

DITCH-SCOUR HOLE- FALSE SUMP DETAIL SHEET

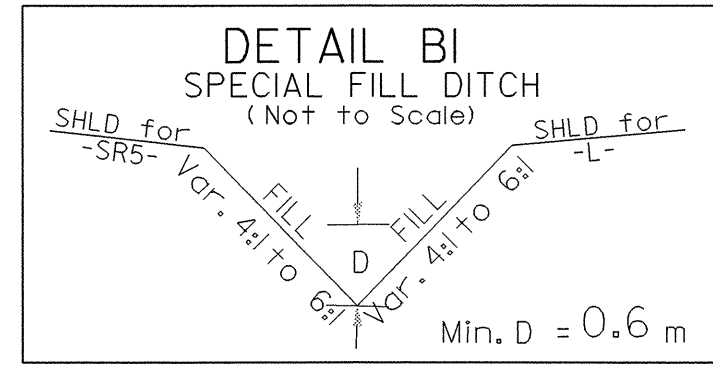
PROJECT REFERENCE NO. R-0513BB
SHEET NO. 2-H
R/W SHEET NO.

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 17691
RICHARD A. SHILLING

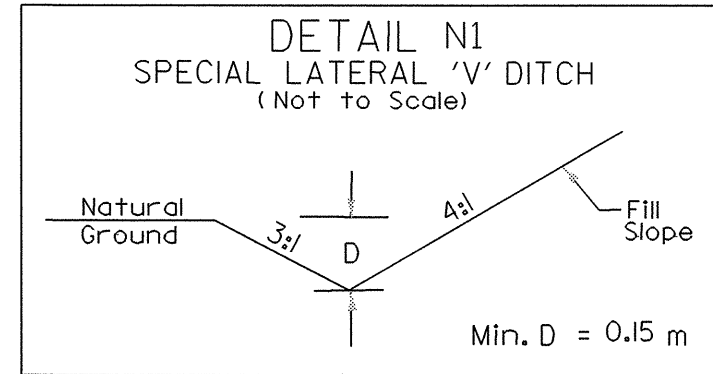
HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 18600
RICHARD C. HENEGAR

CONST. REV.
R/W REV.

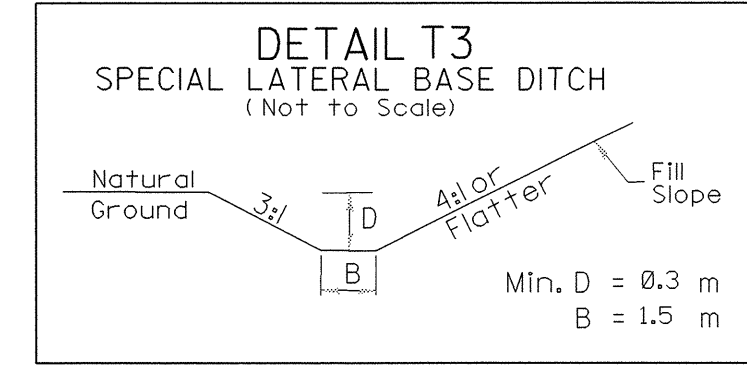
Richard A. Shilling
Richard C. Henegar



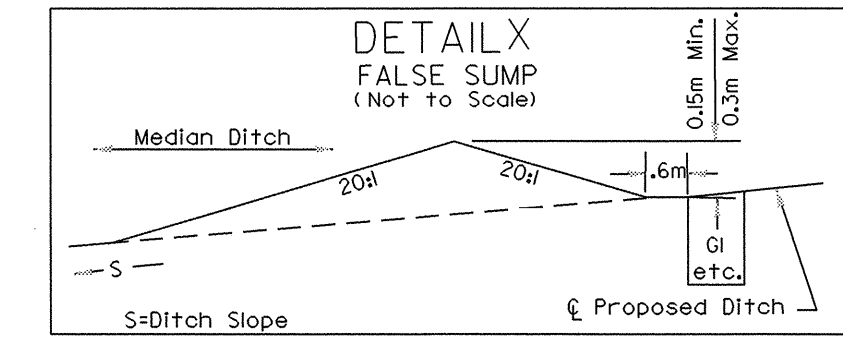
Sta. 21+75.07 to 22+55.07 -SR5-(RT)
Sta. 18+95.07 to 19+35.07 -SR5-(RT)
Sta. 173+20 to 174+40 -L-(LT)



