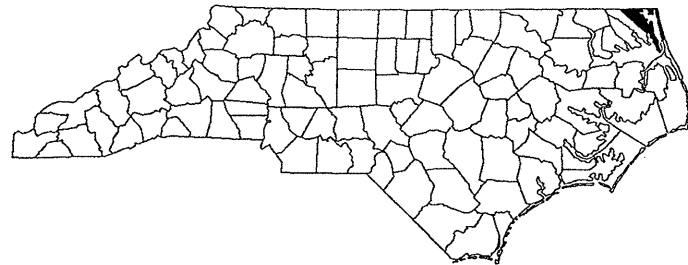


CONTRACT: C203338 TIP PROJECT: 17BP.1.P.12



STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
CURRITUCK COUNTY

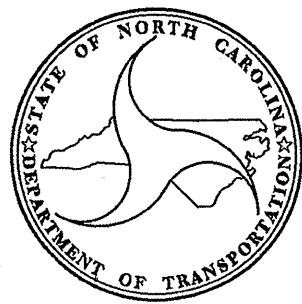
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	17BP.1.P.12	I	15
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
17BP.1.P.12		P.E.	
17BP.1.P.12		CONST	

LOCATION: BRIDGE #35 ON US 158 ACROSS THE CURRITUCK SOUND.

TYPE OF WORK: BRIDGE DECK PRESERVATION WITH LATEX MODIFIED OVERLAY.



VICINITY MAP



DESIGN DATA
 ADT 2011 = 8000

PROJECT LENGTH
 LENGTH STRUCTURE PROJECT = 2.83 MILES

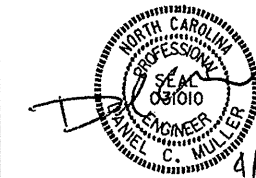
Prepared in the Office of
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
 STRUCTURES MANAGEMENT UNIT - PRESERVATION & REPAIR GROUP
 1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610

ROY GIROLAMI, P.E.
 PROJECT ENGINEER

2012 STANDARD SPECIFICATIONS

LETTING DATE:
 JUNE 18, 2013

ENGINEER



DANIEL C. MULLER, PE
 PROJECT DESIGN ENGINEER

4/1/2013

TIP PROJECT: 17BP.1.P.12

CONTRACT: C203338

STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

CURRITUCK COUNTY

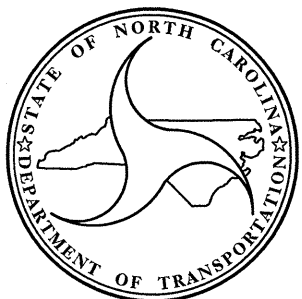
**LOCATION: BRIDGE #35 ON US 158 ACROSS THE
CURRITUCK SOUND.**

**TYPE OF WORK: BRIDGE DECK PRESERVATION WITH
LATEX MODIFIED OVERLAY.**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	17BP.1.P.12	IA	15
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
17BP.1.P.12		P.E.	
17BP.1.P.12		CONST	

INDEX OF SHEETS

1	TITLE SHEET
1A	INDEX OF SHEETS
2	SUMMARY OF QUANTITIES
S-1 THRU S-6	STRUCTURES
TMP-1 THRU TMP-6	TRAFFIC MANAGEMENT PLANS



COMPUTED BY: _____ DATE _____
 CHECKED BY: _____ DATE _____

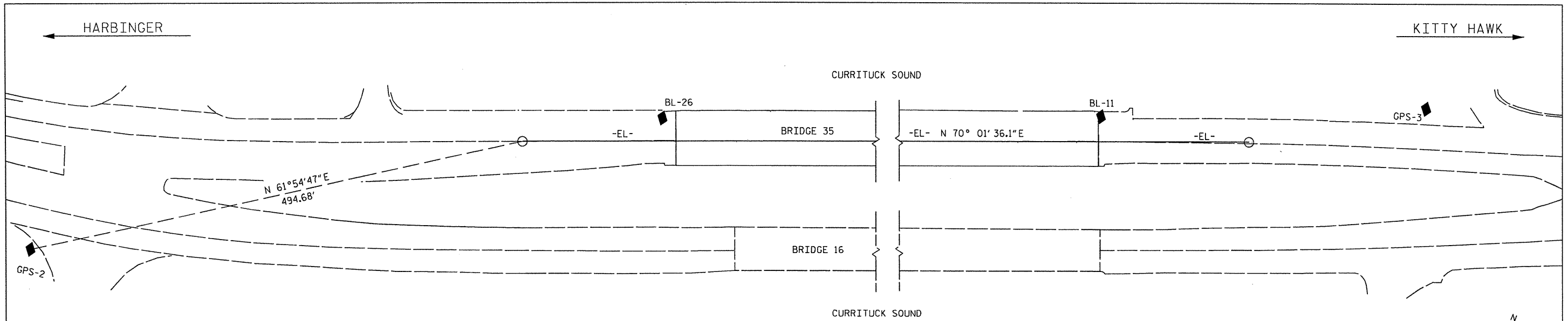
STATE PROJECT REFERENCE NO. _____ SHEET NO. _____
 178P.L.P.12 2

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
 SUMMARY OF QUANTITIES

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
 ROADWAY SUMMARY OF QUANTITIES FOR CONTRACT - C203338

ItemNumber	Sec #	Quantity	Unit	Description
000100000-N	800	Lump Sum		MOBILIZATION
133000000-E	607	344	SY	INCIDENTAL MILLING
152500000-E	610	29	TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A
157500000-E	620	2	TON	ASPHALT BINDER FOR PLANT MIX
440000000-E	1110	452	SF	WORK ZONE SIGNS (STATIONARY)
441000000-E	1110	18	SF	WORK ZONE SIGNS (BARRICADE MOUNTED)
441500000-N	1115	2	EA	FLASHING ARROW BOARD
442000000-N	1120	2	EA	PORTABLE CHANGEABLE MESSAGE SIGN
443000000-N	1130	207	EA	DRUMS
444500000-E	1145	30	LF	BARRICADES (TYPE III)
451000000-N	SP	160	HR	LAW ENFORCEMENT
451600000-N	1180	100	EA	SKINNY DRUM
465000000-N	1251	1,064	EA	TEMPORARY RAISED PAVEMENT MARKERS
472500000-E	1205	3	EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)
481000000-E	1205	148,720	LF	PAINT PAVEMENT MARKING LINES (4")
484500000-N	1205	24	EA	PAINT PAVEMENT MARKING SYMBOL
484700000-E	1205	7,265	LF	POLYUREA PAVEMENT MARKING LINES (4", *****) (HIGHLY REFLECTIVE ELEMENTS)
485000000-E	1205	88,890	LF	REMOVAL OF PAVEMENT MARKING LINES (4")
487500000-N	1205	12	EA	REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS
490000000-N	1251	237	EA	PERMANENT RAISED PAVEMENT MARKERS
816100000-E	420	481,243	SF	GROOVING BRIDGE FLOORS
886000000-N	SP	Lump Sum		GENERIC STRUCTURE ITEM SYNTHETIC RUBBER EXPANSION JOINT SEAL
888100000-E	SP	2,904	CY	GENERIC STRUCTURE ITEM LATEX MODIFIED CONCRETE

ItemNumber	Sec #	Quantity	Unit	Description
889200000-E	SP	8,217	SF	GENERIC STRUCTURE ITEM BRIDGE JOINT DEMOLITION
889300000-E	SP	58,672	SY	GENERIC STRUCTURE ITEM HYDRODEMOLITION OF BRIDGE DECK
889300000-E	SP	58,672	SY	GENERIC STRUCTURE ITEM PLACING & FINISHING LATEX MOD- IFIED CONCRETE OVERLAY
889300000-E	SP	58,672	SY	GENERIC STRUCTURE ITEM SCARIFYING BRIDGE DECK



NOTES

EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATION OF BRIDGE DECK.

FOR SURFACE PREPARATION OF BRIDGE DECK PRIOR TO OVERLAY, SEE SPECIAL PROVISIONS.

THE MAXIMUM LENGTH OF BRIDGE DECK EXPOSED BY HYDRO-DEMOLITION AT ANY GIVEN TIME SHALL NOT EXCEED 1,020 FEET. THE CONTRACTOR SHALL ALTERNATE BETWEEN HYDRO-DEMOLITION AND PLACING AND FINISHING THE OVERLAY TO MEET THIS REQUIREMENT.

SEE SPECIAL PROVISIONS FOR "BRIDGE JOINT DEMOLITION" REQUIRED TO ACCOMMODATE ELASTOMERIC CONCRETE.

THE REQUIRED DEPTH OF BRIDGE DECK SCARIFICATION AND SUBSEQUENT LATEX MODIFIED OVERLAY VARIES AND ALONG THE LENGTH OF THE STRUCTURE. FOR REQUIRED ELEVATIONS AT CENTERLINE OF JOINTS ALONG EXISTING ALIGNMENT, SEE CHART ON SHEET S-4. THE ELEVATION OF THE TOP OF BRIDGE DECK SHALL VARY LINEARLY BETWEEN THE PROVIDED ELEVATIONS.

PRIOR TO SURFACE PREPARATION ACTIVITIES THE CONTRACTOR SHALL SUBMIT A BRIDGE DECK SCARIFICATION PLAN FOR REVIEW AND APPROVAL, SEE SPECIAL PROVISION ENTITLED "OVERLAY SURFACE PREPARATION" FOR SUBMITTAL REQUIREMENTS.

THE BOUNDARIES OF AREAS IDENTIFIED FOR CLASS III SURFACE PREPARATION ARE APPROXIMATE. THE CONTRACTOR SHALL PROVIDE A METHOD OF HANDLING UNEXPECTED BLOW THROUGH OF THE DECK, SEE "TYP. "BLOW THRU" CONTAINMENT AND FORMWORK" DETAIL.

THE CONTRACTOR MUST COLLECT, TREAT AND DISPOSE OF RUN-OFF WATER FROM THE HYDRODEMOLITION PROCESS, SEE SPECIAL PROVISIONS.

FOR OVERLAY OF BRIDGE WITH "LATEX MODIFIED CONCRETE", SEE SPECIAL PROVISIONS.

APPROACH ROADWAY MILLING IS INCLUDED TO ENSURE A SMOOTH TRANSITION ONTO THE BRIDGE FLOOR. DIMENSIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL MILL AS REQUIRED BY THE ENGINEER TO PROVIDE A SMOOTH TRANSITION TO THE ROADWAY AT BOTH ENDS OF BRIDGE.

FOR "SYNTHETIC RUBBER EXPANSION JOINT SEALS", SEE SPECIAL PROVISIONS.

FOR "ELASTOMERIC CONCRETE", SEE SPECIAL PROVISIONS.

FOR "SUBMITTAL OF WORKING DRAWINGS", SEE SPECIAL PROVISIONS.

FOR "FALSEWORK AND FORMWORK", SEE SPECIAL PROVISIONS.

