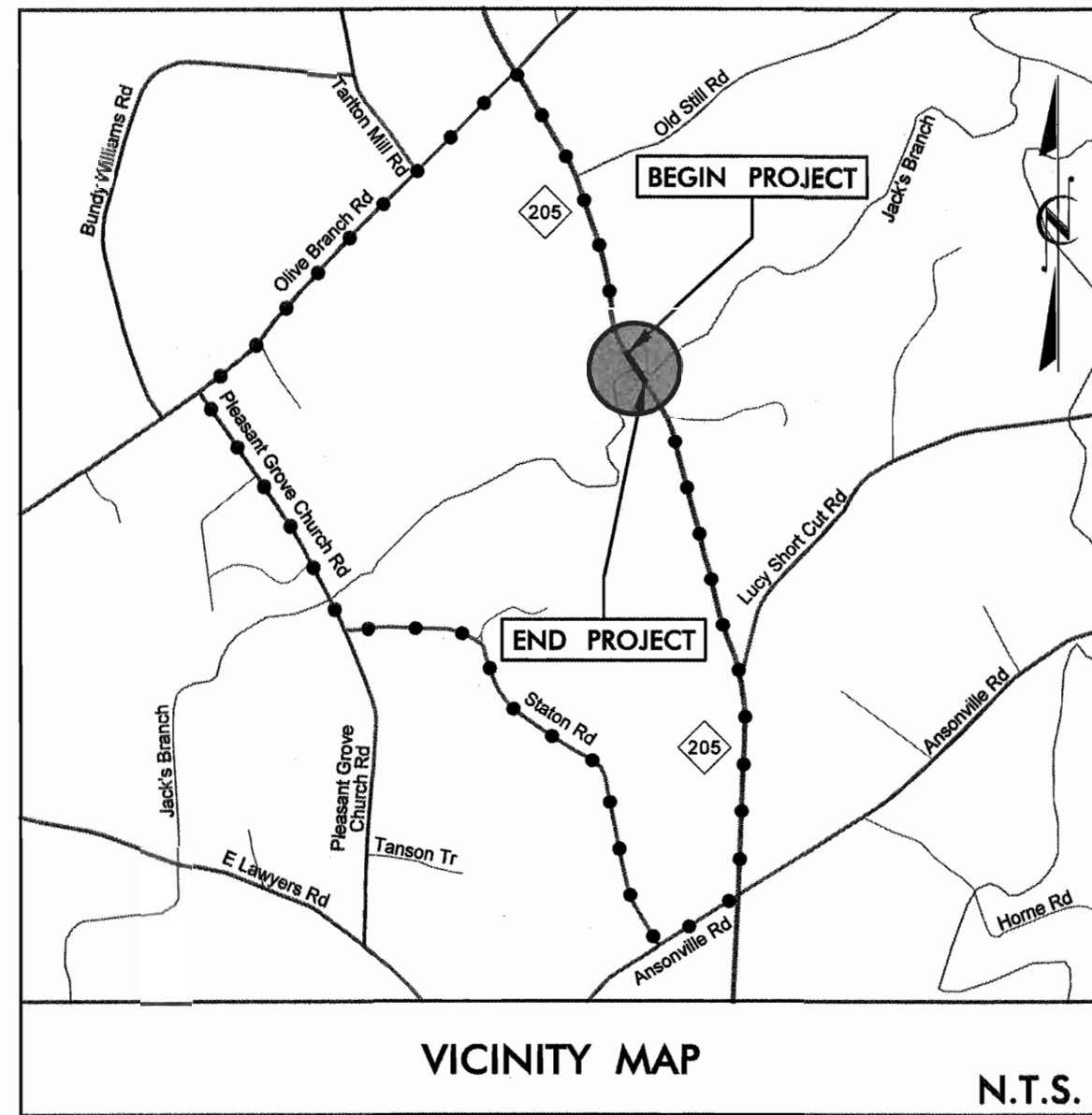


TIP PROJECT: BD-5110J

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Standard Symbol Sheet



VICINITY MAP

N.T.S.

FINAL PLANS

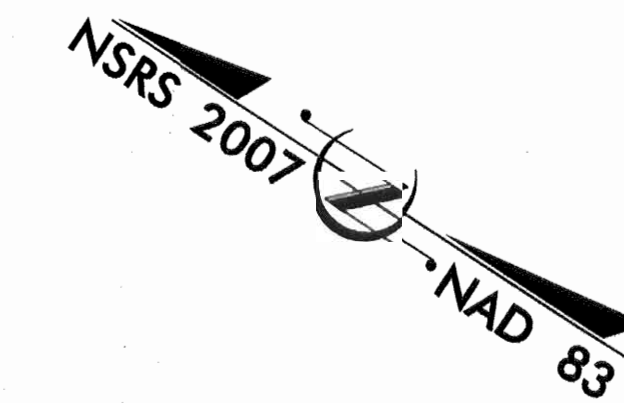
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

UNION COUNTY

**LOCATION: BRIDGE #056 OVER JACK'S BRANCH
ON NC 205**

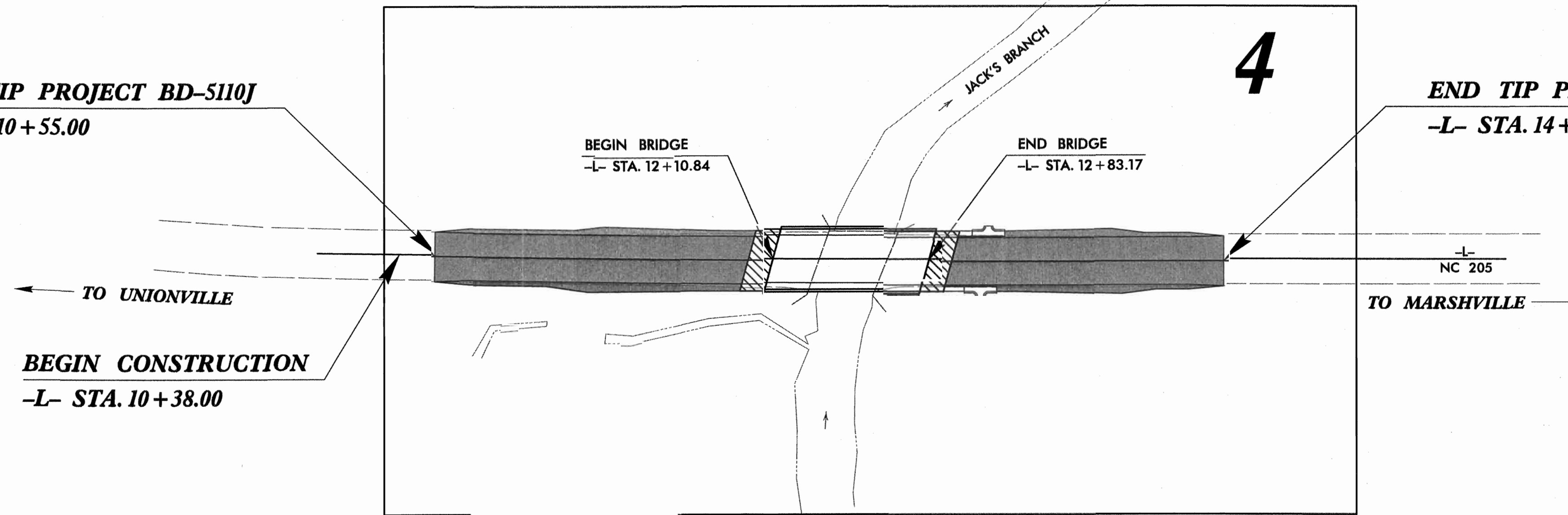
TYPE OF WORK: GRADING, PAVING, DRAINAGE & STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BD-5110J	1	
STATE PROJ. NO.	P.A. PROJ. NO.	DESCRIPTION	
45356.1.10	BRSTP-0205(2)	P.E.	
45356.2.10	BRSTP-0205(2)	R /W & UTILITIES	
45356.3.10	BRSTP-0205(2)	CONST.	



BEGIN TIP PROJECT BD-5110J
-L- STA. 10 + 55.00

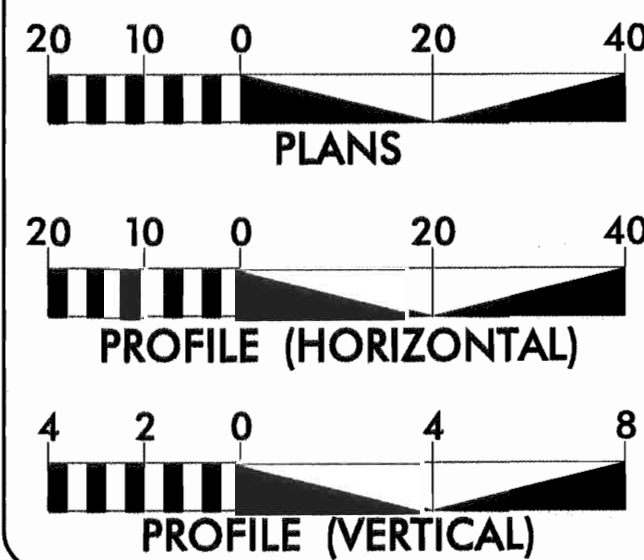
BEGIN CONSTRUCTION
-L- STA. 10 + 38.00



END TIP PROJECT BD-5110J
-L- STA. 14 + 20.00

CONTRACT:

GRAPHIC SCALES



DESIGN DATA

ADT 2012 = 1,360
ADT 2035 = 2,850
DHV = N/A
D = N/A
T = 7%
V = 45 MPH

FUNC. CLASSIFICATION:
MAJOR COLLECTOR

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT BD-5110J = 0.055 MILES
LENGTH OF STRUCTURE TIP PROJECT BD-5110J = 0.014 MILES
TOTAL LENGTH OF TIP PROJECT BD-5110J = 0.069 MILES

NCDOT CONTACT: GREG JONES, PE
Division Bridge Manager

PLANS PREPARED FOR THE NCDOT BY:
STV/RALPH WHITEHEAD ASSOCIATES, INC.
1000 West Morehead St., Ste. 200, Charlotte NC, 28208
NC License Number F-0991

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
SEPTEMBER 22, 2011

LETTING DATE:
APRIL 18, 2012

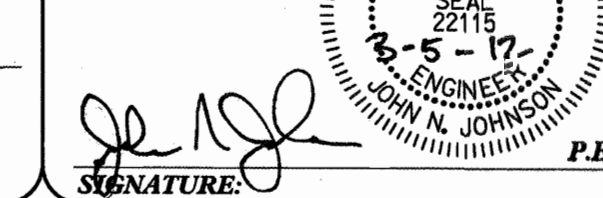
JOHN N. JOHNSON, PE
PROJECT ENGINEER

MAAMOON K. ABDELAZIZ
PROJECT DESIGN ENGINEER

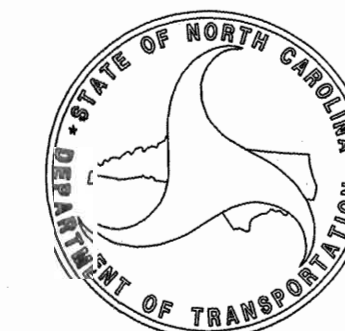
HYDRAULICS
ENGINEER



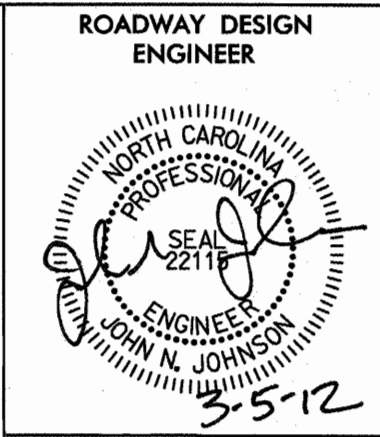
ROADWAY
DESIGN
ENGINEER



DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA



STATE HIGHWAY DESIGN ENGINEER



INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1-A	INDEX OF SHEETS, GENERAL NOTES, AND LIST OF STANDARD DRAWINGS
1-B	CONVENTIONAL SYMBOLS
2 THRU 2-A	MISCELLANEOUS DETAILS
3	SUMMARIES AND TYPICALS
4	PLAN AND PROFILE SHEET
TCP-1 THRU TCP-2	TRAFFIC CONTROL PLANS
EC-1 THRU EC-4	EROSION CONTROL PLANS
X-1 THRU X-2	CROSS-SECTIONS

GENERAL NOTES

GENERAL NOTES: 2012 SPECIFICATIONS
EFFECTIVE: 01-01-2012

GRADE LINE:
GRADING AND SURFACING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AND ENDING AND AT STRUCTURES AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

END BENTS:

THE ENGINEER SHALL CHECK THE STRUCTURE END BENT PLANS, DETAILS, AND CROSS-SECTION PRIOR TO SETTING OF THE SLOPE STAKES FOR THE EMBANKMENT OR EXCAVATION APPROACHING A BRIDGE.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY CONTRACT.

STANDARD DRAWINGS

2012 ROADWAY ENGLISH STANDARD DRAWINGS EFF. January, 2012

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD-NO.	TITLE
DIVISION 2 - EARTHWORK	
200.02	Method of Clearing - Method II
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
DIVISION 8 - INCIDENTALS	
846.01	Concrete Curb, Gutter and Curb & Gutter
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
876.02	Guide for Rip Rap at Pipe Outlets
DIVISION 11 - WORK ZONE TRAFFIC CONTROL	
1110.01	Stationary Work Zone Signs - Mounting Height & Lateral Clearance
1145.01	Barriacades - Type III
DIVISION 16 - EROSION CONTROL AND ROADSIDE DEVELOPMENT	
1605.01	Temporary Silt Fence
1606.01	Special Sediment Control Fence
1607.01	Gravel Construction Entrance
1622.01	Guide for Temporary Berms and Slope Drains
1630.01	Riser Basin
1630.03	Temporary Silt Ditch
1630.04	Stilling Basin for Pumped Effluent
1630.05	Temporary Diversion
1630.06	Special Stilling Basin
1632.01	Rock Inlet Sediment Trap Type A
1632.02	Rock Inlet Sediment Trap Type B
1632.03	Rock Inlet Sediment Trap Type C
1633.01	Temporary Rock Silt Check Type A
1633.02	Temporary Rock Silt Check Type B
1634.01	Temporary Rock Sediment Dam Type A
1634.02	Temporary Rock Sediment Dam Type B
1635.01	Rock Pipe Inlet Sediment Trap Type A
1635.02	Rock Pipe Inlet Sediment Trap Type B

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○
Property Corner	✕
Property Monument	□
Parcel/Sequence Number	②③
Existing Fence Line	-----
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	-----
Proposed Wetland Boundary	-----
Existing Endangered Animal Boundary	-----
Existing Endangered Plant Boundary	-----

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○
Well	○
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	□

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	□
Jurisdictional Stream	-----
Buffer Zone 1	-----
Buffer Zone 2	-----
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	▽

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○
Switch	□
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY:

Baseline Control Point	◆
Existing Right of Way Marker	△
Existing Right of Way Line	-----
Proposed Right of Way Line	-----
Proposed Right of Way Line with Iron Pin and Cap Marker	○
Proposed Right of Way Line with Concrete or Granite Marker	○
Existing Control of Access	○
Proposed Control of Access	○
Existing Easement Line	-----
Proposed Temporary Construction Easement	-----
Proposed Temporary Drainage Easement	-----
Proposed Permanent Drainage Easement	-----
Proposed Permanent Utility Easement	-----
Proposed Temporary Utility Easement	-----
Proposed Permanent Easement with Iron Pin and Cap Marker	◆

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----
Proposed Slope Stakes Fill	-----
Proposed Wheel Chair Ramp	-----
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

VEGETATION:

Single Tree	○
Single Shrub	○
Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	-----
Bridge Wing Wall, Head Wall and End Wall	-----
MINOR:	
Head and End Wall	-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□
Paved Ditch Gutter	-----
Storm Sewer Manhole	○
Storm Sewer	-----

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	○
Power Line Tower	⊗
Power Transformer	⊗
U/G Power Cable Hand Hole	□
H-Frame Pole	●
Recorded U/G Power Line	-----
Designated U/G Power Line (S.U.E.*)	-----

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	○
Telephone Booth	□
Telephone Pedestal	□
Telephone Cell Tower	⊗
U/G Telephone Cable Hand Hole	□
Recorded U/G Telephone Cable	-----
Designated U/G Telephone Cable (S.U.E.*)	-----
Recorded U/G Telephone Conduit	-----
Designated U/G Telephone Conduit (S.U.E.*)	-----
Recorded U/G Fiber Optics Cable	-----
Designated U/G Fiber Optics Cable (S.U.E.*)	-----

WATER:

Water Manhole	○
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
Recorded U/G Water Line	-----
Designated U/G Water Line (S.U.E.*)	-----
Above Ground Water Line	-----

TV:

TV Satellite Dish	⊗
TV Pedestal	□
TV Tower	⊗
U/G TV Cable Hand Hole	□
Recorded U/G TV Cable	-----
Designated U/G TV Cable (S.U.E.*)	-----
Recorded U/G Fiber Optic Cable	-----
Designated U/G Fiber Optic Cable (S.U.E.*)	-----

GAS:

Gas Valve	◇
Gas Meter	⊕
Recorded U/G Gas Line	-----
Designated U/G Gas Line (S.U.E.*)	-----
Above Ground Gas Line	-----

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	-----
Above Ground Sanitary Sewer	-----
Recorded SS Forced Main Line	-----
Designated SS Forced Main Line (S.U.E.*)	-----

MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	□
Utility Unknown U/G Line	-----
U/G Tank; Water, Gas, Oil	□
A/G Tank; Water, Gas, Oil	□
U/G Test Hole (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

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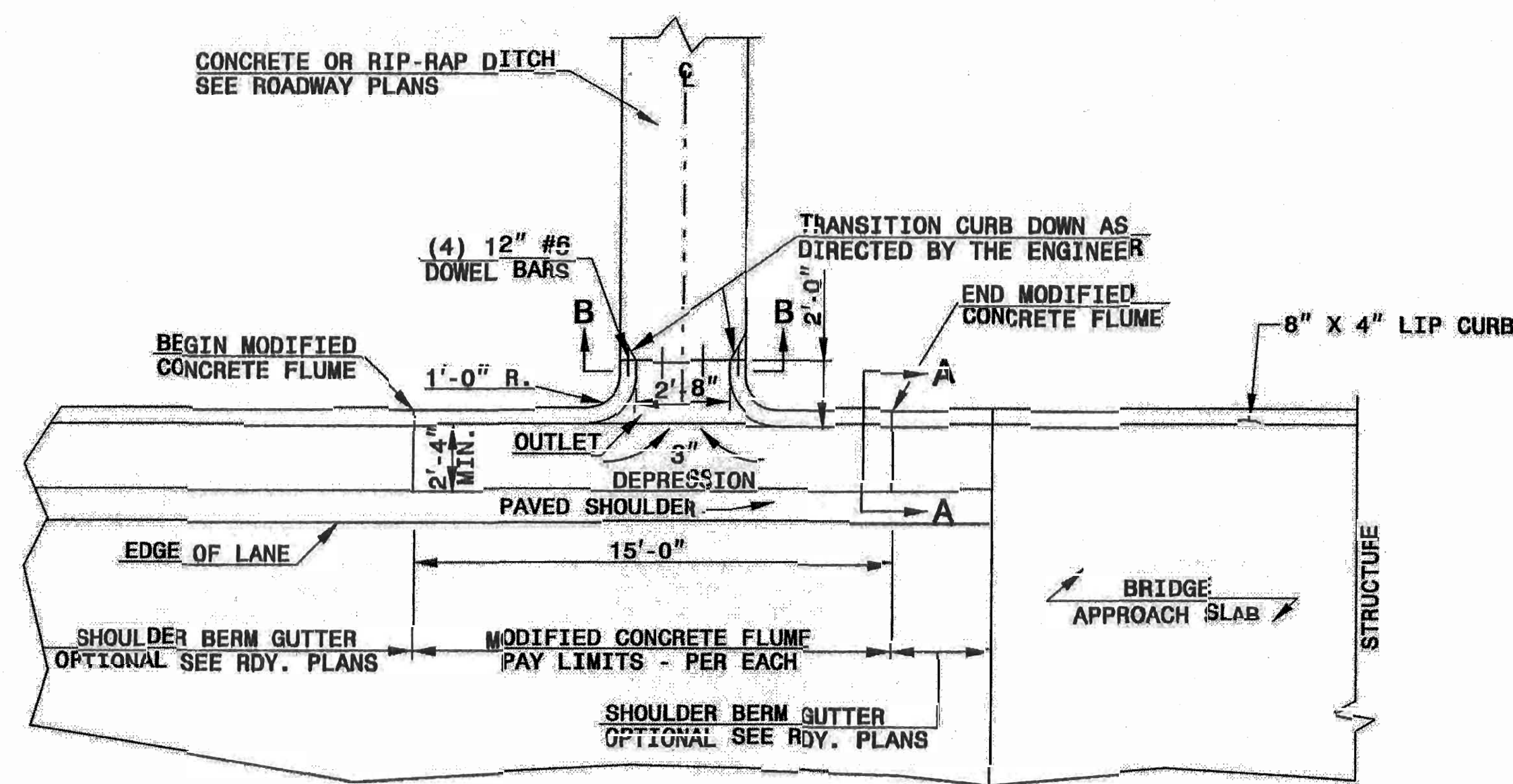
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STATE OF NORTH CAROLINA

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

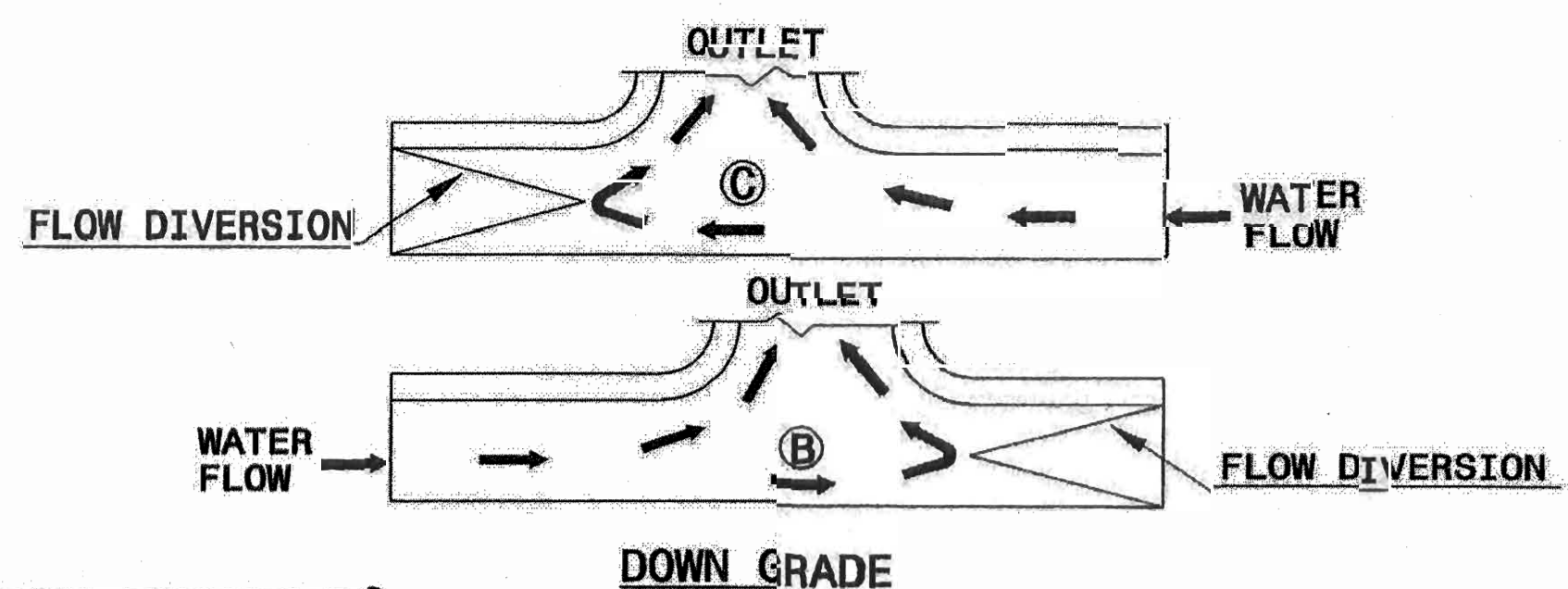
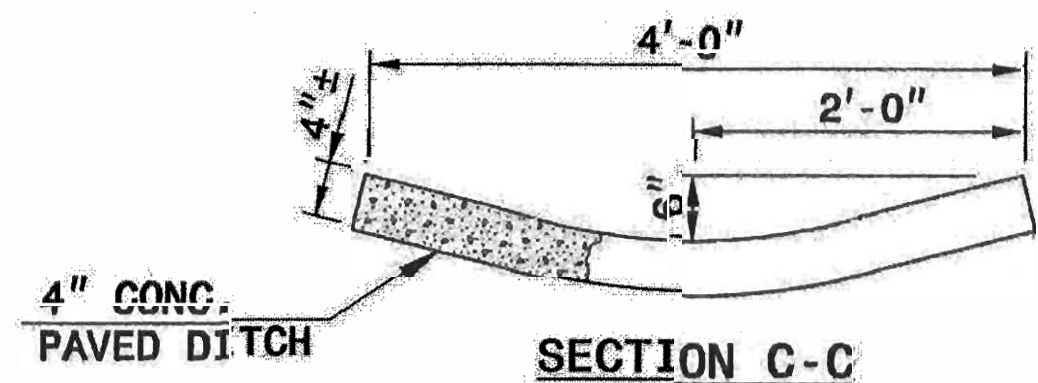
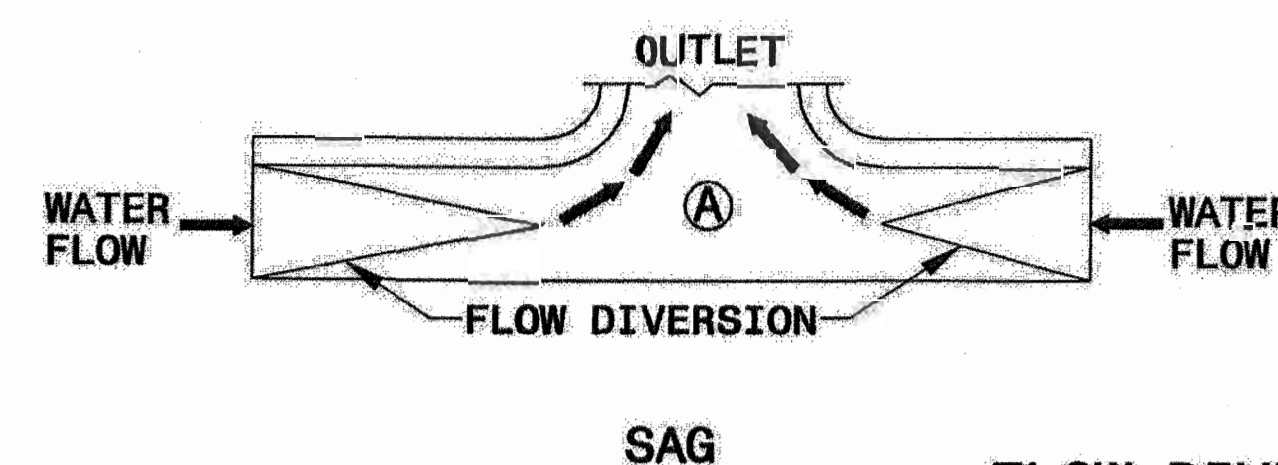
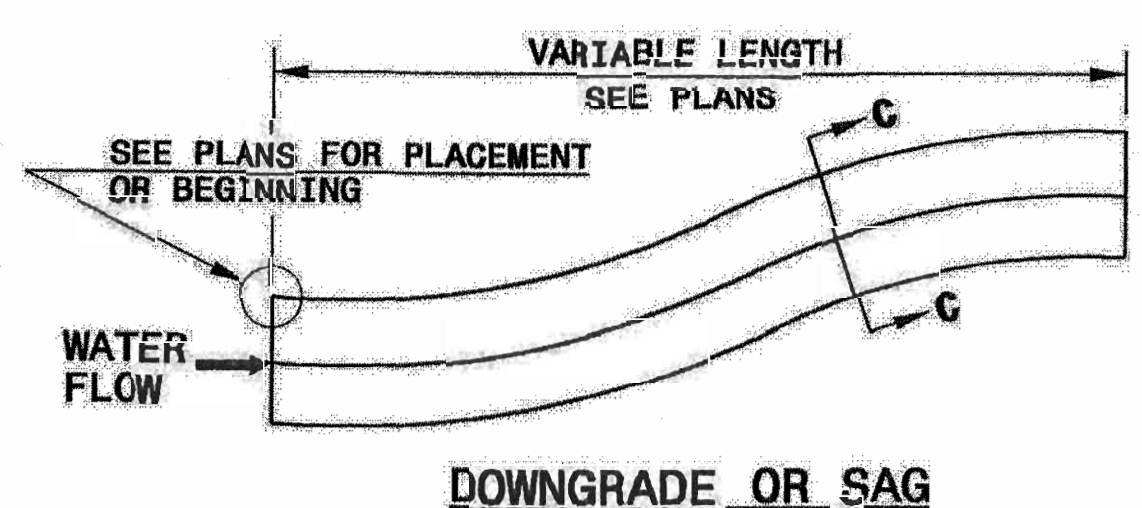
ENGLISH DETAIL DRAWING FOR
MODIFIED CONCRETE FLUME
WITH CONCRETE OR RIP-RAP DITCH

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

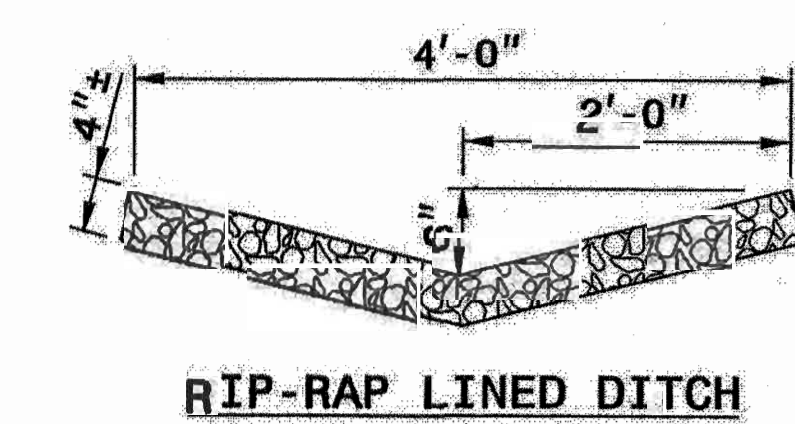
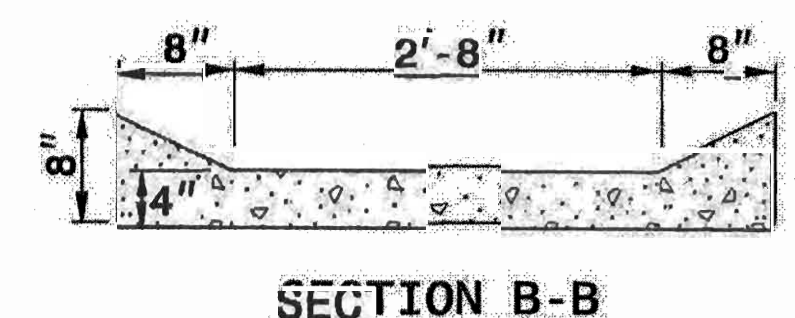
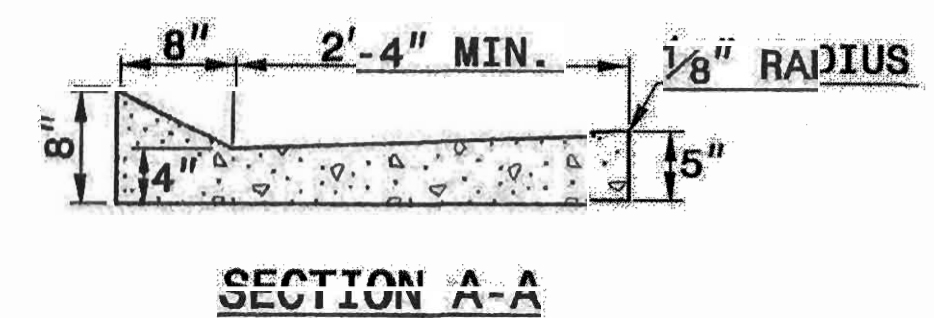
ENGLISH DETAIL DRAWING FOR
MODIFIED CONCRETE FLUME
WITH CONCRETE OR RIP-RAP DITCH



PLAN VIEW



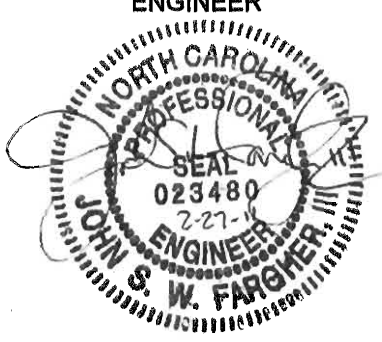
FLOW DIVERSION EXAMPLES

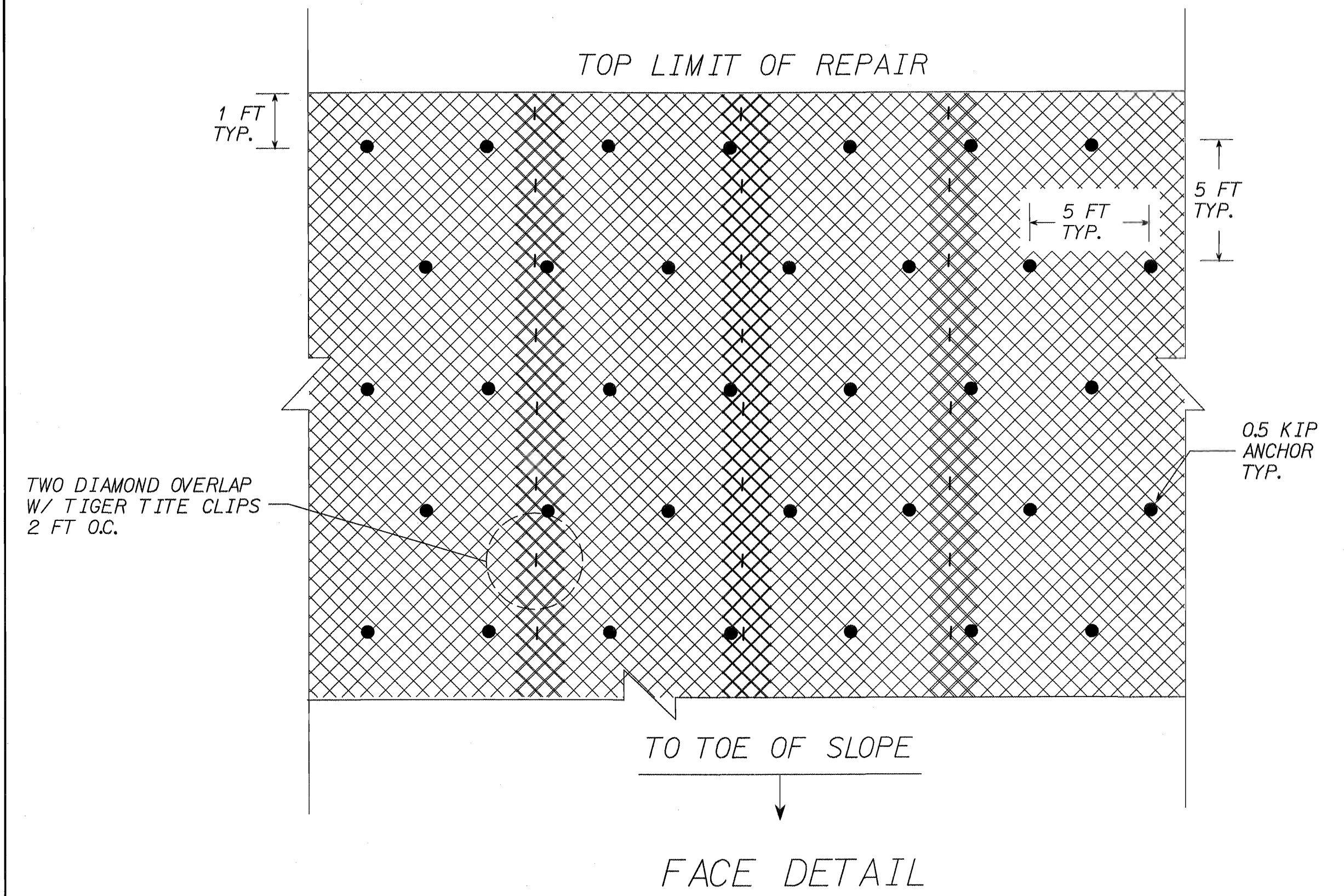


- NOTES:
- CONSTRUCT MODIFIED CONCRETE FLUME AND SHOULDER BERM GUTTER IN ACCORDANCE WITH THIS DETAIL.
 - CONSTRUCT CONCRETE DITCH IN ACCORDANCE WITH STD. DWG. NO. 850.01.
 - CONSTRUCT RIP RAP LINED DITCH IN ACCORDANCE WITH THIS DETAIL, IF CALLED FOR IN PLANS.
 - CONCRETE OR RIP RAP LINED DITCH SHALL BE THE TYPE AND LENGTH SPECIFIED BY THE ROADWAY PLANS. THE DITCH SHALL TERMINATE AS SHOWN ON THE PLANS. IF NO TERMINATION IS INDICATED PLACE RIP-RAP AT THE END OF THE DITCH AS INDICATED BY STD. DWG. 876.02 FOR AN 18" PIPE. TRANSITIONS FROM THE DITCH TO TERMINATION SHALL BE AS DIRECTED BY THE ENGINEER.
 - MODIFICATIONS SHALL BE AS DICTATED BY SITE CONDITIONS AND DIRECTED BY THE ENGINEER.



