09/08/99

PROJECT: BR-0122

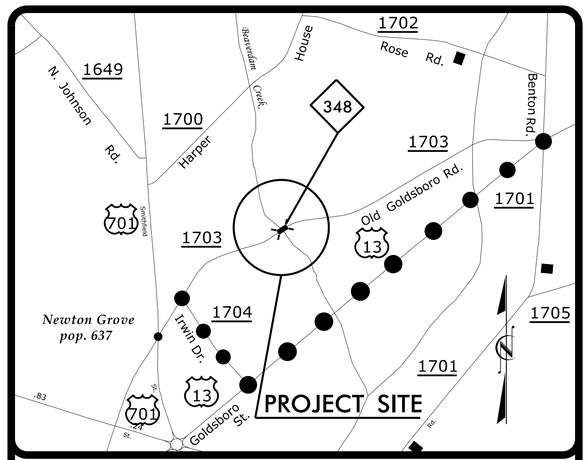
CONTRACT: C204524

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SAMPSON COUNTY

LOCATION: BRIDGE NO. 810348 OVER BEAVERDAM CREEK ON SR 1703 (OLD GOLDSBORO RD)

TYPE OF WORK: GRADING, DRAINAGE, PAVING & STRUCTURE



STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0122		

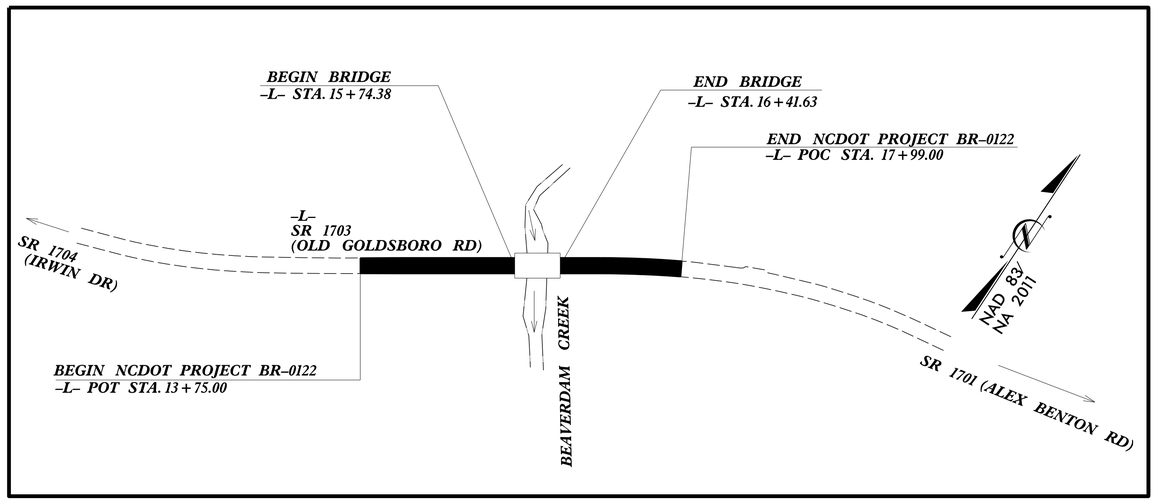
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
48831.1.1		PE
48831.2.1		ROW, UTIL.
48831.3.1	2020001	CONST.

WETHERILL ENGINEERING
1223 Jones Franklin Rd.
Raleigh, N.C. 27606
License No. F-0377
Bus: 919 851 8077
Fax: 919 851 8107

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

BRIDGE #810348

STRUCTURE PLANS



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DESIGN DATA

ADT 2019 = 110

T = 7 % *
V = 35 MPH

* (TTST = 3% + DUAL = 4%)
FUNC CLASS = RURAL LOCAL
SUBREGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY PROJECT BR-0122 =	0.067 MILES
LENGTH STRUCTURE PROJECT BR-0122 =	0.013 MILES
TOTAL LENGTH PROJECT BR-0122 =	0.080 MILES

NCDOT CONTACT: DAVID STUTTS, PE
PROJECT ENGINEER – PEF/PROGRAM MGT.

Prepared for:
DIVISION OF HIGHWAYS STRUCTURES MANAGMENT UNIT
1000 BIRCH RIDGE DRIVE RALEIGH NC, 27610

2018 STANDARD SPECIFICATIONS

LETTING DATE:
JANUARY 19, 2021

EDWARD G, WETHERILL, PE
PROJECT ENGINEER

JOHN A. DILWORTH, PE
PROJECT DESIGN ENGINEER

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

11/18/2020
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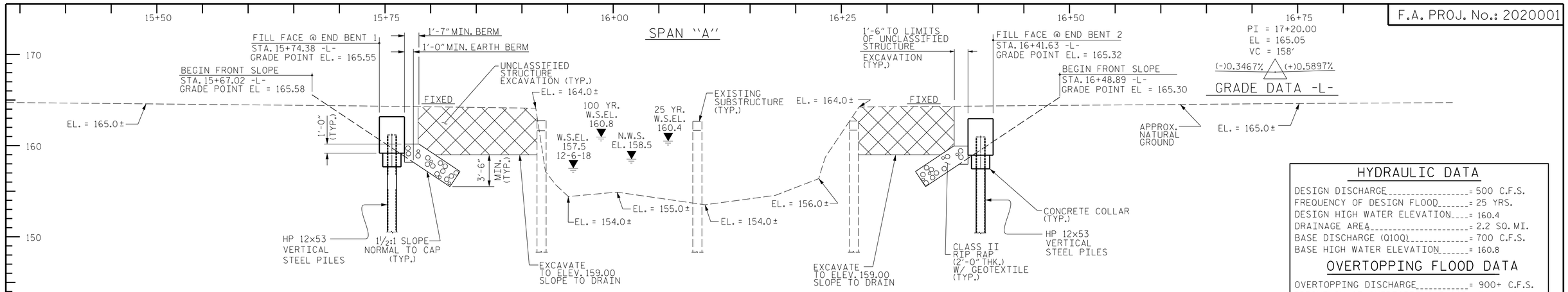
F.A. PROJ. No.: 2020001



HYDRAULIC DATA

DESIGN DISCHARGE	= 500 C.F.S.
FREQUENCY OF DESIGN FLOOD	= 25 YRS.
DESIGN HIGH WATER ELEVATION	= 160.4
DRAINAGE AREA	= 2.2 SQ. MI.
BASE DISCHARGE (Q100)	= 700 C.F.S.
BASE HIGH WATER ELEVATION	= 160.8

OVERTOPPING FLOOD DATA

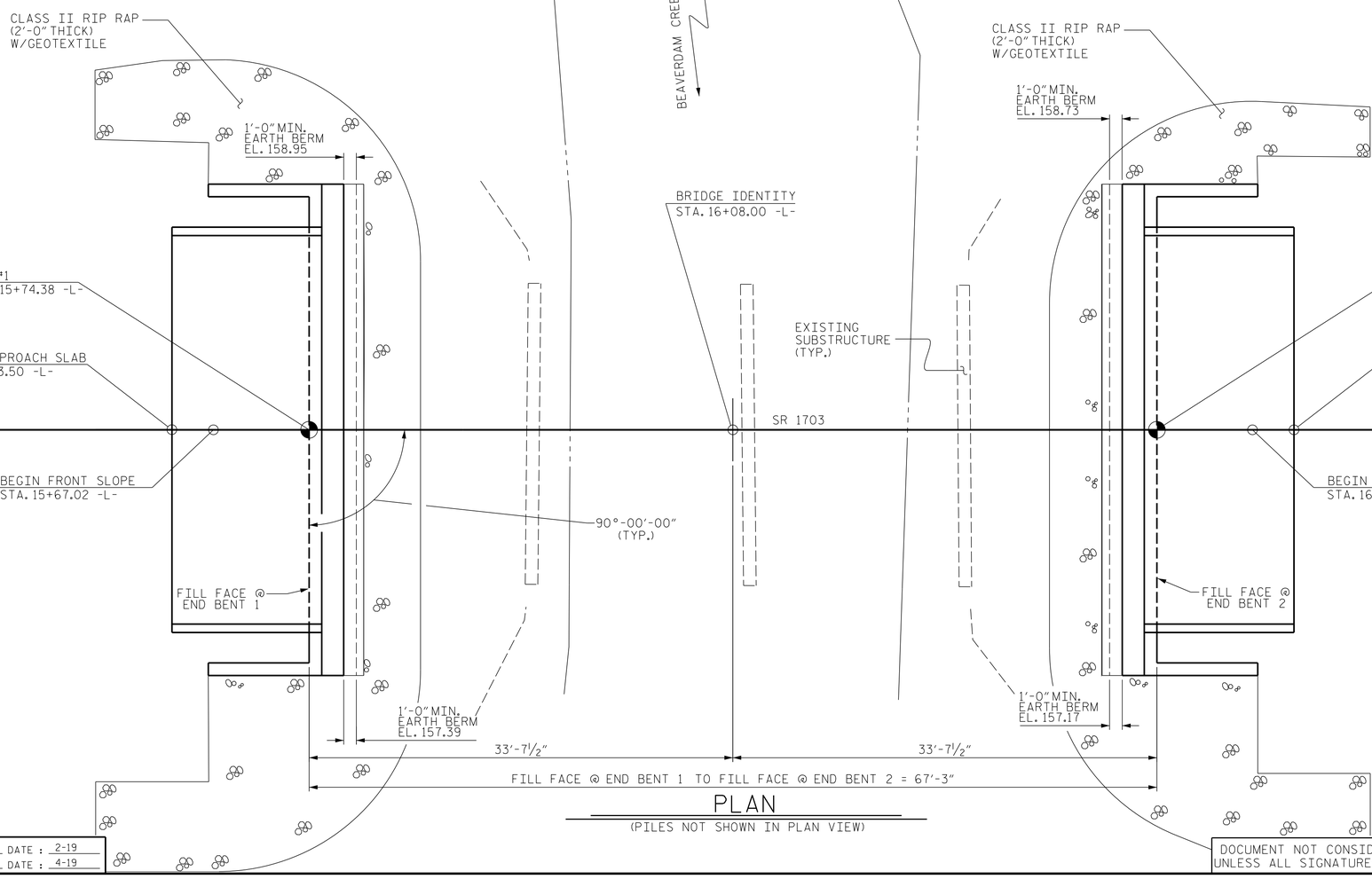
OVERTOPPING DISCHARGE	= 900+ C.F.S.
FREQUENCY OF OVERTOPPING FLOOD	= 500+ YRS.
OVERTOPPING FLOOD ELEVATION	= 165.7 ✳

✳ OT OCCURS @ HIGH SIDE SUPER EL. -L- STA. 19+99.5, EL. = 165.7

LOW CHORD ELEVATIONS

	ELEVATION @ ℄ BRG. RT. SIDE
END BENT 1	162.59
END BENT 2	162.37

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS



PLAN

(PILES NOT SHOWN IN PLAN VIEW)

PROJECT NO. BR-0122

SAMPSON COUNTY

STATION: 16+08.00 -L-

SHEET 1 OF 2 REPLACES BRIDGE 348

DRAWN BY : J. PENDERGRAFT DATE : 2-19

CHECKED BY : J. DILWORTH DATE : 4-19

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ENGINEER OF RECORD 1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

Docusigned by: John Arthur Dilworth

ETHERILL ENGINEERING

1223 Jones Franklin Rd.
Raleigh, N.C. 27606
Bus: 919 851 8077
Fax: 919 851 8107
LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
BRIDGE ON SR 1703 OVER BEAVERDAM CREEK BETWEEN SR 1704 AND SR 1701

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

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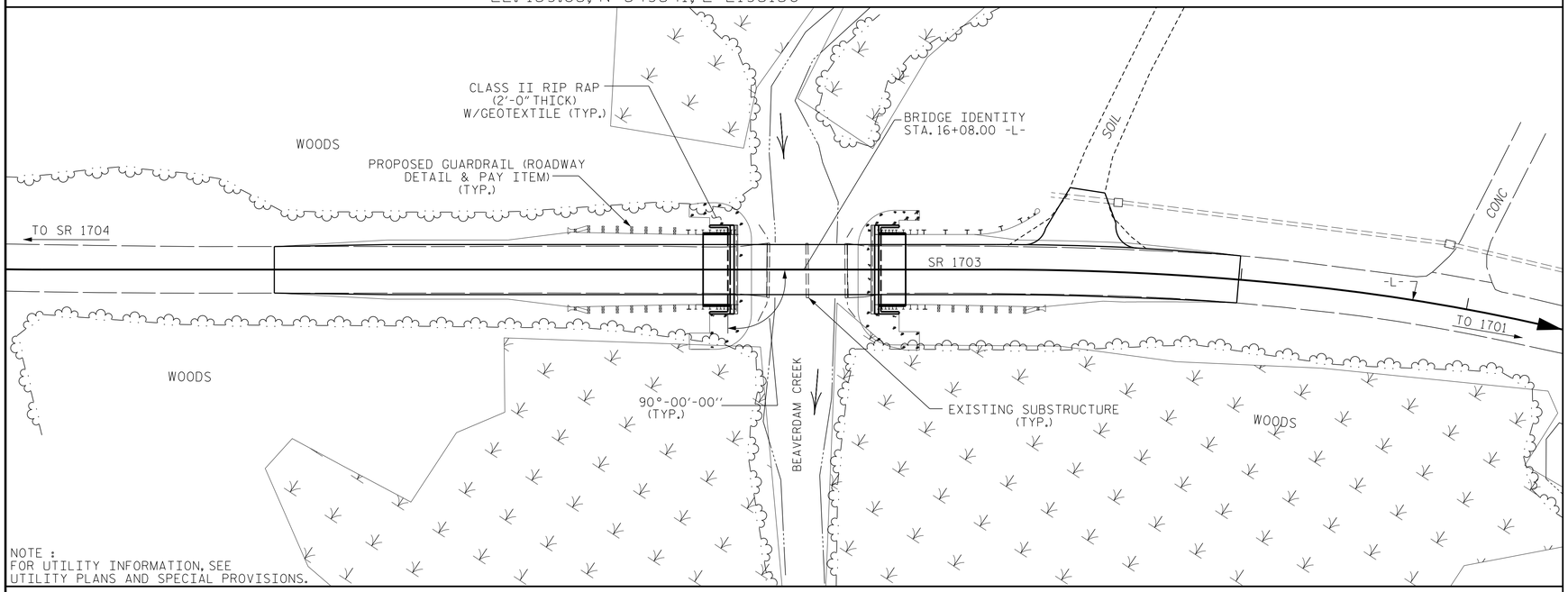
1/15/2020 10:46:38 AM

