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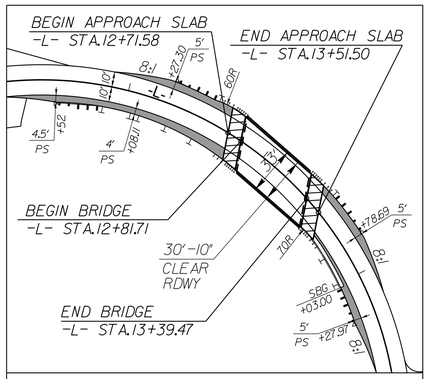
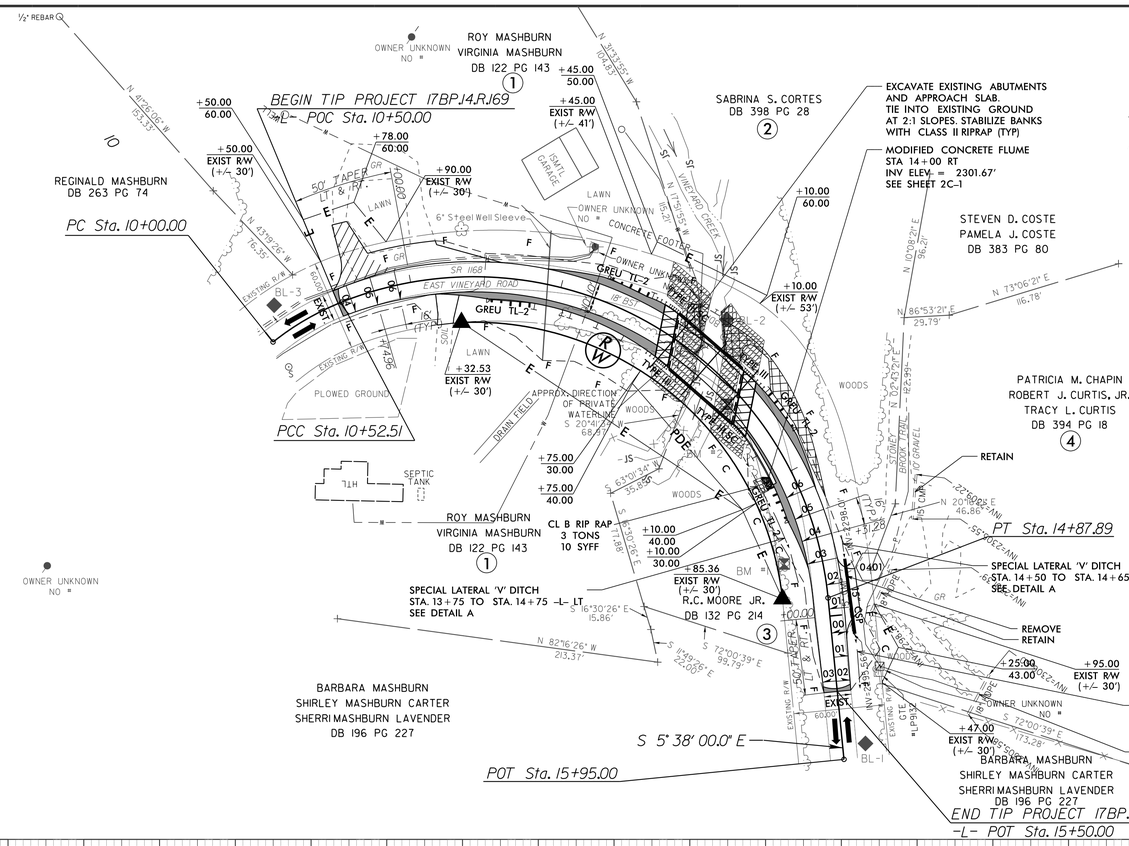


SKETCH SHOWING DIMENSION OF PAVEMENT AND SHOULDERS IN RELATION TO PROPOSED BRIDGE WIDTH

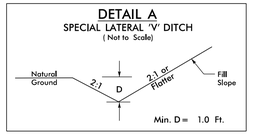
PAVED SHOULDER



CURVE DATA -L-

PI Sta 10+26.44	PI Sta 13+65.23
Δ = 16° 42' 56.8" (RT)	Δ = 106° 09' 03.2" (RT)
D = 31° 49' 51.6"	D = 24° 22' 52.3"
L = 52.51'	L = 435.38'
T = 26.44'	T = 312.71'
R = 180.00'	R = 235.00'
e = exist.	e = 6%
DS = exist.	DS = 30 mph
	Lr = 96'

DETAIL A
SPECIAL LATERAL 'V' DITCH
(Not to Scale)



FROM STA. 13+75 TO STA. 14+75 -L- LT
FROM STA. 14+50 TO STA. 14+65 -L- RT
FROM STA. 15+13 TO STA. 15+50 -L- RT

DRIVEWAY TO BE USED AS TEMP.BUS TURNAROUND DURING CONSTRUCTION

PAVEMENT REMOVAL

PROJECT REFERENCE NO.	SHEET NO.
17BP.14.R.169	4
R/W SHEET NO.	

