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F.A.PROJECT: BRZ-1142(012)

16+00 16+50 17+00 17+50 18+00

VERTICAL CURVE DATA -L-

(-)11.0864% (-)0.3032%

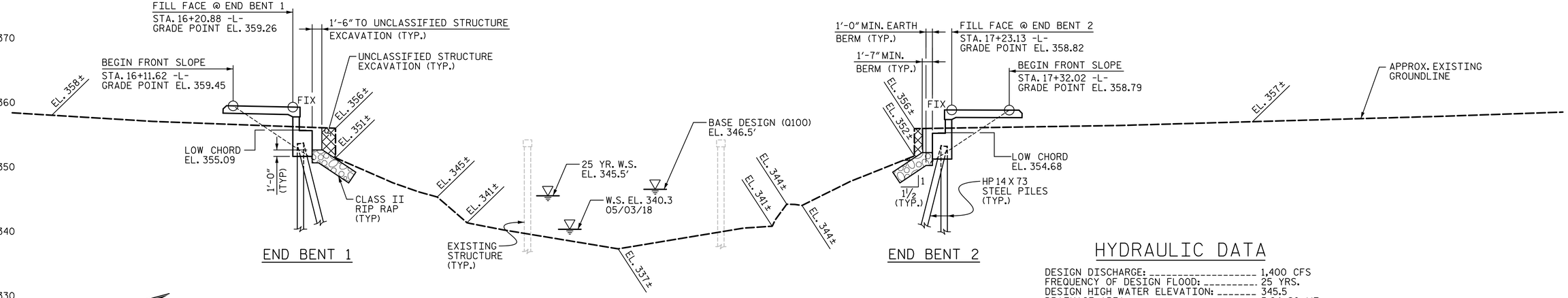
PI = 15+65.00
EL = 359.30'
VC = 150'

VERTICAL CURVE DATA -L-

(-)0.3032% (+)11.0000%

PI = 18+75.00
EL = 358.36'
VC = 250'

SPAN A



END BENT 1 END BENT 2

SECTION ALONG -L-

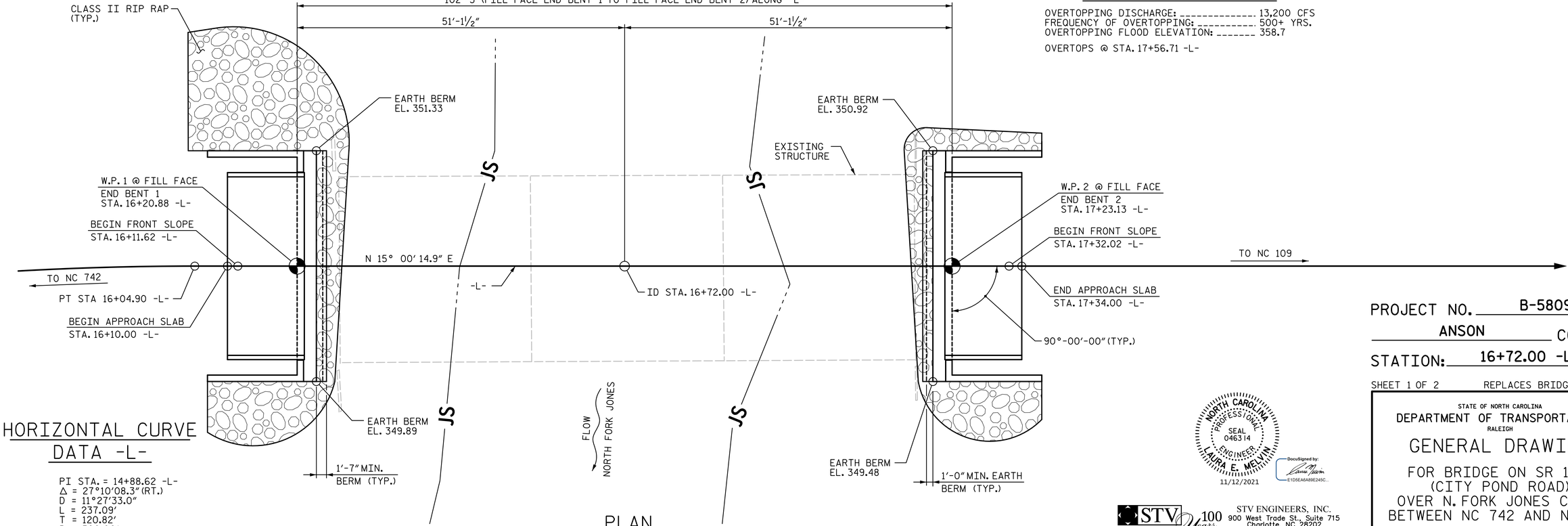
HYDRAULIC DATA

DESIGN DISCHARGE:	1,400 CFS
FREQUENCY OF DESIGN FLOOD:	25 YRS.
DESIGN HIGH WATER ELEVATION:	345.5
DRAINAGE AREA:	5.94 SQ. MI.
BASE DISCHARGE (Q100):	2,000 CFS
BASE HIGH WATER ELEVATION:	346.5

OVERTOPPING DATA

OVERTOPPING DISCHARGE:	13,200 CFS
FREQUENCY OF OVERTOPPING:	500+ YRS.
OVERTOPPING FLOOD ELEVATION:	358.7

OVERTOPS @ STA. 17+56.71 -L-



HORIZONTAL CURVE DATA -L-

PI STA. = 14+88.62 -L-
Δ = 27°10'08.3" (RT.)
D = 11°27'33.0"
L = 237.09'
T = 120.82'
R = 500.00'

PLAN

(STEEL PILES NOT SHOWN FOR CLARITY)

DRAWN BY :	MAR	DATE :	4-19
CHECKED BY :	LEM	DATE :	6-19
DESIGN ENGINEER OF RECORD :	LEM	DATE :	7-19

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: Laura Melvin E1D5EA6AB9E245C...

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT NO. B-5809
ANSON COUNTY
STATION: 16+72.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE NO. 075

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON SR 1142
(CITY POND ROAD)
OVER N. FORK JONES CREEK
BETWEEN NC 742 AND NC 109

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			15

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melvinle

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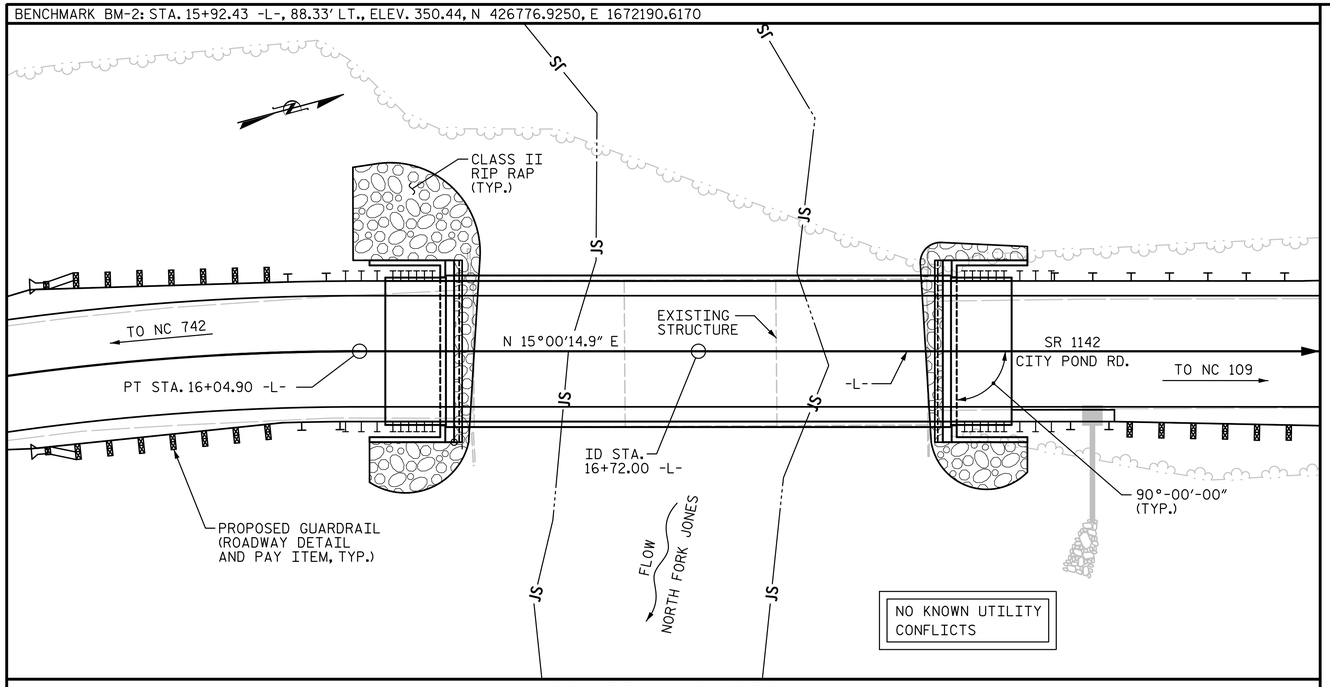
BENCHMARK BM-2: STA. 15+92.43 -L-, 88.33' LT., ELEV. 350.44, N 426776.9250, E 1672190.6170



LOCATION SKETCH

FOUNDATION NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 140 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 233 TONS PER PILE.

STEEL H PILE POINTS ARE REQUIRED FOR STEEL H-PILES AT END BENT NO. 1. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 140 TONS PER PILE.

DRIVE PILES AT END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 233 TONS PER PILE.

STEEL H-PILE POINTS ARE REQUIRED FOR STEEL H PILES AT END BENT NO. 2. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

OBSERVE A 2 MONTH WAITING PERIOD AFTER CONSTRUCTING THE EMBANKMENT TO WITHIN 2 FT OF FINISHED GRADE BEFORE BEGINNING END BENT CONSTRUCTION AT END BENT NO. 1 AND END BENT NO. 2. FOR BRIDGE WAITING PERIODS, SEE ROADWAY PLANS AND SECTION 235 OF THE STANDARD SPECIFICATIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE AT STA. 16+72.00 -L-	ASBESTOS ASSESSMENT	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 14 X 73 STEEL PILES	HP 14 X 73 STEEL PILES		STEEL PILE POINTS	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAMS	
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YD.	LUMP SUM	LBS.	EA.	NO.	LIN. FT.	EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE											200.0				10	1000.0
END BENT 1				28.6		4,403	5	5	115	5		120	130			
END BENT 2				28.6		4,403	5	5	105	5		60	65			
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	57.2	LUMP SUM	8,806	10	10	220	10	200.0	180	195	LUMP SUM	10	1000.0

GENERAL NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE "STANDARD NOTES" SHEET.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTING OF (1) 30'-3", (1) 30'-0", (1) 30'-6" SPANS WITH A 2" ASPHALT WEARING SURFACE ON PRECAST PRESTRESSED CONCRETE CHANNELS WITH A CLEAR ROADWAY OF 29'-0" AND SUPPORTED BY CONCRETE CAPS ON TIMBER PILES AND TIMBER BULKHEADS SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL 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 FROM THE CENTERLINE OF ROADWAY OF 24'± (LEFT AND RIGHT) TO EL. 351±, 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.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30" SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30" SAMPLES OF EACH SIZE BAR USED. THE SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

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.

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

SAMPLE BAR REPLACEMENT	
SIZE	LENGTH
#3	6'-2"
#4	7'-4"
#5	8'-6"
#6	9'-8"
#7	10'-10"
#8	12'-0"
#9	13'-2"
#10	14'-6"
#11	15'-10"

NOTE:
SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30" (SAMPLE LENTH) PLUS TWO SPLICE LENGTHS AND fy = 60ksi

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

SHEET 2 OF 2

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN

11/12/2021

DocuSigned by: Laura Melvin E1D5EA6A89E245C...

