

DESIGN DISCHARGE	3700 CFS
FREQUENCY OF DESIGN FLOOD	25 YRS.
DESIGN HIGH WATER ELEVATION	741.0
DRAINAGE AREA	24 SQ.MI.
BASE DISCHARGE (Q100)	6310 CFS
BASE HIGH WATER ELEVATION	742.7

OVERTOPPING FLOOD DISCHARGE	26000 CFS
FREQUENCY OF OVERTOPPING FLOOD	500+ YRS.
OVERTOPPING FLOOD ELEVATION	754.3
@ STA. 19+23.21 -L-	

Diagram illustrating the cross-section of a bridge deck at the end of the approach slab. The diagram shows a transition from a 12'-0" wide section to a 5 1/16" wide section. Key features labeled include:

- FILL FACE
- EXTENDED TANGENT
- W.P. #4 (Working Point #4)
- END APPROACH SLAB
- Stationing: STA. 19+06.24 -L-, PC STA. 18+97.60 -L-, and STA. 19+17.12 -L-

SHEET 1 OF 4 REPLACES BRIDGE NO. 800145

FOR BRIDGE OVER FLOYDS CREEK
ON SR 2125 (HARRIS-HENRIETTA RD)
BETWEEN SR 1116 & US 221

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1	
1			3			TOTAL SHEETS	
2			4			25	

The plan view illustrates the proposed bridge structure, including spans A, B, and C, bents 1 and 2, and end bents 1 and 2. Key features and annotations include:

- Span A:**
 - TO UNCLASSIFIED STRUCTURE EXCAVATION (TYP.)
 - LOW CHORD EL. 750.44 (RIGHT EDGE)
 - EL 752±
 - EL 741±
 - EL 730±
 - EL 729±
 - EXISTING SUBSTRUCTURE (TYP.)
 - 3'-0" Ø DRILLED PIERS (TYP.)
 - TOP OF DRILLED PIERS EL. 735.00
 - RIP RAP CLASS II (2'-0" THICK) (TYP.)
 - 1 1/2:1 SLOPE (TYP.)
 - 1'-0" (TYP.)
 - FIX.
 - EL 753±
 - BEGIN FRONT SLOPE STA. 17+26.36 -L- EL. 753.52
 - FILL FACE @ END BENT 1 STA. 17+33.73 -L- G.P. EL. 753.48
- Span B:**
 - 0100 EL. 742.7
 - 25YR WS EL. 741.0
 - NWS EL. 731.1 (8/5/2021)
 - EL 736±
 - EL 743±
 - EL 737±
 - TOP OF DRILLED PIERS EL. 733.00
 - SLOPE TO MATCH EXISTING GROUND (TYP.)
 - FIX.
 - FIX.
- Span C:**
 - 1'-7" MIN. RIP RAP BERM (TYP.)
 - 1'-0" MIN. EARTH BERM (TYP.)
 - LOW CHORD EL. 749.67 (RIGHT EDGE)
 - EL 752±
 - EL 743±
 - EL 737±
 - EXCAVATE TO ELEV. 745.0 (TYP.) (GRADE TO DRAIN)
 - HP 12X53 STEEL PILES (TYP.)
 - FIX.
 - BEGIN FRONT SLOPE STA. 19+13.50 -L- EL. 752.70
 - FILL FACE @ END BENT 2 STA. 19+06.24 -L- G.P. EL. 752.73
- Other Annotations:**
 - APPROXIMATE EXISTING GROUND
 - UNCLASSIFIED STRUCTURE EXCAVATION (hatched area)
 - END BENT 1
 - BENT 1
 - BENT 2
 - END BENT 2

PI = 16+81.03	PI = 19+23.25
Δ = 25°-07'-51.7" (RT)	Δ = 1°-57'-32.8" (RT)
D = 15°-29'-07.2"	Δ = 3°-49'-11.0"
L = 162.29'	L = 51.29'
T = 82.47'	T = 25.65'
R = 370.00'	R = 1,500.00'

Technical drawing of a bridge layout showing spans, bents, and approach slabs. The drawing includes the following details:

- Span Dimensions:**
 - Span A: 36'-2 1/4"
 - Span B: 70'-1 1/2"
 - Span C: 66'-2 1/4"
- Bridge Length:** TOTAL BRIDGE LENGTH = 172'-6" (ALONG BRIDGE CONTROL LINE)
- Approach Slabs:**
 - BEGIN APPROACH SLAB STA. 17+22.81 -L-
 - END APPROACH SLAB STA. 19+17.12 -L-
- Bents:**
 - BENT 1 CONTROL LINE
 - BENT 2 CONTROL LINE
- Earth Bems:**
 - EARTH BERM EL. 746.80
 - EARTH BERM EL. 745.24
 - EARTH BERM EL. 746.03
 - EARTH BERM EL. 744.47
- W.P. (Water Point) Stations:**
 - W.P. #1 STA. 17+33.73 -L-
 - W.P. #2 STA. 17+69.94 -L-
 - W.P. #3 STA. 18+40.06 -L-
 - W.P. #4 STA. 19+06.24 -L-
- Other Features:**
 - BANK STABILIZATION (ROADWAY PAY ITEM & DETAIL)
 - EXISTING STRUCTURE
 - CLASS II RIP RAP (TYP.)
 - 1'-7" MIN. RIP RAP BERM (NORMAL TO CAP) (TYP.)
 - TO SR 1116
 - TO US 221
 - SEE DETAIL "A"
 - SEE DETAIL "B"

Diagram illustrating the plan view of the bridge approach slabs. Key dimensions and labels include:

- FILL FACE**: Indicated at the top left.
- EXTENDED TANGENT**: Indicated on the left side.
- 12'-0"**: Dimension for the width of the approach slab.
- 1'-11¹⁵/₁₆"**: Dimension for the offset from the extended tangent to the centerline.
- W.P. #1**: Water Point #1, located at the centerline.
- STA. 17+33.73 -L-**: Stationing at the centerline.
- BEGIN APPROACH SLAB**: Indicated at the bottom left.
- 11'15¹⁵/₁₆"**: Dimension for the width of the approach slab.
- PT. STA. 17+60.85 -L-**: Point Stationing at the end of the approach slab.

(FOR CLARITY, PILES ARE NOT SHOWN IN PLAN VIEW)



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Elizabeth F. Lawes

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DESIGNED BY:	<u>T. KIRSCHBAUM</u>	DATE :	<u>FEB 2023</u>
DRAWN BY:	<u>T. KIRSCHBAUM</u>	DATE :	<u>FEB 2023</u>
CHECKED BY:	<u>E. LAWES</u>	DATE :	<u>APR 2023</u>
DESIGN ENGINEER OF RECORD:	<u>E. LAWES</u>	DATE :	<u>AUG 2025</u>