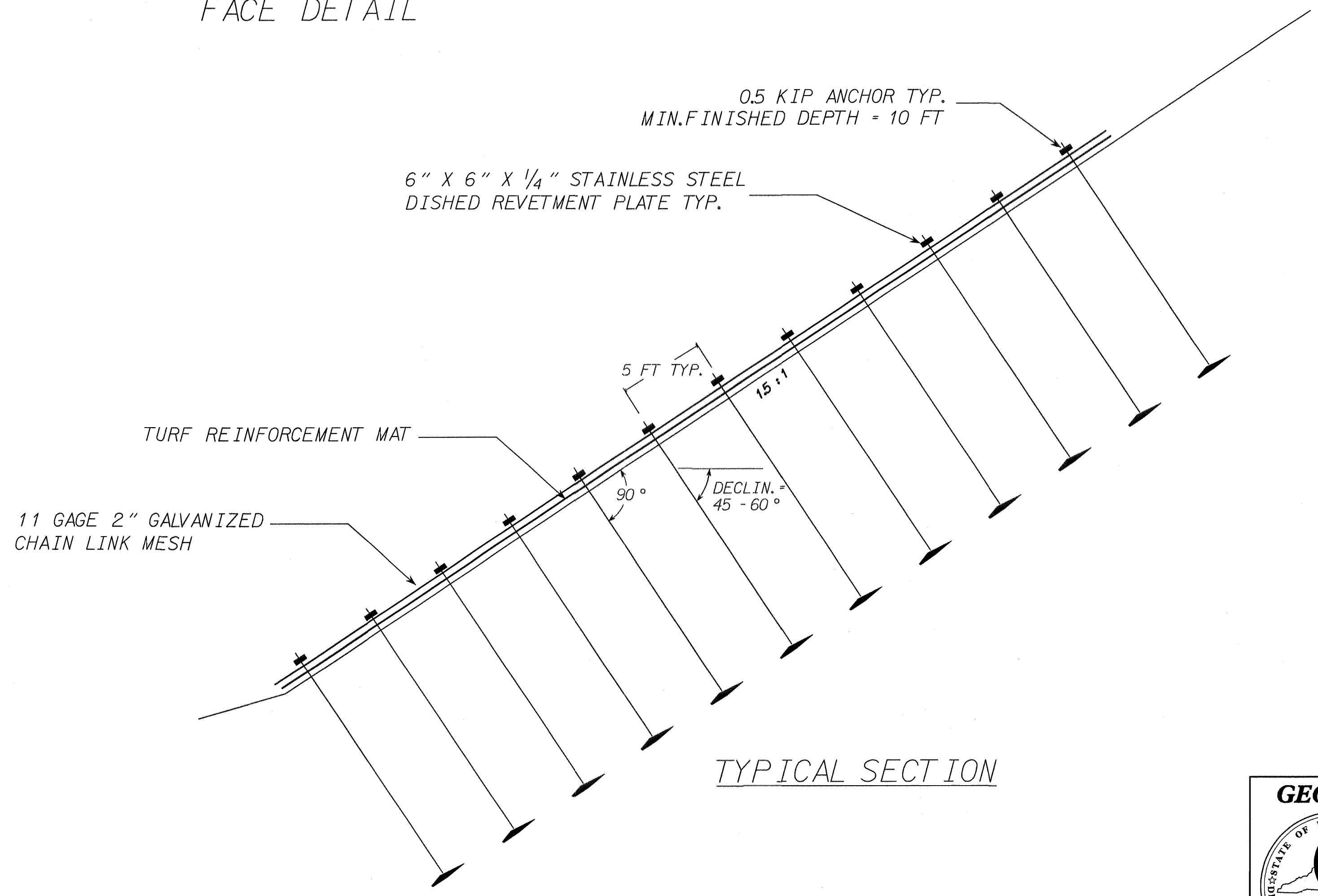
R:\Roadway\Proj\BD510J\rdy_pst02.dgn 2/23/2012

PROJECT REFERENCE NO.		SHEET	
BD-5110J		2-A	
GEOTECHNICAL ENGINEER  SIGNATURE _____ DATE _____		GEOTECHNICAL ENGINEER SIGNATURE _____ DATE _____	



NOTES AND SEQUENCE OF WORK

1. FOR SLOPE STABILIZATION, SEE SLOPE STABILIZATION SPECIAL PROVISION.
2. REGRADE SLOPE TO CONTRACT GRADE AND LINES IN ACCORDANCE WITH SECTION 235 OF THE STANDARD SPECIFICATIONS.
3. INSTALL ANCHORS INTO THE SLOPE TO A SUFFICIENT DEPTH TO ACHIEVE A MINIMUM FINISHED DEPTH OF 10 FEET AND THE REQUIRED LOAD.
4. EXCAVATE A 1 FOOT DIAMETER, 6 INCH DEEP DEPRESSION IN THE SLOPE AROUND EACH ANCHOR CABLE. ROLL CHAIN LINK FABRIC DOWN THE SLOPE FROM TOP TO BOTTOM.
5. WORK ACROSS THE SLOPE 1 ROW OF ANCHORS AT A TIME FROM TOP TO BOTTOM FOR EACH PANEL OF CHAIN LINK FABRIC. INSTALL ANCHOR HEAD COMPONENT AND SLOWLY LOAD EACH ANCHOR TO 0.5 KIP AND LOCK-OFF THE ANCHORS.
6. SEED THE SLOPE IN ACCORDANCE WITH THE CONTRACT AND AS DIRECTED BY THE ENGINEER.
7. CUT OFF ANCHOR CABLES/BARS AND EXTEND HORIZONTAL DRAINS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.



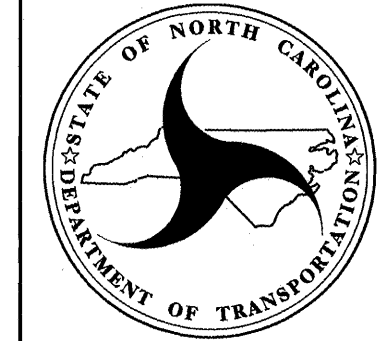
ESTIMATED QUANTITIES

SLOPE STABILIZATION	30 SQ.YD.
---------------------	-----------

PREPARED BY: EJS	DATE: 2/2012
REVIEWED BY: JSF	DATE: 2/2012

GEOTECHNICAL ENGINEERING UNIT
 EASTERN REGIONAL OFFICE
 WESTERN REGIONAL OFFICE

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

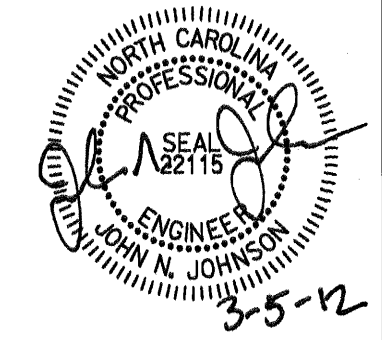



MECHANICAL ANCHOR SLOPE STABILIZATION BRIDGE #56 OVER JACK'S BRANCH ON NC 205

REVISIONS					
NO.	BY	DATE	NO.	BY	DATE
1			3		
2			4		

R:\Roadway\Pro\Plan\ipus_anchors_BD510.dgn 2/24/2012

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

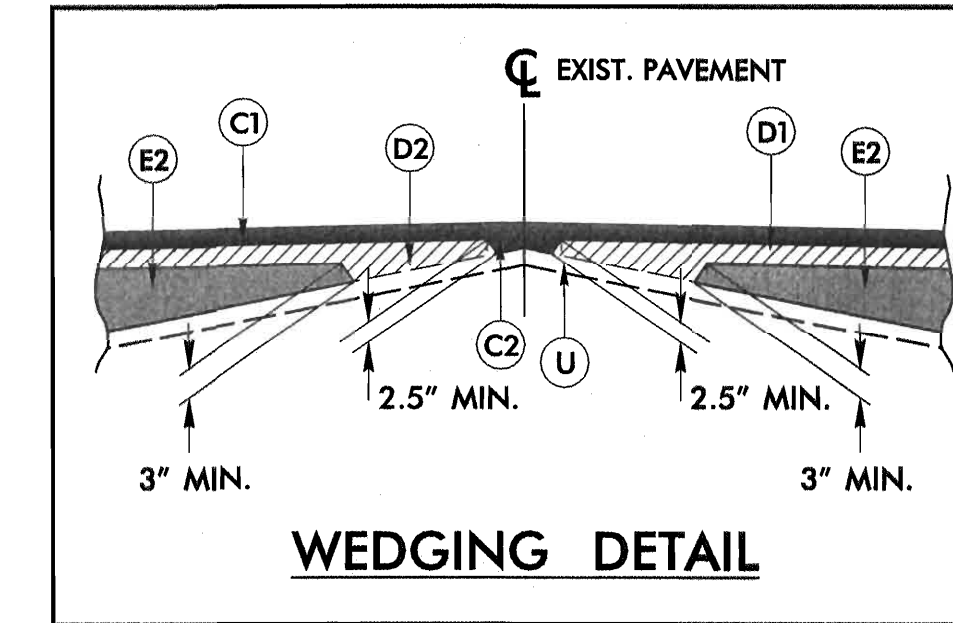
PROJECT REFERENCE NO. <i>BD-510J</i>		SHEET NO. 3
RW SHEET NO.		
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER	
		PAVEMENT DESIGN PROVIDED BY NCDOT
		
STV / Ralph Whitehead Associates, Inc. 1000 West Morehead St., Ste. 200 Charlotte, NC 28209 NC License Number F-0991		

EARTHWORK SUMMARY (IN CUBIC YARDS)

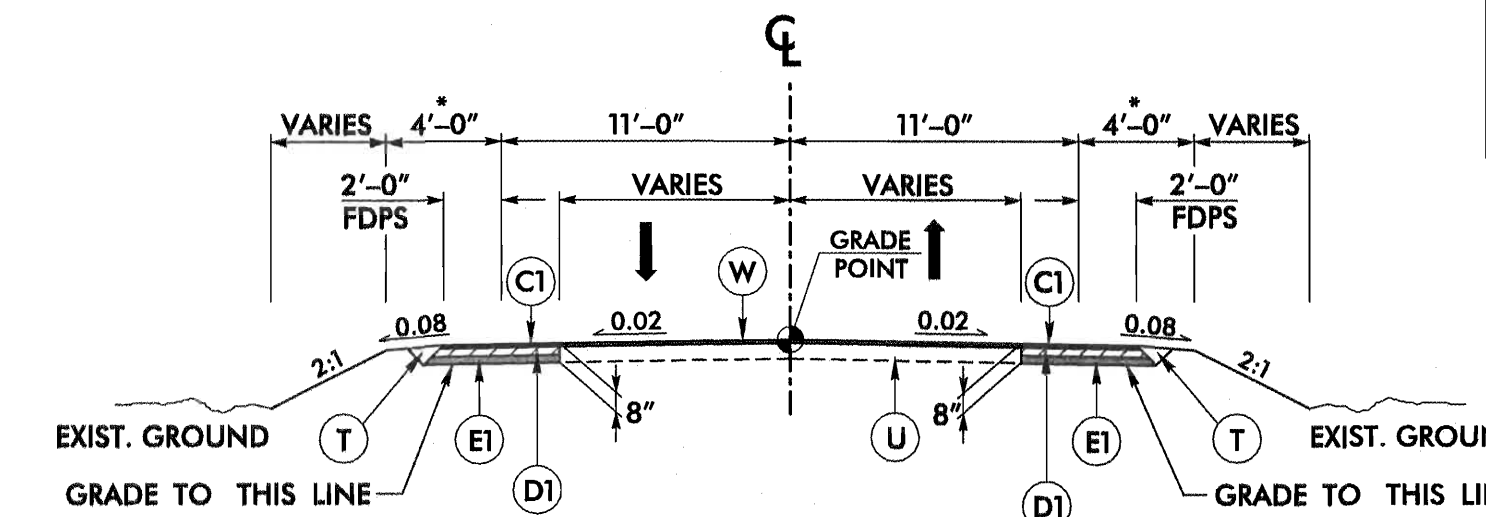
CHAIN	FROM STATION	TO STATION	SIDE	UNCL. EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
-L-	10+55.00	12+12.00	LT & RT	2		74	72	
SUBTOTAL SUMMARY NO. 1				2		74	72	
-L-	12+82.00	14+20.00	LT & RT	11		26	15	
SUBTOTAL SUMMARY NO. 2				11		26	15	
SUBTOTAL SUMMARY 1-2				13		100	87	
LOSS DUE TO CLEARING AND GRUBBING				-238			238	
PROJECT TOTAL				13		100	87	
WASTE IN LIEU OF BORROW								16
ESTIMATE 5% FOR TOPSOIL ON BORROW PITS								
GRAND TOTAL				-225		100	341	
SAY				0			345	

NOTE: Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, Breaking of Existing Pavement, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

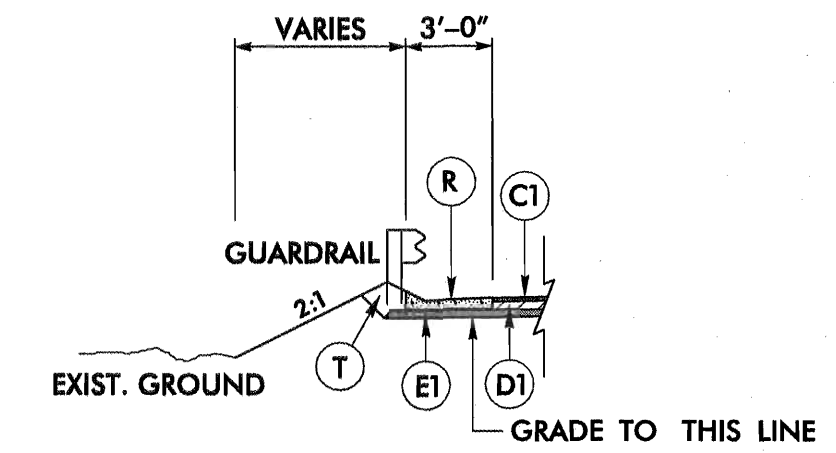


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 1.5" IN DEPTH OR GREATER THAN 2.0" IN DEPTH.
D1	PROP. APPROX. 3.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 2.5" IN DEPTH OR GREATER THAN 4" IN DEPTH.
E1	PROP. APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3.0" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
R	CONCRETE SHOULDER BERM GUTTER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	PAVEMENT WEDGING



TYPICAL SECTION
 -L- STA. 10+55.00 TO 12+10.84 (BEGIN BRIDGE)
 -L- STA. 12+83.17 (END BRIDGE) TO 14+20.00

* 7'-0" WITH GUARDRAIL
 ** ALL PAVEMENT SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
 *** SEE DETAIL A FOR SHOULDER BERM GUTTER LOCATION



DETAIL A
 -L- STA. 12+91.06 TO 13+00.00 (RT.)
 -L- STA. 12+97.26 TO 13+03.71 (LT.)

* W MEASURED FROM "N" AT THE BEGINNING OF THE ANCHOR TO "N" AT THE END OF THE ANCHOR.
 "N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
 TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
 FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
 W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
 G = GATING IMPACT ATTENUATOR TYPE 350
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

GUARDRAIL SUMMARY

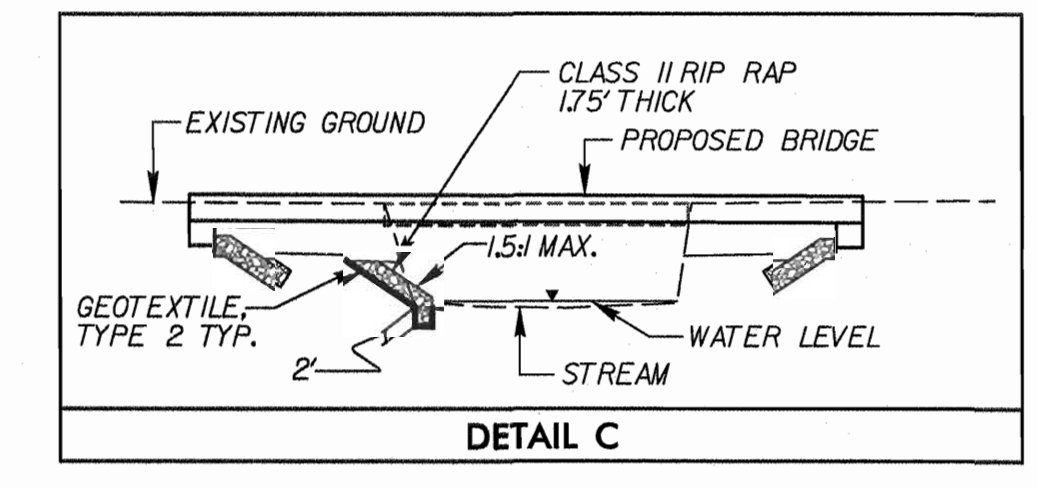
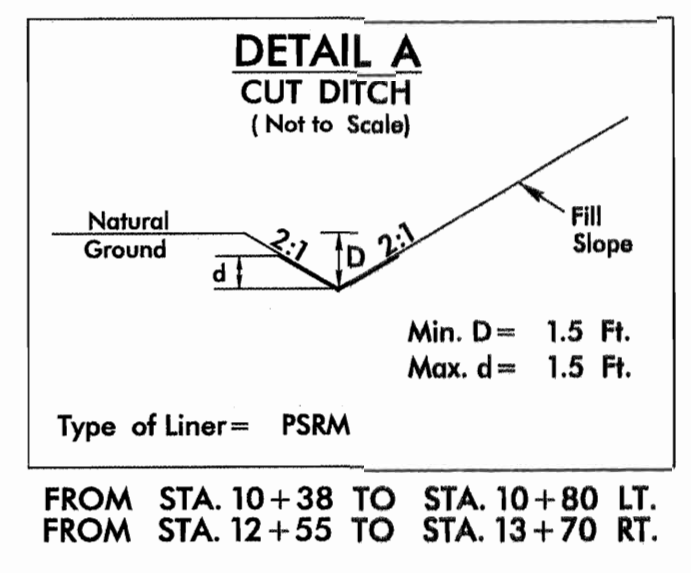
SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH		W*		ANCHORS								IMPACT ATTENUATOR TYPE 350			SINGLE FACED GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS						
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	B-77	GRAU 350	M-350	TYPE III	CAT-1	VI MOD	BIC	AT-1	EA	G					NG					
-L-	11+26.02	12+07.17	RT	81.25			12+07.17		3.12-4.41	6.12-7.41	81.25'		1.29'																						
-L-	11+33.07	12+14.43	LT	81.25				12+14.43	2.63-3.69	5.63-6.69		81.25'		1.06'																					
-L-	12+79.44	13+73.18	RT	93.75				12+79.44	2.92-3.92	5.92-6.92		50.0'		1.0'																					
-L-	12+86.89	13+68.08	LT	81.25			12+86.89		2.92-3.92	5.92-6.92	50.0'		1.0'																						
TOTAL:				337.5																															
TOTAL ANCHOR LENGTH:				275.0																															
TOTAL GUARDRAIL LENGTH:				62.5																															
SAY:				62.5																															

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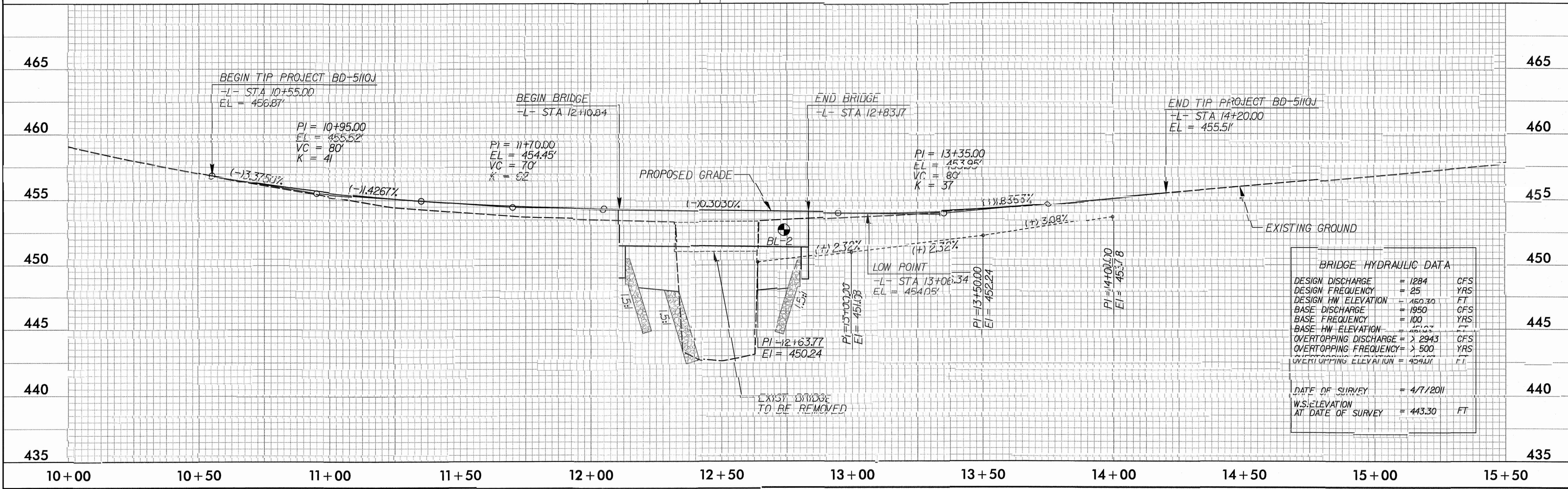
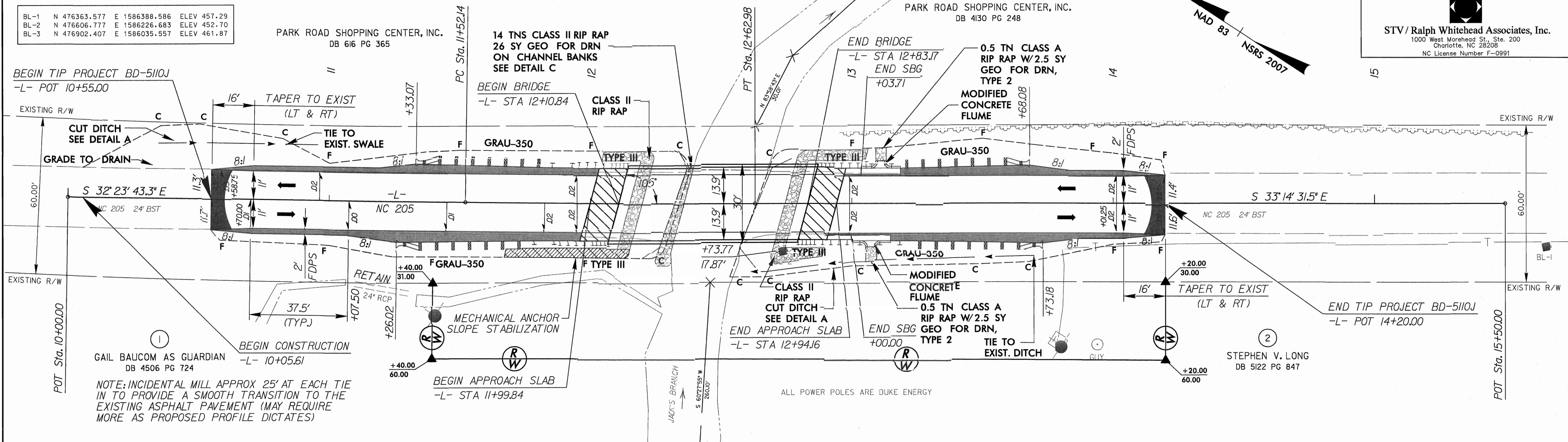
3/5/2012

DATUM DESCRIPTION
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCOOT FOR MONUMENT "BD-5110-J BL-2" WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF NORTHING: 476606.777(ft) EASTING: 1586226.683(ft) ELEVATION: 452.70(ft)
 THE AVERAGE COMBINED FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999861
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "BD-5110-J BL-2" TO "L- POT STATION 10+55.00" IS N 27° 59' 6.919" W 219.681 (ft)
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

BL-1	N 476363.577	E 1586388.586	ELEV 457.29
BL-2	N 476606.777	E 1586226.683	ELEV 452.70
BL-3	N 476902.407	E 1586035.557	ELEV 461.87



PROJECT REFERENCE NO. BD-5110J	SHEET NO. 4
ROADWAY DESIGN ENGINEER [Signature]	HYDRAULICS ENGINEER [Signature]
STV / Ralph Whitehead Associates, Inc. 1000 West Morehead St., Ste. 200 Charlotte, NC 28208 NC License Number F-0991	

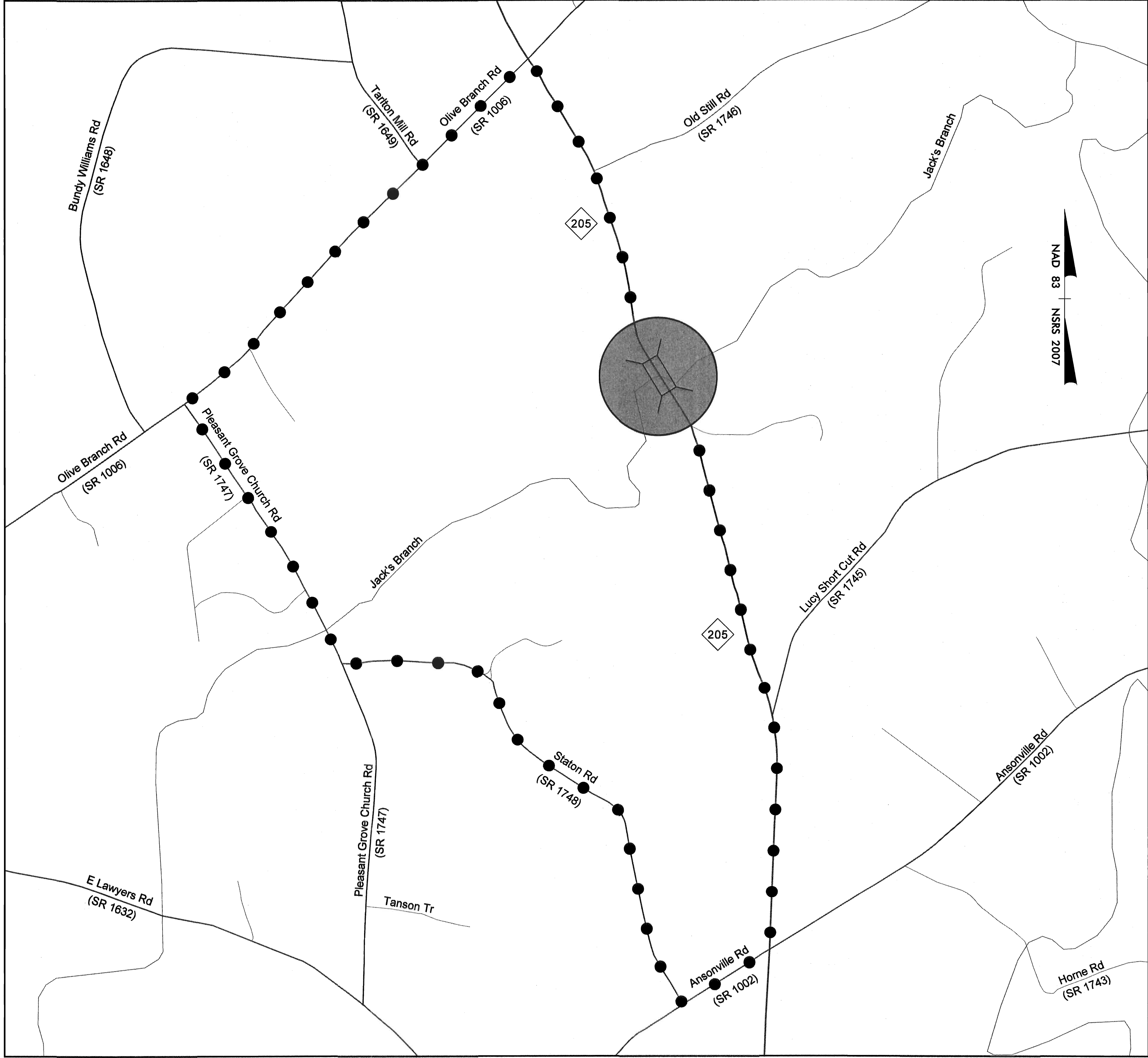
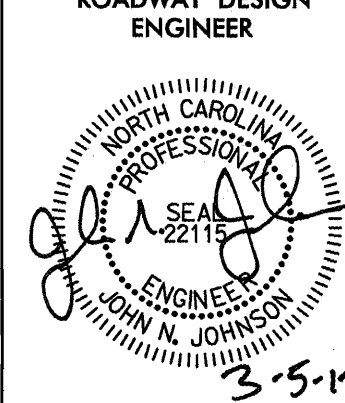


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 3/5/2012

DETOUR ROUTE

PROJECT REFERENCE NO. BD-5110J	SHEET NO. TCP-1
RW SHEET NO.	

STV / Ralph Whitehead Associates, Inc.
1000 West Morehead St., Ste. 200
Charlotte, NC 28208
NC License Number F-0991

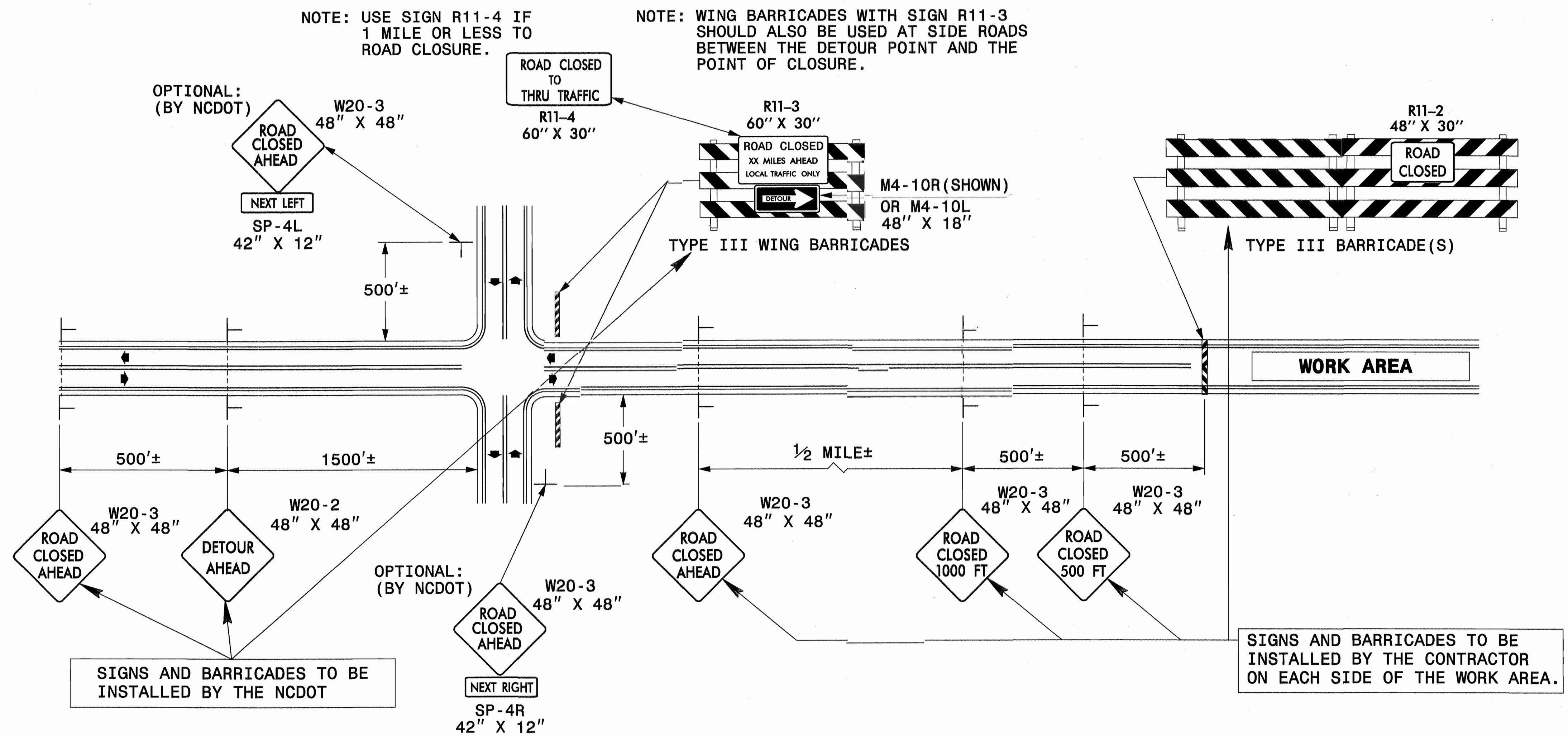


Scale Approximately 1" = 500'

r:\Traffic\TrafficControl\TCP\BD5110J_rdy_top01.dgn

3/5/2012

TEMPORARY ROAD CLOSURE CLOSURE BEYOND DETOUR POINT



GENERAL NOTES

- 1-IF NECESSARY USE THIS STD. FOR TWO-LANE, TWO-WAY, AND MULTILANE DIVIDED AND UNDIVIDED ROADWAYS.
- 2-INSTALLATION OF DETOUR ROUTING PANELS, TEMPORARY ROUTE MARKERS, DESTINATION SIGNS, AND ANY NECESSARY MODIFICATIONS TO EXISTING OR PROPOSED REGULATORY OR WARNING SIGNS WILL BE MADE BY NCDOT FORCES UNLESS OTHERWISE DESIGNATED IN THE PLANS. PROVIDE A MINIMUM 21 CALENDAR DAY NOTICE TO STATE FORCES BEFORE A ROADWAY IS CLOSED TO TRAFFIC SUCH THAT THE NECESSARY PROVISIONS CAN BE MADE TO INSTALL DETOUR ROUTE SIGNS, INFORM LOCAL EMERGENCY AND LAW ENFORCEMENT PERSONNEL, SCHOOLS, OR ANY OTHER PARTIES AFFECTED BY THE ROAD CLOSURE.
- 3-INSTALL SIGNS BEFORE THE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.
- 4-USE ADDITIONAL TYPE III BARRICADES IN STAGGERED LOCATIONS SUPPLEMENTED WITH SIGN R11-4 "ROAD CLOSED TO THRU TRAFFIC" IN THE EVENT THAT TRAFFIC MUST BE MAINTAINED BEYOND THE DETOUR POINT.
- 5-DO NOT DISPLAY FRACTIONS OR DECIMALS ON SIGN R11-3 "ROAD CLOSED XX MILES AHEAD".
- 6-POSITION WING BARRICADES ON THE SHOULDERS AND SLOPE THE STRIPES DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN IN DETOURING.
- 7-USE PORTABLE SIGNS IF ROAD CLOSURE IS TO BE IMPLEMENTED FOR LESS THAN ONE DAY OR FOR EMERGENCIES.

