COMPUTED BY:	СЈР	DATE:	5/25/2022
CHECKED BY:	RBH	DATE:	12/5/2022

## NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.SHEET NO.W-570/B3D-I

Note: Invert Elevations indicated are for Bid Purposes only and shall not be used for project construction stakeout. See "Standard Specifications for Roads and Structures, Section 300-5."

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	, ENDWALLS,	PIPES		UNDER

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LINE & STATION	OFFSET	STRUCTURE NO.	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	MUM REQUIRED SLOPE	S (RCP, CS	IDE DRA P, CAAP, PVC)	, HDPE, P	,	.S. PE	R.C. PIPE CLASS III	R. PII CLA IV	C. PE _ ASS V	STD. 838.01 OR STD. 838.11 (UNLESS NOTED OTHERWISE)	QUANTITIES	STR	*TOTAL L.F. FOR PAY  QUANTITY SHALL BE COL.  'A' + (1.3 X COL.'B')		FRAME, GRATES, AND HOOD STANDARD 840.03	SEE DETAIL SHEET NO. 2C-3 FOR PLACING A TBDI IN CONCRETE ISLANDS	1.15	D. 840.16 OR 840.26 OR 840.27	OR 840.28 AT GRATES STD. 840.20	KALES SID. 840.22 WO GRATES STD. 840.24 FLAT GRATES. STD. 840.29		ME STD. 840.37 STD. 840.54		AIL SHEET NO. 2C-4	SIZE	, C.Y. STD. 840.71	.Y. STD. 840.72		ABBREVIATIONS  C.B. CATCH BASIN N.D.I. NARROW DROP INLET D.I. DROP INLET G.D.I. GRATED DROP INLET G.D.I.(N.S.) (NARROW SLOT) J.B. JUNCTION BOX
SIZE	1			<b>Z</b>	<b>Z</b>		15" 18"			<u>.</u> 15"	18" 15	5" 18" 24" 30"	' 36'' 15''	18"	CU. YARDS	(,0:		FT.	_ 8.   _ 8.			. 84(	0.18	0.19 O FL	H H W	.32	RAME VER ST		DET	∞ ∞	LUG	] 		M.H. MANHOLE
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THICKNESS OR GAUGE		FROM						DO NOT USE R	DO NOT USE UPP	OR PVC 0.064	0.064				R.C.P.	ER EACH (0' THRL	.0' THRU 10.0'	0.0' AND ABOVE	C.B. STD. 840.01 OR	TYPE OF GRATE	ROP INLET	D.I. STD. 840.14 OR	I. FRAME AND GR.D.I. TYPE "A" STD	D.I. TYPE "D" STD	D.I. (N.S.) FRAME D.I. (N.S.) FRAME D.I. (N.S.) FR. WIT	B. STD. 840.31 OR BJB STD. 840.34	B.D.I. STD. 840.36 TEEL GRATE AND H. FRAME AND C	DJUST MH	DJUST DI	LOWABLE FILL (C	ONC. & BRICK PIP	ONC. COLLARS C	PE REMOVAL LIN.	T.B.J.B. TRAFFIC BEARING JUNCTION BOX  REMARKS
CUEFT 5	+ +		+	-	1	$\vdash$		$\vdash$					+	$\vdash$		Ы	5.	7	ပ	E F G		<del> </del>	0 0	၂၁၂၁	9 9 9	<del>-&gt;                                     </del>		<b>□ ▼</b>   •	8 8 8	<u> </u>	Ö	٥		KEMAKKO
SHEET 5 - L- 29+00.00	2 RT	501	78.7	<del>                                     </del>					++	-+		+ + +	+ + -	$\vdash \vdash$		1			++			+	1 1		1			++	+++	_		+	+	
- L- 29+00.00	RT	501 50		75.9	74.5	0.9%			++			32	<del>     </del>			ı			† †			1	<del>                                     </del>		+ '			++	+++				†	
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- L- 38+10.00	LT	602 60		71.9	71.0	0.5%						8							11															
- L- 40+73.19	-25 LT	605	74.6													1					1						1 1							
- L- 40+73.19	LT	605 60	1	71.5	71.3	0.6%							116																					
- L- 39+60.02	7 RT	601	76.3													1	0.0				1						1 1							
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- L- 51+25.00 - L- 51+25.00	0 CL	705 705 70	62.2	59.4	58.9	0.6%			++	-	1:	20	+	$\vdash \vdash$		1			++			-	$\frac{1}{1}$	<del>                                     </del>	1	-	<del>                                     </del>	++	+ + -			+	1	
- L- 51+25.00 - L- 50+03.20	0 CL	<del>                                     </del>	63.7	J9.4	50.9	0.0%			++	$\dashv$	<del>                                     </del>		+ + -			1			++			+		+ + +	+++	1		1 +	+++	+		+	†	
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- L- 49+50.00	-79 LT	707	62.0													1											1 1							
- L- 49+50.00	LT	707 70	_	57.8	57.6	0.5%			$\perp$			60	$\perp \perp$						$\bot \bot$			_			$\perp$			$\perp \perp$	$\bot$				<u> </u>	
- L- 48+90.00	-68 LT	706	62.1		1				$\perp$				+	$\sqcup$		1			+			-					1 1	++					27	
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