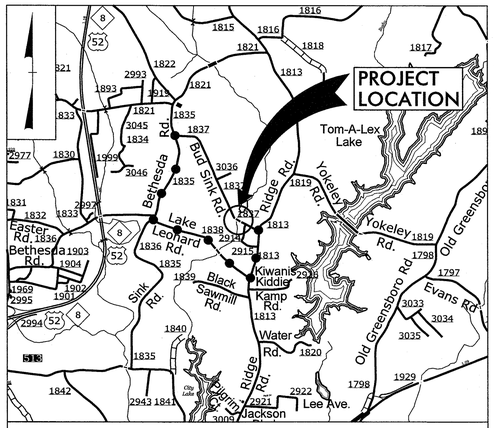
09/08/99

TIP PROJECT: BD-5109L

CONTRACT: DI00119

See Sheet 1A For Index of Sheets
See Sheet 1B For Symbology Sheet



DETOUR ROUTE

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

DAVIDSON COUNTY

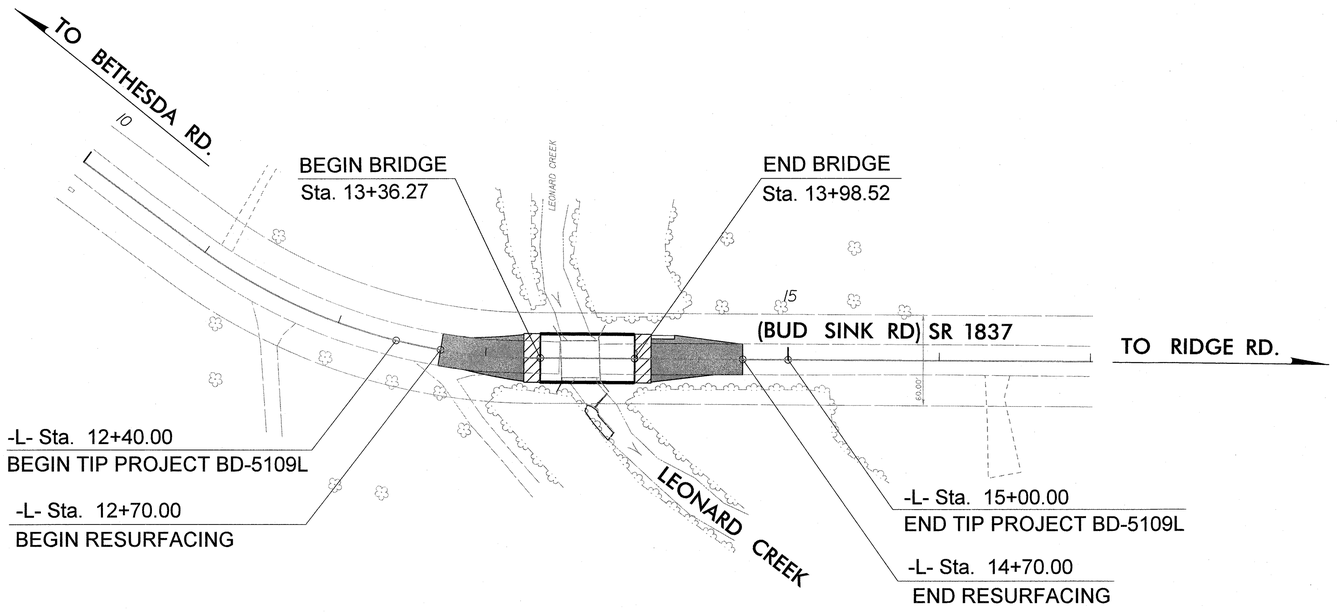
LOCATION: BRIDGE NO. 361 OVER LEONARD CREEK ON SR 1837 (BUD SINK RD.)

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BD-5109L	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
45355.1.12	BRZ-1837(1)	PE
45355.2.12	BRZ-1837(1)	R/W, UTILITIES
17BP.9.R.63		CONST.

NAD 83
NC GRID



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 2001 = 1100
V = 55 MPH

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT BD-5109L	=	0.037 MI
LENGTH STRUCTURE TIP PROJECT BD-5109L	=	0.012 MI
TOTAL LENGTH TIP PROJECT BD-5109L	=	0.049 MI

PLANS PREPARED BY:
PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

PLANS PREPARED FOR:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr.
Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
APRIL 24, 2012

LETTING DATE:
DECEMBER 09, 2015

TIM HAYES, PE
PROJECT ENGINEER

ERIC MISAK
PROJECT DESIGN ENGINEER

NCDOT CONTACT: MATTHEW JONES, PE
DIVISION BRIDGE - PROGRAM MANAGER

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 032312 ENGINEER CHARLES W. HEAFNER
SIGNATURE: 11-6-2015 *P.E.*

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 19563 ENGINEER TIMOTHY SCOTT HAYES
SIGNATURE: 11/9/15 *P.E.*

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION

1:02:54 PM
BD-5109L_Rdy_tsh_1.dgn
11/6/2015

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	1A

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 19563 ENGINEER TIMOTHY SCOTT HAYES 1/5/15

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES AND LIST OF STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
1C-1 THRU 1C-2	SURVEY CONTROL SHEET
2A	PAVEMENT SCHEDULE, TYPICAL SECTIONS, AND WEDGING DETAILS
2C	STRUCTURE ANCHOR UNITS, TYPE III
3B	SUMMARY OF GUARDRAIL, EARTHWORK SUMMARY, ASPHALT PAVEMENT REMOVAL SUMMARY AND SHOULDER BERM GUTTER SUMMARY
3D	LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)
4	PLAN AND PROFILE SHEET
TMP-1 THRU TMP-2	TRAFFIC MANAGEMENT PLANS
EC-1 THRU EC-2	EROSION CONTROL PLANS
X-1 THRU X-2	CROSS-SECTIONS
S-1 THRU S-12	STRUCTURE PLANS
SN	STRUCTURE STANDARD NOTES

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
DIVISION 4 - MAJOR STRUCTURES	
422.11	Reinforced 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
806.02	Granite Right-of-Way Marker
815.03	Pipe Underdrain and Blind Drain
840.00	Concrete Base Pad for Drainage Structures
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.29	Frames and Narrow Slot Flat Grates
840.35	Traffic Bearing Grated Drop Inlet - for Cast Iron Double Frame and Grates
840.66	Drainage Structure Steps
846.01	Concrete Curb, Gutter and Curb & Gutter
846.04	Drop Inlet Installation in Shoulder Berm Gutter
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

GENERAL NOTES:

2012 SPECIFICATIONS
EFFECTIVE: 01-17-12
REVISED: 11/01/11

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.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

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

UNDERDRAINS:

UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.03 AT LOCATIONS 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 ENGINEER SHALL CHECK THE STRUCTURE END BENT PLANS, DETAILS, AND CROSS-SECTION PRIOR TO SETTING OF THE SLOPE STAKES FOR THE EMBANKMENT OR EXCAVATION APPROACHING A BRIDGE.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE:

COMMUNICATIONS - WINDSTREAM
CONTACT: JAMES D. CRUMBLEY (336)-225-8133.

POWER (DISTRIBUTION) - CITY OF LEXINGTON ELECTRIC DEPT. -
CONTACT: SEILA HANES (336)-248-3920.

ENERGY UNITED EMC
CONTACT: ALLEN HEDGE (336) 236-8402.

CATV - TIME WARNER CABLE
CONTACT: HAROLD GRAY (336)-217-3457.

WATER - WATER DAVIDSON WATER, INC.
CONTACT: ROBERT WALTERS (336)-731-2341.

RIGHT-OF-WAY MARKERS:

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

04/06/15

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	1B

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale **S.U.E. = Subsurface Utility Engineering*

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
- Existing Historic Property Boundary — HPB
- Known Contamination Area: Soil
- Potential Contamination Area: Soil
- Known Contamination Area: Water
- Potential Contamination Area: Water
- Contaminated Site: Known or Potential

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 R/W Marker — RW
- Proposed Control of Access Line with Concrete C/A Marker — CA
- 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
- U/G Power Line LOS B (S.U.E.*) — P
- U/G Power Line LOS C (S.U.E.*) — P
- U/G Power Line LOS D (S.U.E.*) — P

TELEPHONE:

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

WATER:

- Water Manhole — W
- Water Meter
- Water Valve
- Water Hydrant
- U/G Water Line LOS B (S.U.E*) — W
- U/G Water Line LOS C (S.U.E*) — W
- U/G Water Line LOS D (S.U.E*) — W
- Above Ground Water Line — A/G Water

TV:

- TV Pedestal — C
- TV Tower
- U/G TV Cable Hand Hole — HH
- U/G TV Cable LOS B (S.U.E.*) — TV
- U/G TV Cable LOS C (S.U.E.*) — TV
- U/G TV Cable LOS D (S.U.E.*) — TV
- U/G Fiber Optic Cable LOS B (S.U.E.*) — TV FO
- U/G Fiber Optic Cable LOS C (S.U.E.*) — TV FO
- U/G Fiber Optic Cable LOS D (S.U.E.*) — TV FO

GAS:

- Gas Valve
- Gas Meter
- U/G Gas Line LOS B (S.U.E.*) — G
- U/G Gas Line LOS C (S.U.E.*) — G
- U/G Gas Line LOS D (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
- SS Forced Main Line LOS B (S.U.E.*) — FSS
- SS Forced Main Line LOS C (S.U.E.*) — FSS
- SS Forced Main Line LOS D (S.U.E.*) — FSS

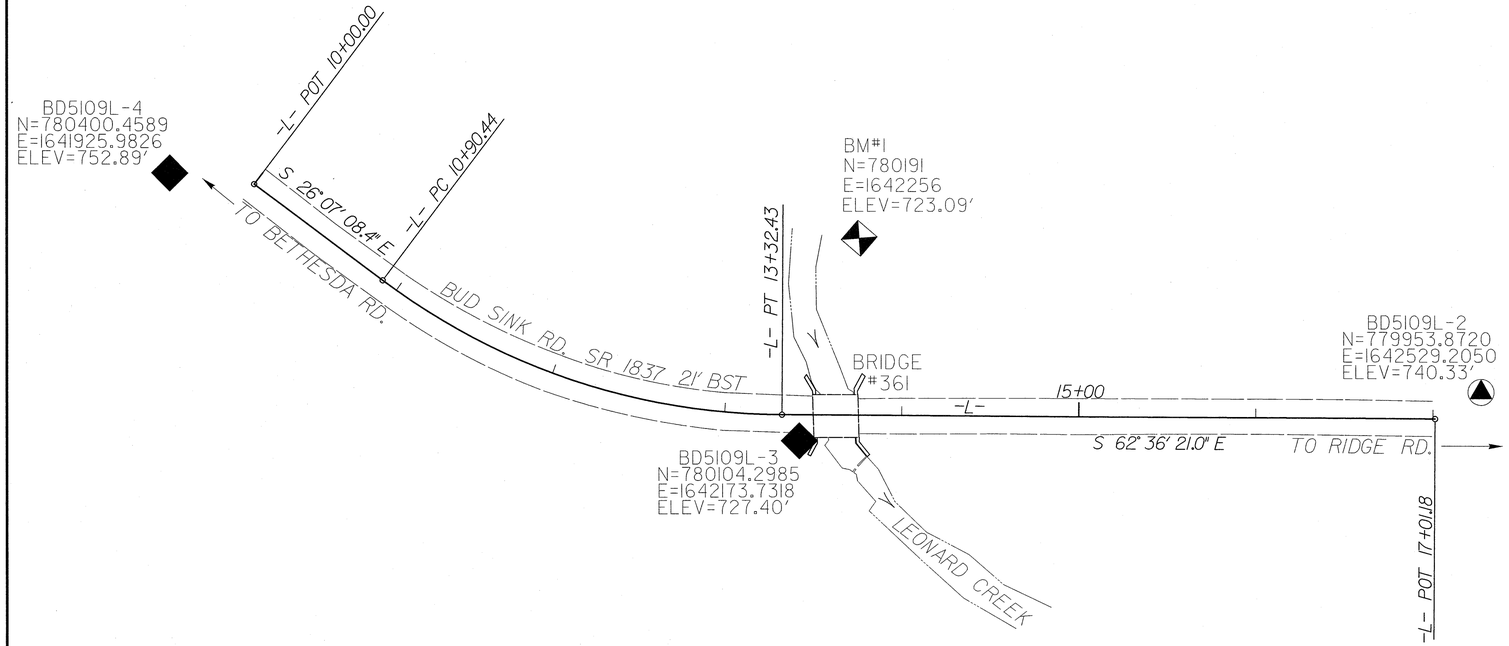
MISCELLANEOUS:

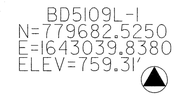
- Utility Pole
- Utility Pole with Base
- Utility Located Object
- Utility Traffic Signal Box — S
- Utility Unknown U/G Line LOS B (S.U.E.*) — ?UTL
- U/G Tank; Water, Gas, Oil
- Underground Storage Tank, Approx. Loc. — UST
- A/G Tank; Water, Gas, Oil
- Geoenvironmental Boring
- U/G Test Hole LOS A (S.U.E.*)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

6/2/99

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	1C-1
Location and Surveys	

SURVEY CONTROL SHEET BD-5109L





BL

POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
4	BD-5109L-4	780400.4589	1641925.9826	752.89	OUTSIDE PROJECT LIMITS	
3	BD-5109L-3	780104.2985	1642173.7318	727.40	13+42.26	14.78 RT
2	BD-5109L-2	779953.8720	1642529.2050	740.33	OUTSIDE PROJECT LIMITS	
1	BD-5109L-1	779682.5250	1643039.8380	759.31	OUTSIDE PROJECT LIMITS	

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "BD5109L-1"
WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF
NORTHING: 779682.525(ft) EASTING: 1643039.838(ft)
ELEVATION: 759.31'(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999025041
THE N.C. LAMBERT GRID BEARING AND
LOCALIZED HORIZONTAL GROUND DISTANCE FROM
"BD5109L-1" TO -L- STATION 10+00.00 IS
N 57°15'31.0" W 1277.11'
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

```
**********************************************
BM1       ELEVATION = 723.09'
N 780191       E 1642256
-L- STATION 13+75.41 100.05' LEFT
R/R SPIKE SET IN ROOT OF 30"BEECH
TREE ON THE NE SIDE OF BRIDGE
**********************************************
**********************************************
BM2       ELEVATION = 759.31'
N 779682.5250      E 1643039.8380
-L- STATION 17+01.18
 S 63°28'57.9" E  DIST    604.20'
REBAR WITH ALUMINUM CAP STAMPED
"BD5109L-1" (SET FLUSH WITH THE GROUND)
**********************************************
```

NOTE: DRAWING NOT TO SCALE

NOTES:

1. *THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT: HTTPS://CONNECT.NCDOT.GOV/RESOURCES/LOCATION/*

   THE FILES TO BE FOUND ARE AS FOLLOWS: BD5109L_LS_CONTROL.TXT

   SITE CALIBRATION INFORMATION HAS NOT BEEN PROVIDED FOR THIS PROJECT. IF FURTHER INFORMATION IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

▲ *INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT LOCATION AND SURVEYS UNIT.*

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6/2/99

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	1C-2
DDC	

SURVEY CONTROL SHEET BD-5109L

ROW MARKER CONCRETE OR GRANITE

ALIGN	STATION	OFFSET	NORTH	EAST
L	12+40.00	30.00	780151.4597	1642075.8785
L	13+00.00	55.00	780091.5790	1642114.3035
L	15+00.00	50.00	780000.4516	1642297.5756
L	15+00.00	30.00	780018.2089	1642306.7778
L	15+00.00	-30.00	780071.4806	1642334.3844

ROW MARKER PERMANENT EASEMENT

ALIGN	STATION	OFFSET	NORTH	EAST
L	12+40.00	-30.00	780196.5145	1642115.5029
L	13+65.00	-50.00	780151.3526	1642223.7252
L	13+65.00	-65.00	780164.6705	1642230.6268
L	14+50.00	-30.00	780094.4861	1642289.9913

DESIGN ALIGNMENT

L

TYPE	STATION	NORTH	EAST
POT	10+00.00	780373.2482	1641965.6342
PC	10+90.44	780292.0420	1642005.4501
PT	13+32.43	780121.9445	1642171.8035
POT	17+01.18	779952.2806	1642499.1999

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "BD5109L-1"
WITH NAD 83/NSRS 2007 STATE PLANE GRID COORDINATES OF
NORTHING: 779682.525(ft) EASTING: 1643039.838(ft)
ELEVATION: 759.31'(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9999025041
THE N.C. LAMBERT GRID BEARING AND
LOCALIZED HORIZONTAL GROUND DISTANCE FROM
"BD5109L-1" TO -L- STATION 10+00.00 IS
N 57°15'31.0" W 1277.11'
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

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8/18/2015

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	2A

ROADWAY DESIGN ENGINEER

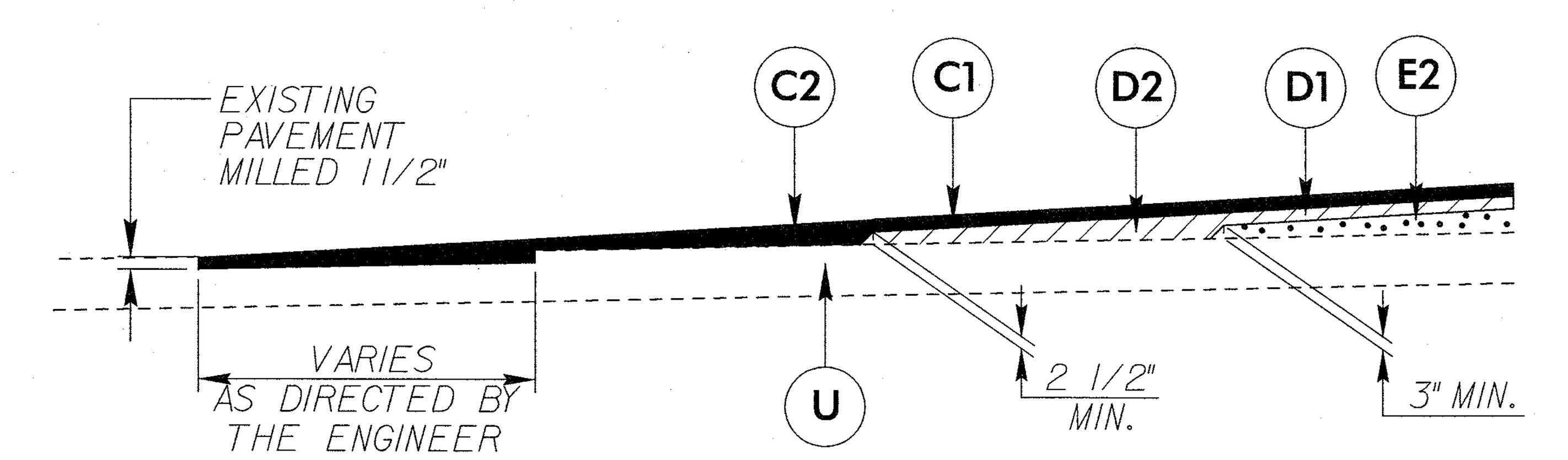
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 19563 TIMOTHY SCOTT HAYES 11/3/15