BM-2 (BL STA. 10+55.92 24 RIGHT BENCHTIE IN BASE OF 24" OAK) 40.21' RT OF -L- STA 16+69.78
EL. 159.85; N 549541, E 2195150



LOCATION SKETCH

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 x 53 STEEL PILES	HP 12 x 53 STEEL PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THK.)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		FIBER OPTIC CONDUIT SYSTEM
	LUMP SUM	LUMP SUM	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EA.	NO.	LIN. FT.	EA.	LIN. FT.	TONS	SQ. YD.	LUMP SUM	NO.	LIN. FT.	LIN. FT.
SUPERSTRUCTURE												130.25				11	715.00	126.00
END BENT 1					21.8		2636	7	7	385	7		100	113				
END BENT 2					21.8		2636	7	7	385	7		75	82				
TOTAL	LUMP SUM	LUMP SUM	1	LUMP SUM	43.6	LUMP SUM	5272	14	14	770	14	130.25	175	195	LUMP SUM	11	715.00	126.00

FOUNDATION NOTES:

FOR PILES, SEE SECTION 450 OF STANDARD SPECIFICATIONS.

PILES AT END BENT 1 AND END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 80 TONS PER PILE.

DRIVE PILES AT END BENT 1 AND END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 135 TONS PER PILE.

TESTING PILES WITH THE PDA DURING DRIVING, RESTRIKING, OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

SAMPLE BAR REPLACEMENT

SIZE	LENGTH
#3	6'-2"
#4	7'-4"
#5	8'-6"
#6	9'-8"
#7	10'-10"
#8	12'-0"
#9	13'-2"
#10	14'-6"
#11	15'-10"

NOTE:
SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30" (SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND f_y = 60ksi.

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 SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 25' 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.

THE EXISTING STRUCTURE CONSISTING OF 1 @ 17'-10" AND 1 @ 17'-7" WITH A REINFORCED CONCRETE FLOOR ON TIMBER JOISTS SUPERSTRUCTURE AND A CLEAR ROADWAY WIDTH OF 24'-0" ON A SUBSTRUCTURE CONSISTING OF TIMBER END BENT AND BENT CAPS ON TIMBER PILES AND LOCATED AT THE PROPOSED STRUCTURE LOCATION SHALL BE REMOVED.
THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT.

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 DIFFERENCE 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.

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

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

SHEET 2 OF 2

DRAWN BY : J. PENDERGRAFT DATE : 2-19
CHECKED BY : J. DILWORTH DATE : 4-19

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ENGINEER OF RECORD
1/15/2020
NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH
DocuSigned by: John Arthur Dilworth
ETHERILL ENGINEERING
1223 Jones Franklin Rd.
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Bus: 919 851 8077
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
BRIDGE ON SR 1703
OVER BEAVERDAM CREEK
BETWEEN SR 1704 AND SR 1701

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			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: LIVELOAD FACTORS	STRENGTH I MOMENT: DISTRIBUTION FACTORS (DF)	STRENGTH I MOMENT: RATING FACTOR	STRENGTH I MOMENT: SPAN	STRENGTH I MOMENT: GIRDER LOCATION	STRENGTH I MOMENT: DISTANCE FROM LEFT END OF SPAN (ft)	STRENGTH I SHEAR: DISTRIBUTION FACTORS (DF)	STRENGTH I SHEAR: RATING FACTOR	STRENGTH I SHEAR: SPAN	STRENGTH I SHEAR: GIRDER LOCATION	STRENGTH I SHEAR: DISTANCE FROM LEFT END OF SPAN (ft)	SERVICE III LIMIT STATE: LIVELOAD FACTORS	SERVICE III MOMENT: DISTRIBUTION FACTORS (DF)	SERVICE III MOMENT: RATING FACTOR	SERVICE III MOMENT: SPAN	SERVICE III MOMENT: GIRDER LOCATION	SERVICE III MOMENT: DISTANCE FROM LEFT END OF SPAN (ft)	COMMENT NUMBER
DESIGN LOAD RATING		HL-93(Inv)	N/A	**1**	1.018	--	1.75	0.274	1.05	65′	EL	32	0.513	1.2	65′	EL	6.4	0.80	0.274	**1.02**	65′	EL	**32**	
		HL-93(Opr)	N/A	--	1.358	--	1.35	0.274	1.36	65′	EL	32	0.513	1.56	65′	EL	6.4	N/A	--	--	--	--	--	
		HS-20(Inv)	36.000	**2**	1.306	47.014	1.75	0.274	1.34	65′	EL	32	0.513	1.48	65′	EL	6.4	0.80	0.274	**1.31**	65′	EL	**32**	
		HS-20(Opr)	36.000	--	1.742	62.706	1.35	0.274	1.74	65′	EL	32	0.513	1.92	65′	EL	6.4	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SV	SNSH	13.500	--	2.868	38.725	1.4	0.274	3.69	65′	EL	32	0.513	4.33	65′	EL	6.4	0.80	0.274	2.87	65′	EL	32	
		SNGARBS2	20.000	--	2.171	43.424	1.4	0.274	2.79	65′	EL	32	0.513	3.11	65′	EL	6.4	0.80	0.274	2.17	65′	EL	32	
		SNAGRIS2	22.000	--	2.071	45.552	1.4	0.274	2.66	65′	EL	32	0.513	2.89	65′	EL	6.4	0.80	0.274	2.07	65′	EL	32	
		SNCOTTS3	27.250	--	1.428	38.924	1.4	0.274	1.84	65′	EL	32	0.513	2.17	65′	EL	6.4	0.80	0.274	1.43	65′	EL	32	
		SNAGGRS4	34.925	--	1.206	42.136	1.4	0.274	1.55	65′	EL	32	0.513	1.81	65′	EL	6.4	0.80	0.274	1.21	65′	EL	32	
		SNS5A	35.550	--	1.179	41.911	1.4	0.274	1.52	65′	EL	32	0.513	1.85	65′	EL	6.4	0.80	0.274	1.18	65′	EL	32	
		SNS6A	39.950	--	1.087	43.43	1.4	0.274	1.4	65′	EL	32	0.513	1.69	65′	EL	6.4	0.80	0.274	1.09	65′	EL	32	
		SNS7B	42.000	--	1.035	43.489	1.4	0.274	1.33	65′	EL	32	0.513	1.67	65′	EL	6.4	0.80	0.274	1.04	65′	EL	32	
	TTST	TNAGRIT3	33.000	--	1.327	43.8	1.4	0.274	1.71	65′	EL	32	0.513	2.01	65′	EL	6.4	0.80	0.274	1.33	65′	EL	32	
		TNT4A	33.075	--	1.335	44.142	1.4	0.274	1.72	65′	EL	32	0.513	1.95	65′	EL	6.4	0.80	0.274	1.33	65′	EL	32	
		TNT6A	41.600	--	1.096	45.613	1.4	0.274	1.41	65′	EL	32	0.513	1.8	65′	EL	6.4	0.80	0.274	1.10	65′	EL	32	
		TNT7A	42.000	--	1.105	46.4	1.4	0.274	1.42	65′	EL	32	0.513	1.74	65′	EL	6.4	0.80	0.274	1.10	65′	EL	32	
		TNT7B	42.000	--	1.15	48.298	1.4	0.274	1.48	65′	EL	32	0.513	1.62	65′	EL	6.4	0.80	0.274	1.15	65′	EL	32	
		TNAGRIT4	43.000	--	1.089	46.815	1.4	0.274	1.4	65′	EL	32	0.513	1.57	65′	EL	6.4	0.80	0.274	1.09	65′	EL	32	
		TNAGT5A	45.000	--	1.024	46.084	1.4	0.274	1.32	65′	EL	32	0.513	1.57	65′	EL	6.4	0.80	0.274	1.02	65′	EL	32	
		TNAGT5B	45.000	**3**	1.01	45.431	1.4	0.274	1.3	65′	EL	32	0.513	1.49	65′	EL	6.4	0.80	0.274	**1.01**	65′	EL	**32**	

LOAD FACTORS:

	LIMIT STATE	γ_{DC}	γ_{DW}
DESIGN LOAD RATING FACTORS	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:

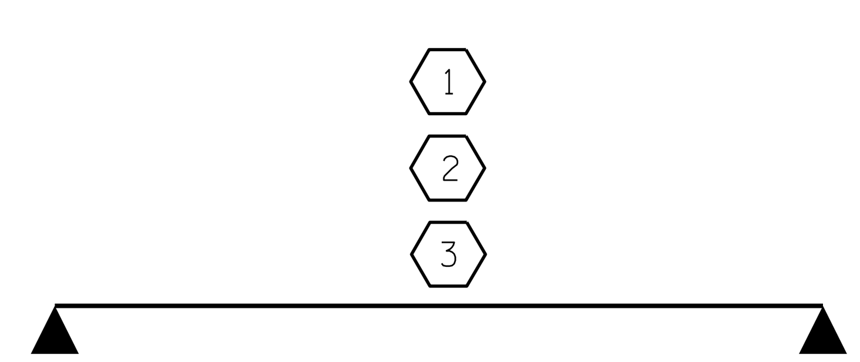
1.
2.
3.
4.

(#) 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



LRFR SUMMARY

FOR SPAN 'A'

PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

ENGINEER OF RECORD
1/15/2020
NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH
DocuSigned by: John Arthur Dilworth

WETHERILL ENGINEERING
1223 Jones Franklin Rd.
Raleigh, N.C. 27606
Bus: 919 851 8077
Fax: 919 851 8107
LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
LRFR SUMMARY FOR 65′ CORED SLAB UNIT 90° SKEW
(NON-INTERSTATE TRAFFIC)

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19		
CHECKED BY : J. DILWORTH	DATE : 4-19		
DRAWN BY : CVC	6/10		
CHECKED BY : DNS	6/10		

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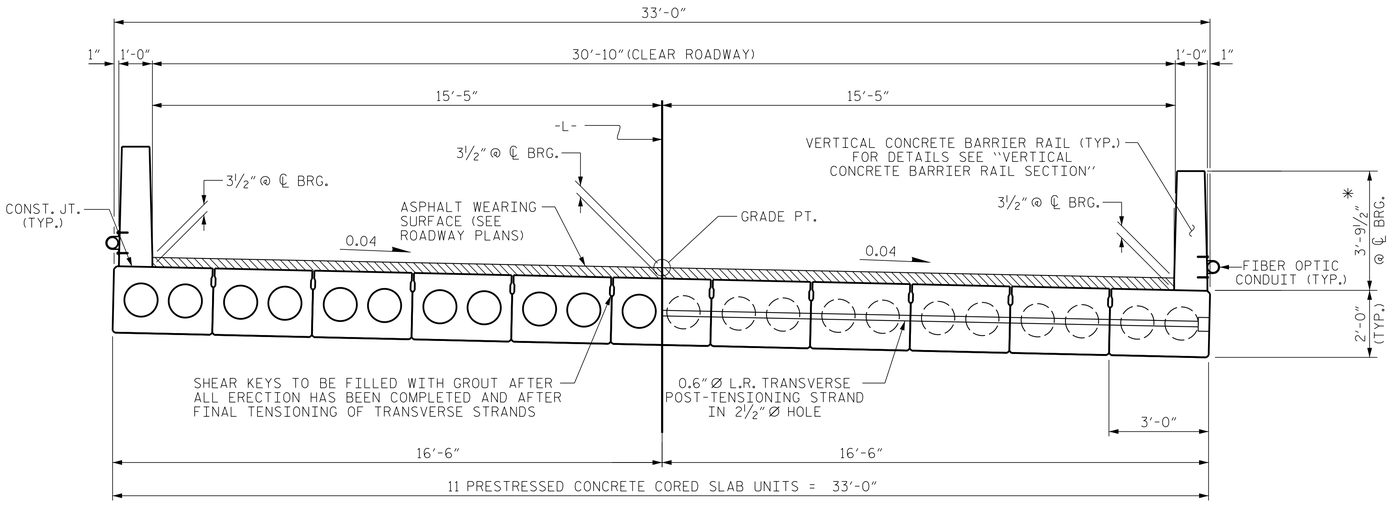
10/7/2019 1:02:00 PM

STD. NO. 24LRFR1_90S_65L



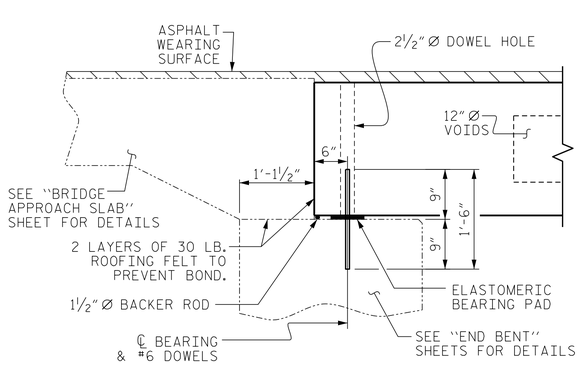
HALF SECTION THROUGH VOIDS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

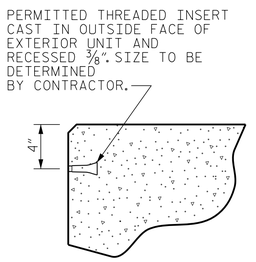
TYPICAL SECTION

* - THE MAXIMUM BARRIER RAIL HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE BARRIER RAIL AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE BARRIER RAIL FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR RAIL HEIGHT DETAILS AND ASPHALT THICKNESS, SEE THE "VERTICAL CONCRETE BARRIER RAIL SECTION" DETAIL.

