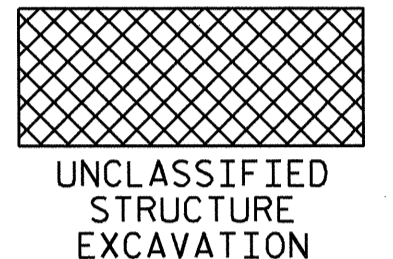
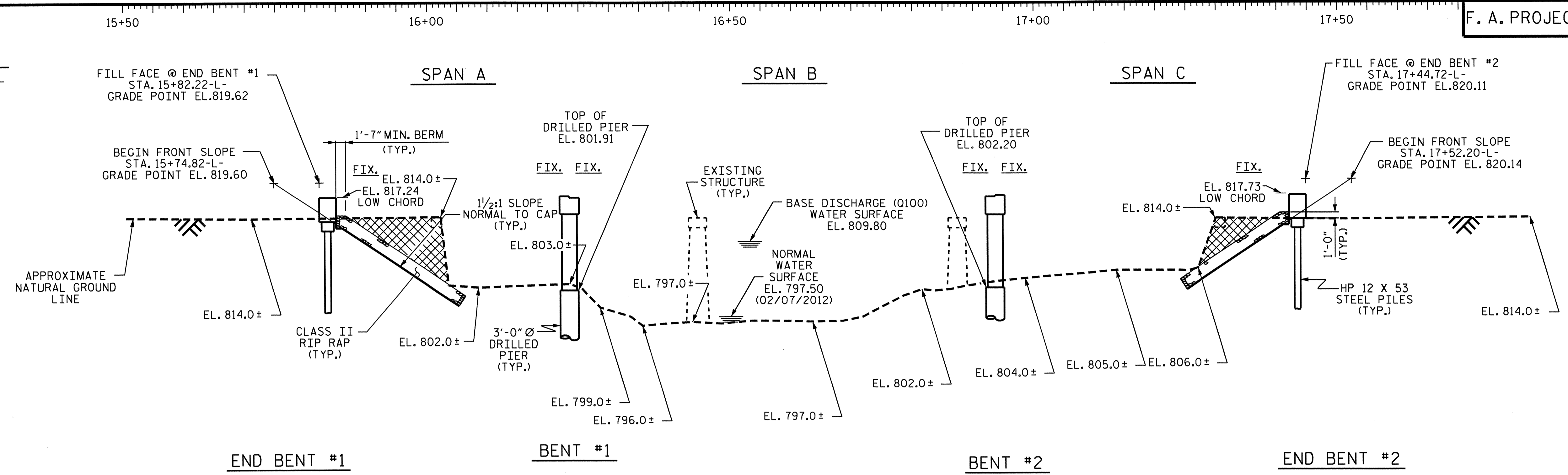
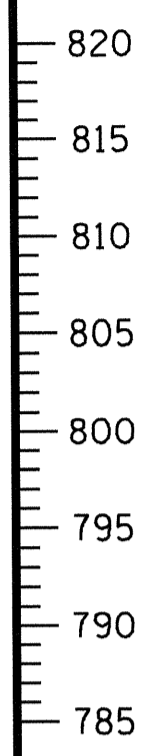


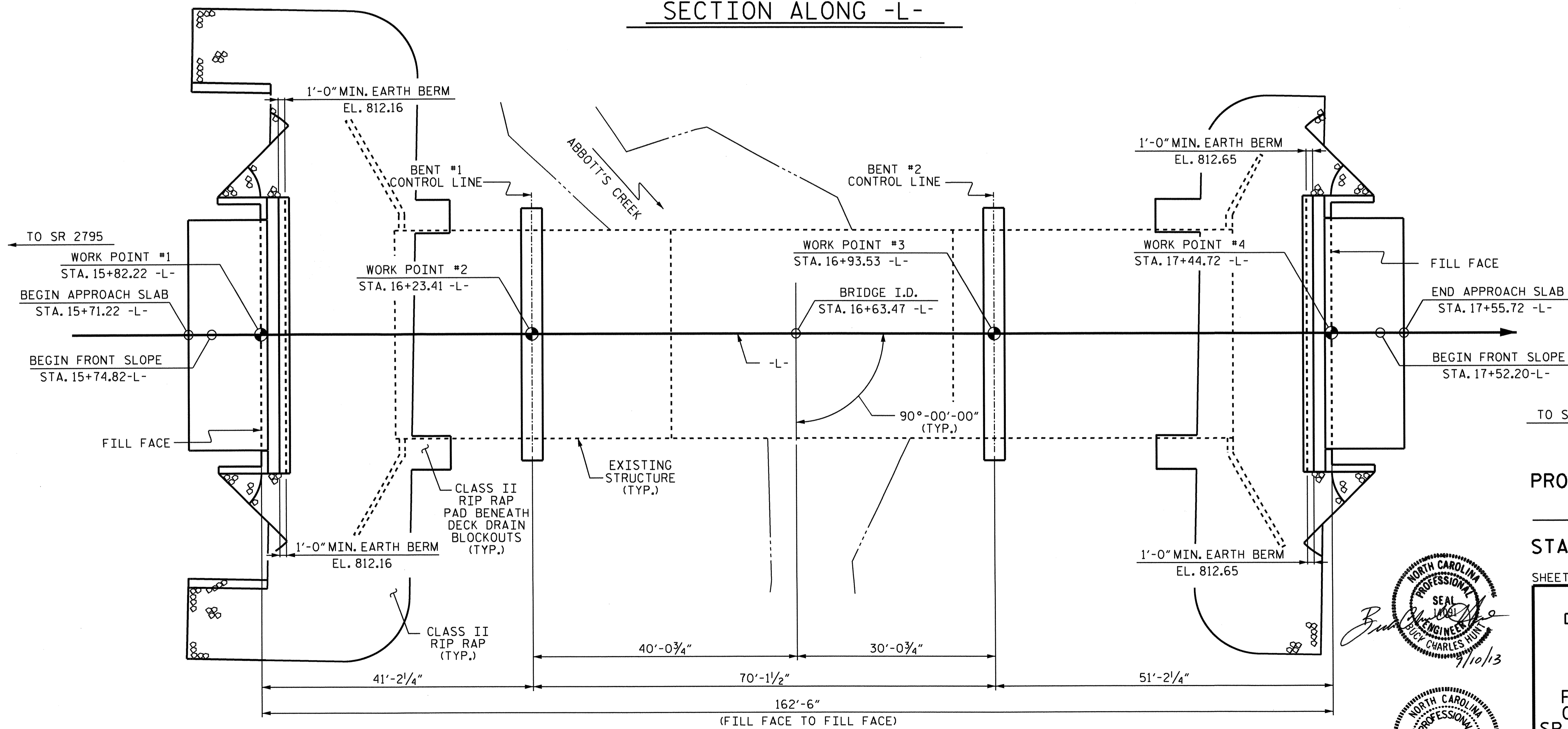
GRADE DATA

PI= STA. 13+15.00-L-
EL.= 818.80
VC= 530'

-5.1851% +0.3053%



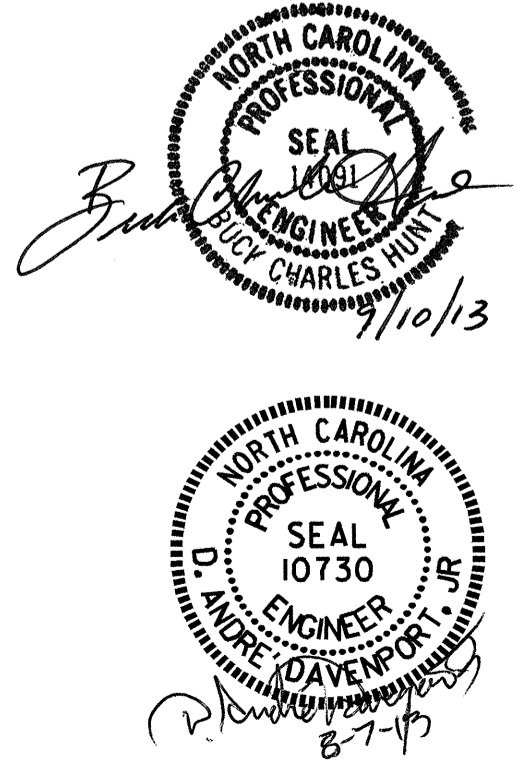
SECTION ALONG -L-



I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS.

PLAN
(PILES NOT SHOWN)

PROJECT NO. B-5107
FORSYTH COUNTY
STATION: 16+63.47-L-



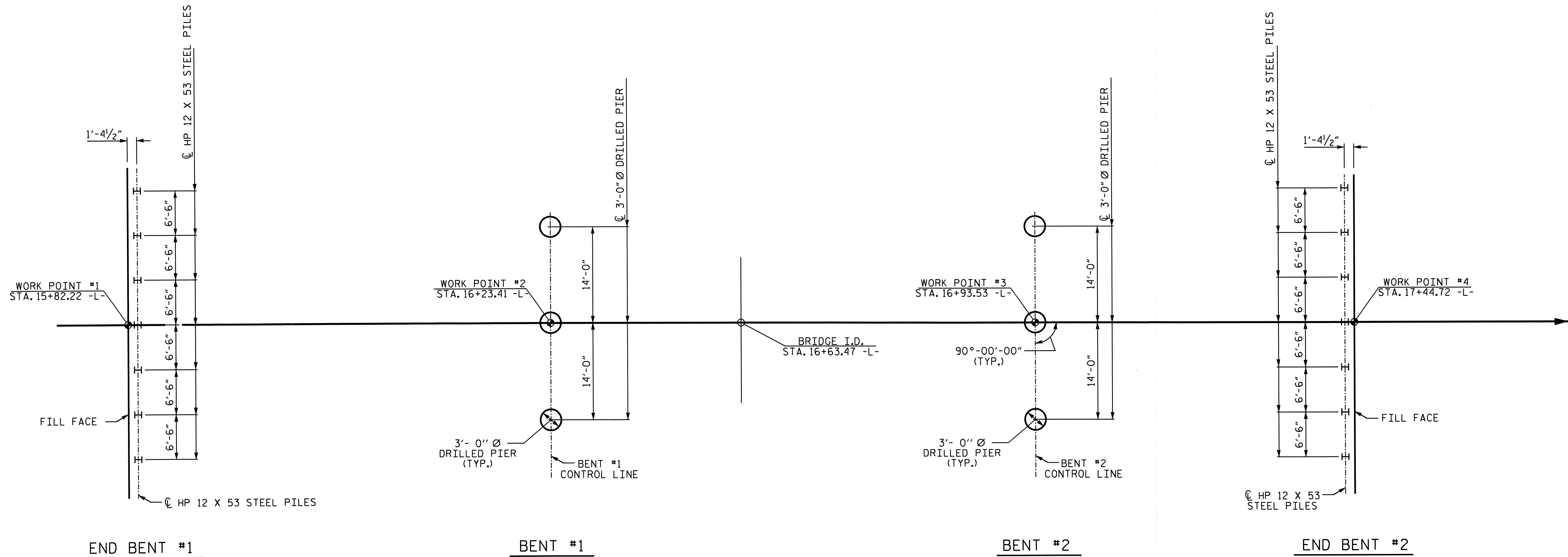
SHEET 1 OF 3 REPLACES BRIDGE #34

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER ABBOTT'S CREEK ON SR 1003 BETWEEN SR 2795 (SERENITY POINTE RD.) AND SR 2622 (PINE MEADOW RD.)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS 24
2			4			

DRAWN BY : D.A. DAVENPORT DATE : 03/01/12
CHECKED BY : R.P. PATEL DATE : 3/22/13
DESIGN ENGINEER
OF RECORD: D.A. DAVENPORT DATE : 04/11/13



FOUNDATION LAYOUT

DIMENSIONS LOCATING PILES ARE TO PILE CENTERLINE

NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT #1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 65 TONS PER PILE.

DRIVE PILES AT END BENT #1 TO A REQUIRED DRIVING RESISTANCE OF 108 TONS PER PILE.

FOR DRILLED PIERS, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.

DRILLED PIERS AT BENT #1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 395 TONS PER PIER. CHECK FIELD CONDITIONS FOR THE REQUIRED TIP RESISTANCE OF 30 TSF.

PERMANENT STEEL CASING MAY BE REQUIRED FOR DRILLED PIERS AT BENT #1. IF REQUIRED, DO NOT EXTEND PERMANENT CASINGS BELOW ELEVATION 792.0 WITHOUT PRIOR APPROVAL FROM THE ENGINEER. THE ENGINEER WILL DETERMINE THE NEED FOR PERMANENT STEEL CASING.

INSTALL DRILLED PIERS AT BENT #1 THAT EXTEND TO AN ELEVATION NO HIGHER THAN EL. 756.0 (LT.), 754.0 (CTR.) & 752.0 (RT.) AND SATISFY THE REQUIRED TIP RESISTANCE.

THE SCOUR CRITICAL ELEVATION FOR BENT #1 IS EL. 781.5 (LT.), 776.8 (CTR.) & 772.0 (RT.). THE SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

DRILLED PIERS AT BENT #2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 470 TONS PER PIER. CHECK FIELD CONDITIONS FOR THE REQUIRED TIP RESISTANCE OF 40 TSF.

PERMANENT STEEL CASING MAY BE REQUIRED FOR DRILLED PIERS AT BENT #2. IF REQUIRED, DO NOT EXTEND PERMANENT CASINGS BELOW ELEVATION 792.0 WITHOUT PRIOR APPROVAL FROM THE ENGINEER. THE ENGINEER WILL DETERMINE THE NEED FOR PERMANENT STEEL CASING.

INSTALL DRILLED PIERS AT BENT #2 THAT EXTEND TO AN ELEVATION NO HIGHER THAN EL. 784.0 (LT.), 774.0 (CTR.) & 764.0 (RT.) SATISFY THE REQUIRED TIP RESISTANCE AND HAVE A PENETRATION OF AT LEAST 6 FEET INTO ROCK AS DEFINED BY ARTICLE 411-1 OF THE STANDARD SPECIFICATIONS.

THE SCOUR CRITICAL ELEVATION FOR BENT #2 IS EL. 790.0 (LT.), 785.0 (CTR.) & 780.0 (RT.). THE SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

SID INSPECTIONS MAY BE REQUIRED FOR DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR SID INSPECTIONS. FOR SID INSPECTIONS, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.

CSL TUBES ARE REQUIRED AND CSL TESTING MAY BE REQUIRED FOR THE DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR CSL TESTING. FOR CSL TESTING, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.

SPT MAY BE REQUIRED FOR DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR SPT. FOR SPT TESTING, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.

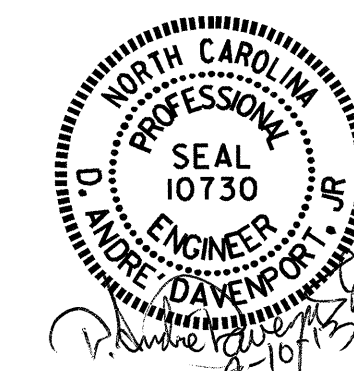
PILES AT END BENT #2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 75 TONS PER PILE.

DRIVE PILES AT END BENT #2 TO A REQUIRED DRIVING RESISTANCE OF 125 TONS PER PILE.

STEEL H-PILE POINTS ARE REQUIRED FOR STEEL H-PILES AT END BENT #2. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PROJECT NO. B-5107
FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 2 OF 3

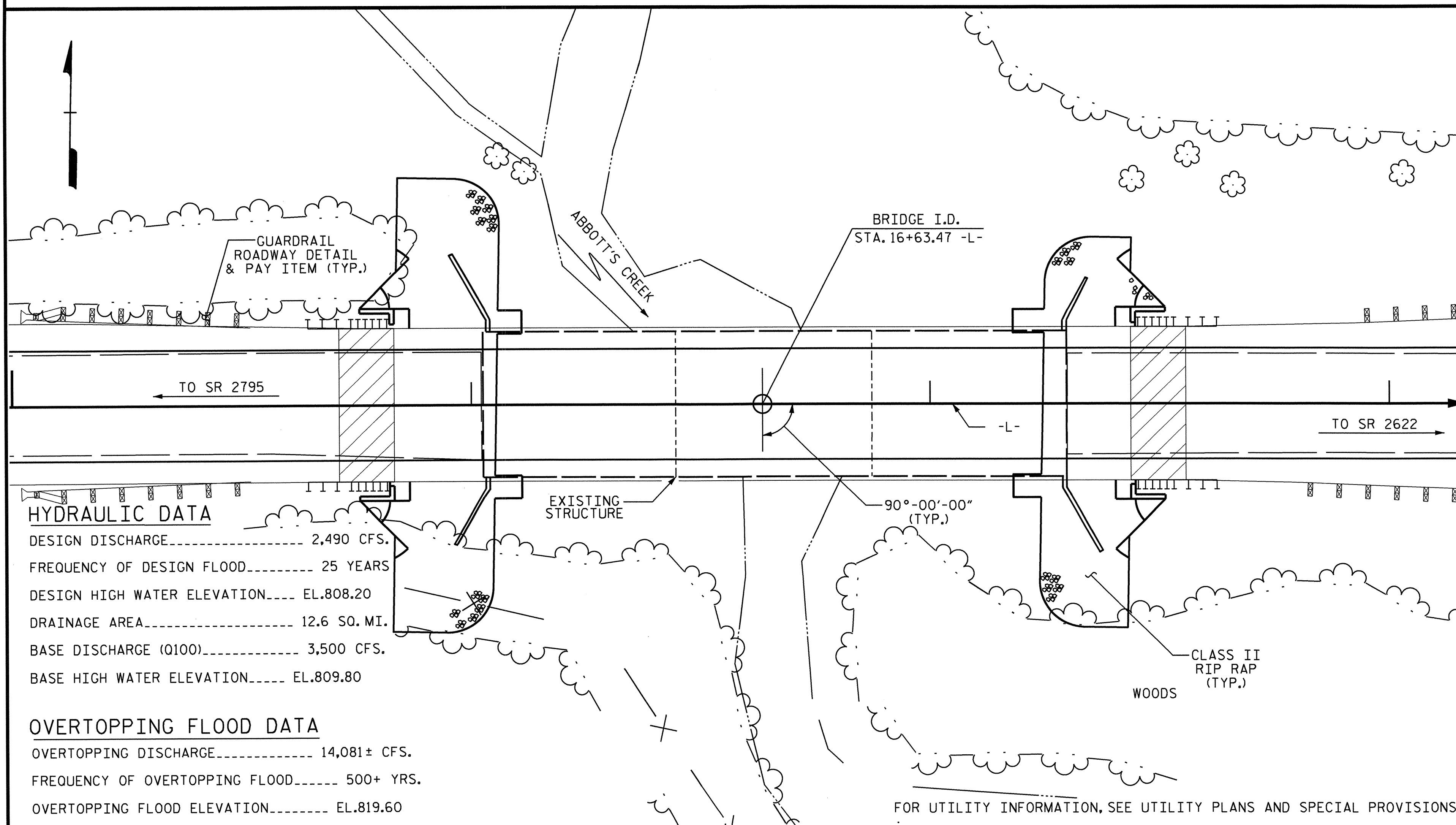


STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE OVER ABBOTT'S CREEK ON SR 1003 BETWEEN SR 2795 (SERENITY POINT RD.) AND SR 2622 (PINE MEADOW RD.)

DRAWN BY: D.A. DAVENPORT DATE: 03/05/12
 CHECKED BY: R.P. PATEL DATE: 3/22/13
 DESIGN ENGINEER
 OF RECORD: D.A. DAVENPORT DATE: 04/11/13

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			24

BENCHMARK #2: RAILROAD SPIKE IN ROOT OF 24" Ø MAPLE TREE, 263' LEFT OF STA. 16+77.20-L-, EL. 804.85



LOCATION SKETCH

HYDRAULIC DATA
 DESIGN DISCHARGE..... 2,490 CFS.
 FREQUENCY OF DESIGN FLOOD..... 25 YEARS
 DESIGN HIGH WATER ELEVATION..... EL.808.20
 DRAINAGE AREA..... 12.6 SQ. MI.
 BASE DISCHARGE (Q100)..... 3,500 CFS.
 BASE HIGH WATER ELEVATION..... EL.809.80

OVERTOPPING FLOOD DATA
 OVERTOPPING DISCHARGE..... 14,081± CFS.
 FREQUENCY OF OVERTOPPING FLOOD..... 500+ YRS.
 OVERTOPPING FLOOD ELEVATION..... EL.819.60

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

NOTES

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.

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

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

THE EXISTING STRUCTURE CONSISTING OF 3 SIMPLE SPANS, 1 AT 42'-3", 1 AT 42'-6" AND 1 AT 42'-3", REINFORCED CONCRETE DECK GIRDERS WIDENED WITH REINFORCED CONCRETE DECK ON I-BEAMS WITH A 2 1/2" ASPHALT WEARING SURFACE; CLEAR ROADWAY WIDTH OF 31.8 FT. ON REINFORCED CONCRETE FULL HEIGHT ABUTMENTS WITH STEEL CAP AND PILE CRUTCHES, INTERIOR BENTS ARE REINFORCED CONCRETE POST AND WEB, LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT.

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.

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.

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

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 16+63.47 -L-."

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA OF S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 25 FT. EACH SIDE OF 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.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE PAVEMENT MARKING PLANS AND SHALL PROVIDE FOR BICYCLES.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE I.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	3'-0" DIA. DRILLED PIERS IN SOIL	3'-0" DIA. DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 3'-0" Ø DRILLED PIERS	SID INSPECTION	SPT TESTING	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	TWO BAR METAL RAIL	1'-2" X 2'-11" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS		3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		
													NO.	LIN. FT.							LUMP SUM	NO.	LIN. FT.	NO.	LIN. FT.
SUPERSTRUCTURE																305.00	320.50				LUMP SUM	24	1080.00	12	840.00
END BENT NO. 1									22.8		2808			7	315				250	280					
BENT NO. 1		107.75	36.00	33					20.9		14673	3075													
BENT NO. 2		50.75	34.00	34					20.9		11526	2089													
END BENT NO. 2									22.8		2808			7	245	7			180	200					
TOTAL	LUMP SUM	158.50	70.00	67	2	2	1	LUMP SUM	87.4	LUMP SUM	31815	5164	14	560	7	305.00	320.50	430	480	LUMP SUM	24	1080.00	12	840.00	

PROJECT NO. B-5107

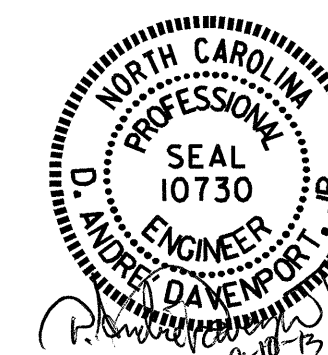
FORSYTH COUNTY

STATION: 16+63.47-L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE OVER ABBOTT'S CREEK ON SR 1003 BETWEEN SR 2795 (SERENITY POINTE RD.) AND SR 2622 (PINE MEADOW RD.)



DRAWN BY: D.A. DAVENPORT DATE: 03/02/12
 CHECKED BY: R.P. PATEL DATE: 3/22/13
 DESIGN ENGINEER
 OF RECORD: D.A. DAVENPORT DATE: 04/11/13

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS 24
2			4			

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	1.319	--	1.75	0.278	1.76	40'	EL	19.5	0.549	1.32	40'	EL	1.95	0.80	0.278	1.55	40'	EL	19.5		
	HL-93(0pr)	N/A	--	1.709	--	1.35	0.278	2.28	40'	EL	19.5	0.549	1.71	40'	EL	1.95	N/A	--	--	--	--	--		
	HS-20(Inv)	36.000	②	1.540	55.449	1.75	0.278	2.21	40'	EL	19.5	0.549	1.54	40'	EL	1.95	0.80	0.278	1.94	40'	EL	19.5		
	HS-20(0pr)	36.000	--	1.997	71.878	1.35	0.278	2.86	40'	EL	19.5	0.549	2	40'	EL	1.95	N/A	--	--	--	--	--		
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.606	48.687	1.4	0.278	5.1	40'	EL	19.5	0.549	4.13	40'	EL	1.95	0.80	0.278	3.61	40'	EL	19.5	
		SNGARBS2	20.000	--	2.964	59.289	1.4	0.278	4.19	40'	EL	15.6	0.549	3.07	40'	EL	1.95	0.80	0.278	2.96	40'	EL	19.5	
		SNAGRIS2	22.000	--	2.906	63.929	1.4	0.278	4.09	40'	EL	15.6	0.549	2.91	40'	EL	1.95	0.80	0.278	2.92	40'	EL	15.6	
		SNCOTTS3	27.250	--	1.803	49.125	1.4	0.278	2.55	40'	EL	19.5	0.549	2.07	40'	EL	1.95	0.80	0.278	1.80	40'	EL	19.5	
		SNAGGRS4	34.925	--	1.623	56.667	1.4	0.278	2.29	40'	EL	19.5	0.549	1.82	40'	EL	1.95	0.80	0.278	1.62	40'	EL	19.5	
		SNS5A	35.550	--	1.578	56.107	1.4	0.278	2.23	40'	EL	19.5	0.549	1.9	40'	EL	1.95	0.80	0.278	1.58	40'	EL	19.5	
		SNS6A	39.950	--	1.502	59.992	1.4	0.278	2.12	40'	EL	19.5	0.549	1.77	40'	EL	1.95	0.80	0.278	1.50	40'	EL	19.5	
	SNS7B	42.000	③	1.432	60.149	1.4	0.278	2.02	40'	EL	19.5	0.549	1.81	40'	EL	1.95	0.80	0.278	1.43	40'	EL	19.5		
	TTST	TNAGRIT3	33.000	--	1.848	60.976	1.4	0.278	2.61	40'	EL	19.5	0.549	2.08	40'	EL	1.95	0.80	0.278	1.85	40'	EL	19.5	
		TNT4A	33.075	--	1.872	61.901	1.4	0.278	2.65	40'	EL	19.5	0.549	1.98	40'	EL	1.95	0.80	0.278	1.87	40'	EL	19.5	
		TNT6A	41.600	--	1.587	66.032	1.4	0.278	2.24	40'	EL	19.5	0.549	1.94	40'	EL	1.95	0.80	0.278	1.59	40'	EL	19.5	
		TNT7A	42.000	--	1.627	68.354	1.4	0.278	2.3	40'	EL	19.5	0.549	1.79	40'	EL	1.95	0.80	0.278	1.63	40'	EL	19.5	
		TNT7B	42.000	--	1.664	69.888	1.4	0.278	2.35	40'	EL	19.5	0.549	1.72	40'	EL	1.95	0.80	0.278	1.66	40'	EL	19.5	
		TNAGRIT4	43.000	--	1.619	69.61	1.4	0.278	2.28	40'	EL	15.6	0.549	1.65	40'	EL	1.95	0.80	0.278	1.62	40'	EL	19.5	
TNAGT5A		45.000	--	1.498	67.412	1.4	0.278	2.12	40'	EL	19.5	0.549	1.71	40'	EL	1.95	0.80	0.278	1.50	40'	EL	19.5		
TNAGT5B	45.000	--	1.455	65.486	1.4	0.278	2.06	40'	EL	19.5	0.549	1.56	40'	EL	1.95	0.80	0.278	1.46	40'	EL	19.5			

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ_{DC}	γ_{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

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

COMMENTS:

- 1.
- 2.
- 3.
- 4.

① CONTROLLING LOAD RATING

① DESIGN LOAD RATING (HL-93)

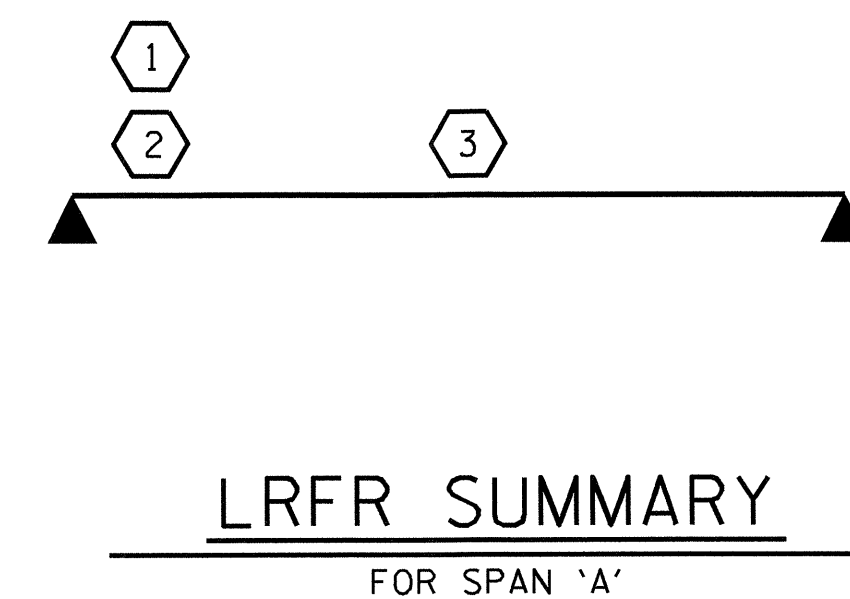
② DESIGN LOAD RATING (HS-20)

③ LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

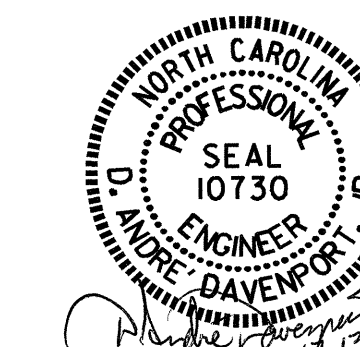
GIRDER LOCATION

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



PROJECT NO. B-5107
FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 1 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 LRFR SUMMARY FOR
 40' CORED SLAB UNIT
 90° SKEW
 (NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			26

ASSEMBLED BY : D.A. DAVENPORT DATE : 03/05/12
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : CVC 6/10
 CHECKED BY : DNS 6/10

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								
						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	1.006	--	1.75	0.273	1.03	70'	EL	34.5	0.507	1.32	70'	EL	6.9	0.80	0.273	1.01	70'	EL	34.5		
	HL-93(0pr)	N/A	--	1.341	--	1.35	0.273	1.34	70'	EL	34.5	0.507	1.72	70'	EL	6.9	N/A	--	--	--	--	--		
	HS-20(Inv)	36.000	②	1.306	47.02	1.75	0.273	1.34	70'	EL	34.5	0.507	1.65	70'	EL	6.9	0.80	0.273	1.31	70'	EL	34.5		
	HS-20(0pr)	36.000	--	1.74	62.64	1.35	0.273	1.74	70'	EL	34.5	0.507	2.14	70'	EL	6.9	N/A	--	--	--	--	--		
LEGAL LOAD RATING	SV	SNSH	13.500	--	2.917	39.379	1.4	0.273	3.75	70'	EL	34.5	0.507	4.87	70'	EL	6.9	0.80	0.273	2.92	70'	EL	34.5	
		SNGARBS2	20.000	--	2.187	43.741	1.4	0.273	2.81	70'	EL	34.5	0.507	3.47	70'	EL	6.9	0.80	0.273	2.19	70'	EL	34.5	
		SNAGRIS2	22.000	--	2.077	45.69	1.4	0.273	2.67	70'	EL	34.5	0.507	3.23	70'	EL	6.9	0.80	0.273	2.08	70'	EL	34.5	
		SNCOTTS3	27.250	--	1.452	39.565	1.4	0.273	1.87	70'	EL	34.5	0.507	2.43	70'	EL	6.9	0.80	0.273	1.45	70'	EL	34.5	
		SNAGGRS4	34.925	--	1.218	42.554	1.4	0.273	1.57	70'	EL	34.5	0.507	2.03	70'	EL	6.9	0.80	0.273	1.22	70'	EL	34.5	
		SNS5A	35.550	--	1.191	42.346	1.4	0.273	1.53	70'	EL	34.5	0.507	2.06	70'	EL	6.9	0.80	0.273	1.19	70'	EL	34.5	
		SNS6A	39.950	--	1.095	43.747	1.4	0.273	1.41	70'	EL	34.5	0.507	1.88	70'	EL	6.9	0.80	0.273	1.10	70'	EL	34.5	
	SNS7B	42.000	--	1.043	43.801	1.4	0.273	1.34	70'	EL	34.5	0.507	1.85	70'	EL	6.9	0.80	0.273	1.04	70'	EL	34.5		
	TTST	TNAGRIT3	33.000	--	1.336	44.087	1.4	0.273	1.72	70'	EL	34.5	0.507	2.23	70'	EL	6.9	0.80	0.273	1.34	70'	EL	34.5	
		TNT4A	33.075	--	1.342	44.401	1.4	0.273	1.72	70'	EL	34.5	0.507	2.17	70'	EL	6.9	0.80	0.273	1.34	70'	EL	34.5	
		TNT6A	41.600	--	1.1	45.746	1.4	0.273	1.41	70'	EL	34.5	0.507	1.98	70'	EL	6.9	0.80	0.273	1.10	70'	EL	34.5	
		TNT7A	42.000	--	1.106	46.462	1.4	0.273	1.42	70'	EL	34.5	0.507	1.94	70'	EL	6.9	0.80	0.273	1.11	70'	EL	34.5	
		TNT7B	42.000	--	1.147	48.18	1.4	0.273	1.47	70'	EL	34.5	0.507	1.8	70'	EL	6.9	0.80	0.273	1.15	70'	EL	34.5	
		TNAGRIT4	43.000	--	1.089	46.838	1.4	0.273	1.4	70'	EL	34.5	0.507	1.74	70'	EL	6.9	0.80	0.273	1.09	70'	EL	34.5	
TNAGT5A		45.000	--	1.026	46.175	1.4	0.273	1.32	70'	EL	34.5	0.507	1.74	70'	EL	6.9	0.80	0.273	1.03	70'	EL	34.5		
TNAGT5B	45.000	③	1.013	45.579	1.4	0.273	1.3	70'	EL	34.5	0.507	1.66	70'	EL	6.9	0.80	0.273	1.01	70'	EL	34.5			

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ _{DC}	γ _{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

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

COMMENTS:

- 1.
- 2.
- 3.
- 4.

CONTROLLING LOAD RATING

① DESIGN LOAD RATING (HL-93)

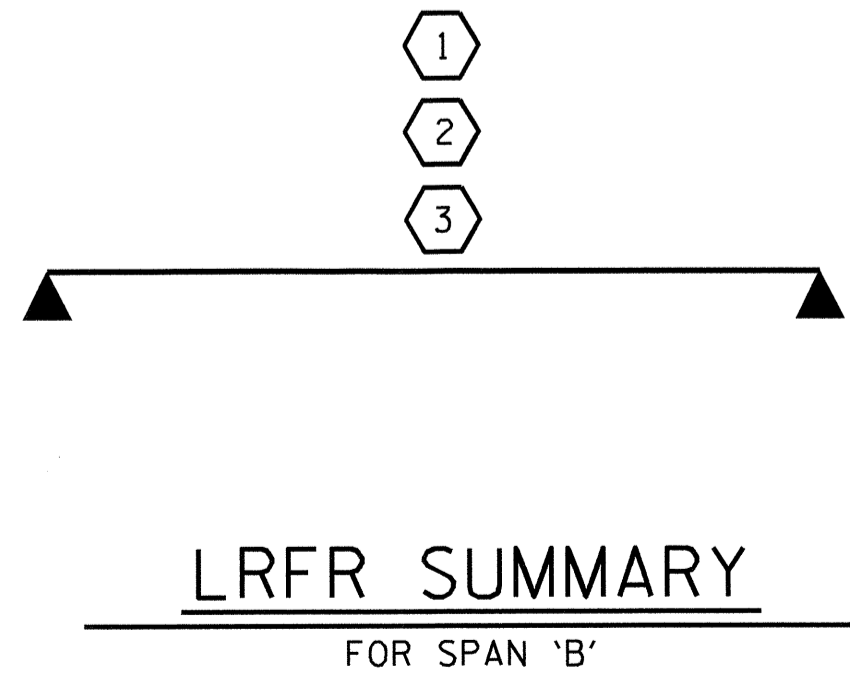
② DESIGN LOAD RATING (HS-20)

③ LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

GIRDER LOCATION

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

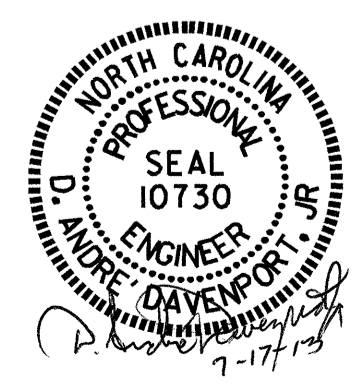


PROJECT NO. B-5107
FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD
 LRFR SUMMARY FOR
 70' CORED SLAB UNIT
 90° SKEW
 (NON-INTERSTATE TRAFFIC)



ASSEMBLED BY : D.A. DAVENPORT DATE : 03/05/12
 CHECKED BY : J.P. McCARTHA DATE : 06/25/13
 DRAWN BY : CVC 6/10
 CHECKED BY : DNS 6/10

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5	
1			3			TOTAL SHEETS	
2			4			26	

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			
						LIVELOAD FACTORS	MOMENT					SHEAR					LIVELOAD FACTORS	MOMENT						
							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)		DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN		GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	
DESIGN LOAD RATING	HL-93(Inv)	N/A	①	1.394	--	1.75	0.276	1.57	50'	EL	24.5	0.531	1.39	50'	EL	2.45	0.80	0.276	1.44	50'	EL	24.5		
	HL-93(0pr)	N/A	--	1.807	--	1.35	0.276	2.03	50'	EL	24.5	0.531	1.81	50'	EL	2.45	N/A	--	--	--	--	--	--	
	HS-20(Inv)	36.000	②	1.667	60.007	1.75	0.276	1.95	50'	EL	24.5	0.531	1.67	50'	EL	2.45	0.80	0.276	1.79	50'	EL	24.5		
	HS-20(0pr)	36.000	--	2.161	77.787	1.35	0.276	2.52	50'	EL	24.5	0.531	2.16	50'	EL	2.45	N/A	--	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.635	49.079	1.4	0.276	4.95	50'	EL	24.5	0.531	4.7	50'	EL	2.45	0.80	0.276	3.64	50'	EL	24.5	
		SNGARBS2	20.000	--	2.871	57.42	1.4	0.276	3.91	50'	EL	24.5	0.531	3.42	50'	EL	2.45	0.80	0.276	2.87	50'	EL	24.5	
		SNAGRIS2	22.000	--	2.778	61.109	1.4	0.276	3.78	50'	EL	19.6	0.531	3.21	50'	EL	2.45	0.80	0.276	2.78	50'	EL	24.5	
		SNCOTTS3	27.250	--	1.814	49.418	1.4	0.276	2.47	50'	EL	24.5	0.531	2.36	50'	EL	2.45	0.80	0.276	1.81	50'	EL	24.5	
		SNAGGRS4	34.925	--	1.577	55.063	1.4	0.276	2.15	50'	EL	24.5	0.531	2.01	50'	EL	2.45	0.80	0.276	1.58	50'	EL	24.5	
		SNS5A	35.550	--	1.537	54.657	1.4	0.276	2.09	50'	EL	24.5	0.531	2.07	50'	EL	2.45	0.80	0.276	1.54	50'	EL	24.5	
		SNS6A	39.950	--	1.438	57.43	1.4	0.276	1.96	50'	EL	24.5	0.531	1.91	50'	EL	2.45	0.80	0.276	1.44	50'	EL	24.5	
	SNS7B	42.000	--	1.370	57.54	1.4	0.276	1.87	50'	EL	24.5	0.531	1.91	50'	EL	2.45	0.80	0.276	1.37	50'	EL	24.5		
	TTST	TNAGRIT3	33.000	--	1.761	58.118	1.4	0.276	2.4	50'	EL	24.5	0.531	2.25	50'	EL	2.45	0.80	0.276	1.76	50'	EL	24.5	
		TNT4A	33.075	--	1.777	58.759	1.4	0.276	2.42	50'	EL	24.5	0.531	2.17	50'	EL	2.45	0.80	0.276	1.78	50'	EL	24.5	
		TNT6A	41.600	--	1.480	61.558	1.4	0.276	2.01	50'	EL	24.5	0.531	2.08	50'	EL	2.45	0.80	0.276	1.48	50'	EL	24.5	
		TNT7A	42.000	--	1.502	63.087	1.4	0.276	2.05	50'	EL	24.5	0.531	1.94	50'	EL	2.45	0.80	0.276	1.50	50'	EL	24.5	
		TNT7B	42.000	--	1.566	65.773	1.4	0.276	2.13	50'	EL	24.5	0.531	1.84	50'	EL	2.45	0.80	0.276	1.57	50'	EL	24.5	
		TNAGRIT4	43.000	--	1.486	63.902	1.4	0.276	2.02	50'	EL	24.5	0.531	1.77	50'	EL	2.45	0.80	0.276	1.49	50'	EL	24.5	
TNAGT5A		45.000	--	1.388	62.47	1.4	0.276	1.89	50'	EL	24.5	0.531	1.8	50'	EL	2.45	0.80	0.276	1.39	50'	EL	24.5		
TNAGT5B	45.000	③	1.360	61.206	1.4	0.276	1.85	50'	EL	24.5	0.531	1.68	50'	EL	2.45	0.80	0.276	1.36	50'	EL	24.5			

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ _{DC}	γ _{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

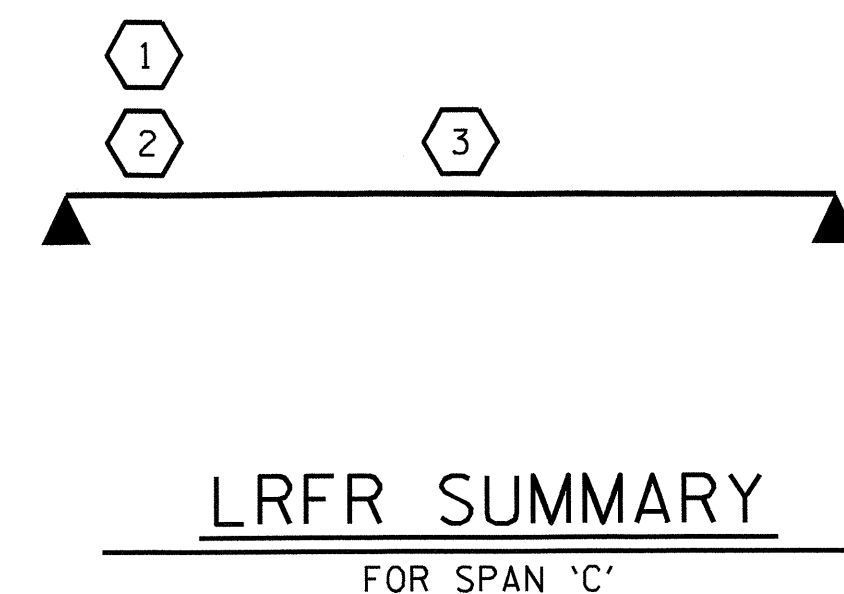
MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

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

COMMENTS:

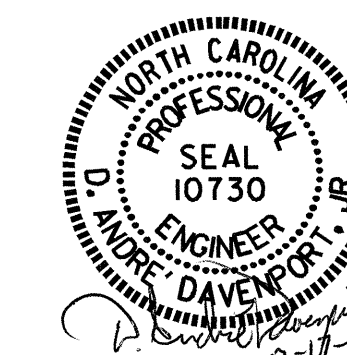
- 1.
- 2.
- 3.
- 4.

