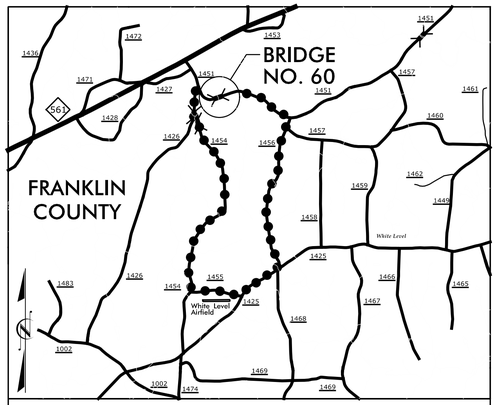
09/08/99

CONTRACT: **TIP PROJECT: 17BP.5.R.43**

See Sheet 1-A For Index of Sheets



VICINITY MAP

THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARY

DENOTES DETOUR ROUTE

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FRANKLIN COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	17BP.5.R.43	1	

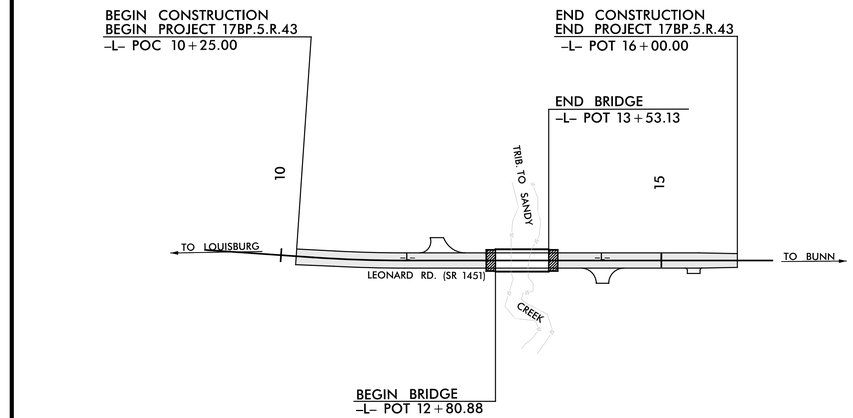
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
17BP.5.R.43		P.E.
17BP.5.R.43		R/W
17BP.5.R.43		CONST.

LOCATION: BRIDGE NO. 60 ON SR 1451 (LEONARD ROAD) OVER TRIBUTARY TO SANDY CREEK

TYPE OF WORK: GRADING, DRAINAGE, PAVING & STRUCTURE

NAD 83/ NSRS 2007

4



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

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2013 = 925
ADT 2033 = 1950
DHV = 10 %
D = 50 %
T = 6 % *
V = 45 MPH
* TTST = N/A DUAL N/A
FUNC CLASS = LOCAL
SUB-REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY STATE PROJECT 17BP.5.R.43	=	0.096 MILES
LENGTH STRUCTURE STATE PROJECT 17BP.5.R.43	=	0.013 MILES
TOTAL LENGTH STATE PROJECT 17BP.5.R.43	=	0.109 MILES

PREPARED FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION IN THE OFFICE OF:

ICA Engineering
5121 Kingdom Way, Suite 101
Raleigh, NC 27607
NC License No: P-0258

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: AUGUST 2012

LETTING DATE:

MICHAEL YOUNG, PE
PROJECT ENGINEER

DAVID C. WALLER, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 34364 ENGINEER TRENTON J. COMMER

SIGNATURE: *P.E.* 3-3-14

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 022982 ENGINEER MICHAEL A. YOUNG

SIGNATURE: *P.E.* 3-3-14

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

P.E.
STATE HIGHWAY DESIGN ENGINEER

3/3/2014
R:\ROADWAY\Proj\340060_rdy_tsh.dgn
ICA ENGINEERING, INC.

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	1-A

ICA Engineering
5121 Kingdom Way, Suite 100
Raleigh, NC 27607
NC License No: P-0588

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 22606 ENGINEER DAVID C. WALKER

12-3-14

GENERAL NOTES

GENERAL NOTES: 2012 SPECIFICATIONS
EFFECTIVE: 01-17-12

GRADING AND SURFACING OR RESURFACING AND WIDENING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:

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

SHOULDER CONSTRUCTION:

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

DRIVEWAYS:

DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 848.03 AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

GUARDRAIL:

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

END BENTS:

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

UTILITIES:

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS.

RIGHT-OF-WAY MARKERS:

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

ROADWAY STANDARD DRAWINGS

2012 ROADWAY ENGLISH STANDARD DRAWINGS

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

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
310.10	Driveway Pipe Construction
DIVISION 4 - MAJOR STRUCTURES	
422.11	Bridge Approach Fills - Sub Regional Tier
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
DIVISION 8 - INCIDENTALS	
806.01	Concrete Right-of-Way Marker
840.35	Traffic Bearing Grated Drop Inlet - for Cast Iron Double Frame and Grates
840.46	Traffic Bearing Precast Drainage Structure
846.01	Concrete Curb, Gutter and Curb & Gutter
846.04	Drop Inlet Installation in Shoulder Berm Gutter
848.02	Driveway Turnout - Radius Type
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
876.02	Guide for Rip Rap at Pipe Outlets
876.04	Drainage Ditches with Class 'B' Rip Rap

INDEX OF SHEETS

04/16/11

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	1-B

Note: Not to Scale

****S.U.E. = Subsurface Utility Engineering***

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin — EIP
- Property Corner
- Property Monument — ECM
- Parcel/Sequence Number — 123
- Existing Fence Line
- Proposed Woven Wire Fence
- Proposed Chain Link Fence
- Proposed Barbed Wire Fence
- Existing Wetland Boundary — WLB
- Proposed Wetland Boundary — WLB
- Existing Endangered Animal Boundary — EAB
- Existing Endangered Plant Boundary — EPB
- Known Soil Contamination: Area or Site
- Potential Soil Contamination: Area or Site

BUILDINGS AND OTHER CULTURE:

- Gas Pump Vent or U/G Tank Cap
- Sign — S
- Well — W
- Small Mine
- Foundation
- Area Outline
- Cemetery
- Building
- School
- Church
- Dam

HYDROLOGY:

- Stream or Body of Water
- Hydro, Pool or Reservoir
- Jurisdictional Stream — JS
- Buffer Zone 1 — BZ 1
- Buffer Zone 2 — BZ 2
- Flow Arrow
- Disappearing Stream
- Spring
- Wetland
- Proposed Lateral, Tail, Head Ditch — FLOW
- False Sump

RAILROADS:

- Standard Gauge — CSX TRANSPORTATION
- RR Signal Milepost — MILEPOST 35
- Switch — SWITCH
- RR Abandoned
- RR Dismantled

RIGHT OF WAY:

- Baseline Control Point
- Existing Right of Way Marker
- Existing Right of Way Line
- Proposed Right of Way Line — RW
- Proposed Right of Way Line with Iron Pin and Cap Marker — RW
- Proposed Right of Way Line with Concrete or Granite Marker — RW
- Existing Control of Access — CA
- Proposed Control of Access — CA
- Existing Easement Line — E
- Proposed Temporary Construction Easement — E
- Proposed Temporary Drainage Easement — TDE
- Proposed Permanent Drainage Easement — PDE
- Proposed Permanent Drainage / Utility Easement — DUE
- Proposed Permanent Utility Easement — PUE
- Proposed Temporary Utility Easement — TUE
- Proposed Aerial Utility Easement — AUE
- Proposed Permanent Easement with Iron Pin and Cap Marker

ROADS AND RELATED FEATURES:

- Existing Edge of Pavement
- Existing Curb
- Proposed Slope Stakes Cut — C
- Proposed Slope Stakes Fill — F
- Proposed Curb Ramp — CR
- Existing Metal Guardrail
- Proposed Guardrail
- Existing Cable Guiderail
- Proposed Cable Guiderail
- Equality Symbol
- Pavement Removal

VEGETATION:

- Single Tree
- Single Shrub
- Hedge
- Woods Line

- Orchard
- Vineyard — Vineyard

EXISTING STRUCTURES:

MAJOR:

- Bridge, Tunnel or Box Culvert — CONC
- Bridge Wing Wall, Head Wall and End Wall — CONC WW

MINOR:

- Head and End Wall — CONC HW
- Pipe Culvert
- Footbridge
- Drainage Box: Catch Basin, DI or JB — CB
- Paved Ditch Gutter
- Storm Sewer Manhole — S
- Storm Sewer — S

UTILITIES:

POWER:

- Existing Power Pole
- Proposed Power Pole
- Existing Joint Use Pole
- Proposed Joint Use Pole
- Power Manhole — P
- Power Line Tower
- Power Transformer
- U/G Power Cable Hand Hole
- H–Frame Pole
- Recorded U/G Power Line — P
- Designated U/G Power Line (S.U.E.*) — P

TELEPHONE:

- Existing Telephone Pole
- Proposed Telephone Pole
- Telephone Manhole — T
- Telephone Booth
- Telephone Pedestal — T
- Telephone Cell Tower
- U/G Telephone Cable Hand Hole — HH
- Recorded U/G Telephone Cable — T
- Designated U/G Telephone Cable (S.U.E.*) — T
- Recorded U/G Telephone Conduit — TC
- Designated U/G Telephone Conduit (S.U.E.*) — TC
- Recorded U/G Fiber Optics Cable — T FO
- Designated U/G Fiber Optics Cable (S.U.E.*) — T FO

WATER:

- Water Manhole — W
- Water Meter
- Water Valve
- Water Hydrant
- Recorded U/G Water Line — W
- Designated U/G Water Line (S.U.E.*) — W
- Above Ground Water Line — A/G Water

TV:

- TV Satellite Dish
- TV Pedestal — C
- TV Tower
- U/G TV Cable Hand Hole — HH
- Recorded U/G TV Cable — TV
- Designated U/G TV Cable (S.U.E.*) — TV
- Recorded U/G Fiber Optic Cable — TV FO
- Designated U/G Fiber Optic Cable (S.U.E.*) — TV FO

GAS:

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

SANITARY SEWER:

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

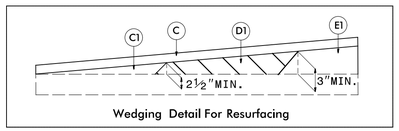
MISCELLANEOUS:

- Utility Pole
- Utility Pole with Base
- Utility Located Object
- Utility Traffic Signal Box — S
- Utility Unknown U/G Line — ?UTL
- U/G Tank; Water, Gas, Oil
- Underground Storage Tank, Approx. Loc.
- A/G Tank; Water, Gas, Oil
- Geoenvironmental Boring
- U/G Test Hole (S.U.E.*)
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.

5/14/99

PAVEMENT SCHEDULE	
(C)	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
(C1)	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1½" IN DEPTH.
(D)	PROP. APPROX. 3½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD.
(D1)	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 2½" IN DEPTH OR GREATER THAN 4" IN DEPTH.
(E)	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
(E1)	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.
(R1)	SHOULDER BERM GUTTER
(T)	EARTH MATERIAL
(W)	PAVEMENT WEDGING

NOTE:FULL DEPTH PAVED SHOULDER REQUIRED AT GUARDRAIL LOCATIONS (SEE FULL DEPTH PAVED SHOULDER DETAIL)



Wedging Detail For Resurfacing

ICA Engineering
5121 Kingdom Way, Suite 100
Raleigh, NC 27607
NC License No: P-0258

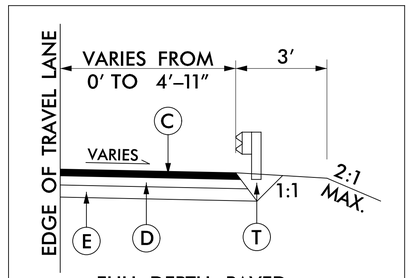
PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	2
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER

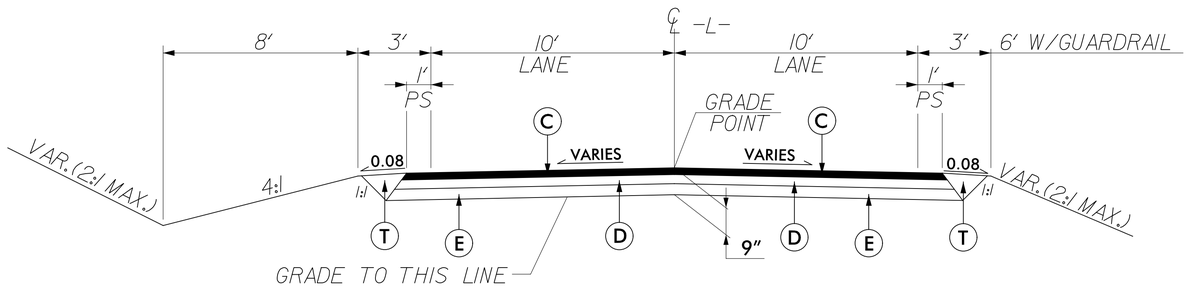
NORTH CAROLINA PROFESSIONAL SEAL 022987 ENGINEER MICHAEL A. YOUNG

7-3-14

PAVEMENT DESIGN ENGINEER

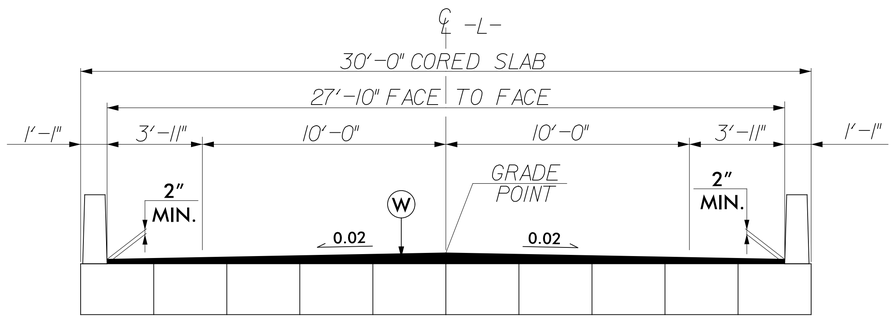


FULL DEPTH PAVED SHOULDER DETAIL



TYPICAL SECTION No.1

-L- STA 10+25.00 TO -L- STA 12+80.88 (BRIDGE)
-L- STA 13+53.13 (BRIDGE) TO -L- STA 16+00.00



TYPICAL SECTION OF STRUCTURE

-L- STA 12+80.88 TO -L- STA 13+53.13

DETAIL OF FULL DEPTH PAVED SHOULDER W/SHOULDER BERM GUTTER

PROJECT NO. 17BP.5.R.43
COUNTY: FRANKLIN
STATION: 13+17.00
REPLACES BRIDGE NO. 60

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE NO. 60 ON SR 1451
OVER TRIB. TO SANDY CREEK

3/3/2014
R:\Roadway\Proj\3400600_rdy_typ.dgn
ENGINEERING, INC.

COMPUTED BY:	DATE:
CHECKED BY:	DATE:

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	3

SUMMARY OF EARTHWORK

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
–L– 10+25.00	–L– 12+80	77	55		22
	SUBTOTAL	77	55		22
–L– 13+59	–L– 15+95	128	24		104
	SUBTOTAL	128	24		104
SUMMARY TOTALS		205	79		126
WASTE TO BE USED IN LIEU OF BORROW			–79		
SHOULDER CONSTRUCTION				25	
PROJECT TOTALS		205		25	47
5% TO REPLACE TOPSOIL IN BORROW PIT				2	
GRAND TOTALS		205		27	
SAY		205		27	

NOTE:
EARTHWORK QUANTITIES ARE CALCULATED BY THE ROADWAY DESIGN UNIT.
THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

NOTE:
QUANTITIES ARE APPROXIMATELY ONLY.
THE RESIDENT ENGINEER WILL RECROSS–SECTION THE WORK ACCURATELY WHEN THE PROJECT IS STAKED OUT.
THESE CROSS–SECTION NOTES WILL BE USED IN COMPUTING THE FINAL QUANTITIES FOR WHICH THE CONTRACTOR WILL BE PAID.

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
–L–	10+25	13+00 (EX. BRIDGE)	CL	580
–L–	13+30 (EX. BRIDGE)	16+00	CL	555
			TOTAL:	1135
			SAY:	1140

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
–L–	13+64 LT	14+05 LT	41
–L–	13+64 RT	13+89 RT	25
		TOTAL:	66
		SAY:	70

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)

STATION	LOCATION (LT,RT, OR CL)	STRUCTURE NO. FROM	STRUCTURE NO. TO	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	SLOPE CRITICAL
12+00.00	LT	0401					
13+85.00	RT	0402		229.3			
13+85.00	LT	0403		229.3			
		0402	0403		226.6	226.4	
14+00.00	LT	0404		229.4			
	LT	0403	0404		226.4	226.3	
	LT	0404	0405		226.3	226.2	
14+08.00	RT	0406					
	RT	0406	0407		229.1	226.7	
					PROJECT	TOTAL	
						SAY	

DRAINAGE PIPE (RCP, CSP, CAAP, HDPE, or PVC) — NOTE: DO NOT USE CAAP, RCP or PVC; C.S. PIPE (UNLESS NOTED OTHERWISE) — THICKNESS OR GAUGE as shown

STATION	STR. FROM	STR. TO	DRAIN. 12"	DRAIN. 15"	DRAIN. 18"	DRAIN. 24"	DRAIN. 30"	DRAIN. 36"	DRAIN. 42"	DRAIN. 48"	C.S. 12" .064	C.S. 15" .064	C.S. 18" .064	C.S. 24" .064	C.S. 24"	C.S. 30" .079	C.S. 30"	C.S. 36" .079	C.S. 36"	C.S. 42" .109	C.S. 42"	C.S. 48" .109	C.S. 48"
12+00.00	0401																						
13+85.00	0402																						
13+85.00	0403																						
	0402	0403																					
14+00.00	0404																						
	0403	0404																					
	0404	0405		12																			
14+08.00	0406																						
	0406	0407																					
PROJECT TOTAL				12																			
SAY				12																			

CLASS IV R.C. PIPE (UNLESS OTHERWISE NOTED); ENDWALLS STD. 838.01, STD. 838.11 OR STD. 838.80 (UNLESS NOTED OTHERWISE), CU. YDS.; QUANTITIES FOR DRAINAGE STRUCTURES — * TOTAL L.F. FOR PAY QUANTITY SHALL BE COL. 'A' + (1.3 X COL.'B')

STATION	STR. FROM	STR. TO	R.C. 12"	R.C. 15"	R.C. 18"	R.C. 24"	R.C. 30"	R.C. 36"	R.C. 42"	R.C. 48"	15" SIDE DRAIN PIPE	18" SIDE DRAIN PIPE	24" SIDE DRAIN PIPE	ENDWALLS R.C.P.	ENDWALLS C.S.P.	PER EACH (0' THRU 5.0')	LIN. *FT. A: 5.0' THRU 10.0'	LIN. *FT. B: 10.0' AND ABOVE	C.B. STD. 840.01 OR STD. 840.02
12+00.00	0401										60								
13+85.00	0402															1			
13+85.00	0403															1			
	0402	0403		28															
14+00.00	0404															1			
	0403	0404		16															
	0404	0405																	
14+08.00	0406																		
	0406	0407		16															
PROJECT TOTAL				60							60					3			
SAY				60							60					3			

FRAME, GRATES AND HOOD STANDARD 840.03 — TYPE OF GRATE

STATION	STR. FROM	STR. TO	E	F	G		D.I. STD. 840.14 OR STD. 840.15	D.I. FRAME & GRATE STD. 840.16	G.D.I. TYPE "A" STD. 840.17 OR 840.26	G.D.I. TYPE "B" STD. 840.18 OR 840.27	G.D.I. TYPE "D" STD. 840.19 OR 840.28	G.D.I. FRAME WITH GRATE STD. 840.22	G.D.I. FRAME WITH TWO GRATES STD. 840.22	G.D.I. (N.S.) FRAME WITH GRATE STD. 840.24	G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.24	J.B. STD. 840.31 OR 840.32	T.B.D.I. STD. 840.35	G.D.I. FRAME WITH TWO GRATES STD. 840.20						CORR. STEEL ELBOWS NO. & SIZE 15"	CONC. COLLARS CL. "B" C.Y. STD 840.72	CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71	PIPE REMOVAL LIN.FT.	REMARKS
12+00.00	0401																											
13+85.00	0402																1	1										
13+85.00	0403																1	1										
	0402	0403																										
14+00.00	0404																1	1										
	0403	0404																										
	0404	0405																										
14+08.00	0406																								0.399			
	0406	0407																										
PROJECT TOTAL																	3	3										
SAY																	3	3							0.4			

ABBREVIATIONS

C.B.	CATCH BASIN
N.D.I.	NARROW DROP INLET
D.I.	DROP INLET
G.D.I.	GRATED DROP INLET
G.D.I. (N.S.)	GRATED DROP INLET (NARROW SLOT)
J.B.	JUNCTION BOX
M.H.	MANHOLE
T.B.D.I.	TRAFFIC BEARING DROP INLET
T.B.J.B.	TRAFFIC BEARING JUNCTION BOX

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

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPROACH END	WARRANT POINT TRAILING END	"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH APPROACH END	FLARE LENGTH TRAILING END	W APPROACH END	W TRAILING END
–L–	12+05.88	12+80.88	RT	75			12+80.88		3.92	6.92	50		1	
–L–	12+22.00	12+80.88	LT	50	19			12+80.88	3.92	6.92				1
–L–	12+80.88	14+10.00	RT	50	18			13+67.00	3.92	6.92				1
–L–	12+80.88	14+55.88	LT	175			13+49.00		3.92	6.92	50		1	
			SUBTOTAL	350	37									
			LESS ANCHORS	(–) 187.5										
			TOTAL	162.5										
			SAY	175	37.5		ADDITIONAL GUARDRAIL POSTS = 5 EA							