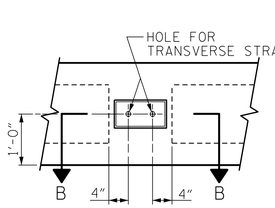
FIXED END



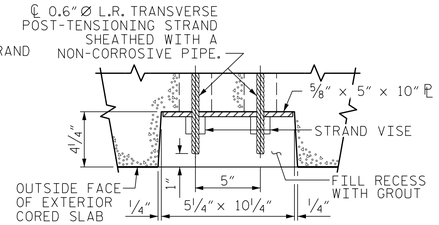
SECTION AT END BENT



THREADED INSERT DETAIL



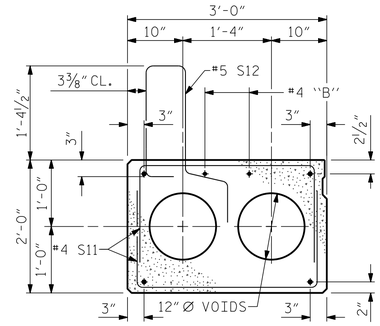
ELEVATION VIEW



SECTION B-B

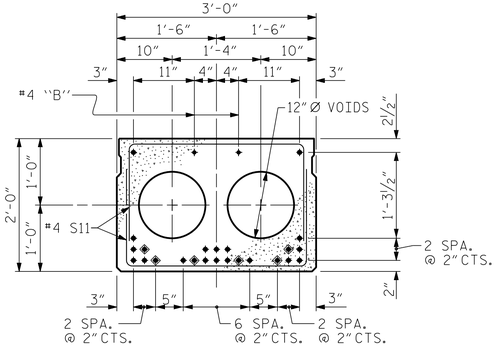
GROUTED RECESS AT END OF POST-TENSIONED STRAND CORED SLABS

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19	DRAWN BY : MAA	6/10	REV. 9/14	MAA/TMG
CHECKED BY : J. DILWORTH	DATE : 4-19	CHECKED BY : MKT	7/10		



EXTERIOR SLAB SECTION

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



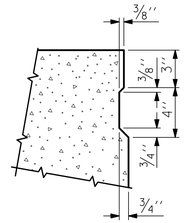
INTERIOR SLAB SECTION (65' UNIT)

(24 STRANDS REQUIRED)

0.6'' Ø LOW RELAXATION STRAND LAYOUT

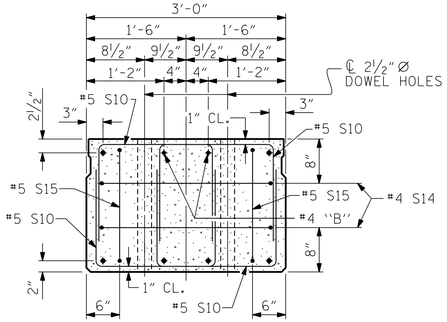
◈ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 12'-0" FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS, ARTICLE 1078-7.

DEBONDING LEGEND



SHEAR KEY DETAIL

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



END ELEVATION

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.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ENGINEER OF RECORD
1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

DocuSigned by: John Arthur Dilworth

ETHERILL ENGINEERING

1223 Jones Franklin Rd.
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Bus: 919 851 8077
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LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

3'-0'' X 2'-0'' PRESTRESSED CONCRETE CORED SLAB UNIT

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

PROJECT NO. BR-0122

SAMPSON COUNTY

STATION: 16+08.00 -L-

SHEET 1 OF 3

STD. NO. 24PCS4_33_90S

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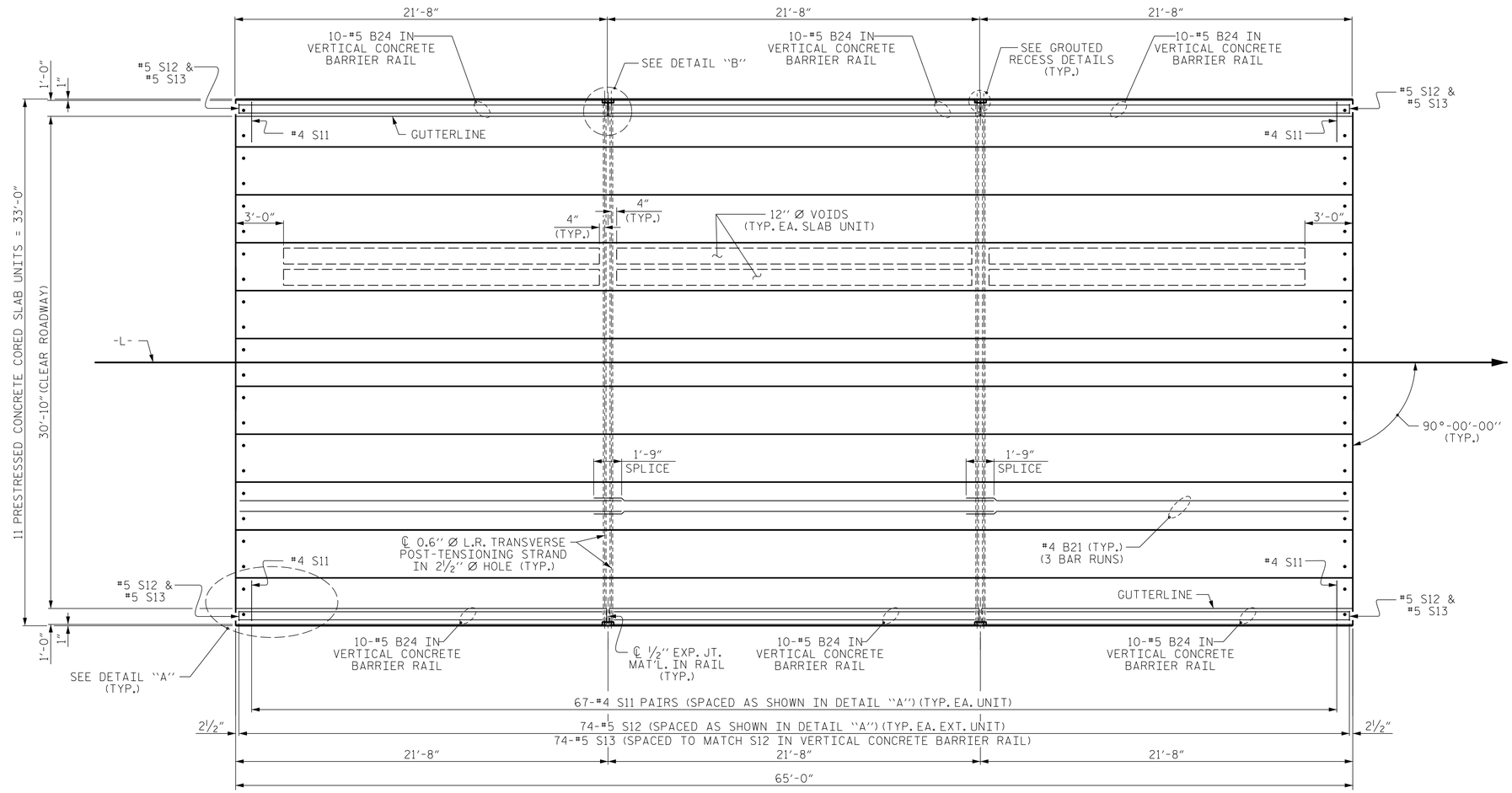
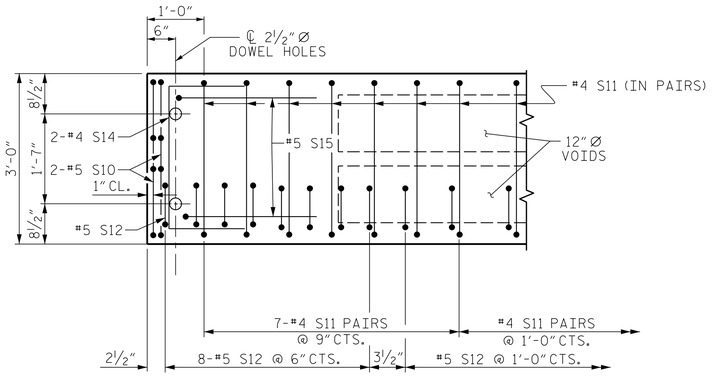
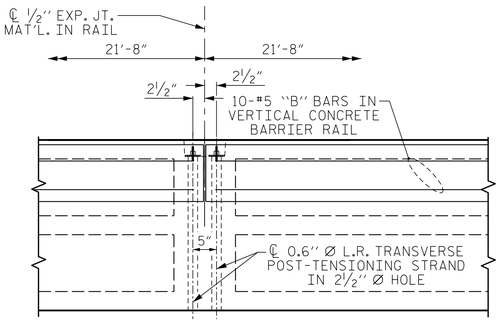


PLAN OF UNIT



DETAIL "A"

(TYPICAL EACH END OF UNIT)
NOTE: EXTERIOR UNIT SHOWN - INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S12 BARS.



DETAIL "B"

#4 S11 BARS MAY BE SHIFTED AS NECESSARY TO MAINTAIN 1″CLEAR TO GROUTED RECESS AND 2½″Ø TRANSVERSE POST-TENSIONING STRAND HOLES

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19		
CHECKED BY : J. DILWORTH	DATE : 4-19		
DRAWN BY : MAA	6/10	REV. 12/5/11	MAA/AAC
CHECKED BY : MKT	7/10	REV. 8/14	MAA/TMG

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ENGINEER OF RECORD
1/15/2020
NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH
Developed by: John Arthur Dilworth
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PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PLAN OF 65′ UNIT 30′-10″ CLEAR ROADWAY 90° SKEW SPAN A

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			13

STD. NO. 24PCS_33_90S_65L

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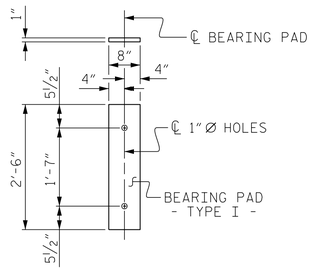


FIXED END
(TYPE I - 22 REQ'D)

CORED SLABS REQUIRED

	NUMBER	LENGTH	TOTAL LENGTH
65' UNIT			
EXTERIOR C.S.	2	65'-0"	130'-0"
INTERIOR C.S.	9	65'-0"	585'-0"
TOTAL	11		715'-0"

DEAD LOAD DEFLECTION AND CAMBER

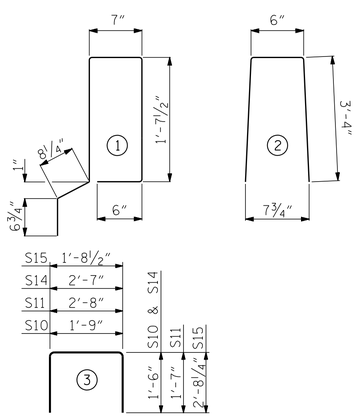
	3'-0" x 2'-0"
65' CORED SLAB UNIT	0.6" Ø L.R. STRAND
CAMBER (SLAB ALONE IN PLACE)	1⅞" ↑
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	½" ↓
FINAL CAMBER	1⅜" ↑

** INCLUDES FUTURE WEARING SURFACE

BILL OF MATERIAL FOR ONE 65' CORED SLAB UNIT

				EXTERIOR UNIT		INTERIOR UNIT	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B21	6	#4	STR	22'-10"	92	22'-10"	92
S10	8	#5	3	4'-9"	40	4'-9"	40
S11	134	#4	3	5'-10"	522	5'-10"	522
✳S12	74	#5	1	5'-7"	431		
S14	4	#4	3	5'-7"	15	5'-7"	15
S15	4	#5	3	7'-1"	30	7'-1"	30
REINFORCING STEEL			LBS.		699		699
✳EPOXY COATED REINFORCING STEEL			LBS.		431		
6000 P.S.I. CONCRETE			CU. YDS.		11.0		11.0
0.6" Ø L.R. STRANDS			No.		24		24

BAR TYPES



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 2½" Ø DOWEL HOLES AT FIXED ENDS OF SLAB 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.

