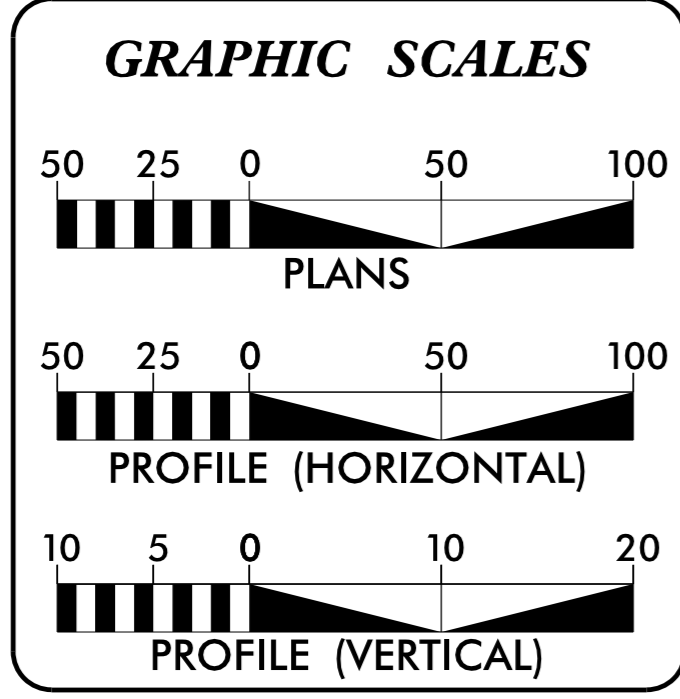
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0035	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
49073.1.1		P.E.	
49073.2.1		ROW /UTIL	
49073.3.1	0022015	CONST.	

TIP PROJECT: BR-0035

CONTRACT: C204692



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2020 =	6650
ADT 2040 =	8000
K =	11 %
D =	60 %
T =	4 % *
V =	60 MPH
* (TTST=1% + DUAL=3%)	
FUNC CLASS =	MINOR ARTERIAL
	STATEWIDE TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT BR-0035	=	0.319 MI
LENGTH OF STRUCTURE TIP PROJECT BR-0035	=	0.007 MI
TOTAL LENGTH OF TIP PROJECT BR-0035	=	0.326 MI

Prepared in the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
AUGUST 30, 2019

LETTING DATE:
JANUARY 18, 2022

KEVIN FISCHER, PE
PROJECT MANAGER

TATIA L. WHITE, PE, PLS

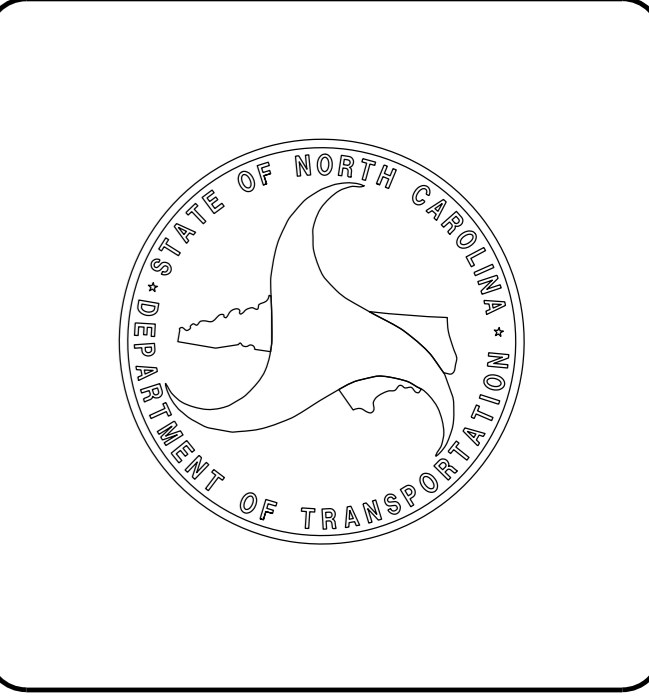
PIOTR J. STOJDA
PROJECT TEAM LEAD

HYDRAULICS ENGINEER
Dec 2, 2021

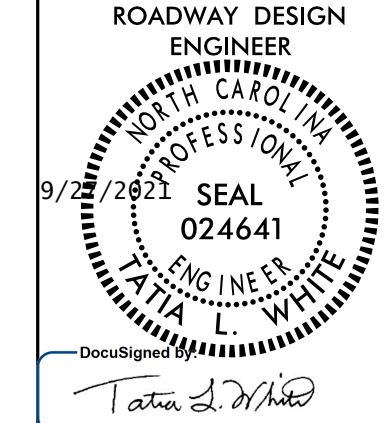
DocuSigned by:
W. Galen Cail
SIGNATURE: _____

ROADWAY DESIGN ENGINEER
Dec 2, 2021

DocuSigned by:
Tatia L. White
SIGNATURE: _____



02-DEC-2021 07:57
R:\Roadway\Proj\BR0035_Rdy-tsh.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$



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

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A-1	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
2C-1	DETAIL OF TEMPORARY GUARDRAIL ANCHOR UNIT TYPE B-77
2C-2	DETAIL OF AT-1 END UNIT
2C-3	DETAIL OF GUARDRAIL INSTALLATION
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3B-1	SUMMARY OF EARTHWORK,
3B-2	SUMMARY OF ASPHALT PAVEMENT REMOVAL AND SUMMARY OF GUARDRAIL
3D-1	SUMMARY OF DRAINAGE QUANTITIES
3G-1	SUMMARY OF SUBSURFACE DRAINAGE AND SUMMARY OF AGGREGATE SUBGRADE STABILIZATION
3P-1	PARCEL INDEX
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SIGN-1 THROUGH SIGN-3	SIGNING AND PAVEMENT MARKING PLANS
UC-1 THROUGH UC-8	UTILITY CONSTRUCTION PLANS
UO-1 THROUGH UO-3	UTILITIES BY OTHERS PLANS
X-1	INDEX OF CROSS SECTIONS
X-1A	CROSS SECTION SUMMARY
X-2 THROUGH X-12	CROSS SECTIONS

GENERAL NOTES

GENERAL NOTES: 2018 SPECIFICATIONS EFFECTIVE: 01-16-2018
REVISED:

GRADE LINE:
GRADING AND SURFACING:
THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AND ENDING AND AT STRUCTURES AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

SUPERELEVATION:
ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:
ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01

SIDE ROADS:
THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

SUBSURFACE DRAINS:
SUBSURFACE DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.02 AT LOCATIONS DIRECTED BY THE ENGINEER.

GUARDRAIL:
THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

TEMPORARY SHORING:
SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC NOT SHOWN ON THE PLANS WILL BE PAID FOR AT THE CONTRACT PRICE FOR "TEMPORARY SHORING".

UTILITIES:
UTILITY OWNERS ON THIS PROJECT ARE Duke Energy; Centurylink; Centerra
ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

RIGHT-OF-WAY MARKERS:
ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY CONTRACT.

STANDARD DRAWINGS

2018 ROADWAY ENGLISH STANDARD DRAWINGS EFF. 01-16-2018
REV.

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
DIVISION 8 - INCIDENTALS	
806.01	Concrete Right-of-Way Marker
806.02	Granite Right-of-Way Marker
815.02	Subsurface Drain
840.00	Concrete Base Pad for Drainage Structures
840.18	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.27	Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.29	Frames and Narrow Slot Flat Grates
840.45	Precast Drainage Structure Steps
840.66	Drainage Structure Steps
846.01	Concrete Curb, Gutter and Curb & Gutter
846.04	Drop Inlet Installation in Shoulder Berm Gutter
862.01	Guardrail Placement
862.02	Guardrail Installation
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets
876.03	Drainage Ditches with Class 'A' Rip Rap
876.04	Drainage Ditches with Class 'B' Rip Rap

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	----->
Property Monument	□ EDM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	----- WLB
Proposed Wetland Boundary	----- WLB
Existing Endangered Animal Boundary	----- EAB
Existing Endangered Plant Boundary	----- EPB
Existing Historic Property Boundary	----- HPB
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	??-S-??
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	??-W-??
Contaminated Site: Known or Potential	☠??

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	□

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	□
Jurisdictional Stream	----- JS
Buffer Zone 1	----- BZ 1
Buffer Zone 2	----- BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	▽

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	◆
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	▲
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	-----
New Right of Way Line with Pin and Cap	-----
New Right of Way Line with Concrete or Granite RW Marker	-----
New Control of Access Line with Concrete C/A Marker	-----
Existing Control of Access	-----
New Control of Access	-----
Existing Easement Line	-----
New Temporary Construction Easement	-----
New Temporary Drainage Easement	-----
New Permanent Drainage Easement	-----
New Permanent Drainage / Utility Easement	-----
New Permanent Utility Easement	-----
New Temporary Utility Easement	-----
New Aerial Utility Easement	-----

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	----- C
Proposed Slope Stakes Fill	----- F
Proposed Curb Ramp	----- CR
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

VEGETATION:

Single Tree	☼
Single Shrub	☼

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	----- CONC
Bridge Wing Wall, Head Wall and End Wall	----- CONC WW
MINOR:	
Head and End Wall	----- CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	○ S
Storm Sewer	----- S

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊠
Power Transformer	⊠
U/G Power Cable Hand Hole	-----
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	----- P
U/G Power Line LOS C (S.U.E.*)	----- P
U/G Power Line LOS D (S.U.E.*)	----- P

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊠
Telephone Cell Tower	⊠
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	----- T
U/G Telephone Cable LOS C (S.U.E.*)	----- T
U/G Telephone Cable LOS D (S.U.E.*)	----- T
U/G Telephone Conduit LOS B (S.U.E.*)	----- TC
U/G Telephone Conduit LOS C (S.U.E.*)	----- TC
U/G Telephone Conduit LOS D (S.U.E.*)	----- TC
U/G Fiber Optics Cable LOS B (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS C (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS D (S.U.E.*)	----- T FO

WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	----- W
U/G Water Line LOS C (S.U.E.*)	----- W
U/G Water Line LOS D (S.U.E.*)	----- W
Above Ground Water Line	----- A/G Water

TV:

TV Pedestal	⊠
TV Tower	⊗
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	----- TV
U/G TV Cable LOS C (S.U.E.*)	----- TV
U/G TV Cable LOS D (S.U.E.*)	----- TV
U/G Fiber Optic Cable LOS B (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS C (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS D (S.U.E.*)	----- TV FO

GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	----- G
U/G Gas Line LOS C (S.U.E.*)	----- G
U/G Gas Line LOS D (S.U.E.*)	----- G
Above Ground Gas Line	----- A/G Gas

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	----- SS
Above Ground Sanitary Sewer	----- A/G Sanitary Sewer
SS Forced Main Line LOS B (S.U.E.*)	----- FSS
SS Forced Main Line LOS C (S.U.E.*)	----- FSS
SS Forced Main Line LOS D (S.U.E.*)	----- FSS

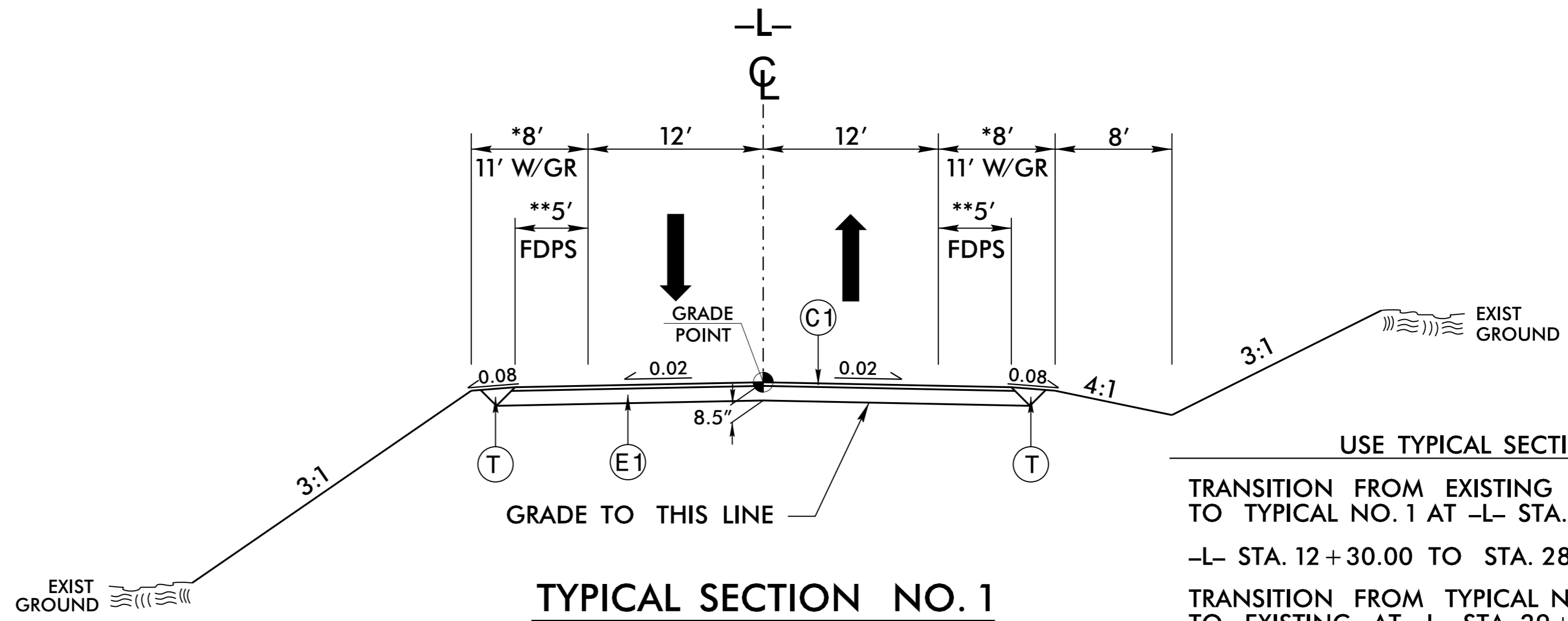
MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line LOS B (S.U.E.*)	----- ?UTL
U/G Tank; Water, Gas, Oil	□
Underground Storage Tank, Approx. Loc.	⊕
A/G Tank; Water, Gas, Oil	□
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

PAVEMENT SCHEDULE (FINAL PAVEMENT DESIGN)	
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD. IN EACH OF TWO LAYERS.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD. IN EACH OF TWO LAYERS.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
J1	PROP. 8" AGGREGATE BASE COURSE
J2	PROP. 6" AGGREGATE BASE COURSE
U	EXISTING PAVEMENT
T	EARTH MATERIAL

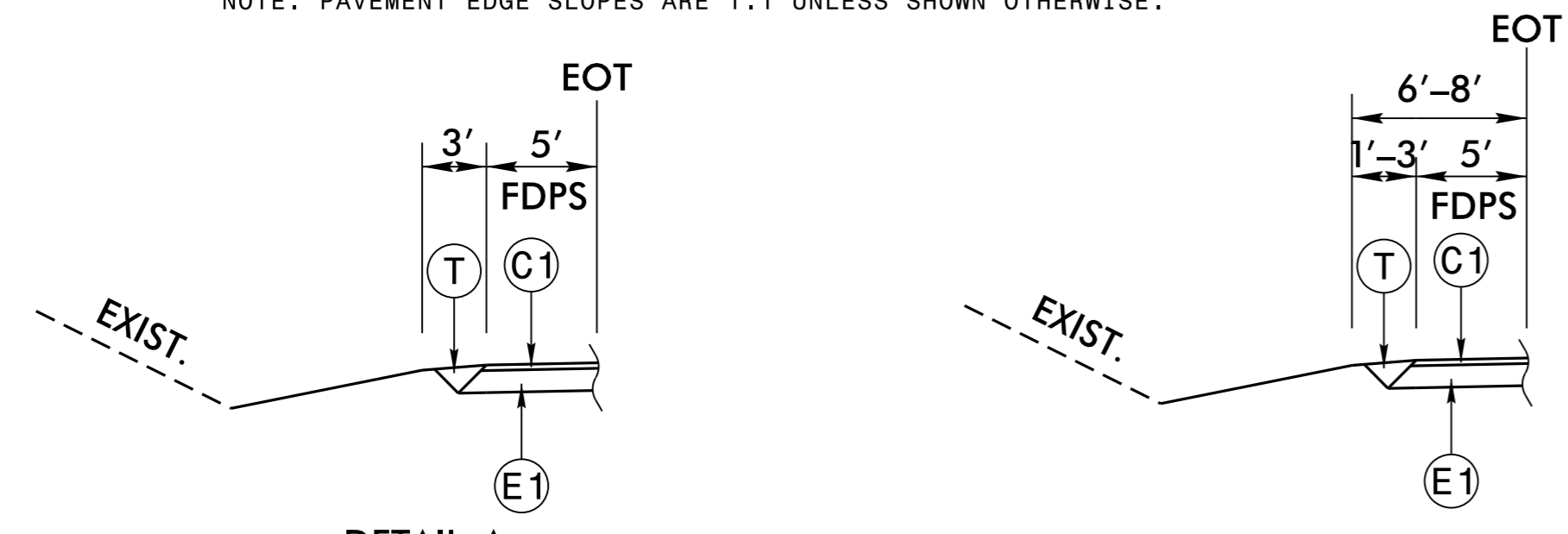
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT REFERENCE NO. BR-0035	SHEET NO. 2A-1
ROADWAY DESIGN ENGINEER TATIA L. WHITE SEAL 024641 9/28/2021	PAVEMENT DESIGN ENGINEER CLARK S. MORRISON SEAL 022896 9/28/2021
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



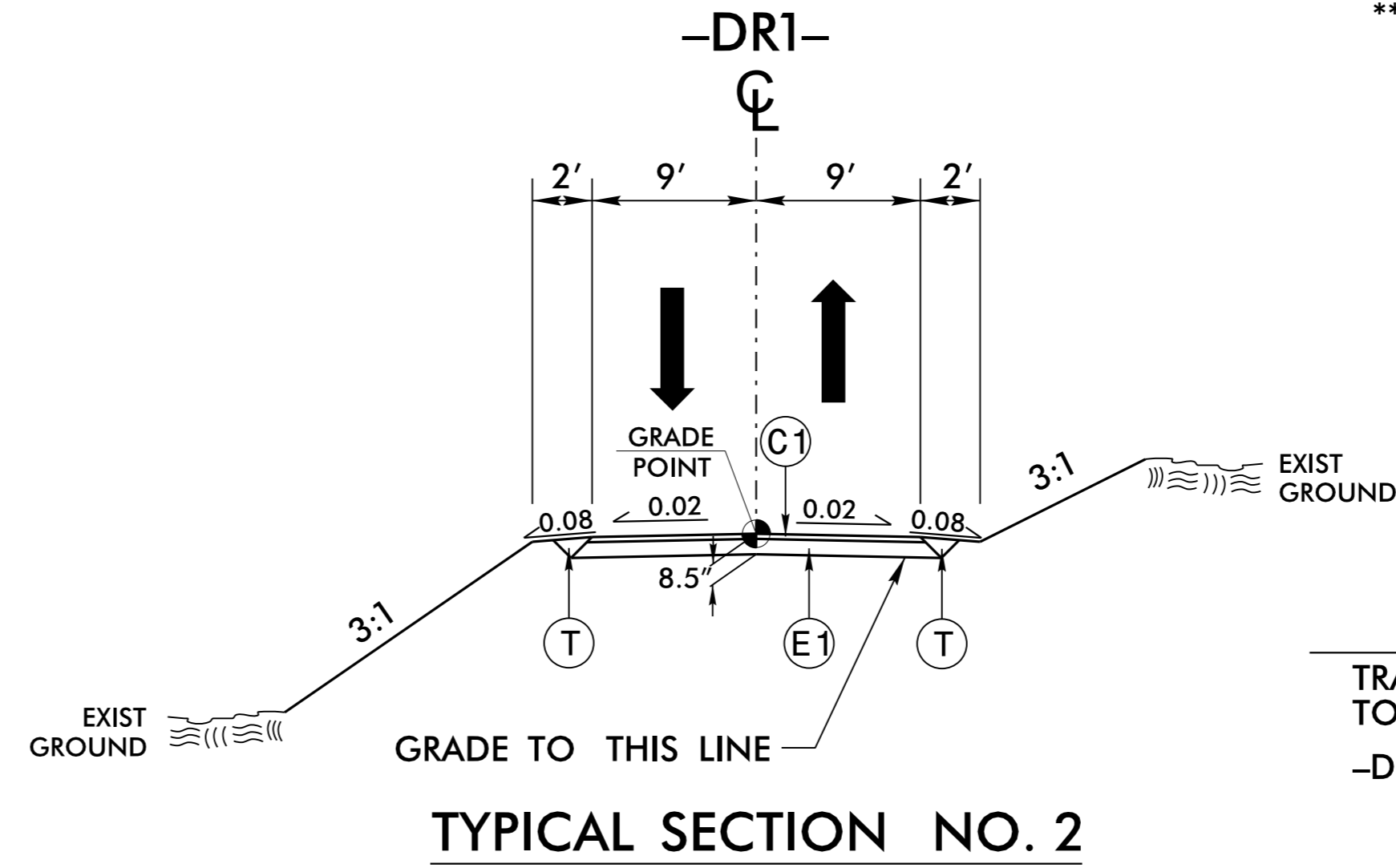
USE TYPICAL SECTION NO. 1
 TRANSITION FROM EXISTING AT -L- STA. 10+80.00 TO TYPICAL NO. 1 AT -L- STA. 12+30.00
 -L- STA. 12+30.00 TO STA. 28+50.00
 TRANSITION FROM TYPICAL NO. 1 AT -L- STA. 28+50.00 TO EXISTING AT -L- STA. 29+00.00

