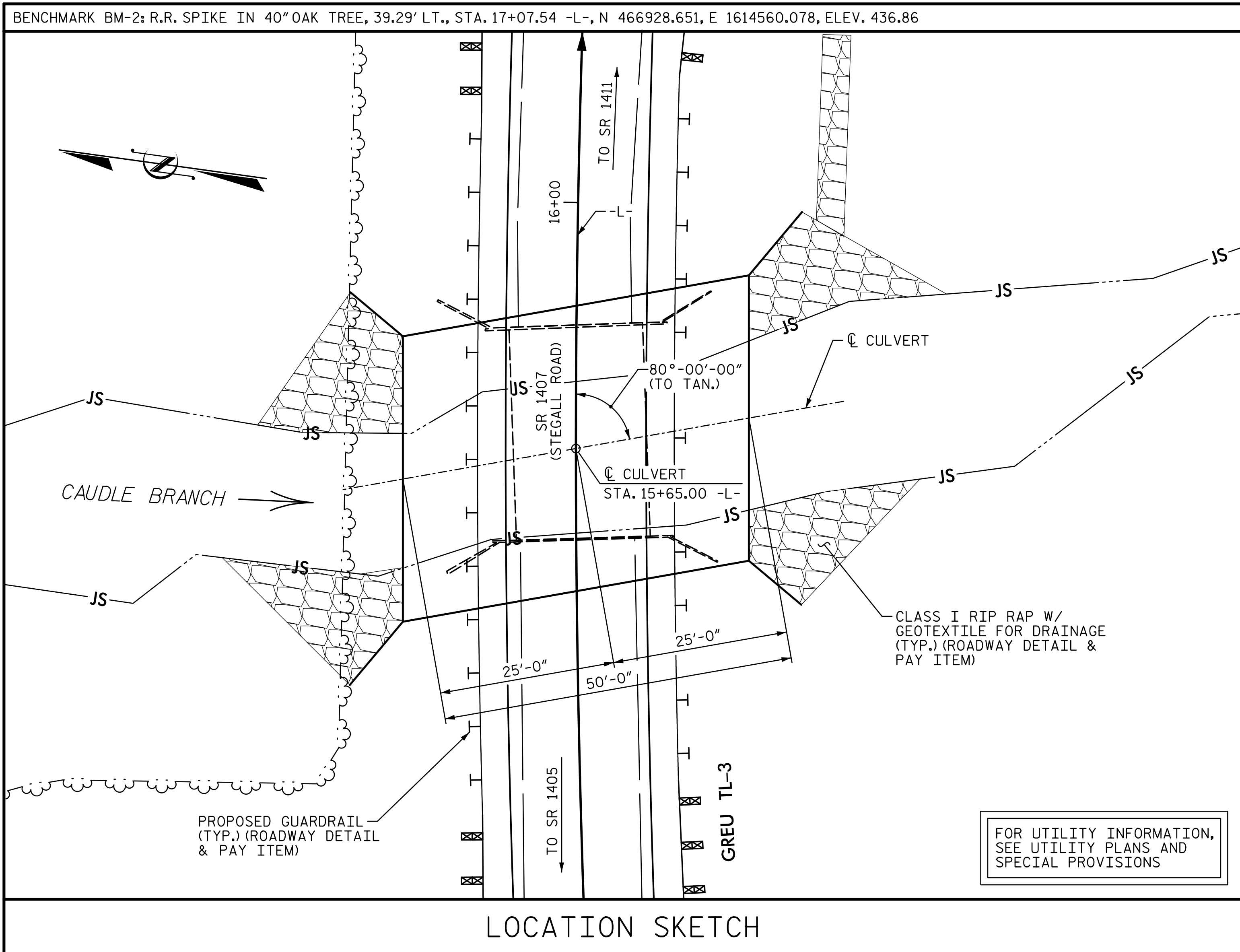


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**GENERAL NOTES**

ASSUMED LIVE LOAD -----HL-93 OR ALTERNATE LOADING.  
 MAXIMUM DESIGN FILL----- 4.9'  
 MINIMUM DESIGN FILL----- 2.4'

THE EXISTING STRUCTURE, CONSISTING OF (1) 30'-5"± TIMBER DECK ON I-BEAMS SPAN WITH A 19'-1" CLEAR ROADWAY WIDTH ON TIMBER CAPS WITH POSTS, SILLS AND TIMBER BULKHEADS AND LOCATED AT THE PROPOSED STRUCTURE, SHALL BE REMOVED.

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

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 15+65.00 -L-".

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.  
 FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT, SEE SPECIAL PROVISIONS.  
 A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.  
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.  
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.  
 FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.  
 FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.  
 FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE PRECAST CULVERT SECTIONS SHALL BE DESIGNED TO HANDLE FULL DEPTH HYDROSTATIC PRESSURE IF WEEP HOLES ARE NOT UTILIZED. IF PROVIDED, WEEP HOLES SHALL BE LOCATED A MINIMUM HEIGHT OF 6 INCHES ABOVE THE NORMAL FLOW LINE AND HAVE A MAXIMUM SPACING OF 10 FEET.

THE CONTRACTOR SHALL SUBMIT, TO THE ENGINEER FOR APPROVAL, DESIGN AND DETAIL DRAWINGS FOR CAST-IN-PLACE HEADWALLS AND WINGWALLS. PLANS AND DESIGN CALCULATIONS SHALL BE CHECKED AND SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER. SEE SPECIAL PROVISIONS.

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

**FOUNDATION NOTES**

THE 3-SIDED CULVERT SHALL BE SUPPORTED ON SPREAD FOOTINGS AND ARE DESIGNED FOR A FACTORED RESISTANCE OF 4 TSF AT AN ELEVATION OF APPROXIMATELY 414 FEET (EAST) AND 416 FEET (WEST). CHECK FIELD CONDITIONS FOR THE REQUIRED RESISTANCE OF 9 TSF JUST BEFORE PLACING CONCRETE.

KEY SPREAD FOOTINGS FOR CULVERT AT LEAST 12 INCHES INTO WEATHERED ROCK OR ROCK WITH A MINIMUM THICKNESS AS SHOWN ON THE PLANS.

TO PROVIDE PROTECTION FROM POSSIBLE SCOUR, THE FOOTING SHALL NOT BE CONSTRUCTED AT AN ELEVATION HIGHER THAN SHOWN ON THE PLANS.

SCOUR PROTECTION SHALL BE REQUIRED. RIP RAP IS NOT TO BE PLACED ABOVE THE STREAMBED.

