— HIGH SILL

2.0'

1.0′

SILLS AT

INLET AND OUTLET

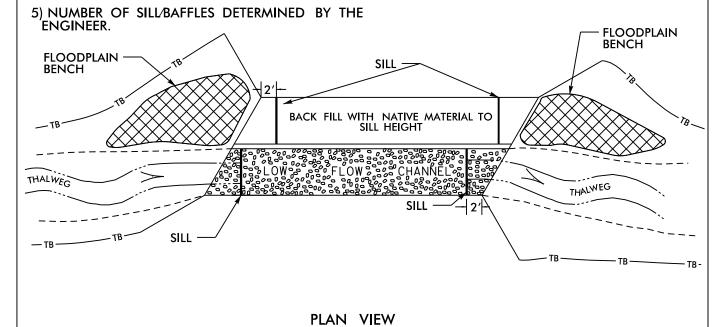
*NOTES:

1) NATIVE MATERIAL BETWEEN SILLS/BAFFLES
IN THE CULVERT SHALL PROVIDE A
CONTINUOUS LOW FLOW CHANNEL. NATIVE
MATERIAL CONSISTS OF MATERIAL THAT IS EXCAVATED FROM THE THE STREAM OR FLOODPLAIN AT THE PROJECT SITE DURING CONSTRUCTION. ONLY MATERIAL THAT IS EXCAVATED FROM THE STREAM BED MAY BE USED TO LINE THE LOW FLOW CULVERT BARREL. RIP-RAP MAY BE USED TO SUPPLEMENT THE NATIVE MATERIAL IN THE HIGH FLOW CULVERT BARREL(S). IF RIP-RAP IS USED TO LINE THE HIGH FLOW CULVERT BARREL(S), NATIVE MATERIAL SHOULD BE PLACED ON TOP TO FILL VOIDS AND PROVIDE A FLAT SURFACE FOR ANIMAL PASSAGE. NATIVE MATERIAL IS SUBJECT TO APPROVAL BY THE ENGINEER AND MAY BE SUBJECT TO PERMIT CONDITIONS.

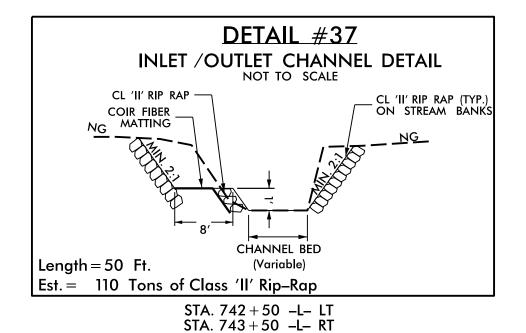
2) SILLS/BAFFLES ARE TO BE 1.0 FT. WIDE, CAST SEPARATELY AND ATTACHED BY DOWELS.

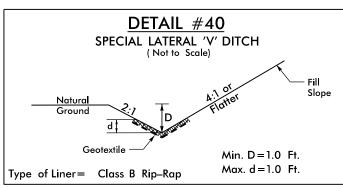
3) TOP OF LOW FLOW SILLS/BAFFLES SHOULD MATCH STREAM BED ELEVATION IN LOW FLOW CHANNEL OF STREAM. (THALWEG)

4) DO NOT SET ELEVATION OF HIGH SILL/BAFFLES ABOVE BANK FULL.



2@8' X 8' RCBC AT STA. 743+19 -L-





FROM STA. 10+00 TO STA. 12+75 -Y1- LT FROM STA. 20+00 TO STA. 23+00 -SRVRD_1- LT FROM STA. 18 + 50 TO STA. 20 + 20 - SRVRD 4- RT

DETAIL #38 (NOT TO SCALE) SINGLE BARREL CULVERT

LOW FLOW CHANNEL AND SILLS

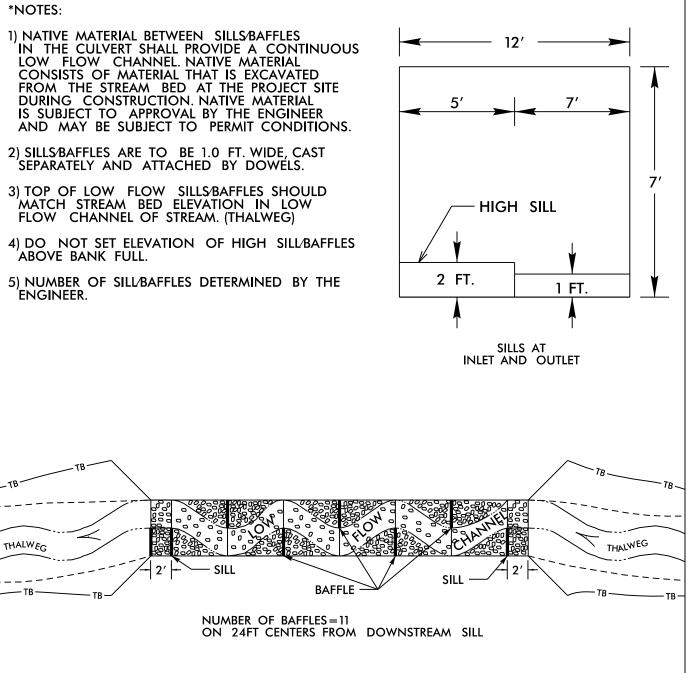
*NOTES:

1) NATIVE MATERIAL BETWEEN SILLS/BAFFLES
IN THE CULVERT SHALL PROVIDE A CONTINUOUS
LOW FLOW CHANNEL NATIVE MATERIAL CONSISTS OF MATERIAL THAT IS EXCAVATED FROM THE STREAM BED AT THE PROJECT SITE DURING CONSTRUCTION. NATIVE MATERIAL IS SUBJECT TO APPROVAL BY THE ENGINEER AND MAY BE SUBJECT TO PERMIT CONDITIONS.