* PAVE TO THE FACE OF GUARDRAIL
 ** NOTE: FOR BICYCLE ACCOMMODATIONS

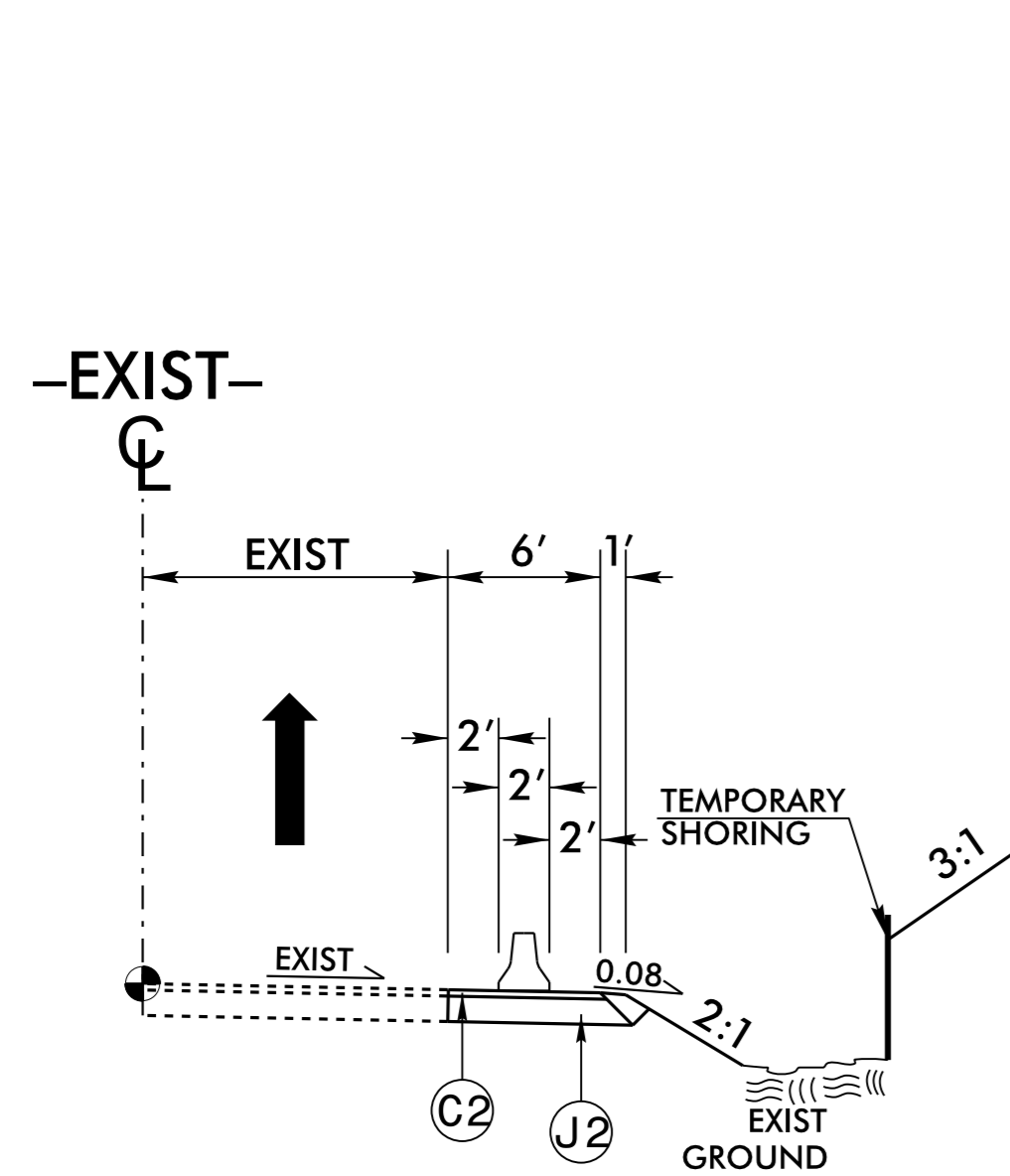


DETAIL A
 TO BE USED WITH TYPICAL SECTION NO. 1
 -L- STA. 27+00.00 TO STA. 28+00.00 LT.

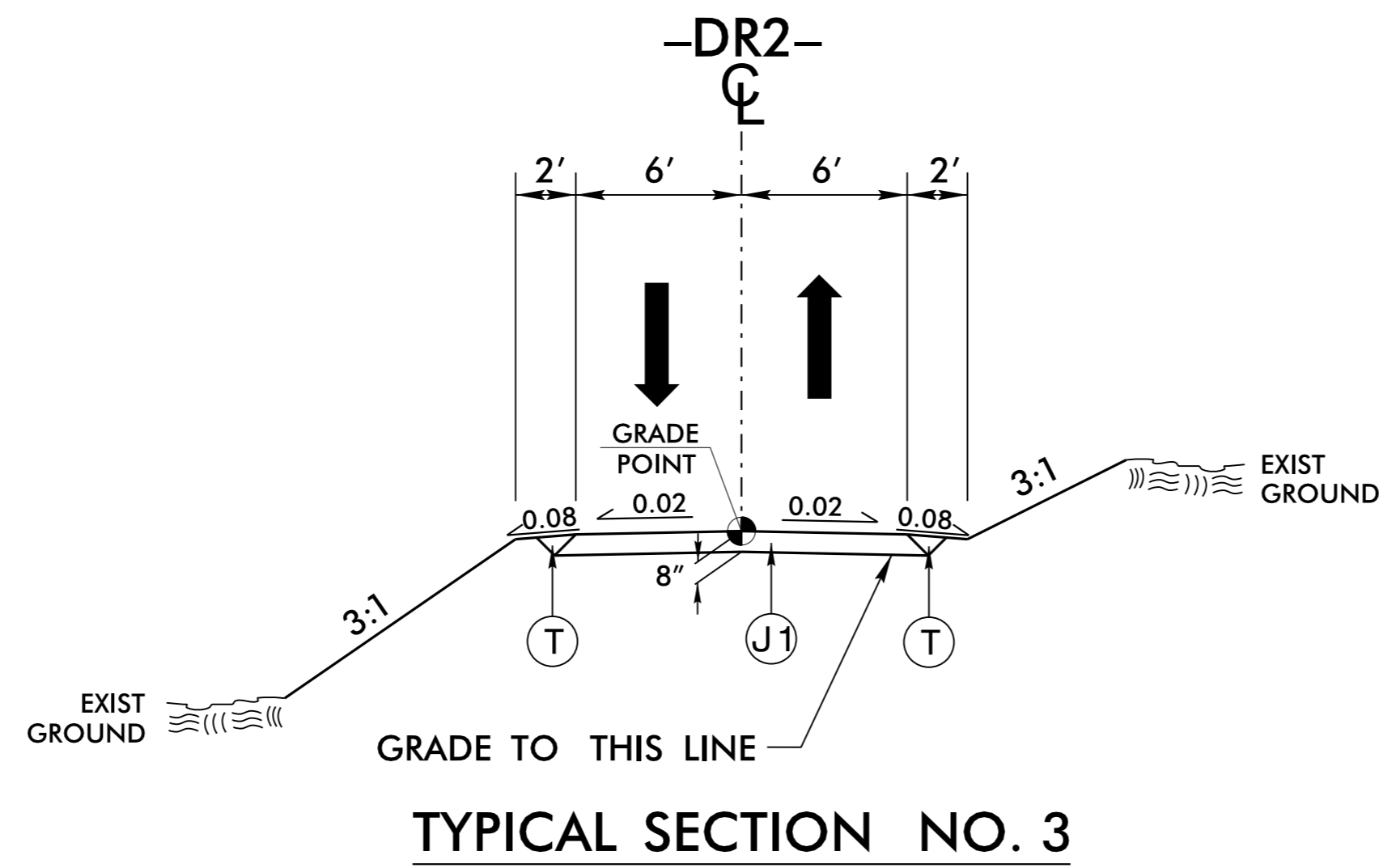
DETAIL B
 TO BE USED WITH TYPICAL SECTION NO. 1
 -L- STA. 28+00.00 TO STA. 28+50.00 LT.



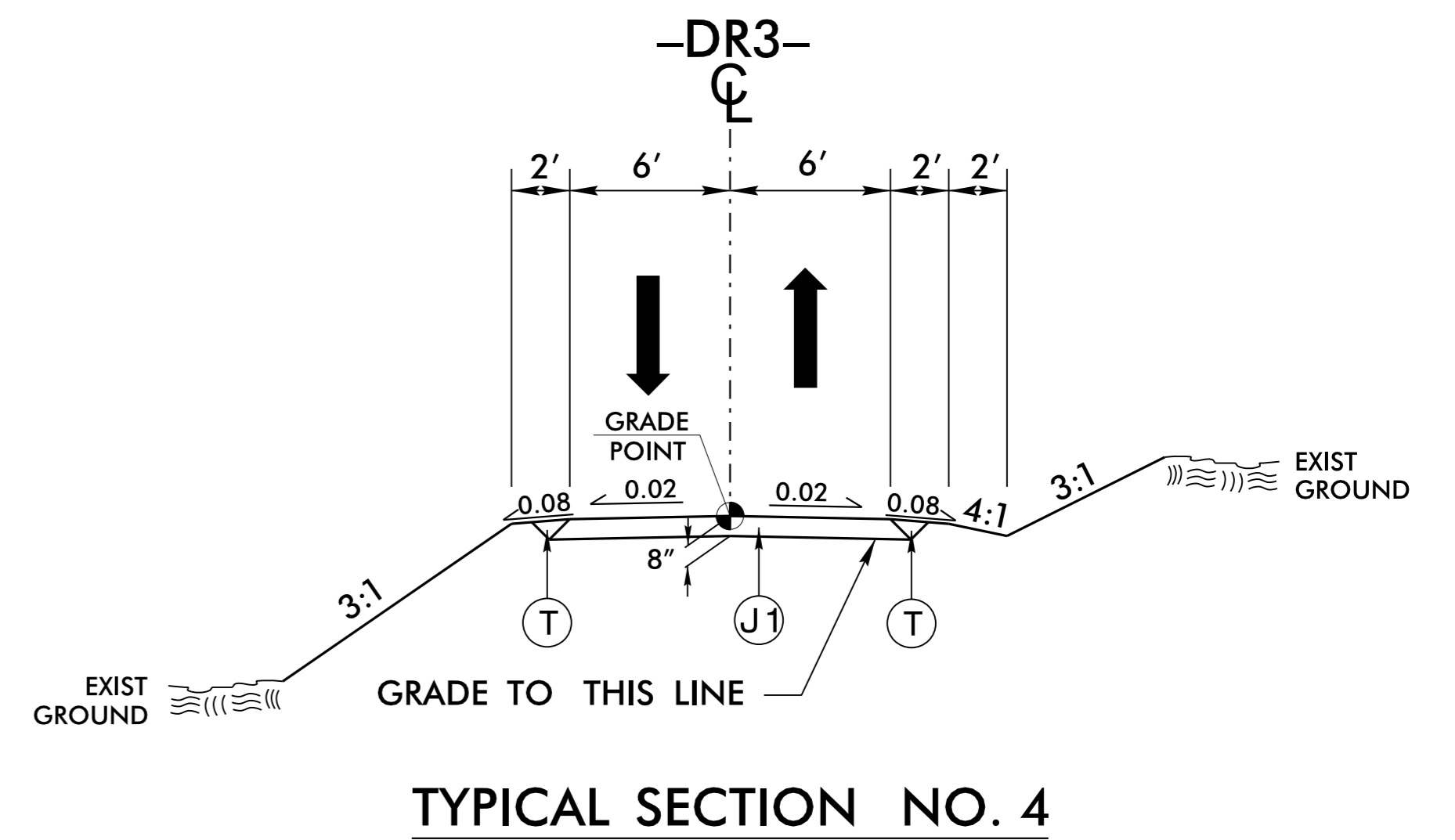
USE TYPICAL SECTION NO. 2
 TRANSITION FROM EXISTING AT -DR1- STA. 10+40.00 TO TYPICAL NO. 2 AT -DR1- STA. 10+90.00
 -DR1- STA. 10+90.00 TO STA. 11+50.52



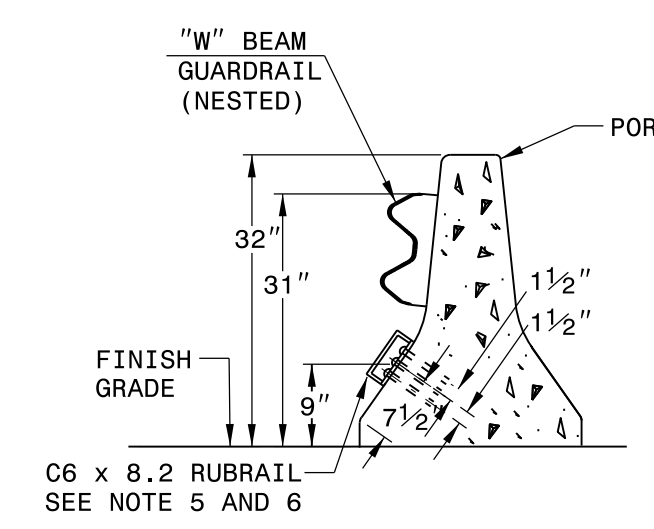
TO BE USED WITH TYPICAL SECTION NO. 1
 -L- STA. 17+60.00 TO -L- STA. 22+05.00 +/-
 (SEE TMP PLANS)



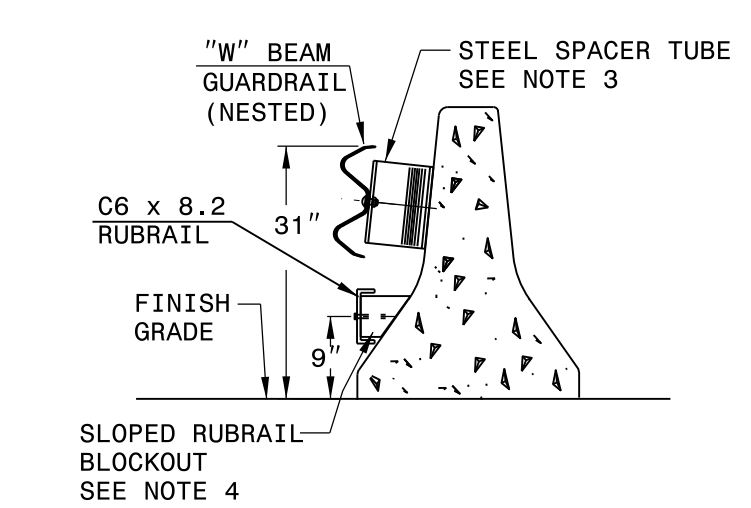
USE TYPICAL SECTION NO. 3
 TRANSITION FROM TYPICAL NO. 3 AT -DR2- STA. 10+50.00 TO EXISTING AT -DR2- STA. 11+00.00
 -DR2- STA. 10+12.00 TO STA. 10+50.00



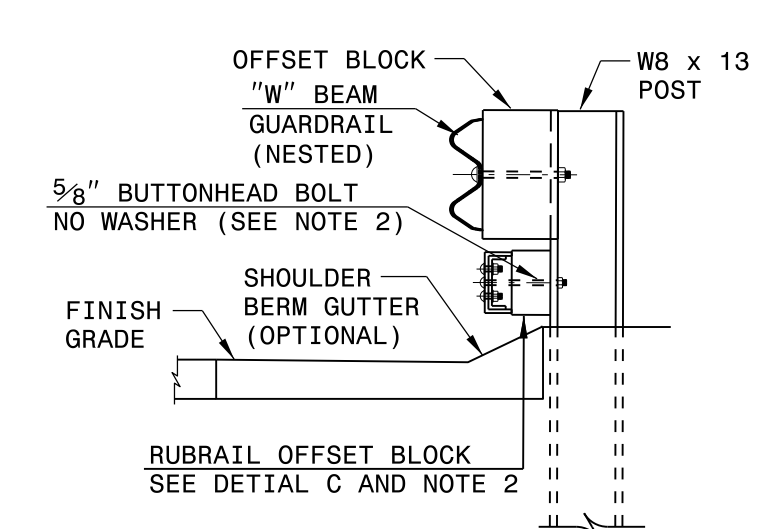
USE TYPICAL SECTION NO. 4
 TRANSITION FROM EXISTING AT -DR3- STA. 10+00.00 TO TYPICAL NO. 4 AT -DR3- STA. 10+50.00
 -DR3- STA. 10+50.00 TO STA. 12+00.40