STV 100 Years

STV ENGINEERS, INC.
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Charlotte, NC 28202
NC License Number F-0991

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON SR 1142
(CITY POND ROAD)
OVER N. FORK JONES CREEK
BETWEEN NC 742 AND NC 109

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			15

DRAWN BY : MAR DATE : 4-19
CHECKED BY : LEM DATE : 6-19
DESIGN ENGINEER OF RECORD : LEM DATE : 7-19

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LOAD AND RESISTANCE FACTOR RATING (LRFD) SUMMARY FOR PRESTRESSED CONCRETE GIRDERS

LEVEL		VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING	MINIMUM RATING FACTORS (RF)	TONS = W X RF	STRENGTH I LIMIT STATE										SERVICE III LIMIT STATE						COMMENT NUMBER
								MOMENT					SHEAR						MOMENT					
							LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	
DESIGN LOAD RATING		HL-93(Inv)	N/A	1	1.035	--	1.75	0.272	1.26	A	EL	49.25	0.489	1.34	A	EL	4.925	0.80	0.272	**1.04**	A	EL	**49.25**	
		HL-93(Opr)	N/A	--	1.633	--	1.35	0.272	1.63	A	EL	49.25	0.489	1.73	A	EL	4.925	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	2	1.44	51.84	1.75	0.272	1.75	A	EL	49.25	0.489	1.81	A	EL	4.925	0.80	0.272	**1.44**	A	EL	**49.25**	
		HS-20(Opr)	36.000	--	2.271	81.756	1.35	0.272	2.27	A	EL	49.25	0.489	2.35	A	EL	4.925	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.413	46.079	1.4	0.272	5.19	A	EL	49.25	0.489	5.59	A	EL	4.925	0.80	0.272	3.41	A	EL	49.25	
		SNGARBS2	20.000	--	2.473	49.452	1.4	0.272	3.76	A	EL	49.25	0.489	3.91	A	EL	4.925	0.80	0.272	2.47	A	EL	49.25	
		SNAGRIS2	22.000	--	2.313	50.885	1.4	0.272	3.52	A	EL	49.25	0.489	3.6	A	EL	4.925	0.80	0.272	2.31	A	EL	49.25	
		SNCOTTS3	27.250	--	1.696	46.228	1.4	0.272	2.58	A	EL	49.25	0.489	2.78	A	EL	4.925	0.80	0.272	1.70	A	EL	49.25	
		SNAGGRS4	34.925	--	1.39	48.556	1.4	0.272	2.11	A	EL	49.25	0.489	2.26	A	EL	4.925	0.80	0.272	1.39	A	EL	49.25	
		SNS5A	35.550	--	1.361	48.398	1.4	0.272	2.07	A	EL	49.25	0.489	2.27	A	EL	4.925	0.80	0.272	1.36	A	EL	49.25	
		SNS6A	39.950	--	1.238	49.456	1.4	0.272	1.88	A	EL	49.25	0.489	2.05	A	EL	4.925	0.80	0.272	1.24	A	EL	49.25	
		SNS7B	42.000	--	1.178	49.496	1.4	0.272	1.79	A	EL	49.25	0.489	2	A	EL	4.925	0.80	0.272	1.18	A	EL	49.25	
	TTST	TNAGRIT3	33.000	--	1.506	49.709	1.4	0.272	2.29	A	EL	49.25	0.489	2.46	A	EL	4.925	0.80	0.272	1.51	A	EL	49.25	
		TNT4A	33.075	--	1.51	49.942	1.4	0.272	2.3	A	EL	49.25	0.489	2.41	A	EL	4.925	0.80	0.272	1.51	A	EL	49.25	
		TNT6A	41.600	--	1.224	50.926	1.4	0.272	1.86	A	EL	49.25	0.489	2.09	A	EL	4.925	0.80	0.272	1.22	A	EL	49.25	
		TNT7A	42.000	--	1.225	51.442	1.4	0.272	1.86	A	EL	49.25	0.489	2.05	A	EL	4.925	0.80	0.272	1.22	A	EL	49.25	
		TNT7B	42.000	--	1.254	52.657	1.4	0.272	1.91	A	EL	49.25	0.489	1.96	A	EL	4.925	0.80	0.272	1.25	A	EL	49.25	
		TNAGRIT4	43.000	--	1.203	51.711	1.4	0.272	1.83	A	EL	49.25	0.489	1.91	A	EL	4.925	0.80	0.272	1.20	A	EL	49.25	
		TNAGT5A	45.000	--	1.139	51.236	1.4	0.272	1.73	A	EL	49.25	0.489	1.87	A	EL	4.925	0.80	0.272	1.14	A	EL	49.25	
		TNAGT5B	45.000	3	1.129	50.805	1.4	0.272	1.72	A	EL	49.25	0.489	1.82	A	EL	4.925	0.80	0.272	**1.13**	A	EL	**49.25**	

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.

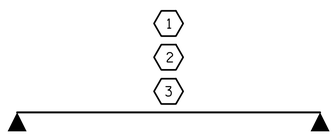
ALLOWABLE STRESSES FOR SERVICE III LIMIT STATE ARE AS REQUIRED FOR DESIGN.

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. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN

11/12/2021

DocuSigned by: E105EABAB8E245C...

STV 100 Years

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900 West Trade St., Suite 715
Charlotte, NC 28202
NC License Number F-0991

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR 100' BOX BEAM UNIT 90° SKEW

(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			15

DRAWN BY :	MAR	DATE : 4-19
CHECKED BY :	LEM	DATE : 6-19
DESIGN ENGINEER OF RECORD :	LEM	DATE : 7-19
DRAWN BY : TMG II/II		
CHECKED BY : AAC II/II		

STD. NO. 39LRFR1_90S_100L

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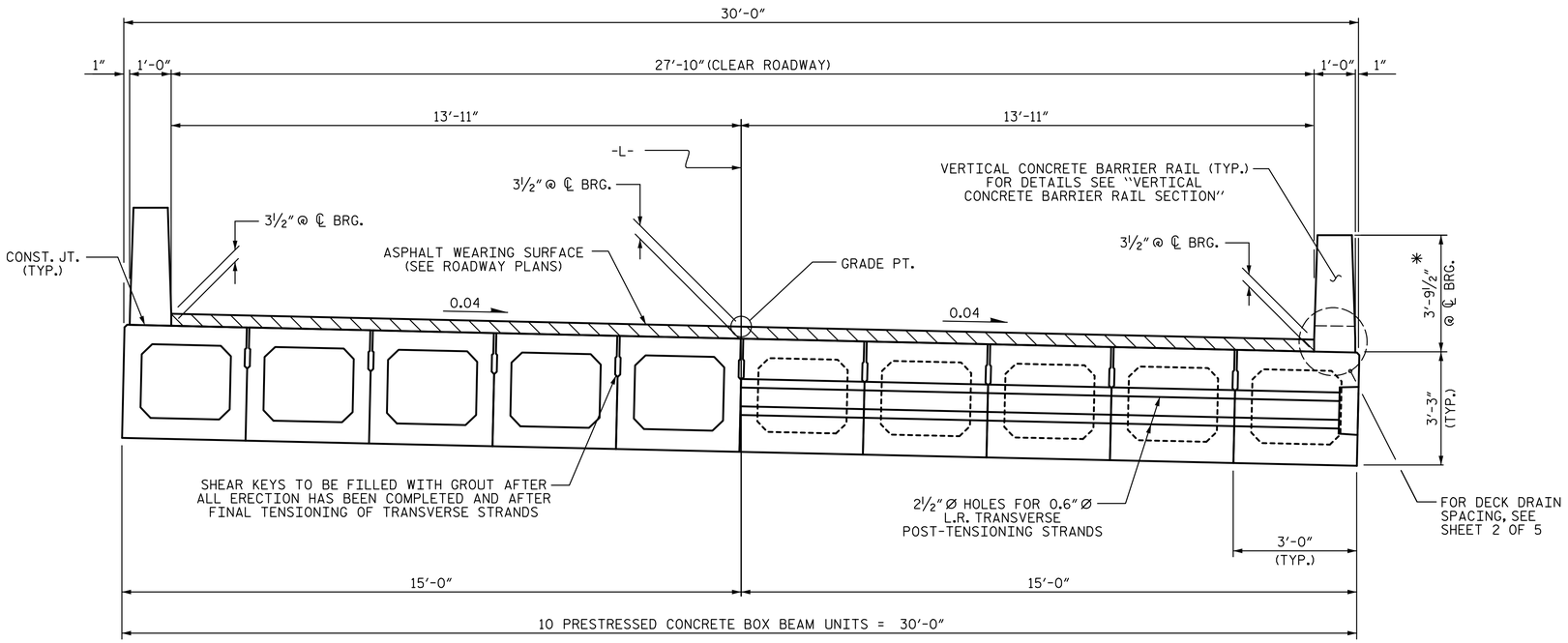


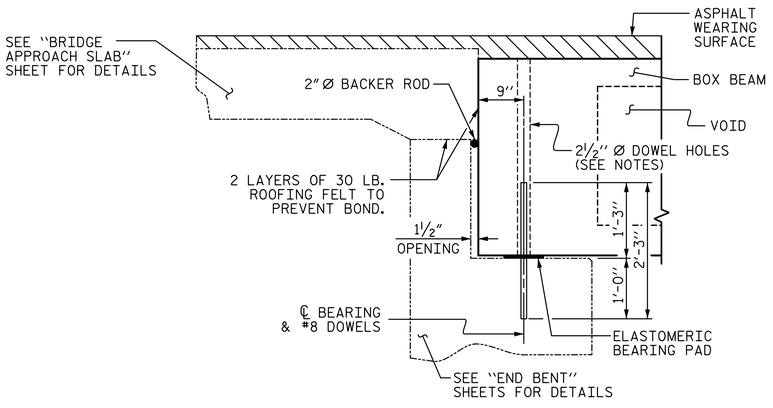
HALF SECTION
THROUGH VOIDS

HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

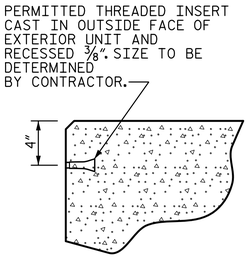
TYPICAL SECTION

*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.

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

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 5,500 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.

THE DRAIN OPENING AT THE GUTTERLINE SHALL BE 5″X 6″. THE HEIGHT OF THE BLOCKOUT IN THE VERTICAL CONCRETE BARRIER RAIL SHALL EXTEND FROM THE TOP OF THE BOX BEAM UNIT TO THE TOP OF THE DRAIN OPENING.

APPLY EPOXY PROTECTIVE COATING TO EXTERIOR FACE OF THE EXTERIOR BOX BEAM UNITS THAT REQUIRE DRAINS IN THE BARRIER RAIL.

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

SHEET 1 OF 5

DRAWN BY : MAR	DATE : 4-19		
CHECKED BY : LEM	DATE : 6-19		
DESIGN ENGINEER OF RECORD : LEM	DATE : 7-19		
DRAWN BY : DGE 8/11	REV. 10/15	MAA/TMG	
CHECKED BY : TMG 11/11			

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: E1D5EA8A8BE245C...

