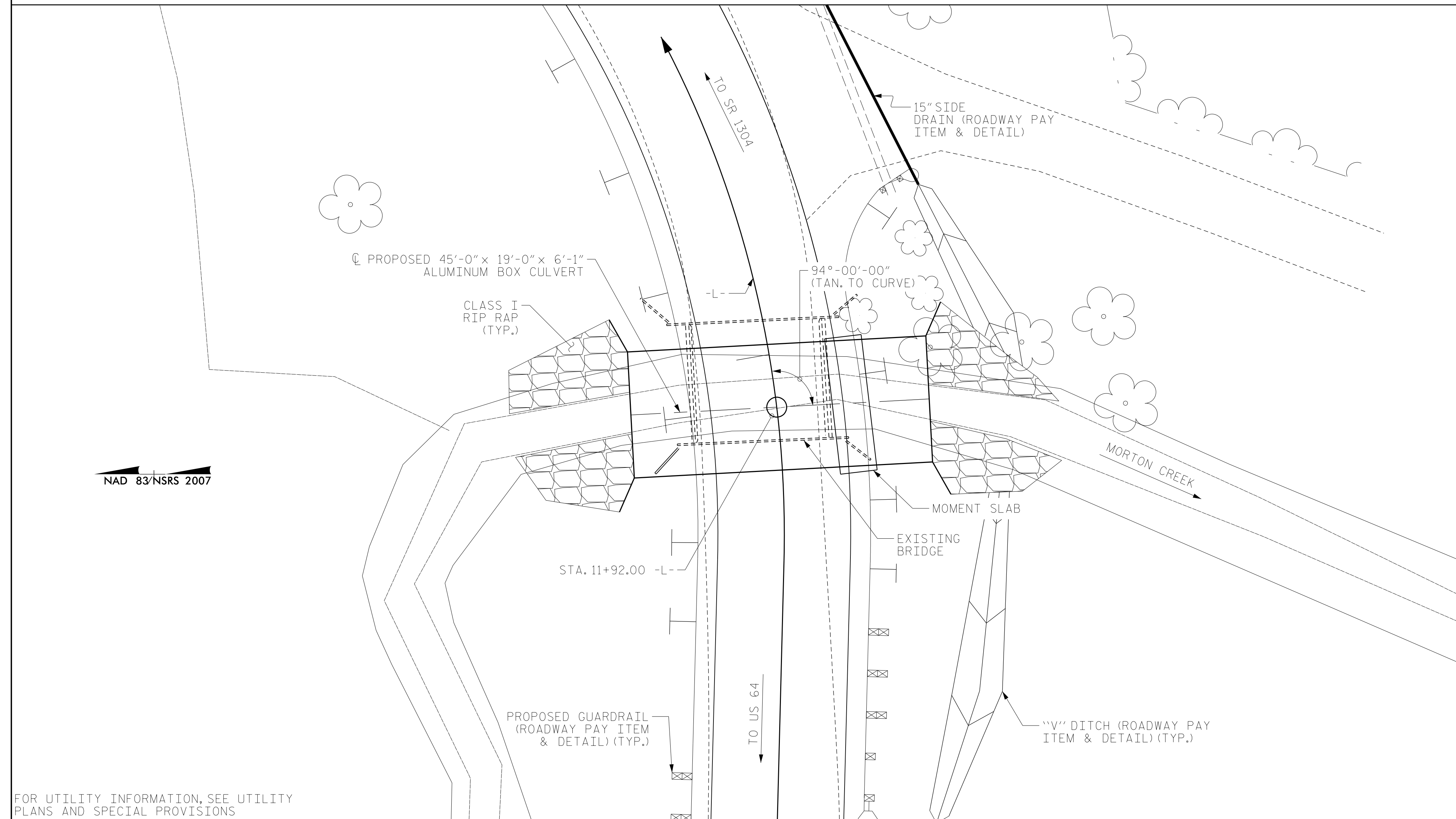


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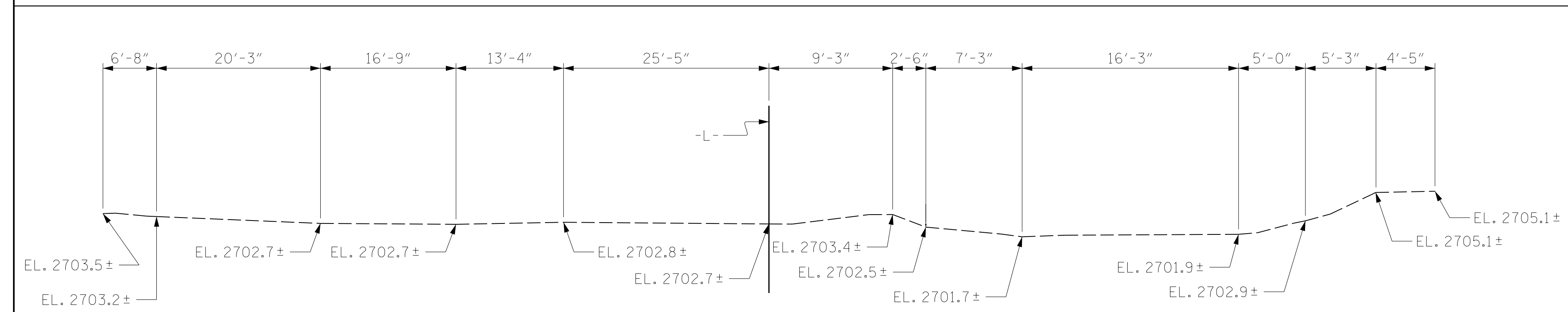
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BENCHMARK #1: 8" SPIKE SET IN BASE OF 30" POPLAR STUMP 36.10' RT. OF -L- STA. 12+40.75 EL. 2710.36'