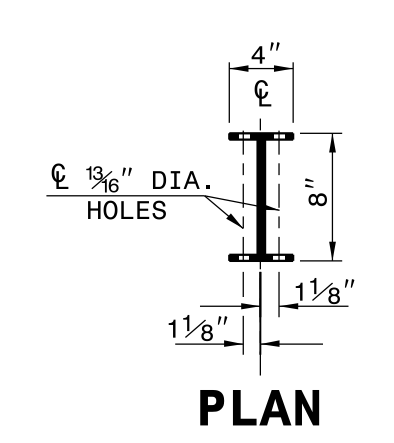
SECTION A-A



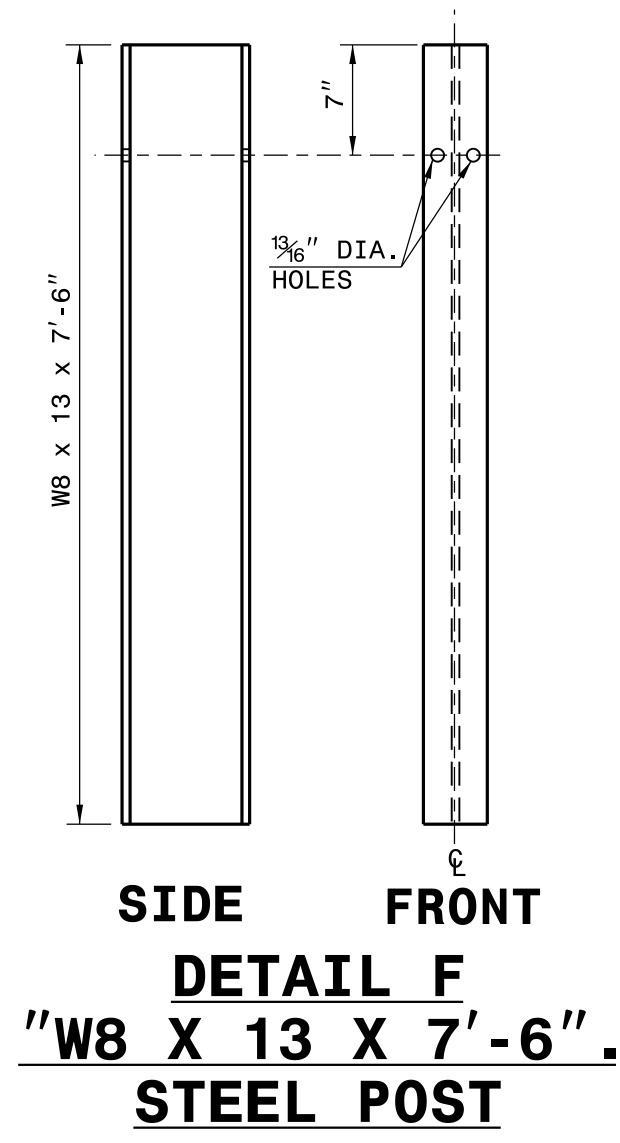
SECTION B-B



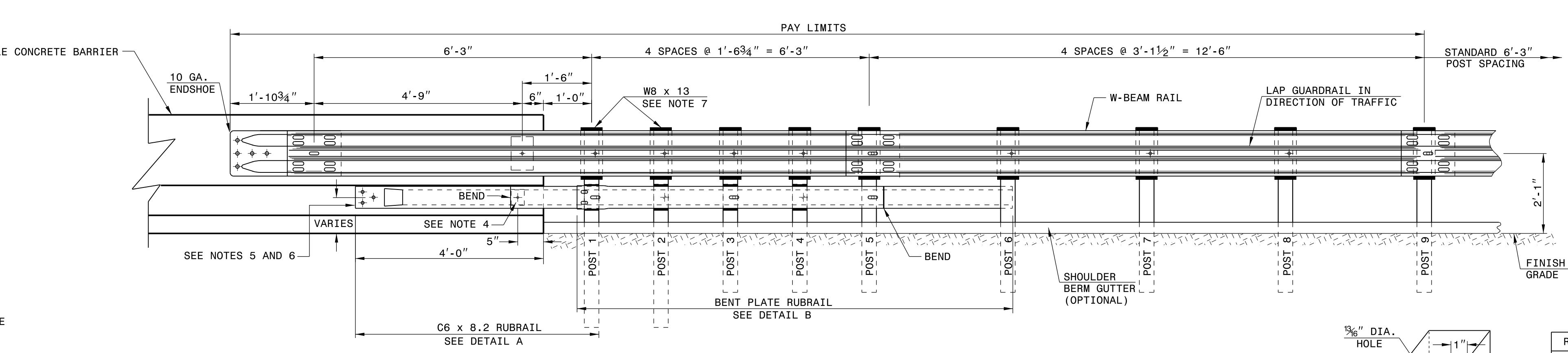
SECTION C-C



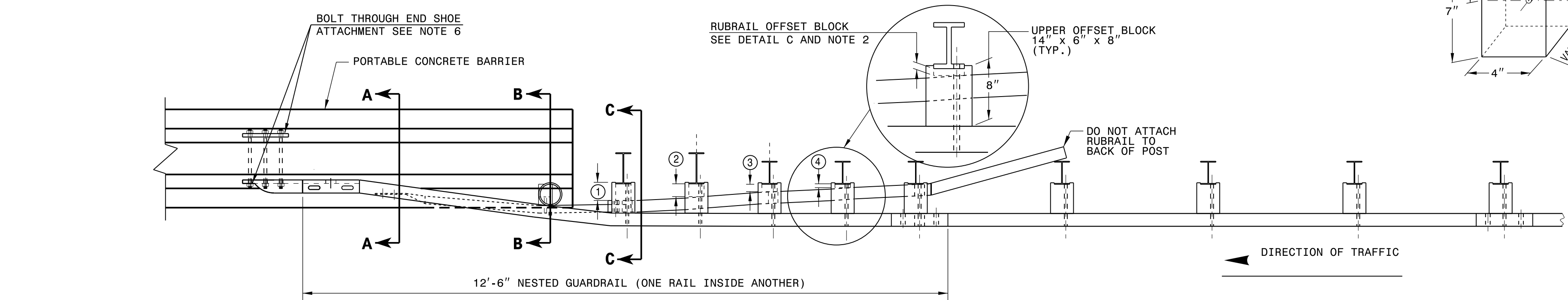
PLAN



DETAIL F
'W8 X 13 X 7'-6" STEEL POST

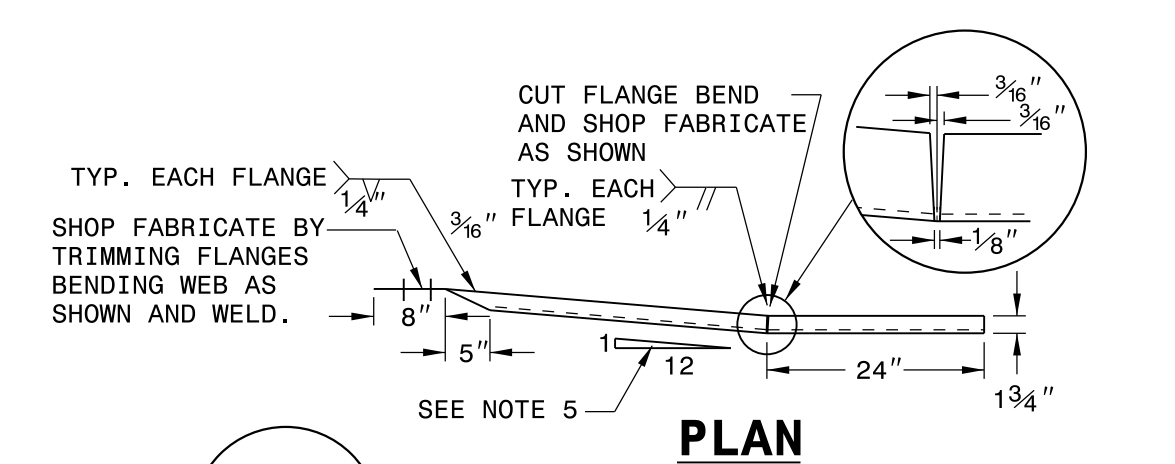


ELEVATION

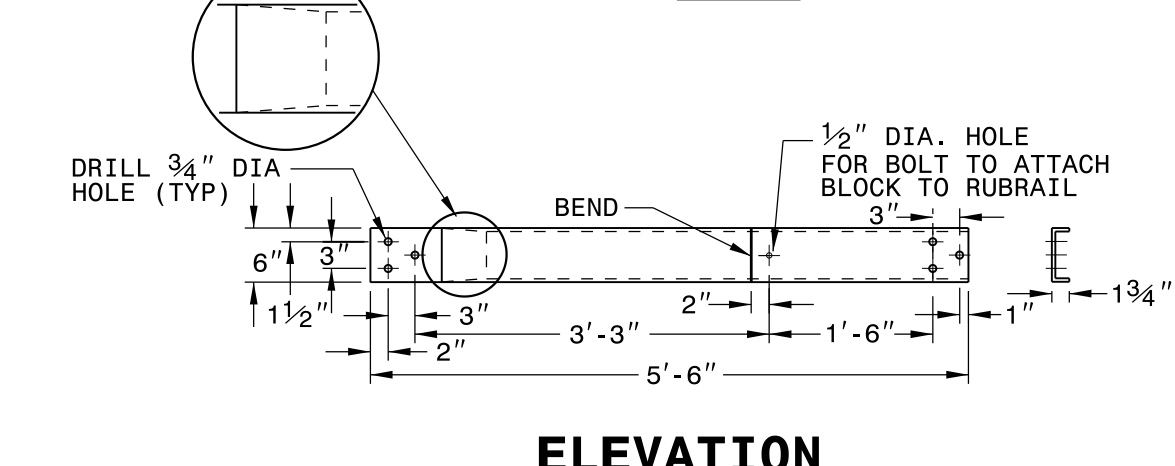


PLAN

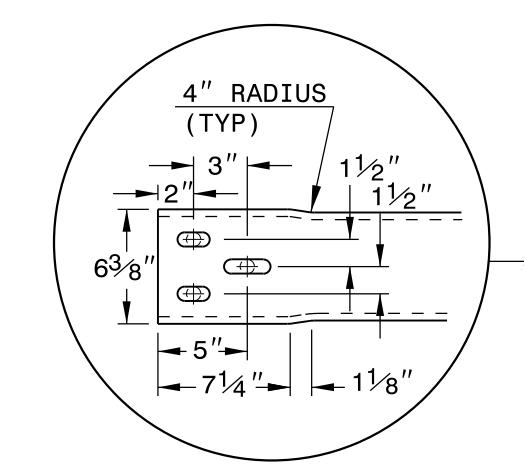
- GENERAL NOTES:**
- POSTS 1 THROUGH 5 REQUIRE AN ADDITIONAL HOLE TO ATTACH LOWER BLOCKOUTS AND/OR RUBRAIL.
 - RUBRAIL BLOCKOUTS LOCATED ON POSTS 1 THROUGH 4 ARE OFFSET DRILLED AND SECURED WITH 5/8" BUTTONHEAD BOLTS (SEE CHART FOR BOLT LENGTHS). SECURE BLOCKS ONLY TO POSTS 2 AND 4. SECURE RUBRAIL AND BLOCKOUTS TO POSTS 1 AND 3. RUBRAIL IS SECURED TO POST 5 WITH A 5/8" x 4 1/2" BUTTONHEAD BOLT. RUBRAIL IS FLARED TO BACK OF POST 6 AND NOT SECURED.
 - STEEL SPACER TUBE IS A SCHEDULE 40 GALVANIZED PIPE 6" INSIDE DIAMETER x 9" LONG. ATTACH TUBE TO GUARDRAIL ONLY WITH 5/8" x 1 1/4" LONG BUTTONHEAD BOLT AND RECTANGULAR PLATE WASHER.
 - SEE DETAIL D FOR SLOPED RUBRAIL BLOCKOUT. BLOCKOUT IS ATTACHED TO RAIL ELEMENT ONLY. USE 3/8" x 3" LAG BOLT WITH FLAT WASHER.
 - SHOP FABRICATE THE C6 x 8.2 RUBRAIL END TO BE CONSISTENT WITH THE SLOPE OF THE JERSEY SHAPE AND ATTACH FLUSH WITH THE SLOPED TOE OF THE BARRIER OR BRIDGE RAIL.
 - ANCHORAGE:
 - AT PORTABLE CONCRETE BARRIER, ANCHOR RUBRAIL USING THREE 5/8" x 6" CHEMICALLY ANCHORED BOLTS WITH WASHERS.
 - AT PORTABLE CONCRETE BARRIER, ANCHOR THE W-BEAM END SHOE USING A 4 BOLT HOLD-DOWN PLATE AS SHOWN. INSTALL THE W-BEAM END SHOE BEHIND THE NESTED W-BEAM ELEMENTS.
 - POSTS 1 AND 2 ARE W8 x 13, 7'-6" LONG. ALL OTHER POSTS IN THE ANCHOR UNIT ARE W6 x 8.5.



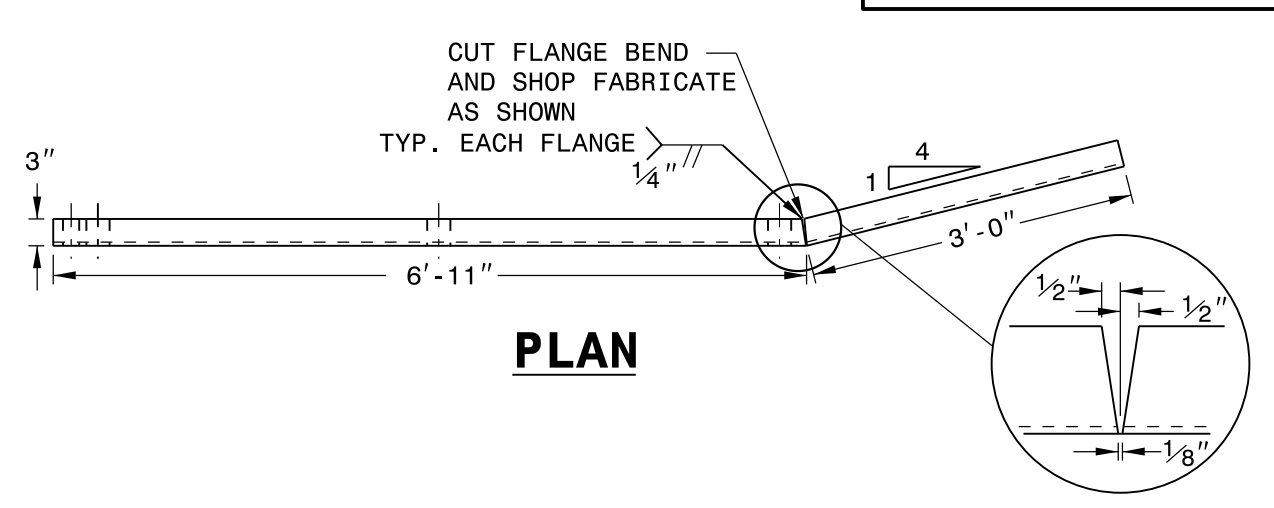
DETAIL A
C6 x 8.2 RUBRAIL



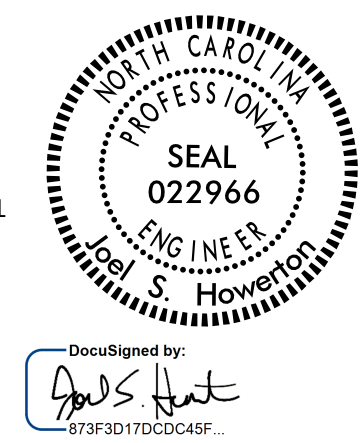
DETAIL B
BENT PLATE RUBRAIL



DETAIL C
RUBRAIL BLOCKOUT



DETAIL E
LAG BOLT



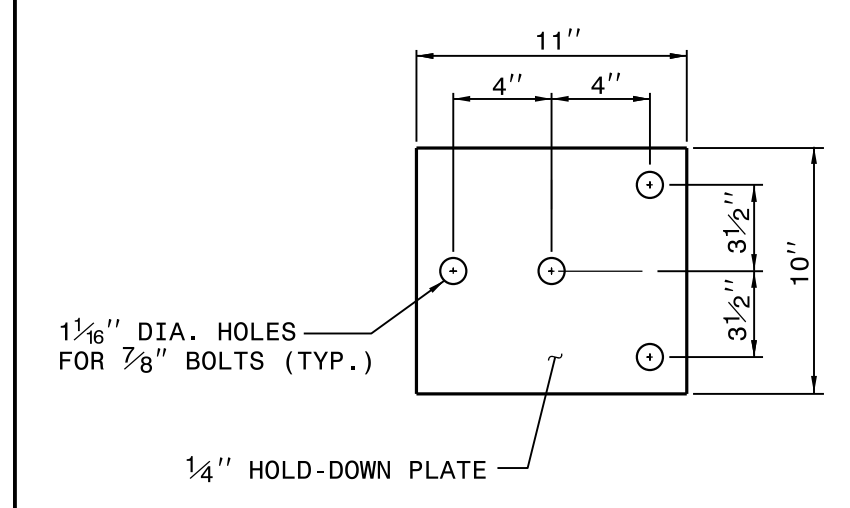
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

RUBRAIL BLOCKS 7" HIGH x 4" WIDE		
POST	THICKNESS	BOLT LENGTH
①	4 1/4"	9"
②	3 1/4"	5" *
③	2"	6"
④	1"	3" *

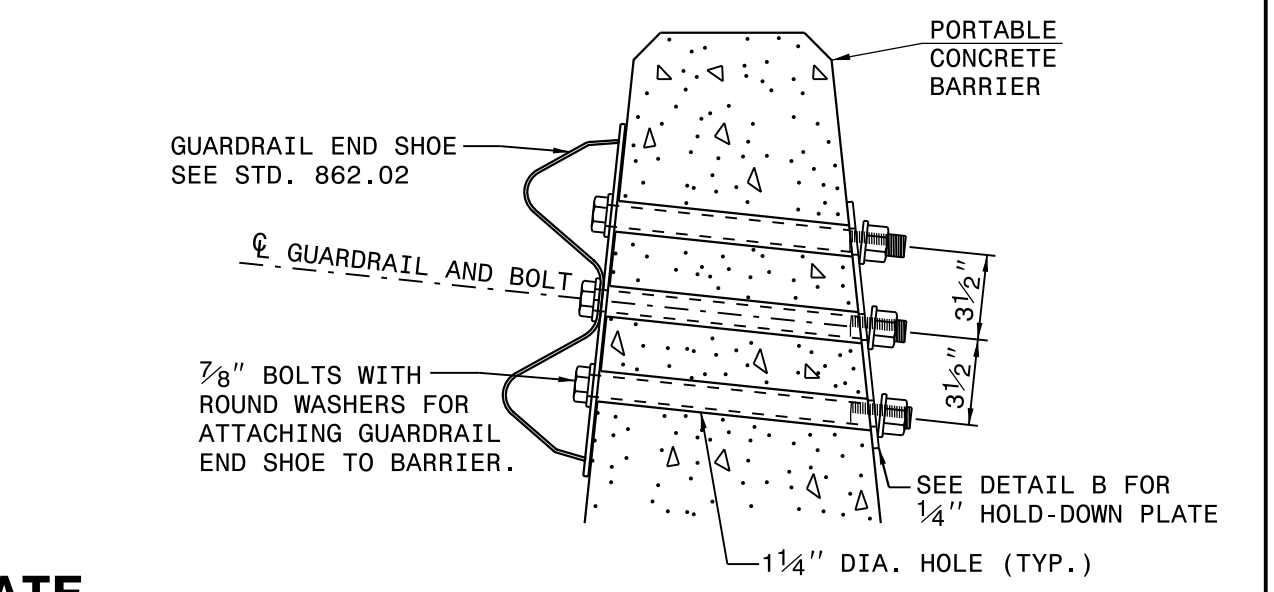
* BOLTS FOR POSTS 2 AND 4 ARE USED TO ATTACH BLOCK TO POST. RUBRAIL NOT ATTACHED TO BLOCK.

DETAIL C
RUBRAIL BLOCKOUT

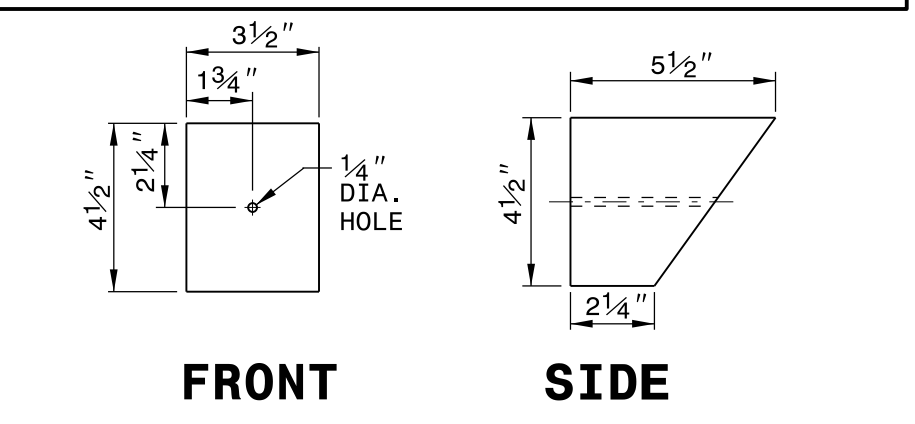
- NOTES FOR 4 BOLT HOLD DOWN PLATE**
- THE GUARDRAIL ANCHOR ASSEMBLY SHALL CONSIST OF A 1/4" HOLD DOWN PLATE AND 4 - 7/8" DIA. BOLTS WITH NUTS AND WASHERS.
 - THE HOLD-DOWN PLATE SHALL CONFORM TO AASHTO M270 GRADE 36. AFTER FABRICATION, THE HOLD-DOWN PLATE SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M111.
 - AFTER INSTALLATION, THE EXPOSED THREAD OF THE BOLT SHALL BE BURRED WITH A SHARP POINTED TOOL. THE 1 1/4" DIA. HOLES SHALL BE FORMED OR DRILLED WITH A CORE BIT. IMPACT TOOLS WILL NOT BE PERMITTED. ANY CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.



