

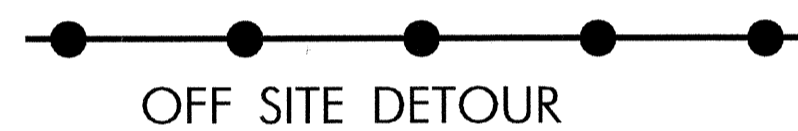
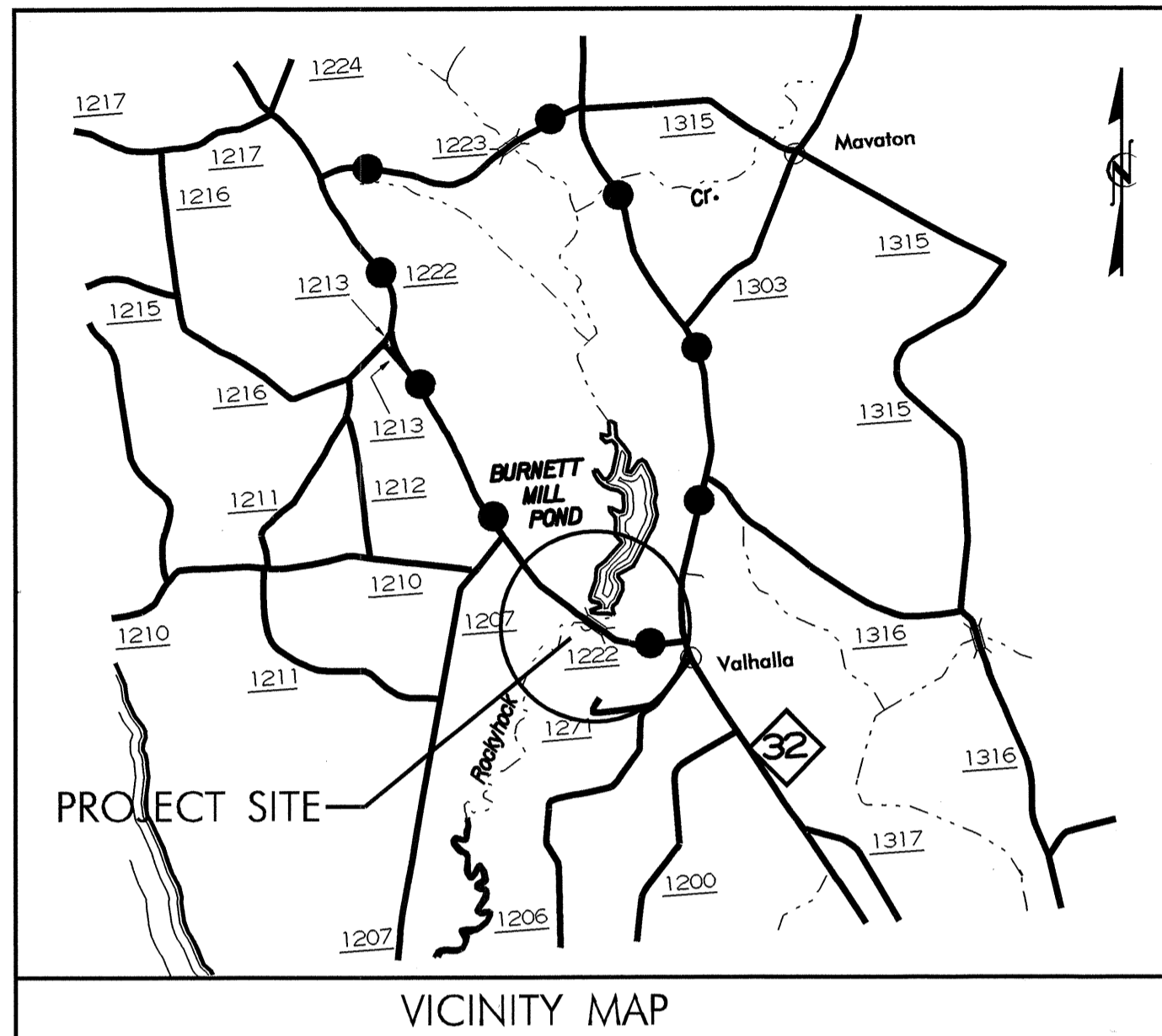
CONTRACT: C201469 TIP PROJECT: B-3636

