COMPUTED BY:
 MJB
 DATE:
 1/16/2023

 CHECKED BY:
 ASB
 DATE:
 11/7/2023

## NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PROJECT REFERENCE NO. SHEET NO. R-2577A 3D-20

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."

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER	LIST	OF	PIPES,	ENDW	ALLS	ETC. (FO	R PIPES	4899 &	UNDER:
--	------	----	--------	------	------	----------	---------	--------	--------

LINE & STATION	ET	STRUCTURE NO.	NOILE	EVATION	EVATION EVATION		(RCP, CSP, C	E DRAIN CAAP, PVC)	HDPE, PP	or		C.S. PIPE			R	.C. PIPE LASS III		R.C. PIPE CLASS IV		PIPE AS NOTED	STD. 838. OR STD. 838. (UNLES: NOTED OTHERWIS	-S 29 11 11 5	FOR DRAINAGE STRUCTURES	*TOTAL L.F. FOR PAY QUANTITY SHALL BE COL. 'A' + (1.3 X COL.'B')		FRAME, GRATES, AND HOOD STANDARD 840.03	CONCRETE TRANSITIONAL SECTION			840.20	2 840.24 TD 840.29									C.B. N.D.I. D.I. G.D.I. G.D.I.(N.S.) J.B.	CATCH BASIN NARROW DROP INLET DROP INLET GRATED DROP INLET (NARROW SLOT) JUNCTION BOX
SIZE	OFFSI		OP EI EV	ERT ELE	ERT ELE	15"	18" 24" 3	30''		ا ا ا	18" 24'	" 30" 36	' 42'' 4	8"   15"   1	18'' 24''	30" 36" 42"	48" 15"	18" 24" 30" 36	5" 24" 2	24"   30"   30"   48"   4	S" CU. YARE	s		FT. A B	11					ES STD.	5. 840.22 ES STD. TES ST	. 840.30		37				. 840.71		л.н. М.н. Т.в.р.і.	MANHOLE TRAFFIC BEARING
THICKNESS OR GAUGE		FROM	2	ANI	NI %			O NOT USE RCP	DO NOT USE CSP DO NOT USE CAAP	USE HDPE, PP, OR PV	.064	670	.109	80T.					ss W.S. (IN SOIL)	S. W.	R.C.P.	C.S.P.	연기	AE.	1 OR STD. 840.02	TYPE OF GRATE		OR STD. 840.15 D GRATE STD. 840.16	STD. 840.17 OR 840.26 STD. 840.18 OR 840.27	840. WO	ME WITH TWO GRATES STE .) FRAME WITH TWO GRATI .) FR. WITH TWO EI AT GRA	ROP INLET LIN. FT. STD STD. 840.41	. 840.31 OR 840.32 D. 840.34 STD 840.35	FE AND FRAME STD. 840.54 AND COVER STD. 840.54		.04 OR 840.05 .L (CY)	WS NO. & SIZE	< PIPE PLUG, C.Y. STD	. LIN. FT.	T.B.J.B.	DROP INLET TRAFFIC BEARING JUNCTION BOX
										DO NOT									Trenchles	Trenchless V Trenchless Trenchless V Trenchless V	I renchiess v		5 6	10.0' AND ABO	C.B. STD. 840.0	E F G	DROP INLET	D.I. STD. 840.14 D.I. FRAME AN	G.D.I. TYPE "A' G.D.I. TYPE "B'	G.D.I. TYPE "D'	G.D.I. FRAME V G.D.I. (N.S.) FR	RIVEW,	J.B. STD. 840.3 TBJB STD. 840	STEEL GRATE M.H. FRAME AI	ADJUST MH ADJUST CB	OTCB STD. 840.04 (FLOWABLE FILL (	C.S. PIPE ELBC	CONC. & BRICI	PIPE REMOVAL		REMARKS
SHEET 19 (cont.) - L- 192+00.00	41 RT	1923	945	.8								++							+				1		1	1															
- L- 192+00.00 - L- 190+26.44	41 RT 41 RT	1923 19	902 941	941.8	937.8 0.4	1%											17	3					1		1	1															
- L- 190+26.44	41 RT	1902 18	813	937.8	931.8 0.5	5%											26	3					<u> </u>																		
- L- 198+00.00 - L- 198+00.00	-41 LT		960 912		950.6 0.5	5%						++		+			23	6					1		1	1															
- L- 195+69.42		1922 19	912	951.5	950.6     0.5       950.3     0.5	5%									20																										
