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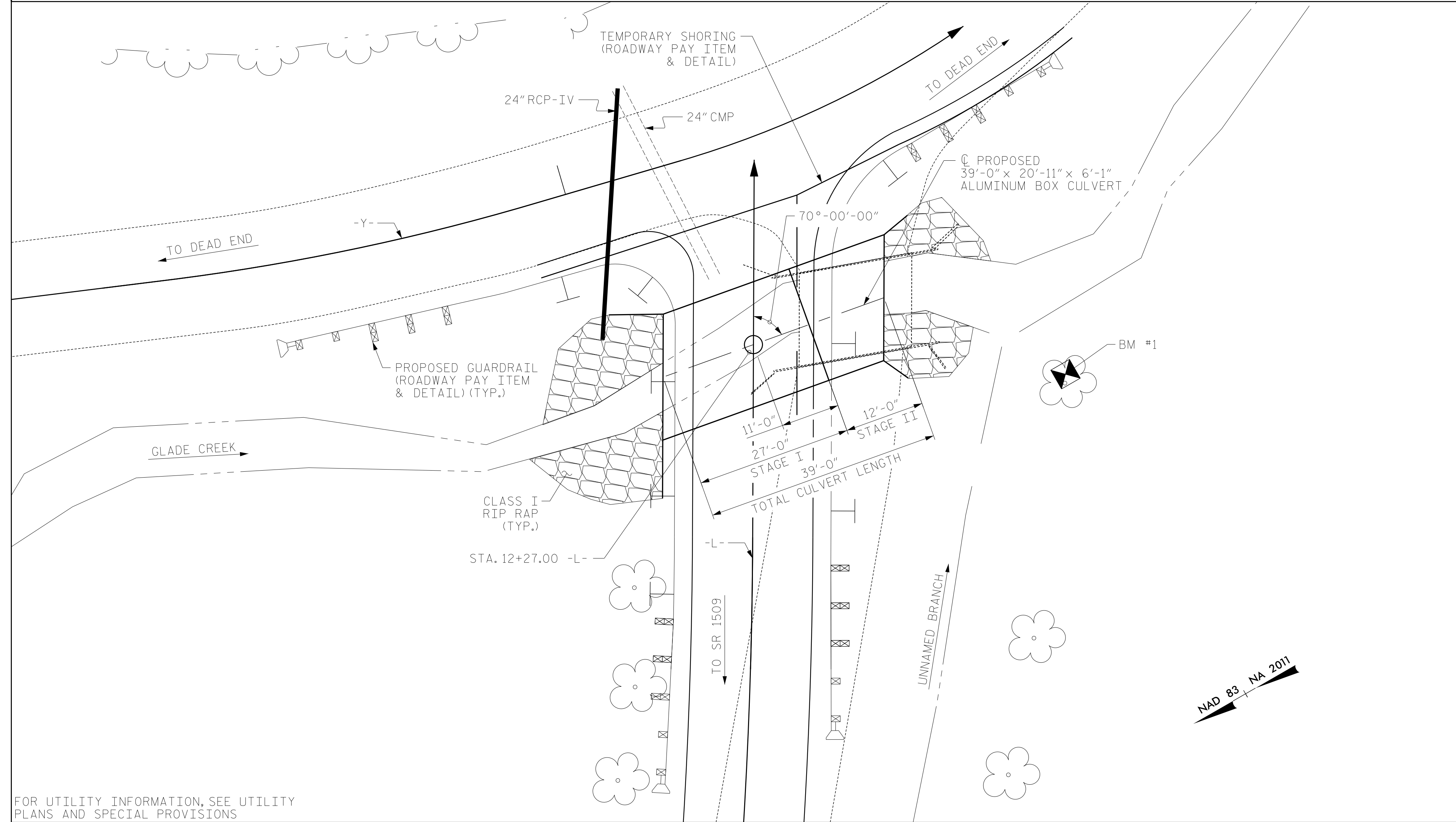
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BENCHMARK #1: NAIL IN ROOT OF 18" WALNUT 23' RT. OF -BL- STA. 7+60.00 EL. 2117.40'

NOTES

ASSUMED LIVE LOAD= HL-93 OR ALTERNATE LOADING.
 CULVERT IS TO BE DESIGNED FOR A MINIMUM FILL DEPTH OF 1.87 FT. AND A MAXIMUM FILL DEPTH OF 3.01 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 2012.
 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 LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12, AND ARE SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER.
 USE STD 862.01 SHEET 10 OF 12 FOR GUARDRAIL PLACEMENT OVER CULVERT.
 AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 16'-6", TIMBER FLOOR ON TIMBER JOISTS, TIMBER CAPS, AND TIMBER POSTS & SILLS AT VARIOUS CENTERS HEIGHT 7 FT CROWN TO BED 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.