⑥	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	



PROJECT NO. B-5107
FORSYTH COUNTY
 STATION: 16+63.47-L-

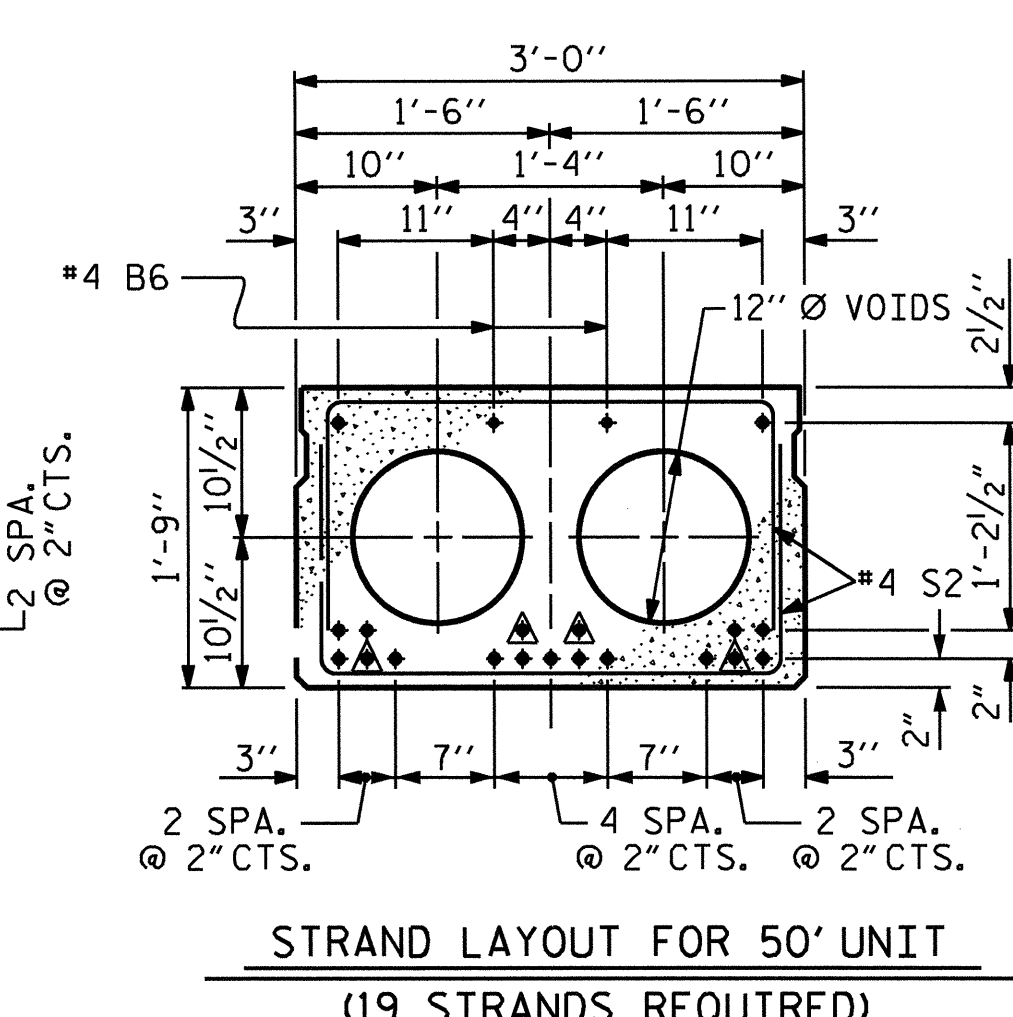
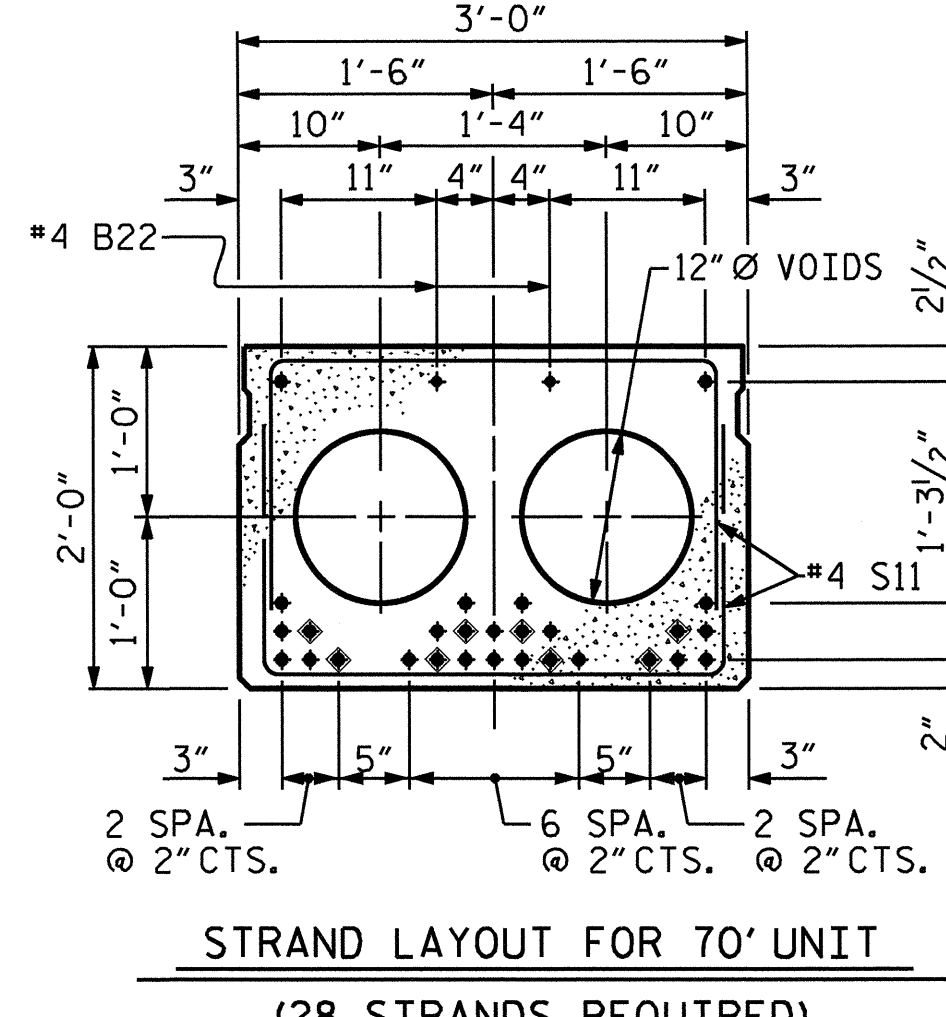
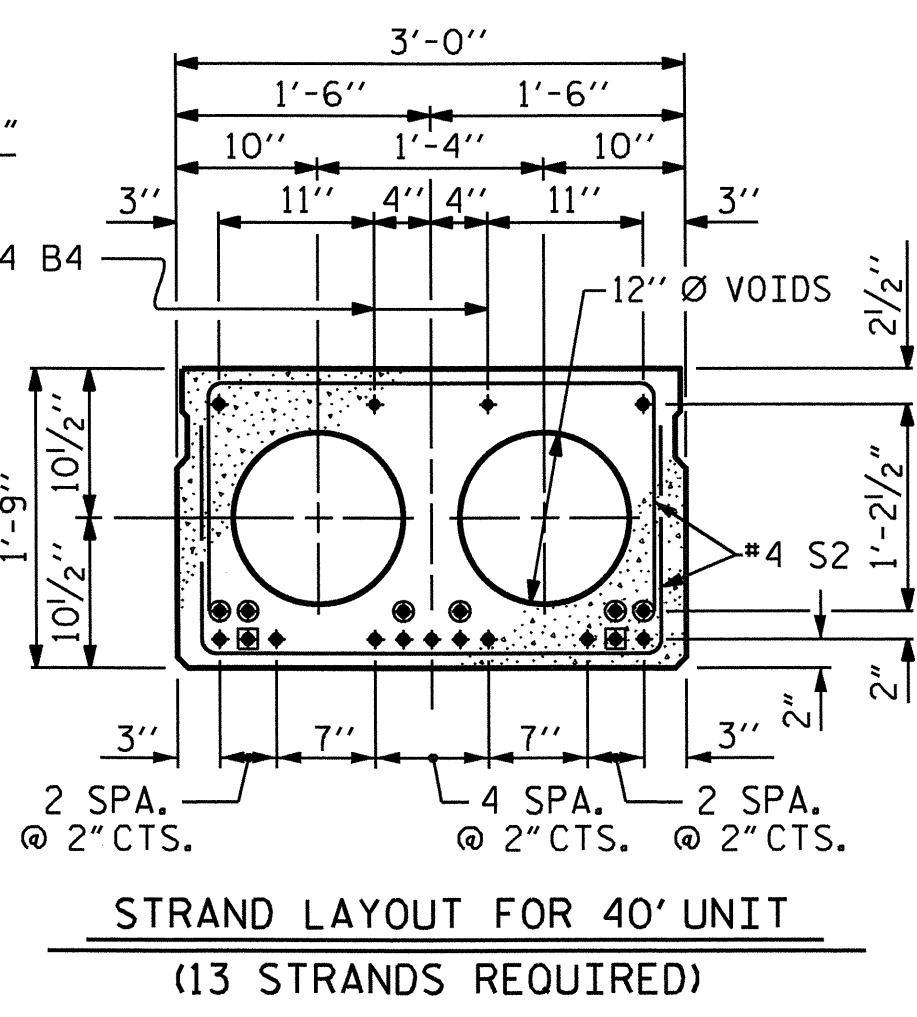
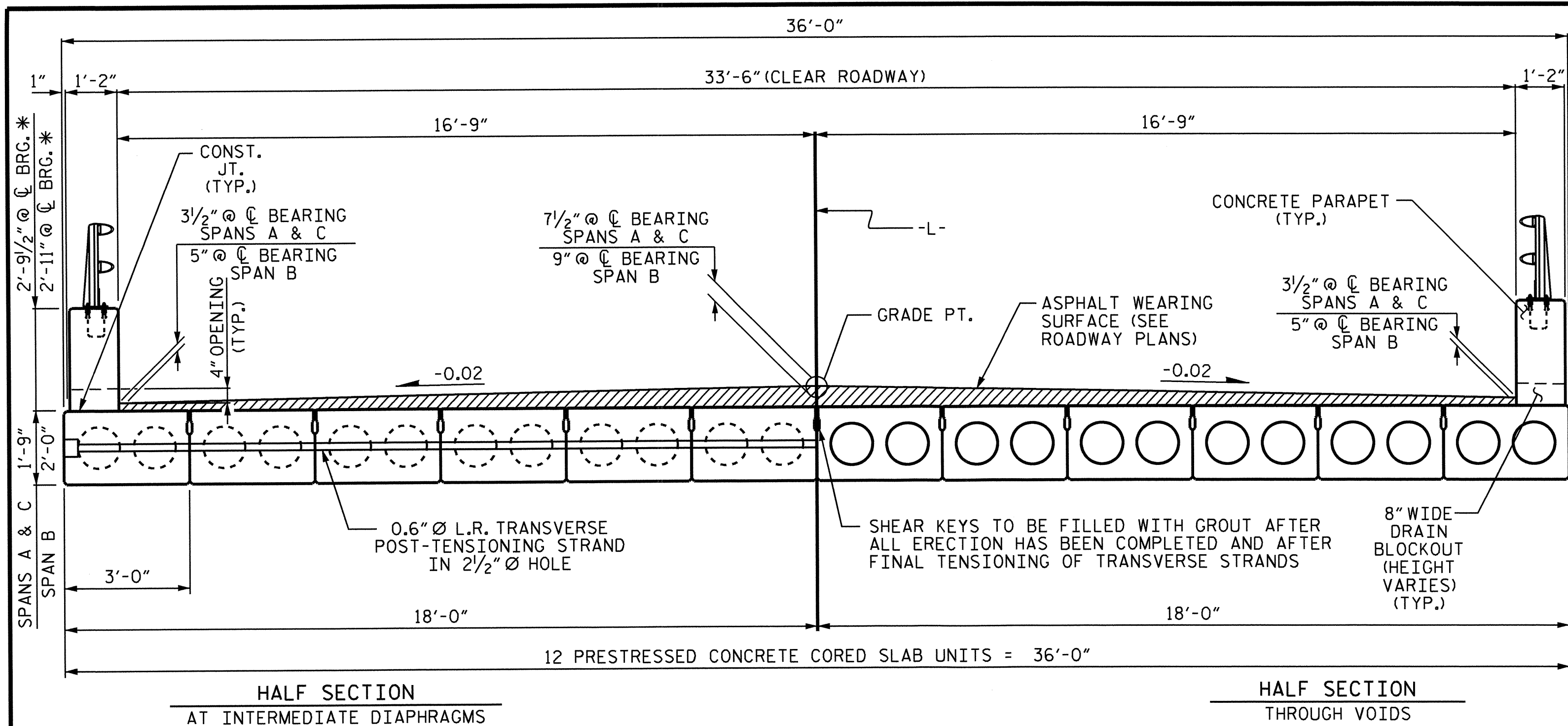
SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 LRFR SUMMARY FOR
 50' CORED SLAB UNIT
 90° SKEW
 (NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			26

ASSEMBLED BY : D.A. DAVENPORT DATE : 03/05/12
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : CVC 6/10
 CHECKED BY : DNS 6/10



INTERIOR SLAB SECTION
0.6" Ø LOW RELAXATION

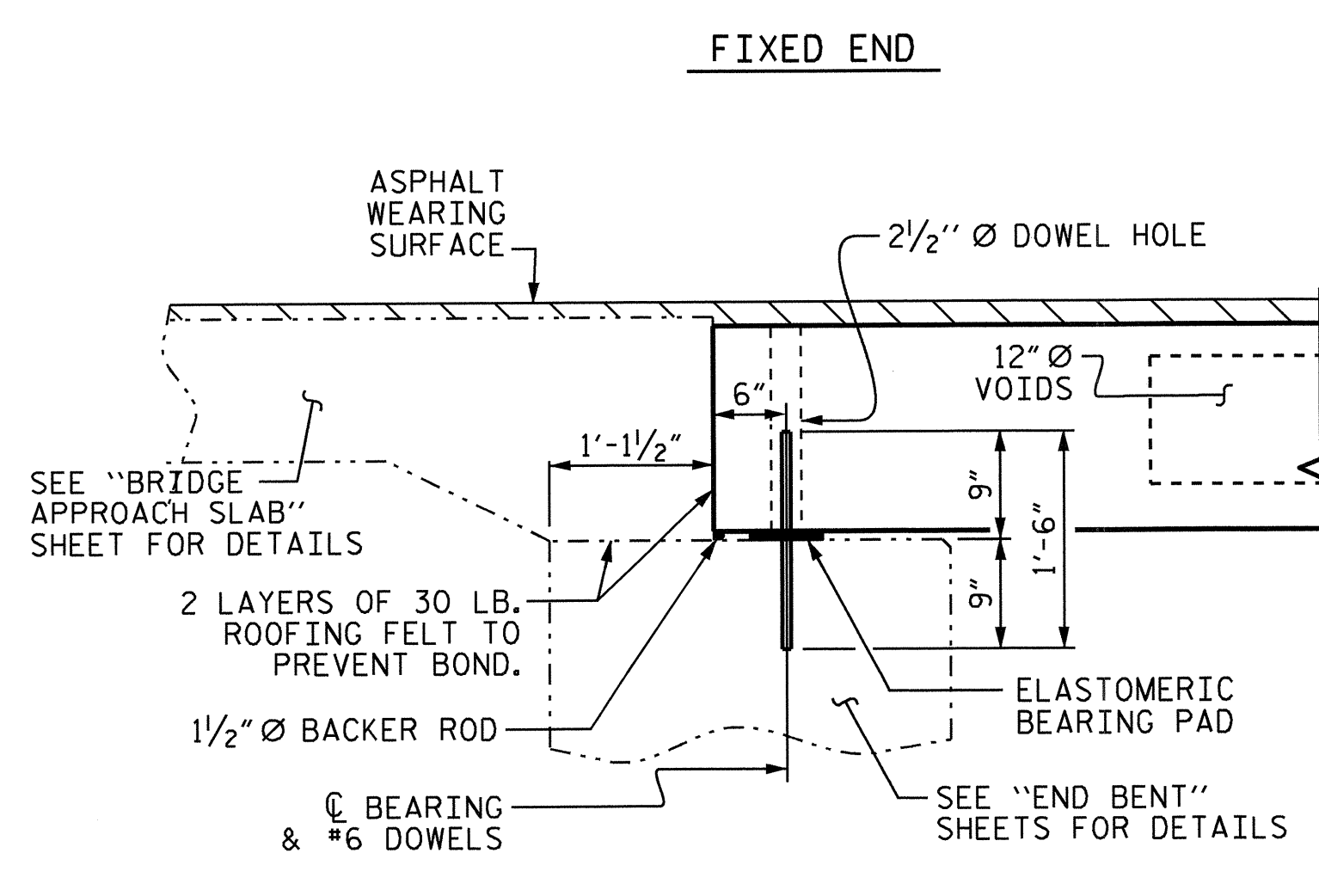
OPTIONAL FULL LENGTH DEBONDED STRANDS. THESE STRANDS ARE NOT REQUIRED, IF THE FABRICATOR CHOOSES TO INCLUDE THESE STRANDS IN THE CORED SLAB UNIT, THE STRANDS SHALL BE DEBONDED FOR THE FULL LENGTH OF THE UNIT AT NO ADDITIONAL COST. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 12'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

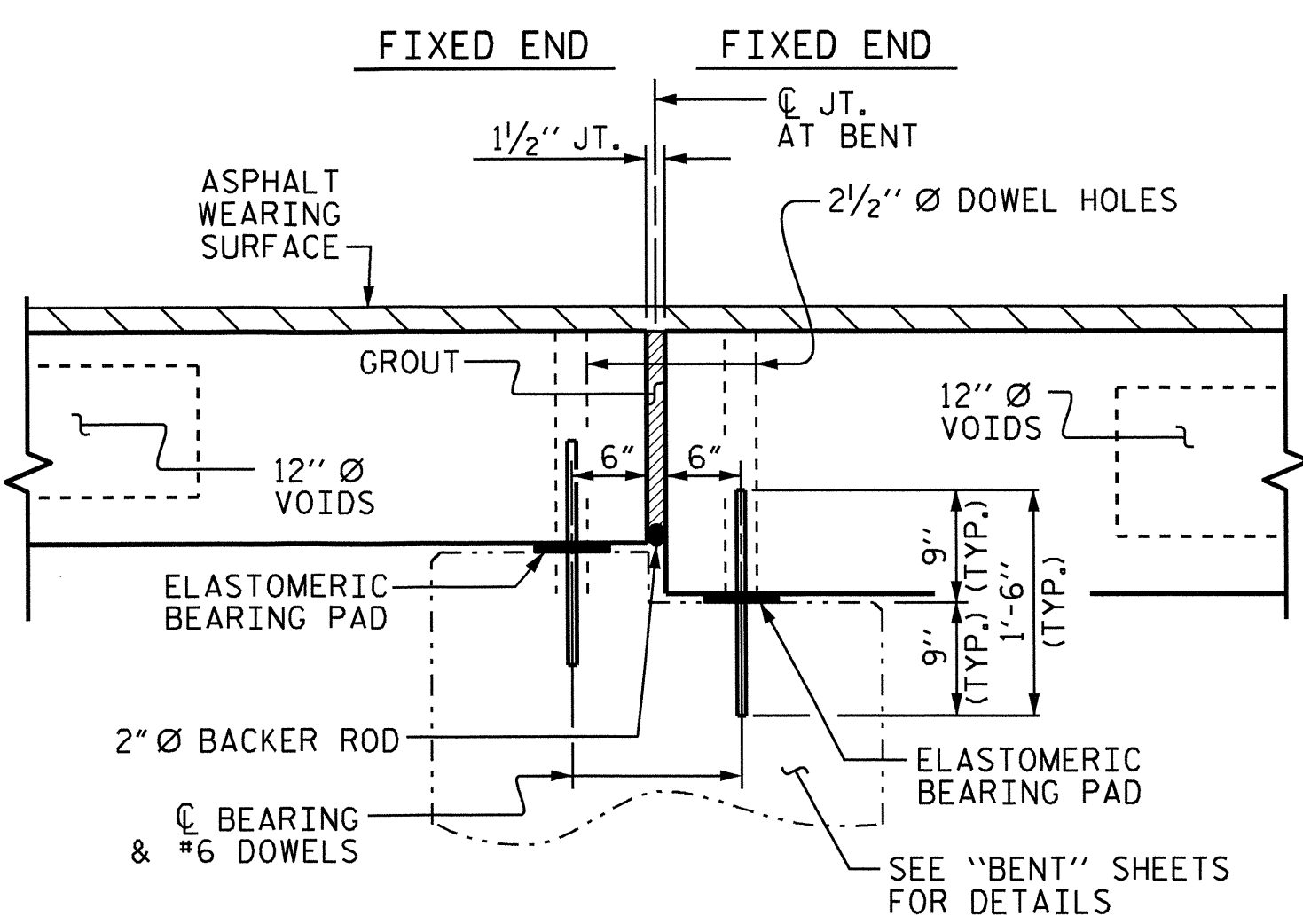
BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 2'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

DEBONDING LEGEND

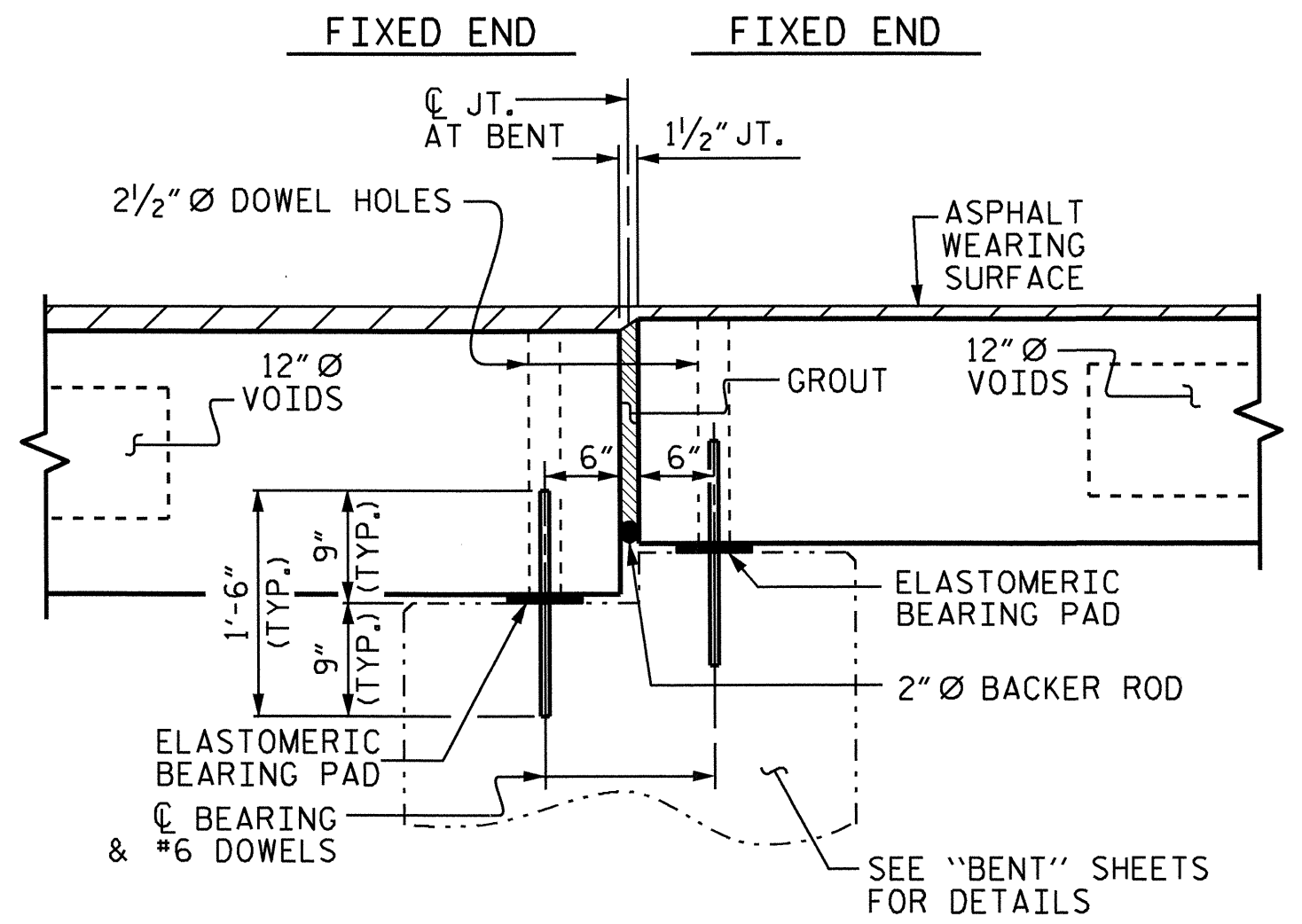
* - THE MAXIMUM PARAPET HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE PARAPET AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE PARAPET FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR PARAPET HEIGHT DETAILS AND ASPHALT THICKNESS, SEE SHEET 5 OF 5.



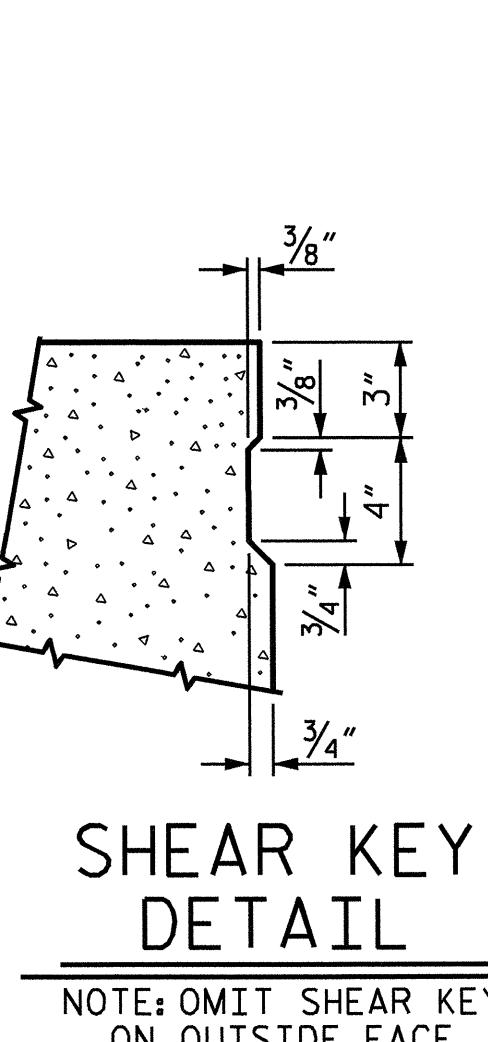
SECTION AT END BENT



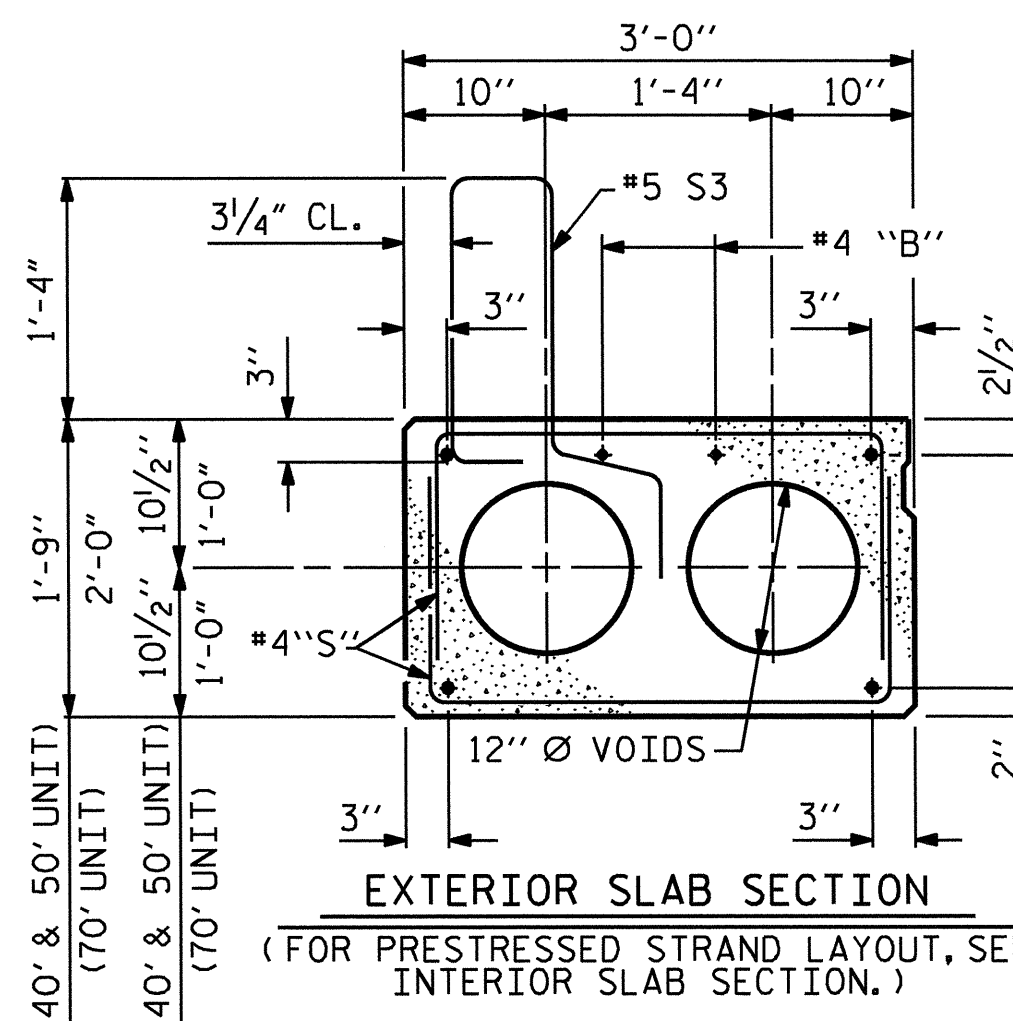
SECTION AT BENT No. 1



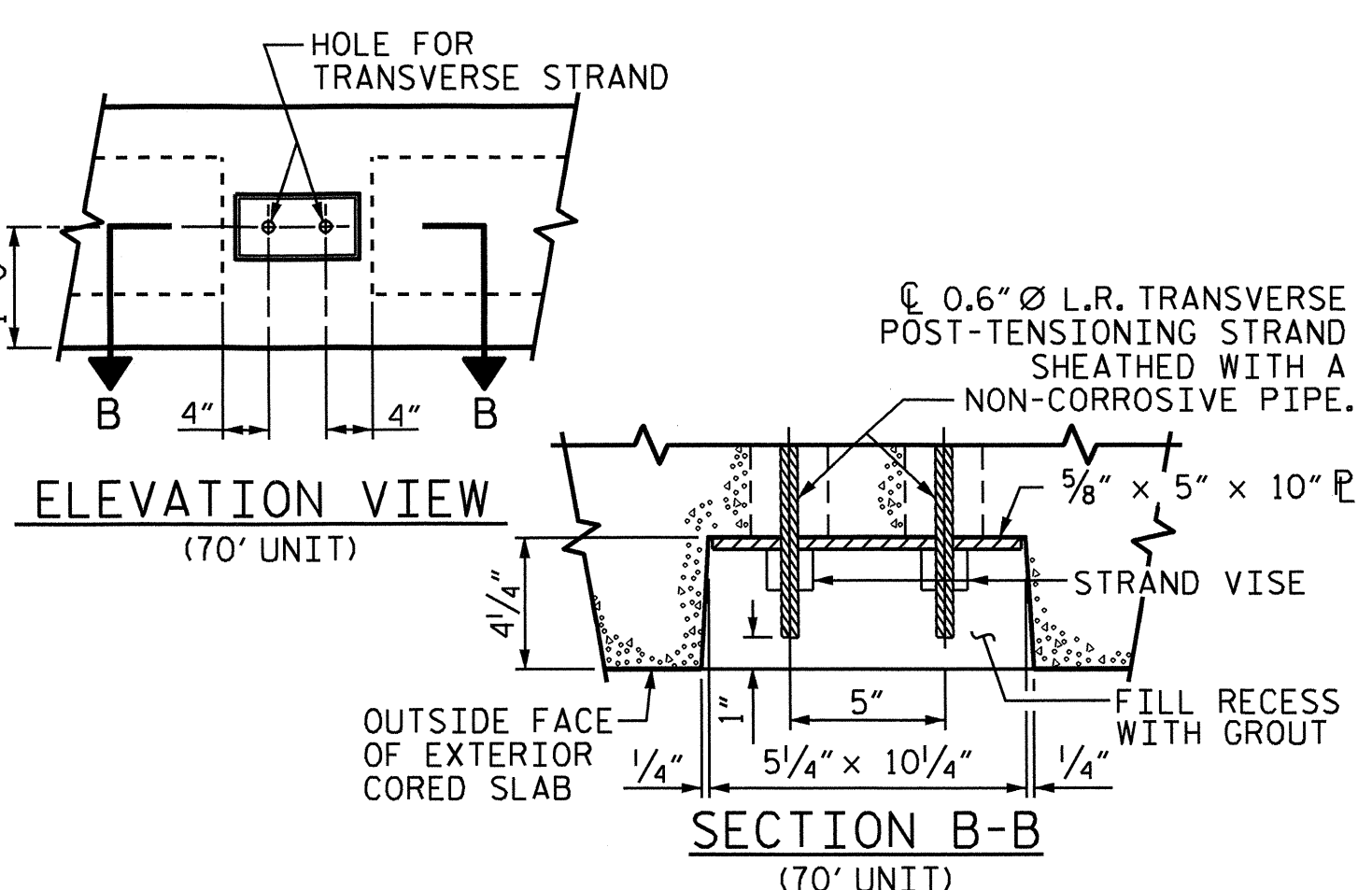
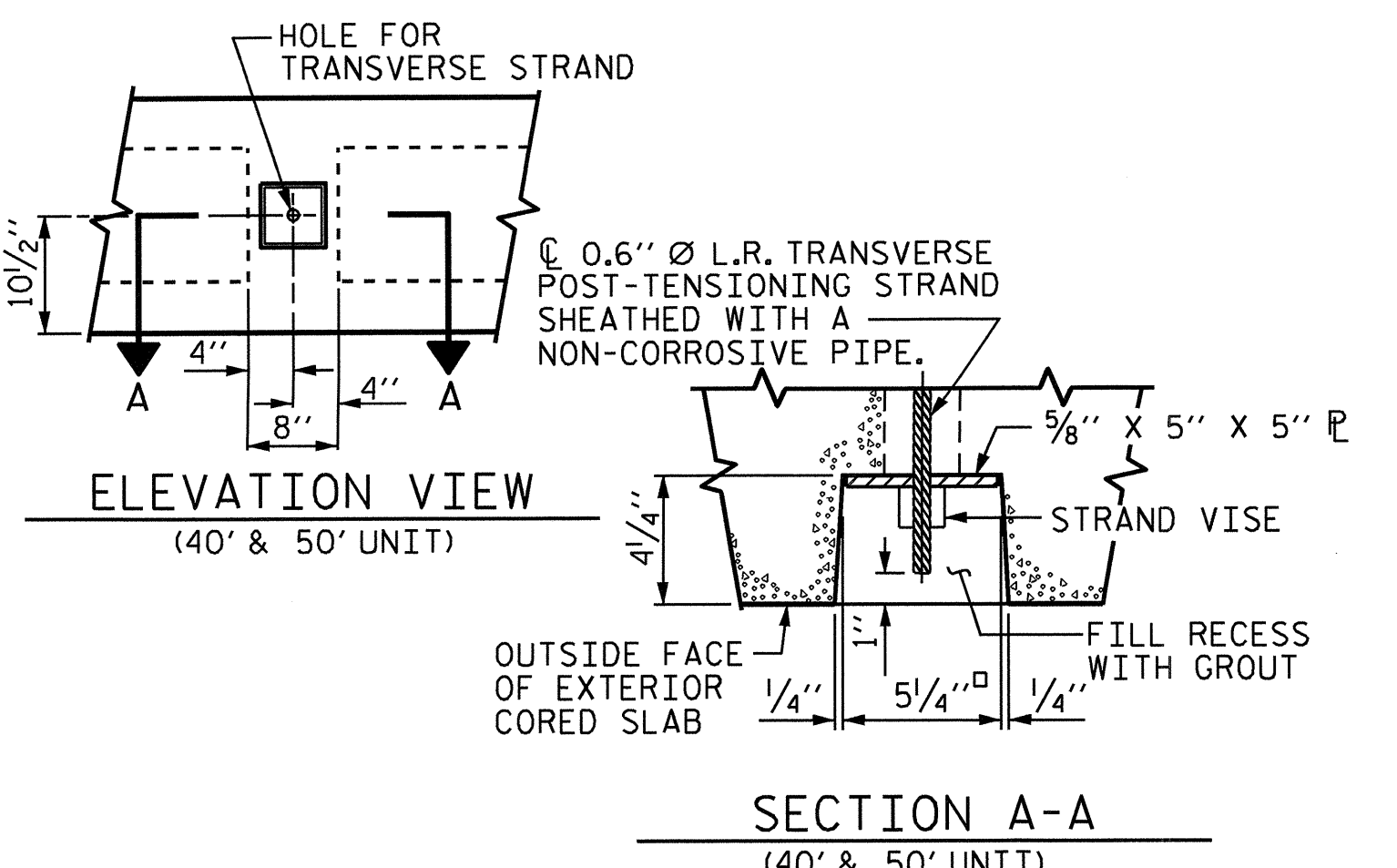
SECTION AT BENT No. 2



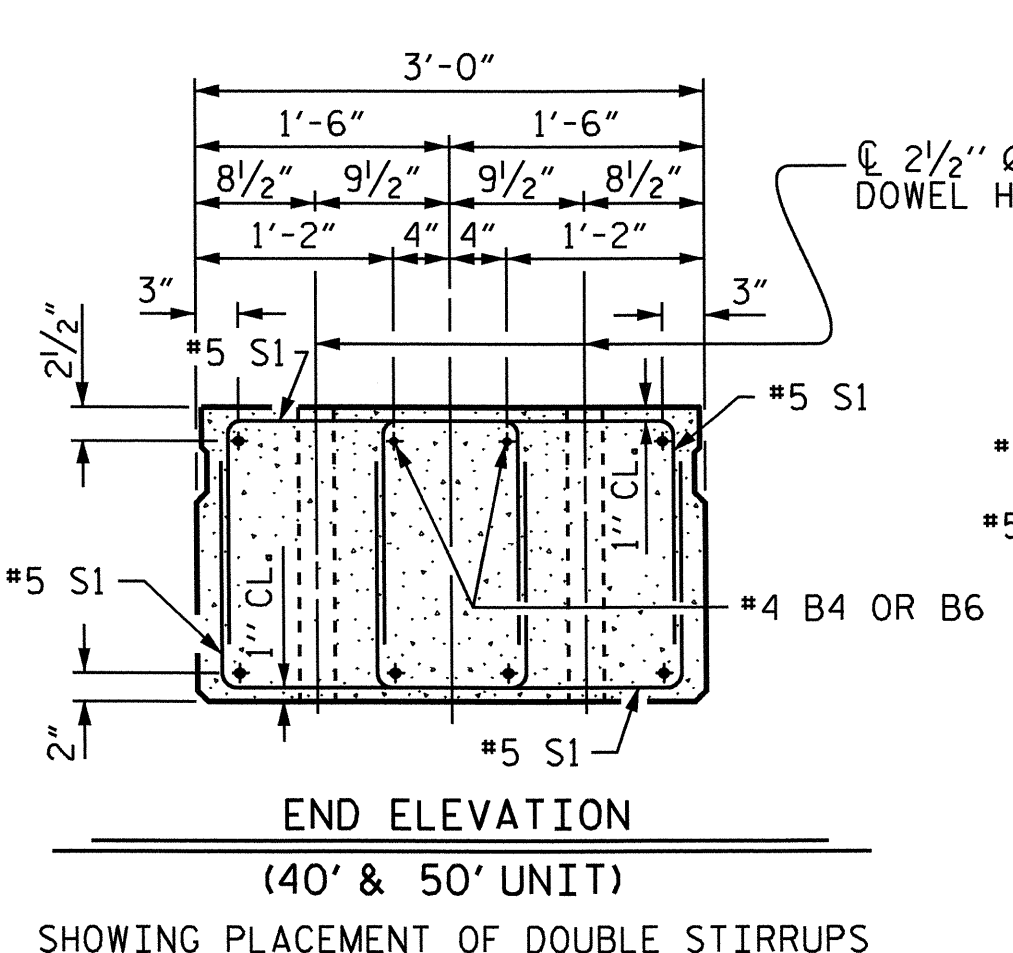
SHEAR KEY DETAIL
NOTE: OMIT SHEAR KEY ON OUTSIDE FACE OF EXTERIOR CORED SLABS.



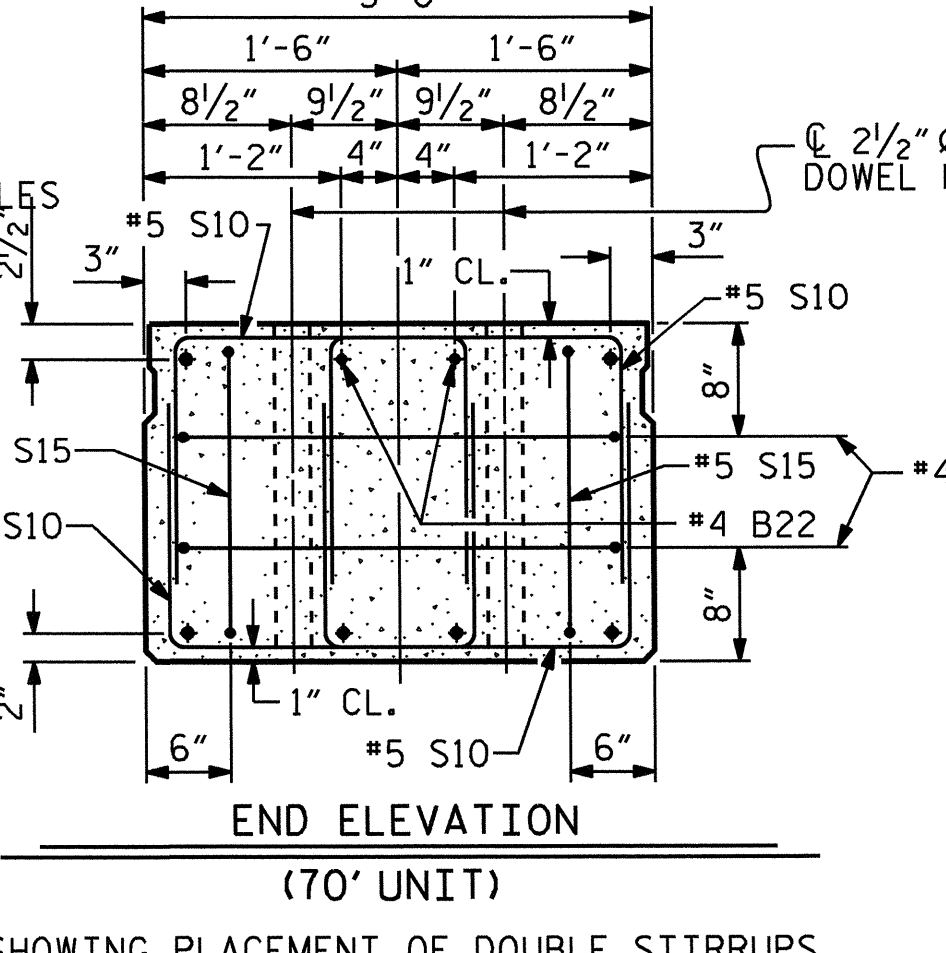
EXTERIOR SLAB SECTION
(FOR PRESTRESSED STRAND LAYOUT, SEE INTERIOR SLAB SECTION.)



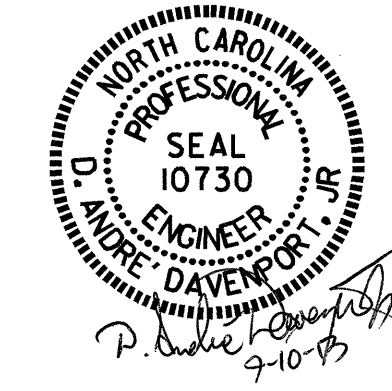
GROUTED RECESS AT END OF POST-TENSIONED STRAND OF CORED SLABS



END ELEVATION (40' & 50' UNIT)
SHOWING PLACEMENT OF DOUBLE STIRRUPS AND LOCATION OF DOWEL HOLES. (STRAND LAYOUT NOT SHOWN.) INTERIOR SLAB UNIT SHOWN-EXTERIOR SLAB UNIT SIMILAR EXCEPT SHEAR KEY LOCATION.



END ELEVATION (70' UNIT)
SHOWING PLACEMENT OF DOUBLE STIRRUPS AND LOCATION OF DOWEL HOLES. (STRAND LAYOUT NOT SHOWN.) INTERIOR SLAB UNIT SHOWN-EXTERIOR SLAB UNIT SIMILAR EXCEPT SHEAR KEY LOCATION.

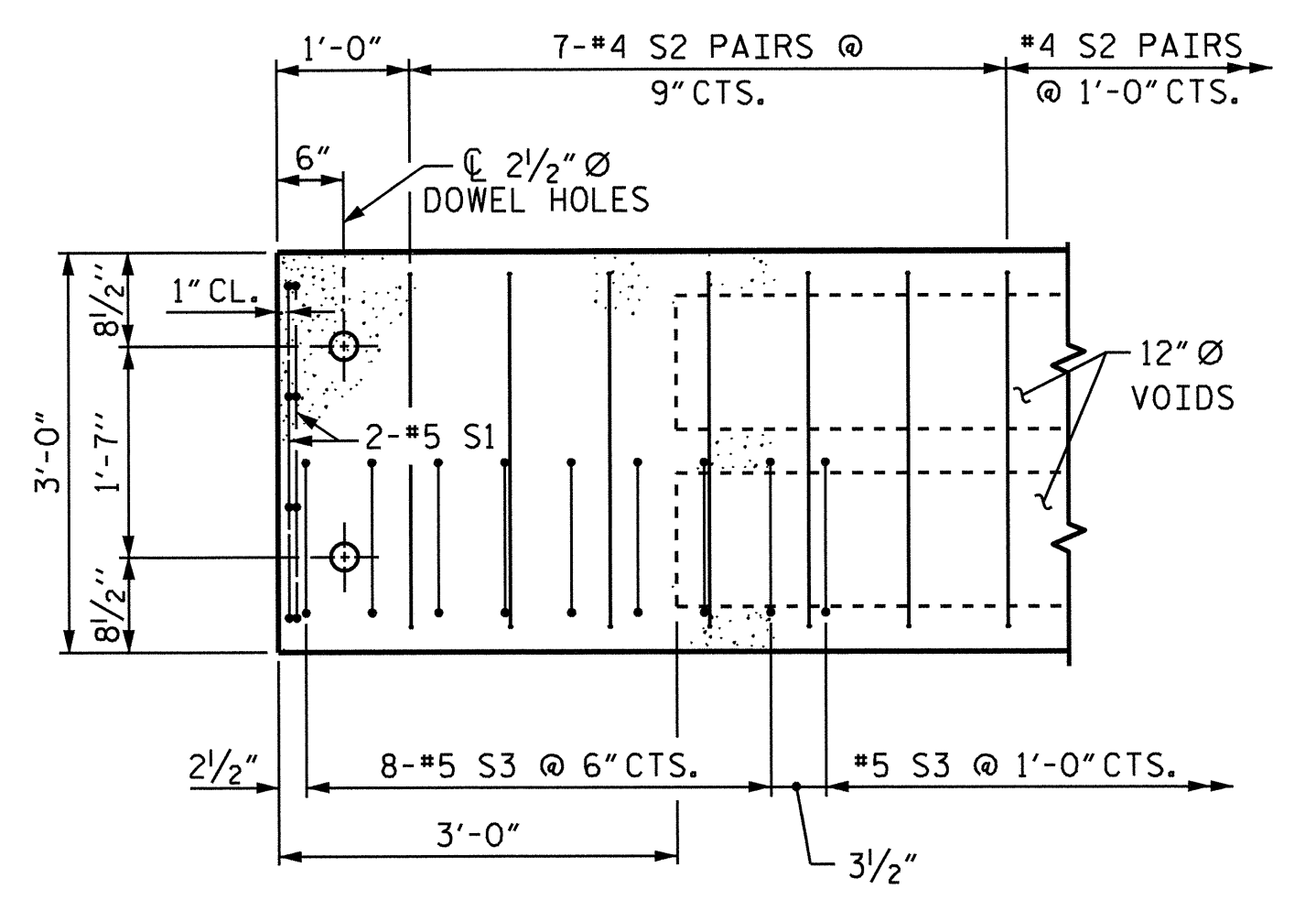
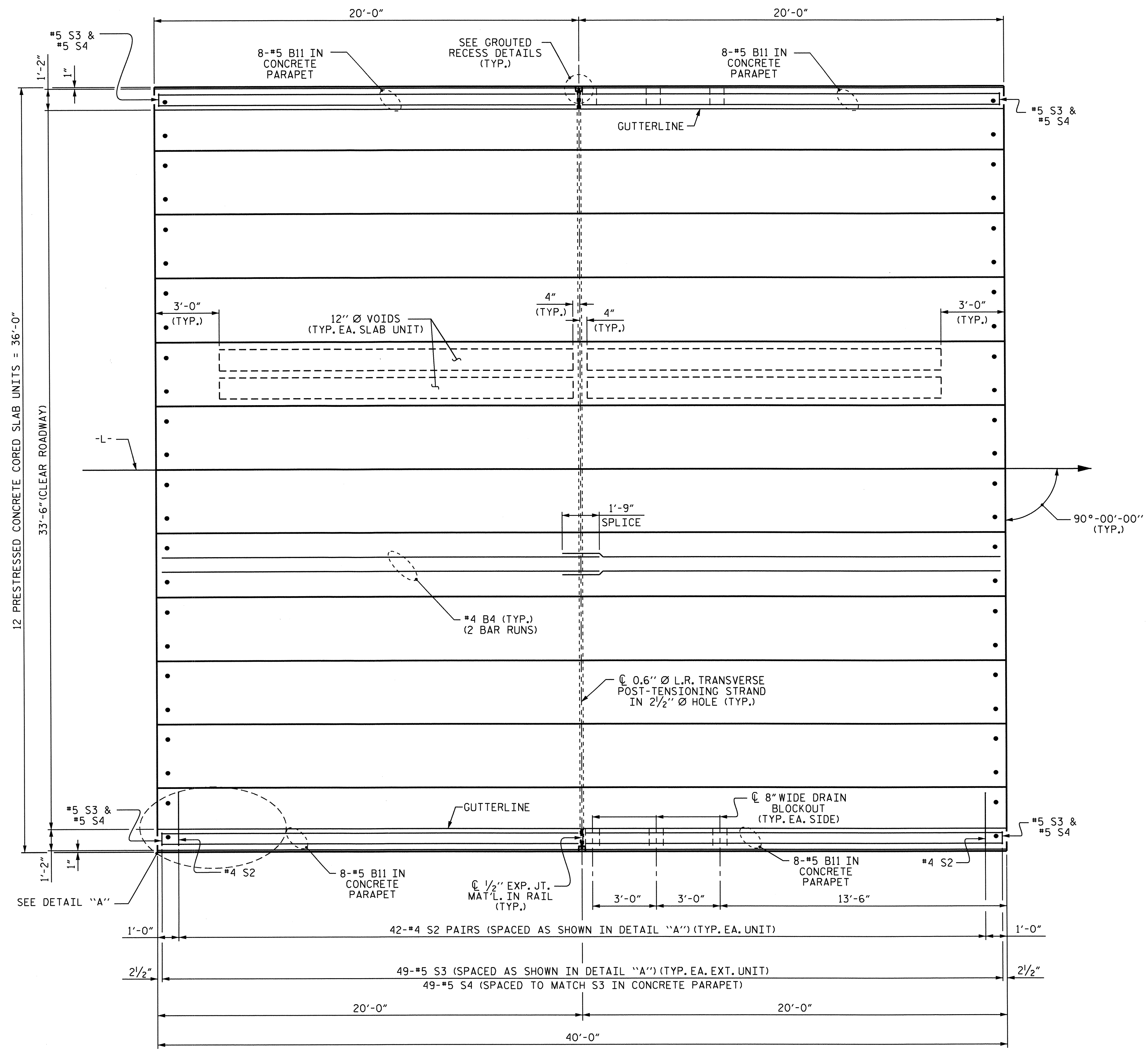


PROJECT NO. B-5107
FORSYTH COUNTY
STATION: 16+63.47-L

SHEET 1 OF 5

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			S-7 TOTAL SHEETS 26
2			4			

ASSEMBLED BY: D.A. DAVENPORT DATE: 03/02/12
CHECKED BY: J.P. MCCARTHA DATE: 06/25/13
DRAWN BY: DGE 5/09 REV. 12/11 MAA/AAC
CHECKED BY: BCH 6/09



DETAIL "A"

NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S3 BARS.

