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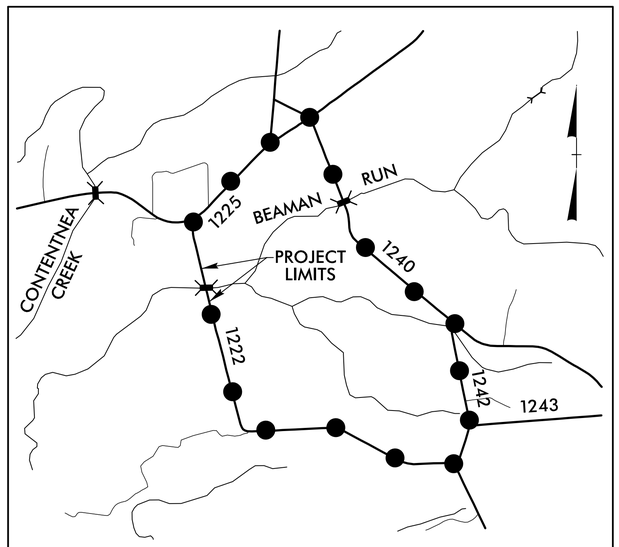
This file or an individual page shall not be considered a certified document.

09/08/99

TIP PROJECT: B–4530

CONTRACT: DB00354

See Sheet 1-A For Index of Sheets



VICINITY MAP

OFFSITE DETOUR

100% SUBMITTAL

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GREENE COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B–4530	1	50

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
38403.1.2	BRZ–1222(015)	PE
38403.2.1	BRZ–1222(015)	ROW/UTIL.
38403.3.1	BRZ–1222(015)	CONSTR.

LOCATION: REPLACE BRIDGE NO. 13 OVER BEAMAN RUN ON SR 1222 (BEAMAN OLD CREEK ROAD)

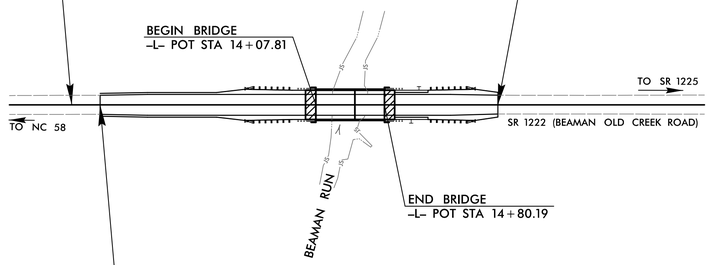
TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURES

NAD 83/
NA 2011

END CONSTRUCTION
END TIP PROJECT B–4530
–L– POT STA 16+00.00

BEGIN CONSTRUCTION
–L– POT STA 11+50.00

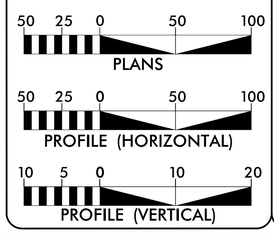
4



BEGIN TIP PROJECT B–4530
–L– POT STA 11+80.00

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2012 = 230
ADT 2032 = 460
K = 10 %
D = 60 %
T = 6 % *
V = 60 MPH
* TTST = 2% DUAL 4%
FUNC CLASS = LOCAL SUBREGIONAL

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT B–4530 = 0.066 MILES

LENGTH OF STRUCTURE PROJECT B–4530 = 0.014 MILES

TOTAL LENGTH OF PROJECT B–4530 = 0.080 MILES

Prepared In the Office of:

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
DECEMBER 14, 2016

LETTING DATE:
JUNE 14, 2017

DAVID W. BASS, PE
PROJECT ENGINEER

MONICA J. DUVAL
PROJECT DESIGN ENGINEER

BETTY ANN CALDWELL, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 15764 ENGINEER JAMES A BYRD P.E.

DocuSigned by: James A. Byrd
4/11/2017
SIGNATURE:

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 020107 ENGINEER DAVID W. BASS P.E.

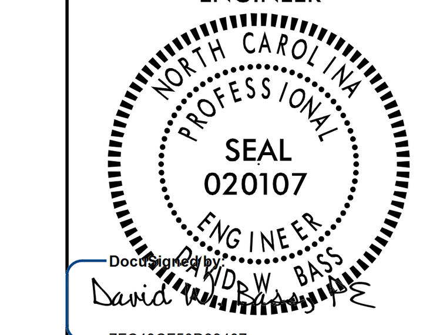
DocuSigned by: David W. Bass, PE
4/11/2017
SIGNATURE:

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

11-APR-2017 12:00
\Roadway\Proj\B4530_RDY_TSH.dgn
HNTB

PROJECT REFERENCE NO.	SHEET NO.
B–4530	1A–1

ROADWAY DESIGN ENGINEER



3/30/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

INDEX OF SHEETS

SHEET NUMBER	SHEET
1	TITLE SHEET
1A–1	INDEX OF SHEETS, GENERAL NOTES & LIST OF STANDARDS
1B–1	SYMBOLOGY SHEET
1C–1	SURVEY CONTROL SHEET
2A–1	TYPICAL SECTION SHEET
2C–1	STRUCTURE ANCHOR UNITS DETAIL
2D–1	MODIFIED CONCRETE FLUME DETAIL
3B–1	EARTHWORK, PAVEMENT REMOVAL, GUARDRAIL SUMMARY, SHOULDER BERM GUTTER SUMMARY, ROW SUMMARY, & DRAINAGE SUMMARY SHEET
4	PLAN & PROFILE SHEET
TMP–1 THRU TMP–2	TRAFFIC CONTROL PLANS
EC–1 THRU EC–4	EROSION CONTROL PLANS
RF–1	REFORESTATION PLANS
UC–1 THRU UC–4	UTILITY CONSTRUCTION PLANS
UO–1 THRU UO–2	UTILITIES BY OTHERS PLANS
X–1 THRU X–3	CROSS SECTION SHEETS
S–1 THRU S–19	STRUCTURE PLANS

GENERAL NOTES: 2012 SPECIFICATIONS
EFFECTIVE: 01–17–2012
REVISED: 10–31–2014

GRADE LINE:
GRADING AND SURFACING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AND ENDING AND AT STRUCTURES AS DIRECTED 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 II.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING TH ROATE 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

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

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.

SUBSURFACE PLANS:

SUBSURFACE STRUCTURE PLANS ARE AVAILABLE ON THIS PROJECT.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE

POWER – PITT AND GREENE EMC

PHONE – CENTURYLINK

WATER – GREENE COUNTY WATER

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON PLANS.

RIGHT–OF–WAY MARKERS:

ALL RIGHT–OF–WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY THE OTHERS.

2012 ROADWAY ENGLISH STANDARD DRAWINGS

EFF. 01–17–2012
REV. 02–29–2016

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	
200.02	Method of Clearing – Method II
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	
422.10	Reinforced Bridge Approach Fills
DIVISION 5 – SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction – High Side of Superelevated Curve – Method I
DIVISION 8 – INCIDENTALS	
840.00	Concrete Base Pad for Drainage Structures
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 (Beg. March 2013 letting use detail in lieu of Standard)
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets

8/17/99

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04/06/15

PROJECT REFERENCE NO.	SHEET NO.
B-4530	1-B

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:

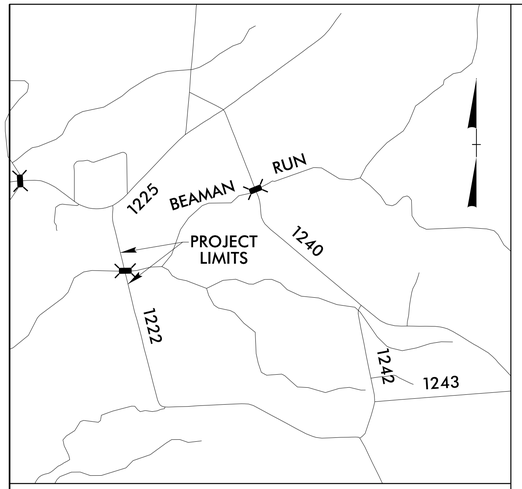
- Sanitary Sewer Manhole
- Sanitary Sewer Cleanout
- U/G Sanitary Sewer Line — SS
- Above Ground Sanitary Sewer — A/G Sanitary Sewer
- SS Forced Main Line LOS B (S.U.E.*) — FSS
- SS Forced Main Line LOS C (S.U.E.*) — FSS
- SS Forced Main Line LOS D (S.U.E.*) — FSS

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.

PROJECT REFERENCE NO.	SHEET NO.
B–4530	1C–1
LOCATION AND SURVEYS	

SURVEY CONTROL SHEET B–4530



VICINITY MAP

BL

POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
B45301	B4530-1 (GPS MO	655956.0750	2374260.1560	91.27	OUTSIDE PROJECT LIMITS	
B45302	B4530-2 (GPS MO	656879.1110	2374032.4480	58.19	14+78.47	14.98 LT

NAD 83/
NA 2011

–L– STA 11+50.00
BEGIN CONSTRUCTION
LOCALIZED PROJECT COORDINATES
N = 656,563.5648
E = 2,374,124.8911

–L– STA 11+80.00
BEGIN TIP PROJECT
LOCALIZED PROJECT COORDINATES
N = 656,592.7092
E = 2,374,117.7771

NCDOT GPS STATION "B4500–2"
LOCALIZED PROJECT COORDINATES
N = 656,879.1110
E = 2,374,032.4480

–L– STA 16+00.00
END CONSTRUCTION
LOCALIZED PROJECT COORDINATES
N = 657,000.7295
E = 2,374,018.1808

–L– POT Sta. 10+00.00

POT Sta. 20+99.38

N 13° 43' 02.8" W

BEAMAN RUN

NCDOT GPS STATION "B4500–1"
LOCALIZED PROJECT COORDINATES
N = 655,956.0750
E = 2,374,260.1560

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "B4530-2" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 656879.1110(ft) EASTING: 2374032.4480(ft) ELEVATION: 58.1900(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999888716
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B4530-2" TO -L- STATION 11+50 IS S 16°19'42.93" E 328.81(ft)
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

NOTE: DRAWING NOT TO SCALE

NOTES:

THE CONTROL DATA FOR THIS PROJECT CAN BE FOUND ELECTRONICALLY BY SELECTING PROJECT CONTROL DATA AT:
HTTP://WWW.NCDOT.GOV/DOH/PRECONSTRUCT/HIGHWAY/LOCATION/PROJECT/

THE FILES TO BE FOUND ARE AS FOLLOWS:
TIP B4530_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.

PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.

6/2/99

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
B-4350	2A-1

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 020107 ENGINEER

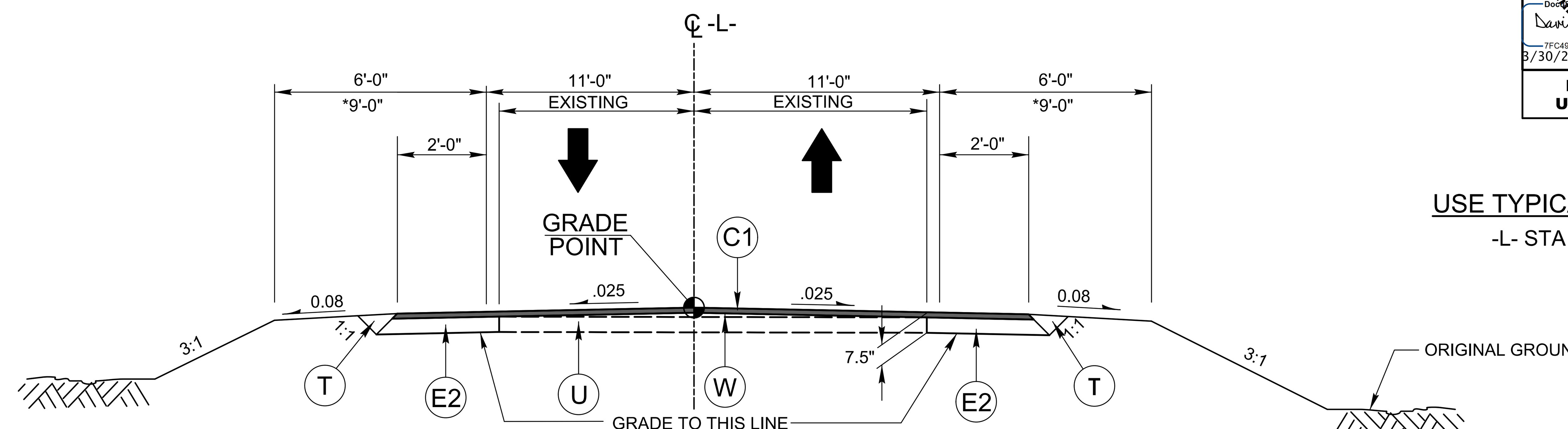
3/30/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD IN EACH OF TWO LAYERS.
C3	PROP. VARIABLE DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD PER INCH. DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 1" IN DEPTH OR GREATER THAN 1.5" IN DEPTH.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YARD.
E2	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YARD IN EACH OF TWO LAYERS.
E3	PROP. VARIABLE DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B AT AN AVERAGE RATE OF 114 LBS. PER SQ. YARD PER INCH. DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5.5" IN DEPTH.
R	SHOULDER BERM GUTTER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W	WEDGING (SEE DETAIL)

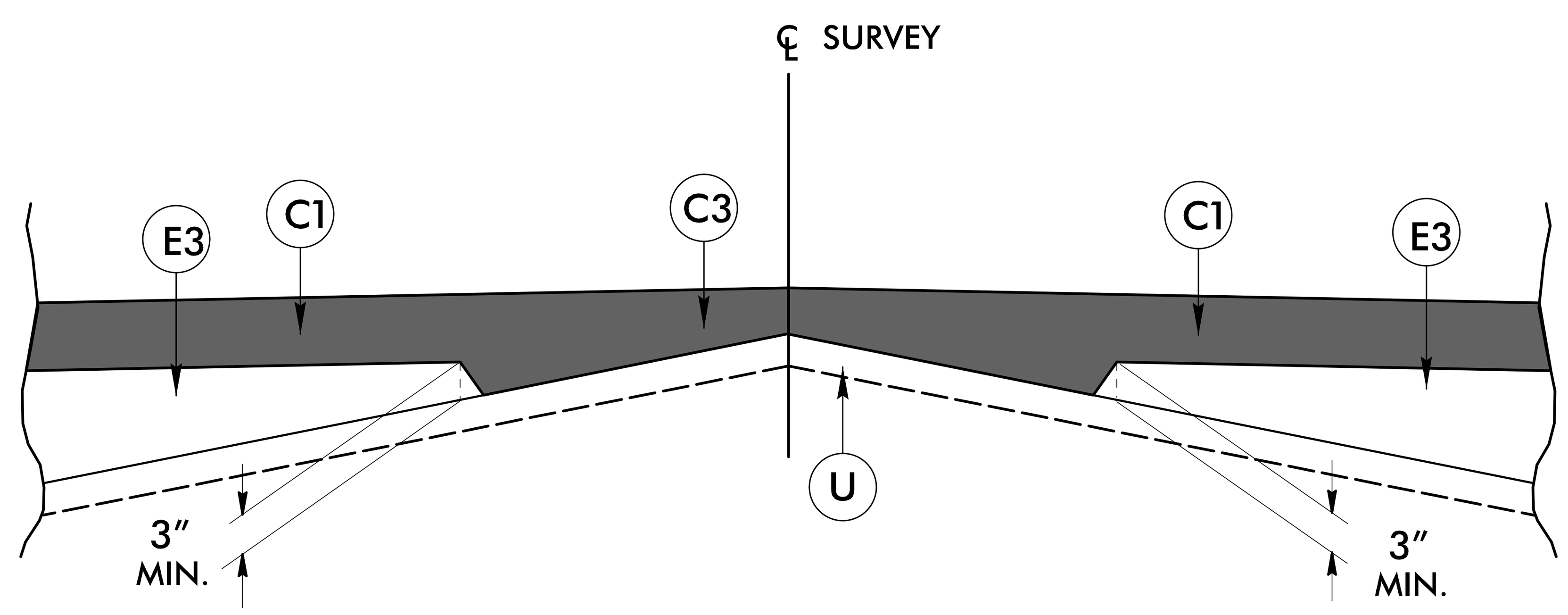
ALL PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE



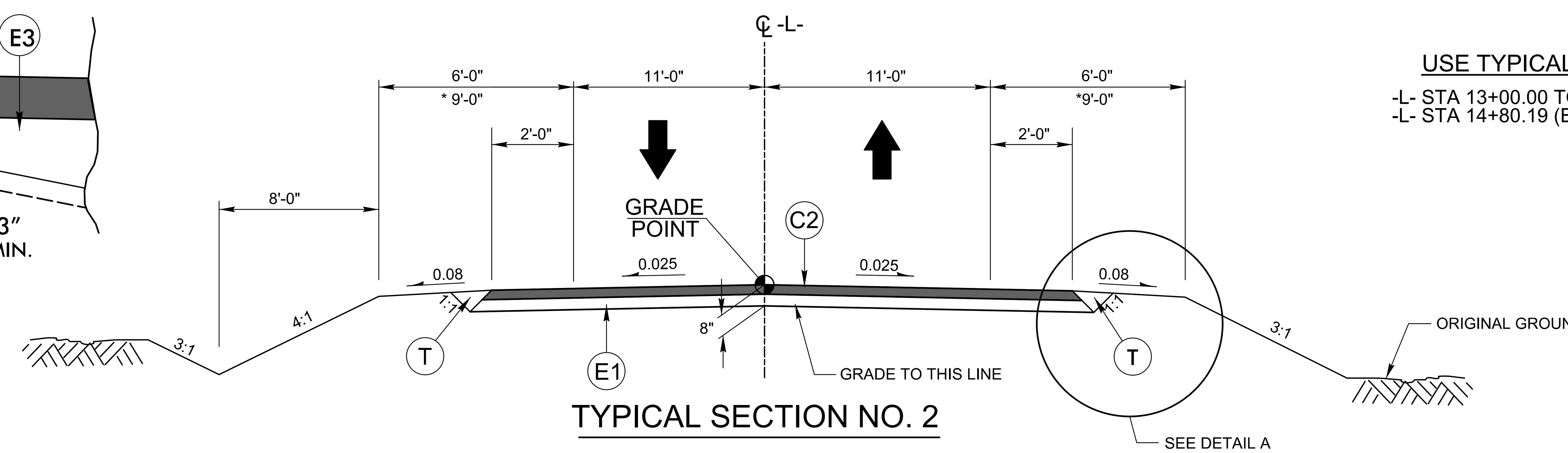
TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 FROM:

-L- STA 11+80.00 TO STA 13+00.00



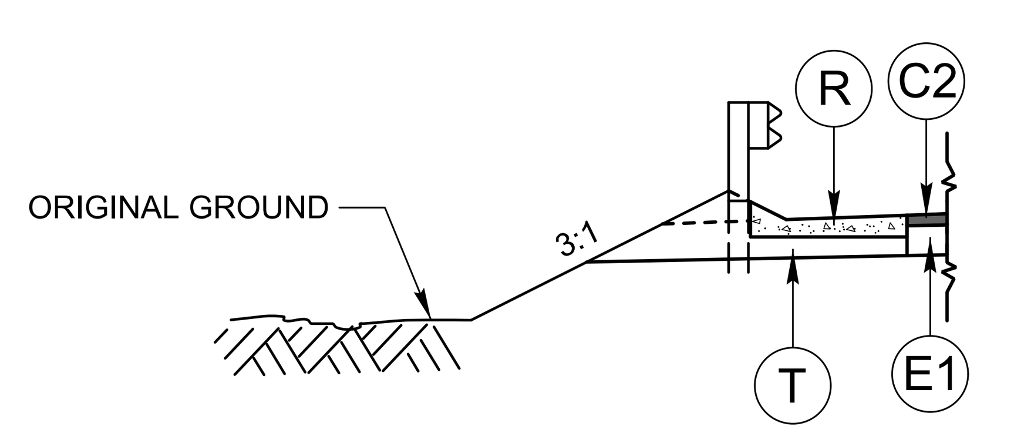
Detail Showing Method of Wedging



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 FROM:

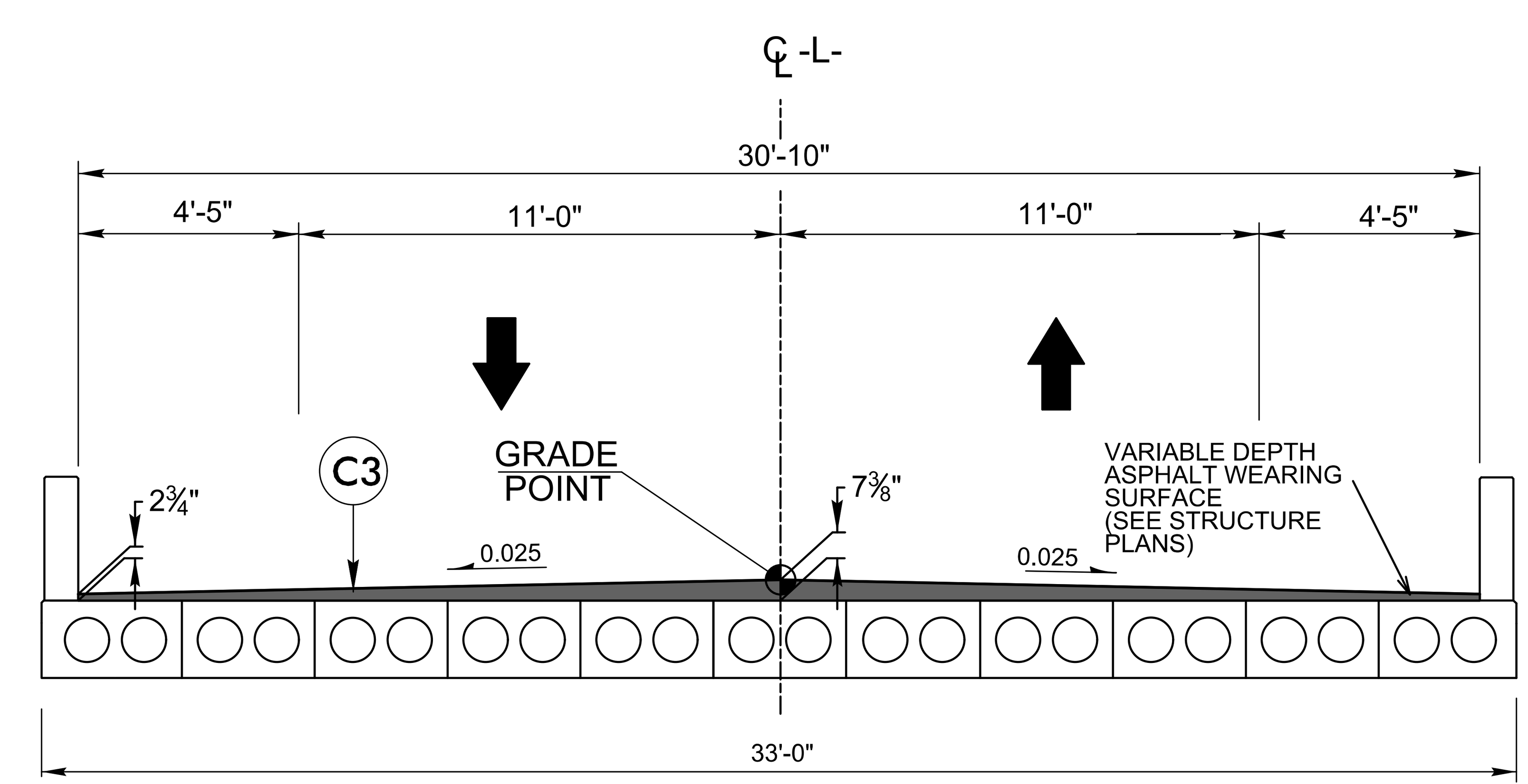
-L- STA 13+00.00 TO STA 14+07.81 (BEGIN BRIDGE)
-L- STA 14+80.19 (END BRIDGE) TO STA 16+00.00



DETAIL A

SHOULDER BERM GUTTER LOCATIONS

-L- STA 14+91.06 TO STA 15+26.19 RT/LT



TYPICAL SECTION NO. 3

CORED SLAB BRIDGE OVERLAY

USE TYPICAL SECTION NO. 3 FROM:

-L- STA 14+07.81 TO STA 14+80.19

NOTES: * SHOULDER WIDTH INCREASED 3' WITH THE USE OF GUARDRAIL

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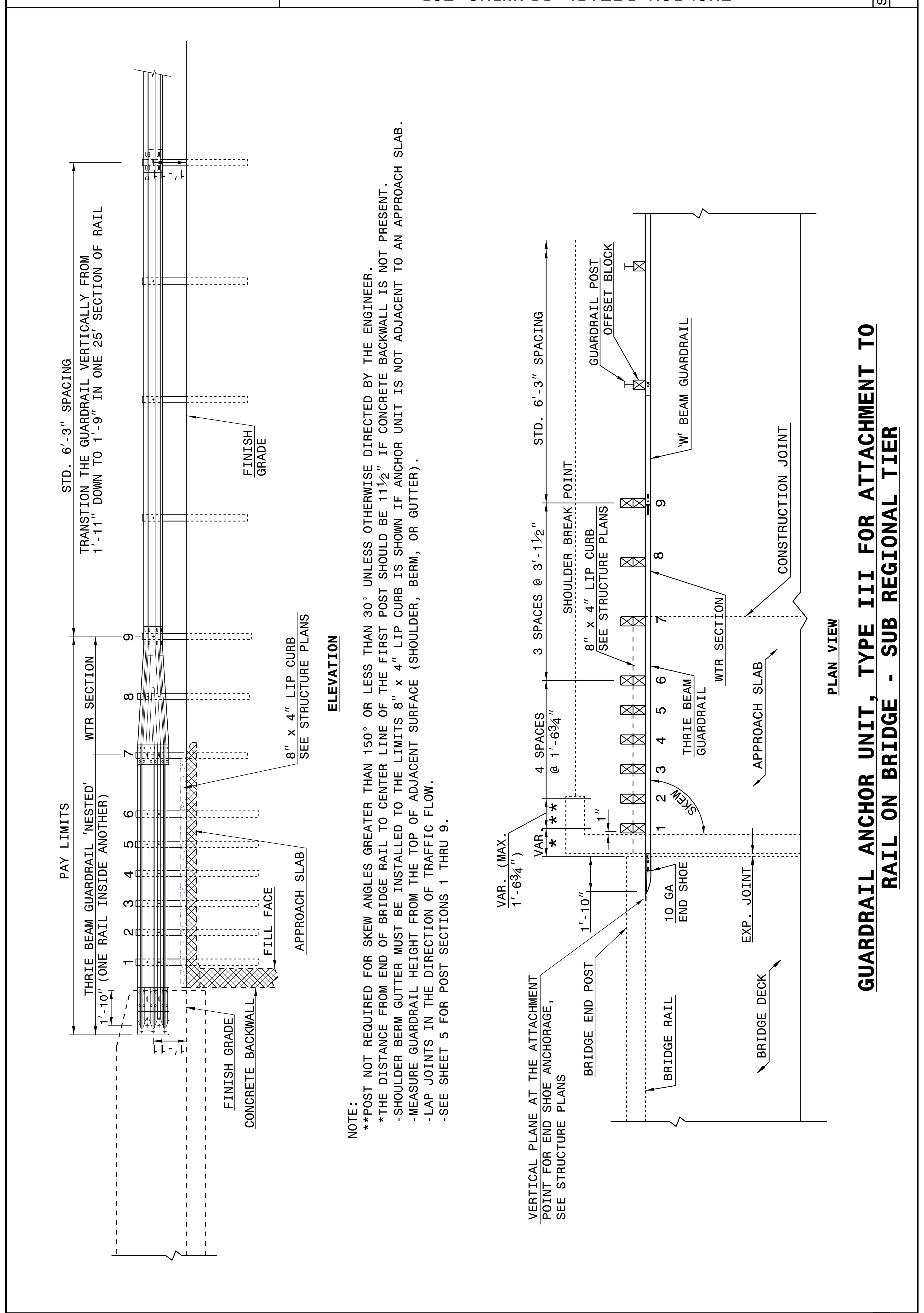
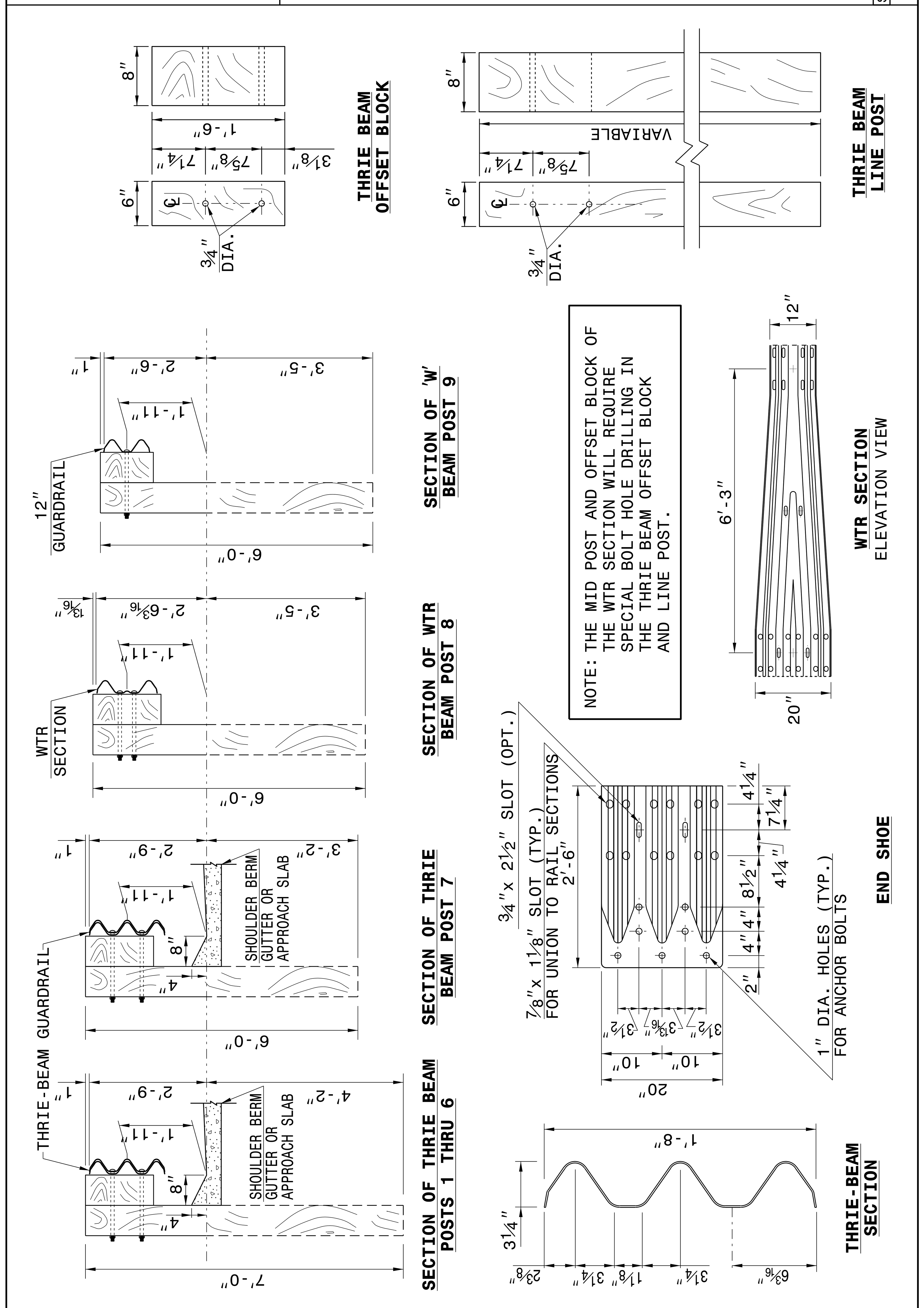
HNTB

PROJECT REFERENCE NO.	SHEET NO.
B-4530	2C-1





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

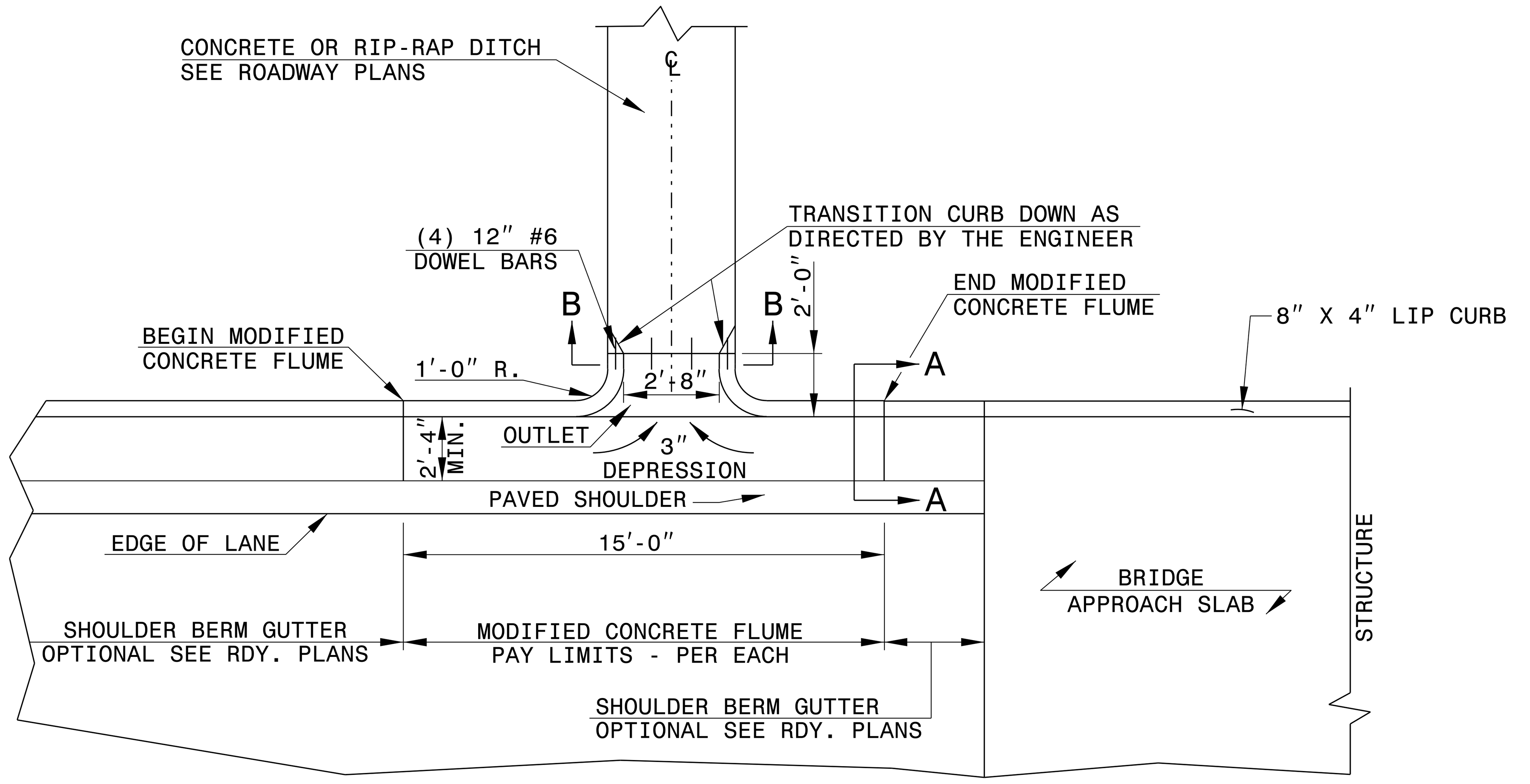
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