LOCATION	ANCHORS TYPE III	XI	GRAU 350	AT–1	XIII	CAT–1	VI MOD	BIC		IMPACT ATTENUATOR TYPE 350 EA	G	NG	SINGLE FACED GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
RT	1		1													
LT	1			1												
RT	1			1												
LT	1		1		ANCHOR DEDUCTIONS											
SUBTOTAL	4		2	2	TYPE III =	4 @	18.75 =	75.00								
LESS ANCHORS					GRAU 350 =	2 @	50.00 =	100.00								
TOTAL						AT–1 = 2 @	6.25 =	12.50								
SAY							TOTAL =	187.50								

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "340060-4"
WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF
NORTHING: 877002.796(ft) EASTING: 2247909.212(ft)
ELEVATION: 242.588(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99998998
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "340060-4" TO -L- STATION IS

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

TBM-51
-L- 9+31.96 32.28' RIGHT
"R/R SPIKE SET IN 24" WHITE OAK"
ELEV.=239.07'

-L- COORDINATE LIST

STATION	NORTH	EAST
9+00	N 876649.95	E 2246933.59
10+00	N 876676.63	E 2247029.96
11+00	N 876704.22	E 2247126.08
12+00	N 876736.34	E 2247220.77
13+00	N 876769.52	E 2247315.11
14+00	N 876802.69	E 2247409.44
15+00	N 876835.87	E 2247503.78
16+00	N 876869.05	E 2247598.12

DESC.	NORTHING	EASTING	ELEVATION	-L- STATION	OFFSET
34-0060-1	877149.141	2248561.943	256.85'		
34-0060-2	876659.209	2249892.221	286.65'		
34-0060-3	876749.214	2247309.917	228.69'	12+88.37	17.43' RT
34-0060-4	877002.796	2247909.212	242.59'		

TBM-50
-L- 12+91.37 38.91' LEFT
"R/R SPIKE SET IN 30" GUM TREE"
ELEV.=227.10'

ICA Engineering
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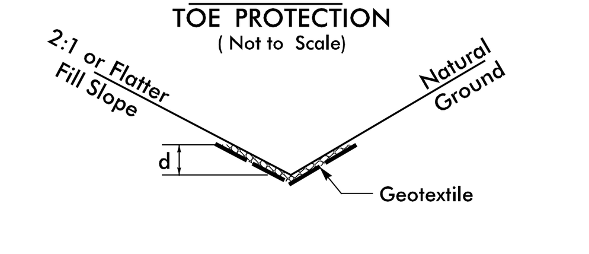
Raleigh, NC 27607
NC License No: F-0258

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 022982 ENGINEER MICHAEL A. YOUNG 3-3-14	NORTH CAROLINA PROFESSIONAL SEAL 34364 ENGINEER TRENTON J. CORMIER 3-3-14

DETAIL A

TOE PROTECTION
(Not to Scale)

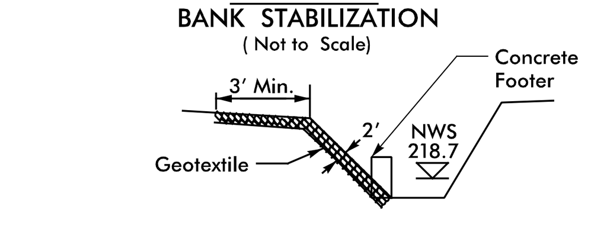


Type of Liner= Class I Rip-Rap

FROM STA. 11+85 TO 12+15R d= 1.0'
STA. 13+64 TO 13+90R d= 1.5'

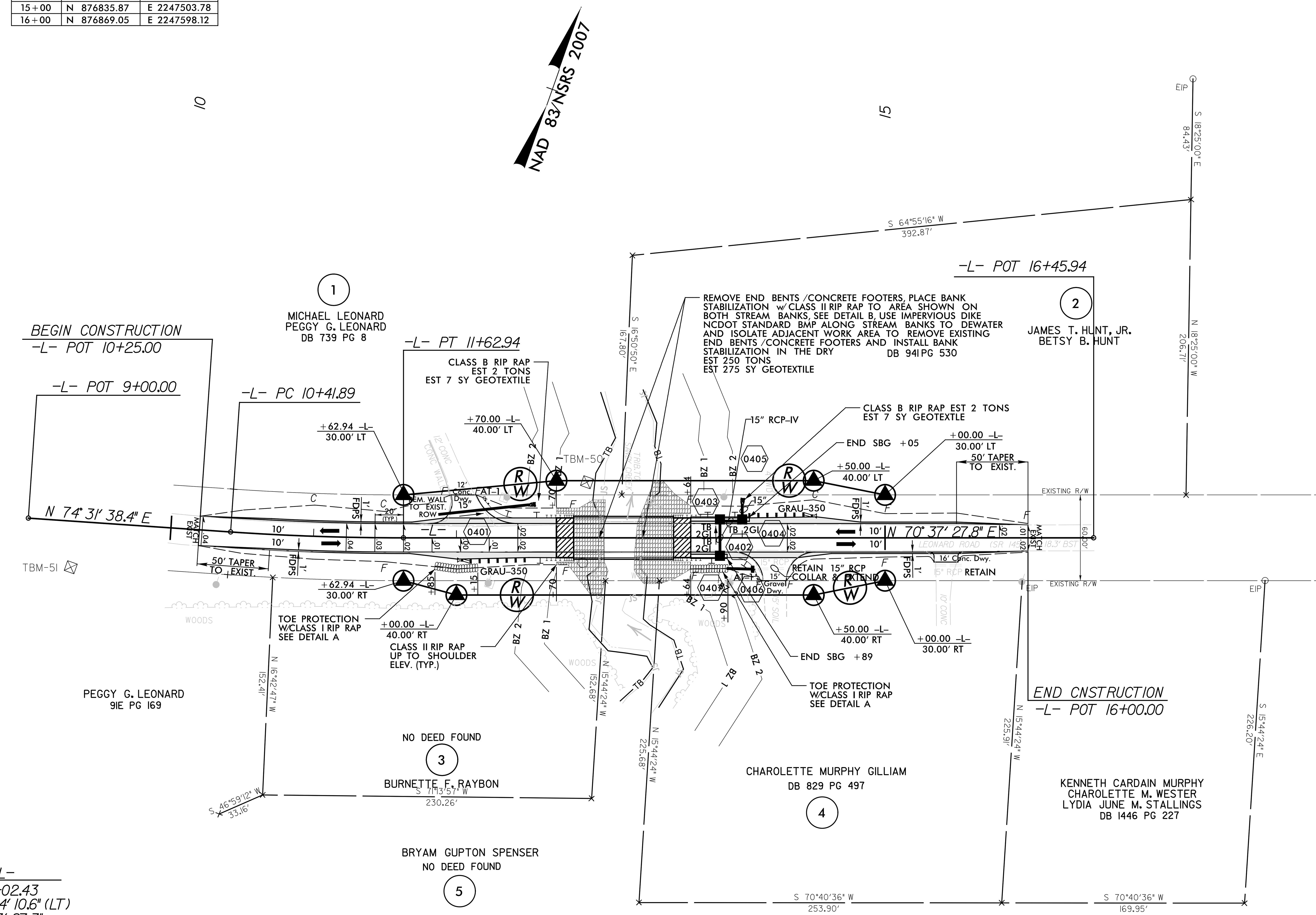
DETAIL B

BANK STABILIZATION
(Not to Scale)



Type of Liner= CLASS II RIPRAP

STA. 13+00 & 13+30 -L-

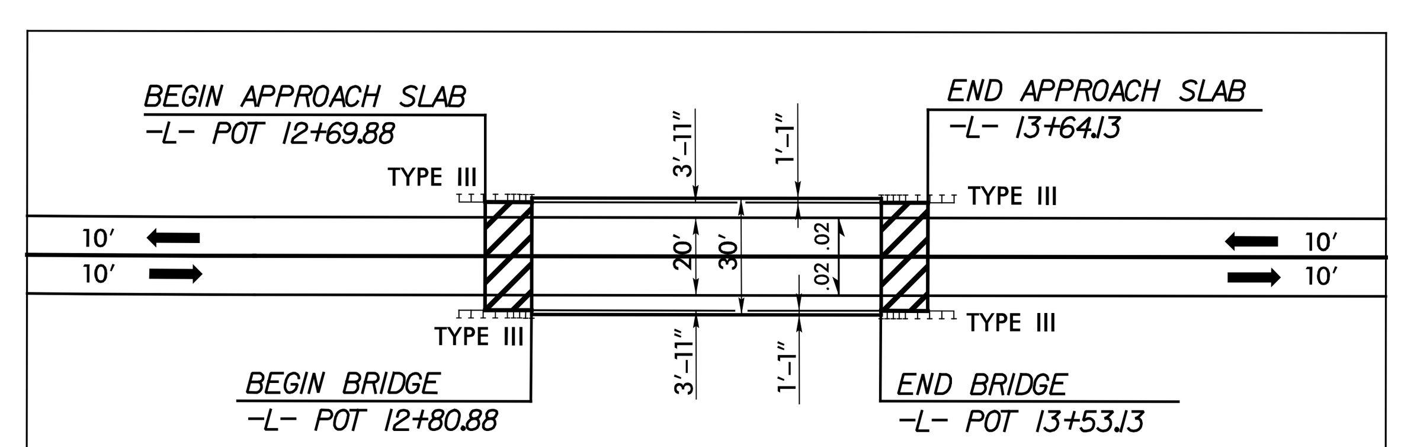


-L-
PI Sta 11+02.43
Δ = 3° 54' 10.6" (LT)
D = 3° 13' 27.3"
L = 121.05'
T = 60.55'
R = 1,777.02'
Se = 0.04

NOTE: IMPERVIOUS DIKE SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL OF THE EXISTING STRUCTURE.

PARCEL INDEX

PARCEL NO.	PROPERTY OWNER NAME
1	MICHAEL LEONARD & PEGGY G. LEONARD
2	JAMES T. HUNT, JR. & BETSY B. HUNT
3	BURNETTE F. RAYBON
4	CHAROLETTE MURPHY GILLIAM
5	BRYAM GUPTON SPENSER



BRIDGE SKETCH 340060

PROJECT NO. 17BP.5.R.43
COUNTY: FRANKLIN
STATION: 13+17.00
REPLACES BRIDGE NO. 60

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE NO. 60 ON SR 1451 OVER TRIBUTARY TO SANDY CREEK

REVISIONS

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

SHEET NO. 4
TOTAL SHEETS

5/14/99

TBM–51
–EL– 10+00.00 75.31'
"R/R SPIKE SET IN 24" WHITE OAK"
S 49°08'48" W
ELEV. = 239.07'

TBM–50
–EL– 12+91.37 38.91' LT
"R/R SPIKE SET IN 30" GUM TREE"
ELEV. = 227.10'

ICA Engineering
5121 Kingdom Way, Suite 100
Raleigh, NC 27607
NC License No: P-0258

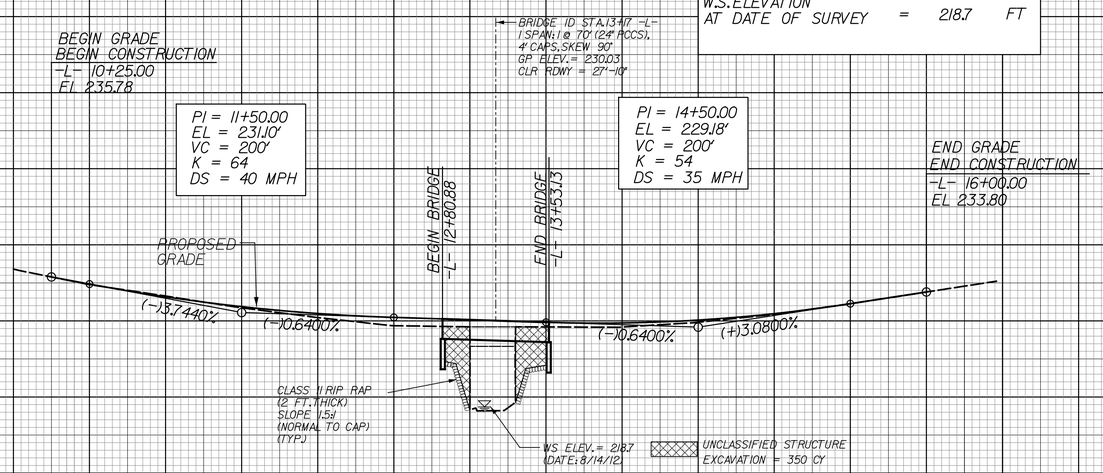
PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	5

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 022982 ENGINEER MICHAEL A. YOUNG
8-3-14

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 34364 ENGINEER TRENTON J. CORNER
8-3-14

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	=	1800	CFS
DESIGN FREQUENCY	=	25	YRS
DESIGN HW ELEVATION	=	228.8	FT
BASE DISCHARGE	=	2500	CFS
BASE FREQUENCY	=	100	YRS
BASE HW ELEVATION	=	228.5	FT
OVERTOPPING DISCHARGE	=	3300	CFS
OVERTOPPING FREQUENCY	=	100 +	YRS
OVERTOPPING ELEVATION	=	229.7	FT
DATE OF SURVEY	=	8-14-2012	
W.S. ELEVATION AT DATE OF SURVEY	=	218.7	FT



PROJECT NO. 17BP.5.R.43
COUNTY: FRANKLIN
STATION: 13+17.00
REPLACES BRIDGE NO. 340060

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE NO. 340060 ON SR 1451 OVER SANDY CREEK

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	5
1			3			TOTAL SHEETS
2			4			

3/3/2014
R:\Roadway\Proj\340060_rdy_psh05.dgn
ICA ENGINEERING, INC.

ICA Engineering
5121 Kingdom Way, Suite 100
Raleigh, NC 27607
NC License No. P-0339

PROJ. REFERENCE NO.	SHEET NO.
17BP.5.R.43	TCP-1

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

A) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

TRAFFIC PATTERN ALTERATIONS

B) NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

C) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

D) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

E) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

F) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKING AND MARKERS

G) INSTALL PAVEMENT MARKINGS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME	MARKING
SR 1451 (LEONARD RD)	PAINT

H) INSTALL PAVEMENT MARKINGS ON THE FINAL SURFACE ACCORDING TO THE ROADWAY STANDARDS.

I) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

MISCELLANEOUS

J) MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES BETWEEN THE CLOSURE POINTS AT ALL TIMES DURING CONSTRUCTION.

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1110.02	PORTABLE WORK ZONE SIGNS
1145.01	BARRICADES
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

PHASING

STEP 1

USING ROADWAY STANDARD DRAWING NUMBER 1101.04, SHEET 1 OF 1, INSTALL ALL DETOUR SIGNING KEEPING SIGNS COVERED.

INSTALL AND ACTIVATE CMS BOARDS 14 DAYS BEFORE CLOSING SR 1451 (LEONARD RD.). IN STEP 2.

STEP 2

PRIOR TO CLOSING SR 1451 (LEONARD RD.), UNCOVER ALL DETOUR SIGNING AND OPEN DETOUR TO TRAFFIC.

USING ROADWAY STANDARD DRAWING NUMBER 1101.03, SHEET 1 OF 9, CLOSE SR 1451 (LEONARD RD.).

STEP 3

DISMANTLE AND REMOVE EXISTING BRIDGE.

STEP 4

COMPLETE CONSTRUCTION OF PROPOSED STRUCTURE, APPROACH ROADWAY TIE-INS, AND ASSOCIATED ITEMS.

STEP 5

PLACE FINAL PAVEMENT MARKINGS ON SR 1451 (LEONARD RD.) AND OPEN TO TRAFFIC.

STEP 6

USING ROADWAY STANDARD DRAWING NUMBER 1101.04, SHEET 1 OF 1, REMOVE ALL DETOUR SIGNING AND ALL TRAFFIC CONTROL DEVICES.

FINAL PAVEMENT MARKING SCHEDULE

DESCRIPTION	PAY ITEM
WHITE EDGELINE (2X)	PAINT (4")
DOUBLE YELLOW CENTER LINE (2X)	PAINT (4")

APPROVED: Michael T Rzepka DATE: 3-3-14

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

GENERAL NOTES, PHASING, ROADWAY STANDARD DRAWINGS FINAL PAVEMENT MARKING SCHEDULE

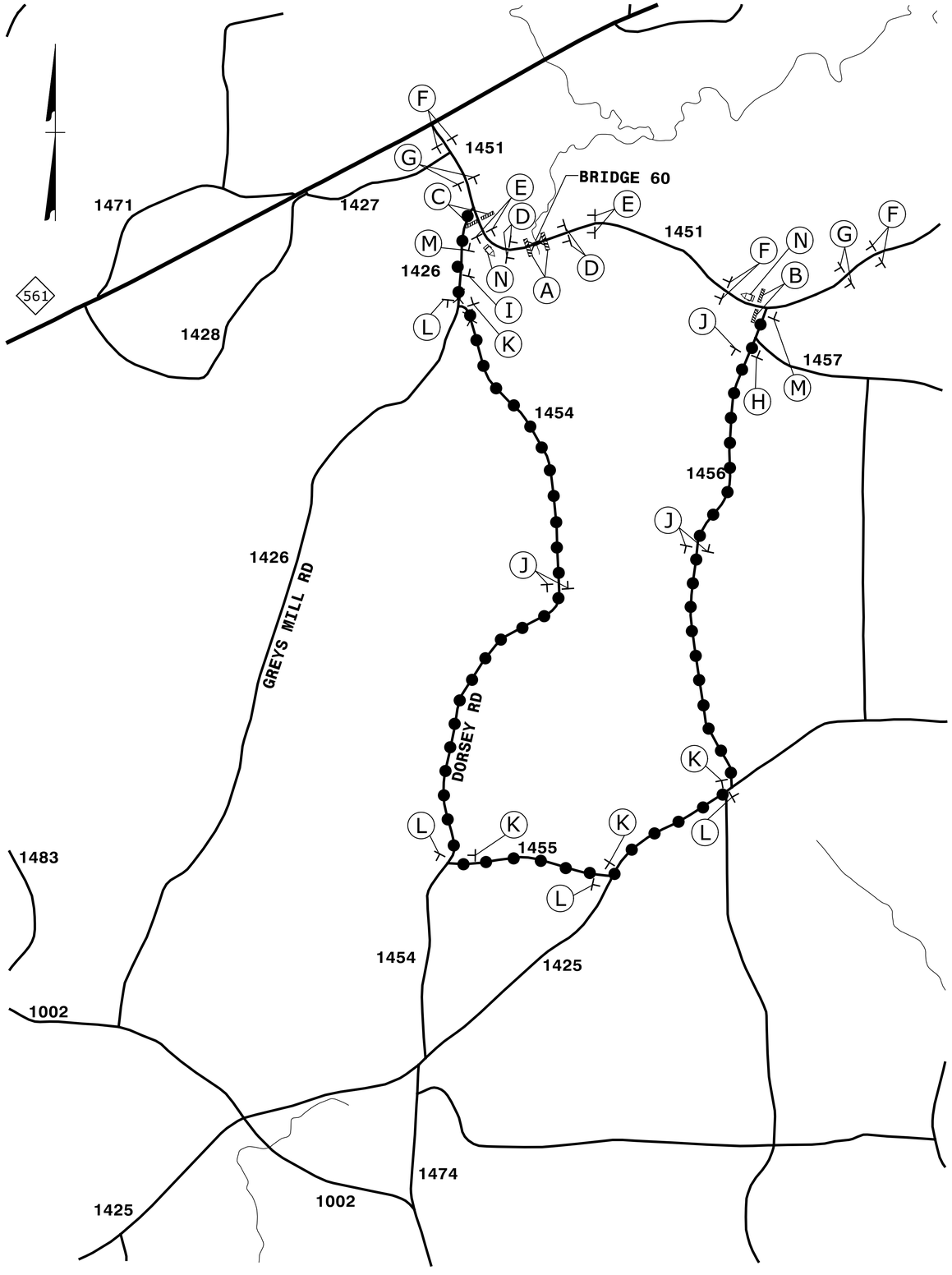
SCALE:	NONE
DATE:	MAR '14
DWG. BY:	YTM
DESIGN BY:	ACP
REVIEWED BY:	MTR

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH

REVISIONS

CADD FILE

$$$$SYSTIME$$$$ $$$$DATE$$$$



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Raleigh, NC 27607
NC License No. P-0339

PROJ. REFERENCE NO.	SHEET NO.
17BP.5.R.43	TCP-2

R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE(S)
A

R11-4
60" x 30"
ROAD CLOSED TO THRU TRAFFIC
DETOUR
M4-10L
48" x 18"
TYPE III BARRICADE
B

R11-4
60" x 30"
ROAD CLOSED TO THRU TRAFFIC
DETOUR
M4-10R
48" x 18"
TYPE III BARRICADE
C

MESSAGE NO. 1	MESSAGE NO. 2
LEONARD ROAD TO CLOSE	STARTING (DATE) (DATE)

CHANGEABLE MESSAGE SIGN
N
MESSAGE AS SHOWN OR AS DIRECTED BY THE ENGINEER

ROAD CLOSED 500 FT
W20-3
48" X 48"
D

ROAD CLOSED 1000 FT
W20-3
48" X 48"
E

ROAD CLOSED AHEAD
W20-3
48" X 48"
F

DETOUR AHEAD
W20-2
48" X 48"
G

ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT LEFT
SP-4R
42" X 12"
H

ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT RIGHT
SP-4R
42" X 12"
I

DETOUR
Leonard Road
M4-8
24" X 12"
36" X 30"
M6-3
21" X 15"
J

DETOUR
Leonard Road
M4-8
24" X 12"
36" X 30"
M6-1
21" X 15"
K

DETOUR
Leonard Road
M4-8
24" X 12"
36" X 30"
M6-1
21" X 15"
L

END DETOUR
M4-8 A
24" X 18"
M

SIGN NUMBER: R2 (2 Lines)
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 3'-0"
HEIGHT: 2'-6"
TOTAL AREA: 7.5 Sq.Ft.
BORDER TYPE: INSET
RECESS: 0"
WIDTH: 0.75"
RADII: 2.25"
NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: White

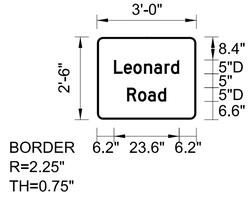
SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluoresent orange retroreflective sheeting.

