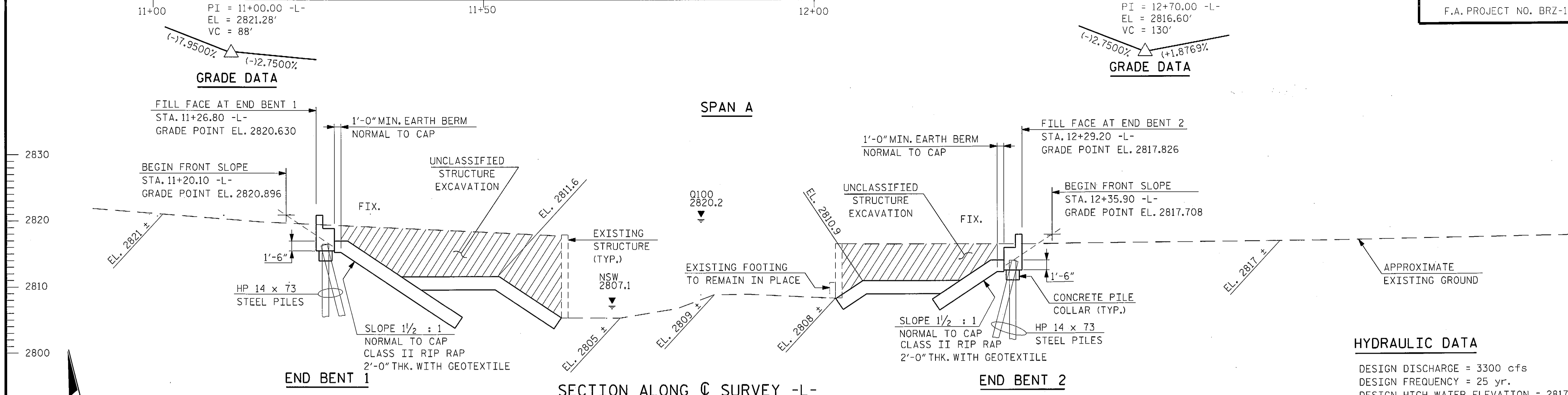


BRIDGE NO. 108 WATAUGA COUNTY BD-5111N



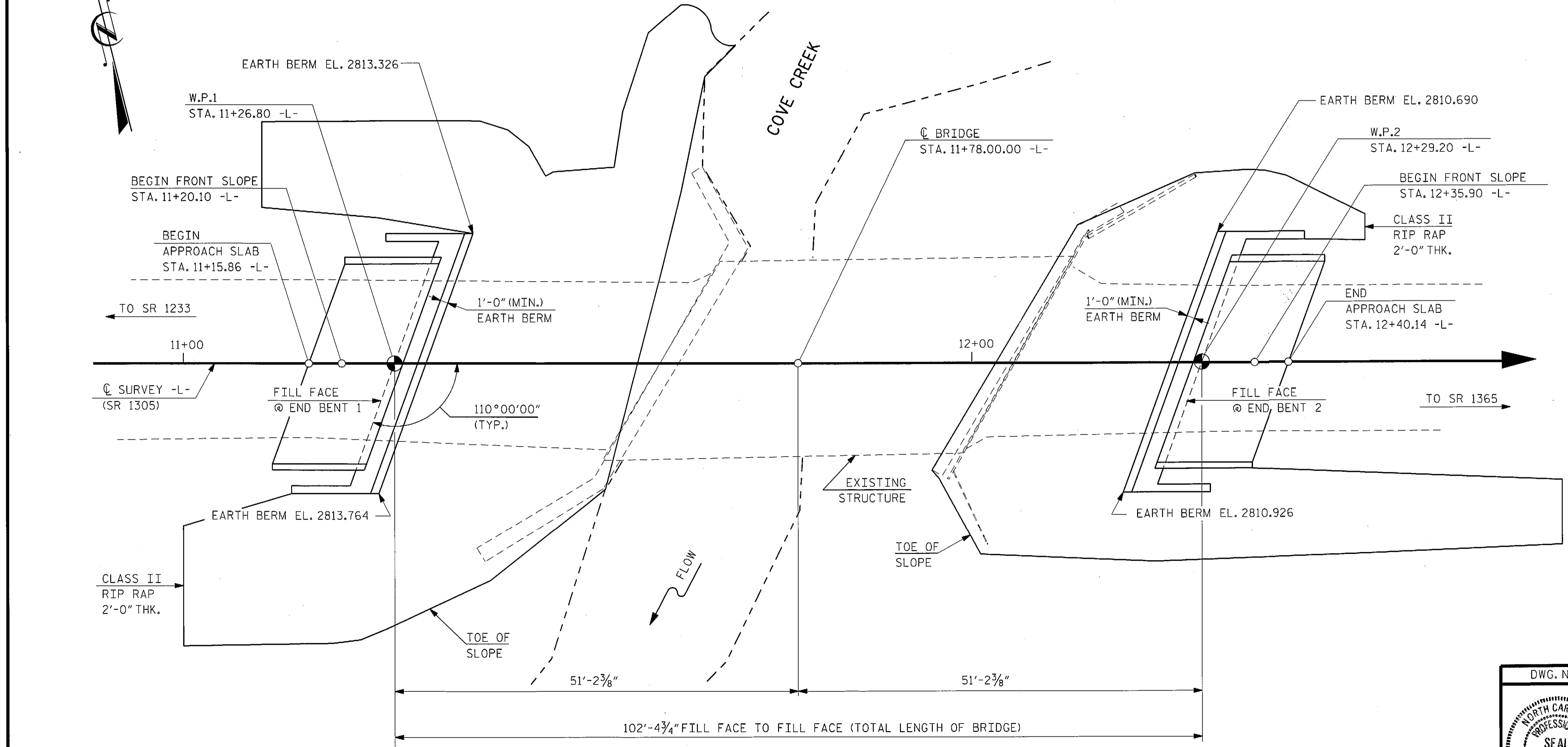
HYDRAULIC DATA

DESIGN DISCHARGE = 3300 cfs
DESIGN FREQUENCY = 25 yr.
DESIGN HIGH WATER ELEVATION = 2817.9'
DRAINAGE AREA = 12.6 sq. mi.
BASIC DISCHARGE (Q 100) = 5175 cfs
BASIC HIGH WATER ELEVATION = 2820.22'

OVERTOPPING FLOOD DATA

EL = 2817.5
FREQUENCY = > 10 yr.
DISCHARGE = 3125 cfs

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS

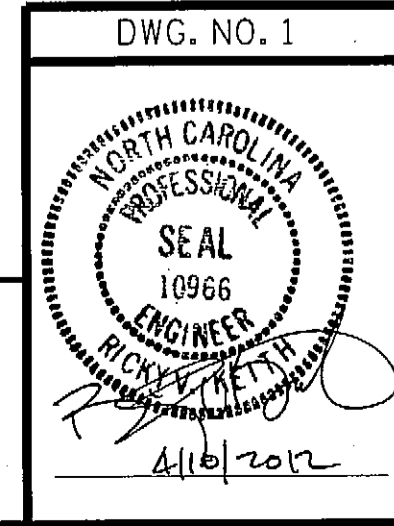


PROJECT NO. BD-5111N
WATAUGA COUNTY
STATION: STA. 11+78.00 -L-

SHEET 1 OF 3 REPLACES BRIDGE NO. 108

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER COVE CREEK
ON SR 1305 ODES WILSON ROAD
BETWEEN SR 1233 AND SR 1365



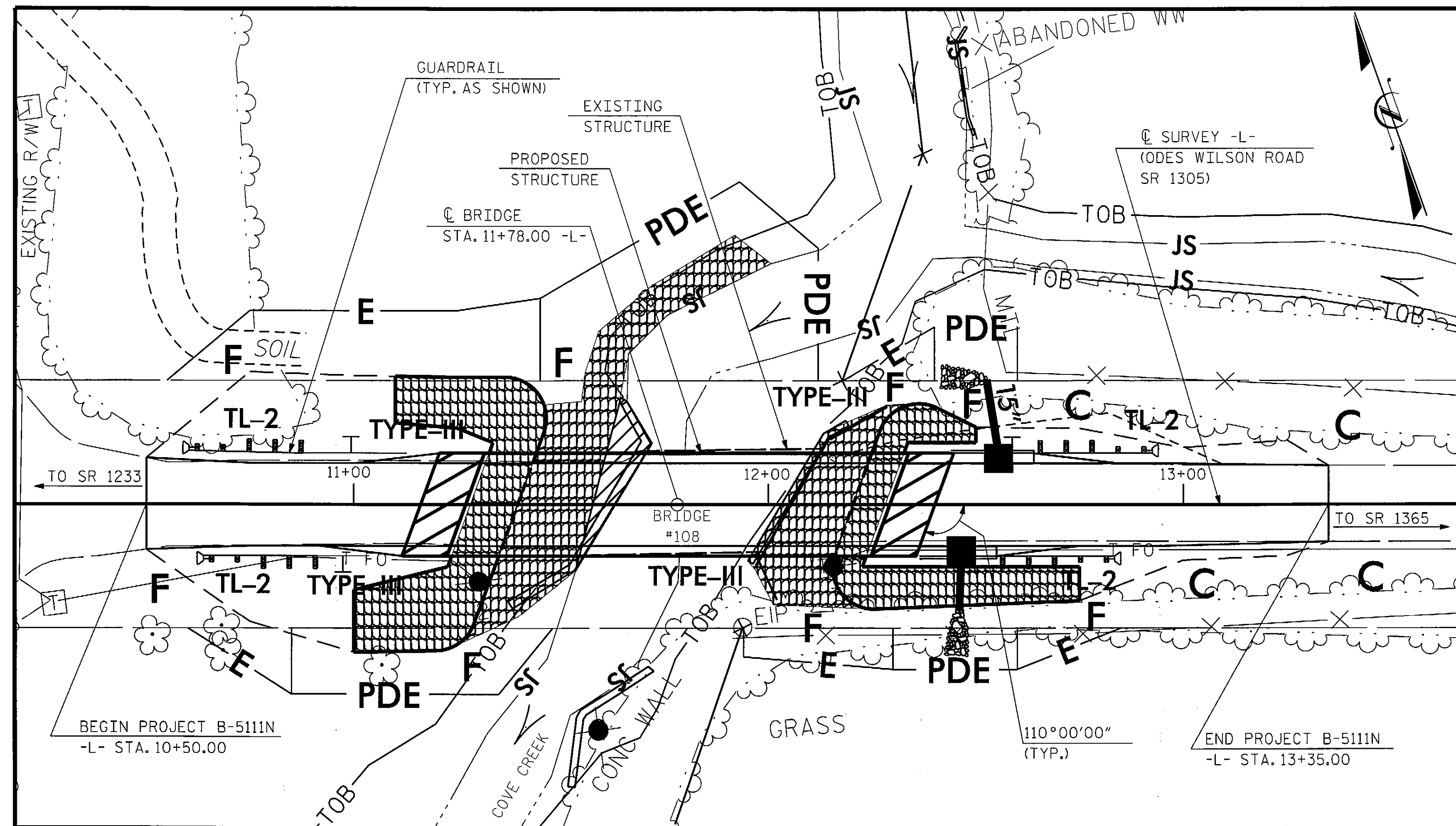
RK&K
RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE SUITE 350
RALEIGH, NORTH CAROLINA 27609-3960
NC LICENSE NUMBER: F-0112

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

TOTAL SHEETS: 15

DRAWN BY: F.D. WEEDEN DATE: MAR. 2012
CHECKED BY: R.V. KEITH DATE: MAR. 2012

BENCH MARK : EL. 2818.26 5/8" REBAR AND CAP IN GROUND STA. 11+42.49 -L- 11.84' RT.



FOR UTILITY INFORMATION,
SEE UTILITY PLANS AND SPECIAL PROVISIONS

LOCATION SKETCH

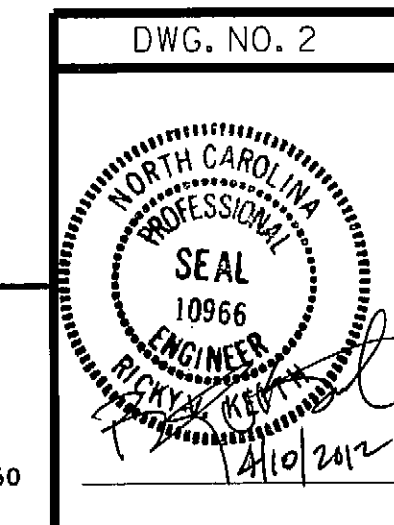
TOTAL BILL OF MATERIALS													
	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 14 X 73 STEEL PILES		VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAMS	
	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE	LUMP SUM			LUMP SUM				200.00				9	900.0
END BENT NO. 1			19.8		3,240	5	90.0		524	582			
END BENT NO. 2			19.8		3,240	5	115.0		320	356			
TOTAL	LUMP SUM	LUMP SUM	39.6	LUMP SUM	6,480	10	205.0	200.00	844	938	LUMP SUM	9	900.0

PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: STA. 11+78.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE OVER COVE CREEK
 ON SR 1305 ODES WILSON ROAD
 BETWEEN SR 1233 AND SR 1365



RK&K
 RUMMEL, KLEPPER & KAHL, LLP
 900 RIDGEFIELD DRIVE SUITE 350
 RALEIGH, NORTH CAROLINA 27609-3960
 NC LICENSE NUMBER: P-0112

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

TOTAL SHEETS: 15

DRAWN BY : F.D. WEEDEN DATE : MAR. 2012
 CHECKED BY : R.V. KEITH DATE : MAR. 2012

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 46'-0" WITH AN ASPHALT WEARING SURFACE OVER A TIMBER FLOOR ON I-BEAM SUPERSTRUCTURE AND A CLEAR ROADWAY WIDTH OF 24.9' ON A SUBSTRUCTURE CONSISTING OF TIMBER CAPS/TIMBER POST & CONC. SILLS AND LOCATED AT THE PROPOSED STRUCTURE LOCATION SHALL BE REMOVED. 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 30 FEET 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.

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.

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 11+78.00 -L-".

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.

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO.1 AND END BENT NO.2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 130 TONS PER PILE.

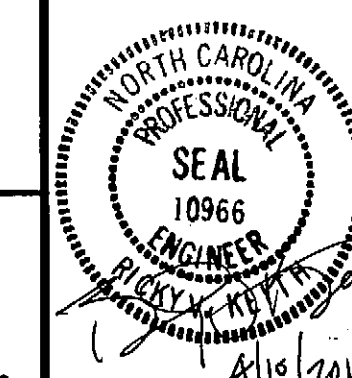
DRIVE PILES AT END BENT NO.1 AND END BENT NO.2 TO A REQUIRED DRIVING RESISTANCE OF 217 TONS PER PILE.

PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: STA. 11+78.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 FOR BRIDGE OVER COVE CREEK
 ON SR 1305 ODES WILSON ROAD
 BETWEEN SR 1233 AND SR 1365

DWG. NO. 2A



RK&K
 RUMMEL, KLEPPER & KAHL, LLP
 900 RIDGEFIELD DRIVE SUITE 350
 RALEIGH, NORTH CAROLINA 27609-3960
 NC LICENSE NUMBER: F-0112

REVISIONS

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

SHEET NO.
 S-2A
 TOTAL SHEETS
 15

DRAWN BY : F.D. WEEDEN DATE : MAR. 2012
 CHECKED BY : R.V. KEITH DATE : MAR. 2012

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	1.058	--	1.75	0.267	1.29	A	EL	49.224	0.574	1.25	A	EL	9.845	0.80	0.267	1.06	A	EL	49.224		
	HL-93(Opr)	N/A	--	1.621	--	1.35	0.267	1.67	A	EL	49.224	0.574	1.62	A	EL	9.845	N/A	--	--	--	--	--		
	HS-20(Inv)	36.000	2	1.472	52.983	1.75	0.267	1.79	A	EL	49.224	0.574	1.67	A	EL	9.845	0.80	0.267	1.47	A	EL	49.224		
	HS-20(Opr)	36.000	--	2.168	78.052	1.35	0.267	2.32	A	EL	49.224	0.574	2.17	A	EL	9.845	N/A	--	--	--	--	--		
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.488	47.092	1.4	0.267	5.3	A	EL	49.224	0.574	5.14	A	EL	9.845	0.80	0.267	3.49	A	EL	49.224	
		SNGARBS2	20.000	--	2.527	50.541	1.4	0.267	3.84	A	EL	49.224	0.574	3.6	A	EL	9.845	0.80	0.267	2.53	A	EL	49.224	
		SNAGRIS2	22.000	--	2.364	52.007	1.4	0.267	3.59	A	EL	49.224	0.574	3.32	A	EL	9.845	0.80	0.267	2.36	A	EL	49.224	
		SNCOTTS3	27.250	--	1.734	47.244	1.4	0.267	2.63	A	EL	49.224	0.574	2.56	A	EL	9.845	0.80	0.267	1.73	A	EL	49.224	
		SNAGGRS4	34.925	--	1.421	49.625	1.4	0.267	2.16	A	EL	49.224	0.574	2.09	A	EL	9.845	0.80	0.267	1.42	A	EL	49.224	
		SNS5A	35.550	--	1.391	49.463	1.4	0.267	2.11	A	EL	49.224	0.574	2.1	A	EL	9.845	0.80	0.267	1.39	A	EL	49.224	
		SNS6A	39.950	--	1.265	50.545	1.4	0.267	1.92	A	EL	49.224	0.574	1.9	A	EL	9.845	0.80	0.267	1.27	A	EL	49.224	
	SNS7B	42.000	--	1.204	50.587	1.4	0.267	1.83	A	EL	49.224	0.574	1.85	A	EL	9.845	0.80	0.267	1.20	A	EL	49.224		
	TTST	TNAGRIT3	33.000	--	1.54	50.804	1.4	0.267	2.34	A	EL	49.224	0.574	2.27	A	EL	9.845	0.80	0.267	1.54	A	EL	49.224	
		TNT4A	33.075	--	1.543	51.042	1.4	0.267	2.34	A	EL	49.224	0.574	2.23	A	EL	9.845	0.80	0.267	1.54	A	EL	49.224	
		TNT6A	41.600	--	1.251	52.049	1.4	0.267	1.9	A	EL	49.224	0.574	1.94	A	EL	9.845	0.80	0.267	1.25	A	EL	49.224	
		TNT7A	42.000	--	1.252	52.576	1.4	0.267	1.9	A	EL	49.224	0.574	1.9	A	EL	9.845	0.80	0.267	1.25	A	EL	49.224	
		TNT7B	42.000	--	1.281	53.819	1.4	0.267	1.95	A	EL	49.224	0.574	1.82	A	EL	9.845	0.80	0.267	1.28	A	EL	49.224	
		TNAGRIT4	43.000	--	1.229	52.851	1.4	0.267	1.87	A	EL	49.224	0.574	1.76	A	EL	9.845	0.80	0.267	1.23	A	EL	49.224	
TNAGT5A		45.000	--	1.164	52.365	1.4	0.267	1.77	A	EL	49.224	0.574	1.73	A	EL	9.845	0.80	0.267	1.16	A	EL	49.224		
TNAGT5B	45.000	3	1.154	51.925	1.4	0.267	1.75	A	EL	49.224	0.574	1.68	A	EL	9.845	0.80	0.267	1.15	A	EL	49.224			

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)

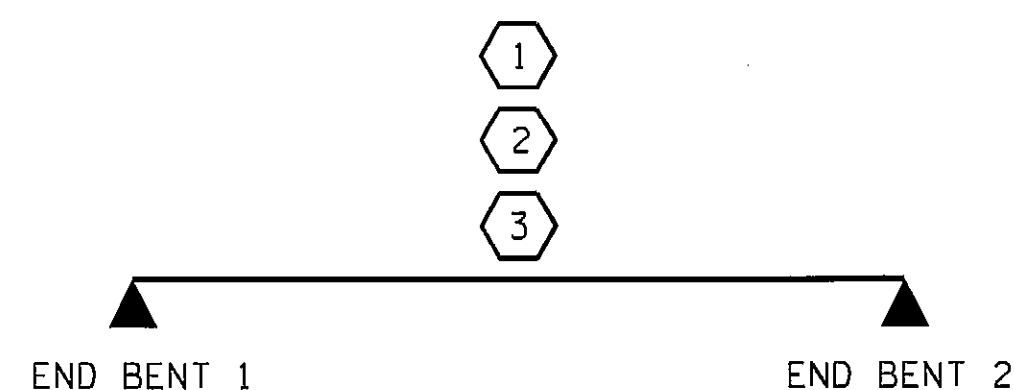
2 DESIGN LOAD RATING (HS-20)

3 LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

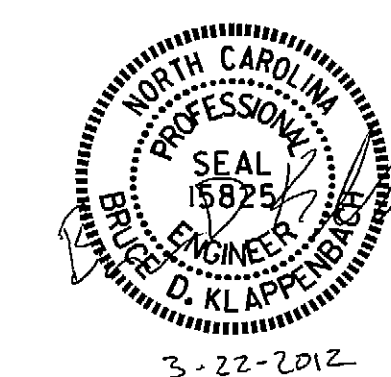
GIRDER LOCATION

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



LRFR SUMMARY

PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD
 LRFR SUMMARY FOR
 100' BOX BEAM UNIT
 75° SKEW & 105° SKEW
 (NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			15

ASSEMBLED BY : D. A. GLADDEN DATE : 3-13-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-13-12
 DRAWN BY : TMG II/II
 CHECKED BY : AAC II/II

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 BOX BEAM SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

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

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

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

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE BOX BEAM UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 5500 PSI.

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

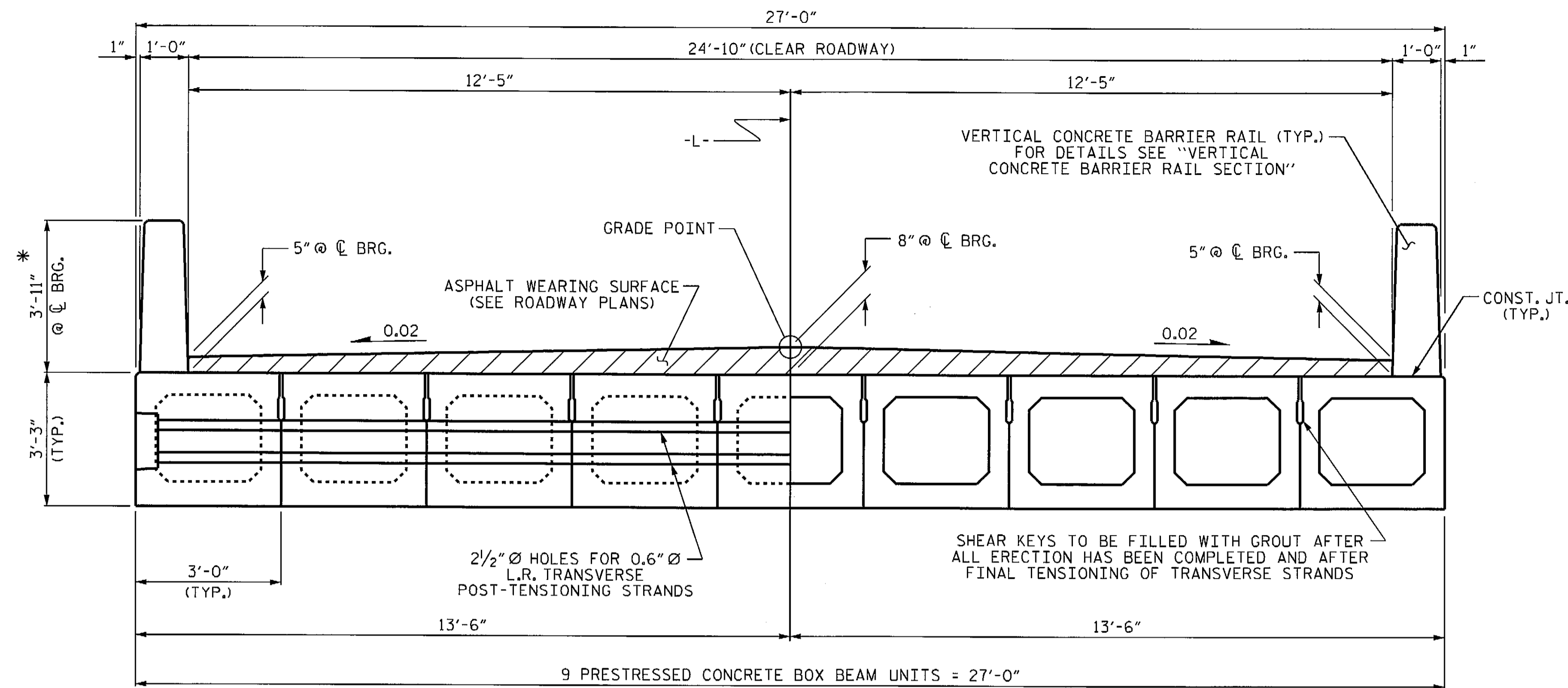
PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE BOX BEAM UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO BOX BEAM UNIT ENDS.

VERTICAL 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 VERTICAL 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.

THE LOCATION OF THE VOID DRAINS MAY BE SHIFTED SLIGHTLY WHERE NECESSARY TO CLEAR PRESTRESSING STRANDS OR TRANSVERSE REINFORCING STEEL.

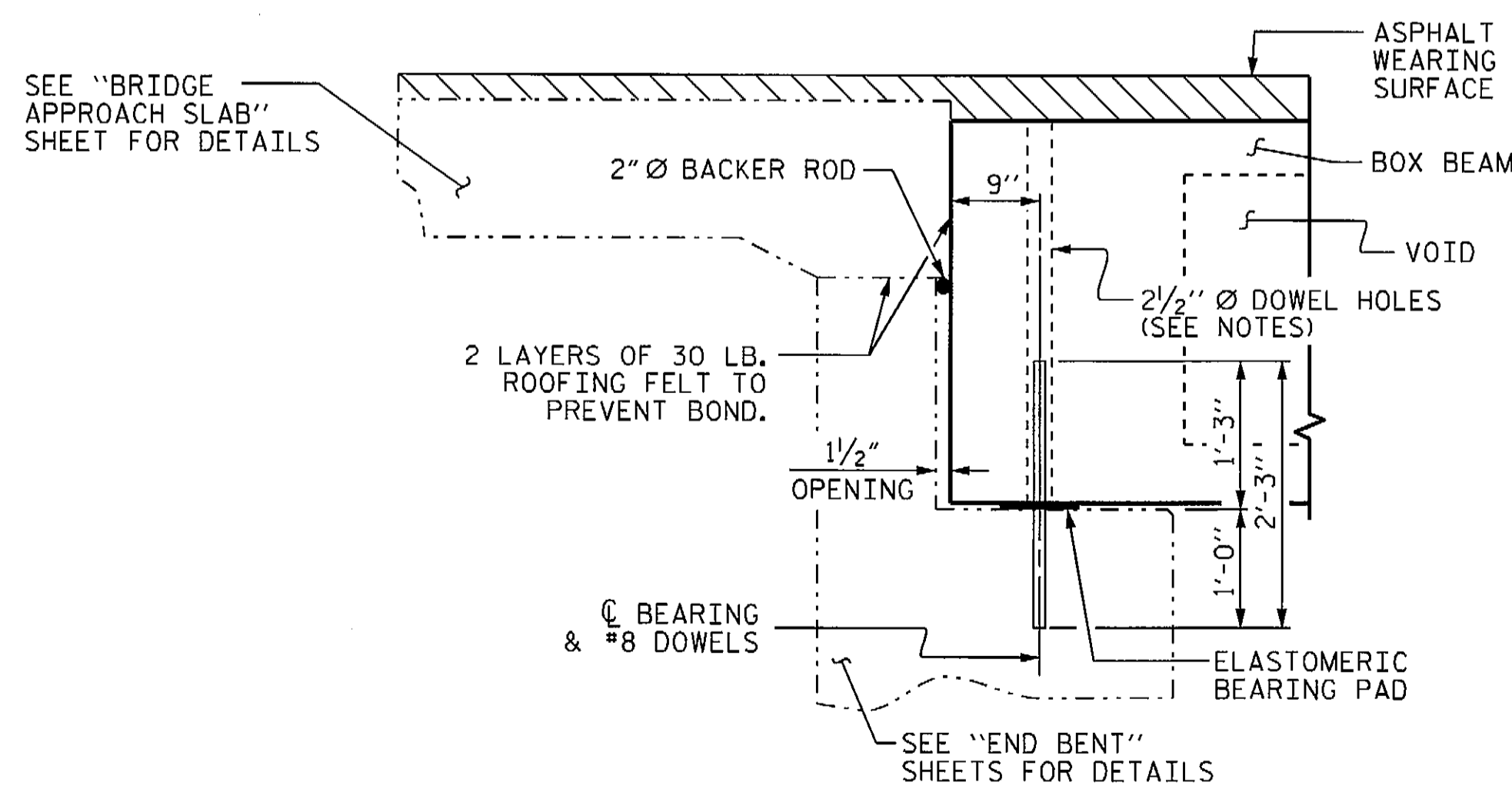
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.



HALF SECTION AT INTERMEDIATE DIAPHRAGMS
 HALF SECTION THROUGH VOIDS
TYPICAL SECTION

* 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



SECTION AT END BENT

PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-

SHEET 1 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 3'-0" X 3'-3"
 PRESTRESSED CONCRETE
 BOX BEAM UNIT



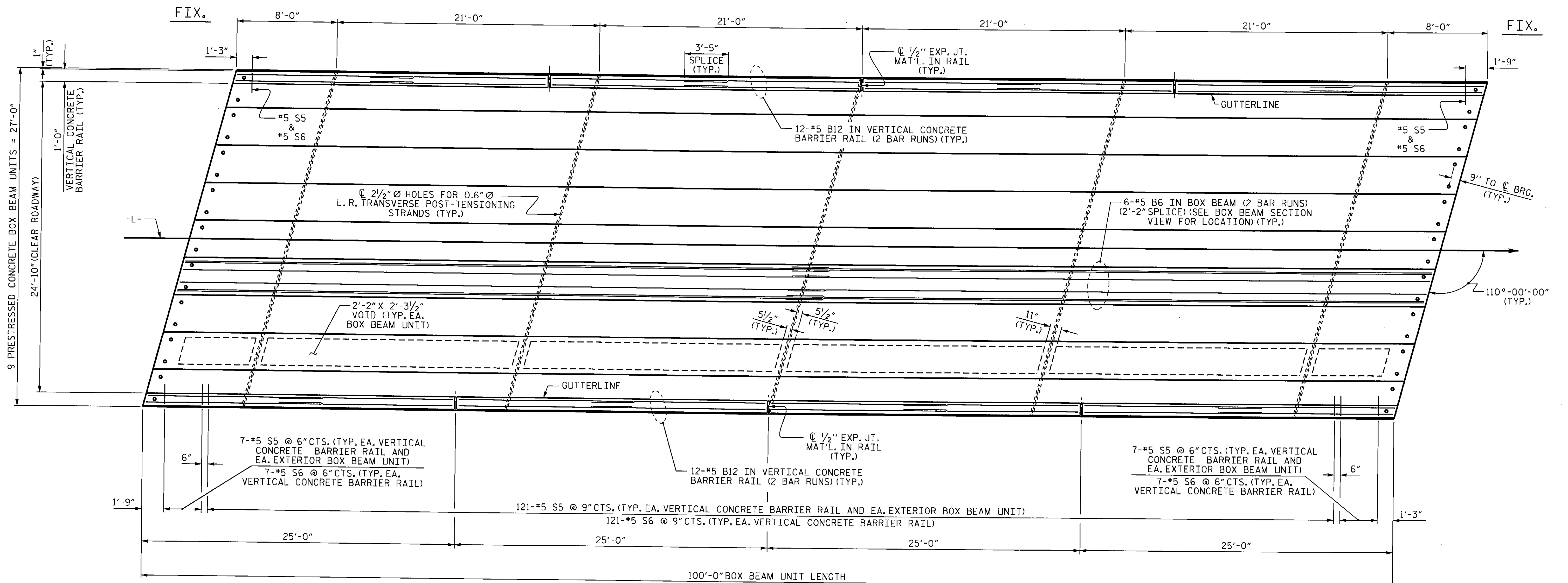
3-22-2012

ASSEMBLED BY : D. A. GLADDEN DATE : 1-26-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-20-12
 DRAWN BY : DCE 8/11
 CHECKED BY : TMG 11/11

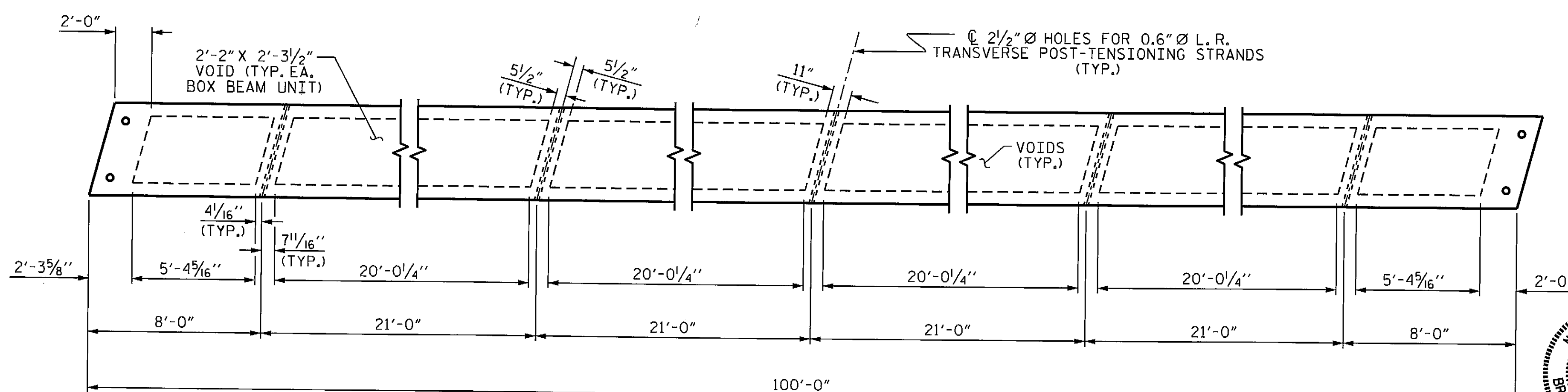
22-MAR-2012 10:15
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 bklappenbach

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			15
2			4			15

STD. NO. 39PCBB1.27



PLAN OF UNIT



DIAPHRAGM AND VOID LAYOUT

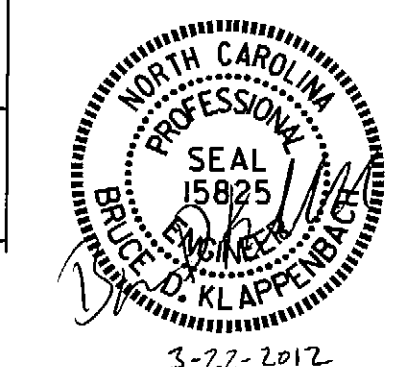
PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-

SHEET 2 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 PLAN OF 100' UNIT
 24'-10" CLEAR ROADWAY
 110° SKEW

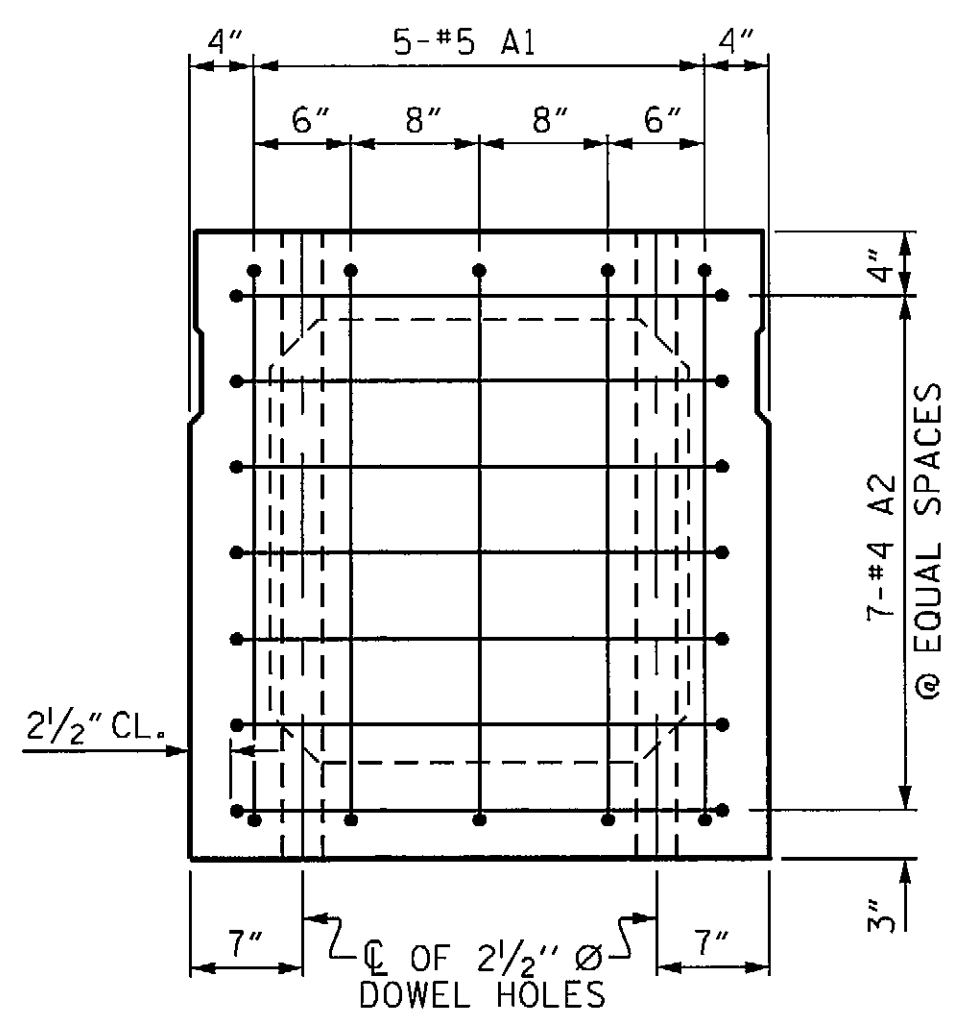
ASSEMBLED BY: D. A. GLADDEN DATE: 1-26-12
 CHECKED BY: B. KLAPPENBACH DATE: 3-20-12
 DRAWN BY: DGE 8/11
 CHECKED BY: TMG 11/11

22-MAR-2012 09:49
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 bklappenbach



