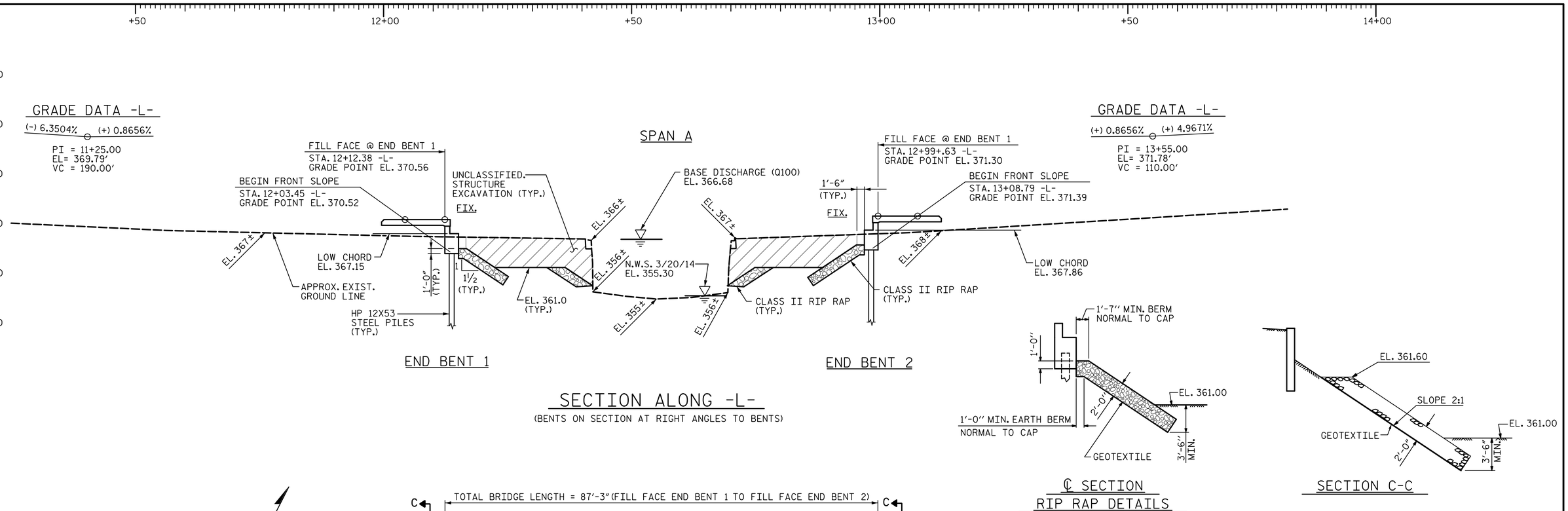


HORIZONTAL CURVE DATA
-L-

PI = 12+47.92
Δ = 1°-24'-23.6" (LT.)
D = 0°-42'-58.3"
L = 196.39'
T = 98.20'
R = 8,000.00'

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS

PROJECT NO. 17BP.10.R.61
UNION COUNTY
STATION: 12+56.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE NO. 46

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER GOURDVINE CREEK ON SR 1716 (HOLLY SCHOOL ROAD) BETWEEN SR 1717 AND NC 218

DocuSigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

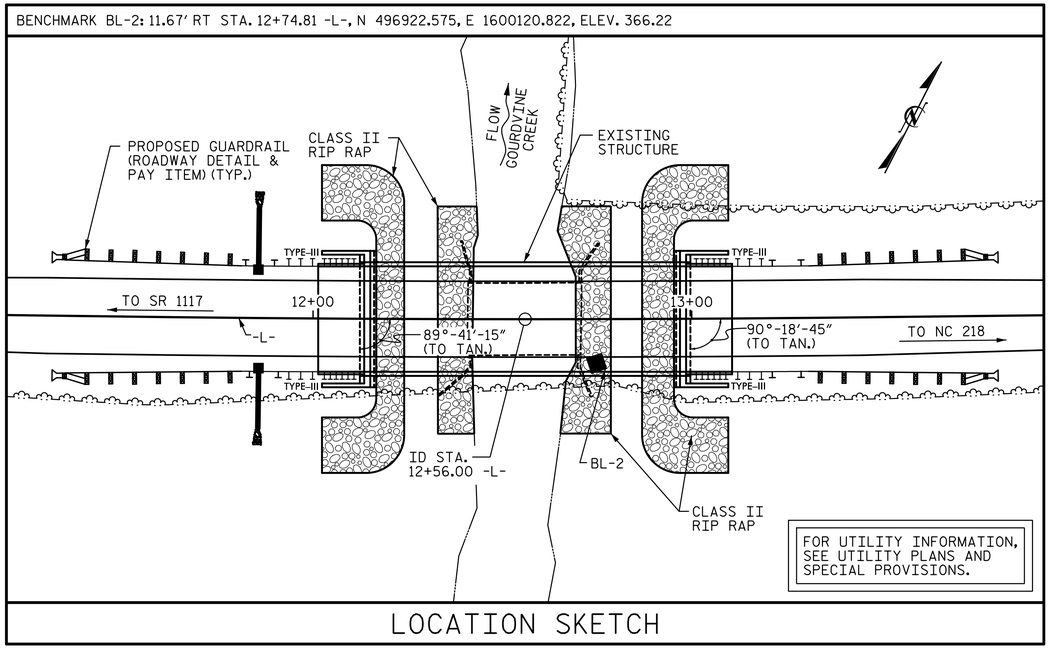
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			14

DESIGN ENGINEER OF RECORD: BMC DATE : 08-14
DRAWN BY : LEM DATE : 08-14
CHECKED BY : MLO DATE : 08-14

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STV 100 Years
STV ENGINEERS, INC.
900 West Trade St., Suite 715
Charlotte, NC 28202
NC License Number F-0991

bcurry 1/28/2016 3:23:28 PM N:\Projects\25I6325.25I6325_000I\50_Deliverables & Submittals\17BP.10.R.61\Structures\DGN\Finals\40I_00I_I7BPI0R6I_SMU_GD0I.dgn



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE: 2100 CFS
FREQUENCY OF DESIGN FLOOD: 25 YRS.
DESIGN HIGH WATER ELEVATION: 365.60
DRAINAGE AREA: 9.6 SQ. MI.
BASE DISCHARGE (Q100): 3066 CFS
BASE HIGH WATER ELEVATION: 366.68

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE: 4000+ CFS
FREQUENCY OF OVERTOPPING FLOOD: 500+ YRS.
OVERTOPPING FLOOD ELEVATION: 370.50

GENERAL NOTES

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.

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

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTING OF 30'-6" TIMBER DECK SPAN ON STEEL I-BEAMS WITH A CLEAR ROADWAY WIDTH OF 19'-2" AND SUPPORTED BY TIMBER ABUTMENTS ON CONCRETE FOOTINGS AND LOCATED AT THE EXISTING STRUCTURE SHALL BE REMOVED.

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 (ON SHEET 1 OF 2) SHALL BE EXCAVATED FOR A DISTANCE OF 32 FT. EACH SIDE OF THE CENTERLINE OF ROADWAY AND TO AN ELEVATION OF 361.0± AT BOTH END BENTS 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 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.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

IN AS MUCH 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 FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO THE HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STA. 12+56.00 -L-"

FOUNDATION NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT 1 AND END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 123 TONS PER PILE.

DRIVE PILES AT END BENT 1 AND END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 158 TONS PER PILE.

STEEL H-PILE POINTS ARE REQUIRED FOR STEEL H-PILES AT END BENT 1 AND END BENT 2. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 20,000 FT-LBS TO 25,000 FT-LBS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT END BENT 1 AND END BENT 2. THE ESTIMATED ENERGY RANGE DOES NOT RELEASE THE CONTRACTOR FROM PROVIDING DRIVING EQUIPMENT IN ACCORDANCE WITH SUBARTICLE 450-3(D)(2) OF THE STANDARD SPECIFICATIONS.

TESTING PILES WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	PDA TESTING	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12X53 STEEL PILES		STEEL PILE POINTS	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAM	
	LUMP SUM	LUMP SUM	EA.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE					LUMP SUM					170.0			LUMP SUM	10	850
END BENT 1		LUMP SUM		23.8		3,356	5	50.0	5		200	220			
END BENT 2		LUMP SUM		23.8		3,356	5	75.0	5		215	240			
TOTAL	LUMP SUM	LUMP SUM	1 ▲	47.6	LUMP SUM	6,712	10	125.0	10	170.0	415	460	LUMP SUM	10	850

▲ SEE FOUNDATION NOTES

PROJECT NO. 17BP.10.R.61
UNION COUNTY
STATION: 12+56.00 -L-

SHEET 2 OF 2

DocuSigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER GOURDVINE CREEK ON SR 1716 (HOLLY SCHOOL ROAD) BETWEEN SR 1717 AND NC 218

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			14

DESIGN ENGINEER OF RECORD: BMC DATE: 08-14
DRAWN BY: LEM DATE: 08-14
CHECKED BY: MLO DATE: 08-14

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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NC License Number F-0991