DESIGN BY: none
PROJECT ID: ID
CHECKED BY:
DIV: DIV
DATE: Apr 26, 2013



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

																												Series/Size Text Length
		L	e	o	n	a	r	d																				D 2000
	6.2	3.5	3.5	3.9	3.6	3.8	2.3	3	6.2																			23.6
		R	o	a	d																							D 2000
	10.9	3.9	3.6	3.6	3	10.9																						14.2

FILENAME: Guidsign_English

NORTH CAROLINA D.O.T. SIGN DETAIL

LEGEND
DETOUR ROUTE

APPROVED: Michael T. Rzepka DATE: 3-3-14

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

DETOUR FOR LEONARD ROAD CLOSURE

SCALE:	NONE
DATE:	MAR '14
DWG. BY:	YTM
DESIGN BY:	ACP
REVIEWED BY:	MTR

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

$$$$SYSTIME$$$$ $$$$LOGIN$$$$

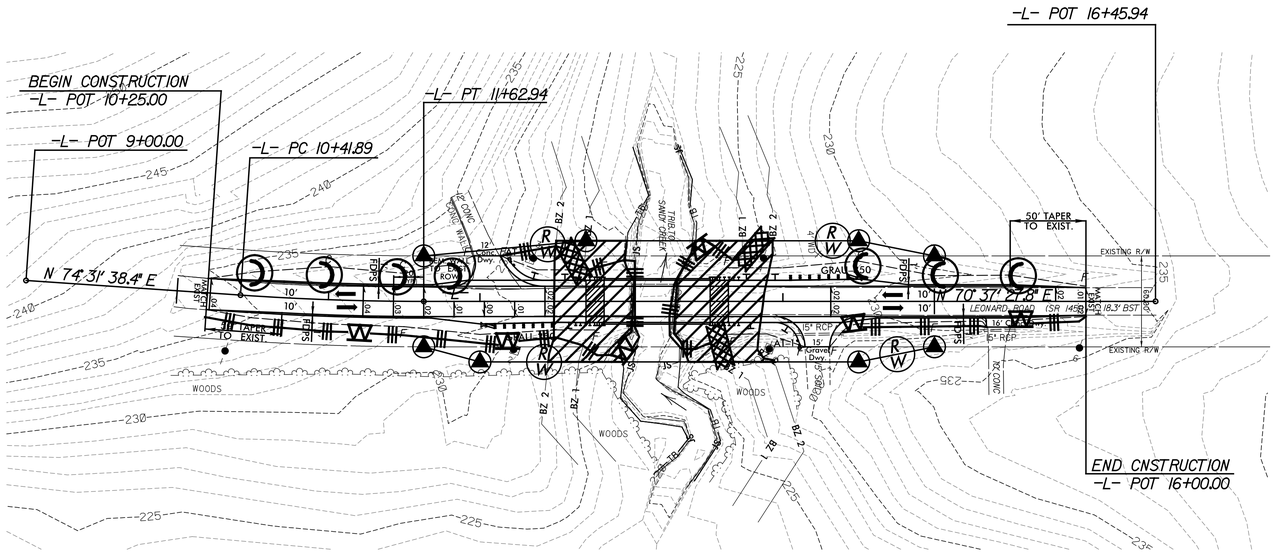
GRAPHIC SCALE
50 0 50 100

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	EC-1/CONST.4
R/W SHEET NO.	
ROADSIDE ENVIRONMENTAL PROJECT ENGINEER	

LEVEL III CERTIFIED BY:
ALEXANDER SNIDER, E.I.
CERTIFICATION NUMBER: 3064
ISSUED: AUGUST 20, 2013

NAD 83/NSRS 2007

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 4



EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1633.01	Temporary Rock Silt Check Type-A	
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	
1633.02	Wattle / Coir Fiber Wattle	
	Wattle / Coir Fiber Wattle with Polyacrylamide (PAM)	

HIGH QUALITY WATER(S) EXIST ON THIS PROJECT

High Quality Water Zone(s) Exist
From Sta. Begin
to Sta. End
Refer To E. C. Special Provisions for Special Considerations.

ALEXANDER SNIDER, E.I.
ROADSIDE ENVIRONMENTAL ENGINEER
3064
LEVEL III CERTIFICATION NUMBER
TRENTON J. CORMIER, P.E.
ROADSIDE ENVIRONMENTAL PROJECT ENGINEER
3377
LEVEL III CERTIFICATION NUMBER

ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

NOTE:
ALL EROSION CONTROL DEVICES SHOWN ARE LOCATED WITHIN EXISTING R/W OR EASEMENT.

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.

Prepared In the Office of:
FLORENCE & HUTCHESON
5121 KINGDOM WAY, SUITE 100
RALEIGH NC 27607
NC License No: F-0258

2012 STANDARD SPECIFICATIONS

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 revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

1604.01	Railroad Erosion Control Detail	1632.01	Rock Inlet Sediment Trap Type A
1605.01	Temporary Silt Fence	1632.02	Rock Inlet Sediment Trap Type B
1606.01	Special Sediment Control Fence	1632.03	Rock Inlet Sediment Trap Type C
1607.01	Gravel Construction Entrance	1633.01	Temporary Rock Silt Check Type A
1622.01	Temporary Berms and Slope Drains	1633.02	Temporary Rock Silt Check Type B
1630.01	Riser Basin	1634.01	Temporary Rock Sediment Dam Type A
1630.02	Silt Basin Type B	1634.02	Temporary Rock Sediment Dam Type B
1630.03	Temporary Silt Ditch	1635.01	Rock Pipe Inlet Sediment Trap Type A
1630.04	Stilling Basin	1635.02	Rock Pipe Inlet Sediment Trap Type B
1630.05	Temporary Diversion	1640.01	Coir Fiber Baffle
1630.06	Special Stilling Basin	1645.01	Temporary Stream Crossing
1631.01	Matting Installation		

Florence & Hutcheson
An ICA Company
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: F-0258

12/4/2014
K:\Projects\Erosion Control\cadd\Franklin-060_hyd_erosion_c&g.dgn
K.D. & Associates, P.C.

GRAPHIC SCALE
50 0 50 100

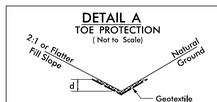
PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	EC-2/CONST.4
R/W SHEET NO.	
ROADSIDE ENVIRONMENTAL PROJECT ENGINEER	

LEVEL III CERTIFIED BY:
ALEXANDER SNIDER, E.I.
CERTIFICATION NUMBER: 3064
ISSUED: AUGUST 20 2013

NAD 83/NSRS 2007

FINAL EROSION CONTROL FOR CONSTRUCTION SHEET 4

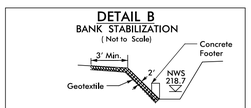
DETAIL A
TOE PROTECTION
(Not to Scale)



Type of Liner= Class I Rip-Rap

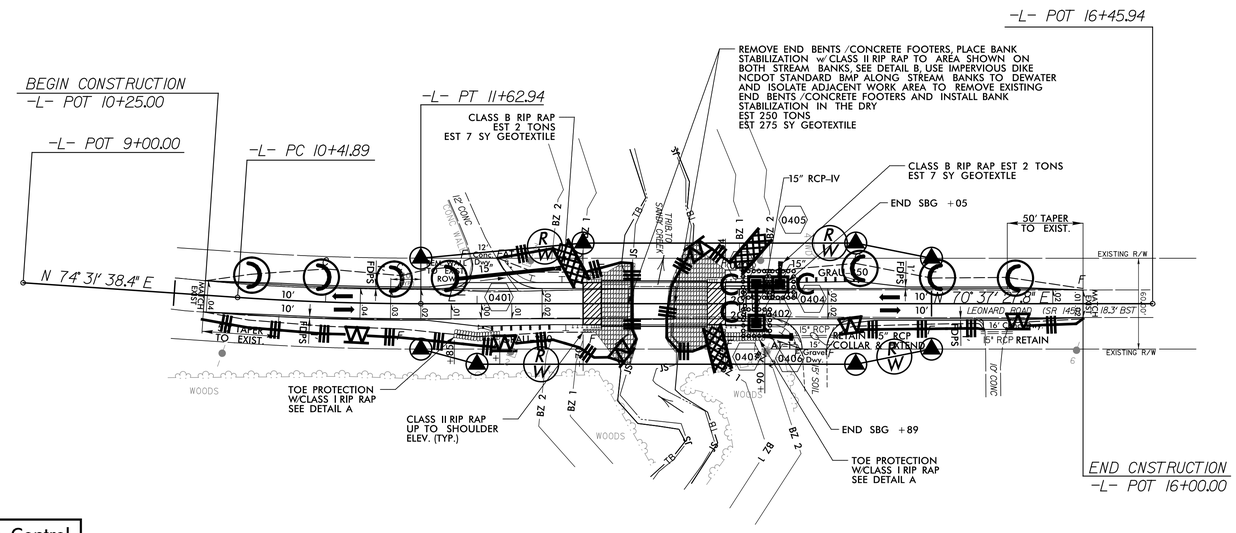
FROM STA. 11+85 TO 12+15R d= 1.0'
STA. 13+64 TO 13+90R d= 1.5'

DETAIL B
BANK STABILIZATION
(Not to Scale)



Type of Liner= CLASS II RIPRAP

STA. 13+00 & 13+30 -L-



Place Matting for Erosion Control on 2:1 Slope

Contractor will install impervious dike to dewater both streambanks to allow for removal of existing footers in the dry
Use "NCDOT Best Management Practices for Construction and Maintenance Activities" manual for isolation and dewatering operations

NOTE: IMPERVIOUS DIKE SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL OF THE EXISTING STRUCTURE.

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
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	
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	
1633.02	Wattle / Coir Fiber Wattle	
	Wattle / Coir Fiber Wattle with Polyacrylamide (PAM)	

HIGH QUALITY WATER(S) EXIST ON THIS PROJECT

High Quality Water Zone(s) Exist
From Sta. Begin
to Sta. End
Refer To E. C. Special Provisions for Special Considerations.

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.

Prepared In the Office of:

FLORENCE & HUTCHESON
5121 KINGDOM WAY, SUITE 100
RALEIGH NC 27607
NC License No: F-0258

2012 STANDARD SPECIFICATIONS

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 revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

1604.01	Railroad Erosion Control Detail	1632.01	Rock Inlet Sediment Trap Type A
1605.01	Temporary Silt Fence	1632.02	Rock Inlet Sediment Trap Type B
1606.01	Special Sediment Control Fence	1632.03	Rock Inlet Sediment Trap Type C
1607.01	Gravel Construction Entrance	1633.01	Temporary Rock Silt Check Type A
1622.01	Temporary Berms and Slope Drains	1633.02	Temporary Rock Silt Check Type B
1630.01	Riser Basin	1634.01	Temporary Rock Sediment Dam Type A
1630.02	Silt Basin Type B	1634.02	Temporary Rock Sediment Dam Type B
1630.03	Temporary Silt Ditch	1635.01	Rock Pipe Inlet Sediment Trap Type A
1630.04	Stilling Basin	1635.02	Rock Pipe Inlet Sediment Trap Type B
1630.05	Temporary Diversion	1640.01	Coir Fiber Baffle
1630.06	Special Stilling Basin	1645.01	Temporary Stream Crossing
1631.01	Matting Installation		

ALEXANDER SNIDER, E.I.
ROADSIDE ENVIRONMENTAL ENGINEER
3064
LEVEL III CERTIFICATION NUMBER
TRENTON J. CORMIER, P.E.
ROADSIDE ENVIRONMENTAL PROJECT ENGINEER
3377
LEVEL III CERTIFICATION NUMBER

NOTE:
ALL EROSION CONTROL DEVICES SHOWN ARE LOCATED WITHIN EXISTING R/W OR EASEMENT.

Florence & Hutcheson
An ICA Company
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: F-0258

12/4/2014
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KG & Associates, PC

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	EC-3

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
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.

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	EC-4

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL

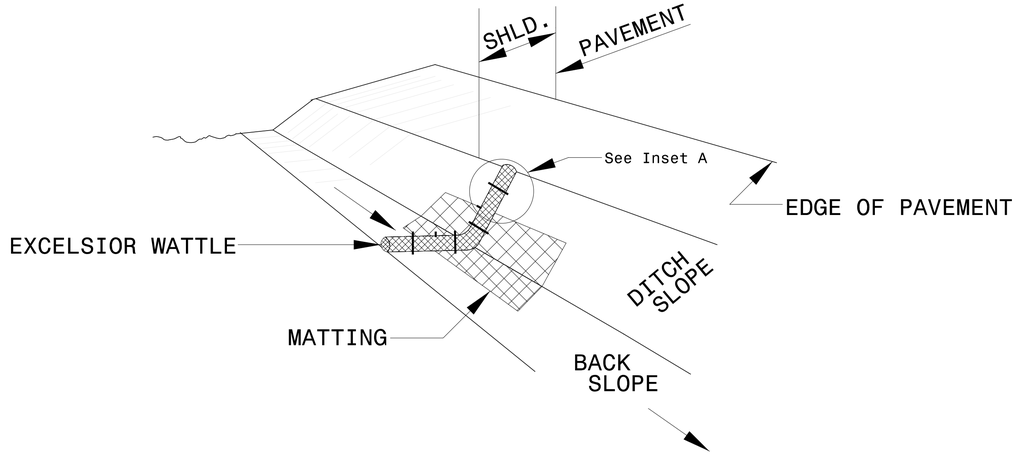
CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	-L-	10+50	11+50	L	95
4	-L-	14+50	16+00	L	105
4	-L-	14+50	15+00	R	25
			SUBTOTAL		225
MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER					5835
				TOTAL	6060
				SAY	6060

PERMANENT SOIL REINFORCEMENT MAT

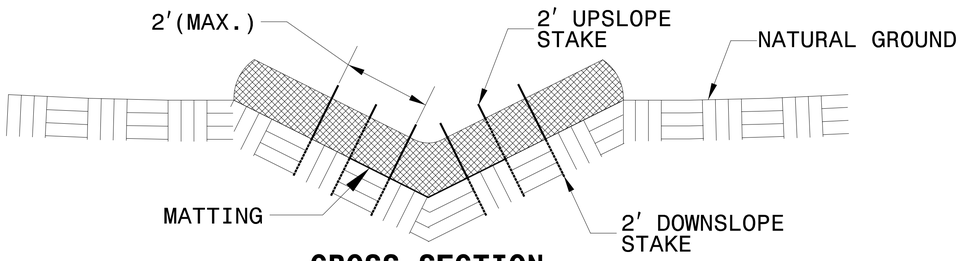
CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
			SUBTOTAL		0
		ADDITIONAL PSRM TO BE INSTALLED			0
				TOTAL	0
				SAY	0

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	EC-5

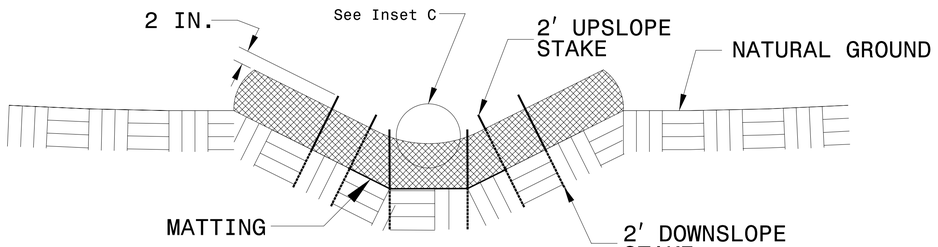
WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

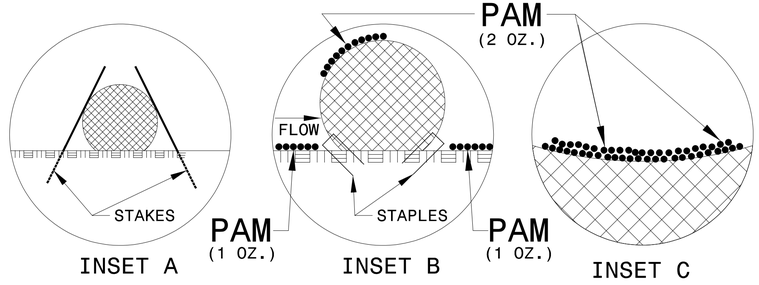
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

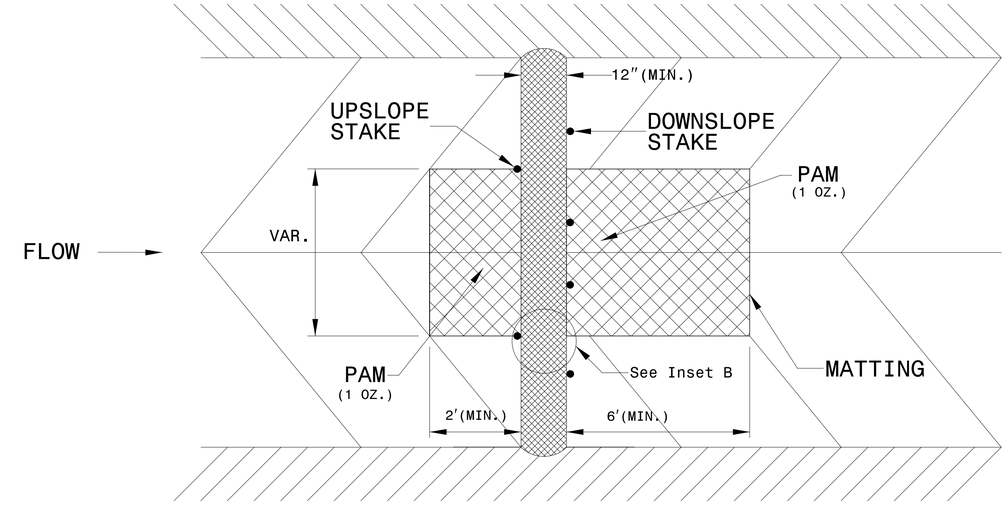
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

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 WATTLE.

INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

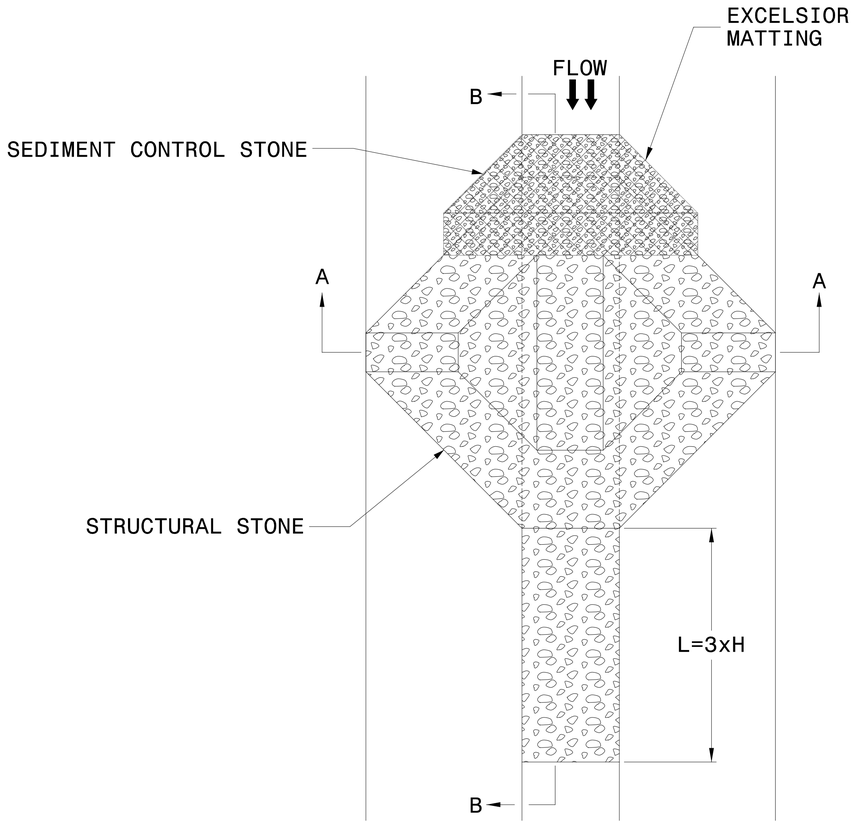




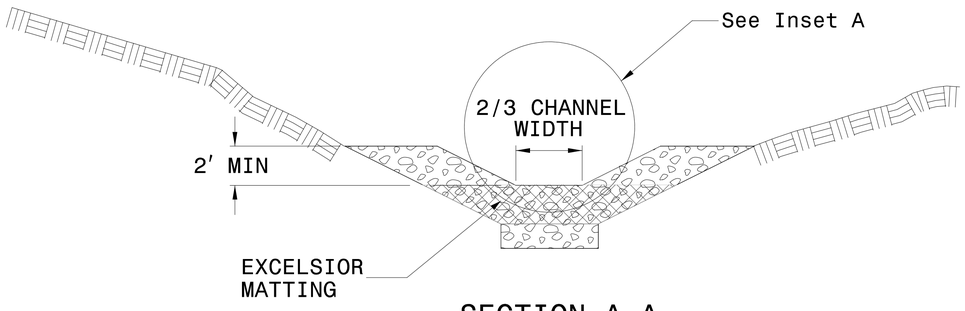
TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
17BP.5.R.43	EC-6

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



PLAN



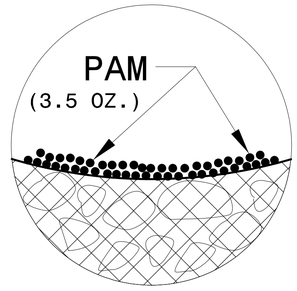
SECTION A-A

NOTES

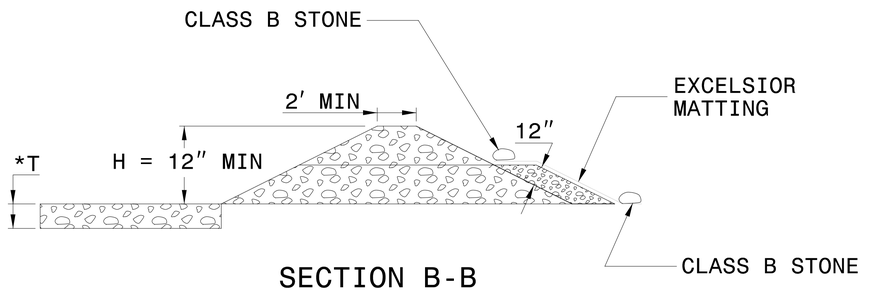
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

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 B-B

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

NOT TO SCALE

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	17BP.5.R.43	X-1

8/23/99

PROJ. REFERENCE NO.	SHEET NO.
17BP.5.R.43	X-2

0 5 10

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

240
230
220
210

.02 230.14 .02
225.47

13+00.00

240
230
220

.02 230.46 .02
229.37

12+50.00

250
240
230
220

Conc. Dwy. .02 230.91 0.00
230.43

12+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

3/3/2014
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TCA ENGINEERING, INC.

