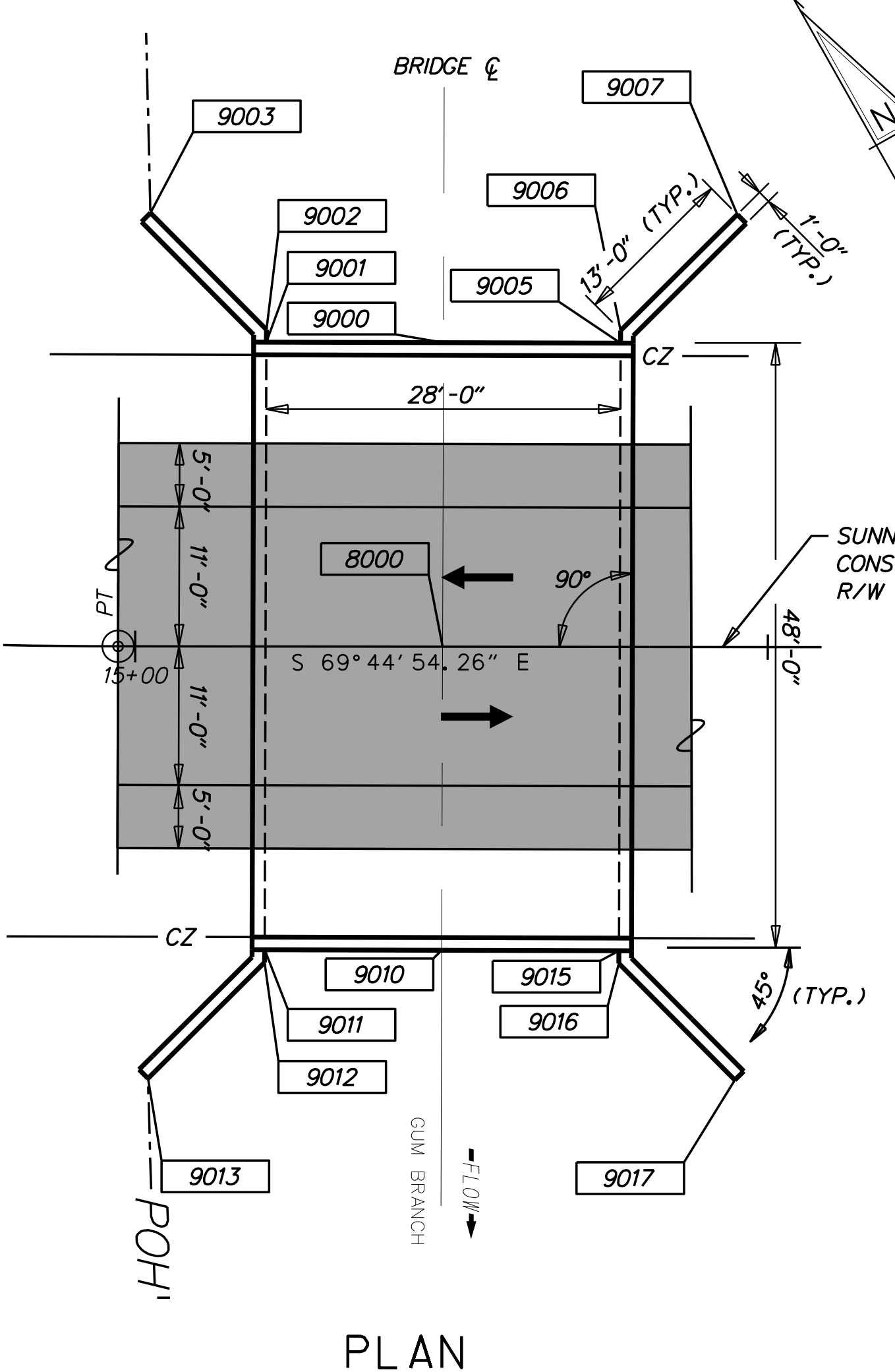
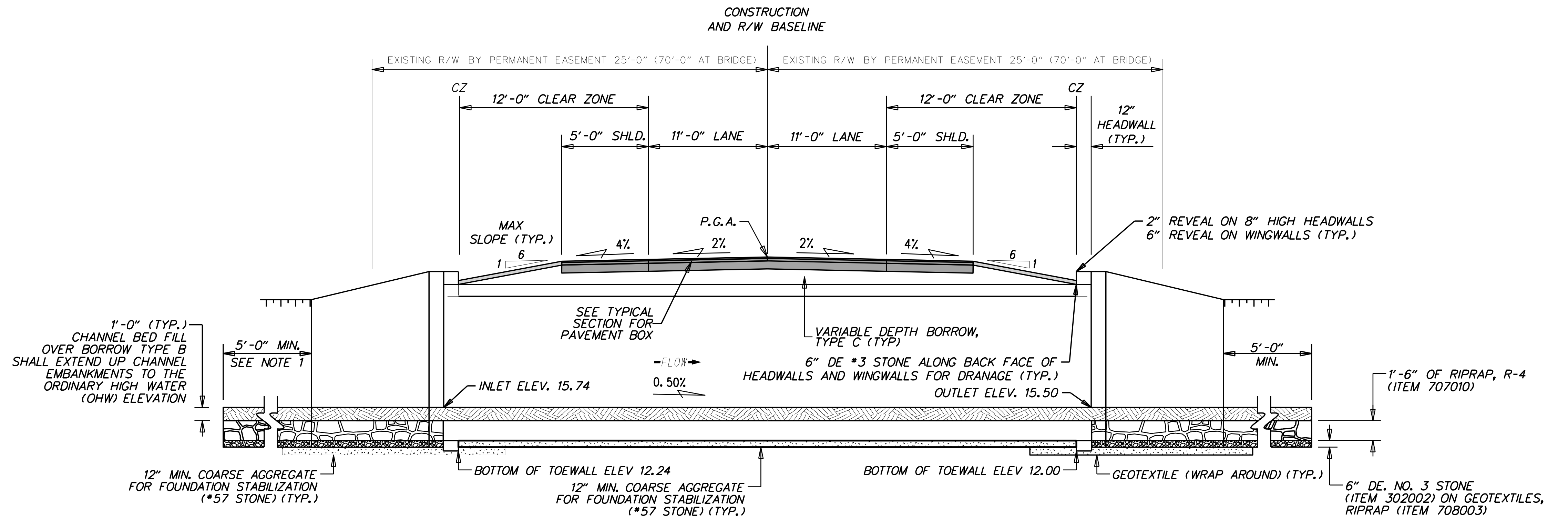