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

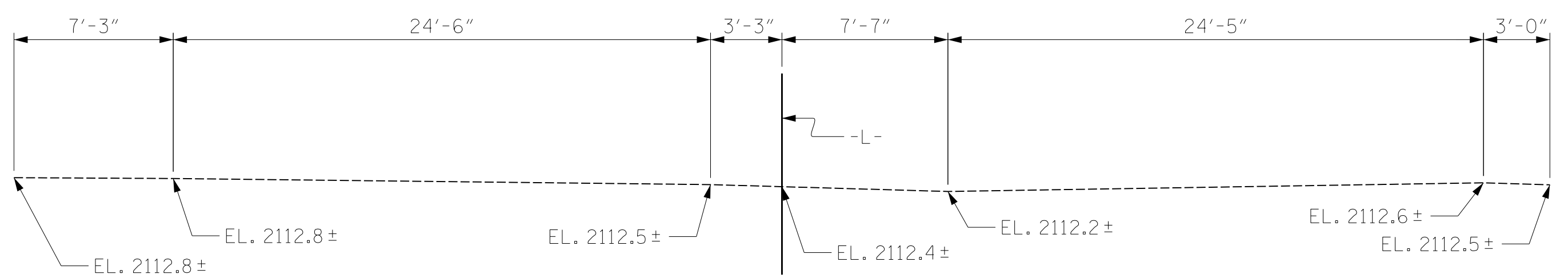
LOCATION SKETCH

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 A MINIMUM OF 1 FOOT BELOW THE CULVERT BEARING ELEVATION AND REPLACE WITH FOUNDATION CONDITIONING MATERIAL PER SECTION 414 OF THE STANDARD SPECIFICATIONS.
 THE SCOUR CRITICAL ELEVATION OF THE BOX CULVERT IS THE BOTTOM OF THE BOX CULVERT ELEVATION. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFETIME OF THE STRUCTURE.
 THE BOX CULVERT MAY BE DESIGNED FOR A FACTORED RESISTANCE OF UP TO 7.5 TSF AND BEARING ON WEATHERED ROCK. CHECK FIELD CONDITIONS FOR THE REQUIRED NOMINAL BEARING RESISTANCE OF 16.6 TSF JUST BEFORE PLACING CONCRETE.
 FOR EROSION CONTROL MEASURES, CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
 FOR CONSTRUCTION SEQUENCE, SEE EROSION CONTROL PLANS.
 FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS, FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.
 TEMPORARY SHORING WILL BE REQUIRED IN THE AREAS INDICATED IN THE PLAN VIEW.
 FOR TEMPORARY SHORING, SEE SPECIAL PROVISIONS.
 STEEL SHEET PILING REQUIRED FOR SHORING SHALL BE HOT ROLLED.
 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.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
 THIS STRUCTURE SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
 AT THE CONTRACTOR'S OPTION HE MAY SUBMIT TO THE ENGINEER FOR APPROVAL, DESIGN AND DETAIL DRAWINGS FOR A CAST-IN-PLACE REINFORCED CONCRETE WING WALL.
 IF AN INTERMEDIATE HEADWALL IS REQUIRED, THE PIPE MANUFACTURER IS RESPONSIBLE FOR THE DESIGN.

ADDITIONAL NOTES

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."
 NATIVE MATERIAL CONSISTS OF MATERIAL THAT IS EXCAVATED FROM THE STREAM BED AT THE PROJECT SITE DURING CULVERT CONSTRUCTION. NATIVE MATERIAL IS SUBJECT TO APPROVAL BY THE ENGINEER AND MAY BE SUBJECT TO PERMIT CONDITIONS.

TOTAL STRUCTURE QUANTITIES	
RIP RAP, CLASS I	
STAGE I	47 TONS
STAGE II	33 TONS
TOTAL	80 TONS
GEOTEXTILE FOR DRAINAGE	
STAGE I	43 SQ. YDS.
STAGE II	31 SQ. YDS.
TOTAL	74 SQ. YDS.
CULVERT EXCAVATION AT STA. 12+27.00 -L-	LUMP SUM
REMOVAL OF STRUCTURE AT STA. 12+27.00 -L-	LUMP SUM
ALUMINUM BOX CULVERT	LUMP SUM



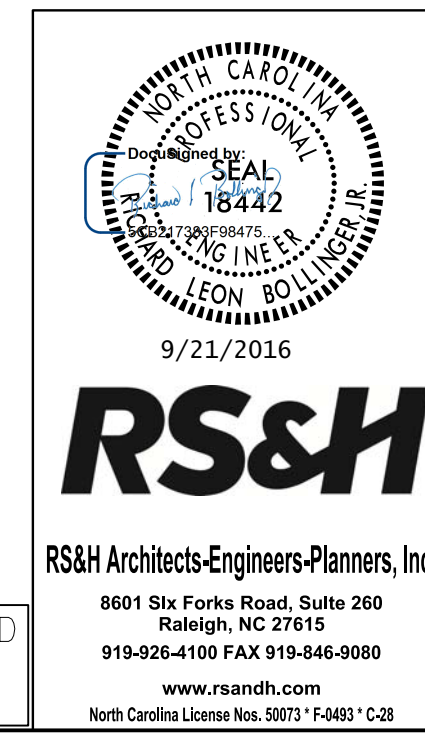
PROFILE ALONG CULVERT

GRADE DATA	
GRADE POINT ELEV. @ STA. 12+27.00 -L- BED ELEV.	= 2120.27
	= 2111.52
ROADWAY SLOPES	= VARIES
HYDRAULIC DATA	
DESIGN DISCHARGE	= 400 CFS
FREQUENCY OF DESIGN FLOOD	= 25 YRS
DESIGN HIGH WATER ELEVATION	= 2117.3
DRAINAGE AREA	= 0.78 SQ. MI.
BASE DISCHARGE (Q100)	= 650 CFS
BASE HIGH WATER ELEVATION	= 2119.53
OVERTOPPING FLOOD DATA	
OVERTOPPING DISCHARGE	= 650 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 100 YRS
OVERTOPPING FLOOD ELEVATION	= 2119.5

