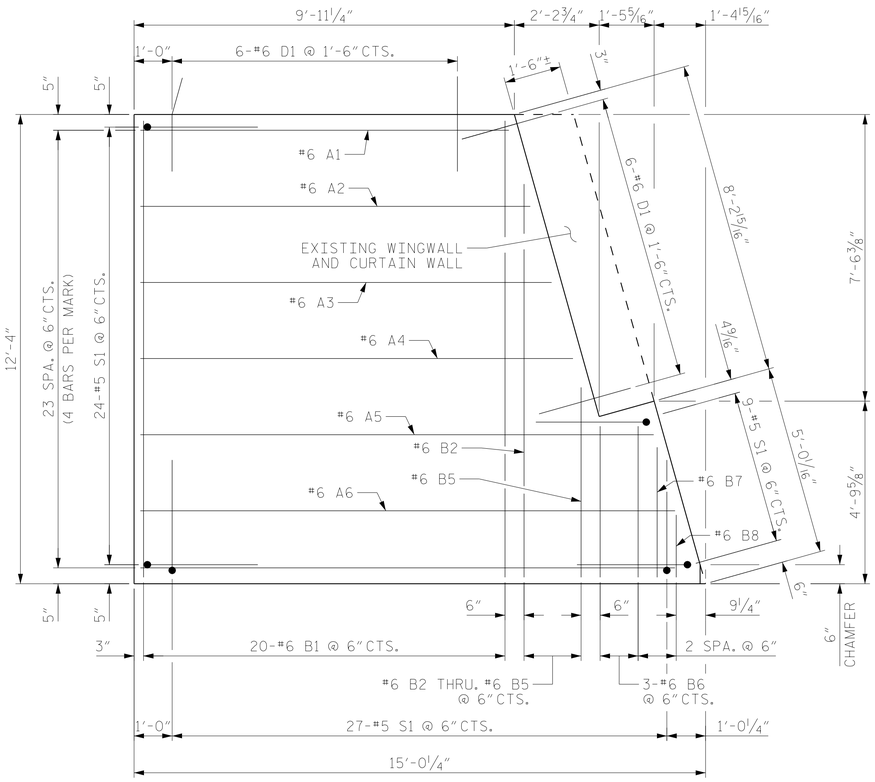
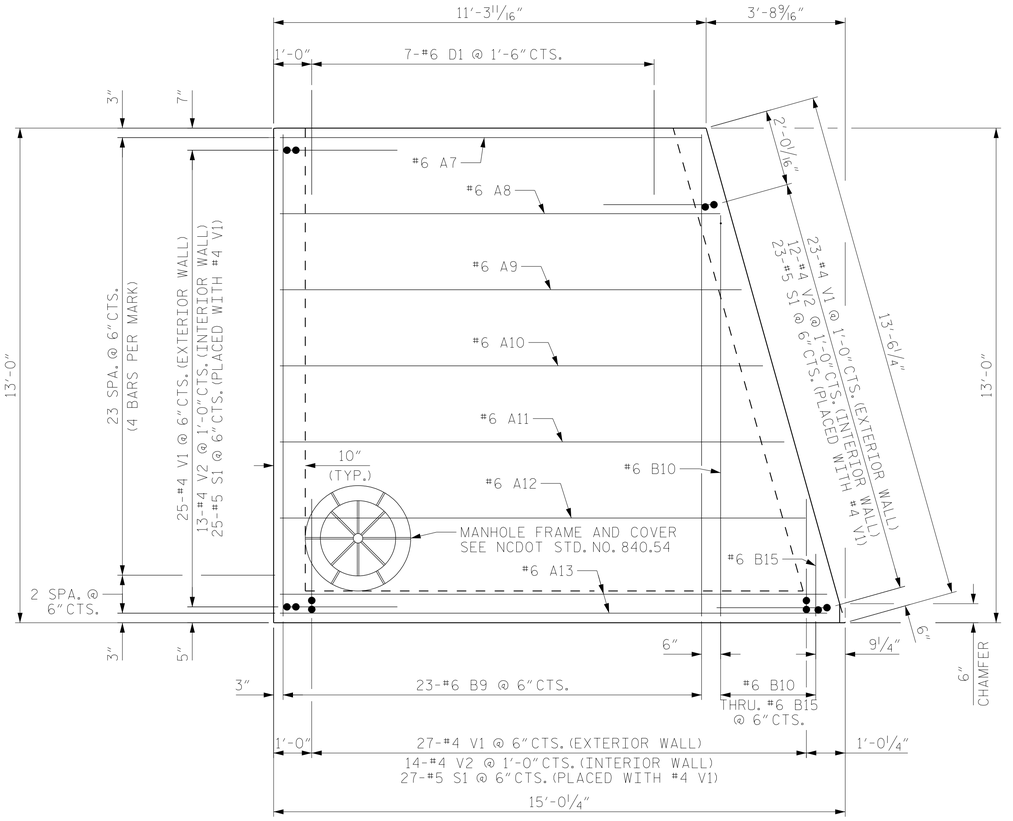
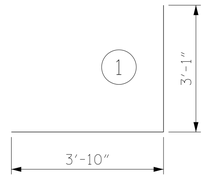


PLAN OF FLOOR SLAB

72″RCP NOT SHOWN FOR CLARITY



PLAN OF ROOF SLAB



S1 BAR

NOTES:

ALL EXPOSED CORNERS TO BE CHAMFERED 1″.

CLASS ″A″ CONCRETE TO BE USED THROUGHOUT.

IF REINFORCED CONCRETE PIPE IS SET IN BASE SLAB OF BOX, ADD TO BASE AS SHOWN ON STANDARD DRAWING 840.00.

