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14+00 15+00

SPAN A

BEGIN BRIDGE
FILL FACE @ END BENT 1
STA. 13+73.88 -L-
G.P. EL. 687.65

FIX.

1'-7" BERM (TYP.)

BEGIN FRONT SLOPE
STA. 13+64.48 -L-
G.P. EL. 687.69

LOW CHORD @ END BENT 1
EL. 683.73

EL. 685 ±

UNCLASSIFIED STRUCTURE EXCAVATION (TYP.)

BASE DISCHARGE (Q100)
EL. 680.50

EXISTING SUBSTRUCTURE (TYP.)

N.W.S.
EL. 671.40
2-28-2019

EL. 677 ±

EL. 685 ±

APPROXIMATE NATURAL GROUND LINE

SLOPE TO DRAIN (TYP.)

EXCAVATE TO EL. 677.5 ± (TYP.)

2'-0" MIN. PILE EMBED. (TYP.)

HP 12 X 53 STEEL PILES (TYP. EA. END BENT)

EL. 675 ±

EL. 673 ±

EL. 671 ±

EL. 670 ±

690
680
670
660

END BENT 1

END BENT 2

FIX.

END BRIDGE
FILL FACE @ END BENT 2
STA. 14+76.13 -L-
G.P. EL. 687.25

1'-0" MIN. EARTH BERM (TYP.)

BEGIN FRONT SLOPE
STA. 14+85.53 -L-
G.P. EL. 687.22

LOW CHORD @ END BENT 2
EL. 683.34

EL. 685 ±

✱

EL. 685 ±

1'-0" MIN. (TYP.)

SLOPE 1½:1 (TYP.)

CLASS II RIP RAP (TYP.)

EL. 677 ±

✱ 1'-6" TO UNCLASSIFIED STRUCTURE EXCAVATION (TYP.)

(-)4.3429% (-)0.3938%

PVI STA. 12+55.00
EL. = 688.12
VC = 210'

(-)0.3938% (+)3.8000%

PVI STA. 15+80.00
EL. = 686.84
VC = 210'

GRADE DATA -L-

HYDRAULIC DATA:

DESIGN DISCHARGE	= 1494 CFS
FREQUENCY OF DESIGN FLOOD	= 25 YEAR
DESIGN HIGH WATER ELEVATION	= 679.1
DRAINAGE AREA	= 4.71 SQ. MI.
BASE DISCHARGE (Q 100)	= 2116 CFS
BASE HIGH WATER ELEVATION	= 680.5

OVERTOPPING FLOOD DATA:

OVERTOPPING DISCHARGE	= 6666 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 500+ YEAR
OVERTOPPING FLOOD ELEVATION	= 687.2

✱✱ OVERTOPPING OCCURS AT SAG AT STA. 14+95.00 -L-.

SECTION ALONG ℄ SURVEY -L-

TOTAL BRIDGE LENGTH = 102'-3" (FILL FACE TO FILL FACE)

51'-1½"

CLASS II RIP RAP (TYP.)

EARTH BERM
EL. 678.64
(LEVEL)

W.P. #1
STA. 13+73.88 -L-
FILL FACE @ END BENT 1

BEGIN APPROACH SLAB
STA. 13+63.00 -L-

TO SR 3418

BEGIN FRONT SLOPE
STA. 13+64.48 -L-

1'-7" BERM (TYP.)

℄ BRIDGE
STA. 14+25.00 -L-

90°-00'-00" (TYP.)

EXISTING SUBSTRUCTURE (TYP.)

BIG ALAMANCE CREEK

EARTH BERM
EL. 678.25
(LEVEL)

W.P. #2
STA. 14+76.13 -L-
FILL FACE @ END BENT 2

END APPROACH SLAB
STA. 14+87.00 -L-

℄ SURVEY -L-

TO SR 3411

BEGIN FRONT SLOPE
STA. 14+85.53 -L-

1'-0" MIN. EARTH BERM (TYP.)

NAD 83/NA 2011

PLAN

(PILES NOT SHOWN IN PLAN VIEW)

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE #584

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON SR 3412
(TABERNACLE CHURCH ROAD)
OVER BIG ALAMANCE CREEK
BETWEEN SR 3418 AND SR 3411

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			19

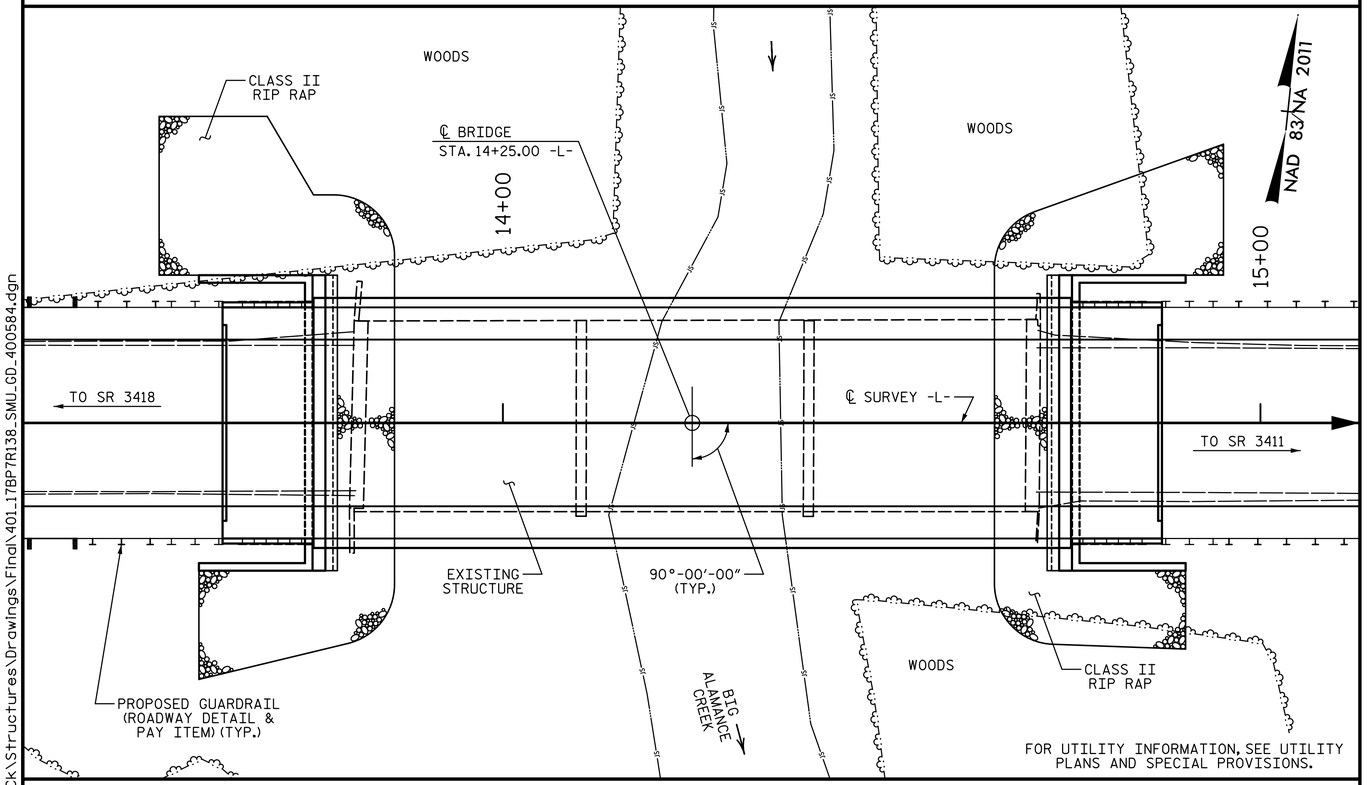
DRAWN BY: T. BANKOVICH DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21

PLANS PREPARED BY:

SIMPSON ENGINEERS & ASSOCIATES
5640 Dillard Drive
Suite 200
Cary, NC 27518
(919) 852-0468
(919) 852-0598 (Fax)
www.simpsonengr.com
LICENSURE NO. C-2521

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX
8/11/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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 HATCHED AREA ON SHEET 1 OF 2 SHALL BE EXCAVATED FOR A DISTANCE OF 40 FT. LEFT AND 30 FT. RIGHT FROM CENTERLINE ROADWAY 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 EXISTING STRUCTURE CONSISTING OF 3 SPANS, 1 @ 30'-5", 1 @ 30'-0" AND 1 @ 30'-5" SHALL BE REMOVED. THE SUPERSTRUCTURE HAS A CLEAR ROADWAY WIDTH OF 24'-0" WITH PRECAST PRESTRESSED CONCRETE CHANNELS. END BENTS CONSIST OF PRESTRESSED PRECAST CONCRETE CAP ON TIMBER PILES AND INTERIOR BENTS CONSIST OF PRESTRESSED PRECAST CONCRETE CAP AND CONCRETE ENCASED STEEL PILES. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, THE LOAD LIMIT MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIP. SETUP FOR HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	TWO BAR METAL RAIL	1'-2" X 2'-9½" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAMS	
	LS	LS	EA	LS	CY	LS	LB	EA	NO.	LF	EA	LF	LF	TON	SY	LS	NO.	LF
SUPERSTRUCTURE						LS						185.00	200.00			LS	11	1,100.00
END BENT 1				LS	29.0		4,612	7	7	175	7			135	150			
END BENT 2				LS	29.0		4,612	7	7	105	7			125	140			
TOTAL	LS	LS	1	LS	58.0	LS	9,224	14	14	280	14	185.00	200.00	260	290	LS	11	1,100.00

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 115 TONS PER PILE.

DRIVE PILES AT END BENT 1 AND END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 195 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.

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.

DRAWN BY: T. BANKOVICH DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21

PLANS PREPARED BY:

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NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX
8/11/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT NO. 17BP.7.R.138
GUILFORD COUNTY
STATION: 14+25.00 -L-
SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON SR 3412
(TABERNACLE CHURCH ROAD)
OVER BIG ALAMANCE CREEK
BETWEEN SR 3418 AND SR 3411

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			19

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.

DISTANCE FROM LEFT END OF SPAN IS MEASURED FROM ℄ BEARING.

⟨#⟩ CONTROLLING LOAD RATING

⟨1⟩ DESIGN LOAD RATING (HL-93)

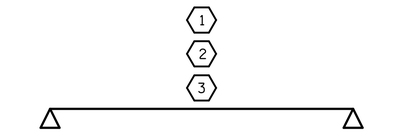
⟨2⟩ DESIGN LOAD RATING (HS-20)

⟨3⟩ LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

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



LRFR SUMMARY

SPAN A

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

PLANS PREPARED BY:
SIMPSON ENGINEERS & ASSOCIATES
5640 Dillard Drive
Suite 200
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NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX
8/11/2021

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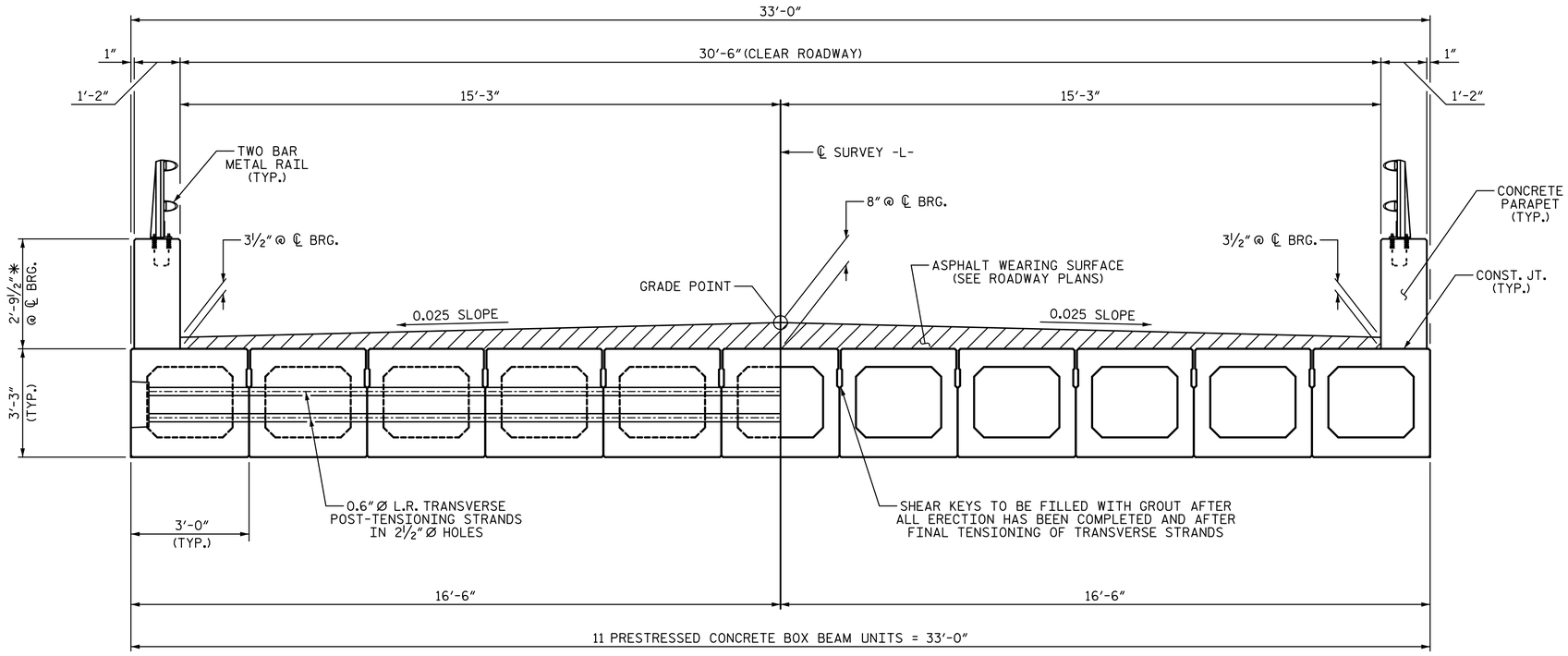
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

LRFR SUMMARY FOR 100' BOX BEAM UNITS 90° SKEW

(NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			19

DRAWN BY: T. BANKOVICH DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21



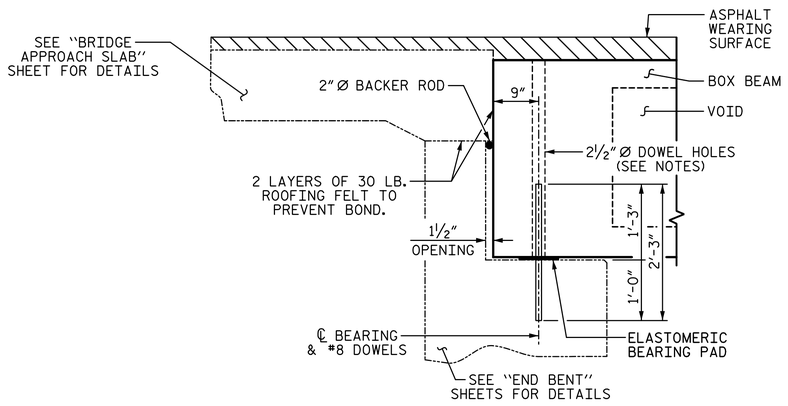
HALF SECTION
(AT INTERMEDIATE DIAPHRAGMS)

HALF SECTION
(THROUGH VOIDS)

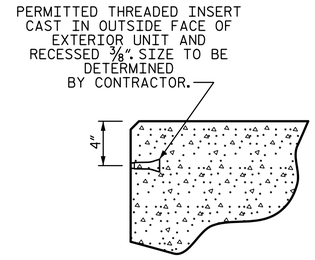
TYPICAL SECTION

*- THE MAXIMUM CONCRETE PARAPET HEIGHTS AND ASPHALT THICKNESS ARE SHOWN. THE HEIGHT OF THE CONCRETE PARAPET AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE CONCRETE PARAPET FOLLOWS THE PROFILE OF THE GUTTERLINE.

