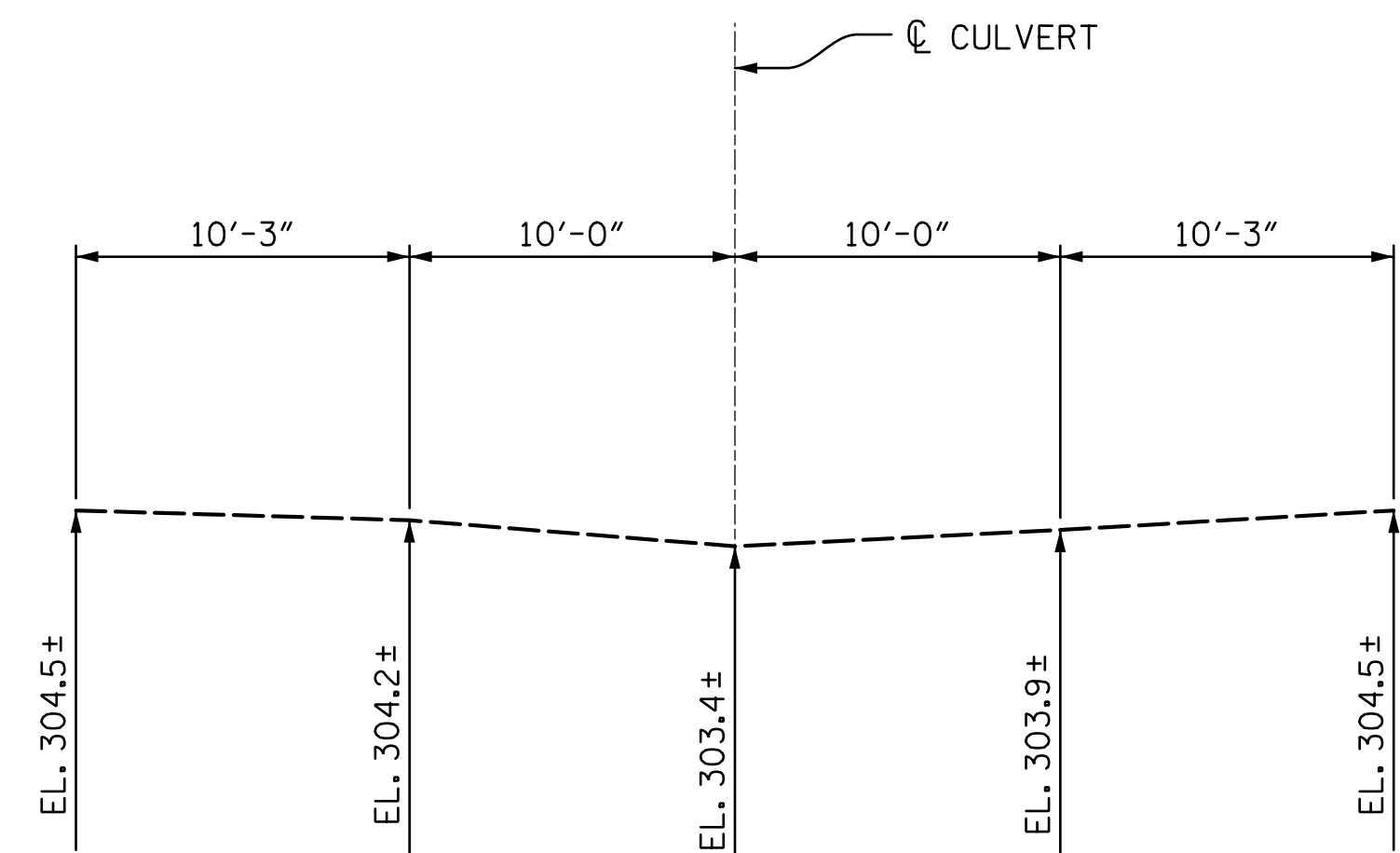
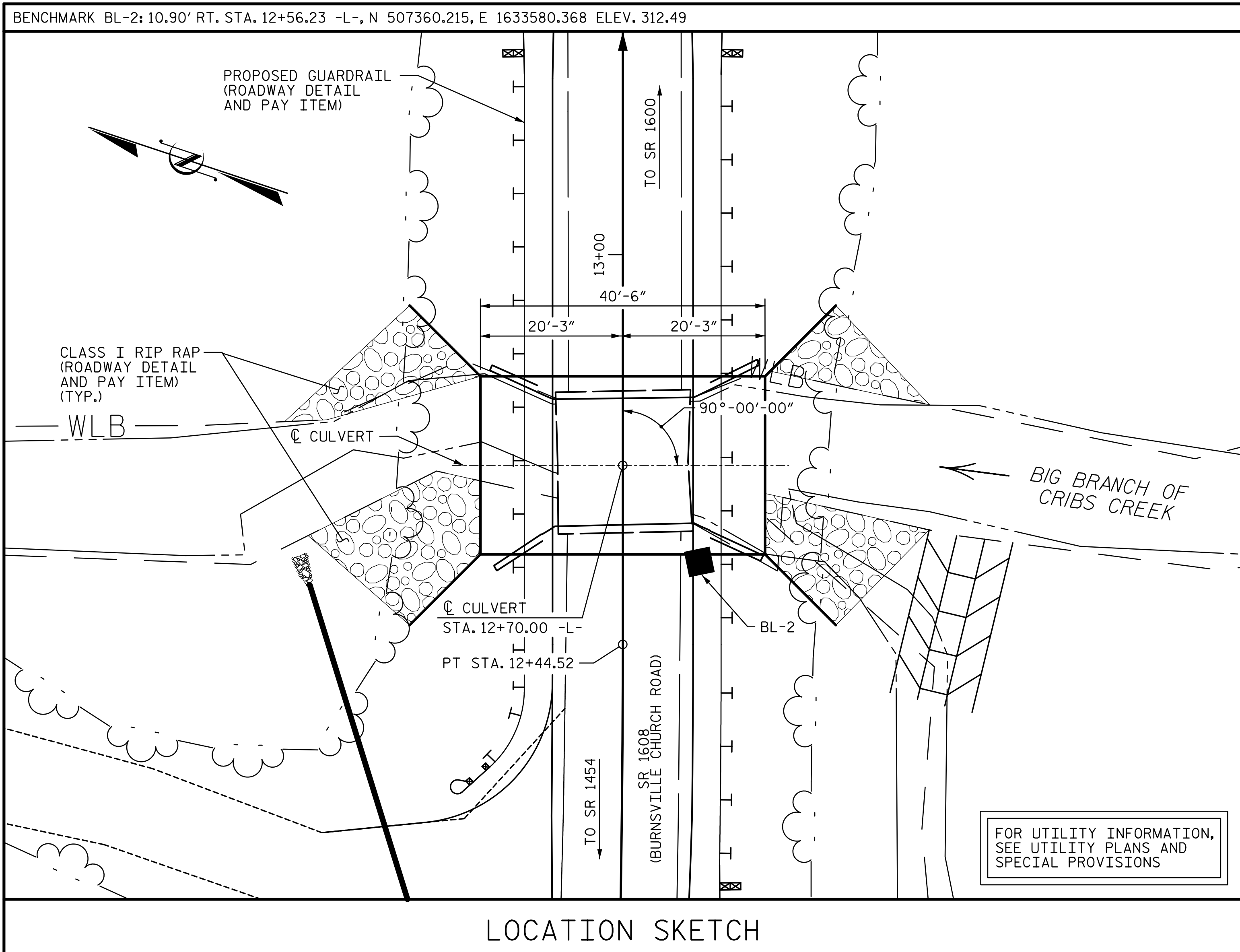


