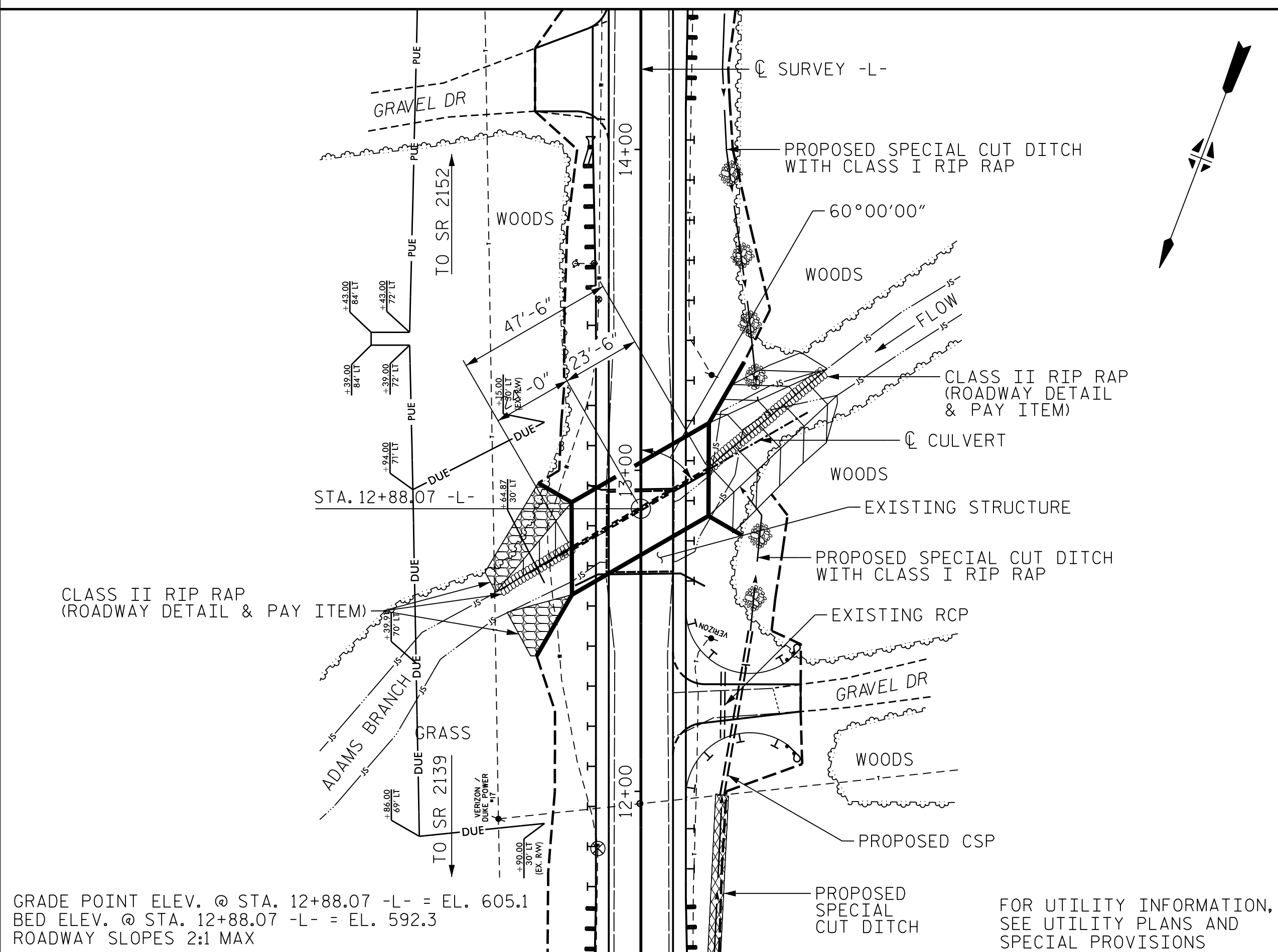


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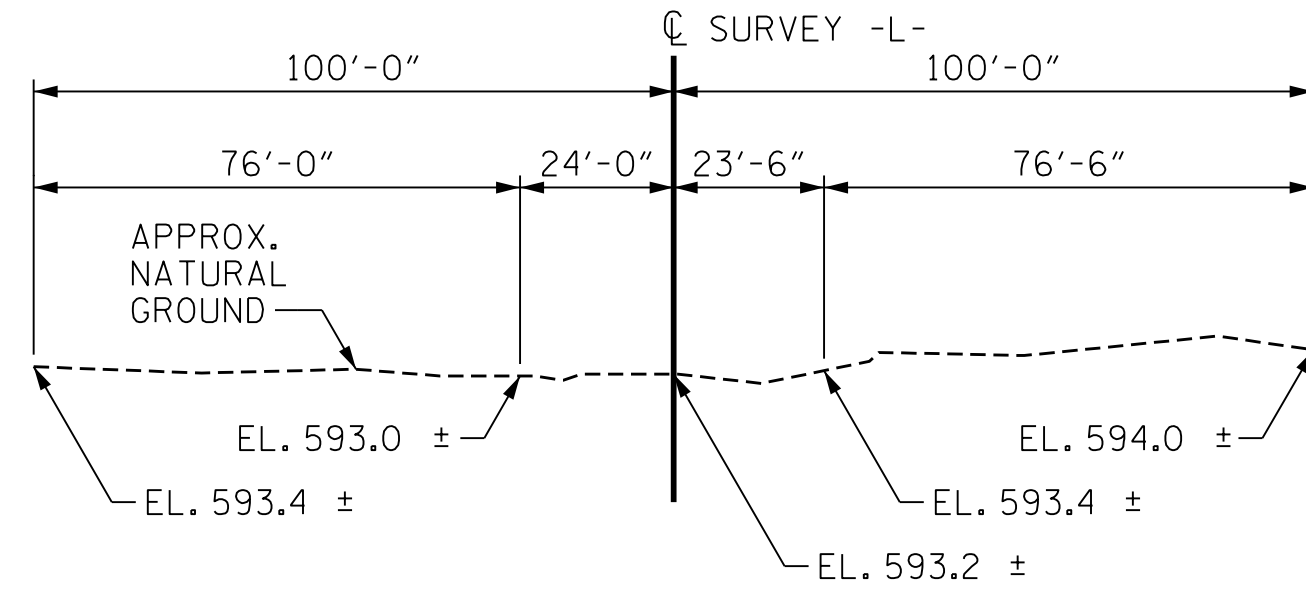
BENCHMARK: BL-3, 13.10' LT. OF -L- STA. 10+49.28, EL. 605.01



LOCATION SKETCH

GRADE POINT ELEV. @ STA. 12+88.07 -L- = EL. 605.1
 BED ELEV. @ STA. 12+88.07 -L- = EL. 592.3
 ROADWAY SLOPES 2:1 MAX

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS



PROFILE ALONG CULVERT

HYDRAULIC DATA

DESIGN DISCHARGE	-----	= 1000 CFS
FREQUENCY OF DESIGN FLOOD	-----	= 25 YR.
DESIGN HIGH WATER ELEVATION	-----	= 601.9
DRAINAGE AREA	-----	= 2.70 SQ. MI.
BASE DISCHARGE (Q ₁₀₀)	-----	= 1393 CFS
BASE HIGH WATER ELEVATION	-----	= 603.41

TOTAL STRUCTURE QUANTITIES			
CLASS A CONCRETE			
BARREL @	3.484	C.Y./FT.	165.5 C.Y.
WINGS, SILLS, ETC.			50.7 C.Y.
TOTAL			216.2 C.Y.
REINFORCING STEEL			
BARRELS, SILLS & HEADWALLS	22,191	LBS.	
WINGS	3,960	LBS.	
TOTAL	26,151	LBS.	
CULVERT EXCAVATION		LUMP SUM	
PLACEMENT OF NATIVE MATERIAL		LUMP SUM	
REMOVAL OF EXSITING STRUCTURE		LUMP SUM	
FOUNDATION CONDITIONING MATERIAL	105	TONS	
ASBESTOS ASSESSMENT		LUMP SUM	

NOTES

- ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.
- DESIGN FILL = 3.78 FT.
- FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTES SHEET.
- 3" Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
- CONCRETE IN THE CULVERTS TO BE POURED IN THE FOLLOWING ORDER:
 1. WING FOOTINGS AND FLOOR SLAB INCLUDING 4" OF ALL VERTICAL WALLS.
 2. THE REMAINING PORTIONS OF THE WALLS AND WINGS FULL HEIGHT FOLLOWED BY ROOF SLAB AND HEADWALLS.
- THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
- DIMENSIONS FOR WING LAYOUT AS WELL AS ADDITIONAL REINFORCING STEEL EMBEDDED IN BARREL ARE SHOWN ON THE WING SHEETS.
- THE EXISTING STRUCTURE CONSISTING OF 1 SPAN (1 @ 26'-6") WITH A TIMBER DECK ON I-BEAMS AND A CLEAR ROADWAY OF 20'-11" ON TIMBER CAPS, POSTS AND CONCRETE SILLS (WITH A TIMBER POST AND SILL CRUTCH AT END BENT 2) AND LOCATED AT THE PROPOSED SITE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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 12+88.07".

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

STEEL IN THE BOTTOM SLAB MAY BE SPLICED AT THE PERMITTED CONSTRUCTION JOINT AT THE CONTRACTOR'S OPTION. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES WILL BE PAID FOR BY THE CONTRACTOR.

A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.

THE REQUIRED BEARING CAPACITY AT THE BASE OF THE CULVERT IS 1 TSF. THE REQUIRED BEARING CAPACITY SHALL BE VERIFIED.

THE REINFORCED CONCRETE BOX CULVERT SHALL BE PLACED ON THE STANDARD 1.0 FOOT BLANKET OF FOUNDATION CONDITIONING MATERIAL.

FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

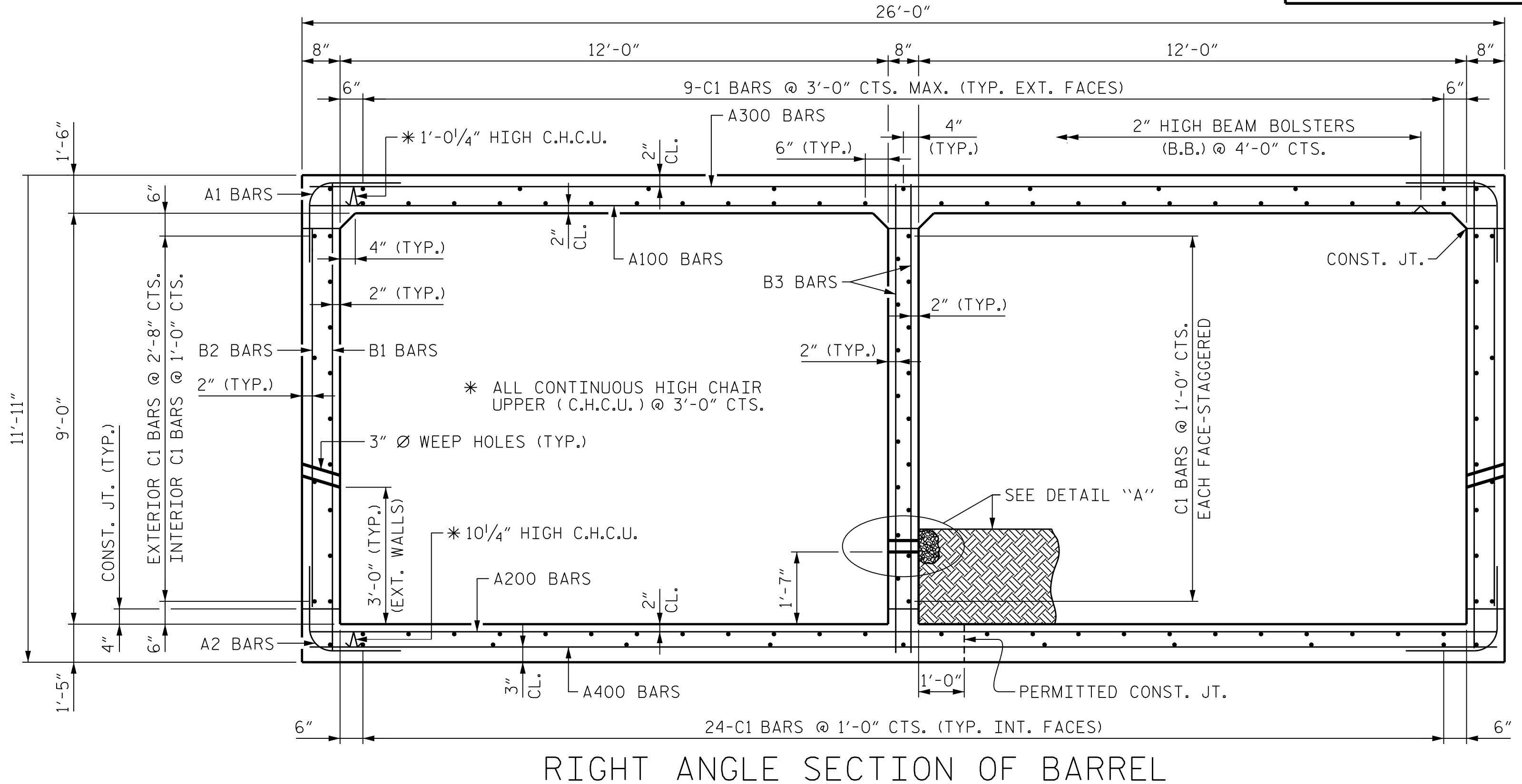
FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

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

NATIVE MATERIAL SHALL BE USED TO BACKFILL THE CULVERT BETWEEN THE SILLS. SEE SPECIAL PROVISIONS FOR "PLACEMENT OF NATIVE MATERIAL".



RIGHT ANGLE SECTION OF BARREL
 (LOOKING DOWNSTREAM)
 THERE ARE 113 "C" BARS IN SECTION OF BARREL

I Hereby Certify These Plans
 Are The As-Built Plans

OVERTOPPING FLOOD DATA

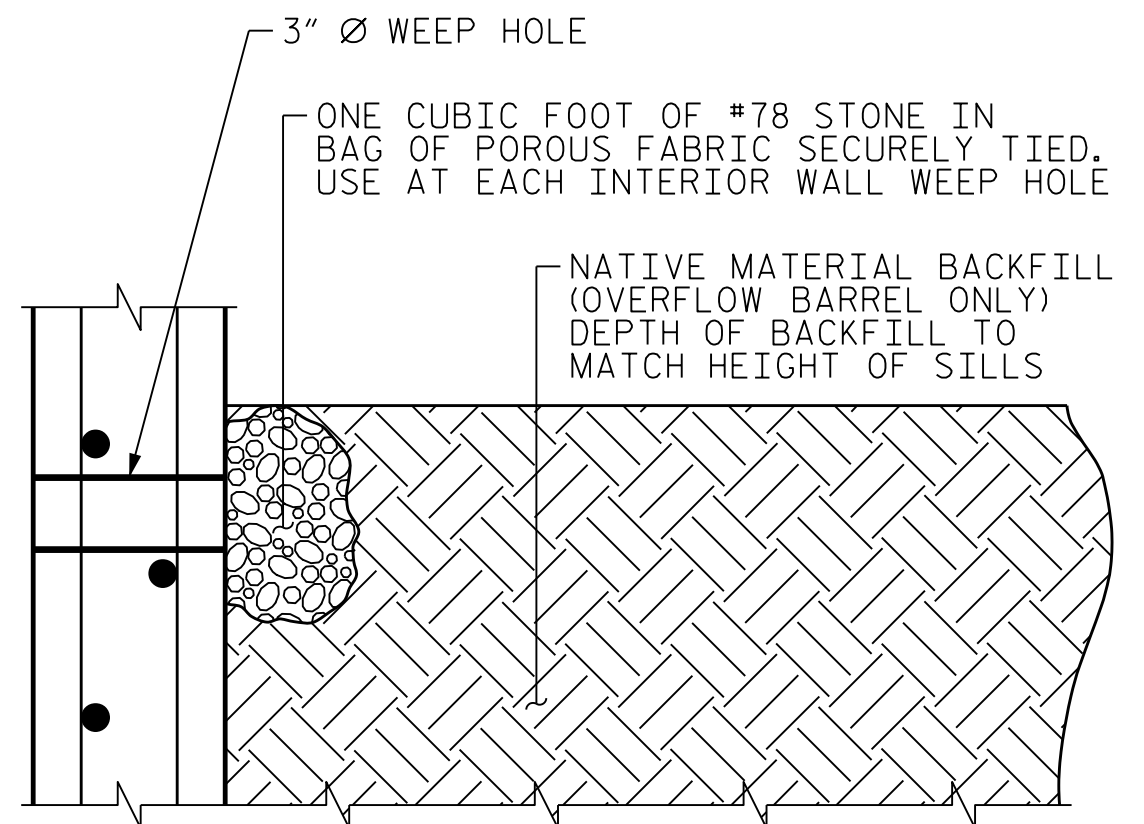
OVERTOPPING DISCHARGE	-----	= 1600 CFS
FREQUENCY OF OVERTOPPING FLOOD	-----	= 100+ YR.
OVERTOPPING FLOOD ELEVATION	-----	= 604.8

PROJECT NO. 17BP.10.R.66

UNION COUNTY

STATION: 12+88.07 -L-

SHEET 1 OF 7 REPLACES BRIDGE NO. 152



DETAIL "A"
 (NOT TO SCALE)

DocuSigned by:
 Paul Stephen Ervin 4/18/2016
 118020102705045

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**DOUBLE BARREL
 12 FT. X 9 FT.
 CONCRETE BOX CULVERT
 60° SKEW**

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

DES BY: T. ANDREWS DATE: 10/6/14

DES CHK: P. ERVIN DATE: 10/9/14

DWG BY: W. TOWE DATE: 10/10/14

CHK BY: T. ANDREWS DATE: 10/16/14

PLOT DRIVER: NCD07...pdf...eng...50...pt
 USER: ppefer... DATE: 4/18/2016
 FILE: ...CAD\110 Final\Plans\1

