STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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GOVERNOR

ANTHONY J. TATA
SECRETARY

MEMORANDUM TO: Project Engineers
Project Design Engineers

FROM: G. R. Perfetti, P. E.
State Structures Engineer

DATE: August 28, 2014

SUBJECT: REVISIONS TO STANDARD DRAWINGS

The following standard drawings have been revised:

Standard No.	Summary of Revision(s)
PCBB1	• Added a note to prohibit flame cutting of post-tensioning strands. • Added a note specifying a grooved contraction joint in concrete overlays continuous over interior bents to control cracking. Also added reference to the grooved contraction joint on the bent section detail. • Added notes for permitted threaded inserts on the exterior face of exterior box beam units to provide the option of installing falsework for various applications.
PCBB2, PCBB4 & PCBB6	• Added a detail for permitted threaded inserts on the exterior face of exterior box beam units to provide the option of installing falsework for various applications.
PCS1, PCS2 & PCS4	• Added reference to a grooved contraction joint on the bent section detail to control cracking in concrete overlays continuous over interior bents. • Added a detail for permitted threaded inserts on the exterior face of exterior cored slab units to provide the option of installing falsework for various applications.

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PCS3	• Added a note to prohibit flame cutting of post-tensioning strands. • Added a note specifying a grooved contraction joint in concrete overlays continuous over interior bents to control cracking. • Added notes for permitted threaded inserts on the exterior face of exterior cored slab units to provide the option of installing falsework for various applications.
Cored Slab Standard Design Plans	• Added a note to prohibit flame cutting of post-tensioning strands. • Added notes and a detail for permitted threaded inserts on the exterior face of exterior cored slab units to provide the option of installing falsework for various applications. • Modified the spacing of the "S" bars in the barrier rail to avoid interference with the rail expansion joint. • Reduced the asphalt wearing surface thicknesses and the barrier rail heights and modified the camber tables as a result of the new Refined Method for predicting the camber of cored slabs. • Reduced the cap step height detailed on the Bents and modified the Approach Slab concrete quantities to account for the adjustment in the asphalt wearing surface on the bridge.
Box Beam Standard Design Plans	• Added a note to prohibit flame cutting of post-tensioning strands. • Added notes and a detail for permitted threaded inserts on the exterior face of exterior box beam units to provide the option of installing falsework for various applications. • Modified the spacing of the "S" bars in the barrier rail or the location of the rail expansion joint to avoid interference. • Reduced the asphalt wearing surface thicknesses and the barrier rail heights and modified the camber tables as a result of the new Refined Method for predicting the camber of box beams. • Reduced the backwall height detailed on the End Bents to account for the adjustment in the asphalt wearing surface on the bridge.

The Standard drawings, as well as the Cored Slab and Box Beam Standard Design Plans, are available on both the network drive and online.

GRP/DCM/TMG/kaw

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