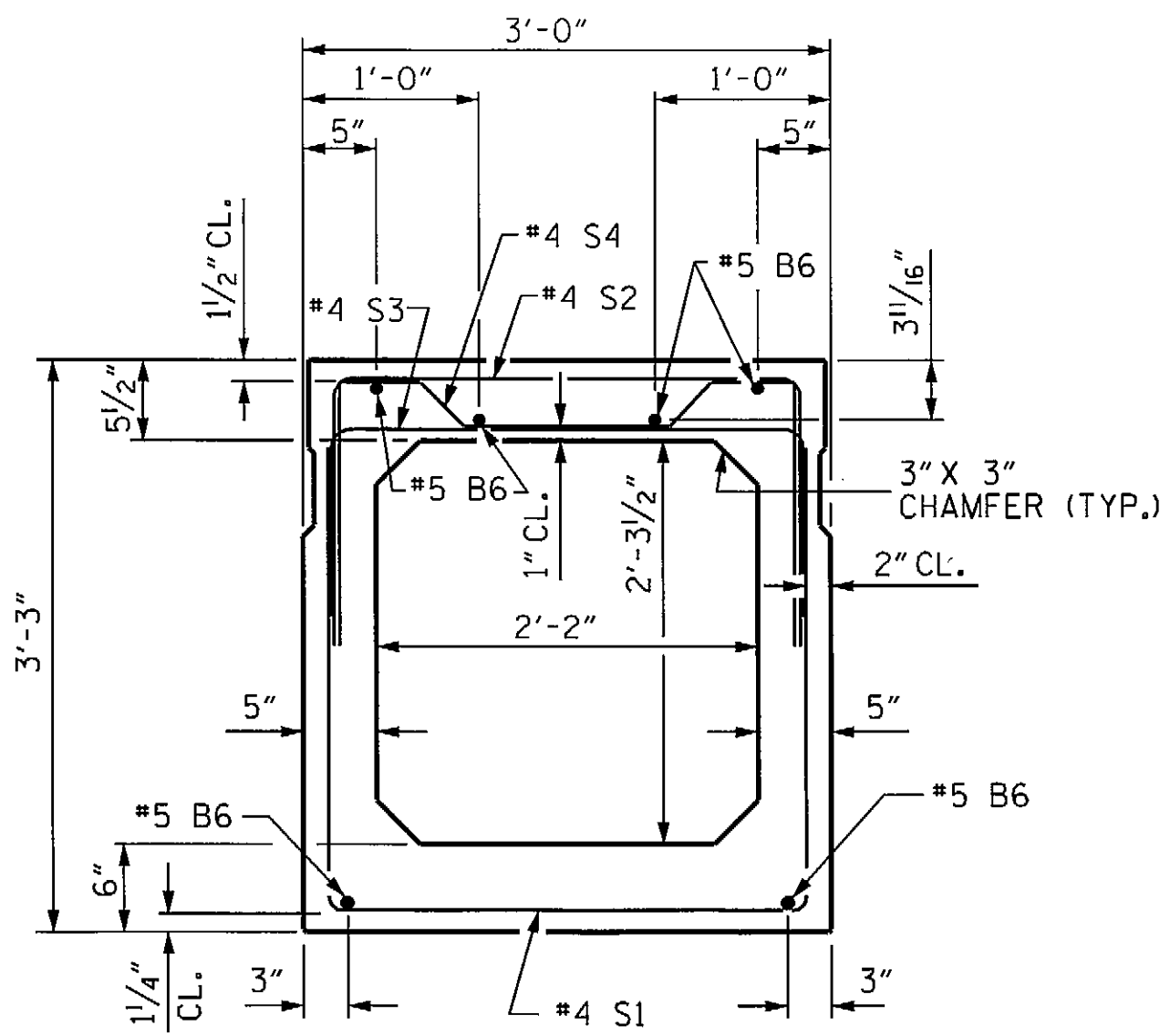
REVISIONS						SHEET NO. S-5
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 15
2			4			

STD.NO.39PCBB_27_105S_100L



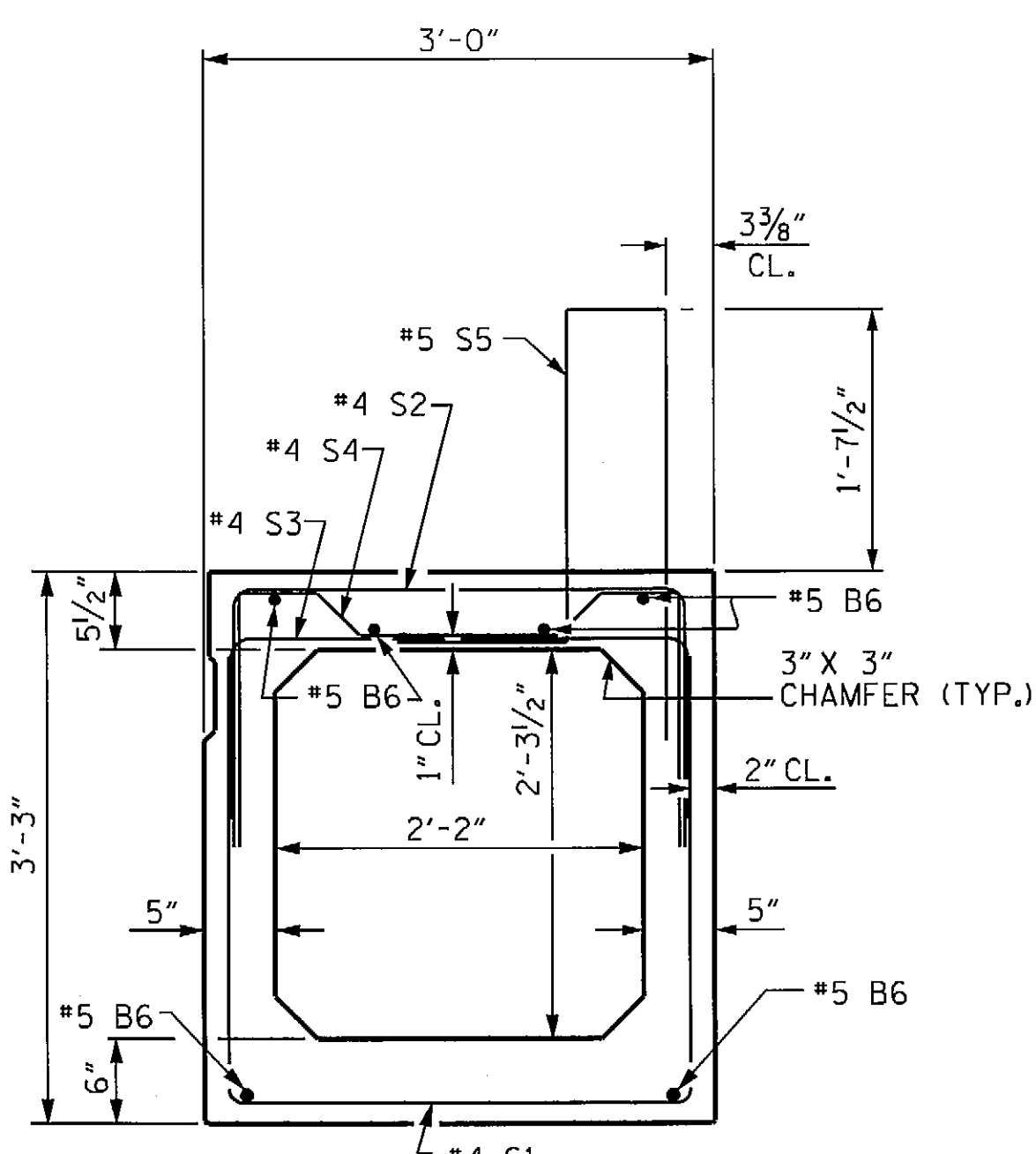
END ELEVATION

SHOWING PLACEMENT OF #5 & #4 "A" BARS AND LOCATION OF DOWEL HOLES. (INTERIOR BOX BEAM SECTION SHOWN-EXTERIOR SECTION SIMILAR EXCEPT SHEAR KEY LOCATION. STRAND LAYOUT NOT SHOWN.)



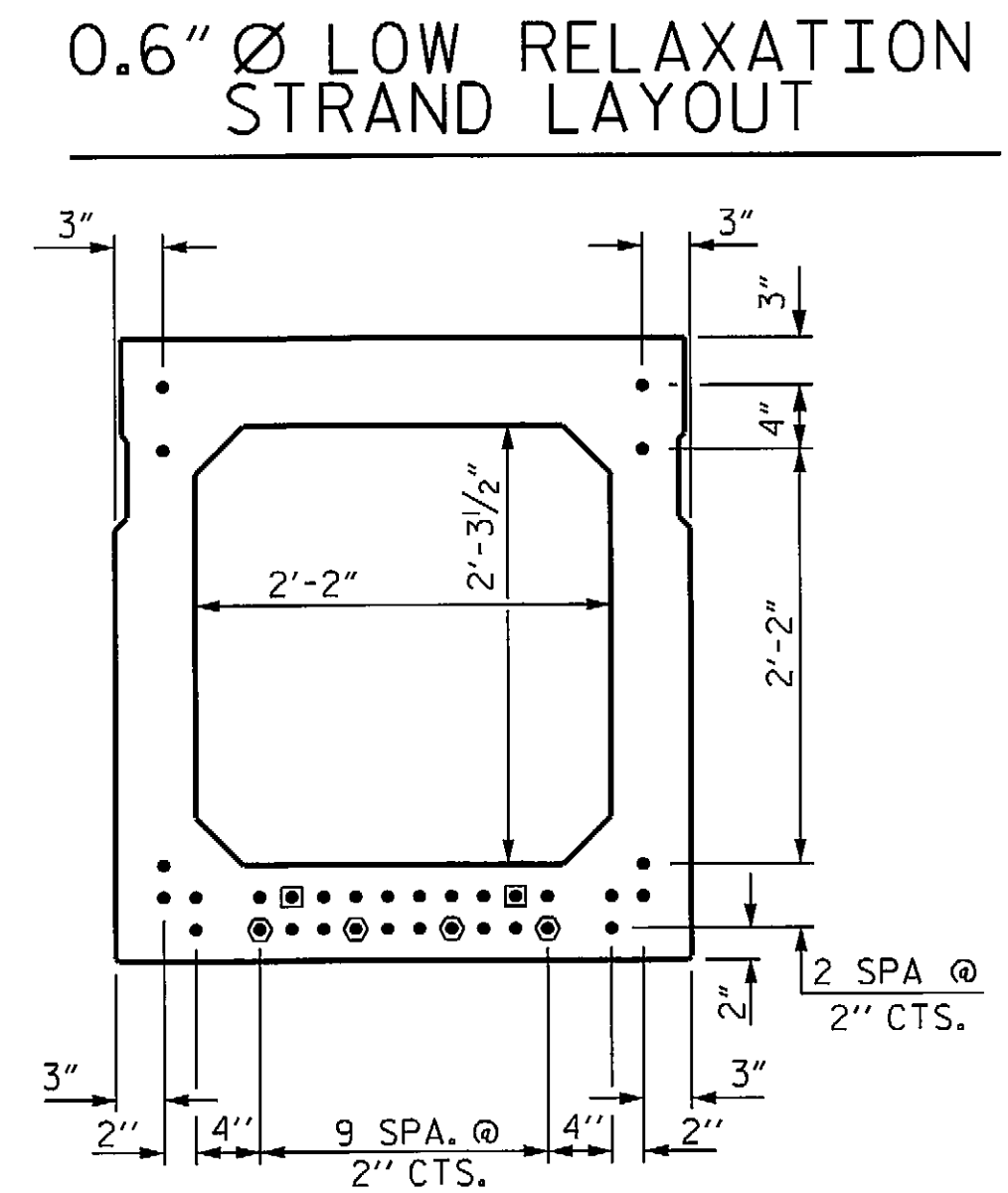
INTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)



EXTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)



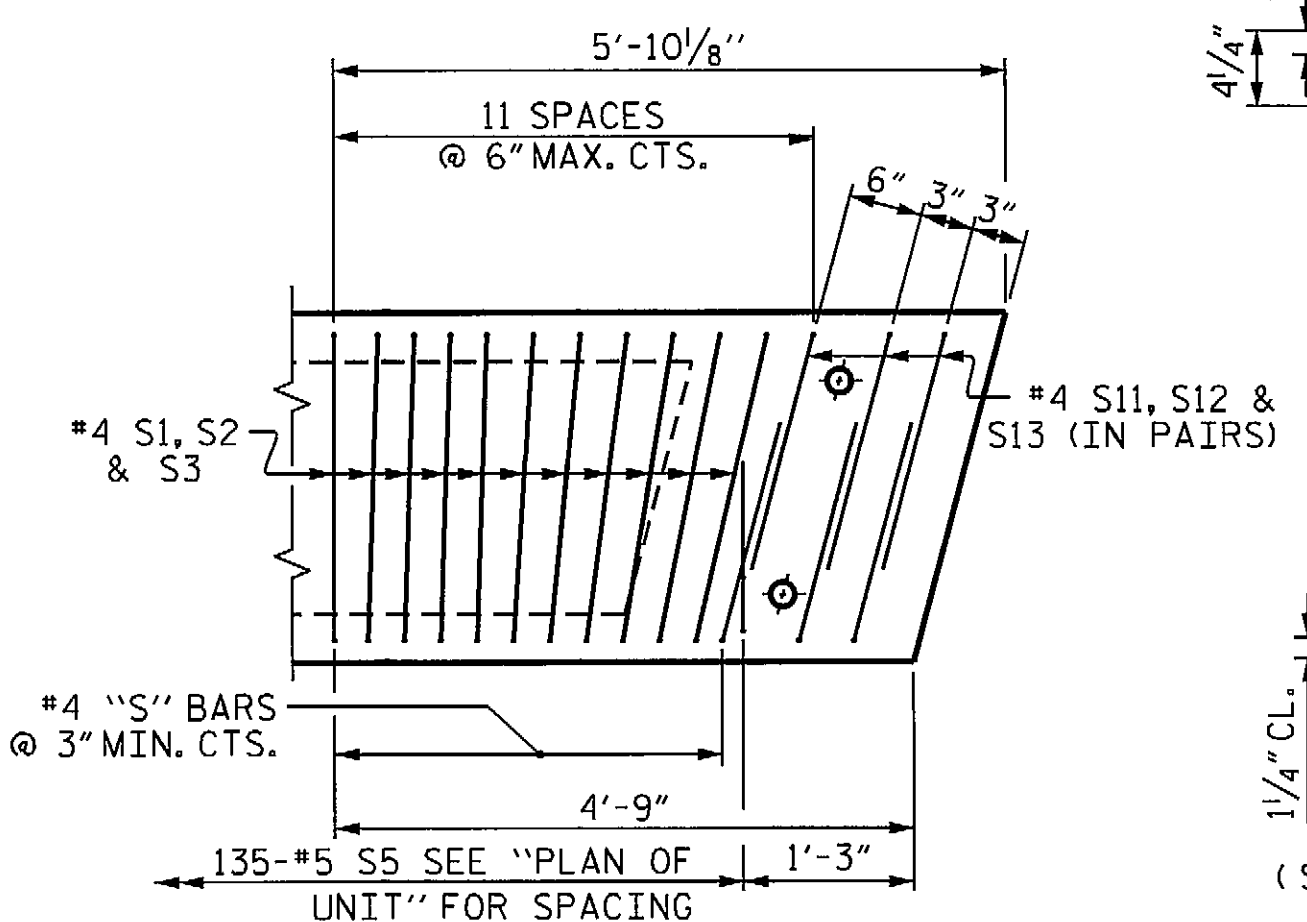
TYPICAL STRAND LOCATION

(32 STRANDS REQUIRED)

DEBONDING LEGEND

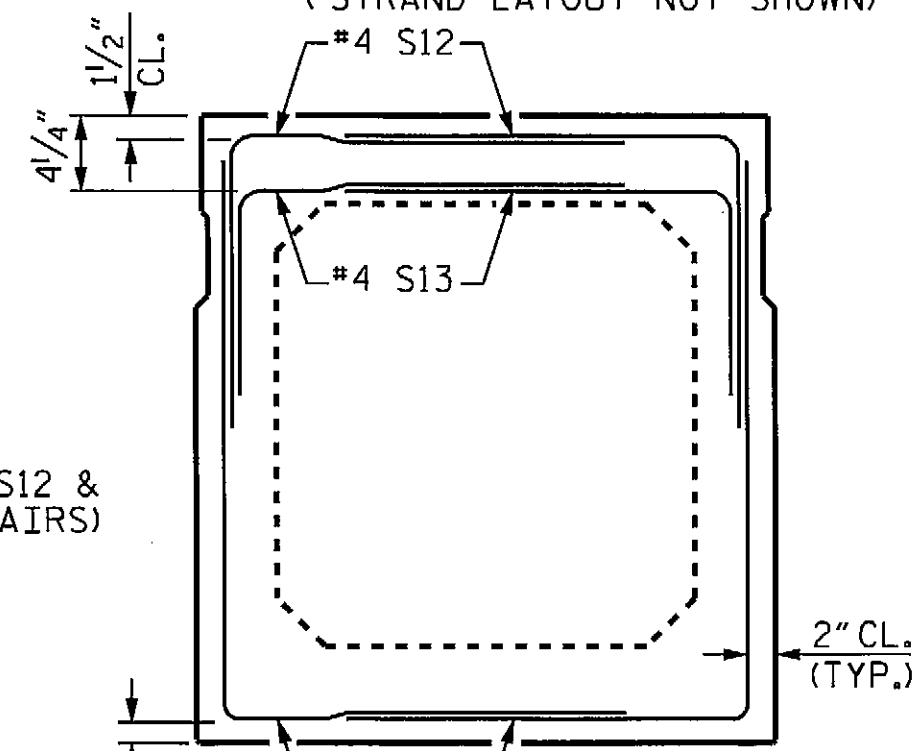
- FULLY BONDED STRANDS
- ◻ STRANDS DEBONDED FOR 4'-0" FROM END OF GIRDER
- ◻ STRANDS DEBONDED FOR 12'-0" FROM END OF GIRDER

BOND SHALL BE BROKEN ON STRANDS AS SHOWN FOR THE SPECIFIED LENGTH FROM EACH END OF THE BOX BEAM. SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.



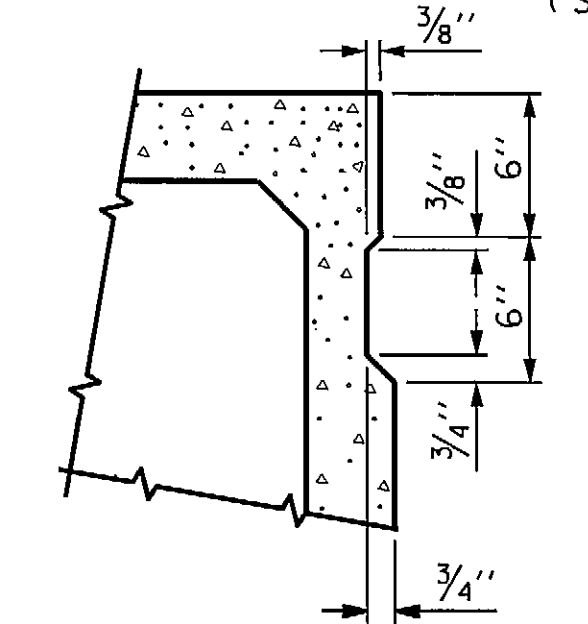
DETAIL "B"

EXTERIOR UNIT SHOWN, INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS. "B" BARS AND "A" BARS NOT SHOWN.



END VIEW

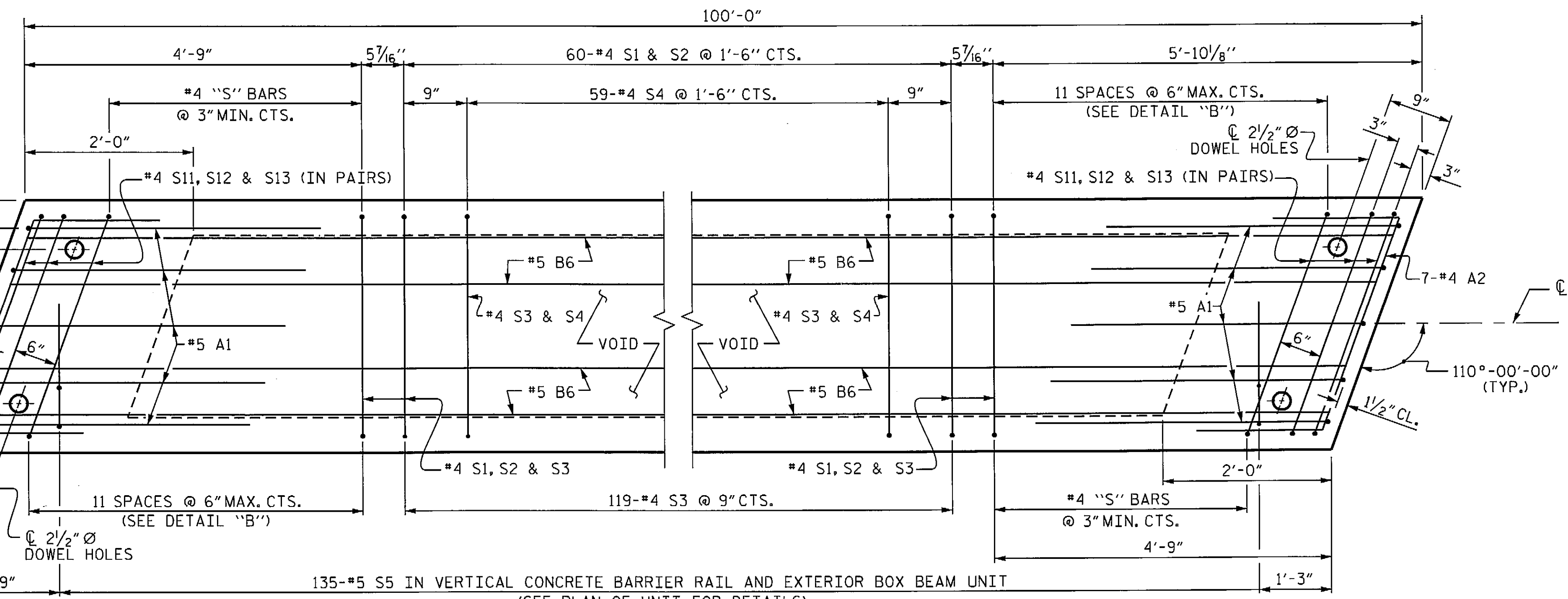
(SHOWING #4 "S" BARS IN END OF BEAM)



SHEAR KEY DETAIL

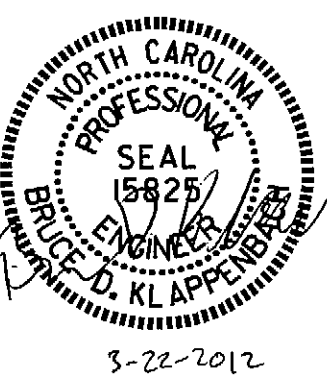
NOTE: OMIT SHEAR KEY ON OUTSIDE FACE OF EXTERIOR BOX BEAMS.

GRADE 270 STRANDS	
	0.6" Ø L.R.
AREA (SQUARE INCHES)	0.217
ULTIMATE STRENGTH (LBS. PER STRAND)	58,600
APPLIED PRESTRESS (LBS. PER STRAND)	43,950

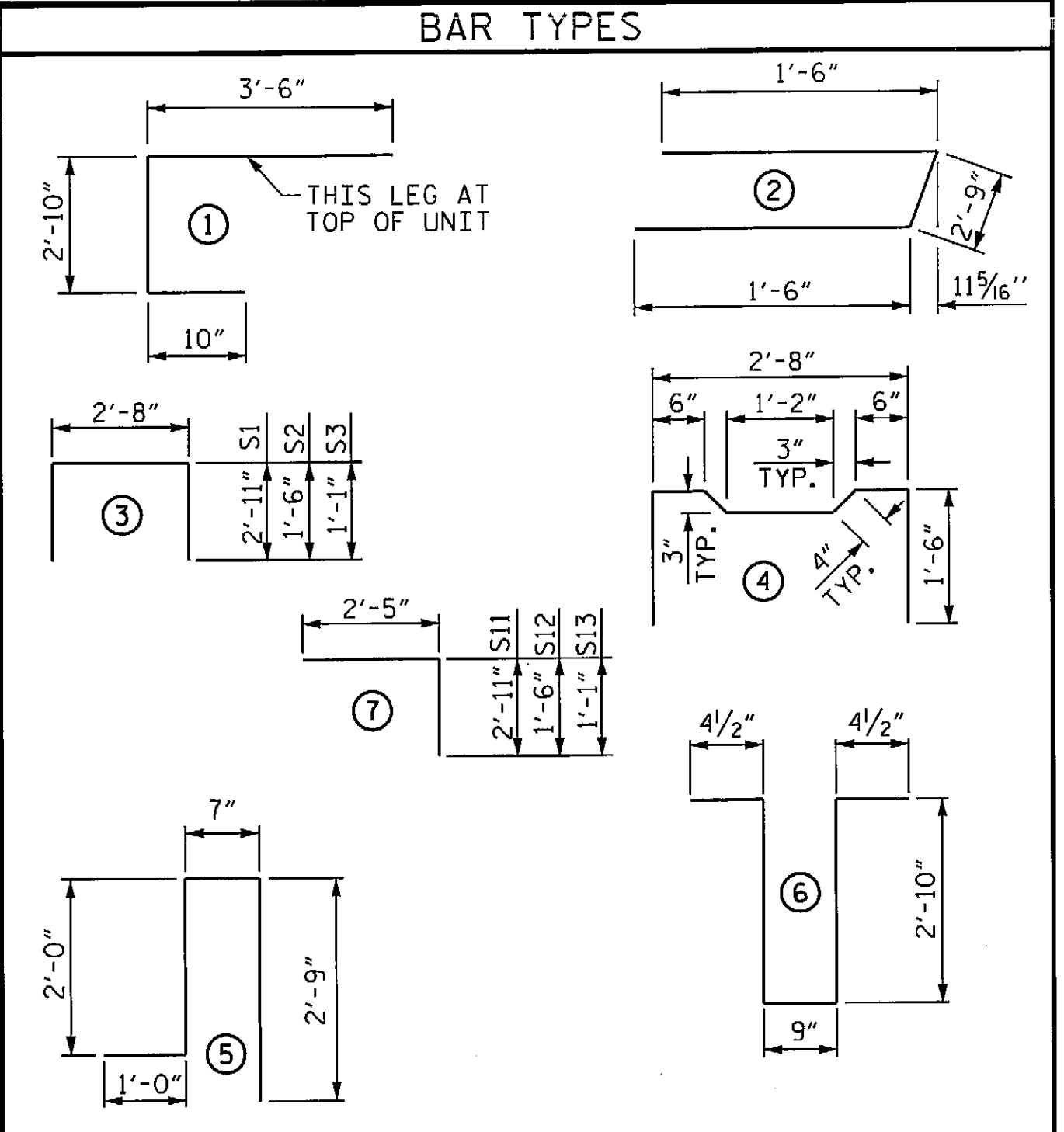


PLAN OF BOX BEAM

EXTERIOR UNIT SHOWN, INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS. FOR LOCATION OF DIAPHRAGMS, SEE PLAN OF UNIT. FOR REINFORCING STEEL IN DIAPHRAGMS, SEE DIAPHRAGM DETAILS.



3-28-2012



ALL BAR DIMENSIONS ARE OUT TO OUT

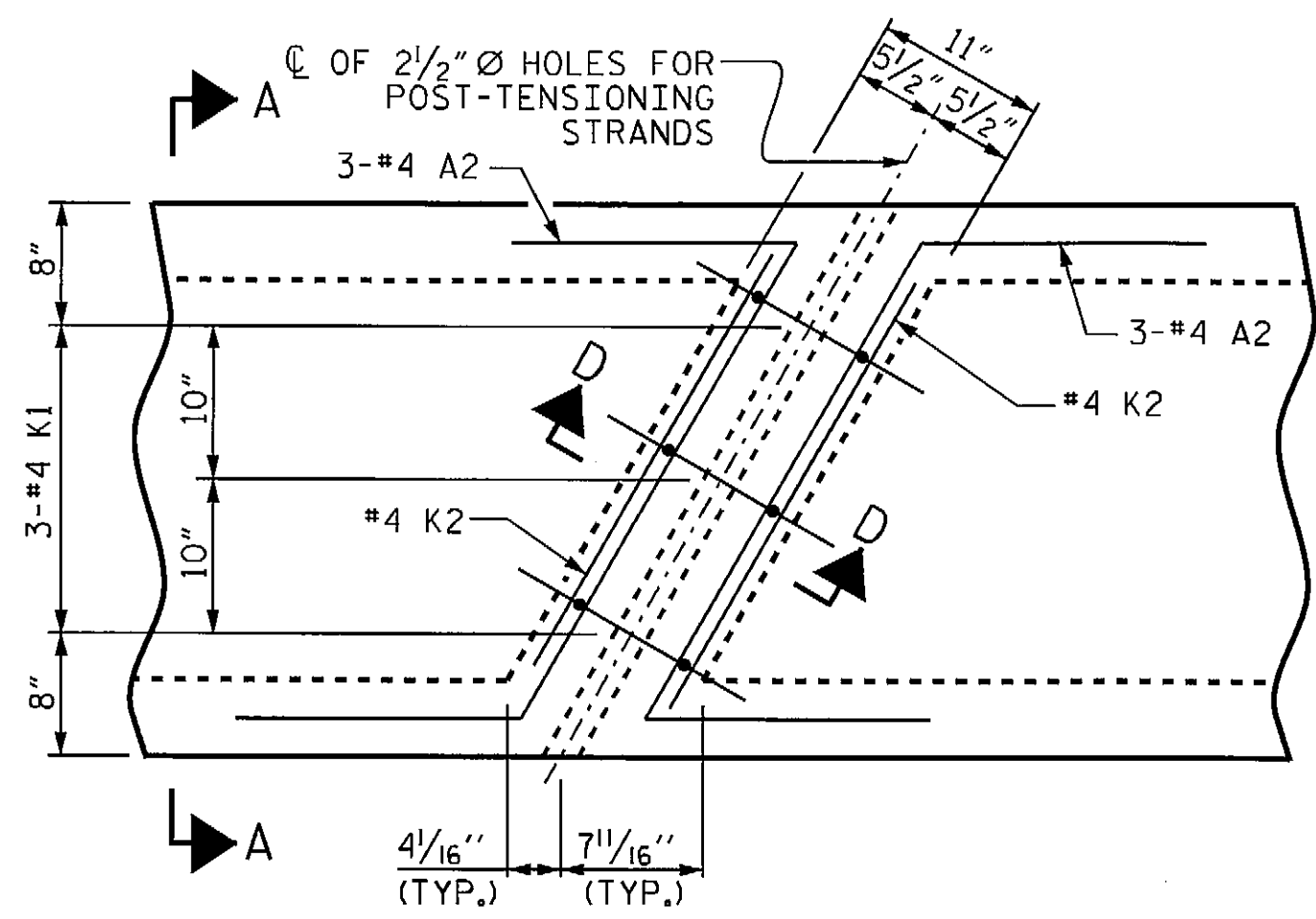
BILL OF MATERIAL FOR ONE BOX BEAM SECTION						
BAR NUMBER	SIZE	TYPE	EXTERIOR UNIT		INTERIOR UNIT	
			LENGTH	WEIGHT	LENGTH	WEIGHT
A1	10	#5	7'-2"	75	7'-2"	75
A2	44	#4	5'-9"	169	5'-9"	169
B6	12	#5	50'-11"	637	50'-11"	637
K1	15	#4	7'-2"	72	7'-2"	72
K2	10	#4	2'-7"	17	2'-7"	17
S1	82	#4	8'-6"	466	8'-6"	466
S2	82	#4	5'-8"	310	5'-8"	310
S3	141	#4	4'-10"	455	4'-10"	455
S4	59	#4	5'-10"	230	5'-10"	230
S11	12	#4	5'-4"	43	5'-4"	43
S12	12	#4	3'-11"	31	3'-11"	31
S13	12	#4	3'-6"	28	3'-6"	28
* S5	135	#5	6'-4"	892	--	--
REINFORCING STEEL			2533	LBS.	2533	LBS.
* EPOXY COATED REINF. STEEL			892	LBS.		
7500 P.S.I. CONCRETE			19.6	CU. YDS.	19.4	CU. YDS.
0.6" Ø L.R. STRANDS			No.	32	No.	32

PROJECT NO. BD-5111N
 WATAUGA COUNTY
 STATION: 11+78.00 -L-
 SHEET 3 OF 5

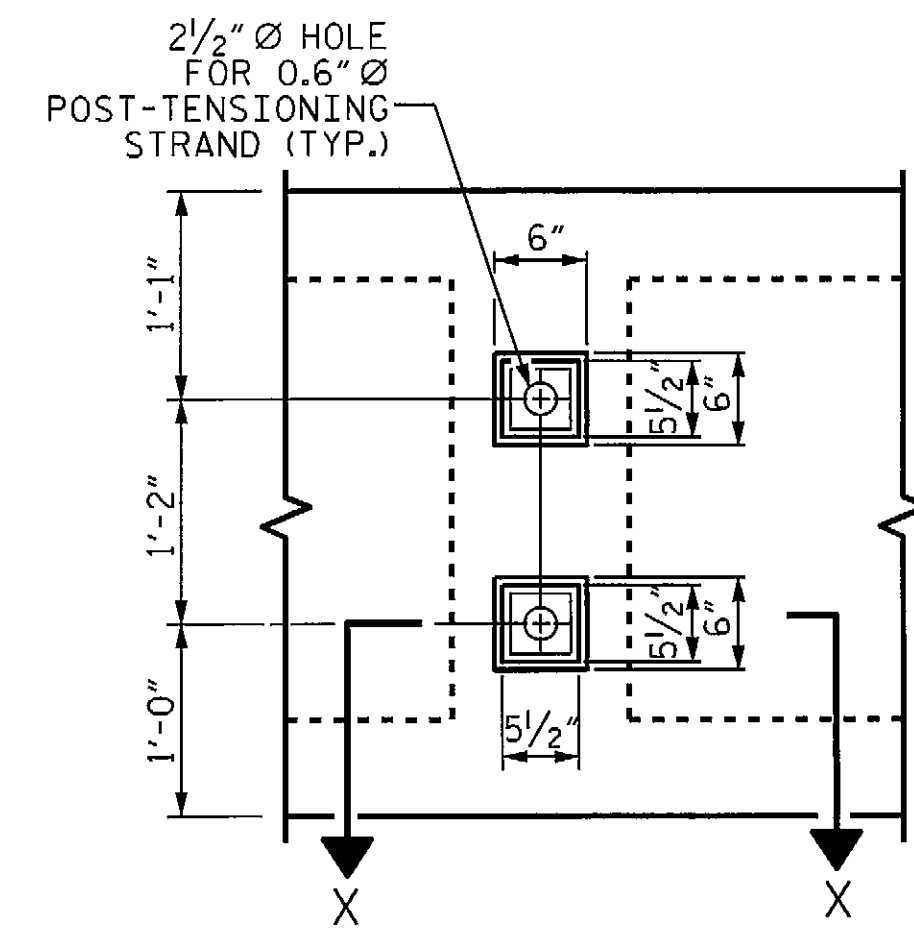
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			15

STD. NO. 39PCBB6-105S-100L

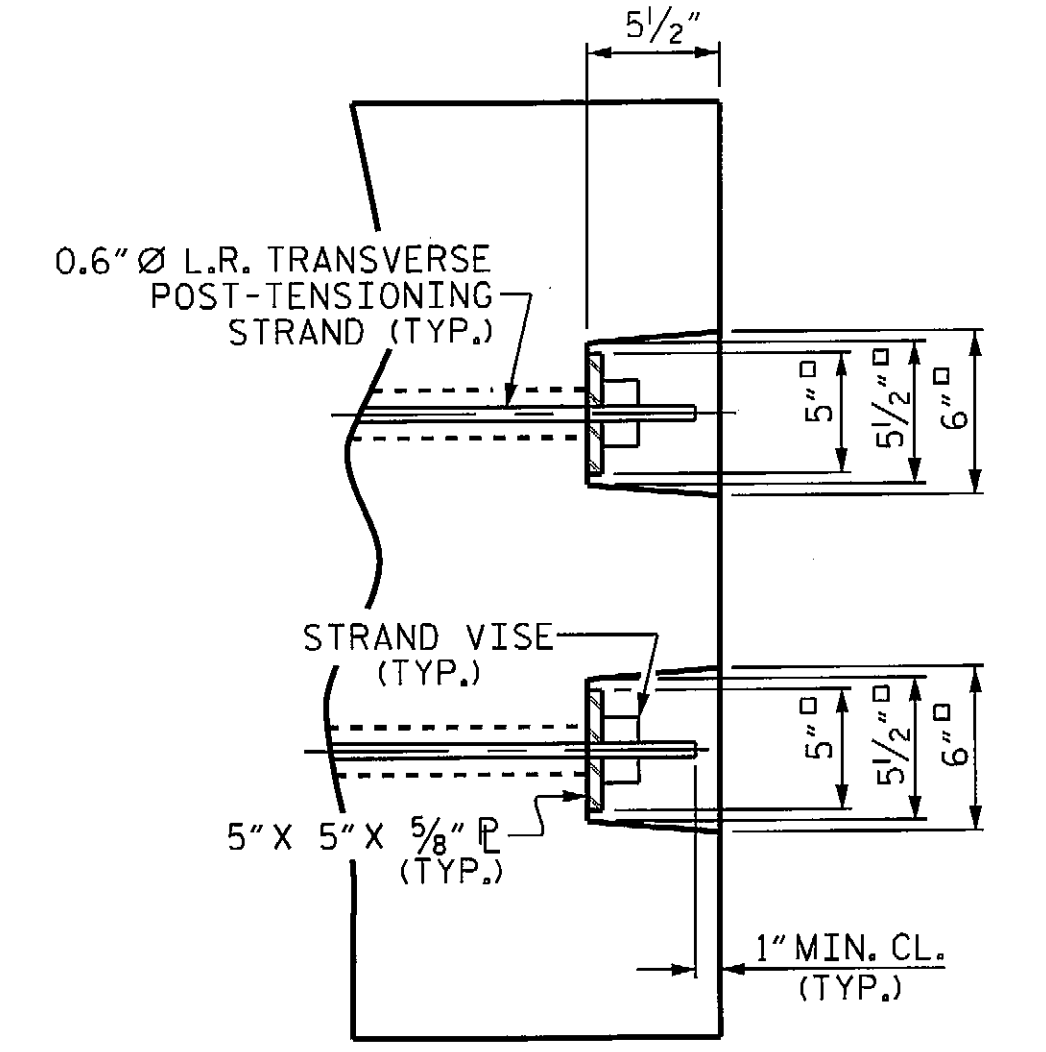
ASSEMBLED BY: D. A. GLADDEN DATE: 1-26-12
 CHECKED BY: B. KLAPPENBACH DATE: 3-20-12
 DRAWN BY: DGE 11/11
 CHECKED BY: TMC 11/11



