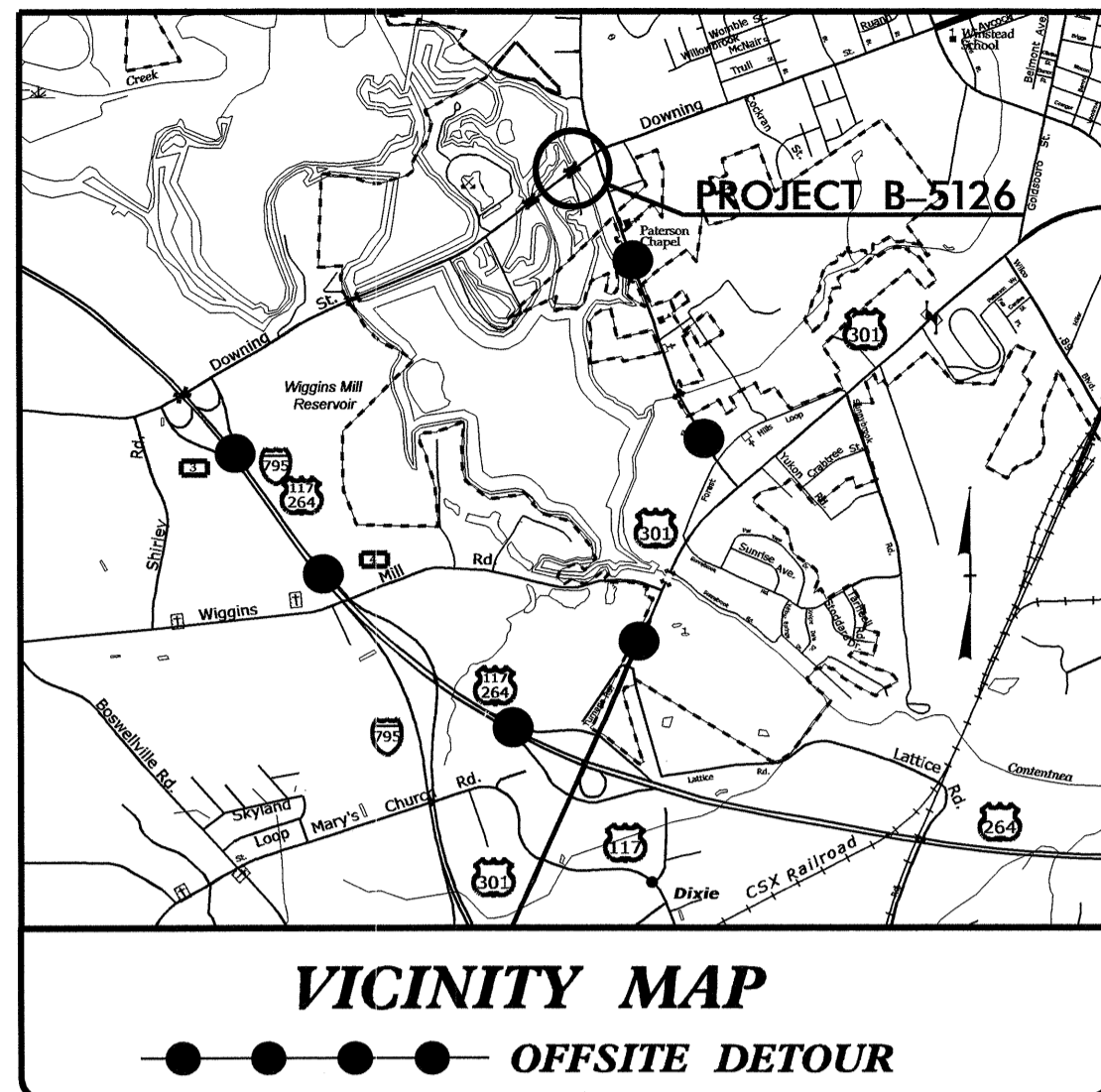


See Sheet 1-A For Index of Sheets

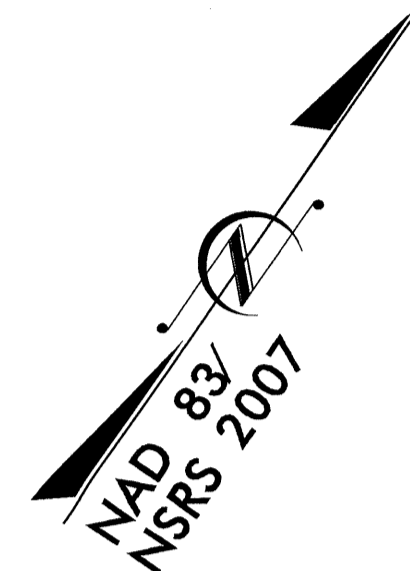


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
WILSON COUNTY

**LOCATION: BRIDGE NO. 65 OVER A SWAMP OF CONTENTNEA CREEK
AT WIGGINS MILL RESERVOIR ON SR 1163
(DOWNING ROAD) IN WILSON**

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURE, AND SIGNAL

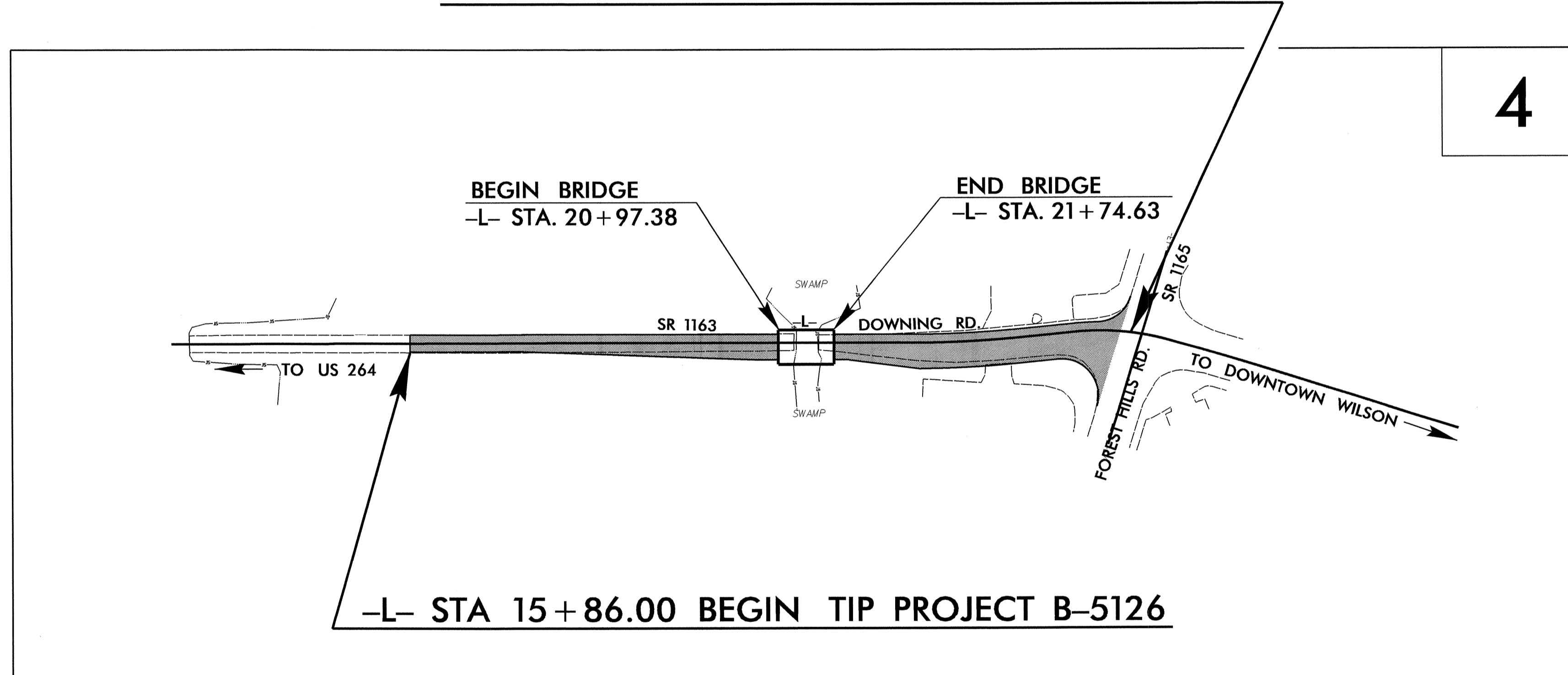
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5126	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
42283.1.1	BRSTP-1163(8)	PE	
42283.2.1	BRSTP-1163(8)	RW & UTIL	
33833.1.1	BRSTP-1163(4)	CONST.	