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NOTES

ASSUMED LIVE LOAD -----HL-93 OR ALTERNATE LOADING.

MAXIMUM DESIGN FILL----- 3.0'

MINIMUM DESIGN FILL----- 2.4'

MATERIALS SHALL MEET THE REQUIREMENTS OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES DATED JANUARY 2012.

THE DETAILS SHOWN ARE FOR GENERAL LAYOUT ONLY. THE SUPPLIER SHALL PROVIDE DESIGNS AND DETAILS THAT MEET THE REQUIREMENTS OF AASHTO SECTION 12 AND ARE SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER.

UNLESS OTHERWISE INDICATED, THE SUPPLIER SHALL DESIGN, DETAIL, AND FURNISH ALL STRUCTURAL ELEMENTS AND HARDWARE.

THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF THE CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.

THE EXISTING STRUCTURE CONSISTING OF (1) 22'-4" TIMBER DECK ON TIMBER JOISTS WITH A 19'-2" CLEAR ROADWAY WIDTH ON YOUNT MASONRY ABUTMENTS, SHALL BE REMOVED.

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.

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 SPECIFICATION.

FOR OTHER DESIGN DATA AND NOTES, SEE SHEET SN.

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.

FOR PLACEMENT OF NATURAL STREAM BED MATERIAL, SEE SPECIAL PROVISIONS.

FOR ALUMINUM BOX CULVERT, SEE SPECIAL PROVISIONS.

FOR CULVERT BACKFILL, SEE SPECIAL PROVISIONS.

EXCAVATE 1 FOOT BELOW CULVERT AND REPLACE WITH FOUNDATION CONDITIONING MATERIAL IN ACCORDANCE WITH ARTICLE 414 OF THE STANDARD SPECIFICATIONS.

THE ALUMINUM BOX CULVERT SHALL BE INSTALLED ACCORDING TO SECTION 414 OF THE STANDARD SPECIFICATIONS AND ACCORDING TO THE MANUFACTURERS RECOMMENDATIONS. THE CULVERT IS TO BE PLACED ON THE STANDARD 1.0 FOOT BLANKET OF FOUNDATION CONDITIONING MATERIAL WHICH MAY BE SELECT, CLASS III OR VI.

TOTAL STRUCTURE QUANTITIES	
REMOVAL OF EXISTING STRUCTURE @ STA. 12+70.00 -L-	LUMP SUM
CULVERT EXCAVATION	LUMP SUM
FOUNDATION CONDITIONING MATERIAL	90 TONS
CLASS AA CONCRETE	20.6 CY
EPOXY COATED REINFORCING STEEL	2,002 LBS.
ALUMINUM BOX CULVERT @ STA. 12+70.00 -L-	LUMP SUM
CULVERT BACKFILL	295 TONS

HYDRAULIC DATA

DESIGN DISCHARGE:----- 770 CFS
 FREQUENCY OF DESIGN FLOOD:----- 25 YRS.
 DESIGN HIGH WATER ELEVATION:----- 311.1
 DRAINAGE AREA:----- 1.8 SQ. MI.
 BASE DISCHARGE (Q100):----- 1100 CFS
 BASE HIGH WATER ELEVATION:----- 312.41

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE:----- 1500 CFS
 FREQUENCY OF OVERTOPPING FLOOD:----- 500 YRS.
 OVERTOPPING FLOOD ELEVATION:----- 314.1