DRAWN BY : DDC DATE : 08/2014
 CHECKED BY : TRP DATE : 08/2014
 DESIGN ENGINEER OF RECORD : RLB DATE : 08/2014

PROJECT NO. 17BP.14.R.120
 TRANSYLVANIA COUNTY
 STATION: 12+27.00 -L-

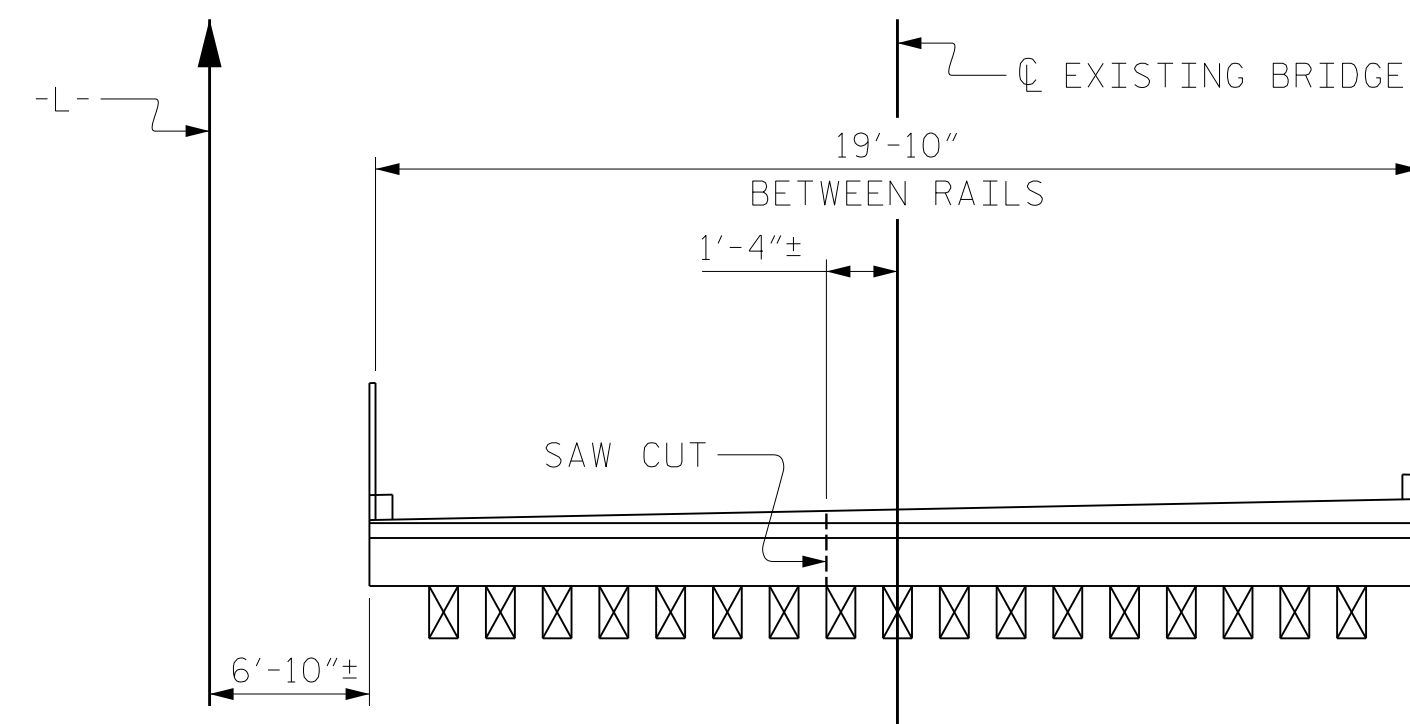
SHEET 1 OF 3 REPLACES BRIDGE NO. 163



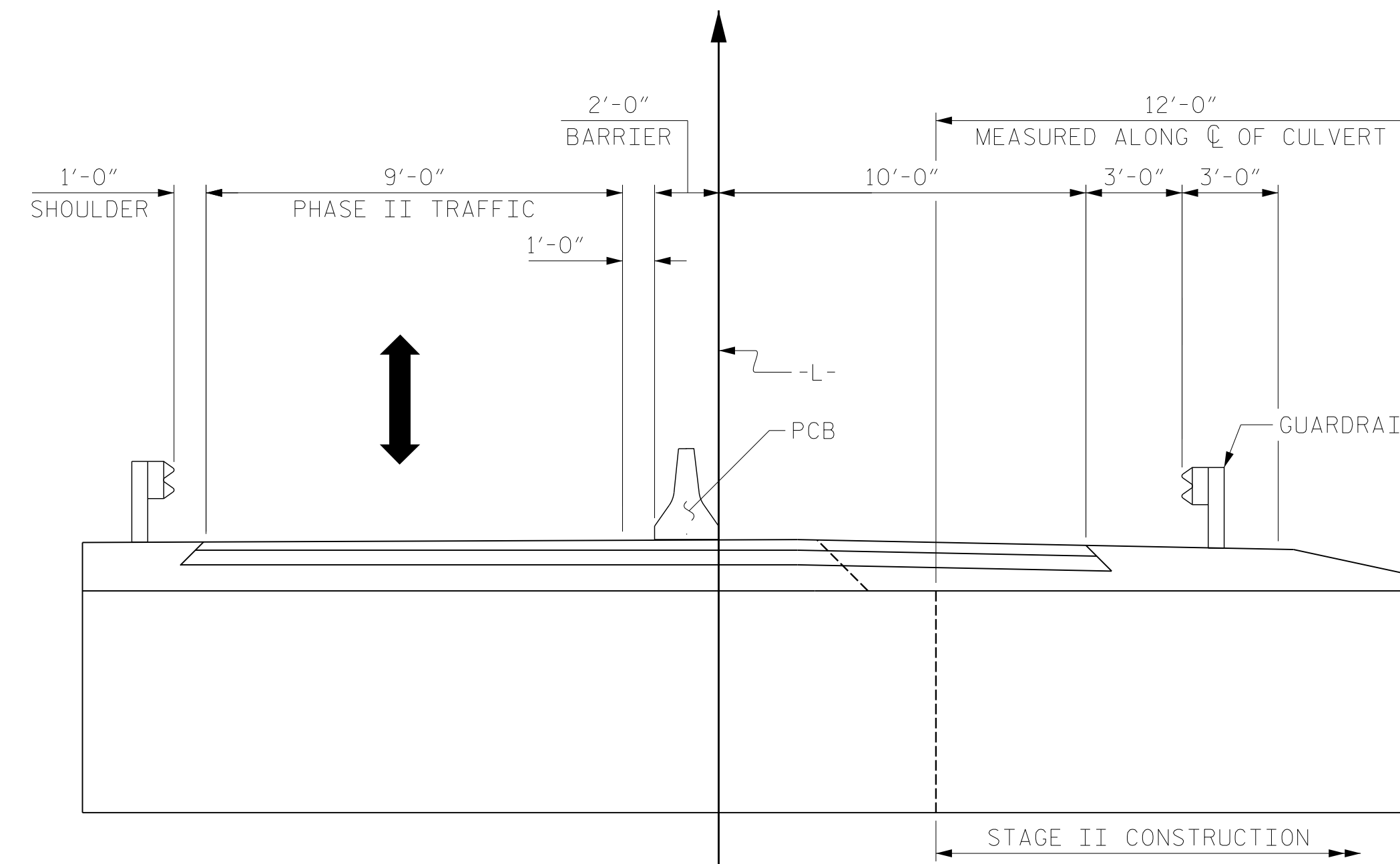