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.

ALL REINFORCING STEEL IN VERTICAL CONCRETE BARRIER RAILS SHALL BE EPOXY COATED.

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

APPLY EPOXY PROTECTIVE COATING TO CORED SLAB UNIT ENDS.

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

FLAME CUTTING OF THE TRANSVERSE POST-TENSIONING STRAND IS NOT ALLOWED.

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

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

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE PERMITTED THREADED INSERTS ARE DETAILED AS AN OPTION FOR THE CONTRACTOR TO ATTACH FALSEWORK AND FORMWORK DURING CONSTRUCTION.

THE PERMITTED THREADED INSERTS IN THE EXTERIOR UNITS SHALL BE SIZED BY THE CONTRACTOR, SPACED AT 4'-0" CENTERS AND GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. STAINLESS STEEL THREADED INSERTS MAY BE USED AS AN ALTERNATE.

THE PERMITTED THREADED INSERTS SHALL BE GROUTED BY THE CONTRACTOR IMMEDIATELY FOLLOWING REMOVAL OF THE FALSEWORK.

THE COST OF THE PERMITTED THREADED INSERTS SHALL BE INCLUDED IN THE PRICE BID FOR THE PRECAST UNITS.

FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

ELASTOMERIC BEARING DETAILS

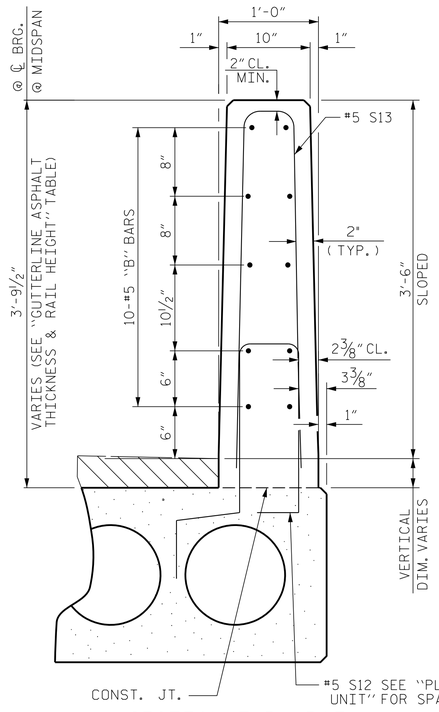
ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.

BILL OF MATERIAL FOR VERTICAL CONCRETE BARRIER RAIL

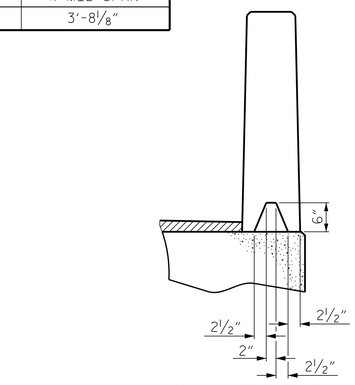
BAR	BARS PER PAIR OF EXTERIOR UNITS	TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	65' UNIT					
✳B24	60	60	#5	STR	21'-3"	1330
✳S13	148	148	#5	2	7'-2"	1106
✳EPOXY COATED REINFORCING STEEL				LBS.		2436
CLASS AA CONCRETE				CU.YDS.		16.9
TOTAL VERTICAL CONCRETE BARRIER RAIL				LN. FT.		130.25

GUTTERLINE ASPHALT THICKNESS & RAIL HEIGHT

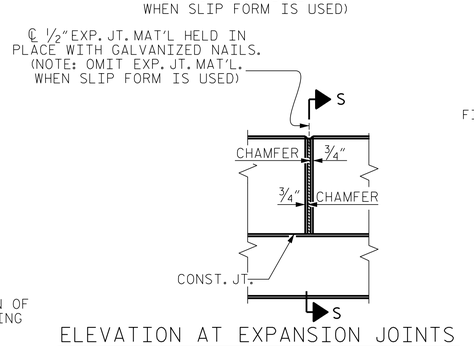
	ASPHALT OVERLAY THICKNESS @ MID-SPAN	RAIL HEIGHT @ MID-SPAN
65' UNITS	2⅛"	3'-8⅛"



SECTION THRU RAIL

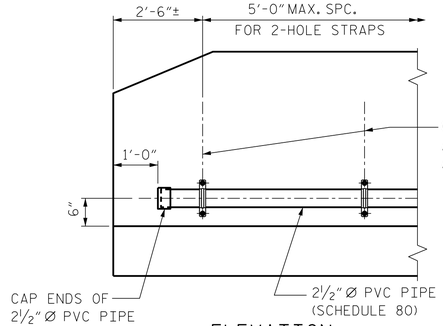


SECTION S-S
AT DAM IN OPEN JOINT
(THIS IS TO BE USED ONLY WHEN SLIP FORM IS USED)

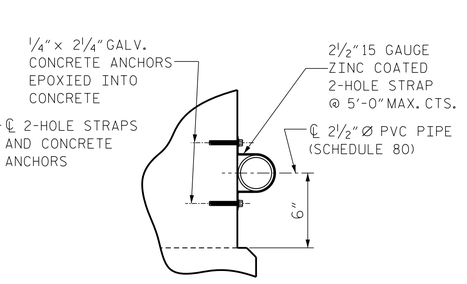


ELEVATION AT EXPANSION JOINTS

VERTICAL CONCRETE BARRIER RAIL DETAILS



ELEVATION

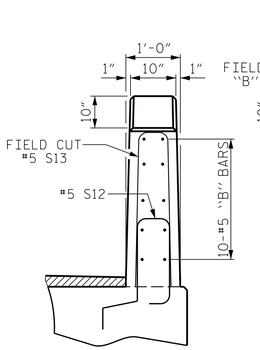


SECTION

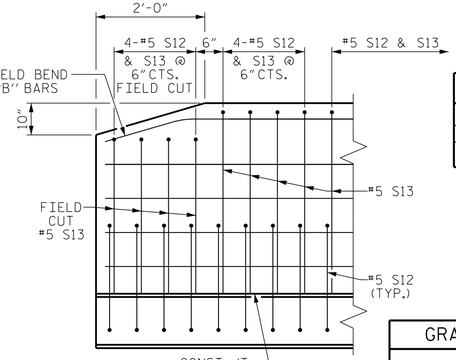
FIBER OPTIC CONDUIT SYSTEM DETAILS

2½" Ø SCHEDULE 80 PVC PIPE ATTACHED TO THE BACK OF BOTH RAILS FOR FUTURE FIBER OPTIC CABLE.

FIBER OPTIC CONDUIT SYSTEM	LIN. FT. = 126.00



END VIEW



SIDE VIEW

END OF RAIL DETAILS

CONCRETE RELEASE STRENGTH

UNIT	PSI
65' UNITS	4800

GRADE 270 STRANDS

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

PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

SHEET 3 OF 3

ENGINEER OF RECORD
1/15/2020
NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER ARTHUR DILWORTH
DocuSigned by: John Arthur Dilworth
ETHERILL ENGINEERING
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LICENSE NO. F-0377

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

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19		
CHECKED BY : J. DILWORTH	DATE : 4-19		
DRAWN BY : MAA	6/10	REV. 5/18	MAA/THC
CHECKED BY : MKT	7/10		

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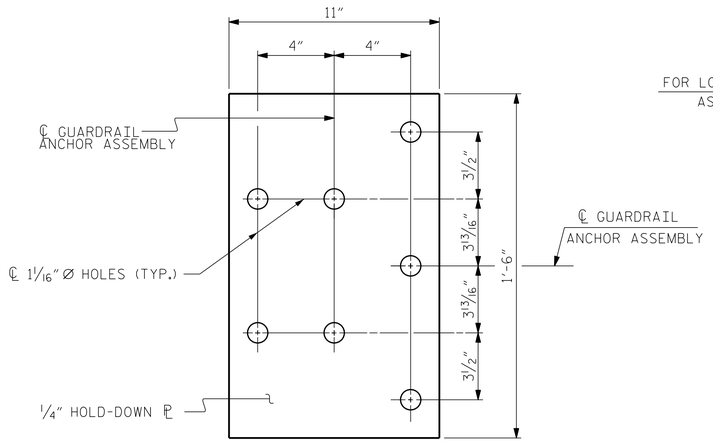
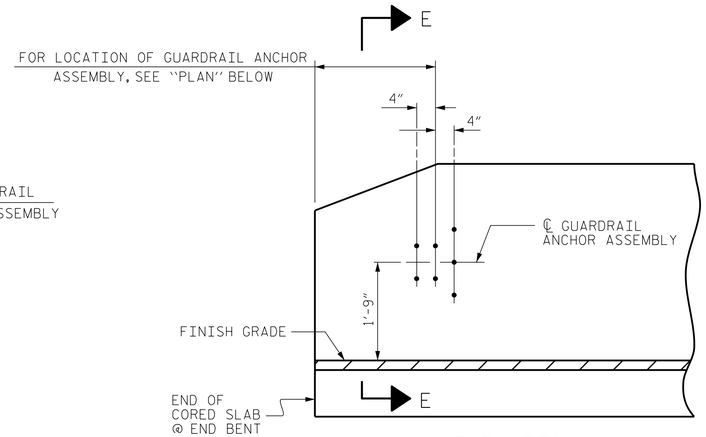


PLAN



ELEVATION

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.)

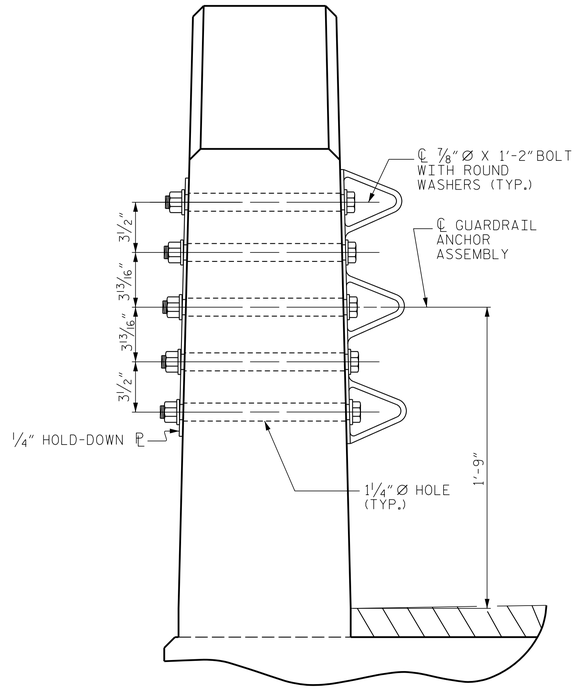
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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

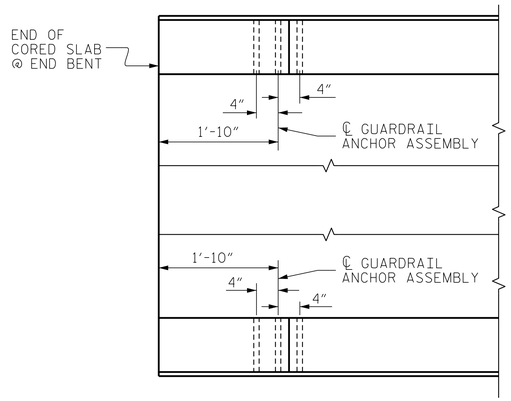
THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR VERTICAL CONCRETE BARRIER RAIL.

THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE VERTICAL CONCRETE BARRIER RAIL 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.



SECTION E-E



PLAN

SKETCH SHOWING POINTS OF ATTACHMENT

✳ DENOTES GUARDRAIL ANCHOR ASSEMBLY

GUARDRAIL ANCHOR ASSEMBLY DETAILS

LOCATION OF ANCHORS FOR GUARDRAIL

END BENT #1 SHOWN, END BENT #2 SIMILAR.