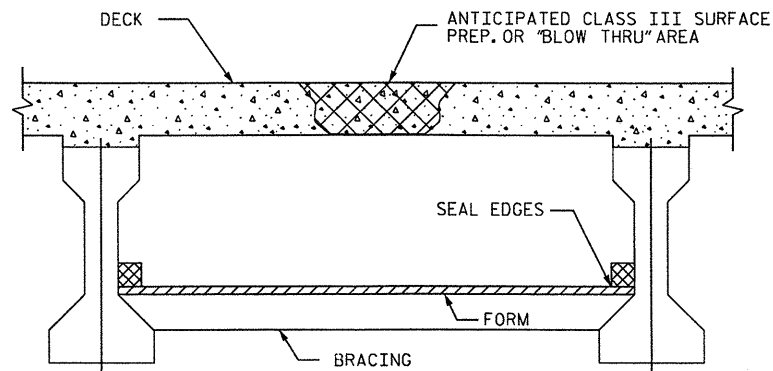
IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS

LOCATION SKETCH

PROJECT LOCALIZED ABOUT NCGS MONUMENT "POND" HAVING NAD83 COORDINATES N 870376.440, E 2966970.970 AND NAVD88 ELEV. 4.200'

POINTS	NORTHING	EASTING	ELEVATION
* GPS-1	863293.4660	2946716.2910	13.416
GPS-2	863250.1040	2947713.9200	10.811
BL-26	863544.3400	2948275.3900	6.471
BL-11	868649.0700	2962316.9700	9.270
GPS-3	868764.6710	2962618.5020	6.701
* GPS-4	869124.1240	2963605.7330	6.471

* NOT SHOWN ON PLANS
ALL BL POINTS, ARE PK NAILS SET IN DECK

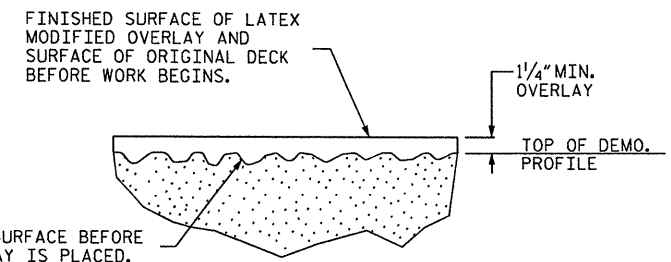


TYP. "BLOW THRU" CONTAINMENT AND FORMWORK

A METHOD TO CAPTURE WATER AND DEBRIS FROM BLOW THRU DURING HYDRO-DEMOLITION SHALL BE INSTALLED IN AREAS INDICATED AS CLASS III SURFACE PREPARATION.

SUBMIT DETAILS OF PROPOSED FORMWORK FOR APPROVAL PRIOR TO BEGINNING WORK.

COST FOR INSTALLING AND REMOVING FORMWORK SHALL BE INCIDENTAL TO THE PRICE PER SQ. YARD OF HYDRO-DEMOLITION OF BRIDGE DECK.



DETAIL FOR LATEX MODIFIED CONCRETE OVERLAY

TOTAL BILL OF MATERIAL								
SCARIFYING BRIDGE DECK	BRIDGE JOINT DEMOLITION	HYDRO-DEMOLITION OF BRIDGE DECK	LATEX MODIFIED CONCRETE	PLACING & FINISHING LATEX MODIFIED CONCRETE OVERLAY	SYNTHETIC RUBBER EXPANSION JOINT SEALS	GROOVING BRIDGE FLOORS	ASPHALT CONCRETE SURFACE COURSE TYPE SF 9.5A	INCIDENTAL MILLING
SO.YDS.	SO. FT.	SO.YDS.	C.Y.	SO.YDS.	LUMP SUM	SO. FT.	TONS	SO. YDS.
58672	8217	58672	2904	58672	LUMP SUM	481243	29	344

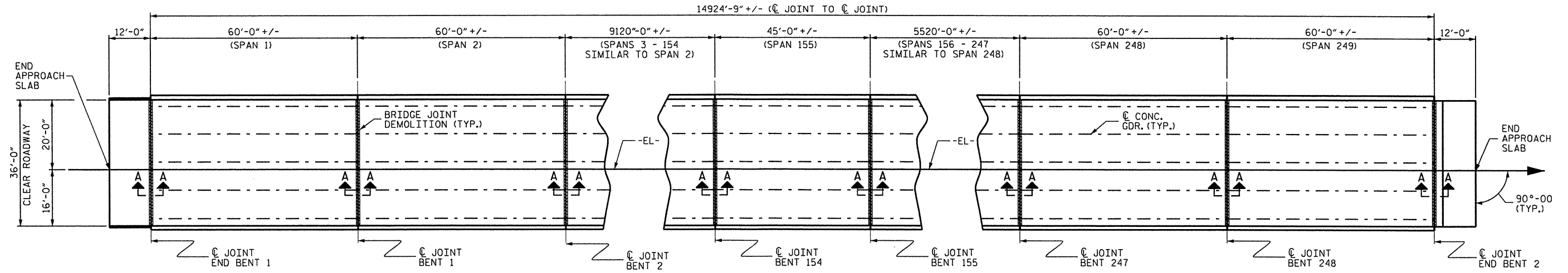
PROJECT NO. 17BP.1.P.12
 COUNTY: CURRITUCK
 BRIDGE NO. 35
 SHEET 1 OF 6

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

LOCATION SKETCH
 BRIDGE #35, ON US 158,
 OVER
 THE CURRITUCK SOUND

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

DRAWN BY: CLB DATE: 03/13
 CHECKED BY: DCM DATE: 03/13

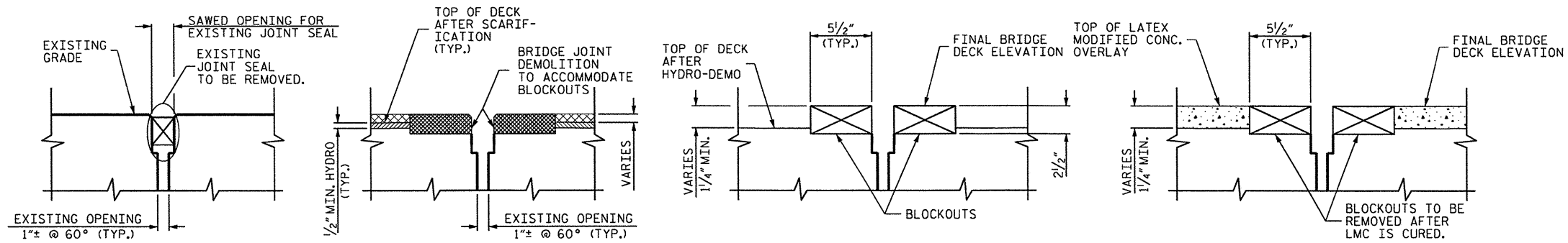


PLAN VIEW

NOTE: RETAIN ALL EXISTING REINFORCING STEEL. CLEAN AND REPAIR AS REQ'D.

NOTES

- THE INSTALLED SYNTHETIC RUBBER EXPANSION JOINT SEALS SHALL BE WATERTIGHT.
- THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINT FOR THE JOINT SEAL IN LIEU OF SAWING THE JOINT.
- FOR REQUIRED FINAL ELEVATIONS AND SCARIFICATION ELEVATIONS, SEE CHART SHEET S-4.
- ELEVATIONS PROVIDED ON SHEET S-4 ARE ALONG THE EXISTING ALIGNMENT, -EL-.
- EXPANSION JOINT SHALL BE CAPABLE OF 3/4" TOTAL MOVEMENT.
- FIELD VERIFY THE WIDTH OF THE EXISTING SAWED JOINT OPENING PRIOR TO FABRICATION OF THE NEW JOINT SEALS.



SECTION A-A (EXISTING JOINT)

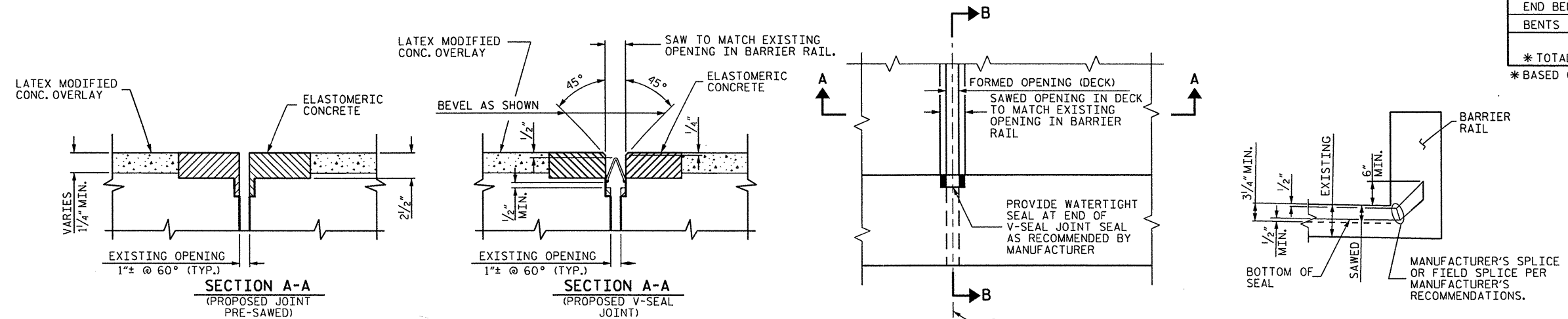
SECTION A-A (MINIMUM EXISTING JOINT DEMOLITION)

SECTION A-A (DEMO & PLACEMENT OF BLOCKOUTS)

SECTION A-A (PLACING OF LMC OVERLAY)

ELASTOMERIC CONCRETE	
END BENTS	15.0 (CU. FT.)
BENTS	1759.7 (CU. FT.)
* TOTAL	1874.7 (CU. FT.)

* BASED ON THE MINIMUM BLOCKOUT SHOWN.