- L- 195+65.92 - L- 195+65.92	-41 LT -41 LT	1912 1912 19	954 910		948.9 0.8	3%						++						104					1		1	1												1	57		
- L- 194+42.75	82 RT	1913	951		040.0	-0/											40						1		1 -	1															
- L- 194+42.75 - L- 199+42.87	82 RT 70 RT	1913 19 1919	910		946.6 0.5	0%											10	3					1						1		1										
- L- 199+42.87 - L- 199+42.87	70 RT	1919 19 1917	917 964		955.7 0.5	5%								32									1 3	6	1	1															
- L- 199+42.87	41 RT	1917			955.2 0.5	5%								120												1													33		
- L- 198+26.25 - L- 198+26.25	70 RT		957 916		954.3 0.7	7%								32					+				1		++			1 1										1			
- L- 198+26.25	41 RT	1916	961	.3										32									1 2	.0	1	1															
- L- 198+26.25 - L- 196+40.99	41 RT	1916 19 1914	914 956		952.4 0.6	5%						++		188									1		1	1												1			
- L- 196+40.99	41 RT	1914 19	910	952.4	950.1 0.6	5%											10																								
- L- 195+44.83 - L- 195+44.83		1910 1910 19	954 911	.1	942.0 0.6							++		+	60								1 5	1.8	1	1											5				
-L- 191+34.02	70 RT	1924	311	342.0	J42.0 0.0	28	3								00																								22		
-L- 192+17.31 -L- 193+68.78	70 RT 86 LT	1925 1926		+		24 40	1					++		++																								1	18		
-L- 196+20.43	68 LT	1927				24	1																																		
-L- 190+89.88	57 LT	1928	_	+ +		28	3	+				++							++			_			++													1			
						$\downarrow$																			$\Box$																
			+	+	-+	+		+				++		++					++			+			++												1	+	-		
SHEET 20				+ +		$\perp$						++		+					+			$\perp$			++													1			
- L2- 204+26.59	50 RT		976																				1		1	1															
- L2- 204+26.59 - L2- 202+66.19	50 RT 56 RT		972		969.7 0.5	5%		-				++		++			16	1	++				1		++			1 1									1	1	1		
- L2- 202+66.19		2009 20	022	969.5	969.5 1.0	)%						$\bot \bot$		16								$\bot$	_																26		
- L2- 202+66.17 - L2- 202+66.17	41 RT 41 RT		973	969.5	965.5 0.5	5%						++		+			14	1	+				1		1	1											1	1	1		
- L- 201+22.31	56 RT	2004	970	.4										1									1					1 1													
- L- 201+22.31 - L- 201+22.31	56 RT 41 RT	2004 20	969	966.4	965.5 0.5	0%								16									1_		1	1												<u></u>			
- L- 201+22.31	41 RT	2002 19		965.5	960.3 0.5	5%											18						1		1	4													106		
- L2- 203+49.64 - L2- 203+49.64	-41 LT	2005 2005 20	975		963.4 0.4	1%											30						1		1	1												<u> </u>	21		
- L- 200+50.00	-41 LT	2001	967		056.6	50/											25		$\prod$				1		1	1													٥٢		
- L- 200+50.00  3D-20 SHEET TOTALS		2001 19	910	903.4	956.6 0.5	144	1							404	20 60			3 104					18	10.6 1.8	8 14	1 4 9	9	3 3	1		1						5	<u> </u>	308		
																			•								·			•	•										

P: (919) 878-9560 8601 Six Forks Road, Forum 1,Suite 700 Raleigh, North Carolina 27615-3960 NC License No. F-0112

Raleigh, North Carolina 27615-3960
NC License No. F-0112
Engineers | Construction Managers | Planners | Scientists
www.rkk.com

Responsive People | Creative Solutions