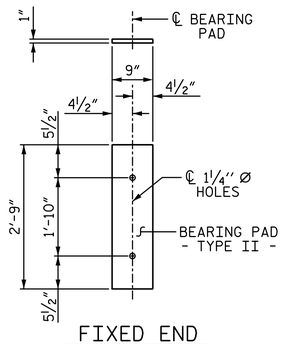
FIXED END



SECTION AT END BENT



THREADED INSERT DETAIL



FIXED END
(TYPE II - 22 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

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 CONCRETE PARAPET 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 PARAPET AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A VERTICAL CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN PARAPET EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF PARAPET 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.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 1 OF 4

DRAWN BY: T. BANKOVICH DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21

PLANS PREPARED BY:
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8/11/2021

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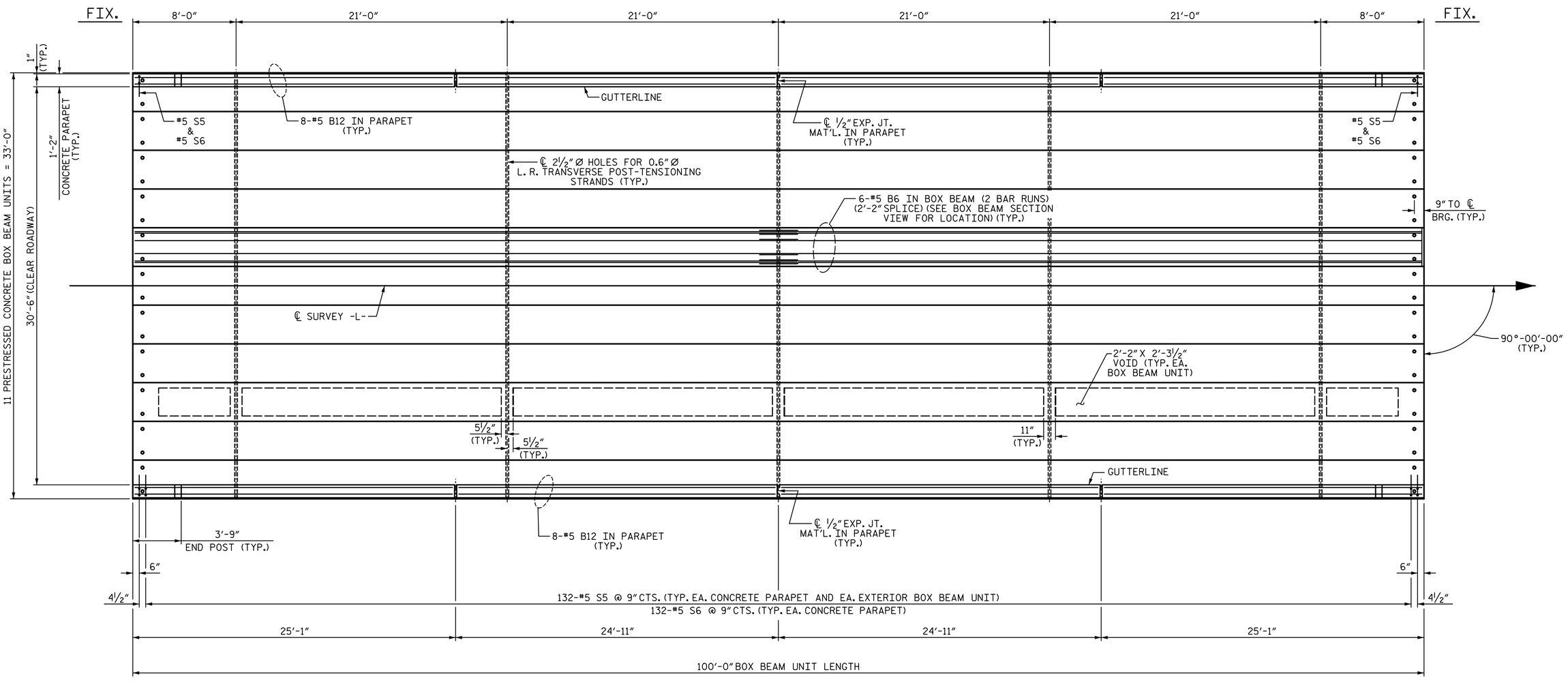
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

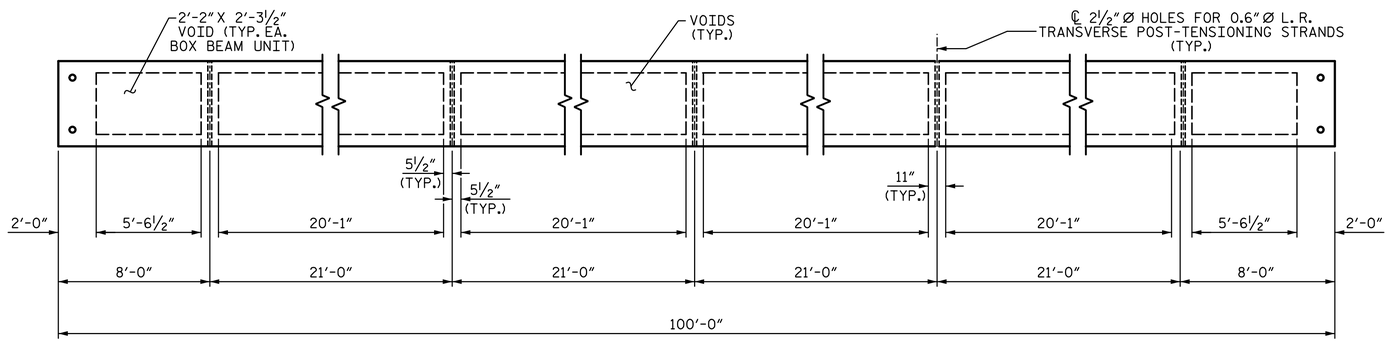
3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAM UNIT

90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			19



PLAN OF SPAN A



DIAPHRAGM AND VOID LAYOUT

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

PLAN OF SPAN A
(100'-0" UNIT)
30'-6" CLEAR ROADWAY
90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			19

DRAWN BY: _____ DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21

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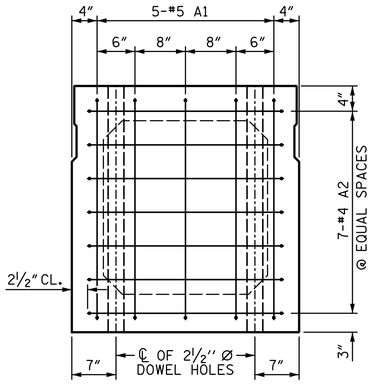
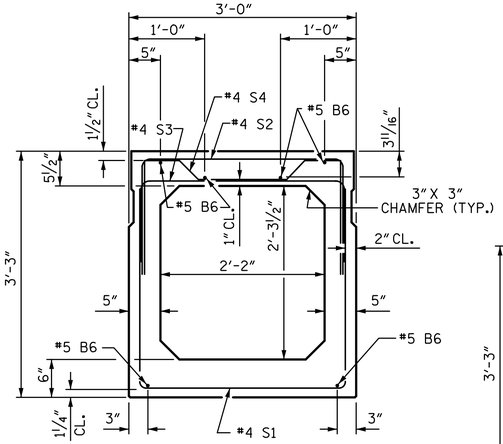


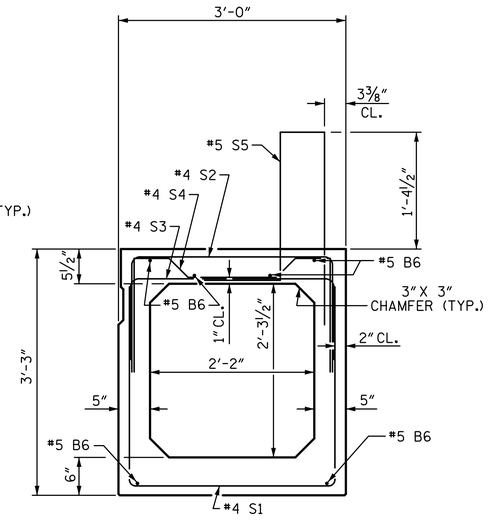
END ELEVATION

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

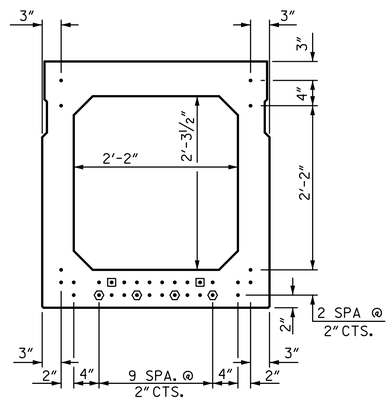
(STRAND LAYOUT NOT SHOWN)



EXTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)

0.6″Ø LOW RELAXATION STRAND LAYOUT



TYPICAL STRAND LOCATION

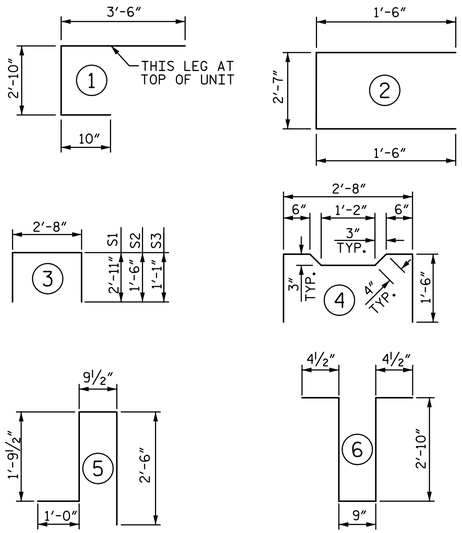
(32 STRANDS REQUIRED)

DEBONDING LEGEND

- ● FULLY BONDED STRAND
- ◉ STRAND DEBONDED FOR 4′-0″FROM END OF GIRDER
- ⬣ STRAND 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

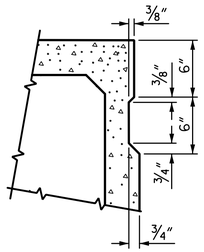
				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
A1	10	#5	1	7′-2″	75	7′-2″	75
A2	44	#4	2	5′-7″	164	5′-7″	164
B6	12	#5	STR	50′-11″	637	50′-11″	637
K1	15	#4	6	7′-2″	72	7′-2″	72
K2	10	#4	STR	2′-7″	17	2′-7″	17
S1	81	#4	3	8′-6″	460	8′-6″	460
S2	81	#4	3	5′-8″	307	5′-8″	307
S3	141	#4	3	4′-10″	455	4′-10″	455
S4	60	#4	4	5′-10″	234	5′-10″	234
✳ S5	134	#5	5	6′-1″	850	--	--
REINFORCING STEEL					2421 LB		2421 LB
✳EPOXY COATED REINF. STEEL					850 LB		
7500 P.S.I. CONCRETE					19.6 CY		19.4 CY
0.6″Ø L.R. STRANDS					No. 32		No. 32

BOX BEAM UNITS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
EXTERIOR B.B.	2	100′-0″	200′-0″
INTERIOR B.B.	9	100′-0″	900′-0″
TOTAL	11	———	1100′-0″

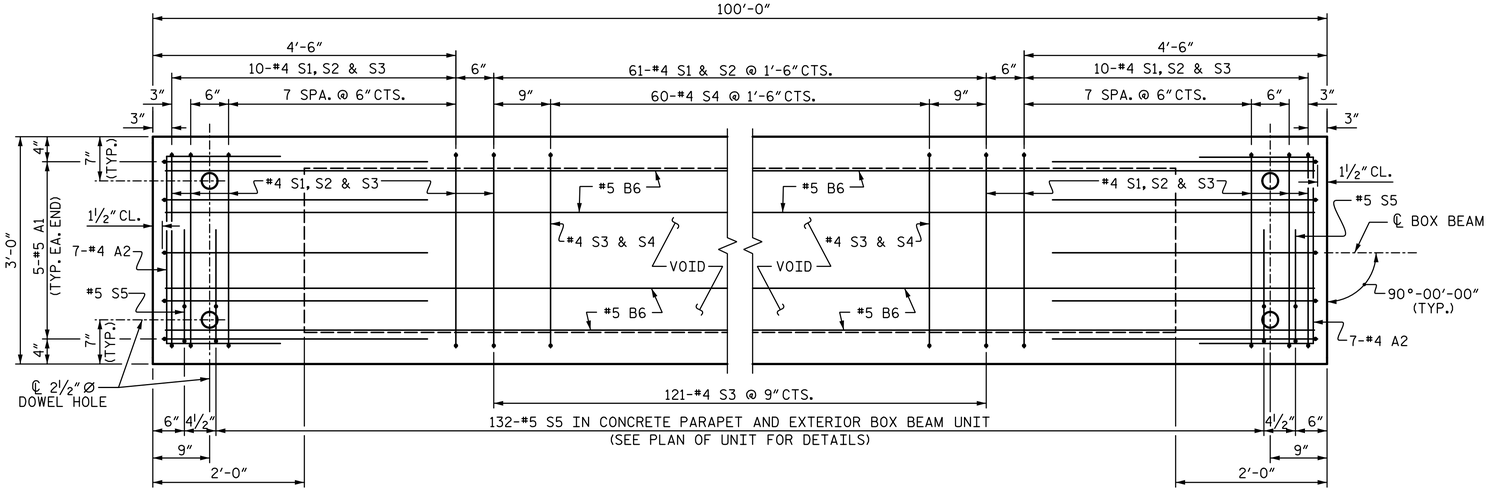
GRADE 270 STRANDS

	0.6″Ø L.R.
AREA (SQUARE INCHES)	0.217
ULTIMATE STRENGTH (LBS. PER STRAND)	58,600
APPLIED PRESTRESS (LBS. PER STRAND)	43,950