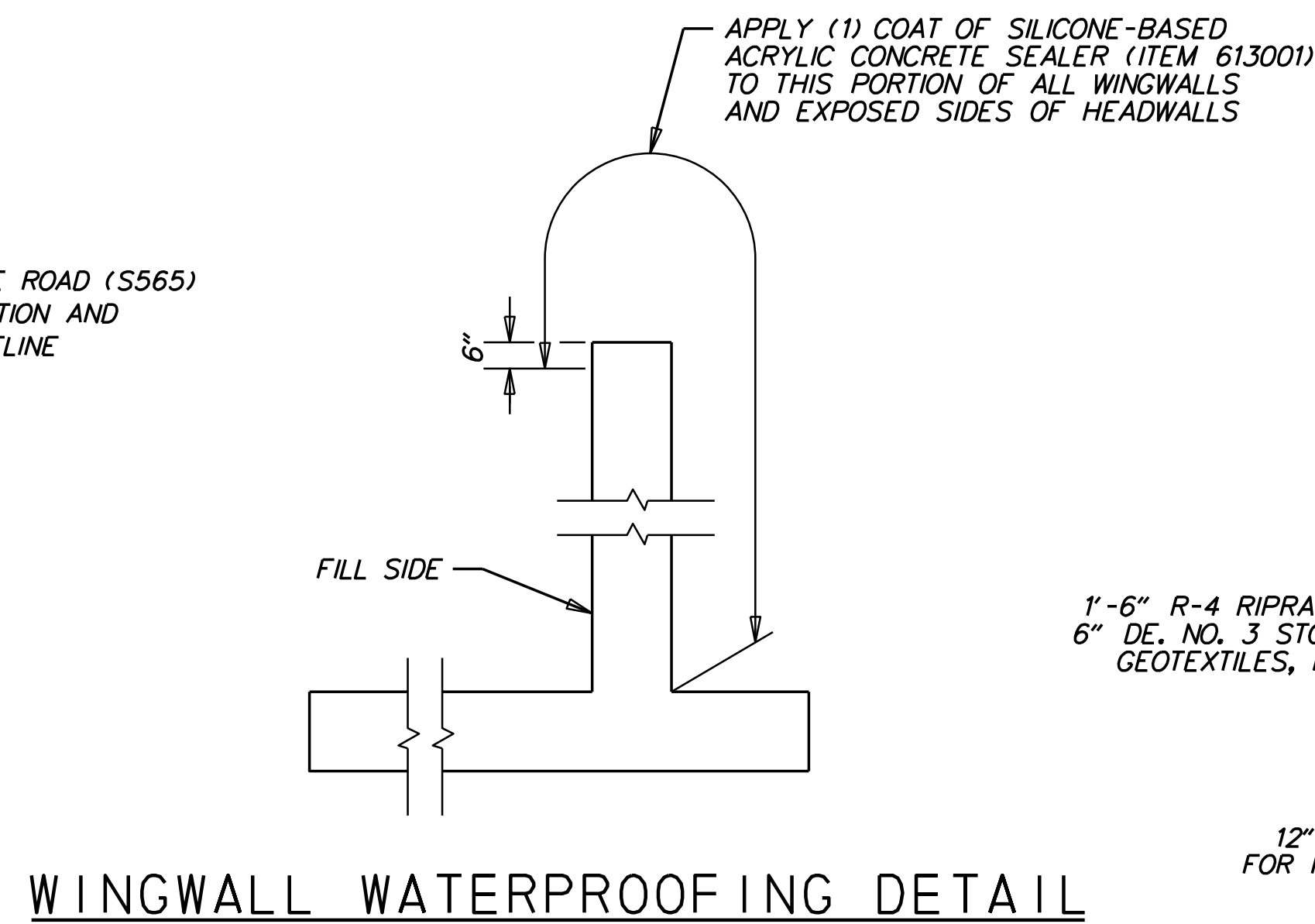