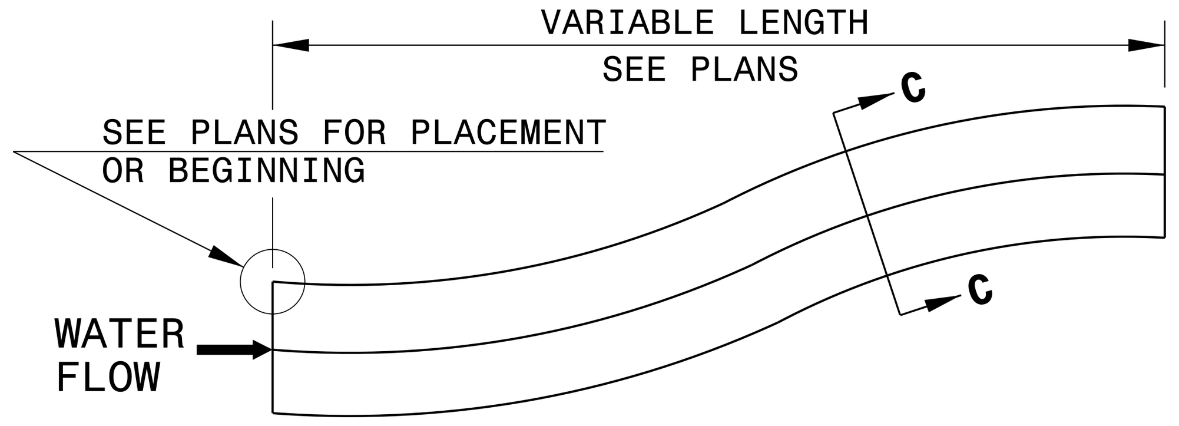
ORIGINAL BY: J. HOWERTON DATE: 06-22-12
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.:

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

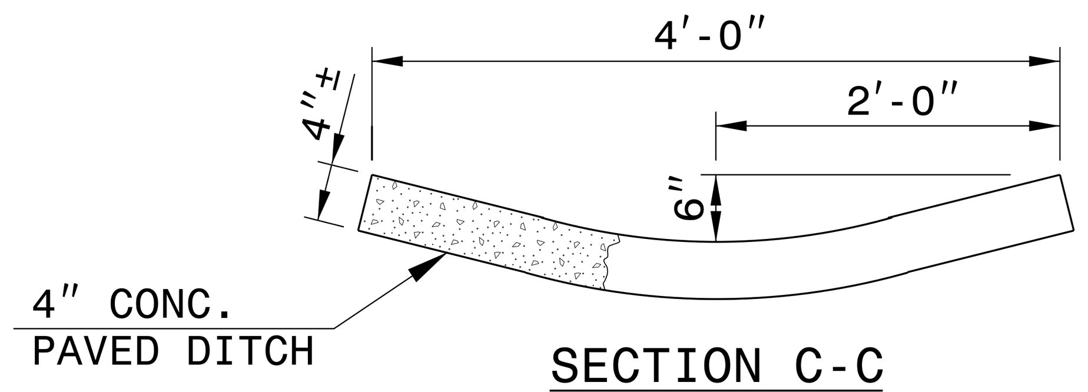
ENGLISH DETAIL DRAWING FOR
MODIFIED CONCRETE FLUME
WITH CONCRETE OR RIP-RAP DITCH



PLAN VIEW



DOWNGRADE OR SAG



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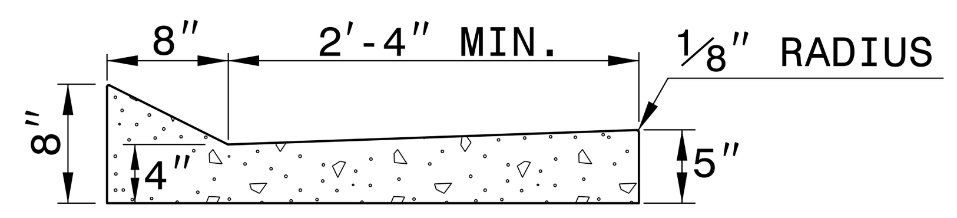

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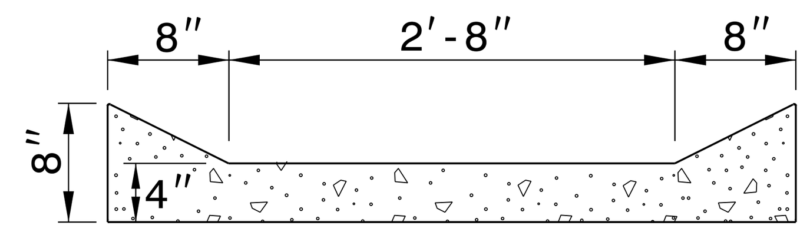

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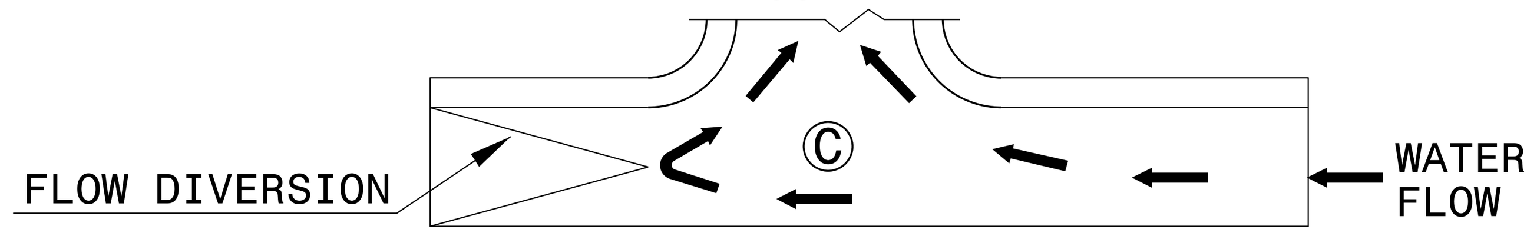
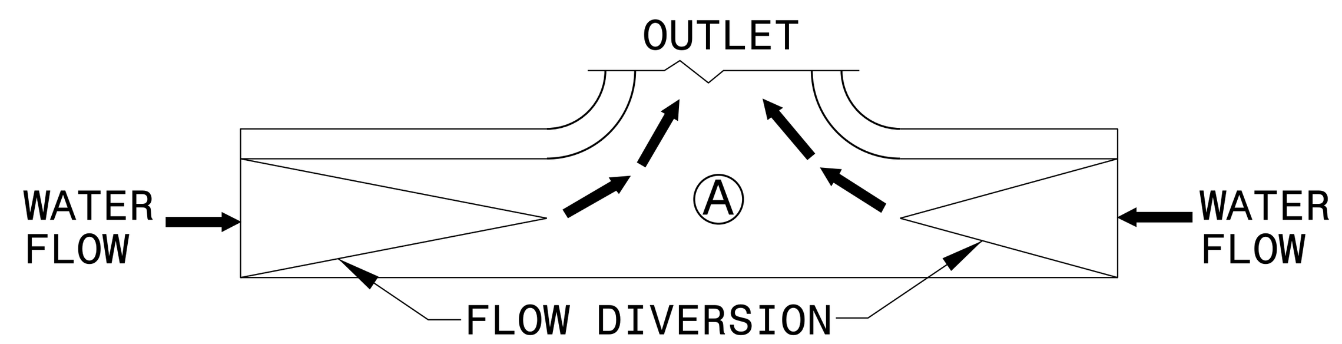
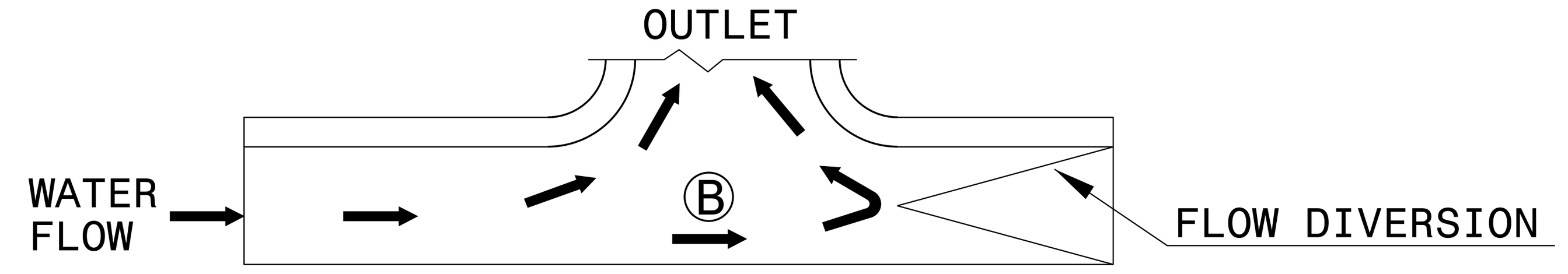


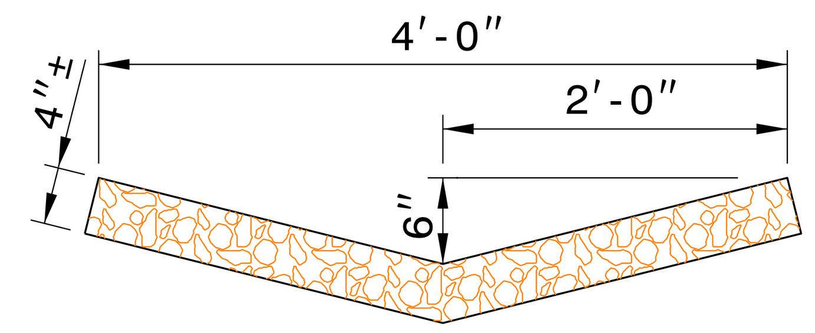


SAG



DOWN GRADE

FLOW DIVERSION EXAMPLES



RIP-RAP LINED DITCH

NOTES:

- CONSTRUCT MODIFIED CONCRETE FLUME AND SHOULDER BERM GUTTER IN ACCORDANCE WITH THIS DETAIL.
- CONSTRUCT CONCRETE DITCH IN ACCORDANCE WITH STD. DWG. NO. 850.01.
- CONSTRUCT RIP RAP LINED DITCH IN ACCORDANCE WITH THIS DETAIL, IF CALLED FOR IN PLANS.
- CONCRETE OR RIP RAP LINED DITCH SHALL BE THE TYPE AND LENGTH SPECIFIED BY THE ROADWAY PLANS. THE DITCH SHALL TERMINATE AS SHOWN ON THE PLANS. IF NO TERMINATION IS INDICATED PLACE RIP-RAP AT THE END OF THE DITCH AS INDICATED BY STD. DWG. 876.02 FOR AN 18″ PIPE. TRANSITIONS FROM THE DITCH TO TERMINATION SHALL BE AS DIRECTED BY THE ENGINEER.
- MODIFICATIONS SHALL BE AS DICTATED BY SITE CONDITIONS AND DIRECTED BY THE ENGINEER.

SHEET 1 OF 1
MODFLMDTCH

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

ENGLISH DETAIL DRAWING FOR
MODIFIED CONCRETE FLUME
WITH CONCRETE OR RIP-RAP DITCH

SHEET 1 OF 1
MODFLMDTCH

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SEE PLATE FOR TITLE

ORIGINAL BY: E.E. Ward DATE: Apr. 2002
MODIFIED BY: E.E. Ward DATE: July 2004
CHECKED BY: DATE:
FILE SPEC.: w:details\stand\modifiedflume.dgn

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

COMPUTED BY: MONICA DUVAL DATE: 11/21/16
CHECKED BY: DAVID W. BASS, PE DATE: 11/21/16

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
B-4530	3B-1

SUMMARY OF EARTHWORK

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
-L- STA 11+80.00	STA 14+07.81(BRIDGE)	65	106	41	
-L- STA 14+80.19(BRIDGE)	STA 16+00.00	113	15		98
TOTALS:		178	121	41	98
WASTE IN LIEU OF BORROW				-41	-41
PROJECT TOTALS:		178	121	0	57
GRAND TOTALS:		178	121	0	57
SAY:		200			57

Note: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
-L-	STA 13+00.00	STA 14+13.98	CL	256.20
	STA 14+73.51	STA 16+00.00	CL	284.47
			TOTAL:	540.67
			SAY:	550

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH (FT)
-L-	STA 14+91.06 RT	STA 15+26.19 RT	35.13
	STA 14+91.06 LT	STA 15+26.19 LT	35.13
		TOTAL:	70.26
		SAY:	75

ROW AREA DATA SUMMARY

PARCEL NO.	PROPERTY OWNERS NAMES	PROP. R/W	PERM. UTILTIY EASE.	PERM. DRAIN. EASE.	PERM. DRAINAGE UTILITY EASE.	CONST. EASE.
1	CAREY MICHAELS WALTERS					565.36 S.F.
2	SPORTSMAN PROPERTIES LLC BULLHEAD PROPERTIES LLC					356.74 S.F.
3	CHARLES LESTER & BRENDA B WARREN					684.64 S.F.
4	WILTON LOUIS, JR & VICKIE JEAN COX					393.26 S.F.

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

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPROACH END	WARRANT POINT TRAILING END	"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH APPROACH END	FLARE LENGTH TRAILING END	W APPROACH END	W TRAILING END	ANCHORS XI MOD	ANCHORS TYPE III	ANCHORS GRAU 350	ANCHORS M-350	ANCHORS XIII	ANCHORS CAT-1	ANCHORS VI MOD	ANCHORS BIC	ANCHORS AT-1	IMPACT ATTENUATOR TYPE 350 EA	IMPACT ATTENUATOR TYPE 350 G	IMPACT ATTENUATOR TYPE 350 NG	SINGLE FACED GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
-L-	STA 13+32.81	STA 14+07.81(BRIDGE)	RT	75'			STA 14+09(BRIDGE)		4.42'	7.42'	50'		1'			1	1													
	STA 13+32.81	STA 14+07.81(BRIDGE)	LT	75'				STA 14+09(BRIDGE)	4.42'	7.42'		50'		1'		1	1													
	STA 14+80.19(BRIDGE)	STA 15+76.19	RT	96'				STA 14+79(BRIDGE)	4.42'	7.42'		50'		1'		1	1													
	STA 14+80.19(BRIDGE)	STA 15+76.19	LT	96'			STA 14+79(BRIDGE)		4.42'	7.42'	50'		1'			1	1													
			SUBTOTAL:	342'												4	4													
			ANCHOR DEDUCTIONS:																											
			GRAU 350: 4@50'	-200'																										
			TYPE III:4@18.75'	-75'																										
			TOTAL:	67'																										
			SAY:	75'												4	4													
			5 ADDITIONAL POST																											

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

STATION / SIZE / THICKNESS OR GAUGE	LOCATION (LT,RT, OR CL)	STRUCTURE NO. FROM	STRUCTURE NO. TO	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	SLOPE CRITICAL	CAAP 12"	CAAP 15"	CAAP 18"	CAAP 24" .064	CAAP 30" .079	CAAP 36"	CAAP 42" .109	CAAP 48"	BITUMINOUS COATED C.S. PIPE TYPE B (UNLESS NOTED OTHERWISE) 12" .064	15" .064	18" .064	24" .064	24"	30" .079	30"	36" .079	36"	42" .109	42"	48" .109	48"	CLASS III R.C. PIPE OR ALUMINIZED C.S. PIPE, TYPE IR OR HDPE PIPE, TYPE S OR D 12"	15"	18"	24"	30"	36"	42"	48"	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. 840.24	G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.24	J.B. STD. 840.31 OR 840.32	TB GRATED D.I., TYPE 'B' STD. 840.35	T.B.D.I. (N.S.) FRAME AND TWO GRATES STD. 840.29		CONCRETE FLUME			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
-L- STA 15+23	RT																																																															1							
-L- STA 15+23	LT																																																															1							
TOTAL																																																															2							

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

12/06/07
28-MAR-2017 19:15
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HNTB

8/17/99

BEGIN TIP PROJECT B–4530
–L– POT STA 11+80.00

BEGIN CONSTRUCTION
–L– STA 11+50.00

–L– POT Sta. 10+00.00

SPORTSMAN PROPERTIES LLC &
BULLHEAD PROPERTIES LLC
DB 695 PG 676
2

BRIDGE EXCAVATION LIMITS

GPS MON B4530-2

+00.00 –L– 35.00′ LT

CLASS 'B' RIP-RAP EST. 1 TONS EST. 5 SYGF

PROP. CONC. FLUME – SEE DETAIL SHEET 2D–1

+50.00 –L– 30.00′ LT

13.5′ INC.

+73.00

50′ EOT TAPER RT/LT

+93.50

27′ INC.

2′ FDPS

END TIP PROJECT B–4530
–L– POT STA 16+00.00

WILTON LOUIS, JR. &
VICKIE JEAN COX
DB 617 PG 723
4

CAREY MICHAEL WALTERS
DB 548 PG 159
1

SPECIAL LAT. 'V' DITCH SEE DETAIL 2

+00.00 –L– 30.00′ RT

+50.00 –L– 35.00′ RT

CLASS 'B' RIP-RAP EST. 5 TONS EST. 15 SYGF

VAR. WIDTH SPECIAL LAT. BASE DITCH SEE DETAIL 1

CLASS 'B' RIP-RAP EST. 1 TONS EST. 5 SYGF

PROP. CONC. FLUME – SEE DETAIL SHEET 2D–1

CHARLES LESTER &
BRENDA B WARREN
DB 649 PG 641
3

BM#10

SR 1222 (BEAMAN OLD CREEK RD) 20′ BST

N 13° 43′ 02.8″ W

NAD 83/NA 2011

SKETCH OF BRIDGE IN RELATIONSHIP TO PAVEMENT

NTS

BEGIN BRIDGE
–L– POT STA 14+07.81

BEGIN APPROACH SLAB
–L– POT STA 13+96.94

BEGIN SBG
–L– STA 14+91.06 RT/LT

END SBG
–L– STA 15+26.19 RT/LT

8:1 TAPER · GRAU 350 · TYPE III · JS · 11′ · 15.42 · 025 · –L– · N 13° 43′ 02.8″ W · BEAMAN RUN

END APPROACH SLAB
–L– POT STA 14+91.06

END BRIDGE
–L– POT STA 14+80.19

DETAIL 1
VAR. WIDTH SPECIAL LATERAL BASE DITCH
(Not to Scale)

Natural Ground · 3:1 · d1 · D · 3:1 or Flatter · Fill Slope · Geotextile · B

Min. D = 1.0 to 0.0 Ft.
Max. d = 1.0 Ft.
B = 0.0 to 5.0 Ft.
Type of Liner = Class 'B' Rip-Rap
FROM –L– STA. 13+50 TO STA. 13+68 RT

DETAIL 2
SPECIAL LATERAL 'V' DITCH
(Not to Scale)

Natural Ground · 3:1 · D · 3:1 or Flatter · Fill Slope

Min. D = 1.0 Ft.
FROM –L– STA. 11+50 TO STA. 13+50 RT
FROM –L– STA. 15+06 TO STA. 16+00 RT

MATERIAL TO BE REMOVED

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "B4530-2" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 656879.1110(ft) EASTING: 2374032.4480(ft) ELEVATION: 58.1900(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999888716
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B4530-2" TO –L– STATION IS

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

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	=	850	CFS
DESIGN FREQUENCY	=	25	YRS
DESIGN HW ELEVATION	=	58.0	FT
BASE DISCHARGE	=	1300	CFS
BASE FREQUENCY	=	100	YRS
BASE HW ELEVATION	=	59.13	FT
OVERTOPPING DISCHARGE	=	980	CFS
OVERTOPPING FREQUENCY	=	>25(+)	YRS
OVERTOPPING ELEVATION	=	58.49	FT
DATE OF SURVEY	=	07/27/2016	
W.S. ELEVATION AT DATE OF SURVEY	=	53.3	FT

BM#10 – RR SPIKE IN BASE OF 15" GUM
–L– STA 18+42.94, 30.02′ RT
ELEV. = 63.17

–L–

BEGIN GRADE
–L– STA 11+80.0
ELEV. = 64.09

END GRADE
–L– STA 16+00.00
ELEV. = 58.57

RIGHT DITCH ----------

WS EL = 53.3′
SURVEY 07–27–16

PI = 13+90.00
EL = 57.83′
VC = 420′
K = 126
V = 57 MPH

(–) 3.3200% · (–) 2.9810% · (–) 0.5000% · (+) 0.3524% · (+) 1.0000% · (+) 2.6622%

BEGIN SPECIAL LAT. 'V' DITCH (RT)
PI = 11+50.00
EI = 63.37

END SPECIAL LAT. 'V' DITCH (RT)
BEGIN VAR. WIDTH LAT. BASE DITCH (RT)
PI = 13+50.00
EI = 56.73

END VAR. WIDTH LAT. BASE DITCH (RT)
PI = 13+68.00
EI = 56.64

BEGIN BRIDGE –L– STA 14+07.81

END GRADE –L– STA 14+80.19

BEGIN SPECIAL LAT. 'V' DITCH (RT)
PI = 15+06.00
EI = 55.03

PI = 15+26.00 (RT)
EI = 55.23

END SPECIAL LAT. 'V' DITCH (RT)
PI = 16+00.00
EI = 57.20

80 · 70 · 60 · 50 · 40 · 30 · 20

11+00 · 12+00 · 13+00 · 14+00 · 15+00 · 16+00 · 17+00 · 18+00 · 19+00 · 20+00

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
B–4530	4
R/W SHEET NO.	

ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 020107 ENGINEER
Docusigned by: David W. Bass
7EC49CF50039407...
3/30/2017

HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 15764 ENGINEER
Docusigned by: James R. Bird
23592958E54F47C...
3/31/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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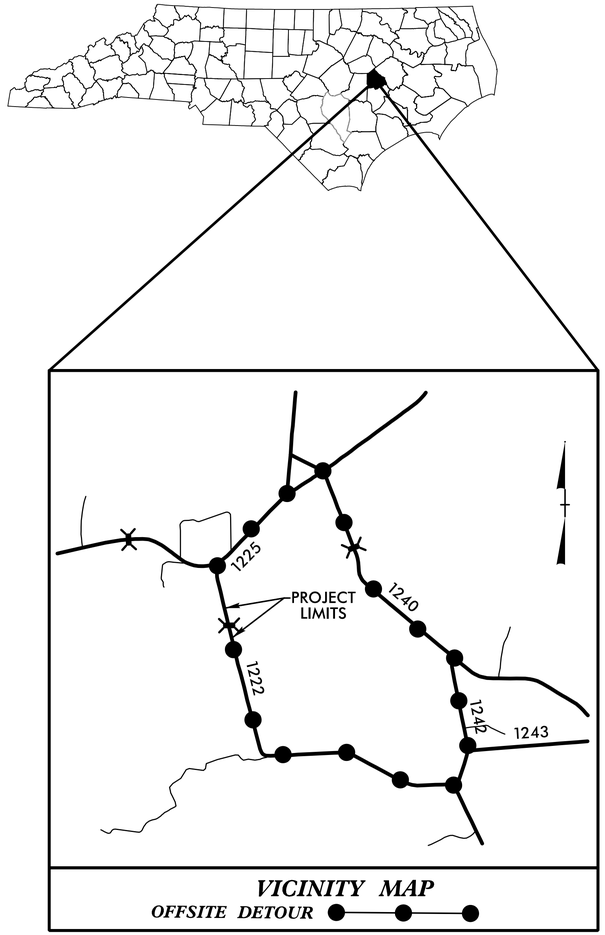
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

GREENE COUNTY



VICINITY MAP
OFFSITE DETOUR

LOCATION: REPLACE BRIDGE NO 13 OVER BEAMAN RUN ON SR 1222 (BEAMAN OLD CREEK ROAD)

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY, INDEX OF SHEETS AND LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS
TMP-2	GENERAL NOTES AND DETAIL

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1145.01	BARRICADES

RHONDA B. EARLY, PE — *TRAFFIC CONTROL PROJECT ENGINEER*
JENIFER PHILLIPS — *TRAFFIC CONTROL DESIGN ENGINEER*
S.J. HAMILTON, PE, CPM — *NCDOT CONTACT*

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Ste 200
Raleigh, North Carolina 27609
NC License No: C-1554

APPROVED: DocuSigned by: Rhonda B. Early F34CAF5AC6BF48A...
DATE: 3/29/2017
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 023521 ENGINEER RHONDA B. EARLY

SHEET NO. TMP-1

B-4530

TIP PROJECT:

1:27:59 PM
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HNTB

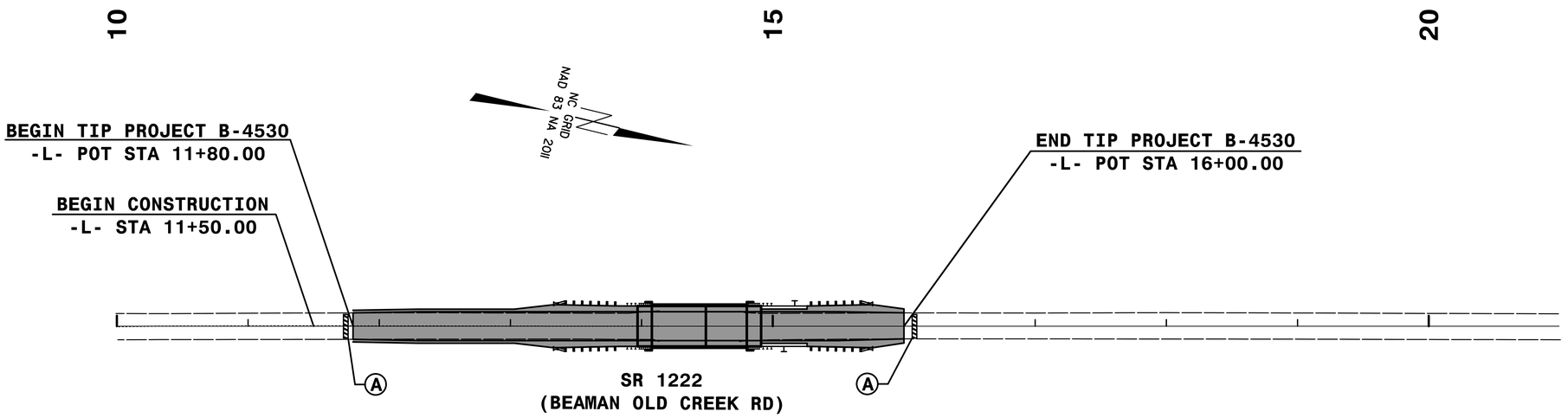
PROJ. REFERENCE NO.	SHEET NO.
B-4530	TMP-2

GENERAL NOTES

IMPLEMENT TRAFFIC CONTROL IN ACCORDANCE WITH THE ROADWAY STANDARD DRAWINGS LISTED ON TMP-1

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. MODIFICATIONS MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER.

STATE FORCES WILL INSTALL AND MAINTAIN THE PROJECT DETOUR AND THE TYPE III BARRICADES AT THE PROJECT LIMITS. STATE FORCES WILL INSTALL MARKINGS AND MARKERS ON THE FINISHED PROJECT. CALL JIM EVANS AT 252-830-3493 FOR COORDINATION.



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: DocuSigned by: Rhonda B. Early F34CAF5AC8BF48A...

DATE: 3/29/2017

NORTH CAROLINA PROFESSIONAL SEAL 023521 ENGINEER RHONDA B. EARLY SEAL

STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION ·

HNTB

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

TRANSPORTATION MANAGEMENT PLAN

GENERAL NOTES AND DETAIL

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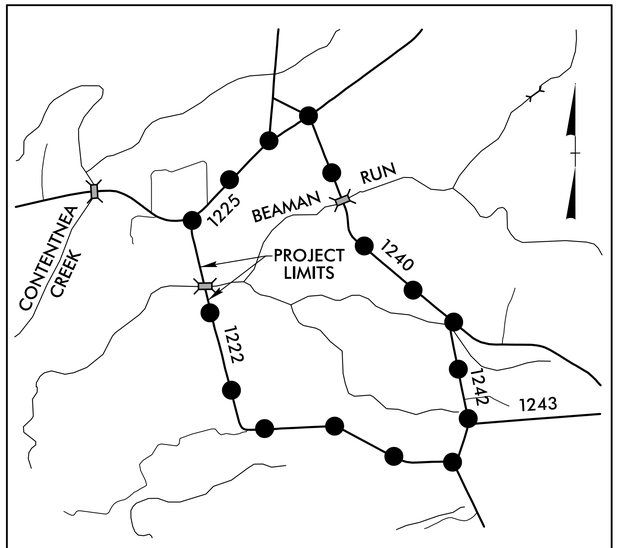
TIP PROJECT: B-4530



VICINITY MAP
OFFSITE DETOUR

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL

GREENE COUNTY

LOCATION: REPLACE BRIDGE NO. 13 OVER BEAMAN RUN ON SR 1222 (BEAMAN OLD CREEK ROAD)

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURES

NAD 83/NA 2011

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4530	EC-1	#

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION

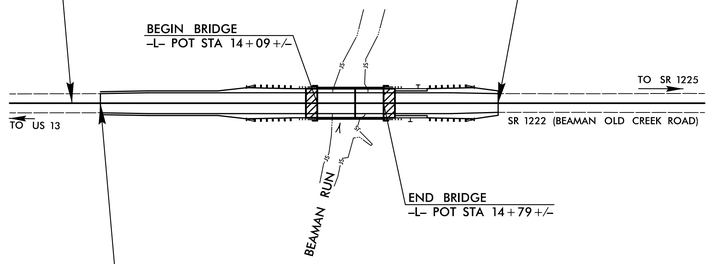
EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TSD
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	
1622.01	Temporary Berms and Slope Drains	
	Silt Basin Type B	
1633.01	Temporary Rock Silt Check Type-A	
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	
	Temporary Rock Silt Check Type-B	
	Wattle / Coir Fiber Wattle	
	Wattle / Coir Fiber Wattle with Polyacrylamide (PAM)	
1634.01	Temporary Rock Sediment Dam Type-A	
1634.02	Temporary Rock Sediment Dam Type-B	
1635.01	Rock Pipe Inlet Sediment Trap Type-A	
1635.02	Rock Pipe Inlet Sediment Trap Type-B	
1630.04	Stilling Basin	
1630.06	Special Stilling Basin	
	Rock Inlet Sediment Trap:	
1632.01	Type A	A
1632.02	Type B	B
1632.03	Type C	C
	Skimmer Basin	
	Tiered Skimmer Basin	
	Infiltration Basin	

END CONSTRUCTION
END TIP PROJECT B-4530
-L- POT STA 16+00.00

BEGIN CONSTRUCTION
-L- POT STA 11+50.00

4



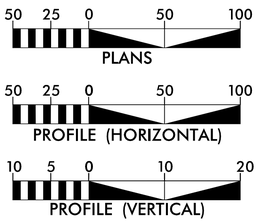
BEGIN TIP PROJECT B-4530
-L- POT STA 11+80.00

THIS PROJECT HAS BEEN DESIGNED TO SENSITIVE WATERSHED STANDARDS.

ENVIRONMENTALLY SENSITIVE AREA(S) EXIST ON THIS PROJECT

Refer To E. C. Special Provisions for Special Considerations.

GRAPHIC SCALES



ROADSIDE ENVIRONMENTAL UNIT
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY WITH THE REGULATIONS SET FORTH BY THE NCG-010000 GENERAL CONSTRUCTION PERMIT EFFECTIVE AUGUST 1, 2016 ISSUED BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES DIVISION OF WATER QUALITY.