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SINGLE 20'-11" X 6'-1" ALUMINUM BOX CULVERT
 FOR BRIDGE OVER NORTH PRONG GLADE CREEK ON SR 1568 BETWEEN SR 1509 AND DEAD END

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

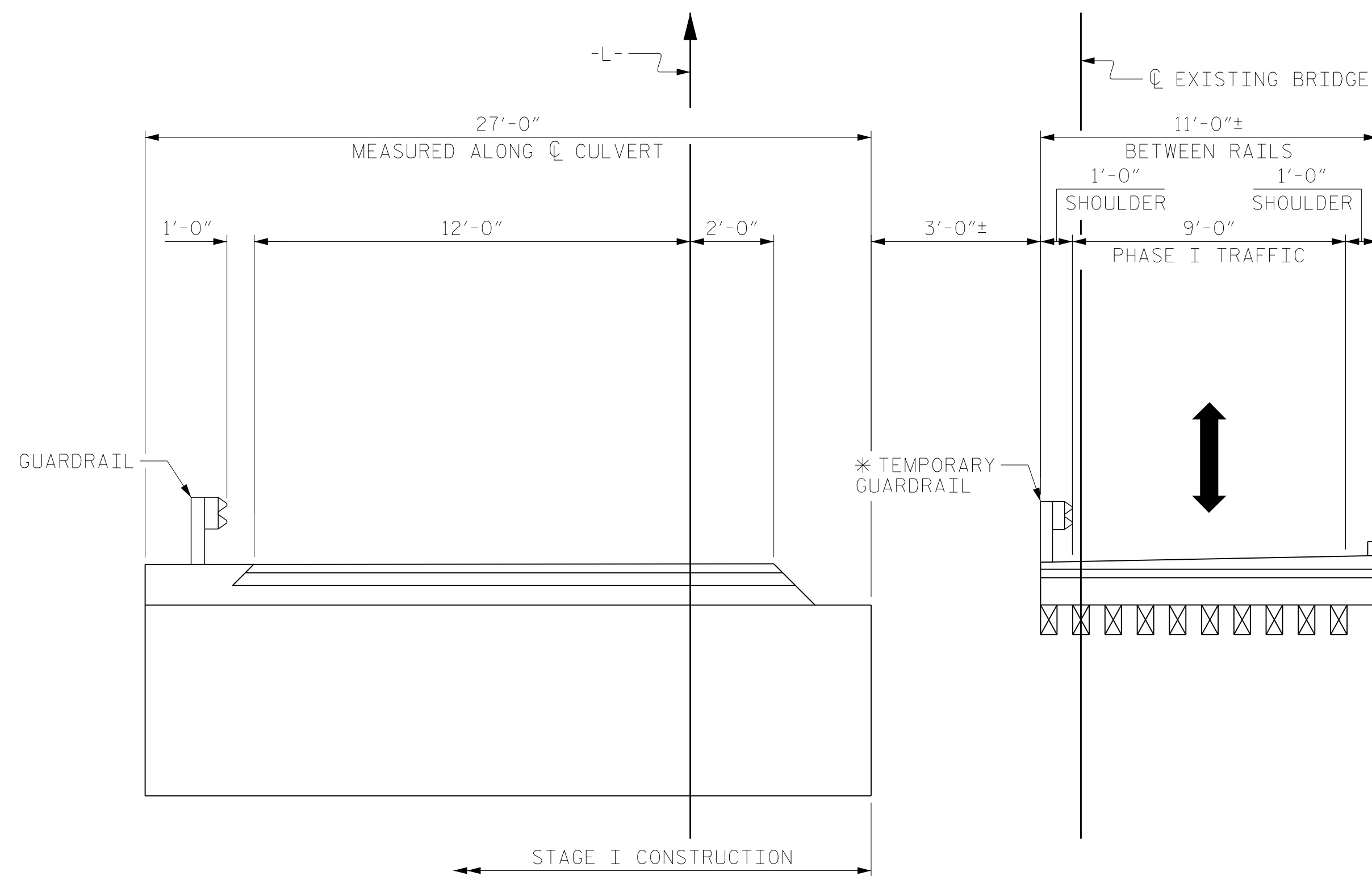
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STAGE 0 CONSTRUCTION