TIP PROJECT: B-5126

CONTRACT: C203157

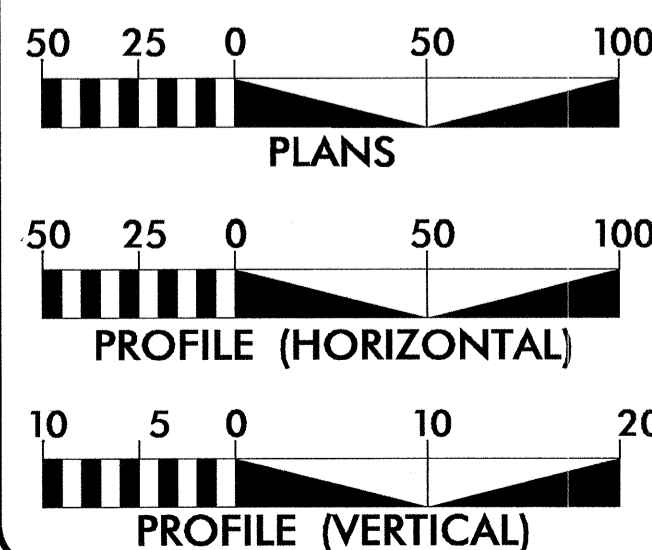
-L- STA 25+75.00 END TIP PROJECT B-5126



-L- STA 15+86.00 BEGIN TIP PROJECT B-5126

PART II

GRAPHIC SCALES



DESIGN DATA

ADT 2012 = 8,774
ADT 2035 = 14,700
DHV = 14 %
D = 80 %
T = 3 % *
V = 60 MPH
* TTST = 1% DUAL = 2%
FUNC CLASS = LOCAL
SUB REGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT B-5126 = 0.172 MILES
LENGTH OF STRUCTURE TIP PROJECT B-5126 = 0.015 MILES
TOTAL LENGTH OF STATE PROJECT B-5126 = 0.187 MILES

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

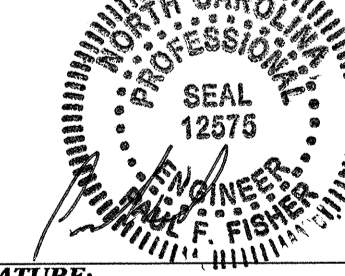
RIGHT OF WAY DATE:
JUNE 15, 2012

LETTING DATE:
JUNE 18, 2013

JAMES A. SPEER, PE
PROJECT ENGINEER

ALLISON K. WHITE
PROJECT DESIGN ENGINEER

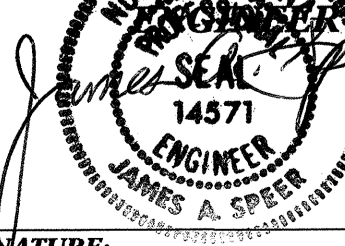
HYDRAULIC ENGINEER



SIGNATURE:

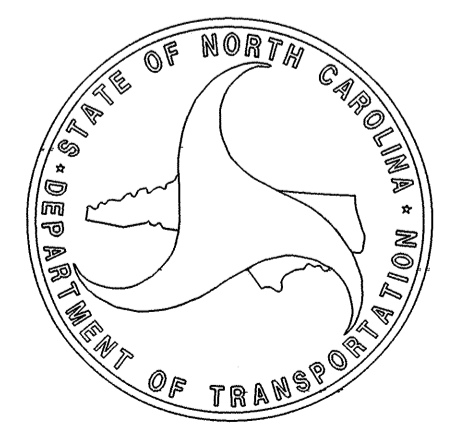
P.E. 4/16/2013

ROCKWELL DESIGN



SIGNATURE:

P.E. 4/9/2013



8/2/09

SURVEY CONTROL SHEET B5126

PROJECT REFERENCE NO.	SHEET NO.
B-5126	1-C
Location and Surveys	

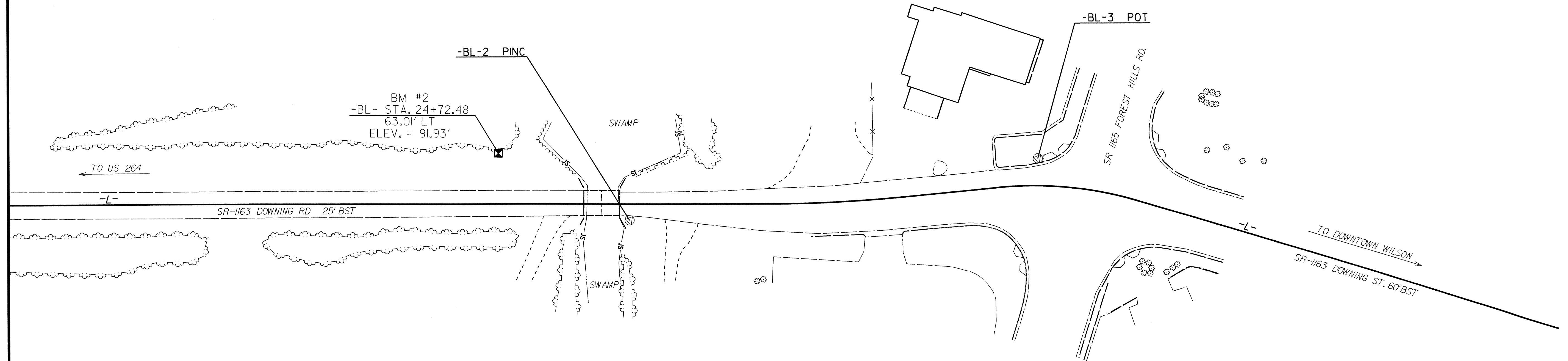
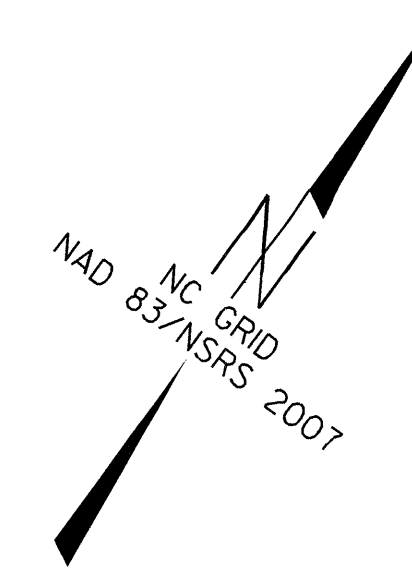
BASELINE DATA

BL	POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
10		GPS B5126-1	712627.6120	2309187.3540	93.87	OUTSIDE PROJECT LIMITS	
20		GPS B5126-2	713189.8860	2309934.5890	93.75	10+02.83	16.25 LT
1		BL-1	713338.7520	2310180.6970	94.48	12+88.99	13.03 RT
2		BL-2	713858.1680	2310883.2600	93.89	21+62.76	15.23 RT
3		BL-3	714134.3110	2311160.0090	94.77	25+49.77	25.95 LT

BENCHMARK DATA

.....
 100 ELEVATION = 93.72
 N 713456 E 2310371
 L STATION 15+12.00 33 RIGHT
 BM#1 RR SPIKE IN BASE OF 20" PINE

 101 ELEVATION = 91.93
 N 713835 E 2310746
 L STATION 20+39.00 48 LEFT
 BM#2 RR SPIKE IN BASE OF 24" MAPLE



NOTES:

1. THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
[HTTP://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/](http://www.ncdot.org/doh/preconstruct/highway/location/project/)

THE FILES TO BE FOUND ARE AS FOLLOWS:
 B5126_LS_CONTROL_110914.TXT

SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

Ⓢ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.

PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.
 NETWORK ESTABLISHED FROM NGS ONLINE POSITIONING SERVICE (OPUS)

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "GPS B5126-2"
 WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF
 NORTHING: 713189.886(±) EASTING: 2309934.589(±)
 ELEVATION: 93.753(±)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99990479
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "GPS B5126-2" TO -L- STATION 10+00.00 IS
 S 27°17'31.6" E 16.49'
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

NOTE: DRAWING NOT TO SCALE

12-MAR-2013 13:52
 B5126_1s_1c.dgn

SURVEY CONTROL SHEET B-5126

ALIGNMENTS

ALN3

TYPE	STATION	NORTH	EAST
POT	23+13.46	713960.0524	2310995.3395
EOB	23+70.58	713994.0286	2311041.2558
EQA	12+07.29	713994.0286	2311041.2558
PT	13+65.19	714085.2999	2311170.0877

BL

TYPE	STATION	NORTH	EAST
POT	5+00.00	712627.6120	2309187.3540
POT	14+35.15	713189.8860	2309934.5890
POT	17+22.78	713338.7520	2310180.6970
POT	25+96.50	713858.1680	2310883.2600
POT	29+87.46	714134.3110	2311160.0090

ELTEST1

TYPE	STATION	NORTH	EAST
POT	10+00.00	713175.2280	2309942.1520
PC	11+64.10	713274.3495	2310072.9273
PT	12+21.66	713308.9570	2310118.9293
PC	12+79.45	713343.5334	2310165.2359
PT	12+81.52	713344.7677	2310166.8907
PC	17+01.77	713595.8575	2310503.8886
PT	19+65.82	713753.2702	2310715.8881
POT	21+13.29	713840.9869	2310834.4313
PC	23+13.46	713960.0524	2310995.3395
PRC	24+87.15	714073.5306	2311126.6105
PT	26+43.00	714157.1004	2311256.7065
PC	26+73.19	714167.5481	2311285.0311
PT	29+60.29	714263.5205	2311555.6124
EOB	30+63.27	714296.7268	2311653.0918
EQA	30+63.27	714296.7268	2311653.0918

EYTEST1

TYPE	STATION	NORTH	EAST
POT	10+00.00	714254.7633	2311180.9623
POT	11+20.00	714141.5465	2311220.7361
POT	12+80.00	713990.5907	2311273.7677