LOAD AND RESISTANCE FACTOR RATING (LRFR) SUMMARY FOR REINFORCED CONCRETE BOX CULVERTS

LEVEL	VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING #	MINIMUM RATING FACTORS (RF)	TONS = W x RF	STRENGTH I LIMIT STATE								COMMENT NUMBER		
						MOMENT				SHEAR						
						LIVE-LOAD FACTORS (γ _L)	RATING FACTOR	BOX NO.	ELEMENT TYPE	DISTANCE FROM LEFT END OF ELEMENT (FT)	RATING FACTOR	BOX NO.	ELEMENT TYPE		DISTANCE FROM LEFT END OF ELEMENT (FT)	
DESIGN LOAD RATING	HL-93 (INVENTORY)	N/A	1	1.13	--	1.75	1.16	1	BOTTOM SLAB	12.67	1.13	1	TOP SLAB	11.50	-	
	HL-93 (OPERATING)	N/A		1.47	--	1.35	1.50	1	BOTTOM SLAB	12.67	1.47	1	TOP SLAB	11.50	-	
	HS-20 (INVENTORY)	36.000	2	1.13	40.6	1.75	1.16	1	BOTTOM SLAB	12.67	1.13	1	TOP SLAB	11.50	-	
	HS-20 (OPERATING)	36.000		1.47	52.9	1.35	1.50	1	BOTTOM SLAB	12.67	1.47	1	TOP SLAB	11.50	-	
LEGAL LOAD RATING	SINGLE VEHICLE (SV)	SNSH		2.06	27.8	1.40	2.11	1	BOTTOM SLAB	12.67	2.06	1	TOP SLAB	11.50	-	
		SNGARBS2	20.000		1.93	38.6	1.40	1.97	1	BOTTOM SLAB	12.67	1.93	1	TOP SLAB	11.50	-
		SNAGRIS2	22.000		2.06	45.3	1.40	2.11	1	BOTTOM SLAB	12.67	2.06	1	TOP SLAB	11.50	-
		SNCOTTS3	27.250	3	1.81	49.3	1.40	1.86	1	BOTTOM SLAB	12.67	1.81	1	TOP SLAB	11.50	-
		SNAGGRS4	34.925		2.39	83.4	1.40	2.44	1	BOTTOM SLAB	12.67	2.39	1	TOP SLAB	11.50	-
		SNS5A	35.550		2.16	76.7	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
		SNS6A	39.950		2.16	86.2	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
	TRUCK TRACTOR SEMI-TRAILER (TTS1)	SNS7B	42.000		2.16	90.7	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
		TNAGRIT3	33.000		2.06	67.9	1.40	2.11	1	BOTTOM SLAB	12.67	2.06	1	TOP SLAB	11.50	-
		TNT4A	33.075		2.16	71.4	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
		TNT6A	41.600		2.16	89.8	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
		TNT7A	42.000		2.16	90.7	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
		TNT7B	42.000		2.16	90.7	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-
		TNAGRIT4	43.000		2.06	88.5	1.40	2.11	1	BOTTOM SLAB	12.67	2.06	1	TOP SLAB	11.50	-
TNAGT5A	45.000		2.06	92.7	1.40	2.11	1	BOTTOM SLAB	12.67	2.06	1	TOP SLAB	11.50	-		
TNAGT5B	45.000		2.16	97.2	1.40	2.21	1	BOTTOM SLAB	12.67	2.16	1	TOP SLAB	11.50	-		

LOAD FACTORS:

DESIGN LOAD RATING FACTORS

LOAD TYPE	MAX FACTOR	MIN FACTOR
DC	1.25	0.90
DW	1.50	0.65
EV	1.30	0.90
EH	1.35	0.90
ES	1.35	0.90
LS	1.75	-
WA	1.00	-

NOTE:
RATING FACTORS ARE BASED ON THE STRENGTH I LIMIT STATE.

COMMENTS:

- 1.
- 2.
- 3.
- 4.

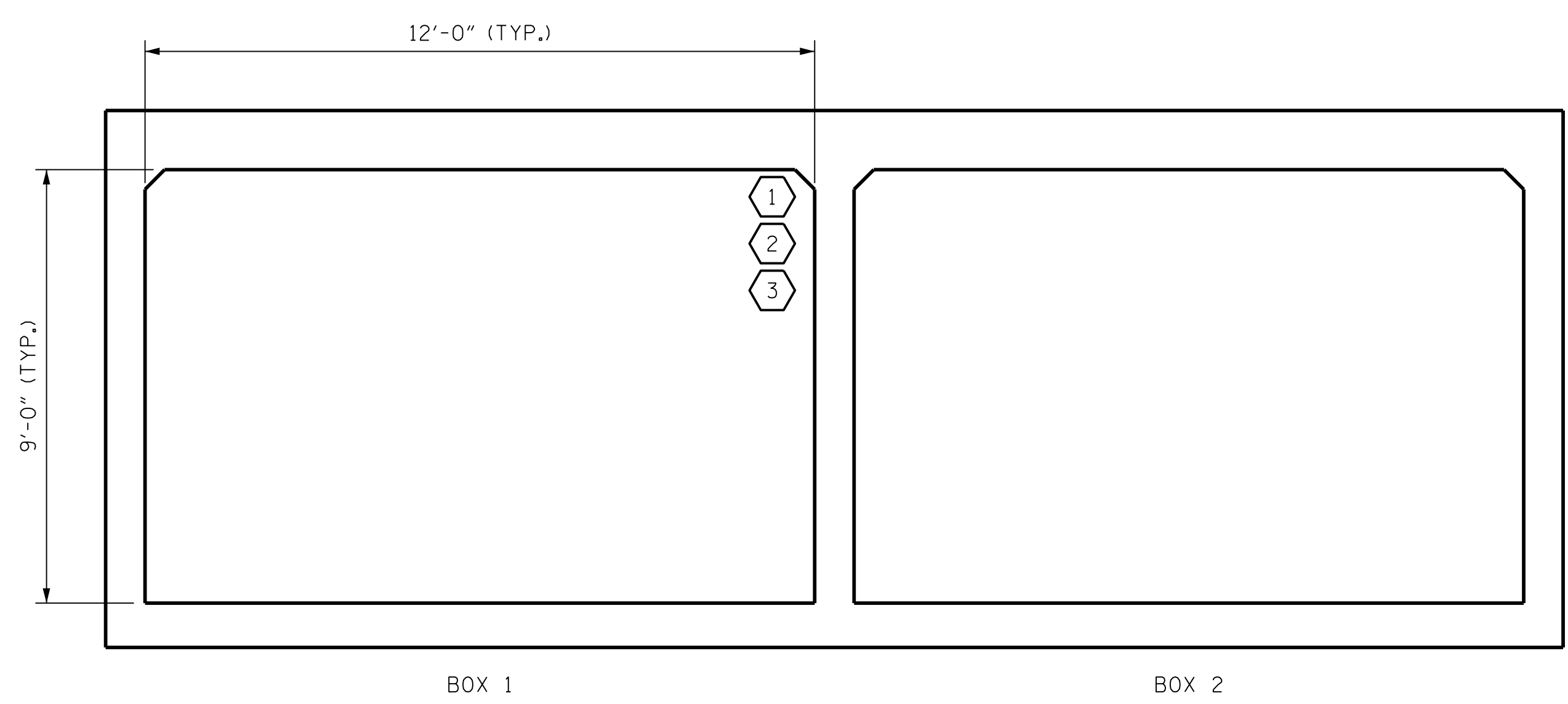
CONTROLLING LOAD RATING

1 DESIGN LOAD RATING (HL-93)

2 DESIGN LOAD RATING (HS-20)

3 LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

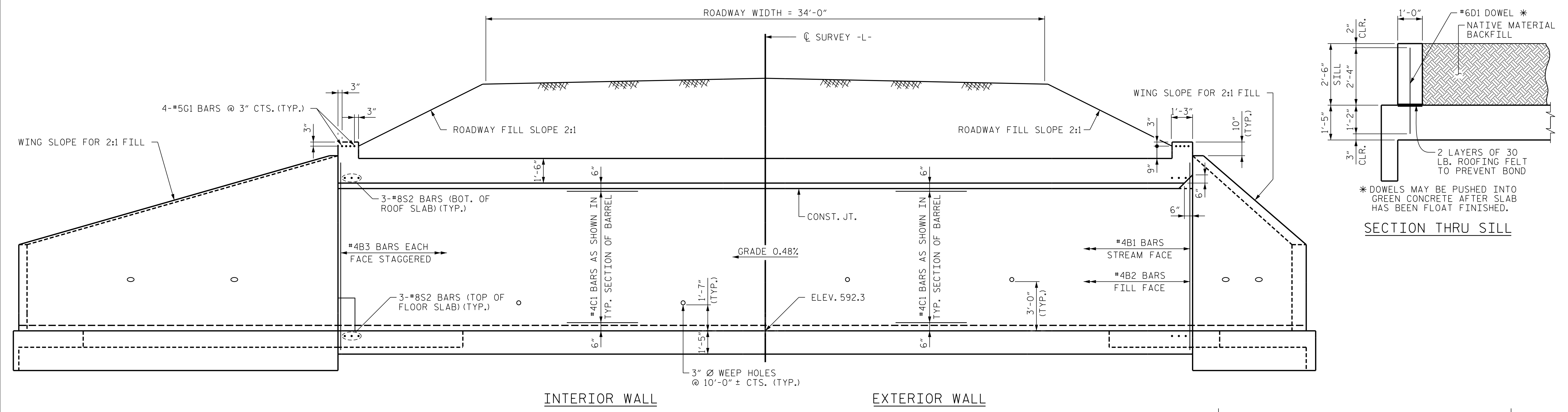


LRFR SUMMARY
(LOOKING DOWNSTREAM)

