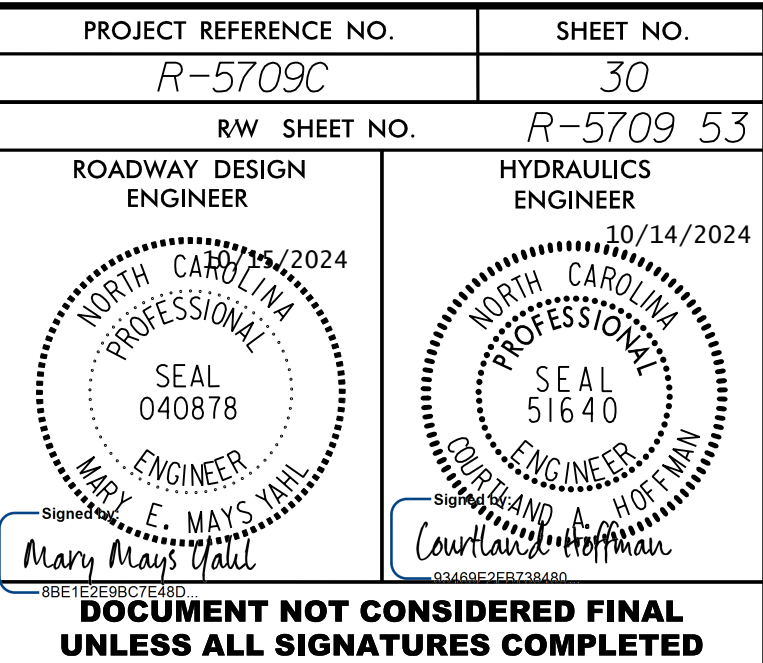
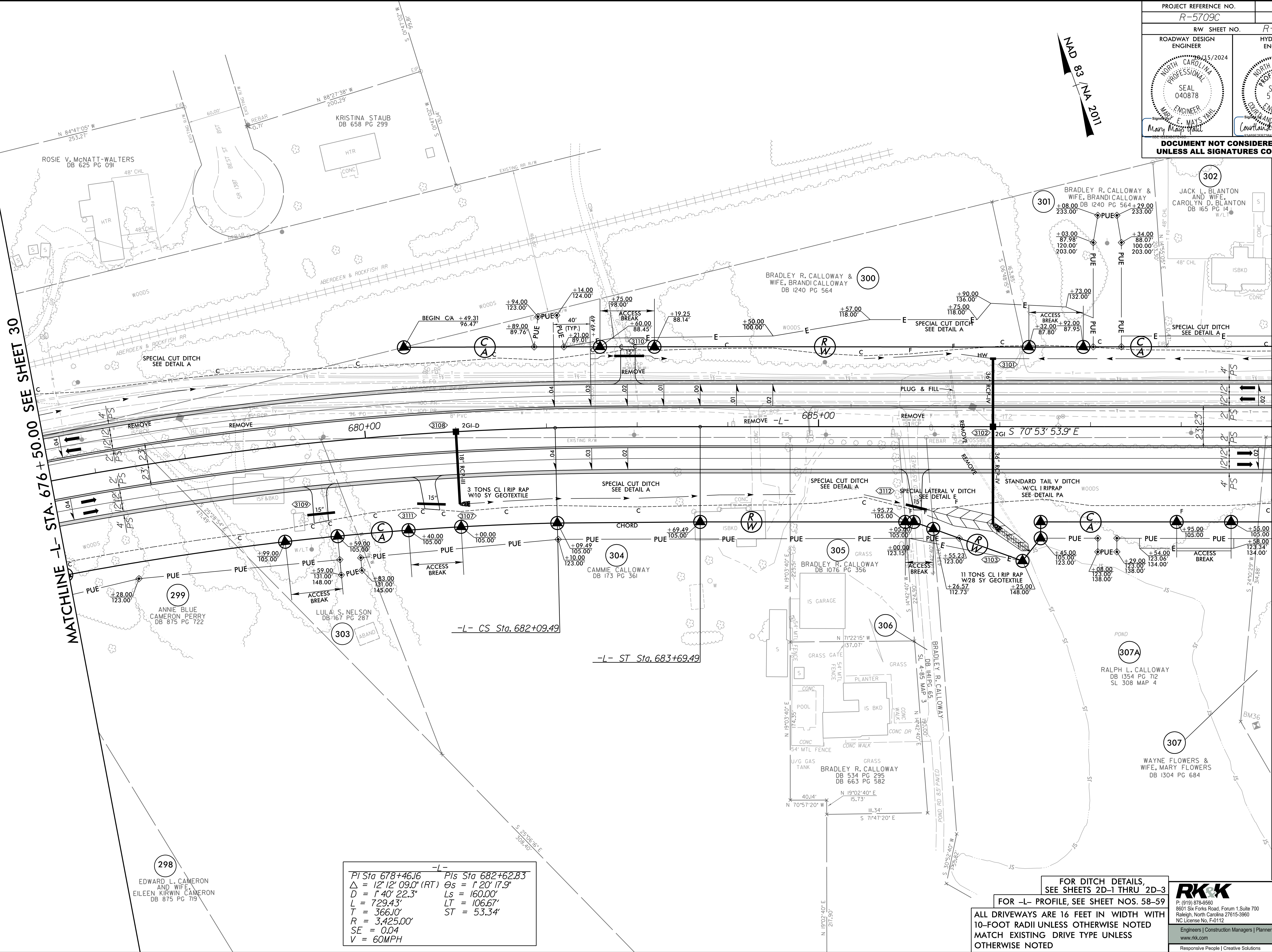




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8/28/2024
R:\Projects\5709C_Rd\psh31.dgn
P:\Projects\5709C_Rd\psh31.dgn



PROJECT REFERENCE NO. R-5709C		SHEET NO. 31	
RW SHEET NO. R-5709 54		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
NORTH CAROLINA PROFESSIONAL SEAL 040878 MARY M. WATTS 8/15/2024		NORTH CAROLINA PROFESSIONAL SEAL 51640 COURTNEY A. HOFFMAN 8/15/2024	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3
FOR -L- PROFILE, SEE SHEET NOS. 58-59
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

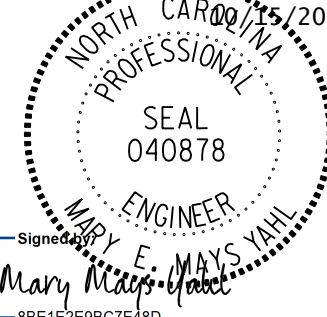
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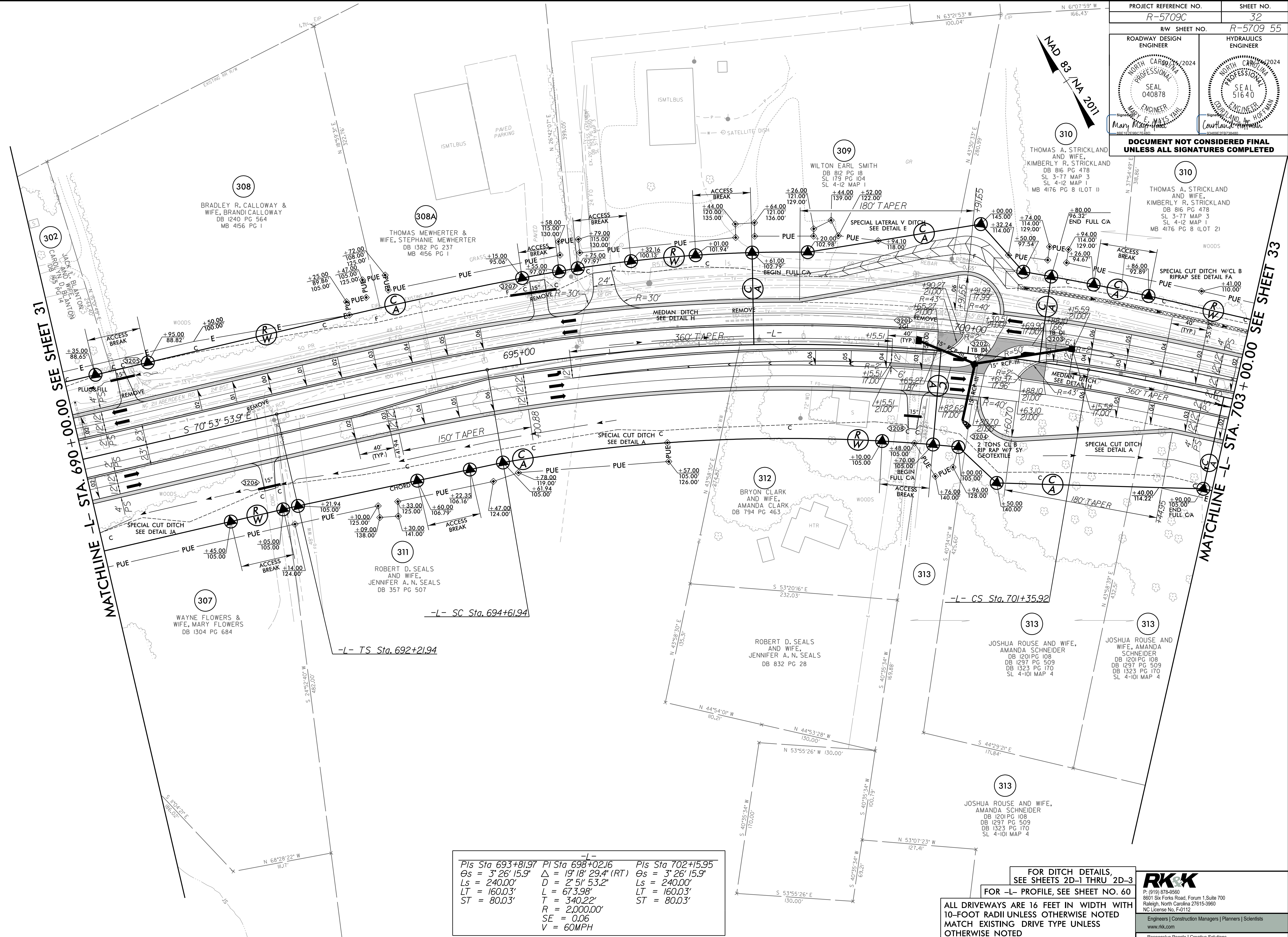
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8/28/2024
R:\Projects\2024\Proj\5709C_Rd\psh32.dgn
J. Crocker

MATCHLINE -L- STA. 690+00.00 SEE SHEET 31

MATCHLINE -L- STA. 703+00.00 SEE SHEET 33

PROJECT REFERENCE NO. R-5709C		SHEET NO. 32	
RW SHEET NO. R-5709 55		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



-L- Pls Sta 693+81.97 Θs = 3°26'15.9" Ls = 240.00' LT = 160.03' ST = 80.03'			-L- Pls Sta 698+02.16 Δ = 19°18'29.4" (RT) D = 2°51'53.2" L = 673.98' T = 340.22' R = 2,000.00' SE = 0.06 V = 60MPH			-L- Pls Sta 702+15.95 Θs = 3°26'15.9" Ls = 240.00' LT = 160.03' ST = 80.03'		
--	--	--	---	--	--	--	--	--

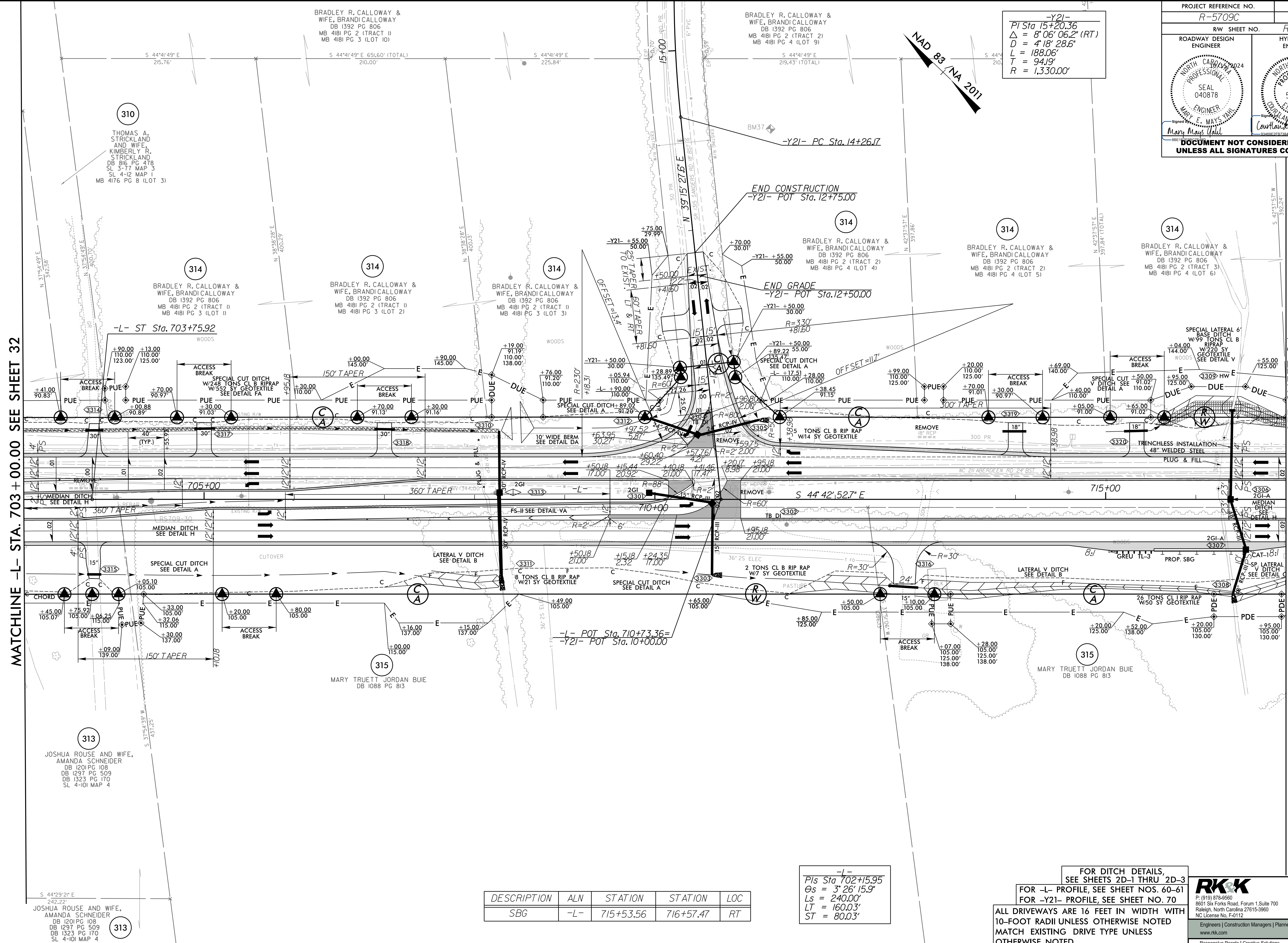
FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3
FOR -L- PROFILE, SEE SHEET NO. 60
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
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MATCH EXISTING DRIVE TYPE UNLESS
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C:\Users\psh33

MATCHLINE -L- STA. 703 + 00.00 SEE SHEET 32

MATCHLINE -L- STA. 717 + 00.00 SEE SHEET 34



DESCRIPTION	ALN	STATION	STATION	LOC
SBG	-L-	715+53.56	716+57.47	RT

-L-
Sta 702+15.95
Os = 3' 26' 15.9"
Ls = 240.00'
LT = 160.03'
ST = 80.03'

FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3
FOR -L- PROFILE, SEE SHEET NOS. 60-61
FOR -Y21- PROFILE, SEE SHEET NO. 70
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

PROJECT REFERENCE NO.
R-5709C

SHEET NO.
33

RW SHEET NO.
R-5709 56

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

SEAL
040878

SEAL
51640

ENGINEER

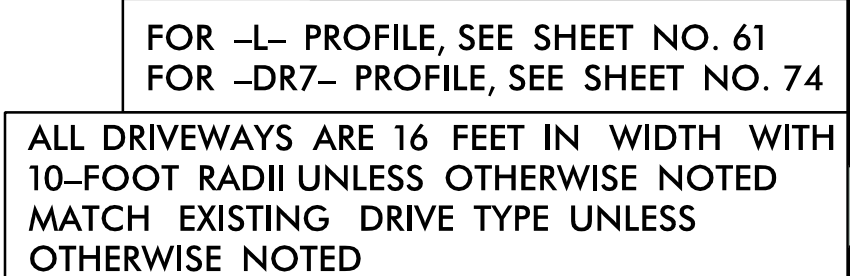
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