PLANS PREPARED BY:
PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601

PAVEMENT SCHEDULE

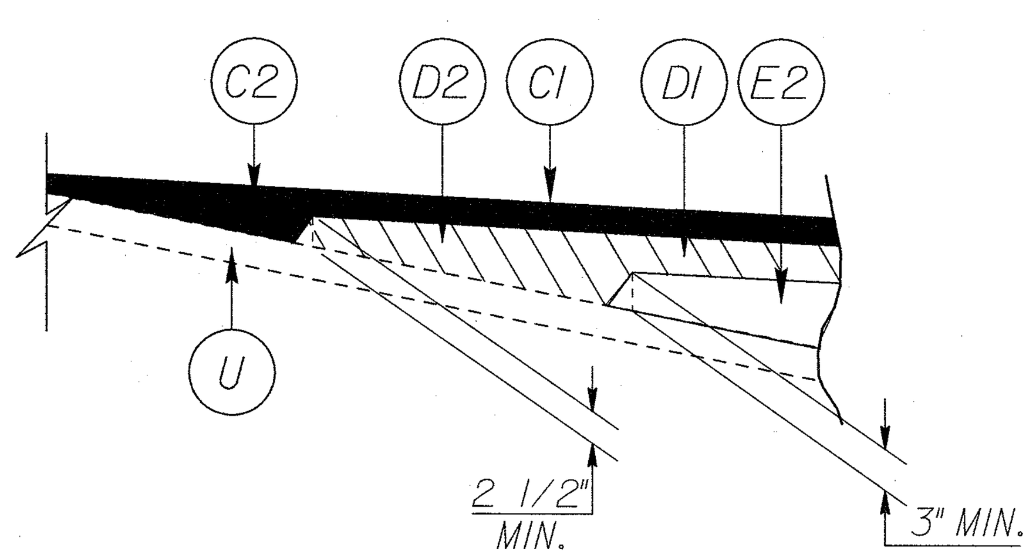
C1	PROPOSED APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD. IN EACH OF TWO LAYERS.
C2	PROPOSED VARIABLE DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YARD, PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1 1/2" OR GREATER THAN 2" IN DEPTH.
D1	PROPOSED APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YARD.
D2	PROPOSED VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YARD, PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" OR GREATER THAN 4" IN DEPTH.
E1	PROPOSED APPROXIMATE 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YARD.
E2	PROPOSED VARIABLE DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YARD, PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" OR GREATER THAN 5 1/2" IN DEPTH.
R1	SHOULDER BERM GUTTER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING DETAIL

NOTE: ALL PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE SHOWN.

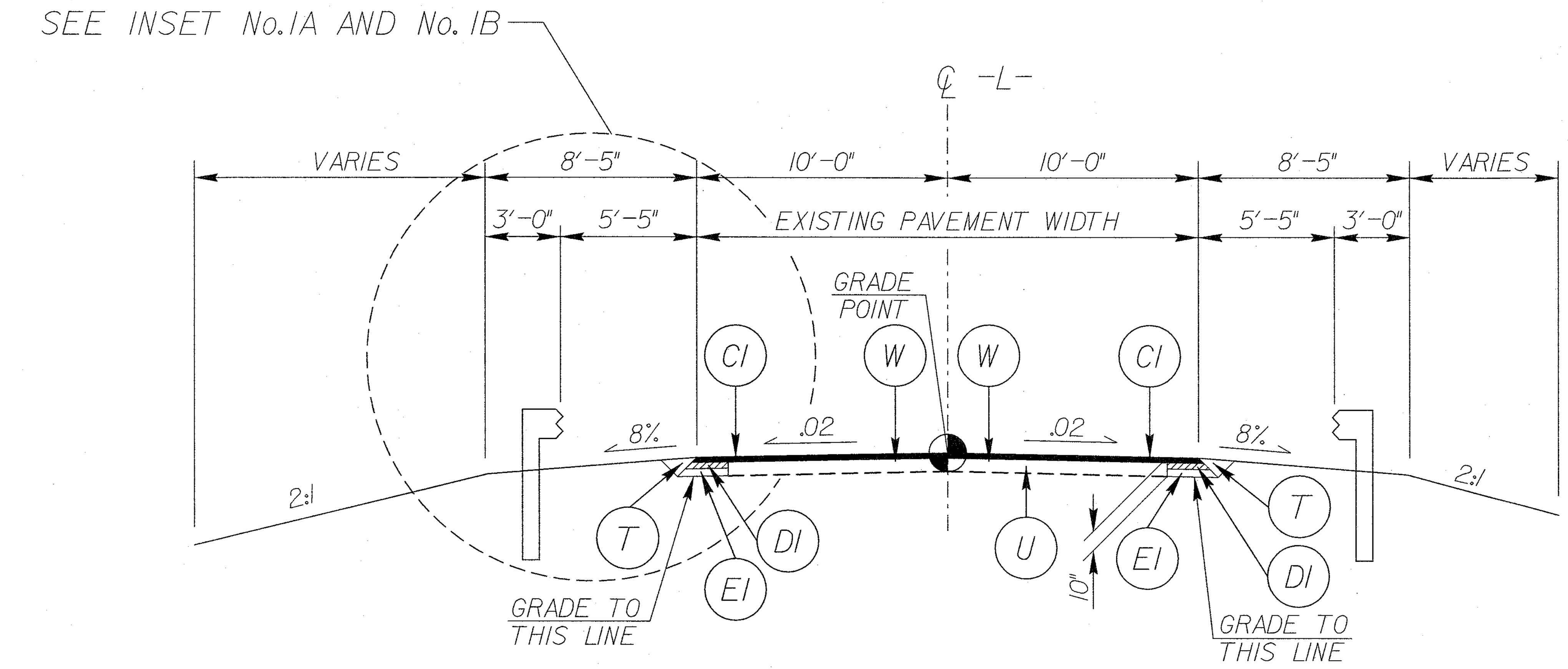


MILLING DETAIL FOR PROFILE CONNECTIONS

TYING PROPOSED PAVEMENTS TO EXISTING PAVEMENTS



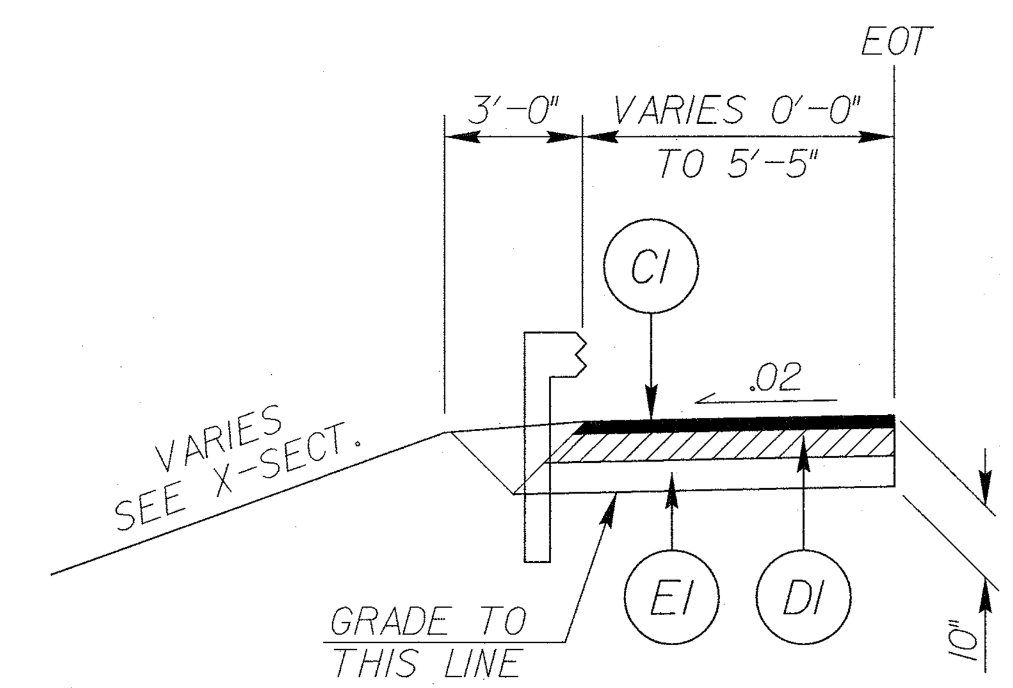
WEDGING DETAIL (W)



TYPICAL SECTION No. 1

USE TYPICAL SECTION No.1 AS FOLLOWS:

TRANSITION FROM EXISTING TO T.S. NO.1 FROM -L- STA.12+70.00 TO -L- STA.13+20.00
FROM -L- STA.13+20.00 TO -L- STA.13+36.27 (BEGIN BRIDGE)
FROM -L- STA.13+98.52 (END BRIDGE) TO -L- STA.14+20.00
TRANSITION FROM T.S. NO.1 TO EXISTING FROM -L- STA.14+20.00 TO -L- STA.14+70.00

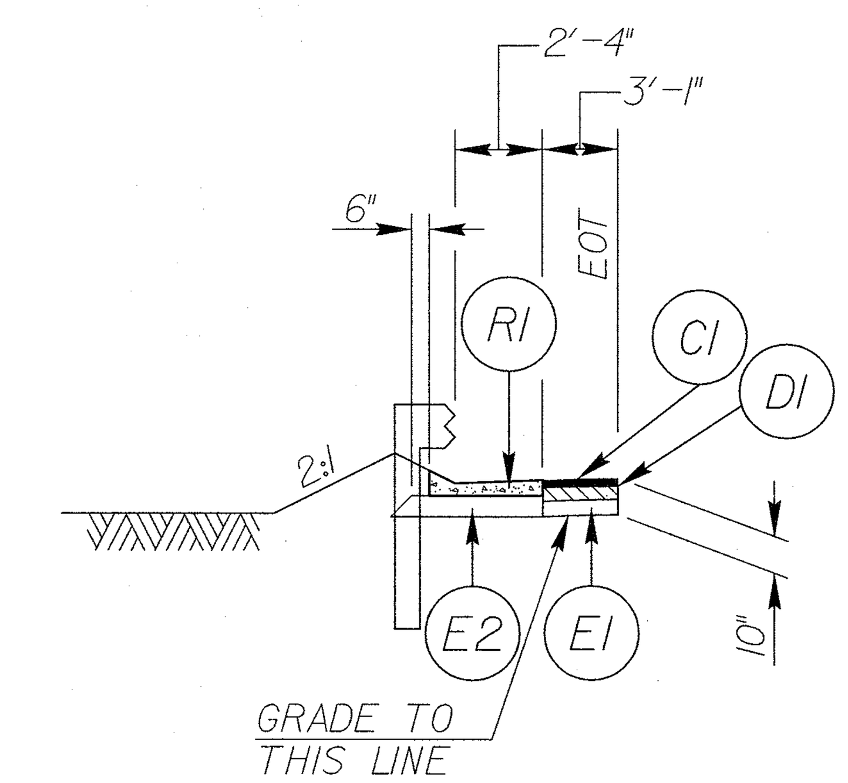


INSET No.1A

(SEE PLANS FOR PAVED SHOULDER LOCATION)

USE INSET No.1A IN CONJUCTION w/TYPICAL SECTION No.1 AS FOLLOWS:

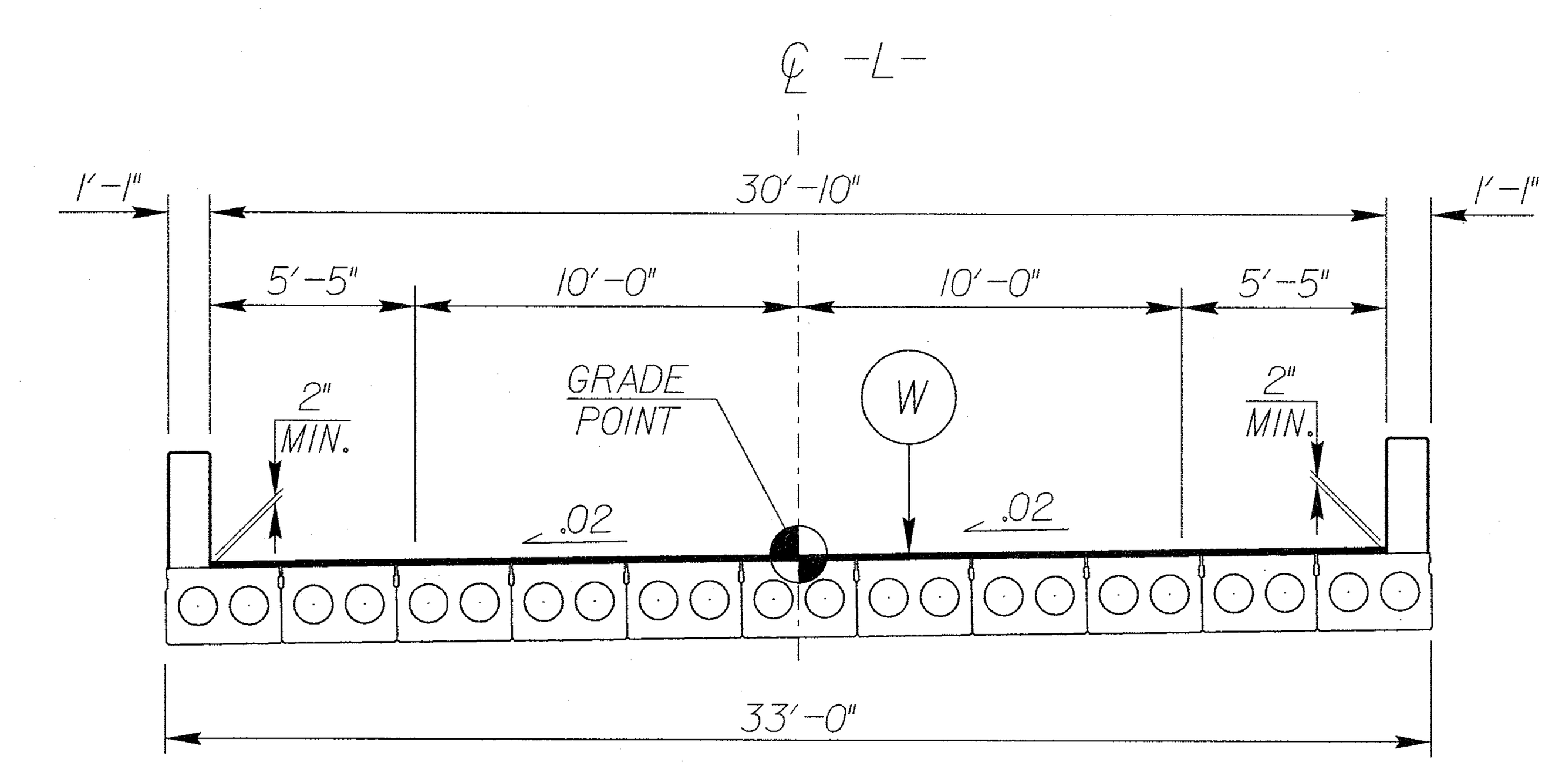
FROM -L- STA.12+89.10 (LT.) TO -L- STA.13+24.97 (LT.)
FROM -L- STA.12+86.23 (RT.) TO -L- STA.13+25.56 (RT.)
FROM -L- STA.14+24.88 (LT.) TO -L- STA.14+67.82 (LT.)
FROM -L- STA.14+09.52 (RT.) TO -L- STA.14+51.12 (RT.)



INSET No.1B

USE INSET No.1B IN CONJUNCTION w/TYPICAL SECTION No.1 AS FOLLOWS:

FROM -L- STA.14+09.52 (END APPROACH SLAB) TO -L- STA.14+24.88 (LT.)



TYPICAL SECTION No. 2

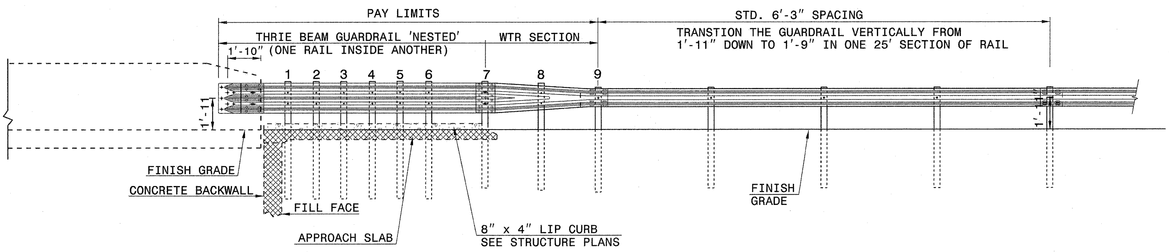
USE TYPICAL SECTION No.2 AS FOLLOWS:

FROM -L- STA.13+36.27 (BEGIN BRIDGE) TO -L- STA.13+98.52 (END BRIDGE)

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

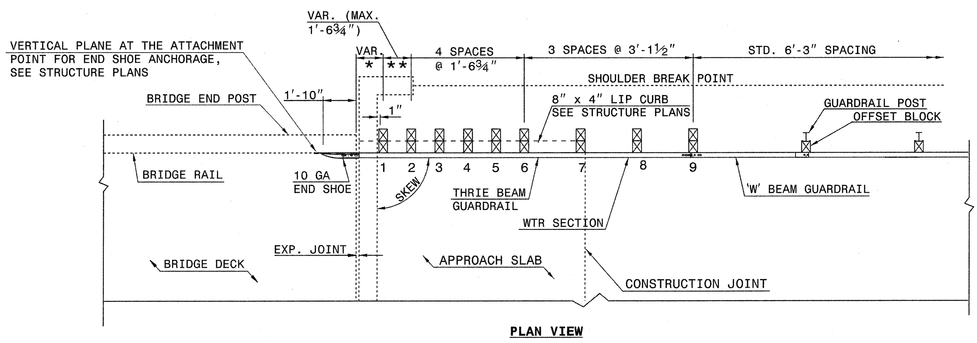
ENGLISH DETAIL DRAWING FOR
STRUCTURE ANCHOR UNITS
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO
RAIL ON BRIDGE - SUB REGIONAL TIER

SHEET 2 OF 7
862d03



ELEVATION

NOTE:
**POST NOT REQUIRED FOR SKEW ANGLES GREATER THAN 150° OR LESS THAN 30° UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
*THE DISTANCE FROM END OF BRIDGE RAIL TO CENTER LINE OF THE FIRST POST SHOULD BE 11½" IF CONCRETE BACKWALL IS NOT PRESENT.
-SHOULDER BERM GUTTER MUST BE INSTALLED TO THE LIMITS 8" x 4" LIP CURB IS SHOWN IF ANCHOR UNIT IS NOT ADJACENT TO AN APPROACH SLAB.
-MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER).
-LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW.
-SEE SHEET 5 FOR POST SECTIONS 1 THRU 9.