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

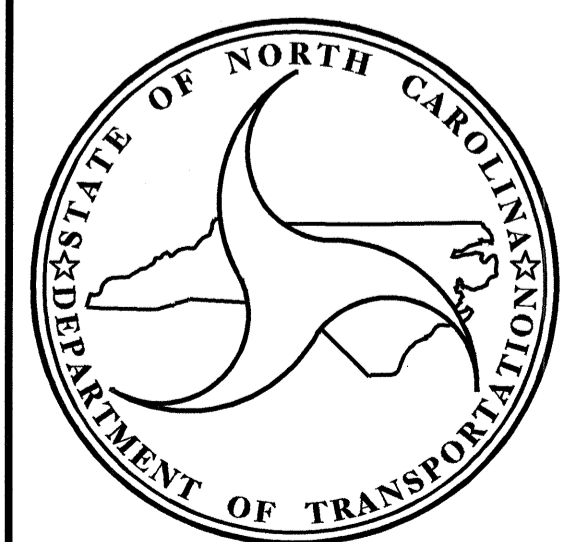
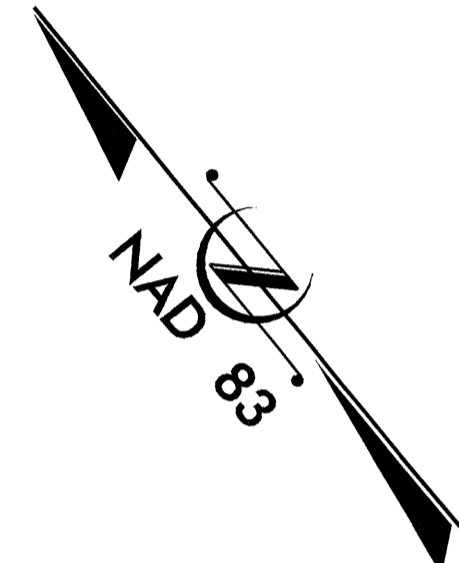
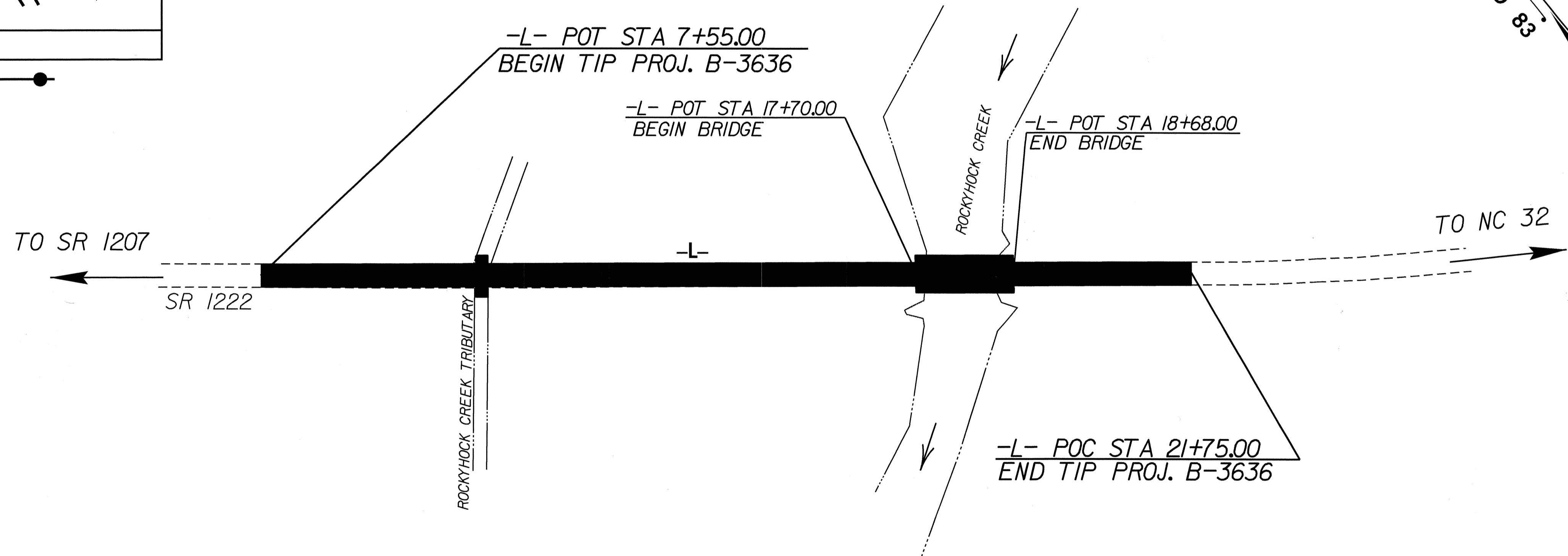
CHOWAN COUNTY

LOCATION: BRIDGE NO. 16 OVER ROCKYHOCK CREEK ON SR 1222
TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-3636		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33184.1.1	BRZ-1222(5)	PE	
33184.2.1	BRZ-1222(5)	RW, UTILITIES	
33184.3.1	BRZ-1222(5)	CONSTRUCTION	



STRUCTURE



DESIGN DATA

ADT 2004 = 2,540 vpd
ADT 2025 = 3,800 vpd
DHV = 10 %
D = 60 %
* T = 4 %
V = 60 MPH

*DUALS = 3% *TTST = 1%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-3636 = 0.250 MILES
LENGTH STRUCTURE TIP PROJECT B-3636 = 0.019 MILES
TOTAL LENGTH TIP PROJECT B-3636 = 0.269 MILES

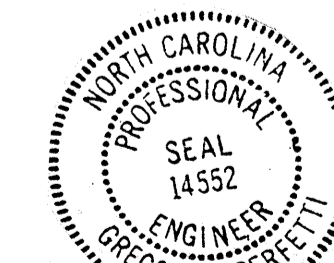
Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh, NC 27610

