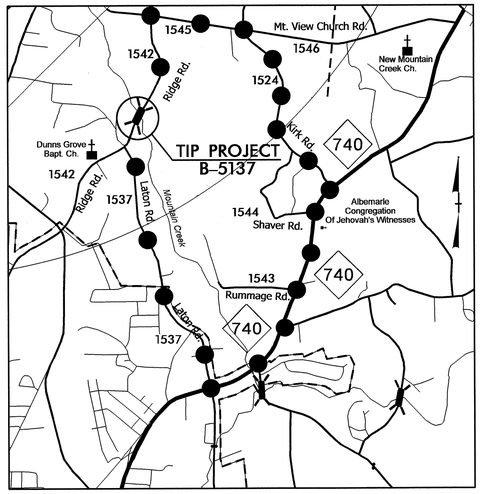
TIP PROJECT: B-5137

CONTRACT: C203355



OFFSITE DETOUR

THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

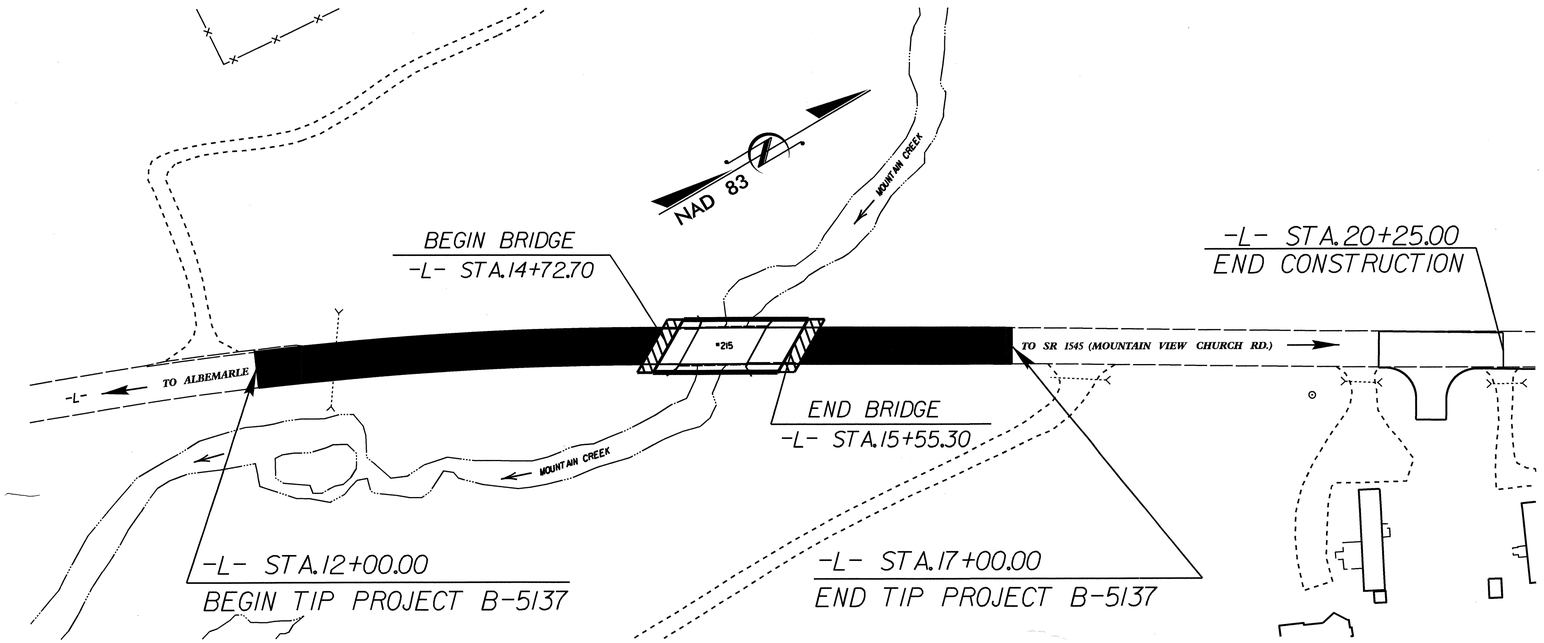
STANLY COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5137		

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
42296.1.1	BRZ-1542(7)	P.E.
42296.2.1	BRZ-1542(7)	R/W & UTIL.
42296.3.FD1	BRZ-1542(7)	CONST.

LOCATION: ***REPLACE BRIDGE NO. 215 OVER MOUNTAIN CREEK ON SR 1542 (RIDGE RD.)***

TYPE OF WORK: GRADING, PAVING, DRAINAGE & STRUCTURE



STRUCTURE

DESIGN DATA

ADT 2012 = 1504
ADT 2035 = 2300
DHV = 60 %
D = 10 %
T = 5 % *
V = 50 MPH
* TTST =1% DUAL 4%
FUNC CLASS =
RURAL COLLECTOR
SUBREGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT B-5137 = 0.079 MILES

LENGTH OF STRUCTURE TIP PROJECT B-5137 = 0.016 MILES

TOTAL LENGTH OF TIP PROJECT B-5137 = 0.095 MILES

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

LETTING DATE:
FEBRUARY 18, 2014

PROJECT ENGINEER

L.E. SUTTON, P.E.
PROJECT DESIGN ENGINEER

STRUCTURES MANAGEMENT UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

P.E.
STATE DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ADMINISTRATOR *DATE*

08-NOV-2013 13:48
$$$$$$$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$$$
lsutton

F.A. PROJ.# BRZ-1542(7)

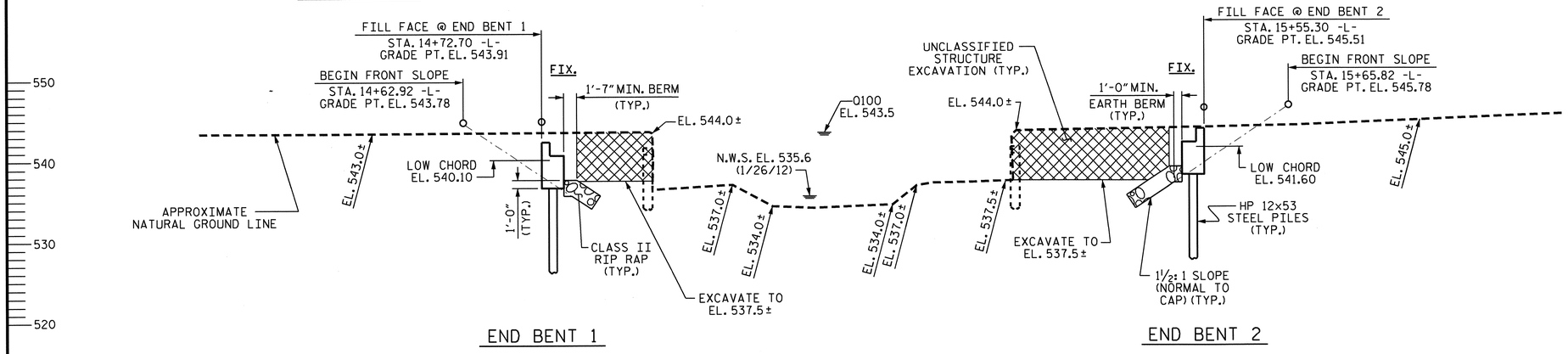
14+50 15+00 15+50 16+00

-2.3539% 4.4779%

PI = 14+50.00 -L-
EL = 539.36
VC = 500'

GRADE DATA

SPAN A



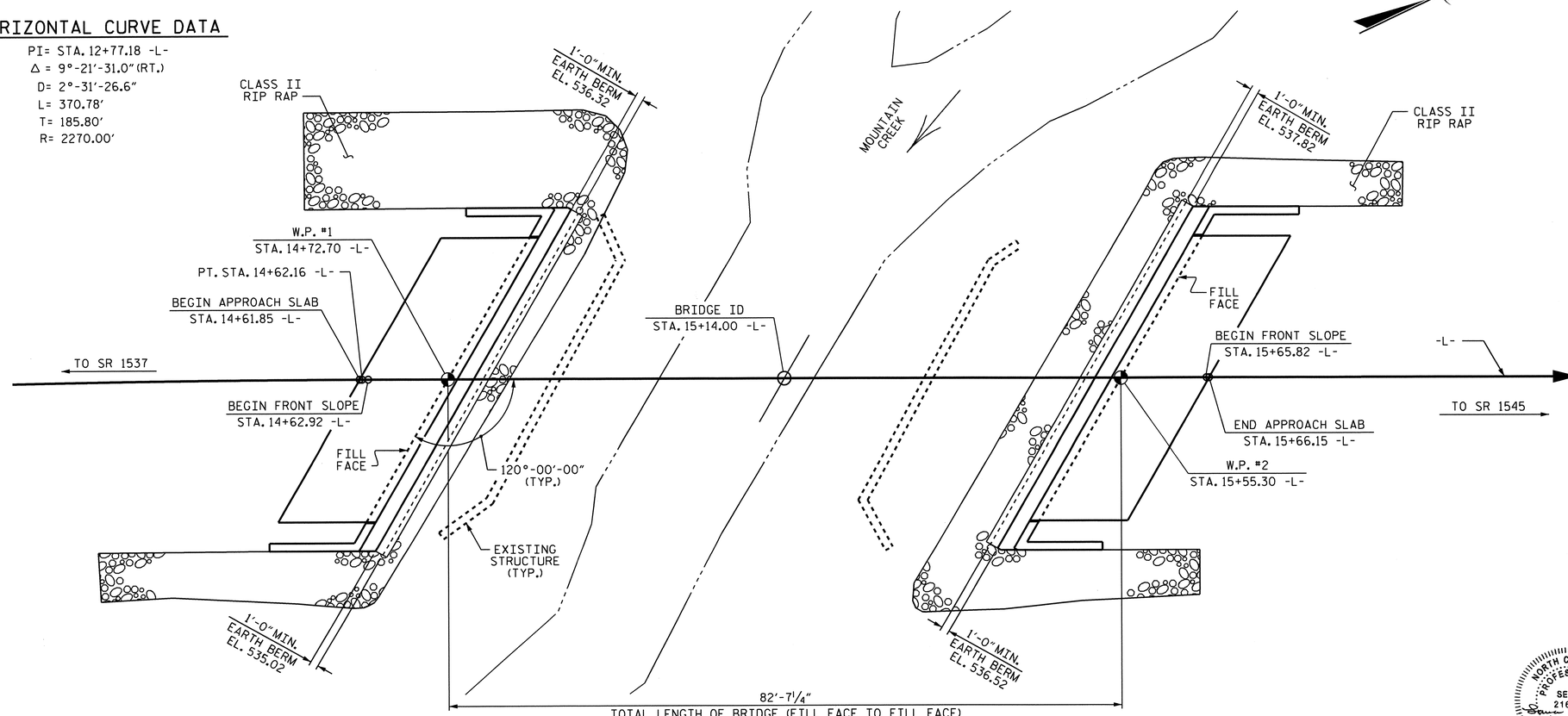
END BENT 1 END BENT 2

SECTION ALONG -L-

SECTIONS AT END BENTS TAKEN AT RIGHT ANGLE

HORIZONTAL CURVE DATA

PI= STA. 12+77.18 -L-
Δ = 9°-21'-31.0"(RT.)
D= 2°-31'-26.6"
L= 370.78'
T= 185.80'
R= 2270.00'



PLAN

PILES NOT SHOWN IN PLAN VIEW

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 1 OF 3 REPLACES BRIDGE NO. 215

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER
MOUNTAIN CREEK
ON SR 1542 BETWEEN
SR 1537 & SR 1545

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 11/10/13

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

DRAWN BY : J.D. HAWK DATE : 10/10/13
CHECKED BY : J.P. McCARTHA DATE : 10/11/13
DESIGN ENGINEER OF RECORD: L.E. SUTTON DATE : 11/12/13

12-NOV-2013 10:27
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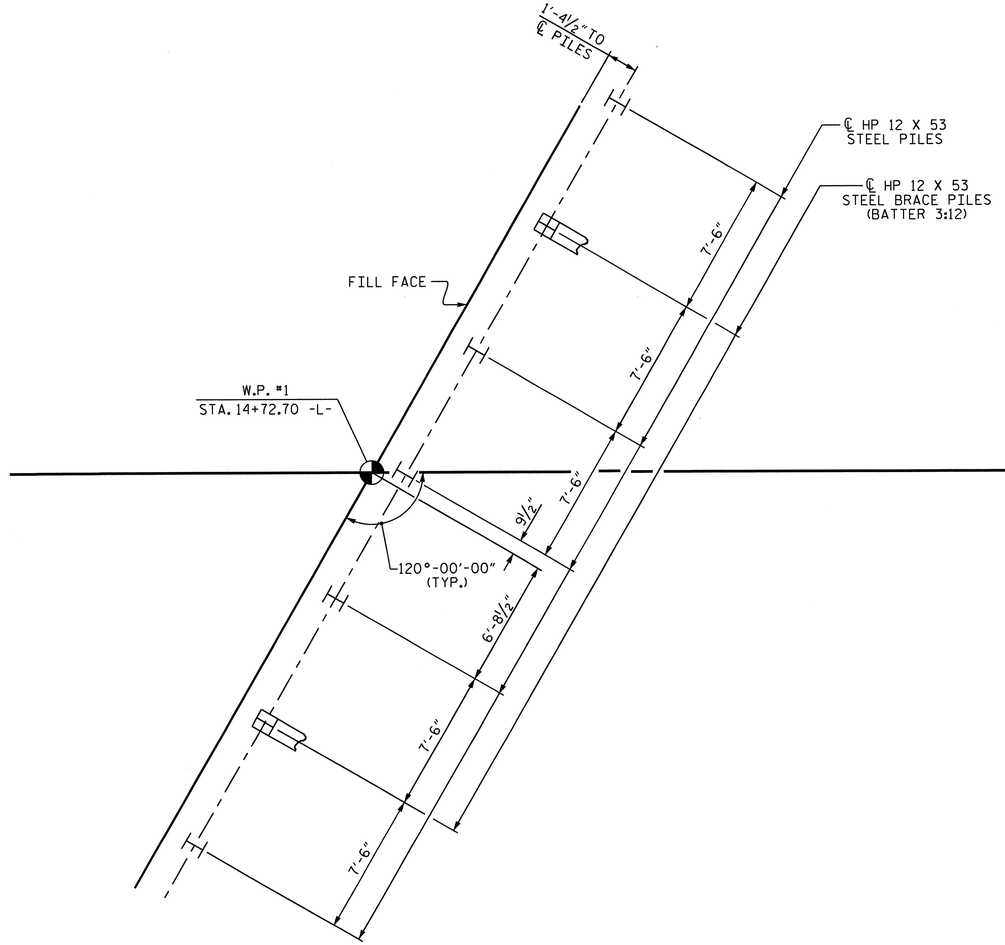
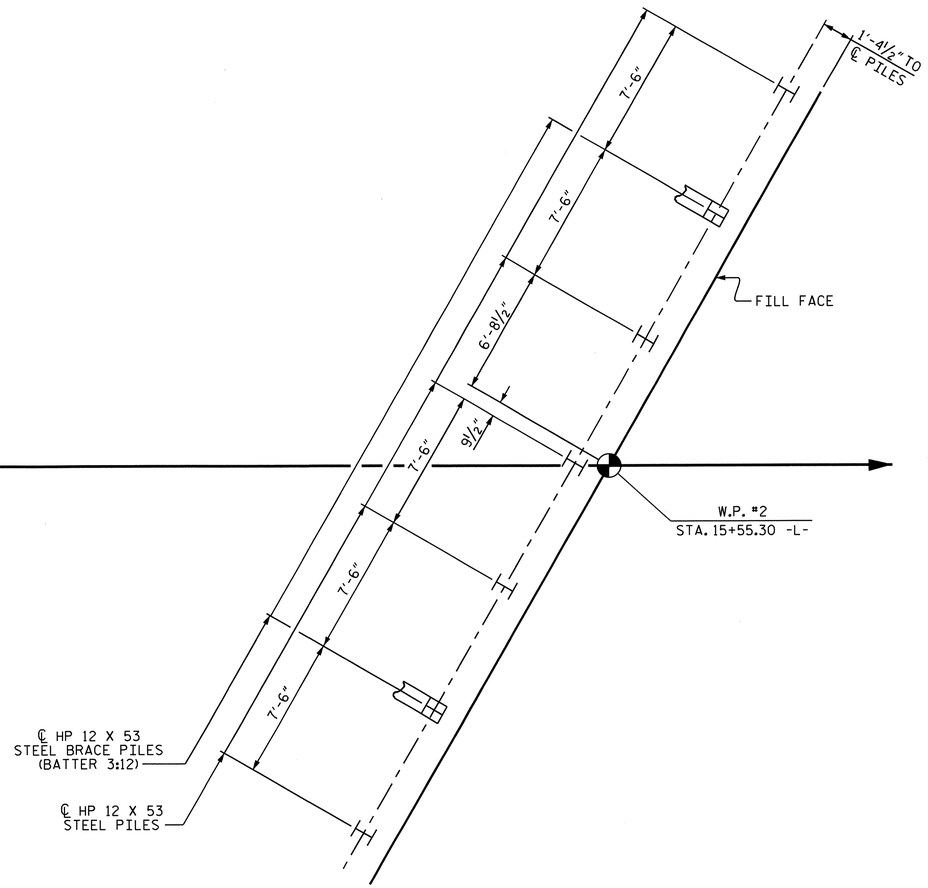


END BENT 1



END BENT 2

-L-

FOUNDATION LAYOUT

DIMENSIONS LOCATING PILES ARE
SHOWN TO THE CENTERLINE OF PILES.