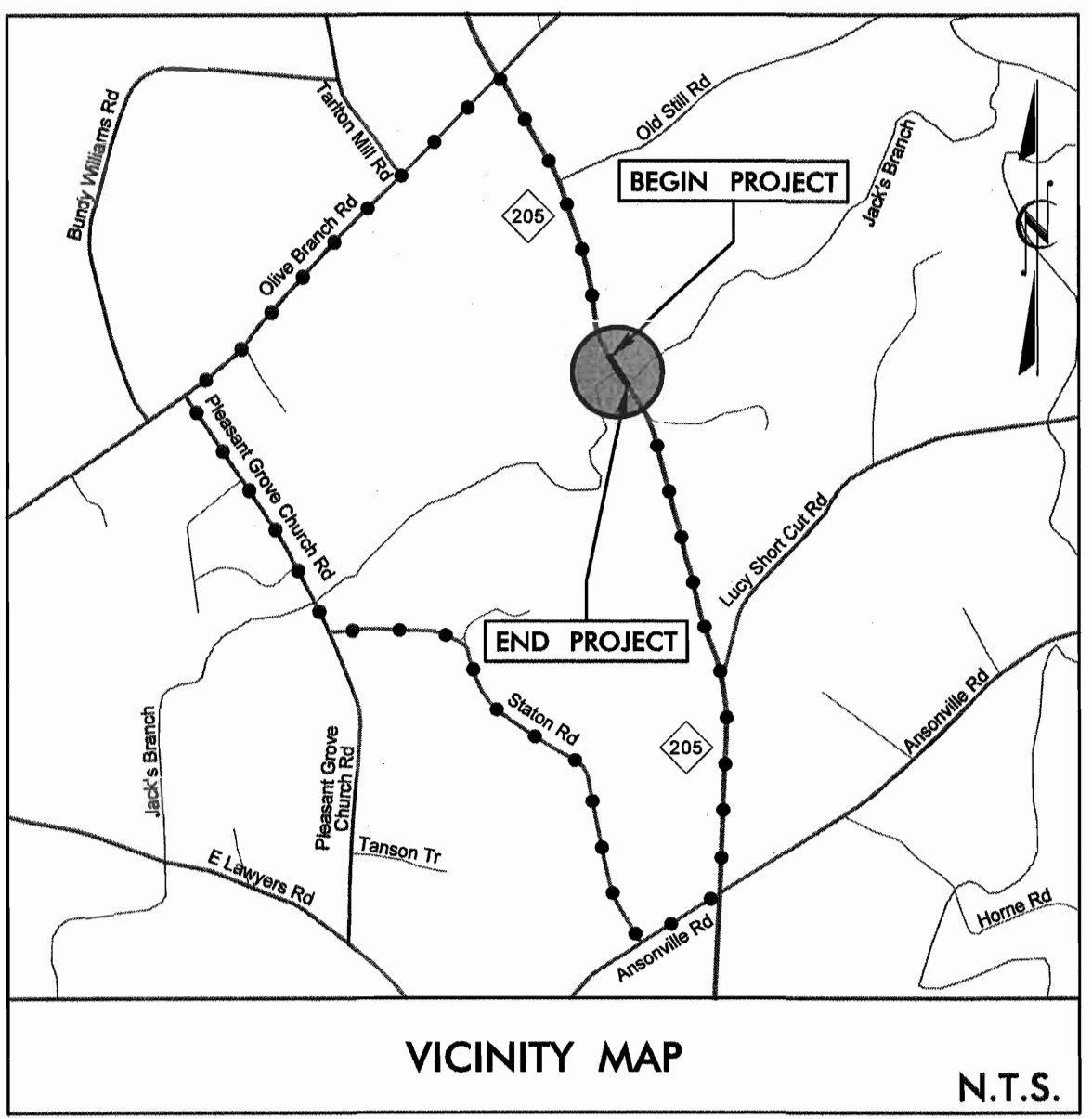
LEGEND

- STATIONARY SIGN
- ◄ DIRECTION OF TRAFFIC FLOW

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BD-5110J	EC-1	4
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45356.1.10	BRSTP-0205(2)	P.E.	
45356.2.10	BRSTP-0205(2)	R/W & UTILITIES	
45356.3.10	BRSTP-0205(2)	CONST.	

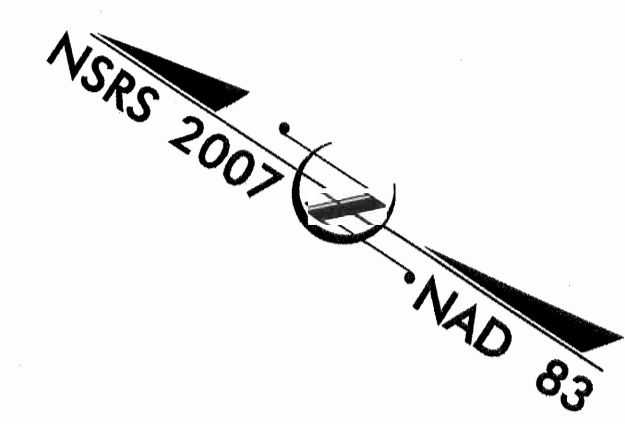
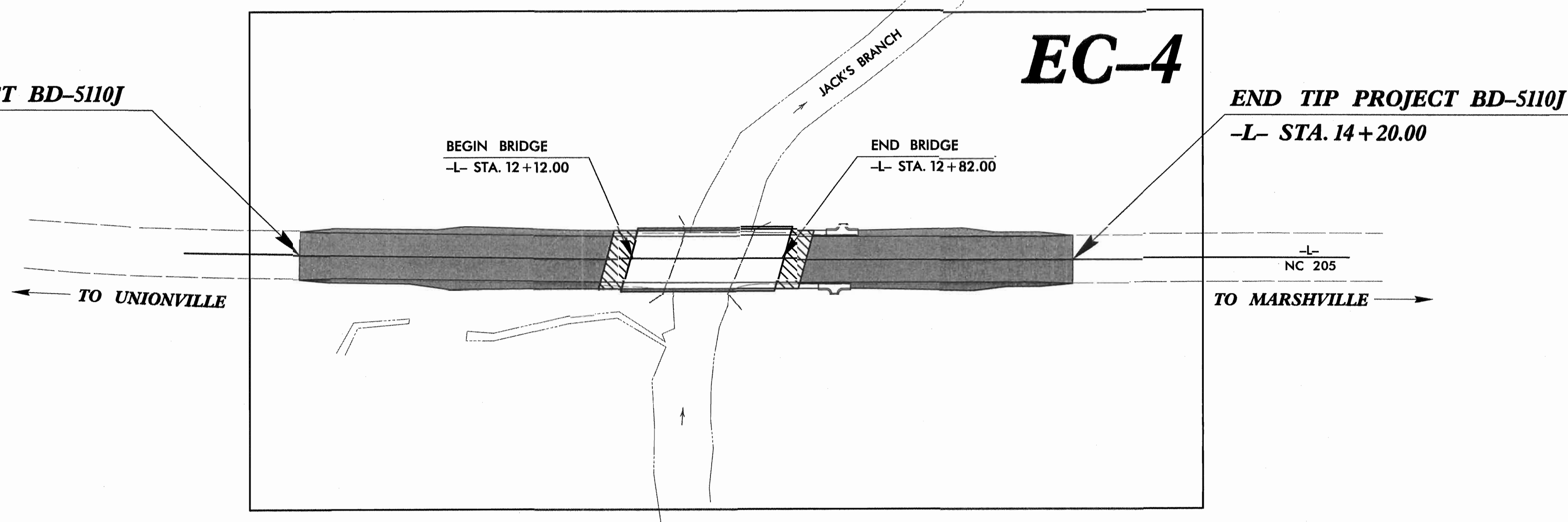
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL
UNION COUNTY

**LOCATION: BRIDGE #056 OVER JACK'S BRANCH
ON NC 205**



EROSION CONTROL PLANS

TIP PROJECT: BD-5110J



EROSION AND SEDIMENT CONTROL MEASURES

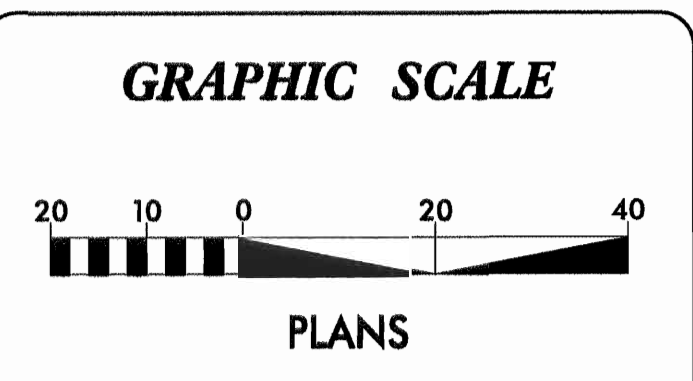
The following roadway English standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N.C. Department of Transportation - Raleigh, N.C., dated January 2012 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

Sed. #	Description	Symbol
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	△△△△△△△△
1607.01	Gravel Construction Entrance	—
1622.01	Temporary Berms and Slope Drains	—
1630.01	Riser Basin	⊙
1630.03	Temporary Silt Ditch	—
1630.04	Stilling Basin	▭
1630.05	Temporary Diversion	—
1630.06	Special Stilling Basin	▭
1632.01	Rock Inlet Sediment Trap Type A	A
1632.02	Rock Inlet Sediment Trap Type B	B
1632.03	Rock Inlet Sediment Trap Type C	C
1633.01	Temporary Rock Silt Check Type-A	▨
1633.02	Temporary Rock Silt Check Type-B	▨
1634.01	Temporary Rock Sediment Dam Type-A	▨
1634.02	Temporary Rock Sediment Dam Type-B	▨
1635.01	Rock Pipe Inlet Sediment Trap Type-A	⊙
1635.02	Rock Pipe Inlet Sediment Trap Type-B	⊙
SP	Silt Basin Type B	▨
SP	Skimmer Basin	▭
SP	Tiered Skimmer Basin	▭
SP	Infiltration Basin	▭
SP	Wattle	⌒
SP	Coir Fiber Matting	▨

These Erosion and Sediment Control Plans comply with the regulations set forth by the NCG010000 general construction permit effective August 3, 2011 issued by the North Carolina Department of Environment and Natural Resources Division of Water Quality.

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.

ENVIRONMENTALLY SENSITIVE AREA(S) EXIST ON THIS PROJECT
Refer To E. C. Special Provisions for Special Considerations.



ROADSIDE ENVIRONMENTAL UNIT
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA


Level III Designer
Davin Morrison, PE #3126

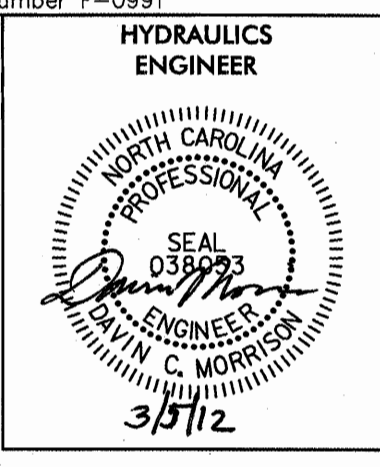
Prepared In the Office of:
STV/RALPH WHITEHEAD ASSOCIATES, INC.
1000 West Morehead St., Ste. 200, Charlotte NC, 28208
NC License Number F-0991
FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2012 STANDARD SPECIFICATIONS

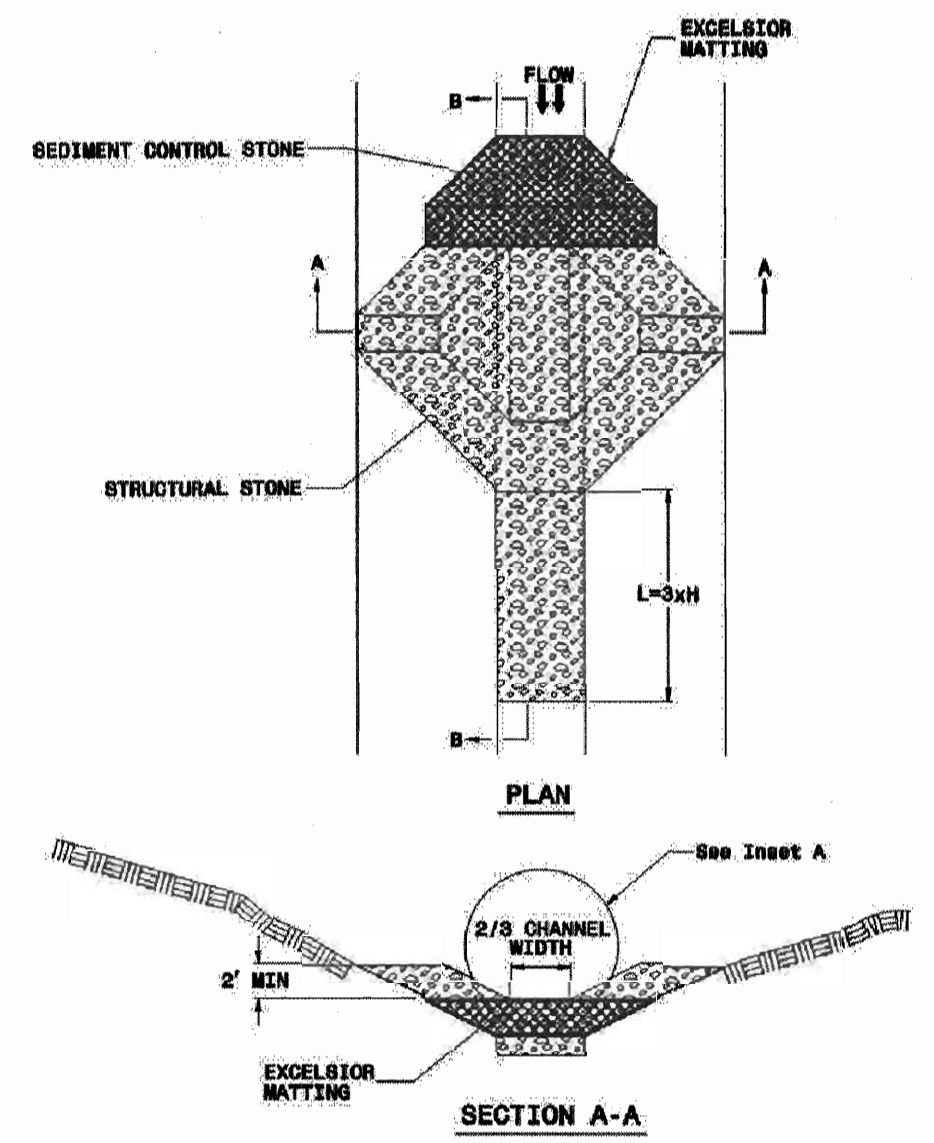
EROSION CONTROL PLANS
3/5/2012

CONTRACT:

PROJECT REFERENCE NO.	SHEET NO.
BD-510J	EC-2
RW SHEET NO.	
 STV / Ralph Whitehead Associates, Inc. 1000 West Morehead St., Ste. 200 Charlotte, NC 28208 NC License Number F-0991	



TEMPORARY ROCK SILT CHECK TYPE 'A' WITH EXCELSIOR MATTING AND POLYACRYLAMIDE (PAM)

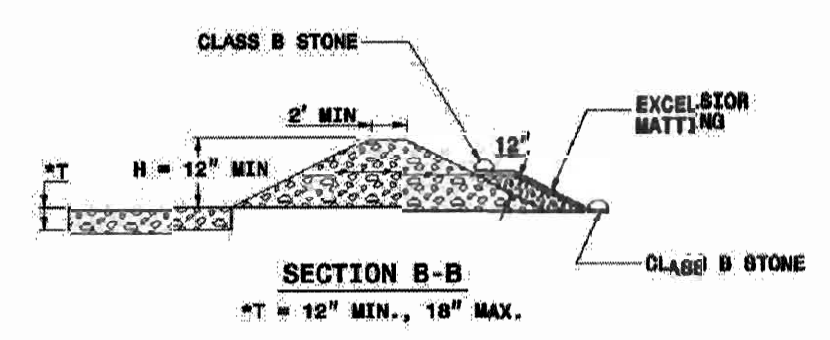
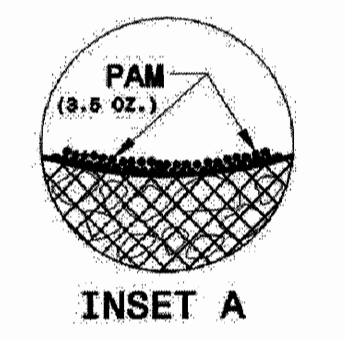


NOTES:

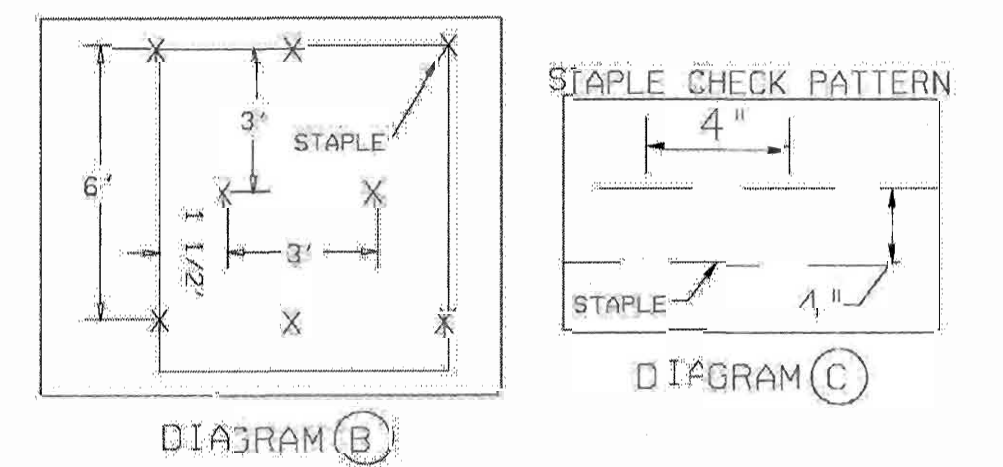
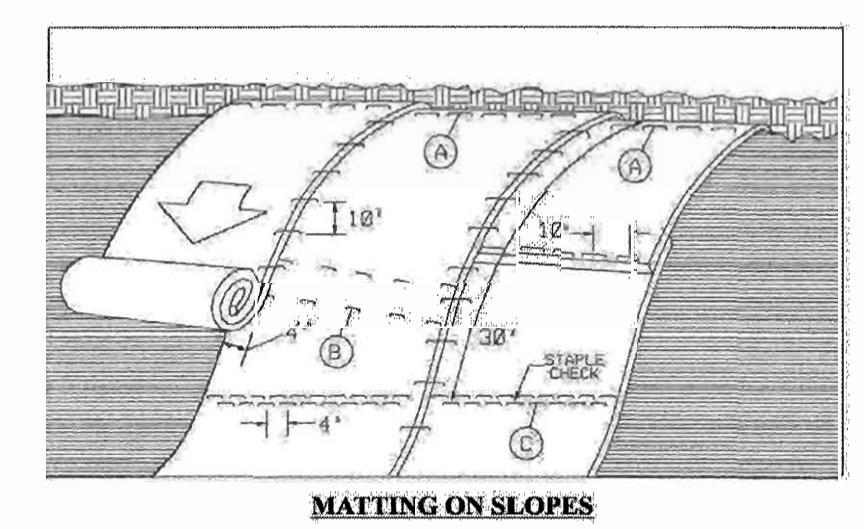
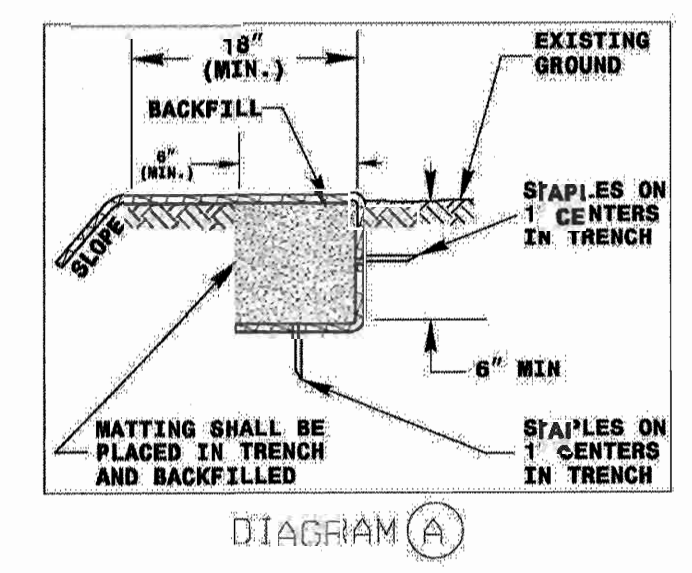
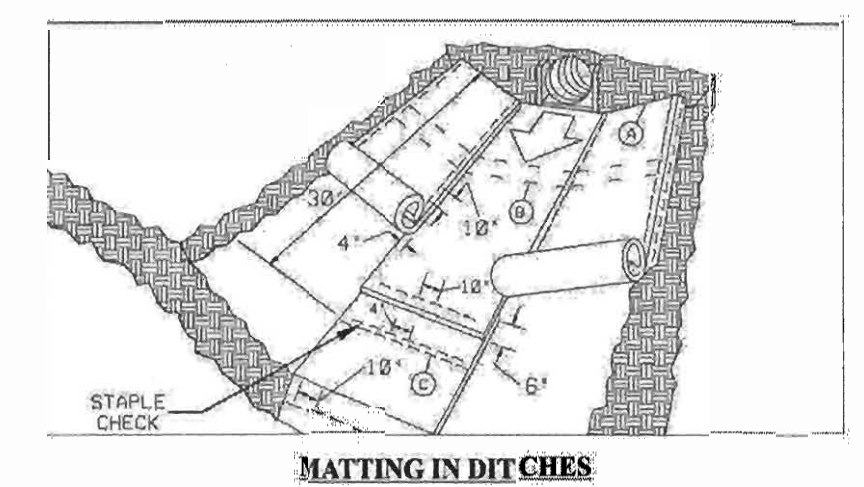
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH ROCK SILT CHECK.

INITIALLY APPLY 3.5 OUNCES OF POLYACRYLAMIDE (PAM) TO TOP OF MATTING SECTION AND AFTER EVERY RAINFALL EVENT THAT EQUALS OR EXCEEDS 0.50 INCHES.



MATTING INSTALLATION DETAIL




NOTES:

THIS DETAIL APPLIES TO STRAW, EXCELSIOR, AND PERMANENT SOIL REINFORCEMENT MAT (PSRM) INSTALLATION.


STAPLES SHALL BE NO. 11 GAUGE STEEL WIRE FORMED INTO A "U" SHAPE WITH A MINIMUM THROAT WIDTH OF 1 INCH AND NOT LESS THAN 6 INCHES IN LENGTH.

r:\roadway\pro\NEC\BD510J_rdy_EC02.dgn 3/5/2012

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO. BD-510J	SHEET NO. EC-3
RW SHEET NO.	
 STV / Ralph Whitehead Associates, Inc. <small>1000 West Morehead St., Ste. 200 Charlotte, NC 28208 NC License Number F-0991</small>	

HYDRAULICS
ENGINEER



3/5/12

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL (FOR SLOPE STABILIZATION)

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
			SUBTOTAL		285
	MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER				30
			TOTAL		315
			SAY		315

COIR FIBER MATTING (FOR FLOODPLAIN BENCH)

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
			SUBTOTAL		110
	MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER				15
			TOTAL		125
			SAY		125

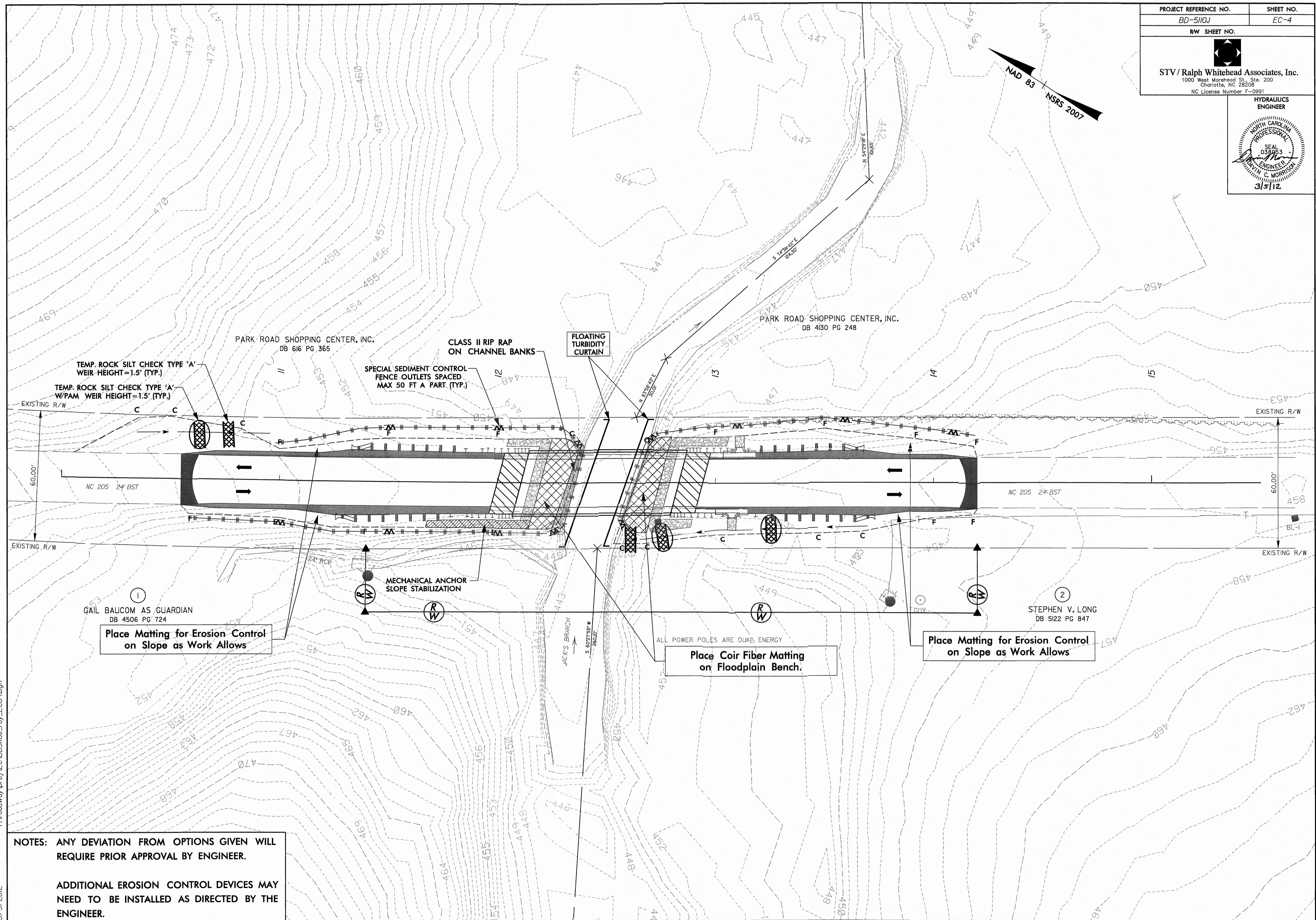
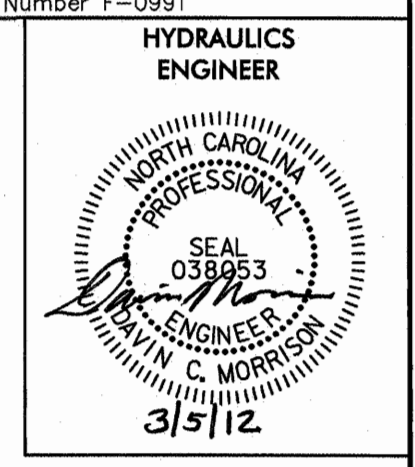
PERMANENT SOIL REINFORCEMENT MATTING (FOR DITCH STABILIZATION)

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	-L- V-DITCH	10+38	10+80	LT	40
4	-L- V DITCH	12+55	13+70	RT	65
			SUBTOTAL		105
	MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER				15
			TOTAL		120
			SAY		120

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3/5/2012

PROJECT REFERENCE NO.	SHEET NO.
BD-5110J	EC-4
RW SHEET NO.	
STV/Ralph Whitehead Associates, Inc. 1000 West Morehead St., Ste. 200 Charlotte, NC 28208 NC License Number F-0991	



TEMP. ROCK SILT CHECK TYPE 'A'
WEIR HEIGHT=1.5' (TYP.)

TEMP. ROCK SILT CHECK TYPE 'A'
W/PAM WEIR HEIGHT=1.5' (TYP.)

PARK ROAD SHOPPING CENTER, INC.
DB 616 PG 365

CLASS II RIP RAP
ON CHANNEL BANKS

SPECIAL SEDIMENT CONTROL
FENCE OUTLETS SPACED
MAX 50 FT A PART (TYP.)

FLOATING
TURBIDITY
CURTAIN

PARK ROAD SHOPPING CENTER, INC.
DB 4130 PG 248

①
GAIL BAUCOM AS GUARDIAN
DB 4506 PG 724

Place Matting for Erosion Control
on Slope as Work Allows

MECHANICAL ANCHOR
SLOPE STABILIZATION

Place Coir Fiber Matting
on Floodplain Bench.

②
STEPHEN V. LONG
DB 5122 PG 847

Place Matting for Erosion Control
on Slope as Work Allows

ALL POWER POLES ARE DUKE'S ENERGY

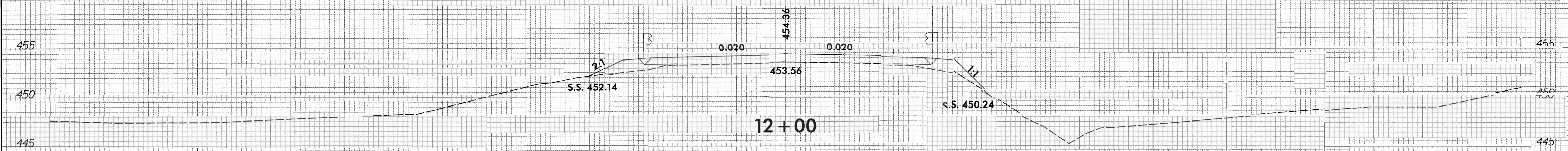
NOTES: ANY DEVIATION FROM OPTIONS GIVEN WILL
REQUIRE PRIOR APPROVAL BY ENGINEER.

ADDITIONAL EROSION CONTROL DEVICES MAY
NEED TO BE INSTALLED AS DIRECTED BY THE
ENGINEER.

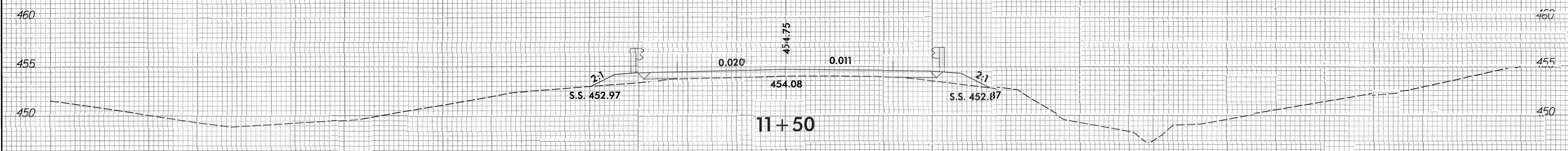
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3/5/2012

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

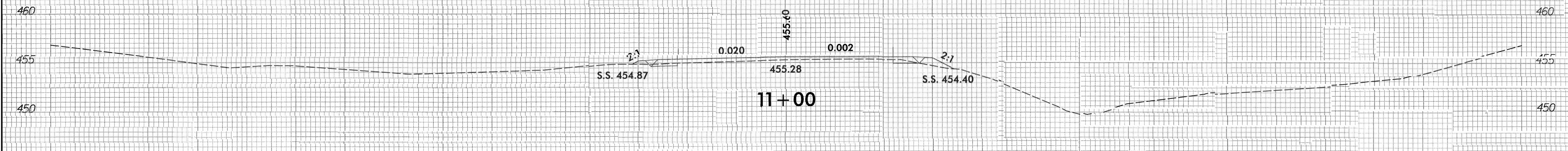
BEGIN BRIDGE 12 + 10.84



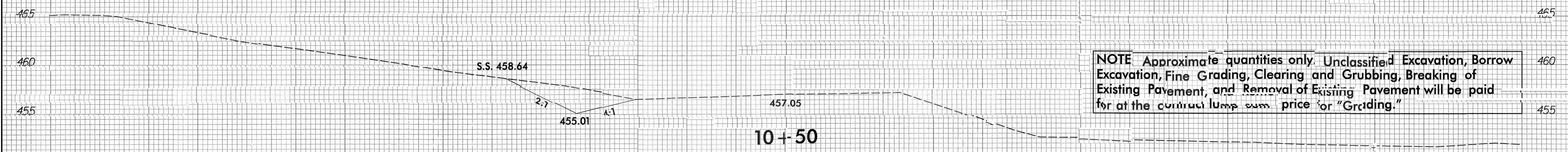
12 + 00



11 + 50



11 + 00

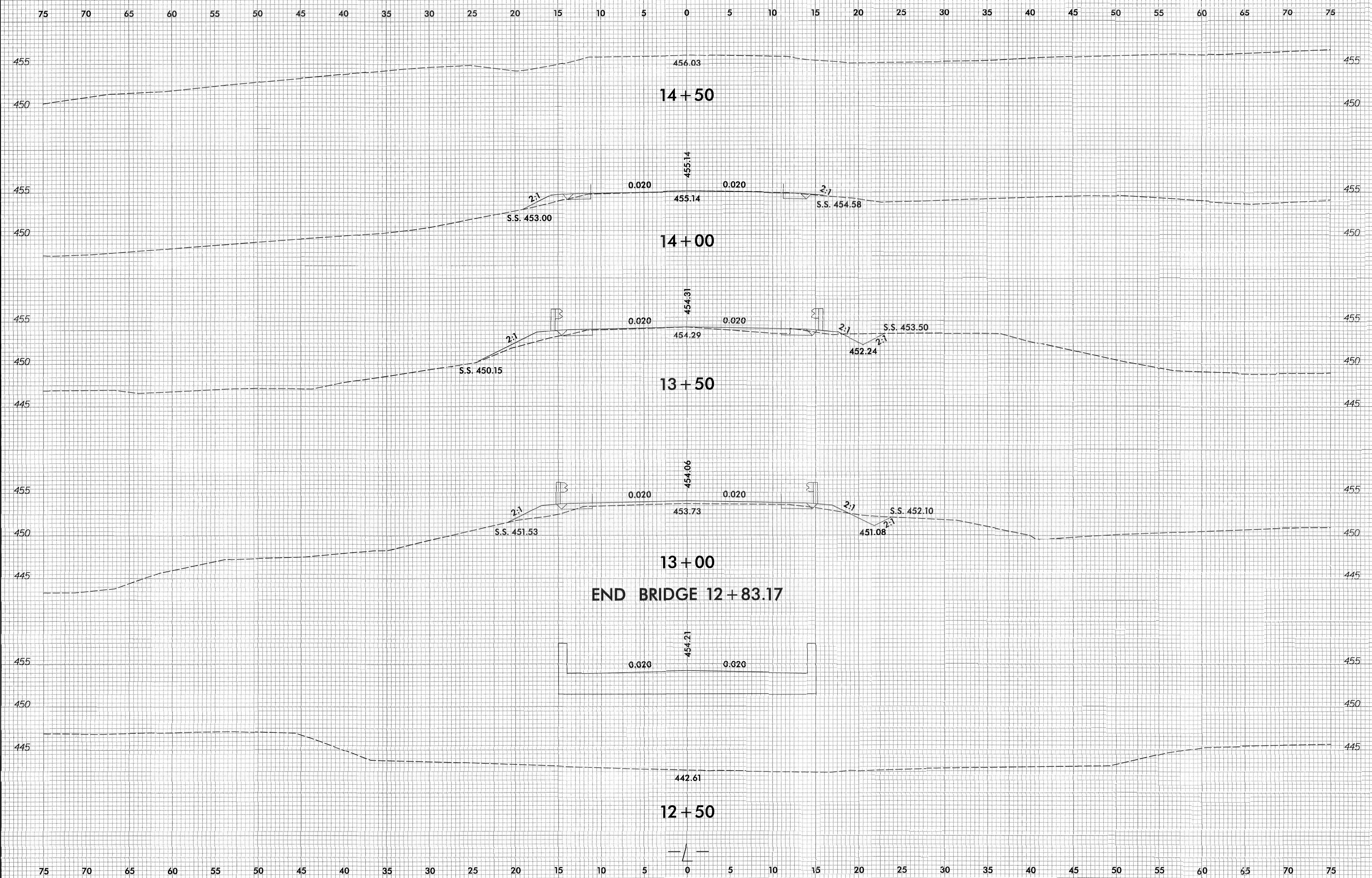


10 + 50

NOTE: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, Breaking of Existing Pavement, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