PLAN VIEW

GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE - SUB REGIONAL TIER

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

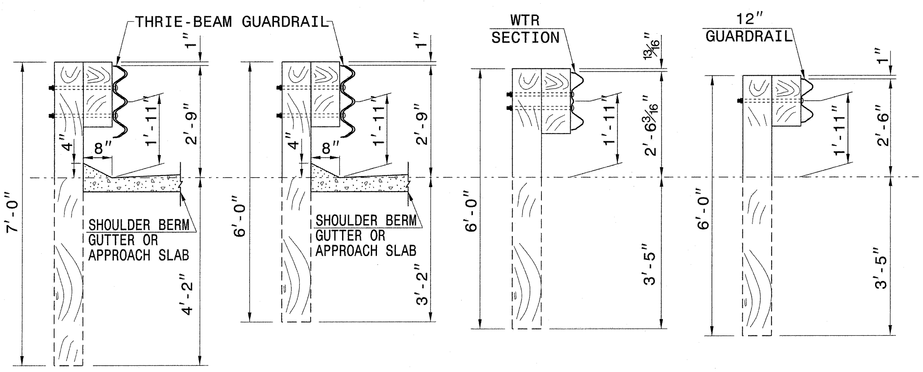
ENGLISH DETAIL DRAWING FOR
STRUCTURE ANCHOR UNITS
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO
RAIL ON BRIDGE - SUB REGIONAL TIER

SHEET 2 OF 7
862d03

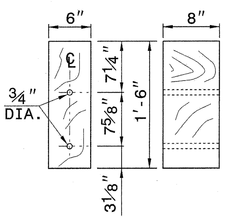
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
STRUCTURE ANCHOR UNITS
GUARDRAIL ANCHOR UNIT, TYPE III

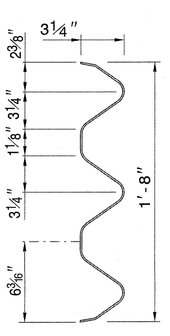
SHEET 3 OF 7
862d03



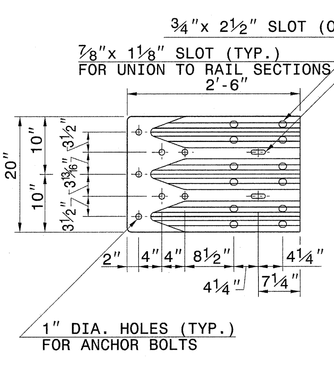
SECTION OF THRIE BEAM POSTS 1 THRU 6 | **SECTION OF THRIE BEAM POST 7** | **SECTION OF WTR BEAM POST 8** | **SECTION OF 'W' BEAM POST 9**



THRIE BEAM OFFSET BLOCK

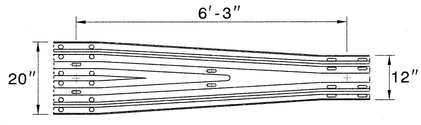


THRIE-BEAM SECTION

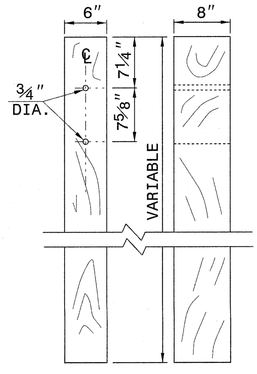


END SHOE

NOTE: THE MID POST AND OFFSET BLOCK OF THE WTR SECTION WILL REQUIRE SPECIAL BOLT HOLE DRILLING IN THE THRIE BEAM OFFSET BLOCK AND LINE POST.



WTR SECTION
ELEVATION VIEW



THRIE BEAM LINE POST

PROJECT REFERENCE NO. BD-5109L
SHEET NO. 2C

12/06/07

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	3B

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

"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			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH		W		ANCHORS									IMPACT ATTENUATOR TYPE 350			SINGLE FACED GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350	M-350	III	CAT-1	VI MOD	BIC	AT-1	EA	G	NG				
-L-	12+61.27	13+36.27	LT.	75'				13+36.27	3'-11"	6'-11"		50'		1'			1		1										
-L-	13+11.47	13+36.27	RT.	18.75'	45'		13+36.27		3'-11"	6'-11"			6.5'						1				1						
-L-	13+98.52	14+73.52	LT.	75'			13+98.52		3'-11"	6'-11"	50'		1'				1		1										
-L-	13+98.52	14+73.52	RT.	75'				13+98.52	3'-11"	6'-11"		50'		1'			1		1										
	LESS ANCHOR DEDUCTIONS																												
	TYPE 350	3 @ 50.00'	=	150'																									
	TYPE III	4 @ 18.75'	=	75'																									
	TYPE AT-1	1 @ 6.25'	=		6.25'																								
			TOTAL	18.75'	38.75'												3		4				1						

SUMMARY OF EARTHWORK

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
12+70.00	13+36.27	8	76	69	0
13+98.52	14+70.00	2	40	38	0
SUBTOTALS:		10	117	107	
WASTE TO REPLACE BORROW		0		0	0
PROJECT TOTALS:		10	117	107	0
SAY:		10		110	

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD²
-L-	13+25.27	13+50.04	CL	58
-L-	13+75.52	14+09.52	CL	76
			TOTAL:	134
			SAY:	135

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
-L-	14+09.52	14+24.88	15.4'
		TOTAL:	15.4'
		SAY:	16'

NOTE:
1) APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, SHOULDER BORROW, FINE GRADING, CLEARING AND GRUBBING, BREAKING OF EXISTING PAVEMENT, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR "GRADING."
2) EARTHWORK QUANTITIES EXCLUDE VOLUMES FOR "UNCLASSIFIED STRUCTURE EXCAVATION".

$$$$CYCTIME$$$$
$$$$DGN$$$$
$$$$USERNAME$$$$

PROJECT REFERENCE NO. BD-5109L | SHEET NO. 3D

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

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	DRAINAGE PIPE (RCP, CSP, CAAP, HDPE, or PVC) 12"	15"	18"	24"	30"	36"	42"	48"
14+20.00	LT	0401		728.67											
		0401	0402		725.92	725.48			12						
12+70.00	RT	0403			730.46	726.75									
TOTALS									12						

STATION	C.S. PIPE (UNLESS NOTED OTHRWISE) 12" .064	15" .064	18" .064	24" .064	30" .079	36" .079	42" .109	48" .109	CLASS IV R.C. PIPE (UNLESS OTHERWISE NOTED) 12" CLASS III	15"	18"	24"	30"	36"	42"	48"
14+20.00																
12+70.00																
TOTALS																

STATION	15" SIDE DRAIN PIPE	18" SIDE DRAIN PIPE	24" SIDE DRAIN PIPE	ENDWALLS STD. 838.01, STD. 838.11 OR STD. 838.80 (UNLESS NOTED OTHERWISE) CU. YDS. R.C.P.	C.S.P.	QUANTITIES FOR DRAINAGE STRUCTURES * TOTAL L.F. FOR PAY QUANTITY SHALL BE COL. 'A' + (1.3 X COL.'B') PER EACH (0' THRU 5.0')	LIN. *FT. A 5.0' THRU 10.0'	B 10.0' AND ABOVE	C.B. STD. 840.01 OR STD. 840.02	FRAME, GRATES AND HOOD STANDARD 840.03 TYPE OF GRATE 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. 840.29	G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.29	J.B. STD. 840.31 OR 840.32	T.B.G.D.I. STD. 840.35							CORR. STEEL ELBOWS NO. & SIZE	CONC. COLLARS CL. "B" C.Y. STD 840.72	CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71	PIPE REMOVAL LIN.FT.	REMARKS
14+20.00						1															1			1											
12+70.00		56																																	
TOTALS		56				1															1			1											

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

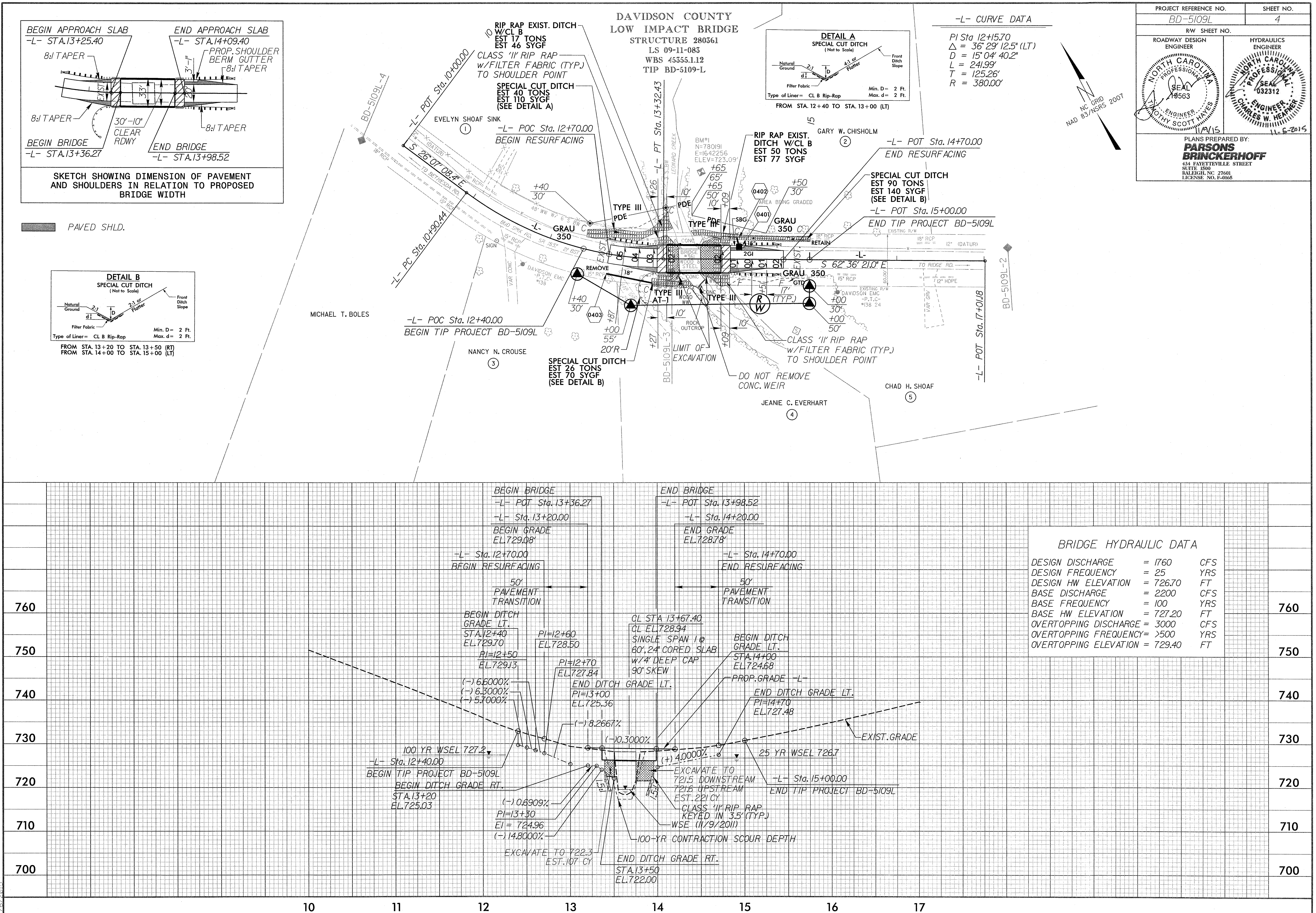
PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	4

RW SHEET NO.

ROADWAY DESIGN ENGINEER — HYDRAULICS ENGINEER

PLANS PREPARED BY:
PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

DAVIDSON COUNTY
LOW IMPACT BRIDGE
STRUCTURE 280361
LS 09-11-083
WBS 45555.1.12
TIP BD-5109-L



BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 1760	CFS
DESIGN FREQUENCY	= 25	YRS
DESIGN HW ELEVATION	= 726.70	FT
BASE DISCHARGE	= 2200	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 727.20	FT
OVERTOPPING DISCHARGE	= 3000	CFS
OVERTOPPING FREQUENCY	= >500	YRS
OVERTOPPING ELEVATION	= 729.40	FT

8/17/99

11:58:52 AM
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11/6/2015

BD-5109L

TIP PROJECT:

$$$$$SYSTIME$$$$$
$$$$$$$$$$DGN$$$$$$$$$$$$$$$$
$$$$USERNAME$$$$

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING & DELINEATION

DAVIDSON COUNTY

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 JULY 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
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1145.01	BARRICADES
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPE
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- NORTH ARROW
- PROPOSED PVMT. / EXIST. PVMT.
- WORK AREA
- MILL AND WEDGE
- REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

- TYPE I BARRICADE
- TYPE II BARRICADE
- TYPE III BARRICADE
- CONE
- DRUM
- SKINNY DRUM
- FLASHING ARROW PANEL (TYPE C)
- STATIONARY SIGN
- PORTABLE SIGN
- STATIONARY OR PORTABLE SIGN
- CRASH CUSHION
- CHANGEABLE MESSAGE SIGN
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- POLICE
- FLAGGER

PAVEMENT MARKINGS

- CRYSTAL/CRYSTAL PAVEMENT MARKER
- YELLOW/YELLOW PAVEMENT MARKER
- CRYSTAL/RED PAVEMENT MARKER
- PAVEMENT MARKING SYMBOLS

APPROVED: ______________

DATE: 11/9/15

SEAL

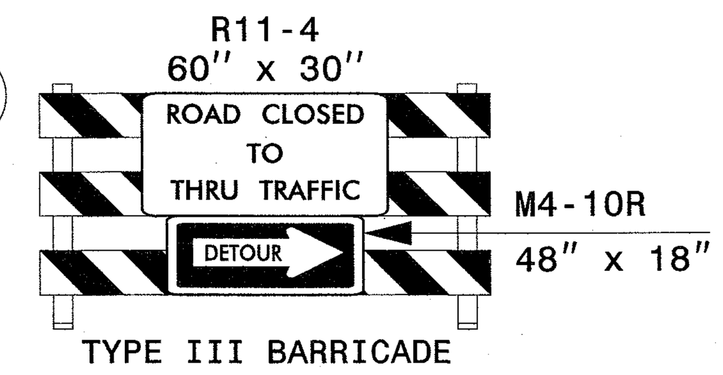
NORTH CAROLINA PROFESSIONAL SEAL 19563 ENGINEER TIMOTHY SCOTT HAYES

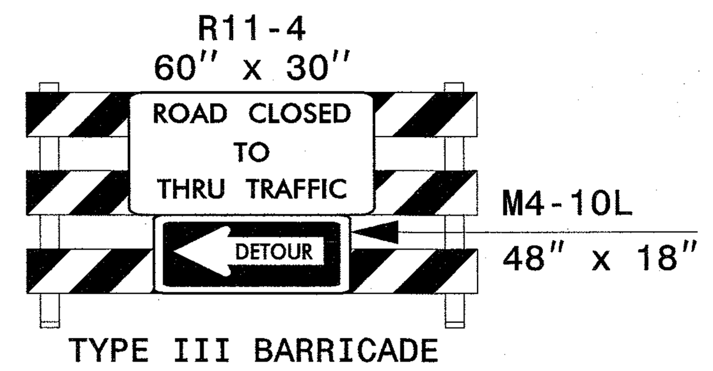
PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

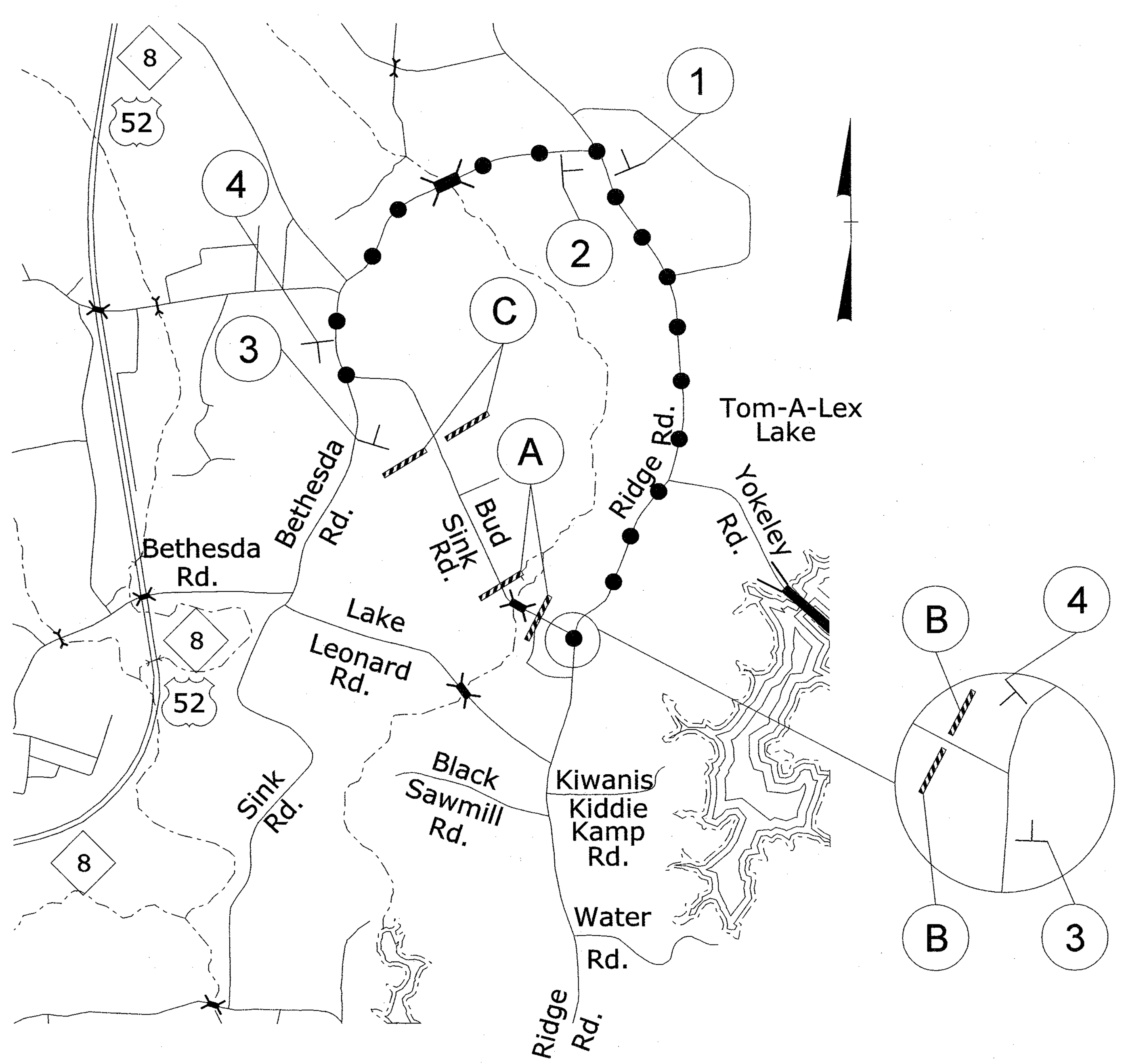
TIM HAYES, PE — PROJECT ENGINEER
ERIC MISAK — PROJECT DESIGN