GRADE DATA

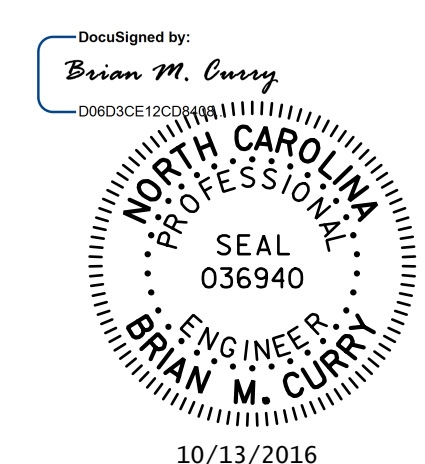
GRADE POINT ELEVATION @ STA. 12+70.00 -L- ----- 313.83
 BED ELEVATION @ STA. 12+70.00 -L- ----- 303.38 ♦
 ROADWAY FILL SLOPES ----- 2:1 (MAX.)
 ♦ CULVERT INVERT TO BE BURIED 1'-0"

PROJECT NO. 17BP.10.R.56

ANSON COUNTY

STATION: 12+70.00 -L-

SHEET 1 OF 3 REPLACES BRIDGE NO. 202



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE
25'-4" X 8'-7"
ALUMINUM BOX CULVERT
90° SKEW