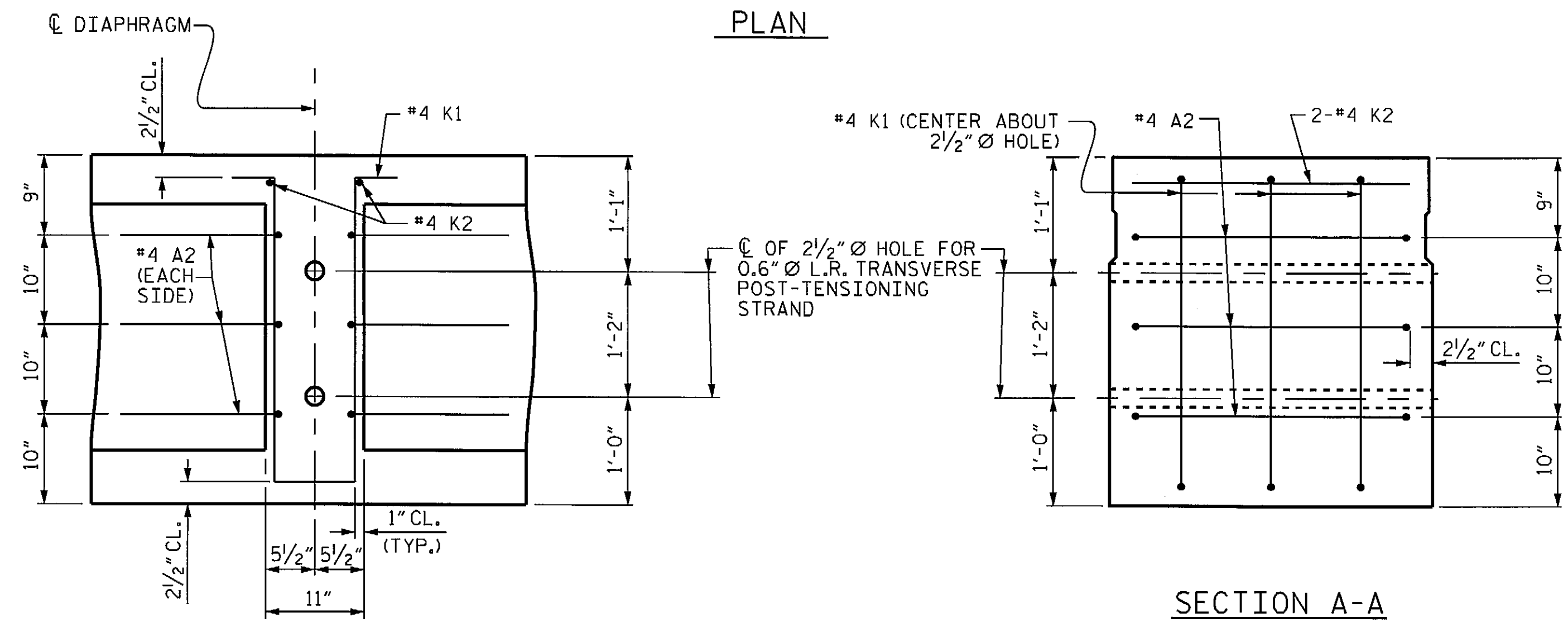
PLAN



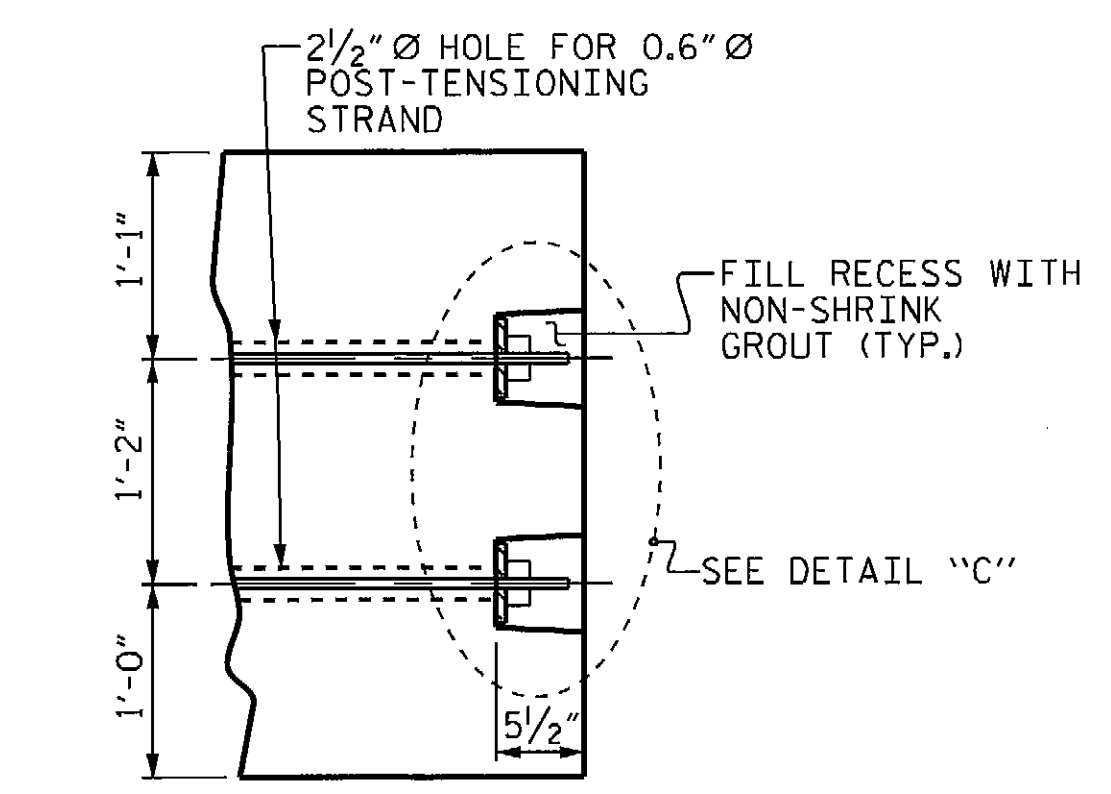
VIEW Y-Y
SHOWING ELEVATION VIEW OF GROUDED RECESS



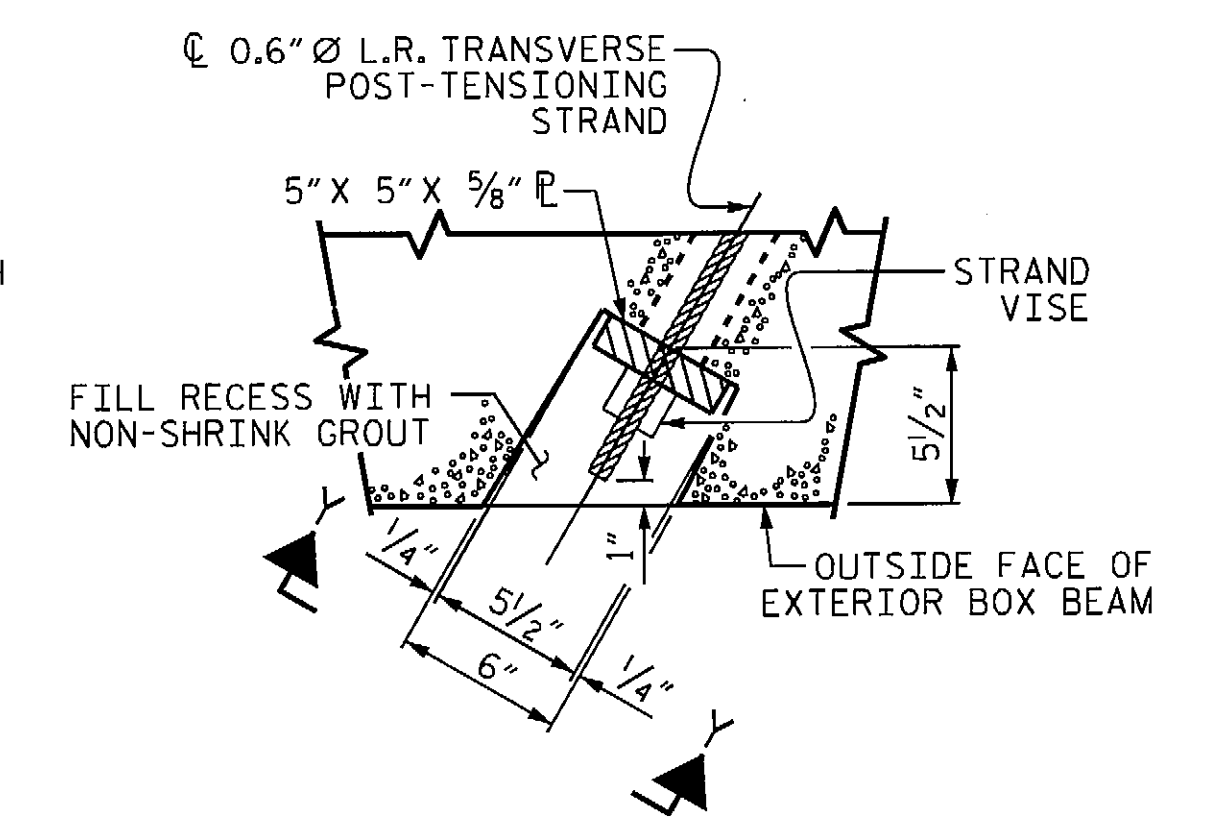
DETAIL "C"



SECTION A-A
VOIDS NOT SHOWN



PART SECTION AT RECESS



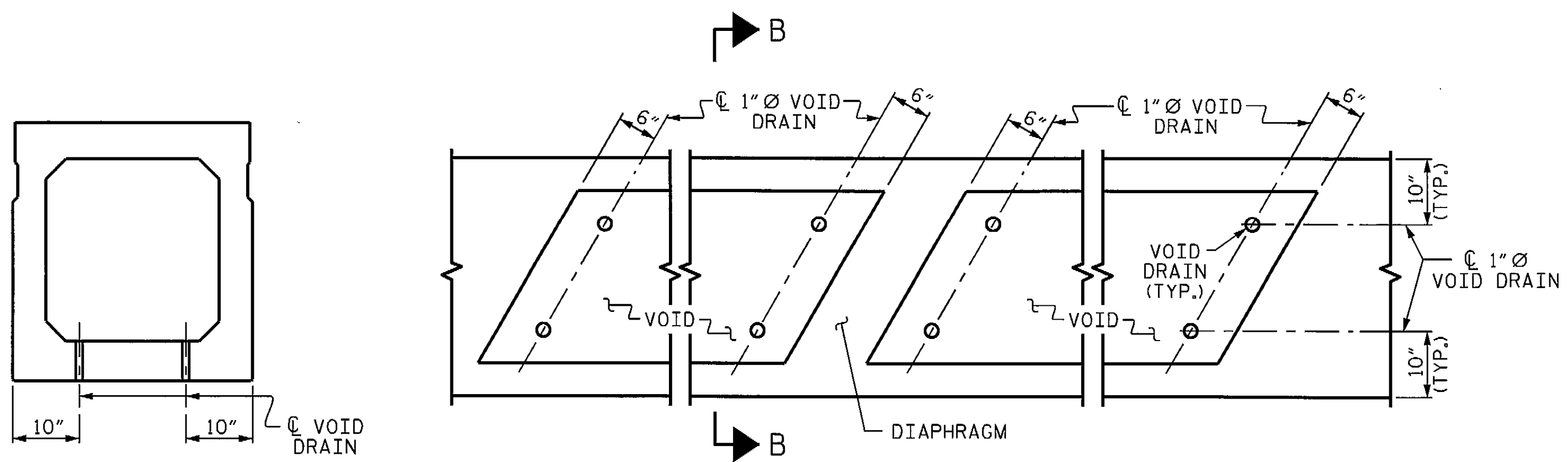
SECTION X-X
SHOWING PLAN VIEW OF GROUDED RECESS

SECTION D-D

DOUBLE DIAPHRAGM DETAILS

#4 "S" BARS NOT SHOWN. #4 "S" BARS MAY BE SHIFTED SLIGHTLY TO CLEAR 2" Ø HOLE.

GROUDED RECESS DETAIL AT
END OF POST-TENSIONED STRANDS
OF EXTERIOR BOX BEAM



VOID DRAIN DETAILS

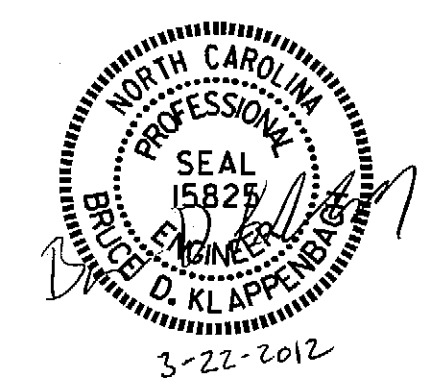
(DIMENSIONS SHOWN ARE TYPICAL FOR EACH VOID)

DEAD LOAD DEFLECTION AND CAMBER	
100' BOX BEAM UNIT (NC & SE)	3'-0" x 3'-3"
CAMBER (SLAB ALONE IN PLACE)	0.6" Ø L.R. STRAND
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	3 5/8" ↑
FINAL CAMBER	1 1/8" ↓
	2 1/2" ↑

** INCLUDES FUTURE WEARING SURFACE

PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-

SHEET 4 OF 5

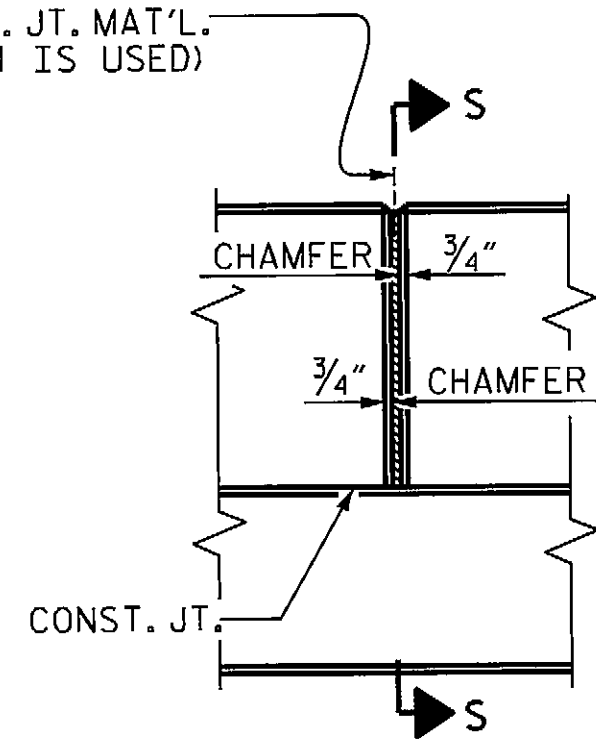


STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 3'-0" X 3'-3"
 PRESTRESSED CONCRETE
 BOX BEAM UNIT

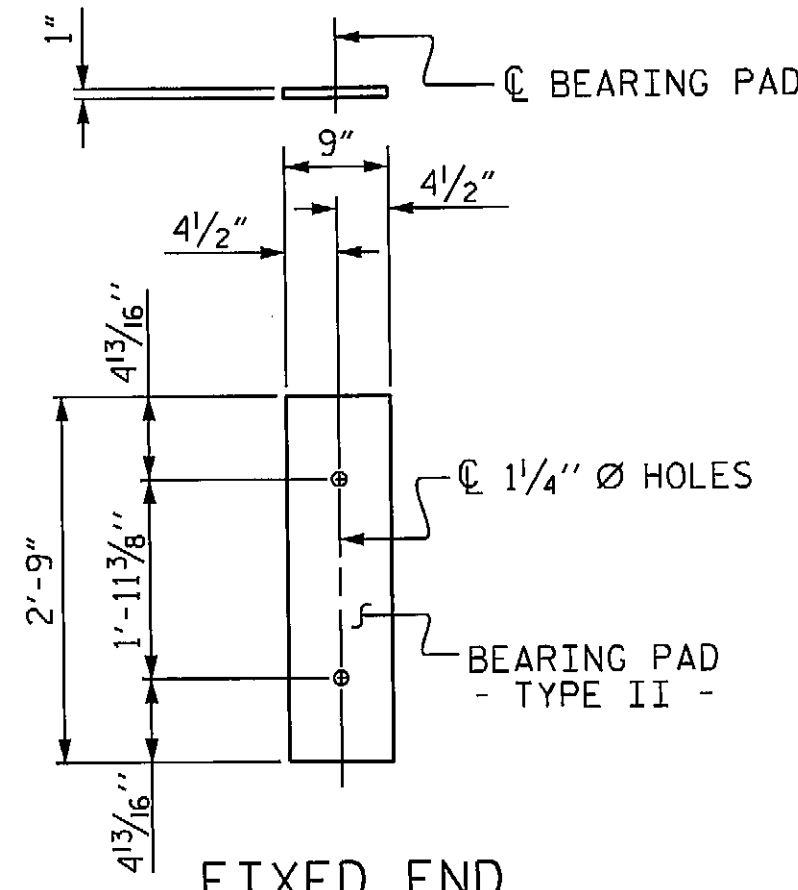
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS 15
2			4			

ASSEMBLED BY : D. A. GLADDEN DATE : 1-26-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-20-12
 DRAWN BY : DGE II/II
 CHECKED BY : TMG II/II

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



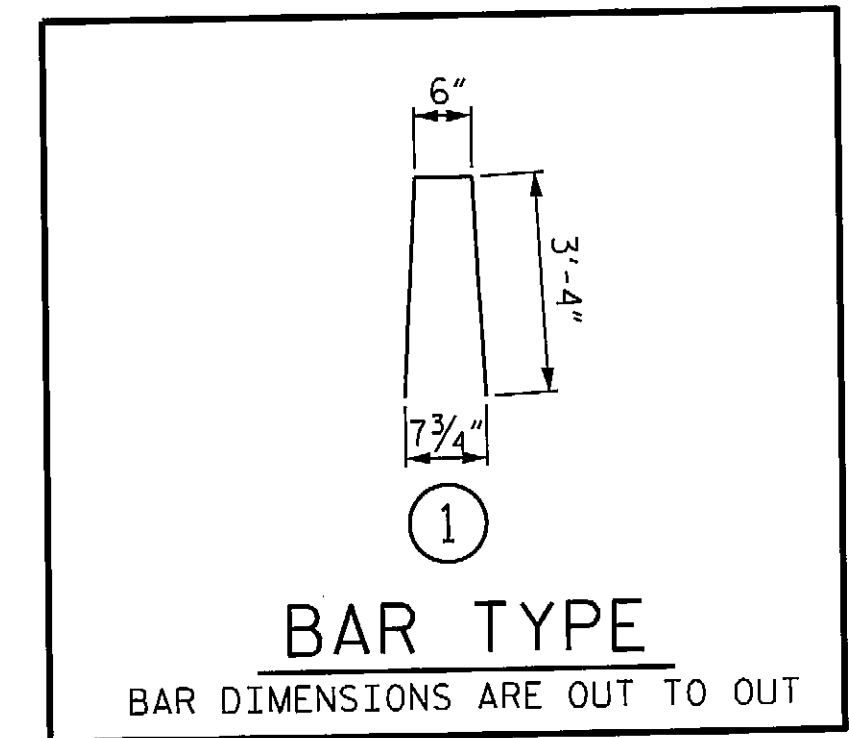
ELEVATION AT EXPANSION JOINTS



FIXED END
(TYPE II - 18 REQ'D)

ELASTOMERIC BEARING DETAILS

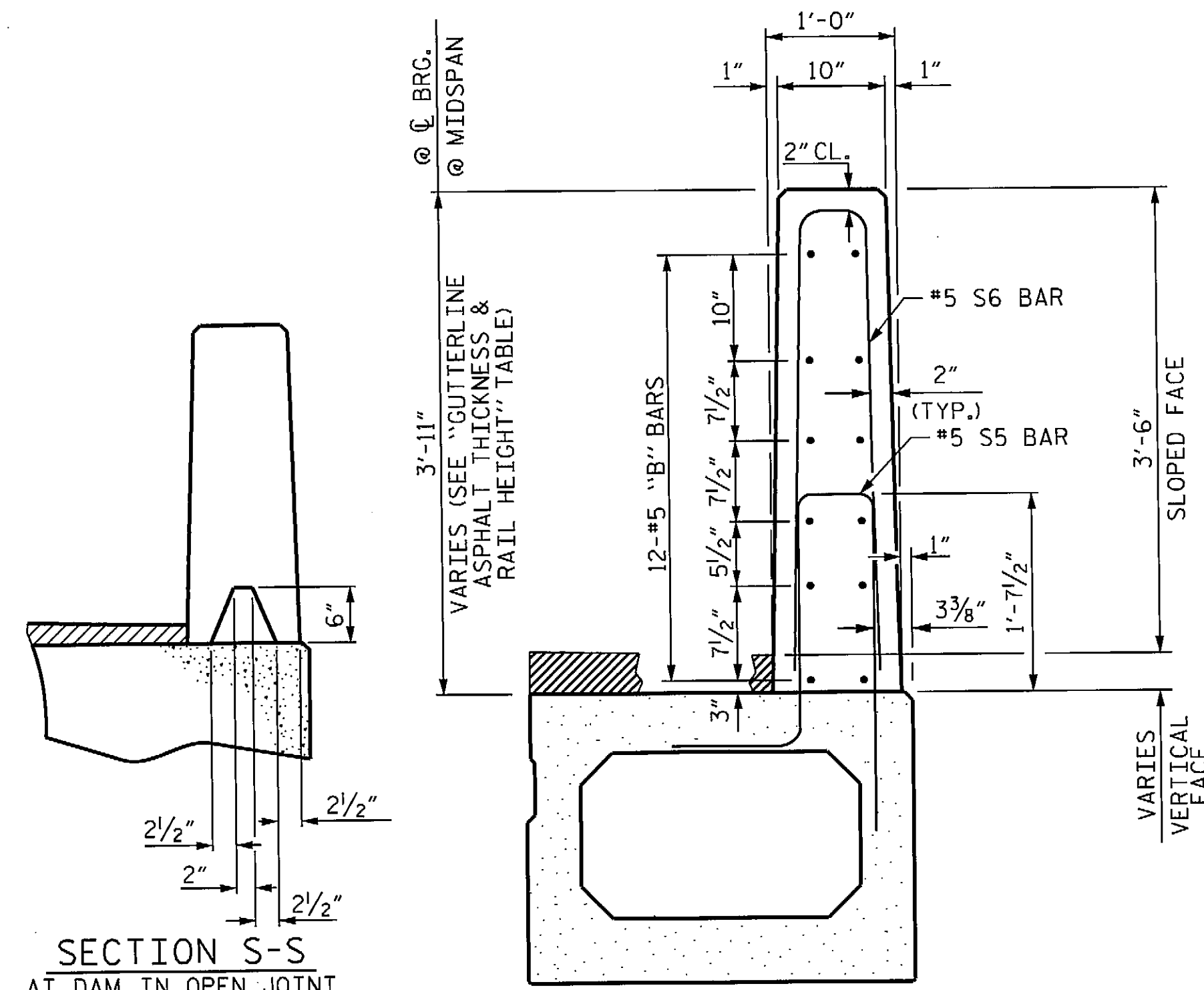
ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.



BAR TYPE
BAR DIMENSIONS ARE OUT TO OUT

BOX BEAM UNITS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
EXTERIOR B.B.	2	100'-0"	200'-0"
INTERIOR B.B.	7	100'-0"	700'-0"
TOTAL	9		900'-0"



SECTION THRU RAIL

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

VERTICAL CONCRETE BARRIER RAIL DETAILS

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS 100' UNIT	SIZE	TYPE	LENGTH	WEIGHT
*B12	192	#5	STR	14'-1"	2820
*S6	270	#5	1	7'-2"	2018
				LBS.	4838
				CU.YDS.	26.9
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.	200.0

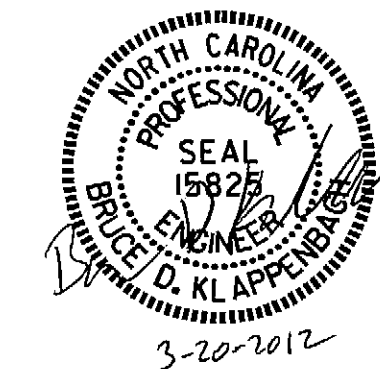
GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
100' UNITS	1/2" *	3'-7 1/2"

* THICKNESS AT MIDSPAN REFLECTS THE EFFECTS OF THE VERTICAL CURVE. VERTICAL CURVE ORDINATE = 1".

PROJECT NO. BD-5111N
WATAUGA COUNTY
STATION: 11+78.00 -L-

SHEET 5 OF 5



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
3'-0" X 3'-3"
PRESTRESSED CONCRETE
BOX BEAM UNIT

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

S-8
TOTAL SHEETS
15

STD. NO. 39PCBB8-75&1055

ASSEMBLED BY: D. A. GLADDEN DATE: 1-26-12
CHECKED BY: B. KLAPPENBACH DATE: 3-20-12
DRAWN BY: DGE 10/11
CHECKED BY: TMG 11/11

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.)

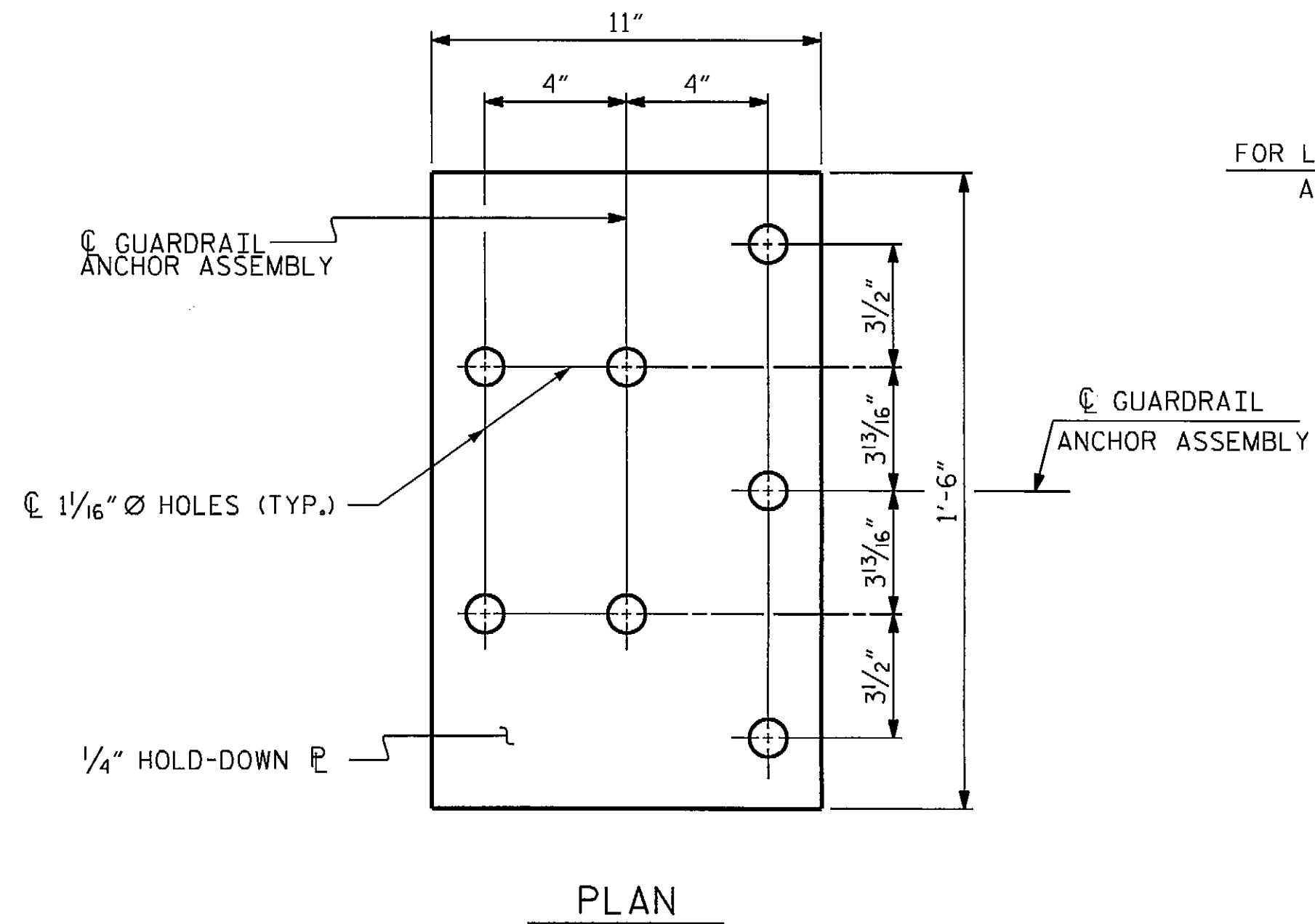
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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

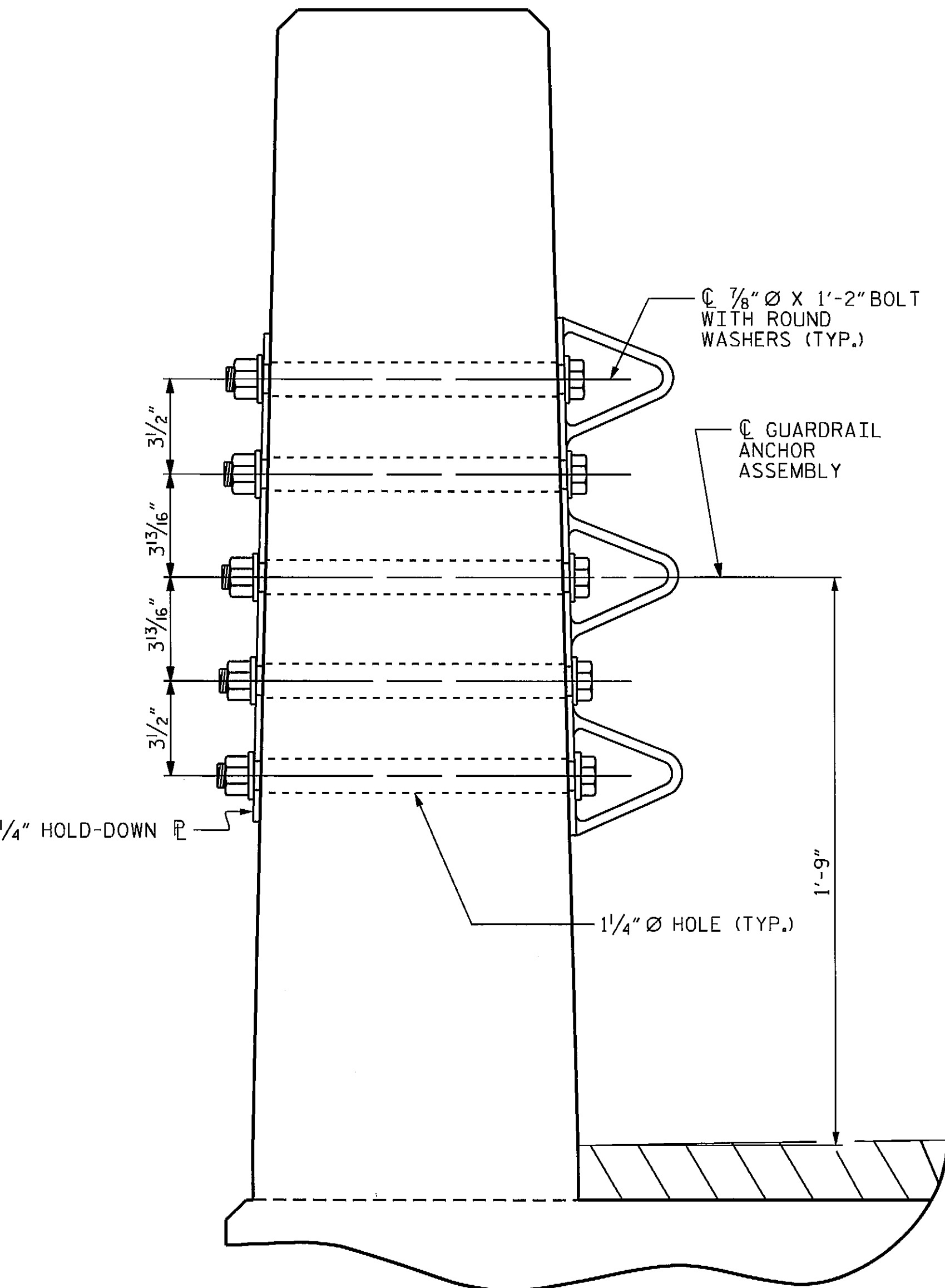
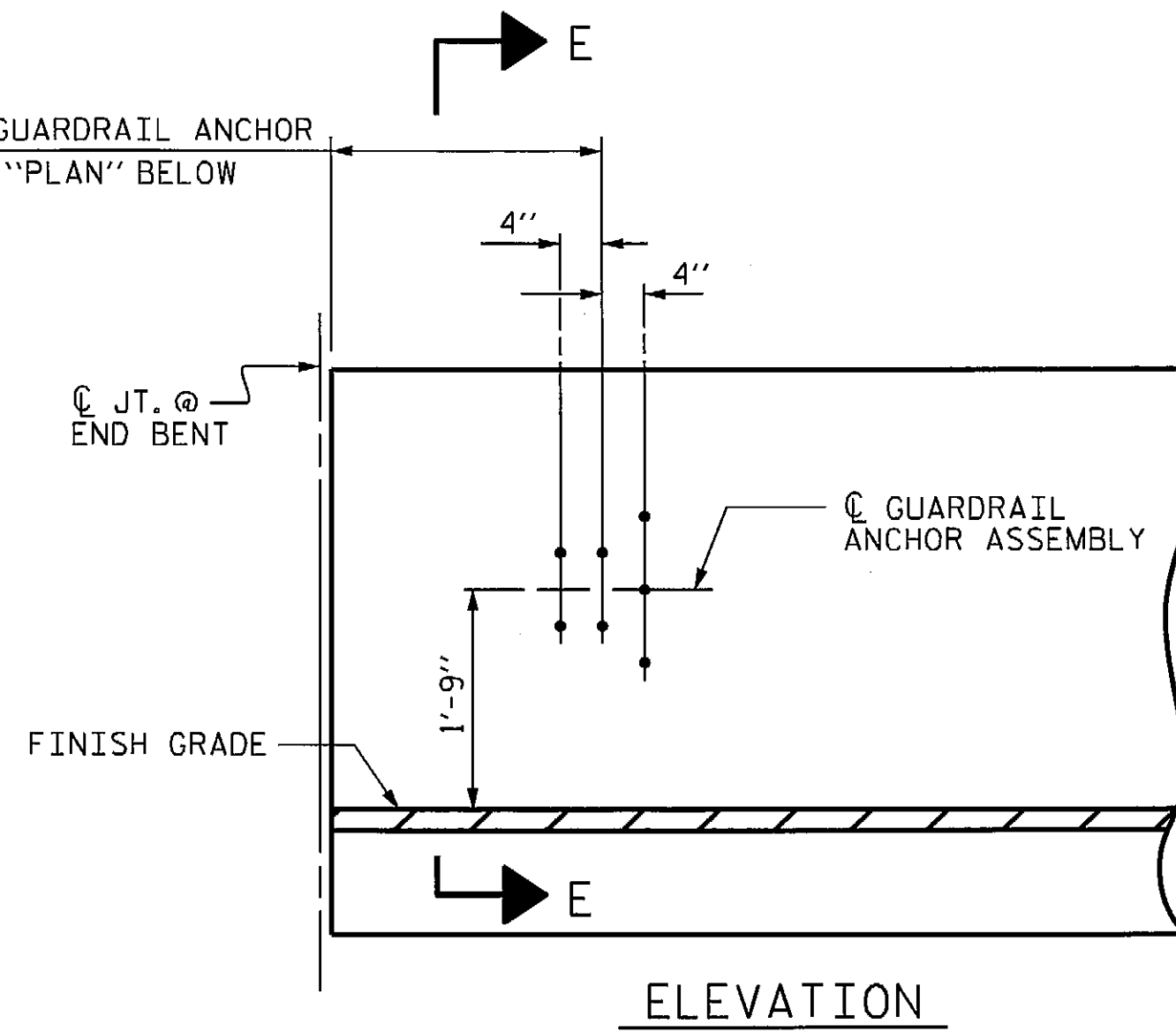
THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR VERTICAL CONCRETE BARRIER RAIL.

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

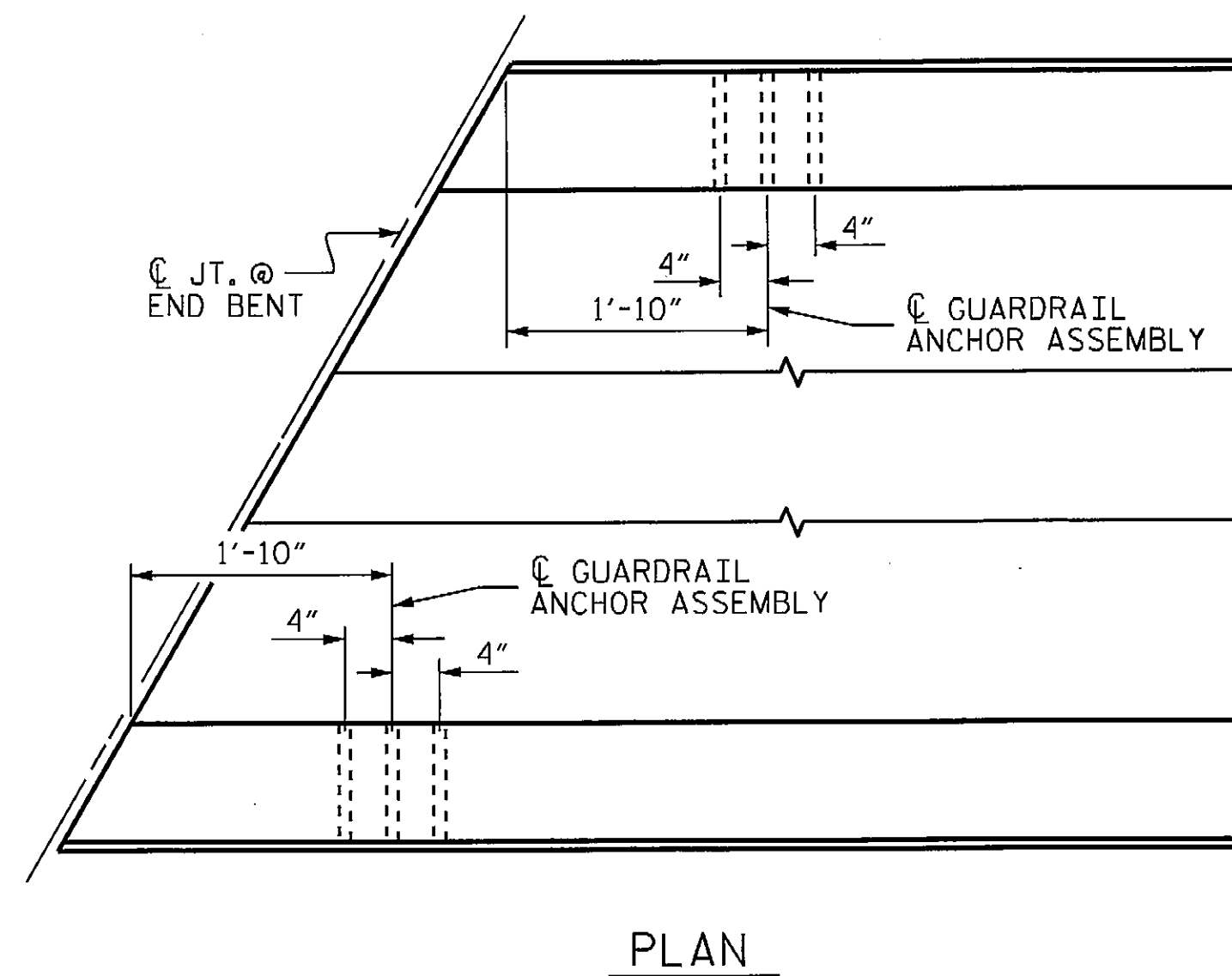
THE 1 1/4" Ø HOLES SHALL BE FORMED OR DRILLED WITH A CORE BIT. IMPACT TOOLS WILL NOT BE PERMITTED. ANY CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.