PROJ. REFERENCE NO.	SHEET NO.
BD-5109L	TMP-2

PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

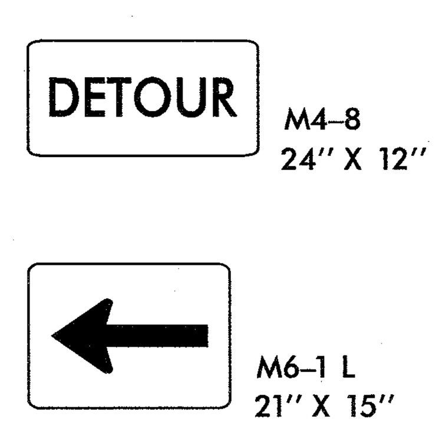






PROPOSED DETOUR

DETOUR ROUTE	—●—●—●—
DETOUR LENGTH	3 MILES

1


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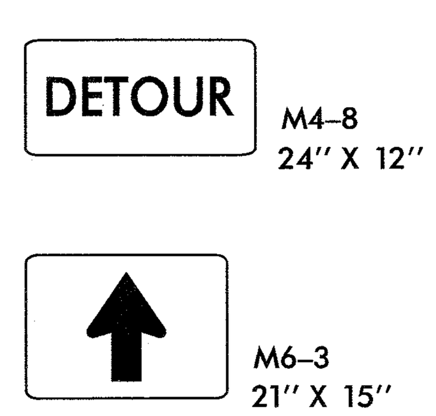

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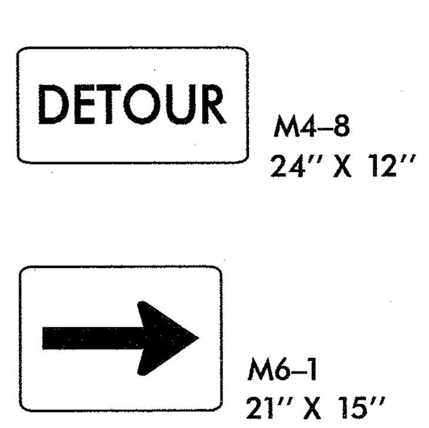

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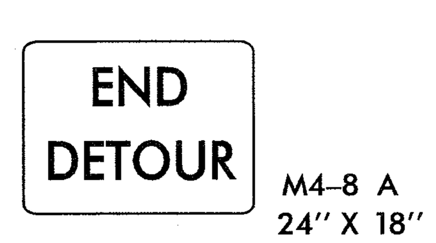


GENERAL NOTES

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) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.

B) 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

C) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

D) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

E) 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 ON THIS SHEET.

F) 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.

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

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING
SR 1837 (BUD SINK ROAD)	PAINT

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

K) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS.

L) PASSING ZONE WILL BE DETERMINED IN THE FIELD AND MUST BE APPROVED BY THE ENGINEER.

PHASING

PHASE I

PRIOR TO ANY CONSTRUCTION OPERATIONS, PLACE AND COVER OFF-SITE DETOUR SIGNING AS SHOWN ON TCP-2 AND IN ACCORDANCE WITH RSD 1101.03 (SHEET 1 OF 9).

PHASE II

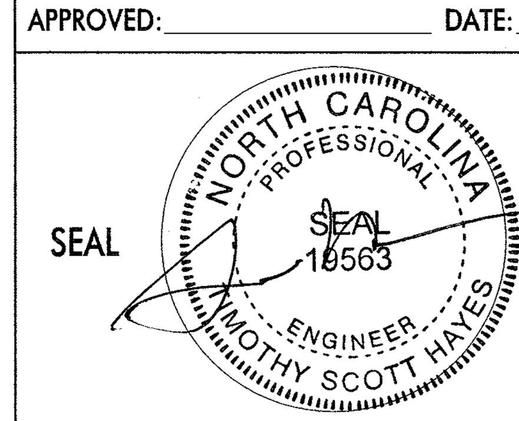
USING OFF-SITE DETOUR, UNCOVER DETOUR SIGNS, CLOSE -L- (SR 1837 / BUD SINK ROAD) TO TRAFFIC AND CONSTRUCT BRIDGE, APPROACHES AND ROADWAY UP TO AND INCLUDING FINAL LAYER OF SURFACE COURSE.

PHASE III

UPON COMPLETION OF BRIDGE, APPROACHES AND ROADWAY, PLACE FINAL PAVEMENT MARKING IN ACCORDANCE WITH RSD 1205.01. REMOVE CMS, BARRICADES AND DETOUR SIGNS AND OPEN -L- (SR 1837 / BUD SINK ROAD) TO TRAFFIC.

APPROVED: ________ DATE: 11/9/15

SEAL



GENERAL NOTES, PHASING AND DETOUR SIGNING

SCALE:	NONE
DATE:	03/07/12
DWG. BY:	RGK
DESIGN BY:	EDM
REVIEWED BY:	TSH

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

REVISIONS

CADD FILE

$$$$$$SYSTIME$$$$$
$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$
$$$USERNAME$$$$

5/14/99

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	EC-1
R/W SHEET NO.	

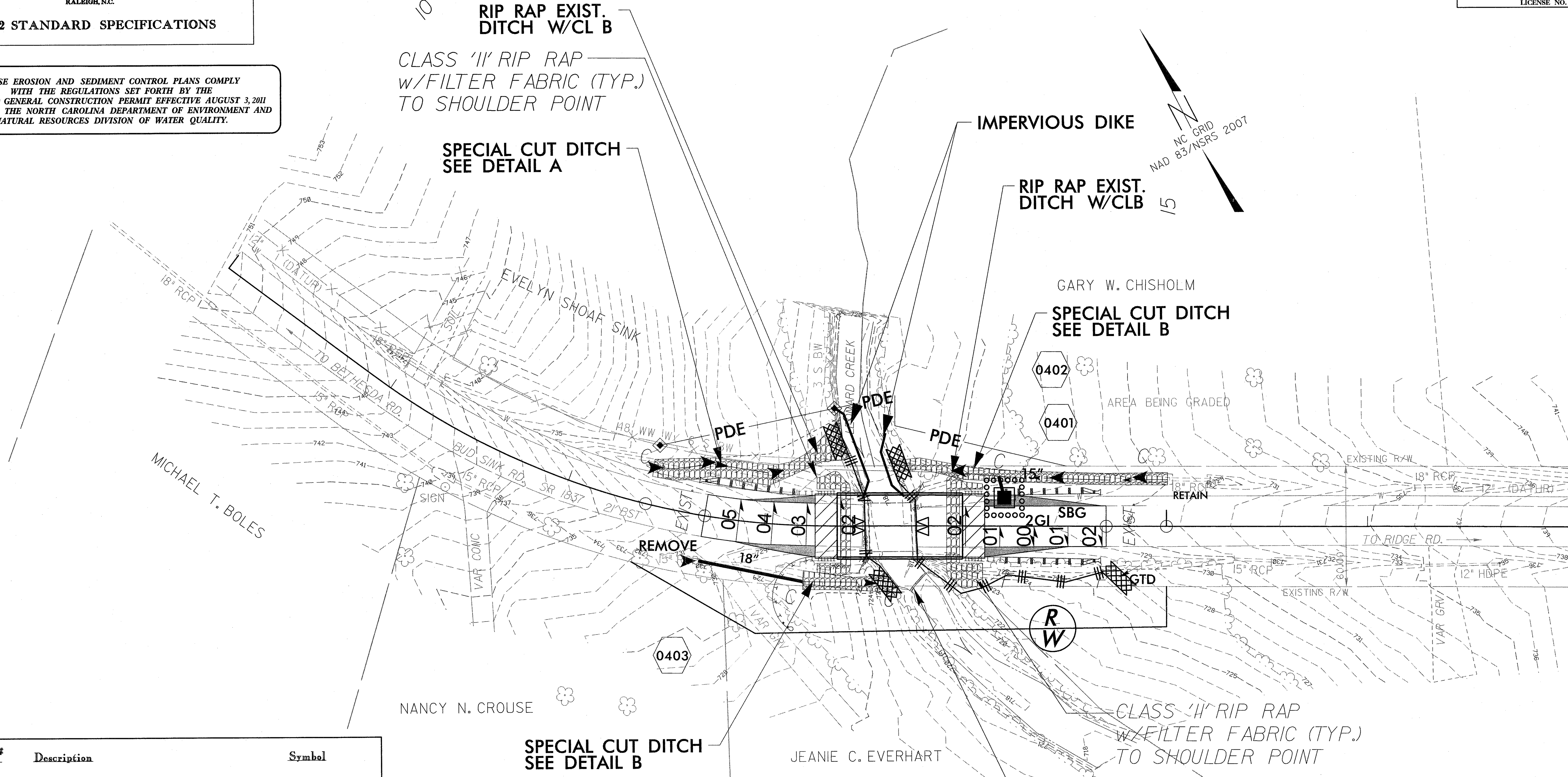
PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

ROADSIDE ENVIRONMENTAL UNIT
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

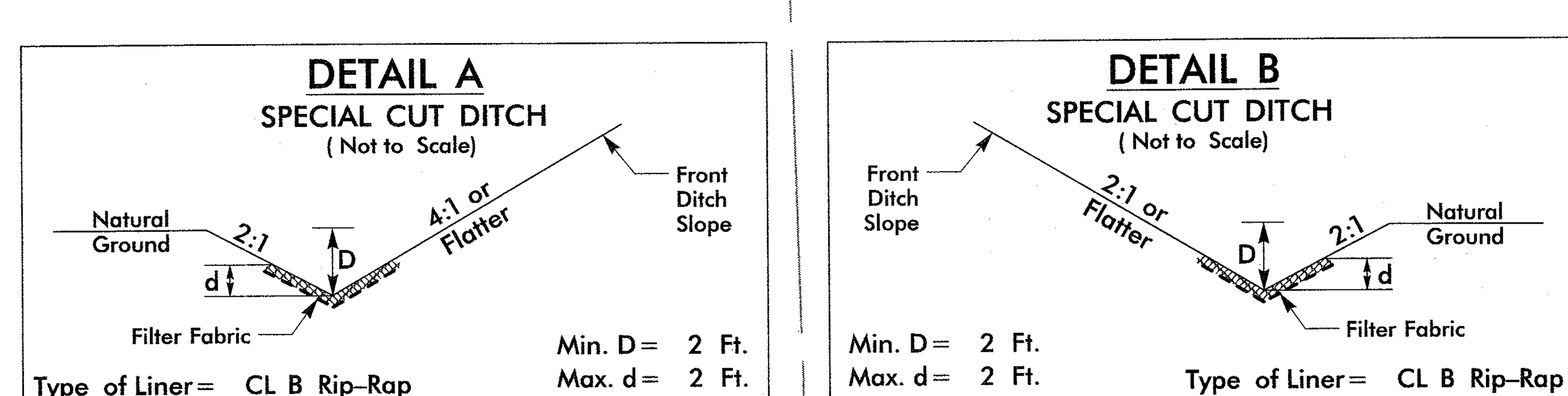
2012 STANDARD SPECIFICATIONS

EROSION CONTROL PLAN

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.



Std. #	Description	Symbol
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
1630.02	Silt Basin Type B	
1630.03	Temporary Silt Ditch	TSD
1630.05	Temporary Diversion	TD
1630.06	Special Stilling Basin	
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	Temporary Rock Silt Check Type-B	
	Wattle	
	Wattle with Polyacrylamide (PAM)	
1634.02	Temporary Rock Sediment Dam Type-B	
1635.01	Rock Pipe Inlet Sediment Trap Type-A	



DETAIL A: FROM STA. 12+40 TO STA. 13+00 (LT)

DETAIL B: FROM STA. 13+20 TO STA. 13+50 (RT)
FROM STA. 14+00 TO STA. 15+00 (LT)

CHARLES HEAFNER
LEVEL IIIA NAME

3340
LEVEL IIIA CERTIFICATION NO.

2012 STANDARD DRAWINGS

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		

NOTES: ANY DEVIATION FROM OPTIONS GIVEN WILL REQUIRE PRIOR APPROVAL BY ENGINEER.

ADDITIONAL EROSION CONTROL DEVICES MAY NEED TO BE INSTALLED AS DIRECTED BY THE ENGINEER.

Scale 1" = 30'
30' 0 30' 60'

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	EC-2

PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

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.

WATER RELOCATION PLAN AND PROFILE

PROJECT REFERENCE NO.	SHEET NO.
BD-5109L	UBO-1
R/W SHEET NO.	

ENGINEER'S STAMP

PLANS PREPARED BY:
PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

8/17/99

BM#1
N=780191
E=1642256
ELEV=723.09'

GARY W. CHISHOLM
(2)

15

S 26° 07' 08.4" E

TO BETHESDA RD.

12" (DATUR)

18" RCP

15" RCP

STA 0+34
22.5° BEND

STA 0+18
22.5° BEND

STA 0+00
12" SLEEVE
CONNECT TO EXISTING
12" AC WATERLINE

STA 1+27
12" SLEEVE
TIE INTO EXISTING
12" DIP WATERLINE

STA 0+00
12" SLEEVE
TIE INTO EXISTING
12" DIP WATERLINE

STA 1+00
22.5° BEND

STA 1+28
22.5° BEND

STA 1+46
12" SLEEVE
TIE INTO EXISTING
12" AC WATERLINE

PDE

BUD SINK RD. SR 1837 21' BST

SIGN

NC GRID
NAD 83/NSRS 2007

VAR CONC

DAVIDSON EMC
-P.T.C-
#138

REMOVE
15" RCP
18"

VAR GRV

RETAIN

18" RCP

12" (DATUR)

S 62° 36' 21.0" E

TO RIDGE RD.

15" RCP

12" HDPE

DAVIDSON EMC
-P.T.C-
#138 24

R/W

50' 25' 0 25' 50'

Scale 1" = 25'

760
750
740
730
720
710
700

+0.00 +44.00
RESTRAIN

+90.00 +45.53
RESTRAIN

EXISTING GROUND
EXISTING 12" AC WATER
EXISTING 12" DIP WATER
36" MIN.
12" P.C.350 DIP WATER

STA 0+00
12" SLEEVE

STA 0+18
45° BEND (ROTATED)

STA 0+20
22° BEND (VERTICAL)

STA 0+34
22.5° BEND (HORIZONTAL)

STA 1+27
12" SLEEVE

STA 0+00
12" SLEEVE

STA 1+00
22.5° BEND (HORIZONTAL)

STA 1+28
22.5° BEND (HORIZONTAL)

STA 1+46
12" SLEEVE

5FT
0FT
0FT 25FT

0+00 0+50 1+00 0+00 0+50 1+00 1+50

PROJ. REFERENCE NO.	SHEET NO.
BD-5109L	X-1

NOTE: APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, SHOULDER BORROW, FINE GRADING, CLEARING AND GRUBBING, BREAKING OF EXISTING PAVEMENT, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR "GRADING."

8/23/99

$$$$$$SYSTIME$$$$$ $$$$$$$$DGN$$$$$$ $$$$USERNAME$$$$

0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	BD-5109L	X-2

8/23/99

$$$$$SYSTIME$$$$$$$$$$DGN$$$$$$$$$$$$$$$$$$$$$
$$$$$$USERNAME$$$$

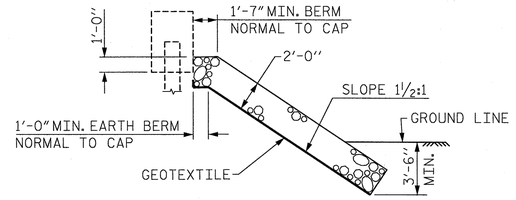
F.A. PROJECT NO. BRZ-1837(1)

HYDRAULIC DATA

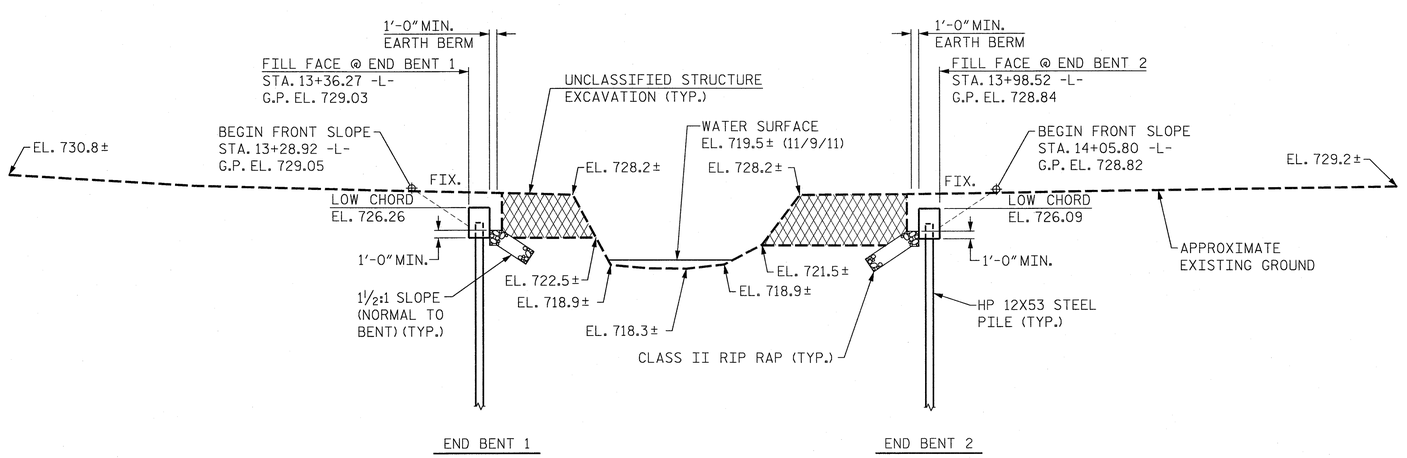
DESIGN DISCHARGE	1500 CFS
FREQUENCY OF DESIGN FLOOD	25 YRS.
DESIGN HIGH WATER ELEVATION	726.7
DRAINAGE AREA	5.2 SQ.MI.
BASE DISCHARGE (Q100)	2200 CFS
BASE HIGH WATER ELEVATION	727.2

