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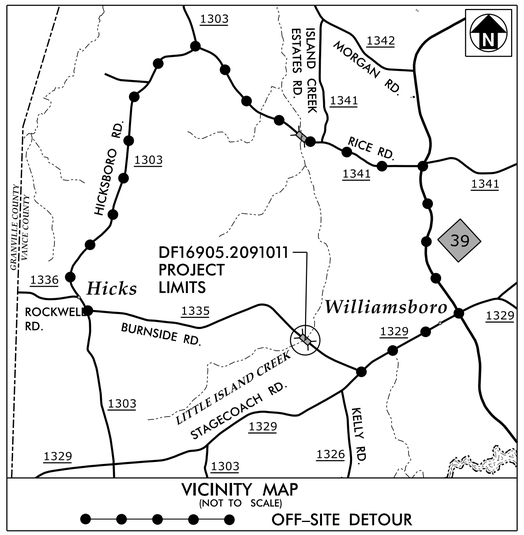
09/08/99

PROJECT: DF16905.2091011

CONTRACT:



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

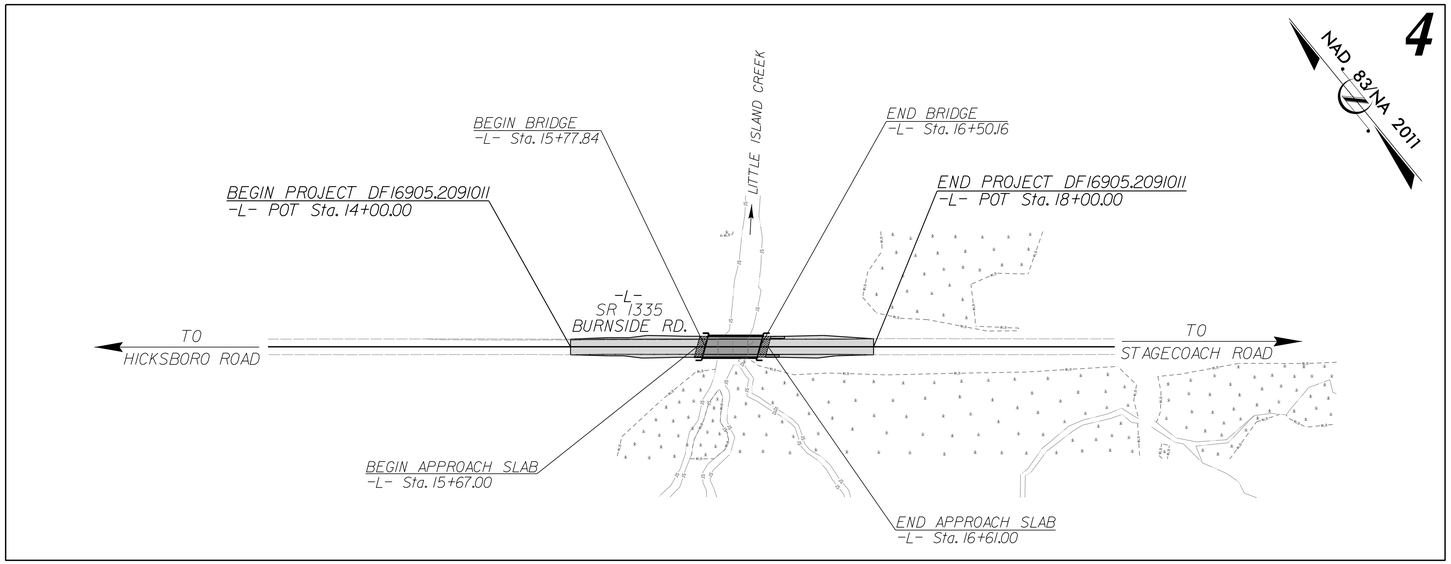
VANCE COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	DF16905.2091011	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
DF16905.2091011		PE
DF16905.2091011		ROW
DF16905.2091011		CONSTRUCTION

LOCATION: BRIDGE NO. 23 OVER LITTLE ISLAND CREEK ON SR 1335 (BURNSIDE ROAD)

TYPE OF WORK: GRADING, PAVING, DRAINAGE AND STRUCTURE



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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)

DESIGN DATA

ADT (2018) = 350
ADT (2040) = 700

V = 55 MPH

FUNC CLASS = RURAL LOCAL

SUB REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT = 0.062 MILES

LENGTH STRUCTURE TIP PROJECT = 0.014 MILES

TOTAL LENGTH TIP PROJECT = 0.076 MILES

Prepared in the Office of WGI for

DIVISION 5

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 1, 2022

LETTING DATE: SEPTEMBER 14, 2022

NCDOT CONTACT: LISA GILCHRIST, EI
DIVISION BRIDGE PROGRAM MANAGER

DAVID SIMPSON, PE
PROJECT ENGINEER

FRANK FLEMING, PE
HYDRAULIC ENGINEER

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 21102 ENGINEER JAMES TIMOTHY JORDAN

SIGNATURE: *P.E.*

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 20147 ENGINEER FRANK F. FLEMING

SIGNATURE: *P.E.*

PLANS PREPARED BY:

WGI
5640 Dillard Drive
Suite 200
Cary, NC 27518
(919) 852-0468
(919) 852-0598 (Fax)
www.wginc.com

LICENSE NO. C-4434

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

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PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	1A

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 21102 ENGINEER JAMES TIMOTHY JORDAN

MOTT MACDONALD I & E, LLC
LICENSE NO. F–0669

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Prepared in the Office of:
MOTT MACDONALD
7621 Purfoy Road, Suite 115
Fuquay–Varina, NC 27526
www.mottmac.com

GENERAL NOTES

GENERAL NOTES: 2018 SPECIFICATIONS
EFFECTIVE: 01–16–18

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 III.

SUPERELEVATION:

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

SHOULDER CONSTRUCTION:

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

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 PLANS ARE AVAILABLE ON THIS PROJECT FOR THE STRUCTURE ONLY. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

END BENTS:

THE ENGINEER SHALL CHECK THE STRUCTURE END BENT PLANS, DETAILS, AND CROSS–SECTIONS PRIOR TO SETTING OF THE SLOPE STAKES FOR THE EMBANKMENT OR EXCAVATION APPROACHING A BRIDGE.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE DUKE ENERGY AND CENTURYLINK.
ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS.

LIST OF ROADWAY STANDARD DRAWINGS

EFF. 01–16–2018

2018 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch – N. C. Department of Transportation – Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 – EARTHWORK	
200.03	Method of Clearing – Method III
225.02	Guide for Grading Subgrade – Secondary and Local
225.04	Method of Obtaining Superelevation – Two Lane Pavement
DIVISION 3 – PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 4 – MAJOR STRUCTURES	
422.02	Bridge Approach Fills – Type II Modified Approach Fill
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
840.25	Anchorage for Frames – Brick or Concrete or Precast
840.29	Frames and Narrow Slot Flat Grates
840.35	Traffic Bearing Grated Drop Inlet – for Cast Iron Double Frame and Grates
840.46	Traffic Bearing Precast Drainage Structure
840.66	Drainage Structure Steps
846.01	Concrete Curb, Gutter and Curb & Gutter
846.04	Drop Inlet Installation in Shoulder Berm Gutter
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets

INDEX OF SHEETS

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PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	1B

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

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

BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin — EIP
- Computed 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 — S
- Potential Contamination Area: Soil — S
- Known Contamination Area: Water — W
- Potential Contamination Area: Water — W
- 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 & PROJECT CONTROL:

- Secondary Horiz and Vert Control Point
- Primary Horiz Control Point
- Primary Horiz and Vert Control Point
- Exist Permanent Easment Pin and Cap
- New Permanent Easement Pin and Cap
- Vertical Benchmark
- Existing Right of Way Marker
- Existing Right of Way Line
- New Right of Way Line — RW
- New Right of Way Line with Pin and Cap — RW
- New Right of Way Line with Concrete or Granite R/W Marker — RW
- New Control of Access Line with Concrete C/A Marker — CA
- Existing Control of Access — CA
- New Control of Access — CA
- Existing Easement Line — E
- New Temporary Construction Easement — E
- New Temporary Drainage Easement — TDE
- New Permanent Drainage Easement — PDE
- New Permanent Drainage / Utility Easement — DUE
- New Permanent Utility Easement — PUE
- New Temporary Utility Easement — TUE
- New Aerial Utility Easement — AUE

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.

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PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	2A–1

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 21102 ENGINEER JAMES TIMOTHY JORDAN

MOTT MACDONALD I & E, LLC
LICENSE NO. F–0669

PAVEMENT DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 022896 ENGINEER CLARK S. MORRISON

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Prepared in the Office of:
MOTT MACDONALD
7621 Purfoy Road, Suite 115
Fuquay–Varina, NC 27526
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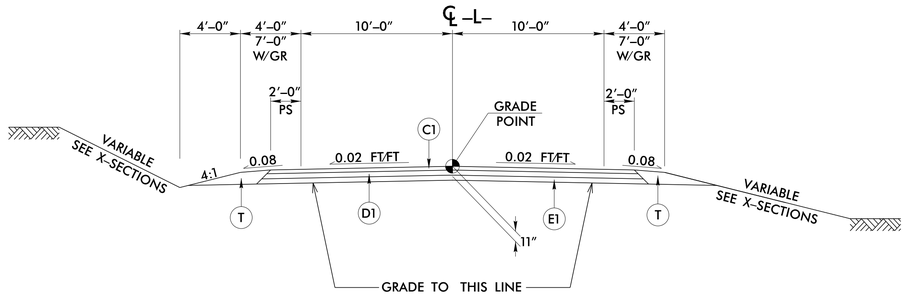
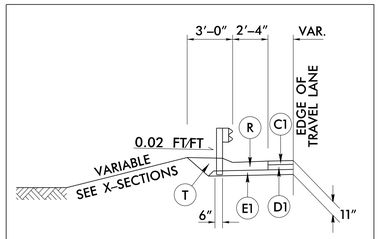


TYPICAL SECTION NO. 1

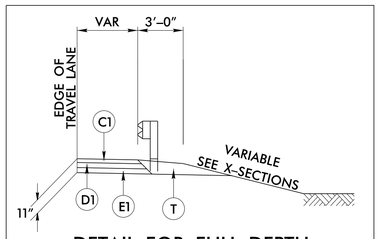
USE TYPICAL SECTION NO. 1:

–L– STA 14+00.00 TO 15+77.84 (BEGIN BRIDGE)
–L– STA 16+50.16 (END BRIDGE) TO 18+00.00

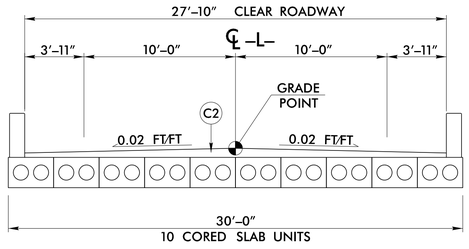


DETAIL FOR
SHOULDER BERM GUTTER IN
CONJUNCTION WITH GUARDRAIL

–L– STA 16+57.27 TO 16+76.00 RT
–L– STA 16+64.73 TO 16+83.00 LT



DETAIL FOR FULL DEPTH
PAVED SHOULDER IN
CONJUNCTION WITH GUARDRAIL



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2:

–L– STA 15+77.84 (BEGIN BRIDGE) TO 16+50.16 (END BRIDGE)

NOTE: SEE STRUCTURE PLANS FOR PAVEMENT DEPTHS ON STRUCTURE

FINAL PAVEMENT SCHEDULE	
C1	PROP. APPROX. 3″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, 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 1½″ IN DEPTH.
D1	PROP. APPROX. 4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	PROP. APPROX. 4″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
R	SHOULDER BERM GUTTER.
T	EARTH MATERIAL.

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

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PROJECT REFERENCE NO.	SHEET NO.
DF16905.2091011 - VANCE 23	2C-1
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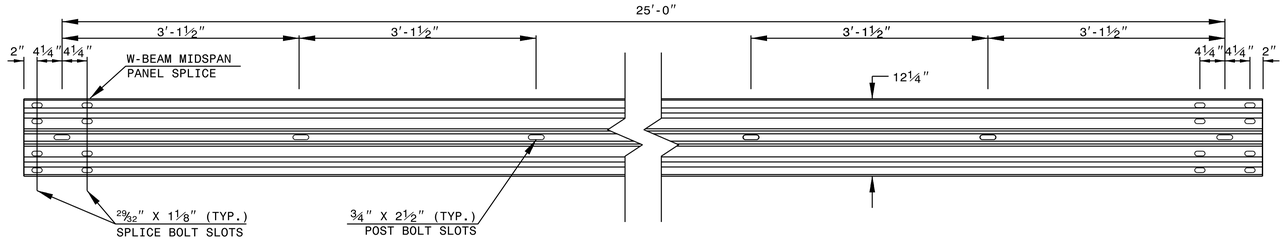
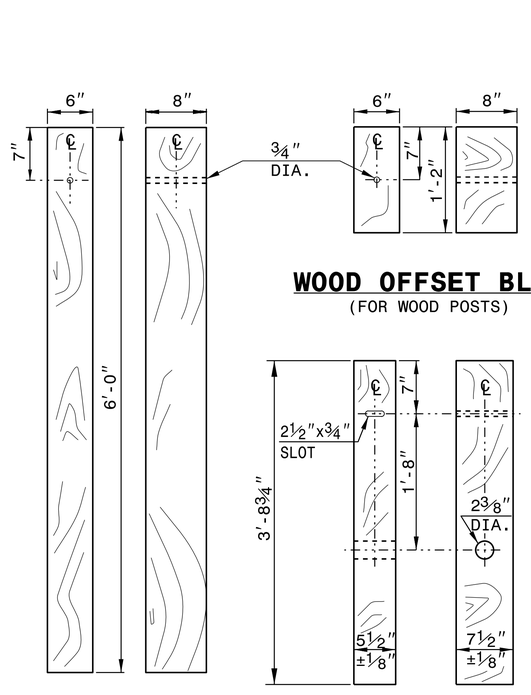
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02



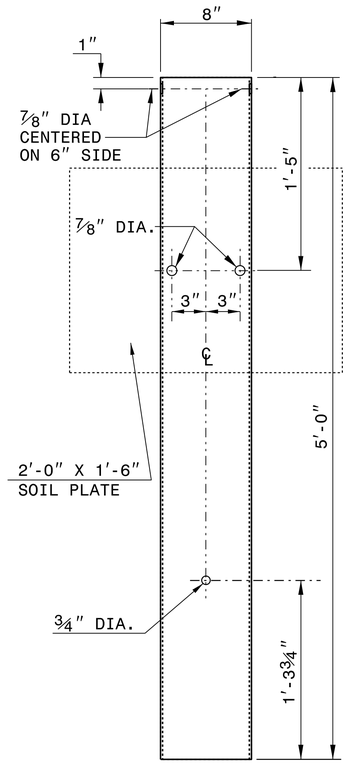
STANDARD W-BEAM GUARDRAIL



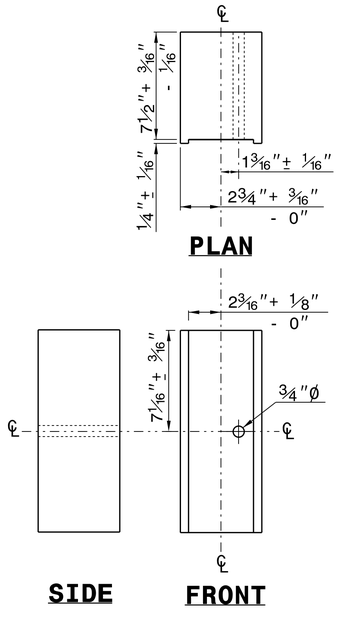
STANDARD LINE POST

WOOD OFFSET BLOCK
(FOR WOOD POSTS)

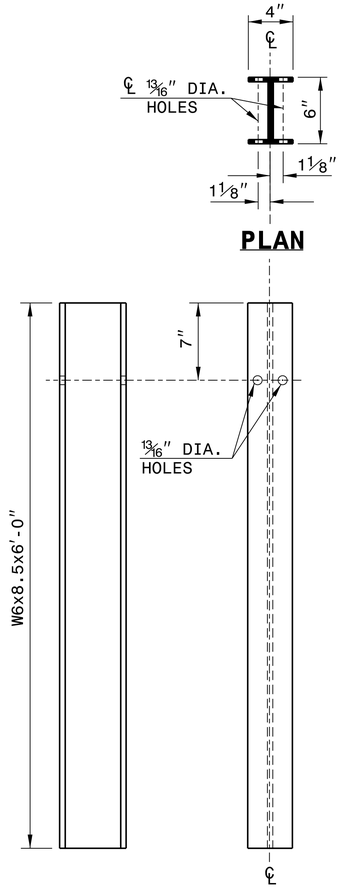
SHORT WOOD BREAKAWAY POST



STEEL TUBE
TS 6"x8"x0.1875"



ROUTED OFFSET BLOCK



"W6" STEEL POST

SYSTEM PARTS

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

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02

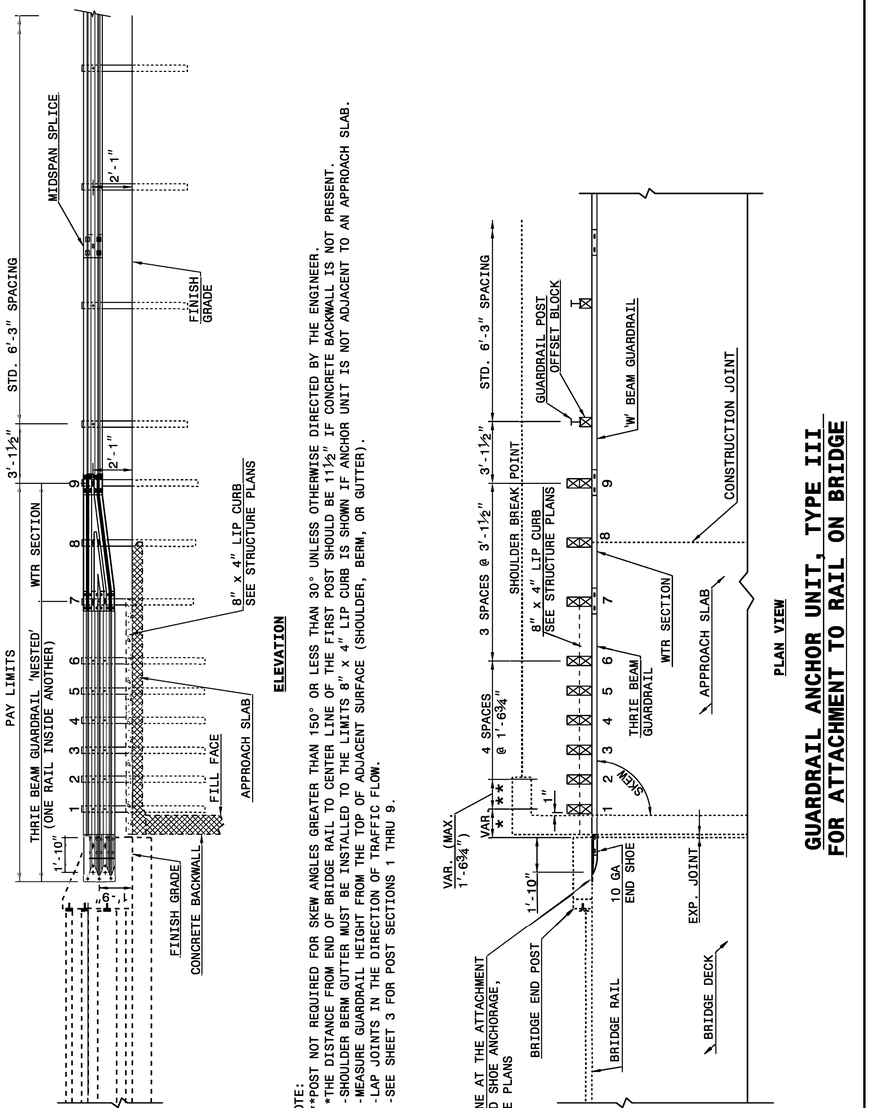
NORTH CAROLINA PROFESSIONAL SEAL 022071 ENGINEER CONSTRUCTION DIVISION

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

SEE TITLE BLOCK

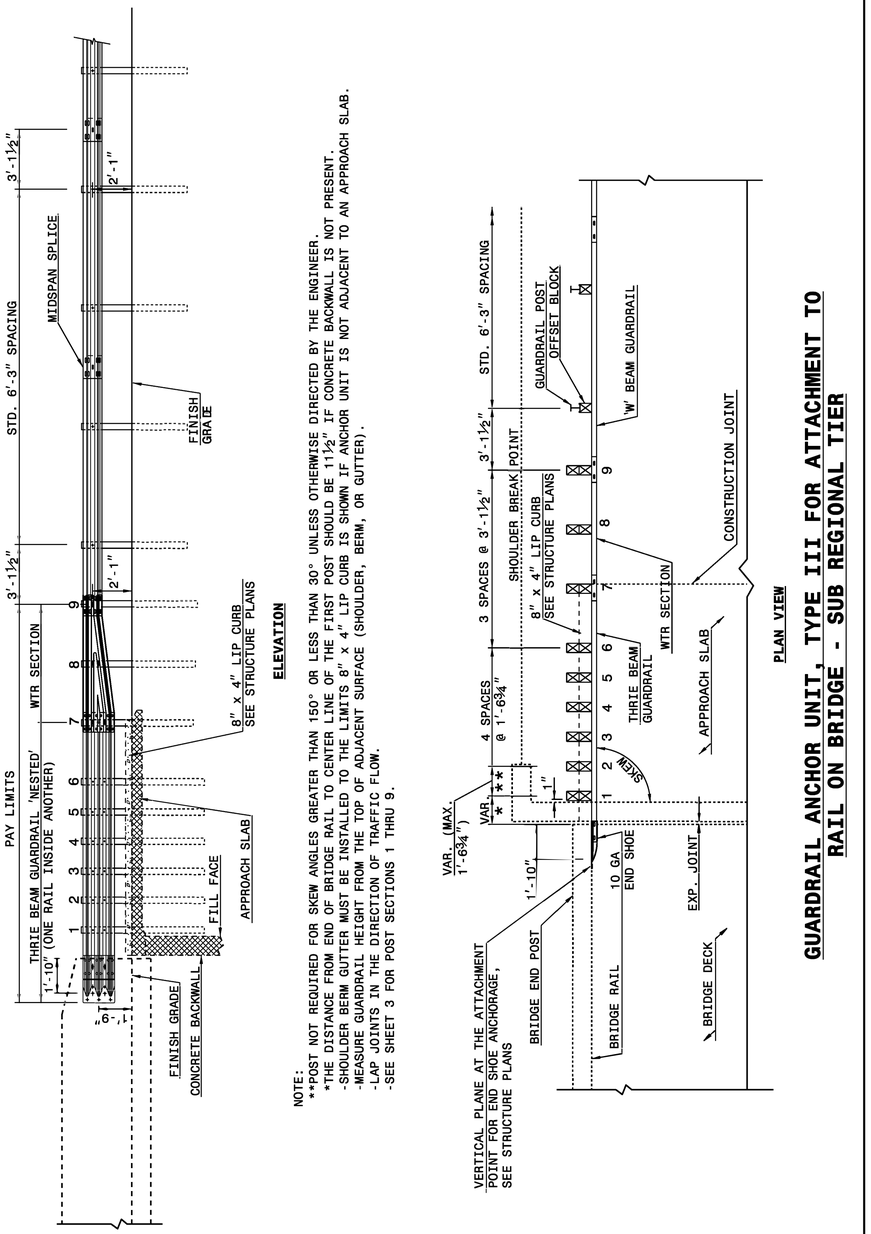
ORIGINAL BY: J.HOWERTON DATE: 3-7-2018
MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE SPEC.: _____

PROJECT REFERENCE NO.	SHEET NO.
DF16905.2091011 - VANCE 23	2C-2



NOTE:
**POST NOT REQUIRED FOR SKEW ANGLES GREATER THAN 150° OR LESS THAN 30° UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
*THE DISTANCE FROM END OF BRIDGE RAIL TO CENTER LINE OF THE FIRST POST SHOULD BE 11½" IF CONCRETE BACKWALL IS NOT PRESENT.
-SHOULDER BERM GUTTER MUST BE INSTALLED TO THE LIMITS 8" x 4" LIP CURB IS SHOWN IF ANCHOR UNIT IS NOT ADJACENT TO AN APPROACH SLAB.
-MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER).
-LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW.
-SEE SHEET 3 FOR POST SECTIONS 1 THRU 9.

