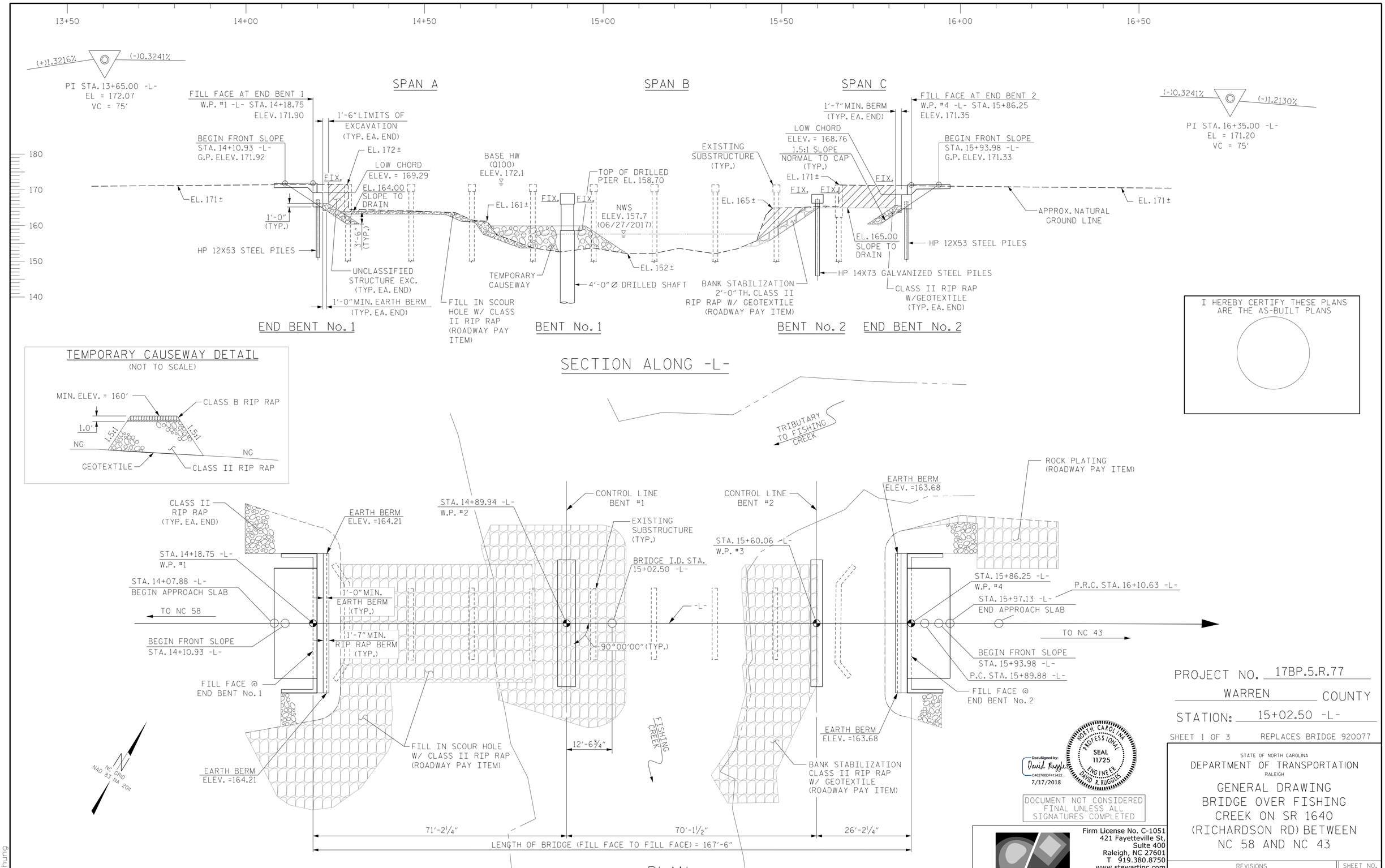
13+50
14+00
14+50
15+00
15+50
16+00
16+50
(+)1.3216%
(-)0.3241%
PI STA. 13+65.00 -L-
EL = 172.07
VC = 75'
SPAN A
SPAN B
SPAN C
(-)0.3241%
(-)1.2130%
PI STA. 16+35.00 -L-
EL = 171.20
VC = 75'
FILL FACE AT END BENT 1
W.P. #1 -L- STA. 14+18.75
ELEV. 171.90
1'-6" LIMITS OF EXCAVATION (TYP. EA. END)
BEGIN FRONT SLOPE
STA. 14+10.93 -L-
G.P. ELEV. 171.92
EL. 172±
LOW CHORD
ELEV. = 169.29
EL. 164.00
SLOPE TO DRAIN
FIX.
EL. 171±
1'-0" (TYP.)