8/23/99
3/5/2012
C:\roadway\Xsc\BD5110J_rdy_xpl.dgn
drakeec

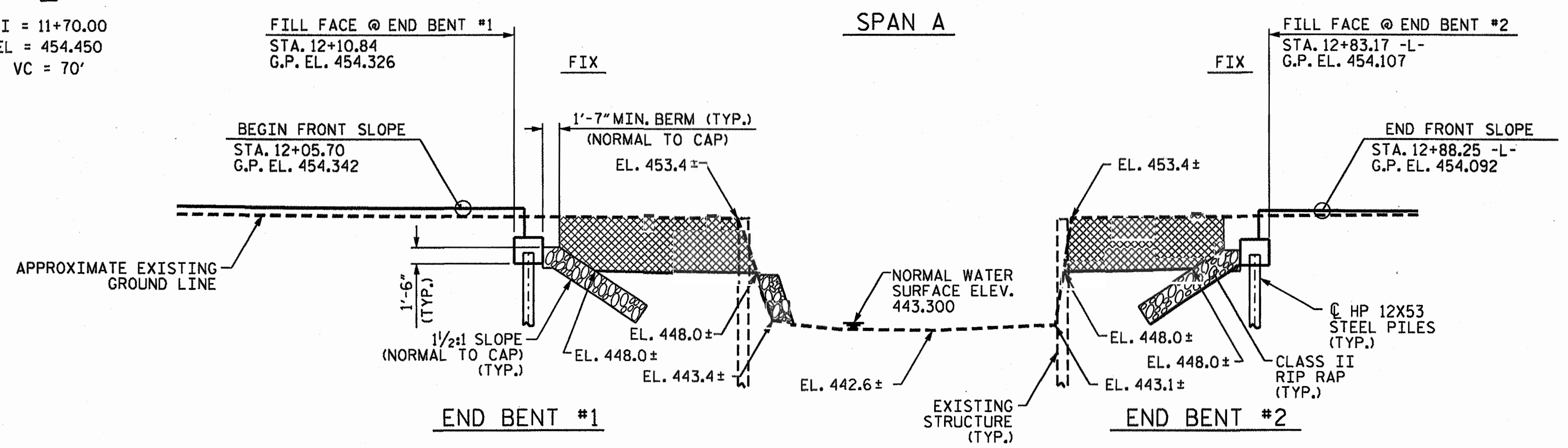


GRADE DATA

-1.4267% Δ -0.3030%
 PI = 11+70.00
 EL = 454.450
 VC = 70'

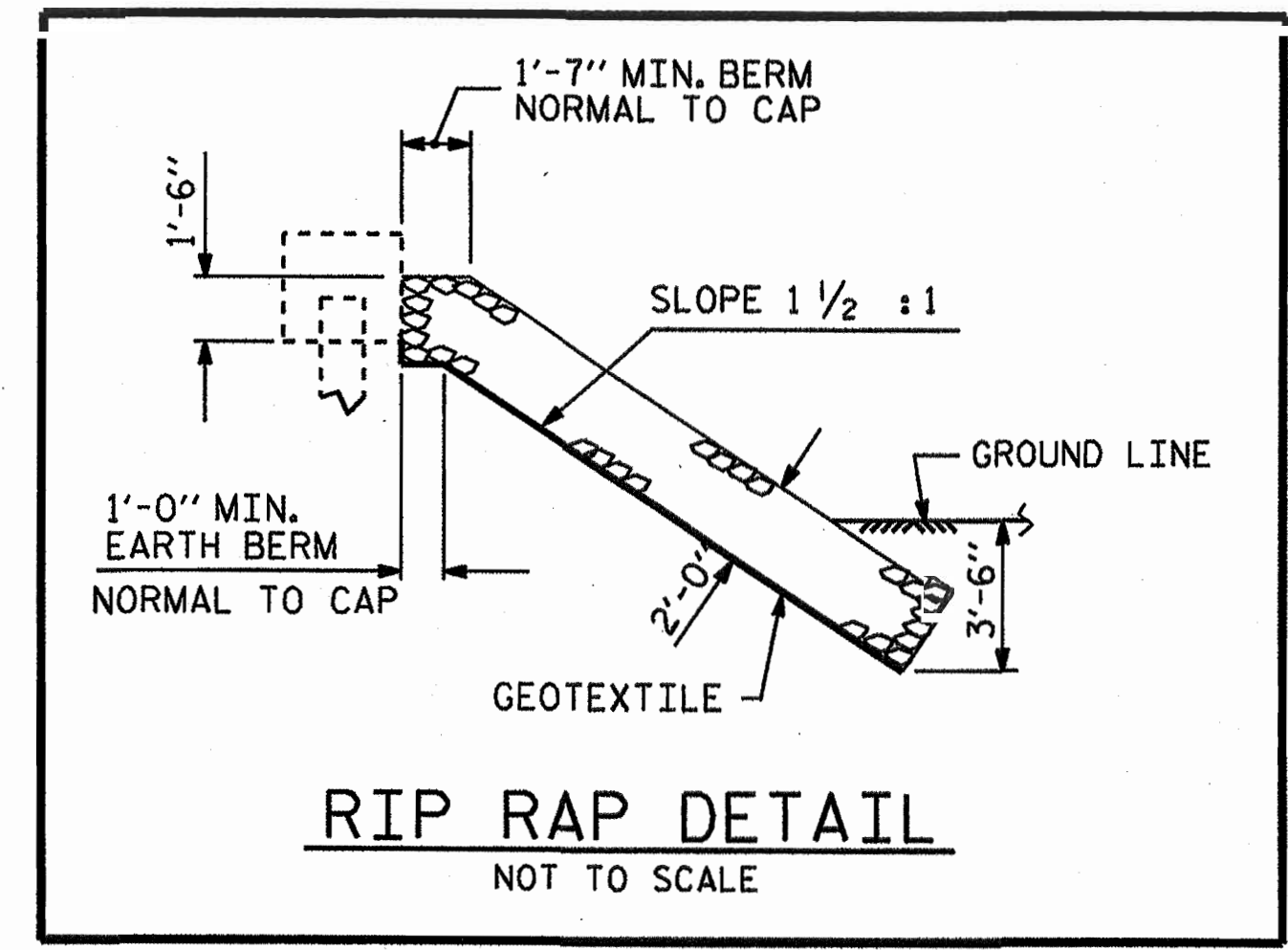
GRADE DATA

-0.3030% Δ +1.8353%
 PI = 13+35.00
 EL = 453.95
 VC = 80.00'



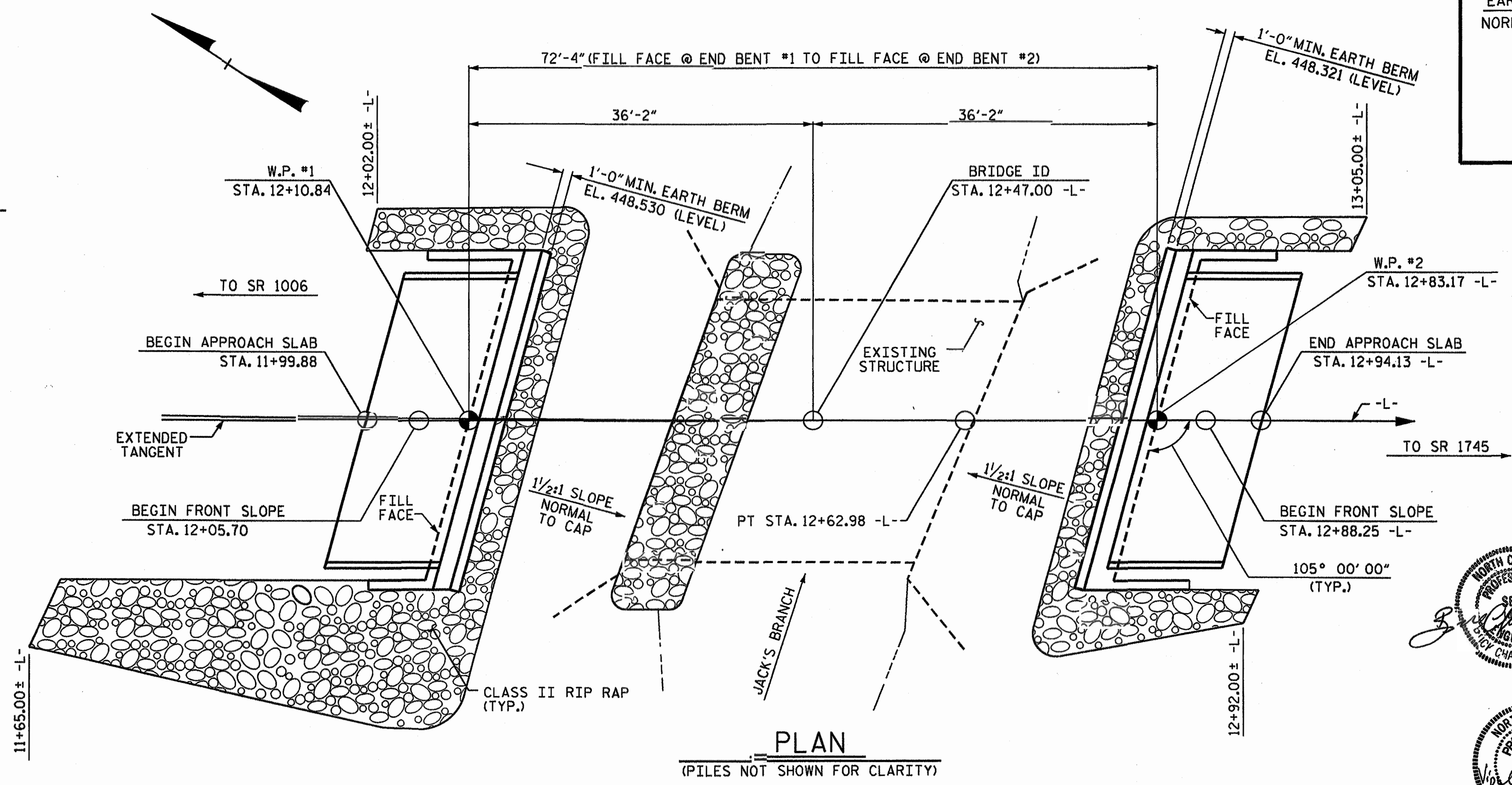
SECTION ALONG -L-
 (SECTION TAKEN AT RIGHT ANGLE TO END BENTS)

UNCLASSIFIED STRUCTURE EXCAVATION



HORIZONTAL CURVE DATA

PI STA. = 12+07.56 -L-
 Δ = 0° 50' 48.2" (LT)
 D = 0° 45' 50.2"
 L = 110.84'
 T = 55.42'
 R = 7,500.00'



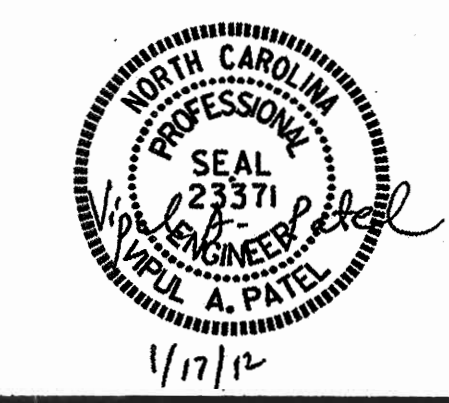
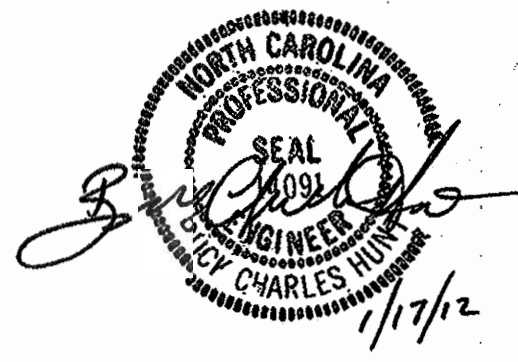
PLAN

(PILES NOT SHOWN FOR CLARITY)

PROJECT NO. BD-5110J
 UNION COUNTY
 STATION: 12+47.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE #56

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE OVER
 JACK'S BRANCH
 ON NC 205
 BETWEEN SR 1006 & SR 1745



REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1	
1			1			TOTAL SHEETS	12
2			2				

DRAWN BY: R. L. CHESSON DATE: 2011 OCT
 CHECKED BY: J. P. ADAMS DATE: 1/11/12

NOTES

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
 FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
 REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 25 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.
 THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
 THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 32'-6" WITH A STEEL PLANK DECK ON I-BEAMS AND A CLEAR ROADWAY OF 28'-0" ON MASS CONCRETE ABUTMENTS AND LOCATED AT THE PROPOSED SITE SHALL BE REMOVED.
 FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.
 PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 100 TONS PER PILE.

PILES EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 1. EXCAVATE HOLES AT PILE LOCATIONS TO ELEVATION 436.0. FOR PILE EXCAVATION, SEE SECTION 450 OF STANDARD SPECIFICATIONS.
 CONCRETE OR GROUT IS REQUIRED TO FILL HOLES FOR PILE EXCAVATION AT END BENT NO. 1.
 PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 100 TONS PER PILE.
 PILES EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 2. EXCAVATE HOLES AT PILE LOCATIONS TO ELEVATION 436.0. FOR PILE EXCAVATION, SEE SECTION 450 OF STANDARD SPECIFICATIONS.
 CONCRETE OR GROUT IS REQUIRED TO FILL HOLES FOR PILE EXCAVATION AT END BENT NO. 2.
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.
 ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.
 THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", MAY, 2001.
 THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
 INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR REMOVAL OF EXISTING STRUCTURE AT STATION 12+47.00 -L-.
 FOR UTILITY INFORMATION, SEE ROADWAY PLANS.
 THE BRIDGE IS LOCATED IN SEISMIC ZONE 2.

BENCH MARK: NCDOT MONUMENT BD-5110J BL-2, BASELINE POINT (12+73.77 -L-, 17.87' RT, ELEV. 452.700.)

HYDRAULIC DATA

DESIGN DISCHARGE = 1284 C.F.S.
 FREQUENCY OF DESIGN FLOOD = 25 YR.
 DESIGN HIGH WATER ELEVATION = 450.300
 DRAINAGE AREA = 4.7 SQ.MI.
 BASE DISCHARGE (Q100) = 1950 C.F.S.
 BASE HIGH WATER ELEVATION = 451.930

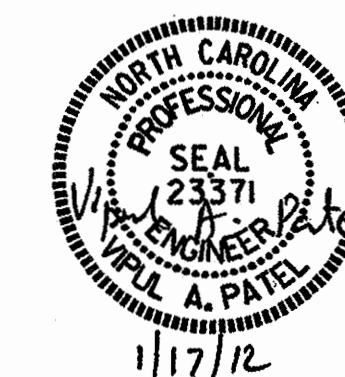
OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 2943+ C.F.S.
 FREQUENCY OF OVERTOPPING FLOOD = 500+ YR.
 OVERTOPPING FLOOD ELEVATION = 454.070

TOTAL BILL OF MATERIAL															
	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP12X53 STEEL PILES		PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LUMP SUM	CU.YDS.	LUMP SUM	LBS.	NO.	LIN.FT.	LIN.FT.	LIN.FT.	LIN.FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN.FT.
SUPERSTRUCTURE	LUMP SUM	LUMP SUM		LUMP SUM						140.26			LUMP SUM	10	700.00
END BENT #1			13.7		2039	5	75	35	25		105	118			
END BENT #2			13.7		2039	5	75	35	25		65	72			
TOTAL	LUMP SUM	LUMP SUM	27.4	LUMP SUM	4078	10	150	70	50	140.26	170	190	LUMP SUM	10	700.00

PROJECT NO. BD-5110J
UNION COUNTY
 STATION: 12+47.00 -L-

SHEET 2 OF 2



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STRUCTURE TOTAL BILL OF MATERIAL AND STRUCTURE NOTES					
REVISIONS					SHEET NO. S-2
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
TOTAL SHEETS					12

DRAWN BY : H.T. DIEU DATE : 1/11/12
 CHECKED BY : J.P. ADAMS DATE : 1/11/12

LOAD AND RESISTANCE FACTOR RATING (LRFD) SUMMARY FOR PRESTRESSED CONCRETE GIRDERS

LEVEL	VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING	MINIMUM RATING FACTORS (RF)	TONS = W X RF	STRENGTH I LIMIT STATE										SERVICE III LIMIT STATE					COMMENT NUMBER			
						MOMENT					SHEAR					MOMENT								
						LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN		GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	
DESIGN LOAD RATING	HL-93(Inv)	N/A	1	1.014	--	1.75	0.269	1.04	70'	EL	34.482	0.608	1.1	70'	EL	3.448	0.80	0.269	1.01	70'	EL	34.482		
	HL-93(0pr)	N/A	--	1.355	--	1.35	0.269	1.35	70'	EL	34.482	0.608	1.43	70'	EL	3.448	N/A	--	--	--	--	--		
	HS-20(Inv)	36.000	2	1.315	47.356	1.75	0.269	1.36	70'	EL	34.482	0.608	1.38	70'	EL	3.448	0.80	0.269	1.32	70'	EL	34.482		
	HS-20(0pr)	36.000	--	1.757	63.236	1.35	0.269	1.76	70'	EL	34.482	0.608	1.79	70'	EL	3.448	N/A	--	--	--	--	--		
LEGAL LOAD RATING	SV	SNSH	13.500	--	2.938	39.656	1.4	0.269	3.78	70'	EL	34.482	0.608	4.12	70'	EL	3.448	0.80	0.269	2.94	70'	EL	34.482	
		SNGARBS2	20.000	--	2.203	44.052	1.4	0.269	2.84	70'	EL	34.482	0.608	2.93	70'	EL	3.448	0.80	0.269	2.20	70'	EL	34.482	
		SNAGRIS2	22.000	--	2.092	46.016	1.4	0.269	2.69	70'	EL	34.482	0.608	2.72	70'	EL	3.448	0.80	0.269	2.09	70'	EL	34.482	
		SNCOTTS3	27.250	--	1.462	39.844	1.4	0.269	1.88	70'	EL	34.482	0.608	2.06	70'	EL	3.448	0.80	0.269	1.46	70'	EL	34.482	
		SNAGGRS4	34.925	--	1.227	42.856	1.4	0.269	1.58	70'	EL	34.482	0.608	1.71	70'	EL	3.448	0.80	0.269	1.23	70'	EL	34.482	
		SNS5A	35.550	--	1.2	42.646	1.4	0.269	1.54	70'	EL	34.482	0.608	1.73	70'	EL	3.448	0.80	0.269	1.20	70'	EL	34.482	
		SNS6A	39.950	--	1.103	44.058	1.4	0.269	1.42	70'	EL	34.482	0.608	1.58	70'	EL	3.448	0.80	0.269	1.10	70'	EL	34.482	
	SNS7B	42.000	--	1.05	44.113	1.4	0.269	1.35	70'	EL	34.482	0.608	1.55	70'	EL	3.448	0.80	0.269	1.05	70'	EL	34.482		
	TTST	TNAGRIT3	33.000	--	1.345	44.401	1.4	0.269	1.73	70'	EL	34.482	0.608	1.88	70'	EL	3.448	0.80	0.269	1.35	70'	EL	34.482	
		TNT4A	33.075	--	1.352	44.717	1.4	0.269	1.74	70'	EL	34.482	0.608	1.83	70'	EL	3.448	0.80	0.269	1.35	70'	EL	34.482	
		TNT6A	41.600	--	1.108	46.073	1.4	0.269	1.43	70'	EL	34.482	0.608	1.65	70'	EL	3.448	0.80	0.269	1.11	70'	EL	34.482	
		TNT7A	42.000	--	1.114	46.794	1.4	0.269	1.43	70'	EL	34.482	0.608	1.62	70'	EL	3.448	0.80	0.269	1.11	70'	EL	34.482	
		TNT7B	42.000	--	1.155	48.526	1.4	0.269	1.49	70'	EL	34.482	0.608	1.51	70'	EL	3.448	0.80	0.269	1.16	70'	EL	34.482	
		TNAGRIT4	43.000	--	1.097	47.174	1.4	0.269	1.41	70'	EL	34.482	0.608	1.46	70'	EL	3.448	0.80	0.269	1.10	70'	EL	34.482	
TNAGT5A		45.000	--	1.033	46.505	1.4	0.269	1.33	70'	EL	34.482	0.608	1.45	70'	EL	3.448	0.80	0.269	1.03	70'	EL	34.482		
TNAGT5B	45.000	3	1.02	45.905	1.4	0.269	1.31	70'	EL	34.482	0.608	1.39	70'	EL	3.448	0.80	0.269	1.02	70'	EL	34.482			

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ_{DC}	γ_{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

ALLOWABLE STRESSES FOR SERVICE III LIMIT STATE ARE AS REQUIRED FOR DESIGN.

COMMENTS:

- 1.
- 2.
- 3.
- 4.

CONTROLLING LOAD RATING

1 DESIGN LOAD RATING (HL-93)

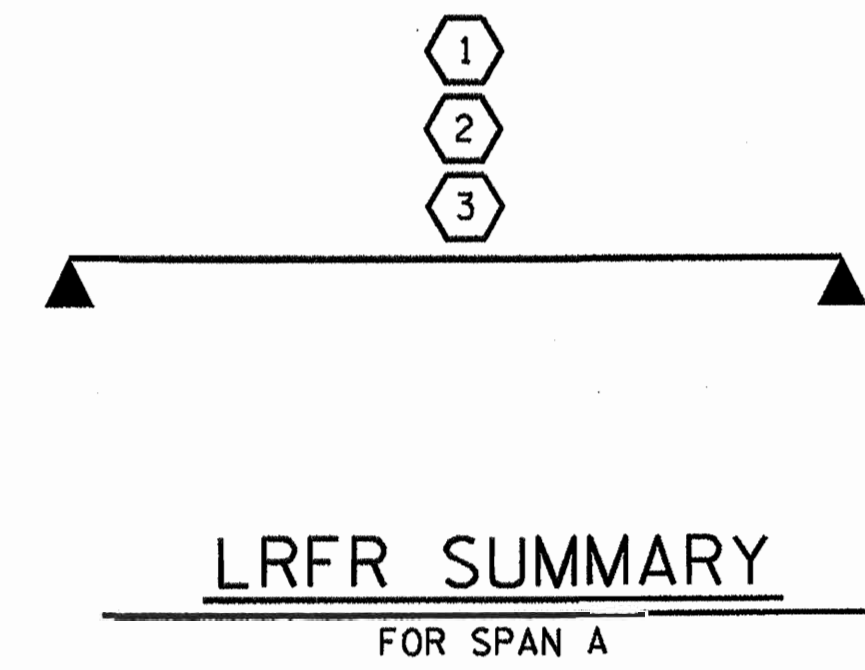
2 DESIGN LOAD RATING (HS-20)

3 LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

I - INTERIOR GIRDER
EL - EXTERIOR LEFT GIRDER
ER - EXTERIOR RIGHT GIRDER



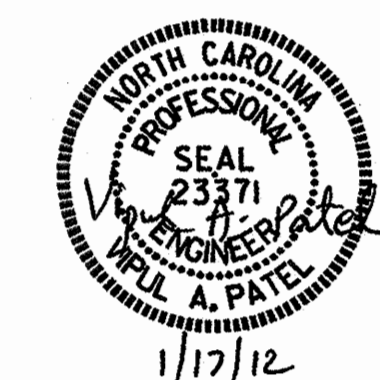
PROJECT NO. BD-5110J
UNION COUNTY
 STATION: 12+47.00 -L-

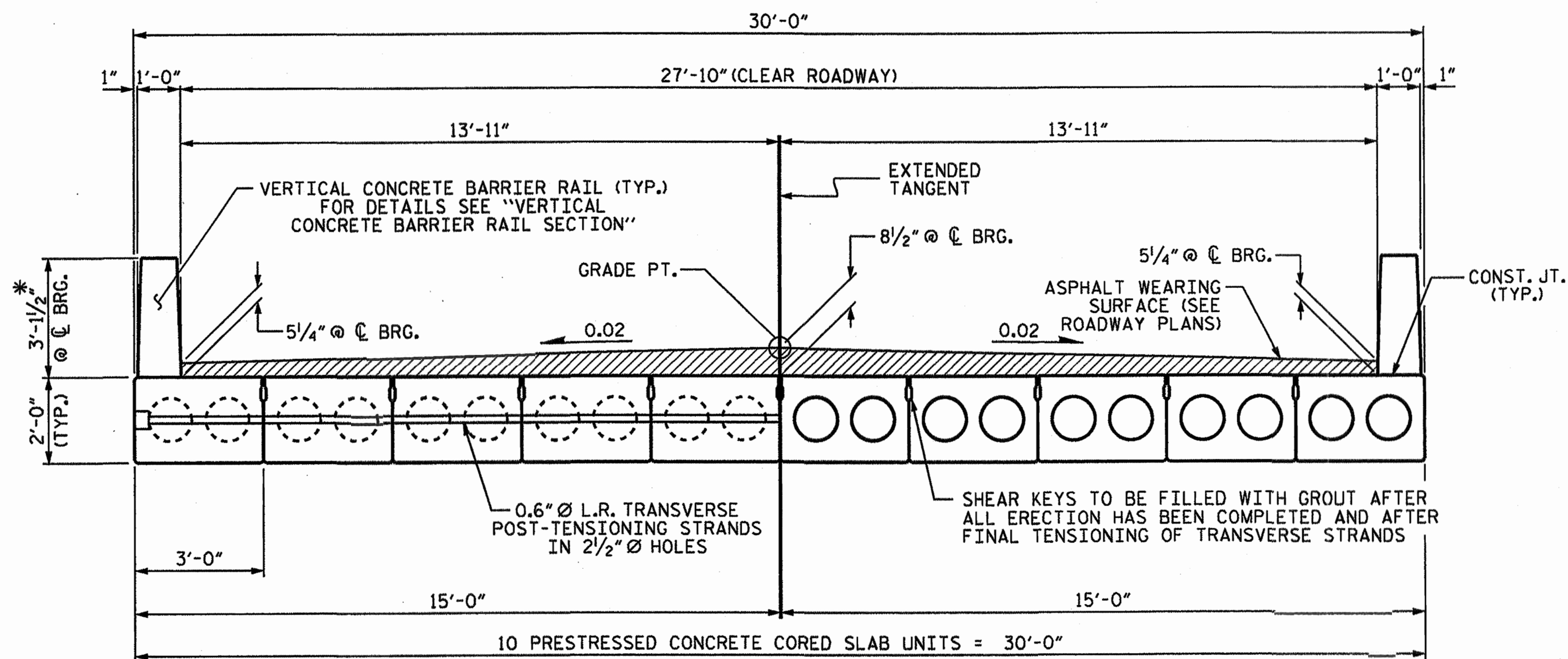
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD
 LRFR SUMMARY FOR
 70' CORED SLAB UNIT
 75° SKEW & 105° SKEW
 (NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			SHEETS
2			4			12

ASSEMBLED BY : H.T. DIEU DATE : 1/11/12
 CHECKED BY : J.P. ADAMS DATE : 1/11/12
 DRAWN BY : CVC 6/10
 CHECKED BY : DNS 6/10





HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

TYPICAL SECTION

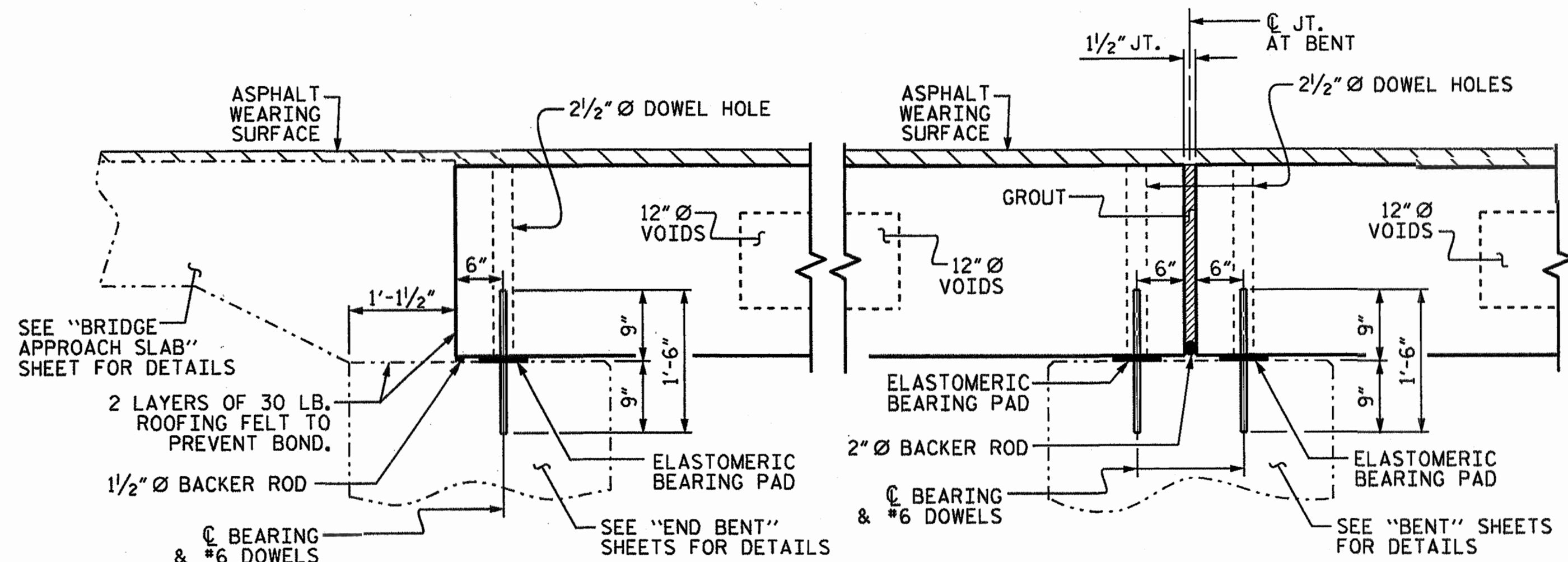
HALF SECTION
THROUGH VOIDS

* - THE MAXIMUM BARRIER RAIL HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE BARRIER RAIL AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE BARRIER RAIL FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR RAIL HEIGHT DETAILS AND ASPHALT THICKNESS, SEE THE "VERTICAL CONCRETE BARRIER RAIL SECTION" DETAIL.

FIXED END

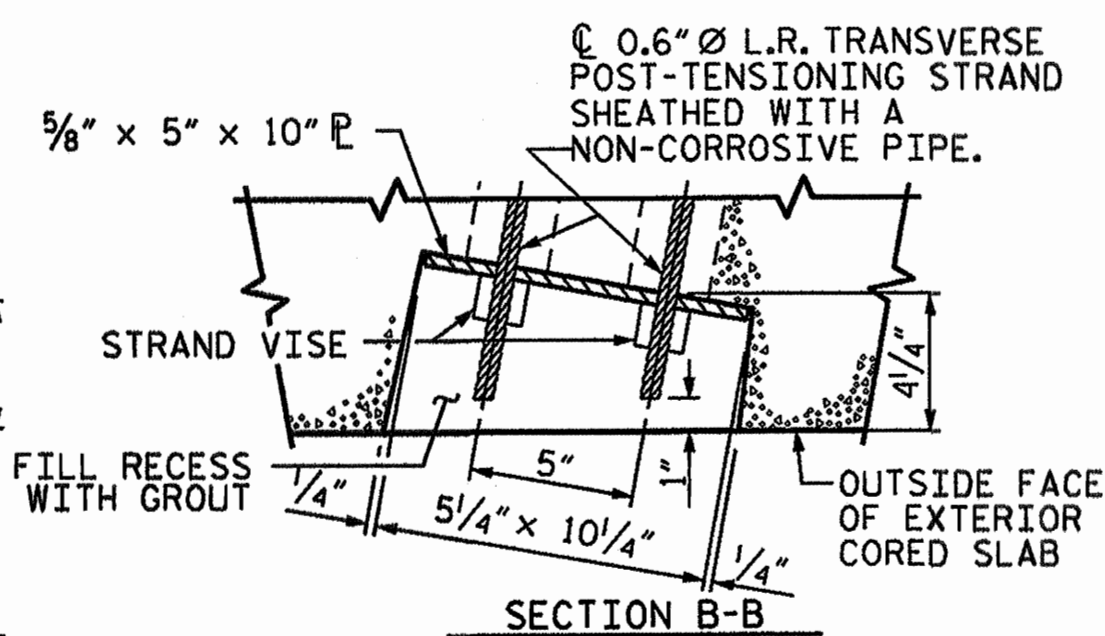
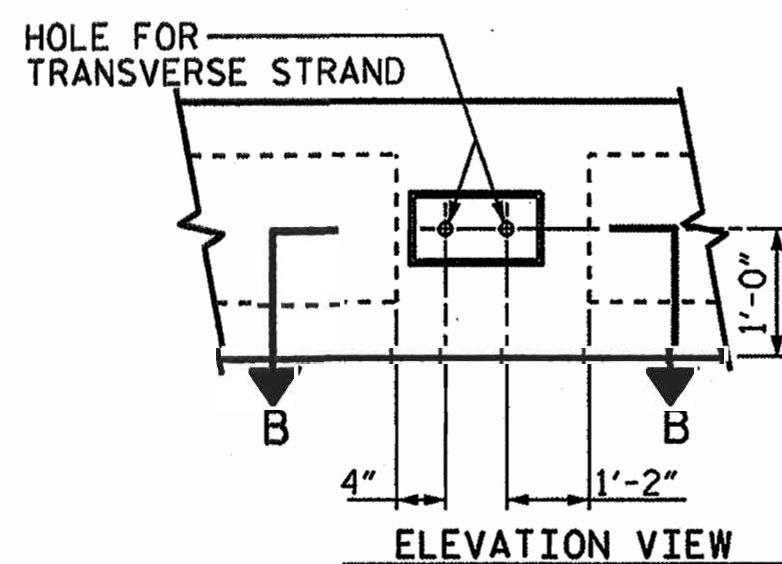
FIXED END