GUARDRAIL ANCHOR UNIT, TYPE III
FOR ATTACHMENT TO RAIL ON BRIDGE



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-MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER).
-LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW.
-SEE SHEET 3 FOR POST SECTIONS 1 THRU 9.

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

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022071 RICHARD HILTON DAVENPORT

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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.: _____

PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	3B–1

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

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350			REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	AT–1	GREU TL–3	TYPE III						NO.	PERMITTED G	PERMITTED NG	
–L–	14+92.86	15+74.11	RT	81.25′			15+74.11 (BRIDGE)		4′	7′						1	1									
–L–	15+00.32	15+81.57	LT	81.25′				15+81.57 (BRIDGE)	4′	7′						1	1									
–L–	16+46.43	17+27.68	RT	81.25′				16+46.43 (BRIDGE)	4′	7′						1	1									
–L–	16+53.89	17+35.14	LT	81.25′			16+53.89 (BRIDGE)		4′	7′						1	1									
		SUBTOTAL		325.00′																						
		LESS ANCHOR DEDUCTIONS																								
		GREU TL–3 4 x 50.00′ =		–200.00′																						
		TYPE III 4 x 18.75′ =		–75.00′																						
		TOTAL		50.00′												4	4									5 ADDITIONAL GUARDRAIL POSTS

SUMMARY OF EARTHWORK
IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT+%	BORROW	WASTE
–L– 14+00.00 TO 15+77.84 (BEGIN BRIDGE)	25		38	13	
–L– 16+50.16 (END BRIDGE) TO 18+00.00	25		11		14
SUBTOTAL	50		49	13	14
WASTE IN LIEU OF BORROW				–13	–13
PROJECT TOTAL	50			0	1
5% TO REPLACE BORROW				0	
GRAND TOTAL	50			0	1
SAY	60			0	

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	SQUARE YARDS
–L–	14+00	15+95	CL	419.75
–L–	16+33	18+00	CL	386.37
			TOTAL:	806.12
			SAY:	850

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	LENGTH
–L–	16+57.27	16+83.00	LT	25.73′
–L–	16+64.73	16+76.00	RT	11.27′
			TOTAL:	37.00′
			SAY:	40′

NOTE: Approximate quantities only. Unclassified Excavation, Fine Grading, Clearing and Grubbing and Removal of Existing Asphalt Pavement will be paid for at the contract Lump Sum price for "Grading".

PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	3D–1

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

STATION	LOCATION (LT,RT, OR CL)	STRUCTURE NO. FROM	STRUCTURE NO. TO	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	SLOPE CRITICAL	DRAINAGE PIPE (RCP, CSP, CAAP, HDPE, or PVC) SIZE	12"	15"	18"	24"	30"	36"	42"	48"	DO NOT USE RCP	DO NOT USE PVC	DO NOT USE CAAP	DO NOT USE HDPE
								THICKNESS OR GAUGE													
16+72	RT	401	402		345.60	345.50															
16+72	RT	401		348.35																	
16+79	LT	402	403		345.50	343.0				20'											
16+79	LT	402		348.30																	
TOTAL										20'											

C.S. PIPE	12"	15"	18"	24"	36"	42"	48"
	.064	.064	.064	.064	.079	.109	.109

R.C. PIPE (CLASS III)	15"	18"	24"	30"	36"	42"	48"

R.C. PIPE (CLASS IV)	12"	15"	18"	24"	30"	36"	42"	48"
		24'						
		20'						
		40'						

24" R. C. PIPE (CLASS V)	*** R. C. PIPE CULVERTS, CONTRACTOR DESIGN PIPE	*** R. C. PIPE CULVERTS, CONTRACTOR DESIGN PIPE	15" SIDE DRAIN PIPE	18" 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. 5.0' THRU 10.0' A	10.0' AND ABOVE B	C.B. STD. 840.01 OR STD. 840.02
1			
1			
2			

FRAME, GRATES AND HOOD STANDARD 840.03 TYPE OF GRATE E	F	G

CONCRETE TRANSITIONAL SECTION CATCH BASIN	DROP INLET

D.I. STD. 840.14 OR STD. 840.15	D.I. FRAME & GRATE STD. 840.16	G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.24	G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.29	T.B.D.I. STD. 840.35	15" DRAINAGE PIPE ELBOWS	CONC. COLLARS CL. "B" C.Y. STD 840.72	CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71	PIPE REMOVAL LIN.FT.	REMARKS
			1	1					
			1	1	2@15"				
			2	2	2@15"				

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

NOTE: Invert Elevations are for Bid Purposes only and shall not be used for project construction stakeout.
See "Standard Specifications For Roads and Structures, Section 300–5".

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6/30/2022 7:00:01 AM

COMPUTED BY: _KRB_ DATE: 6/15/2022
CHECKED BY: _____ DATE: _____

(12-17-19)

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT NO.	SHEET NO.
DF16905.2091911	3G-1

SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION

LINE	Station	Station	Aggregate Type* ASU(1/2)/ AST	Aggregate Thickness INCHES [8" for ASU(2)]	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Soil Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
CONTINGENCY				12	25	50	75		
			TOTAL CY/TONS/SY:		25	50**	75**	0	0

*ASU(1/2) = Aggregate Subgrade (Type 1 or 2)
*AST = Aggregate Stabilization
**Total tons of "Class IV Subgrade Stabilization" and total square yards of "Geotextile for Soil Stabilization" are only the estimated quantities for ASU(1/2)/AST and may only represent a portion of the subgrade stabilization and geotextile quantities shown in the Item Sheets of the Proposal.

PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	4

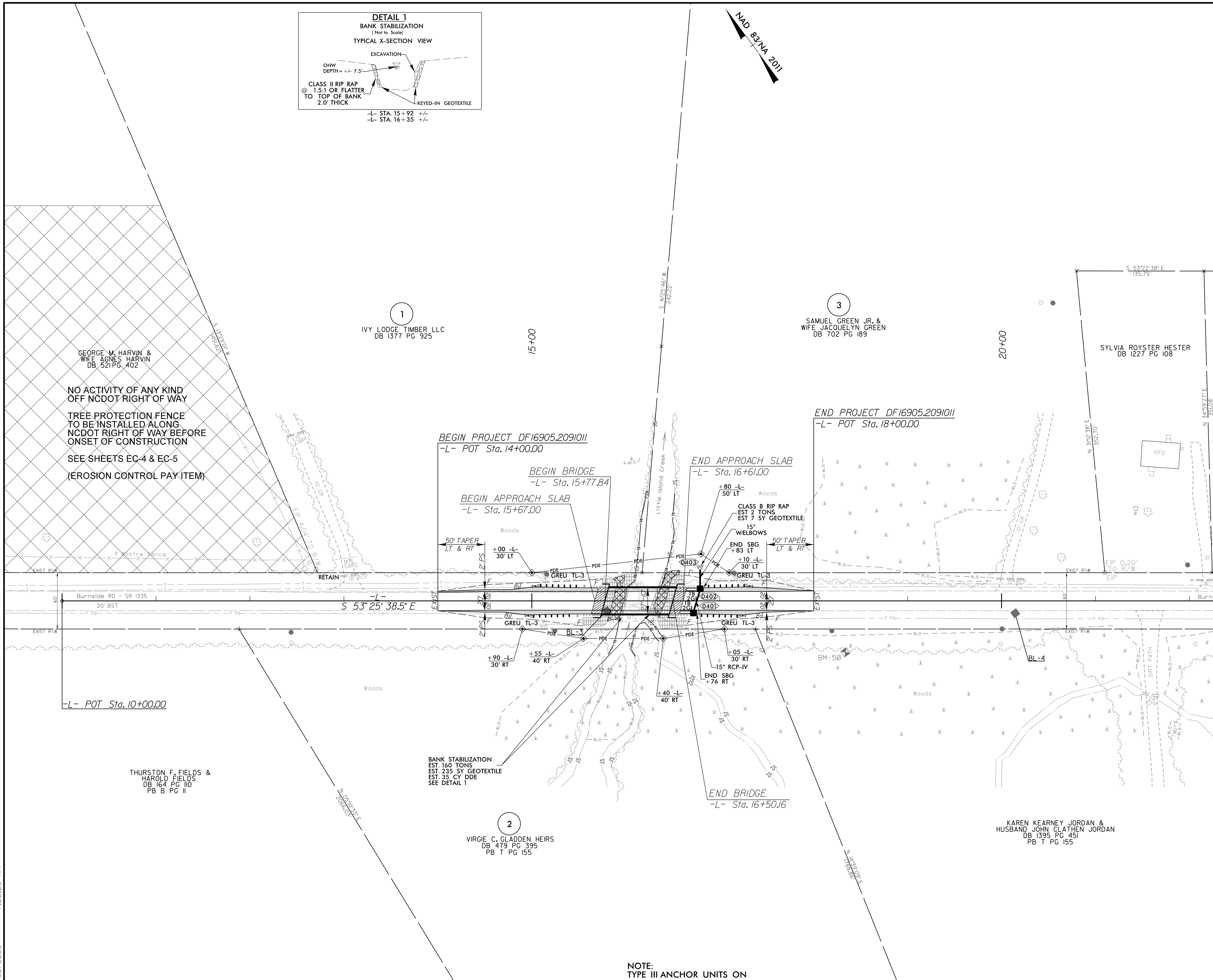
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 21102 JAMES TIMOTHY JORDAN	NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 20147 FRANK F. FLEMING
MOTT MACDONALD I& E, LLC LICENSE NO. F-0669	VHB ENGINEERING LICENSE NO. C-3705

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Office of:

MOTT MACDONALD 7621 Purfoy Road, Suite 115 Fuquay-Varina, NC 27526 www.mottmac.com

VHB Engineering NC, P.C. (C-3705) 940 Main Campus Drive, Suite 500 Raleigh, NC 27606



DETAIL 1
BANK STABILIZATION
(Not to Scale)
TYPICAL X-SECTION VIEW
EXCAVATION
OHW DEPTH = +/- 7.5'
CLASS II RIP RAP @ 1.5:1 OR FLATTER TO TOP OF BANK 2.0' THICK
KEYED-IN GEOTEXTILE
-L- STA. 15+92 +/-
-L- STA. 16+35 +/-
NAD 83/NA 2011
1
IVY LODGE TIMBER LLC
DB 1377 PG 925
GEORGE M. HARVIN &
WIFE AGNES HARVIN
DB 521 PG 402
NO ACTIVITY OF ANY KIND
OFF NCDOT RIGHT OF WAY
TREE PROTECTION FENCE
TO BE INSTALLED ALONG
NCDOT RIGHT OF WAY BEFORE
ONSET OF CONSTRUCTION
SEE SHEETS EC-4 & EC-5
(EROSION CONTROL PAY ITEM)
15+00
20+00
3
SAMUEL GREEN JR. &
WIFE JACQUELYN GREEN
DB 702 PG 189
SYLVIA ROYSTER HESTER
DB 1227 PG 108
JAMES C. OVERBY &
WIFE REGINA OVERBY
DB 698 PG 133
ANNIE EATON
HEIRS
DB 60 PG 232
PB T PG 260
S 53°22'38" E
135.75'
S 53°22'38" E
135.26'
BEGIN PROJECT DF16905.2091011
-L- POT Sta. 14+00.00
BEGIN BRIDGE
-L- Sta. 15+77.84
BEGIN APPROACH SLAB
-L- Sta. 15+67.00
END APPROACH SLAB
-L- Sta. 16+61.00
END PROJECT DF16905.2091011
-L- POT Sta. 18+00.00
Little Island Creek
+80 -L-
50' LT
CLASS B RIP RAP
EST 2 TONS
EST 7 SY GEOTEXTILE
15"
W/ELBOWS
END SBG
+83 LT
+10 -L-
30' LT
50' TAPER
LT & RT
+00 -L-
30' LT
GREU TL-3
RETAIN
Burnside RD - SR 1335
20' BST
-L-
S 53° 25' 38.5" E
EXIST
EXIST R/W
Woods
ISFD
MTL SHED
EIP 0.20' TO R/W
EIP 0.63' TO R/W
BM-50
BL-3
BL-4
+90 -L-
30' RT
+55 -L-
40' RT
+40 -L-
40' RT
+05 -L-
30' RT
15" RCP-IV
END SBG
+76 RT
-L- POT Sta. 10+00.00
-L- POT Sta. 24+00.00
BANK STABILIZATION
EST. 160 TONS
EST. 235 SY GEOTEXTILE
EST. 35 CY DDE
SEE DETAIL 1
END BRIDGE
-L- Sta. 16+50.16
THURSTON F. FIELDS &
HAROLD FIELDS
DB 164 PG 110
PB B PG 11
2
VIRGIE C. GLADDEN HEIRS
DB 479 PG 395
PB T PG 155
KAREN KEARNEY JORDAN &
HUSBAND JOHN CLATHEN JORDAN
DB 1395 PG 451
PB T PG 155
BRIAN JOSEPH BOYD &
WIFE AMY RHODES BOYD
DB 1388 PG 570
PB T PG 12

NOTE:
TYPE III ANCHOR UNITS ON
ALL FOUR BRIDGE CORNERS

FOR -L- PROFILE SEE SHEET 5

JOR66165
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6/30/2022 7:00:06 AM

PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	5

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 21102 ENGINEER JAMES TIMOTHY JORDAN

MOTT MACDONALD I & E, LLC
LICENSE NO. F-0669

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 20147 ENGINEER FRANK F. FLEMING

VHB ENGINEERING
LICENSE NO. C-3705

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Office of:

MOTT MACDONALD
7621 Purfoy Road, Suite 115
Fuquay-Varina, NC 27526
www.mottmac.com/americas

vhb
VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

VERTICAL SCALE 5′ 0 5′ 10′

HORIZONTAL SCALE 25′ 0 25′ 50′

-L-

BEGIN GRADE
STA. 14+00.00
EL = 351.18′

PI = 14+75.00
EL = 350.02′
VC = 100′
K = 120

PI = 17+25.00
EL = 348.24′
VC = 150′
K = 521

END GRADE
STA. 18+00.00
EL = 347.49′

(-)1.5467%

(-)0.7120%

(-)1.0000%

1.5:1

1.5:1

BANK STABILIZATION W/CLASS II RIP RAP

NORMAL WS
ELEV. = 339.4′
DATE: 10-07-2021

BANK STABILIZATION W/CLASS II RIP RAP

BM #51 ELEVATION = 363.10′
BENCH TIE IN 14 INCH POPLAR TREE CLUSTER
NOT ON CHAIN -L-
(SEE SHEET RW-1)

BM #50 ELEVATION = 344.41′
BENCH TIE IN 22 INCH OAK
CHAIN -L- 18+33.81 (54.77′ RT)
(SEE SHEET RW-1)

360 350 340 330 320 310 300 290 280 270 260

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 1100	CFS
DESIGN FREQUENCY	= 25	YR
DESIGN HW ELEVATION	= 343.5	FT
BASE DISCHARGE	= 1600	CFS
BASE FREQUENCY	= 100	YR
BASE HW ELEVATION	= 344.3	FT
OVERTOPPING DISCHARGE	= 3000	CFS
OVERTOPPING FREQUENCY	= -500	YR
OVERTOPPING ELEVATION	= 347.1	FT
DATE OF SURVEY	= 10/07/2021	
W.S.ELEVATION AT DATE OF SURVEY	= 339.4	FT

FOR -L- PLAN SEE SHEET 4

6/30/2022 7:00:10 AM
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JDR66165

03/30/22

TIP PROJECT: DF16905.2091011

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	DF16905.2091011	RW01	03

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

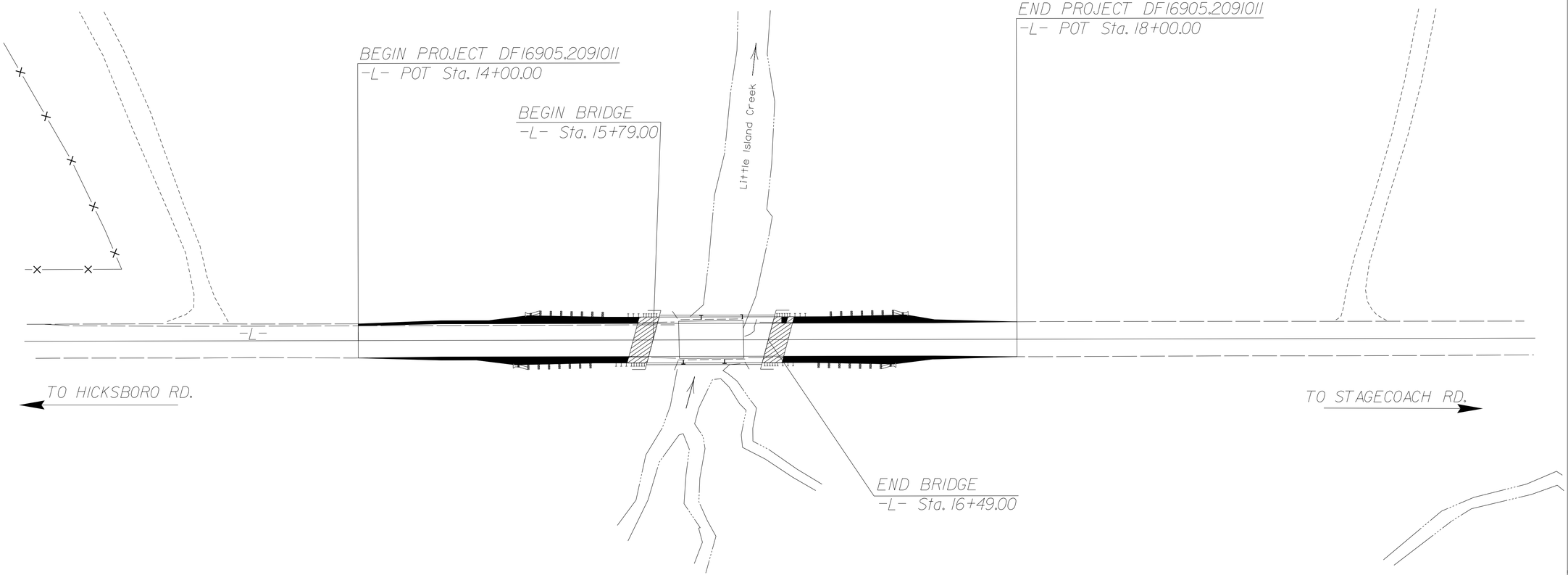
SURVEY CONTROL, EXISTING CENTERLINES, RIGHT OF WAY, EASEMENTS AND PROPERTY TIES

VANCE COUNTY

NAD 83/NA 2011

15+00

20+00



GRAPHIC SCALE

50 25 0 50 100

PLANS

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCGS FOR MONUMENT "900023-2" WITH NAD 83/NSRS 2011 STATE PLANE GRID COORDINATES OF NORTHING: 974,777.576(ft) EASTING: 2,158,511.201(ft) ELEVATION: 362.940(ft) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99992925 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "900023-2" TO -L- STATION 10+00 IS S 48^53'01.78" E 197.07(ft) ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

Prepared In the Office of:

LOCATION & SURVEYS DIVISION 5
3301 JONES SAUSAGE RD.
GARNER, NC 27529
984-920-8940

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:	*LETTING DATE:*
N/A	*N/A*

PROFESSIONAL LAND SURVEYOR

NORTH CAROLINA PROFESSIONAL SEAL L-4363 LAND SURVEYOR MICHAEL R. JACKSON

DocuSigned by: 1AB76771075146 7...

07/19/2022

SIGNATURE: *Date:*

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

3/30/22

REVISIONS

PROPOSED ALIGNMENT CONTROL SHEET AND RIGHT OF WAY CONTROL SHEET

PROJECT REFERENCE NO.	SHEET NO.
DF16905.2091011	RW02D-1

Location and Surveys

LOCATION & SURVEYS DIVISION 5
3301 JONES SAUSAGE RD.
GARNER, NC 27529
984-920-8940

PROJECT SURVEYOR

NORTH CAROLINA PROFESSIONAL SEAL L-4363 LAND SURVEYOR MICHAEL R. JACKSON

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

I, Michael R. Jackson, PLS, certify that the data compiled came from available surveys/mapping performed by others and provided to me by NCDOT and do not certify to the accuracy or quality of the individual data sources.

This 19th day of July, 2022.

DocuSigned by:
1AB767710751467...

Professional Land Surveyor L-4363

L

TYPE	STATION	NORTH	EAST
POT	10+00.00	974647.9999	2158659.6608
POT	24+00.00	973813.8218	2159784.0037

ROW MARKER PERMANENT EASEMENT-E

ALIGN	STATION	OFFSET	NORTH	EAST
L	14+90.00	30.00	974331.9445	2159035.3056
L	15+00.00	-30.00	974374.1722	2159079.0871
L	15+55.00	40.00	974285.1838	2159081.5488
L	16+40.00	40.00	974234.5373	2159149.8125
L	16+80.00	-50.00	974282.9828	2159235.5623
L	17+05.00	30.00	974203.8386	2159207.9725
L	17+10.00	-30.00	974249.0455	2159247.7385

NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.

2. THE PROPOSED ALIGNMENT CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

6/2/99

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
DF16905.2091011	RW04

Location and Surveys

LOCATION & SURVEYS
DIVISION 5
3301 JONES SAUSAGE RD.
GARNER, NC 27529
984-920-8940

PROJECT SURVEYOR

NORTH CAROLINA PROFESSIONAL SEAL L-4363 LAND SURVEYOR MICHAEL R. JACKSON

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

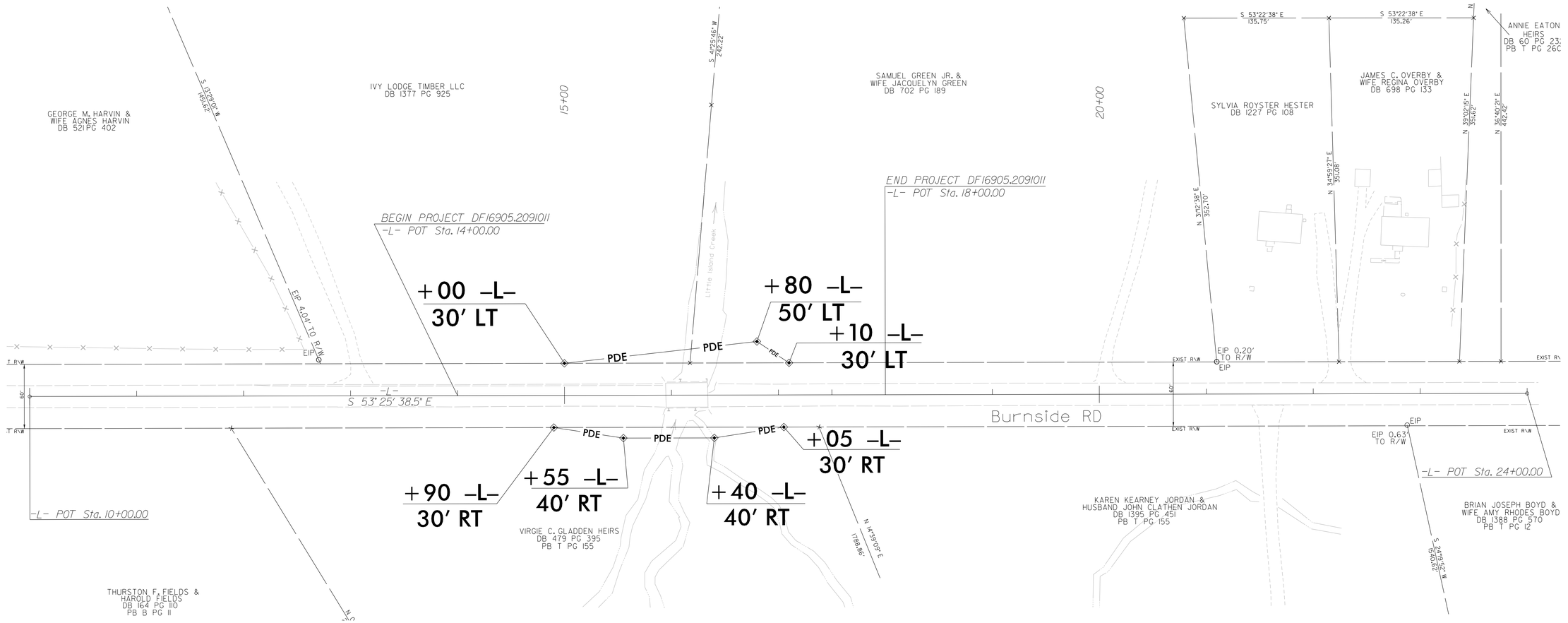
NAD 83/NA 2011

I Michael R. Jackson, PLS, certify that the right of way and permanent easement monumentation for this project shown herein was completed under my direct and responsible charge from an actual survey made under my supervision; that all horizontal closures had a minimum ratio of precision of 1:10,000 (Class A). Field work was performed from March, 2022 to March, 2022, and all coordinates are based on NAD83/2011; That this survey was performed to meet the requirements of 21NCAC 56.1600 as applicable.