OVERTOPPING FLOOD DATA

OVERTOPPING FLOOD DISCHARGE	3000 CFS
FREQUENCY OF OVERTOPPING FLOOD	<500 YRS.
OVERTOPPING FLOOD ELEVATION	729.4



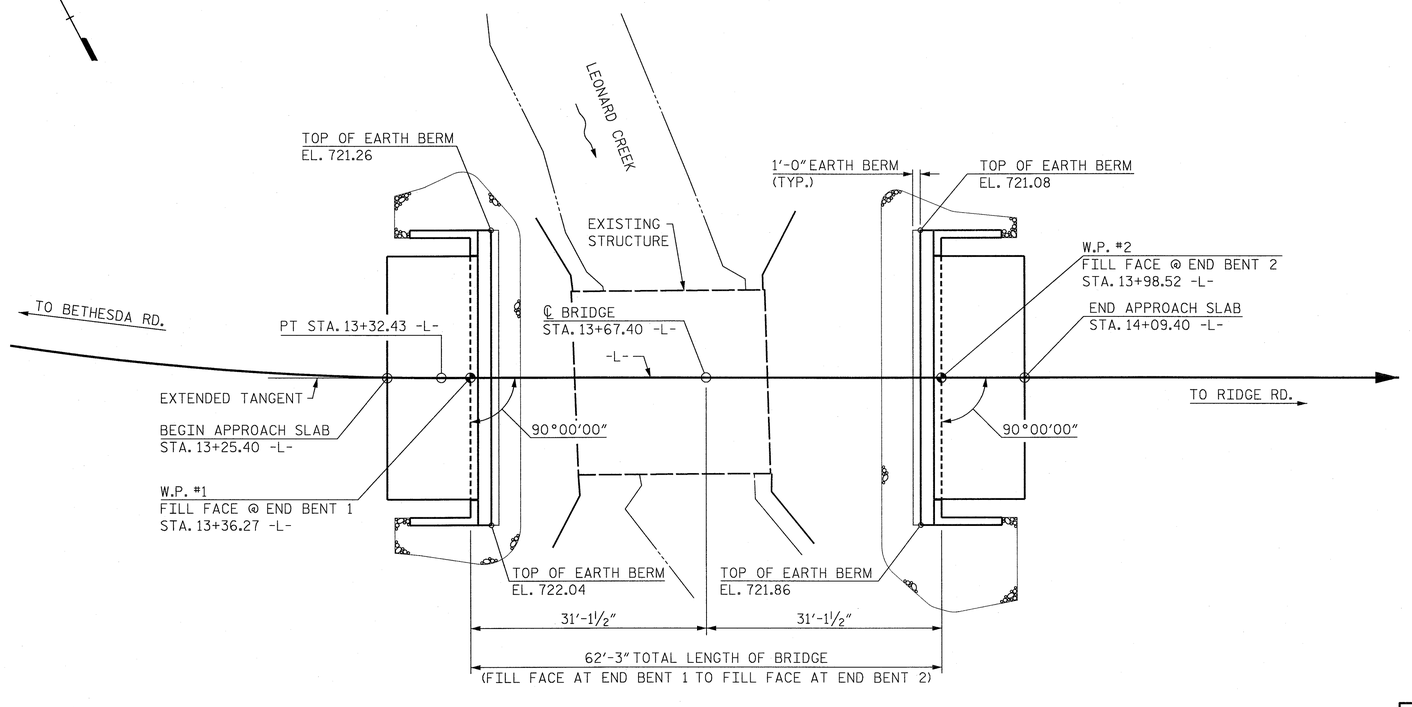
RIP RAP DETAIL



SECTION ALONG -L-

CURVE DATA

PI Sta 12+15.70
△ = 36°29'12.5"(LT)
D = 15°04'40.2"
L = 241.99'
T = 125.26'
R = 380.00'



PLAN

I HEREBY CERTIFY THESE PLANS
ARE THE AS-BUILT PLANS

PROJECT NO. BD-5109L

DAVIDSON COUNTY

STATION: 13+67.40 -L-

SHEET 1 OF 2 REPLACES BRIDGE NO. 280361

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SR 1837 (BUD SINK RD.) OVER LEONARD CREEK BETWEEN SR 1835 AND SR 1813

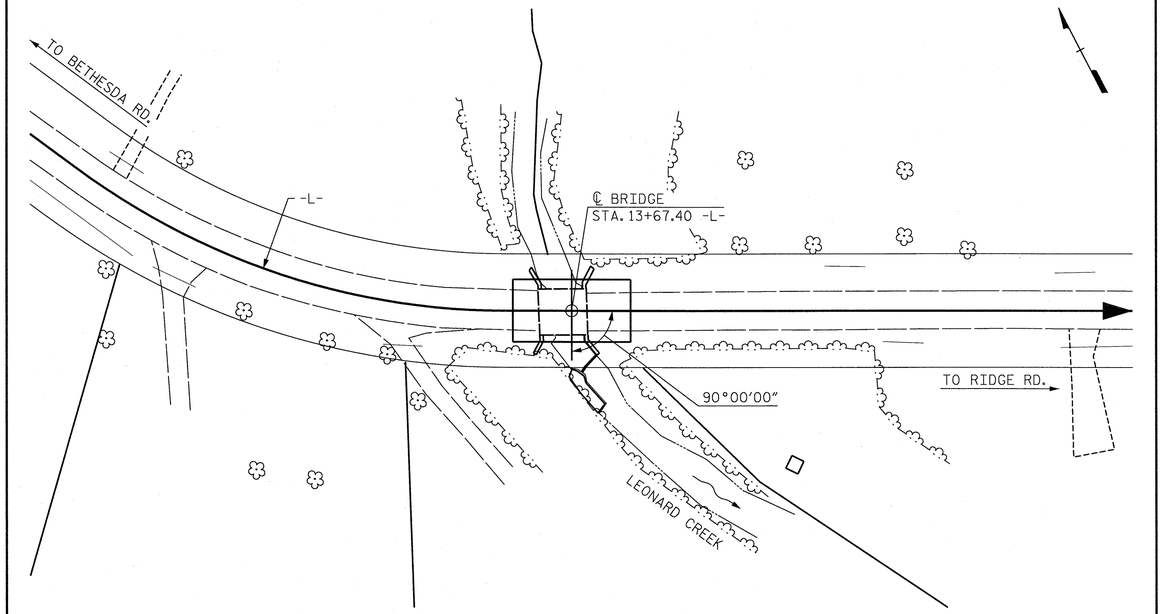
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			12

PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER JASON R. DOUGHTY
11/4/15

DRAWN BY : K. WHITE DATE : JULY 2012
CHECKED BY : B. LOFLIN DATE : JULY 2012

BM #1: RR SPIKE IN ROOT OF 30"BEECH, STA. 13+75.41, 100.05' LT., EL. 723.09



LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTING OF ONE (1) 25'-6" SPAN, WITH A CLEAR ROADWAY WIDTH OF 25' AND A TIMBER DECK COVERED WITH ASPHALT SUPPORTED BY STEEL GIRDERS, ON TIMBER CAPS AND TIMBER PILES ENCASED IN CONCRETE WITH TIMBER BULKHEADS SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 20 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

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

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

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 13+67.40."

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 75 TONS PER PILE.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 1. EXCAVATE HOLES AT LOCATIONS TO ELEVATION 712.0 FEET. FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 75 TONS PER PILE.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 2. EXCAVATE HOLES AT LOCATIONS TO ELEVATION 714.0 FEET. FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

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 12x53 STEEL PILES		VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	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	LBS.	NO.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE	LUMP SUM					LUMP SUM				120.25			LUMP SUM	11	660
END BENT NO. 1		28	35	LUMP SUM	21.8		2636	7	70		94	104			
END BENT NO. 2		18	35	LUMP SUM	21.8		2636	7	70		108	120			
TOTAL	LUMP SUM	46	70	LUMP SUM	43.6	LUMP SUM	5272	14	140	120.25	202	224	LUMP SUM	11	660

DRAWN BY : K. WHITE DATE : JULY 2012
CHECKED BY : B. LOFLIN DATE : JULY 2012

PROJECT NO. BD-5109L
DAVIDSON COUNTY
STATION: 13+67.40 -L-
SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SR 1837 (BUD SINK RD.) OVER LEONARD CREEK BETWEEN SR 1835 AND SR 1813

PARSONS BRINCKERHOFF
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
LICENSE NO. F-0165

NORTH CAROLINA PROFESSIONAL SEAL 032967 ENGINEER AARON R. DOUGHTY
11/4/15

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

LOAD AND RESISTANCE FACTOR RATING (LRFD) SUMMARY FOR PRESTRESSED CONCRETE CORED SLAB UNITS

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⟩	1.330	--	1.75	0.275	1.33	A	EL	29.5	0.52	**1.33**	A	EL	**5.9**	0.80	0.275	1.37	A	EL	29.5	
		HL-93(Opr)	N/A	--	1.725	--	1.35	0.275	1.73	A	EL	29.5	0.52	1.72	A	EL	5.9	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	⟨2⟩	1.601	57.643	1.75	0.275	1.69	A	EL	29.5	0.52	**1.60**	A	EL	**5.9**	0.80	0.275	1.74	A	EL	29.5	
		HS-20(Opr)	36.000	--	2.076	74.723	1.35	0.275	2.19	A	EL	29.5	0.52	2.08	A	EL	5.9	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.745	50.557	1.40	0.275	4.55	A	EL	29.5	0.52	4.63	A	EL	5.9	0.80	0.275	3.74	A	EL	29.5	
		SNGARBS2	20.000	--	2.867	57.338	1.40	0.275	3.48	A	EL	29.5	0.52	3.33	A	EL	5.9	0.80	0.275	2.87	A	EL	29.5	
		SNAGRIS2	22.000	--	2.748	60.460	1.40	0.275	3.34	A	EL	29.5	0.52	3.11	A	EL	5.9	0.80	0.275	2.75	A	EL	29.5	
		SNCOTTS3	27.250	--	1.866	50.841	1.40	0.275	2.27	A	EL	29.5	0.52	2.31	A	EL	5.9	0.80	0.275	1.87	A	EL	29.5	
		SNAGGRS4	34.925	--	1.588	55.465	1.40	0.275	1.93	A	EL	29.5	0.52	1.95	A	EL	5.9	0.80	0.275	1.59	A	EL	29.5	
		SNS5A	35.550	--	1.551	55.139	1.40	0.275	1.89	A	EL	29.5	0.52	1.99	A	EL	5.9	0.80	0.275	1.55	A	EL	29.5	
		SNS6A	39.950	--	1.435	57.347	1.40	0.275	1.74	A	EL	29.5	0.52	1.83	A	EL	5.9	0.80	0.275	1.44	A	EL	29.5	
		SNS7B	42.000	--	1.367	57.434	1.40	0.275	1.66	A	EL	29.5	0.52	1.81	A	EL	5.9	0.80	0.275	1.37	A	EL	29.5	
	TTST	TNAGRIT3	33.000	--	1.754	57.887	1.40	0.275	2.13	A	EL	29.5	0.52	2.17	A	EL	5.9	0.80	0.275	1.75	A	EL	29.5	
		TNT4A	33.075	--	1.765	58.389	1.40	0.275	2.15	A	EL	29.5	0.52	2.10	A	EL	5.9	0.80	0.275	1.77	A	EL	29.5	
		TNT6A	41.600	--	1.456	60.551	1.40	0.275	1.77	A	EL	29.5	0.52	1.96	A	EL	5.9	0.80	0.275	1.46	A	EL	29.5	
		TNT7A	42.000	--	1.469	61.714	1.40	0.275	1.79	A	EL	29.5	0.52	1.88	A	EL	5.9	0.80	0.275	1.47	A	EL	29.5	
		TNT7B	42.000	--	1.535	64.463	1.40	0.275	1.87	A	EL	29.5	0.52	1.76	A	EL	5.9	0.80	0.275	1.53	A	EL	29.5	
		TNAGRIT4	43.000	--	1.450	62.329	1.40	0.275	1.76	A	EL	29.5	0.52	1.70	A	EL	5.9	0.80	0.275	1.45	A	EL	29.5	
		TNAGT5A	45.000	--	1.361	61.247	1.40	0.275	1.65	A	EL	29.5	0.52	1.71	A	EL	5.9	0.80	0.275	1.36	A	EL	29.5	
		TNAGT5B	45.000	⟨3⟩	1.340	60.282	1.40	0.275	1.63	A	EL	29.5	0.52	1.61	A	EL	5.9	0.80	0.275	**1.34**	A	EL	**29.5**	

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.

⟨#⟩ CONTROLLING LOAD RATING

⟨1⟩ DESIGN LOAD RATING (HL-93)

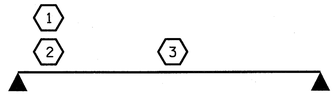
⟨2⟩ DESIGN LOAD RATING (HS-20)

⟨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. BD-5109L

DAVIDSON COUNTY

STATION: 13+67.40 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR 60' CORED SLAB UNIT 90° SKEW

(NON-INTERSTATE TRAFFIC)

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRE DAVENPORT, JR.

DocuSigned by: D. André Davenport, Jr. 895DC284F864495...
11/3/2015

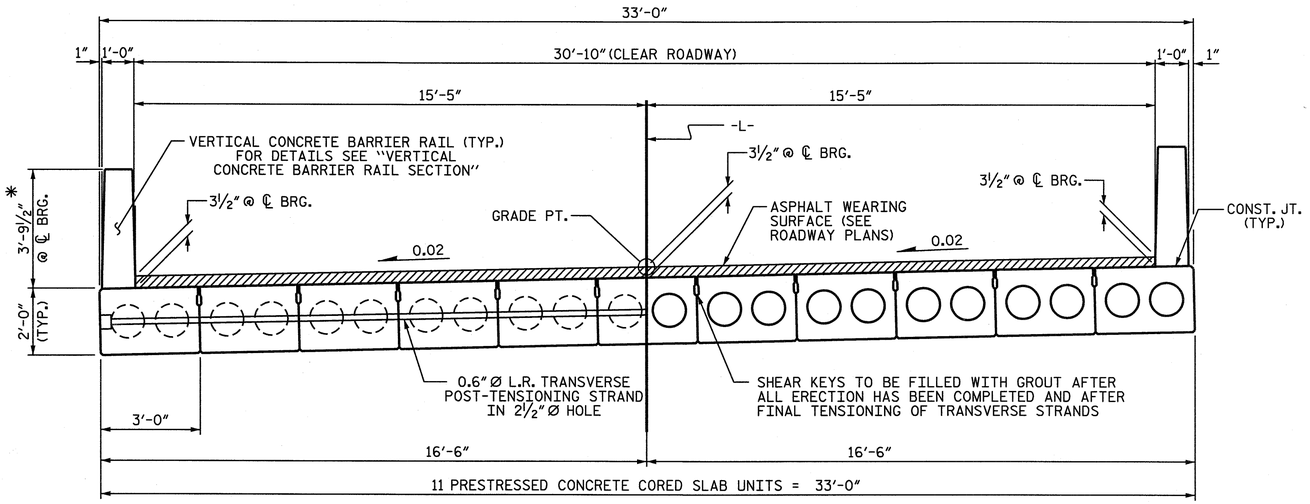
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			12

ASSEMBLED BY : D.A. DAVENPORT DATE : 10/27/15
CHECKED BY : T.R. PETERSON DATE : 10/29/15

DRAWN BY : CVC 6/10
CHECKED BY : DNS 6/10

03-NOV-2015 08:20
R:\Structures\Plans\Updated 10_27_15 to current std\BD5109L_SD_LR.dgn
dadavenport

STD. NO. 24LRFR1_90S_60L



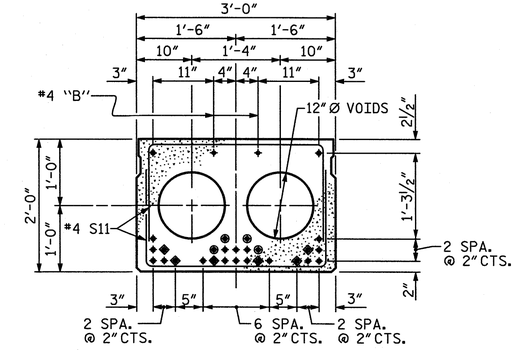
HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

HALF SECTION
THROUGH VOIDS

TYPICAL SECTION

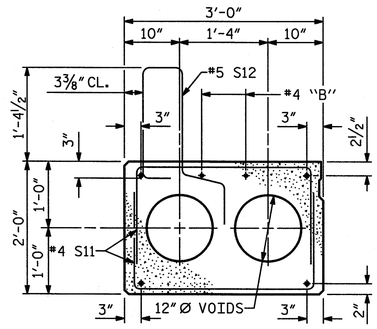
* - THE MAXIMUM BARRIER RAIL HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE BARRIER RAIL AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE BARRIER RAIL FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR RAIL HEIGHT DETAILS AND ASPHALT THICKNESS, SEE THE "VERTICAL CONCRETE BARRIER RAIL SECTION" DETAIL.

FIXED END



INTERIOR SLAB SECTION (60′ UNIT)

(24 STRANDS REQUIRED)



EXTERIOR SLAB SECTION

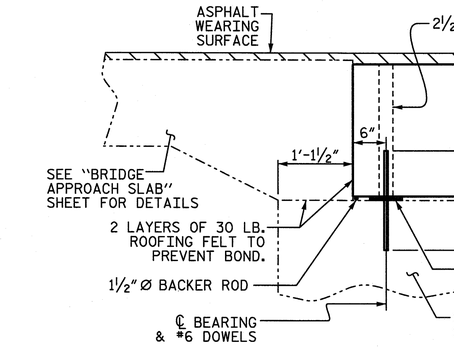
(FOR PRESTRESSED STRAND LAYOUT, SEE INTERIOR SLAB SECTION.)

0.6″ Ø LOW RELAXATION STRAND LAYOUT

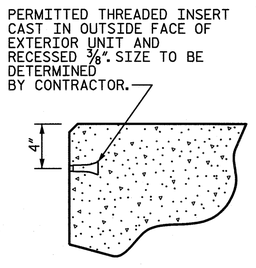
◈ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 12′-0″ FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

◉ 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.