4 BOLT HOLD DOWN PLATE



PART SECTION OF BARRIER OR RAIL THRU END SHOE SECTION AND 4 BOLT HOLD DOWN PLATE



DETAIL D
SLOPED RUBRAIL BLOCKOUT

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

TEMPORARY GUARDRAIL ANCHOR UNIT TYPE B-77

ORIGINAL BY: E.E. WARD DATE: 04-07-04
 MODIFIED BY: J.S. Howerton DATE: 10-02-18
 CHECKED BY: DATE:
 FILE SPEC.:

02-OCT-2018 14:39 S:\Contracts\Temporary Details\Howerton\Temporary B-77 to PCB.dgn Jhowerton AT CSD-292595

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

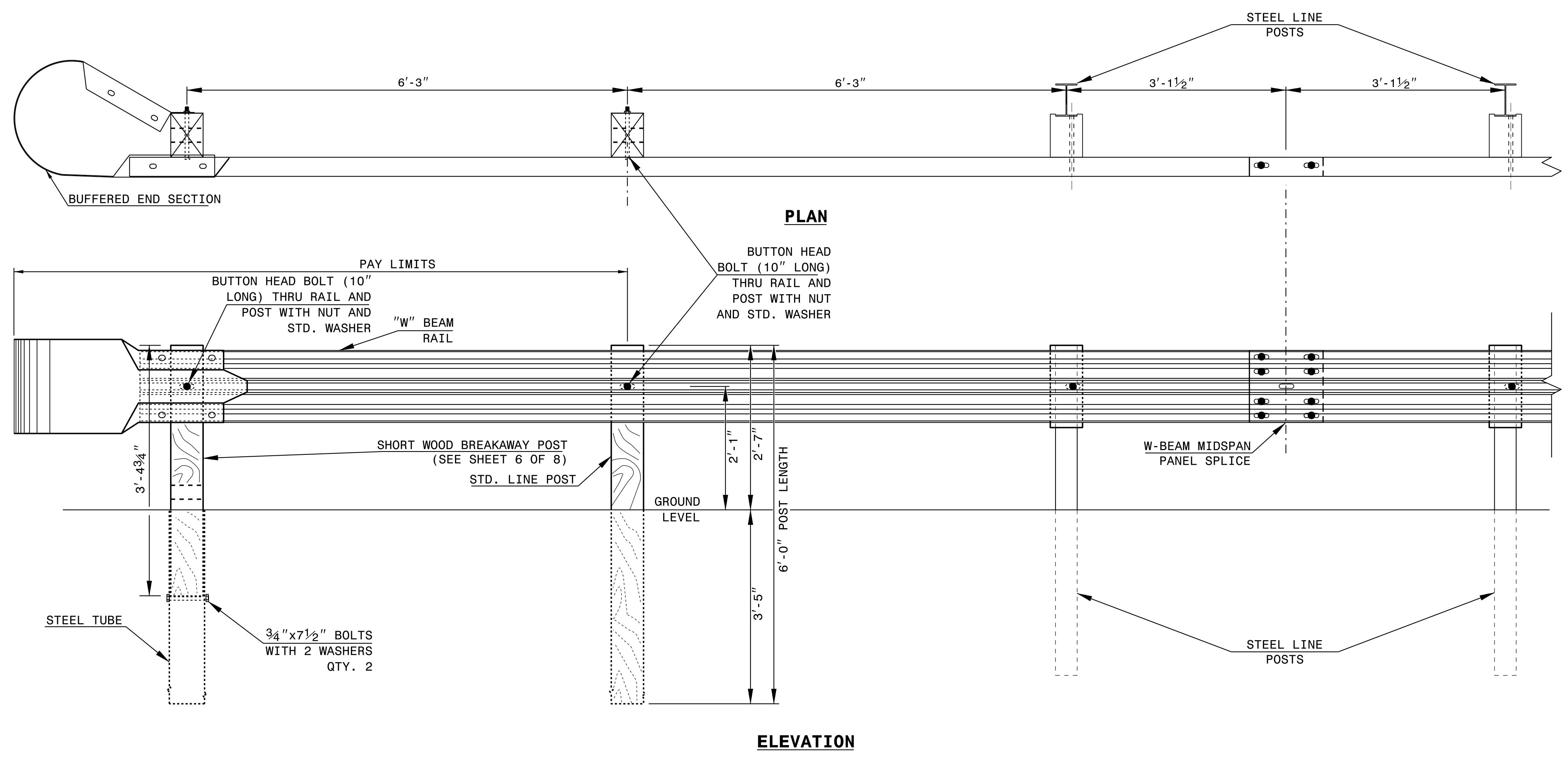
ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET OF

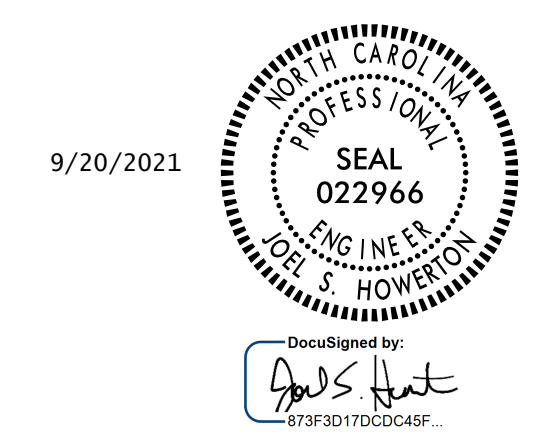
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET OF



TRAILING END UNIT ASSEMBLY
A.T. - 1 SYSTEM



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UNLESS ALL SIGNATURES COMPLETED

**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

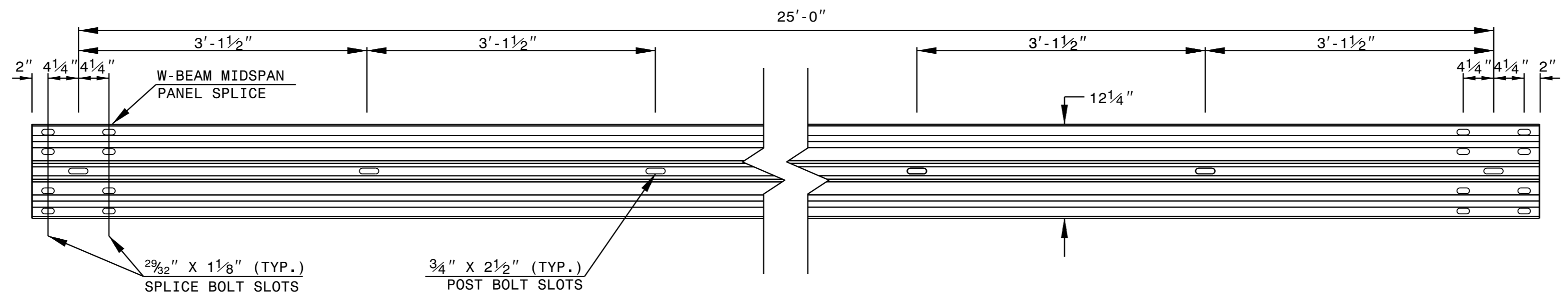
A.T. - 1 SYSTEM

ORIGINAL BY: _____	DATE: _____
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC.: _____	

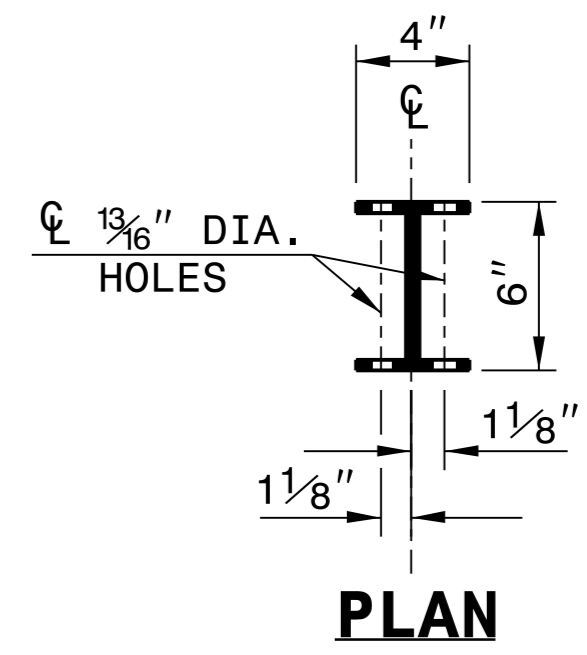
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

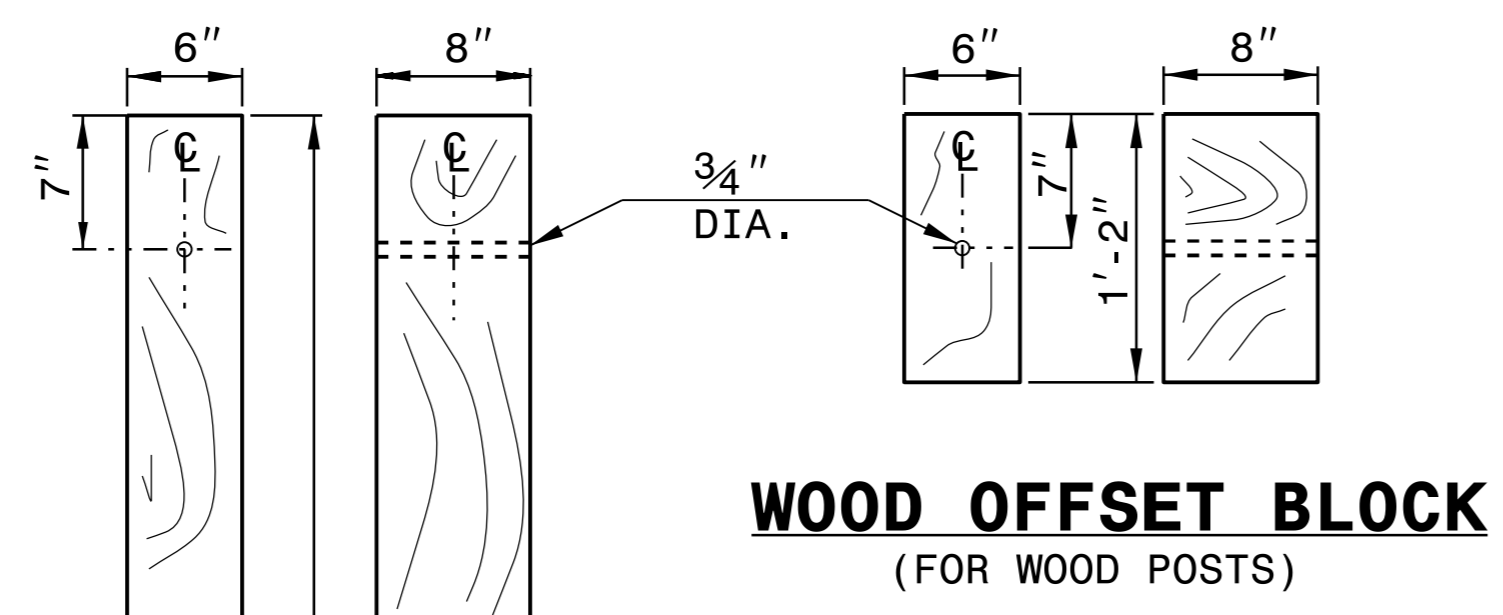
SHEET 6 OF 8
862D02



STANDARD W-BEAM GUARDRAIL



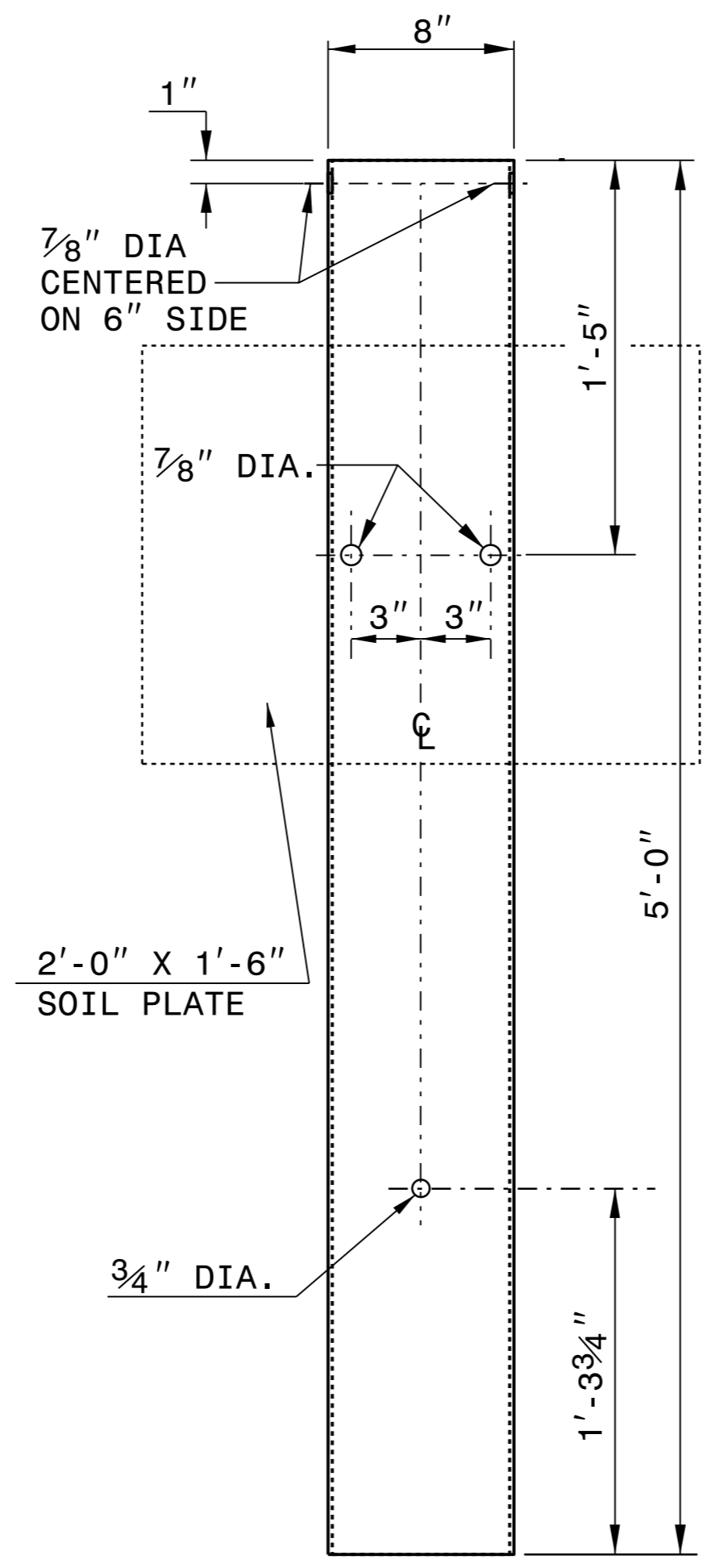
PLAN



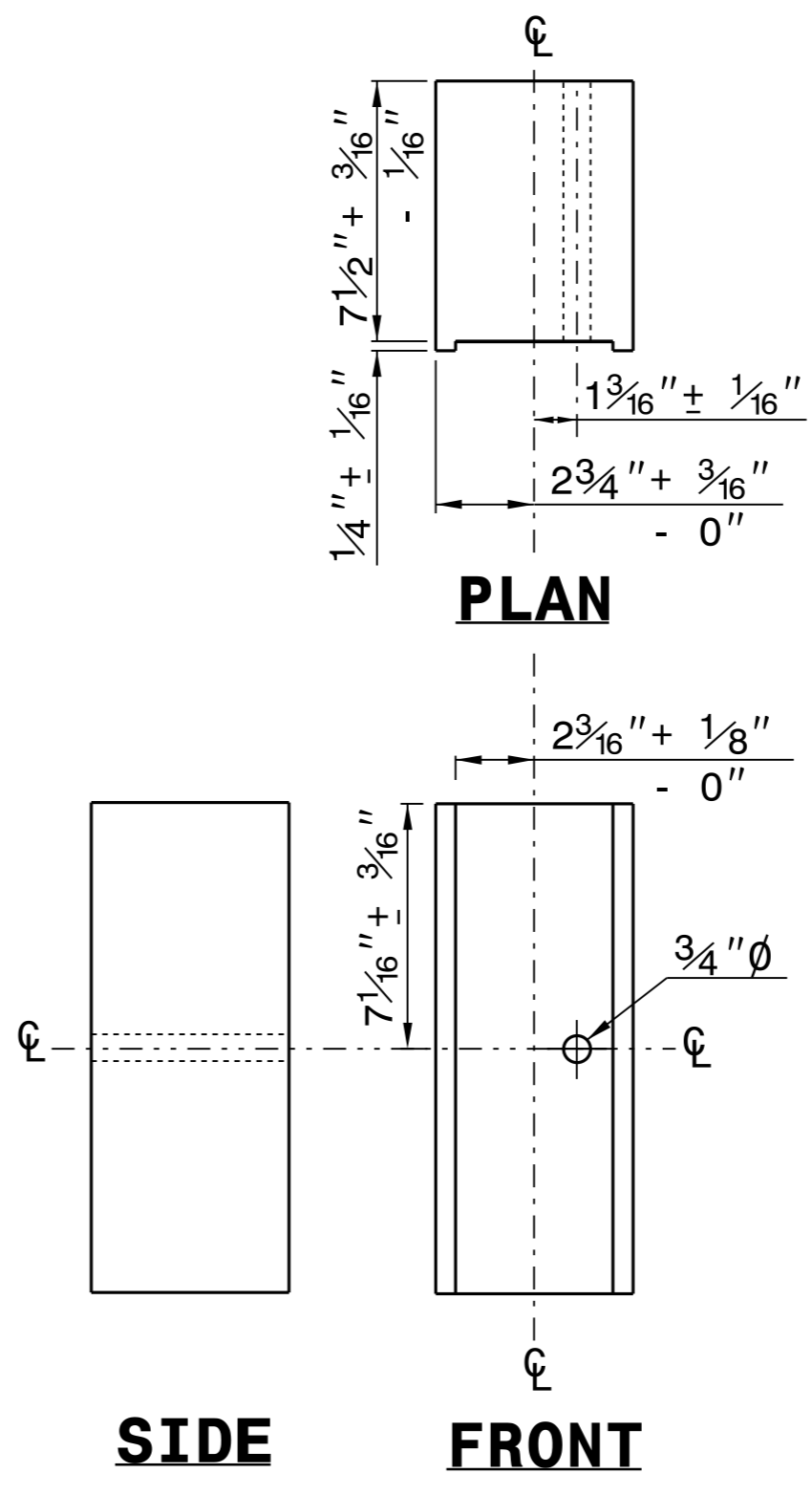
WOOD OFFSET BLOCK
(FOR WOOD POSTS)

STANDARD LINE POST

SHORT WOOD BREAKAWAY POST



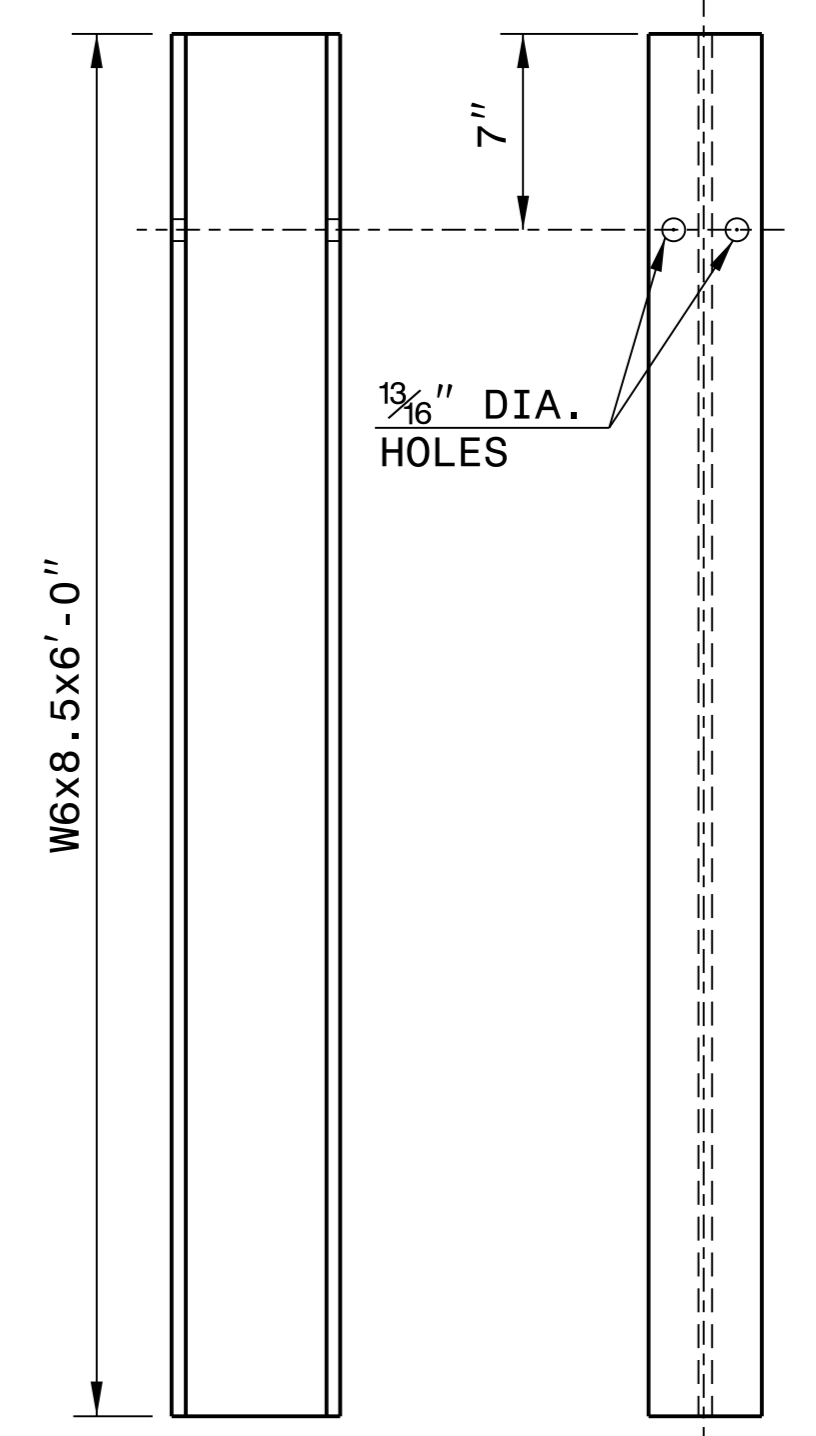
STEEL TUBE
TS 6"x8"x0.1875"