STA 12+20 to 13+07.175 -SR5- (LT)
STA 12+20 to 13+07.175 -SR5- (RT)
STA 14+95.07 to 15+59.39 -SR5- (RT)
STA 166+40 to 168+73.475 -L- (RT)
STA 37+29.465 to 37+80 -SR5- (RT)
STA 179+32 to 179+60 -L- (RT)
STA 17+80 to 18+77.832 -Y- (LT)
STA 18+77.832 to 19+00 -Y- (LT)
STA 18+78.886 to 19+40 -Y- (RT)

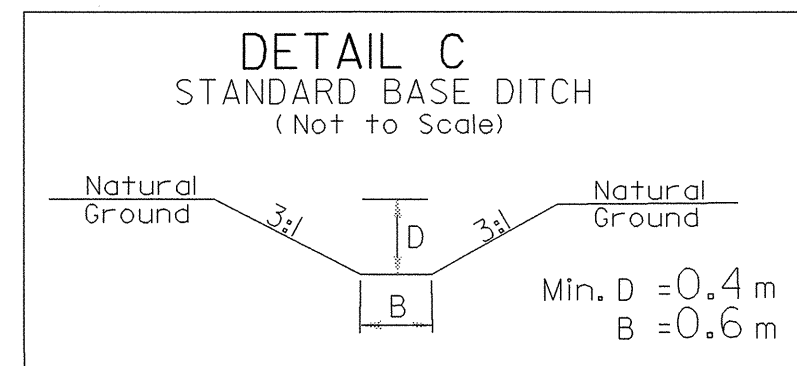


STA 208+53.865 TO 208+94.503 -L- (RT)

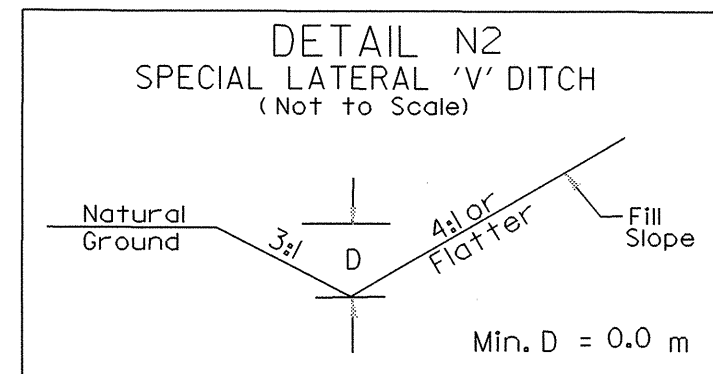


STA 155+55 -L- (MED)
STA 157+20 -L- (MED)
STA 158+50 -L- (MED)
STA 161+51.21 -L- (MED)
STA 163+40 -L- (MED)
STA 165+40 -L- (MED)
STA 168+79.14 -L- (MED)
STA 170+40 -L- (MED)
STA 172+00 -L- (MED)
STA 173+20 -L- (MED)
STA 174+40 -L- (MED)
STA 176+80 -L- (MED)
STA 178+00 -L- (MED)
STA 180+30 -L- (MED)
STA 181+60 -L- (MED)
STA 183+80 -L- (MED)
STA 184+97.687 -L- (MED)
STA 186+40 -L- (MED)
STA 187+30 -L- (MED)
STA 189+10 -L- (MED)
STA 190+00 -L- (MED)
STA 191+60 -L- (MED)
STA 192+80 -L- (MED)
STA 195+70 -L- (MED)
STA 196+70 -L- (MED)