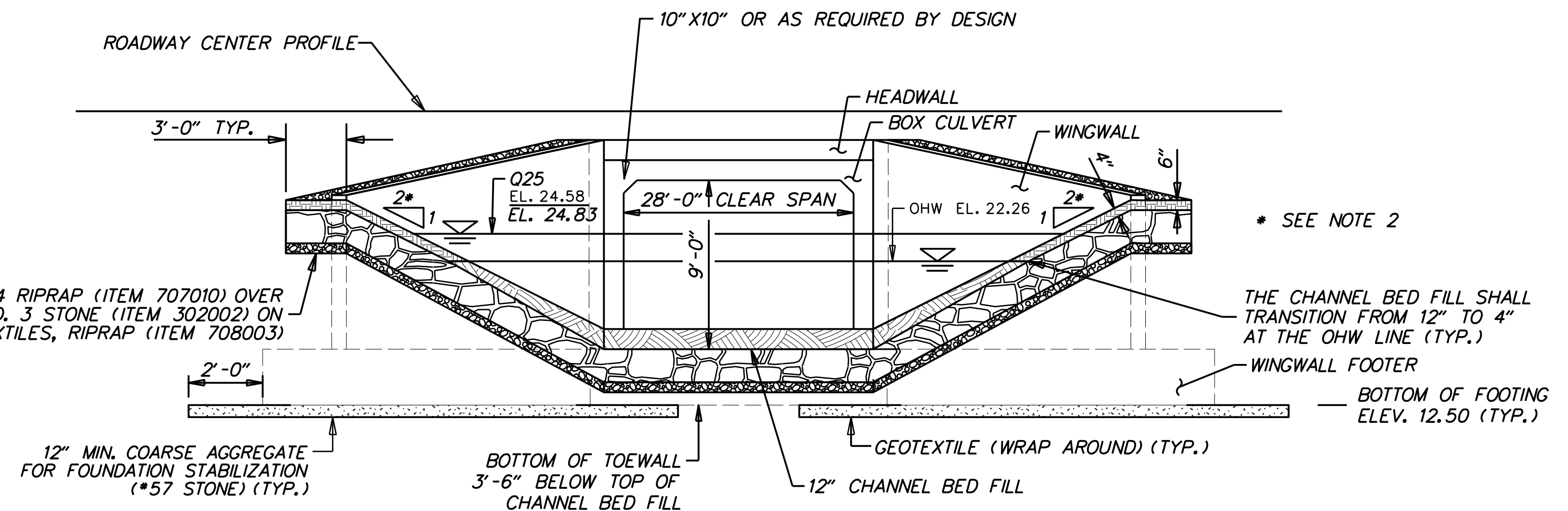
STRUCTURAL WORKING POINTS				
POINT	STATION	OFFSET	NORTHING	EASTING
8000	15+24.30	0	273870.9653	617371.7094
9000	15+24.30	-24.00	273893.4817	617380.0169
9001	15+10.30	-24.00	273898.3277	617366.8823
9002	15+10.30	-25.00	273899.2659	617367.2285
9003	15+01.11	-34.19	273911.0719	617361.7862
9005	15+38.30	-24.00	273888.6357	617393.1514
9006	15+38.30	-25.00	273889.5739	617393.4976
9007	15+47.49	-34.19	273895.0161	617405.3036
9010	15+24.30	24.00	273848.4490	617363.4020
9011	15+10.30	24.00	273853.2950	617350.2675
9012	15+10.30	25.00	273852.3568	617349.9213
9013	15+01.11	34.19	273846.9145	617338.1153
9015	15+38.30	24.00	273843.6030	617376.5365
9016	15+38.30	25.00	273842.6648	617376.1904
9017	15+47.49	34.19	273830.8588	617381.6326



BRIDGE SECTION



WINGWALL WATERPROOFING DETAIL



BRIDGE ELEVATION  
(DOWNSTREAM LOOKING UPSTREAM)

NOTES

1. MAINTAIN CULVERT SLOPE OF 0.50%.
2. TYPICAL SLOPE IS 2H:1V BUT THE SLOPE WILL VARY AS NEEDED TO TIE INTO THE EXISTING EMBANKMENT
3. SEE ENVIRONMENTAL COMPLIANCE SHEET FOR ADDITIONAL NOTES.
4. RIPRAP EMBANKMENT NOT SHOWN FOR CLARITY
5. LIGHT GRADATION IS TO BE USED FOR CHANNEL BED FILL.
6. TOPSOIL IS TO BE USED TO FILL RIPRAP VOIDS.
7. TOP OF BANK LINES ARE SHOWN ON SHEET 10.