SIDE

FRONT

ROUTED OFFSET BLOCK



SIDE

FRONT

"W6" STEEL POST

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02

SYSTEM PARTS

9/20/2021

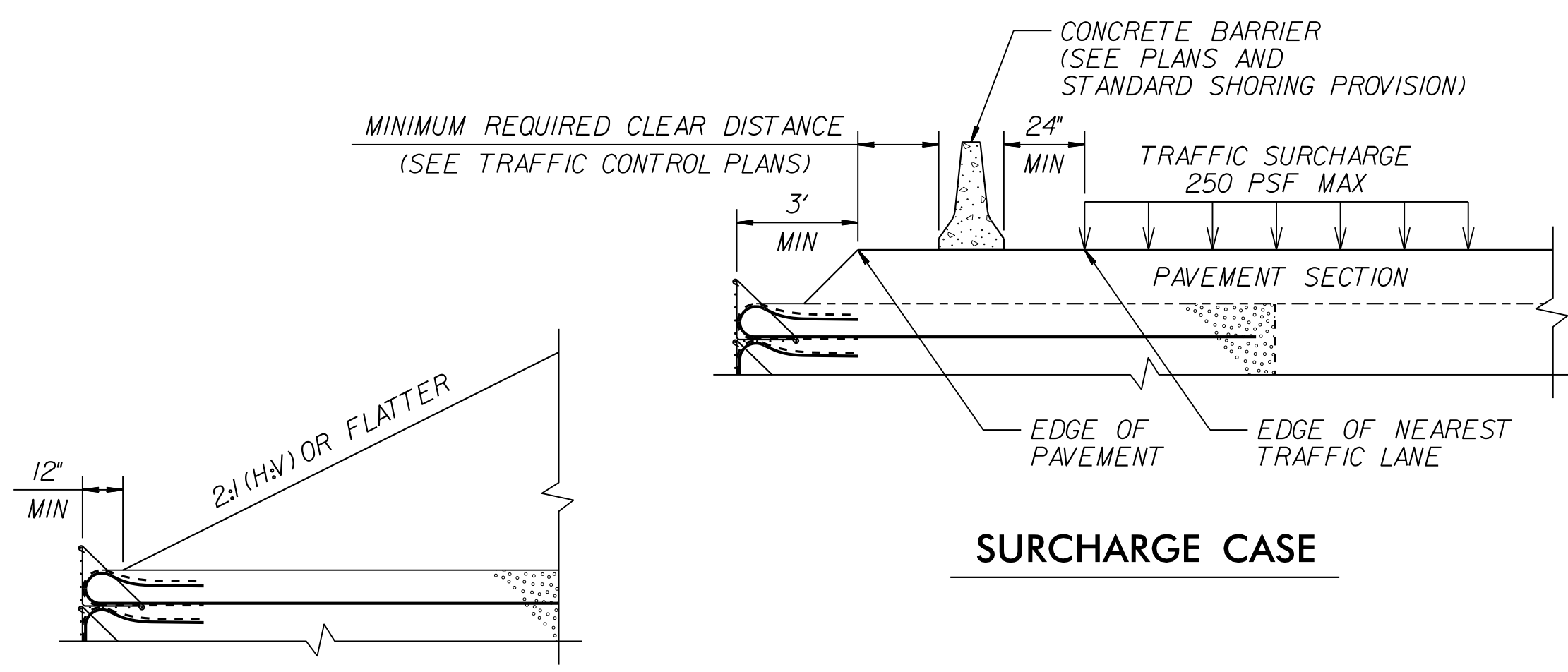


DocuSigned by:
J. Howerton
673F3D17DDC45F

CONTRACTS STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

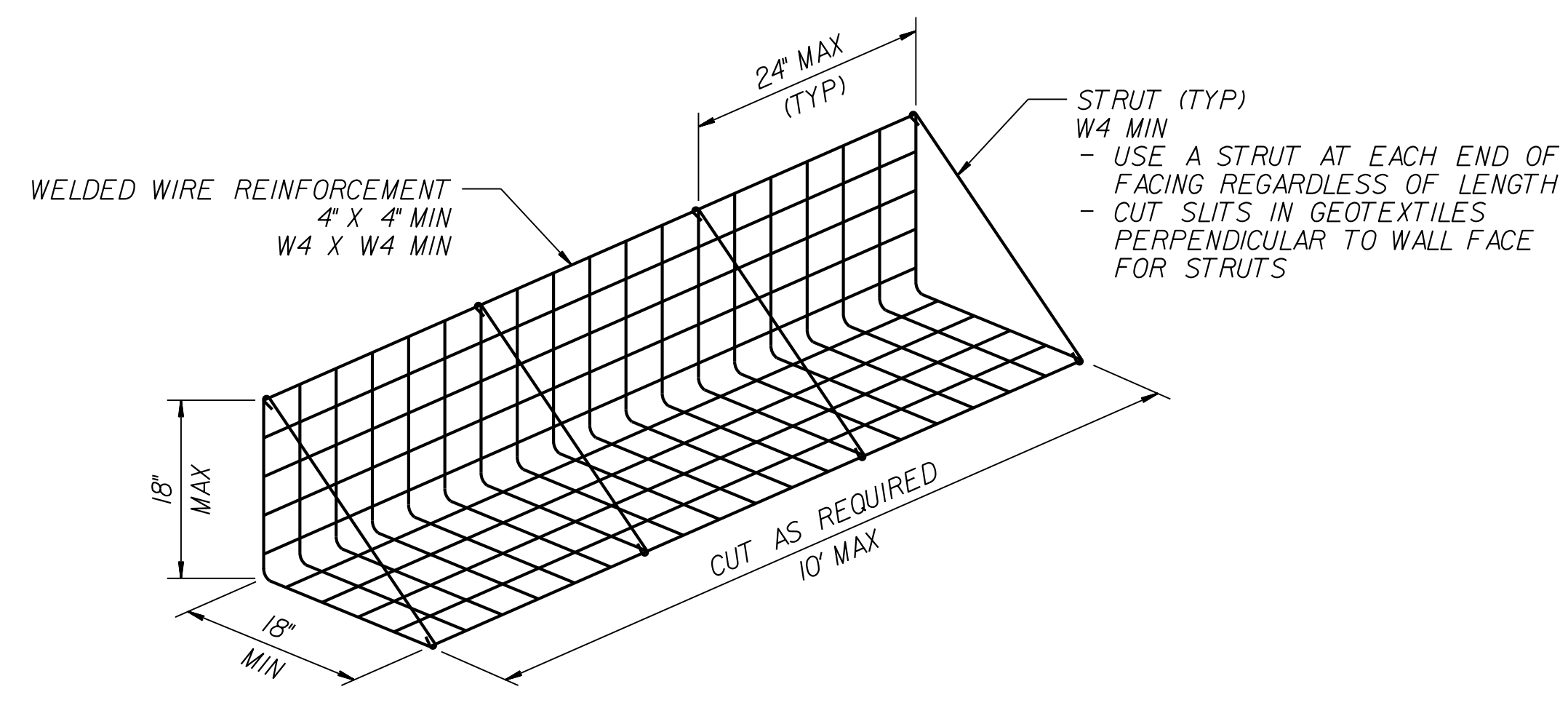
SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON	DATE: 3-7-2018
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

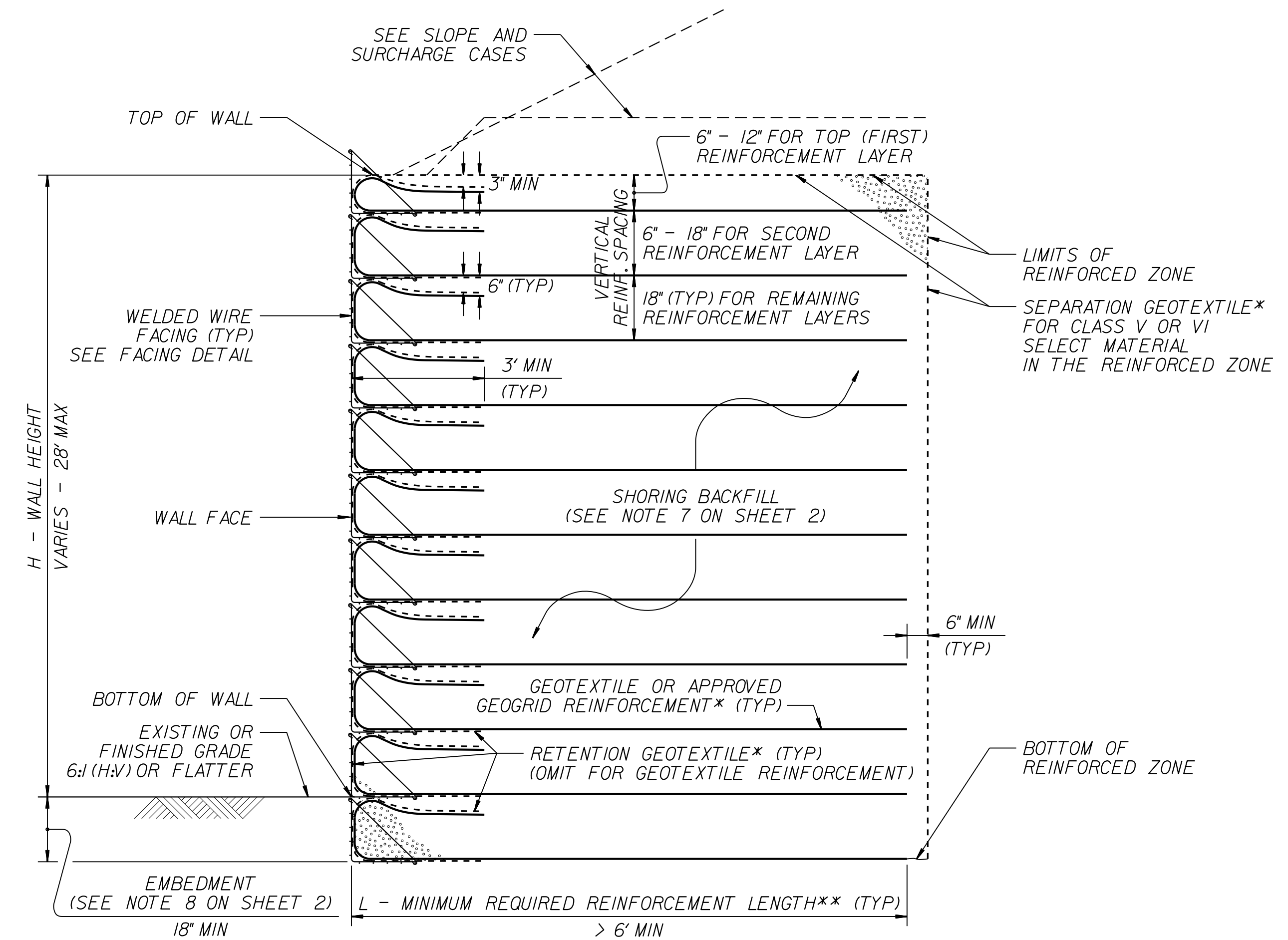


SLOPE CASE

SURCHARGE CASE

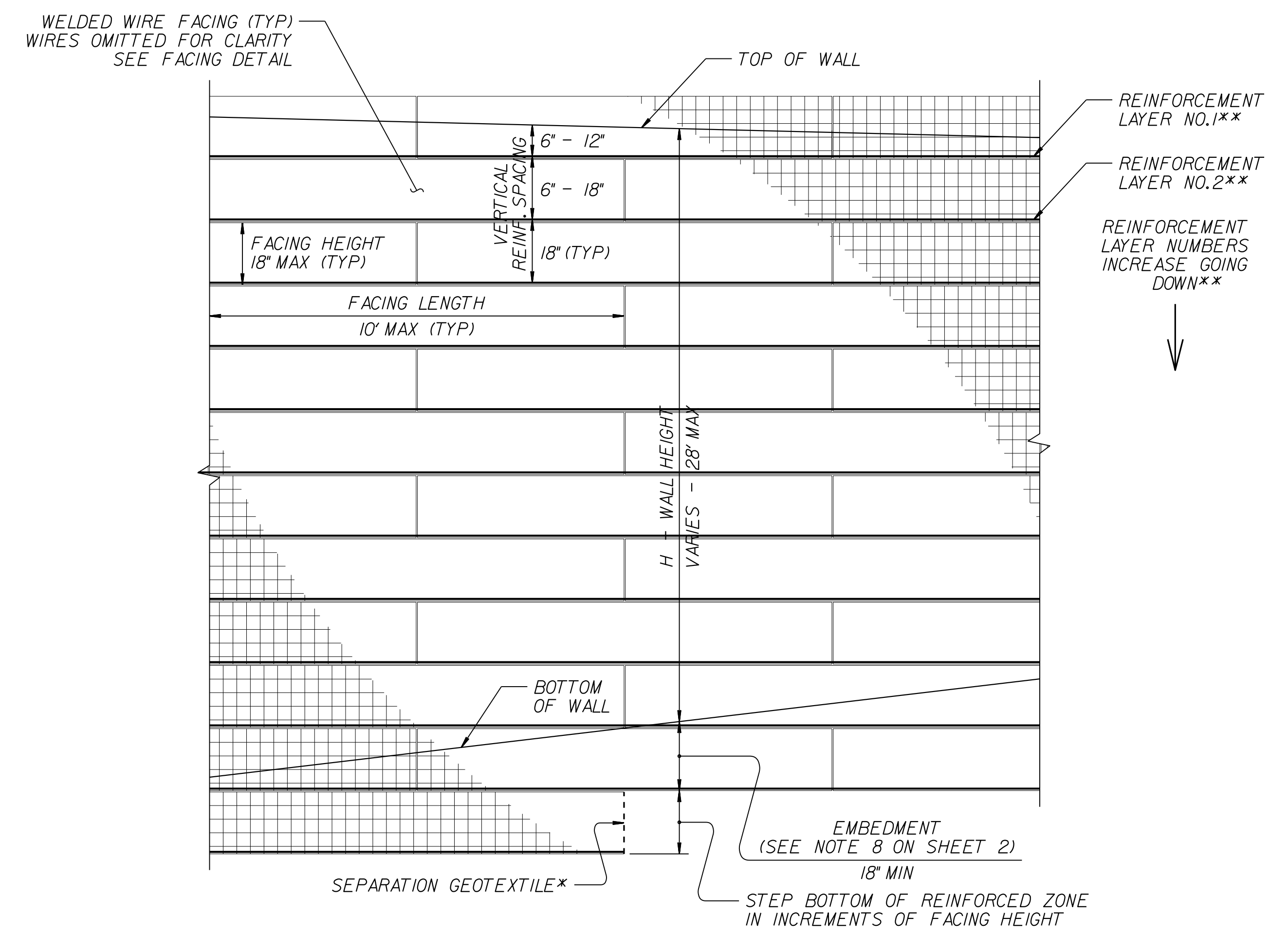


FACING DETAIL



STANDARD TEMPORARY WALL

(FOR STANDARD TEMPORARY WALLS ON STRUCTURES, SEE TEMPORARY WALL ON STRUCTURE DETAIL ON SHEET 2.)
 *SEE GEOSYNTHETIC PLACEMENT DETAILS ON SHEET 2.
 **SEE REINFORCEMENT TABLES ON SHEET 3.



STANDARD TEMPORARY WALL – PARTIAL ELEVATION

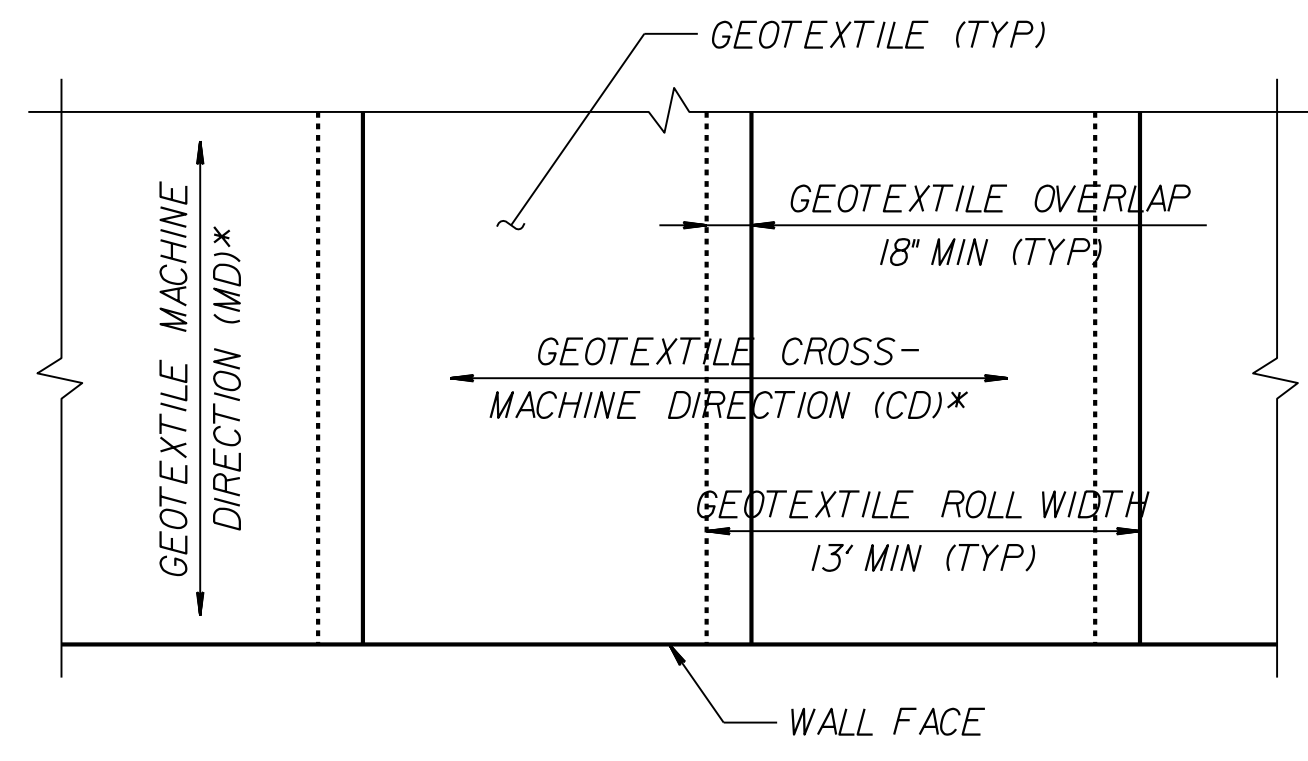
*SEE GEOSYNTHETIC PLACEMENT DETAILS ON SHEET 2.
 **SEE REINFORCEMENT TABLES ON SHEET 3.