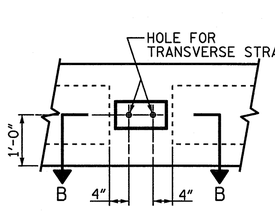
DEBONDING LEGEND



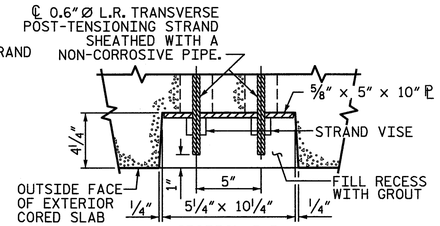
SECTION AT END BENT



THREADED INSERT DETAIL

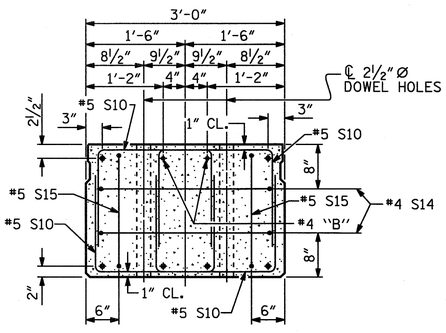


ELEVATION VIEW



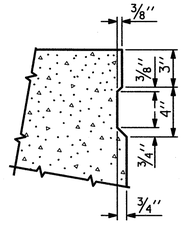
SECTION B-B

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



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.

PROJECT NO. BD-5109L
DAVIDSON COUNTY
STATION: 13+67.40 -L-

SHEET 1 OF 3

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			12

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRE DAVENPORT JR.
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11/2/2015

ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15		
CHECKED BY : T.R. PETERSON	DATE : 10/28/15		
DRAWN BY : MAA	6/10	REV. 9/14	MAA/TMG
CHECKED BY : MKT	7/10		

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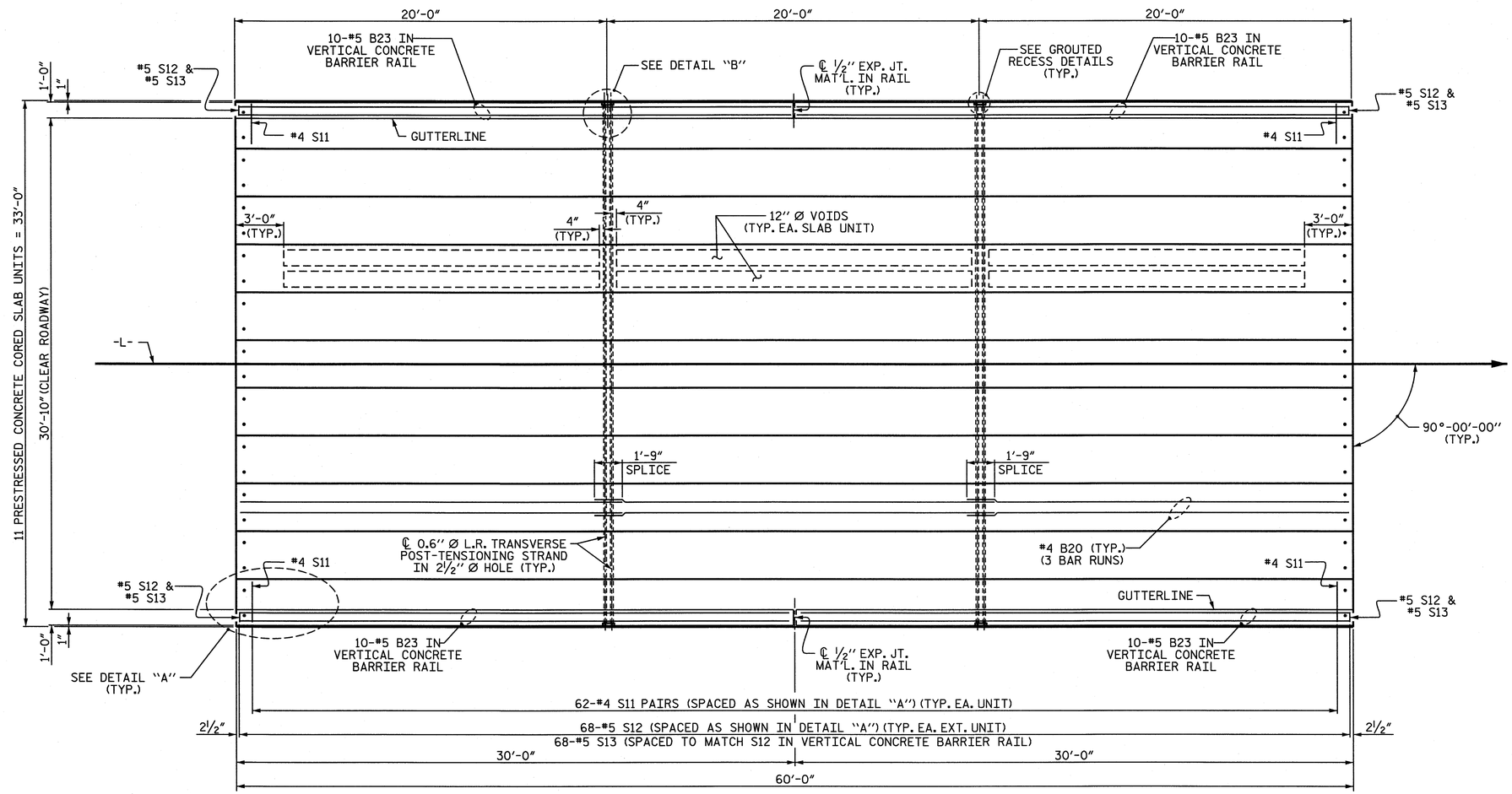
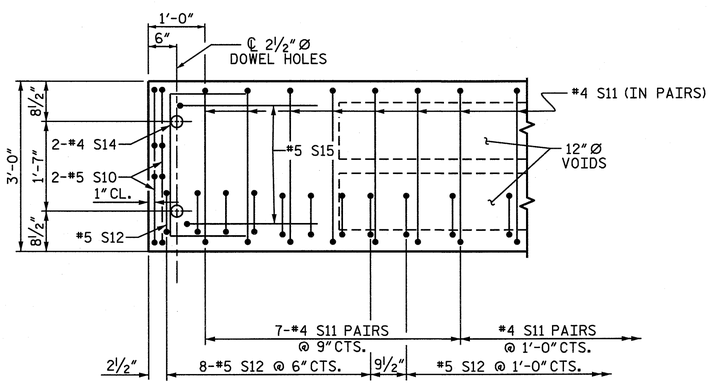
STD. NO. 24PCS4_33_90S

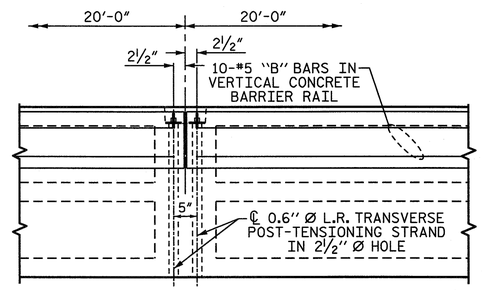


PLAN OF UNIT



DETAIL "A"

(TYPICAL EACH END OF UNIT)
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 2 1/2" Ø TRANSVERSE POST-TENSIONING STRAND HOLES

ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15		
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DAVIDSON COUNTY
STATION: 13+67.40 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
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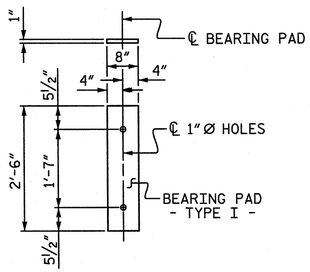
PLAN OF 60' UNIT 30'-10" CLEAR ROADWAY 90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			12

STD. NO. 24PCS_33_90S_60L



FIXED END
(TYPE I - 22 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

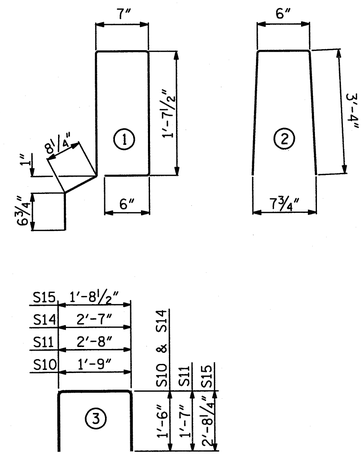
CORED SLABS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
60' UNIT			
EXTERIOR C.S.	2	60'-0"	120'-0"
INTERIOR C.S.	9	60'-0"	540'-0"
TOTAL	11		660'-0"

BILL OF MATERIAL FOR ONE 60' CORED SLAB UNIT

BAR	NUMBER	SIZE	TYPE	EXTERIOR UNIT LENGTH	EXTERIOR UNIT WEIGHT	INTERIOR UNIT LENGTH	INTERIOR UNIT WEIGHT
B20	6	#4	STR	21'-2"	85	21'-2"	85
S10	8	#5	3	4'-9"	40	4'-9"	40
S11	124	#4	3	5'-10"	483	5'-10"	483
✱S12	68	#5	1	5'-7"	396		
S14	4	#4	3	5'-7"	15	5'-7"	15
S15	4	#5	3	7'-1"	30	7'-1"	30
REINFORCING STEEL LBS.					653		653
✱EPOXY COATED REINFORCING STEEL LBS.					396		
6000 P.S.I. CONCRETE CU. YDS.					10.2		10.2
0.6"Ø L.R. STRANDS No.					24		24

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT

DEAD LOAD DEFLECTION AND CAMBER

	3'-0" x 2'-0"
60' CORED SLAB UNIT	0.6"Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	1⅞" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	½" ↓
FINAL CAMBER	1⅜" ↑

** INCLUDES FUTURE WEARING SURFACE

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
60' UNITS	2⅛"	3'-8⅛"

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS 60' UNIT	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
✱B23	40	40	#5	STR	29'-7"	1234
✱S13	136	136	#5	2	7'-2"	1017
✱EPOXY COATED REINFORCING STEEL				LBS.		2251
CLASS AA CONCRETE				CU.YDS.		15.5
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.		120.25

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.

FLAME CUTTING OF THE TRANSVERSE POST-TENSIONING STRAND IS NOT ALLOWED.

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.

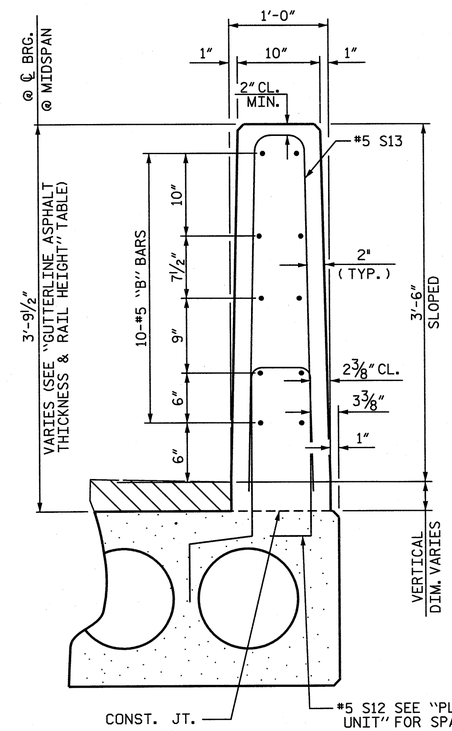
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE PERMITTED THREADED INSERTS ARE DETAILED AS AN OPTION FOR THE CONTRACTOR TO ATTACH FALSEWORK AND FORMWORK DURING CONSTRUCTION.

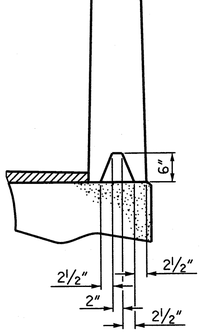
THE PERMITTED THREADED INSERTS IN THE EXTERIOR UNITS SHALL BE SIZED BY THE CONTRACTOR, SPACED AT 4'-0" CENTERS AND GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. STAINLESS STEEL THREADED INSERTS MAY BE USED AS AN ALTERNATE.

THE PERMITTED THREADED INSERTS SHALL BE GROUTED BY THE CONTRACTOR IMMEDIATELY FOLLOWING REMOVAL OF THE FALSEWORK.

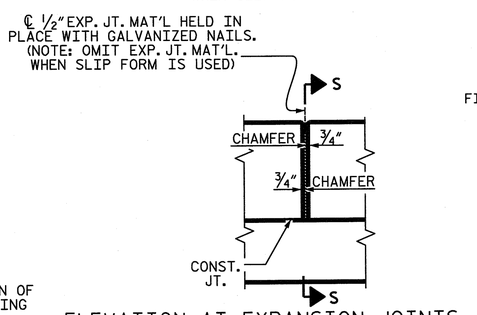
THE COST OF THE PERMITTED THREADED INSERTS SHALL BE INCLUDED IN THE PRICE BID FOR THE PRECAST UNITS.



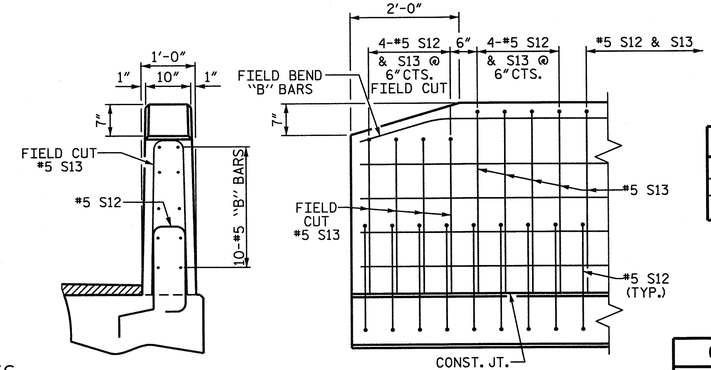
SECTION THRU RAIL



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



ELEVATION AT EXPANSION JOINTS



END VIEW

SIDE VIEW

END OF RAIL DETAILS

VERTICAL CONCRETE BARRIER RAIL DETAILS

CONCRETE RELEASE STRENGTH

UNIT	PSI
60' UNITS	4800

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

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11/2/2015

PROJECT NO. BD-5109L
DAVIDSON COUNTY
STATION: 13+67.40 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
3'-0" X 2'-0"
PRESTRESSED CONCRETE CORED SLAB UNIT

REVISIONS NO.	BY:	DATE:	NO.	BY:	DATE:	SHEET NO.
1			3			S-6
2			4			TOTAL SHEETS 12

ASSEMBLED BY : D.A. DAVENPORT DATE :10/27/15
CHECKED BY : T.R. PETERSON DATE :10/28/15
DRAWN BY : MAA 6/10
CHECKED BY : MKT 7/10
REV. 11/14 MAA/TMG

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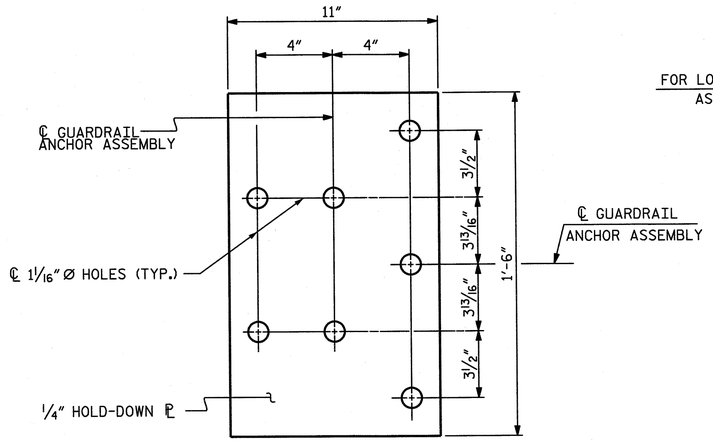
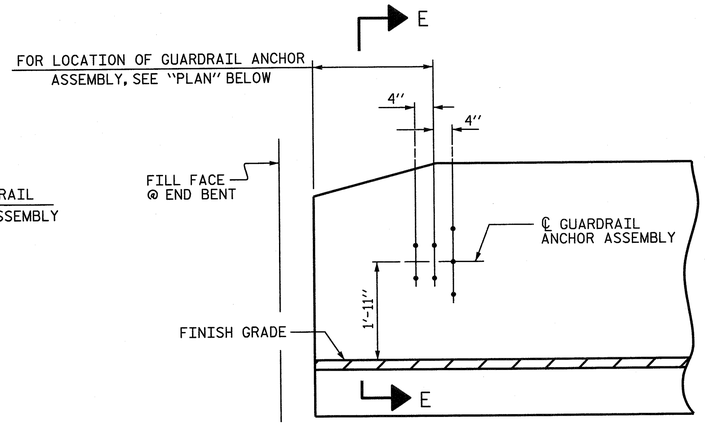


PLAN



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.)

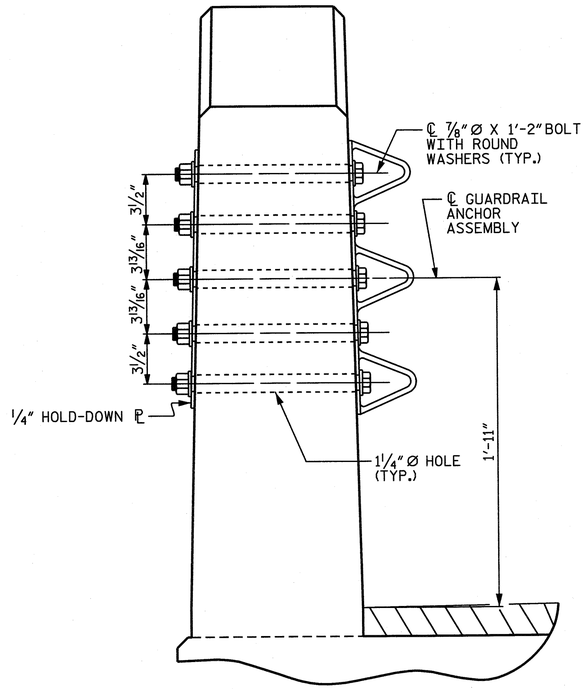
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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.

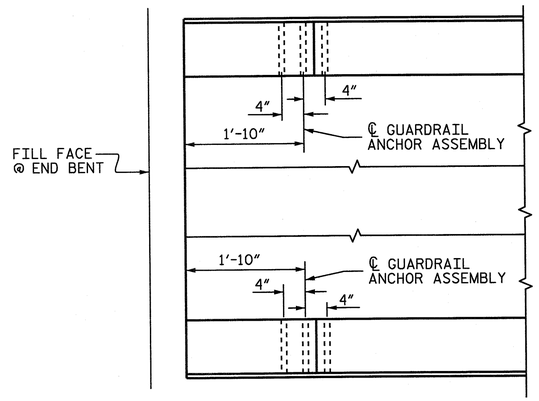
THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE VERTICAL CONCRETE BARRIER RAIL TO CLEAR ASSEMBLY BOLTS.