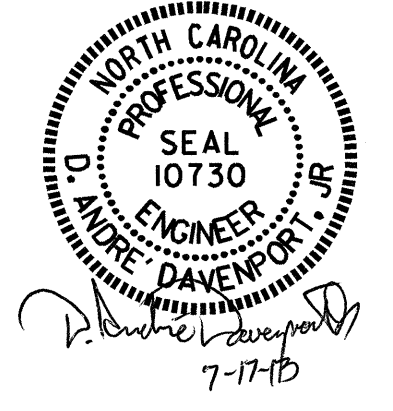
PLAN OF UNIT

PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 2 OF 5

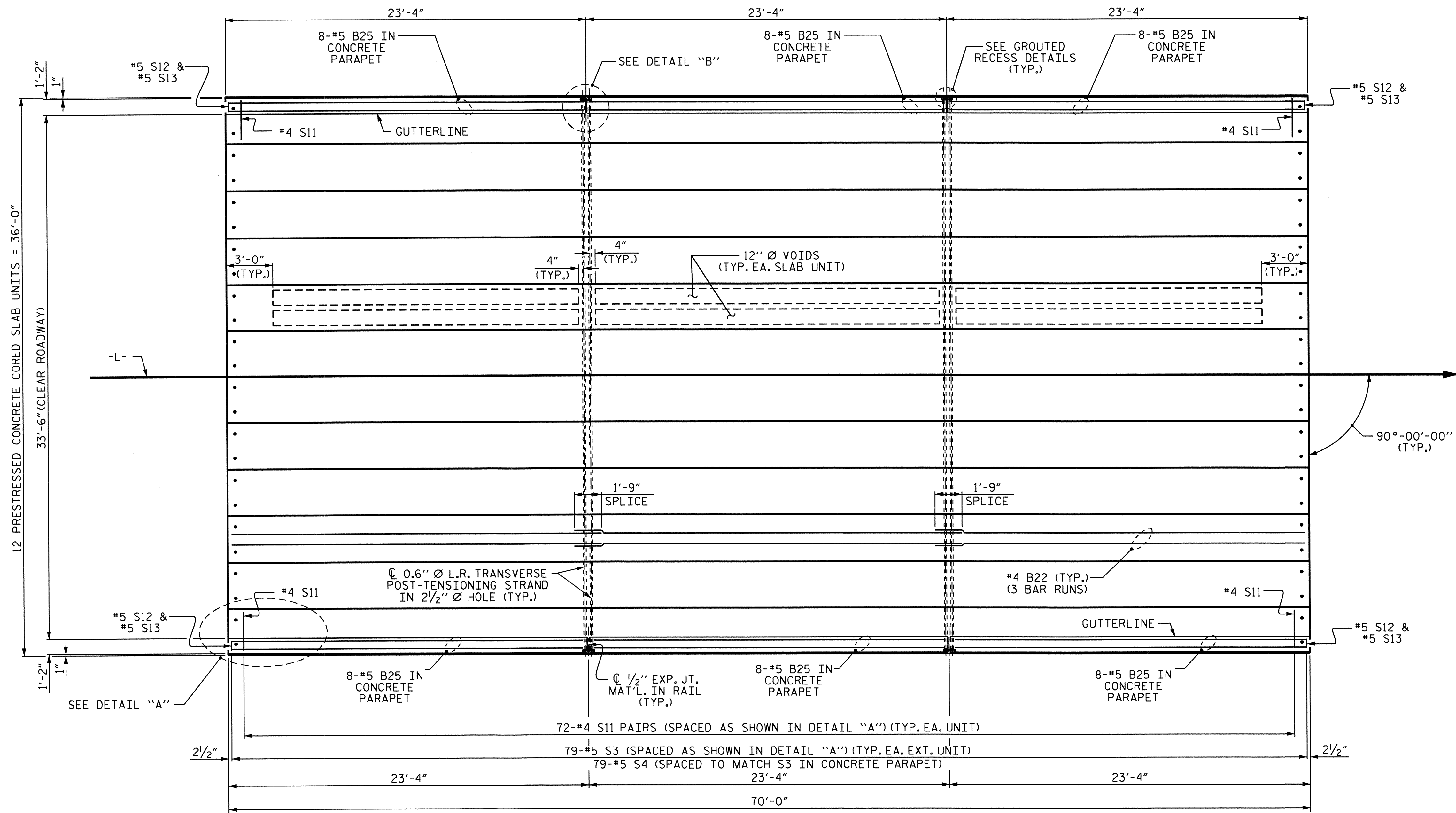
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PLAN OF 40' UNIT
 33'-6" CLEAR ROADWAY
 90° SKEW
 SPAN A

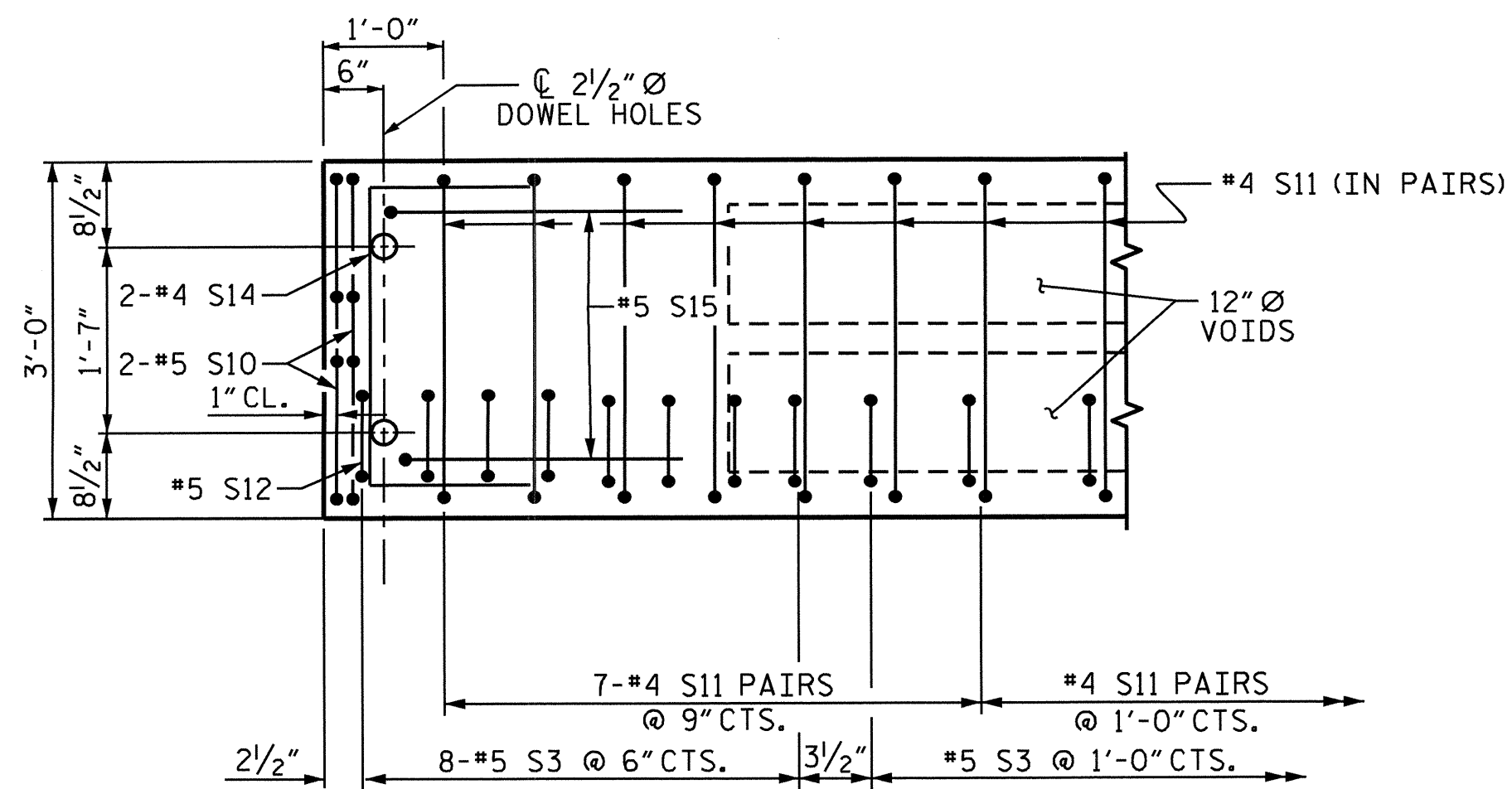


ASSEMBLED BY : D.A. DAVENPORT DATE :03/01/12
 CHECKED BY : J.P. MCCARTHA DATE :06/25/13
 DRAWN BY : DGE 5/09 REV. 12/5/11 MAA/AAC
 CHECKED BY: BCH 6/09

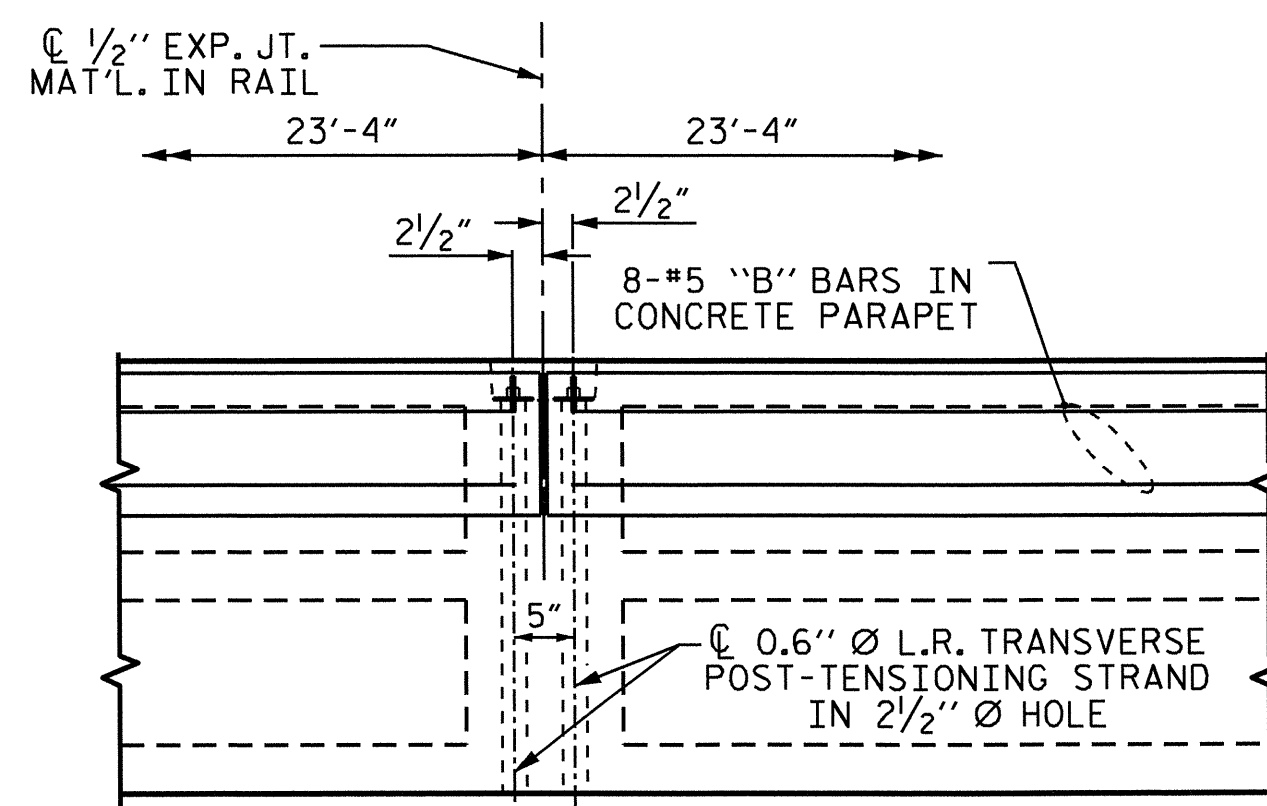
REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-8	
1			3			TOTAL SHEETS	
2			4			26	



PLAN OF UNIT



DETAIL "A"



DETAIL "B"

#4 S11 BARS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO GROUDED RECESS AND 2 1/2" Ø TRANSVERSE POST-TENSIONING STRAND HOLES

NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S3 BARS.

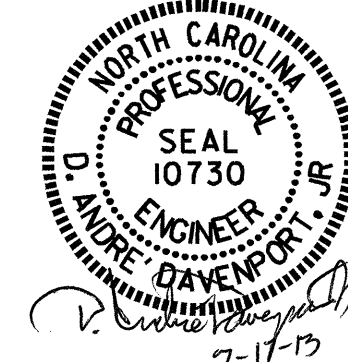
ASSEMBLED BY : D.A. DAVENPORT DATE : 03/01/12
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : MAA 6/10 REV. 12/5/11 MAA/AAC
 CHECKED BY : MKT 7/10

17-JUL-2013 13:37
 R:\Structures\PLANS\PLANS\B5107_SD_CS.dgn
 dddavenport

PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

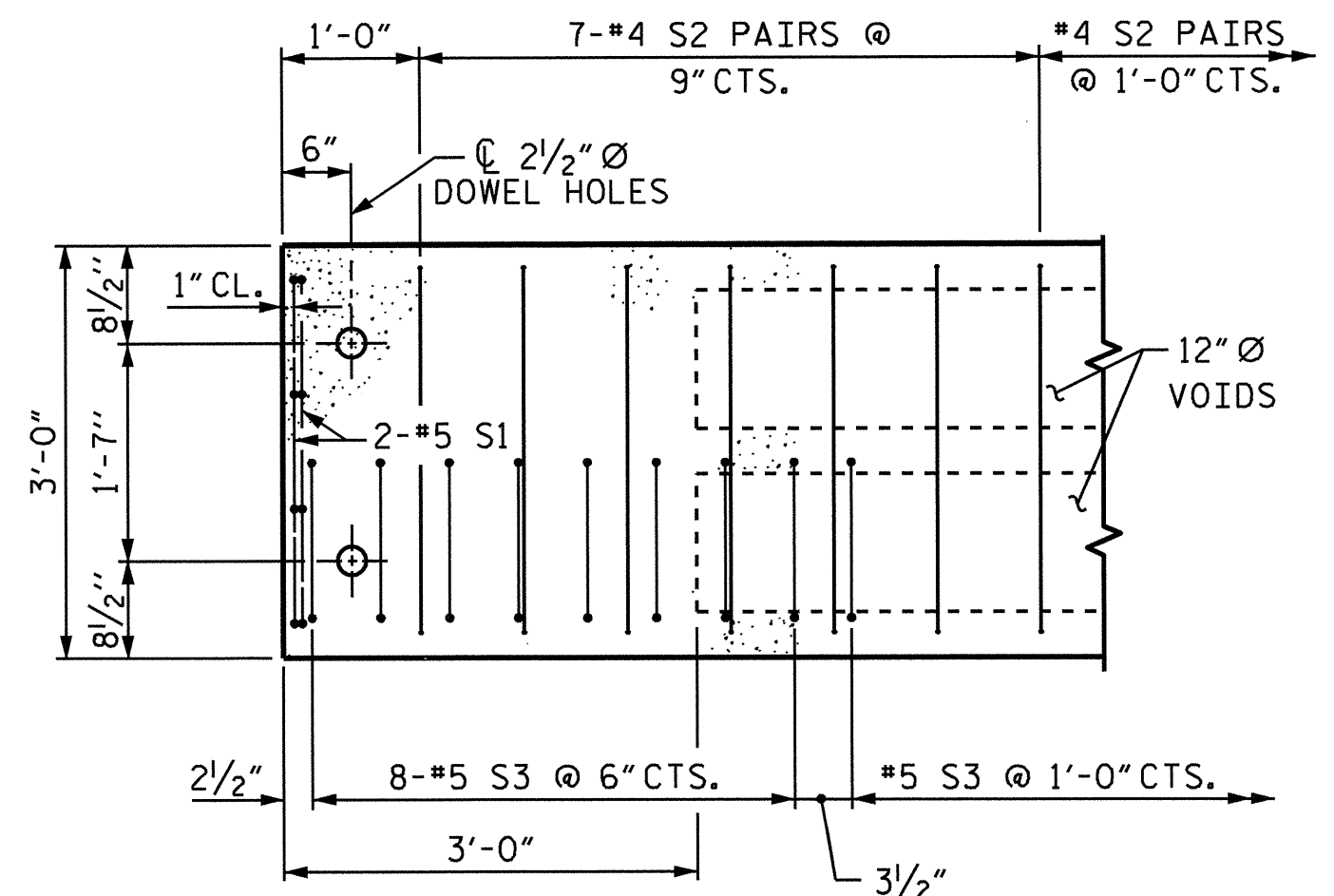
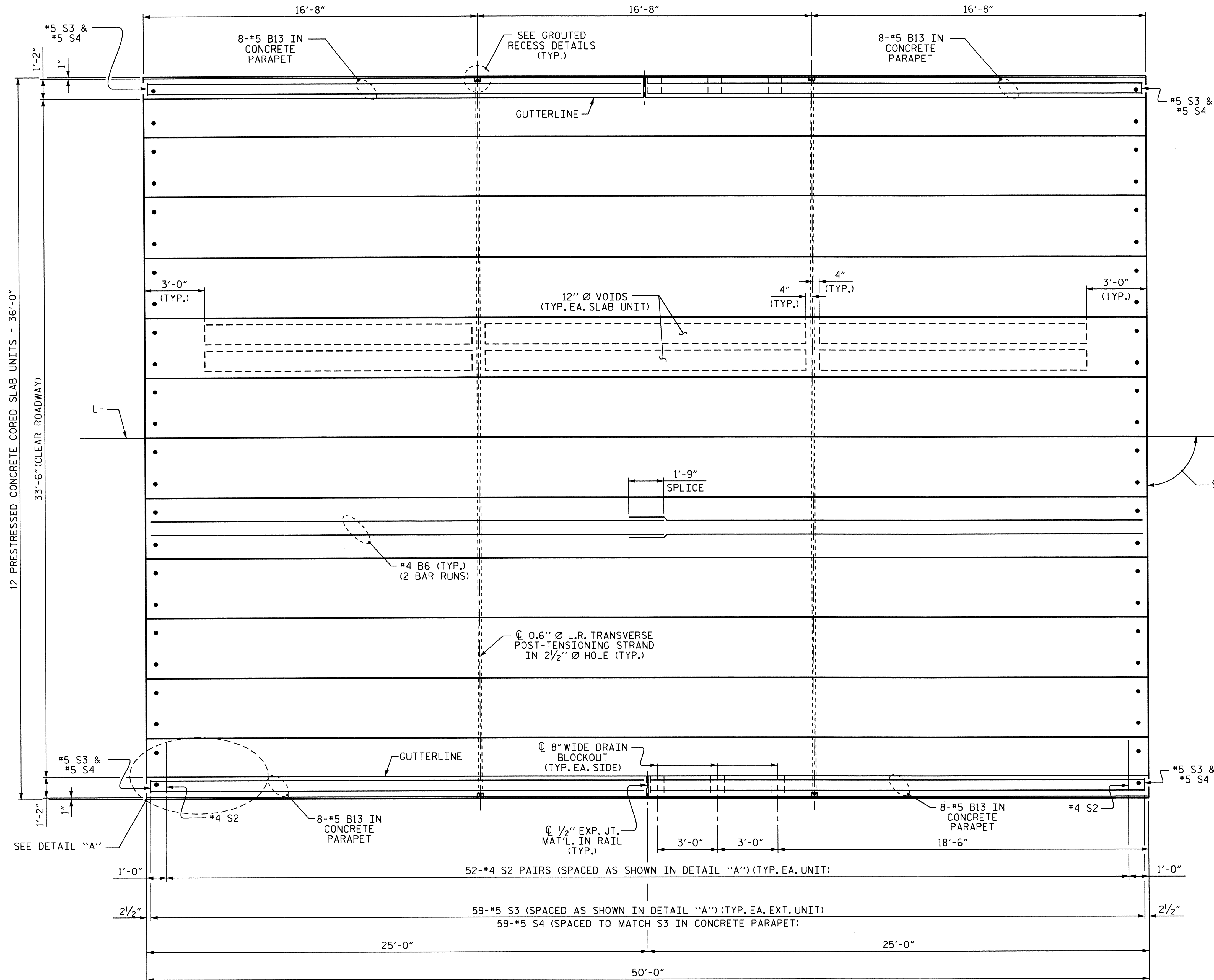
SHEET 3 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 PLAN OF 70' UNIT
 33'-6" CLEAR ROADWAY
 90° SKEW
 SPAN B



REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9	
1			3			TOTAL SHEETS	
2			4			26	

STD. NO. 24PCS_36_90S_70L

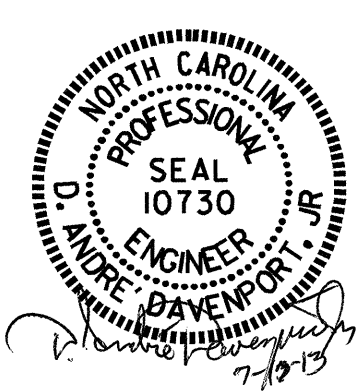


DETAIL "A"
 NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S3 BARS.

PLAN OF UNIT

PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 4 OF 5
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 PLAN OF 50' UNIT
 33'-6" CLEAR ROADWAY
 90° SKEW
 SPAN C

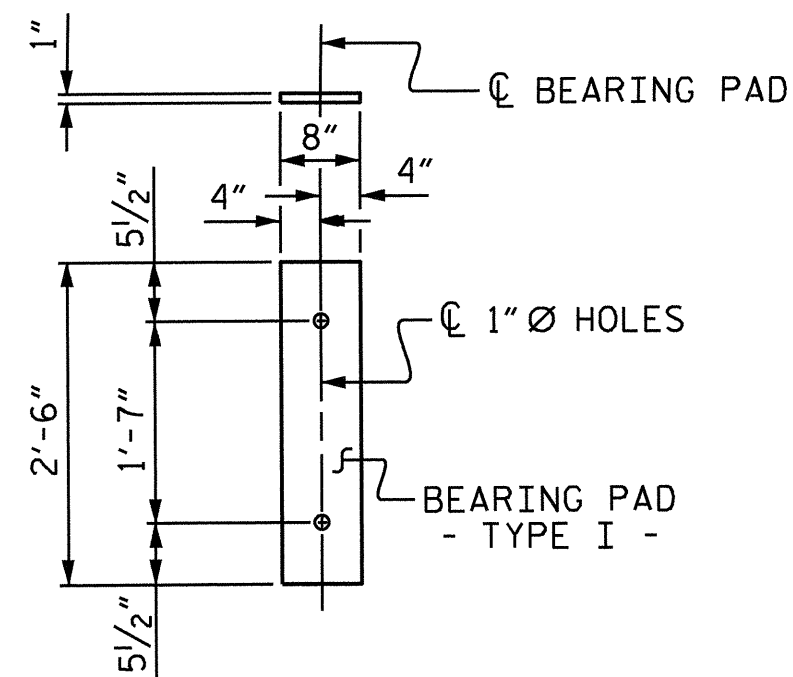


ASSEMBLED BY : D.A. DAVENPORT DATE : 03/01/12
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : DGE 5/09
 CHECKED BY : BCH 6/09

REV. 12/5/11 MAA/AAC

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			26

STD. NO. 21" PCS_36_90S_50L

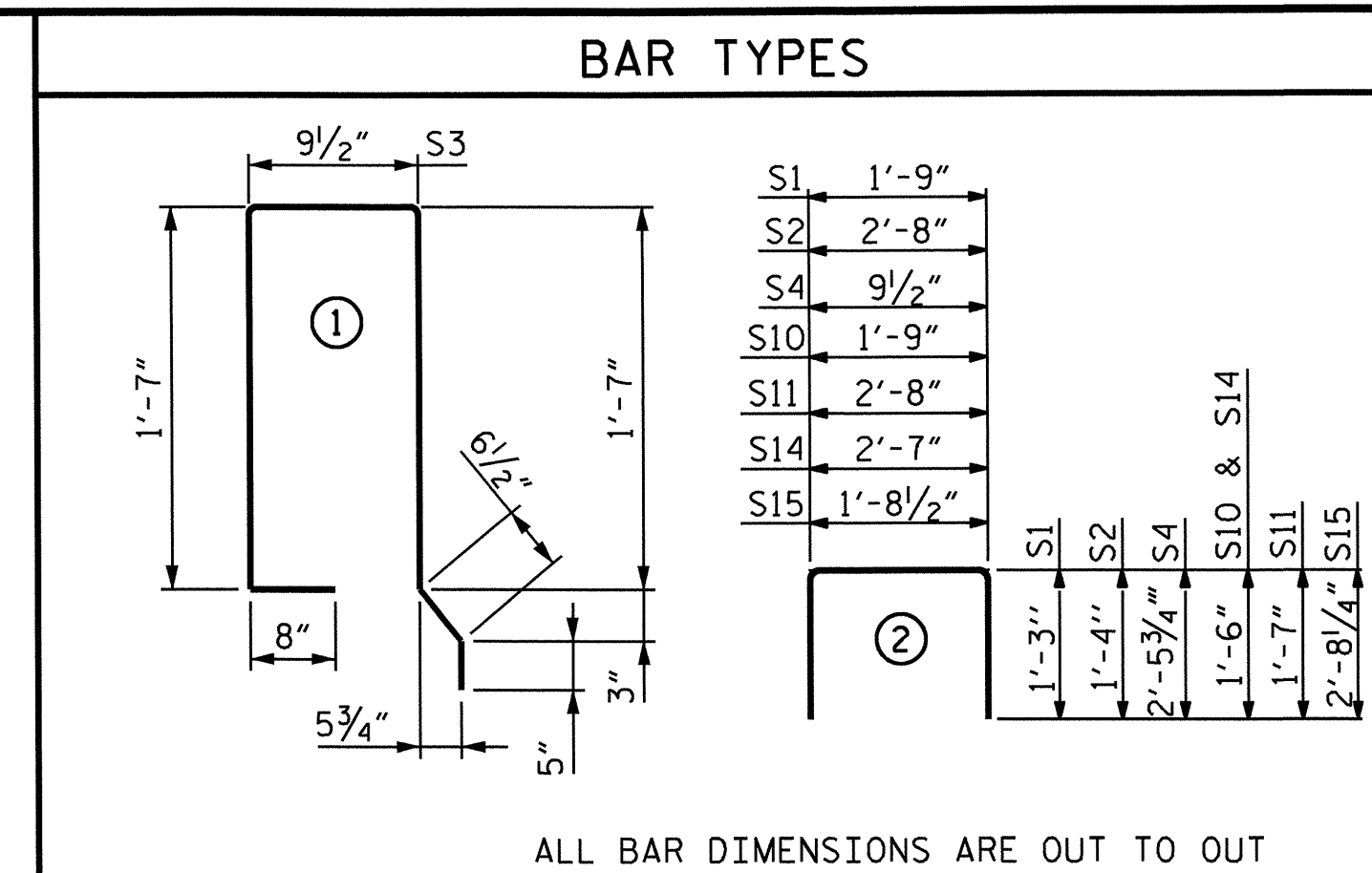


FIXED END
(TYPE I - 72 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

GRADE 270 STRANDS	
AREA (SQUARE INCHES)	0.6" Ø L.R.
ULTIMATE STRENGTH (LBS. PER STRAND)	58,600
APPLIED PRESTRESS (LBS. PER STRAND)	43,950



ALL BAR DIMENSIONS ARE OUT TO OUT

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 CORED SLAB SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE CORED SLABS.

RECESSES FOR TRANSVERSE STRANDS SHALL BE GROUTED AFTER THE TENSIONING OF THE STRANDS.

THE 2 1/2" Ø DOWEL HOLES AT FIXED ENDS OF SLAB SECTIONS SHALL BE FILLED WITH NON-SHRINK GROUT.

WHEN CORED SLABS ARE CAST, AN INTERNAL HOLD-DOWN SYSTEM SHALL BE EMPLOYED TO PREVENT VOIDS FROM RISING OR MOVING SIDEWAYS. AT LEAST SIX WEEKS PRIOR TO CASTING CORED SLABS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW AND COMMENT, DETAILED DRAWINGS OF THE PROPOSED HOLD-DOWN SYSTEM, IN ADDITION TO STRUCTURAL DETAILS, LOCATION AND SPACING OF THE HOLD-DOWNS SHALL BE INDICATED.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE CORED SLAB UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN THE REQUIRED STRENGTH SHOWN IN THE "CONCRETE RELEASE STRENGTH" TABLE.

THE BACKER RODS SHALL CONFORM TO THE REQUIREMENTS OF TYPE M BOND BREAKER. SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

TRANSVERSE POST TENSIONING OF THE CORED SLAB UNITS SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE CORED SLAB UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO CORED SLAB UNIT ENDS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

ALL REINFORCING STEEL IN THE TWO BAR METAL RAIL PARAPET SHALL BE EPOXY COATED.

THE DRAIN OPENING AT THE GUTTERLINE SHALL BE 4" X 8". THE HEIGHT OF THE BLOCKOUT IN THE CONCRETE PARAPET SHALL EXTEND FROM THE TOP OF THE CORED SLAB UNIT TO THE TOP OF THE DRAIN OPENING.

THE BOTTOM TWO #5" B" BARS IN THE PARAPET MAY BE FIELD CUT TO AVOID DRAINS.

APPLY EPOXY PROTECTIVE COATING TO EXTERIOR FACE OF THE EXTERIOR CORED SLAB UNITS THAT REQUIRE DRAINS IN THE PARAPET.

FOR 2'-0" DEPTH UNITS:

MAINTAIN A SYMMETRIC TENSION FORCE BETWEEN EACH PAIR OF TRANSVERSE POST TENSIONING STRANDS IN THE DIAPHRAGM.

THE #4S11 STIRRUPS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1" CLEAR TO THE GROUTED RECESS.

CORED SLABS REQUIRED			
	NUMBER	LENGTH	TOTAL LENGTH
40' UNIT			
EXTERIOR C.S.	2	40'-0"	80'-0"
INTERIOR C.S.	10	40'-0"	400'-0"
TOTAL	12	-	480'-0"

CORED SLABS REQUIRED			
	NUMBER	LENGTH	TOTAL LENGTH
70' UNIT			
EXTERIOR C.S.	2	70'-0"	140'-0"
INTERIOR C.S.	10	70'-0"	700'-0"
TOTAL	12	-	840'-0"

CORED SLABS REQUIRED			
	NUMBER	LENGTH	TOTAL LENGTH
50' UNIT			
EXTERIOR C.S.	2	50'-0"	100'-0"
INTERIOR C.S.	10	50'-0"	500'-0"
TOTAL	12	-	600'-0"

BILL OF MATERIAL FOR ONE 40' CORED SLAB UNIT							
BAR	NUMBER	SIZE	TYPE	EXTERIOR UNIT LENGTH	EXTERIOR UNIT WEIGHT	INTERIOR UNIT LENGTH	INTERIOR UNIT WEIGHT
B4	4	#4	STR	20'-9"	55	20'-9"	55
S1	8	#5	2	4'-3"	35	4'-3"	35
S2	84	#4	2	5'-4"	299	5'-4"	299
* S3	49	#5	1	5'-7"	285		
REINFORCING STEEL				LBS.	389		389
* EPOXY COATED REINFORCING STEEL				LBS.	285		
6500 P.S.I. CONCRETE				CU. YDS.	5.8		5.8
0.6" Ø L.R. STRANDS				No.	13		13

CONCRETE RELEASE STRENGTH	
UNIT	PSI
40' UNITS	4000
70' UNITS	5500
50' UNITS	4900

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT		
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	PARAPET HEIGHT @ MID-SPAN
40' UNITS	2 3/8"	2'-8 3/8"
70' UNITS	1 1/2"	2'-7 1/2"
50' UNITS	1 1/4"	2'-7 1/4"

DEAD LOAD DEFLECTION AND CAMBER	
	3'-0" x 1'-9"
40' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	1/4" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	1/8" ↓
FINAL CAMBER	1/8" ↑

** INCLUDES FUTURE WEARING SURFACE

DEAD LOAD DEFLECTION AND CAMBER	
	3'-0" x 2'-0"
70' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	4 5/16" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	1 3/16" ↓
FINAL CAMBER	3/2" ↑

** INCLUDES FUTURE WEARING SURFACE

DEAD LOAD DEFLECTION AND CAMBER	
	3'-0" x 1'-9"
50' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	2 1/2" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	1/4" ↓
FINAL CAMBER	2 1/4" ↑

** INCLUDES FUTURE WEARING SURFACE

BILL OF MATERIAL FOR ONE 70' CORED SLAB UNIT							
BAR	NUMBER	SIZE	TYPE	EXTERIOR UNIT LENGTH	EXTERIOR UNIT WEIGHT	INTERIOR UNIT LENGTH	INTERIOR UNIT WEIGHT
B22	6	#4	STR	24'-6"	98	24'-6"	98
* S3	79	#5	1	5'-7"	460		
S10	8	#5	2	4'-9"	40	4'-9"	40
S11	144	#4	2	5'-10"	561	5'-10"	561
S14	4	#4	2	5'-7"	15	5'-7"	15
S15	4	#5	2	7'-1"	30	7'-1"	30
REINFORCING STEEL				LBS.	744		744
* EPOXY COATED REINFORCING STEEL				LBS.	460		
7000 P.S.I. CONCRETE				CU. YDS.	11.8		11.8
0.6" Ø L.R. STRANDS				No.	28		28

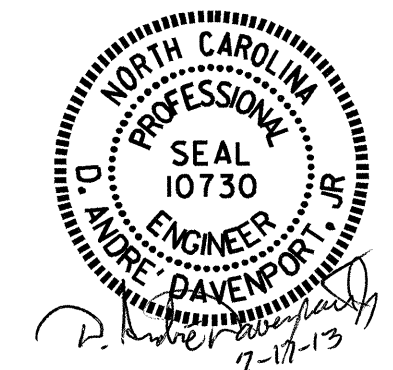
BILL OF MATERIAL FOR ONE 50' CORED SLAB UNIT							
BAR	NUMBER	SIZE	TYPE	EXTERIOR UNIT LENGTH	EXTERIOR UNIT WEIGHT	INTERIOR UNIT LENGTH	INTERIOR UNIT WEIGHT
B6	4	#4	STR	25'-9"	69	25'-9"	69
S1	8	#5	2	4'-3"	35	4'-3"	35
S2	104	#4	2	5'-4"	371	5'-4"	371
* S3	59	#5	1	5'-7"	344		
REINFORCING STEEL				LBS.	475		475
* EPOXY COATED REINFORCING STEEL				LBS.	344		
6500 P.S.I. CONCRETE				CU. YDS.	7.1		7.1
0.6" Ø L.R. STRANDS				No.	19		19

BILL OF MATERIAL FOR CONCRETE PARAPET						
BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
40' UNIT						
* B11	32	32	#5	STR	19'-7"	654
* S4	98	98	#5	2	5'-9"	588
* EPOXY COATED REINFORCING STEEL				LBS.		1242
CLASS AA CONCRETE				CU. YDS.		10.5
1'-2" X 2'-11" CONCRETE PARAPET				LN. FT.		80.125

BILL OF MATERIAL FOR CONCRETE PARAPET						
BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
70' UNIT						
* B25	48	48	#5	STR	22'-11"	1147
* S4	158	158	#5	2	5'-9"	948
* EPOXY COATED REINFORCING STEEL				LBS.		2095
CLASS AA CONCRETE				CU. YDS.		16.9
1'-2" X 2'-11" CONCRETE PARAPET				LN. FT.		140.25

BILL OF MATERIAL FOR CONCRETE PARAPET						
BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
50' UNIT						
* B13	32	32	#5	STR	24'-7"	820
* S4	118	118	#5	2	5'-9"	708
* EPOXY COATED REINFORCING STEEL				LBS.		1528
CLASS AA CONCRETE				CU. YDS.		13.1
1'-2" X 2'-11" CONCRETE PARAPET				LN. FT.		100.125

ASSEMBLED BY : D.A. DAVENPORT DATE : 03/02/12
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : MAA 6/10
 CHECKED BY : MKT 7/10



PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

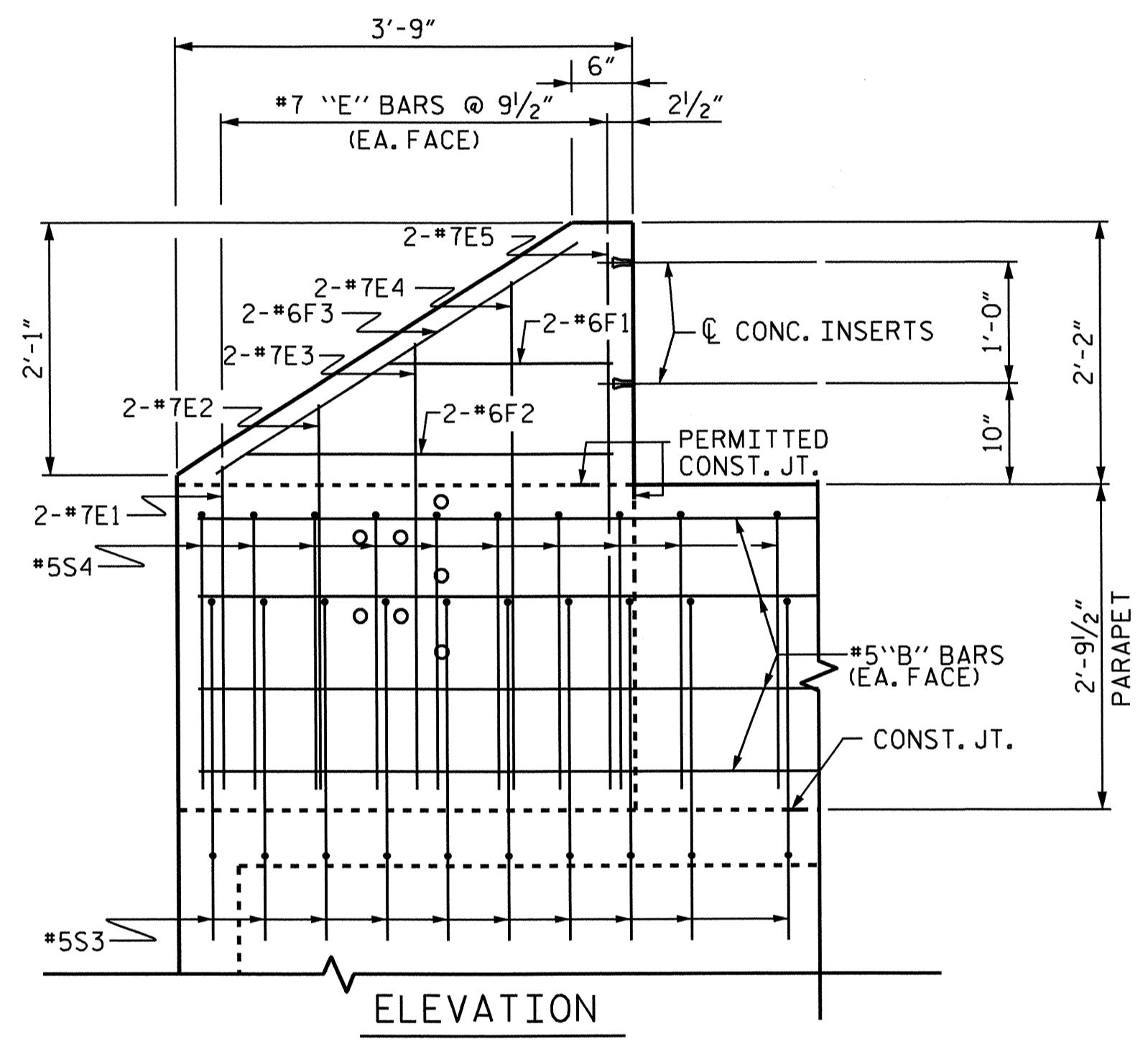
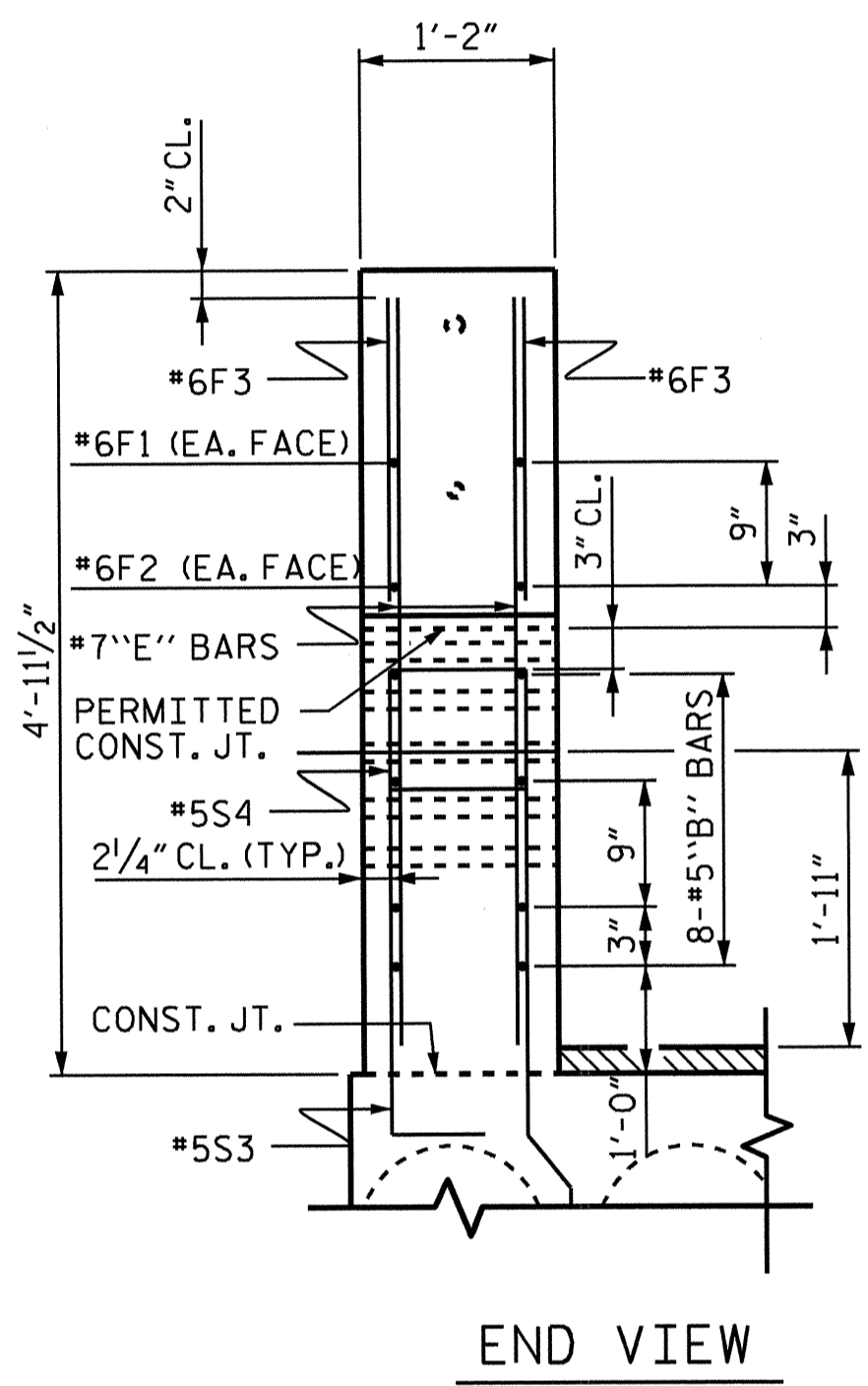
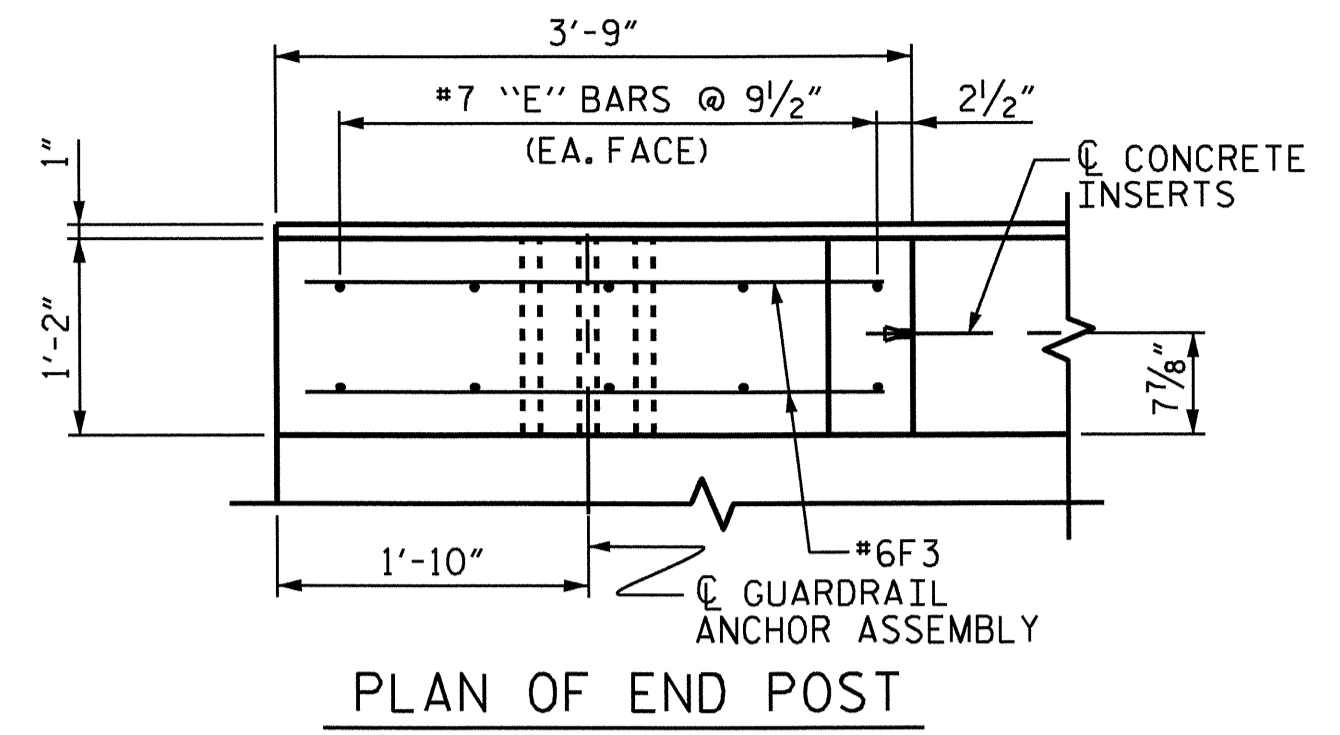
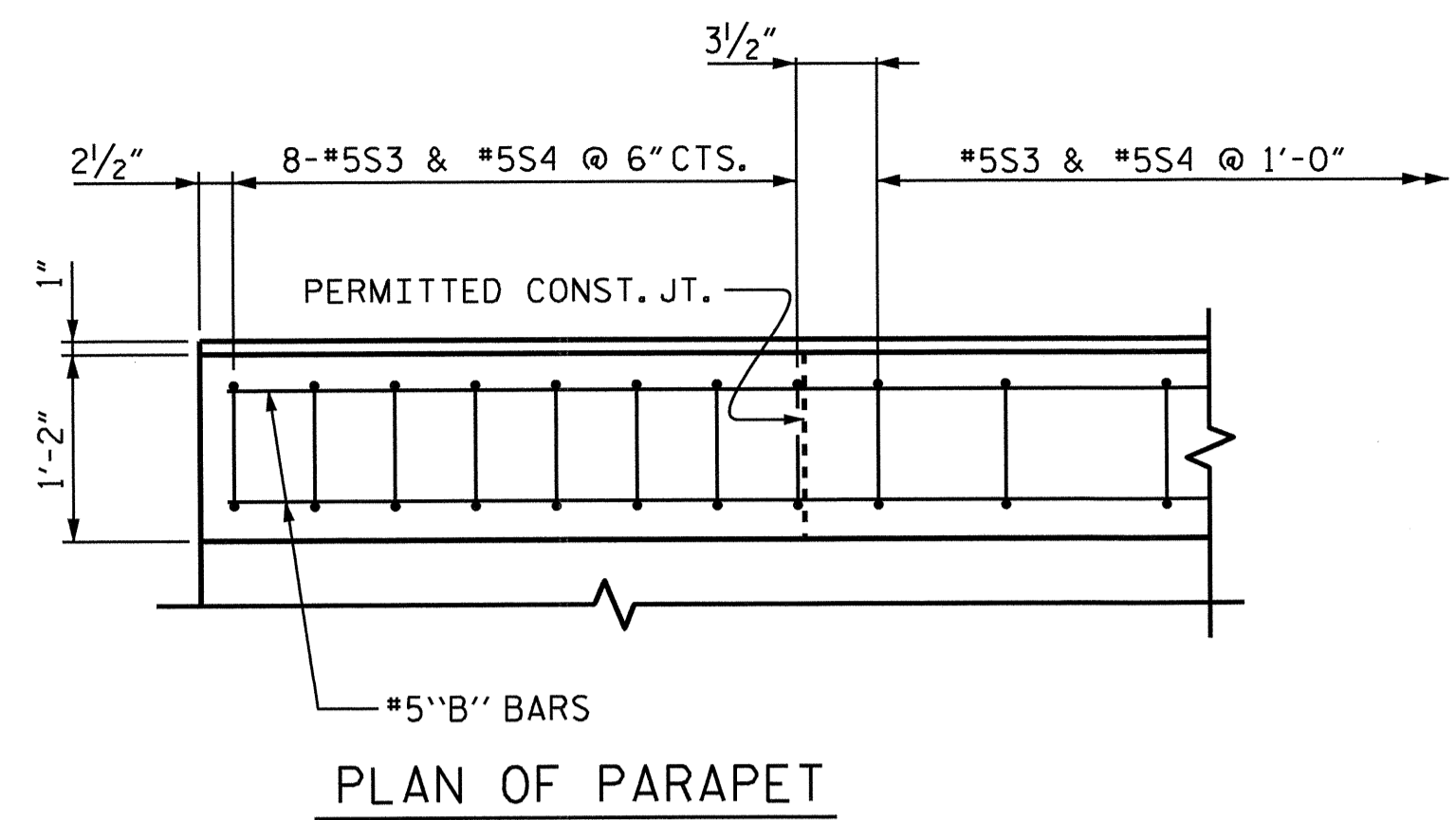
SHEET 5 OF 5

REVISIONS						TOTAL SHEETS
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			26
2			4			

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 3'-0" X (1'-9" & 2'-0")
 PRESTRESSED CONCRETE
 CORED SLAB UNIT

NOTES

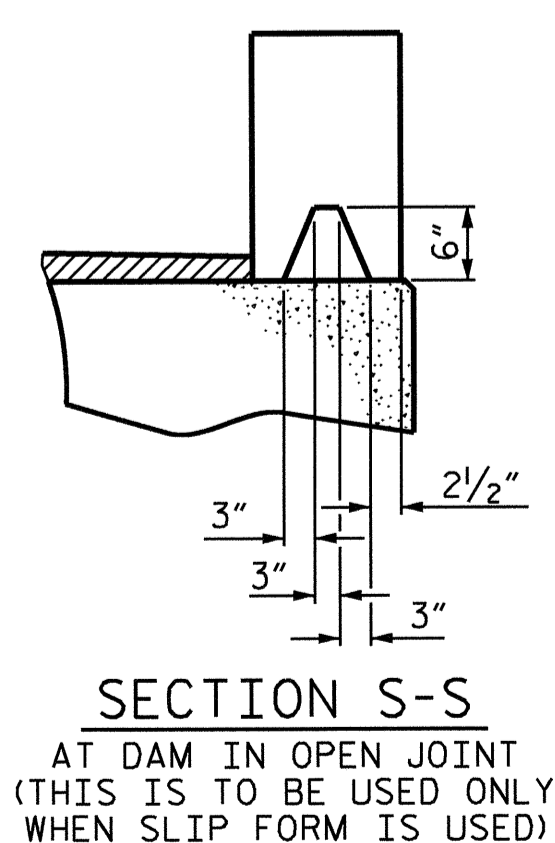
ALL REINFORCING STEEL IN THE PARAPET SHALL BE EPOXY COATED.
 FOR DETAILS OF CONCRETE INSERT AND GUARDRAIL ANCHOR ASSEMBLY, SEE "GUARDRAIL ANCHORAGE DETAILS FOR METAL RAILS, RAIL POST SPACINGS AND END OF RAIL DETAILS" SHEETS.
 THE REINFORCING STEEL AND CONCRETE IN THE END POSTS IS INCLUDED IN THE UNIT PRICE BID FOR THE CONCRETE PARAPET.



