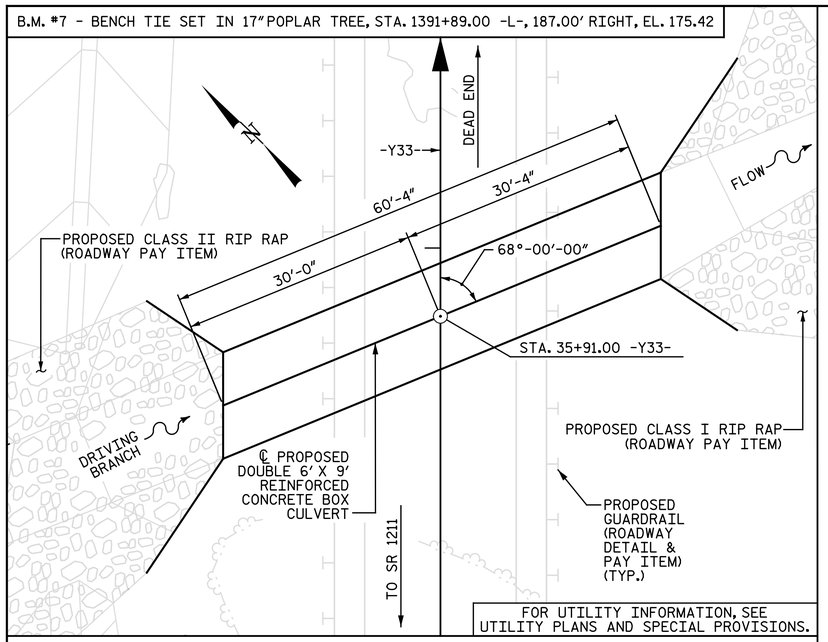


LOCATION SKETCH

ROADWAY DATA

GRADE POINT ELEV. @ STATION 35+91.00 -Y33-	= 177.97
BED ELEV. @ STATION 35+91.00 -Y33-	= 163.50
ROADWAY SLOPES	= 3:1

HYDRAULIC DATA

DESIGN DISCHARGE	= 490 C.F.S.
FREQUENCY OF DESIGN FLOOD	= 25 YRS.
DESIGN HIGH WATER ELEVATION	= 171.00
DRAINAGE AREA	= 1.27 SQ. MI.
BASE DISCHARGE (Q100)	= 530 C.F.S.
BASE HIGH WATER ELEVATION	= 171.60

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 1,350 C.F.S.
FREQUENCY OF OVERTOPPING FLOOD	= 500+ YR.
OVERTOPPING FLOOD ELEVATION	= 177.10

NOTE: OVERTOPS SP @ STA. 37+12.00 -Y33- LEFT (SAG)

TOTAL STRUCTURE QUANTITIES

CULVERT EXCAVATION	LUMP SUM
FOUNDATION CONDITIONING MATERIAL	77 TONS
CLASS A CONCRETE	
BARREL @ 1.453 CY/FT 87.6	C.Y.
WINGS ETC. 47.2	C.Y.
TOTAL 134.8	C.Y.
REINFORCING STEEL	
BARREL 12,542	LBS.
WINGS ETC. 3,324	LBS.
TOTAL 15,866	LBS.

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

MAXIMUM DESIGN FILL = 5.47'.

MINIMUM DESIGN FILL = 5.25'.

FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTE SHEET.

3"Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.

CONCRETE IN CULVERTS TO BE POURED IN THE FOLLOWING ORDER:

1. WING FOOTINGS AND FLOOR SLAB INCLUDING 4" OF ALL VERTICAL WALLS.
2. THE REMAINING PORTIONS OF THE WALLS AND WINGS FULL HEIGHT FOLLOWED BY ROOF SLAB AND HEADWALLS.

THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.

DIMENSIONS FOR WING LAYOUT AS WELL AS ADDITIONAL REINFORCING STEEL EMBEDDED IN BARREL ARE SHOWN ON WING SHEET.

STEEL IN THE BOTTOM SLAB MAY BE SPLICED AT THE PERMITTED CONSTRUCTION JOINT AT THE CONTRACTOR'S OPTION. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES WILL BE PAID FOR BY THE CONTRACTOR.

AT THE CONTRACTORS OPTION, HE MAY SPLICE THE VERTICAL REINFORCING STEEL IN THE INTERIOR FACE OF EXTERIOR WALL AND BOTH FACES OF INTERIOR WALLS ABOVE LOWER WALL CONSTRUCTION JOINT. THE SPLICE LENGTH SHALL BE AS PROVIDED IN THE SPLICE LENGTH CHART SHOWN ON THE PLANS. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.

FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.

A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.