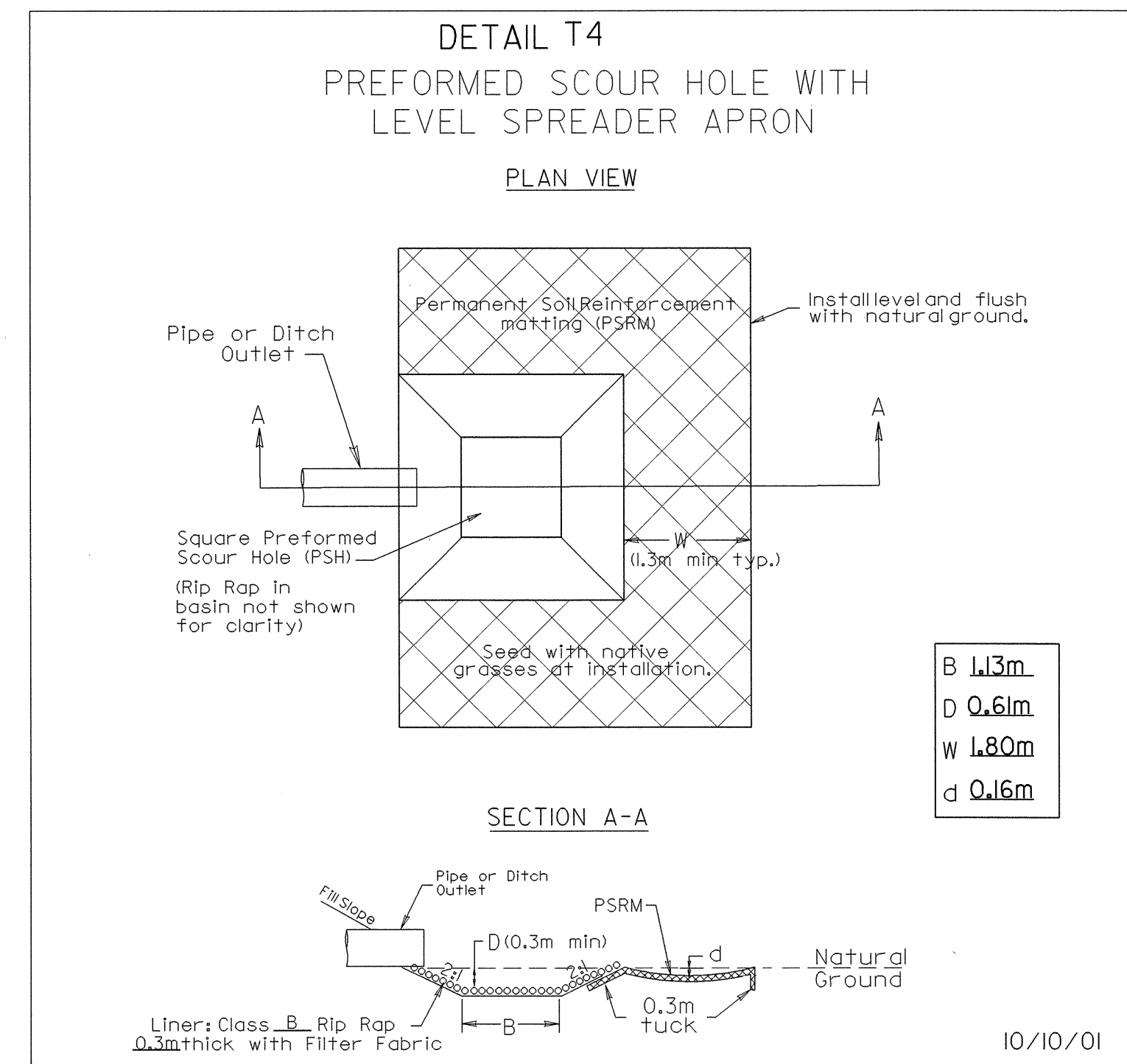
STA 198+00 -L- (MED)
STA 199+30 -L- (MED)
STA 200+80 -L- (MED)
STA 202+30 -L- (MED)
STA 205+40 -L- (MED)
STA 207+00 -L- (MED)
STA 208+80 -L- (MED)
STA 210+80 -L- (MED)
STA 212+80 -L- (MED)
STA 214+80 -L- (MED)
STA 216+80 -L- (MED)
STA 218+80 -L- (MED)
STA 220+30 -L- (MED)
STA 221+80 -L- (MED)
STA 224+60 -L- (MED)
STA 226+40 -L- (MED)
STA 227+60 -L- (MED)
STA 230+20 -L- (MED)
STA 231+80 -L- (MED)
STA 233+40 -L- (MED)
STA 234+20 -L- (MED)