Prepared In the Office of:

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

2012 STANDARD SPECIFICATIONS

NATALIE CHAN, P.E.
EROSION CONTROL
LEVEL III
CERTIFICATION #3444

Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"– Roadway Design Unit – N. C. Department of Transportation – Raleigh, N. C., dated January 2012 and the latest revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

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

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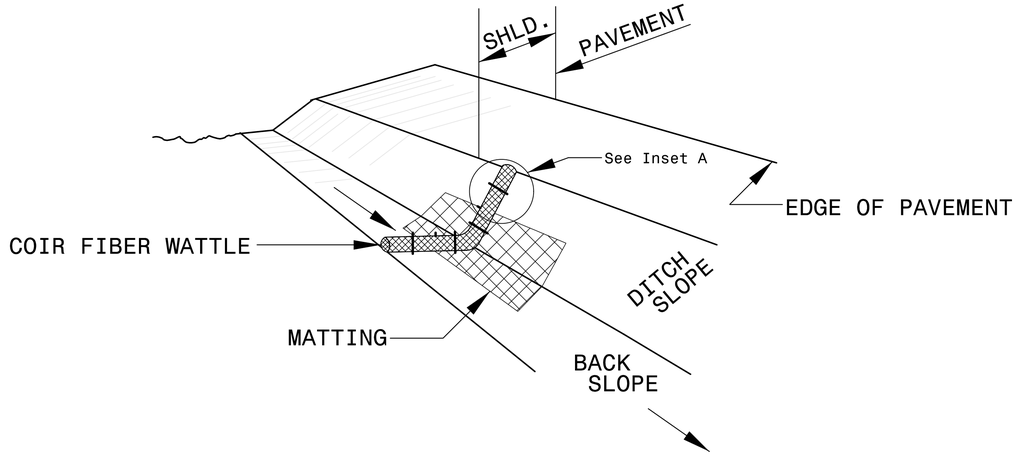
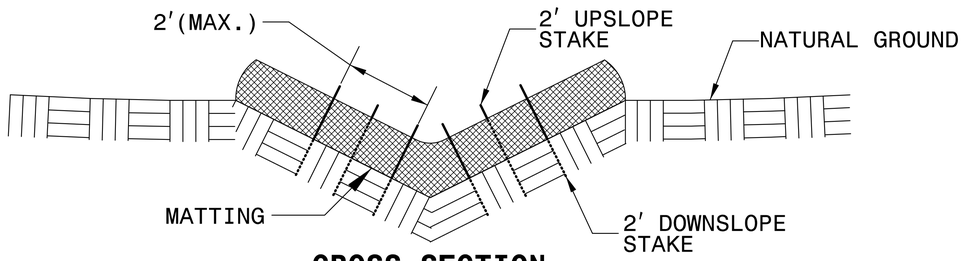
PROJECT REFERENCE NO.	SHEET NO.
B-4530	EC-2

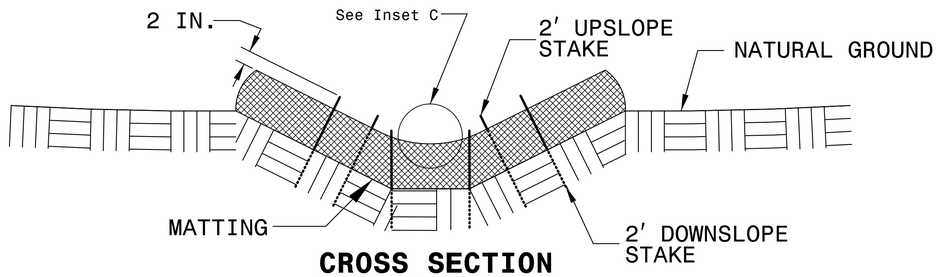
COIR FIBER WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

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

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

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

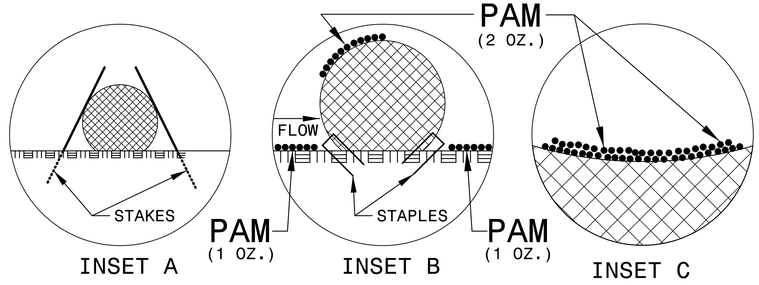
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

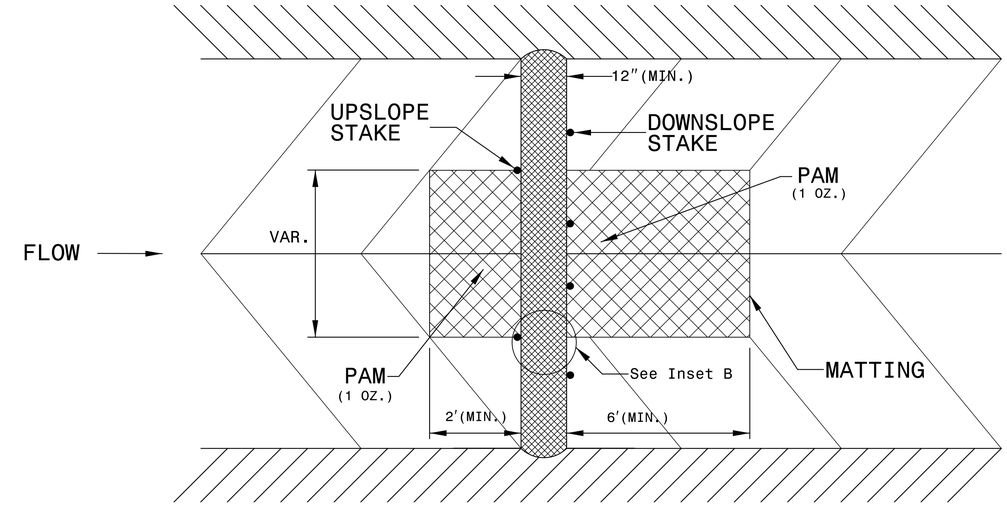
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

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

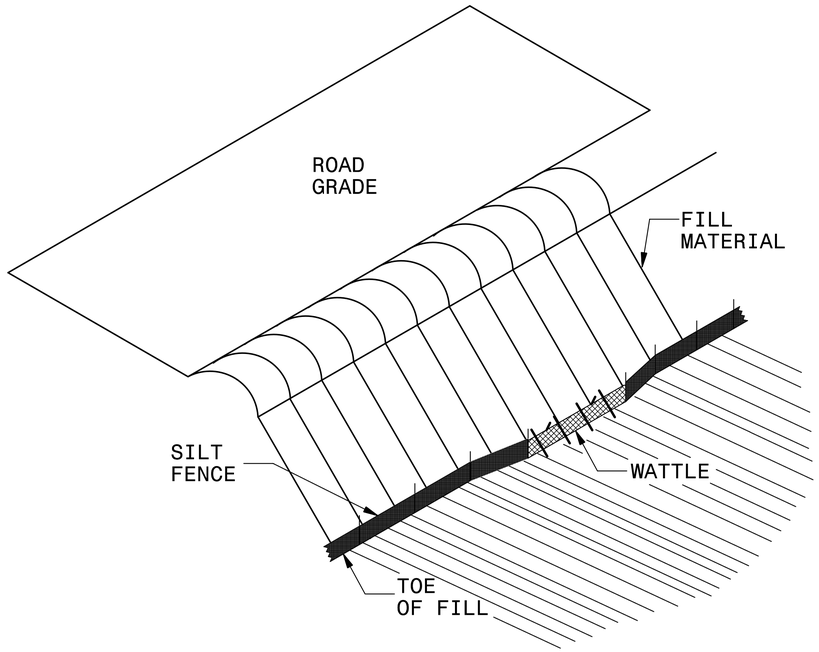




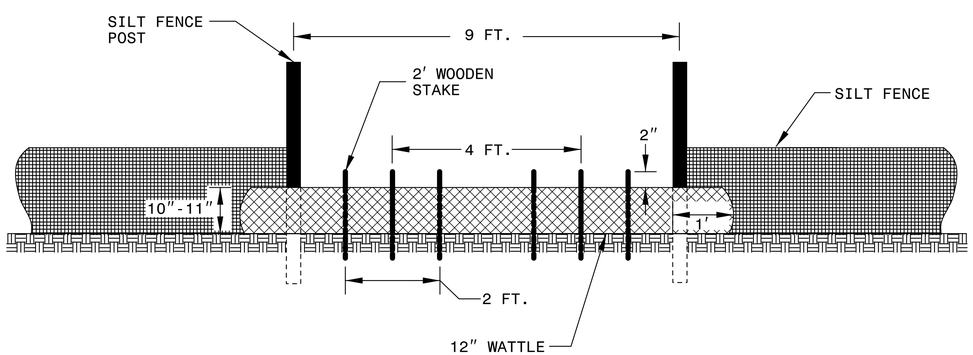
TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
B-4530	EC-2A

SILT FENCE COIR FIBER WATTLE BREAK DETAIL



ISOMETRIC VIEW



VIEW FROM SLOPE

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE AND LENGTH OF 10 FT.

EXCAVATE A 1 TO 2 INCH TRENCH FOR WATTLE TO BE PLACED.

DO NOT PLACE WATTLE ON TOE OF SLOPE.

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

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

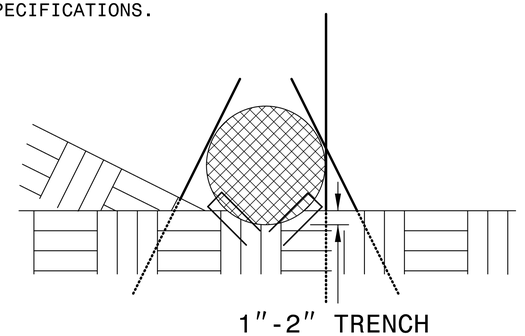
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

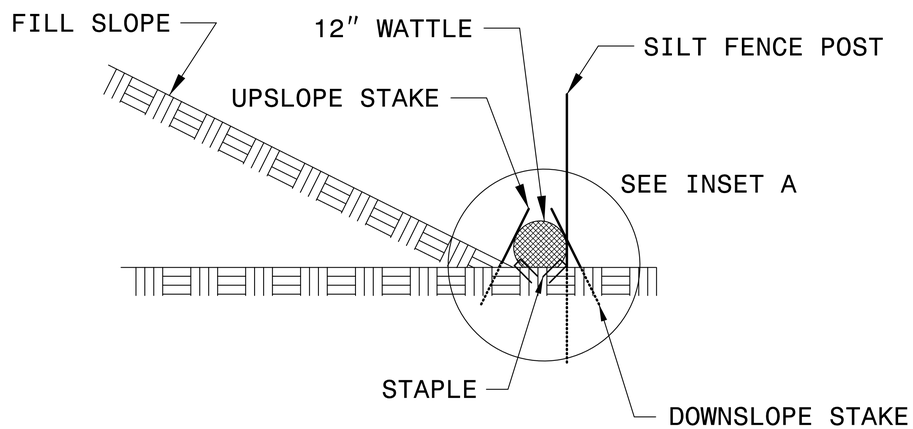
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

WATTLE INSTALLATION CAN BE ON OUTSIDE OF THE SILT FENCE AS DIRECTED.

INSTALL TEMPORARY SILT FENCE IN ACCORDANCE WITH SECTION 1605 OF THE STANDARD SPECIFICATIONS.

INSET A

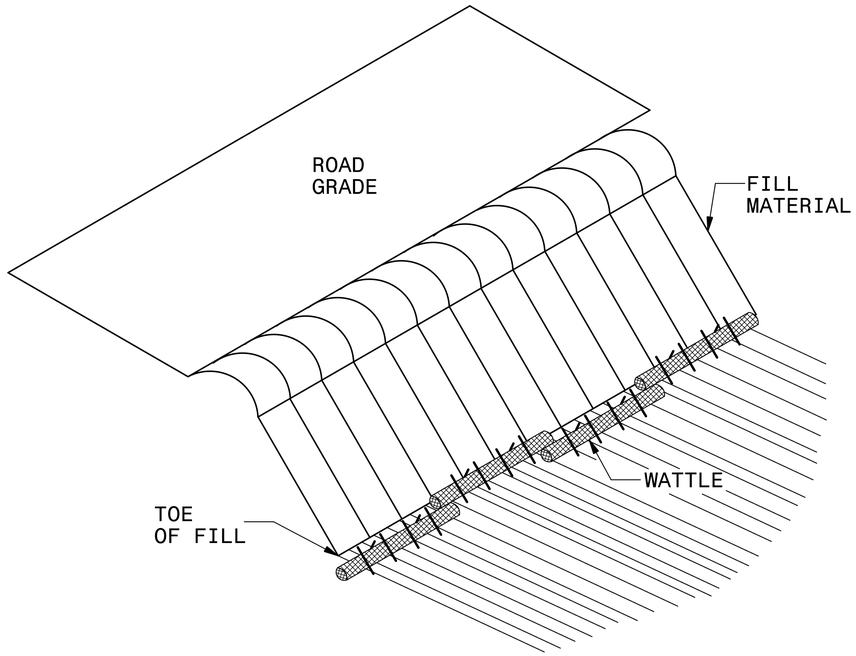




SIDE VIEW

PROJECT REFERENCE NO.	SHEET NO.
B-4530	EC-2B

COIR FIBER WATTLE BARRIER DETAIL



ISOMETRIC VIEW

NOTES:

USE MINIMUM 18 IN. NOMINAL DIAMETER COIR FIBER (COCONUT) WATTLE AND LENGTH OF 10 FT.

EXCAVATE A 2 TO 3 INCH TRENCH FOR WATTLE TO BE PLACED.

DO NOT PLACE WATTLES ON TOE OF SLOPE.

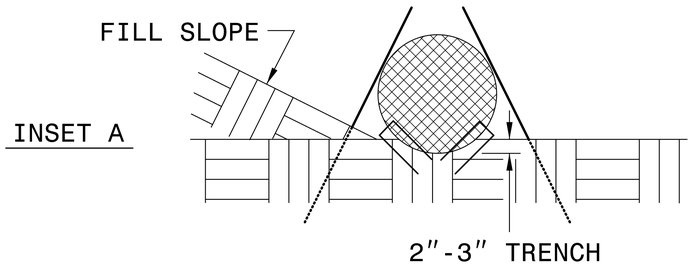
USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

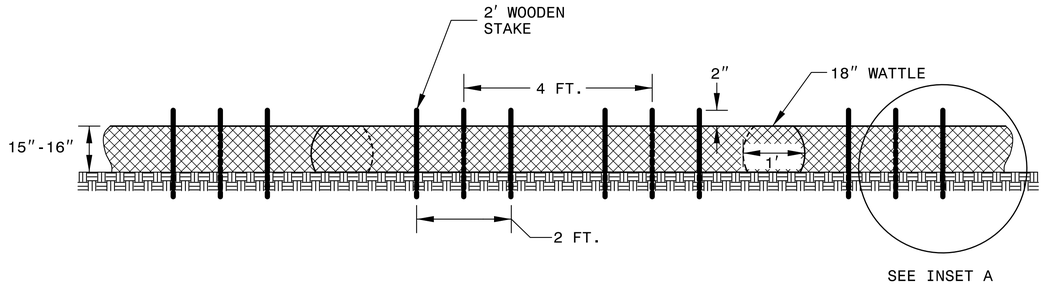
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO GROUND.

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

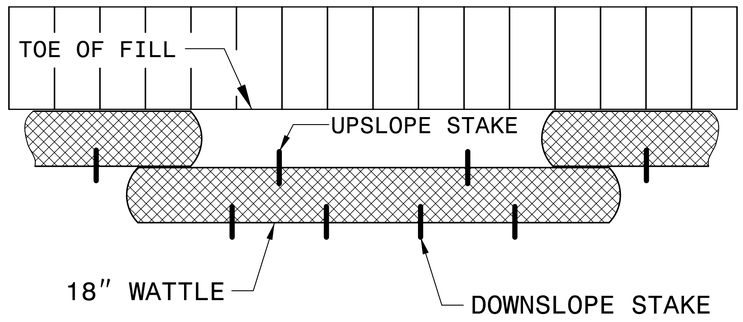
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

FOR BREAKS ALONG LARGE SLOPES, USE MAXIMUM SPACING OF 25 FT.





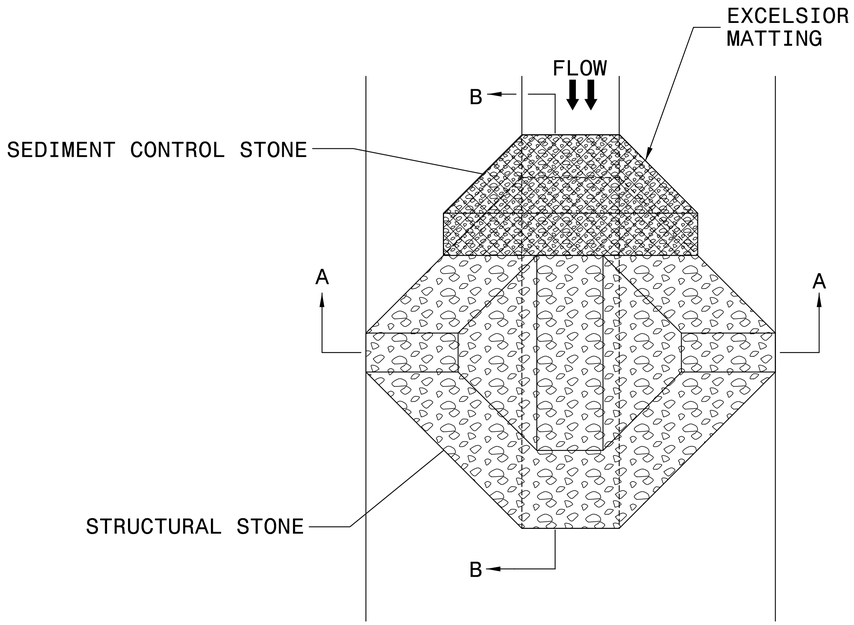
FRONT VIEW



TOP VIEW

PROJECT REFERENCE NO.	SHEET NO.
B-4530	EC-2C

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



PLAN

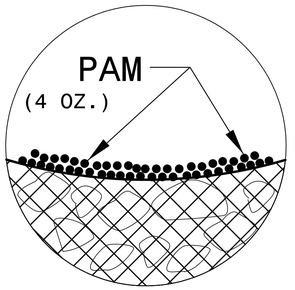
NOTES:

INSTALL TEMPORARY ROCK SILT CHECK TYPE A IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1633.01.

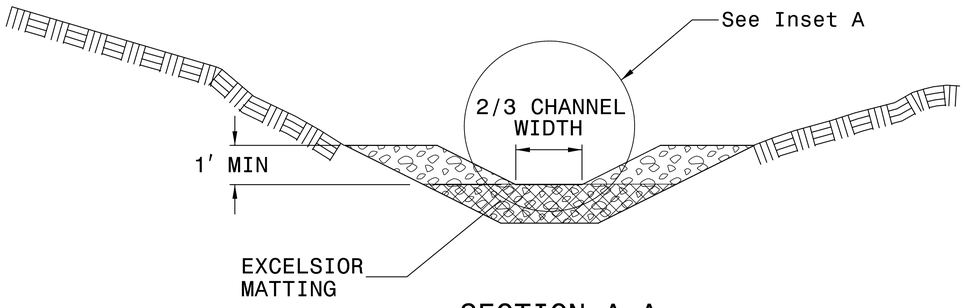
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH ROCK SILT CHECK.

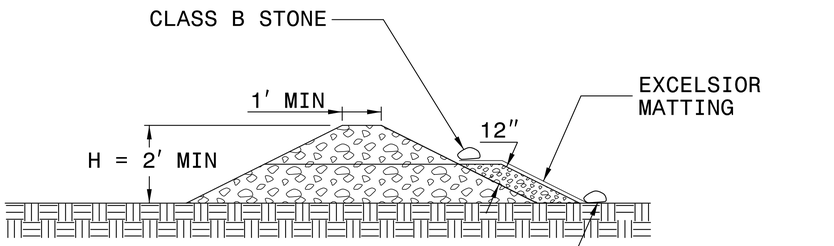
INITIALLY APPLY 4 OUNCES OF POLYACRYLAMIDE (PAM) TO TOP OF MATTING SECTION AND AFTER EVERY RAINFALL EVENT THAT EQUALS OR EXCEEDS 0.50 INCHES.



INSET A



SECTION A-A



SECTION B-B

PROJECT REFERENCE NO.	SHEET NO.
B-4530	EC-3

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION SUMMARY SHEET

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
4	-L-	11+50	13+50	RT	140
4	-L-	15+06	16+00	RT	70
				SUBTOTAL	210
MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER					1270
				TOTAL	1480
				SAY	1500

MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)

PROJECT REFERENCE NO.	SHEET NO.
B-4530	EC-3A

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.

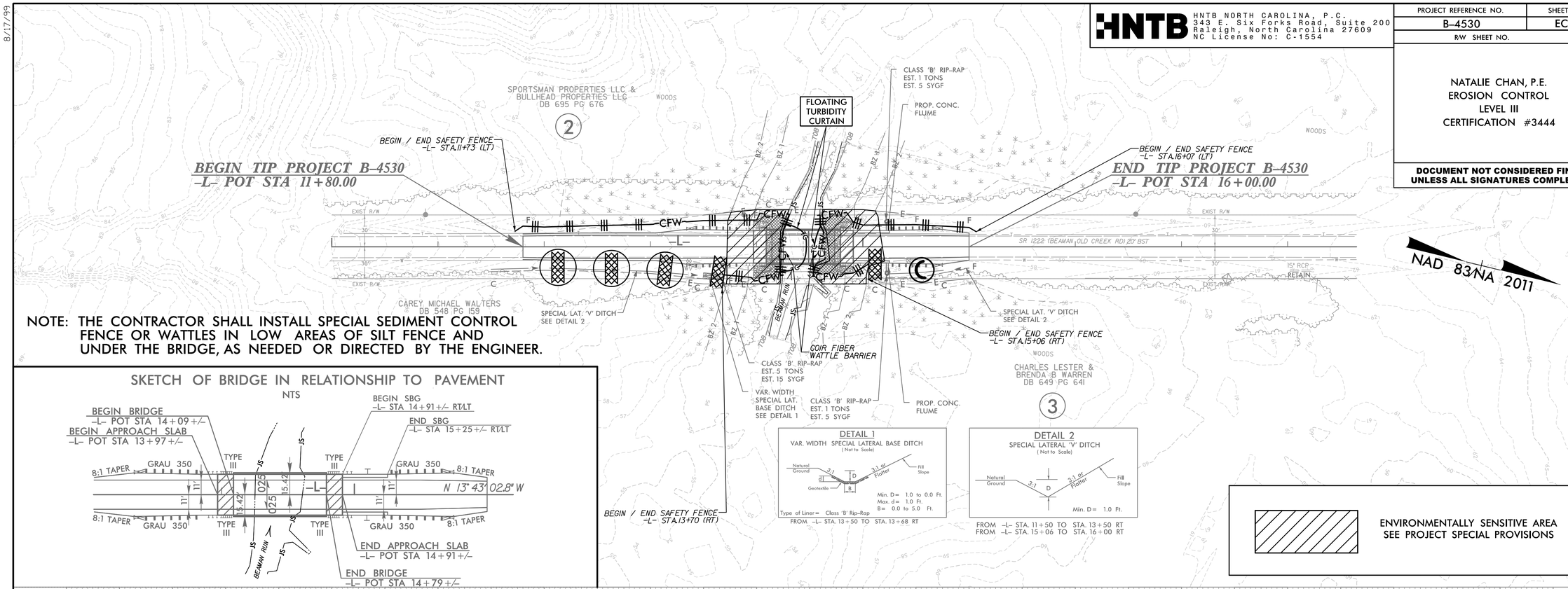
8/17/99

HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
B–4530	EC–4
R/W SHEET NO.	

NATALIE CHAN, P.E.
EROSION CONTROL
LEVEL III
CERTIFICATION #3444

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



NOTE: THE CONTRACTOR SHALL INSTALL SPECIAL SEDIMENT CONTROL FENCE OR WATTLES IN LOW AREAS OF SILT FENCE AND UNDER THE BRIDGE, AS NEEDED OR DIRECTED BY THE ENGINEER.

SKETCH OF BRIDGE IN RELATIONSHIP TO PAVEMENT

NTS

DETAIL 1
VAR. WIDTH SPECIAL LATERAL BASE DITCH
(Not to Scale)

Min. D = 1.0 to 0.0 Ft.
Max. d = 1.0 Ft.
B = 0.0 to 5.0 Ft.
Type of Liner = Class 'B' Rip–Rap
FROM –L– STA. 13+50 TO STA. 13+68 RT

DETAIL 2
SPECIAL LATERAL 'V' DITCH
(Not to Scale)

Min. D = 1.0 Ft.
FROM –L– STA. 11+50 TO STA. 13+50 RT
FROM –L– STA. 15+06 TO STA. 16+00 RT

ENVIRONMENTALLY SENSITIVE AREA
SEE PROJECT SPECIAL PROVISIONS

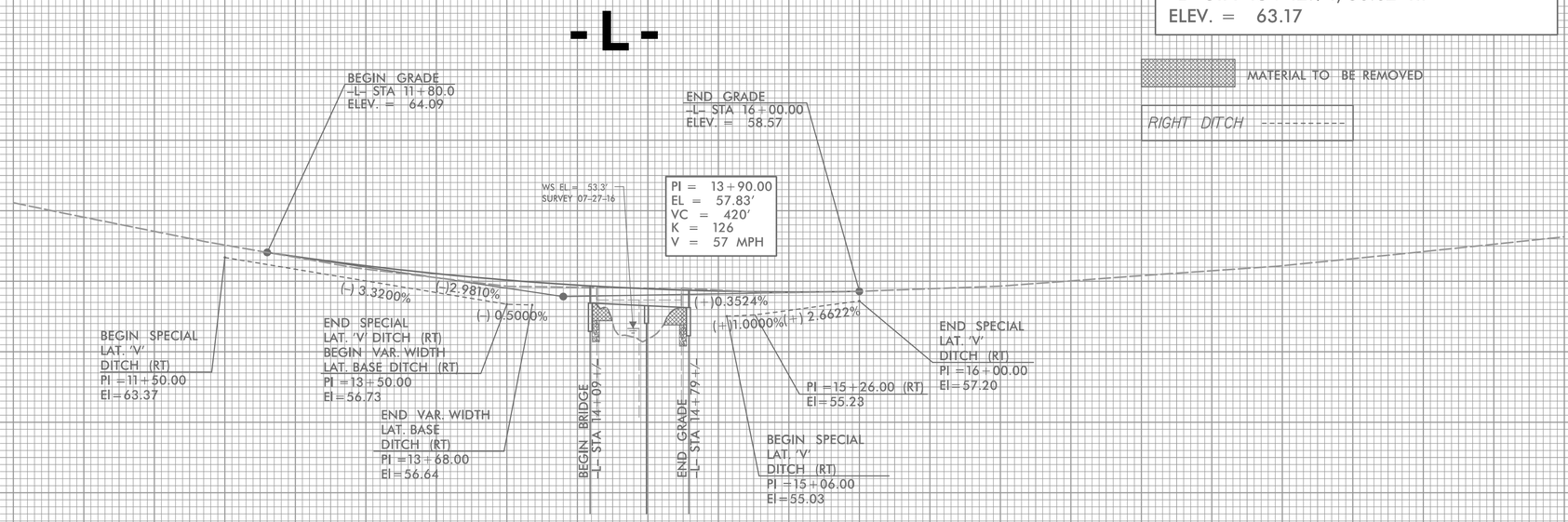
BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	=	850	CFS
DESIGN FREQUENCY	=	25	YRS
DESIGN HW ELEVATION	=	58.0	FT
BASE DISCHARGE	=	1300	CFS
BASE FREQUENCY	=	100	YRS
BASE HW ELEVATION	=	59.13	FT
OVERTOPPING DISCHARGE	=	980	CFS
OVERTOPPING FREQUENCY	=	>25(+)	YRS
OVERTOPPING ELEVATION	=	58.49	FT
DATE OF SURVEY	=	07/27/2016	
W.S. ELEVATION AT DATE OF SURVEY	=	53.3	FT

BM#10 – RR SPIKE IN BASE OF 15" GUM
–L– STA 18+42.94, 30.02' RT
ELEV. = 63.17

MATERIAL TO BE REMOVED

RIGHT DITCH ----------



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HNTB

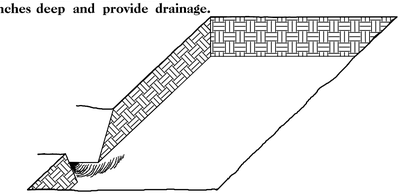
STATE	STATE PROJECT REFERENCE NO.		SHEET NO.	TOTAL SHEETS
N.C.	B-4530		RF-1	
STATE PROJ. NO.		F. A. PROJ. NO.	DESCRIPTION	

PLANTING DETAILS

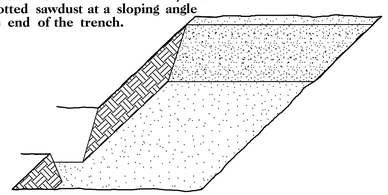
SEEDLING / LINER 3AREROOT PLANTING DETAIL

HEALING IN

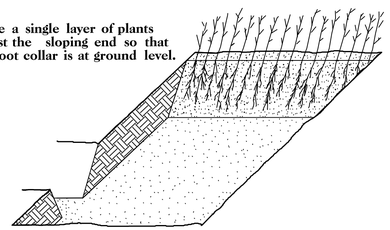
1. Locate a healing-in site in a shady, well protected area.
2. Excavate a flat bottom trench 12 inches deep and provide drainage.



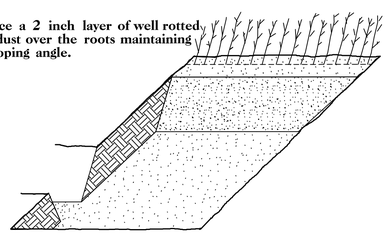
3. 3ackfill the trench with 2 inches well rotted sawdust. Place a 2 inch layer of well rotted sawdust at a sloping angle at one end of the trench.



4. Place a single layer of plants against the sloping end so that the root collar is at ground level.

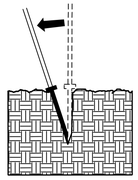


5. Place a 2 inch layer of well rotted sawdust over the roots maintaining a sloping angle.

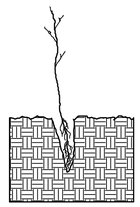


6. Repeat layers of plants and sawdust as necessary and water thoroughly.

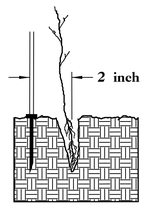
DI33LE PLANTING METHOD
USING THE K3C PLANTING 3AR



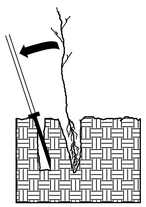
1. Insert planting bar as shown and pull handle toward planter.



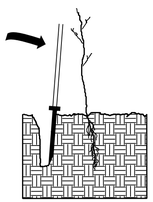
2. Remove planting bar and place seedling at correct depth.



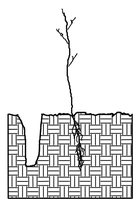
3. Insert planting bar 2 inches toward planter from seedling.



4. Pull handle of bar toward planter, firming soil at bottom.



5. Push handle forward firming soil at top.



6. Leave compaction hole open. Water thoroughly.

PLANTING NOTES:

PLANTING 3AG
During planting, seedlings shall be kept in a moist canvas bag or similar container to prevent the root systems from drying.

K3C PLANTING 3AR
Planting bar shall have a blade with a triangular cross section, and shall be 12 inches long, 4 inches wide and 1 inch thick at center.

ROOT PRUNING
All seedlings shall be root pruned, if necessary, so that no roots extend more than 10 inches below the root collar.

REFORESTATION

☐ TREE REFORESTATION SHALL 3E PLANTED 6 FT. TO 10 FT. ON CENTER, RANDOM SPACING, AVERAGING 8 FT. ON CENTER, APPROXIMATELY 680 PLANTS PER ACRE.