ENGINEER OF RECORD : BMC	DATE : 1-15
DRAWN BY : JWJ	DATE : 11-14
CHECKED BY : BMC	DATE : 1-15

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

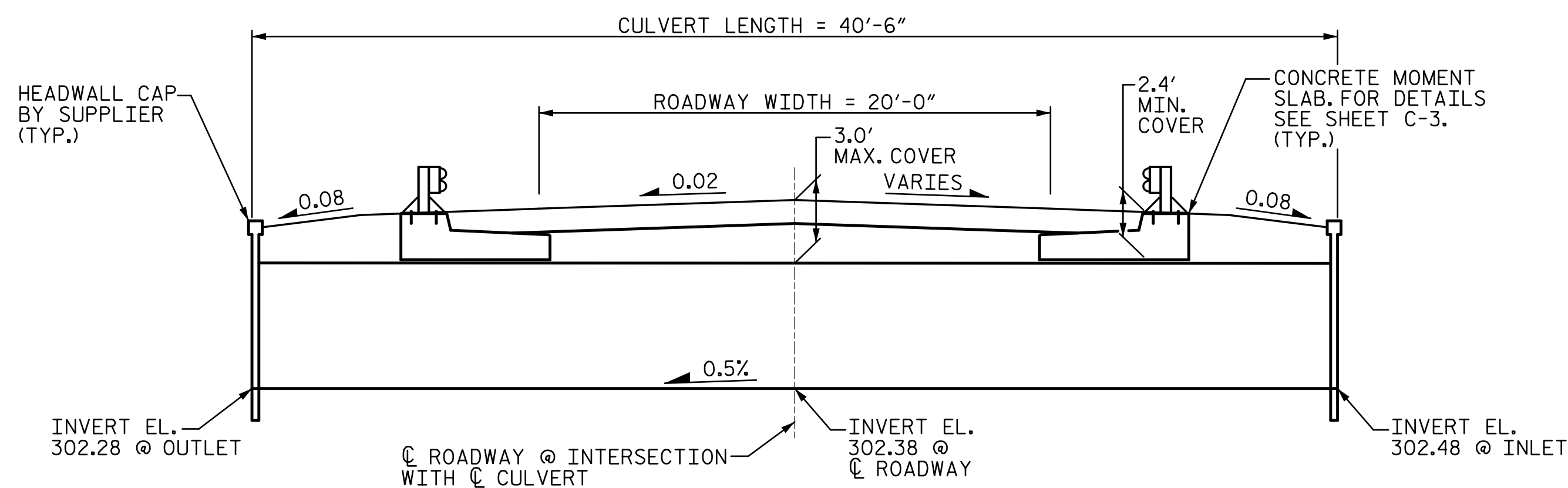


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 NC License Number F-0991

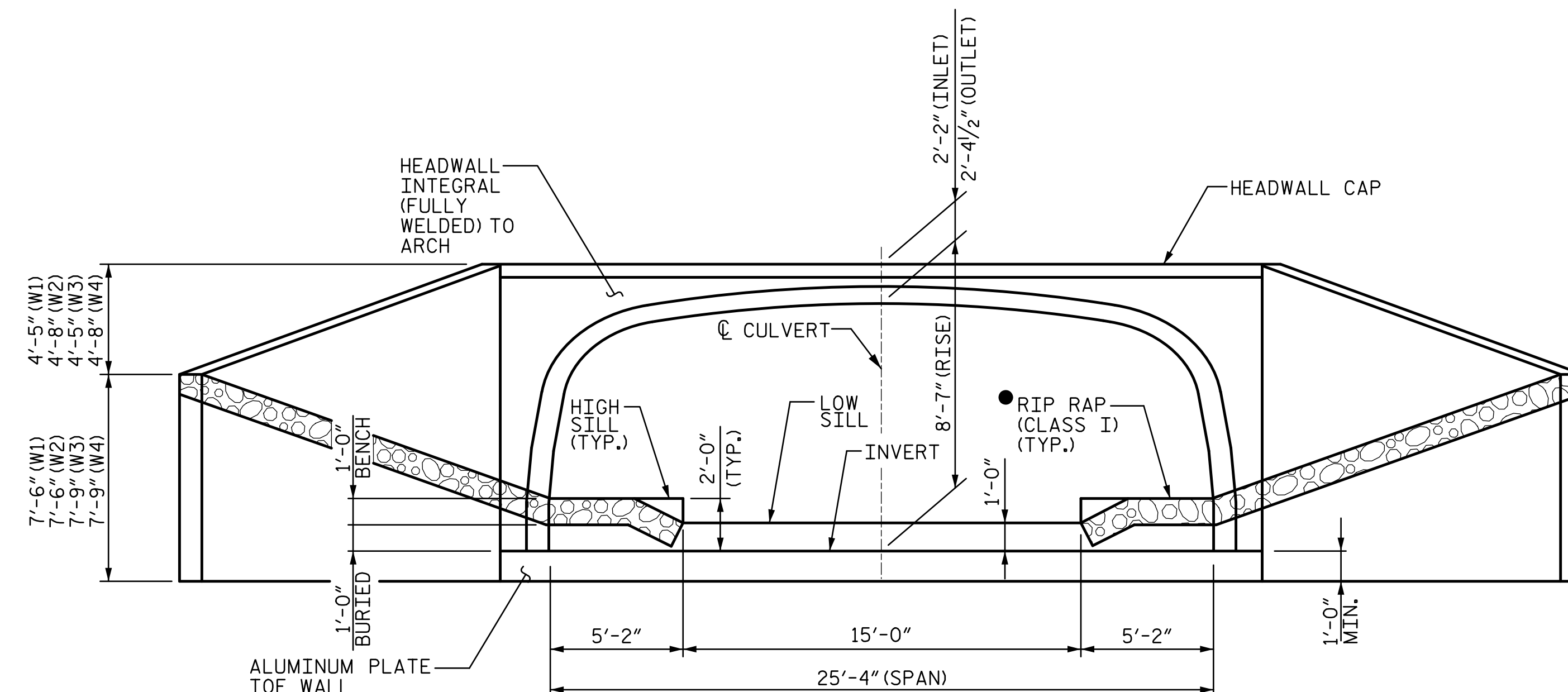
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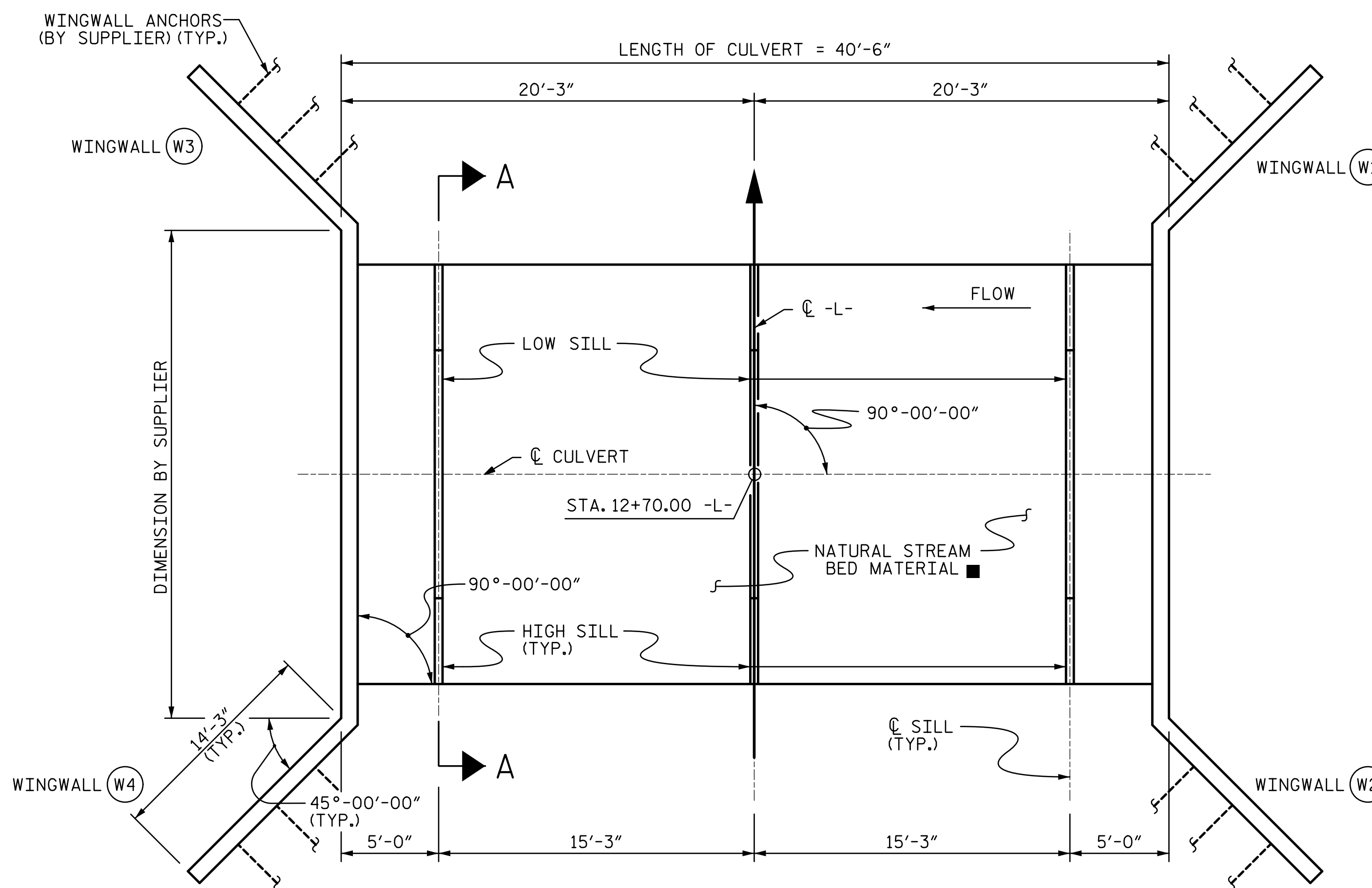
CULVERT SECTION NORMAL TO ROADWAY