THE SCOUR CRITICAL ELEVATION IS THE AS BUILT BOTTOM OF FOOTING ELEVATION. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR BLASTING ADJACENT TO HIGHWAY STRUCTURES, SEE STANDARD SPECIFICATIONS ARTICLE 410-9.

THE BOTTOM OF FOOTING ELEVATION MAY BE LOWERED IN ORDER TO SATISFY BEARING CAPACITY AND MINIMUM ROCK EMBEDMENT REQUIREMENTS.

**HYDRAULIC DATA**

DESIGN DISCHARGE:-----1,000 CFS  
 FREQUENCY OF DESIGN FLOOD:----- 25 YRS.  
 DESIGN HIGH WATER ELEVATION:----- 424.0  
 DRAINAGE AREA:----- 2.8 SQ. MI.  
 BASE DISCHARGE (100):-----1,425 CFS  
 BASE HIGH WATER ELEVATION:----- 424.7

**OVERTOPPING FLOOD DATA**

OVERTOPPING DISCHARGE:-----3,900 CFS  
 FREQUENCY OF OVERTOPPING FLOOD:----- 500+ YRS.  
 OVERTOPPING FLOOD ELEVATION:----- 427.9

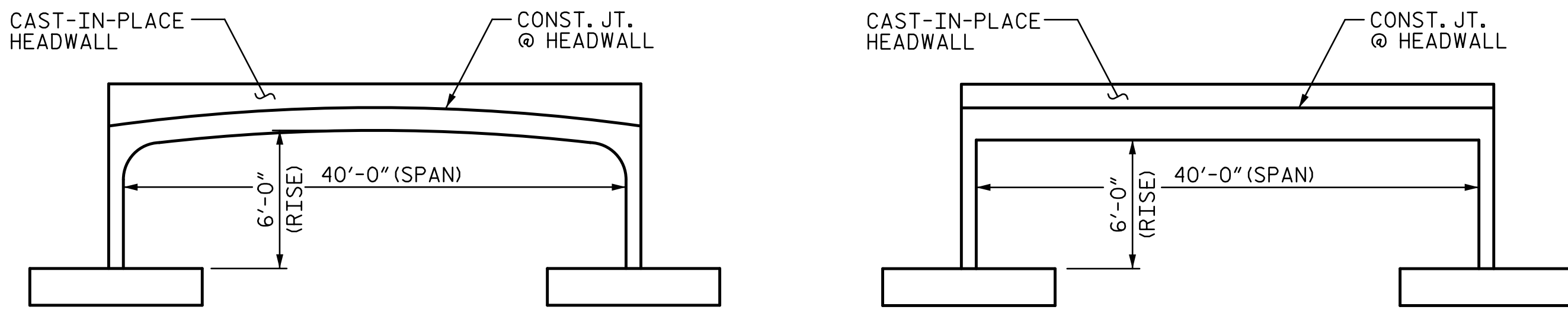
**GRADE DATA**

GRADE POINT ELEVATION @  
 STA. 15+65.00 -L- ----- 428.49  
 BED ELEVATION @  
 STA. 15+65.00 -L- ----- 416.0±  
 TOP OF FOOTING ELEVATION ----- 418.30  
 ROADWAY FILL SLOPES ----- 2:1 (MAX.)

TOTAL STRUCTURE QUANTITIES	
REMOVAL OF EXISTING STRUCTURE @ STA. 15+65.00 -L-	LUMP SUM
UNCLASSIFIED STRUCTURE EXCAVATION	LUMP SUM
PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT @ STA. 15+65.00 -L-	LUMP SUM
ASBESTOS ASSESSMENT	LUMP SUM

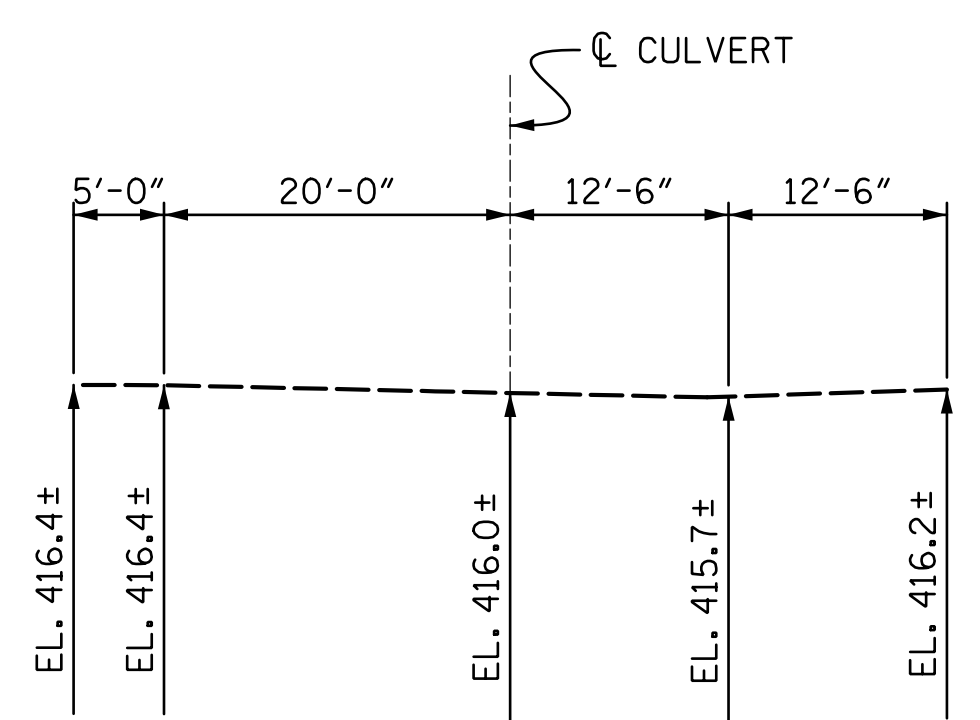
I HEREBY CERTIFY THESE ARE THE AS-BUILT PLANS