REFORESTATION

MIXTURE, TYPE, SIZE, AND FURNISH SHALL CONFORM TO THE FOLLOWING:

25%	*LIRIODENDRON TULIPIFERA*	*TULIP POPLAR*	12 in – 18 in 3R
25%	*PLATANUS OCCIDENTALIS*	*AMERICAN SYCAMORE*	12 in – 18 in 3R
25%	*FRAXINUS PENNSYLVANICA*	*GREEN ASH*	12 in – 18 in 3R
25%	*BETULA NIGRA*	*RIVER BIRCH*	12 in – 18 in 3R

REFORESTATION DETAIL SHEET

N.C.D.O.T. - ROADSIDE ENVIRONMENTAL UNIT

TIP PROJECT: B-4530

CONTRACT:

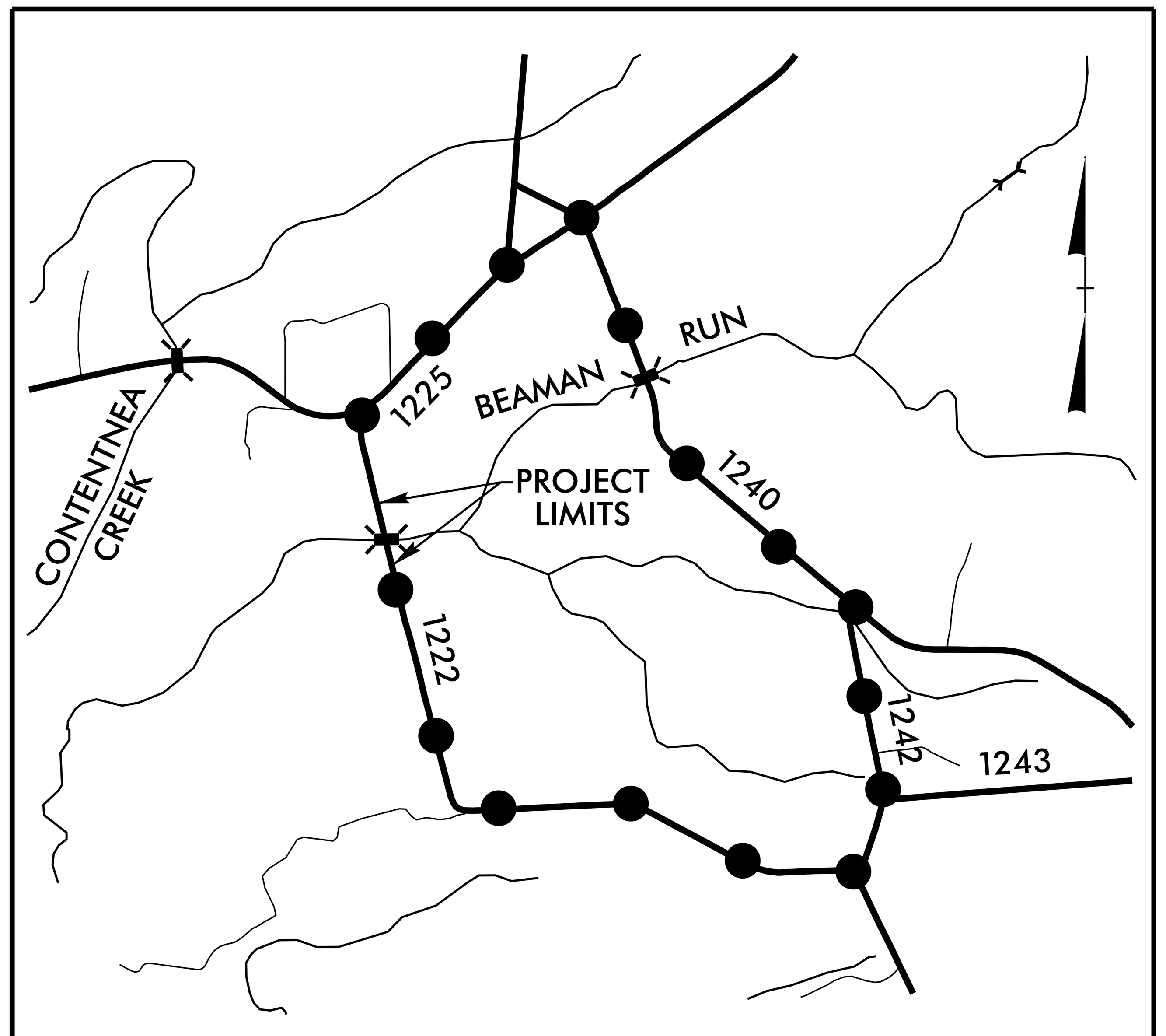
T.I.P. NO.	SHEET NO.
B-4530	UC-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

UTILITY CONSTRUCTION PLANS
GREENE COUNTY

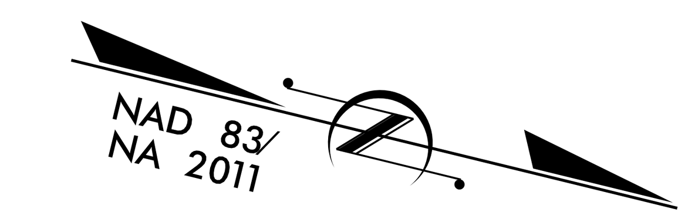
LOCATION: REPLACE BRIDGE NO. 13 OVER BEAMAN RUN ON SR 1222 (BEAMAN OLD CREEK ROAD)

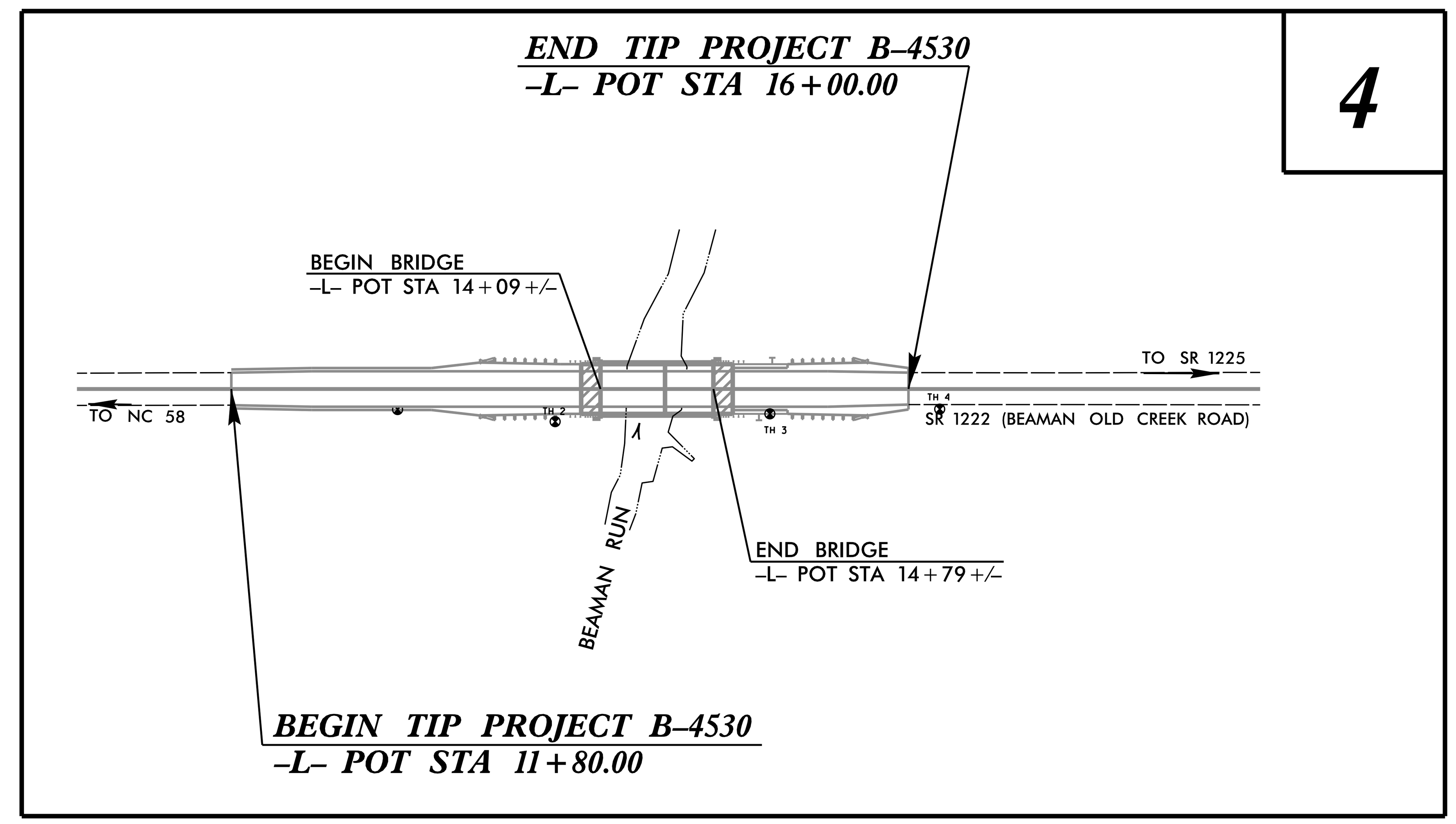
TYPE OF WORK: WATER LINE RELOCATION



VICINITY MAP

OFFSITE DETOUR





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GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

INDEX OF SHEETS

SHEET NO.:	DESCRIPTION:
UC-1	TITLE SHEET
UC-2	UTILITY SYMBOLOGY
UC-3	NOTES
UC-3A - 3B	DETAILS
UC-4	UTILITY PLAN AND PROFILE SHEET

WATER AND SEWER OWNERS ON PROJECT

(A) WATER - GREENE COUNTY REGIONAL WATER SYSTEM

PREPARED IN THE OFFICE OF
M A Engineering Consultants, Inc.
598 East Chatham Street - Suite 137
Cary, NC 27511
Phone: 919.297.0220 Fax: 919.297.0221
NC License: F-0160
FOR
HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

KEVIN ZDEB, PE — PROJECT ENGINEER
WEBB WHITE — PROJECT UTILITY COORDINATOR
GARY BLUE — PROJECT DESIGN ENGINEER

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 27611 ENGINEER KEVIN C. ZDEB

3/29/2017

DIVISION OF HIGHWAYS
DIVISION 2
DIV ADDRESS
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PO BOX 1587
GREENVILLE, NC 27835

BETTY ANN CALDWELL, PE — DIVISION 2 PROJECT MANAGER

DWAYNE SMITH — DIVISION 2 UTILITY COORDINATOR

09/08/99
3/28/2017
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PROJECT REFERENCE NO.	SHEET NO.
B-4530	UC-2

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

UTILITIES PLAN SHEET SYMBOLS

PROPOSED WATER SYMBOLS

- Water Line (Sized as Shown) — 12" WL
- 11¼ Degree Bend
- 22½ Degree Bend
- 45 Degree Bend
- 90 Degree Bend
- Plug
- Tee
- Cross
- Reducer
- Gate Valve — GV
- Butterfly Valve — BV
- Tapping Valve — TGV
- Line Stop — LS
- Line Stop with Bypass — LS/BP
- Blow Off — BO
- Fire Hydrant — PFH
- Relocate Fire Hydrant — RFH
- Remove Fire Hydrant — REM FH
- Water Meter — PWM
- Relocate Water Meter — RWM
- Remove Water Meter — REM WM
- Water Pump Station — PS(W)
- RPZ Backflow Preventer — PRPZ
- DCV Backflow Preventer — PDCVP
- Relocate RPZ Backflow Preventer — RRPZ
- Relocate DCV Backflow Preventer — RDCVP

PROPOSED SEWER SYMBOLS

- Gravity Sewer Line (Sized as Shown) — 12" SS
- Force Main Sewer Line (Sized as Shown) — 12" FSS
- Manhole (Sized per Note)
- Sewer Pump Station — PS(SS)

PROPOSED MISCELLANOUS UTILITIES SYMBOLS

- Power Pole
- Telephone Pole
- Joint Use Pole
- Telephone Pedestal — TEL PED
- Utility Line by Others (Type as Shown) — PROP O/H POW LINES
- Trenchless Installation — 12" TL INSTALL
- Encasement by Open Cut — 24" ENCAS BY OC
- Encasement — 24" ENCASEMENT
- Thrust Block
- Air Release Valve — AR
- Utility Vault — UV
- Concrete Pier — CP
- Steel Pier — SP
- Plan Note — NOTE
- Pay Item Note — PAY ITEM

EXISTING UTILITIES SYMBOLS

- Power Pole
- Telephone Pole
- Joint Use Pole
- Utility Pole
- Utility Pole with Base
- H-Frame Pole
- Power Transmission Line Tower
- Water Manhole
- Power Manhole
- Telephone Manhole
- Sanitary Sewer Manhole
- Hand Hole for Cable
- Power Transformer
- Telephone Pedestal
- CATV Pedestal
- Gas Valve
- Gas Meter
- Located Miscellaneous Utility Object
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.
- *Underground Power Line — P
- *Underground Telephone Cable — T
- *Underground Telephone Conduit — TC
- *Underground Fiber Optics Telephone Cable — T FO
- *Underground TV Cable — TV
- *Underground Fiber Optics TV Cable — TV FO
- *Underground Gas Pipeline — G
- Aboveground Gas Pipeline — A/G Gas
- *Underground Water Line — W
- Aboveground Water Line — A/G Water
- *Underground Gravity Sanitary Sewer Line — SS
- Aboveground Gravity Sanitary Sewer Line — A/G Sanitary Sewer
- *Underground SS Forced Main Line — FSS
- Underground Unknown Utility Line — ?UTL
- SUE Test Hole
- Water Meter
- Water Valve
- Fire Hydrant
- Sanitary Sewer Cleanout

*For Existing Utilities

- Utility Line Drawn from Record (Type as Shown) — W
- Designated Utility Line (Type as Shown) — W

REV: 2/1/2012

PROJECT REFERENCE NO.	SHEET NO.
B-4530	UC-3

DESIGNED BY: GJB
DRAWN BY: GJB
CHECKED BY: KCZ
APPROVED BY: KCZ
REVISED:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
UTILITIES ENGINEERING SEC.
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FAX:(919)250-4151

NORTH CAROLINA PROFESSIONAL SEAL 27611 ENGINEER KEVIN C. ZDEB
DocuSigned by: Kevin C. Zdeb
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3/29/2017
UTILITY CONSTRUCTION PLANS ONLY

UTILITY CONSTRUCTION

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Phone: 919.297.0220 Fax: 919.297.0221
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UTILITY CONSTRUCTION

GENERAL NOTES:

1. THE PROPOSED UTILITY CONSTRUCTION SHALL MEET THE APPLICABLE REQUIREMENTS OF THE NC DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" DATED JANUARY 2012.

2. THE EXISTING WATER LINE UTILITIES BELONG TO GREENE COUNTY.

   CONTACT: DAVID JONES, PE
   PHONE: 252-747-5720

3. ALL WATER LINES TO BE INSTALLED WITHIN COMPLIANCE OF THE RULES AND REGULATIONS OF THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL AND NATURAL RESOURCES, DIVISION OF ENVIRONMENTAL HEALTH.

4. THE UTILITY OWNER OWNS THE EXISTING UTILITY FACILITIES AND WILL OWN THE NEW UTILITY FACILITIES AFTER ACCEPTANCE BY THE DEPARTMENT. THE DEPARTMENT OWNS THE CONSTRUCTION CONTRACT AND HAS ADMINISTRATIVE AUTHORITY. COMMUNICATIONS AND DECISIONS BETWEEN THE CONTRACTOR AND UTILITY OWNER ARE NOT BINDING UPON THE DEPARTMENT OR THIS CONTRACT UNLESS AUTHORIZED BY THE ENGINEER. AGREEMENTS BETWEEN THE UTILITY OWNER AND CONTRACTOR FOR THE WORK THAT IS NOT PART OF THIS CONTRACT OR IS SECONDARY TO THIS CONTRACT ARE ALLOWED, BUT ARE NOT BINDING UPON THE DEPARTMENT.

5. PROVIDE ACCESS FOR THE DEPARTMENT PERSONNEL AND THE OWNER'S REPRESENTATIVES TO ALL PHASES OF CONSTRUCTION. NOTIFY DEPARTMENT PERSONNEL AND THE UTILITY OWNER TWO WEEKS PRIOR TO COMMENCEMENT OF ANY WORK AND ONE WEEK PRIOR TO SERVICE INTERRUPTION. KEEP UTILITY OWNERS' REPRESENTATIVES INFORMED OF WORK PROGRESS AND PROVIDE OPPROTUNITY FOR INSPECTION OF CONSTRUCTION AND TESTING.

6. THE PLANS DEPICT THE BEST AVAILABLE INFORMATION FOR THE LOCATION, SIZE, AND TYPE OF MATERIAL FOR ALL EXISTING UTILITIES. MAKE INVESTIGATIONS FOR DETERMINING THE EXACT LOCATION, SIZE, AND TYPE MATERIAL OF THE EXISTING FACILITIES AS NECESSARY FOR THE CONSTRUCTION OF THE PROPOSED UTILITIES AND FOR AVOIDING DAMAGE TO EXISTING FACILITIES. REPAIR ANY DAMAGE INCURRED TO EXISTING FACILITIES TO THE ORIGINAL OR BETTER CONDITION AT NO ADDITONAL COST TO THE DEPARTMENT.

7. MAKE FINAL CONNECTIONS OF THE NEW WORK TO THE EXISTING SYSTEM WHERE INDICATED ON THE PLANS, AS REQUIRED TO FIT THE ACTUAL CONDITIONS, OR AS DIRECTED.

8. MAKE CONNECTIONS BETWEEN EXISTING AND PROPOSED UTILITIES AT TIMES MOST CONVENIENT TO THE PUBLIC, WITHOUT ENDANGERING THE UTILITY SERVICE, AND IN ACCORDANCE WITH THE UTILITY OWNER'S REQUIREMENTS. MAKE CONNECTIONS ON WEEKENDS, AT NIGHT, AND ON HOLIDAYS IF NECESSARY.

9. ALL UTILITY MATERIALS SHALL BE APPROVED PRIOR TO DELIVERY TO THE PROJECT. SEE 1500-7, " SUBMITTALS AND RECORDS" IN SECTION 1500 OF THE STANDARD SPECIFICATIONS.

10. CONTRACTOR SHALL NOT OPERATE ANY VALVES ON THE EXISTING UTILITY SYSTEMS. CONTRACTOR SHALL CONTACT THE UTILITY OWNER TO CONDUCT STRATEGIC OPERATION OF VALVES FOR SERVICE INTERRUPTION IN ORDER TO PERFORM SPECIFIC WORK.

PROJECT SPECIFIC NOTES:

1. ALL PIPE FOR OPEN TRENCH INSTALLATION SHALL BE 8" DUCTILE IRON PIPE SIZE (DIPS) PVC DR-18 C900 PIPE WITH PUSH ON JOINTS CONFORMING TO ASTM D3139 AND GRIPPING RESTRAINTS, OR 8" DUCTILE IRON PIPE WITH RESTRAINED JOINT CONSTRUCTION AND A MINIMUM PRESSURE RATING OF 350 PSI.

2. ALL PIPE FOR TRENCHLESS INSTALLATION SHALL BE 10" IRON PIPE SIZE (IPS) HDPE SDR-9 200 PSI PRESSURE RATED PIPE WITH MATERIAL DESIGNATION PE 3408 THAT CONFORMS TO NSF-61.

3. ALL WATER LINE FITTINGS, 4-INCHES THROUGH 12-INCHES IN DIAMETER, SHALL BE DUCTILE IRON.

4. CONTRACTOR'S ATTENTION IS DIRECTED TO SECTIONS 102, 107, AND 1550 OF THE STANDARD SPECIFICATIONS CONCERNING TRENCHLESS INSTALLATION. IT IS CONTRACTOR'S RESPONSIBILITY TO HAVE BORE DESIGNED AND SEALED BY A LICENSED NORTH CAROLINA PROFESSIONAL ENGINEER. NO DAMAGE IS ALLOWED TO RIVER, STREAM, CREEK, WETLANDS, OR BUFFER ZONES.

5. ALL PROPOSED FITTINGS (BENDS, TEES, CROSSES, REDUCERS, PLUGS, ETC.) SHALL BE ADEQUATELY RESTRAINED BY THE USE OF RESTRAINED JOINT CONSTRUCTION AND/OR CAST IN PLACE CONCRETE THRUST RESTRAINTS AS DETAILED ON THESE DRAWINGS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

6. EXISTING PVC PIPE SHALL BE EXCAVATED AND FIELD BENT AS NEEDED TO PROVIDE FOR TIE-IN TO PROPOSED PIPE.

PROJECT QUANTITIES

ITEM NUMBER	DESCRIPTION	QUANTITY	
5325800000-E	8" WATER LINE	175	LF
5325800000-E	10" WATER LINE	267	LF
5329000000-E	DUCTILE IRON WATER PIPE FITTINGS	710	POUNDS
5546000000-E	8" VALVE	2	EACH
5800000000-E	ABANDON 8" UTILITY PIPE	435	LF
5871400000-E	TRENCHLESS INSTALLATION OF 10" IN SOIL	134	LF
5871400000-E	TRENCHLESS INSTALLATION OF 10" NOT IN SOIL	133	LF

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PROJECT REFERENCE NO.	SHEET NO.
B-4530	UC-3A

DESIGNED BY: GJB
DRAWN BY: GJB
CHECKED BY: KCZ
APPROVED BY: KCZ
REVISED:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

UTILITIES ENGINEERING SEC.
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FAX:(919)250-4151

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 027661 KEVIN C. ZDEB
DocuSigned by: Kevin C. Zdeb
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3/29/2017

UTILITY CONSTRUCTION PLANS ONLY

UTILITY CONSTRUCTION

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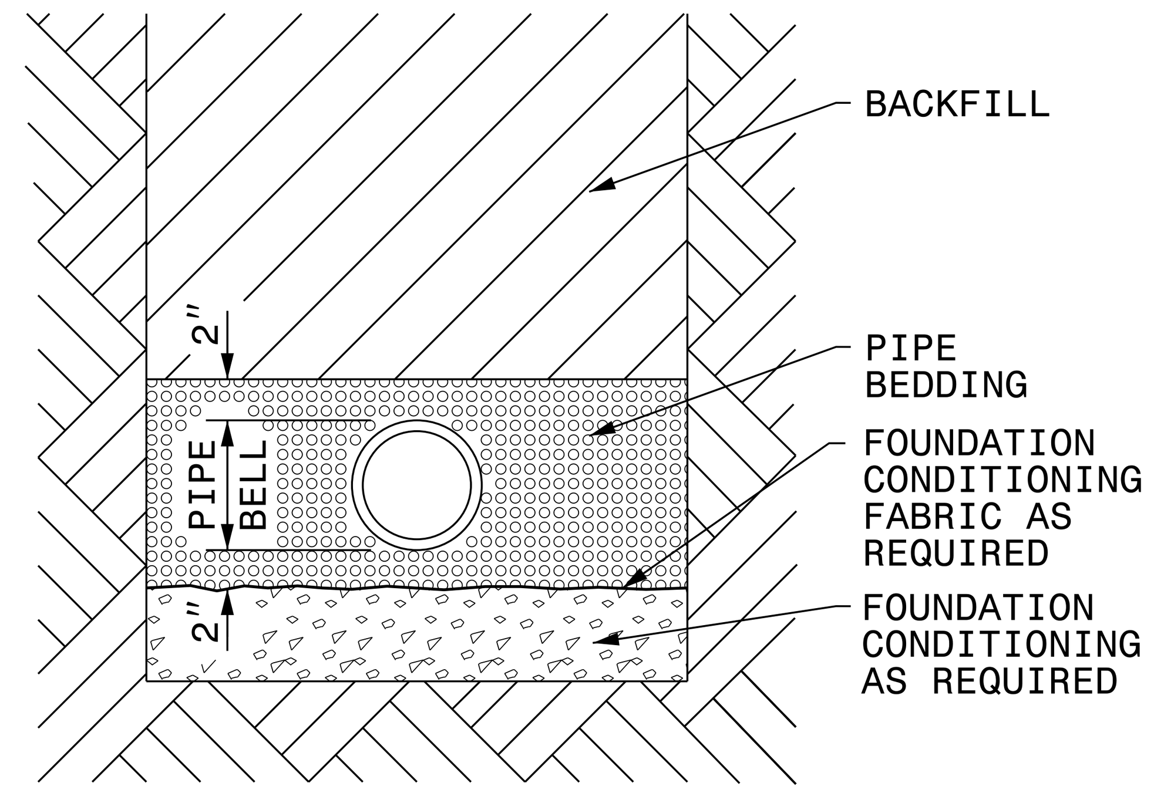
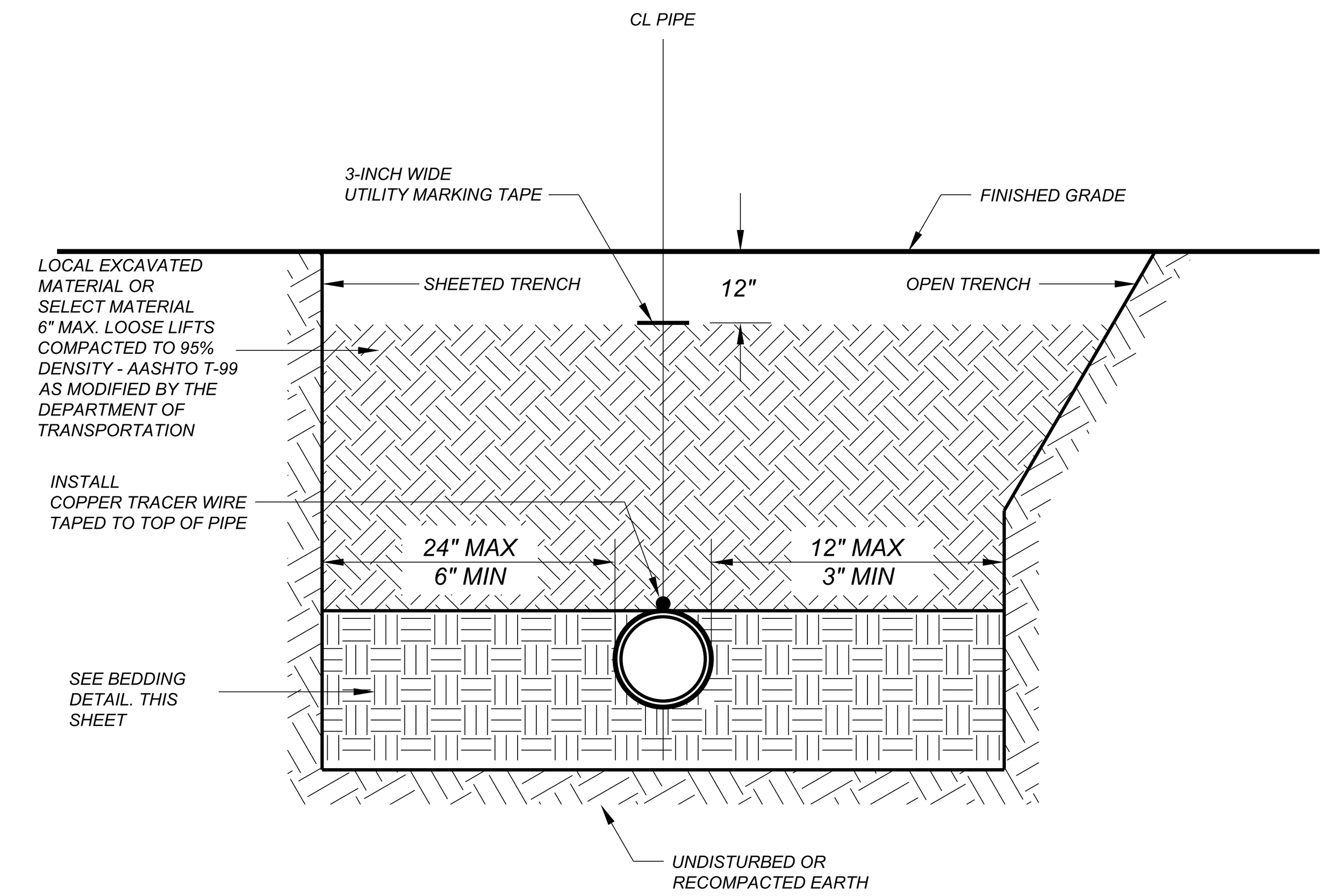
PIPE BEDDING DETAIL



PLACE FOUNDATION CONDITIONING MATERIAL BELOW BEDDING IF REQUIRED, AS DIRECTED BY ENGINEER. PIPE BEDDED IN SELECT MATERIAL, CLASS II (TYPE 1) OR CLASS III. TRENCH BACKFILLED IN LOOSE 6" LAYERS COMPACTED TO TOP OF TRENCH USING LOCAL EXCAVATED MATERIAL IF APPROVED BY THE ENGINEER, OR SELECT MATERIAL. ALL MATERIAL SHALL BE FREE OF ROCKS, FOREIGN MATERIAL, AND FROZEN EARTH. COMPACTION SHALL BE TO APPROXIMATELY 95% DENSITY IN ACCORDANCE WITH AASHTO T-99 AS MODIFIED BY THE DEPARTMENT OF TRANSPORTATION.

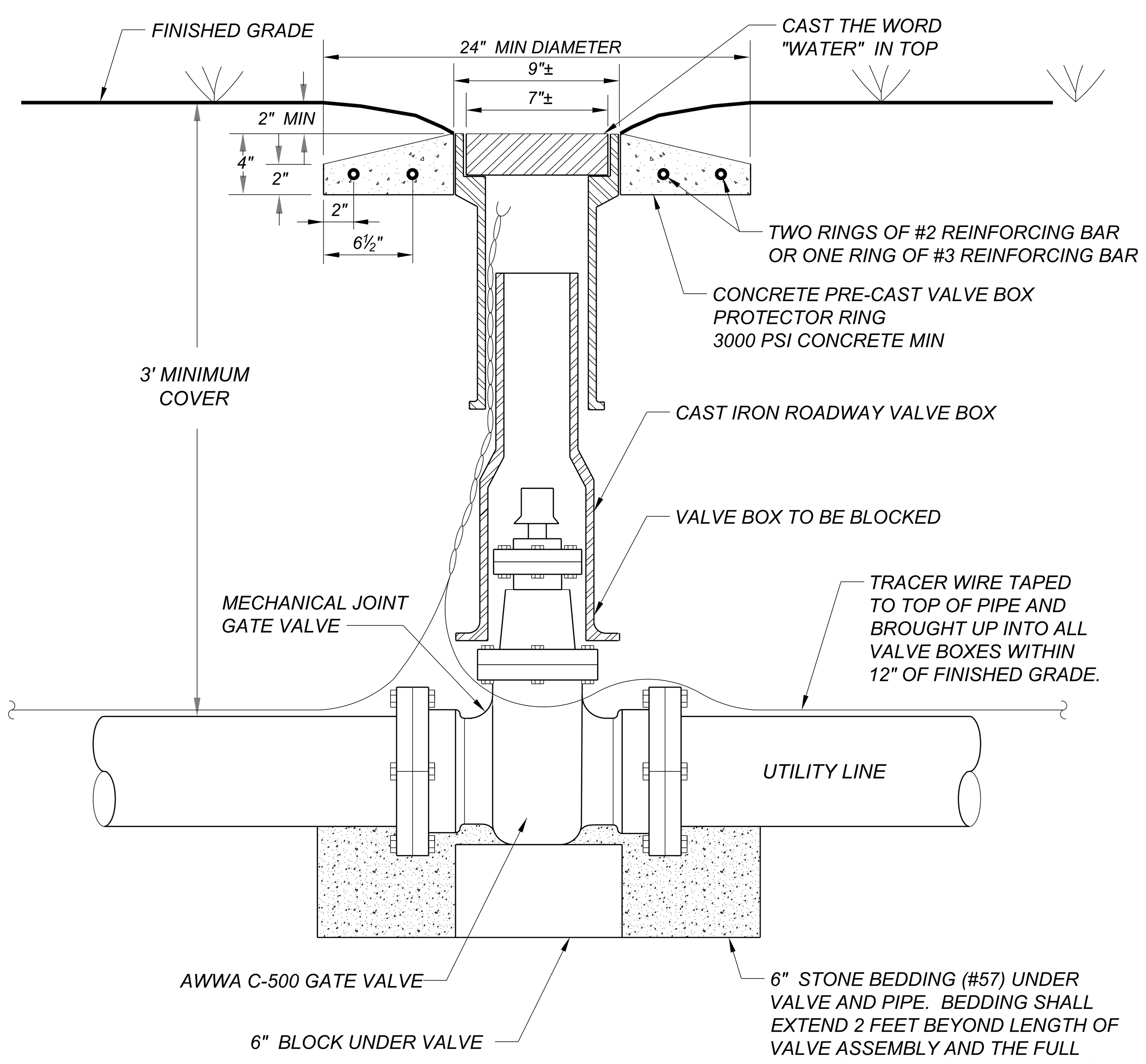


NOTES:
1. ALL SHORING & TRENCHING SHALL COMPLY WITH OSHA SAFETY STANDARDS FOR THE CONSTRUCTION INDUSTRY.
2. BELL HOLES NOT SHOWN.
3. ALL BACKFILL MATERIAL SHALL BE FREE OF ROCKS, FOREIGN MATERIAL, AND FROZEN EARTH.

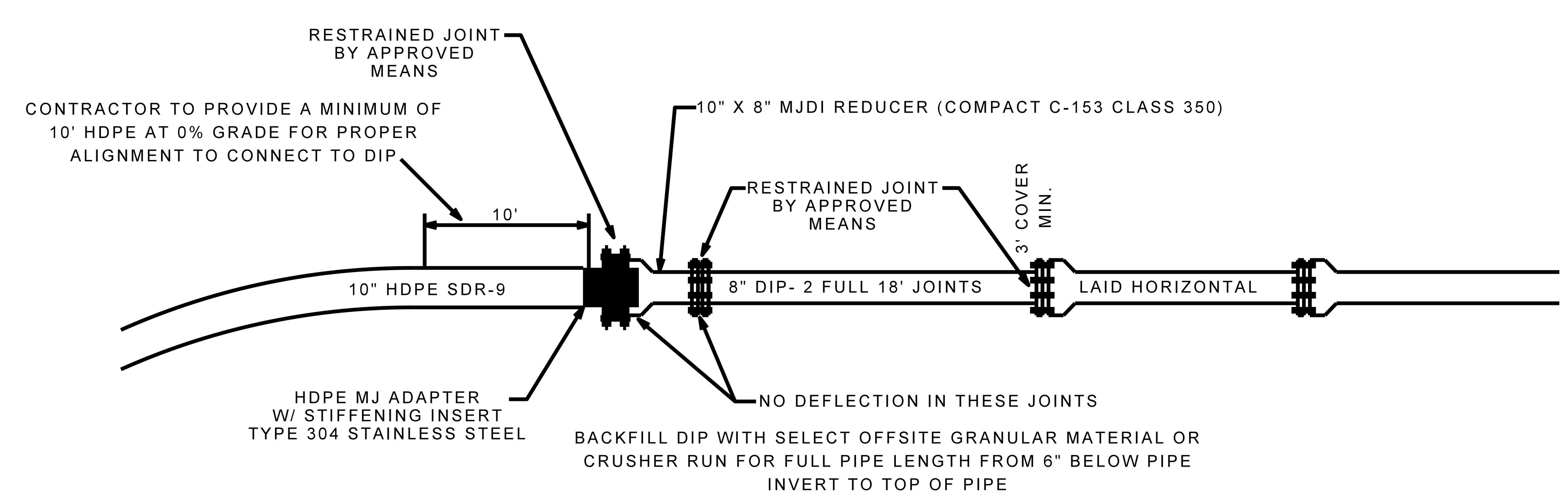
GENERAL TRENCH DETAIL
NTS

MAXIMUM OPEN TRENCH WIDTH AT TOP OF PIPE

NOMINAL PIPE SIZE (INCHES)	TRENCH WIDTH (INCHES)	NOMINAL PIPE SIZE (INCHES)	TRENCH WIDTH (INCHES)
4	28	20	44
6	30	24	48
8	32	30	54
10	34	36	60
12	36	42	66
14	38	48	72
16	40	54	78
18	42		



GATE VALVE DETAIL
NTS



10" HDPE X 8" DIP TRANSITION DETAIL
NOT TO SCALE

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PROJECT REFERENCE NO.	SHEET NO.
B-4530	UC-3B

DESIGNED BY: GJB
DRAWN BY: GJB
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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 027661 KEVIN C. ZDEB

DocuSigned by: Kevin C. Zdeb F0C1B5C37A66451...

3/29/2017

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DIP PIPE RESTRAINED JOINT DESIGN TABLE

FITTING	REQUIRED RESTRAINED LENGTH (FT) OF BARE D.I. PIPE BY DEPTH OF COVER							
HORIZONTAL BENDS	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA - 11.25 DEG	3	3	2	2	2	2	2	2
8 INCH DIA - 22.5 DEG	7	6	5	5	4	4	3	3
8 INCH DIA - 45 DEG	14	12	10	9	8	8	7	7
8 INCH DIA - 90 DEG	33	29	25	23	20	19	17	16
VERTICAL DOWN BENDS	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA - 11.25 DEG	10	8	7	6	6	5	5	5
8 INCH DIA - 22.5 DEG	19	17	15	13	12	11	10	9
8 INCH DIA - 45 DEG	40	35	30	27	25	22	21	19
VERTICAL UP BENDS	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA - 11.25 DEG	3	3	2	2	2	2	2	2
8 INCH DIA - 22.5 DEG	7	6	5	5	4	4	3	3
8 INCH DIA - 45 DEG	14	12	10	9	8	8	7	7
DEAD ENDS / VALVES	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA	65	59	54	50	46	43	40	38

ASSUMPTIONS

LAYING CONDITION = TYPE 4
SOIL DESIGNATION = GC = COHESIVE-GRANULAR
DESIGN PRESSURE = 200 PSI (TEST PRESSURE)
SAFETY FACTOR = 1.5

NOTES

1. RESTRAINED LENGTH IS MEASURED FROM THE CENTER OF THE BEND AS FOLLOWS:
   A. HORIZONTAL AND VERTICAL BENDS: ALONG EACH SIDE OF BEND.
   B. HORIZONTAL AND VERTICAL BENDS - OFFSET OR COMBINED: ALONG THE OUTER SIDE OF EACH BEND. ALL PIPE BETWEEN THE TWO BENDS SHALL BE RESTRAINED JOINT WHEN THE DISTANCE BETWEEN THEM IS EQUAL TO OR LESS THAN THE REQUIRED RESTRAINED LENGTH. WHEN THE DISTANCE BETWEEN BENDS IS LESS THAN REQUIRED, THE BALANCE OF THE REQUIRED RESTRAINED LENGTH SHALL BE ADDED ON TO THE LENGTH ALONG THE OUTSIDE OF EACH BEND RESPECTIVELY TO MAKE UP FOR THE DEFICIENCY IN THAT DIRECTION.

   HORIZONTAL BEND EXAMPLE...

