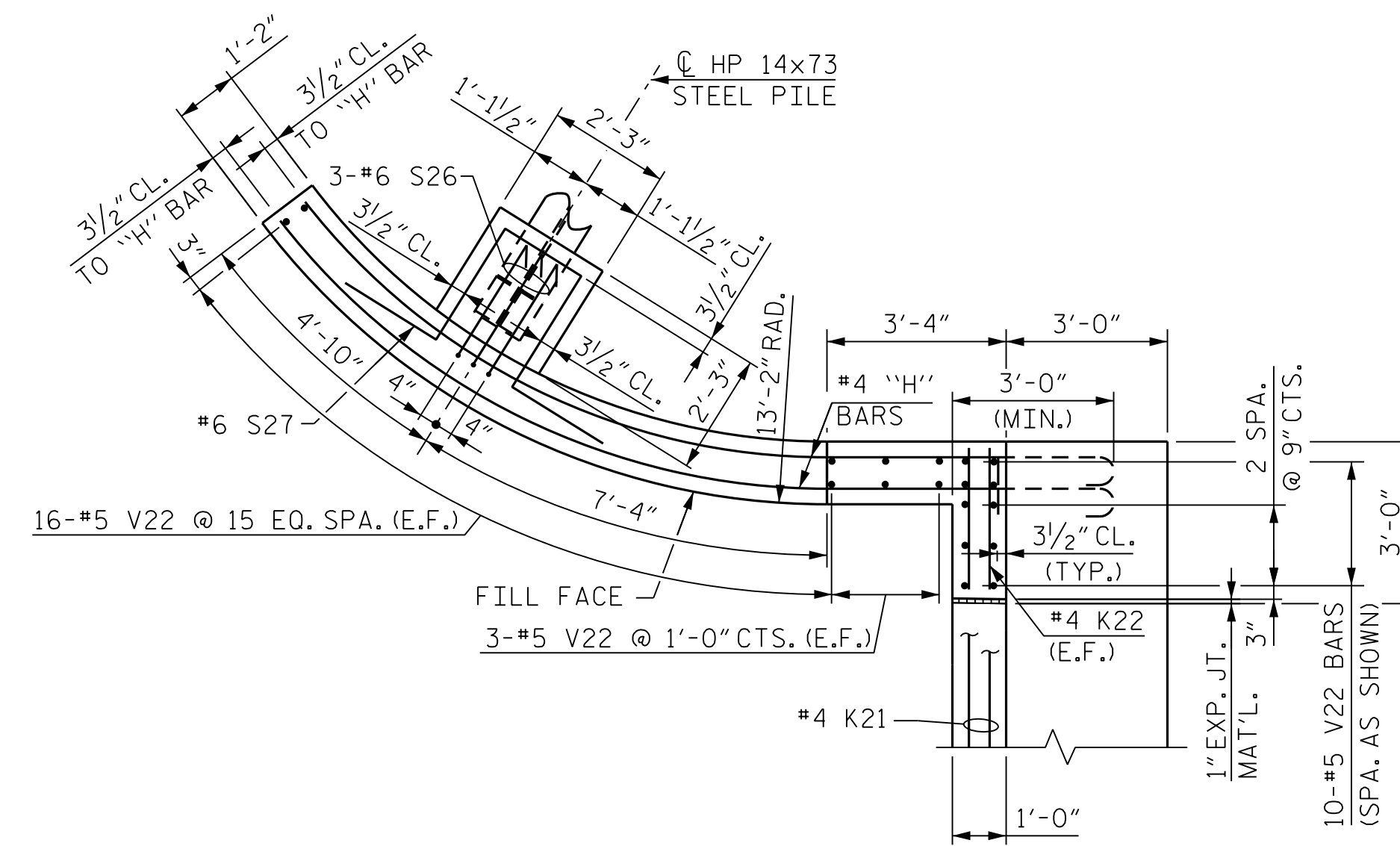
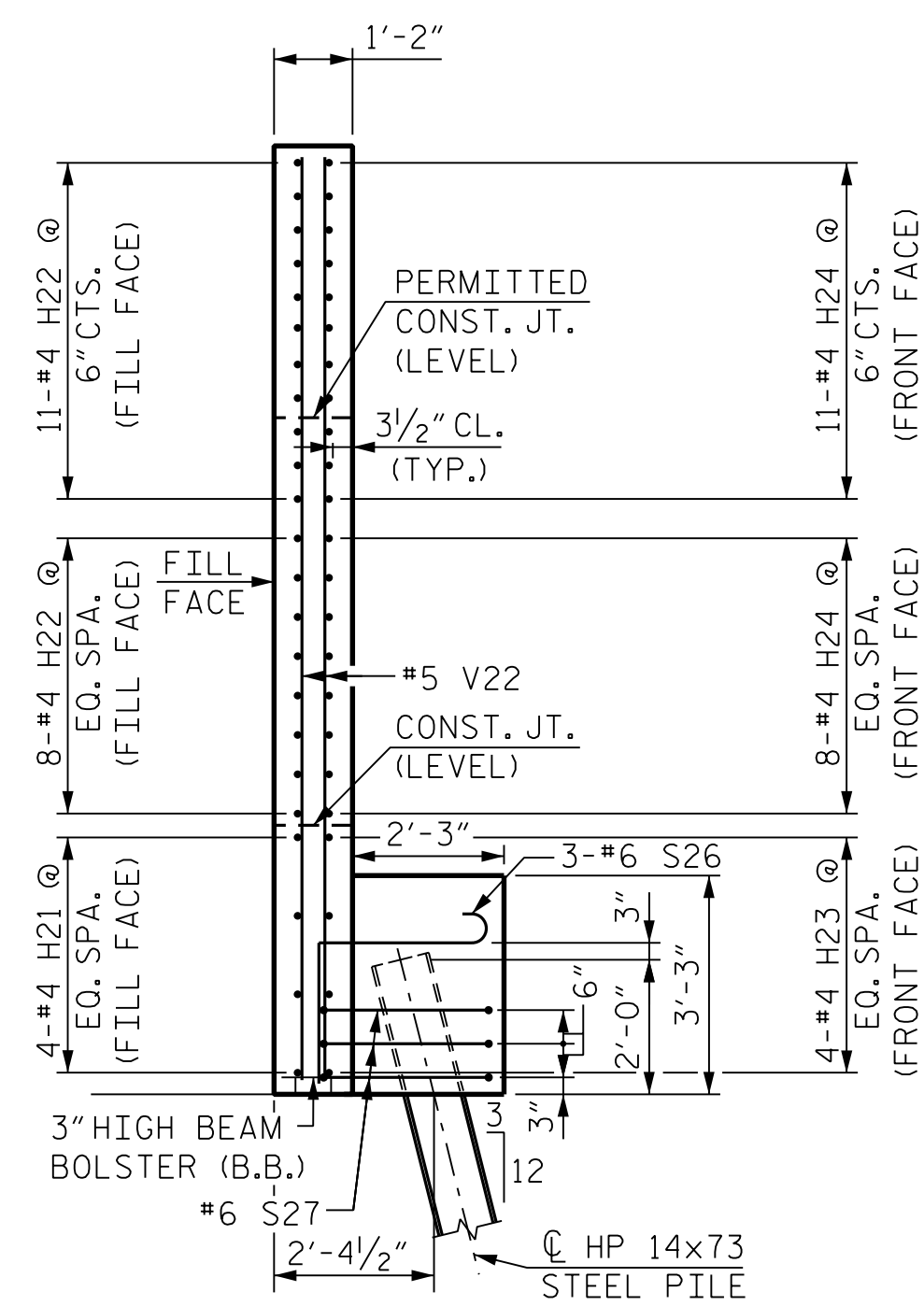


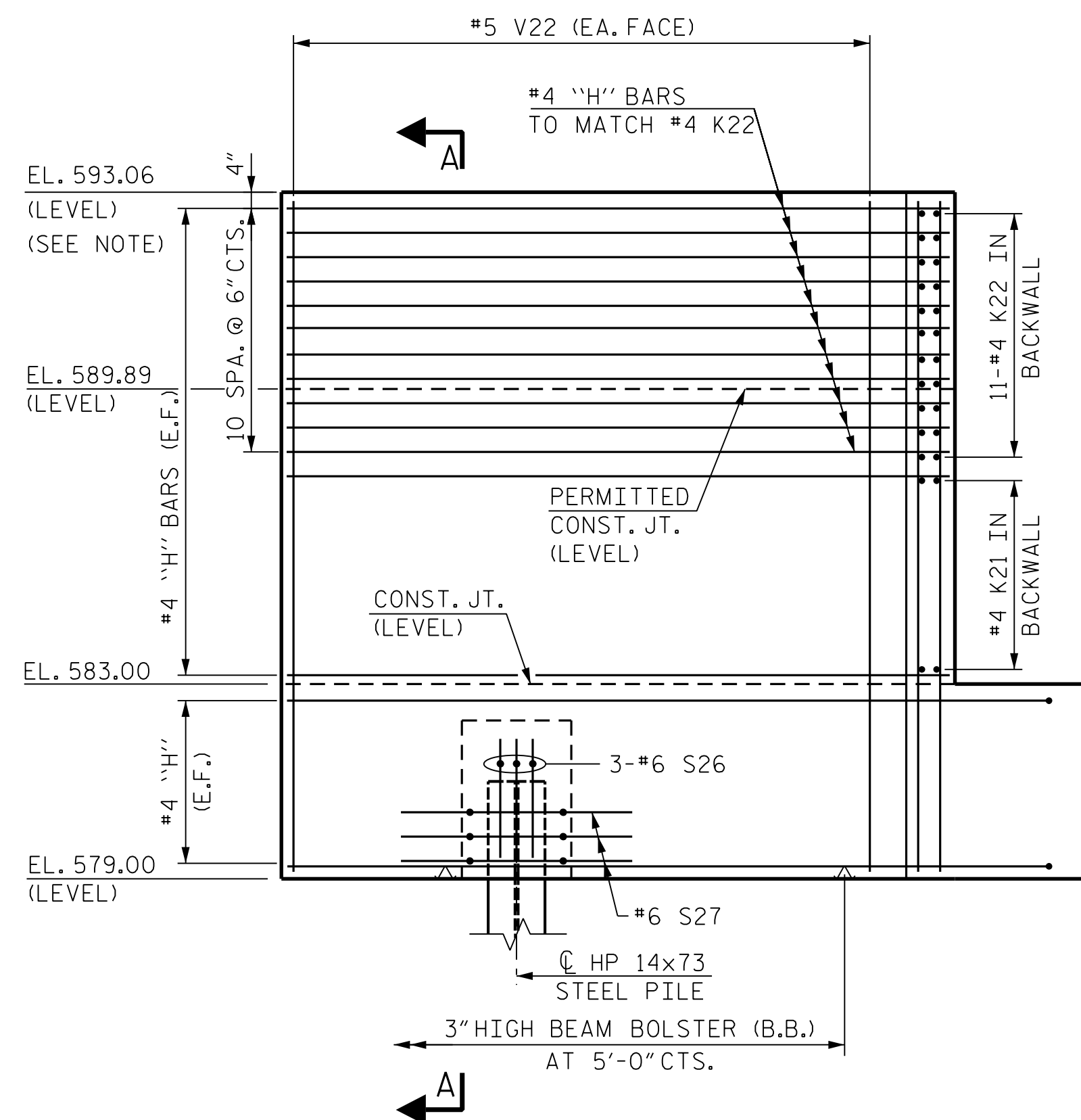
NOTES:
 THE ELEVATION AT THE TOP OF WING SHALL BE ADJUSTED TO MATCH THE TOP OF RAIL ELEVATION FROM THE BRIDGE.



PLAN OF RIGHT WINGWALL



SECTION A-A



ELEVATION OF RIGHT WINGWALL

RIGHT WINGWALL DETAILS (W2)

PROJECT NO. B-6051/U-6143
 GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT 2
 WINGWALL DETAILS
 STAGE 2

REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

S-105
 TOTAL SHEETS 118

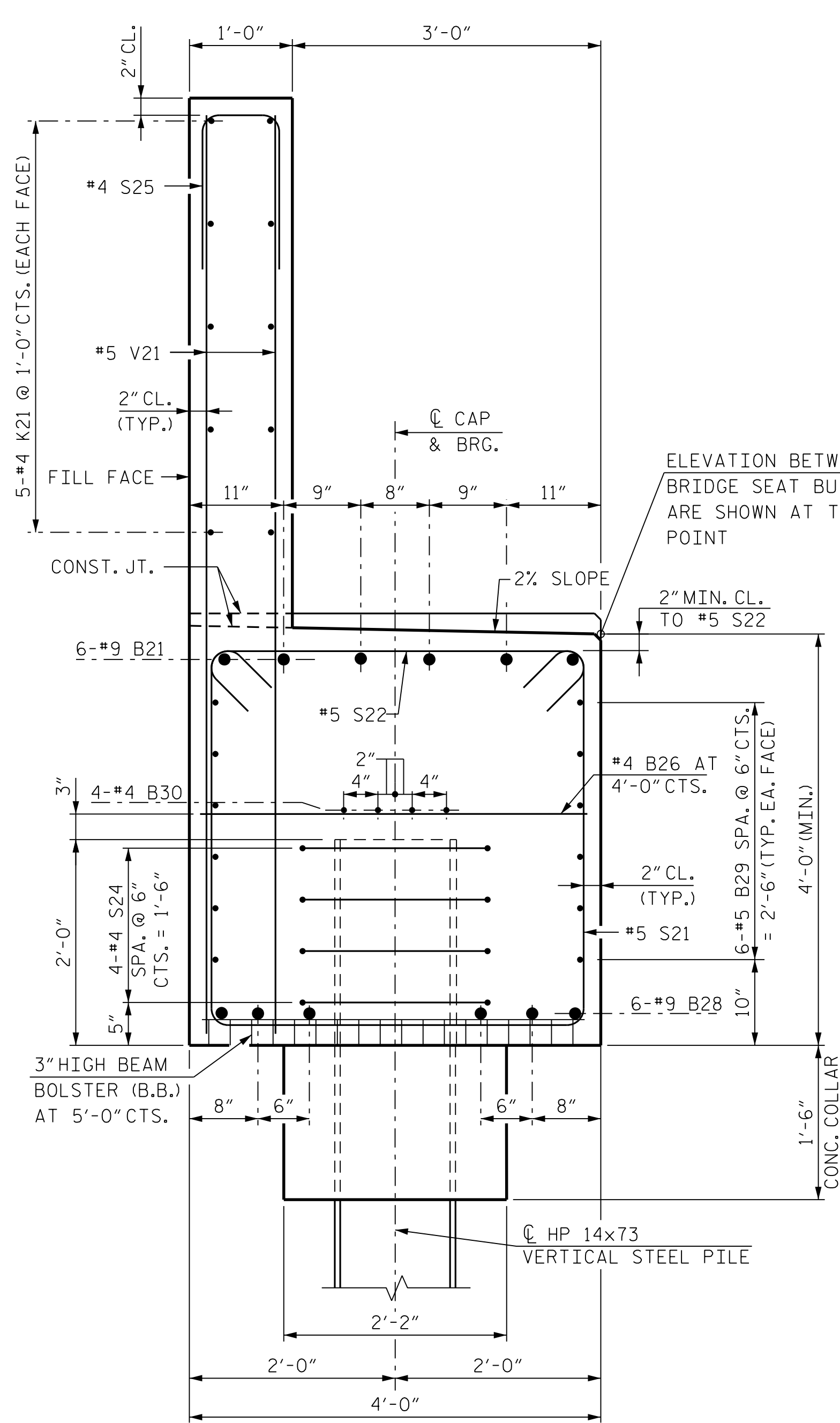
RK&K
 P: (919) 878-9560
 8601 Six Forks Road, Forum 1 Suite 700
 Raleigh, North Carolina 27615 | NC License No. F-0112
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4/9/2026
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 050844
 ENGINEER
 MAYUR SHARMA
 080822PPTC480

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 2/10/2026
 bgonfa

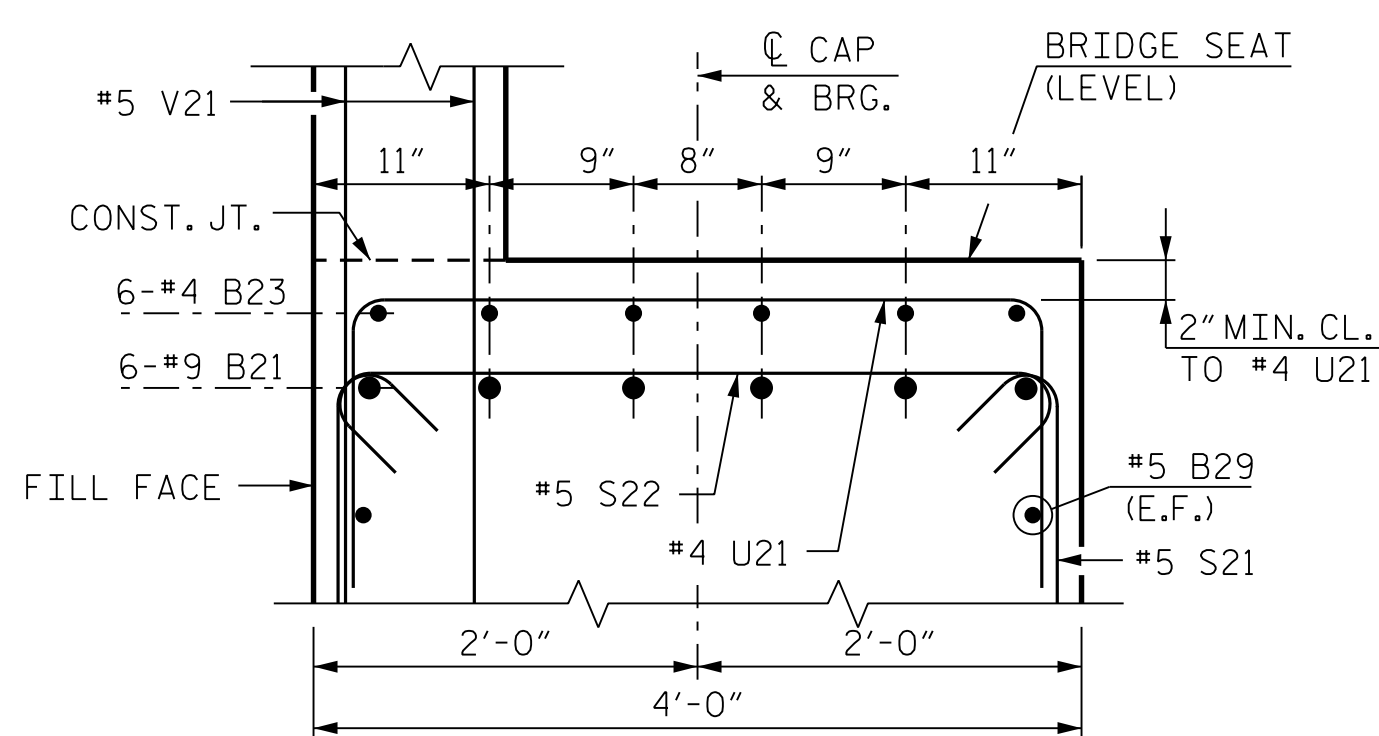
DRAWN BY : E. THOMPSON DATE : FEB 2025
 CHECKED BY : B. D. KLAPPENBACH DATE : FEB 2025
 DESIGN ENGINEER OF RECORD : M. SHARMA DATE : FEB 2025

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**

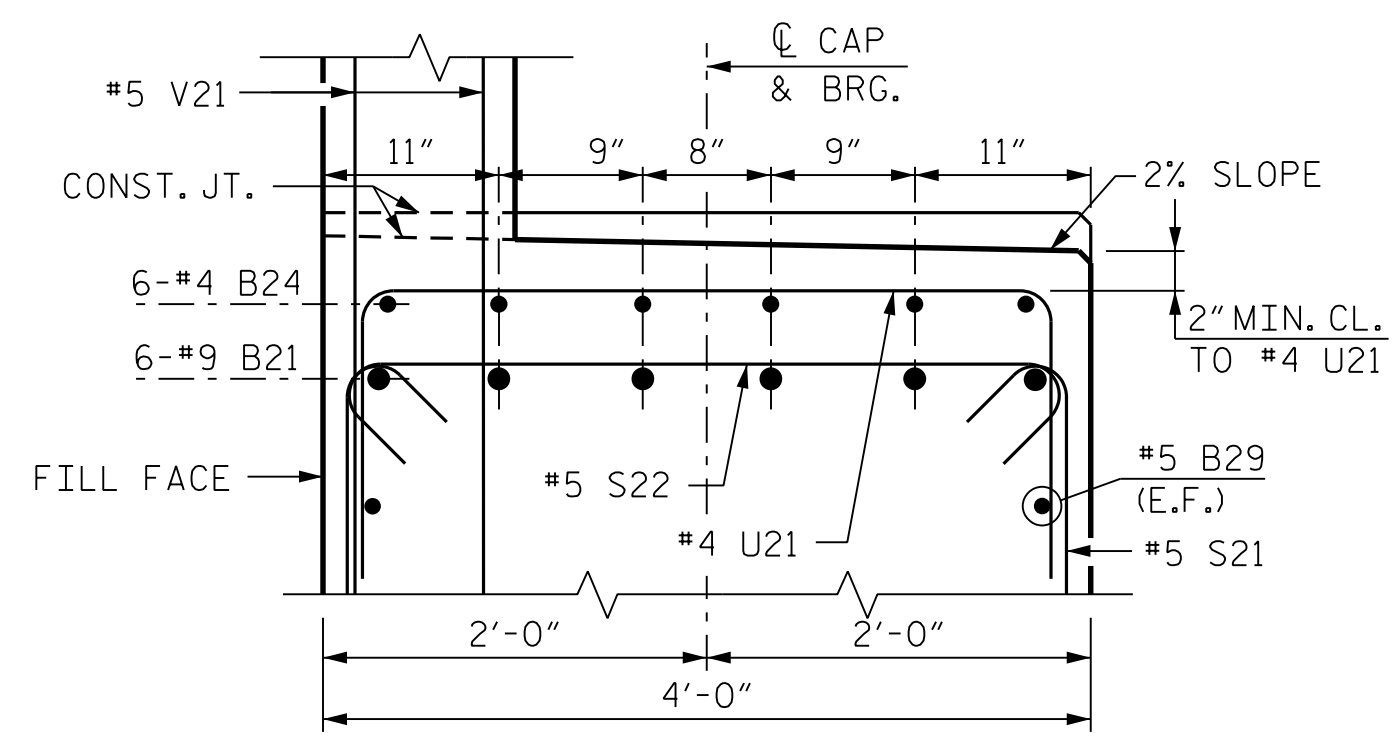


SECTION A-A

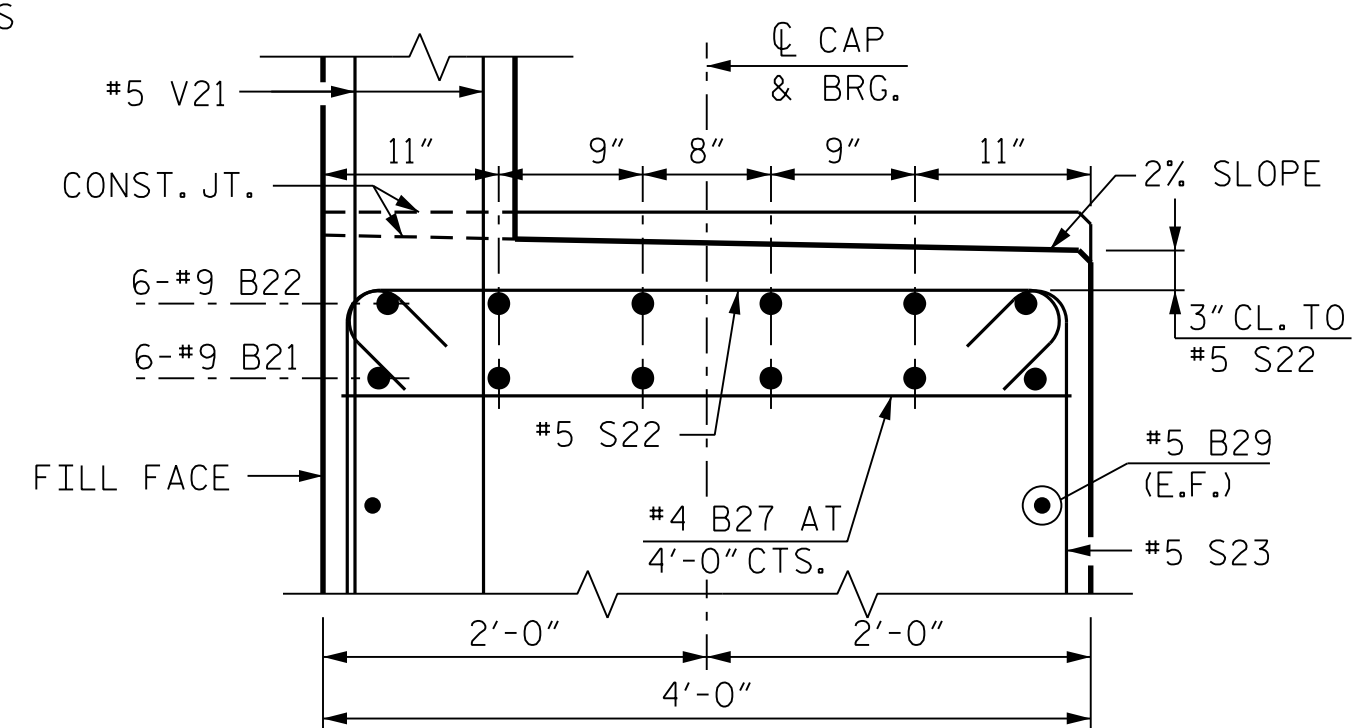
(DIMENSIONS SHOWN ARE NORMAL TO THE END BENT)