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3′-0″ X 3′-3″
PRESTRESSED CONCRETE
BOX BEAM UNIT

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			15

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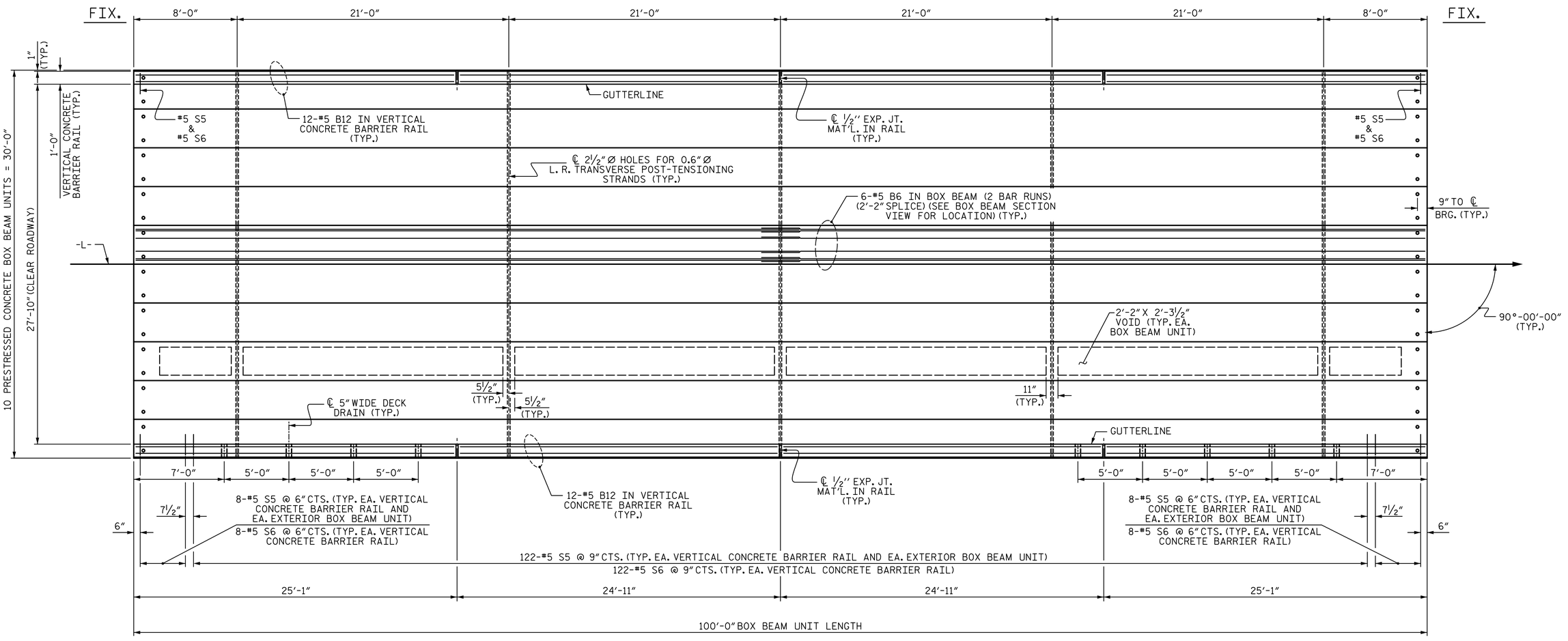
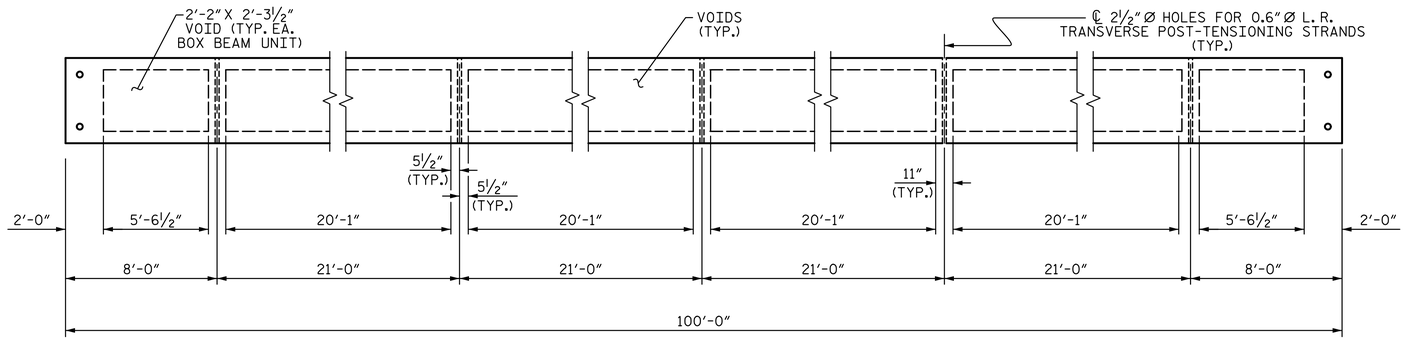


PLAN OF UNIT



DIAPHRAGM AND VOID LAYOUT

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NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: E1D5EA6A89E245C...

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PROJECT NO. B-5809
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STATION: 16+72.00 -L-
SHEET 2 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PLAN OF 100' UNIT 27'-10" CLEAR ROADWAY 90° SKEW

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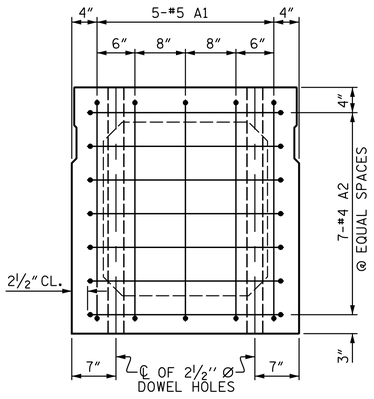
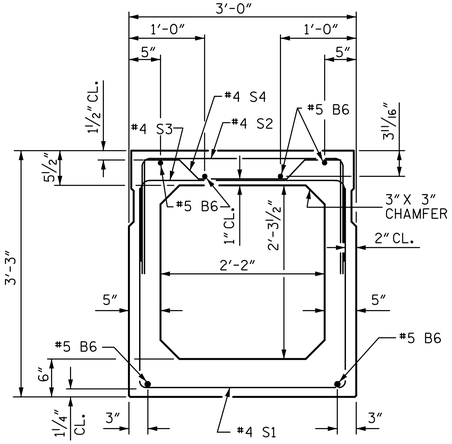


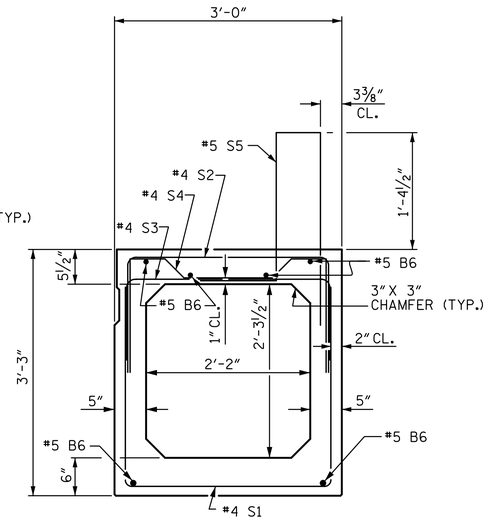
END ELEVATION

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.)



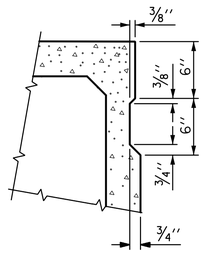
INTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)



EXTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)

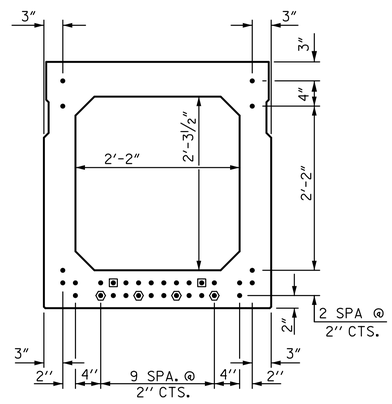


SHEAR KEY DETAIL

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

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

0.6″ Ø LOW RELAXATION STRAND LAYOUT



TYPICAL STRAND LOCATION

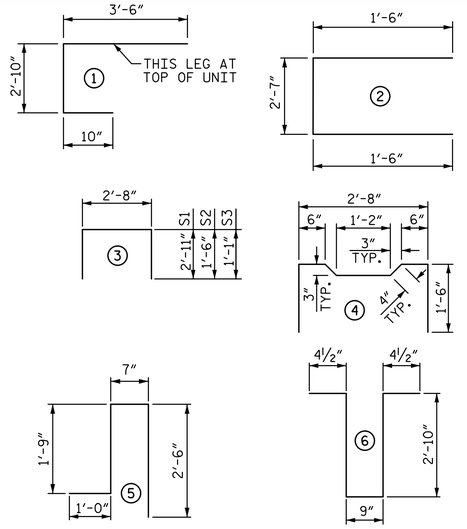
(32 STRANDS REQUIRED)

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.

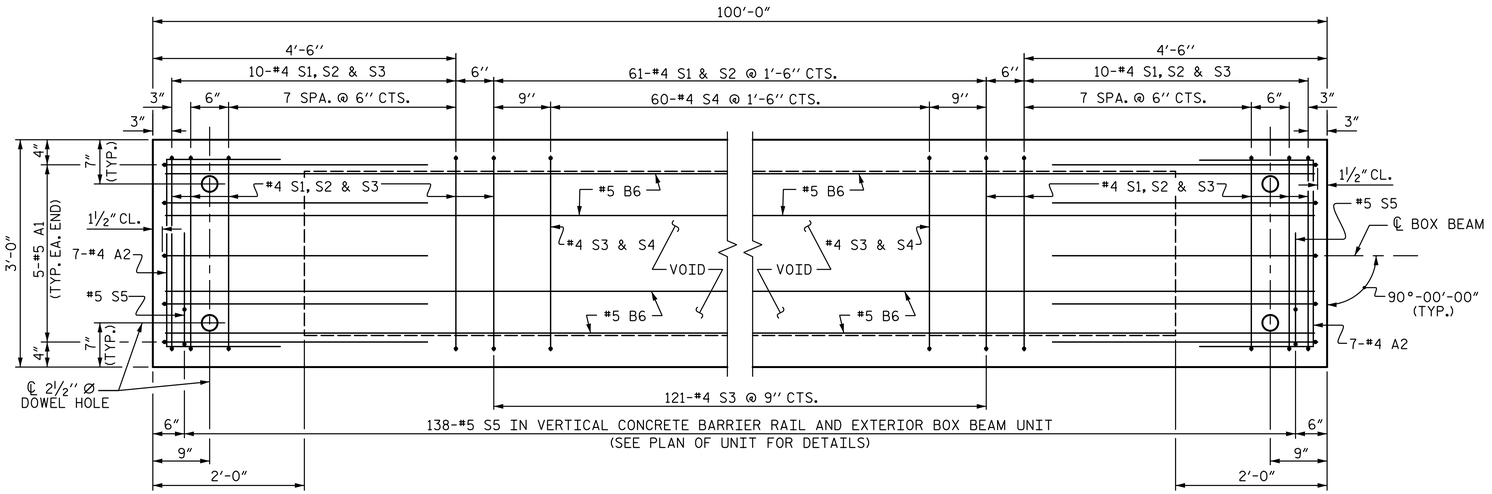
BAR TYPES



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	7′-2″	75	7′-2″	75
A2	44	#4	2	5′-7″	164	5′-7″	164
B6	12	#5	STR	50′-11″	637	50′-11″	637
K1	15	#4	6	7′-2″	72	7′-2″	72
K2	10	#4	STR	2′-7″	17	2′-7″	17
S1	81	#4	3	8′-6″	460	8′-6″	460
S2	81	#4	3	5′-8″	307	5′-8″	307
S3	141	#4	3	4′-10″	455	4′-10″	455
S4	60	#4	4	5′-10″	234	5′-10″	234
✳ S5	138	#5	5	5′-10″	840	--	--
REINFORCING STEEL					2421 LBS.		2421 LBS.
✳ EPOXY COATED REINF. STEEL					840 LBS.		
7500 P.S.I. CONCRETE					19.6 CU. YDS.		19.4 CU. YDS.
0.6″ Ø L.R. STRANDS					No. 32		No. 32



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 DETAIL".
FOR REINFORCING STEEL IN DIAPHRAGMS, SEE "DOUBLE DIAPHRAGM DETAILS".