FOR LOCATION OF GUARDRAIL ANCHOR ASSEMBLY, SEE "PLAN" BELOW

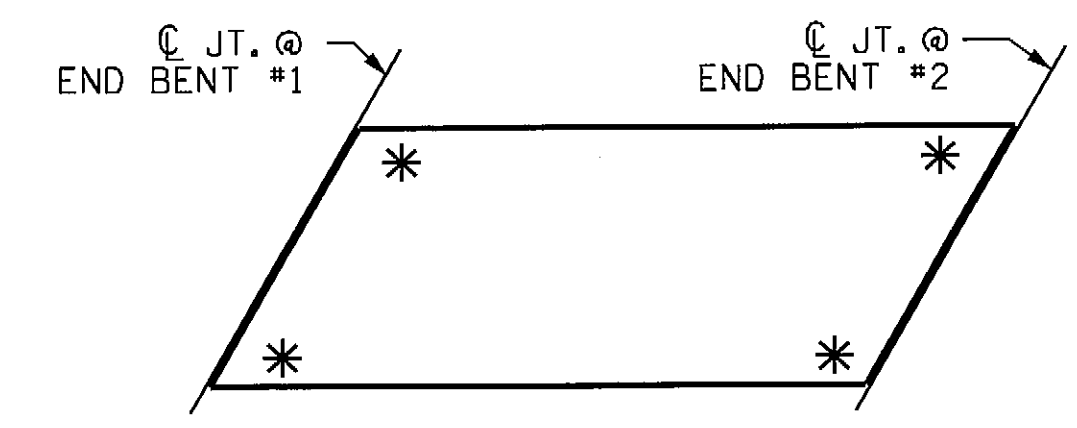


SECTION E-E
GUARDRAIL ANCHOR ASSEMBLY DETAILS



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-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-



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

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9	
1			3			TOTAL SHEETS	
2			4			15	

ASSEMBLED BY : D. A. GLADDEN	DATE : 1-26-12
CHECKED BY : B. KLAPPENBACH	DATE : 3-20-12
DRAWN BY : MAA 5/10	ADDED 5/6/10
CHECKED BY : GM 5/10	REV. 10/1/11
	REV. 12/5/11
	MAA/GM
	MAA/GM

22-MAR-2012 09:48
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 bklappenbach

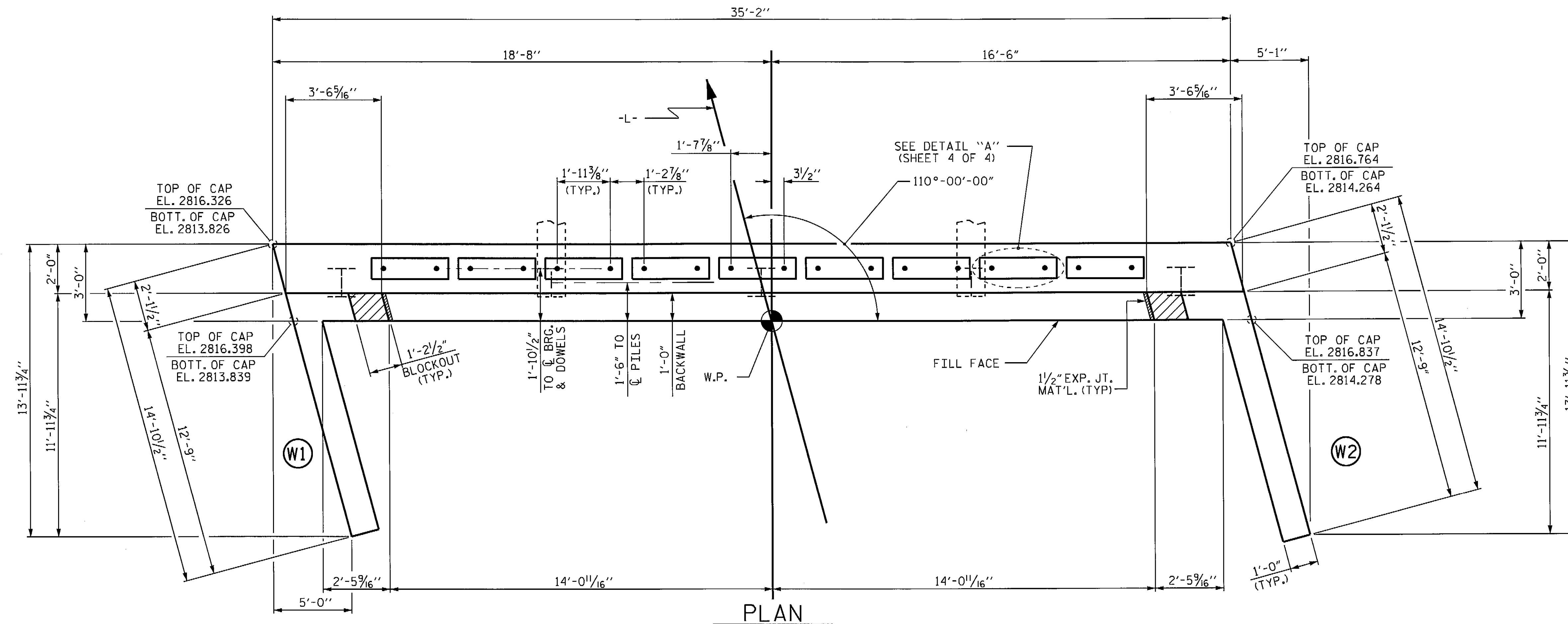
NOTES

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

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.

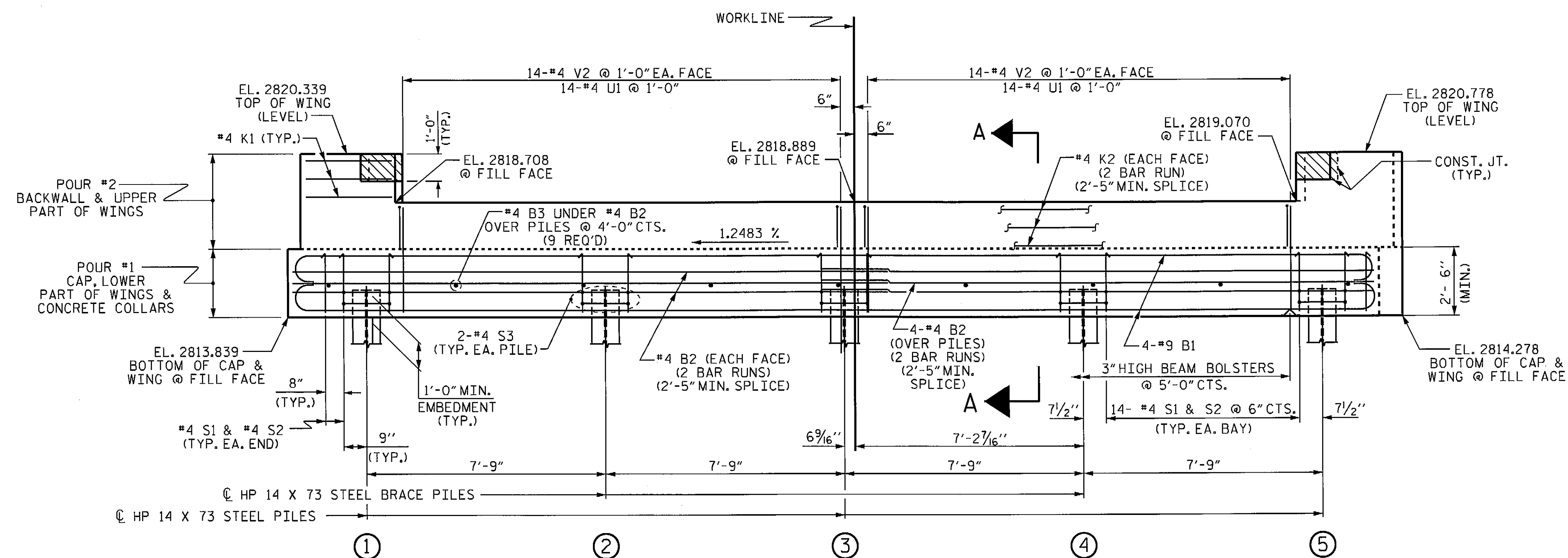
FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN

TOP OF PILE ELEVATIONS	
①	2814.858
②	2814.955
③	2815.052
④	2815.148
⑤	2815.245



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-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT No. 1



ASSEMBLED BY: D. A. GLADDEN, DATE: 1-26-12
 CHECKED BY: B. KLAPPENBACH, DATE: 3-20-12
 DRAWN BY: WJH 12/11
 CHECKED BY: AAC 12/11

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			15

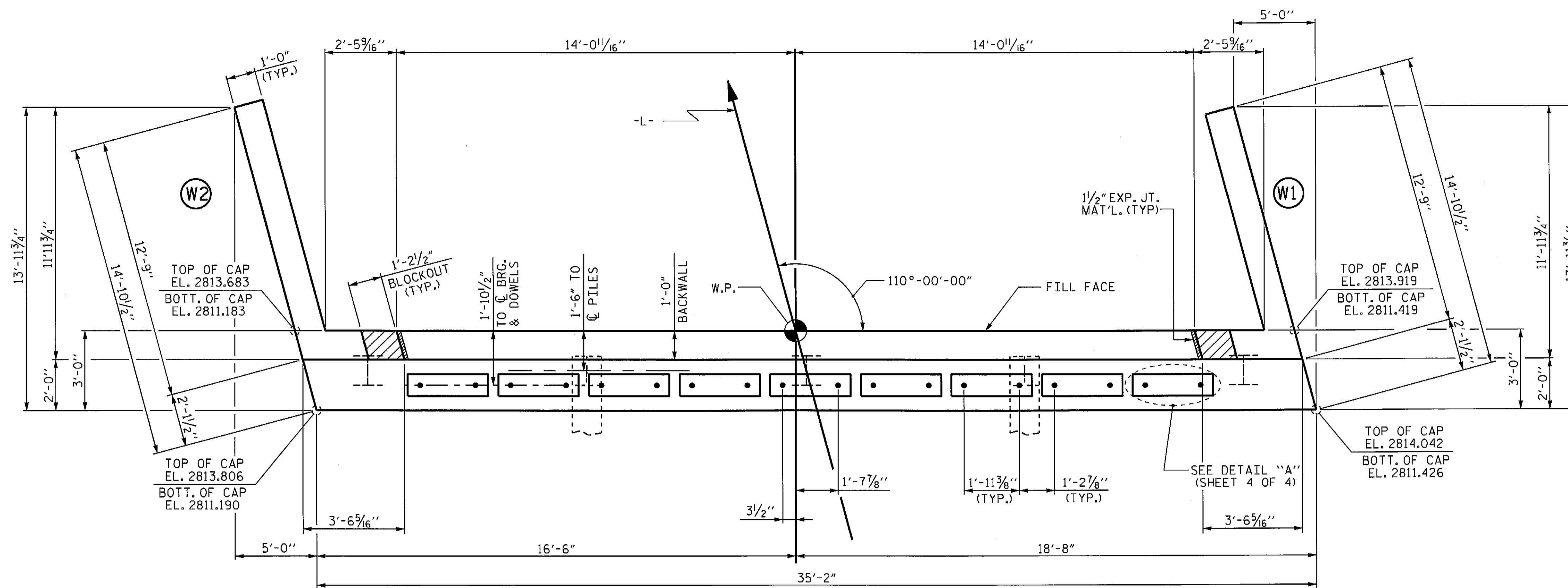
NOTES

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

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.

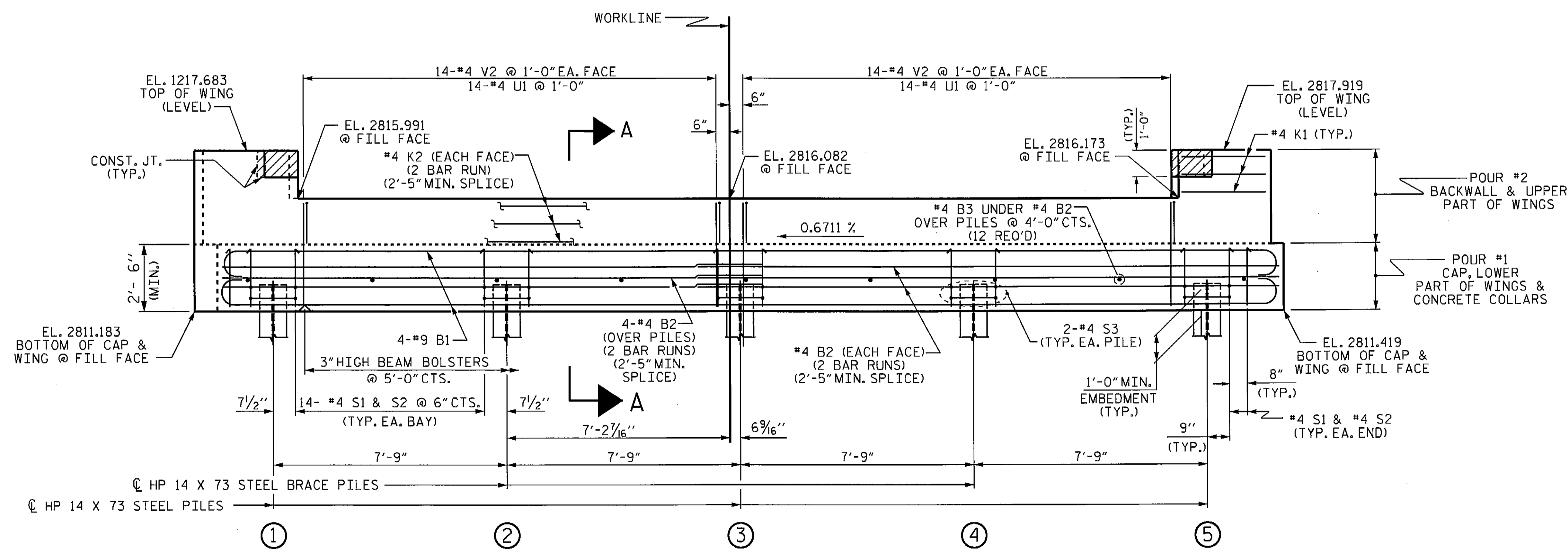
FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN

TOP OF PILE ELEVATIONS	
①	2812.201
②	2812.253
③	2812.305
④	2812.357
⑤	2812.409



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-5111N
WATAUGA COUNTY
STATION: 11+78.00 -L-

SHEET 2 OF 4

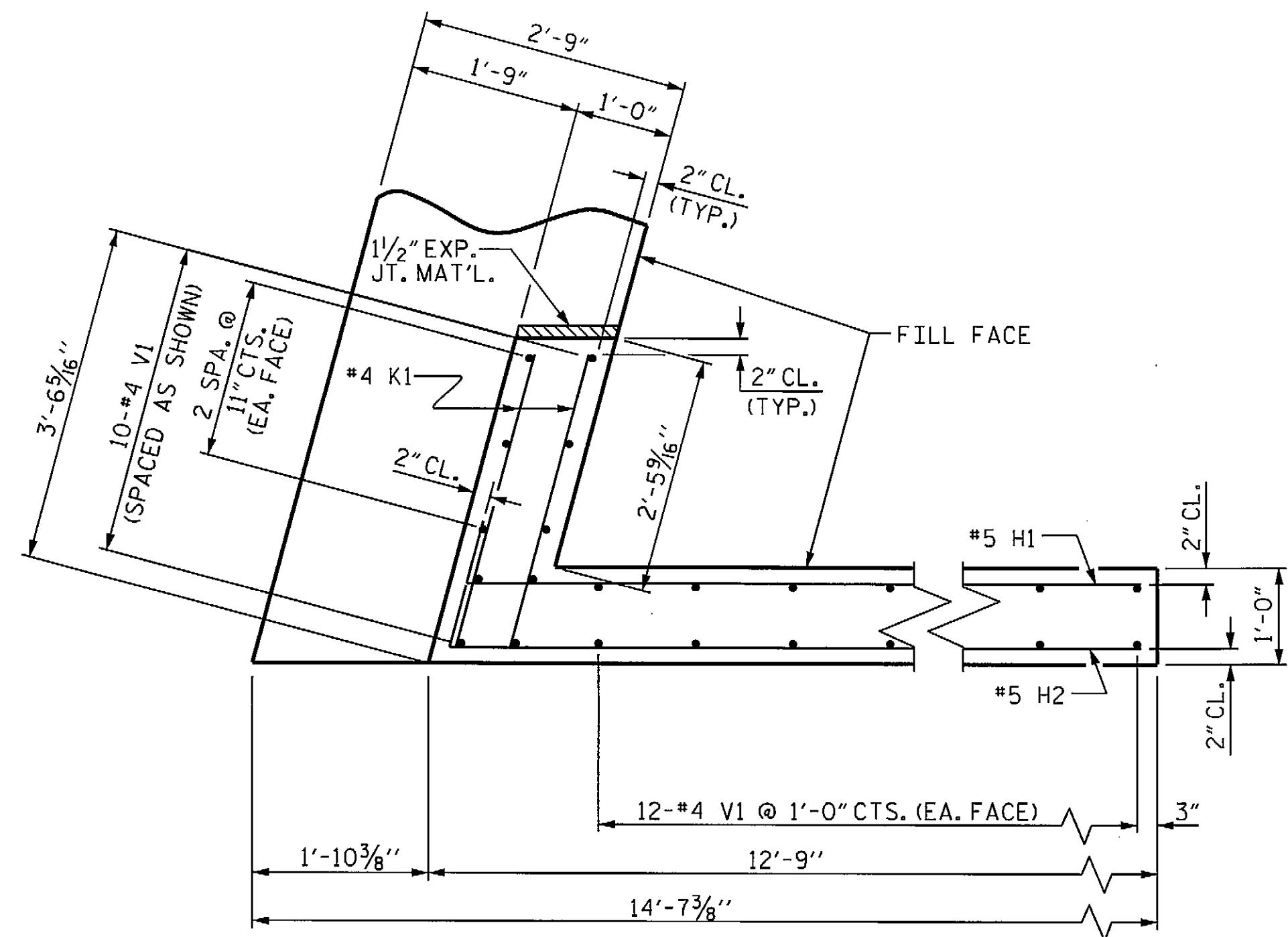
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT No. 2

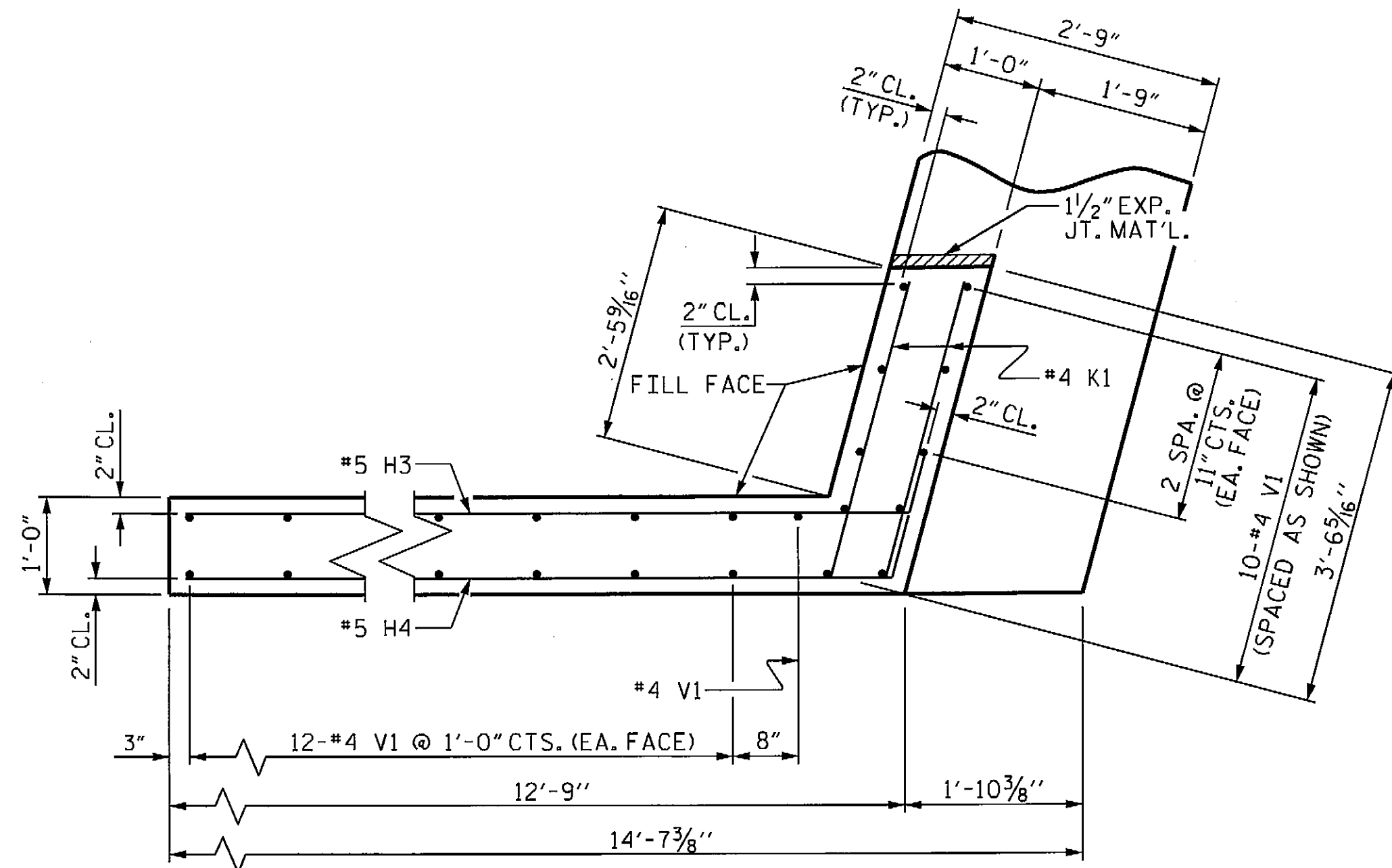


ASSEMBLED BY: D. A. GLADDEN, DATE: 1-26-12
CHECKED BY: B. KLAPPENBACH, DATE: 3-20-12
DRAWN BY: WJH 12/11
CHECKED BY: AAC 12/11

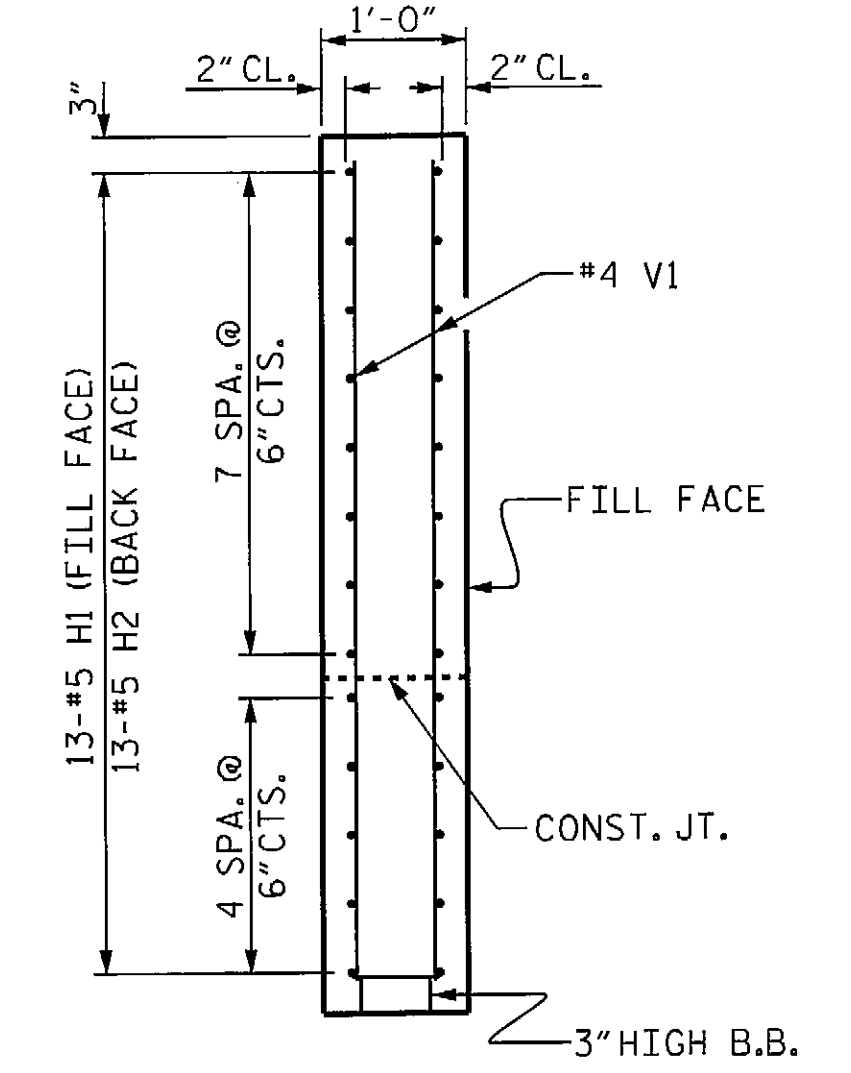
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			15
2			4			15



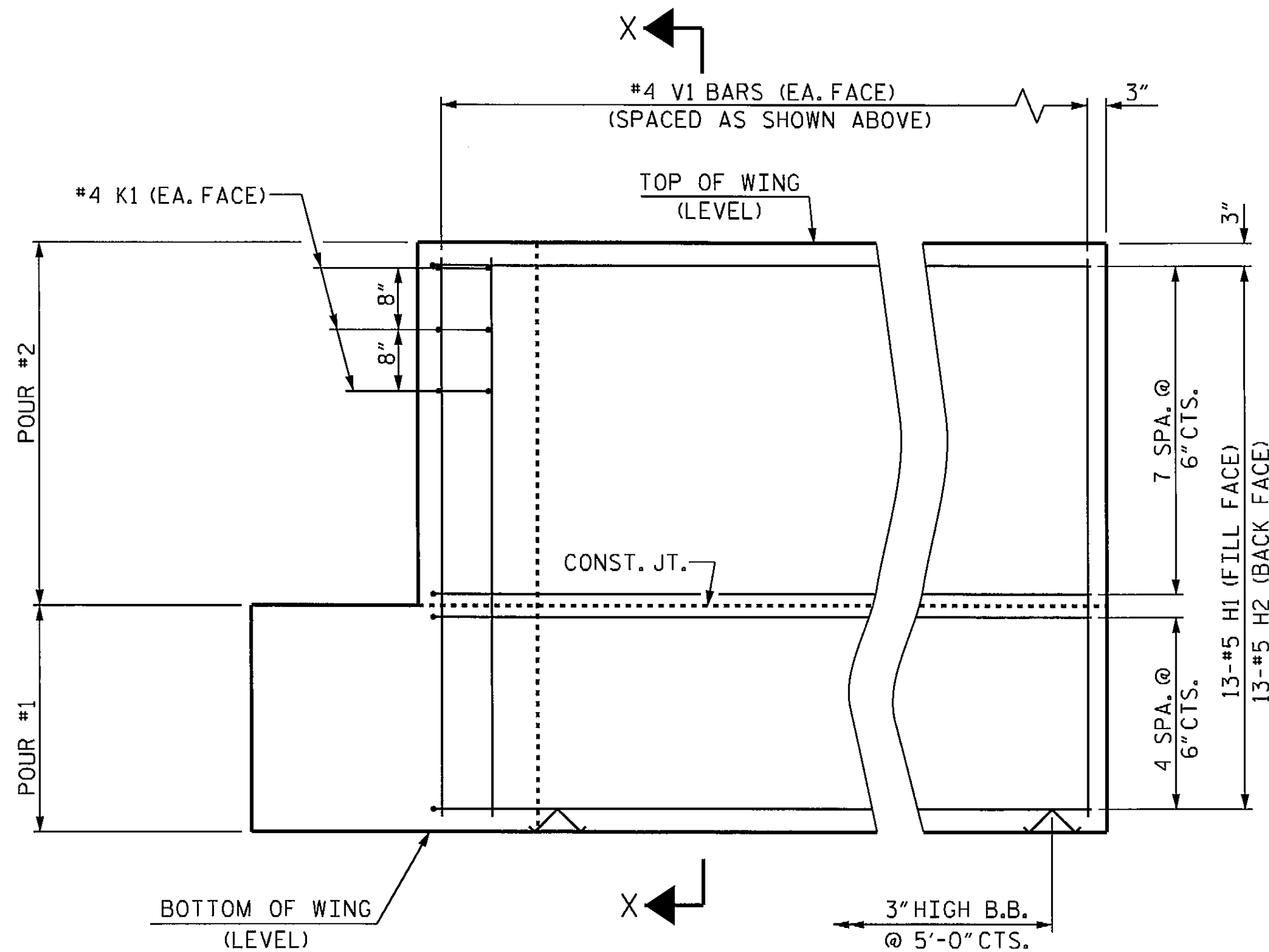
PLAN OF WING (W1)



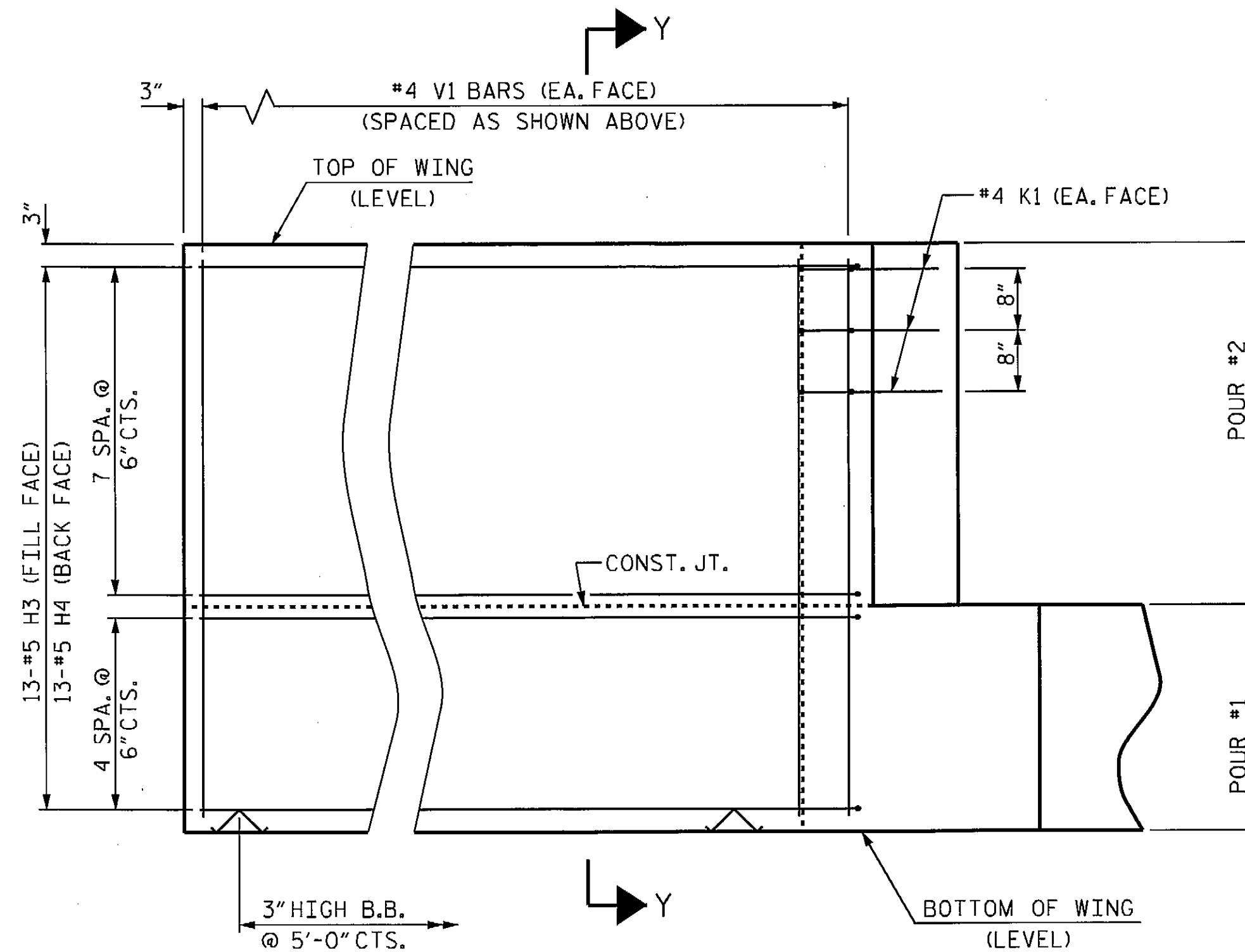
PLAN OF WING (W2)



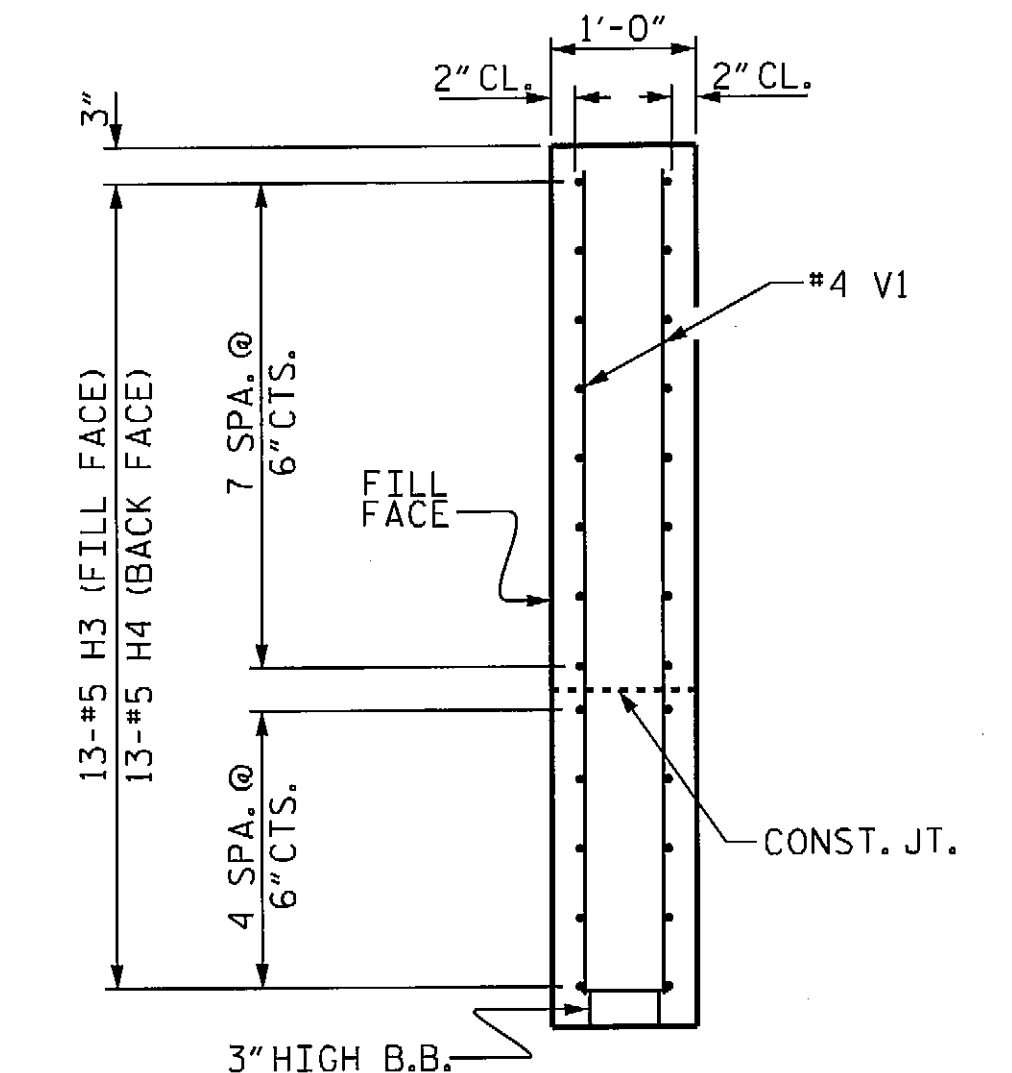
SECTION X-X



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

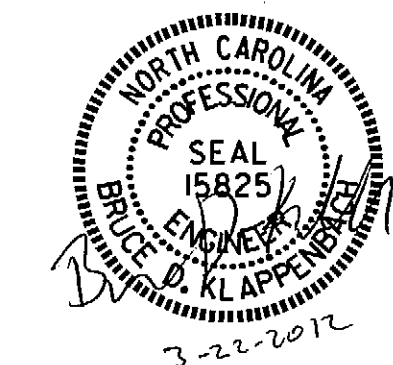


SECTION Y-Y

WING DETAILS

ASSEMBLED BY : D. A. GLADDEN DATE : 1-26-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-20-12
 DRAWN BY : WJH 12/11
 CHECKED BY : AAC 12/11

22-MAR-2012 09:48
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PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-