L

TYPE	STATION	NORTH	EAST
POT	10+00.00	713175.2280	2309942.1520
PC	11+66.58	713275.8475	2310074.9036
PT	12+19.18	713307.4619	2310116.9508
PC	14+73.53	713459.5283	2310320.8359
PT	15+06.21	713479.0548	2310347.0343
PC	17+08.24	713599.7391	2310509.0643
PT	19+59.35	713749.4220	2310710.6876
PC	22+93.36	713948.0963	2310979.1816
PT	24+20.90	714028.7222	2311077.9451
PC	25+10.64	714088.7141	2311144.6820
PT	26+46.27	714158.3525	2311260.1226
PC	26+72.82	714167.5481	2311285.0311
PT	29+59.92	714263.5205	2311555.6124
POT	30+62.90	714296.7268	2311653.0918

ROW MARKER IRON PIN AND CAP-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	17+08.24	-45.00	713635.8285	2310482.1839
L	17+08.24	45.00	713563.6496	2310535.9446
L	19+00.00	70.00	713657.8611	2310704.6689
L	19+59.35	-45.00	713785.5956	2310683.9206
L	19+59.35	70.00	713693.1520	2310752.3251
L	22+67.62	-50.00	713972.9790	2310928.7499
L	22+93.36	70.00	713891.8267	2311020.8197
L	24+20.90	70.00	713976.6639	2311124.7418
L	24+92.23	70.00	714024.3489	2311177.7881

PERMANENT UTILITY EASEMENT

ALIGN	STATION	OFFSET	NORTH	EAST
L	22+67.25	-75.00	713992.8583	2310913.5859
L	25+10.00	-65.00	714136.6266	2311100.7525
L	25+10.00	-50.23	714125.6423	2311110.6267

NOTES:

1. THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
[HTTP://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/](http://www.ncdot.org/doh/preconstruct/highway/location/project/)

THE FILES TO BE FOUND ARE AS FOLLOWS:
 B5126_LS_CONTROL_110914.TXT

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Ⓢ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.
 PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.
 NETWORK ESTABLISHED FROM NGS ONLINE POSITIONING SERVICE (OPUS)

DATUM DESCRIPTION

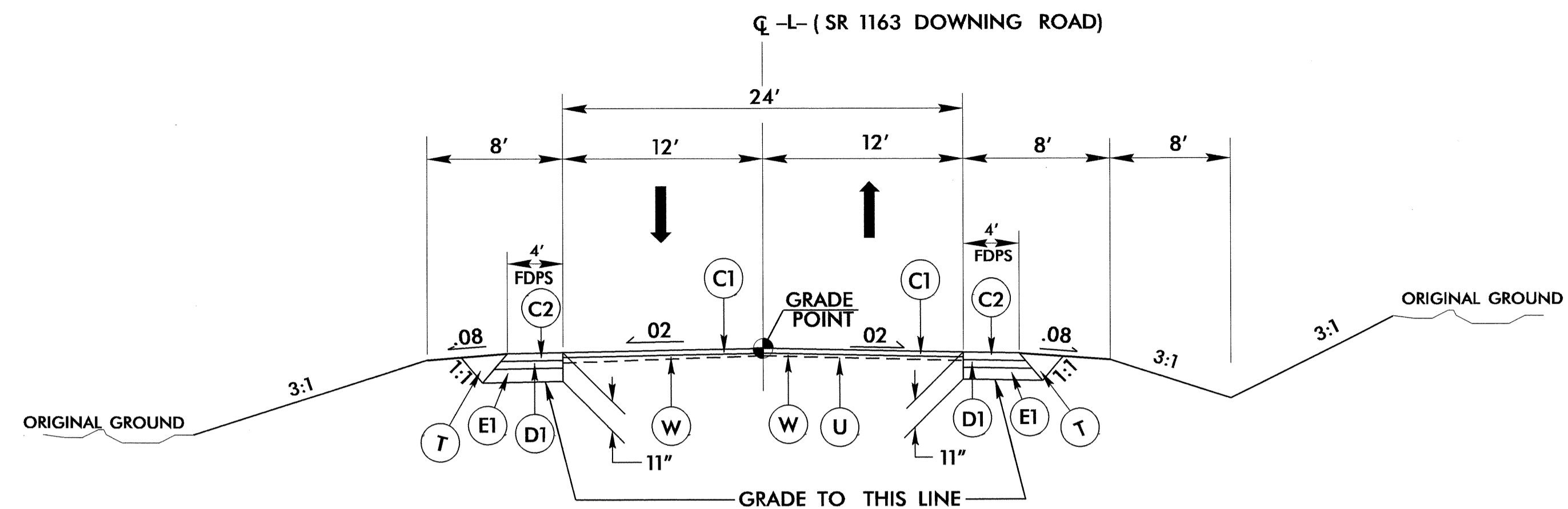
THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "GPS B5126-2"
 WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF
 NORTHING: 713189.886(ft) EASTING: 2309934.589(ft)
 ELEVATION: 93.753(ft)
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 S 27°17'31.6" E 16.49'
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

NOTE: DRAWING NOT TO SCALE

PAVEMENT SCHEDULE

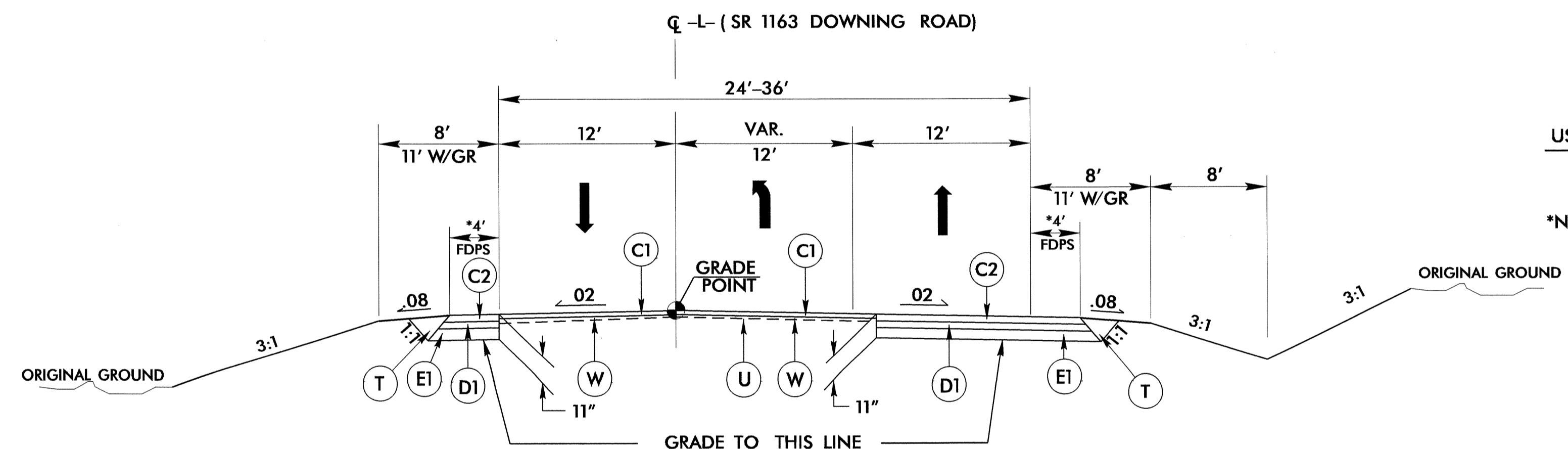
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" IN DEPTH OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
R	2'-6" CONCRETE CURB AND GUTTER
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE



TYPICAL SECTION NO. 1

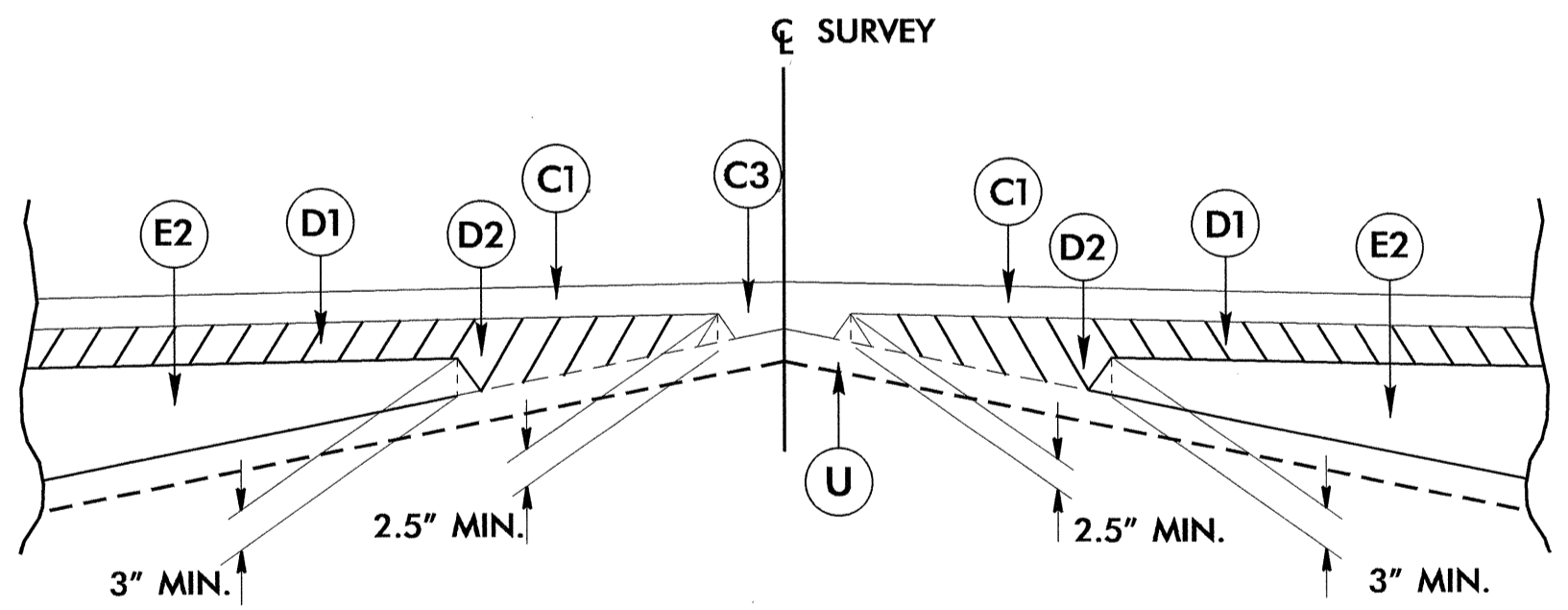
USE TYPICAL SECTION NO. 1 AS FOLLOWS:
-L- STA. 15+86.00 TO STA. 17+39.97