SHEAR KEY DETAIL

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



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. 17BP.7.R.138
GUILFORD COUNTY
STATION: 14+25.00 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

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

100° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			19

DRAWN BY: T. BANKOVICH DATE: 2-21
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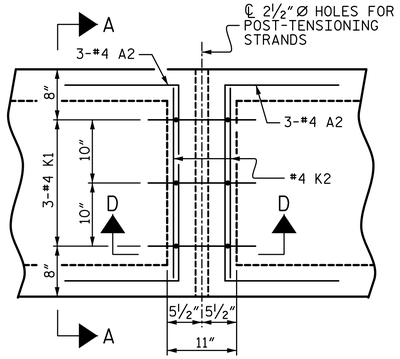
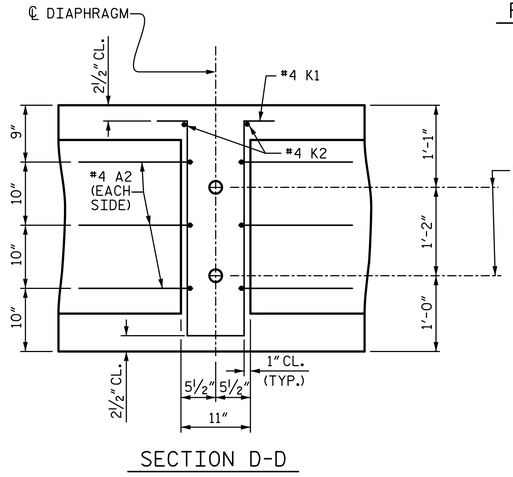
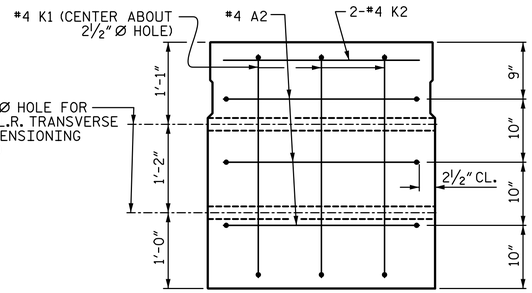


PLAN



SECTION D-D

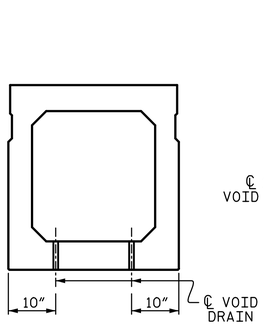


SECTION A-A

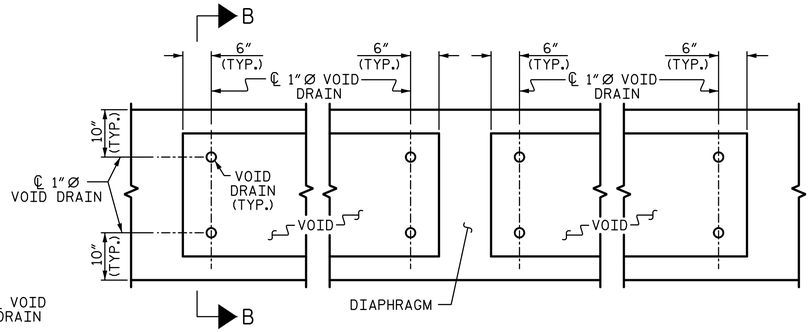
VOIDS NOT SHOWN

DOUBLE DIAPHRAGM DETAILS

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



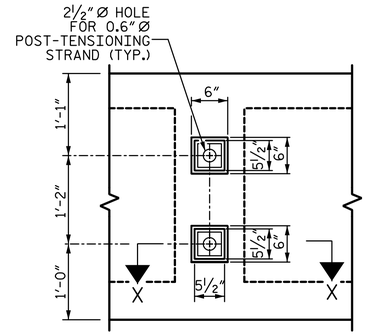
SECTION B-B



PART PLAN

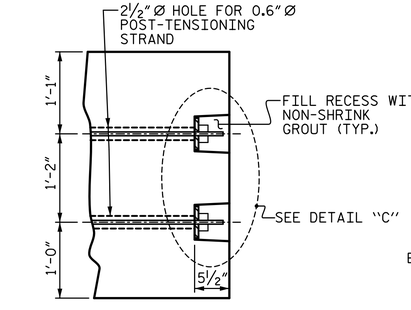
VOID DRAIN DETAILS

(DIMENSIONS SHOWN ARE TYPICAL FOR EACH VOID)

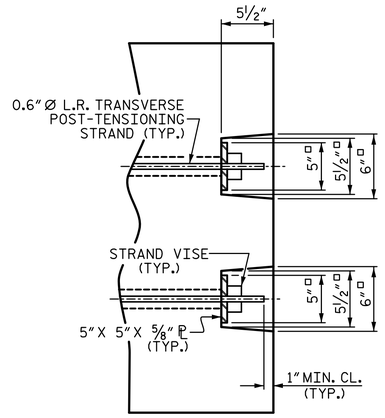


VIEW Y-Y

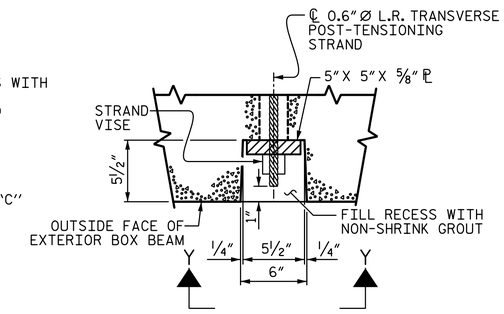
SHOWING ELEVATION VIEW OF GROUTED RECESS



PART SECTION AT RECESS



DETAIL "C"



SECTION X-X

SHOWING PLAN VIEW OF GROUTED RECESS

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

DEAD LOAD DEFLECTION AND CAMBER	
	3′-0″ x 3′-3″
100′ BOX BEAM UNIT (NC)	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

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

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

100° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS
2			4			19

PLANS PREPARED BY:

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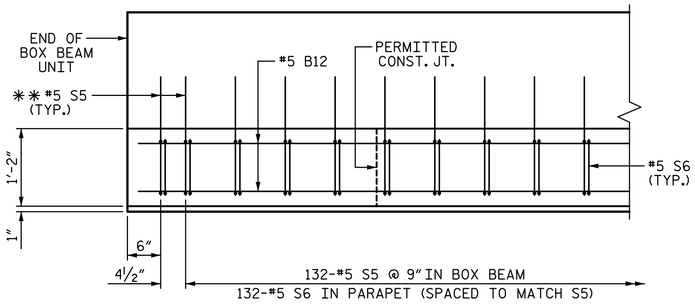
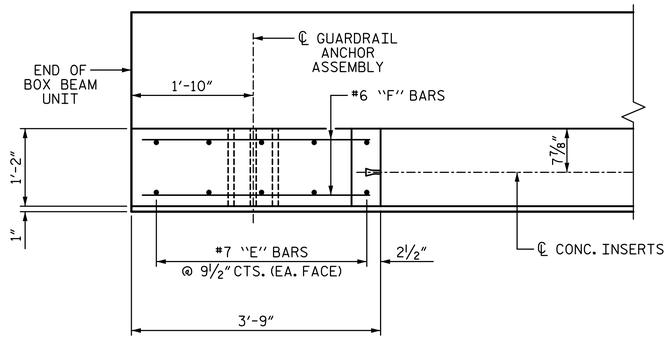
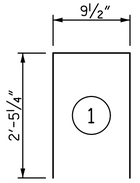


PLAN OF PARAPET



PLAN OF END POST

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL

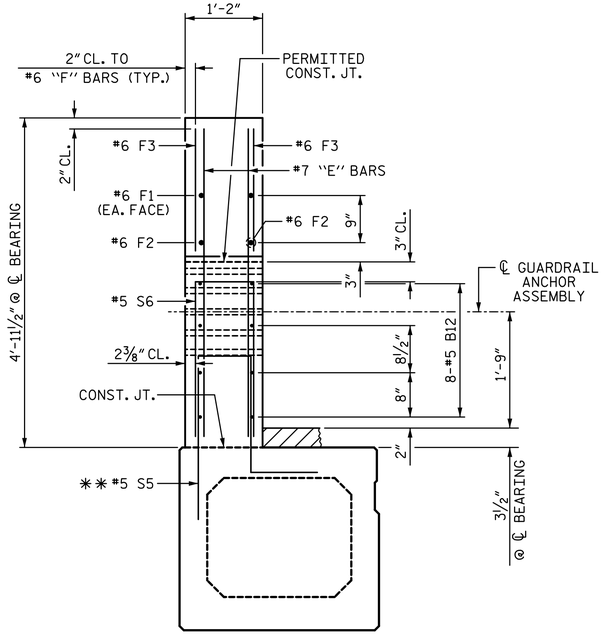
PARAPET AND END POSTS

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*B12	64	#5	STR	24'-6"	1635
*E1	8	#7	STR	2'-11"	48
*E2	8	#7	STR	3'-4"	55
*E3	8	#7	STR	3'-10"	63
*E4	8	#7	STR	4'-4"	71
*E5	8	#7	STR	4'-9"	78
*F1	8	#6	STR	1'-11"	23
*F2	8	#6	STR	3'-2"	38
*F3	8	#6	STR	3'-6"	42
*S6	268	#5	1	5'-8"	1584

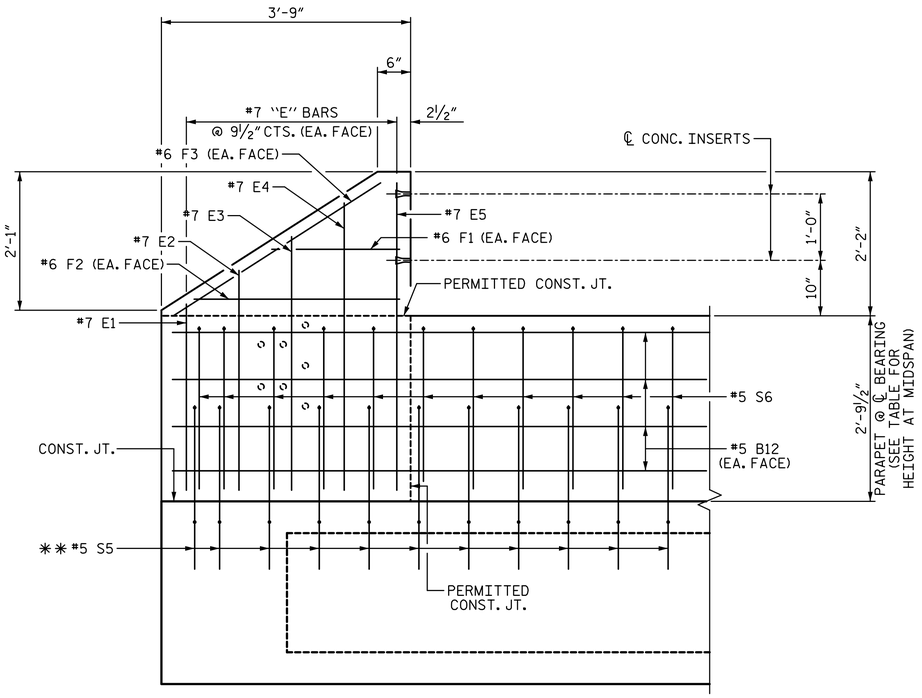
*EPOXY COATED REINFORCING STEEL 3637 LB

CLASS AA CONCRETE 24.9 CY

1'-2" X 2'-9½" CONCRETE PARAPET 200.0 LF



END VIEW



ELEVATION

PARAPET AND END POST FOR TWO BAR RAIL

**#5 S5 BARS ARE INCLUDED IN BILL OF MATERIAL FOR BOX BEAM

GUTTERLINE ASPHALT THICKNESS & PARAPET HEIGHT

	ASPHALT OVERLAY THICKNESS @ MID-SPAN	PARAPET HEIGHT @ MID-SPAN
100' UNITS	2⅜"	2'-8⅜"

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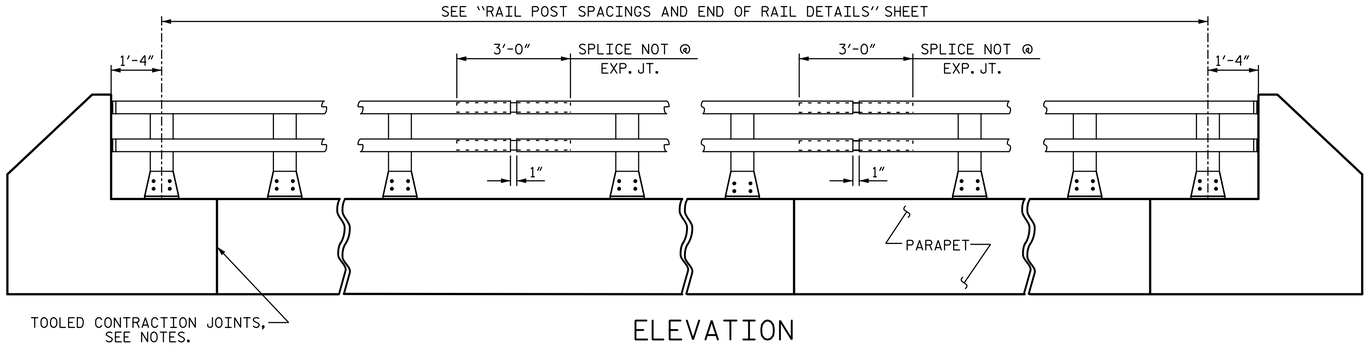
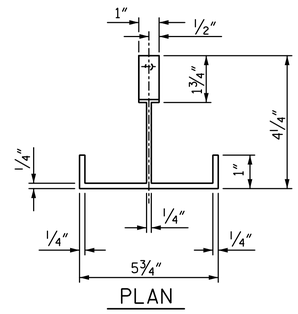
CONCRETE PARAPET DETAILS FOR 2 BAR METAL RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-8
1			3			TOTAL SHEETS
2			4			19

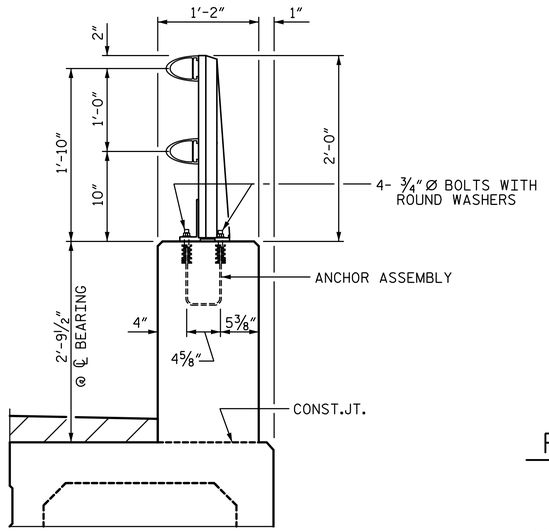


ELEVATION

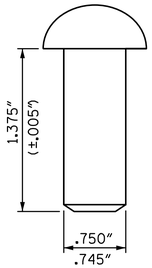
NOTE : FOR ATTACHMENT OF METAL RAIL TO END POST, SEE "RAIL POST SPACING AND END OF RAIL DETAILS" SHEET.