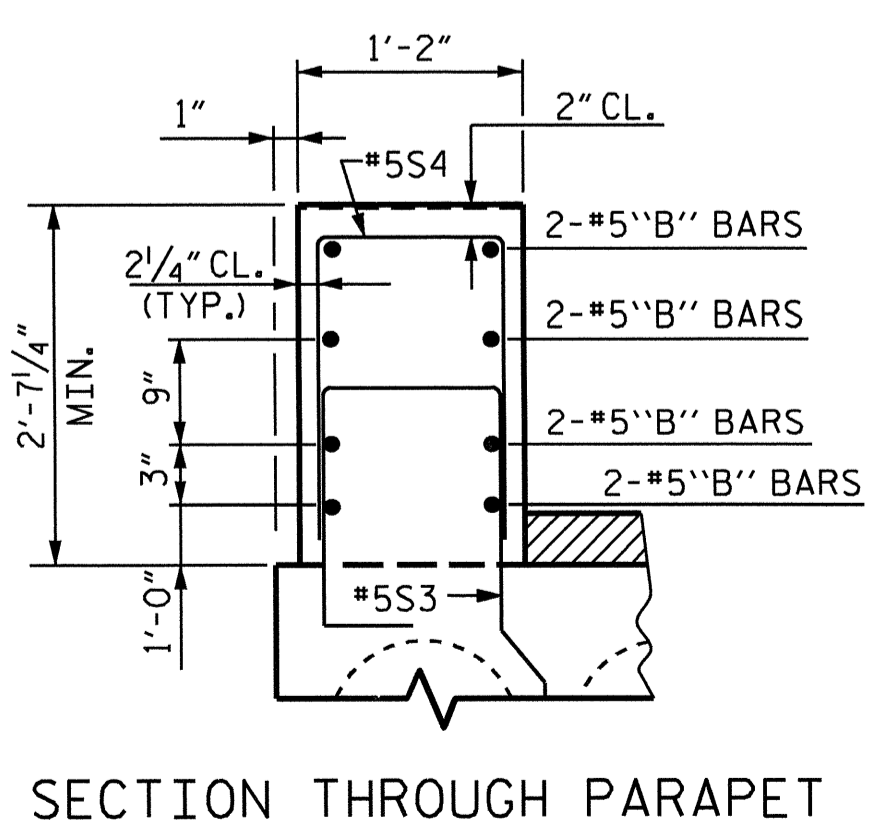
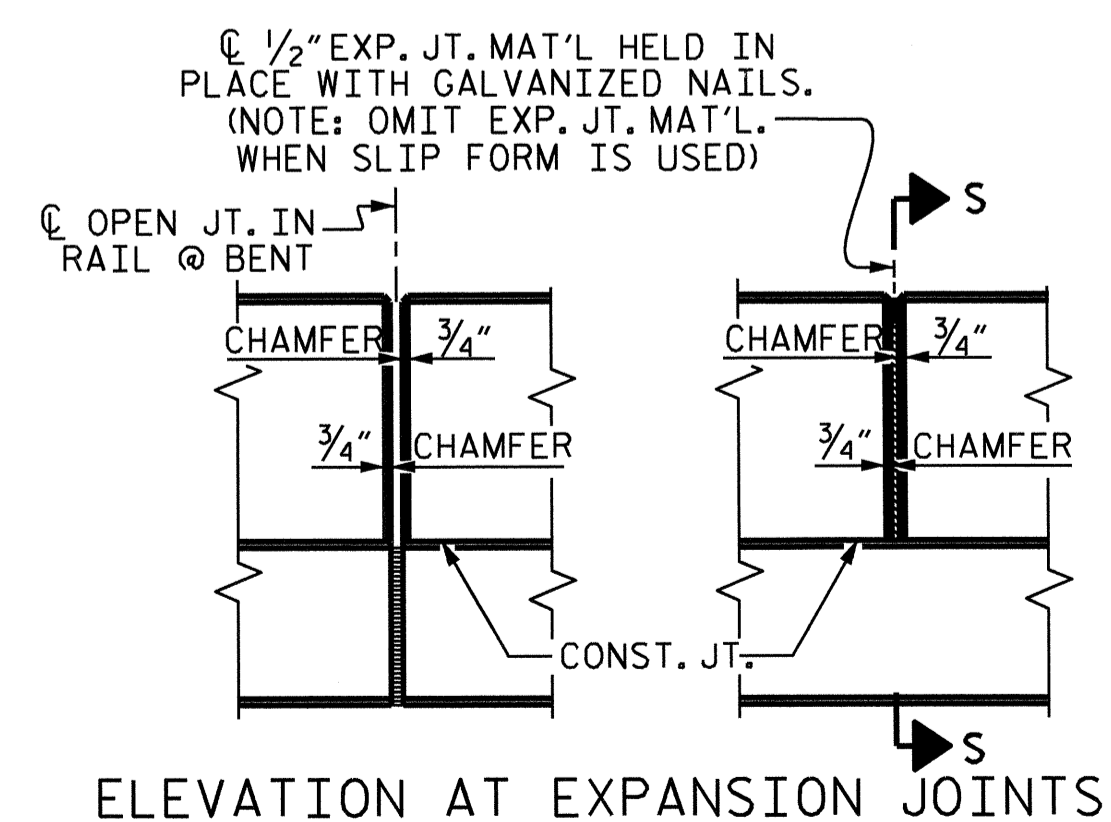
PARAPET AND END POST FOR TWO BAR RAIL

BILL OF MATERIAL FOR CONCRETE END POSTS

BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT
* E1	8	#7	STR	2'-8"	44
* E2	8	#7	STR	3'-2"	52
* E3	8	#7	STR	3'-8"	60
* E4	8	#7	STR	4'-2"	68
* E5	8	#7	STR	4'-5"	72
* F1	8	#6	STR	1'-10"	22
* F2	8	#6	STR	3'-0"	36
* F3	8	#6	STR	3'-6"	42
* EPOXY COATED REINFORCING STEEL					LBS. 396
CLASS AA CONCRETE					CU.YDS. 0.8



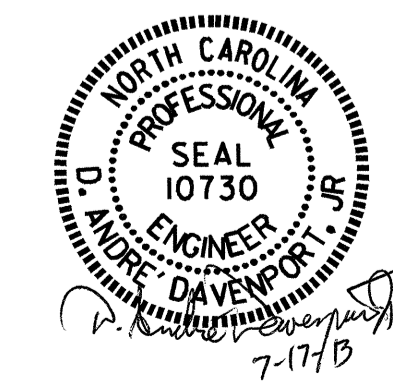
SECTION S-S
 AT DAM IN OPEN JOINT
 (THIS IS TO BE USED ONLY
 WHEN SLIP FORM IS USED)



ELEVATION AT EXPANSION JOINTS SECTION THROUGH PARAPET

PARAPET DETAILS

ASSEMBLED BY : D.A. DAVENPORT	DATE : 03/02/12
CHECKED BY : J.P. MCCARTHA	DATE : 06/25/13
DESIGN ENGINEER OF RECORD : D.A. DAVENPORT	DATE : 04/11/13
DRAWN BY : WJH 4/89	REV. 7/10/01 RWW/LES
CHECKED BY : FCJ 5/89	REV. 5/7/03RRR RWW/JTE
	REV. 5/1/06 TLA/GM

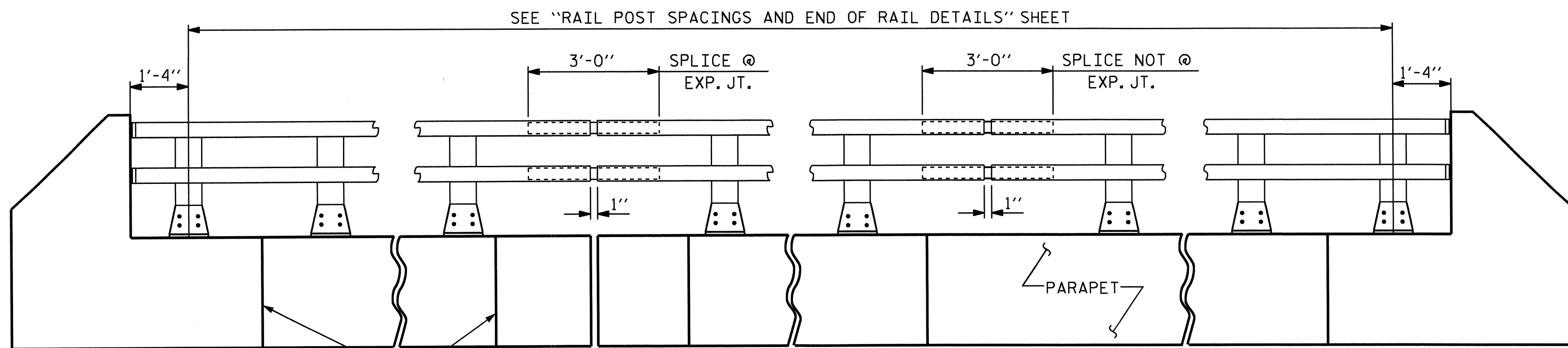


PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PARAPET AND END POST
 DETAILS FOR TWO BAR
 METAL RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS 26
2			4			



ELEVATION

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

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 LRFB 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

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 SPACINGS 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.

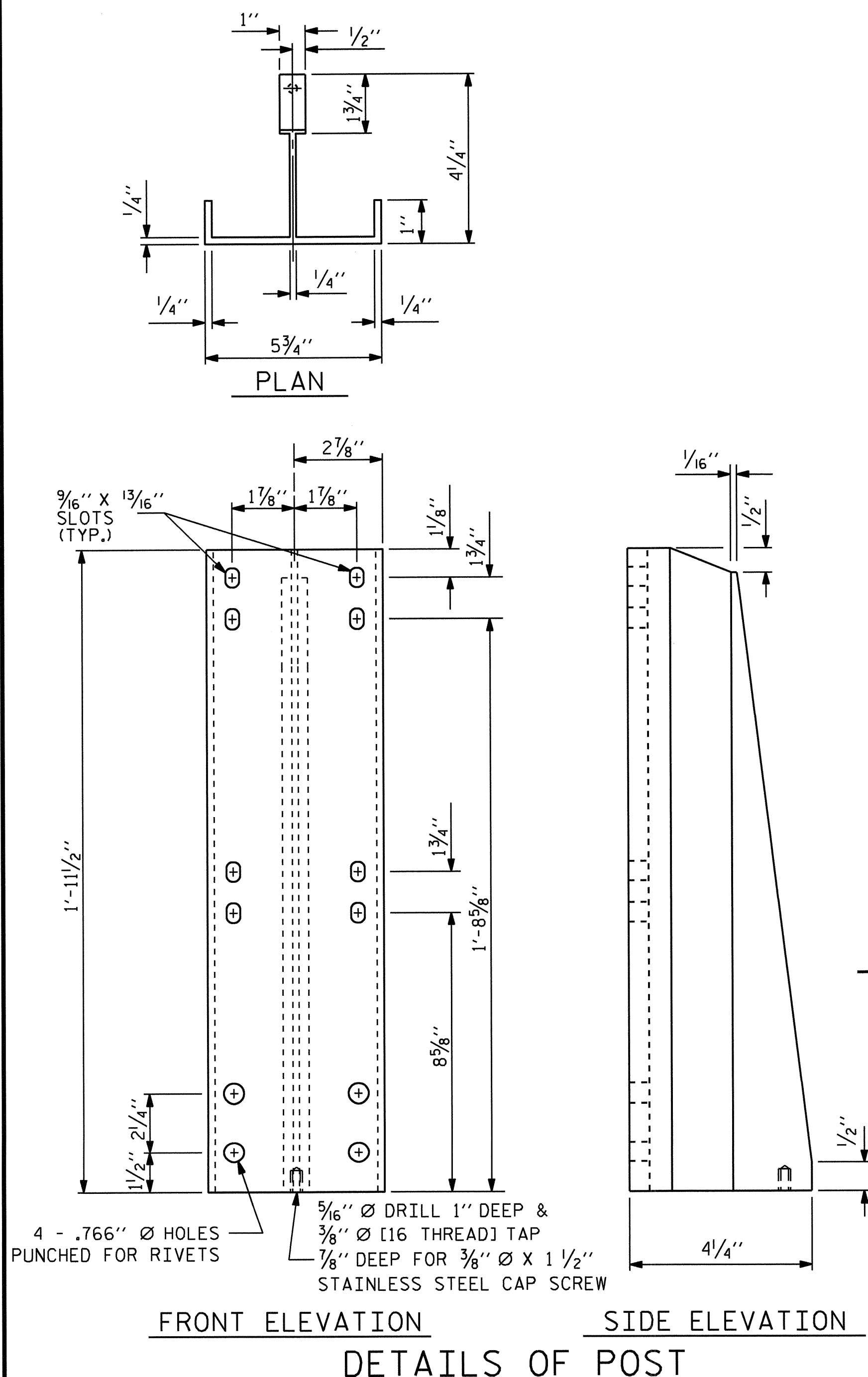
SHIMS SHALL BE USED AS NECESSARY FOR POST ALIGNMENT.

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

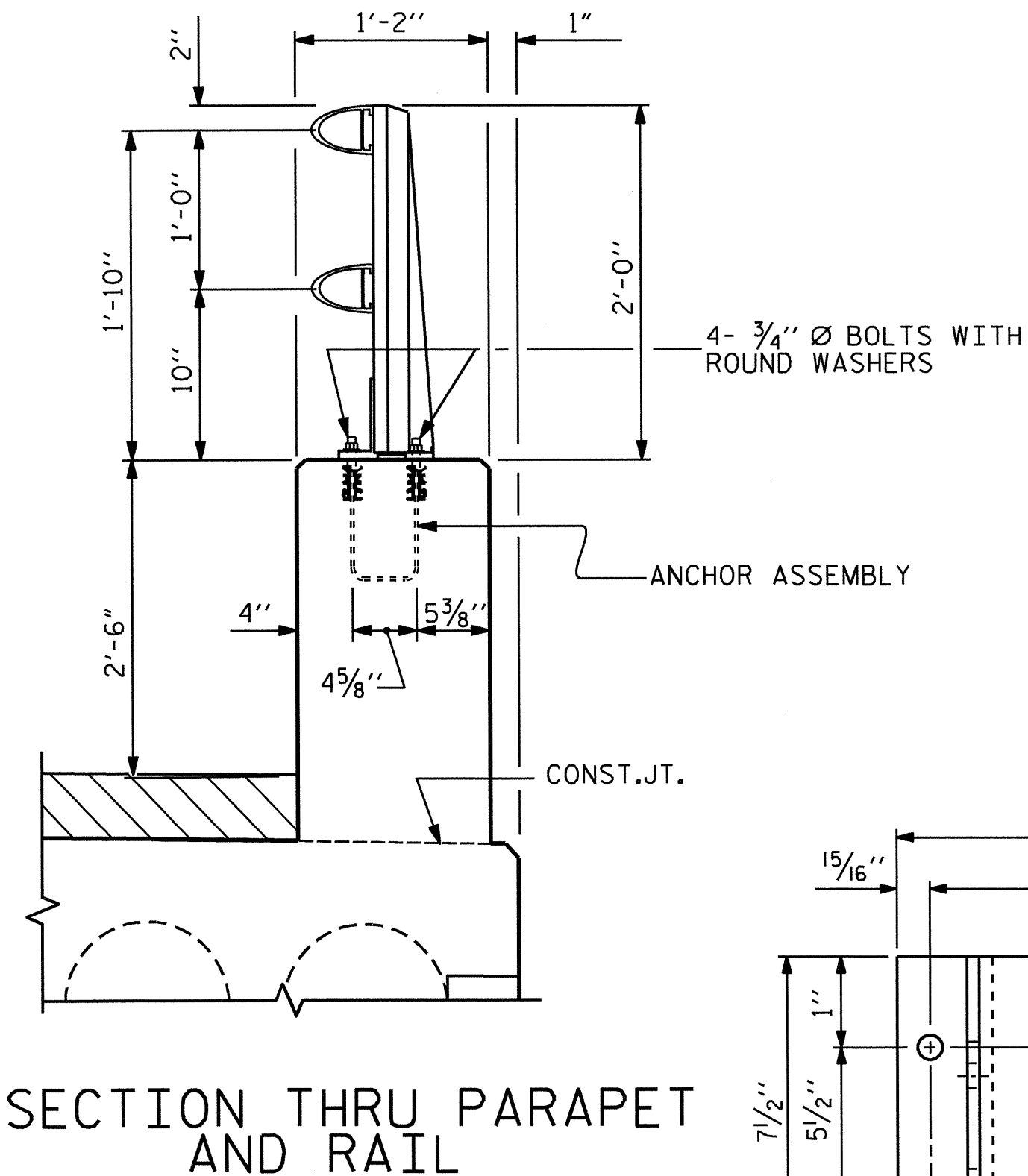
MINOR VARIATIONS IN DETAILS OF METAL RAIL WILL BE CONSIDERED. DETAILS OF SUCH VARIATIONS, IF DESIRED, SHALL BE SUBMITTED FOR APPROVAL.

GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE PARAPET IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. THE CONTRACTION JOINT SHALL BE LOCATED AT A SPACING OF 8 FT. TO 10 FT. BETWEEN EXPANSION JOINTS. NO CONTRACTION JOINTS WILL BE REQUIRED FOR SEGMENTS LESS THAN 10 FEET IN LENGTH.

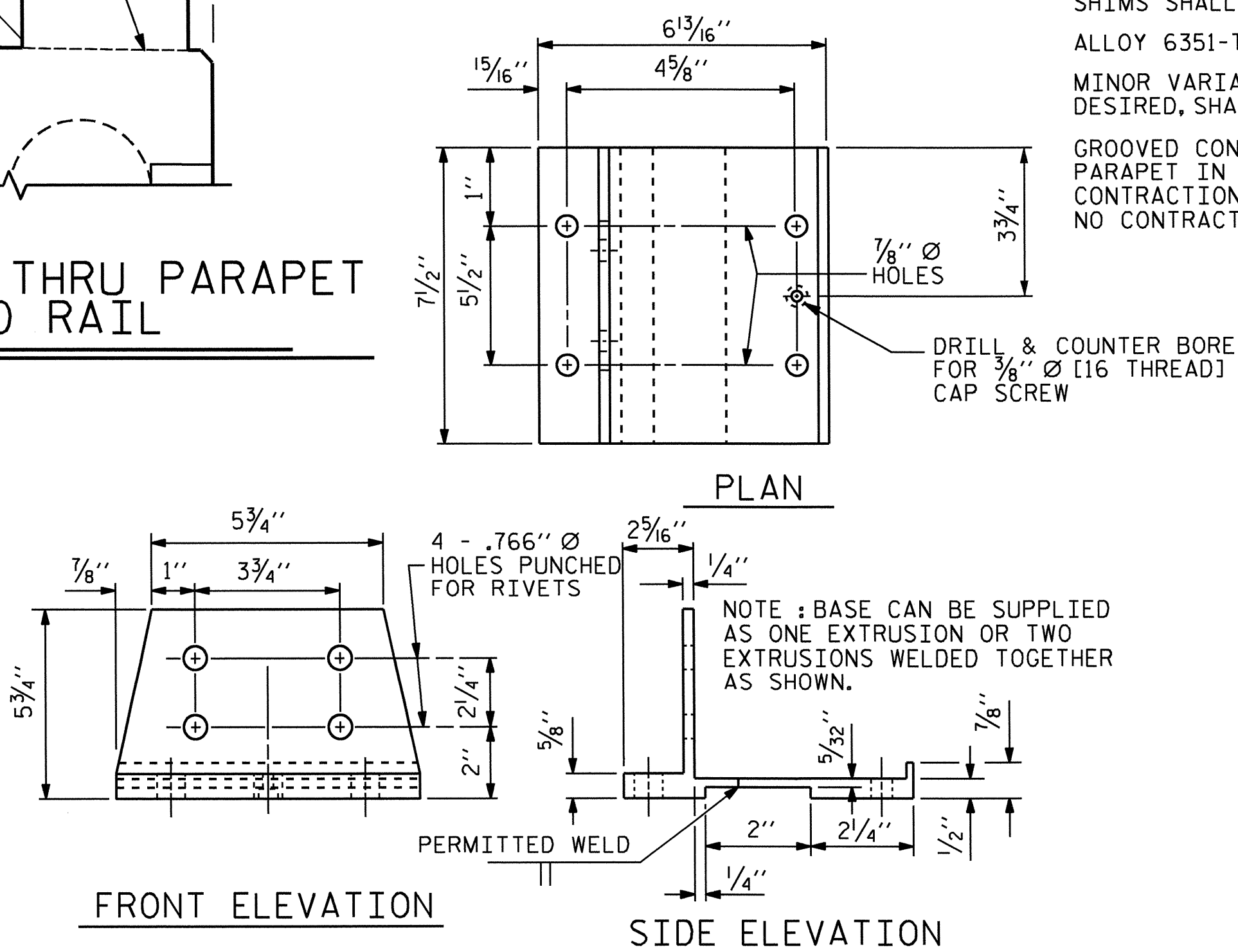
PAY LENGTH = 305,000 LIN. FT.



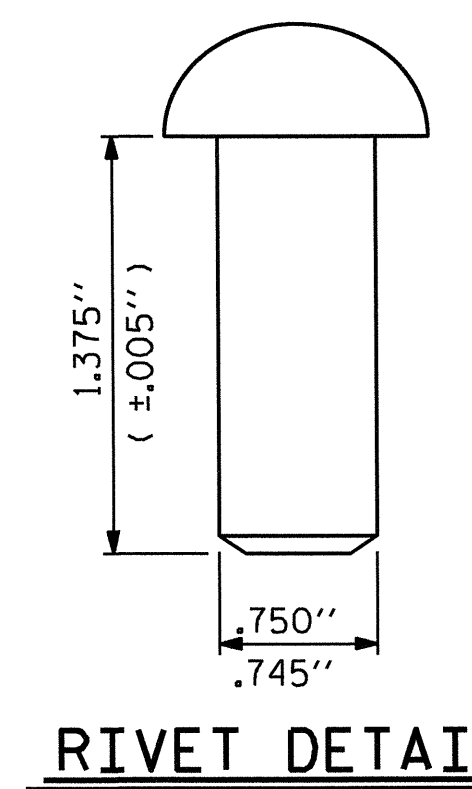
FRONT ELEVATION SIDE ELEVATION
DETAILS OF POST



SECTION THRU PARAPET AND RAIL



FRONT ELEVATION SIDE ELEVATION
POST BASE DETAILS



RIVET DETAIL

ASSEMBLED BY :	D.A. DAVENPORT	DATE :	03/02/12
CHECKED BY :	J.P. MCCARTHA	DATE :	06/25/13
DESIGN ENGINEER OF RECORD :	D.A. DAVENPORT	DATE :	04/11/13
DRAWN BY :	EEM 6/94	REV. 5/1/06	TLA/GM
CHECKED BY :	RCW 6/94	REV. 10/1/11	MAA/GM
		REV. 6/13	MAA/GM

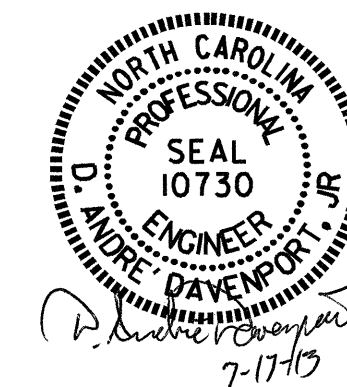
PROJECT NO. B-5107
FORSYTH COUNTY
STATION: 16+63.47-L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

2 BAR METAL RAIL

REVISIONS						SHEET NO. S-13
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 26
2			4			



NOTES

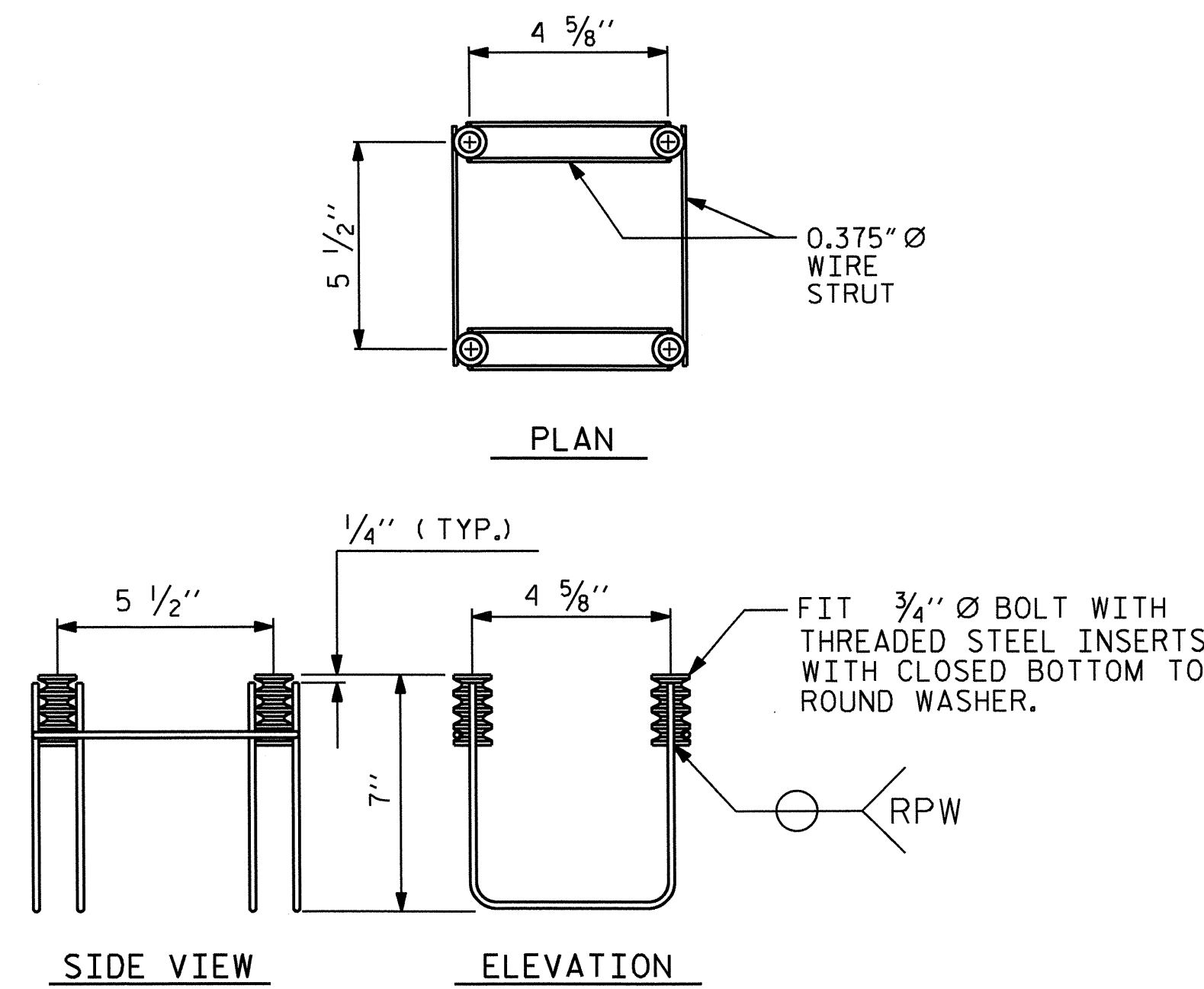
STRUCTURAL CONCRETE ANCHOR ASSEMBLY

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 3/4" FERRULES.
- B. 4 - 3/4" Ø X 2 1/2" 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 3/4" Ø X 2 1/2" 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 1/6" 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.

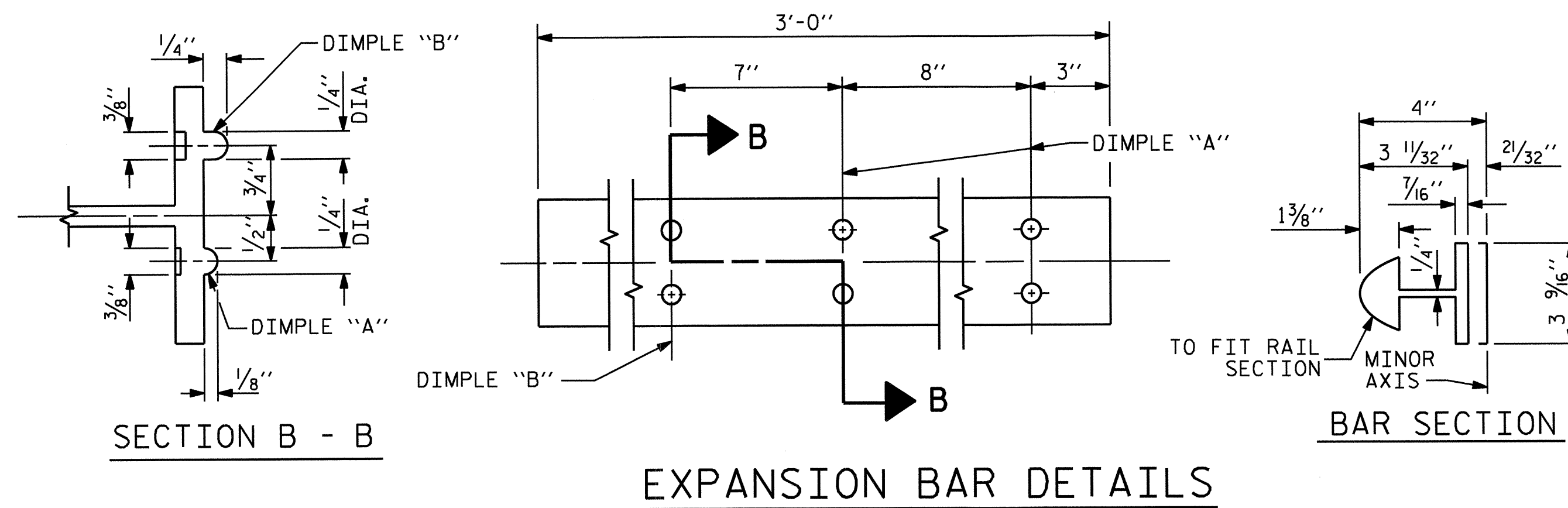
THE CONTRACTOR MAY USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF THE METAL RAIL ANCHOR ASSEMBLY. LEVEL ONE FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 3/4" Ø BOLT IS 10 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE THE STANDARD SPECIFICATIONS.

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.

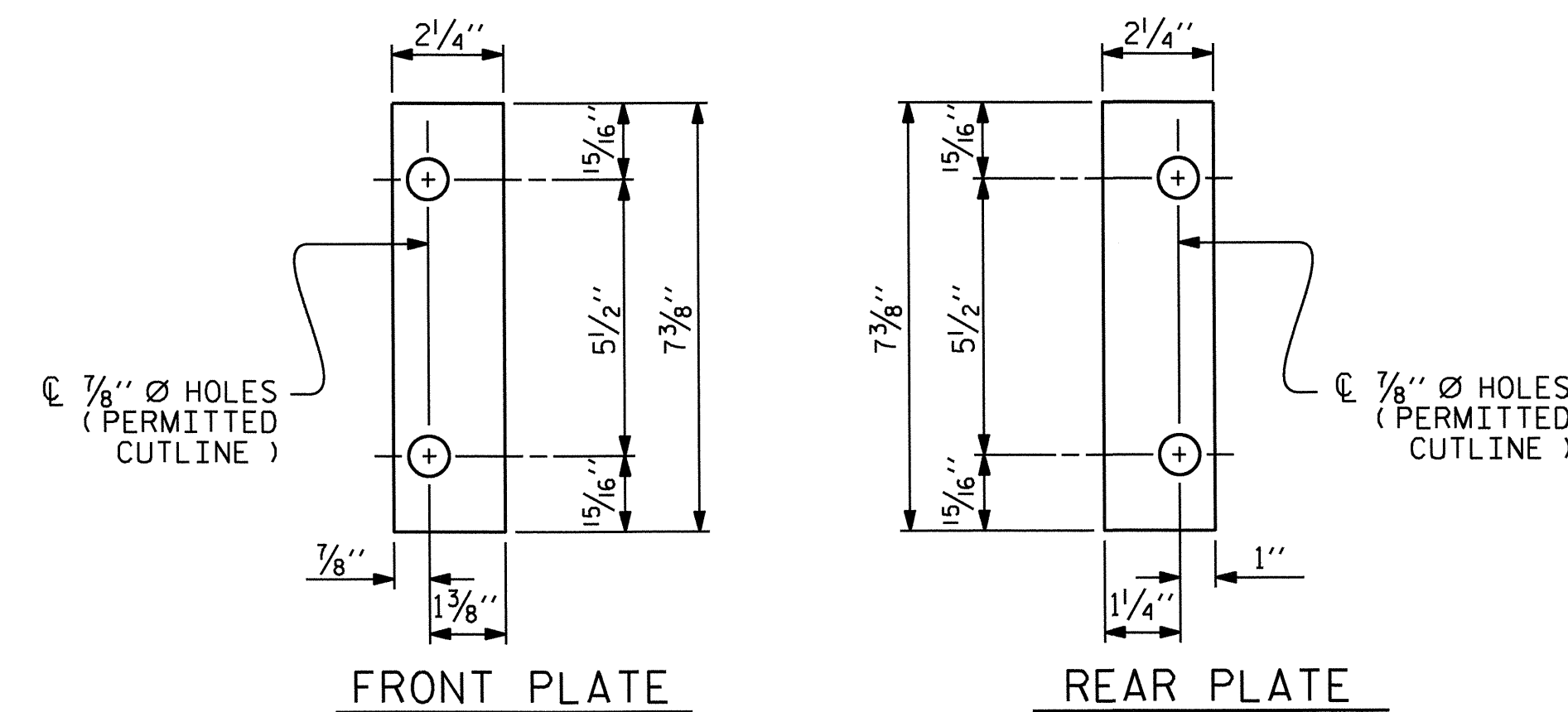


4-BOLT METAL RAIL ANCHOR ASSEMBLY

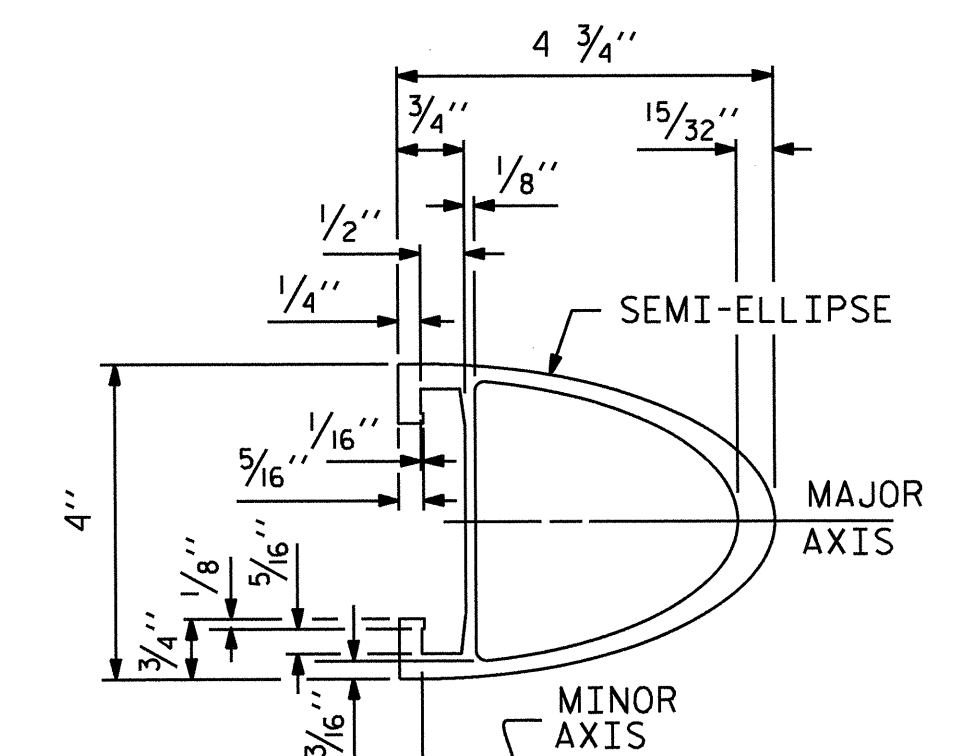
(56 ASSEMBLIES REQUIRED)



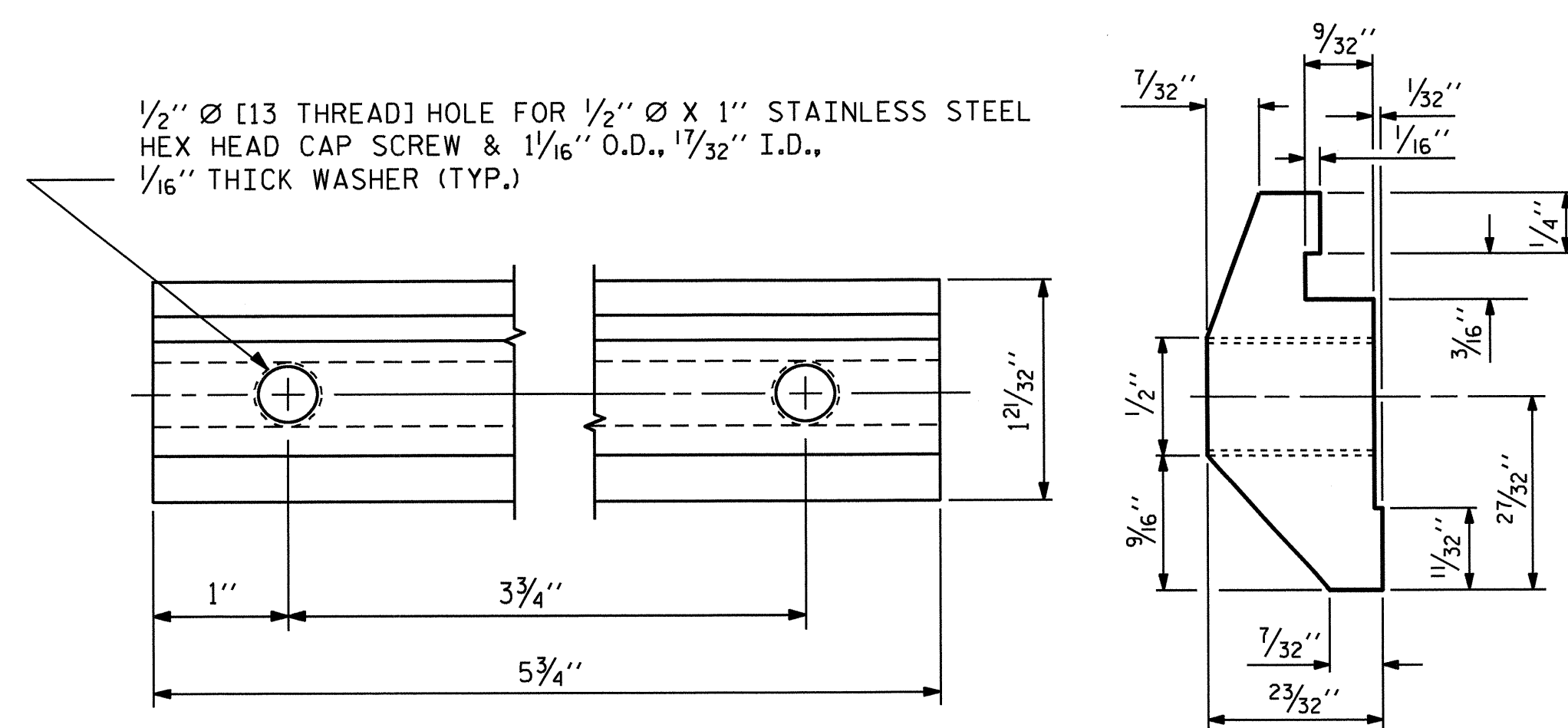
EXPANSION BAR DETAILS



SHIM DETAILS

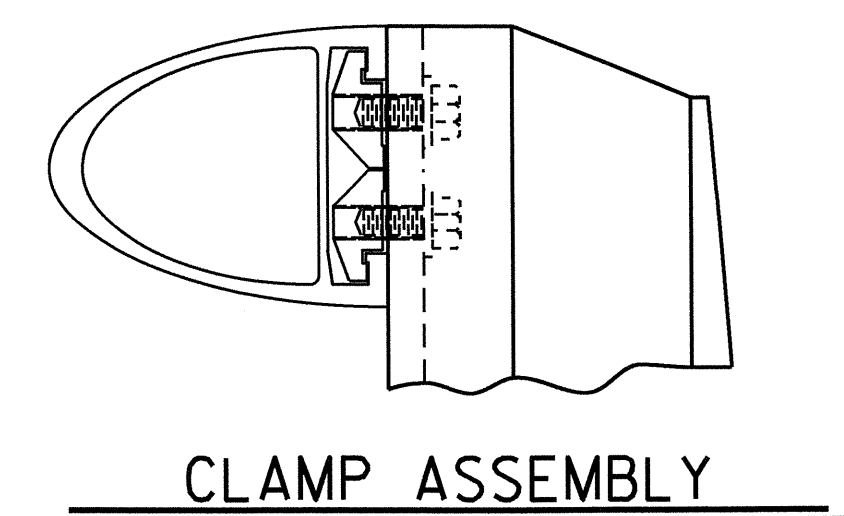


RAIL SECTION

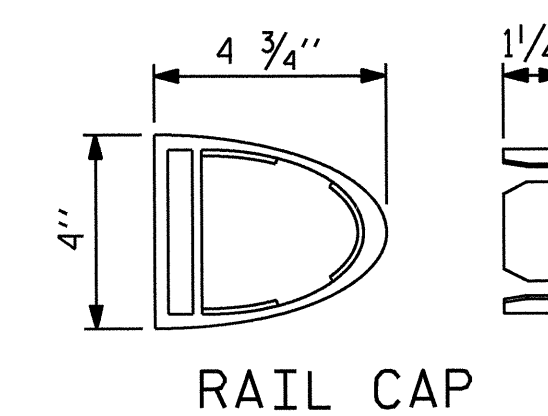


CLAMP BAR DETAIL

(4 REQUIRED PER POST)



CLAMP ASSEMBLY



RAIL CAP

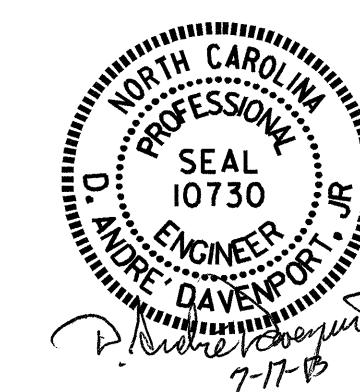
PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

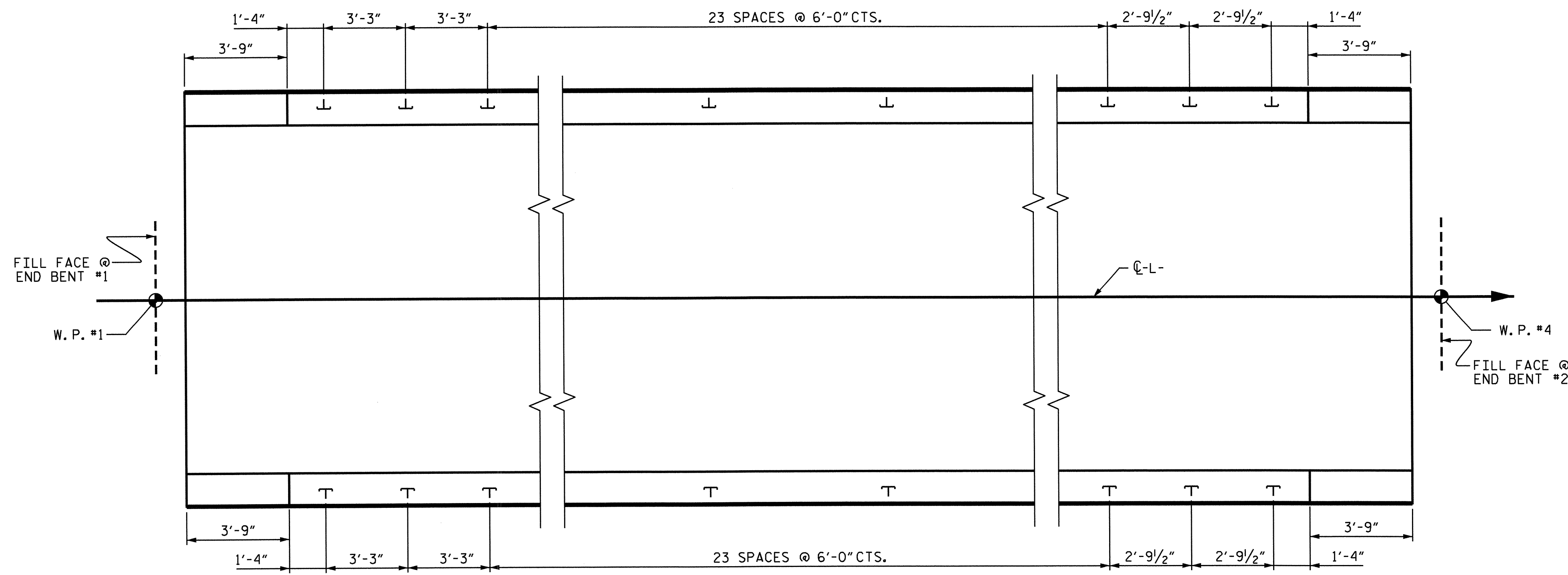
STANDARD

2 BAR METAL RAIL

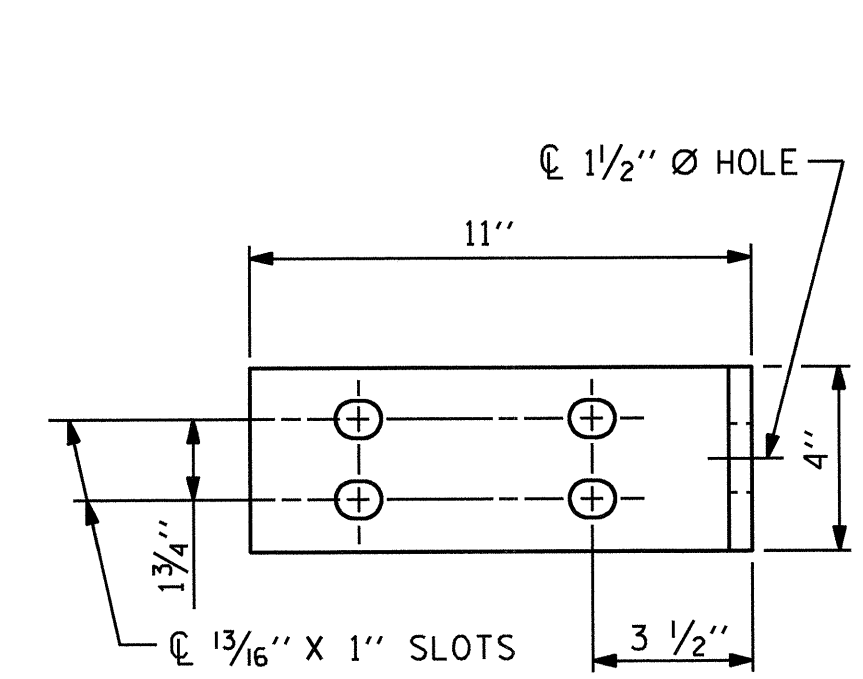


ASSEMBLED BY :	D.A. DAVENPORT	DATE :	03/02/12
CHECKED BY :	J.P. MCCARTHA	DATE :	06/25/13
DESIGN ENGINEER OF RECORD :	D.A. DAVENPORT	DATE :	04/11/13
DRAWN BY :	EEM 6/94	REV. 2/6/97	EEM/RGW
CHECKED BY :	RGW 6/94	REV. 8/16/99	MAB/LES
		REV. 5/1/06R	KMM/GM