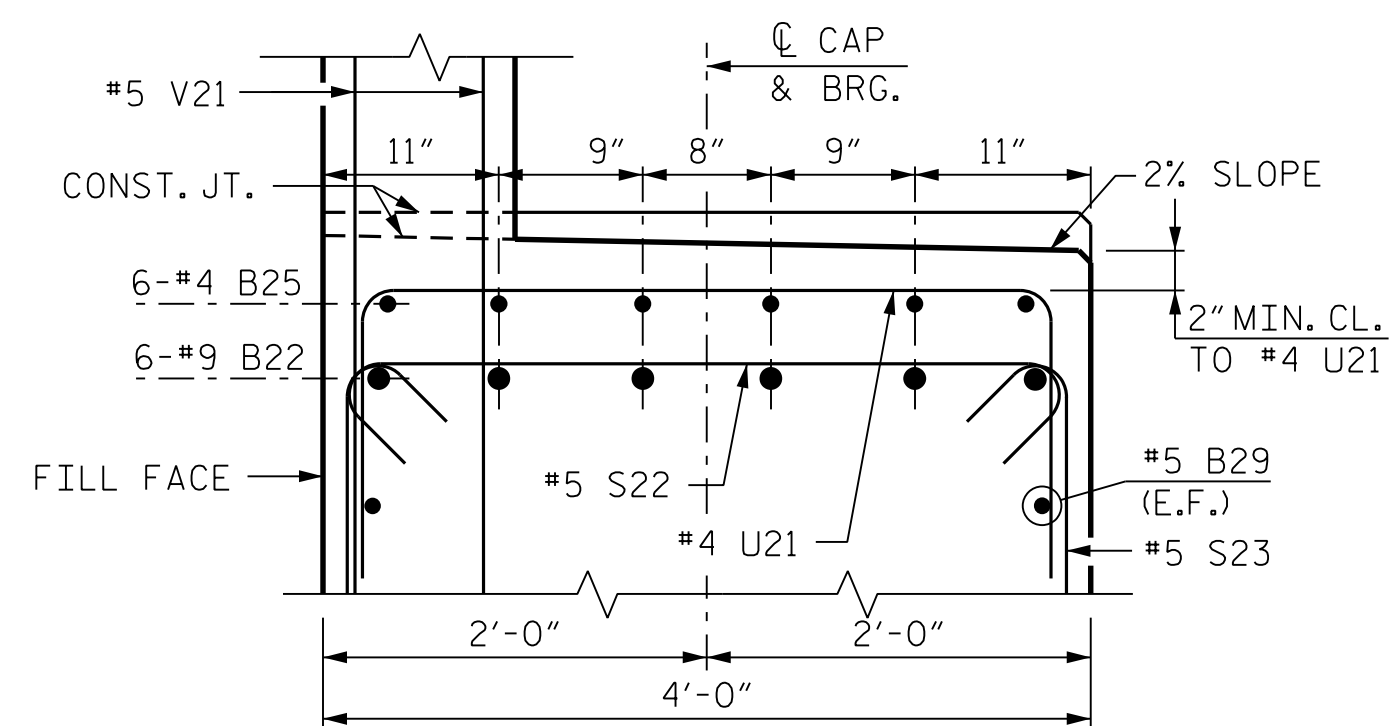
SECTION B-B



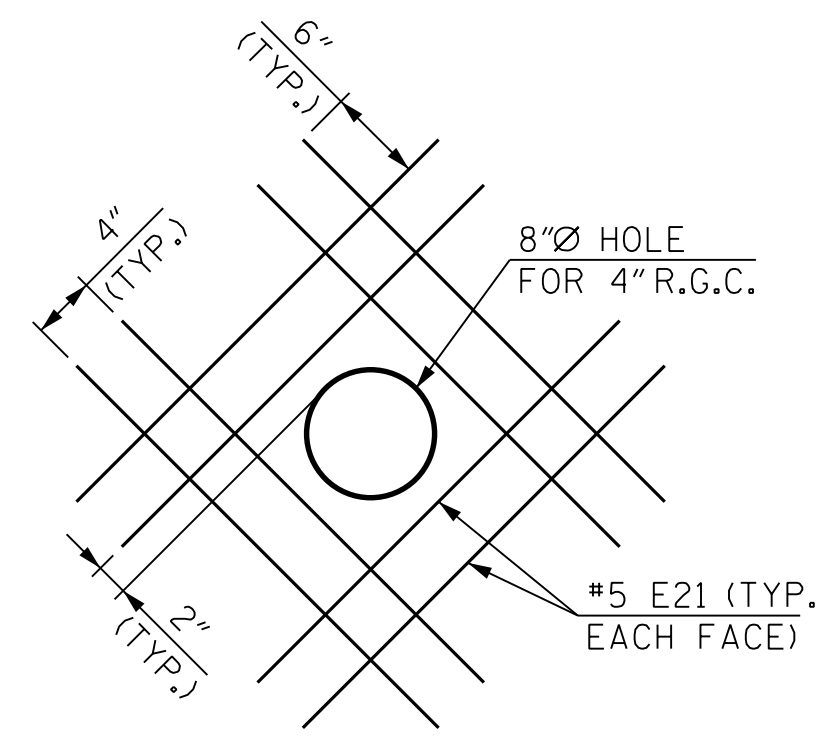
SECTION C-C



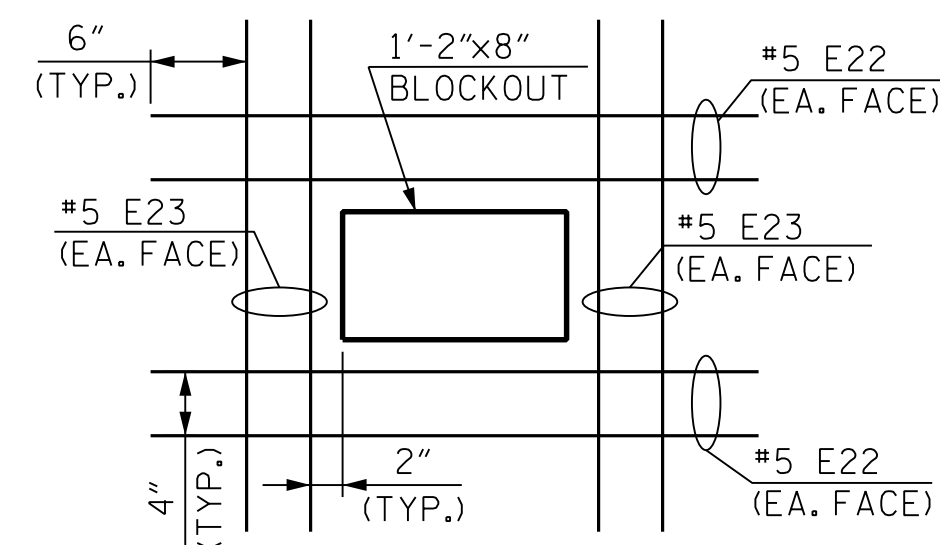
SECTION D-D



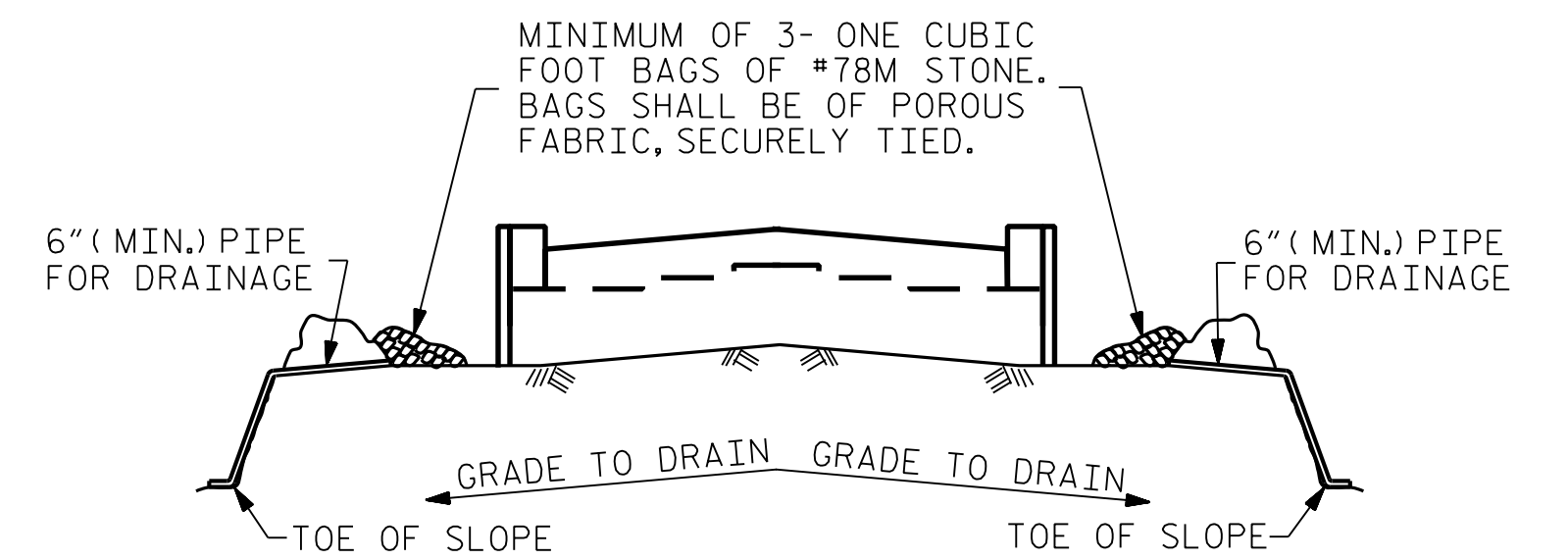
SECTION E-E



DETAIL OF REINFORCING AROUND 8"Ø BLOCKOUT



DETAIL OF REINFORCING AROUND 1'-2"×8" UTILITY RACEWAY BLOCKOUT

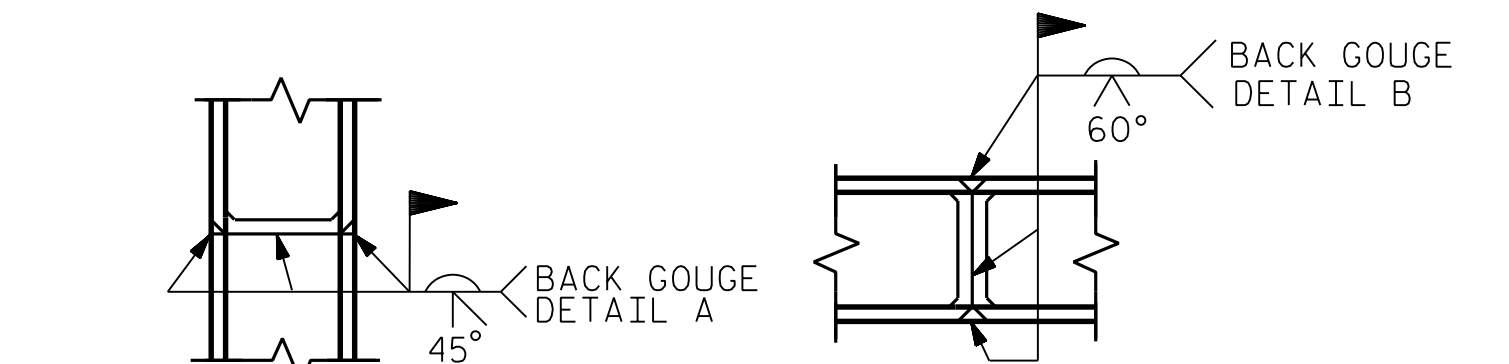


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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. BAGGED STONE SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR EFFECTIVENESS.

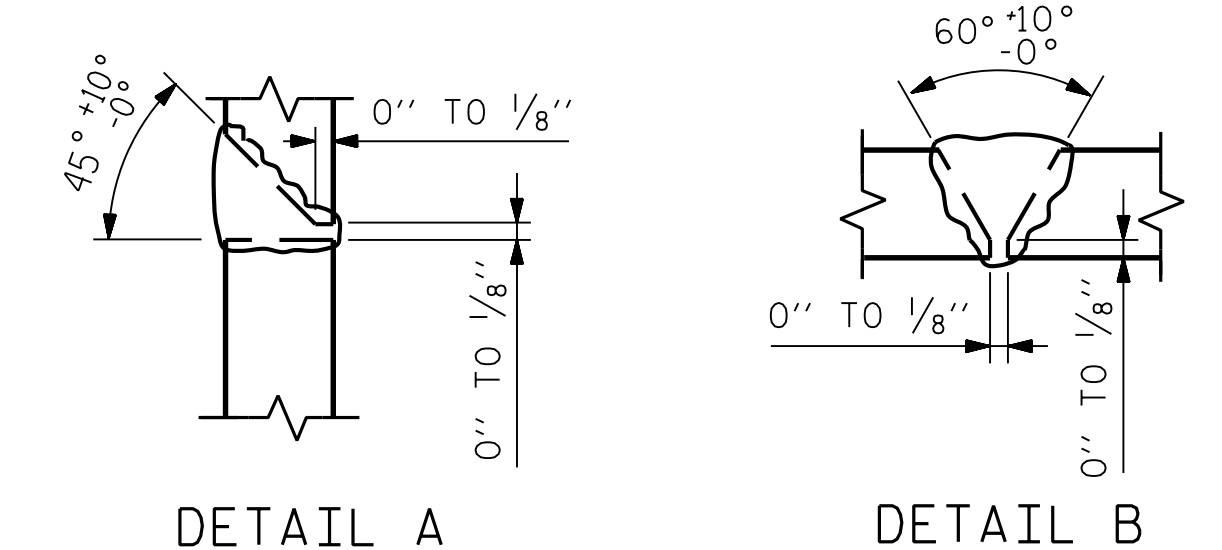
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



* PILE VERTICAL

* PILE HORIZONTAL OR VERTICAL



DETAIL A

DETAIL B

PILE SPLICE DETAILS

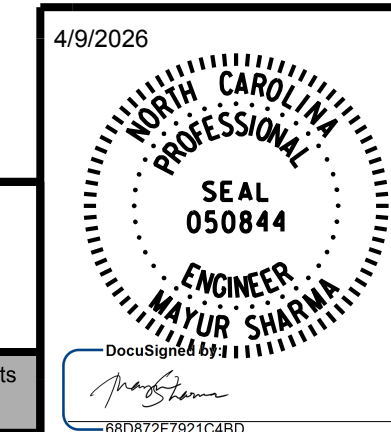
* POSITION OF PILE DURING WELDING.

PROJECT NO. B-6051/U-6143
 GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT 2
 DETAILS
 STAGE 2



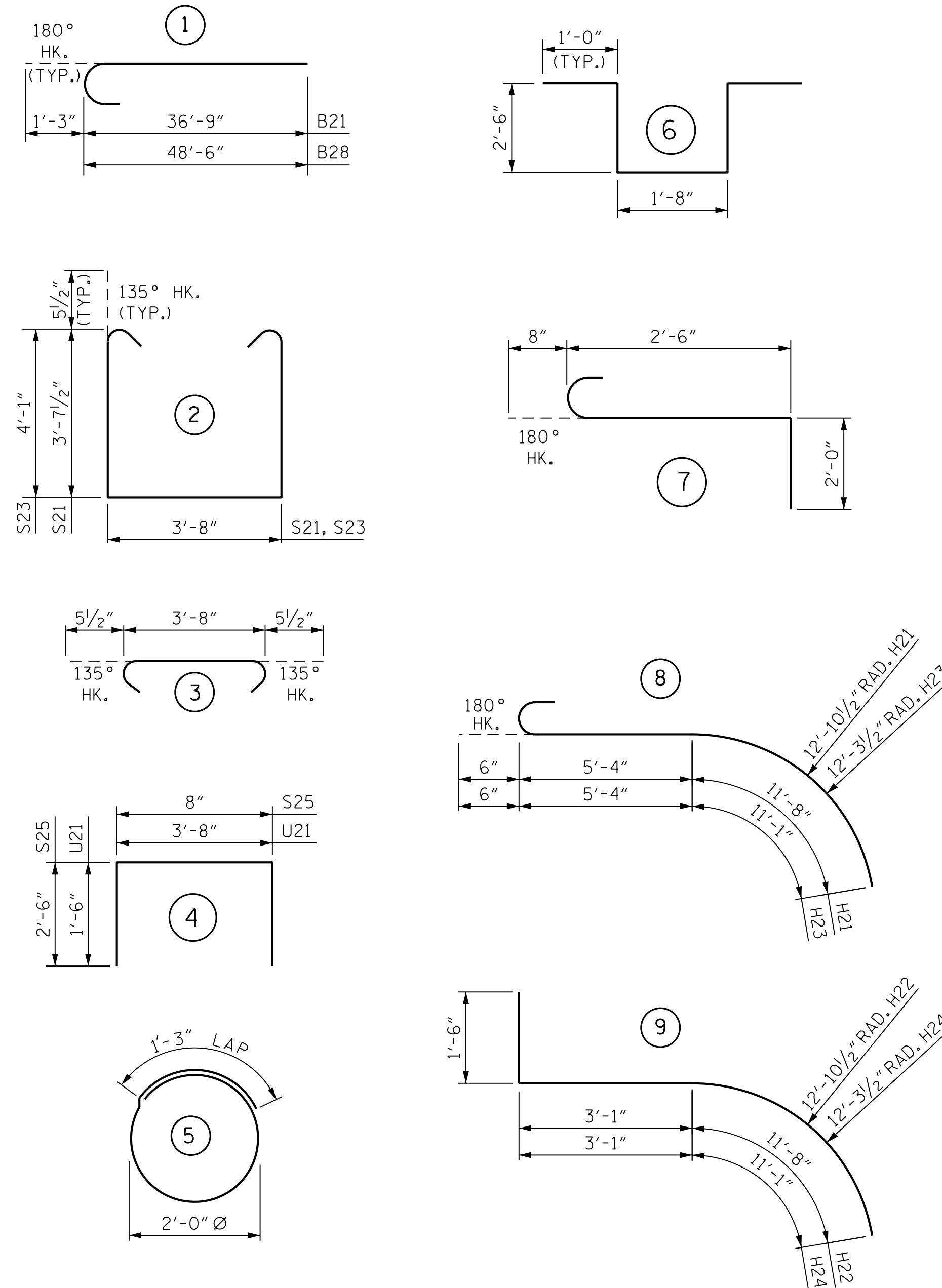
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NO.	BY:	DATE:	NO.	BY:	DATE:	S-106
1			3			TOTAL SHEETS
2			4			118

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2/10/2026 R:\Structures\DN\350091\FINAL\B6051_SMU_E2_2D_17350091.dgn

DRAWN BY : E. THOMPSON DATE : FEB 2025
 CHECKED BY : B. D. KLAPPENBACH DATE : FEB 2025
 DESIGN ENGINEER OF RECORD : M. SHARMA DATE : FEB 2025

BAR TYPES



NOTE: ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

END BENT 2 - STAGE 2

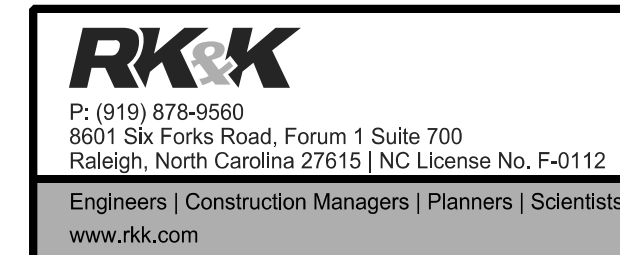
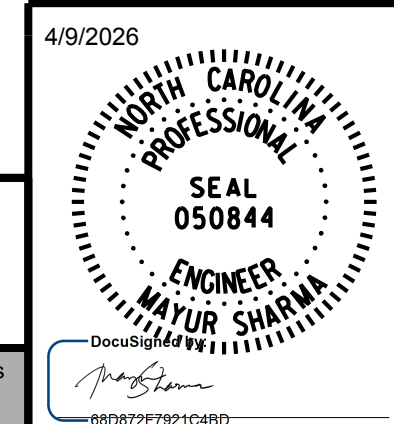
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B21	6	#9		38'-0"	775
B22	6	#9	STR.	17'-2"	350
B23	6	#4	STR.	3'-4"	13
B24	6	#4	STR.	13'-2"	53
B25	6	#4	STR.	11'-3"	45
B26	12	#4	STR.	3'-8"	29
B27	2	#4	STR.	3'-8"	5
B28	6	#9		49'-9"	1,015
B29	12	#5	STR.	48'-6"	607
B30	8	#4	STR.	25'-7"	137
E21	16	#5	STR.	2'-8"	45
E22	8	#5	STR.	3'-2"	26
E23	8	#5	STR.	2'-8"	22
H21	4	#4		17'-6"	47
H22	19	#4		16'-3"	206
H23	4	#4		16'-11"	45
H24	19	#4		15'-8"	199
K21	20	#4	STR.	25'-7"	342
K22	22	#4	STR.	2'-7"	38
S21	55	#5		11'-10"	679
S22	84	#5		4'-7"	402
S23	29	#5		12'-9"	386
S24	32	#4		7'-7"	162
S25	47	#4		5'-8"	178
S26	3	#6		5'-2"	23
S27	3	#6		8'-8"	39
U21	57	#4		6'-8"	254
V21	94	#5	STR.	8'-0"	784
V22	48	#5	STR.	13'-7"	680

REINFORCING STEEL	7,586 LBS.
CLASS "A" CONCRETE	
POUR 1 (CAP, LOWER WINGS, WING PILE CAP AND COLLARS)	37.3 C.Y.
POUR 2 (BACKWALL & UPPER WINGS)	14.4 C.Y.
TOTAL	51.7 C.Y.

PROJECT NO. B-6051/U-6143
 GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

SHEET 4 OF 4

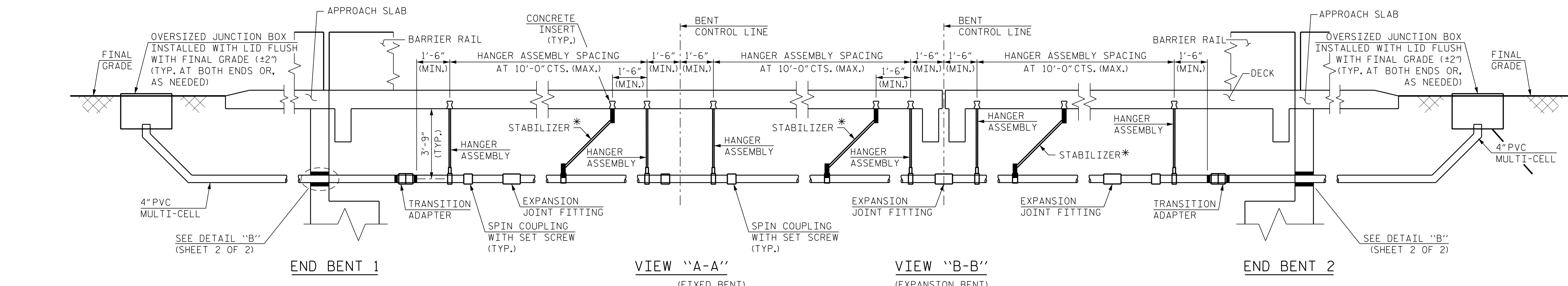
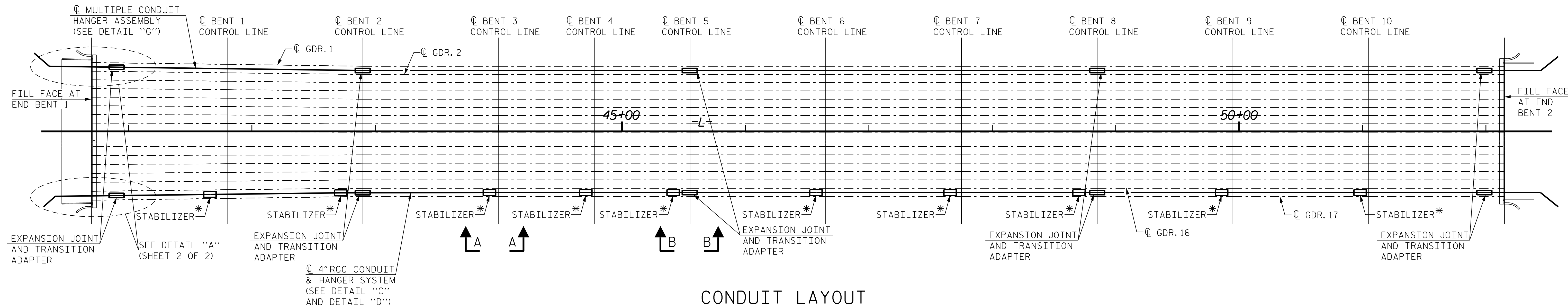
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SUBSTRUCTURE
 END BENT 2
 BILL OF MATERIAL
 STAGE 2



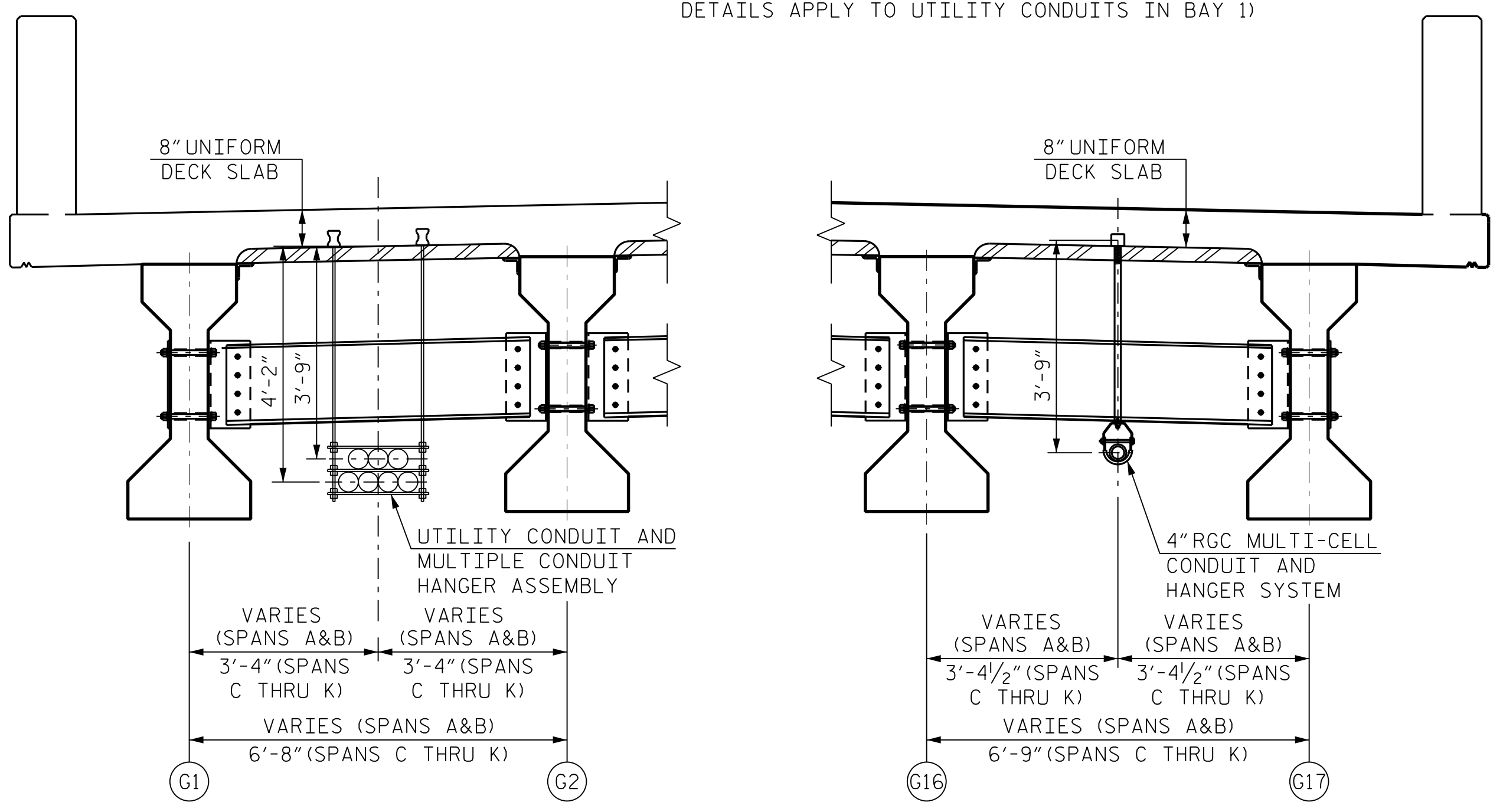
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NO.	BY:	DATE:	NO.	BY:	DATE:
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2			4		

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TOTAL SHEETS
118



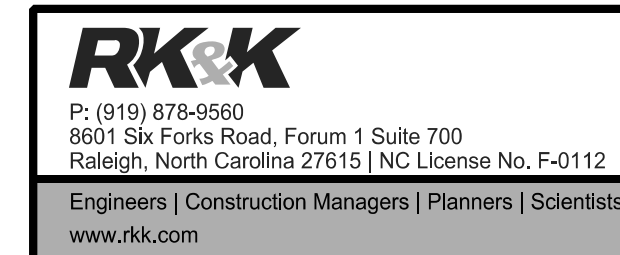
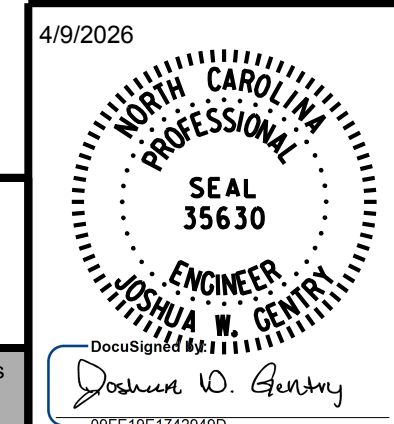
* FOR STABILIZER SEE DETAIL "E" (SHEET 2 OF 2)



NOTES:

- FOR NOTES AND ADDITIONAL DETAILS, SEE SHEET 2 OF 2.
- DETAILS FOR 4" RGC MULTI-CELL RACEWAY IN BAY 16 ARE SHOWN ON THIS SHEET. DETAILS FOR THE STACKED CONDUITS IN BAY 1 ARE SIMILAR.
- THE CONTRACTOR SHALL ADHERE TO THE MANUFACTURER'S DESIGN RECOMMENDATIONS FOR MULTI-DUCT INSTALLATION AND HANGER CONNECTION DETAILS. MANUFACTURER SHOP DRAWINGS ARE REQUIRED TO DETAIL HANGER PLACEMENT AND HARDWARE, CONDUIT FITTINGS, AND EXPANSION JOINTS NEEDED TO SUPPORT AND MAINTAIN THE PROPOSED PVC MULTI-DUCT.