PROJECT NO. B-5809
ANSON COUNTY
STATION: 16+72.00 -L-

SHEET 3 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3′-0″ X 3′-3″
PRESTRESSED CONCRETE
BOX BEAM UNIT

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: E105EABAB8E245C...

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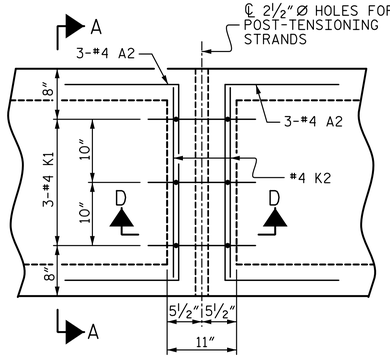
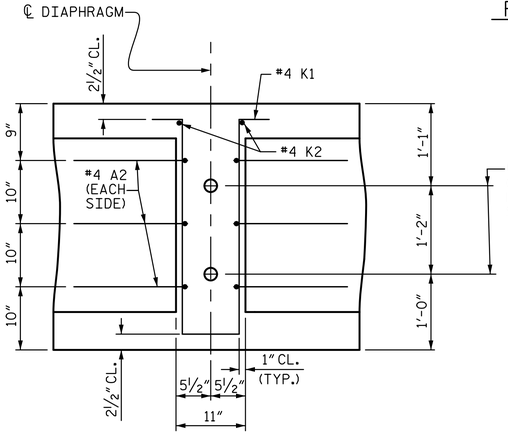
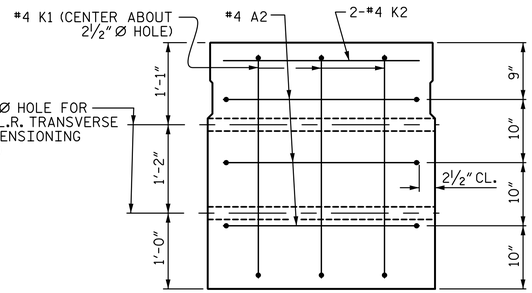


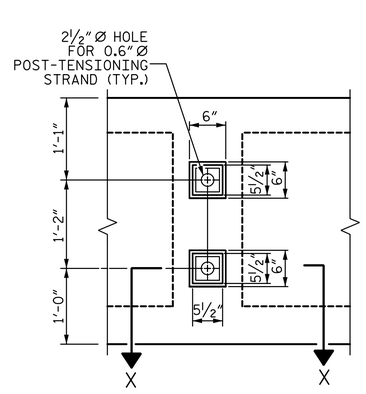
PLAN



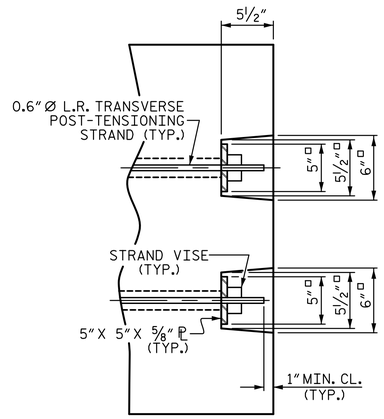
SECTION D-D



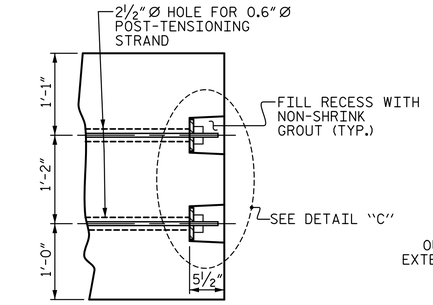
SECTION A-A
VOIDS NOT SHOWN



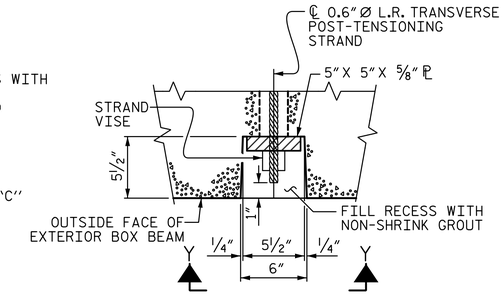
VIEW Y-Y
SHOWING ELEVATION VIEW OF GROUTED RECESS



DETAIL "C"



PART SECTION AT RECESS

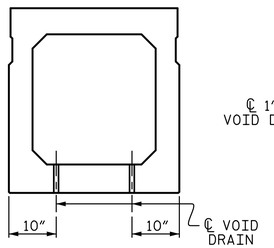


SECTION X-X
SHOWING PLAN VIEW OF GROUTED RECESS

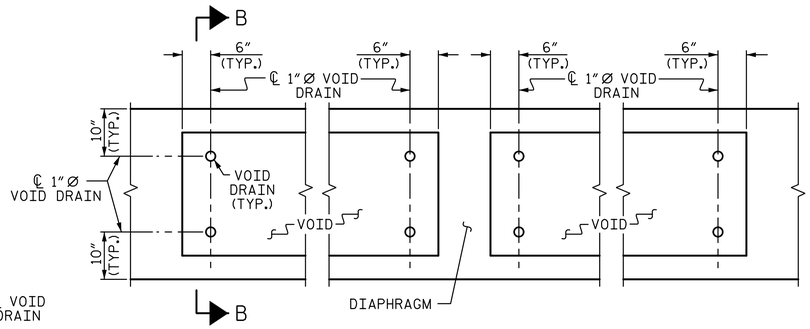
GROUTED RECESS DETAIL AT END OF POST-TENSIONED STRANDS OF EXTERIOR BOX BEAM

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 3'-3"
100' BOX BEAM UNIT	0.6"Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	2" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	⅞" ↓
FINAL CAMBER	1⅛" ↑

** INCLUDES FUTURE WEARING SURFACE

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DocuSigned by: Laura Melvin E1D5EA6AB9E245C...

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ANSON COUNTY
STATION: 16+72.00 -L-

SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

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

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1			3			TOTAL SHEETS
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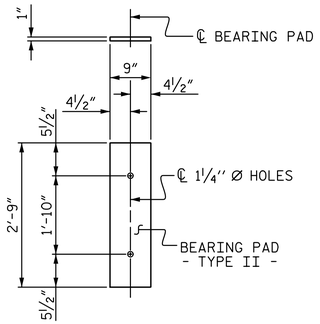
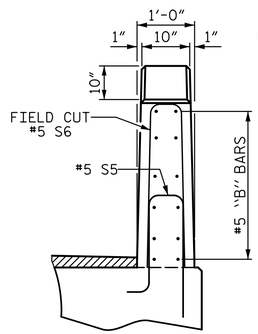


FIXED END

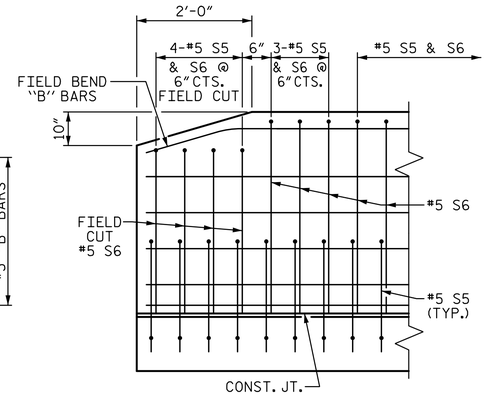
(TYPE II - 20 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

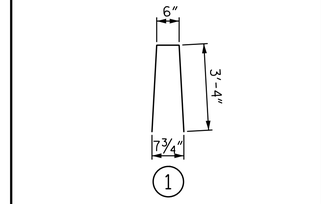


END VIEW



SIDE VIEW

END OF RAIL DETAILS



BAR TYPE

BAR DIMENSIONS ARE OUT TO OUT

BOX BEAM UNITS REQUIRED

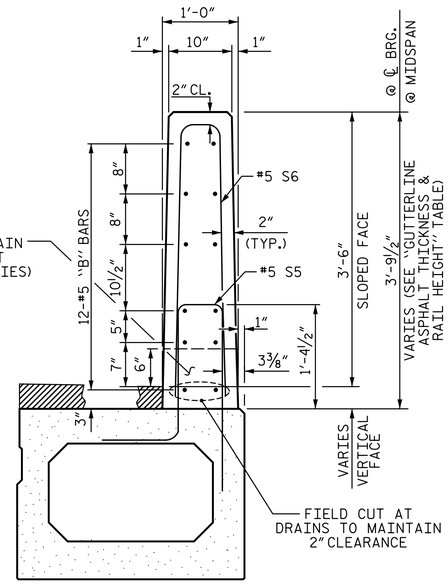
	NUMBER	LENGTH	TOTAL LENGTH
EXTERIOR B.B.	2	100'-0"	200'-0"
INTERIOR B.B.	8	100'-0"	800'-0"
TOTAL	10	———	1000'-0"

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

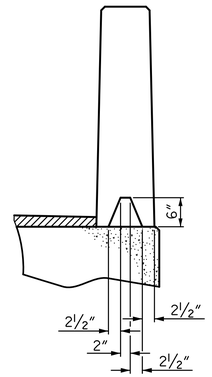
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
100' UNITS	1¾"	3'-7¾"

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

BAR	BARS PER PAIR OF EXTERIOR UNITS	SIZE	TYPE	LENGTH	WEIGHT
	100' UNIT				
✳B12	96	#5	STR	24'-7"	2461
✳S6	276	#5	1	7'-2"	2063
✳EPOXY COATED REINFORCING STEEL			LBS.		4524
CLASS AA CONCRETE			CU.YDS.		25.9
TOTAL VERTICAL CONCRETE BARRIER RAIL			LN.FT.		200.0

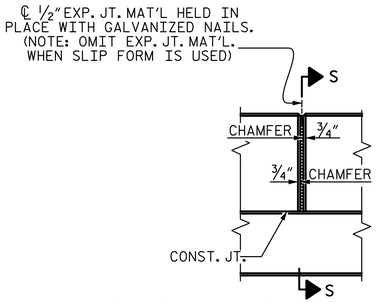


SECTION THRU RAIL



SECTION S-S

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



ELEVATION AT EXPANSION JOINTS

VERTICAL CONCRETE BARRIER RAIL DETAILS

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11/12/2021

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ANSON COUNTY

STATION: 16+72.00 -L-

SHEET 5 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

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

REVISIONS						SHEET NO.
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2			4			15

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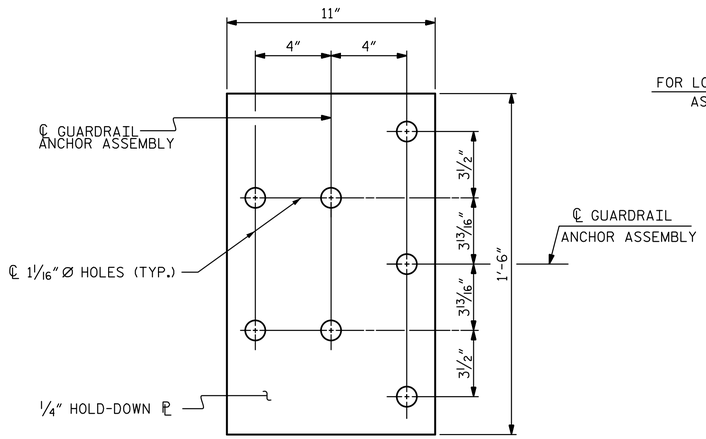
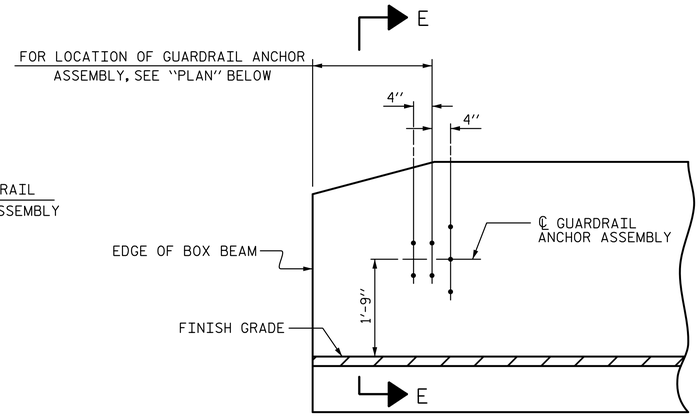


PLAN



ELEVATION

NOTES

THE GUARDRAIL ANCHOR ASSEMBLY SHALL CONSIST OF A 1/4" HOLD DOWN PLATE AND 7 - 7/8" Ø BOLTS WITH NUTS AND WASHERS.