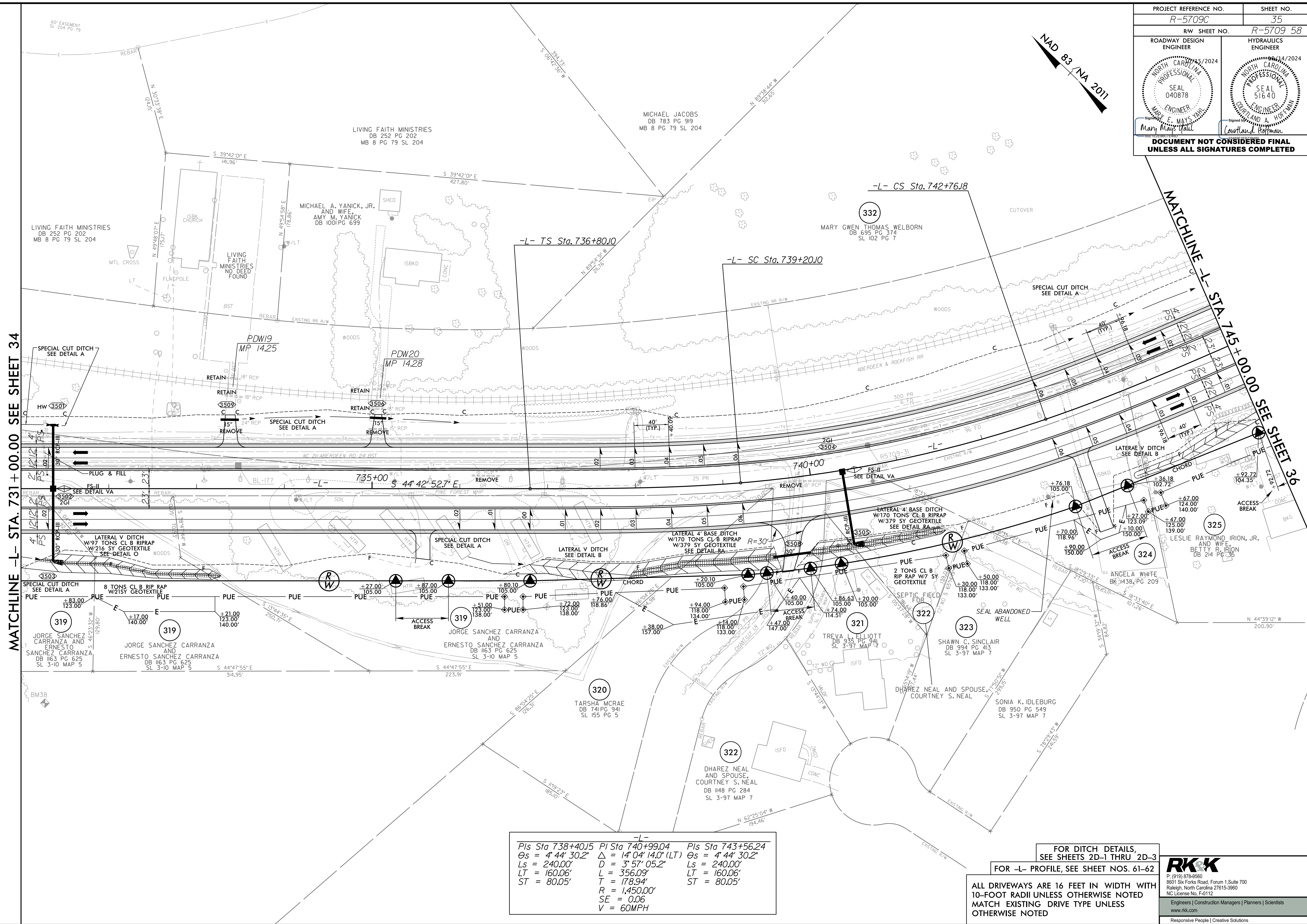
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-L-								
<i>Pls</i>	<i>Sta</i>	<i>738+40.15</i>	<i>Pl</i>	<i>Sta</i>	<i>740+99.04</i>	<i>Pls</i>	<i>Sta</i>	<i>743+56.24</i>
$\Theta_s = 4^\circ 44' 30.2''$			$\Delta = 14^\circ 04' 14.0''$ (LT)			$\Theta_s = 4^\circ 44' 30.2''$		
$L_s = 240.00'$			$D = 3^\circ 57' 05.2''$			$L_s = 240.00'$		
$LT = 160.06'$			$L = 356.09'$			$LT = 160.06'$		
$ST = 80.05'$			$T = 178.94'$			$ST = 80.05'$		
			$R = 1,450.00'$					
			$SE = 0.06$					
			$V = 60MPH$					

FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3

FOR -L- PROFILE, SEE SHEET NOS. 61-62

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10-FOOT RADII UNLESS OTHERWISE NOTED
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10/20/2024

-L-		-Y22-
PIs Sta 743+56.24	PI Sta 747+10.62	PI Sta 11+09.61
Os = 4' 44" 30.2"	Δ = 1' 59" 20.9" (RT)	Δ = 38' 56" 48.0" (LT)
Ls = 240.00'	D = 0' 30" 41.7"	D = 18' 28' 57.0"
LT = 160.06'	L = 388.83'	L = 210.72'
ST = 80.05'	T = 194.44'	T = 109.61'
	R = 11,200.00'	R = 310.00'
	SE = NC	SE = NC
	V = 60MPH	V = <15 MPH (STOP)

PROJECT REFERENCE NO.
R-5709C

SHEET NO.
36

RW SHEET NO.
R-5709 59

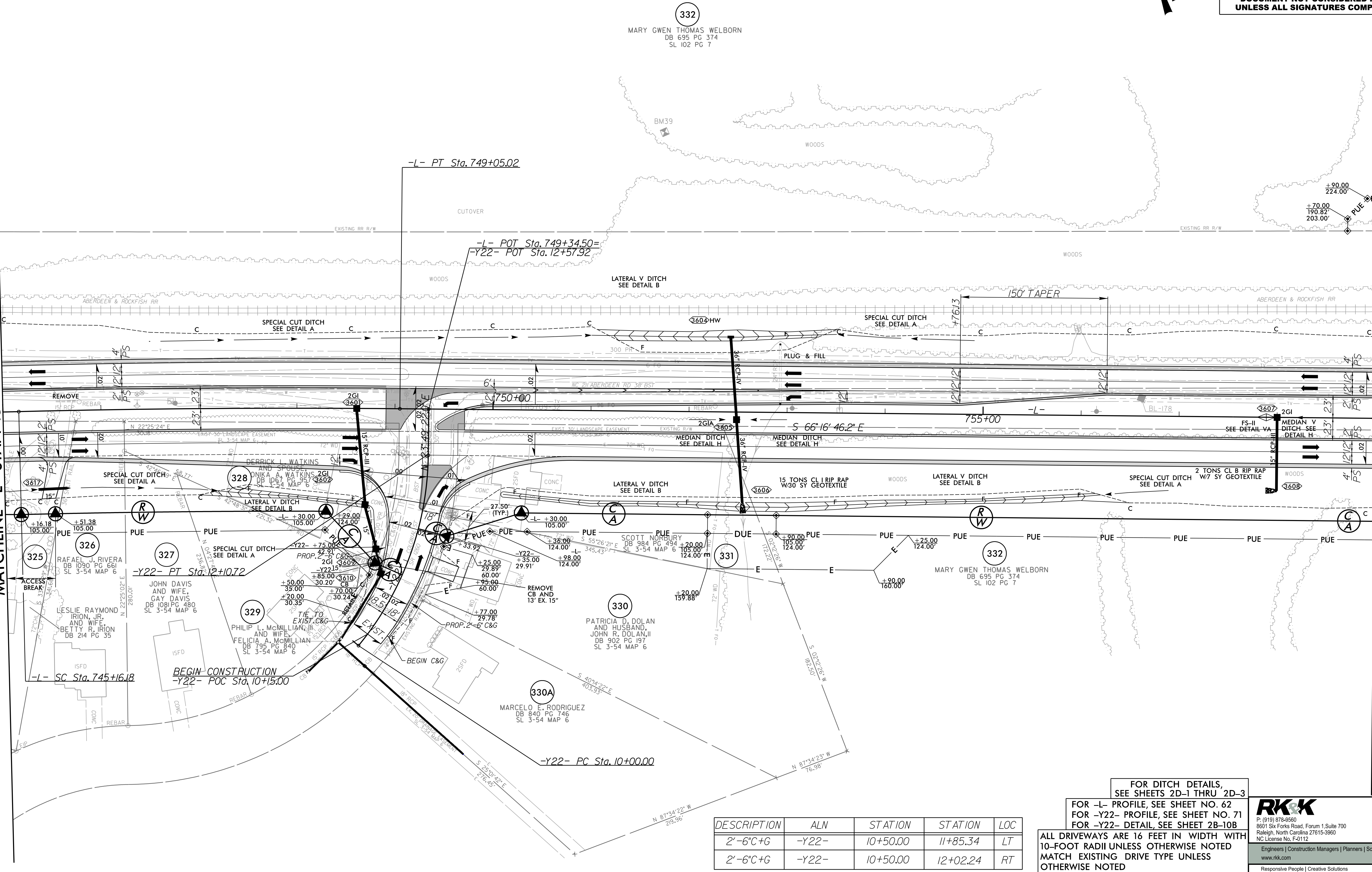
ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 040878
MAY 15/2024
Mary Marys

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 51640
MAY 15/2024
Courtland A. Hoffman

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

MATCHLINE -L- STA. 745+00.00 SEE SHEET 35

MATCHLINE -L- STA. 759+00.00 SEE SHEET 37



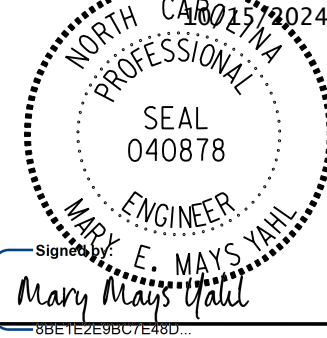
DESCRIPTION	ALN	STATION	STATION	LOC
2'-6"C+G	-Y22-	10+50.00	11+85.34	LT
2'-6"C+G	-Y22-	10+50.00	12+02.24	RT

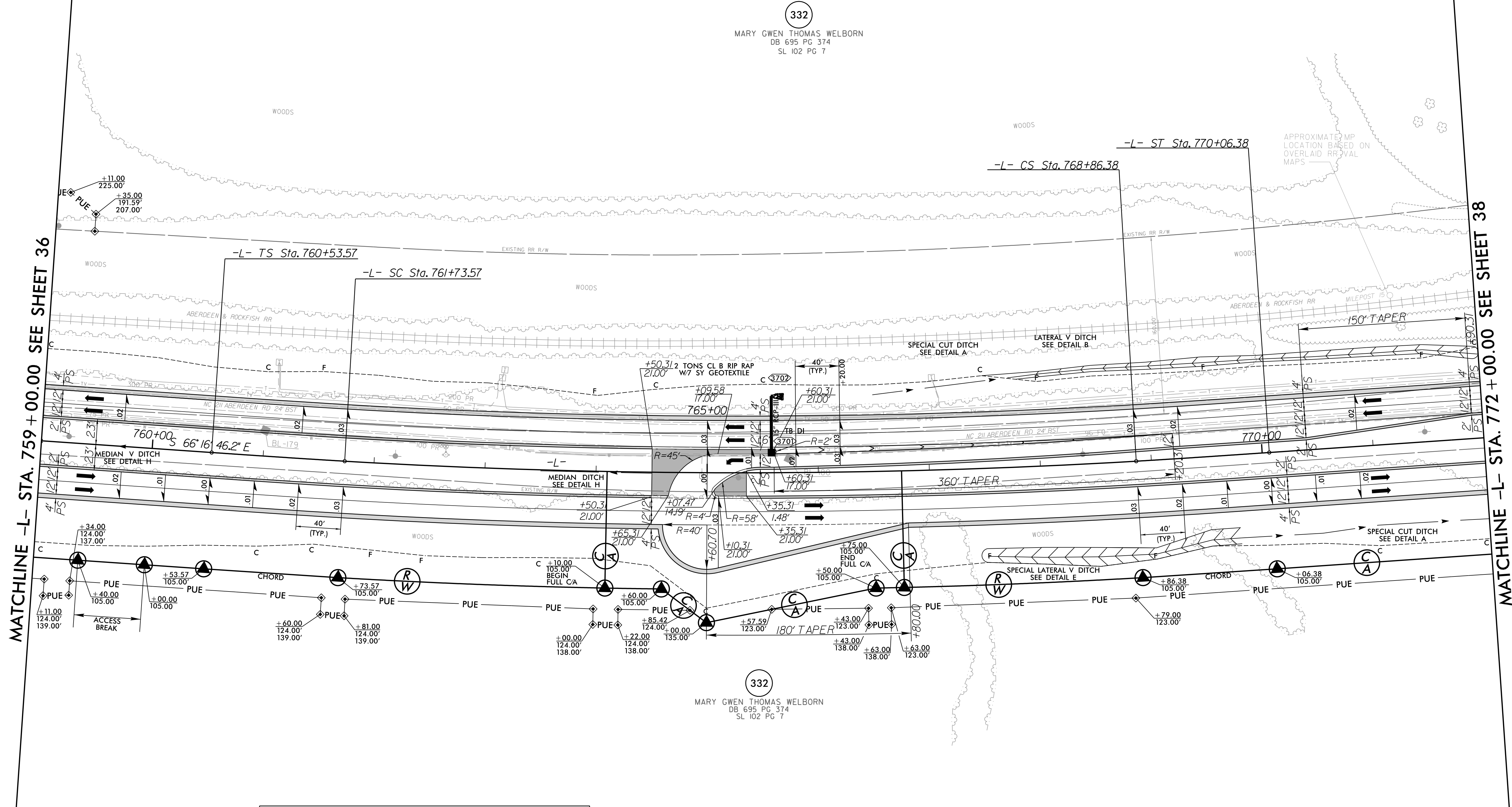
FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3
FOR -L- PROFILE, SEE SHEET NO. 62
FOR -Y22- PROFILE, SEE SHEET NO. 71
FOR -Y22- DETAIL, SEE SHEET 2B-10B
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