LETTING DATE:
MAY 16, 2006

OMAR R. AZIZI, PE
PROJECT ENGINEER

TIMOTHY L. COGGINS, PE
PROJECT DESIGN ENGINEER

STRUCTURE DESIGN UNIT



Gregory R. Peretti
3.24.06

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

F.E.
STATE HIGHWAY ENGINEER - DESIGN
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ADMINISTRATOR DATE

17+50

18+00

18+50

19+00

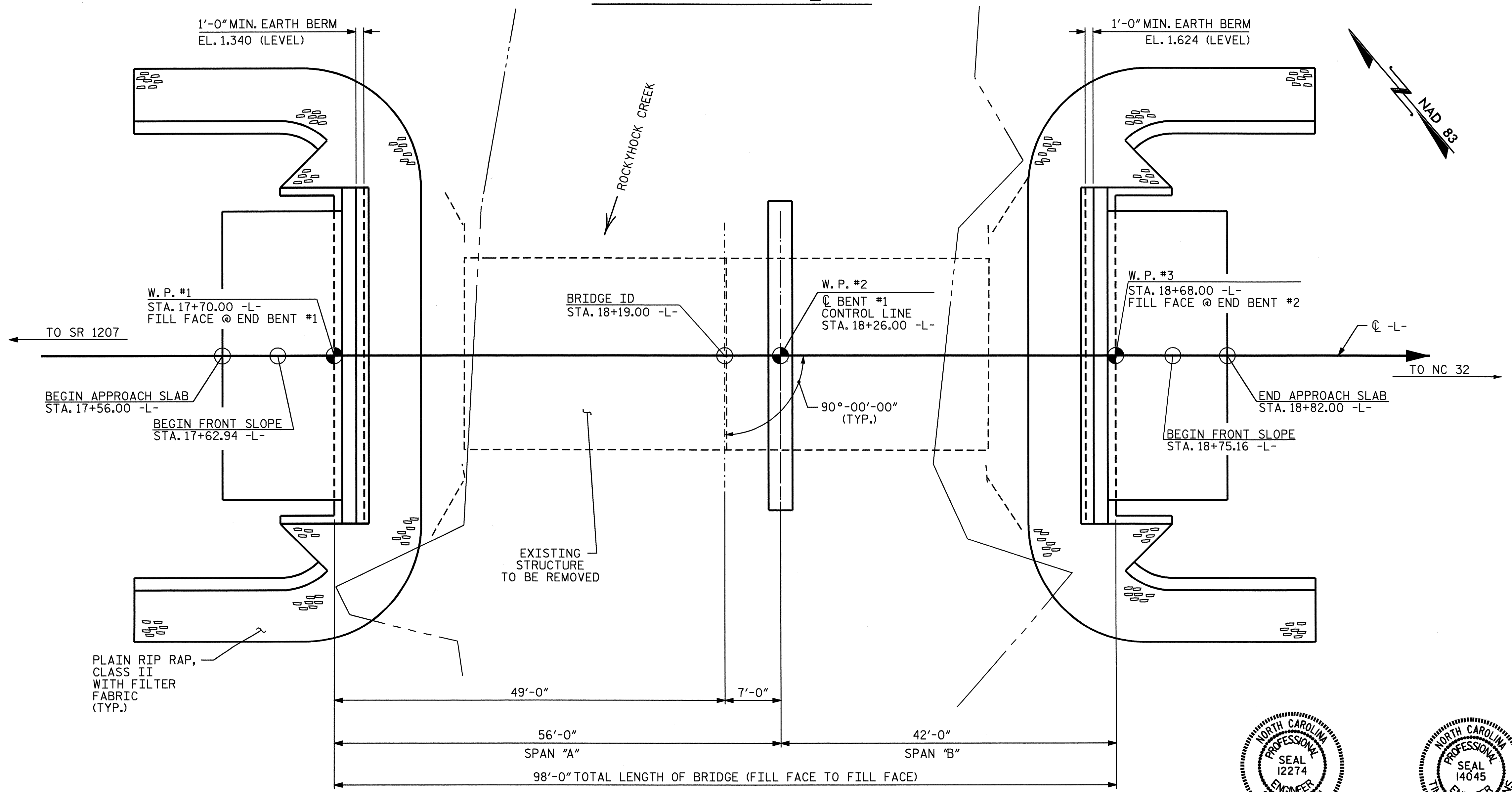
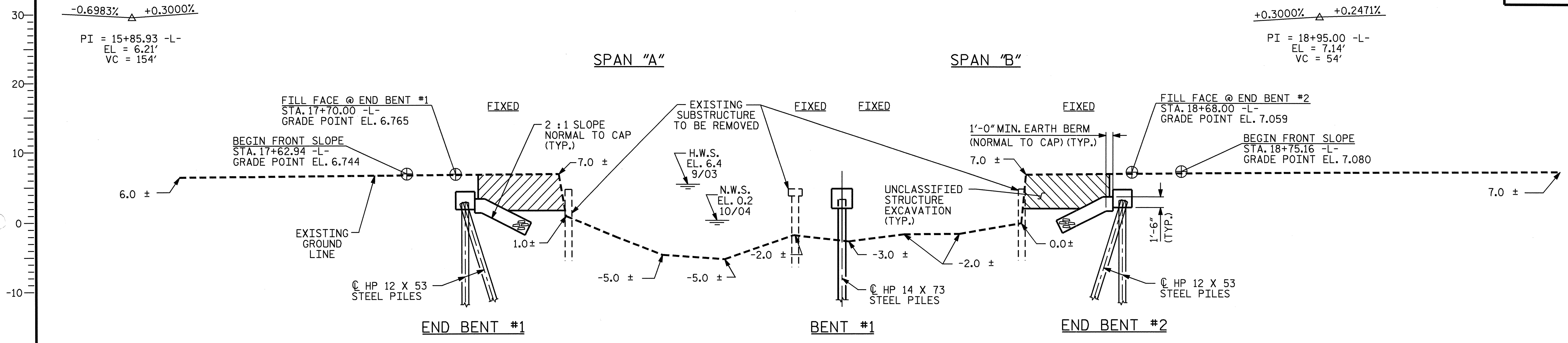
F. A. PROJECT NO. BRZ-1222(5)

GRADE DATA

-0.6983% Δ +0.3000%
PI = 15+85.93 -L-
EL = 6.21'
VC = 154'

GRADE DATA

+0.3000% Δ +0.2471%
PI = 18+95.00 -L-
EL = 7.14'
VC = 54'



PLAN
(PILES NOT SHOWN FOR CLARITY)

PROJECT NO. B-3636
CHOWAN COUNTY
STATION: 18+19.00 -L-

SHEET 1 OF 3 REPLACES BRIDGE #16

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING
FOR BRIDGE OVER ROCKYHOCK CREEK ON SR 1222 BETWEEN SR 1207 AND NC 32