END ELEVATION NORMAL TO SKEW

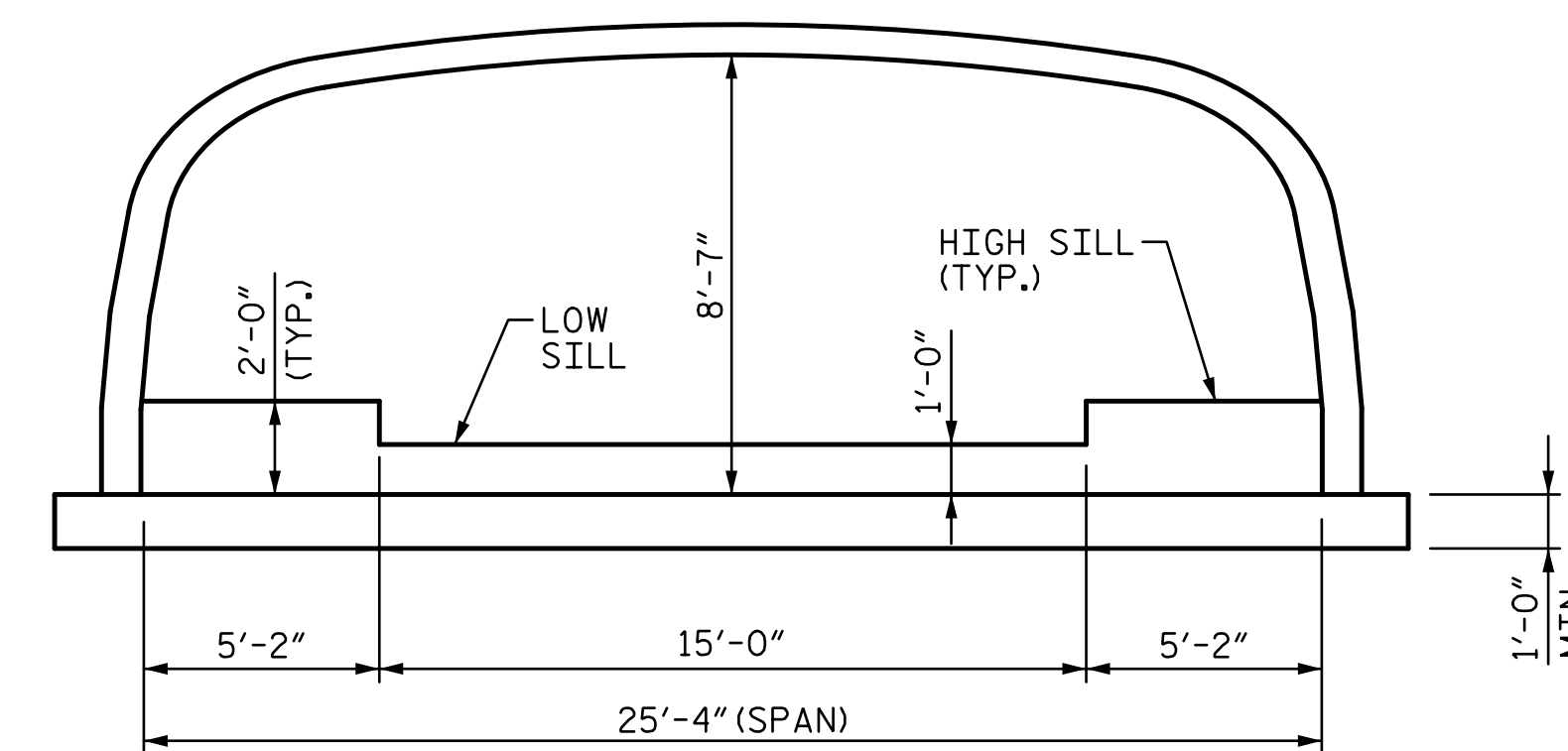
INLET SHOWN, OUTLET SIMILAR

● ROADWAY PAY ITEM, SEE ROADWAY PLANS FOR DETAILS AND QUANTITIES



LENGTH FOR ALUMINUM BOX CULVERT

■ NATURAL STREAM BED MATERIAL SHALL BE USED TO BACKFILL THE CULVERT BETWEEN SILLS. SEE SPECIAL PROVISION FOR "PLACEMENT OF NATURAL STREAM BED MATERIAL".



SECTION A-A

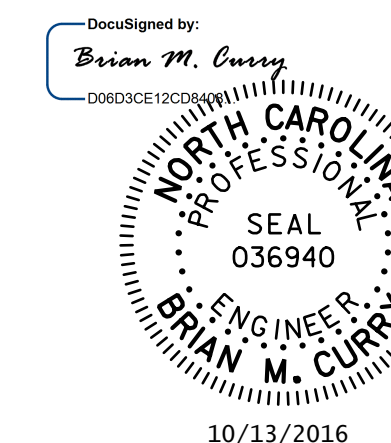
TYPICAL EACH SILL LOCATION

PROJECT NO. 17BP.10.R.56

ANSON COUNTY

STATION: 12+70.00 -L-

SHEET 2 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE
25'-4" X 8'-7"
ALUMINUM BOX CULVERT
90° SKEW