SECTION A-A (PROPOSED JOINT PRE-SAWED)

SECTION A-A (PROPOSED V-SEAL JOINT)

PLAN

SECTION B-B

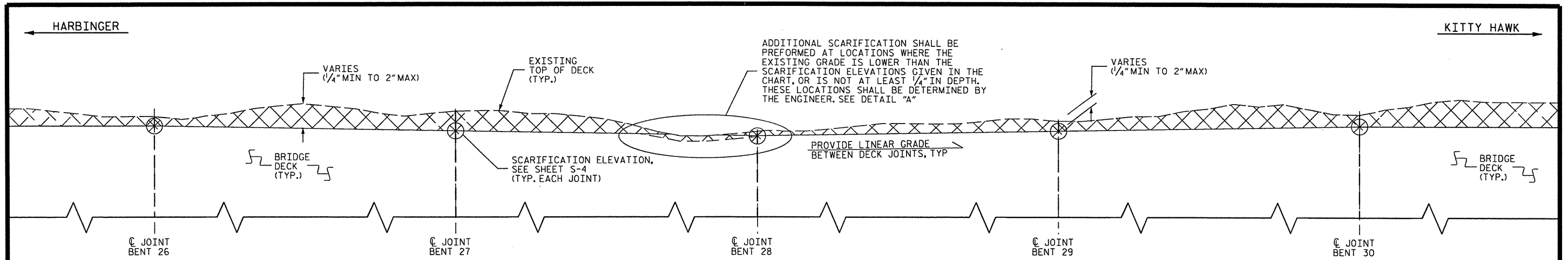
NOTE: NEW ELASTOMERIC CONCRETE HEADER TO BE POURED FLUSH WITH EXISTING OPENING IN BRIDGE DECK

PROJECT NO. 17BP.1.P.12
 COUNTY: CURRITUCK
 BRIDGE NO. 35
 SHEET 2 OF 6

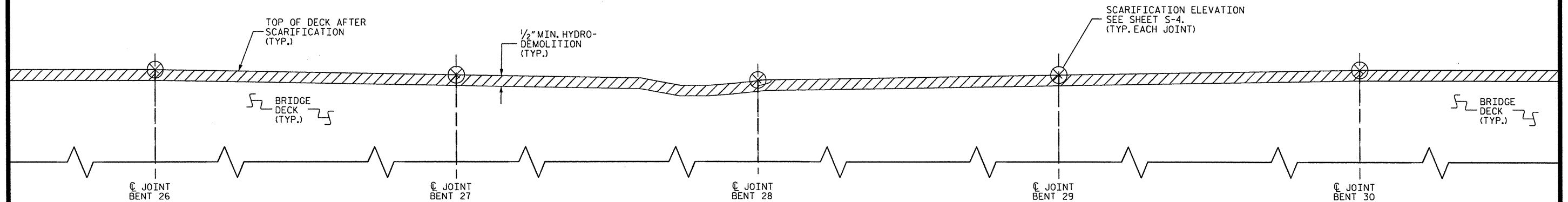
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 PLAN VIEW & JOINT DETAILS

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS
1			3			5-2
2			4			6

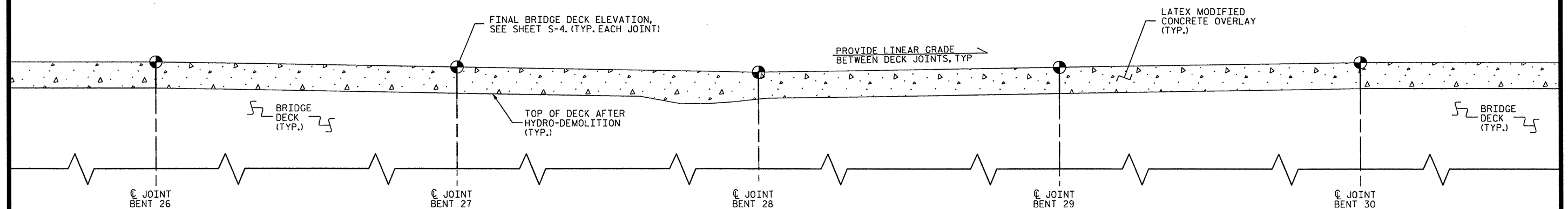
DRAWN BY: CLB DATE: 03/13
 CHECKED BY: DCM DATE: 03/13



SCARIFICATION PROFILE
(STEPS 2 & 3)



HYDRO-DEMOLITION PROFILE
(STEP 4)

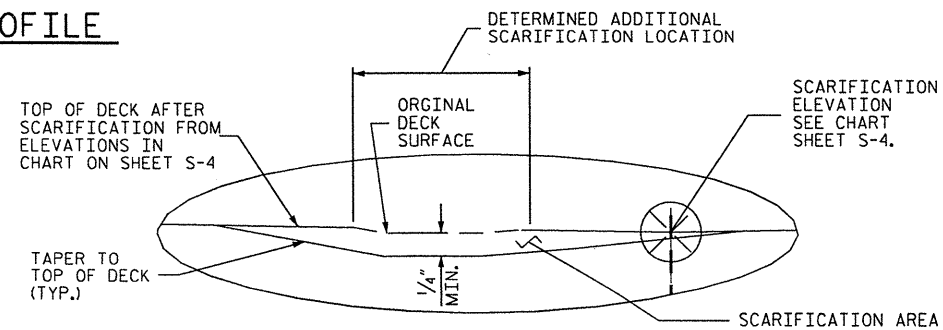


SURFACE PREPARATION SEQUENCE

1. SEAL ALL JOINTS AND DECK DRAINS.
2. SCARIFY BRIDGE DECK TO THE ELEVATIONS SHOWN ON SHEET S-4. THE ELEVATION OF THE TOP OF THE SCARIFIED SURFACE SHALL VARY LINEARLY BETWEEN REQUIRED ELEVATIONS AT CENTERLINE OF JOINTS.
3. AT EXISTING VALLEYS IN THE BRIDGE DECK WHERE "GRADE LINE" SCARIFICATION DID NOT RESULT IN THE MINIMUM 1/4" SCARIFICATION DEPTH, PROVIDE A MINIMUM 1/4" SCARIFICATION DEPTH.
4. BY MEANS OF HYDRO-DEMOLITION REMOVE A MINIMUM OF 1/2" FROM THE TOP OF THE BRIDGE DECK. MINIMUM REQUIRED DEMOLITION SHALL BE TO THE TOP OF RESULTING PROFILE.
5. INSTALL BLOCKOUTS AND PLACE LATEX MODIFIED CONCRETE OVERLAY TO THE ELEVATIONS SHOWN ON SHEET S-4.

NOTE: THE MAXIMUM LENGTH OF THE BRIDGE DECK EXPOSED BY HYDRO-DEMOLITION AT ANY GIVEN TIME SHALL NOT EXCEED 1,020 FEET. THE CONTRACTOR SHALL ALTERNATE BETWEEN HYDRO-DEMOLITION AND PLACING AND FINISHING OF OVERLAY TO MEET THIS REQUIREMENT.

FINAL PROFILE
(STEP 5)



DETAIL "A"
(SHOWN AFTER SCARIFICATION TO CHART ELEVATIONS AND BEFORE HYDRO DEMO.)

PROJECT NO. 17BP.1.P.12
 COUNTY: CURRITUCK
 BRIDGE NO. 35
 SHEET 3 OF 6

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PARTIAL PROFILE ALONG -EL-

(SPANS 27-30 SHOWN)

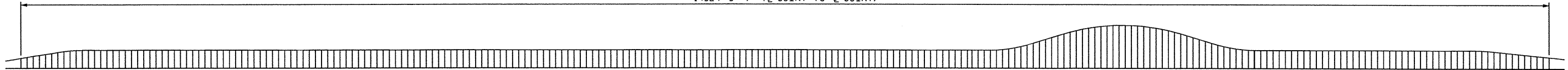
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS
1			3			6
2			4			

DRAWN BY: CLB DATE: 03/13
 CHECKED BY: DCM DATE: 03/13

HARBINGER

KITTY HAWK

14924'-9" +/- (C JOINT TO C JOINT)