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

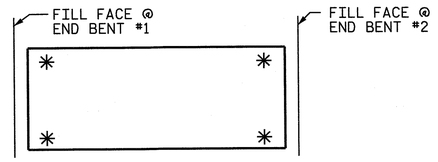
GUARDRAIL ANCHOR ASSEMBLY DETAILS



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. BD-5109L

DAVIDSON COUNTY

STATION: 13+67.40 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
GUARDRAIL ANCHORAGE DETAILS
FOR VERTICAL CONCRETE BARRIER RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS
2			4			12

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ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15		
CHECKED BY : T.R. PETERSON	DATE : 10/29/15		
DRAWN BY : MAA 5/10	REV. 12/5/11	MAA/GM	
CHECKED BY : GM 5/10	REV. 6/13	MAA/GM	
	REV. 1/15	MAA/TMG	

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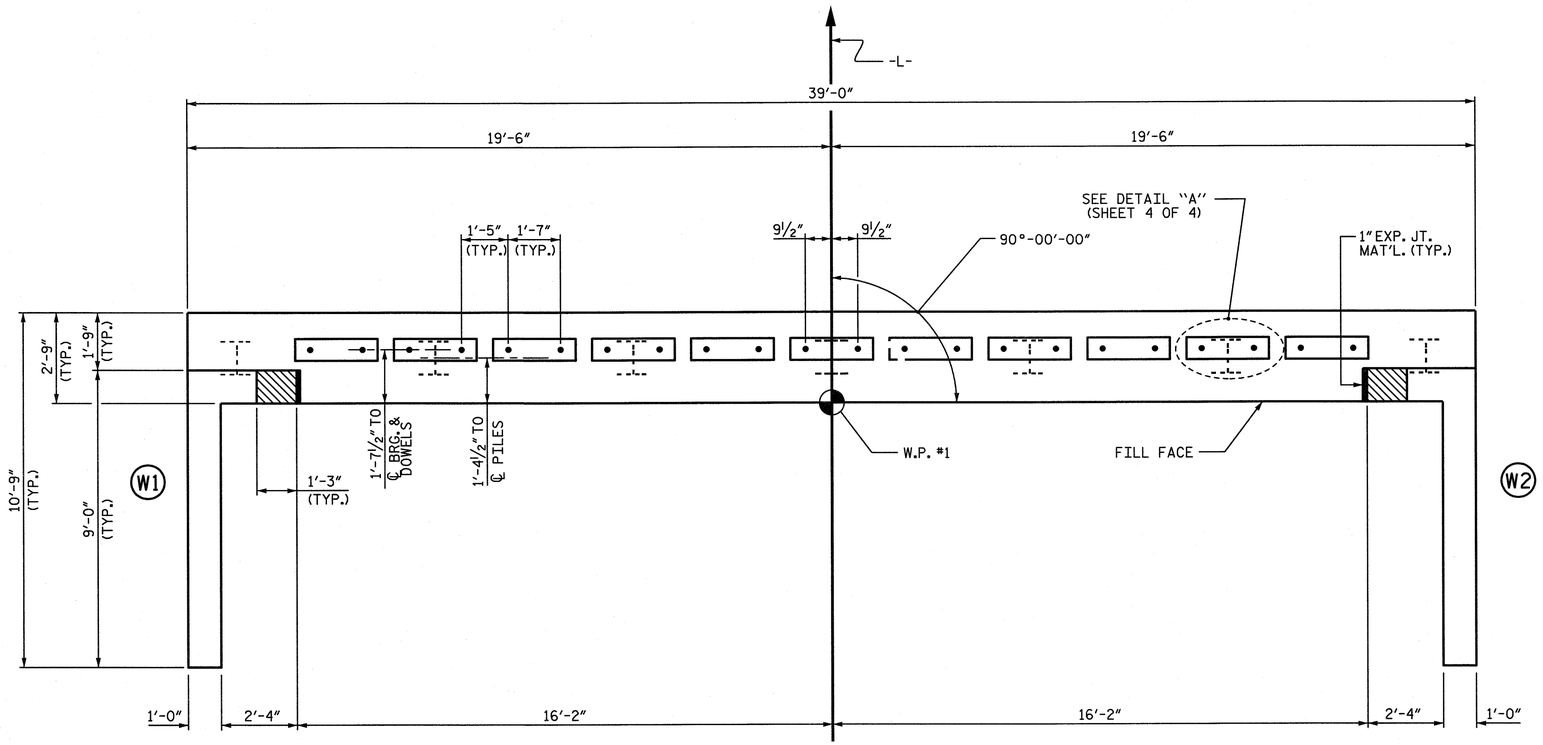
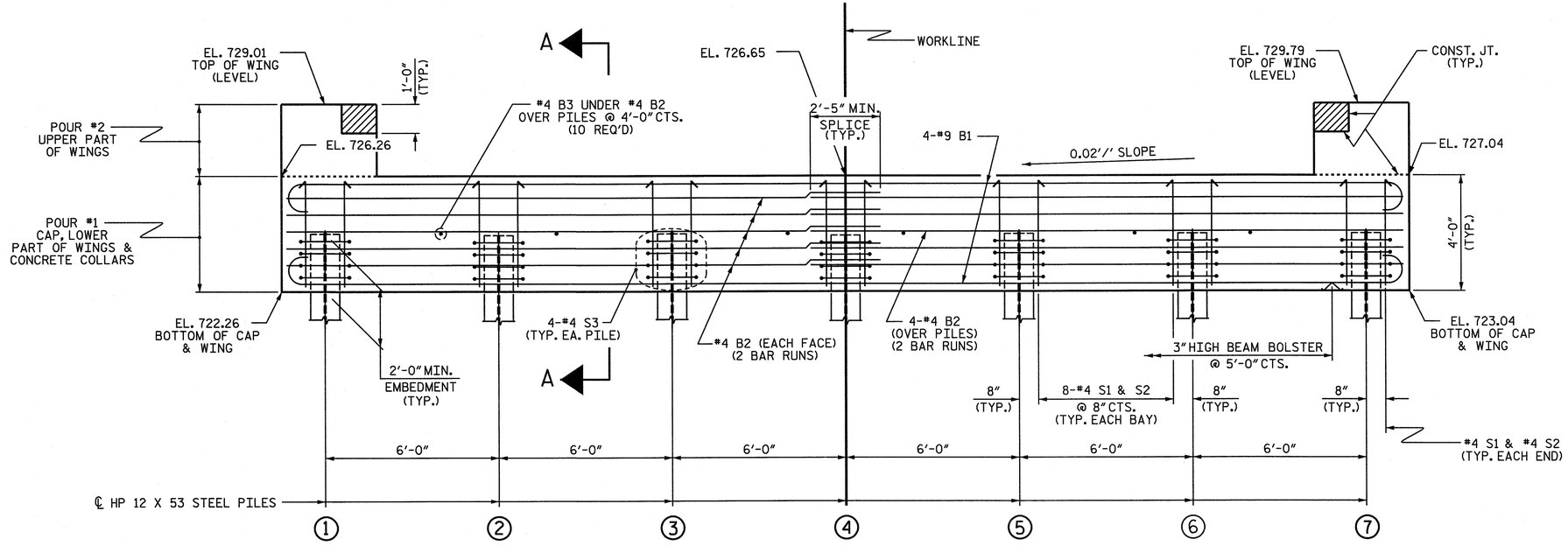
(SHT 1) STD. NO. GRA3



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.

TOP OF PILE ELEVATIONS	
①	724.30
②	724.42
③	724.54
④	724.66
⑤	724.78
⑥	724.90
⑦	725.02

PROJECT NO. BD-5109L
DAVIDSON COUNTY
STATION: 13+67.40 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-8
1			3			TOTAL SHEETS
2			4			12

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11/2/2015

ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15		
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CHECKED BY : AAC	12/11		

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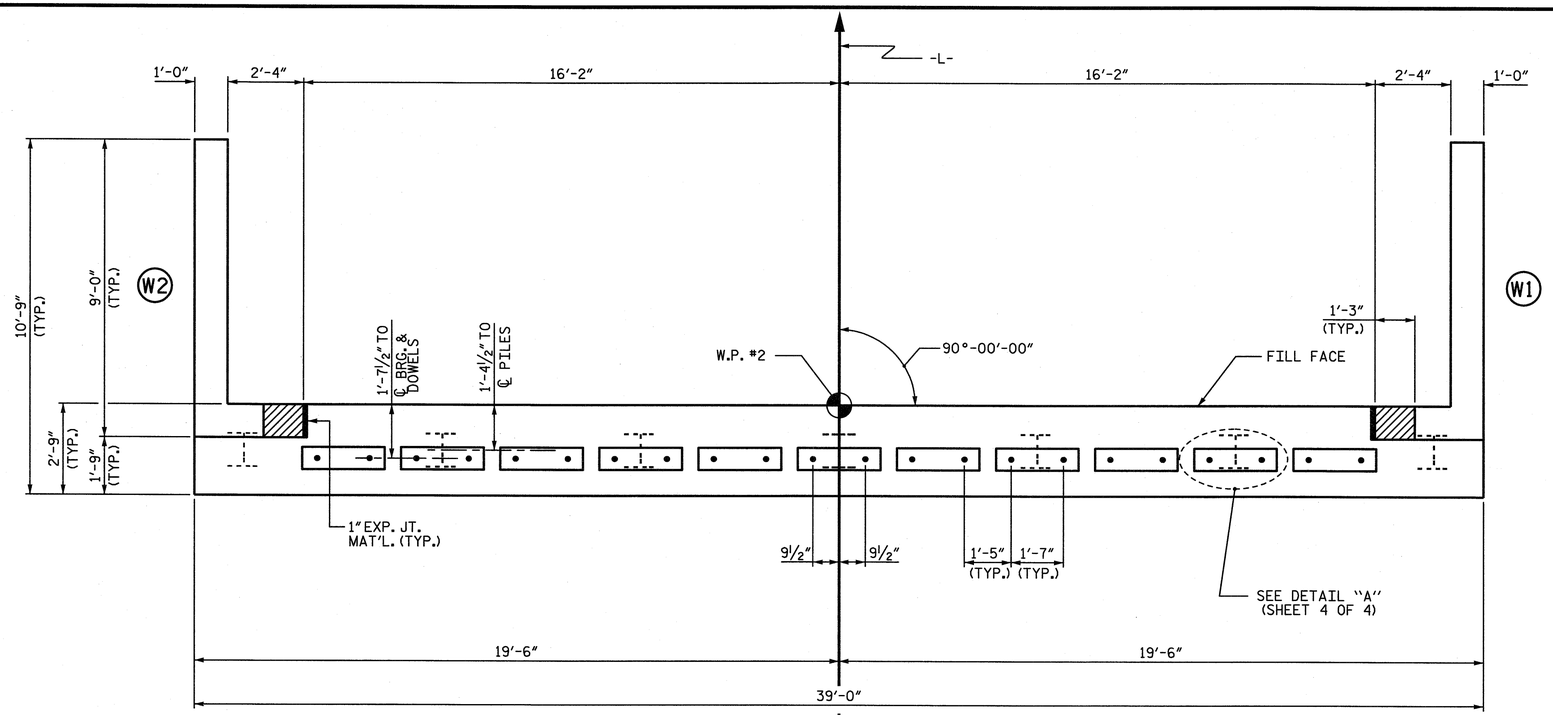
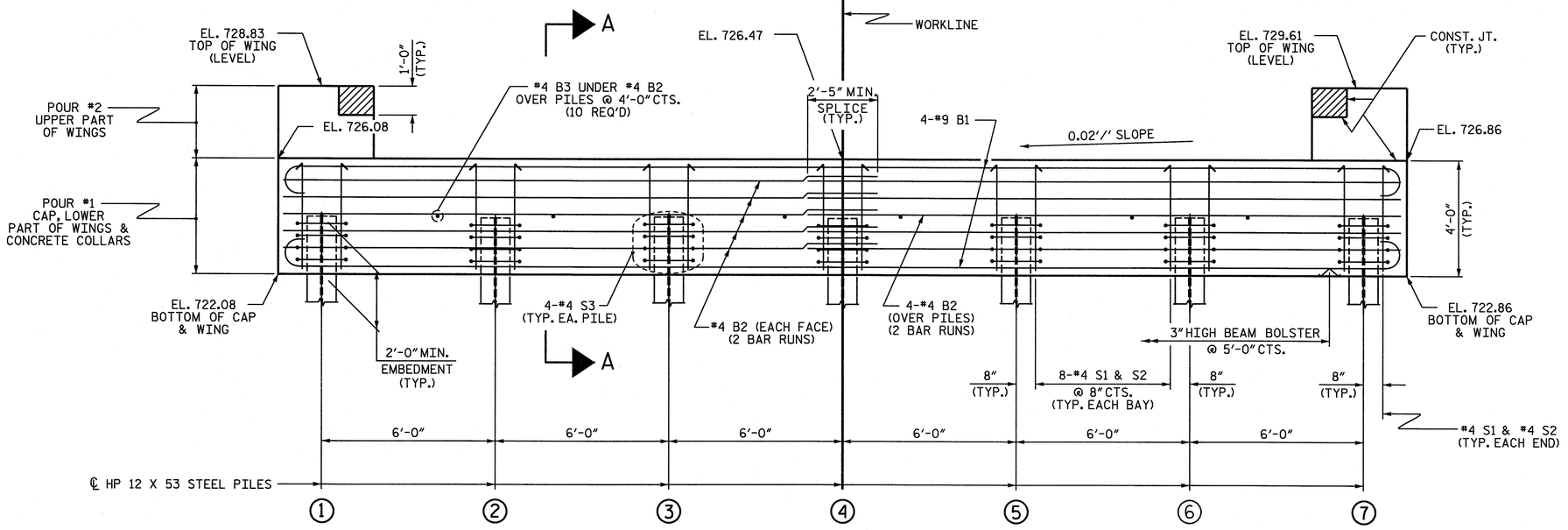


PLAN



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.

TOP OF PILE ELEVATIONS	
①	724.12
②	724.24
③	724.36
④	724.48
⑤	724.60
⑥	724.72
⑦	724.84

PROJECT NO. BD-5109L
DAVIDSON COUNTY
STATION: 13+67.40 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 2

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9
1			3			TOTAL SHEETS
2			4			12

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRE DAVENPORT, JR.

DocuSigned by: D. André Davenport, Jr. 895DC284F864405...
11/2/2015

ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15		
CHECKED BY : T.R. PETERSON	DATE : 10/29/15		
DRAWN BY : WJH 12/11	REV. 4/15	MAA/TMG	
CHECKED BY : AAC 12/11			

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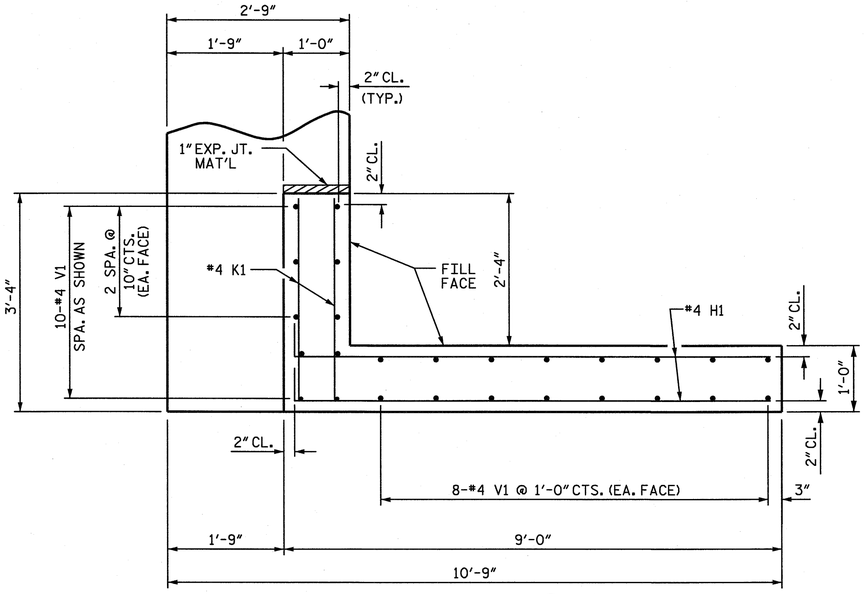
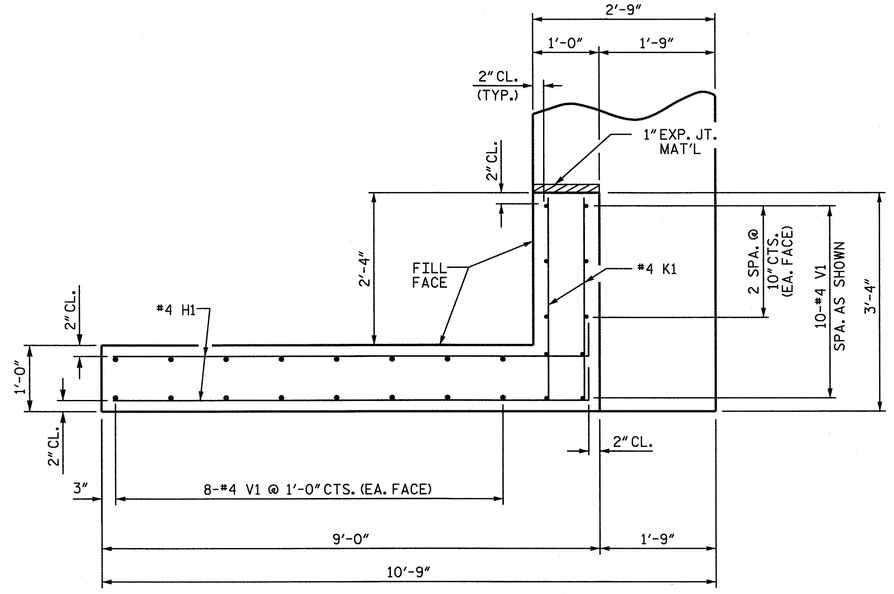
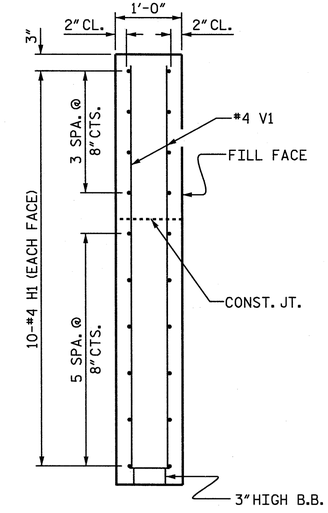


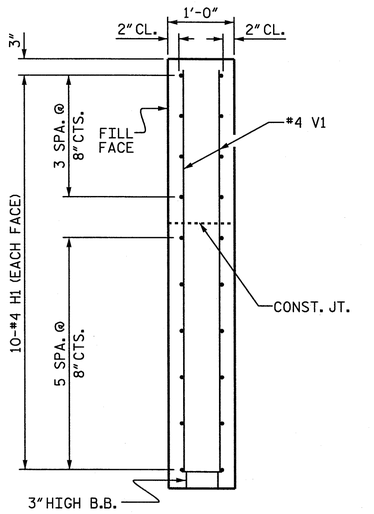
PLAN OF WING (W1)