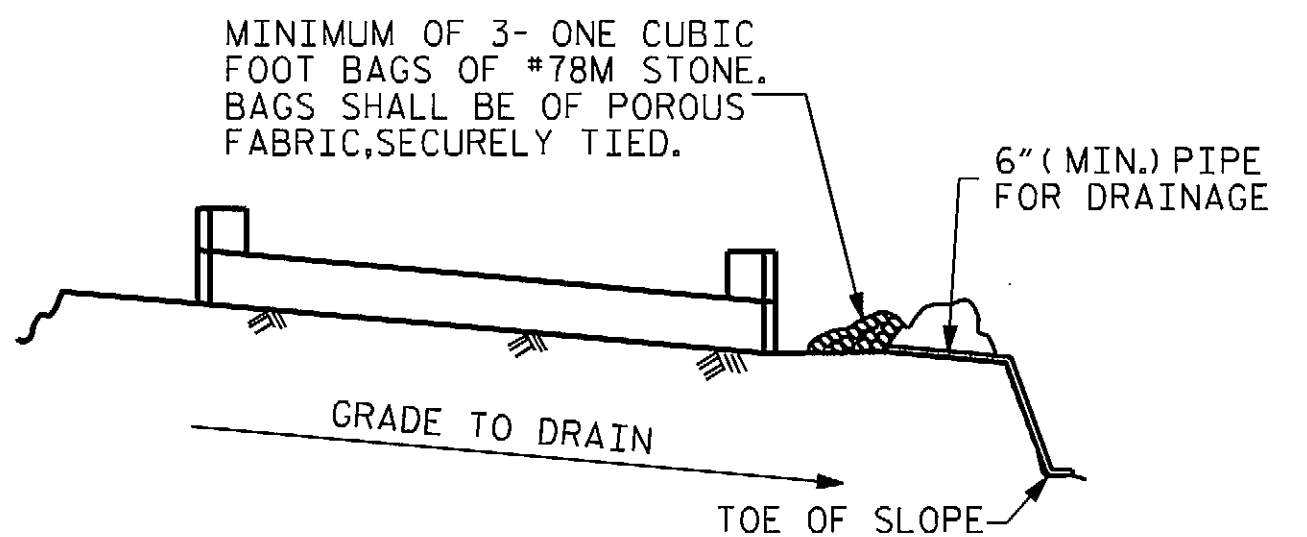
SHEET 3 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT
 WING DETAILS

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12	
1			3			TOTAL SHEETS	
2			4			15	

STD. NO. EB_39_105S4_39BB

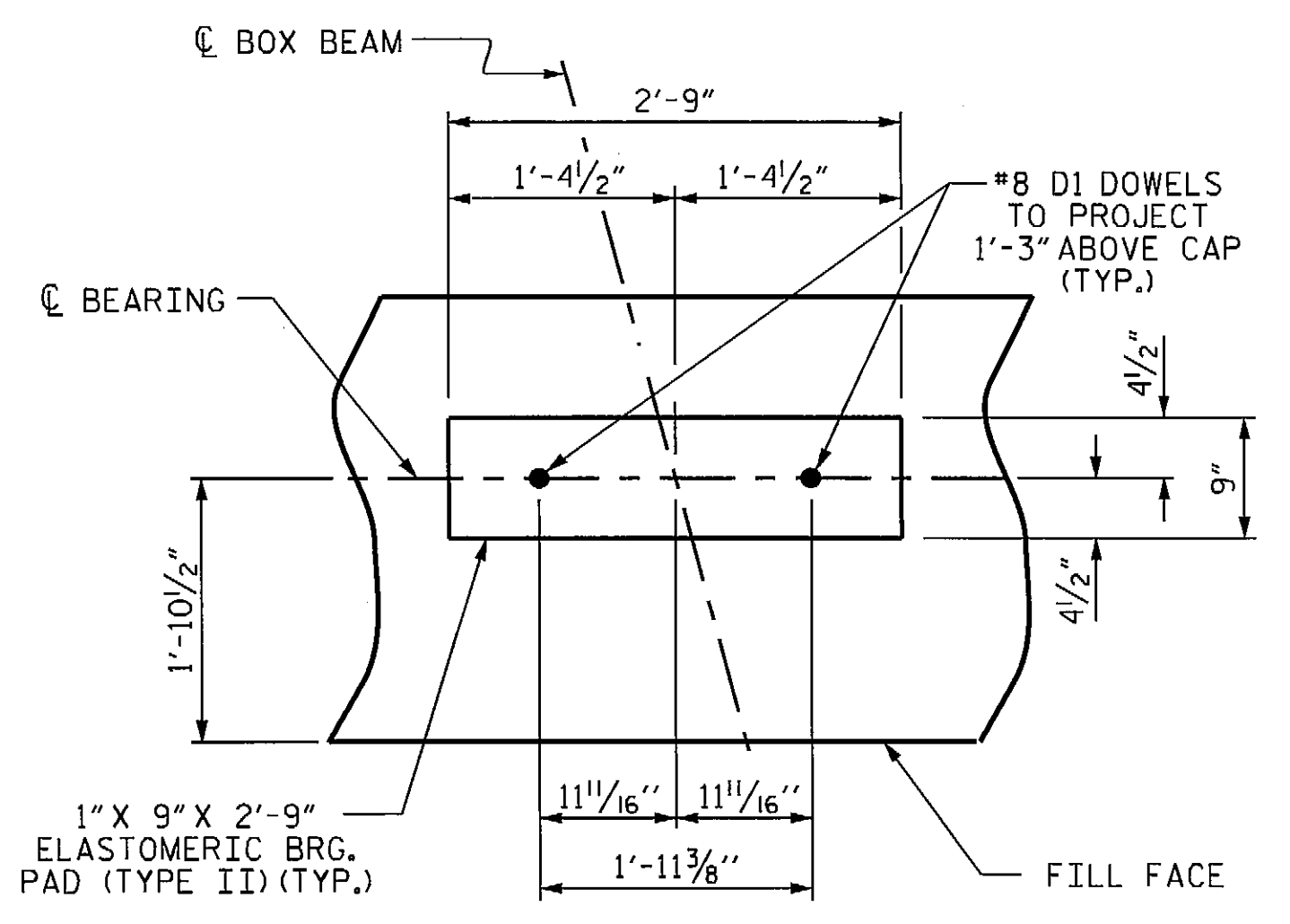


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

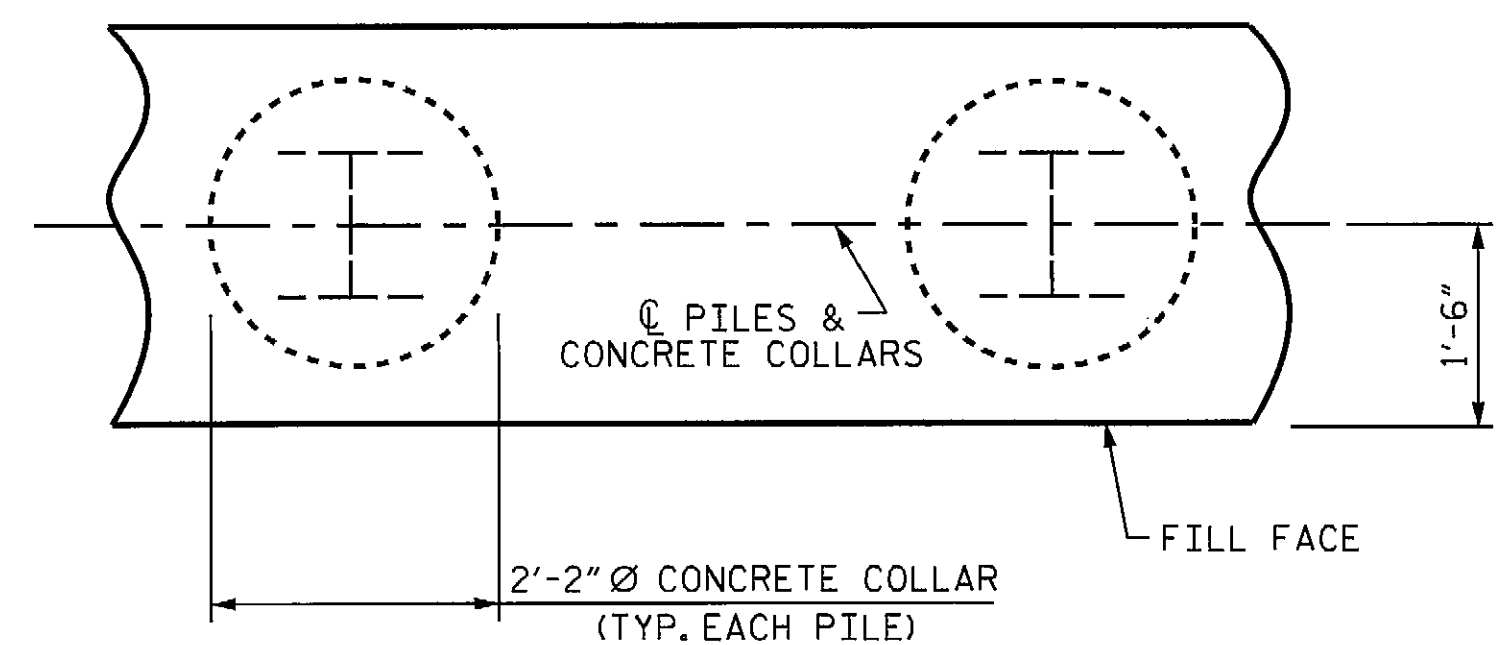
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT

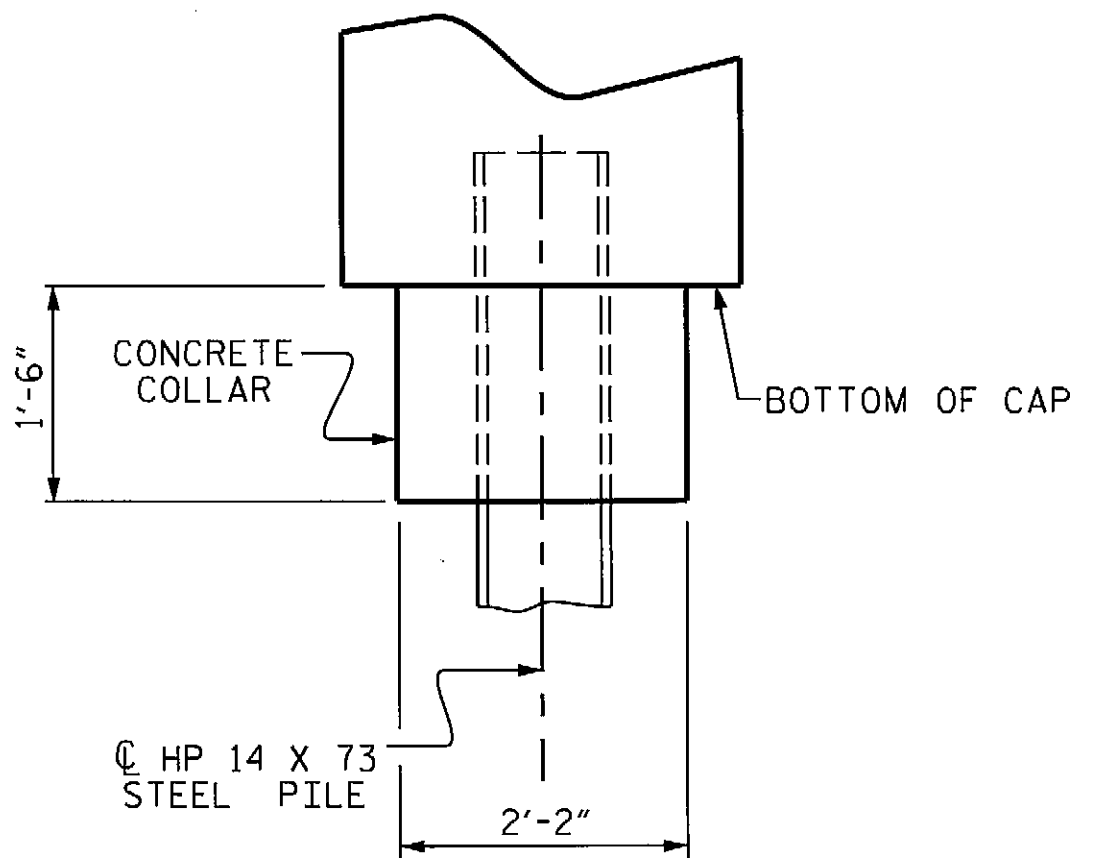


DETAIL "A"

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



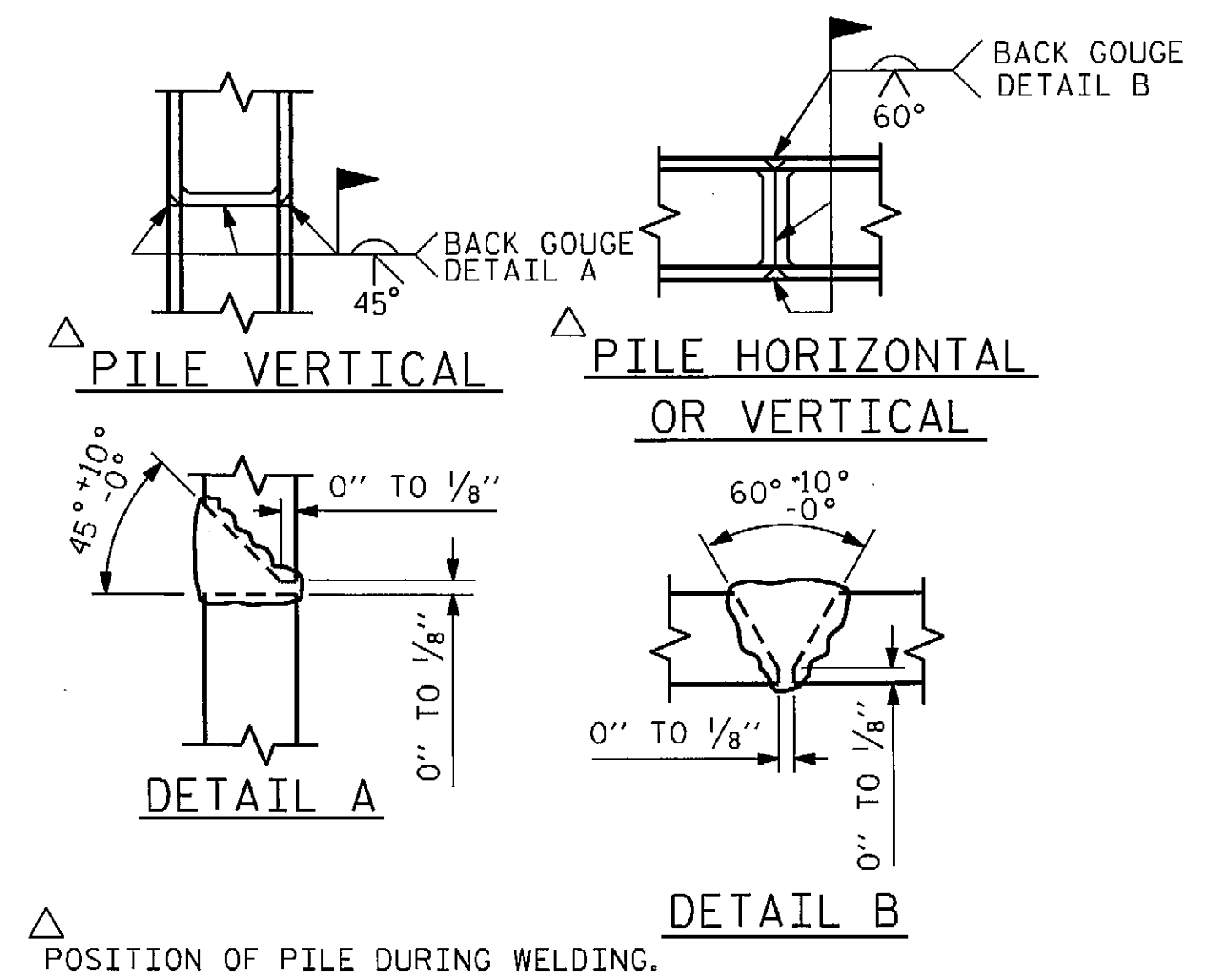
PLAN



ELEVATION

CORROSION PROTECTION FOR STEEL PILES DETAIL

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



PILE SPLICE DETAILS

POSITION OF PILE DURING WELDING.

BAR TYPES

BILL OF MATERIAL FOR ONE END BENT

BAR NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	#9	1	37'-2"	1011
B2	#4	STR	18'-8"	200
B3	#4	STR	2'-8"	16
D1	#8	STR	2'-3"	108
H1	#5	2	13'-9"	186
H2	#5	2	13'-0"	176
H3	#5	3	13'-4"	181
H4	#5	3	13'-1"	177
K1	#4	STR	3'-2"	25
K2	#4	STR	18'-8"	150
S1	#4	4	7'-8"	307
S2	#4	5	3'-5"	137
S3	#4	6	7'-7"	51
U1	#4	7	3'-8"	69
V1	#4	STR	6'-2"	284
V2	#4	STR	4'-4"	162

REINFORCING STEEL (FOR ONE END BENT) 3240 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

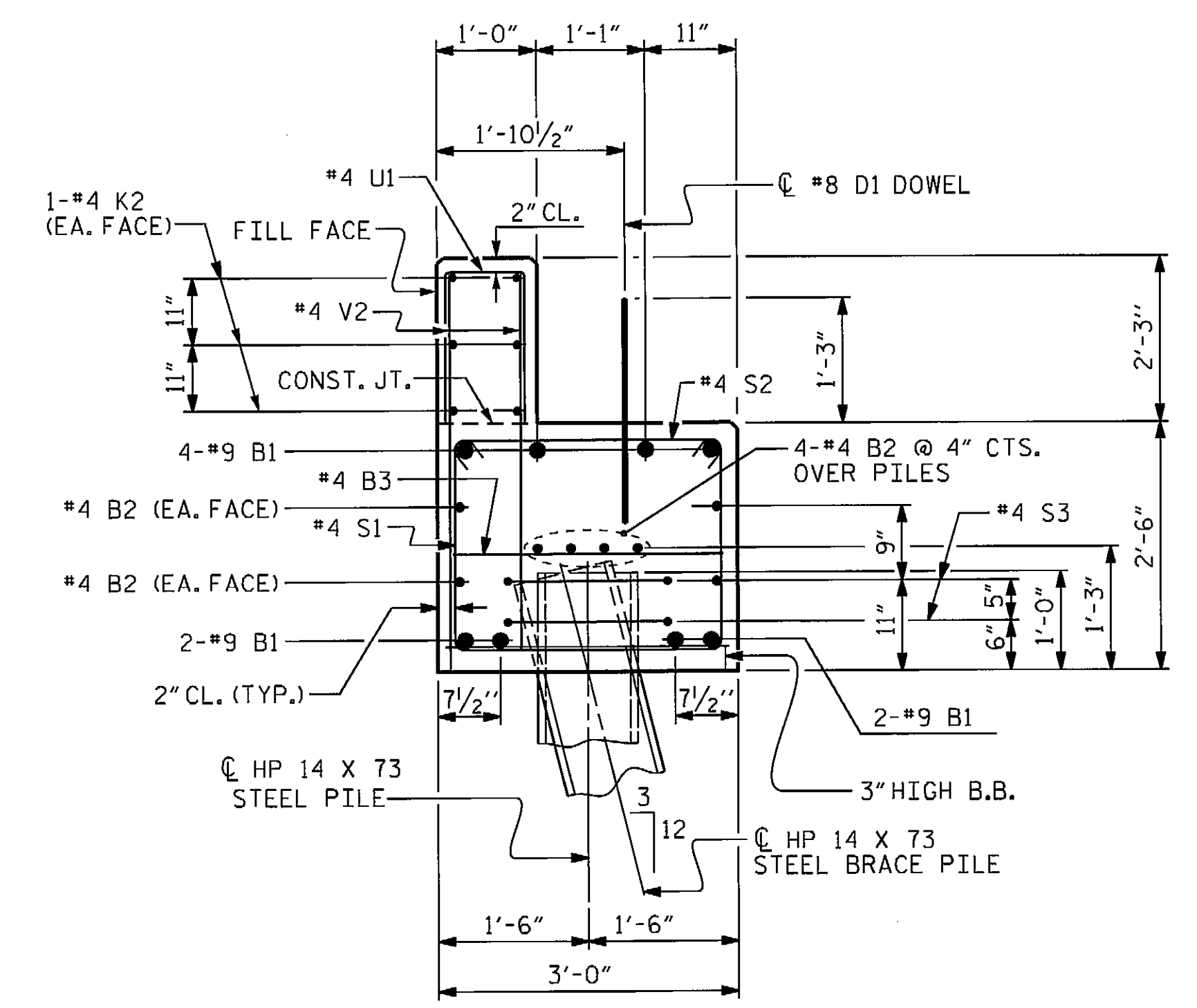
POUR #1 CAP, LOWER PART OF WINGS & COLLARS 13.0 C.Y.

POUR #2 BACKWALL & UPPER PART OF WINGS 6.8 C.Y.

TOTAL CLASS A CONCRETE 19.8 C.Y.

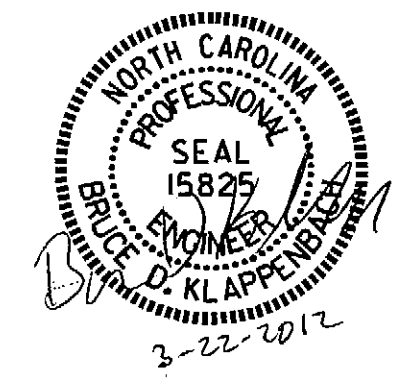
ALL BAR DIMENSIONS ARE OUT TO OUT.

END BENT No. 1 HP 14 X 73 STEEL PILES NO: 5 LIN. FT. = 90.0	END BENT No. 2 HP 14 X 73 STEEL PILES NO: 5 LIN. FT. = 115.0
---	--



SECTION A-A

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

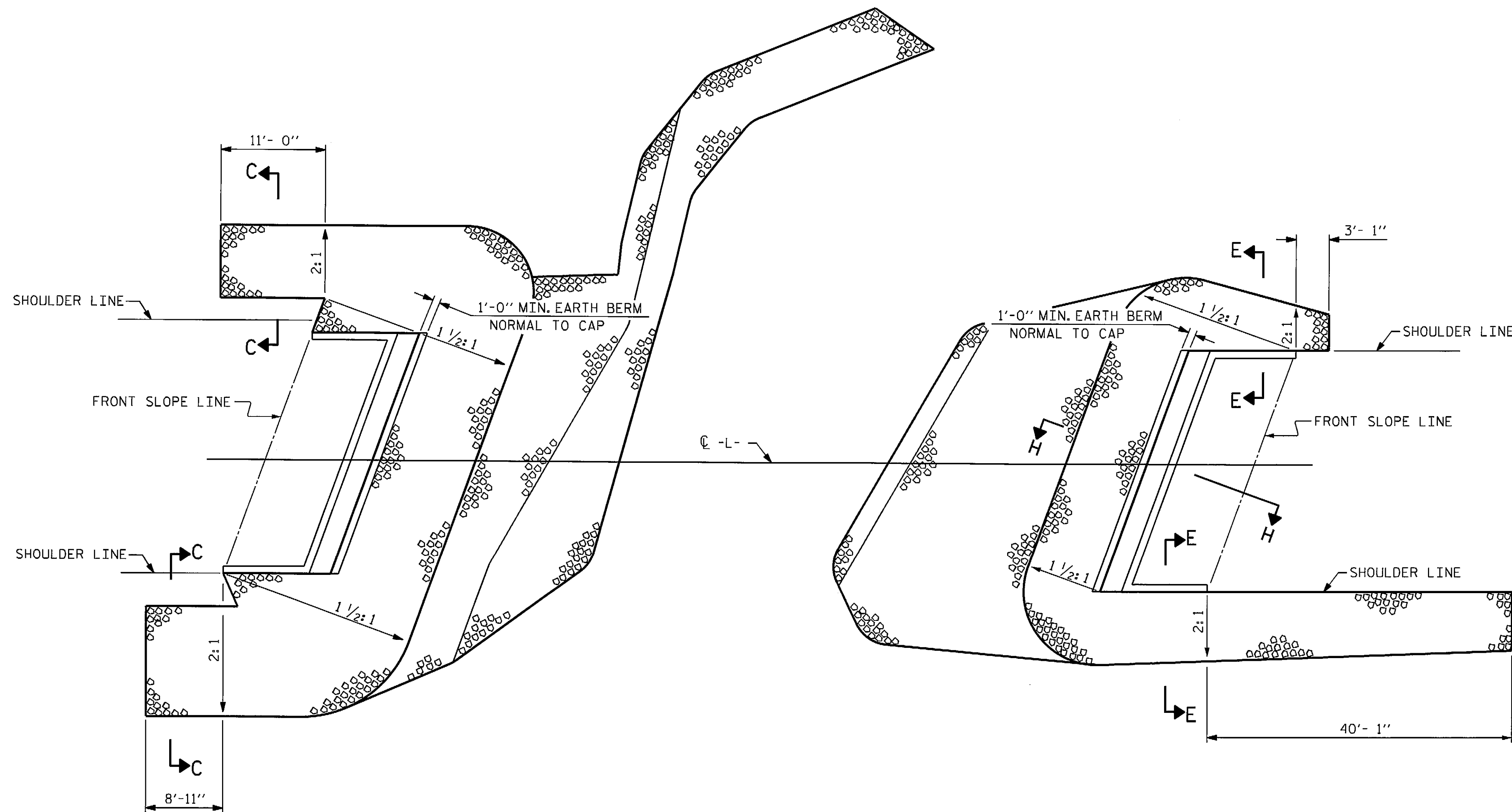


PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-
 SHEET 4 OF 4

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-13
1			3			TOTAL SHEETS 15
2			4			

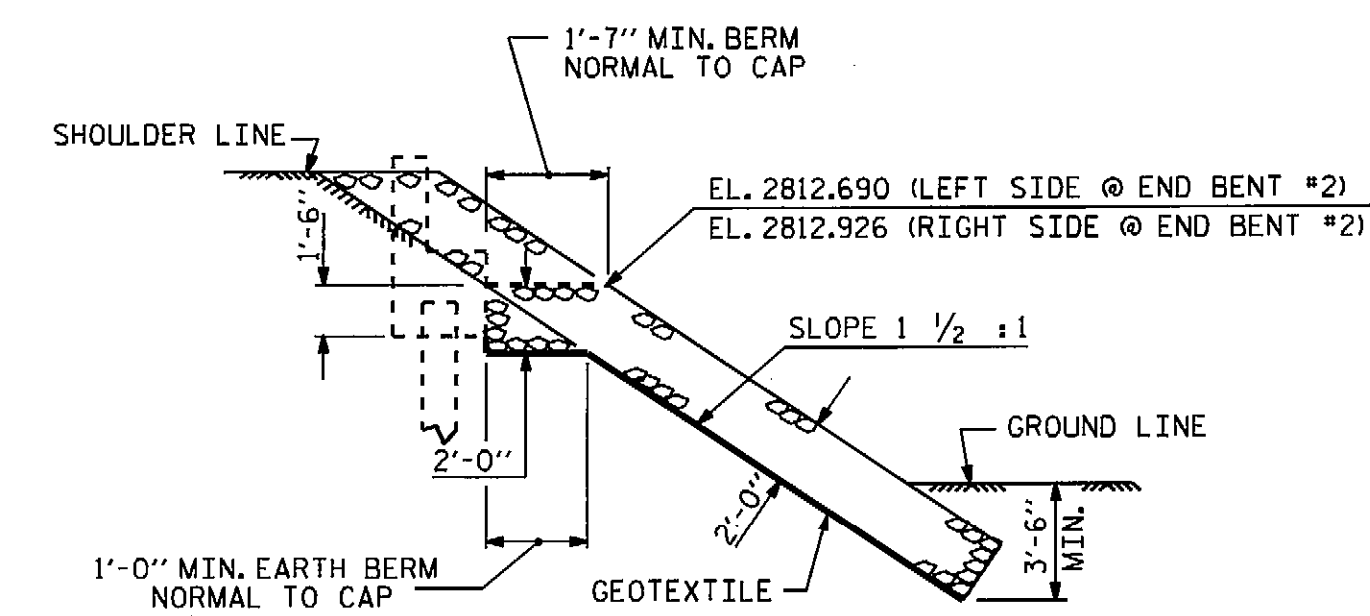
ASSEMBLED BY : D. A. GLADDEN DATE : 1-26-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-20-12
 DRAWN BY : WJH 12/11
 CHECKED BY : AAC 12/11



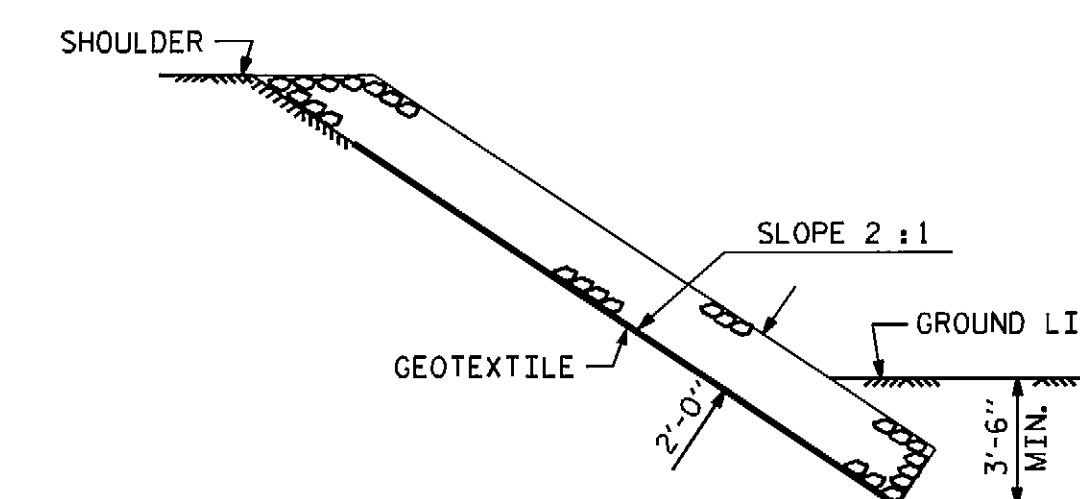
PLAN OF RIP RAP AT END BENT 1

PLAN OF RIP RAP AT END BENT 2

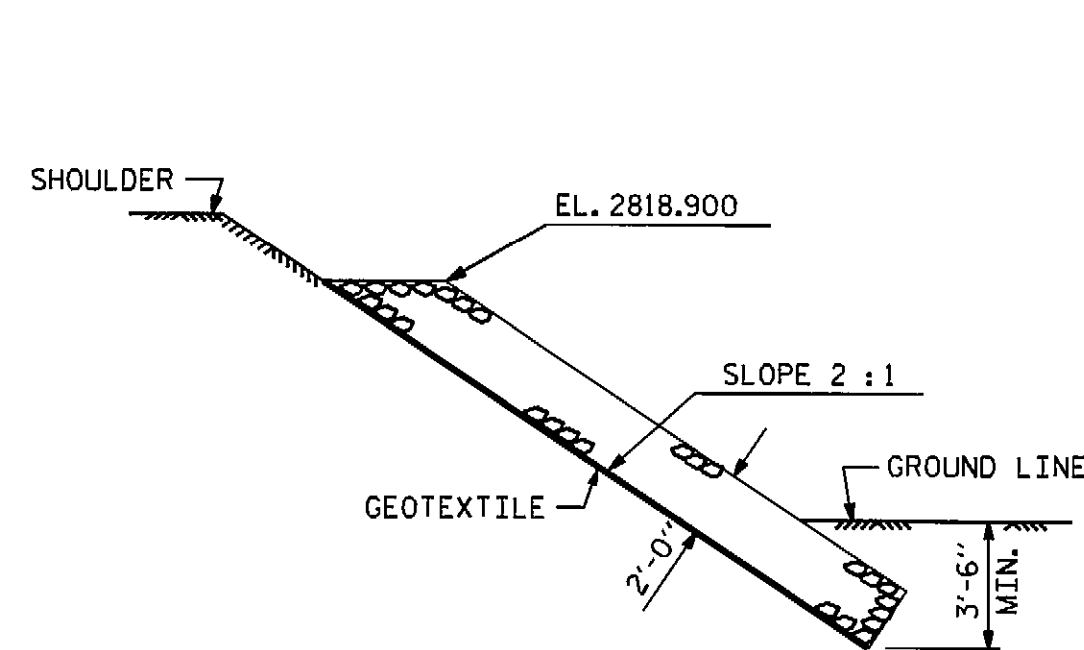
ESTIMATED QUANTITIES		
BRIDGE @ STA. 11+78.00 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	524	582
END BENT 2	320	356
TOTAL	844	938



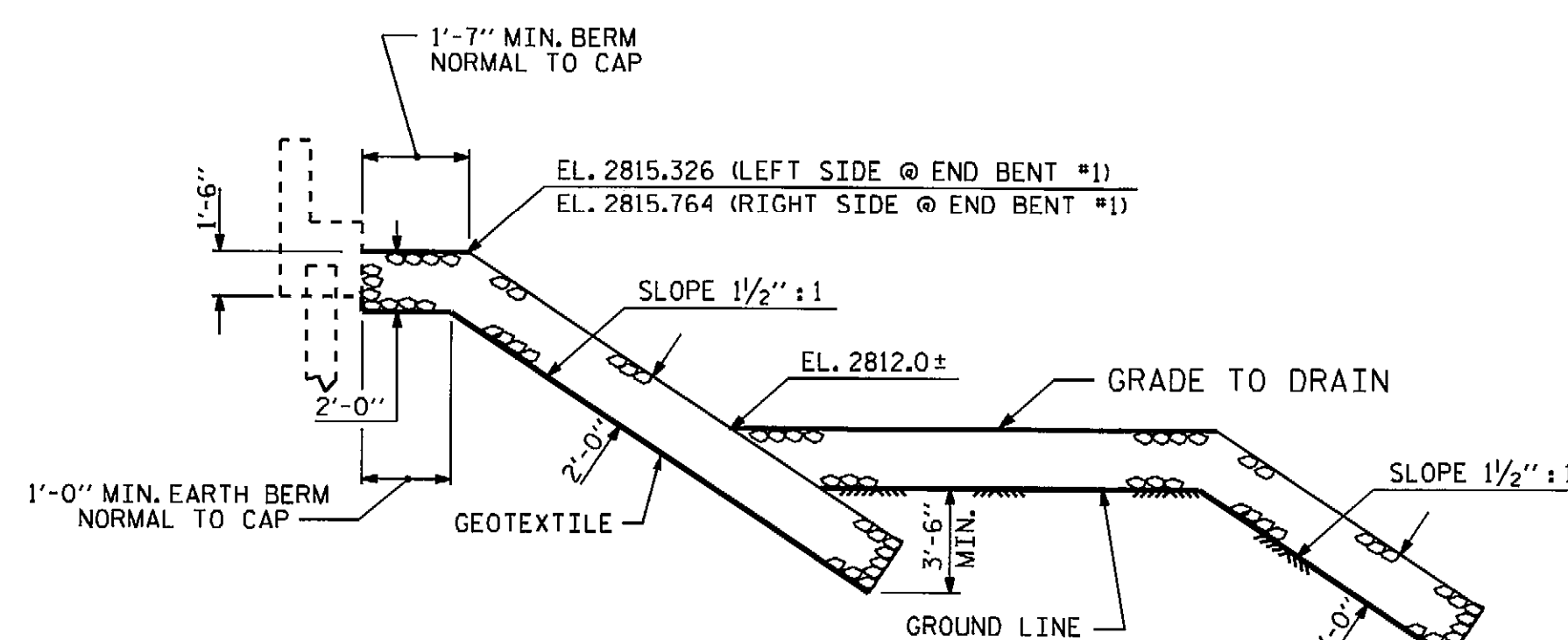
SECTION H-H



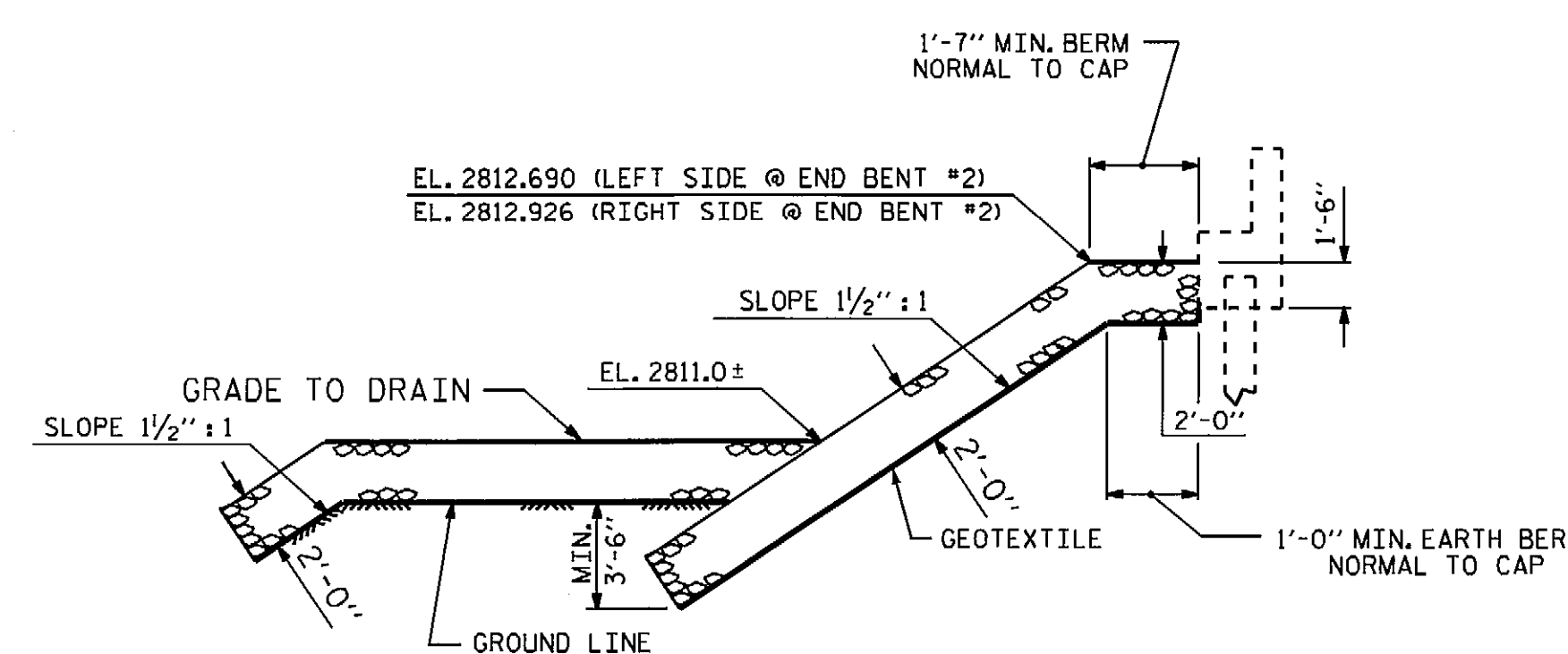
SECTION E-E



SECTION C-C



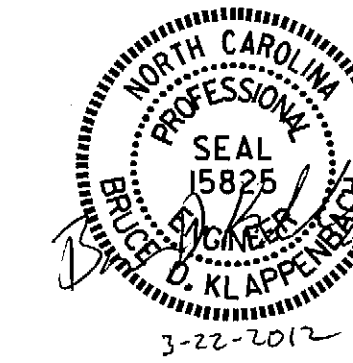
SECTION AT END BENT #1



SECTION AT END BENT #2

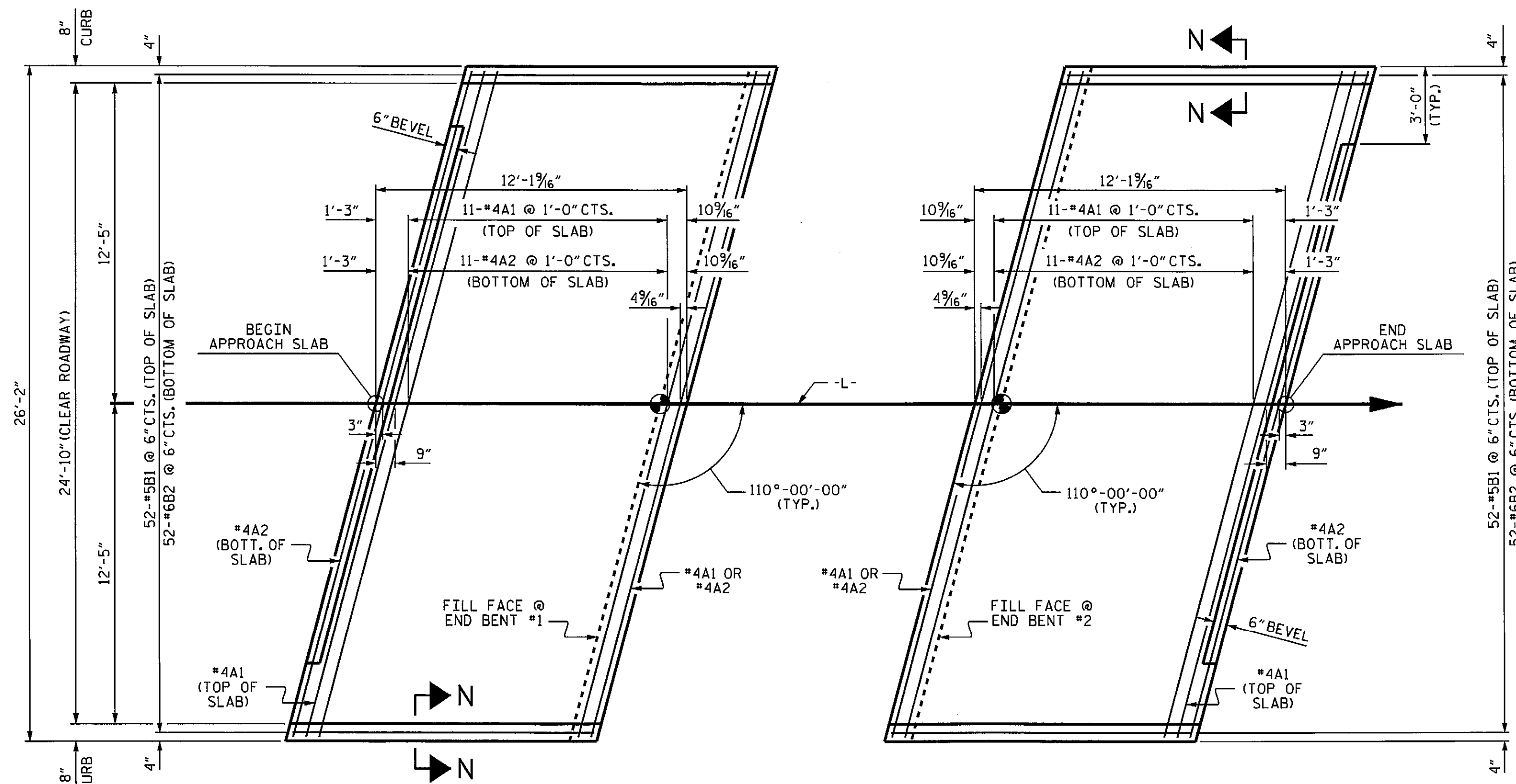
PROJECT NO. BD-5111N
WATAUGA COUNTY
 STATION: 11+78.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 —RIP RAP DETAILS—