PROJECT NO. BR-0122

SAMPSON COUNTY

STATION: 16+08.00 -L-

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19
CHECKED BY : J. DILWORTH	DATE : 4-19
DRAWN BY : MAA 5/10	REV. 1/15 MAA/TMG
CHECKED BY : GM 5/10	REV. 12/17 MAA/THC
	REV. 5/18 MAA/THC

ENGINEER OF RECORD
1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

DocuSigned by: John Arthur Dilworth

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
GUARDRAIL ANCHORAGE DETAILS FOR VERTICAL CONCRETE BARRIER RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS
2			4			13

(SHT 1) STD. NO. GRA3

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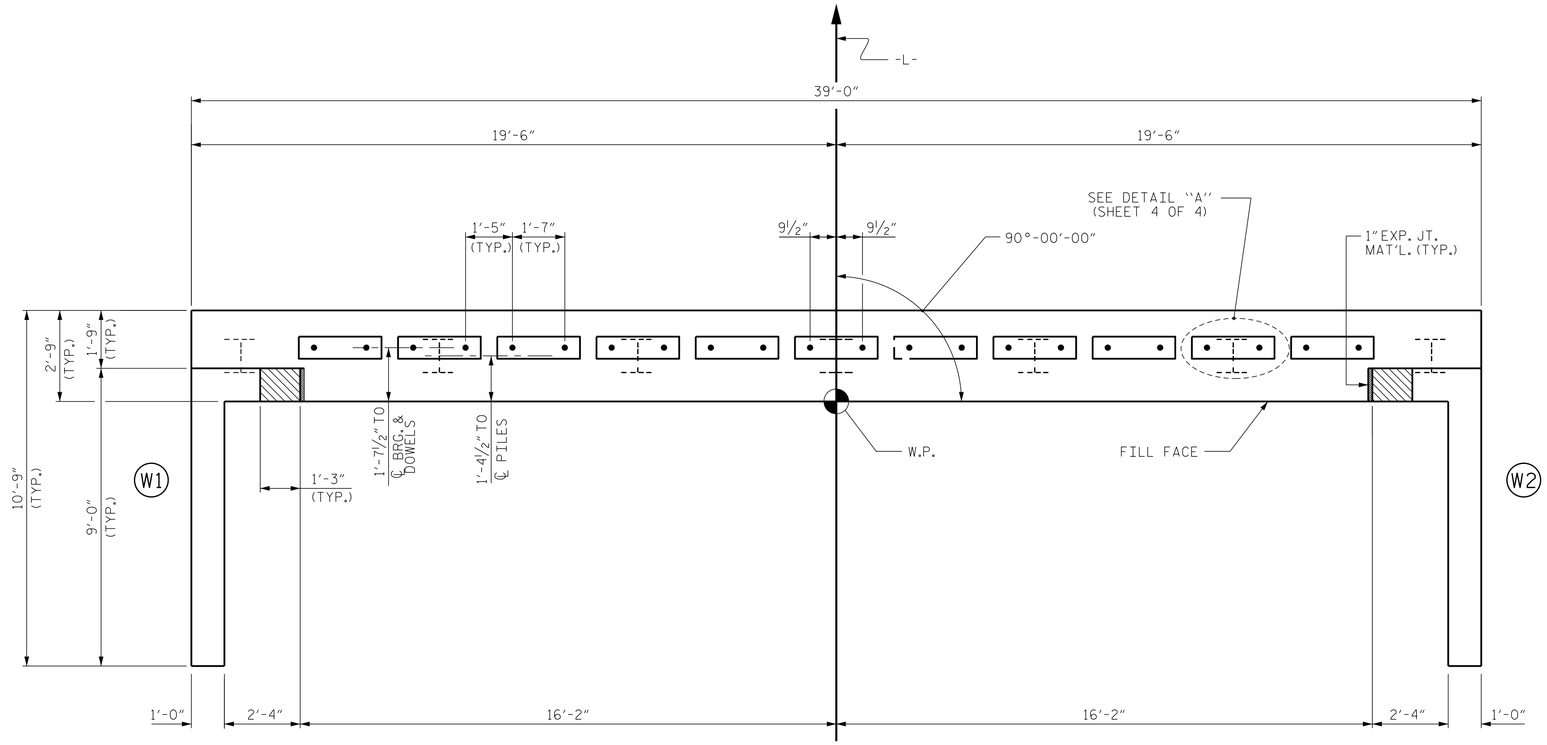
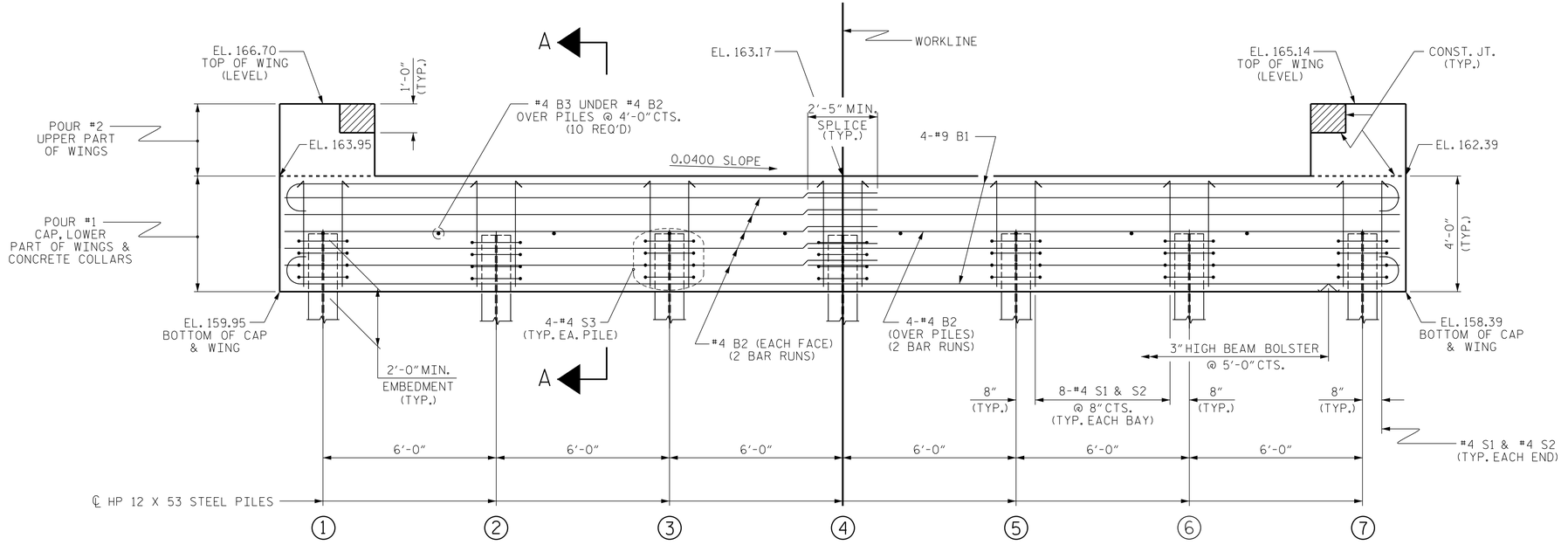


PLAN



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 VERTICAL CONCRETE BARRIER 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.

TOP OF PILE ELEVATIONS

①	161.89
②	161.65
③	161.41
④	161.17
⑤	160.93
⑥	160.69
⑦	160.45

PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

SHEET 1 OF 4

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19
CHECKED BY : J. DILWORTH	DATE : 4-19
DRAWN BY : WJH 12/11	REV. 4/15 MAA/TMG
CHECKED BY : AAC 12/11	

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-8
1			3			TOTAL SHEETS
2			4			13

STD. NO. EB_33_90S4

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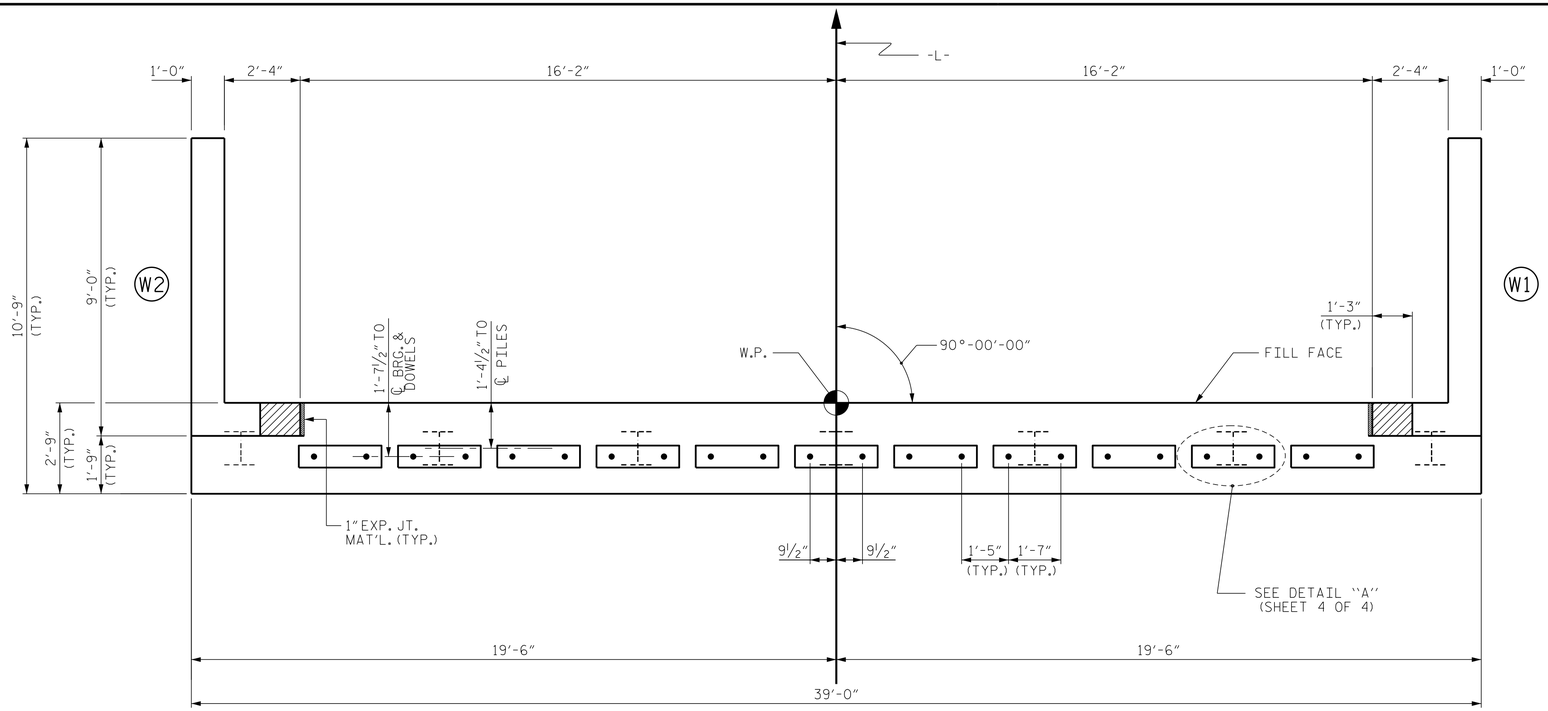
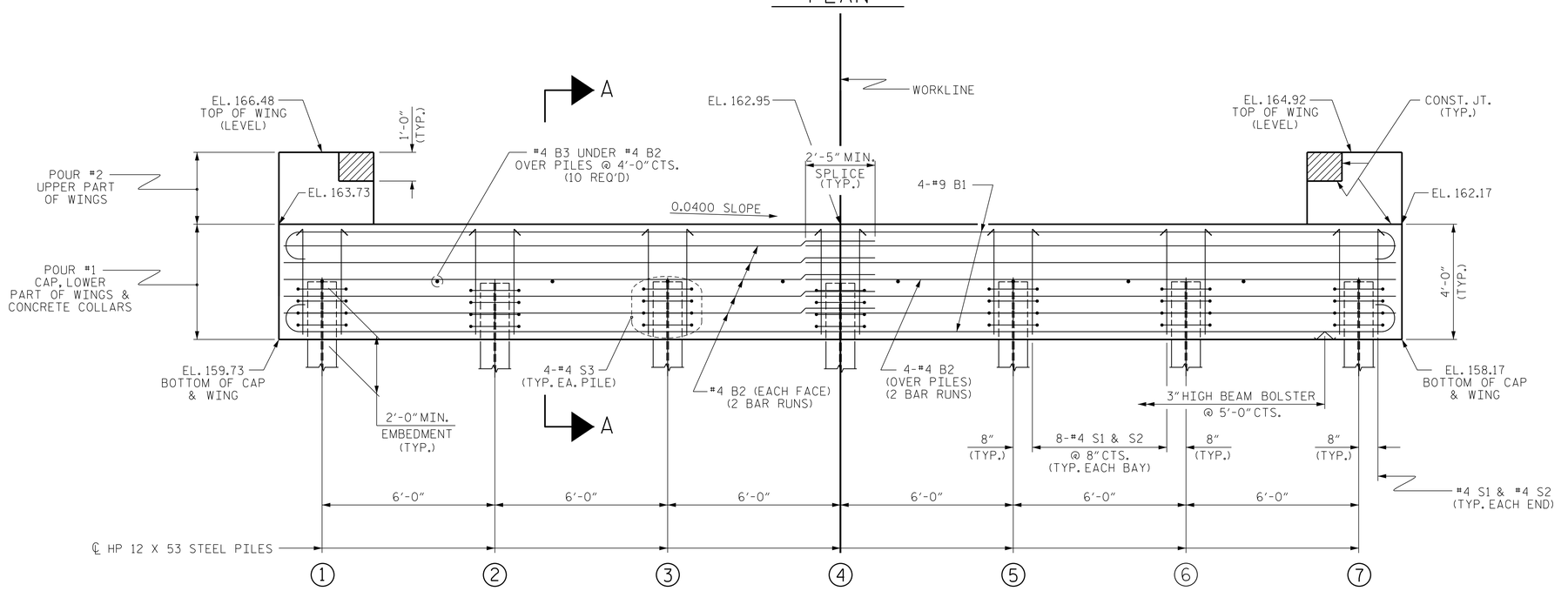


PLAN



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 VERTICAL CONCRETE BARRIER 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.