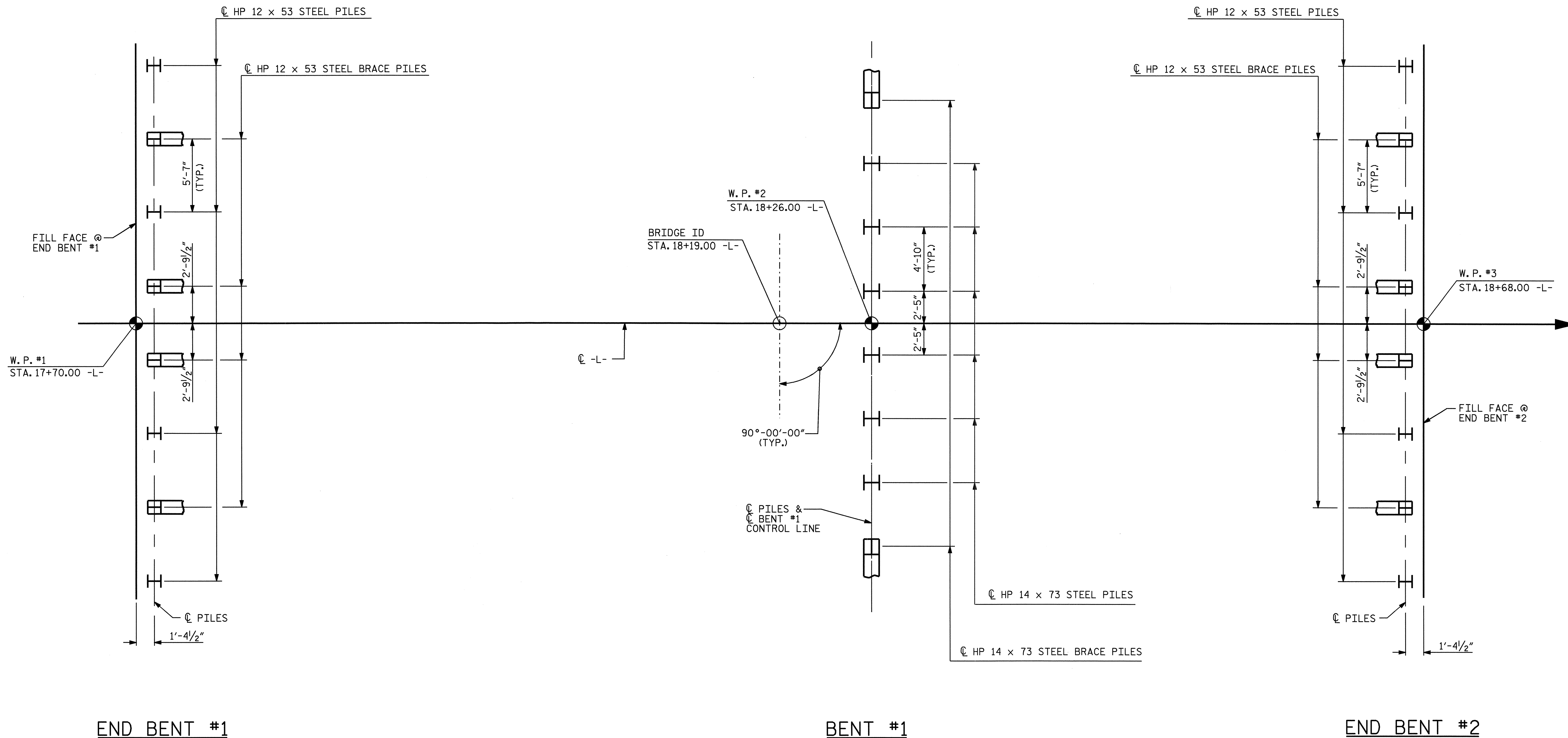


3/22/06

DRAWN BY: PEGGY ADKINS DATE: 2-05
CHECKED BY: B.N. BARODAWALA DATE: 11-05

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pdklns

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



FOUNDATION LAYOUT

DIMENSIONS LOCATING PILES ARE SHOWN TO THE PILE CENTERLINE.
 BRACE PILES AT THE END BENTS ARE TO BE BATTERED @ 3 : 12.
 BRACE PILES AT THE BENT ARE TO BE BATTERED @ 1 1/2 : 12.

PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER ROCKYHOCK
 CREEK ON SR 1222 BETWEEN
 SR 1207 AND NC 32

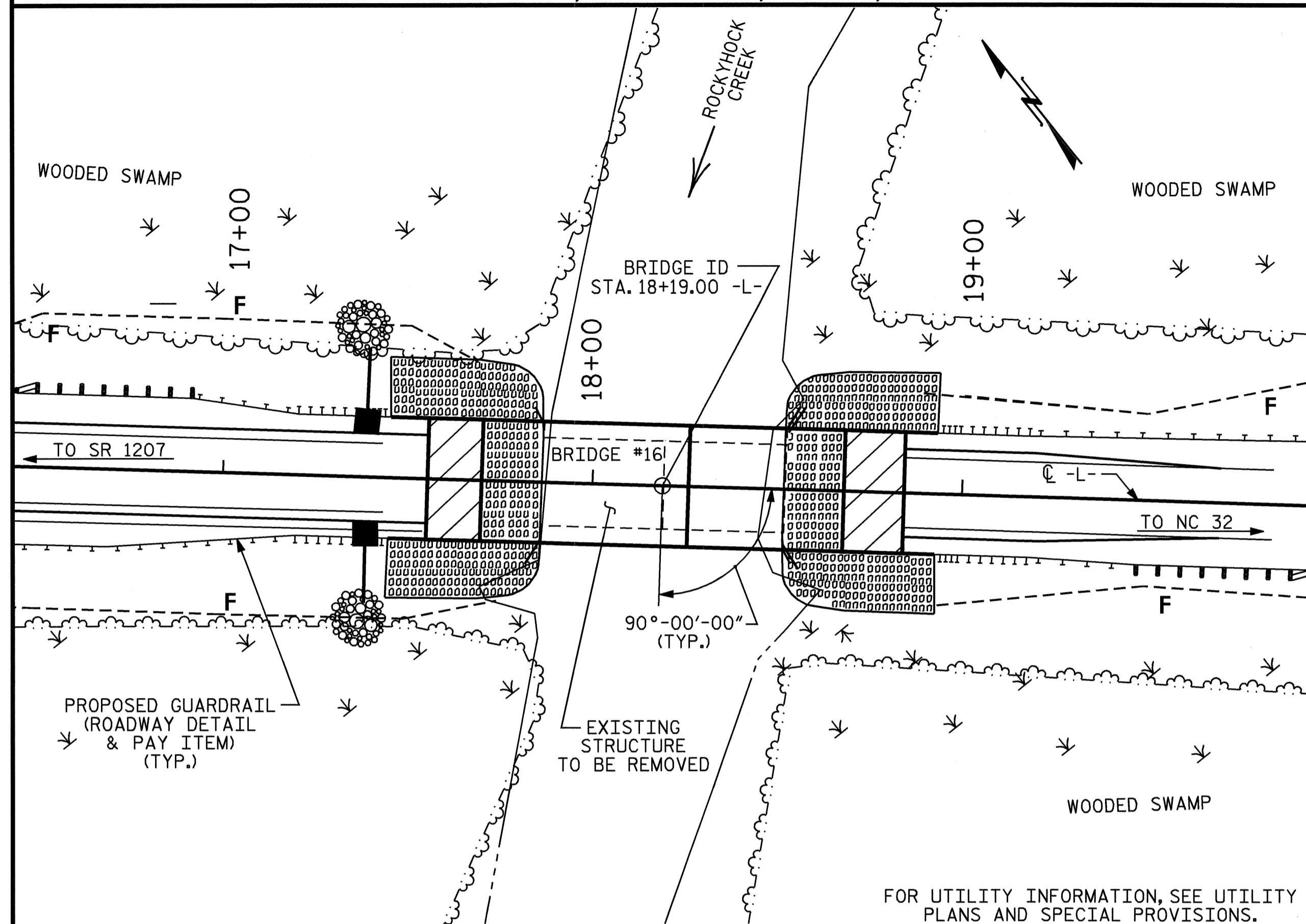


Timothy L. Cogans
 1/3/2006

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

DRAWN BY : PEGGY ADKINS DATE : 11-05
 CHECKED BY : B.N.BARODAWALA DATE : 11-05

BM "10": RR SPIKE IN BASE OF 12" GUM TREE;
STA. 17+43.50 -BL-, 69.5' RIGHT, EL. 1.9', NAVD 88.



LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING, EXCEPT THAT CORED SLAB UNITS HAVE BEEN DESIGNED FOR HS 25.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF 2 SPANS @ 33'-0" EACH WITH A CLEAR ROADWAY WIDTH OF 24.1', A REINFORCED CONCRETE DECK ON I-BEAMS SUPPORTED BY REINFORCED CONCRETE ABUTMENTS AND INTERIOR BENT (REINFORCED CONCRETE SOLID PIERS WIDENED WITH REINFORCED CONCRETE CAPS AND TIMBER PILES) AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 25 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THE ESTIMATED QUANTITY IS LESS THAN 500 CUBIC YARDS. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SPECIAL PROVISIONS.

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

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

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

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 SAMPLE 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.

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 18+19.00 -L-.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

SEE SPECIAL PROVISIONS FOR CONSTRUCTION OF SUPERSTRUCTURE.

SEE SPECIAL PROVISIONS FOR CONSTRUCTION OF SUBSTRUCTURE.