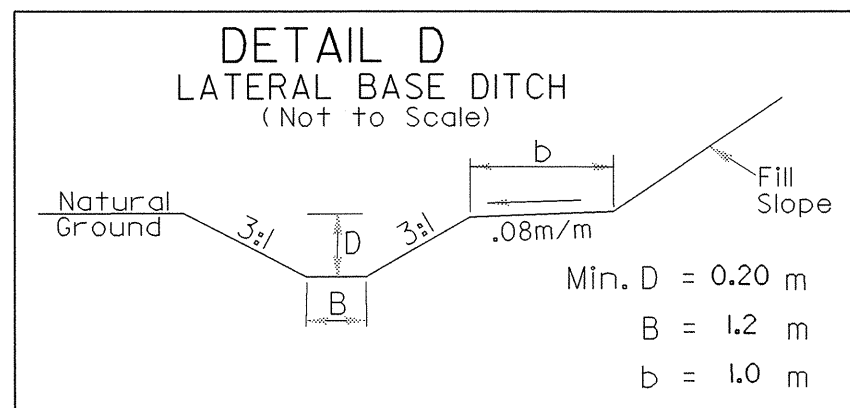
STA 197+79 to 198+00 -L- (RT) DDE = 2 cu. meters



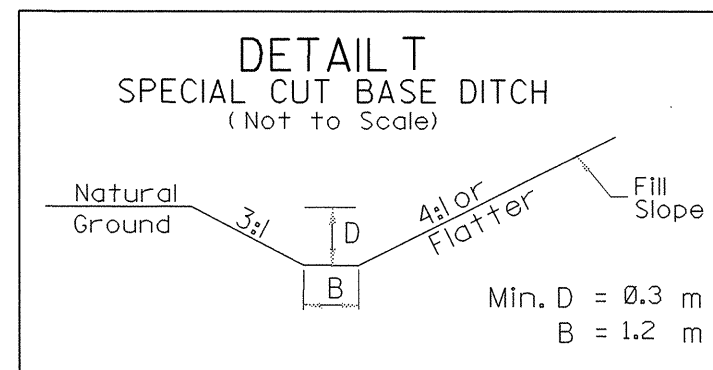
STA 28+28.7 to 31+13.212 -SR5- (LT)



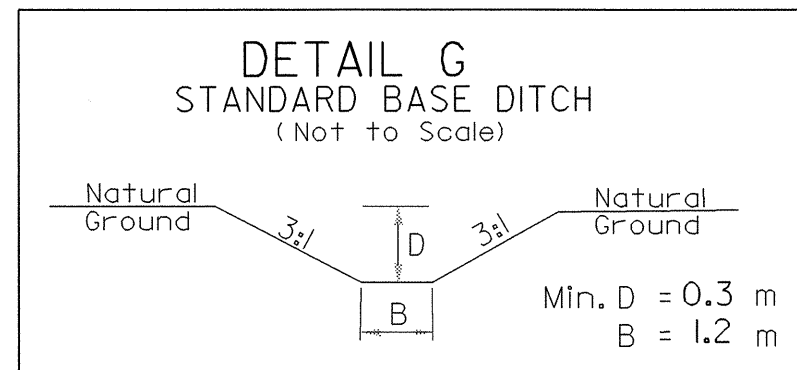
STA 190+00 -L- (LT)
STA 190+76.899 -L- (LT)
STA 214+80 -L- (LT)
STA 218+80 -L- (LT)
STA 219+51.577 -L- (RT)
STA 220+30 -L- (LT)
STA 221+80 -L- (LT)