This 19th day of July, 2022.

DocuSigned by:
1AB767710751467...

Professional Land Surveyor L-4363



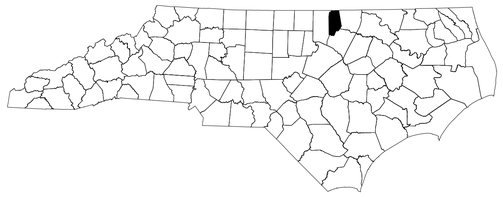
NOTES:

1. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.
2. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
3. RIGHT OF WAY MONUMENTATION ESTABLISHED March, 2022 TO March, 2022 .

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

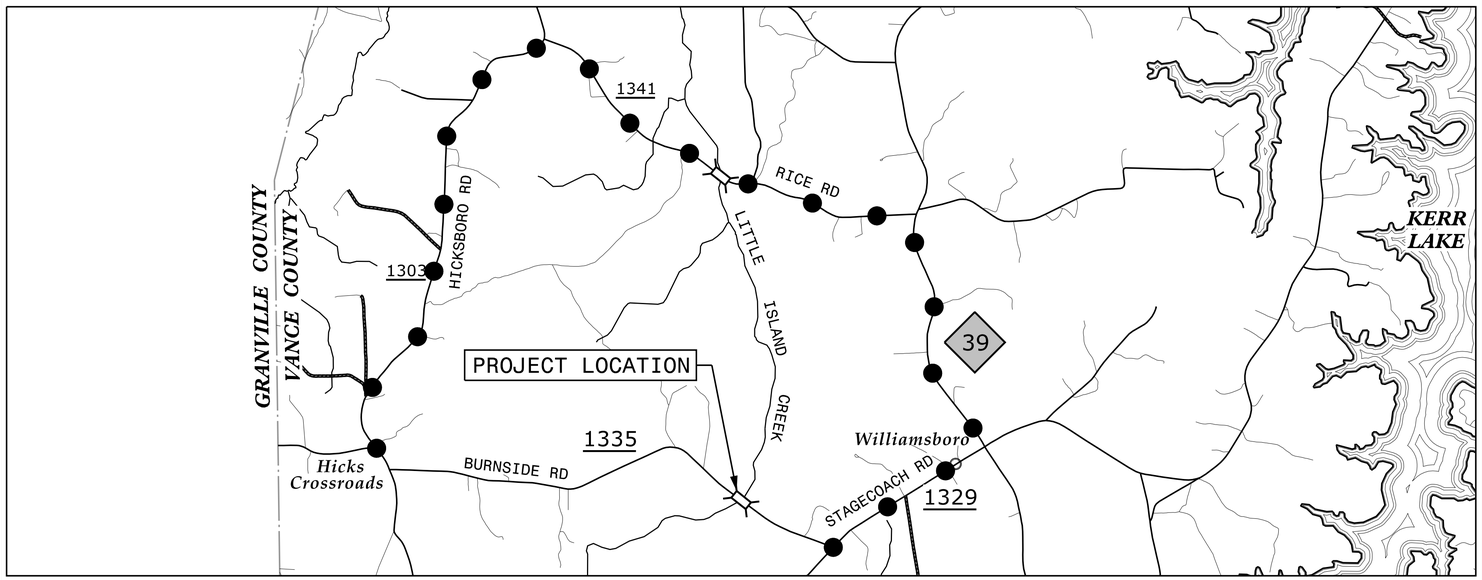
TRANSPORTATION MANAGEMENT PLAN

VANCE COUNTY



LOCATION: ***BRIDGE NO. 23 OVER LITTLE ISLAND CREEK ON SR 1335 (BURNSIDE ROAD)***

TYPE OF WORK: ***GRADING, PAVING, DRAINAGE AND STRUCTURE***



WORK ZONE SAFETY & MOBILITY
"from the MOUNTAINS to the COAST"

PLANS PREPARED BY:

MIKE RZEPKA, P.E.
TRAFFIC CONTROL PROJECT ENGINEER

CHRIS HARNDEN
TRAFFIC CONTROL DESIGN ENGINEER

NCDOT CONTACTS:

PROJECT ENGINEER

PROJECT DESIGN ENGINEER

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

INDEX OF SHEETS

PLAN PREPARED BY:

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: _____

DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

SHEET NO.
TMP-1

DF16905.2091011

PROJECT:

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
USER: CHARNDEN DATE: 6/29/2022 TIME: 11:51:53 AM
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PROJ. REFERENCE NO.	SHEET NO.
DF16905.2091011	TMP-1A

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.03	TEMPORARY ROAD CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1145.01	BARRICADES

LEGEND

GENERAL

NORTH ARROW

WORK AREA

TRAFFIC CONTROL DEVICES

BARRICADE (TYPE III)

TEMPORARY SIGNING

STATIONARY SIGN

APPROVED: _____

DATE: _____

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RIZZUTO

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

ROADWAY STANDARD DRAWINGS & LEGEND

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: CHARNDEN
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PENTABLE: NCDOT_tcp.tbl
DATE: 6/29/2022
TIME: 11:52:01 AM

PROJ. REFERENCE NO.	SHEET NO.
DF16905.2091011	TMP-1B

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

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.

TRAFFIC PATTERN ALTERATIONS

A) NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

B) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS TRAFFIC CONTROL PLANS.

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

C) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

TRAFFIC CONTROL DEVICES

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

LOCAL NOTES

1) MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES BETWEEN THE CLOSURE POINTS AT ALL TIMES DURING CONSTRUCTION.

MANAGEMENT STRATEGIES

THE FOLLOWING LISTED WORK ZONE STRATEGIES ARE RECOMMENDED FOR INCLUSION WITHIN THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:

FULL ROADWAY CLOSURE
OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES

TRAFFIC / INCIDENT MANAGEMENT & SPEED ENFORCEMENT STRATEGIES:

LOCAL DETOUR ROUTES

CONTRACTING & INNOVATIVE CONTRUCTION STRATEGIES:

INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

PHASING

STEP 1

USING TMP-3 AND RSD 1101.03, SHEET 1 OF 9, INSTALL ROAD CLOSURE AND DETOUR SIGNS, THEN CLOSE SR 1735 (BURNSIDE RD) AND DETOUR TRAFFIC (SEE LOCAL NOTE 1).

RECORD EXISTING PAVEMENT MARKING LOCATIONS WITHIN THE PROJECT LIMITS BEFORE PROCEEDING TO STEP 2.

STEP 2

REMOVE EXISTING BRIDGE.

STEP 3

CONSTRUCT PROPOSED STRUCTURE AND ROADWAY.

STEP 4

PLACE FINAL MARKINGS AND MARKERS (SEE FINAL PAVEMENT MARKING PLANS).

STEP 5

REMOVE ALL WORK ZONE TRAFFIC CONTROL SIGNS AND DEVICES AND OPEN SR 1735 (BURNSIDE RD) TO TRAFFIC.

APPROVED: _____

DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

TRANSPORTATION OPERATIONS PLAN AND PHASING

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PROJ. REFERENCE NO.	SHEET NO.
DF16905.2091011	TMP-2

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

SIGN NUMBER: SP-01
TYPE: STATIONARY
QUANTITY: SEE PLANS

SIGN WIDTH: 4′-0″
HEIGHT: 2′-0″
TOTAL AREA: 8.0 Sq.Ft.

BORDER TYPE: RECESSED
RECESS: 0.38″
WIDTH: 0.63″
RADII: 1.5″

NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

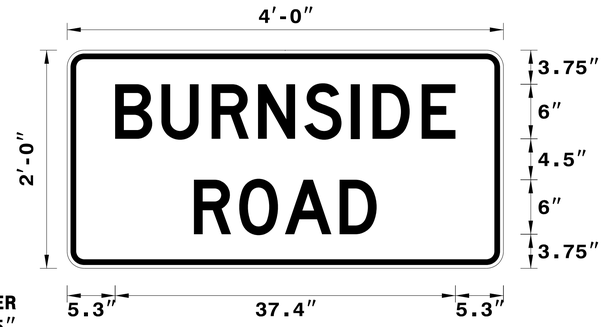
SYMBOL	X	Y	WID	HT

MAT′L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON CHECKED BY: R KING Apr 15, 2022
PROJECT ID: DF16905.2091011 DIV: 5



BORDER
R=1.5″
TH=0.63″
IN=0.38″

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

																									Series/Size Text Length
		B	U	R	N	S	I	D	E																D 2000
	5.3	5.1	5.5	5.1	5.1	5.1	2.4	5.4	3.7	5.3															37.4
		R	O	A	D																				D 2000
	14	5	5	6	4.1	13.9																			20.1

FILENAME: Detour_SignDesign

NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: _____

DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022959 ENGINEER RONALD W. KING

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SPECIAL SIGN DESIGN

REVISIONS

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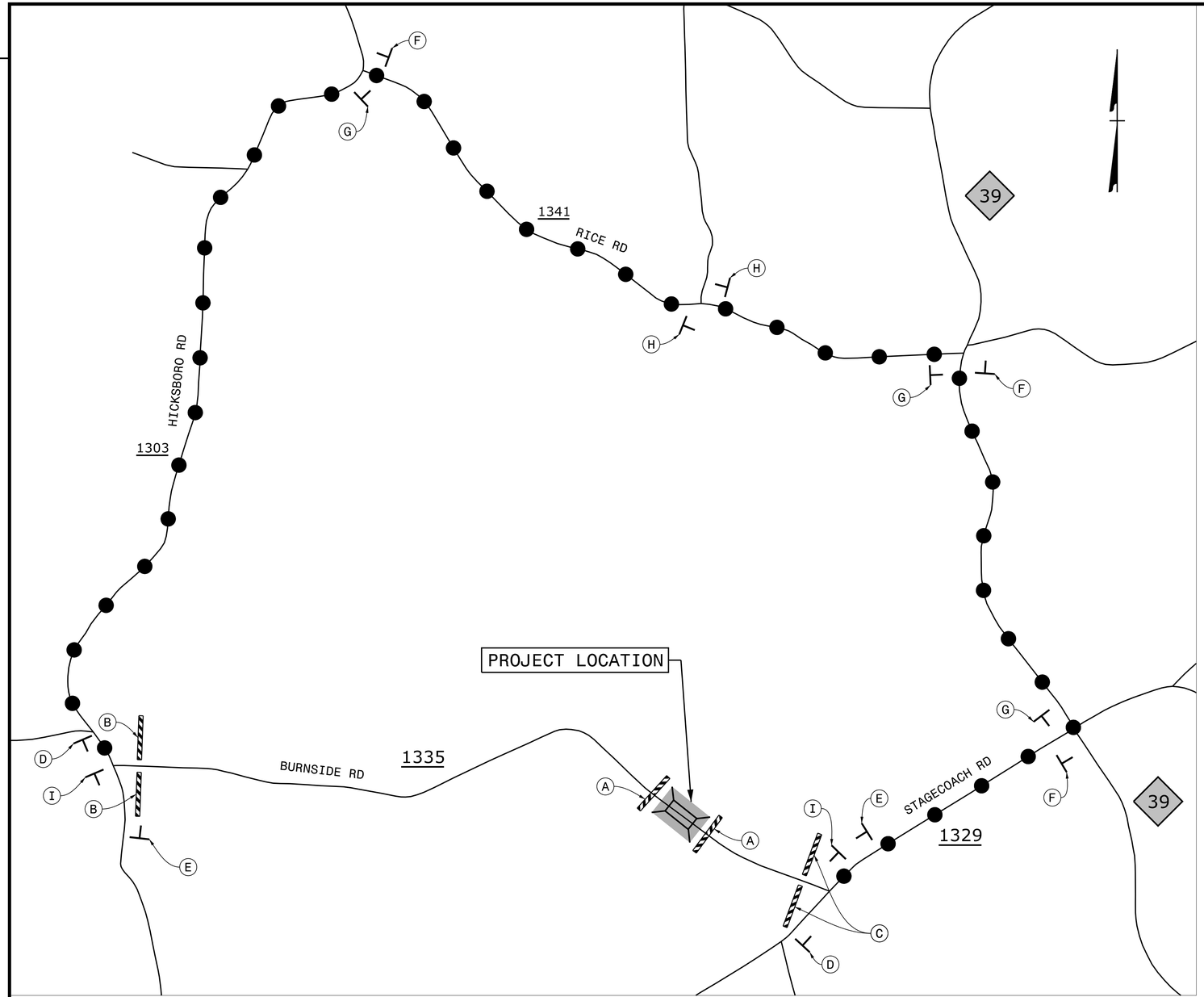
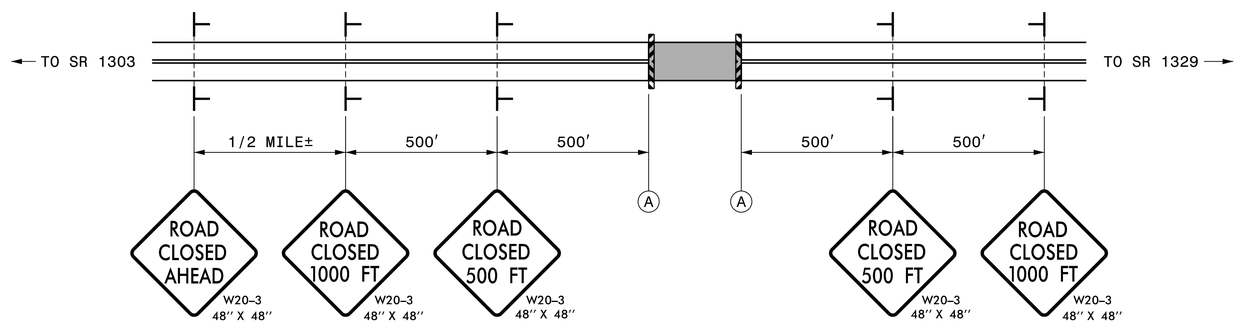
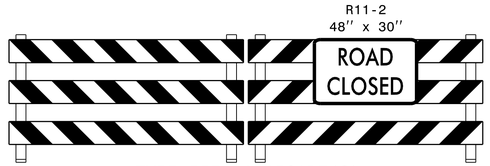
PROJ. REFERENCE NO.	SHEET NO.
DF16905.2091011	TMP-3

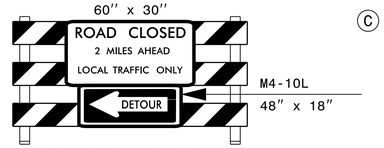
HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116



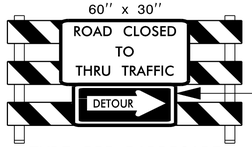


(A) R11-2 48″ x 30″


TYPE III BARRICADE(S)

(B) R11-3 60″ x 30″


M4-10L 48″ x 18″
TYPE III BARRICADE

(C) R11-4 60″ x 30″


M4-10R 48″ x 18″
TYPE III BARRICADE

NEXT LEFT SP-4L 42″ X 12″
(D)

NEXT RIGHT SP-4R 42″ X 12″
(E)

BURNSIDE ROAD SP-01 48″ X 24″
DETOUR M4-8 24″ X 12″
M6-1 L 21″ X 15″
(F)

BURNSIDE ROAD SP-01 48″ X 24″
DETOUR M4-8 24″ X 12″
M6-1 21″ X 15″
(G)

BURNSIDE ROAD SP-01 48″ X 24″
DETOUR M4-8 24″ X 12″
M6-3 21″ X 15″
(H)

BURNSIDE ROAD SP-01 48″ X 24″
END DETOUR M4-8 A 24″ X 18″
(I)

● ● ● = DETOUR ROUTE

NOTE: SEE TMP-2 FOR SPECIAL SIGN DESIGN SP-01.
SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL NOTES.

APPROVED: _____

DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

DETOUR ROUTE FOR BURNSIDE RD CLOSURE

REVISIONS

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PROJECT: DF16905.2091011

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TIP NO.	SHEET NO.
DF16905.2091011	PMP-1

APPROVED: _____

DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT MARKING PLAN

VANCE COUNTY

LOCATION: BRIDGE NO. 23 OVER LITTLE ISLAND CREEK ON SR 1335 (BURNSIDE ROAD)

INDEX

ROADWAY STANDARD DRAWING

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
(SEE PMP-1A FOR	REVISED RSD 1205.12)
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

GENERAL NOTES

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.

A) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME	MARKING	MARKER
SR 1335	THERMOPLASTIC	NONE

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

C) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS.

D) PASSING ZONES WILL BE DETERMINED IN THE FIELD AND MUST BE APPROVED BY THE ENGINEER.

PLAN SUBMITTED TO: N.C.D.O.T. SIGNING AND DELINEATION UNIT

_____ SIGNING & DELINEATION STANDARDS ENGINEER

_____ SIGNING & DELINEATION PROJECT DESIGN ENGINEER

STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION

PLAN PREPARED BY: HDR ENGINEERING, INC. OF THE CAROLINAS

MIKE RZEPKA, P.E. SIGNING & DELINEATION PROJECT DESIGN ENGINEER

CHRIS HARNDEN SIGNING & DELINEATION PROJECT DESIGN TECHNICIAN

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

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PAVEMENT MARKING SCHEDULE	
T1	THERMOPLASTIC 4″ WHITE EDGELINE (90 MIL)
T13	THERMOPLASTIC 4″ YELLOW DOUBLE CENTER (90 MIL)

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

TIP NO.	SHEET NO.
DF16905.2091011	PMP-2

APPROVED: _____

DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

15+00

JS

-L- STA. 14+00 +/-
BEGIN PROPOSED MARKINGS
TIE TO EXISTING

← EXTEND PROPOSED MARKINGS AS DIRECTED BY THE ENGINEER

-L-
SR 1335 (BURNSIDE RD)

T1 T13

-L- STA. 18+00 +/-
END PROPOSED MARKINGS
TIE TO EXISTING

EXTEND PROPOSED MARKINGS AS DIRECTED BY THE ENGINEER →

GRAPHIC SCALE
20 10 0 20 40
PLANS

PAVEMENT MARKING PLAN

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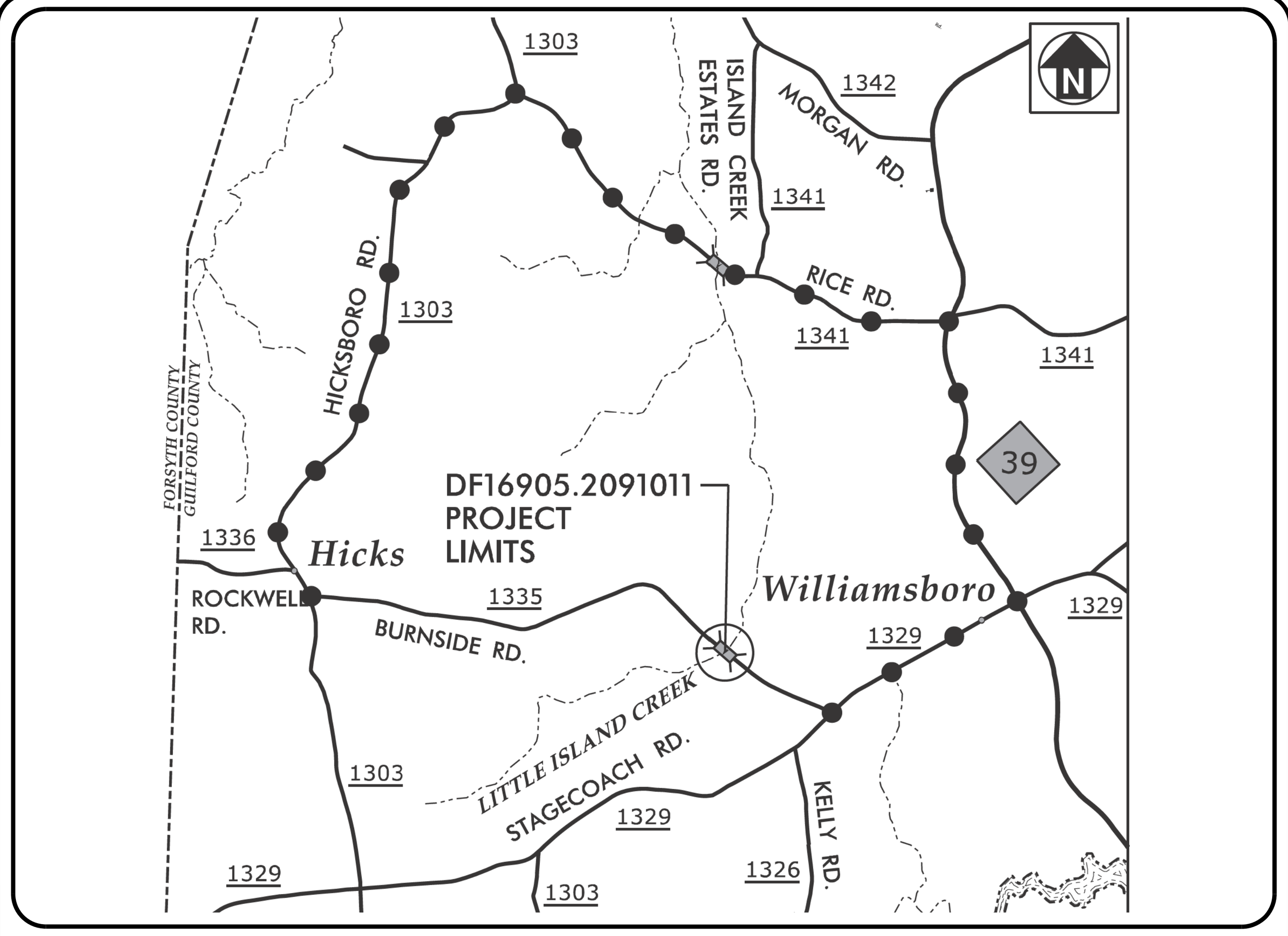
TIP PROJECT: DF16095.2091011

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	DF16095.2091011	EC-1	

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



VICINITY MAP
NOT TO SCALE

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

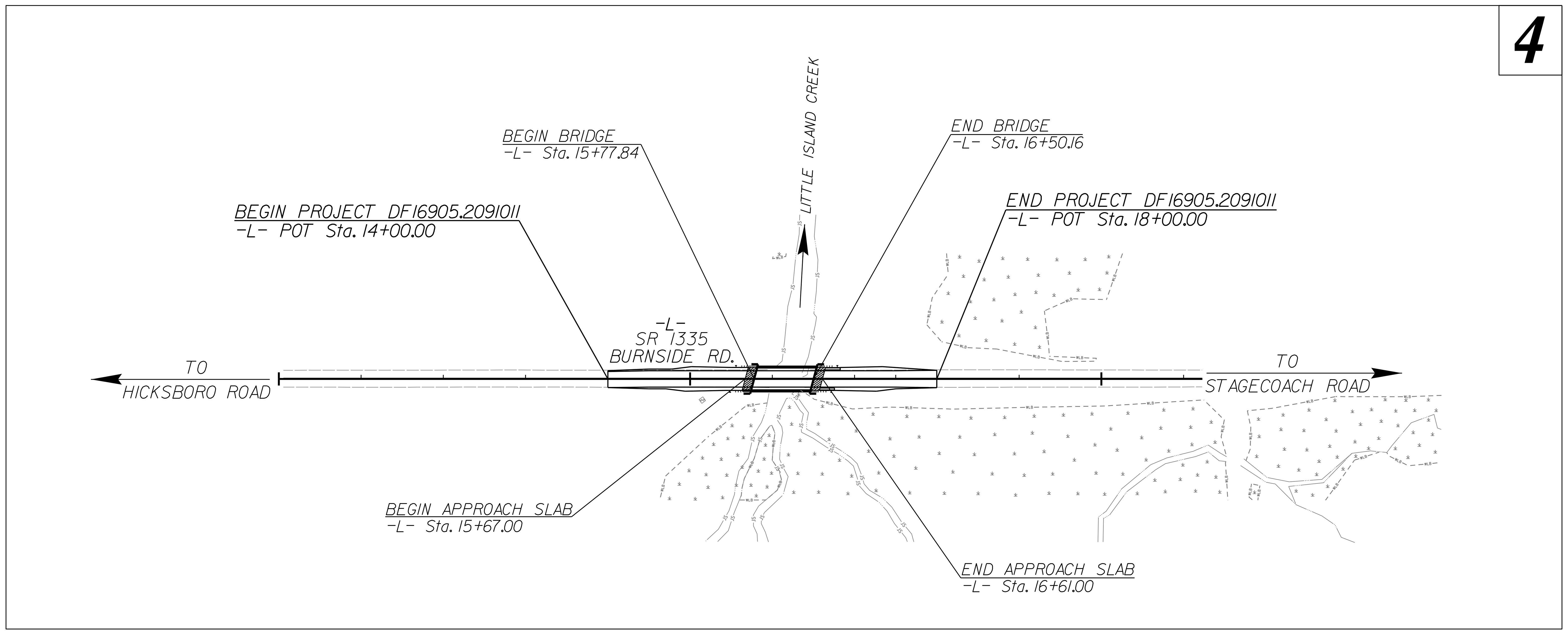
PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL

VANCE COUNTY

LOCATION: BRIDGE NO. 23 OVER LITTLE ISLAND CREEK ON SR 1335 (BURNSIDE ROAD)

TYPE OF WORK: GRADING, PAVING, DRAINAGE AND STRUCTURE

NAD 83/NA 2011



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	
1630.02	Silt Basin Type B	
1633.01	Temporary Rock Silt Check Type-A	
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	
1633.02	Temporary Rock Silt Check Type-B	
	Wattle / Coir Fiber Wattle	FW / CFW
	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	

THIS PROJECT CONTAINS EROSION CONTROL PLANS FOR CLEARING AND GRUBBING PHASE OF CONSTRUCTION.