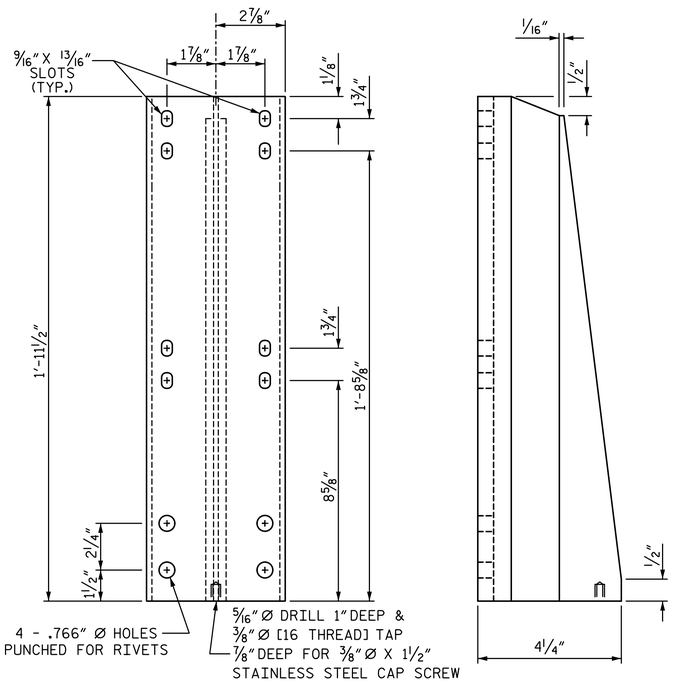
PLAN



SECTION THRU PARAPET AND RAIL



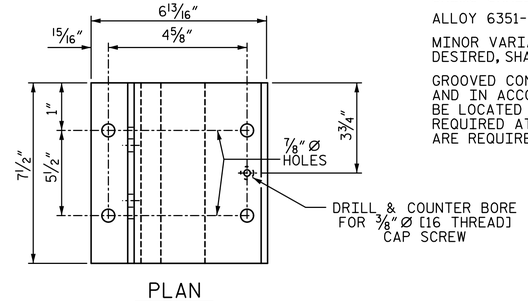
RIVET DETAIL



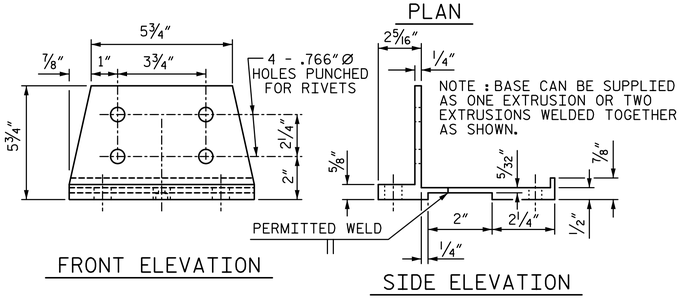
FRONT ELEVATION

SIDE ELEVATION

DETAILS OF POST



PLAN



FRONT ELEVATION

SIDE ELEVATION

POST BASE DETAILS

NOTES:

AT THE CONTRACTOR'S OPTION, METAL RAIL MAY BE EITHER ALUMINUM OR GALVANIZED STEEL IN ACCORDANCE WITH THE REQUIREMENTS OF THE GENERAL NOTES AND THE FOLLOWING SPECIFICATIONS FOR THE ALTERNATE MATERIALS; HOWEVER, THE CONTRACTOR WILL BE REQUIRED TO USE THE SAME RAIL MATERIAL ON ALL STRUCTURES ON THE PROJECT FOR WHICH METAL RAIL IS DESIGNATED.

UNLESS OTHERWISE REQUIRED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR HAS THE OPTION TO USE AN ALTERNATE TO THE 2 BAR METAL RAIL. THE ALTERNATE RAIL SHALL MEET THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND MUST BE LISTED ON THE DEPARTMENT'S APPROVED PRODUCTS LIST (APL) UNDER "2 BAR METAL RAIL ALTERNATE". ADJUSTMENTS TO THE CONCRETE PARAPET WILL NOT BE ALLOWED.

ALUMINUM RAILS:

MATERIAL FOR POSTS, BASES AND RAILS, EXPANSION BARS AND CLAMP BARS SHALL BE ASTM B-221 ALLOY 6061-T6.

MATERIAL FOR RIVETS SHALL BE ASTM B316 ALLOY 6061-T6. RIVETS SHALL BE STANDARD BUTTON HEAD AND CONE POINT COLD DRIVEN AS PER DRAWING.

THE BASE OF RAIL POSTS, OR ANY OTHER ALUMINUM SURFACE IN CONTACT WITH CONCRETE SHALL BE THOROUGHLY COATED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND OF APPROVED QUALITY.

MATERIAL FOR SHIMS TO BE ASTM B209 ALLOY 6061-T6.

GALVANIZED STEEL RAILS:

MATERIAL AND GALVANIZING ARE TO CONFORM TO THE FOLLOWING SPECIFICATIONS:

POST, POST BASES, RAILS, EXPANSION BARS AND CLAMP BARS: AASHTO M270 GRADE 36 STRUCTURAL STEEL - GALVANIZED TO AASHTO M111.

RIVETS: RIVETS SHALL MEET THE REQUIREMENTS OF ASTM A502 FOR GRADE 1 RIVETS.

THE CUT ENDS OF GALVANIZED STEEL RAILING, AFTER GRINDING SMOOTH SHALL BE GIVEN TWO COATS OF ZINC RICH PAINT MEETING THE REQUIREMENTS OF FEDERAL SPECIFICATION MIL-P-26915 USAF TYPE 1, OR OF FEDERAL SPECIFICATIONS TT-P-641.

SHIMS: SHIMS SHALL MEET THE REQUIREMENTS OF ASTM A570 FOR GRADE 33 OR A611 FOR GRADE C AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.

RAIL CAPS: RAIL CAPS SHALL MEET THE REQUIREMENTS OF ASTM A570 FOR GRADE 33 OR A611 FOR GRADE C AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.

GENERAL NOTES:

RAILING SHALL BE CONTINUOUS FROM END POST TO END POST OF BRIDGE. EACH JOINT IN RAIL LENGTH SHALL BE SPLICED AS DETAILED. PANEL LENGTHS OF RAIL SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS.

FOR END OF RAIL TO CLEAR FACE OF CONCRETE END POST DIMENSION, SEE "RAIL POST SPACING AND END OF RAIL DETAILS" SHEET.

CAP SCREWS SHALL BE ASTM F593 ALLOY 305 STAINLESS STEEL. WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL.

CERTIFIED MILL REPORTS ARE REQUIRED FOR RAILS AND POSTS. SHOP INSPECTION IS NOT REQUIRED.

METAL RAIL POSTS SHALL BE SET NORMAL TO CURB GRADE.

METHOD OF MEASUREMENT FOR METAL RAILS: FOR LENGTH OF METAL RAILS TO BE PAID FOR, SEE THE STANDARD SPECIFICATIONS.

CURVED RAIL USAGE: WHERE RAILS ARE TO BE USED ON BRIDGES ON HORIZONTAL AND/OR VERTICAL CURVATURE THE CONTRACTOR MAY, AT HIS OPTION, HAVE THE REQUIRED CURVATURE IN THE RAIL FORMED IN THE SHOP OR IN THE FIELD. IN EITHER EVENT, THE RAIL SHALL CONFORM WITHOUT BUCKLING OR KINKING TO THE REQUIRED CURVATURE IN A UNIFORM MANNER ACCEPTABLE TO THE ENGINEER.

TO INSURE FUTURE IDENTIFICATION OF THE FABRICATOR, A PERMANENT IDENTIFYING MARK SHALL BE PLACED ON EACH POST. THE METHOD OF MARKING AND LOCATION SHALL BE SUCH THAT IT DOES NOT DETRACT FROM THE APPEARANCE OF THE POST, BUT REMAINS VISIBLE AFTER RAIL PLACEMENT.

SHIMS SHALL BE USED AS NECESSARY FOR POST ALIGNMENT.

ALLOY 6351-T5 MAY BE SUBSTITUTED FOR ALLOY 6061-T6 WHERE APPLICABLE.

MINOR VARIATIONS IN DETAILS OF METAL RAIL WILL BE CONSIDERED. DETAILS OF SUCH VARIATIONS, IF DESIRED, SHALL BE SUBMITTED FOR APPROVAL.

GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE PARAPET AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN PARAPET EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF PARAPET SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

PAY LENGTH = 185.00 LF

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

2 BAR METAL RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9
1			3			TOTAL SHEETS
2			4			19

PLANS PREPARED BY:

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(919) 852-0598 (Fax)
www.simpsonengr.com
LICENSURE NO. C-2521

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 11268 ENGINEER BETSY S. COX
8/11/2021

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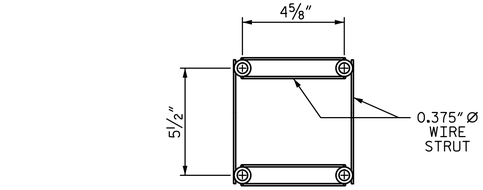
DRAWN BY:	T. BANKOVICH	DATE:	2-21
CHECKED BY:	B.S. COX	DATE:	2-21
DESIGN ENGINEER OF RECORD:	B.S. COX	DATE:	2-21



4-BOLT METAL RAIL ANCHOR ASSEMBLY

(40 ASSEMBLIES REQUIRED)

STRUCTURAL CONCRETE ANCHOR ASSEMBLY NOTES:

THE STRUCTURAL CONCRETE ANCHOR ASSEMBLY SHALL CONSIST OF THE FOLLOWING COMPONENTS :

A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 2" FOR ¾" FERRULES.

B. 4 - ¾"Ø X 2½" BOLTS WITH WASHERS. BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLTS AND WASHERS SHALL BE GALVANIZED. AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE ¾"Ø X 2½" GALVANIZED BOLTS AND WASHERS. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.

C. WIRE STRUT SHOWN IN THE CONCRETE ANCHOR ASSEMBLY DETAIL IS THE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI. AS AN OPTION, A 7/16"Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.

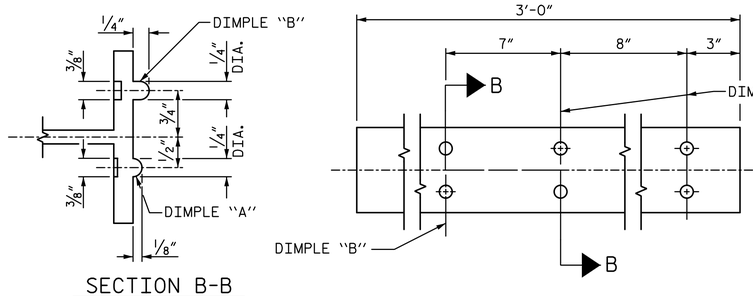
D. THE METAL RAIL ANCHOR ASSEMBLIES TO BE HOT DIPPED GALVANIZED TO CONFORM TO REQUIREMENTS OF AASHTO M111.

E. THE COST OF THE METAL RAIL ANCHOR ASSEMBLY WITH BOLTS AND WASHERS COMPLETE IN PLACE SHALL BE INCLUDED IN THE PRICE BID FOR LINEAR FEET OF METAL RAIL.

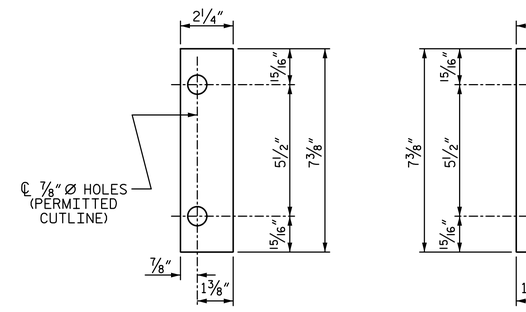
F. BOLTS TO BE TIGHTENED ONE-HALF TURN WITH A WRENCH FROM A FINGER-TIGHT POSITION.

THE CONTRACTOR MAY USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF THE METAL RAIL ANCHOR ASSEMBLY. LEVEL ONE FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE ¾"Ø BOLT IS 10 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE THE STANDARD SPECIFICATIONS.

WHEN ADHESIVELY ANCHORED ANCHOR BOLTS ARE USED, BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F593 ALLOY 304 STAINLESS STEEL WITH MINIMUM 75,000 PSI ULTIMATE STRENGTH. NUTS SHALL MEET THE REQUIREMENTS OF ASTM F594 ALLOY 304 STAINLESS STEEL AND WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL.

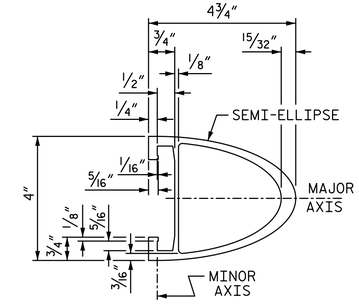


EXPANSION BAR DETAILS

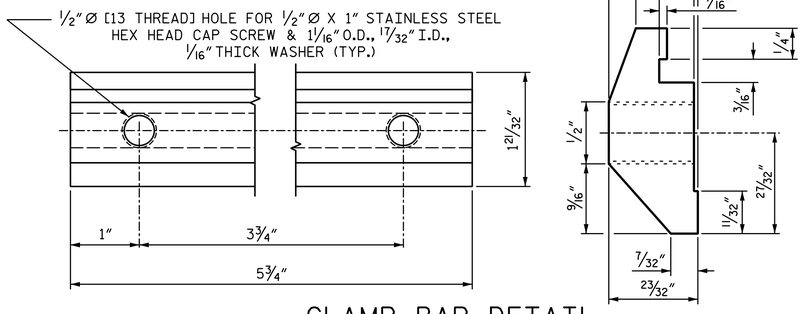


SHIM DETAILS

NOTE :
SHIMS MAY BE CUT ALONG PERMITTED CUTLINE OR SLOTTED TO EDGE OF PLATE TO FACILITATE PLACEMENT.