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

LOCATION SKETCH



PROFILE ALONG CULVERT

TOTAL STRUCTURE QUANTITIES	
REMOVAL OF STRUCTURE AT STA. 11+92.00 -L-	LUMP SUM
CULVERT EXCAVATION AT STA. 11+92.00 -L-	LUMP SUM
ALUMINUM BOX CULVERT	LUMP SUM
RIP RAP, CLASS I	63 TONS
GEOTEXTILE FOR DRAINAGE	64 SQ. YDS.
* EPOXY COATED REINFORCING STEEL	833 LBS.
* CLASS AA CONCRETE	8.2 C.Y.
* CLASS II TYPE I SELECT MATERIAL	6 TONS
* PAYMENT FOR MOMENT SLAB	

GRADE DATA	
GRADE POINT ELEV. @ STA. 11+92.00 -L- BED ELEV.	= 2709.91
ROADWAY SLOPES	= VARIES

HYDRAULIC DATA	
DESIGN DISCHARGE	= 400 CFS
FREQUENCY OF DESIGN FLOOD	= 25 YRS
DESIGN HIGH WATER ELEVATION	= 2708.0
DRAINAGE AREA	= 0.715 SQ. MI.
BASE DISCHARGE (Q100)	= 650 CFS
BASE HIGH WATER ELEVATION	= 2709.91

OVERTOPPING FLOOD DATA	
OVERTOPPING DISCHARGE	= 625 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 50 YRS+
OVERTOPPING FLOOD ELEVATION	= 2709.8

DRAWN BY : MAL DATE : 05/2014
 CHECKED BY : JMR DATE : 05/2014
 DESIGN ENGINEER OF RECORD : JMR DATE : 05/2014

NOTES

- ASSUMED LIVE LOAD= HL-93 OR ALTERNATE LOADING.
- CULVERT IS TO BE DESIGNED FOR A MINIMUM FILL DEPTH OF 1.57 FT. AND A MAXIMUM FILL DEPTH OF 3.37 FT.
- THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
- FOR ALUMINUM BOX CULVERT, SEE SPECIAL PROVISIONS.
- ALL MATERIALS SHALL MEET THE REQUIREMENTS OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES DATED JANUARY 2018.
- THE DETAILS SHOWN ARE FOR GENERAL LAYOUT ONLY. THE SUPPLIER SHALL PROVIDE DESIGNS AND DETAILS FOR REVIEW AND APPROVAL THAT MEET THE REQUIREMENTS OF AASHTO LFRD BRIDGE DESIGN SPECIFICATIONS, SECTION 12, AND ARE SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER.
- GUARDRAIL POST LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER TO ENSURE ADEQUATE COVER FOR INSTALLATION.
- THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 18'-6", TIMBER FLOOR ON TIMBER JOISTS SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
- 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 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.
- EXCAVATE ONE FOOT MINIMUM BELOW CULVERT AND REPLACE THE EXCAVATED MATERIAL WITH FOUNDATION CONDITIONING MATERIAL IN ACCORDANCE WITH SECTION 414 OF THE STANDARD SPECIFICATIONS.
- FOR EROSION CONTROL MEASURES, CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
- ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- THIS STRUCTURE SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO LFRD BRIDGE DESIGN SPECIFICATIONS.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."