GRAPHIC SCALE

50 25 0 50 100

PLANS

THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY WITH THE APPLICABLE REGULATIONS SET FORTH BY THE NCG-010000 GENERAL CONSTRUCTION PERMIT EFFECTIVE APRIL 1, 2019 AND ISSUED BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION OF WATER RESOURCES.

vhb

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

Prepared In the Office of:

vhb

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

Designed by:

NINA BLAHUT	4423
NAME	LEVEL III CERTIFICATION NO.

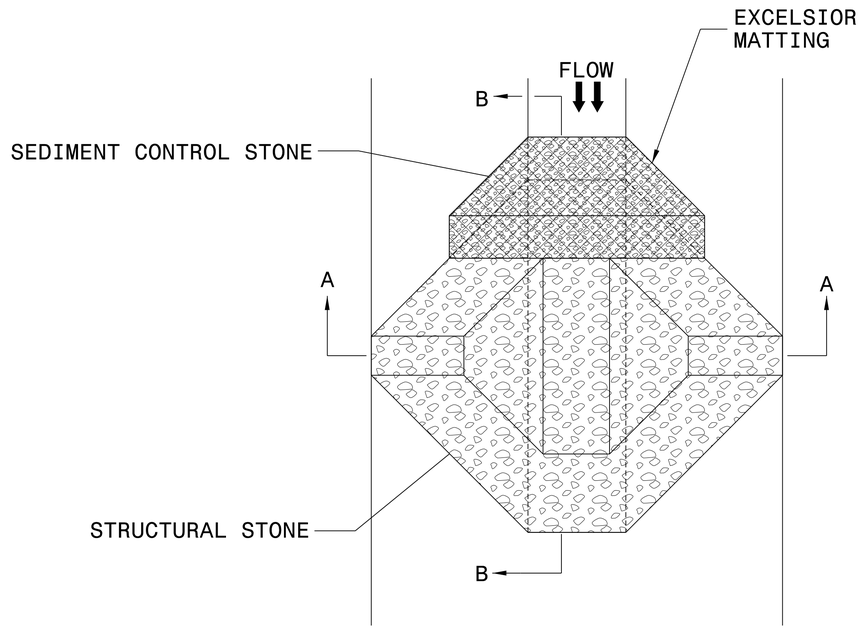
Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"– Roadway Design Unit – N. C. Department of Transportation – Raleigh, N. C., dated January 2018 and the latest revison thereto are applicable to this project and by reference hereby are considered a part of these plans.

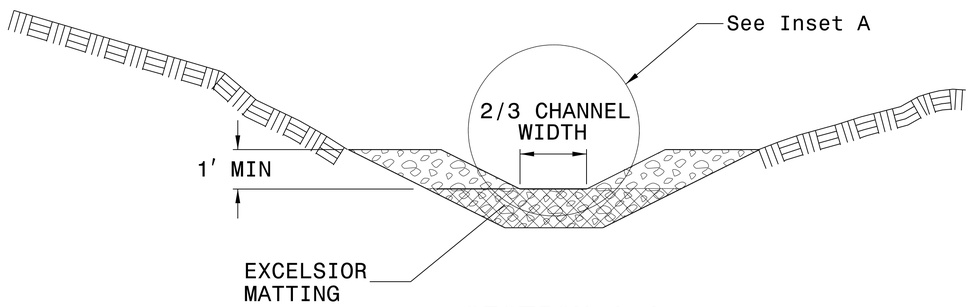
1604.01	Railroad Erosion Control Detail	1632.01	Rock Inlet Sediment Trap Type A
1605.01	Temporary Silt Fence	1632.02	Rock Inlet Sediment Trap Type B
1606.01	Special Sediment Control Fence	1632.03	Rock Inlet Sediment Trap Type C
1607.01	Gravel Construction Entrance	1633.01	Temporary Rock Silt Check Type 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		

PROJECT REFERENCE NO.	SHEET NO.
DF16095.209101I	EC-02
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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



PLAN



SECTION A-A

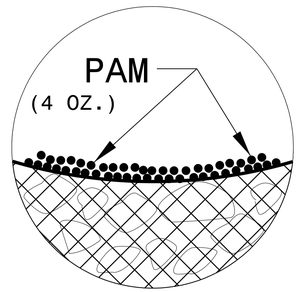
NOTES:

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

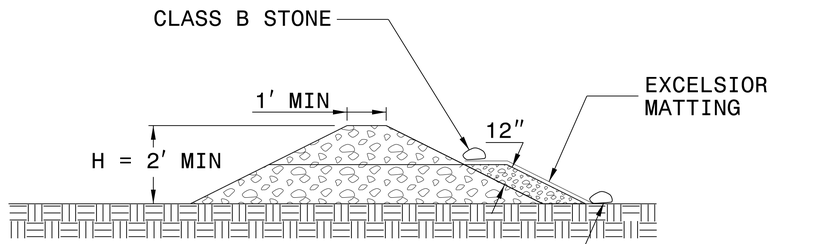
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

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 B-B

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DF16095.209101	EC-03
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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.

PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	EC-04/CONST. 04
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOTT MACDONALD I & E, LLC LICENSE NO. F-0669	VHB ENGINEERING LICENSE NO. C-3705

CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 4

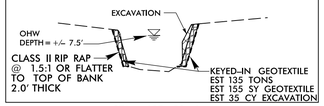
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Office of:
MOTT MACDONALD
7621 Parkay Road, Suite 115
Fuquay-Varina, NC 27526
www.mottmac.com

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

NAD 83/NA 2011

DETAIL 1
BANK STABILIZATION
(Not to Scale)
TYPICAL X-SECTION VIEW



STA. +/-15+92 -L-
STA. +/-16+35 -L-

1
IVY LODGE TIMBER LLC
DB 1377 PG 925

3
SAMUEL GREEN JR. &
WIFE JACQUELYN GREEN
DB 702 PG 189

GEORGE M. HARVIN &
WIFE AGNES HARVIN
DB 521 PG 102

ANNIE EATON
HEIRS
DB 60 PG 232
PB T PG 260

JAMES C. OVERBY &
WIFE REGINA OVERBY
DB 698 PG 133

SYLVIA ROYSTER HESTER
DB 1227 PG 108

NO ACTIVITY OF ANY KIND
OFF NCDOT RIGHT OF WAY

TREE PROTECTION FENCE
TO BE INSTALLED ALONG
NCDOT RIGHT OF WAY BEFORE
ONSET OF CONSTRUCTION

SEE SHEETS EC-4 & EC-5

(EROSION CONTROL PAY ITEM)

15+00

20+00

BEGIN PROJECT DF16905.2091011
-L- POT Sta. 14+00.00

BEGIN BRIDGE
-L- Sta. 15+77.84

BEGIN APPROACH SLAB
-L- Sta. 15+67.00

IMPERVIOUS DIKE

FLOATING TURBIDITY CURTAIN

END APPROACH SLAB
-L- Sta. 16+61.00

CLASS B RIP RAP
EST 2 TONS
EST 7 SY GEOTEXTILE
SEE DETAIL 1

15" W/ ELBOWS

END SBG +83 LT

50' TAPER LT & RT

END PROJECT DF16905.2091011
-L- POT Sta. 18+00.00

RETAIN

Burnside RD - SR 1335
20' BST

-L-
S 53° 25' 38.5" E

SAFETY FENCE

-L- POT Sta. 10+00.00

BANK STABILIZATION
W/CLASS II RIP RAP
SEE DETAIL 1

15" RCP-IV

END SBG +76 RT

BM-50

BL-4

-L- POT Sta. 24+00.00

END BRIDGE
-L- Sta. 16+50.16

2

VIRGIE C. CLADDEN HEIRS
DB 479 PG 395
PB T PG 155

THURSTON F. FIELDS &
HAROLD FIELDS
DB 164 PG 110
PB B PG 11

KAREN KEARNEY JORDAN &
HUSBAND JOHN CLATHEN JORDAN
DB 1395 PG 451
PB T PG 155

BRIAN JOSEPH BOYD &
WIFE AMY RHODES BOYD
DB 1388 PG 570
PB T PG 12

THE CONTRACTOR SHALL COMPLETELY REMOVE THE EXISTING TIMBER VERTICAL ABUTMENTS. EXISTING AND OLDER BRIDGE PILES SHALL BE COMPLETELY REMOVED OR CUT OFF 1.0 FT BELOW THE MUDLINE

NOTE:
TYPE III ANCHOR UNITS ON
ALL FOUR BRIDGE CORNERS

FOR -L- PROFILE SEE SHEET 5

USER:default
...\Design\9000023_EC_CG.dgn
$$DATE$$ 7/1/2022

PROJECT REFERENCE	SHEET NO.
DF16905.2091011 – VANCE 23	EC-05/CONST. 04
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOTT MACDONALD I & E, LLC LICENSE NO. F-0669	VHB ENGINEERING LICENSE NO. C-3705

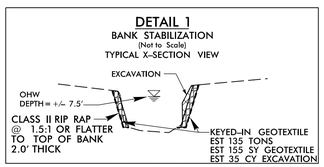
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Office of:
MOTT MACDONALD
7621 Purfoy Road, Suite 115
Fuquay-Varina, NC 27526
www.mottmac.com

VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

NAD 83/NA 2011

DETAIL 1
BANK STABILIZATION
(Not to Scale)
TYPICAL X-SECTION VIEW



STA. +/-15+92 -L-
STA. +/-16+35 -L-

1 IVY LODGE TIMBER LLC
DB 1377 PG 925

3 SAMUEL GREEN JR. &
WIFE JACQUELYN GREEN
DB 702 PG 189

GEORGE M. HARVIN &
WIFE AGNES HARVIN
DB 521 PG 102

NO ACTIVITY OF ANY KIND
OFF NCDOT RIGHT OF WAY

TREE PROTECTION FENCE
TO BE INSTALLED ALONG
NCDOT RIGHT OF WAY BEFORE
ONSET OF CONSTRUCTION

SEE SHEETS EC-4 & EC-5

(EROSION CONTROL PAY ITEM)

SAFETY FENCE

15+00

20+00

BEGIN PROJECT DF16905.2091011
-L- POT Sta. 14+00.00

BEGIN BRIDGE
-L- Sta. 15+77.84

BEGIN APPROACH SLAB
-L- Sta. 15+67.00

END APPROACH SLAB
-L- Sta. 16+61.00

END PROJECT DF16905.2091011
-L- POT Sta. 18+00.00

FLOATING TURBIDITY CURTAIN

CLASS B RIP RAP
EST 2 TONS
EST 7 SY GEOTEXTILE
SEE DETAIL 1

15" W/ ELBOWS

END SBG +83 LT

50' TAPER LT & RT

Little Island Creek

Burnside RD - SR 1335
20' BST

-L-
S 53° 25' 38.5" E

BANK STABILIZATION W/CLASS II RIP RAP SEE DETAIL 1

15" RCP-IV

END SBG +76' RT

BL-4

BM-50

-L- POT Sta. 10+00.00

-L- POT Sta. 24+00.00

END BRIDGE
-L- Sta. 16+50.16

SYLVIA ROYSTER HESTER
DB 1227 PG 108

JAMES C. OVERBY &
WIFE REGINA OVERBY
DB 698 PG 133

ANNIE EATON HEIRS
DB 60 PG 232
PB T PG 260

THURSTON F. FIELDS &
HAROLD FIELDS
DB 164 PG 110
PB B PG 11

2 VIRGIE C. GLADDEN HEIRS
DB 479 PG 395
PB T PG 155

KAREN KEARNEY JORDAN &
HUSBAND JOHN CLATHEN JORDAN
DB 1395 PG 451
PB T PG 155

BRIAN JOSEPH BOYD &
WIFE AMY RHODES BOYD
DB 1388 PG 570
PB T PG 12

THE CONTRACTOR SHALL COMPLETELY REMOVE THE EXISTING TIMBER VERTICAL ABUTMENTS. EXISTING AND OLDER BRIDGE PILES SHALL BE COMPLETELY REMOVED OR CUT OFF 1.0 FT BELOW THE MUDLINE

NOTE:
TYPE III ANCHOR UNITS ON ALL FOUR BRIDGE CORNERS

FOR -L- PROFILE SEE SHEET 5

USER:default
...\Design\900023_EC.dgn
$$DATE$$ 7/1/2022

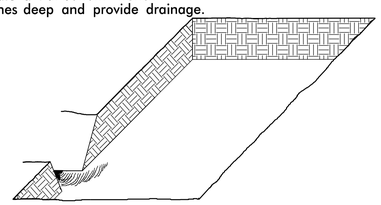
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	DF16095.2091011	RF–1	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	

PLANTING DETAILS

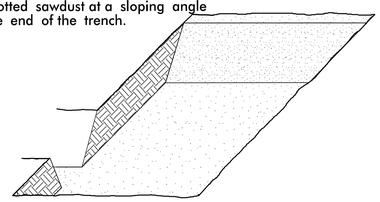
SEEDLING / LINER BAREROOT PLANTING DETAIL

HEALING IN

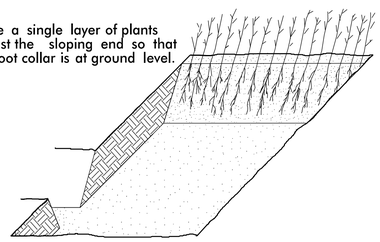
1. Locate a healing–in site in a shady, well protected area.
2. Excavate a flat bottom trench 12 inches deep and provide drainage.



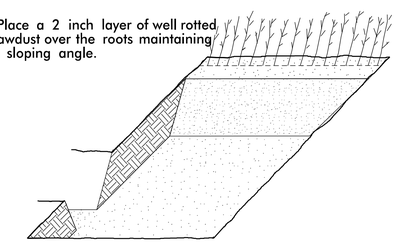
3. Backfill the trench with 2 inches well rotted sawdust. Place a 2 inch layer of well rotted sawdust at a sloping angle at one end of the trench.



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

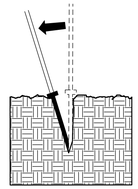


5. Place a 2 inch layer of well rotted sawdust over the roots maintaining a sloping angle.

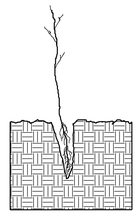


6. Repeat layers of plants and sawdust as necessary and water thoroughly.

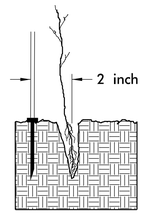
DIBBLE PLANTING METHOD
USING THE KBC PLANTING BAR



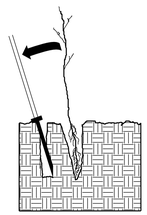
1. Insert planting bar as shown and pull handle toward planter.



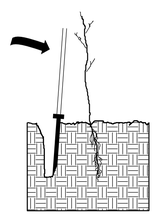
2. Remove planting bar and place seedling at correct depth.



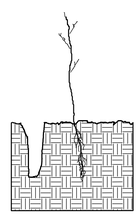
3. Insert planting bar 2 inches toward planter from seedling.



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

KBC PLANTING BAR
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 BE PLANTED 6 FT. TO 10 FT. ON CENTER, RANDOM SPACING, AVERAGING 8 FT. ON CENTER, APPROXIMATELY 680 PLANTS PER ACRE.

REFORESTATION

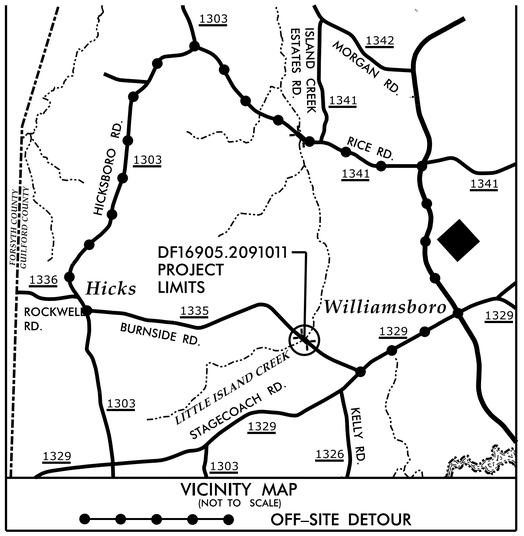
MIXTURE, TYPE, SIZE, AND FURNISH SHALL CONFORM TO THE FOLLOWING:

34%	LIRIODENDRON TULIPIFERA	TULIP POPLAR	12 in – 18 in BR
33%	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	12 in – 18 in BR
33%	BETULA NIGRA	RIVER BIRCH	12 in – 18 in BR

REFORESTATION DETAIL SHEET

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

TIP PROJECT: DF16905.2091011



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

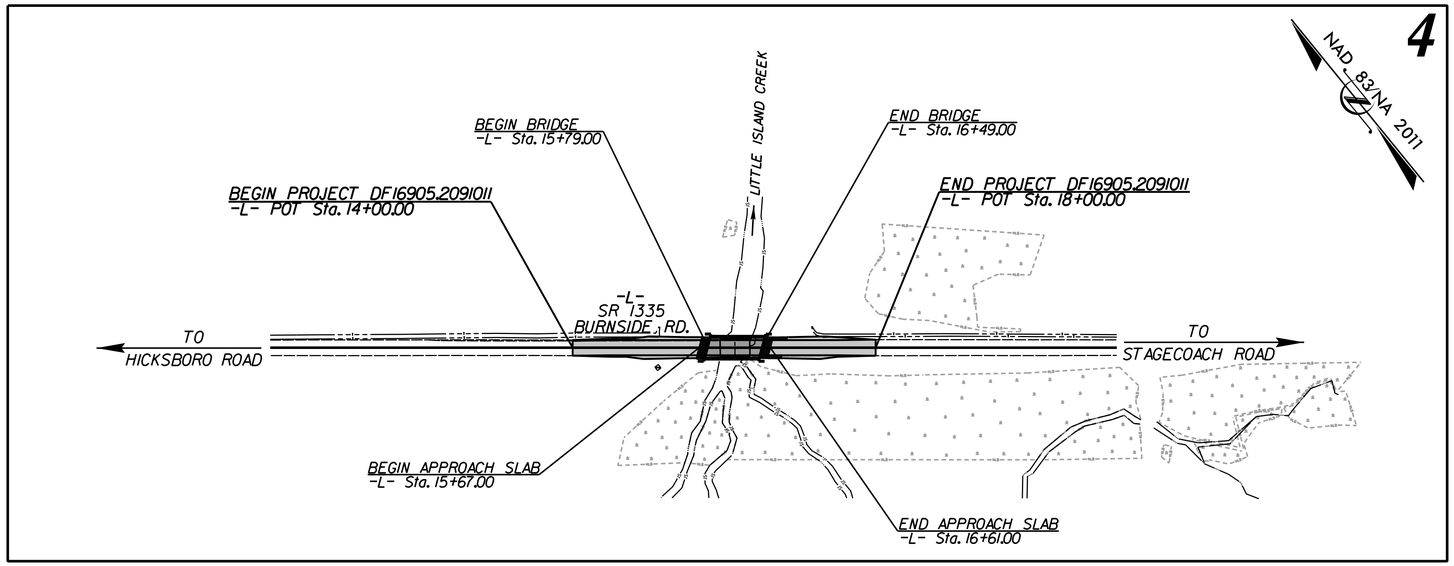
UTILITIES BY OTHERS PLANS
VANCE COUNTY

T.I.P. NO.	SHEET NO.
DF16905.2091011	UO–1

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.