RESIDENT ENGINEER



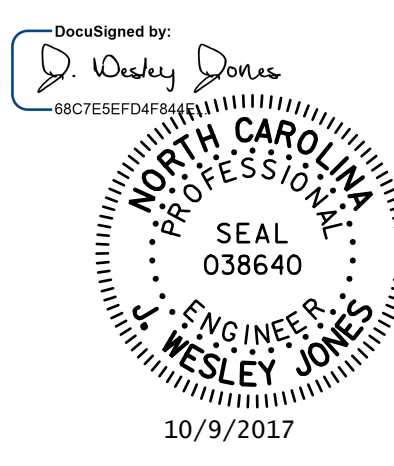
**RIGHT ANGLE SECTION OF PRECAST CONCRETE THREE-SIDED CULVERT**

MIN. LOW CHORD EL. = 424.30 @ CULVERT



**PROFILE ALONG CULVERT**

PROJECT NO. **17BP.10.R.83**  
**ANSON** COUNTY  
 STATION: **15+65.00 -L-**  
 SHEET 1 OF 4 REPLACES BRIDGE NO. 311



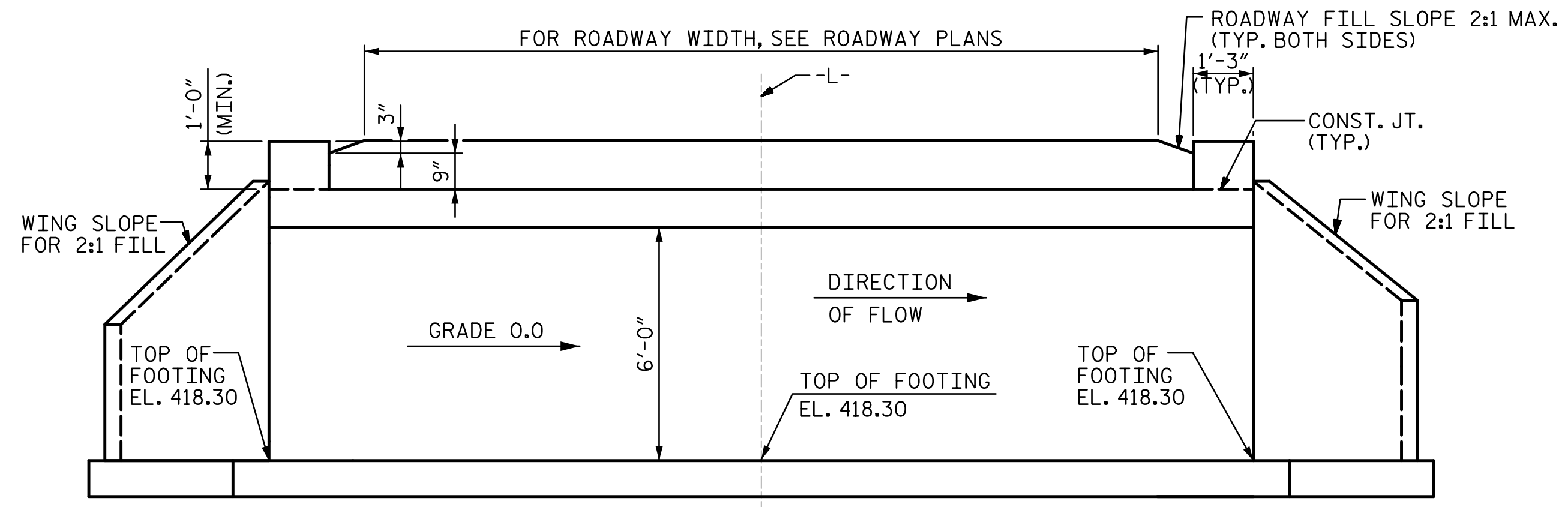
STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT ON SR 1407 AT CAUDLE BRANCH 80° SKEW**

DRAWN BY : LEM DATE : 7-17  
 CHECKED BY : JWJ DATE : 7-17  
 DESIGN ENGINEER OF RECORD : JWJ DATE : 10-17

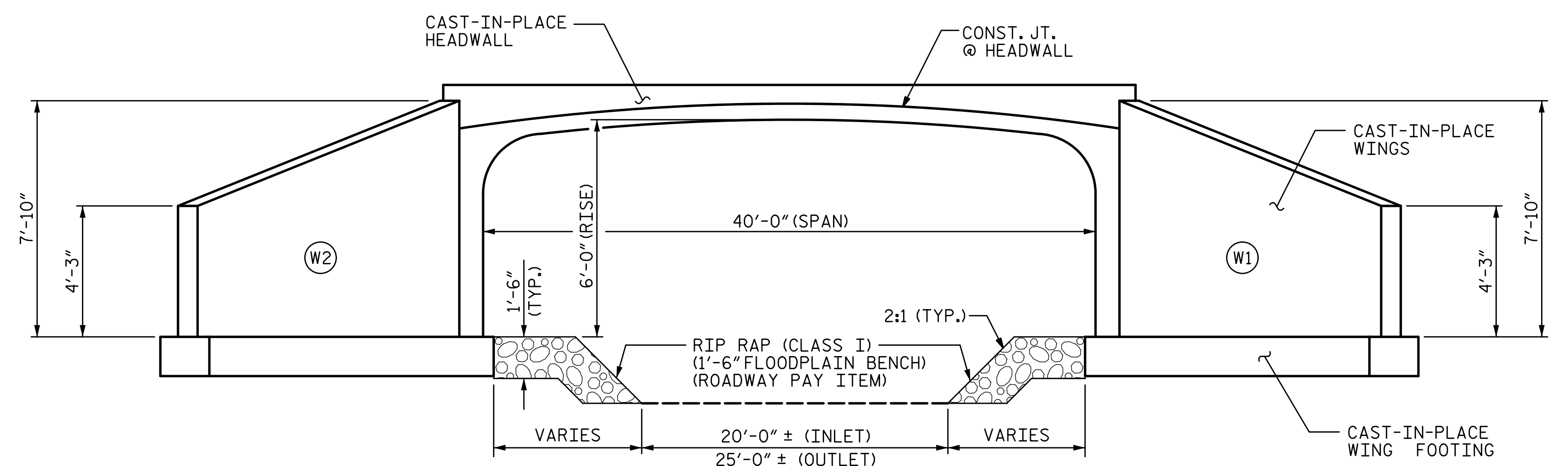
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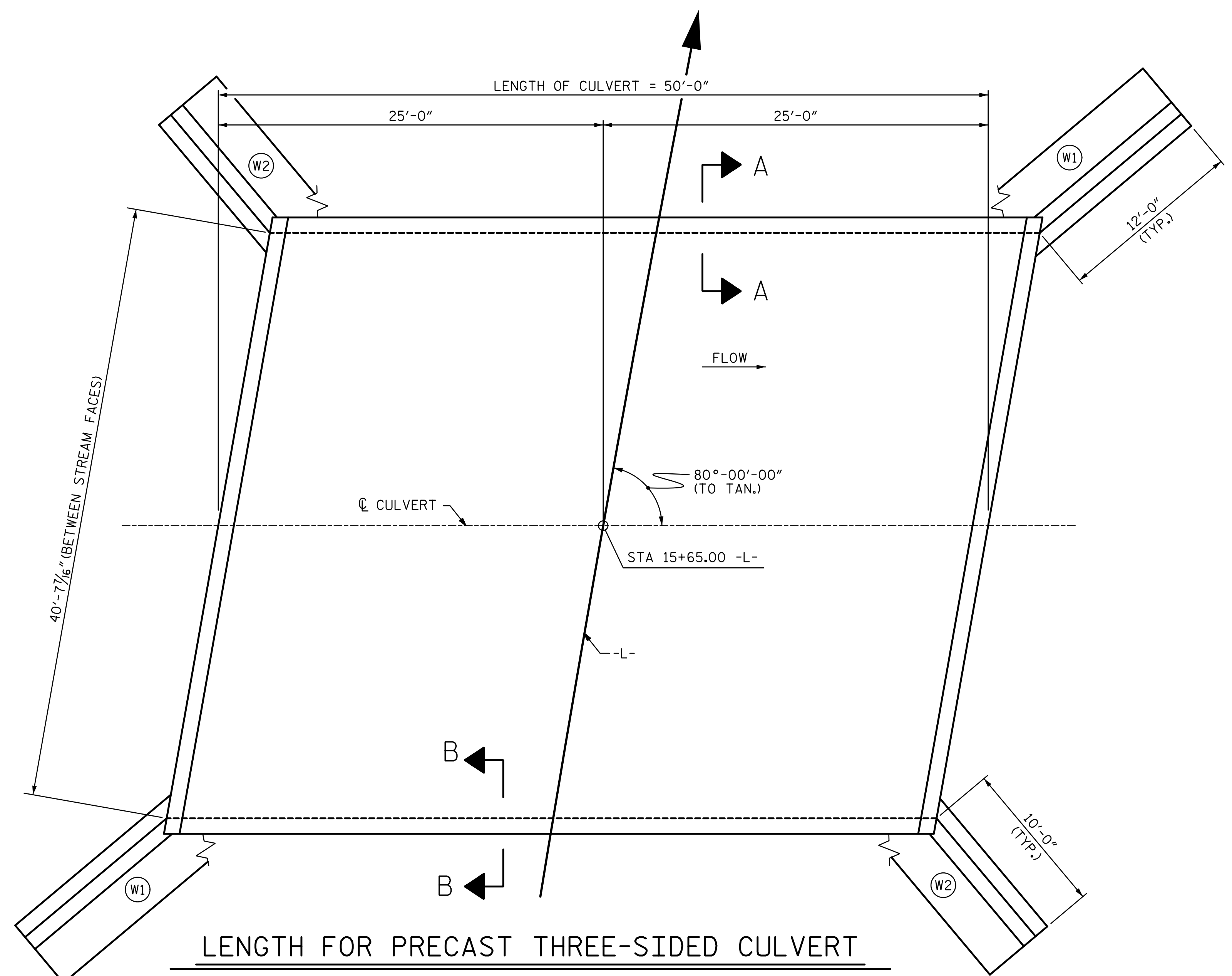
TOTAL SHEETS 4