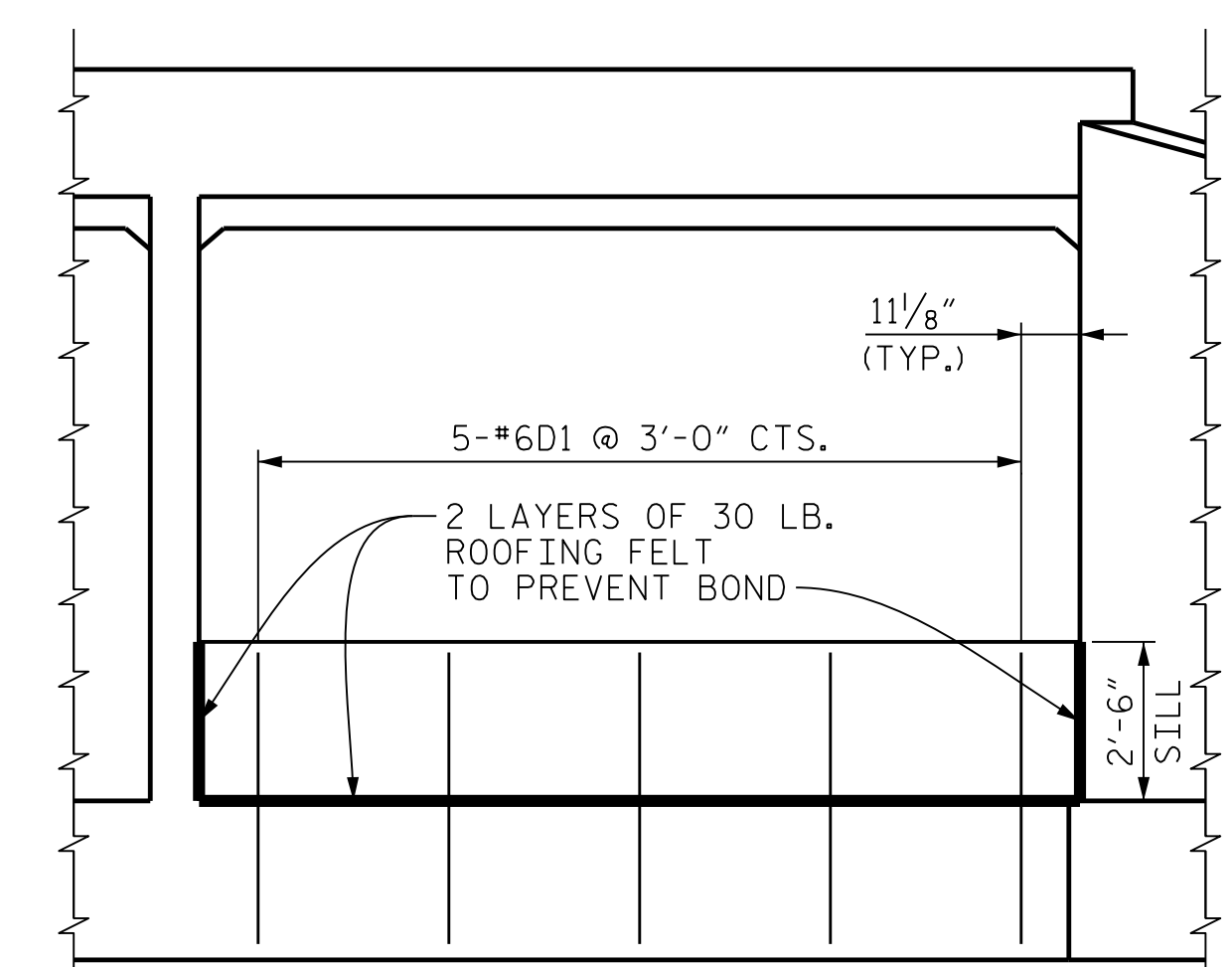
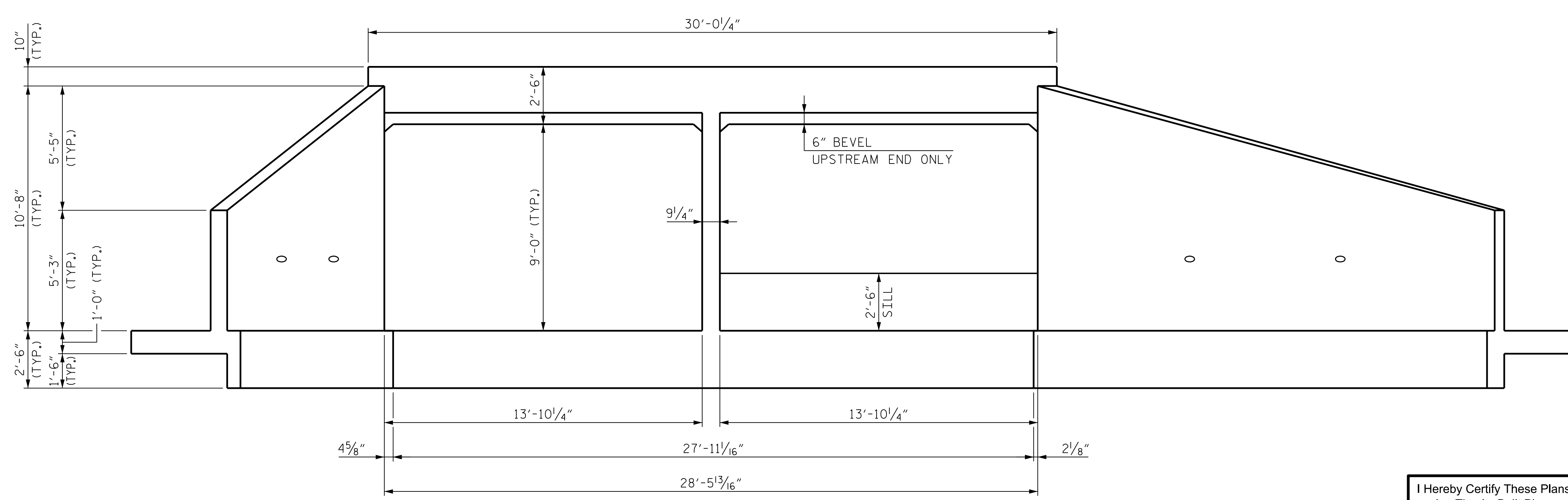
PROJECT NO. 17BP.10.R.66
 _____ UNION _____ COUNTY
 STATION: 12+88.07 -L-
 SHEET 2 OF 7

	DEPARTMENT OF TRANSPORTATION RALEIGH	
	DOUBLE BARREL 12 FT. X 9 FT. CONCRETE BOX CULVERT 60° SKEW	
DESIGNED BY: <u>Paul Stephen Ervin</u> 4/18/2016 118501020795045		
REVISIONS		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	NO. BY: DATE:	NO. BY: DATE:
1 2		3 4
		SHEET NO. S-02 TOTAL SHEETS 8

DES BY: <u>T. ANDREWS</u> DATE: <u>10/6/14</u>	DWG BY: <u>W. TOWE</u> DATE: <u>10/10/14</u>
DES CHK: <u>P. ERVIN</u> DATE: <u>10/9/14</u>	CHK BY: <u>T. ANDREWS</u> DATE: <u>10/16/14</u>



CULVERT SECTION NORMAL TO ROADWAY



END ELEVATION NORMAL TO SKEW (LOOKING DOWNSTREAM)

PROJECT NO. 17BP.10.R.66
 UNION COUNTY
 STATION: 12+88.07 -L-
 SHEET 3 OF 7

I Hereby Certify These Plans
 Are The As-Built Plans

DocuSigned by:
 Paul Stephen Ervin 4/18/2016

PROFESSIONAL SEAL
 12960
 ENGINEER
 PAUL STEPHEN ERVIN

DR
 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

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**DOUBLE BARREL
 12 FT. X 9 FT.
 CONCRETE BOX CULVERT
 60° SKEW**

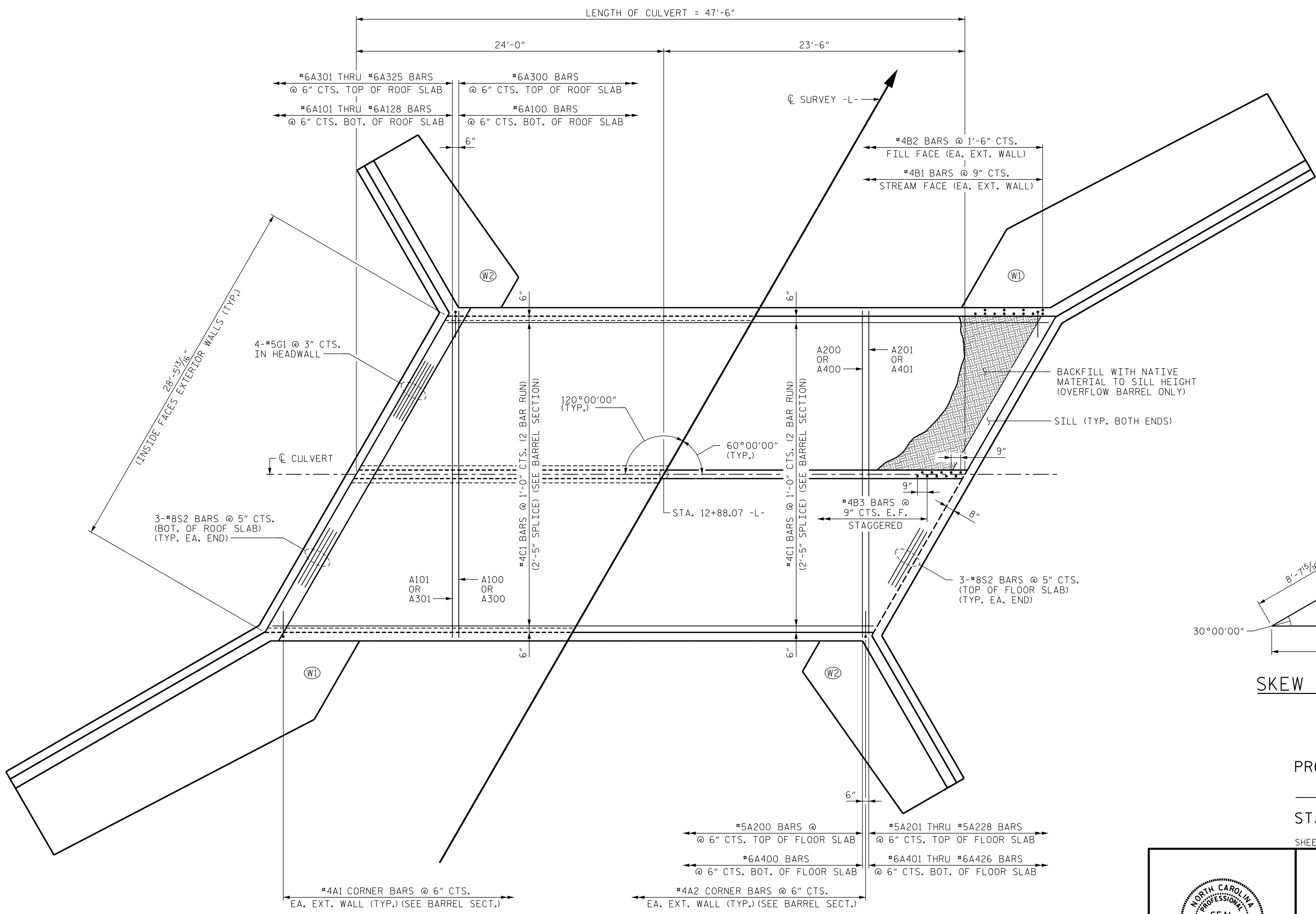
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SHEET NO. S-03
 TOTAL SHEETS 8