DRIVE PILES AT END BENT NO. 1 AND END BENT NO. 2 TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

DRIVE PILES AT BENT NO. 1 TO AN ELEVATION NO HIGHER THAN -37 FT. AND A MINIMUM BEARING CAPACITY OF 60 TONS EACH PLUS CAPACITY TO ACCOUNT FOR DOWN DRAG OR NEGATIVE SKIN FRICTION AND SCOUR.

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 IS ELEVATION -22 FT. BRIDGE MAINTENANCE USES SCOUR CRITICAL ELEVATIONS TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

PROVIDE GALVANIZED STEEL PILES AT BENT NO. 1 IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS AND THE GALVANIZING STEEL PILES SPECIAL PROVISION.

FOR STEEL H PILES, SEE SPECIAL PROVISIONS.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS.

THIS BRIDGE SHALL BE CONSTRUCTED USING SPAN B FOR TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE	=	1500 cfs
FREQUENCY OF DESIGN FLOOD	=	25 YR
DESIGN HIGH WATER ELEVATION	=	4.20'
DRAINAGE AREA	=	16.5 SQ. MI.
BASIC DISCHARGE (Q100)	=	2300 cfs
BASIC HIGH WATER ELEVATION	=	5.30'

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	=	3200 cfs
FREQUENCY OF OVERTOPPING FLOOD	=	- 500 YR
OVERTOPPING FLOOD ELEVATION	=	6.40' *

* ELEVATION AT BRIDGE SECTION;
ALL OTHER ELEVATIONS AT APPROACH SECTION

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	BRIDGE APPROACH SLAB	HP 12 X 53 STEEL PILES		HP 14 X 73 STEEL PILES		GALVANIZING STEEL PILES	PLAIN RIP RAP CLASS II (2'-0" THICK)	CONSTRUCTION OF SUBSTRUCTURE	CONSTRUCTION OF SUPERSTRUCTURE
				NO.	LIN.FT.	NO.	LIN.FT.				
	LUMP SUM	LUMP SUM	LUMP SUM							LUMP SUM	LUMP SUM
SUPERSTRUCTURE			LUMP SUM								LUMP SUM
END BENT NO. 1		LUMP SUM		8	360				133	LUMP SUM	
BENT NO. 1						8	400	LUMP SUM		LUMP SUM	
END BENT NO. 2		LUMP SUM		8	360				120	LUMP SUM	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	16	720	8	400	LUMP SUM	253	LUMP SUM	LUMP SUM

PROJECT NO. B-3636

CHOWAN COUNTY

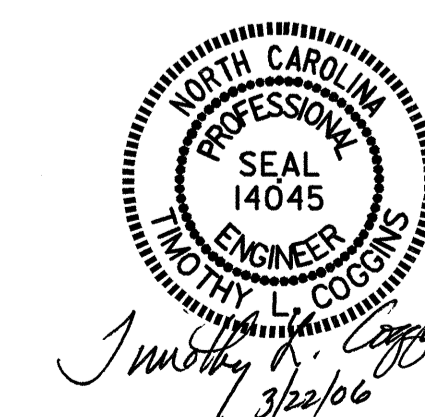
STATION: 18+19.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