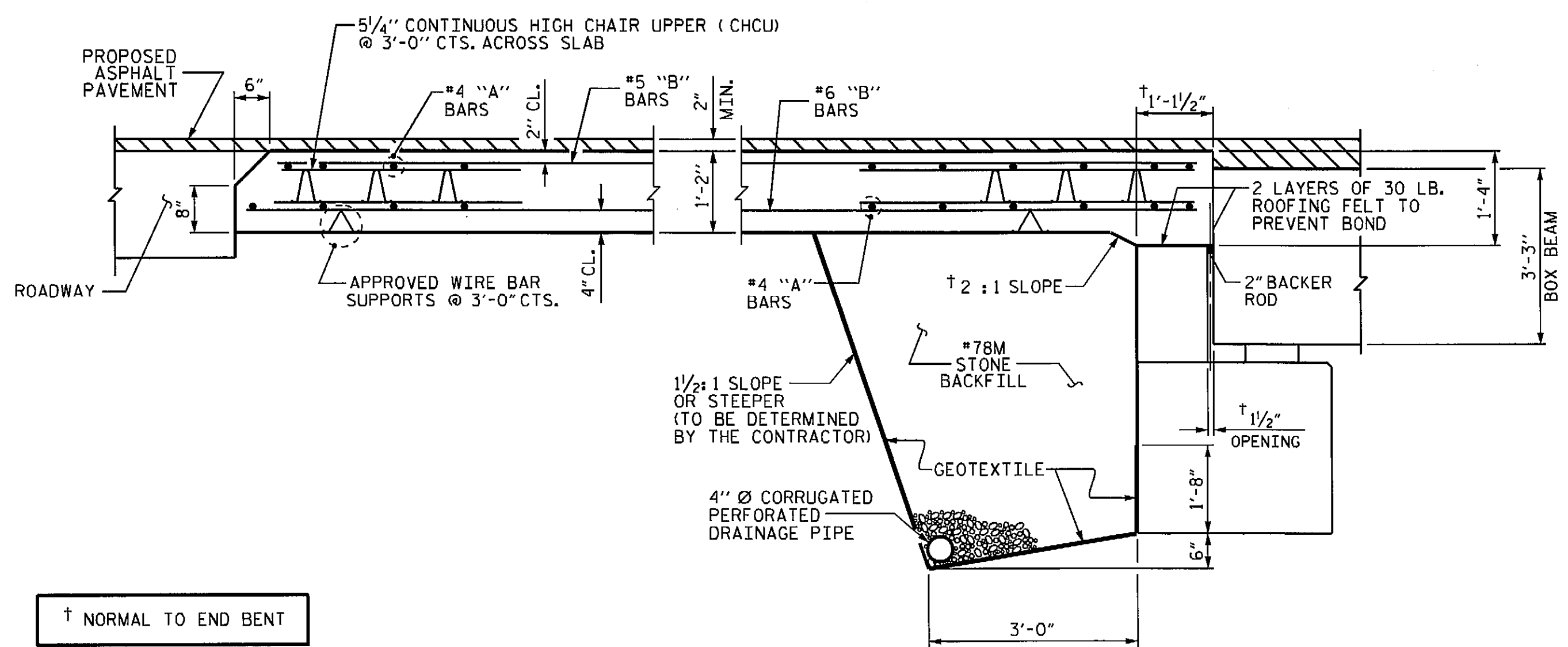


ASSEMBLED BY : D. A. GLADDEN DATE : 3-13-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-20-12
 DRAWN BY : REK 1/84 REV. 5/1/06R TLA/GM
 CHECKED BY : RDU 1/84 REV. 10/1/11 MAA/GM
 REV. 12/21/11 MAA/GM

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	5-14
1			3			TOTAL SHEETS
2			4			15



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



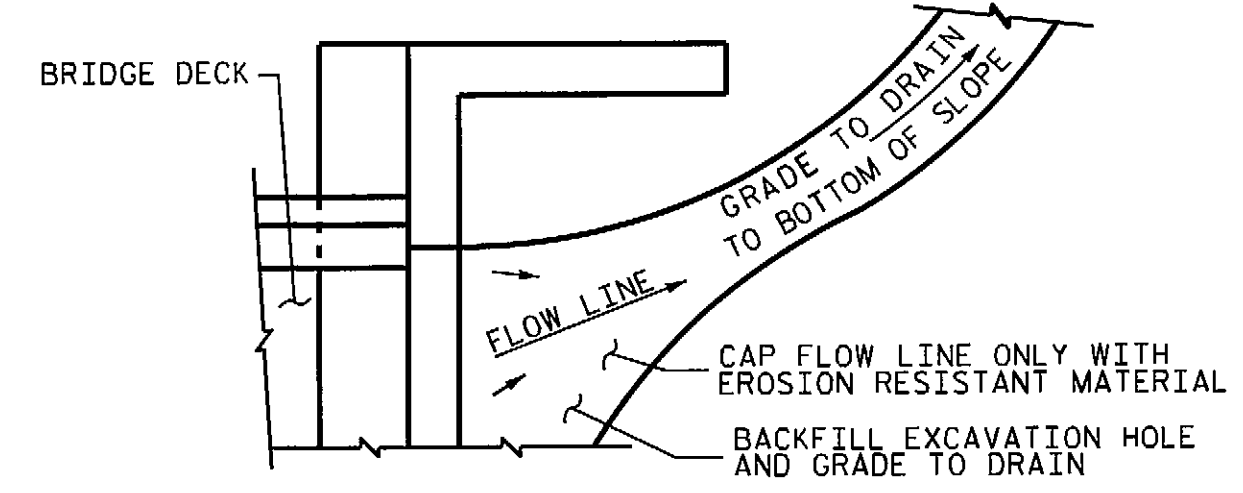
SECTION THRU SLAB

ASSEMBLED BY : D. A. GLADDEN DATE : 1-26-12
 CHECKED BY : B. KLAPPENBACH DATE : 3-20-12
 DRAWN BY : MAA 11/11
 CHECKED BY : AAC 11/11

22-MAR-2012 09:47
 R:\Structures\dgladden\Microstation\Bd511n.SD.bx.dgn
 bklappenbach

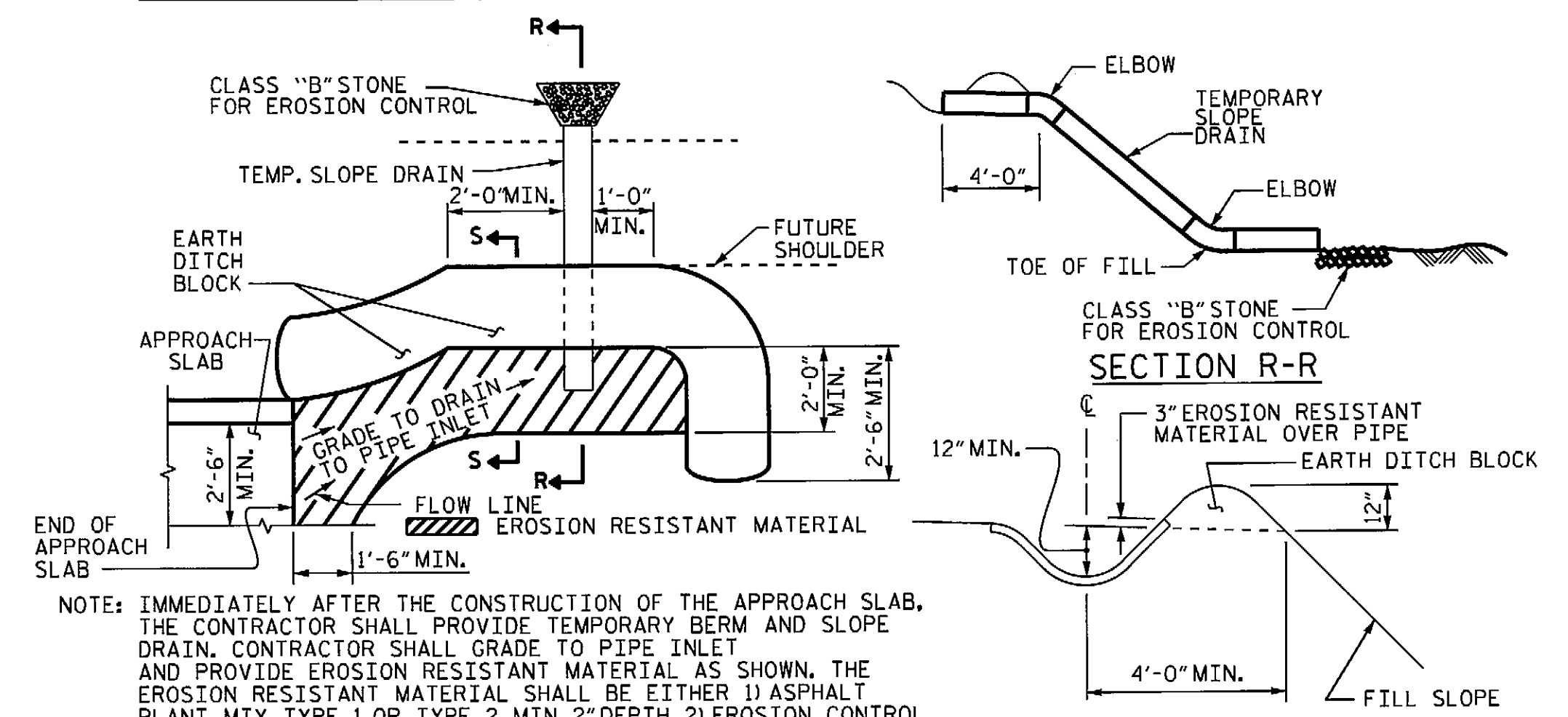
NOTES

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.



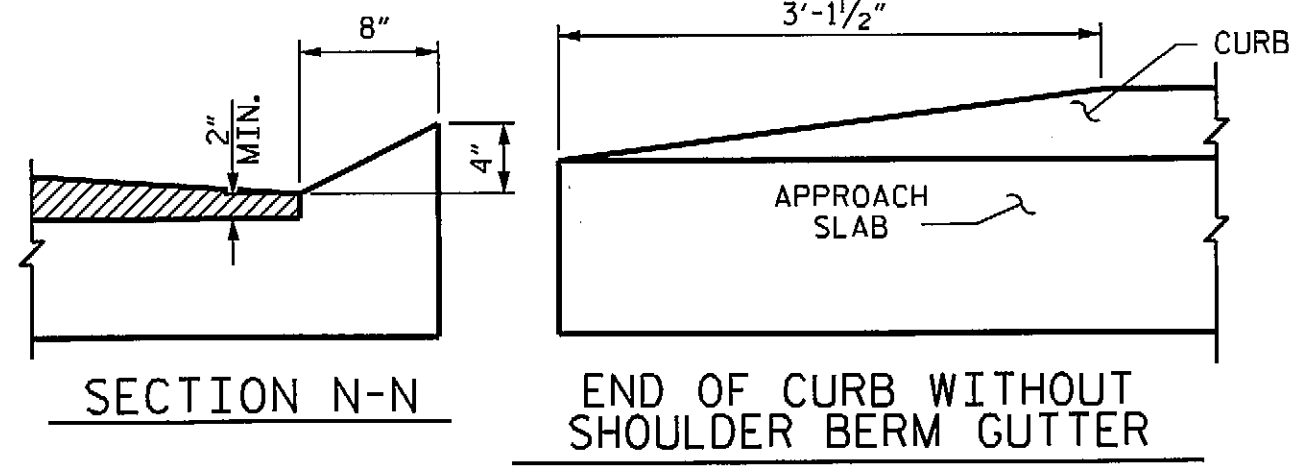
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

TEMPORARY DRAINAGE DETAIL



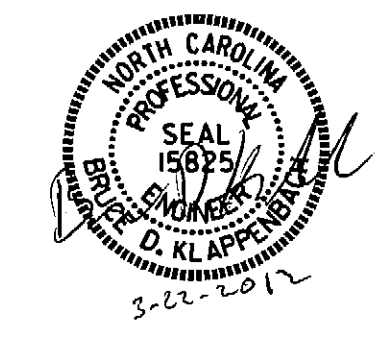
NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 2" DEPTH, 2) EROSION CONTROL MAT, OR 3) CONCRETE, AS DIRECTED BY THE ENGINEER. THE SLOPE DRAIN SHALL CONSIST OF A NON-PERFORATED TEMPORARY DRAINAGE PIPE, 12 INCHES IN DIAMETER.

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	27'-6"	239	
A2	13	#4	STR	27'-6"	239	
*B1	52	#5	STR	11'-1"	601	
B2	52	#6	STR	11'-7"	905	
REINFORCING STEEL					LBS.	1144
* EPOXY COATED REINFORCING STEEL					LBS.	840
CLASS AA CONCRETE					C. Y.	14.0
APPROACH SLAB AT EB #2						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A1	13	#4	STR	27'-6"	239	
A2	13	#4	STR	27'-6"	239	
*B1	52	#5	STR	11'-1"	601	
B2	52	#6	STR	11'-7"	905	
REINFORCING STEEL					LBS.	1144
* EPOXY COATED REINFORCING STEEL					LBS.	840
CLASS AA CONCRETE					C. Y.	14.0

PROJECT NO. BD-511N
 WATAUGA COUNTY
 STATION: 11+78.00 -L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE BOX BEAM UNIT (SUB-REGIONAL TIER)					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					S-15
					TOTAL SHEETS 15

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. FINISHES 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.

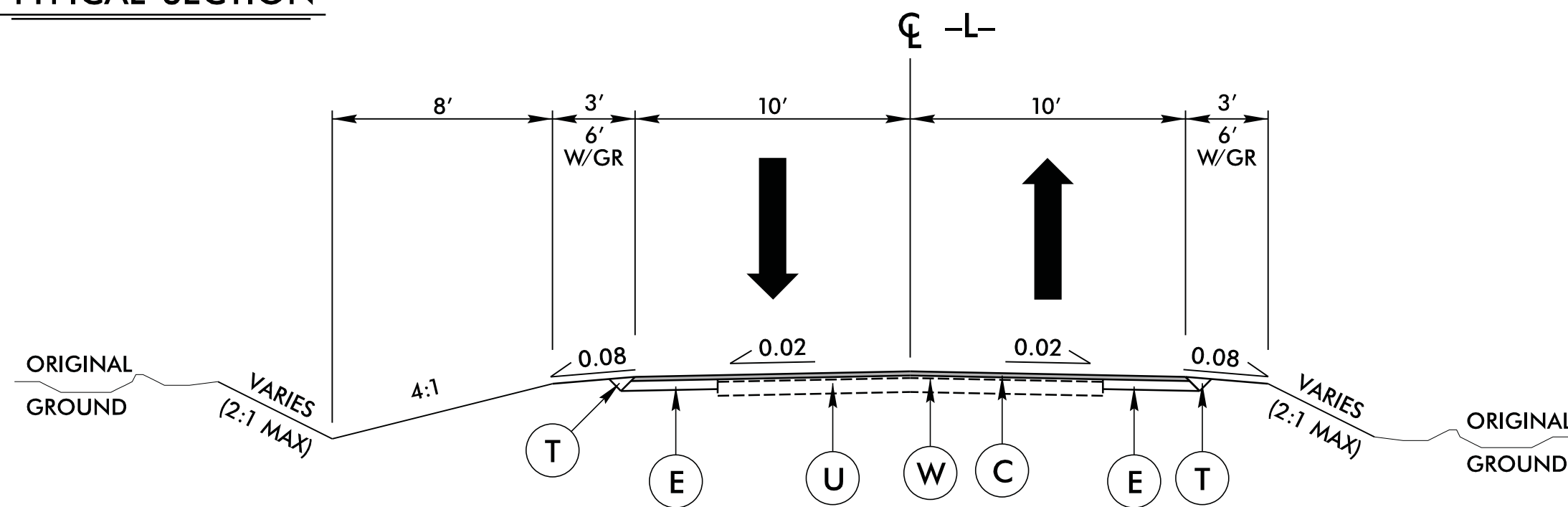
ENGLISH

JANUARY, 1990

STD. NO. SN

8/17/99

TYPICAL SECTION



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "BD5111N-1" WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF NORTHING: 939,371.2342(±) EASTING: 1,184,480.266(±) ELEVATION: 2,818.2550(±) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999101845 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "BD5111N-1" TO -L- STATION 10+00.00 IS S 77°33'11.95"E 142.98 (±) ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERT. DATUM USED IS BASED ON MONUMENT "BD5111N-1" (NAVD 88)

NAD 83/NSRS 2007

PROJECT REFERENCE NO. BD-5111N	SHEET NO. RDY-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

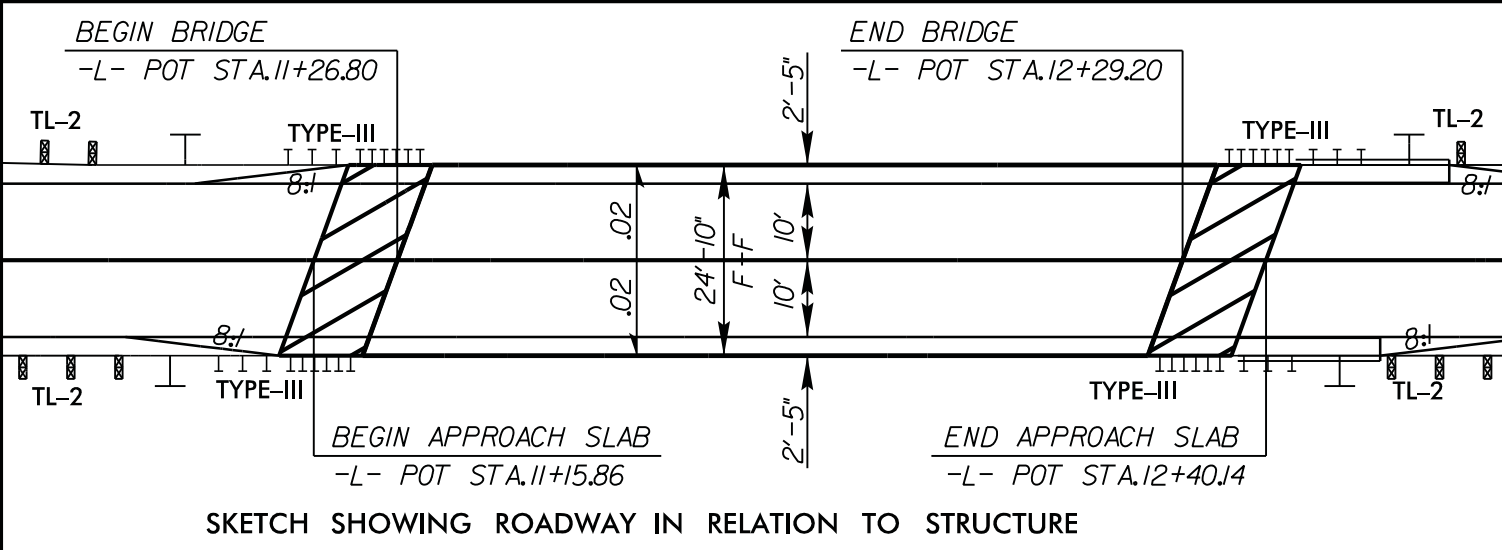
GRAPHIC SCALES

50 0 50 100
PLANS

50 0 50 100
PROFILE (HORIZONTAL)

10 0 10 20
PROFILE (VERTICAL)

REASONABLE SPEED = 40mph
ADT = 90 (2000)

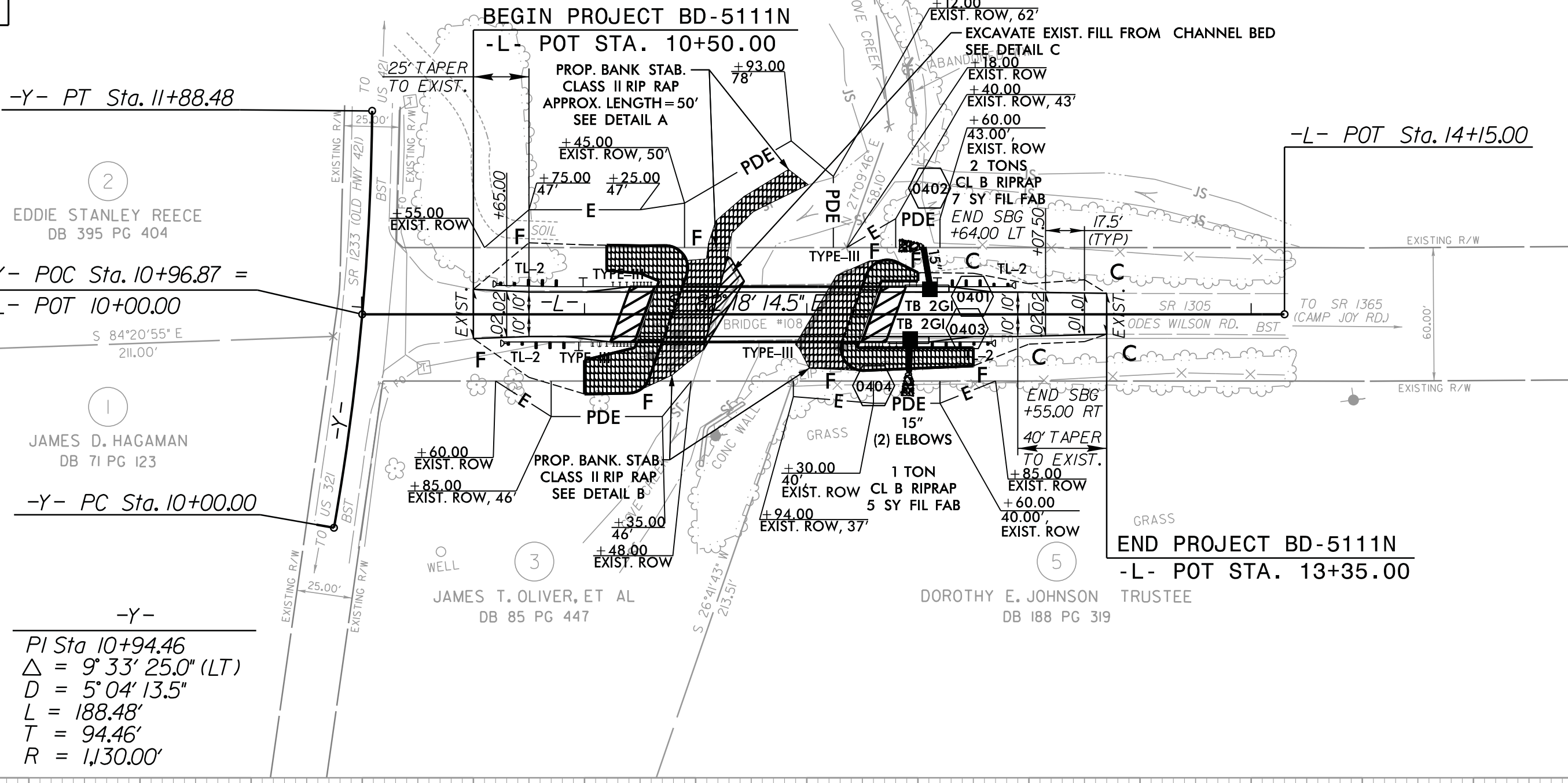


PAVEMENT SCHEDULE

C	1 1/2" SURFACE COURSE, TYPE SF9.5A
E	5 1/2" BASE COURSE, TYPE B25.0B
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
W	WEDGING

RIGHT-OF-WAY AREAS

PARCEL #	PROPERTY OWNER'S NAME	TOTAL AREA	AREA TAKEN	AREA REMAINING RIGHT	AREA REMAINING LEFT	CONSTRUCTION EASEMENT	PERMANENT DRAINAGE EASEMENT	TEMPORARY DRAINAGE EASEMENT	PERMANENT UTILITY EASEMENT
1	JAMES D. HAGAMAN	N/A	0 Ac.	N/A	N/A	0 Ac.	0 Ac.	0 Ac.	0 Ac.
2	EDDIE STANLEY REECE	N/A	0 Ac.	N/A	N/A	0 Ac.	0 Ac.	0 Ac.	0 Ac.
3	JAMES T. OLIVER, ET AL	N/A	0 Ac.	N/A	N/A	200 SF	904 SF	0 Ac.	0 Ac.
4	EDDIE STANLEY REECE	N/A	0 Ac.	N/A	N/A	1,390 SF	2,392 SF	0 Ac.	0 Ac.
5	DOROTHY E. JOHNSON TRUSTEE	N/A	0 Ac.	N/A	N/A	431 SF	300 SF	0 Ac.	0 Ac.
6	LARRY THOMAS TESTER	N/A	0 Ac.	N/A	N/A	143 SF	260 SF	0 Ac.	0 Ac.



DETAIL A
RIP RAP BANK STABILIZATION
(Not to Scale)

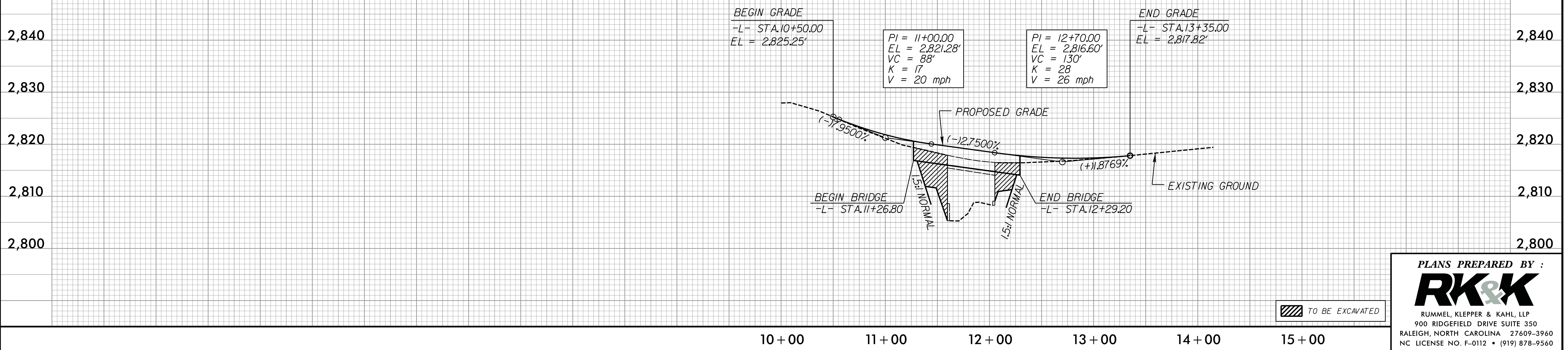
Type of Liner = 60 TONS, CL II Rip-Rap
Filter Fabric = 60 sy
FROM STA. 11+55 TO STA. 12+01 LT.

DETAIL B
RIP RAP BANK STABILIZATION
(Not to Scale)

Type of Liner = 110 TONS, CL II Rip-Rap
Filter Fabric = 115 sy
FROM STA. 11+46 TO STA. 11+64 LT.
FROM STA. 11+24 TO STA. 11+55 RT.
FROM STA. 12+10 TO STA. 12+34 LT.
FROM STA. 11+95 TO STA. 12+23 RT.

DETAIL C
CHANNEL EXCAVATION
(Not to Scale)

SLOPE = 1.5:1 (NORMAL TO EXIST. STRUCTURE)
EXIST. CONC. FOOTING AND ABUTMENT (TO BE REMOVED)
FROM STA. 11+53 TO STA. 11+72



PLANS PREPARED BY :

RK&K

RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE SUITE 350
RALEIGH, NORTH CAROLINA 27609-3960
NC LICENSE NO. F-0112 • (919) 878-9560

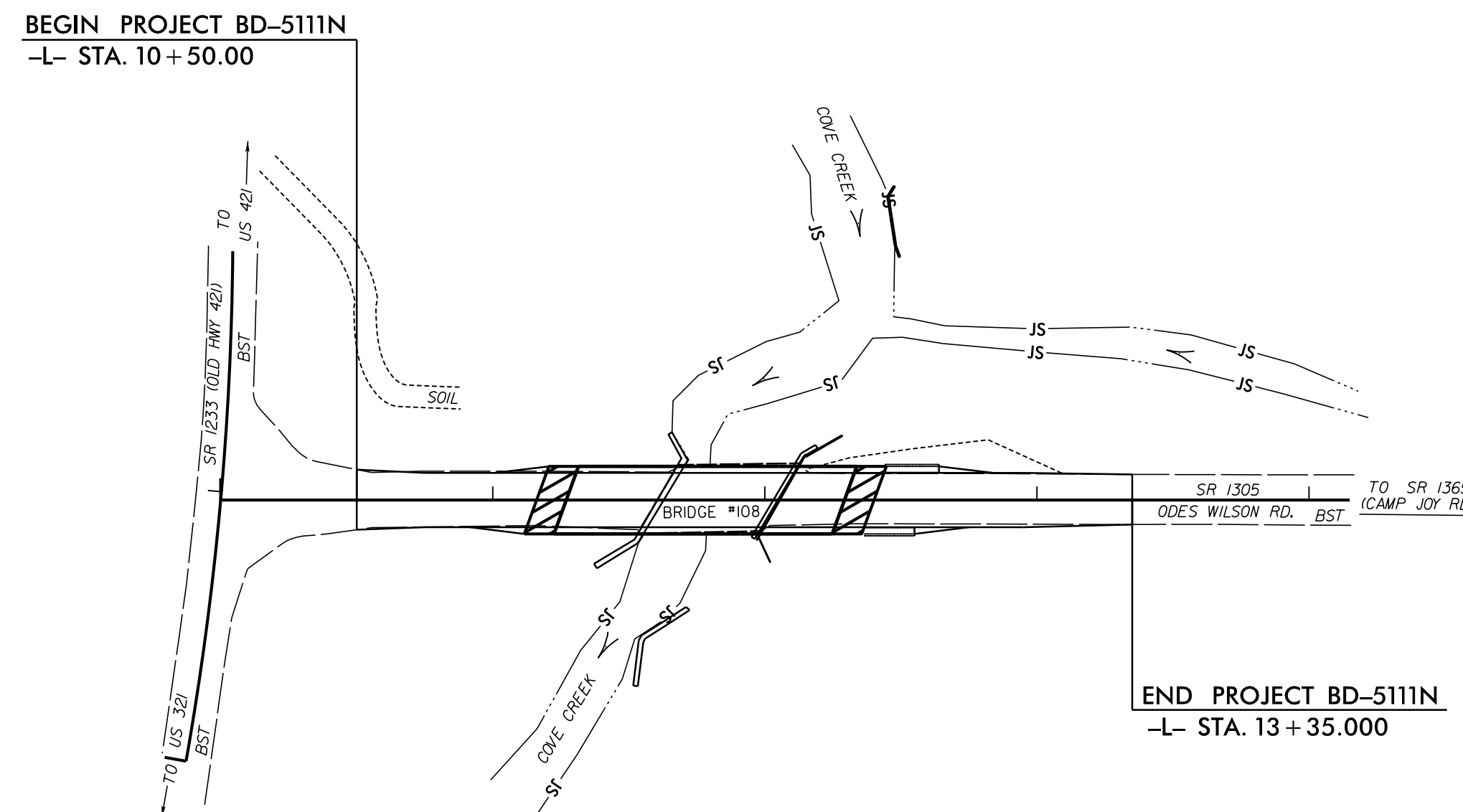
3/28/2012
E:\Roadway\Pro\BD-5111N\RDY-psht04.dgn

TIP PROJECT: BD-5111N

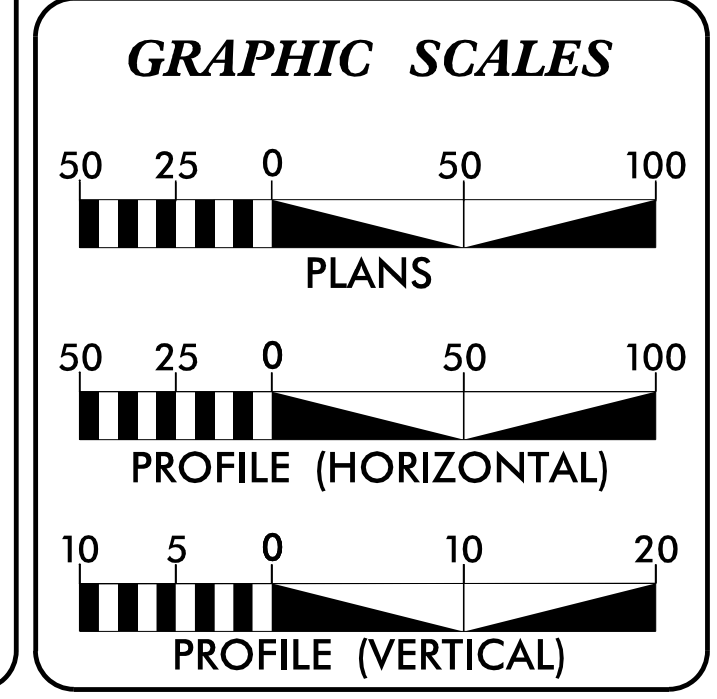
STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
 PLAN FOR PROPOSED
 HIGHWAY EROSION CONTROL

WATAUGA COUNTY

BRIDGE NO.108 ON SR 1305 OVER COVE CREEK



- Clearing and Grubbing Phase
- Final Phase
- Both Phases



ROADSIDE ENVIRONMENTAL
 PROJECT ENGINEER

Stephen E. Roberts, P.E.
 ROADWAY DESIGN ENGINEER

Audrey B. Burnette, P.E.
 HYDRAULICS ENGINEER

Audrey B. Burnette, P.E.
 EROSION CONTROL DESIGN ENGINEER

431
 LEVEL IIIA CERTIFICATION NUMBER

RK&K
 RUMMEL, KLEPPER & KAHL, LLP
 900 RIDGEFIELD DRIVE, SUITE 350
 RALEIGH, NORTH CAROLINA 27609
 NC LICENSE NO. F-0112
 1-888-521-4455 OR 919-878-9560

FOR
DIVISION OF HIGHWAYS

2012 STANDARD SPECIFICATIONS

LETTING DATE:

B. Keith Skinner, P.E.
 PROJECT ENGINEER

Stephen E. Roberts, P.E.
 PROJECT DESIGN ENGINEER

NAD 83/NSRS 2007

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BD-5111N	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.05	Temporary Silt Ditch	
1630.05	Temporary Diversion	
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
	Silt Basin Type B	
1633.01	Temporary Rock Silt Check Type-A	
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	
	Temporary Rock Silt Check Type-B	
	Wattle/Coir Fiber Wattle	
	Wattle/Coir Fiber Wattle with Polyacrylamide (PAM)	
1654.01	Temporary Rock Sediment Dam Type-A	
1654.02	Temporary Rock Sediment Dam Type-B	
1655.01	Rock Pipe Inlet Sediment Trap Type-A	
1655.02	Rock Pipe Inlet Sediment Trap Type-B	
1650.04	Stilling Basin	
1650.06	Special Stilling Basin	
	Rock Inlet Sediment Trap:	
1652.01	Type A	
1652.02	Type B	
1652.05	Type C	
	Skimmer Basin	
	Tiered Skimmer Basin	
	Infiltration Basin	

THIS PROJECT CONTAINS
 EROSION CONTROL PLANS
 FOR CLEARING AND
 GRUBBING PHASE OF
 CONSTRUCTION.