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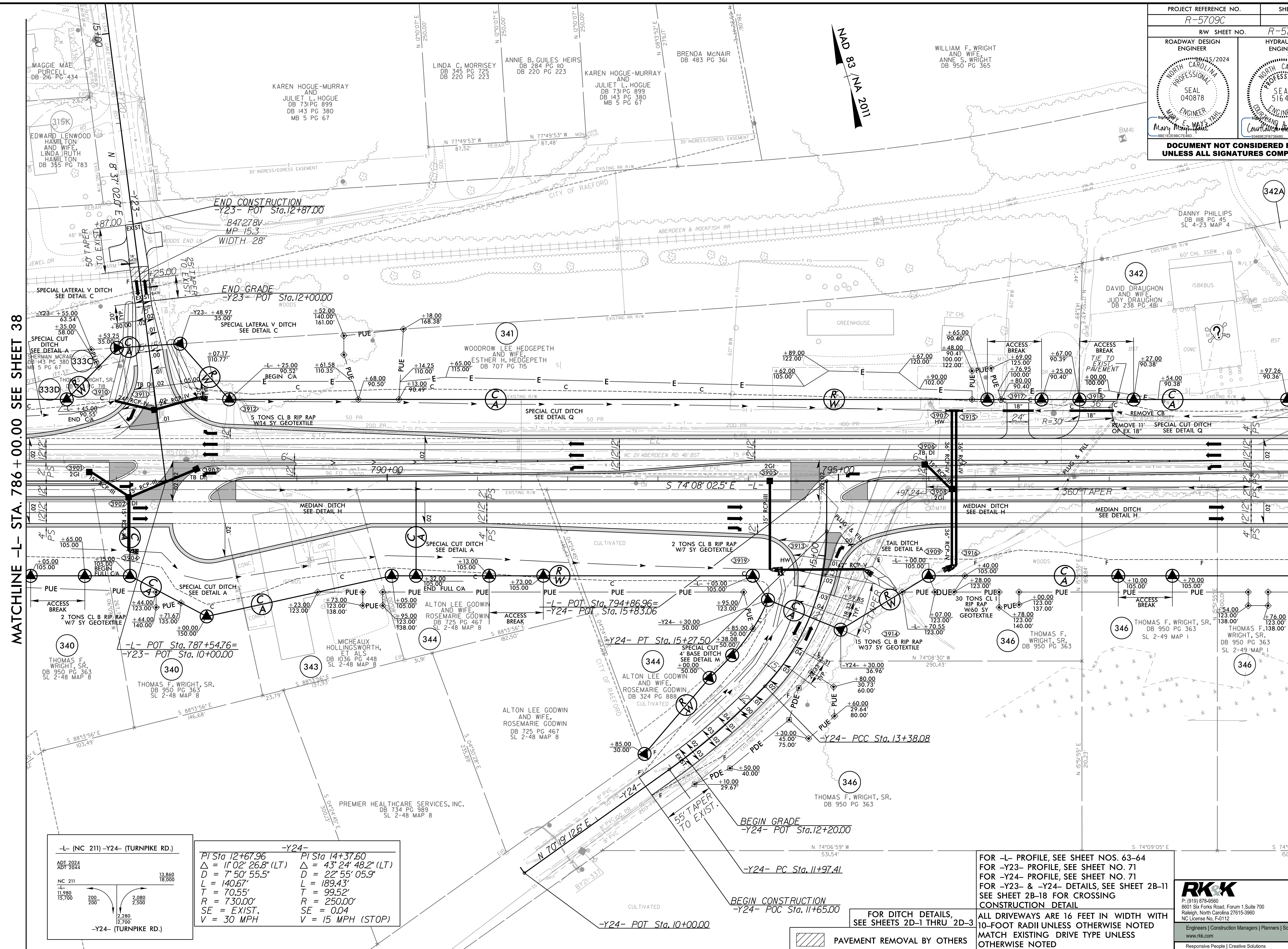
8/28/2024
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J. Crocker

PROJECT REFERENCE NO. R-5709C		SHEET NO. 37
RW SHEET NO. R-5709 60		
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



-L-		
Pls Sta 761+33.57	Pl Sta 765+30.38	Pls Sta 769+26.38
$\theta_s = 0^\circ 33' 57.2''$	$\Delta = 6^\circ 43' 21.9''$ (LT)	$\theta_s = 0^\circ 33' 57.2''$
$L_s = 120.00'$	$D = 0^\circ 56' 35.3''$	$L_s = 120.00'$
$LT = 80.00'$	$L = 712.80'$	$LT = 80.00'$
$ST = 40.00'$	$T = 356.81'$	$ST = 40.00'$
	$R = 6,075.00'$	
	$SE = 0.03$	
	$V = 60MPH$	

FOR DITCH DETAILS, SEE SHEETS 2D-1 THRU 2D-3	
FOR -L- PROFILE, SEE SHEET NOS. 62-63	
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED	
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MATCHLINE -L- STA. 786+00.00 SEE SHEET 38

MATCHLINE -L- STA. 800+00.00 SEE SHEET 40

	FOR -L- PROFILE, SEE SHEET NOS. 63-64 FOR -Y23- PROFILE, SEE SHEET NO. 71 FOR -Y24- PROFILE, SEE SHEET NO. 71 FOR -Y23- & -Y24- DETAILS, SEE SHEET 2B-1 SEE SHEET 2B-18 FOR CROSSING CONSTRUCTION DETAIL
-3	ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED

FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-

 PAVEMENT REMOVAL BY OTHERS

PI Sta 12+67.96	PI Sta 14+37.60
$\Delta = 11^{\circ} 02' 26.8"$ (LT)	$\Delta = 43^{\circ} 24' 48.2"$ (LT)
$D = 7^{\circ} 50' 55.5"$	$D = 22^{\circ} 55' 05.9"$
$L = 140.67'$	$L = 189.43'$
$T = 70.55'$	$T = 99.52'$
$R = 730.00'$	$R = 250.00'$
SE = EXIST.	SE = 0.04
V = 30 MPH	V = 15 MPH (STOP)

ADT 2024
ADT 2044

NC 211

11,980
15,700

200
200

2,080
2,500

2,280
2,700

13,860
18,000

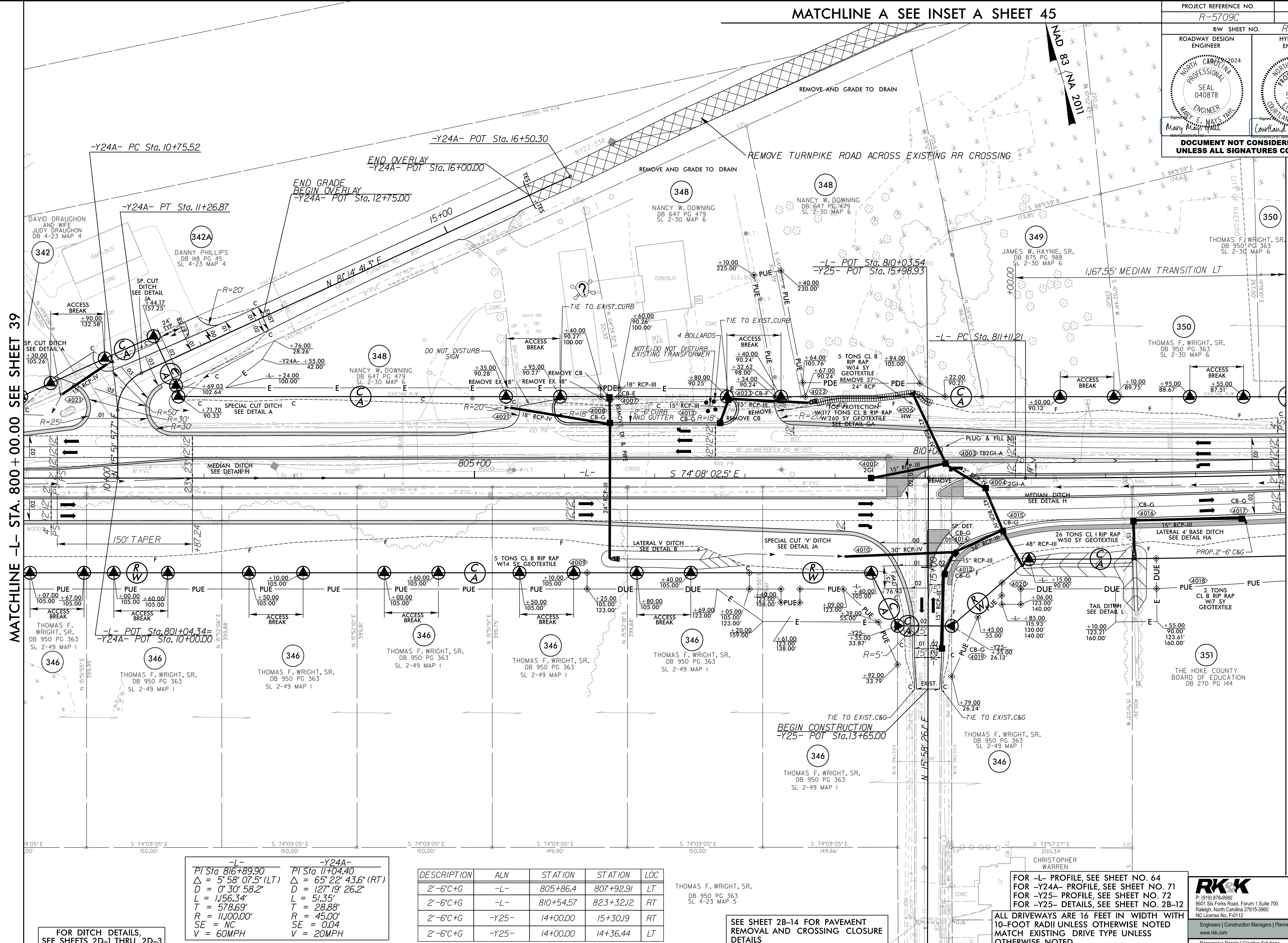
-Y24- (TURNPIKE RD.)

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8/17/2024



FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3

-L-		-Y24A-	
PI Sta. 816+89.90	PI Sta. 11+04.40	PI Sta. 816+89.90	PI Sta. 11+04.40
$\Delta = 5^{\circ} 58' 07.5''$ (LT)	$\Delta = 65^{\circ} 22' 43.6''$ (RT)	$\Delta = 5^{\circ} 58' 07.5''$ (LT)	$\Delta = 65^{\circ} 22' 43.6''$ (RT)
$D = 0^{\circ} 30' 58.2''$	$D = 127^{\circ} 19' 26.2''$	$D = 0^{\circ} 30' 58.2''$	$D = 127^{\circ} 19' 26.2''$
$L = 1,156.34'$	$L = 51.35'$	$L = 1,156.34'$	$L = 51.35'$
$T = 578.69'$	$T = 28.88'$	$T = 578.69'$	$T = 28.88'$
$R = 11,000.00'$	$R = 45.00'$	$R = 11,000.00'$	$R = 45.00'$
$SE = NC$	$SE = 0.04$	$SE = NC$	$SE = 0.04$
$V = 60MPH$	$V = 20MPH$	$V = 60MPH$	$V = 20MPH$

DESCRIPTION	ALN	STATION	STATION	LOC
2'-6"C+G	-L-	805+86.4	807+92.91	LT
2'-6"C+G	-L-	810+54.57	823+32.12	RT
2'-6"C+G	-Y25-	14+00.00	15+30.19	RT
2'-6"C+G	-Y25-	14+00.00	14+36.44	LT

THOMAS F. WRIGHT, SR.
DB 950 PG 363
SL 2-49 MAP 5

SEE SHEET 2B-14 FOR PAVEMENT
REMOVAL AND CROSSING CLOSURE
DETAILS

FOR -L- PROFILE, SEE SHEET NO. 64
FOR -Y24A- PROFILE, SEE SHEET NO. 71
FOR -Y25- PROFILE, SEE SHEET NO. 72
FOR -Y25- DETAILS, SEE SHEET NO. 2B-12

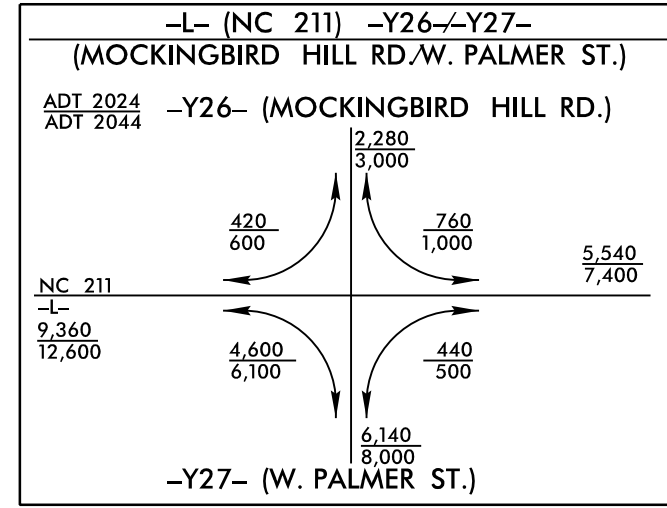
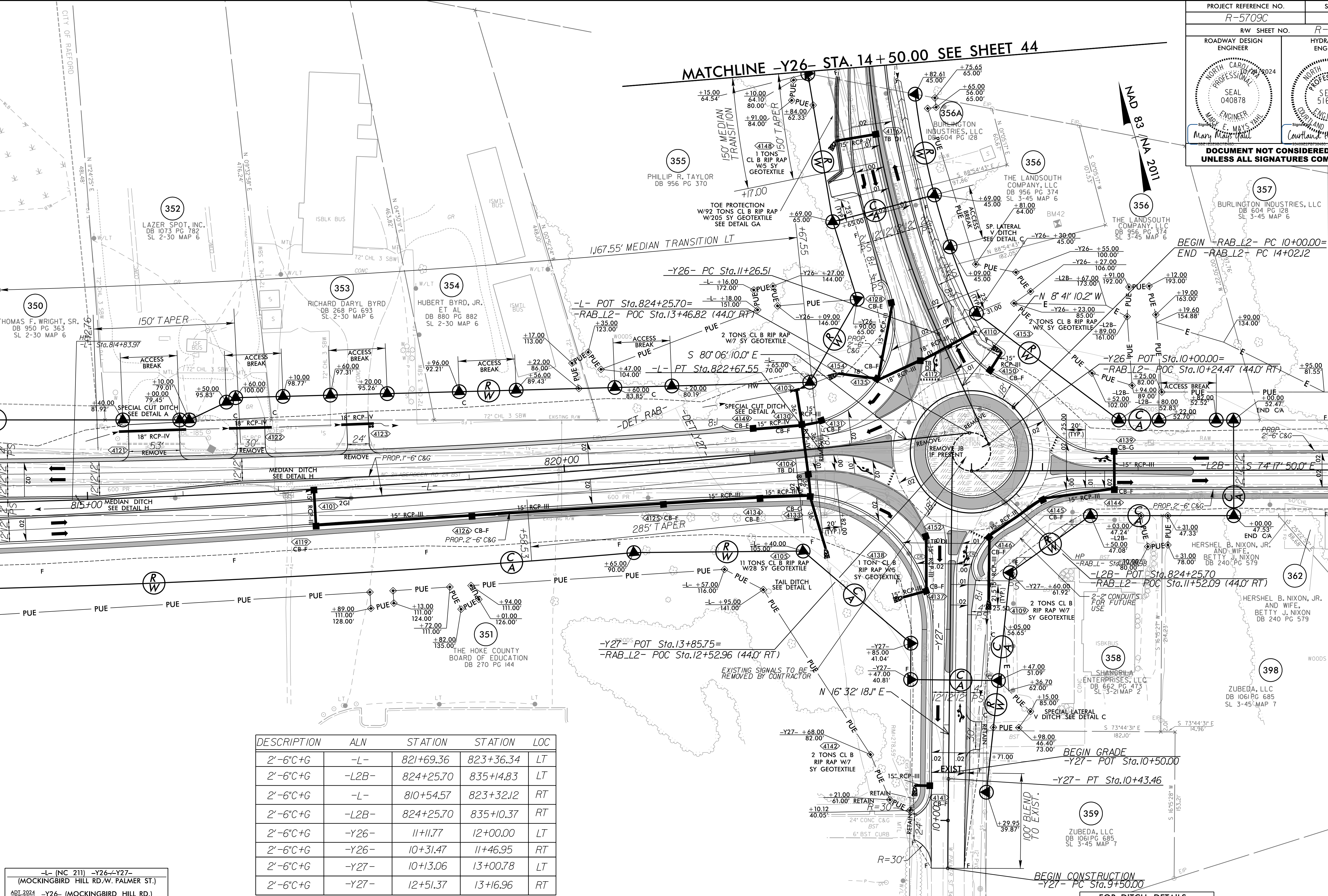
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
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PROJECT REFERENCE NO. R-5709C		SHEET NO. 40	
RW SHEET NO. R-5709 63		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MATCHLINE -L- STA. 814+00.00 SEE SHEET 40



DESCRIPTION	ALN	STATION	STATION	LOC
2'-6\"C+G	-L-	821+69.36	823+36.34	LT
2'-6\"C+G	-L2B-	824+25.70	835+4.83	LT
2'-6\"C+G	-L-	810+54.57	823+32.12	RT
2'-6\"C+G	-L2B-	824+25.70	835+10.37	RT
2'-6\"C+G	-Y26-	11+11.77	12+00.00	LT
2'-6\"C+G	-Y26-	10+31.47	11+46.95	RT
2'-6\"C+G	-Y27-	10+13.06	13+00.78	LT
2'-6\"C+G	-Y27-	12+51.37	13+16.96	RT

DESCRIPTION	ALN	STATION	STATION	LOC
2'-6\"C+G	-L-	821+69.36	823+36.34	LT
2'-6\"C+G	-L2B-	824+25.70	835+4.83	LT
2'-6\"C+G	-L-	810+54.57	823+32.12	RT
2'-6\"C+G	-L2B-	824+25.70	835+10.37	RT
2'-6\"C+G	-Y26-	11+11.77	12+00.00	LT
2'-6\"C+G	-Y26-	10+31.47	11+46.95	RT
2'-6\"C+G	-Y27-	10+13.06	13+00.78	LT
2'-6\"C+G	-Y27-	12+51.37	13+16.96	RT

FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3
FOR -L- PROFILE, SEE SHEET NOS. 64-65
FOR -RAB L2- PROFILE, SEE SHEET NO. 65
FOR -Y26- PROFILE, SEE SHEET NO. 72
FOR -Y27- & -Y27- DETAILS, SEE SHEET 2B-13
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
OTHERWISE NOTED

PROJECT REFERENCE NO.
R-5709C

SHEET NO.
41

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

NORTH CAROLINA
PROFESSIONAL
SEAL
040878
ENGINEER
Mary E. WAYS

NORTH CAROLINA
PROFESSIONAL
SEAL
51640
ENGINEER
Courtland A. Hoffman

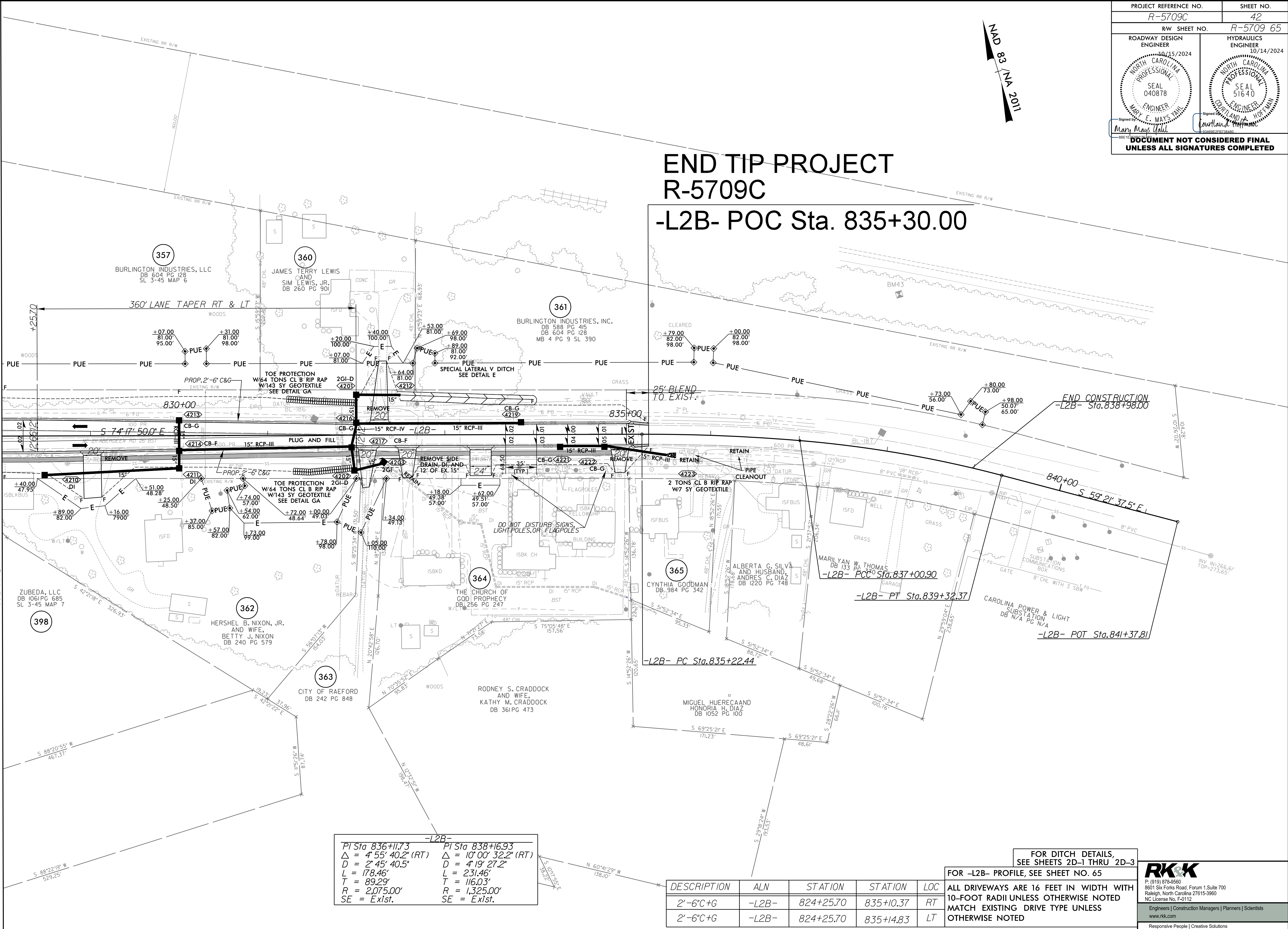
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8/28/2024
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jcrocker

MATCHLINE -L2B- STA. 828 + 00.00 SEE SHEET 41



END TIP PROJECT R-5709C -L2B- POC Sta. 835+30.00

PROJECT REFERENCE NO. R-5709C		SHEET NO. 42	
RW SHEET NO. R-5709 65		ROADWAY DESIGN ENGINEER 10/15/2024	
HYDRAULICS ENGINEER 10/14/2024		NORTH CAROLINA PROFESSIONAL SEAL 040878 Mary Mays Hall	
NORTH CAROLINA PROFESSIONAL SEAL 51640 Courtland Hoffman		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L2B- PI Sta 836+11.73 Δ = 4' 55' 40.2" (RT) D = 2' 45' 40.5" L = 178.46' T = 89.29' R = 2,075.00' SE = Exist.		-L2B- PI Sta 838+16.93 Δ = 10' 00' 32.2" (RT) D = 4' 19' 27.2" L = 231.46' T = 116.03' R = 1,325.00' SE = Exist.	
---	--	---	--

DESCRIPTION	ALN	STATION	STATION	LOC
2'-6"C+G	-L2B-	824+25.70	835+10.37	RT
2'-6"C+G	-L2B-	824+25.70	835+14.83	LT

FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-3

FOR -L2B- PROFILE, SEE SHEET NO. 65

ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH
10-FOOT RADII UNLESS OTHERWISE NOTED
MATCH EXISTING DRIVE TYPE UNLESS
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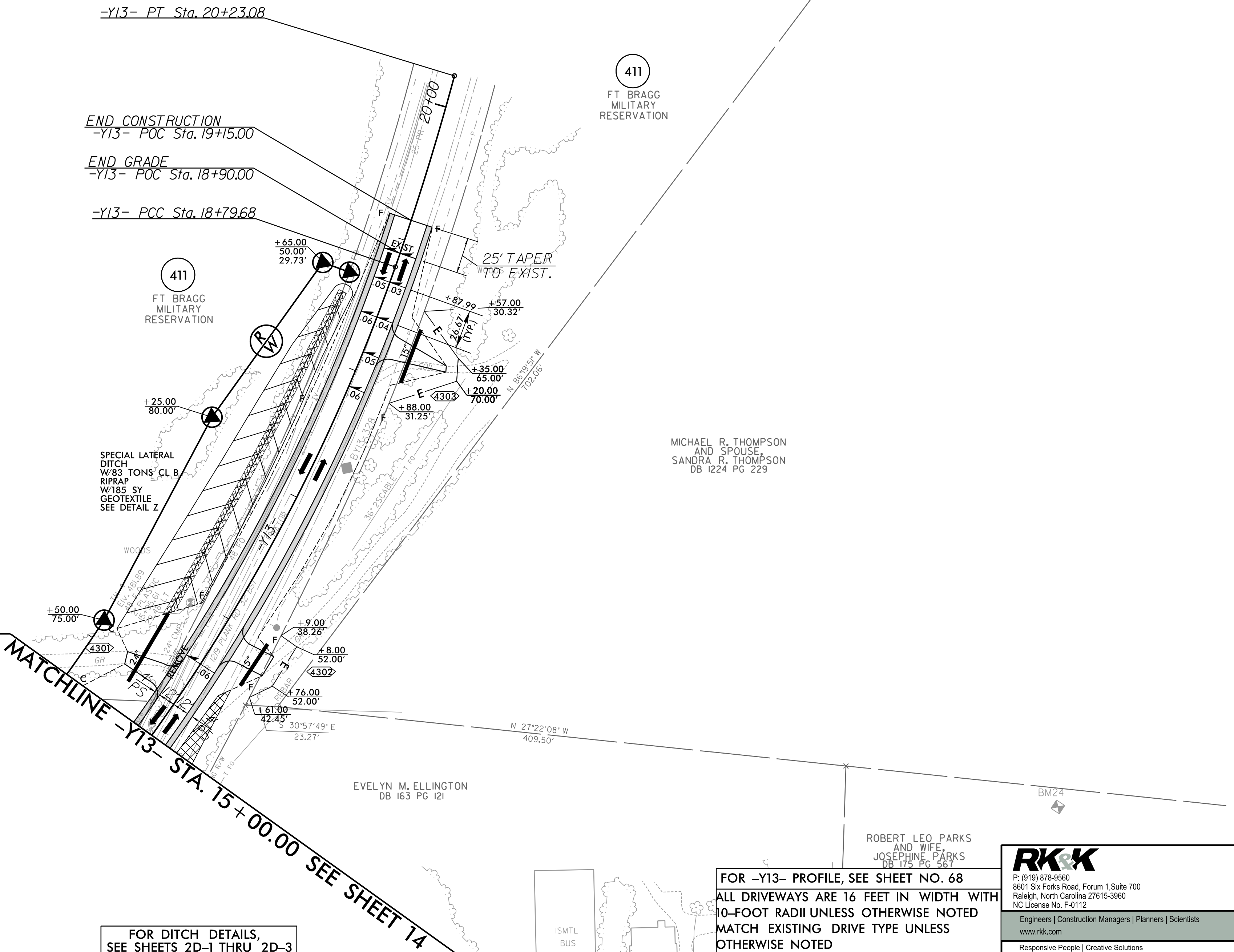
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PROJECT REFERENCE NO. R-5709C		SHEET NO. 43
RW SHEET NO. R-5709 70		
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 040878 Mary E. May's Yail	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 51640 Courtland A. Hoffman	

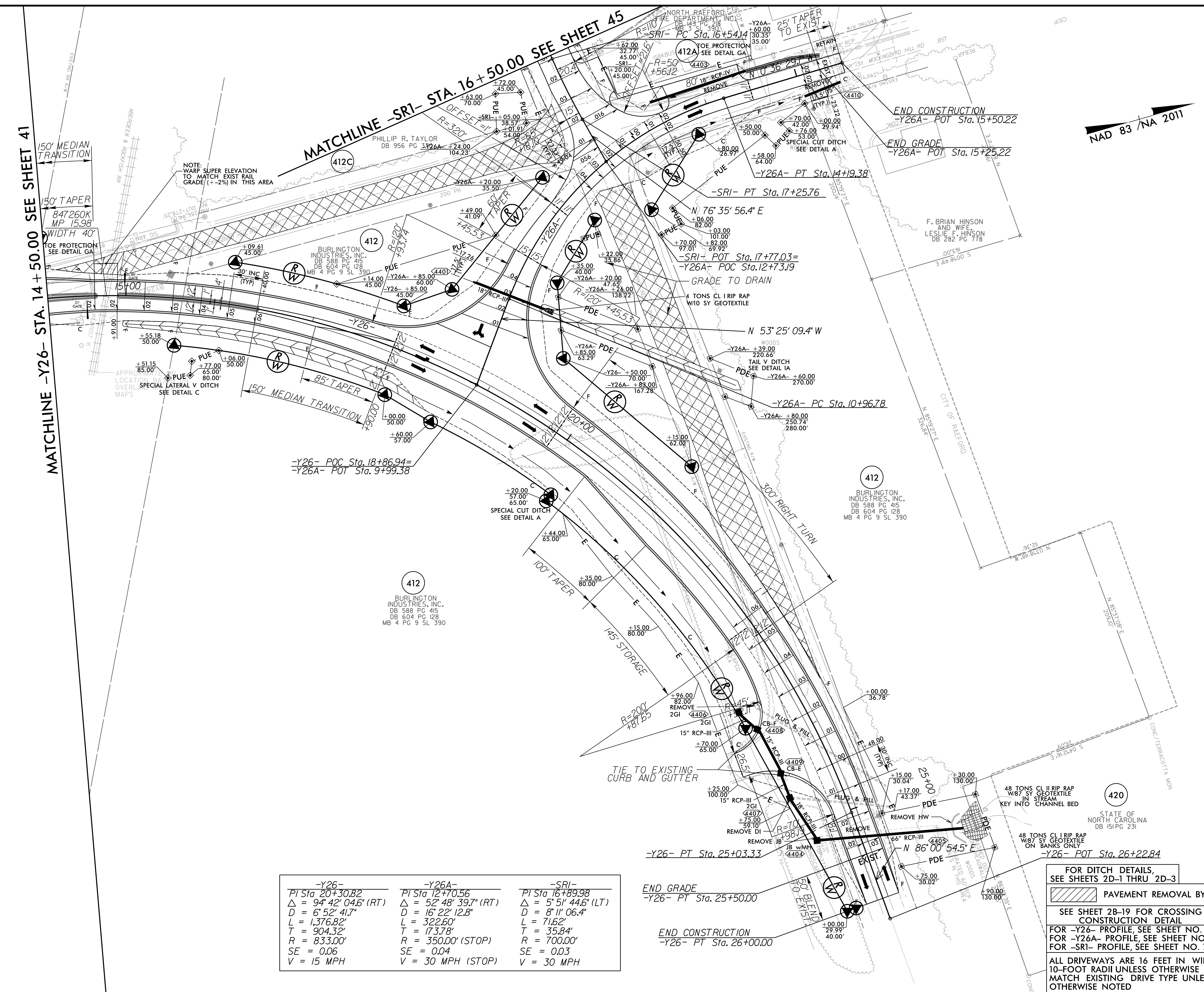
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

-L2- (NC 211) -Y13- (PLANK RD./ARMY RD.)	
ADT 2024 ADT 2044	4,400 5,000
NC 211 -L2- 13,560 17,760	2,660 3,200 360 300 11,320 14,800 1,660 1,900 -Y13- (PLANK RD./ARMY RD.)