LOCATION: BRIDGE NO. 23 OVER LITTLE ISLAND CREEK ON SR 1335 (BURNSIDE ROAD)

TYPE OF WORK: RELOCATION OF COMMUNINCATION



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

UTILITY OWNERS WITH CONFLICTS

(A) COMMUNICATION – CENTURYLINK

PREPARED IN THE OFFICE OF:

SAM™
2641 Sumner Boulevard
Suite 116
Raleigh, NC 27616
(919) 878–7466

Freddie Bunn	*UTILITY PROJECT MANAGER*
Brian Long	*PROJECT UTILITY COORDINATOR*

DIVISION OF HIGHWAYS
DIVISION 5
2612 N. Duke St
Durham, NC 27704

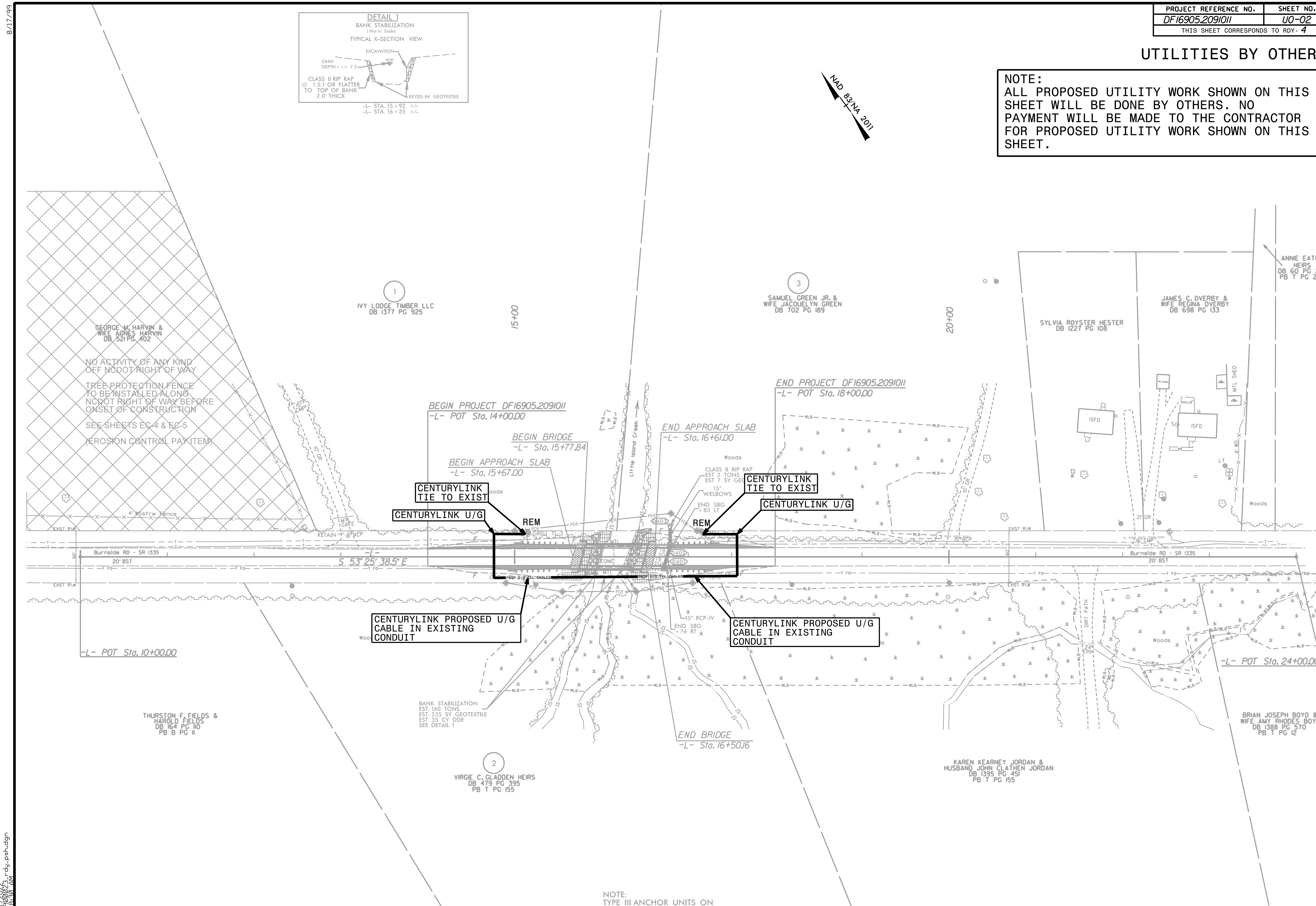
Lisa Gilchrist	*BRIDGE PROGRAM MANAGER*
Monroe Brown	*UTILITY COORDINATOR*

6/17/2022
i:\900023_rdy_tsh.dgn
11:31:08 AM

PROJECT REFERENCE NO.	SHEET NO.
DF16905.2091011	UO-02
THIS SHEET CORRESPONDS TO RDY- 4	

UTILITIES BY OTHERS

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



DETAIL 1
BANK STABILIZATION
(Not to Scale)
TYPICAL X-SECTION VIEW
EXCAVATION
OHW DEPTH = +/- 7.5'
CLASS II RIP RAP @ 1.5:1 OR FLATTER TO TOP OF BANK 2.0' THICK
KEYED-IN GEOTEXTILE
-L- STA. 15+92 +/-
-L- STA. 16+35 +/-
NAD 83/NA 2011
1
IVY LODGE TIMBER LLC
DB 1377 PG 925
GEORGE M. HARVIN &
WIFE AGNES HARVIN
DB 521 PG 402
NO ACTIVITY OF ANY KIND OFF NCDOT RIGHT OF WAY
TREE PROTECTION FENCE TO BE INSTALLED ALONG NCDOT RIGHT OF WAY BEFORE ONSET OF CONSTRUCTION
SEE SHEETS EC-4 & EC-5
(EROSION CONTROL PAY ITEM)
15+00
20+00
3
SAMUEL GREEN JR. &
WIFE JACQUELYN GREEN
DB 702 PG 189
SYLVIA ROYSTER HESTER
DB 1227 PG 108
JAMES C. OVERBY &
WIFE REGINA OVERBY
DB 698 PG 133
ANNIE EATON HEIRS
DB 60 PG 232
PB T PG 260
BEGIN PROJECT DF16905.2091011
-L- POT Sta. 14+00.00
BEGIN BRIDGE
-L- Sta. 15+77.84
BEGIN APPROACH SLAB
-L- Sta. 15+67.00
END APPROACH SLAB
-L- Sta. 16+61.00
END PROJECT DF16905.2091011
-L- POT Sta. 18+00.00
Little Island Creek
CLASS B RIP RAP
EST 2 TONS
EST 7 SY GEO
CENTURYLINK TIE TO EXIST
CENTURYLINK U/G
REM
Burnside RD - SR 1335
20' BST
S 53° 25' 38.5" E
CENTURYLINK PROPOSED U/G CABLE IN EXISTING CONDUIT
-L- POT Sta. 10+00.00
-L- POT Sta. 24+00.00
BANK STABILIZATION
EST. 160 TONS
EST. 235 SY GEOTEXTILE
EST. 35 CY DDE
SEE DETAIL 1
END BRIDGE
-L- Sta. 16+50.16
THURSTON F. FIELDS &
HAROLD FIELDS
DB 164 PG 110
PB B PG II
2
VIRGIE C. GLADDEN HEIRS
DB 479 PG 395
PB T PG 155
KAREN KEARNEY JORDAN &
HUSBAND JOHN CLATHEN JORDAN
DB 1395 PG 451
PB T PG 155
BRIAN JOSEPH BOYD &
WIFE AMY RHODES BOYD
DB 1388 PG 570
PB T PG 12
Woods
DIRT PATH

NOTE:
TYPE III ANCHOR UNITS ON ALL FOUR BRIDGE CORNERS

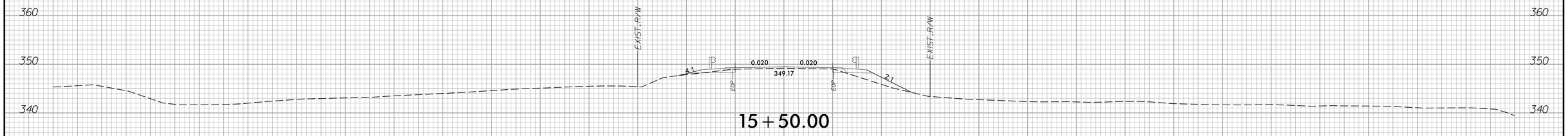
8/17/99

6/17/2022
11:28:10 AM

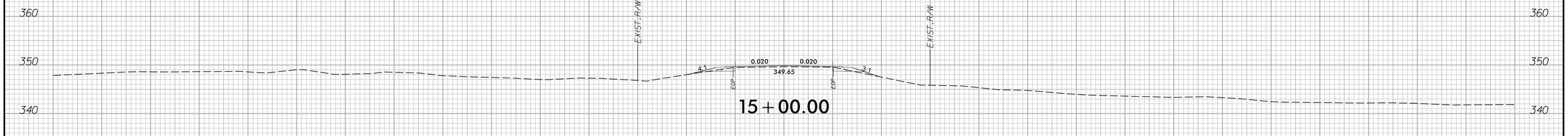
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	DF16905.2091011 – VANCE 23	X-1

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

BEGIN BRIDGE 15+77.84



15+50.00



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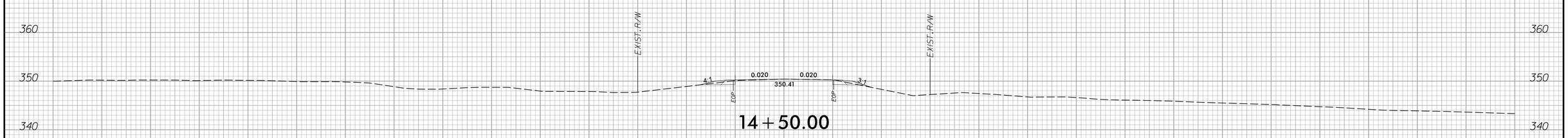
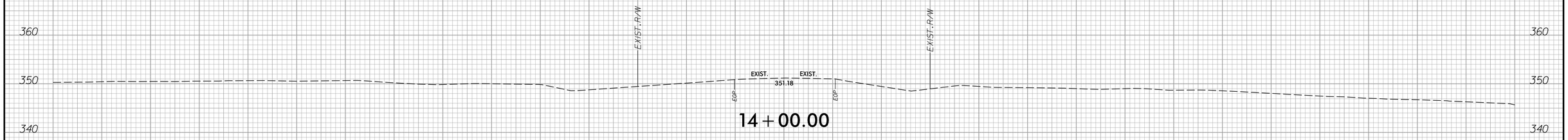


14+50.00



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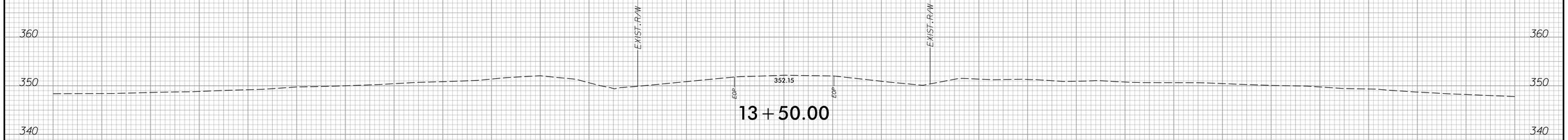

13+50.00

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	DF16905.2091011 – VANCE 23	X-2

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

350
340

EXIST. R/W
EXIST. R/W
EXIST. EXIST.
347.48
EOP
EOP

18 + 00.00

EXIST. R/W
EXIST. R/W
4:1
0.020
0.020
347.81
3:1
EOP
EOP

17 + 50.00

EXIST. R/W
EXIST. R/W
4:1
0.020
0.020
348.14
3:1
EOP
EOP

17 + 00.00

330
350
340

EXIST. R/W
EXIST. R/W
4:1
0.020
0.020
348.62
VAR
EOP
EOP

16 + 50.00

END BRIDGE 16 + 50.16

EXIST. R/W
EXIST. R/W
0.020
0.020
339.91

16 + 00.00

—℄—

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

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	DF16905.2091011 – VANCE 23	X–3

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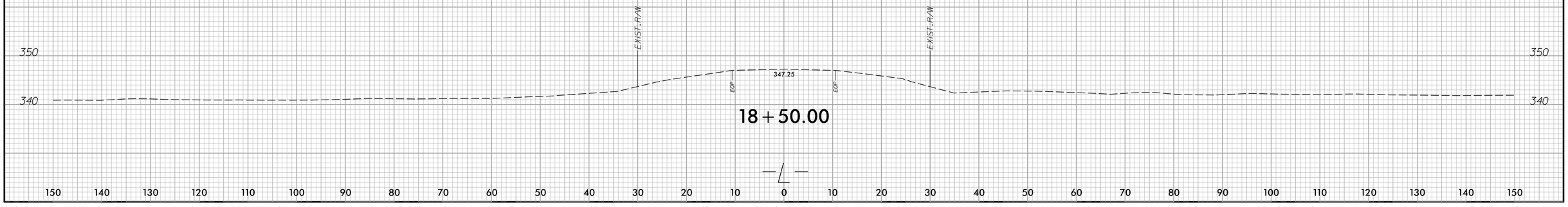

18+50.00

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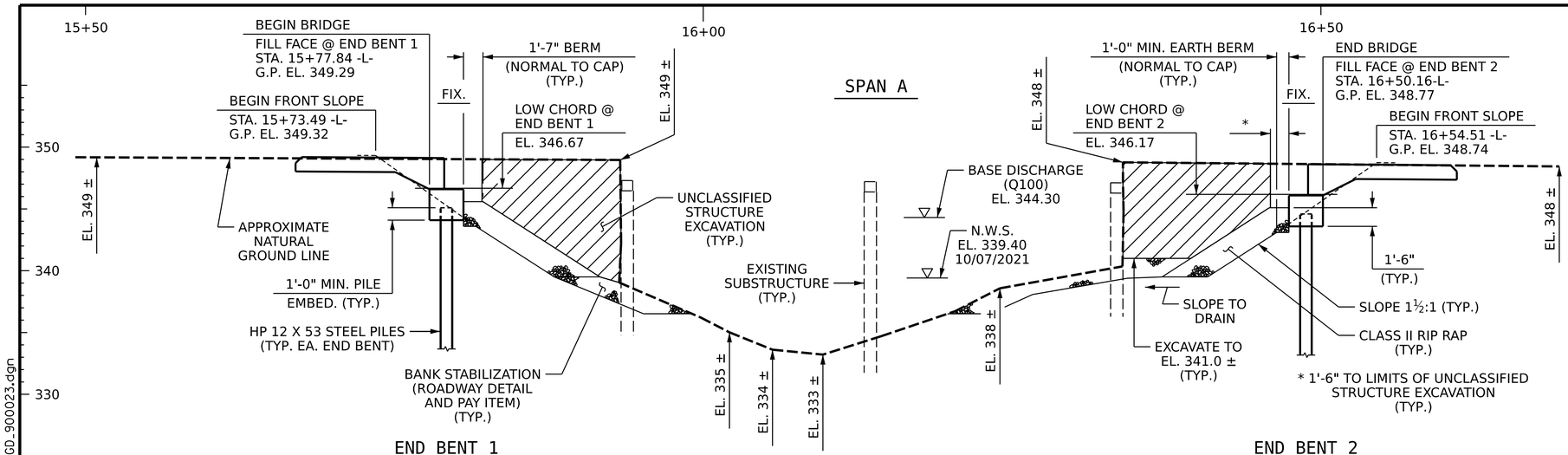
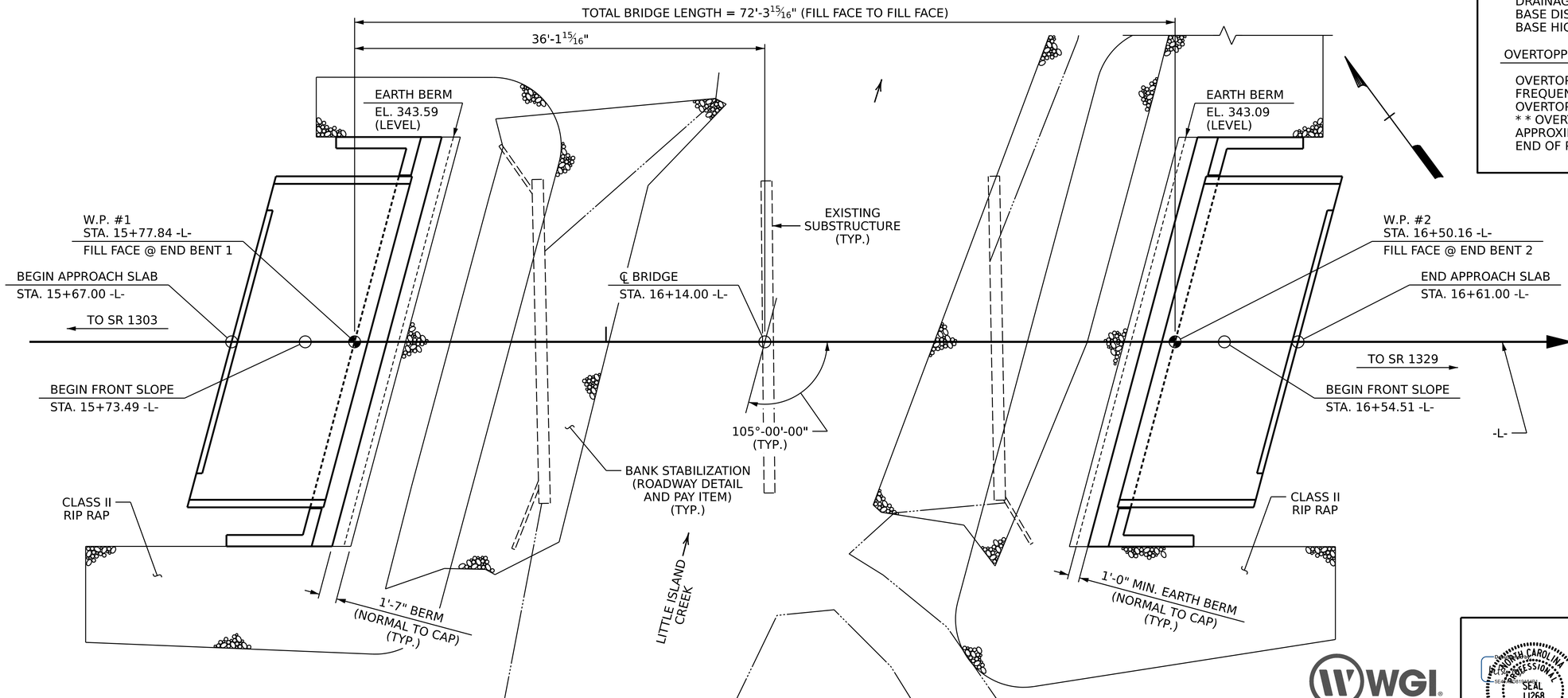


SECTION ALONG ℄ SURVEY -L-

(SECTIONS @ END BENTS ARE @ RIGHT ANGLES)



PLAN

(PILES NOT SHOWN IN PLAN VIEW)

(-) 1.5467% △ (-) 0.7120%

PVI STA. 14+75.00
EL. = 350.02
VC = 100'

(-) 0.7120% △ (-) 1.0000%

PVI STA. 17+25.00
EL. = 348.24
VC = 150'

GRADE DATA -L-

HYDRAULIC DATA:

DESIGN DISCHARGE	= 1100 CFS
FREQUENCY OF DESIGN FLOOD	= 25 YEAR
DESIGN HIGH WATER ELEVATION	= 343.5
DRAINAGE AREA	= 3.3 SQ. MI.
BASE DISCHARGE (Q 100)	= 1600 CFS
BASE HIGH WATER ELEVATION	= 344.3

OVERTOPPING FLOOD DATA:

OVERTOPPING DISCHARGE	= 3000 CFS
FREQUENCY OF OVERTOPPING FLOOD	= >500 YEAR
OVERTOPPING FLOOD ELEVATION	= 347.1 * *

* * OVERTOPPING OCCURS AT ROADWAY CENTERLINE APPROXIMATELY STA. 19+50.00 -L- (150' BEYOND END OF PROJECT.

DRAWN BY : S.D. COOPER DATE : 4-22
CHECKED BY : B.S. COX DATE : 4-22
DESIGN ENGINEER OF RECORD: B.S. COX DATE : 4-22

WGI
5640 Dillard Drive, Suite 200
Cary, NC 27518
LICENSURE NO. C-4434

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX
6/21/2022 | 6:39 AM PDT

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PROJECT NO. DF16905.2091011
VANCE COUNTY
STATION: 16+14.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE #900023

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON SR 1335
(BURNSIDE RD.)
OVER LITTLE ISLAND CREEK
BETWEEN SR 1303 AND SR 1329

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			16

SUMMARY OF PILE INFORMATION/INSTALLATION

(Blank entries indicate item is not applicable to structure)

End Bent/ Bent No, Pile(s) #-# (e.g., "Bent 1, Piles 1-5")	Factored Resistance per Pile TONS	Pile Cut-Off (Top of Pile) Elevation FT	Estimated Pile Lenth per Pile FT	Scour Critical Elevation FT	Driven Piles			Predrilling for Piles*			Drilled-In Piles		
					Min Pile Tip (Tip No Higher Than) Elev FT	Required Driving Resistance (RDR)** per Pile TONS	Total Pile Redrives Quantity EACH	Predrilling Length per Pile Lin FT	Predrilling Elevation (Elev Not To Predrill Below) FT	Maximum Predrilling Dia INCHES	Pile Excavation (Bottom of Hole) Elev FT	Pile Exc Not In Soil per Pile Lin FT	Pile Exc In Soil per Pile Lin FT
END BENT NO. 1, P1-P5	100	346.09	30			170							
END BENT NO. 2, P1-P5	100	345.59	35			170							

*Predrilling for Piles is required for end bents/bents with a predrilling length and at the Contractor's option for end bents/bents with predrilling information but no predrilling length.

$$^{**}RDR = \frac{Factored\ Resistance + Factored\ Downdrag\ Load + Factored\ Dead\ Load}{Dynamic\ Resistance\ Factor} + Nominal\ Downdrag\ Resistance + \frac{Nominal\ Scour\ Resistance}{Scour\ Resistance\ Factor}$$

SUMMARY OF PDA/PILE ORDER LENGTHS

(Blank entries indicate item is not applicable to structure)

Pile Driving Analyzer (PDA)				Pile Order Lengths	
End Bent/ Bent No	PDA Testing Required? YES or MAYBE	PDA Test Pile Length FT	Total PDA Testing Quantity EACH	End Bent/ Bent No(s)	Pile Order Length Basis* EST or PDA
END BENT NO. 1	MAYBE	35	1		
END BENT NO. 2	MAYBE	40			

*EST = Pile order lengths from estimated pile lengths; PDA = Pile order lengths based on PDA testing. For groups of end bents/bents with pile order lengths based on PDA testing, the first end bent/bent no. listed for each group is the representative end bent/bent with the PDA.

PILE DESIGN INFORMATION

(Blank entries indicate item is not applicable to structure)

End Bent/ Bent No, Pile(s) #-# (e.g., "Bent 1, Piles 1-5")	Factored Axial Load per Pile TONS	Factored Downdrag Load per Pile TONS	Factored Dead Load* per Pile TONS	Dynamic Resistance Factor	Nominal Downdrag Resistance per Pile TONS	Nominal Scour Resistance per Pile TONS	Scour Resistance Factor (Default = 1.00)
END BENT NO. 1, P1-P5	97	0	0	0.60	0	0	1.00
END BENT NO. 2, P1-P5	97	0	0	0.60	0	0	1.00

*Factored Dead Load is factored weight of pile above the ground line.

PROJECT NO. DF16905.2091011

VANCE COUNTY

STATION: 16+14.00 -L-

NOTES:

1. The Pile Foundation Tables are based on the bridge substructure design and foundation recommendations sealed by a North Carolina Professional Engineer (Kenneth R. Bussey, Jr. and 038206) on 05-03-2022.
2. Total Pile Driving Equipment Setup quantity (not shown in Pile Foundation Tables) equals the number of driven piles, i.e., the number of piles with a Required Driving Resistance.
3. The Engineer will determine the need for PDA Testing and when PDAs may be required.

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX

6/21/2022 | 6:39 AM PDT

SIGNATURE DATE

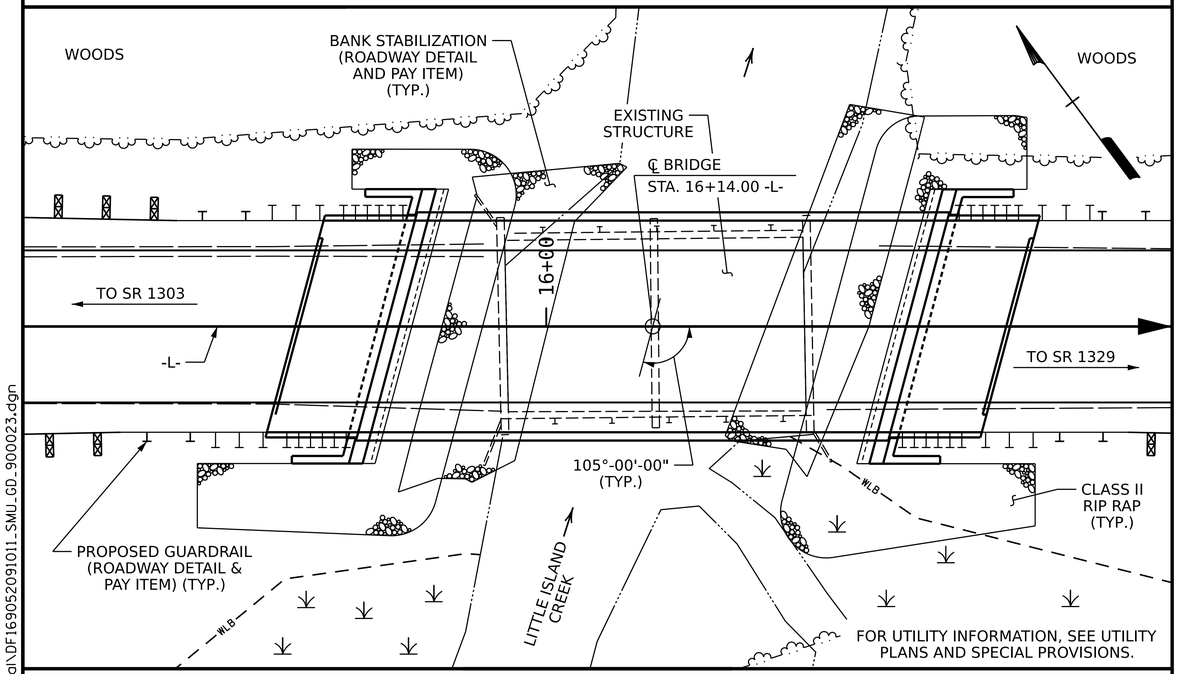
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PILE FOUNDATION TABLES

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

BM #50 BENCH TIE IN 22" OAK TREE, STA. 18+33.81 -L-, 54.77' RT., EL. 344.41



LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30 FT. LEFT AND RIGHT OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTS OF 2 SPANS @ 20'-3". THE SUPERSTRUCTURE HAS A CLEAR ROADWAY WIDTH OF 24'-0" WITH STEEL PLANK DECK ON STEEL I BEAMS. THE END BENTS AND BENT CONSIST OF TIMBER CAPS ON TIMBER PILES. THE EXISTING STRUCTURE, WHICH IS LOCATED AT THE SITE OF THE PROPOSED STRUCTURE, SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, THE LOAD LIMIT MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

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

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.