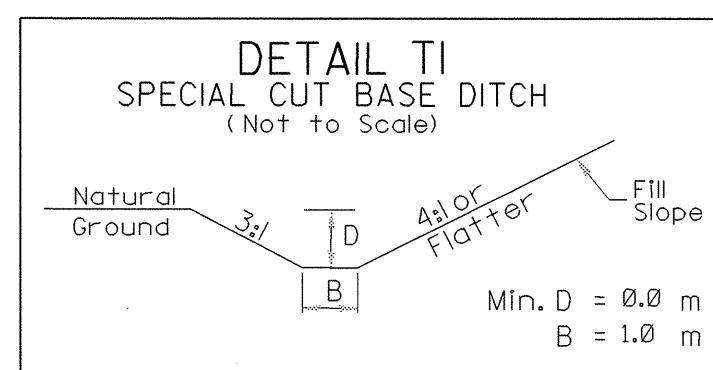
STA 13+20 to 13+60 -Y- (LT) DDE = 123 cu.m



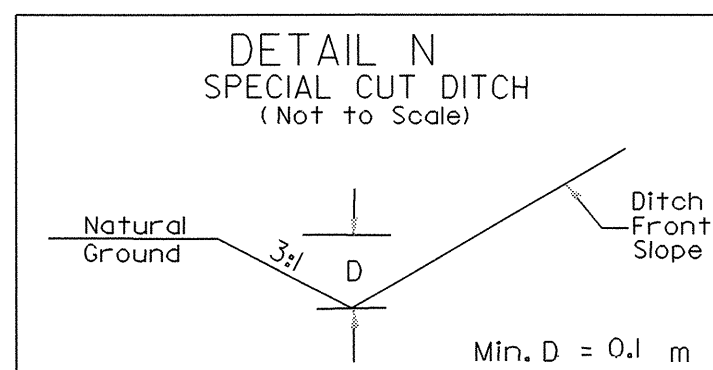
STA 10+17.700 to 10+80 -SR5- (LT)
STA 9+40 to 10+20 -Y5- (LT)
STA 9+40 to 10+40 -Y5- (RT)



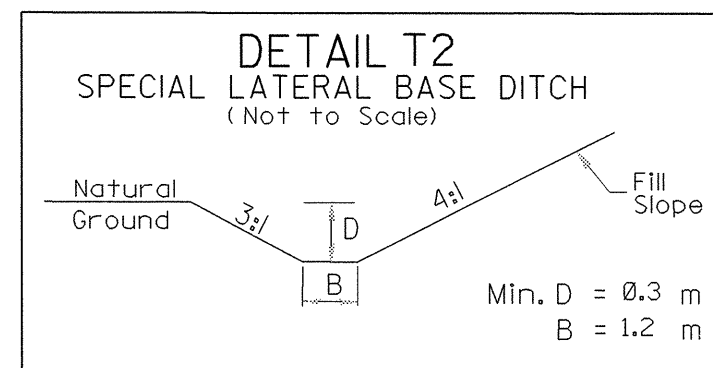
STA 14+20 to 15+00 -Y5- (LT) DDE= 22 cu.m
STA 34+91-SR5- (RT) to STA 14+58 -RB- (LT) DDE = 32 cu.m
STA 13+60 to 14+37.254 -Y5- (RT) DDE = 238 cu.m
STA 13+83.472 -Y5- (RT) to 12+31.761-RD- (LT) DDE = 225 cu.m
STA 180+30 -L- (LT) to 15+49.082 -Y5- (RT) DDE = 160 cu.m
STA 16+97.188 -Y5- (LT) to 37+29.465 -SR5- (RT) DDE = 520 cu.m
STA 14+78.064 -RB- (RT) to STA 14+81.241 -Y5- (LT) DDE = 260 cu.m