THESE EROSION AND SEDIMENT CONTROL PLANS
 COMPLY WITH THE REGULATIONS SET FORTH BY
 THE NCG-010000 GENERAL CONSTRUCTION
 PERMIT EFFECTIVE AUGUST 3, 2011 ISSUED
 BY THE NORTH CAROLINA DEPARTMENT OF
 ENVIRONMENT AND NATURAL RESOURCES
 DIVISION OF WATER QUALITY.

Roadway Standard Drawings

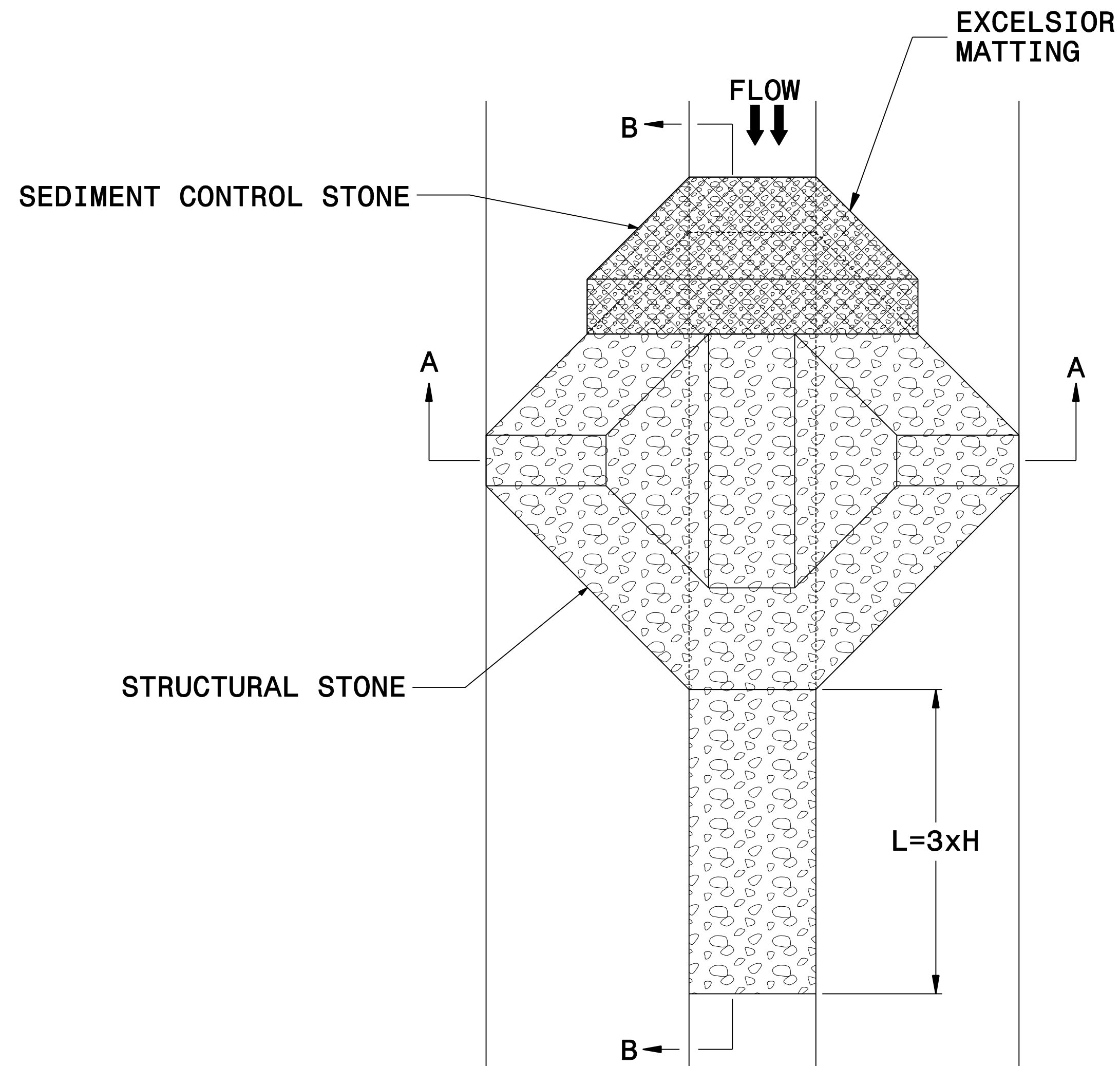
The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 2012 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1605.01 Temporary Silt Fence
 1606.01 Special Sediment Control Fence
 1632.03 Rock Inlet Sediment Trap Type C
 1633.01 Temporary Rock Silt Check Type A

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PROJECT REFERENCE NO.	SHEET NO.
BD-5111N	EC-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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



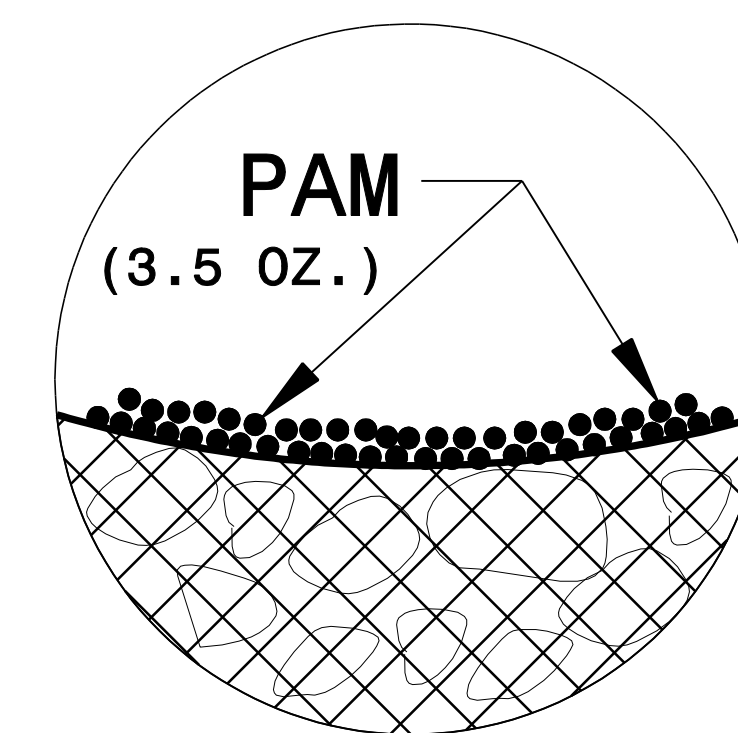
PLAN

NOTES

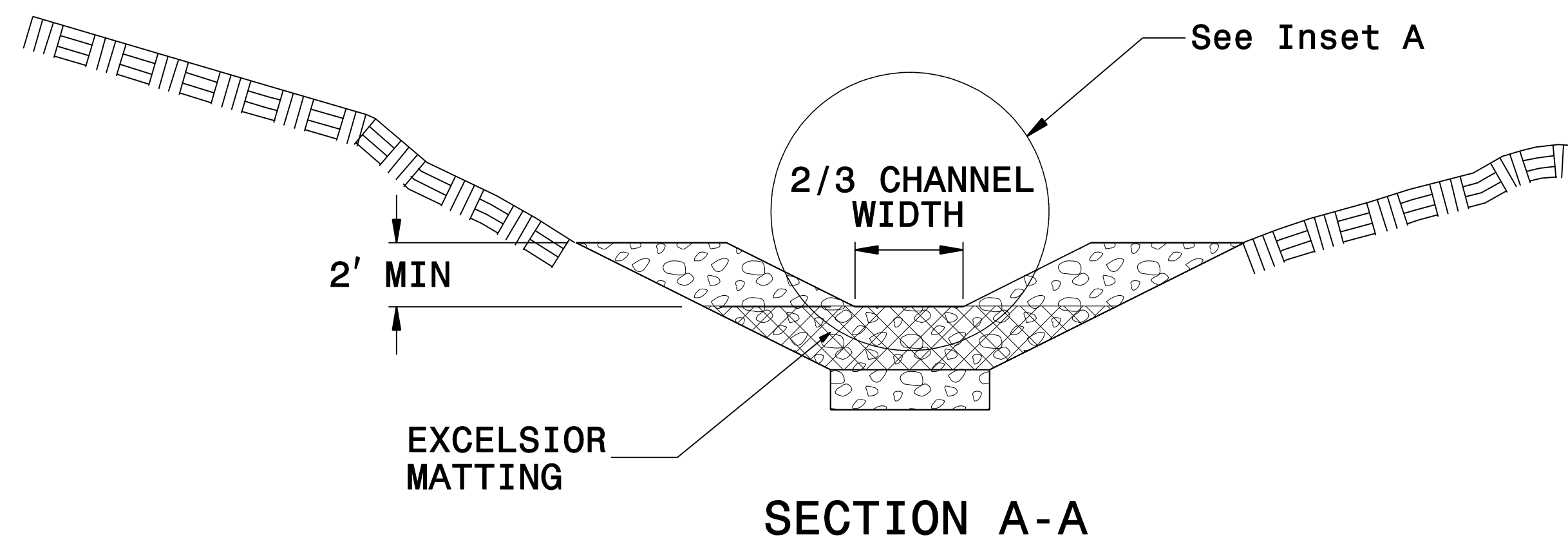
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

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.

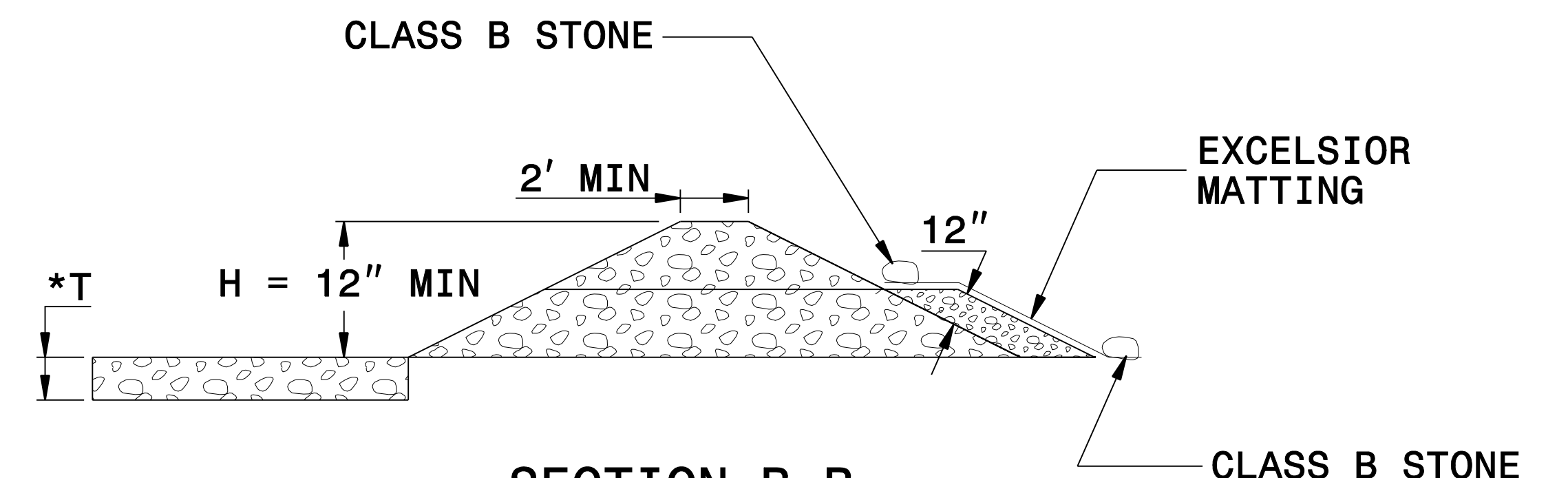
INITIALLY APPLY 3.5 OUNCES OF POLYACRYLAMIDE (PAM) TO TOP OF MATTING SECTION AND AFTER EVERY RAINFALL EVENT THAT EQUALS OR EXCEEDS 0.50 INCHES.



INSET A



SECTION A-A



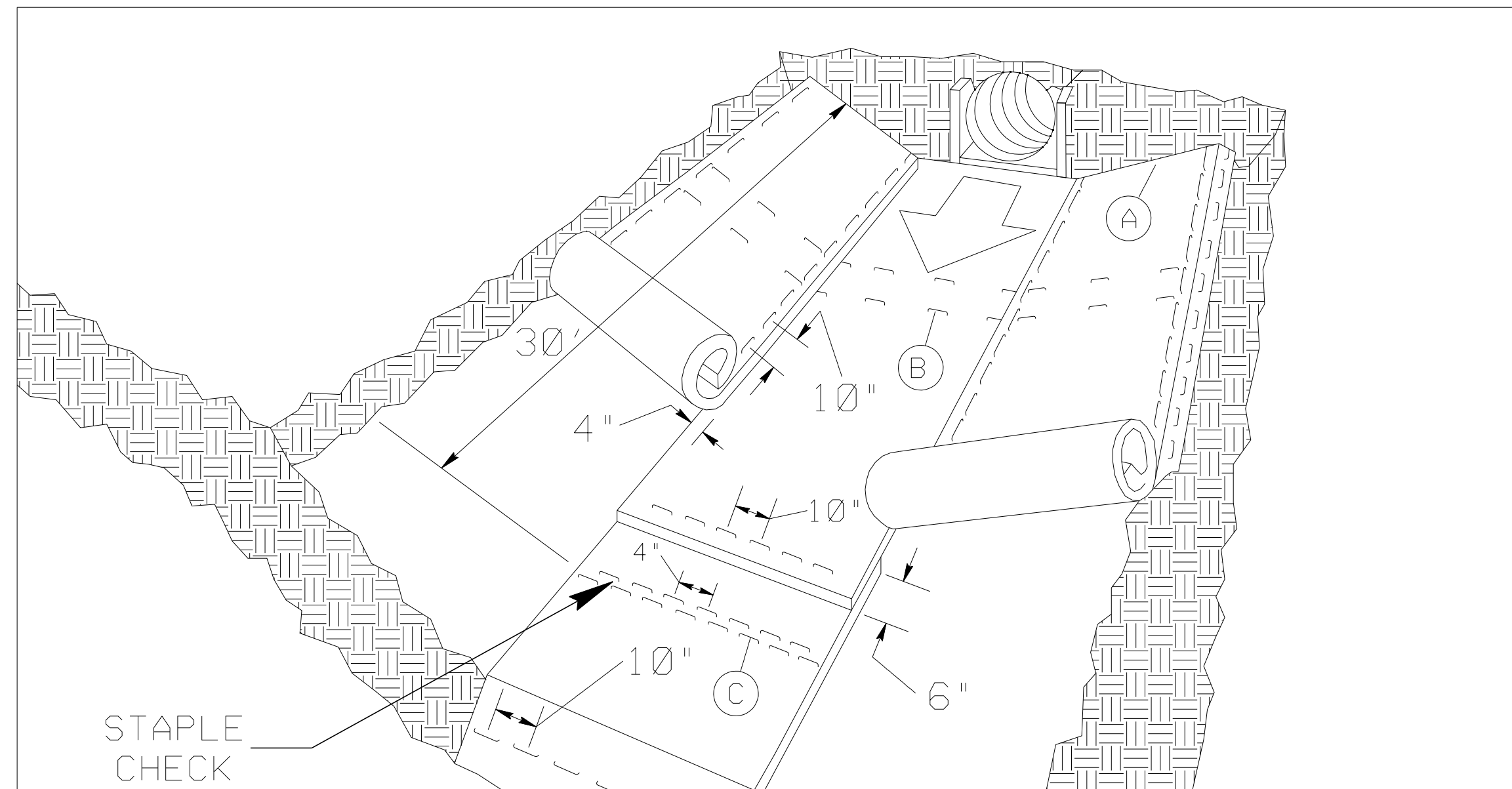
SECTION B-B

*T = 12" MIN., 18" MAX.

NOT TO SCALE

PROJECT REFERENCE NO. BD-5111N	SHEET NO. EC-2A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

MATTING INSTALLATION DETAIL



MATTING IN DITCHES

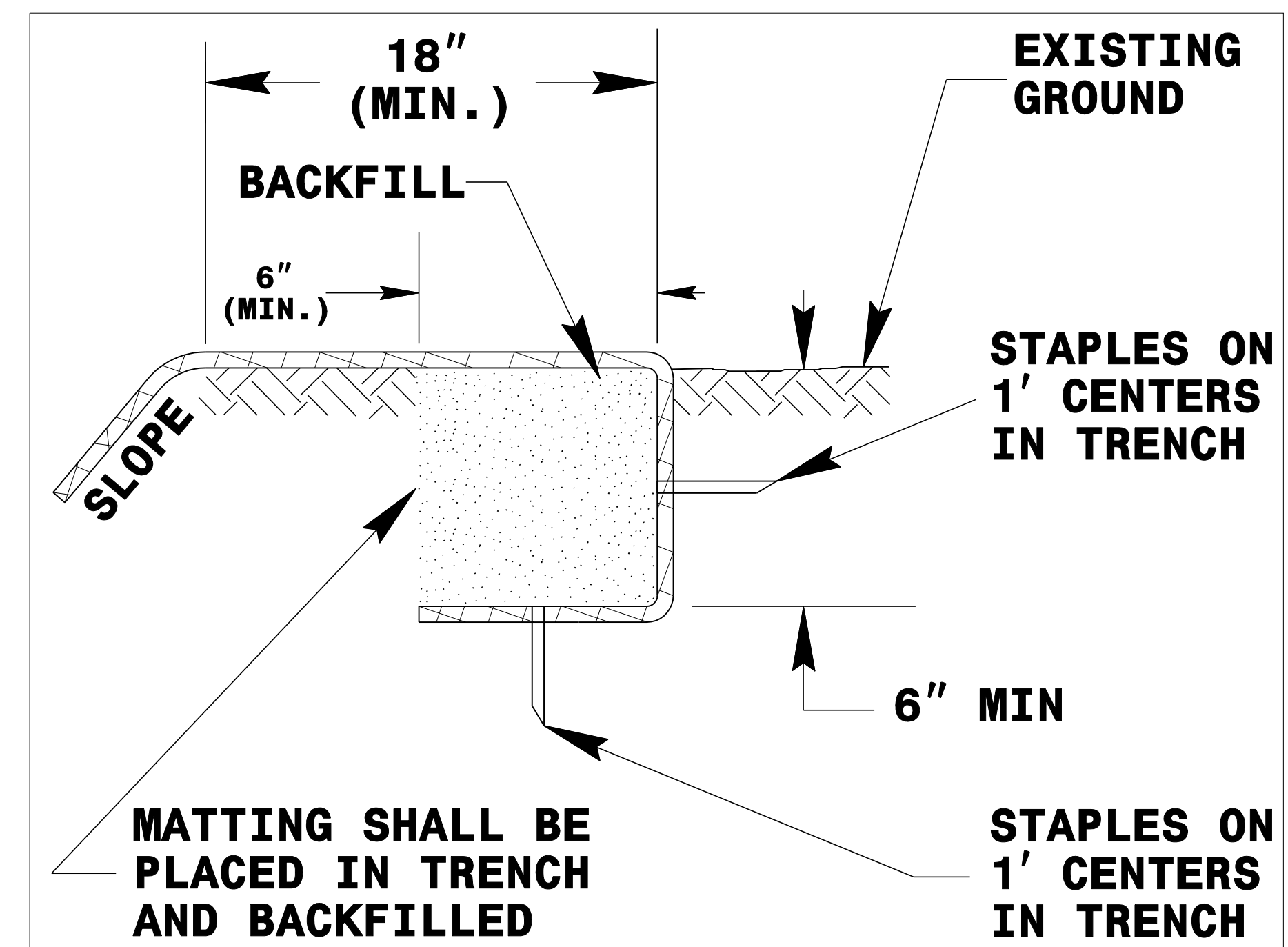
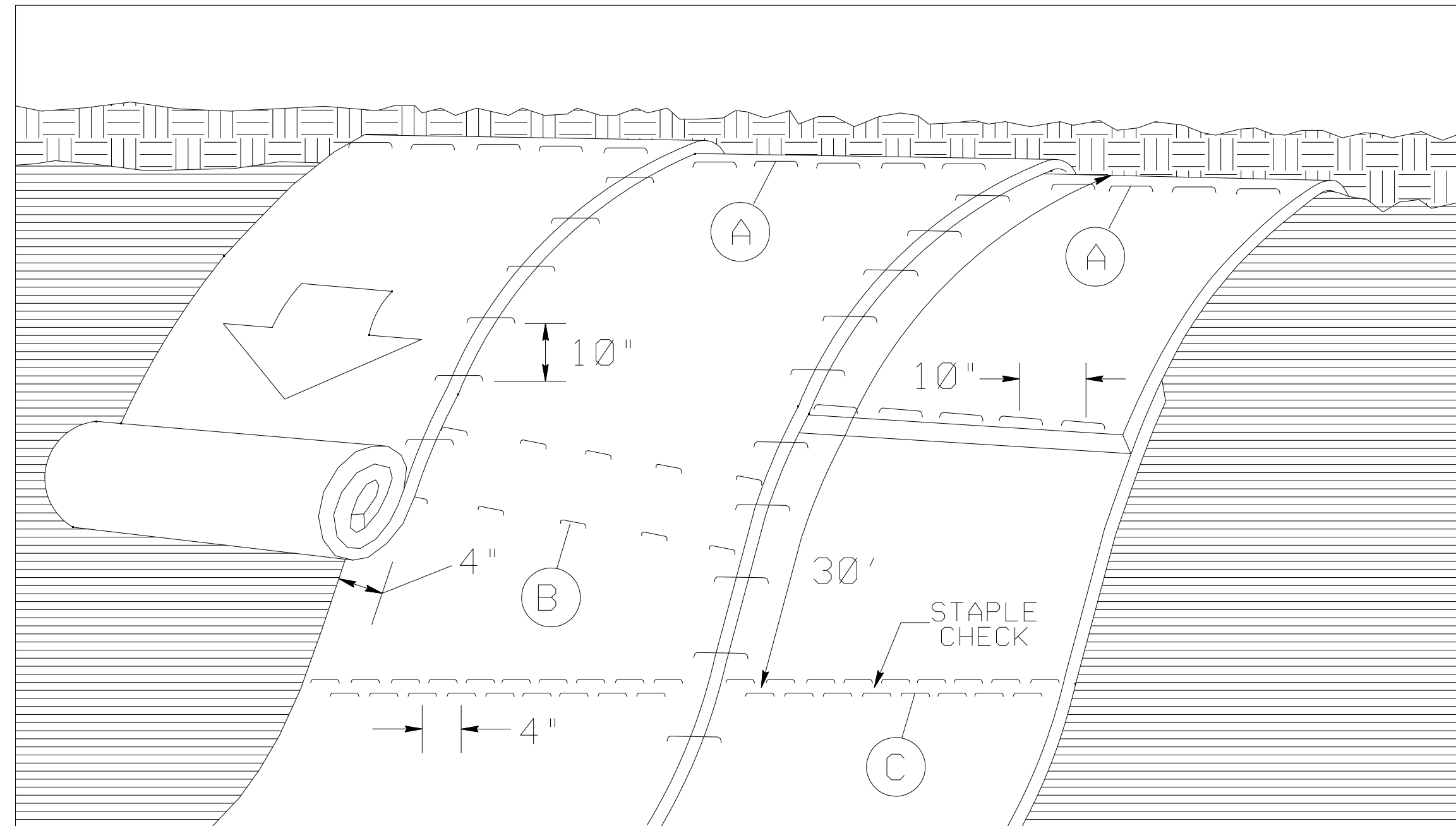


DIAGRAM (A)



MATTING ON SLOPES

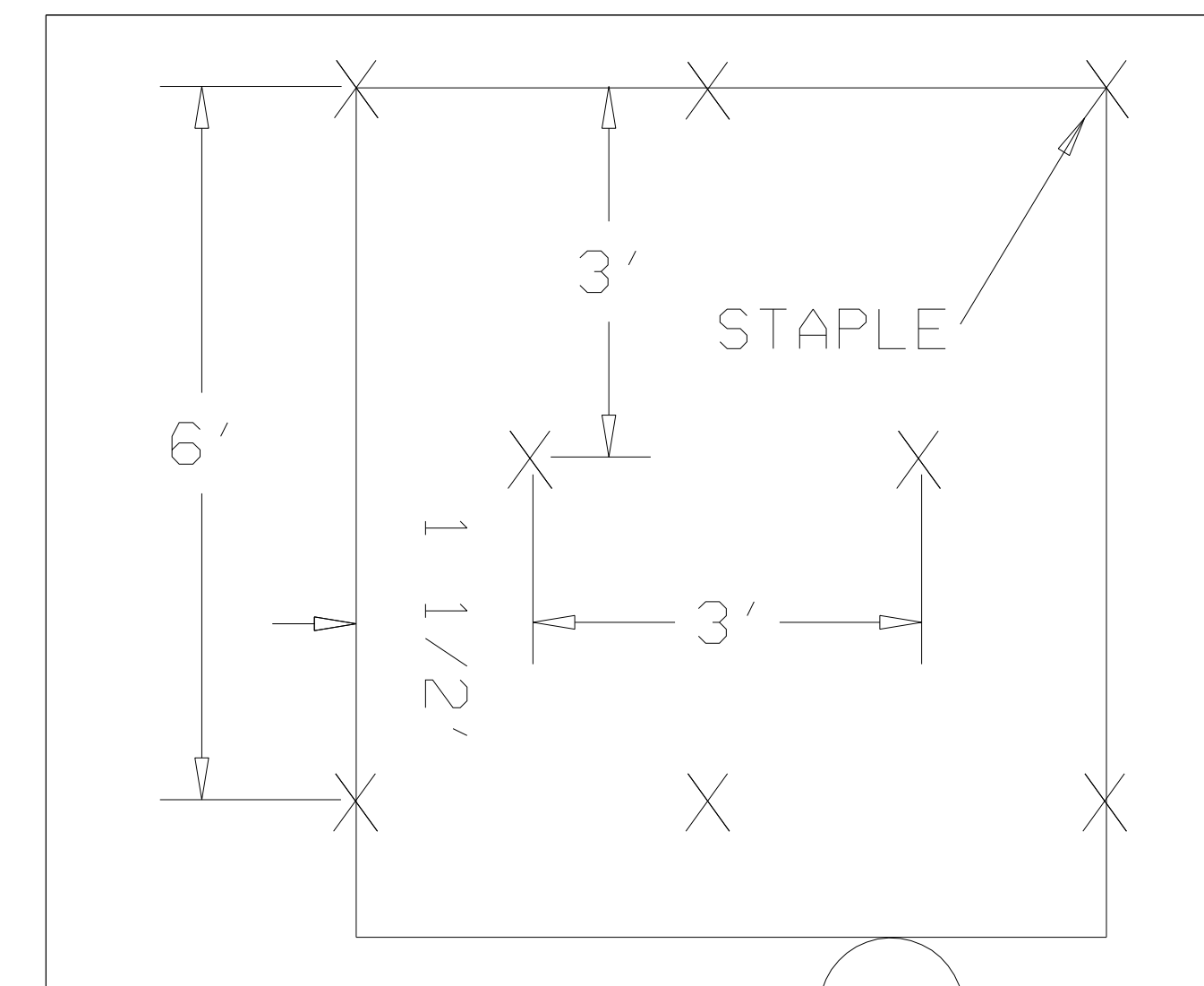


DIAGRAM B

STAPLE CHECK PATTERN

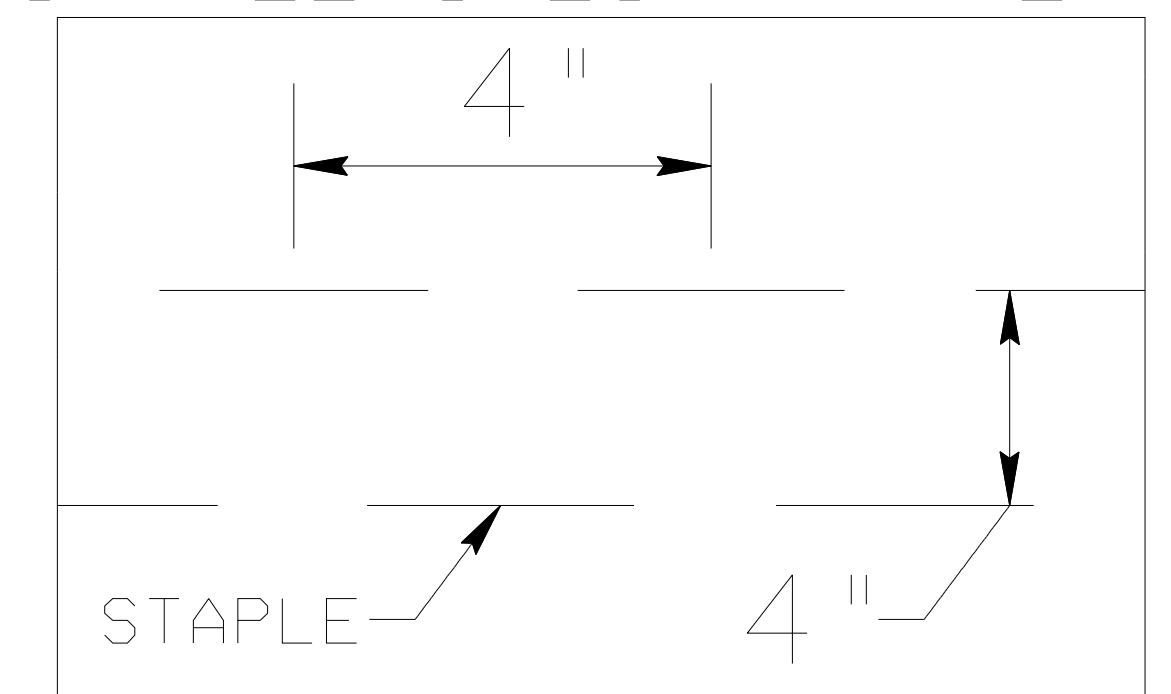


DIAGRAM (C)

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.

NOT TO SCALE

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO. <i>BD-5111N</i>	SHEET NO. <i>EC-3A</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

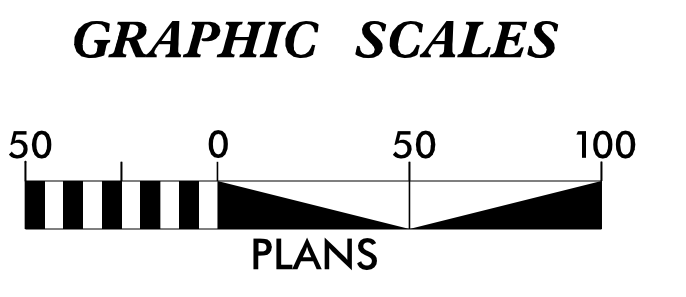
SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

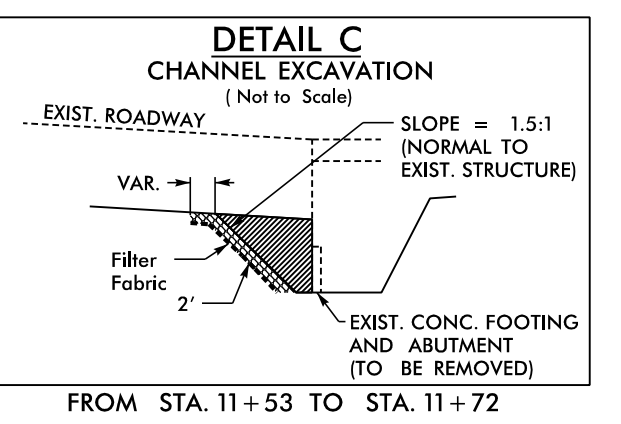
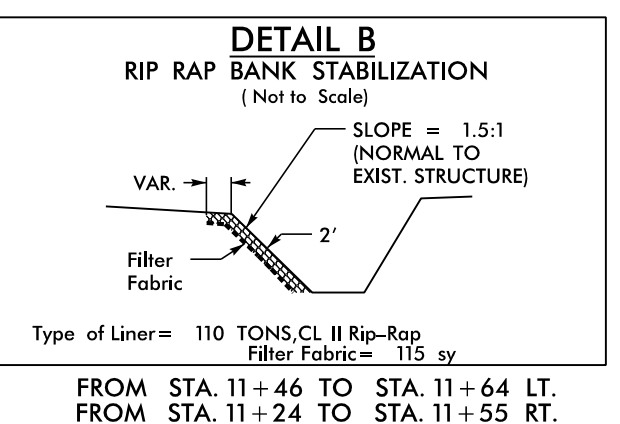
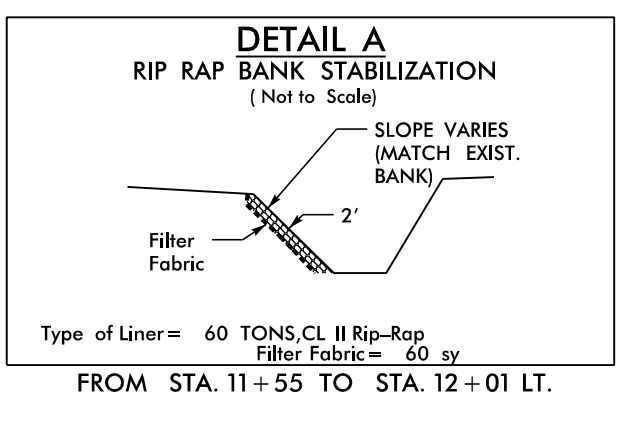
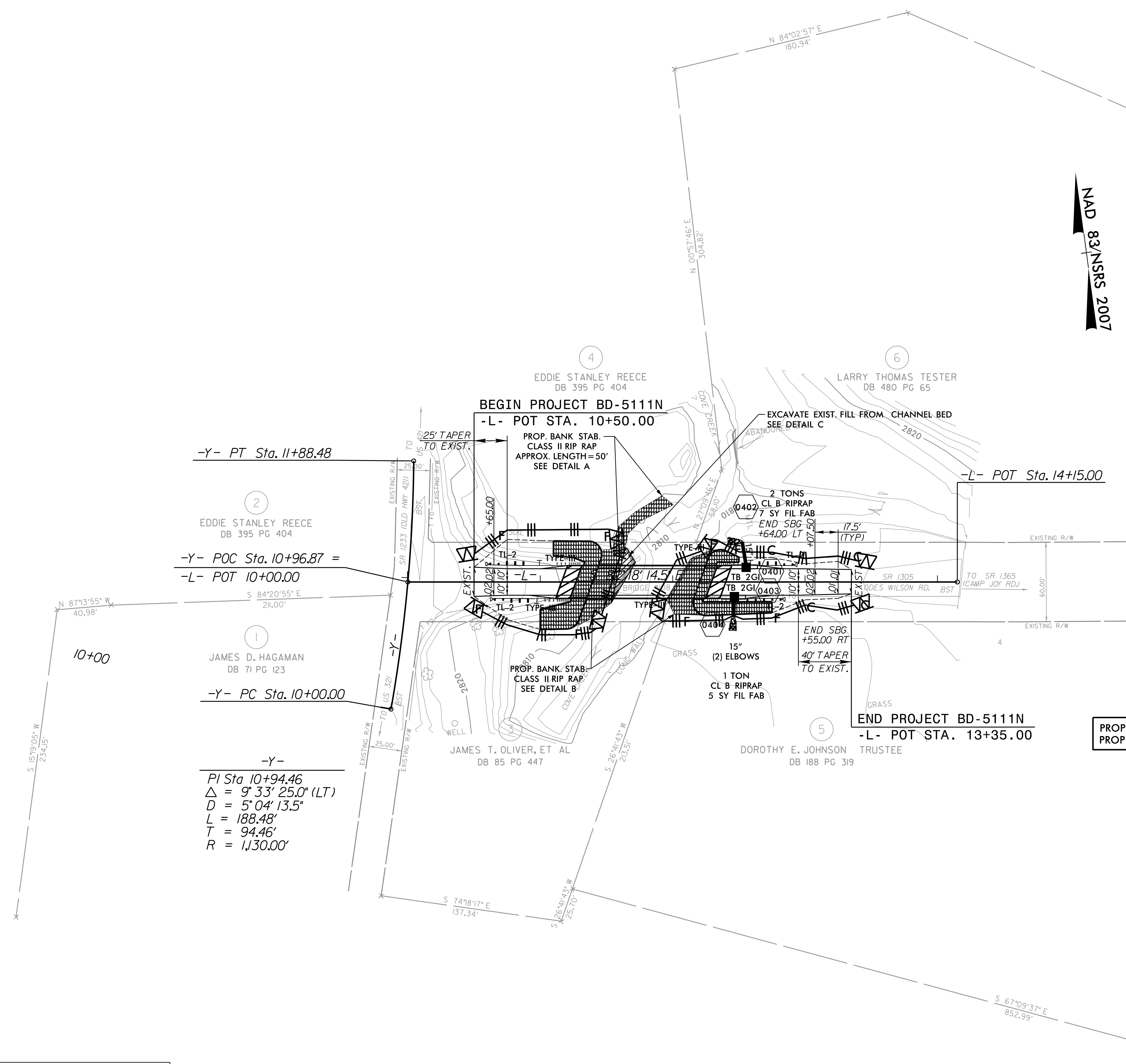
NOTE:
PLACE TEMPORARY ROCK SILT CHECKS TYPE - A
AT DRAINAGE OUTLETS.

NOTE:
PERIMETER EROSION CONTROL MEASURES SHALL BE
INSTALLED DURING CLEARING AND GRUBBING PHASE.

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 4



NAD 83/NSRS 2007



NOTES:
ANY DEVIATION FROM OPTIONS WILL REQUIRE PRIOR APPROVAL BY ENGINEER.
ADDITIONAL EROSION CONTROL DEVICES MAY NEED TO BE INSTALLED AS DIRECTED BY THE ENGINEER.