PROJ. REFERENCE NO.	SHEET NO.
17BP.5.R.43	X-3

8/23/99

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ICA ENGINEERING, INC.

8/23/99

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	17BP.5.R.43	X-4

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

250
240
230
220

233.80
.01 233.80 .02

16+00.00

250
240
230
220

232.26
3:1 .02 232.26 .02 Conc. Dwy.

15+50.00

240
230
220

230.87
3:1 .02 230.87 .02

15+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

3/3/2014
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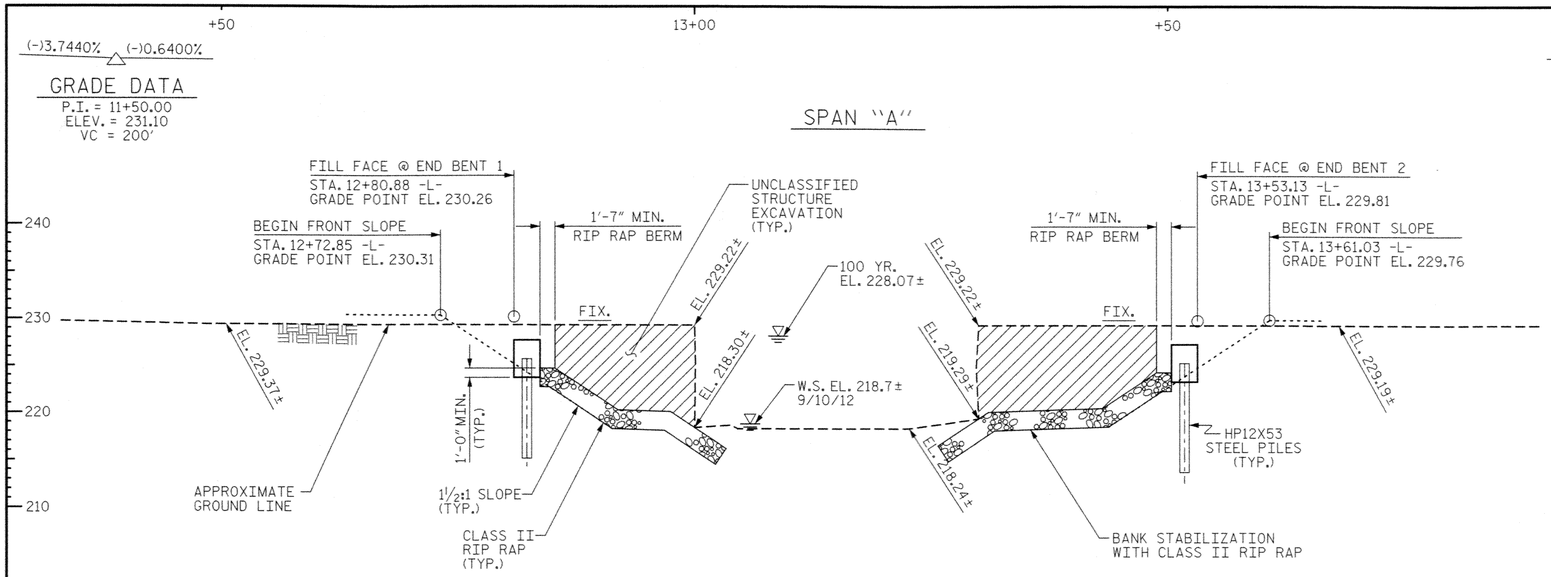
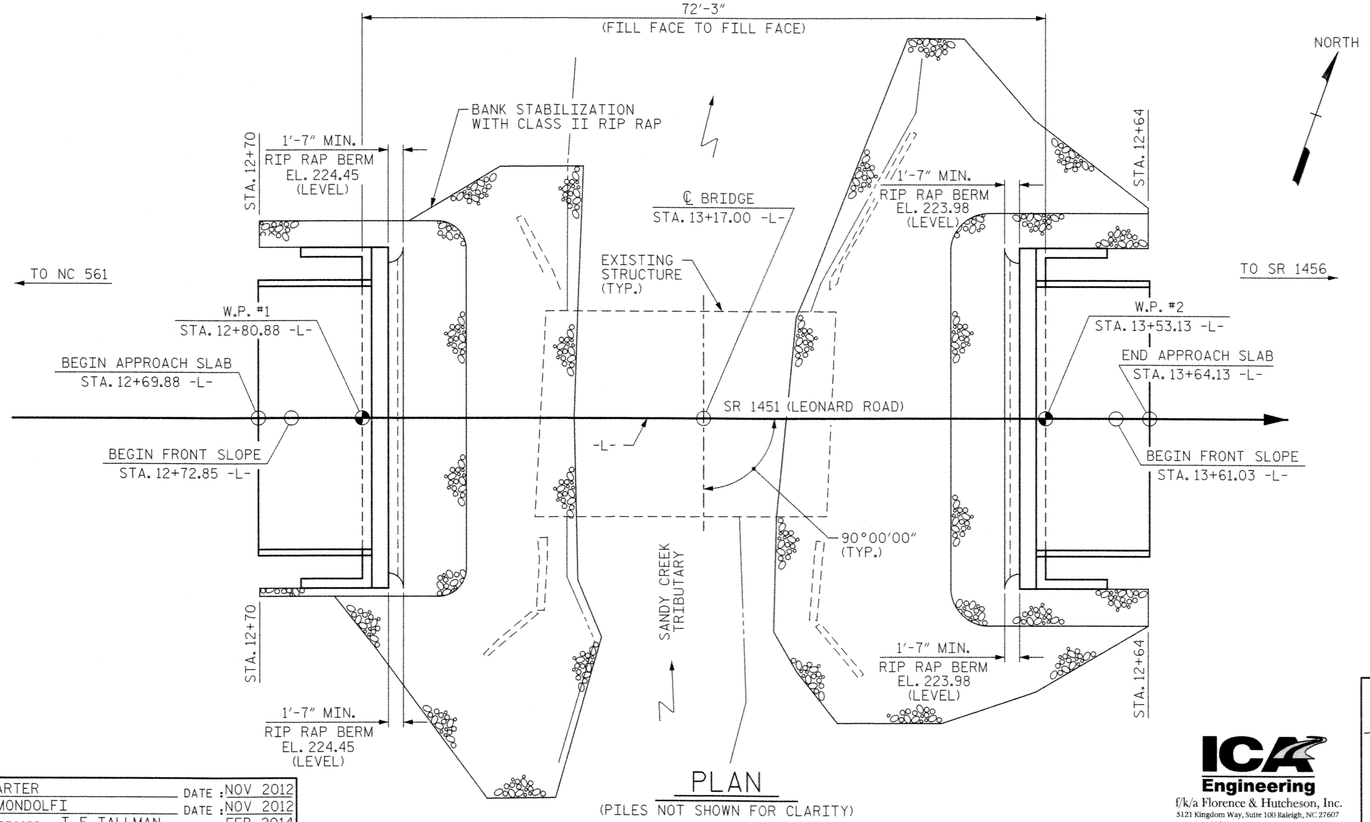
TCA ENGINEERING, INC.



SECTION ALONG -L-

(BENTS ON SECTION AT RIGHT ANGLES TO BENTS)



PLAN

(PILES NOT SHOWN FOR CLARITY)

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

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

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 COST 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".

THE MATERIAL 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 AS "UNCLASSIFIED STRUCTURE EXCAVATION", LUMP SUM. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

BOTTOM OF EXCAVATION IS AT APPROXIMATE ELEVATION 220.0.

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 NORTH CAROLINA 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.

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 EXISTING STRUCTURE CONSISTING OF ONE 30.25 FOOT LONG STEEL BEAM SPAN; 22.0' CLEAR ROADWAY; 1½" ASPHALT WEARING SURFACE ON CONCRETE DECK ON CONCRETE ABUTMENTS LOCATED ON THE PROPOSED ALIGNMENT SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", MAY, 2001.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

NOTES CONTINUED ON SHEET S-2.

DRAWN BY : D. H. CARTER DATE : NOV 2012
CHECKED BY : J. E. MONDOLFI DATE : NOV 2012
DESIGN ENGINEER OF RECORD: T. E. TALLMAN DATE : FEB 2014

2/28/2014
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ICA Engineering f/k/a Florence & Hutcheson, Inc.

ICA Engineering
f/k/a Florence & Hutcheson, Inc.
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: P-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E TALLMAN
2-28-14

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

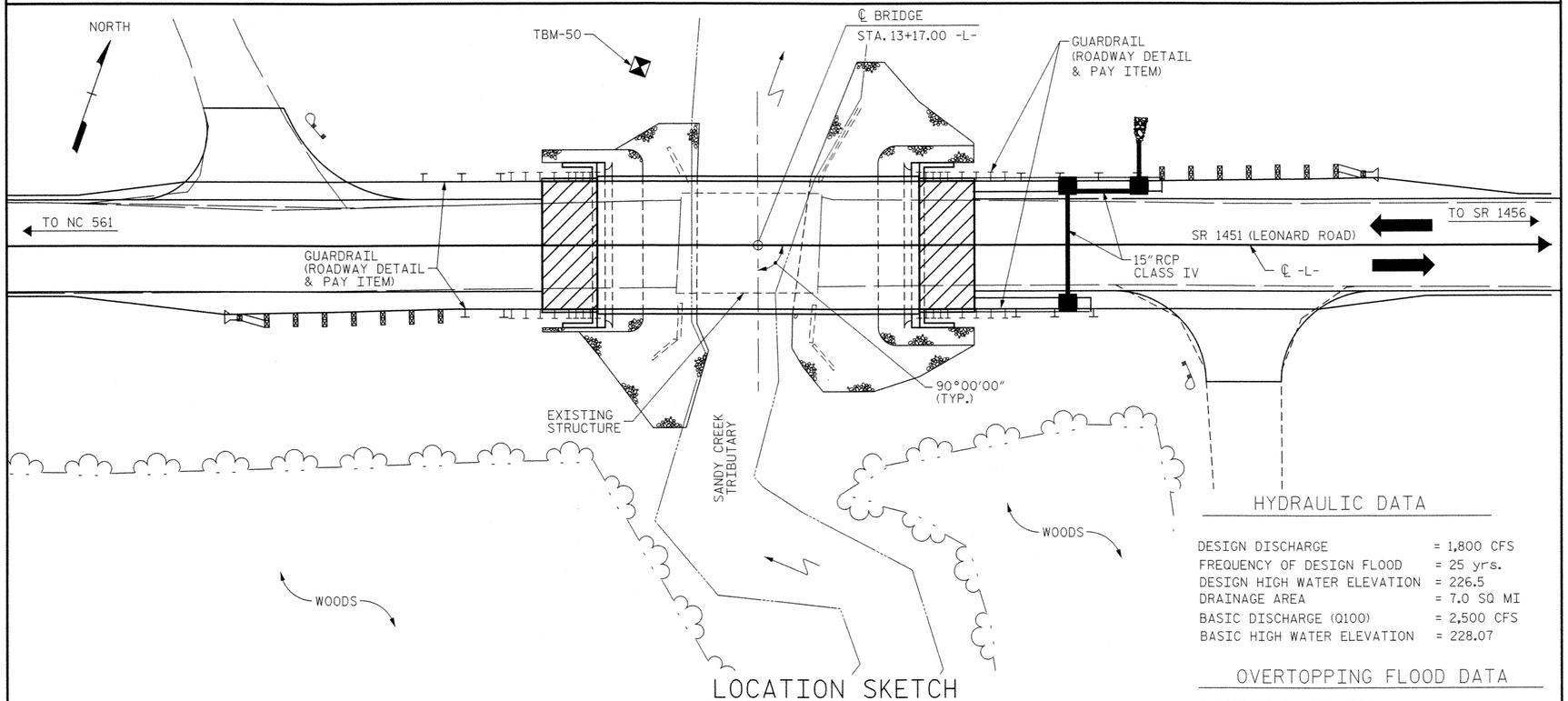
GENERAL DRAWING

BRIDGE ON SR 1451 OVER SANDY CREEK TRIBUTARY

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			13

PROJECT NO. 17BP.5.R.43
FRANKLIN COUNTY
STATION: 13+17.00 -L-
SHEET 1 OF 3 REPLACES BRIDGE NO. 60

BENCH MARK :#TBM-50, RR SPIKE IN 30" GUM, STA. 12+91.37 -L-, 38.91' LT, EL. 227.10



LOCATION SKETCH

NOTE:
FOR UTILITY INFORMATION, SEE
UTILITY PLANS AND SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE	= 1,800 CFS
FREQUENCY OF DESIGN FLOOD	= 25 yrs.
DESIGN HIGH WATER ELEVATION	= 226.5
DRAINAGE AREA	= 7.0 SQ MI
BASIC DISCHARGE (Q100)	= 2,500 CFS
BASIC HIGH WATER ELEVATION	= 228.07

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 2,900 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 100 yrs.+
OVERTOPPING FLOOD ELEVATION	= 229.7

NOTES

FOUNDATION RECOMMENDATIONS:

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 97 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 AND END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 165 TONS PER PILE.

STEEL H-PILE POINTS ARE REQUIRED FOR STEEL H-PILES AT END BENT NO. 1 AND END END BENT NO. 2. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 1 AND END BENT NO. 2. EXCAVATE HOLES AT PILE LOCATIONS TO ELEVATION 214 FT. FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

CONCRETE OR GROUT IS REQUIRED TO FILL HOLES FOR PILE EXCAVATION AT END BENT NO. 1 AND END BENT NO. 2.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LIN. FT.	LIN. FT.	LUMP SUM	CU. YDS.	LUMP SUM	LB.	NO.	LIN. FT.	NO.	LIN. FT.	TON	SQ. YD.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE											140.25				10	700
END BENT NO. 1		45	5		20.3		2,449	5	50	5		43	48			
END BENT NO. 2		37	13		20.4		2,449	5	50	5		47	53			
TOTAL	LUMP SUM	82	18	LUMP SUM	40.7	LUMP SUM	4,898	10	100	10	140.25	90	101	LUMP SUM	10	700

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

BRIDGE ON SR 1451 OVER
SANDY CREEK TRIBUTARY

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			13

DRAWN BY : D. H. CARTER DATE : NOV 2012
CHECKED BY : J. E. MONDOLFI DATE : NOV 2012
DESIGN ENGINEER OF RECORD: T. E. TALLMAN DATE : FEB 2014

ICA Engineering
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NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

2/28/2014
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ICA Engineering f/k/a Florence & Hutcheson, Inc.

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**	1.006	--	1.75	0.273	1.03	70′	EL	34.5	0.507	1.32	70′	EL	6.9	0.80	0.273	**1.01**	70′	EL	**34.5**	
		HL-93(Opr)	N/A	--	1.341	--	1.35	0.273	1.34	70′	EL	34.5	0.507	1.72	70′	EL	6.9	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	**2**	1.306	47.02	1.75	0.273	1.34	70′	EL	34.5	0.507	1.65	70′	EL	6.9	0.80	0.273	**1.31**	70′	EL	**34.5**	
		HS-20(Opr)	36.000	--	1.74	62.64	1.35	0.273	1.74	70′	EL	34.5	0.507	2.14	70′	EL	6.9	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	2.917	39.379	1.4	0.273	3.75	70′	EL	34.5	0.507	4.87	70′	EL	6.9	0.80	0.273	2.92	70′	EL	34.5	
		SNGARBS2	20.000	--	2.187	43.741	1.4	0.273	2.81	70′	EL	34.5	0.507	3.47	70′	EL	6.9	0.80	0.273	2.19	70′	EL	34.5	
		SNAGRIS2	22.000	--	2.077	45.69	1.4	0.273	2.67	70′	EL	34.5	0.507	3.23	70′	EL	6.9	0.80	0.273	2.08	70′	EL	34.5	
		SNCOTTS3	27.250	--	1.452	39.565	1.4	0.273	1.87	70′	EL	34.5	0.507	2.43	70′	EL	6.9	0.80	0.273	1.45	70′	EL	34.5	
		SNAGGRS4	34.925	--	1.218	42.554	1.4	0.273	1.57	70′	EL	34.5	0.507	2.03	70′	EL	6.9	0.80	0.273	1.22	70′	EL	34.5	
		SNS5A	35.550	--	1.191	42.346	1.4	0.273	1.53	70′	EL	34.5	0.507	2.06	70′	EL	6.9	0.80	0.273	1.19	70′	EL	34.5	
		SNS6A	39.950	--	1.095	43.747	1.4	0.273	1.41	70′	EL	34.5	0.507	1.88	70′	EL	6.9	0.80	0.273	1.10	70′	EL	34.5	
		SNS7B	42.000	--	1.043	43.801	1.4	0.273	1.34	70′	EL	34.5	0.507	1.85	70′	EL	6.9	0.80	0.273	1.04	70′	EL	34.5	
	TTST	TNAGRIT3	33.000	--	1.336	44.087	1.4	0.273	1.72	70′	EL	34.5	0.507	2.23	70′	EL	6.9	0.80	0.273	1.34	70′	EL	34.5	
		TNT4A	33.075	--	1.342	44.401	1.4	0.273	1.72	70′	EL	34.5	0.507	2.17	70′	EL	6.9	0.80	0.273	1.34	70′	EL	34.5	
		TNT6A	41.600	--	1.1	45.746	1.4	0.273	1.41	70′	EL	34.5	0.507	1.98	70′	EL	6.9	0.80	0.273	1.10	70′	EL	34.5	
		TNT7A	42.000	--	1.106	46.462	1.4	0.273	1.42	70′	EL	34.5	0.507	1.94	70′	EL	6.9	0.80	0.273	1.11	70′	EL	34.5	
		TNT7B	42.000	--	1.147	48.18	1.4	0.273	1.47	70′	EL	34.5	0.507	1.8	70′	EL	6.9	0.80	0.273	1.15	70′	EL	34.5	
		TNAGRIT4	43.000	--	1.089	46.838	1.4	0.273	1.4	70′	EL	34.5	0.507	1.74	70′	EL	6.9	0.80	0.273	1.09	70′	EL	34.5	
		TNAGT5A	45.000	--	1.026	46.175	1.4	0.273	1.32	70′	EL	34.5	0.507	1.74	70′	EL	6.9	0.80	0.273	1.03	70′	EL	34.5	
		TNAGT5B	45.000	**3**	1.013	45.579	1.4	0.273	1.3	70′	EL	34.5	0.507	1.66	70′	EL	6.9	0.80	0.273	**1.01**	70′	EL	**34.5**	

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)

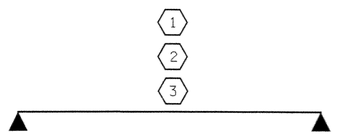
(2) DESIGN LOAD RATING (HS-20)

(3) LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

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



LRFR SUMMARY

FOR SPAN 'A'

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR 70′ CORED SLAB UNIT 90° SKEW

(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : D. H. CARTER DATE : 11/12
CHECKED BY : J. E. MONDOLFI DATE : 11/12
DRAWN BY : CVC 6/10
CHECKED BY : DNS 6/10

ICA Engineering
f/k/a Florence & Hutcheson, Inc.
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: F-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

STD. NO. 24LRFR1_90S_70L

2/28/2014
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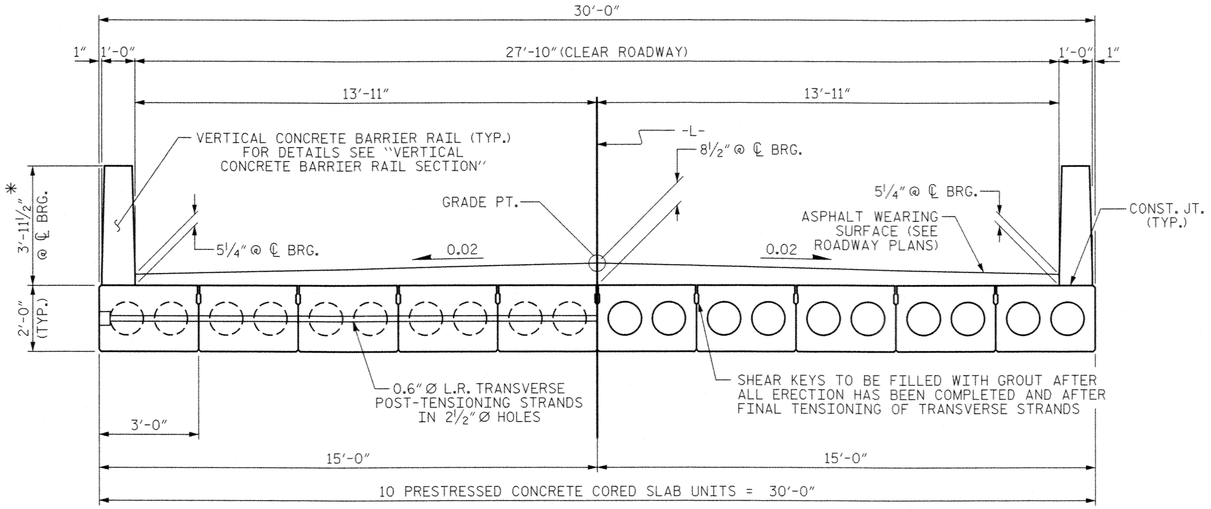
ICA Engineering f/k/a Florence & Hutcheson, Inc.



