



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

P.O. BOX 25201 RALEIGH, N.C. 27611-5201

E. NORRIS TOLSON
SECRETARY

MEMORANDUM TO: Project Engineers
Project Design Engineers

FROM: W. J. Rogers, P.E.
State Bridge Design Engineer

DATE: March 31, 1999

SUBJECT: DESIGN MANUAL ERRATA

A compilation of errors in the January 25, 1999 Design Manual is provided below. All holders of the Design Manual are encouraged to correct these errors in their copies accordingly.

Figures include the following designations: an "(m)" indicates that the correction applies to the Metric figure, an "(e)" indicates that the correction applies to the English figure. If no designation is given, the corrections apply to both the Metric and English figures.

Page/Figure Explanation

- Pg. 5-3 The word size should be inserted before bar on the third line of the note for Federal Aid projects.
- Pg. 5-4 The note concerning maintenance of traffic should be revised to delete the word Highway.
- Pg. 6-23 The #13 (#4) 'U', 'S' and top 'K' bars in the continuous for live load bent diaphragms should be spaced at 300mm (12 in) centers.
- Fig. 6-35(e) The chamfer in the "End View" should be changed to 3/4".
- Fig. 6-113 (m) In the "Typical Gusset Plate Connection" and the "Typical Tee To Gusset Plate Connection", the welds on the back side of the gusset plate were deleted; therefore, the dimension and detail to these welds should also be removed.
- Fig. 6-113(e) In the "Typical Gusset Plate Connection" and the "Typical Tee To Gusset Plate Connection", the welds on the back side of the gusset plate should be deleted, and the dimension and detail to these welds should be removed.
- Fig. 6-116 In the notes, the 45mm (1¾") dimension should be a minimum.
- Pg. 7-15 The note concerning the construction joint in drilled piers should be corrected to match that of page 5-7.
- Fig. 7-2 In the "Level Cap" view, the clear dimension to the stirrups on the left end should be from the top of the cap.
- Fig. 7-9 The masonry plate and elastomeric bearing were incorrectly shown to interfere with the backwall.
- Fig. 7-11(m) The diameter of the drainage pipes should be 152mm.
- Fig. 7-13 In "Section X-X", the Fill Face is shown on the wrong side of the wing.
- Fig. 7-18 The Lateral Guide is incorrectly referred to as a Retainer Block.
- Fig. 7-21 The batter shown for interior bents is inconsistent with that described on page 7-10. The correct batter is 125mm per 1000mm (1½" per foot).
- Fig. 7-22 The batter shown for interior bents is inconsistent with that described on page 7-10. The correct batter is 125mm per 1000mm (1½" per foot).
- Pg. 9-10 Revise the second note by replacing bridge with structure after proposed in the third sentence.
- Fig. 9-9(e) The "Section Thru Top Slab" view should be converted to English units.
- Fig. 10-7 In the "Example", the second sentence should reference Figure 10-4 in lieu of Figure 10-5.
- Fig. 10-11(e) The length after the turn should be 2½" in the 180° hook detail.

WJR/RDR/ts



[Back to Structures Main Page](#)
Last Updated: 3/31/99 by: Steven Rackley
[E-mail Structure Design](#)