PROP. SBG END BRIDGE TO 12+64.00 LT
PROP. SBG END BRIDGE TO 12+55.00 RT

3/25/2012
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PLANS PREPARED BY :

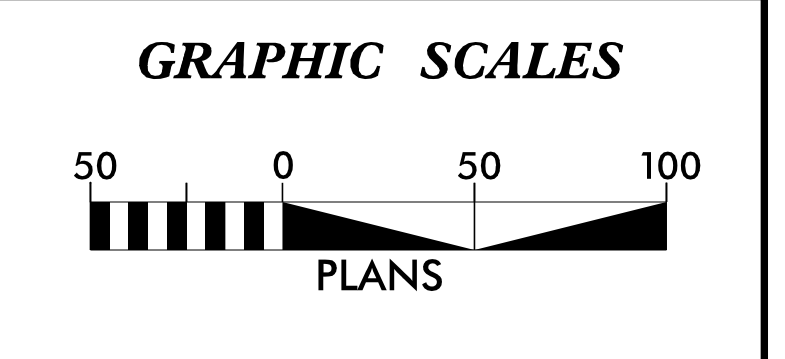
RK&K

RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE SUITE 350
RALEIGH, NORTH CAROLINA 27609-3960
NC LICENSE NO. F-0112 • (919) 878-9560

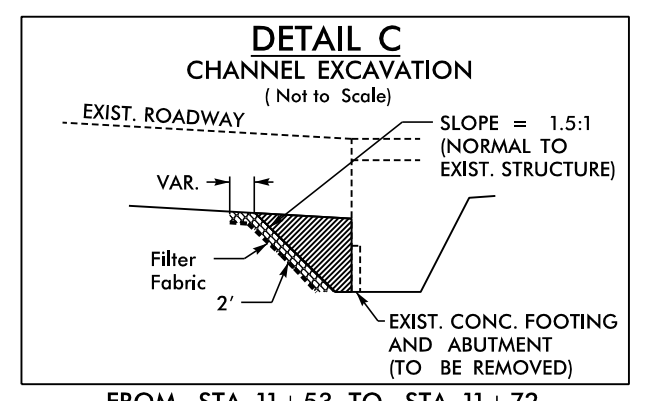
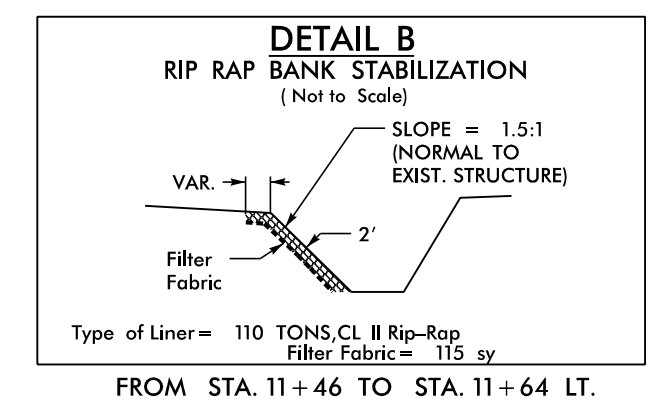
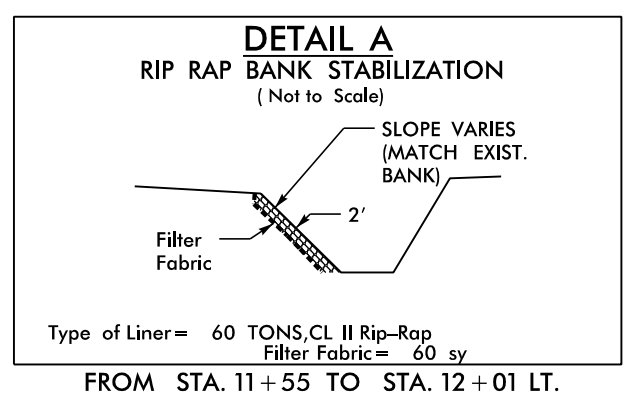
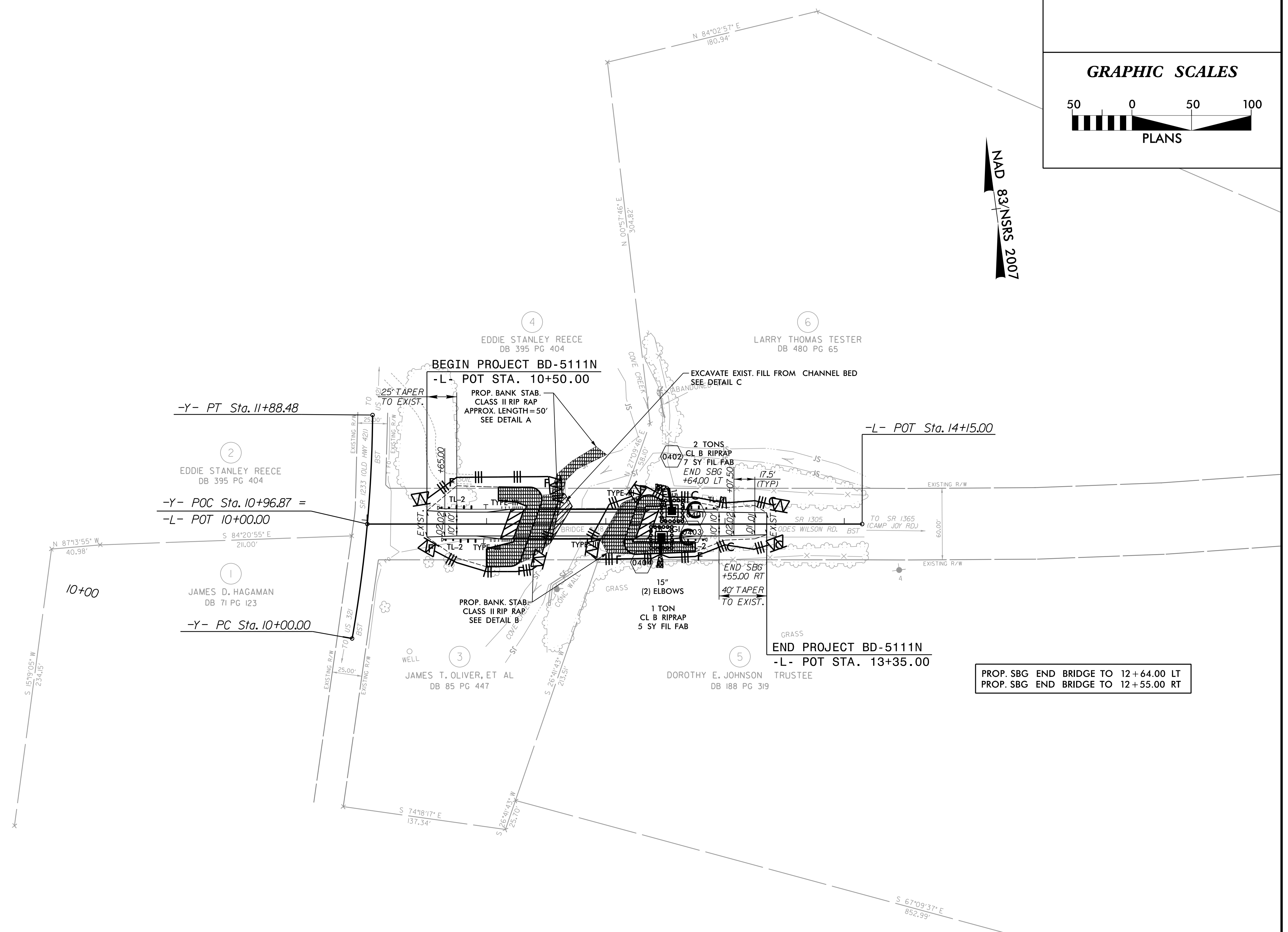
Place Matting for Erosion Control
on Slope as Work Allows.

FINAL EROSION
CONTROL FOR
CONSTRUCTION SHEET 4

PROJECT REFERENCE NO.	SHEET NO.
BD-5111N	EC-5/SHT.4
R/W SHEET NO.	
EROSION CONTROL DESIGN ENGINEER	



NAD 83/NSRS 2007



NOTES:
ANY DEVIATION FROM OPTIONS WILL REQUIRE PRIOR APPROVAL BY ENGINEER.
ADDITIONAL EROSION CONTROL DEVICES MAY NEED TO BE INSTALLED AS DIRECTED BY THE ENGINEER.

PLANS PREPARED BY :

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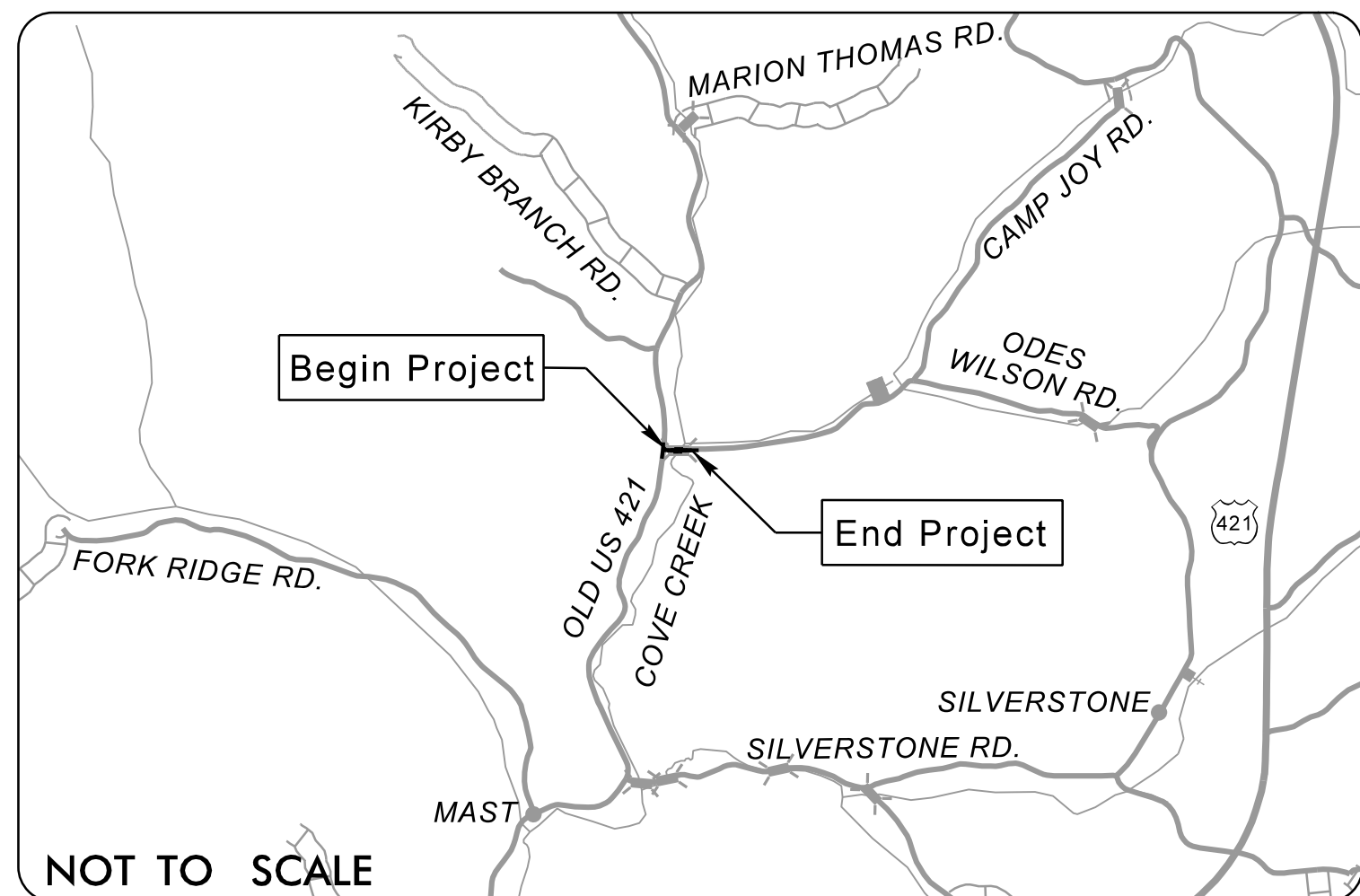
09/08/99

See Sheet 1-A For Index of Sheets

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.		UO-1	2
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
45357.1.14	BRZ-1305(9)	PE	
45357.2.14		RW	
45357.3.14		CONSTRUCTION	

TIP PROJECT: BD-511IN



VICINITY MAP

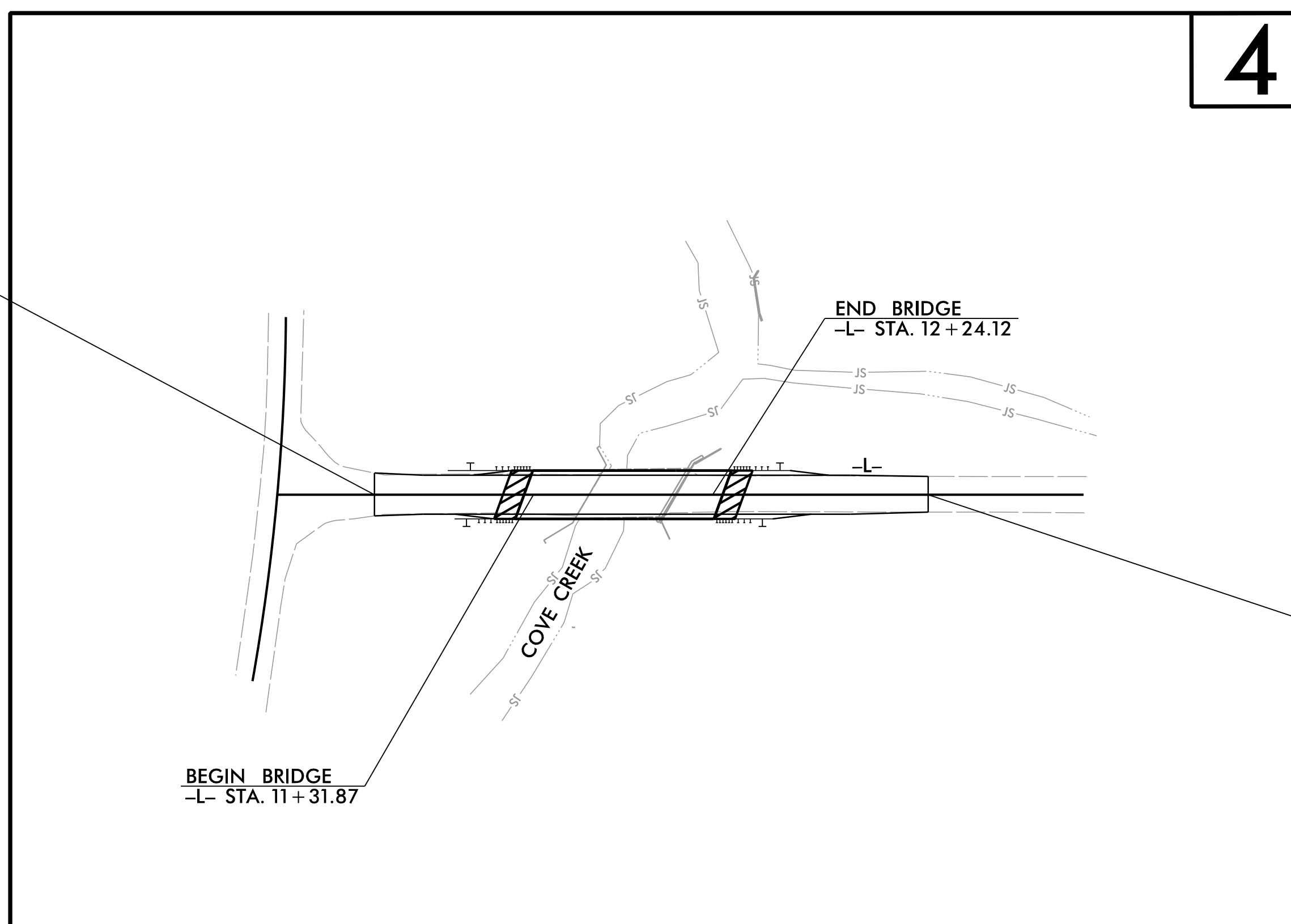
**UTILITIES BY OTHERS PLANS
WATAUGA COUNTY**

LOCATION: SR 1305 (ODES WILSON RD.) OVER COVE CREEK

TYPE OF WORK: RELOCATION OF AREAL POWER, TELEPHONE AND CATV

NAD 83/NSRS 2007

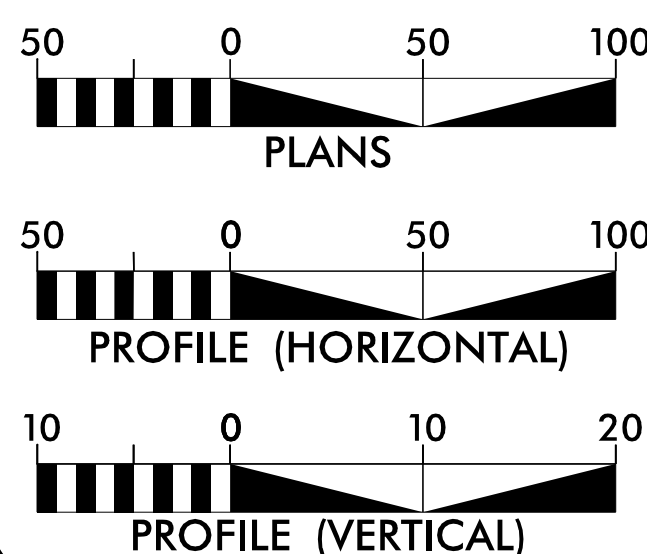
BEGIN PROJECT BD-511IN
-L- STA. 10 + 50.00



END PROJECT BD-511IN
-L- STA. 13 + 35.00

CONTRACT:

GRAPHIC SCALES



DESIGN DATA

REASONABLE SPEED = 40mph
ADT = 90 (2000)

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
UO-1	TITLE SHEET
UO-2	UTILITIES BY OTHERS PLAN SHEETS

UTILITY OWNERS ON PROJECT

- (1) BLUE RIDGE EMC - POWER
- (2) SKYLINE TELEPHONE - TELEPHONE
- (3) CHARTER COMMUNICATIONS - CATV

PLANS PREPARED BY:

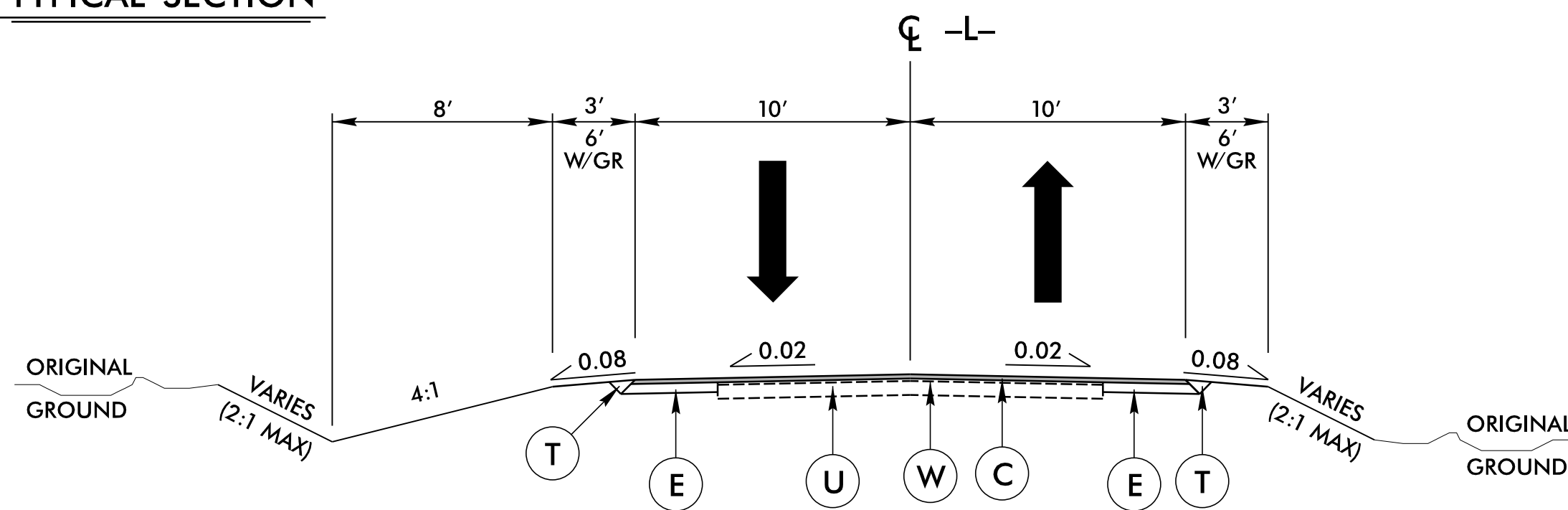


RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE, SUITE 350
RALEIGH, NORTH CAROLINA 27609
NC LICENSE NO. F-0112
1-888-521-4455 OR 919-878-9560

12/19/2011
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8/17/99

TYPICAL SECTION



UTILITIES BY OTHERS

NOTE:
ALL PROPOSED UTILITY WORK SHOWN ON THIS SHEET WILL BE DONE BY OTHERS.

PROJECT REFERENCE NO. <i>BD-5111N</i>	SHEET NO. <i>UO-2</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	ENGINEER

GRAPHIC SCALES

PLANS

REASONABLE SPEED = 40mph
HYDRAULICS
ADT = 90 (2000)

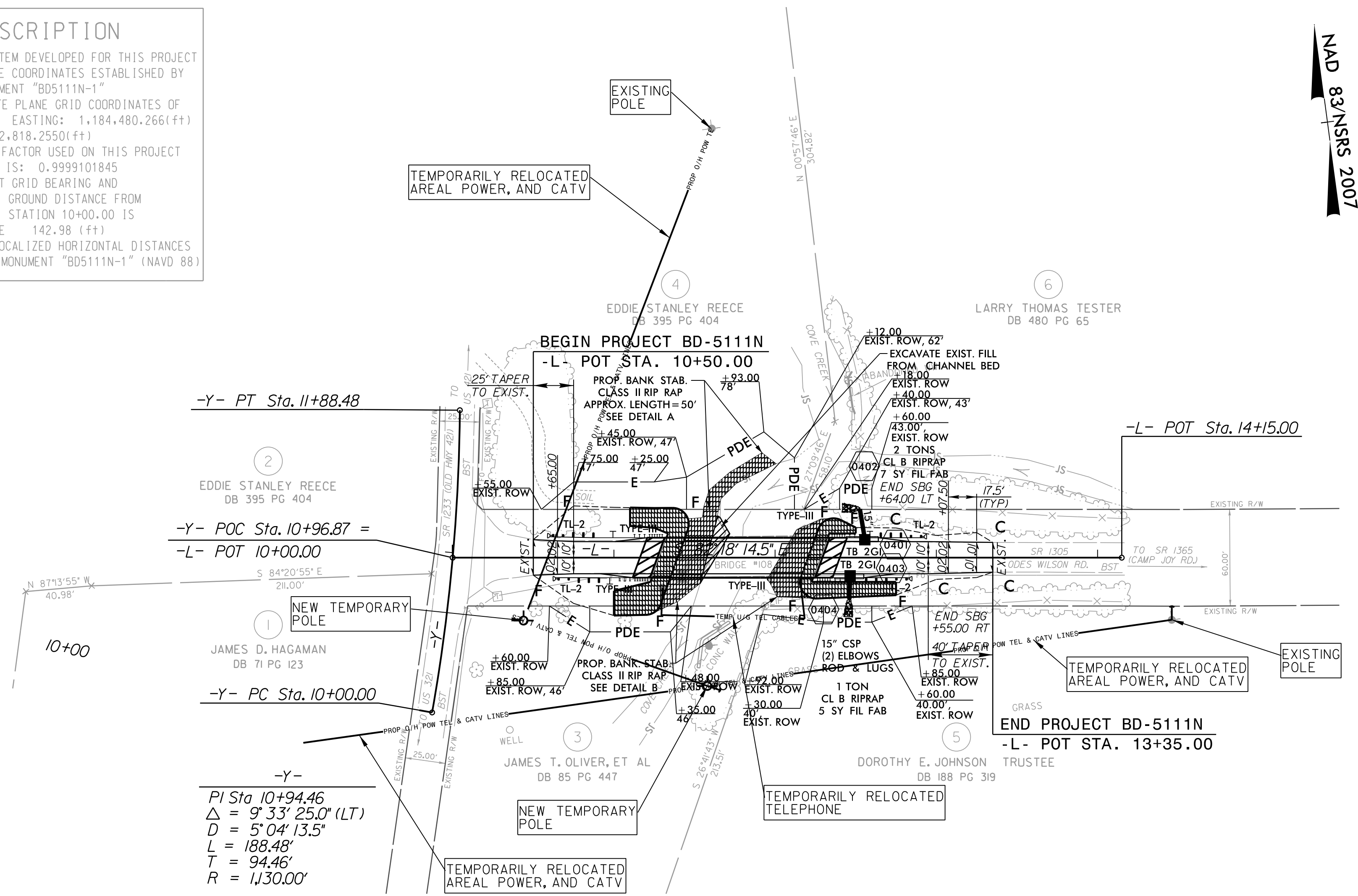
DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "BD5111N-1" WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF NORTHING: 939,371.2342(ft) EASTING: 1,184,480.266(ft) ELEVATION: 2,818.2550(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999101845

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "BD5111N-1" TO -L- STATION 10+00.00 IS S 77°33'11.95"E 142.98 (ft)

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERT. DATUM USED IS BASED ON MONUMENT "BD5111N-1" (NAVD 88)



-Y- PT Sta. 11+88.48

-Y- POC Sta. 10+96.87 =
-L- POT 10+00.00

-Y- PC Sta. 10+00.00

-Y-
PI Sta 10+94.46
 $\Delta = 9^{\circ}33'25.0" (LT)$
 $D = 5^{\circ}04'13.5"$
 $L = 188.48'$
 $T = 94.46'$
 $R = 1,130.00'$

UTILITY OWNERS ON PROJECT

POWER: BLUE RIDGE EMC - WAYNE REESE
(828)264-8894 EXT. 4241

TELEPHONE: SKYLINE TELEPHONE - PHILLIP MAY
(336)977-1479

CABLE TV: CHARTER COMMUNICATIONS - ANDREW WATSON
(828)266-2417

- NOTES:**
- BLUE RIDGE EMC WILL SET TEMPORARY POLES, GUYS AND RE-ROUTE THE POWER LINE DURING CONSTRUCTION. THE POWER AND CATV WILL BE PLACED BACK IN EXISTING LOCATION AFTER CONSTRUCTION.
 - SYLINE TELEPHONE WILL LAYOUT CABLE AWAY FROM CONSTRUCTION AND REMOVE POLES AND PEDESTAL WHEN CONSTRUCTION IS COMPLETE, RE-INSTALL POLES IN NEW LOCATION AND RE-HANG CABLE. SKYLINE WILL NEED A 72 HOUR NOTICE TO REMOVE CABLE.
 - CHARTER COMMUNICATIONS IS JOINT USE ATTACHED WITH BLUE RIDGE EMC AND WILL NEED TO COORDINATE RELOCATION OF CATV WITH BLUE RIDGE EMC.

PLANS PREPARED BY :

RK&K

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900 RIDGEFIELD DRIVE SUITE 350
RALEIGH, NORTH CAROLINA 27609-3960
NC LICENSE NO. F-0112 • (919) 878-9560

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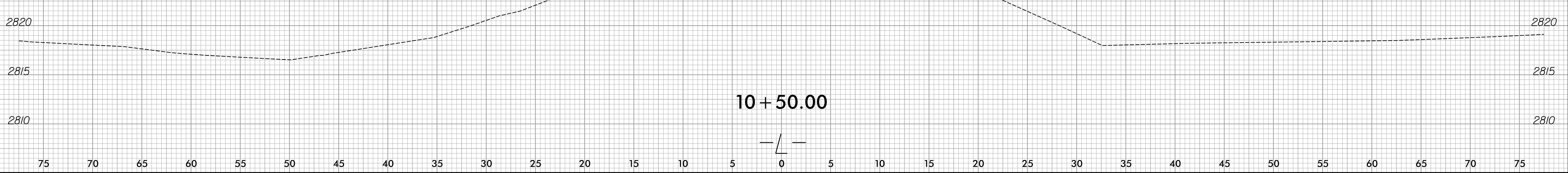
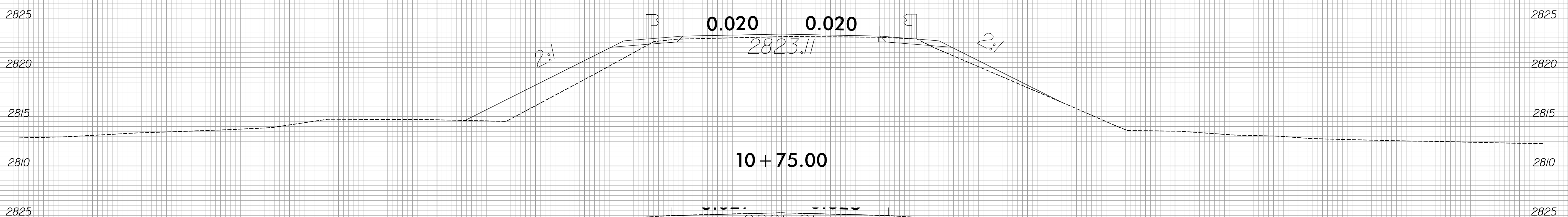
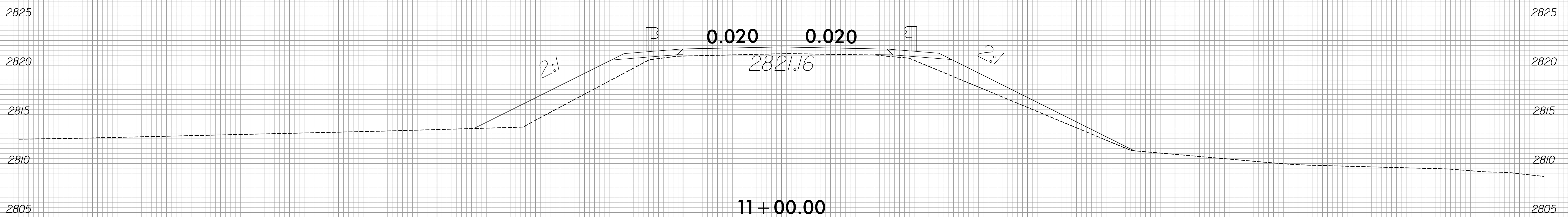
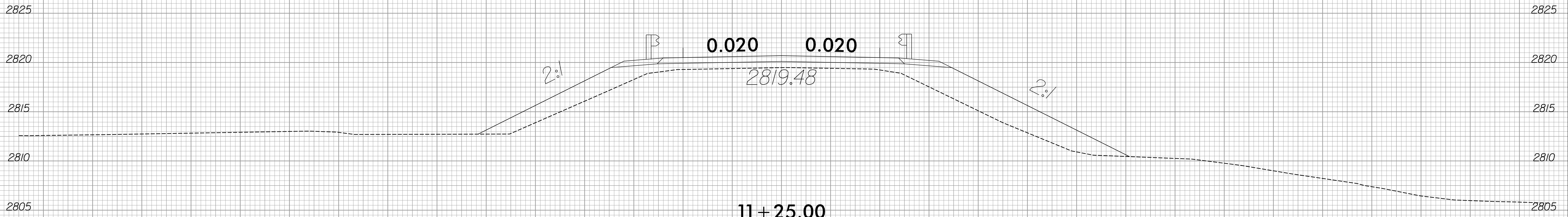
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PROJ. REFERENCE NO.
BD-5111N

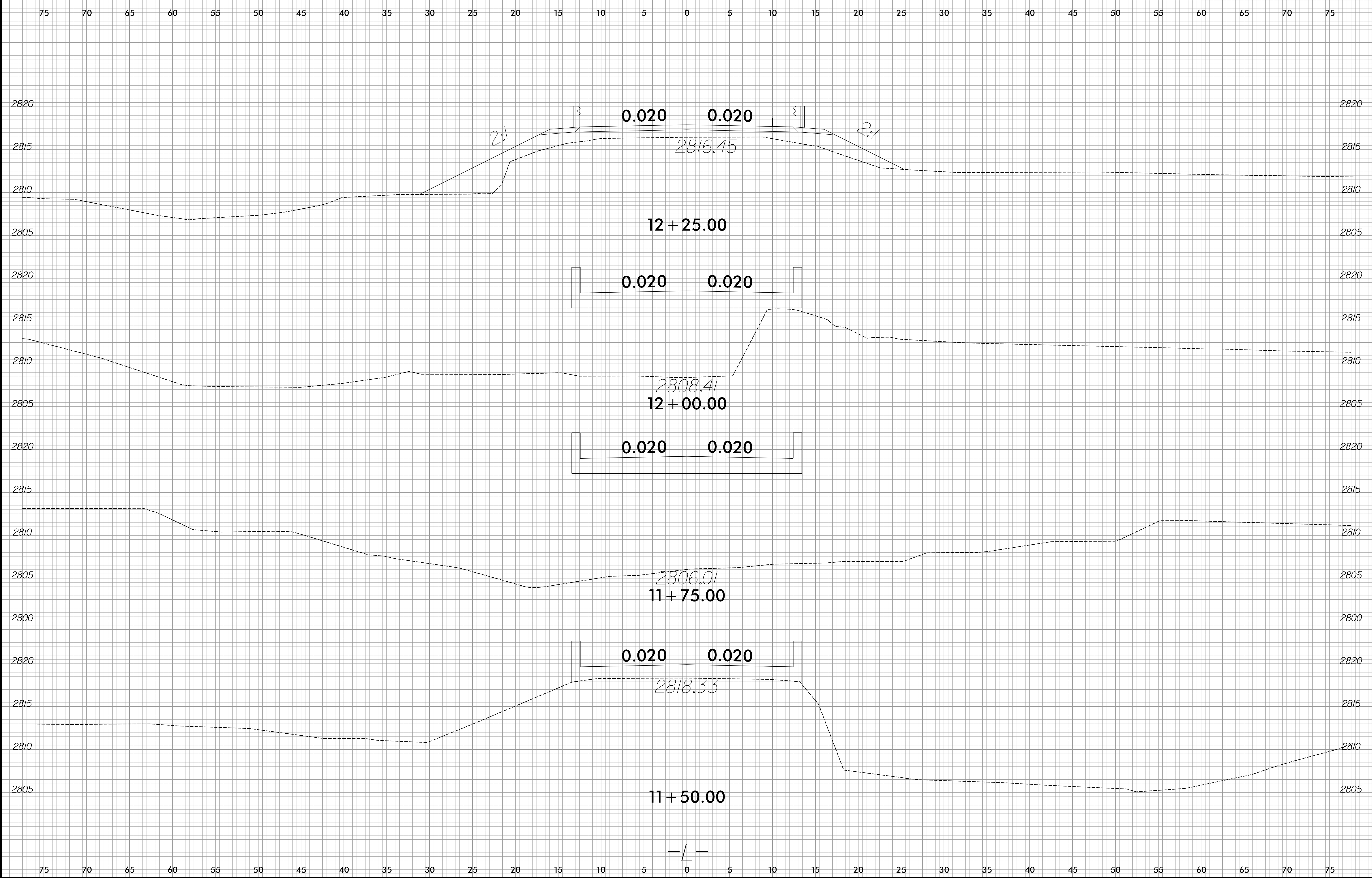
SHEET NO.
X-1

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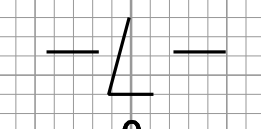


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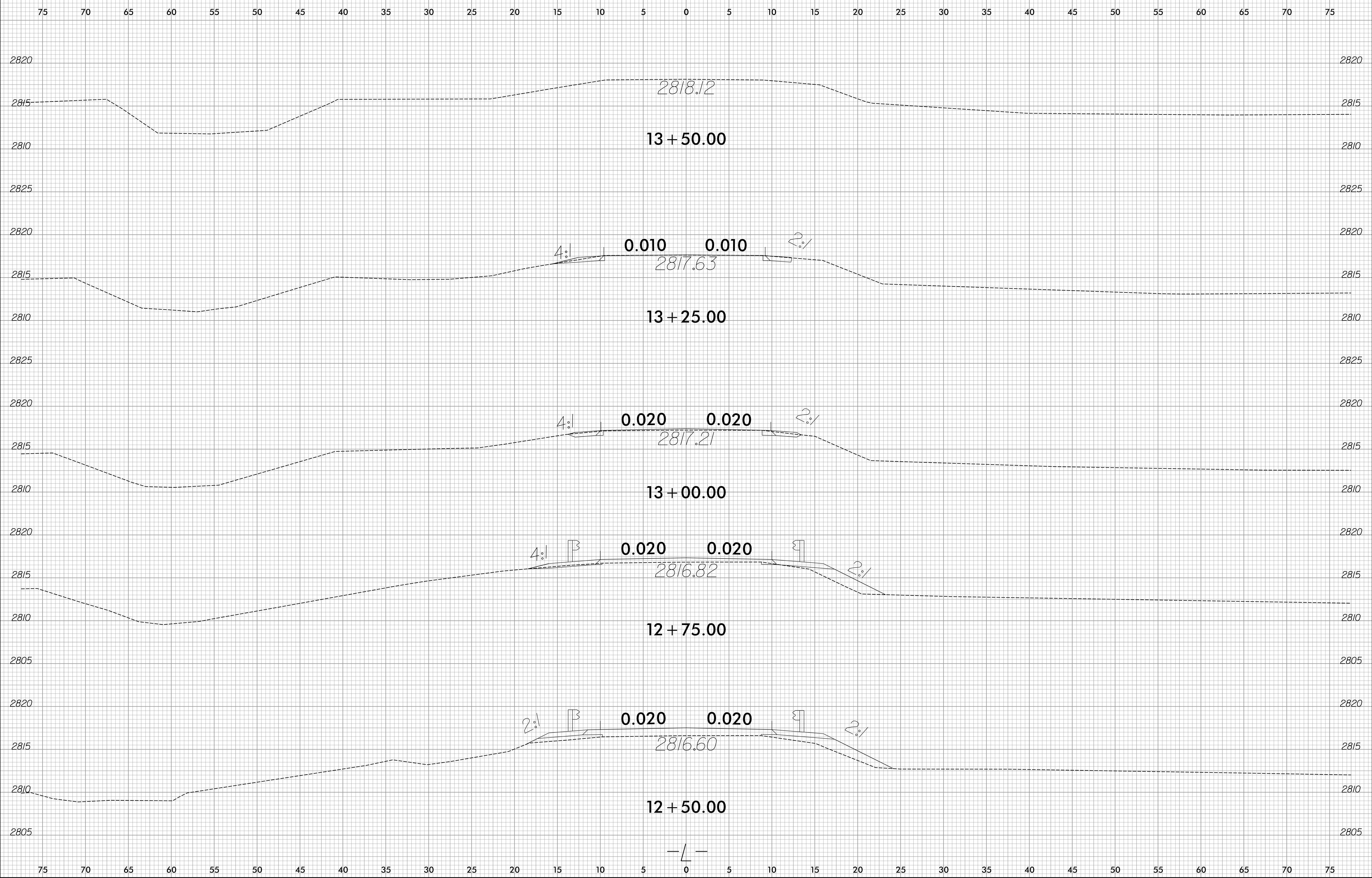
8/23/99



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P:\Roadway\Xsec\BD-5111N_Rdy_xpl.L.dgn



8/23/99



I:\2\2002
E:\Roadway\Xsec\BD-5111N_Rdy_xpl.L.dgn
celis