PROJECT NO. 17BP.14.R.6
 TRANSYLVANIA COUNTY
 STATION: 11+92.00 -L-

SHEET 1 OF 3 REPLACES BRIDGE NO. 028



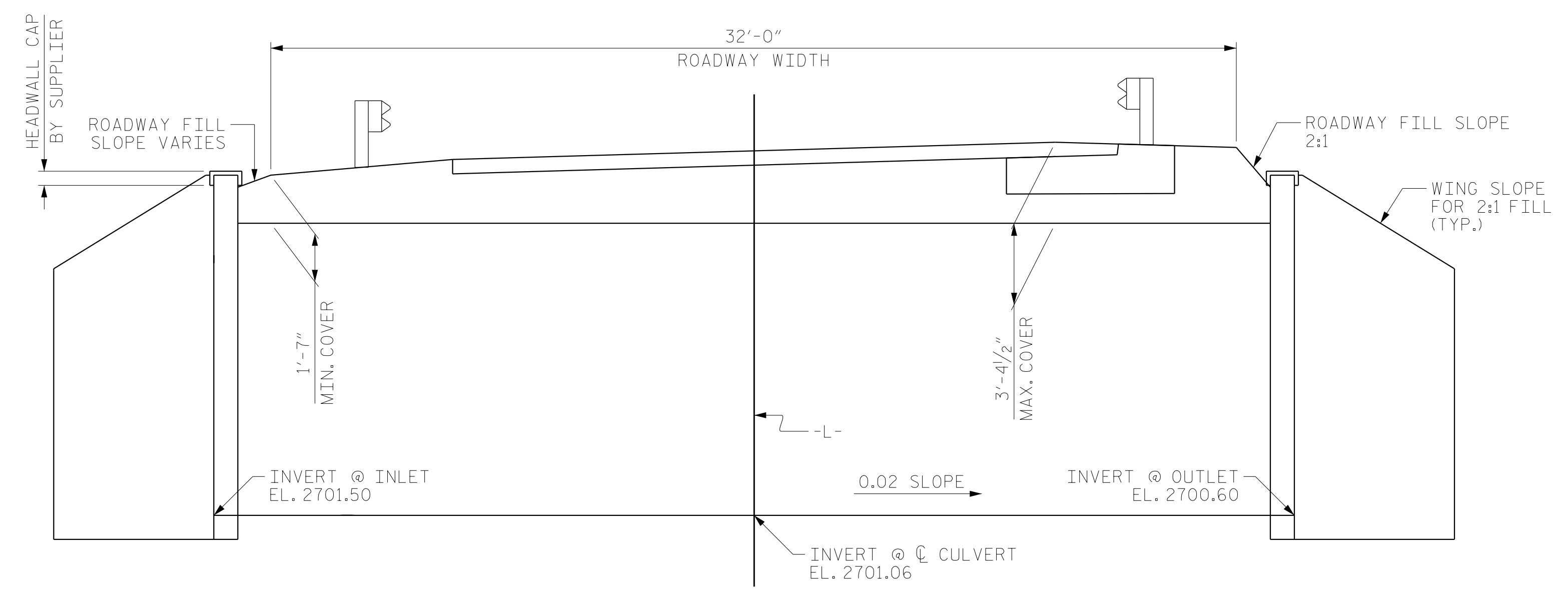
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE 19'-0" X 6'-1" ALUMINUM BOX CULVERT