CULVERT SECTION NORMAL TO ROADWAY



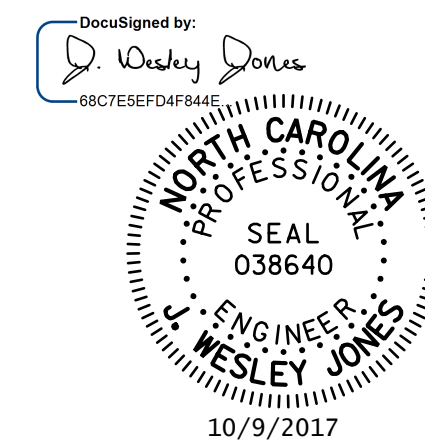
END ELEVATION NORMAL TO SKEW



LENGTH FOR PRECAST THREE-SIDED CULVERT

(SEE SHEET 3 OF 4 FOR SECTIONS A-A & B-B)

PROJECT NO. 17BP.10.R.83  
ANSON COUNTY  
 STATION: 15+65.00 -L-  
 SHEET 2 OF 4



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STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**PRECAST REINFORCED  
 CONCRETE THREE-SIDED  
 CULVERT  
 80° SKEW**

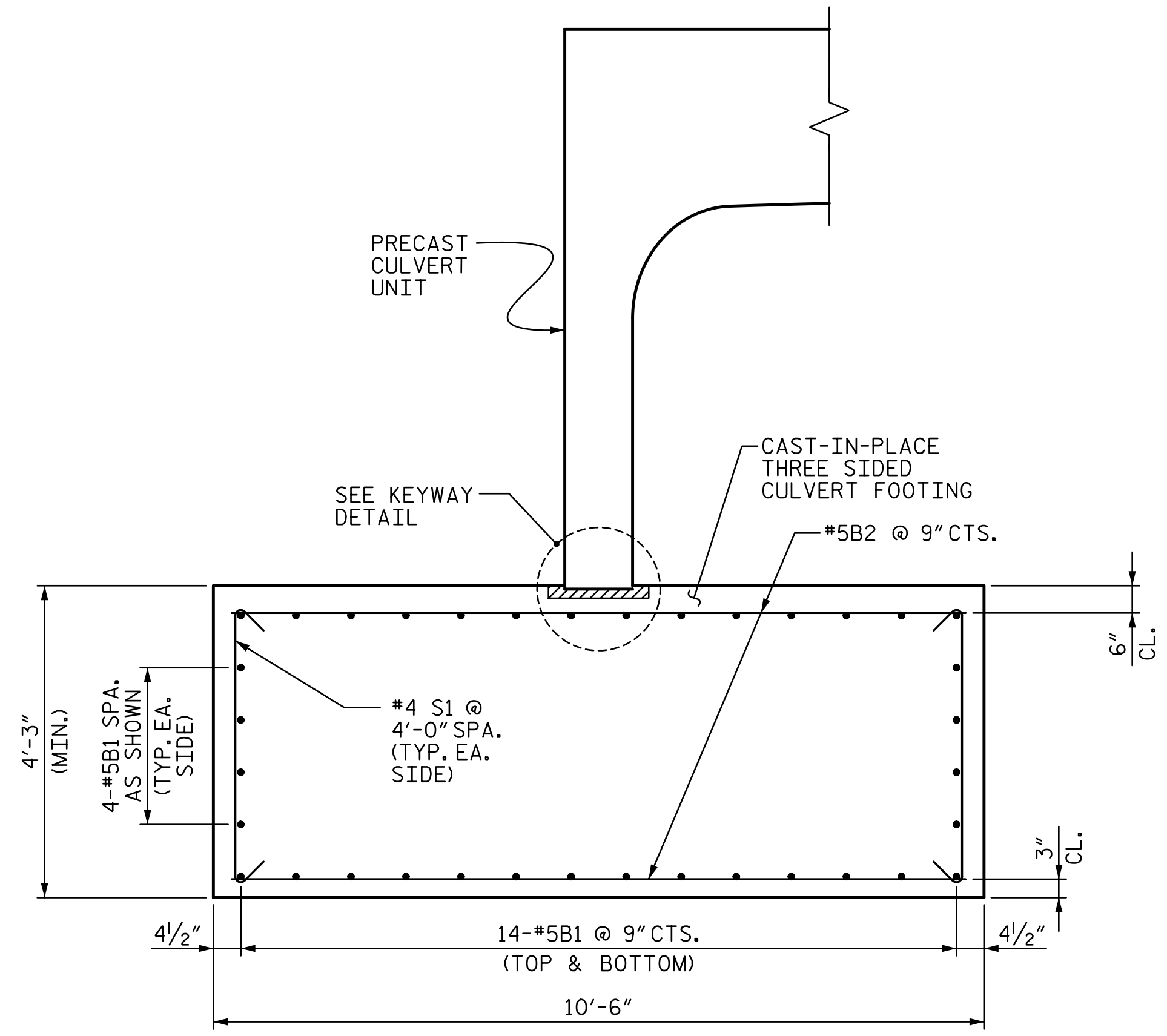
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C-2  
TOTAL SHEETS  
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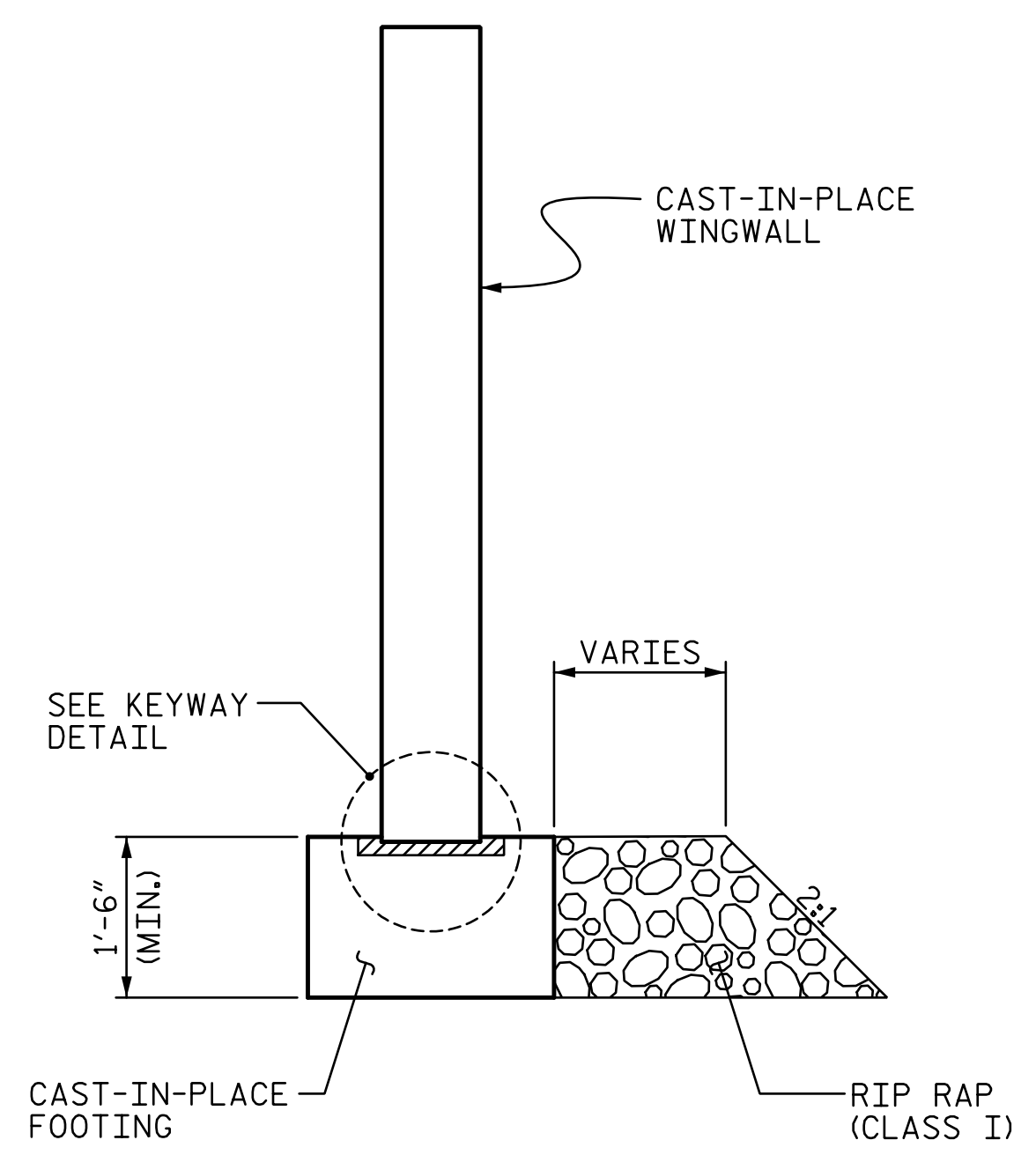
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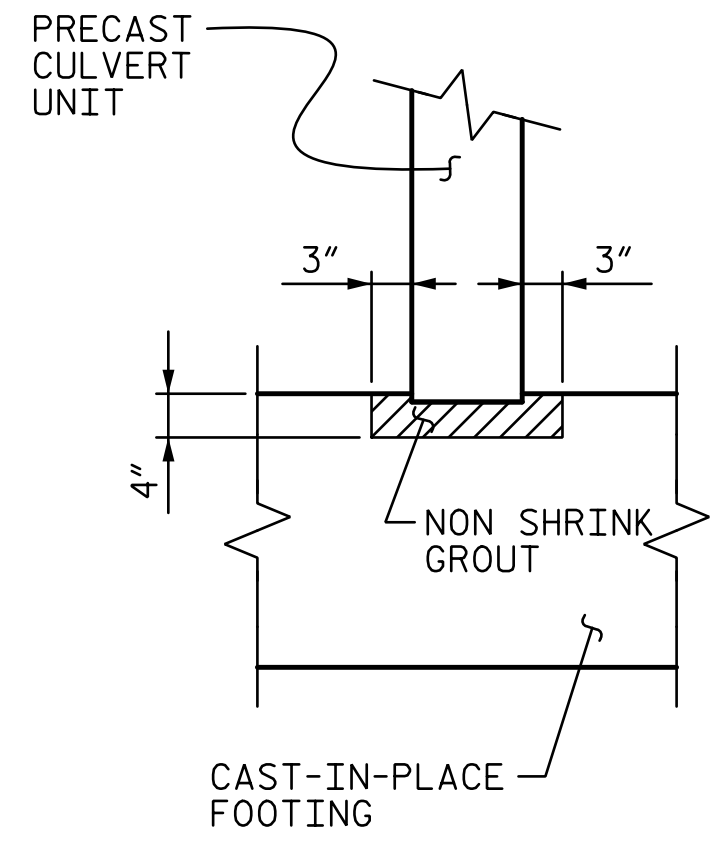