FIXED END

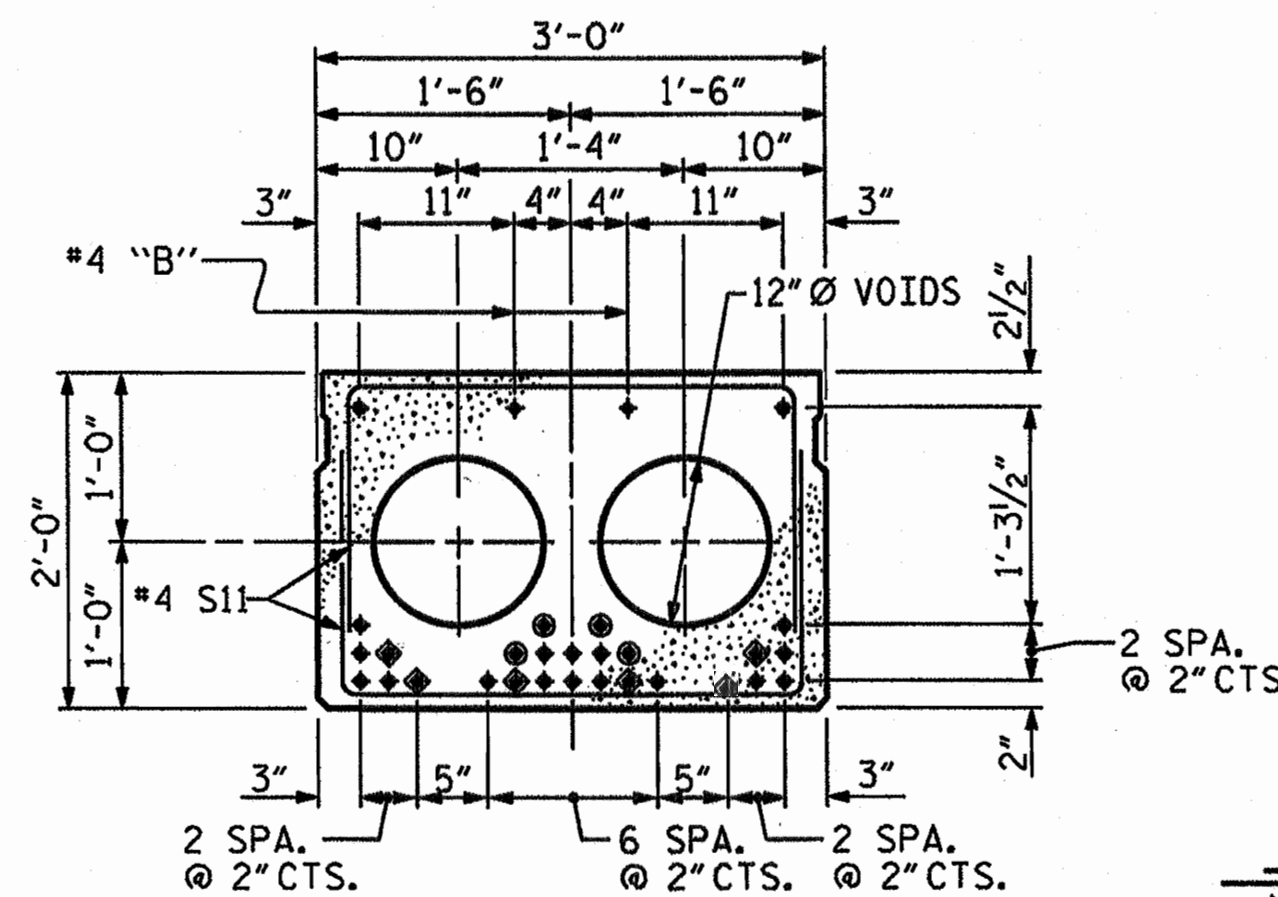


SECTION AT END BENT

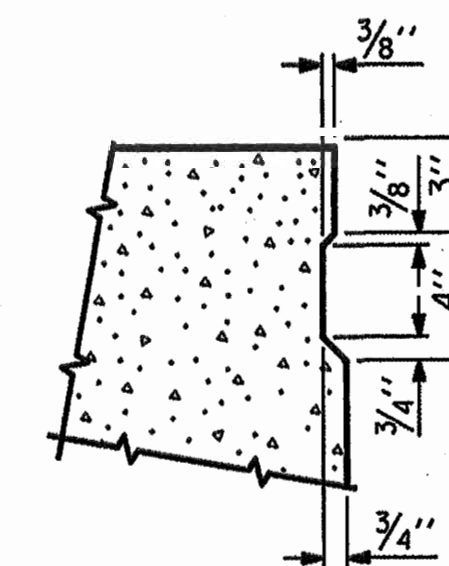
SECTION AT BENT



GROUTED RECESS AT END OF
POST-TENSIONED STRAND OF CORED SLABS

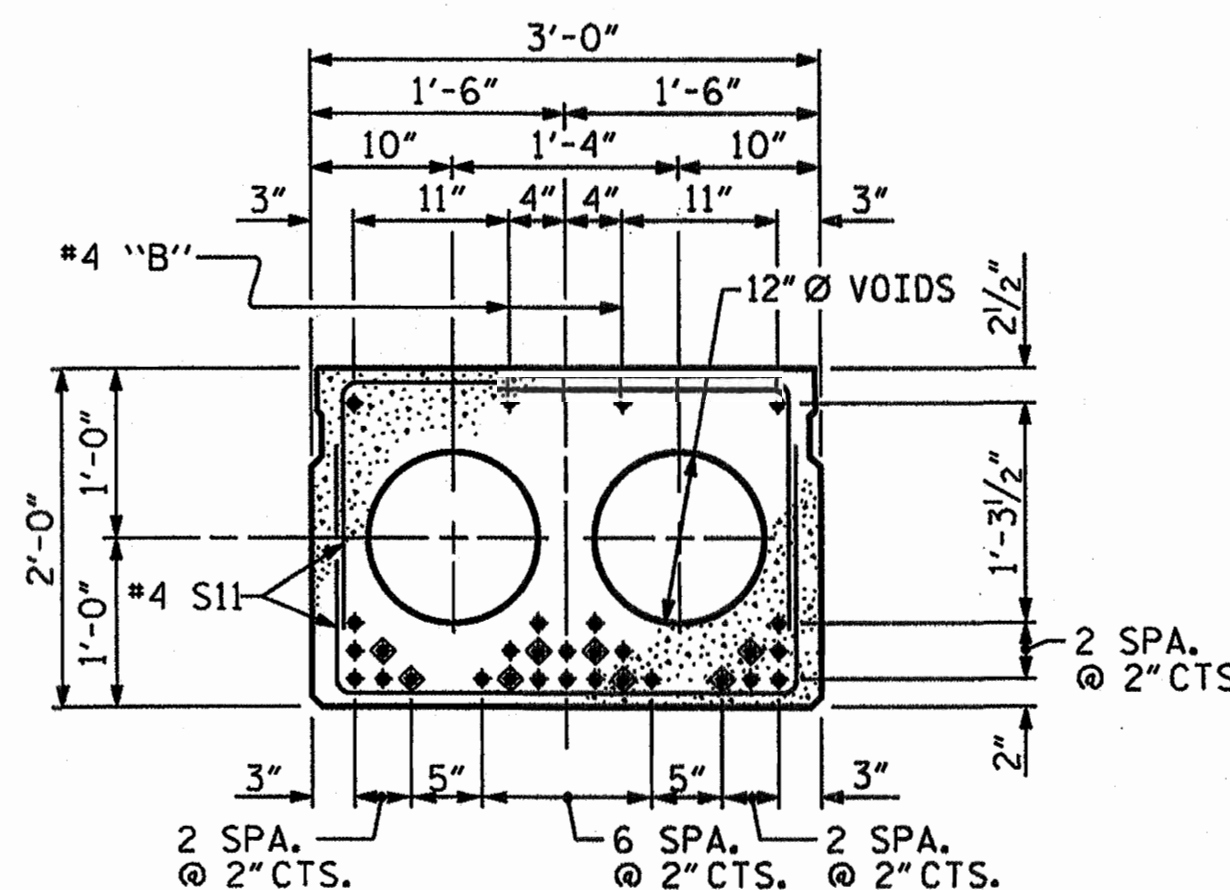


STRAND LAYOUT FOR 60' & 65' UNIT
(24 STRANDS REQUIRED)

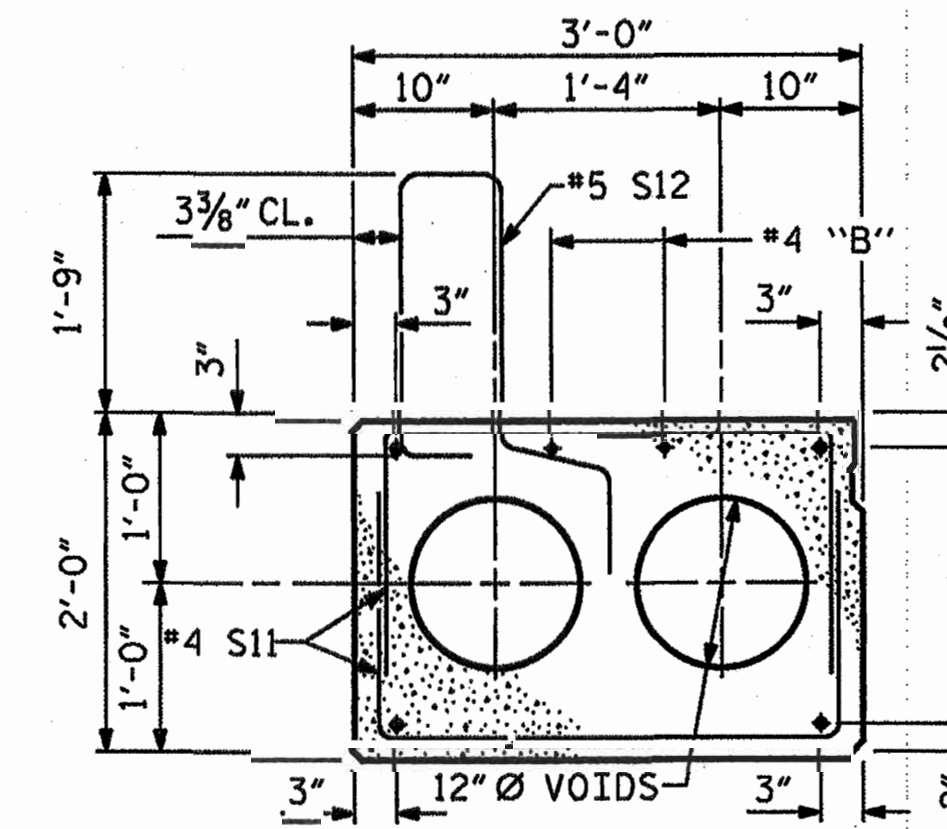


SHEAR KEY DETAIL

NOTE: OMIT SHEAR KEY ON OUTSIDE FACE OF EXTERIOR CORED SLABS.



STRAND LAYOUT FOR 70' UNIT
(28 STRANDS REQUIRED)



EXTERIOR SLAB SECTION

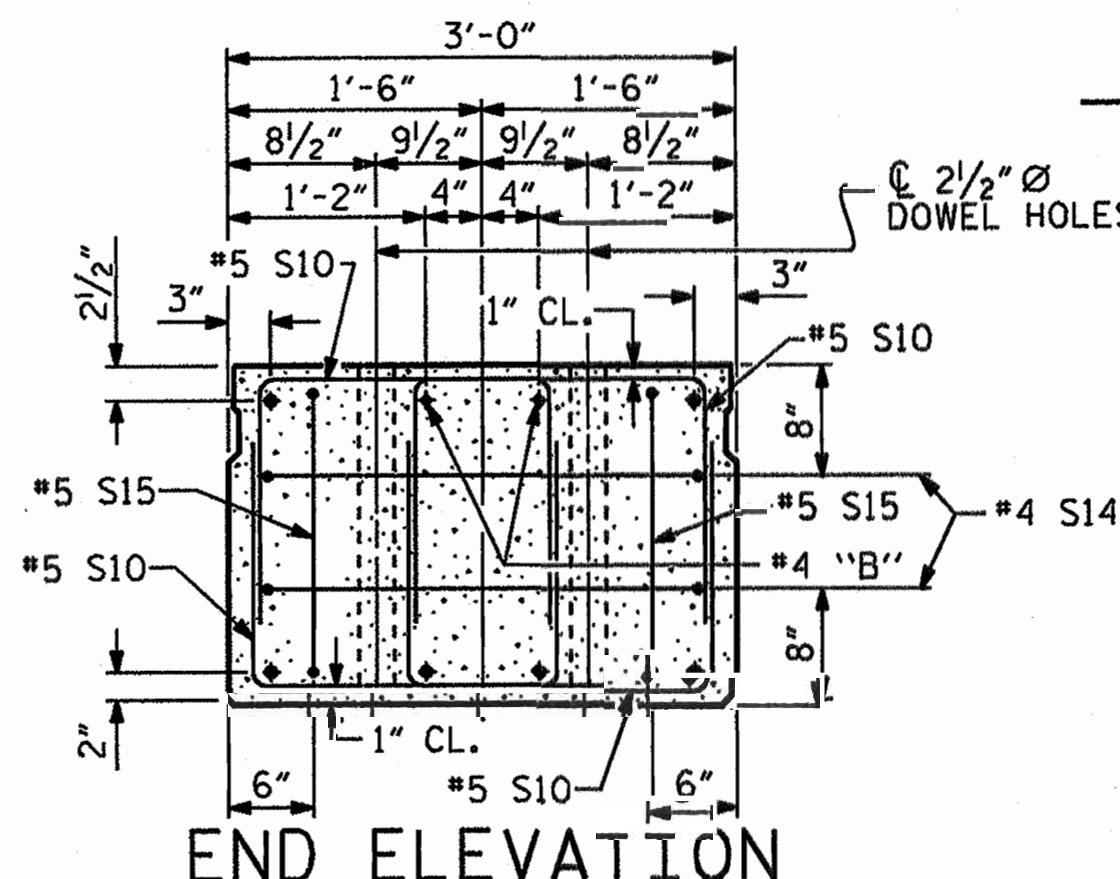
(FOR PRESTRESSED STRAND LAYOUT, SEE INTERIOR SLAB SECTION.)

INTERIOR SLAB SECTION
0.6" Ø LOW RELAXATION

◆ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 12'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

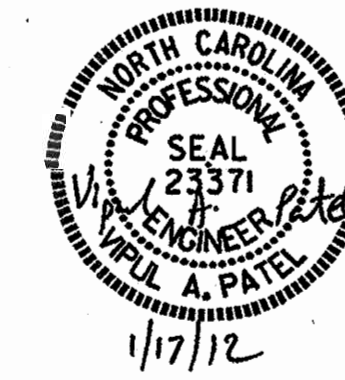
● OPTIONAL FULL LENGTH DEBONDED STRANDS. THESE STRANDS ARE NOT REQUIRED, IF THE FABRICATOR CHOOSES TO INCLUDE THESE STRANDS IN THE CORED SLAB UNIT, THE STRANDS SHALL BE DEBONDED FOR THE FULL LENGTH OF THE UNIT AT NO ADDITIONAL COST. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

DEBONDING LEGEND



END ELEVATION

SHOWING PLACEMENT OF DOUBLE STIRRUPS AND LOCATION OF DOWEL HOLES. (STRAND LAYOUT NOT SHOWN.) INTERIOR SLAB UNIT SHOWN-EXTERIOR SLAB UNIT SIMILAR EXCEPT SHEAR KEY LOCATION.



PROJECT NO. BD-5110J
UNION _____ COUNTY _____
STATION: 12+47.00 -L-

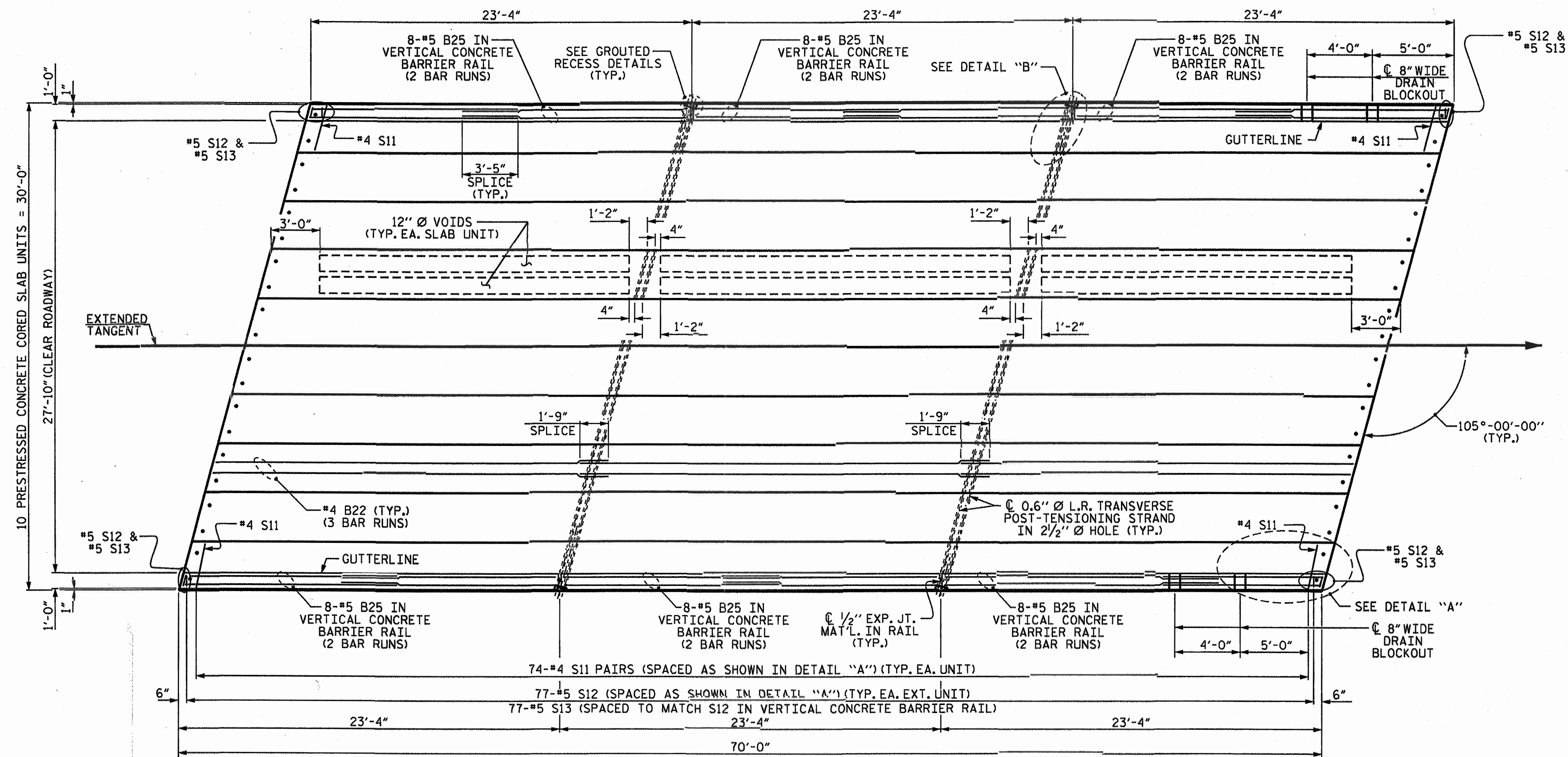
SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
3'-0" X 2'-0"
PRESTRESSED CONCRETE
CORED SLAB UNIT

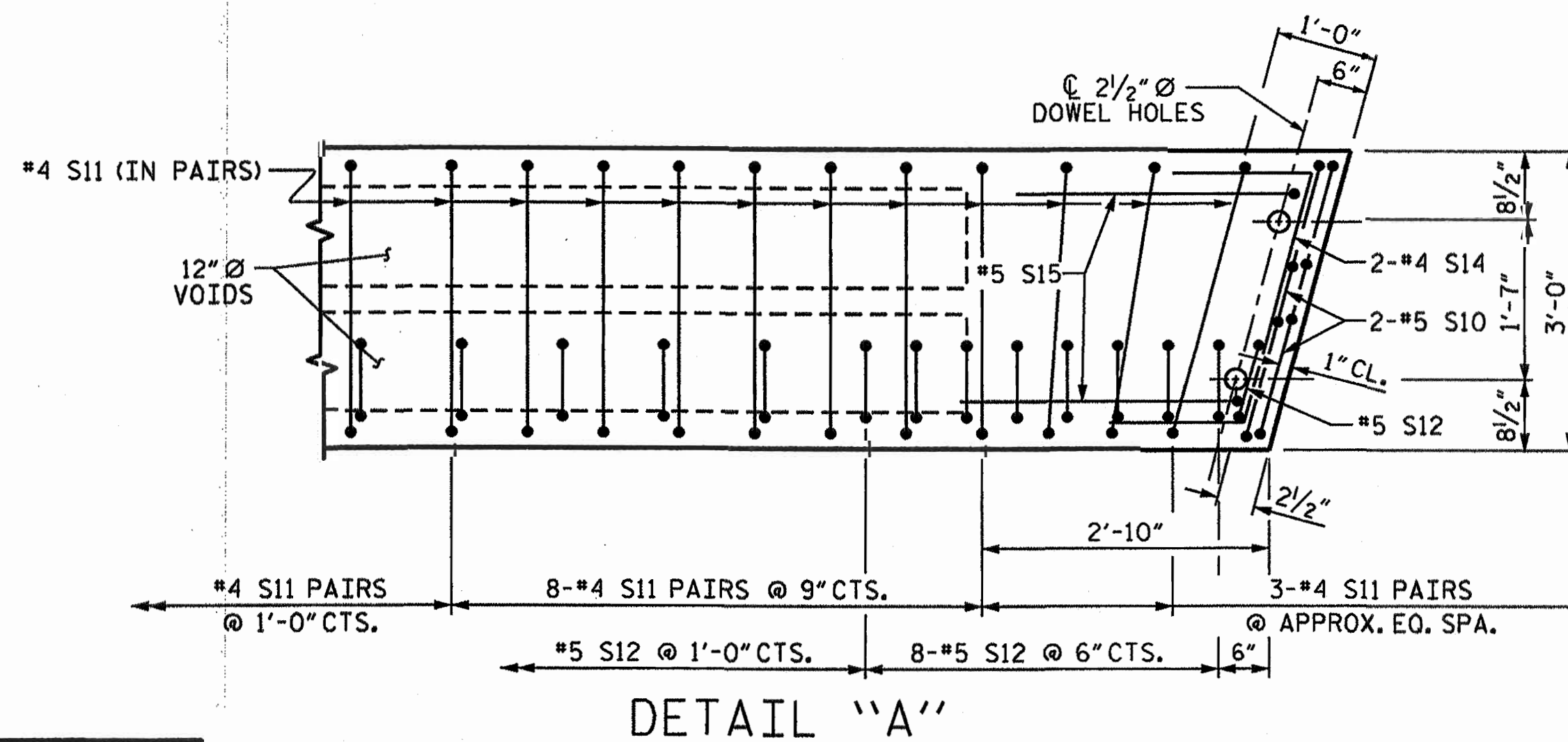
ASSEMBLED BY: H.T. DIEU DATE: 1/11/12
CHECKED BY: J.P. ADAMS DATE: 1/11/12
DRAWN BY: MAA 6/10
CHECKED BY: MKT 7/10

REVISIONS					SHEET NO.
NO.	DATE	BY	DATE		5-4
1					SHEETS
2					12

STD. NO. 24PCS4_30_1055

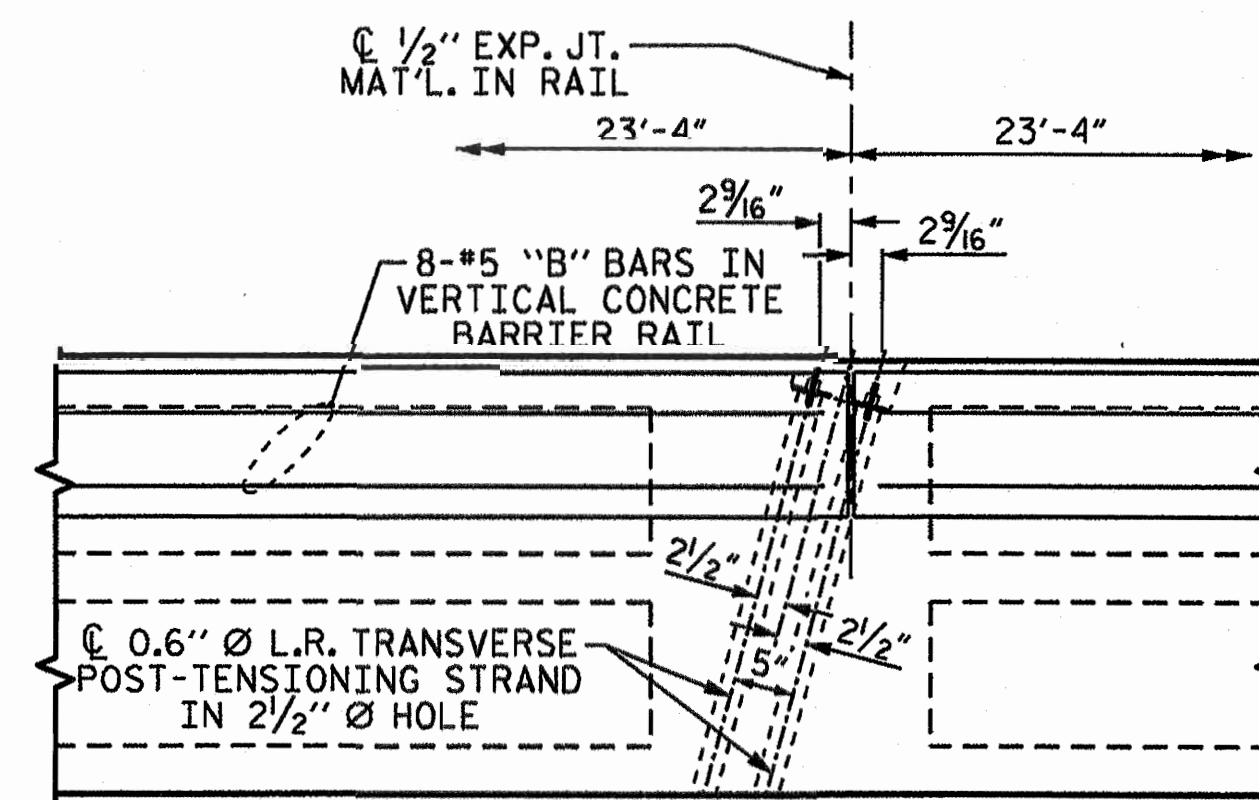


PLAN OF UNIT



DETAIL "A"

NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S12 BARS.



DETAIL "B"

#4 S11 BARS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO GROUDED RECESS AND 2 1/2" TRANSVERSE POST-TENSIONING STRAND HOLES

PROJECT NO. BD-5110J
UNION COUNTY
 STATION: 12+47.00 -L-

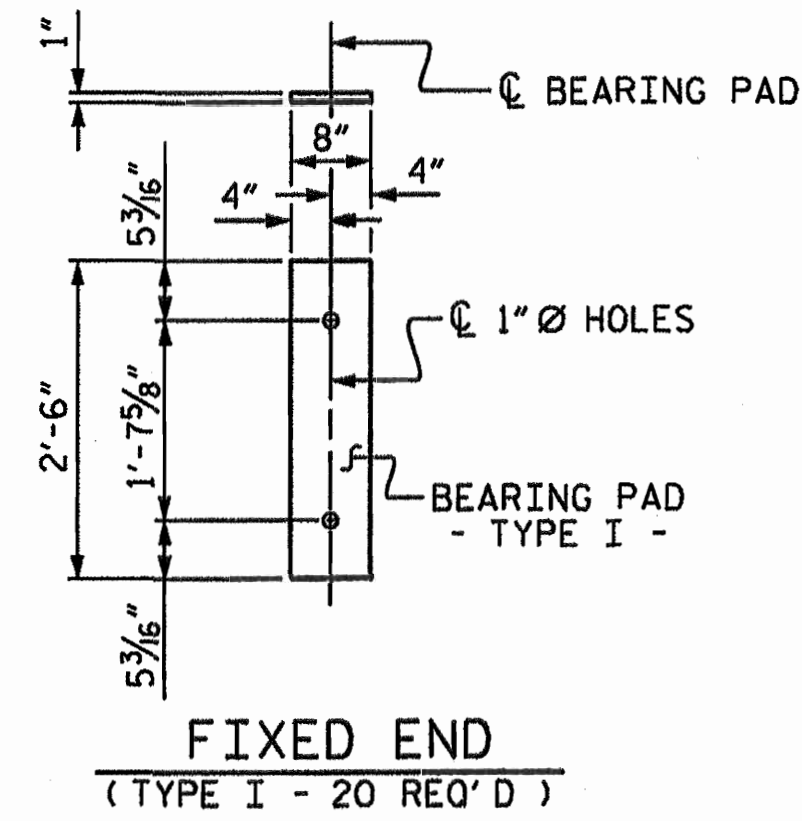
SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 PLAN OF 70' UNIT
 27'-10" CLEAR ROADWAY
 105° SKEW



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			12

ASSEMBLED BY: H.T. DIEU DATE: 1/11/12
 CHECKED BY: J.P. ADAMS DATE: 1/11/12
 DRAWN BY: MAA 6/10
 CHECKED BY: MKT 7/10



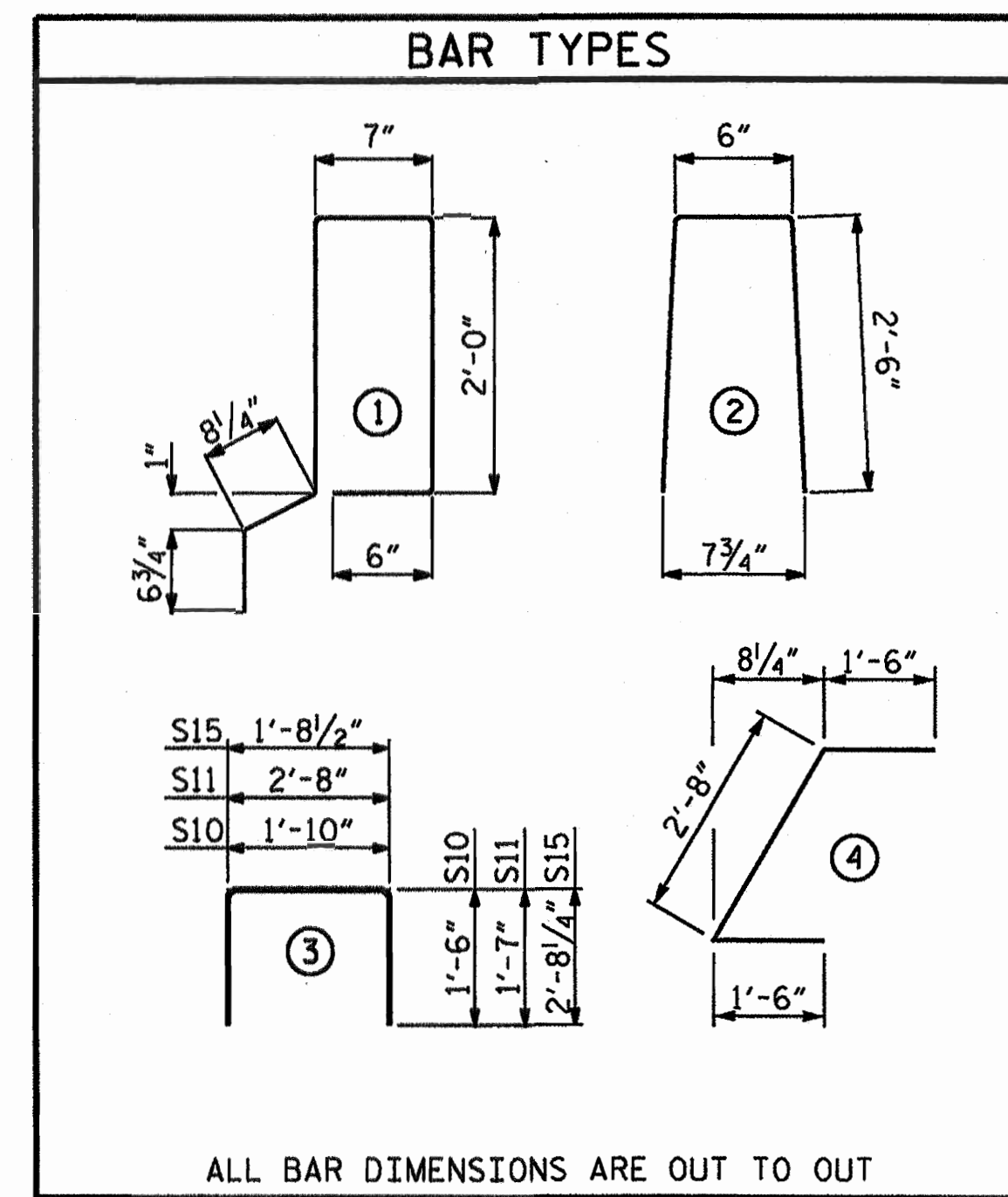
ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

GRADE 270 STRANDS	
AREA (SQUARE INCHES)	0.6" Ø L.R.
ULTIMATE STRENGTH (LBS. PER STRAND)	58,600
APPLIED PRESTRESS (LBS. PER STRAND)	43,950

DEAD LOAD DEFLECTION AND CAMBER	
70' CORED SLAB UNIT	3'-0" x 2'-0" 0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	4 5/16" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	1 3/16" ↓
FINAL CAMBER	3 1/2" ↑

** INCLUDES FUTURE WEARING SURFACE



ALL BAR DIMENSIONS ARE OUT TO OUT

NOTES

ALL PRESTRESSING STRANDS SHALL BE 7-WIRE LOW RELAXATION GRADE 270 STRANDS AND SHALL CONFORM TO AASHTO M203 EXCEPT FOR SAMPLING REQUIREMENTS WHICH SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL REINFORCING STEEL CAST WITH THE CORED SLAB SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE CORED SLABS.

RECESSES FOR TRANSVERSE STRANDS SHALL BE GROUTED AFTER THE TENSIONING OF THE STRANDS.

THE 2 1/2" Ø DOWEL HOLES AT FIXED ENDS OF SLAB SECTIONS SHALL BE FILLED WITH NON-SHRINK GROUT.

THE 2" Ø BACKER ROD SHALL CONFORM TO THE REQUIREMENTS OF TYPE M BOND BREAKER. SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

WHEN CORED SLABS ARE CAST, AN INTERNAL HOLD-DOWN SYSTEM SHALL BE EMPLOYED TO PREVENT VOIDS FROM RISING OR MOVING SIDEWAYS. AT LEAST SIX WEEKS PRIOR TO CASTING CORED SLABS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW AND COMMENT, DETAILED DRAWINGS OF THE PROPOSED HOLD-DOWN SYSTEM. IN ADDITION TO STRUCTURAL DETAILS, LOCATION AND SPACING OF THE HOLD-DOWNS SHALL BE INDICATED.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE CORED SLAB UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN THE REQUIRED STRENGTH SHOWN IN THE "CONCRETE RELEASE STRENGTH" TABLE.

ALL REINFORCING STEEL IN VERTICAL CONCRETE BARRIER RAILS SHALL BE EPOXY COATED.

PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE CORED SLAB UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO CORED SLAB UNIT ENDS.

GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN BARRIER RAIL EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF BARRIER RAIL SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

TRANSVERSE POST TENSIONING OF THE CORED SLAB UNITS SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

MAINTAIN A SYMMETRIC TENSION FORCE BETWEEN EACH PAIR OF TRANSVERSE POST TENSIONING STRANDS IN THE DIAPHRAGM.