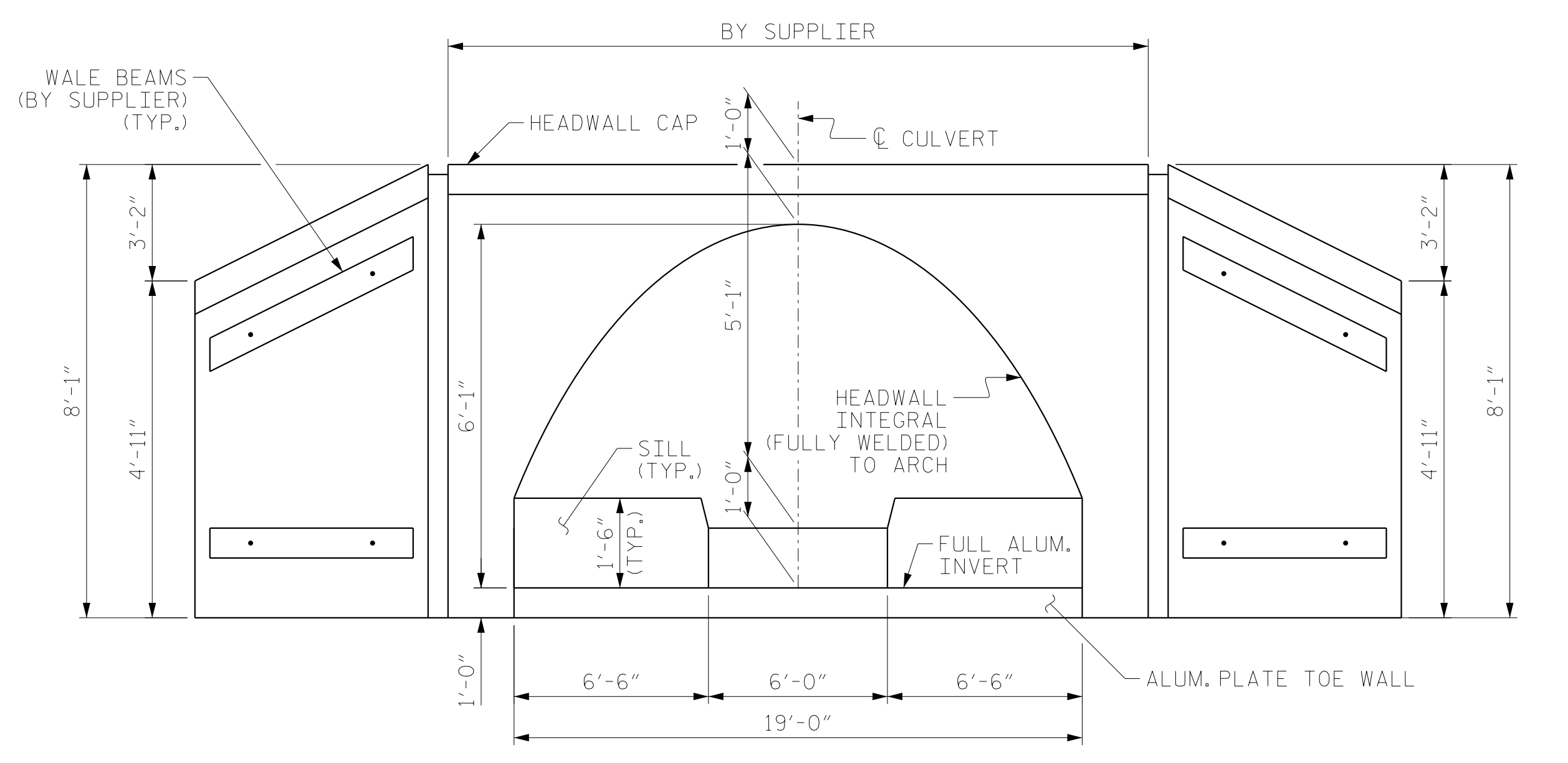
FOR BRIDGE OVER MORTON CREEK ON SR 1316 BETWEEN US 64 AND SR 1304

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

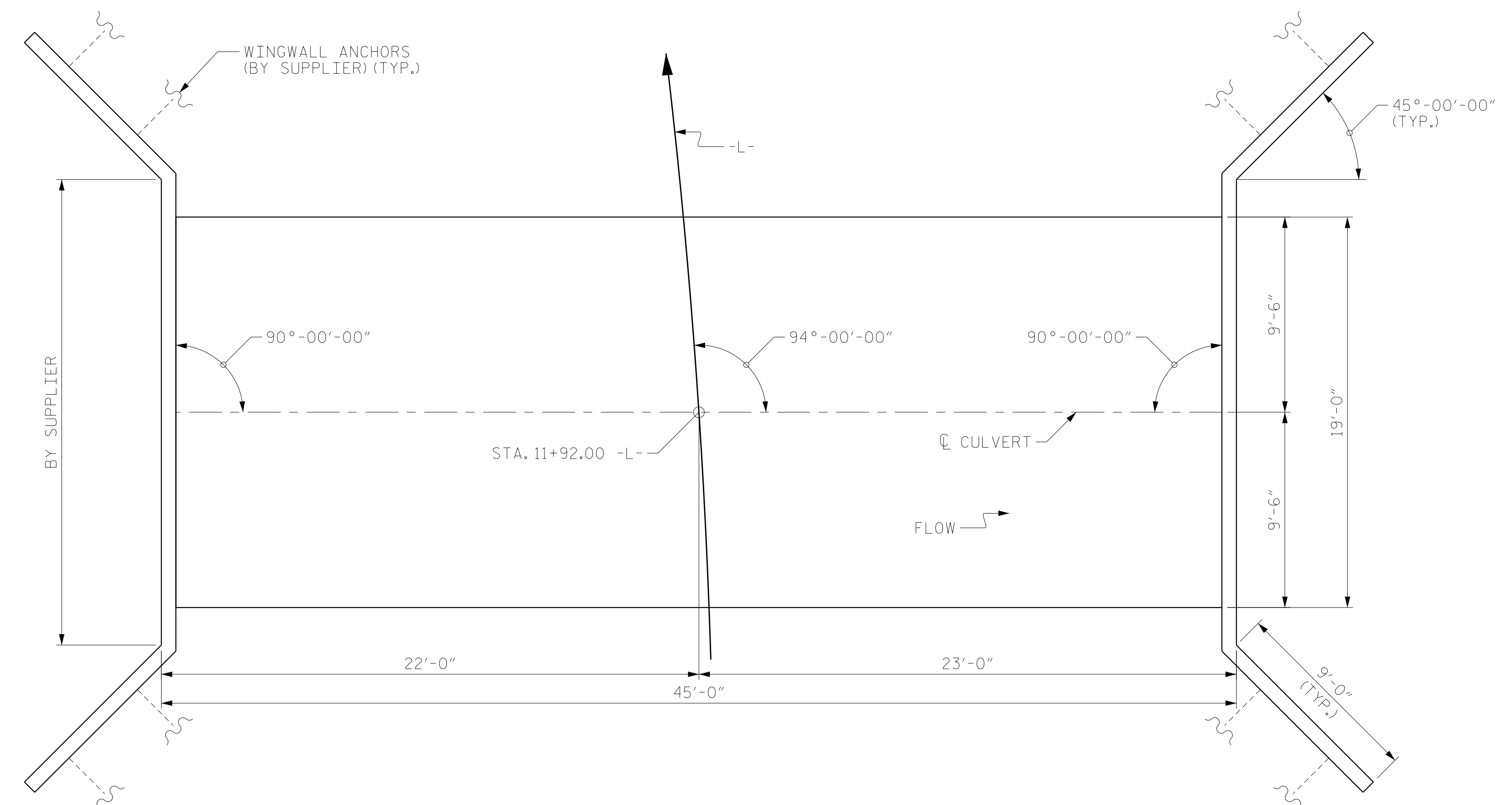
RS&H Architects-Engineers-Planners, Inc.