PLAN OF WING (W2)

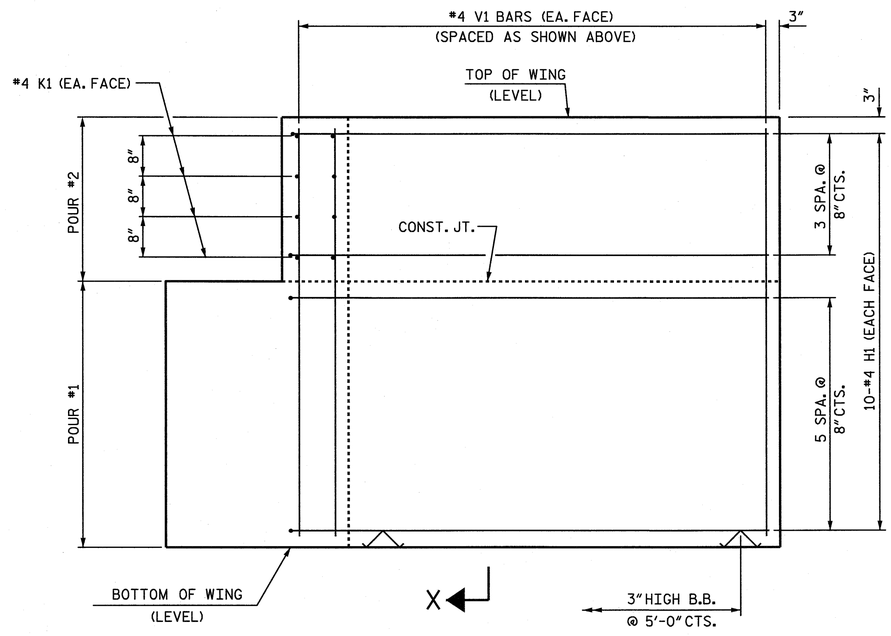


SECTION X-X

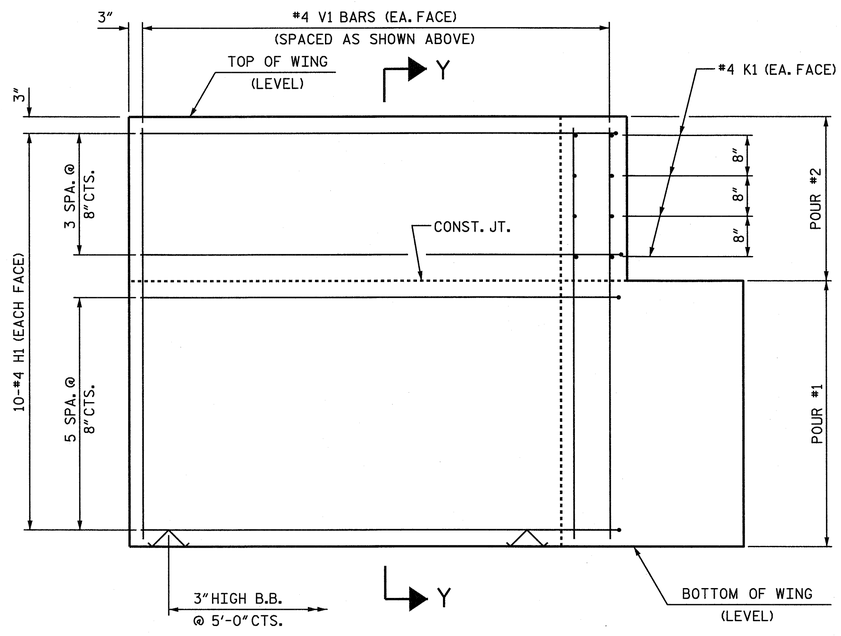


SECTION Y-Y

X



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

WING DETAILS

PROJECT NO. BD-5109L

DAVIDSON COUNTY

STATION: 13+67.40 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT
WING DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
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2			4			12

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRE DAVENPORT, JR.

DocuSigned by: D. André Davenport, Jr. 11/2/2015

ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15		
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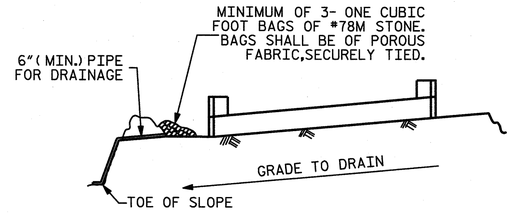
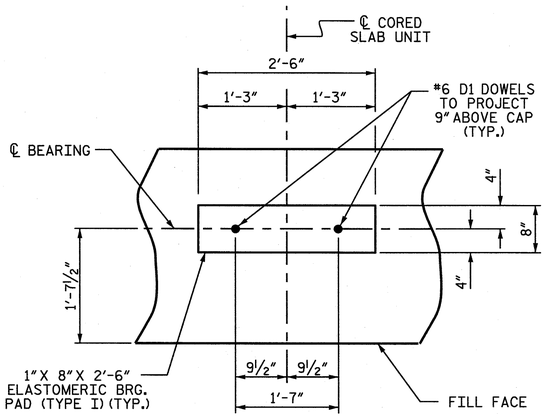


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

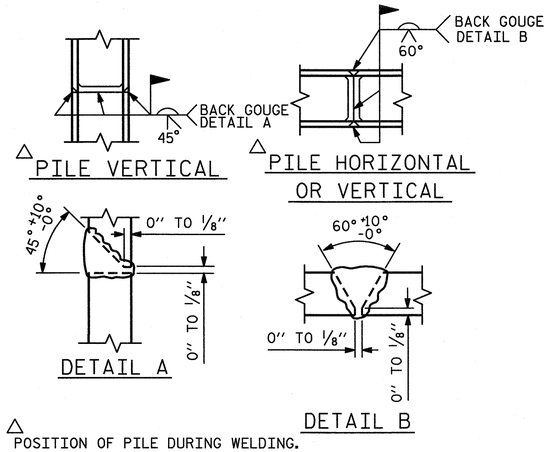
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



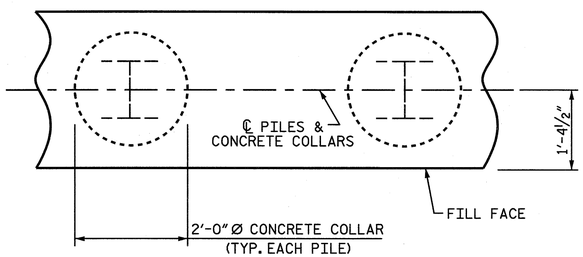
DETAIL "A"

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

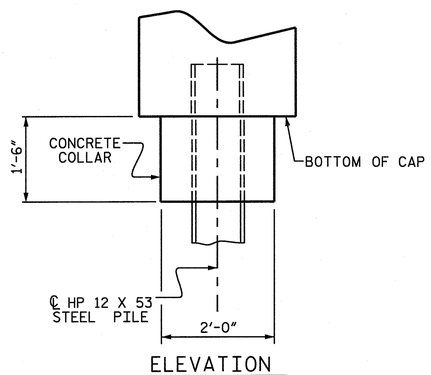


△ POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS



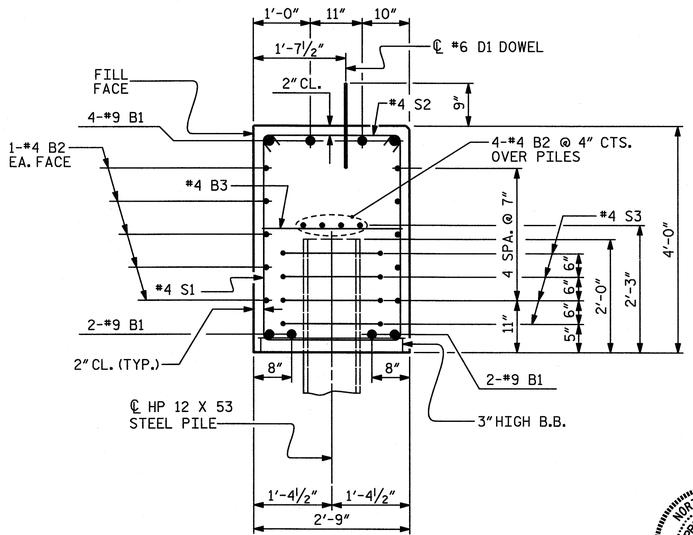
PLAN



ELEVATION

CORROSION PROTECTION FOR STEEL PILES DETAIL

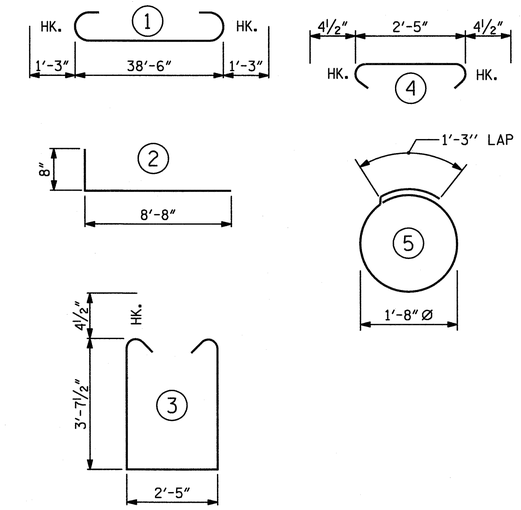
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



SECTION A-A

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

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: 7 LIN. FT.= 70	NO: 7 LIN. FT.= 70
PILE EXCAVATION IN SOIL LIN. FT.= 28	PILE EXCAVATION IN SOIL LIN. FT.= 18
PILE EXCAVATION NOT IN SOIL LIN. FT.= 35	PILE EXCAVATION NOT IN SOIL LIN. FT.= 35

BILL OF MATERIAL

FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	41'-0"	1115
B2	28	#4	STR	20'-7"	385
B3	10	#4	STR	2'-5"	16
D1	22	#6	STR	1'-6"	50
H1	40	#4	2	9'-4"	249
K1	16	#4	STR	2'-11"	31
S1	50	#4	3	10'-5"	348
S2	50	#4	4	3'-2"	106
S3	28	#4	5	6'-6"	122
V1	52	#4	STR	6'-2"	214

REINFORCING STEEL (FOR ONE END BENT) 2636 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 19.5 C.Y.

POUR #2 UPPER PART OF WINGS 2.3 C.Y.

TOTAL CLASS A CONCRETE 21.8 C.Y.

PROJECT NO. BD-5109L

DAVIDSON COUNTY

STATION: 13+67.40 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 1 & 2 DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			12

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRE' DAVENPORT, JR.

DocuSigned by: D. André Davenport, Jr. 895DC284F8644951 11/2/2015

ASSEMBLED BY : D.A. DAVENPORT	DATE : 10/27/15
CHECKED BY : T.R. PETERSON	DATE : 10/29/15
DRAWN BY : WJH 12/11	
CHECKED BY : AAC 12/11	

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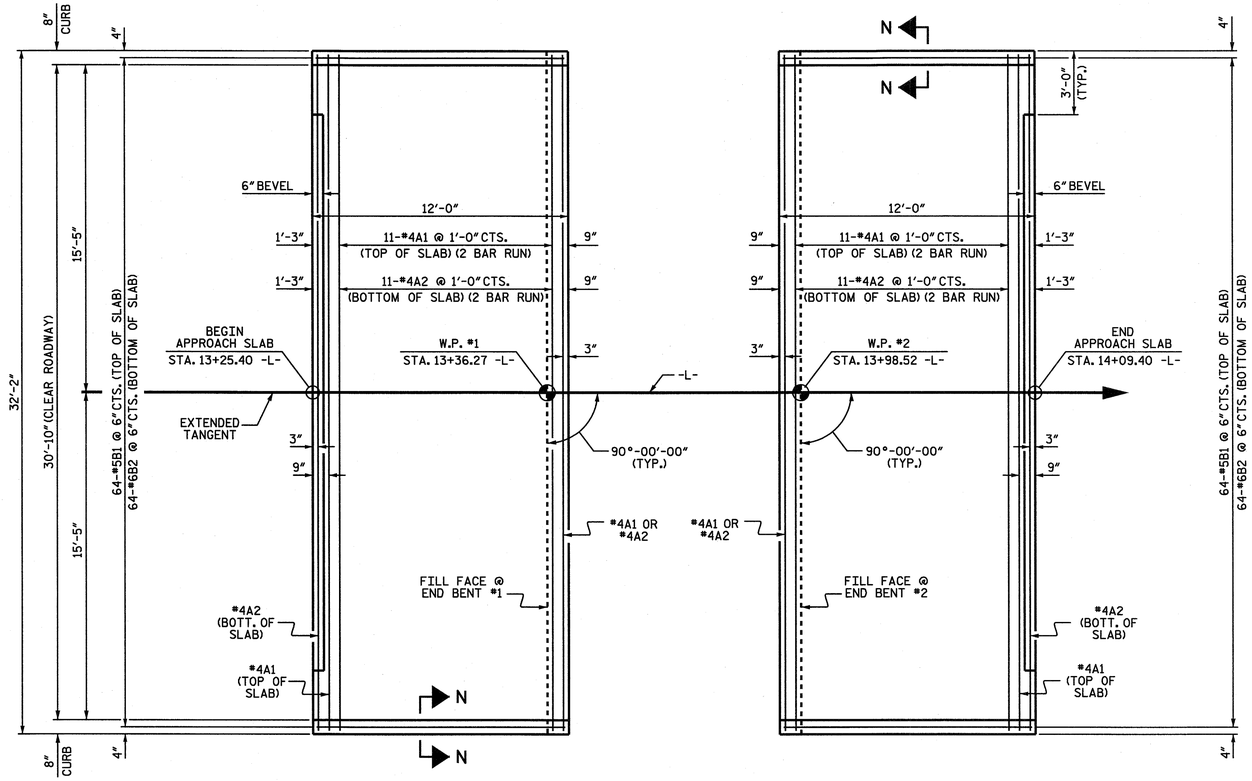
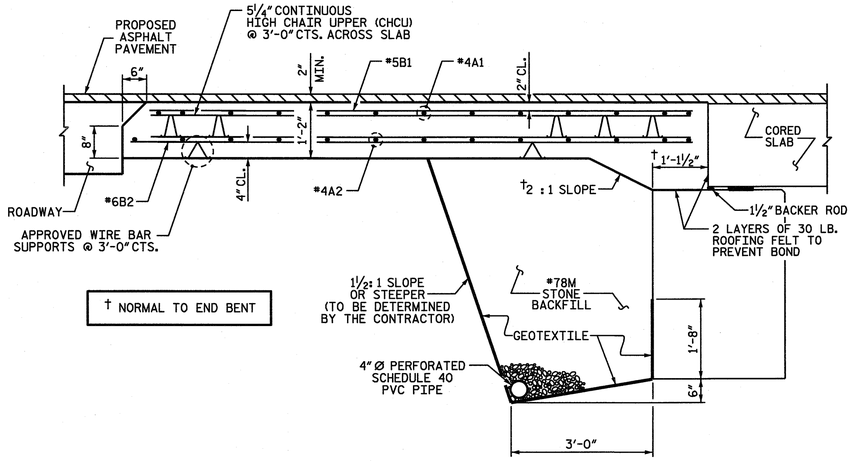


PLAN @ END BENT #1 PLAN @ END BENT #2

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 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.

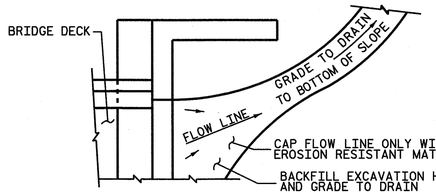
#78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

#78M STONE BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

FOR THE 4" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

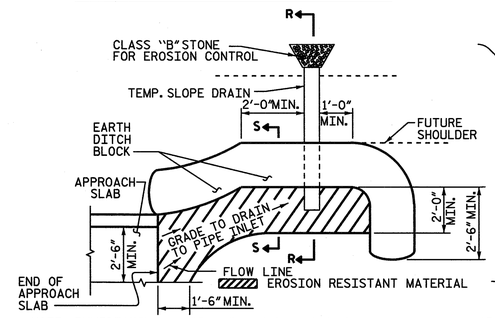
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.

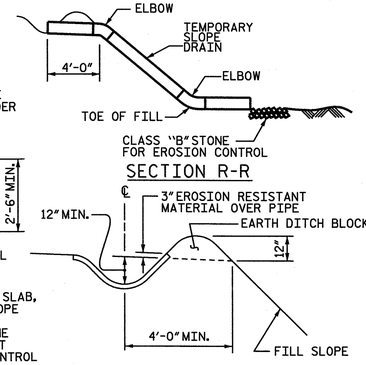


NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

TEMPORARY DRAINAGE DETAIL



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

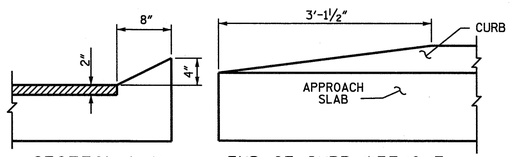


SECTION S-S

PLAN VIEW

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

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

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRÉ DAVENPORT, JR.

Docusigned by: D. André Davenport, Jr. 895DC284F664495...

11/2/2015

BILL OF MATERIAL

APPROACH SLAB AT EB #1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	26	#4	STR	16'-11"	294
A2	26	#4	STR	16'-9"	291
* B1	64	#5	STR	11'-2"	745
B2	64	#6	STR	11'-8"	1121
REINFORCING STEEL				LBS.	1412
* EPOXY COATED REINFORCING STEEL				LBS.	1039
CLASS AA CONCRETE				C. Y.	19.5

APPROACH SLAB AT EB #2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	26	#4	STR	16'-11"	294
A2	26	#4	STR	16'-9"	291
* B1	64	#5	STR	11'-2"	745
B2	64	#6	STR	11'-8"	1121
REINFORCING STEEL				LBS.	1412
* EPOXY COATED REINFORCING STEEL				LBS.	1039
CLASS AA CONCRETE				C. Y.	19.5

PROJECT NO. BD-5109L

DAVIDSON COUNTY

STATION: 13+67.40 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT

(SUB-REGIONAL TIER)

90° SKEW

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

ASSEMBLED BY : D.A. DAVENPORT DATE : 10/27/15
CHECKED BY : T.R. PETERSON DATE : 10/29/15

DRAWN BY : SHS/MAA 5-09
CHECKED BY : BCH 5-09

REV. 9-15 MAA/TMG

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STD. NO. BAS_33_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 (V) RGW REV. 5-7-03 RWW (V) JTE REV. 10-1-11 MAA (V) GM
REV. 8-16-99 RWW (V) LES REV. 5-1-06 TLA (V) GM

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