ENGINEER OF RECORD : BMC DATE : I-15
 DRAWN BY : JWJ DATE : II-14
 CHECKED BY : BMC DATE : I-15

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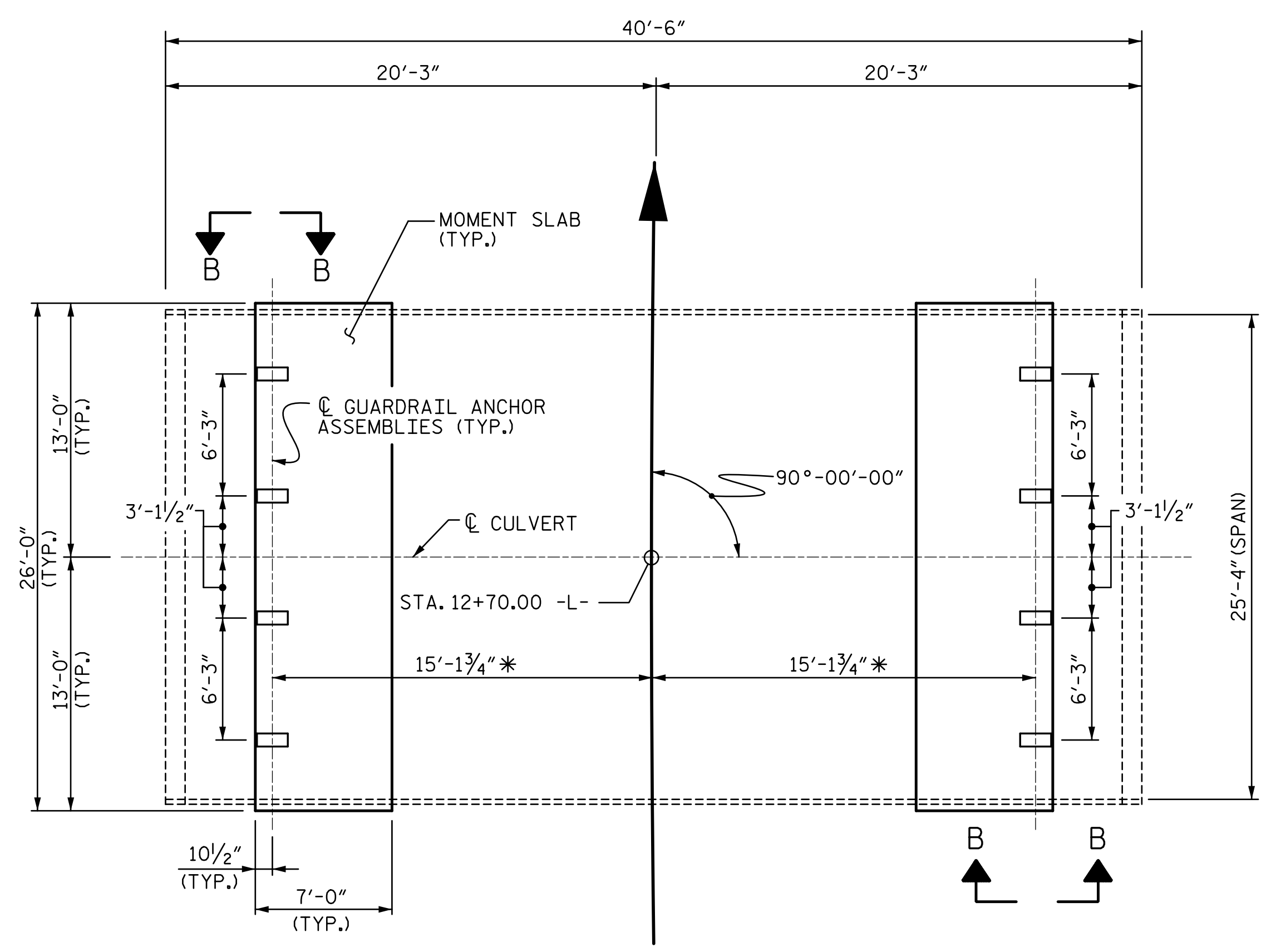