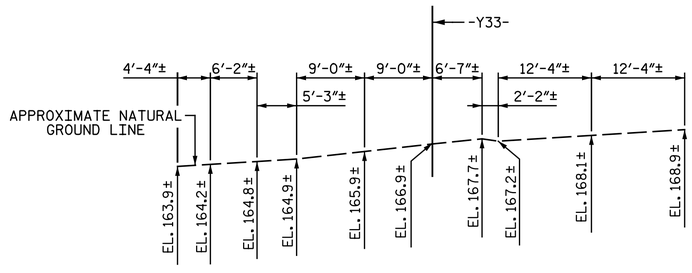
NO PRECAST REINFORCED BOX CULVERT OPTION WILL BE ALLOWED.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.



PROFILE ALONG ℄ CULVERT

PROJECT NO. I-5986B

JOHNSTON COUNTY

STATION: 35+91.00 -Y33-

SHEET 1 OF 3

DocuSigned by: Amanda H. Sharpe 81D6FFF4ECEF4D2...

4/7/2020

NORTH CAROLINA PROFESSIONAL SEAL 043878 ENGINEER AMANDA H. SHARPE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 6 FT. X 9 FT.
CONCRETE BOX CULVERT
68° SKEW

DRAWN BY : N. B. SPEAKS DATE : 2-4-20
CHECKED BY : A. H. SHARPE DATE : 3-31-20

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Michael Baker INTERNATIONAL

Michael Baker Engineering
8000 Regency Parkway, Suite 600
Cary, North Carolina 27518
NC License No. : F-1084

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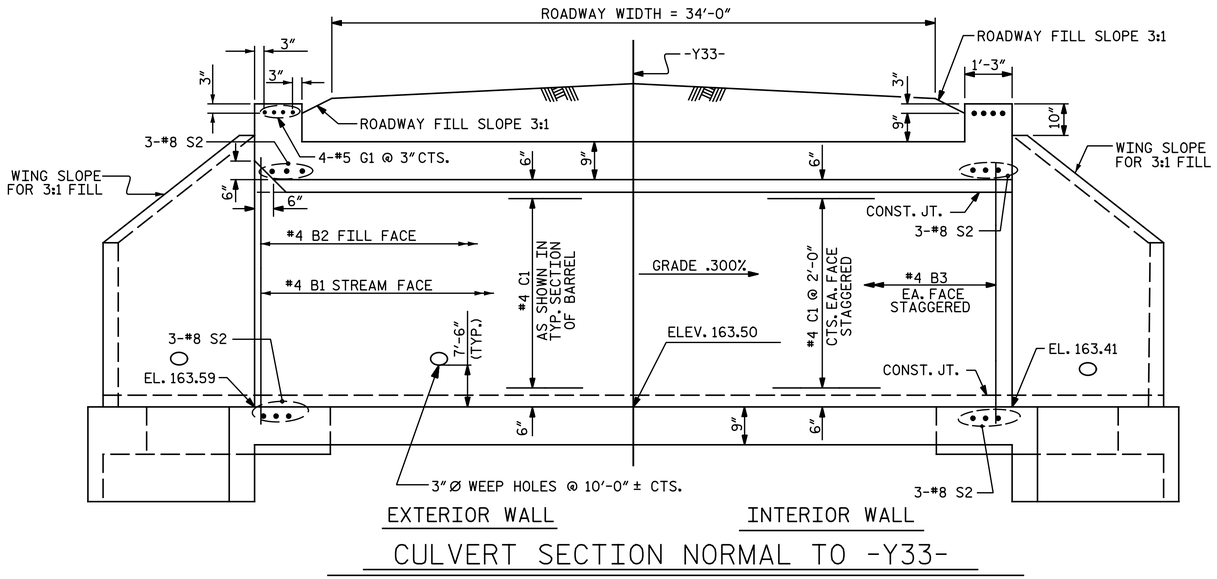
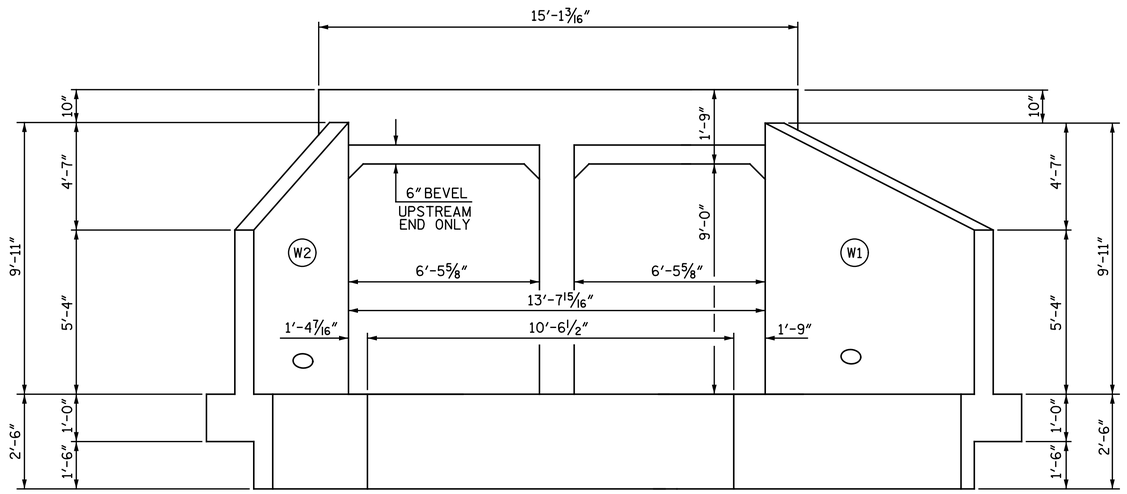
1			3			TOTAL SHEETS
2			4			5