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

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR ''REMOVAL OF EXISTING STRUCTURE AT STATION 16+14.00 -L-.''

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

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES		VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLAB	
	LS	LS	EA	LS	CY	LS	LB	EA	NO.	LF	LF	TON	SY	LS	NO.	LF
SUPERSTRUCTURE											140.00			LS	10	700
END BENT 1				LS	13.6		2,027	5	5	150		105	115			
END BENT 2				LS	13.6		2,027	5	5	175		115	130			
TOTAL	LS	LS	1	LS	27.2	LS	4,054	10	10	325	140.00	220	245	LS	10	700

FOUNDATION NOTES:

FOR PILES, SEE THE PILE PROVISION AND SECTION 450 OF THE STANDARD SPECIFICATIONS.

IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 25 TO 40 FT-KIPS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT END BENTS 1 AND 2. THIS ESTIMATED RANGE DOES NOT RELEASE THE CONTRACTOR FROM PROVIDING DRIVING EQUIPMENT IN ACCORDANCE WITH SUBARTICLE 450-3(D) (2) OF THE STANDARD SPECIFICATIONS.

PROJECT NO. DF16905.2091011

VANCE COUNTY

STATION: 16+14.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SR 1335
(BURNSIDE RD.)
OVER LITTLE ISLAND CREEK
BETWEEN SR 1303 AND SR 1329

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			16

DRAWN BY : S.D. COOPER DATE : 4-22
CHECKED BY : B.S. COX DATE : 4-22
DESIGN ENGINEER OF RECORD: B.S. COX DATE : 4-22

WGI
5640 Dillard Drive, Suite 200
Cary, NC 27518
LICENSURE NO. C-4434

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX

6/21/2022 | 6:39 AM PDT

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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**	1.014	--	1.75	0.269	1.04	70′	EL	34.482	0.608	1.1	70′	EL	3.448	0.80	0.269	**1.01**	70′	EL	**34.482**	
		HL-93(Opr)	N/A	--	1.355	--	1.35	0.269	1.35	70′	EL	34.482	0.608	1.43	70′	EL	3.448	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	**2**	1.315	47.356	1.75	0.269	1.36	70′	EL	34.482	0.608	1.38	70′	EL	3.448	0.80	0.269	**1.32**	70′	EL	**34.482**	
		HS-20(Opr)	36.000	--	1.757	63.236	1.35	0.269	1.76	70′	EL	34.482	0.608	1.79	70′	EL	3.448	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	2.938	39.656	1.4	0.269	3.78	70′	EL	34.482	0.608	4.12	70′	EL	3.448	0.80	0.269	2.94	70′	EL	34.482	
		SNGARBS2	20.000	--	2.203	44.052	1.4	0.269	2.84	70′	EL	34.482	0.608	2.93	70′	EL	3.448	0.80	0.269	2.20	70′	EL	34.482	
		SNAGRIS2	22.000	--	2.092	46.016	1.4	0.269	2.69	70′	EL	34.482	0.608	2.72	70′	EL	3.448	0.80	0.269	2.09	70′	EL	34.482	
		SNCOTTS3	27.250	--	1.462	39.844	1.4	0.269	1.88	70′	EL	34.482	0.608	2.06	70′	EL	3.448	0.80	0.269	1.46	70′	EL	34.482	
		SNAGGRS4	34.925	--	1.227	42.856	1.4	0.269	1.58	70′	EL	34.482	0.608	1.71	70′	EL	3.448	0.80	0.269	1.23	70′	EL	34.482	
		SNS5A	35.550	--	1.2	42.646	1.4	0.269	1.54	70′	EL	34.482	0.608	1.73	70′	EL	3.448	0.80	0.269	1.20	70′	EL	34.482	
		SNS6A	39.950	--	1.103	44.058	1.4	0.269	1.42	70′	EL	34.482	0.608	1.58	70′	EL	3.448	0.80	0.269	1.10	70′	EL	34.482	
		SNS7B	42.000	--	1.05	44.113	1.4	0.269	1.35	70′	EL	34.482	0.608	1.55	70′	EL	3.448	0.80	0.269	1.05	70′	EL	34.482	
	TTST	TNAGRIT3	33.000	--	1.345	44.401	1.4	0.269	1.73	70′	EL	34.482	0.608	1.88	70′	EL	3.448	0.80	0.269	1.35	70′	EL	34.482	
		TNT4A	33.075	--	1.352	44.717	1.4	0.269	1.74	70′	EL	34.482	0.608	1.83	70′	EL	3.448	0.80	0.269	1.35	70′	EL	34.482	
		TNT6A	41.600	--	1.108	46.073	1.4	0.269	1.43	70′	EL	34.482	0.608	1.65	70′	EL	3.448	0.80	0.269	1.11	70′	EL	34.482	
		TNT7A	42.000	--	1.114	46.794	1.4	0.269	1.43	70′	EL	34.482	0.608	1.62	70′	EL	3.448	0.80	0.269	1.11	70′	EL	34.482	
		TNT7B	42.000	--	1.155	48.526	1.4	0.269	1.49	70′	EL	34.482	0.608	1.51	70′	EL	3.448	0.80	0.269	1.16	70′	EL	34.482	
		TNAGRIT4	43.000	--	1.097	47.174	1.4	0.269	1.41	70′	EL	34.482	0.608	1.46	70′	EL	3.448	0.80	0.269	1.10	70′	EL	34.482	
		TNAGT5A	45.000	--	1.033	46.505	1.4	0.269	1.33	70′	EL	34.482	0.608	1.45	70′	EL	3.448	0.80	0.269	1.03	70′	EL	34.482	
		TNAGT5B	45.000	**3**	1.02	45.905	1.4	0.269	1.31	70′	EL	34.482	0.608	1.39	70′	EL	3.448	0.80	0.269	**1.02**	70′	EL	**34.482**	

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.

DISTANCE FROM LEFT END OF SPAN IS MEASURED FROM ℄ BEARING.

(#) CONTROLLING LOAD RATING

(1) DESIGN LOAD RATING (HL-93)

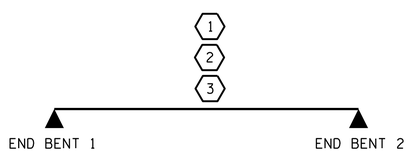
(2) DESIGN LOAD RATING (HS-20)

(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. DF16905.2091011
VANCE COUNTY
STATION: 16+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

LRFR SUMMARY FOR 70' CORED SLAB UNIT 105° SKEW

(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			16

DRAWN BY : S.D. COOPER DATE : 4-22
CHECKED BY : B.S. COX DATE : 4-22
DESIGN ENGINEER OF RECORD: B.S. COX DATE : 4-22

WGI
5640 Dillard Drive, Suite 200
Cary, NC 27518
LICENSURE NO. C-4434

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX
6/21/2022 | 6:39 AM PDT

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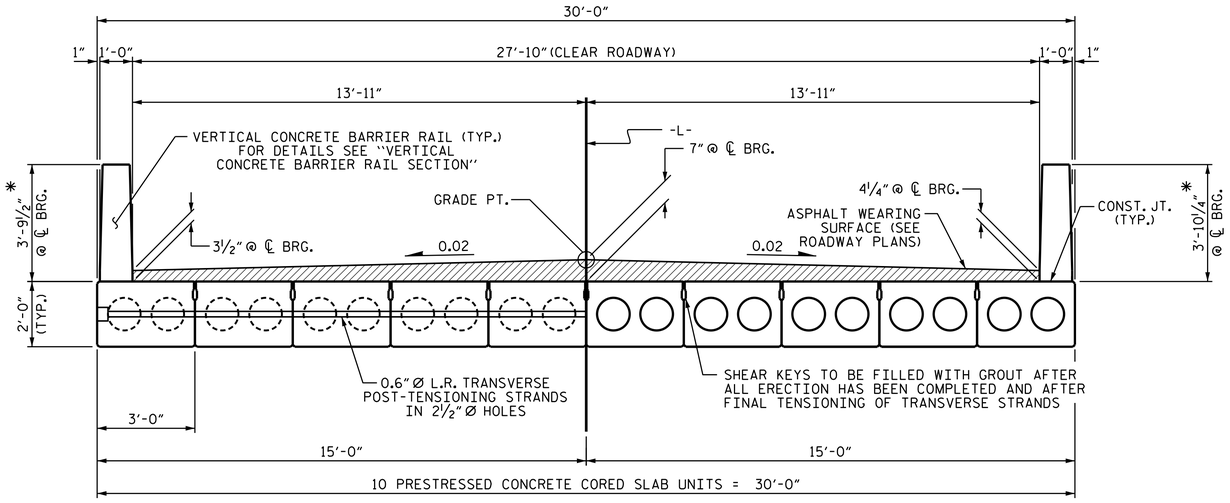


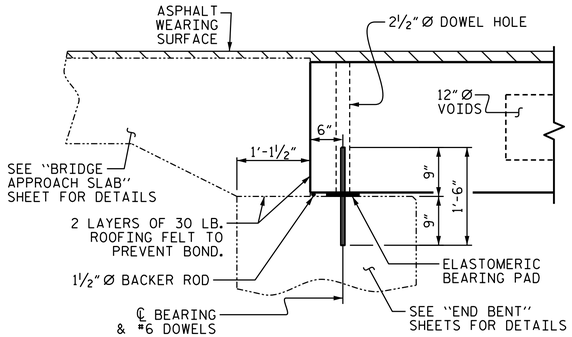
HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

HALF SECTION
THROUGH VOIDS

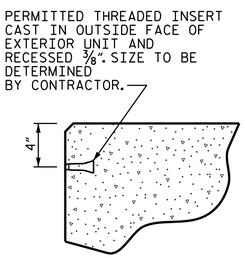
TYPICAL SECTION

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

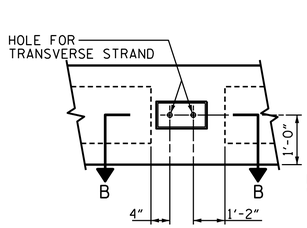
FIXED END



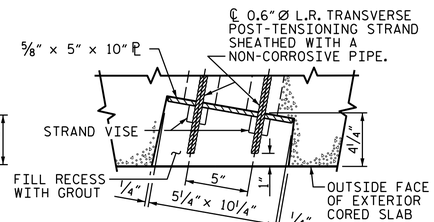
SECTION AT END BENT



THREADED INSERT DETAIL

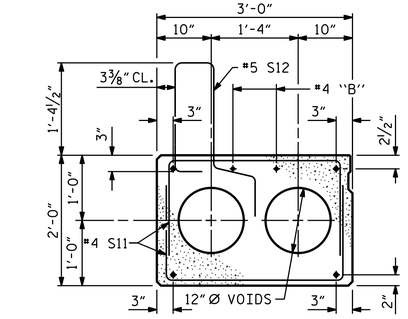


ELEVATION VIEW



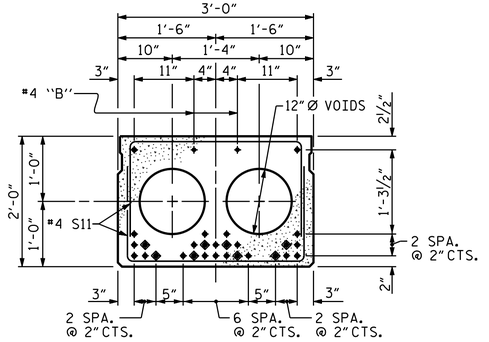
SECTION B-B

GROUTED RECESS AT END OF POST-TENSIONED STRAND CORED SLABS



EXTERIOR SLAB SECTION

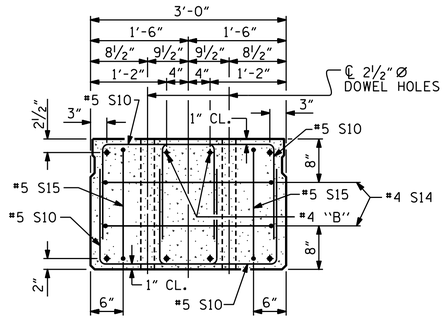
(FOR PRESTRESSED STRAND LAYOUT, SEE INTERIOR SLAB SECTION.)



INTERIOR SLAB SECTION (70' UNIT)

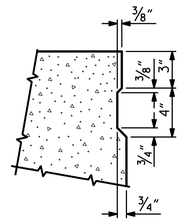
(28 STRANDS REQUIRED)

0.6'' Ø LOW RELAXATION STRAND LAYOUT



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.

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

DEBONDING LEGEND

PROJECT NO. DF16905.2091011
VANCE COUNTY
STATION: 16+14.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLAB UNIT

105° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			16

DRAWN BY : S.D. COOPER DATE : 4-22
CHECKED BY : B.S. COX DATE : 4-22
DESIGN ENGINEER OF RECORD: B.S. COX DATE : 4-22

WGI
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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 11268 BETSY S. COX
6/21/2022 | 6:39 AM PDT

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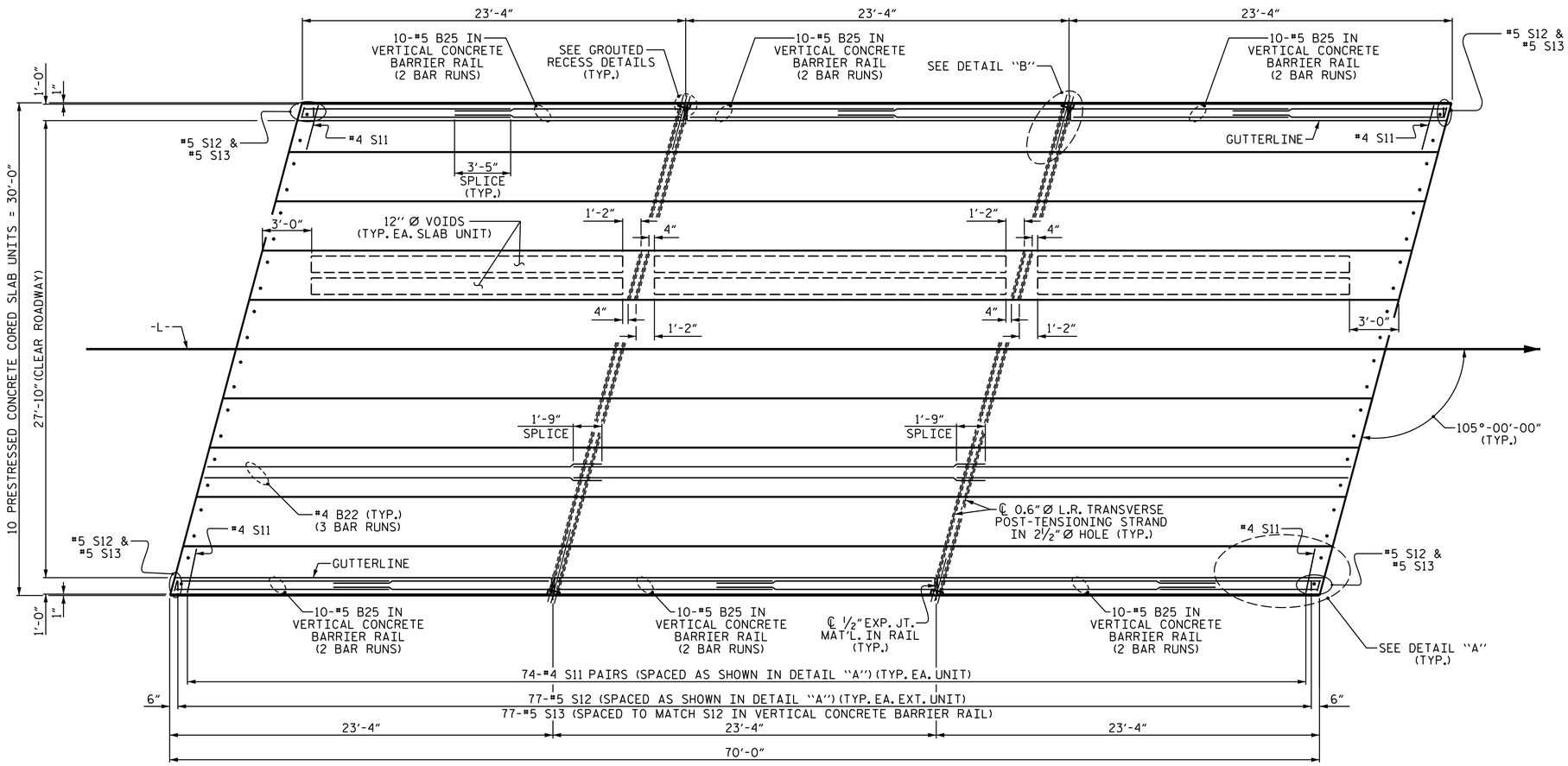
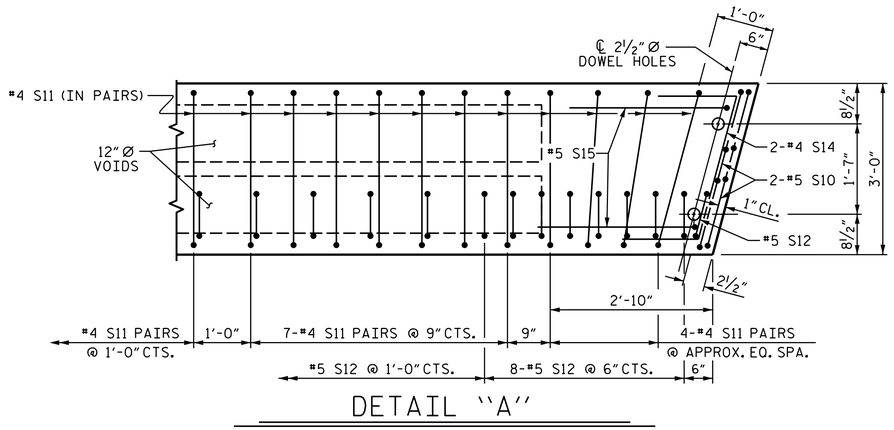
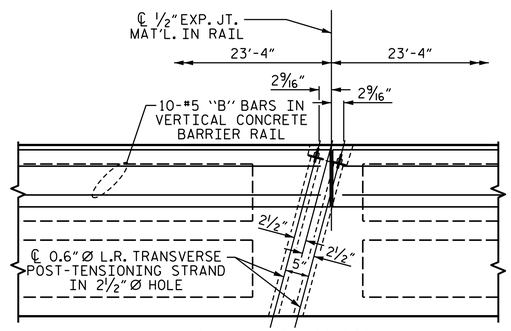


PLAN OF UNIT



DETAIL "A"

(SIMILAR EACH END OF UNIT)
NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S12 BARS.



DETAIL "B"

#4 S11 BARS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO GROUTED RECESS AND 2½" Ø TRANSVERSE POST-TENSIONING STRAND HOLES

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LICENSURE NO. C-4434

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DRAWN BY :	S.D. COOPER	DATE :	4-22
CHECKED BY :	B.S. COX	DATE :	4-22
DESIGN ENGINEER OF RECORD:	B.S. COX	DATE :	4-22

PROJECT NO. DF16905.2091011
VANCE COUNTY
STATION: 16+14.00 -L-
SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

PLAN OF SPAN (70'-0" UNIT) 27'-10" CLEAR ROADWAY

105° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			16

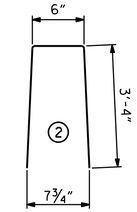
BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	70' UNIT					
✳B25	120	120	#5	STR	13'-8"	1711
✳S13	158	158	#5	2	7'-2"	1181
✳EPOXY COATED REINFORCING STEEL				LBS.		2892
CLASS AA CONCRETE				CU.YDS.		18.1
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.		140.0

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

		ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
70' UNITS	LT. RAIL	2"	3'-8"
	RT. RAIL	2¾"	3'-8¾"

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.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE CORED SLAB UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN THE REQUIRED STRENGTH SHOWN IN THE "CONCRETE RELEASE STRENGTH" TABLE.

ALL REINFORCING STEEL IN VERTICAL CONCRETE BARRIER RAILS SHALL BE EPOXY COATED.

PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE CORED SLAB UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO CORED SLAB UNIT ENDS.

GROOVED CONTRACTION JOINTS, ½" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN BARRIER RAIL EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF BARRIER RAIL SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

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

MAINTAIN A SYMMETRIC TENSION FORCE BETWEEN EACH PAIR OF TRANSVERSE POST TENSIONING STRANDS IN THE DIAPHRAGM.

THE #4 S11 STIRRUPS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO THE GROUTED RECESS.

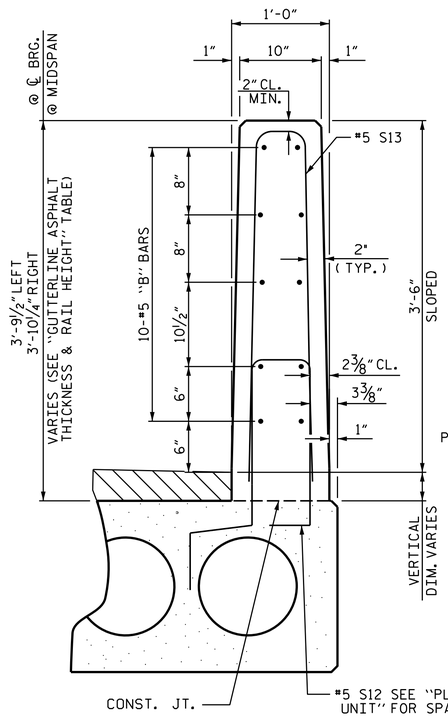
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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

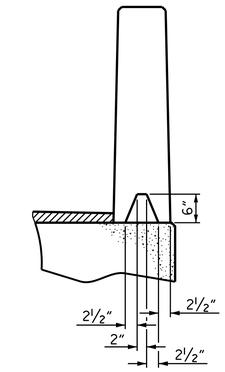
THE PERMITTED THREADED INSERTS IN THE EXTERIOR UNITS SHALL BE SIZED BY THE CONTRACTOR, SPACED AT 4'-0" CENTERS AND GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. STAINLESS STEEL THREADED INSERTS MAY BE USED AS AN ALTERNATE.