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DES CHK: P. ERVIN	DATE: 10/9/14	CHK BY: T. ANDREWS	DATE: 10/16/14

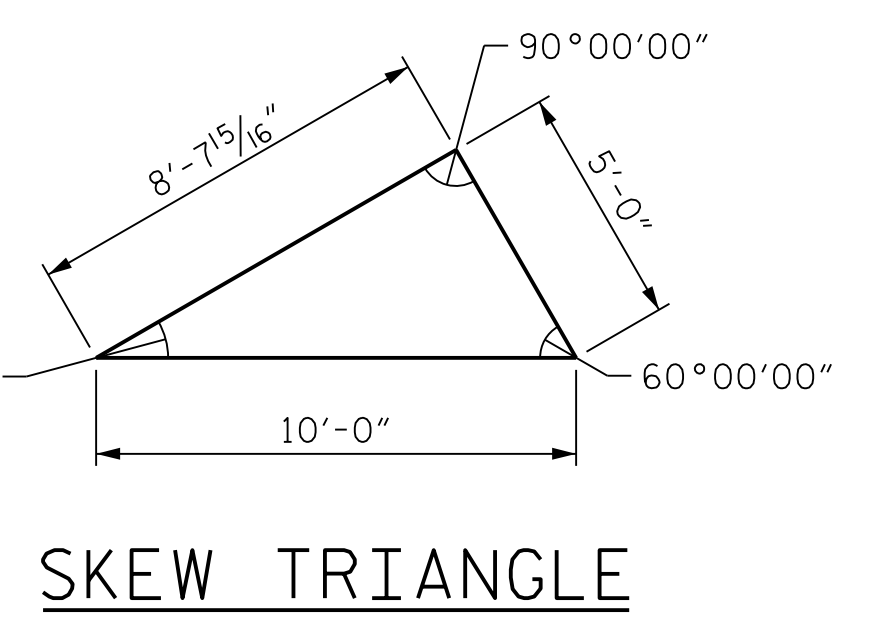
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PLOT DRIVER: NCD07.mono_eng_50.plt
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FILE: ...CAD\1.0 Final Plans\4



PART PLAN ROOF SLAB

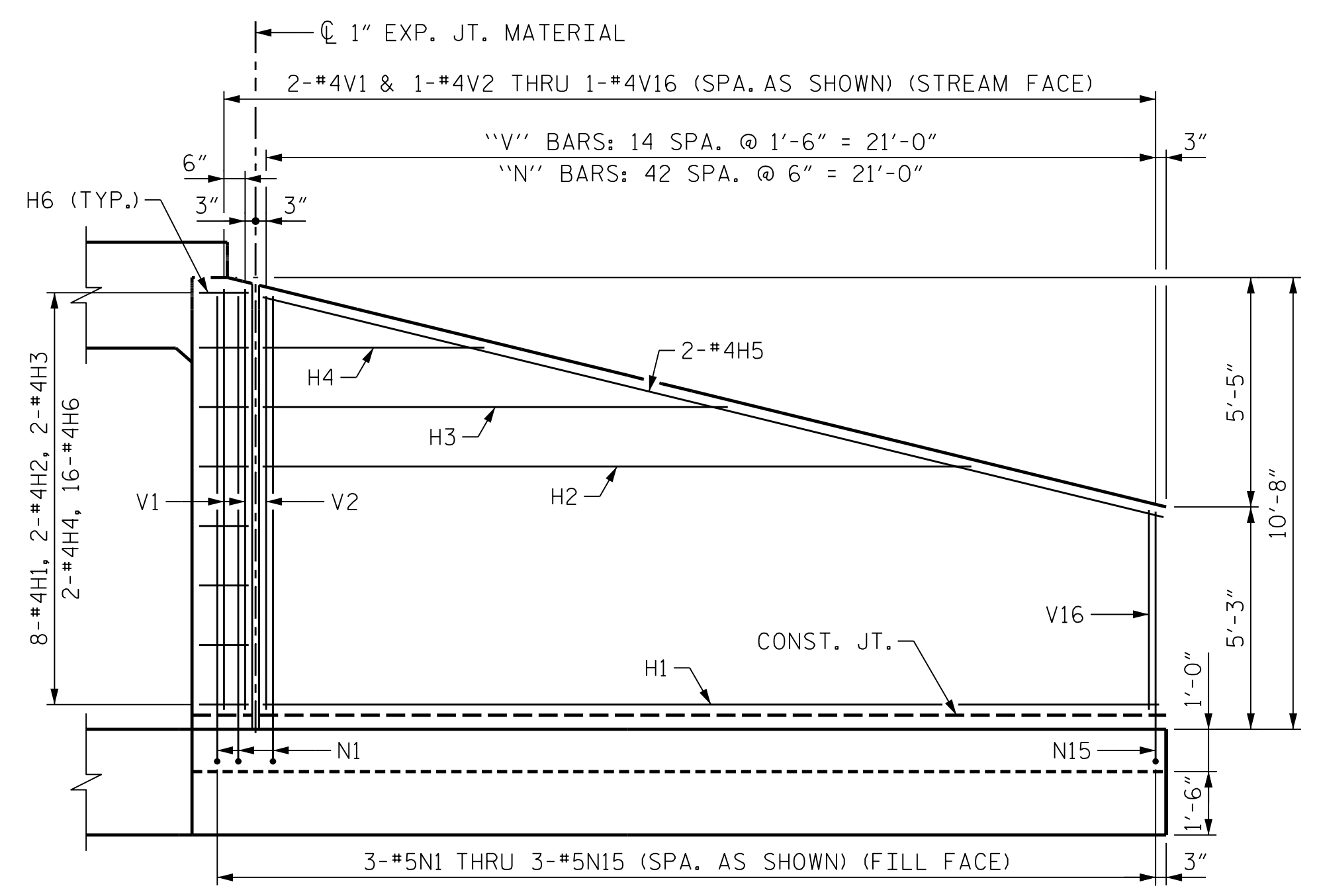
PART PLAN FLOOR SLAB



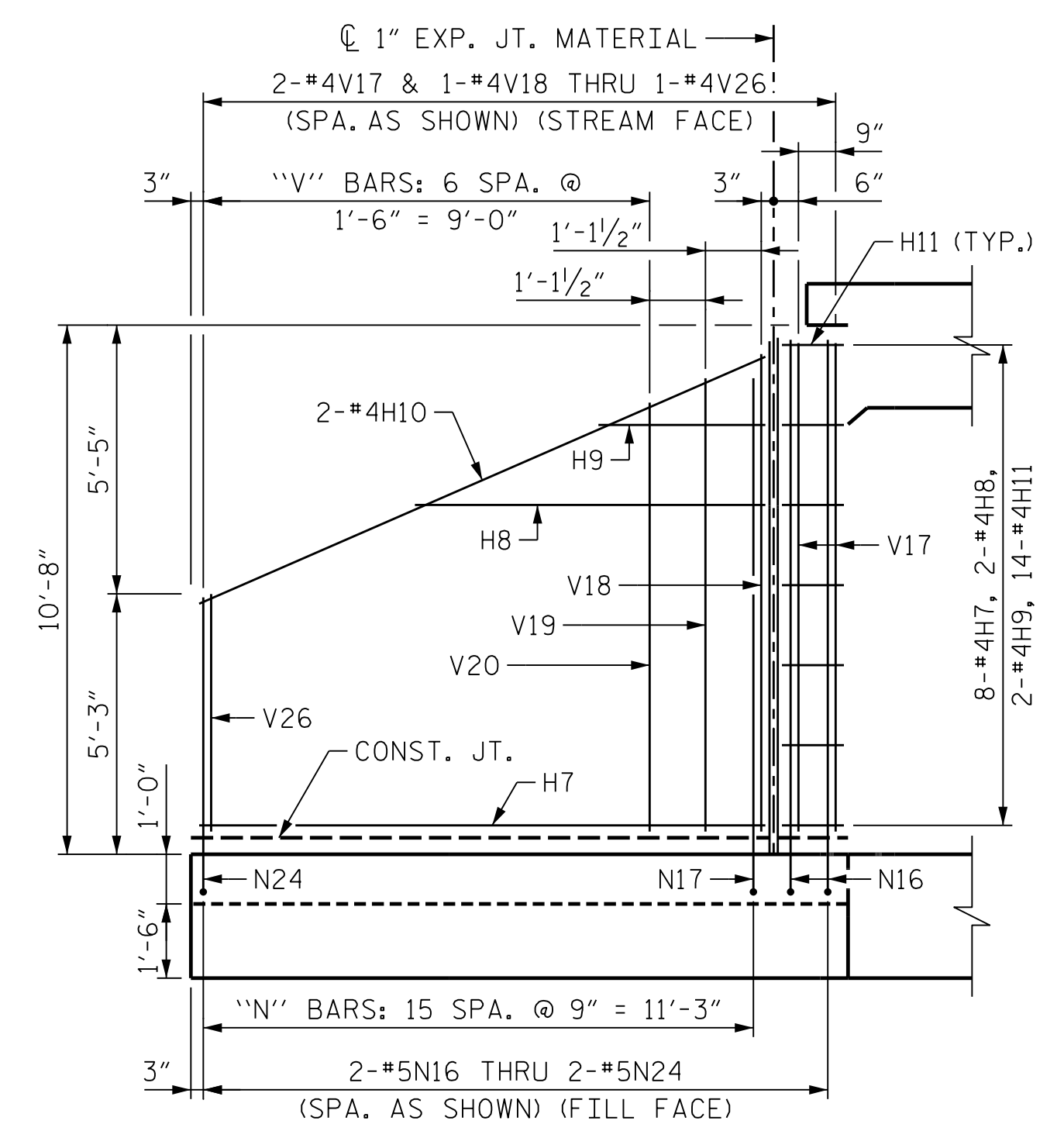
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 _____ UNION _____ COUNTY
 STATION: 12+88.07 -L-
 SHEET 4 OF 7