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	1.401	--	1.75	0.273	1.73	A	EL	41.75	0.497	1.54	A	EL	8.35	0.80	0.273	**1.40**	A	EL	**41.75**	
		HL-93(Opr)	N/A	--	1.994	--	1.35	0.273	2.25	A	EL	41.75	0.497	1.99	A	EL	8.35	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	2	1.882	67.762	1.75	0.273	2.33	A	EL	41.75	0.497	1.99	A	EL	8.35	0.80	0.273	**1.88**	A	EL	**41.75**	
		HS-20(Opr)	36.000	--	2.584	93.027	1.35	0.273	3.02	A	EL	41.75	0.497	2.58	A	EL	8.35	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	4.355	58.789	1.4	0.273	6.74	A	EL	41.75	0.497	6.03	A	EL	8.35	0.80	0.273	4.35	A	EL	41.75	
		SNGARBS2	20.000	--	3.199	63.989	1.4	0.273	4.95	A	EL	41.75	0.497	4.26	A	EL	8.35	0.80	0.273	3.20	A	EL	41.75	
		SNAGRIS2	22.000	--	3.011	66.245	1.4	0.273	4.66	A	EL	41.75	0.497	3.94	A	EL	8.35	0.80	0.273	3.01	A	EL	41.75	
		SNCOTTS3	27.250	--	2.166	59.016	1.4	0.273	3.35	A	EL	41.75	0.497	3.01	A	EL	8.35	0.80	0.273	2.17	A	EL	41.75	
		SNAGGRS4	34.925	--	1.792	62.595	1.4	0.273	2.77	A	EL	41.75	0.497	2.47	A	EL	8.35	0.80	0.273	1.79	A	EL	41.75	
		SNS5A	35.550	--	1.754	62.349	1.4	0.273	2.71	A	EL	41.75	0.497	2.49	A	EL	8.35	0.80	0.273	1.75	A	EL	41.75	
		SNS6A	39.950	--	1.602	63.995	1.4	0.273	2.48	A	EL	41.75	0.497	2.27	A	EL	8.35	0.80	0.273	1.60	A	EL	41.75	
		SNS7B	42.000	--	1.525	64.059	1.4	0.273	2.36	A	EL	41.75	0.497	2.22	A	EL	8.35	0.80	0.273	1.53	A	EL	41.75	
	TTST	TNAGRIT3	33.000	--	1.951	64.392	1.4	0.273	3.02	A	EL	41.75	0.497	2.7	A	EL	8.35	0.80	0.273	1.95	A	EL	41.75	
		TNT4A	33.075	--	1.958	64.758	1.4	0.273	3.03	A	EL	41.75	0.497	2.64	A	EL	8.35	0.80	0.273	1.96	A	EL	41.75	
		TNT6A	41.600	--	1.594	66.309	1.4	0.273	2.47	A	EL	41.75	0.497	2.34	A	EL	8.35	0.80	0.273	1.59	A	EL	41.75	
		TNT7A	42.000	--	1.598	67.128	1.4	0.273	2.47	A	EL	41.75	0.497	2.3	A	EL	8.35	0.80	0.273	1.60	A	EL	41.75	
		TNT7B	42.000	--	1.645	69.07	1.4	0.273	2.54	A	EL	41.75	0.497	2.17	A	EL	8.35	0.80	0.273	1.64	A	EL	41.75	
		TNAGRIT4	43.000	--	1.571	67.556	1.4	0.273	2.43	A	EL	41.75	0.497	2.11	A	EL	8.35	0.80	0.273	1.57	A	EL	41.75	
		TNAGT5A	45.000	--	1.484	66.8	1.4	0.273	2.3	A	EL	41.75	0.497	2.08	A	EL	8.35	0.80	0.273	1.48	A	EL	41.75	
		TNAGT5B	45.000	3	1.469	66.118	1.4	0.273	2.27	A	EL	41.75	0.497	2	A	EL	8.35	0.80	0.273	**1.47**	A	EL	**41.75**	

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.

COMMENTS:

1.
2.
3.
4.

(#) CONTROLLING LOAD RATING

(1) DESIGN LOAD RATING (HL-93)

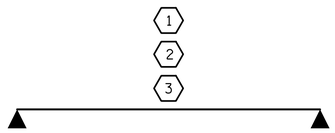
(2) DESIGN LOAD RATING (HS-20)

(3) LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

I - INTERIOR GIRDER
EL - EXTERIOR LEFT GIRDER
ER - EXTERIOR RIGHT GIRDER



LRFR SUMMARY

PROJECT NO. 17BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR 85' BOX BEAM UNIT 90° SKEW

(NON-INTERSTATE TRAFFIC)

DocuSigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

ASSEMBLED BY :	LEM	DATE :	08-14
CHECKED BY :	MLO	DATE :	08-14
DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14
DRAWN BY :	TMG	II/II	
CHECKED BY :	AAC	II/II	

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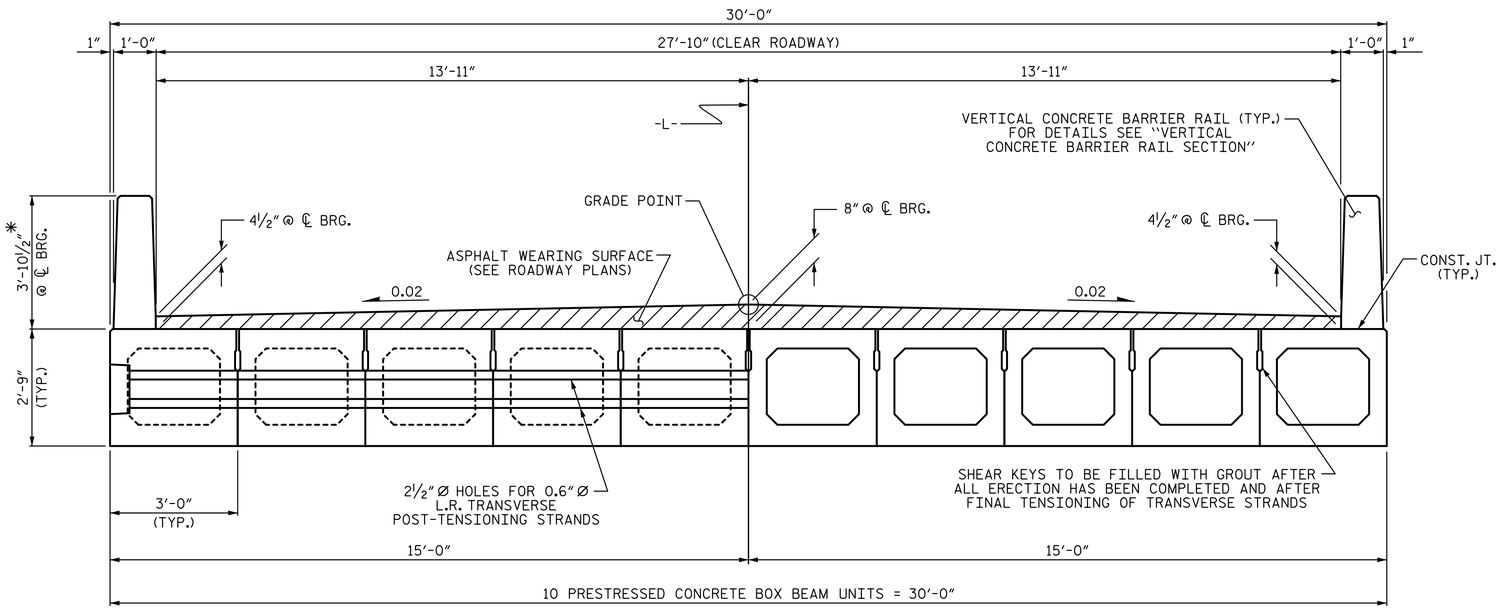
REVISIONS							SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:		S-3
1			3				TOTAL SHEETS
2			4				14

STD. NO. 33LRFR1_90S_85L



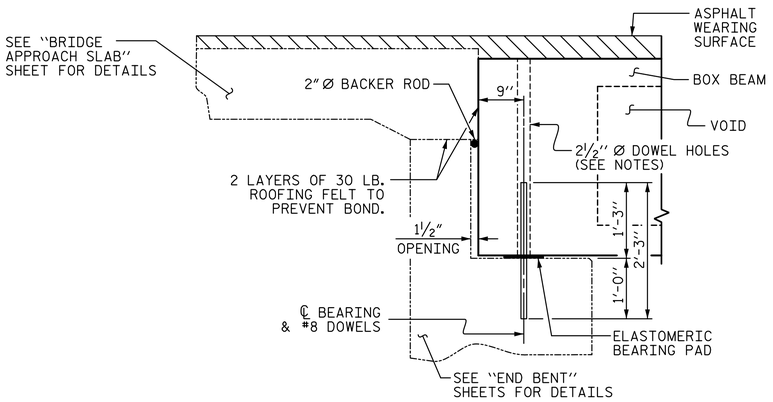
HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

HALF SECTION
THROUGH VOIDS

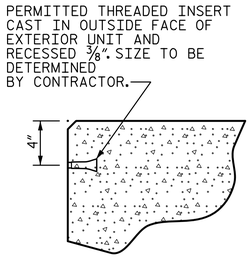
TYPICAL SECTION

*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

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 BOX BEAM SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

RECESSES FOR TRANSVERSE STRANDS SHALL BE GROUTED AFTER THE TENSIONING OF THE STRANDS.

THE 2½" Ø DOWEL HOLES AT FIXED ENDS OF BOX BEAM 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.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE BOX BEAM UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 6000 PSI.

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

PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE BOX BEAM UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO BOX BEAM UNIT ENDS.

VERTICAL 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 VERTICAL 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.

THE LOCATION OF THE VOID DRAINS MAY BE SHIFTED SLIGHTLY WHERE NECESSARY TO CLEAR PRESTRESSING STRANDS OR TRANSVERSE REINFORCING STEEL.

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.

PROJECT NO. 17BP.10.R.61
UNION COUNTY
STATION: 12+56.00 -L-

SHEET 1 OF 5

ASSEMBLED BY :	LEM DATE : 07-14
CHECKED BY :	MLO DATE : 08-14
DESIGN ENGINEER OF RECORD :	BMC DATE : 08-14
DRAWN BY :	DGE 8/11
CHECKED BY :	TMG 11/11

DocuSigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD

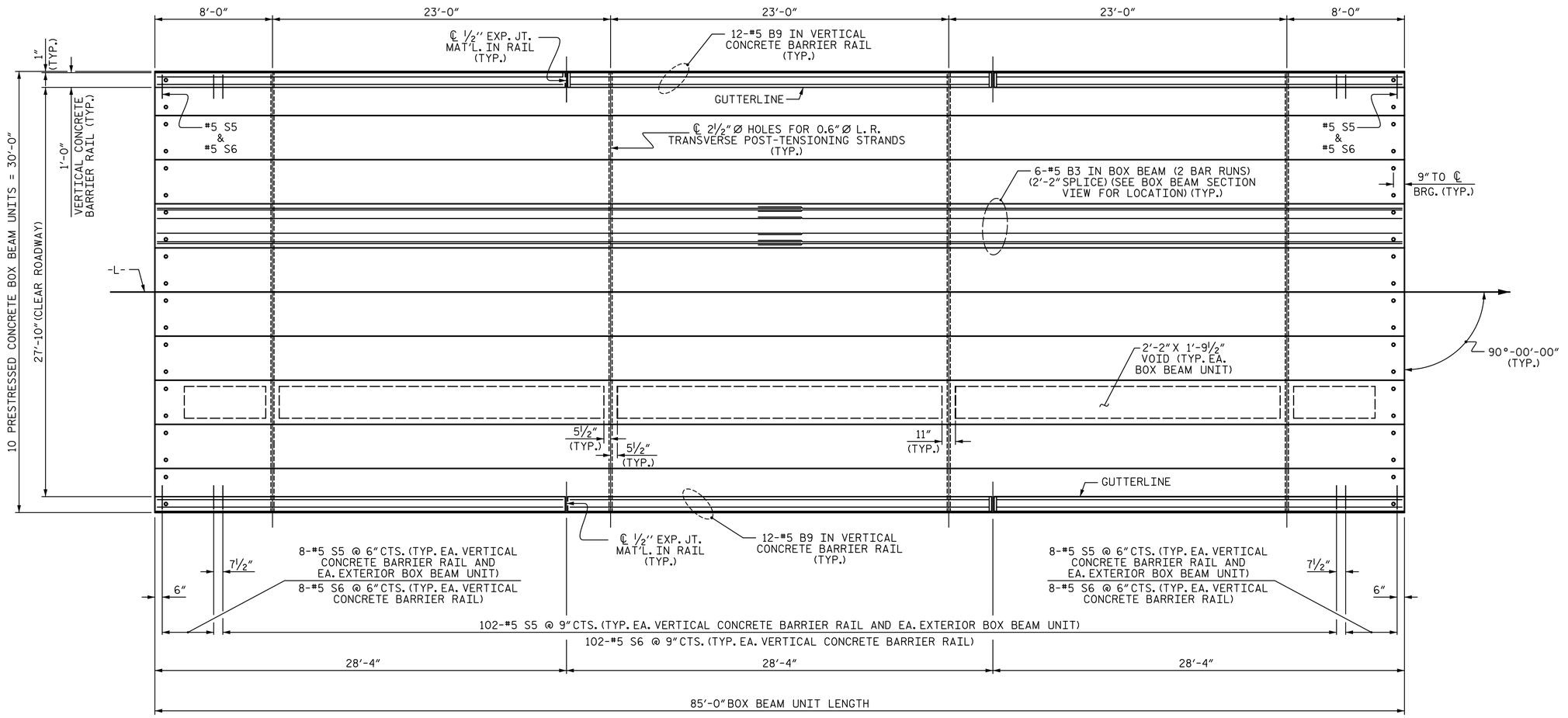
3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAM UNIT

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			14

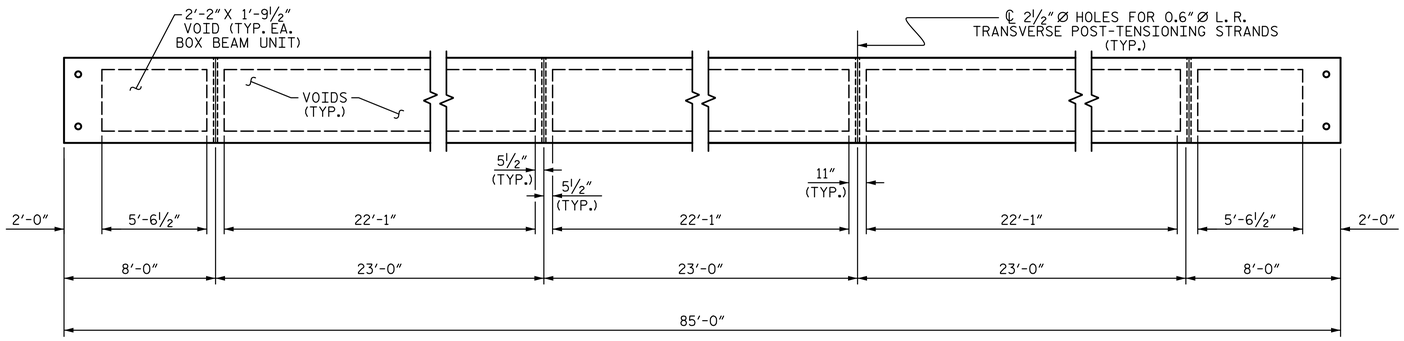
STD. NO. STD.33PCBB1_30

FIX.

FIX.



PLAN OF SPAN A



DIAPHRAGM AND VOID LAYOUT

PROJECT NO. 17.BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

SHEET 2 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PLAN OF 85' UNIT 27'-10" CLEAR ROADWAY 90° SKEW

ASSEMBLED BY :	LEM	DATE :	07-14		
CHECKED BY :	MLO	DATE :	08-14		
DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14		
DRAWN BY :	DGE	8/11			
CHECKED BY :	TMG	11/11			

Docusigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

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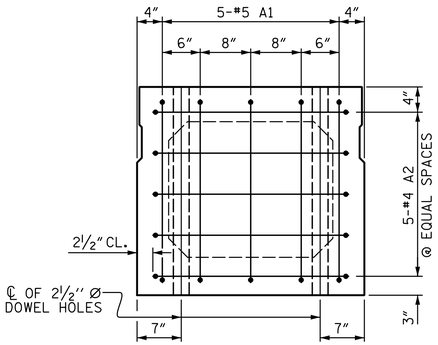
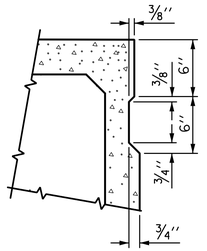
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			14

STD.NO.33PCBB_30_90S_85L



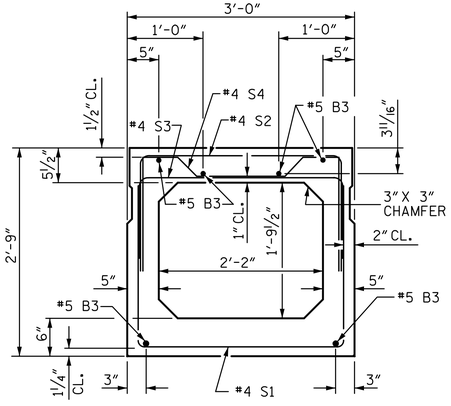
END ELEVATION

SHOWING PLACEMENT OF #5 & #4 "A" BARS
AND LOCATION OF DOWEL HOLES.
(INTERIOR BOX BEAM SECTION SHOWN-EXTERIOR
SECTION SIMILAR EXCEPT SHEAR KEY LOCATION.
STRAND LAYOUT NOT SHOWN.)



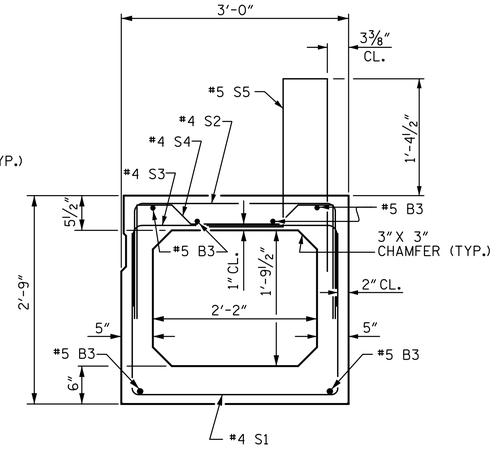
SHEAR KEY DETAIL

NOTE: OMIT SHEAR KEY ON OUTSIDE FACE
OF EXTERIOR BOX BEAMS.



INTERIOR BOX BEAM SECTION

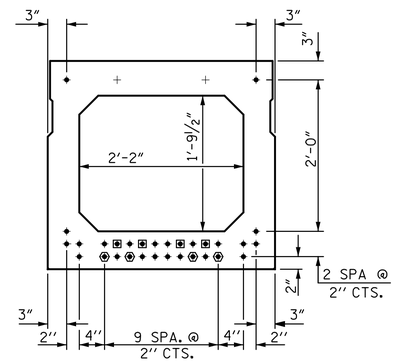
(STRAND LAYOUT NOT SHOWN)



EXTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)

0.6″ Ø LOW RELAXATION STRAND LAYOUT



TYPICAL STRAND LOCATION

(30 STRANDS REQUIRED)

DEBONDING LEGEND

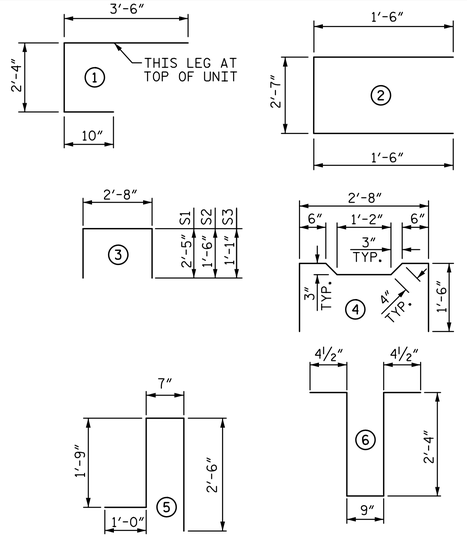
- ● FULLY BONDED STRANDS
- ◉ STRANDS DEBONDED FOR 4′-0″ FROM END OF GIRDER
- ⬢ STRANDS DEBONDED FOR 12′-0″ FROM END OF GIRDER

BOND SHALL BE BROKEN ON STRANDS AS SHOWN FOR THE SPECIFIED LENGTH FROM EACH END OF THE BOX BEAM. SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.

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

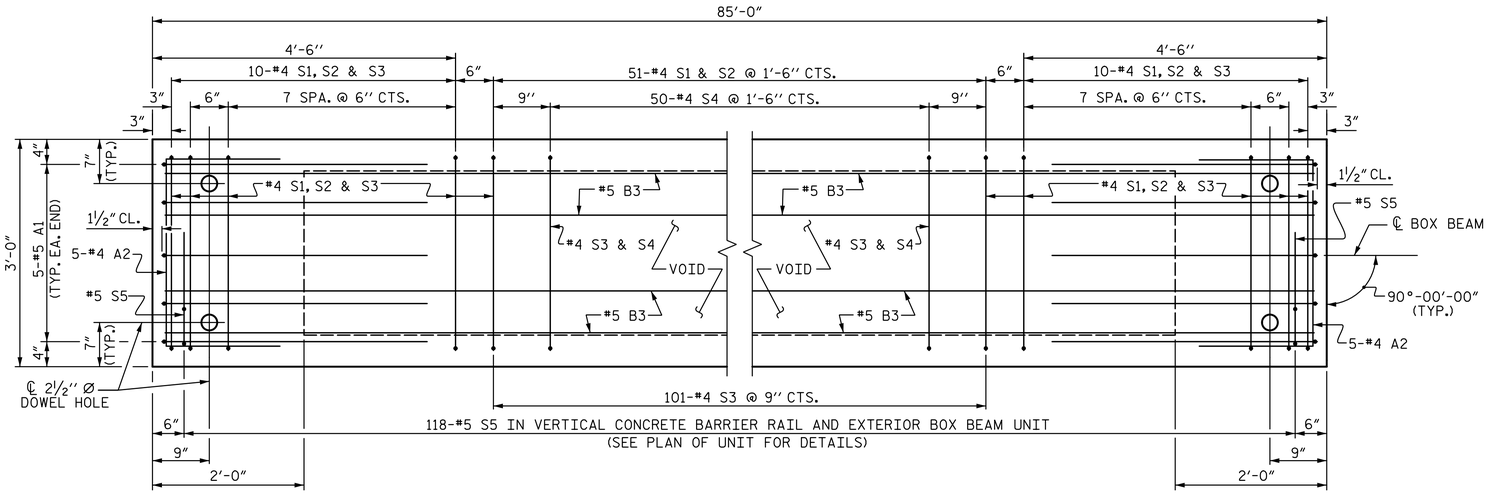
BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR ONE BOX BEAM SECTION