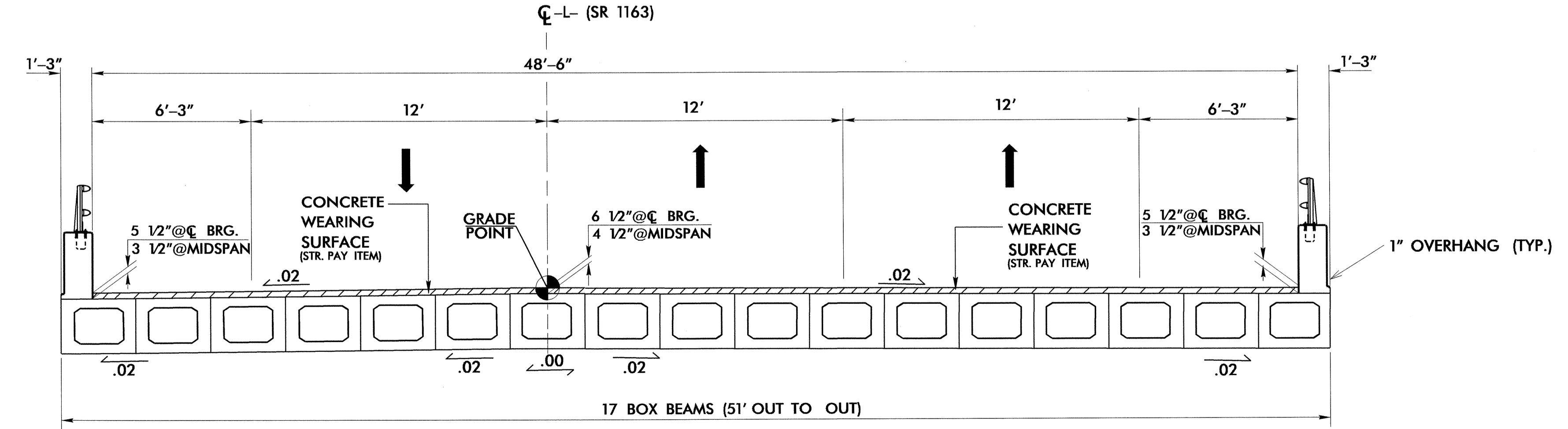
TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 AS FOLLOWS:
-L- STA. 17+39.97 TO STA. 20+69.97

*NOTE: SEE PLAN SHEET FOR PAVED SHOULDER LIMITS AT GUARDRAIL LOCATIONS

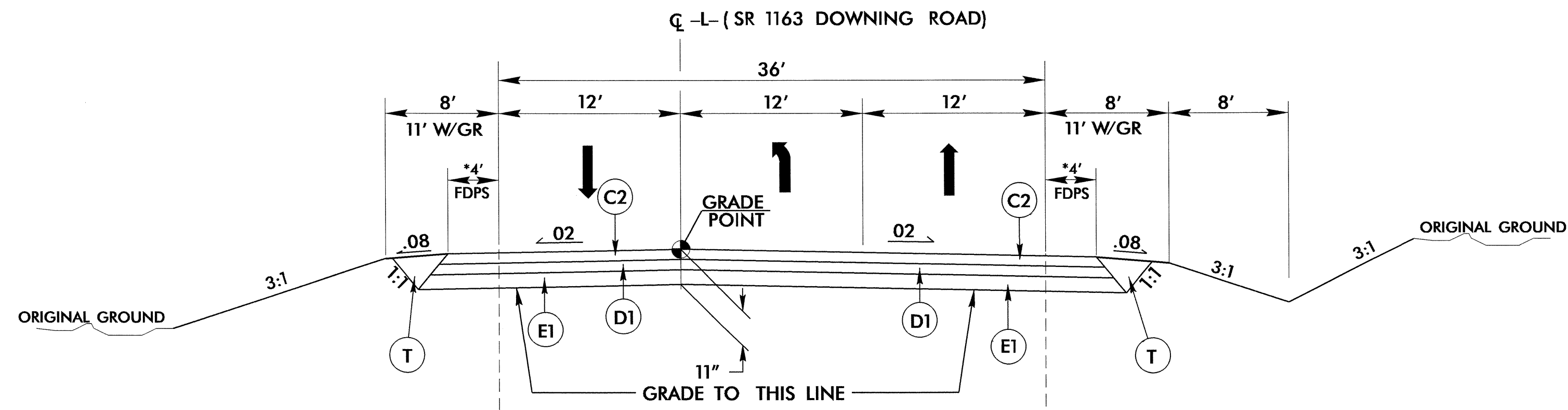


Detail Showing Method of Wedging

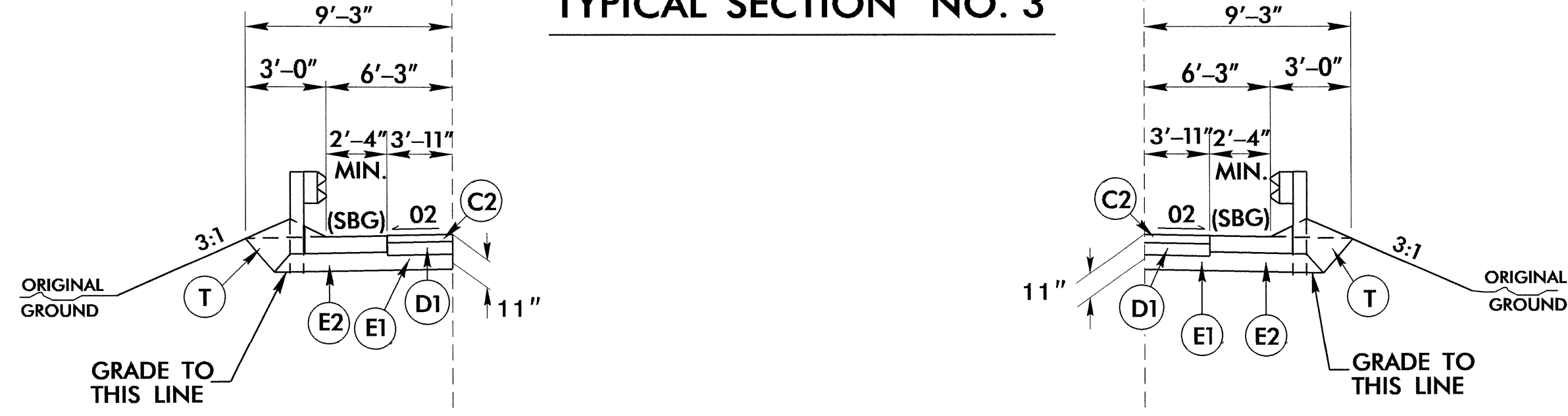


TYPICAL SECTION ON STRUCTURE
BEGIN BRIDGE -L- STA. 20+97.38 TO END BRIDGE -L- STA. 21+74.63

PAVEMENT SCHEDULE	
C1	1.5" S9.5B
C2	3" S9.5B
C3	VAR. S9.5B
D1	4" I19.0B
D2	VAR. I19.0B
E1	5.5" B25.0B
E2	VAR. B25.0B
R	2'-6" C&G
T	EARTH MATERIAL.
U	EXIST. PAVEMENT.
W	WEDGING