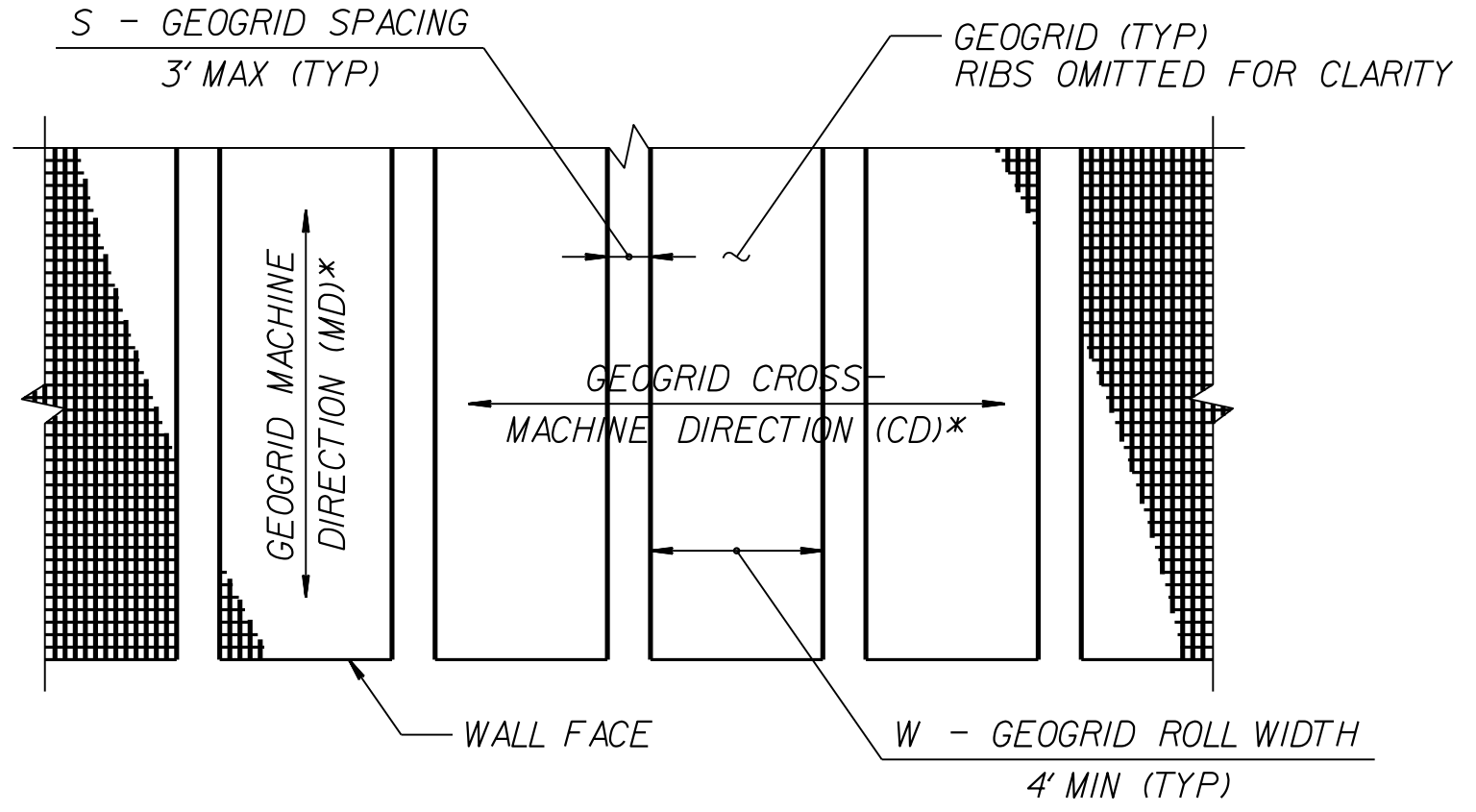
NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**GEOTECHNICAL
 ENGINEERING UNIT**

STANDARD DETAIL NO. 1801.02

STANDARD
 TEMPORARY WALL
 SHEET 1 OF 3

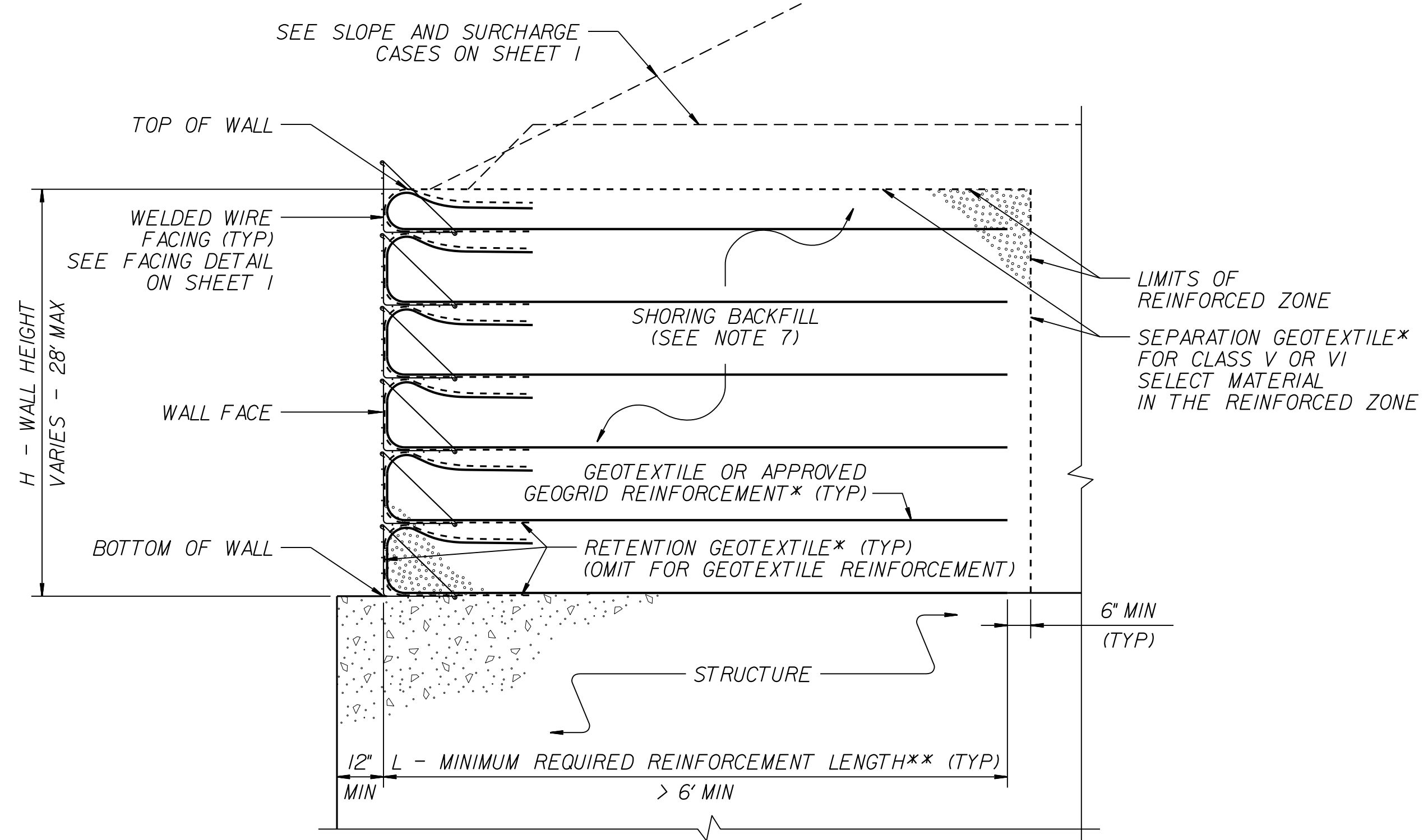


GEOTEXTILE PLACEMENT
(100% COVERAGE MIN FOR GEOTEXTILE REINFORCEMENT)



GEOGRID PLACEMENT
(80% COVERAGE MIN FOR GEOGRID REINFORCEMENT - $\frac{W}{W+S} \times 100 \geq 80\%$, SEE NOTE 11)

GEOSYNTHETIC PLACEMENT DETAILS
(PLAN VIEW)
*SEE NOTE 12.



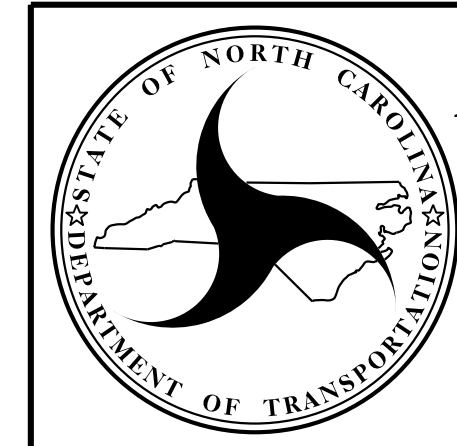
TEMPORARY WALL ON STRUCTURE DETAIL
*SEE GEOSYNTHETIC PLACEMENT DETAILS.
**SEE REINFORCEMENT TABLES ON SHEET 3.

NOTES:

- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALLS AS NOTED IN THE PLANS.
- FOR STANDARD TEMPORARY WALLS, SEE STANDARD SHORING PROVISION.
- STANDARD TEMPORARY WALLS ARE BASED ON THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:
UNIT WEIGHT, $\gamma = 120$ PCF
FRICTION ANGLE, $\phi = 30$ DEGREES
COHESION, $c = 0$ PSF
- DO NOT USE STANDARD TEMPORARY WALLS IF ASSUMED SOIL PARAMETERS ARE NOT APPLICABLE.
- DO NOT USE STANDARD TEMPORARY WALLS WHEN VERY LOOSE OR SOFT SOIL OR MUCK IS BELOW TEMPORARY WALLS.
- USE GROUNDWATER ELEVATION NOTED IN THE PLANS. IF NO GROUNDWATER ELEVATION IS SHOWN IN THE PLANS, ASSUME GROUNDWATER DEPTH IS LESS THAN 7' BELOW BOTTOM OF REINFORCED ZONE. DO NOT USE STANDARD TEMPORARY WALLS IF GROUNDWATER IS ABOVE BOTTOM OF REINFORCED ZONE.
- DO NOT USE A-2-4 SOIL FOR STANDARD TEMPORARY WALLS AROUND CULVERTS OR IN THE REINFORCED ZONE OF STANDARD TEMPORARY WALLS FOR SLOPE CASES. DO NOT USE CLASS VI SELECT MATERIAL IN THE REINFORCED ZONE OF STANDARD TEMPORARY WALLS WITH GEOTEXTILE REINFORCEMENT.
- EMBEDMENT IS NOT REQUIRED FOR STANDARD TEMPORARY WALLS ON STRUCTURES OR ROCK AS DETERMINED BY THE ENGINEER.
- DO NOT USE MORE THAN 4 DIFFERENT REINFORCEMENT STRENGTHS FOR EACH STANDARD TEMPORARY WALL.
- GEOGRIDS ARE TYPICALLY APPROVED FOR ULTIMATE TENSILE STRENGTHS IN THE MACHINE DIRECTION (MD) AND CROSS-MACHINE DIRECTION (CD) OR SHORT-TERM DESIGN STRENGTHS FOR A 3-YEAR DESIGN LIFE IN THE MD BASED ON MATERIAL TYPE. THE LIST OF APPROVED GEOGRIDS WITH DESIGN STRENGTHS IS AVAILABLE FROM:
connect.ncdot.gov/resources/Materials/Pages/Materials-Manual-by-Manual.aspx
DEFINE MATERIAL TYPE FROM THE WEBSITE ABOVE FOR SHORING BACKFILL AS FOLLOWS:

MATERIAL TYPE	SHORING BACKFILL
BORROW	A-2-4 SOIL
FINE AGGREGATE	CLASS II, TYPE I OR CLASS III SELECT MATERIAL
COARSE AGGREGATE	CLASS V OR VI SELECT MATERIAL

- IF THE WEBSITE DOES NOT LIST A SHORT-TERM DESIGN STRENGTH FOR AN APPROVED GEOGRID, USE A SHORT-TERM DESIGN STRENGTH EQUAL TO THE ULTIMATE TENSILE STRENGTH DIVIDED BY 3.5 FOR THE GEOGRID REINFORCEMENT.
- FOR GEOGRID REINFORCEMENT WITH LESS THAN 100% COVERAGE, STAGGER REINFORCEMENT SO GEOGRIDS ARE CENTERED OVER GAPS IN THE REINFORCEMENT LAYER BELOW.
 - AT THE CONTRACTOR'S OPTION, REINFORCEMENT MAY BE INSTALLED WITH THE MD PARALLEL TO THE WALL FACE IF BOTH OF THE FOLLOWING CONDITIONS OCCUR:
 - W (REINFORCEMENT ROLL WIDTH) \geq (MINIMUM REQUIRED REINFORCEMENT LENGTH) + 4.5' AND
 - REINFORCEMENT STRENGTH IN CD \geq MINIMUM REQUIRED REINFORCEMENT STRENGTH IN MD.
 - SUBMIT A "STANDARD TEMPORARY WALL SELECTION FORM" AT LEAST 7 DAYS BEFORE STARTING TEMPORARY WALL CONSTRUCTION. STANDARD SHORING SELECTION FORMS ARE AVAILABLE FROM:
connect.ncdot.gov/resources/Geological/Pages/Geotech_Forms_Details.aspx
 - DO NOT PLACE SHORING BACKFILL OR REINFORCEMENT UNTIL EXCAVATION DIMENSIONS AND FOUNDATION MATERIAL ARE APPROVED.
 - FOR STANDARD TEMPORARY WALLS WITH PILE FOUNDATIONS IN THE REINFORCED ZONE, DRIVE PILES THROUGH REINFORCEMENT AFTER CONSTRUCTING TEMPORARY WALLS.
 - DO NOT SPLICE OR OVERLAP REINFORCEMENT SO SEAMS ARE PARALLEL TO THE WALL FACE.
 - CONTACT THE ENGINEER WHEN EXISTING OR FUTURE OBSTRUCTIONS SUCH AS FOUNDATIONS, PAVEMENTS, PIPES, INLETS OR UTILITIES WILL INTERFERE WITH REINFORCEMENT.
 - FOR STANDARD TEMPORARY WALLS WITH INTERIOR ANGLES LESS THAN 90 DEGREES, WRAP GEOSYNTHETICS AT ACUTE CORNERS AS DIRECTED BY THE ENGINEER.
 - FOR STANDARD TEMPORARY WALLS WITH TOP OF WALL WITHIN 5' OF FINISHED GRADE, REMOVE TOP FACING AND INCORPORATE TOP REINFORCEMENT LAYER INTO FILL WHEN PLACING FILL IN FRONT OF WALL.

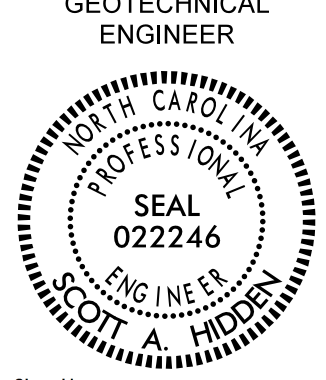


NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL
ENGINEERING UNIT

STANDARD DETAIL NO. 1801.02

STANDARD
TEMPORARY WALL
SHEET 2 OF 3

PROJECT REFERENCE NO. BR-0035	SHEET NO. 2G-3
GEOTECHNICAL ENGINEER  ENGINEER	ENGINEER
DocuSigned by: Scott A. Holden 5/15/2020	DATE: 5/15/2020 SIGNATURE: _____ DATE: _____ SIGNATURE: _____
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

SLOPE OR SURCHARGE CASE	GROUNDWATER DEPTH BELOW BOTTOM OF REINFORCED ZONE (SEE NOTE 6 ON SHEET 2) (FT)	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)	H - WALL HEIGHT (FT)																									
			< 4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
SLOPE CASE	> 0	CLASS II, TYPE I, CLASS III, CLASS V OR CLASS VI SELECT MATERIAL	6	6	7	8	9	11	12	13	13	14	15	16	17	18	19	20	21	22	23	24	24	25	26	27	27	
SURCHARGE CASE	> 0 TO 7 FOR H < 20' > 0 TO 10 FOR H ≥ 20'	ALL SHORING BACKFILL TYPES	6	7	7	8	8	9	9	10	11	11	12	12	13	14	14	15	16	17	17	18	19	19	20	21	22	
		A-2-4 SOIL	6	6	7	8	8	9	9	10	11	11	12	12	13	14	14	15	16	16	17	18	18	19	20	20	21	
		CLASS II, TYPE I OR CLASS III SELECT MATERIAL	6	6	7	7	8	8	9	10	10	11	11	12	12	13	14	15	15	16	16	17	17	18	18	19	20	
	> 7 FOR H < 20' > 10 FOR H ≥ 20'	CLASS V OR CLASS VI SELECT MATERIAL	6	6	7	7	7	8	8	9	9	10	10	11	12	13	13	14	14	15	15	16	17	17	18	19	19	

L - MINIMUM REQUIRED REINFORCEMENT LENGTH (FT)
(FOR ALL REINFORCEMENT TYPES)

WALL HEIGHT (H) + EMBEDMENT (FT)	NUMBER OF REINFORCEMENT LAYERS*
2.5 - 4	3
4 - 5.5	4
5.5 - 7	5
7 - 8.5	6
8.5 - 10	7
10 - 11.5	8
11.5 - 13	9
13 - 14.5	10
14.5 - 16	11
16 - 17.5	12
17.5 - 19	13
19 - 20.5	14
20.5 - 22	15
22 - 23.5	16
23.5 - 25	17
25 - 26.5	18
26.5 - 28	19
28 - 29.5	20

*BASED ON VERTICAL REINFORCEMENT SPACING SHOWN ON SHEET 1.

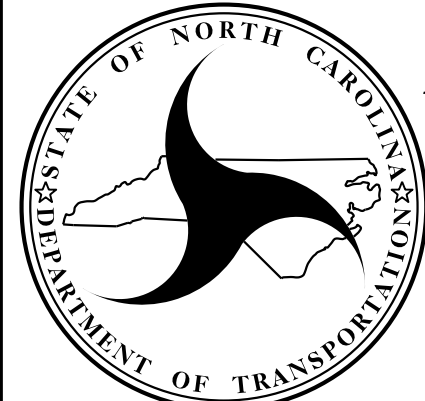
REINFORCEMENT LAYER NUMBER*	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)				
	SLOPE CASE		SURCHARGE CASE		
	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL	A-2-4 SOIL	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V SELECT MATERIAL
1	2400	2400	2400	2400	2400
2	2400	2400	2400	2400	2400
3	2400	2400	2400	2400	2400
4	2400	2400	2500	2400	2400
5	2500	2400	3000	2400	2400
6	3000	2400	3500	2800	2400
7	3500	2700	4000	3200	2600
8	4000	3100	4500	3600	2900
9	4500	3500	5000	4000	3200
10	5000	3900	5500	4400	3500
11	5500	4300	6000	4800	3800
12	6000	4700	6500	5200	4100
13	6500	5100	7000	5600	4400
14	7000	5400	7500	6000	4700
15	7500	5800	8000	6400	5000
16	8000	6200	8500	6800	5300
17	8500	6600	9000	7200	5600
18	9000	7000	9500	7600	5900
19	9500	7400	10000	8000	6200
20	10000	7800	10500	8400	6500

GEOTEXTILE REINFORCEMENT
ULTIMATE TENSILE STRENGTH (LB/FT)

REINFORCEMENT LAYER NUMBER*	SHORING BACKFILL TYPE IN THE REINFORCED ZONE (SEE NOTE 7 ON SHEET 2)				
	SLOPE CASE		SURCHARGE CASE		
	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V OR CLASS VI SELECT MATERIAL	A-2-4 SOIL	CLASS II, TYPE I OR CLASS III SELECT MATERIAL	CLASS V OR CLASS VI SELECT MATERIAL
1	240	200	340	290	240
2	380	310	520	430	350
3	530	420	700	570	460
4	690	550	870	720	570
5	860	690	1050	860	680
6	1030	830	1220	1000	790
7	1200	970	1400	1150	900
8	1370	1110	1580	1290	1010
9	1550	1240	1750	1430	1120
10	1720	1380	1930	1580	1230
11	1890	1520	2100	1720	1340
12	2060	1660	2280	1860	1450
13	2240	1800	2450	2010	1560
14	2410	1940	2630	2150	1670
15	2580	2080	2800	2290	1780
16	2750	2220	2980	2440	1890
17	2930	2360	3160	2580	2000
18	3100	2500	3330	2720	2110
19	3270	2640	3510	2860	2220
20	3440	2780	3690	3000	2330

GEOGRID REINFORCEMENT
SHORT-TERM DESIGN STRENGTH (LB/FT)
(SEE NOTE 10 ON SHEET 2.)

MINIMUM REQUIRED REINFORCEMENT STRENGTH IN MD
(SEE NOTE 9 ON SHEET 2.)
*SEE PARTIAL ELEVATION ON SHEET 1 FOR REINFORCEMENT LAYER NUMBERING.



NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL
ENGINEERING UNIT

STANDARD DETAIL NO. 1801.02

STANDARD
TEMPORARY WALL
SHEET 3 OF 3

DATE: 11-19-13

**STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS**

**SUMMARY OF EARTHWORK
 IN CUBIC YARDS**

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
Stage 1					
-L- 14+50.00	-L- 26+50.00	2440	15343	12954	51
	(*SEE NOTE)				
-DR2- 10+12.00	-DR2- 11+00.00	4	13	9	
-DR3- 10+00.00	-DR3- 12+00.40	19	78	59	
Stage 2					
-L- 11+80.00	-L- 29+00.00	3625	3083		542
-DR1- 10+40.00	-DR1- 11+50.52	46			46
SUBTOTALS:		6134	18517	13022	639
SUBTOTALS:					
PROJECT TOTALS:		6134	18517	13022	639
LOSS DUE TO CLEARING & GRUBBING		-680		680	
WASTE IN LIEU OF BORROW				-586	-586
PROJECT TOTALS:					
		5454	18517	13116	53
5% TO REPLACE TOP SOIL ON BORROW PIT				656	
GRAND TOTALS:		5454		13772	
SAY:		5500		13800	

Note: Approximate quantities only. Unclassified Excavation Borrow Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for grading.

Note: Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

* UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT TO BE USED IN TOP 3' OF EMBANKMENT OR BACKFILL -L- 13+75.00 TO 15+75.00 (50 CY)

PAVEMENT STRUCTURE VOLUME = 700 CUBIC YARDS
 EST. DDE =50 CUBIC YARDS
 TOTAL SHALLOW UNDERCUT = 100 CUBIC YARDS
 SELECT GRANULAR MATERIAL = 200 CUBIC YARDS
 PER GEOTECH RECOMMENDATION, ESTIMATED 850 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER.

(5-15-18)

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SUMMARY OF SUBSURFACE DRAINAGE

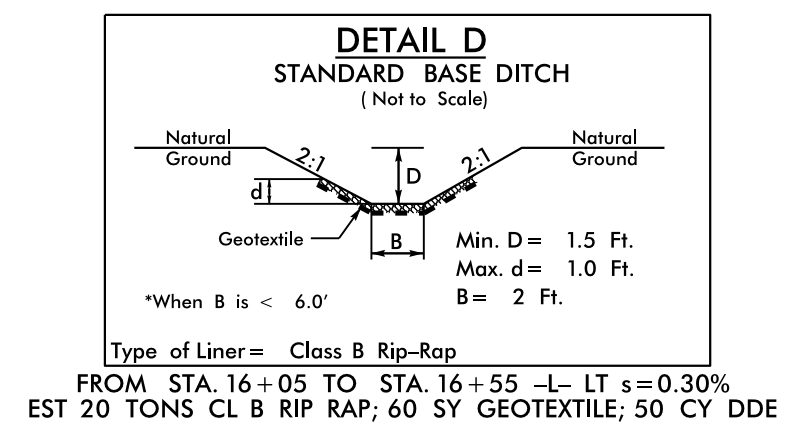
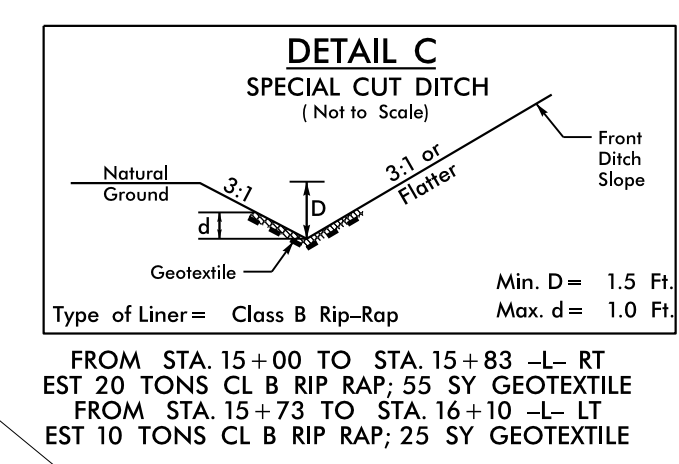
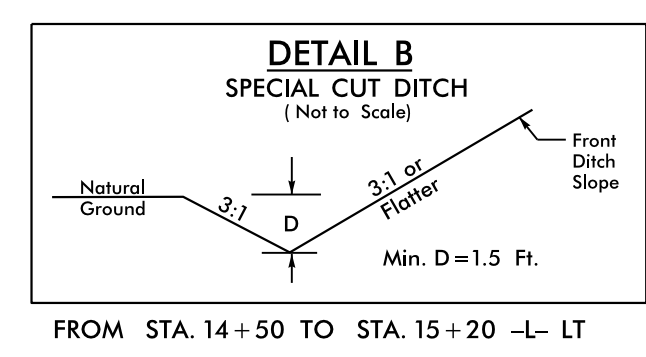
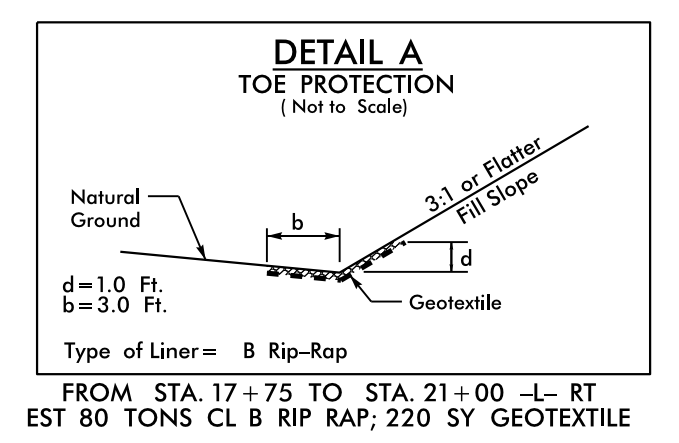
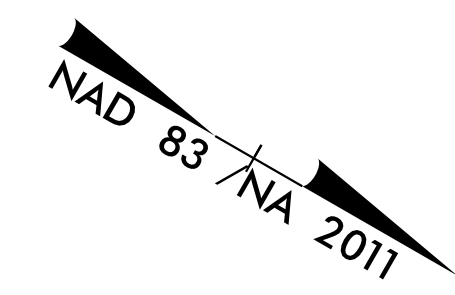
LINE	Station	Station	Location LT/RT/CL	Drain Type* UD/BD/SD	LF
-L-	12+00	13+50	LT, RT	SD	300
-L-	25+00	26+50	LT, RT	SD	300
CONTINGENCY				SD	500
TOTAL LF:					1100

*UD = Underdrain
 *BD = Blind Drain
 *SD = Subsurface Drain

SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION

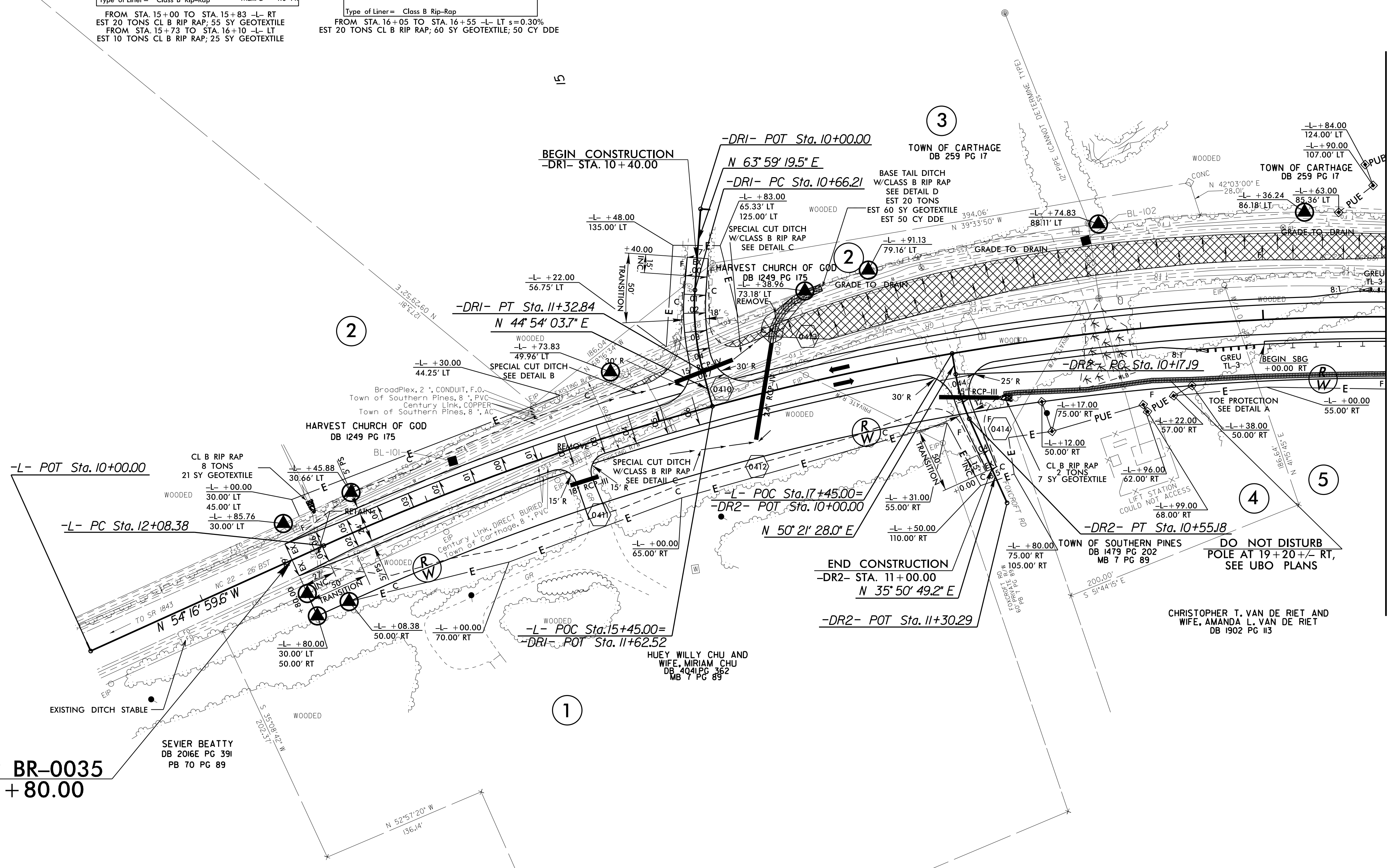
LINE	Station	Station	Aggregate Type* ASU(1/2)/ AST	Aggregate Thickness INCHES [8" for ASU(2)]	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Soil Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
CONTINGENCY			ASU		100	200	300		
TOTAL CY/TONS/SY:					100	200**	300**		

*ASU(1/2) = Aggregate Subgrade (Type 1 or 2)
 *AST = Aggregate Stabilization
 **Total tons of "Class IV Subgrade Stabilization" and total square yards of "Geotextile for Soil Stabilization" are only the estimated quantities for ASU(1/2)/AST and may only represent a portion of the subgrade stabilization and geotextile quantities shown in the Item Sheets of the Proposal.



-L-	
PI Sta 20+86.24 Δ = 45° 22' 21.6" (RT) D = 2' 43' 42.1" L = 1,663.00' T = 877.86' R = 2,100.00' RO = SEE PLANS SE = .06	
-DRI-	-DR2-
PI Sta 10+99.84 Δ = 19° 05' 15.8" (LT) D = 28' 38" 52.4" L = 66.63' T = 33.63' R = 200.00'	PI Sta 10+36.29 Δ = 14° 30' 38.7" (LT) D = 38' 11" 49.9" L = 37.99' T = 19.10' R = 150.00'

BEGIN TIP BR-0035
-L- STA. 11+80.00



NOTES:
FOR -L- PROFILE, SEE SHEET 6
FOR -DRI- PROFILE, SEE SHEET 7
FOR -DR2- PROFILE, SEE SHEET 7
PROPOSED OVERHEAD POWER LINE CROSSING AT STA. 20+00 +/-, SEE UBO PLANS

REVISIONS

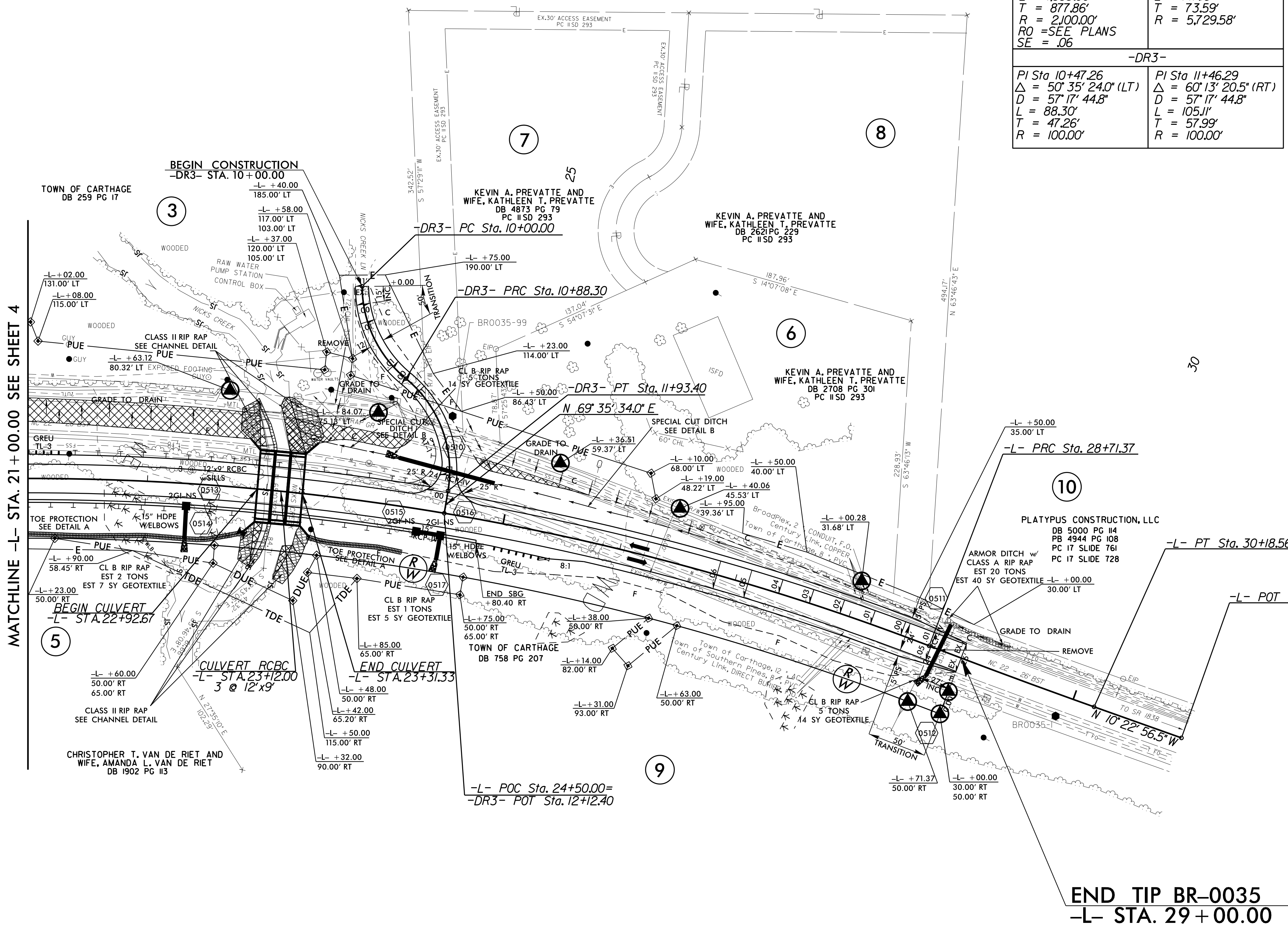
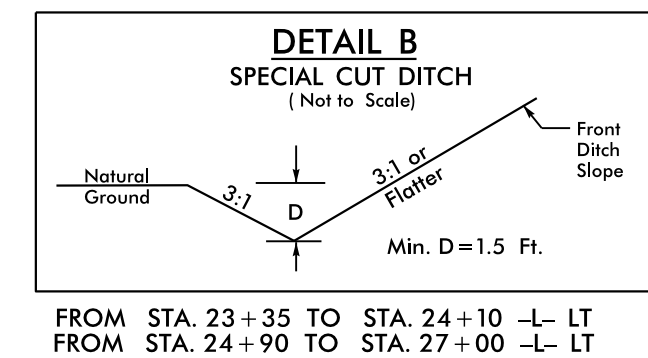
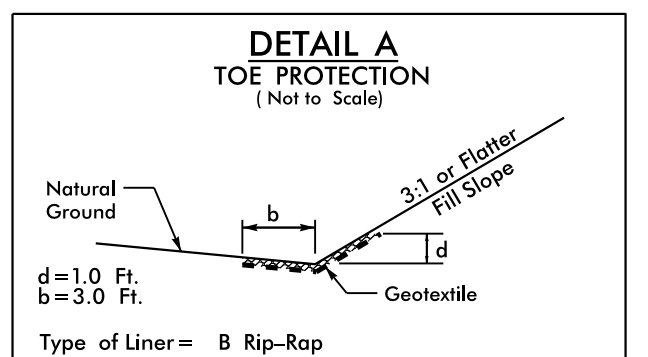
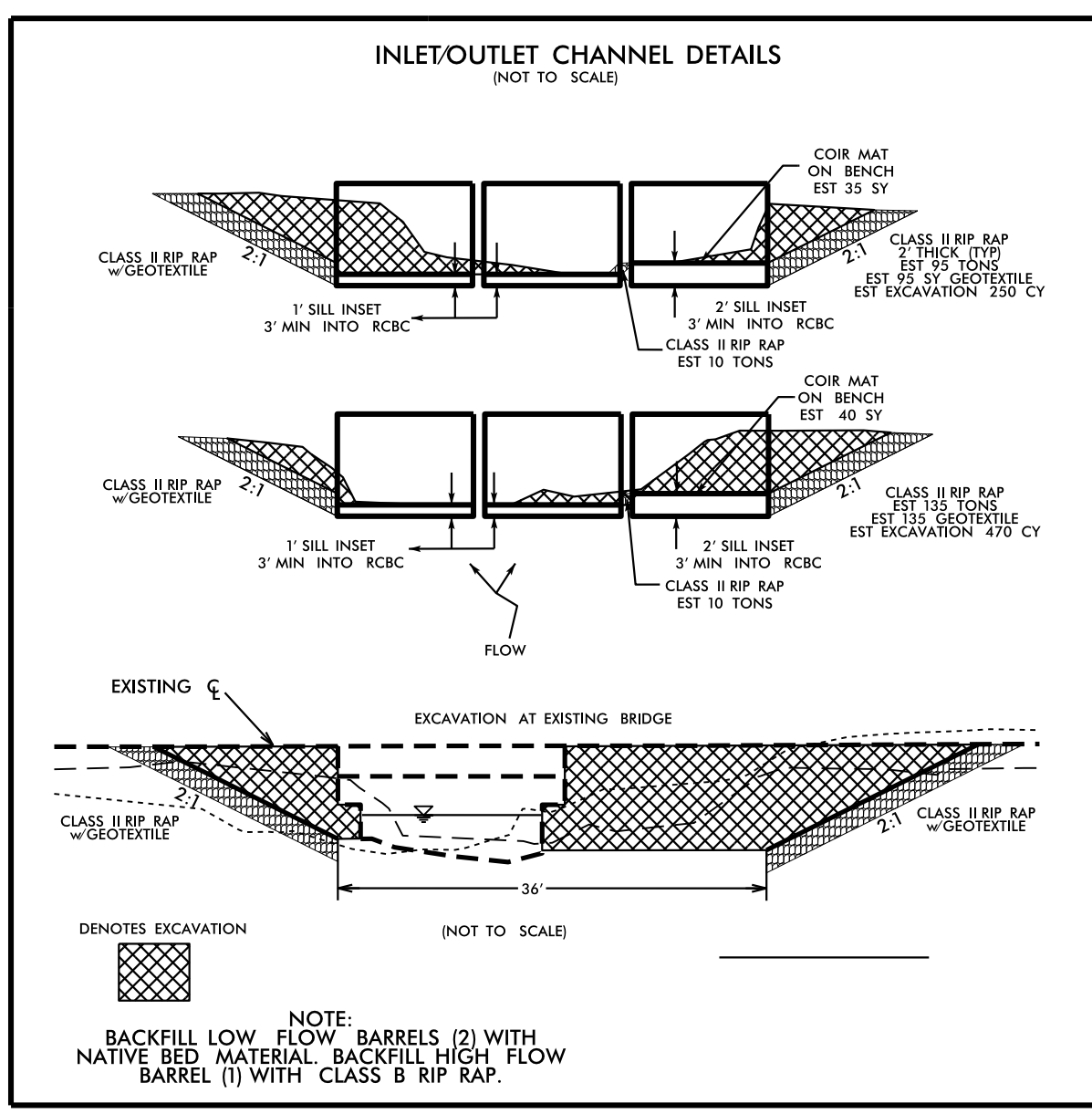
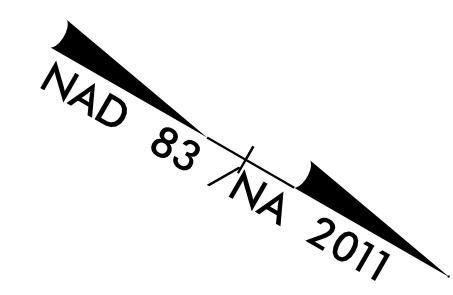
8/17/99