				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
A1	10	#5	1	6′-8″	70	6′-8″	70
A2	34	#4	2	5′-7″	127	5′-7″	127
B3	12	#5	STR	43′-5″	543	43′-5″	543
K1	12	#4	6	6′-2″	49	6′-2″	49
K2	8	#4	STR	2′-7″	14	2′-7″	14
S1	71	#4	3	7′-6″	356	7′-6″	356
S2	71	#4	3	5′-8″	269	5′-8″	269
S3	121	#4	3	4′-10″	391	4′-10″	391
S4	50	#4	4	5′-10″	195	5′-10″	195
✳ S5	118	#5	5	5′-10″	718	--	--
REINFORCING STEEL					2014 LBS.		2014 LBS.
✳ EPOXY COATED REINF. STEEL					718 LBS.		
8000 P.S.I. CONCRETE					15.1 CU. YDS.		15.0 CU. YDS.
0.6″ Ø L.R. STRANDS					No. 30		No. 30



PLAN OF BOX BEAM

EXTERIOR UNIT SHOWN, INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS.
FOR LOCATION OF DIAPHRAGMS, SEE PLAN OF UNIT.
FOR THREADED INSERTS, SEE "THREADED INSERT DETAILS".
FOR REINFORCING STEEL IN DIAPHRAGMS, SEE DIAPHRAGM DETAILS.

PROJECT NO. 17.BP.10.R.61
UNION COUNTY
STATION: 12+56.00 -L-

SHEET 3 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD

3′-0″ X 2′-9″ PRESTRESSED CONCRETE BOX BEAM UNIT

DocuSigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

ASSEMBLED BY :	LEM	DATE :	07-14
CHECKED BY :	MLO	DATE :	08-14
DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14
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CHECKED BY :	TMG 11/11		

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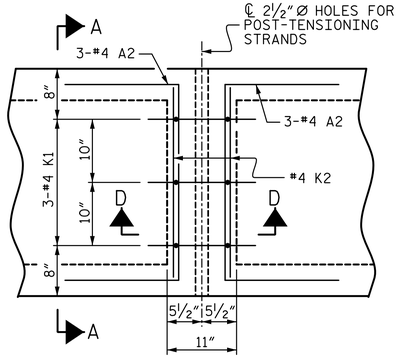
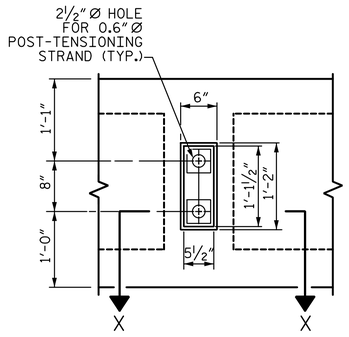
STD. NO. 33PCBB4_90S_85L

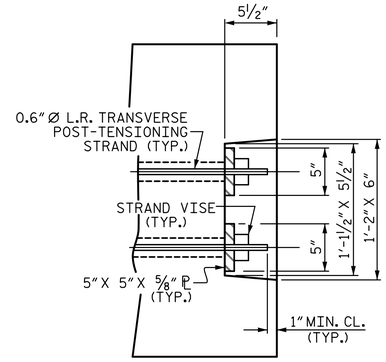


PLAN

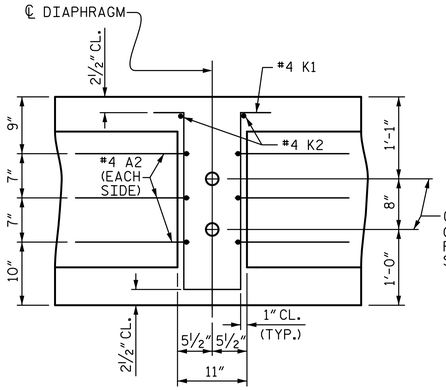


VIEW Y-Y

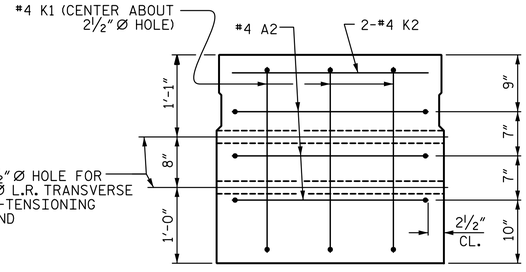
SHOWING ELEVATION VIEW OF GROUTED RECESS



DETAIL "C"

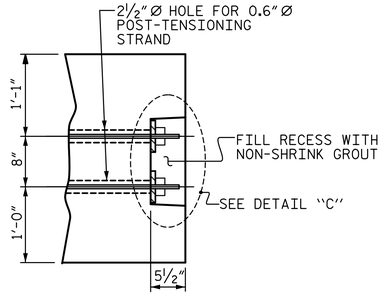


SECTION D-D

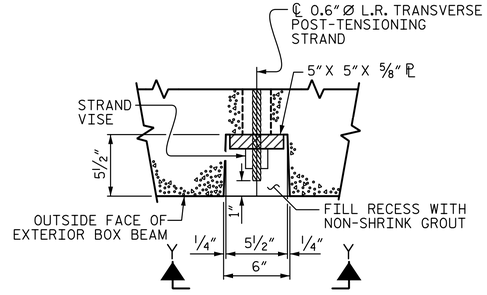


SECTION A-A

VOIDS NOT SHOWN



PART SECTION AT RECESS

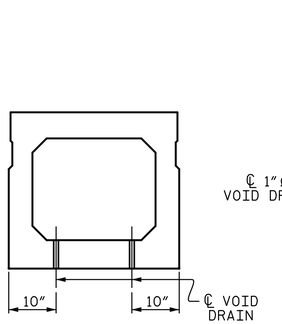


SECTION X-X

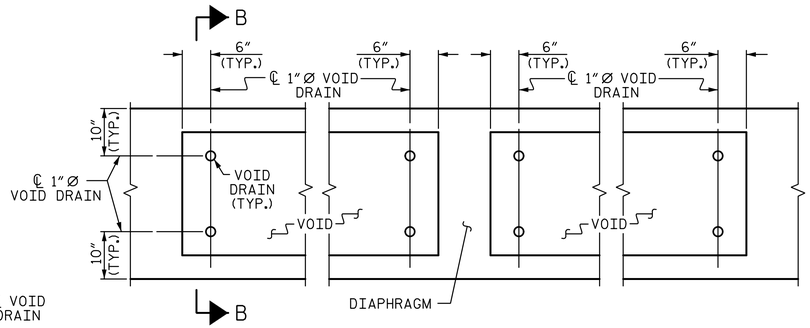
SHOWING PLAN VIEW OF GROUTED RECESS

DOUBLE DIAPHRAGM DETAILS

#4 "S" BARS NOT SHOWN. #4 "S" BARS MAY BE SHIFTED SLIGHTLY TO CLEAR 2½" Ø HOLE.



SECTION B-B



PART PLAN

VOID DRAIN DETAILS

(DIMENSIONS SHOWN ARE TYPICAL FOR EACH VOID)

DEAD LOAD DEFLECTION AND CAMBER	
	3'-0" x 2'-9"
85' BOX BEAM UNIT (NC & SE)	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	3¾" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	¾" ↓
FINAL CAMBER	3" ↑

** INCLUDES FUTURE WEARING SURFACE

GROUTED RECESS DETAIL AT END OF POST-TENSIONED STRANDS OF EXTERIOR BOX BEAM

PROJECT NO. 17.BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3'-0" X 2'-9"
PRESTRESSED CONCRETE
BOX BEAM UNIT

DocuSigned by: Brian M. Curry

NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

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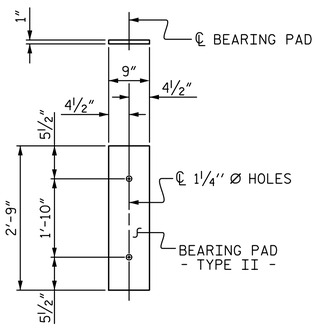
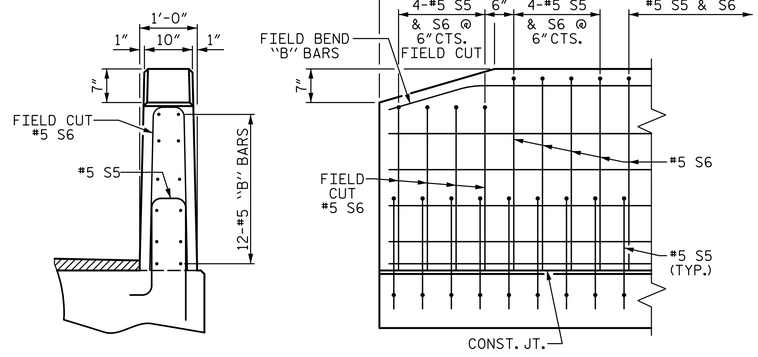


FIXED END

(TYPE II - 20 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

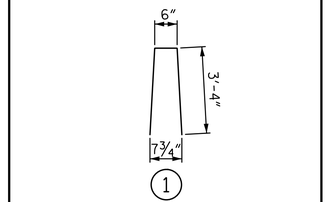


END VIEW

SIDE VIEW

END OF RAIL DETAILS

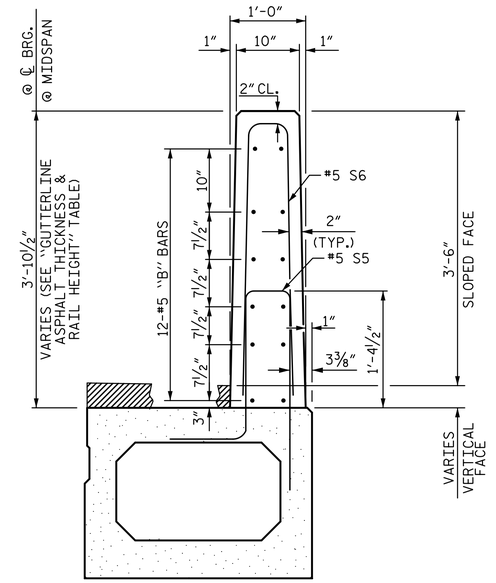
BOX BEAM UNITS REQUIRED			
	NUMBER	LENGTH	TOTAL LENGTH
EXTERIOR B.B.	2	85'-0"	170'-0"
INTERIOR B.B.	8	85'-0"	680'-0"
TOTAL	10	———	850'-0"