PROFILE ALONG -EL-

-EL- ELEVATION CHART

LOCATION	SCARIFI-CATION ELEVATION	FINAL ELEVATION	LOCATION	SCARIFI-CATION ELEVATION	FINAL ELEVATION	LOCATION	SCARIFI-CATION ELEVATION	FINAL ELEVATION	LOCATION	SCARIFI-CATION ELEVATION	FINAL ELEVATION	LOCATION	SCARIFI-CATION ELEVATION	FINAL ELEVATION
C 25' WEST	9.214	9.276	C JT. BENT 49	17.341	17.403	C JT. BENT 100	17.308	17.370	C JT. BENT 151	17.288	17.350	C JT. BENT 202	17.406	17.468
END APPR. SLAB	9.432	9.494	C JT. BENT 50	17.341	17.403	C JT. BENT 101	17.308	17.370	C JT. BENT 152	17.288	17.350	C JT. BENT 203	17.406	17.468
C JOINT EB 1	9.618	9.680	C JT. BENT 51	17.320	17.382	C JT. BENT 102	17.308	17.370	C JT. BENT 153	17.267	17.329	C JT. BENT 204	17.406	17.468
C JT. BENT 1	10.590	10.652	C JT. BENT 52	17.300	17.362	C JT. BENT 103	17.308	17.370	C JT. BENT 154	17.246	17.308	C JT. BENT 205	17.406	17.468
C JT. BENT 2	11.560	11.622	C JT. BENT 53	17.300	17.362	C JT. BENT 104	17.308	17.370	C JT. BENT 155	17.264	17.326	C JT. BENT 206	17.406	17.468
C JT. BENT 3	12.459	15.521	C JT. BENT 54	17.300	17.362	C JT. BENT 105	17.308	17.370	C JT. BENT 156	17.288	17.350	C JT. BENT 207	17.406	17.468
C JT. BENT 4	13.360	13.422	C JT. BENT 55	17.300	17.362	C JT. BENT 106	17.308	17.370	C JT. BENT 157	17.288	17.350	C JT. BENT 208	17.406	17.468
C JT. BENT 5	14.259	14.321	C JT. BENT 56	17.300	17.362	C JT. BENT 107	17.288	17.350	C JT. BENT 158	17.288	17.350	C JT. BENT 209	17.406	17.468
C JT. BENT 6	15.199	15.261	C JT. BENT 57	17.300	17.362	C JT. BENT 108	17.267	17.329	C JT. BENT 159	17.465	17.527	C JT. BENT 210	17.406	17.468
C JT. BENT 7	16.108	16.170	C JT. BENT 58	17.300	17.362	C JT. BENT 109	17.267	17.329	C JT. BENT 160	17.935	17.997	C JT. BENT 211	17.385	17.447
C JT. BENT 8	16.787	16.849	C JT. BENT 59	17.300	17.362	C JT. BENT 110	17.267	17.329	C JT. BENT 161	18.693	18.755	C JT. BENT 212	17.365	17.427
C JT. BENT 9	17.183	17.245	C JT. BENT 60	17.300	17.362	C JT. BENT 111	17.267	17.329	C JT. BENT 162	19.720	19.782	C JT. BENT 213	17.406	17.468
C JT. BENT 10	17.341	17.403	C JT. BENT 61	17.256	17.318	C JT. BENT 112	17.236	17.298	C JT. BENT 163	20.997	21.059	C JT. BENT 214	17.448	17.510
C JT. BENT 11	17.341	17.403	C JT. BENT 62	17.213	17.275	C JT. BENT 113	17.204	17.266	C JT. BENT 164	22.511	22.573	C JT. BENT 215	17.448	17.510
C JT. BENT 12	17.341	17.403	C JT. BENT 63	17.255	17.317	C JT. BENT 114	17.267	17.329	C JT. BENT 165	24.332	24.394	C JT. BENT 216	17.448	17.510
C JT. BENT 13	17.362	17.424	C JT. BENT 64	17.296	17.358	C JT. BENT 115	17.267	17.329	C JT. BENT 166	26.237	26.299	C JT. BENT 217	17.448	17.510
C JT. BENT 14	17.383	17.445	C JT. BENT 65	17.338	17.400	C JT. BENT 116	17.267	17.329	C JT. BENT 167	28.022	28.084	C JT. BENT 218	17.448	17.510
C JT. BENT 15	17.383	17.445	C JT. BENT 66	17.338	17.400	C JT. BENT 117	17.288	17.350	C JT. BENT 168	29.800	29.862	C JT. BENT 219	17.448	17.510
C JT. BENT 16	17.383	17.445	C JT. BENT 67	17.338	17.400	C JT. BENT 118	17.308	17.370	C JT. BENT 169	31.613	31.675	C JT. BENT 220	17.448	17.510
C JT. BENT 17	17.383	17.445	C JT. BENT 68	17.338	17.400	C JT. BENT 119	17.308	17.370	C JT. BENT 170	33.377	33.439	C JT. BENT 221	17.448	17.510
C JT. BENT 18	17.341	17.403	C JT. BENT 69	17.338	17.400	C JT. BENT 120	17.308	17.370	C JT. BENT 171	34.988	35.050	C JT. BENT 222	17.448	17.510
C JT. BENT 19	17.341	17.403	C JT. BENT 70	17.338	17.400	C JT. BENT 121	17.308	17.370	C JT. BENT 172	36.416	36.478	C JT. BENT 223	17.448	17.510
C JT. BENT 20	17.341	17.403	C JT. BENT 71	17.338	17.400	C JT. BENT 122	17.308	17.370	C JT. BENT 173	37.694	37.756	C JT. BENT 224	17.448	17.510
C JT. BENT 21	17.341	17.403	C JT. BENT 72	17.338	17.400	C JT. BENT 123	17.308	17.370	C JT. BENT 174	38.774	38.836	C JT. BENT 225	17.448	17.510
C JT. BENT 22	17.341	17.403	C JT. BENT 73	17.338	17.400	C JT. BENT 124	17.308	17.370	C JT. BENT 175	39.684	39.746	C JT. BENT 226	17.448	17.510
C JT. BENT 23	17.341	17.403	C JT. BENT 74	17.338	17.400	C JT. BENT 125	17.308	17.370	C JT. BENT 176	40.395	40.457	C JT. BENT 227	17.434	17.496
C JT. BENT 24	17.341	17.403	C JT. BENT 75	17.308	17.370	C JT. BENT 126	17.308	17.370	C JT. BENT 177	40.942	41.004	C JT. BENT 228	17.420	17.482
C JT. BENT 25	17.341	17.403	C JT. BENT 76	17.308	17.370	C JT. BENT 127	17.308	17.370	C JT. BENT 178	41.294	41.356	C JT. BENT 229	17.406	17.468
C JT. BENT 26	17.341	17.403	C JT. BENT 77	17.308	17.370	C JT. BENT 128	17.308	17.370	C JT. BENT 179	41.454	41.516	C JT. BENT 230	17.365	17.427
C JT. BENT 27	17.320	17.382	C JT. BENT 78	17.308	17.370	C JT. BENT 129	17.288	17.350	C JT. BENT 180	41.403	41.465	C JT. BENT 231	17.399	17.461
C JT. BENT 28	17.300	17.362	C JT. BENT 79	17.267	17.329	C JT. BENT 130	17.267	17.329	C JT. BENT 181	41.282	41.344	C JT. BENT 232	17.434	17.496
C JT. BENT 29	17.320	17.382	C JT. BENT 80	17.288	17.350	C JT. BENT 131	17.246	17.308	C JT. BENT 182	40.959	41.021	C JT. BENT 233	17.469	17.531
C JT. BENT 30	17.341	17.403	C JT. BENT 81	17.308	17.370	C JT. BENT 132	17.288	17.350	C JT. BENT 183	40.446	40.508	C JT. BENT 234	17.469	17.531
C JT. BENT 31	17.341	17.403	C JT. BENT 82	17.329	17.391	C JT. BENT 133	17.288	17.350	C JT. BENT 184	39.709	39.771	C JT. BENT 235	17.469	17.531
C JT. BENT 32	17.341	17.403	C JT. BENT 83	17.288	17.350	C JT. BENT 134	17.288	17.350	C JT. BENT 185	38.827	38.889	C JT. BENT 236	17.469	17.531
C JT. BENT 33	17.341	17.403	C JT. BENT 84	17.288	17.350	C JT. BENT 135	17.288	17.350	C JT. BENT 186	37.745	37.807	C JT. BENT 237	17.469	17.531
C JT. BENT 34	17.341	17.403	C JT. BENT 85	17.288	17.350	C JT. BENT 136	17.288	17.350	C JT. BENT 187	36.513	36.575	C JT. BENT 238	17.276	17.338
C JT. BENT 35	17.341	17.403	C JT. BENT 86	17.288	17.350	C JT. BENT 137	17.267	17.329	C JT. BENT 188	35.052	35.114	C JT. BENT 239	16.972	17.034
C JT. BENT 36	17.341	17.403	C JT. BENT 87	17.288	17.350	C JT. BENT 138	17.267	17.329	C JT. BENT 189	33.435	33.497	C JT. BENT 240	16.395	16.457
C JT. BENT 37	17.341	17.403	C JT. BENT 88	17.288	17.350	C JT. BENT 139	17.267	17.329	C JT. BENT 190	31.627	31.689	C JT. BENT 241	15.795	15.857
C JT. BENT 38	17.320	17.382	C JT. BENT 89	17.288	17.350	C JT. BENT 140	17.267	17.329	C JT. BENT 191	29.853	29.915	C JT. BENT 242	15.195	15.257
C JT. BENT 39	17.320	17.382	C JT. BENT 90	17.288	17.350	C JT. BENT 141	17.267	17.329	C JT. BENT 192	28.030	28.092	C JT. BENT 243	14.596	14.658
C JT. BENT 40	17.320	17.382	C JT. BENT 91	17.256	17.318	C JT. BENT 142	17.267	17.329	C JT. BENT 193	26.221	26.283	C JT. BENT 244	13.990	14.052
C JT. BENT 41	17.320	17.382	C JT. BENT 92	17.256	17.318	C JT. BENT 143	17.246	17.308	C JT. BENT 194	24.390	24.452	C JT. BENT 245	13.386	13.448
C JT. BENT 42	17.320	17.382	C JT. BENT 93	17.256	17.318	C JT. BENT 144	17.246	17.308	C JT. BENT 195	22.597	22.659	C JT. BENT 246	12.781	12.843
C JT. BENT 43	17.300	17.362	C JT. BENT 94	17.256	17.318	C JT. BENT 145	17.246	17.308	C JT. BENT 196	21.115	21.177	C JT. BENT 247	12.177	12.239
C JT. BENT 44	17.279	17.341	C JT. BENT 95	17.256	17.318	C JT. BENT 146	17.204	17.266	C JT. BENT 197	19.873	19.935	C JT. BENT 248	11.558	11.620
C JT. BENT 45	17.300	17.362	C JT. BENT 96	17.215	17.277	C JT. BENT 147	17.232	17.294	C JT. BENT 198	18.858	18.920	END APPR. SLAB	10.942	11.004
C JT. BENT 46	17.267	17.329	C JT. BENT 97	17.261	17.323	C JT. BENT 148	17.260	17.322	C JT. BENT 199	18.118	18.180	C JT. BENT 200	10.823	10.885
C JT. BENT 47	17.341	17.403	C JT. BENT 98	17.308	17.370	C JT. BENT 149	17.288	17.350	C JT. BENT 200	17.649	17.711	C 25' EAST	10.684	10.746
C JT. BENT 48	17.341	17.403	C JT. BENT 99	17.308	17.370	C JT. BENT 150	17.288	17.350	C JT. BENT 201	17.406	17.468			

NOTES:

ALL ELEVATIONS ARE TO THE CENTERLINE OF THE JOINTS. THE CONTRACTOR SHALL PROVIDE A LINEAR GRADE BETWEEN GIVEN JOINT ELEVATIONS.

ALL ELEVATIONS ARE ALONG THE EXISTING ALIGNMENT, -EL-. SEE THE TYPICAL SECTION ON SHEET S-5 FOR REQUIRED SUPERELEVATION OF BRIDGE DECK.

FINAL ELEVATIONS SHOWN ARE TO THE TOP OF THE FINISHED OVERLAY.

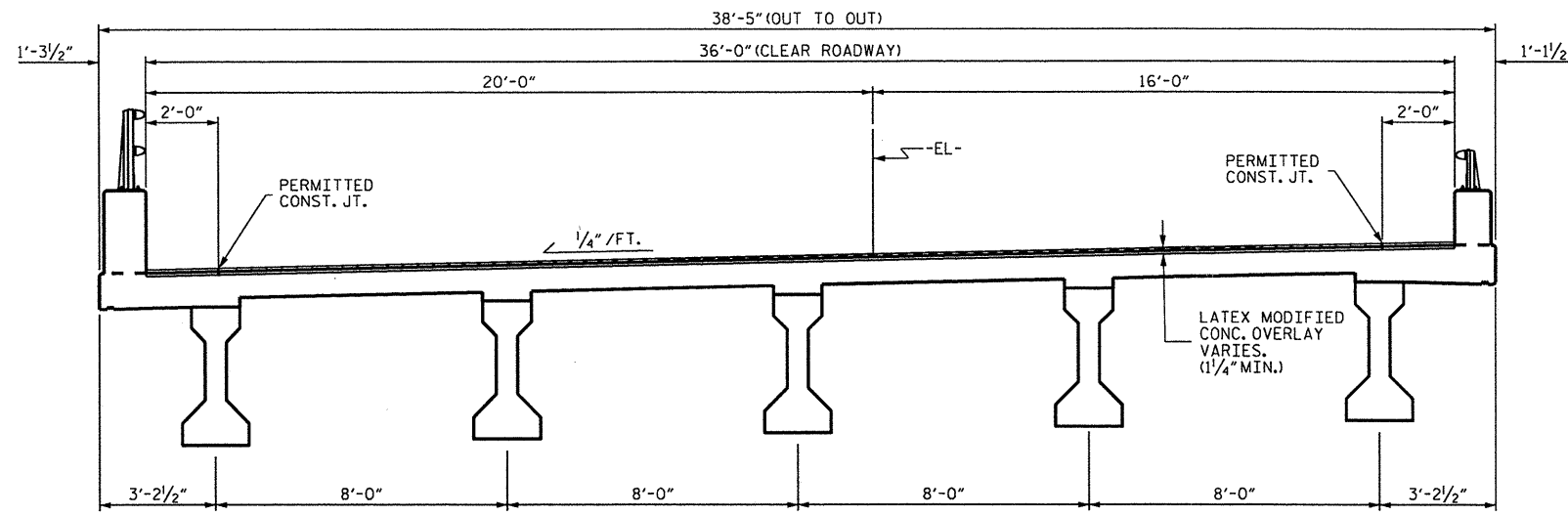
PROJECT NO. 17BP.1.P.12
COUNTY: CURRITUCK
BRIDGE NO. 35
SHEET 4 OF 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