 8601 Six Forks Road, Suite 260
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 919-926-4100 FAX 919-846-9080
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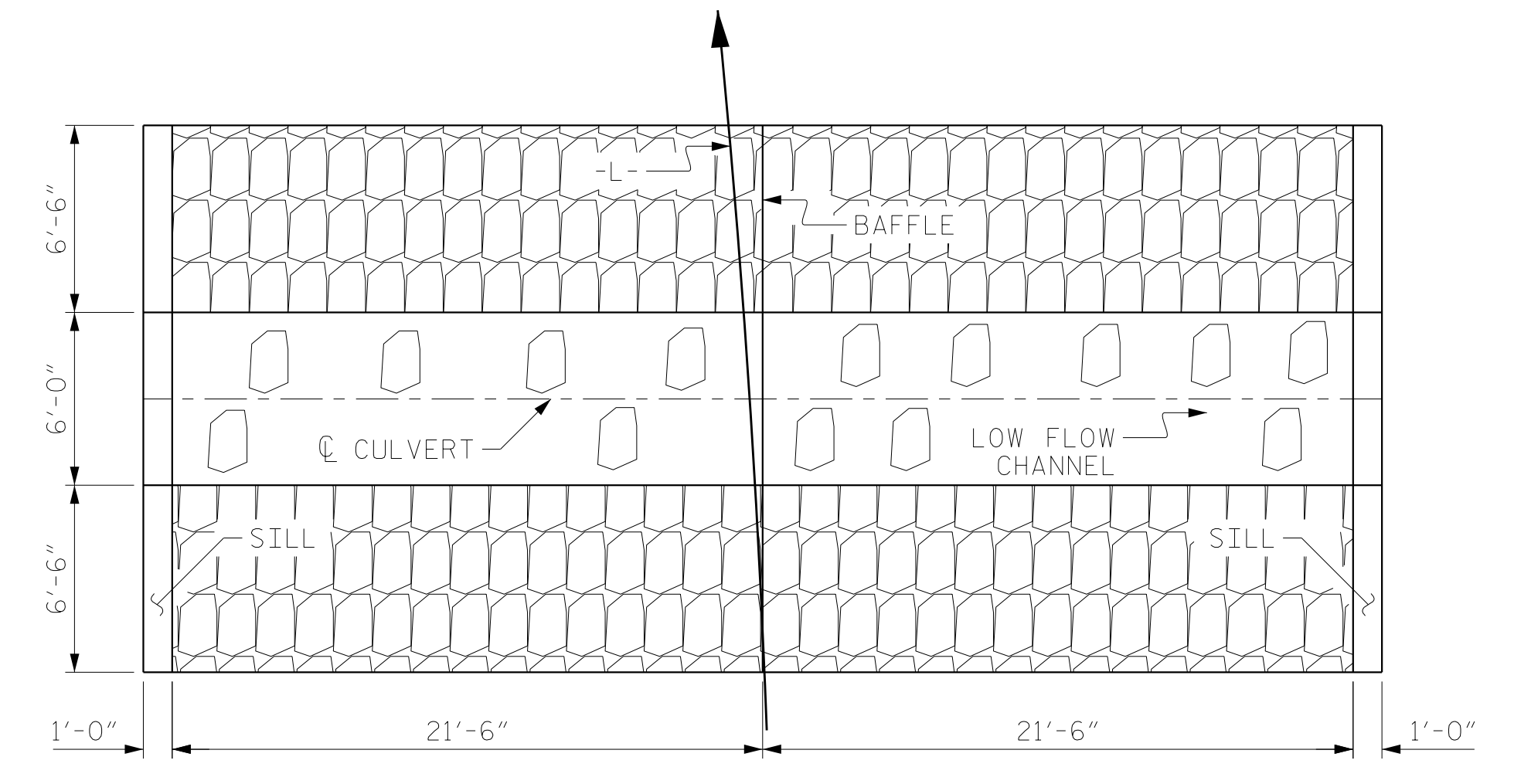
CULVERT SECTION NORMAL TO ROADWAY