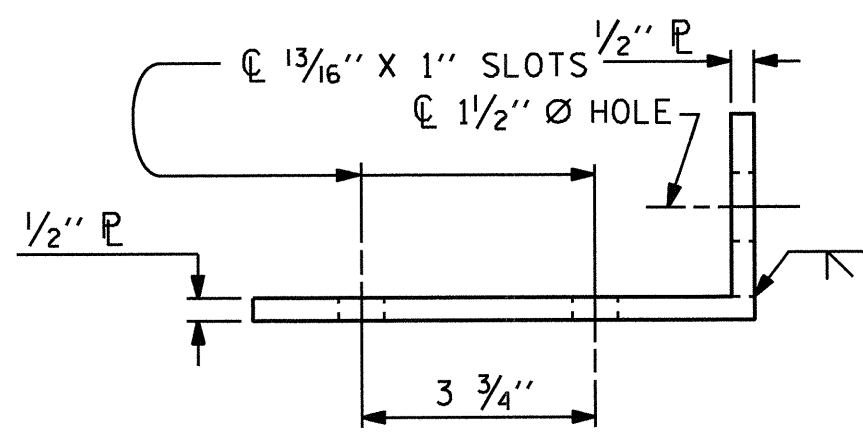
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			26
2			4			26



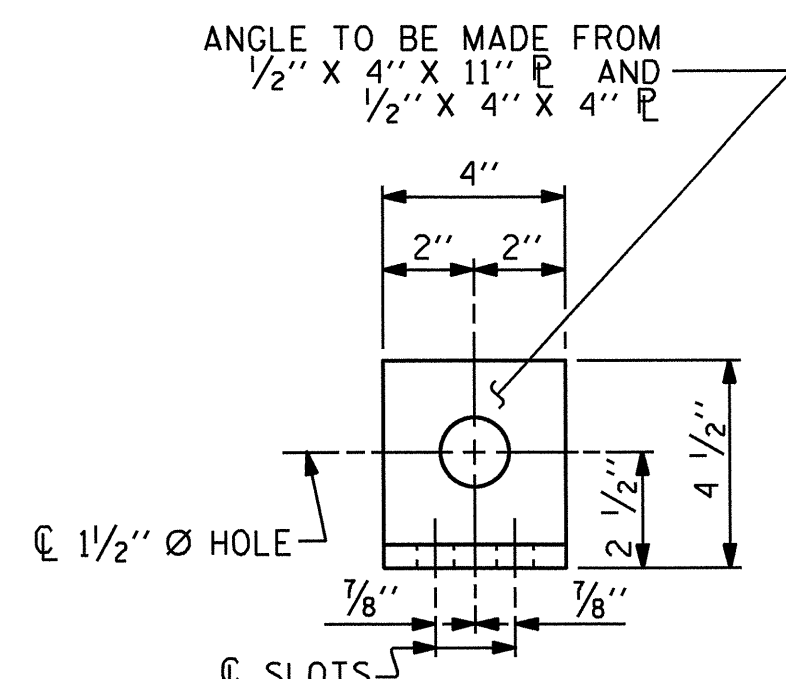
PLAN OF RAIL POST SPACINGS



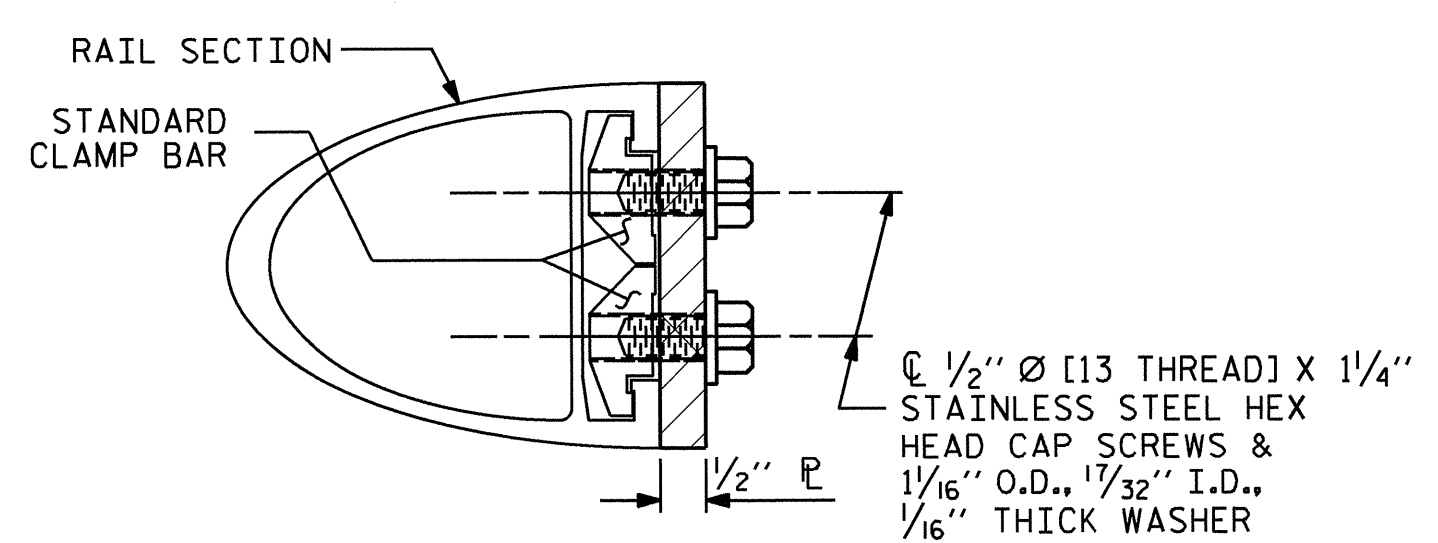
ELEVATION



TOP VIEW

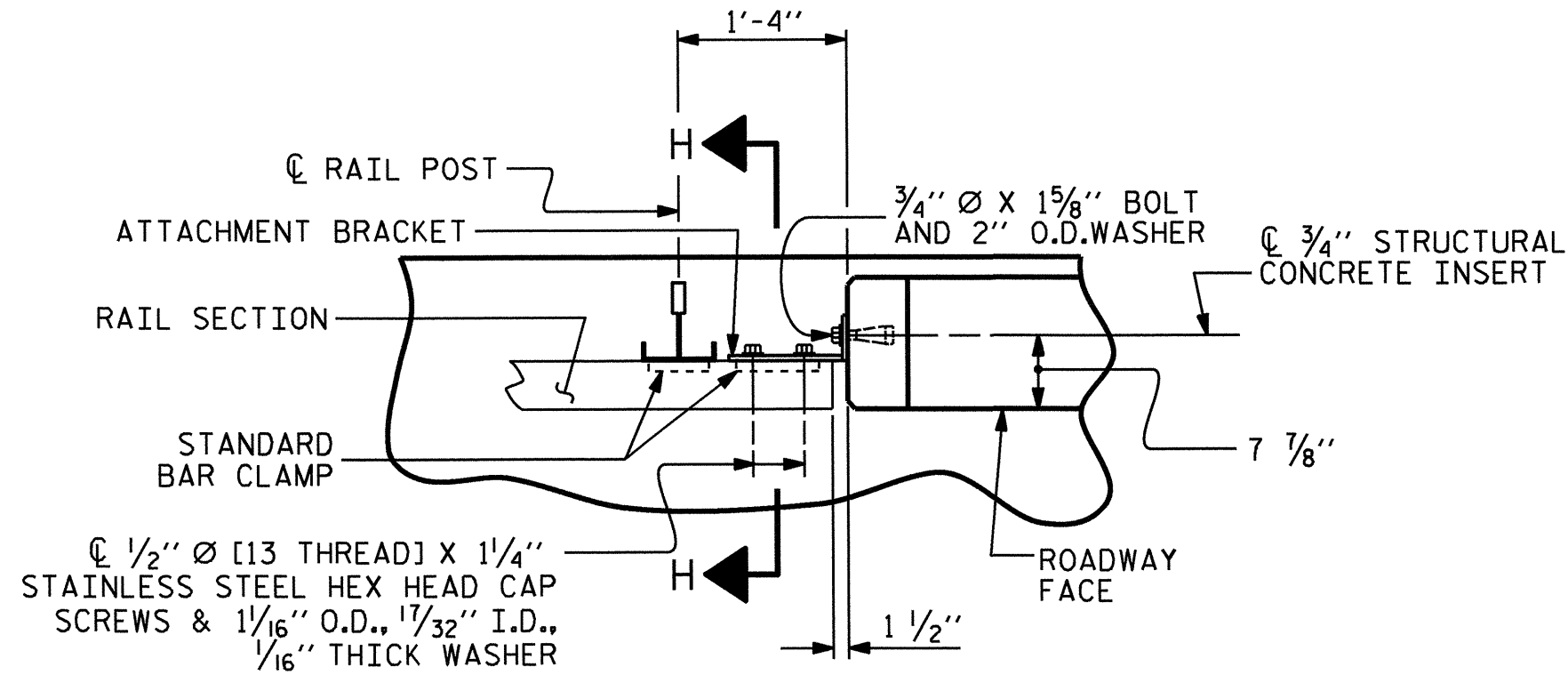


END VIEW

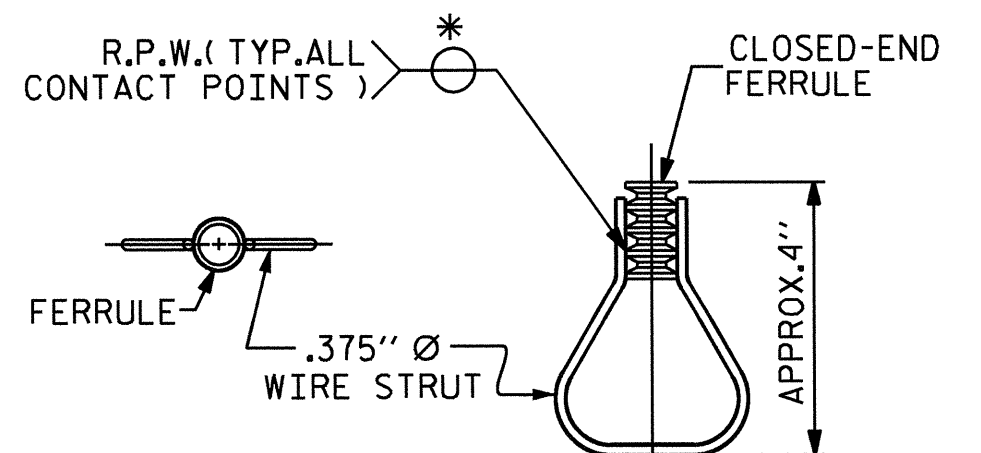


SECTION H-H

DETAILS FOR ATTACHING METAL RAIL TO END POST



PLAN - RAIL AND END POST



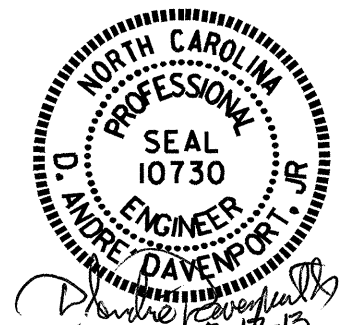
PLAN ELEVATION

STRUCTURAL CONCRETE INSERT

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

PROJECT NO. B-5107
FORSYTH COUNTY
 STATION: 16+63.47-L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
**RAIL POST SPACINGS
 AND
 END OF RAIL DETAILS**



REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	5-15	
1			3			TOTAL SHEETS	
2			4			26	

ASSEMBLED BY : D.A. DAVENPORT	DATE : 03/02/12
CHECKED BY : J.P. MCCARTHA	DATE : 06/25/13
DESIGN ENGINEER OF RECORD: D.A. DAVENPORT	DATE : 04/11/13
DRAWN BY : FCJ 1/88	REV. 10/17/00 LES/RDR
CHECKED BY : CRK 3/89	REV. 5/7/03 RWW/JTE
	REV. 5/1/06 TLA/GM

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.

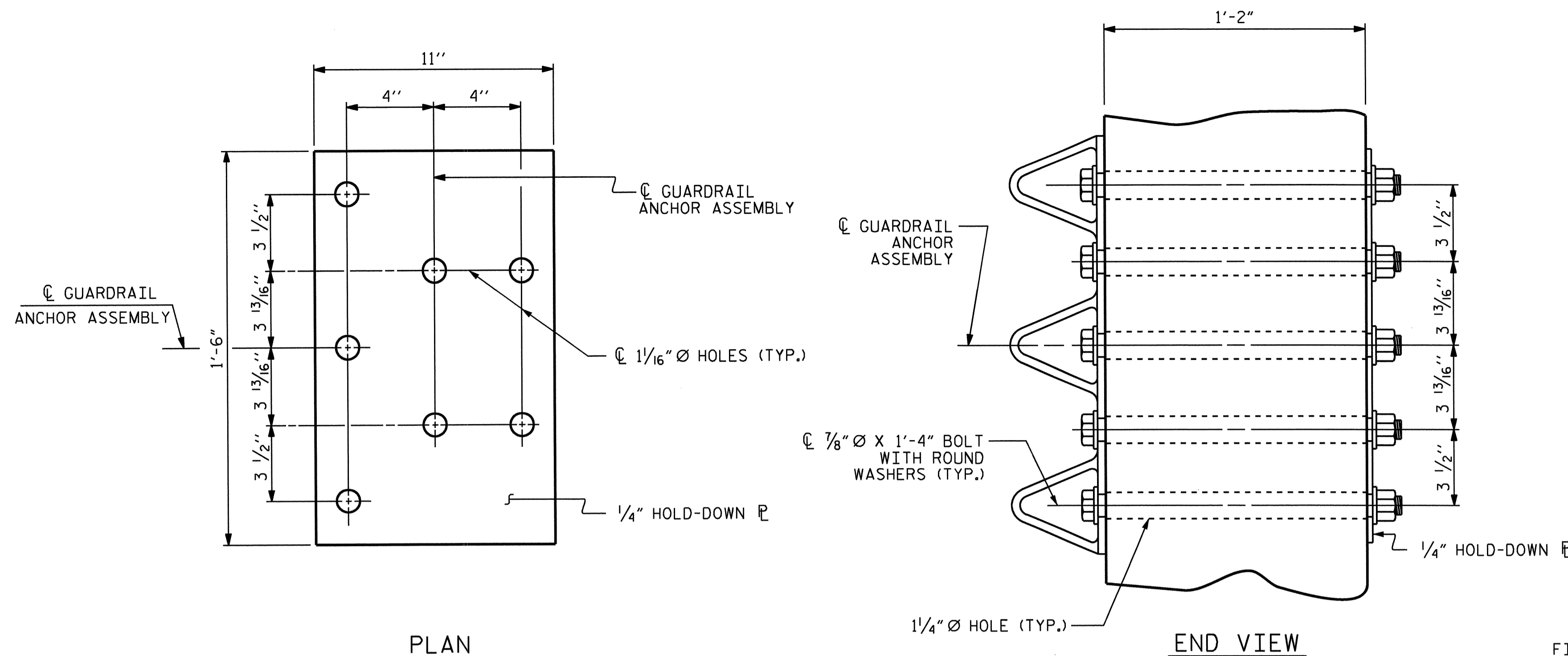
AFTER INSTALLATION, THE EXPOSED THREAD OF THE BOLT SHALL BE BURRED WITH A SHARP POINTED TOOL.

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.

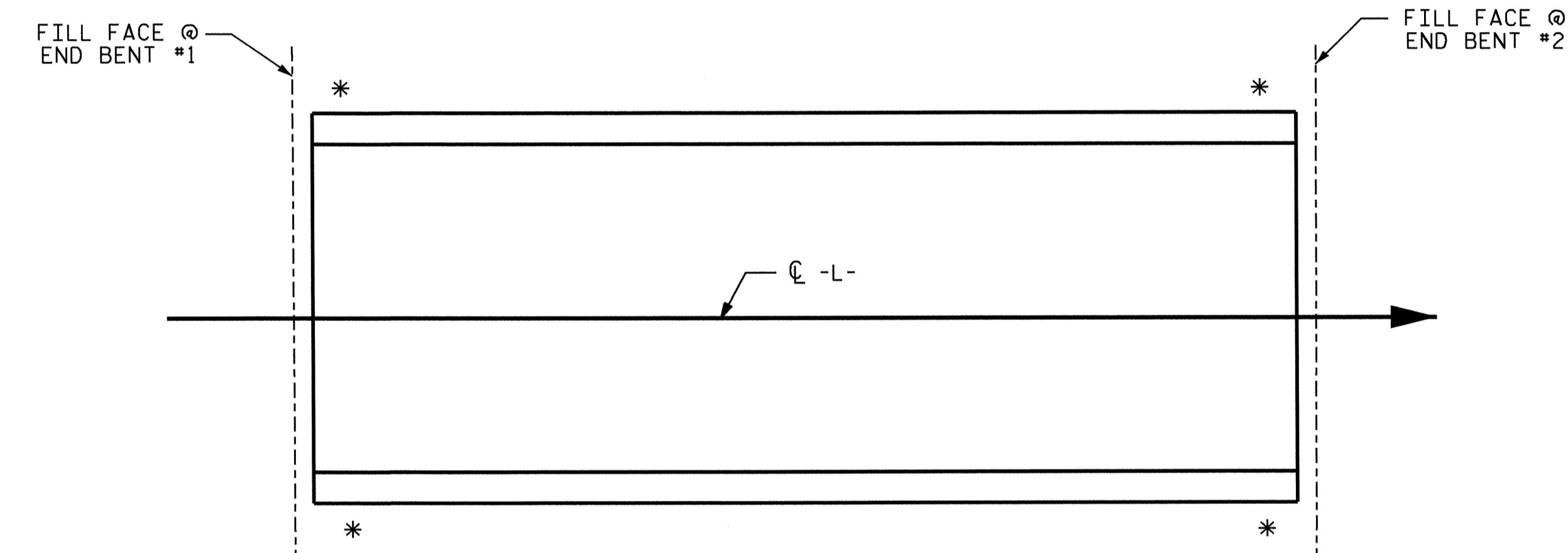
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF THE PARAPET. FOR POINTS OF ATTACHMENT, SEE SKETCH.



PLAN

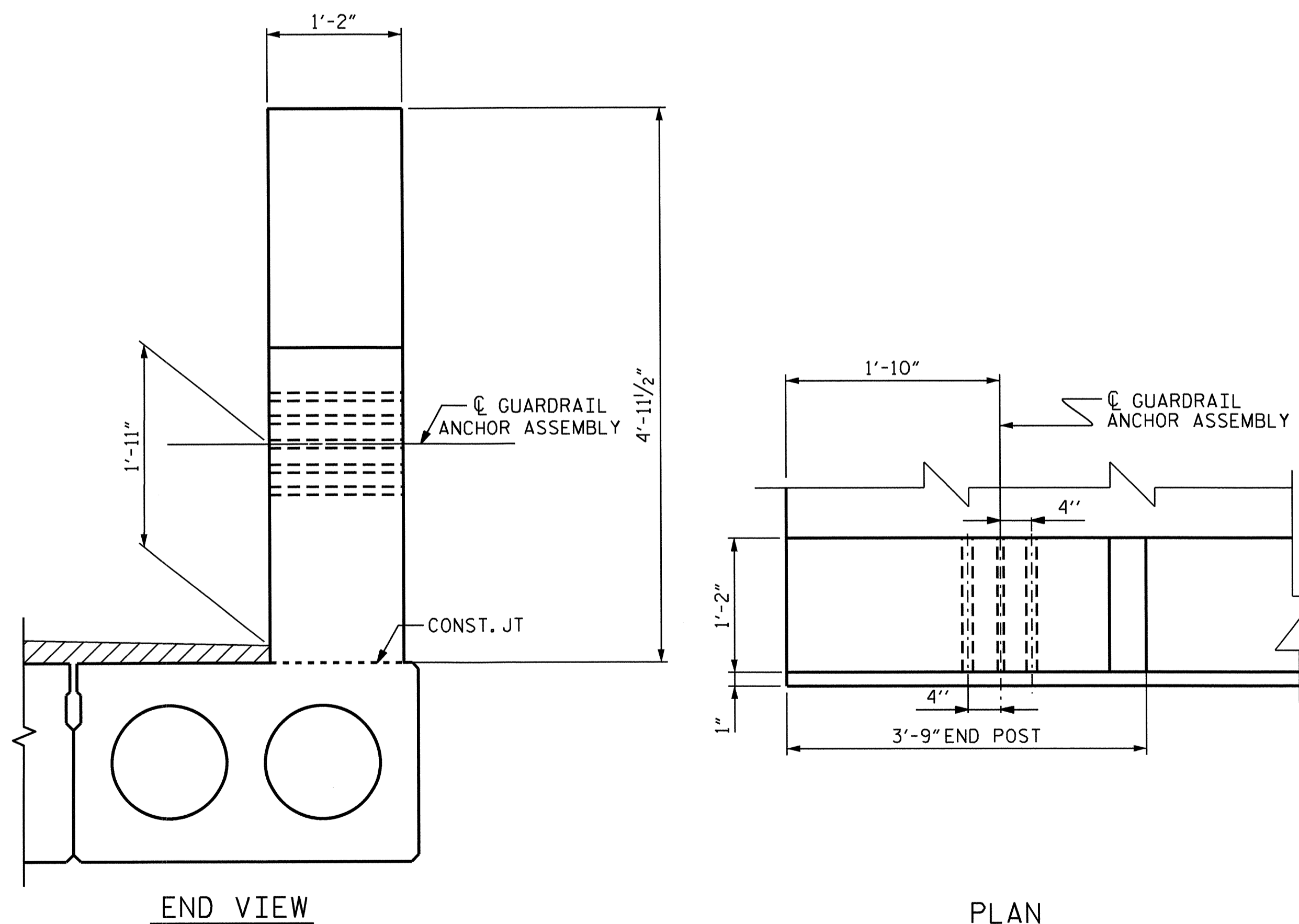
END VIEW

GUARDRAIL ANCHOR ASSEMBLY DETAILS



SKETCH SHOWING POINTS OF ATTACHMENT

* LOCATION OF GUARDRAIL ATTACHMENT

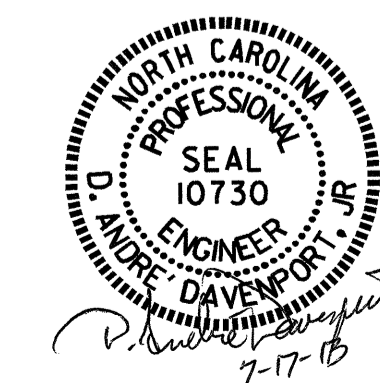


END VIEW

PLAN

LOCATION OF GUARDRAIL ANCHOR AT END POST

ASSEMBLED BY :	D.A. DAVENPORT	DATE :	03/05/12
CHECKED BY :	J.P. McCARTHA	DATE :	06/25/13
DESIGN ENGINEER OF RECORD:	D.A. DAVENPORT	DATE :	04/11/13
DRAWN BY :	EEM	6/94	REV. 10/17/00 RWW/LES
CHECKED BY :	RCW	6/94	REV. 5/7/03 RWW/JTE
			REV. 5/1/06 TLA/GM



PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
GUARDRAIL ANCHORAGE DETAILS FOR METAL RAILS					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					SHEET NO. S-16
					TOTAL SHEETS 26

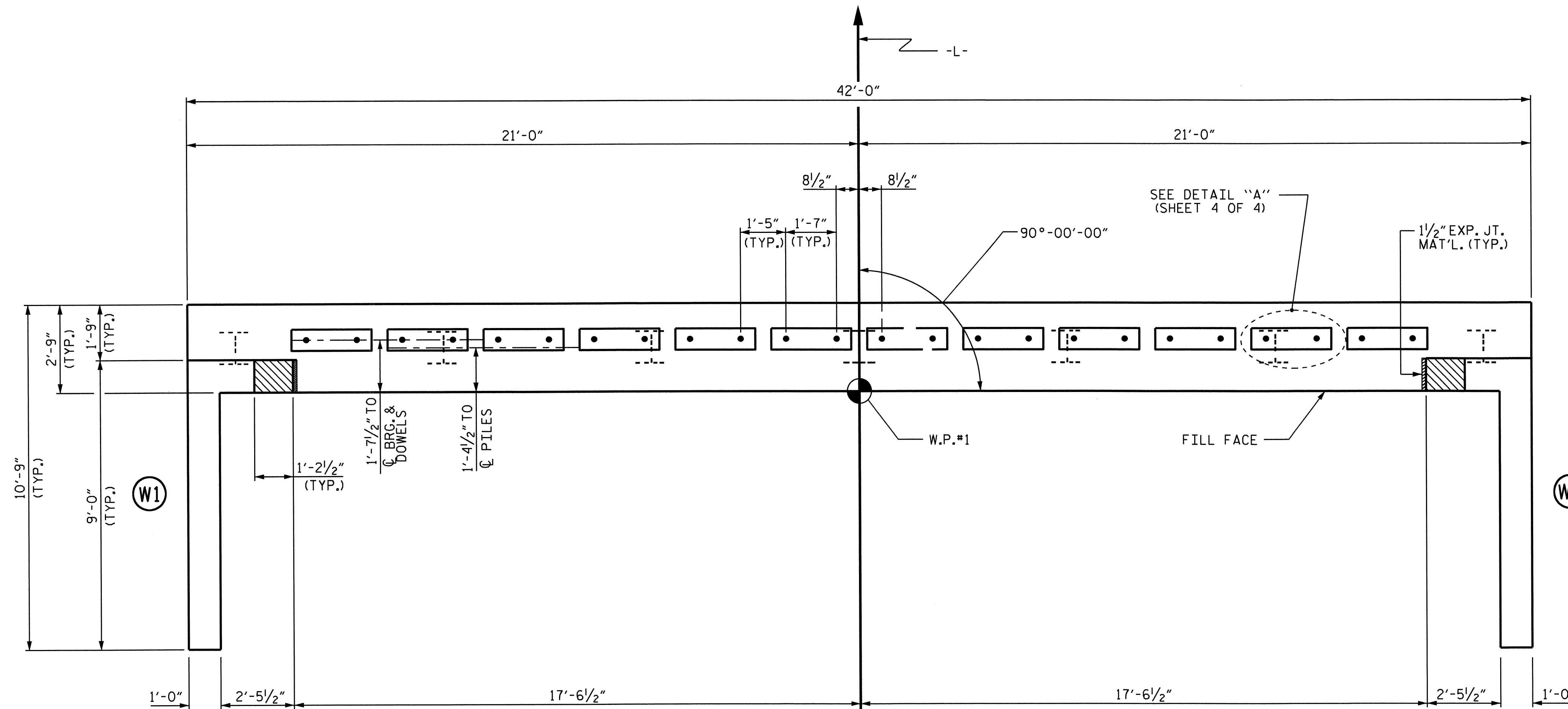
NOTES

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

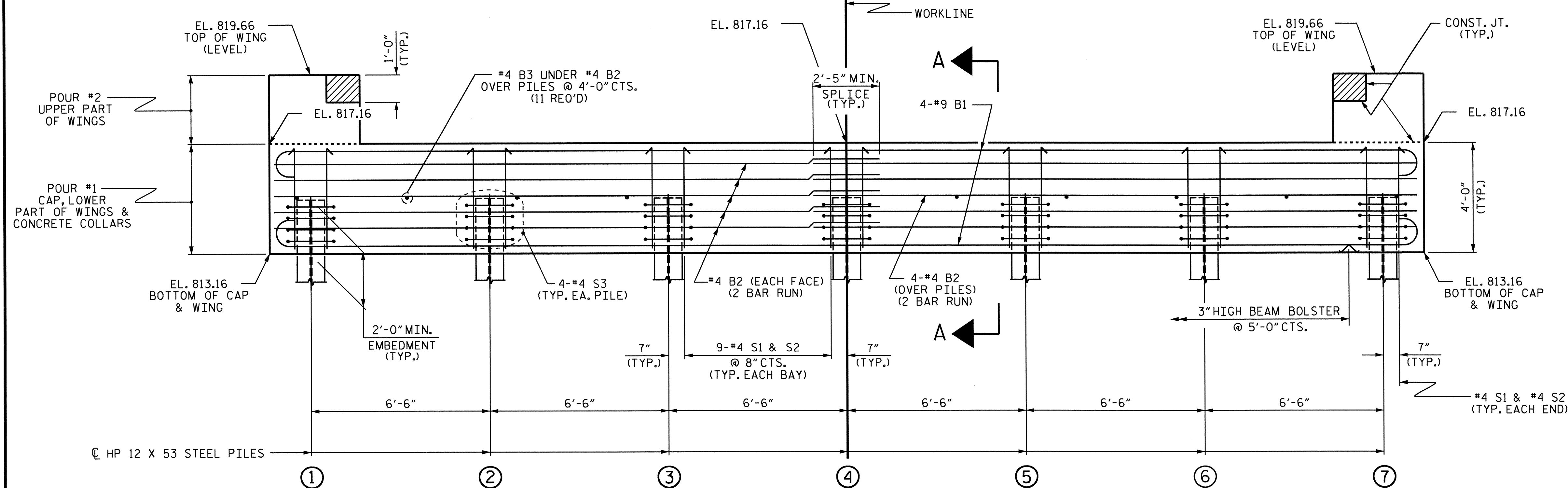
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE CONCRETE PARAPET IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN



ELEVATION

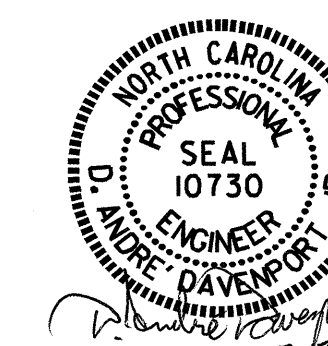
WINGS NOT SHOWN FOR CLARITY.
FOR SECTION A-A, SEE SHEET 4 OF 4.
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. B-5107
FORSYTH COUNTY
STATION: 16+63.47-L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT No. 1



ASSEMBLED BY : D.A. DAVENPORT DATE : 03/05/12
CHECKED BY : J.P. MCCARTHY DATE : 06/25/13

DRAWN BY : WJH 12/11
CHECKED BY : AAC 12/11

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			26
2			4			26

STD. NO. EB_36_90S4

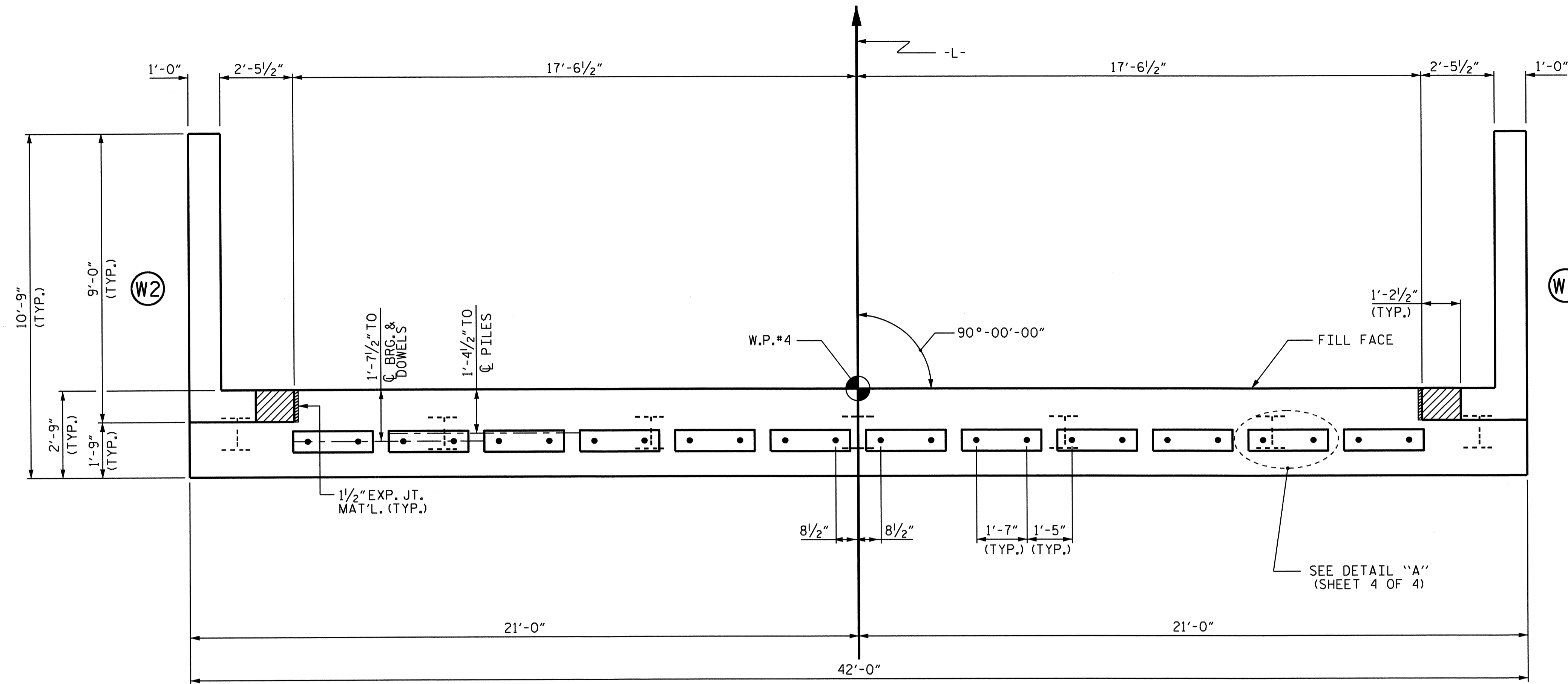
NOTES

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

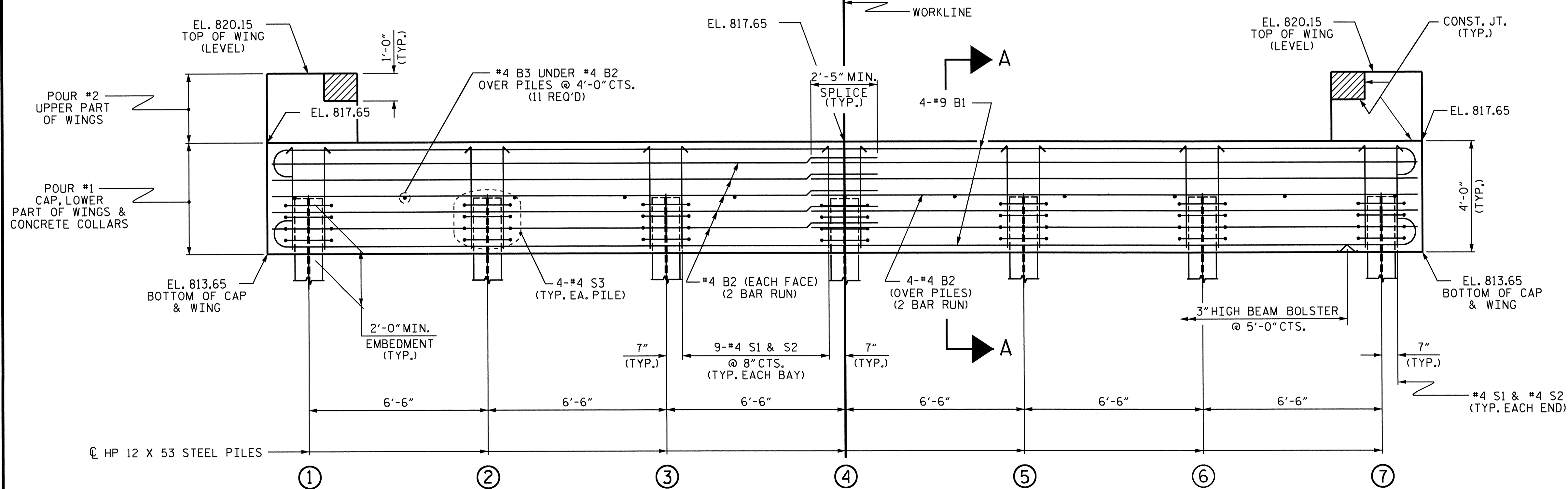
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE CONCRETE PARAPET RAIL IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN



ELEVATION

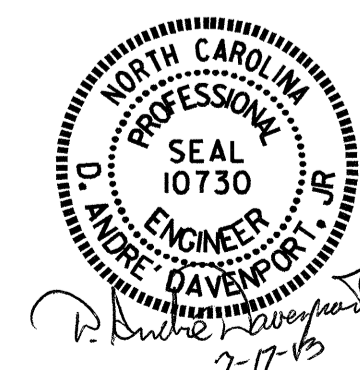
WINGS NOT SHOWN FOR CLARITY.
FOR SECTION A-A, SEE SHEET 4 OF 4.
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. B-5107
FORSYTH COUNTY
STATION: 16+63.47-L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

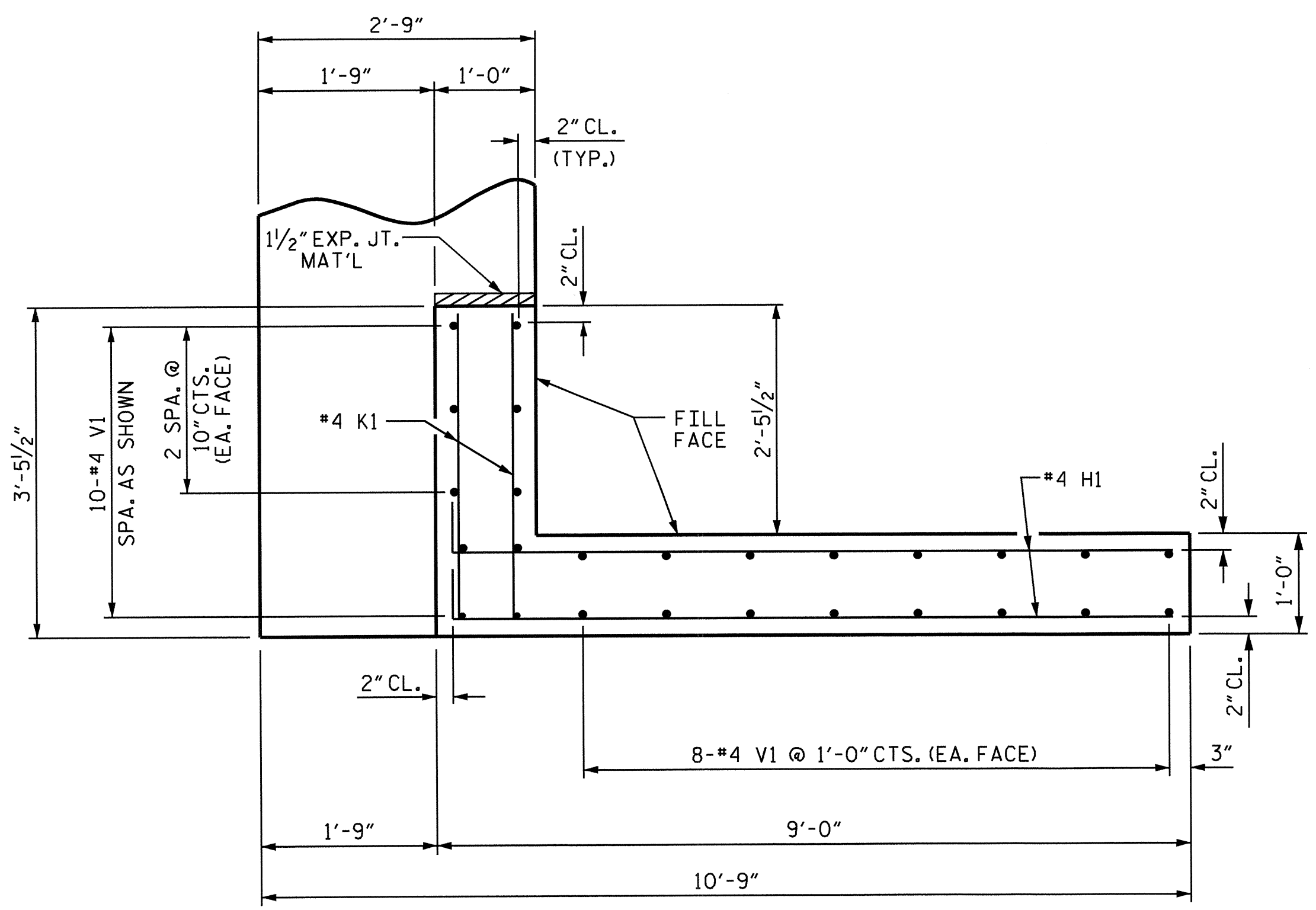
SUBSTRUCTURE
END BENT No. 2



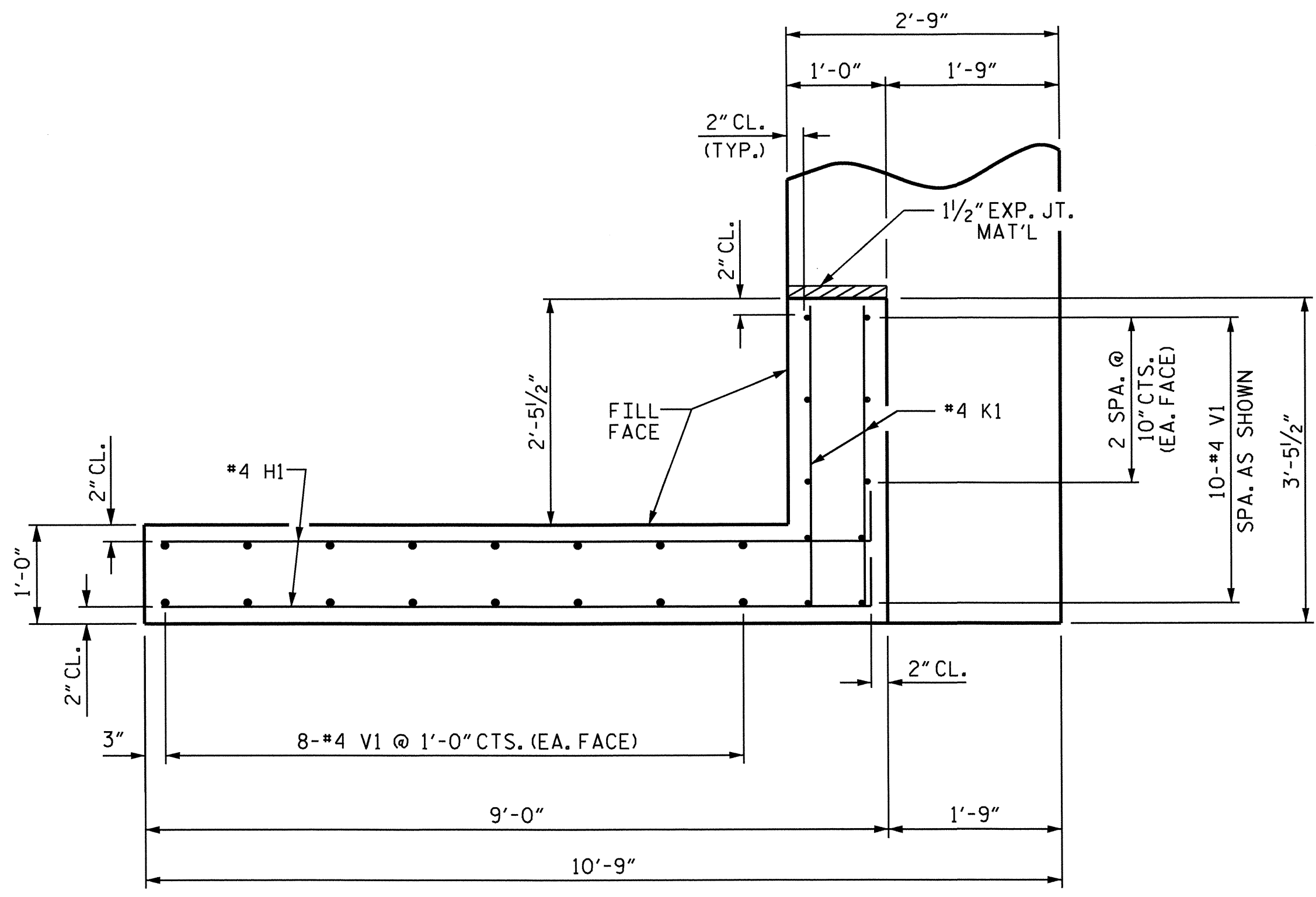
ASSEMBLED BY : D.A. DAVENPORT DATE : 03/05/12
CHECKED BY : J.P. MCCARTHY DATE : 06/25/13
DRAWN BY : WJH 12/11
CHECKED BY : AAC 12/11