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

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

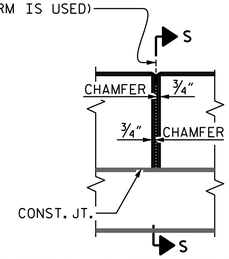


SECTION THRU RAIL



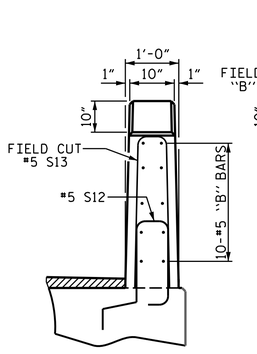
SECTION S-S
AT DAM IN OPEN JOINT
(THIS IS TO BE USED ONLY WHEN SLIP FORM IS USED)

℄ ½" EXP. JT. MAT'L HELD IN PLACE WITH GALVANIZED NAILS. (NOTE: OMIT EXP. JT. MAT'L. WHEN SLIP FORM IS USED)

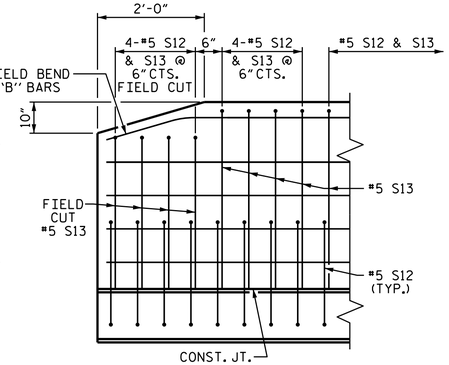


ELEVATION AT EXPANSION JOINTS

VERTICAL CONCRETE BARRIER RAIL DETAILS



END VIEW



SIDE VIEW

END OF RAIL DETAILS

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SHEET 3 OF 4

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3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLAB UNIT

105° SKEW

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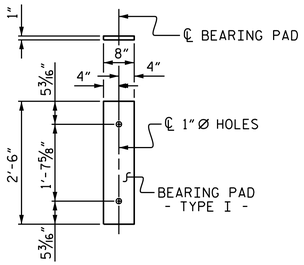


FIXED END
(TYPE I - 20 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

CORED SLABS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
70' UNIT			
EXTERIOR C.S.	2	70'-0"	140'-0"
INTERIOR C.S.	8	70'-0"	560'-0"
TOTAL	10		700'-0"

DEAD LOAD DEFLECTION AND CAMBER

	3'-0" x 2'-0"
70' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	2¼" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	¾" ↓
FINAL CAMBER	1½" ↑

** INCLUDES FUTURE WEARING SURFACE

BILL OF MATERIAL FOR ONE 70' CORED SLAB UNIT

				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B22	6	#4	STR	24'-6"	98	24'-6"	98
S10	8	#5	3	4'-10"	40	4'-10"	40
S11	148	#4	3	5'-10"	577	5'-10"	577
✳S12	79	#5	1	5'-7"	460		
S14	4	#4	4	5'-8"	15	5'-8"	15
S15	4	#5	3	7'-1"	30	7'-1"	30
REINFORCING STEEL			LBS.		760		760
✳EPOXY COATED REINFORCING STEEL			LBS.		460		
7000 P.S.I. CONCRETE			CU. YDS.		12.0		12.0
0.6" Ø L.R. STRANDS			No.		28		28

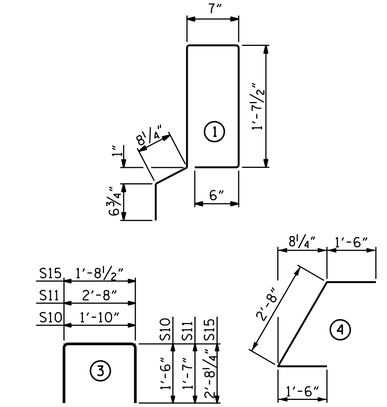
CONCRETE RELEASE STRENGTH

UNIT	PSI
70' UNITS	5500

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

BAR TYPES



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SHEET 4 OF 4

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3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLAB UNIT

105° SKEW

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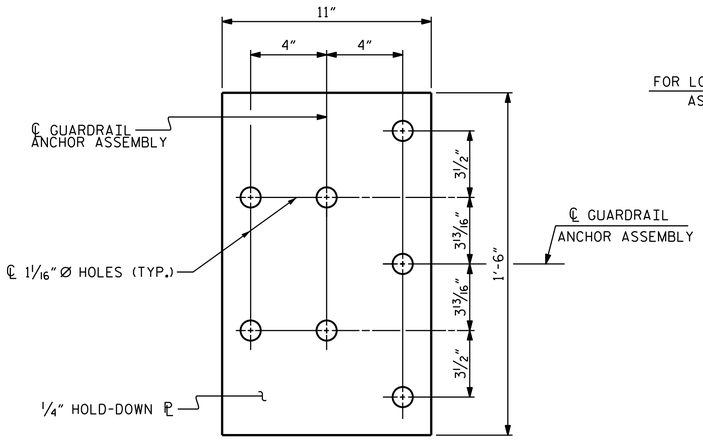
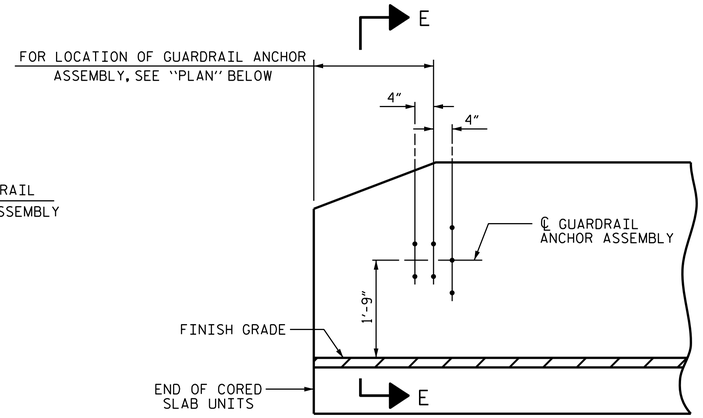


PLAN



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.)

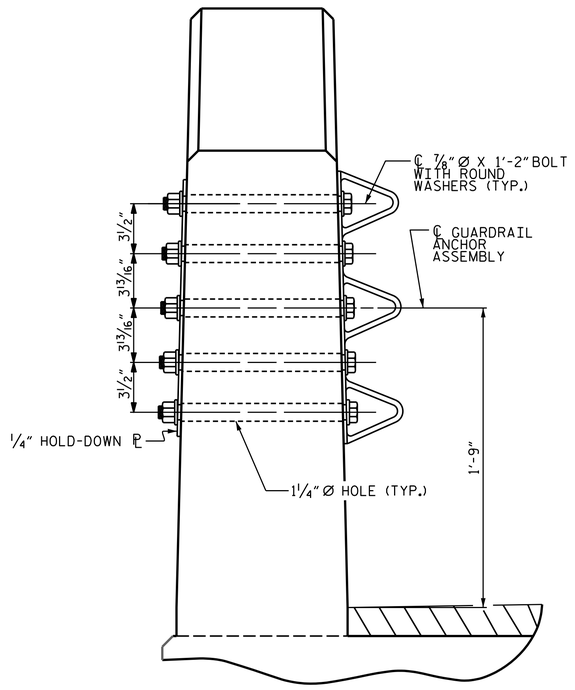
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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.

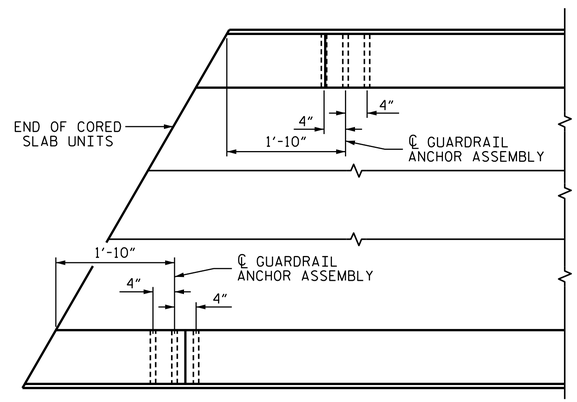
THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE VERTICAL CONCRETE BARRIER RAIL TO CLEAR ASSEMBLY BOLTS.

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

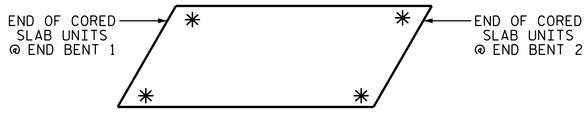
GUARDRAIL ANCHOR ASSEMBLY DETAILS



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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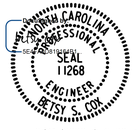

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GUARDRAIL ANCHORAGE DETAILS FOR VERTICAL CONCRETE BARRIER RAIL

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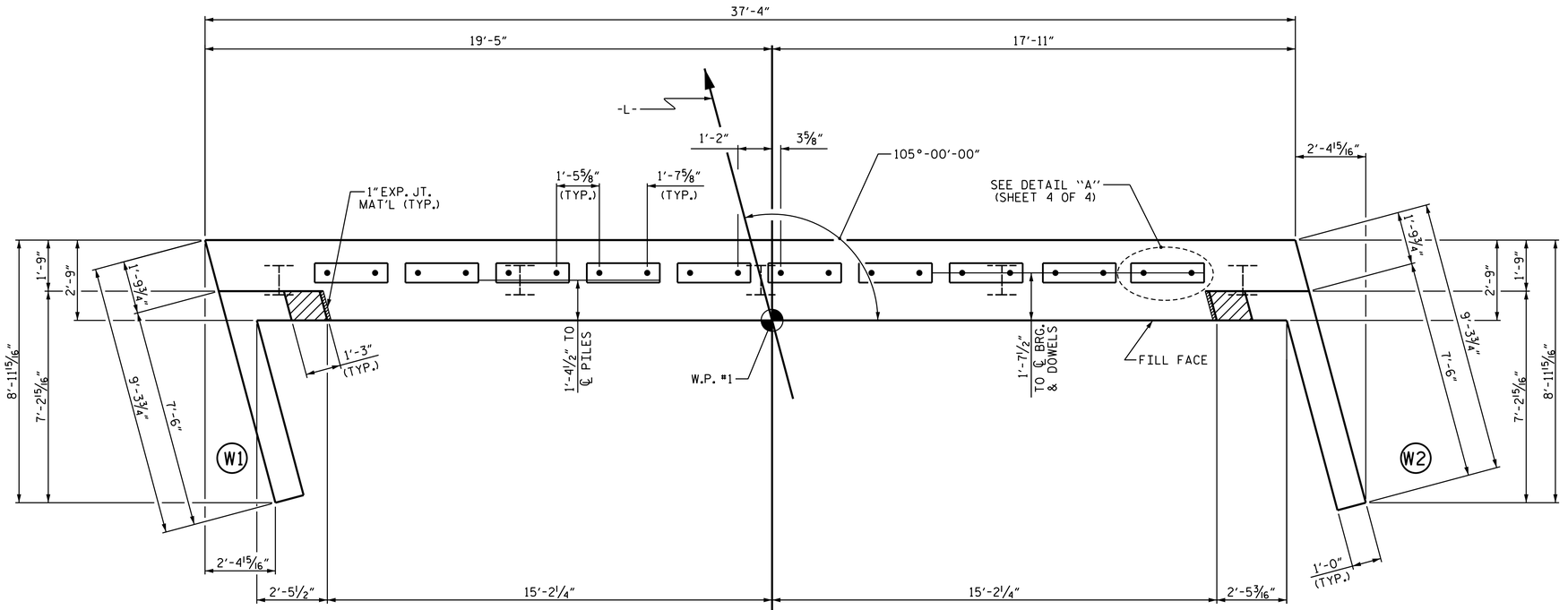

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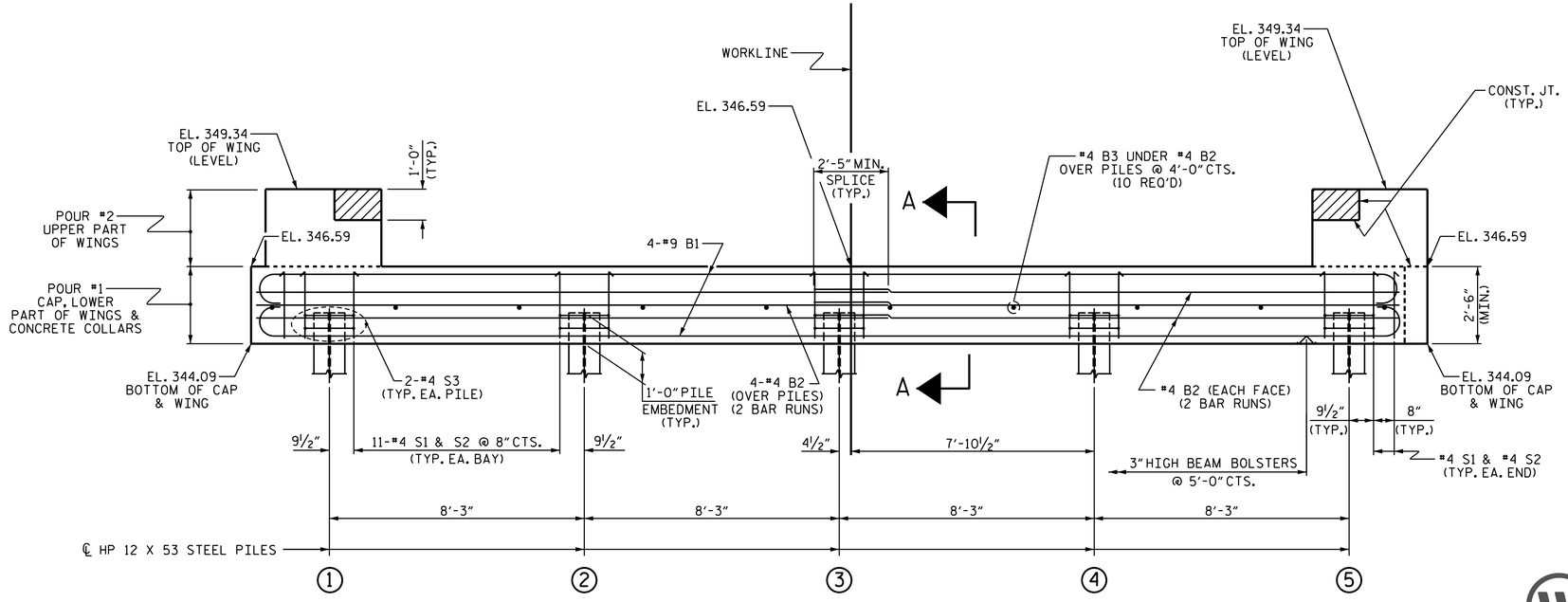

ELEVATION

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.

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SHEET 1 OF 4

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END BENT 1

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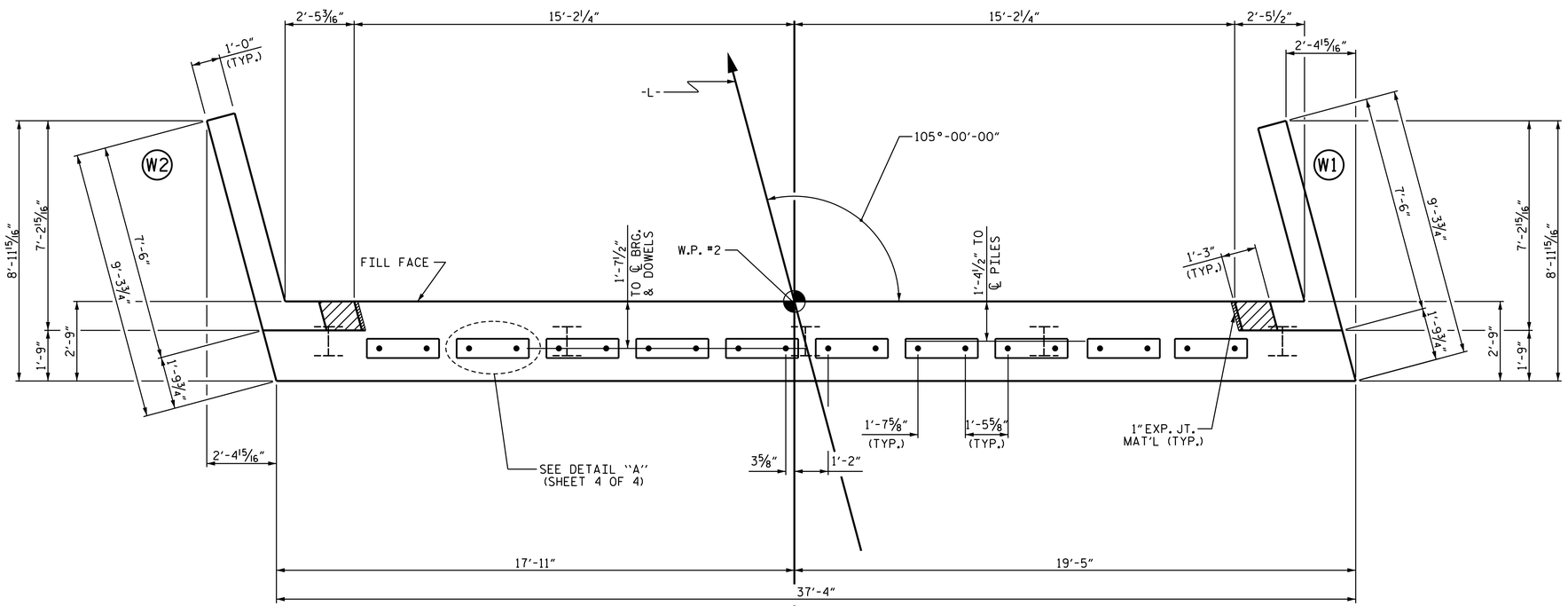

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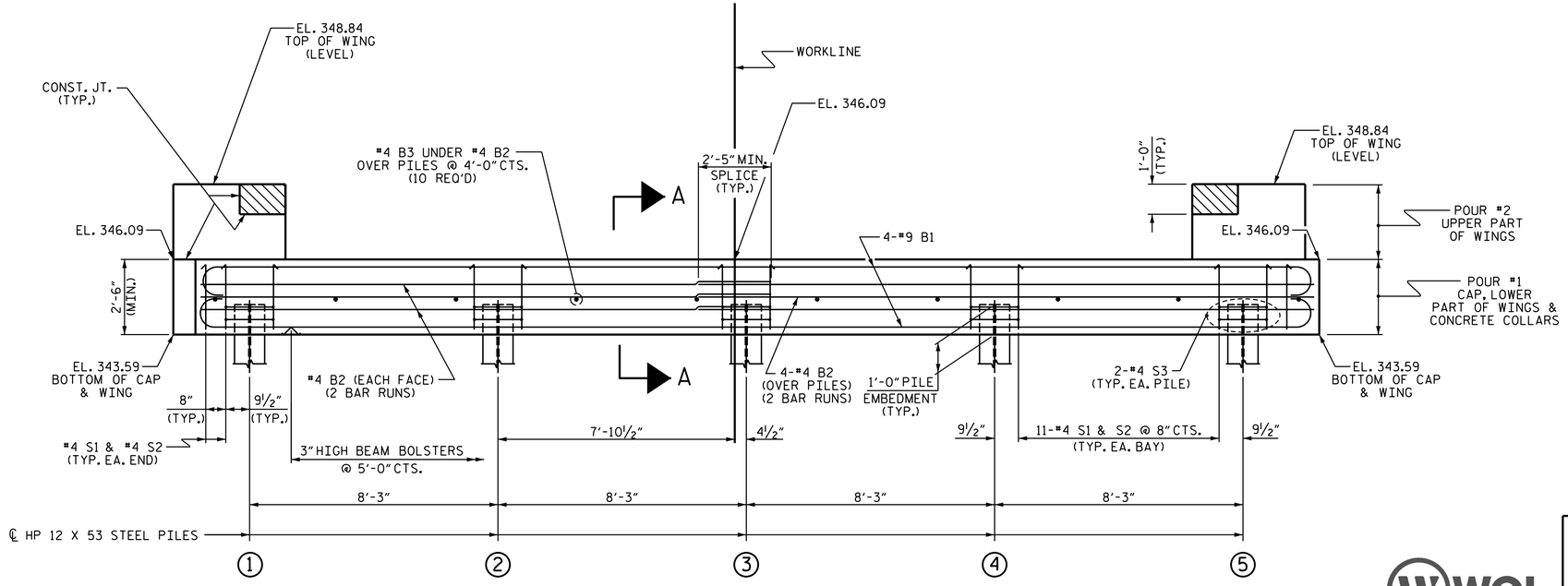

ELEVATION

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

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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.

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END BENT 2

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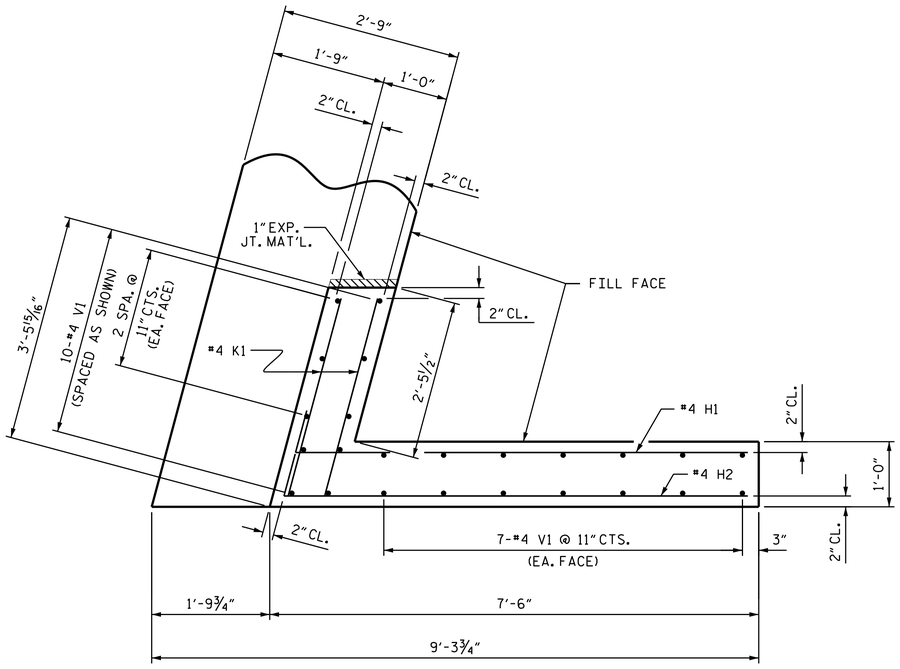
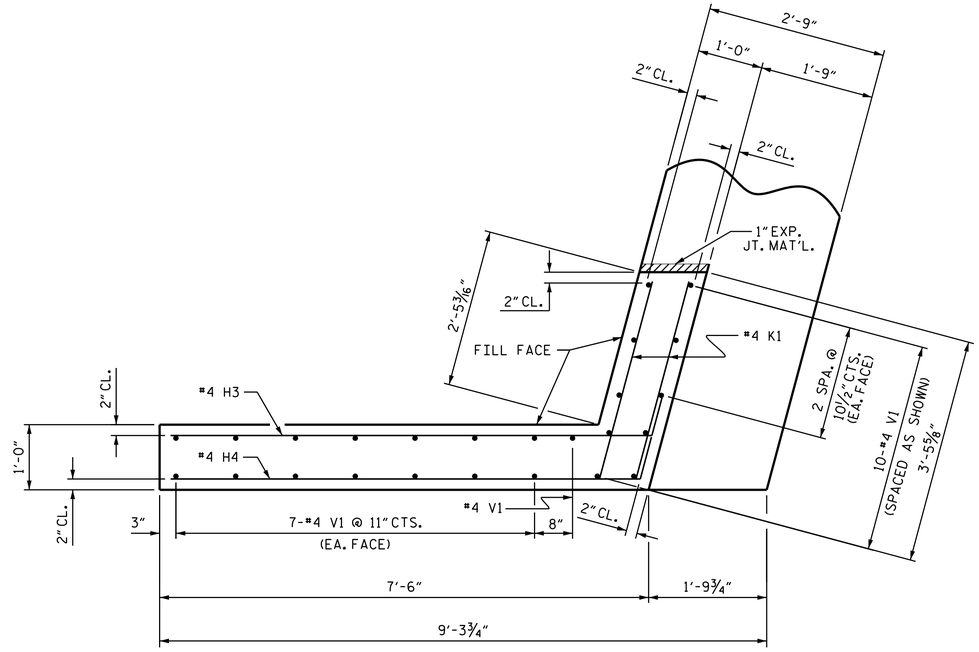
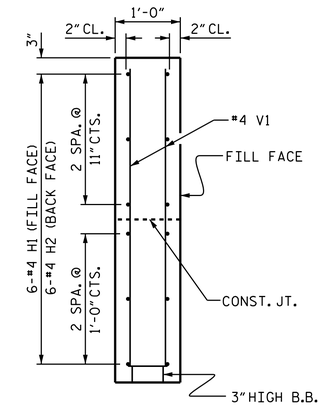


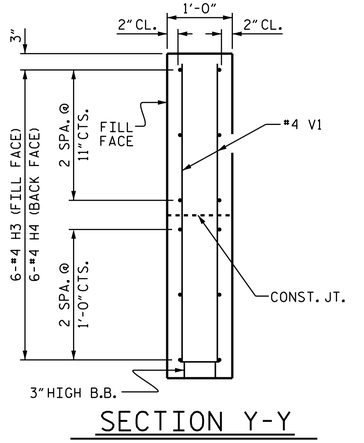
PLAN OF WING (W1)



PLAN OF WING (W2)