   INSTALL A 8 INCH 45 DEG BEND AND A 22.5 DEG BEND WITH 10 FEET BETWEEN BENDS AND 4 FEET OF COVER. THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL 1 FOOT OF RESTRAINED LENGTH BEYOND THE 45 DEGREE BEND (FOR A TOTAL OF 13 FEET) AND AN ADDITIONAL 7 FEET OF RESTRAINED LENGTH BEYOND THE 22.5 DEGREE BEND (FOR A TOTAL OF 13 FEET).
2. WHEN IT IS NOT POSSIBLE TO INSTALL THE RESTRAINED LENGTHS AS NOTED BY THIS TABLE, THE CONTRACTOR SHALL INSTALL THE APPROPRIATE CONCRETE THRUST RESTRAINTS AS PER THE DETAILS HEREIN.

PVC PIPE RESTRAINED JOINT DESIGN TABLE

FITTING	REQUIRED RESTRAINED LENGTH (FT) OF PVC PIPE BY DEPTH OF COVER							
HORIZONTAL BENDS	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA - 11.25 DEG	3	3	3	2	2	2	2	2
8 INCH DIA - 22.5 DEG	6	5	5	4	4	4	3	3
8 INCH DIA - 45 DEG	12	11	9	8	7	7	6	6
8 INCH DIA - 90 DEG	29	25	22	19	17	16	14	13
VERTICAL DOWN BENDS	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA - 11.25 DEG	11	9	8	7	6	5	5	5
8 INCH DIA - 22.5 DEG	22	18	15	13	12	11	10	9
8 INCH DIA - 45 DEG	45	37	31	27	24	21	19	18
VERTICAL UP BENDS	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA - 11.25 DEG	3	3	3	2	2	2	2	2
8 INCH DIA - 22.5 DEG	6	5	5	4	4	4	3	3
8 INCH DIA - 45 DEG	12	11	9	8	7	7	6	6
DEAD ENDS / VALVES	**3 FT**	**4 FT**	**5 FT**	**6 FT**	**7 FT**	**8 FT**	**9 FT**	**10 FT**
8 INCH DIA	83	71	62	55	49	45	41	38

ASSUMPTIONS

LAYING CONDITION = TYPE 4
SOIL DESIGNATION = GC = COHESIVE-GRANULAR
DESIGN PRESSURE = 200 PSI (TEST PRESSURE)
SAFETY FACTOR = 1.5

NOTES

1. RL = RUN LENGTH BETWEEN FIRST JOINTS OF PIPE ALONG THE RUN LINE OF TEE.
2. RESTRAINED LENGTH IS MEASURED AS FOLLOWS:
   A. HORIZONTAL/VERTICAL BENDS: ALONG EACH SIDE OF BEND.
   B. HORIZONTAL/VERTICAL BENDS - OFFSET: ALONG THE OUTER SIDE OF EACH BEND. ALL PIPE BETWEEN THE TWO BENDS SHALL BE RESTRAINED JOINT.
   C. DEAD ENDS: ALONG PIPE FROM THE PLUG.
   D. VALVES: ALONG THE PIPE IN EACH DIRECTION FROM THE VALVE .
   E. REDUCERS: ALONG THE LARGER PIPE.
   F. TEES: ALONG THE BRANCH PIPE FROM THE TEE .
3. WHEN IT IS NOT POSSIBLE TO INSTALL THE RESTRAINED LENGTHS AS NOTED BY THIS TABLE, CONTRACTOR SHALL INSTALL THE APPROPRIATE CONCRETE THRUST RESTRAINTS AS PER THE DETAILS HEREIN.

BASED ON TEST PRESSURE OF 200 P.S.I.

HORIZONTAL RESTRAINT
(ALL AREAS GIVEN ARE IN SQUARE FEET)

PIPE SIZE	DEGREE OF BEND	LBS. STATIC THRUST *	ALLOWABLE SOIL BEARING (PSF) 1000	2000	3000	4000	5000	6000	7000	8000
4"	11 1/4°	616	1	1	1	1	1	1	1	1
	22 1/2°	1,226	1	1	1	1	1	1	1	1
	45°	2,405	2	1	1	1	1	1	1	1
	90°	4,444	4	2	1	1	1	1	1	1
	TEE/PLUG	3,143	3	2	1	1	1	1	1	1
6"	11 1/4°	1,385	2	1	1	1	1	1	1	1
	22 1/2°	2,758	3	2	1	1	1	1	1	1
	45°	5,409	5	3	2	2	1	1	1	1
	90°	9,999	10	5	3	3	2	2	2	1
	TEE/PLUG	7,068	7	4	3	2	2	1	1	1
8"	11 1/4°	2,424	3	1	1	1	1	1	1	1
	22 1/2°	4,904	5	3	2	1	1	1	1	1
	45°	9,619	10	5	3	2	2	2	2	1
	90°	17,773	18	9	6	4	4	3	3	2
	TEE/PLUG	12,568	13	6	4	3	3	2	2	2
10"	11 1/4°	3,846	4	2	2	1	1	1	1	1
	22 1/2°	7,661	8	4	3	2	2	2	1	1
	45°	15,028	15	8	5	4	3	3	2	2
	90°	27,768	28	14	9	7	6	5	4	3
	TEE/PLUG	19,635	20	10	7	5	4	3	3	2
12"	11 1/4°	5,543	6	3	2	2	1	1	1	1
	22 1/2°	11,032	11	6	4	3	2	2	2	2
	45°	21,641	22	11	7	5	4	4	3	3
	90°	39,987	40	20	13	10	8	7	6	5
	TEE/PLUG	28,274	28	14	9	7	6	5	4	4
14"	11 1/4°	7,544	8	4	3	2	2	2	1	1
	22 1/2°	15,016	15	8	5	4	3	3	2	2
	45°	29,455	29	15	10	7	6	5	4	4
	90°	54,426	54	27	18	14	11	9	8	7
	TEE/PLUG	38,485	38	19	13	10	8	6	5	5
16"	11 1/4°	9,854	10	5	3	3	2	2	2	2
	22 1/2°	19,612	20	10	7	5	4	3	3	3
	45°	38,471	38	17	13	10	8	6	5	5
	90°	71,085	71	36	24	18	14	12	10	9
	TEE/PLUG	50,265	50	25	17	13	10	8	7	6

* INCLUDES 1.25 SAFETY FACTOR

VERTICAL RESTRAINT
(ALL VOLUMES GIVEN ARE IN CUBIC YARDS)**

PIPE SIZE	RESTRAINING RODS NO.REQ'D	RESTRAINING RODS DIA.	DEGREE OF BEND 11 1/4°	22 1/2°	45°
4"	2	1/2"	0.25	0.50	0.75
6"	2	1/2"	0.50	1.0	1.75
8"	2	5/8"	0.75	1.50	3.0
10"	2	3/4"	1.25	2.25	4.50
12"	2	7/8"	1.75	3.25	6.50
14"	4	5/8"	2.25	4.50	8.75
16"	4	3/4"	3.0	6.0	11.50

**INCLUDES 1.50 SAFETY FACTOR

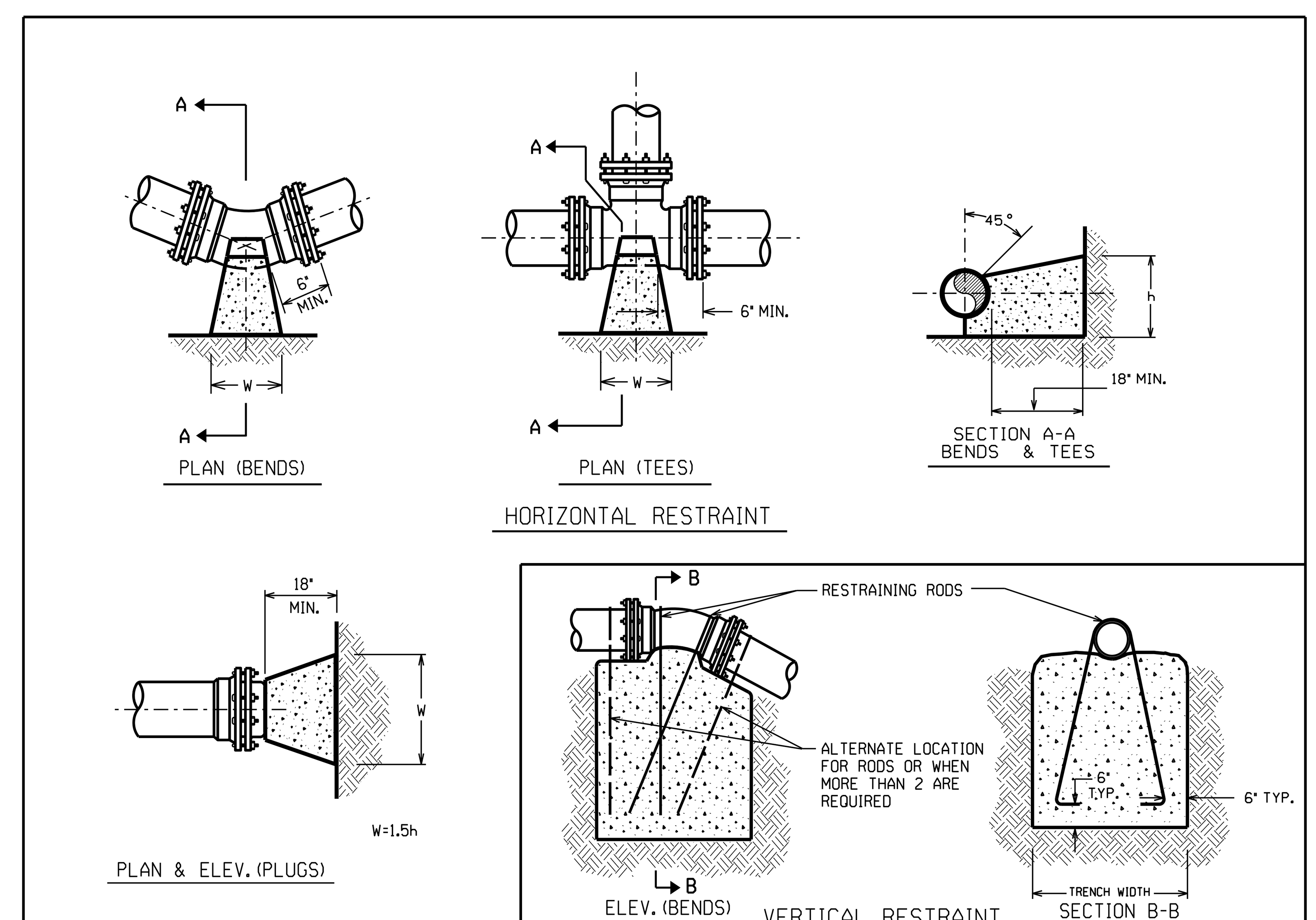
GENERAL NOTES:
1. CONCRETE SHALL BE CLASS "B".
2. CONCRETE SHALL NOT CONTACT BOLTS ENDS OF MECHANICAL JOINT FITTINGS.
3. CONSULT WITH ENGINEER FOR CONCRETE REQUIREMENTS ON MAINS LARGER THAN 16 INCHES. (FOR VERTICAL & HORIZONTAL BENDS)
4. ALLOWABLE SOIL BEARING SHALL BE DETERMINED BY THE ENGINEER.

REVISIONS

NO.	DATE	DESCRIPTION

SHEET 2 OF 2

THRUST RESTRAINT FOR WATER MAINS



THRUST RESTRAINT FOR PIPE LINES

8/17/99

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
B-4530	UC-4

DESIGNED BY: GJB
DRAWN BY: GJB
CHECKED BY: KCZ
APPROVED BY: KCZ
REVISED:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

UTILITIES ENGINEERING SEC.
PHONE: (919)707-6690
FAX: (919)250-4151

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 27611 KEVIN C. ZOEB
3/29/2017

UTILITY CONSTRUCTION PLANS ONLY

UTILITY CONSTRUCTION

M A Engineering Consultants, Inc.

DOCUMENT NOT CONSIDERED FINAL UNTIL ALL SIGNATURES ARE COMPLETED

UTILITY OWNERS ON THIS PROJECT:

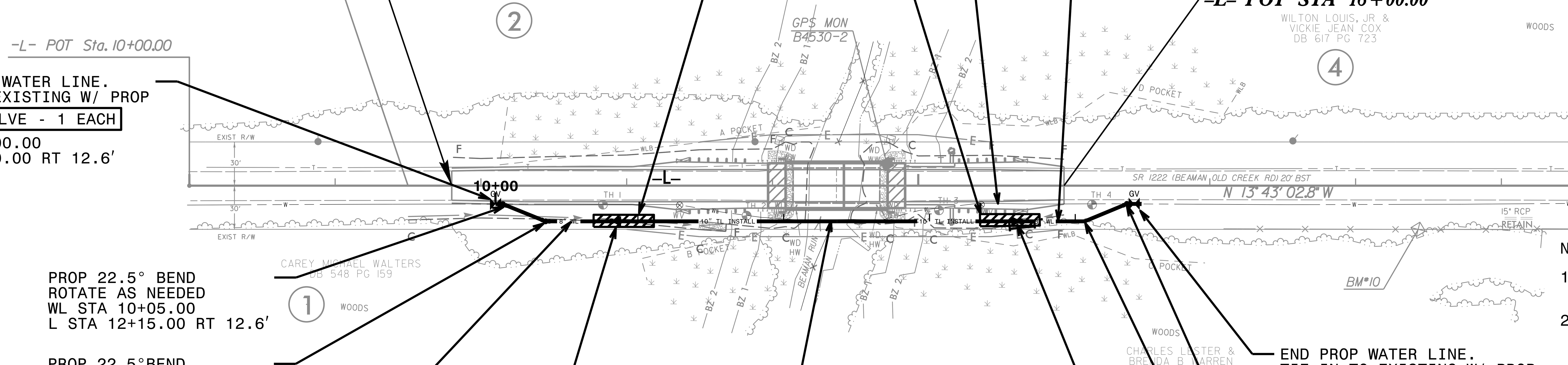
GREENE COUNTY REGIONAL WATER SYSTEM
UTILITY: 8" WATER
CONTACT: DAVID JONES, PE
PHONE: 252-747-5720

NAD 83/NA 2011

BEGIN TIP PROJECT B-4530
-L- POT STA 11+80.00

BEGIN CONSTRUCTION
-L- STA 11+50.00

END TIP PROJECT B-4530
-L- POT STA 16+00.00



BEGIN PROP WATER LINE.
TIE-IN TO EXISTING W/ PROP
8" GATE VALVE - 1 EACH
WL STA 10+00.00
L STA 12+10.00 RT 12.6'

ABANDON 435 LF OF 8" UTILITY PIPE

BORE PIT SIZE DETERMINED BY CONTRACTOR

PROP 88 LF OF 8" WATER LINE

PROP 22.5° BEND
ROTATE AS NEEDED
WL STA 10+05.00
L STA 12+15.00 RT 12.6'

PROP 22.5°BEND.
ROTATE AS NEEDED.
WL STA 10+36.04
L STA 12+44.37 RT 24.5'

PROP 87 LF OF 8" WATER LINE

PROP 10X8 REDUCER
SEE TRANSITION DETAIL SHEET UC-3A
WL STA 10+87.27
L STA 12+94.96 RT 24.5'

PROP 267 LF OF 10" WATER LINE
PROP 134 LF OF TRENCHLESS INSTALLATION OF 10" IN SOIL
PROP 133 LF OF TRENCHLESS INSTALLATION OF 10" NOT IN SOIL

PROP 10X8 REDUCER
SEE TRANSITION DETAIL SHEET UC-3A
WL STA 13+54.44
L STA 15+62.13 RT 24.5

END PROP WATER LINE.
TIE-IN TO EXISTING W/ PROP
8" GATE VALVE - 1 EACH
ROTATE AS NEEDED
WL STA 14+42.64
L STA 16+48.10 RT 12.5'

PROP 22.5° BEND
ROTATE AS NEEDED
WL STA 14+37.64
L STA 16+43.10 RT 12.5'

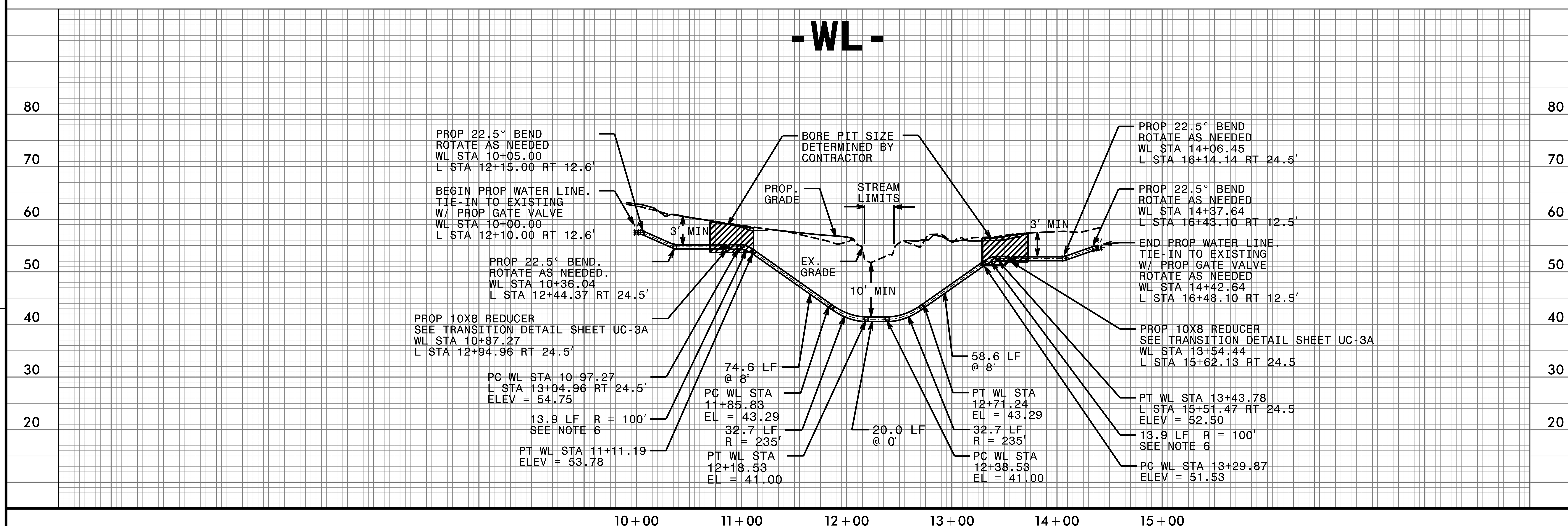
PROP 22.5° BEND
ROTATE AS NEEDED
WL STA 14+06.45
L STA 16+14.14 RT 24.5'

THE ESTIMATED QUANTITY OF DUCTILE IRON WATER PIPE FITTINGS ON THIS PLAN SHEET IS 710 POUNDS. THE ACTUAL QUANTITY AND TYPE OF FITTINGS WILL VARY BASED ON FIELD CONDITIONS.

NOTES:

1. OPEN TRENCH CONSTRUCTION SHALL PROVIDE 3 FEET MINIMUM COVER TO TOP OF PIPE.
2. TRENCHLESS INSTALLATION SHALL PROVIDE 10 FEET MINIMUM COVER FROM BOTTOM OF STREAM TO TOP OF PIPE.
3. WATER LINE SHALL BE INSTALLED A MINIMUM OF 5 FEET INSIDE THE EXISTING RIGHT OF WAY.
4. EXISTING PIPE AT TIE-IN LOCATIONS ARE ESTIMATED BASED ON TEST HOLE REPORT PROVIDED BY OTHERS. CONTRACTOR SHALL VERIFY PIPE LOCATION BEFORE STARTING WORK.
5. ALL PROPOSED PIPE ELEVATIONS IN PROFILE REFER TO CENTER OF PIPE.
6. HDPE PIPE SHALL BE FIELD BENT WITH A MINIMUM RADIUS = 50 X PIPE O.D. PER GREENE COUNTY STANDARD PRACTICE OR PER MANUFACTURER SPECIFICATIONS, WHICHEVER IS GREATER.

-WL-



T.I.P. NO.	SHEET NO.
B–4530	UO–1

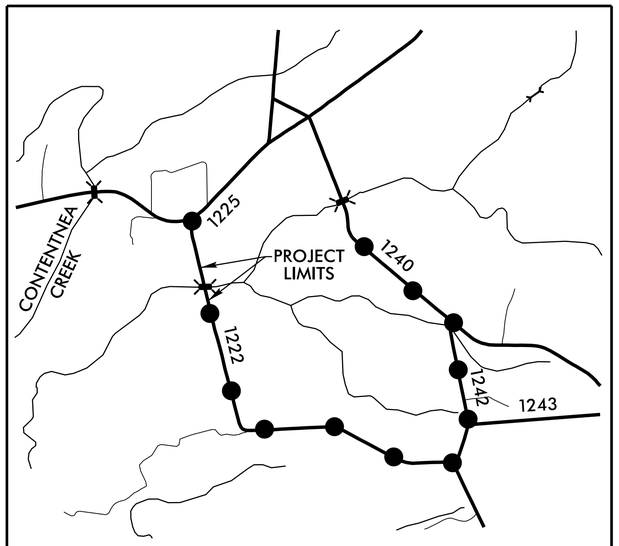
NOTE:
ALL UTILITY WORK SHOWN ON THIS SHEET IS DONE BY OTHERS.
NO PAYMENT WILL BE MADE TO THE CONTRACTOR FOR UTILITY WORK SHOWN ON THIS SHEET.

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

UTILITIES BY OTHERS PLANS
GREENE COUNTY

LOCATION: REPLACE BRIDGE NO. 13 OVER BEAMAN RUN ON SR 1222(BEAMAN OLD CREEK ROAD)

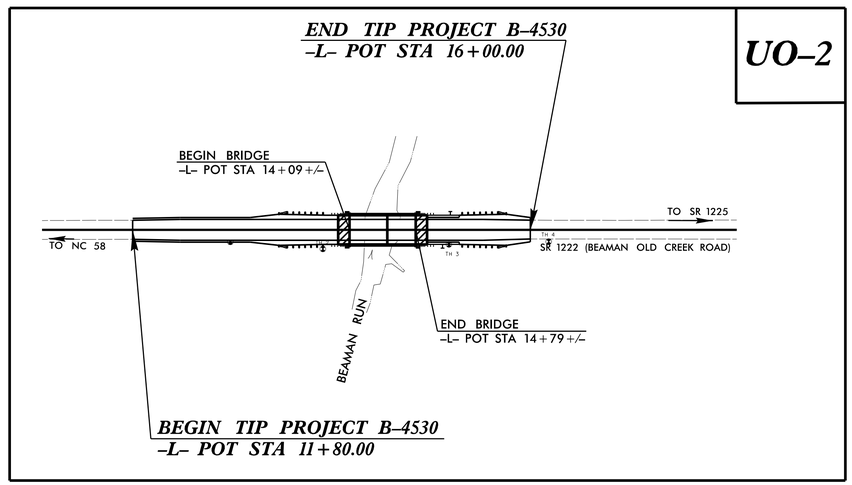
TYPE OF WORK: POWER AND PHONE RELOCATION



VICINITY MAP
OFFSITE DETOUR

NAD 83/
NA 2011

UO–2



GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

INDEX OF SHEETS

SHEET NO.:	*DESCRIPTION:*
UO–1	*TITLE SHEET*
UO–2	*UBO PLAN SHEET*

UTILITY OWNERS WITH CONFLICTS

(A) POWER – PITT GREENE EMC
(B) COMMUNICATIONS – CENTURYLINK

PREPARED IN THE OFFICE OF:

M A Engineering Consultants, Inc.
NC License: F-0160
598 East Chatham Street Suite 137 Cary, NC 27511
Phone: 919.297.0220 Fax: 919.297.0221

WEBB WHITE — *UTILITY PROJECT MANAGER*
STEVE DAVIS — *NCDOT DIVISION 2 UTILITY COORDINATOR*

DIVISION OF HIGHWAYS
DIVISION 2
DIV ADDRESS
105 PACTOLUS HWY (NC33)
PO BOX 1587
GREENVILLE, NC 27835

BETTY ANN CALDWELL, P.E. — *DIVISION 2 PROJECT MANAGER*

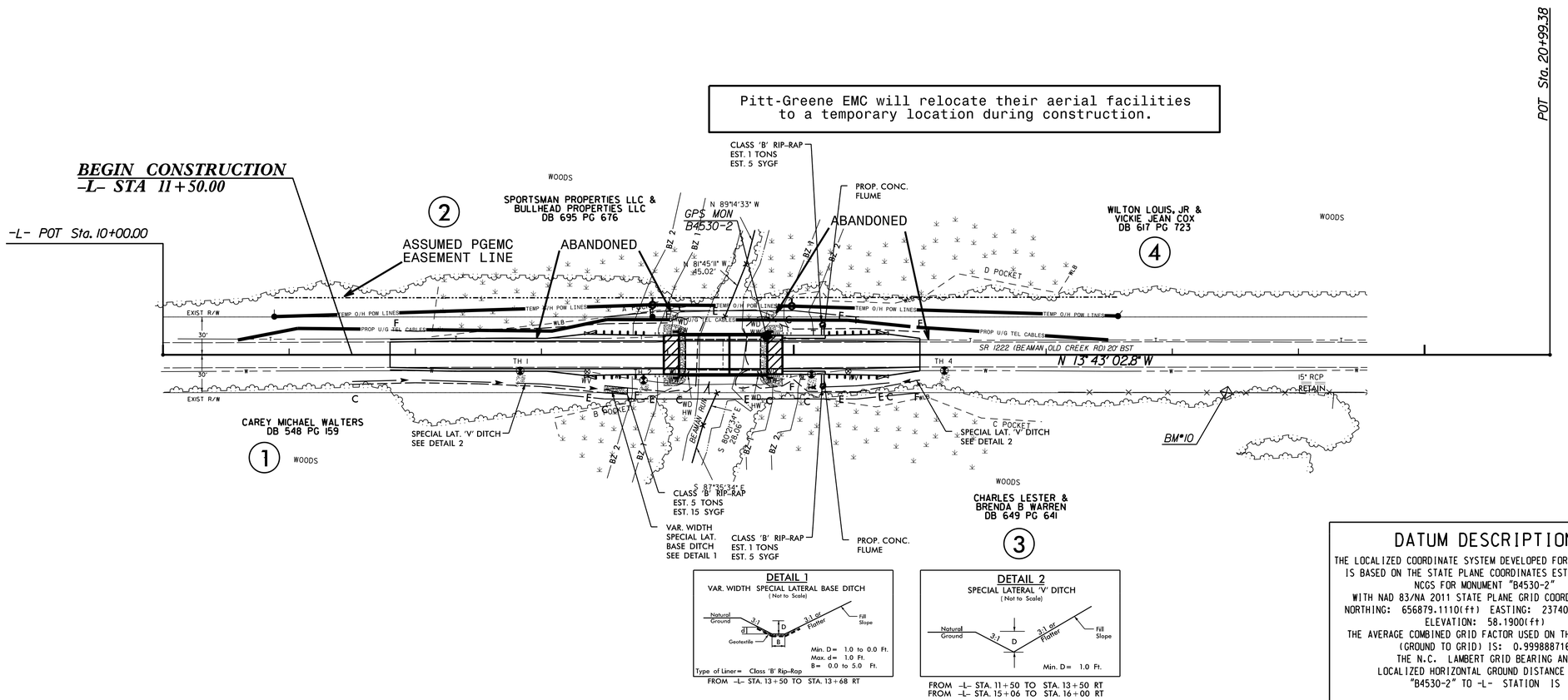
5/14/99

PROJECT REFERENCE NO.	SHEET NO.
B-4530	U0-2

UTILITIES BY OTHERS

NOTE:
ALL UTILITY WORK SHOWN ON THIS SHEET WILL BE DONE BY OTHERS. NO PAYMENT WILL BE MADE TO THE CONTRACTOR FOR UTILITY WORK SHOWN ON THIS SHEET.

Pitt-Greene EMC will relocate their aerial facilities to a temporary location during construction.



DETAIL 1
VAR. WIDTH SPECIAL LATERAL BASE DITCH
(Not to Scale)

Min. D= 1.0 to 0.0 Ft.
Max. d= 1.0 Ft.
B= 0.0 to 5.0 Ft.
Type of Liner= Class 'B' Rip-Rap
FROM -L- STA. 13+50 TO STA. 13+68 RT

DETAIL 2
SPECIAL LATERAL 'V' DITCH
(Not to Scale)

Min. D= 1.0 Ft.
FROM -L- STA. 11+50 TO STA. 13+50 RT
FROM -L- STA. 15+06 TO STA. 16+00 RT

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "B4530-2"
WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF
NORTHING: 656879.1110(ft) EASTING: 2374032.4480(ft)
ELEVATION: 58.1900(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999888716
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B4530-2" TO -L- STATION IS

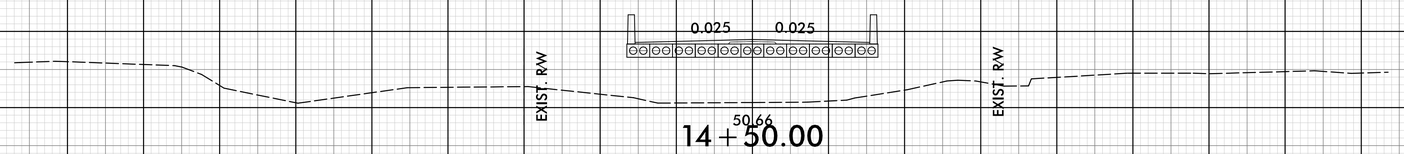
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

PROJ. REFERENCE NO.
B-4530
SHEET NO.
X-1
0 5 10
Note: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."
EXIST. RW
WETLANDS
3:1
0.025
60.50
58.39
13+00.00
0.025
61.72
60.05
12+50.00
0.012
63.39
61.71
12+00.00
BEGIN GRADE
-L- STA 11+80.00
65.13
11+50.00
67.07
11+00.00
-L-
6/23/16
28-MAR-2017 19:53
\Roadway\Corridor-Modeling\b4530_rdy_xpl_1.dgn
HNTB

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	B-4530	X-2

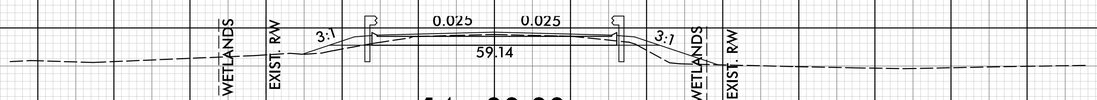
15+00.00

END BRIDGE
-L- STA 14+80.19

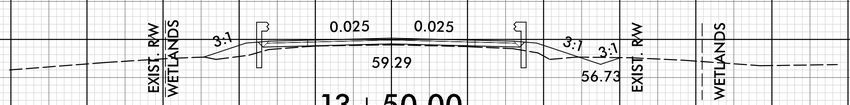


14+50.00

BEGIN BRIDGE
-L- STA 14+07.81



14+00.00



13+50.00

-L-

28-MAR-2017 19:53
\\Roadway\Corridor Modeling\b4530_rdy_xpl1.dgn
HNTB

6/23/16

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	B–4530	X–3

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

70 60 50

EXIST. R/W

59.31

EXIST. R/W

17 + 00.00

70 60 50

EXIST. R/W

58.94

EXIST. R/W

16 + 50.00

70 60 50

EXIST. R/W 3:1 0.010 0.010 3:1 EXIST. R/W WETLANDS

58.57

16 + 00.00

END GRADE

–L– STA 16 + 00.00

70 60 50

WETLANDS EXIST. R/W 3:1 0.025 0.025 3:1 3:1 EXIST. R/W WETLANDS

58.40 55.87

15 + 50.00

-L-

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

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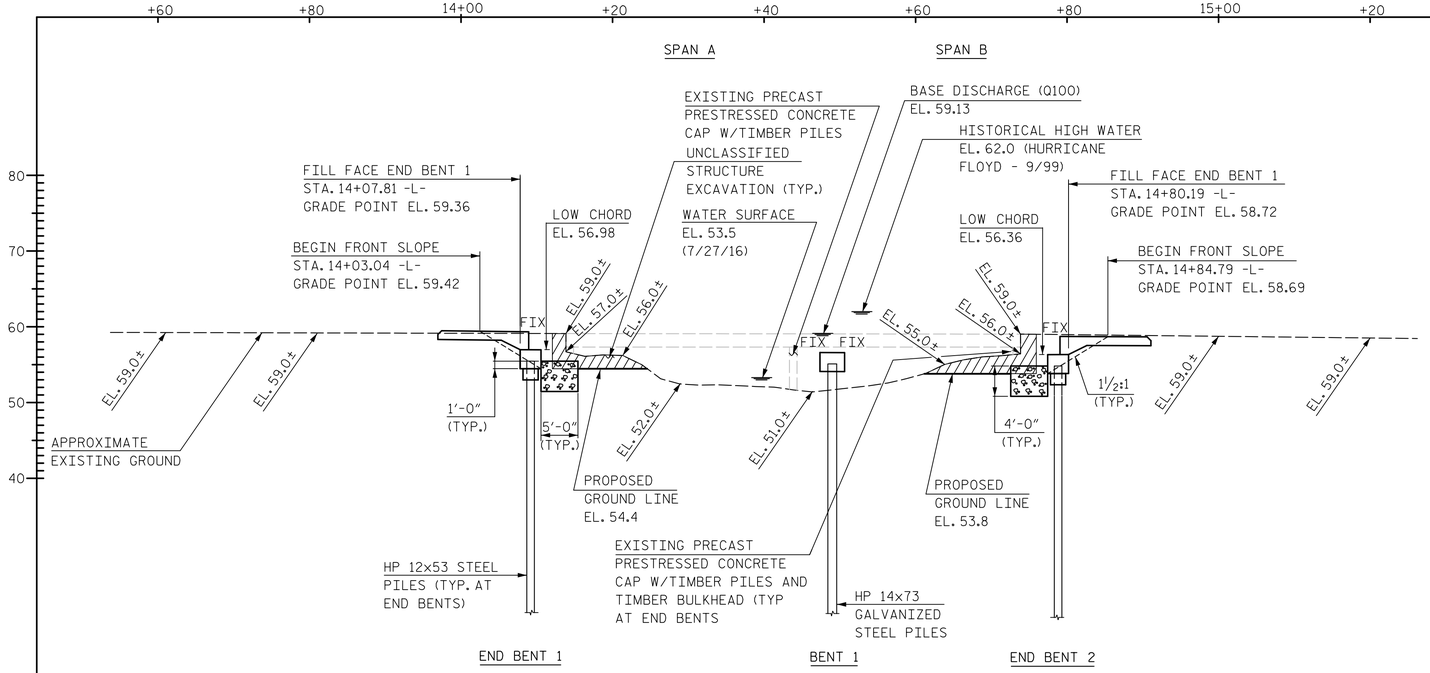
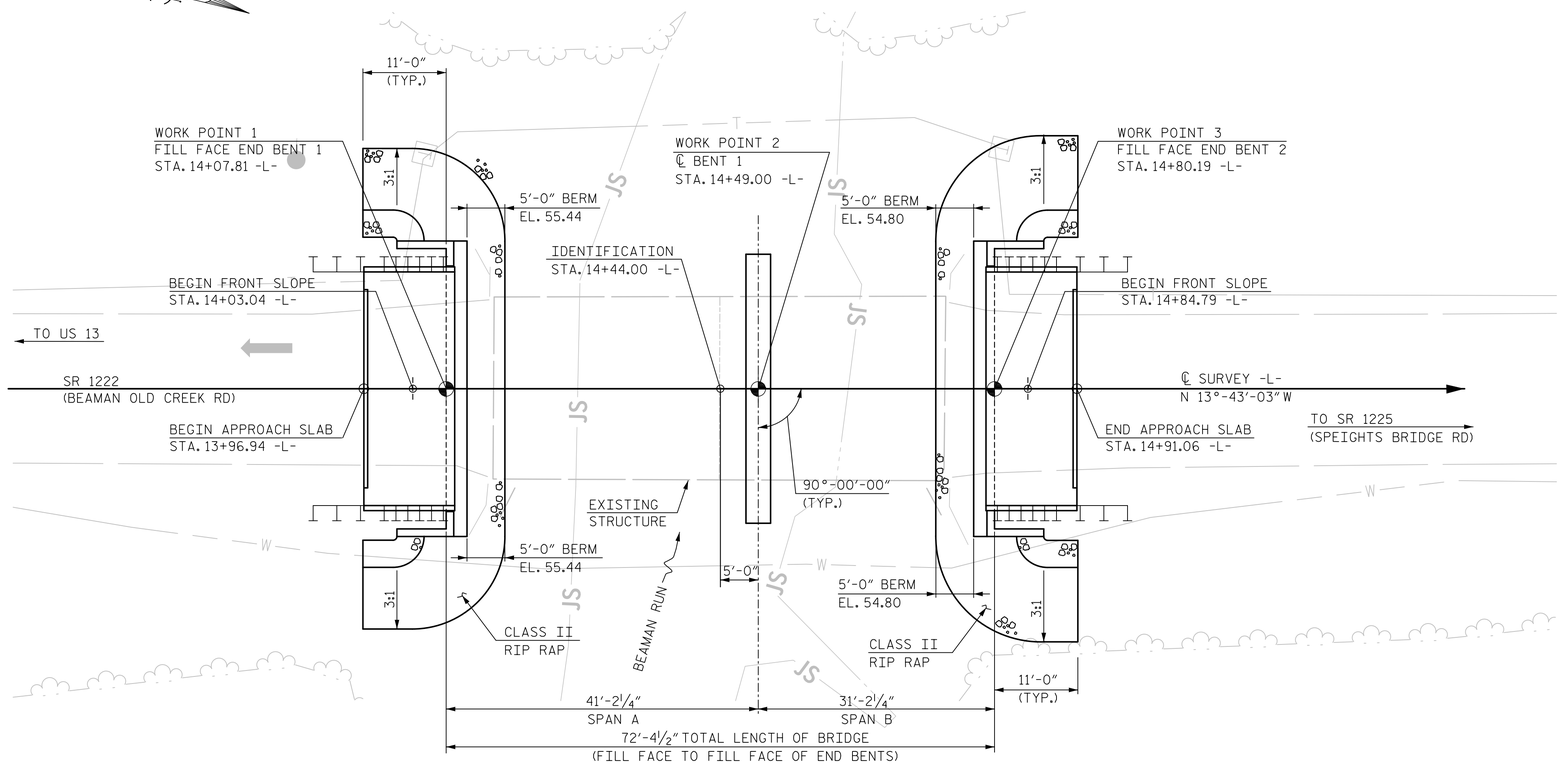
HNTB



ELEVATION



PLAN

PILES NOT SHOWN FOR CLARITY.