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			26
2			4			

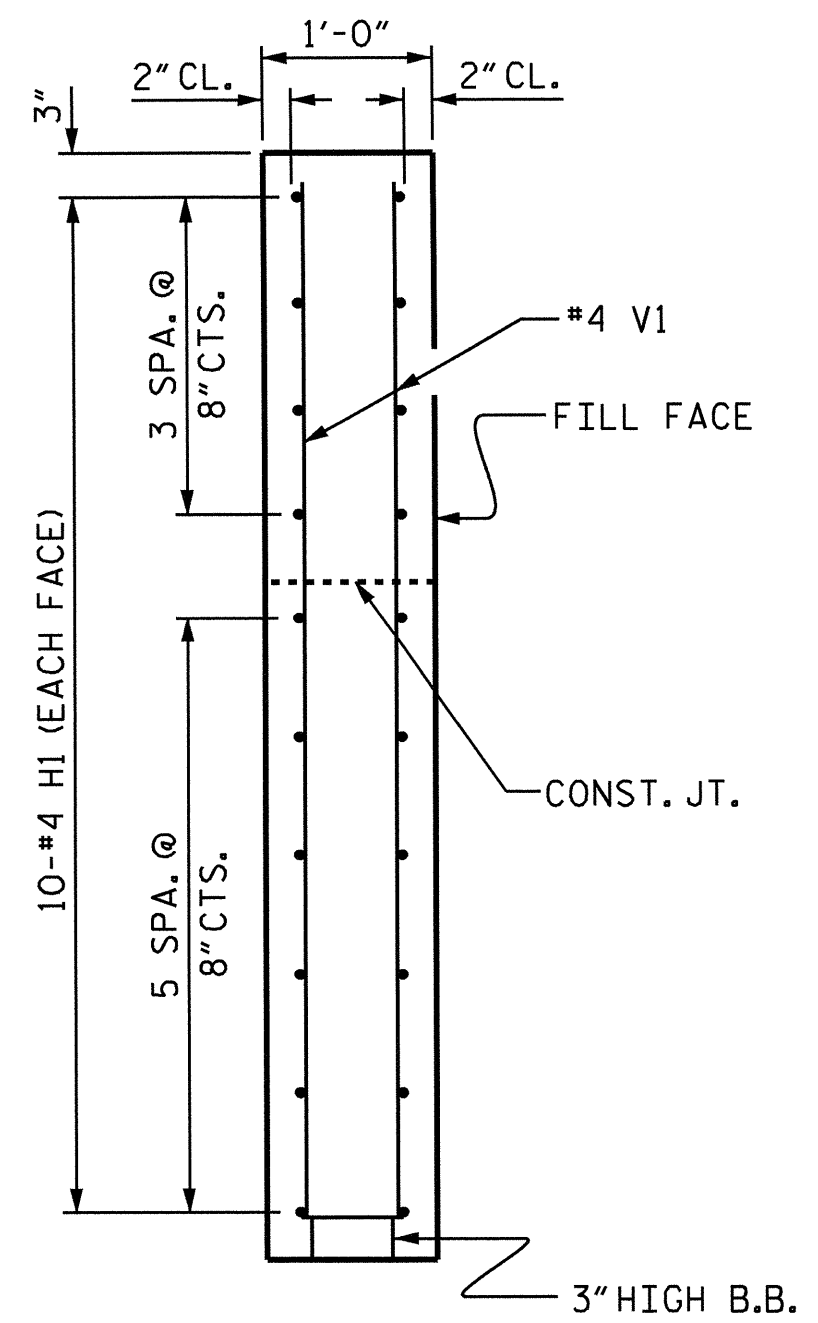
STD. NO. EB_36_90S4



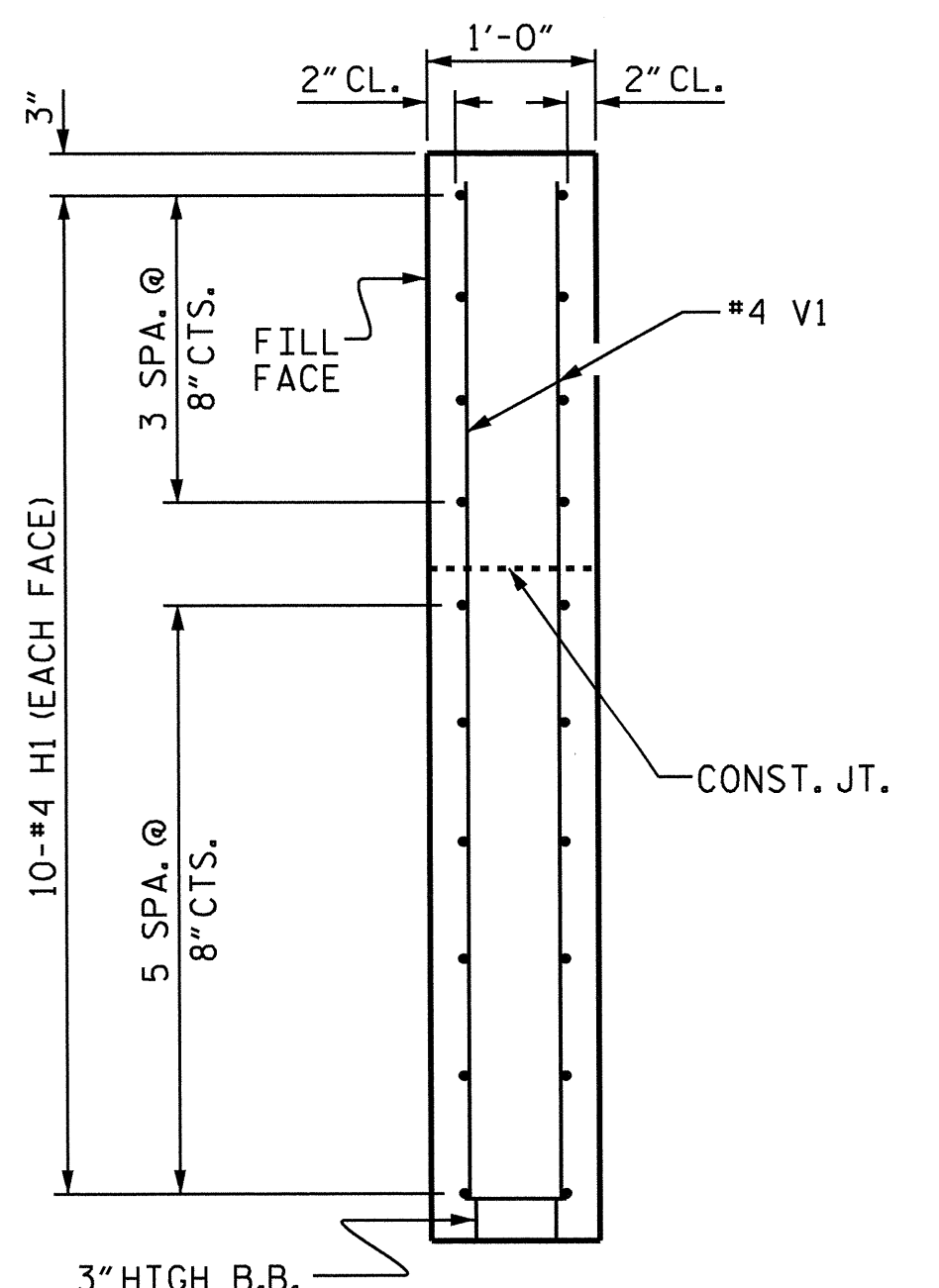
PLAN OF WING (W1)



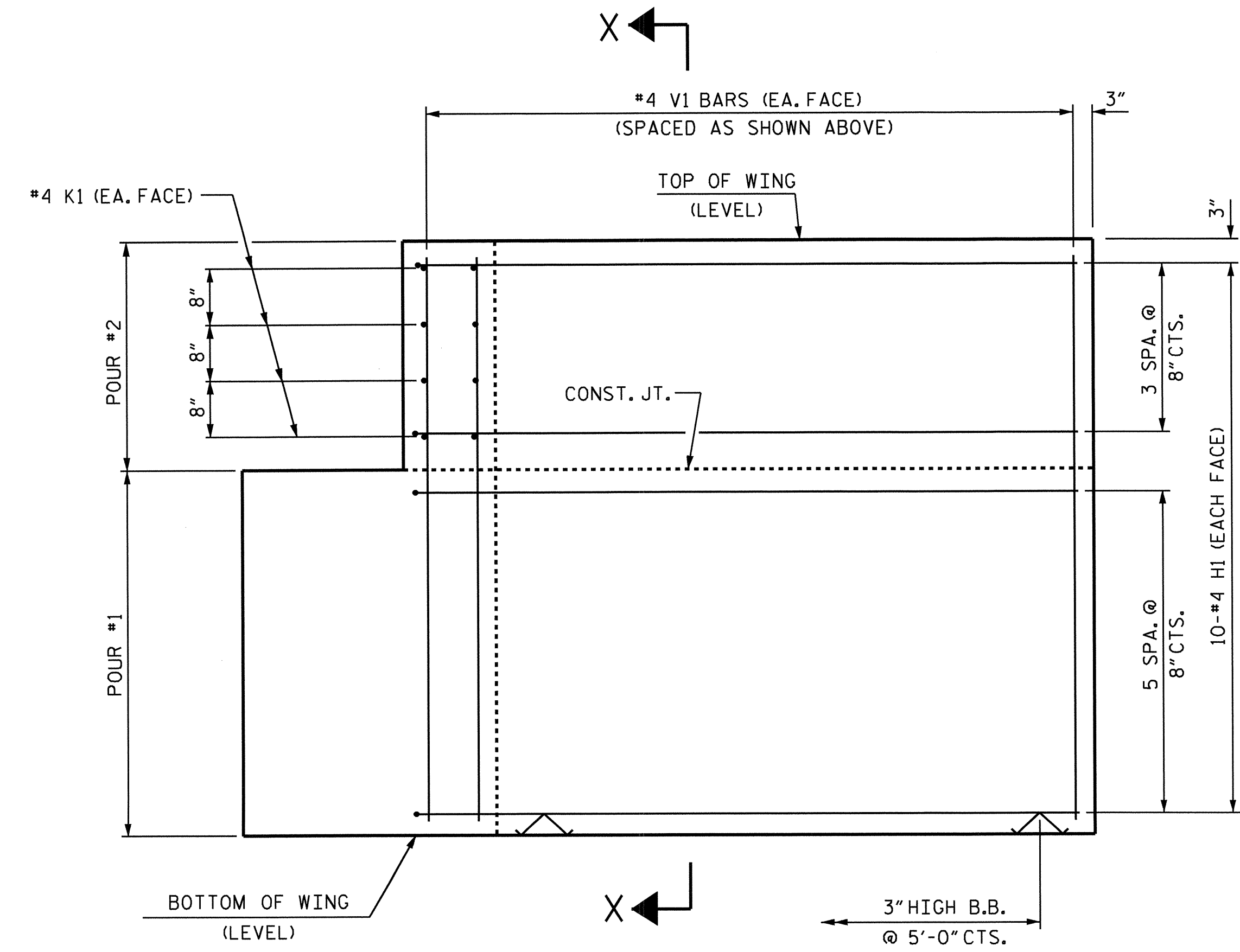
PLAN OF WING (W2)



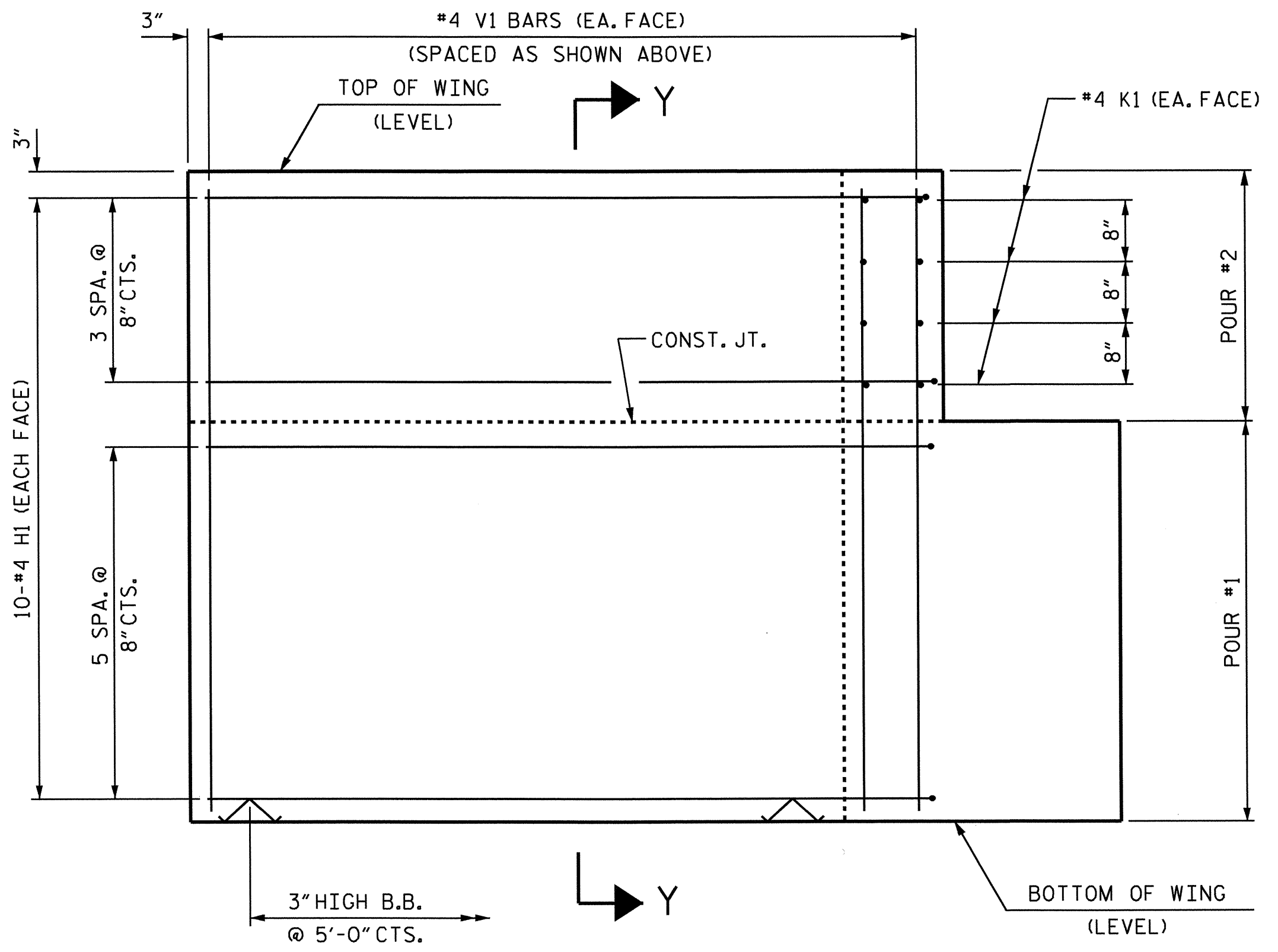
SECTION X-X



SECTION Y-Y



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

WING DETAILS

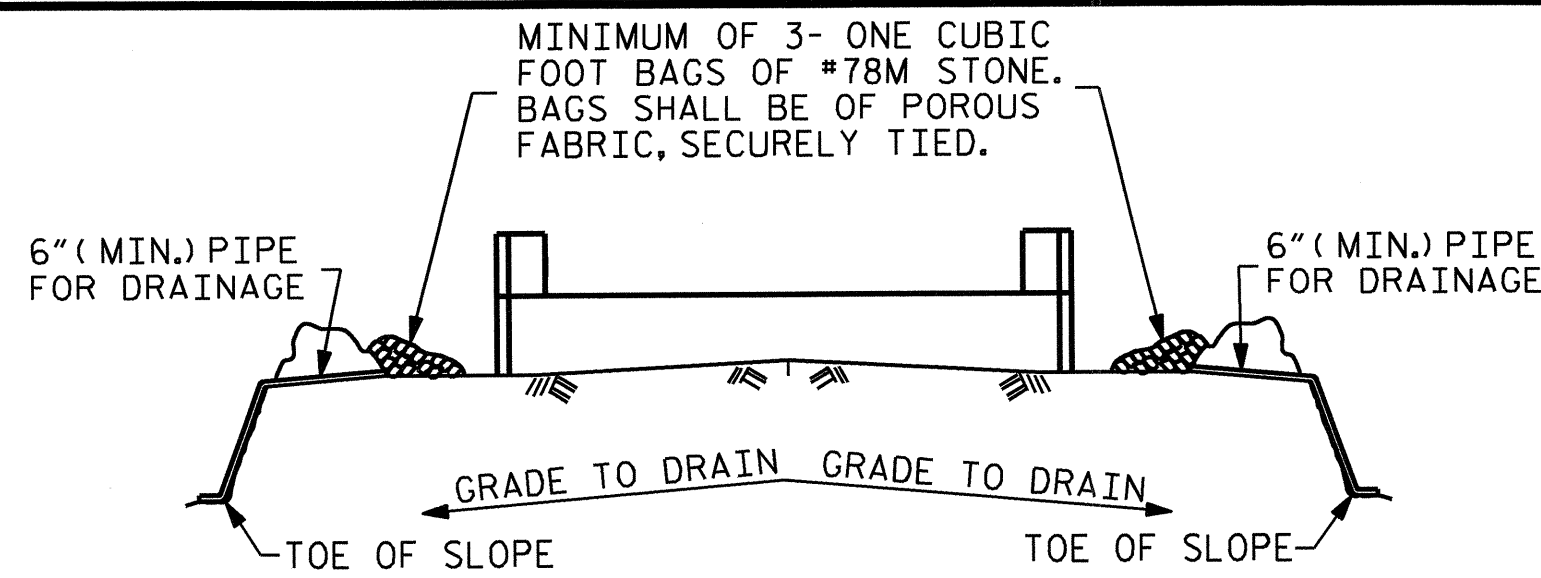
PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT WING DETAILS					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
TOTAL SHEETS					26
SHEET NO.					S-19



ASSEMBLED BY : D.A. DAVENPORT DATE :03/05/12
 CHECKED BY : J.P. MCCARTHA DATE :06/25/13
 DRAWN BY : WJH 12/11
 CHECKED BY : AAC 12/11

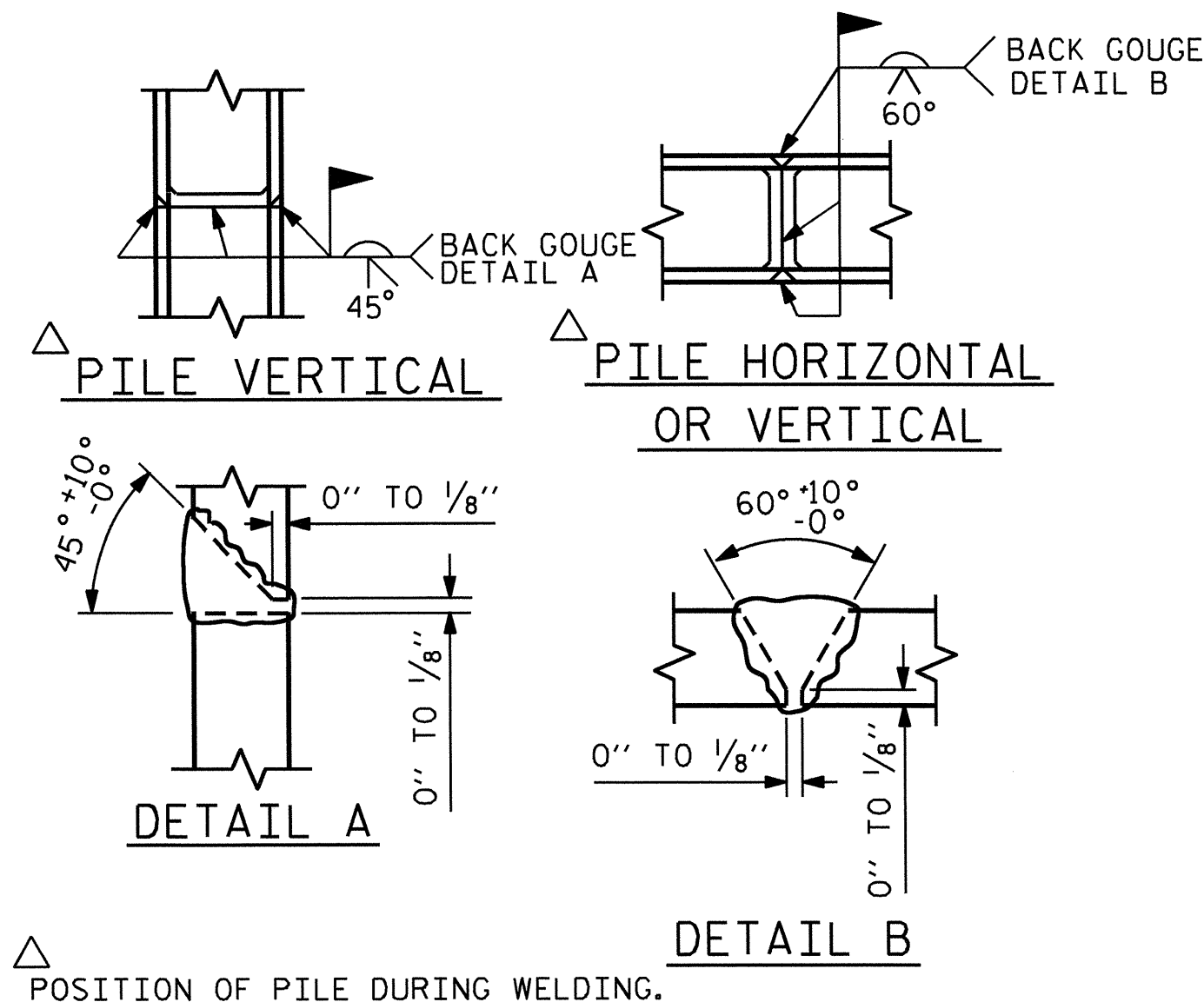


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

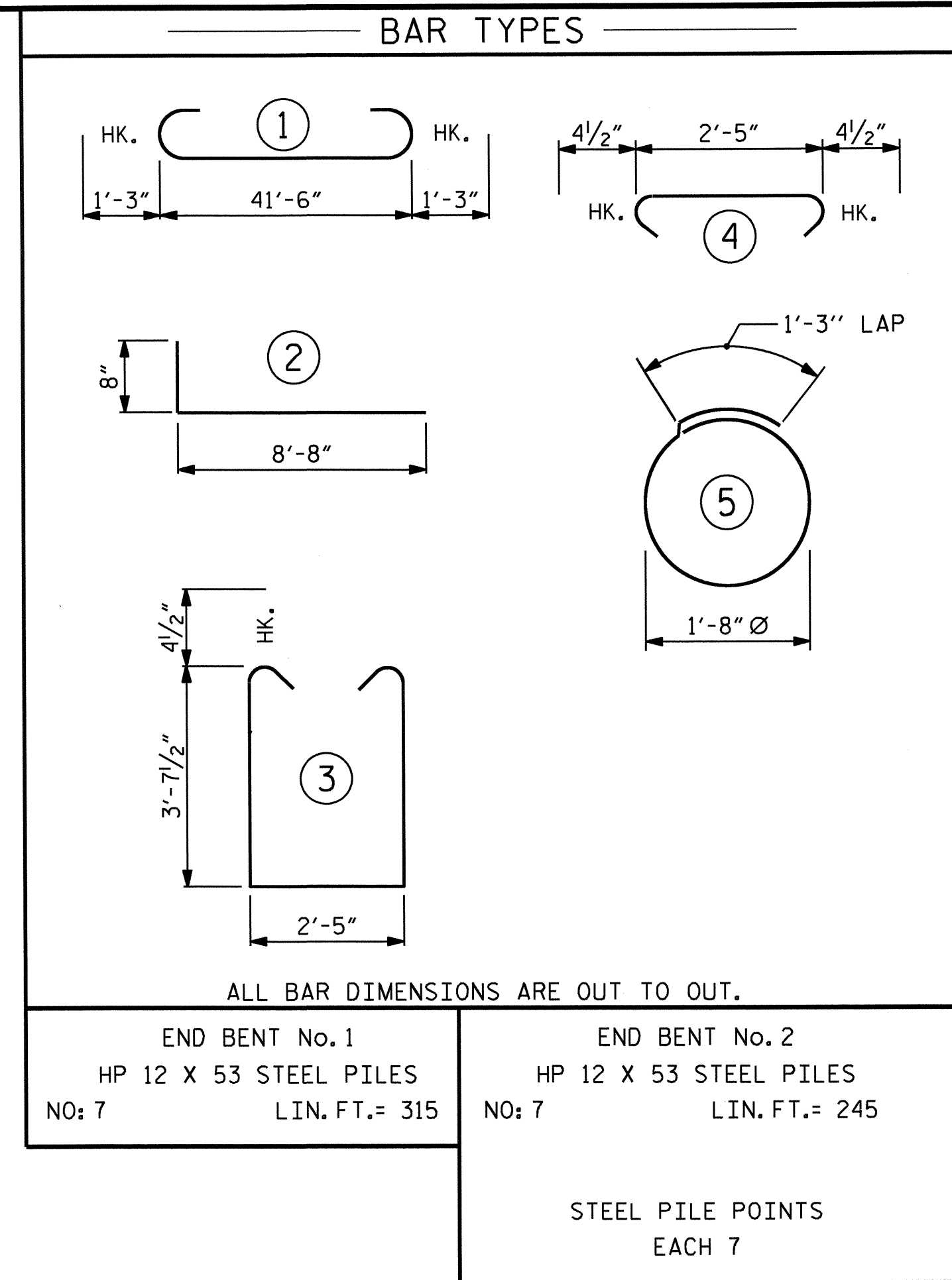
BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR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

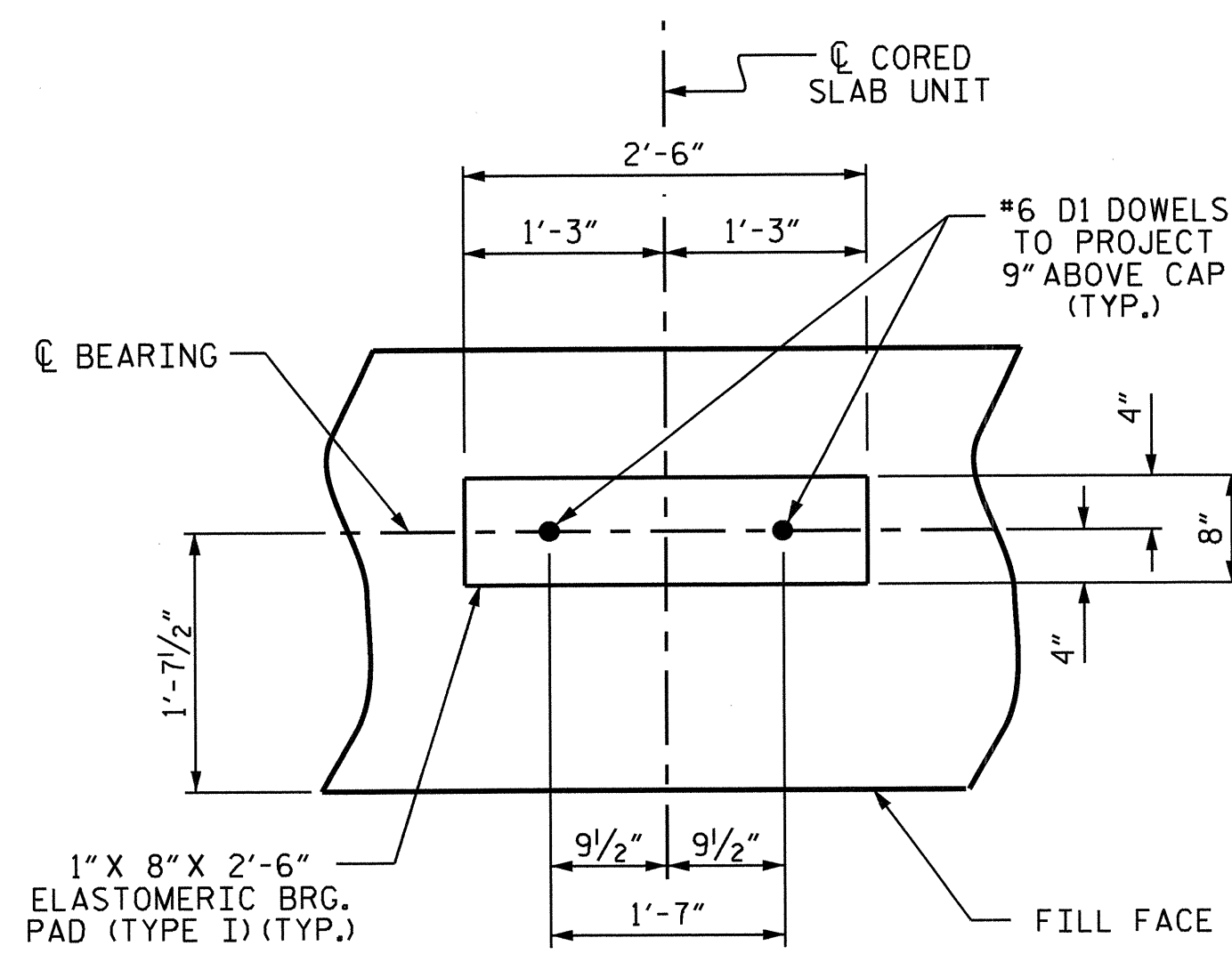
TEMPORARY DRAINAGE AT END BENT



PILE SPLICE DETAILS

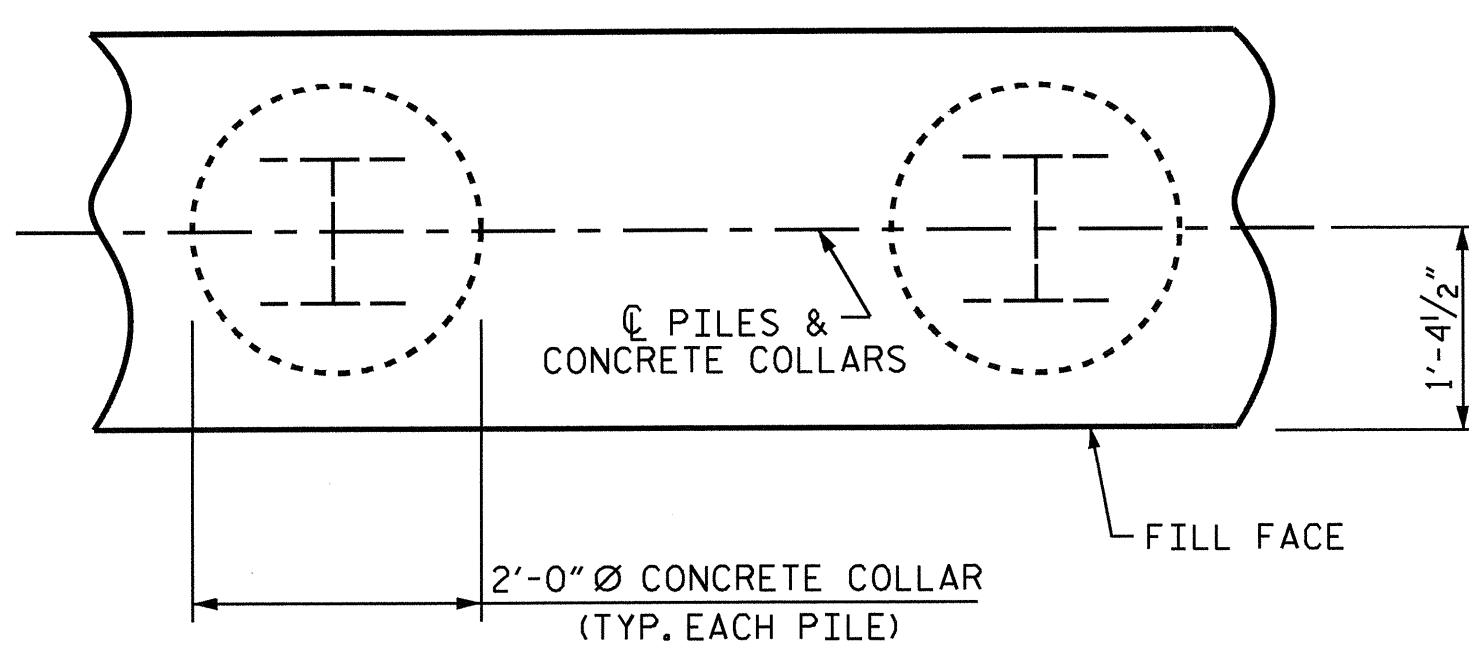


BILL OF MATERIAL FOR ONE END BENT					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9		44'-0"	1197
B2	28	#4	STR	22'-1"	413
B3	11	#4	STR	2'-5"	18
D1	24	#6	STR	1'-6"	54
H1	40	#4	2	9'-4"	249
K1	16	#4	STR	3'-1"	33
S1	56	#4	3	10'-5"	390
S2	56	#4	4	3'-2"	118
S3	28	#4	5	6'-6"	122
V1	52	#4	STR	6'-2"	214
REINFORCING STEEL (FOR ONE END BENT)					2808 LBS.
CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)					
POUR #1 CAP, LOWER PART OF WINGS & COLLARS					20.7 C.Y.
POUR #2 UPPER PART OF WINGS					2.1 C.Y.
TOTAL CLASS A CONCRETE					22.8 C.Y.



DETAIL "A"

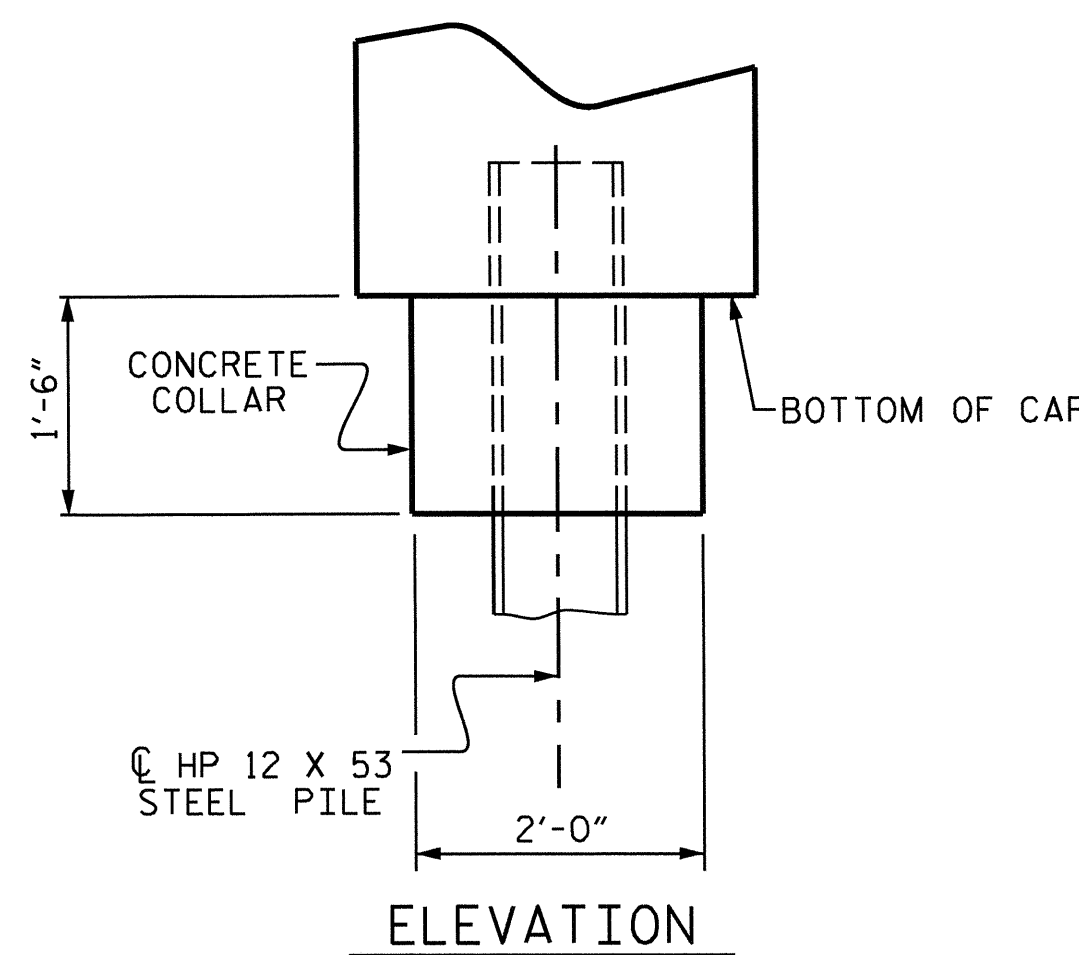
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



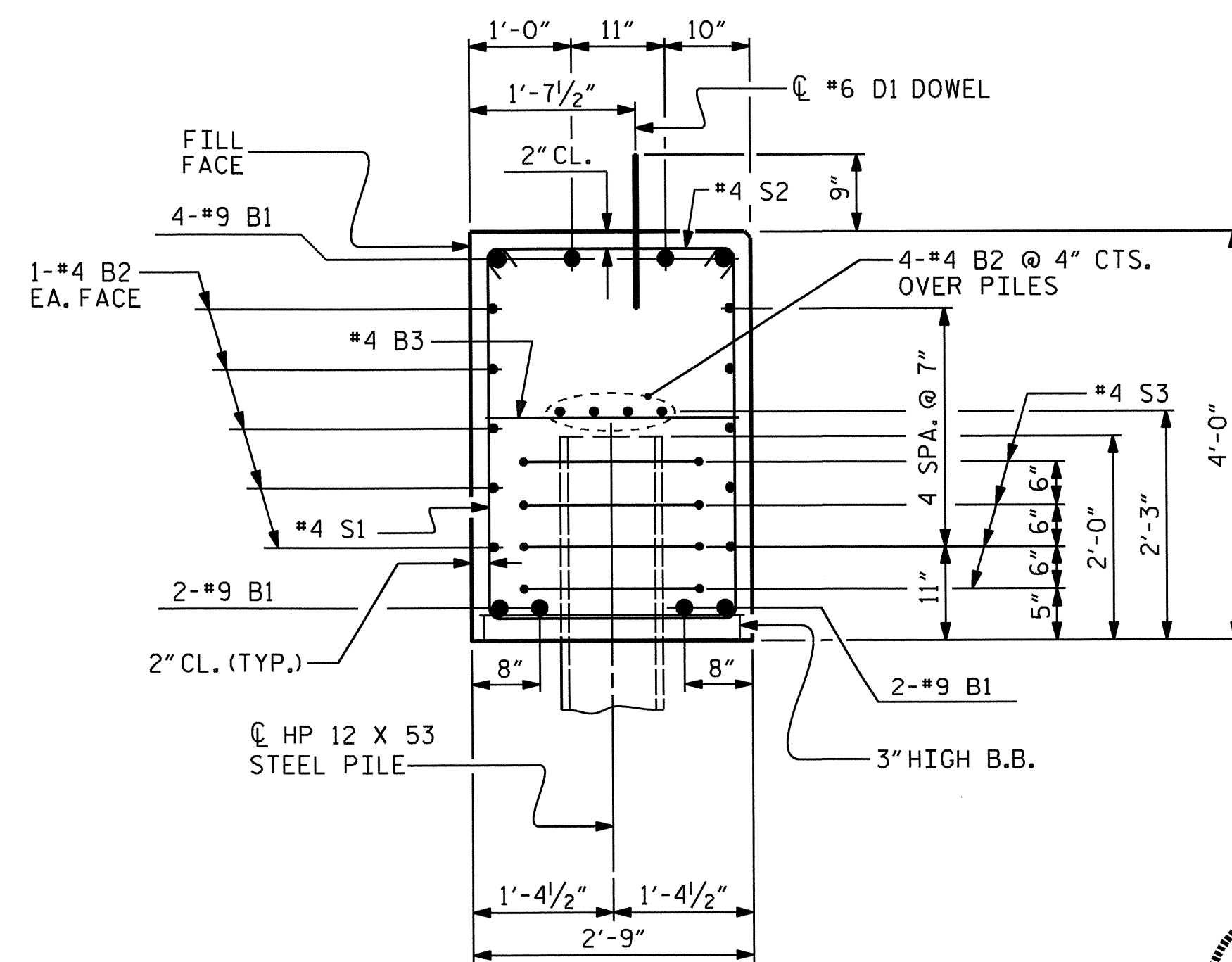
PLAN

CORROSION PROTECTION FOR STEEL PILES DETAIL

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

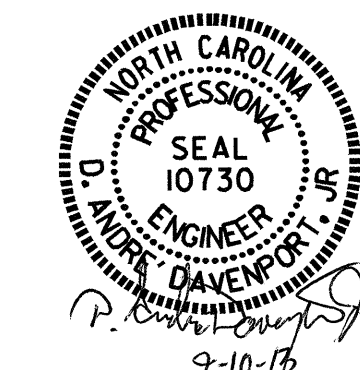


ELEVATION



SECTION A-A

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



PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE

END BENT No. 1 & 2
 DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	5-20
1			3			TOTAL SHEETS
2			4			26

ASSEMBLED BY : D.A. DAVENPORT DATE :03/05/12
 CHECKED BY : J.P. MCCARTHA DATE :06/25/13
 DRAWN BY : WJH 12/11
 CHECKED BY : AAC 12/11

NOTES

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

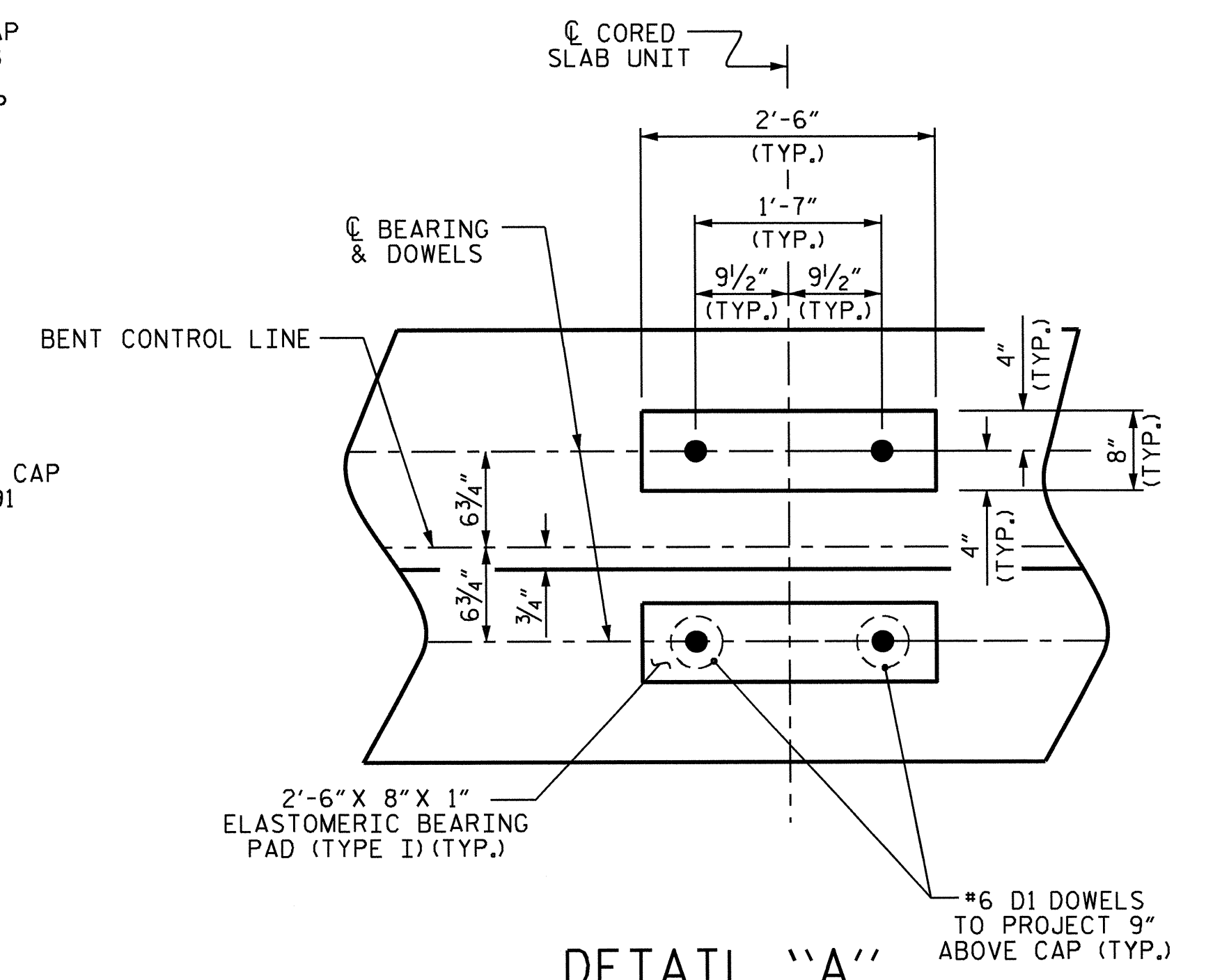
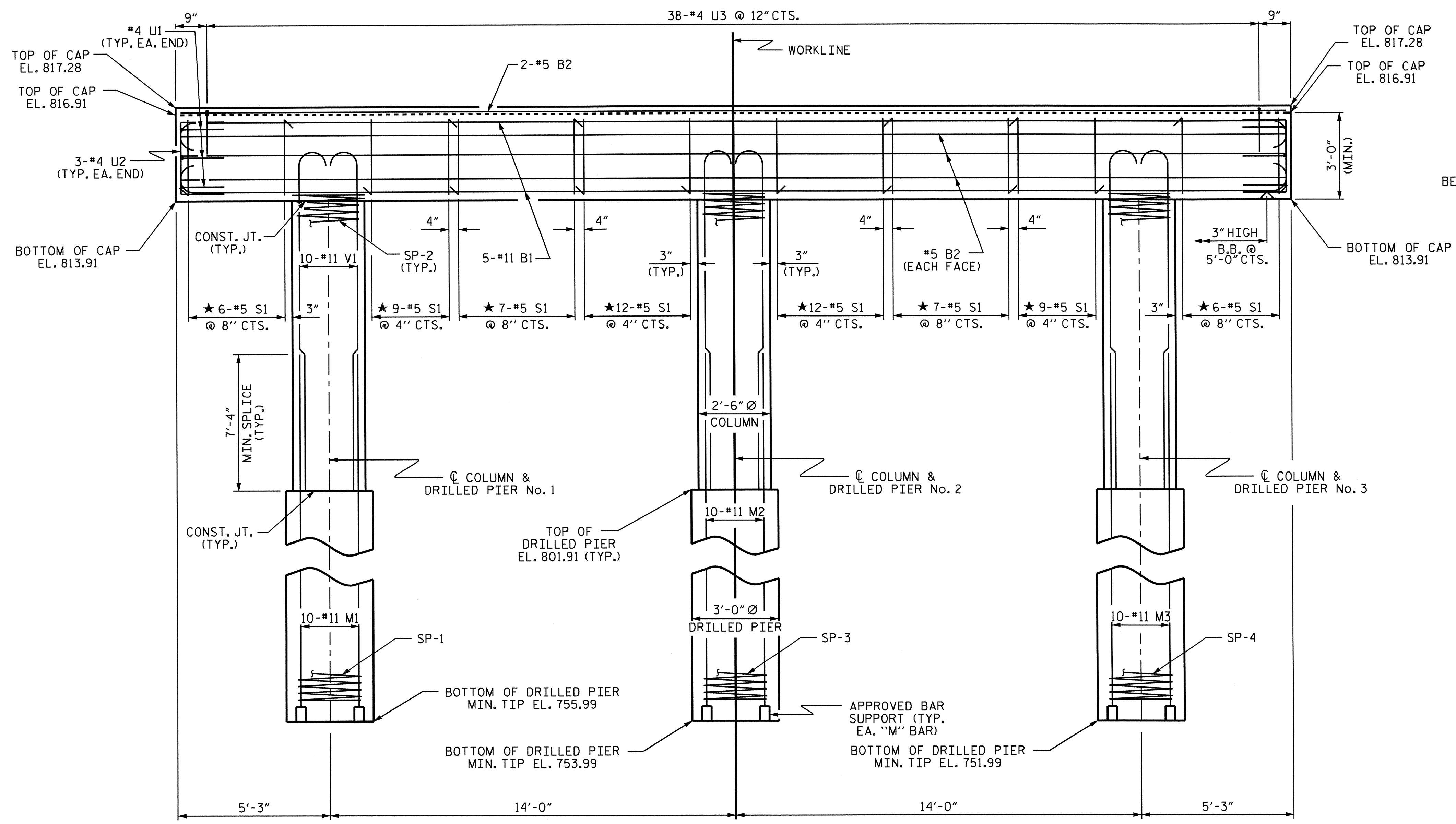
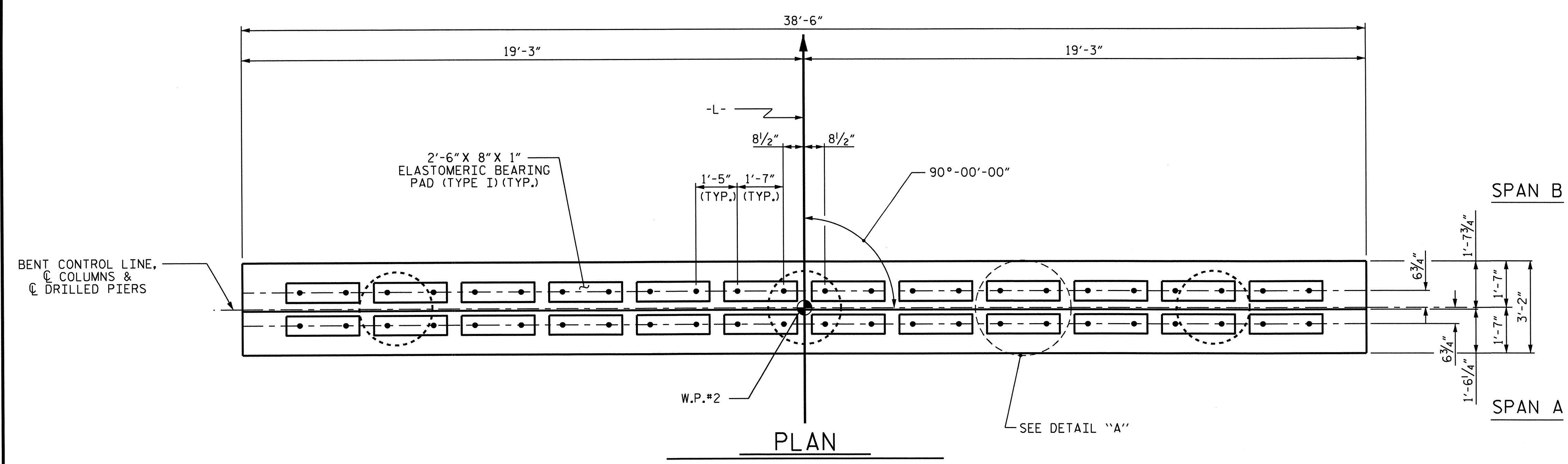
HOOKS ON "V" BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.