THE HOLD-DOWN PLATE SHALL CONFORM TO AASHTO M270 GRADE 36. AFTER FABRICATION, THE HOLD-DOWN PLATE SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M111.

BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307 AND NUTS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M291. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS, NUTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 7/8" Ø GALVANIZED BOLTS, NUTS AND WASHERS. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)

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

AFTER INSTALLATION, THE EXPOSED THREAD OF THE BOLT SHALL BE BURRED WITH A SHARP POINTED TOOL.

THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR VERTICAL CONCRETE BARRIER RAIL.

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

THE 1 1/4" Ø HOLES SHALL BE FORMED OR DRILLED WITH A CORE BIT. IMPACT TOOLS WILL NOT BE PERMITTED. ANY CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

SECTION E-E

GUARDRAIL ANCHOR ASSEMBLY DETAILS

PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

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

SKETCH SHOWING POINTS OF ATTACHMENT

✳ DENOTES GUARDRAIL ANCHOR ASSEMBLY

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
GUARDRAIL ANCHORAGE DETAILS FOR VERTICAL CONCRETE BARRIER RAIL

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2			4			15

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	REV. 5/18	MAA/THC

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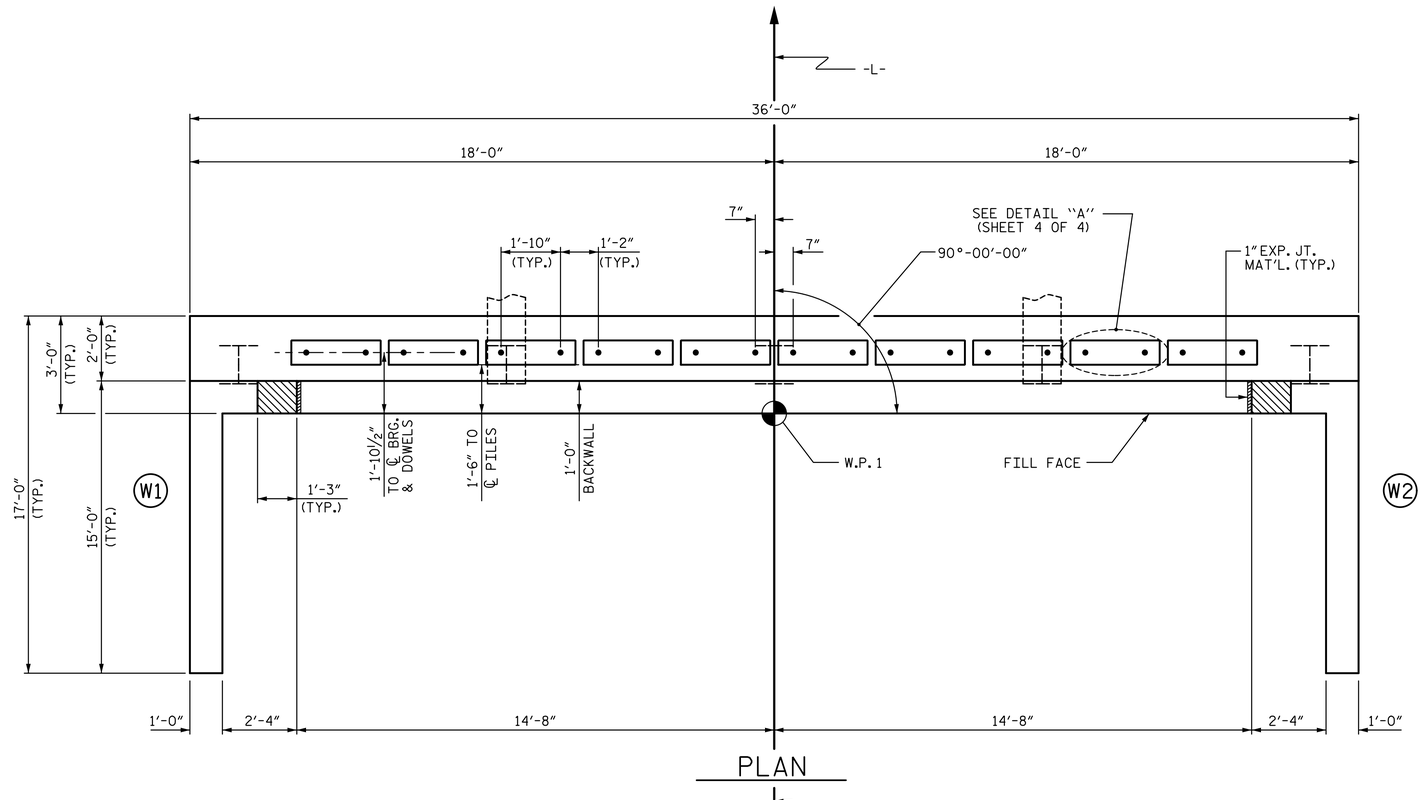

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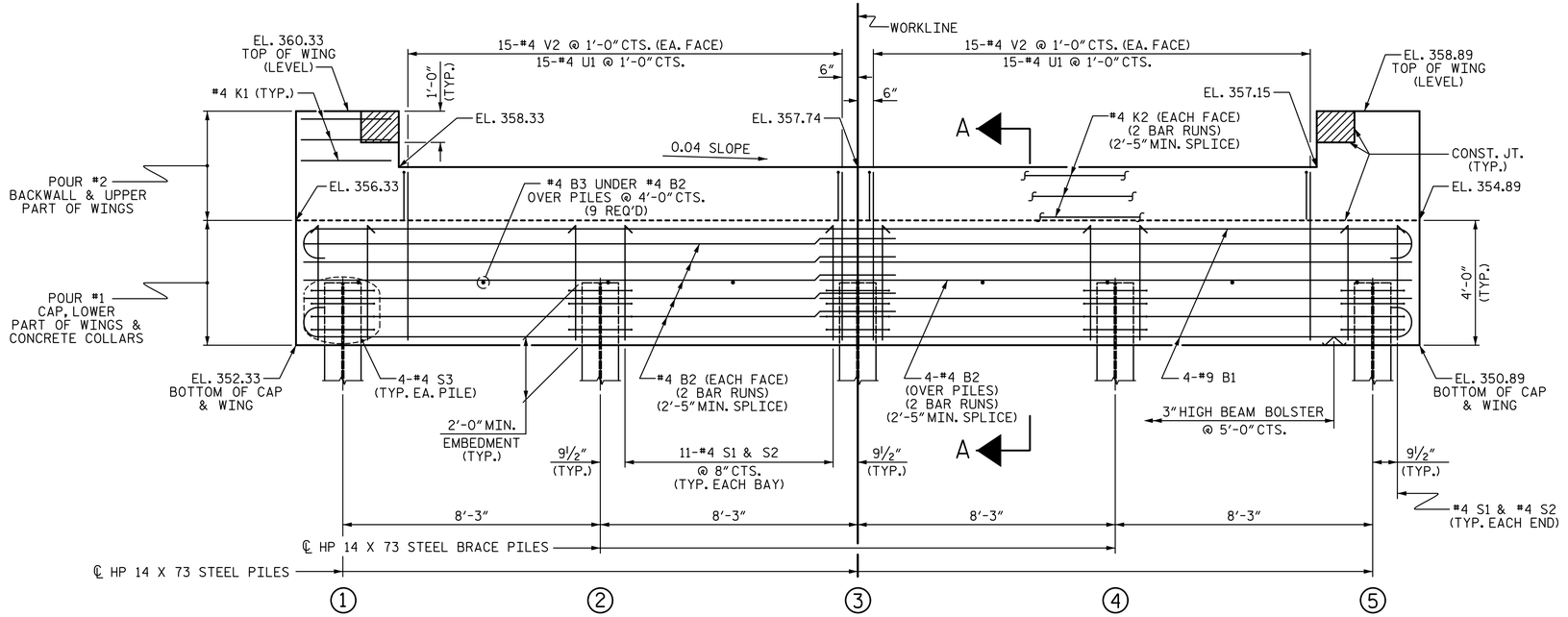

ELEVATION

WINGS NOT SHOWN FOR CLARITY.
FOR SECTION A-A, SEE SHEET 4 OF 4.
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

TOP OF PILE ELEVATIONS	
①	354.29
②	353.96
③	353.63
④	353.30
⑤	352.97

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			15

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021

DocuSigned by: Laura Melvin E1D5EA6A89E245C...

STV 100 Years
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Charlotte, NC 28202
NC License Number F-0991