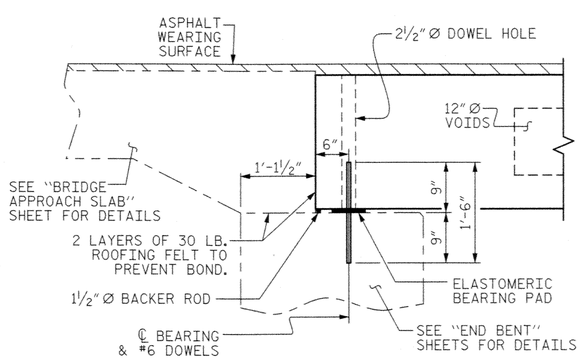
HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

HALF SECTION
THROUGH VOIDS

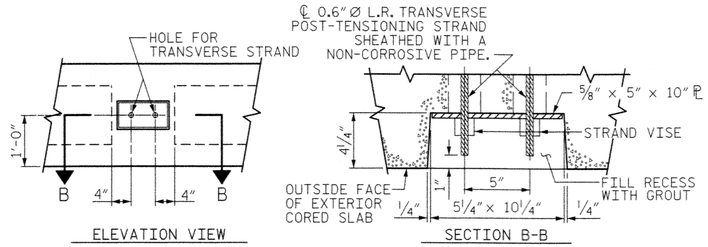
TYPICAL SECTION

* - 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.

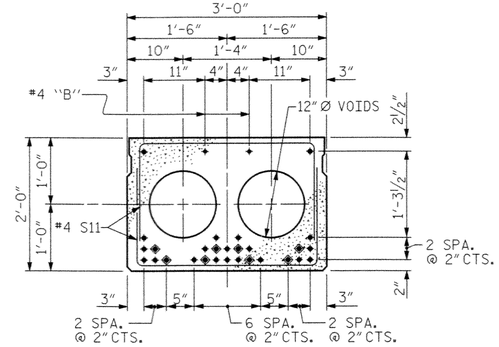
FIXED END



SECTION AT END BENT



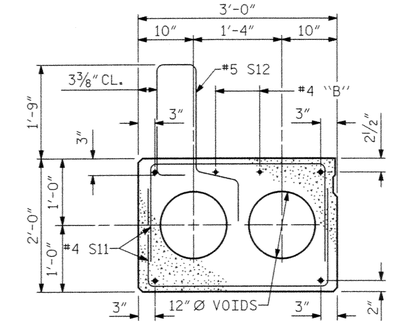
GROUTED RECESS AT END OF POST-TENSIONED STRAND-CORED SLABS



INTERIOR SLAB SECTION (70' UNIT)

(28 STRANDS REQUIRED)

0.6'' Ø LOW RELAXATION STRAND LAYOUT



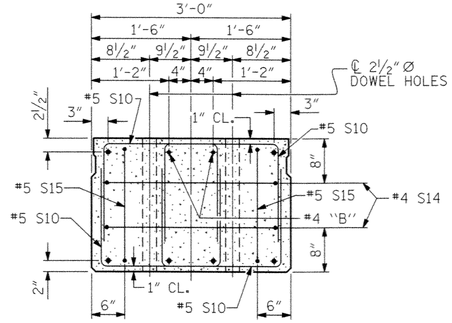
EXTERIOR SLAB SECTION

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

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

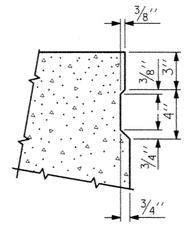
◉ OPTIONAL FULL LENGTH DEBONDED STRANDS. THESE STRANDS ARE NOT REQUIRED. IF THE FABRICATOR CHOOSES TO INCLUDE THESE STRANDS IN THE CORED SLAB UNIT, THE STRANDS SHALL BE DEBONDED FOR THE FULL LENGTH OF THE UNIT AT NO ADDITIONAL COST. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

DEBONDING LEGEND



END ELEVATION

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



SHEAR KEY DETAIL

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

ICA Engineering
f/k/a Florence & Hutcheson, Inc.
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: P-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

3'-0'' X 2'-0'' PRESTRESSED CONCRETE CORED SLAB UNIT

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : D. H. CARTER	DATE :	11/12
CHECKED BY : J. E. MONDOLFI	DATE :	11/12
DRAWN BY : MAA	6/10	REV. 12/11 MAA/AAC
CHECKED BY : MKT	7/10	

2/28/2014
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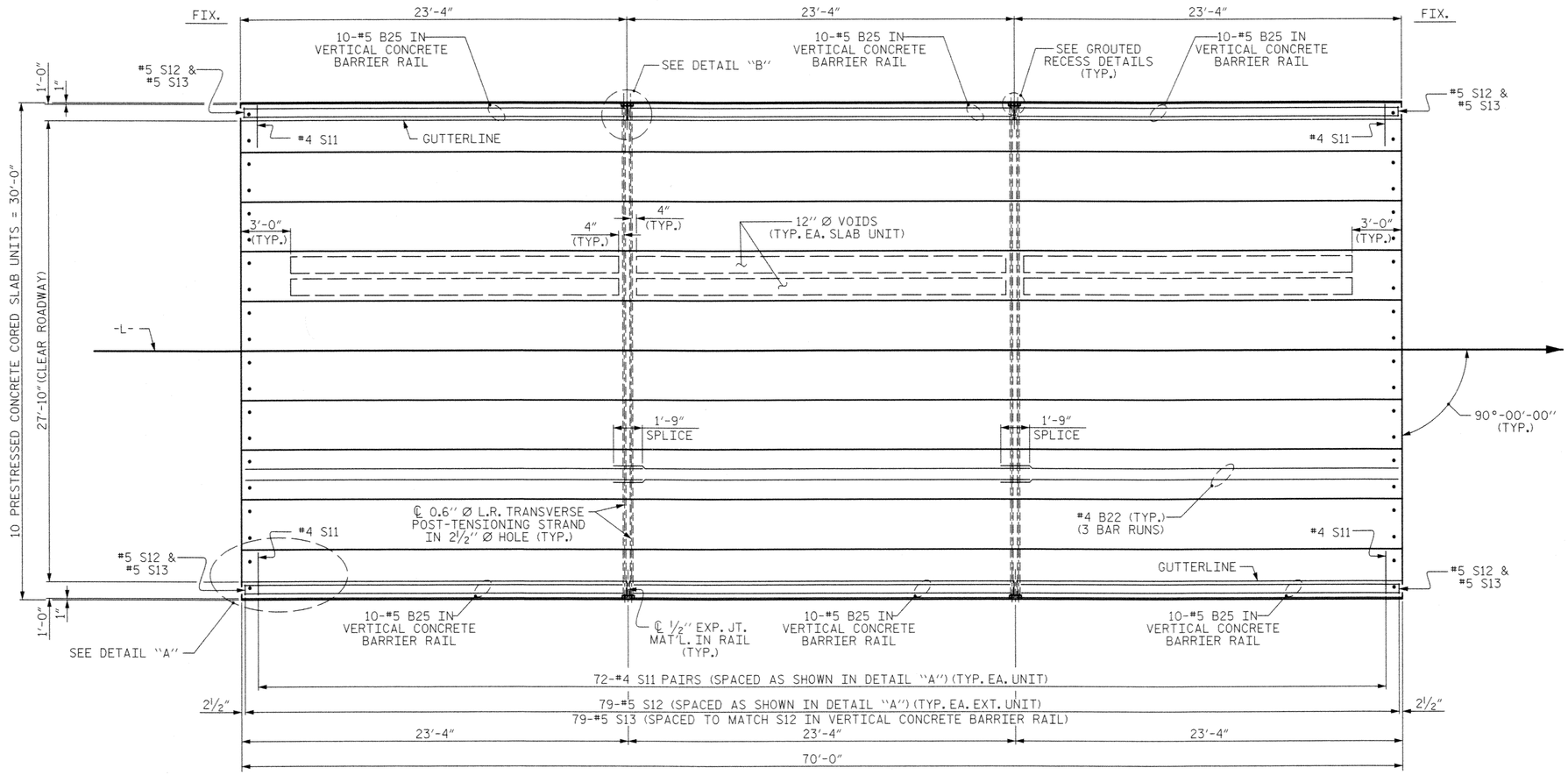
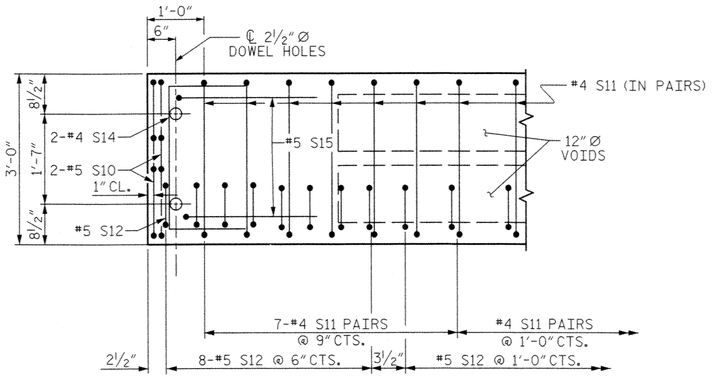
ICA Engineering f/k/a Florence & Hutcheson, Inc.

STD. NO. 24PCS4_30_90S

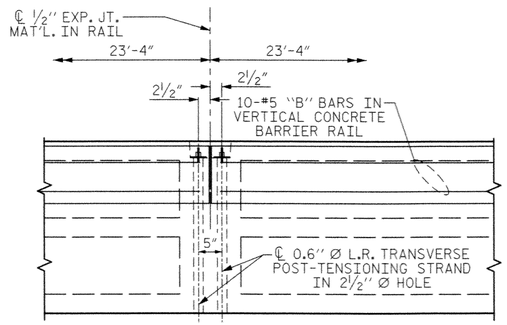


PLAN OF UNIT



DETAIL "A"

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



DETAIL "B"

#4 S11 BARS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO GROUTED RECESS AND 2½" Ø TRANSVERSE POST-TENSIONING STRAND HOLES

ASSEMBLED BY : D. H. CARTER	DATE : 11/12	REV. 12/5/11	MAA/AAC
CHECKED BY : J. E. MONDOLFI	DATE : 11/12		
DRAWN BY : MAA	6/10		
CHECKED BY : MKT	7/10		

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f/k/a Florence & Hutcheson, Inc.
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NC License No: F-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TILLMAN
2-28-14

PROJECT NO. 17BP.5.R.43
FRANKLIN COUNTY
STATION: 13+17.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
PLAN OF 70' UNIT 27'-10" CLEAR ROADWAY 90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			13

STD. NO. 24PCS 30 90S 70I

2/28/2014
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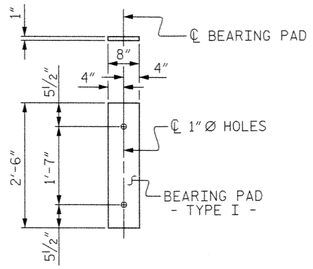
ICA Engineering f/k/a Florence & Hutcheson, Inc.

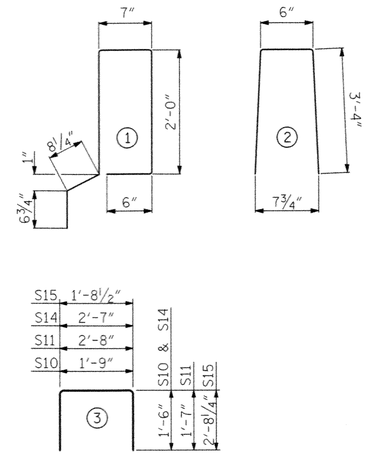


FIXED END
(TYPE I - 20 REQ'D)

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

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT		
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
70' UNITS	1¾"	3'-8"

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT

NOTES

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

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

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

THE 2½"Ø DOWEL HOLES AT FIXED ENDS OF SLAB SECTIONS SHALL BE FILLED WITH NON-SHRINK GROUT.

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

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

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

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

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

APPLY EPOXY PROTECTIVE COATING TO CORED SLAB UNIT ENDS.

GROOVED CONTRACTION JOINTS, ½" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN BARRIER RAIL EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF BARRIER RAIL SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

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

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

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

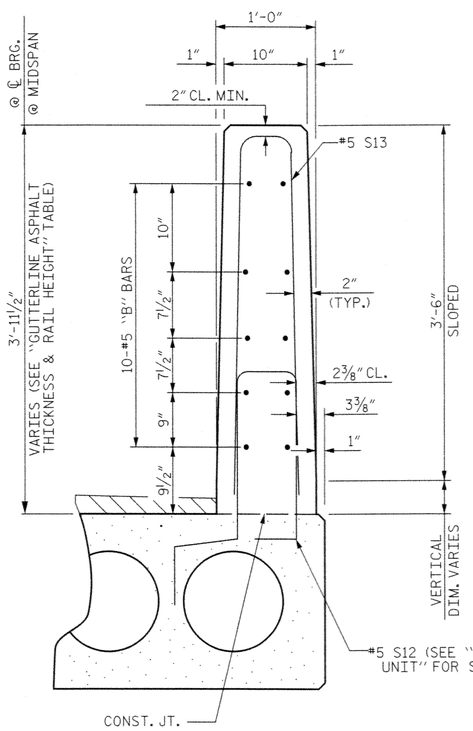
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

ELASTOMERIC BEARING DETAILS

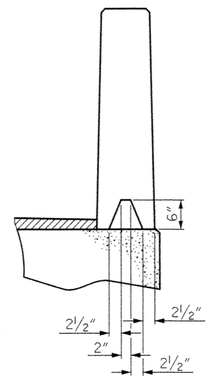
ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL						
BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	70' UNIT					
✳B25	60	60	#5	STR	22'-11"	1434
✳S13	158	158	#5	2	7'-2"	1181
✳EPOXY COATED REINFORCING STEEL				LBS.		2615
CLASS AA CONCRETE				CU.YDS.		18.9
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN.FT.		140.25

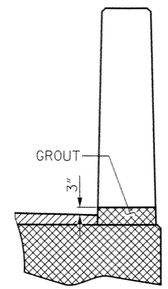
BILL OF MATERIAL FOR ONE 70' CORED SLAB UNIT							
				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B22	6	#4	STR	24'-6"	98	24'-6"	98
S10	8	#5	3	4'-9"	40	4'-9"	40
S11	144	#4	3	5'-10"	561	5'-10"	561
✳S12	79	#5	1	6'-4"	522		
S14	4	#4	3	5'-7"	15	5'-7"	15
S15	4	#5	3	7'-1"	30	7'-1"	30
REINFORCING STEEL			LBS.		744		744
✳EPOXY COATED REINFORCING STEEL			LBS.		522		
7000 P.S.I. CONCRETE			CU. YDS.		11.8		11.8
0.6"Ø L.R. STRANDS			No.		28		28



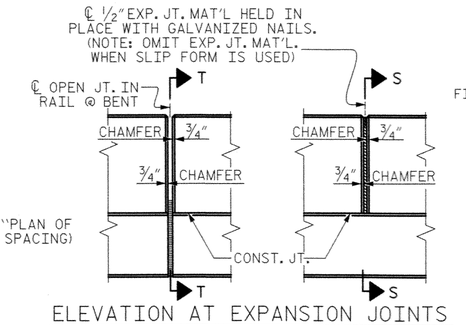
SECTION THRU RAIL



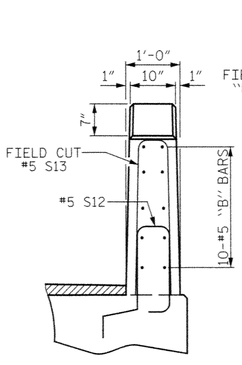
SECTION S-S
AT DAM IN OPEN JOINT
(THIS IS TO BE USED ONLY WHEN SLIP FORM IS USED)



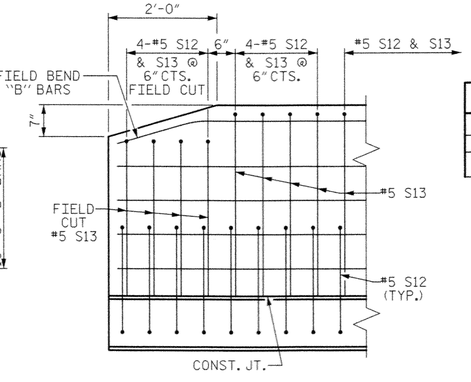
SECTION T-T
AT OPEN JOINT AT BENT
(THIS IS TO BE USED WHERE FOAM JOINT IS NOT USED)



ELEVATION AT EXPANSION JOINTS



END VIEW



SIDE VIEW

END OF RAIL DETAILS

VERTICAL CONCRETE BARRIER RAIL DETAILS

CONCRETE RELEASE STRENGTH	
UNIT	PSI
70' UNITS	5500

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

DEAD LOAD DEFLECTION AND CAMBER	
	3'-0" x 2'-0"
70' CORED SLAB UNIT	0.6"Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	4⅝" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD✳✳	13/16" ↓
FINAL CAMBER	3½" ↑

✳✳ INCLUDES FUTURE WEARING SURFACE

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD

3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLAB UNIT

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : D. H. CARTER DATE : 11/12
CHECKED BY : J. E. MONDOLFI DATE : 11/12
DRAWN BY : MAA 6/10
CHECKED BY : MKT 7/10
REV. 12/11 MAA/AAC

ICA Engineering
f/k/a Florence & Hutcheson, Inc.
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: P-0558

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

STD. NO. 24PCS3_30_90S

2/28/2014
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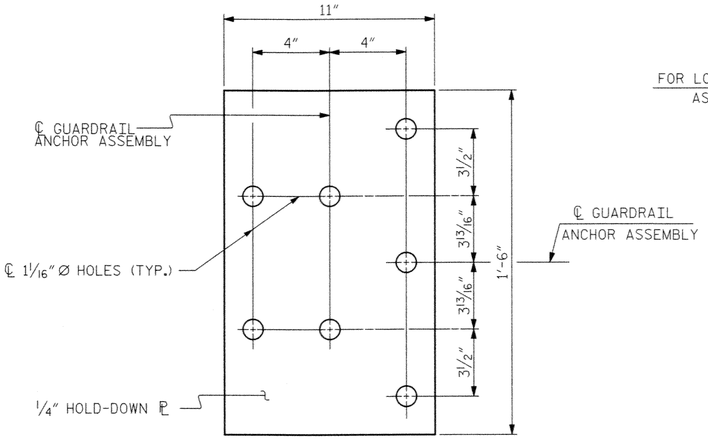
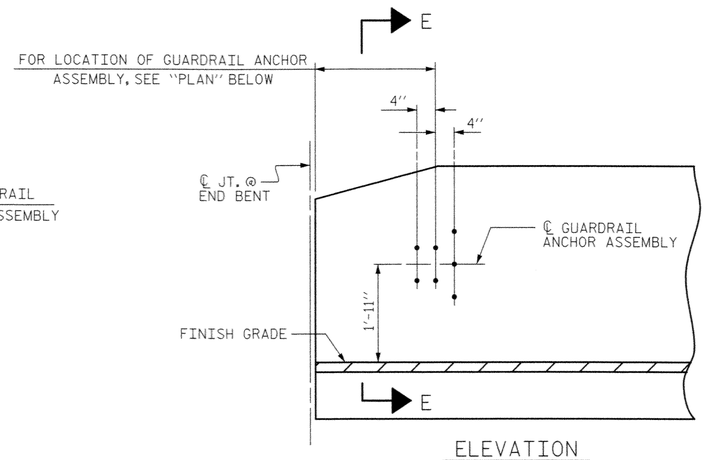


PLAN



ELEVATION

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.)