FOR DRILLED PIERS, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.

ALL STEEL IN THE DRILLED PIERS IS INCLUDED IN THE PAY ITEMS FOR "REINFORCING STEEL" AND "SPIRAL COLUMN REINFORCING STEEL."

★ INVERT ALTERNATE STIRRUPS.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND LINE ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT ONE FOOT BELOW THE GROUND LINE.



DETAIL "A"

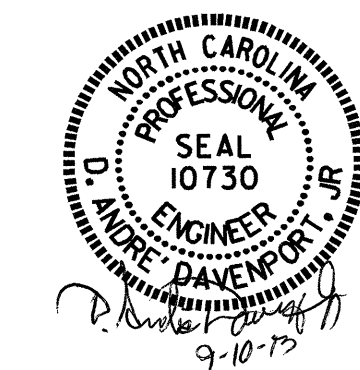
(DIMENSIONS ARE TYPICAL EACH BEARING)

PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 BENT No. 1

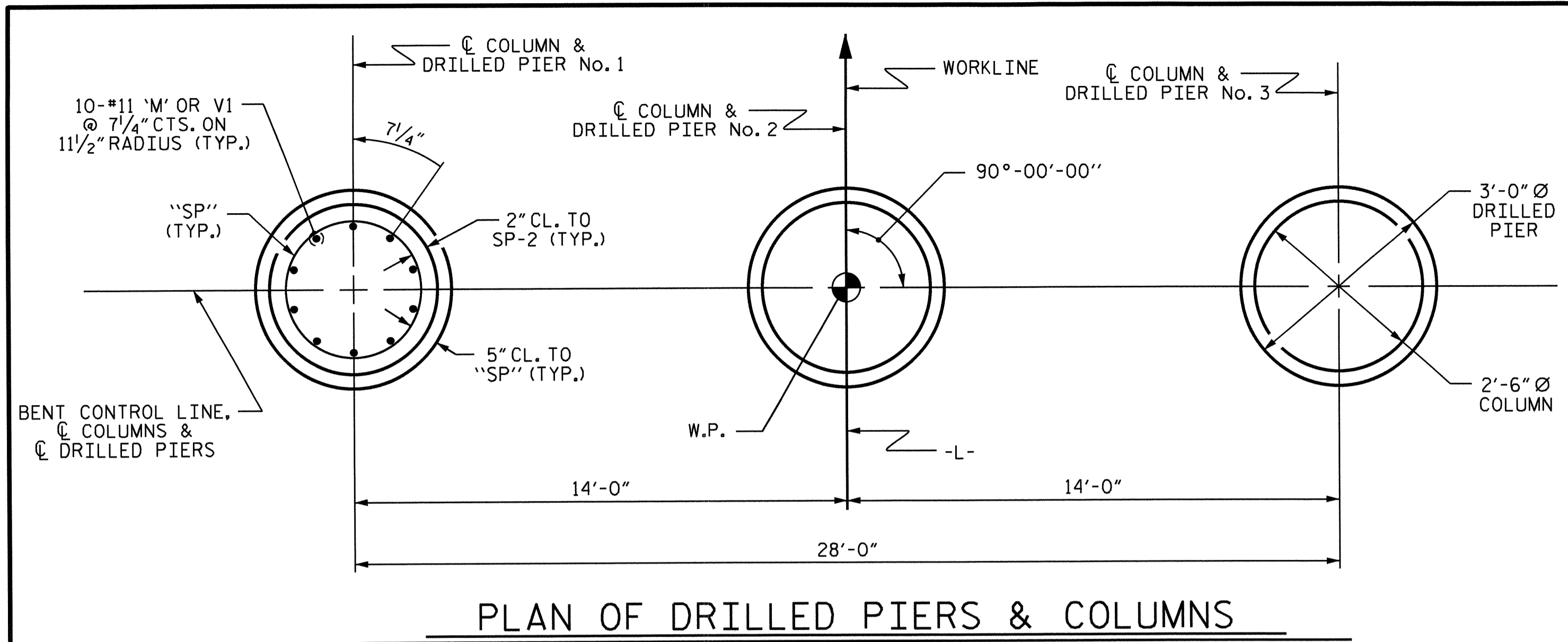


REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-21	
1			3			TOTAL SHEETS	
2			4			26	

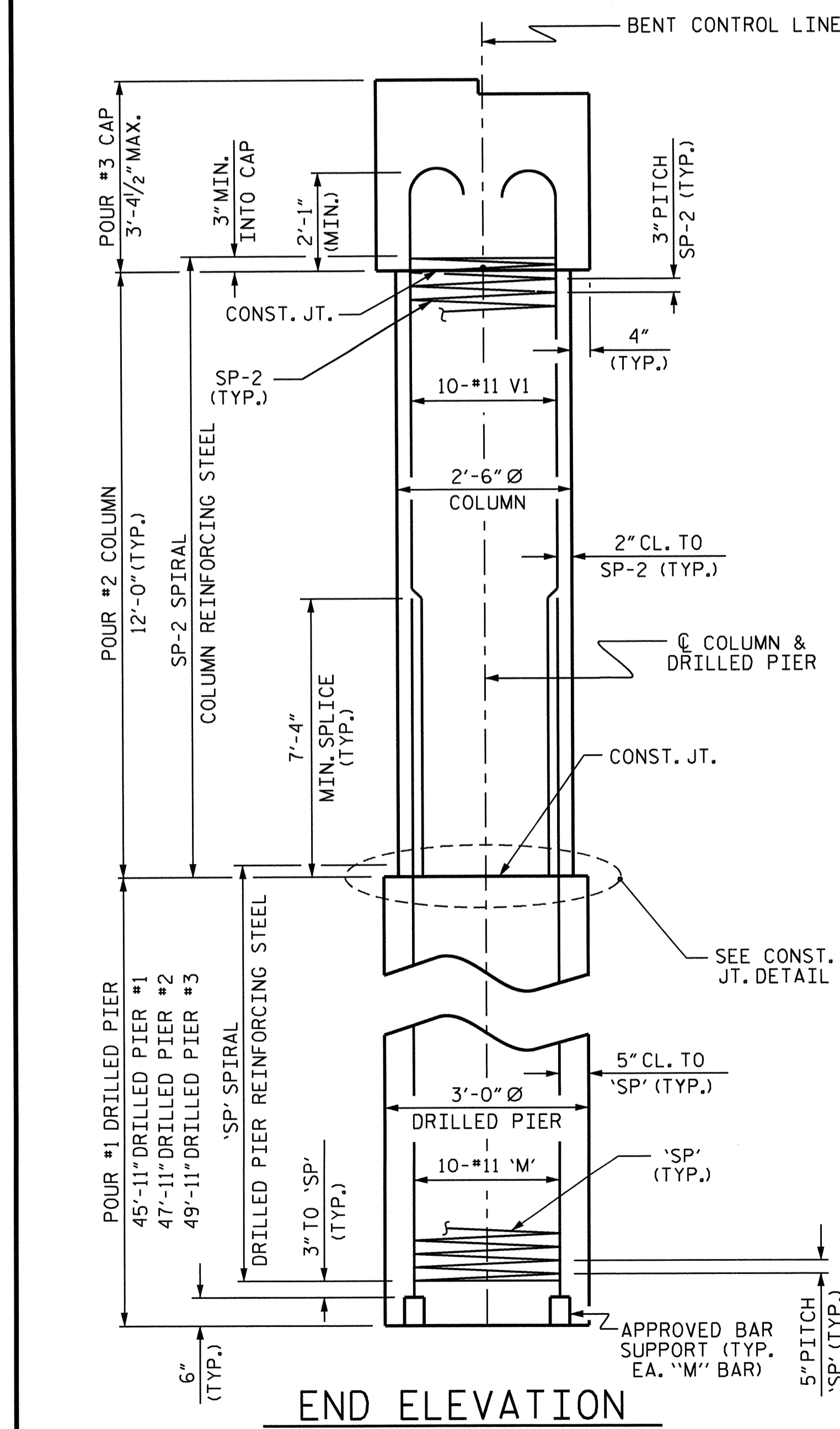
ASSEMBLED BY : D.A. DAVENPORT DATE : 03/14/13
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : DGE 03/10
 CHECKED BY : MKT 03/10

ELEVATION

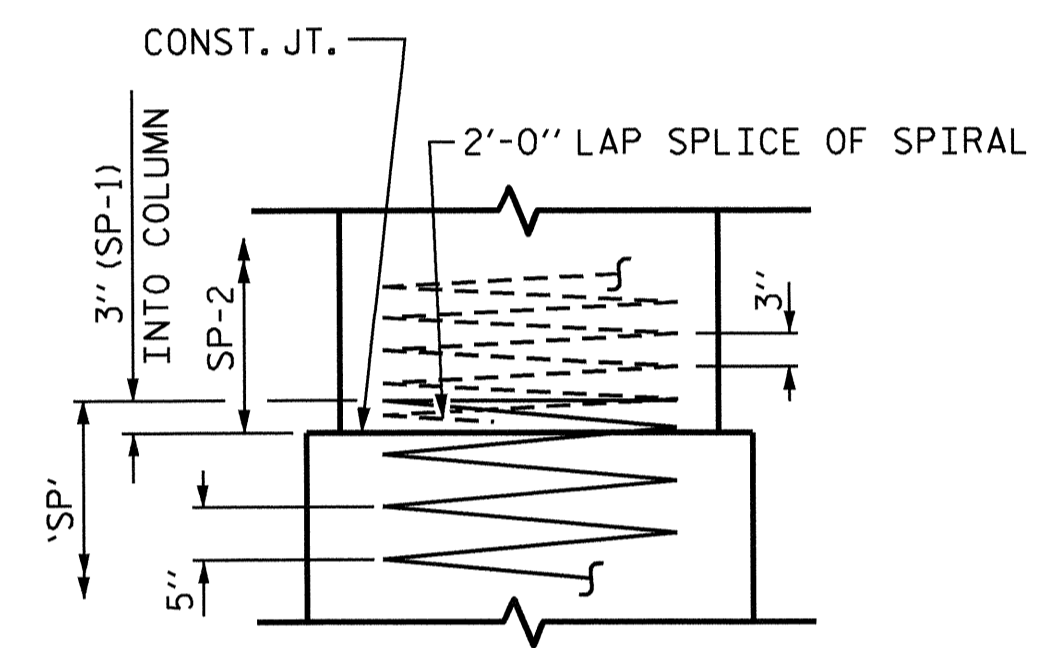
DIMENSIONS & REINFORCING STEEL ARE TYPICAL FOR EACH COLUMN & DRILLED PIER UNLESS OTHERWISE NOTED.



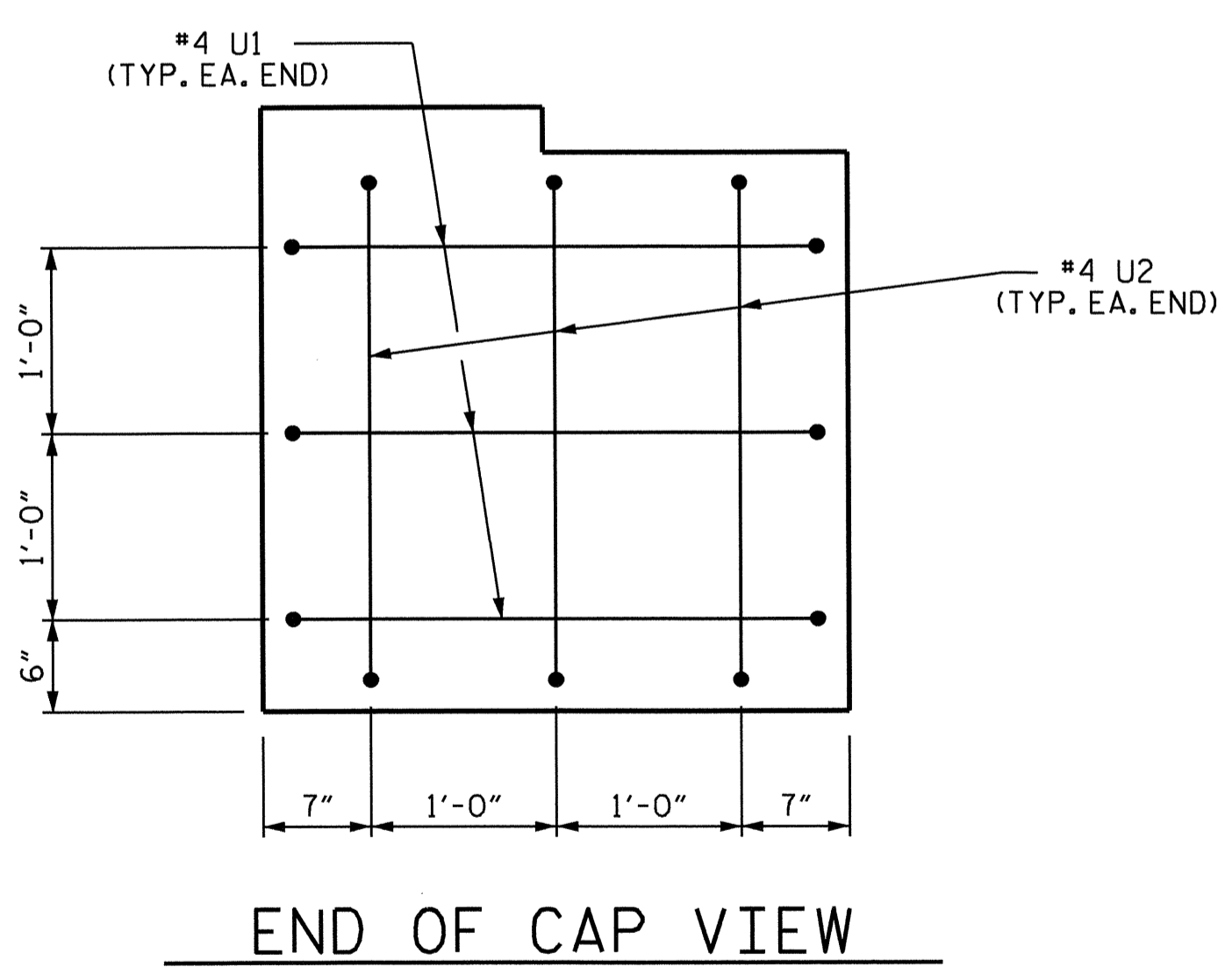
PLAN OF DRILLED PIERS & COLUMNS



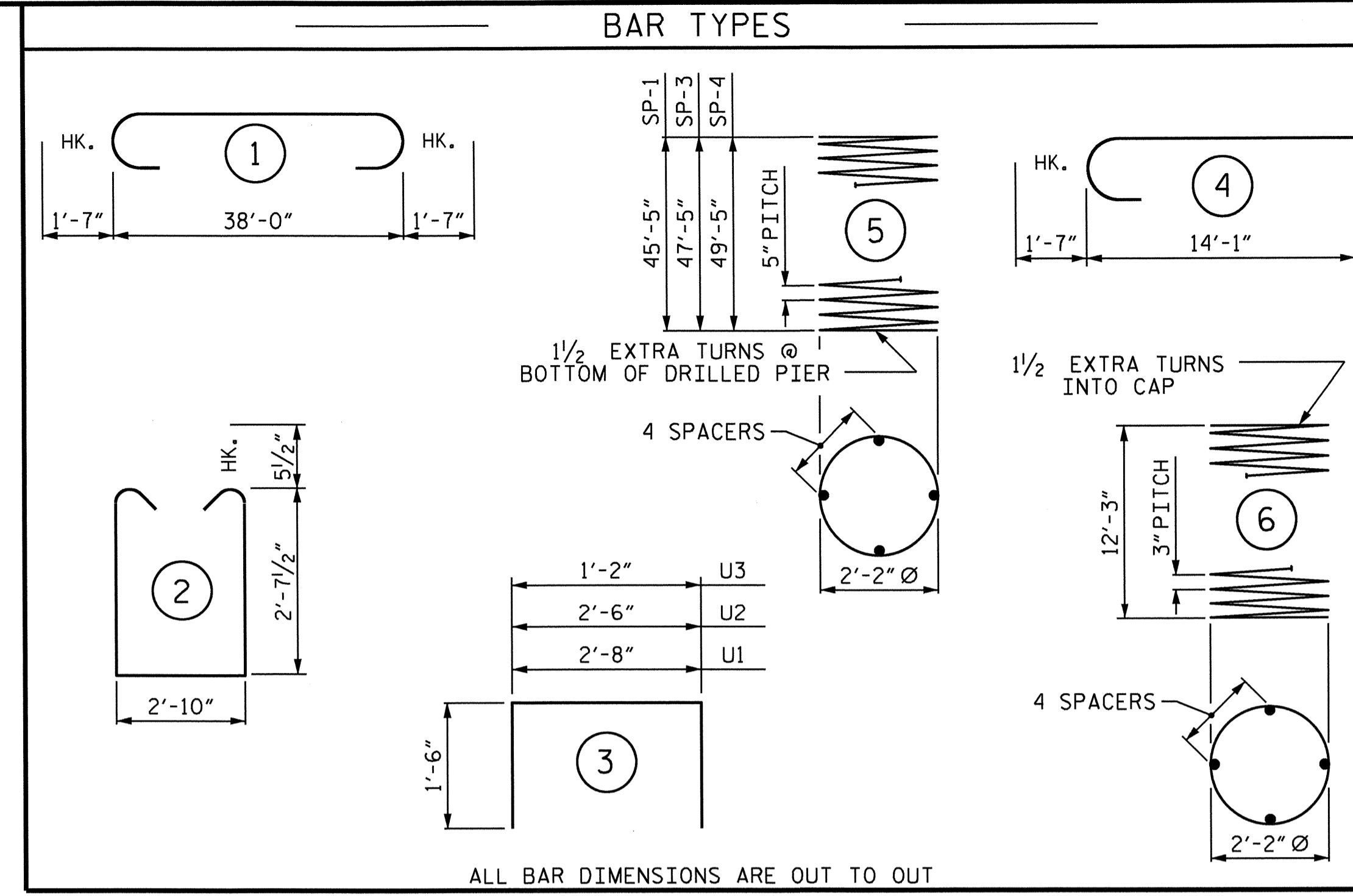
END ELEVATION



CONSTRUCTION JOINT DETAIL

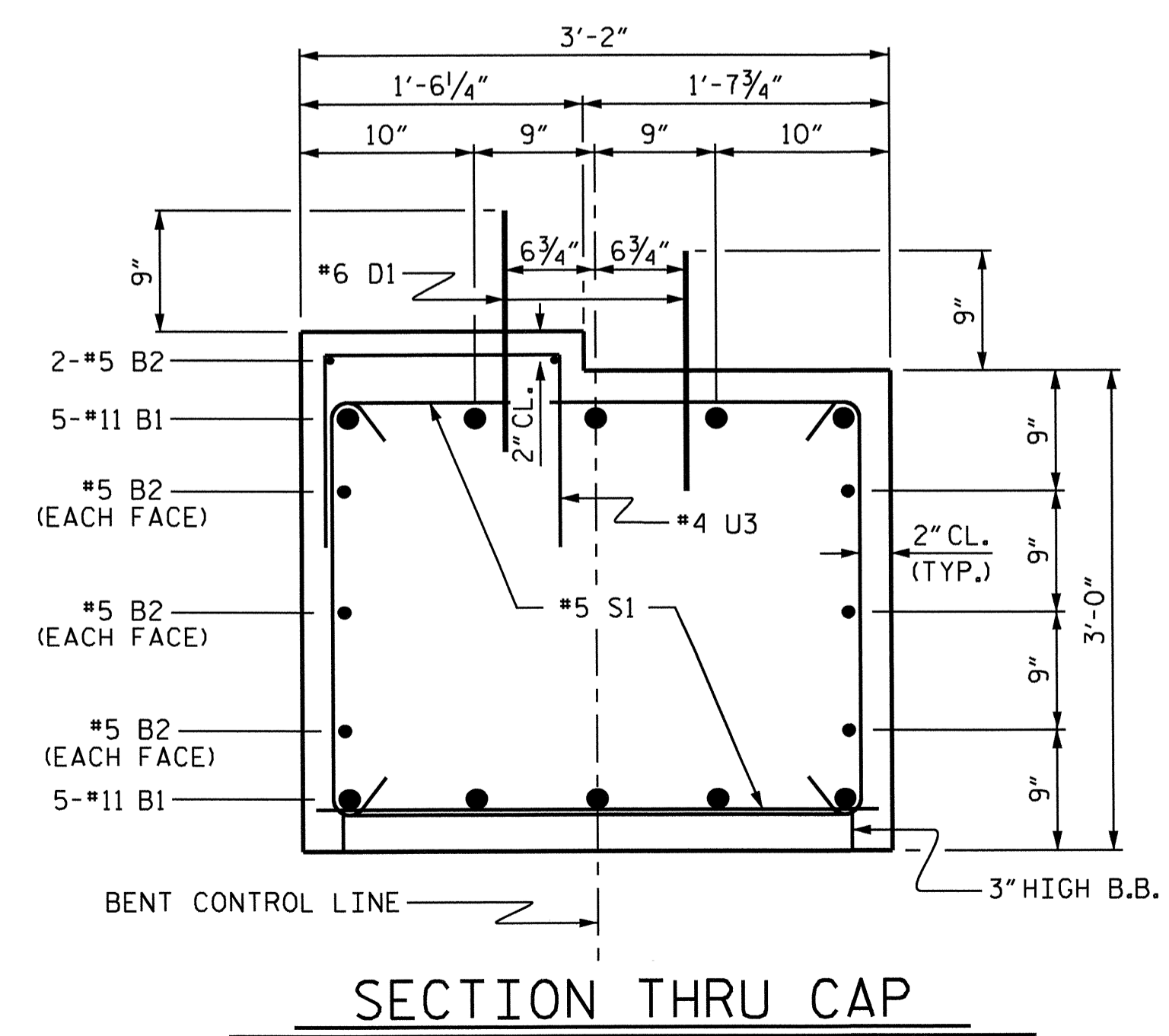


END OF CAP VIEW



ALL BAR DIMENSIONS ARE OUT TO OUT

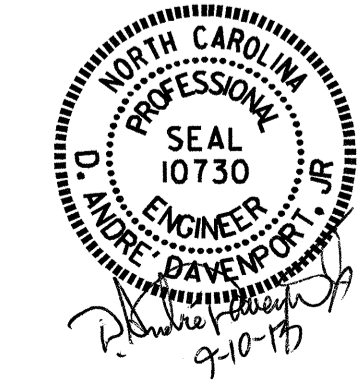
BILL OF MATERIAL FOR ONE BENT					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	10	#11	1	41'-2"	2187
B2	8	#5	STR	38'-2"	318
B3	4	#4	STR	2'-10"	8
D1	48	#6	STR	1'-6"	108
M1	10	#11	STR	53'-0"	2816
M2	10	#11	STR	55'-0"	2922
M3	10	#11	STR	57'-0"	3028
S1	68	#5	2	9'-0"	638
U1	6	#4	3	5'-8"	23
U2	6	#4	3	5'-6"	22
U3	38	#4	3	4'-2"	106
V1	30	#11	4	15'-8"	2497
REINFORCING STEEL (FOR ONE BENT)					14673 LBS.
SP-1	1	*	5	735'-5"	767
SP-2	3	**	6	336'-7"	675
SP-3	1	*	5	766'-11"	800
SP-4	1	*	5	798'-6"	833
SPIRAL COLUMN REINFORCING STEEL (FOR ONE BENT)					3075 LBS.
* THE SP-1, SP-3 & SP-4 SPIRAL REINFORCING STEEL SHALL BE W31 OR D-31 COLD DRAWN WIRE OR #5 PLAIN OR DEFORMED BAR					
** THE SP-2 SPIRAL REINFORCING STEEL SHALL BE W20 OR D-20 COLD DRAWN WIRE OR #4 PLAIN OR DEFORMED BAR					
CLASS A CONCRETE BREAKDOWN (FOR ONE BENT)					
POUR #2 (COLUMNS)					6.5 C.Y.
POUR #3 (CAP)					14.4 C.Y.
TOTAL CLASS A CONCRETE					20.9 C.Y.
DRILLED PIERS: (FOR ONE BENT)					
DRILLED PIER CONCRETE POUR #1 (DRILLED PIERS)					37.6 C.Y.
3'-0" Ø DRILLED PIER NOT IN SOIL					36.00 LIN. FT.
3'-0" Ø DRILLED PIER IN SOIL					107.75 LIN. FT.
PERMANENT STEEL CASING FOR 3'-0" Ø DRILLED PIER					33.00 LIN. FT.
CSL TUBES					593 LIN. FT.



SECTION THRU CAP

ASSEMBLED BY : D.A. DAVENPORT DATE : 03/14/13
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : DGE 03/10
 CHECKED BY : MKT 03/10

10-SEP-2013 09:34
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 dodavenport



PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-
 SHEET 2 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE BENT No. 1					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. S-22
 TOTAL SHEETS 26

STD. NO. DP_BT_36_90S_<50'

NOTES

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

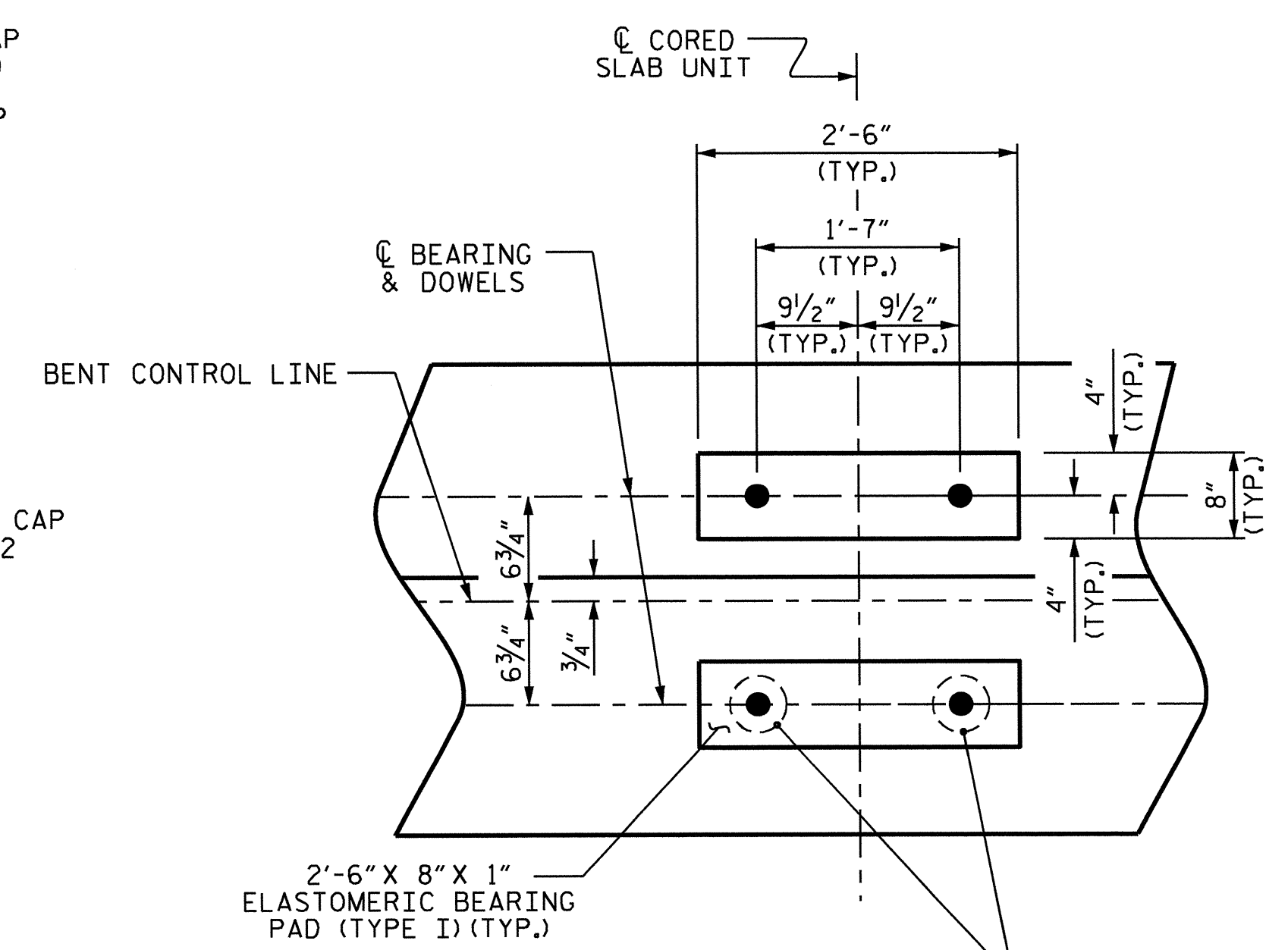
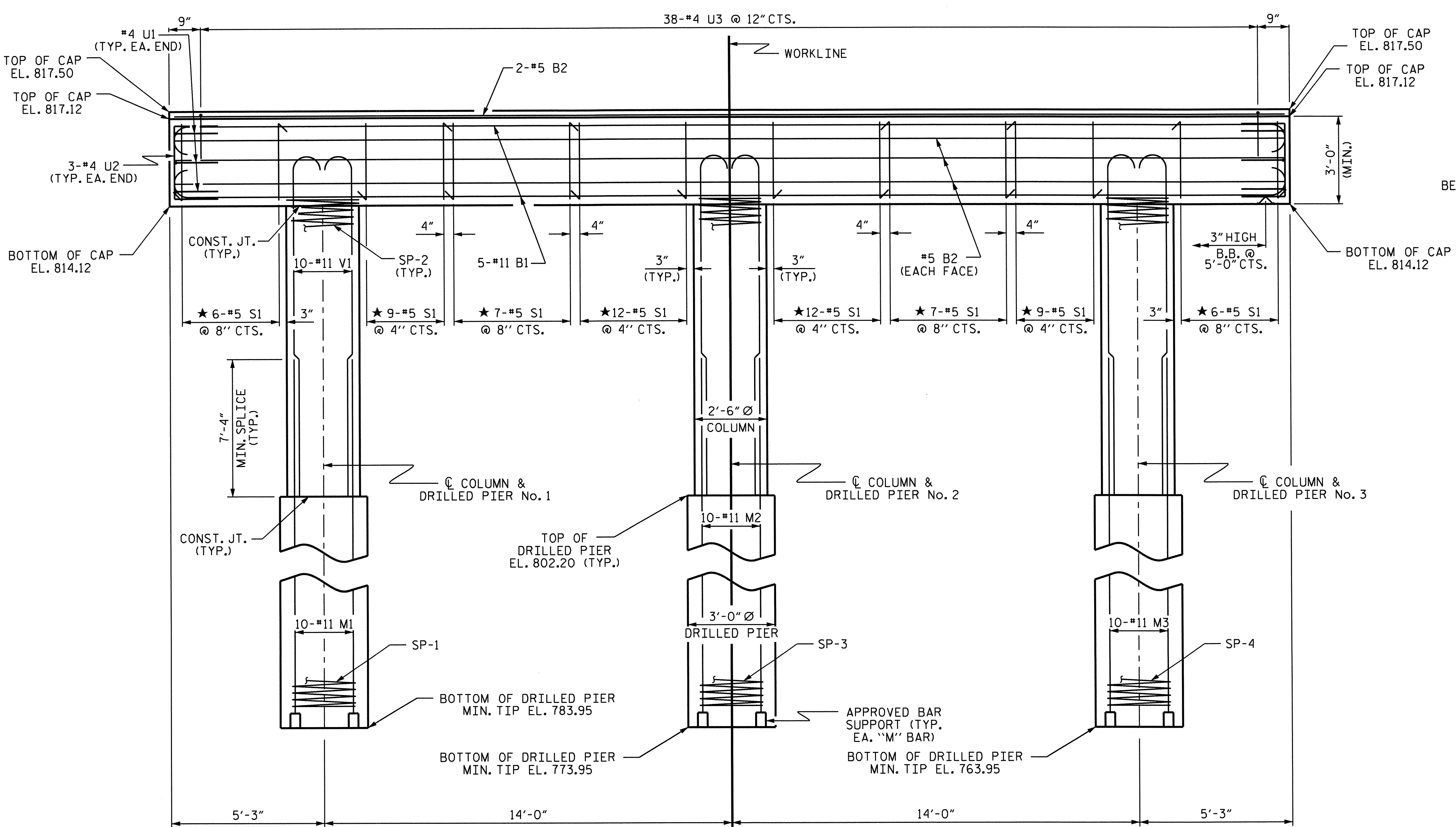
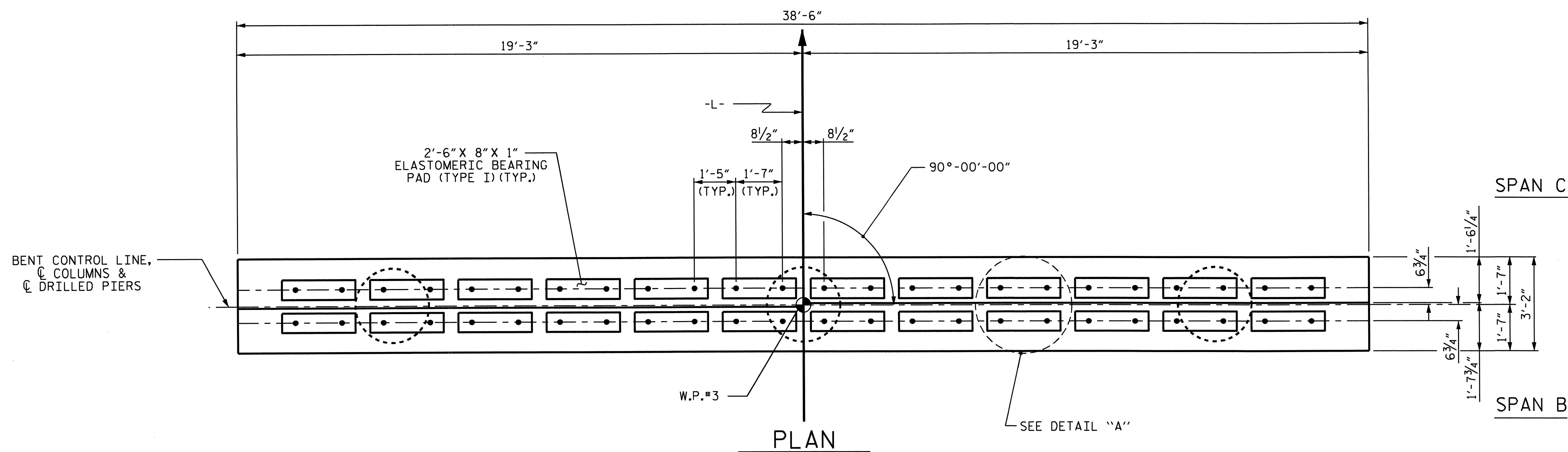
HOOKS ON "V" BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.

FOR DRILLED PIERS, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.

ALL STEEL IN THE DRILLED PIERS IS INCLUDED IN THE PAY ITEMS FOR "REINFORCING STEEL" AND "SPIRAL COLUMN REINFORCING STEEL."

★ INVERT ALTERNATE STIRRUPS.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND LINE ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT ONE FOOT BELOW THE GROUND LINE.



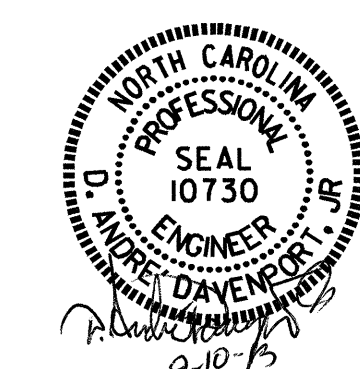
DETAIL "A"

(DIMENSIONS ARE TYPICAL EACH BEARING)

PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 1 OF 2

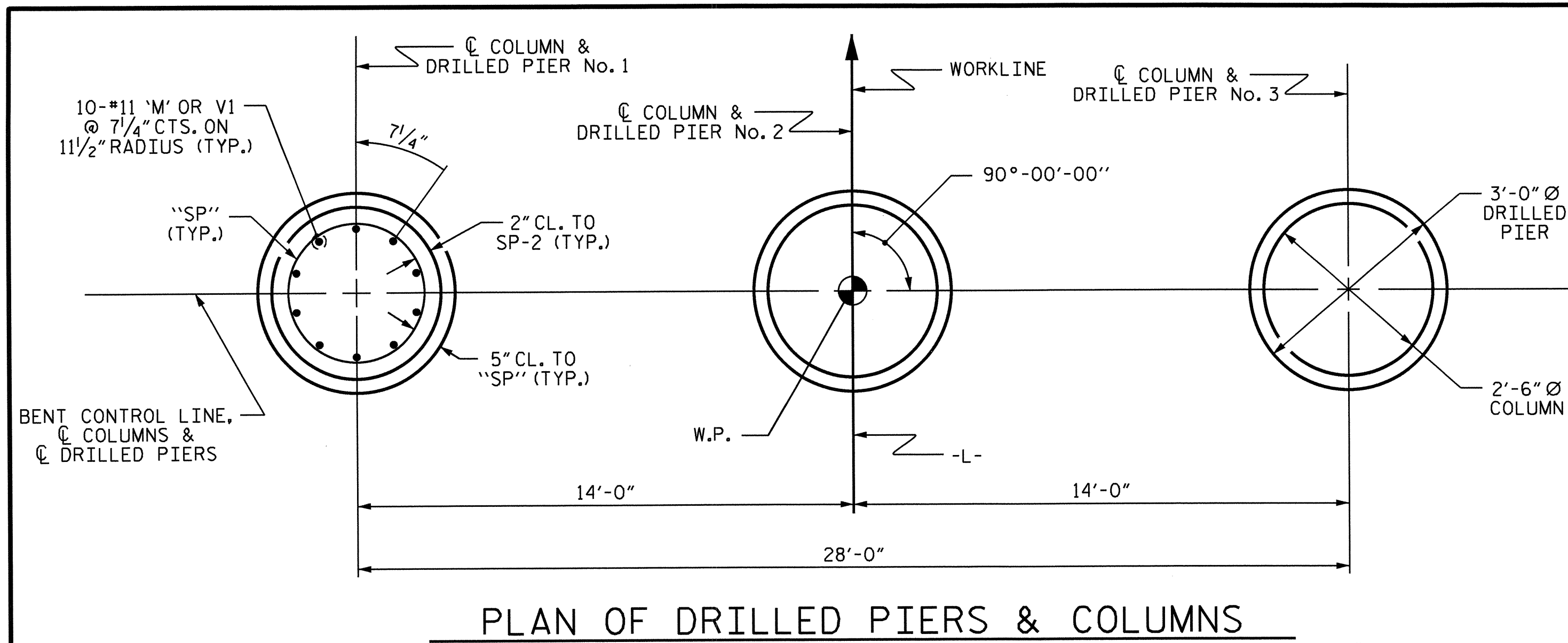
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE BENT No. 2					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					SHEET NO. S-23
					TOTAL SHEETS 26



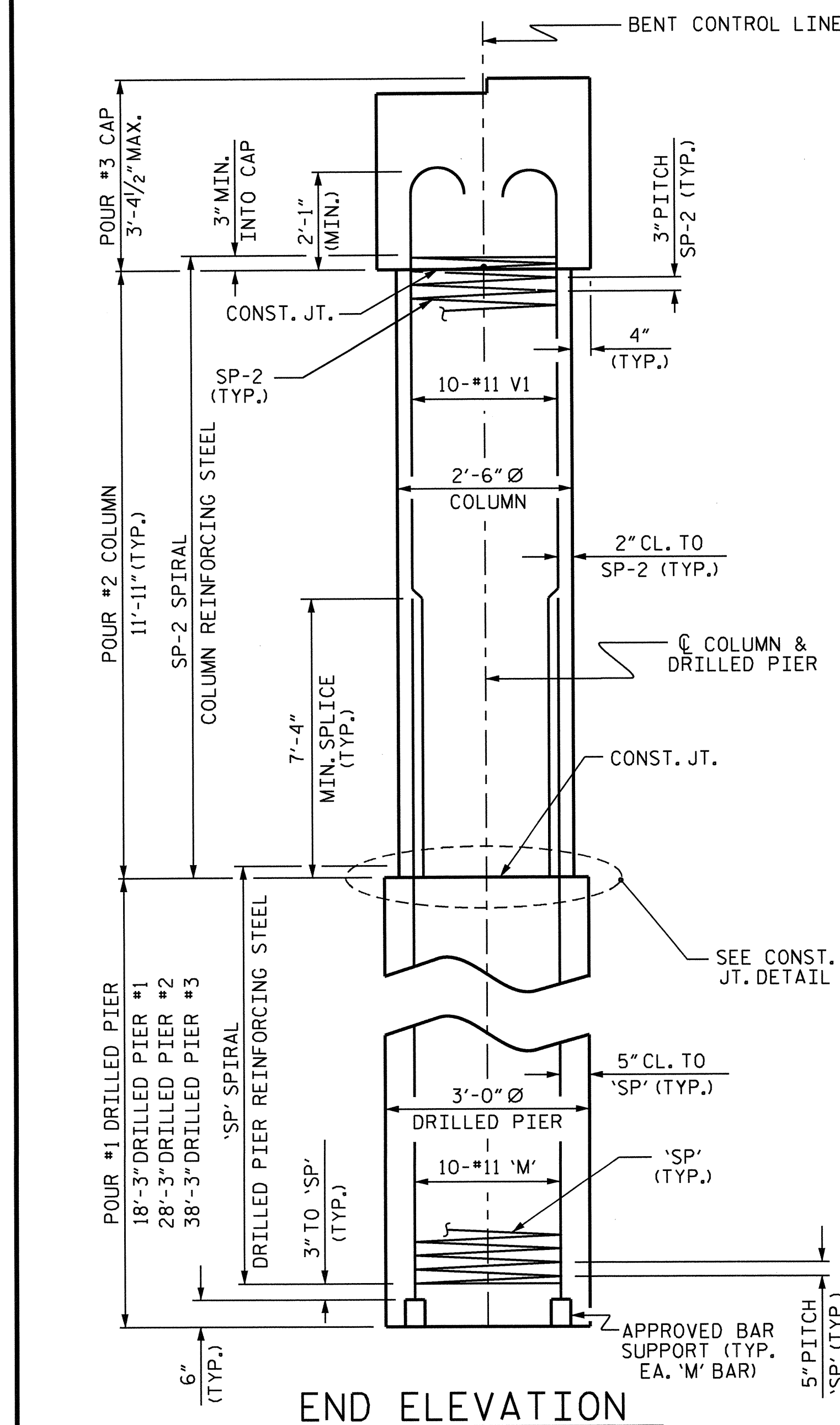
ASSEMBLED BY : D.A. DAVENPORT DATE : 03/14/13
 CHECKED BY : J.P. MCCARTHA DATE : 06/25/13
 DRAWN BY : DGE 03/10
 CHECKED BY : MKT 03/10

ELEVATION

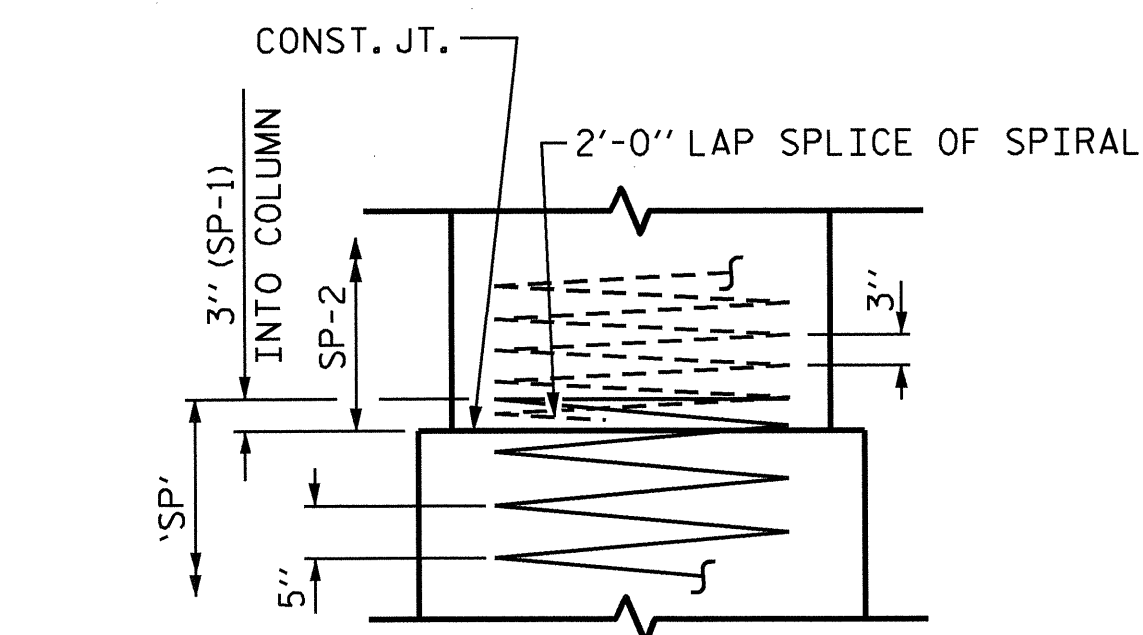
DIMENSIONS & REINFORCING STEEL ARE TYPICAL FOR EACH COLUMN & DRILLED PIER UNLESS OTHERWISE NOTED.