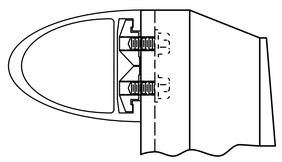


RAIL SECTION

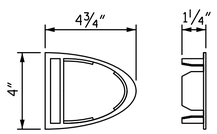


CLAMP BAR DETAIL

(4 REQUIRED PER POST)



CLAMP ASSEMBLY



RAIL CAP

PROJECT NO. 17BP.7.R.138
GUILFORD COUNTY
STATION: 14+25.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

2 BAR METAL RAIL

PLANS PREPARED BY:
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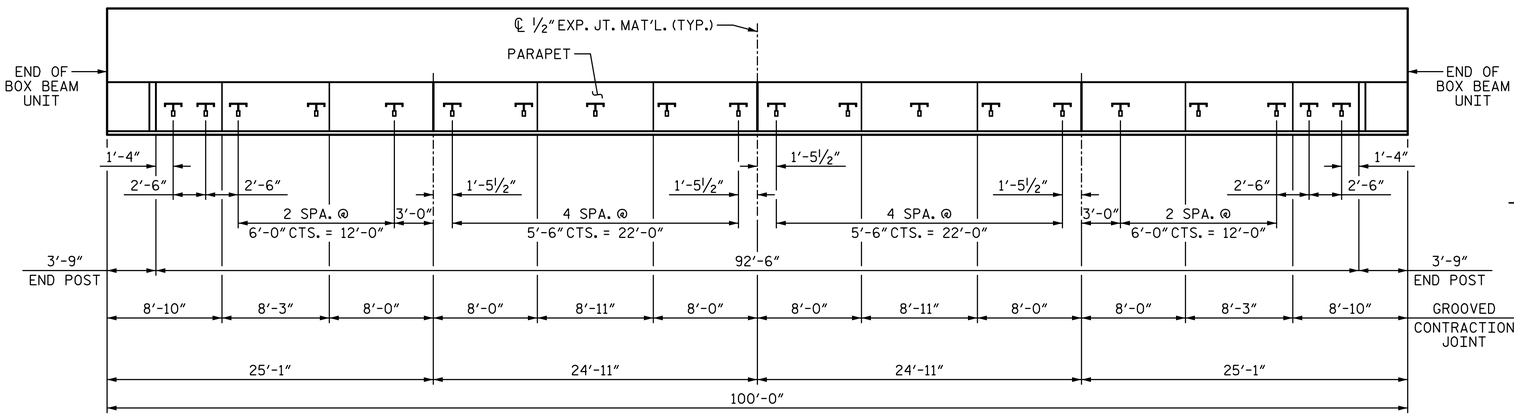
www.simpsonengr.com
LICENSURE NO. C-2521

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 11268 BETSY S. COX
8/11/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY:	T. BANKOVICH	DATE:	2-21
CHECKED BY:	B.S. COX	DATE:	2-21
DESIGN ENGINEER OF RECORD:	B.S. COX	DATE:	2-21

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			19



PLAN OF RAIL POST SPACING

(RIGHT EXTERIOR UNIT SHOWN, LEFT EXTERIOR UNIT SIMILAR)

STRUCTURAL CONCRETE INSERT NOTES:

THE STRUCTURAL CONCRETE INSERT ASSEMBLY SHALL CONSIST OF THE FOLLOWING COMPONENTS:

A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 1½".

B. 1 - ¾"Ø X 1⅝" BOLT WITH WASHER. BOLT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLT AND WASHER SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLT AND WASHER MAY BE USED AS AN ALTERNATE FOR THE ¾"Ø X 1⅝" GALVANIZED BOLT AND WASHER. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)

C. WIRE STRUT SHOWN IN THE CONCRETE INSERT ASSEMBLY DETAIL IS THE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI. AS AN OPTION, A 7/16"Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.

METAL RAIL TO END POST CONNECTION NOTES:

THE METAL RAIL TO END POST CONNECTION SHALL CONSIST OF THE FOLLOWING COMPONENTS:

A. ½" PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 AND SHALL BE GALVANIZED AFTER FABRICATION.

B. ¾" STRUCTURAL CONCRETE INSERT SHALL HAVE A WORKING LOAD SHEAR CAPACITY OF 4800 LBS. THE FERRULES SHALL ENGAGE A ¾"Ø X 1⅝" BOLT WITH 2" O.D. WASHER IN PLACE. THE ¾"Ø X 1⅝" BOLT SHALL HAVE N. C. THREADS.

C. CAP SCREWS FOR RAIL ATTACHMENT TO ANGLE SHALL CONFORM TO THE REQUIREMENTS OF ASTM F593 ALLOY 305 STAINLESS STEEL. CAP SCREWS TO BE CENTERED IN SLOTS AT 60°F.

D. STANDARD CLAMP BARS (SEE METAL RAIL SHEET).

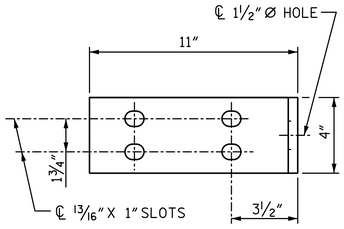
E. ½"Ø PIPE SLEEVES (IF REQUIRED) TO BE GALVANIZED.

THE COST OF THE STANDARD CLAMP BARS AND CAP SCREWS USED IN THE METAL RAIL TO END POST CONNECTION SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR LINEAR FEET OF 1 OR 2 BAR METAL RAILS.

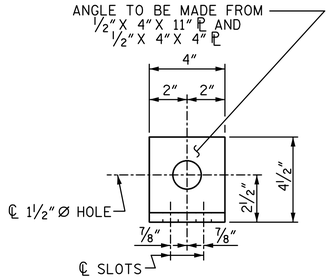
THE ¾" STRUCTURAL CONCRETE INSERT WITH BOLT SHALL BE ASSEMBLED IN THE SHOP.

THE COST OF THE ¾" STRUCTURAL CONCRETE INSERT ASSEMBLY, AND THE ½" PLATES COMPLETE IN PLACE SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.

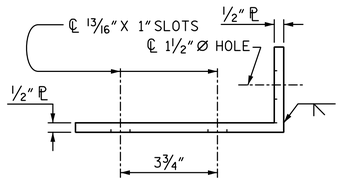
THE CONTRACTOR, AT HIS OPTION, MAY USE AN ADHESIVE BONDING SYSTEM IN LIEU OF THE STRUCTURAL CONCRETE INSERT EMBEDDED IN THE END POST. IF THE ADHESIVE BONDING SYSTEM IS USED, THE ¾"Ø X 1⅝" BOLT WITH WASHER SHALL BE REPLACED WITH A ¾"Ø X 6½" BOLT AND 2" O.D. WASHER. ALL SPECIFICATIONS THAT APPLY TO THE ¾"Ø X 1⅝" BOLT SHALL APPLY TO THE ¾"Ø X 6½" BOLT. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.



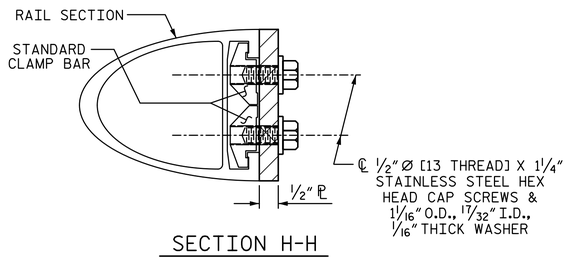
ELEVATION



END VIEW

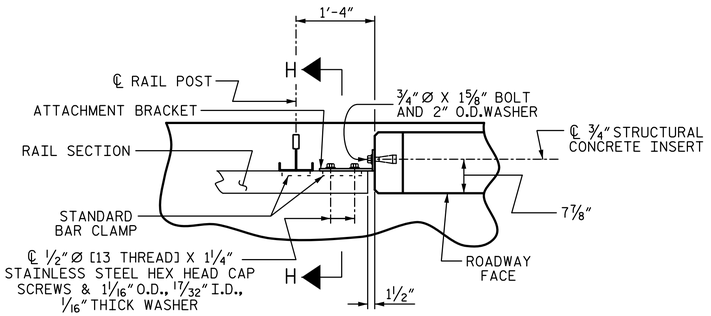


TOP VIEW

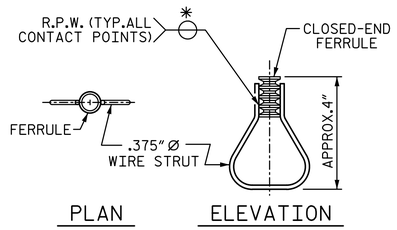


SECTION H-H

DETAILS FOR ATTACHING METAL RAILS TO END POST



PLAN - RAIL AND END POST



PLAN ELEVATION

STRUCTURAL CONCRETE INSERT

* EACH WELDED ATTACHMENT OF WIRE TO FERRULE SHALL DEVELOP THE TENSILE STRENGTH OF THE WIRE.

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE

RAIL POST SPACING AND END OF RAIL DETAILS

FOR TWO BAR METAL RAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			19

DRAWN BY: T. BANKOVICH DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21

PLANS PREPARED BY:
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8/11/2021

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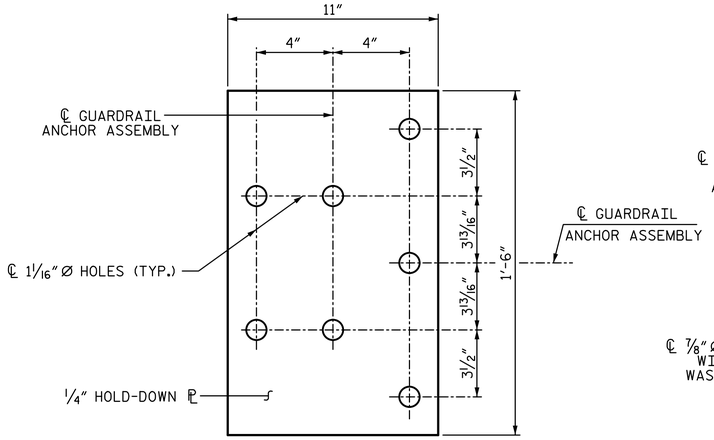
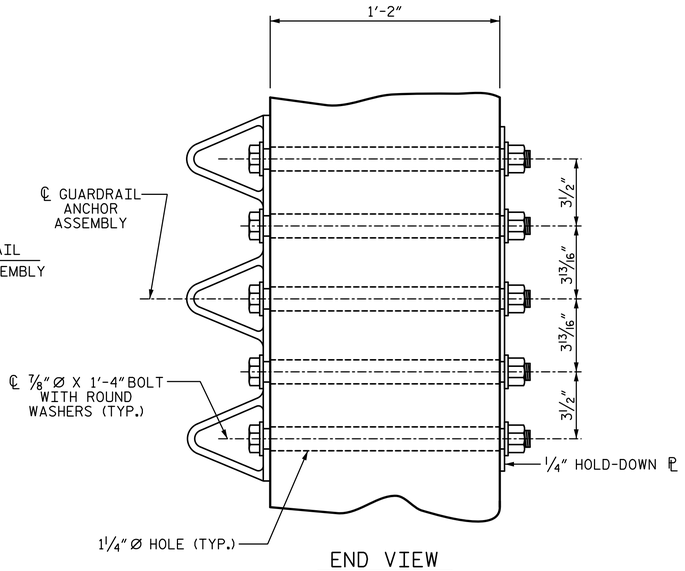


PLAN



END VIEW

GUARDRAIL ANCHOR ASSEMBLY DETAILS

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 THE PARAPET. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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

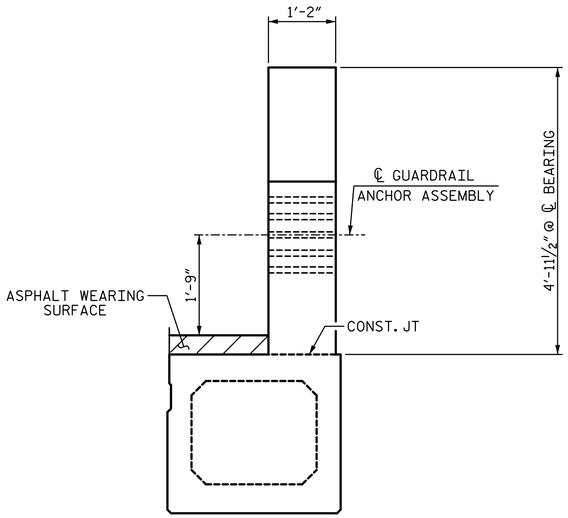
THE COST OF THE GUARDRAIL ANCHOR ASSEMBLIES WITH BOLTS, NUTS AND WASHERS COMPLETE IN PLACE, SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.

THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE END POST TO CLEAR ASSEMBLY BOLTS.