2) SILLS/BAFFLES ARE TO BE 1.0 FT. WIDE, CAST SEPARATELY AND ATTACHED BY DOWELS.

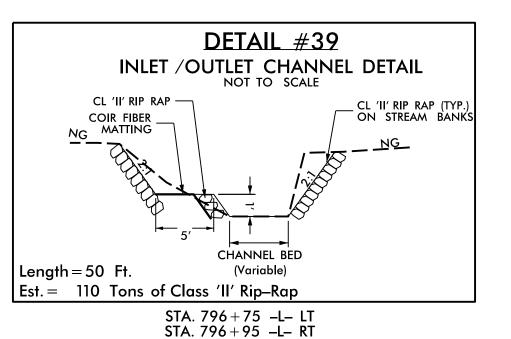
4) DO NOT SET ELEVATION OF HIGH SILL/BAFFLES ABOVE BANK FULL.

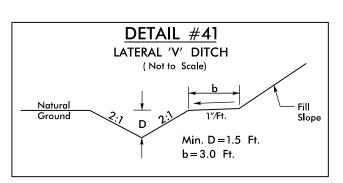
5) NUMBER OF SILL/BAFFLES DETERMINED BY THE ENGINEER.



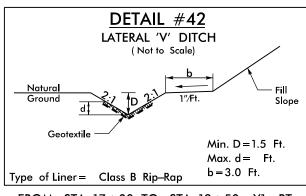
1@12' X 7' RCBC AT STA. 796 + 86 -L-

PLAN VIEW

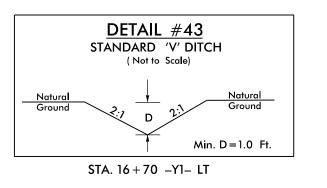


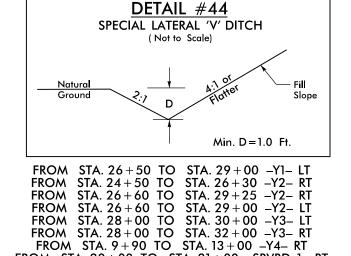


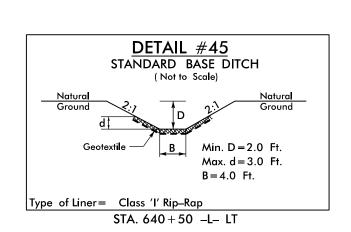
FROM STA. 15 + 00 TO STA. 17 + 00 - Y1- RT FROM STA. 16+00 TO STA. 19+00 -Y2- RT



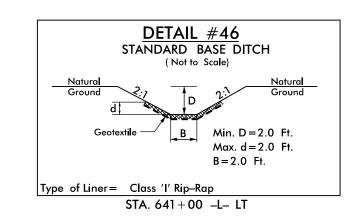
FROM STA. 17+00 TO STA. 18+50 -Y1- RT FROM STA. 23+00 TO STA. 25+20 -SRVRD_1- LT FROM STA. 21+35 TO STA. 22+50 -Y2-LT

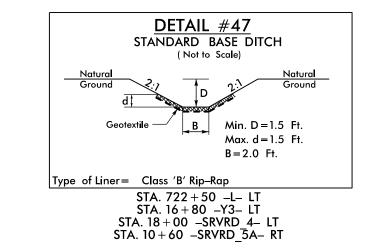






FROM STA. 20+00 TO STA. 21+00 -SRVRD_1- RT







HYDRAULICS ENGINEER SEAton 99**26**971

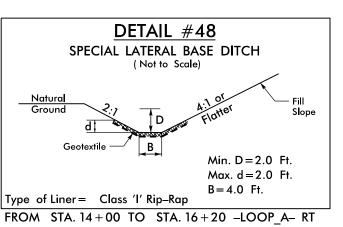
SHEET NO.

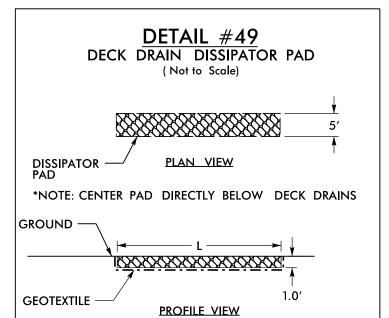
2D-5

PROJECT REFERENCE NO.

R-2707D

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED





FROM STA. 847 + 60 TO STA. 848 + 45 -L- LT (EST. 21 TONS, EST. 89 SY GF) FROM STA. 847 + 60 TO STA. 848 + 45 -L- RT (EST. 21 TONS, EST. 89 SY GF) FROM STA. 847 + 97 TO STA. 848 + 33 -L- MED LT (EST. 9 TONS, EST. 38 SY GF) FROM STA. 847 + 97 TO STA. 848 + 33 -L- MED RT (EST. 9 TONS, EST. 38 SY GF) FROM STA. 850+11 TO STA. 850+37 -L- MED LT (EST. 7 TONS, EST. 27 SY GF) FROM STA. 850+11 TO STA. 850+37 -L- MED RT (EST. 7 TONS, EST. 27 SY GF) FROM STA. 850+11 TO STA. 850+37 -L- LT (EST. 7 TONS, EST. 27 SY GF) FROM STA. 850 + 11 TO STA. 850 + 37 -L- RT (EST. 7 TONS, EST. 27 SY GF)

Type of Liner = Class B Rip-Rap