END ELEVATION



PLAN



PLAN OF FLOOR SILL LAYOUT

BACKFILL WITH NATIVE BED MATERIAL TO SILL HEIGHT

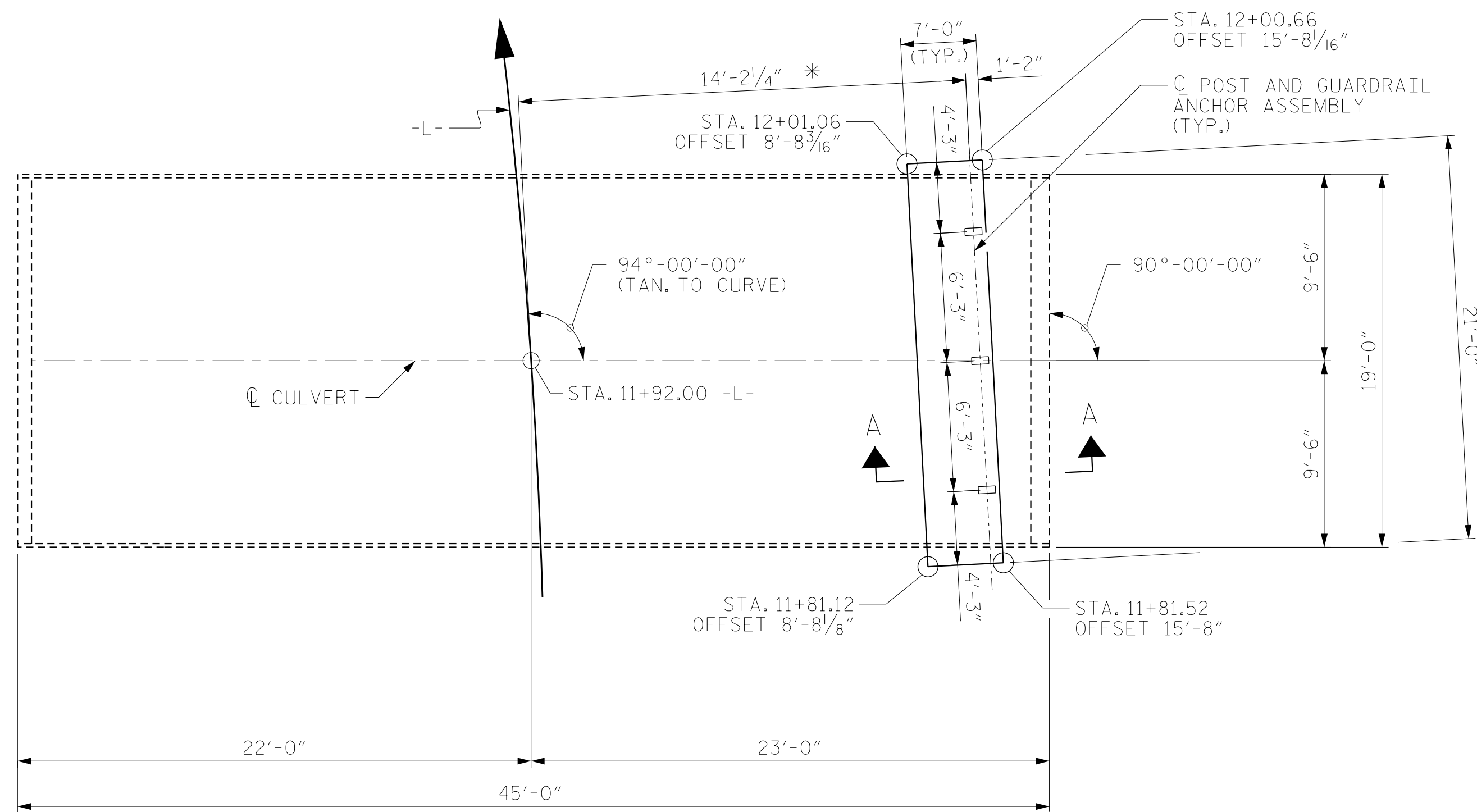
PROJECT NO. 17BP.14.R.6
TRANSYLVANIA COUNTY
 STATION: 11+92.00 -L-
 SHEET 2 OF 3

4/24/2018
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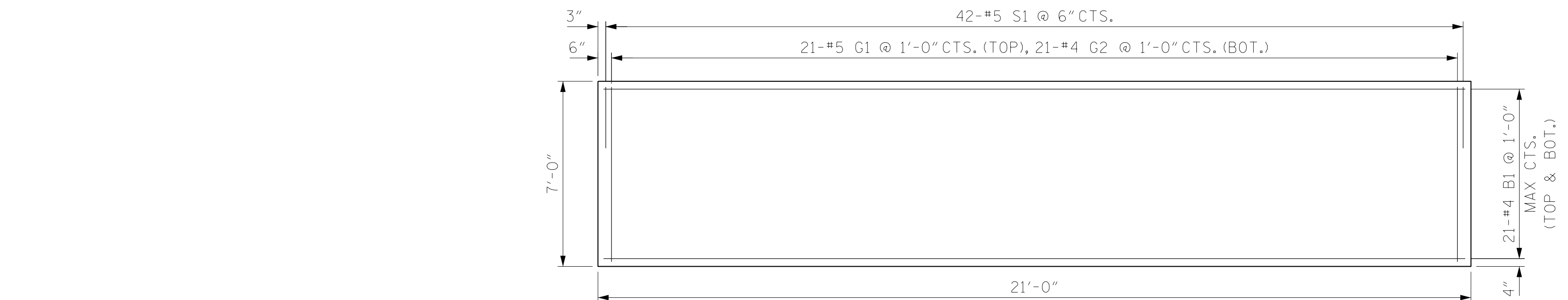
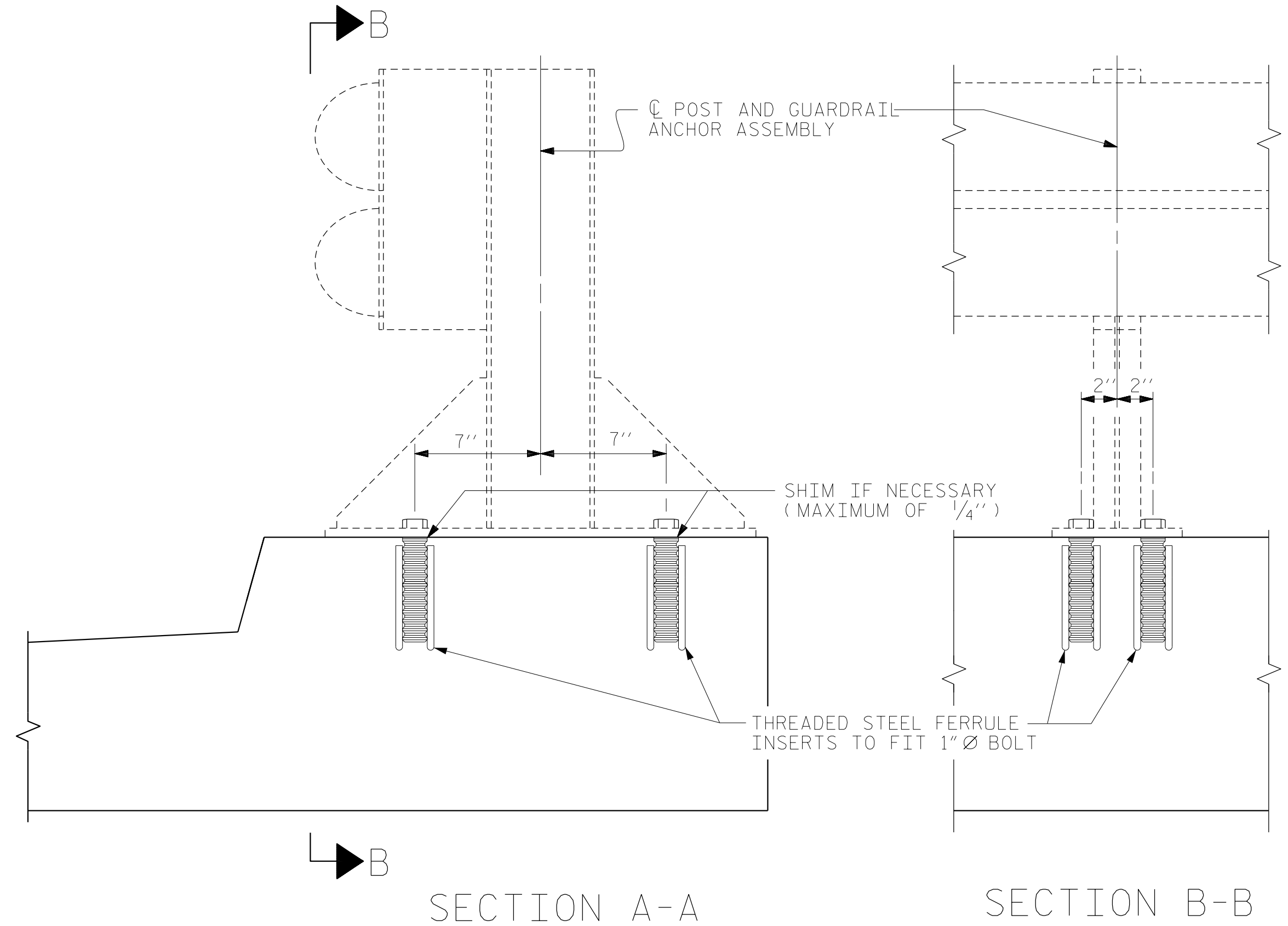
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SINGLE 19'-0" X 6'-1" ALUMINUM BOX CULVERT
 FOR BRIDGE OVER MORTON CREEK ON SR 1316 BETWEEN US 64 AND SR 1304