FOUNDATION NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT 1 AND END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 105 TONS PER PILE.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT 1. EXCAVATE HOLES AT PILE LOCATIONS TO EL. 523.5 (LT.) AND EL. 528.0 (RT.). FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT 2. EXCAVATE HOLES AT PILE LOCATIONS TO EL. 529.5 (LT.) AND EL. 530.0 (RT.). FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

CONCRETE IS REQUIRED TO FILL HOLES FOR PILE EXCAVATION AT END BENT 1 AND END BENT 2. NO SEPARATE PAYMENT WILL BE MADE FOR THIS CONCRETE AS IT IS INCLUDED IN THE CONTRACT PRICE BID FOR "PILE EXCAVATION IN SOIL" AND "PILE EXCAVATION NOT IN SOIL".

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/16/13

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER
MOUNTAIN CREEK
ON SR 1542 BETWEEN
SR 1537 & SR 1545

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

DRAWN BY : J.D. HAWK DATE : 10/11/13
CHECKED BY : J.P. McCARTHA DATE : 10/14/13
DESIGN ENGINEER OF RECORD: L.E. SUTTON DATE : 11/12/13

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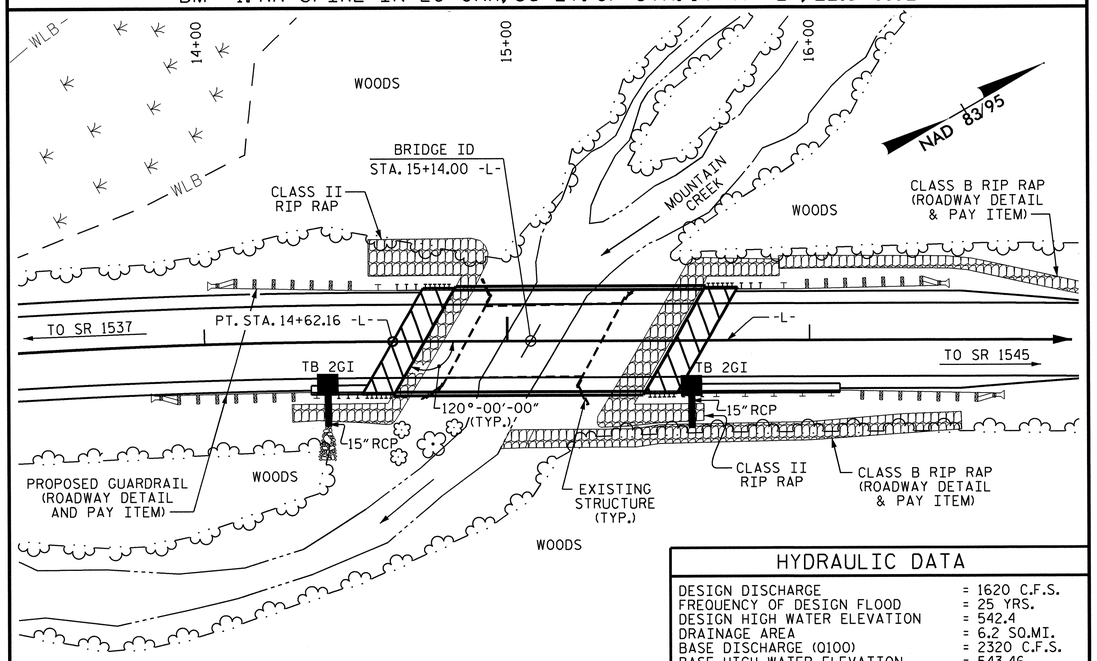
BM #1: RR SPIKE IN 20" OAK, 36' LT. OF STA. 14+47 -L-, EL.540.82



FOR UTILITY INFORMATION, SEE UTILITY PLANS & SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE	= 1620 C.F.S.
FREQUENCY OF DESIGN FLOOD	= 25 YRS.
DESIGN HIGH WATER ELEVATION	= 542.4
DRAINAGE AREA	= 6.2 SQ.MI.
BASE DISCHARGE (Q100)	= 2320 C.F.S.
BASE HIGH WATER ELEVATION	= 543.46

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 2320 C.F.S.
FREQUENCY OF OVERTOPPING FLOOD	= 100 YR. (-)
OVERTOPPING FLOOD ELEVATION	= 543.3 (@ SAG)

LOCATION SKETCH

NOTES

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 15+14.00 -L-".

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 30 FEET 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.

THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 45'-11" WITH A CLEAR ROADWAY OF 24' ON A STEEL PLANK DECK ON STEEL I-BEAMS, SUPPORTED BY TIMBER CAP ON CONCRETE ENCASED TIMBER PILES AND TIMBER CRUTCH BENTS, LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

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.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		TWO BAR METAL RAIL	1'-2" X 3'-0" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAMS	
	LUMP SUM	LIN. FT.	LIN. FT.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE						LUMP SUM				143.65	160.00			LUMP SUM	12	960.00
END BENT 1		41	35		30.2		4,177	7	90			185	205			
END BENT 2		24	35		30.2		4,177	7	85			180	200			
TOTAL	LUMP SUM	65	70	LUMP SUM	60.4	LUMP SUM	8,354	14	175	143.65	160.00	365	405	LUMP SUM	12	960.00

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER MOUNTAIN CREEK ON SR 1542 BETWEEN SR 1537 & SR 1545

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

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/10/13

DRAWN BY : J.D. HAWK DATE : 10/11/13
CHECKED BY : J.P. McCARTHA DATE : 10/14/13
DESIGN ENGINEER OF RECORD: L.E. SUTTON DATE : 11/12/13

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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	1.162	--	1.75	0.247	1.91	A	EL	39.134	0.623	**1.16**	A	EL	**7.827**	0.80	0.247	1.29	A	EL	39.134	
		HL-93(Opr)	N/A	--	1.507	--	1.35	0.247	2.48	A	EL	39.134	0.623	1.51	A	EL	7.827	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	2	1.469	52.874	1.75	0.247	2.53	A	EL	39.134	0.623	**1.47**	A	EL	**7.827**	0.80	0.247	1.71	A	EL	39.134	
		HS-20(Opr)	36.000	--	1.904	68.541	1.35	0.247	3.29	A	EL	39.134	0.623	1.9	A	EL	7.827	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	3.905	52.721	1.4	0.247	7.25	A	EL	39.134	0.623	4.41	A	EL	7.827	0.80	0.247	3.91	A	EL	39.134	
		SNGARBS2	20.000	--	2.888	57.75	1.4	0.247	5.36	A	EL	39.134	0.623	3.12	A	EL	7.827	0.80	0.247	2.89	A	EL	39.134	
		SNAGRIS2	22.000	--	2.725	59.952	1.4	0.247	5.06	A	EL	39.134	0.623	2.89	A	EL	7.827	0.80	0.247	2.73	A	EL	39.134	
		SNCOTTS3	27.250	--	1.943	52.939	1.4	0.247	3.61	A	EL	39.134	0.623	2.2	A	EL	7.827	0.80	0.247	1.94	A	EL	39.134	
		SNAGGRS4	34.925	--	1.615	56.395	1.4	0.247	3	A	EL	39.134	0.623	1.82	A	EL	7.827	0.80	0.247	1.61	A	EL	39.134	
		SNS5A	35.550	--	1.58	56.157	1.4	0.247	2.93	A	EL	39.134	0.623	1.84	A	EL	7.827	0.80	0.247	1.58	A	EL	39.134	
		SNS6A	39.950	--	1.446	57.756	1.4	0.247	2.68	A	EL	39.134	0.623	1.67	A	EL	7.827	0.80	0.247	1.45	A	EL	39.134	
		SNS7B	42.000	--	1.377	57.818	1.4	0.247	2.56	A	EL	39.134	0.623	1.64	A	EL	7.827	0.80	0.247	1.38	A	EL	39.134	
	TTST	TNAGRIT3	33.000	--	1.762	58.142	1.4	0.247	3.27	A	EL	39.134	0.623	1.99	A	EL	7.827	0.80	0.247	1.76	A	EL	39.134	
		TNT4A	33.075	--	1.769	58.499	1.4	0.247	3.28	A	EL	39.134	0.623	1.95	A	EL	7.827	0.80	0.247	1.77	A	EL	39.134	
		TNT6A	41.600	--	1.443	60.014	1.4	0.247	2.68	A	EL	39.134	0.623	1.74	A	EL	7.827	0.80	0.247	1.44	A	EL	39.134	
		TNT7A	42.000	--	1.448	60.817	1.4	0.247	2.69	A	EL	39.134	0.623	1.7	A	EL	7.827	0.80	0.247	1.45	A	EL	39.134	
		TNT7B	42.000	--	1.493	62.726	1.4	0.247	2.77	A	EL	39.134	0.623	1.6	A	EL	7.827	0.80	0.247	1.49	A	EL	39.134	
		TNAGRIT4	43.000	--	1.424	61.237	1.4	0.247	2.64	A	EL	39.134	0.623	1.55	A	EL	7.827	0.80	0.247	1.42	A	EL	39.134	
		TNAGT5A	45.000	--	1.344	60.496	1.4	0.247	2.5	A	EL	39.134	0.623	1.54	A	EL	7.827	0.80	0.247	1.34	A	EL	39.134	
		TNAGT5B	45.000	3	1.33	59.828	1.4	0.247	2.47	A	EL	39.134	0.623	1.48	A	EL	7.827	0.80	0.247	**1.33**	A	EL	**39.134**	

LOAD FACTORS:

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

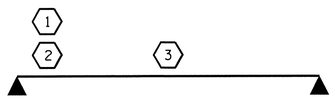
NOTES:

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.

(#) CONTROLLING LOAD RATING
(1) DESIGN LOAD RATING (HL-93)
(2) DESIGN LOAD RATING (HS-20)
(3) LEGAL LOAD RATING **
** SEE CHART FOR VEHICLE TYPE

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



LRFR SUMMARY

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR 80' BOX BEAM UNIT 120° SKEW

(NON-INTERSTATE TRAFFIC)

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 11/6/13

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

ASSEMBLED BY : J.D. HAWK	DATE : 10/11/13	
CHECKED BY : J.P. McCARTHA	DATE : 10/21/13	
DRAWN BY : TMG	II/II	
CHECKED BY : AAC	II/II	

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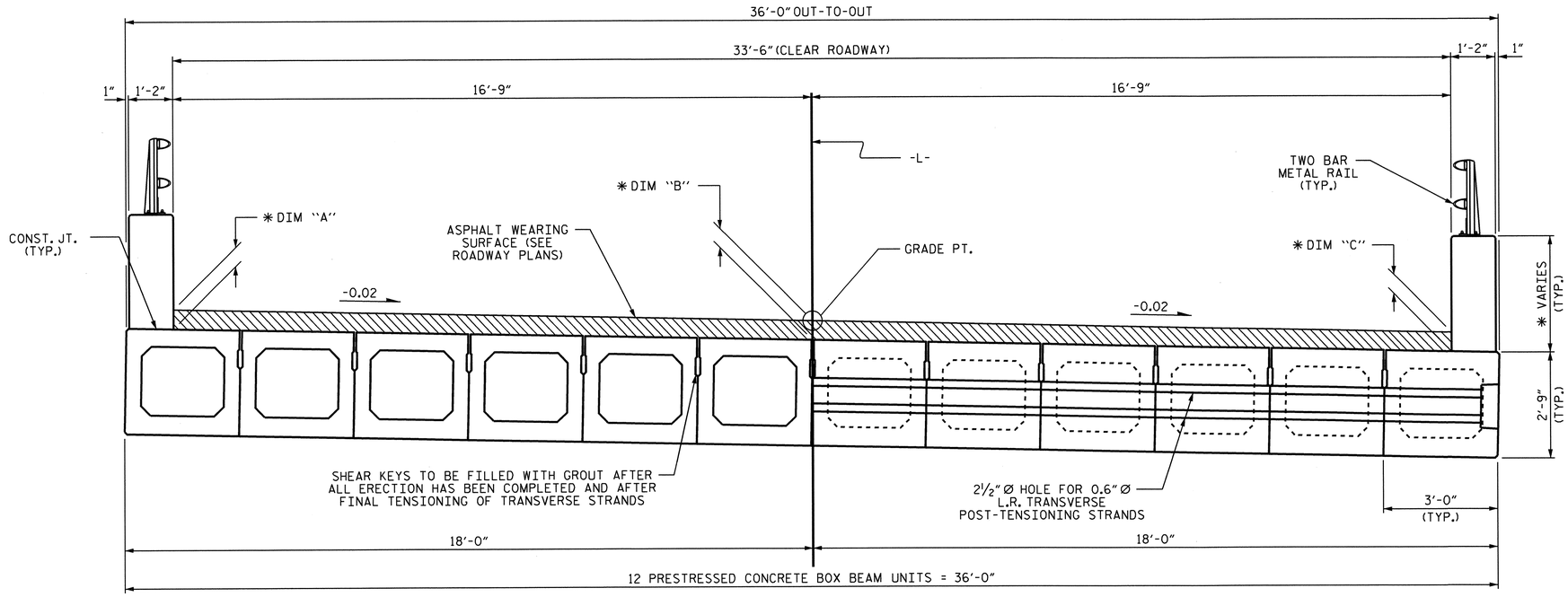
STD. NO. 33LRFR1_60&120S_80L



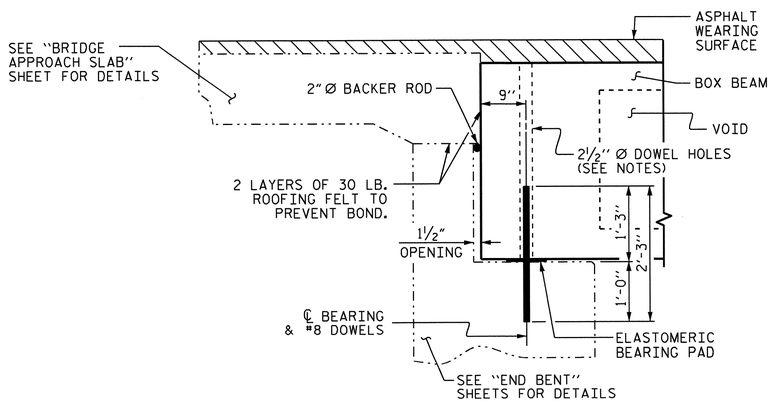
HALF SECTION
THROUGH VOIDS

HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

TYPICAL SECTION

* THE HEIGHT OF THE PARAPET AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE PARAPET FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR DETAILS, SEE "ASPHALT WEARING SURFACE" TABLE BELOW AND "PARAPET & END POST HEIGHT" TABLE ON SHEET S-12.

FIXED END



SECTION AT END BENT

ASPHALT WEARING SURFACE					
	@ ℄ BRG.			@ MID-SPAN	
	DIM. "A"	DIM. "B"	DIM. "C"	DIM. "A"	DIM. "C"
END BENT 1	4¾"	5⁵⁄₁₆"	6"	1⅝"	1⅝"
END BENT 2	6"	5⁵⁄₁₆"	4¾"		

NOTES

ALL PRESTRESSING STRANDS SHALL BE 7-WIRE LOW RELAXATION GRADE 270 STRANDS AND SHALL CONFORM TO AASHTO M203 EXCEPT FOR SAMPLING REQUIREMENTS WHICH SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL REINFORCING STEEL CAST WITH THE BOX BEAM SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

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

THE 2½" Ø DOWEL HOLES AT FIXED ENDS OF BOX BEAM SECTIONS SHALL BE FILLED WITH NON-SHRINK GROUT.

