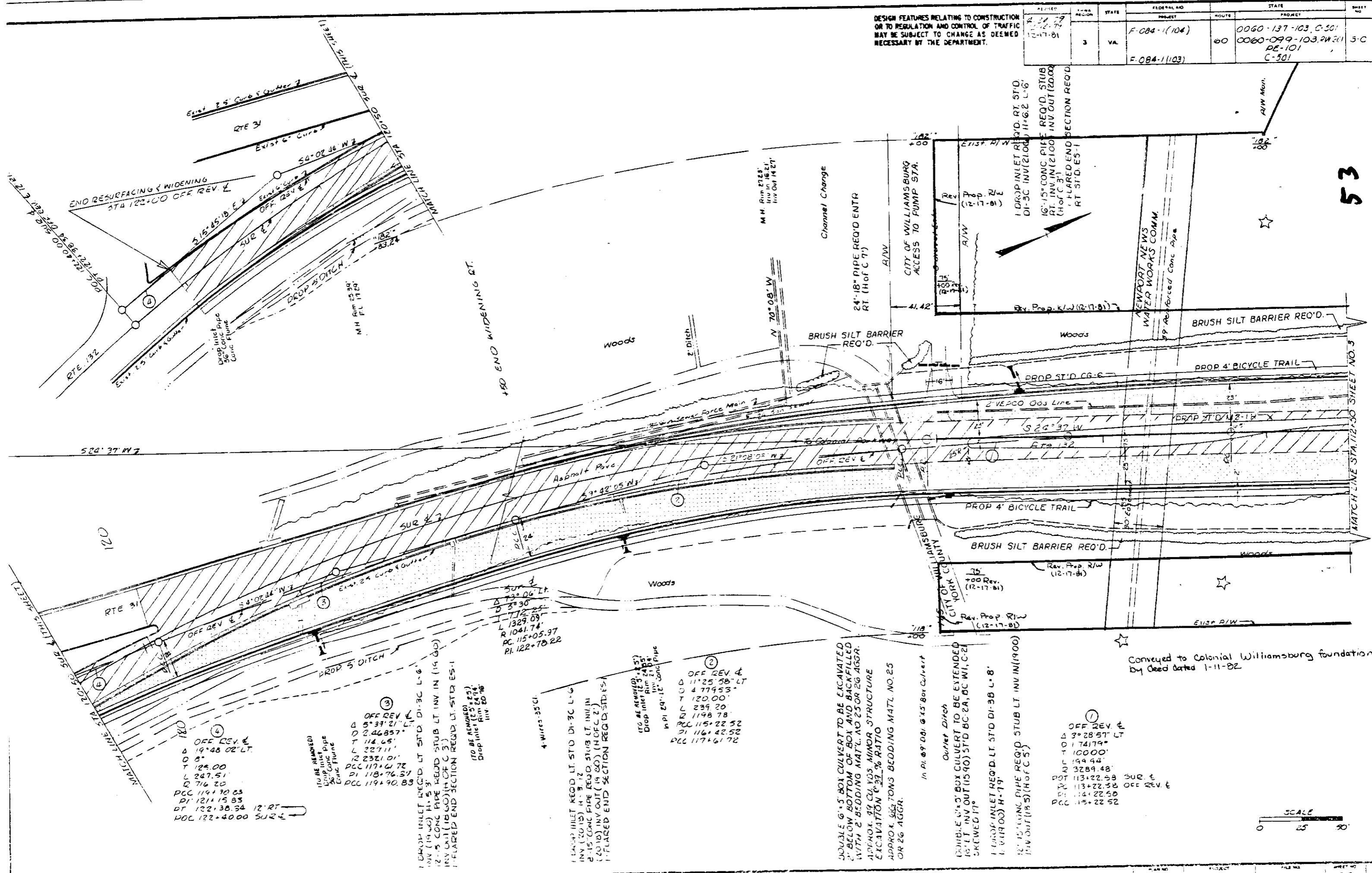


DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

FEDERAL AND STATE PROJECT	ROUTE	STATE PROJECT	SHEET NO.
F-084-1(104)	60	0060-137-103, C-301 0060-099-103, RW 211 PE-101 C-301	5-C
F-084-1(103)			



④
OFF REV E
Δ 19+48.02 LT.
T 122.00
L 247.51
R 716.20
PCC 119+30.83
PI 121+15.83
PT 122+38.34 12° RT
VOL 122+40.00 SUR E

③
OFF REV E
Δ 5+37.21 LT.
T 246.857
L 227.11
R 232.01
PCC 117+6.72
PI 118+76.37
PCC 119+90.83

①
DROP INLET REQ'D. LT. STD. DI-3C L-6.
INV. (19.60) H-3.3'
12'-5" CONC. PIPE REQ'D. STUB LT. INV. IN (19.60)
INV. OUT (18.50) (H OF C-3)
1'-FLARED END SECTION REQ'D. LT. STD. ES-1

(TO BE REMOVED)
Drop Inlet (C-3)
Inv. 20.94
Inv. 20.96

②
OFF REV E
Δ 11+25.58 LT.
T 477.53
L 120.00
R 239.20
PCC 115+22.52
PI 116+42.52
PCC 117+61.72

(TO BE REMOVED)
Drop Inlet (C-3)
Inv. 21.89
Inv. 21.91

①
FLARED INLET REQ'D. LT. STD. DI-3C L-6
INV. (20.15) H-3.12
2'-15" CONC. PIPE REQ'D. STUB LT. INV. IN (20.15) INV. OUT (19.80) (H OF C-2)
1'-FLARED END SECTION REQ'D. STUB ES-1

(TO BE REMOVED)
Drop Inlet (C-3)
Inv. 21.89
Inv. 21.91

②
OFF REV E
Δ 11+25.58 LT.
T 477.53
L 120.00
R 239.20
PCC 115+22.52
PI 116+42.52
PCC 117+61.72

(TO BE REMOVED)
Drop Inlet (C-3)
Inv. 21.89
Inv. 21.91

DOUBLE 6'-5" BOX CULVERT TO BE EXCAVATED 2' BELOW BOTTOM OF BOX AND BACKFILLED WITH 2' BEDDING MATL. NO. 25 OR 26 AGGR. APPROX. 99 CUB. YDS. MINOR STRUCTURE EXCAVATION @ 32% RATIO APPROX. 66 TONS BEDDING MATL. NO. 25 OR 26 AGGR.

In PI. 89+08.6 4'x5' Box Culvert

Outlet Ditch

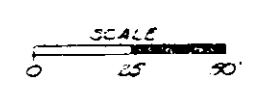
DOUBLE 6'-5" BOX CULVERT TO BE EXTENDED 16'-11" INV. OUT (15.90) STD. BC-2A, 6C W/ C-2 SKEWED 1°

1'-DROP INLET REQ'D. LT. STD. DI-3B L-8
INV. (19.00) H-7.9'

12'-15" CONC. PIPE REQ'D. STUB LT. INV. IN (19.00) INV. OUT (18.5) (H OF C-5)

①
OFF REV E
Δ 3+28.57 LT.
T 174.79
L 100.00
R 328.48
PCC 113+22.58
PI 113+22.58
PCC 114+22.58
PI 115+22.52

Conveyed to Colonial Williamsburg foundation by Deed dated 1-11-82



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MATCH LINE STA. 121+50 SHEET NO. 3

3-C