COMPUTED BY: MJB DATE: 1/16/2023   CHECKED BY: ASB DATE: 11/7/2023			
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8/17/99		UTED B)			MJB							'E: 1						1 C	$\mathbb{R}$	TE		CA	<b>A</b> R	$\mathbb{O}\mathbb{I}$							RT									N	SP	OF	RT.	AT	JI.	$\mathbb{N}$								reference n -2577A	10.		et no. )-26								
	CHEC ote: Invert			s ind			e fo	nr R	Rid F	$D_{IITT}$		E: 1			_ L not	he i	used	for	Dro	iect c	constr	uctic	on .sti	akeou							tions i									300-	5 "																								
										<u> </u>	/0000	Orny				DU															C. (F											$\mathbb{R}$																							
	LINE & STATION						r				R.C. PIPE CLASS III			R.C. PIPE CLASS IV		PIPE AS NOTED		ENDWALLS STD. 838.01 OR STD. 838.11 (UNLESS NOTED OTHERWISE)		QUANTITIES FOR DRAINAGE	TC *		FRAME, GRATES, AND HOOI STANDAR 840.03		S, OD RD	CONCRETE TRANSITIONAL SECTION					840.29										C.B. N.D.I. D.I. G.D.I. G.D.I.(N.S	GR	TIONS CATCH BA NARROW E INLET DROP INL ATED DRO NARROW S	DROP T ILET OP INLET																					
	SIZE		OFFSET			LOP ELEVA	VERT ELEV		INVERT ELEV		5" 18" 24" 30"			၂15 ပ	" 18"	24'' 30''	36'' 4	2" 48"	15" 18"	' 24'' 30	)" 36" 4	42" 48"	15'' 18	" 24"	30'' 3(	6" 24"	' 24" 3	0" 30" ·	48" 48"	CU. YAF		_	LII FT							90 27	28 FES STD. 84	rd. 840.22 res std. 84	ATES. STD D. 840.30			).37 4				<b>J. 840.71</b>			J.B. M.H. T.B.D.I.	TF	JUNCTION MANHOL RAFFIC BE	DLE EARING									
	THICKNESS OR GAUGE			FROM	ТО	L	NI		INVEF % MINIMUN			nwiniw %	MINIMUW %	% MINIMUM	% MINIMUM		UNINIW %	MINIMU!			DO NOT USE RCP	O NOT USE O NOT USE ( USE HDPE,	r USE HDPE, PP, OR PVC .064	.064 .064 .064 .079	.064 .079	.079	.109								ess W.S. (IN SOIL)	s W.S. (NOT IN SOIL)	ess W.S. (IN SOIL) s W.S. (NOT IN SOIL)	ess W.S. (IN SOIL) s W.S. (NOT IN SOIL)	R.C.P.	C.S.P.	)' THRU 5.0') .0'	.0.	SOVE		TYPE O GRATE		N .14 OR STD. 840.15	.14 OR STD. 840.15 AND GRATE STD. 840.16	A" STD. 840.17 OR 840.26 B" STD. 840.18 OR 840.27 o" STD 840.19 OR 840.28	'D" STD. 840.19 OR 840.2 E WITH TWO FLAT GRAT	E WITH TWO GRATES ST FRAME WITH TWO GRA1	R. WITH TWO FLAT GRA ROP INLET LIN. FT. STD.	STD. 840.41 31 OR 840.32 ).34	40.34 840.35	I E AND FRAME STD. 840.5 AND COVER STD. 840.5	VAGE OUTLET	340.04 OR 840.05 FILL (CY)	BOWS NO. & SIZE	ICK PIPE PLUG, C.Y. STI		al LIN. FT.	T.B.J.B.	TF	DROP INL RAFFIC BE/ JUNCTION	EARING
															DO												Trench	Trenchles	Trench	Trenchl			PER EACH (	5.0' THRU 10	0.0' AND A	C.B. STD. 84	FF		CATCH BAS	0.I. STD. 840 0.I. FRAME	3.D.I. TYPE	3.D.I. TYPE	3.D.I. FRAM 3.D.I. (N.S.)	3.D.I. (N.S.) DRIVEWAY I	SPRING BO) I.B. STD. 84	BJB STD. 8 [.B.D.I. STD	STEEL GRA A.H. FRAME ADJUST MH	ADJUST CB BERM DRAI	DTCB STD.	C.S. PIPE EL	CONC. & BR		IPE REMOV		REMAR	KS									
	SHEET 24 (cor - Y22- 10+88.3 - Y22- 10+88.3 - L- 258+94.9	34 : 34 :	20 RT 20 RT 51 RT	2428 2428 2409		982.3	978.1 972.3		77.9 0. 71.6 0.	.4% .7%										28	2												1			1	1																												