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

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE BOX BEAM UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 6000 PSI.

ALL REINFORCING STEEL IN CONCRETE PARAPETS SHALL BE EPOXY COATED.

PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE BOX BEAM UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO BOX BEAM UNIT ENDS.

VERTICAL GROOVED CONTRACTION JOINTS, ½" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE PARAPET AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A VERTICAL CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN PARAPET EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF PARAPET SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

THE LOCATION OF THE VOID DRAINS MAY BE SHIFTED SLIGHTLY WHERE NECESSARY TO CLEAR PRESTRESSING STRANDS OR TRANSVERSE REINFORCING STEEL.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

PROJECT NO. B-5137
STANLY COUNTY
STATION: 15+14.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3'-0" X 2'-9"
PRESTRESSED CONCRETE
BOX BEAM UNIT
120° SKEW

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

NORTH CAROLINA PROFESSIONAL SEAL 21838 ENGINEER LAURA E. SUTTON 12/16/13

STD. NO. STD.33PCBB_36_90S

ASSEMBLED BY : J.D. HAWK	DATE :10/10/13
CHECKED BY : J.P. McCARTHA	DATE :10/11/13
DRAWN BY : DGE 8/11	
CHECKED BY : TMG 11/11	

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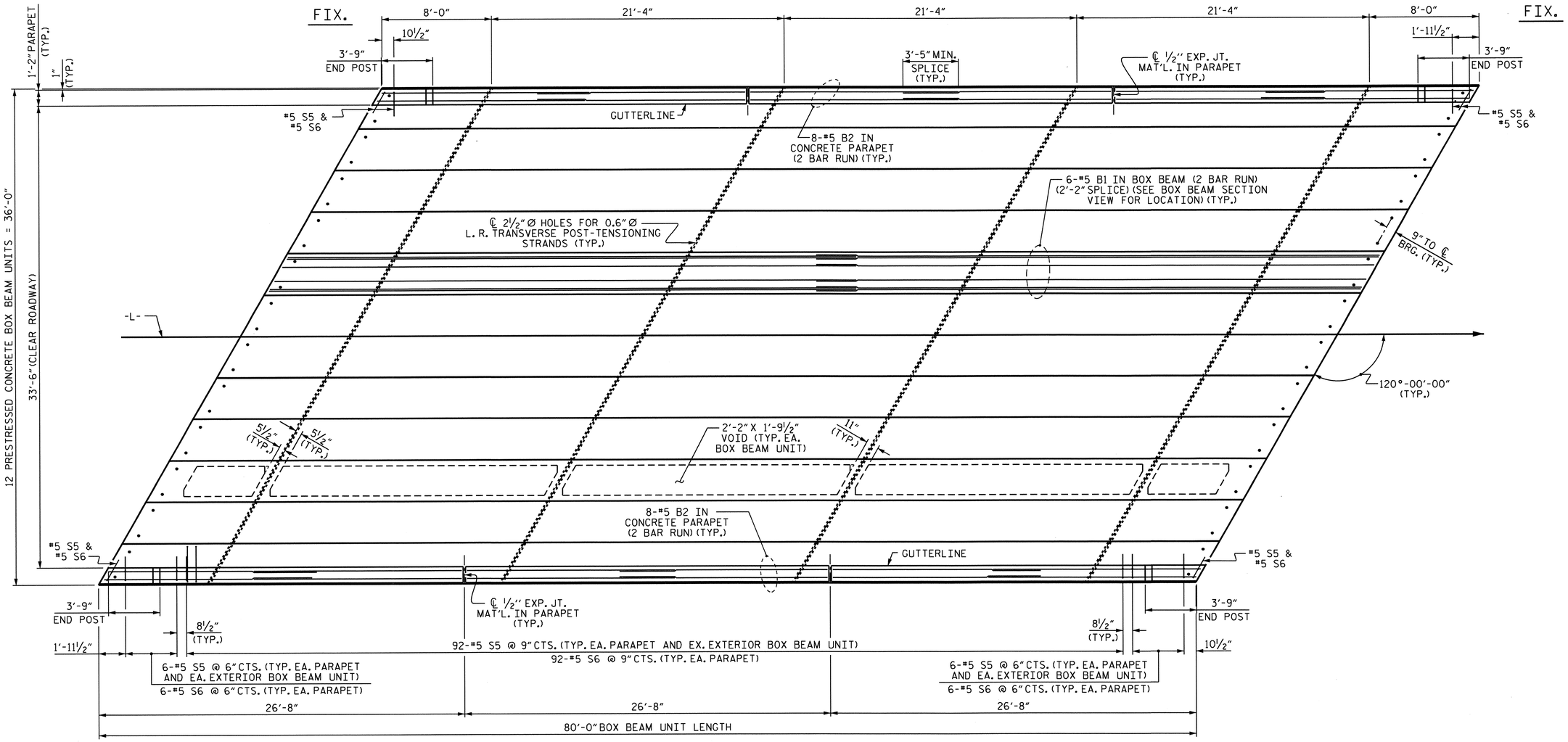
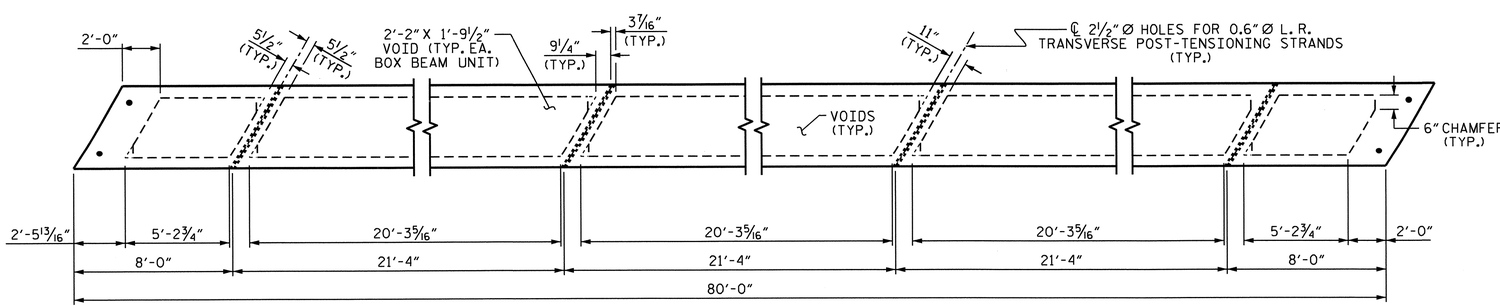


PLAN OF UNIT



DIAPHRAGM AND VOID LAYOUT

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PLAN OF 80' UNIT
33'-6" CLEAR ROADWAY

120° SKEW

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/10/13

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

ASSEMBLED BY : J.D. HAWK	DATE : 10/10/13
CHECKED BY : J.P. McCARTHA	DATE : 10/16/13
DRAWN BY : DGE 8/11	
CHECKED BY : TMG 11/11	

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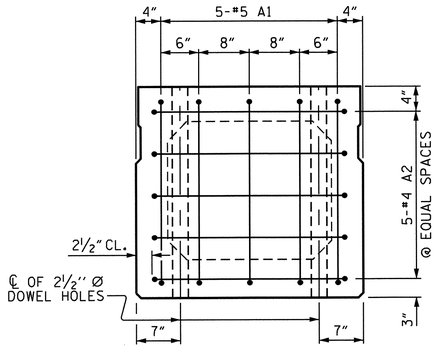
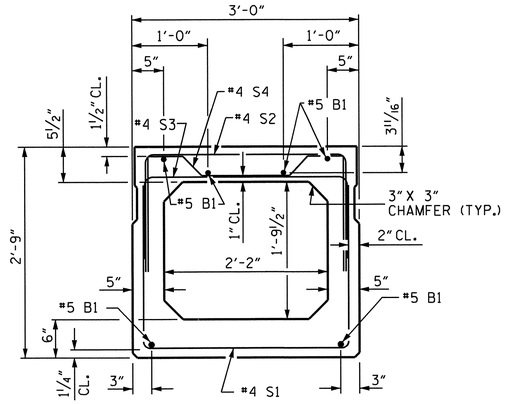
STD.NO.33PCBB_36_120S_80L



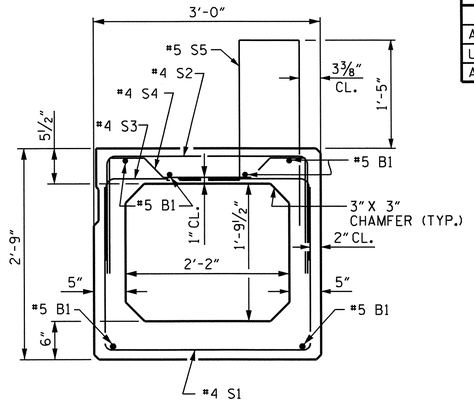
END ELEVATION

SHOWING PLACEMENT OF #5 & #4 "A" BARS AND LOCATION OF DOWEL HOLES. (INTERIOR BOX BEAM SECTION SHOWN-EXTERIOR SECTION SIMILAR EXCEPT SHEAR KEY LOCATION. STRAND LAYOUT NOT SHOWN.)



INTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)

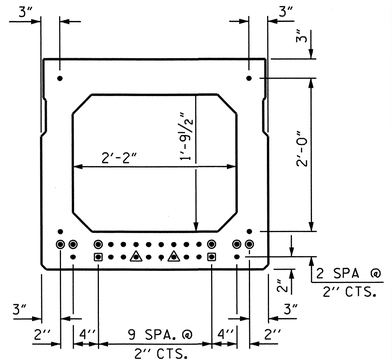


EXTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)

GRADE 270 STRANDS

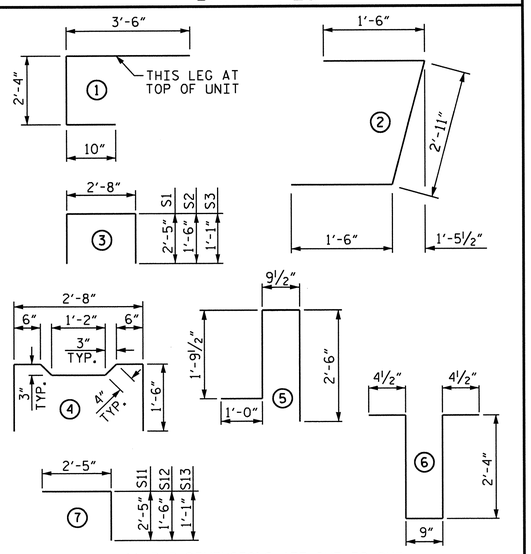
	0.6" Ø L.R.
AREA (SQ. IN.)	0.217
ULTIMATE STRENGTH (LBS./STRAND)	58,600
APPLIED PRESTRESS (LBS./STRAND)	43,950



TYPICAL STRAND LOCATION

(24 STRANDS REQUIRED)

BAR TYPES



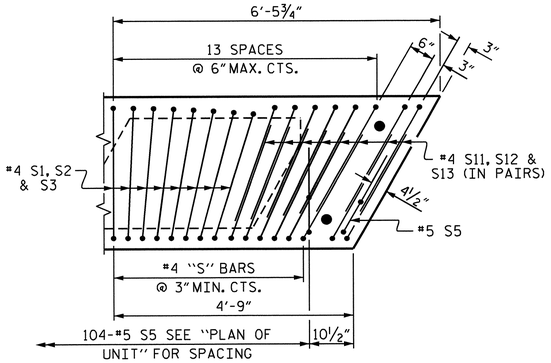
ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR ONE BOX BEAM SECTION

				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
A1	10	#5	1	6'-8"	70	6'-8"	70
A2	34	#4	2	5'-11"	134	5'-11"	134
B1	12	#5	STR	40'-11"	512	40'-11"	512
K1	12	#4	6	6'-2"	49	6'-2"	49
K2	8	#4	STR	2'-10"	15	2'-10"	15
S1	62	#4	3	7'-6"	311	7'-6"	311
S2	62	#4	3	5'-8"	235	5'-8"	235
S3	107	#4	3	4'-10"	345	4'-10"	345
S4	45	#4	4	5'-10"	175	5'-10"	175
✳ S5	106	#5	5	6'-1"	673		
S11	32	#4	7	4'-10"	103	4'-10"	103
S12	32	#4	7	3'-11"	84	3'-11"	84
S13	32	#4	7	3'-6"	75	3'-6"	75
REINFORCING STEEL				LBS.	2,108	LBS.	2,108
✳ EPOXY COATED REINF. STEEL				LBS.	673		
8,000 P.S.I. CONCRETE				CU. YDS.	14.3	CU. YDS.	14.2
0.6" Ø L.R. STRANDS				No.	24	No.	24

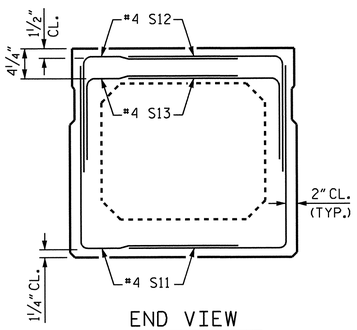
BOX BEAM UNITS REQUIRED

	NO.	LENGTH	TOTAL LENGTH
EXTERIOR B.B.	2	80'-0"	160'-0"
INTERIOR B.B.	10	80'-0"	800'-0"
TOTAL	12	———	960'-0"



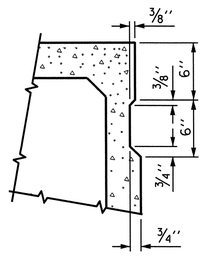
DETAIL "A"

NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS



END VIEW

(SHOWING #4 "S" BARS IN END OF BEAM)



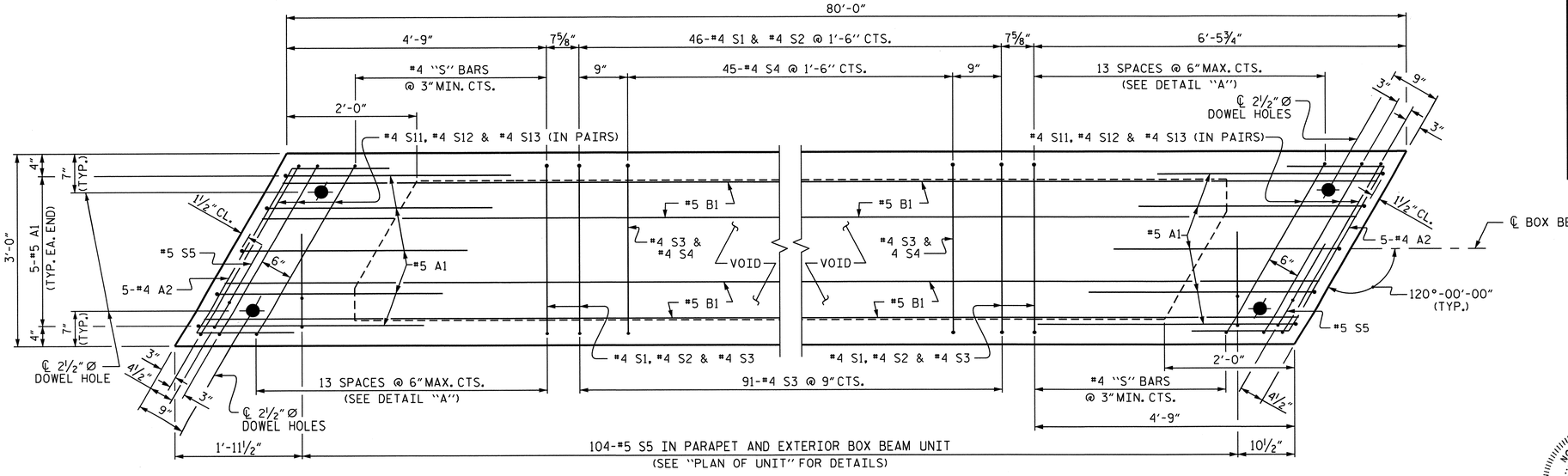
SHEAR KEY DETAIL

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

DEBONDING LEGEND

- ● FULLY BONDED STRANDS
- ▣ STRANDS DEBONDED FOR 4'-0" FROM END OF GIRDER
- ▲ STRANDS DEBONDED FOR 10'-0" FROM END OF GIRDER
- ◉ OPTIONAL FULL LENGTH DEBONDED STRANDS. THESE STRANDS ARE NOT REQUIRED. IF THE FABRICATOR CHOOSES TO INCLUDE THESE STRANDS IN THE BOX BEAM UNIT, THE STRANDS SHALL BE DEBONDED FOR THE FULL LENGTH OF THE UNIT AT NO ADDITIONAL COST.