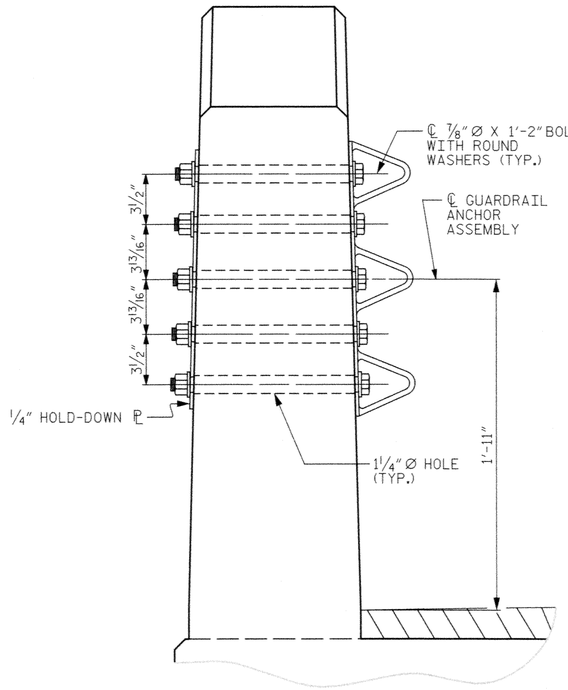
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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.

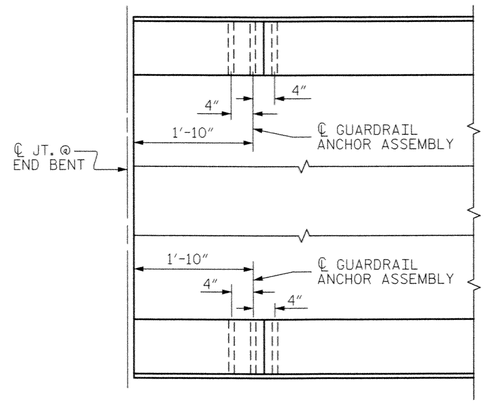
THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE VERTICAL CONCRETE BARRIER RAIL TO CLEAR ASSEMBLY BOLTS.

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.



SECTION E-E

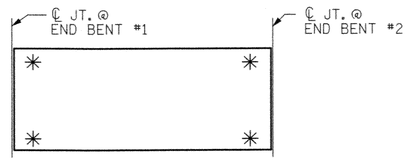
GUARDRAIL ANCHOR ASSEMBLY DETAILS



PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

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



SKETCH SHOWING POINTS OF ATTACHMENT

✳ DENOTES GUARDRAIL ANCHOR ASSEMBLY

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -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-7
1			3			TOTAL SHEETS
2			4			13

STD. NO. GRA3

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NC License No: F-0258

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 14408 THOMAS E. TALLMAN
2-28-14

ASSEMBLED BY : D. H. CARTER	DATE : FEB 2014
CHECKED BY : T. E. TALLMAN	DATE : FEB 2014
DRAWN BY : MAA 5/10	REV. 10/1/11 MAA/GM
CHECKED BY : GM 5/10	REV. 12/5/11 MAA/GM
	REV. 6/13 MAA/GM

2/28/2014
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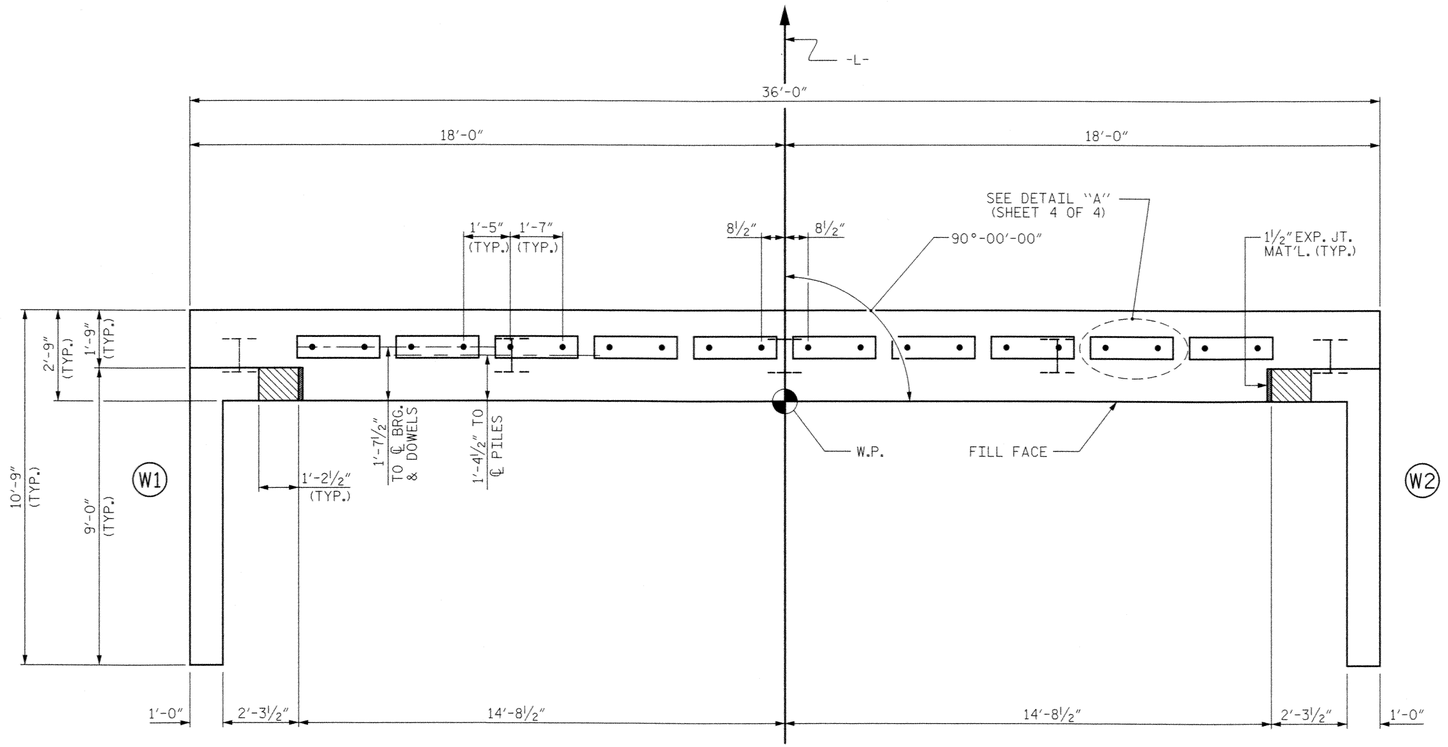
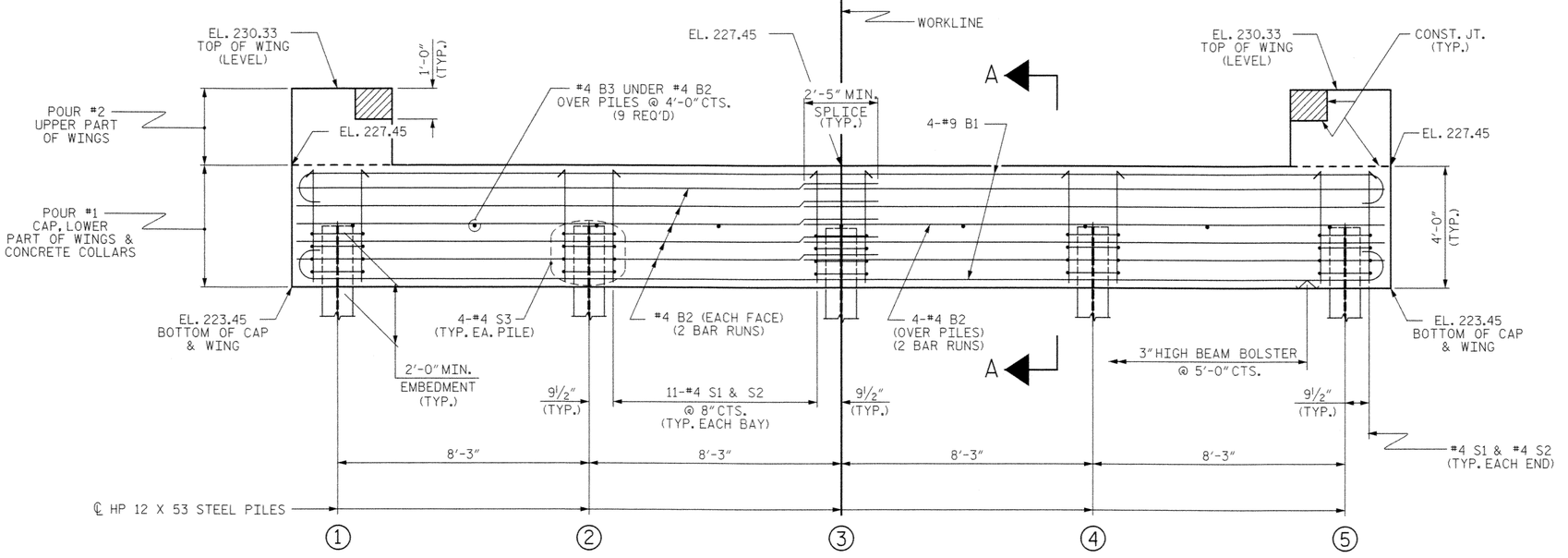


PLAN



ELEVATION

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

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.

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD SUBSTRUCTURE

END BENT No. 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-8
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : D. H. CARTER DATE : 11/12
CHECKED BY : J. E. MONDOLFI DATE : 11/12
DRAWN BY : WJH 12/11
CHECKED BY : AAC 12/11

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NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

2/28/2014
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STD NO. EB 30 90S4

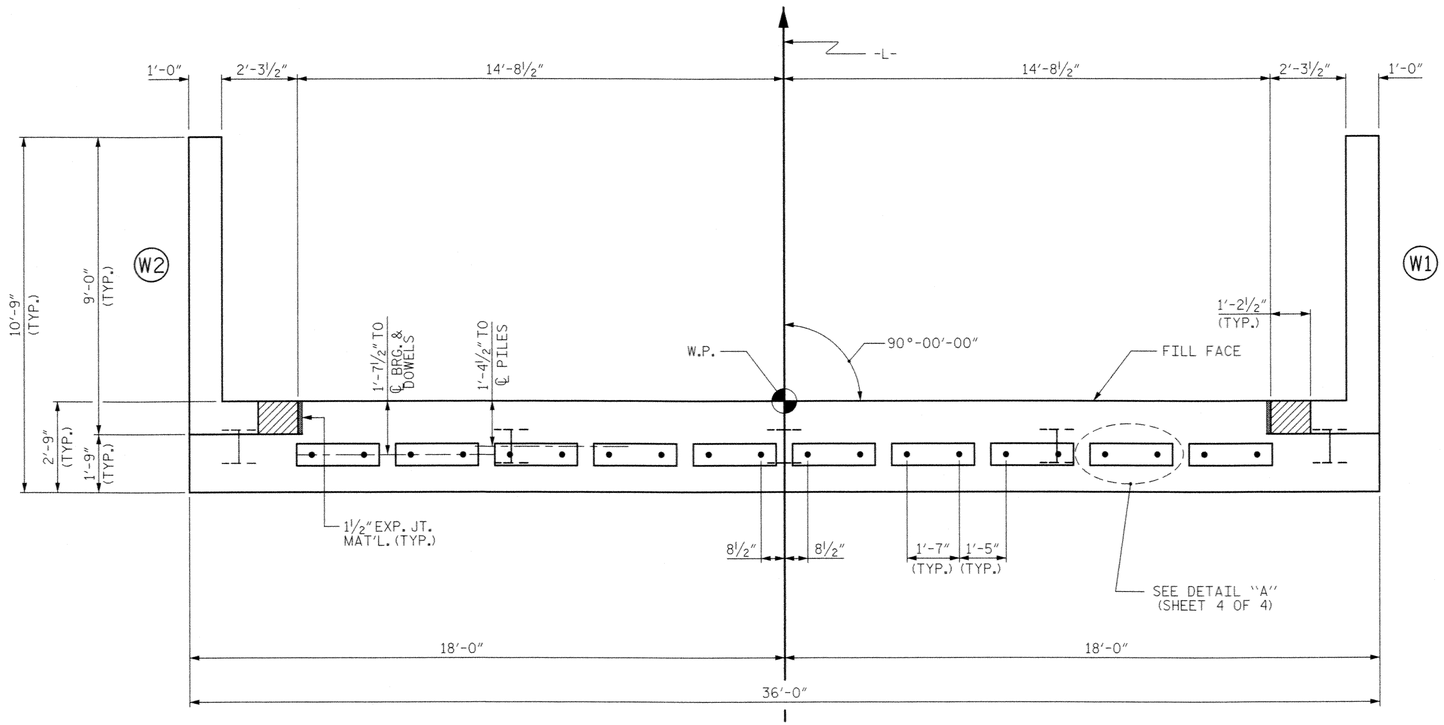
NOTES

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

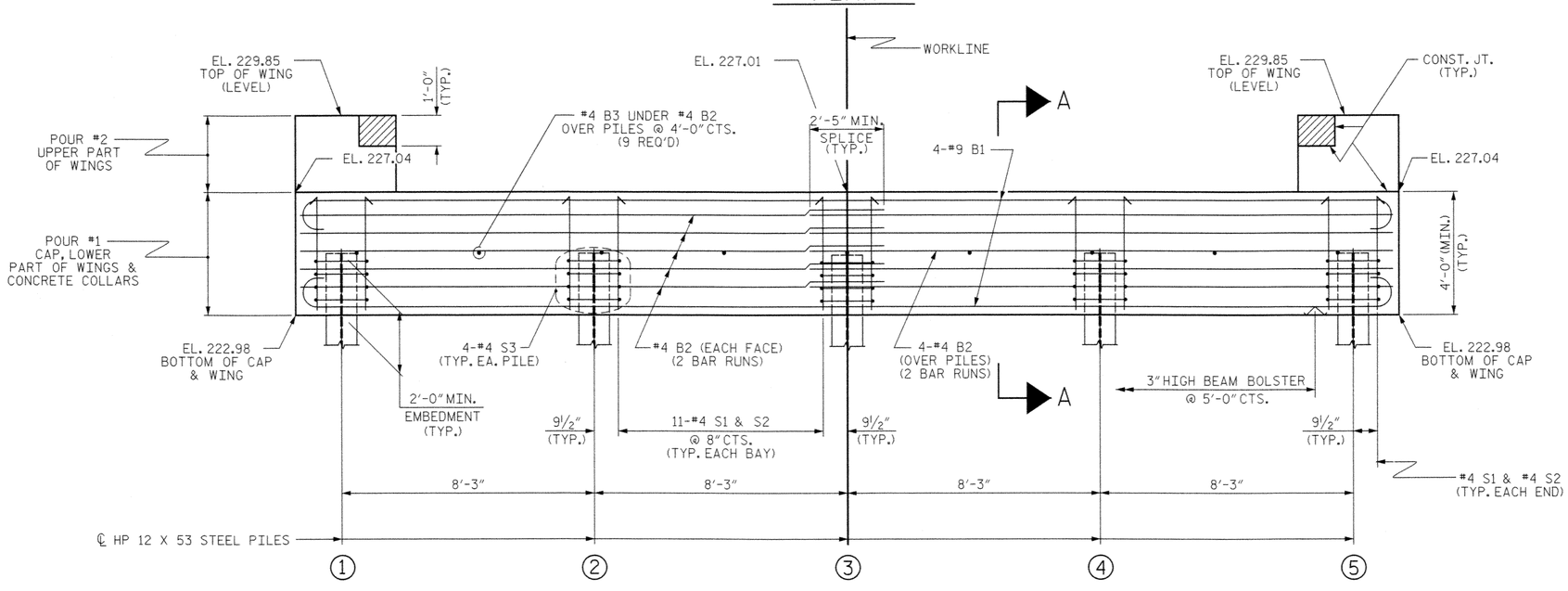
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN



NOTE: TOP OF END BENT CAP SLOPED TRANSVERSELY, SEE SECTION A-A ON END BENT NOS. 1 & 2 DETAILS SHEET.

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.

ASSEMBLED BY : D. H. CARTER	DATE : 11/12		
CHECKED BY : J. E. MONDOLFI	DATE : 11/12		
DRAWN BY : WJH	12/11		
CHECKED BY : AAC	12/11		

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NC License No: P-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

PROJECT NO. 17BP.5.R.43
FRANKLIN COUNTY
STATION: 13+17.00 -L-
SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD SUBSTRUCTURE

END BENT No. 2

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9
1			3			TOTAL SHEETS
2			4			13

STD. NO. EB 30 90S4

2/28/2014
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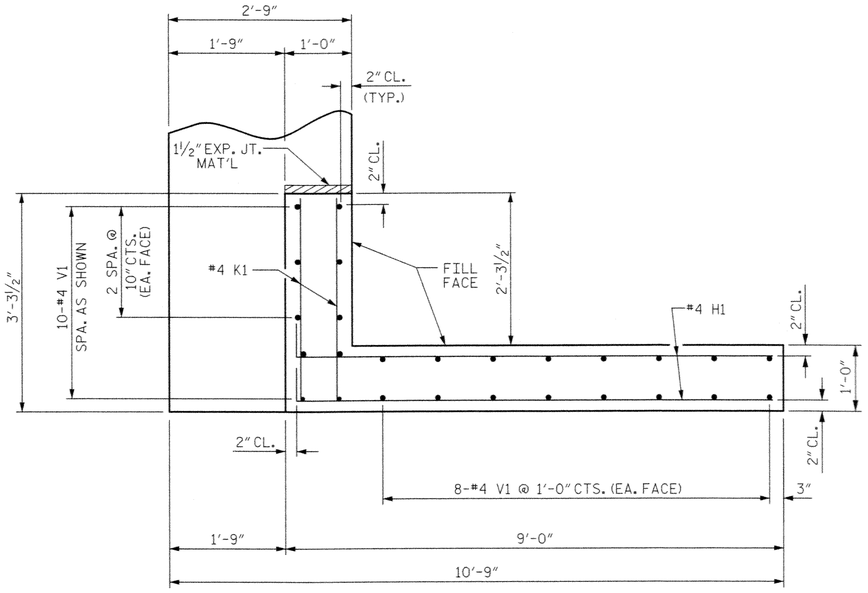
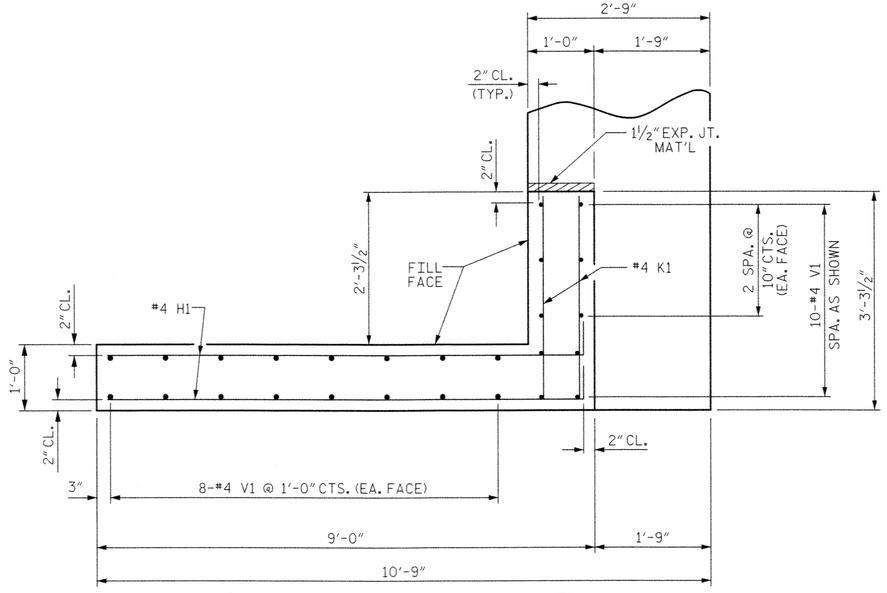
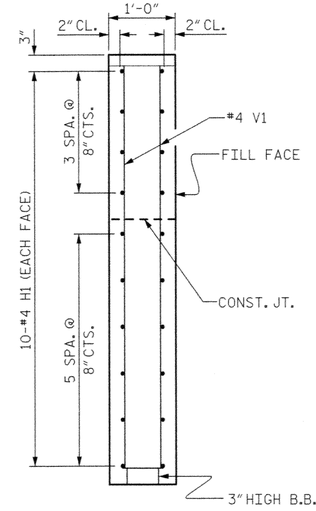


PLAN OF WING (W1)