FOR GENERAL NOTES, SEE SHEET 2.

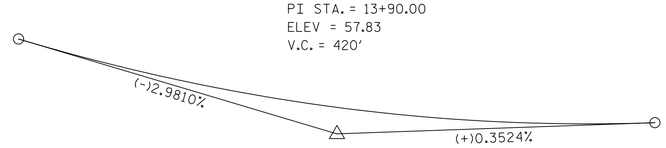
BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	=	850 CFS
FREQUENCY OF DESIGN FLOOD	=	25 YR
DESIGN HIGH WATER ELEVATION	=	58.0 FT.
DRAINAGE AREA	=	7.6 SQ. MI.
BASIC DISCHARGE (Q100)	=	1,300 CFS
BASIC HIGH WATER ELEVATION	=	59.13 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	=	980 CFS
FREQUENCY OF OVERTOPPING FLOOD	=	>25 YR (+)
OVERTOPPING FLOOD ELEVATION	=	58.49 FT.

NOTE: OVERTOPPING OCCURS AT ROADWAY STA. 15+50.00



GRADE DATA -L-

I HEREBY CERTIFY THESE PLANS ARE AS-BUILT PLANS

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE NO. 13

DocuSigned by: Paul J. Barber

NORTH CAROLINA PROFESSIONAL SEAL 12916 ENGINEER PAUL J. BARBER

3/28/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HNTB NORTH CAROLINA, P.C.
NC License No. C-1554
343 E. Six Forks Rd., Suite 200, Raleigh, N.C. 27609

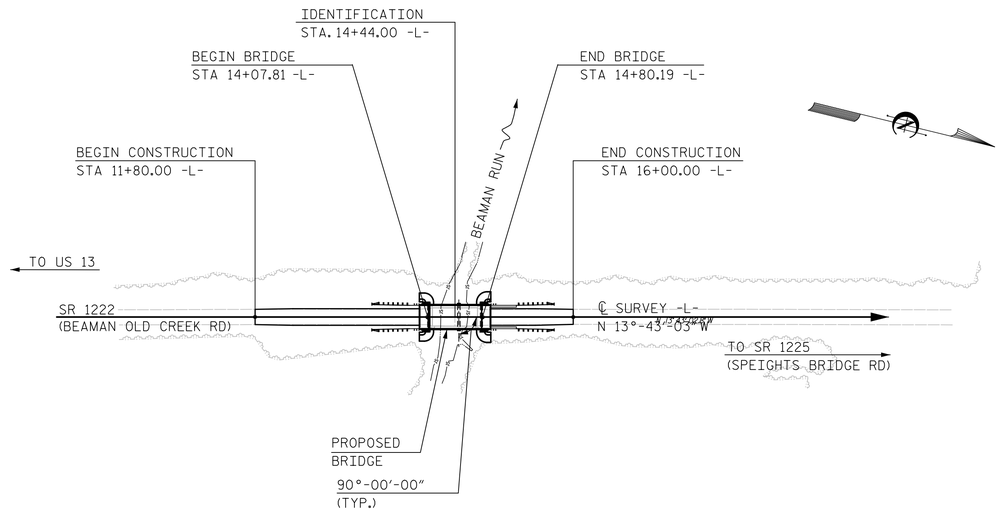
DRAWN BY J. BAYNE DATE 3/17
CHECKED BY P. BARBER DATE 3/17
DWG. NO. 1

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING FOR BRIDGE ON SR 1222 OVER BEAMAN RUN BETWEEN US 13 AND SR 1225

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S-1
1			3			TOTAL SHEETS
2			4			18

BM: - "BM10", RR SPIKE SET IN BASE OF 15" GUM, 30.00' RT, OF STA. 18+42.94 -L-, EL. 63.17



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

FOUNDATION NOTES:

FOR PILES, SEE GEOTECHNICAL SPECIAL PROVISIONS AND SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 59 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 100 TONS PER PILE.

PILES AT BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 88 TONS PER PILE.

DRIVE PILES AT BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR DOWNDRAG OR SCOUR.

INSTALL PILES AT BENT NO. 1 TO A TIP ELEVATION NO HIGHER THAN 25.0 FT.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 51 TONS PER PILE.

DRIVE PILES AT END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 85 TONS PER PILE.

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 IS ELEVATION 42 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

TESTING PILES WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE AT STATION 14+44.00 -L-	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION AT STATION 14+44.00 -L-	CLASS A CONCRETE	BRIDGE APPROACH SLABS AT STATION 14+44.00 -L-	REINFORCING STEEL	HP 12x53 STEEL PILES		HP 14x73 GALVANIZED STEEL PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0"x1'-9" PRESTRESSED CONCRETE CORED SLABS		ASBESTOS ASSESSMENT
	LUMP SUM	EACH	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	LUMP SUM
SUPERSTRUCTURE	LUMP SUM	———	———	———	LUMP SUM	———	—	———	—	———	———	140.50	———	———	LUMP SUM	22	770	———
END BENT 1	———	———	LUMP SUM	14.2	———	2,115	7	245	—	———	3	———	165	190	———	—	———	———
BENT 1	———	———	———	10.7	———	2,136	—	———	8	320	4	———	———	———	———	—	———	———
END BENT 2	———	———	LUMP SUM	14.2	———	2,115	7	210	—	———	3	———	165	190	———	—	———	———
TOTAL	LUMP SUM	1	LUMP SUM	39.1	LUMP SUM	6,366	14	455	8	320	10	140.50	330	380	LUMP SUM	22	770	LUMP SUM

GENERAL 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.

THIS BRIDGE SHALL BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

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

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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 19.5 FT. ON EACH SIDE OF CENTERLINE BRIDGE 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 EXISTING TWO SPAN STRUCTURE WITH SPAN LENGTHS OF 30'-0", WITH 10 LINES OF PRECAST PRESTRESSED CONCRETE (PPC) CHANNEL SECTIONS WITH A 25.7' OUT TO OUT DECK WIDTH ON PPC CAPS AND TIMBER PILES SHALL BE REMOVED. IN ADDITION, ANY PILES REMAINING FROM PREVIOUS BRIDGE CONSTRUCTION OR MAINTENANCE OPERATIONS SHALL BE REMOVED AND INCLUDED IN THE LUMP SUM PAY ITEM FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 14+44.00 -L-"

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.

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.

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

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

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY MATERIALS NEEDED WILL BE AT NO EXTRA COST TO THE CONTRACTOR.

DocuSigned by: Paul J. Barber
NORTH CAROLINA PROFESSIONAL SEAL 12916 ENGINEER PAUL J. BARBER
3/28/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HNTB NORTH CAROLINA, P.C.
NC License No. C-1554
343 E. Six Forks Rd., Suite 200, Raleigh, N.C. 27609

DRAWN BY J. BAYNE DATE 3/17
CHECKED BY P. BARBER DATE 3/17
DWG. NO. 2

PROJECT NO. B-4530
GREENE COUNTY
STATION: 14+44.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SR 1222
OVER BEAMAN RUN
BETWEEN US 13
AND SR 1225

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S-2
1			3			TOTAL SHEETS
2			4			18

LOAD AND RESISTANCE FACTOR RATING (LRFD) SUMMARY FOR PRESTRESSED CONCRETE GIRDERS

LEVEL		VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING	MINIMUM RATING FACTORS (RF)	TONS = W X RF	STRENGTH I LIMIT STATE											SERVICE III LIMIT STATE						COMMENT NUMBER
								MOMENT					SHEAR						MOMENT						
							LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	
DESIGN LOAD RATING		HL-93(Inv)	N/A	1	1.319	--	1.75	0.278	1.76	40'	EL	19.5	0.549	**1.32**	40'	EL	**1.95**	0.80	0.278	1.55	40'	EL	19.5	
		HL-93(Opr)	N/A	--	1.709	--	1.35	0.278	2.28	40'	EL	19.5	0.549	1.71	40'	EL	1.95	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	2	1.540	55.449	1.75	0.278	2.21	40'	EL	19.5	0.549	**1.54**	40'	EL	**1.95**	0.80	0.278	1.94	40'	EL	19.5	
		HS-20(Opr)	36.000	--	1.997	71.878	1.35	0.278	2.86	40'	EL	19.5	0.549	2	40'	EL	1.95	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.606	48.687	1.4	0.278	5.1	40'	EL	19.5	0.549	4.13	40'	EL	1.95	0.80	0.278	3.61	40'	EL	19.5	
		SNGARBS2	20.000	--	2.964	59.289	1.4	0.278	4.19	40'	EL	15.6	0.549	3.07	40'	EL	1.95	0.80	0.278	2.96	40'	EL	19.5	
		SNAGRIS2	22.000	--	2.906	63.929	1.4	0.278	4.09	40'	EL	15.6	0.549	2.91	40'	EL	1.95	0.80	0.278	2.92	40'	EL	15.6	
		SNCOTTS3	27.250	--	1.803	49.125	1.4	0.278	2.55	40'	EL	19.5	0.549	2.07	40'	EL	1.95	0.80	0.278	1.80	40'	EL	19.5	
		SNAGGRS4	34.925	--	1.623	56.667	1.4	0.278	2.29	40'	EL	19.5	0.549	1.82	40'	EL	1.95	0.80	0.278	1.62	40'	EL	19.5	
		SNS5A	35.550	--	1.578	56.107	1.4	0.278	2.23	40'	EL	19.5	0.549	1.9	40'	EL	1.95	0.80	0.278	1.58	40'	EL	19.5	
		SNS6A	39.950	--	1.502	59.992	1.4	0.278	2.12	40'	EL	19.5	0.549	1.77	40'	EL	1.95	0.80	0.278	1.50	40'	EL	19.5	
		SNS7B	42.000	3	1.432	60.149	1.4	0.278	2.02	40'	EL	19.5	0.549	1.81	40'	EL	1.95	0.80	0.278	**1.43**	40'	EL	**19.5**	
	TTST	TNAGRIT3	33.000	--	1.848	60.976	1.4	0.278	2.61	40'	EL	19.5	0.549	2.08	40'	EL	1.95	0.80	0.278	1.85	40'	EL	19.5	
		TNT4A	33.075	--	1.872	61.901	1.4	0.278	2.65	40'	EL	19.5	0.549	1.98	40'	EL	1.95	0.80	0.278	1.87	40'	EL	19.5	
		TNT6A	41.600	--	1.587	66.032	1.4	0.278	2.24	40'	EL	19.5	0.549	1.94	40'	EL	1.95	0.80	0.278	1.59	40'	EL	19.5	
		TNT7A	42.000	--	1.627	68.354	1.4	0.278	2.3	40'	EL	19.5	0.549	1.79	40'	EL	1.95	0.80	0.278	1.63	40'	EL	19.5	
		TNT7B	42.000	--	1.664	69.888	1.4	0.278	2.35	40'	EL	19.5	0.549	1.72	40'	EL	1.95	0.80	0.278	1.66	40'	EL	19.5	
		TNAGRIT4	43.000	--	1.619	69.61	1.4	0.278	2.28	40'	EL	15.6	0.549	1.65	40'	EL	1.95	0.80	0.278	1.62	40'	EL	19.5	
		TNAGT5A	45.000	--	1.498	67.412	1.4	0.278	2.12	40'	EL	19.5	0.549	1.71	40'	EL	1.95	0.80	0.278	1.50	40'	EL	19.5	
		TNAGT5B	45.000	--	1.455	65.486	1.4	0.278	2.06	40'	EL	19.5	0.549	1.56	40'	EL	1.95	0.80	0.278	1.46	40'	EL	19.5	

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ_{DC}	γ_{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

ALLOWABLE STRESSES FOR SERVICE III LIMIT STATE ARE AS REQUIRED FOR DESIGN.

COMMENTS:

1.

2.

3.

4.

(#) CONTROLLING LOAD RATING

(1) DESIGN LOAD RATING (HL-93)

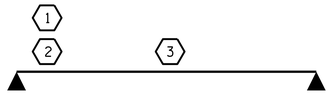
(2) DESIGN LOAD RATING (HS-20)

(3) LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

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



LRFR SUMMARY

FOR SPAN 'A'

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
LRFR SUMMARY FOR 40' CORED SLAB UNIT 90° SKEW
(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			18

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ASSEMBLED BY :	S.M. MATTA	DATE :	2/9/17
CHECKED BY :	J.D. HAWK	DATE :	2/14/17
DRAWN BY : CVC	6/10		
CHECKED BY : DNS	6/10		

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pknewton

STD. NO. 21LRFR1_90S_40L

LOAD AND RESISTANCE FACTOR RATING (LRFD) SUMMARY FOR PRESTRESSED CONCRETE GIRDERS

LEVEL		VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING	MINIMUM RATING FACTORS (RF)	TONS = W X RF	STRENGTH I LIMIT STATE											SERVICE III LIMIT STATE						COMMENT NUMBER
								MOMENT					SHEAR						MOMENT						
							LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	
DESIGN LOAD RATING		HL-93(Inv)	N/A	1	1.037	--	1.75	0.283	1.83	30'	EL	14.5	0.574	**1.04**	30'	EL	**1.45**	0.80	0.283	1.58	30'	EL	14.5	
		HL-93(Opr)	N/A	--	1.344	--	1.35	0.283	2.38	30'	EL	14.5	0.574	1.34	30'	EL	1.45	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	2	1.183	42.587	1.75	0.283	2.53	30'	EL	11.6	0.574	**1.18**	30'	EL	**1.45**	0.80	0.283	2.20	30'	EL	11.6	
		HS-20(Opr)	36.000	--	1.533	55.205	1.35	0.283	3.28	30'	EL	11.6	0.574	1.53	30'	EL	1.45	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	2.895	39.081	1.4	0.283	5.18	30'	EL	14.5	0.574	2.89	30'	EL	1.45	0.80	0.283	3.56	30'	EL	14.5	
		SNGARBS2	20.000	--	2.240	44.792	1.4	0.283	4.53	30'	EL	11.6	0.574	2.24	30'	EL	1.45	0.80	0.283	3.15	30'	EL	11.6	
		SNAGRIS2	22.000	--	2.157	47.463	1.4	0.283	4.6	30'	EL	11.6	0.574	2.16	30'	EL	1.45	0.80	0.283	3.20	30'	EL	11.6	
		SNCOTTS3	27.250	--	1.462	39.849	1.4	0.283	2.6	30'	EL	14.5	0.574	1.46	30'	EL	1.45	0.80	0.283	1.79	30'	EL	14.5	
		SNAGGRS4	34.925	--	1.346	46.999	1.4	0.283	2.5	30'	EL	14.5	0.574	1.35	30'	EL	1.45	0.80	0.283	1.72	30'	EL	14.5	
		SNS5A	35.550	--	1.427	50.733	1.4	0.283	2.42	30'	EL	14.5	0.574	1.43	30'	EL	1.45	0.80	0.283	1.67	30'	EL	14.5	
		SNS6A	39.950	--	1.341	53.59	1.4	0.283	2.29	30'	EL	14.5	0.574	1.34	30'	EL	1.45	0.80	0.283	1.58	30'	EL	14.5	
		SNS7B	42.000	--	1.369	57.505	1.4	0.283	2.23	30'	EL	14.5	0.574	1.37	30'	EL	1.45	0.80	0.283	1.53	30'	EL	14.5	
	TTST	TNAGRIT3	33.000	--	1.593	52.58	1.4	0.283	2.97	30'	EL	14.5	0.574	1.59	30'	EL	1.45	0.80	0.283	2.04	30'	EL	14.5	
		TNT4A	33.075	--	1.483	49.043	1.4	0.283	2.82	30'	EL	14.5	0.574	1.48	30'	EL	1.45	0.80	0.283	1.94	30'	EL	14.5	
		TNT6A	41.600	--	1.433	59.622	1.4	0.283	2.56	30'	EL	14.5	0.574	1.43	30'	EL	1.45	0.80	0.283	1.76	30'	EL	14.5	
		TNT7A	42.000	--	1.363	57.264	1.4	0.283	2.64	30'	EL	14.5	0.574	1.36	30'	EL	1.45	0.80	0.283	1.82	30'	EL	14.5	
		TNT7B	42.000	--	1.331	55.915	1.4	0.283	2.49	30'	EL	14.5	0.574	1.33	30'	EL	1.45	0.80	0.283	1.72	30'	EL	14.5	
		TNAGRIT4	43.000	--	1.287	55.356	1.4	0.283	2.58	30'	EL	14.5	0.574	1.29	30'	EL	1.45	0.80	0.283	1.78	30'	EL	14.5	
		TNAGT5A	45.000	--	1.381	62.151	1.4	0.283	2.5	30'	EL	14.5	0.574	1.38	30'	EL	1.45	0.80	0.283	1.72	30'	EL	14.5	
		TNAGT5B	45.000	3	1.212	54.54	1.4	0.283	2.41	30'	EL	11.6	0.574	**1.21**	30'	EL	**1.45**	0.80	0.283	1.66	30'	EL	11.6	

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ_{DC}	γ_{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

ALLOWABLE STRESSES FOR SERVICE III LIMIT STATE ARE AS REQUIRED FOR DESIGN.

COMMENTS:

1.

2.

3.

4.

(#) CONTROLLING LOAD RATING

(1) DESIGN LOAD RATING (HL-93)

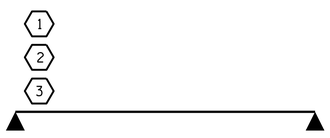
(2) DESIGN LOAD RATING (HS-20)

(3) LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

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



LRFR SUMMARY

FOR SPAN 'B'

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR 30' CORED SLAB UNIT 90° SKEW

(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			18

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ASSEMBLED BY :	S.M. MATTA	DATE : 2/9/17
CHECKED BY :	J.D. HAWK	DATE : 2/14/17
DRAWN BY : CVC	6/10	
CHECKED BY : DNS	6/10	

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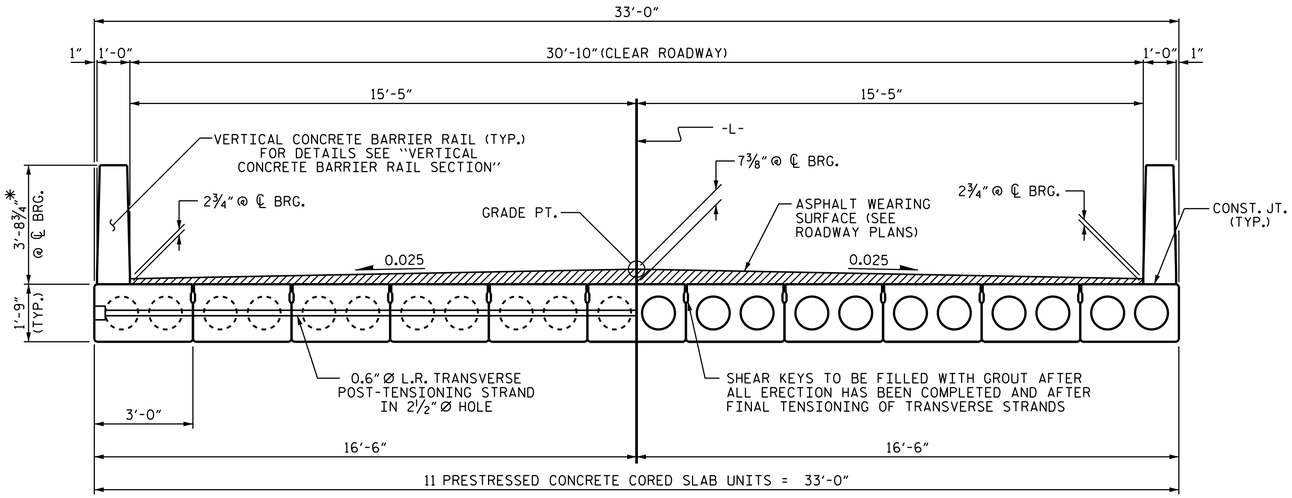
pknewton

STD. NO. 21LRFR1_90S_30L

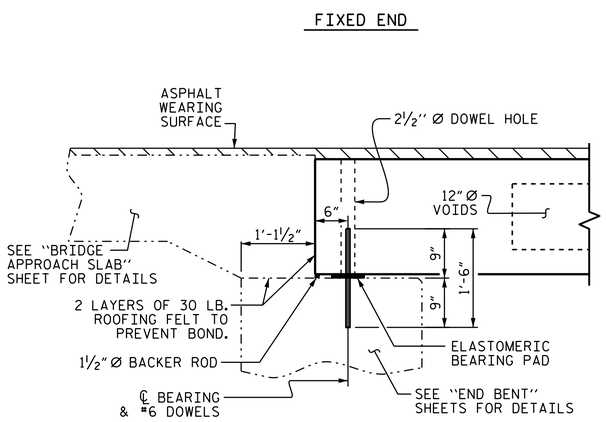


HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

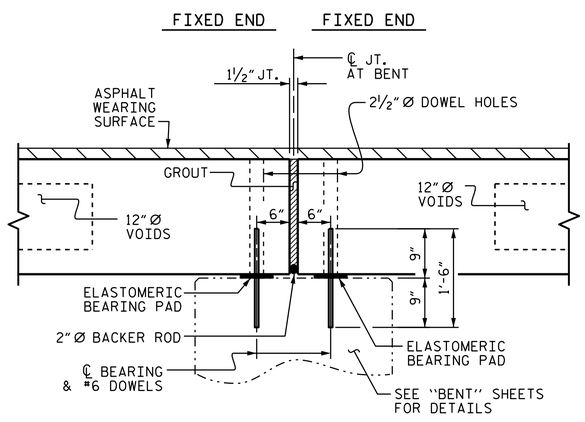
HALF SECTION
THROUGH VOIDS

TYPICAL SECTION

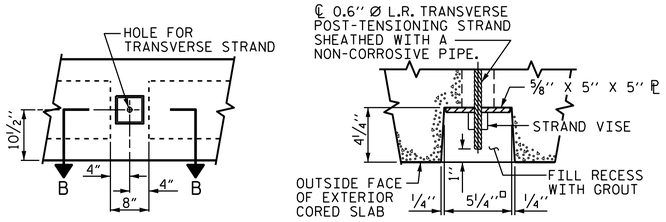
* - THE MAXIMUM BARRIER RAIL HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE BARRIER RAIL AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE BARRIER RAIL FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR RAIL HEIGHT DETAILS AND ASPHALT THICKNESS SEE THE "VERTICAL CONCRETE BARRIER RAIL SECTION" DETAIL.



SECTION AT END BENT



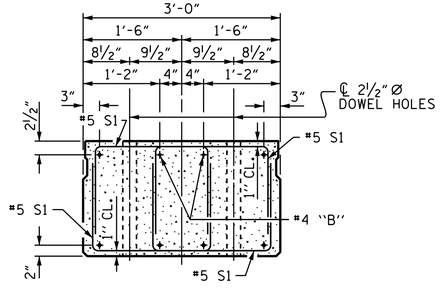
SECTION AT BENT



ELEVATION VIEW

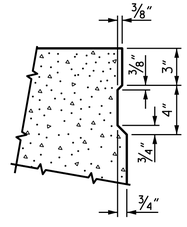
SECTION B-B

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



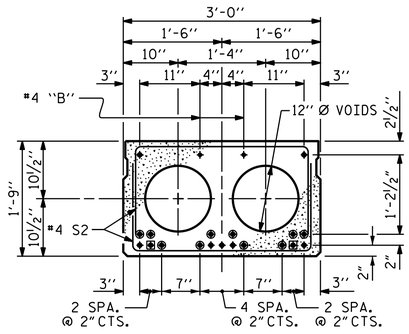
END ELEVATION

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.



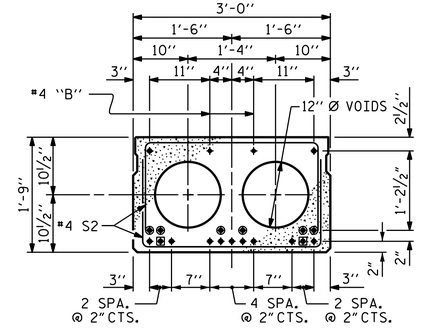
SHEAR KEY DETAIL

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



INTERIOR SLAB SECTION (30' UNIT)

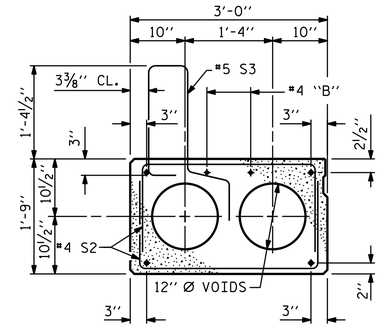
(9 STRANDS REQUIRED)



INTERIOR SLAB SECTION (40' UNIT)

(13 STRANDS REQUIRED)

0.6" Ø LOW RELAXATION STRAND LAYOUT



EXT. SLAB SECTION

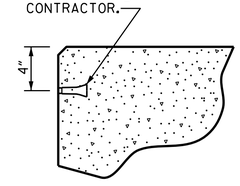
(FOR PRESTRESSED STRAND LAYOUT, SEE INTERIOR SLAB SECTION.)

△ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 6'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

▣ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 2'-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



THREADED INSERT DETAIL

PROJECT NO. B-4530
GREENE COUNTY
STATION: 14+44.00 -L-

SHEET 1 OF 5

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3'-0" X 1'-9"
PRESTRESSED CONCRETE
CORED SLAB UNIT
90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			18

ASSEMBLED BY : S.M. MATTA	DATE : 2/9/17		
CHECKED BY : J.D. HAWK	DATE : 2/14/17		
DRAWN BY : DGE 5/09	REV. 9/14 MAA/TMG		
CHECKED BY : BCH 6/09			

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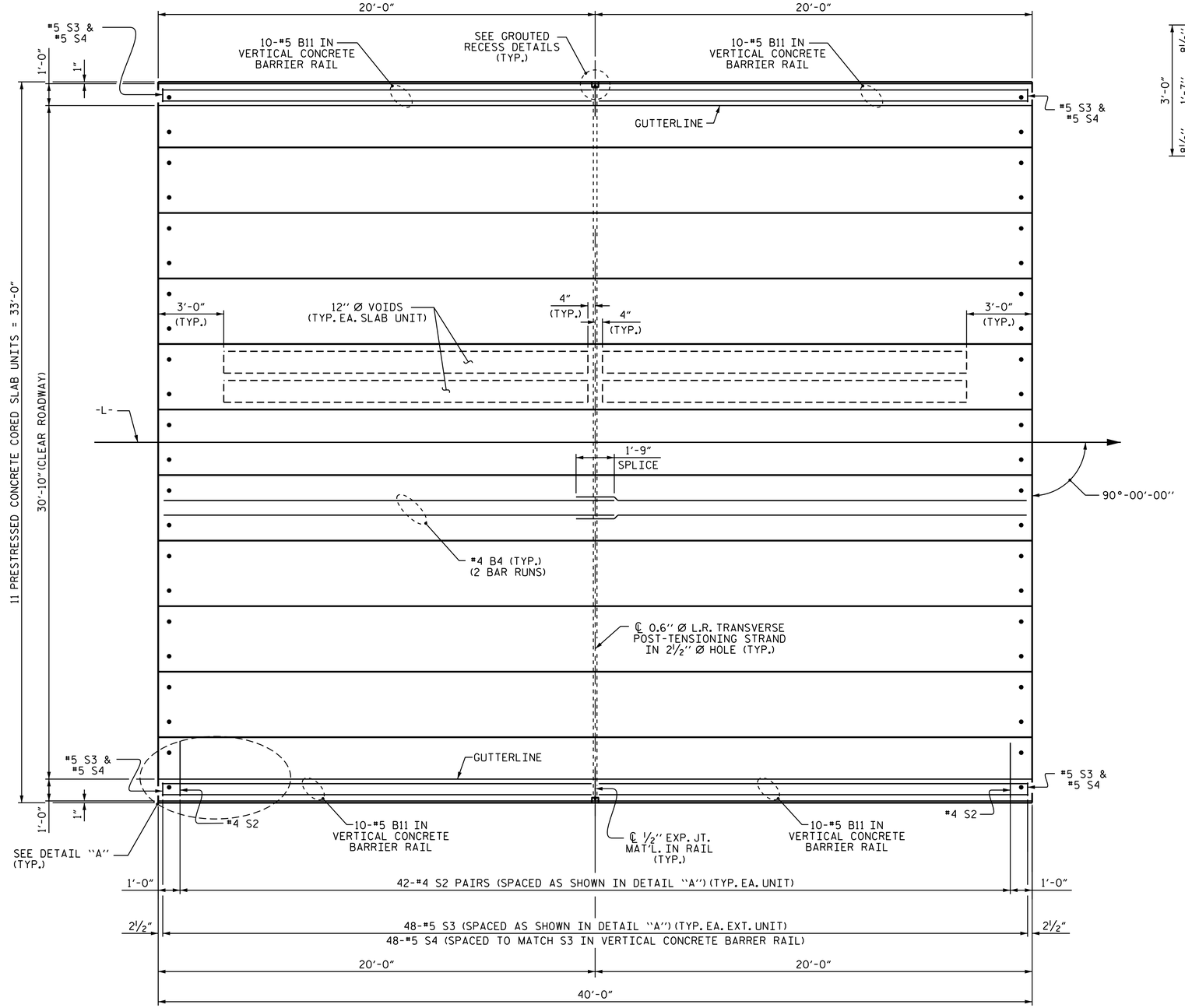
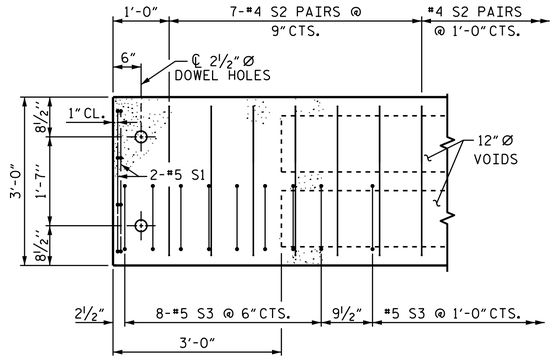
pknewton

STD. NO. 21"PCS2_33_90S



PLAN OF UNIT



DETAIL "A"

(TYPICAL EACH END OF UNIT)
NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S3 BARS.