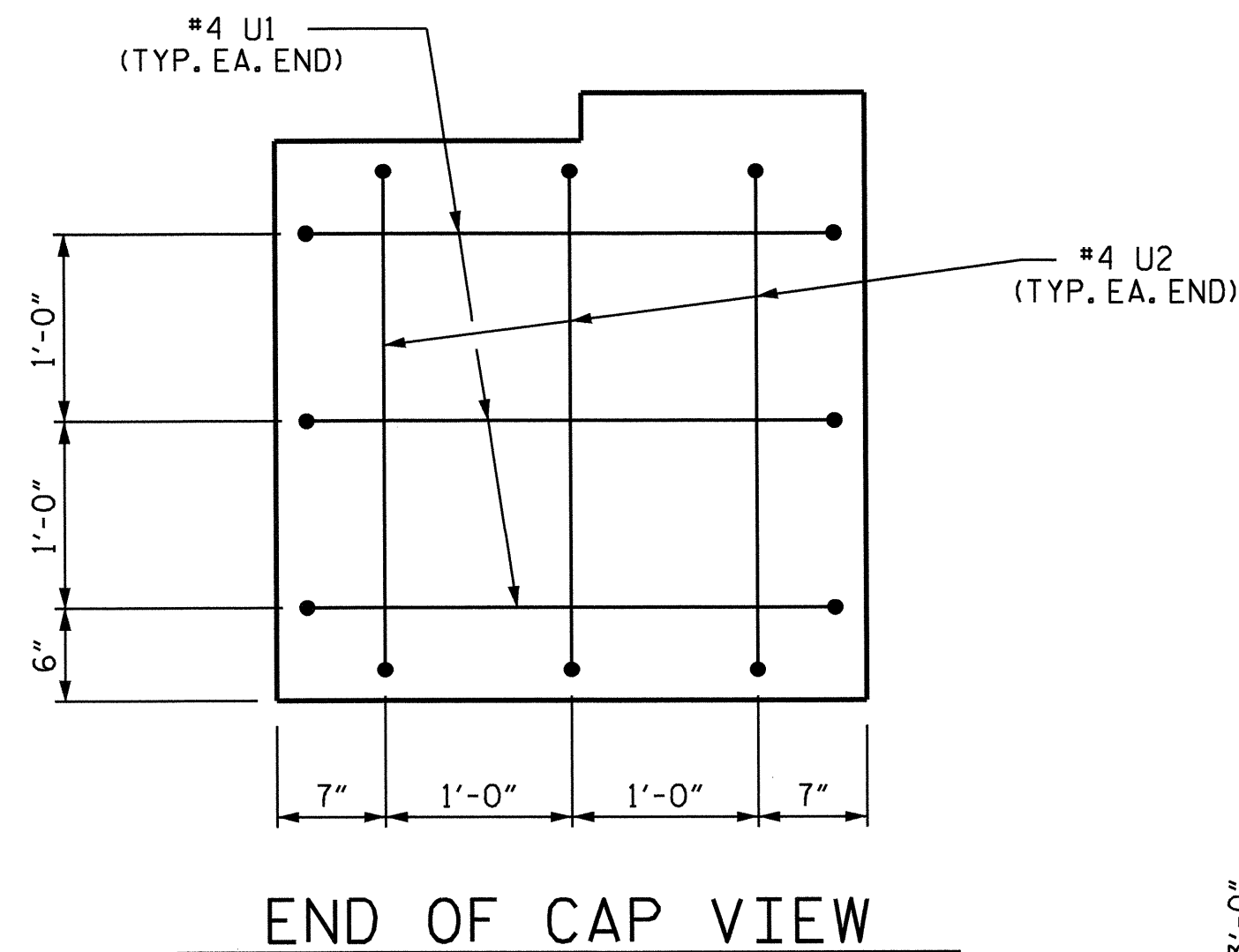
PLAN OF DRILLED PIERS & COLUMNS



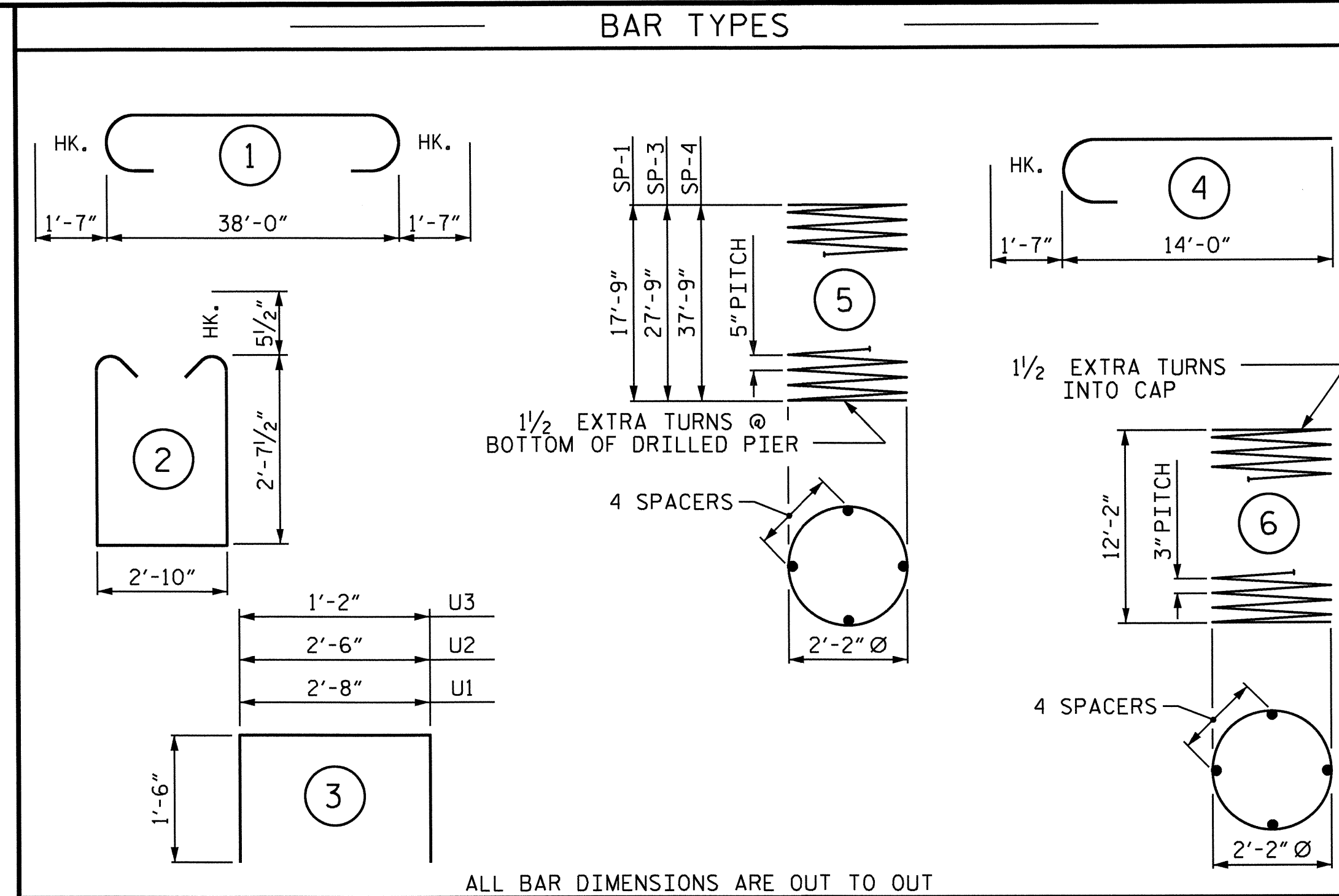
END ELEVATION



CONSTRUCTION JOINT DETAIL

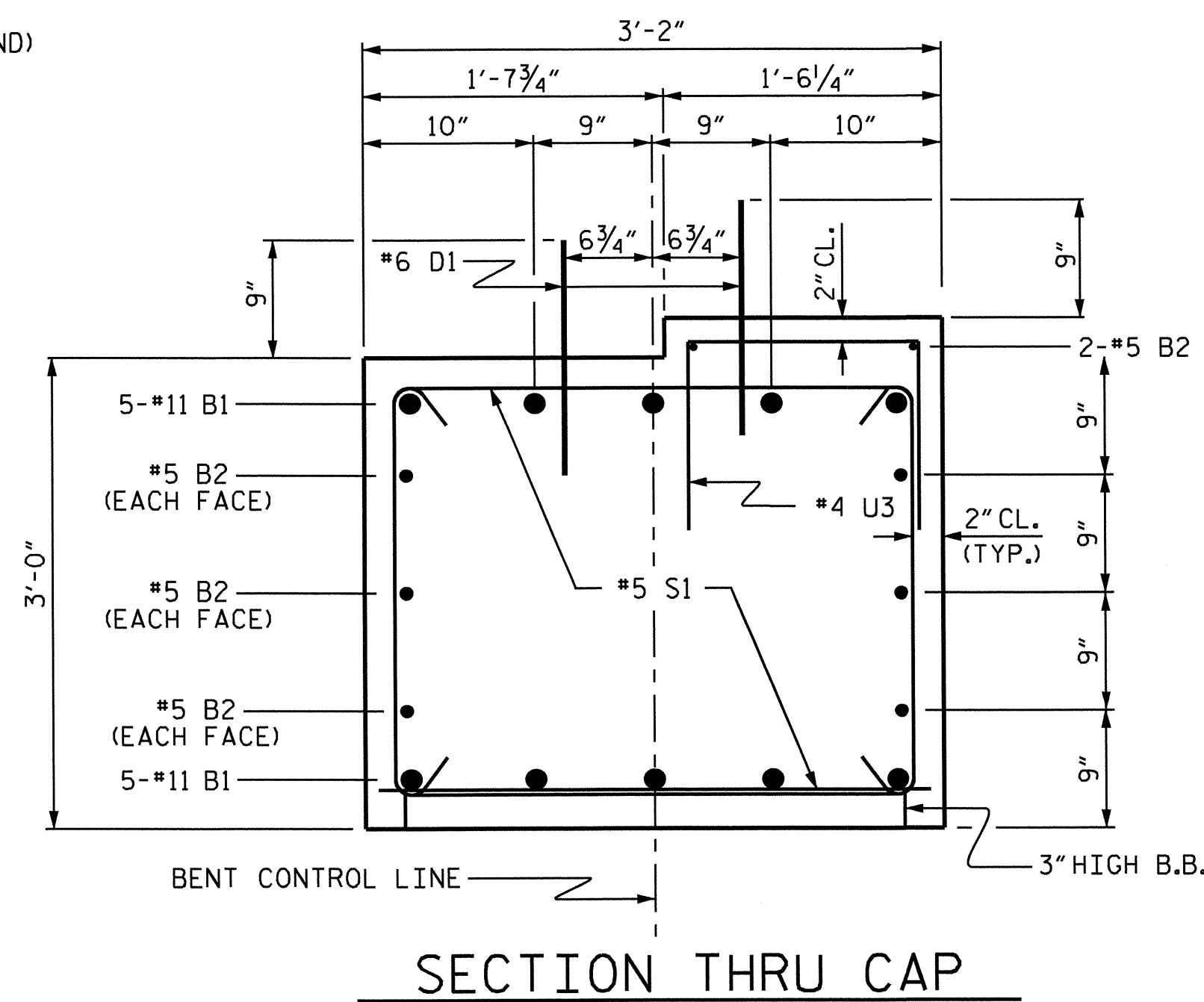


END OF CAP VIEW



ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR ONE BENT					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	10	#11	1	41'-2"	2187
B2	8	#5	STR	38'-2"	318
B3	4	#4	STR	2'-10"	8
D1	48	#6	STR	1'-6"	108
M1	10	#11	STR	25'-4"	1346
M2	10	#11	STR	35'-4"	1877
M3	10	#11	STR	45'-4"	2409
S1	68	#5	2	9'-0"	638
U1	6	#4	3	5'-8"	23
U2	6	#4	3	5'-6"	22
U3	38	#4	3	4'-2"	106
V1	30	#11	4	15'-7"	2484
REINFORCING STEEL (FOR ONE BENT)					11526 LBS.
SPIRAL COLUMN REINFORCING STEEL (FOR ONE BENT)					2089 LBS.
* THE SP-1 SPIRAL REINFORCING STEEL SHALL BE W31 OR D-31 COLD DRAWN WIRE OR #5 PLAIN OR DEFORMED BAR					
* THE SP-2 SPIRAL REINFORCING STEEL SHALL BE W20 OR D-20 COLD DRAWN WIRE OR #4 PLAIN OR DEFORMED BAR					
CLASS A CONCRETE BREAKDOWN (FOR ONE BENT)					
POUR #2 (COLUMNS)					6.5 C.Y.
POUR #3 (CAP)					14.4 C.Y.
TOTAL CLASS A CONCRETE					20.9 C.Y.
DRILLED PIERS: (FOR ONE BENT)					
DRILLED PIER CONCRETE					22.2 C.Y.
3'-0" Ø DRILLED PIER NOT IN SOIL					34.00 LIN. FT.
3'-0" Ø DRILLED PIER IN SOIL					50.75 LIN. FT.
PERMANENT STEEL CASING FOR 3'-0" Ø DRILLED PIER					34 LIN. FT.
CSL TUBES					357 LIN. FT.



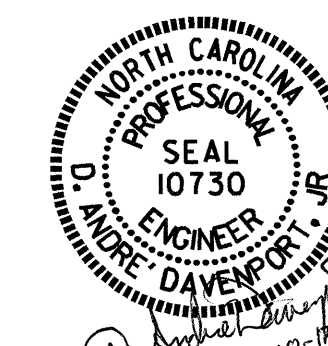
SECTION THRU CAP

PROJECT NO. B-5107
 FORSYTH COUNTY
 STATION: 16+63.47-L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 BENT No. 2

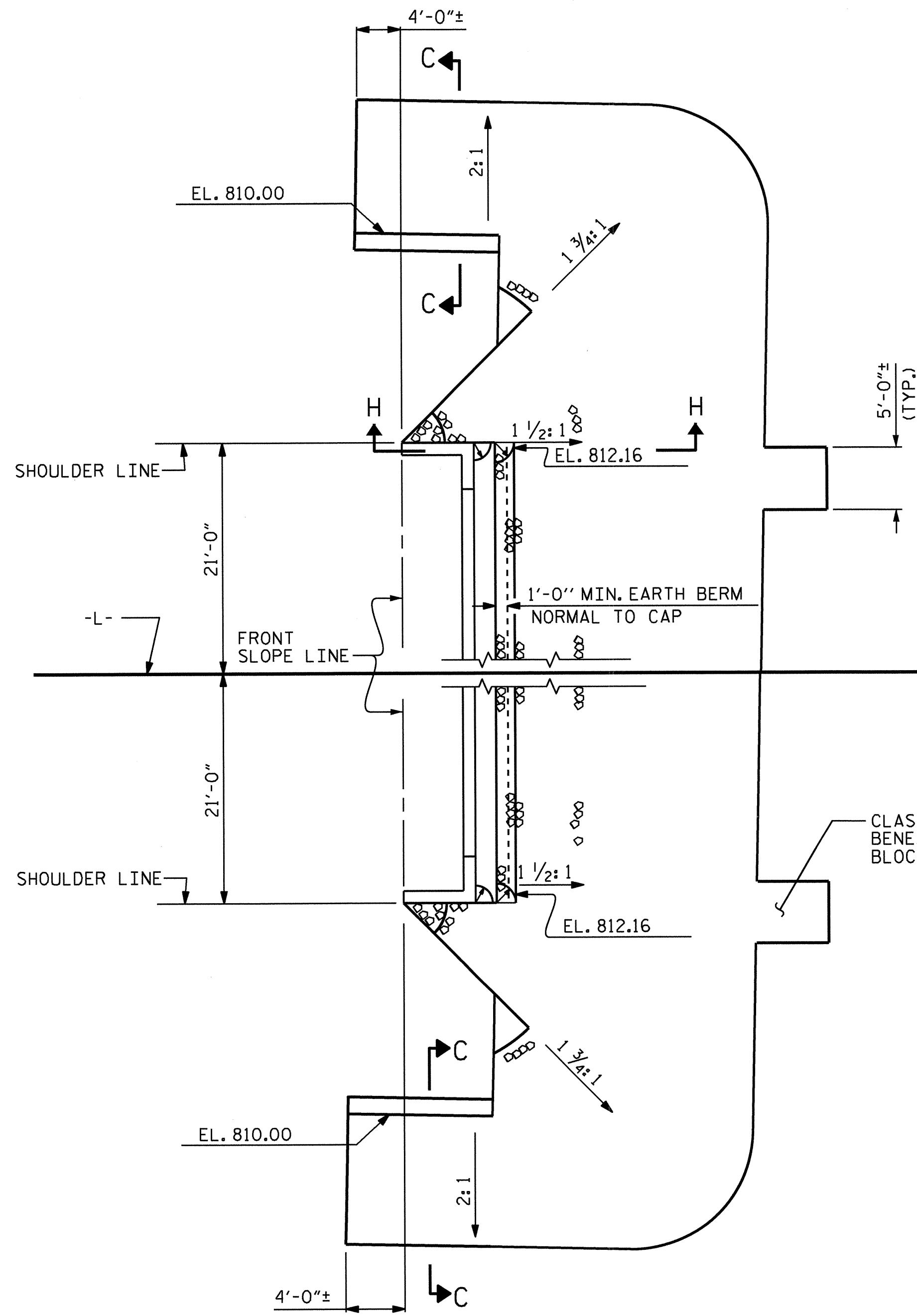


ASSEMBLED BY: D.A. DAVENPORT DATE: 03/14/13
 CHECKED BY: J.P. MCCARTHA DATE: 06/25/13
 DRAWN BY: DGE 03/10
 CHECKED BY: MKT 03/10

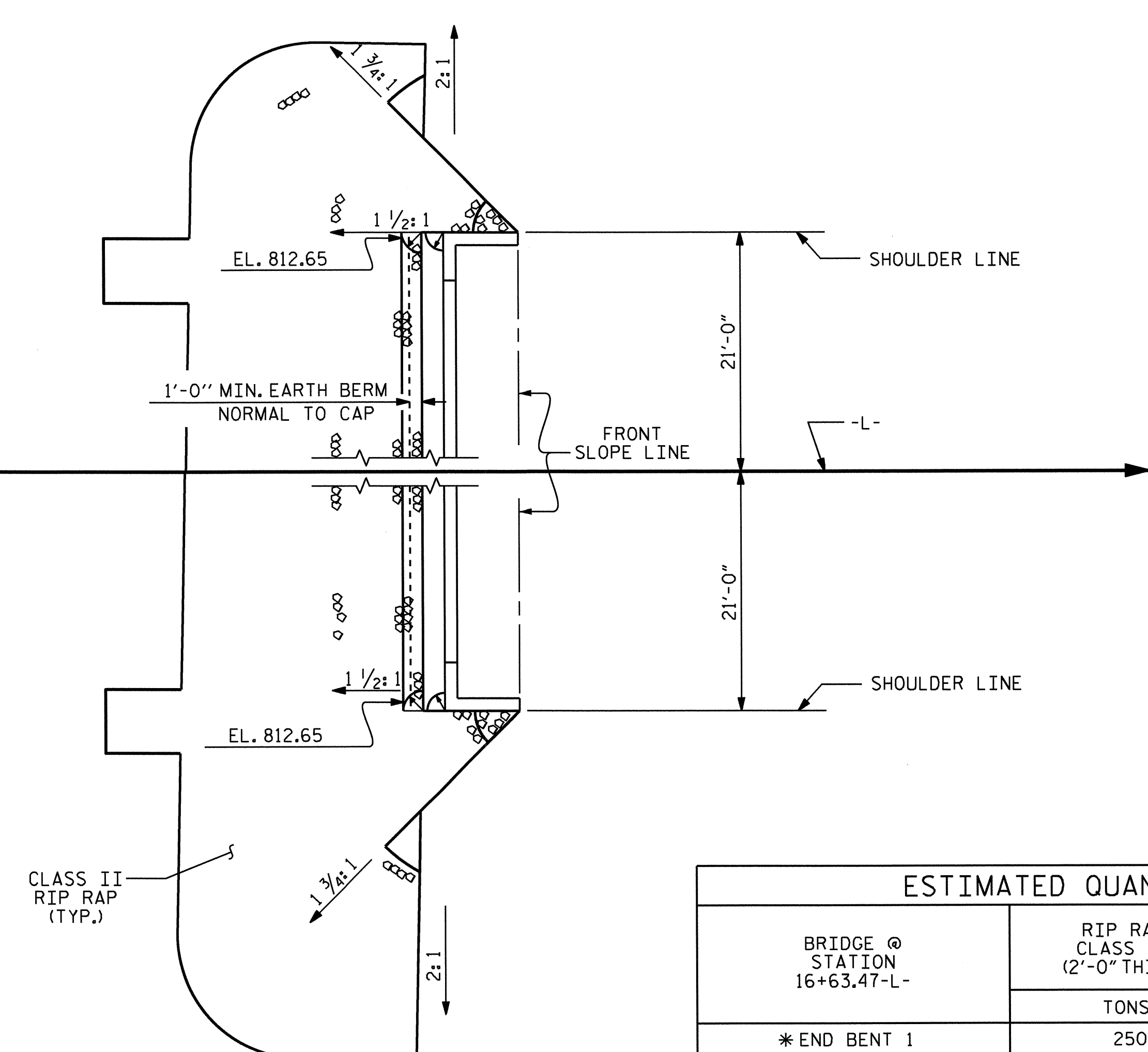
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 dadavenport

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			26
2			4			26

STD. NO. DP_BT_36_90S_<50'



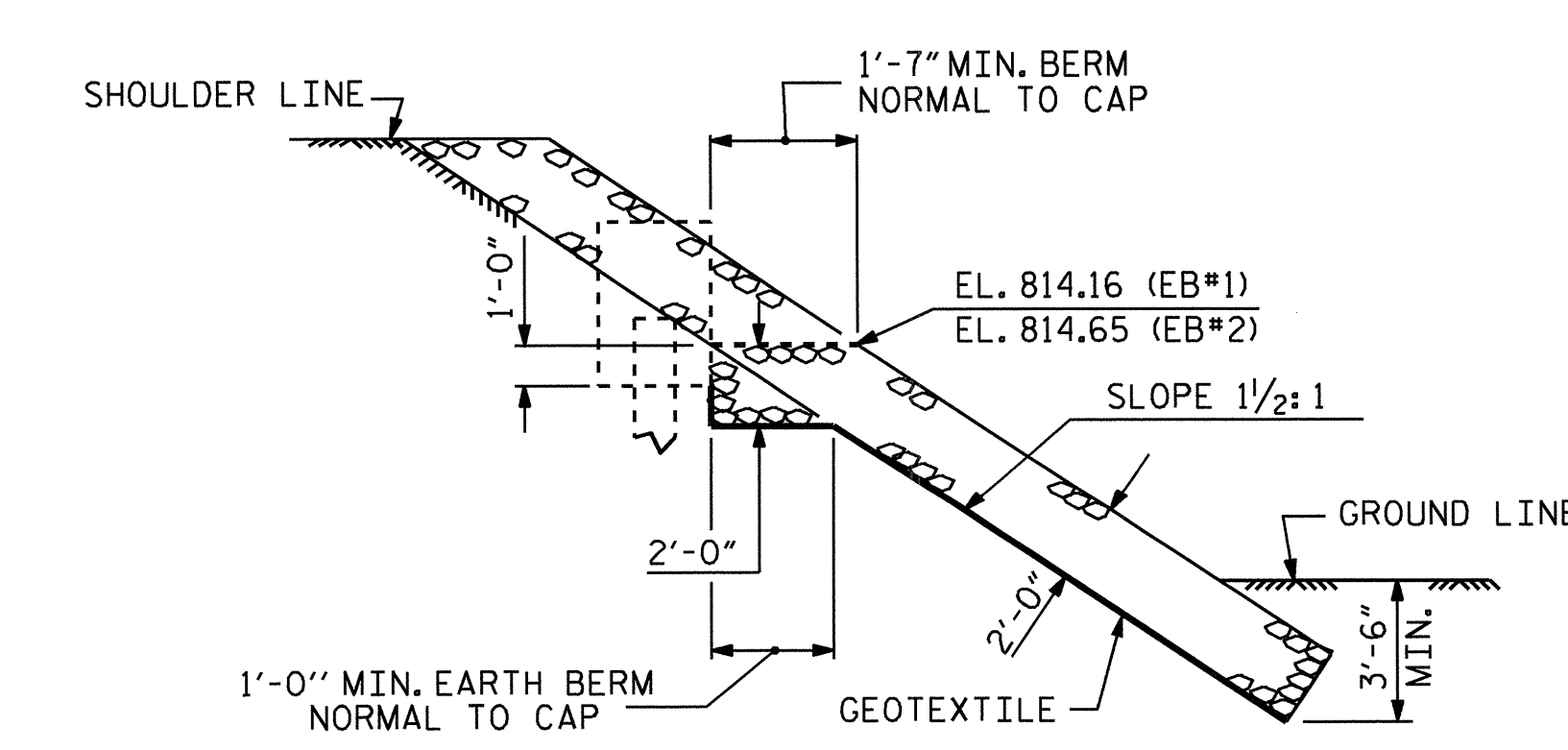
END BENT #1



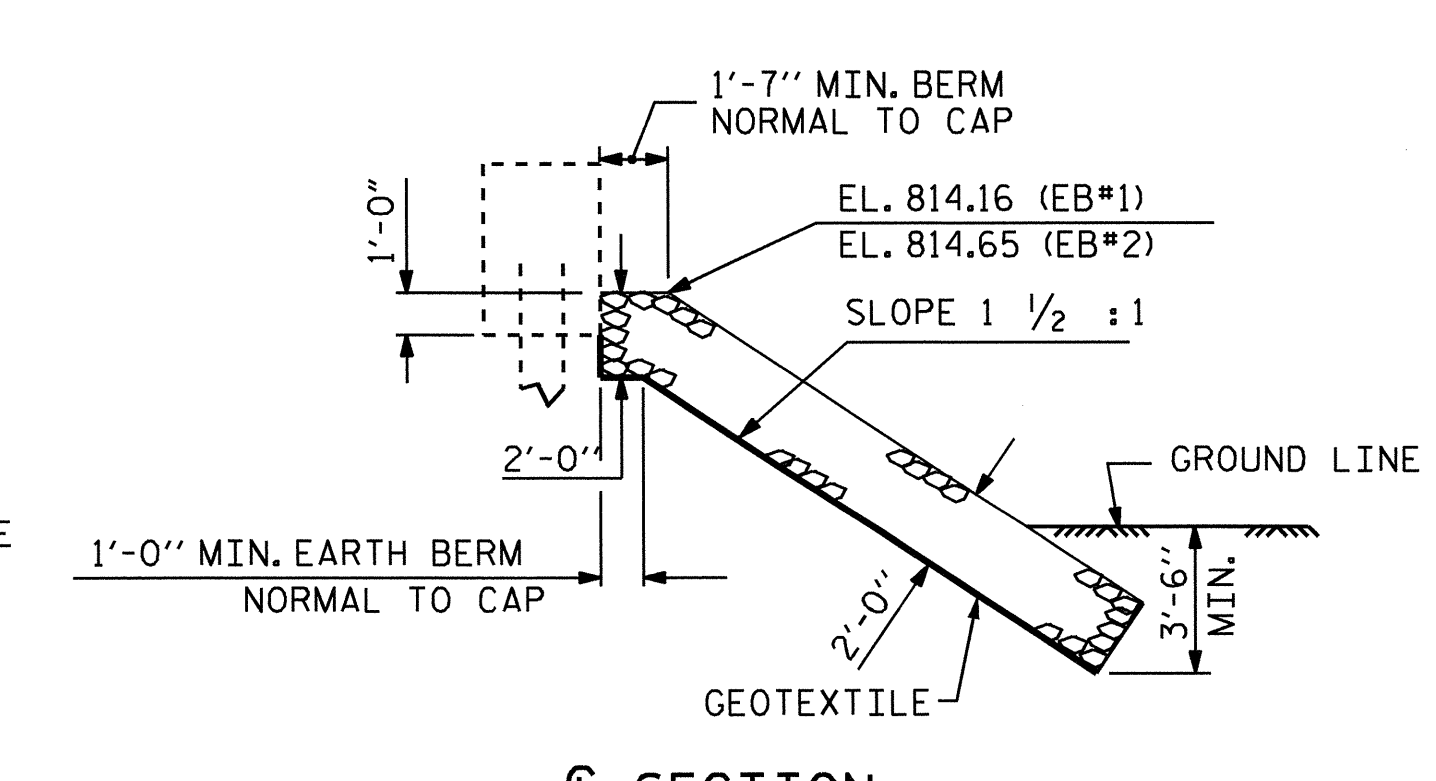
END BENT #2

ESTIMATED QUANTITIES		
BRIDGE @ STATION 16+63.47-L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
* END BENT 1	250	280
* END BENT 2	180	200
* TOTAL	430	480

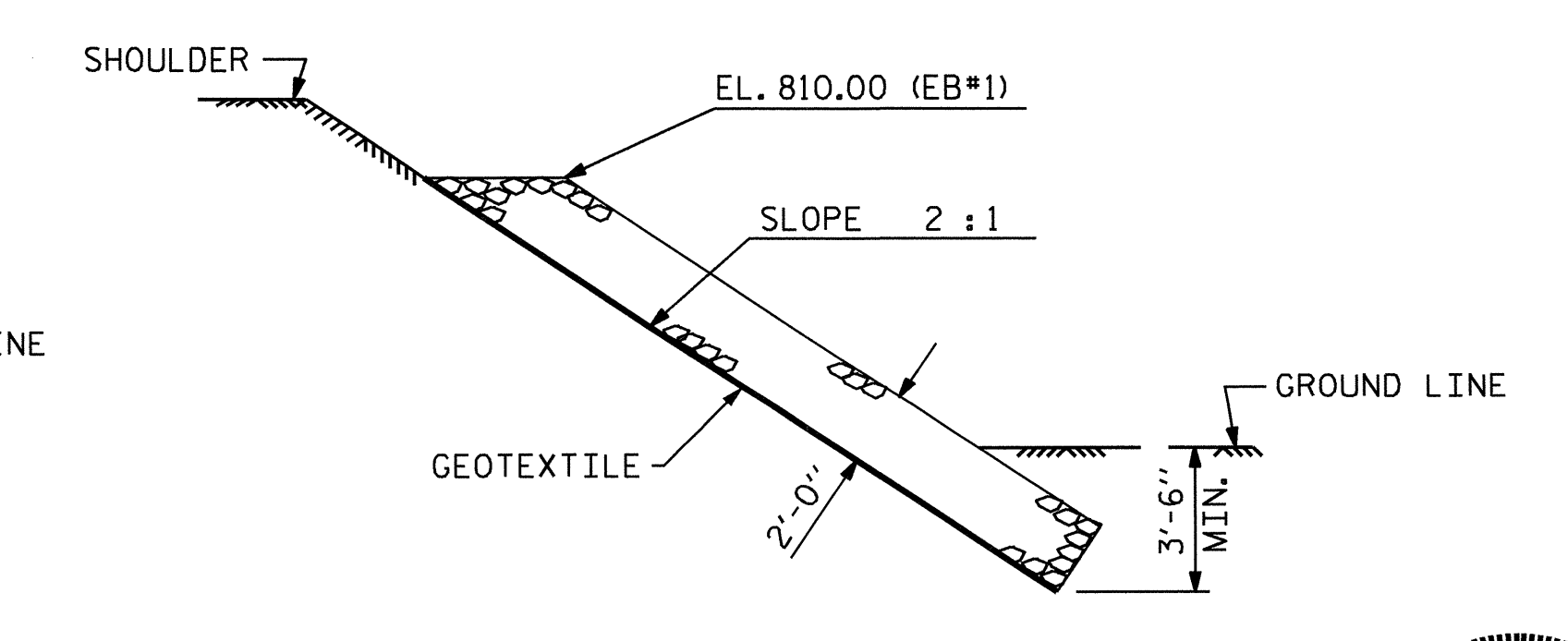
* INCLUDES BANK STABILIZATION



SECTION H-H



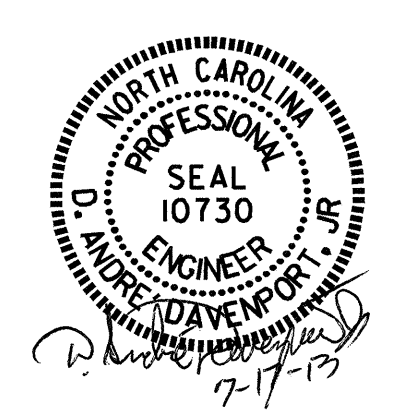
SECTION C-C
BERM RIP RAPPED



SECTION C-C

PROJECT NO. B-5107
FORSYTH COUNTY
 STATION: 16+63.47-L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
— RIP RAP DETAILS —					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS 26



ASSEMBLED BY : D. A. DAVENPORT DATE : 03/05/12
 CHECKED BY : J.P. MCCARTHA DATE : 02/08/13
 DESIGN ENGINEER OF RECORD : D. A. DAVENPORT DATE : 04/11/13
 DRAWN BY : FCJ 2/88 REV. 8/16/99 RWW/LES
 CHECKED BY : ARB 8/88 REV. 10/17/00 RWW/LES
 REV. 5/1/06R TLA/GM

NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4"Ø DRAINAGE PIPE, AND #78M STONE BACKFILL, SEE ROADWAY PLANS.

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

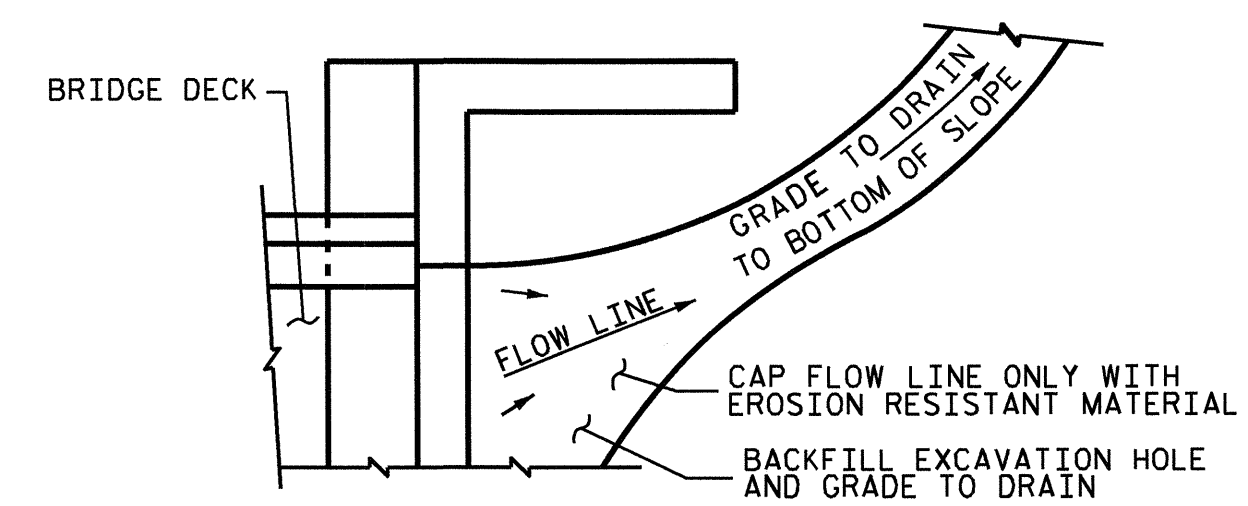
*78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

*78M STONE BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

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

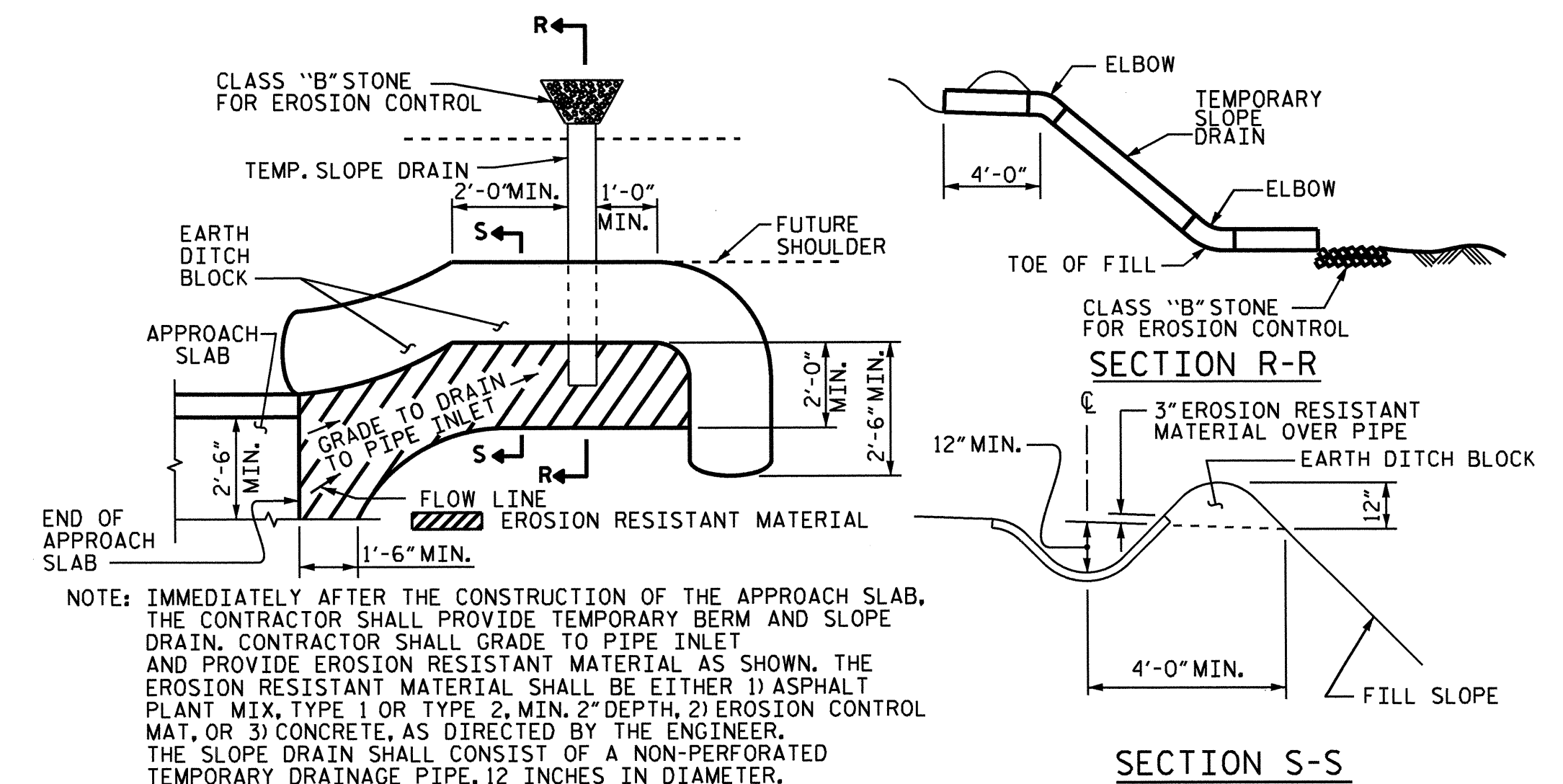
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.



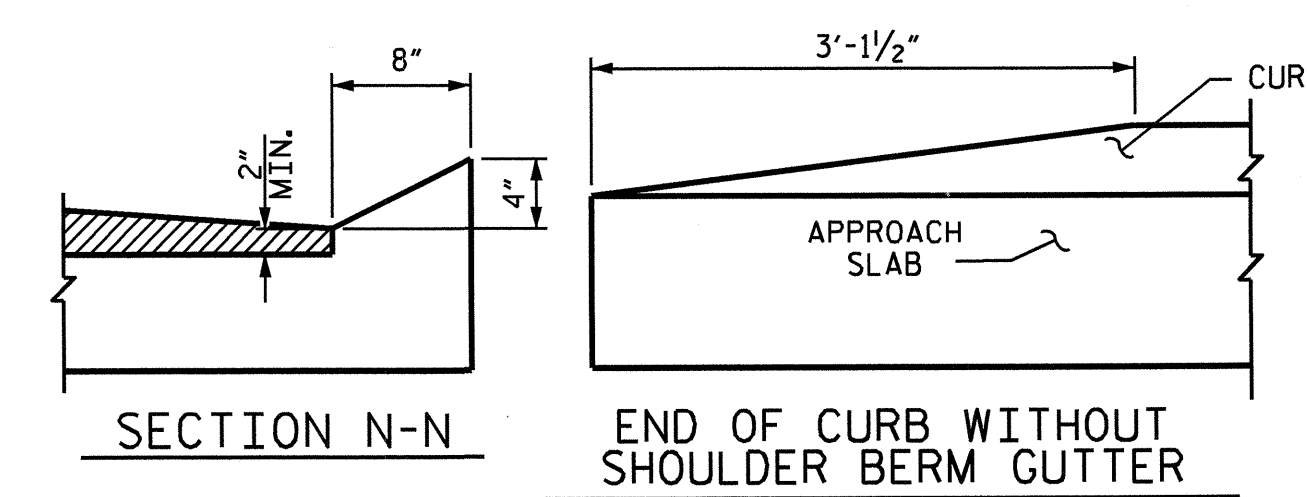
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT TO THE STRUCTURE. THE CONTRACTOR WILL BE REQUIRED TO REMOVE THESE MATERIALS PRIOR TO CONSTRUCTION OF THE APPROACH SLAB.

TEMPORARY DRAINAGE DETAIL



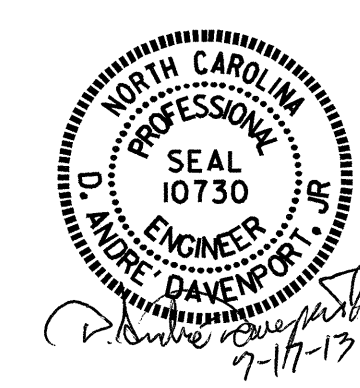
NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 2" DEPTH, 2) EROSION CONTROL MAT, OR 3) CONCRETE, AS DIRECTED BY THE ENGINEER. THE SLOPE DRAIN SHALL CONSIST OF A NON-PERFORATED TEMPORARY DRAINAGE PIPE, 12 INCHES IN DIAMETER.

TEMPORARY BERM AND SLOPE DRAIN DETAILS
(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)

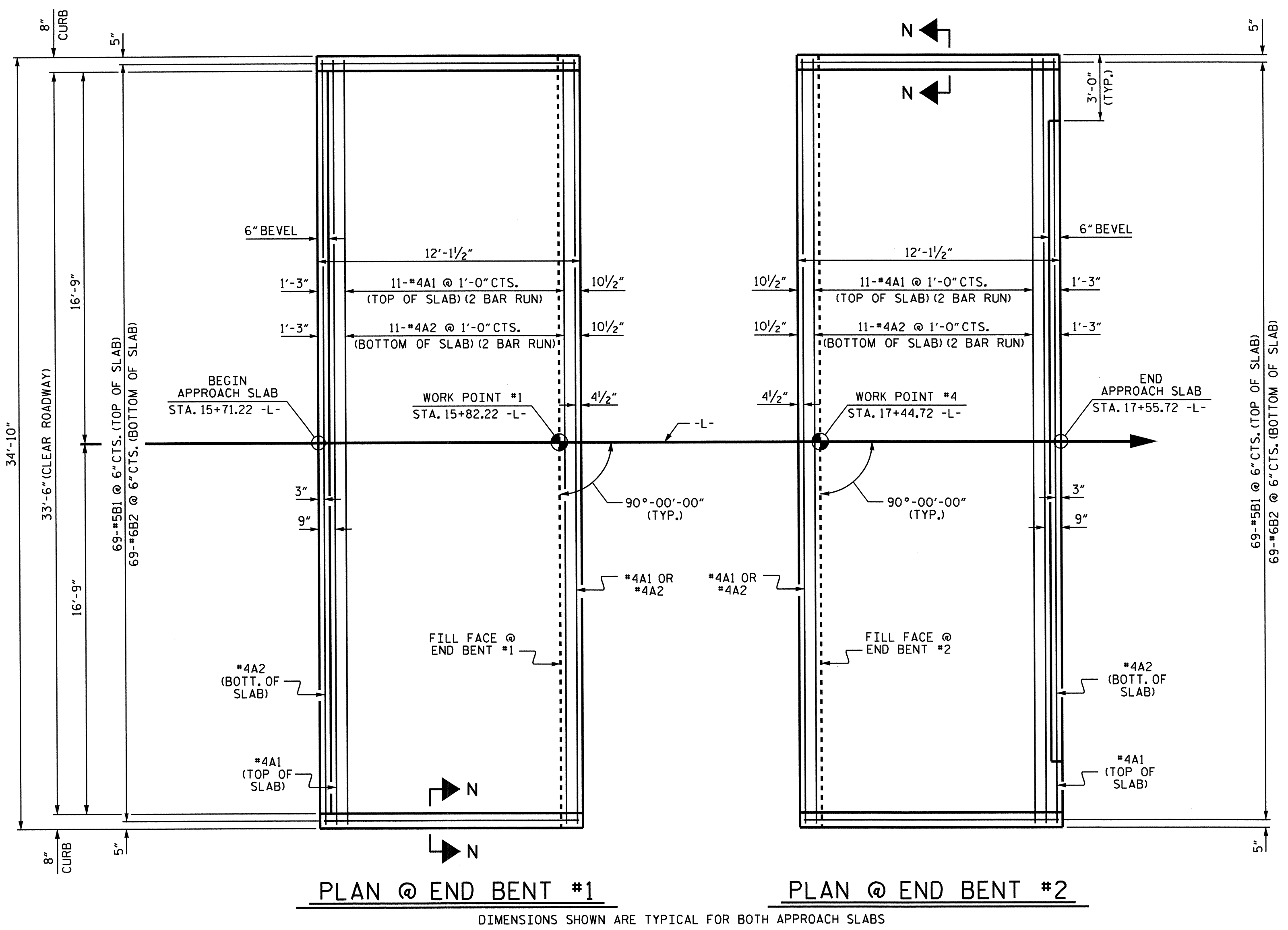


CURB DETAILS

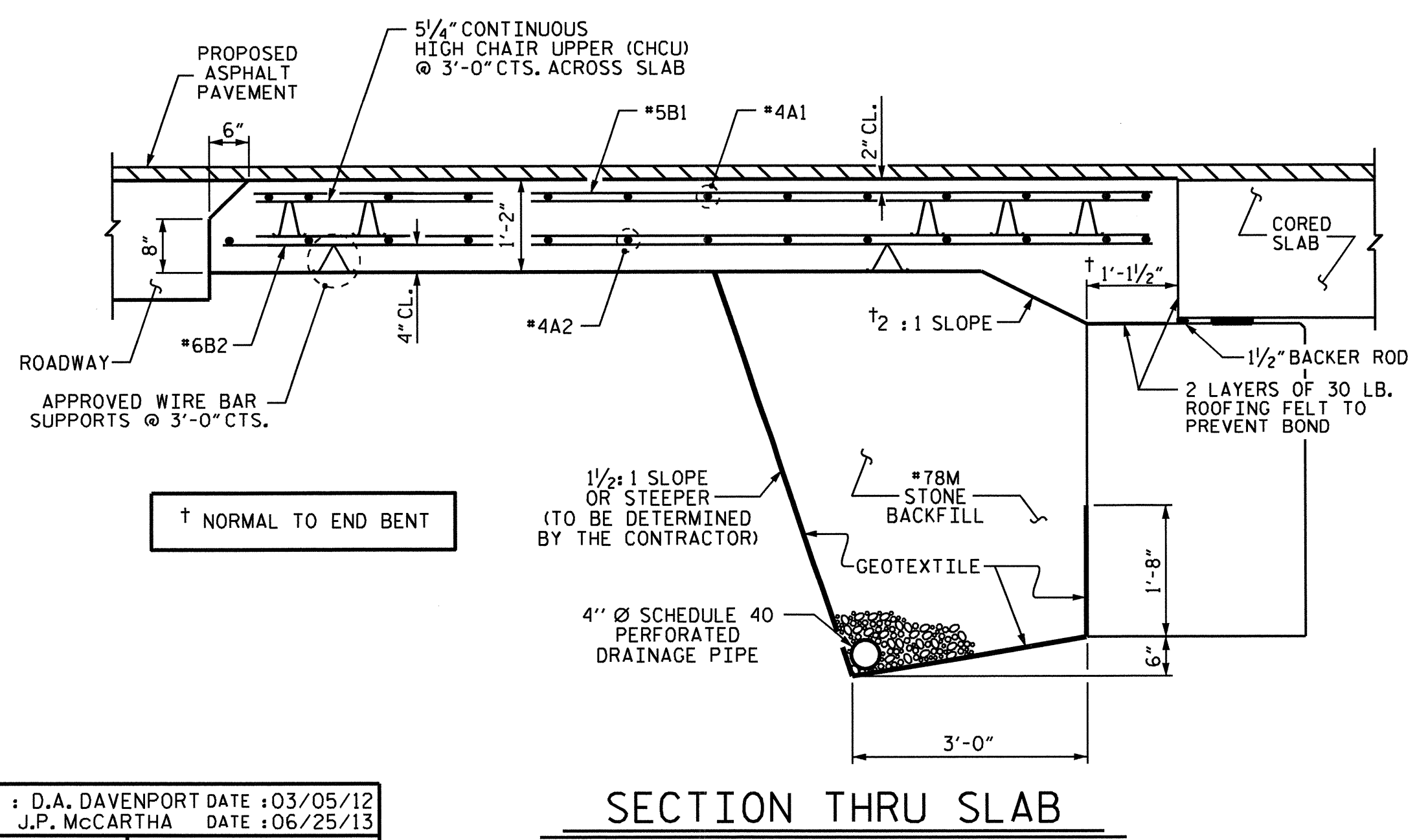
SPLICE LENGTHS		
BAR SIZE	EPOXY COATED	UNCOATED
#4	2'-0"	1'-9"
#5	2'-6"	2'-2"
#6	3'-10"	2'-7"



BILL OF MATERIAL						
APPROACH SLAB AT EB #1						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A1	26	#4	STR	18'-3"	317	
A2	26	#4	STR	18'-2"	316	
<hr/>						
*B1	69	#5	STR	11'-2"	804	
B2	69	#6	STR	11'-8"	1209	
REINFORCING STEEL					LBS.	1525
* EPOXY COATED REINFORCING STEEL					LBS.	1121
CLASS AA CONCRETE					C. Y.	20.3
APPROACH SLAB AT EB #2						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
*A1	26	#4	STR	18'-3"	317	
A2	26	#4	STR	18'-2"	316	
<hr/>						
*B1	69	#5	STR	11'-2"	804	
B2	69	#6	STR	11'-8"	1209	
REINFORCING STEEL					LBS.	1525
* EPOXY COATED REINFORCING STEEL					LBS.	1121
CLASS AA CONCRETE					C. Y.	20.3



PLAN @ END BENT #1 **PLAN @ END BENT #2**
DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



SECTION THRU SLAB

ASSEMBLED BY : D.A. DAVENPORT DATE :03/05/12
CHECKED BY : J.P. MCCARTHA DATE :06/25/13
DRAWN BY : SHS/MAA 5-09 REV. 12-11 MAA/AAC
CHECKED BY : BCH 5-09

PROJECT NO. B-5107
FORSYTH COUNTY
STATION: 16+63.47-L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT (SUB-REGIONAL TIER) 90° SKEW					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO.
S-26
TOTAL SHEETS
26

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

STD. NO. SN