THE COST OF REINFORCING STEEL BARS SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF ″REINFORCED CONCRETE DRAINAGE STRUCTURE.″

REINFORCING STEEL SHALL BE CUT, BENT, OR RELOCATED TO POSITION PIPE AS DIRECTED BY THE ENGINEER.

ALL MATERIAL AND WORKMANSHIP SHALL BE OF GOOD QUALITY AND SHALL BE APPROVED BY THE ENGINEER.

USE FORMS TO CONSTRUCT THE FLOOR SLAB.

REBARS CROSSING PIPE OPENING OR PASSING WITHIN 2″OF A PIPE SHALL BE CUT, BENT, OR OTHERWISE RESHAPED SO AS TO CLEAR THE OPENING.

FIELD BEND #6 D1 BARS AS NECESSARY FOR DOWELING INTO EXISTING REINFORCED CONCRETE BOX CULVERT.

DIMENSIONS ARE FROM BEST INFORMATION AVAILABLE. MEASUREMENTS SHALL BE FIELD VERIFIED.

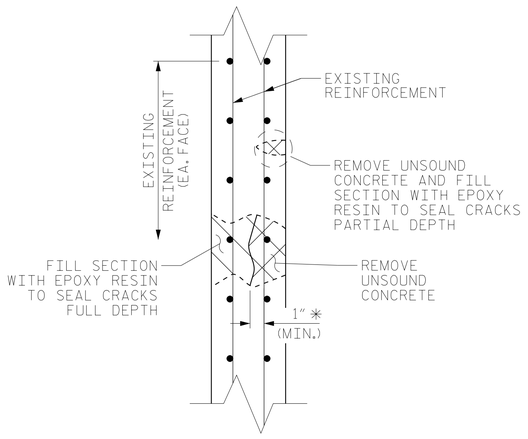
THE MINIMUM COVER TO REINFORCEMENT SHALL BE 2″UNLESS NOTED OTHERWISE.

CONCRETE QUANTITIES DO NOT ACCOUNT FOR PIPE OPENINGS.

FOR REPAIR SEQUENCE FOR CRACKS, SEE EPOXY RESIN INJECTION SPECIAL PROVISION.

PROVIDE STEPS AT 12″CENTERS IN ACCORDANCE WITH NCDOT STD. NO. 840.66.

ADJUST THE STEEL, CONCRETE, AND BRICK MASONRY QUANTITIES TO INCLUDE THE ADDITION OF THE MANHOLE (I.E. DIAGONAL BARS SHORTENED AROUND OPENING IN TOP SLAB, ADDITIONAL VARIABLE HEIGHT BRICK MASONRY, OPENING IN TOP SLAB.)



EXTERIOR WALLS CRACK REPAIR

*1″DIMENSION IS FROM REINFORCMENT OR LIMIT OF CRACK DEPTH, WHICHEVER IS FURTHER IN DEPTH FROM THE INTERIOR FACE.

BILL OF MATERIAL

JUNCTION BOX 0528

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
A1	4	#6	STR	9′-8″	58	B11	1	#6	STR	8′-10″	13
A2	4	#6	STR	10′-3″	62	B12	1	#6	STR	7′-1″	11
A3	4	#6	STR	10′-10″	65	B13	1	#6	STR	5′-3″	8
A4	4	#6	STR	11′-4″	68	B14	1	#6	STR	3′-6″	5
A5	4	#6	STR	13′-6″	81	B15	1	#6	STR	1′-10″	3
A6	4	#6	STR	14′-1″	85						
A7	4	#6	STR	11′-0″	66	D1	35	#6	STR	2′-6″	131
A8	4	#6	STR	11′-6″	69						
A9	4	#6	STR	12′-1″	73	E1	28	#6	STR	6′-0″	252
A10	4	#6	STR	12′-8″	76	E2	16	#5	STR	4′-7″	76
A11	4	#6	STR	13′-3″	80						
A12	4	#6	STR	13′-10″	83	H1	16	#5	STR	14′-5″	241
A13	2	#6	STR	14′-5″	43	H2	16	#5	STR	12′-8″	211
						H3	8	#5	STR	4′-5″	37
B1	20	#6	STR	12′-0″	360	H4	2	#5	STR	5′-10″	12
B2	1	#6	STR	10′-5″	16	H5	2	#5	STR	8′-0″	17
B3	1	#6	STR	8′-7″	13	H6	2	#5	STR	10′-3″	21
B4	1	#6	STR	6′-10″	10	H7	2	#5	STR	12′-5″	26
B5	1	#6	STR	5′-1″	8						
B6	3	#6	STR	4′-0″	18	S1	135	#5	1	6′-11″	974
B7	1	#6	STR	3′-6″	5						
B8	1	#6	STR	1′-10″	3	V1	75	#4	STR	6′-10″	342
B9	23	#6	STR	12′-8″	438	V2	39	#4	STR	9′-1″	237
B10	1	#6	STR	10′-7″	16						

REINFORCING STEEL	4,413 LBS.
CLASS ″A″ CONCRETE	19.8 C.Y.

PROJECT REFERENCE NO.	SHEET NO.
R-5799	2D-2

STRUCTURAL DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 052672 MATTHEW R. ACUÑA

6/15/2023

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

RS&H

NC FIRM LICENSE No: F-0493

DRAWN BY :	NSC	DATE :	10/2020
CHECKED BY :	MAL	DATE :	10/2020
DESIGN ENGINEER OF RECORD:	MAL	DATE :	10/2020

6/13/2023
X:\P\1030049021.R-5799.US 64-276 Intersection Design\Design\Roadway\Proj\Junction Box\0528\2D-2.dgn
Acosta, M