-Y13-	
PI Sta 15+98.84	PI Sta 19+51.41
$\Delta = 24^{\circ} 34' 53.4"$ (LT)	$\Delta = 4^{\circ} 12' 48.2"$ (LT)
D = 4' 18" 28.6"	D = 2' 56" 17.7"
L = 570.6'	L = 143.40'
T = 289.76'	T = 71.73'
R = 1,330.00'	R = 1,950.00'
SE = 0.06	
V = 60 MPH	



FOR DITCH DETAILS, SEE SHEETS 2D-1 THRU 2D-3		
	PAVEMENT REMOVAL BY OTHERS	
SEE SHEET 2B-19 FOR CROSSING CONSTRUCTION DETAIL		
FOR -Y26- PROFILE, SEE SHEET NO. 72 FOR -Y26A- PROFILE, SEE SHEET NO. 73 FOR -SR1- PROFILE, SEE SHEET NO. 73		
ALL DRIVEWAYS ARE 16 FEET IN WIDTH WITH 10-FOOT RADII UNLESS OTHERWISE NOTED MATCH EXISTING DRIVE TYPE UNLESS OTHERWISE NOTED		



-Y26-	-Y26A-	-SRI-
$\overline{PI\,Sta\,20+30.82}$	$\overline{PI\,Sta\,12+70.56}$	$\overline{PI\,Sta\,16+89.98}$
$\Delta = 94^{\circ}42'04.6''\,(RT)$	$\Delta = 52^{\circ}48'39.7''\,(RT)$	$\Delta = 5^{\circ}51'44.6''\,(LT)$
$D = 6^{\circ}52'41.7''$	$D = 16^{\circ}22'12.8''$	$D = 8^{\circ}11'06.4''$
$L = 1,376.82'$	$L = 322.60'$	$L = 716.2'$
$T = 904.32'$	$T = 173.78'$	$T = 35.84'$
$R = 833.00'$	$R = 350.00'\,(STOP)$	$R = 700.00'$
$SE = 0.06$	$SE = 0.04$	$SE = 0.03$
$V = 15\,MPH$	$V = 30\,MPH\,(STOP)$	$V = 30\,MPH$

8/17/99

8/17/99
8/28/2024
R:\Projects\Proj\N5709C_Rdy.psh45.dgn
C:\Users\psh45\OneDrive\Documents\Projects\N5709C_Rdy.psh45.dgn

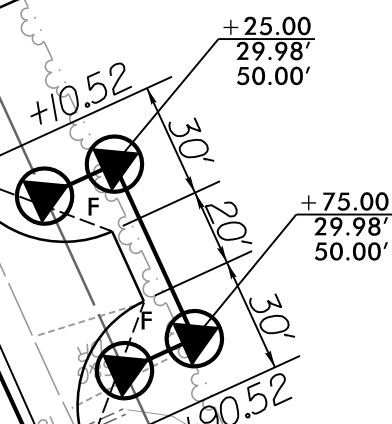
MATCHLINE B SEE INSET A THIS SHEET

Milepost 15.83
Turnpike Road

GRADE TO DRAIN

-SRI- POT Sta. 10+00.00

BEGIN OVERLAY
-SRI- POC Sta. 10+75.00



333
WILLIAM F. WRIGHT
AND WIFE,
ANNE S. WRIGHT
DB 950 PG 365

-SRI- PC Sta. 14+93.78

END OVERLAY
BEGIN GRADE
-SRI- POC Sta. 15+00.00

412A
NORTH RAEFORD
FIRE DEPARTMENT, INC.
DB 143 PG 218
MB 3 SL 390

-SRI- PT Sta. 15+06.29

FRANKLIN HINSON
DB 96E PG 28
DB 99 PG 581
MB 3 SL 390

-SRI-
PI Sta. 15+00.04
 $\Delta = 1' 01'' 28.7'' (RT)$
 $D = 8' 11'' 06.4''$
 $L = 12.52'$
 $T = 6.26'$
 $R = 700.00'$
 $SE = 0.03$
 $V = 30 \text{ MPH}$

Milepost 15.91

MATCHLINE -SRI- STA. 16+50.00 SEE SHEET 44

NAD 83 / NA 2011

NAD 83 / NA 2011

MATCHLINE A SEE SHEET 40

MATCHLINE B THIS SHEET

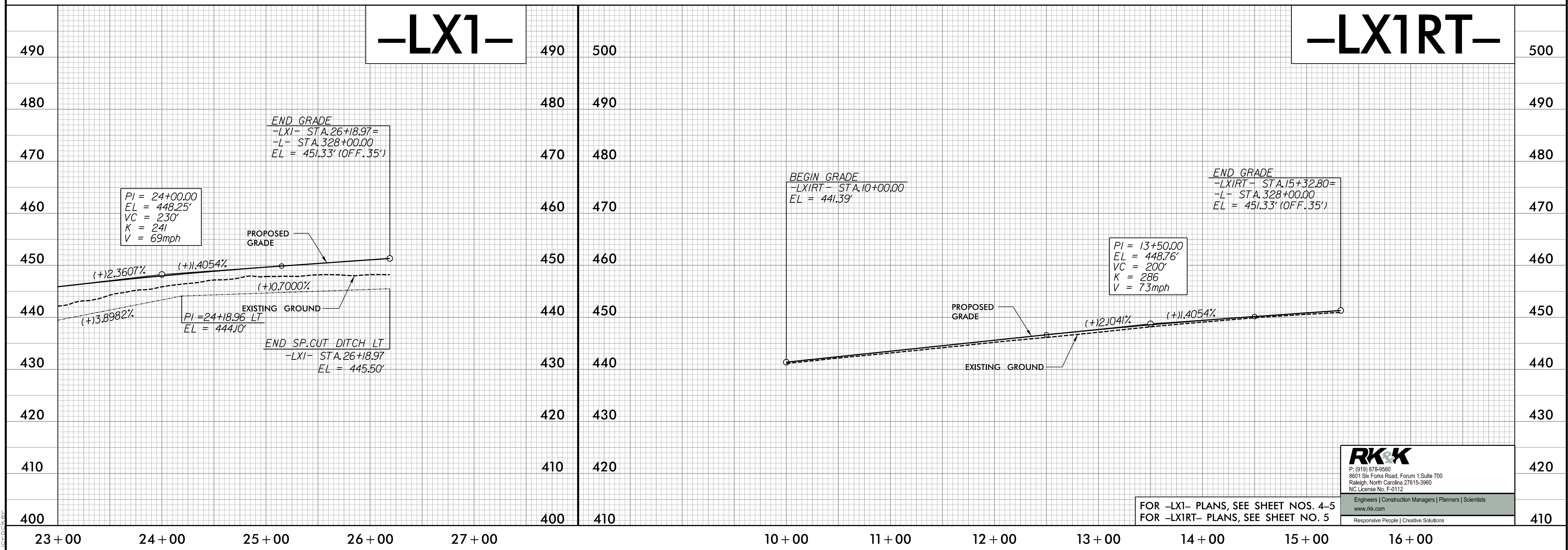
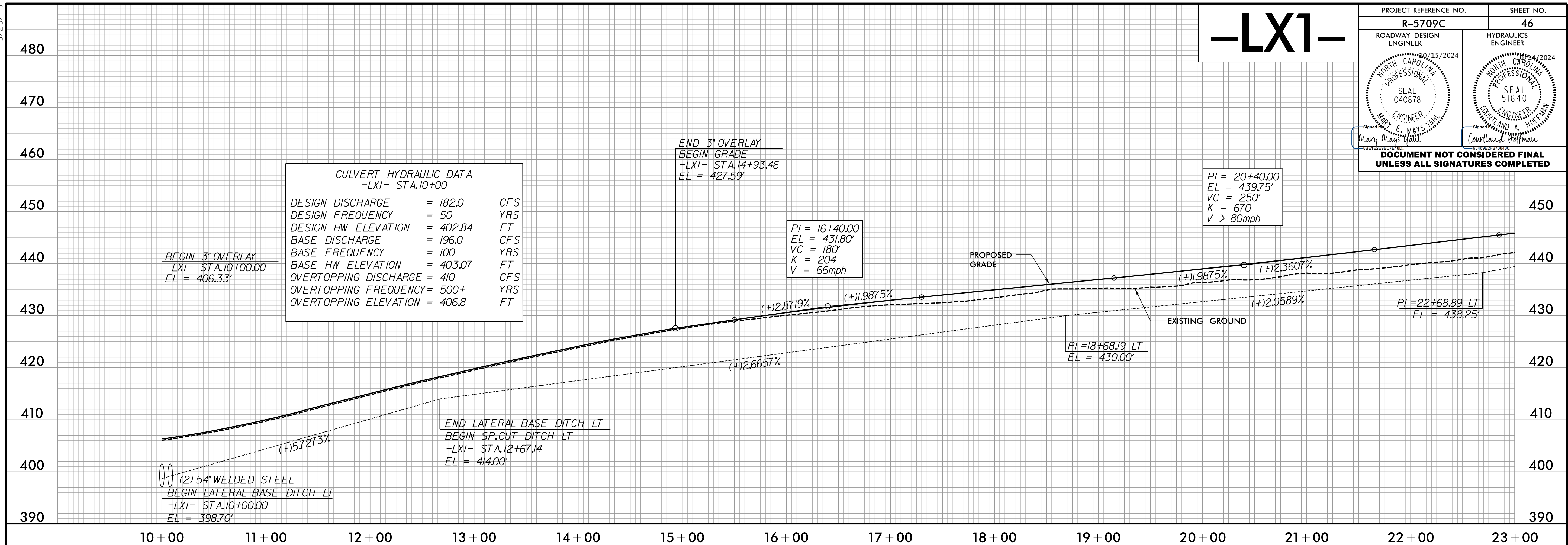
INSET A

PAVEMENT REMOVAL BY OTHERS
SEE SHEET 2B-14
FOR CLOSURE DETAIL
FOR DITCH DETAILS,
SEE SHEETS 2D-1 THRU 2D-6
FOR -SRI- PROFILE, SEE SHEET NO. 73

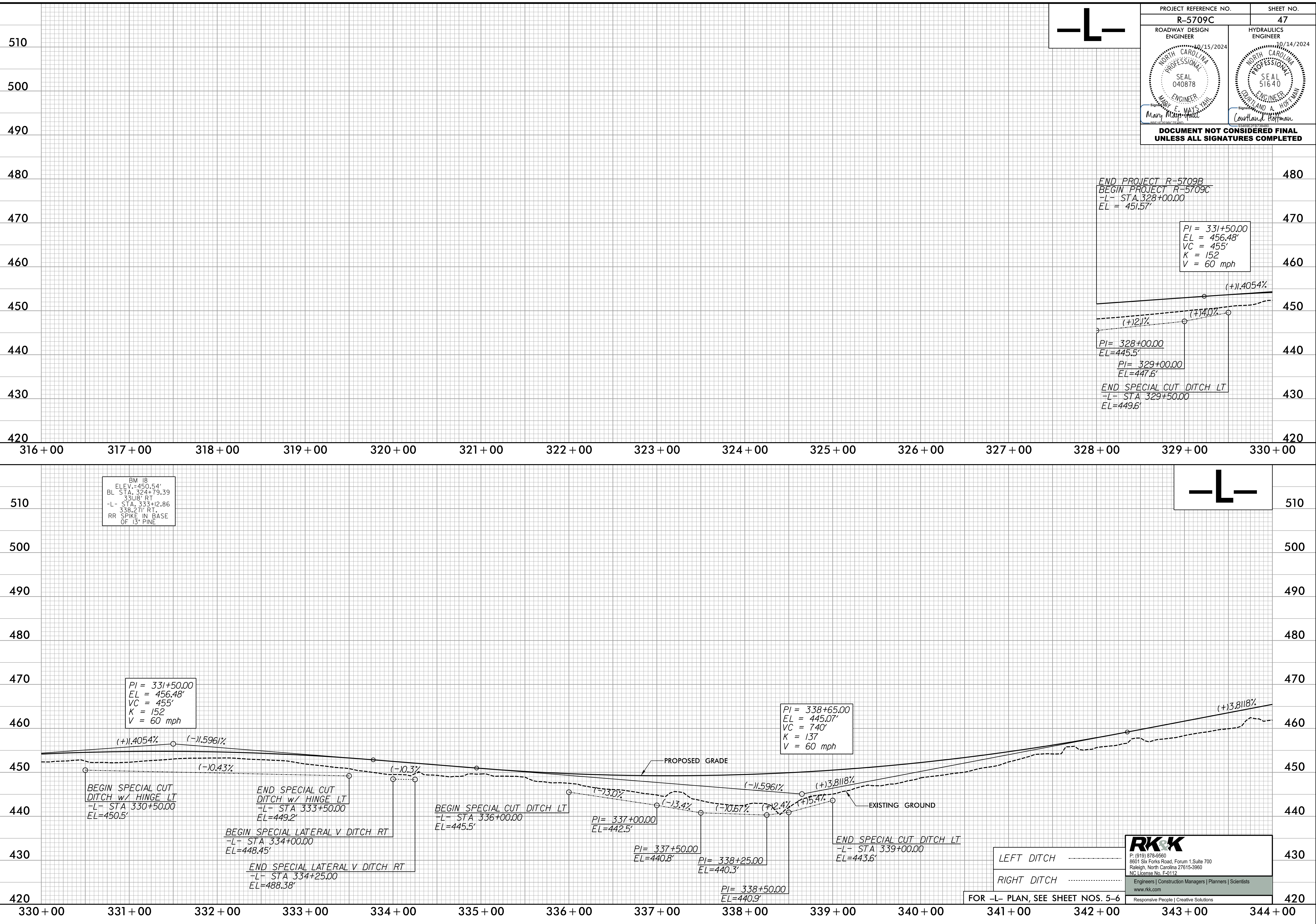
PROJECT REFERENCE NO. R-5709C	SHEET NO. 45
RW SHEET NO. R-5709 72	
ROADWAY DESIGN ENGINEER 10/15/2024 NORTH CAROLINA PROFESSIONAL SEAL 040878 ENGINEER MARY MAGUIRE	HYDRAULICS ENGINEER 10/15/2024 NORTH CAROLINA PROFESSIONAL SEAL 51640 ENGINEER COURTLAND A. HOFFMAN