SECTION X-X



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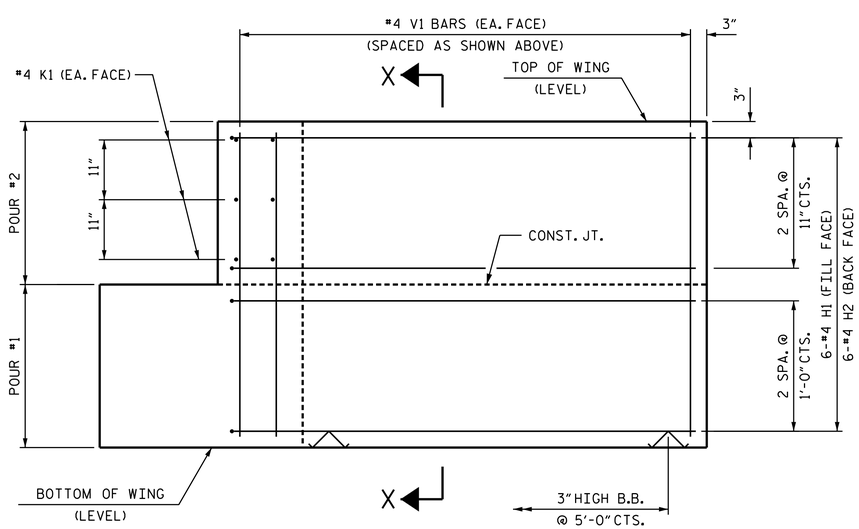
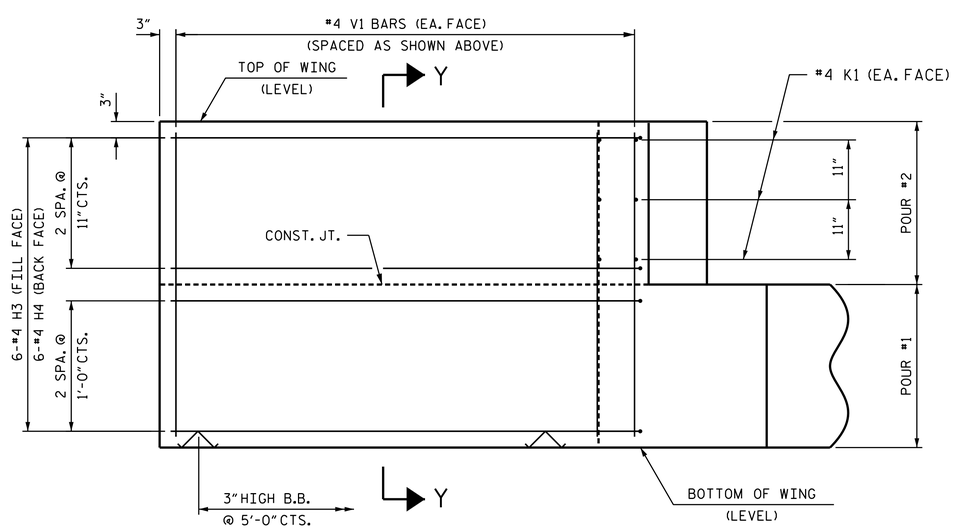


ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

WING DETAILS

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END BENT WING DETAILS

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SHEET 3 OF 4

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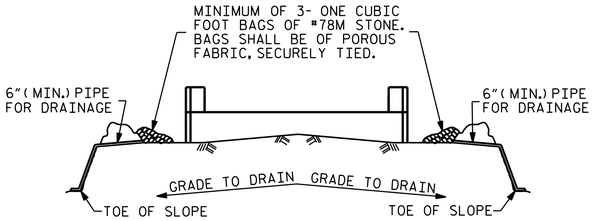
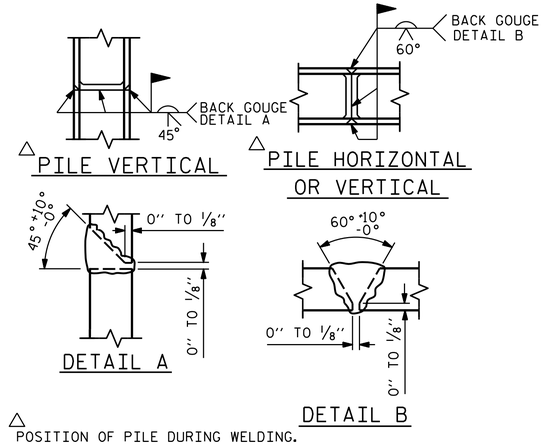


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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

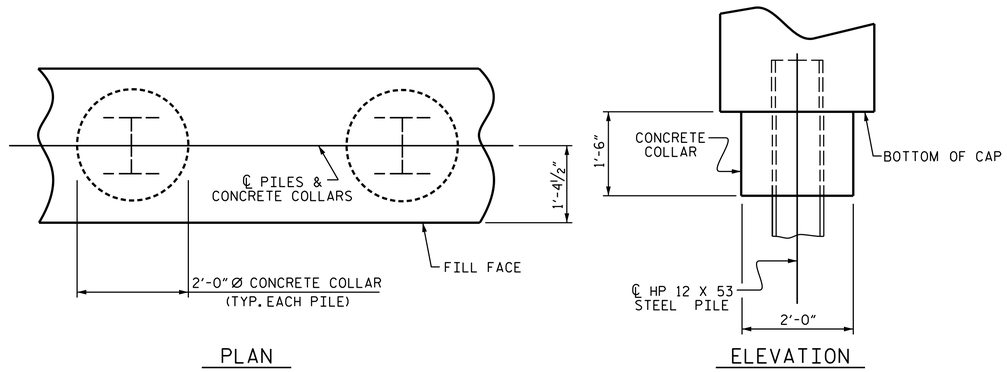
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



△ POSITION OF PILE DURING WELDING.

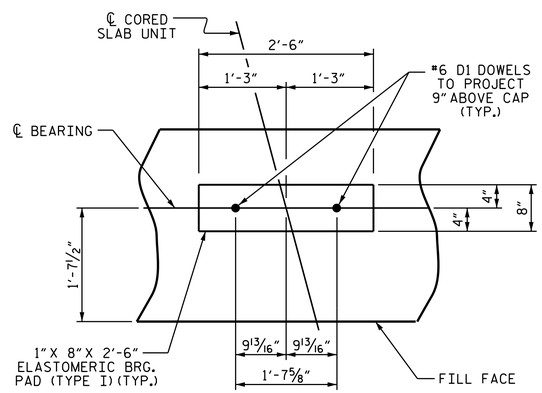
PILE SPLICE DETAILS



PLAN ELEVATION

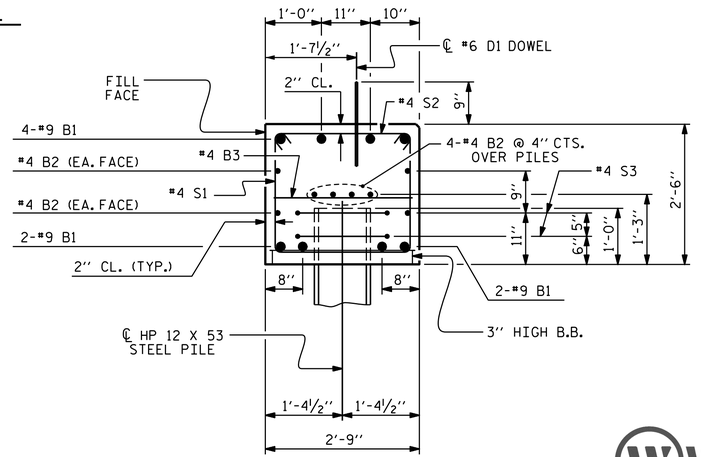
CORROSION PROTECTION FOR STEEL PILES DETAIL

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



DETAIL "A"

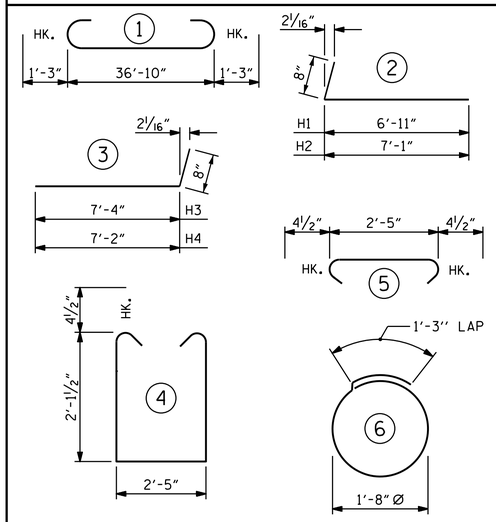
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



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.

BILL OF MATERIAL

FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	39'-4"	1070
B2	16	#4	STR	19'-9"	211
B3	10	#4	STR	2'-5"	16
D1	20	#6	STR	1'-6"	45
H1	6	#4	2	7'-7"	30
H2	6	#4	2	7'-9"	31
H3	6	#4	3	8'-0"	32
H4	6	#4	3	7'-10"	31
K1	12	#4	STR	3'-1"	25
S1	48	#4	4	7'-5"	238
S2	48	#4	5	3'-2"	102
S3	10	#4	6	6'-6"	43
V1	49	#4	STR	4'-8"	153

REINFORCING STEEL (FOR ONE END BENT) 2027 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 11.6 C.Y.

POUR #2 UPPER PART OF WINGS 2.0 C.Y.

TOTAL CLASS A CONCRETE 13.6 C.Y.

DRAWN BY : S.D. COOPER DATE : 4-22
CHECKED BY : B.S. COX DATE : 4-22
DESIGN ENGINEER OF RECORD: B.S. COX DATE : 4-22

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Cary, NC 27518
LICENSURE NO. C-4434

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VANCE COUNTY
STATION: 16+14.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE

END BENT 1 & 2 DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-13
1			3			TOTAL SHEETS
2			4			16

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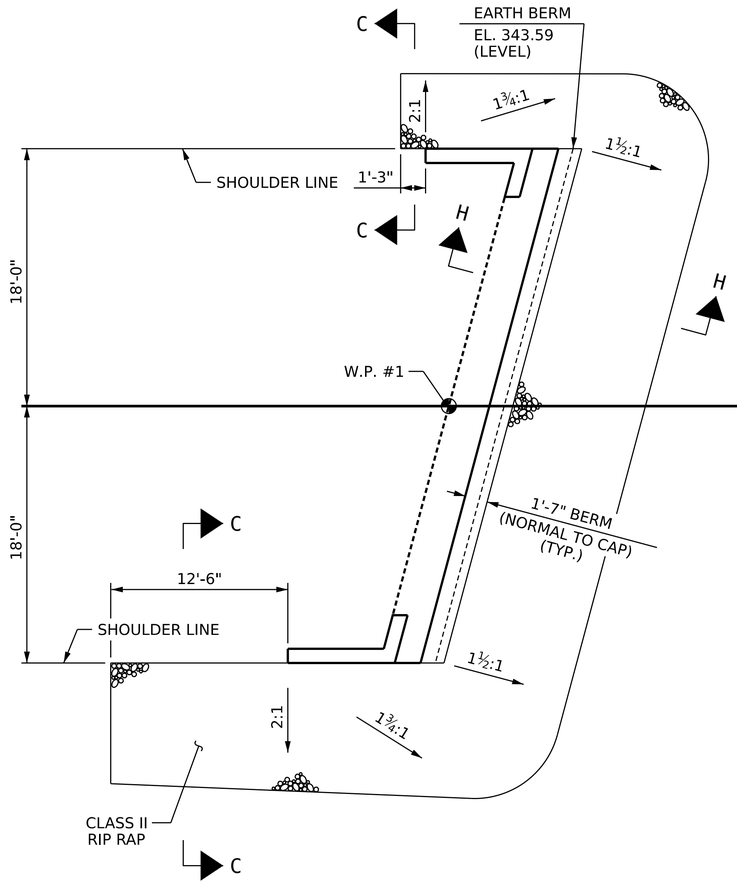
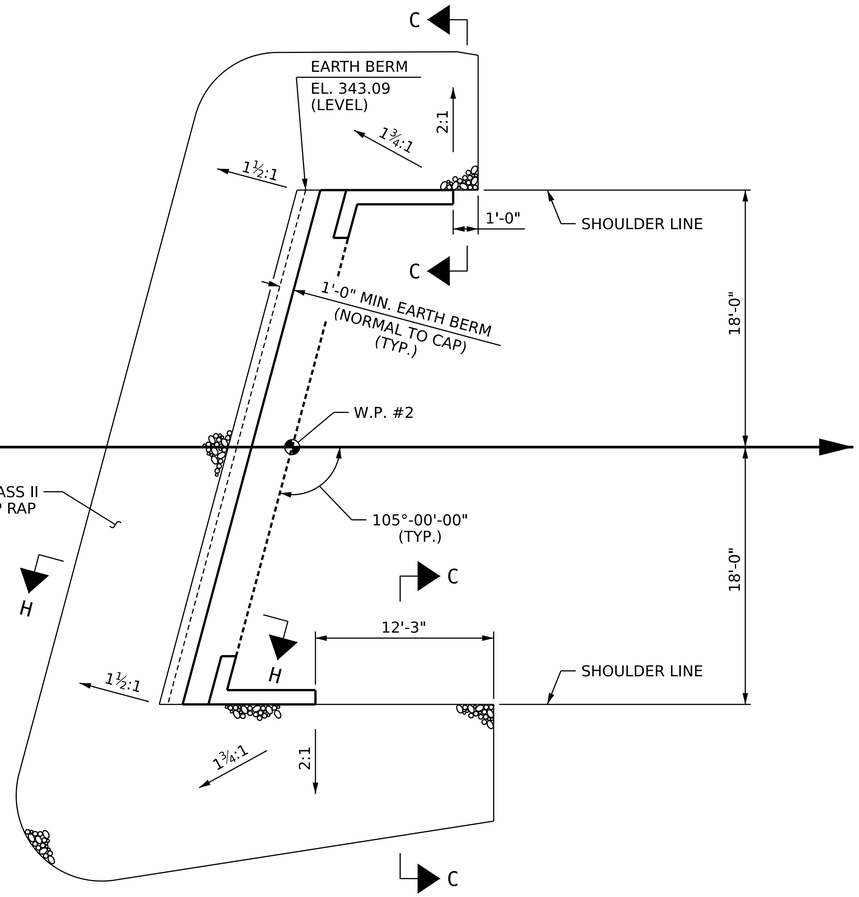


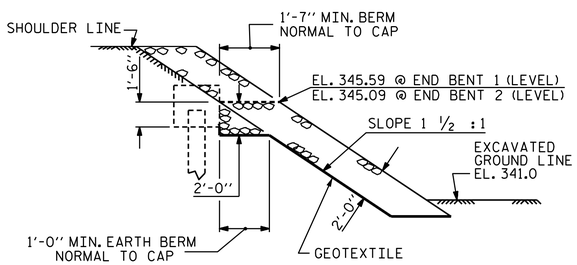
@ END BENT 1



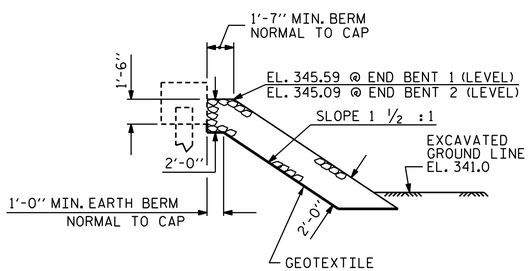
@ END BENT 2

PLAN OF RIP RAP

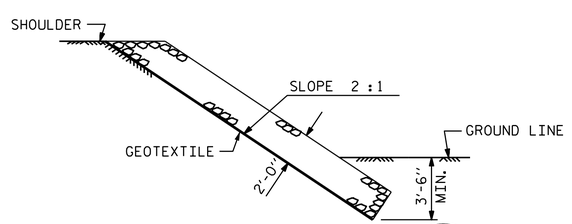
ESTIMATED QUANTITIES		
BRIDGE @ STA. 16+14.00 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	105	115
END BENT 2	115	130



SECTION H-H



℄ SECTION
BERM RIP RAPPED



SECTION C-C

PROJECT NO. DF16905.2091011
VANCE COUNTY
STATION: 16+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

RIP RAP DETAILS

REVISIONS						SHEET NO.
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1			3			TOTAL SHEETS
2			4			16

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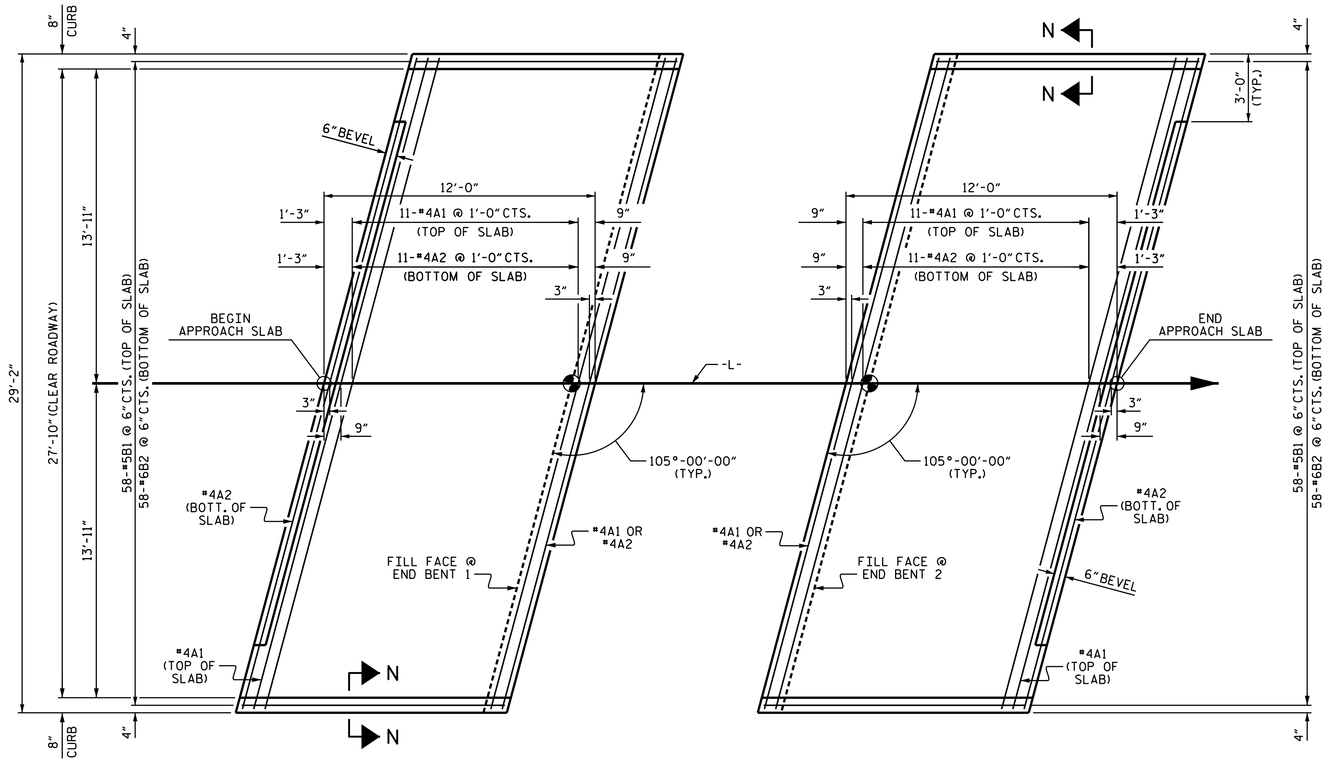
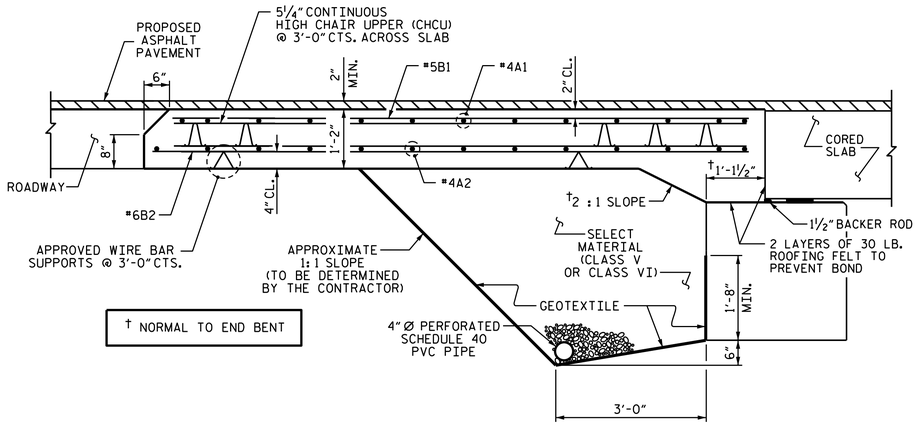


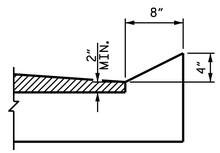
PLAN @ END BENT 1 PLAN @ END BENT 2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



SECTION THRU SLAB

(TYPE II - MODIFIED APPROACH FILL)



SECTION N-N

CURB DETAILS

NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4" 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.

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

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

APPROACH SLAB GROOVING IS NOT REQUIRED.

BILL OF MATERIAL

APPROACH SLAB AT EB 1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	13	#4	STR	29'-10"	259
A2	13	#4	STR	29'-10"	259
* B1	58	#5	STR	11'-1"	670
B2	58	#6	STR	11'-7"	1009
REINFORCING STEEL				LBS.	1268
* EPOXY COATED REINFORCING STEEL				LBS.	929
CLASS AA CONCRETE				C.Y.	17.7

APPROACH SLAB AT EB 2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	13	#4	STR	29'-10"	259
A2	13	#4	STR	29'-10"	259
* B1	58	#5	STR	11'-1"	670
B2	58	#6	STR	11'-7"	1009
REINFORCING STEEL				LBS.	1268
* EPOXY COATED REINFORCING STEEL				LBS.	929
CLASS AA CONCRETE				C.Y.	17.7

SPLICE LENGTHS

BAR SIZE	EPOXY COATED	UNCOATED
#4	1'-11"	1'-7"
#5	2'-5"	2'-0"
#6	3'-7"	2'-5"

PROJECT NO. DF16905.2091011

VANCE COUNTY

STATION: 16+14.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT

(SUB-REGIONAL TIER - 105° SKEW)

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1			3			TOTAL SHEETS
2			4			16

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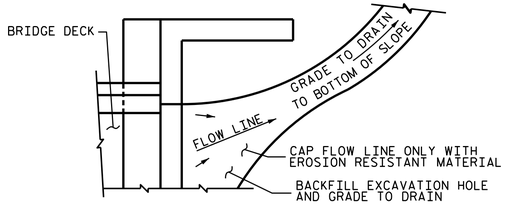
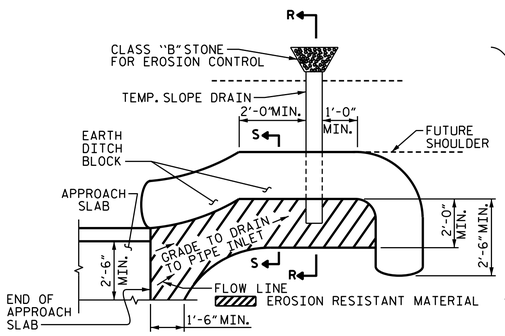


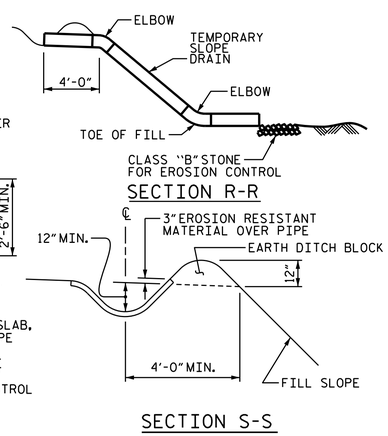
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)

PROJECT NO. DF16905.2091011

VANCE COUNTY

STATION: 16+14.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT

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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 2018 "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 ¾" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1½" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A ¼" 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 ¼" 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 ⅞" Ø SHEAR STUDS FOR THE ¾" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - ⅞" Ø STUDS FOR 4 - ¾" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF ⅞" Ø STUDS ALONG THE BEAM AS SHOWN FOR ¾" Ø STUDS BASED ON THE RATIO OF 3 - ⅞" Ø STUDS FOR 4 - ¾" 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.