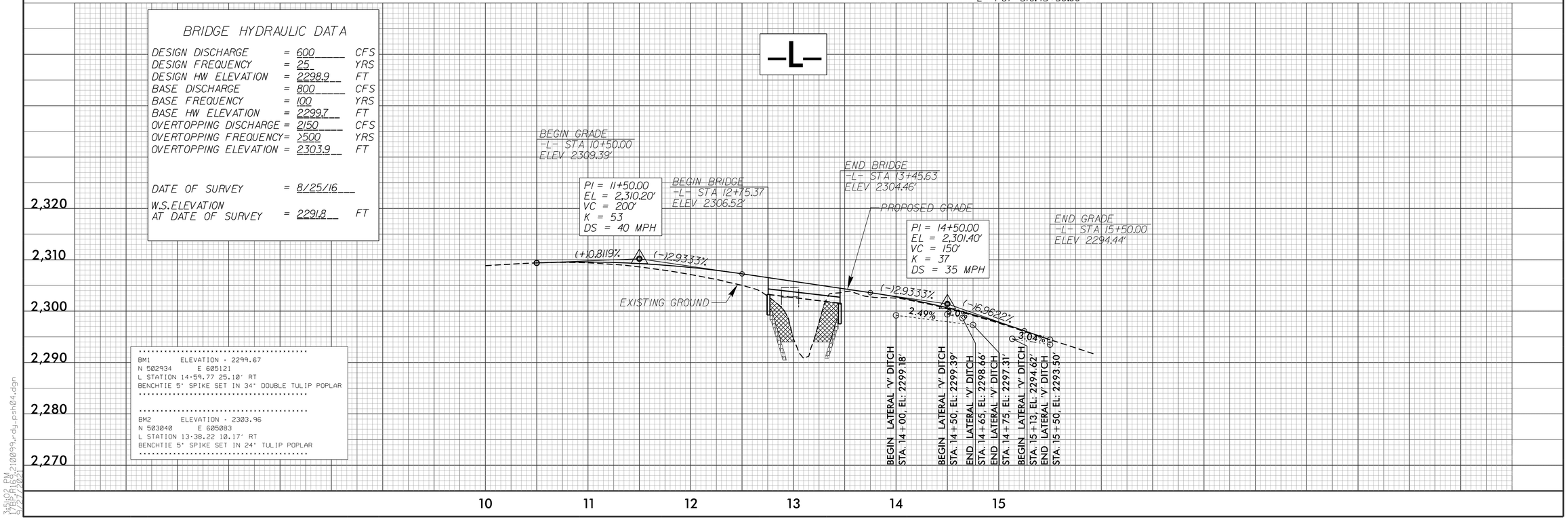
ROADWAY DESIGN ENGINEER 11/23/2021
HYDRAULICS ENGINEER 11/23/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

wsp
434 Fayetteville Street Suite 1500
Raleigh, NC 27601 - 919.836.4040
www.wspgroup.com
LICENSE NO. F-0165

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 600	CFS
DESIGN FREQUENCY	= 25	YRS
DESIGN HW ELEVATION	= 2298.9	FT
BASE DISCHARGE	= 800	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 2299.7	FT
OVERTOPPING DISCHARGE	= 2150	CFS
OVERTOPPING FREQUENCY	= >500	YRS
OVERTOPPING ELEVATION	= 2303.9	FT
DATE OF SURVEY	= 8/25/16	
W.S.ELEVATION AT DATE OF SURVEY	= 2291.8	FT



BM1 ELEVATION - 2299.67
N 502934 E 605121
L STATION 14+59.77 25.10' RT
BENCHTIE 5" SPIKE SET IN 34" DOUBLE TULIP POPLAR

BM2 ELEVATION - 2303.96
N 503040 E 605083
L STATION 13+38.22 10.17' RT
BENCHTIE 5" SPIKE SET IN 24" TULIP POPLAR

3:50:02 PM
17BP.R.169_210099_rdy_psh04.dgn
10/27/2021