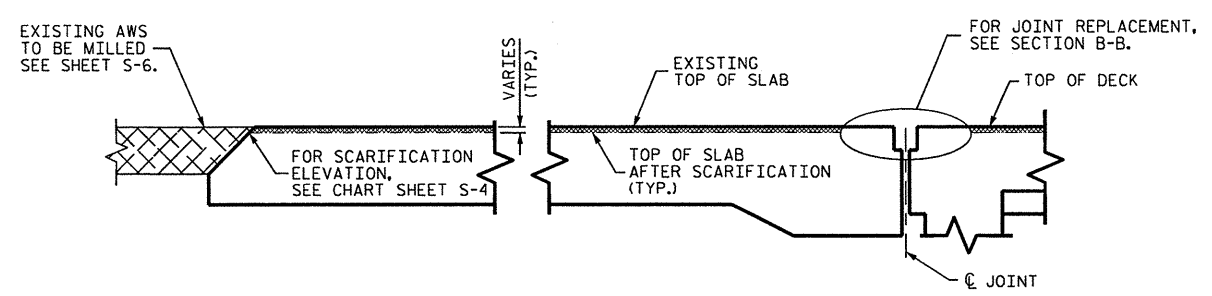
PROFILE AND ELEVATION CHART

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS
1			3			6
2			4			

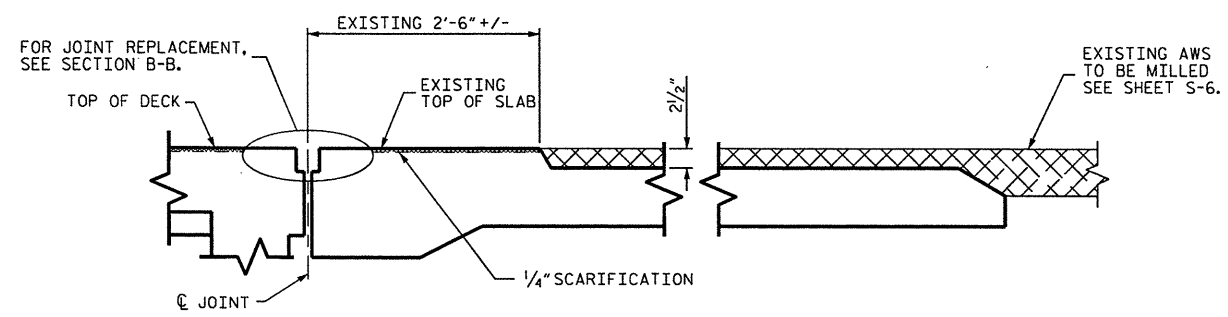
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CHECKED BY: DCM DATE: 03/13



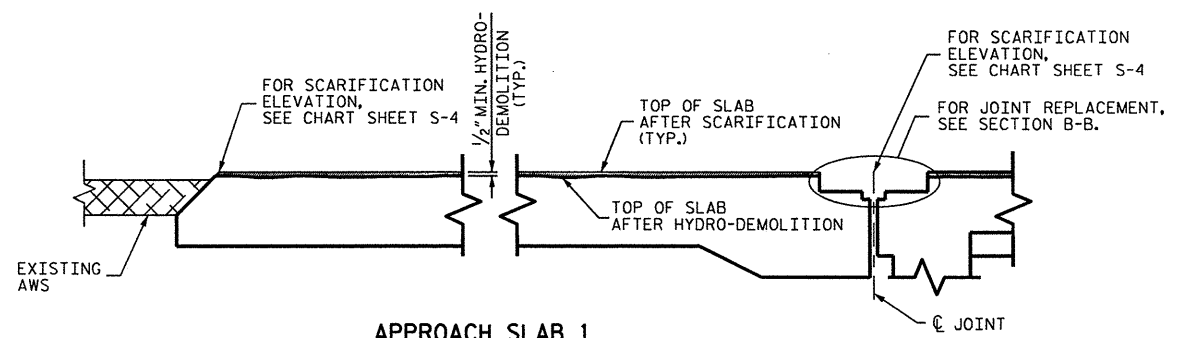
TYPICAL SECTION



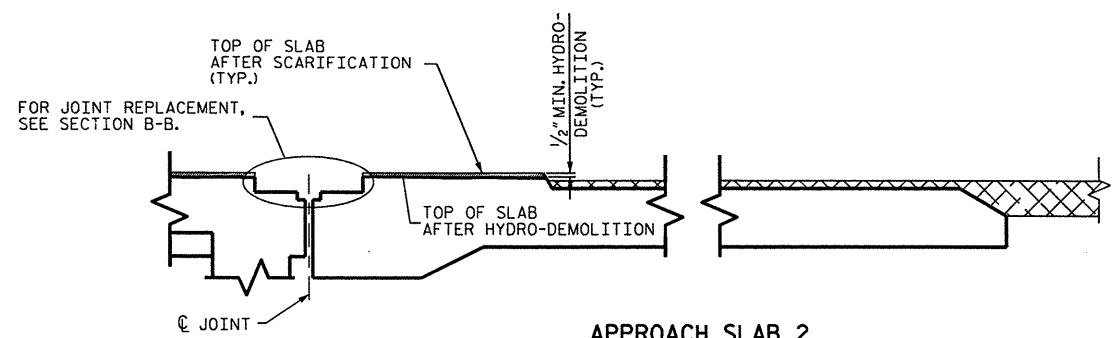
APPROACH SLAB 1
(EXISTING SHOWN ALONG -EL-)



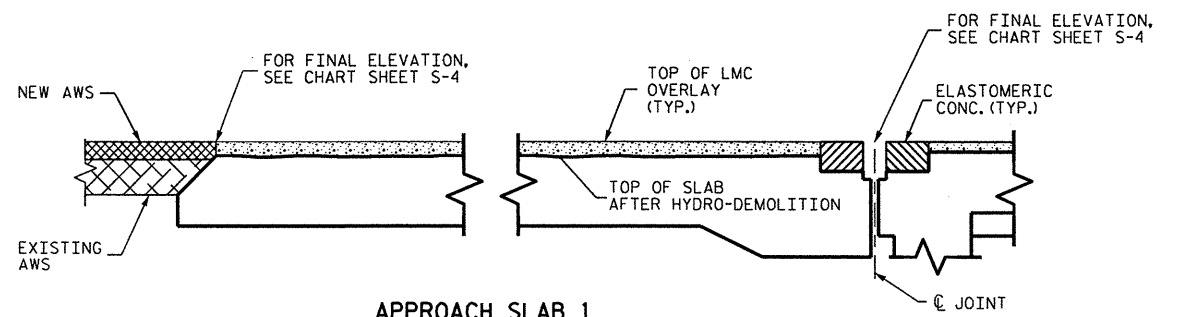
APPROACH SLAB 2
(EXISTING SHOWN ALONG -EL-)



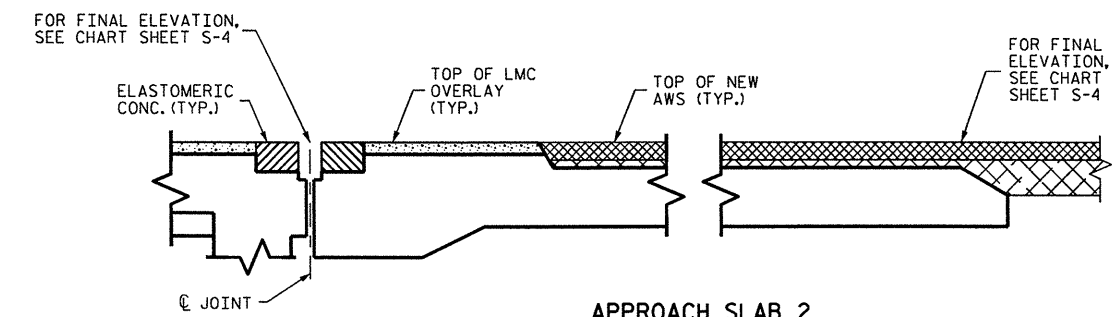
APPROACH SLAB 1
(DEMOLITION SHOWN ALONG -EL-)



APPROACH SLAB 2
(DEMOLITION SHOWN ALONG -EL-)



APPROACH SLAB 1
(PROPOSED SHOWN ALONG -EL-)



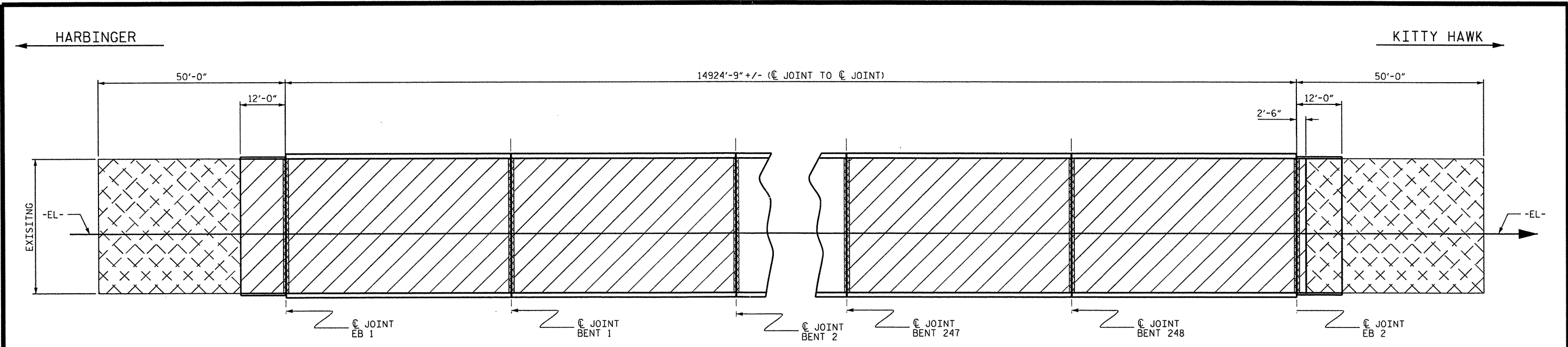
APPROACH SLAB 2
(PROPOSED SHOWN ALONG -EL-)

PROJECT NO. 17BP.1.P.12
 COUNTY: CURRITUCK
 DECK REPAIR BRIDGE NO. 35
 SHEET 5 OF 6

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 TYPICAL SECTION
 &
 APPROACH SLAB
 DETAILS

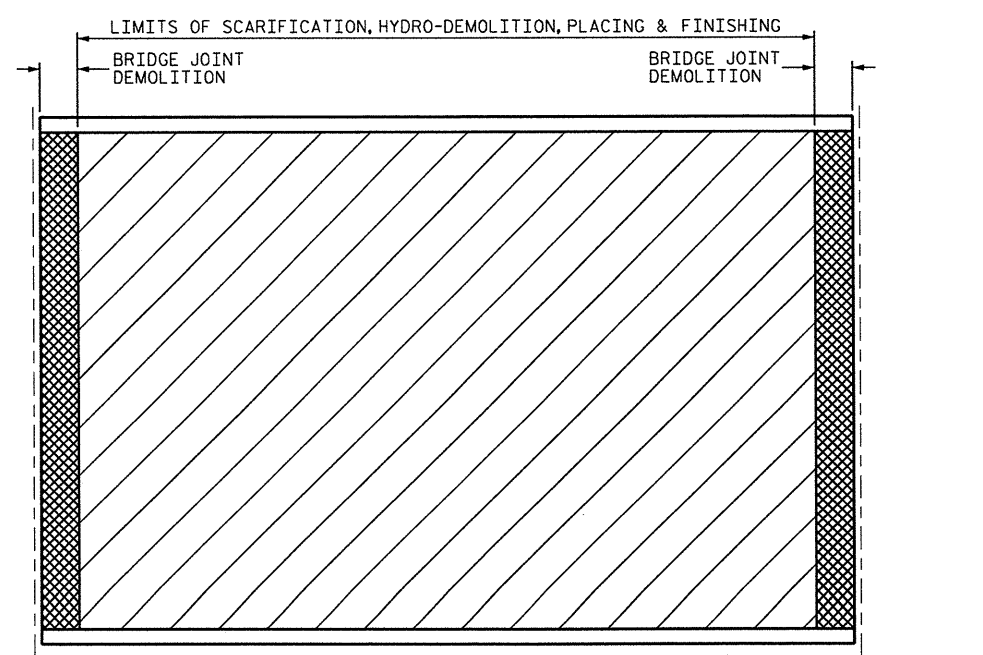
REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS
1			3			6
2			4			