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

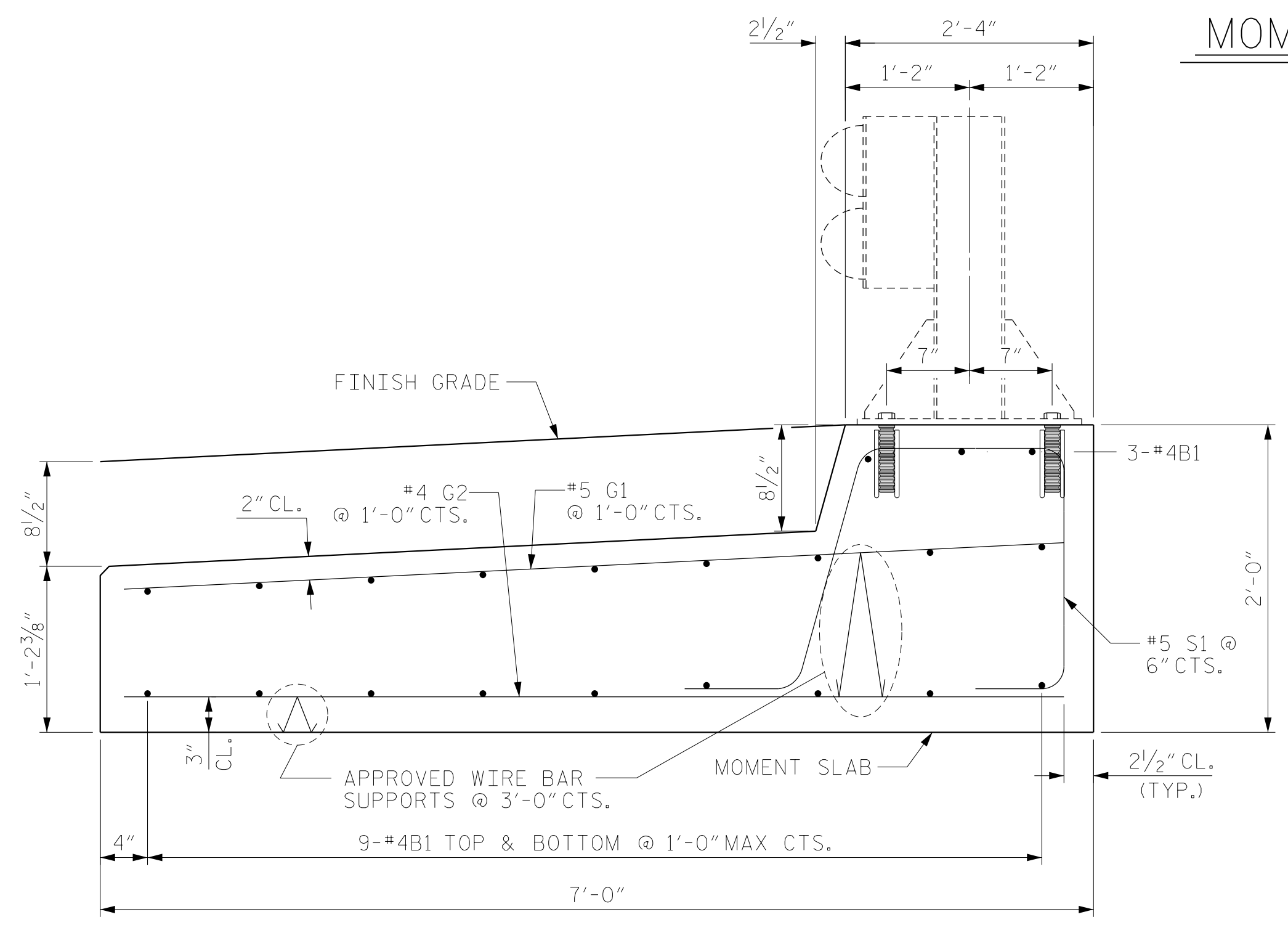
DRAWN BY : MAL DATE : 05/2014
 CHECKED BY : JMR DATE : 05/2014
 DESIGN ENGINEER OF RECORD : JMR DATE : 05/2014