BOND SHALL BE BROKEN ON STRANDS AS SHOWN FOR THE SPECIFIED LENGTH FROM EACH END OF THE BOX BEAM. SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.



PLAN OF BOX BEAM

EXTERIOR UNIT SHOWN, INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS.
FOR LOCATION OF DIAPHRAGMS, SEE PLAN OF UNIT.
FOR REINFORCING STEEL IN DIAPHRAGMS, SEE DIAPHRAGM DETAILS.

0.6" Ø LOW RELAXATION STRAND LAYOUT

PROJECT NO. B-5137
STANLY COUNTY
STATION: 15+14.00 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD 3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAM UNIT

120° SKEW

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/16/13

ASSEMBLED BY : J.D. HAWK	DATE : 10/10/13
CHECKED BY : J.P. McCARTHA	DATE : 10/17/13
DRAWN BY : DGE II/II	
CHECKED BY : TMG II/II	

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

STD. NO. 33PCBB4_120S_80L

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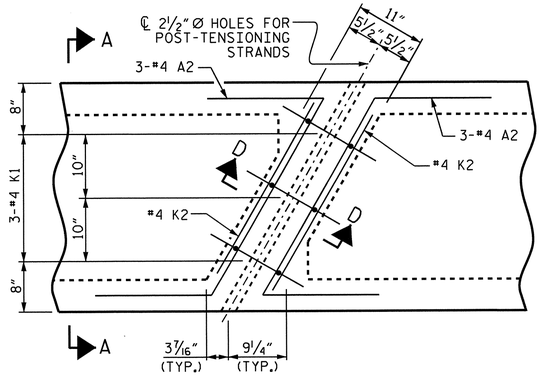
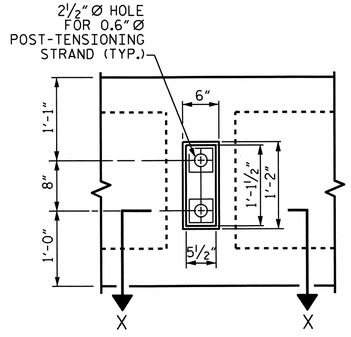
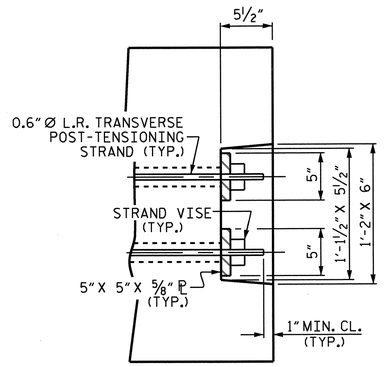


PLAN

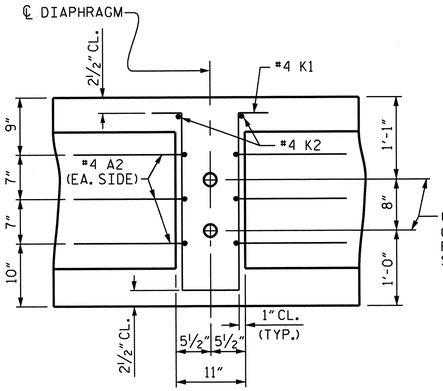


VIEW Y-Y

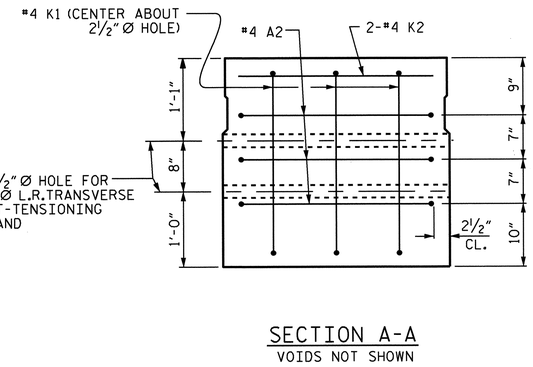
SHOWING ELEVATION VIEW OF GROUTED RECESS



DETAIL "C"



SECTION D-D

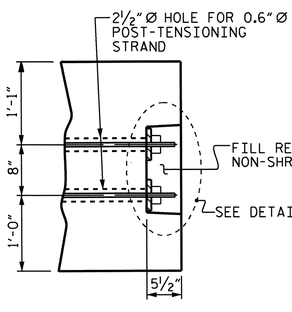


SECTION A-A

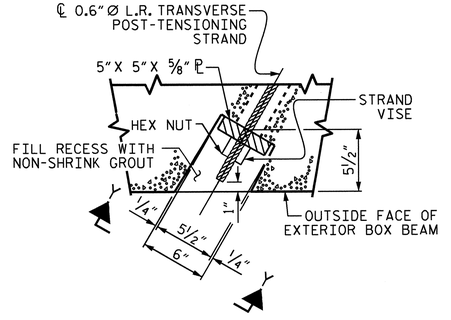
VOIDS NOT SHOWN

DOUBLE DIAPHRAGM DETAILS

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



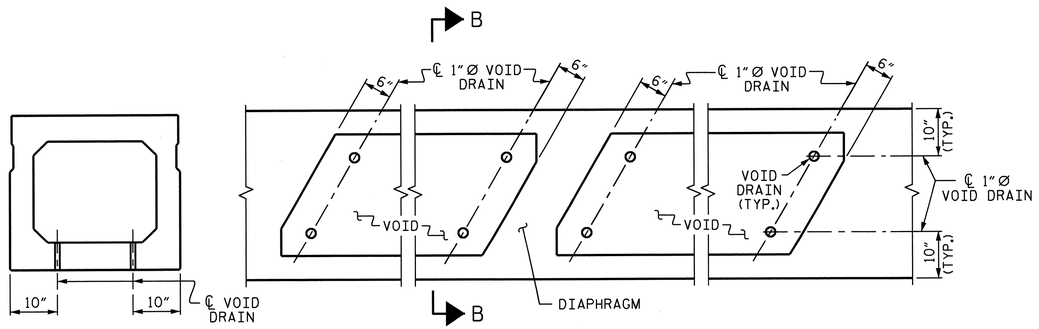
PART SECTION AT RECESS



SECTION X-X

SHOWING PLAN VIEW OF GROUTED RECESS

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

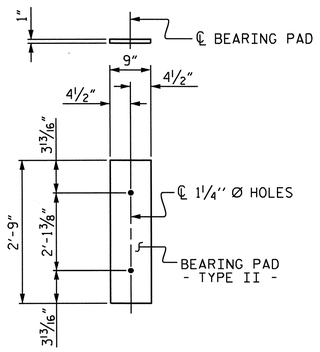


SECTION B-B

PART PLAN

VOID DRAIN DETAILS

(DIMENSIONS SHOWN ARE TYPICAL FOR EACH VOID)



FIXED END

(TYPE II - 24 REQ'D)

ELASTOMERIC BEARING DETAILS

ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

DEAD LOAD DEFLECTION AND CAMBER	
80' BOX BEAM UNIT (NC & SE)	3'-0" x 2'-9" 0.6"Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	3" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	½" ↓
FINAL CAMBER	2½" ↑

** INCLUDES FUTURE WEARING SURFACE

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAM UNIT

120° SKEW

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

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON

ASSEMBLED BY : J.D. HAWK	DATE : 10/10/13
CHECKED BY : J.P. McCARTHA	DATE : 10/16/13
DRAWN BY : TLA 5/05	ADDED 7/11/05 TLA/GM
CHECKED BY : GM 6/05	REV. 5/1/06 MAA/GM
	REV. 10/1/11

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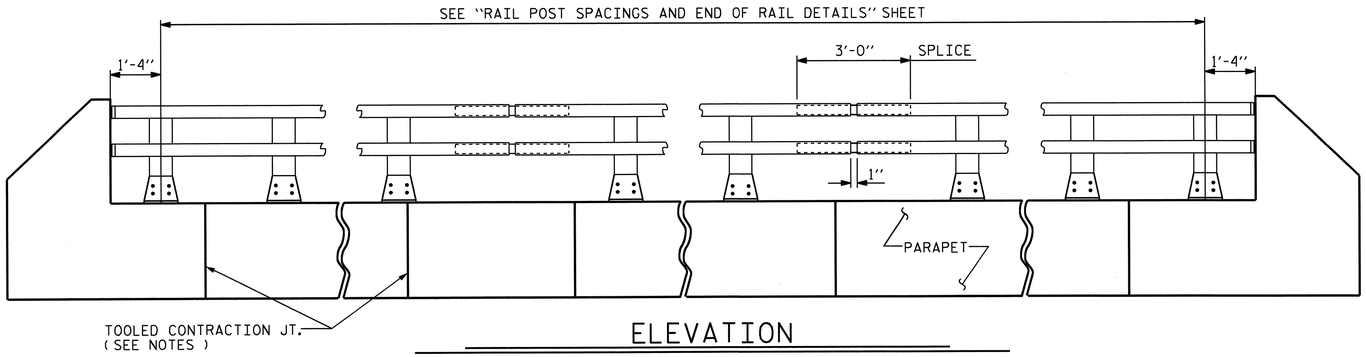
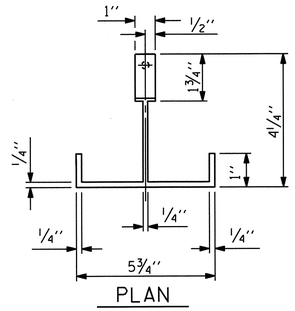
STD. NO. 33PCBB5_120S

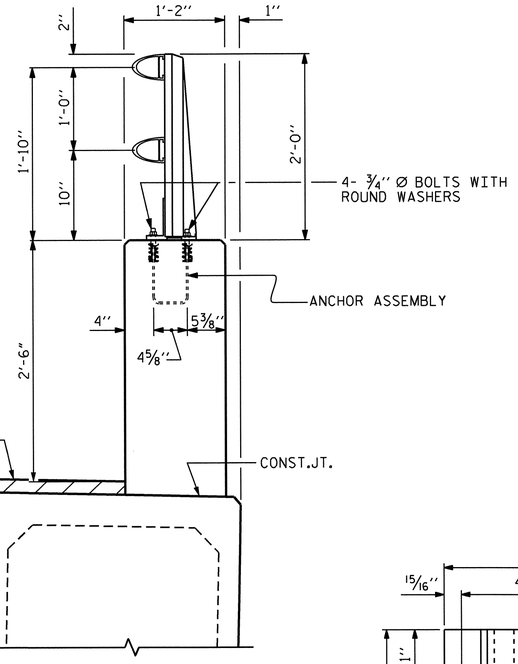


ELEVATION

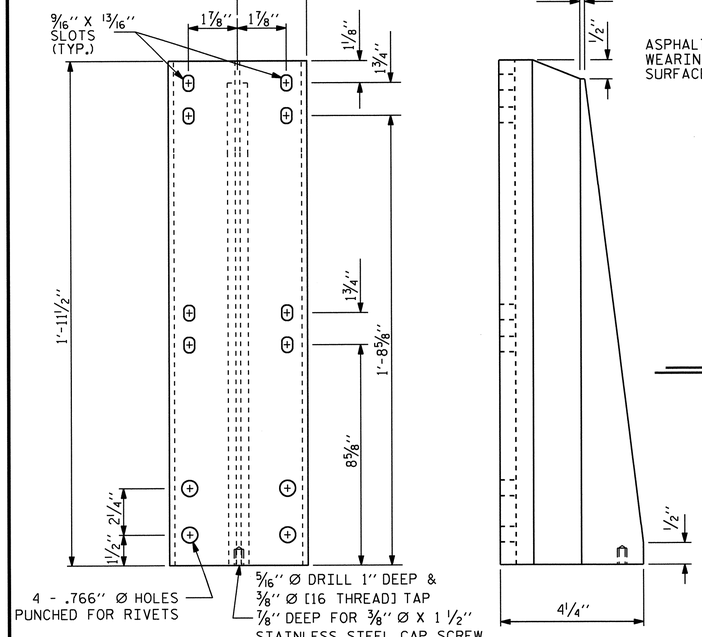
NOTE : FOR ATTACHMENT OF METAL RAIL TO END POST, SEE STANDARD NO. BMR2.



PLAN

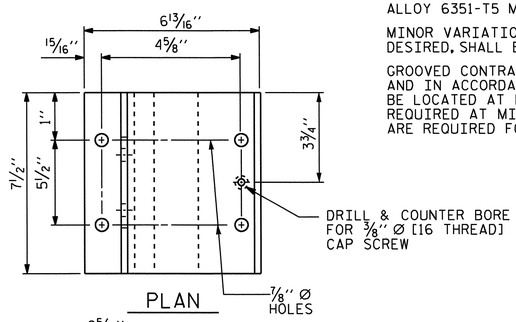


SECTION THROUGH PARAPET AND RAIL

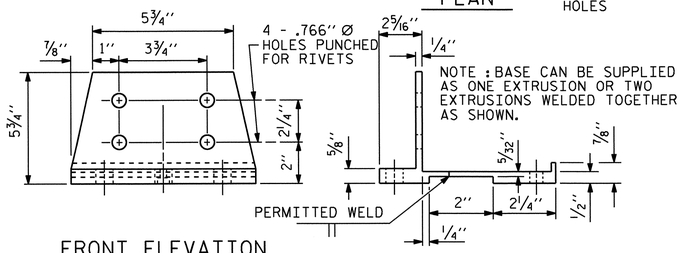


FRONT ELEVATION SIDE ELEVATION

DETAILS OF POST

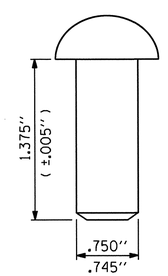


PLAN



FRONT ELEVATION SIDE ELEVATION

POST BASE DETAILS



RIVET DETAIL

NOTES

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

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

ALUMINUM RAILS

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

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

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

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

GALVANIZED STEEL RAILS

MATERIAL AND GALVANIZING ARE TO CONFORM TO THE FOLLOWING SPECIFICATIONS:

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

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

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

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

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

GENERAL NOTES

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

FOR END OF RAIL TO CLEAR FACE OF CONCRETE END POST DIMENSION, SEE STANDARD NO. BMR2.

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

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

METAL RAIL POSTS SHALL BE SET NORMAL TO CURB GRADE.

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

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

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

SHIMS SHALL BE USED AS NECESSARY FOR POST ALIGNMENT.

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

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

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

PAY LENGTH = 143.65 LIN. FT.

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

2 BAR METAL RAIL

ASSEMBLED BY : J.D. HAWK	DATE : 10/11/13
CHECKED BY : J.P. McCARTHA	DATE : 10/21/13
DRAWN BY : EEM 6/94	REV. 5/1/06 TLA/GM
CHECKED BY : RGW 6/94	REV. 10/1/11 MAA/GM
	REV. 6/13 MAA/GM

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

NORTH CAROLINA PROFESSIONAL SEAL 21626 ENGINEER LAURA E. SUTTON 12/10/13

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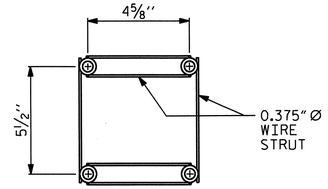
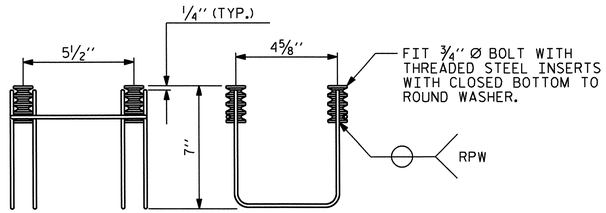
lsutton

STD. NO. BMR3



PLAN



SIDE VIEW ELEVATION

4-BOLT METAL RAIL ANCHOR ASSEMBLY

(28 ASSEMBLIES REQUIRED)

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 ¾" FERRULES.

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

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

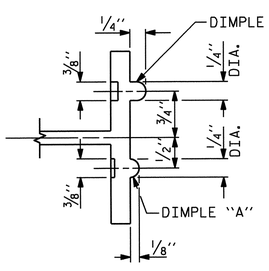
D. THE METAL RAIL ANCHOR ASSEMBLIES TO BE HOT DIPPED GALVANIZED TO CONFORM TO REQUIREMENTS OF AASHTO M111.