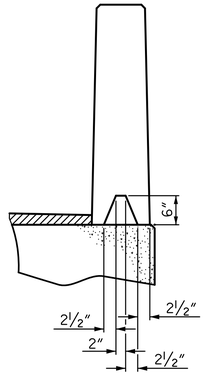
BAR TYPE

BAR DIMENSIONS ARE OUT TO OUT

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT		
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
85' UNITS	1½"	3'-7½"



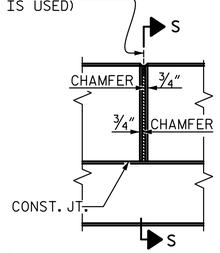
SECTION THRU RAIL



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

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL					
BAR	BARS PER PAIR OF EXTERIOR UNITS	SIZE	TYPE	LENGTH	WEIGHT
	85' UNIT				
✳ B9	72	#5	STR	27'-11"	2096
✳ S6	236	#5	1	7'-2"	1764
✳ EPOXY COATED REINFORCING STEEL			LBS.		3860
CLASS AA CONCRETE			CU.YDS.		22.8
TOTAL VERTICAL CONCRETE BARRIER RAIL			LN. FT.		170.0

PROJECT NO. 17.BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

SHEET 5 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAM UNIT

ASSEMBLED BY : LEM	DATE : 07-14
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DRAWN BY : DGE 10/11	
CHECKED BY : TMG 11/11	

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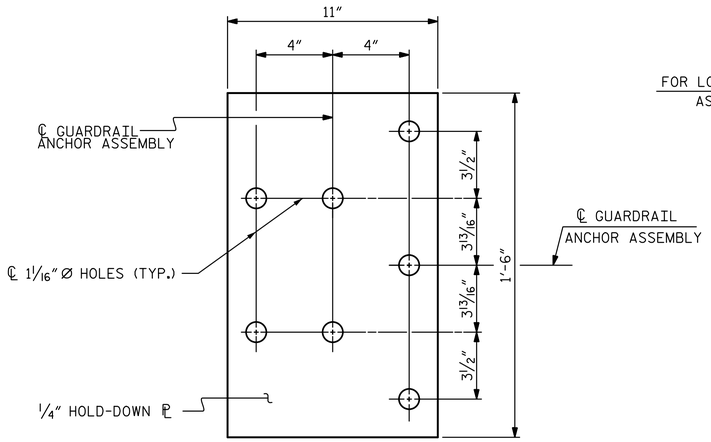
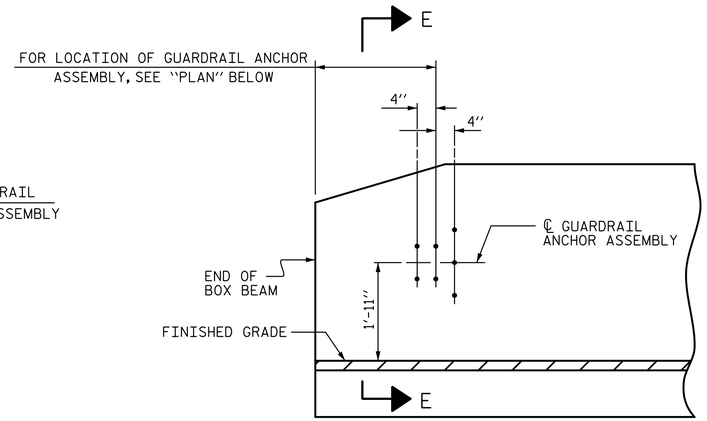
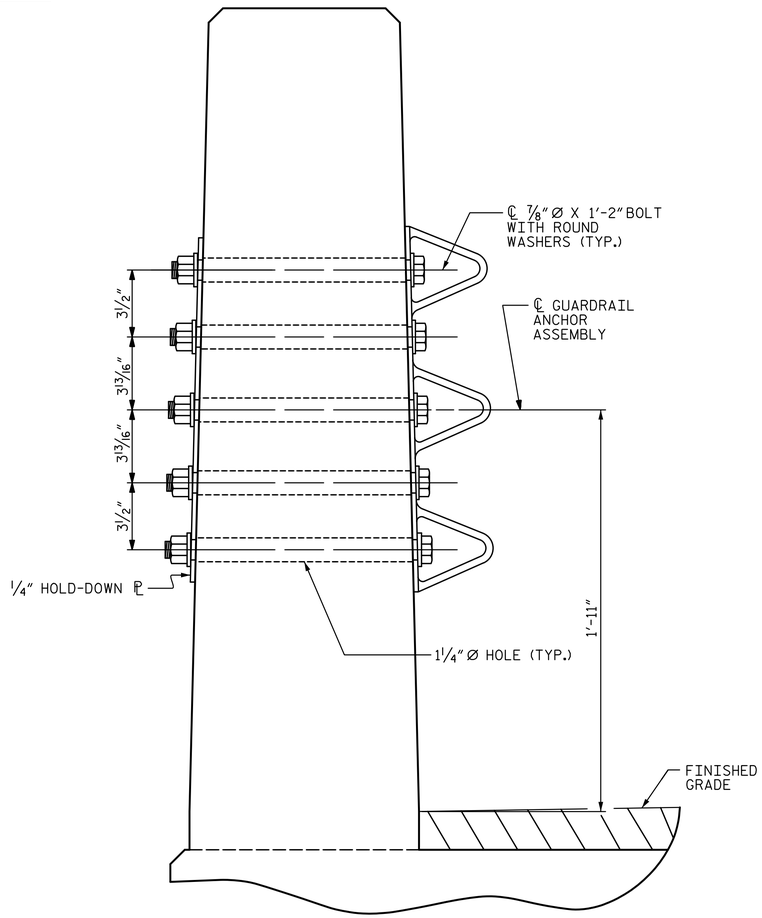


PLAN



ELEVATION



SECTION E-E

GUARDRAIL ANCHOR ASSEMBLY DETAILS

PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

END BENT #1 SHOWN, END BENT #2 SIMILAR.

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.

SKETCH SHOWING POINTS OF ATTACHMENT

✳ DENOTES GUARDRAIL ANCHOR ASSEMBLY

PROJECT NO. 17BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

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CHECKED BY : GM	5/10	REV. 12/5/11	MAA/GM
		REV. 6/13	MAA/GM

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RALEIGH

STANDARD
GUARDRAIL ANCHORAGE FOR VERTICAL CONCRETE BARRIER RAIL

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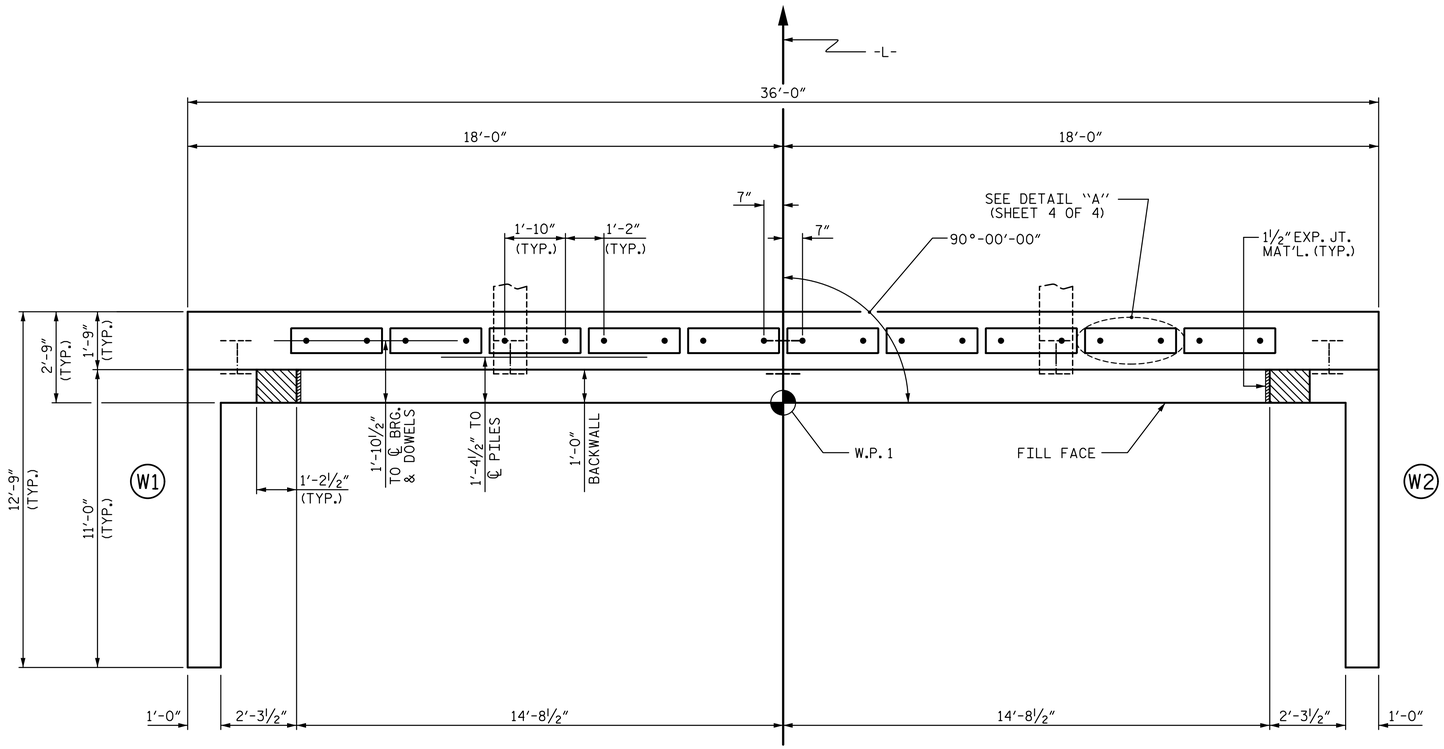
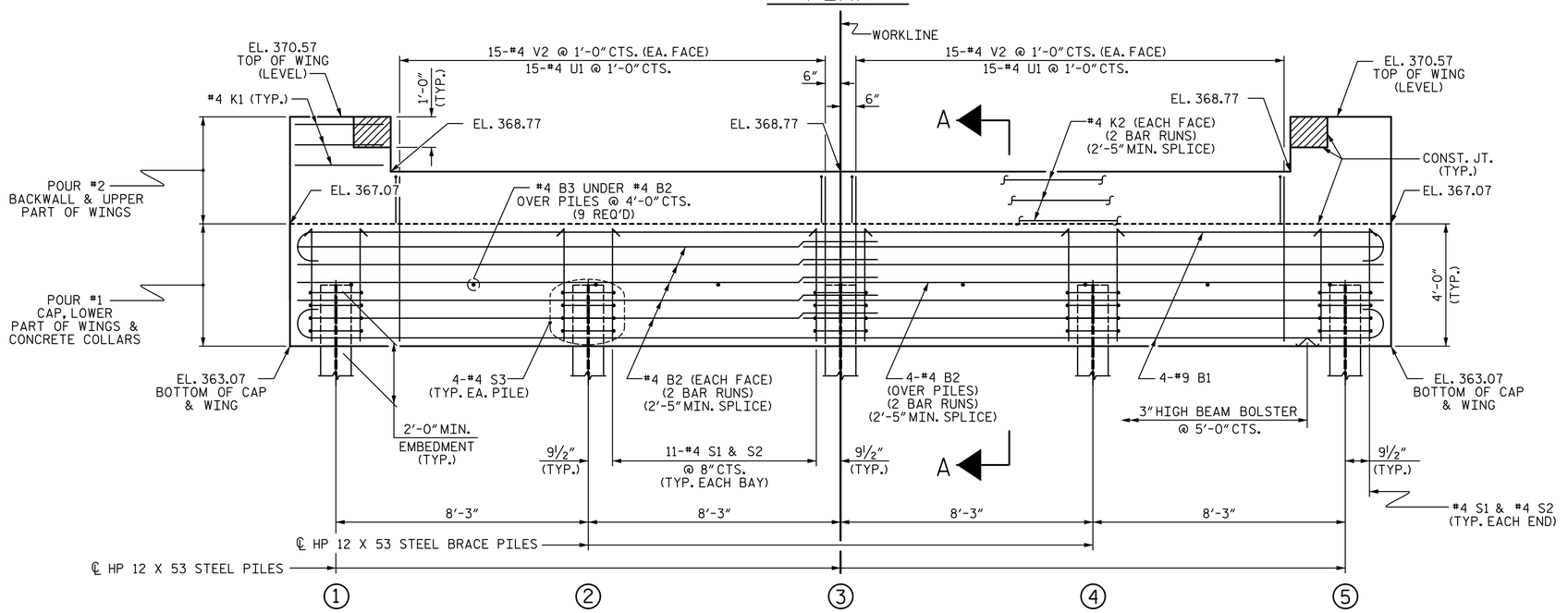
STD. NO. GRA3