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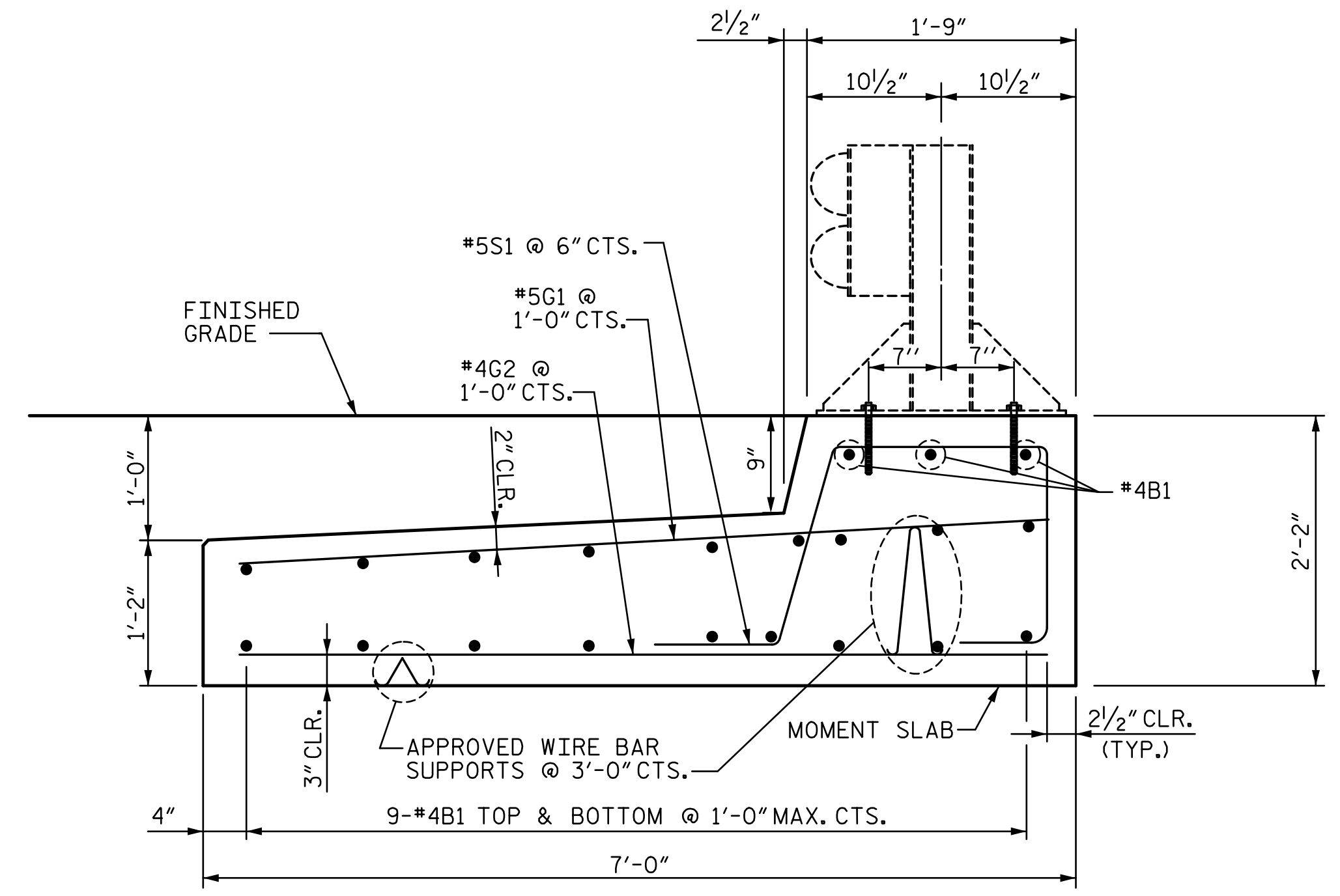
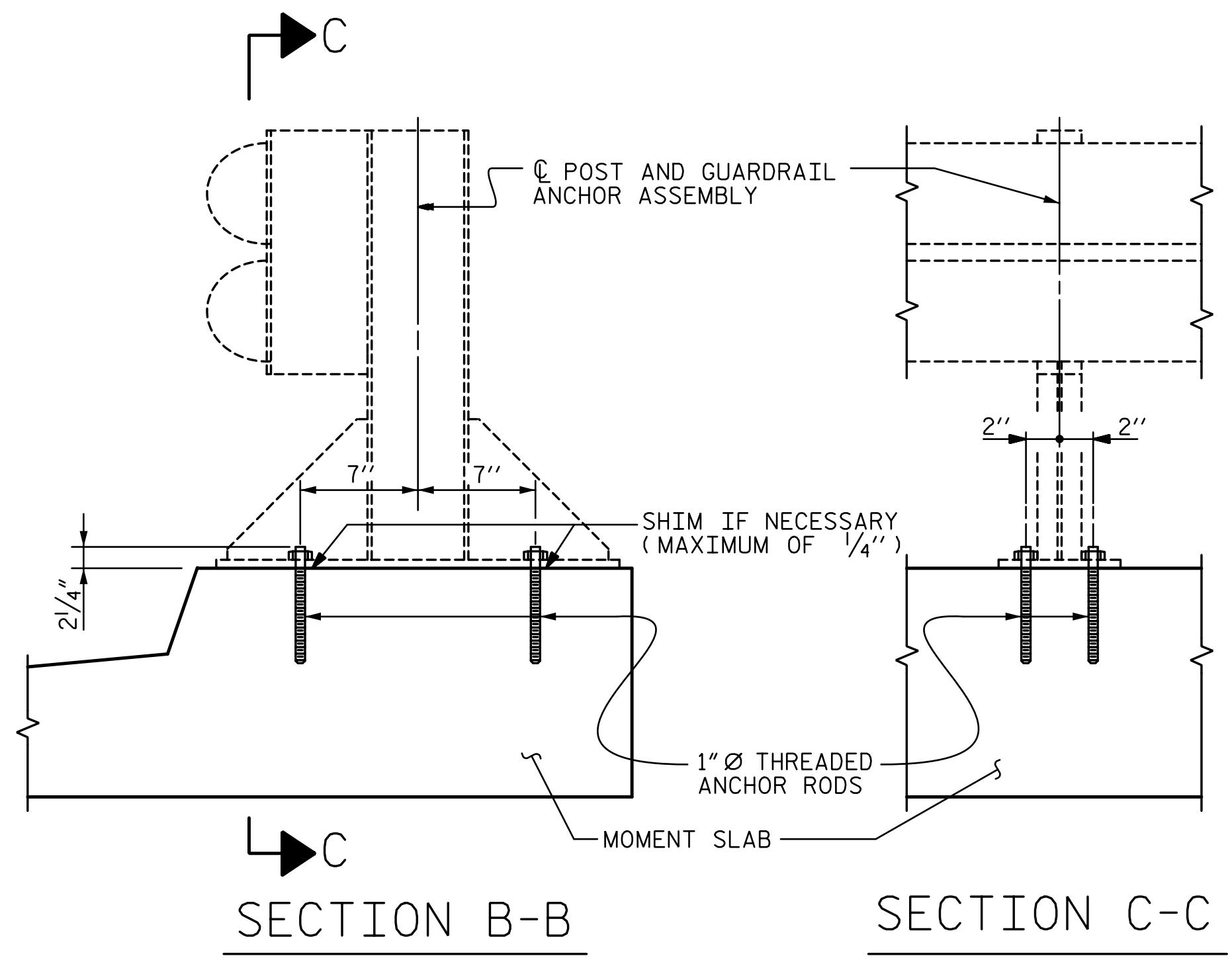
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PLAN OF GUARDRAIL POST SPACING & MOMENT SLAB LAYOUT

*THIS DIMENSION TO BE CONFIRMED BY THE ENGINEER IN THE FIELD.