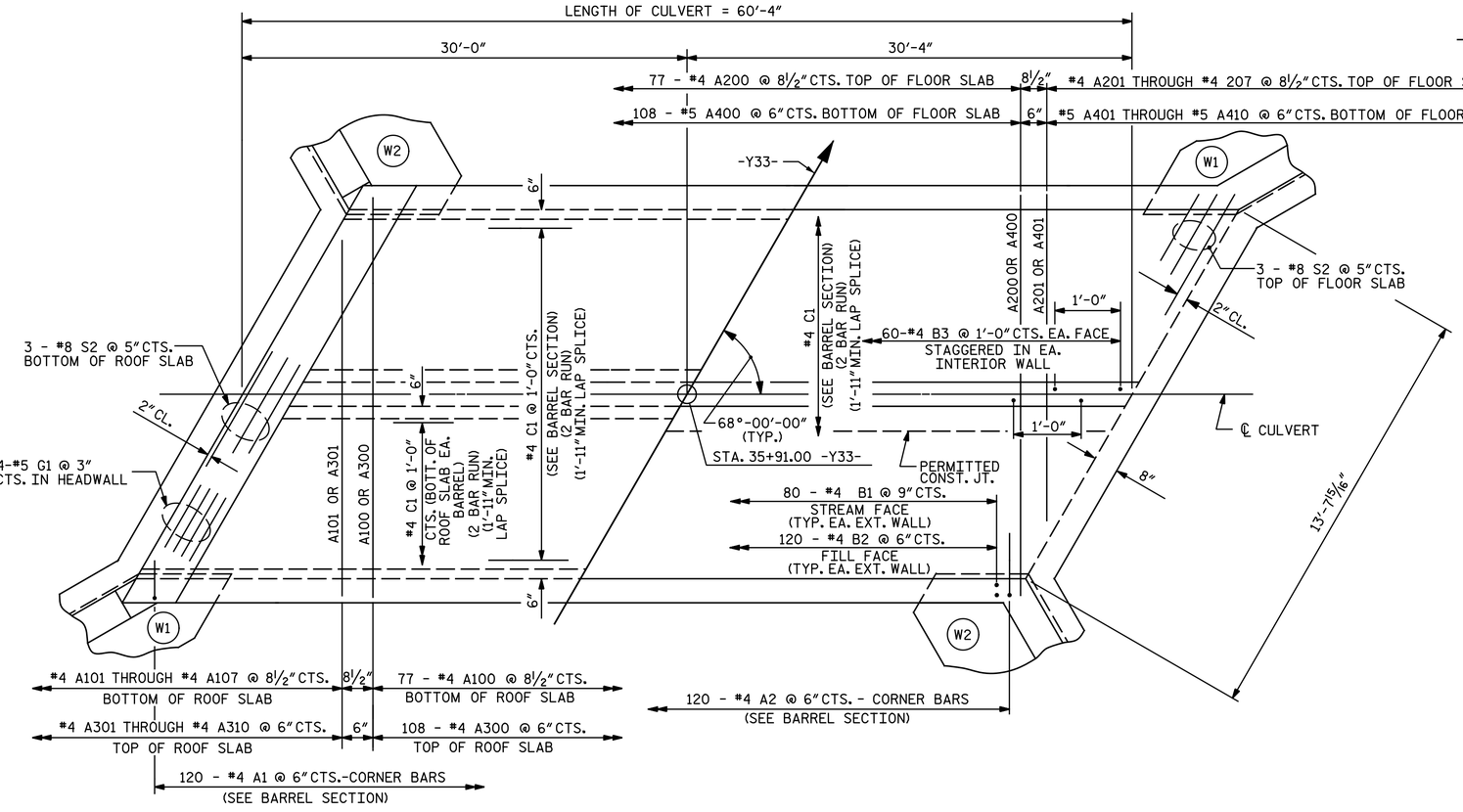


CULVERT SECTION NORMAL TO -Y33-



END ELEVATION NORMAL TO SKEW

(INLET END OF CULVERT SHOWN)