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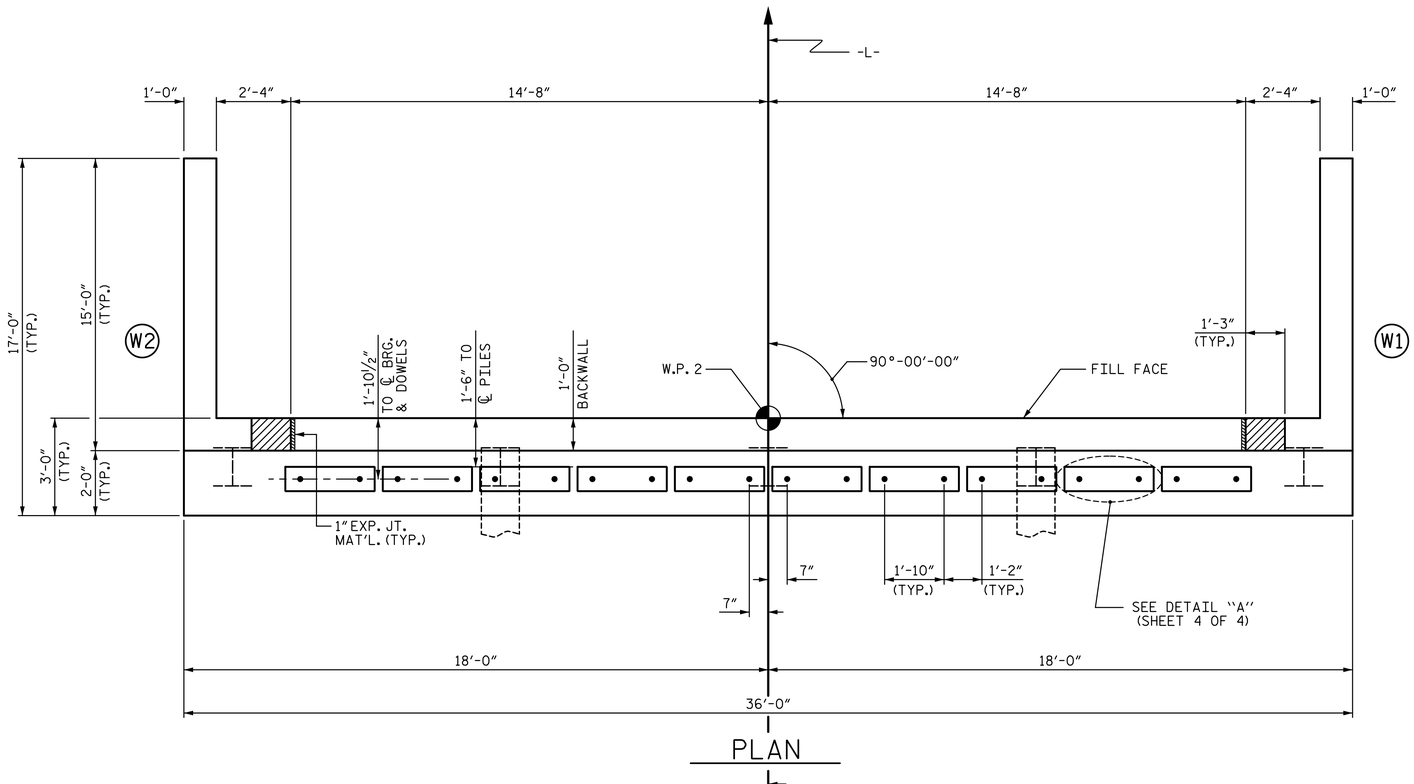
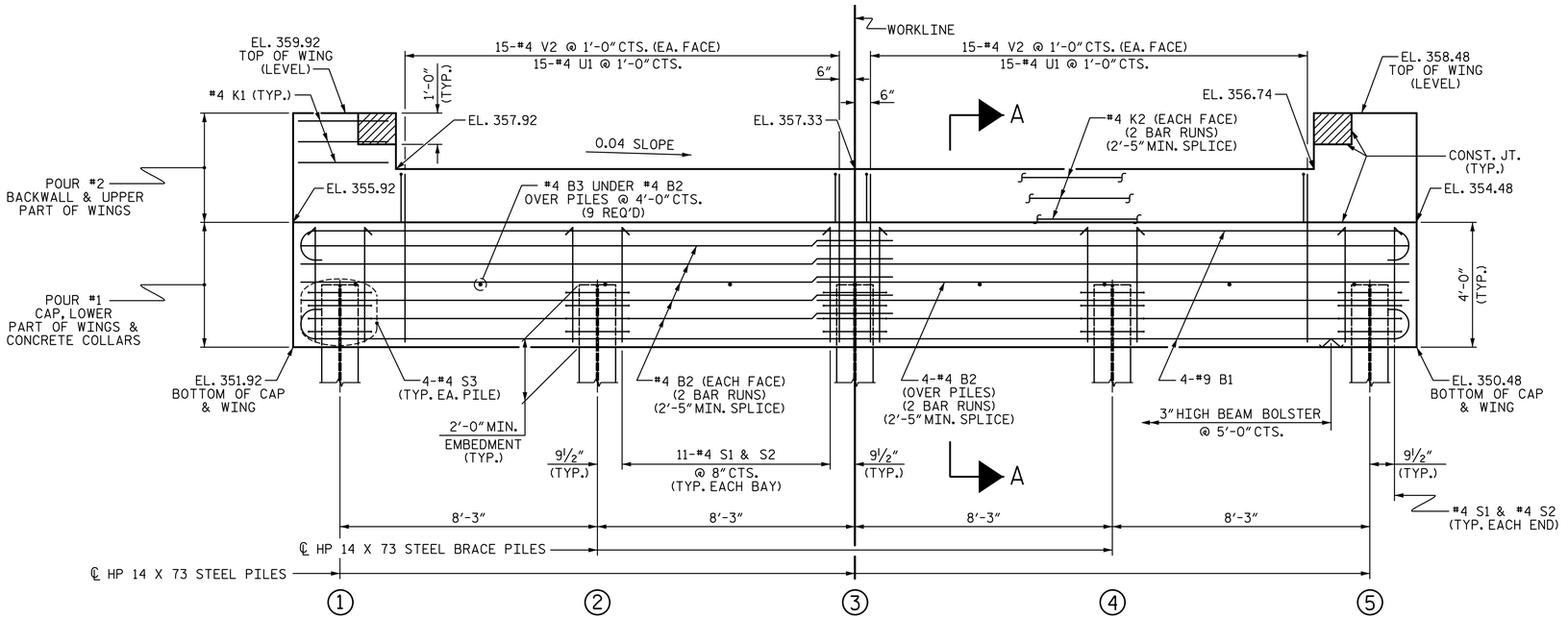


PLAN



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.

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THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

TOP OF PILE ELEVATIONS	
1	353.88
2	353.55
3	353.22
4	352.89
5	352.56

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 2

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			15

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11/12/2021
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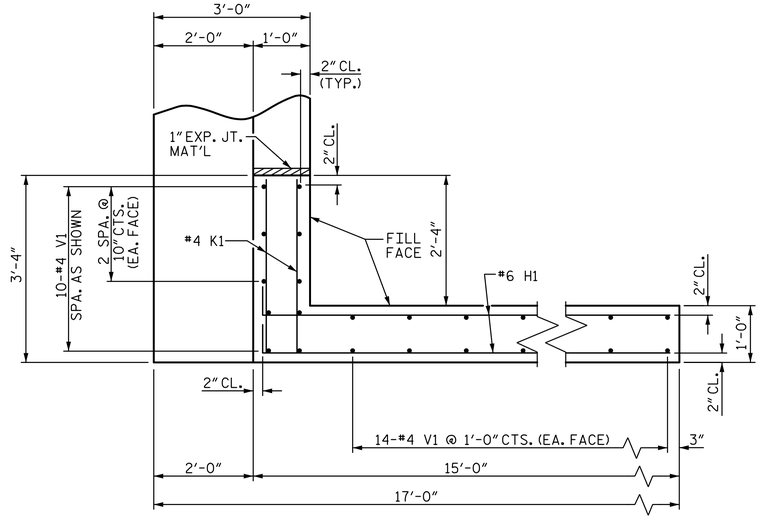
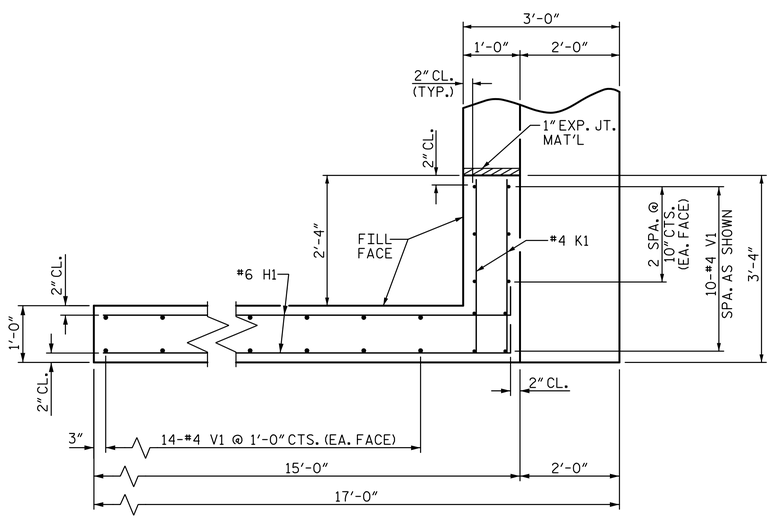
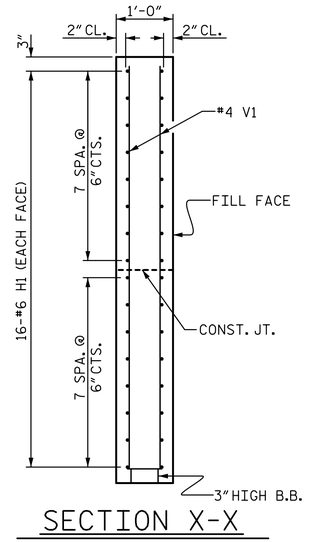


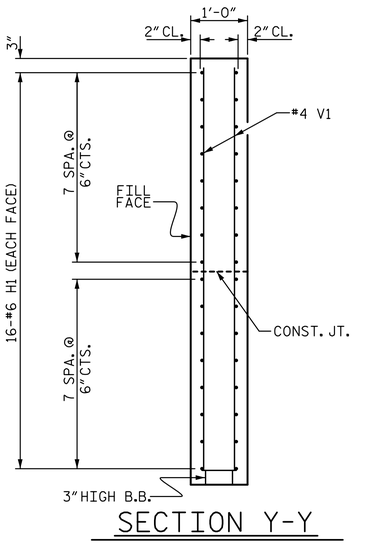
PLAN OF WING (W1)



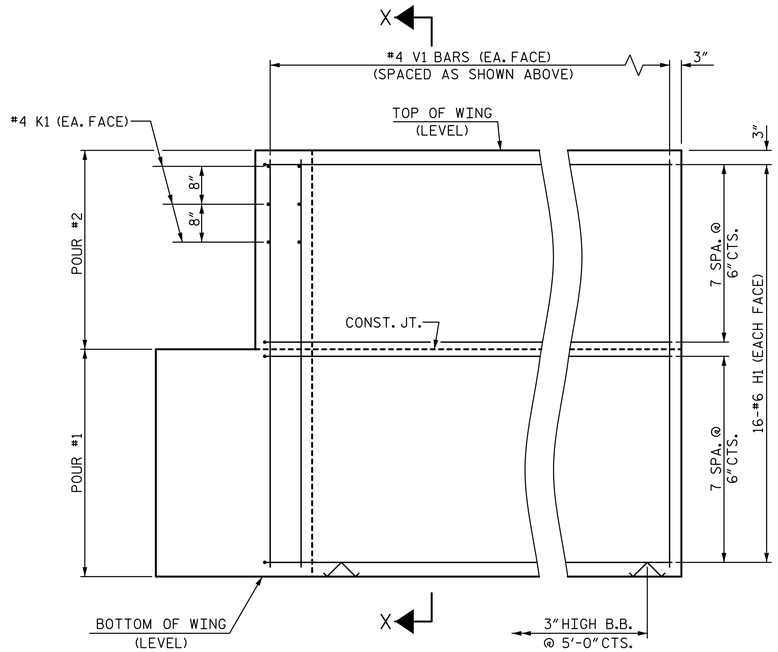
PLAN OF WING (W2)