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

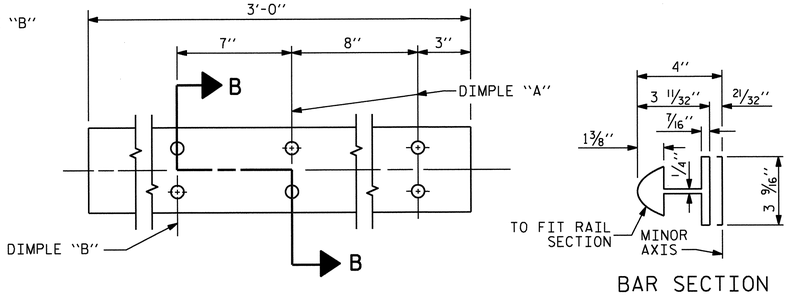
F. BOLTS TO BE TIGHTENED ONE-HALF TURN WITH A WRENCH FROM A FINGER-TIGHT POSITION.

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

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

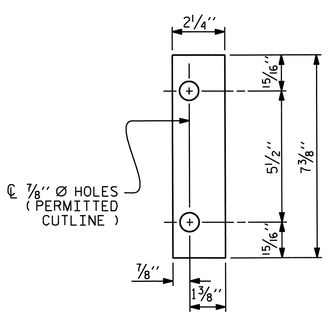


SECTION B - B

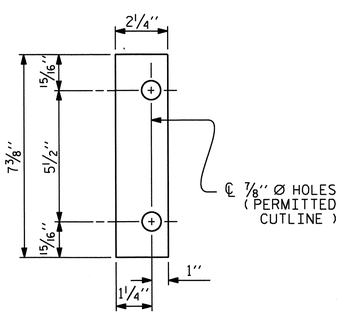


BAR SECTION

EXPANSION BAR DETAILS



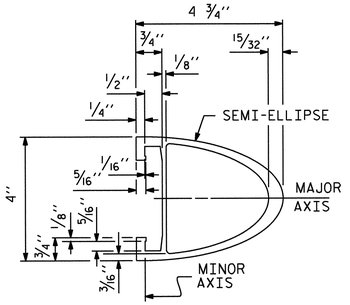
FRONT PLATE



REAR PLATE

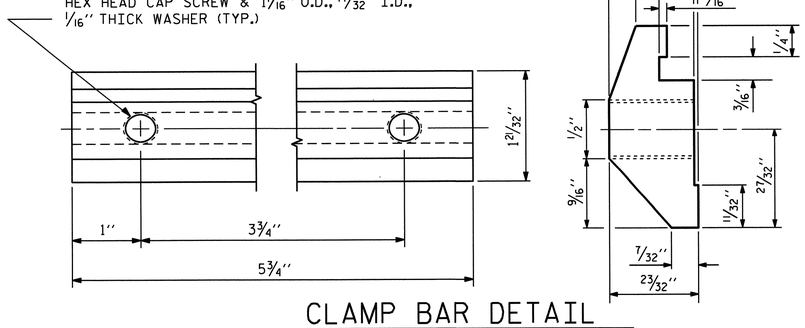
SHIM DETAILS

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



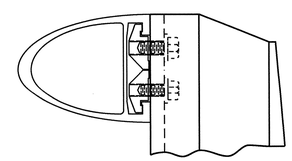
RAIL SECTION

½'' Ø [13 THREAD] HOLE FOR ½'' Ø X 1'' STAINLESS STEEL HEX HEAD CAP SCREW & 1 1/16'' O.D., 17/32'' I.D., 1/16'' THICK WASHER (TYP.)

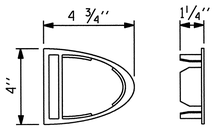


CLAMP BAR DETAIL

(4 REQUIRED PER POST)



CLAMP ASSEMBLY



RAIL CAP

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

2 BAR METAL RAIL

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

STD. NO. BMR4

ASSEMBLED BY : J.D. HAWK		DATE : 10/11/13
CHECKED BY : J.P. McCARTHA		DATE : 10/21/13
DRAWN BY : EEM 6/94	REV. 8/16/99	MAB/LES
CHECKED BY : RGW 6/94	REV. 5/1/06R	KMM/GM
	REV. 10/1/11	MAA/GM

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 10/11/13

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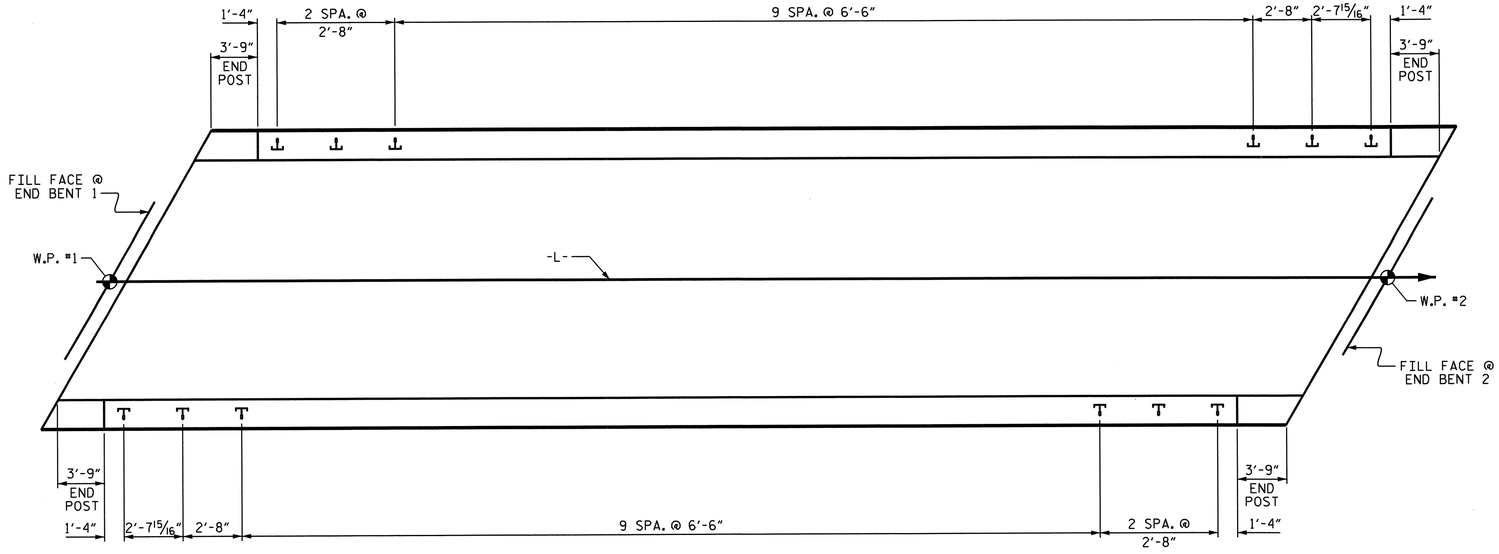
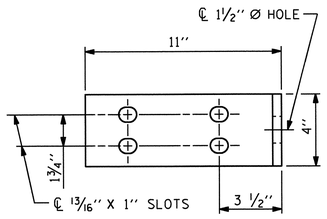
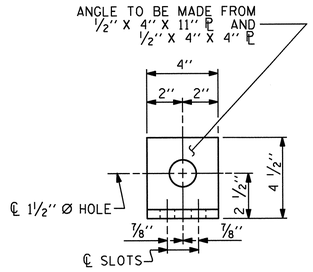
lsutton



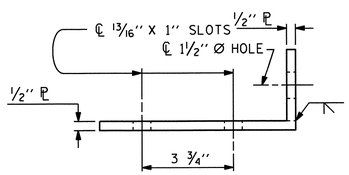
PLAN OF RAIL POST SPACINGS



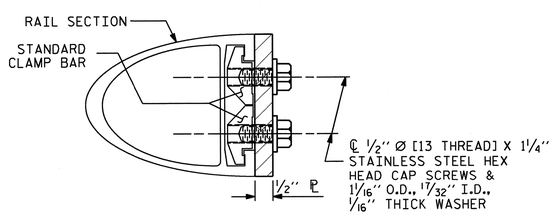
ELEVATION



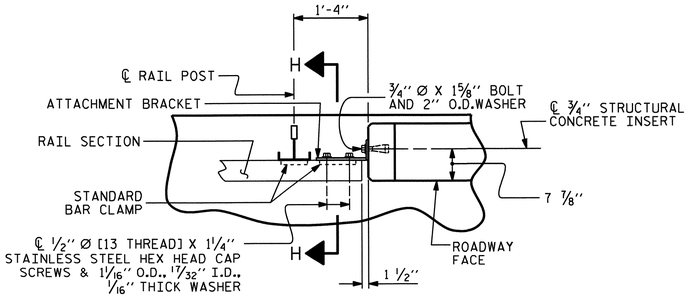
END VIEW



TOP VIEW



SECTION H-H



PLAN - RAIL AND END POST

DETAILS FOR ATTACHING METAL RAIL TO END POST

NOTES

STRUCTURAL CONCRETE INSERT

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

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

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

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

NOTES

METAL RAIL TO END POST CONNECTION

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

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

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

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

STANDARD CLAMP BARS (SEE METAL RAIL SHEET).

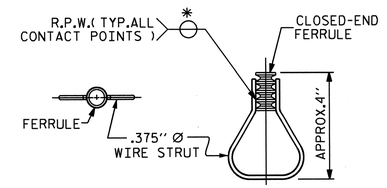
½" Ø PIPE SLEEVES (IF REQUIRED) TO BE GALVANIZED.

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

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

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

THE CONTRACTOR, AT HIS OPTION, MAY USE AN ADHESIVE BONDING SYSTEM IN LIEU OF THE STRUCTURAL CONCRETE INSERT EMBEDDED IN THE END POST. IF THE ADHESIVE BONDING SYSTEM IS USED, THE ¾" Ø X 1⅝" BOLT WITH WASHER SHALL BE REPLACED WITH A ¾"Ø X 6½" BOLT AND 2" O.D. WASHER. ALL SPECIFICATIONS THAT APPLY TO THE ¾" Ø X 1⅝" BOLT SHALL APPLY TO THE ¾"Ø X 6 ½" BOLT. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.



PLAN ELEVATION

STRUCTURAL CONCRETE INSERT

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

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

RAIL POST SPACINGS AND END OF RAIL DETAILS

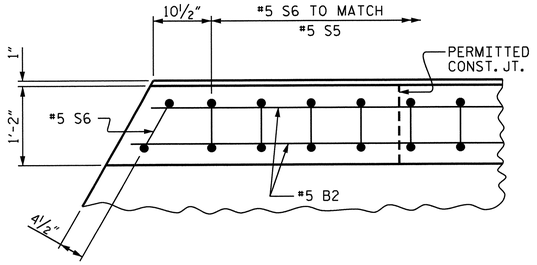
FOR ONE OR TWO BAR METAL RAILS

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

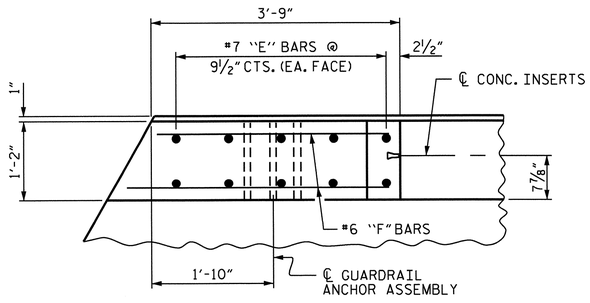
NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/10/13

ASSEMBLED BY : J.D. HAWK		DATE : 10/11/13	
CHECKED BY : J.P. McCARTHA		DATE : 10/21/13	
DRAWN BY : FCJ 1/88	REV. 5/7/03	RWW/JTE	
CHECKED BY : CRK 3/89	REV. 5/1/06	TLA/GM	
	REV. 10/1/11	MAA/GM	

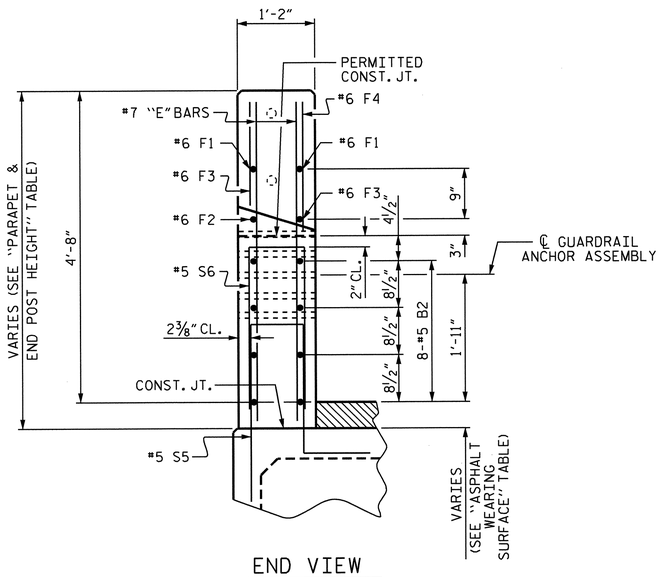
STD. NO. BMR2



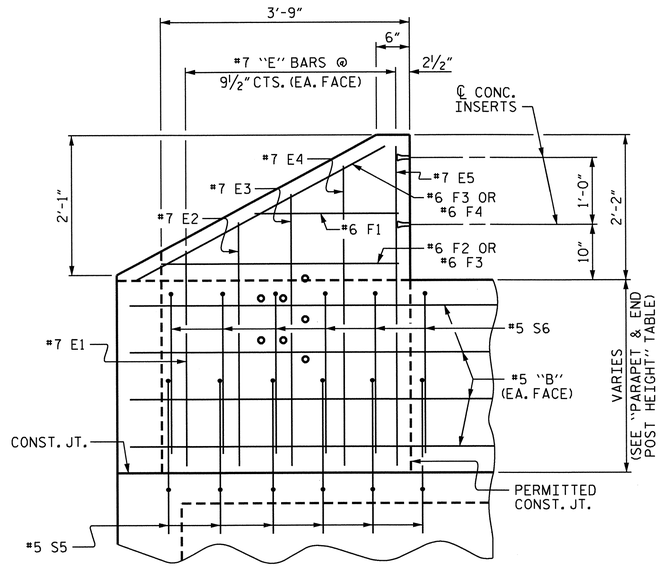
PLAN OF PARAPET



PLAN OF END POST

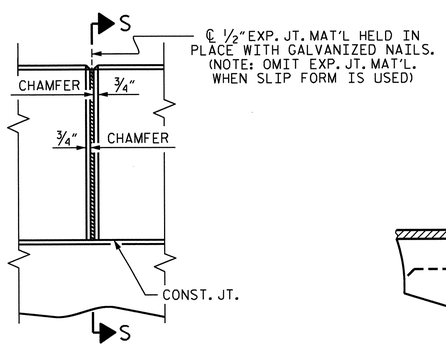


END VIEW

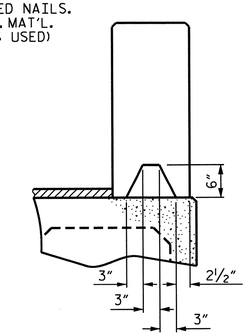


ELEVATION

PARAPET AND END POST FOR TWO BAR RAIL

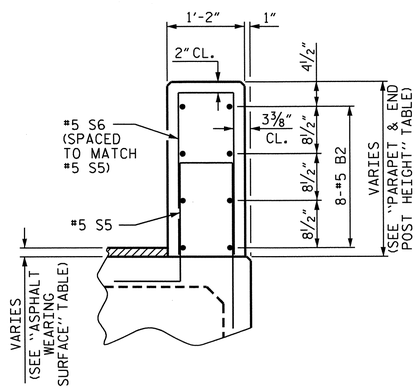


ELEVATION AT EXPANSION JOINTS



SECTION S-S

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



SECTION THROUGH PARAPET

PARAPET DETAILS

NOTES

ALL REINFORCING STEEL IN THE PARAPETS AND END POSTS SHALL BE EPOXY COATED.

#5 S5 BARS ARE INCLUDED IN THE BILL OF MATERIAL FOR BOX BEAM UNITS.