PART PLAN - ROOF SLAB

PART PLAN - FLOOR SLAB

DRAWN BY : N. B. SPEAKS DATE : 2-10-20
CHECKED BY : A. H. SHARPE DATE : 3-31-20

PROJECT NO. I-5986B
JOHNSTON COUNTY
STATION: 35+91.00 -Y33-

SHEET 2 OF 3

DocuSigned by: Amanda Sharpe 81D6FFF4ECEF402...
4/7/2020

NORTH CAROLINA PROFESSIONAL SEAL 043878 ENGINEER AMANDA H. SHARPE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

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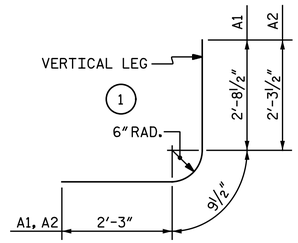
1			3			TOTAL SHEETS
2			4			5

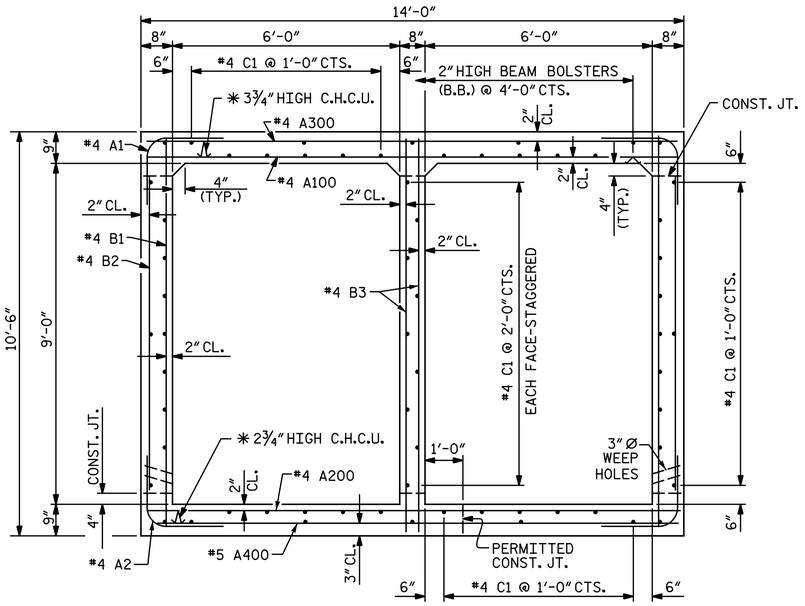
BAR TYPE



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
A1	240	#4	1	5′ - 9″	922
A2	240	#4	1	5′ - 4″	855
A100	77	#4	STR.	13′ - 8″	703
A101	2	#4	STR.	12′ - 8″	17
A102	2	#4	STR.	10′ - 11″	15
A103	2	#4	STR.	9′ - 2″	12
A104	2	#4	STR.	7′ - 5″	10
A105	2	#4	STR.	5′ - 7″	7
A106	2	#4	STR.	3′ - 10″	5
A107	2	#4	STR.	2′ - 1″	3
A200	77	#4	STR.	13′ - 8″	703
A201	2	#4	STR.	12′ - 8″	17
A202	2	#4	STR.	10′ - 11″	15
A203	2	#4	STR.	9′ - 2″	12
A204	2	#4	STR.	7′ - 5″	10
A205	2	#4	STR.	5′ - 7″	7
A206	2	#4	STR.	3′ - 10″	5
A207	2	#4	STR.	2′ - 1″	3
A300	108	#4	STR.	13′ - 8″	986
A301	2	#4	STR.	13′ - 7″	18
A302	2	#4	STR.	12′ - 4″	16
A303	2	#4	STR.	11′ - 1″	15
A304	2	#4	STR.	9′ - 10″	13
A305	2	#4	STR.	8′ - 7″	11
A306	2	#4	STR.	7′ - 5″	10
A307	2	#4	STR.	6′ - 2″	8
A308	2	#4	STR.	4′ - 11″	7
A309	2	#4	STR.	3′ - 8″	5
A310	2	#4	STR.	2′ - 5″	3
A400	108	#5	STR.	13′ - 8″	1,539
A401	2	#5	STR.	13′ - 7″	28
A402	2	#5	STR.	12′ - 4″	26
A403	2	#5	STR.	11′ - 1″	23
A404	2	#5	STR.	9′ - 10″	21
A405	2	#5	STR.	8′ - 7″	18
A406	2	#5	STR.	7′ - 5″	15
A407	2	#5	STR.	6′ - 2″	13
A408	2	#5	STR.	4′ - 11″	10
A409	2	#5	STR.	3′ - 8″	8
A410	2	#5	STR.	2′ - 5″	5
B1	160	#4	STR.	10′ - 1″	1,078
B2	240	#4	STR.	8′ - 4″	1,336
B3	120	#4	STR.	10′ - 1″	808
C1	126	#4	STR.	31′ - 0″	2,609
G1	8	#5	STR.	14′ - 8″	122
S2	12	#8	STR.	14′ - 8″	470
REINFORCING STEEL				LBS.	12,542