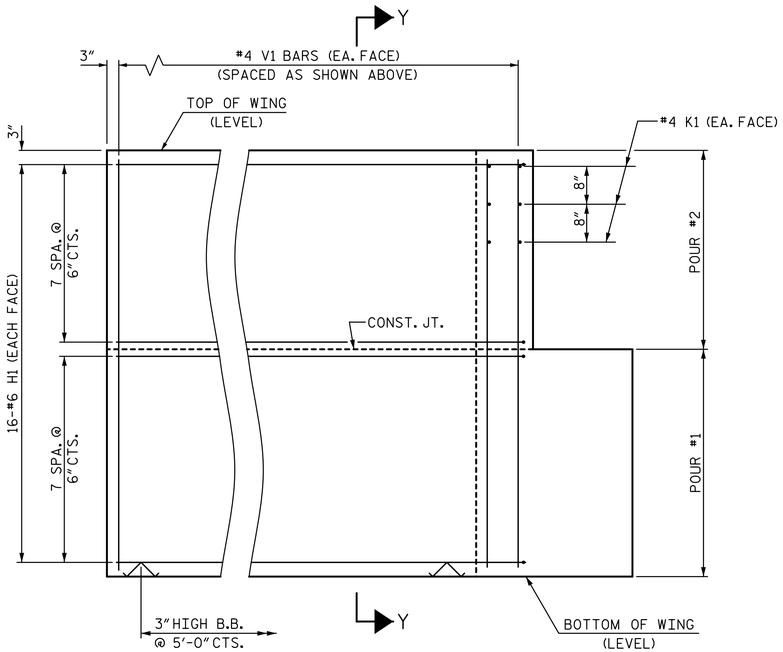
SECTION X-X



SECTION Y-Y



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

WING DETAILS

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

SHEET 3 OF 4

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			15

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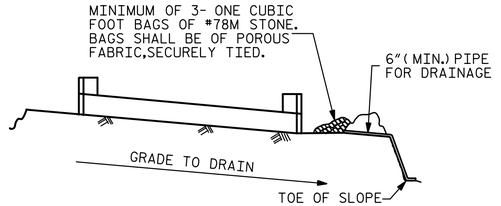
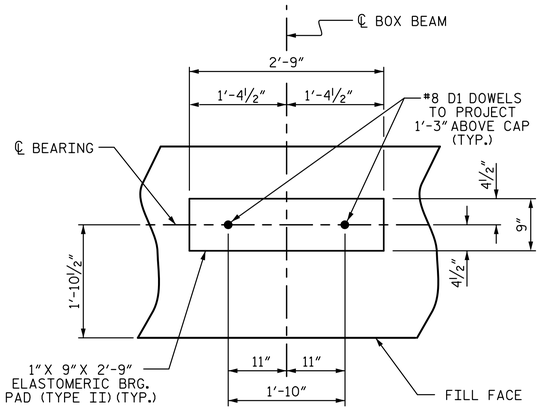


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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

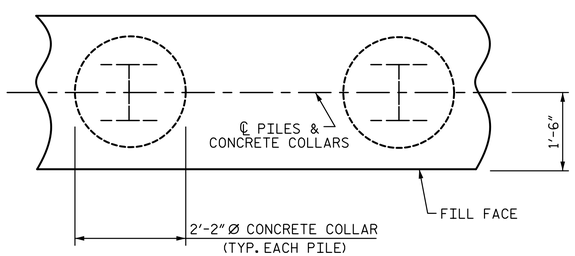
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT

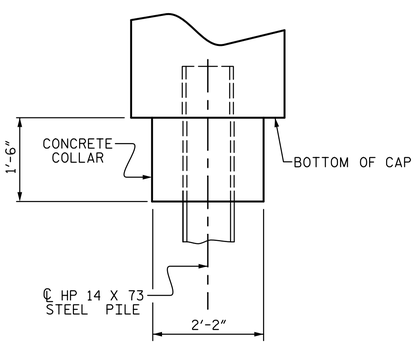


DETAIL "A"

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



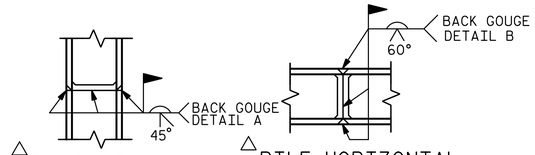
PLAN



ELEVATION

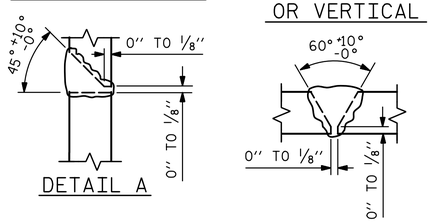
CORROSION PROTECTION FOR STEEL PILES DETAIL

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



△PILE VERTICAL

△PILE HORIZONTAL OR VERTICAL

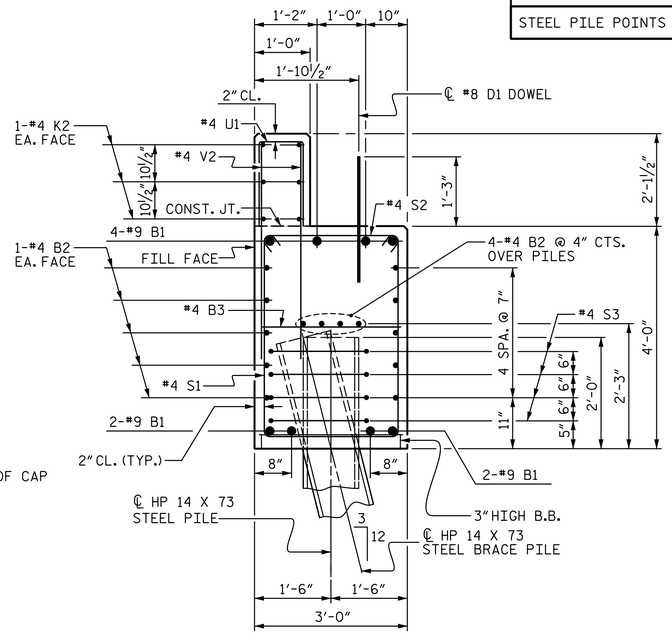


DETAIL A

DETAIL B

△POSITION OF PILE DURING WELDING.

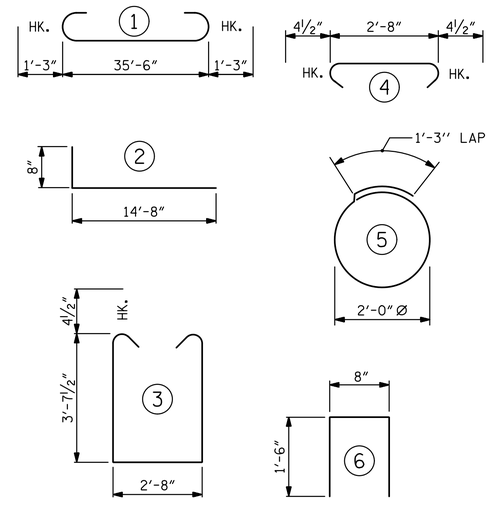
PILE SPLICE DETAILS



SECTION A-A

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

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

END BENT No. 1	END BENT No. 2
HP 14 X 73 STEEL PILES	HP 14 X 73 STEEL PILES
NO: 5 LIN. FT.= 115	NO: 5 LIN. FT.= 105
PILE DRIVING EQUIPMENT SETUP FOR HP 14 X 73 STEEL PILES NO: 5	PILE DRIVING EQUIPMENT SETUP FOR HP 14 X 73 STEEL PILES NO: 5
STEEL PILE POINTS NO: 5	STEEL PILE POINTS NO: 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'-8"	16
D1	20	#8	STR	2'-3"	120
H1	64	#6	2	15'-4"	1474
K1	12	#4	STR	2'-11"	23
K2	12	#4	STR	19'-1"	153
S1	46	#4	3	10'-8"	328
S2	46	#4	4	3'-5"	105
S3	20	#4	5	7'-6"	101
U1	30	#4	6	3'-8"	73
V1	76	#4	STR	7'-8"	389
V2	60	#4	STR	5'-9"	230

REINFORCING STEEL (FOR ONE END BENT) 4403 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 21.2 C.Y.

POUR #2 BACKWALL & UPPER PART OF WINGS 7.4 C.Y.

TOTAL CLASS A CONCRETE 28.6 C.Y.

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: Laura Melvin E1D5EA6A89E245C...

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NC License Number F-0991

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PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -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
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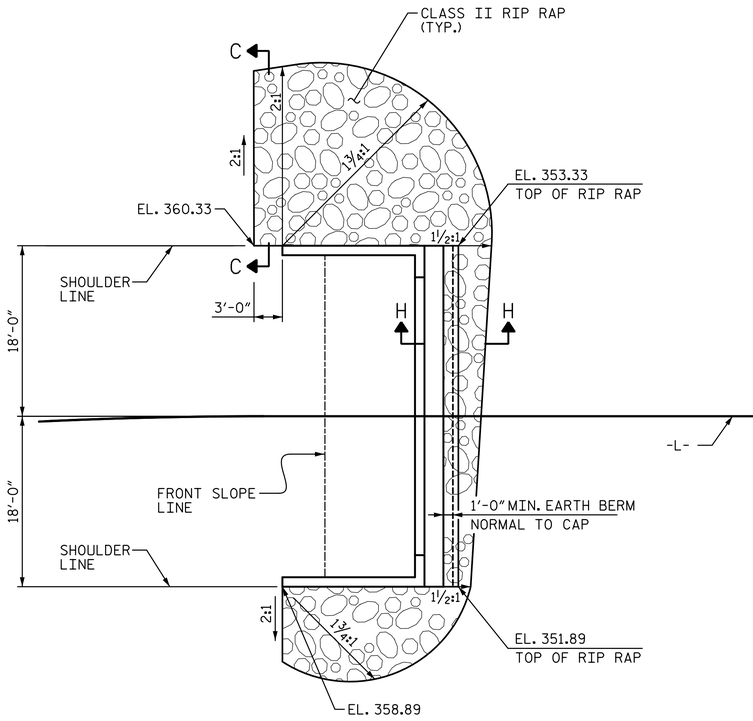
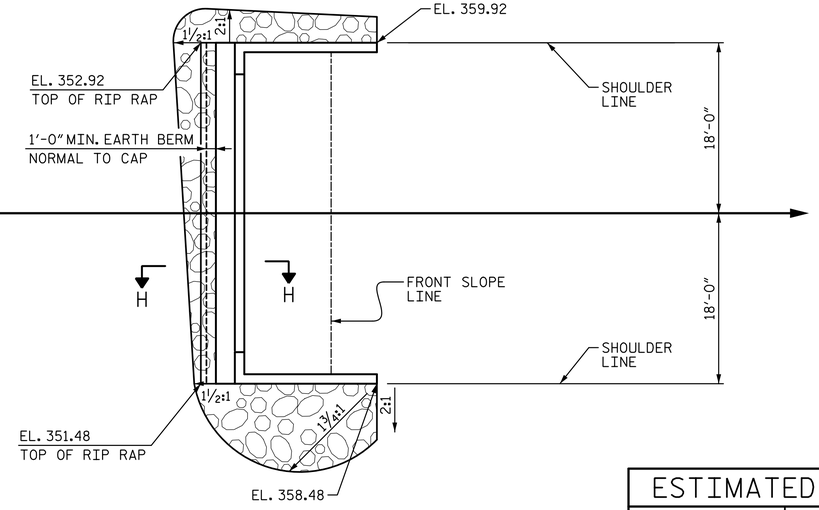
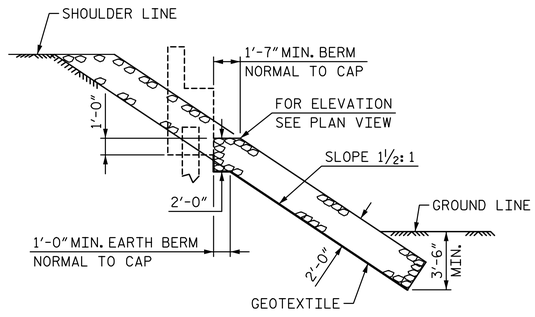


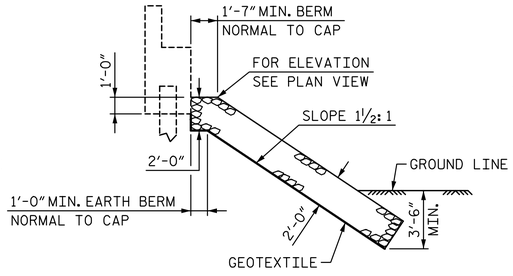
PLAN - END BENT 1



PLAN - END BENT 2



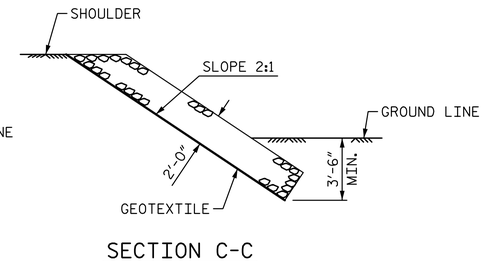
SECTION H-H



℄ SECTION

BERM RIP RAPPED

END BENT 1 SHOWN, END BENT 2 SIMILAR



SECTION C-C

ESTIMATED QUANTITIES

BRIDGE @ STA. 16+72.00 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	120	130
END BENT 2	60	65

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

RIP RAP DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: Laura Melvin E1D5EA6A89E245C...