																																																				$\pm$													
	SHEET 25																																																																
	- L- 262+20.00 - L- 262+20.00	0 - 0 -	-41 LT -41 LT	2504 2504	2501	982.4	978.4	_	78.0 0.	.5%														96									1			1		1															26												
	- L- 260+50.00 - L- 261+25.00 - L- 261+25.00	0 - 0 -	-41 LT -41 LT -41 LT	2418 2501 2501		982.7	978.8 975.7		78.5 0. 72.2 1.	.4%						36								76									1	2.0		1		1												2@1	5	<u> </u>													
	- L- 261+33.55 - L- 261+33.55 - L- 262+50.00 - L- 262+50.00	5 0	41 RT 41 RT 41 RT 41 RT	2502 2502 2531 2531		982.7 982.3	978.7 978.2		78.2 0. 77.8 0.	.5%														120									1			1	1																												
	- L- 263+58.12 - L- 263+58.12 - L- 263+58.12 - L- 264+73.02	2 4 2 4	41 RT 41 RT 41 RT	2516 2516 2515	2515	982.0 981.6	977.8		77.3 0.	.5%														120									1			1	1																												
	- L- 264+73.02 - L- 265+85.44	2 4 8 4	41 RT 41 RT 41 RT	2515 2514	2514				76.8 0.											116													1			1	1																												
	- L- 265+85.44 - L- 269+16.24 - L- 269+16.24	9 4 9 4	41 R1   41 RT   41 RT	2514 2518 2518	2517		976.2		76.4 0. 75.8 0.															112									1			1	1																												
	- L- 268+04.7 - L- 268+04.7 - L- 266+94.04	5 4	41 RT   41 RT   80 RT	2517 2517 2513	2512 2512	980.6	975.8 971.1	8 97 1 97	75.3 0. 70.2 0.	.5% .4%											40			112									1																																
	- L- 266+95.12 - L- 266+95.12 - L- 263+10.00	2 / 0 -	41 RT 41 RT -41 LT	2512 2512 2510	2505	982.1	970.2		68.8 0.												84												1	5.0	0.8	1		1															95												
	- L- 263+10.00 - L- 264+15.00 - L- 264+15.00	0 - 0 -	-41 LT -41 LT -41 LT		2508	981.8			77.7 0. 77.3 0.															108 112									1			1		1																											
	- L- 265+25.00 - L- 265+25.00 - L- 266+28.72	0 - 2 -	-41 LT -41 LT -41 LT	2508 2508 2507	2507	981.1	977.3		76.8 0.	.5%														104									1			1		1																											
	- L- 266+28.72 - L- 271+15.0 - L- 271+15.0	7 -	-41 LT -41 LT -41 LT	2507 2522 2522		979.6	976.8 975.6		76.5 0. 75.2 0.	.5%										72				92									1			1		1																											
	- L- 270+23.14 - L- 270+23.14 - L- 269+21.6	4 -	-41 LT -41 LT -41 LT	2521 2521 2520	2520	979.9 980.2	975.2	2 97	74.8 0.	.5%										104													1	0.4		1		1																											
	- L- 269+21.6 - L- 268+12.4 - L- 268+12.4 - L- 268+12.4	5 - 5 -	-41 LT -41 LT -41 LT -41 LT	2520 2519 2519 2505	2505	980.6	974.4		74.4 0. 73.9 0.											112 116													1	1.2	21			1																											
	- L- 267+00.00 3D-26 SHEET TO		-41 Ll	2005		90U.9									:	6				660 92	2 124			1164									1 20		2.1	1 20	1 8	11												2@1	5		121												

4/10/2024 R:\Roadwa

## NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