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NO.	BY:	DATE:	NO.	BY:	DATE:														
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2			4																
DES BY: T. ANDREWS DATE: 10/6/14 DES CHK: P. ERVIN DATE: 10/9/14		DWG BY: W. TOWE DATE: 10/10/14 CHK BY: T. ANDREWS DATE: 10/16/14																	

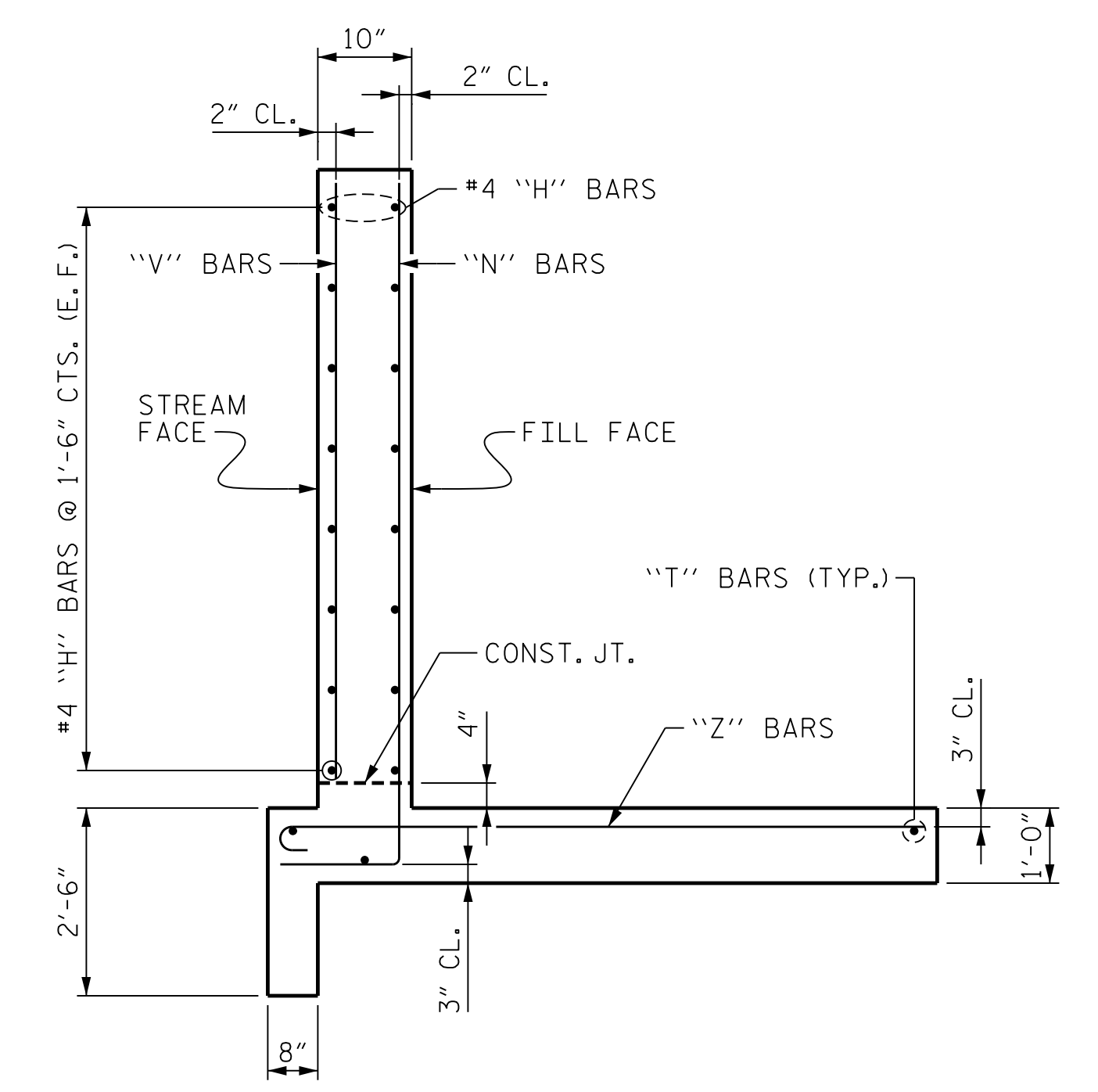
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 DWG BY: W. TOWE DATE: 10/10/14
 CHK BY: T. ANDREWS DATE: 10/16/14