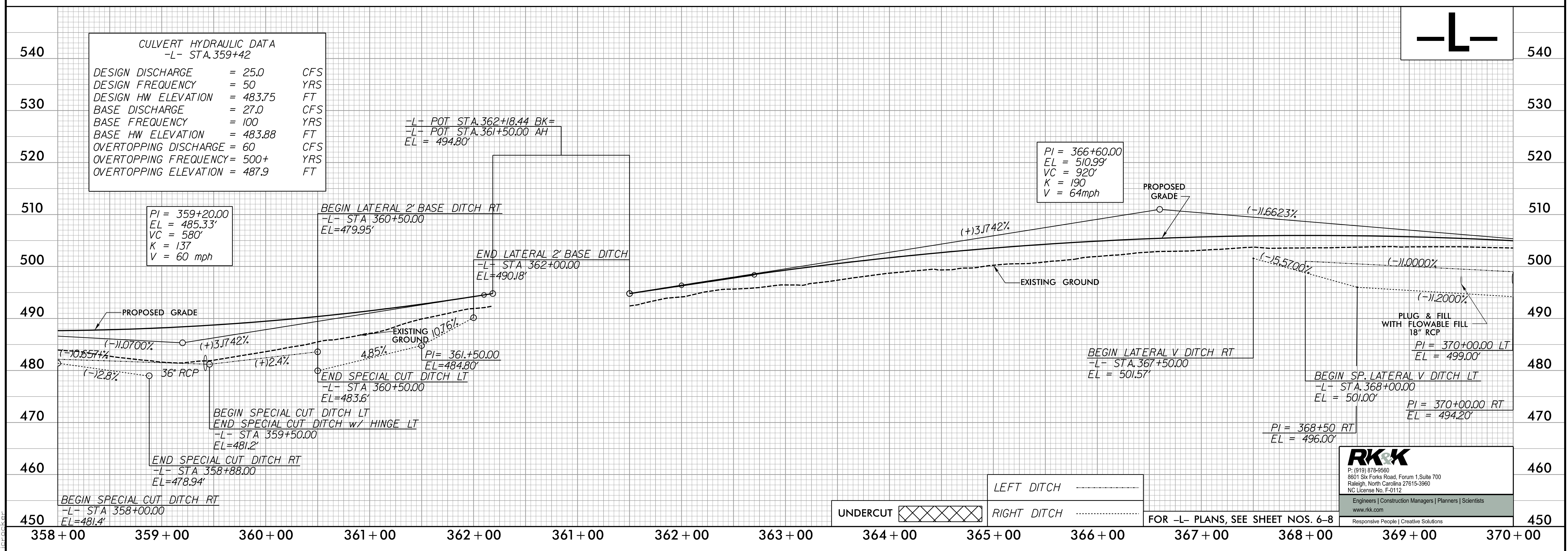
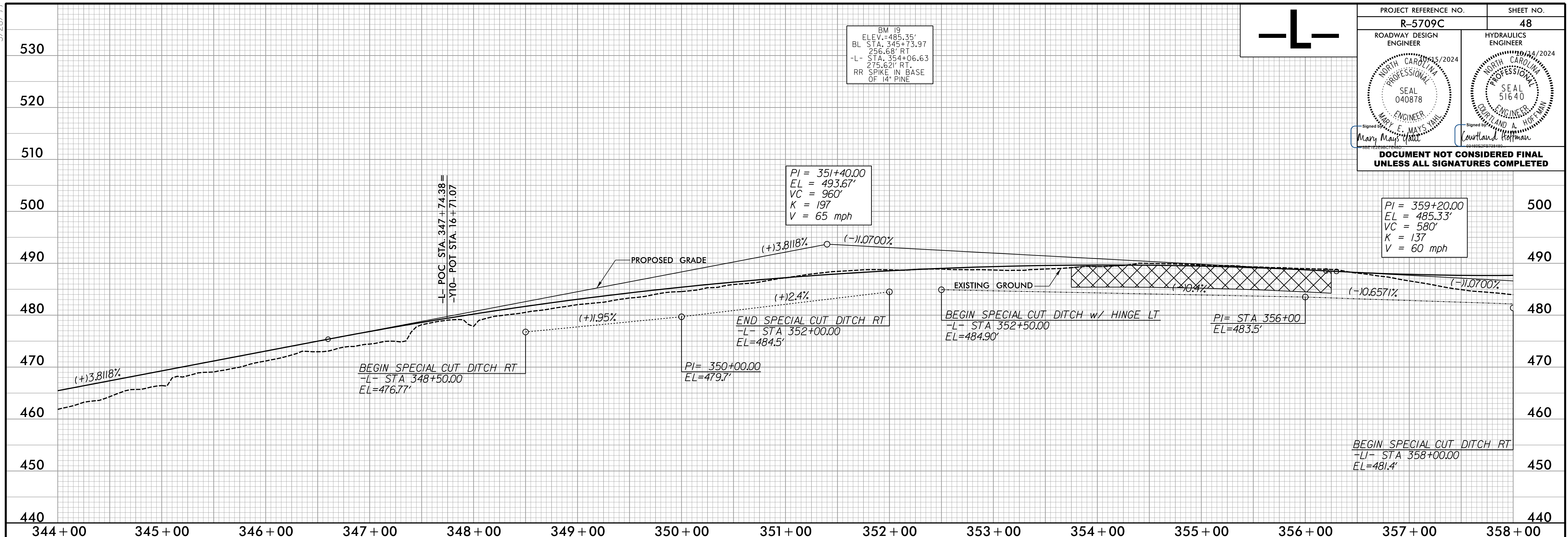
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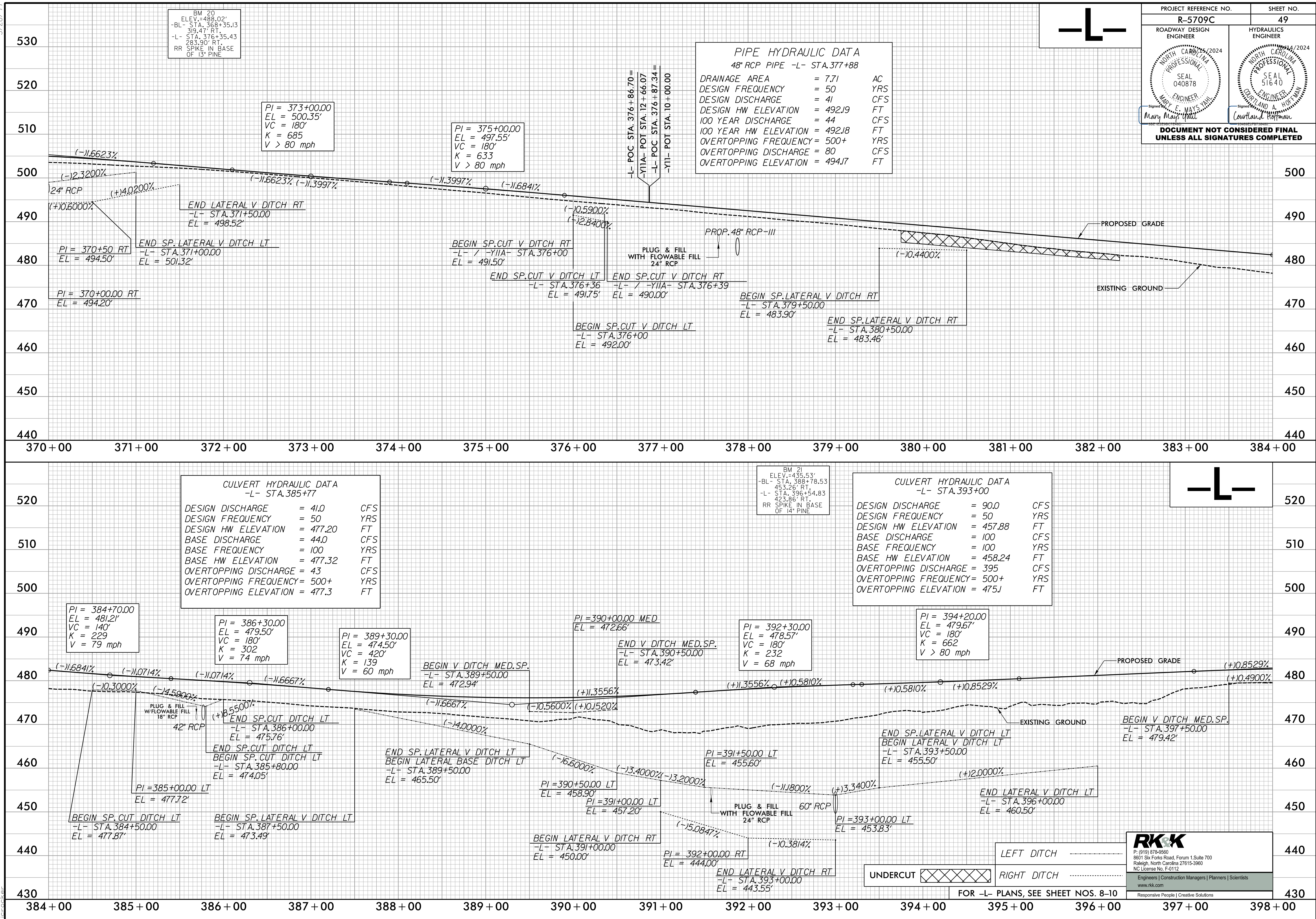


5/28/24
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8/28/2024
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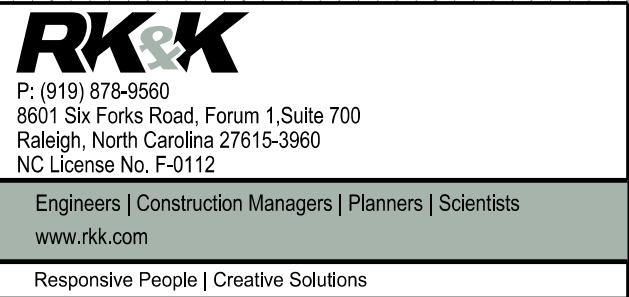




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8/28/2024
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10/26/2024

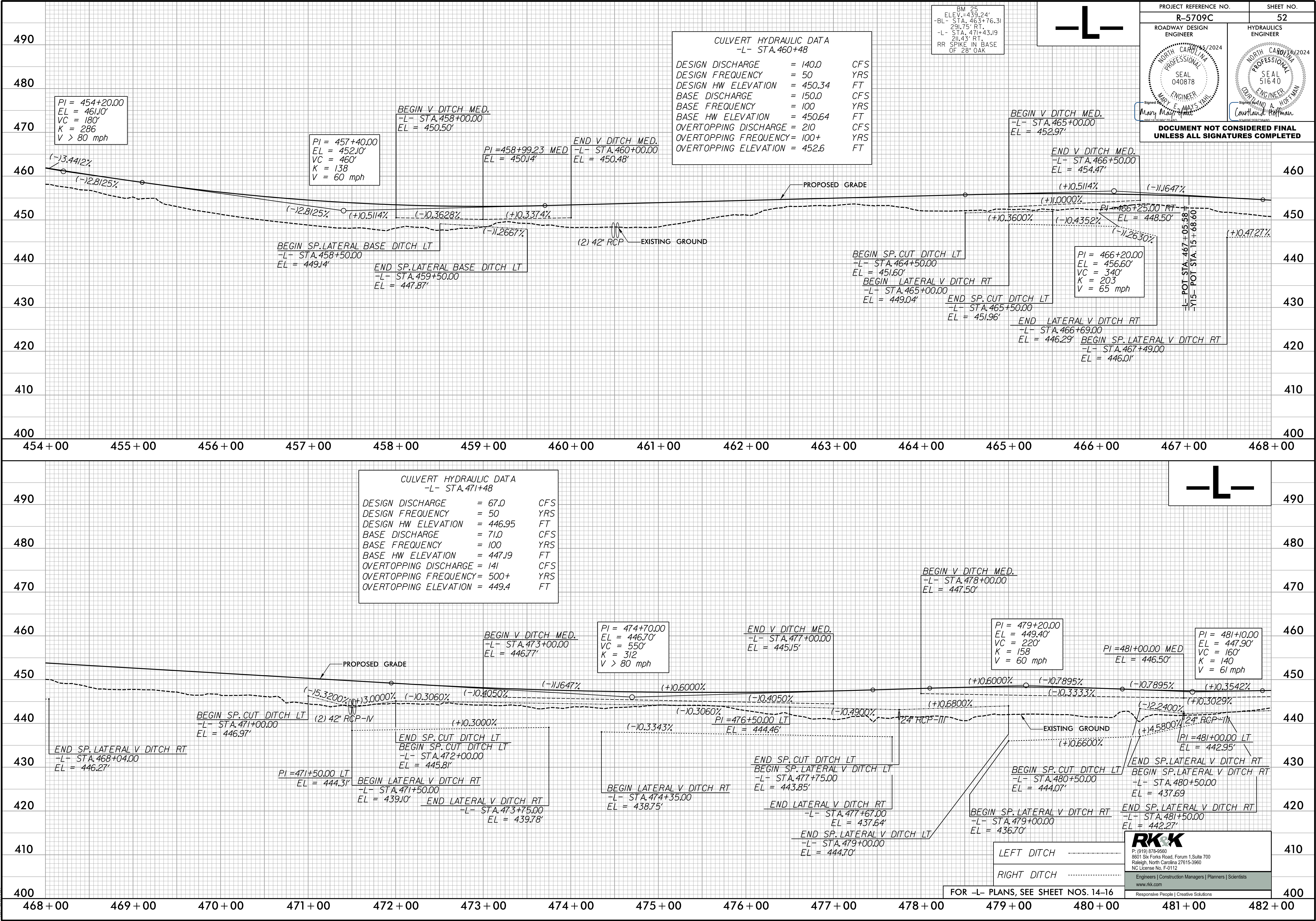




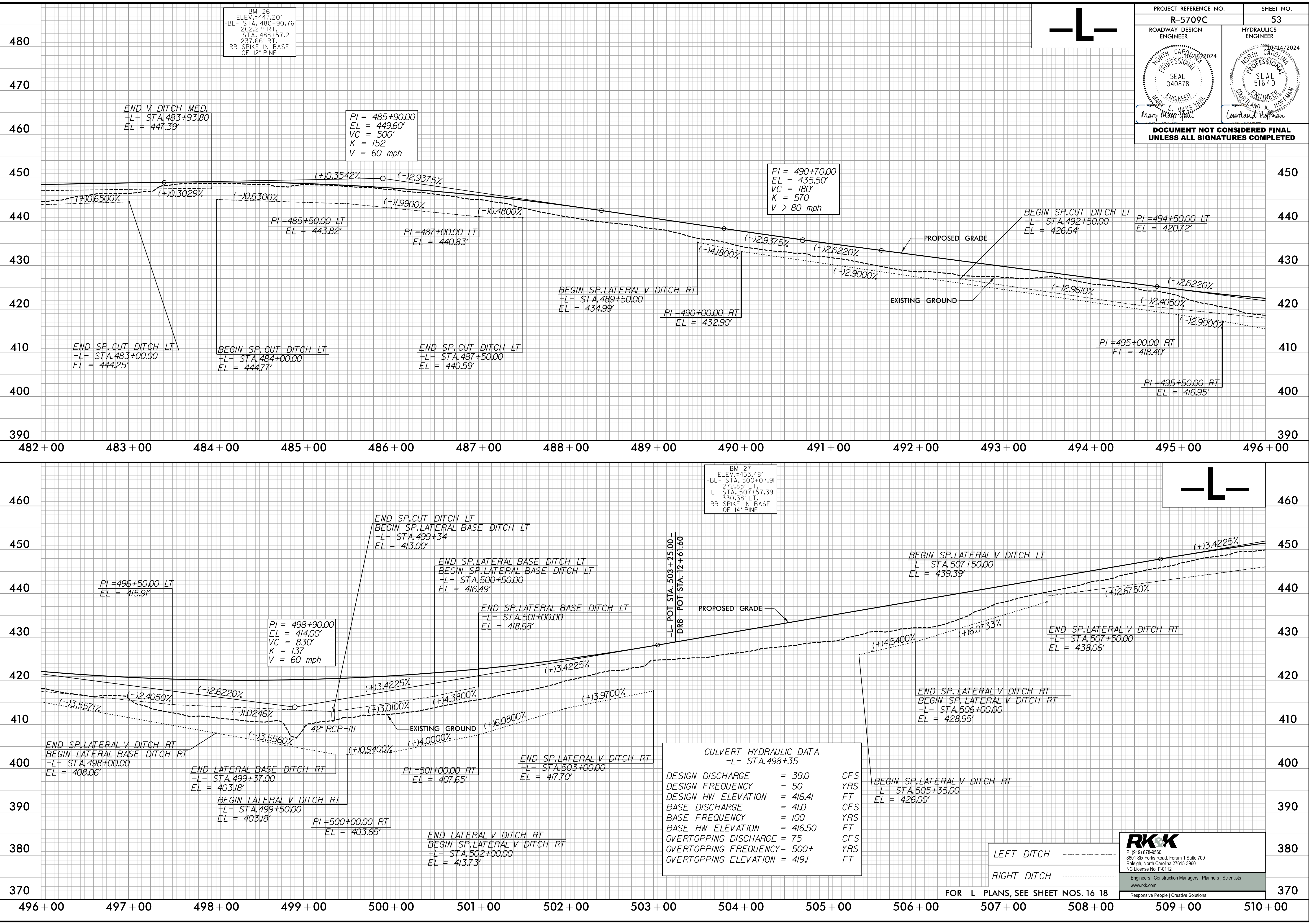


5/28/24

8/28/2024
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10/26/2024



5/28/24
8/28/2024
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10/26/2024



PROJECT REFERENCE NO.
R-5709C

ROADWAY DESIGN
ENGINEER

SEAL
040878

ENGINEER

MARY E. WAYS
Signature

SHEET NO.
53

HYDRAULICS
ENGINEER

SEAL
51640

ENGINEER

Courtland Hoffman
Signature

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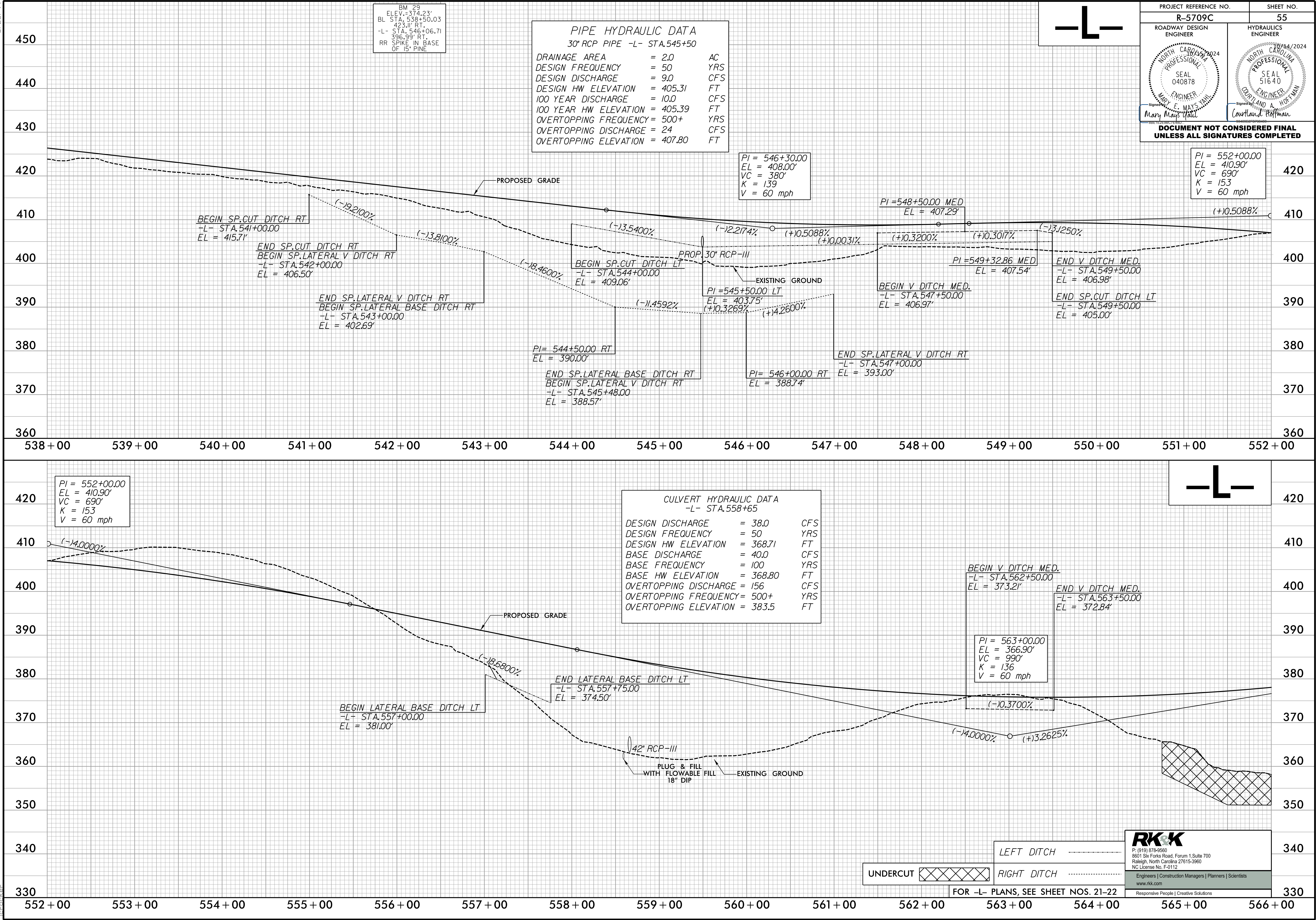
LEFT DITCH
RIGHT DITCH