PROJECT NO. B-6051/U-6143
 GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-
 SHEET 1 OF 2



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

ELECTRICAL CONDUIT SYSTEM FOR SIGNALS AND UTILITIES - PLAN

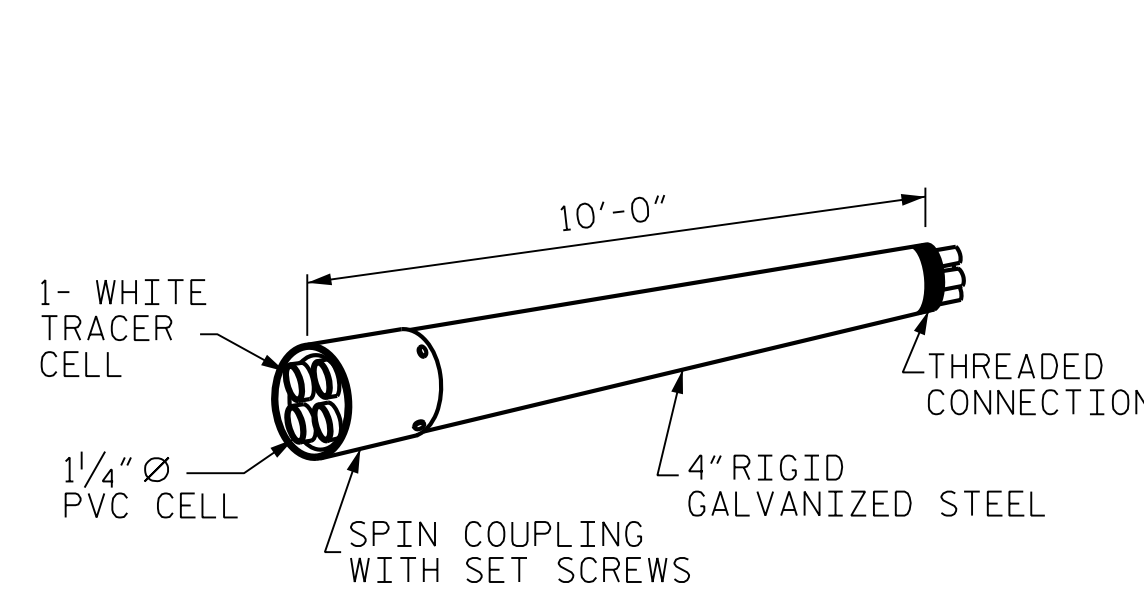
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NO.	BY:	DATE:	NO.	BY:	DATE:
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2			4		

SHEET NO. **S-108**
 TOTAL SHEETS **118**

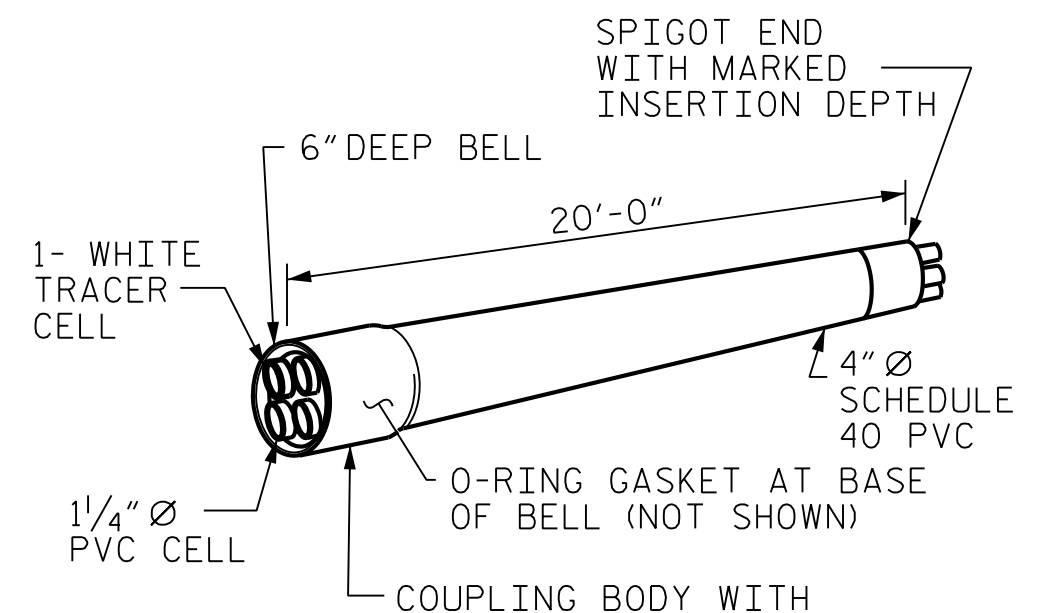
DRAWN BY : J. W. COOK DATE : NOV 2024
 CHECKED BY : J. W. GENTRY DATE : NOV 2024
 DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : NOV 2024

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

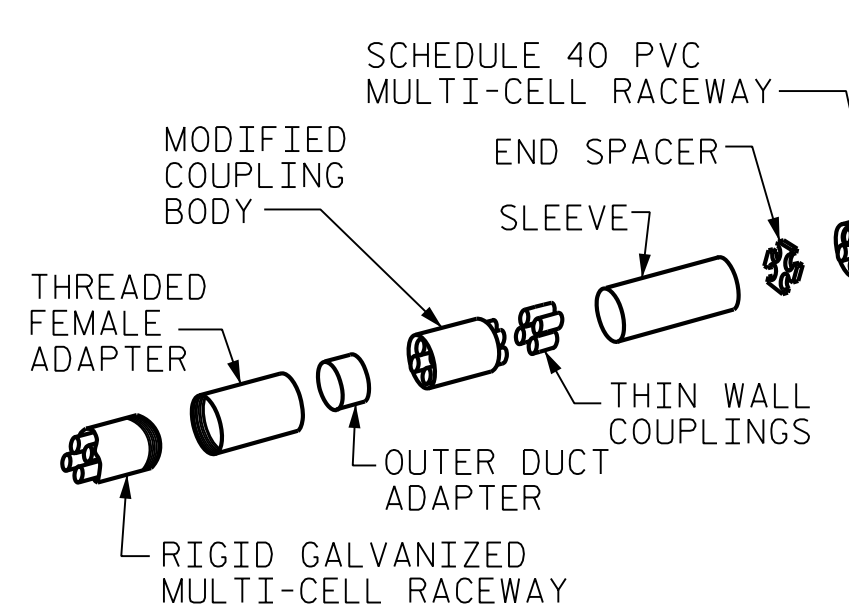
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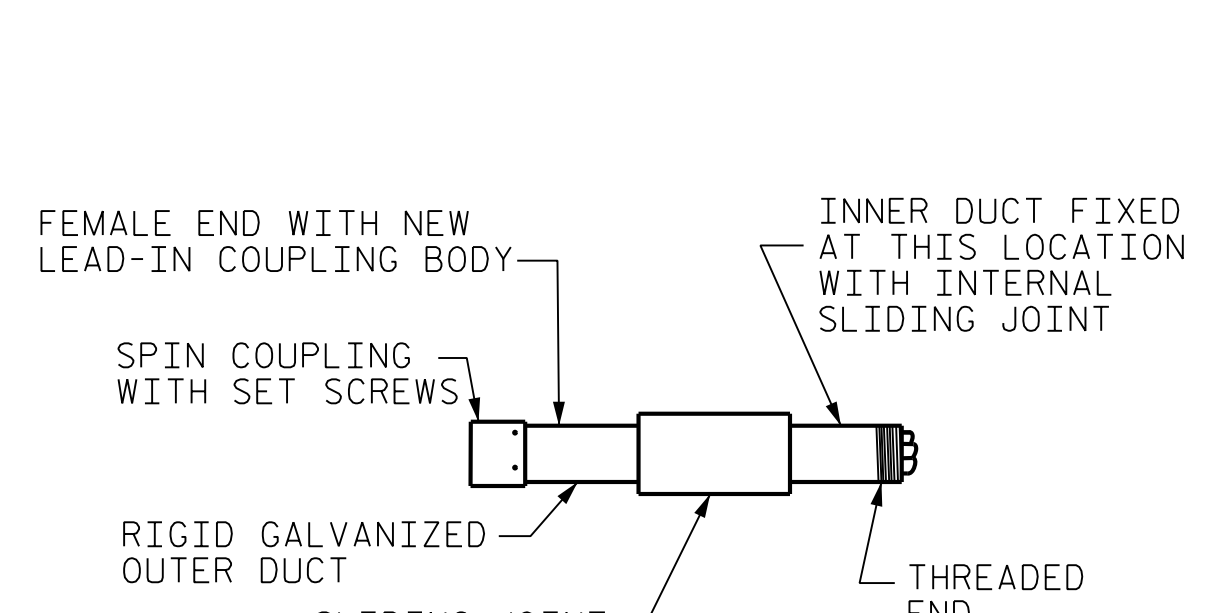
RIGID GALVANIZED (RGC) MULTI-CELL RACEWAY



SCHEDULE 40 PVC MULTI-CELL RACEWAY

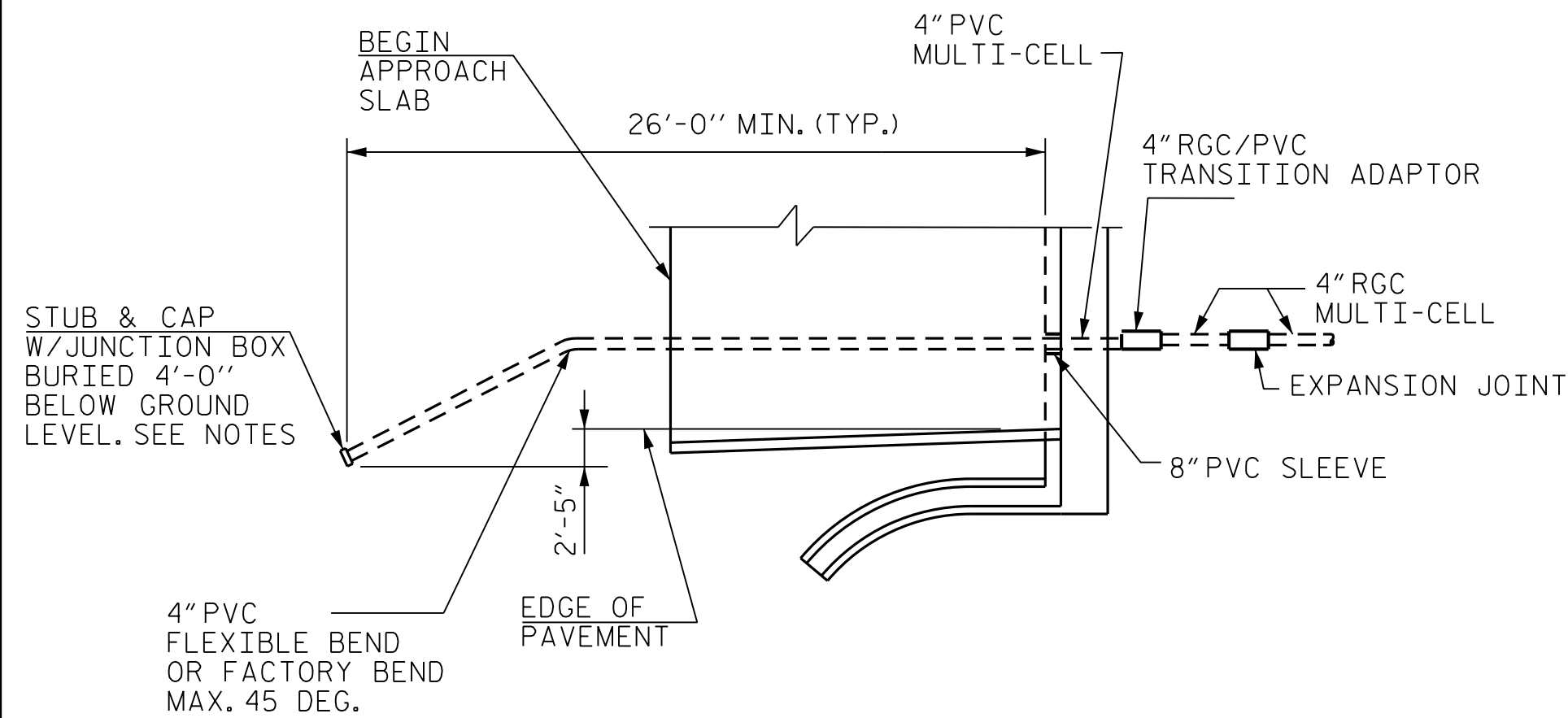


TRANSITION ADAPTER



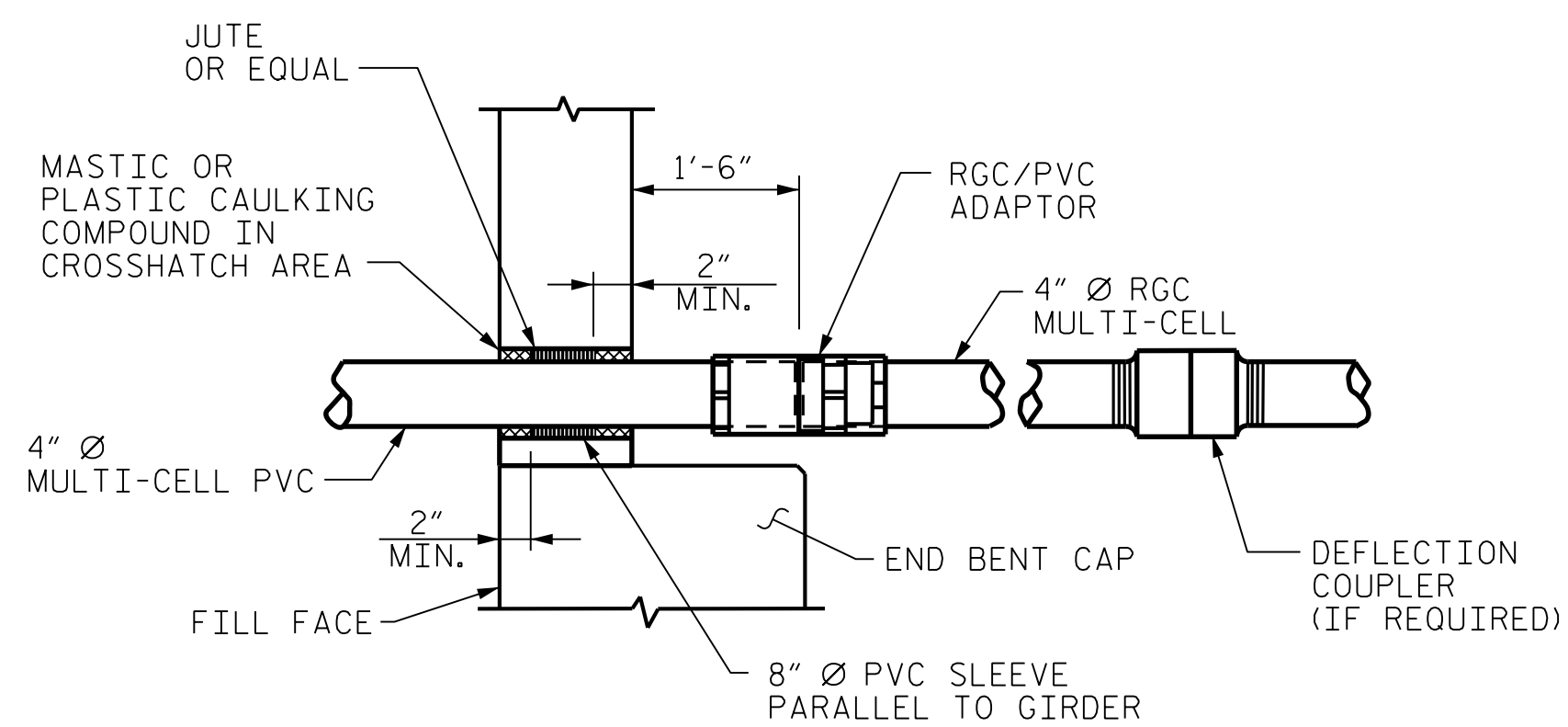
EXPANSION JOINT FITTING

DETAIL "D"
4" MULTI-CELL COMPONENTS

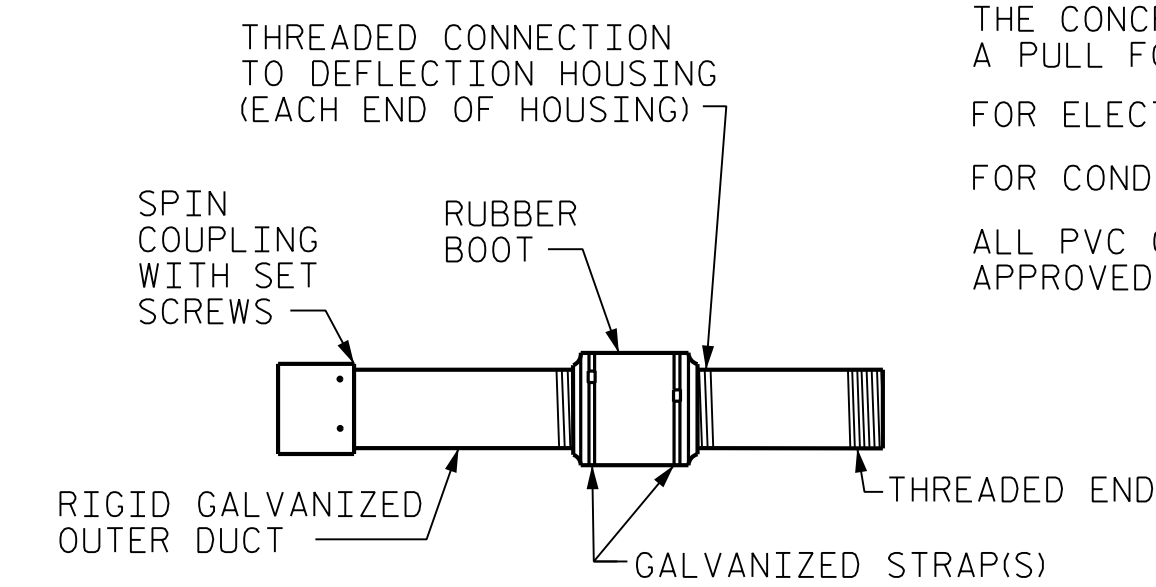


DETAIL "A"

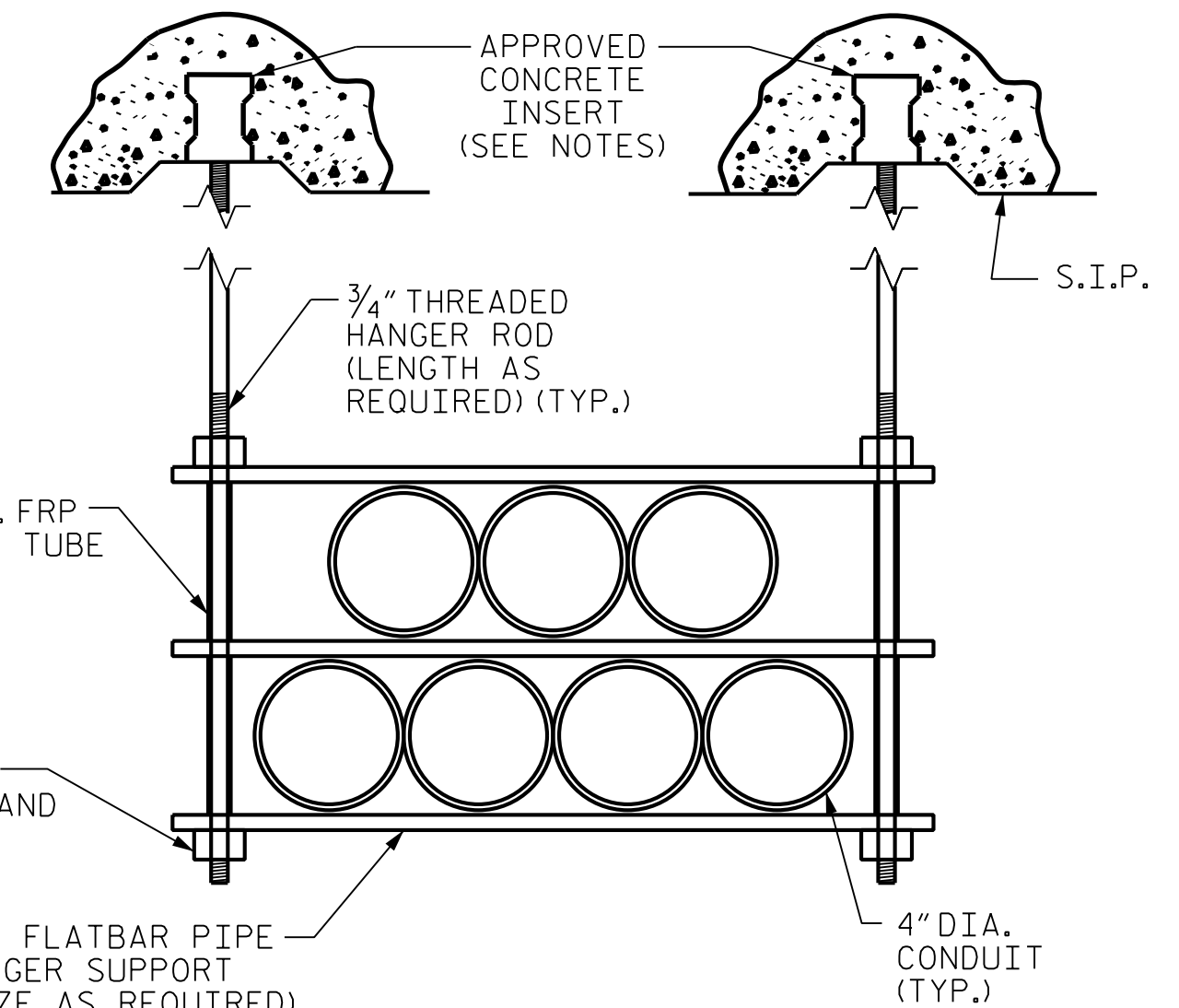
TERMINATION OF CONDUIT AT WING WALL
END BENT 1, RIGHT SIDE SHOWN. END BENT 1, LEFT SIDE,
AND END BENT 2, LEFT AND RIGHT SIDES ARE SIMILAR.



DETAIL "B"
PVC SLEEVE INSTALLATION & RGC/PVC ADAPTOR AT BACKWALL.