TYPICAL SECTION THROUGH MOMENT SLAB

NOTES

ALL GUARDRAIL ATTACHMENTS SHALL BE MADE USING ADHESIVELY ANCHORED ANCHOR BOLTS. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1" Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS, SEE STANDARD SPECIFICATIONS.

ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE 1" Ø AND MEET THE REQUIREMENTS OF ASTM A325. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

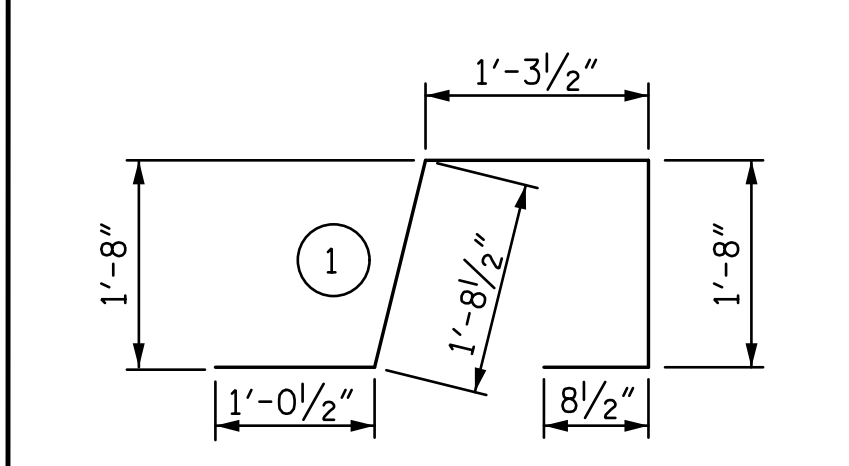
PAYMENT FOR GUARDRAIL, POSTS, ADHESIVELY ANCHORED ANCHOR BOLTS AND POST BASE PLATES SHALL BE INCLUDED IN ROADWAY PAY ITEMS.

THE GUARDRAIL POSTS SHALL NOT BE ATTACHED UNTIL THE MOMENT SLAB HAS ATTAINED AN AGE OF THREE CURING DAYS OR A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI. IN ADDITION, NO FILL MATERIAL, ASPHALT, OR CONSTRUCTION EQUIPMENT IS ALLOWED ON THE MOMENT SLAB PRIOR TO SATISFYING THE MINIMUM CONCRETE CURING AND STRENGTH REQUIREMENTS.

PAYMENT FOR SUBMITTALS, LABOR, TOOLS, EQUIPMENT, MOMENT SLAB MATERIALS, EXCAVATING, BACKFILLING, HAULING AND REMOVING EXCAVATED MATERIALS, AND SUPPLYING ANY INCIDENTALS NECESSARY TO CONSTRUCT THE CONCRETE MOMENT SLAB, SHALL BE INCLUDED IN ROADWAY PAY ITEMS.

ALL REINFORCING STEEL IN THE MOMENT SLAB SHALL BE EPOXY COATED.

BAR TYPES

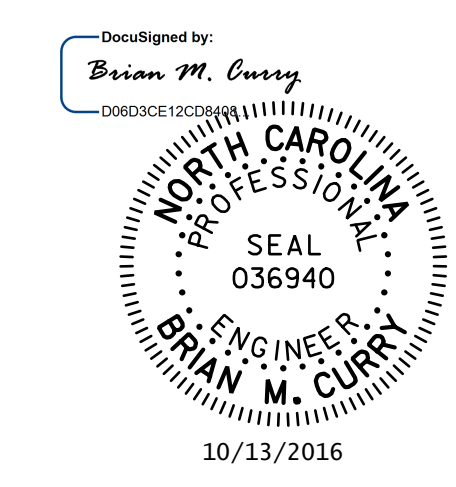


ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR TWO MOMENT SLABS

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	42	#4	STR	25'-8"	720
G1	52	#5	STR	6'-7"	357
G2	52	#4	STR	6'-7"	229
S1	104	#5	①	6'-5"	696
CLASS AA CONCRETE					20.6 CY
EPOXY COATED REINFORCING STEEL					2,002 LBS.

PROJECT NO. 17BP.10.R.56
ANSON COUNTY
 STATION: 12+70.00 -L-
 SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SINGLE
25'-4" X 8'-7"
ALUMINUM BOX CULVERT
90° SKEW

ENGINEER OF RECORD : BMC DATE : 1-15
 DRAWN BY : JWJ DATE : 11-14
 CHECKED BY : BMC DATE : 1-15

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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

TOTAL SHEETS: 3

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 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 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

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

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

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

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

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

REINFORCING STEEL:

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

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

STRUCTURAL STEEL:

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

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

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

HANDRAILS AND POSTS:

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

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

ENGLISH

JANUARY, 1990