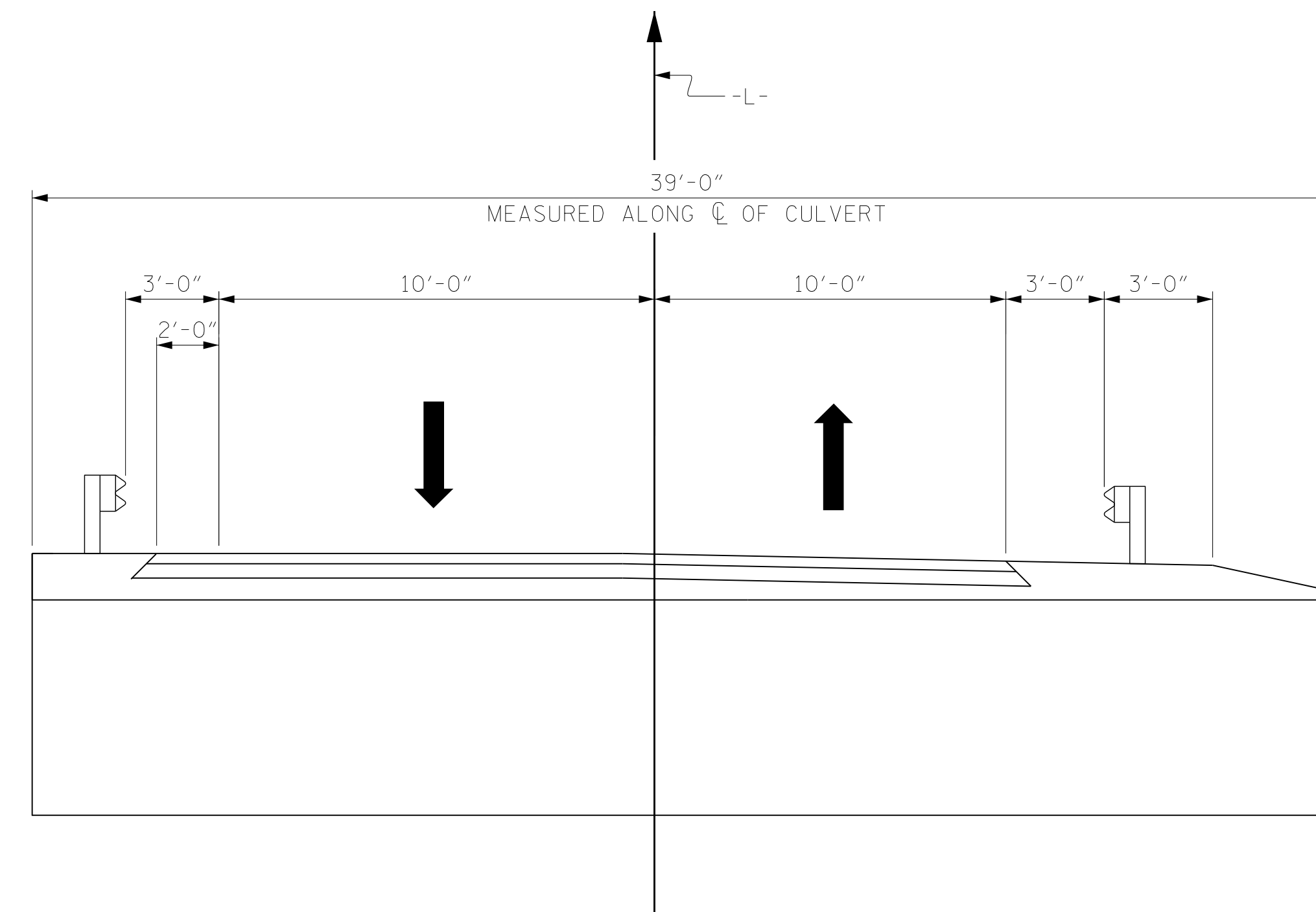


STAGE II CONSTRUCTION



STAGE I CONSTRUCTION

* TEMPORARY GUARDRAIL ATTACHMENT REQUIREMENTS TO EXISTING BRIDGE TO BE DETERMINED BY FIELD ENGINEER BASED ON CONDITION OF EXISTING BRIDGE.