DETAIL "F"
DEFLECTION COUPLER (IF REQUIRED)

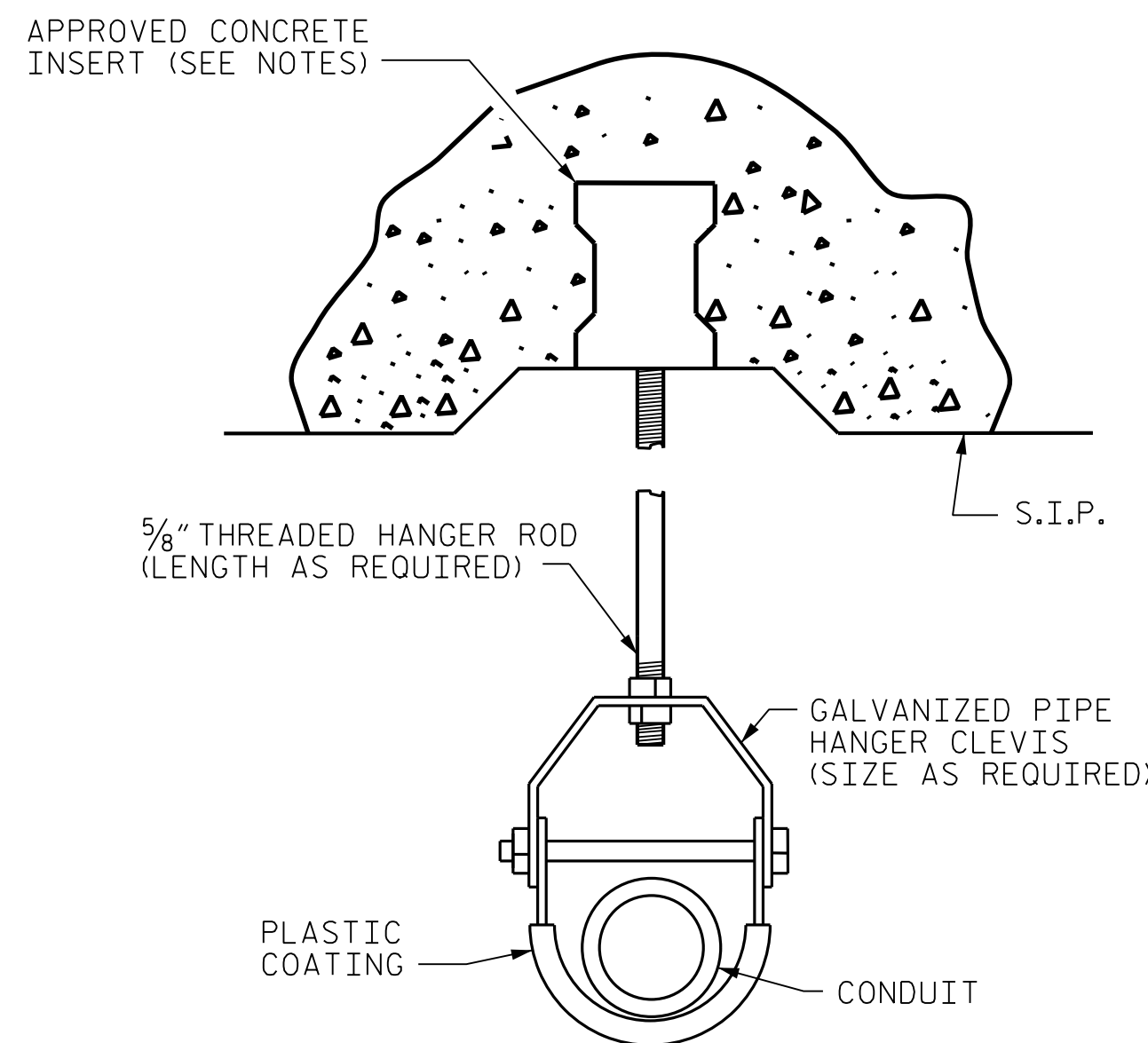


DETAIL "G"
HANGER ASSEMBLY

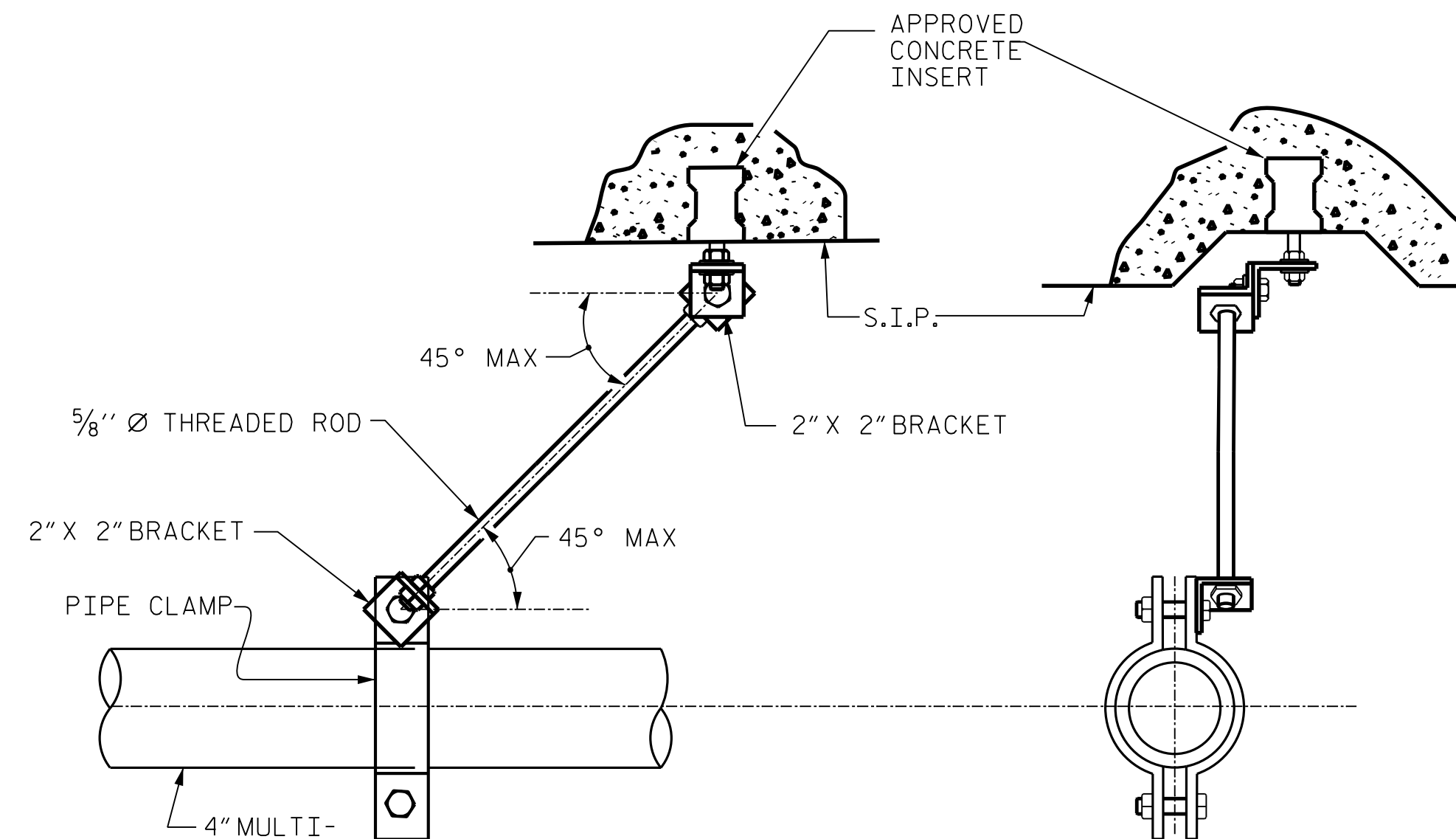
NCDOT SHALL BE RESPONSIBLE COORDINATING WITH ALL NECESSARY UTILITIES FOR INSTALLATION AND DETAILS OF THE CONDUIT SYSTEM FOR UTILITIES.

PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
STATION: 46+42.50 -L-

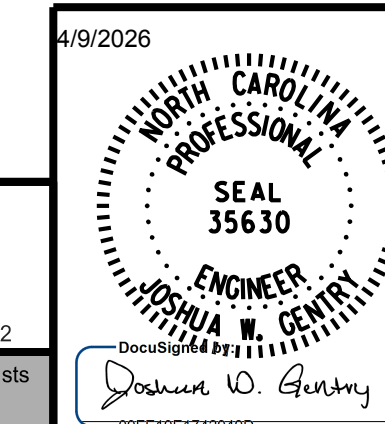
SHEET 2 OF 2



DETAIL "C"
HANGER ASSEMBLY



DETAIL "E"
STABILIZER



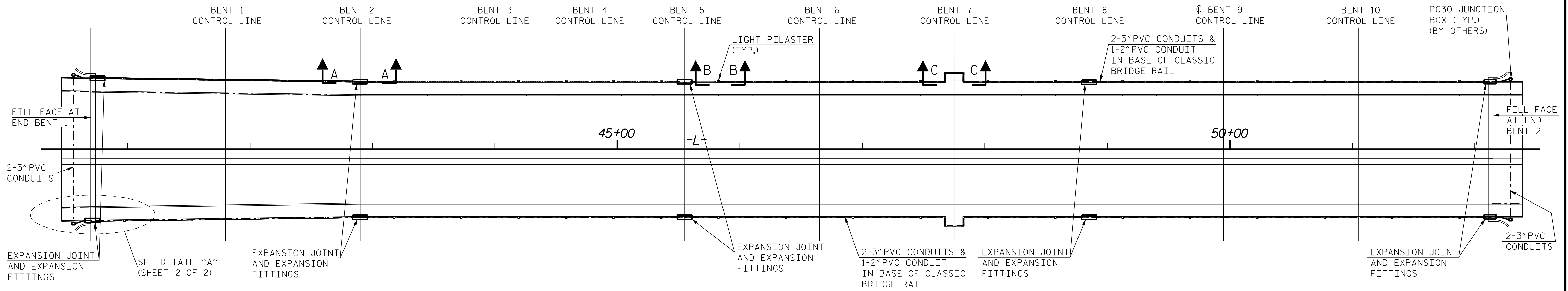
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P: (919) 878-9560
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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD ELECTRICAL CONDUIT SYSTEM FOR SIGNALS AND UTILITIES					
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NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					SHEET NO. S-109
					TOTAL SHEETS 118

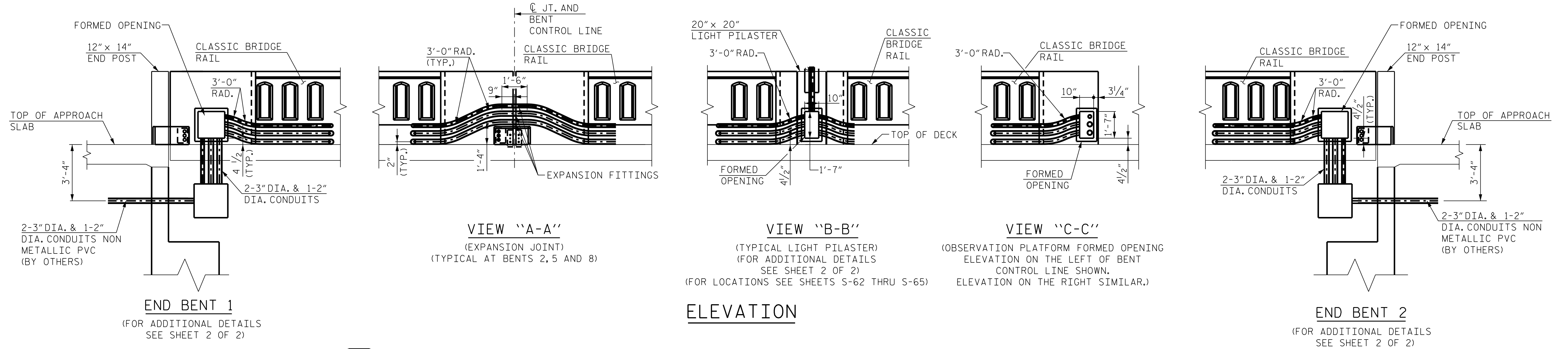
ELECTRIC CONDUIT DETAILS

DRAWN BY : J. W. COOK DATE : NOV 2024
CHECKED BY : J. W. GENTRY DATE : NOV 2024
DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : NOV 2024

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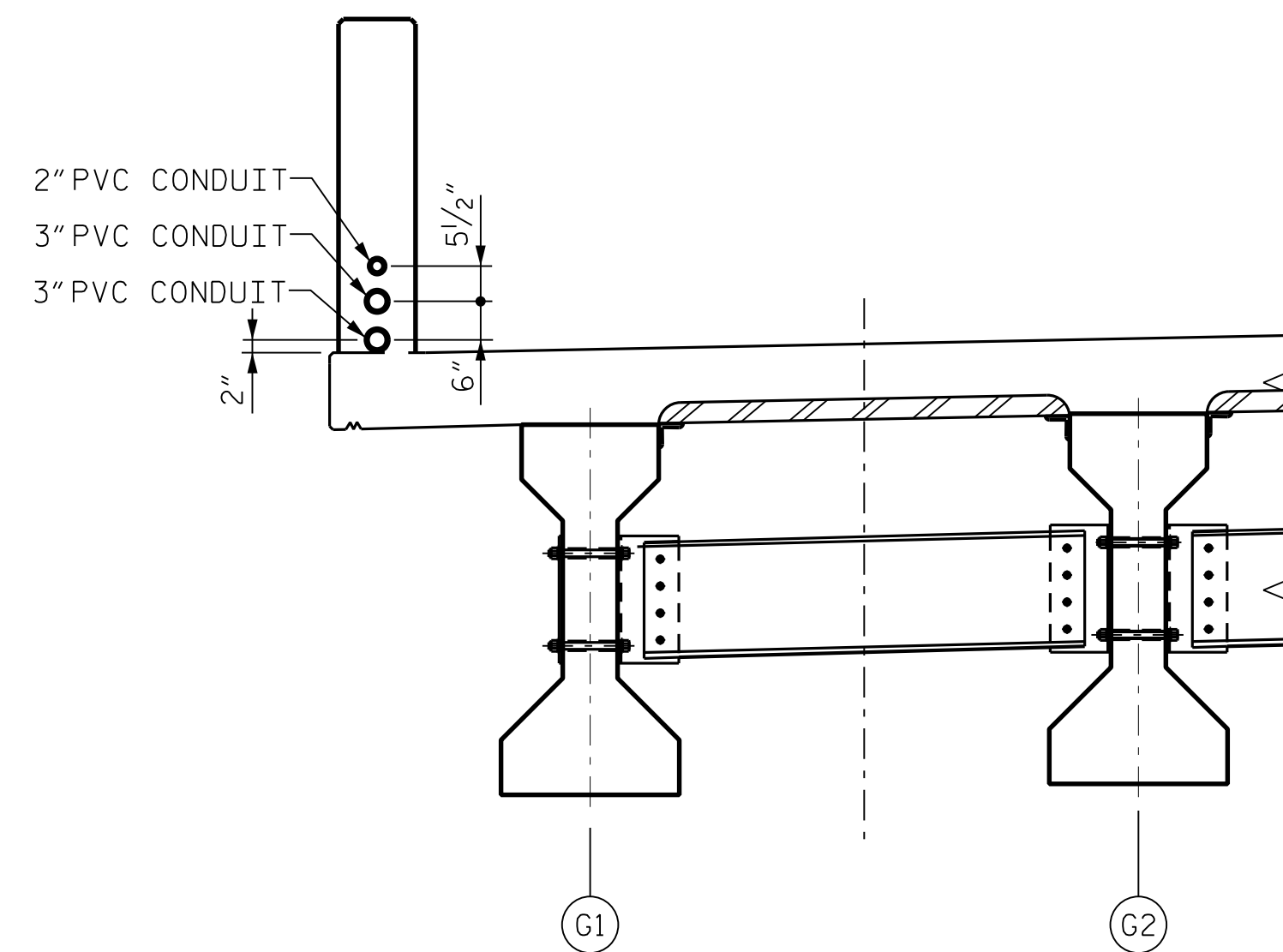
CONDUIT LAYOUT



ELEVATION

NOTES:

- 1. FOR NOTES AND ADDITIONAL DETAILS, SEE SHEET 2 OF 2.



CONDUIT LOCATIONS

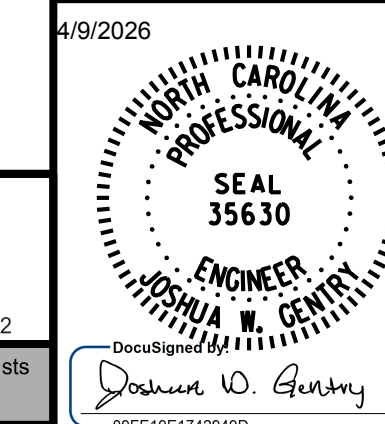
(LEFT BARRIER SHOWN, RIGHT BARRIER SIMILAR)

PROJECT NO. **B-6051/U-6143**
GASTON/MECKLENBURG COUNTY
 STATION: **46+42.50 -L-**

SHEET 1 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

ELECTRICAL CONDUIT SYSTEM FOR LIGHTING - PLAN



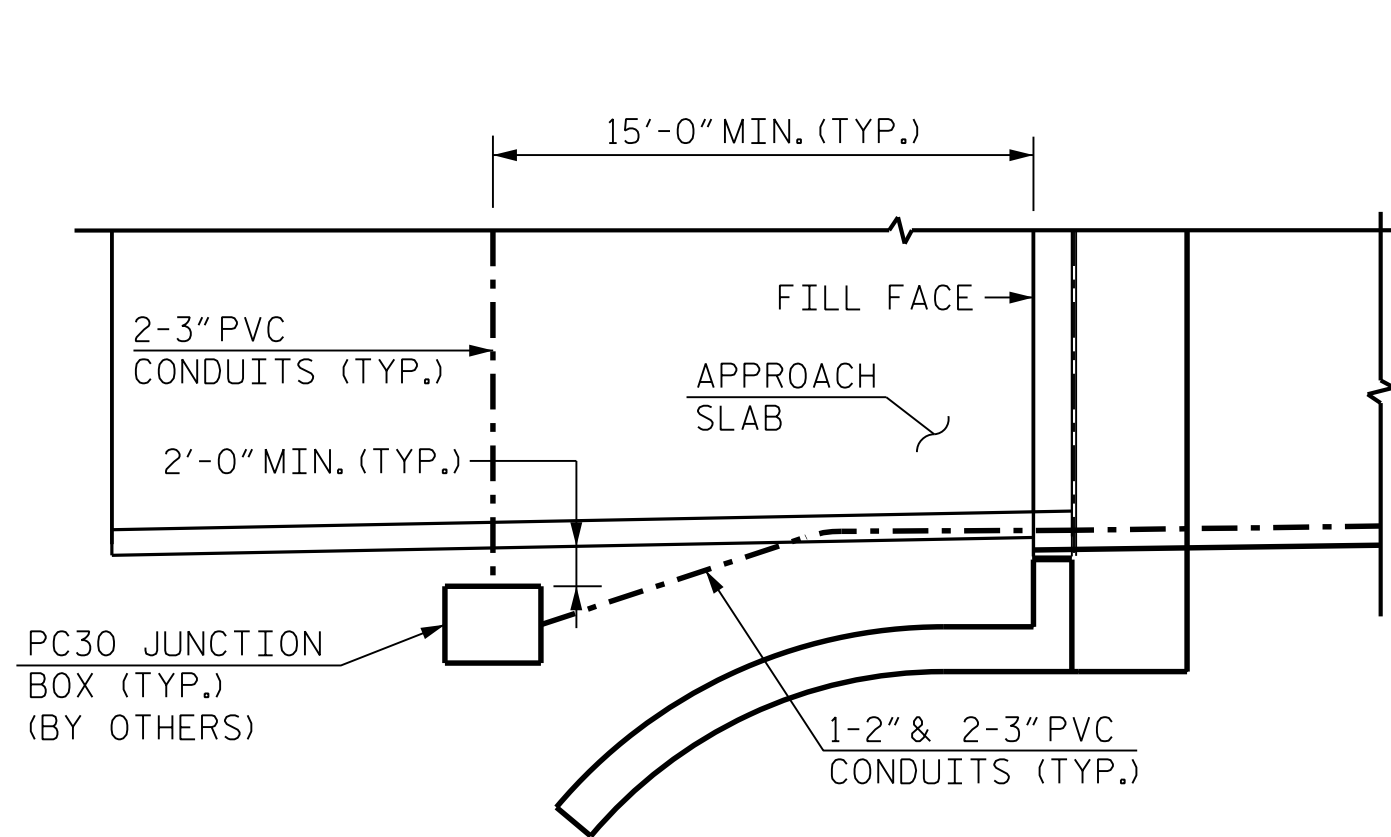
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NO.	BY:	DATE:	NO.	BY:	DATE:	S-110	
1			3			TOTAL SHEETS	
2			4			118	

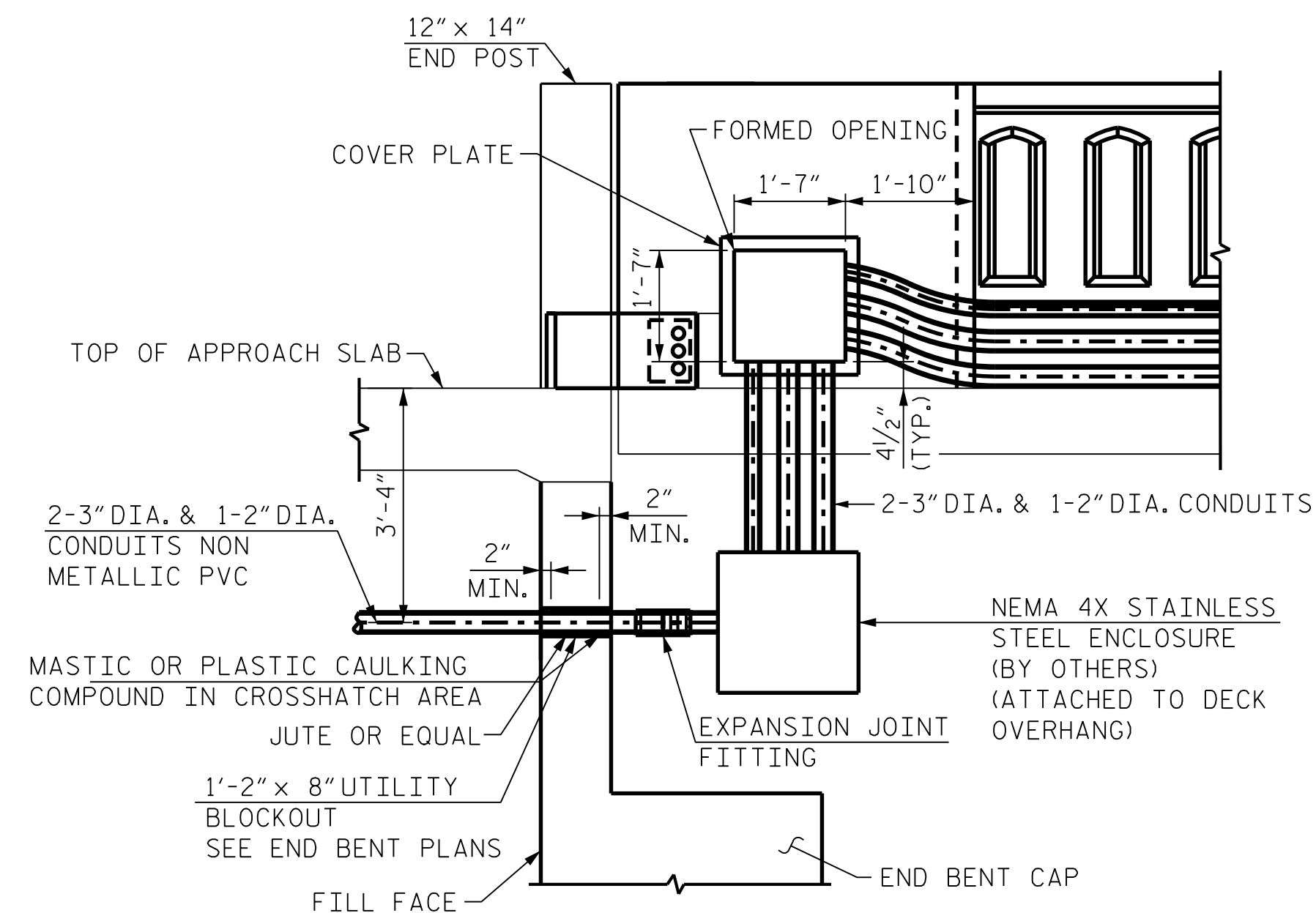
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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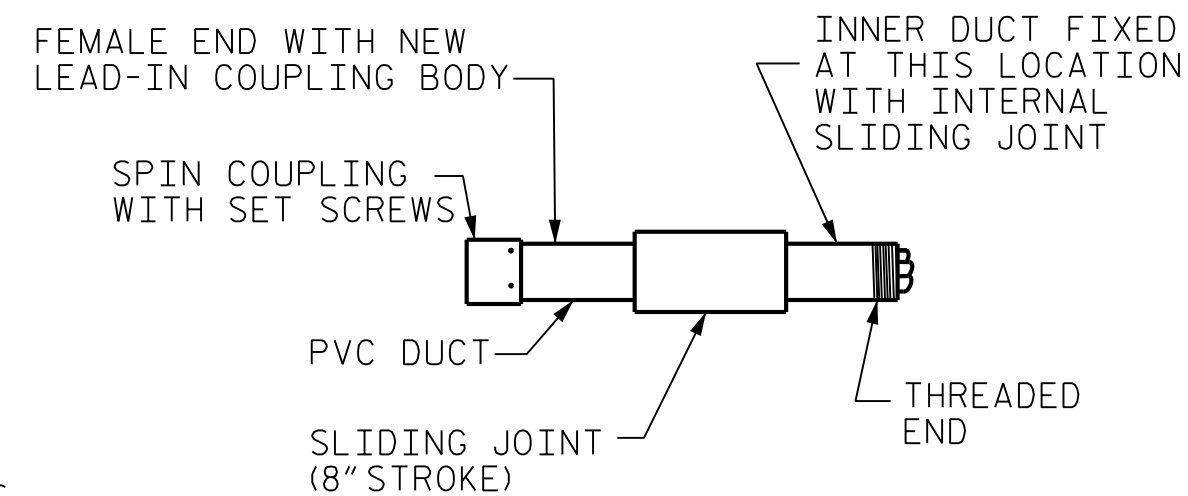
DRAWN BY : T. BOYD DATE : FEB 2025
 CHECKED BY : J. W. GENTRY DATE : FEB 2025
 DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : FEB 2025



DETAIL "A"