RIGHT ANGLE SECTION OF BARREL

THERE ARE 63 "C" BARS IN SECTION OF BARREL.
✱ ALL CONTINUOUS HIGH CHAIR UPPER (C.H.C.U.) @ 3′-0″ CTS.

SPLICE LENGTH CHART

BAR	SIZE	SPLICE LENGTH
A200	#4	1′-9″
A400	#5	2′-2″
B1, B3	#4	1′-5″
C1	#4	1′-11″

PROJECT NO. I-5986B

JOHNSTON COUNTY

STATION: 35+91.00 -Y33-

SHEET 3 OF 3

DocuSigned by: Amanda H. Sharpe B1D6FFF4ECEF4D2...

4/7/2020

NORTH CAROLINA PROFESSIONAL SEAL 043878 ENGINEER AMANDA H. SHARPE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 6 FT. X 9 FT.
CONCRETE BOX CULVERT
68° SKEW

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1			3			TOTAL SHEETS
2			4			5

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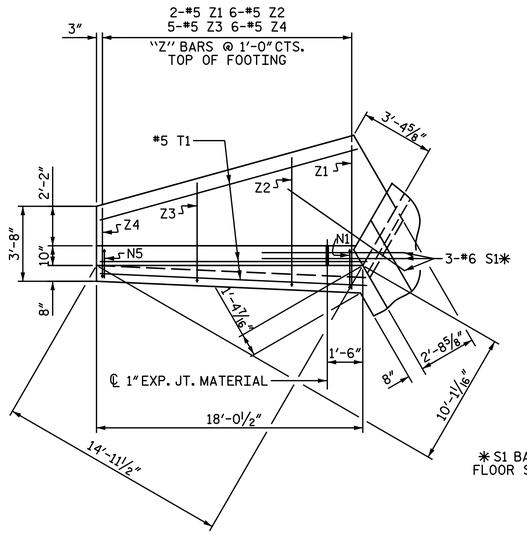
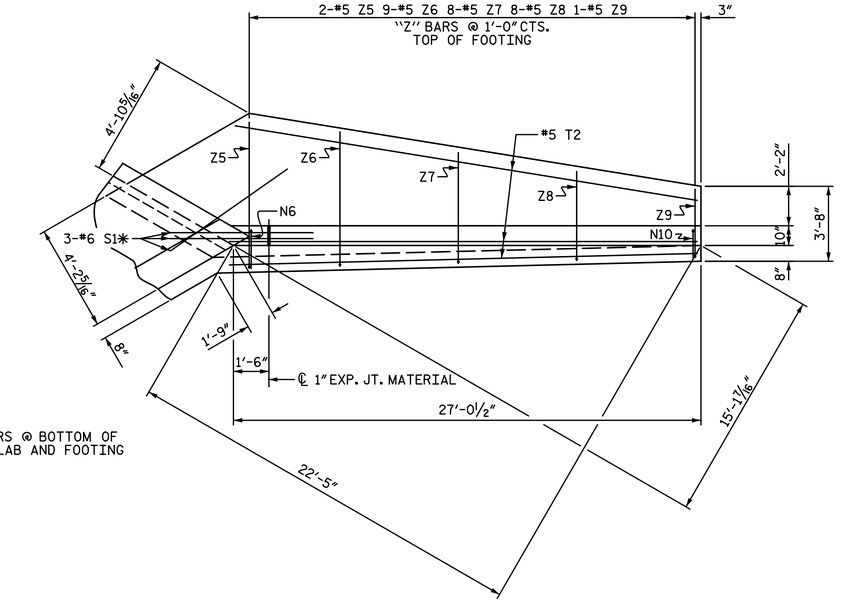
CHECKED BY : A. H. SHARPE DATE : 3-31-20