PLAN



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.

PROJECT NO. 17.BP.10.R.61
UNION COUNTY
STATION: 12+56.00 -L-

SHEET 1 OF 4

ASSEMBLED BY :	LEM	DATE :	07-14
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DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14
DRAWN BY :	WJH		12/11
CHECKED BY :	AAC		12/11

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RALEIGH

SUBSTRUCTURE

END BENT No. 1

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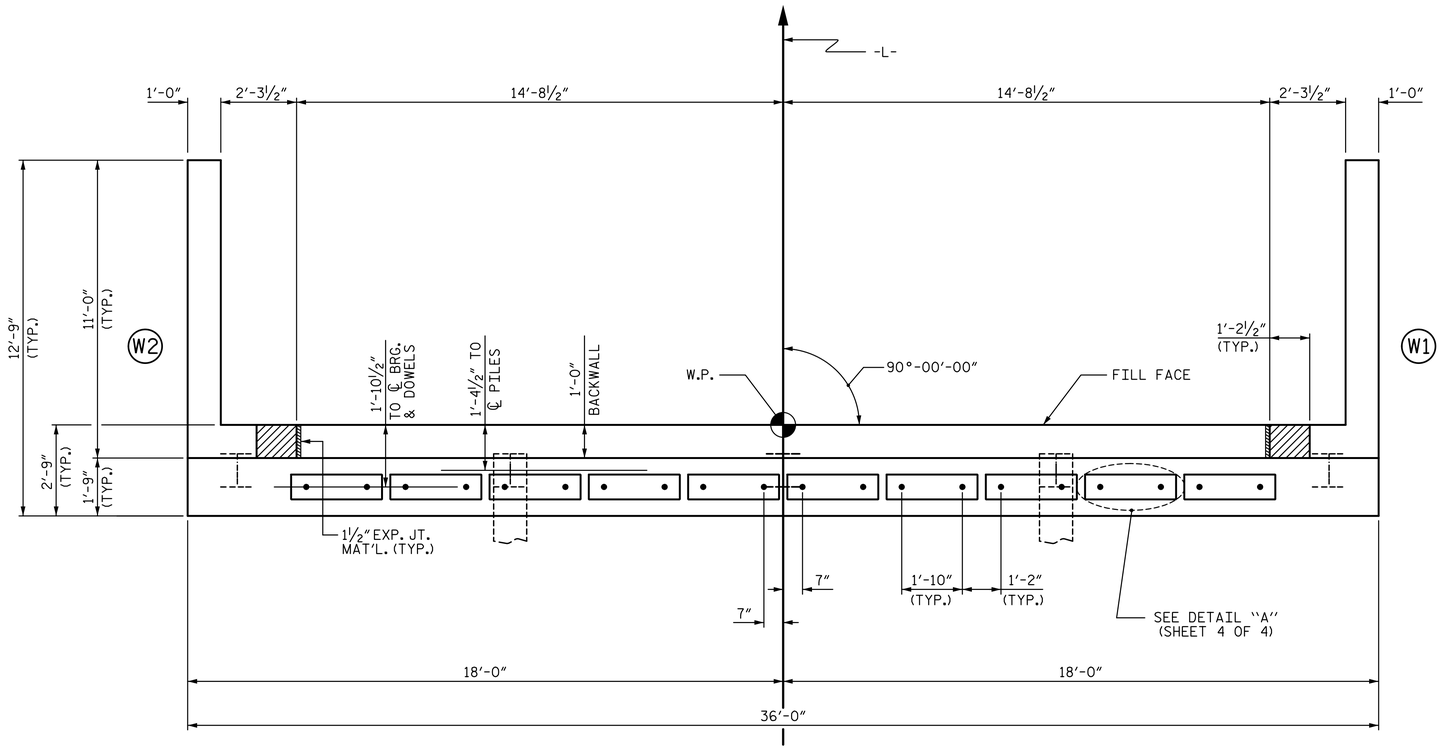
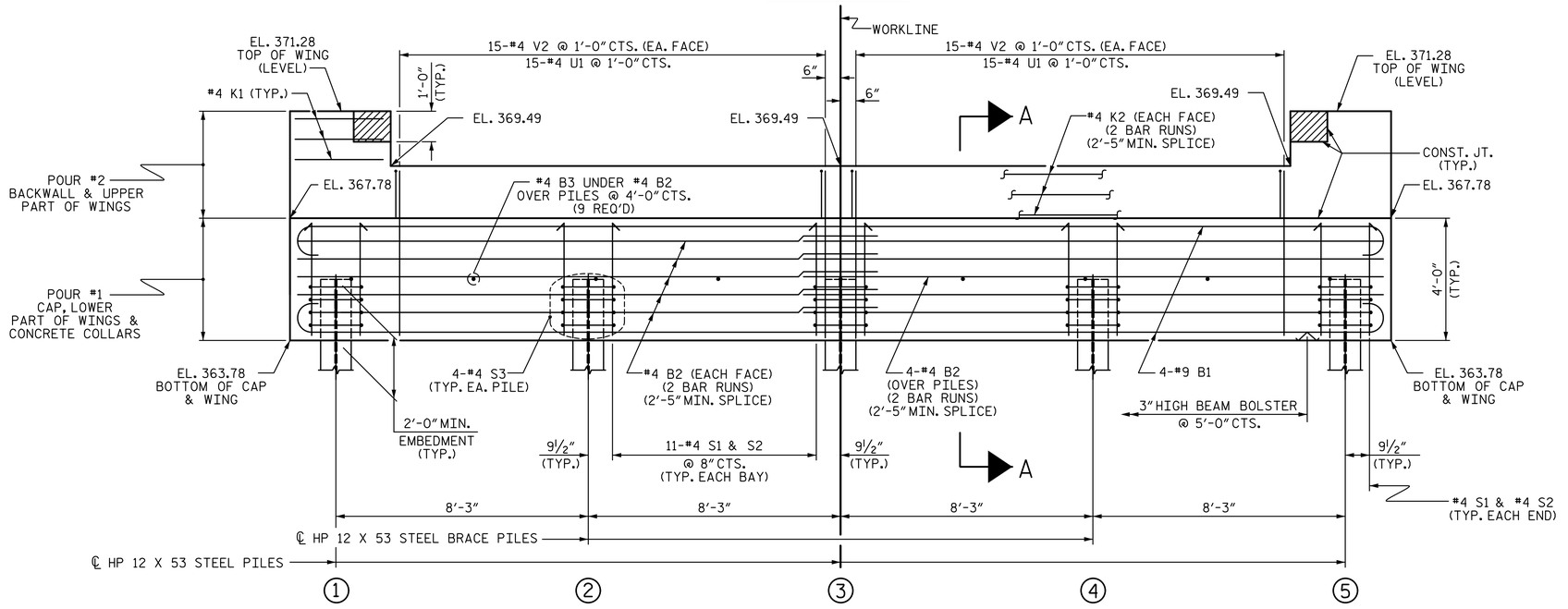
STD. NO. EB_30_90S4_33BB



PLAN



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.
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FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

PROJECT NO. 17BP.10.R.61
UNION COUNTY
STATION: 12+56.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 2

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DESIGN ENGINEER OF RECORD : BMC	DATE : 08-14
DRAWN BY : WJH	12/11
CHECKED BY : AAC	12/11