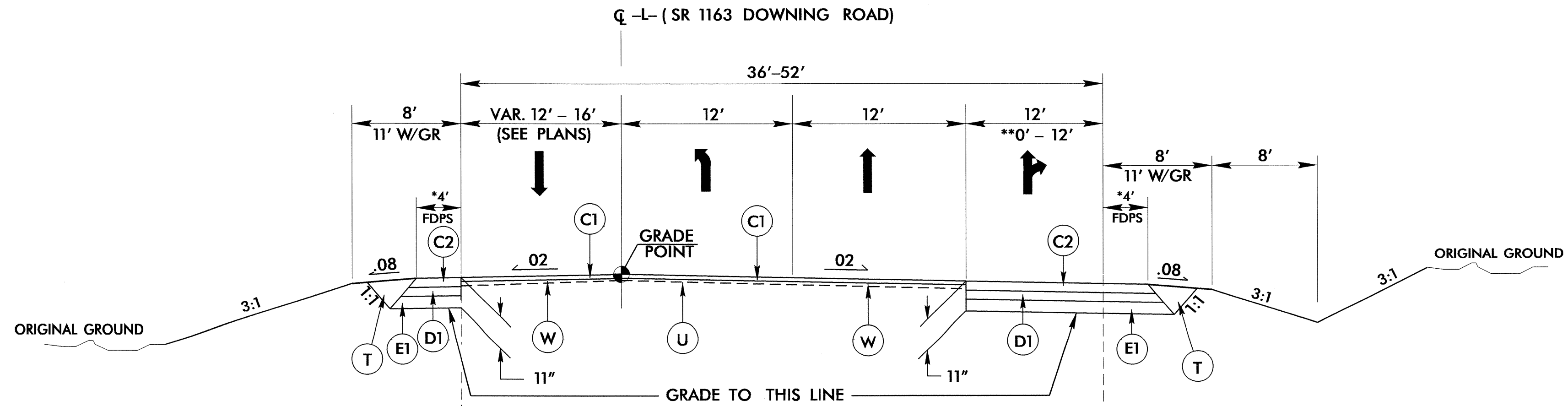
TYPICAL SECTION NO. 3



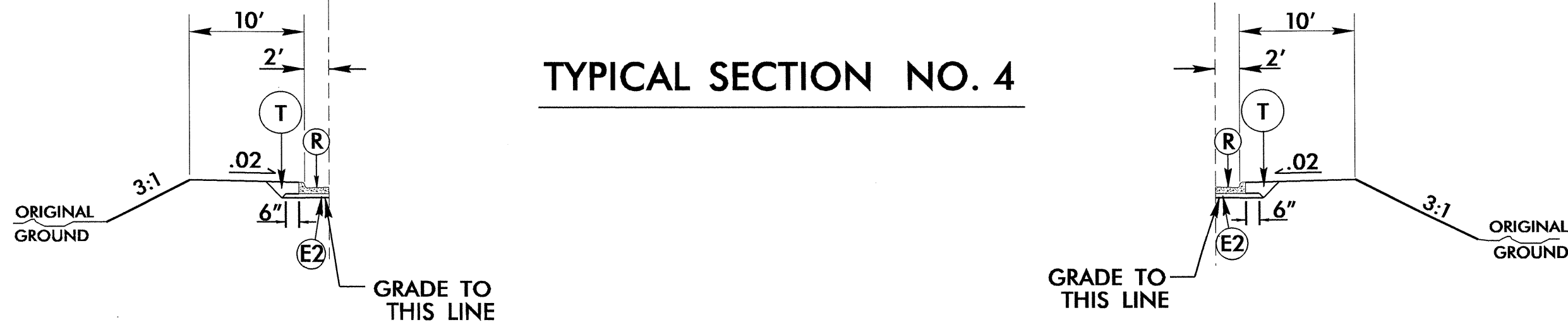
USE TYPICAL SECTION NO. 3 AS FOLLOWS:
 -L- STA. 20+69.97 TO STA. 20+97.38 (BEGIN BRIDGE)
 -L- STA. 21+74.63 (END BRIDGE) TO STA. 21+96.00

*NOTE: SEE PLAN SHEET FOR PAVED SHOULDER LIMITS AT GUARDRAIL LOCATIONS

NOTE:
 INSTALL SHOULDER BERM GUTTER (SBG) AS FOLLOWS.
 -L- STA. 20+72.00 TO STA. 20+86.38 (BEGIN BRIDGE APP. SLAB) LT & RT
 -L- STA. 21+85.63 (END BRIDGE APP. SLAB) TO STA. 22+05.00 RT
 -L- STA. 21+85.63 (END BRIDGE APP. SLAB) TO STA. 22+54.00 LT
 SEE ROADWAY STD. DWG. NO. 846.03



TYPICAL SECTION NO. 4



USE TYPICAL SECTION NO. 4 AS FOLLOWS:
 ** -L- STA. 21+96.00 TO STA. 22+96.00
 -L- STA. 22+96.00 TO STA. 25+75.00

*NOTE: SEE PLAN SHEET FOR PAVED SHOULDER LIMITS AT GUARDRAIL LOCATIONS

NOTE:
 INSTALL CONCRETE CURB AND GUTTER (C&G) AS FOLLOWS.
 -L- STA. 24+57.00 TO STA. 25+71.11 LT (SW RADIUS OF -EY-)
 -L- STA. 22+96.00 TO STA. 25+35.96 RT (SE RADIUS OF -EY-)
 -L- STA. 24+57.00 TO STA. 25+10.00 LT
 (CHANNELIZATION FOR PARCEL 7 PARKING LOT)

6/2/09

09-APR-2013 16:12 P:\Projects\B-5126-Rdy-typ.dgn

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

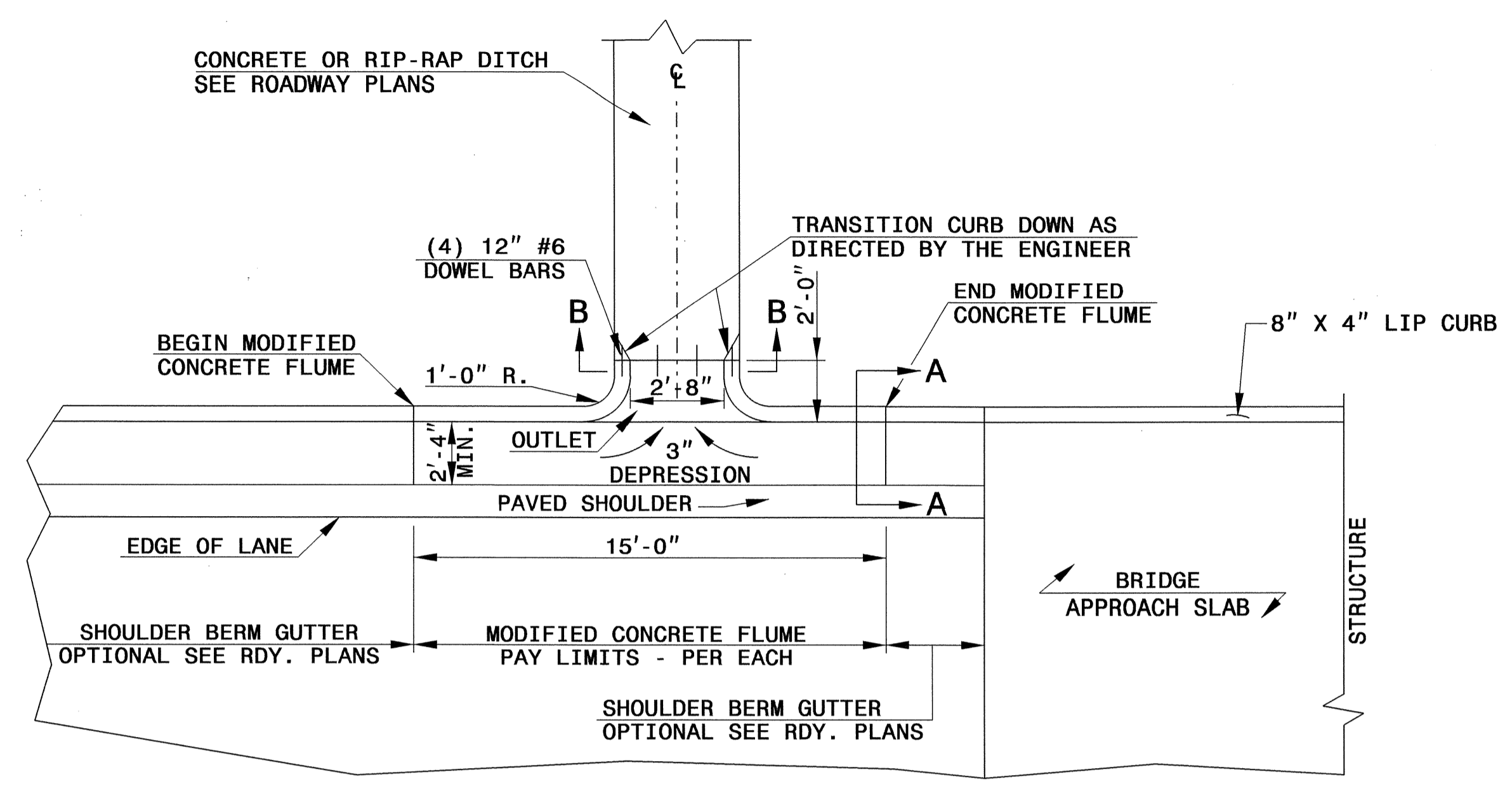
ENGLISH DETAIL DRAWING FOR
MODIFIED CONCRETE FLUME
WITH CONCRETE OR RIP-RAP DITCH