PLAN OF GUARDRAIL POST SPACING & MOMENT SLAB LAYOUT
 * THIS DIMENSION TO BE CONFIRMED BY THE ENGINEER IN THE FIELD.



MOMENT SLAB PLAN



TYPICAL SECTION THROUGH MOMENT SLAB
 LOOKING UPSTATION

NOTES

FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 2 1/2".

ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE 1" Ø AND MEET THE REQUIREMENTS OF ASTM A325. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

PAYMENT FOR GUARDRAIL, POSTS, ADHESIVELY ANCHORED ANCHOR BOLTS AND POST BASE PLATES IS INCLUDED IN ROADWAY PAY ITEMS.

THE GUARDRAIL POSTS SHALL NOT BE ATTACHED UNTIL THE MOMENT SLAB HAS ATTAINED AN AGE OF THREE CURING DAYS OR A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI. IN ADDITION, NO FILL MATERIAL, ASPHALT, OR CONSTRUCTION EQUIPMENT IS ALLOWED ON THE MOMENT SLAB PRIOR TO SATISFYING THE MINIMUM CONCRETE CURING AND STRENGTH REQUIREMENTS.

ALL REINFORCING STEEL IN THE MOMENT SLAB SHALL BE EPOXY COATED.

THE CONTRACT PRICE FOR "CLASS AA CONCRETE" AND "EPOXY COATED REINFORCING STEEL" WILL BE FULL COMPENSATION FOR SUBMITTALS, LABOR, TOOLS, EQUIPMENT, MOMENT SLAB MATERIALS, EXCAVATING, BACKFILLING, HAULING AND REMOVING EXCAVATED MATERIALS, AND SUPPLYING ANY INCIDENTALS NECESSARY TO CONSTRUCT THE CONCRETE MOMENT SLAB.

FOR GUARDRAIL ANCHORAGE DETAILS, SEE STANDARD DRAWING 862.03 SHEET 7 OF 7.

PLACE CONCRETE SLAB ON 6" MINIMUM (3" MINIMUM ABOVE TOP OF CULVERTS) OF COMPACTED CLASS II TYPE 1 SELECT MATERIAL. FOR CLASS II TYPE 1 SELECT MATERIAL, SEE SPECIAL PROVISIONS.

BAR TYPE

ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL FOR ONE MOMENT SLAB

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	21	#4	STR	20'-8"	290
G1	21	#5	STR	6'-7"	144
G2	21	#4	STR	6'-7"	92
S1	42	#5	1	7'-0"	307
EPOXY COATED REINFORCING STEEL					833 LBS.
CLASS AA CONCRETE MOMENT SLAB					8.2 C.Y.

PROJECT NO. 17BP.14.R.6
 TRANSYLVANIA COUNTY
 STATION: 11+92.00 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SINGLE 19'-0" X 6'-1" ALUMINUM BOX CULVERT
 FOR BRIDGE OVER MORTON CREEK ON SR 1316 BETWEEN US 64 AND SR 1304

DRAWN BY : NSC DATE : 02/2018
 CHECKED BY : PDS DATE : 04/2018
 DESIGN ENGINEER OF RECORD : MAL DATE : 04/2018

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

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.
	- -	27,000 LBS. PER SQ. IN.
	- -	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 2018 "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 $\frac{3}{4}$ " WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO $1\frac{1}{2}$ " RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A $\frac{1}{4}$ " 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 $\frac{1}{4}$ " 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 $\frac{7}{8}$ " \emptyset SHEAR STUDS FOR THE $\frac{3}{4}$ " \emptyset STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - $\frac{7}{8}$ " \emptyset STUDS FOR 4 - $\frac{3}{4}$ " \emptyset STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF $\frac{7}{8}$ " \emptyset STUDS ALONG THE BEAM AS SHOWN FOR $\frac{3}{4}$ " \emptyset STUDS BASED ON THE RATIO OF 3 - $\frac{7}{8}$ " \emptyset STUDS FOR 4 - $\frac{3}{4}$ " \emptyset 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 $\frac{3}{16}$ " 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 $\frac{1}{16}$ " 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. FINS 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