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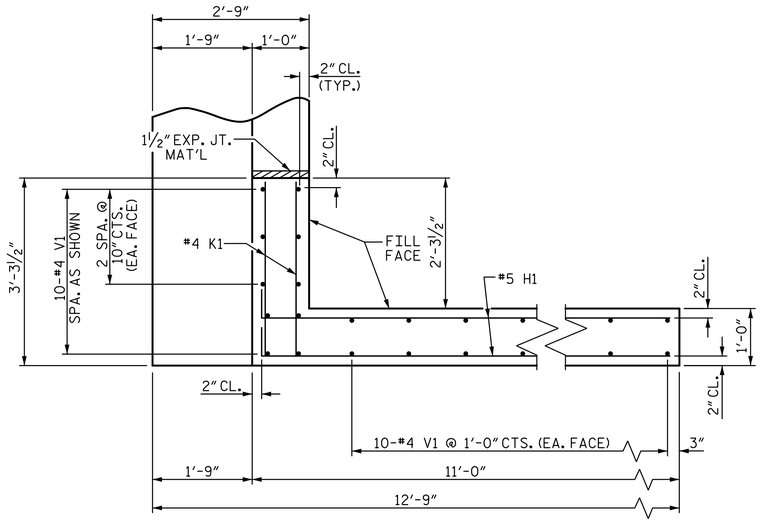
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

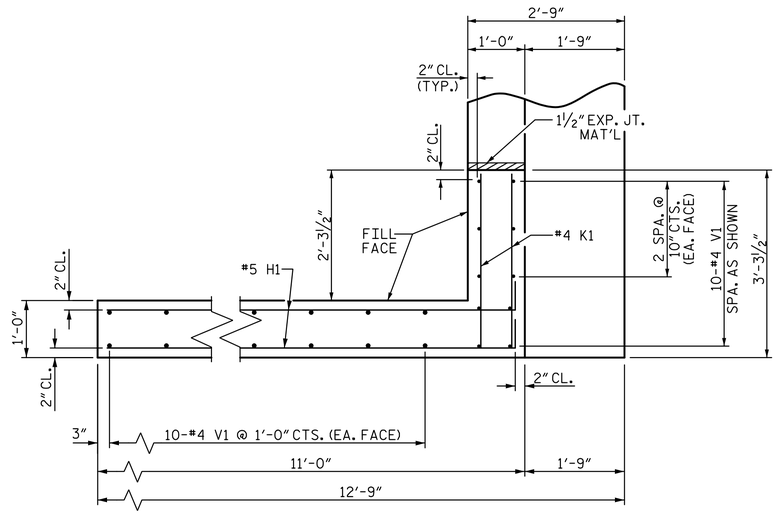
STV 100 Years
STV ENGINEERS, INC.
900 West Trade St., Suite 715
Charlotte, NC 28202
NC License Number F-0991

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			14

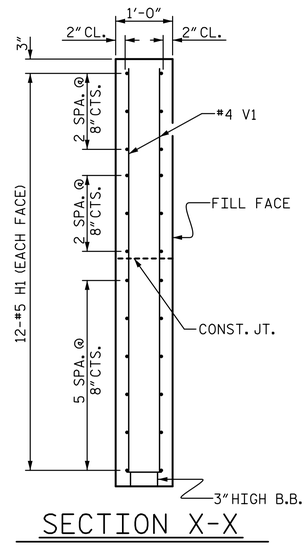
STD. NO. EB_30_90S4_33BB



PLAN OF WING (W1)



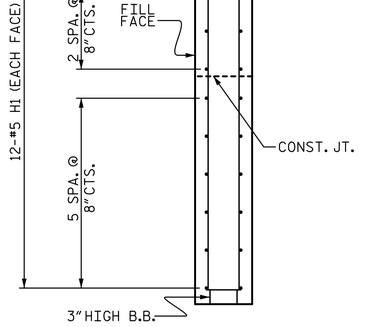
PLAN OF WING (W2)



SECTION X-X

ELEVATION OF WING (W1)

ELEVATION OF WING (W2)



SECTION Y-Y

WING DETAILS

PROJECT NO. 17BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

SHEET 3 OF 4

ASSEMBLED BY :	LEM	DATE :	08-14
CHECKED BY :	MLO	DATE :	08-14
DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14
DRAWN BY :	WJH 12/11		
CHECKED BY :	AAC 12/11		

DocuSigned by: Brian M. Curry

NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY 1/28/2016

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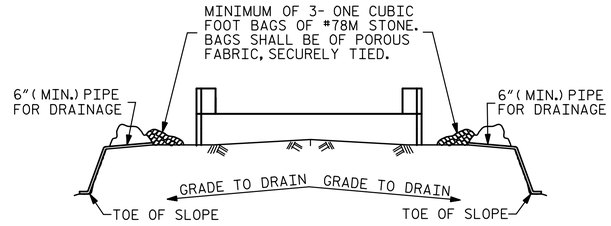
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT
WING DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS
2			4			14

STD. NO. EB_30_90S4_33BB

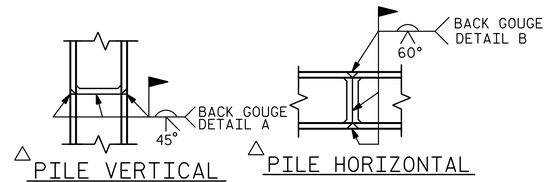


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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

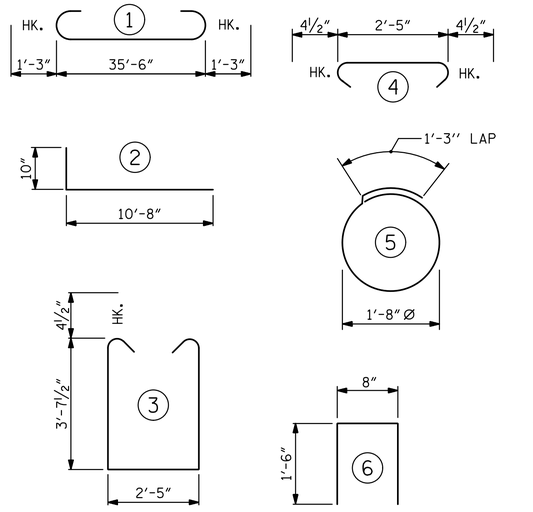


△POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS

SCALE- 7/16" = 1'-0"

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

END BENT No. 1		END BENT No. 2	
HP 12 X 53 STEEL PILES		HP 12 X 53 STEEL PILES	
NO: 5	LIN. FT.= 50.0	NO: 5	LIN. FT.= 75.0
STEEL PILE POINTS	EA. 5	STEEL PILE POINTS	EA. 5

BILL OF MATERIAL
FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	38'-0"	1034
B2	28	#4	STR	19'-1"	357
B3	9	#4	STR	2'-5"	15
D1	20	#8	STR	2'-3"	120
H1	48	#5	2	11'-6"	576
K1	12	#4	STR	2'-11"	23
K2	12	#4	STR	19'-1"	153
S1	46	#4	3	10'-5"	320
S2	46	#4	4	3'-2"	97
S3	20	#4	5	6'-6"	87
U1	30	#4	6	3'-8"	73
V1	60	#4	STR	7'-2"	287
V2	60	#4	STR	5'-4"	214

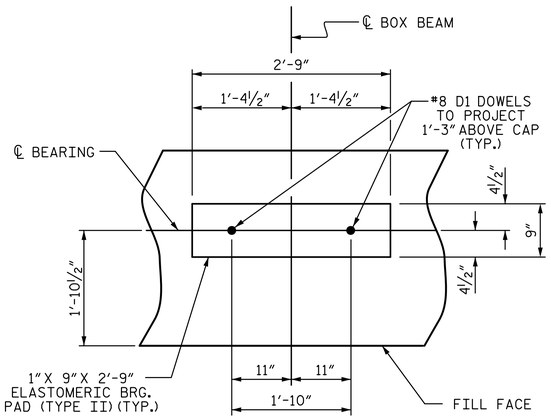
REINFORCING STEEL (FOR ONE END BENT) 3356 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 18.5 C.Y.

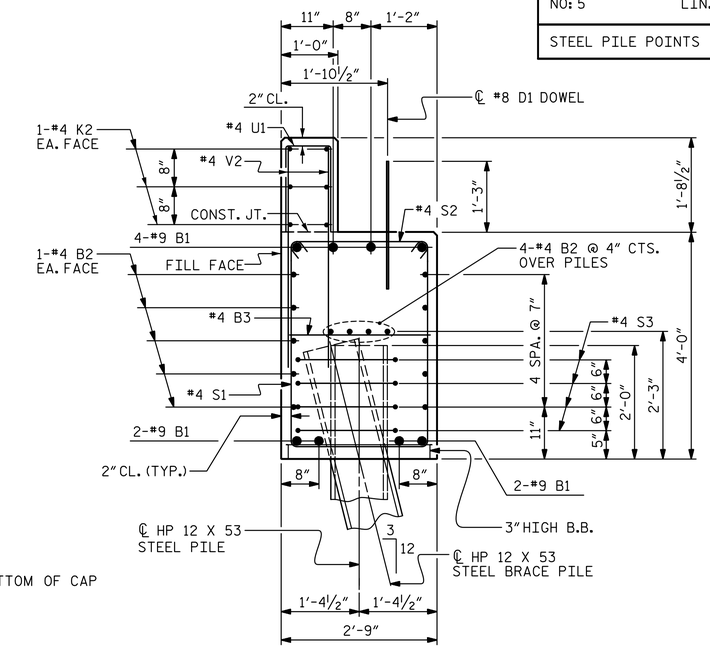
POUR #2 BACKWALL & UPPER PART OF WINGS 5.3 C.Y.

TOTAL CLASS A CONCRETE 23.8 C.Y.



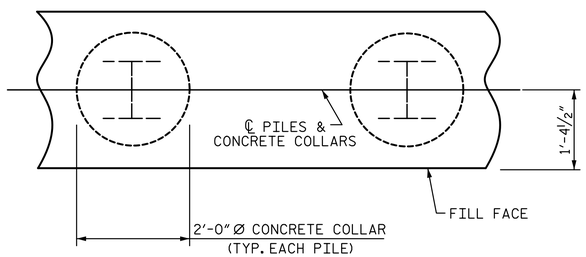
DETAIL ''A''

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

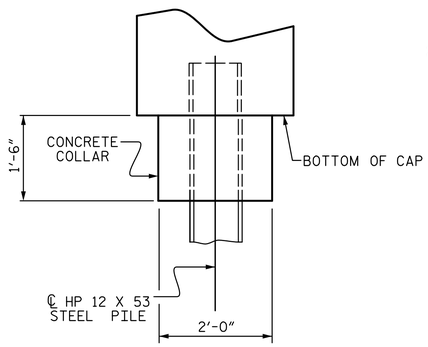


SECTION A-A

(CONCRETE COLLAR NOT SHOWN FOR CLARITY. SEE ''CORROSION PROTECTION FOR STEEL PILES DETAIL.'')