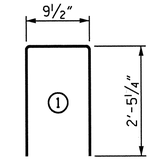
GROOVED CONTRACTION JOINTS, ½" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE PARAPET AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN PARAPET EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF PARAPET SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

THE ½" EXPANSION JOINT IN THE PARAPET MAY BE SHIFTED SLIGHTLY IN ORDER TO MAINTAIN A 2" MINIMUM CLEARANCE TO THE #5 S5 & #5 S6 BARS.

PARAPET & END POST HEIGHT

	PARAPET HEIGHT @ ℄ BRG.	
	END BENT 1	END BENT 2
LEFT SIDE	2'-10¾"	3'-0"
RIGHT SIDE	3'-0"	2'-10¾"
	PARAPET HEIGHT @ MID-SPAN	
LEFT SIDE	2'-7⅝"	
RIGHT SIDE	2'-7⅝"	
	END POST HEIGHT	
	END BENT 1	END BENT 2
LEFT SIDE	5'-0¾"	5'-2"
RIGHT SIDE	5'-2"	5'-0¾"

BAR TYPE



ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR PARAPETS & END POSTS

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✱B2	96	#5	STR	15'-2"	1519
✱E1	8	#7	STR	3'-3"	53
✱E2	8	#7	STR	3'-8"	60
✱E3	8	#7	STR	4'-1"	67
✱E4	8	#7	STR	4'-6"	74
✱E5	8	#7	STR	4'-10"	79
✱F1	8	#6	STR	2'-2"	26
✱F2	4	#6	STR	3'-6"	21
✱F3	8	#6	STR	3'-7"	43
✱F4	4	#6	STR	4'-1"	25
✱S6	212	#5	1	5'-8"	1253
✱ EPOXY COATED REINFORCING STEEL				LBS.	3,220
CLASS AA CONCRETE				CU.YDS.	20.2
1'-2" X 3'-0" CONCRETE PARAPET				LIN. FT.	160.00

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

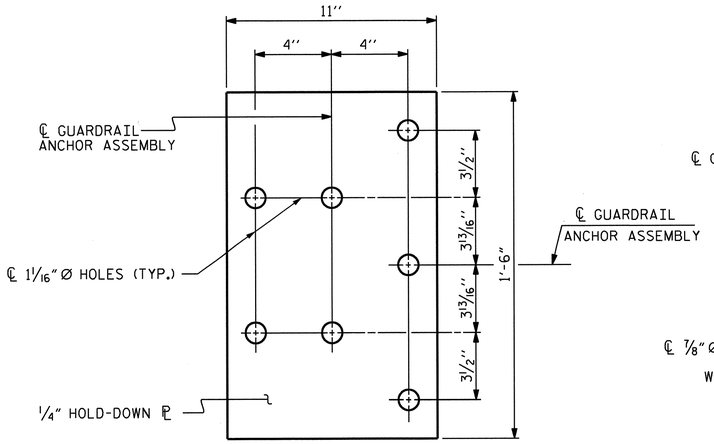
PARAPET & END POST DETAILS

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

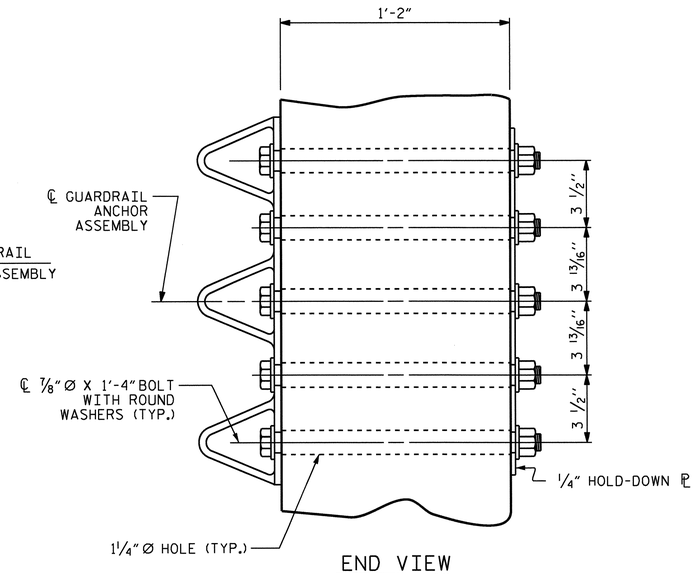
NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 10/10/13

DRAWN BY : J.D. HAWK DATE : 10/11/13
CHECKED BY : J.P. McCARTHA DATE : 10/21/13

08-NOV-2013 10:07
R:\Structures\Plans\B5137_SD_2MR_01.dgn
lsutton



PLAN



END VIEW

GUARDRAIL ANCHOR ASSEMBLY DETAILS

NOTES

THE GUARDRAIL ANCHOR ASSEMBLY SHALL CONSIST OF A 1/4'' HOLD DOWN PLATE AND 7 - 7/8'' Ø BOLTS WITH NUTS AND WASHERS.

THE HOLD-DOWN PLATE SHALL CONFORM TO AASHTO M270 GRADE 36. AFTER FABRICATION, THE HOLD-DOWN PLATE SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M111.

BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307 AND NUTS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M291. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED. AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS, NUTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 7/8'' Ø GALVANIZED BOLTS, NUTS AND WASHERS. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.

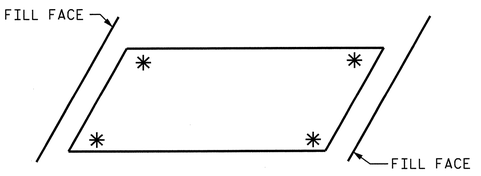
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF THE PARAPET. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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

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

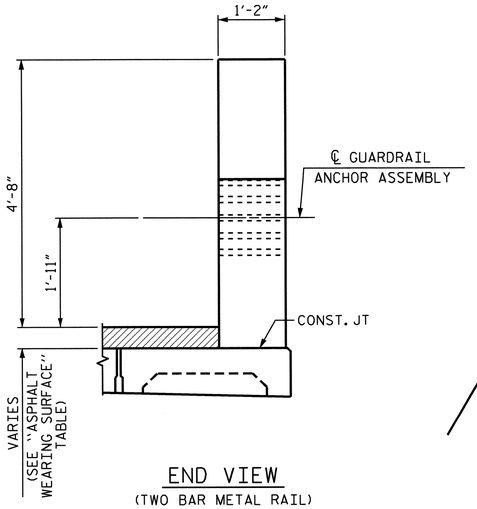
THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE END POST TO CLEAR ASSEMBLY BOLTS.

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

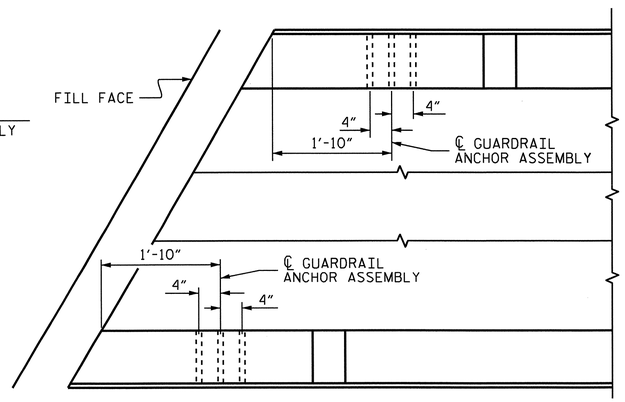


SKETCH SHOWING POINTS OF ATTACHMENT

* LOCATION OF GUARDRAIL ATTACHMENT



END VIEW
(TWO BAR METAL RAIL)



PLAN

LOCATION OF GUARDRAIL ANCHOR AT END POST

(END BENT 1 SHOWN, END BENT 2 SIMILAR)

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD
GUARDRAIL ANCHORAGE DETAILS FOR METAL RAILS

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

ASSEMBLED BY : J.D. HAWK		DATE : 10/11/13
CHECKED BY : J.P. McCARTHA		DATE : 10/17/13
DRAWN BY : MAA 5/10	REV. 10/1/11	MAA/GM
CHECKED BY : GM 5/10	REV. 12/5/11	MAA/GM
	REV. 6/13	MAA/GM

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lsutton

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/10/13

STD. NO. GRA3

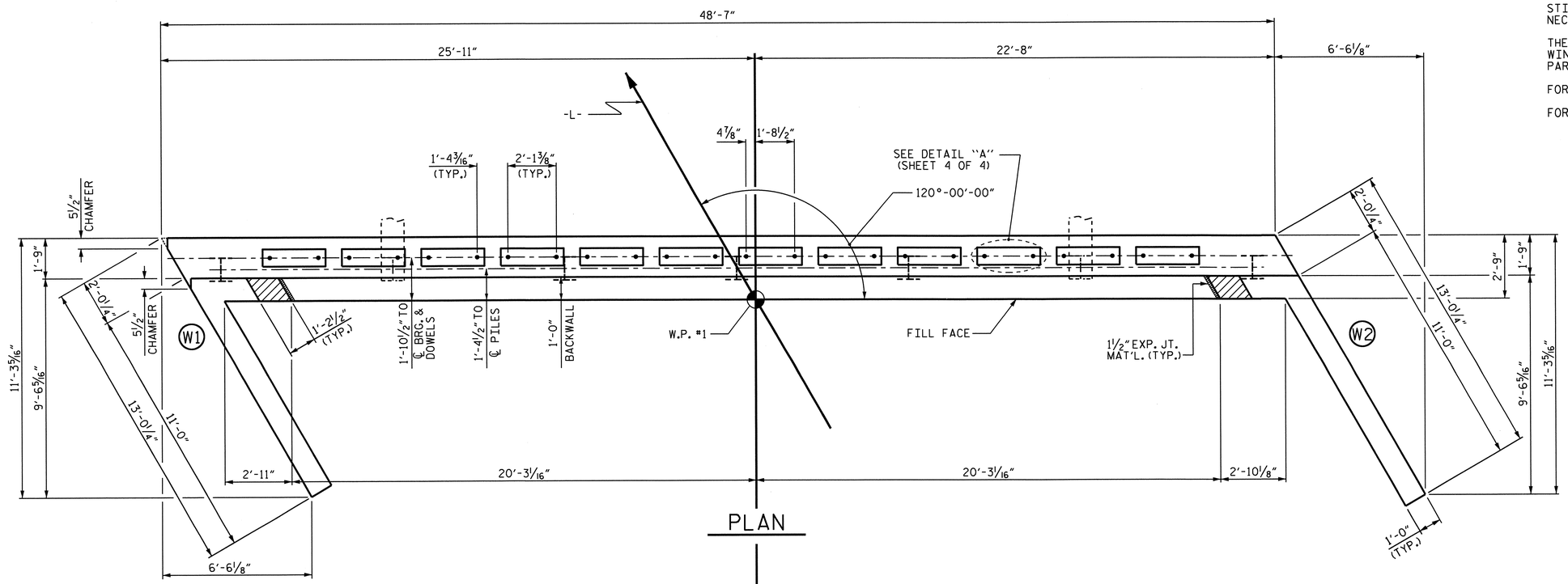
NOTES

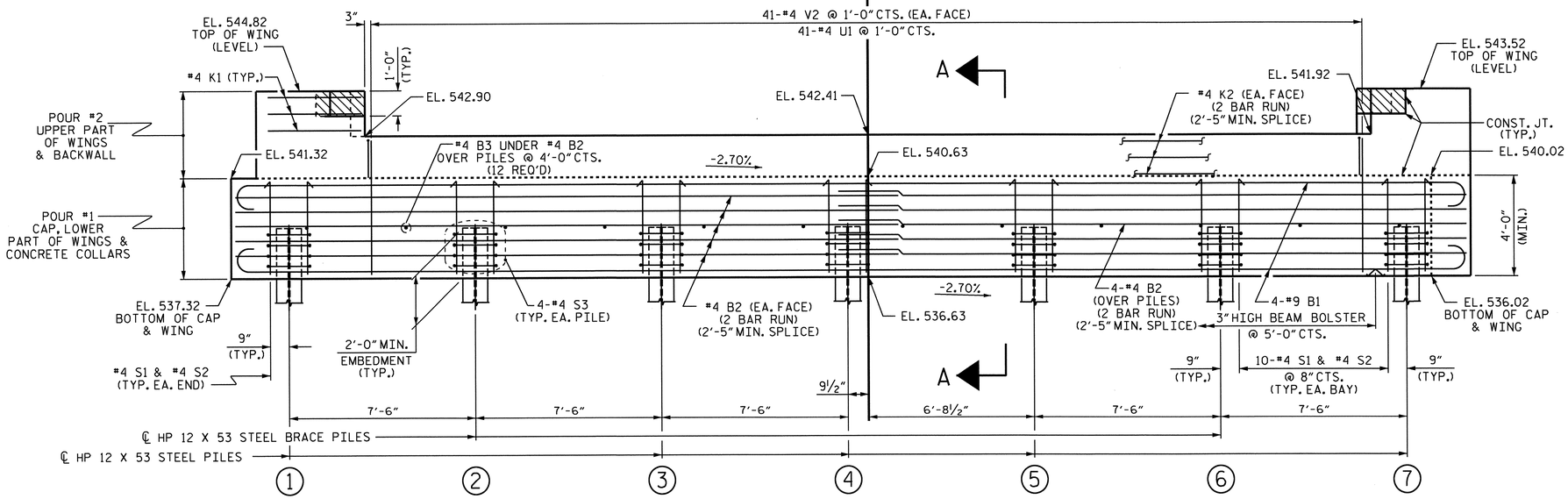
STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

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.





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.

TOP OF PILE ELEVATIONS	
1	539.27
2	539.07
3	538.87
4	538.66
5	538.46
6	538.26
7	538.06

PROJECT NO. B-5137
STANLY COUNTY
STATION: 15+14.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT 1

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

STD. NO. EB_36_120S_33BB

ASSEMBLED BY : J.D. HAWK	DATE : 10/11/13
CHECKED BY : J.P. McCARTHA	DATE : 10/22/13
DRAWN BY : WJH 12/11	
CHECKED BY : AAC 12/11	

NORTH CAROLINA PROFESSIONAL SEAL 21838 ENGINEER LAURA E. SUTTON 11/10/13

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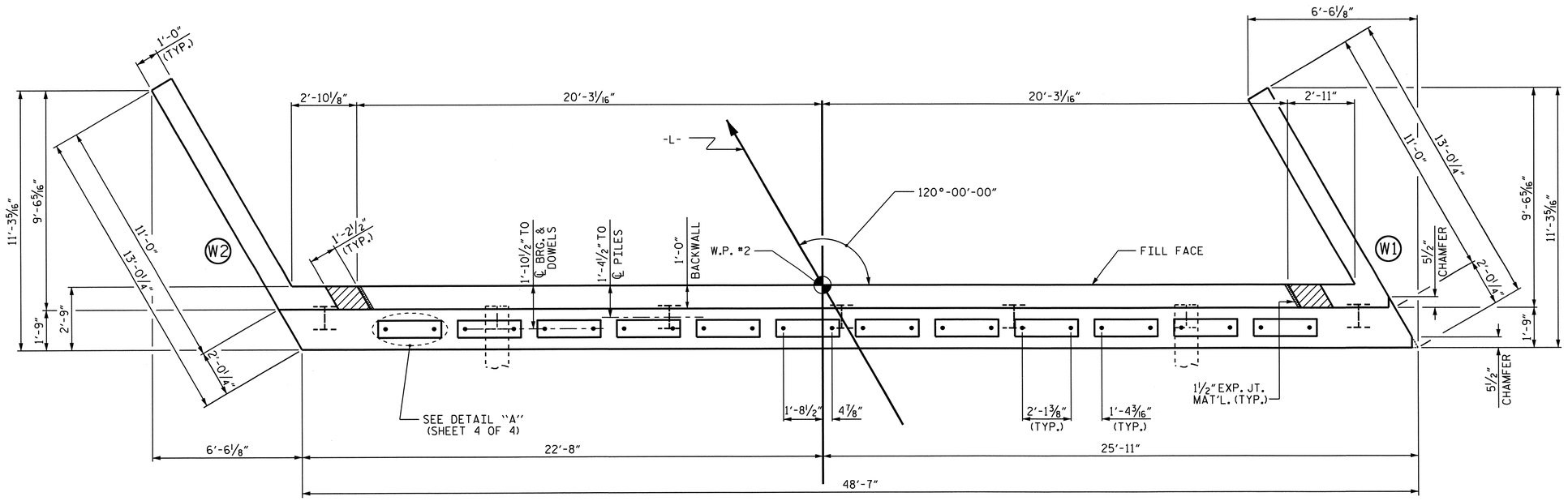
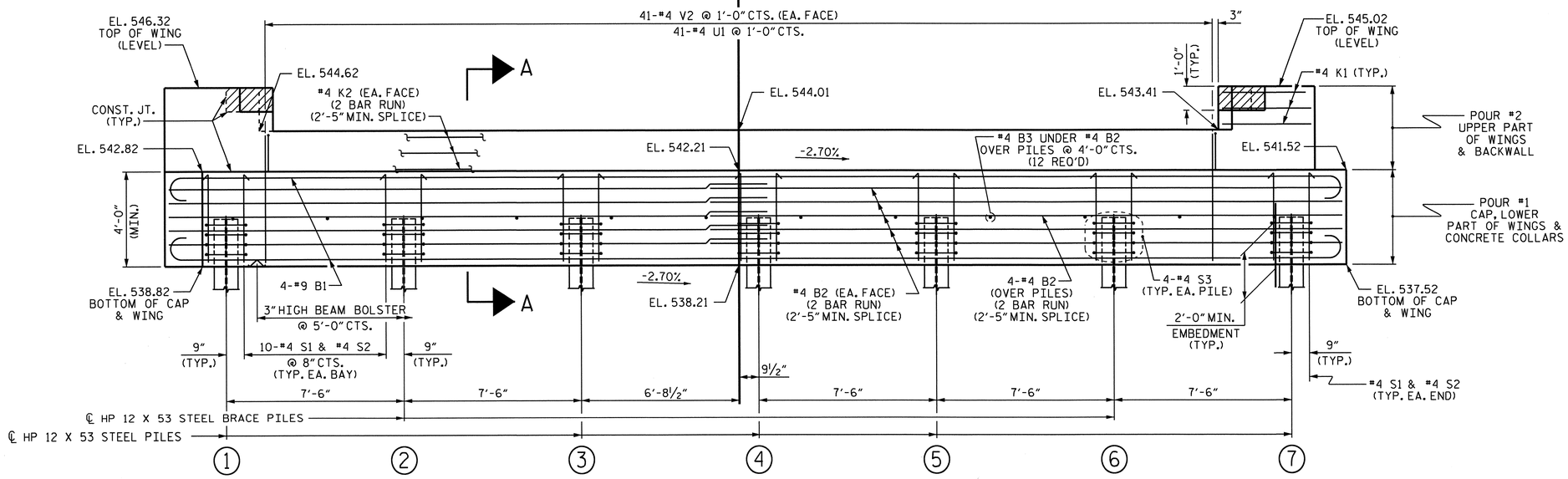