**SECTION A-A**

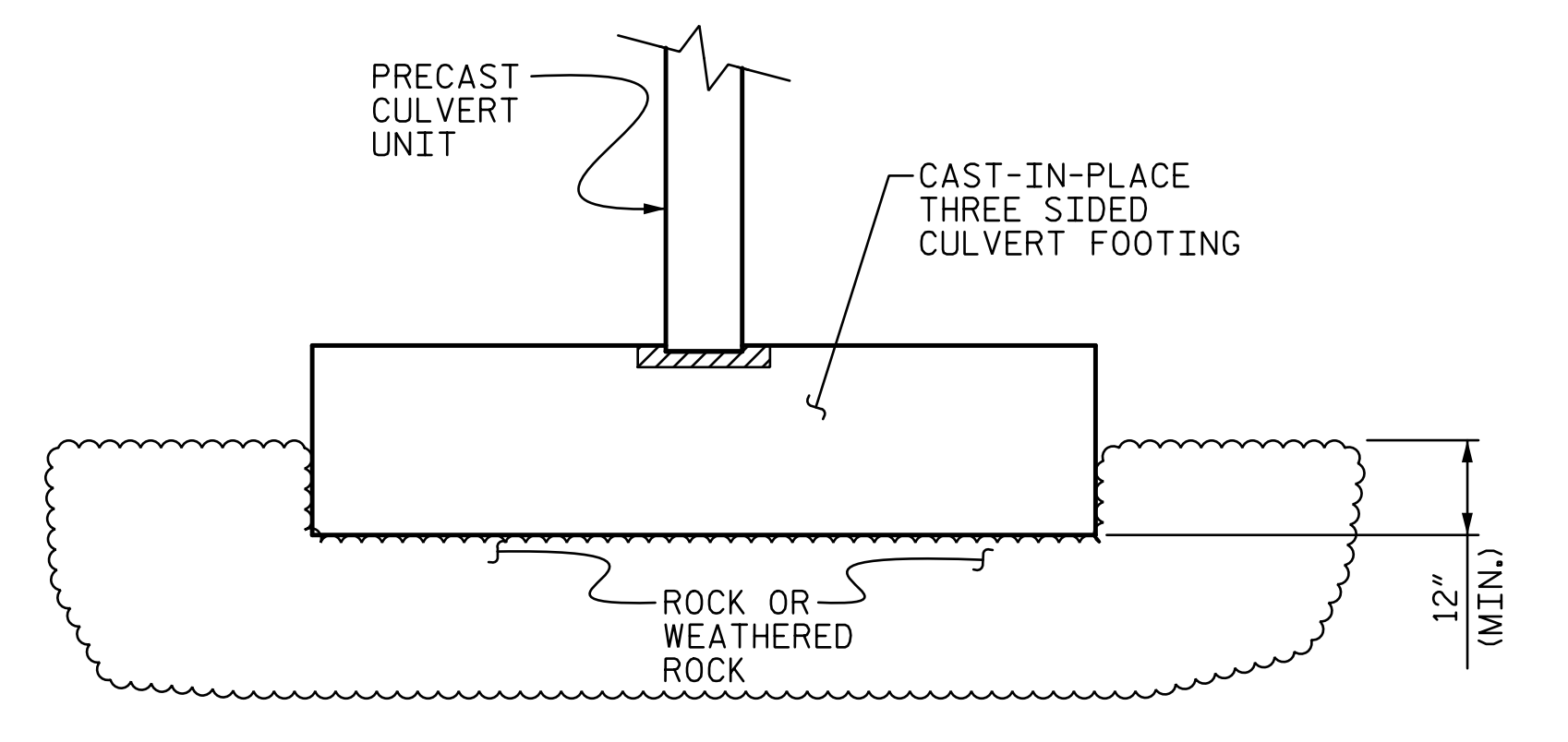


**SECTION THRU WINGWALL**



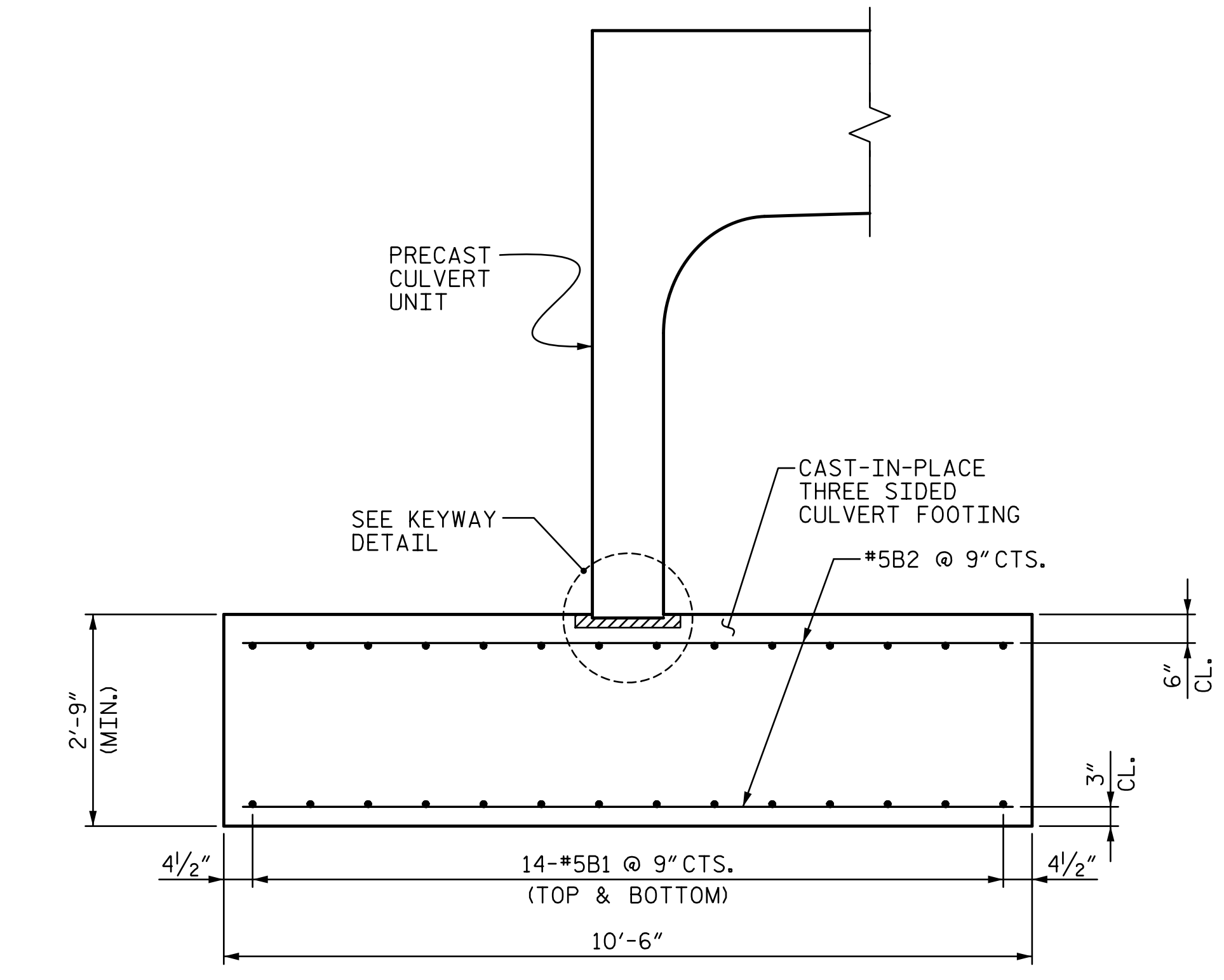
**KEYWAY DETAIL**

(PRECAST CULVERT UNIT FOOTING SHOWN, WING WALL FOOTING SIMILAR)



**KEYED FOOTING DETAIL**

SIDES OF FOOTING SHALL BE IN CONTACT WITH UNDISTURBED MATERIAL FOR MINIMUM DIMENSION SHOWN.



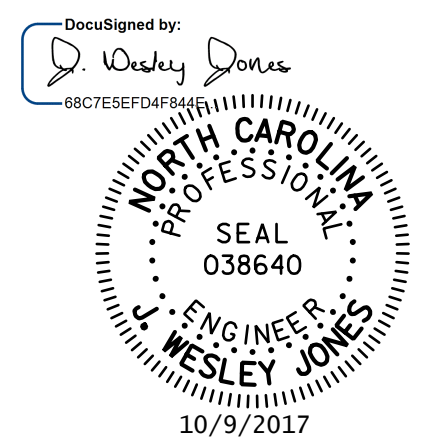
**SECTION B-B**

BILL OF MATERIAL					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	64	#5	STR	49'-6"	3,304
B2	268	#5	STR	10'-0"	2,795
S1	26	#4	①	4'-3"	74
REINFORCING STEEL					6,173 LBS.
CLASS A CONCRETE					136.1 C.Y.
BAR TYPE					