PROJECT NO. B-4530
GREENE COUNTY
STATION: 14+44.00 -L-

SHEET 2 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PLAN OF 40' UNIT 30'-10" CLEAR ROADWAY 90° SKEW

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			18

ASSEMBLED BY : S.M. MATTA		DATE : 2/9/17	
CHECKED BY : J.D. HAWK		DATE : 2/14/17	
DRAWN BY : DGE 3/09	REV. 12/5/11	MAA/AAC	
CHECKED BY : BCH 3/09	REV. 8/14	MAA/TMG	

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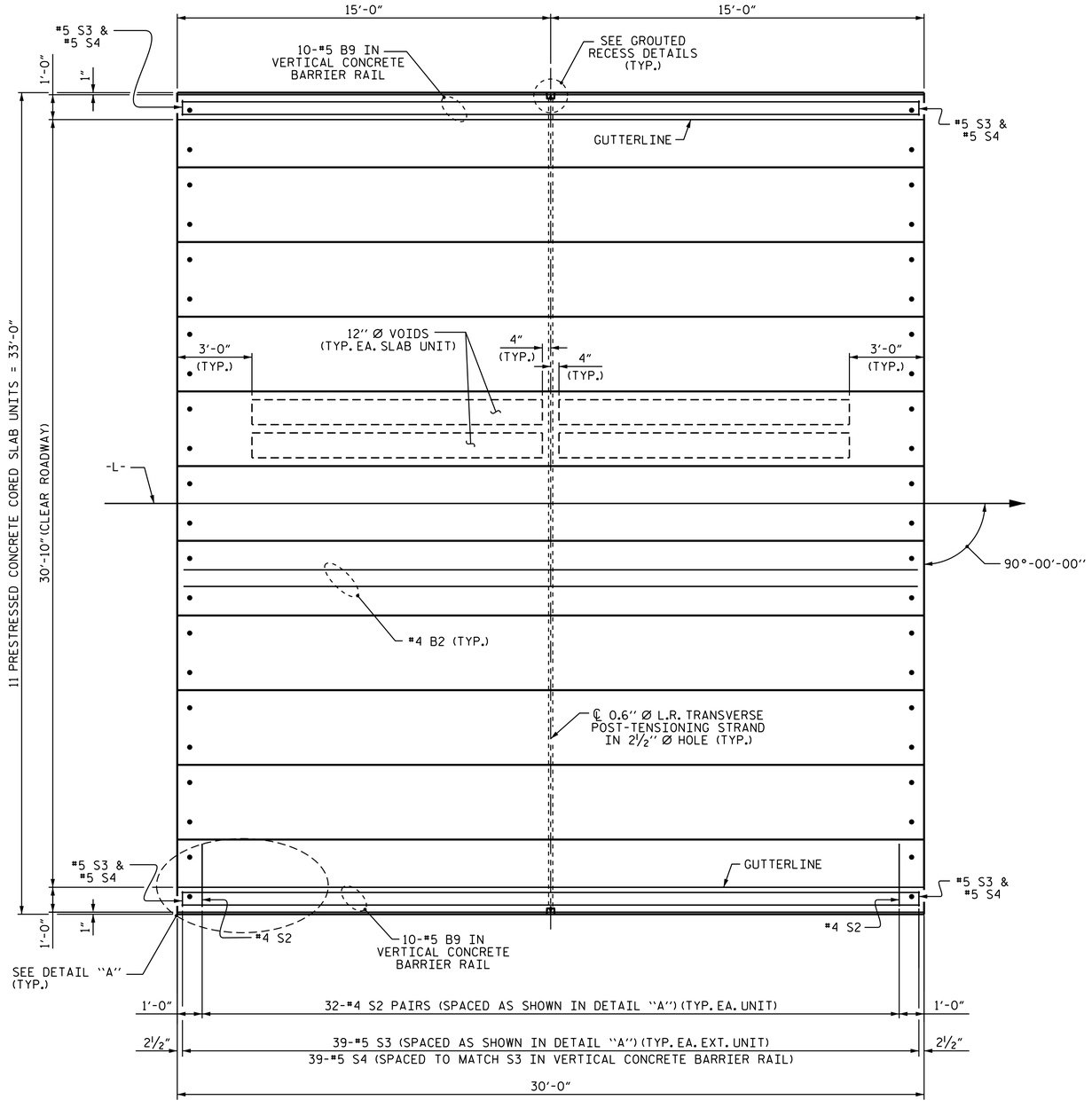
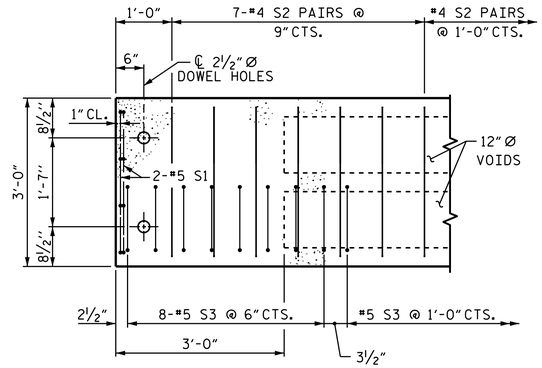


PLAN OF UNIT



DETAIL "A"

(TYPICAL EACH END OF UNIT)
NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S3 BARS.

PROJECT NO. B-4350

GREENE COUNTY

STATION: 14+44.00 -L-

SHEET 3 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PLAN OF 30' UNIT 30'-10" CLEAR ROADWAY 90° SKEW

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

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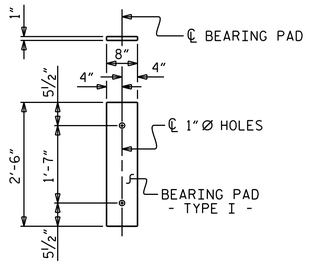
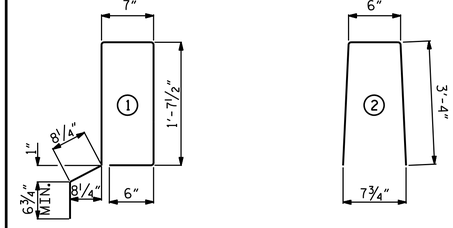


FIXED END
(TYPE I - 44 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 50 DUROMETER HARDNESS.

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT

NOTES

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

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

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

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

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

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

ALL REINFORCING STEEL IN THE VERTICAL CONCRETE BARRIER RAIL 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.

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.

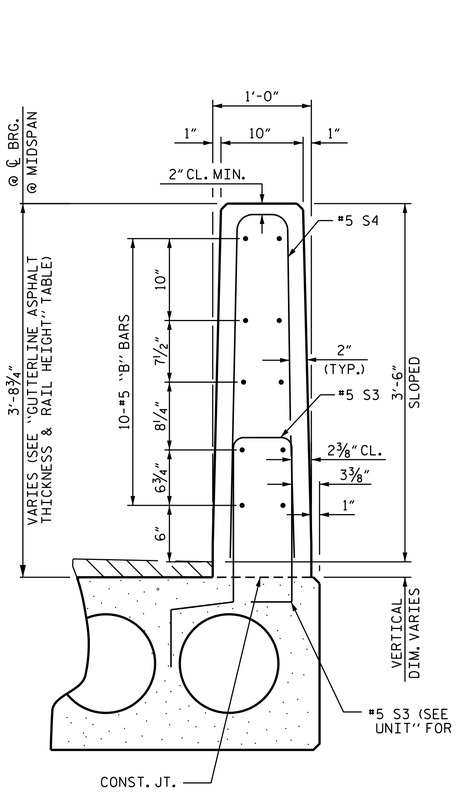
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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

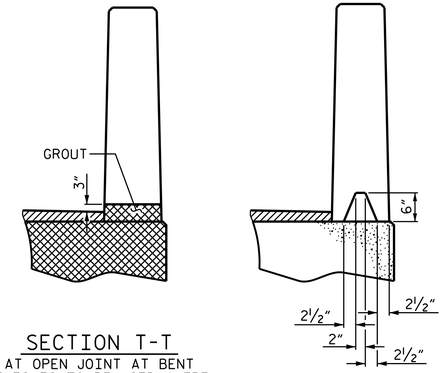
THE PERMITTED THREADED INSERTS IN THE EXTERIOR UNITS SHALL BE SIZED BY THE CONTRACTOR, SPACED AT 4'-0" CENTERS AND GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. STAINLESS STEEL THREADED INSERTS MAY BE USED AS AN ALTERNATE.

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.

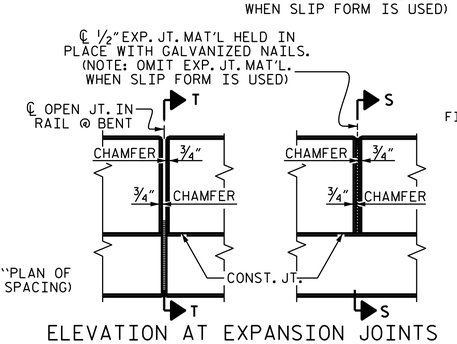


VERTICAL CONCRETE BARRIER RAIL SECTION

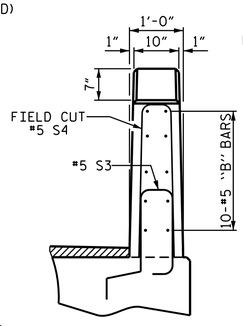


SECTION T-T
AT OPEN JOINT AT BENT
(THIS IS TO BE USED WHERE FOAM JOINT IS NOT USED)

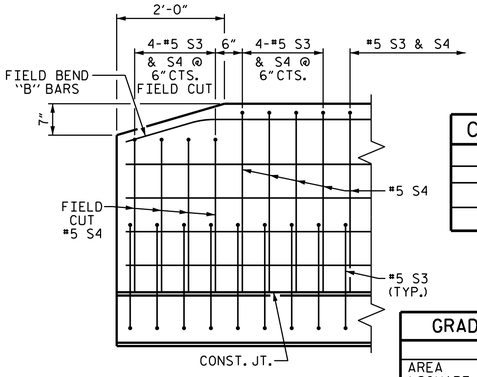
SECTION S-S
AT DAM IN OPEN JOINT
(THIS IS TO BE USED ONLY WHEN SLIP FORM IS USED)



ELEVATION AT EXPANSION JOINTS



END VIEW



SIDE VIEW

END OF RAIL DETAILS

CONCRETE RELEASE STRENGTH	
UNIT	PSI
30' UNIT	4000
40' UNIT	4000

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

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON
Digitally signed by: P. Korey Newton
2/22/2017

PROJECT NO. B-4530
GREENE COUNTY
STATION: 14+44.00 -L-
SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD 3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLAB UNIT 90° SKEW

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STD. NO. 21"PCS3_33_90S

CORED SLABS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
30' UNIT			
EXTERIOR C.S.	2	30'-0"	60'-0"
INTERIOR C.S.	9	30'-0"	270'-0"
TOTAL	11		330'-0"

CORED SLABS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
40' UNIT			
EXTERIOR C.S.	2	40'-0"	80'-0"
INTERIOR C.S.	9	40'-0"	360'-0"
TOTAL	11		440'-0"

DEAD LOAD DEFLECTION AND CAMBER

	3'-0" x 1'-9"
30' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	1/4" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	1/8" ↑
FINAL CAMBER	1/8" ↑

** INCLUDES FUTURE WEARING SURFACE

DEAD LOAD DEFLECTION AND CAMBER

	3'-0" x 1'-9"
40' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	1/8" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	1/8" ↑
FINAL CAMBER	3/4" ↑

** INCLUDES FUTURE WEARING SURFACE

BILL OF MATERIAL FOR ONE 30' CORED SLAB UNIT

				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B2	2	#4	STR	29'-8"	40	29'-8"	40
S1	8	#5	3	4'-3"	35	4'-3"	35
S2	64	#4	3	5'-4"	228	5'-4"	228
* S3	39	#5	1	5'-7"	227		
REINFORCING STEEL			LBS.		303		303
* EPOXY COATED REINFORCING STEEL			LBS.		227		
5000 P.S.I. CONCRETE			CU. YDS.		4.4		4.4
0.6" Ø L.R. STRANDS			No.		9		9

BILL OF MATERIAL FOR ONE 40' CORED SLAB UNIT

				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B4	4	#4	STR	20'-9"	55	20'-9"	55
S1	8	#5	3	4'-3"	35	4'-3"	35
S2	84	#4	3	5'-4"	299	5'-4"	299
* S3	48	#5	1	5'-7"	280		
REINFORCING STEEL			LBS.		389		389
* EPOXY COATED REINFORCING STEEL			LBS.		280		
5000 P.S.I. CONCRETE			CU. YDS.		5.8		5.8
0.6" Ø L.R. STRANDS			No.		13		13

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	30' UNIT					
* B9	20	20	#5	STR	29'-7"	617
* S4	78	78	#5	2	7'-2"	583
* EPOXY COATED REINFORCING STEEL				LBS.		1200
CLASS AA CONCRETE				CU.YDS.		7.7
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.		60.25

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	40' UNIT					
* B11	40	40	#5	STR	19'-7"	817
* S4	96	96	#5	2	7'-2"	718
* EPOXY COATED REINFORCING STEEL				LBS.		1535
CLASS AA CONCRETE				CU.YDS.		10.2
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.		80.25

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
30' UNIT	2 5/8"	3'-8 5/8"
40' UNIT	2"	3'-8"

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

SHEET 5 OF 5

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD 3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLAB UNIT 90° SKEW

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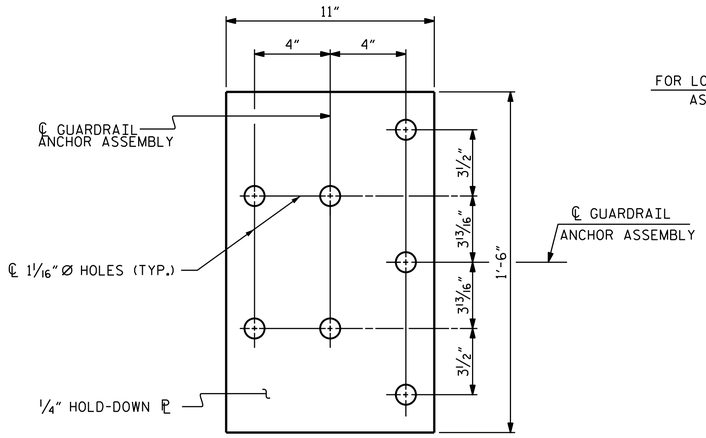
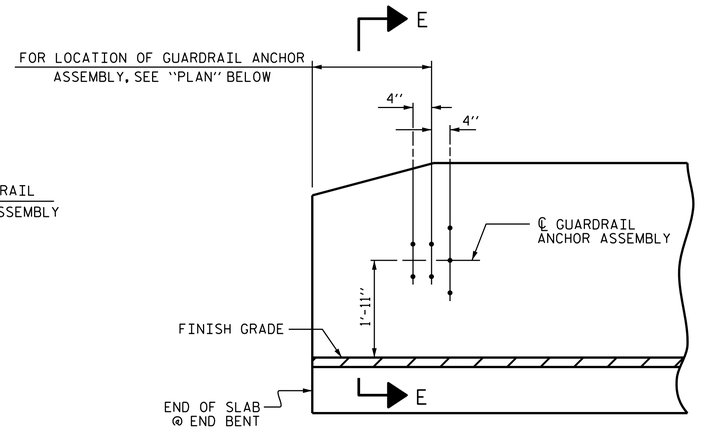


PLAN



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.)

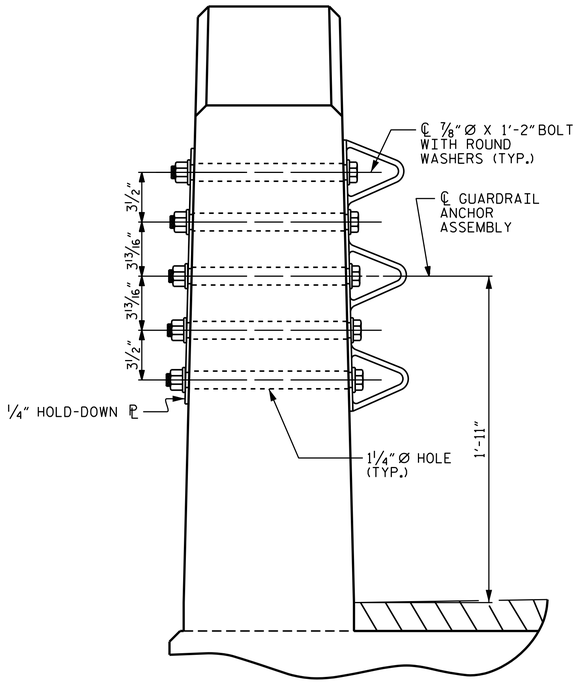
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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.

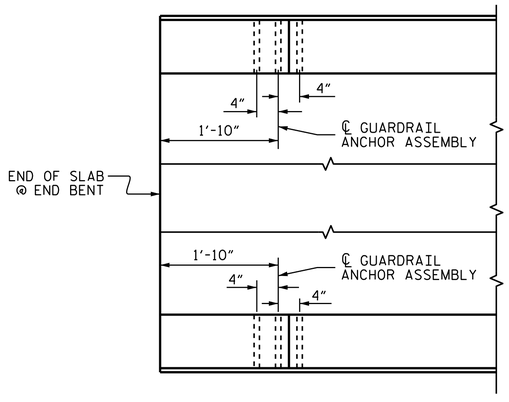
THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE VERTICAL CONCRETE BARRIER RAIL TO CLEAR ASSEMBLY BOLTS.

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

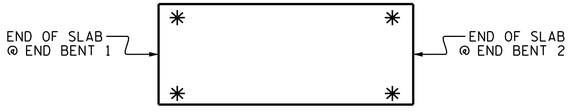
GUARDRAIL ANCHOR ASSEMBLY DETAILS



PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

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



SKETCH SHOWING POINTS OF ATTACHMENT

✳ DENOTES GUARDRAIL ANCHOR ASSEMBLY

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GREENE COUNTY

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NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
GUARDRAIL ANCHORAGE DETAILS FOR VERTICAL CONCRETE BARRIER RAIL

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	REV. 1/15		MAA/TMG

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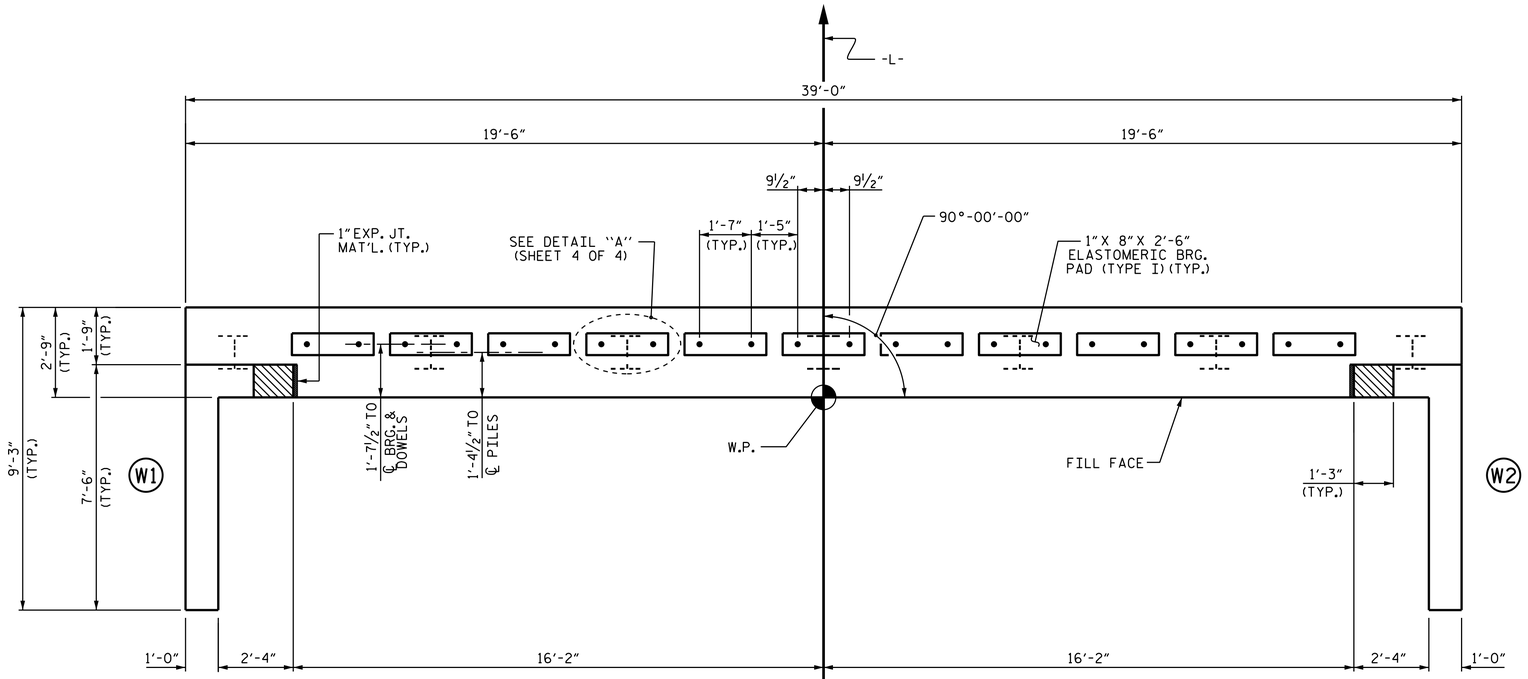

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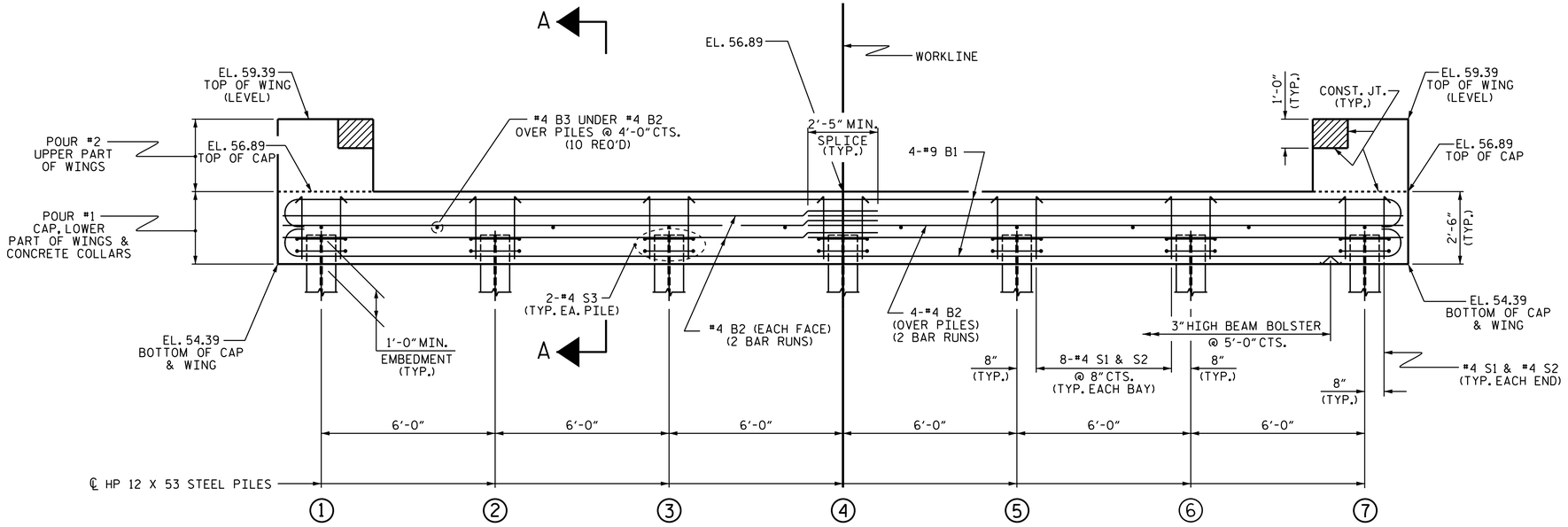

ELEVATION

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.

ASSEMBLED BY : S.M. MATTA	DATE : 2/9/17		
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CHECKED BY : MKT	01/10		

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SHEET 1 OF 4

STATE OF NORTH CAROLINA
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RALEIGH

SUBSTRUCTURE

END BENT No. 1

NORTH CAROLINA PROFESSIONAL SEAL 26445 P. KORREY NEWTON ENGINEER

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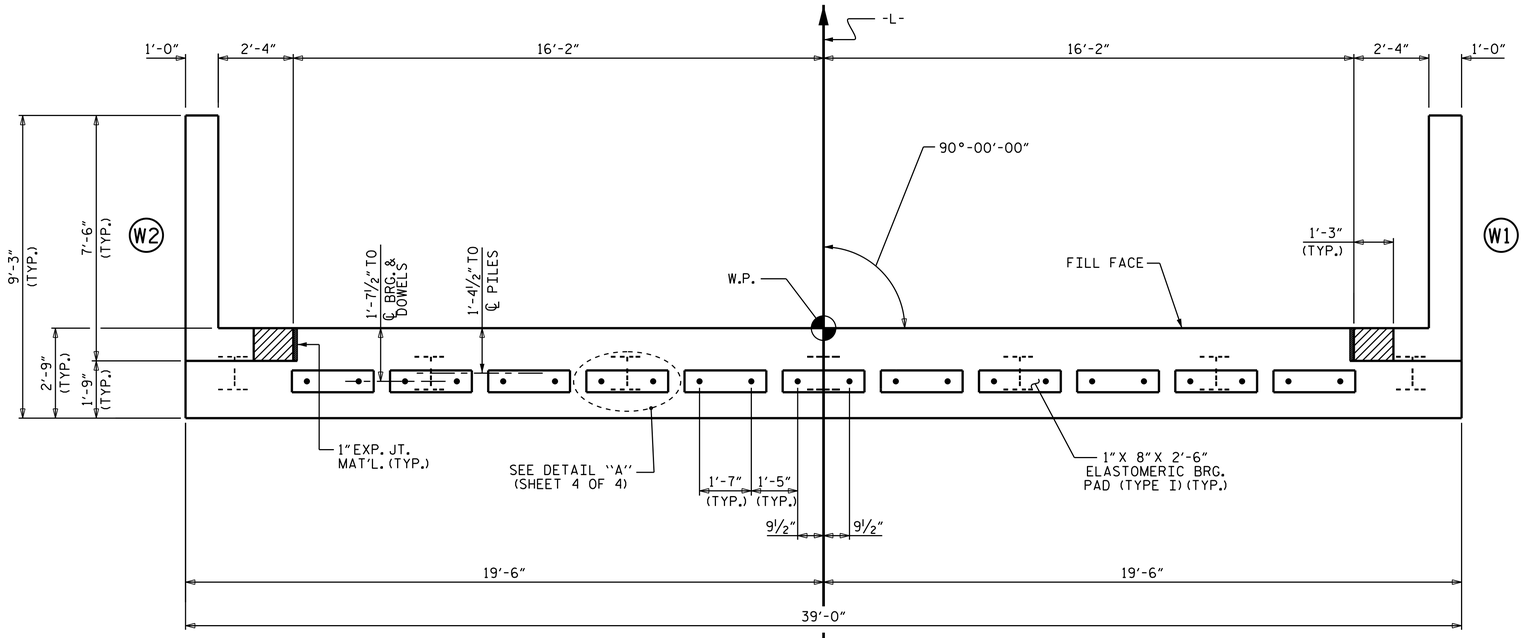

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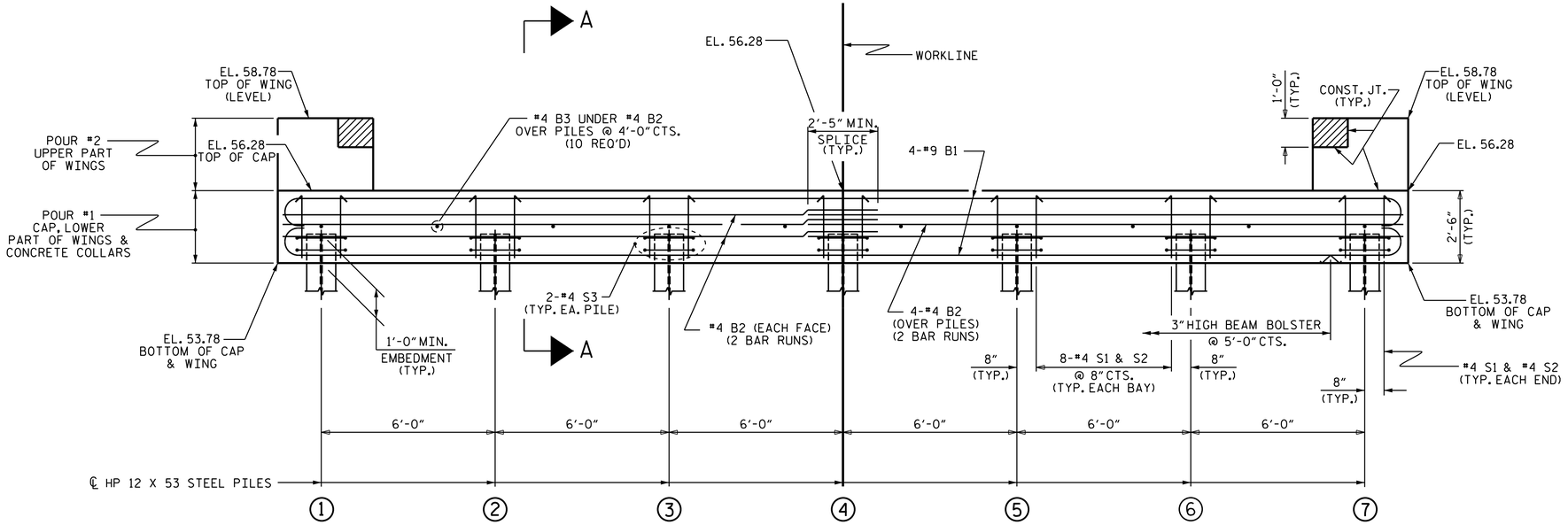

ELEVATION

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.

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FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

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DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 2

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

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2/22/2017

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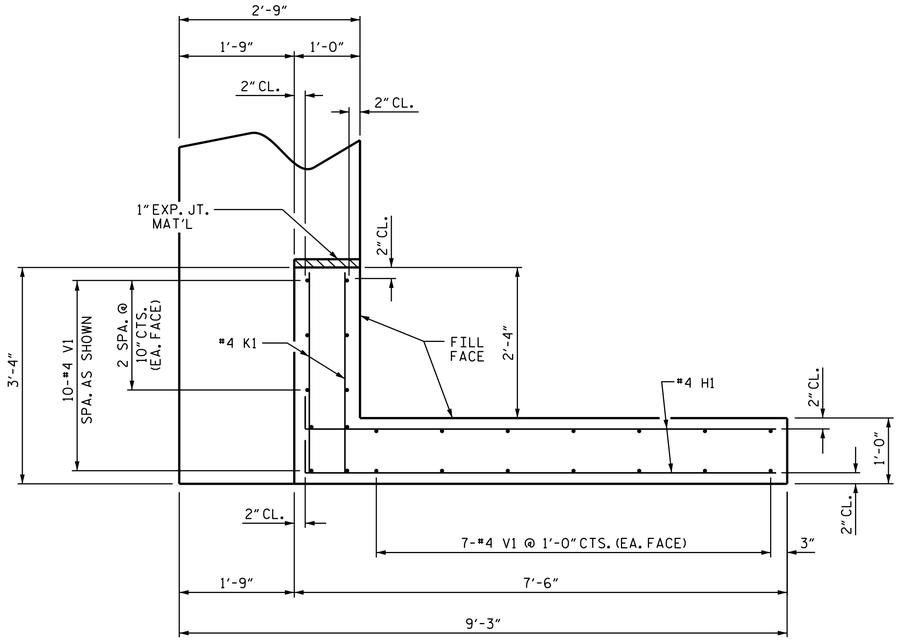
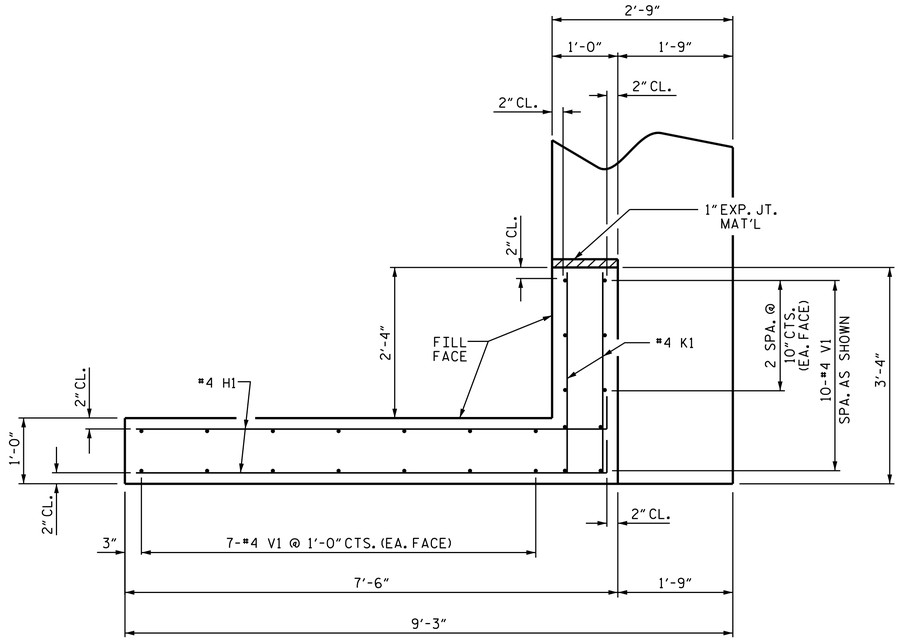
TOTAL SHEETS 18

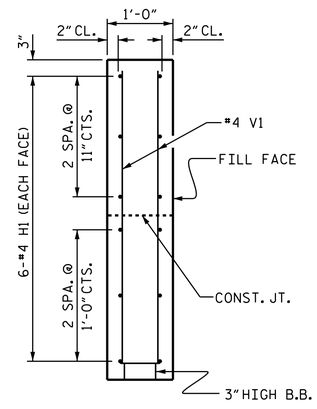
STD. NO. EB_33_90S



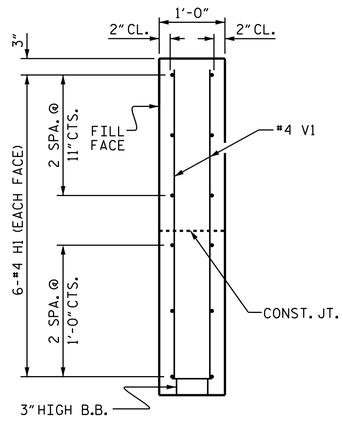
PLAN OF WING (W1)



PLAN OF WING (W2)

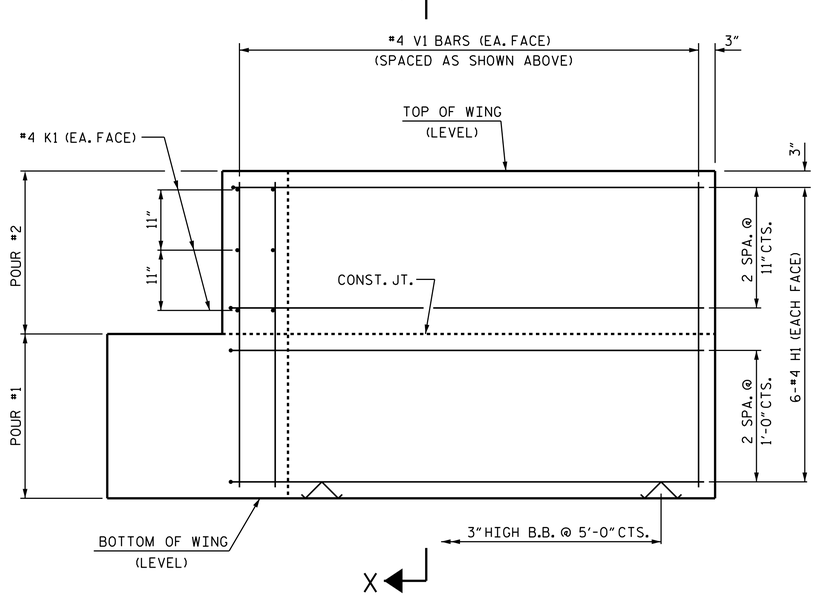


SECTION X-X



SECTION Y-Y

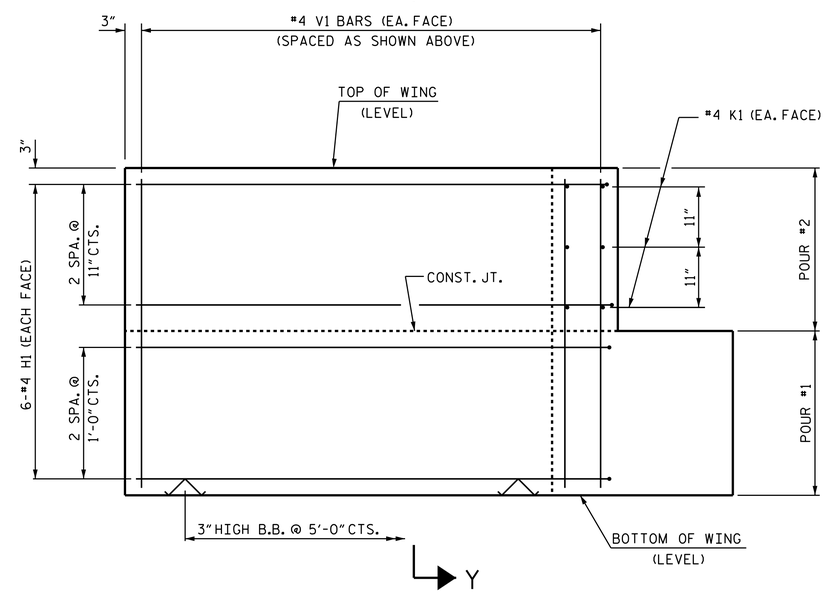
X



X

ELEVATION OF WING (W1)

Y



Y

ELEVATION OF WING (W2)

WING DETAILS

PROJECT NO. B-4530

GREENE COUNTY

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SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT
WING DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

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CHECKED BY : MKT 02/10		

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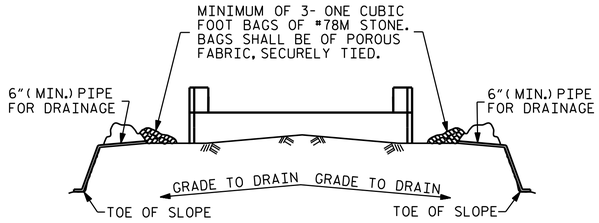
STD. NO. EB_33_90S

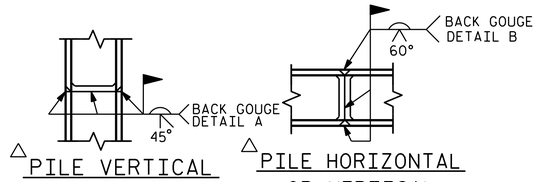


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR EFFECTIVENESS.