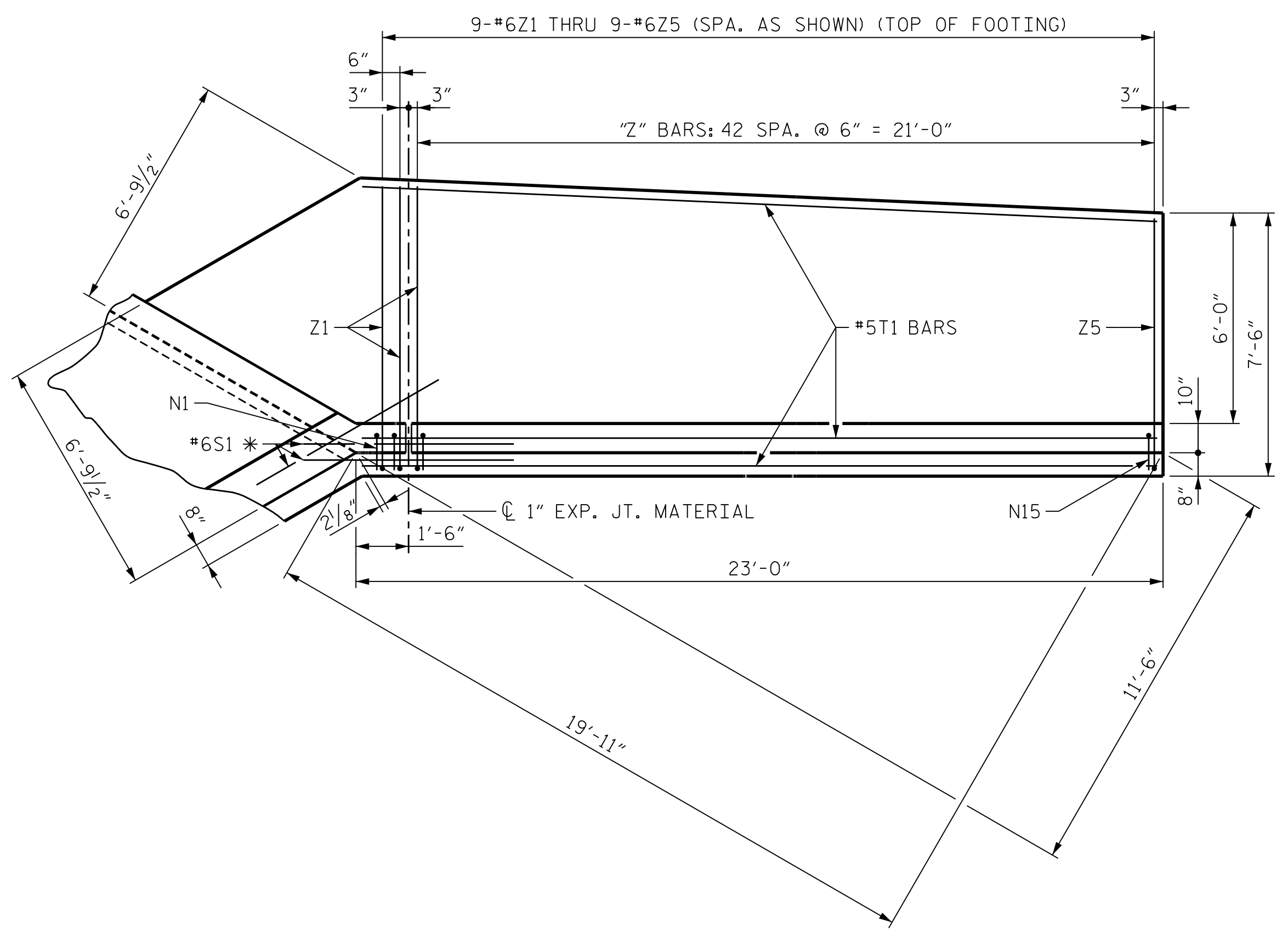
ELEVATION-W1



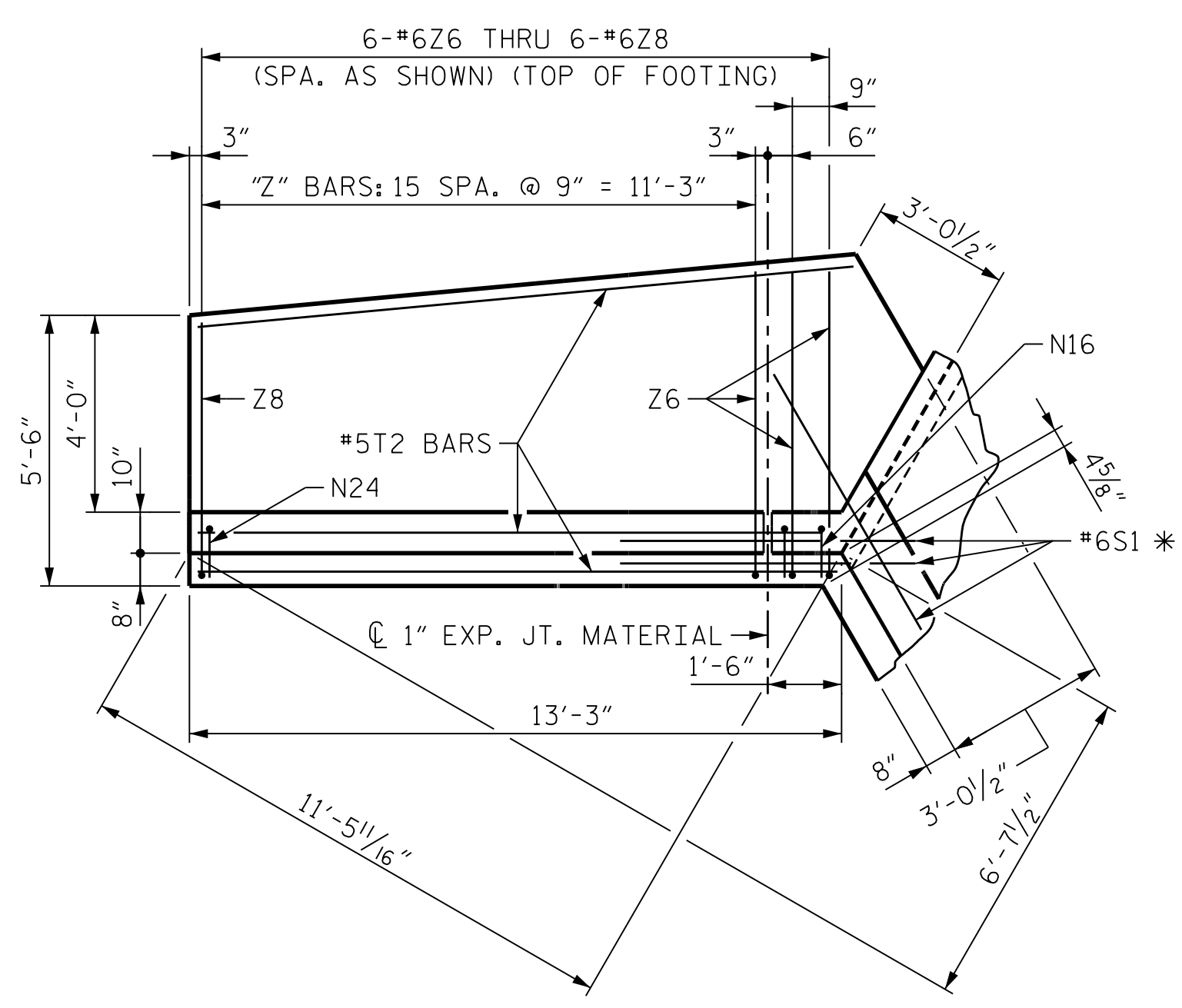
ELEVATION-W2



WING SECTION
(W1 SHOWN, W2 SIMILAR)



PLAN-W1



PLAN-W2

NOTES
A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.

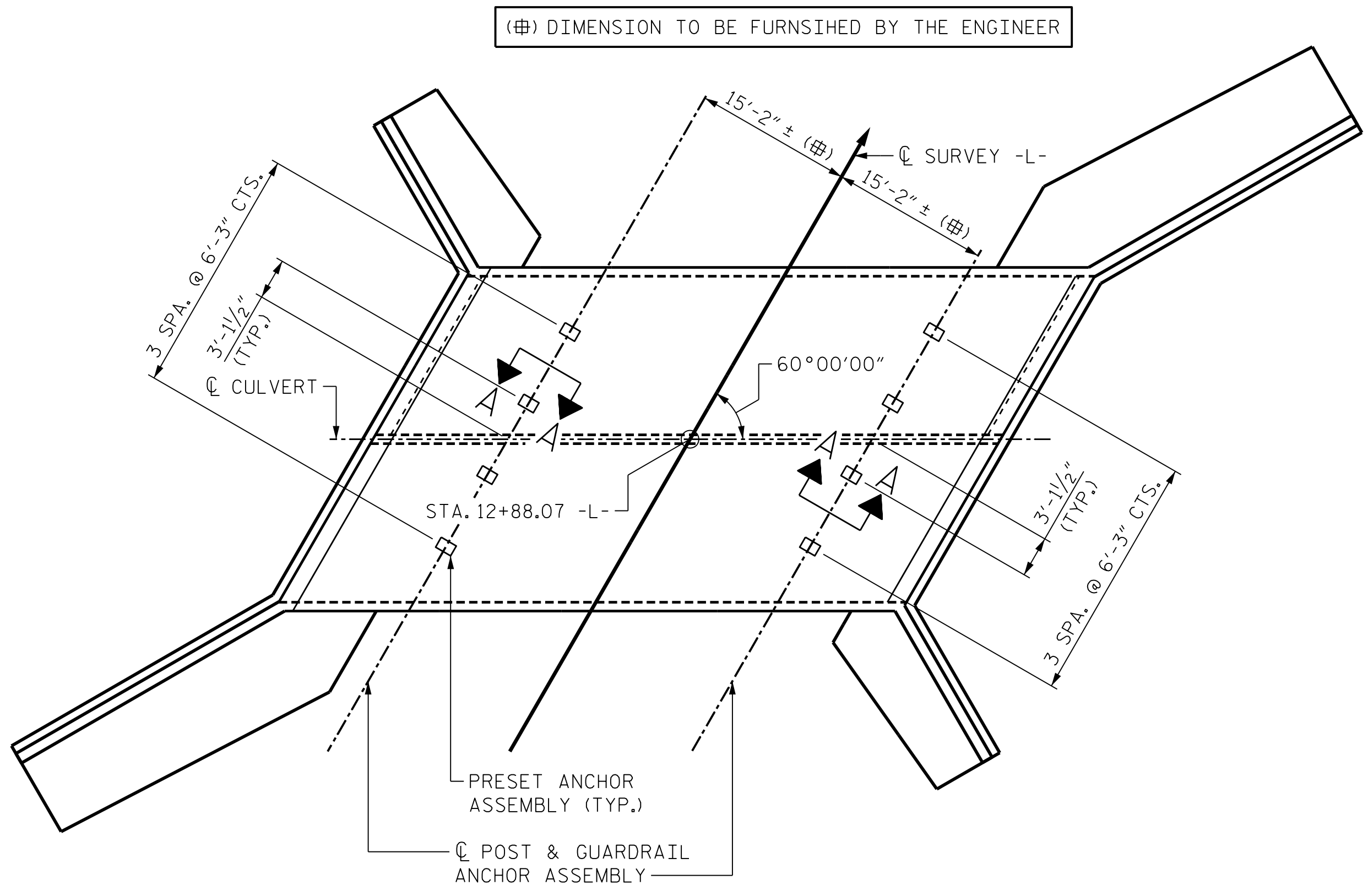
PROJECT NO. 17BP.10.R.66
UNION COUNTY
STATION: 12+88.07 -L-
SHEET 5 OF 7

	DEPARTMENT OF TRANSPORTATION RALEIGH DOUBLE BARREL 12 FT. X 9 FT. CONCRETE BOX CULVERT 60° SKEW																		
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NO.	BY:	DATE:	NO.	BY:	DATE:														
1			3																
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DES CHK: P. ERVIN	DATE: 10/9/14	CHK BY: T. ANDREWS	DATE: 10/16/14

* BOTTOM OF FLOOR SLAB & FOOTING

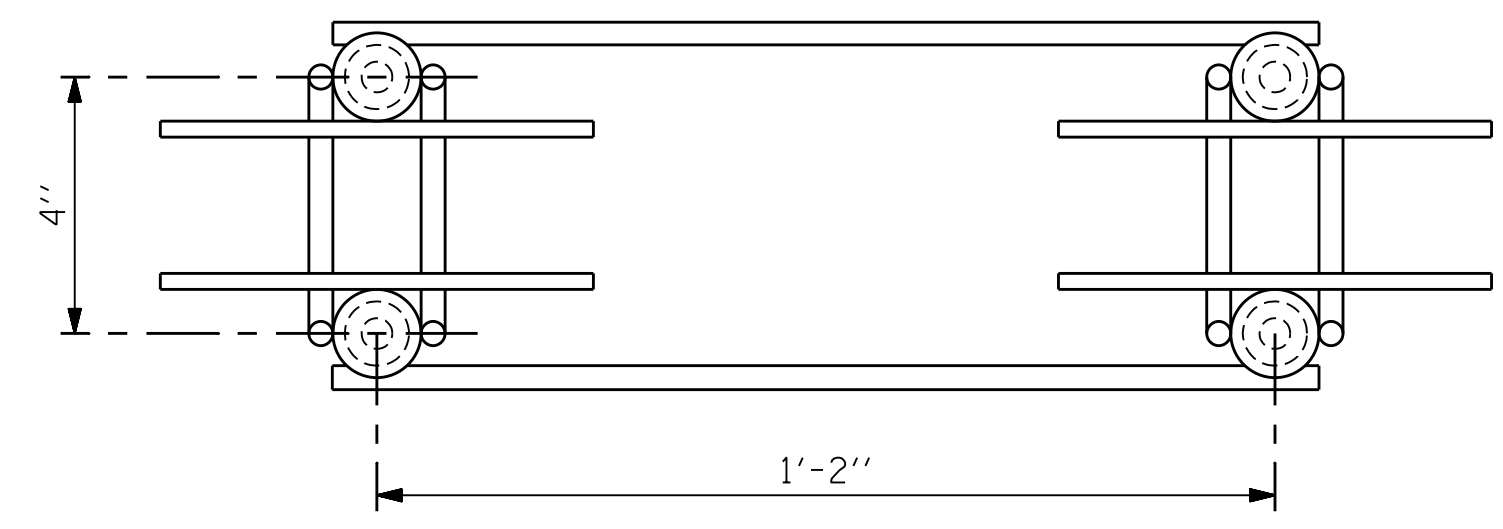
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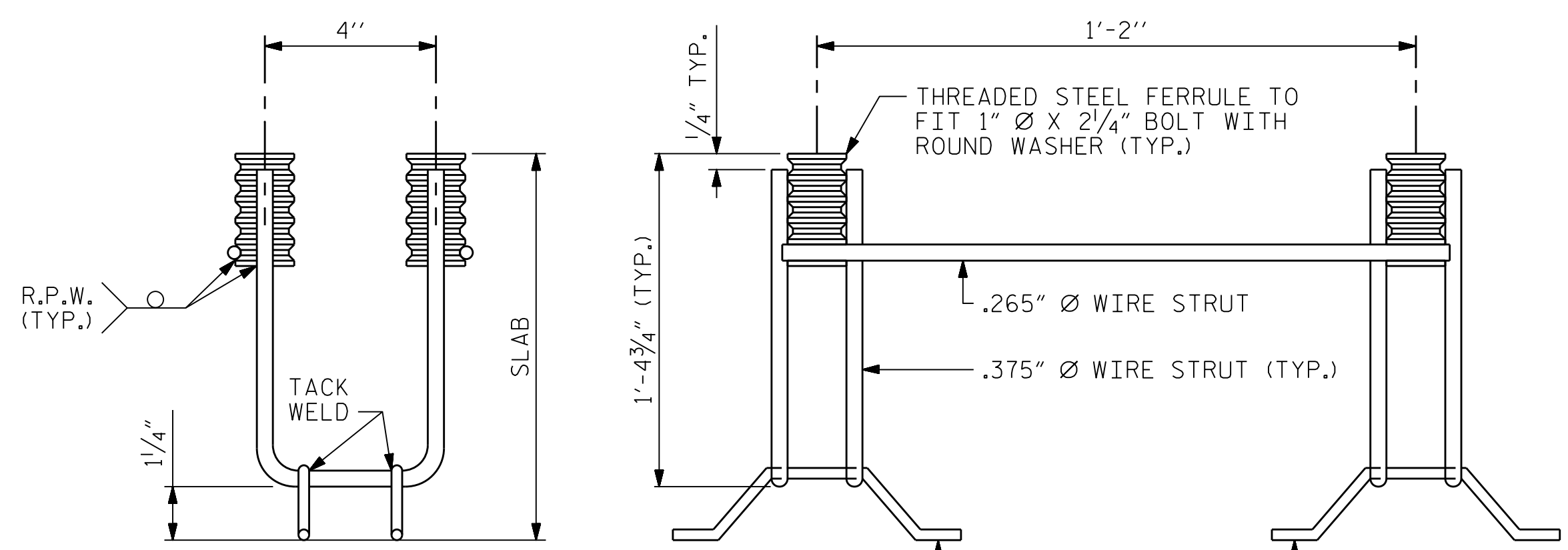
PLAN
SHOWING: GUARDRAIL ANCHOR ASSEMBLY SPACING.