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3:58:58 PM WAVE 8 4158

20

MATCHLINE -L- STA. 21+00.00 SEE SHEET 5

-L-	
PI Sta 20+86.24 Δ = 45° 22' 21.6" (RT) D = 2' 43' 42.1" L = 1,663.00' T = 877.86' R = 2,100.00' RO = SEE PLANS SE = .06	PI Sta 29+44.97 Δ = 1° 28' 18.5" (LT) D = 1' 00' 00.0" L = 147.18' T = 73.59' R = 5,729.58'
-DR3-	
PI Sta 10+47.26 Δ = 50° 35' 24.0" (LT) D = 57' 17' 44.8" L = 88.30' T = 47.26' R = 100.00'	PI Sta 11+46.29 Δ = 60° 13' 20.5" (RT) D = 57' 17' 44.8" L = 105.11' T = 57.99' R = 100.00'



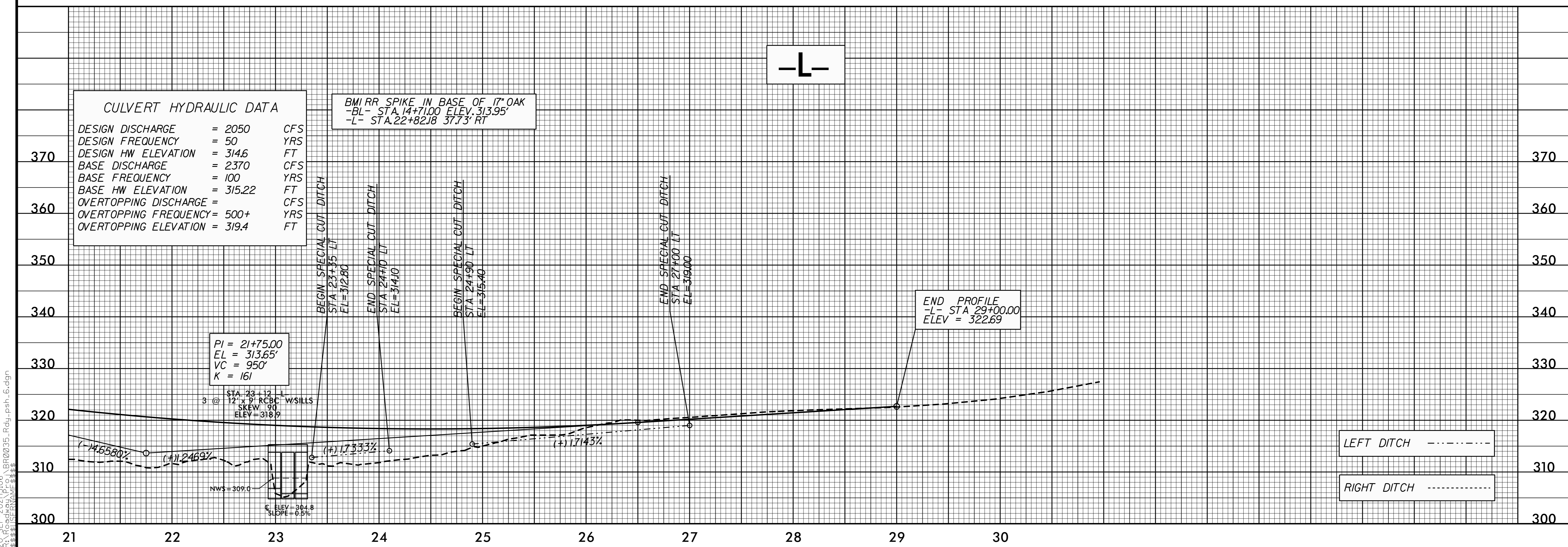
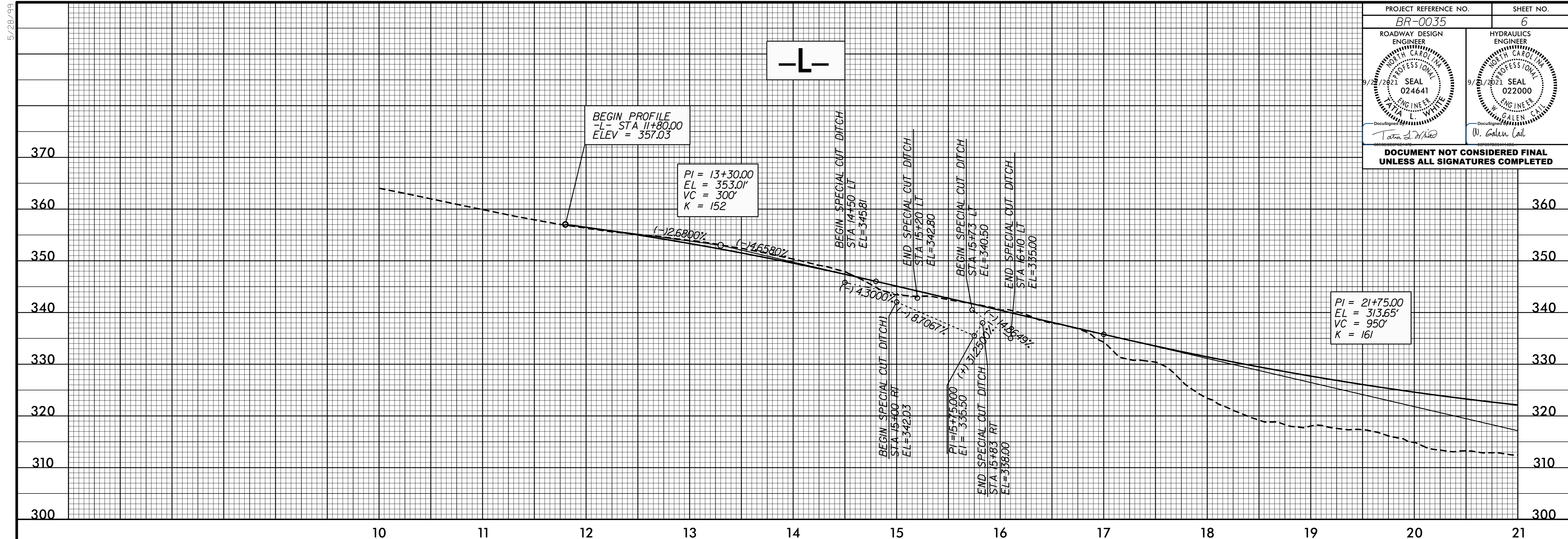
END TIP BR-0035
-L- STA. 29+00.00

NOTES:
FOR -L- PROFILE, SEE SHEET 6
FOR -DR3- PROFILE, SEE SHEET 7
FOR CULVERT, SEE SHEETS C-1 THROUGH C-8

8/17/99

REVISIONS

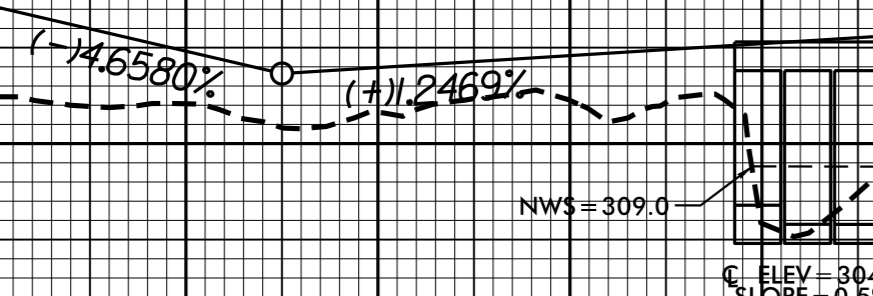
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CULVERT HYDRAULIC DATA

DESIGN DISCHARGE	= 2050	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 314.6	FT
BASE DISCHARGE	= 2370	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 315.22	FT
OVERTOPPING DISCHARGE	=	CFS
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING ELEVATION	= 319.4	FT

BIM RR SPIKE IN BASE OF 17" OAK
 -BL- STA.14+71.00 ELEV.313.95'
 -L- STA.22+82.18 37.73' RT



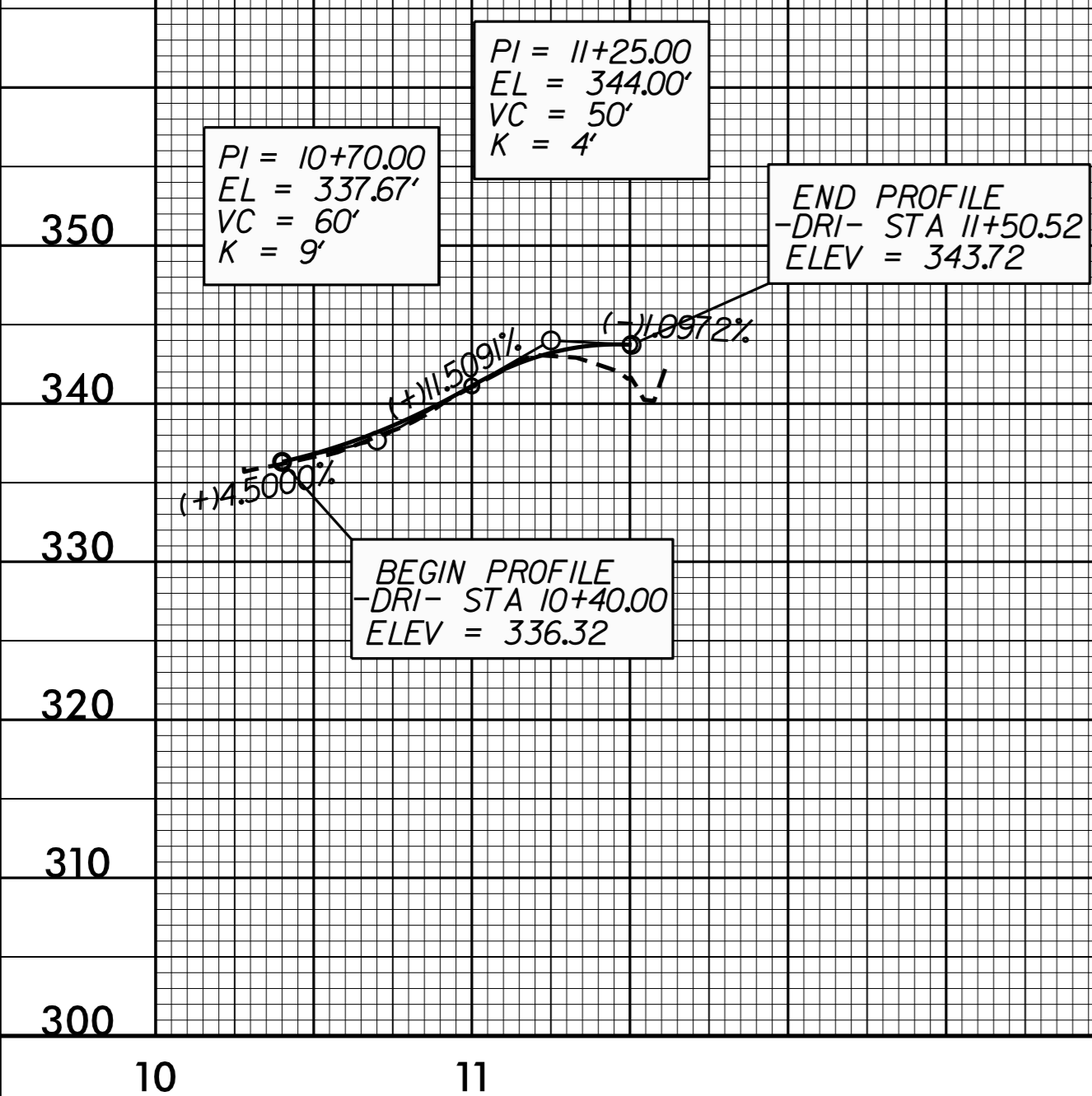
LEFT DITCH - - - - -
 RIGHT DITCH - - - - -

5/28/99
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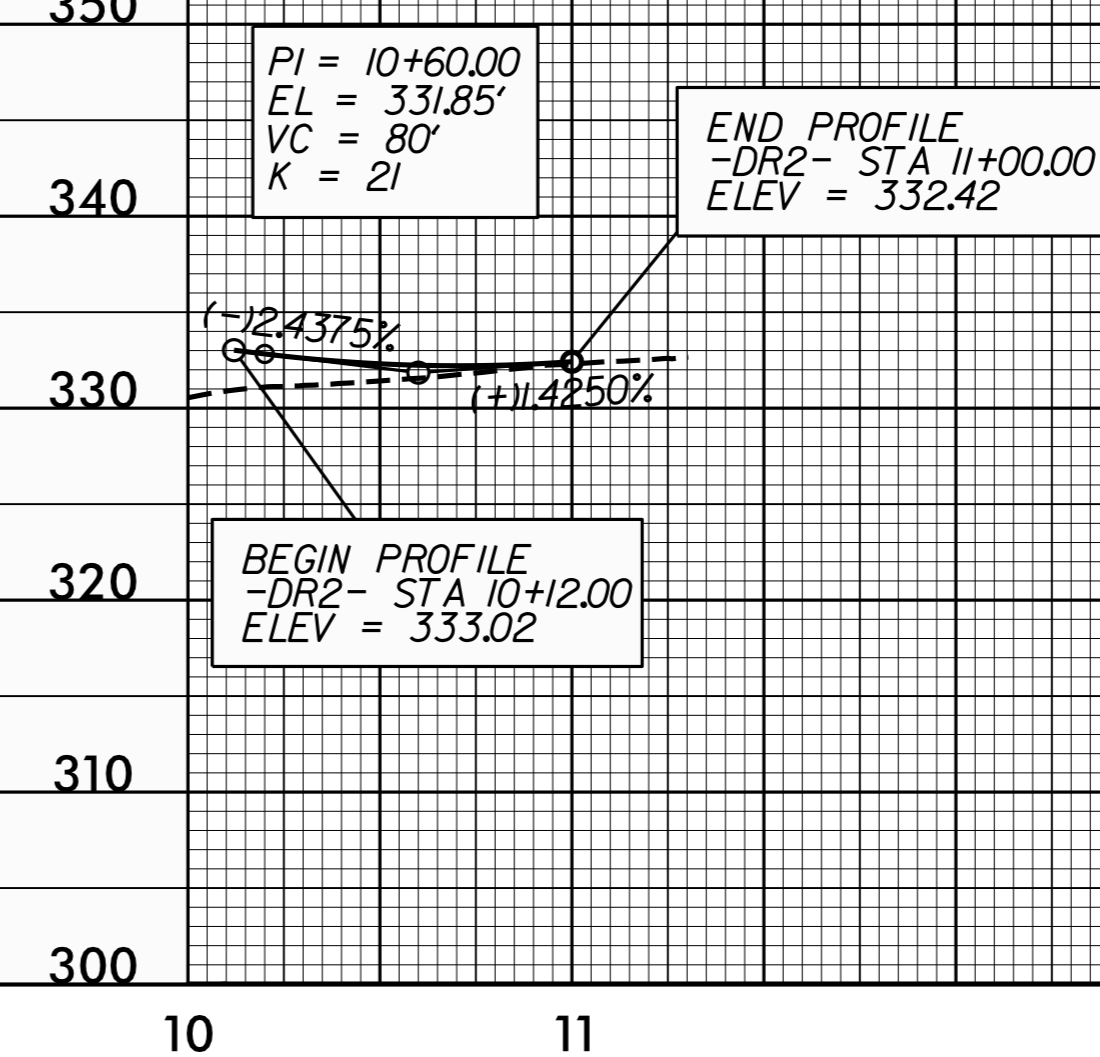
5/28/99

PROJECT REFERENCE NO. BR-0035	SHEET NO. 7
ROADWAY DESIGN ENGINEER TITIA L. WHITE SEAL 024641 9/26/21	HYDRAULICS ENGINEER W. GALEN CAIL SEAL 022000 9/26/21
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	

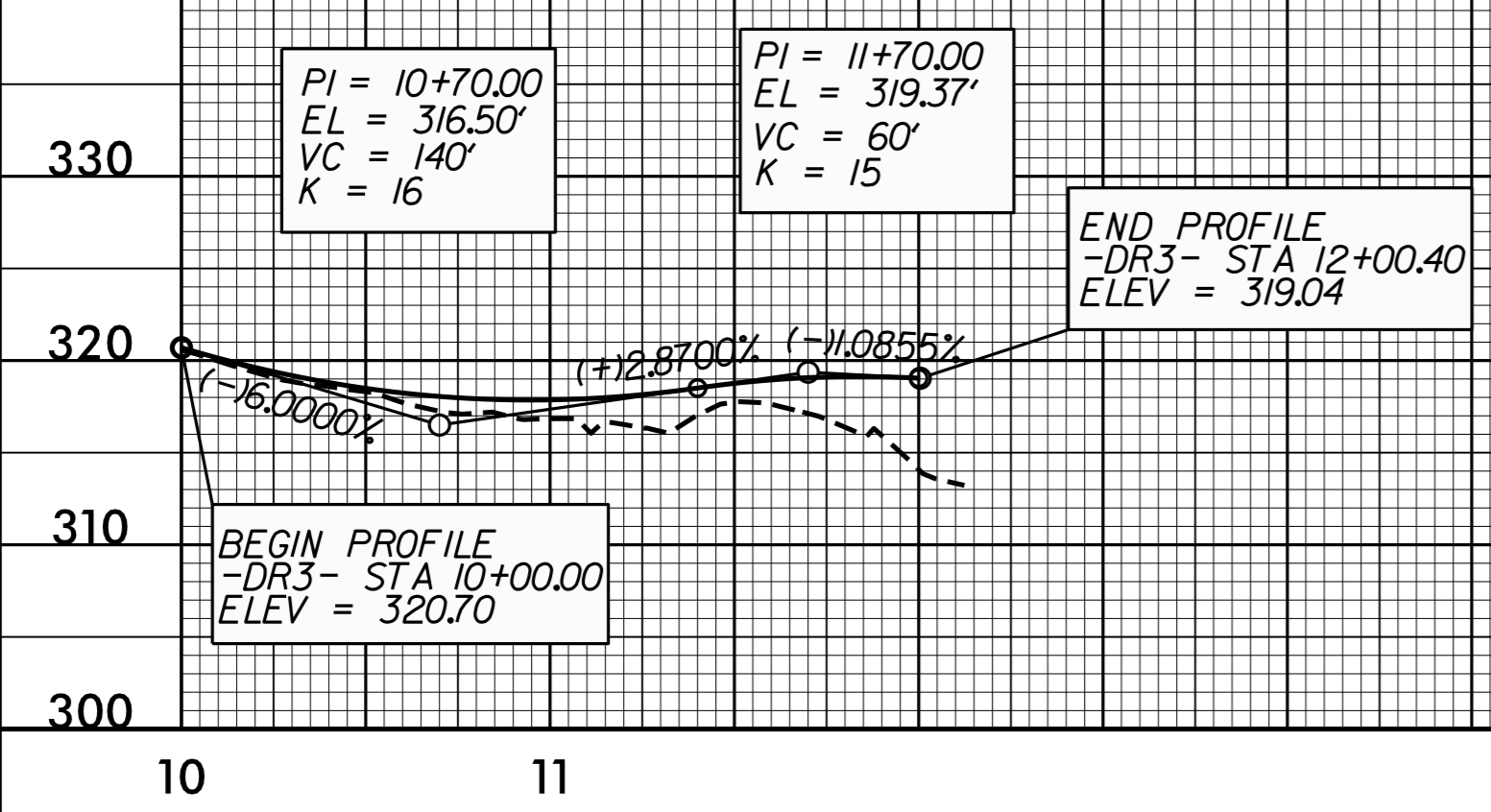
-DR1-



-DR2-



-DR3-



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