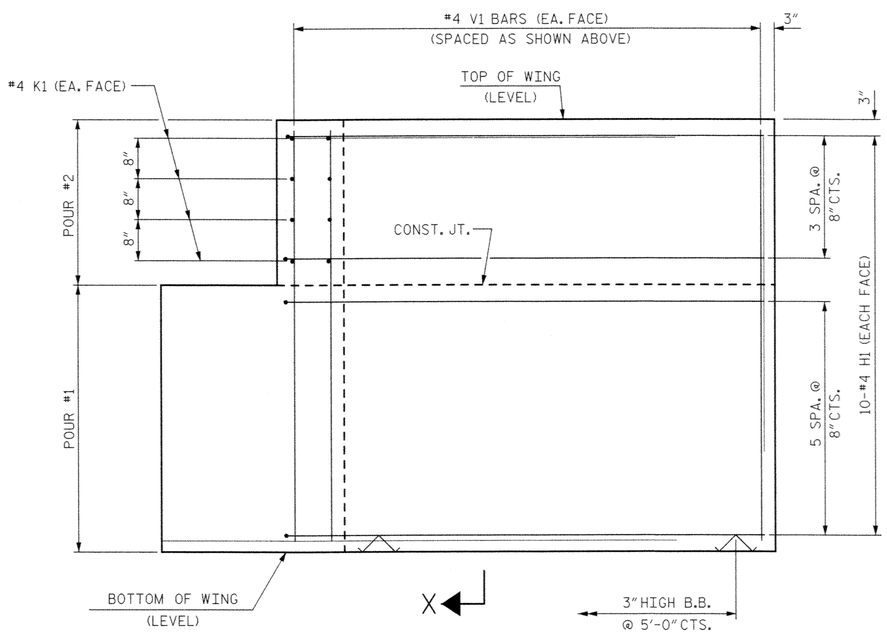


PLAN OF WING (W2)

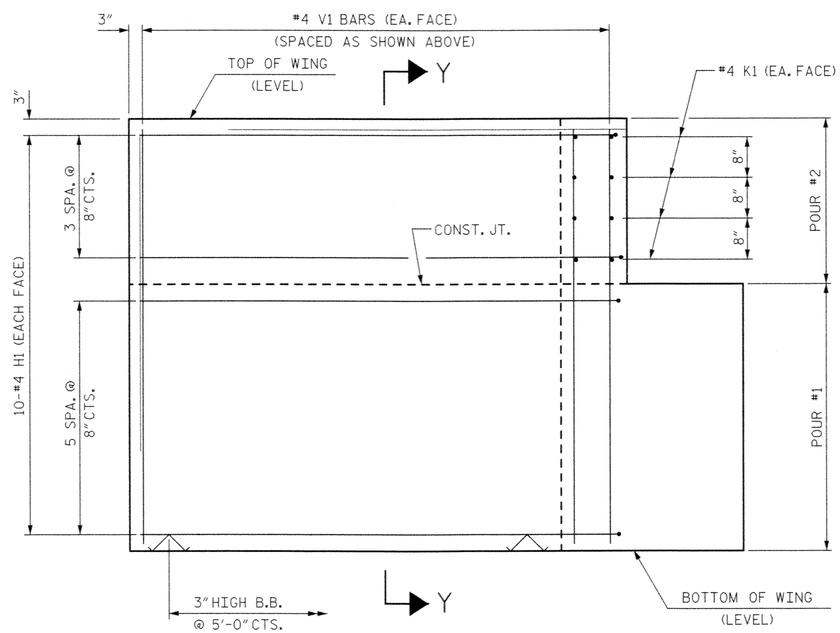


SECTION X-X

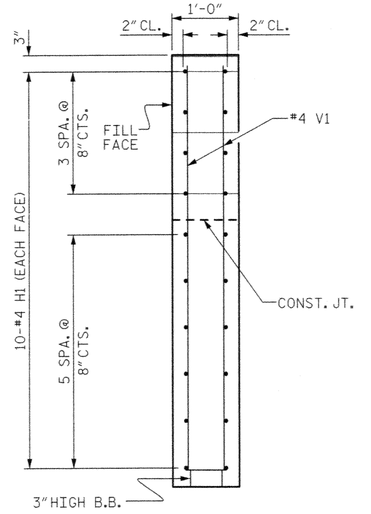
X



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)



SECTION Y-Y

WING DETAILS

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

SHEET 3 OF 4

ASSEMBLED BY : D. H. CARTER	DATE : 11/12
CHECKED BY : J. E. MONDOLFI	DATE : 11/12
DRAWN BY : WJH	12/11
CHECKED BY : AAC	12/11

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NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E TALLMAN
2-28-14

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD SUBSTRUCTURE
END BENT WING DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			13

STD NO. ER 30 90S4

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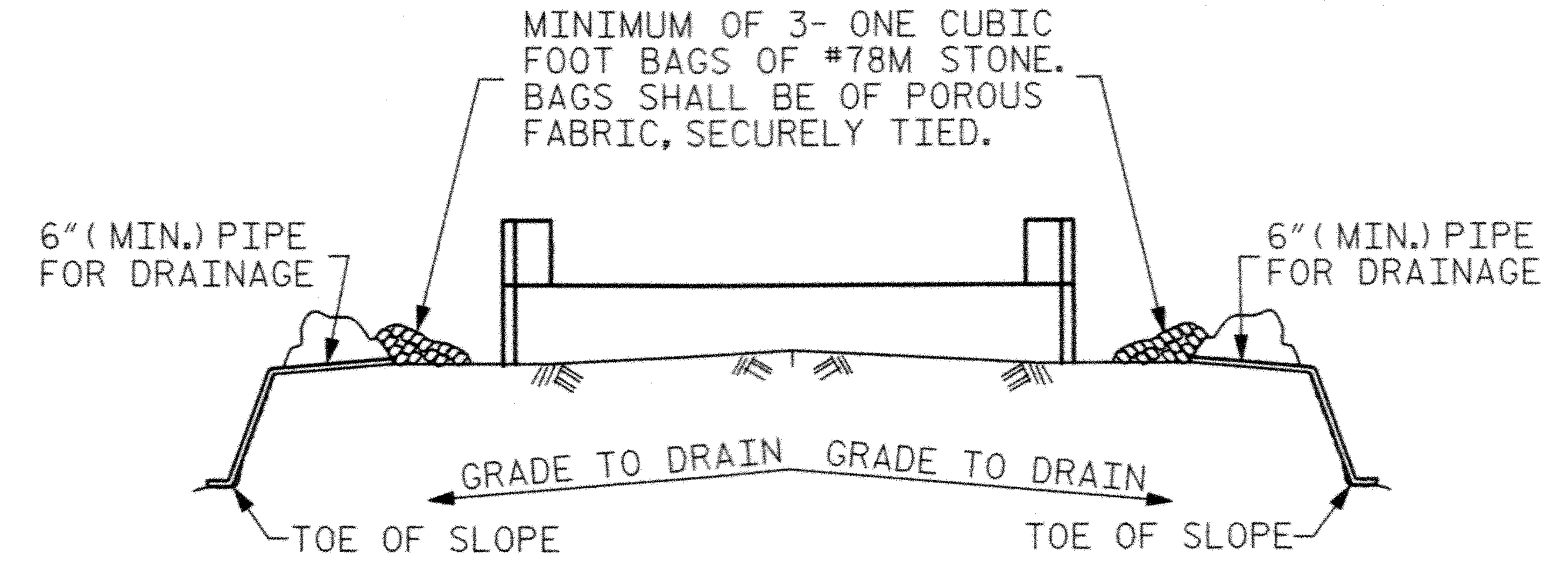
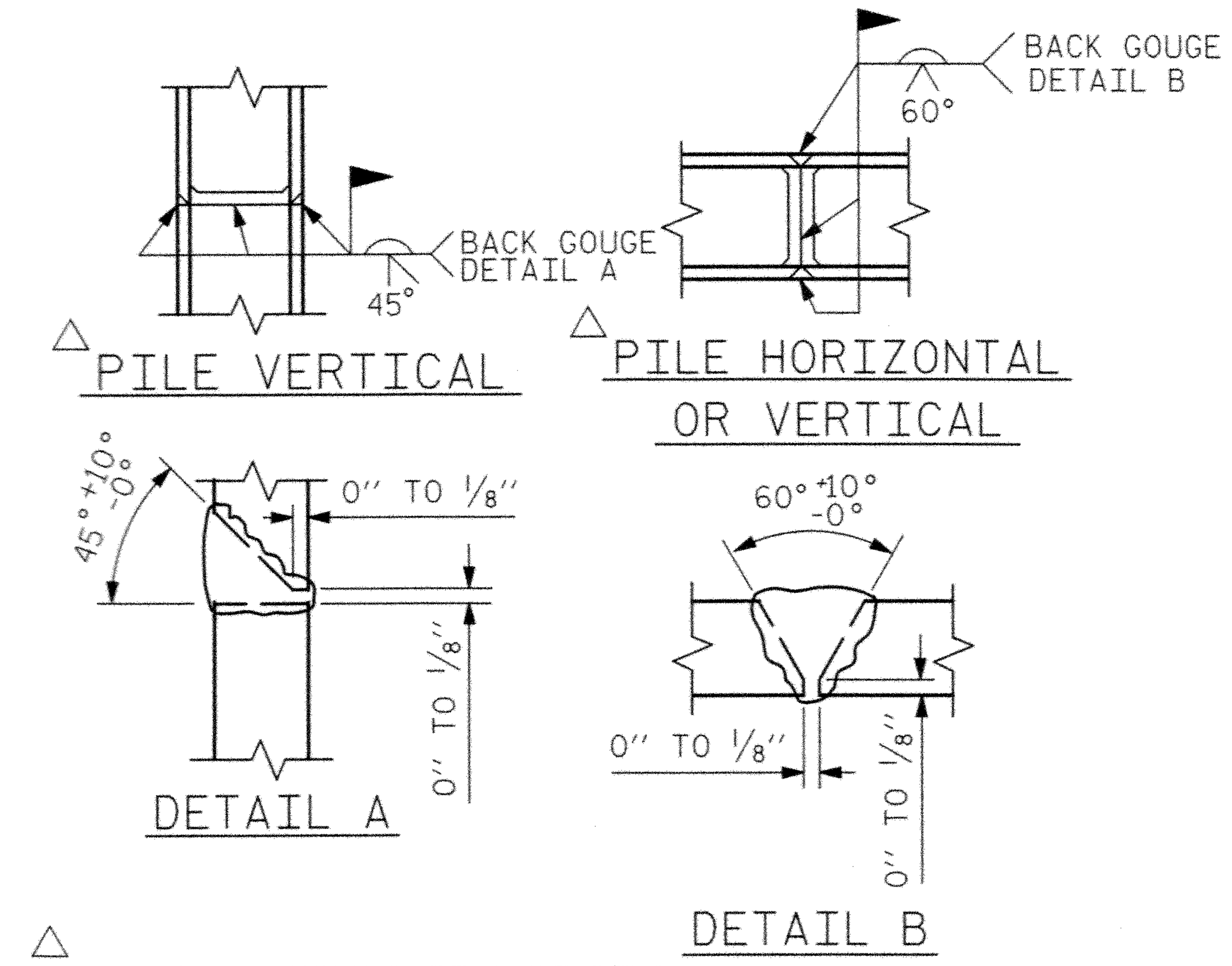


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

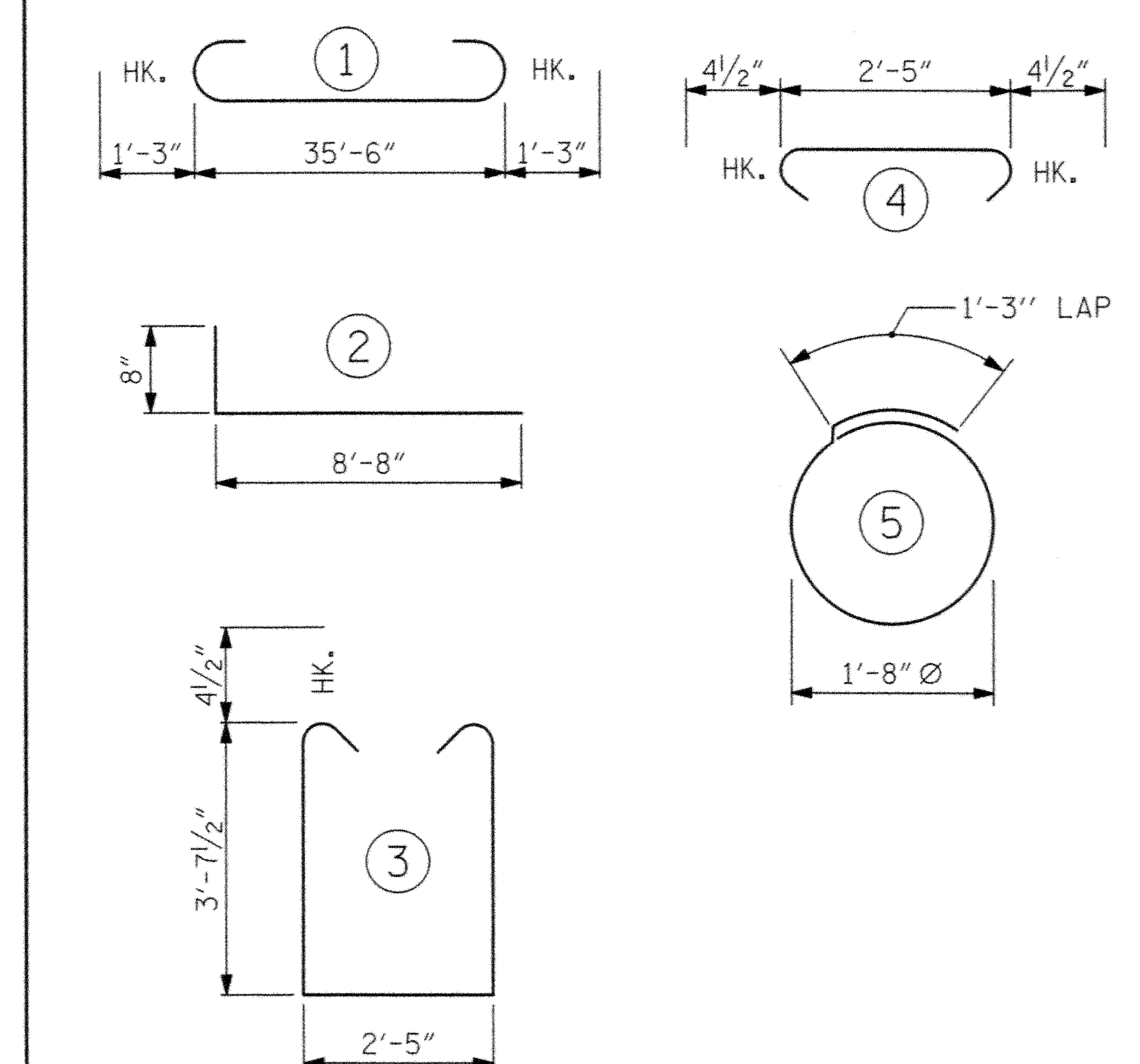
TEMPORARY DRAINAGE AT END BENT



△ POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

END BENT No. 1	END BENT No. 2
HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES
NO: 5 LIN. FT.= 50	NO: 5 LIN. FT.= 50
PILE EXCAVATION IN SOIL LIN. FT. = 45	PILE EXCAVATION IN SOIL LIN. FT. = 37
PILE EXCAVATION NOT IN SOIL LIN. FT. = 5	PILE EXCAVATION NOT IN SOIL LIN. FT. = 13

BILL OF MATERIAL
FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	38'-0"	1034
B2	28	#4	STR	19'-1"	357
B3	9	#4	STR	2'-5"	15
D1	20	#6	STR	1'-6"	45
H1	40	#4	2	9'-4"	249
K1	16	#4	STR	2'-11"	31
S1	46	#4	3	10'-5"	320
S2	46	#4	4	3'-2"	97
S3	20	#4	5	6'-6"	87
V1	52	#4	STR	6'-2"	214

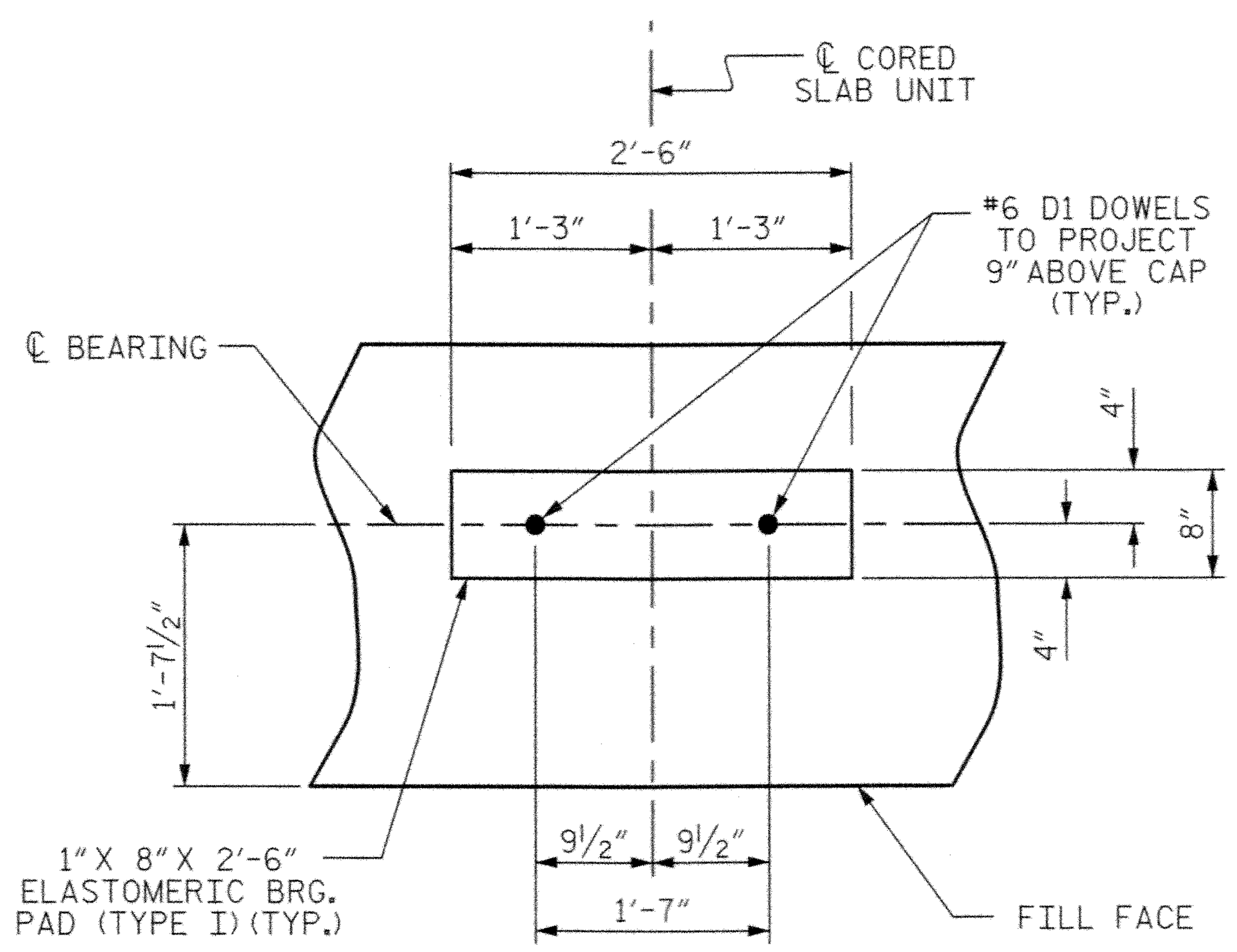
REINFORCING STEEL (FOR ONE END BENT) 2449 LBS.

CLASS A CONCRETE BREAKDOWN END BENT No. 1

POUR #1	CAP, LOWER PART OF WINGS & COLLARS	17.9 C.Y.
POUR #2	UPPER PART OF WINGS	2.4 C.Y.
TOTAL CLASS A CONCRETE		20.3 C.Y.

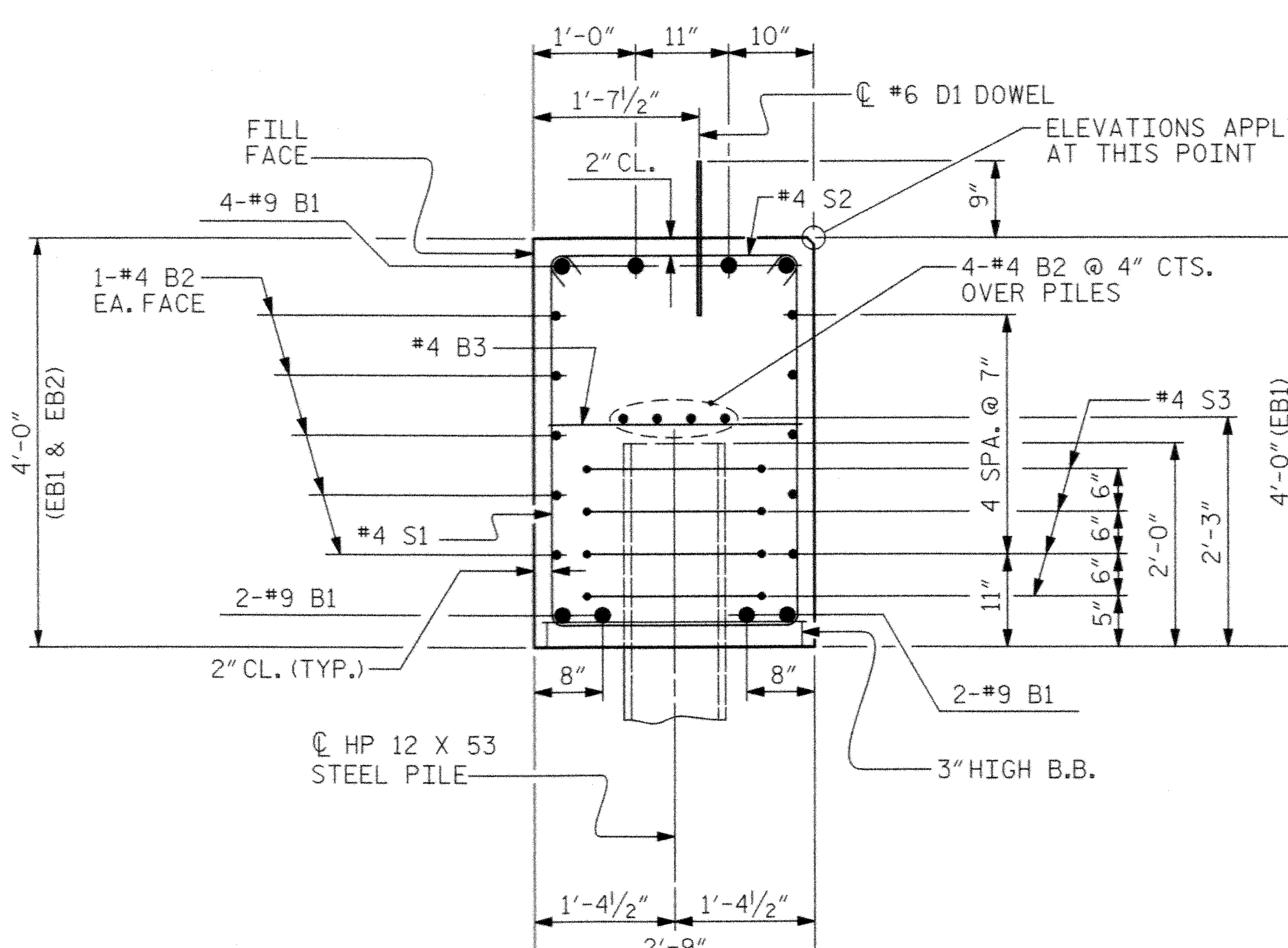
CLASS A CONCRETE BREAKDOWN END BENT No. 2

POUR #1	CAP, LOWER PART OF WINGS & COLLARS	18.0 C.Y.
POUR #2	UPPER PART OF WINGS	2.4 C.Y.
TOTAL CLASS A CONCRETE		20.4 C.Y.



