COMPUTED BY:	MJB	DATE: 1/16/2023
CHECKED BY:	ASB	DATE: 11/7/2023

8/17	COMPUTEI CHECKEI			MJB ASB			DAT DAT	E: <u>1/16/2</u> E: <u>11/7/2</u>													HIGH													L	<u></u>	7-2577A	<u> </u>
	lote: Invert Ei	evatior	ns indico	ated ar	e for	Bid P	urposes	only an	d shall r	ot be u			ect construct														R)						1	1			
	LINE & STATION	SET .	STRUCTURE NO.	VATION	EVATION	EVATION DUIRED SLOPE		IDE DRAIN SP, CAAP, H PVC)	PIPE IDPE, PP or		C.S. PIPE	E	R.C. PIPI CLASS III		R.C. P CLASS	PE S IV	PIPE AS	NOTED	ENDWA STD. 83 OR STD. 83 (UNLE NOTHERV	38.01 38.11 5SS 5D	TOTAL L.F. FOR PAY T T TOTAL L.F. FOR PAY "A' + (1.3 X COL.'B')		FRAME, GRATES, AND HOOD STANDARD 840.03	CONCRETE TRANSITIONAL SECTION			. 840.20 2	. 840.24 FD. 840.29								C.B. N.D.I. D.I.	/IATIONS CATCH BASIN NARROW DROP INLET DROP INLET GRATED DROP INLET (NARROW SLOT) JUNCTION BOX
	SIZE	OFFS		TOP ELE	INVERT EL	INVERT EL	15" 18" 24	t'' 30''	R PVC	15" 18" 24	4'' 30'' 36	5" 42" 48" 1 <u>5</u>	5" 18" 24" 30" 36'	42'' 48''	' 15'' 18'' 24''	30'' 36''	24" 24" 30"	30" 48"	48" CU. YA	RDS	A B				0.16	40.26 40.27	40.28 RATES STD. S STD. 840.2	RATES STD. GRATES. S ¹ STD. 840.30		. 840.37	40.54			STD. 840.71			MANHOLE TRAFFIC BEARING DROP INLET TRAFFIC BEARING
	THICKNESS OR GAUGE		FROM	2		W %		DO NOT USE RCP	DO NOT USE CSP DO NOT USE CAAP T USE HDPE, PP, O	.064 .064	.064 .079 .079	.109					ss W.S. (IN SOIL) W.S. (NOT IN SOIL) ss W.S. (IN SOIL)	W.S. (NOT IN SOIL) ss W.S. (IN SOIL)	W.S. (NOT IN SOIL) R.C.P.	C.S.P.		01 OR STD. 840.02	TYPE OF GRATE		4 OR STD. 840.15 ND GRATE STD. 840	" STD. 840.17 OR 8. " STD. 840.18 OR 8. " STD. 840.48 OR 8.	810.840.19.04 8 WITH TWO FLAT G WITH TWO GRATES	RAME WITH TWO G R. WITH TWO FLAT ROP INLET LIN. FT.	STD. 840.41 31 OR 840.32 34	40.35 AND FRAME STD.	ND COVER STD. 84	RAINAGE OUTLET FD. 840.04 OR 840.05 3LE FILL (CY)	ows no. & size	K PIPE PLUG, C.Y.	L LIN. FT.	1.0.0.0.	JUNCTION BOX
									DONOG								Trenchle Trenchless Trenchle	Trenchless Trenchle	Trenchless		5.0' THRU 10.(10.0' AND AB(C.B. STD. 840.	E F G	DROP INLET CATCH BASIN	D.I. STD. 840.1 D.I. FRAME AI	G.D.I. TYPE "A G.D.I. TYPE "B	G.D.I. FRAME G.D.I. FRAME G.D.I. FRAME	G.D.I. (N.S.) FI G.D.I. (N.S.) FI DRIVEWAY DF	SPRING BOX, J.B. STD. 840. TR IR STD. 84	T.B.D.I. STD. 8 STEEL GRATE	M.H. FRAME AND ADJUST MH ADJUST CB	BERM DRAIN OTCB STD. 84 FLOWABLE F	C.S. PIPE ELB	CONC. & BRIC	PIPE REMOVA	REM	ARKS
	SHEET 7 (cont.) - L- 37+60.00 - L- 37+60.00	-38 L	_T 736	917.4		911.7 0.4	%														1 0.3	1	1														