TOP OF PILE ELEVATIONS	
1	161.67
2	161.43
3	161.19
4	160.95
5	160.71
6	160.47
7	160.23

PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

SHEET 2 OF 4

ENGINEER OF RECORD
1/15/2020
NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH
DocuSigned by: John Arthur Dilworth
WETHERILL ENGINEERING
1223 Jones Franklin Rd.
Raleigh, N.C. 27606
Bus: 919 851 8077
Fax: 919 851 8107
LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No. 2

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-9
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : J. PENDERGRAFT	DATE :	2-19
CHECKED BY : J. DILWORTH	DATE :	4-19
DRAWN BY : WJH 12/11	REV. 4/15	MAA/TMG
CHECKED BY : AAC 12/11		

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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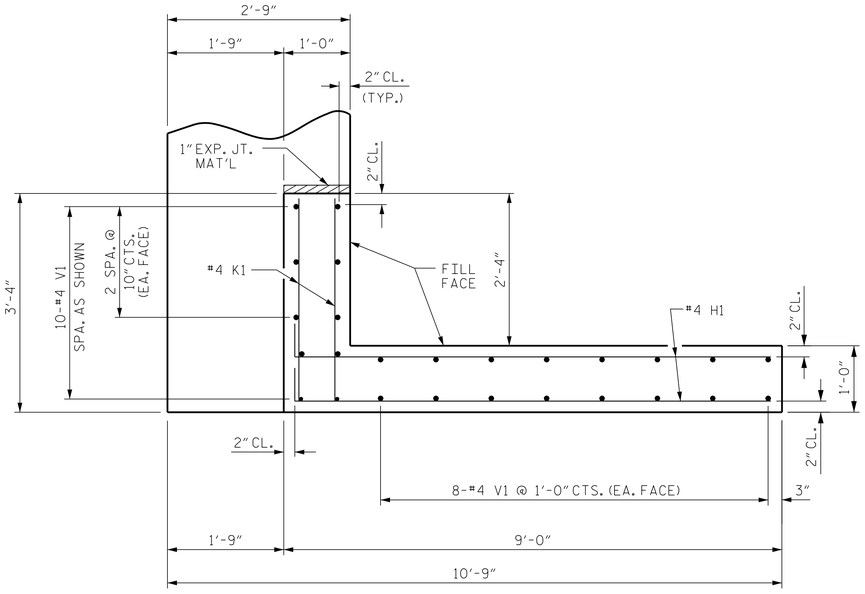
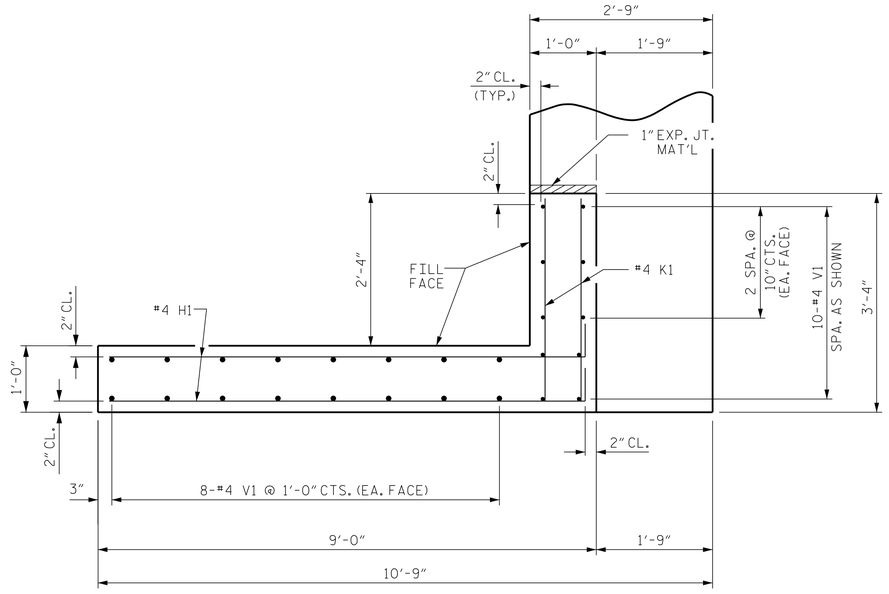
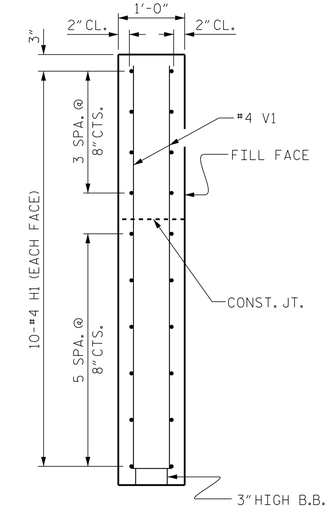


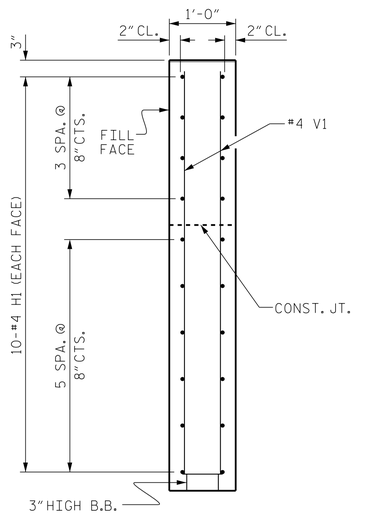
PLAN OF WING (W1)



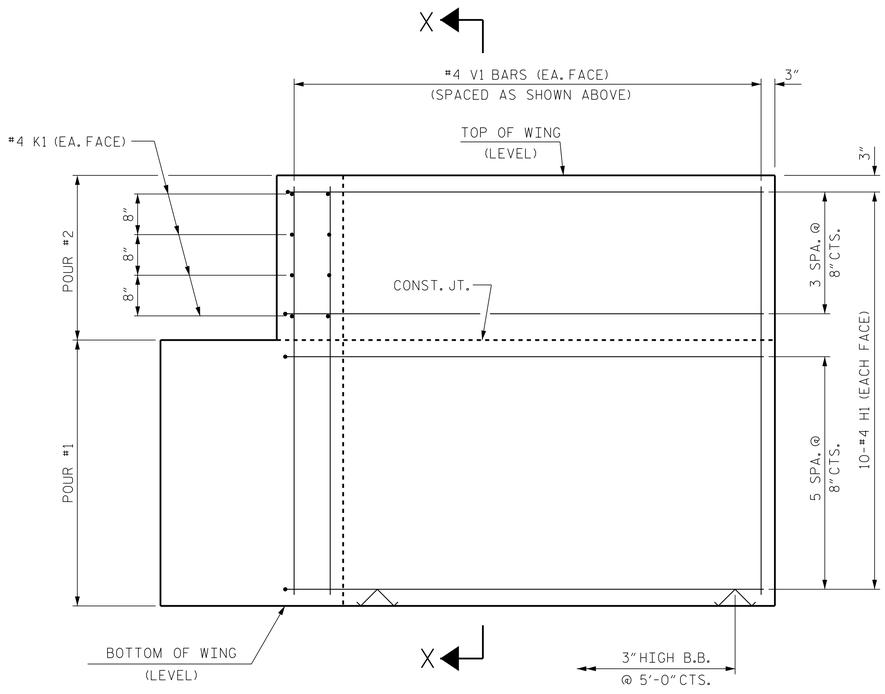
PLAN OF WING (W2)



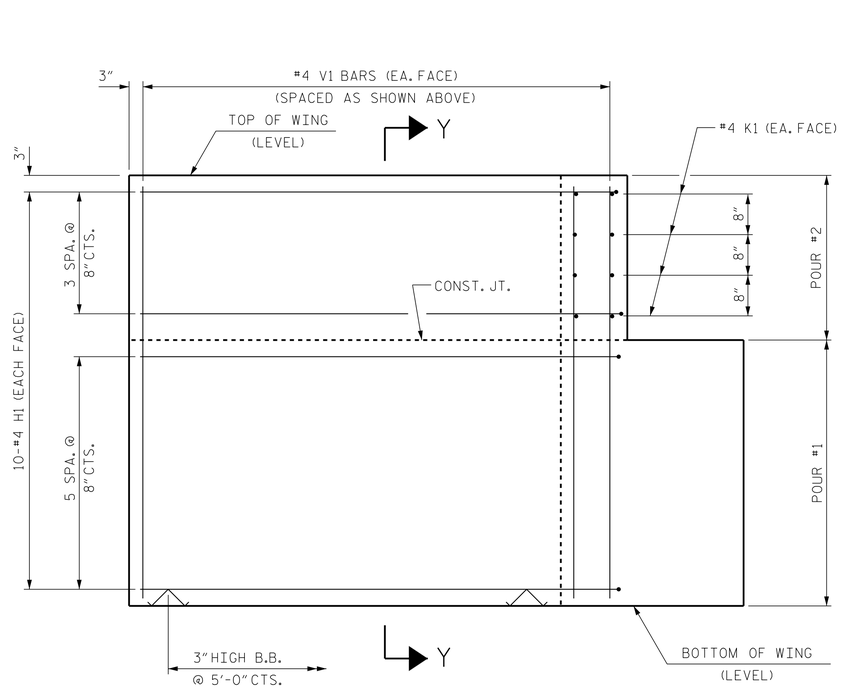
SECTION X-X



SECTION Y-Y



ELEVATION OF WING (W1)



ELEVATION OF WING (W2)

WING DETAILS

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19		
CHECKED BY : J. DILWORTH	DATE : 4-19		
DRAWN BY : WJH 12/11	REV. 4/15	MAA/TMG	
CHECKED BY : AAC 12/11			

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ENGINEER OF RECORD
1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

DocuSigned by: John Arthur Dilworth

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT
WING DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			13

PROJECT NO. BR-0122
SAMPSON COUNTY
STATION: 16+08.00 -L-

SHEET 3 OF 4

STD. NO. EB_33_90S4

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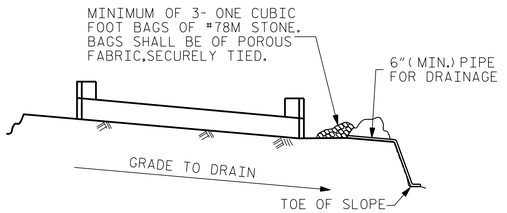
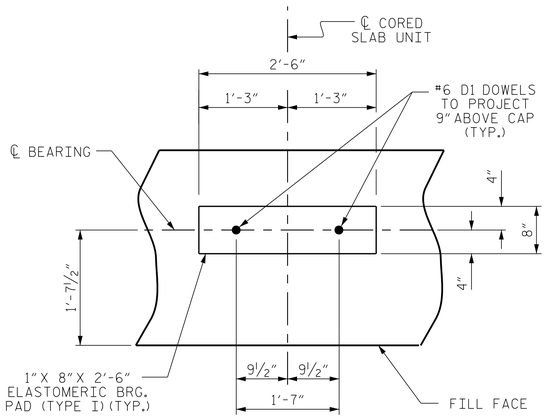


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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

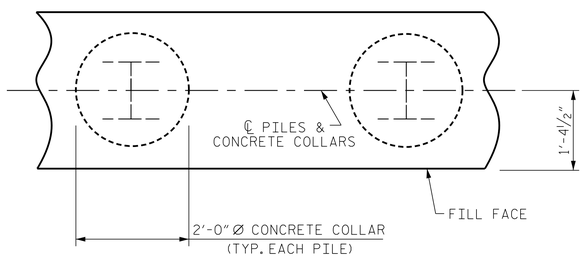
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT

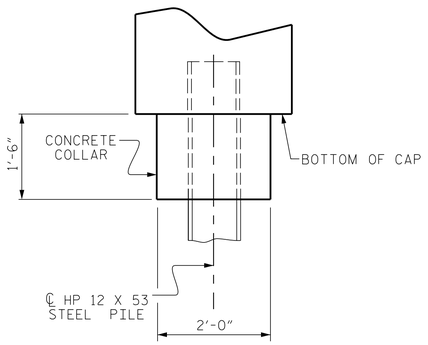


DETAIL "A"

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



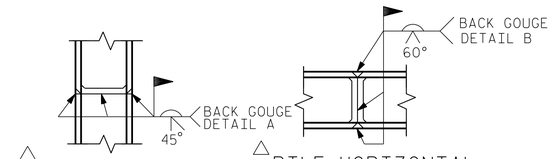
PLAN



ELEVATION

CORROSION PROTECTION FOR STEEL PILES DETAIL

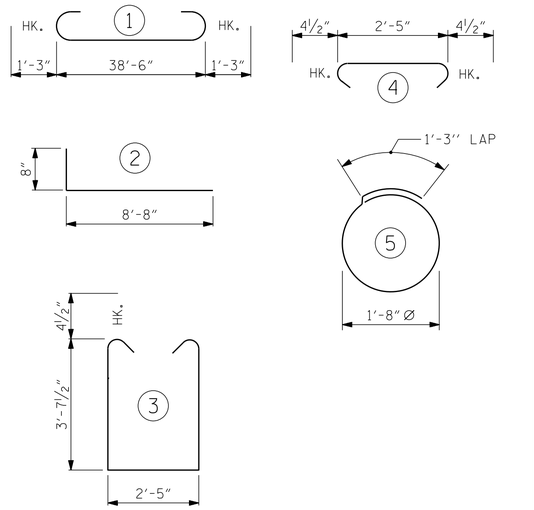
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



△ POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

END BENT No. 1	END BENT No. 2
HP 12 X 53 STEEL PILES NO: 7 LIN. FT.= 385	HP 12 X 53 STEEL PILES NO: 7 LIN. FT.= 385
PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES NO: 7	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES NO: 7
PILE REDRIVES NO: 7	PILE REDRIVES NO: 7

BILL OF MATERIAL

FOR ONE END BENT

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	41'-0"	1115
B2	28	#4	STR	20'-7"	385
B3	10	#4	STR	2'-5"	16
D1	22	#6	STR	1'-6"	50
H1	40	#4	2	9'-4"	249
K1	16	#4	STR	2'-11"	31
S1	50	#4	3	10'-5"	348
S2	50	#4	4	3'-2"	106
S3	28	#4	5	6'-6"	122
V1	52	#4	STR	6'-2"	214

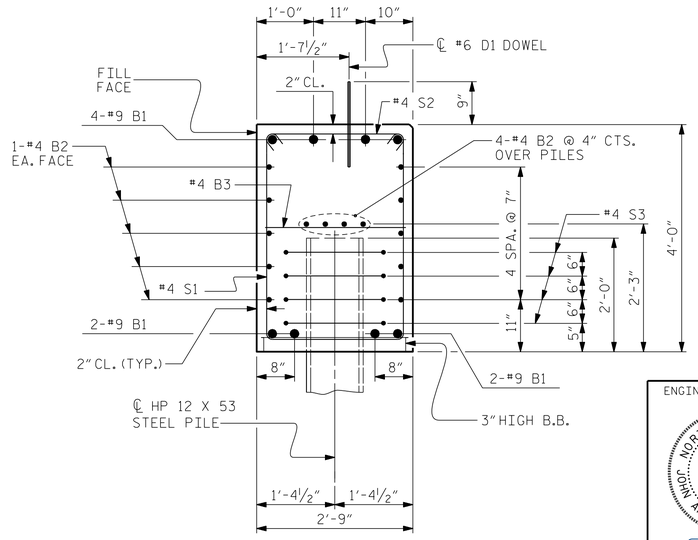
REINFORCING STEEL (FOR ONE END BENT) 2636 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1 CAP, LOWER PART OF WINGS & COLLARS 19.5 C.Y.

POUR #2 UPPER PART OF WINGS 2.3 C.Y.

TOTAL CLASS A CONCRETE 21.8 C.Y.



SECTION A-A

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

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ENGINEER OF RECORD 1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

Docusigned by: John Arthur Dilworth

WETHERILL ENGINEERING

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LICENSE NO. F-0377

PROJECT NO. BR-0122

SAMPSON COUNTY

STATION: 16+08.00 -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:	S-11
1			3			TOTAL SHEETS
2			4			13

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19		
CHECKED BY : J. DILWORTH	DATE : 4-19		
DRAWN BY : WJH 12/11	REV. 4/17	MAA/THC	
CHECKED BY : AAC 12/11			

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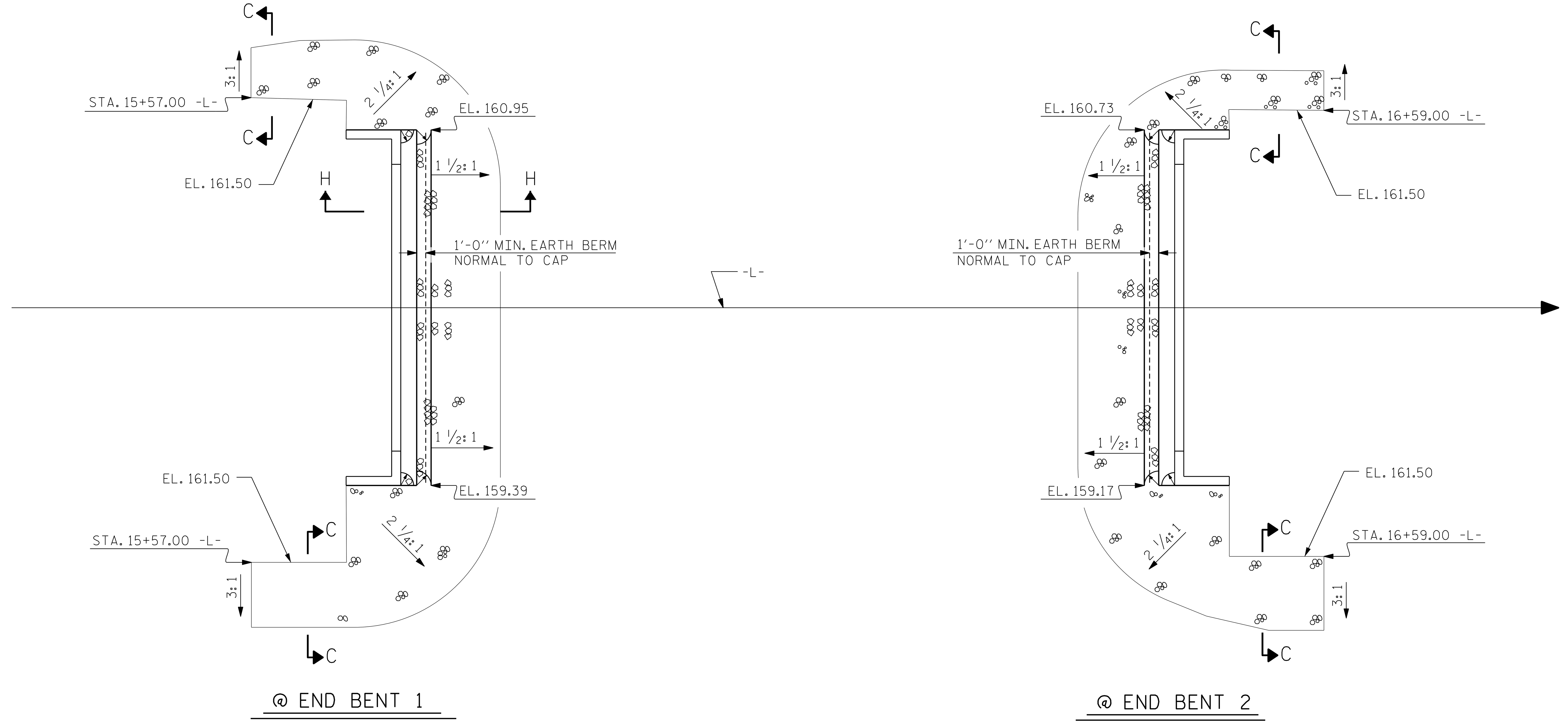
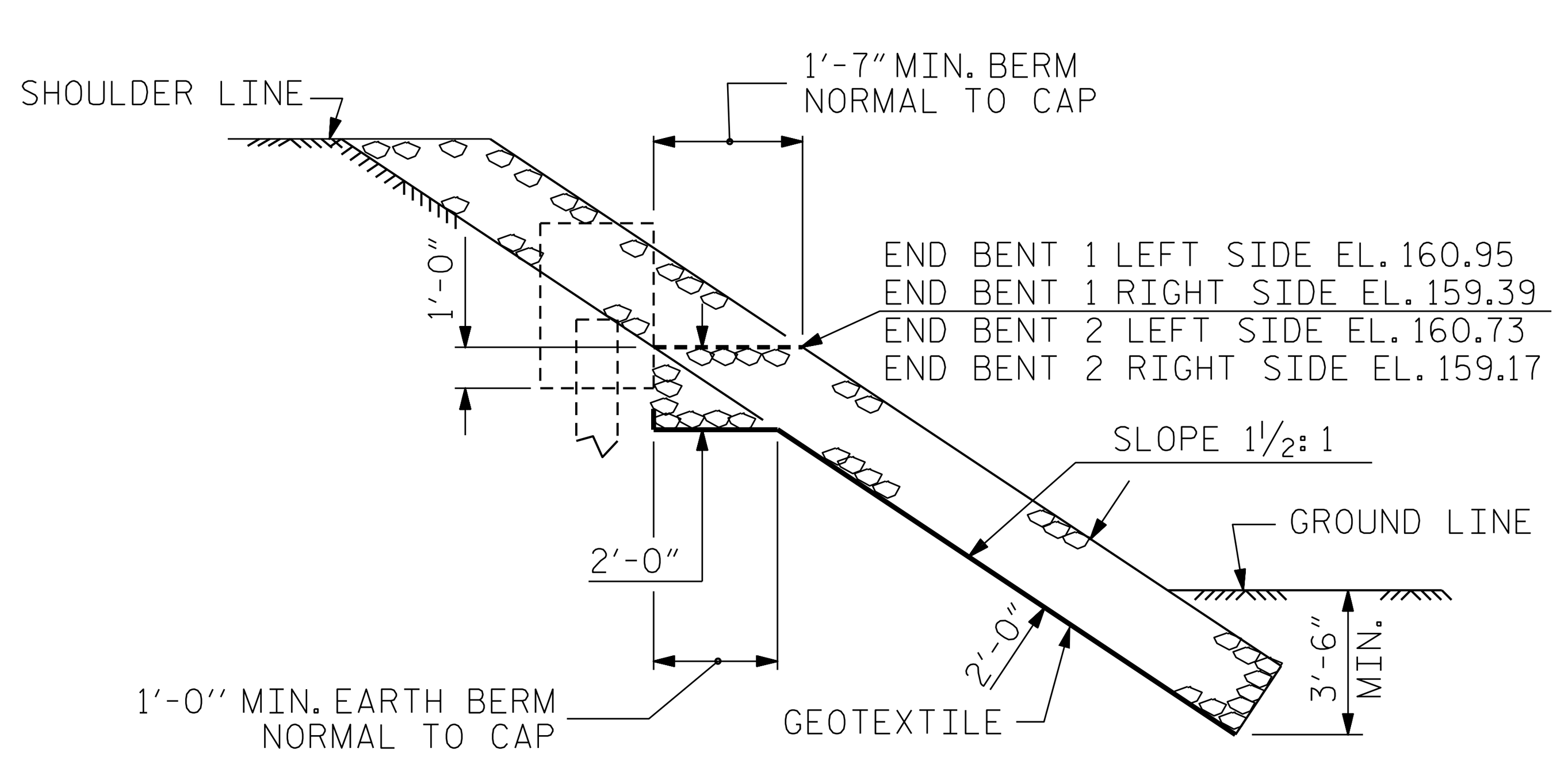
STD. NO. EB_33_90S4

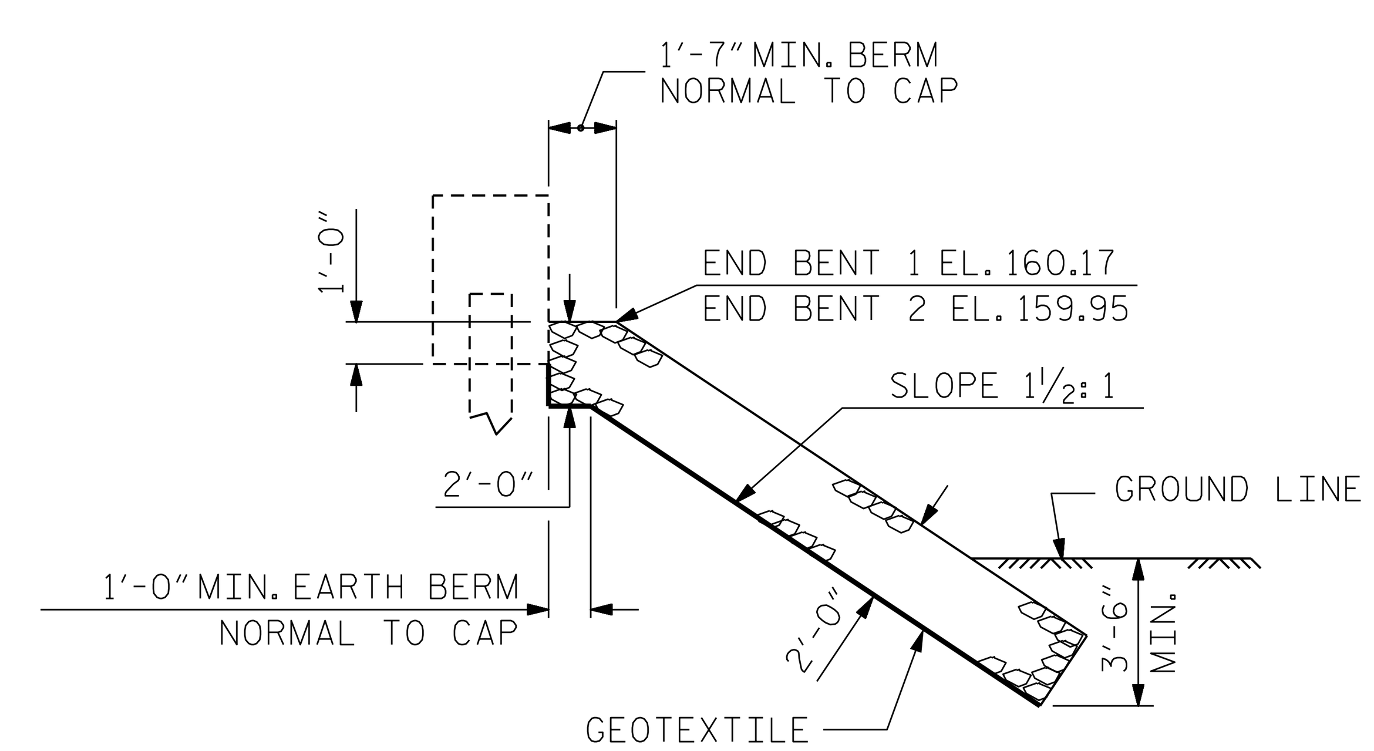


PLAN OF RIP RAP

ESTIMATED QUANTITIES		
BRIDGE @ STA. 16+08.00	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	100	113
END BENT 2	75	82