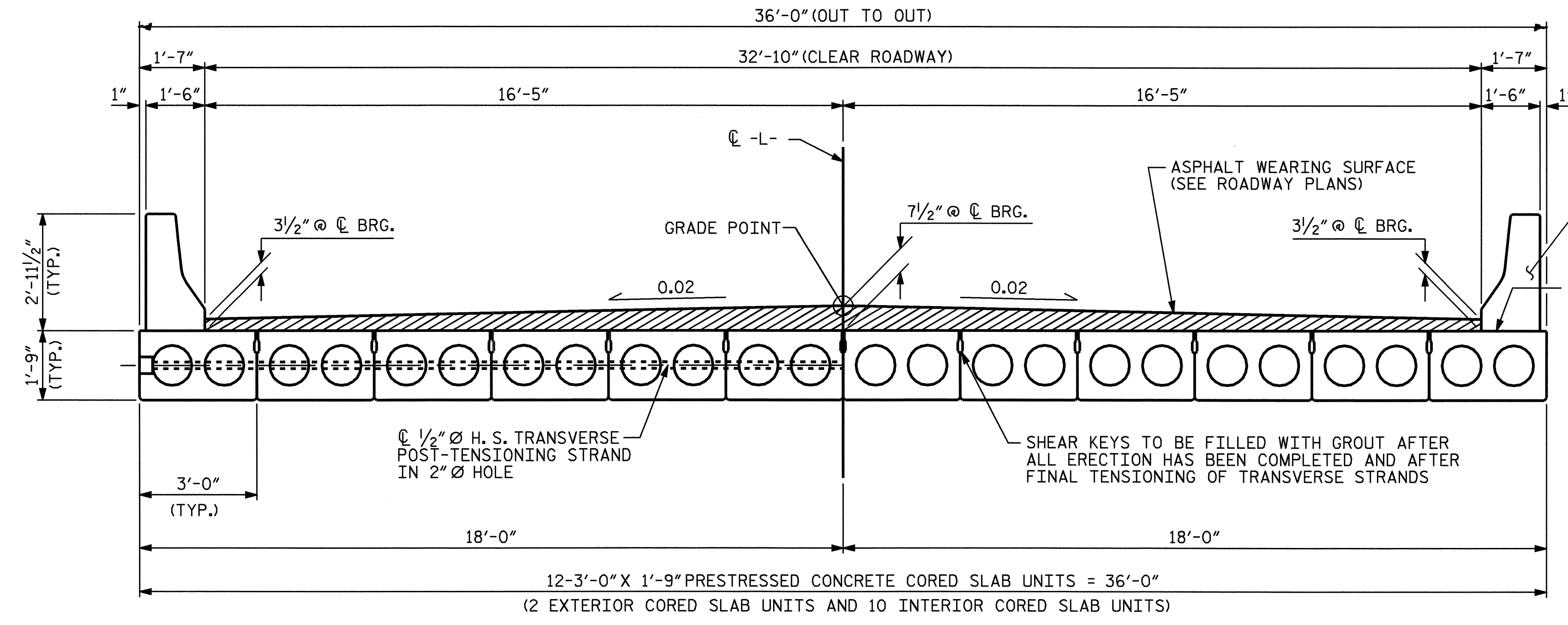
FOR BRIDGE OVER ROCKYHOCK CREEK ON SR 1222 BETWEEN SR 1207 AND NC 32



DRAWN BY : PEGGY ADKINS DATE : 2-05
CHECKED BY : B.N.BARODAWALA DATE : 11-05

REVISIONS						TOTAL SHEETS
NO.	BY:	DATE:	NO.	BY:	DATE:	18
1			3			
2			4			

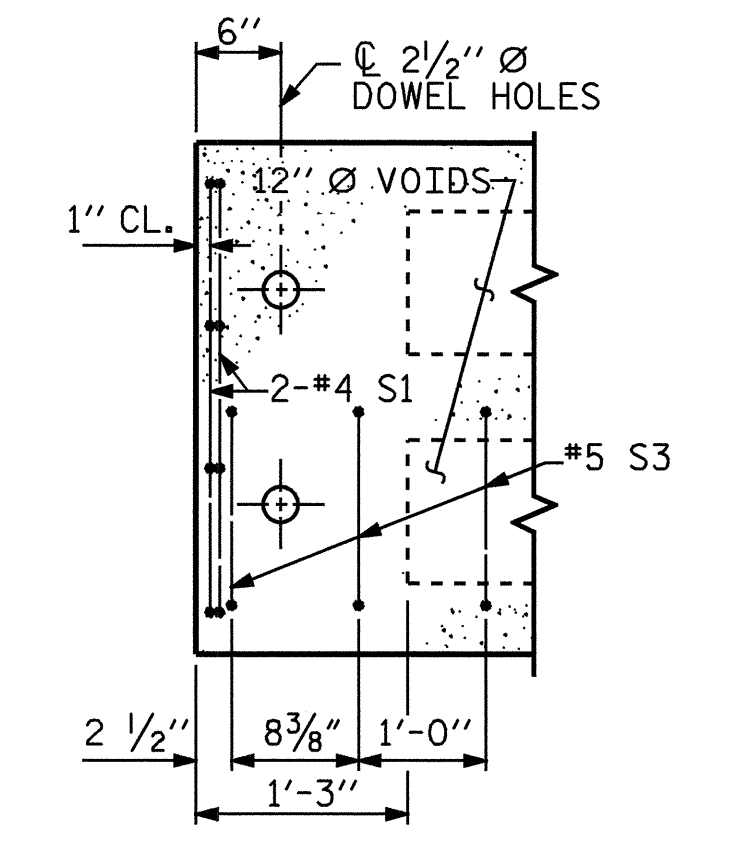
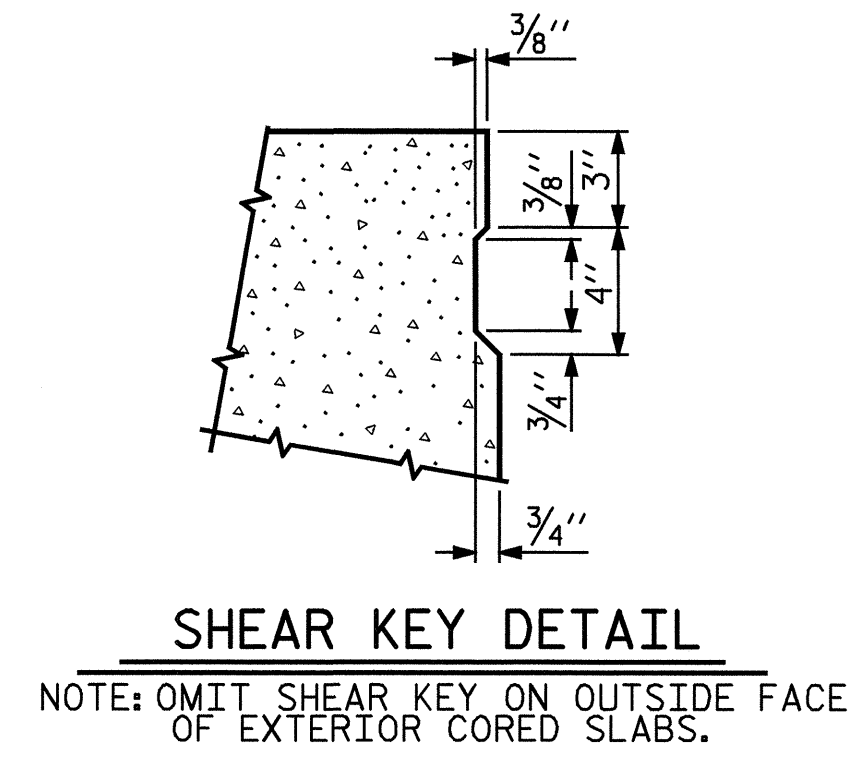
SHEET NO. S-3