FINAL TYPICAL SECTION

PROJECT NO. 17BP.14.R.120
 TRANSYLVANIA COUNTY
 STATION: 12+27.00 -L-

SHEET 2 OF 3

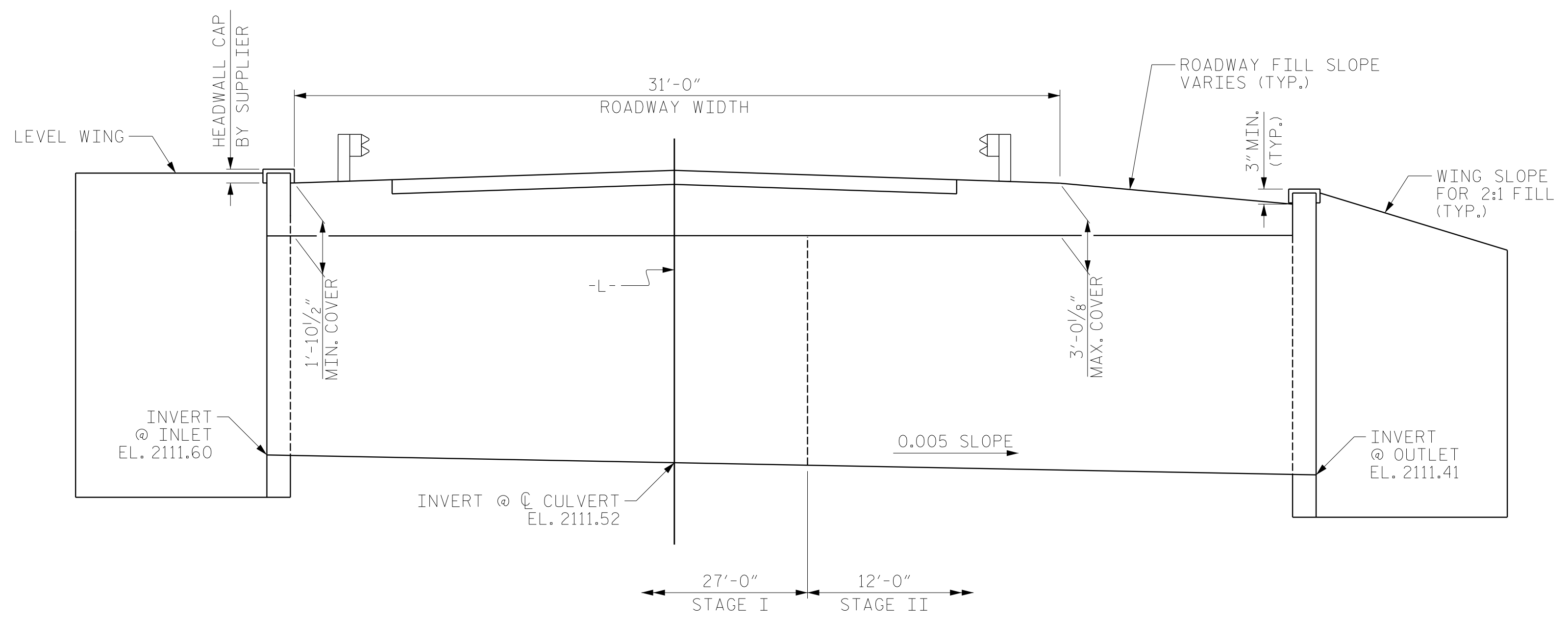
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 DESIGN ENGINEER OF RECORD : RLB DATE : 08/2014

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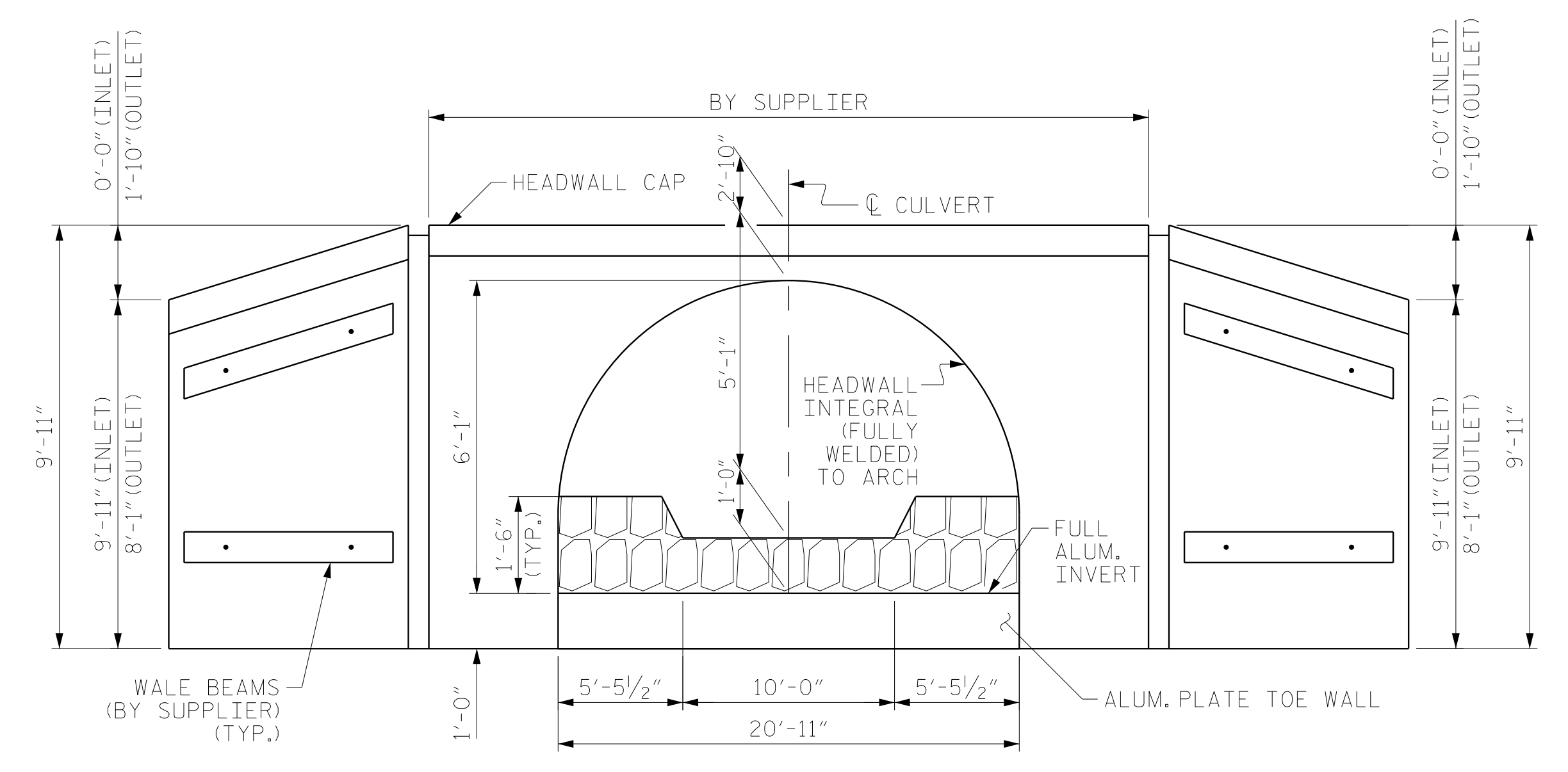
9/16/2016
RS&H
 RS&H Architects-Engineers-Planners, Inc.
 8601 Six Forks Road, Suite 280
 Raleigh, NC 27615
 919-926-4100 FAX 919-846-9080
 www.rsandh.com
 North Carolina License Nos. 5073-F-0403-C-28