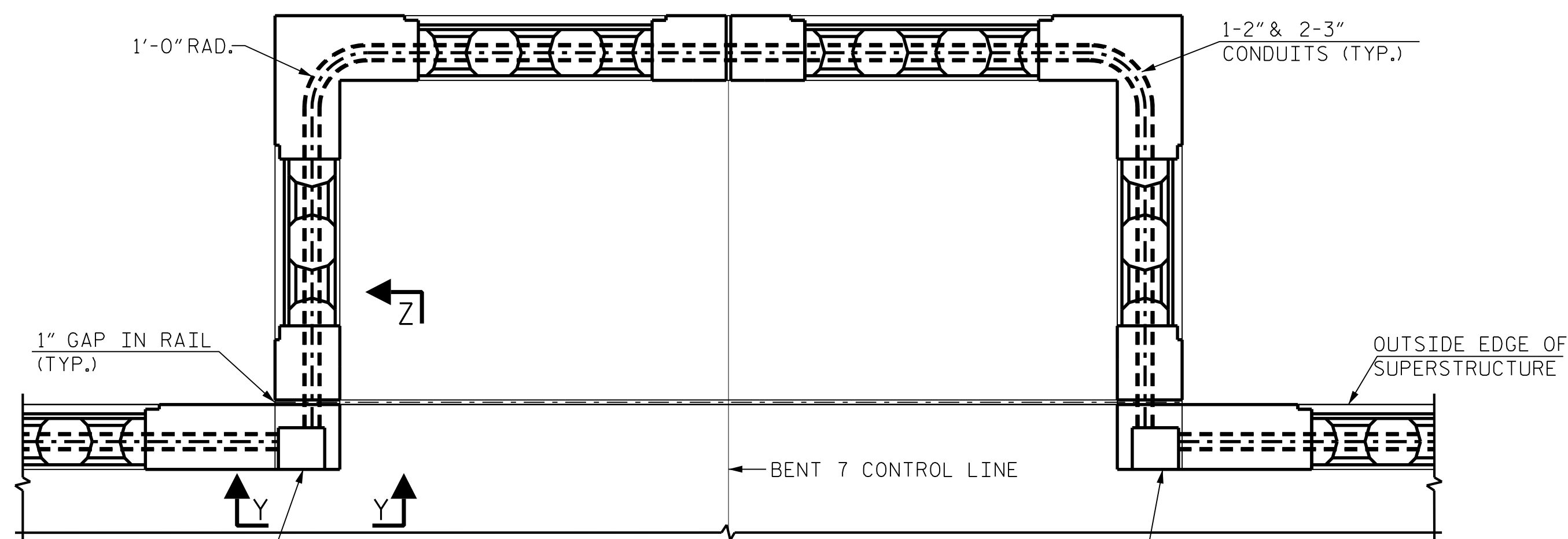
END BENT DETAIL



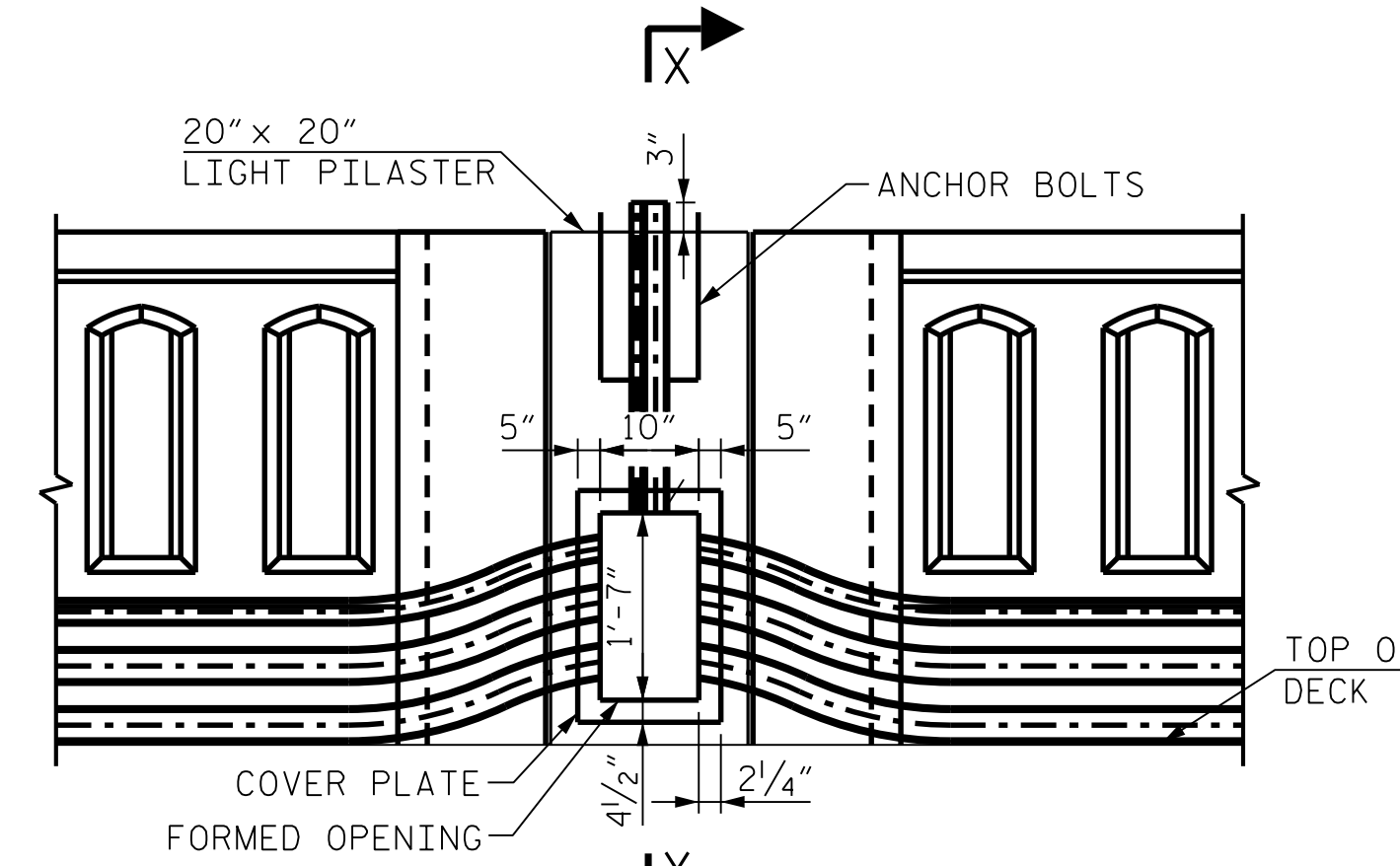
EXPANSION JOINT FITTING

NOTES

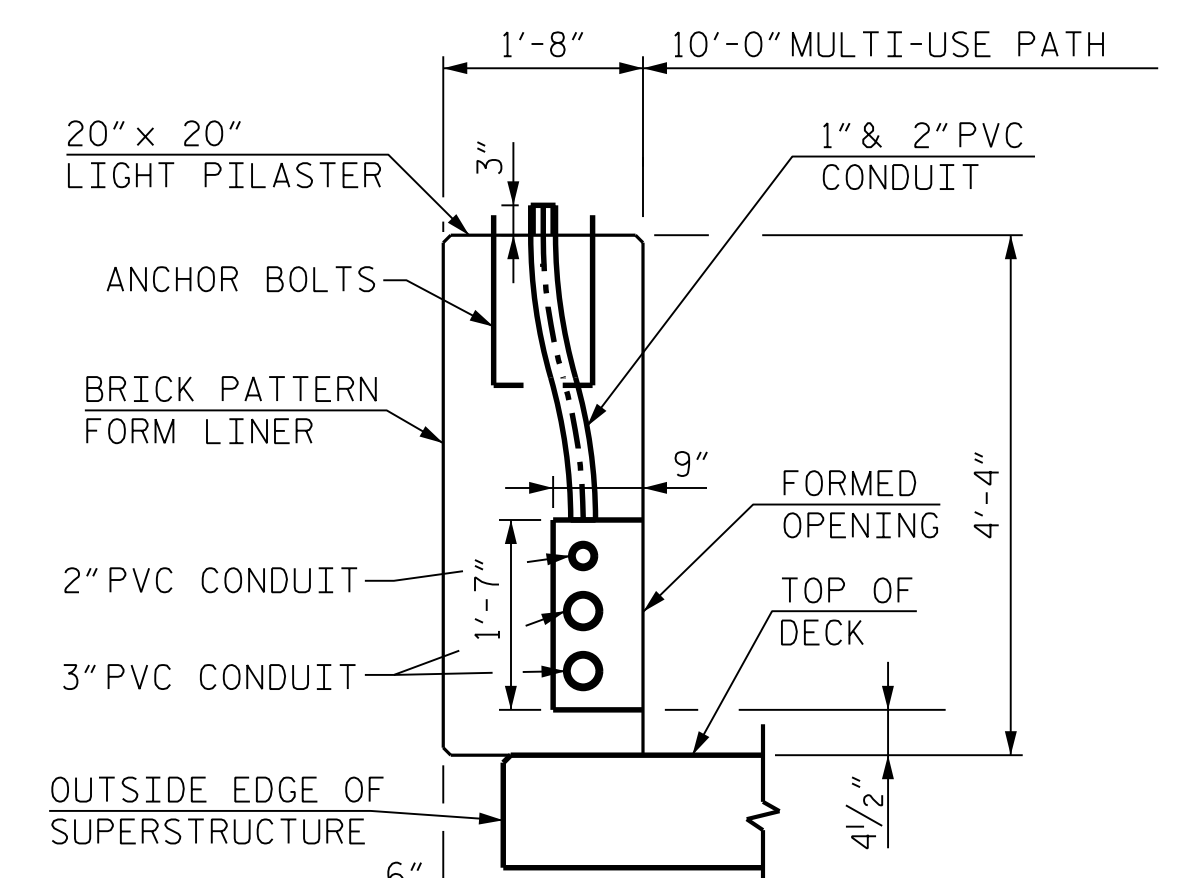
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE TOTAL QUANTITY OF CONDUIT NEEDED TO COMPLETE THE WORK AND THAT THE CONDUIT(S) ARE PLACED AS DIMENSIONED.
- THE INSTALLATION OF THE CONDUIT SYSTEM SHALL BE PAID FOR AS LUMP SUM. THE PRICE SHALL INCLUDE ALL CONDUIT, EXPANSION JOINTS, PVC SLEEVES AND ALL NECESSARY HARDWARE TO COMPLETE THE WORK.
- PROVIDE EXPANSION JOINT FOR CONDUIT AT END BENT 1 AND END BENT 2.
- INSTALL EXPANSION JOINTS AT BENTS 2, 5, AND 8.
- COORDINATE WITH DUKE ENERGY CAROLINAS FOR FORMED OPENING AND HAND HOLE INSTALLATION SPECIFICATIONS.
- COORDINATE ALL ELECTRICAL CONNECTION AND CONDUIT INSTALLATION WITH DUKE ENERGY CAROLINAS.
- FOR ELECTRICAL CONDUIT SYSTEM IN BRIDGE RAIL, SEE SPECIAL PROVISIONS.



OBSERVATION PLATFORM - PLAN

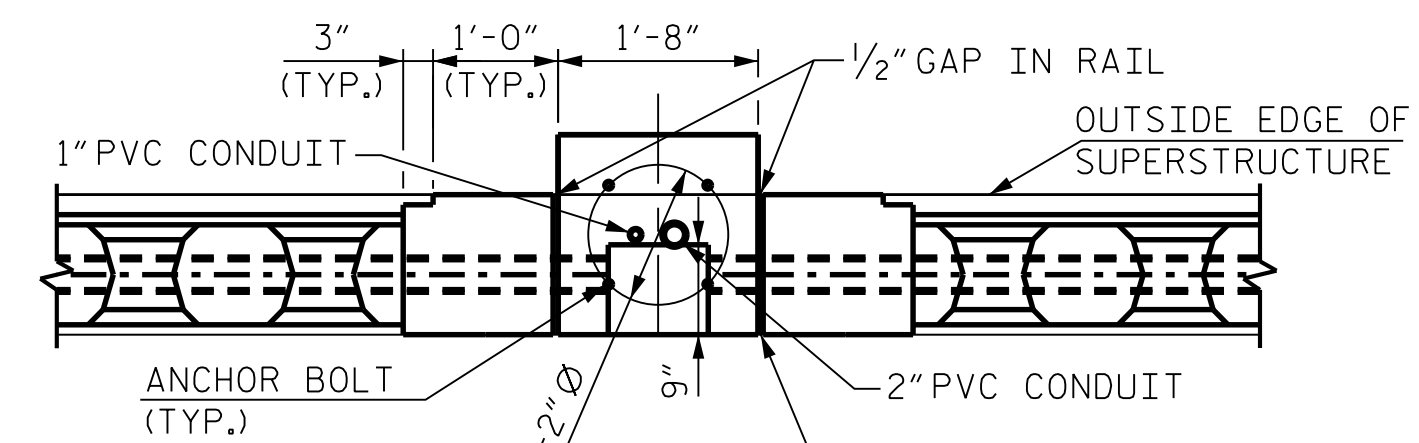


ELEVATION

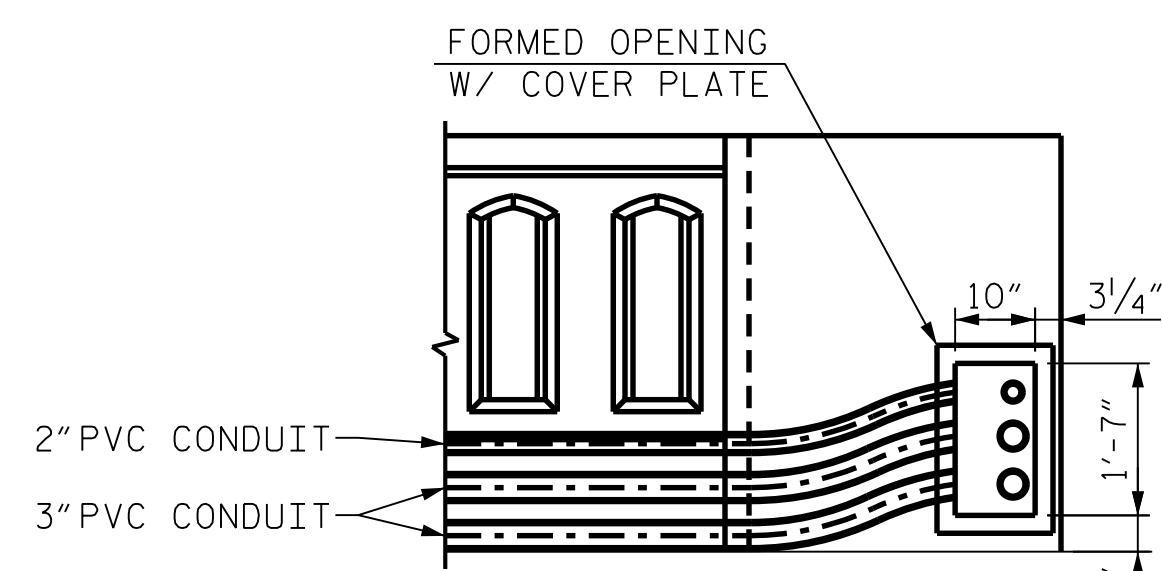


SECTION X-X

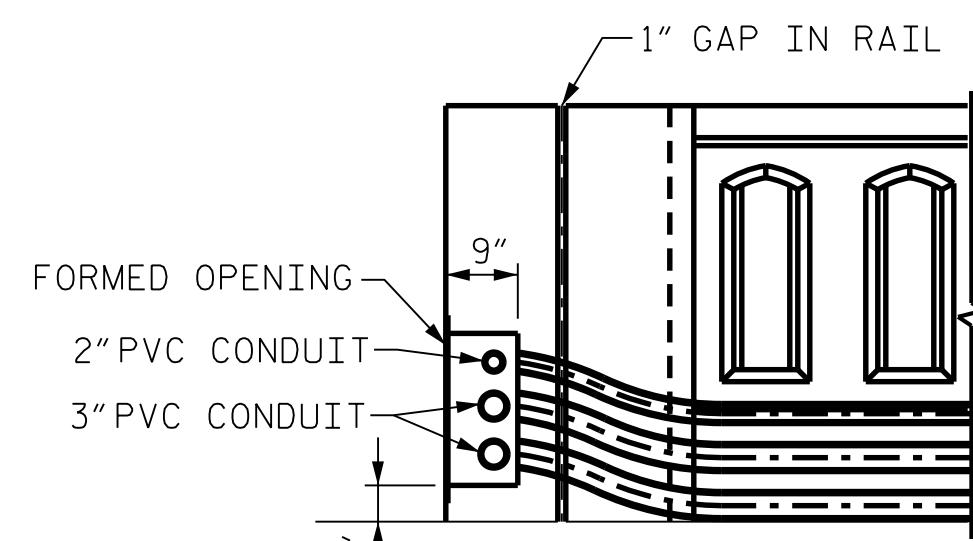
ANCHOR BOLTS SHALL BE SUPPLIED BY DUKE ENERGY CAROLINAS AND INSTALLED ACCORDING TO BOLT TEMPLATE PROVIDED BY DUKE ENERGY CAROLINAS.



LIGHT PILASTER DETAIL - PLAN



VIEW Y-Y



VIEW Z-Z

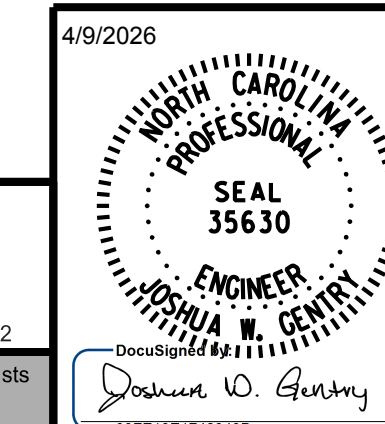
ELECTRIC CONDUIT DETAILS

PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

ELECTRICAL CONDUIT
 SYSTEM FOR LIGHTING

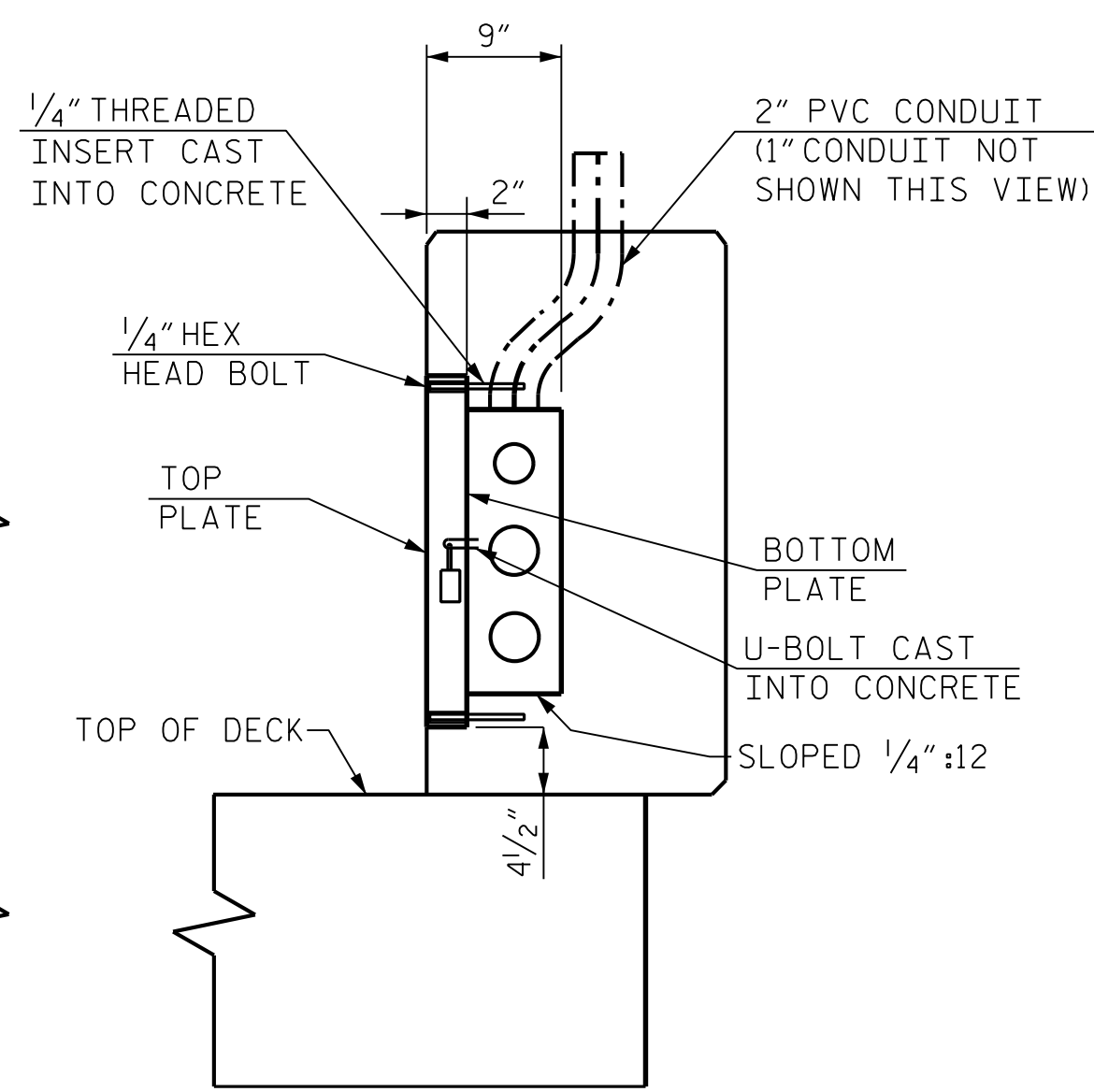
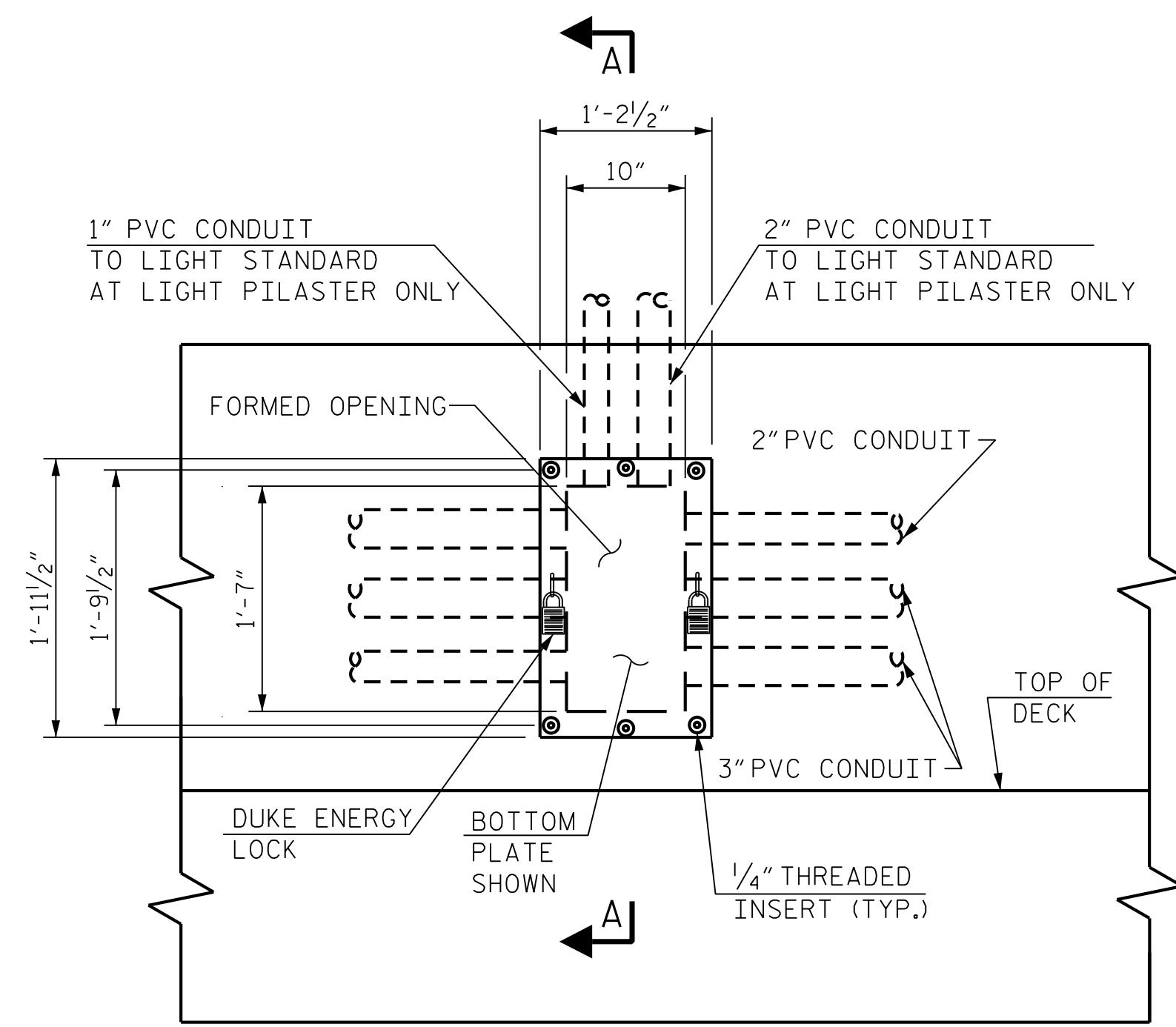


REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-111
1			3			TOTAL SHEETS
2			4			118

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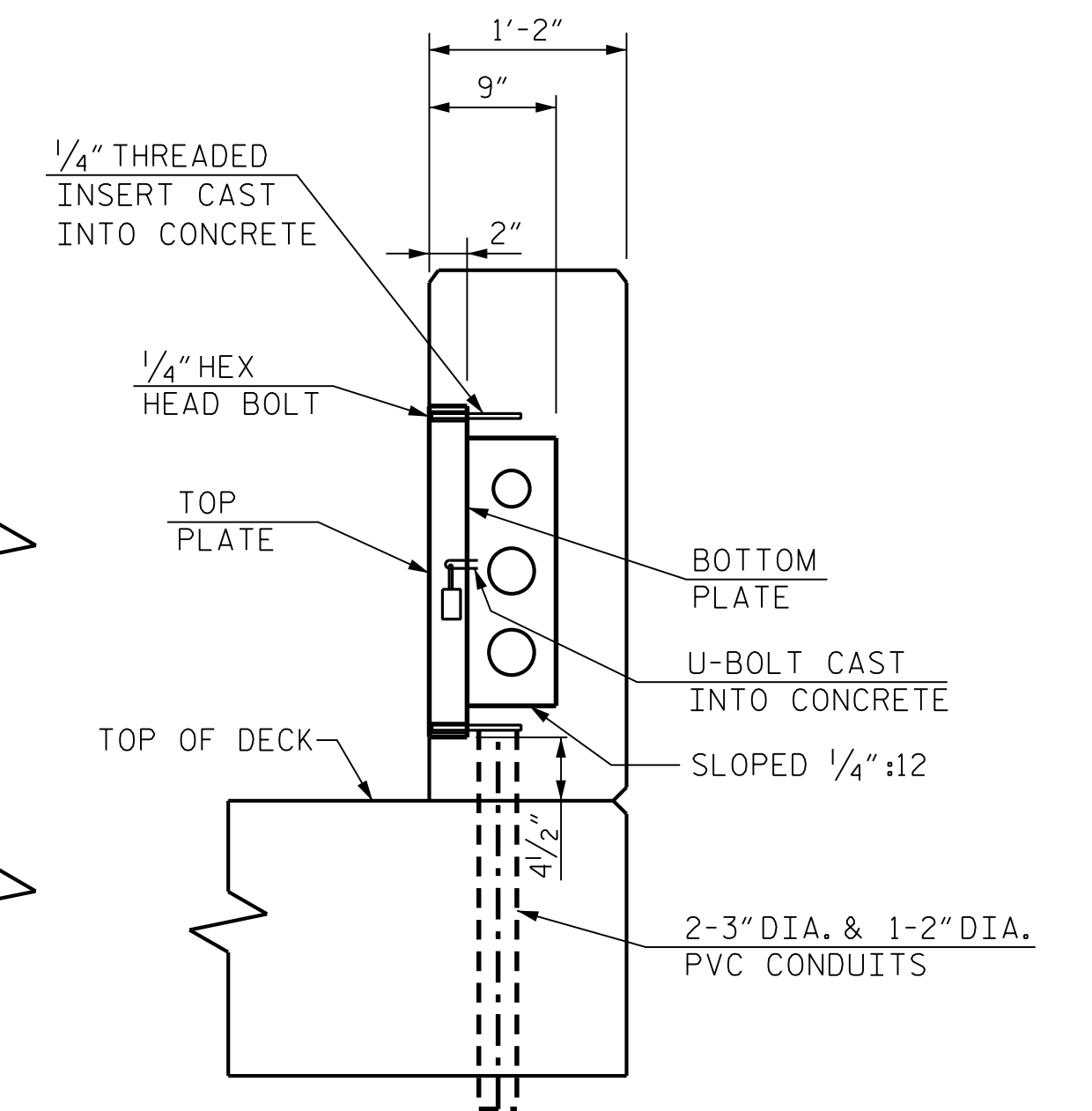
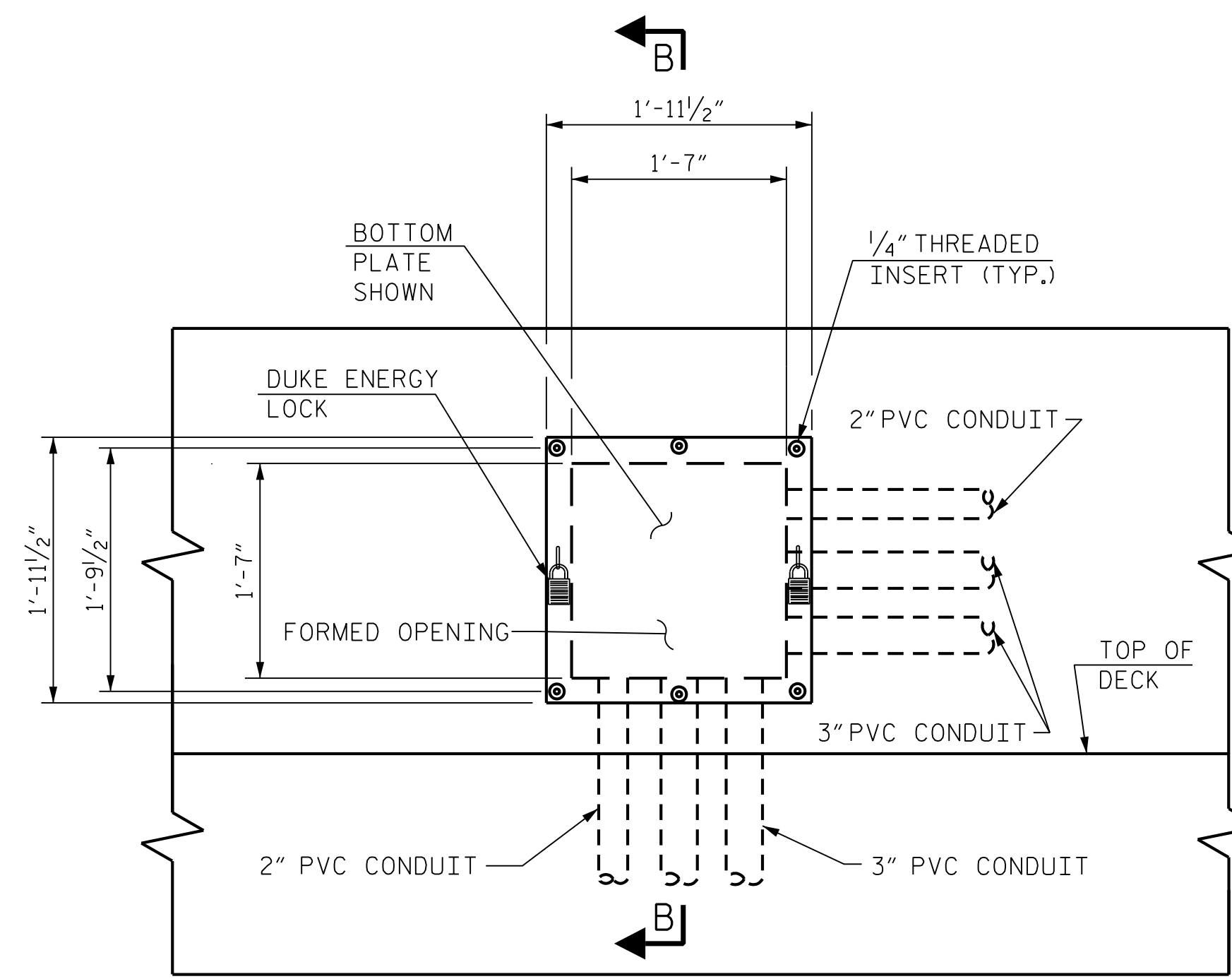
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 DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : FEB 2025