HALF SECTION @ INTERMEDIATE DIAPHRAGM

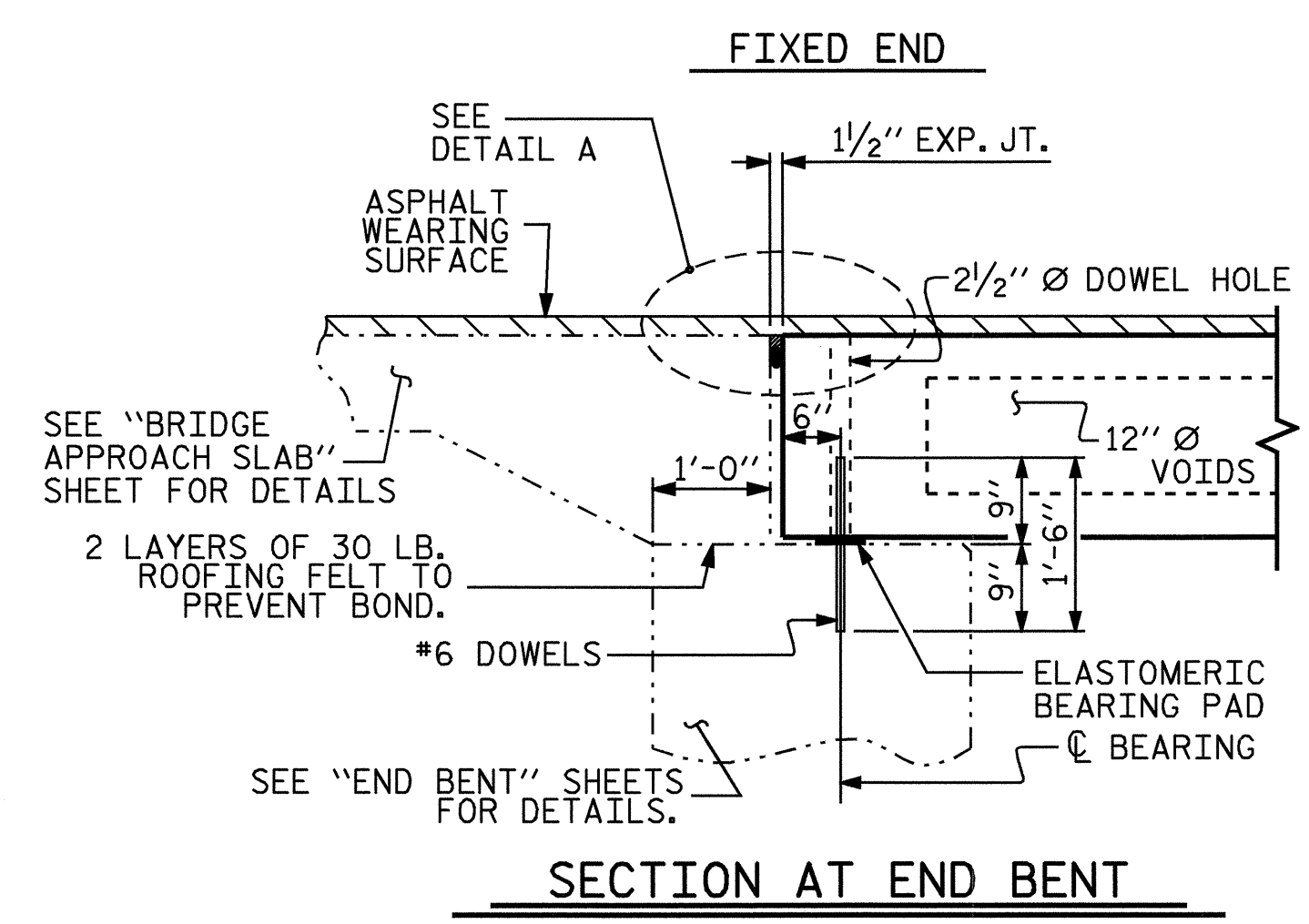
HALF SECTION @ END BENT & BENT

TYPICAL SECTION

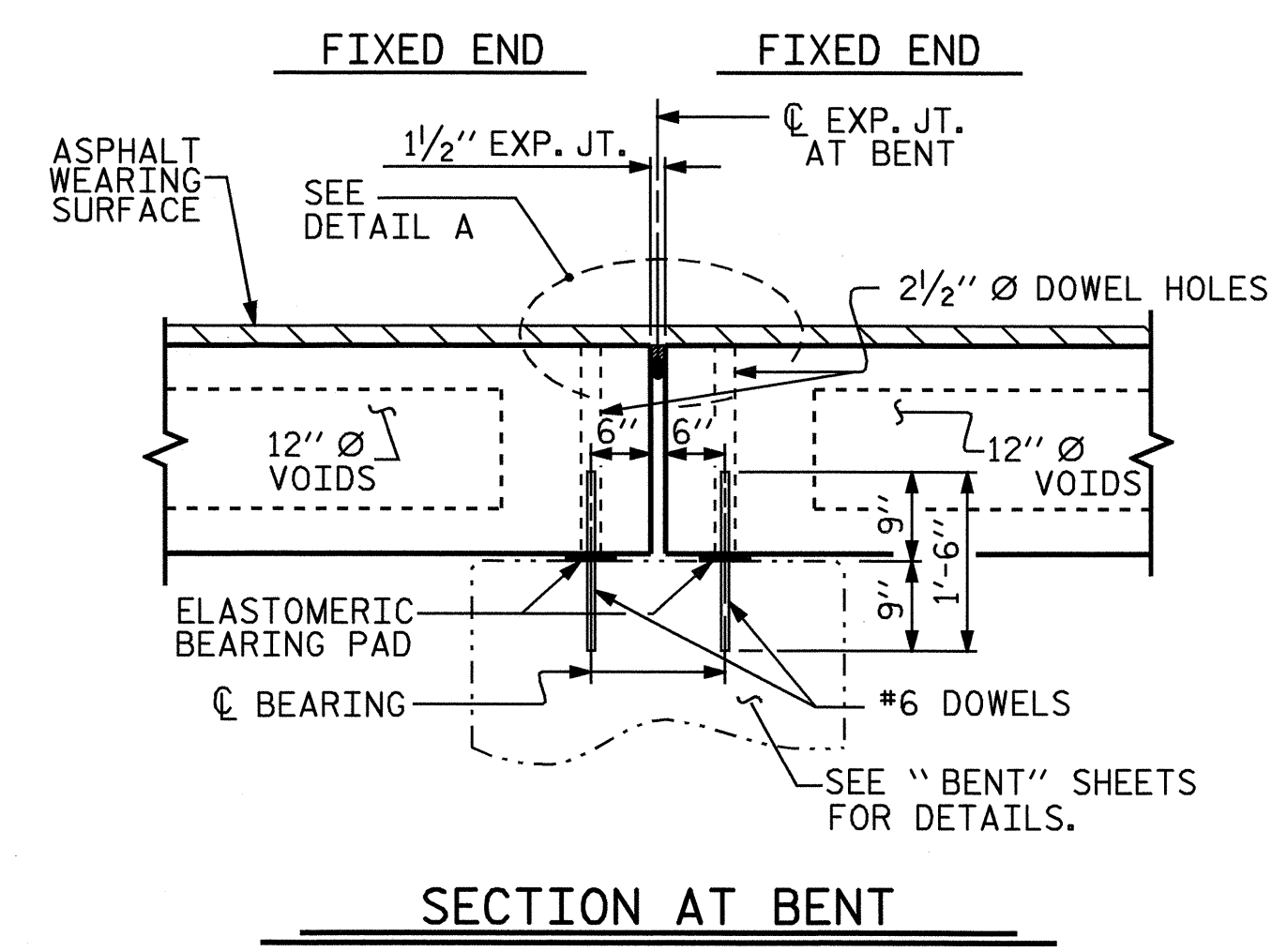


PART PLAN-EXTERIOR SECTION

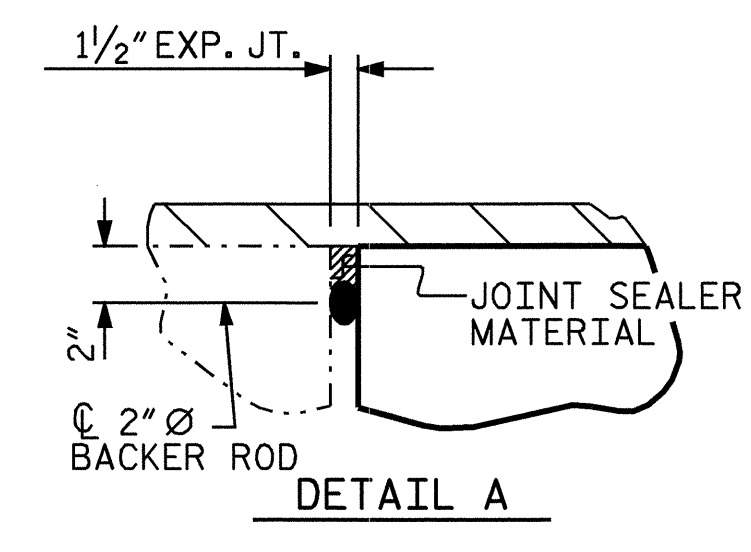
NOTE: EXTERIOR SECTION SHOWN-INTERIOR SECTION SIMILAR EXCEPT OMIT S3 BARS.