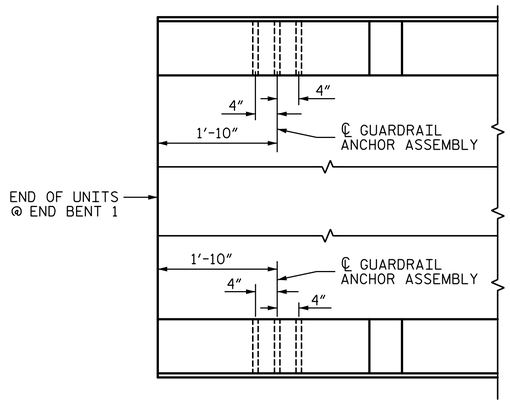
THE 1 1/4″ Ø HOLES SHALL BE FORMED OR DRILLED WITH A CORE BIT. IMPACT TOOLS WILL NOT BE PERMITTED. ANY CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

SKETCH SHOWING POINTS OF ATTACHMENT

✳ LOCATION OF GUARDRAIL ATTACHMENT



END VIEW



PLAN

(END BENT 1 SHOWN, END BENT 2 SIMILAR)

LOCATION OF GUARDRAIL ANCHOR AT END POST

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

PLANS PREPARED BY:

SIMPSON ENGINEERS & ASSOCIATES

5640 Dillard Drive
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(919) 852-0468
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LICENSURE NO. C-2521

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX

8/11/2021

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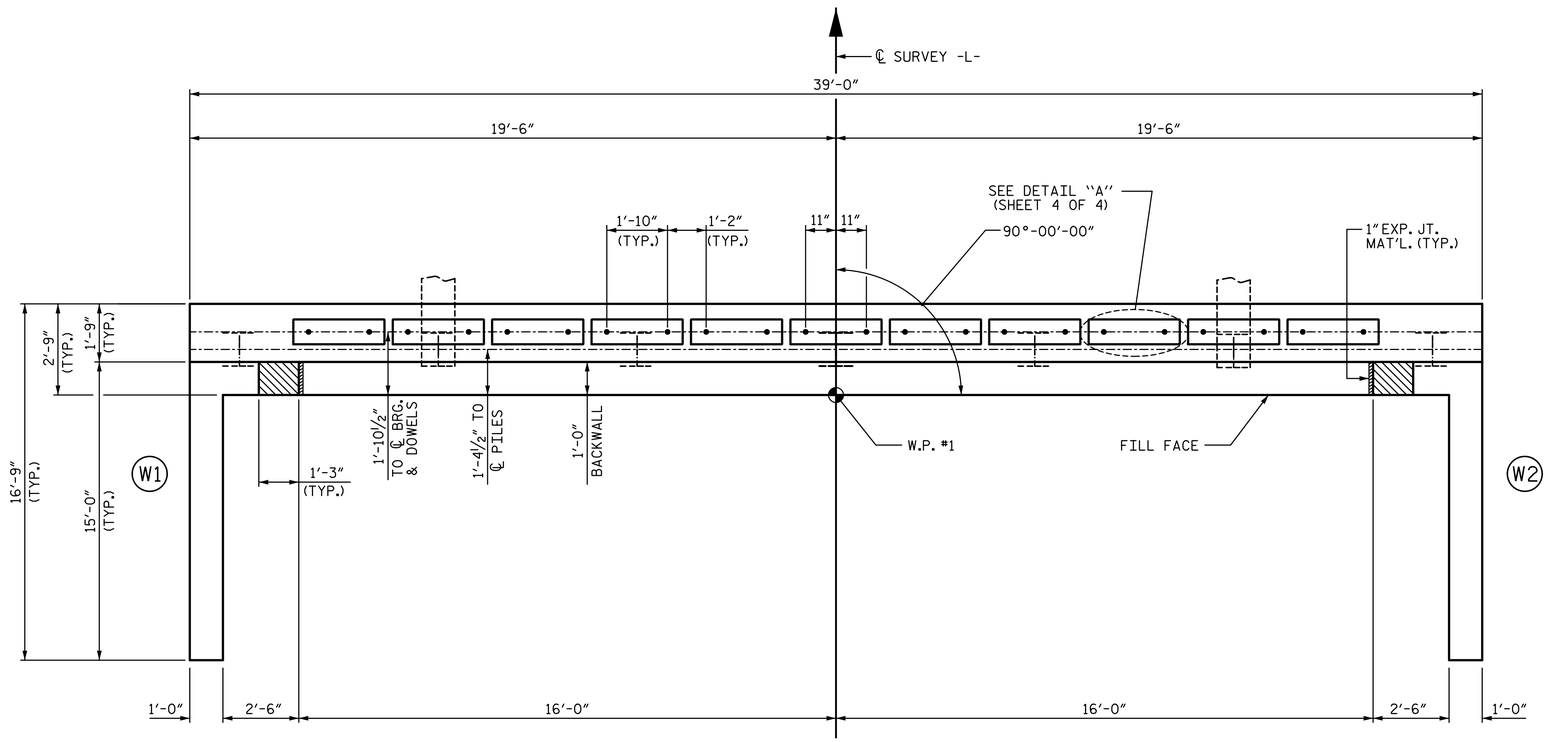
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

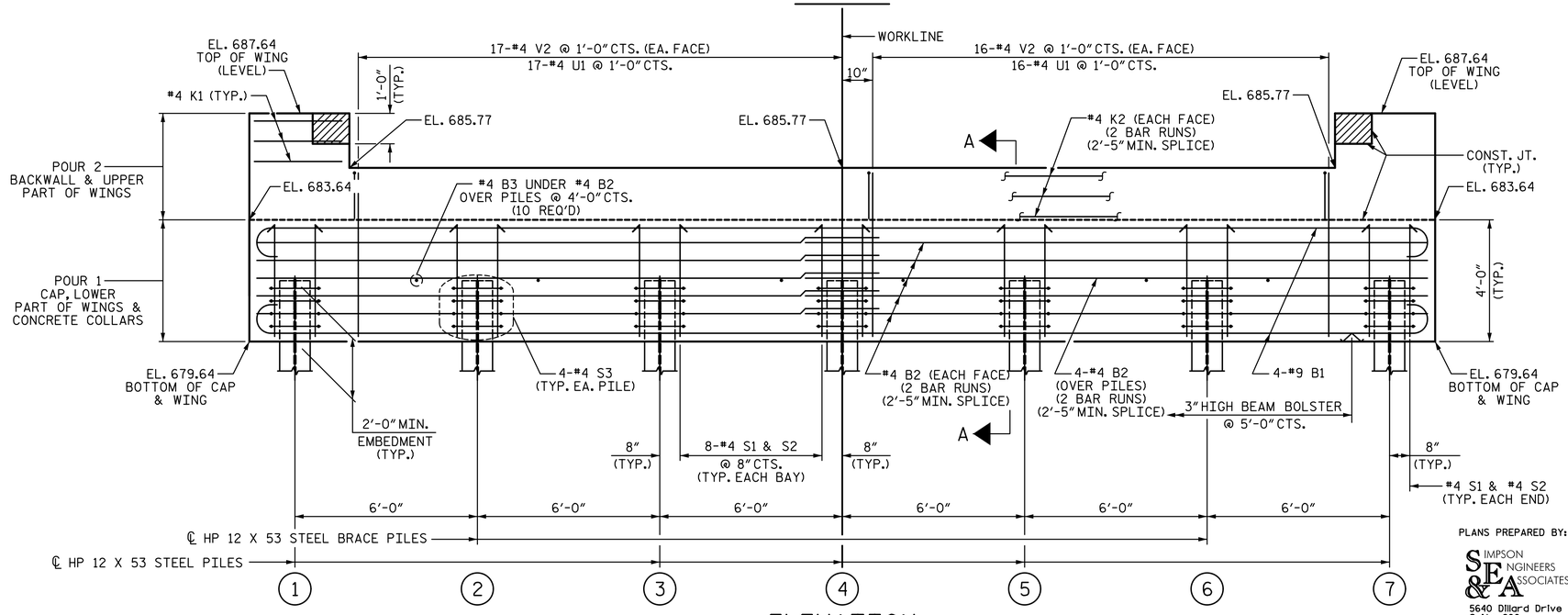
GUARDRAIL ANCHORAGE DETAILS FOR METAL RAILS

DRAWN BY:	T. BANKOVICH	DATE:	2-21
CHECKED BY:	B.S. COX	DATE:	2-21
DESIGN ENGINEER OF RECORD:	B.S. COX	DATE:	2-21

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS
2			4			19



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 CONCRETE PARAPET IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

DRAWN BY: T. BANKOVICH DATE: 2-21
CHECKED BY: B.S. COX DATE: 2-21
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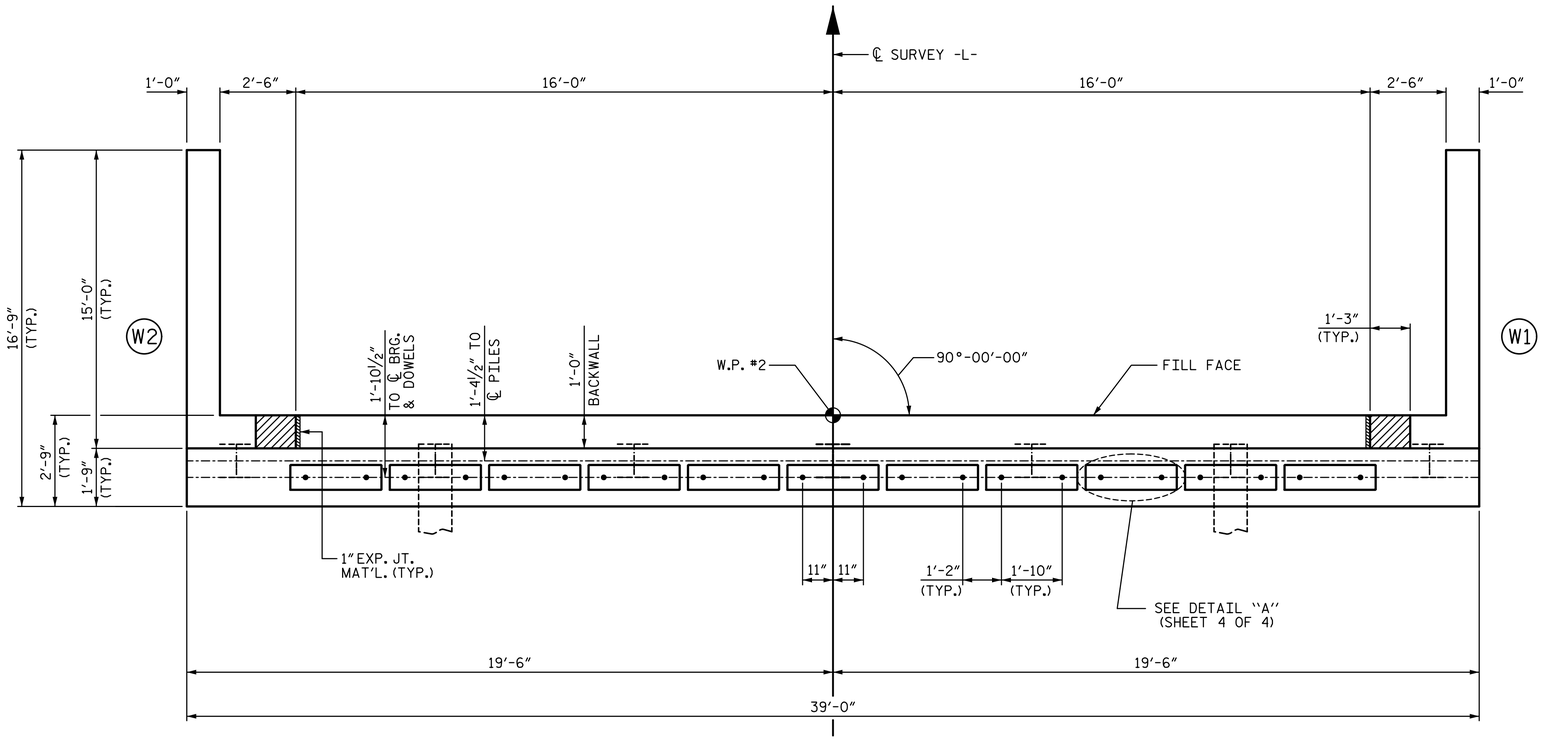
PROJECT NO. 17BP.7.R.138
GUILFORD COUNTY
STATION: 14+25.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE

END BENT 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-13
1			3			TOTAL SHEETS
2			4			19



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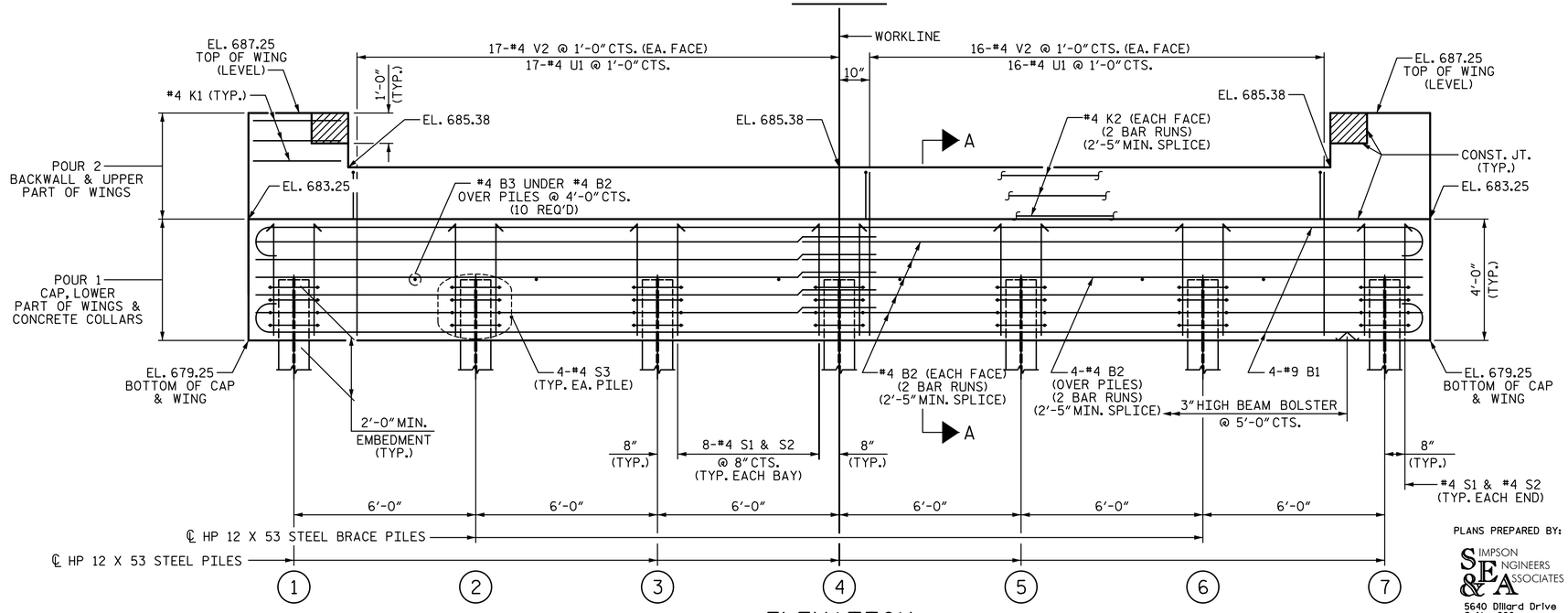

ELEVATION

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 CONCRETE PARAPET IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

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LICENSURE NO. C-2521

NORTH CAROLINA PROFESSIONAL SEAL 11268 ENGINEER BETSY S. COX
8/11/2021

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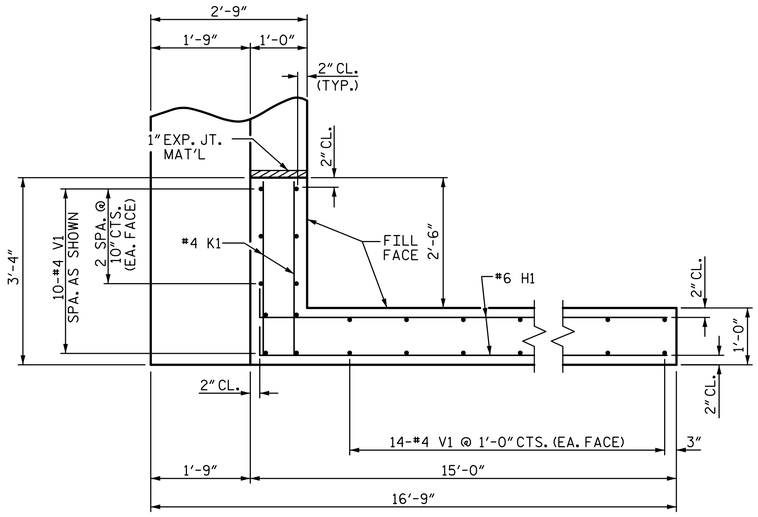
PROJECT NO. 17BP.7.R.138
GUILFORD COUNTY
STATION: 14+25.00 -L-