DETAIL "A"

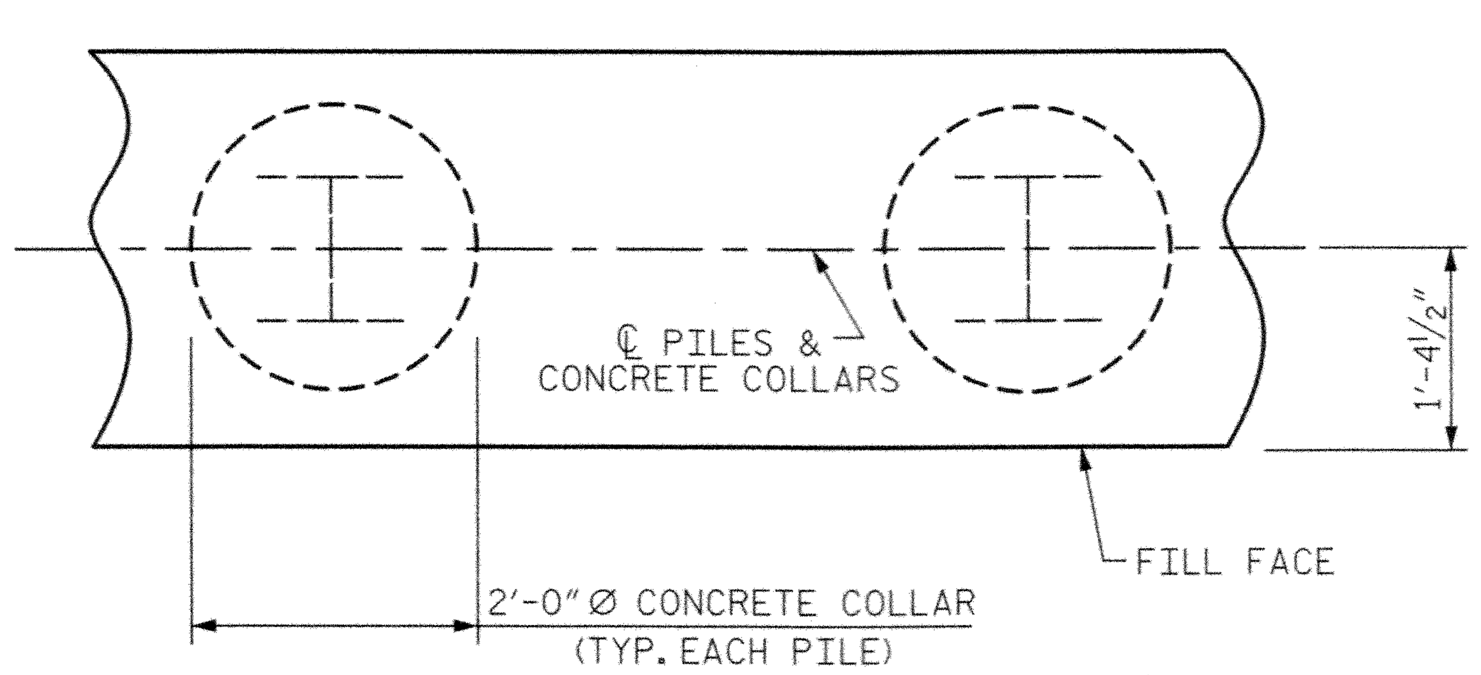
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



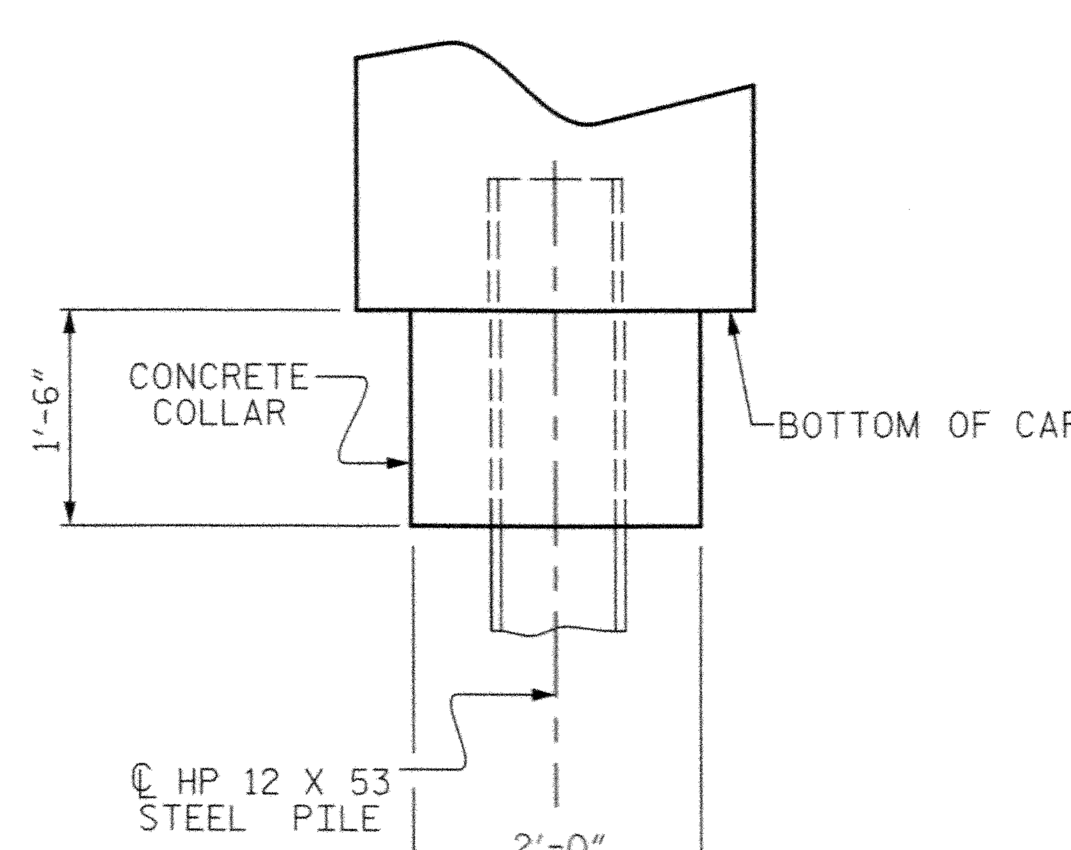
SECTION A-A

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

NOTE: TOP OF END BENT CAP SLOPED AS SHOWN IN SECTION A-A, END BENT 2 ONLY.



PLAN



ELEVATION

CORROSION PROTECTION FOR STEEL PILES DETAIL

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

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD SUBSTRUCTURE

END BENT No. 1 & 2 DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			13

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 14408 THOMAS E. TALLMAN
2-28-14

ASSEMBLED BY : D. H. CARTER	DATE : 11/12		
CHECKED BY : J. E. MONDOLFI	DATE : 11/12		
DRAWN BY : WJH	12/11		
CHECKED BY : AAC	12/11		

2/28/2014
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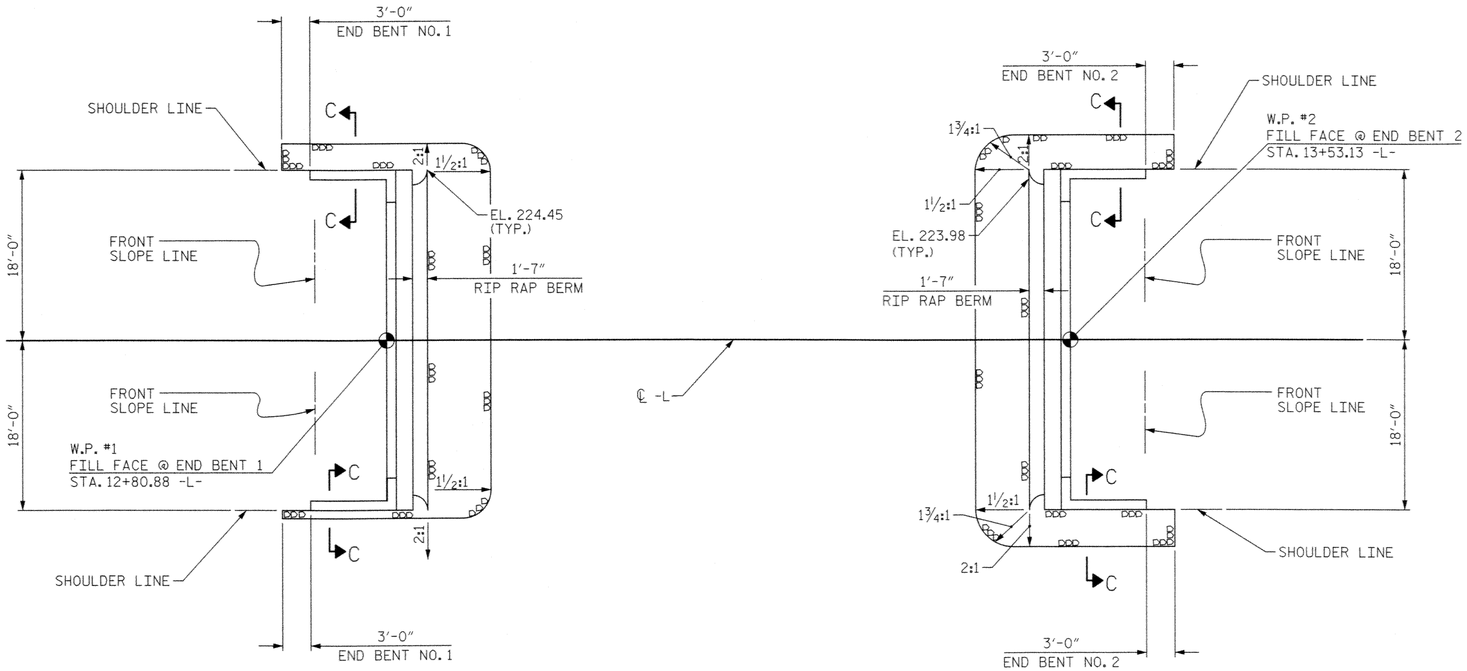
STD. NO. EB 30 90S4

NOTES :

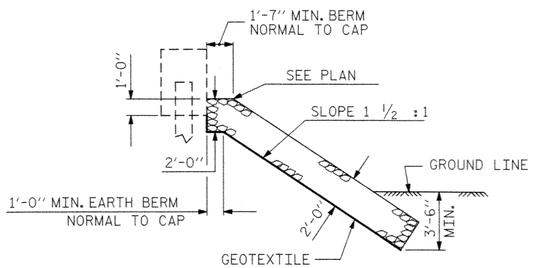
FOR BERM WIDTH DIMENSIONS, SEE GENERAL DRAWING.



END BENT 1

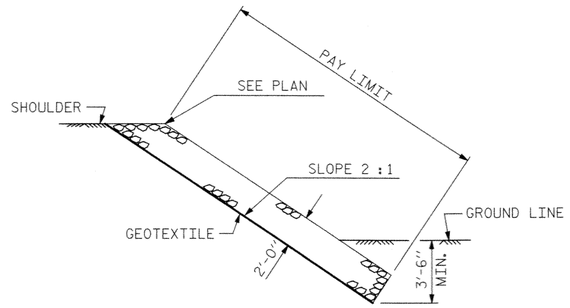
END BENT 2

ESTIMATED QUANTITIES		
BRIDGE @ STA. 13+17.00 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	43	48
END BENT 2	47	53



℄ SECTION

BERM RIP RAPPED



SECTION C-C

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

RIP RAP DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS
2			4			13

DRAWN BY : D. H. CARTER DATE : NOV 2012
CHECKED BY : J. E. MONDOLFI DATE : NOV 2012
DESIGN ENGINEER OF RECORD: T. E. TALLMAN DATE : FEB 2014

ICA Engineering
f/k/a Florence & Hutcheson, Inc.
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: P-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E. TALLMAN
2-28-14

2/28/2014
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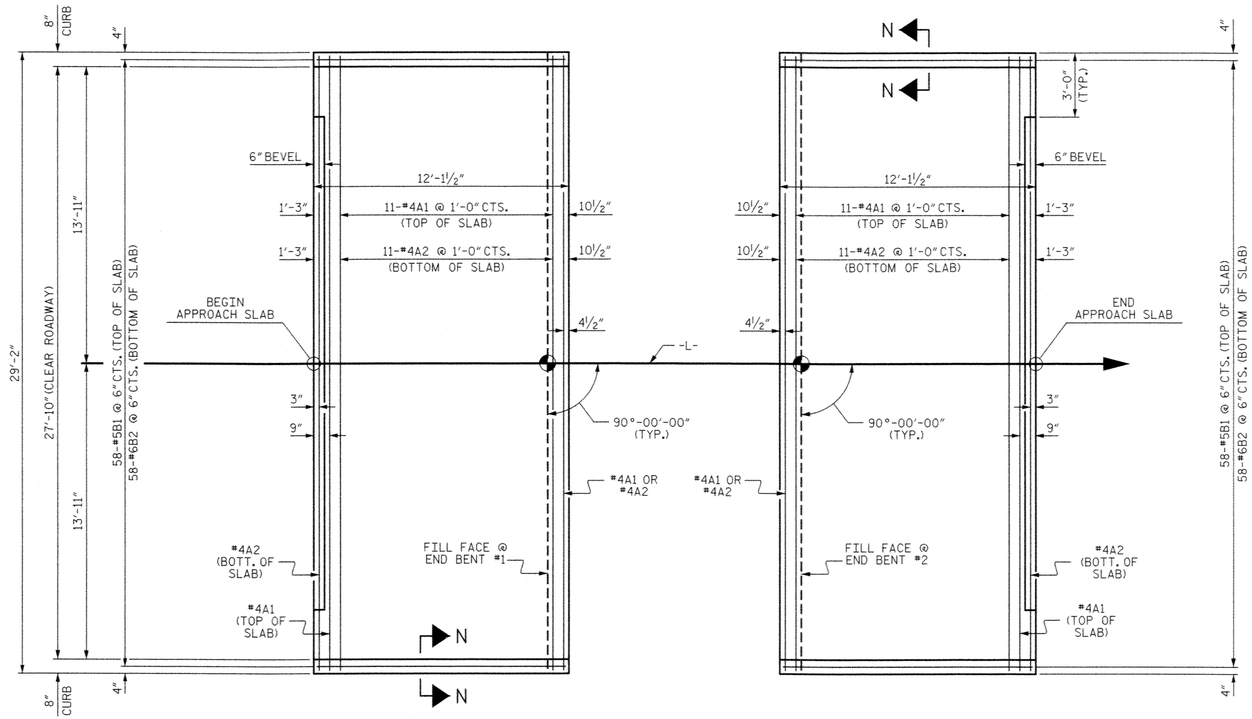
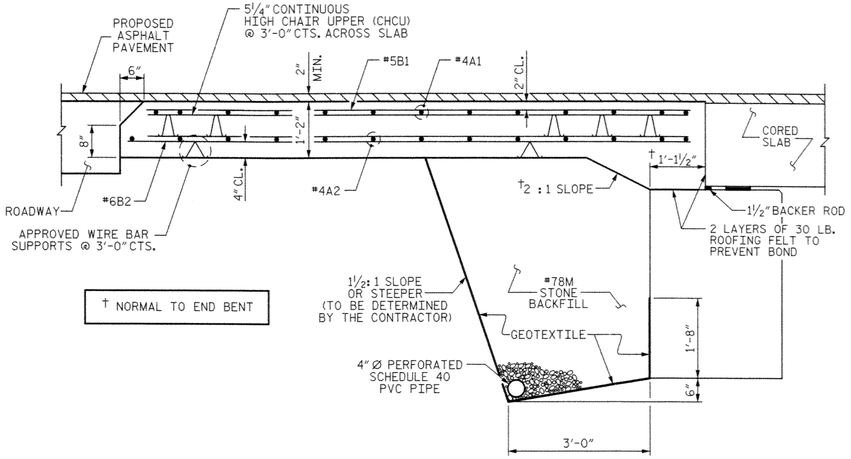


PLAN @ END BENT #1 PLAN @ END BENT #2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



SECTION THRU SLAB

NOTES

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

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

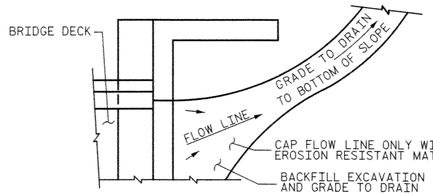
#78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

#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.

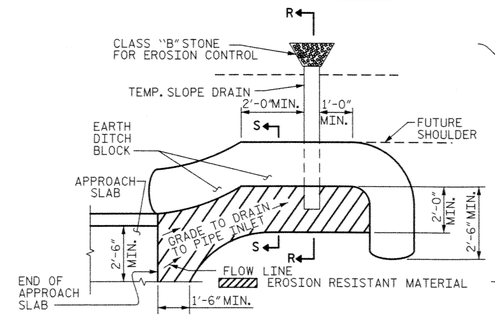
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.



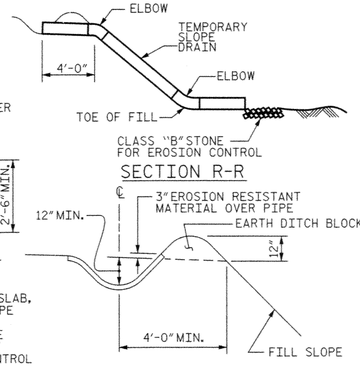
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

PLAN VIEW

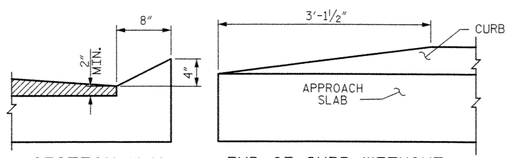


SECTION R-R

SECTION S-S

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



SECTION N-N END OF CURB WITHOUT SHOULDER BERM GUTTER

CURB DETAILS

BILL OF MATERIAL — APPROACH SLAB AT EB #1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	13	#4	STR	28'-10"	250
A2	13	#4	STR	28'-10"	250
✳ B1	58	#5	STR	11'-2"	676
B2	58	#6	STR	11'-8"	1016
REINFORCING STEEL				LBS.	1266
✳ EPOXY COATED REINFORCING STEEL				LBS.	926
CLASS AA CONCRETE				C. Y.	18.1

APPROACH SLAB AT EB #2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	13	#4	STR	28'-10"	250
A2	13	#4	STR	28'-10"	250
✳ B1	58	#5	STR	11'-2"	676
B2	58	#6	STR	11'-8"	1016
REINFORCING STEEL				LBS.	1266
✳ EPOXY COATED REINFORCING STEEL				LBS.	926
CLASS AA CONCRETE				C. Y.	18.1

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

PROJECT NO. 17BP.5.R.43

FRANKLIN COUNTY

STATION: 13+17.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT (SUB-REGIONAL TIER) 90° SKEW

ICA Engineering
f/k/a Florence & Hutcheson, Inc.
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No: P-0258

NORTH CAROLINA PROFESSIONAL SEAL 14408 ENGINEER THOMAS E TALLMAN
2-28-14

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-13
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : D. H. CARTER	DATE : 11/12	
CHECKED BY : J. E. MONDOLFI	DATE : 11/12	
DRAWN BY : SHS/MAA 5-09	REV. 12-11	MAA/AAC
CHECKED BY : BCH 5-09		

2/28/2014
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ICA Engineering f/k/a Florence & Hutcheson, Inc.

STD. NO. BAS_30_90S

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. 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

REV. 6-16-95 EEM (c) RGW
REV. 8-16-99 RWW (c) LES
REV. 5-7-03 RWW (c) JTE
REV. 5-1-06 TLA (c) GM
REV. 10-1-11 MAA (c) GM
2/28/2014
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