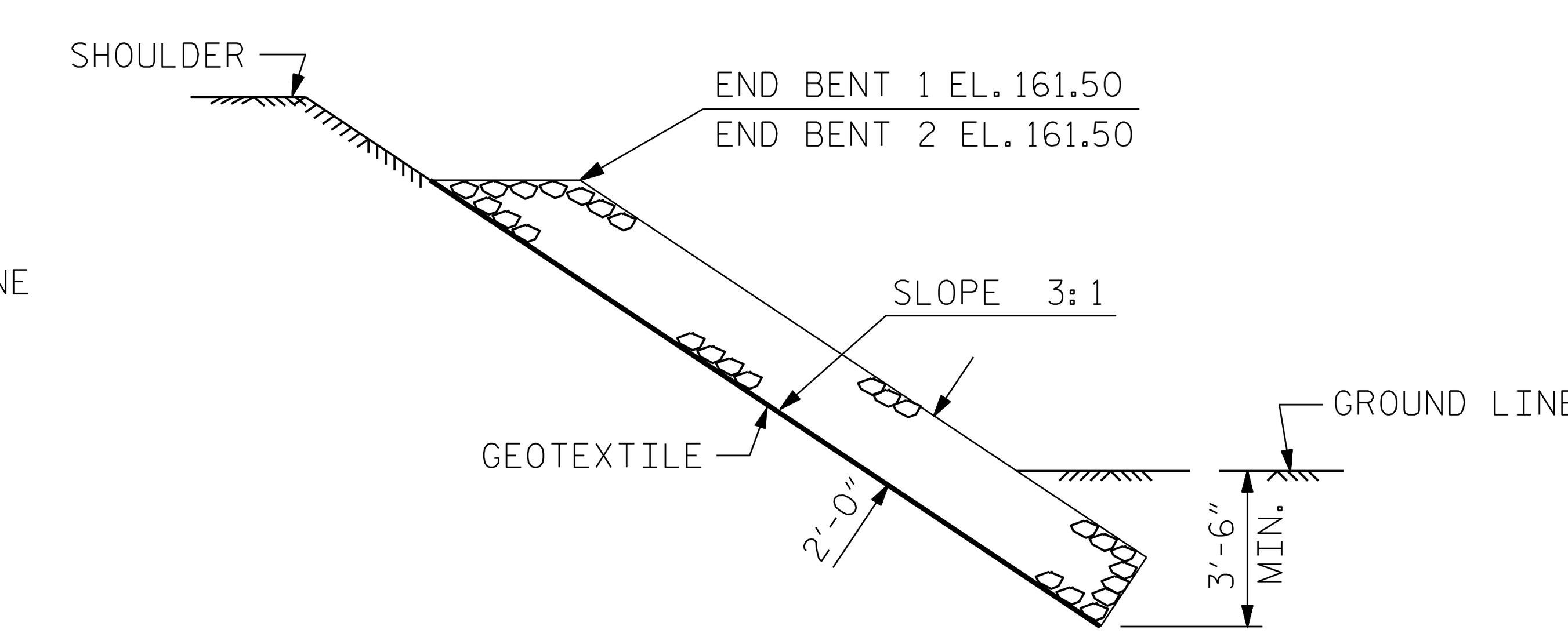


SECTION H-H



℄ SECTION

BERM RIP RAPPED



SECTION C-C

PROJECT NO. BR-0122

SAMPSON COUNTY

STATION: 16+08.00 -L-

ENGINEER OF RECORD 1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

DocuSigned by: John Arthur Dilworth

WETHERILL ENGINEERING

1223 Jones Franklin Rd.
Raleigh, N.C. 27606
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Fax: 919 851 8107
LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

RIP RAP DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS
2			4			13

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY : A. KLINK DATE : 4-19
CHECKED BY : J. DILWORTH DATE : 5-19

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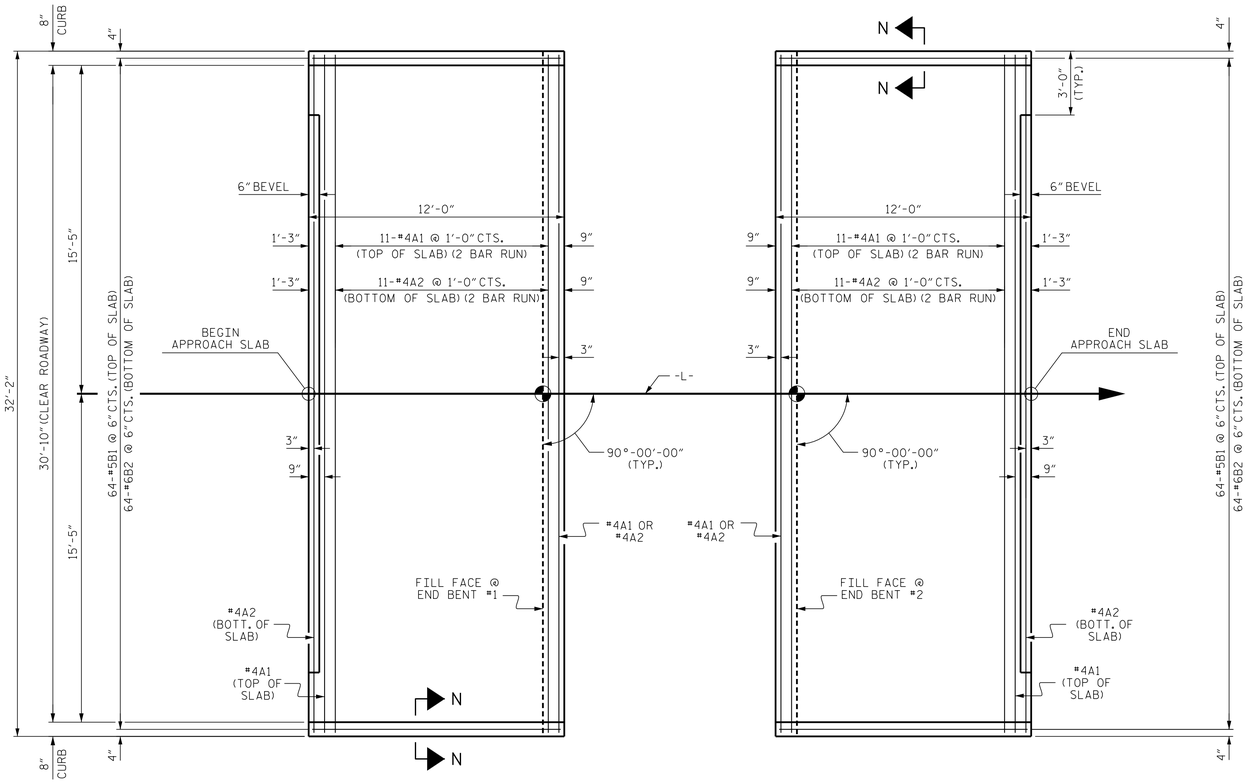
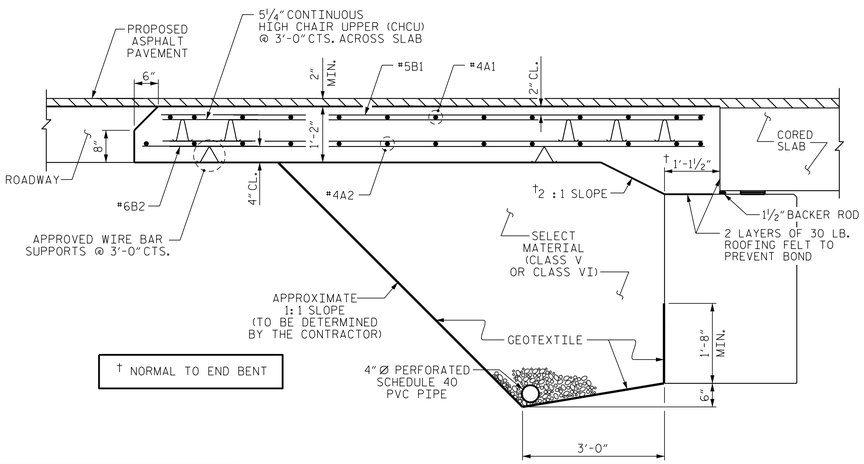


PLAN @ END BENT #1

PLAN @ END BENT #2

DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



† NORMAL TO END BENT

SECTION THRU SLAB

(TYPE II - MODIFIED APPROACH FILL)

NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4" Ø DRAINAGE PIPE, AND SELECT MATERIAL BACKFILL, SEE ROADWAY PLANS.

GEOTEXTILE SHALL BE TYPE 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.

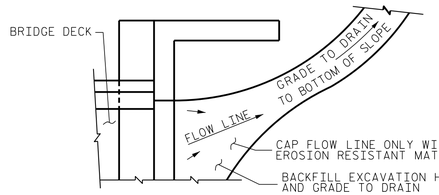
SELECT MATERIAL BACKFILL (CLASS V OR CLASS VI) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.

SELECT MATERIAL BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.

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

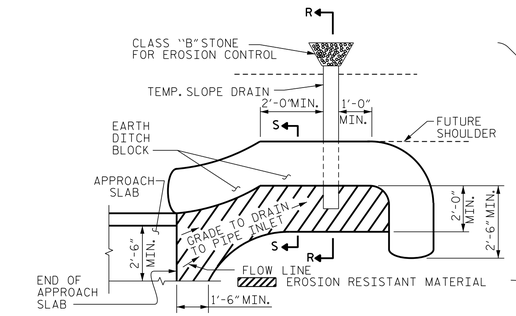
AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

APPROACH SLAB GROOVING IS NOT REQUIRED.



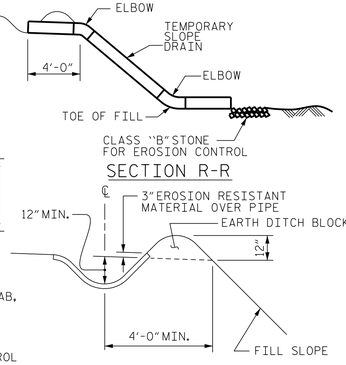
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

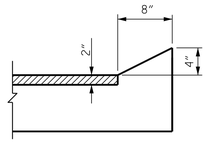
PLAN VIEW



SECTION S-S

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



SECTION N-N

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	16'-11"	294
A2	26	#4	STR	16'-9"	291
✱ B1	64	#5	STR	11'-2"	745
B2	64	#6	STR	11'-8"	1121
REINFORCING STEEL				LBS.	1412
✱ EPOXY COATED REINFORCING STEEL				LBS.	1039
CLASS AA CONCRETE				C.Y.	19.5
APPROACH SLAB AT EB #2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
✱ A1	26	#4	STR	16'-11"	294
A2	26	#4	STR	16'-9"	291
✱ B1	64	#5	STR	11'-2"	745
B2	64	#6	STR	11'-8"	1121
REINFORCING STEEL				LBS.	1412
✱ EPOXY COATED REINFORCING STEEL				LBS.	1039
CLASS AA CONCRETE				C.Y.	19.5

PROJECT NO. BR-0122

SAMPSON COUNTY

STATION: 16+08.00 -L-

ENGINEER OF RECORD 1/15/2020

NORTH CAROLINA PROFESSIONAL SEAL 22072 ENGINEER JOHN ARTHUR DILWORTH

Developed by: John Arthur Dilworth

ETHERILL ENGINEERING

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LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE CORED SLAB UNIT

(SUB-REGIONAL TIER)

90° SKEW

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

STD. NO. BAS_33_90S

ASSEMBLED BY : J. PENDERGRAFT	DATE : 2-19
CHECKED BY : J. DILWORTH	DATE : 4-19
DRAWN BY : SHS/MAA 5-09	REV. 12-17 MAA/THC
CHECKED BY : BCH 5-09	

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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 2018 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED ¾" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1½" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A ¼" 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 ¼" 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 ⅞" Ø SHEAR STUDS FOR THE ¾" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - ⅞" Ø STUDS FOR 4 - ¾" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF ⅞" Ø STUDS ALONG THE BEAM AS SHOWN FOR ¾" Ø STUDS BASED ON THE RATIO OF 3 - ⅞" Ø STUDS FOR 4 - ¾" 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. 8-16-99 RWW (/) LES
REV. 5-7-03 RWW (/) JTE
REV. 5-1-06 TLA (/) GM
REV. 10-1-11 MAA (/) GM
REV. 12-17 MAA (/) THC