NOTES

- THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS SHALL CONSIST OF THE FOLLOWING COMPONENTS :
- A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 2 1/2".
 - B. 4 - 1" Ø X 2 1/4" BOLTS WITH WASHERS, BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLTS AND WASHERS SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 1" Ø X 2 1/4" GALVANIZED BOLTS 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.)
 - C. WIRE STRUTS SHOWN IN THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS DETAIL ARE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI AS AN OPTION, A 7/16" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.
- GUARDRAIL ANCHOR ASSEMBLY WITH BOLTS SHALL BE ASSEMBLED IN THE SHOP. BOLT THREADS MAY BE RECUT AS NECESSARY TO INSURE FIT.
- THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY, FOR CULVERTS COMPLETE IN PLACE, SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR CLASS "A" CONCRETE.
- FERRULES TO BE PLUGGED DURING POURING OF SLAB AS RECOMMENDED BY THE MANUFACTURER.
- AT THE CONTRACTOR'S OPTION, FERRULES WITH OPEN OR CLOSED ENDS MAY BE USED.
- PAYMENT FOR GUARDRAIL, POSTS, AND POST BASE PLATES IS INCLUDED IN ROADWAY PAY ITEMS.
- SLAB REINFORCING STEEL MAY BE SHIFTED AS NECESSARY TO CLEAR GUARDRAIL ANCHOR ASSEMBLY. CARE SHOULD BE TAKEN TO KEEP THE SHIFTING OF REINFORCING STEEL TO A MINIMUM.
- THE CONTRACTOR MAY USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF GUARDRAIL ANCHOR ASSEMBLY. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1" Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.



PLAN

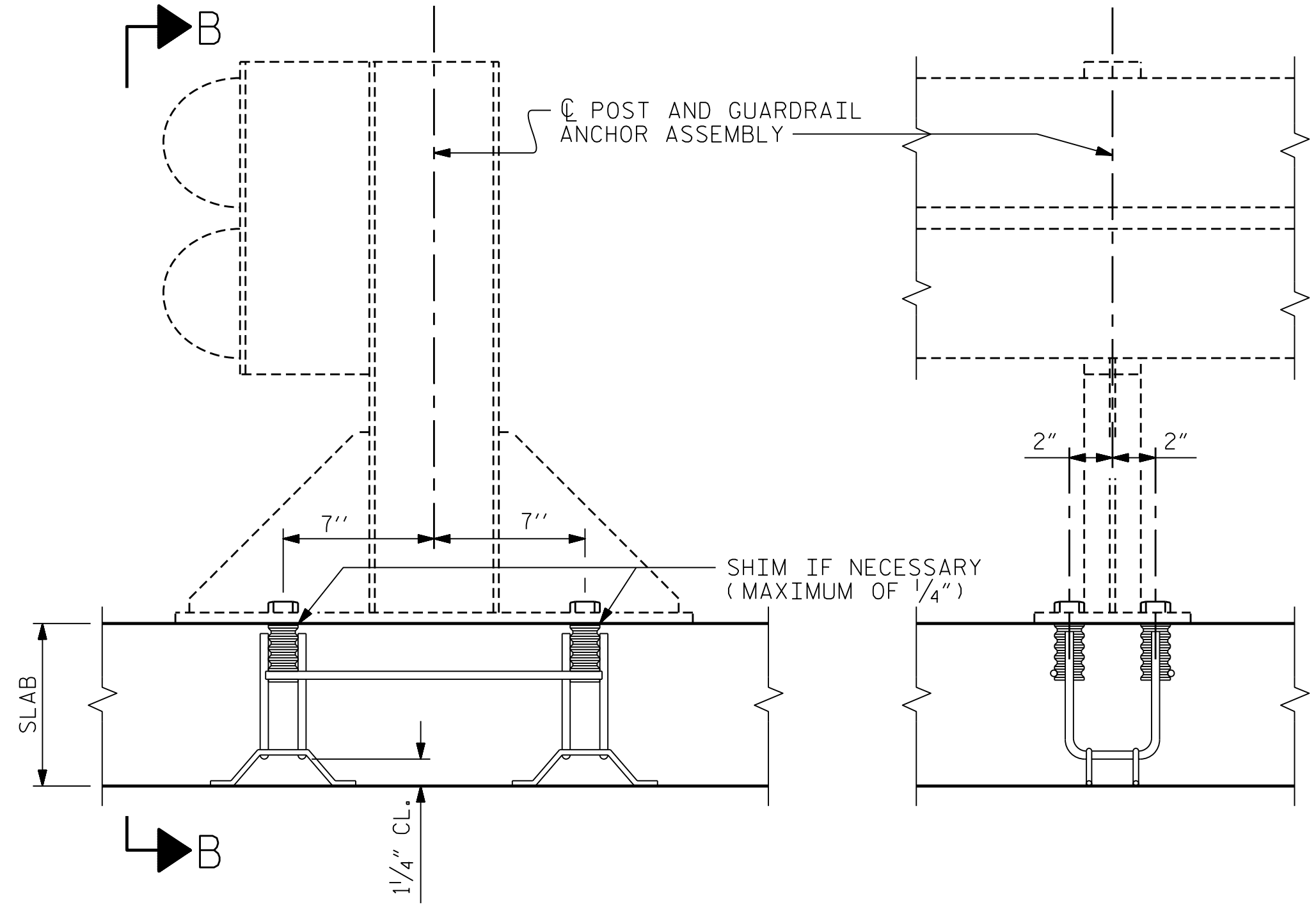


ELEVATION

SIDE VIEW

GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS

THIS SUPPORT SHALL MEET THE REQUIREMENTS AS SPECIFIED FOR SUPPORTS FOR REINFORCING STEEL. SEE SPECIFICATIONS.



SECTION A-A

SECTION B-B

PROJECT NO. 17BP.10.R.66
UNION COUNTY
STATION: 12+88.07 -L-
SHEET 7 OF 7

		REVISIONS		SHEET NO. S-07 TOTAL SHEETS 8	
		NO. 1	BY: []		DATE: []
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
**DOUBLE BARREL
12 FT. X 9 FT.
CONCRETE BOX CULVERT
60° SKEW**

DES BY: T. ANDREWS	DATE: 10/6/14	DWG BY: W. TOWE	DATE: 10/10/14
DES CHK: P. ERVIN	DATE: 10/9/14	CHK BY: T. ANDREWS	DATE: 10/16/14

PLOT DRIVER: NCD07.pdf_mono_eng_50.pht
 USER: ppefero DATE: 4/18/2016
 FILE: ...CAD\110 Final Plans\7

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	-----	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	-----	HL 93
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 2012 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

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

CONCRETE:

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

CONCRETE CHAMFERS:

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

DOWELS:

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

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

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

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

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

REINFORCING STEEL:

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

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

STRUCTURAL STEEL:

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

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

WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16" 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. FINIS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

PROJECT NO. 17BP.10.R.66
UNION COUNTY
 STATION: 12+88.07 -L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD NOTES					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					SHEET NO. S-08 TOTAL SHEETS 8

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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DES BY: <u>T. ANDREWS</u> DATE : <u>10/6/14</u>	DWG BY: <u>W. TOWE</u> DATE : <u>10/10/14</u>
DES CHK: <u>P. ERVIN</u> DATE : <u>10/9/14</u>	CHK BY: <u>T. ANDREWS</u> DATE : <u>10/16/14</u>

PENTABLE: 17BP.10.R.53.AL.T.tb1
USER: ppeferoso DATE: 4/18/2016
TIME: 9:54:15 AM

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