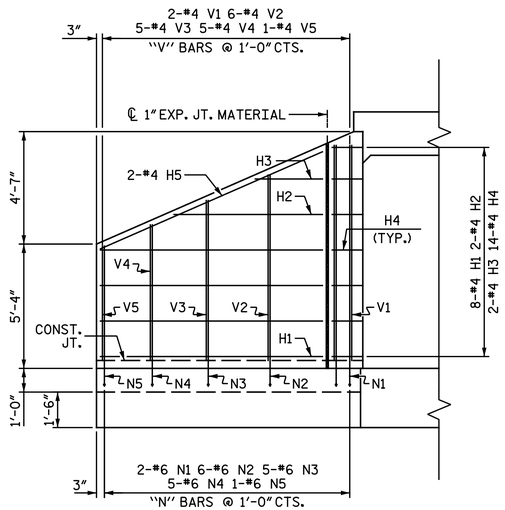


PLAN W2

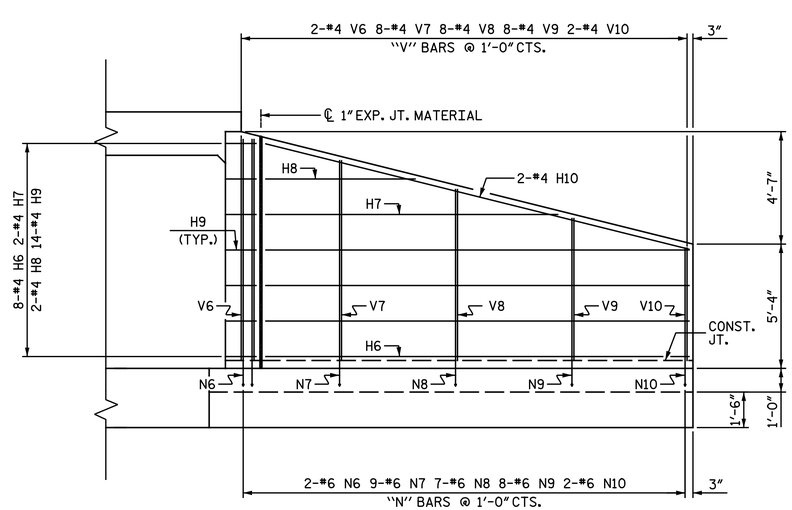


PLAN W1

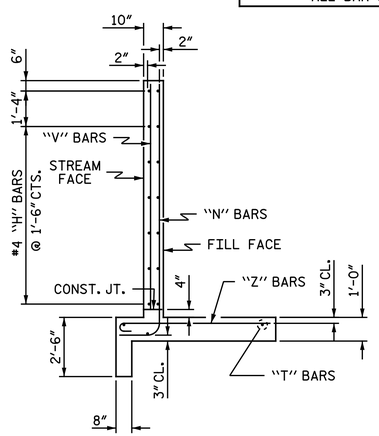
* S1 BARS @ BOTTOM OF FLOOR SLAB AND FOOTING