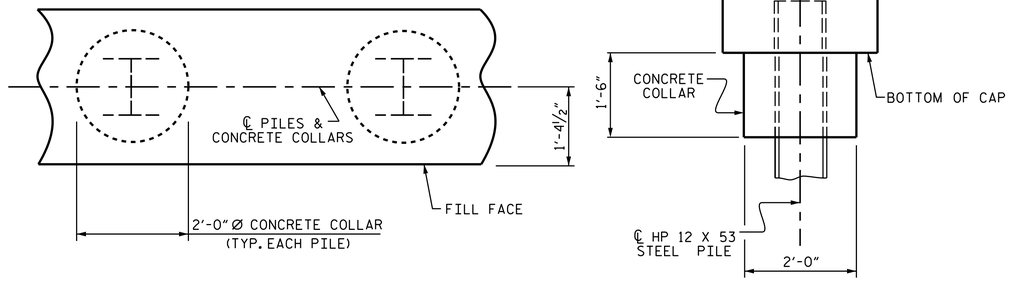
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



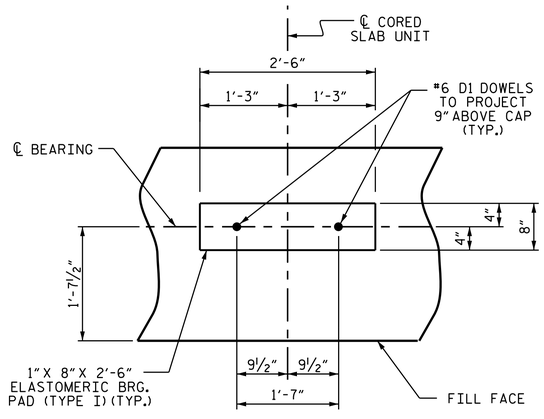
△ POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS



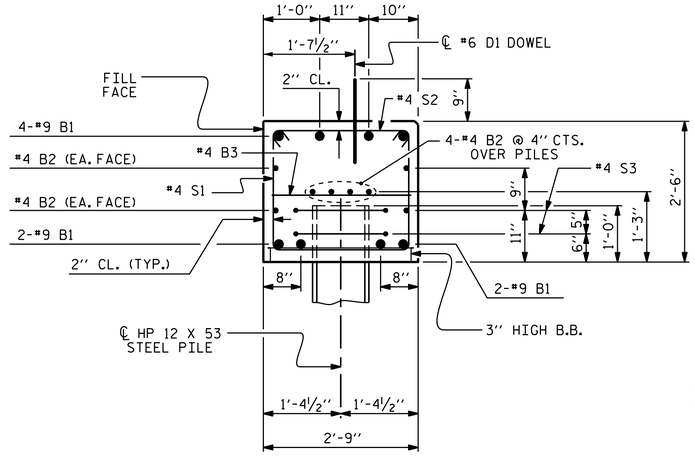
CORROSION PROTECTION FOR STEEL PILES DETAIL

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



DETAIL "A"

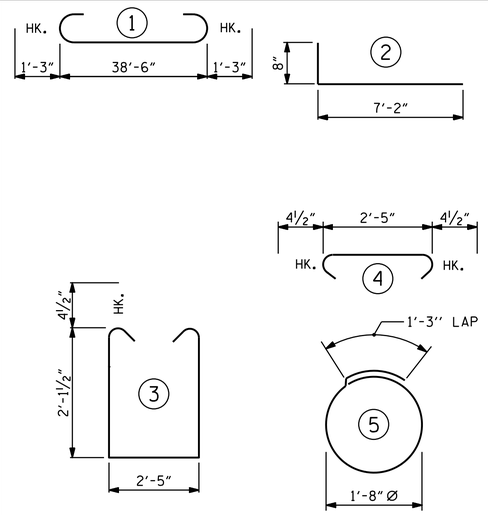
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



SECTION A-A

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

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.= 245	NO: 7 LIN. FT.= 210
PILE REDRIVES 3 EACH	PILE REDRIVES 3 EACH

BILL OF MATERIAL

FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	41'-0"	1115
B2	16	#4	STR	20'-7"	220
B3	10	#4	STR	2'-5"	16
D1	22	#6	STR	1'-6"	50
H1	24	#4	2	7'-10"	126
K1	12	#4	STR	2'-11"	23
S1	50	#4	3	7'-5"	248
S2	50	#4	4	3'-2"	106
S3	14	#4	5	6'-6"	61
V1	48	#4	STR	4'-8"	150

REINFORCING STEEL (FOR ONE END BENT) 2115 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 12.4 C.Y.

POUR #2 UPPER PART OF WINGS 1.8 C.Y.

TOTAL CLASS A CONCRETE 14.2 C.Y.

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 1 & 2 DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

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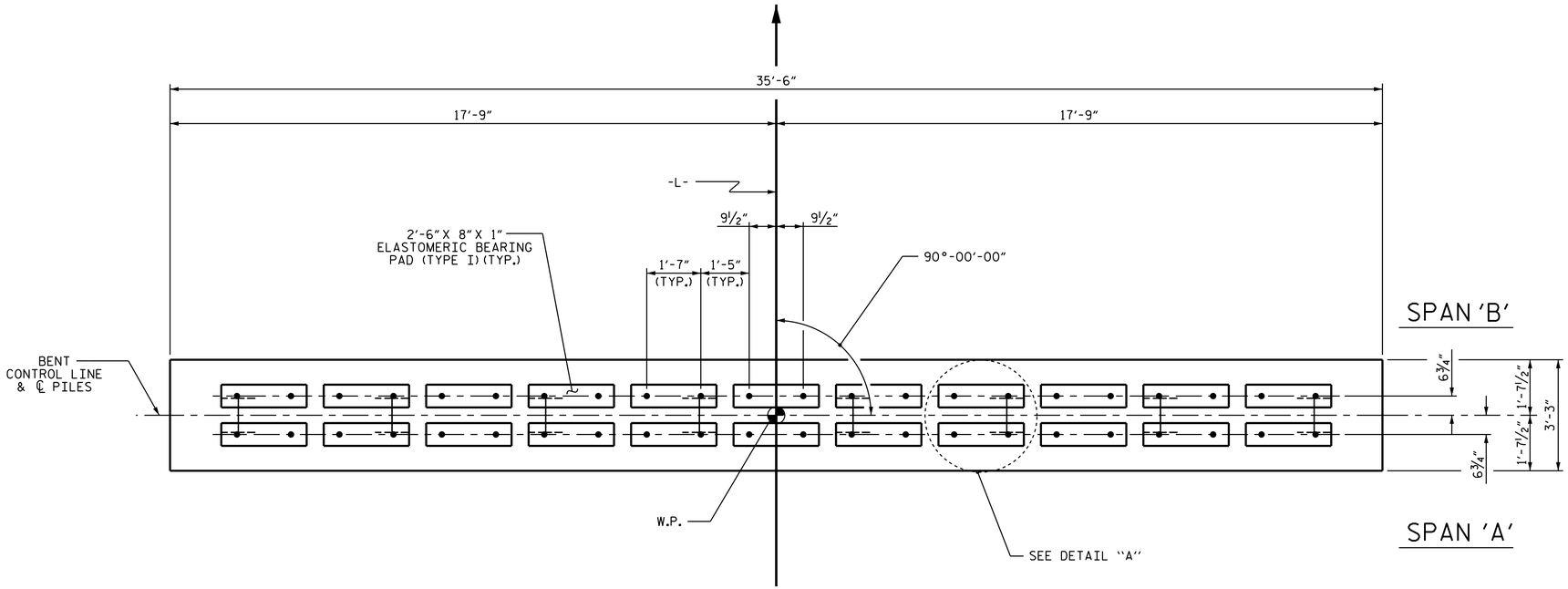
STD. NO. EB_33_90S

NOTES

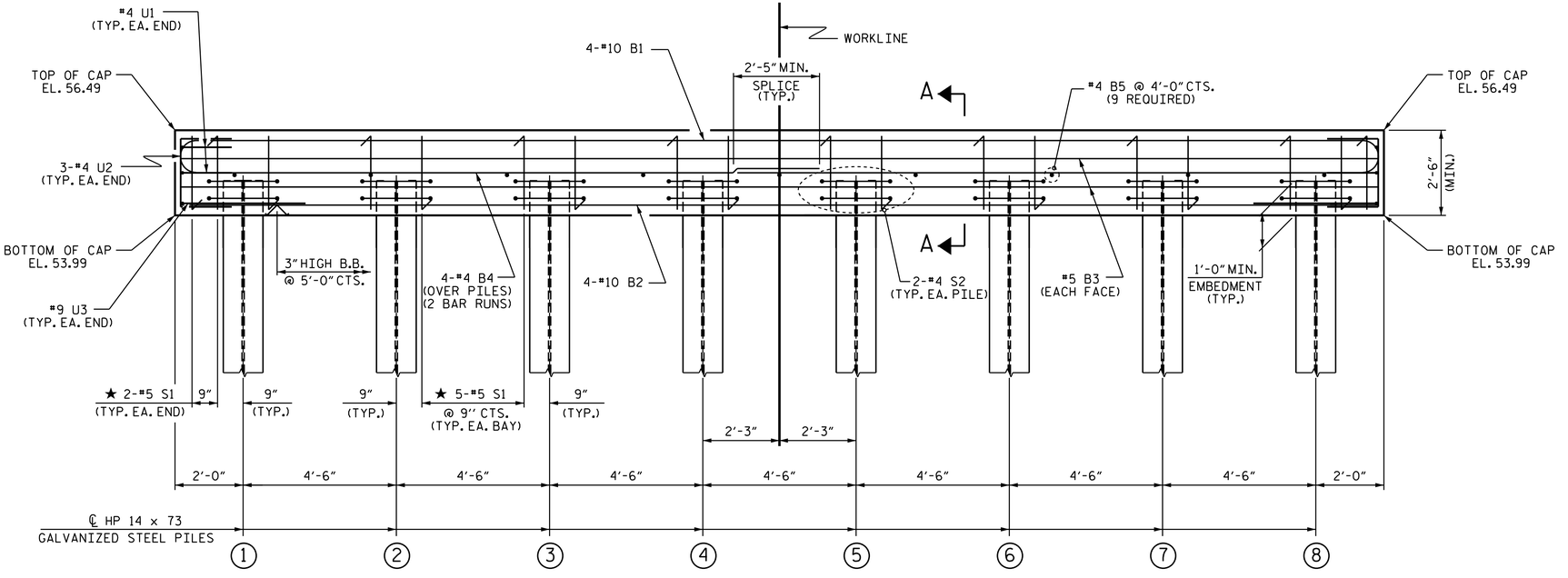
STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

★ INVERT ALTERNATE STIRRUPS.

GALVANIZE THE FULL LENGTH OF EACH INTERIOR BENT PILE IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS.

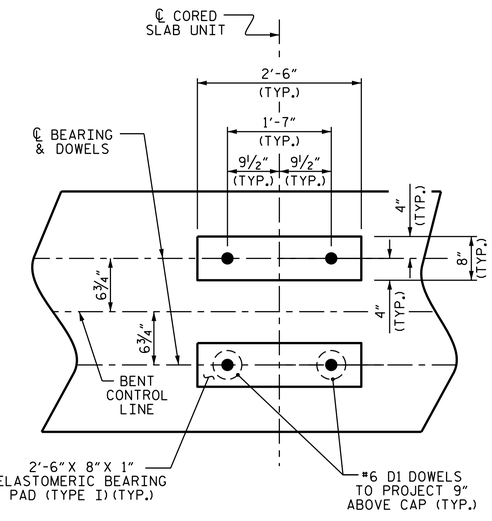


PLAN



ELEVATION

FOR SECTION A-A, SEE SHEET 2 OF 2



DETAIL "A"

(DIMENSIONS ARE TYPICAL EACH BEARING)

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

BENT No. 1

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

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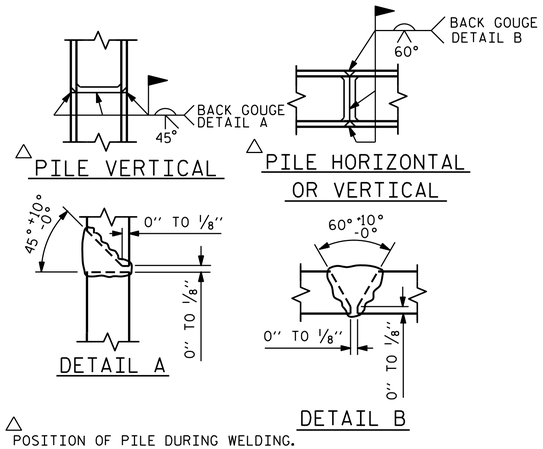
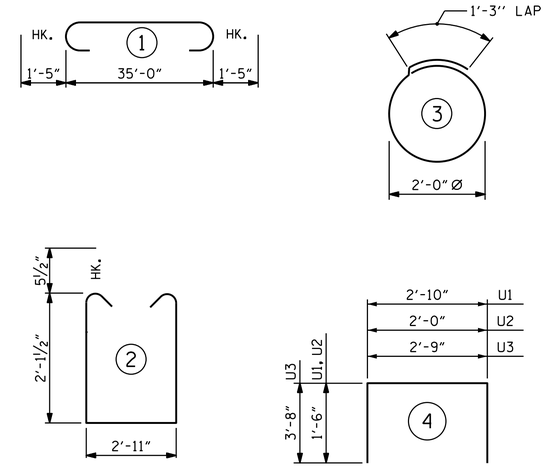
STD. NO. 14"HP_BT_33_90S_<60'



PILE SPLICE DETAILS

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

FOR ONE BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	4	#10	1	37'-10"	651
B2	4	#10	STR	35'-2"	605
B3	4	#5	STR	35'-2"	147
B4	8	#4	STR	18'-10"	101
B5	9	#4	STR	2'-11"	18
D1	44	#6	STR	1'-6"	99
S1	39	#5	2	8'-1"	329
S2	16	#4	3	7'-7"	81
U1	4	#4	4	5'-10"	16
U2	6	#4	4	5'-0"	20
U3	2	#9	4	10'-1"	69

REINFORCING STEEL (FOR ONE BENT) 2136 LBS

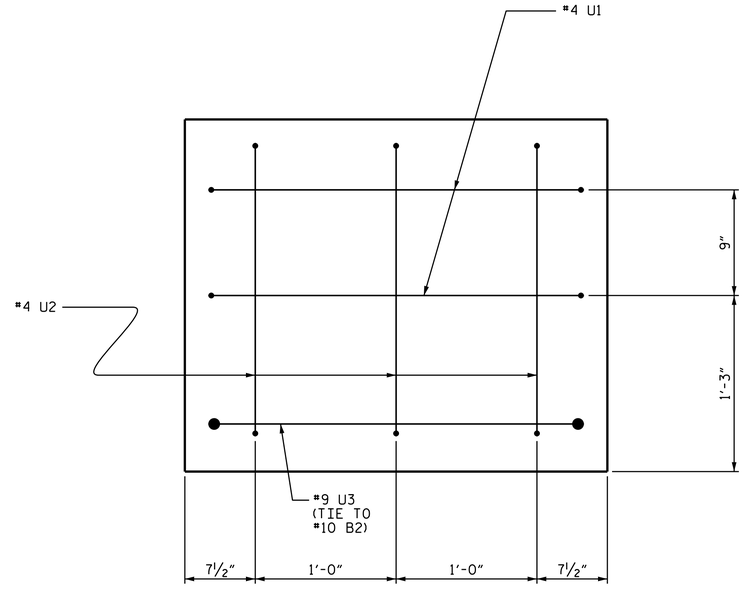
CLASS A CONCRETE BREAKDOWN (FOR ONE BENT)

TOTAL CLASS A CONCRETE 10.7 C.Y.

HP 14 X 73 GALVANIZED STEEL PILES (FOR ONE BENT)

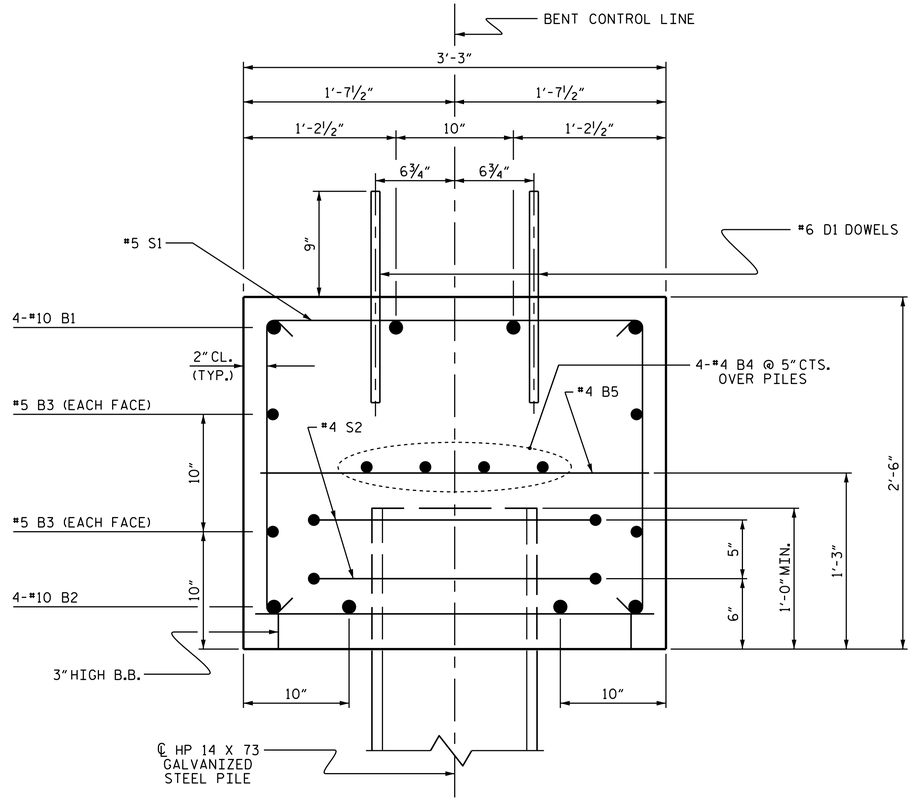
No. 8 LIN. FT. 320

PILE REDRIVES 4 EACH



END OF CAP VIEW

(TYPICAL BOTH ENDS)



SECTION A-A

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

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PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

BENT No. 1

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CHECKED BY : MKT 05/10		

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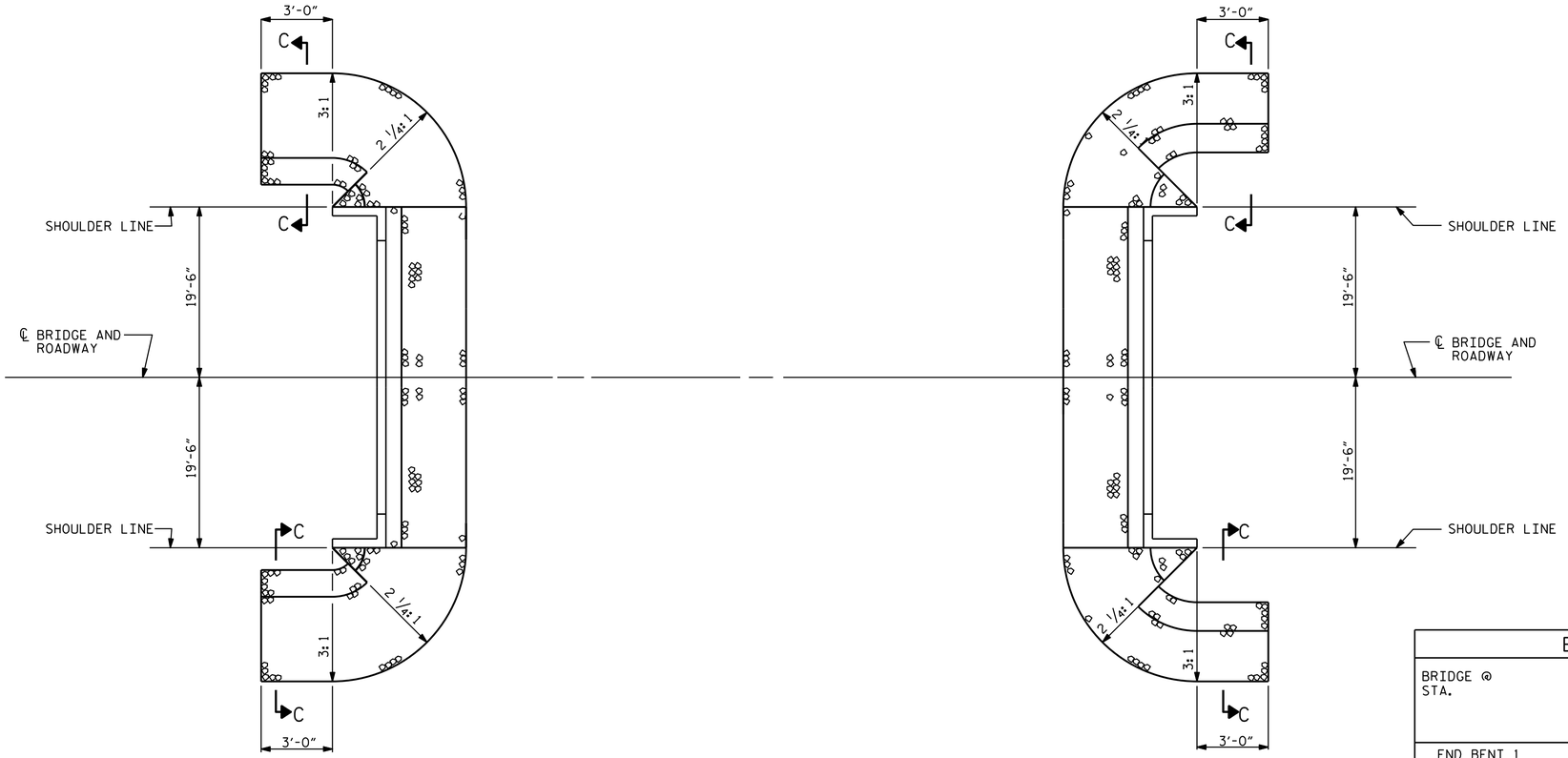
STD. NO. 14" HP_BT_33_90S_<60'



END BENT 1

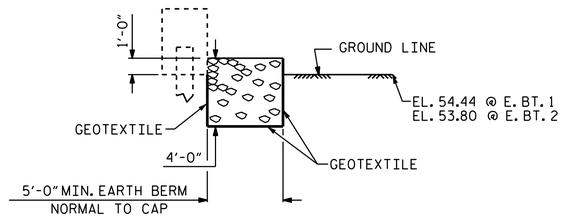
PLAN

END BENT 2

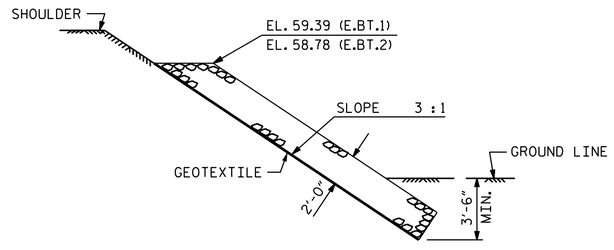
NOTES :

FOR BERM WIDTH DIMENSIONS, SEE GENERAL DRAWING.

ESTIMATED QUANTITIES		
BRIDGE @ STA.	RIP RAP CLASS II	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	165	190
END BENT 2	165	190



℄ SECTION
BERM RIP RAPPED



SECTION C-C

PROJECT NO. B-4530
GREENE COUNTY
STATION: 14+44.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
RIP RAP DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

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DRAWN BY : REK 1/84	REV. 5/1/06R	TLA/GM
CHECKED BY : RDU 1/84	REV. 10/1/11	MAA/GM
	REV. 12/21/11	MAA/GM

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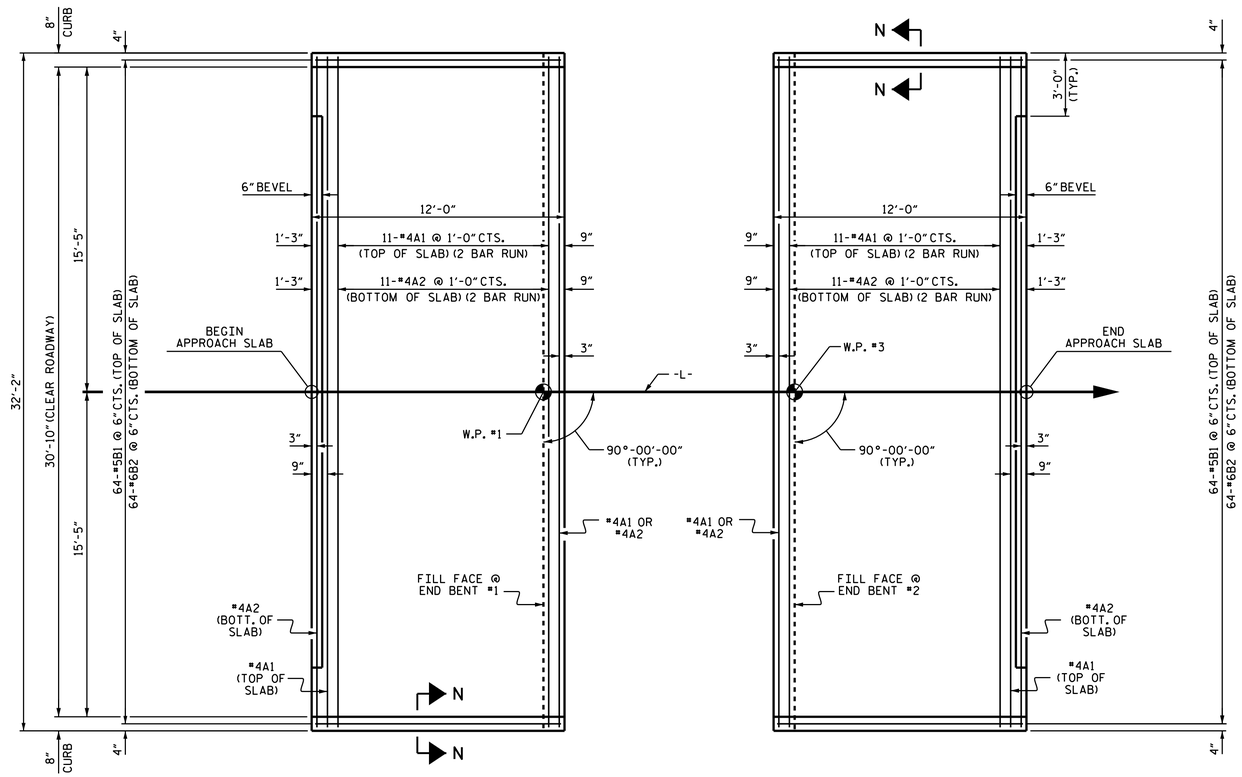
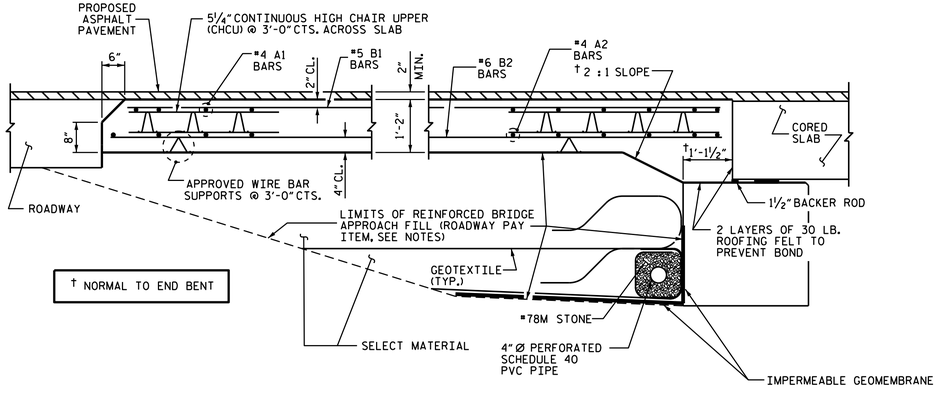
STD. NO. RR1 (Sht 2)



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

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



† NORMAL TO END BENT

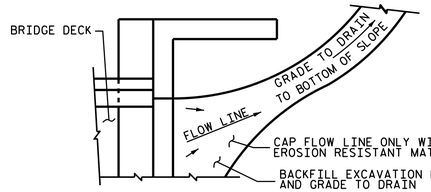
SECTION THRU SLAB

NOTES

FOR REINFORCED BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, IMPERMEABLE GEOMEMBRANE, 4" Ø DRAINAGE PIPE, #78M STONE, AND SELECT MATERIAL, SEE ROADWAY PLANS.

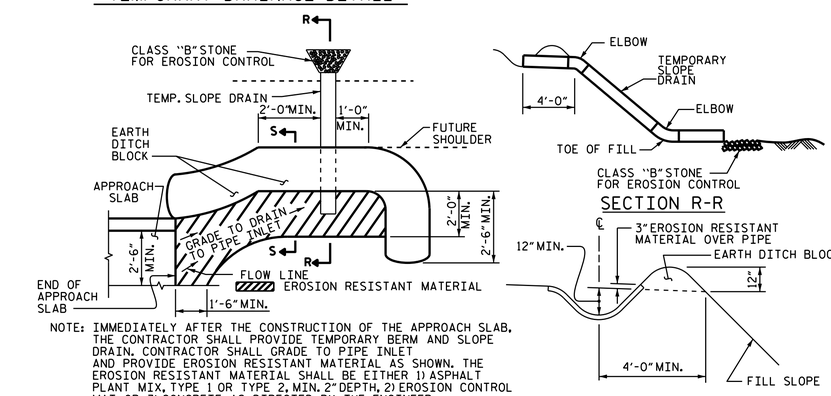
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.



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

TEMPORARY DRAINAGE DETAIL



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

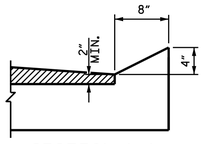
PLAN VIEW

SECTION R-R

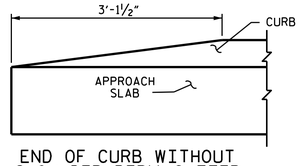
SECTION S-S

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



SECTION N-N



END OF CURB WITHOUT SHOULDER BERM GUTTER

CURB DETAILS

BILL OF MATERIAL					
APPROACH SLAB AT EB #1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✱ A1	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.	18.4
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.	18.4

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

PROJECT NO. B-4530

GREENE COUNTY

STATION: 14+44.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

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

NORTH CAROLINA PROFESSIONAL SEAL 26445 ENGINEER P. KOREY NEWTON

DocuSigned by: P. Korey Newton 2/22/2017

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ASSEMBLED BY : S.M. MATTA	DATE : 2/10/17	
CHECKED BY : J.D. HAWK	DATE : 2/14/17	
DRAWN BY : SHS/MAA 5-09	REV. 9-15	MAA/TMG
CHECKED BY : BCH 5-09		

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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 ¾" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0".

EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2" OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED.

WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16 INCH OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE PRIOR TO PAINTING, GALVANIZING, OR METALLIZING.

HANDRAILS AND POSTS:

METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB.

METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

ENGLISH

JANUARY, 1990

STD. NO. SN

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

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