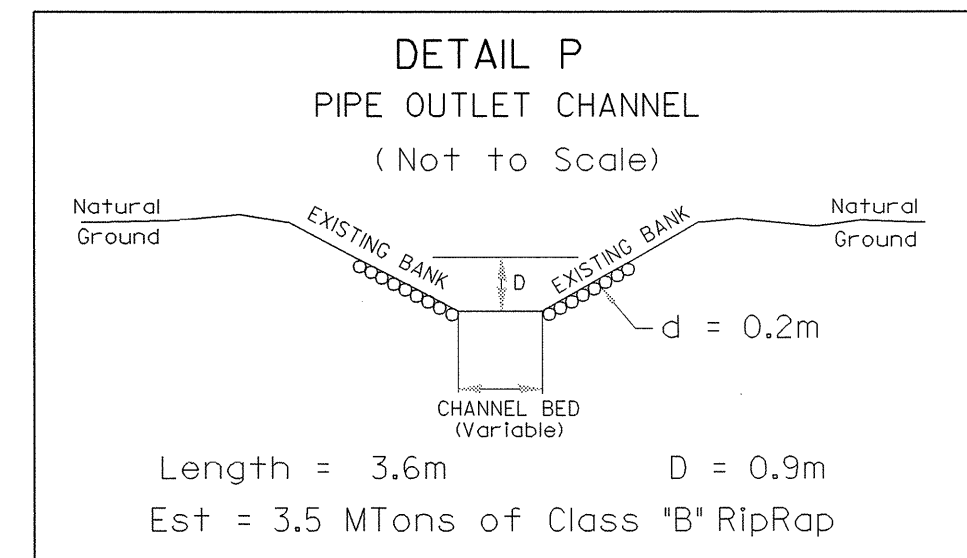
STA 172+18 to 173+40 -L- (RT)



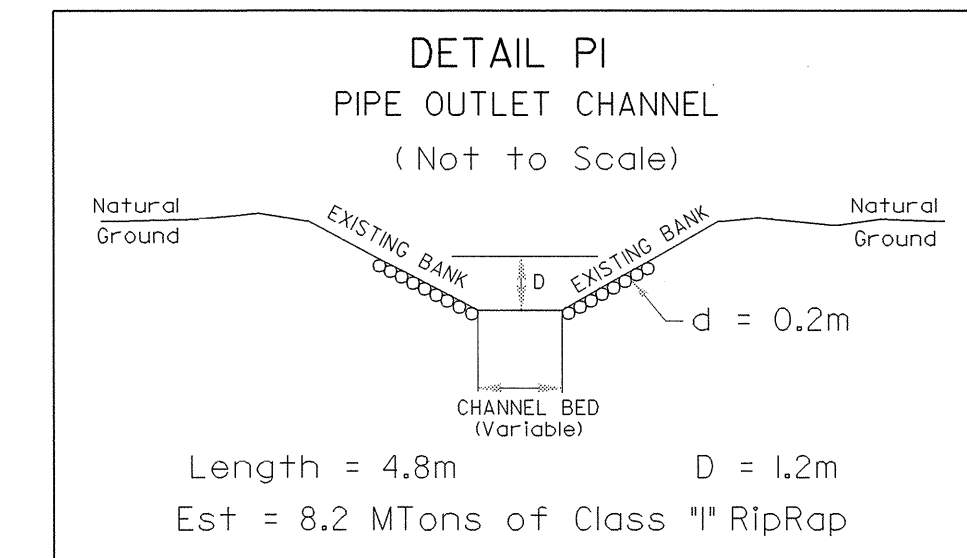
STA 10+20 to 12+20 -SR5- (RT)
STA 10+80 to 12+20 -SR5- (LT)
STA 37+80 to 38+60 -SR5- (RT)
STA 20+00 to 20+60 -Y5- (LT)
STA 20+00 to 20+69 -Y5- (RT)
STA 19+00 to 19+70 -Y- (LT)
STA 19+40 to 19+70 -Y- (RT)
STA 10+13.5 to 11+00 -Y- (RT)
STA 10+13.5 to 11+00 -Y- (LT)