HP 12X53 STEEL PILES
UNCLASSIFIED STRUCTURE EXC. (TYP. EA. END)
1'-0" MIN. EARTH BERM (TYP. EA. END)
BASE HW (Q100)
ELEV. 172.1
EL. 161±
TEMPORARY CAUSEWAY
FILL IN SCOUR HOLE W/ CLASS II RIP RAP (ROADWAY PAY ITEM)
TOP OF DRILLED PIER EL. 158.70
NWS
ELEV. 157.7
(06/27/2017)
EL. 152±
4'-0" Ø DRILLED SHAFT
EXISTING SUBSTRUCTURE (TYP.)
EL. 165±
BANK STABILIZATION 2'-0" TH. CLASS II RIP RAP W/ GEOTEXTILE (ROADWAY PAY ITEM)
1'-7" MIN. BERM (TYP. EA. END)
LOW CHORD
ELEV. = 168.76
1.5:1 SLOPE NORMAL TO CAP (TYP.)
EL. 171±
FILL FACE AT END BENT 2
W.P. #4 -L- STA. 15+86.25
ELEV. 171.35
BEGIN FRONT SLOPE
STA. 15+93.98 -L-
G.P. ELEV. 171.33
EL. 165.00
SLOPE TO DRAIN
HP 12X53 STEEL PILES
HP 14X73 GALVANIZED STEEL PILES
CLASS II RIP RAP W/GEOTEXTILE (TYP. EA. END)
APPROX. NATURAL GROUND LINE
EL. 171±
END BENT No. 1
BENT No. 1
BENT No. 2
END BENT No. 2
SECTION ALONG -L-
TEMPORARY CAUSEWAY DETAIL
(NOT TO SCALE)
MIN. ELEV. = 160'
CLASS B RIP RAP
1.0'
1.5:1
NG
GEOTEXTILE
CLASS II RIP RAP
I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS
TRIBUTARY TO FISHING CREEK
ROCK PLATING (ROADWAY PAY ITEM)
EARTH BERM ELEV. =163.68
CLASS II RIP RAP (TYP. EA. END)
EARTH BERM ELEV. =164.21
STA. 14+89.94 -L-
W.P. #2
CONTROL LINE BENT #1
CONTROL LINE BENT #2
EXISTING SUBSTRUCTURE (TYP.)
STA. 15+60.06 -L-
W.P. #3
BRIDGE I.D. STA. 15+02.50 -L-
STA. 14+18.75 -L-
W.P. #1
STA. 14+07.88 -L-
BEGIN APPROACH SLAB
TO NC 58
1'-0" MIN. EARTH BERM (TYP.)
1'-7" MIN. RIP RAP BERM (TYP.)
-L-
90°00'00" (TYP.)
STA. 15+86.25 -L-
W.P. #4
STA. 15+97.13 -L-
END APPROACH SLAB
P.R.C. STA. 16+10.63 -L-
TO NC 43
BEGIN FRONT SLOPE
STA. 14+10.93 -L-
BEGIN FRONT SLOPE
STA. 15+93.98 -L-
P.C. STA. 15+89.88 -L-
FILL FACE @ END BENT No. 1
FILL FACE @ END BENT No. 2
FILL IN SCOUR HOLE W/ CLASS II RIP RAP (ROADWAY PAY ITEM)
12'-6¾"
FISHING CREEK
EARTH BERM ELEV. =164.21
EARTH BERM ELEV. =163.68
BANK STABILIZATION CLASS II RIP RAP W/ GEOTEXTILE (ROADWAY PAY ITEM)
NC GRID NAD 83 NA 2011
71'-2¼"
70'-1½"
26'-2¼"
LENGTH OF BRIDGE (FILL FACE TO FILL FACE) = 167'-6"
PLAN
(PILES NOT SHOWN FOR CLARITY.)
PROJECT NO. 17BP.5.R.77
WARREN COUNTY
STATION: 15+02.50 -L-
SHEET 1 OF 3
REPLACES BRIDGE 920077
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING
BRIDGE OVER FISHING CREEK ON SR 1640 (RICHARDSON RD) BETWEEN NC 58 AND NC 43
DocuSigned by: David Ruggles
C46276BDF412422...
7/17/2018
NORTH CAROLINA PROFESSIONAL SEAL 11725 ENGINEER DAVID R. RUGGLES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
Firm License No. C-1051
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T 919.380.8750
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STEWART
REVISIONS
NO. BY: DATE: NO. BY: DATE:
1 2 3 4
SHEET NO. S-1
TOTAL SHEETS 22
DRAWN BY: E. PHELPS DATE: 2/18
CHECKED BY: J. LOFTUS DATE: 2/18
DESIGN ENGINEER OF RECORD: J. LOFTUS DATE: 2/18
WARREN 77
7/17/2018
...\400_001_920077_SMU_GD01.dgn
USER:vchung