PLAN



ELEVATION

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

NOTES

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

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

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.

TOP OF PILE ELEVATIONS	
1	540.81
2	540.61
3	540.40
4	540.20
5	540.00
6	539.80
7	539.59

PROJECT NO. B-5137
STANLY COUNTY
STATION: 15+14.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT 2

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

ASSEMBLED BY : J.D. HAWK	DATE : 10/11/13
CHECKED BY : J.P. McCARTHA	DATE : 10/22/13
DRAWN BY : WJH 12/11	
CHECKED BY : AAC 12/11	

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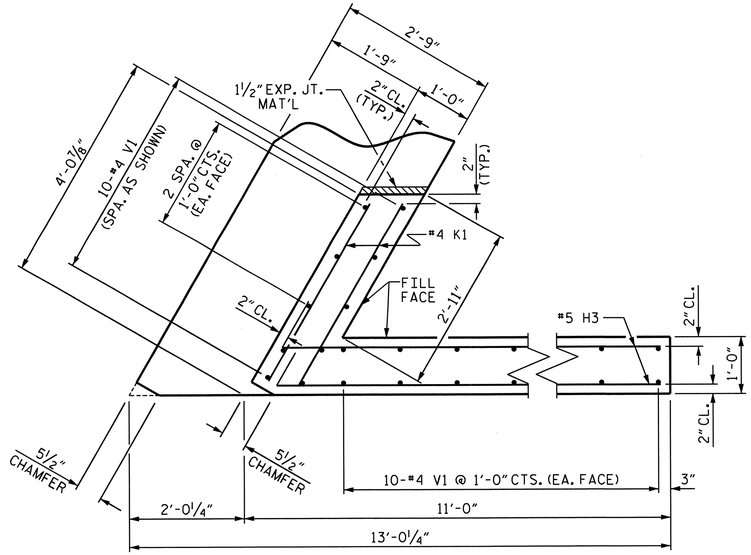
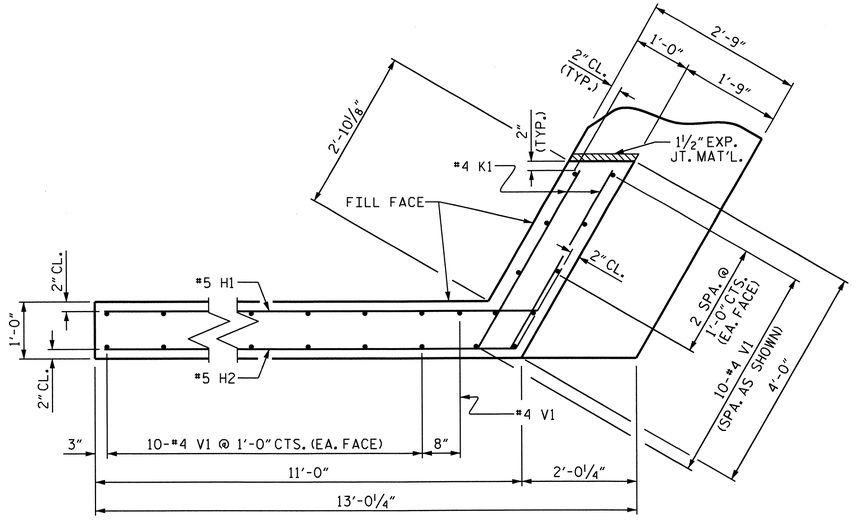
NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER JOSEPH P. McCARTHA LAURA E. SUTTON 10/22/13

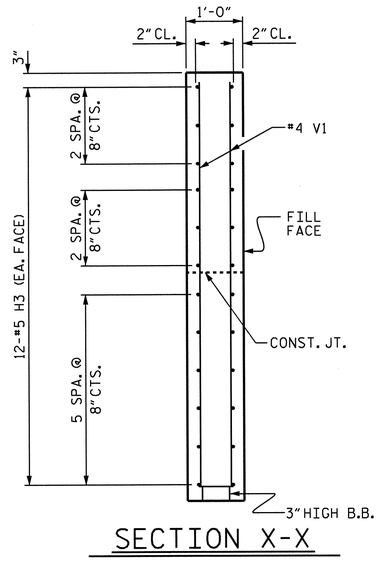
STD. NO. EB_36_120S4_33BB



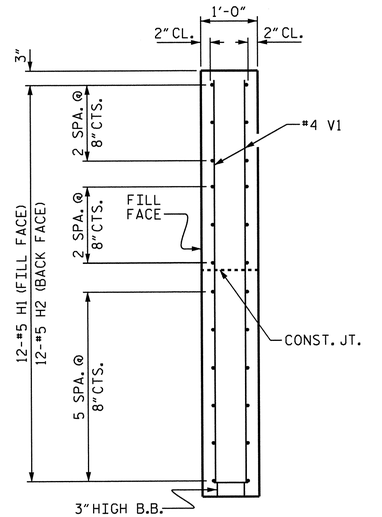
PLAN OF WING (W1)



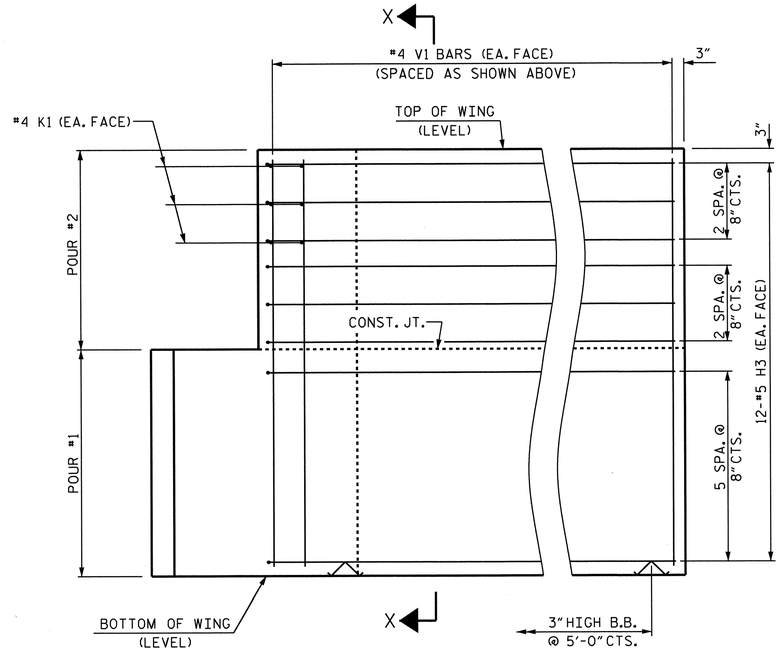
PLAN OF WING (W2)



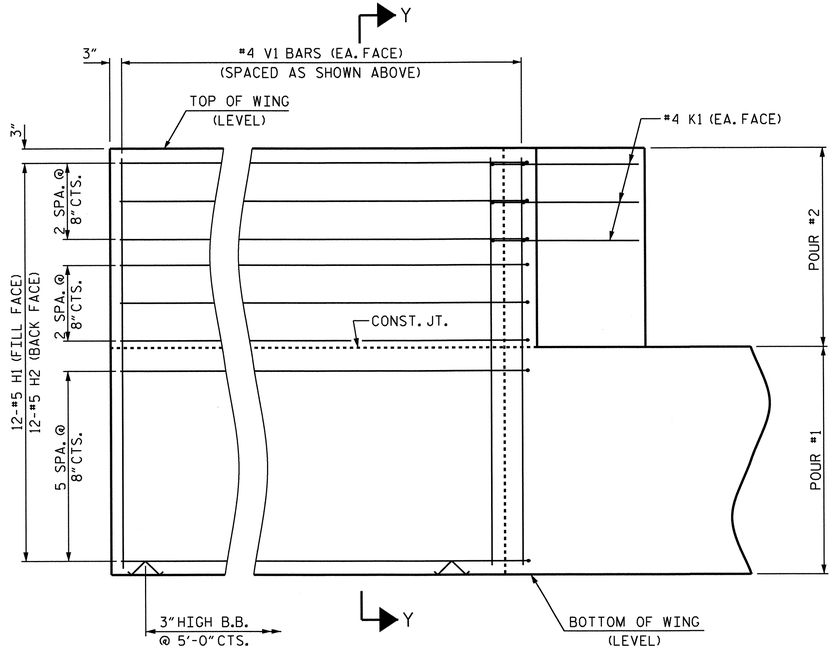
SECTION X-X



SECTION Y-Y



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

WING DETAILS

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT
WING DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-16
1			3			TOTAL SHEETS
2			4			19

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/16/13

ASSEMBLED BY : J.D. HAWK	DATE : 10/11/13
CHECKED BY : J.P. McCARTHA	DATE : 10/22/13
DRAWN BY : WJH 12/11	
CHECKED BY : AAC 12/11	

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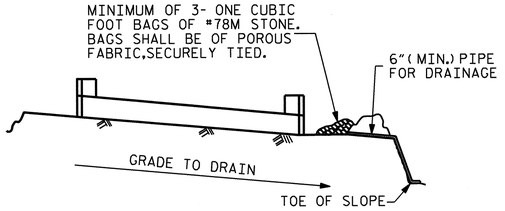
STD. NO. EB_36_120S4_33BB

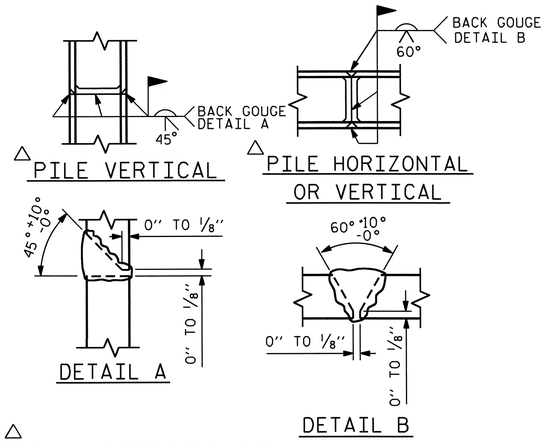


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

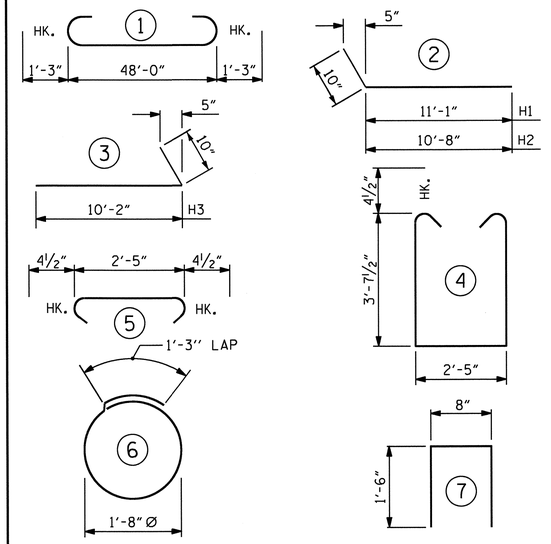
TEMPORARY DRAINAGE AT END BENT



△ POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

END BENT 1		
HP 12 X 53 STEEL PILES NO. = 7	LIN. FT.	90
PILE EXCAVATION IN SOIL	LIN. FT.	41
PILE EXCAVATION NOT IN SOIL	LIN. FT.	35

END BENT 2		
HP 12 X 53 STEEL PILES NO. = 7	LIN. FT.	85
PILE EXCAVATION IN SOIL	LIN. FT.	24
PILE EXCAVATION NOT IN SOIL	LIN. FT.	35

BILL OF MATERIAL

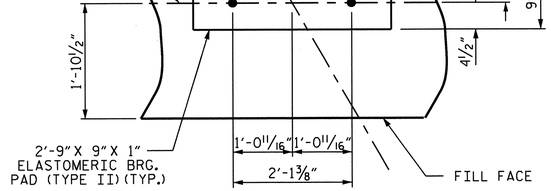
FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	50'-6"	1374
B2	28	#4	STR	25'-4"	474
B3	12	#4	STR	2'-5"	19
D1	24	#8	STR	2'-3"	144
H1	12	#5	2	11'-11"	149
H2	12	#5	2	11'-6"	144
H3	24	#5	3	10'-11"	275
K1	12	#4	STR	3'-5"	27
K2	12	#4	STR	25'-4"	203
S1	62	#4	4	10'-5"	431
S2	62	#4	5	3'-2"	131
S3	28	#4	6	6'-6"	122
U1	41	#4	7	3'-8"	100
V1	61	#4	STR	7'-2"	292
V2	82	#4	STR	5'-4"	292

REINFORCING STEEL (FOR ONE END BENT) LBS. 4,177

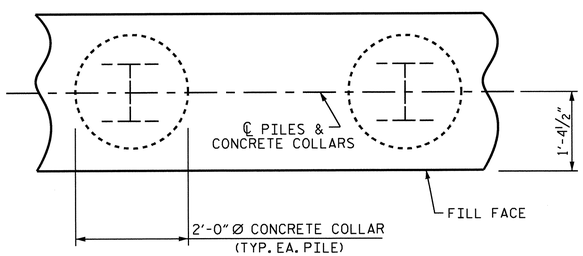
CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1	CAP, LOWER PART OF WINGS & COLLARS	C.Y.	23.9
POUR #2	BACKWALL & UPPER PART OF WINGS	C.Y.	6.3
TOTAL CLASS A CONCRETE		C.Y.	30.2

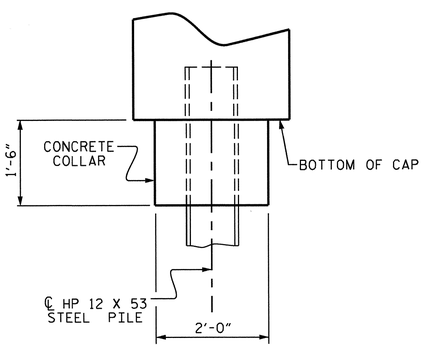


DETAIL "A"