SHEET 2 OF 4

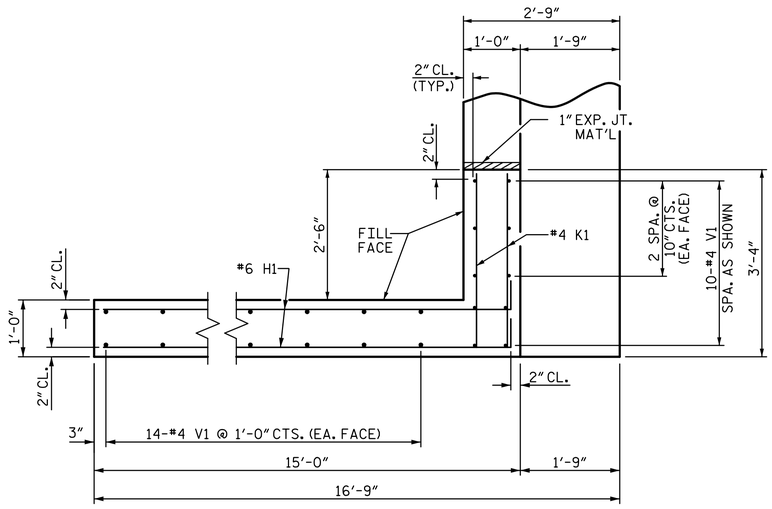
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE

END BENT 2

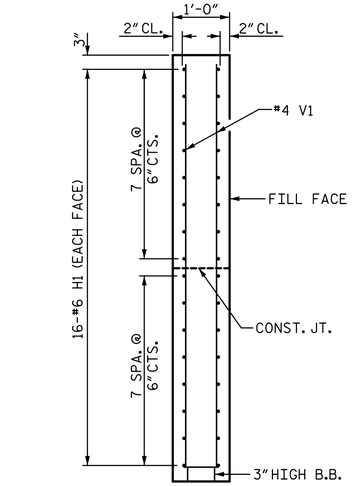
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-14
1			3			TOTAL SHEETS
2			4			19



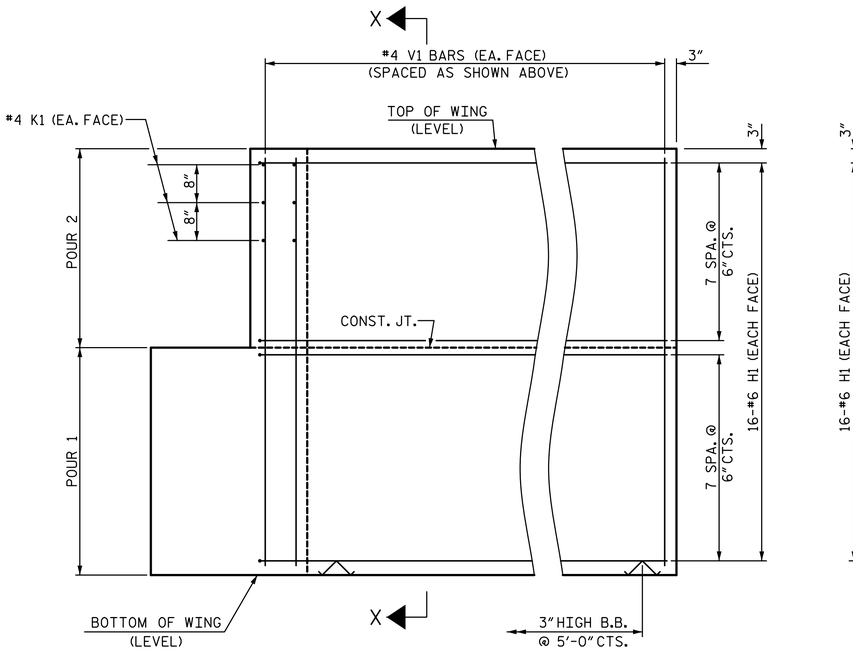
PLAN OF WING (W1)



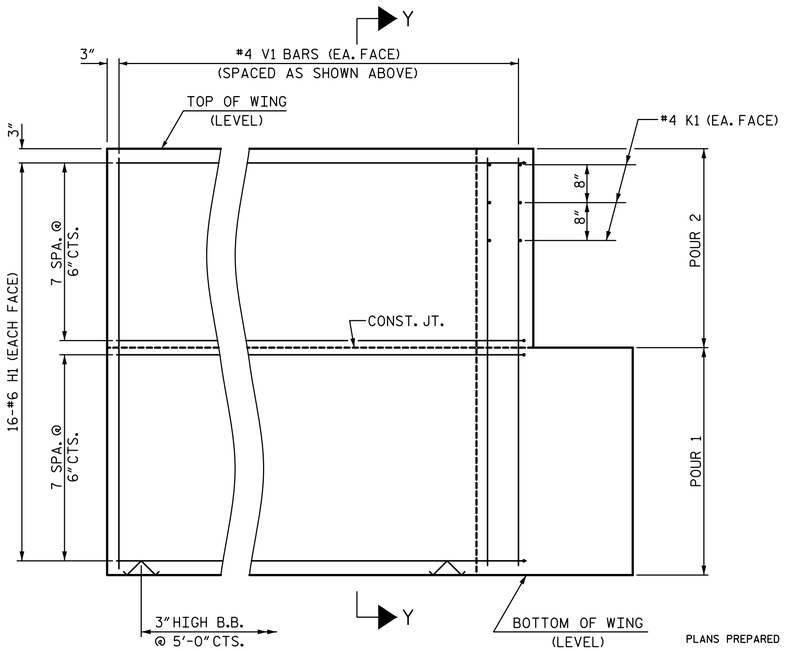
PLAN OF WING (W2)



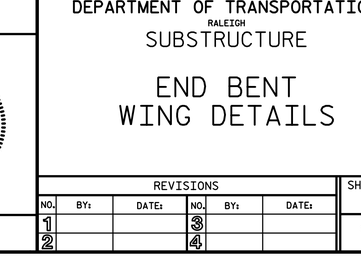
SECTION X-X



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)



SECTION Y-Y

WING DETAILS

DRAWN BY:	T. BANKOVICH	DATE:	2-21
CHECKED BY:	B.S. COX	DATE:	2-21
DESIGN ENGINEER OF RECORD:	B.S. COX	DATE:	2-21

PLANS PREPARED BY:
SIMPSON ENGINEERS & ASSOCIATES
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DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT
WING DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-15
1			3			TOTAL SHEETS
2			4			19

PROJECT NO. 17BP.7.R.138
GUILFORD COUNTY
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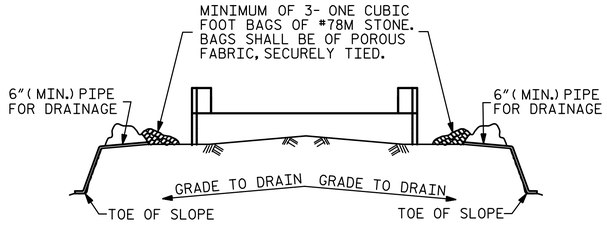
SHEET 3 OF 4

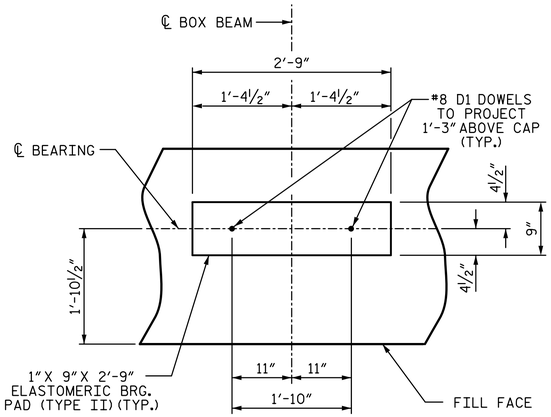


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

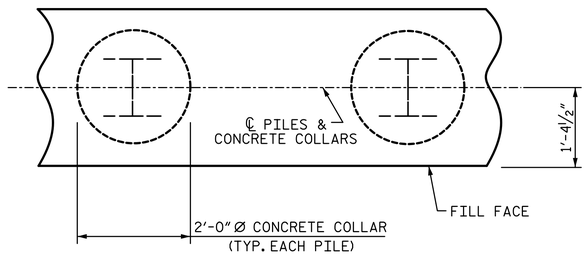
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT

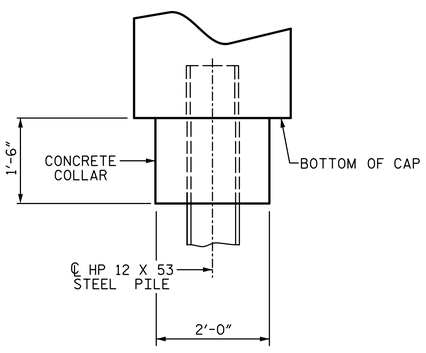


DETAIL ''A''

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



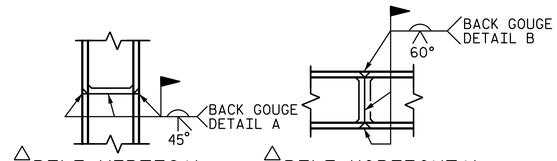
PLAN



ELEVATION

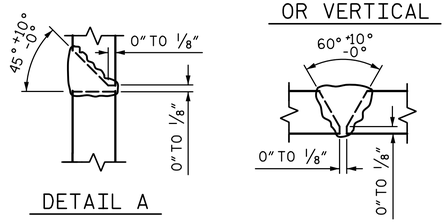
CORROSION PROTECTION FOR STEEL PILES DETAIL

(END BENT 1 SHOWN, END BENT 2 SIMILAR BY ROTATION)



△PILE VERTICAL

△PILE HORIZONTAL OR VERTICAL

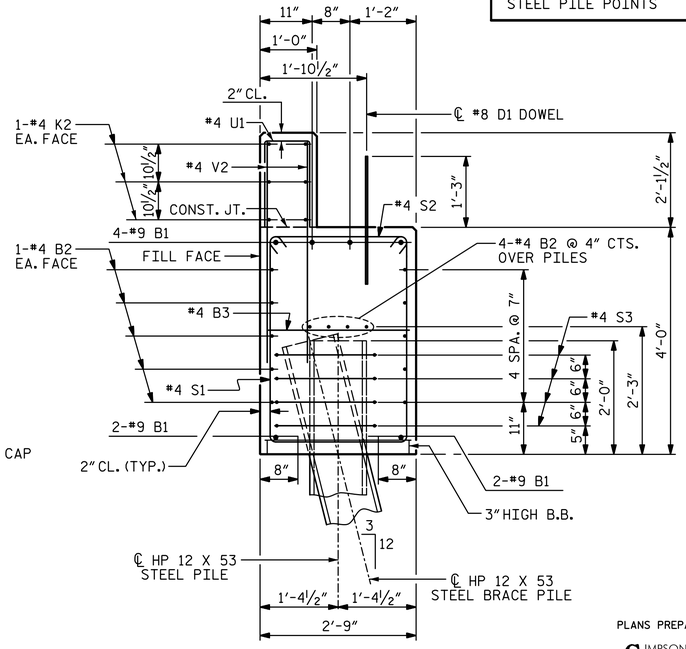


DETAIL A

DETAIL B

△POSITION OF PILE DURING WELDING.

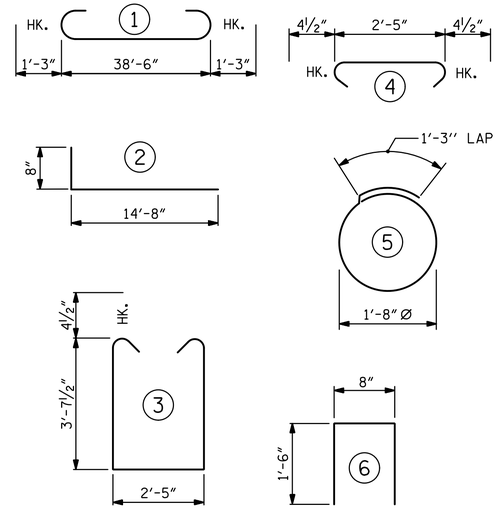
PILE SPLICE DETAILS



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 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES
NO: 7 LIN. FT.= 175	NO: 7 LIN. FT.= 105
PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES NO: 7	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES NO: 7
STEEL PILE POINTS NO: 7	STEEL PILE POINTS NO: 7

BILL OF MATERIAL

FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	41′-0″	1115
B2	28	#4	STR	20′-7″	385
B3	10	#4	STR	2′-5″	16
D1	22	#8	STR	2′-3″	132
H1	64	#6	2	15′-4″	1474
K1	12	#4	STR	3′-1″	25
K2	12	#4	STR	20′-7″	165
S1	50	#4	3	10′-5″	348
S2	50	#4	4	3′-2″	106
S3	28	#4	5	6′-6″	122
U1	33	#4	6	3′-8″	81
V1	76	#4	STR	7′-8″	389
V2	66	#4	STR	5′-9″	254

REINFORCING STEEL (FOR ONE END BENT) 4612 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 21.3 C.Y.

POUR #2 BACKWALL & UPPER PART OF WINGS 7.7 C.Y.

TOTAL CLASS A CONCRETE 29.0 C.Y.