DRAWN BY: CLB DATE: 03/13
 CHECKED BY: DCM DATE: 03/13

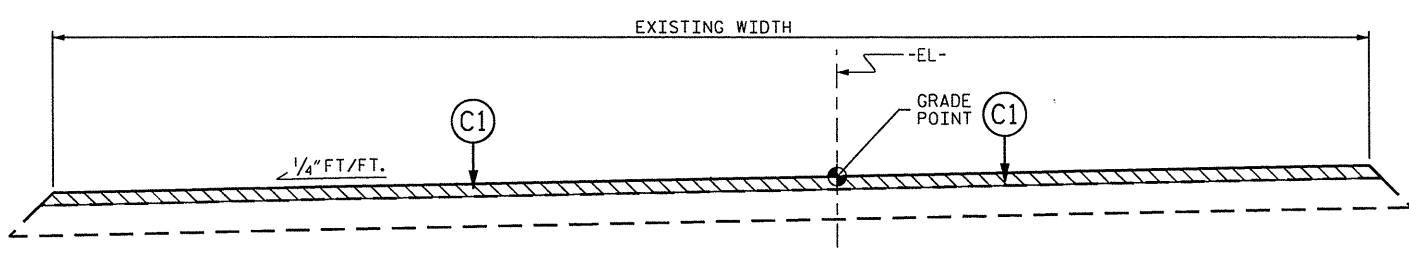


PLAN

- DECK SCARIFICATION AND HYDRODEMOLITION
- ASPHALT MILLING
- BRIDGE JOINT DEMOLITION

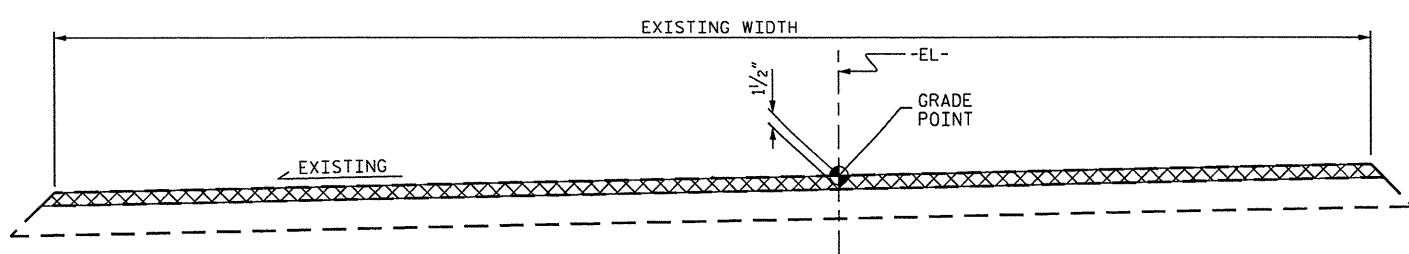


PLAN



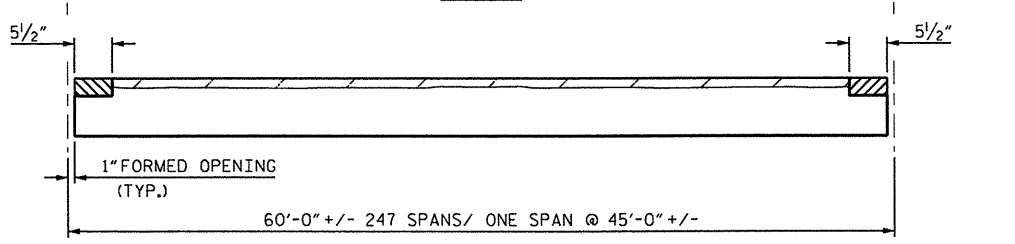
TYPICAL ROADWAY SECTION

C1 PROPOSED VARIABLE DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1" IN DEPTH OR GREATER THAN 1 1/2" IN DEPTH.



TYPICAL ROADWAY MILLING SECTION

(MILL TO 1/2" DEPTH)



ELEVATION

PAY LIMITS

PROJECT NO. 17BP.1.P.12
 COUNTY: CURRITUCK
 DECK REPAIR BRIDGE NO. 35
 SHEET 6 OF 6

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 ROADWAY TYPICAL SECTION AND MILLING DETAILS

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	TOTAL SHEETS
1			3			6
2			4			

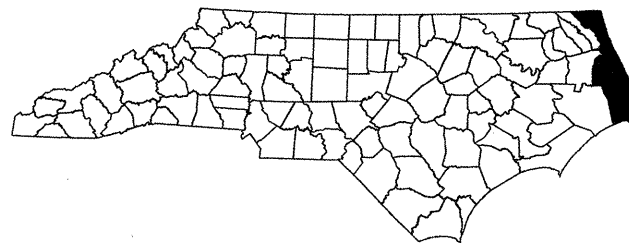
NOT TO SCALE

DRAWN BY: CLB DATE: 03/13
 CHECKED BY: DCM DATE: 03/13

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

CURRITUCK & DARE COUNTIES



TRAFFIC CONTROL SEQUENCE

STEP 1 - INSTALL ALL WORK ZONE ADVANCE WARNING SIGNS. (SEE RSD 1101.01 SHEET 2 AND TMP-3 THRU TMP-6)

COMPLETE WORK DESCRIBED IN STEPS 2 THRU 9. SEE ICT FOR LIQUIDATED DAMAGES AND WORK SEASON LIMITATIONS.

WORK IN A CONTINUOUS MANNER TO COMPLETE STEP 2 DURING DAYLIGHT HOURS.

STEP 2 - USING RSD 1101.02, SHEET 3, SHIFT EAST BOUND US 158 TRAFFIC INTO THE EXISTING OUTSIDE LANE AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR THE EAST BOUND DIRECTION. (SEE TMP-3 THRU TMP-6)

WORK IN A CONTINUOUS MANNER TO COMPLETE STEPS 3 THRU 4.

STEP 3 - USING RSD 1101.02, SHEET 3, SHIFT WEST BOUND US 158 TRAFFIC TO THE EXISTING MEDIAN SIDE WEST BOUND LANE AND INSTALL TEMPORARY PAVEMENT MARKINGS FOR THE WEST BOUND DIRECTION. USE LAW ENFORCEMENT AS NECESSARY TO PACE/STOP TRAFFIC TO COMPLETE TEMPORARY MARKING INSTALLATION. (SEE TMP-3 THRU TMP-6).

STEP 4 - USE LAW ENFORCEMENT TO PACE WEST BOUND TRAFFIC INTO THE TEMPORARY WEST BOUND PATTERN.

STEP 5 - WITH ALL US 158 TRAFFIC IN THE EXISTING EAST BOUND LANES, CONDUCT BRIDGE ACTIVITIES AWAY FROM TRAFFIC, INCLUDING FINAL PAVEMENT MARKINGS ON THE BRIDGE DECK. (SEE LOCAL NOTE ON TMP-2).

WORK IN A CONTINUOUS MANNER TO COMPLETE STEPS 6 & 7 IN A SINGLE WORK PERIOD.

STEP 6 - USE LAW ENFORCEMENT AND/OR RSD 1101.03, SHEET 8 OR 9 TO REMOVE TEMPORARY MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN FOR THE WEST BOUND DIRECTION.

STEP 7 - REMOVE DEVICES AND OPEN THE WEST BOUND DIRECTION TO THE FINAL PATTERN.

WORK IN A CONTINUOUS MANNER TO COMPLETE STEPS 8 & 9 IN A SINGLE WORK PERIOD.

STEP 8 - USE LAW ENFORCEMENT AND/OR RSD 1101.03, SHEET 8 OR 9 TO REMOVE TEMPORARY MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN FOR THE EAST BOUND DIRECTION.

STEP 9 - REMOVE DEVICES AND OPEN THE EAST BOUND DIRECTION TO THE FINAL PATTERN AT THE END OF WORK SEASON ONE.

STEP 10 - REPEAT STEPS 1 THRU 9 EXCEPT AT THE CONCLUSION OF STEPS 6 AND 8, PLACE FINAL PAVEMENT MARKINGS IN THE FINAL TRAFFIC PATTERN. (SEE LOCAL NOTE ON TMP-2)

STEP 11 - REMOVE ALL TRAFFIC CONTROL DEVICES.

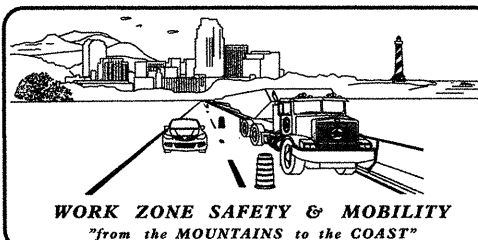
INDEX OF SHEETS	
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, TRAFFIC CONTROL SEQUENCE, ROADWAY STANDARD DRAWINGS AND INDEX OF SHEETS
TMP-2	GENERAL NOTES AND LEGEND
TMP-3 THRU TMP-6	TRAFFIC CONTROL DETAILS

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 JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

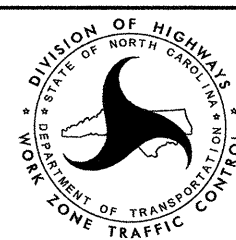
STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1145.01	BARRICADES
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES

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N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. S. KITE, PE TRAFFIC CONTROL PROJECT ENGINEER
D. A. PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER
D. E. RICHARDSON TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *[Signature]*
DATE: May 19, 2013

SEAL

17BP.I.P.12
TIP PROJECT

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.

- WORK AREA

SIGNALS

- EXISTING

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- DRUM SKINNY DRUM
- FLASHING ARROW BOARD
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN

PAVEMENT MARKERS

- CRYSTAL/CRYSTAL
- CRYSTAL/RED
- YELLOW/YELLOW

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

4" PAINT

- PA WHITE EDGELINE
- PB YELLOW EDGELINE
- PC 10 FT WHITE SKIP
- PD 2 FT WHITE MINI SKIP
- PE WHITE SOLID LANE LINE
- PI YELLOW DOUBLE CENTER LINE

GENERAL NOTES

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

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

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

TRAFFIC PATTERN ALTERATIONS

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

TRAFFIC CONTROL DEVICES

- C) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

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

PAVEMENT MARKINGS AND MARKERS

- E) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
US 158	PAINT	TEMP RAISED

- F) FOR REMOVAL OF PAVEMENT MARKING LINES, CONTRACTOR SHALL USE THE WATERBLASTING METHOD.