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SINGLE 20'-11" X 6'-1"
 ALUMINUM BOX CULVERT
 FOR BRIDGE OVER NORTH
 PRONG GLADE CREEK ON SR 1568
 BETWEEN SR 1509 AND DEAD END

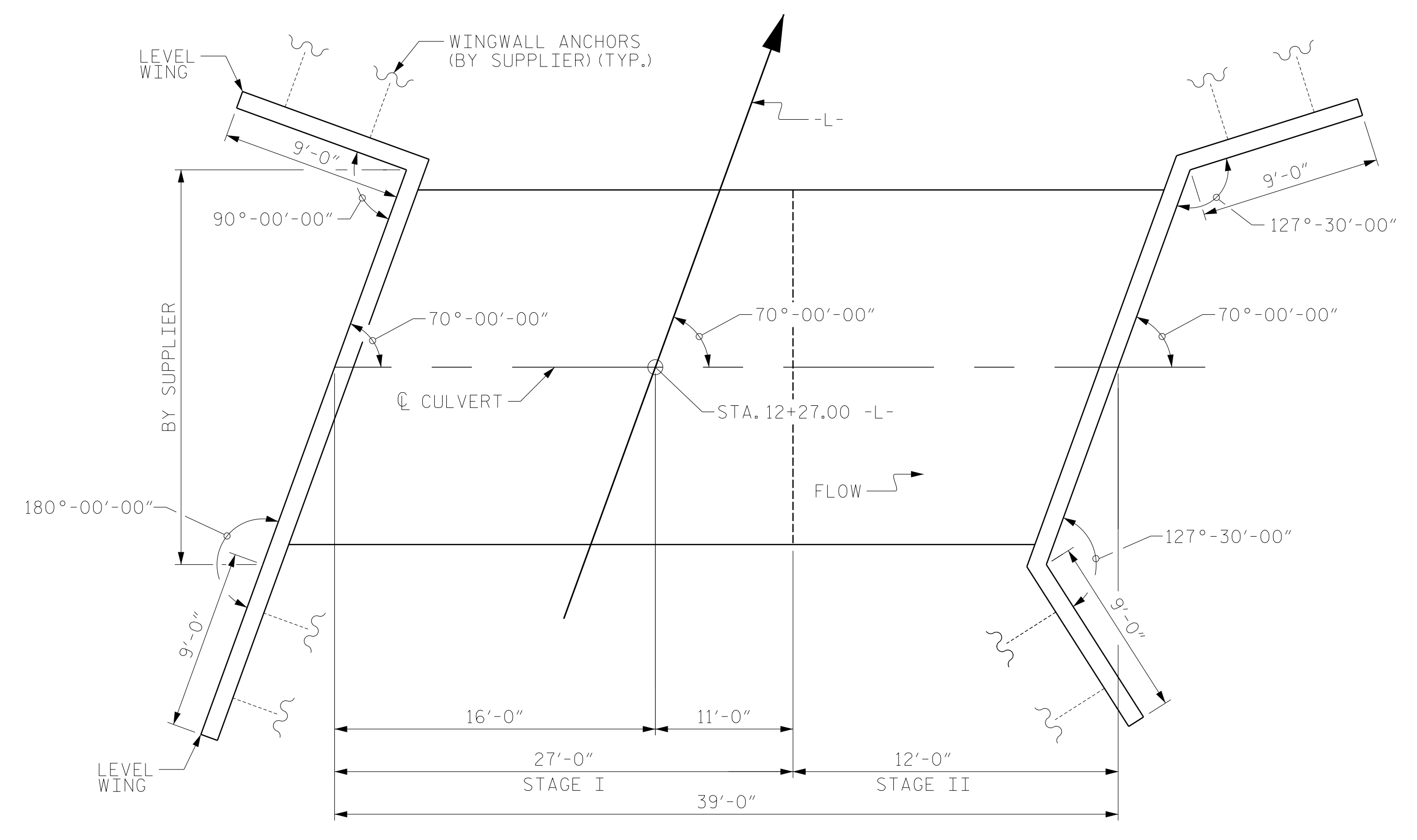
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-2
1			3			TOTAL SHEETS
2			4			3