FOR -L- PLANS, SEE SHEET NOS. 16-18

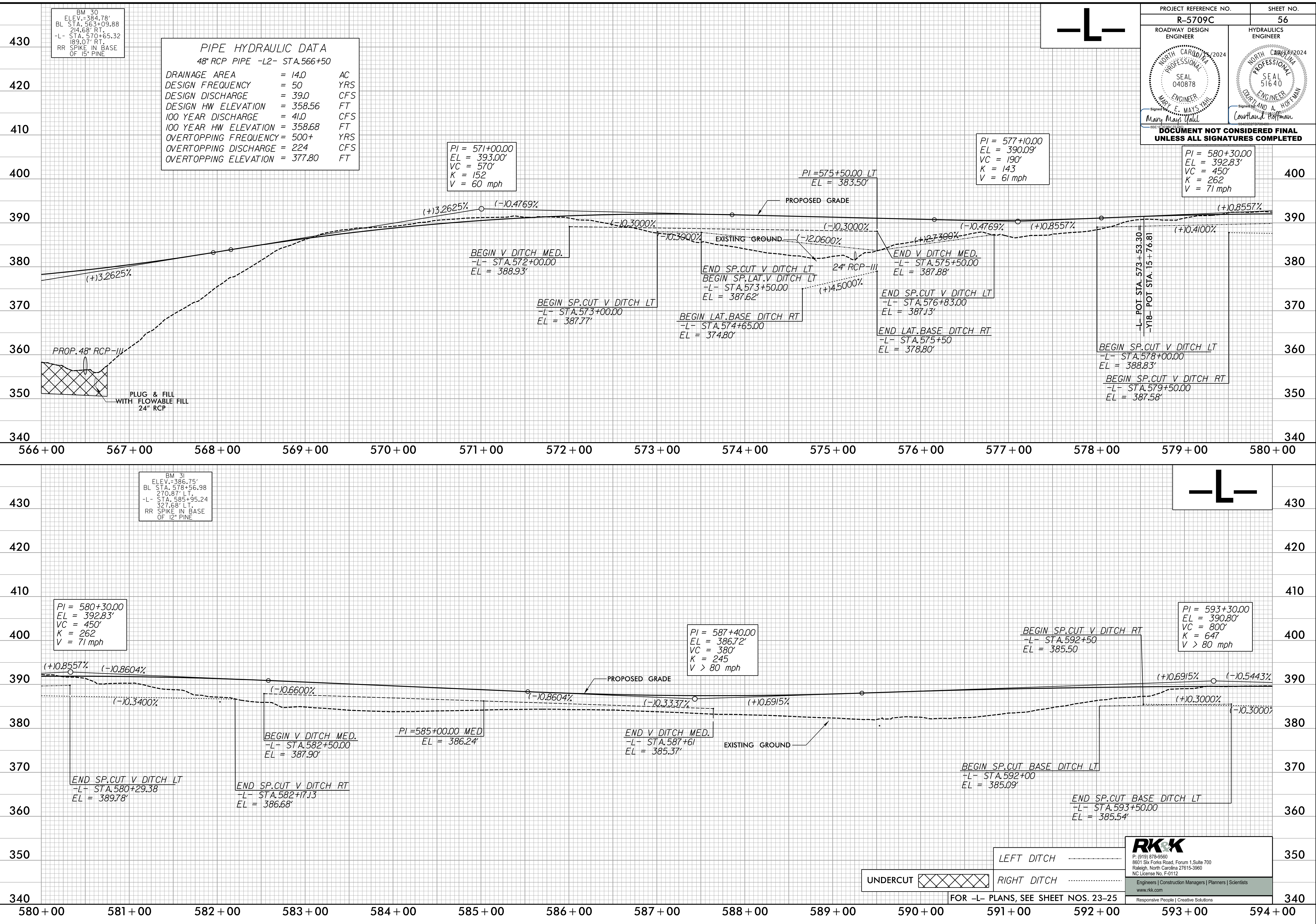


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10/26/2024

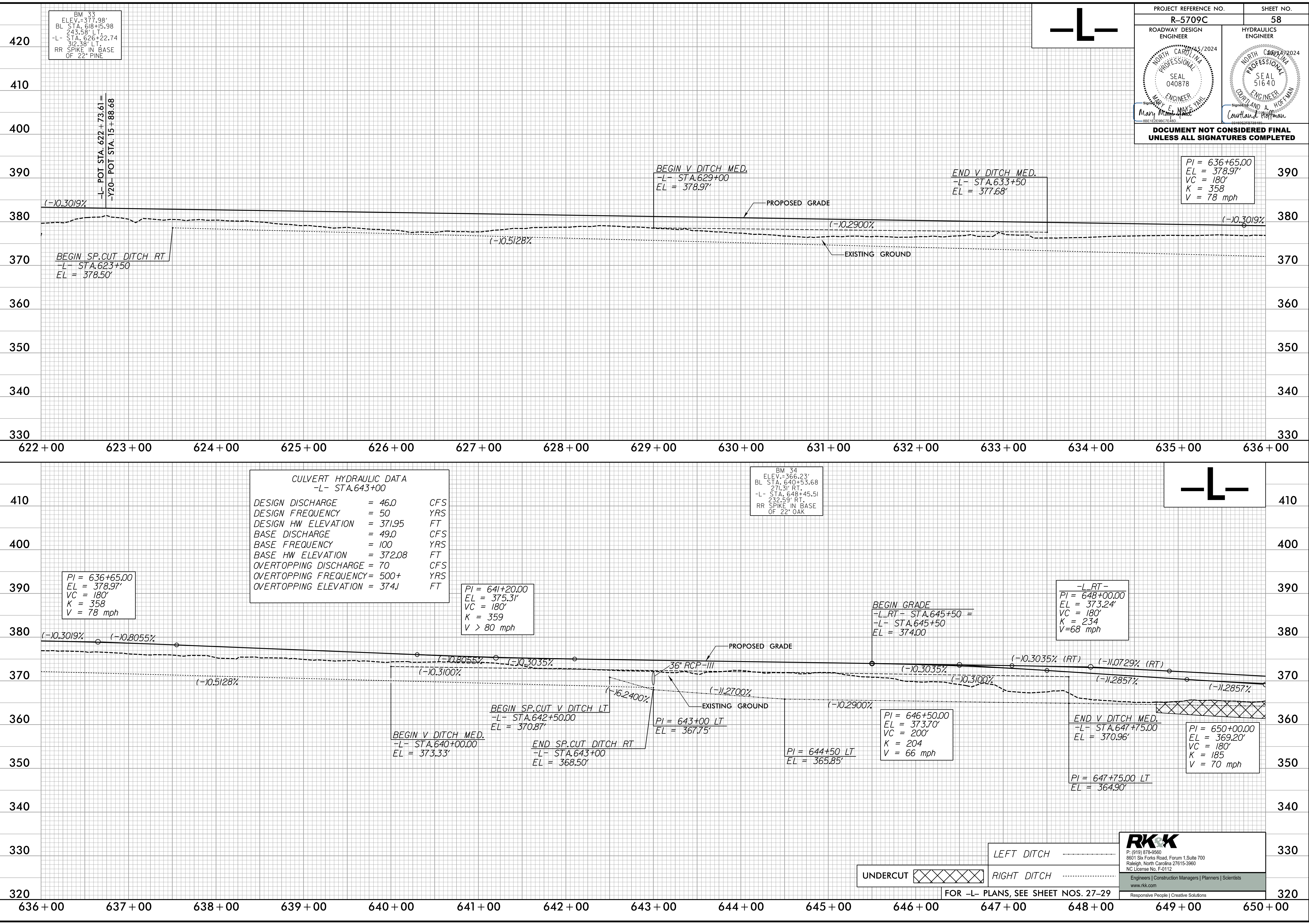


5/28/24
8/28/2024
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5/28/24
8/28/2024
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158.dgn



PROJECT REFERENCE NO.
R-5709C

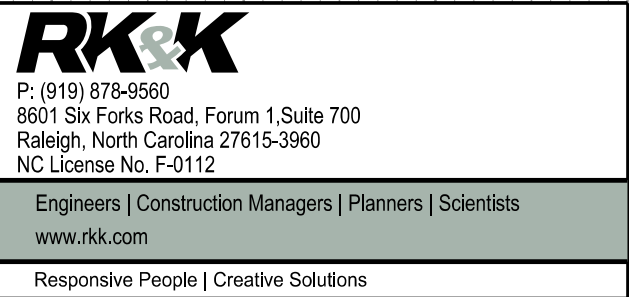
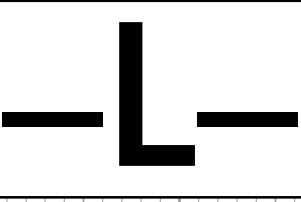
SHEET NO.
58

ROADWAY DESIGN
ENGINEER

HYDRAULICS
ENGINEER

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PI = 636+65.00
EL = 378.97'
VC = 180'
K = 358
V = 78 mph

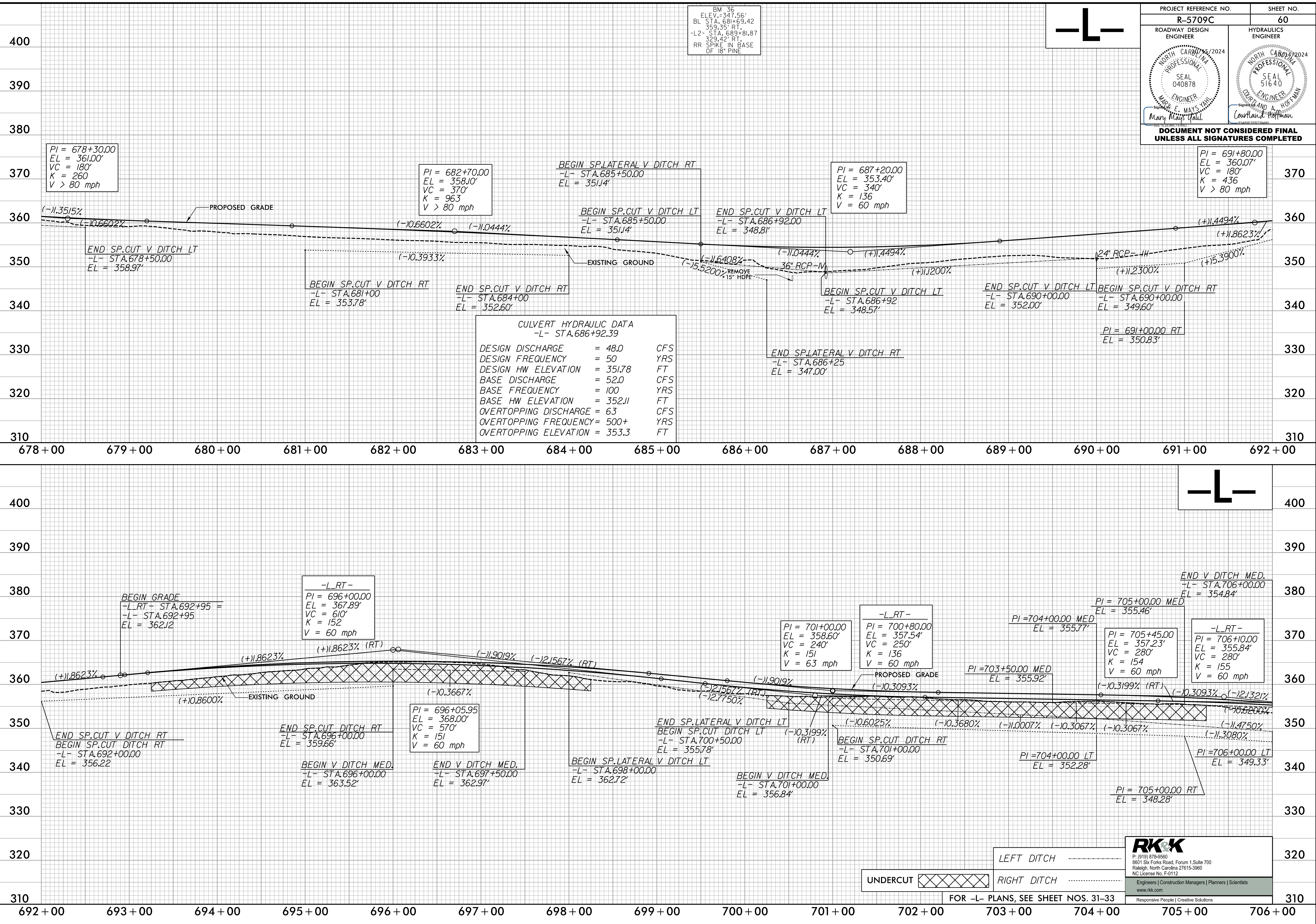


RIGHT DITCH

UNDERCUT

FOR -L- PLANS, SEE SHEET NOS. 29-31

5/28/2024
8:15:06 AM
C:\Users\pcoj\OneDrive\Documents\Projects\5709C\rdy.plt\60.dgn
10/28/2024



PROJECT REFERENCE NO. **R-5709C** SHEET NO. **60**

ROADWAY DESIGN ENGINEER **MARY E. MAYS** SEAL 040878

HYDRAULICS ENGINEER **COURTLAND A. HOFFMAN** SEAL 51640

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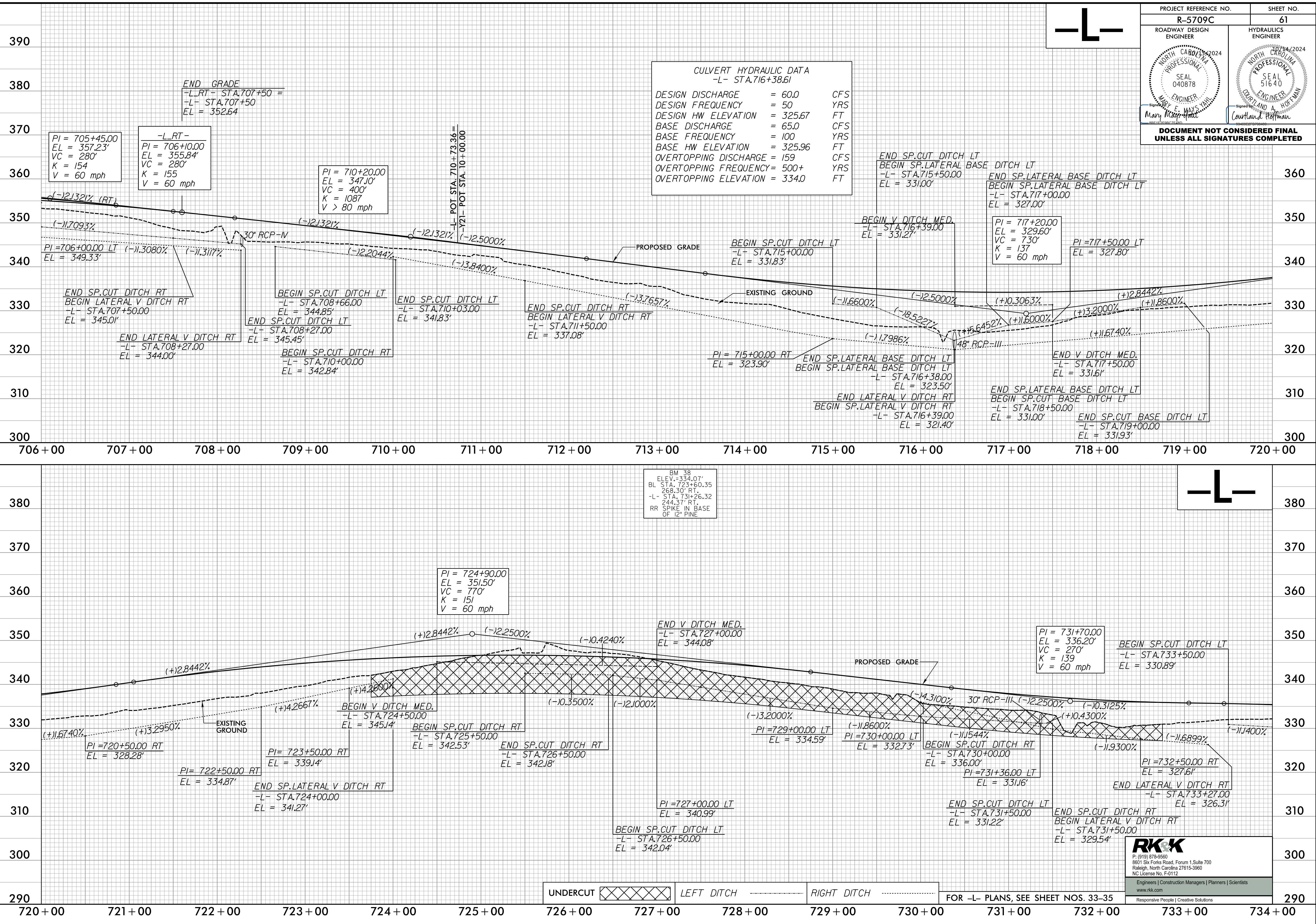
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-L-