ELEVATION W2

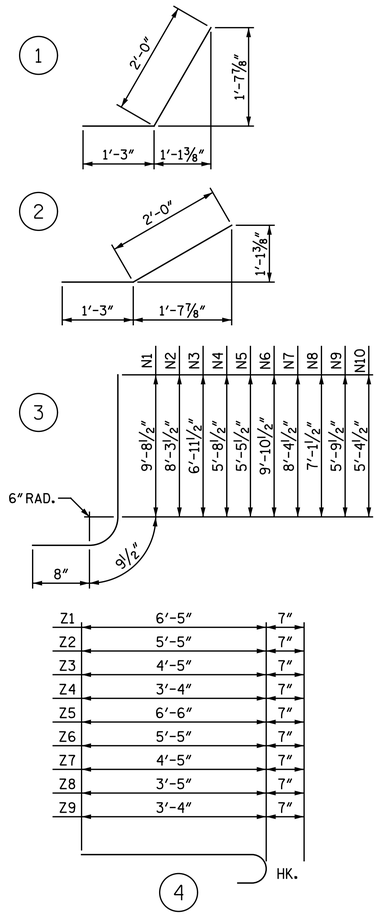


ELEVATION W1



TYPICAL WING SECTION

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
H1	16	#4	STR.	16' - 2"	173
H2	4	#4	STR.	10' - 10"	29
H3	4	#4	STR.	5' - 1"	14
H4	28	#4	1	3' - 3"	61
H5	4	#4	STR.	16' - 8"	45
H6	16	#4	STR.	25' - 2"	269
H7	4	#4	STR.	17' - 1"	46
H8	4	#4	STR.	8' - 5"	22
H9	28	#4	2	3' - 3"	61
H10	4	#4	STR.	25' - 6"	68
N1	4	#6	3	11' - 2"	67
N2	12	#6	3	9' - 9"	176
N3	10	#6	3	8' - 5"	126
N4	10	#6	3	7' - 2"	108
N5	2	#6	3	6' - 11"	21
N6	4	#6	3	11' - 4"	68
N7	18	#6	3	9' - 10"	266
N8	14	#6	3	8' - 7"	180
N9	16	#6	3	7' - 3"	174
N10	4	#6	3	6' - 10"	41
S1	12	#6	STR.	6' - 0"	108
T1	6	#5	STR.	17' - 8"	111
T2	6	#5	STR.	26' - 8"	167
V1	4	#4	STR.	9' - 2"	24
V2	12	#4	STR.	7' - 9"	62
V3	10	#4	STR.	6' - 5"	43
V4	10	#4	STR.	5' - 1"	34
V5	2	#4	STR.	4' - 10"	6
V6	4	#4	STR.	9' - 3"	25
V7	16	#4	STR.	7' - 11"	85
V8	16	#4	STR.	6' - 7"	70
V9	16	#4	STR.	5' - 2"	55
V10	4	#4	STR.	4' - 10"	13
Z1	4	#5	4	7' - 0"	29
Z2	12	#5	4	6' - 0"	75
Z3	10	#5	4	5' - 0"	52
Z4	12	#5	4	3' - 11"	49
Z5	4	#5	4	7' - 1"	30
Z6	18	#5	4	6' - 0"	113
Z7	16	#5	4	5' - 0"	83
Z8	16	#5	4	4' - 0"	67
Z9	2	#5	4	3' - 11"	8
REINFORCING STEEL FOR 4 WINGS				LBS.	3,324
CLASS A CONCRETE					
4 WINGS				C.Y.	44.5
2 HEADWALLS				C.Y.	1.4
2 END CURTAIN WALLS				C.Y.	1.3
				TOTAL C.Y.	47.2

PROJECT NO. I-5986B

JOHNSTON COUNTY

STATION: 35+91.00 -Y33-

DocuSigned by: Amanda H. Sharpe 81D6FFF4ECEF4D7...

4/10/2020

NORTH CAROLINA PROFESSIONAL SEAL 043878 ENGINEER AMANDA H. SHARPE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

WINGS FOR CONCRETE BOX CULVERT

H = 9'-0" SLOPE = 3:1
68° SKEW

DRAWN BY : N. B. SPEAKS DATE : 2-6-20
CHECKED BY : A. H. SHARPE DATE : 3-31-20

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NO.	BY:	DATE:	NO.	BY:	DATE:	CI-4
1			3			TOTAL SHEETS
2			4			5

