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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′-9″	40	4′-9″	40
S11	144	#4	3	5′-10″	561	5′-10″	561
✳S12	79	#5	1	5′-7″	460		
S14	4	#4	3	5′-7″	15	5′-7″	15
S15	4	#5	3	7′-1″	30	7′-1″	30
REINFORCING STEEL LBS.					744		744
✳EPOXY COATED REINFORCING STEEL LBS.					460		
7000 P.S.I. CONCRETE CU. YDS.					11.8		11.8
0.6″Ø L.R. STRANDS No.					28		28

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

CONCRETE RELEASE STRENGTH

UNIT	PSI
70′ UNITS	5500

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	70′ UNIT					
✳B25	60	60	#5	STR	22′-11″	1434
✳S13	158	158	#5	2	7′-2″	1181
✳EPOXY COATED REINFORCING STEEL				LBS.		2615
CLASS AA CONCRETE				CU.YDS.		17.6
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.		140.0

CORED SLABS REQUIRED

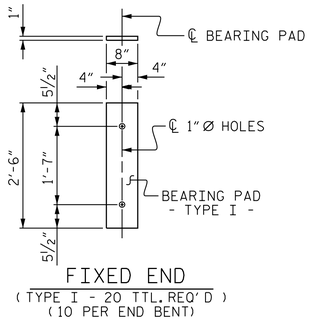
	NUMBER	LENGTH	TOTAL LENGTH
70′ UNIT			
EXTERIOR C.S.	2	70′-0″	140′-0″
INTERIOR C.S.	8	70′-0″	560′-0″
TOTAL	10		700′-0″

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

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

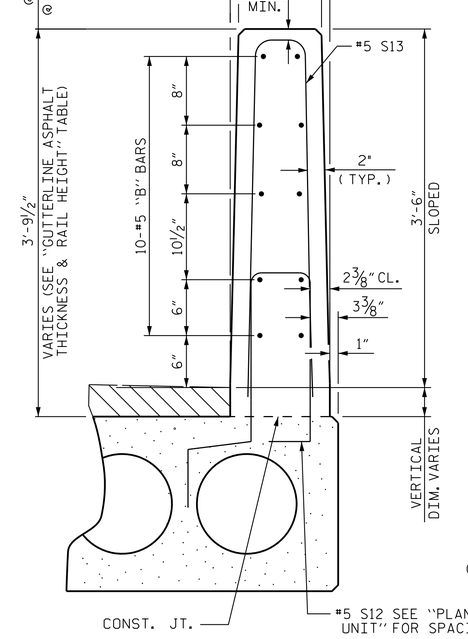
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
70′ UNITS	2″	3′-8″



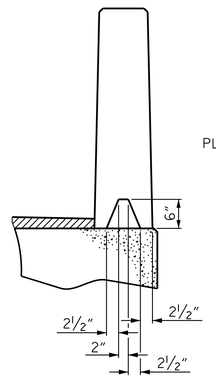
FIXED END
(TYPE I - 20 TTL. REQ'D)
(10 PER END BENT)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

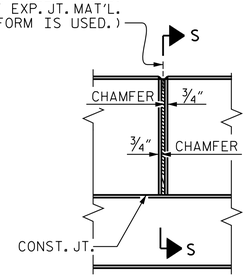


SECTION THRU RAIL



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

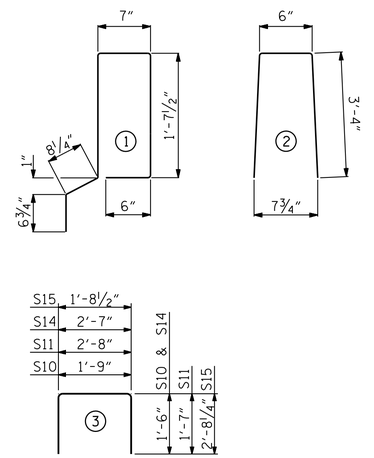
℄ ½″EXP. JT. MAT'L HELD IN PLACE WITH GALVANIZED NAILS.
(NOTE: OMIT EXP. JT. MAT'L. WHEN SLIP FORM IS USED.)



ELEVATION AT EXPANSION JOINTS

VERTICAL CONCRETE BARRIER RAIL DETAILS

BAR TYPES



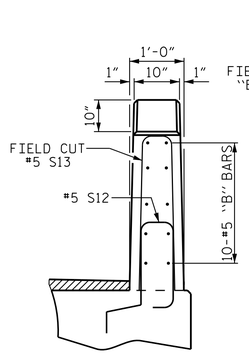
ALL BAR DIMENSIONS ARE OUT TO OUT

NOTES (cont.)

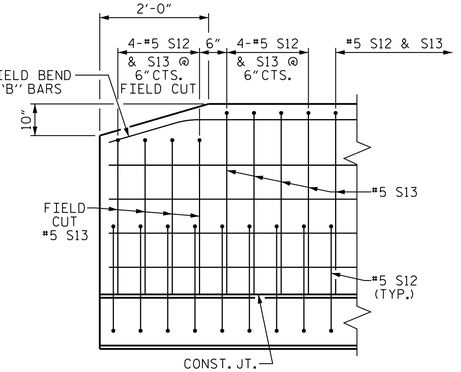
PRESTRESSED CONCRETE CORED SLAB UNITS ARE DESIGNED FOR 0 PSI TENSION IN THE PRECOMPRESSED TENSILE ZONE UNDER ALL LOADING CONDITIONS.

FOR CORED SLABS, SEE SPECIAL PROVISIONS FOR CORED SLABS AND BOX BEAMS.

THE CONCRETE IN THE CORED SLABS SHALL CONTAIN SILICA FUME. SILICA FUME SHALL BE SUBSTITUTED FOR 5% OF THE PORTLAND CEMENT BY WEIGHT. IF THE OPTION OF ARTICLE 1024-1 OF THE STANDARD SPECIFICATIONS TO PARTIALLY SUBSTITUTE CLASS F FLY ASH FOR PORTLAND CEMENT IS EXERCISED, THEN THE RATE OF FLY ASH SUBSTITUTION SHALL BE REDUCED TO 1.0 LB (1.0 KG) OF FLY ASH PER 1.0 LB (1.0 KG). NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.



END VIEW



SIDE VIEW

END OF RAIL DETAILS

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.

PRESTRESSED CONCRETE CORED SLAB UNITS SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR. SEE STANDARD SPECIFICATIONS, SECTION 1078-4 FOR CALCIUM NITRITE CORROSION INHIBITOR.

PROJECT NO. BP1.R014.1

TYRRELL COUNTY

STATION: 14+33.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3′-0″X 2′-0″
PRESTRESSED CONCRETE CORED SLAB UNIT

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-08
1			3			TOTAL SHEETS
2			4			16

ASSEMBLED BY : J.E.HAGENBUSH	DATE : 01/28/26		
CHECKED BY : J.T. KELVINGTON	DATE : 01/28/26		
DRAWN BY : MAA	6/10	REV. 5/18 MAA/THC	
CHECKED BY : MKT	7/10		

DESIGN ENGINEER OF RECORD: J.T. KELVINGTON DATE : 03/26/26

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 13406 JOSEPH T. KELVINGTON
6/2/2026

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