ALL BAR DIMENSIONS ARE OUT TO OUT.					

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PROJECT NO. 17BP.10.R.83  
ANSON COUNTY  
 STATION: 15+65.00 -L-  
 SHEET 3 OF 4

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**PRECAST REINFORCED  
 CONCRETE THREE-SIDED  
 CULVERT  
 80° SKEW**

REVISIONS					SHEET NO.
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2			4		

TOTAL SHEETS: 4

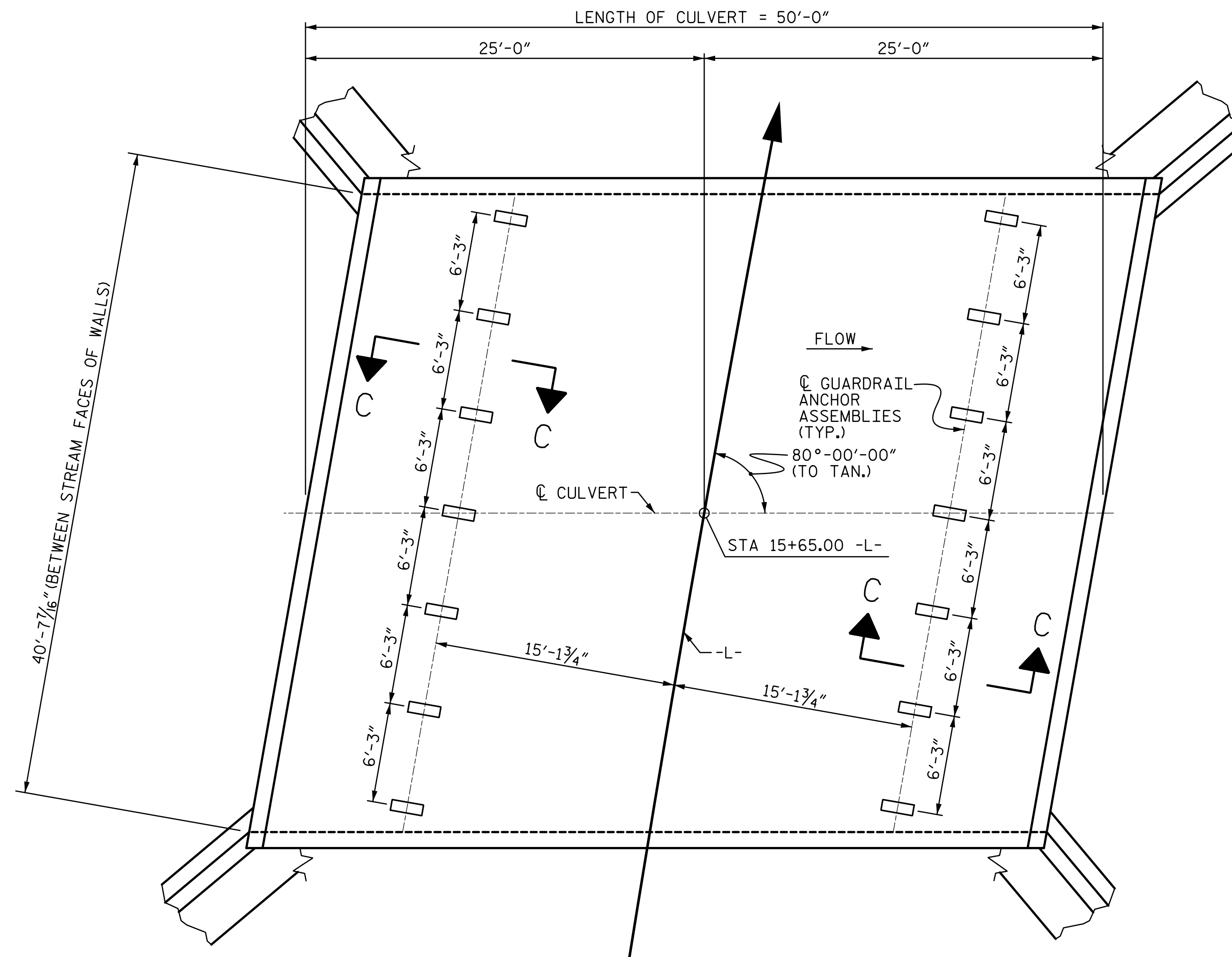
### NOTES

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

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

PAYMENT FOR GUARDRAIL, POSTS, SHIMS, AND POST BASE PLATES IS INCLUDED IN ROADWAY PAY ITEMS.