LOAD AND RESISTANCE FACTOR RATING (LRFR) SUMMARY FOR REINFORCED CONCRETE BOX CULVERTS

LEVEL		VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING (#)	MINIMUM RATING FACTORS (RF)	TONS = W × RF	STRENGTH I LIMIT STATE									COMMENT NUMBER
							LIVE-LOAD FACTORS (γ_{LL})	MOMENT				SHEAR				
								RATING FACTOR	BOX NO.	ELEMENT TYPE	DISTANCE FROM LEFT END OF ELEMENT (ft)	RATING FACTOR	BOX NO.	ELEMENT TYPE	DISTANCE FROM LEFT END OF ELEMENT (ft)	
DESIGN LOAD RATING		HL-93 (INVENTORY)	N/A	1	1.62	--	1.75	1.84	1	TOP SLAB	2.67	1.62	1	BOTTOM SLAB	5.79	
		HL-93 (OPERATING)	N/A		2.10	--	1.35	2.38	1	TOP SLAB	2.67	2.10	1	BOTTOM SLAB	5.79	
		HS-20 (INVENTORY)	36.000	2	1.84	66.24	1.75	1.84	1	TOP SLAB	2.67	2.29	1	TOP SLAB	5.79	
		HS-20 (OPERATING)	36.000		2.38	85.68	1.35	2.38	1	TOP SLAB	2.67	2.97	1	TOP SLAB	5.79	
LEGAL LOAD RATING	SINGLE VEHICLE (SV)	SNSH	13.500		3.34	45.09	1.40	3.34	1	TOP SLAB	2.67	4.18	1	EXTERIOR WALL	0.86	
		SNGARBS2	20.000		3.13	62.60	1.40	3.13	1	TOP SLAB	2.67	4.01	1	TOP SLAB	0.87	
		SNAGRIS2	22.000		3.34	73.48	1.40	3.34	1	TOP SLAB	2.67	4.18	1	EXTERIOR WALL	0.86	
		SNCOTTS3	27.250		2.34	63.77	1.40	2.43	1	TOP SLAB	2.67	2.34	1	BOTTOM SLAB	5.79	
		SNAGGRS4	34.925		2.26	78.93	1.40	2.39	1	TOP SLAB	2.67	2.26	1	BOTTOM SLAB	5.79	
		SNS5A	35.550		2.67	94.92	1.40	2.93	1	TOP SLAB	2.67	2.67	1	BOTTOM SLAB	5.79	
		SNS6A	39.950		2.14	85.49	1.40	2.68	1	TOP SLAB	2.67	2.14	1	BOTTOM SLAB	5.79	
		SNS7B	42.000	3	2.10	88.20	1.40	2.74	1	TOP SLAB	2.67	2.10	1	BOTTOM SLAB	5.79	
	TRUCK TRACTOR SEMI-TRAILER (TTST)	TNAGRIT3	33.000		3.28	108.24	1.40	3.34	1	TOP SLAB	2.67	3.28	1	BOTTOM SLAB	5.79	
		TNT4A	33.075		2.84	93.93	1.40	2.89	1	TOP SLAB	2.67	2.84	1	BOTTOM SLAB	5.79	
		TNT6A	41.600		2.43	101.09	1.40	2.50	1	TOP SLAB	2.67	2.43	1	BOTTOM SLAB	5.79	
		TNT7A	42.000		2.66	111.72	1.40	2.66	1	TOP SLAB	2.67	2.67	1	BOTTOM SLAB	5.79	
		TNT7B	42.000		2.31	97.02	1.40	2.75	1	TOP SLAB	2.67	2.31	1	BOTTOM SLAB	5.79	
		TNAGRIT4	43.000		2.80	120.40	1.40	2.89	1	TOP SLAB	2.67	2.80	1	BOTTOM SLAB	5.79	
		TNAGT5A	45.000		2.80	126.00	1.40	3.03	1	TOP SLAB	2.67	2.80	1	BOTTOM SLAB	5.79	
		TNAGT5B	45.000		2.77	124.65	1.40	2.89	1	TOP SLAB	2.67	2.77	1	BOTTOM SLAB	5.79	

LOAD FACTORS:

DESIGN LOAD RATING FACTORS

LOAD TYPE	MAX FACTOR	MIN FACTOR
DC	1.25	0.90
DW	1.50	0.65
EV	1.30	0.90
EH	1.35	0.90
ES	1.35	0.90
LS	1.75	--
WA	1.00	--

NOTE:

RATING FACTORS ARE BASED ON THE STRENGTH I LIMIT STATE.

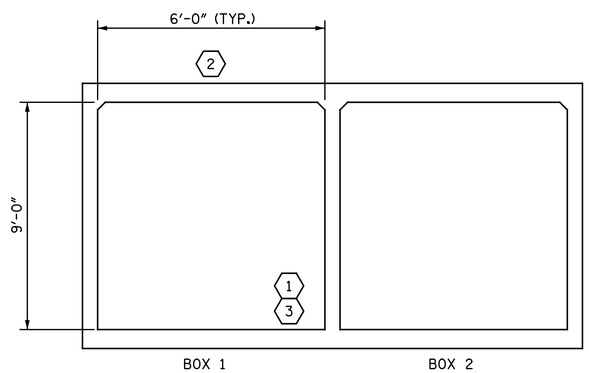
(#) CONTROLLING LOAD RATING

(1) DESIGN LOAD RATING (HL-93)

(2) DESIGN LOAD RATING (HS-20)

(3) LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE



LRFR SUMMARY

(LOOKING DOWNSTREAM)

PROJECT NO. I-5986B

JOHNSTON COUNTY

STATION: 35+91.00 -Y33-

DocuSigned by: Amanda H. Sharpe 81D6FFF4ECEF4D2...

4/7/2020

NORTH CAROLINA PROFESSIONAL SEAL 043878 ENGINEER AMANDA H. SHARPE

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NC License No.: F-1084

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

LRFR SUMMARY FOR REINFORCED CONCRETE BOX CULVERTS (NON-INTERSTATE TRAFFIC)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C1-5
1			3			TOTAL SHEETS
2			4			5

STD. NO. LRFR5

ASSEMBLED BY : N. B. SPEAKS		DATE : 2-10-20	
CHECKED BY : A. H. SHARPE		DATE : 2-13-20	
DRAWN BY : WMC 7/11	REV. 10/1/11	MAA/GM	
CHECKED BY : GM 7/11	REV. 12/17	MAA/THC	

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

REV. 6-16-95 EEM (c) RGW REV. 5-7-03 RWW (c) JTE REV. 10-1-11 MAA (c) GM
REV. 8-16-99 RWW (c) LES REV. 5-1-06 TLA (c) GM REV. 12-17 MAA (c) THC