PROJECT REFERENCE NO. R-5709C		SHEET NO. 61
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
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CULVERT HYDRAULIC DATA
-L- STA.716+38.61

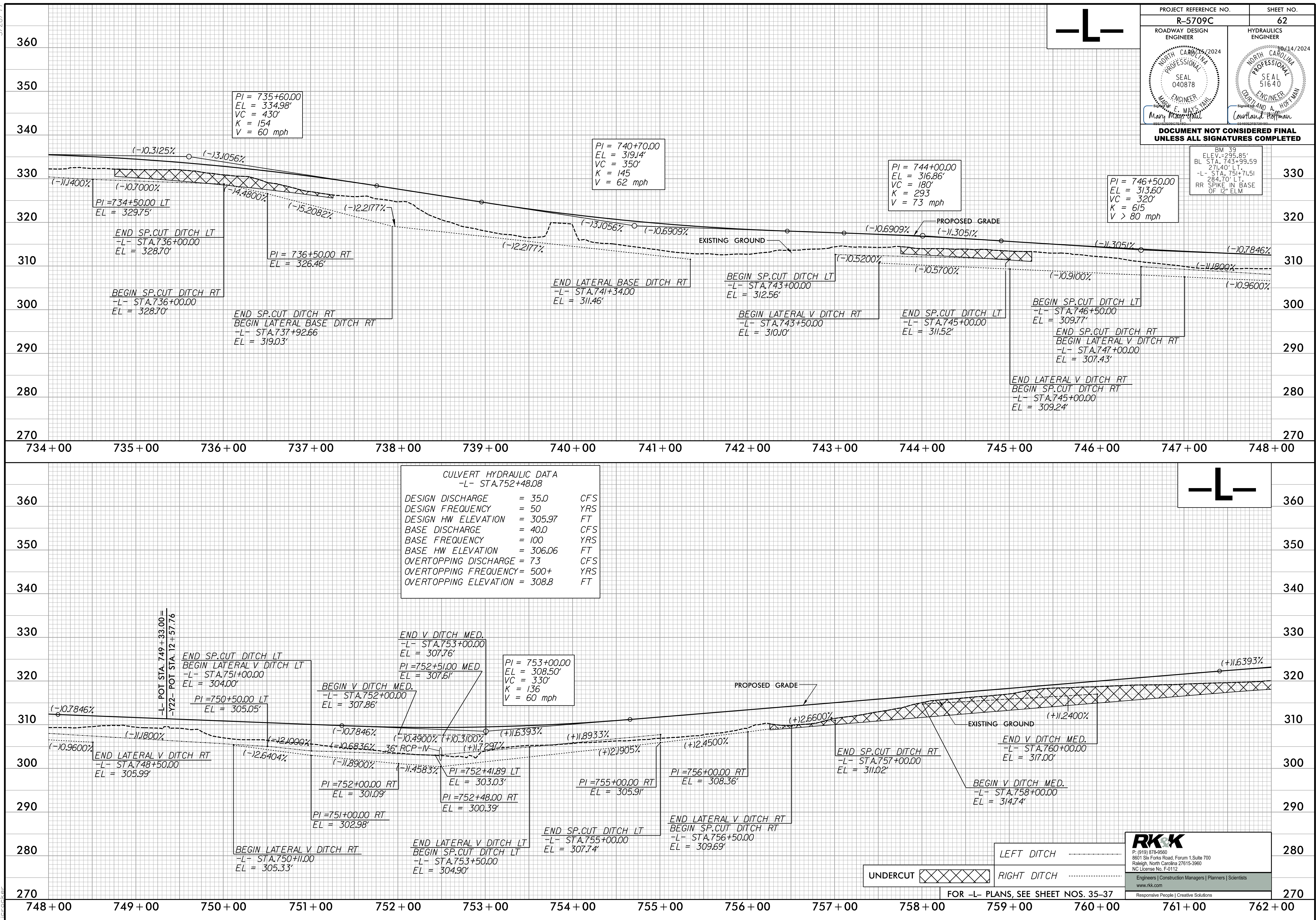
DESIGN DISCHARGE	= 60.0	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 325.67	FT
BASE DISCHARGE	= 65.0	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 325.96	FT
OVERTOPPING DISCHARGE	= 159	CFS
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING ELEVATION	= 334.0	FT

-L-

UNDERCUT LEFT DITCH RIGHT DITCH

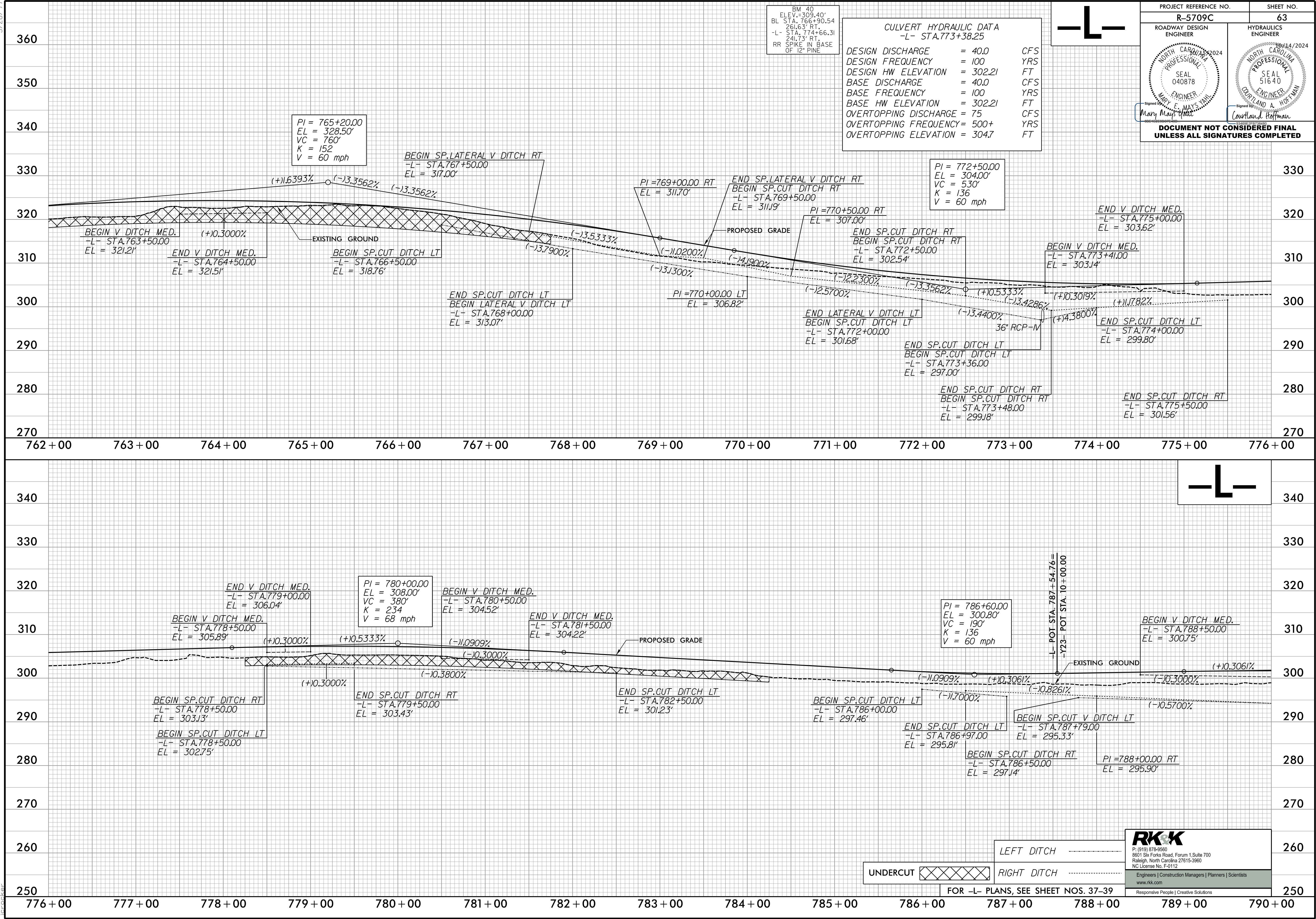
FOR -L- PLANS, SEE SHEET NOS. 33-35

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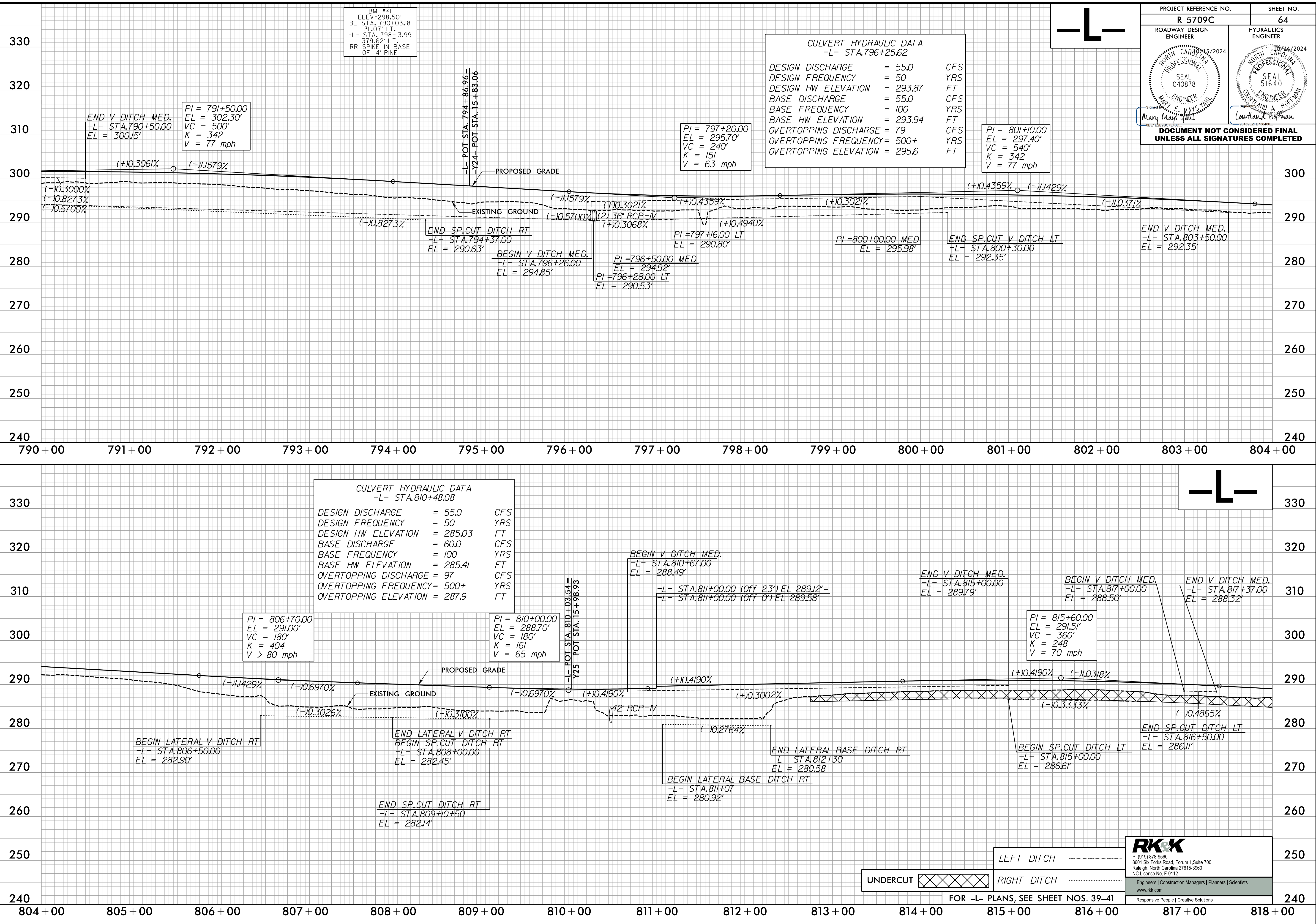


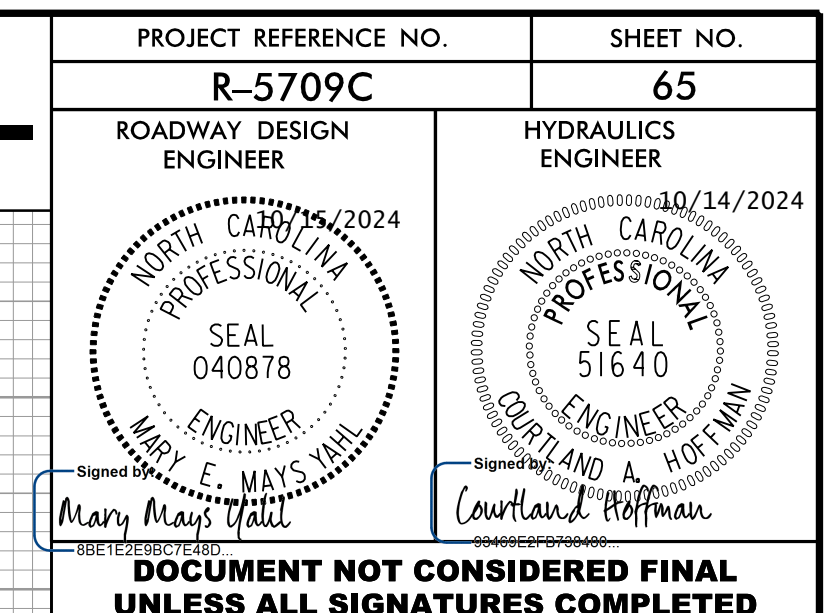
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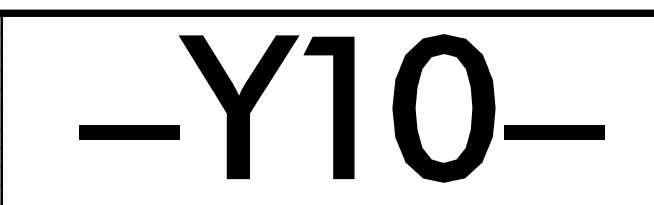
8/28/2024
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10/14/2024



5/28/24
8/28/2024
R:\Projects\2024\15709C_rdy_pf164.dgn
10/26/2024







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PIPE HYDRAULIC DATA		
42" RCP PIPE -YII- STA.10+71		
DRAINAGE AREA	= 8J	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 30	CFS
DESIGN HW ELEVATION	= 495.32	FT
100 YEAR DISCHARGE	= 40.0	CFS
100 YEAR HW ELEVATION	= 495.98	FT
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING DISCHARGE	= 80	CFS
OVERTOPPING ELEVATION	= 496J5	FT



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