**FORMED OPENING DETAIL
AT LIGHT PILASTER AND
OBSERVATION PLATFORM**

(RAIL DETAILS NOT SHOWN FOR CLARITY)

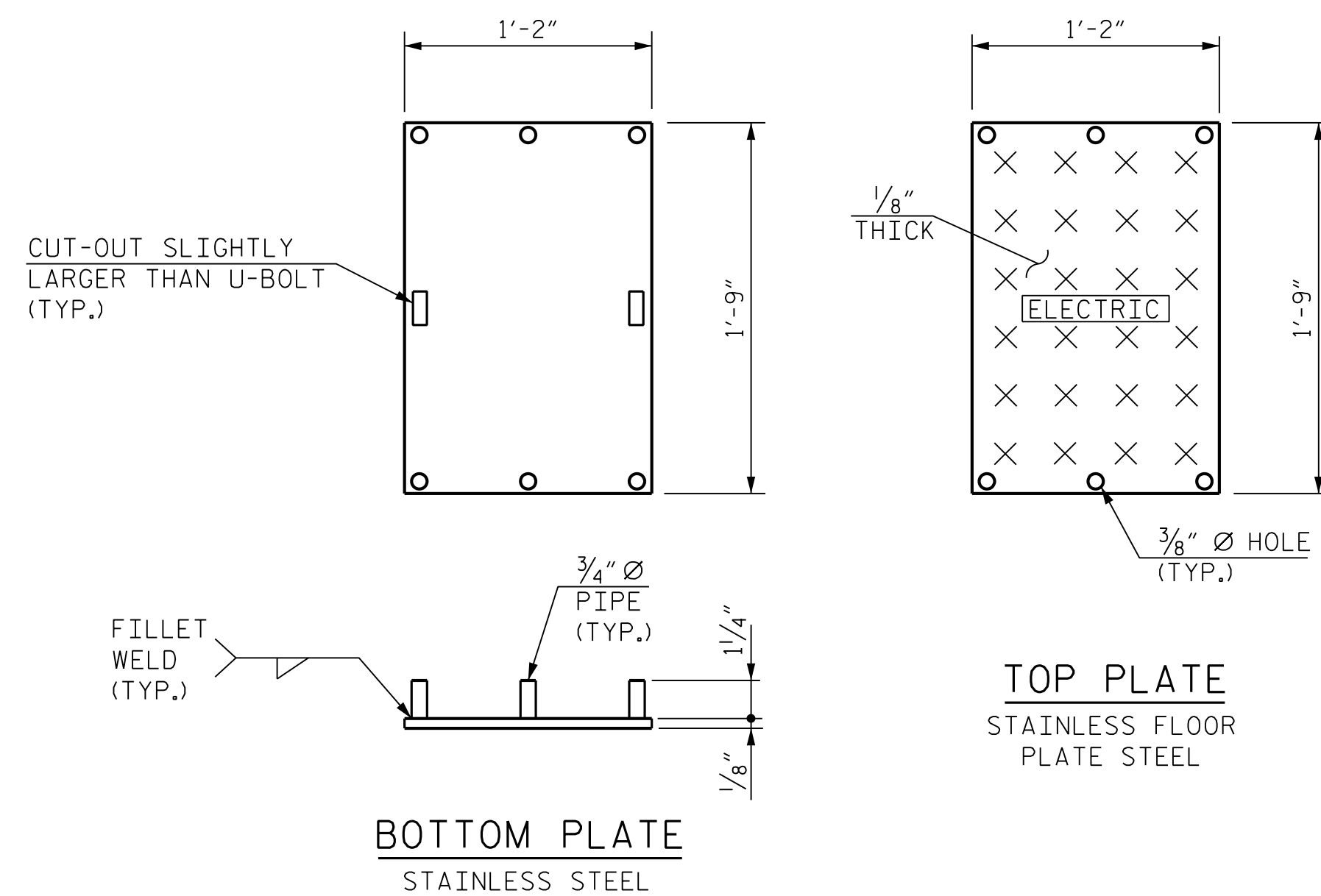
SECTION A-A



**FORMED OPENING DETAIL
AT END BENT**

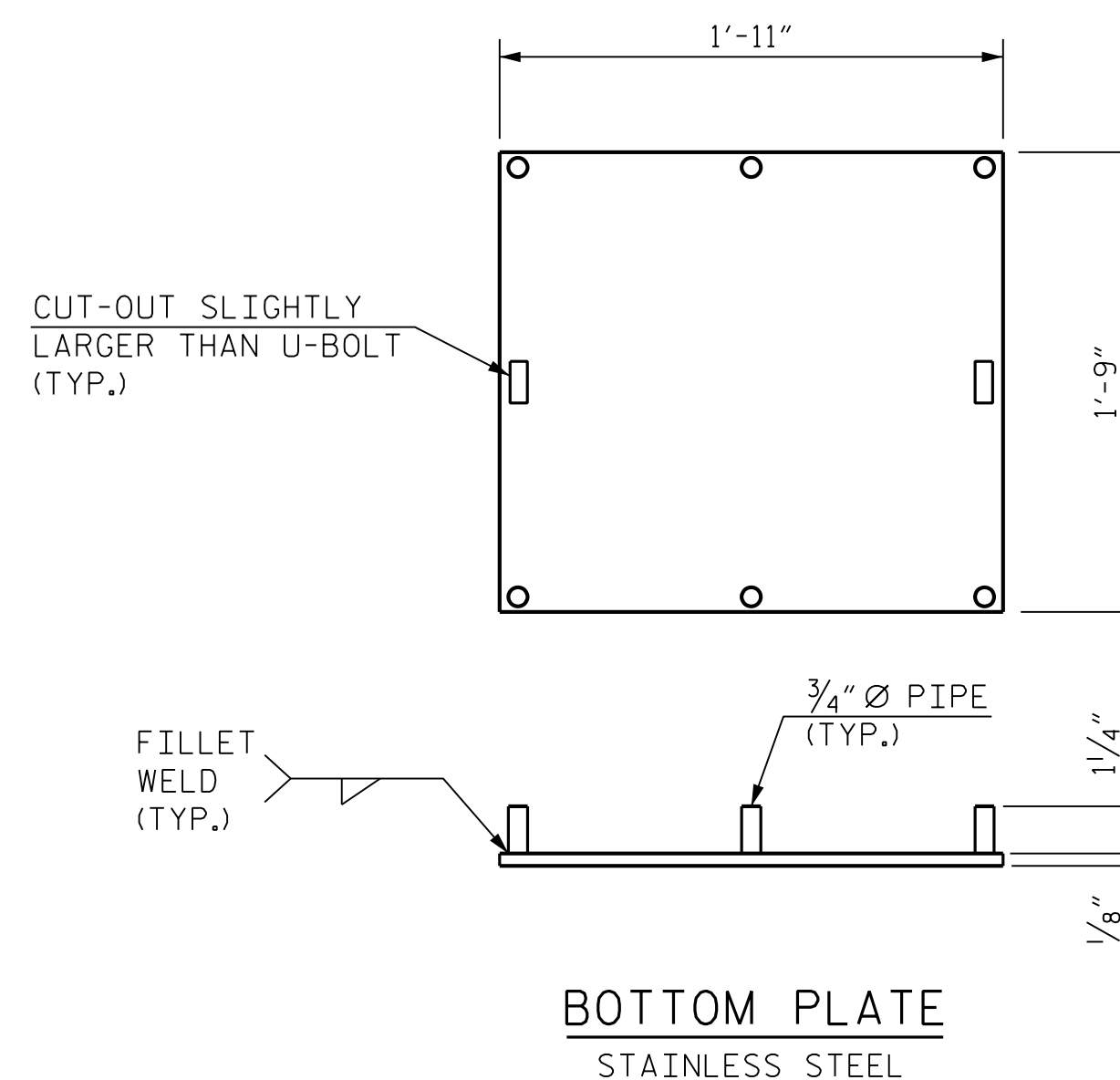
(RAIL DETAILS NOT SHOWN FOR CLARITY)

SECTION B-B



**BOTTOM PLATE
STAINLESS STEEL**

**LIGHT PILASTER & OBSERVATION
PLATFORM COVER PLATE DETAIL**



**BOTTOM PLATE
STAINLESS STEEL**

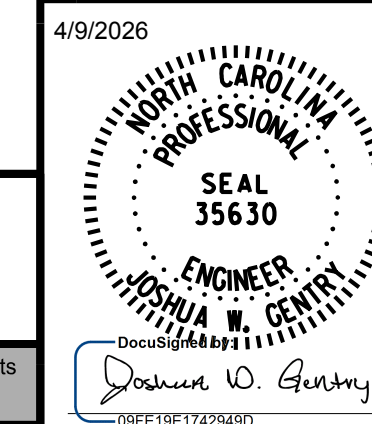
**END BENT COVER
PLATE DETAIL**

**PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
STATION: 46+42.50 -L-**

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

**ELECTRICAL CONDUIT
SYSTEM FOR LIGHTING
DETAILS**

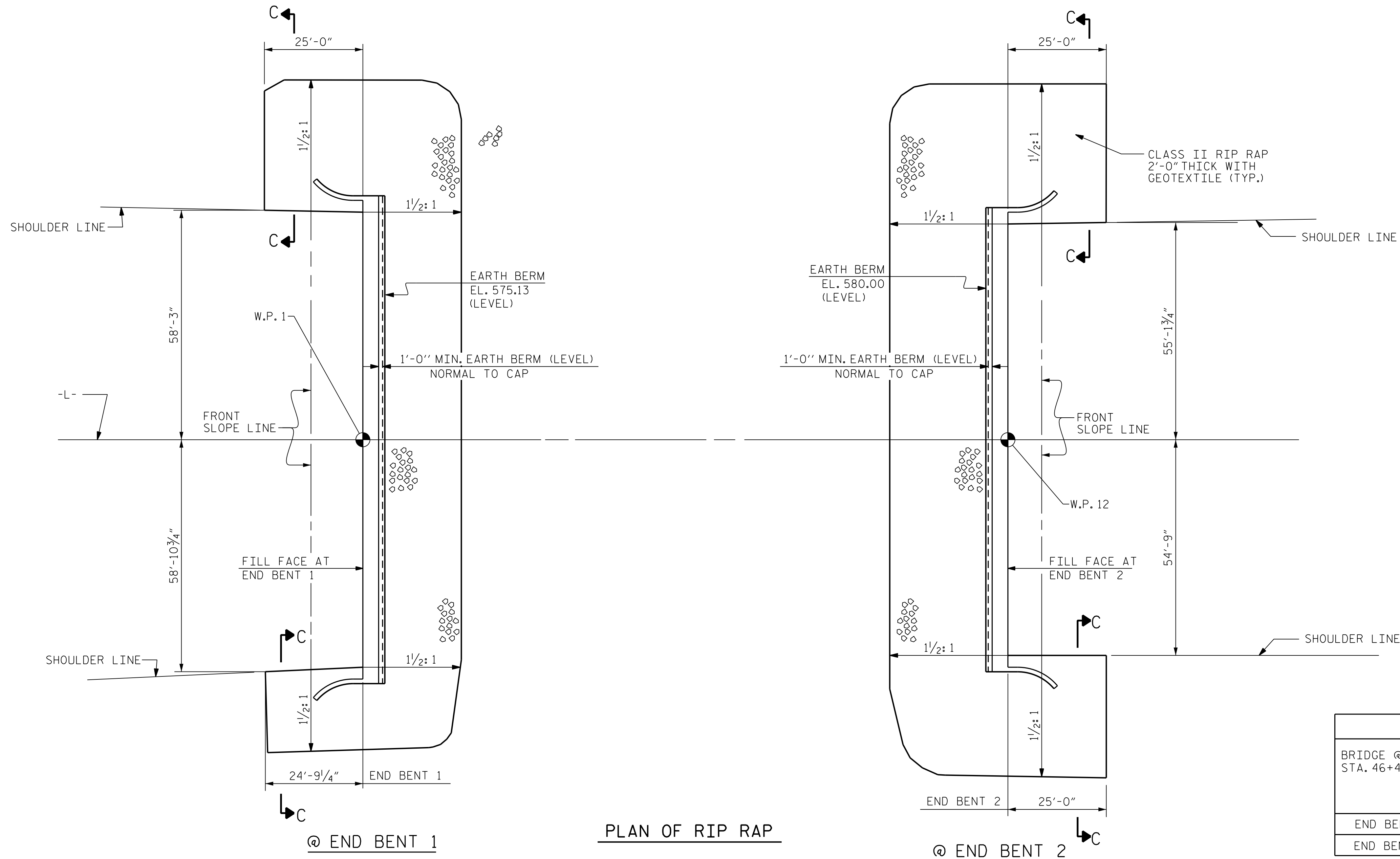


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2			4		

TOTAL SHEETS: 118

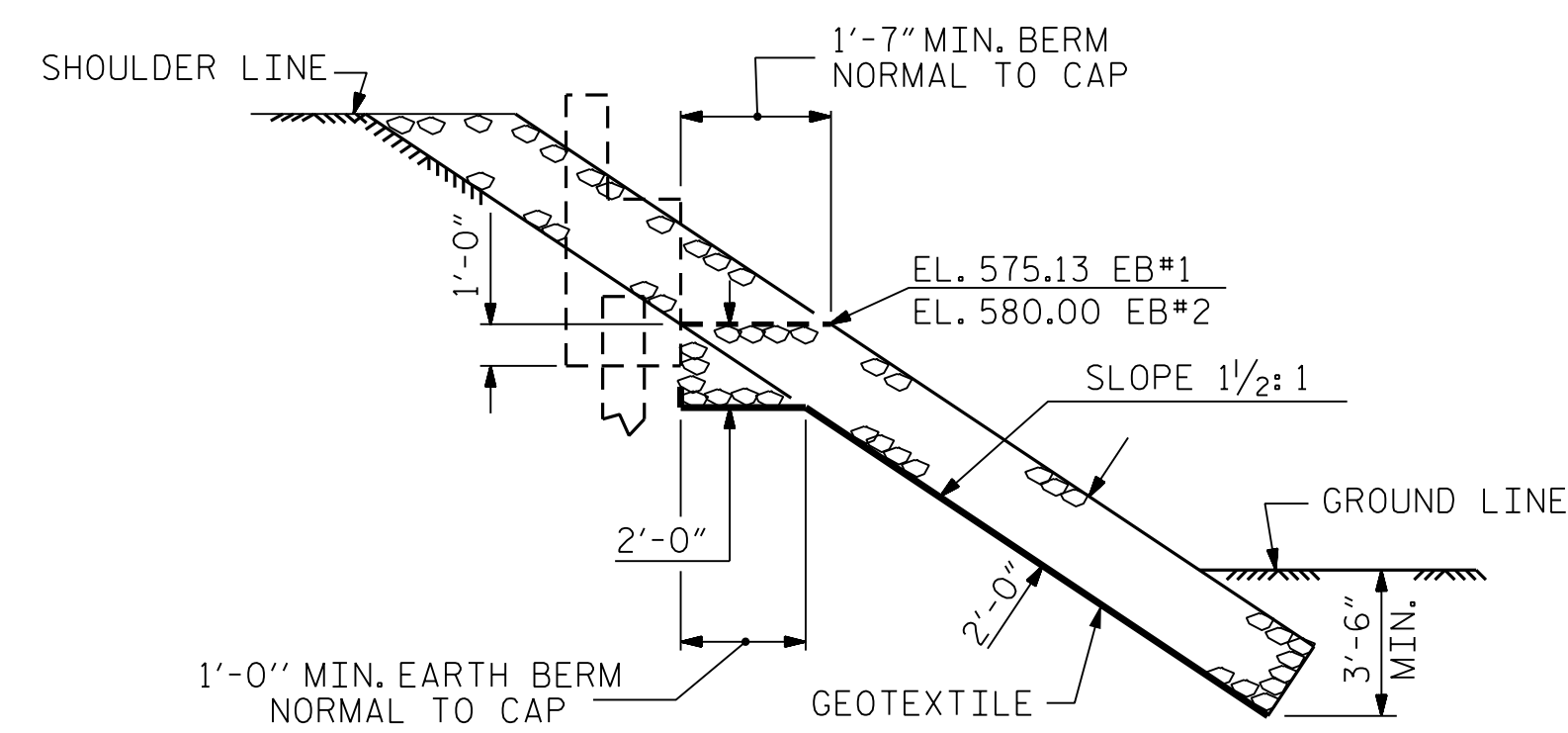
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NOTES :
FOR BERM WIDTH DIMENSIONS, SEE GENERAL DRAWING.

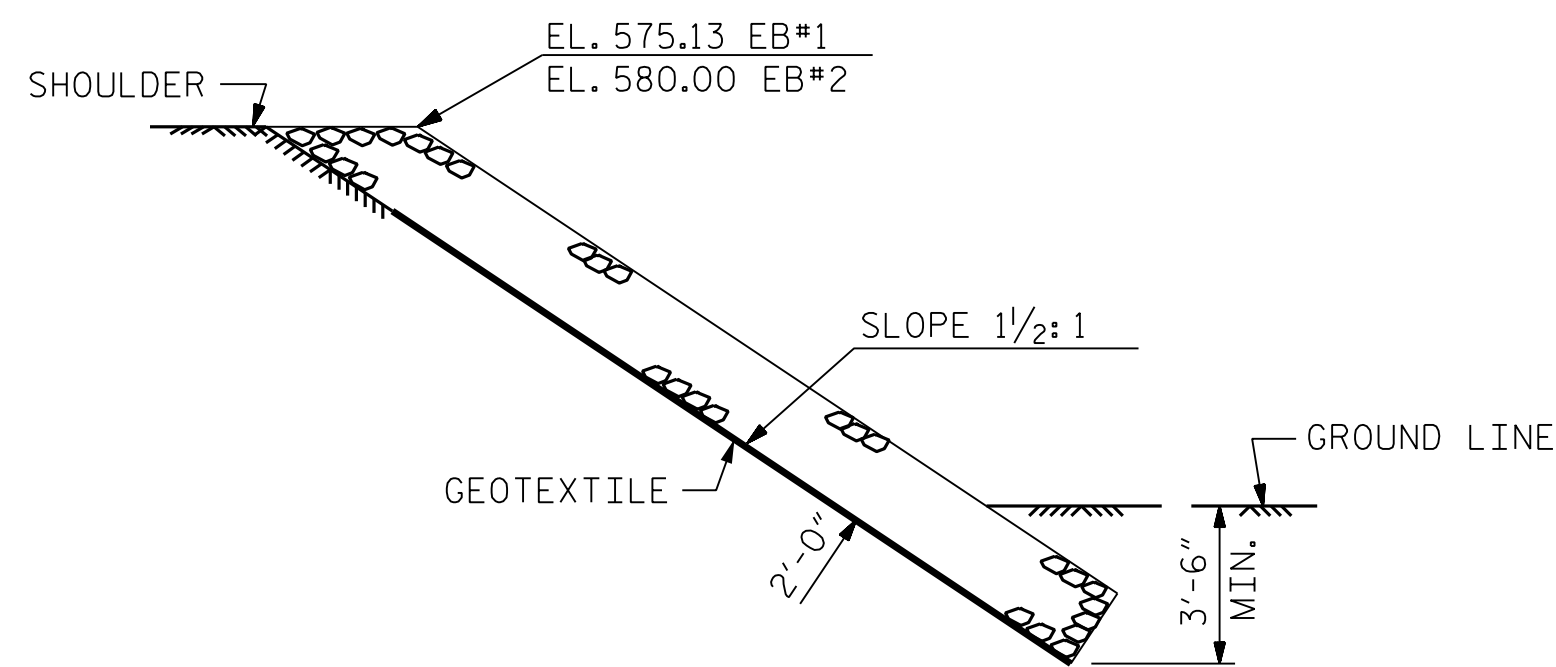


PLAN OF RIP RAP

ESTIMATED QUANTITIES		
BRIDGE @ STA. 46+42.50 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	610	650
END BENT 2	780	830



SECTION
BERM RIP RAPPED



SECTION C-C

PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
STATION: 46+42.50 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

**STANDARD
RIP RAP
DETAILS**

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2			4			

S-113

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4/9/2026
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PROFESSIONAL
SEAL
054077
ENGINEER
PETER L. OARE
Signed By: [Signature]

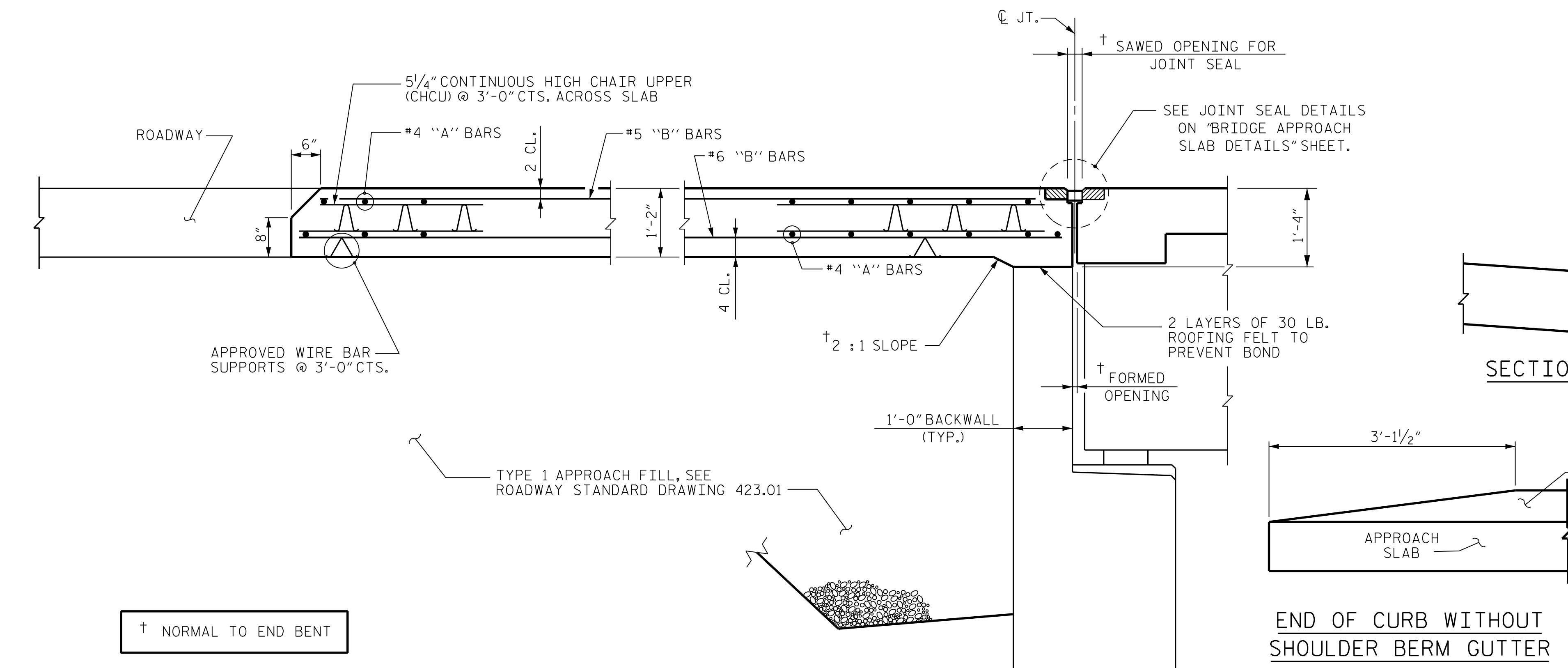
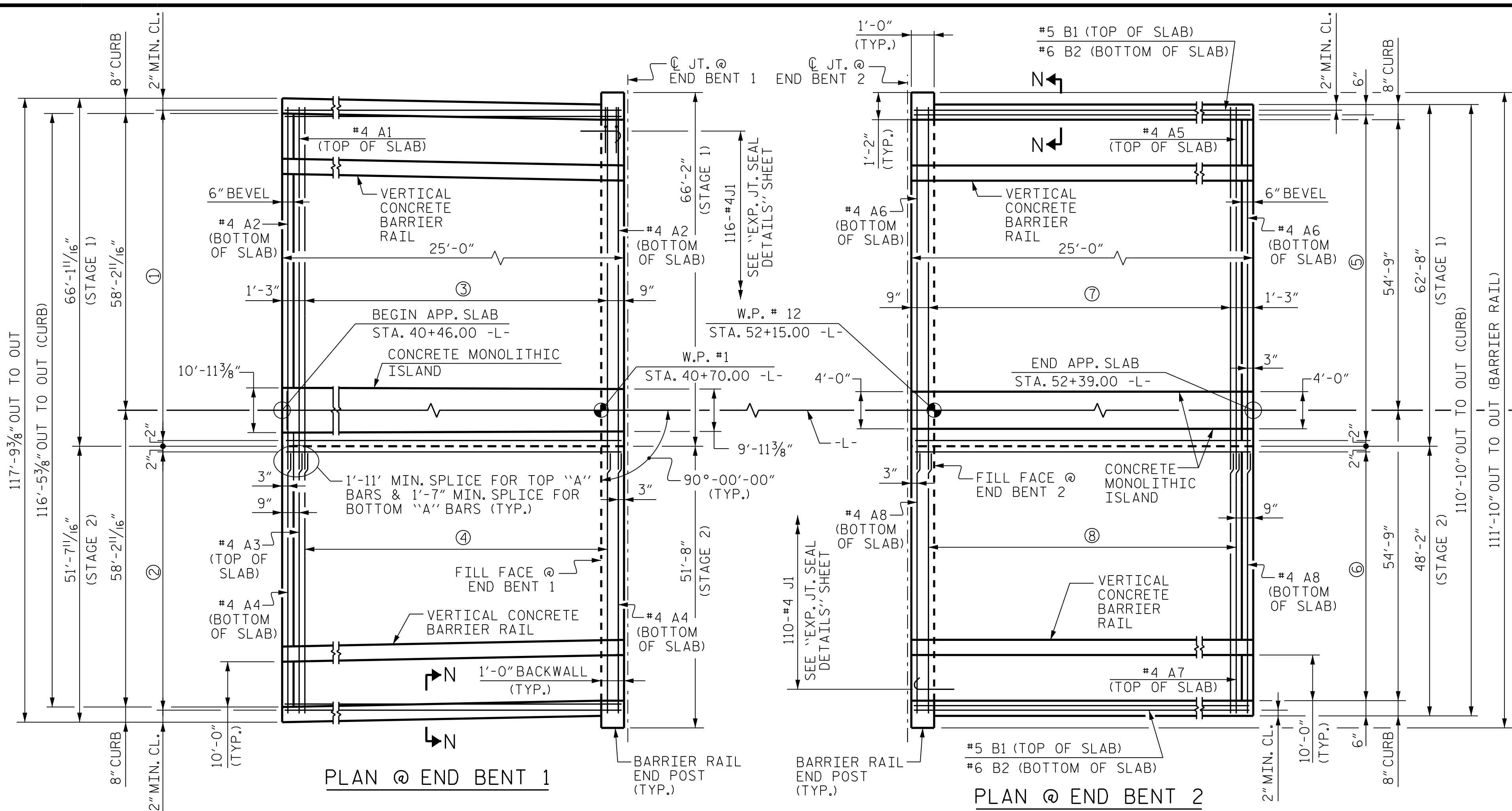
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CHECKED BY : P. OARE DATE : FEB 2025
DESIGN ENGINEER OF RECORD : P. OARE DATE : FEB 2025

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NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 6" Ø DRAINAGE PIPE, AND SELECT MATERIAL BACKFILL, SEE ROADWAY PLANS.