	- L- 36+70.00 - L- 36+70.00	-38 L -38 L	T 715 T 715	917.0 706		906.1 0.4	%						88								1 0.3	1	1														
	- L- 35+80.00 - L- 35+80.00	-38 L	_T 706	917.4 735	905.6	895.3 2.2	%				4	48									1 5.0 1.8	1	1										2@36				
	- L- 35+73.25 - L- 35+73.25 - L- 43+40.00	-85 L -85 L	<u>T 735</u> T 735 T 714	901.7 718 929.6	895.3	895.2 0.6	%						1:	2							1 1.4							1									
	- L- 43+40.00 - L- 42+00.00	60 R 56 R	RT 714 RT 713	713 926.5	926.9	923.0 0.5	%					1,	40								1					1		1							29		
	- L- 42+00.00 - L- 42+00.00	56 R 38 R		709 927.8		922.5 1.0	%						20								1 0.3	1	1														
	- L- 42+00.00 - L- 41+97.62	38 R	T 748	712 921.8		919.2 1.4	%						72								1				1 1										<u> </u>		
	- L- 41+97.62 - L- 42+00.00	-73 L -38 L -38 L	T 748 T 712 T 712	712 927.8		919.4 0.5 916.9 0.6							36								1 4.1	1	1												105		
	- L- 42+00.00 -Y3- 11+81.00 -L- 35+15.00	-38 L -25 L 61 R	_T 738	710	918.7	910.9 0.0	20																												20		
	-L- 35+33.00 -L- 36+88.00	62 R	RT 740 RT 741				24 24																														
	-L- 38+08.00 -Y3- 12+57.00	56 R 19 R	RT 742 RT 750				16 44																												73		
	-Y3- 12+82.00 -Y3- 11+60.00	-17 L 25 R	T 751 RT 752				16 28																														
	SHEET 8																																		 		
	- L- 44+50.00 - L- 44+50.00	38 R 38 R	RT 801 RT 801	934.4 709	930.1	922.5 0.4	% 248															1															
	- L- 44+50.00 - L- 44+50.00	-55 L	T 846 T 846	932.4 802	930.1	930.1 0.4	% 16																		1 1												
	- L- 44+50.00 - L- 44+50.00	-38 L -38 L	_1 802 _T 802	934.4 712 936.9	930.1	919.4 0.5	% 248														1 0.9	1													<u> </u>	INVERT ELEVATION DE	
	- L- 45+82.02 - L- 45+82.02 - L- 50+00.00	38 F 38 F 50 F	RT 845 RT 845 RT 804	936.9 801 933.0	931.0	930.1 0.4	% 132														1														42	UNVERT ELEVATION DE	
	- L- 50+00.00 - L- 50+00.00 - L- 51+40.00	50 R		806 930.3	928.7	926.0 0.4	% 140														1														 		
	- L- 51+40.00 - L- 51+40.00 - L- 51+22.66	50 R 50 R 73 R	RT 806	809 821	926.0	925.3 0.4 925.8 0.8	% 80 % 96																												54		
nggu	- L- 52+20.00 - L- 54+29.95	68 R	RT 821	929.0 930.4																	1	1						1							+		
JSNUJI	- L- 54+29.95	-75 L	T 817	814		923.5 0.4	% 32																												+		
1-hau-																																					
H//G7	3D-6 SHEET TOTALS						436 744				4	48 1	76 92 224 176 1	2							17 12.2 1	.8 11	1 6 4	1	2 2	3		3	1		1		2 @ 36		323		
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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