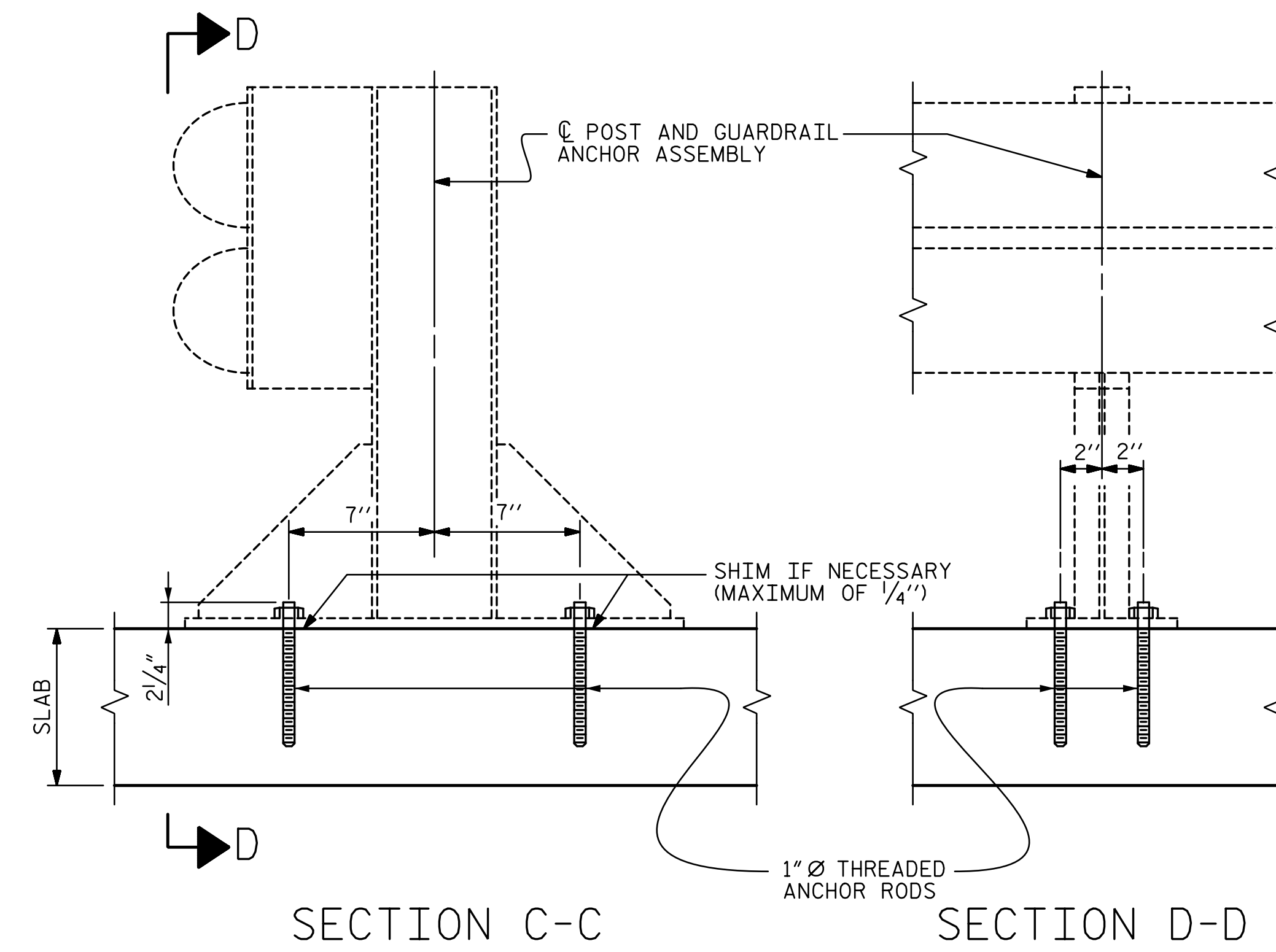
GUARDRAIL ANCHORAGE IS NOT REQUIRED IF THE FILL ABOVE THE TOP SLAB AT THE LOCATION OF THE GUARDRAIL POST IS MORE THAN 3'-6".



### PLAN OF PRECAST CULVERT GUARDRAIL POST SPACING

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

NOTE: GUARDRAIL POSTS PLACEMENT AS SHOWN, GUARDRAIL POSTS AND THREADED ANCHOR RODS MUST CLEAR ALL JOINTS OF PRECAST CULVERT UNITS.



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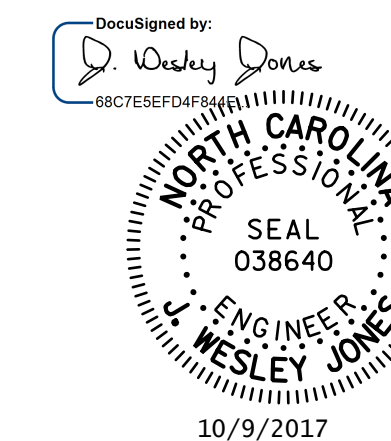
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CHECKED BY :	JWJ	DATE :	7-17
DESIGN ENGINEER OF RECORD :	JWJ	DATE :	10-17

PROJECT NO. 17BP.10.R.83

ANSON COUNTY

STATION: 15+65.00 -L-

SHEET 4 OF 4



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STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**ANCHORAGE DETAILS FOR GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS**

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

C-4  
TOTAL SHEETS 4

## STANDARD NOTES

### DESIGN DATA:

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

### MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2012 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

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

### CONCRETE:

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

### CONCRETE CHAMFERS:

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

### DOWELS:

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

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

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

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

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

### REINFORCING STEEL:

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

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

### STRUCTURAL STEEL:

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

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

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

### HANDRAILS AND POSTS:

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

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

### SPECIAL NOTES:

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

# ENGLISH

JANUARY, 1990