THE #4 S11 STIRRUPS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO THE GROUTED RECESS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

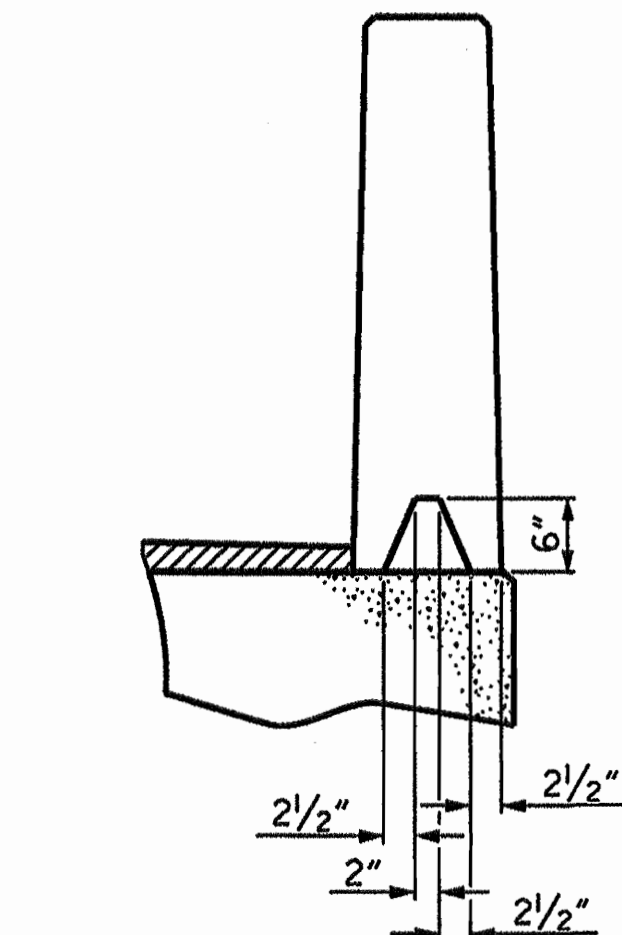
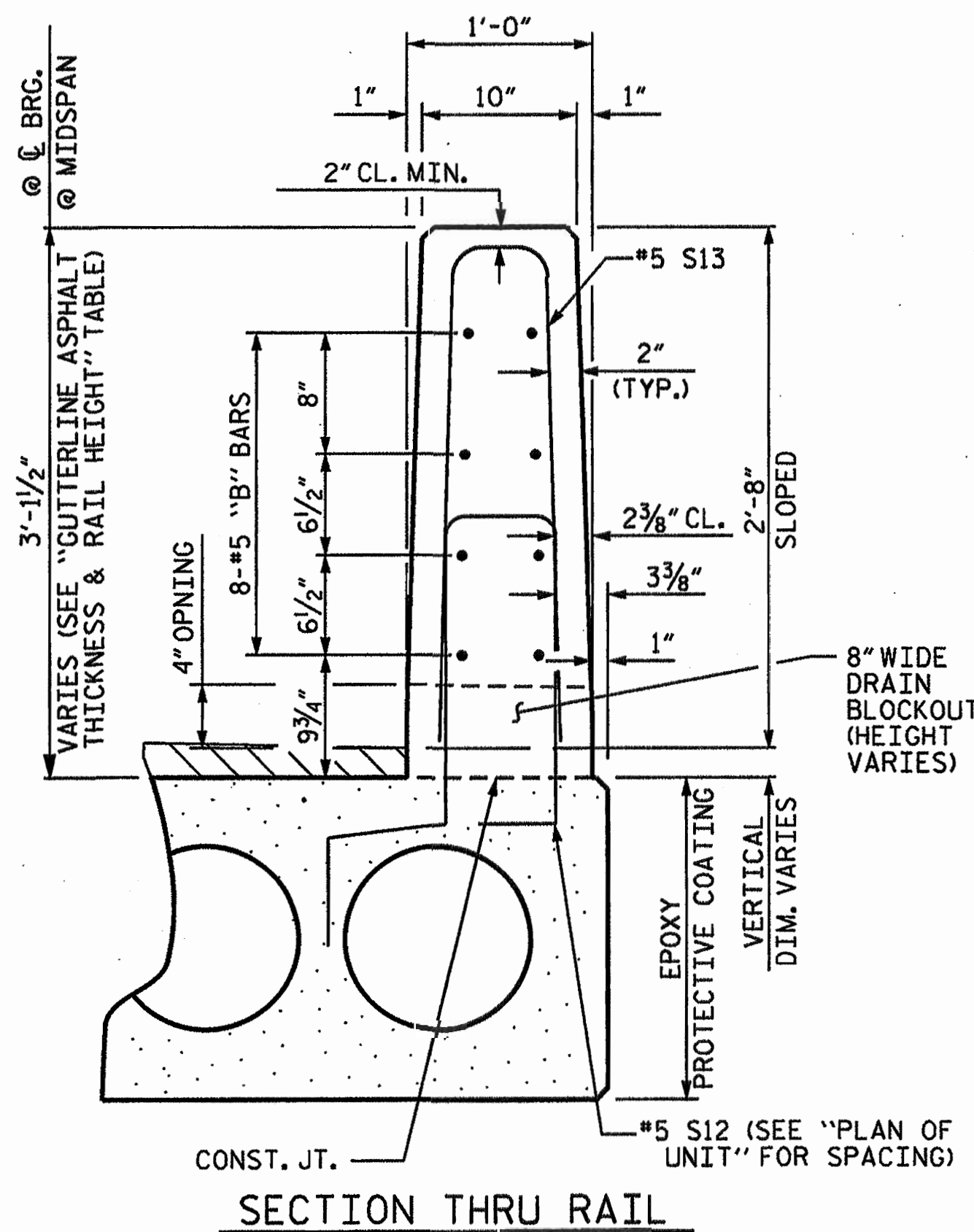
CORED SLABS REQUIRED			
	NUMBER	LENGTH	TOTAL LENGTH
70' UNIT			
EXTERIOR C.S.	2	70'-0"	140'-0"
INTERIOR C.S.	8	70'-0"	560'-0"
TOTAL	10		700'-0"

BILL OF MATERIAL FOR ONE 70' CORED SLAB UNIT							
BAR	NUMBER	SIZE	TYPE	EXTERIOR UNIT		INTERIOR UNIT	
				LENGTH	WEIGHT	LENGTH	WEIGHT
B22	6	#4	STR	24'-6"	98	24'-6"	98
S10	8	#5	3	4'-10"	40	4'-10"	40
S11	148	#4	3	5'-10"	577	5'-10"	577
*S12	79	#5	1	6'-4"	522		
S14	4	#4	4	5'-8"	15	5'-8"	15
S15	4	#5	3	7'-1"	30	7'-1"	30
REINFORCING STEEL				LBS.	760		760
* EPOXY COATED REINFORCING STEEL				LBS.	522		
7000 P.S.I. CONCRETE				CU. YDS.	12.0		12.0
0.6" Ø L.R. STRANDS				No.	28		28

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT		
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
70' UNITS	1 3/4"	2'-10"

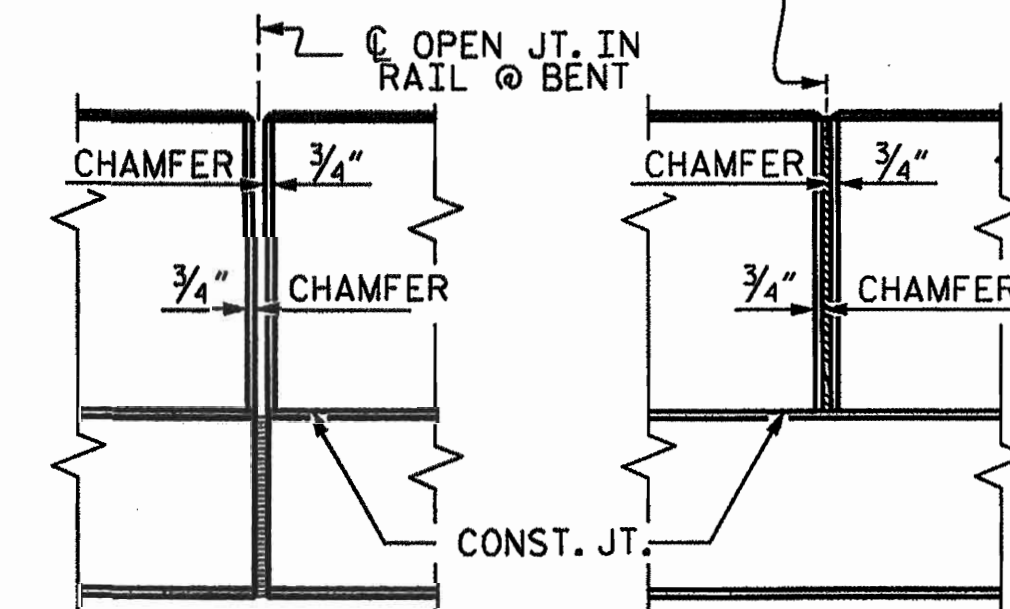
BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL						
BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
70' UNIT						
*B25	96	96	#5	STR	13'-8"	1368
*S13	158	158	#5	2	5'-6"	906
* EPOXY COATED REINFORCING STEEL				LBS.		2274
CLASS AA CONCRETE				CU. YDS.		14.8
TOTAL VERTICAL CONCRETE BARRIER RAIL				L.N. FT.		140.26

CONCRETE RELEASE STRENGTH	
UNIT	PSI
60' & 65' UNITS	4800
70' UNITS	5500



SECTION S-S
AT DAM IN OPEN JOINT
(THIS IS TO BE USED ONLY WHEN SLIP FORM IS USED)

1/2" EXP. JT. MAT'L HELD IN PLACE WITH GALVANIZED NAILS. (NOTE: OMIT EXP. JT. MAT'L WHEN SLIP FORM IS USED.)



ELEVATION AT EXPANSION JOINTS

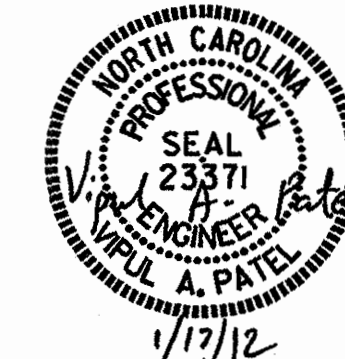
VERTICAL CONCRETE BARRIER RAIL DETAILS

ASSEMBLED BY :	H.T. DIEU	DATE :	1/11/12
CHECKED BY :	J.P. ADAMS	DATE :	1/11/12
DRAWN BY :	MAA	6/10	
CHECKED BY :	MKT	7/10	

PROJECT NO. BD-5110J
UNION COUNTY
STATION: 12+47.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD 3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLAB UNIT					
REVISIONS			SHEET NO.		
NO.	BY:	DATE:	NO.	BY:	DATE:
1			1		
2			2		
					TOTAL SHEETS 12



NOTES

THE GUARDRAIL ANCHOR ASSEMBLY SHALL CONSIST OF A 1/4" HOLD DOWN PLATE AND 7 - 7/8" Ø BOLTS WITH NUTS AND WASHERS.

THE HOLD-DOWN PLATE SHALL CONFORM TO AASHTO M270 GRADE 36. AFTER FABRICATION, THE HOLD-DOWN PLATE SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M111.

BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307 AND NUTS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M291. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS, NUTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 7/8" Ø GALVANIZED BOLTS, NUTS AND WASHERS. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)

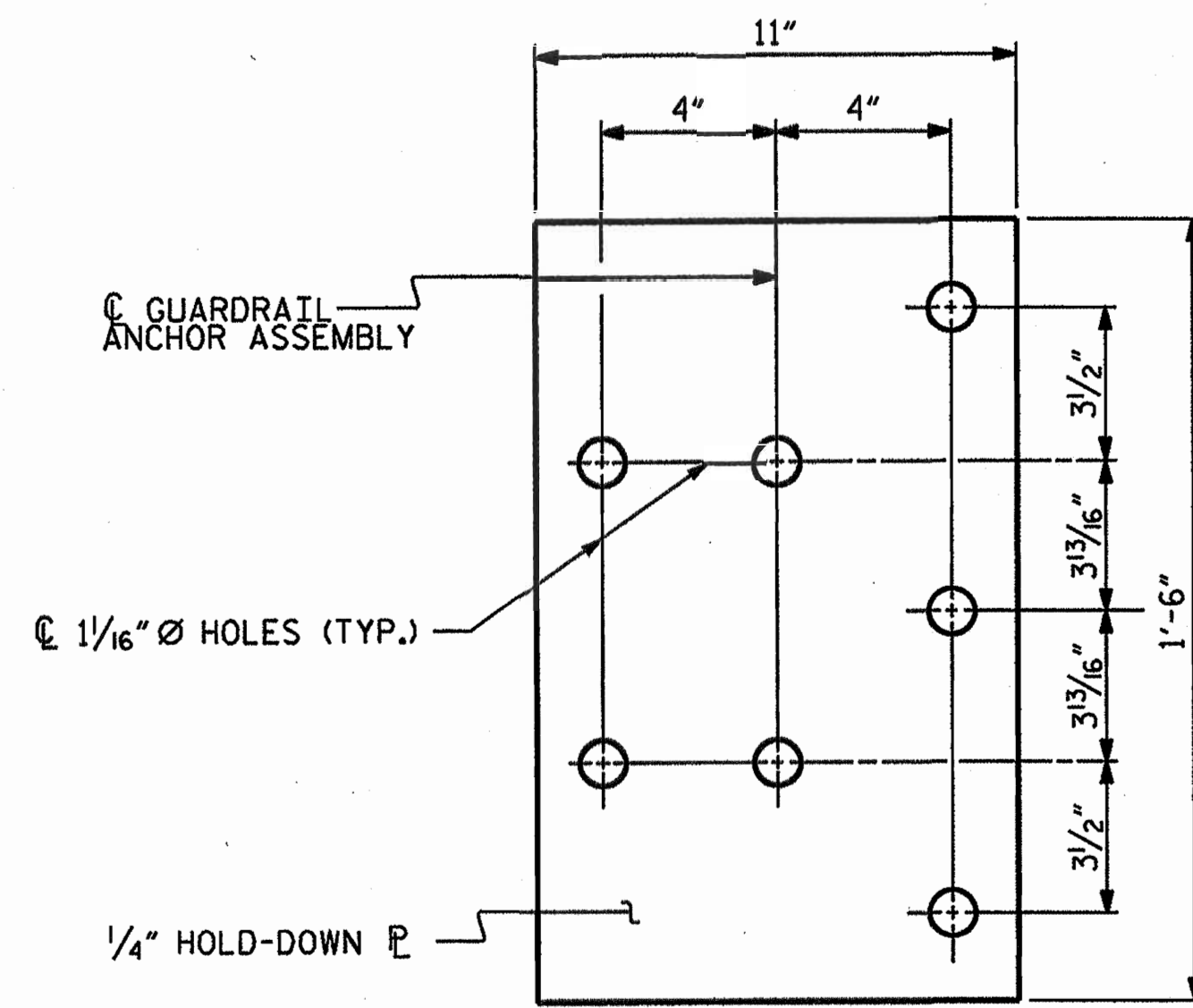
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

AFTER INSTALLATION, THE EXPOSED THREAD OF THE BOLT SHALL BE BURRED WITH A SHARP POINTED TOOL.

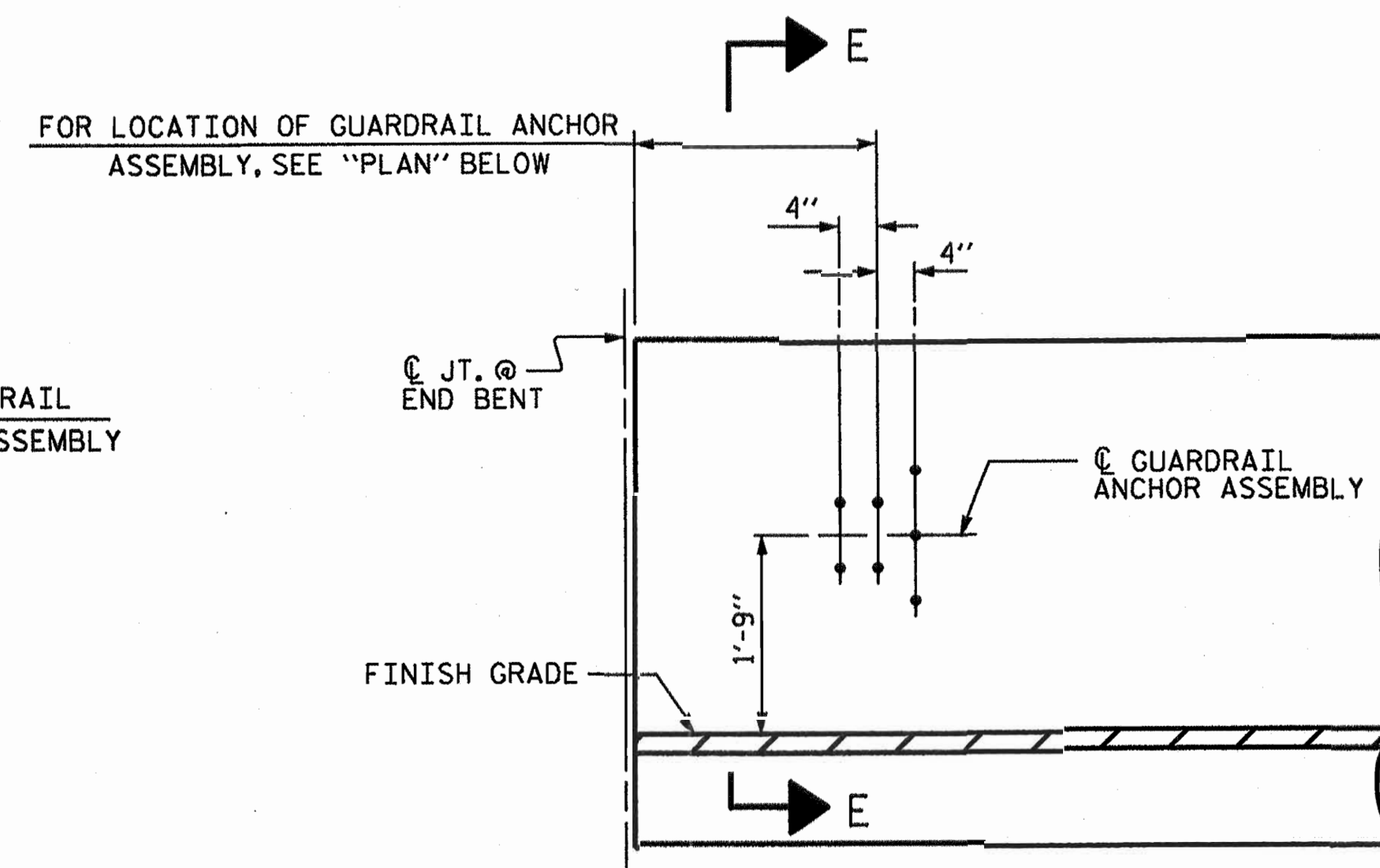
THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR VERTICAL CONCRETE BARRIER RAIL.

THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE VERTICAL CONCRETE BARRIER RAIL TO CLEAR ASSEMBLY BOLTS.

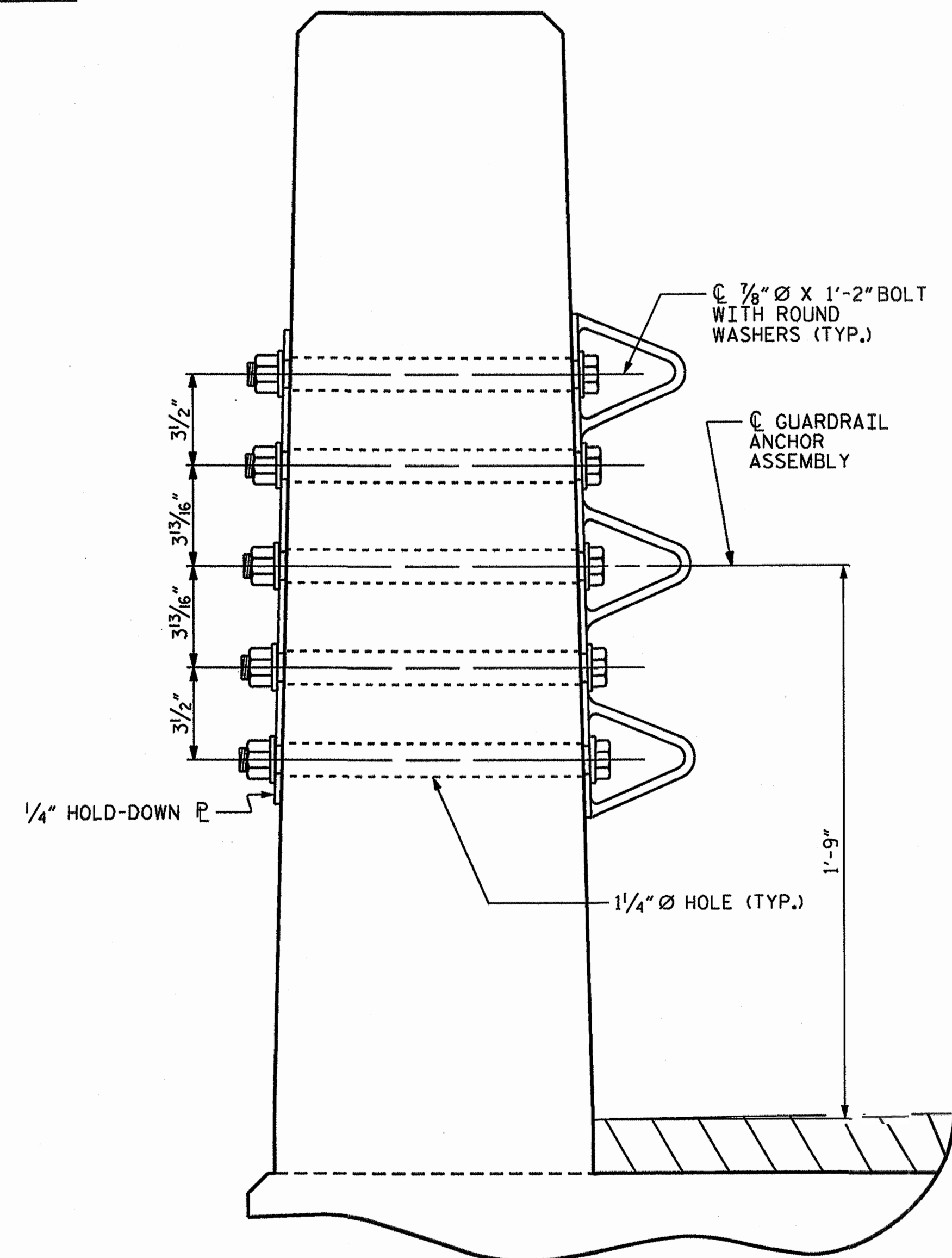
THE 1 1/4" Ø HOLES SHALL BE FORMED OR DRILLED WITH A CORE BIT. IMPACT TOOLS WILL NOT BE PERMITTED. ANY CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.



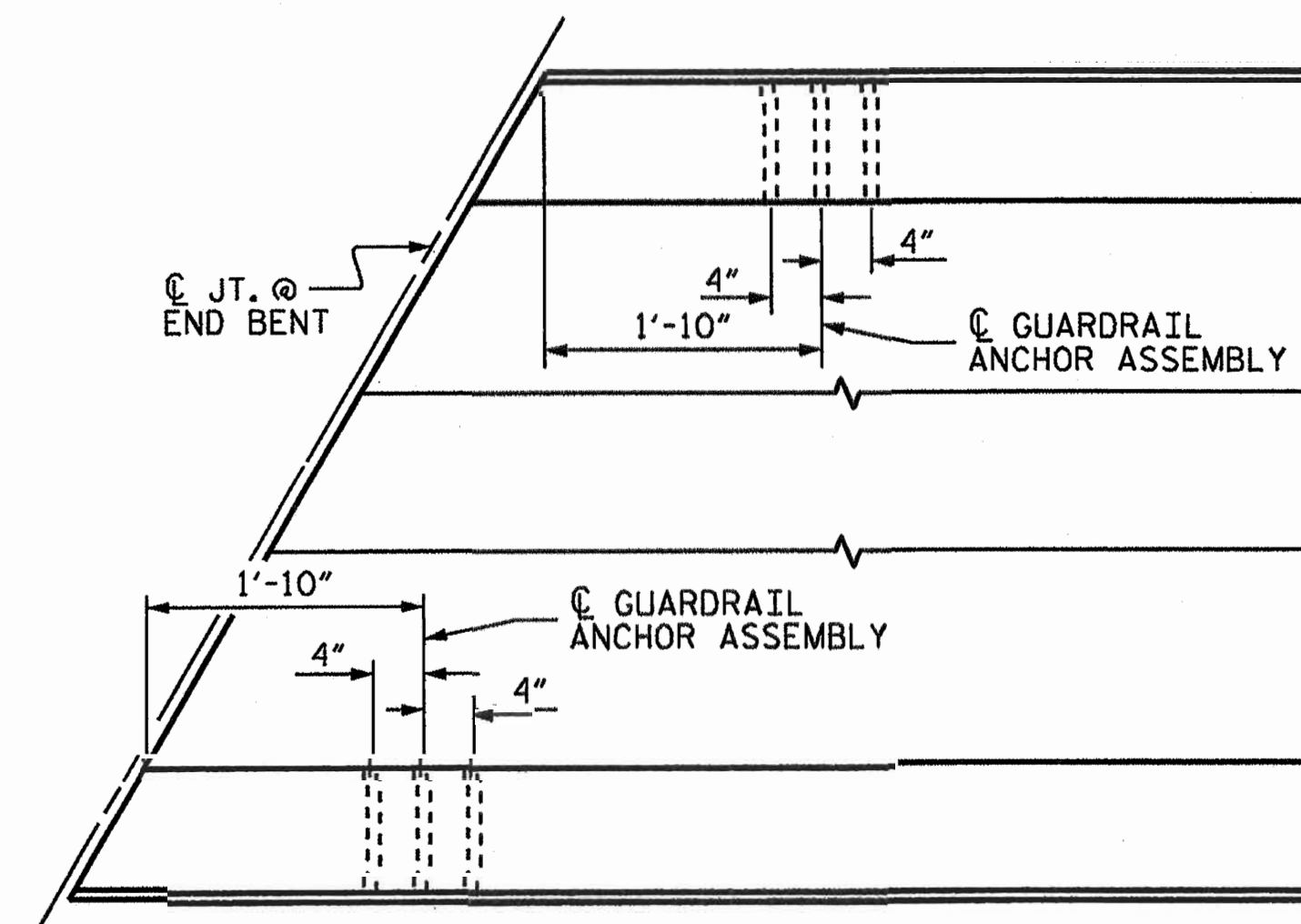
PLAN



ELEVATION



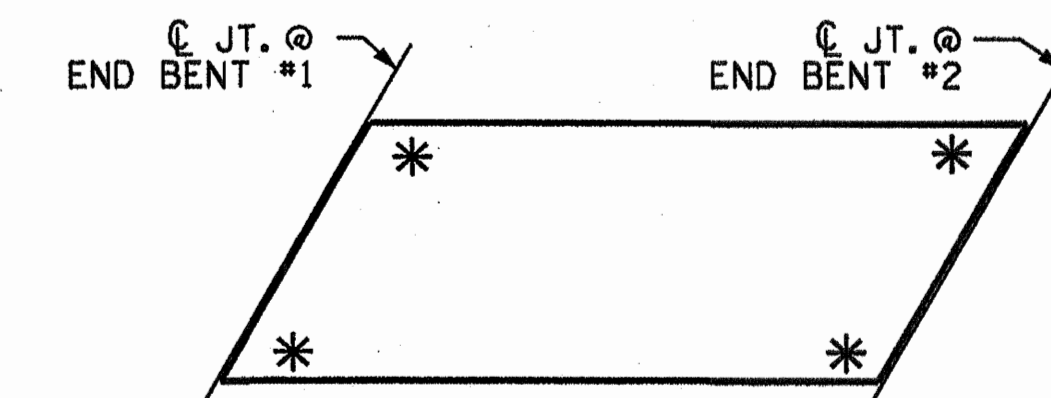
SECTION E-E
GUARDRAIL ANCHOR ASSEMBLY DETAILS



PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

END BENT #1 SHOWN, END BENT #2 SIMILAR.

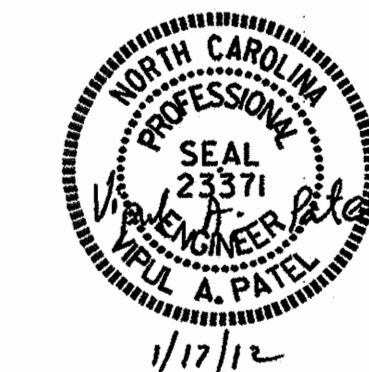


SKETCH SHOWING POINTS OF ATTACHMENT

* DENOTES GUARDRAIL ANCHOR ASSEMBLY

PROJECT NO. BD-5110J
UNION COUNTY
 STATION: 12+47.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 GUARDRAIL ANCHORAGE
 FOR VERTICAL CONCRETE
 BARRIER RAIL



ASSEMBLED BY : H.T. DIEU	DATE : 1/11/12
CHECKED BY : J.P. ADAMS	DATE : 1/11/12
DRAWN BY : MAA 5/10	ADDED 5/6/10
CHECKED BY : GM 5/10	REV. 10/17/11
	REF. 12/25/11
	MAA/GM
	MAA/GM

17-JAN-2012 13:27
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 vpatel

REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	DATE:	S-7
1			1		TOTAL SHEETS
2			1		12

(SHT 2) STD. NO. GRA3

NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

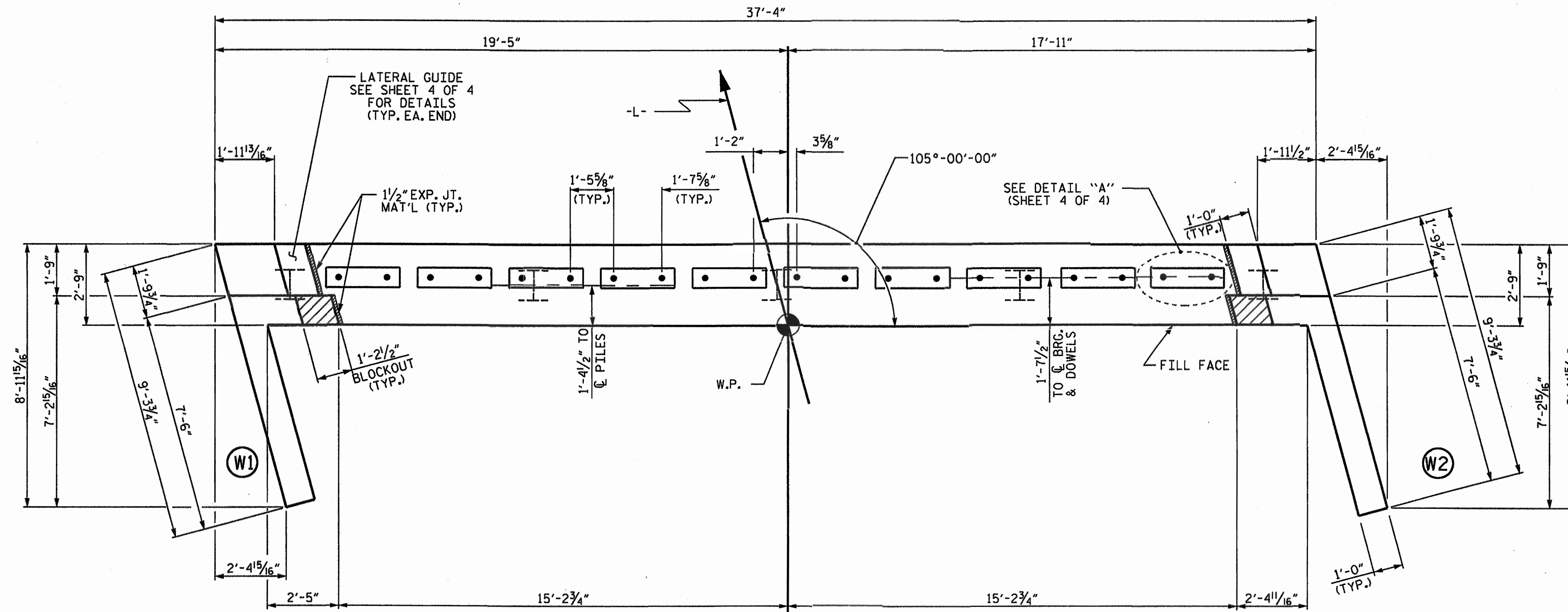
THE LATERAL GUIDES ARE NOT TO BE POURED UNTIL AFTER THE CORED SLAB UNITS ARE IN PLACE.

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

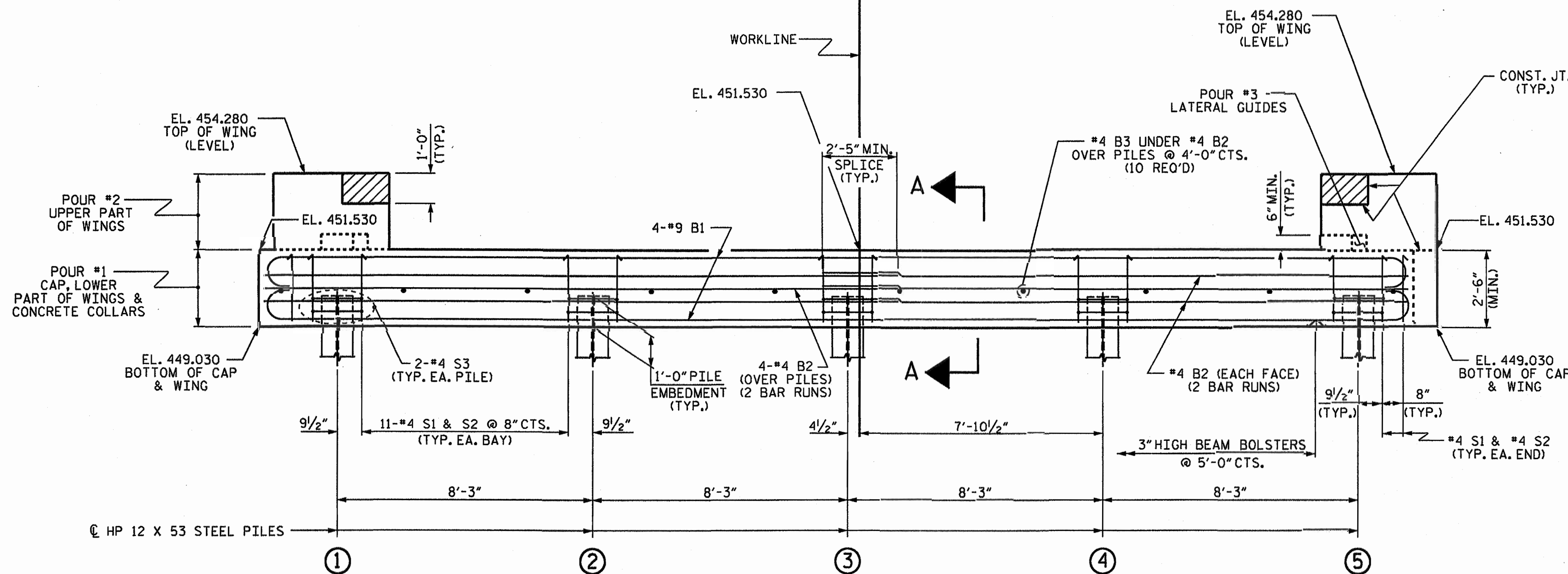
FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

THE CONTRACTOR HAS THE OPTION TO OMIT THE LATERAL GUIDE IF APPROVED BY THE ENGINEER.



PLAN



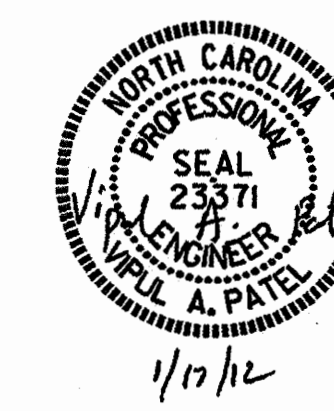
ELEVATION

WINGS NOT SHOWN FOR CLARITY.
FOR SECTION A-A, SEE SHEET 4 OF 4.
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. BD-5110J
UNION COUNTY
STATION: 12+47.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT No. 1					
REV'S/TIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS 12



ASSEMBLED BY: H.T. DIEU DATE: 1/11/12
CHECKED BY: J.P. ADAMS DATE: 1/11/12
DRAWN BY: DGE 02/10
CHECKED BY: MKT 02/10

17-JAN-2012 13:26
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NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

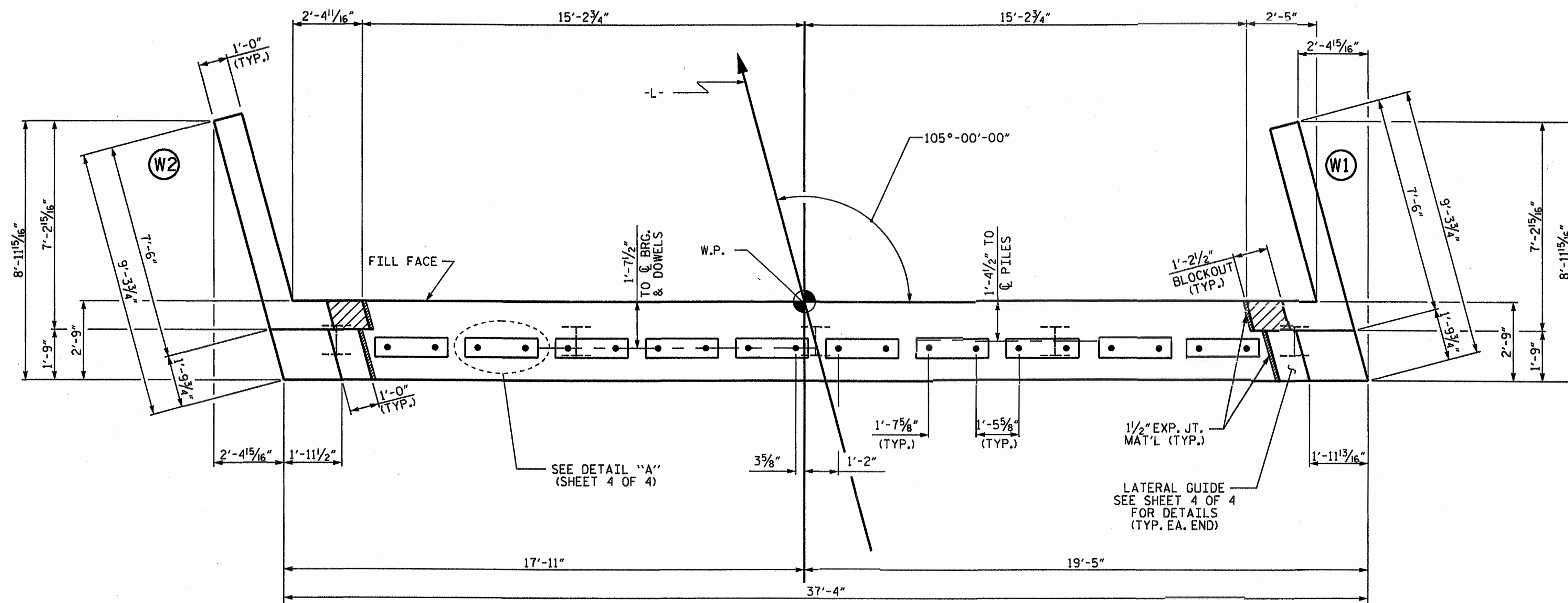
THE LATERAL GUIDES ARE NOT TO BE POURED UNTIL AFTER THE CORED SLAB UNITS ARE IN PLACE.