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



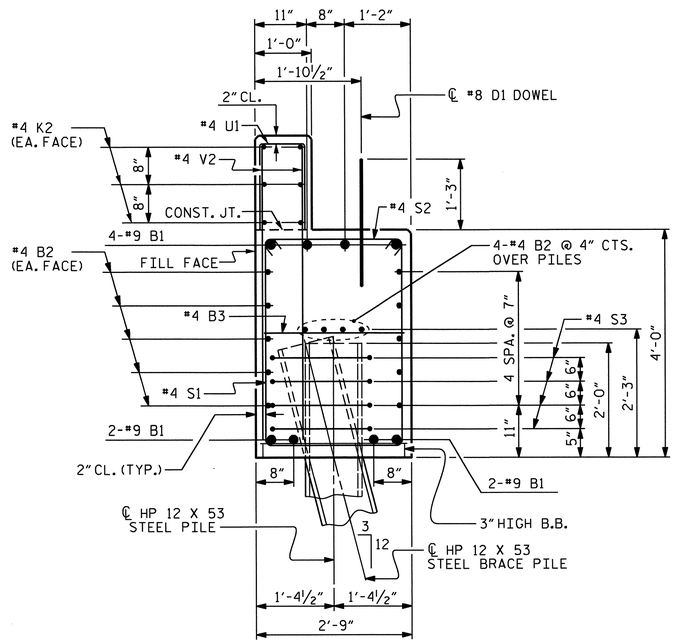
PLAN



ELEVATION

CORROSION PROTECTION FOR STEEL PILES DETAIL

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



SECTION A-A

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

NORTH CAROLINA PROFESSIONAL SEAL 21638 ENGINEER LAURA E. SUTTON 12/16/13

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT 1 & 2 DETAILS

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

ASSEMBLED BY : J.D. HAWK	DATE : 10/11/13	
CHECKED BY : J.P. McCARTHA	DATE : 10/22/13	
DRAWN BY : WJH 12/11		
CHECKED BY : AAC 12/11		

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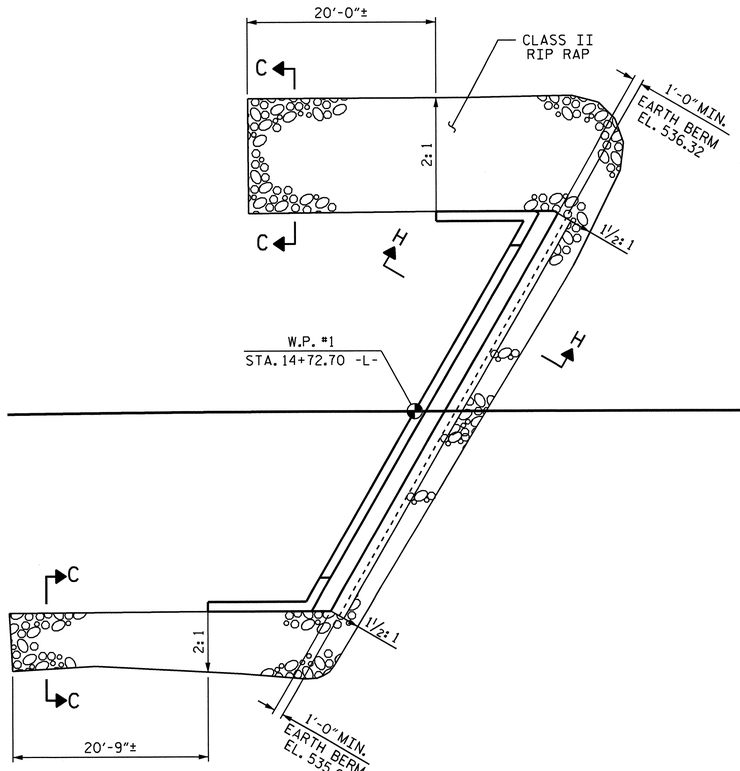
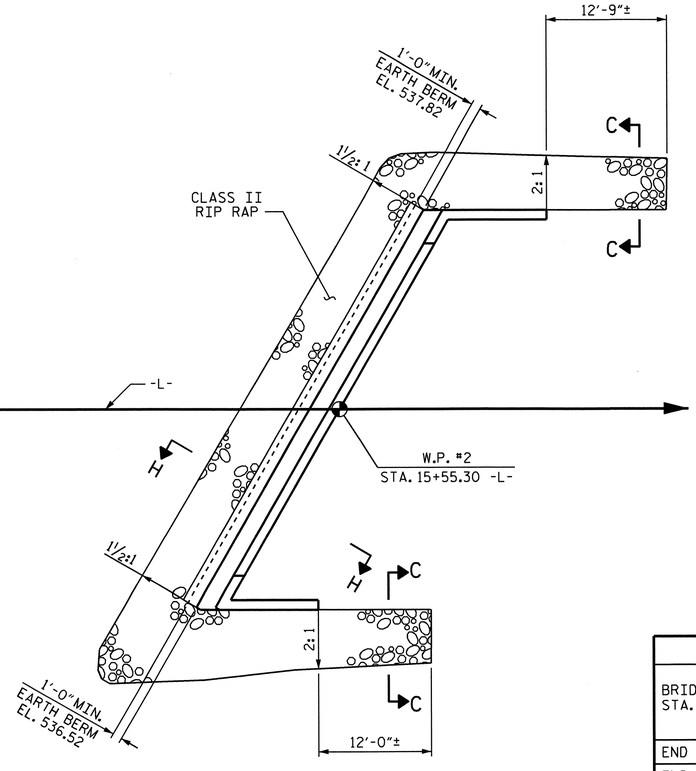
lsutton

STD. NO. EB_36_120S4_33BB



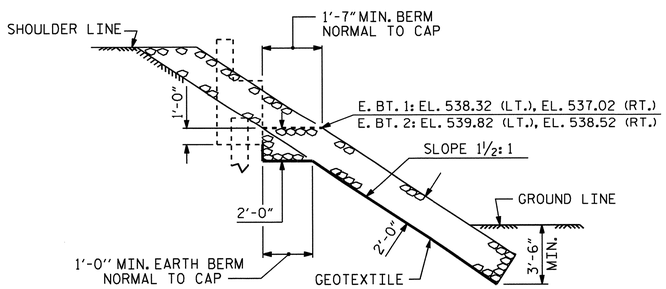
END BENT 1



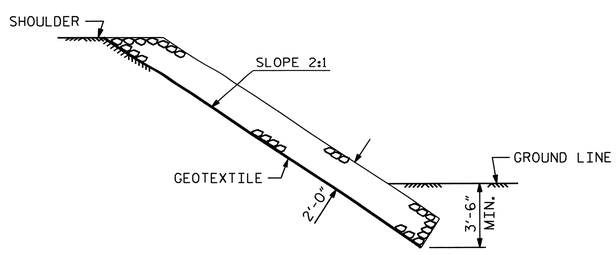
END BENT 2

ESTIMATED QUANTITIES		
BRIDGE @ STA. 15+14.00 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	185	205
END BENT 2	180	200

PLAN OF RIP RAP



SECTION H-H



SECTION C-C

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
STANDARD

RIP RAP DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 21538 ENGINEER LAURA E. SUTTON 11/1/13

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

ASSEMBLED BY : J.D. HAWK		DATE : 10/11/13
CHECKED BY : J.P. McCARTHA		DATE : 10/24/13
DRAWN BY : REK 1/84	REV. 5/1/06R	TLA/GM
CHECKED BY : RDU 1/84	REV. 10/1/11	MAA/GM
	REV. 12/21/11	MAA/GM

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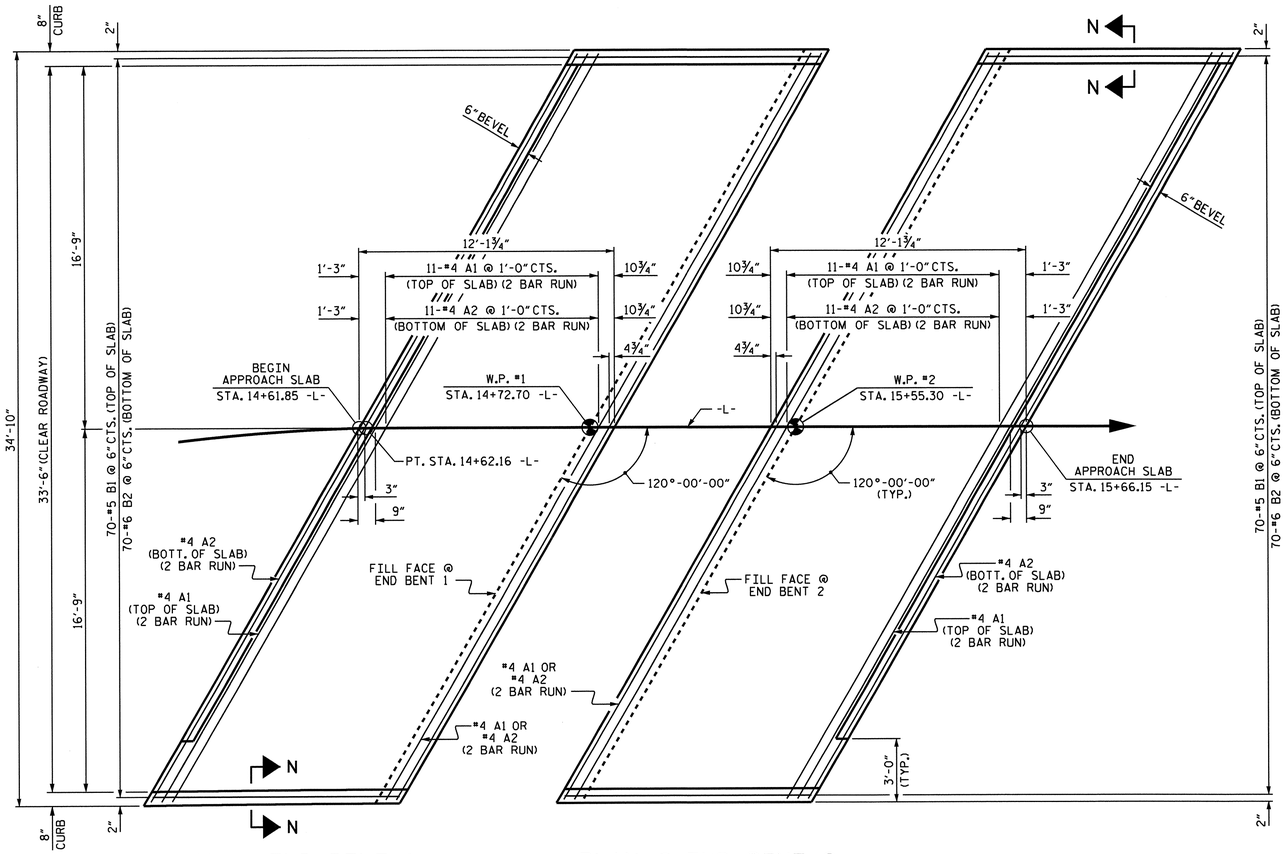
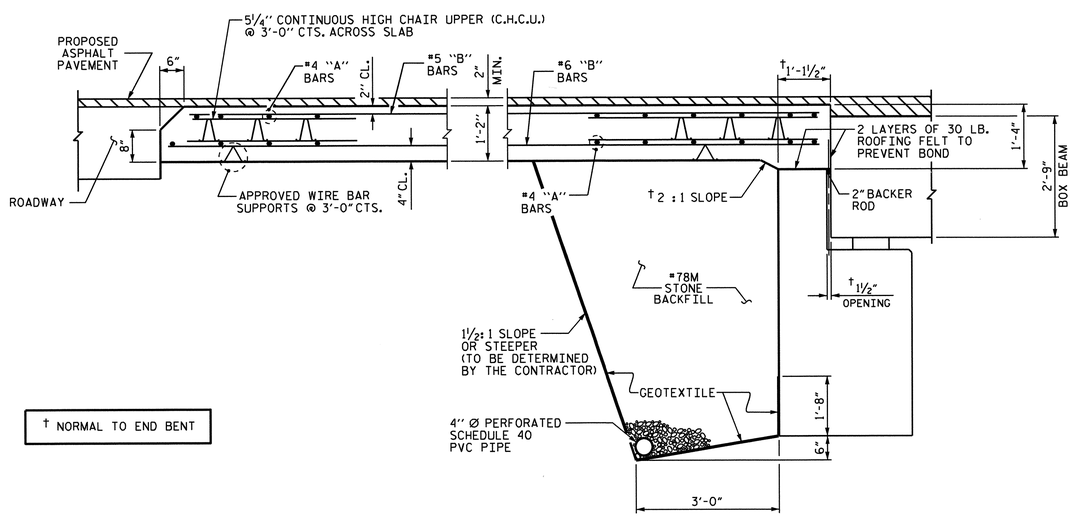
lsutton

STD. NO. RR1



PLAN @ END BENT 1 — PLAN @ END BENT 2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS
ARC OFFSETS ARE NEGLIGIBLE AT END BENT 1



† NORMAL TO END BENT

SECTION THRU SLAB

NOTES

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

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

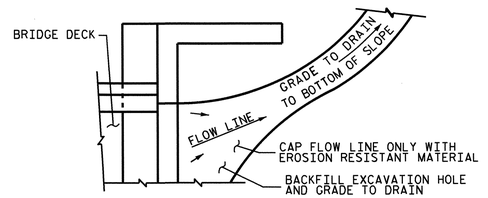
#78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

#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.

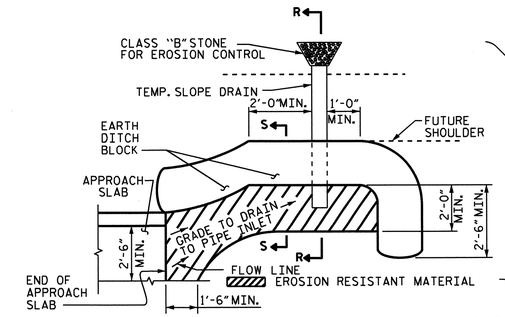
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.



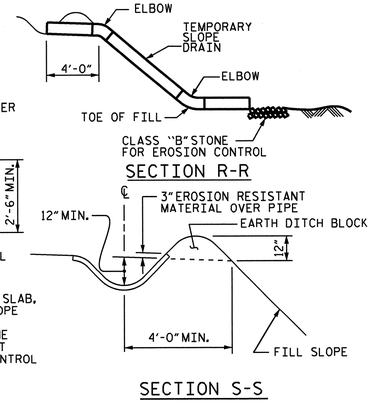
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

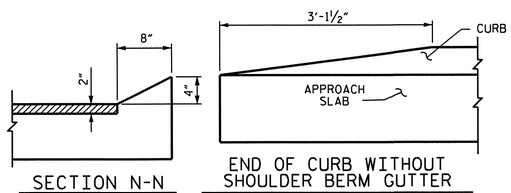
PLAN VIEW



SECTION S-S

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



SECTION N-N — END OF CURB WITHOUT SHOULDER BERM GUTTER

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	21'-0"	365
A2	26	#4	STR	20'-10"	362
* B1	70	#5	STR	11'-1"	809
B2	70	#6	STR	11'-7"	1218
REINFORCING STEEL				LBS.	1,580
* EPOXY COATED REINFORCING STEEL				LBS.	1,174
CLASS AA CONCRETE				C.Y.	18.6

APPROACH SLAB AT EB 2

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	26	#4	STR	21'-0"	365
A2	26	#4	STR	20'-10"	362
* B1	70	#5	STR	11'-1"	809
B2	70	#6	STR	11'-7"	1218
REINFORCING STEEL				LBS.	1,580
* EPOXY COATED REINFORCING STEEL				LBS.	1,174
CLASS AA CONCRETE				C.Y.	18.6

PROJECT NO. B-5137

STANLY COUNTY

STATION: 15+14.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE BOX BEAM UNIT (SUB-REGIONAL TIER)

120° SKEW

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

NORTH CAROLINA PROFESSIONAL SEAL 21838 ENGINEER Jodie E. Smith
LAURA E. SUTTON 10/16/13

DRAWN BY : J.D. HAWK DATE : 10/11/13
CHECKED BY : J.P. McCARTHA DATE : 10/23/13

08-NOV-2013 10:06
R:\Structures\Plans\B5137_SD_AS_01.dgn
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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. FINS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

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

ENGLISH

JANUARY, 1990

STD. NO. SN

REV. 6-16-95 EEM @ RGW REV. 5-7-03 RWW @ JTE REV. 10-1-11 MAA @ GM
REV. 8-16-99 RWW @ LES REV. 5-1-06 TLA @ GM