SHEET 1 OF 1
MODFLMDTCH

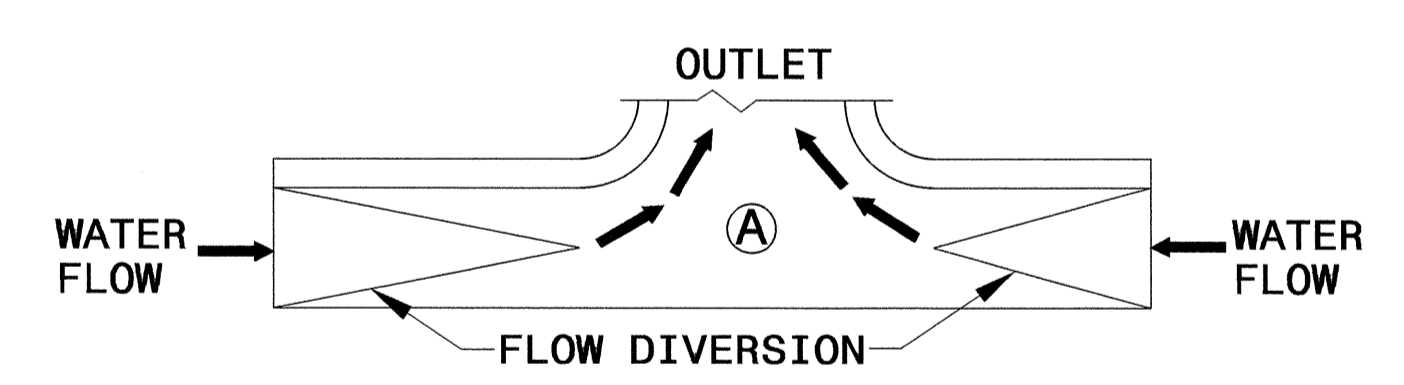
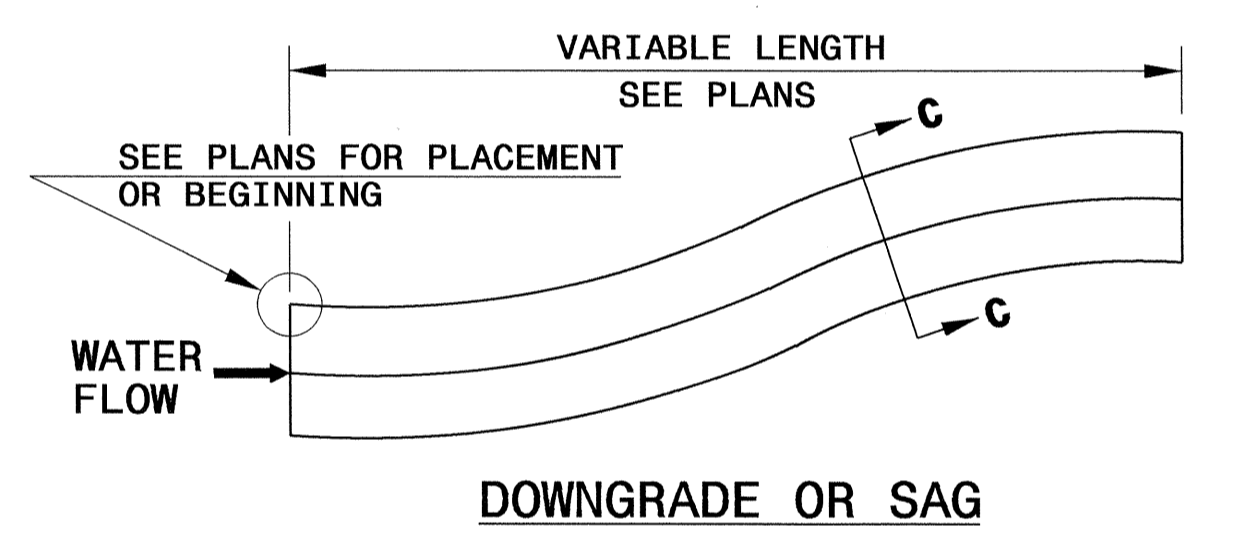
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
MODIFIED CONCRETE FLUME
WITH CONCRETE OR RIP-RAP DITCH

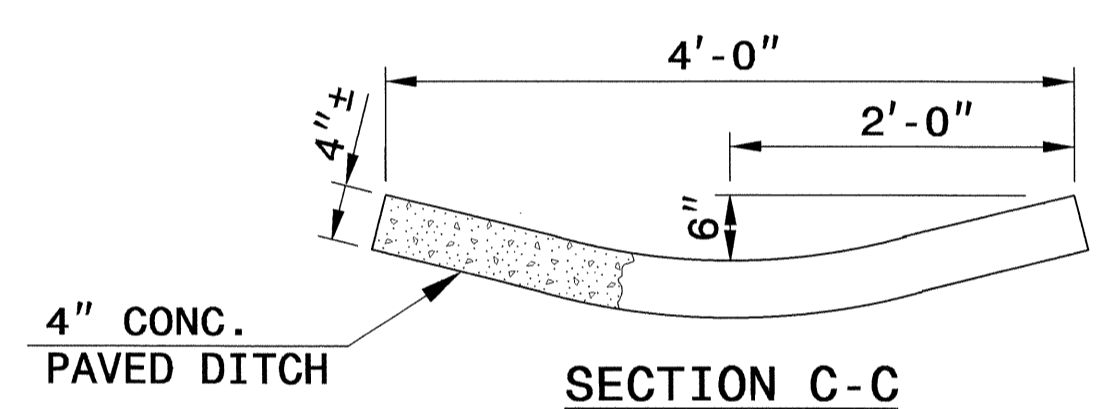
SHEET 1 OF 1
MODFLMDTCH



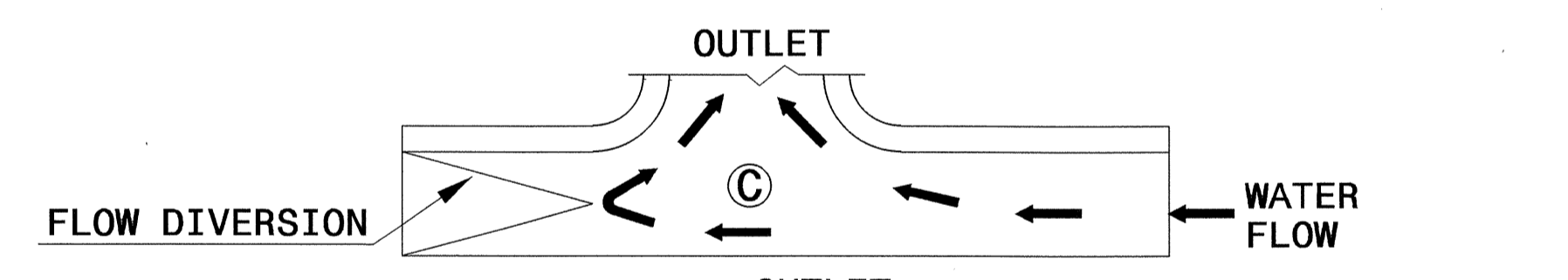
PLAN VIEW



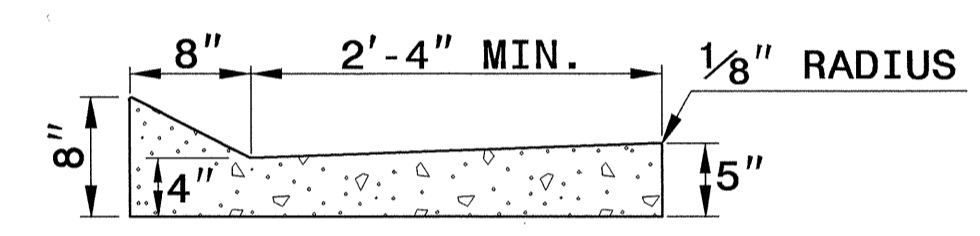
FLOW DIVERSION EXAMPLES



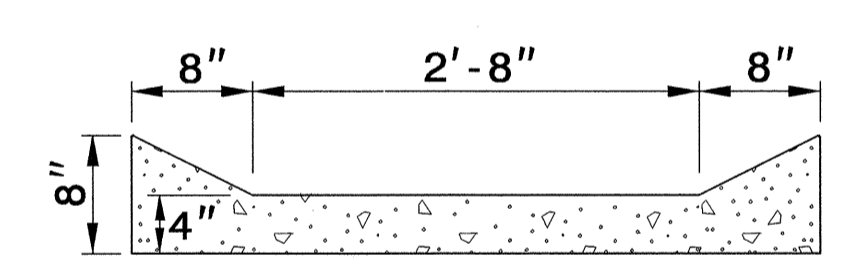
SECTION C-C



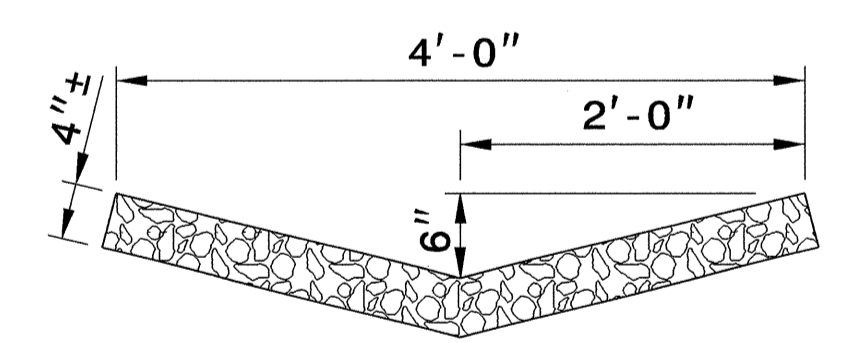
DOWN GRADE



SECTION A-A



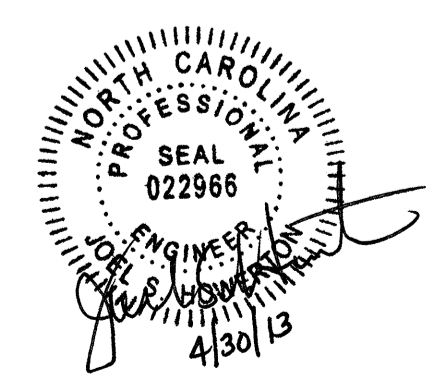
SECTION B-B



RIP-RAP LINED DITCH

NOTES:

- CONSTRUCT MODIFIED CONCRETE FLUME AND SHOULDER BERM GUTTER IN ACCORDANCE WITH THIS DETAIL.
- CONSTRUCT CONCRETE DITCH IN ACCORDANCE WITH STD. DWG. NO. 850.01.
- CONSTRUCT RIP RAP LINED DITCH IN ACCORDANCE WITH THIS DETAIL, IF CALLED FOR IN PLANS.
- CONCRETE OR RIP RAP LINED DITCH SHALL BE THE TYPE AND LENGTH SPECIFIED BY THE ROADWAY PLANS. THE DITCH SHALL TERMINATE AS SHOWN ON THE PLANS. IF NO TERMINATION IS INDICATED PLACE RIP-RAP AT THE END OF THE DITCH AS INDICATED BY STD. DWG. 876.02 FOR AN 18" PIPE. TRANSITIONS FROM THE DITCH TO TERMINATION SHALL BE AS DIRECTED BY THE ENGINEER.
- MODIFICATIONS SHALL BE AS DICTATED BY SITE CONDITIONS AND DIRECTED BY THE ENGINEER.



CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE PLATE FOR TITLE

ORIGINAL BY: E.E. Ward DATE: Apr. 2002
MODIFIED BY: E.E. Ward DATE: July 2004
CHECKED BY: [Signature] DATE: 4/8/13
FILE SPEC.: #details\stand\modifiedflume.dgn

PLANS, SPECIFICATIONS, AND CONTRACT DOCUMENTS ARE THE PROPERTY OF THE STATE OF NORTH CAROLINA. THESE DOCUMENTS ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE OR REPRODUCTION OF THESE DOCUMENTS WITHOUT THE WRITTEN PERMISSION OF THE DIVISION OF HIGHWAYS IS STRICTLY PROHIBITED.

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)

Main table listing pipe details including Station, Location, Structure No., Pipe Size, Thickness, Invert Elevation, Slope, Drainage Pipe, C.S. Pipe, Class III R.C. Pipe, Endwalls, Quantities, Frame, Grates, and Hood, Type of Grate, and Remarks.

REMOVAL OF EXISTING ASPHALT PAVEMENT SUMMARY

Table with columns: SURVEY LINE, STATION, STATION, LOCATION LT/RT/CL, YD². Includes rows for station ranges and a total row.

SHOULDER BERM GUTTER SUMMARY

Table with columns: SURVEY LINE, STATION, STATION, LENGTH. Includes rows for station ranges and a total row.

SUMMARY OF EARTHWORK

Summary table with columns: STATION, UNCL. EXCAV., UNDERCUT, EMBANK +%, BORROW, WASTE. Includes subtotal and grand total rows.

UNDERCUT BY STATION LOCATION = 143 CY SELECT MATERIAL (CLASS II OR III) = 450 CY
UNDERCUT AS CONTINGENCY PER GEOTECH = 300 CY
TOTAL UNDERCUT = 443 CY

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350

GUARDRAIL SUMMARY

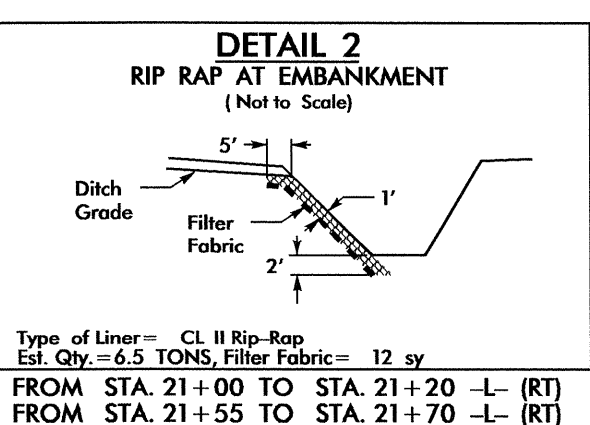
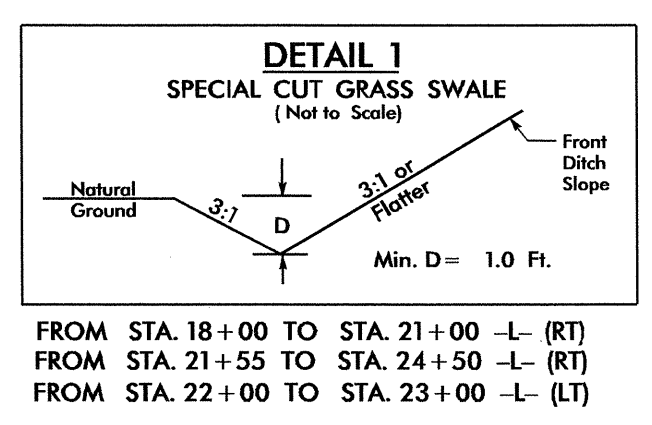
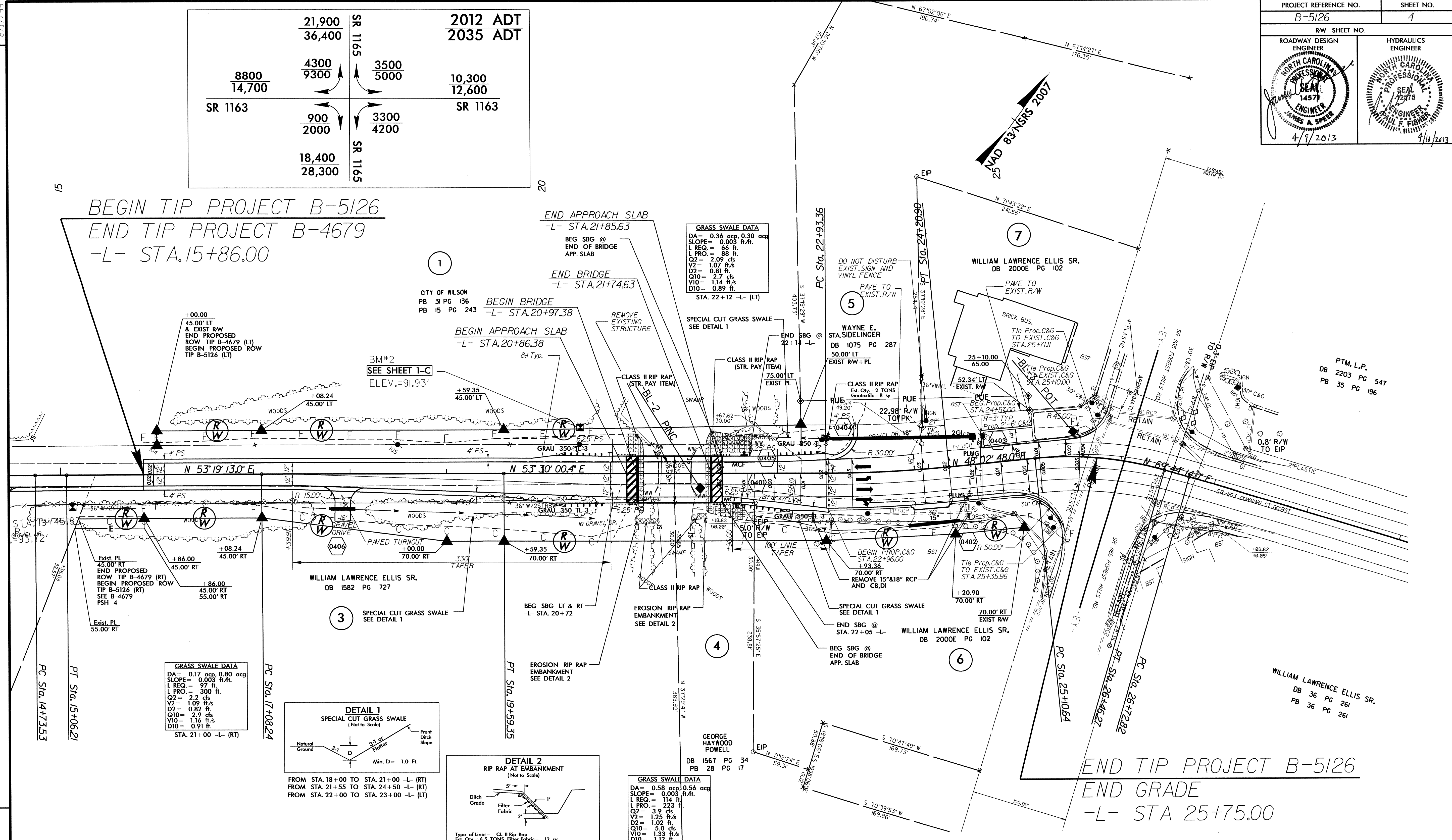
Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

Note: Approximate quantities only. Unclassified Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

Main guardrail summary table with columns: SURVEY LINE, BEG. STA., END STA., LOCATION, LENGTH, WARRANT POINT, TOTAL SHOUL. WIDTH, FLARE LENGTH, W, ANCHORS, IMPACT ATTENUATOR, SINGLE FACED GUARDRAIL, REMOVE EXISTING GUARDRAIL, REMOVE AND STOCKPILE EXISTING GUARDRAIL, REMARKS.