- G) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

LOCAL NOTE

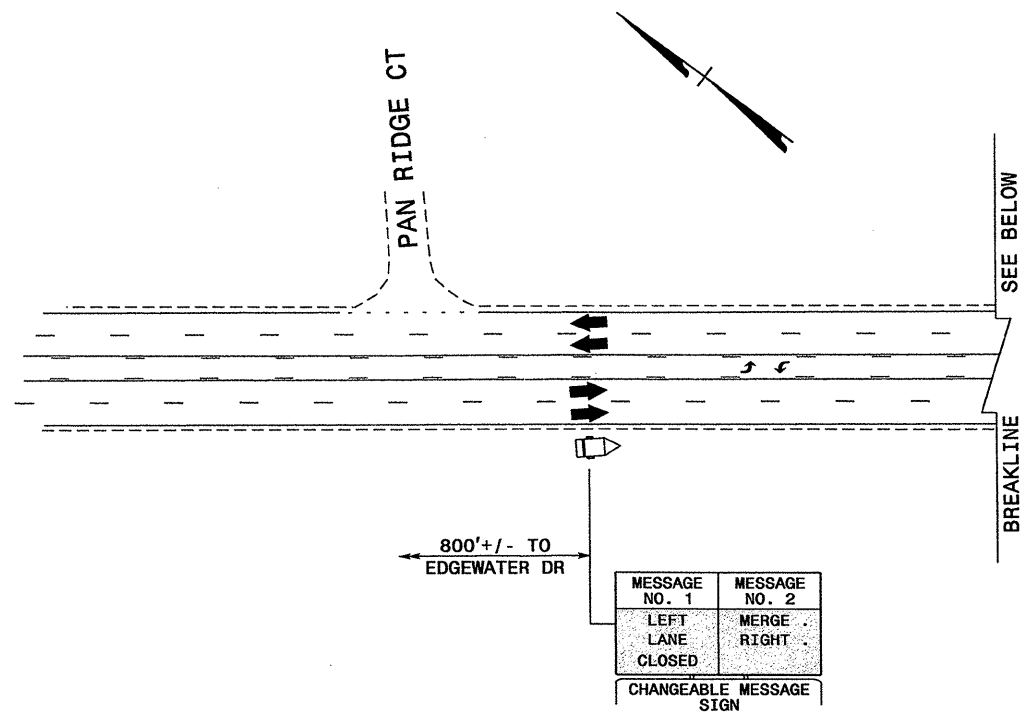
FINAL PAVEMENT MARKING MATERIAL SHALL BE POLYUREA WITH HIGHLY REFLECTIVE ELEMENTS FOR ALL LONG LINE MARKINGS AND THERMOPLASTIC FOR SYMBOLS, CHARACTERS, STOPBARS, CROSSWALKS AND DIAGONALS WITH RAISED MARKERS. PROVIDE PROPOSED PAVEMENT MARKING PLANS 7 (SEVEN) CALENDAR DAYS PRIOR TO INSTALLATION IN ACCORDANCE WITH 2012 NCDOT ROADWAY STANDARD DRAWINGS.

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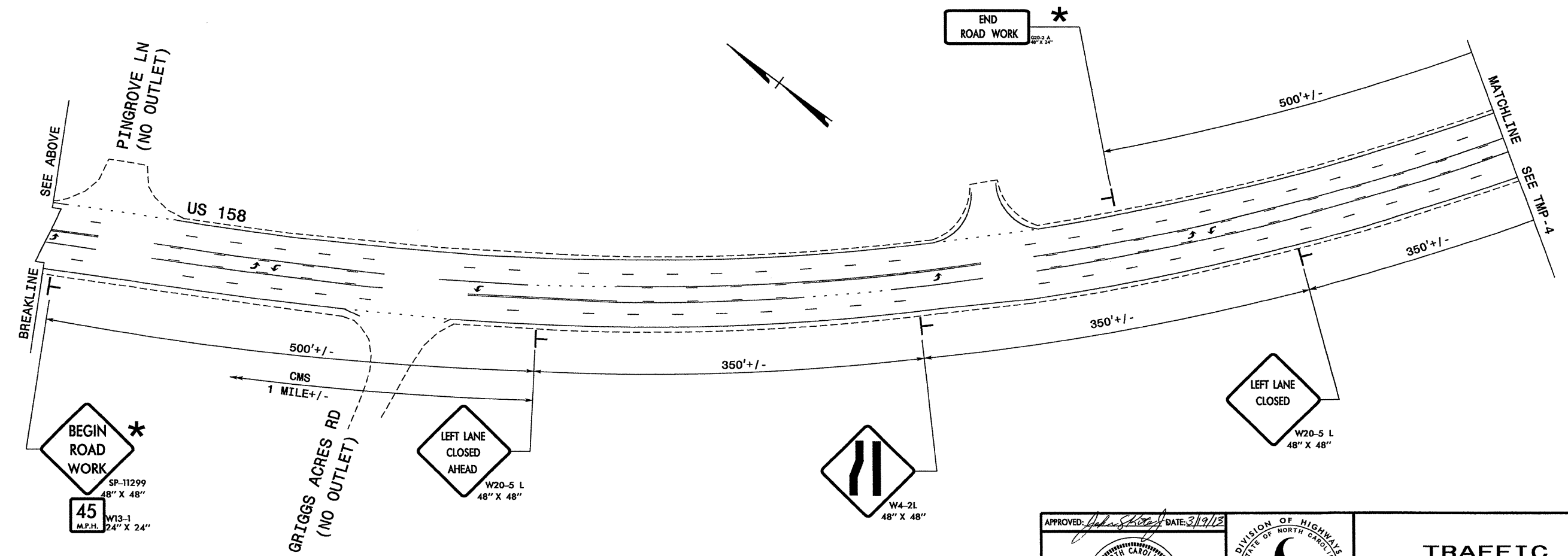
APPROVED: DATE: 3/19/13

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

GENERAL NOTES AND LEGEND



* SEE RSD 1101.01, SHEET 2



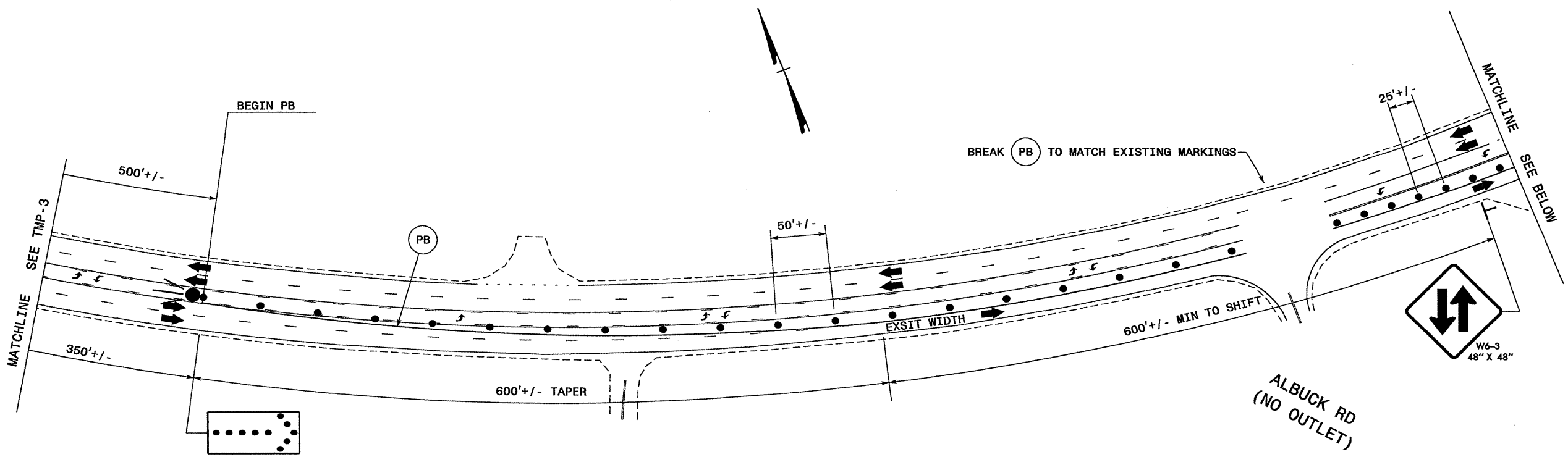
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 derichardson AT TE26583