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

SELECT MATERIAL BACKFILL (CLASS V OR CLASS VI) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

SELECT MATERIAL BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

APPROACH SLAB SHALL NOT BE CONSTRUCTED PRIOR TO COMPLETION OF THE BRIDGE DECK.

FOR THE 6" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

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

FOR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.

THE COST OF THE CONCRETE BARRIER RAILS ON THE APPROACH SLAB SHALL BE INCLUDED IN THE LINEAR FOOT CONTRACT PRICE BID FOR "VERTICAL CONCRETE BARRIER RAIL".

THE COST OF THE END POSTS ON THE APPROACH SLAB SHALL BE INCLUDED IN THE LINEAR FOOT CONTRACT PRICE BID FOR "CLASSIC CONCRETE BRIDGE RAIL".

NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR MATERIALS OR LABOR TO CONSTRUCT THE MONOLITHIC CONCRETE ISLAND. THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE APPROACH SLABS.

ALL REINFORCING STEEL IN BARRIER RAILS, END POSTS AND MONOLITHIC ISLANDS SHALL BE EPOXY COATED.

THE BARRIER RAILS, END POSTS, AND ISLANDS ON EACH APPROACH SLAB SHALL NOT BE CAST UNTIL THE APPROACH SLAB CONCRETE HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

FOR MONOLITH ISLAND REBAR DETAILS AND QUANTITIES, SEE SHEET 2 OF 4.

FOR BARRIER RAIL AND END POST QUANTITIES, SEE SHEET 2 OF 4.

- ① 133-#5B1 @ 6"CTS. MAX. SPLAY TO FIT (TOP OF SLAB)
133-#6B2 @ 6"CTS. MAX. SPLAY TO FIT (BOT. OF SLAB)
- ② 104-#5B1 @ 6"CTS. MAX. SPLAY TO FIT (TOP OF SLAB)
104-#6B2 @ 6"CTS. MAX. SPLAY TO FIT (BOT. OF SLAB)
- ③ 24-#4A1 @ 1'-0"CTS. (TOP OF SLAB) (2 BAR RUN)
24-#4A2 @ 1'-0"CTS. (BOT. OF SLAB) (2 BAR RUN)
- ④ 24-#4A3 @ 1'-0"CTS. (TOP OF SLAB) (2 BAR RUN)
24-#4A4 @ 1'-0"CTS. (BOT. OF SLAB) (2 BAR RUN)
- ⑤ 125-#5B1 @ 6"CTS. (TOP OF SLAB)
125-#6B2 @ 6"CTS. (BOT. OF SLAB)
- ⑥ 96-#5B1 @ 6"CTS. (TOP OF SLAB)
96-#6B2 @ 6"CTS. (BOT. OF SLAB)
- ⑦ 24-#4A5 @ 1'-0"CTS. (TOP OF SLAB) (2 BAR RUN)
24-#4A6 @ 1'-0"CTS. (BOT. OF SLAB) (2 BAR RUN)
- ⑧ 24-#4A7 @ 1'-0"CTS. (TOP OF SLAB) (2 BAR RUN)
24-#4A8 @ 1'-0"CTS. (BOT. OF SLAB) (2 BAR RUN)

BAR TYPES		
1'-0 1/2" 4 1/2" 135° HOOK		
①		
SPlice LENGTHS		
BAR SIZE	EPOXY COATED	UNCOATED
#4	1'-11"	1'-7"
#5	2'-5"	2'-0"
#6	3'-7"	2'-5"

BILL OF MATERIAL						
APPROACH SLAB AT END BENT 1						
STAGE 1						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A1	50	#4	STR	35'-1"	1,172	
A2	52	#4	STR	34'-9"	1,207	
*B1	133	#5	STR	23'-10"	3,306	
B2	133	#6	STR	24'-8"	4,928	
*J1	65	#4	1	1'-5"	62	
REINFORCING STEEL					LBS.	6,135
* EPOXY COATED REINFORCING STEEL					LBS.	4,540
CLASS AA CONCRETE					C. Y.	71.5
APPROACH SLAB AT END BENT 1						
STAGE 2						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A3	50	#4	STR	26'-9"	893	
A4	52	#4	STR	26'-7"	923	
*B1	104	#5	STR	23'-10"	2,585	
B2	104	#6	STR	24'-8"	3,853	
*J1	51	#4	1	1'-5"	48	
REINFORCING STEEL					LBS.	4,776
* EPOXY COATED REINFORCING STEEL					LBS.	3,526
CLASS AA CONCRETE					C. Y.	55.8
APPROACH SLAB AT END BENT 2						
STAGE 1						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A5	50	#4	STR	33'-6"	1,119	
A6	52	#4	STR	33'-2"	1,152	
*B1	126	#5	STR	23'-10"	3,132	
B2	126	#6	STR	24'-8"	4,668	
*J1	62	#4	1	1'-5"	59	
REINFORCING STEEL					LBS.	5,820
* EPOXY COATED REINFORCING STEEL					LBS.	4,310
CLASS AA CONCRETE					C. Y.	68.0
APPROACH SLAB AT END BENT 2						
STAGE 2						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A7	50	#4	STR	25'-2"	841	
A8	52	#4	STR	25'-0"	868	
*B1	97	#5	STR	23'-10"	2,411	
B2	97	#6	STR	24'-8"	3,594	
*J1	48	#4	1	1'-5"	45	
REINFORCING STEEL					LBS.	4,462
* EPOXY COATED REINFORCING STEEL					LBS.	3,297
CLASS AA CONCRETE					C. Y.	52.3

PROJECT NO. **B-6051/U-6143**
GASTON/MECKLENBURG COUNTY
 STATION: **46+42.50 -L-**

SHEET 1 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD
BRIDGE APPROACH SLAB
FOR FLEXIBLE PAVEMENT

4/9/2026
 NORTH CAROLINA PROFESSIONAL SEAL 35630
 J. W. GENTRY
 ENGINEER

REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
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2			4		

SHEET NO. **S-114**
 TOTAL SHEETS **118**

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 CHECKED BY : J. W. GENTRY DATE : FEB 2025
 DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : FEB 2025

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 NORTH CAROLINA PROFESSIONAL SEAL 35630
 J. W. GENTRY
 ENGINEER

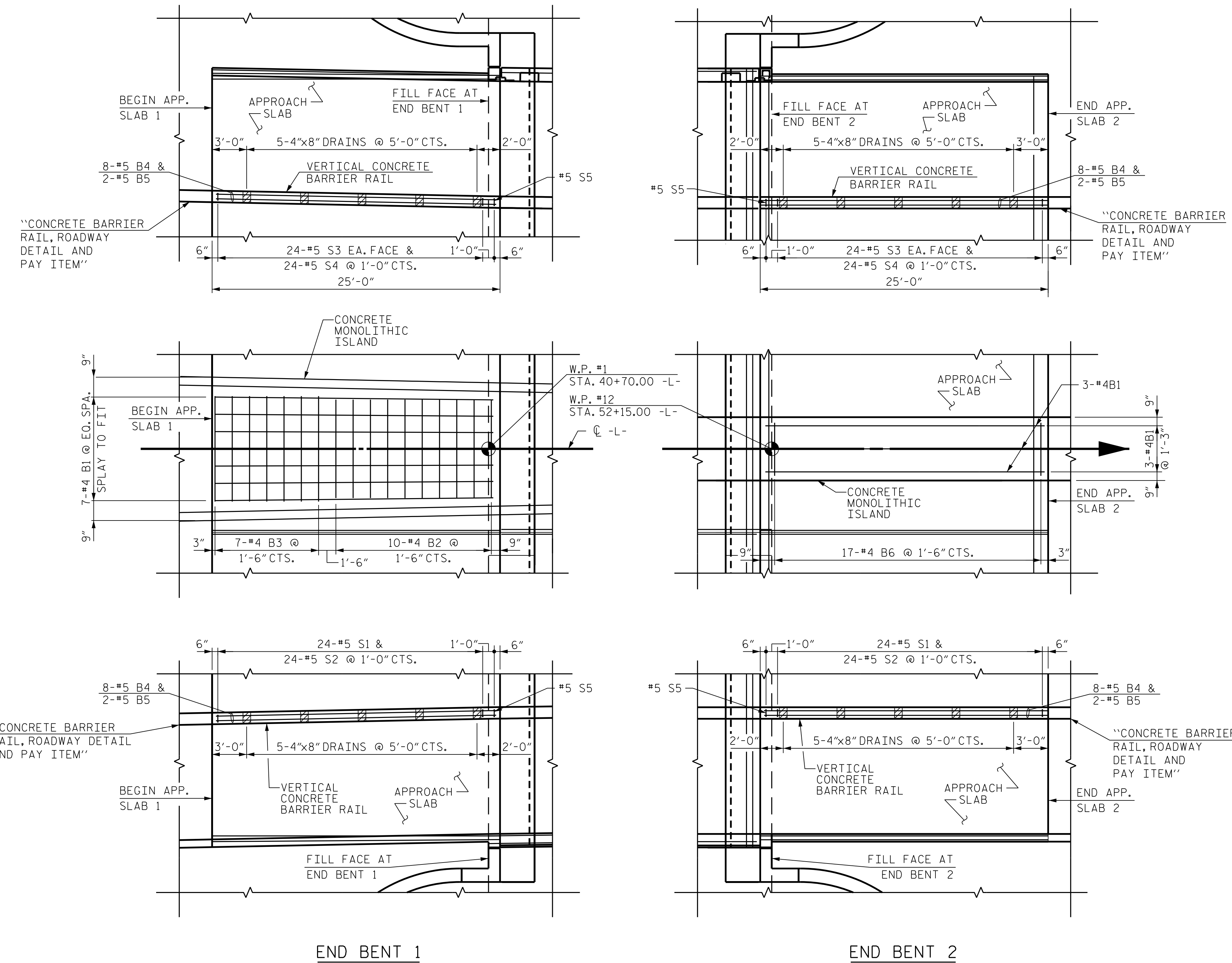
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NOTES:

FOR SECTION THROUGH VERTICAL CONCRETE BARRIER RAIL, SEE VERTICAL CONCRETE BARRIER RAIL SHEET 2 OF 2.

FOR SECTION THROUGH RAIL AND END OF RAIL DETAILS, SEE SHEET 3 OF 4.

THE #5 S3 BARS SHALL BE INSTALLED, USING AN ADHESIVE ANCHORING SYSTEM. LEVEL II FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE #5 S3 BARS IS 18.6 KIPS. FOR ADHESIVELY ANCHORED BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.



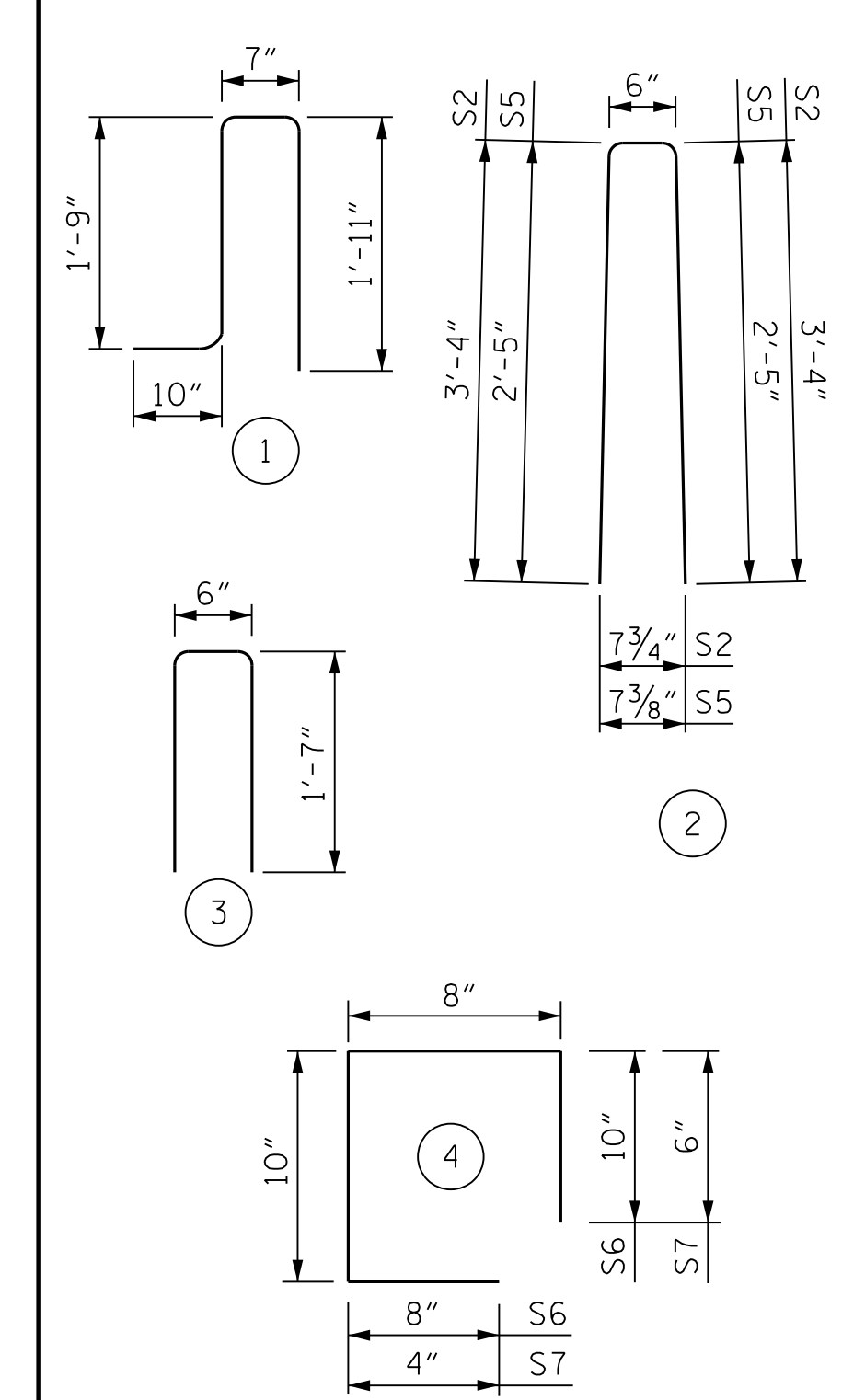
PLAN OF VERTICAL BARRIER RAIL & MONOLITHIC ISLAND

BILL OF MATERIAL						BILL OF MATERIAL					
FOR CONCRETE END POSTS ONLY						FOR VERTICAL BARRIER RAIL					
STAGE 1 FOR ONE APPROACH SLAB (2 REQ'D)						APPROACH SLAB LEFT BARRIER (2 REQ'D.)					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*V1	3	#5	STR.	4'-8"	15	*B4	8	#5	STR.	24'-6"	204
*V2	1	#5	STR.	3'-0"	3	*B5	2	#5	STR.	23'-8"	49
*S6	5	#5	4	3'-0"	16	*S3	48	#5	STR.	3'-10"	192
*S7	1	#5	4	2'-4"	2	*S4	24	#5	3	3'-8"	92
						*S5	1	#5	2	3'-5"	4

* EPOXY COATED REINFORCING STEEL						* EPOXY COATED REINFORCING STEEL					
36 LBS.						541 LBS.					
CLASS AA CONCRETE						CLASS AA CONCRETE					
0.2 C.Y.						3.0 C.Y.					
STAGE 2 FOR ONE APPROACH SLAB (2 REQ'D)						APPROACH SLAB RIGHT BARRIER (2 REQ'D.)					
*V1	3	#5	STR.	4'-8"	15	*B4	8	#5	STR.	24'-6"	204
*V2	1	#5	STR.	3'-0"	3	*B5	2	#5	STR.	23'-8"	49
*S6	5	#5	4	3'-0"	16	*S1	24	#5	1	5'-1"	127
*S7	1	#5	4	2'-4"	2	*S2	24	#5	2	7'-2"	179
						*S5	1	#5	2	3'-5"	4

* EPOXY COATED REINFORCING STEEL						* EPOXY COATED REINFORCING STEEL					
36 LBS.						563 LBS.					
CLASS AA CONCRETE						CLASS AA CONCRETE					
0.2 C.Y.						3.0 C.Y.					

BILL OF MATERIAL					
FOR MONOLITHIC ISLAND					
APPROACH SLAB 1 MEDIAN					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*B1	7	#4	STR.	24'-3"	113
*B2	10	#4	STR.	8'-6"	57
*B3	7	#4	STR.	9'-0"	42
* EPOXY COATED REINFORCING STEEL					
212 LBS.					
CLASS AA CONCRETE					
4.2 C.Y.					
APPROACH SLAB 2 MEDIAN					
*B1	3	#4	STR.	24'-3"	49
*B6	17	#4	STR.	2'-5"	29
* EPOXY COATED REINFORCING STEEL					
78 LBS.					
CLASS AA CONCRETE					
1.4 C.Y.					



ALL BAR DIMENSIONS ARE OUT TO OUT

PROJECT NO. B-6051/U-6143
 GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**BRIDGE APPROACH SLAB
 DETAILS**

REVISIONS					
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1			3		
2			4		

SHEET NO. **S-115**
 TOTAL SHEETS **118**

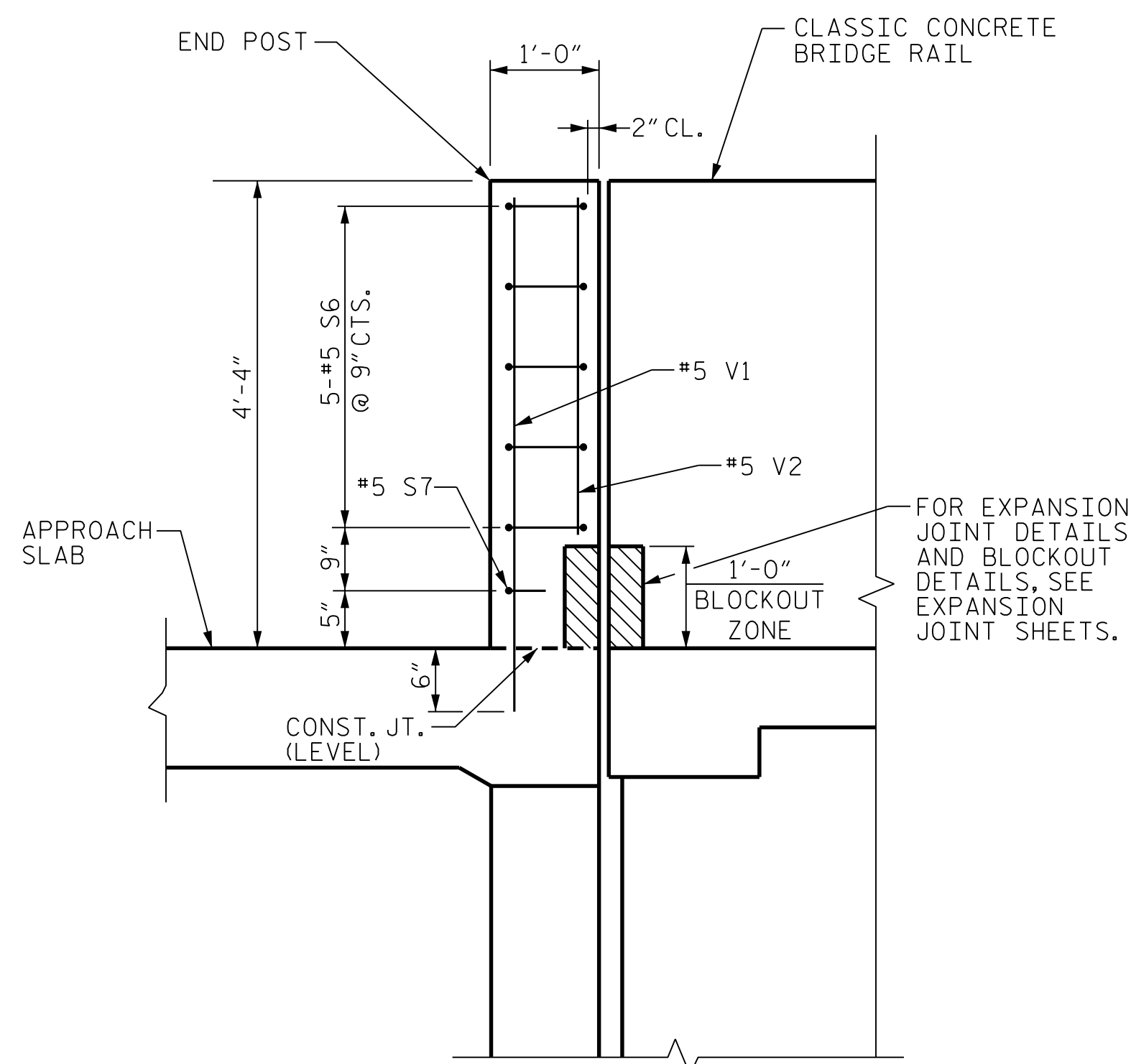
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 35630
 ENGINEER
 J. W. GENTRY

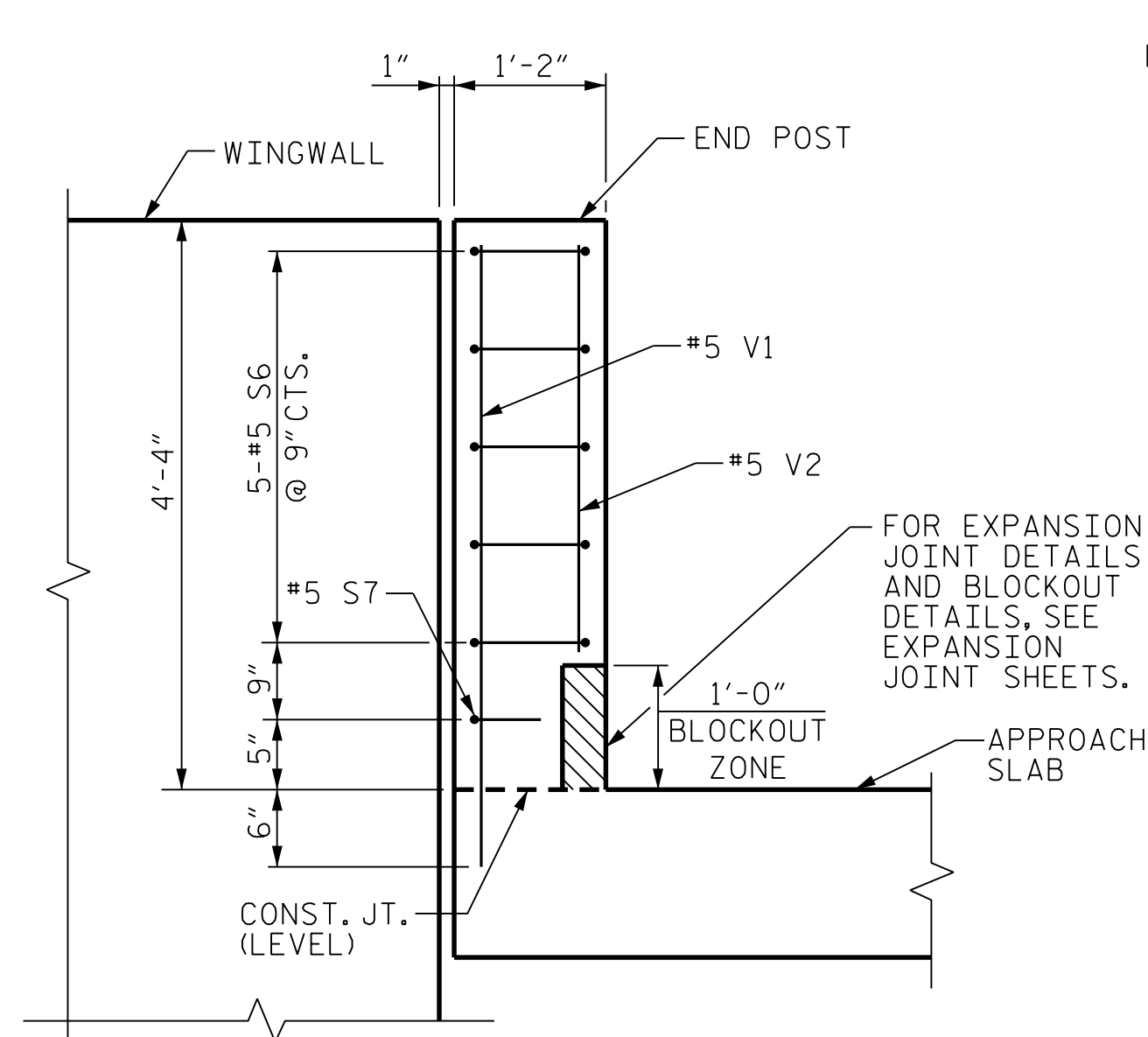
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 DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : FEB 2025