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

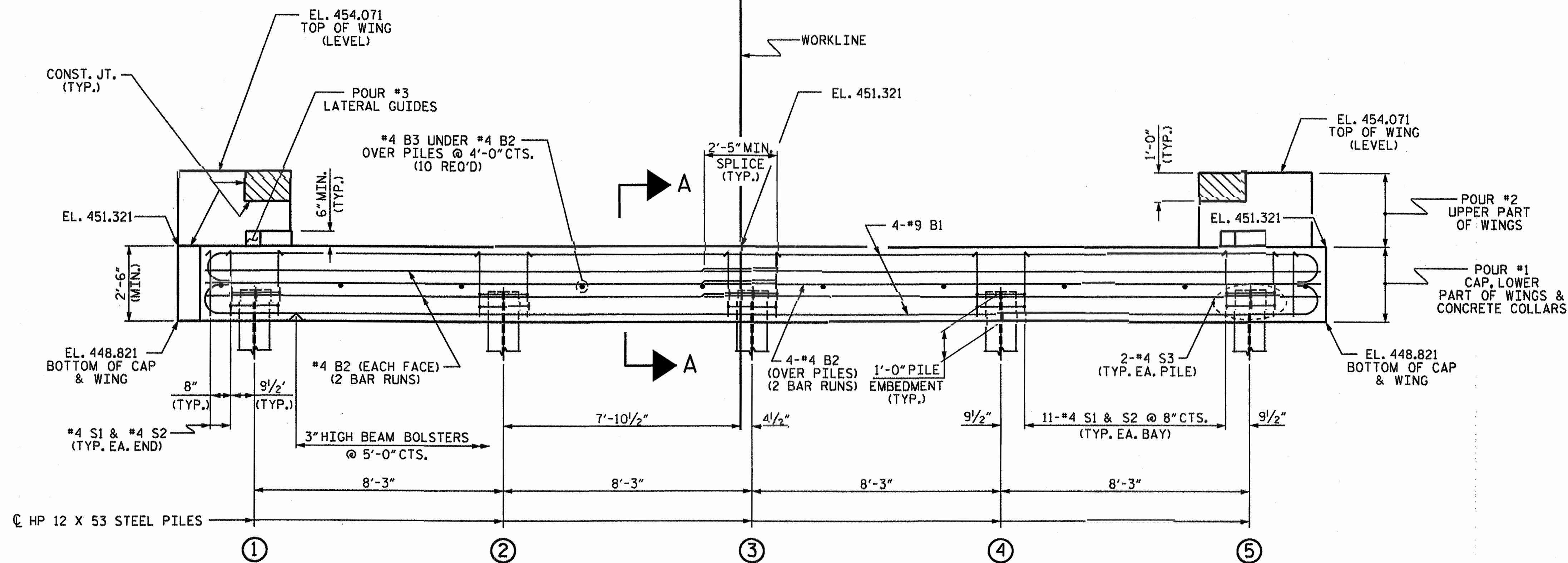
FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

THE CONTRACTOR HAS THE OPTION TO OMIT THE LATERAL GUIDE IF APPROVED BY THE ENGINEER.



PLAN



ELEVATION

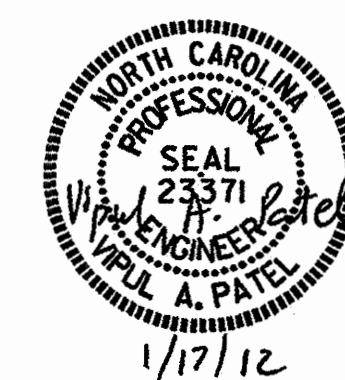
WINGS NOT SHOWN FOR CLARITY.
 FOR SECTION A-A, SEE SHEET 4 OF 4.
 CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
 SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. BD-5110J
 UNION COUNTY
 STATION: 12+47.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

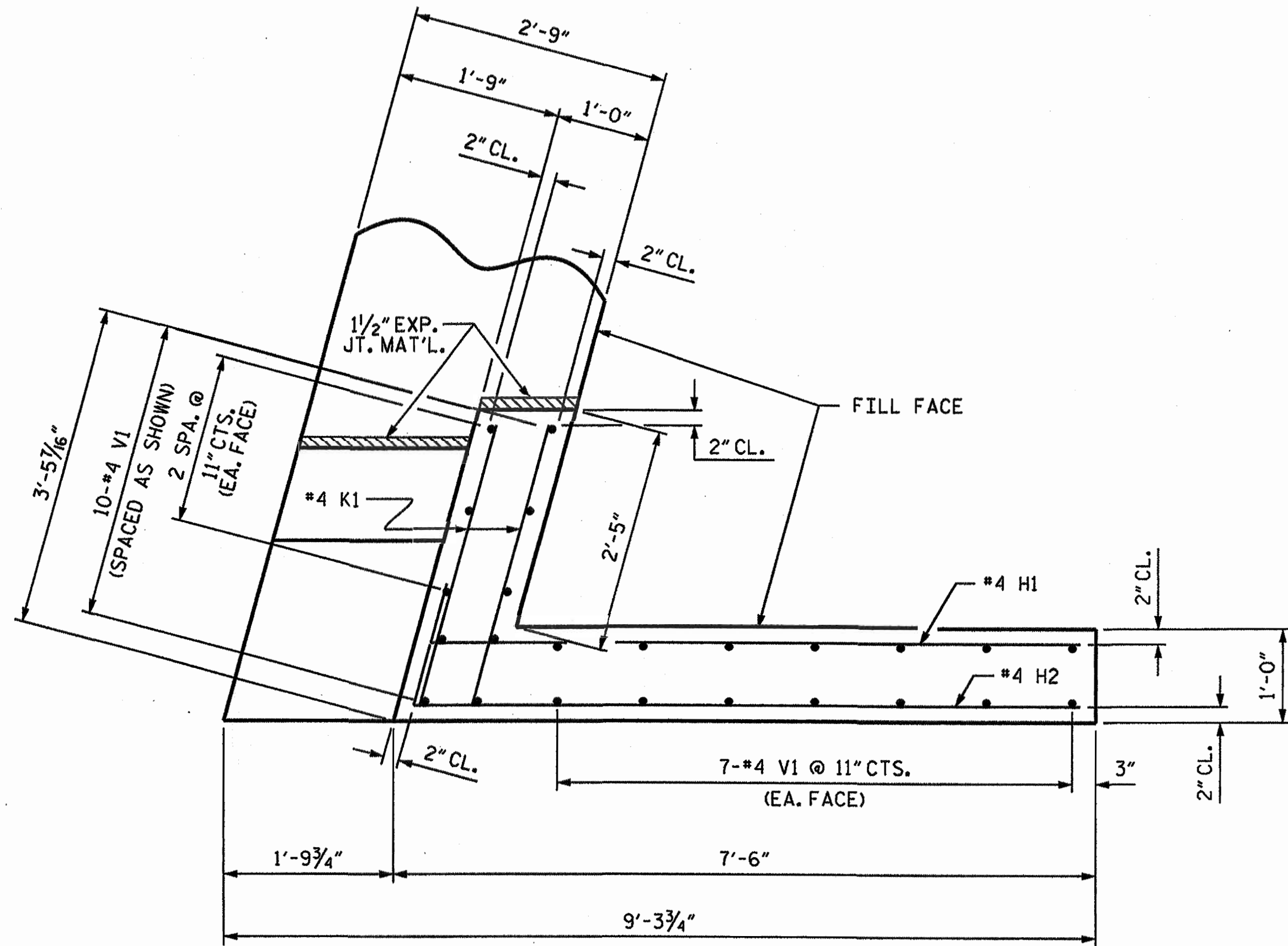
SUBSTRUCTURE
 END BENT No. 2



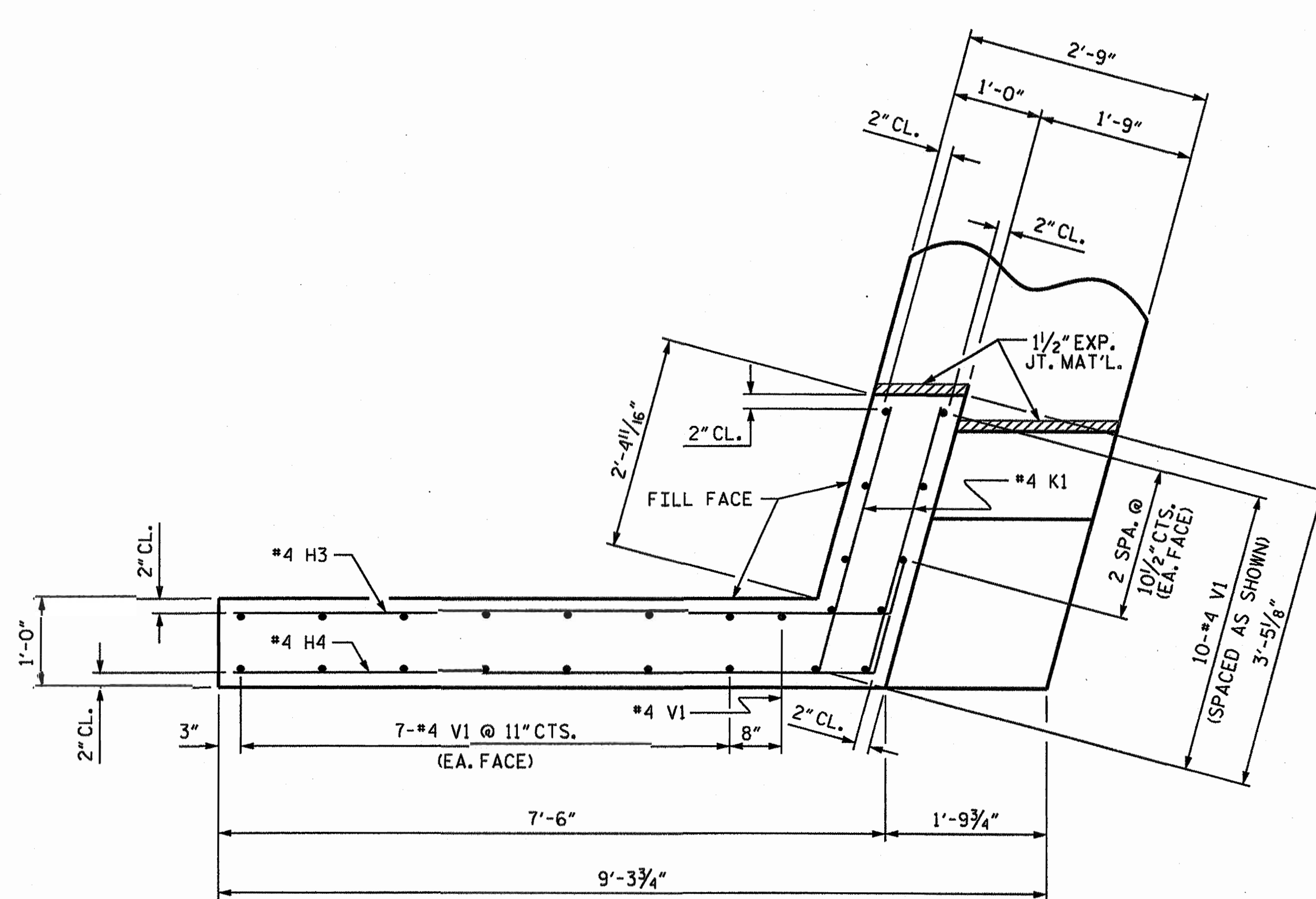
ASSEMBLED BY : H.T. DIEU DATE : 1/11/12
 CHECKED BY : J.P. ADAMS DATE : 1/11/12
 DRAWN BY : DGE 02/10
 CHECKED BY : MKT 02/10

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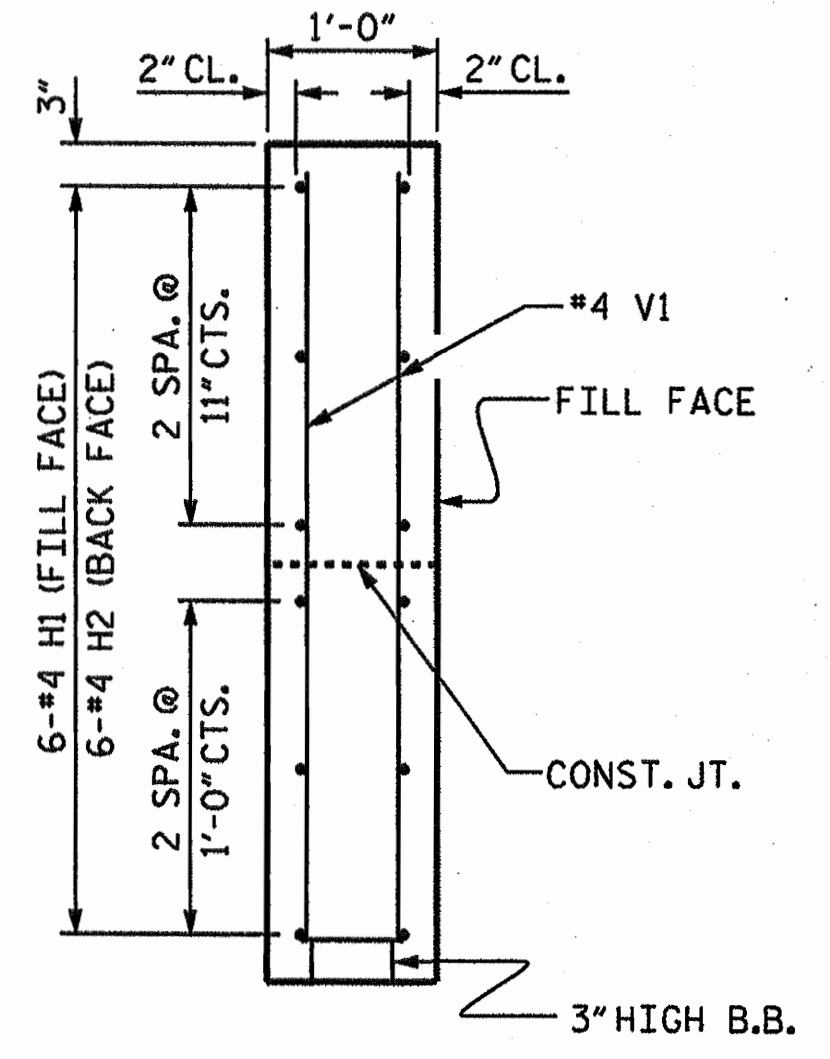
REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9	
1			3			TOTAL	12
2			4			SHEETS	



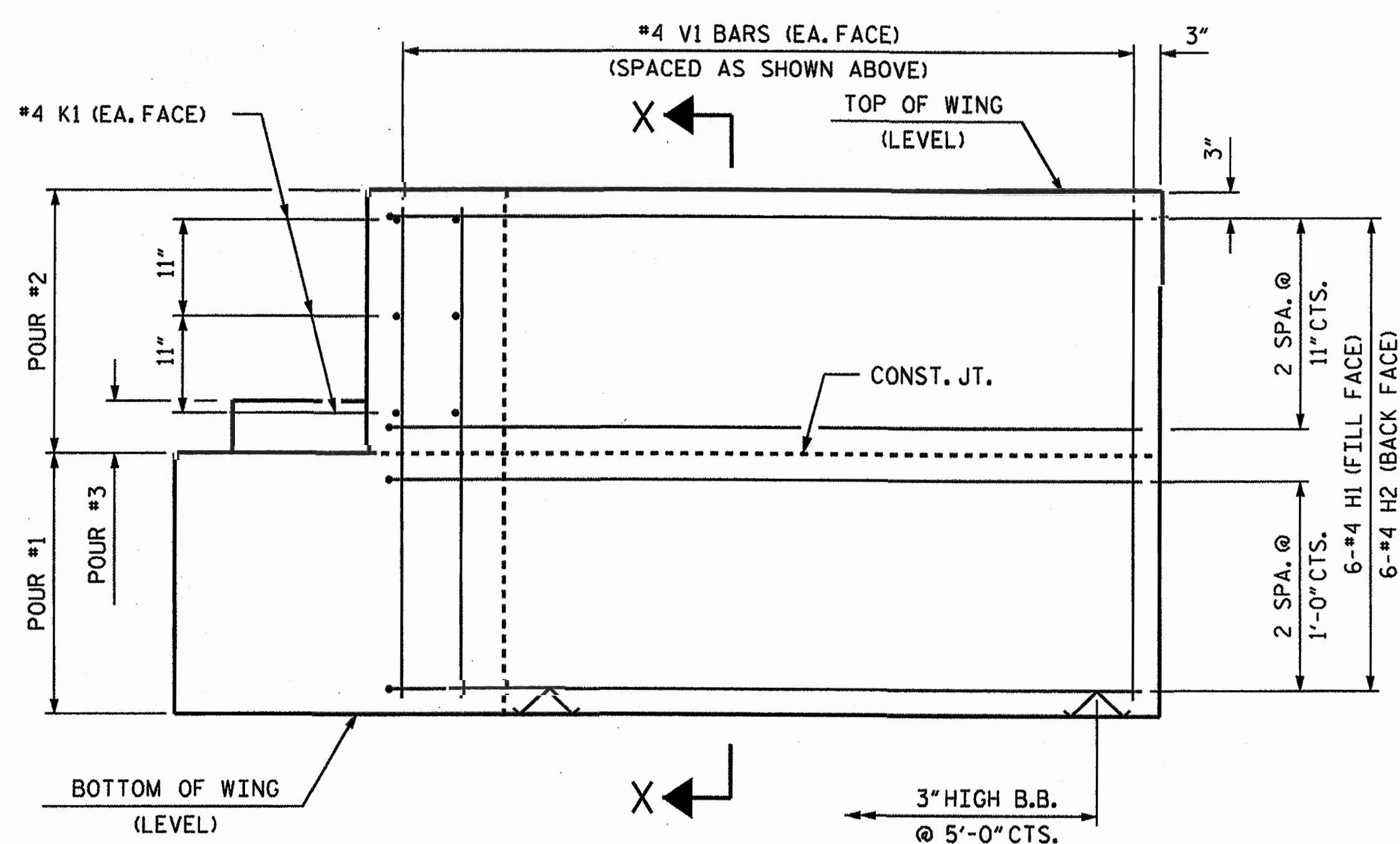
PLAN OF WING (W1)



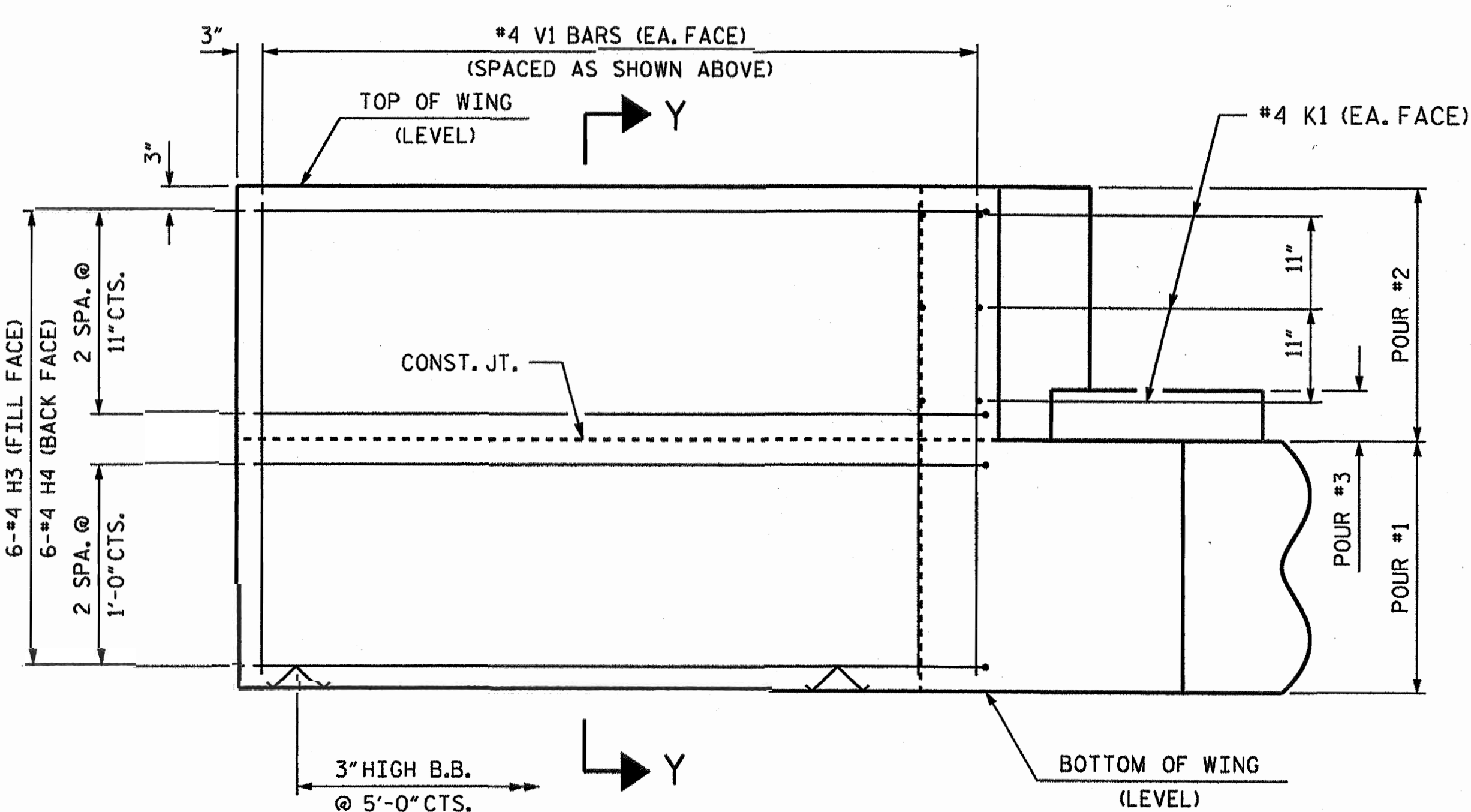
PLAN OF WING (W2)



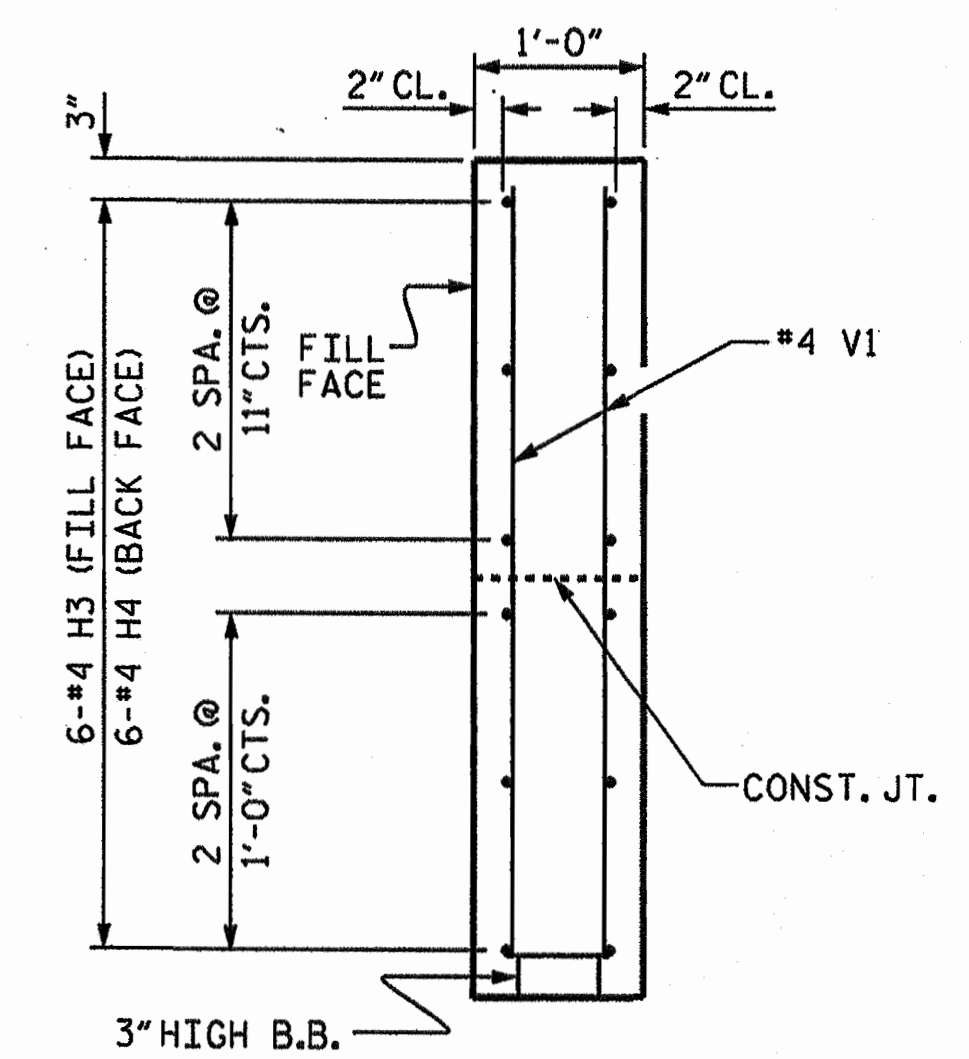
SECTION X-X



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)



SECTION Y-Y

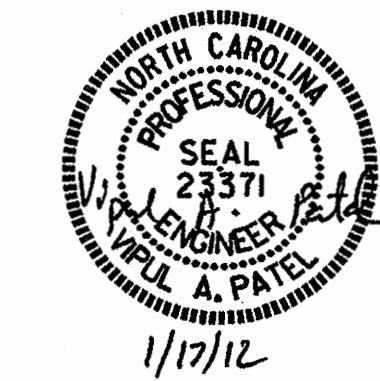
PROJECT NO. BD-5110J
 UNION COUNTY
 STATION: 12+47.00 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT
 WING DETAILS

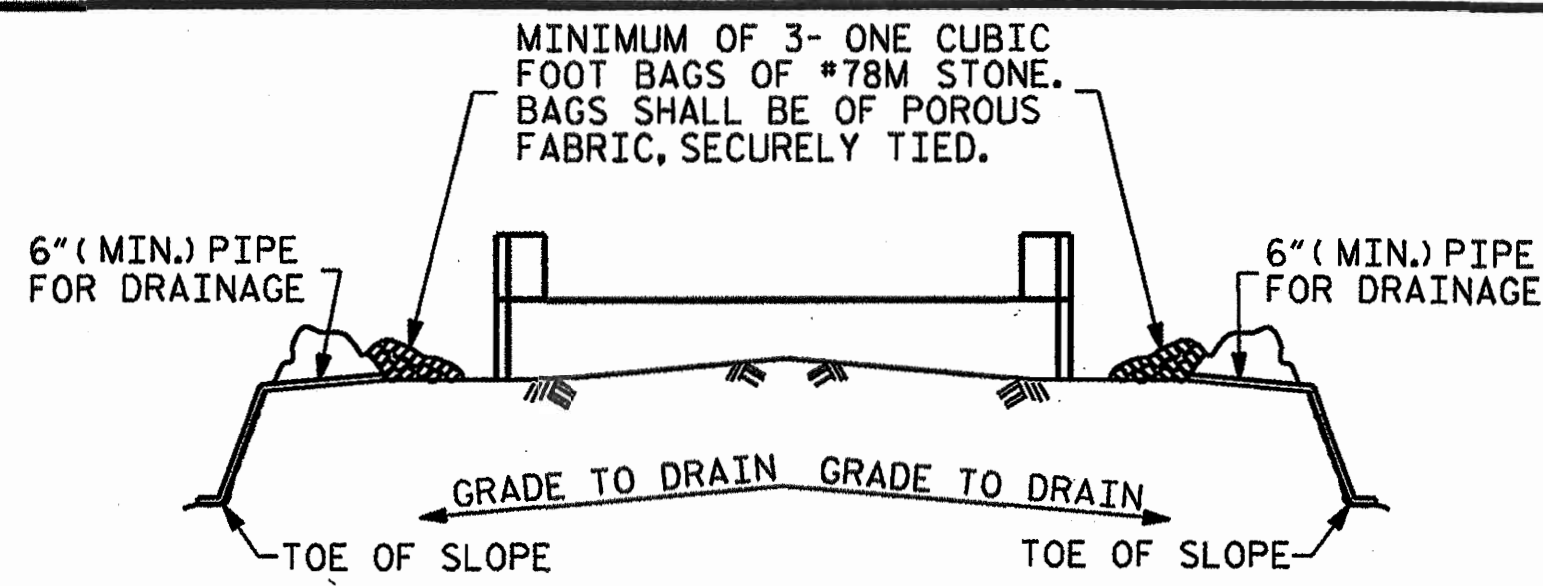
REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10	
1			3			TOTAL SHEETS	12
2			4				



ASSEMBLED BY: H.T. DIEU DATE: 1/11/12
 CHECKED BY: J.P. ADAMS DATE: 1/11/12
 DRAWN BY: DGE 03/10
 CHECKED BY: MKT 03/10

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WING DETAILS

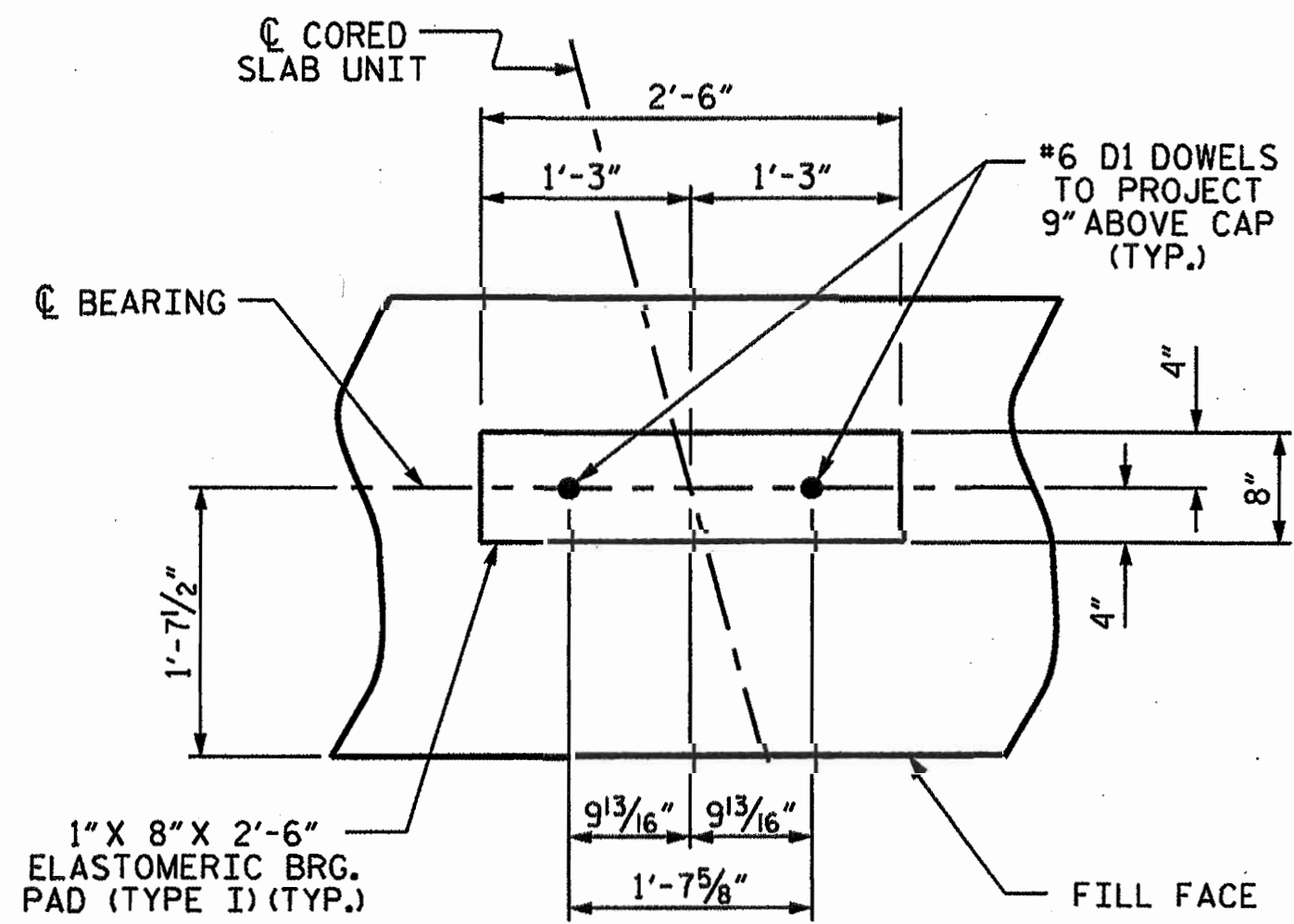


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR EFFECTIVENESS.