APPROVED: *John S. Kite* DATE: 3/19/12

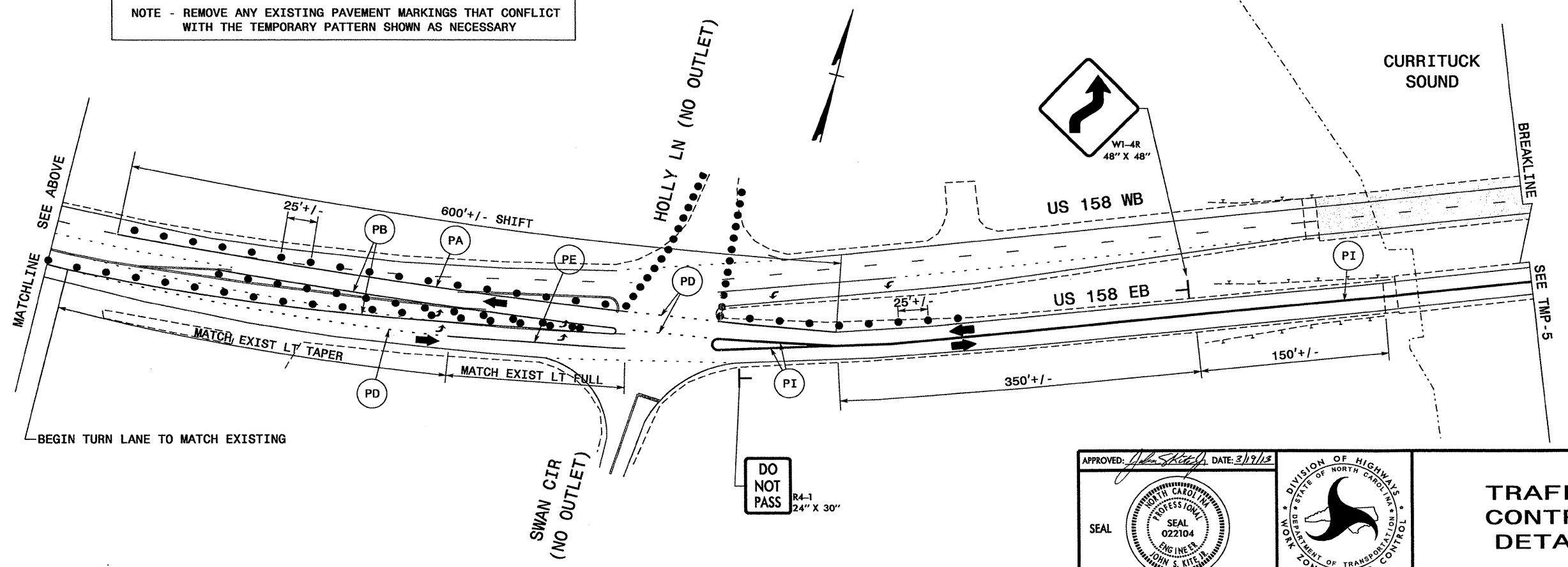
SEAL

DIVISION OF HIGHWAY
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

**TRAFFIC CONTROL
DETAIL**



NOTE - REMOVE ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE TEMPORARY PATTERN SHOWN AS NECESSARY

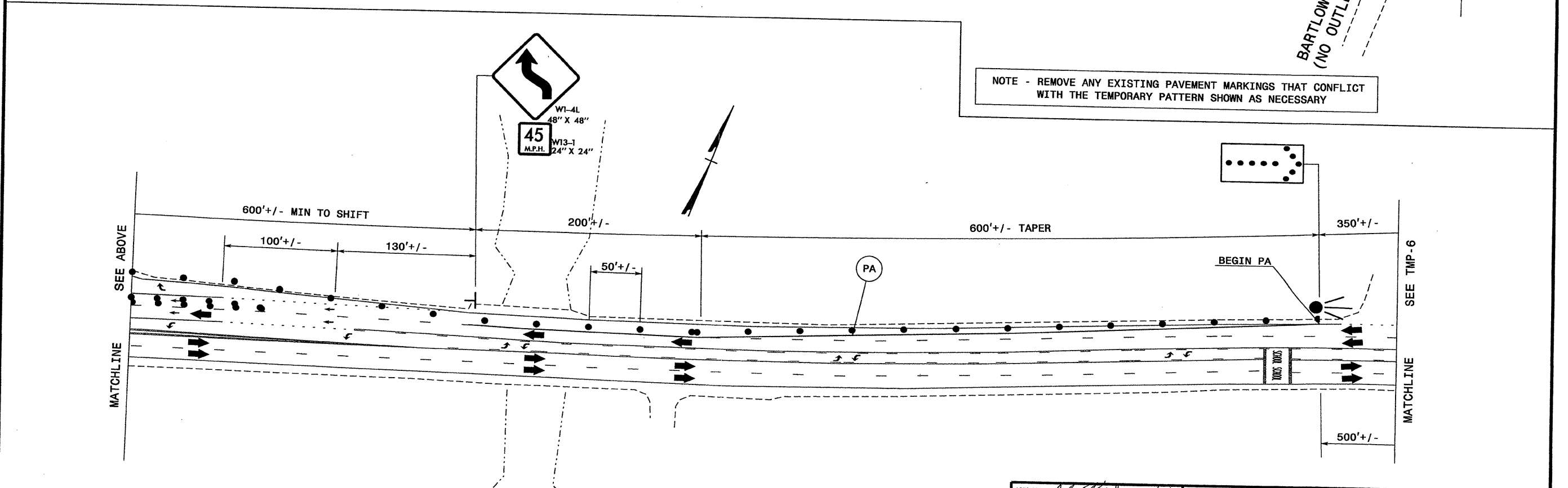
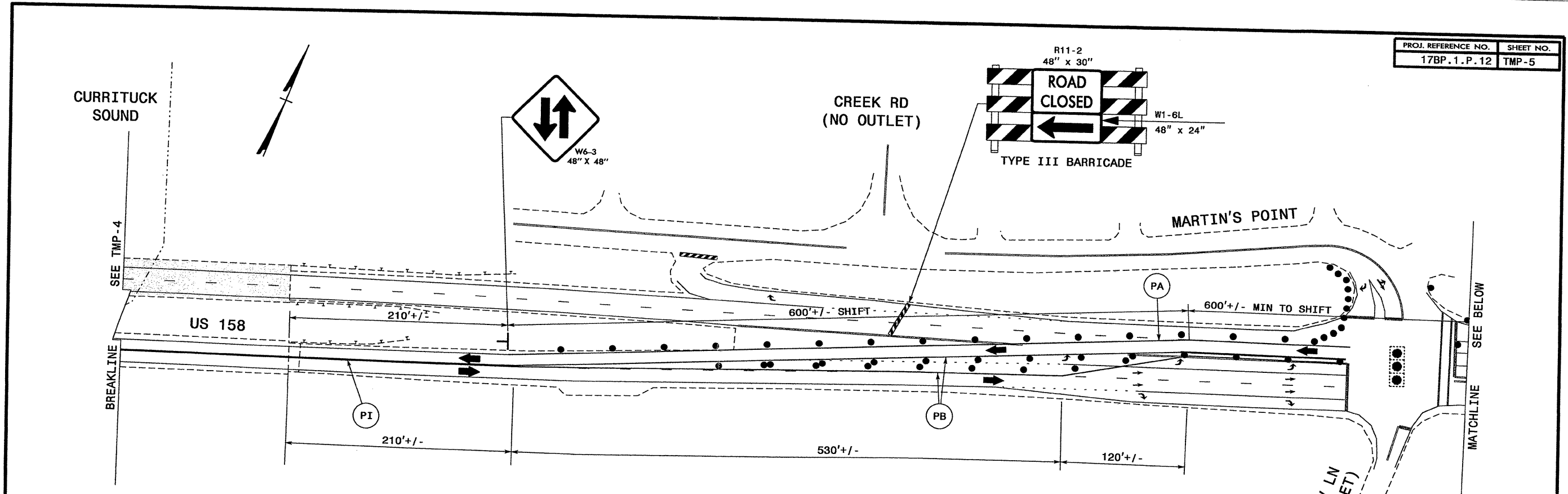


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APPROVED: *[Signature]* DATE: 3/19/13

SEAL

**TRAFFIC CONTROL
DETAIL**

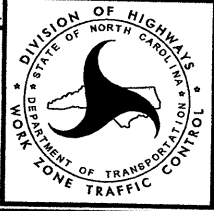


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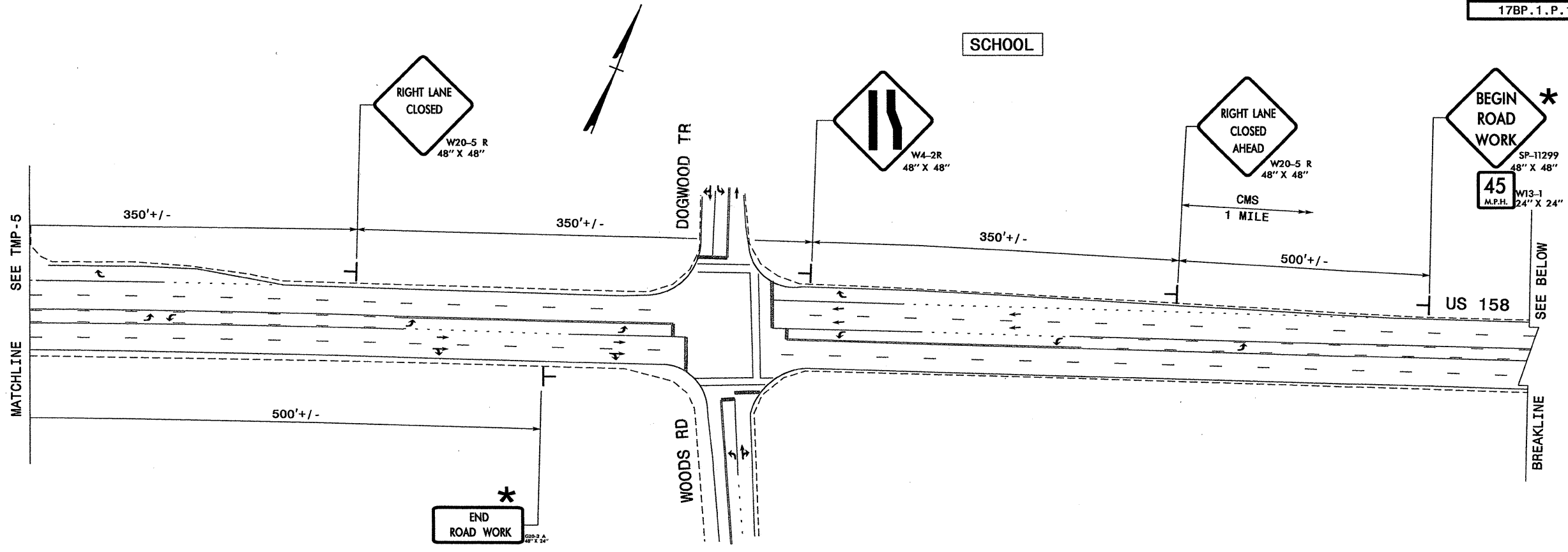
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SEAL

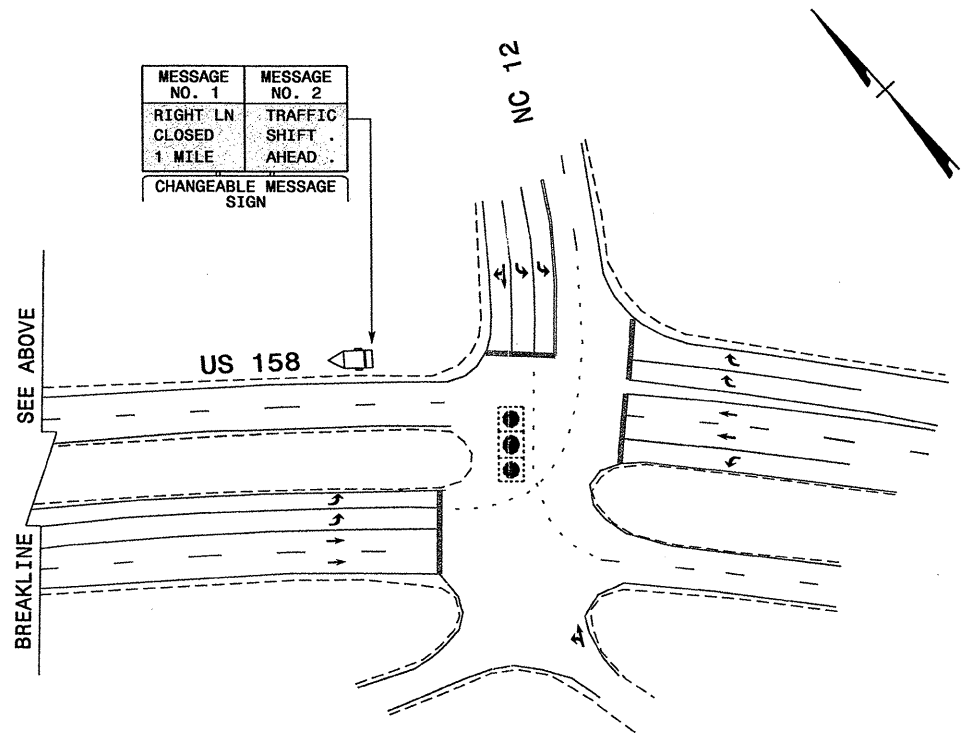
PROFESSIONAL SEAL
 JOHN S. KITE, JR.
 ENGINEER



**TRAFFIC CONTROL
 DETAIL**



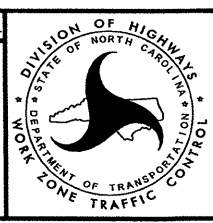
* SEE RSD 1101.01, SHEET 2



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APPROVED: *[Signature]* DATE: 3/19/13

SEAL



TRAFFIC CONTROL DETAIL