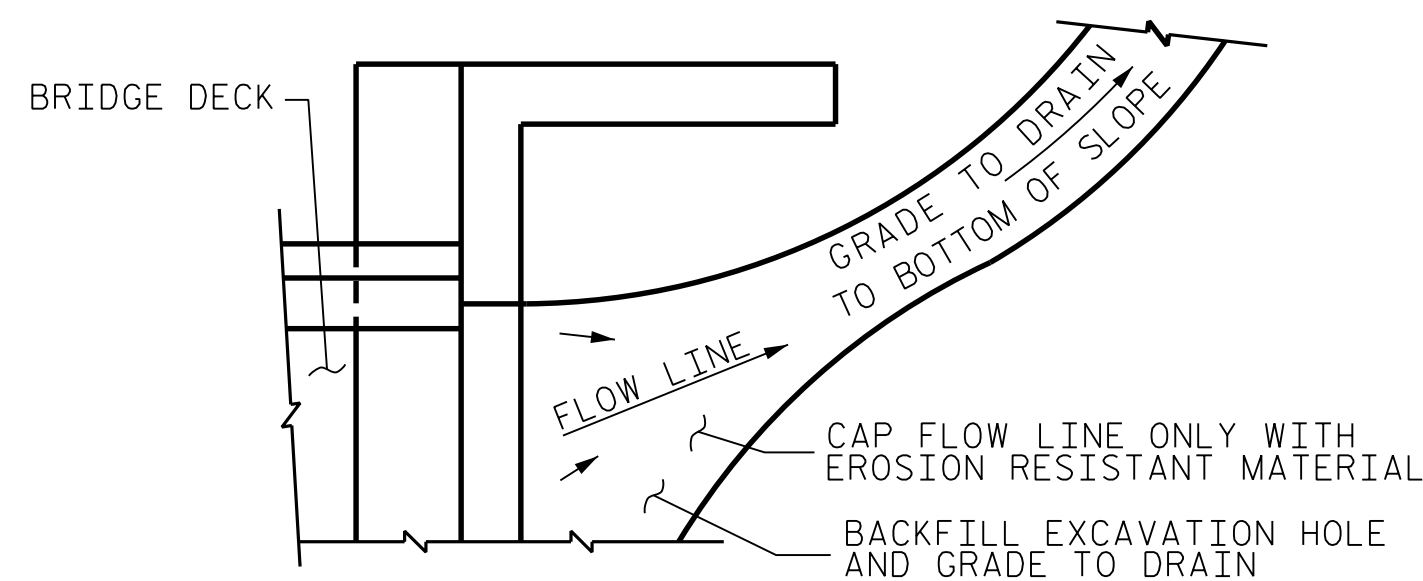
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SECTION THRU END POST PARALLEL TO JOINT

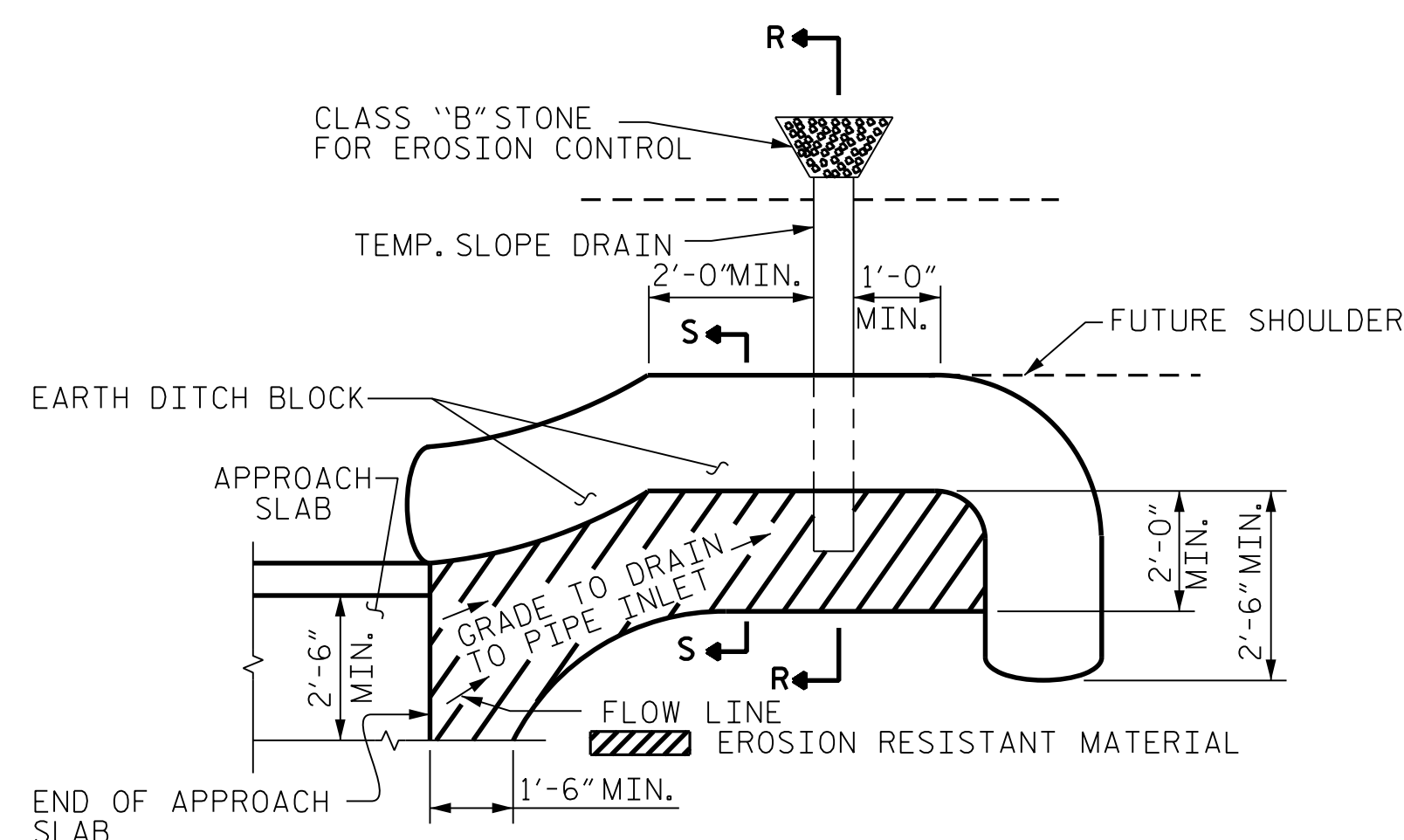


SECTION THRU END POST NORMAL TO JOINT



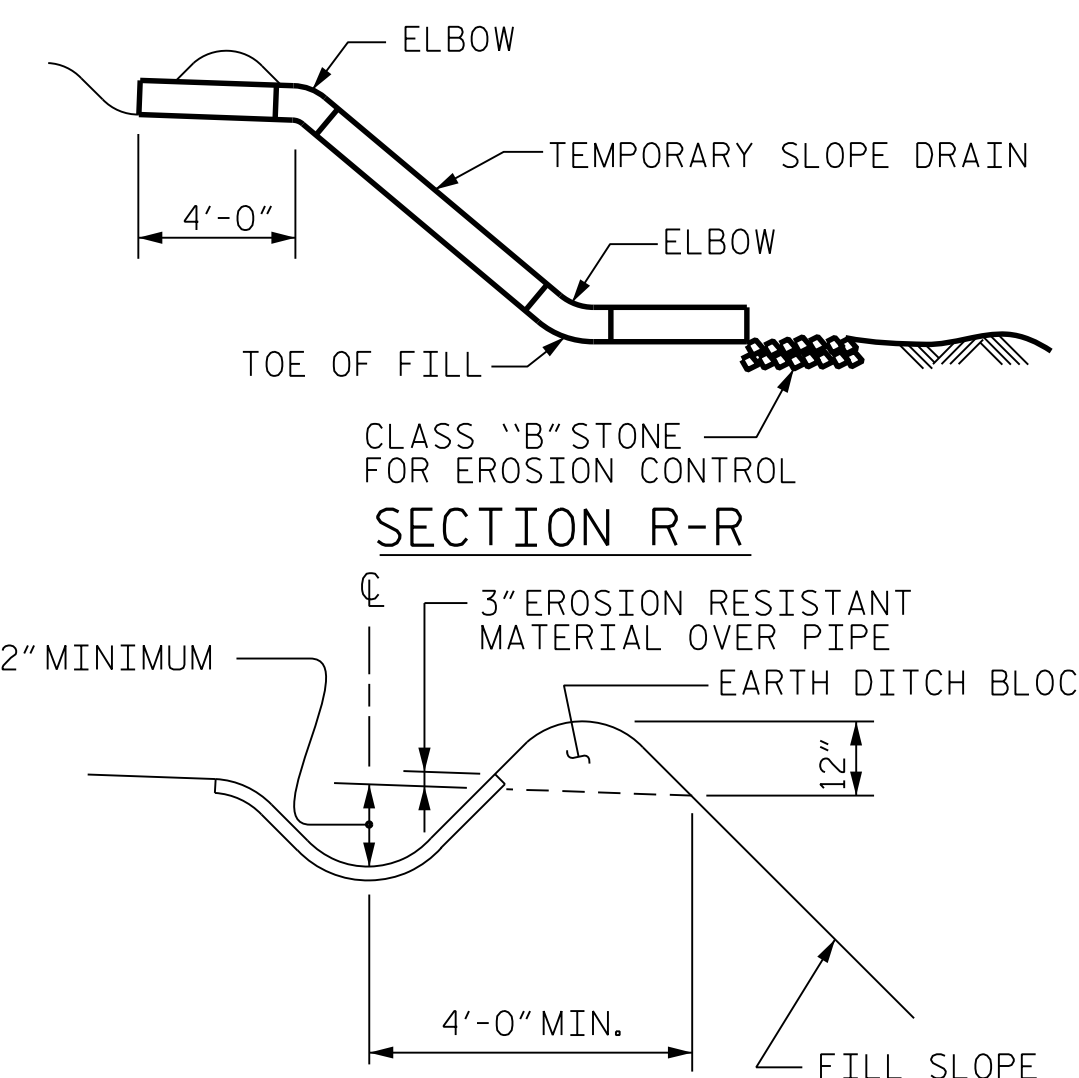
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

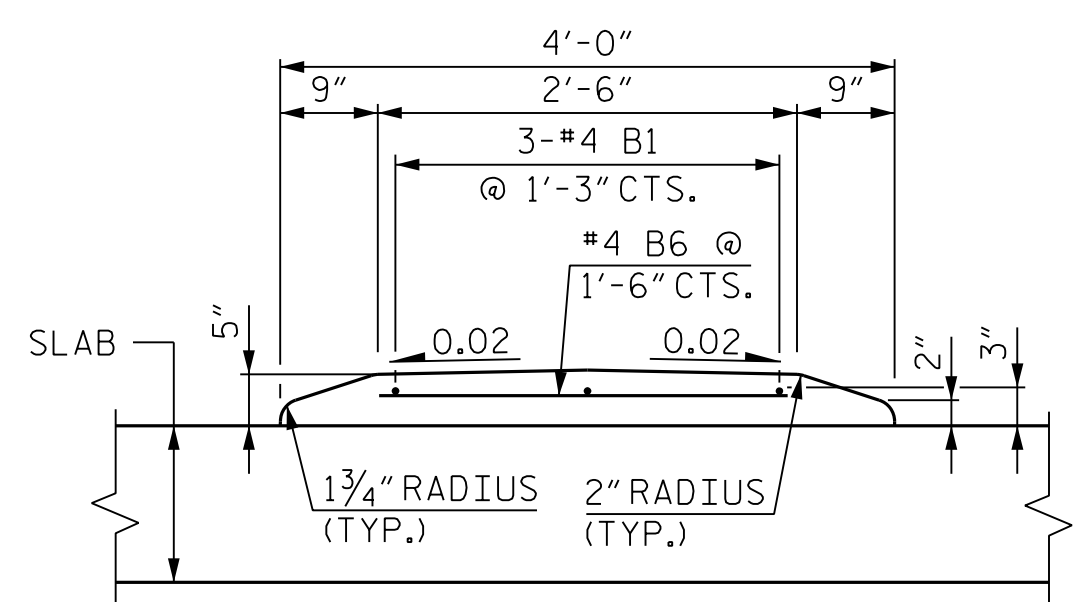


SECTION R-R

SECTION S-S

TEMPORARY BERM AND SLOPE DRAIN DETAILS

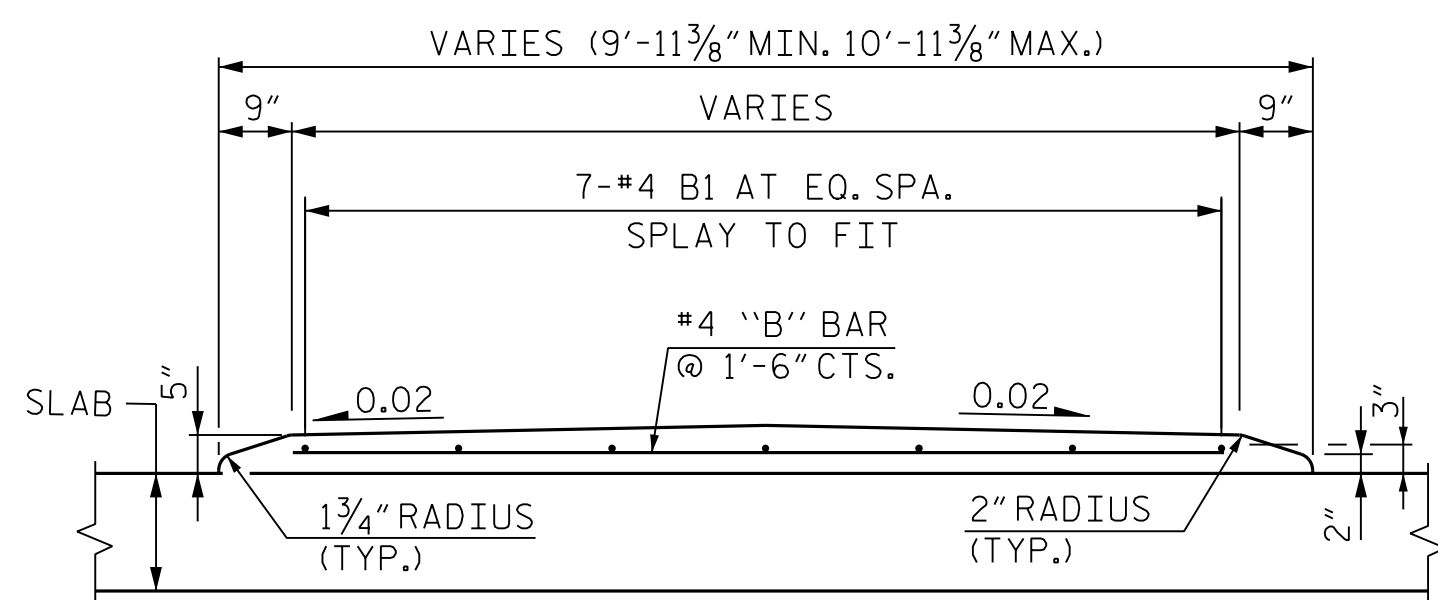
(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



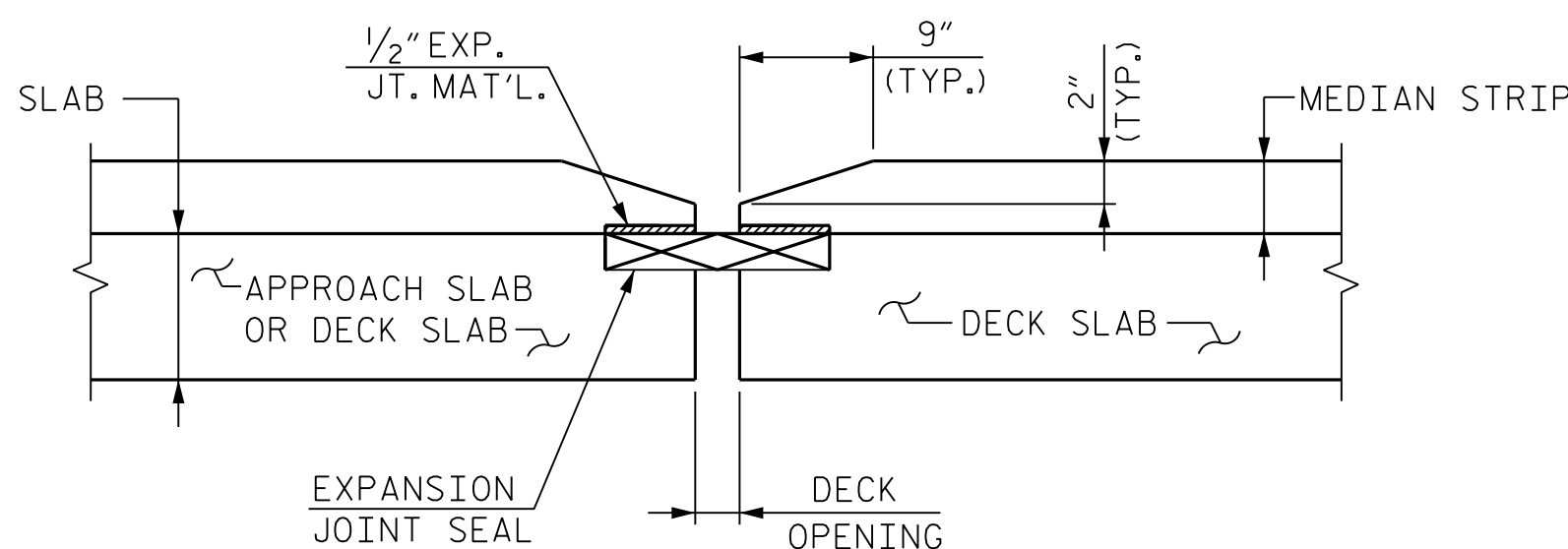
SECTION THRU MONOLITHIC ISLAND APPROACH SLAB 2

NOTES:

THE #5V1 BARS SHALL BE INSTALLED, USING AN ADHESIVE ANCHORING SYSTEM. LEVEL II FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE #5V1 BARS IS 18.6 KIPS. FOR ADHESIVELY ANCHORED BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.



SECTION THRU MONOLITHIC ISLAND APPROACH SLAB 1



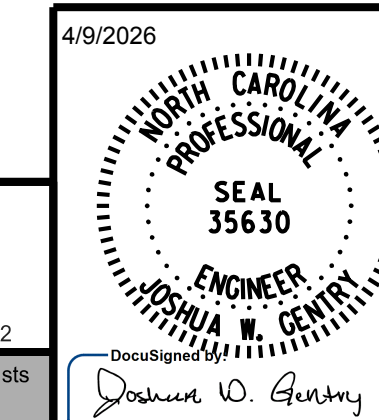
DETAILS AT EXPANSION JOINT

(END BENT 1, BENT 2, BENT 5, BENT 8 AND END BENT 2)

PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
STATION: 46+42.50 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
BRIDGE APPROACH
SLAB DETAILS

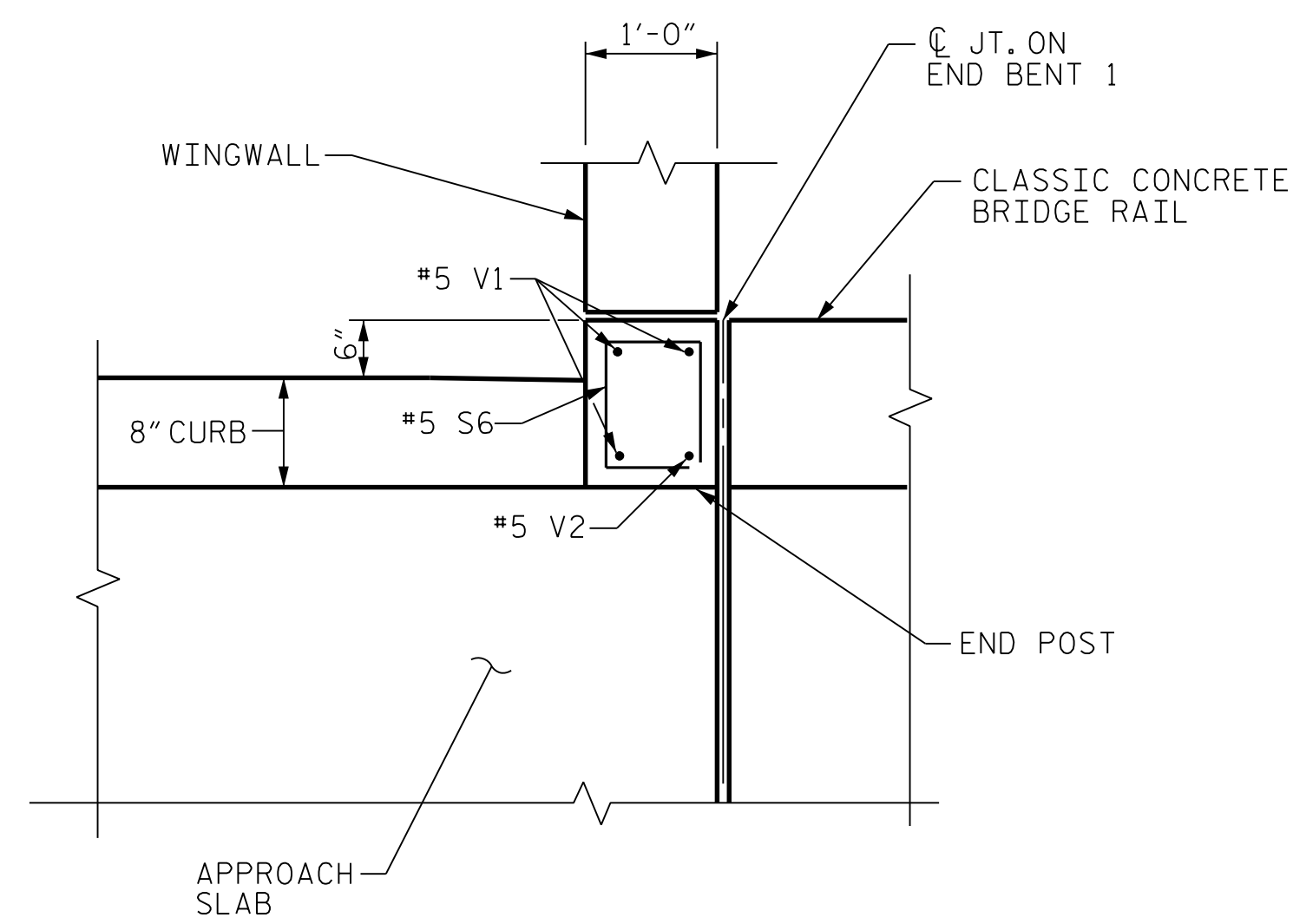


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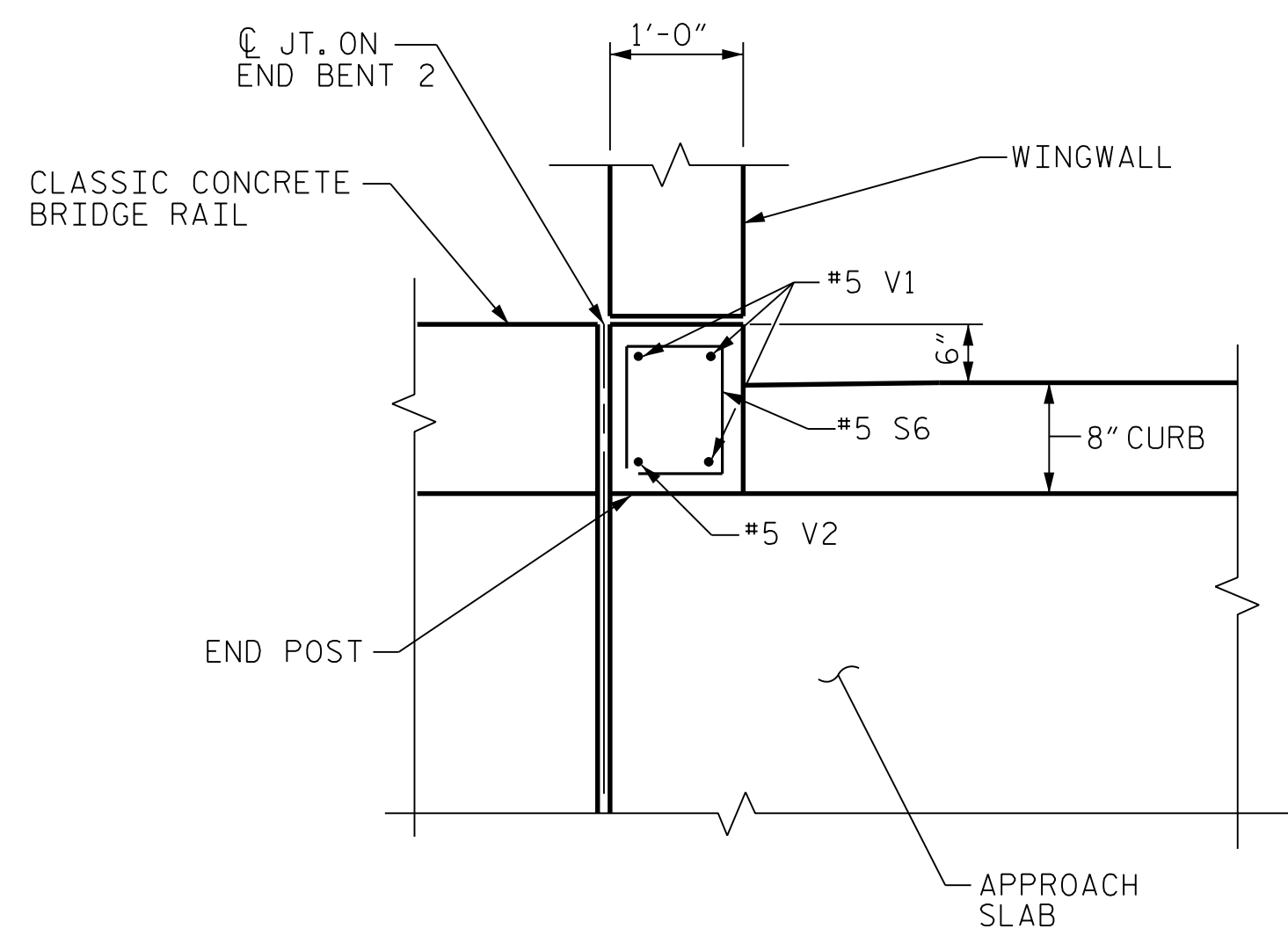
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STD. NO. BAS4



APPROACH SLAB 1
(LEFT SIDE SHOWN, RIGHT SIDE SIMILAR)



APPROACH SLAB 2
(LEFT SIDE SHOWN, RIGHT SIDE SIMILAR)

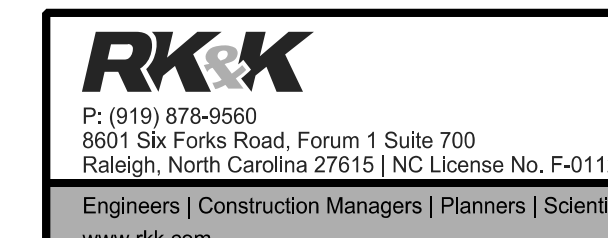
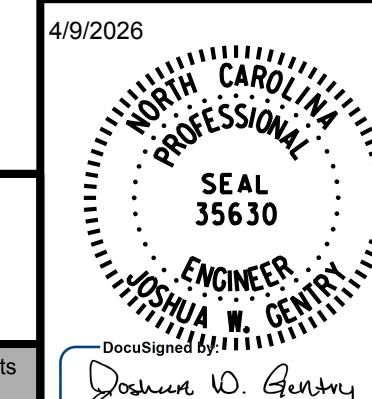
END POST PLAN VIEW

PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

BRIDGE APPROACH
 SLAB DETAILS



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-117
1			3			TOTAL SHEETS
2			4			118

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DRAWN BY : J. W. COOK DATE : FEB 2025
 CHECKED BY : J. W. GENTRY DATE : FEB 2025
 DESIGN ENGINEER OF RECORD : J. W. GENTRY DATE : FEB 2025

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 2024 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1 1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE.

ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER.

IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS.

WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

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

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

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

HANDRAILS AND POSTS:

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

METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINISHES 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.

PROJECT NO. B-6051/U-6143
GASTON/MECKLENBURG COUNTY
 STATION: 46+42.50 -L-

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					TOTAL SHEETS 118

P: (919) 878-9560
8601 Six Forks Road, Forum 1 Suite 700
Raleigh, North Carolina 27615 | NC License No. F-0112

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4/9/2026

Designed by:
J.W. Gentry
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