27K32105SC

COMPUTED BY:	EMP	DATE:	12/06/2024
CHECKED BY:	CGM/DWL	DATE:	09/05/2025

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROJECT NO.	SHEET NO.
R-5600	3D-19

Note: Invert Elevations indicated are for Bid Purposes only and shall not be used for project construction stakeout. See "Standard Specifications For Roads and Structures, Section 300-5".

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 54 INCHES & OVER)

| LINE & STATION / SIZE / THICKNESS OR GAUGE | OFFSET | STRUCTURE NUMBER FROM | STRUCTURE NUMBER TO | TOP ELEVATION FT. | INVERT ELEVATION FT. | INVERT ELEVATION FT. | MINIMUM REQUIRED SLOPE % | Side Drain Pipe (RCP, CSP, CAAP, HDPE, PVC, or PP PIPE) 54 | 60 | 66 | 72 | 78 | 84 | | DO NOT USE RCP | DO NOT USE CSP | DO NOT USE CAAP | DO NOT USE HDPE | DO NOT USE PVC | DO NOT USE PP PIPE | C. S. PIPE 54 | 60 | 66 | 72 | 78 | 84 | | | | R. C. PIPE CLASS III 54 | 60 | 66 | 72 | 78 | 84 | | R. C. PIPE CLASS IV 54 | 60 | 66 | 72 | 78 | 84 | | R. C. PIPE CLASS V 54 | 60 | 66 | 72 | 78 | 84 | | STRUCTURAL PLATE PIPE 60 | 66 | 72 | | | ENDWALLS STD. 838.01 OR STD. 838.11 (UNLESS NOTED OTHERWISE) CY | REINFORCED ENDWALLS CY | DRAINAGE STRUCTURE MASONRY CY | C.B. STD. 840.01 OR STD. 840.02 | FRAME, GRATES, AND HOOD STD. 840.03 GRATE TYPE E | F | G | | CONCRETE TRANSITIONAL SECTION D.I. STD. 852.04 OR STD. 852.06 | C.B. STD. 852.05 | CONCRETE BRIDGE APPROACH D.I. STD. 840.13 | D.I. STD. 840.14 OR STD. 840.15 | D.I. FRAME AND GRATES STD. 840.16 | D.I. STD. 840.26 | G.D.I. TYPE "A" STD. 840.17 OR STD. 840.27 | G.D.I. TYPE "B" STD. 840.18 OR STD. 840.22 | G.D.I. (W.S. SAG) FRAME W/ 2 GRATES STD. 840.22 | G.D.I. (N.S. SAG) FRAME W/ GRATE STD. 840.24 | G.D.I. (N.S. SAG) FRAME W/ 2 GRATES STD. 840.24 | G.D.I. (N.S. FLAT) FRAME W/ GRATE STD. 840.29 | G.D.I. (N.S. FLAT) FRAME W/ 2 GRATES STD. 840.29 | DRIVEWAY D.I. STD. 840.30 | C.B. EXTRA DEPTH, SEE DETAIL SHEET 2C-20 | J.B. STD. 840.31 OR STD. 840.32 | M.H. STD. 840.51, STD. 840.52, OR STD. 840.53 | M.H. FRAME AND COVER STD. 840.54 | PIPE REMOVAL LIN. FT. | REMARKS |
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