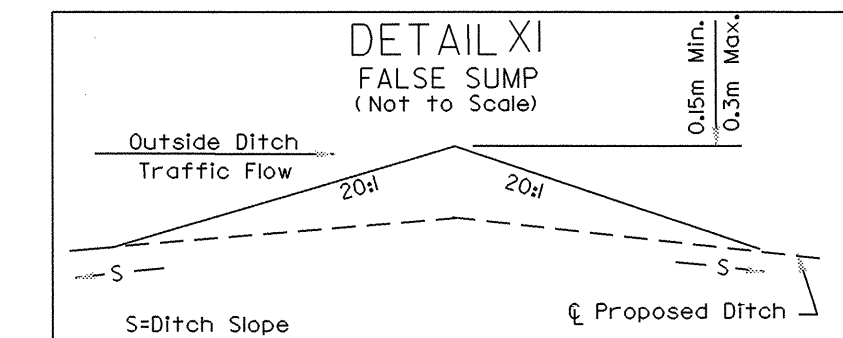
STA 10+20 to 12+16.10 -Y5- (LT)
STA 12+43.158 to 14+14 -RC- (RT)
STA 12+91.137 to 13+20 -Y5- (LT)
STA 15+00 to 15+83.225 -Y5- (LT)
STA 16+40 to 16+97.188 -Y5- (LT)
STA 10+40 to 12+33.116 -Y5- (RT)
STA 13+12.643 to 13+60 -Y5- (RT)
STA 15+49.082 to 15+94.997 -Y5- (RT)
STA 16+52.158 to 16+85.477 -Y5- (RT)
STA 179+60 to 180+30 -L- (RT)
STA 180+30 to 181+60 -L- (RT)
STA 196+20 to 200+29.464 -L- (LT)
STA 198+00 to 200+23.853 -L- (RT)
STA 205+20 to 206+28.113 -L- (RT)
STA 205+20 to 206+41.153 -L- (LT)



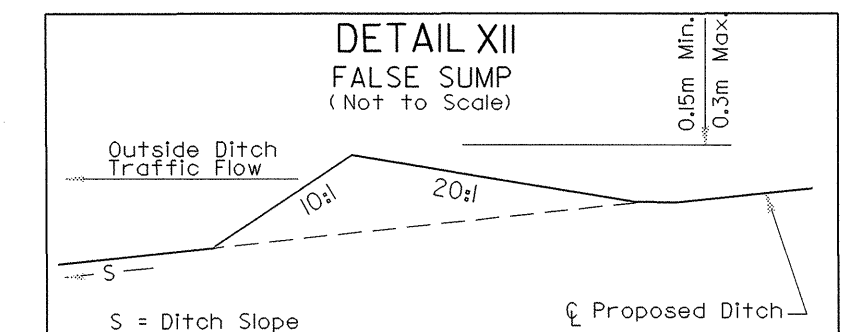
STA 200+25 -L- (LT)



STA 229+60 -L- (LT)



STA 156+10 -L- (32m LT)
STA 156+50 -L- (32m LT)
STA 157+80 -L- (32m LT)
STA 159+60 -L- (32m LT)
STA 161+51 -L- (31m LT)
STA 161+65 -L- (30m LT)
STA 163+00 -L- (29m LT)
STA 168+00 -L- (29m LT)
STA 169+00 -L- (30m LT)



8/17/03

08-MAR-2004 14:09
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