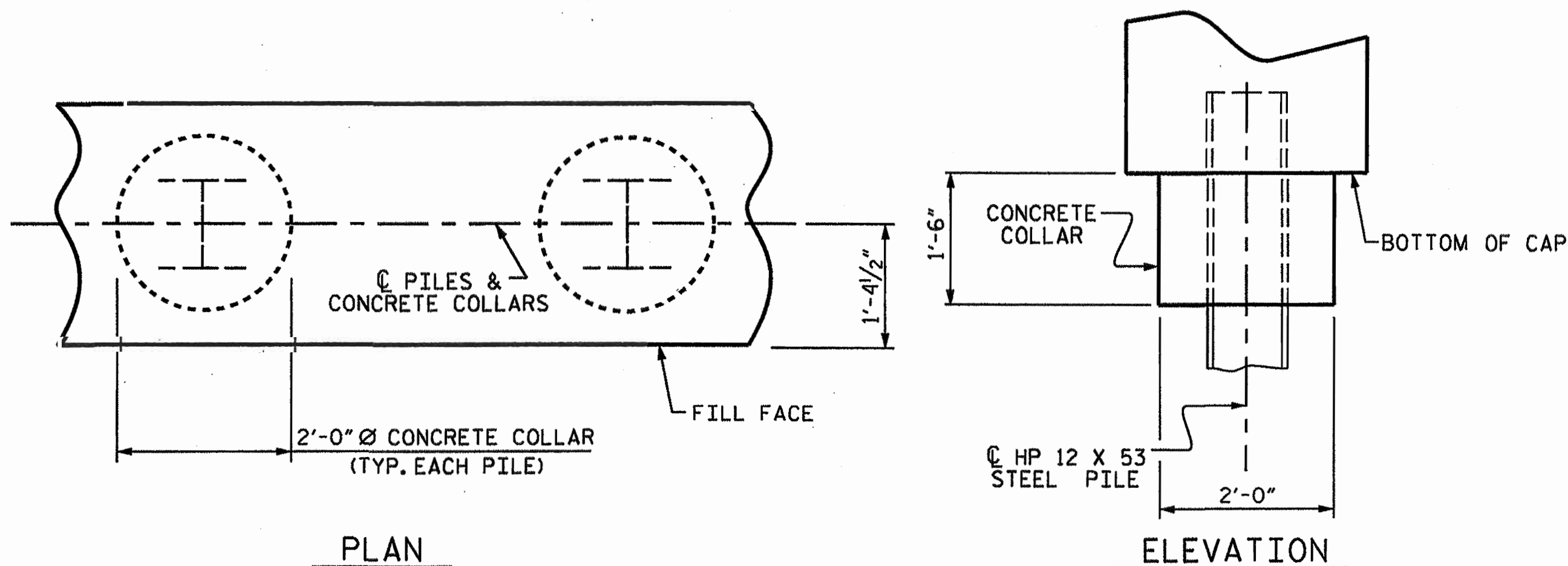
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



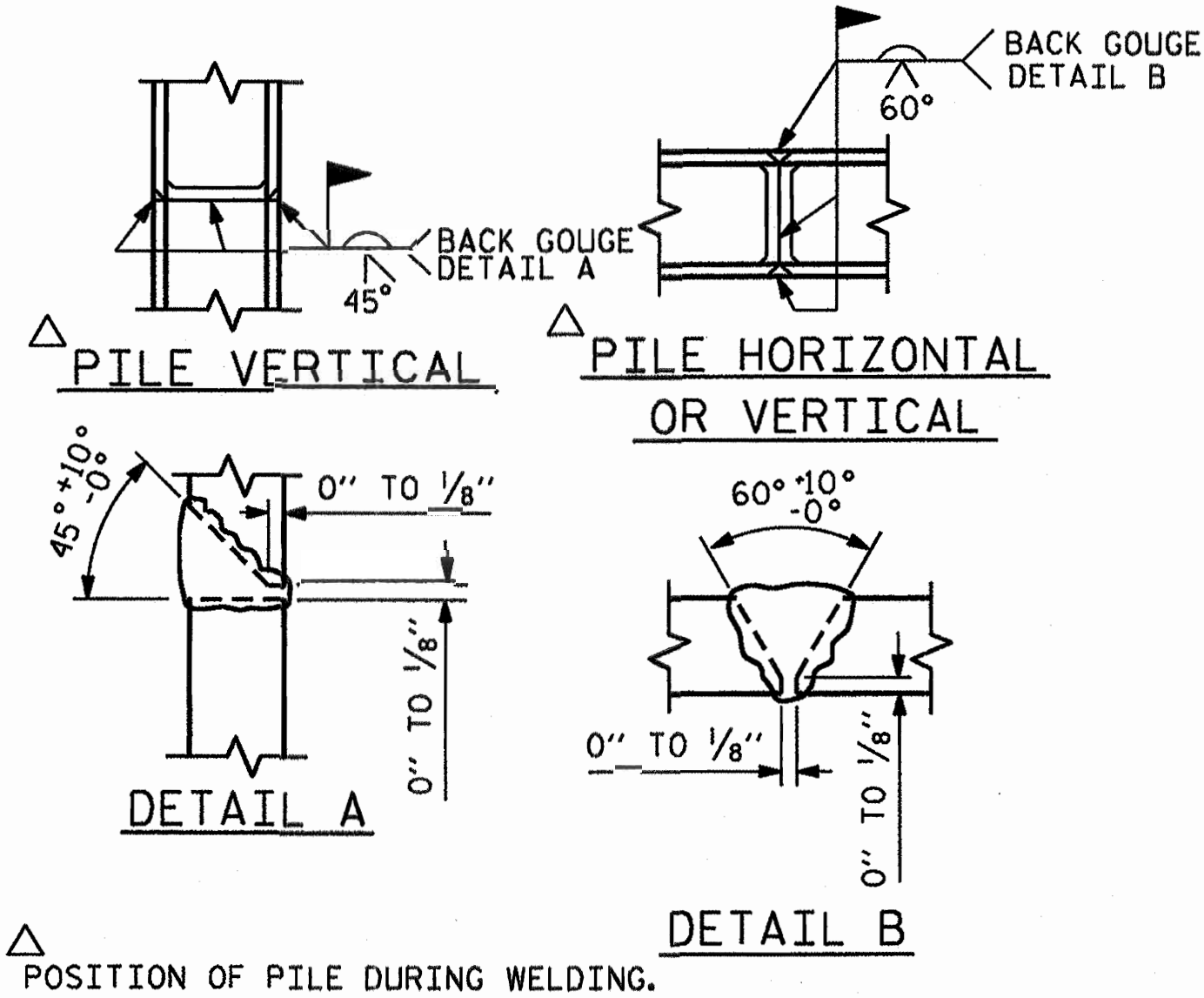
DETAIL "A"

(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)

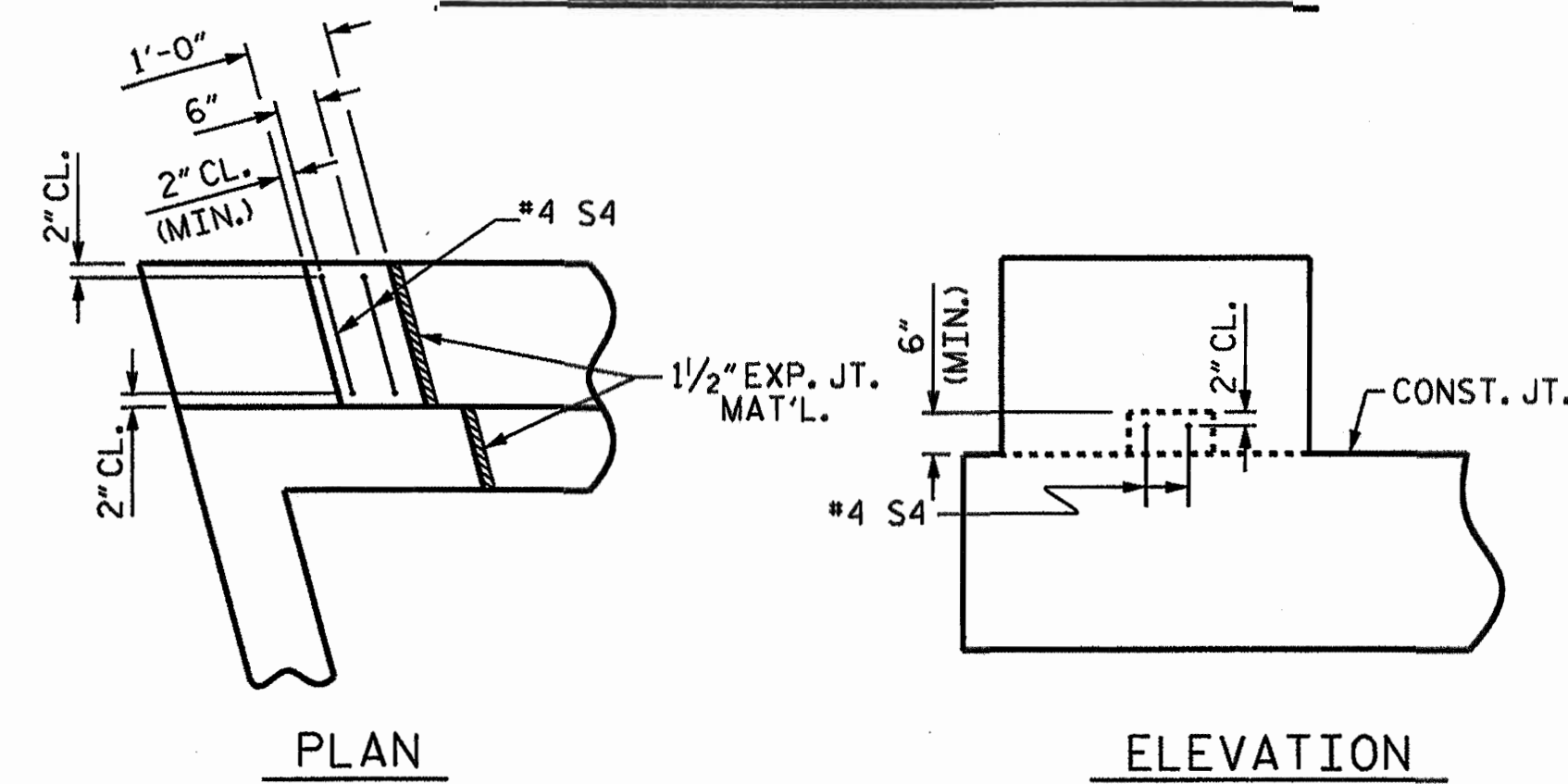


CORROSION PROTECTION FOR STEEL PILES DETAIL

(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)

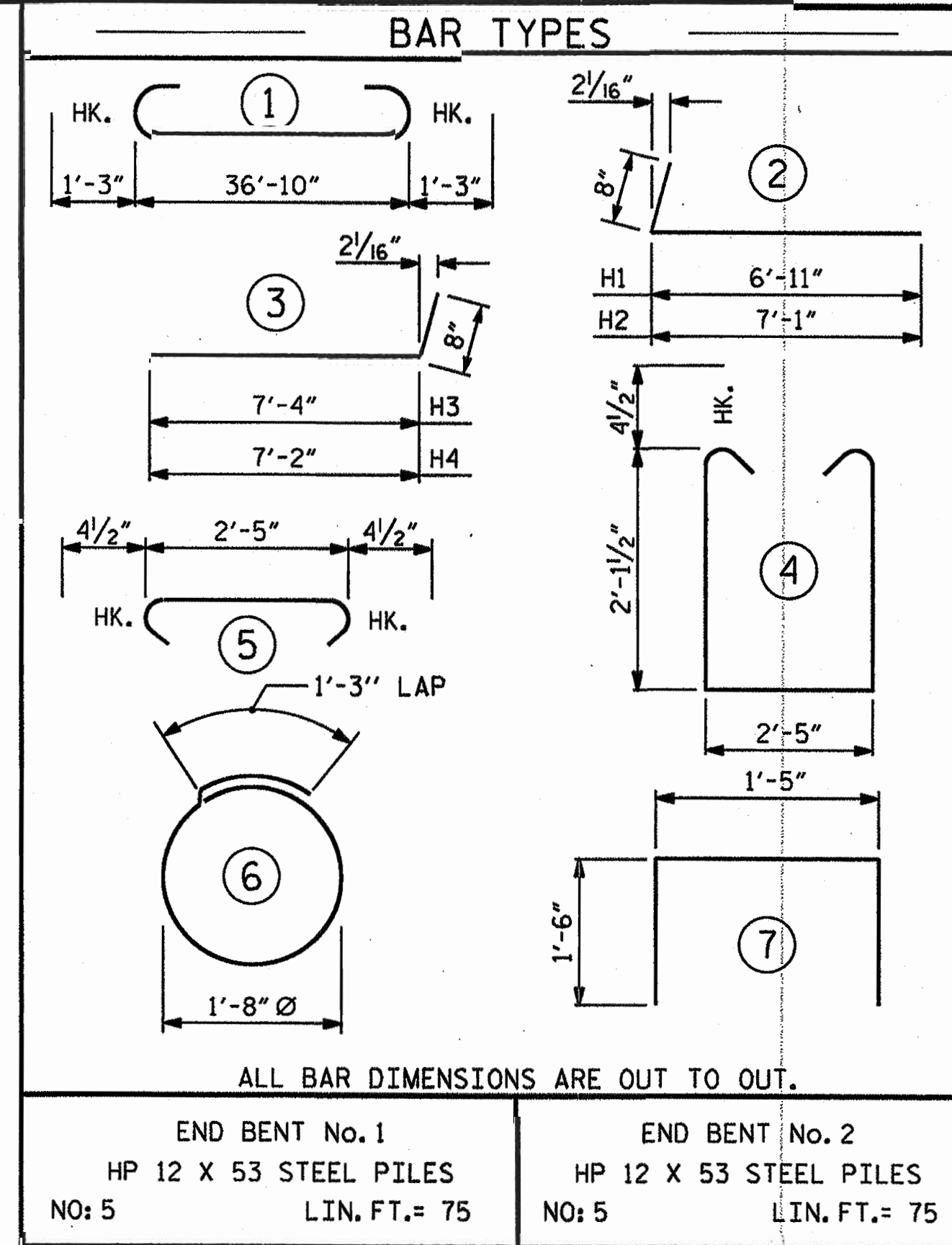


PILE SPLICE DETAILS

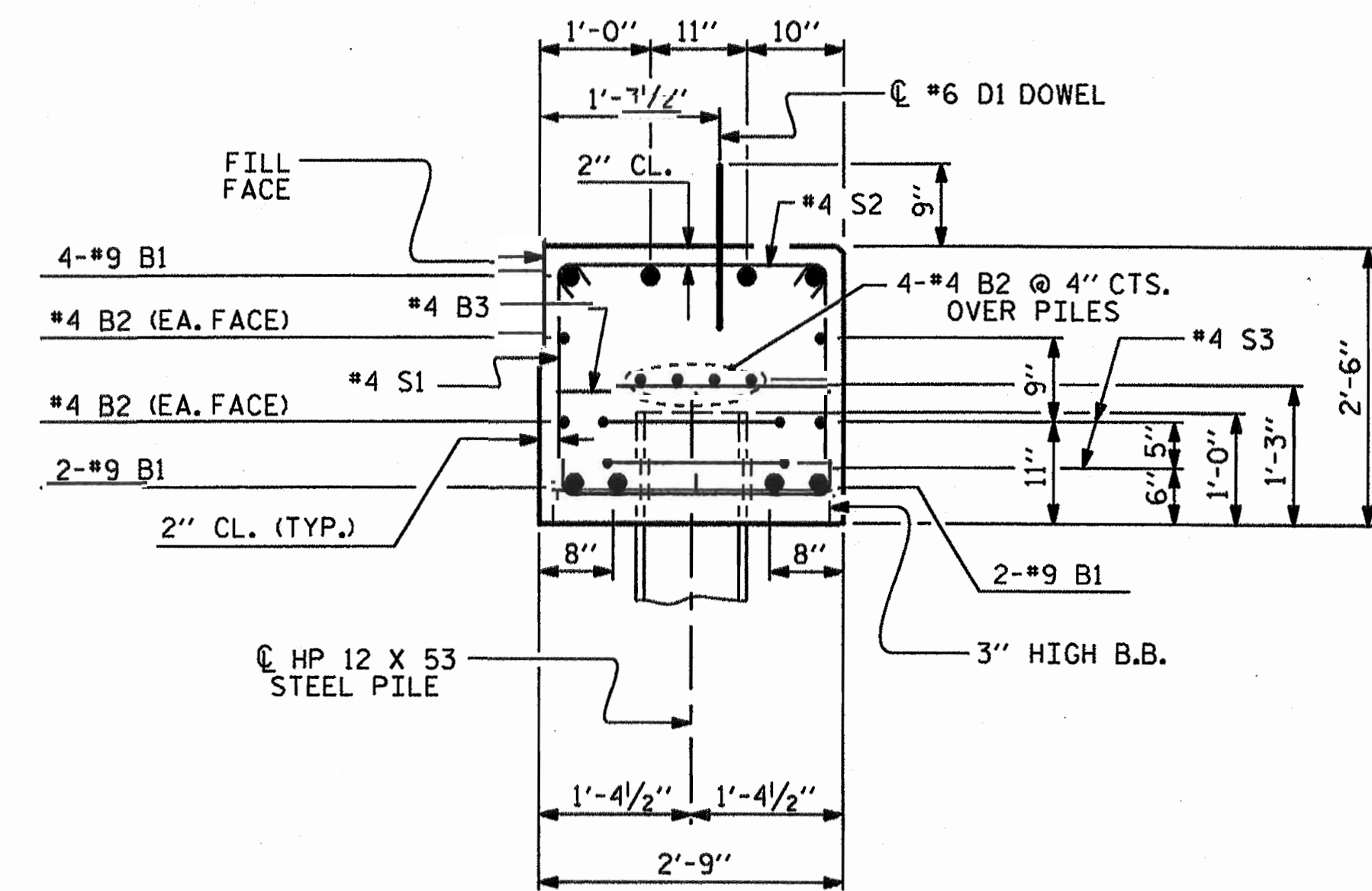


LATERAL GUIDE DETAILS

(END BENT No. 1, LEFT LATERAL GUIDE SHOWN, RIGHT END SIMILAR)
(END BENT No. 2 SIMILAR BY ROTATION)

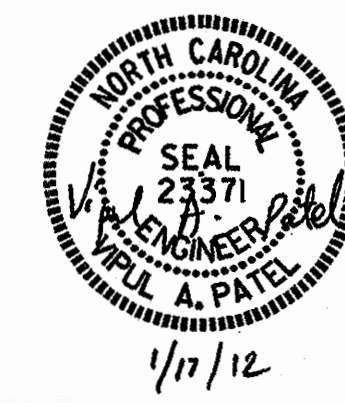


BILL OF MATERIAL FOR ONE END BENT					
BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	39'-4"	1070
B2	16	#4	STR	19'-9"	211
B3	10	#4	STR	2'-5"	16
D1	20	#6	STR	1'-6"	45
H1	6	#4	2	7'-7"	30
H2	6	#4	2	7'-9"	31
H3	6	#4	3	8'-0"	32
H4	6	#4	3	7'-10"	31
K1	12	#4	STR	3'-1"	25
S1	48	#4	4	7'-5"	238
S2	48	#4	5	3'-2"	102
S3	10	#4	6	6'-6"	43
S4	4	#4	7	4'-5"	12
V1	49	#4	STR	4'-8"	153
REINFORCING STEEL (FOR ONE END BENT)					2039 LBS.
CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)					
POUR #1 CAP, LOWER PART OF WINGS & COLLARS					11.6 C.Y.
POUR #2 UPPER PART OF WINGS					2.0 C.Y.
POUR #3 LATERAL GUIDES					0.1 C.Y.
TOTAL CLASS A CONCRETE					13.7 C.Y.



SECTION A-A

(CONCRETE COLLAR NOT SHOWN FOR CLARITY. SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL.")



PROJECT NO. BD-5110J
UNION COUNTY
STATION: 12+47.00 -L-

SHEET 4 OF 4
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE
END BENT No. 1 & 2
DETAILS

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11	
1			3			TOTAL SHEETS 12	
2			4				

ASSEMBLED BY: H.T. DIEU	DATE: 1/11/12
CHECKED BY: J.P. ADAMS	DATE: 1/11/12
DRAWN BY: DGE 03/10	
CHECKED BY: MKT 03/10	

NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4" Ø DRAINAGE PIPE, AND #78M STONE BACKFILL, SEE ROADWAY PLANS.

GEOTEXTILE SHALL BE TYPE 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.

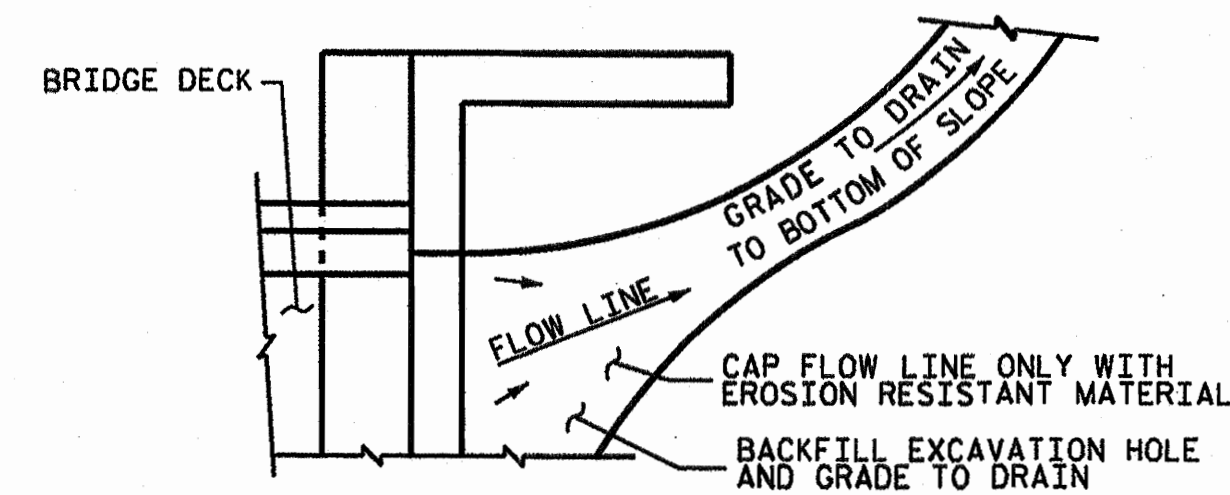
#78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

#78M STONE BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

FOR THE 4" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

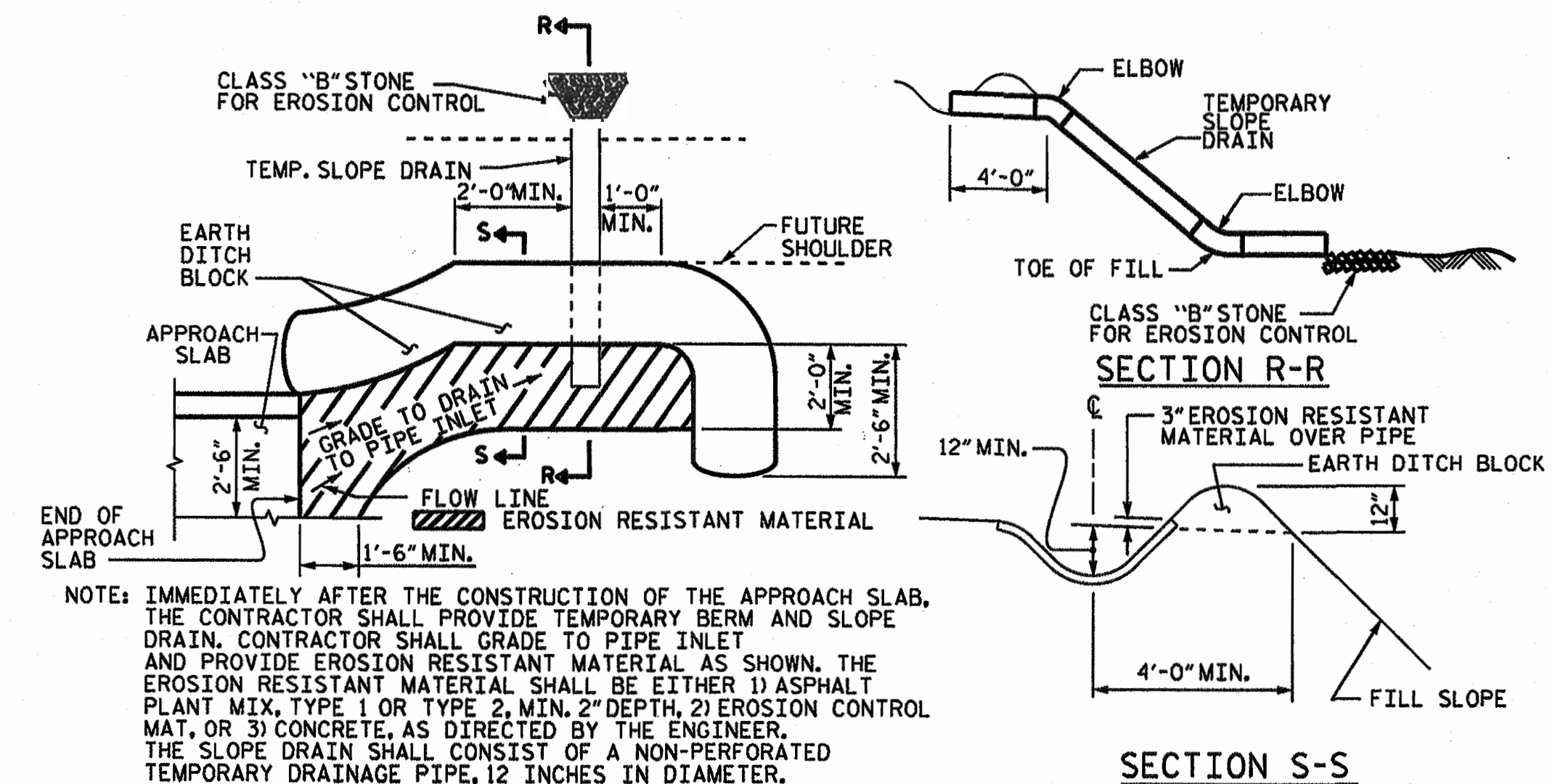
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.

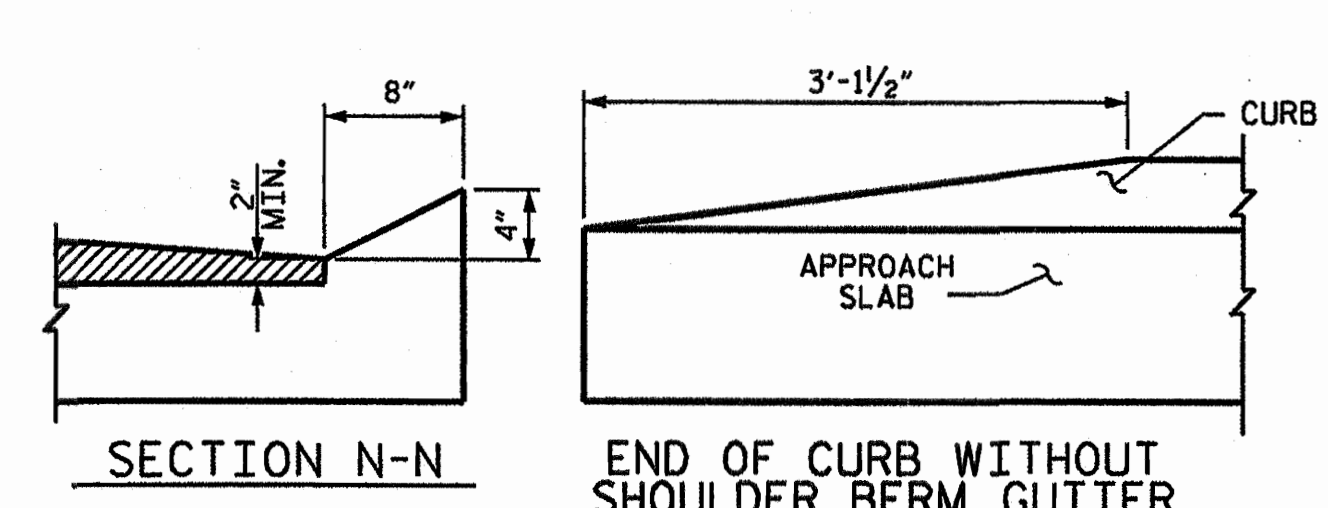


NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT TO THE STRUCTURE. THE CONTRACTOR WILL BE REQUIRED TO REMOVE THESE MATERIALS PRIOR TO CONSTRUCTION OF THE APPROACH SLAB.

TEMPORARY DRAINAGE DETAIL

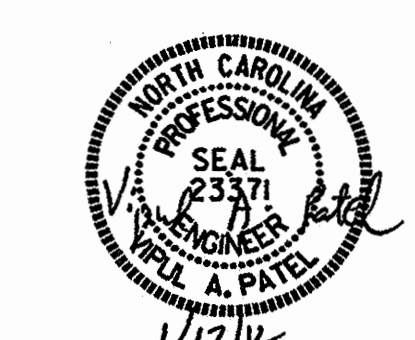


TEMPORARY BERM AND SLOPE DRAIN DETAILS
(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



CURB DETAILS

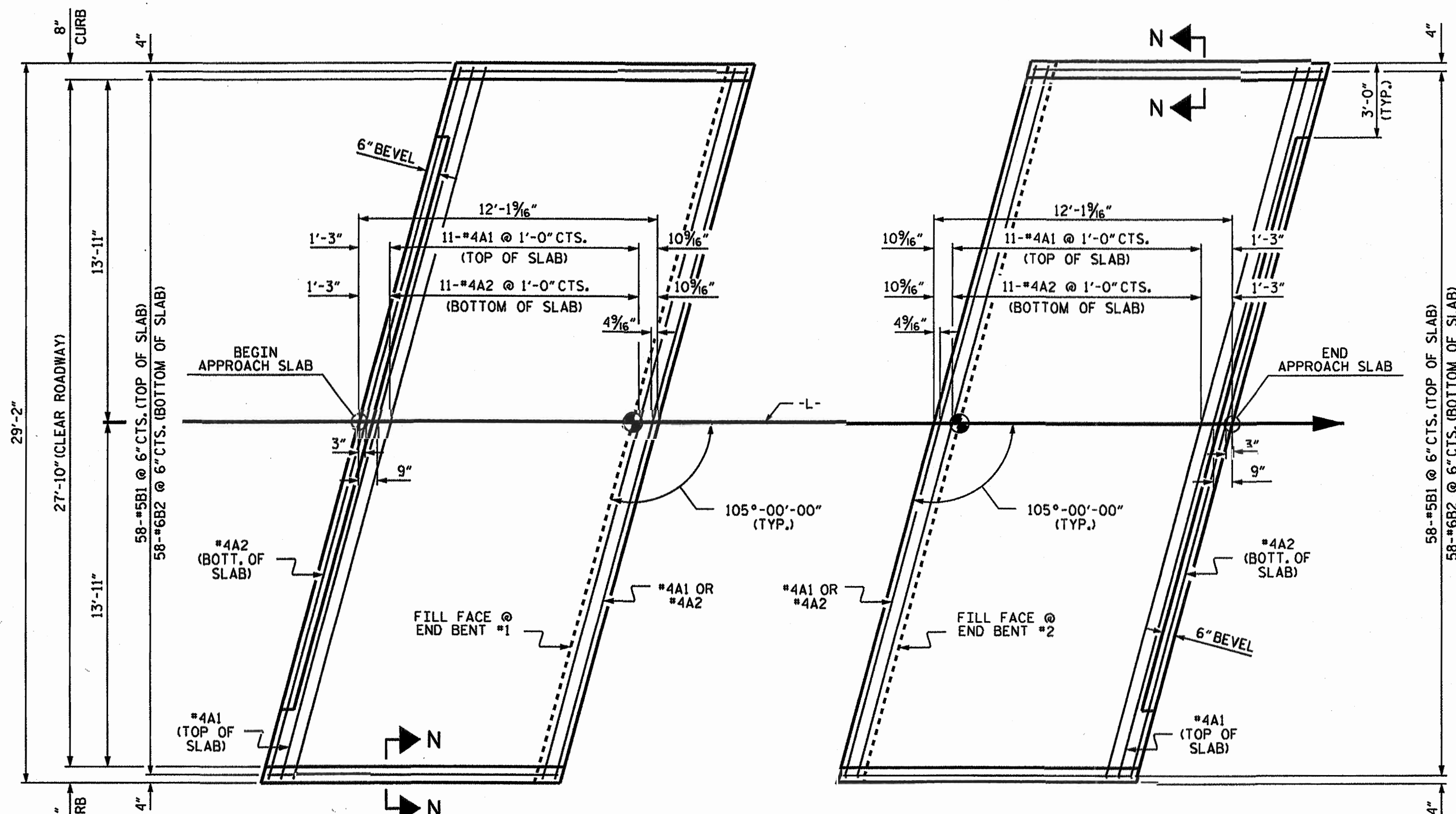
SPLICE LENGTHS		
BAR SIZE	EPOXY COATED	UNCOATED
#4	2'-0"	1'-9"
#5	2'-6"	2'-2"
#6	3'-10"	2'-7"



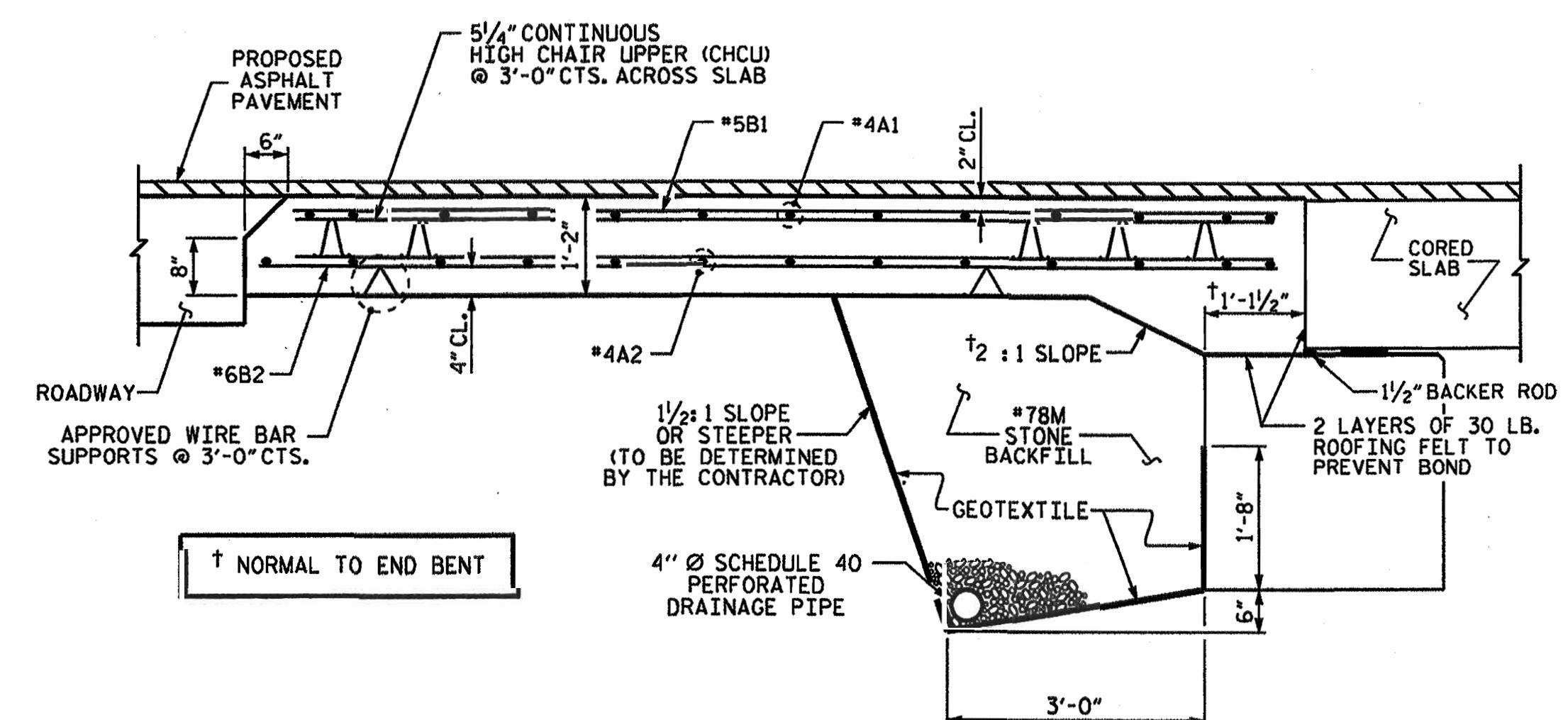
BILL OF MATERIAL

APPROACH SLAB AT EB #1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	13	#4	STR	29'-10"	259
A2	13	#4	STR	29'-10"	259
*B1	58	#5	STR	11'-1"	670
B2	58	#6	STR	11'-7"	1009
REINFORCING STEEL					LBS. 1268
* EPOXY COATED REINFORCING STEEL					LBS. 929
CLASS AA CONCRETE					C. Y. 18.2

APPROACH SLAB AT EB #2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	13	#4	STR	29'-10"	259
A2	13	#4	STR	29'-10"	259
*B1	58	#5	STR	11'-1"	670
B2	58	#6	STR	11'-7"	1009
REINFORCING STEEL					LBS. 1268
* EPOXY COATED REINFORCING STEEL					LBS. 929
CLASS AA CONCRETE					C. Y. 18.2



PLAN @ END BENT #1 **PLAN @ END BENT #2**
DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



SECTION THRU SLAB

ASSEMBLED BY : H.T. DIEU DATE : 1/11/12
 CHECKED BY : J.P. ADAMS DATE : 1/11/12
 DRAWN BY : SHS/MAA 5-09 REV. 12-11 MAA/AAC
 CHECKED BY : BCH 5-09

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PROJECT NO. BD-5110J
 UNION COUNTY
 STATION: 12+47.00 -L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT (SUB-REGIONAL TIER) 105° SKEW					
REVISIONS			SHEET NO.		
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS 12

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	-----	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	-----	SEE PLANS
IMPACT ALLOWANCE	-----	SEE A.A.S.H.T.O.
STRESS IN EXTREME FIBER OF		
STRUCTURAL STEEL - AASHTO M270 GRADE 36	-	20,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50W	-	27,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50	-	27,000 LBS. PER SQ. IN.
REINFORCING STEEL IN TENSION		
GRADE 60	--	24,000 LBS. PER SQ. IN.
CONCRETE IN COMPRESSION	-----	1,200 LBS. PER SQ. IN.
CONCRETE IN SHEAR	-----	SEE A.A.S.H.T.O.
STRUCTURAL TIMBER - TREATED OR		
UNTREATED - EXTREME FIBER STRESS	-----	1,800 LBS. PER SQ. IN.
COMPRESSION PERPENDICULAR TO GRAIN OF TIMBER	-----	375 LBS. PER SQ. IN.
EQUIVALENT FLUID PRESSURE OF EARTH	-----	30 LBS. PER CU. FT. (MINIMUM)

MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2012 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE.

ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER.

IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS.

WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" Ø SHEAR STUDS FOR THE 3/4" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0".

EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2" OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED.

WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16 INCH OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE PRIOR TO PAINTING, GALVANIZING, OR METALLIZING.

HANDRAILS AND POSTS:

METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB.

METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINIS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

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