PLAN



ELEVATION

CORROSION PROTECTION FOR STEEL PILES DETAIL

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

ASSEMBLED BY :	LEM	DATE :	08-14
CHECKED BY :	MLO	DATE :	08-14
DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14
DRAWN BY :	WJH		12/11
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DocuSigned by: Brian M. Curry

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1/28/2016

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PROJECT NO. 17BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

SHEET 4 OF 4

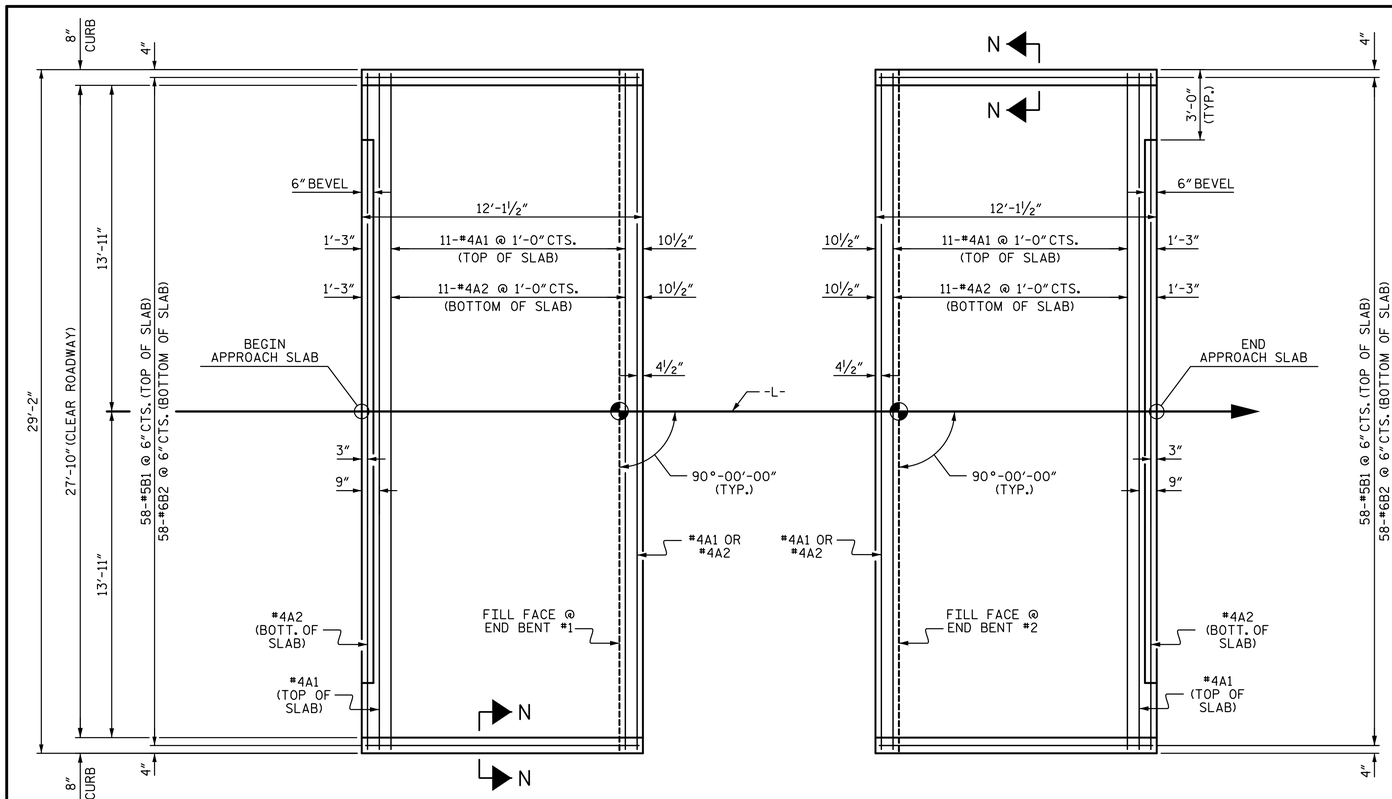
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 1 & 2 DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-13
1			3			TOTAL SHEETS
2			4			14

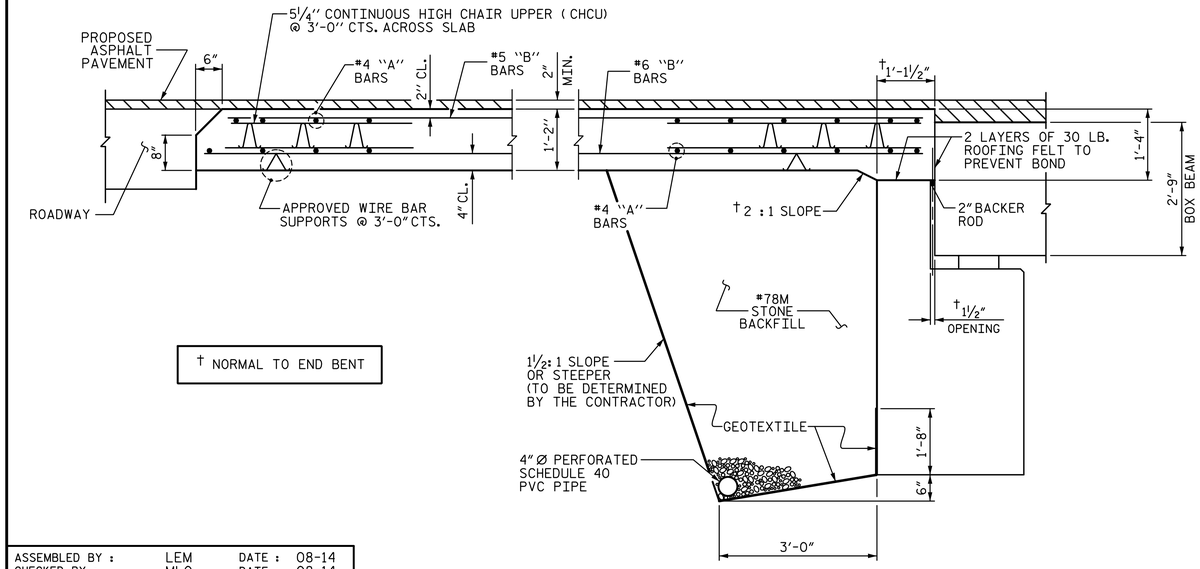
STD. NO. EB_30_90S4_33BB



PLAN @ END BENT #1

PLAN @ END BENT #2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



† NORMAL TO END BENT

SECTION THRU SLAB

NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4″Ø DRAINAGE PIPE, AND #78M STONE BACKFILL, SEE ROADWAY PLANS.

GEOTEXTILE SHALL BE TYPE 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.

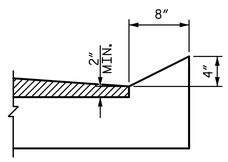
#78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

#78M STONE BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

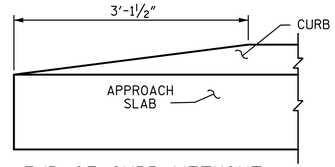
FOR THE 4″Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

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.



SECTION N-N



END OF CURB WITHOUT SHOULDER BERM GUTTER

BILL OF MATERIAL

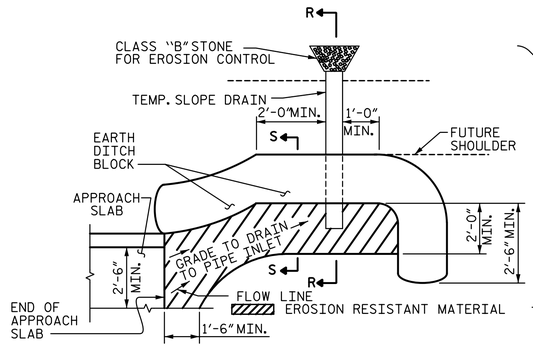
APPROACH SLAB AT EB #1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	13	#4	STR	28′-10″	250
A2	13	#4	STR	28′-10″	250
✳ B1	58	#5	STR	11′-2″	676
B2	58	#6	STR	11′-8″	1016
REINFORCING STEEL				LBS.	1266
✳ EPOXY COATED REINFORCING STEEL				LBS.	926
CLASS AA CONCRETE				C.Y.	15.6

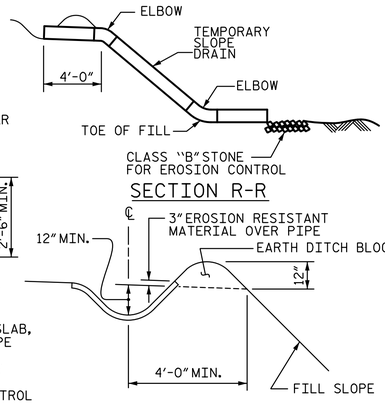
APPROACH SLAB AT EB #2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	13	#4	STR	28′-10″	250
A2	13	#4	STR	28′-10″	250
✳ B1	58	#5	STR	11′-2″	676
B2	58	#6	STR	11′-8″	1016
REINFORCING STEEL				LBS.	1266
✳ EPOXY COATED REINFORCING STEEL				LBS.	926
CLASS AA CONCRETE				C.Y.	15.6

CURB DETAILS



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 1 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.

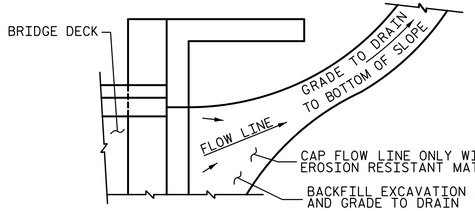


SECTION S-S

PLAN VIEW

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



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

PROJECT NO. 17BP.10.R.61

UNION COUNTY

STATION: 12+56.00 -L-

DocuSigned by: Brian M. Curry
NORTH CAROLINA PROFESSIONAL SEAL 036940 ENGINEER BRIAN M. CURRY
1/28/2016

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE BOX BEAM UNIT (SUB-REGIONAL TIER) 90° SKEW

ASSEMBLED BY :	LEM	DATE :	08-14
CHECKED BY :	MLO	DATE :	08-14
DESIGN ENGINEER OF RECORD :	BMC	DATE :	08-14
DRAWN BY : MAA	11/11		
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1			3			TOTAL SHEETS
2			4			14

STD. NO. BAS_BB_30_90S

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. 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.

ENGLISH

JANUARY, 1990

REV. 6-16-95 EEM (/) RGW REV. 5-7-03 RWW (/) JTE REV. 10-1-11 MAA (/) GM
REV. 8-16-99 RWW (/) LES REV. 5-1-06 TLA (/) GM

1/28/2016
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STD. NO. SN