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT 1 & 2 DETAILS

PLANS PREPARED BY:
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8/11/2021

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REVISIONS						SHEET NO.
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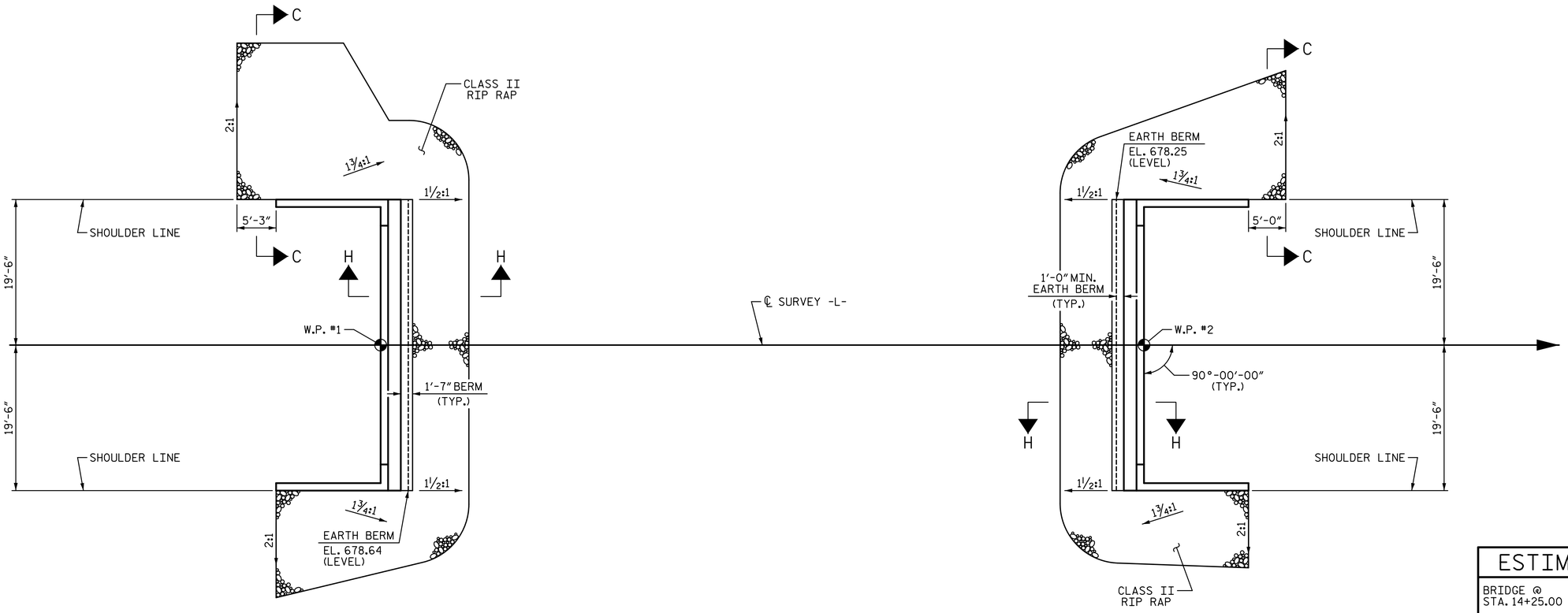
1			3			TOTAL SHEETS
2			4			19

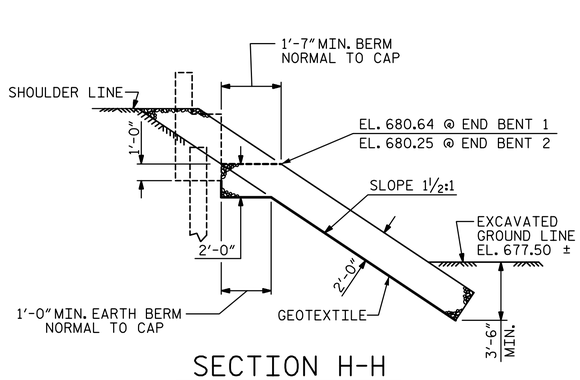
DRAWN BY:	T. BANKOVICH	DATE:	2-21
CHECKED BY:	B.S. COX	DATE:	2-21
DESIGN ENGINEER OF RECORD:	B.S. COX	DATE:	2-21



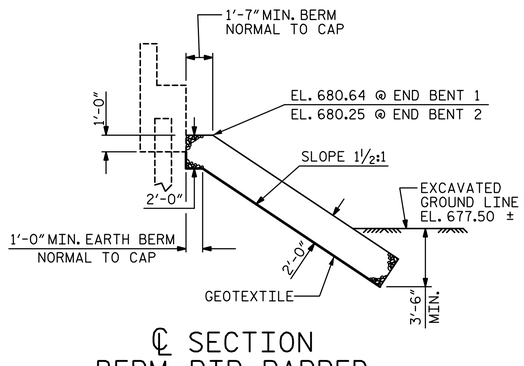
@ END BENT 1

@ END BENT 2

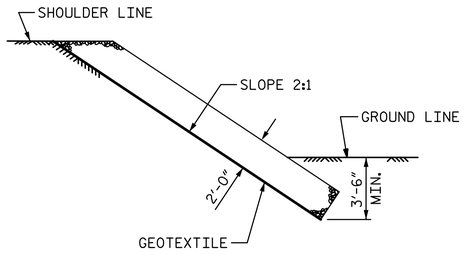
PLAN OF RIP RAP



SECTION H-H



℄ SECTION
BERM RIP RAPPED



SECTION C-C

ESTIMATED QUANTITIES		
BRIDGE @ STA. 14+25.00 -L-	RIP RAP CLASS II (2′-0″ THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	135	150
END BENT 2	125	140

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

DRAWN BY: T. BANKOVICH DATE: 2-21

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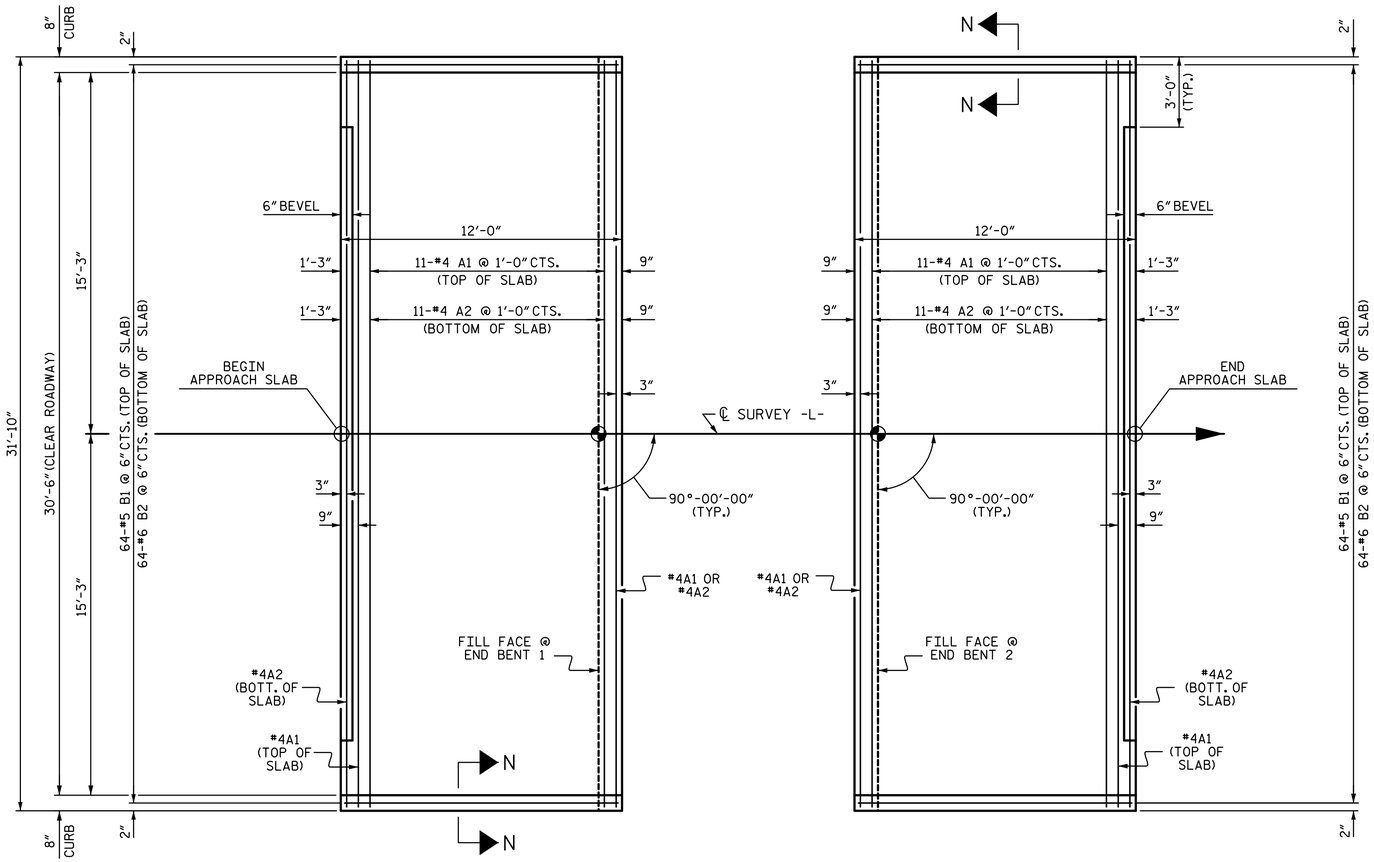
RALEIGH

RIP RAP DETAILS

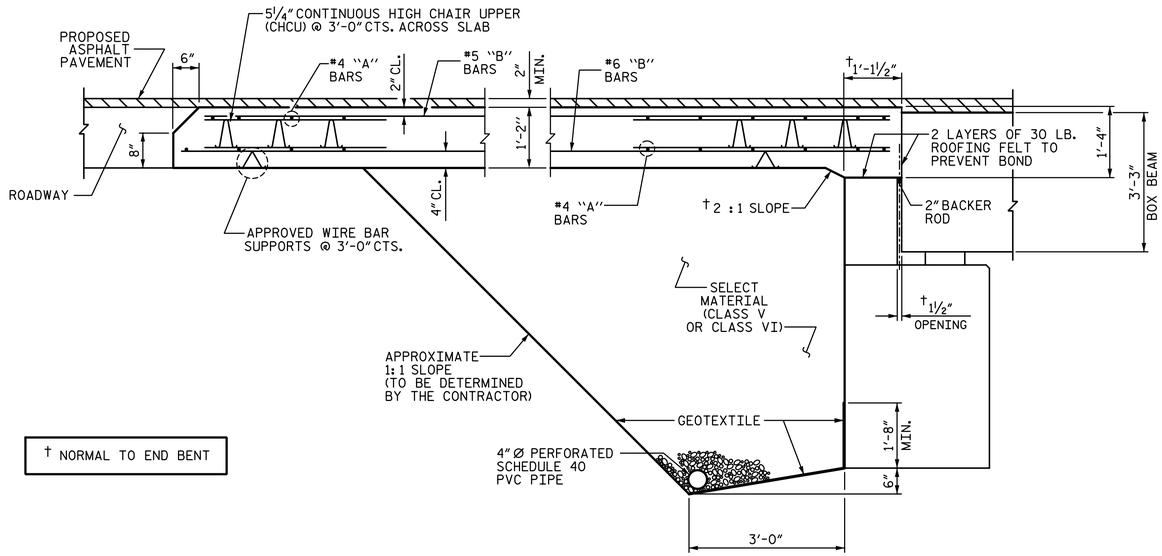
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-17
1			3			TOTAL SHEETS
2			4			19



PLAN @ END BENT 1

PLAN @ END BENT 2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



† NORMAL TO END BENT

SECTION THRU SLAB

(TYPE II - MODIFIED APPROACH FILL)

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.

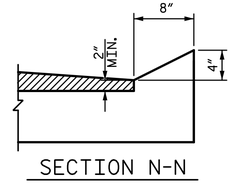
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

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

APPROACH SLAB GROOVING IS NOT REQUIRED.

SPLICE CHART

BAR SIZE	EPOXY COATED	UNCOATED
#4	1'-11"	1'-7"
#5	2'-5"	2'-0"
#6	3'-7"	2'-5"



SECTION N-N

CURB DETAILS

BILL OF MATERIAL

APPROACH SLAB AT EB 1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	13	#4	STR	31'-6"	274
A2	13	#4	STR	31'-6"	274
✳ B1	64	#5	STR	11'-2"	745
B2	64	#6	STR	11'-8"	1121
REINFORCING STEEL				LBS.	1395
✳ EPOXY COATED REINFORCING STEEL				LBS.	1019
CLASS AA CONCRETE				C. Y.	16.7

APPROACH SLAB AT EB 2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✳ A1	13	#4	STR	31'-6"	274
A2	13	#4	STR	31'-6"	274
✳ B1	64	#5	STR	11'-2"	745
B2	64	#6	STR	11'-8"	1121
REINFORCING STEEL				LBS.	1395
✳ EPOXY COATED REINFORCING STEEL				LBS.	1019
CLASS AA CONCRETE				C. Y.	16.7

PROJECT NO. 17BP.7.R.138

GUILFORD COUNTY

STATION: 14+25.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE BOX BEAM UNIT

(SUB-REGIONAL TIER)-90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-18
1			3			TOTAL SHEETS
2			4			19

PLANS PREPARED BY:

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8/11/2021

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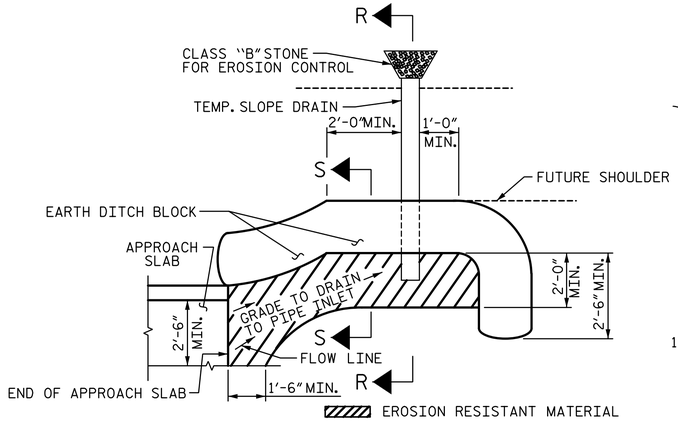
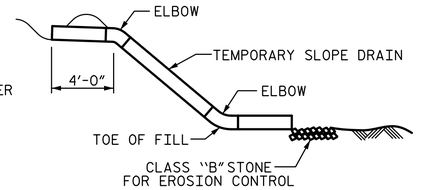
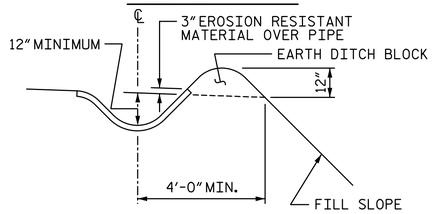


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 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



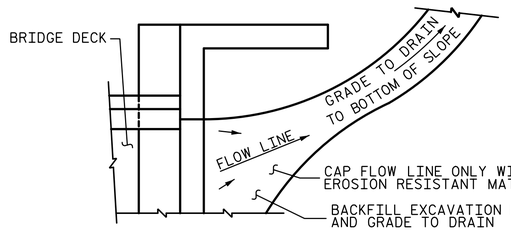
SECTION R-R



SECTION S-S

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.7.R.138

GUILFORD COUNTY

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SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
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BRIDGE APPROACH SLAB DETAILS

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DESIGN ENGINEER OF RECORD: B.S. COX DATE: 2-21

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 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

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