21,900 36,400	SR 1165	3500 5000	2012 ADT
8800 14,700			2035 ADT
900 2000		3300 4200	10,300 12,600
18,400 28,300	SR 1165		SR 1163

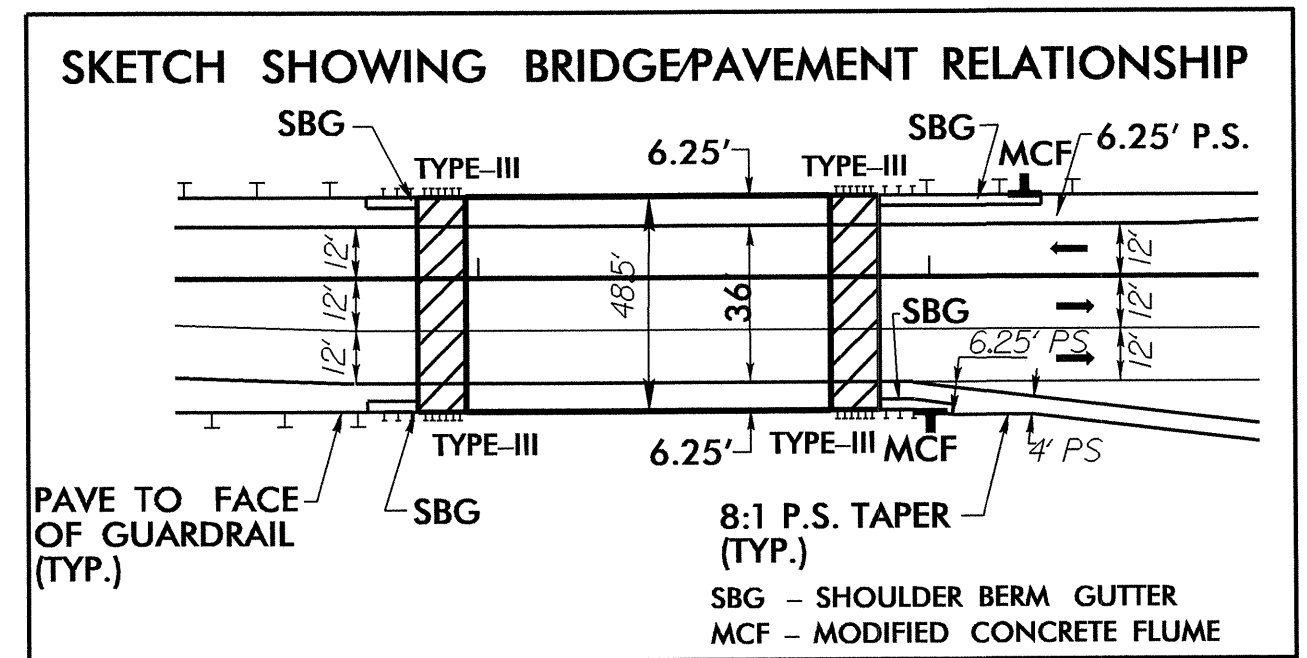
BEGIN TIP PROJECT B-5126
END TIP PROJECT B-4679
-L- STA.15+86.00



GRASS SWALE DATA

DA = 0.58 acp, 0.56 acg
SLOPE = 0.003 ft./ft.
L REQ. = 114 ft.
L PRO. = 223 ft.
Q2 = 3.9 cfs
V2 = 1.25 ft/s
D2 = 1.02 ft.
Q10 = 5.0 cfs
V10 = 1.33 ft/s
D10 = 1.12 ft.

STA. 21+55 -L- (RT)



PI Sta 18+33.80 Δ = 0°10'47.4" (RT) D = 0°04'17.8" L = 251.11' T = 125.56' R = 80,000.00' SE = NC	PI Sta 23+57.18 Δ = 5°27'12.4" (LT) D = 4°16'32.9" L = 127.54' T = 63.82' R = 1,340.00' SE = 03 RO = SEE PLAN	PI Sta 25+79.28 Δ = 2°42'23.3" (RT) D = 16°00'15.9" L = 135.63' T = 68.64' R = 358.00'	PI Sta 28+16.38 Δ = 1°26'07.9" (RT) D = 0°30'00.0" L = 287.10' T = 143.56' R = 11,459.16'
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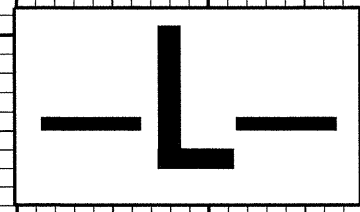
END TIP PROJECT B-5126
END GRADE
-L- STA 25+75.00

SEE SHEET 5 FOR PROFILE
SEE SHEET S-1 THRU S-21
FOR STRUCTURE PLANS

09-APR-2013 15:22
R:\Roadway\N\B-5126_Rwy_psh.dgn

5/14/99
08-APR-2013 15:52
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***** UNCLASSIFIED *****

BM #2 RR SPIKE IN
BASE OF 24" MAPLE
-L- STA. 20+38.76
47.83' LT
ELEV. = 91.93'



BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 18,700	CFS
DESIGN FREQUENCY	= 50	YRS
DESIGN HW ELEVATION	= 98.2	FT
BASE DISCHARGE	= 22,100	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 99.5	FT
OVERTOPPING DISCHARGE	= 5,500	CFS
OVERTOPPING FREQUENCY	= <10	YRS
OVERTOPPING ELEVATION	= 94.4	FT
DATE OF SURVEY	= 09-20-2011	
W.S. ELEVATION AT DATE OF SURVEY	= 89 +/-	FT

SEE SHEET 4 FOR PLAN VIEW

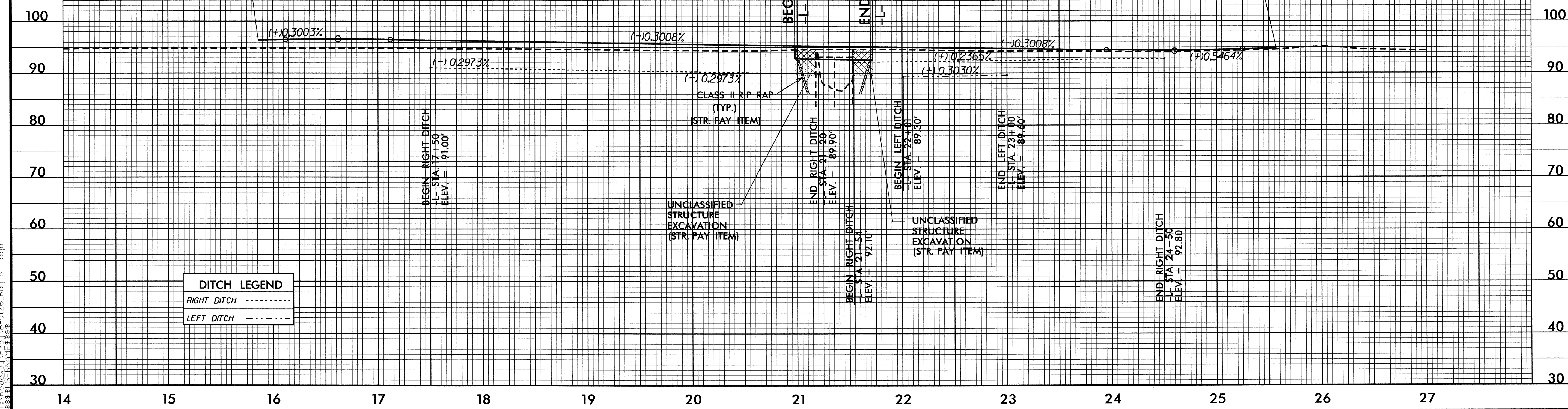
BRIDGE C STA. 21+36.25 -L-
ELEV. = 95.21'
SKEW = 90
PROPOSED 1 @ 77.25'
33" PRESTRESSED CONCRETE
BOX BEAM

BEGIN GRADE PROJECT B-5126
END GRADE PROJECT B-4679
-L- STA. 15+86.00
ELEV. = 96.41'

END GRADE PROJECT B-5126
-L- STA. 25+57.00
ELEV. = 94.77'

PI = 16+62.00
EL = 96.64'
VC = 100'
K = 166

PI = 24+60.00
EL = 94.24'
VC = 130'
K = 153



DITCH LEGEND
RIGHT DITCH - - - - -
LEFT DITCH - - - - -