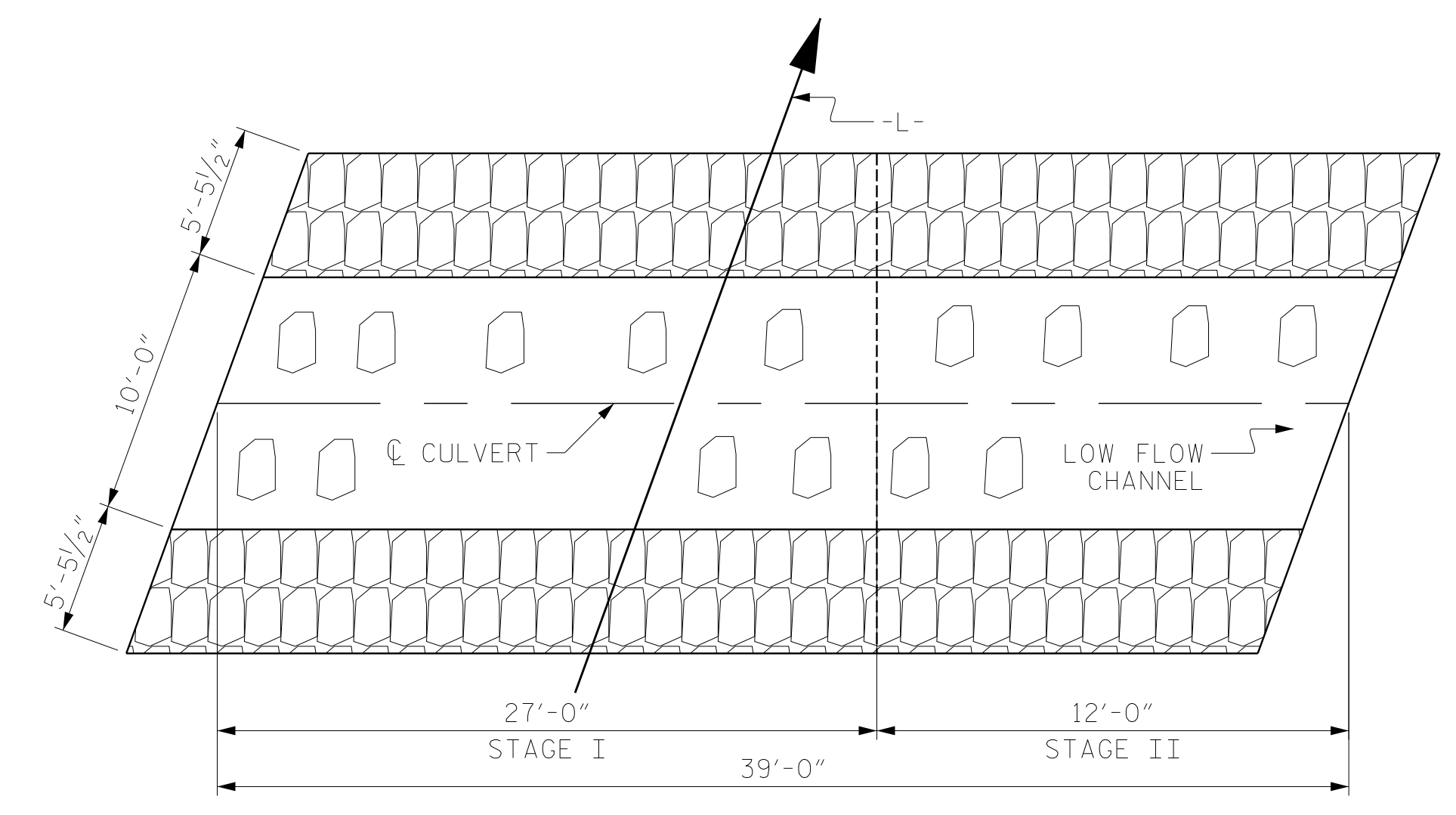
CULVERT SECTION NORMAL TO ROADWAY



END ELEVATION



PLAN



PLAN OF FLOOR LAYOUT

BACKFILL WITH NATIVE BED MATERIAL

PROJECT NO. 17BP.14.R.120
 TRANSYLVANIA COUNTY
 STATION: 12+27.00 -L-
 SHEET 3 OF 3

DRAWN BY : DDC DATE : 08/2014
 CHECKED BY : TRP DATE : 08/2014
 DESIGN ENGINEER : RLB DATE : 08/2014

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RS&H
 RS&H Architects-Engineers-Planners, Inc.
 8601 Six Forks Road, Suite 280
 Raleigh, NC 27615
 919-926-4100 FAX 919-846-9080
 www.rsandh.com
 North Carolina License No. 5073-F-0463-C-03

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH						SHEET NO. C-3	
SINGLE 20'-11" X 6'-1" ALUMINUM BOX CULVERT						TOTAL SHEETS 3	
FOR BRIDGE OVER NORTH PRONG GLADE CREEK ON SR 1568 BETWEEN SR 1509 AND DEAD END							
REVISIONS							
NO.	BY:	DATE:	NO.	BY:	DATE:		
1			3				
2			4				

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.

ENGLISH

JANUARY, 1990

STD. NO. SN