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2			4			15

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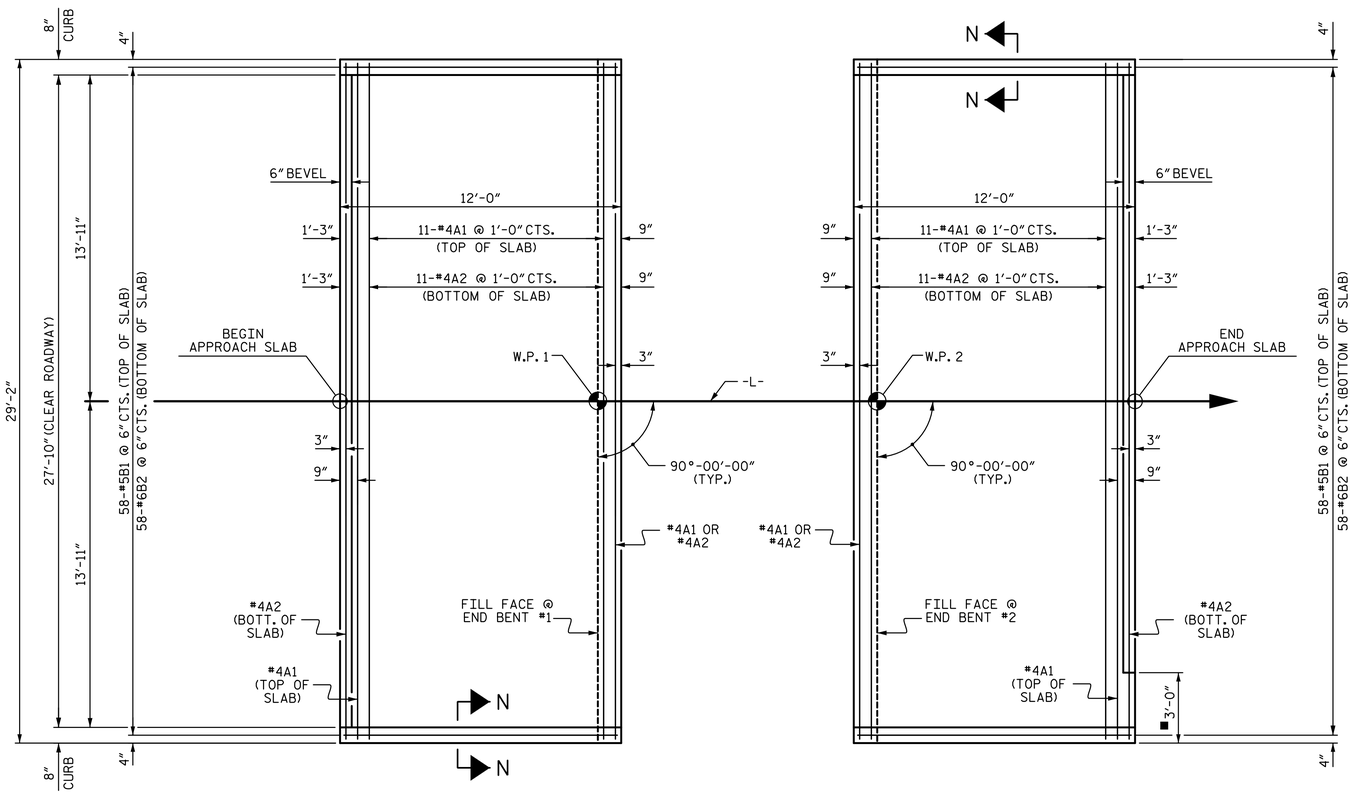
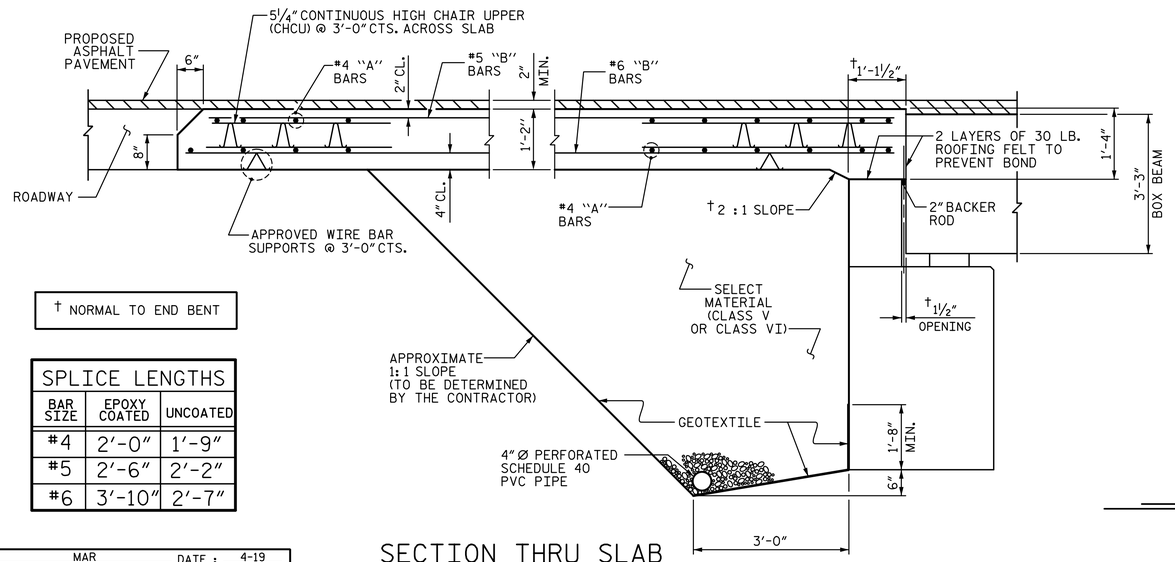


PLAN @ END BENT #1

PLAN @ END BENT #2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS

■ UNLESS OTHERWISE SHOWN

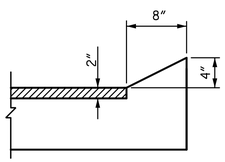


† NORMAL TO END BENT

SPLICE LENGTHS		
BAR SIZE	EPOXY COATED	UNCOATED
#4	2'-0"	1'-9"
#5	2'-6"	2'-2"
#6	3'-10"	2'-7"

SECTION THRU SLAB

(TYPE II - MODIFIED APPROACH FILL)



SECTION N-N

CURB DETAILS

NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4" Ø DRAINAGE PIPE, AND SELECT MATERIAL BACKFILL, SEE ROADWAY PLANS.

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

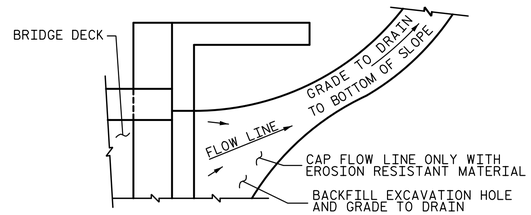
SELECT MATERIAL BACKFILL (CLASS V OR CLASS VI) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

SELECT MATERIAL BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

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.

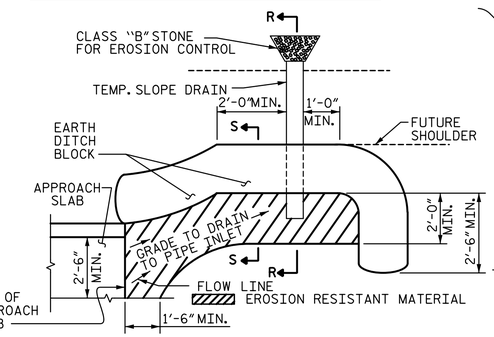
FOR THE 4" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.

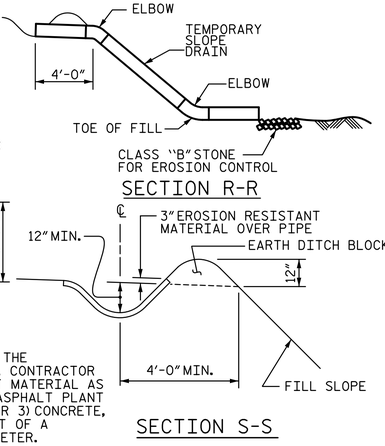
APPROACH SLAB GROOVING IS NOT REQUIRED.



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 CONSTRUCTIONOF THE APPROACH SLAB.

TEMPORARY DRAINAGE DETAIL





NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 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.

PLAN VIEW

SECTION S-S

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)

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.	15.4

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.	15.4

PROJECT NO. B-5809

ANSON COUNTY

STATION: 16+72.00 -L-

DRAWN BY : MAR	DATE : 4-19	DRAWN BY : MAA 11/11	REV. 12-17 MAA/THC
CHECKED BY : LEM	DATE : 6-19	CHECKED BY : AAC 11/11	
DESIGN ENGINEER OF RECORD : LEM	DATE : 7-19		

NORTH CAROLINA PROFESSIONAL SEAL 046314 ENGINEER LAURA E. MELVIN
11/12/2021
DocuSigned by: Laura Melvin E1D5EA6AB8E245C...

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE BOX BEAM UNIT (SUB-REGIONAL TIER)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-15
1			3			TOTAL SHEETS
2			4			15

STD. NO. BAS_BB_30_90S

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STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	SEE PLANS
IMPACT ALLOWANCE	SEE A.A.S.H.T.O.
STRESS IN EXTREME FIBER OF STRUCTURAL STEEL - AASHTO M270 GRADE 36	20,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50W	27,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50	27,000 LBS. PER SQ. IN.
REINFORCING STEEL IN TENSION - GRADE 60	24,000 LBS. PER SQ. IN.
CONCRETE IN COMPRESSION	1,200 LBS. PER SQ. IN.
CONCRETE IN SHEAR	SEE A.A.S.H.T.O.
STRUCTURAL TIMBER - TREATED OR UNTREATED EXTREME FIBER STRESS	1,800 LBS. PER SQ. IN.
COMPRESSION PERPENDICULAR TO GRAIN OF TIMBER	375 LBS. PER SQ. IN.
EQUIVALENT FLUID PRESSURE OF EARTH	30 LBS. PER CU. FT. (MINIMUM)

MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2018 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

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

CONCRETE:

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

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED ¾" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1½" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A ¼" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A ¼" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

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

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

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE.

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

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

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

REINFORCING STEEL:

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

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

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE ⅞" Ø SHEAR STUDS FOR THE ¾" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - ⅞" Ø STUDS FOR 4 - ¾" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF ⅞" Ø STUDS ALONG THE BEAM AS SHOWN FOR ¾" Ø STUDS BASED ON THE RATIO OF 3 - ⅞" Ø STUDS FOR 4 - ¾" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0".

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

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

HANDRAILS AND POSTS:

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

METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

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

ENGLISH

JANUARY, 1990