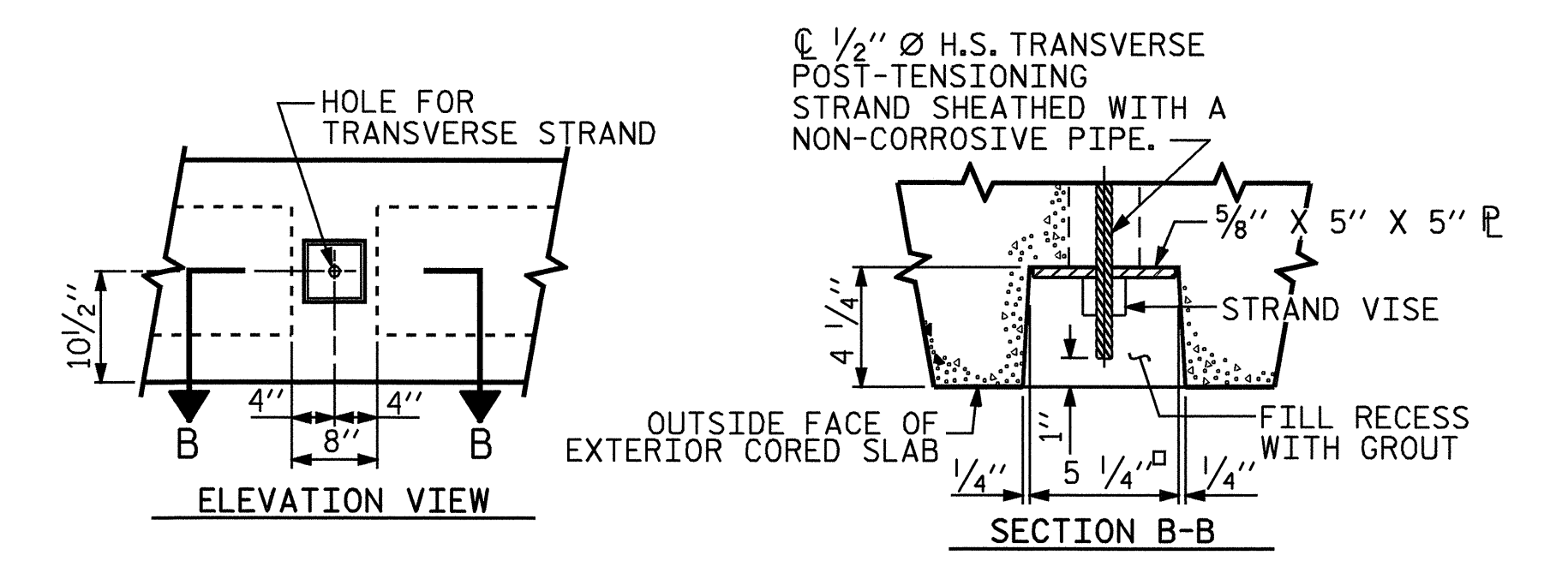
SECTION AT END BENT



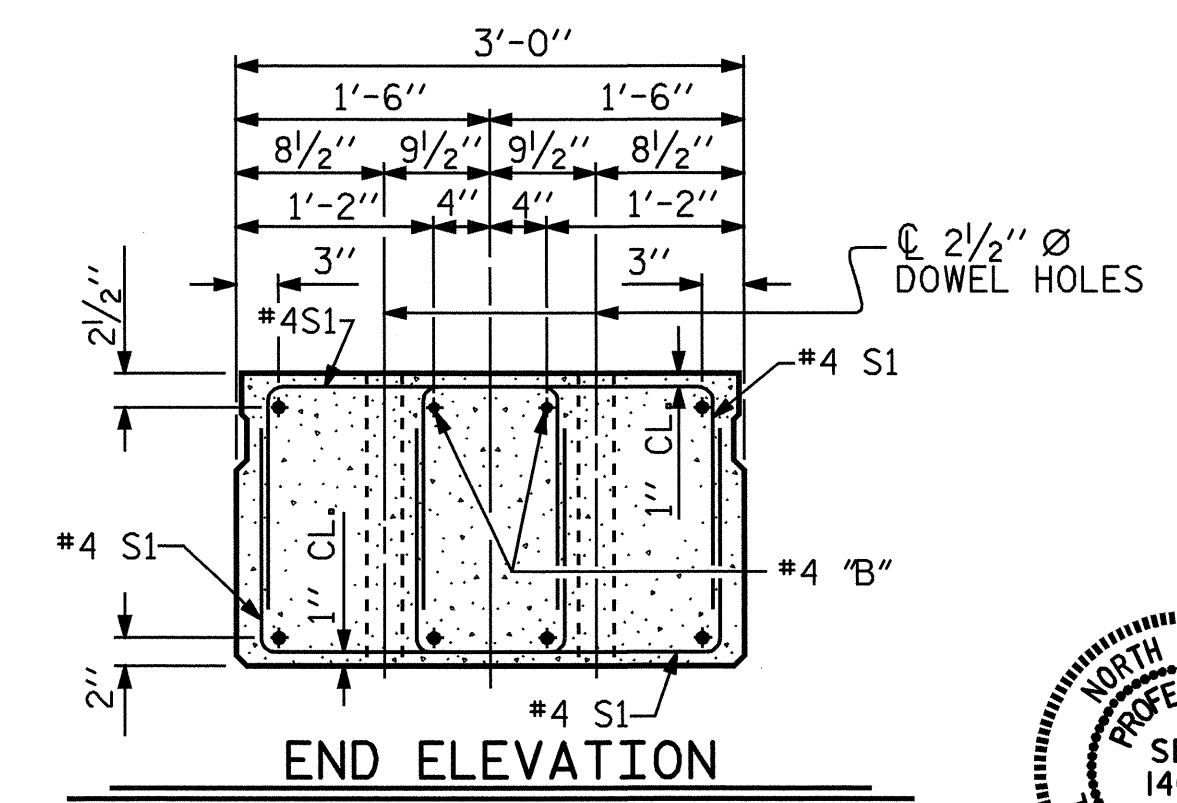
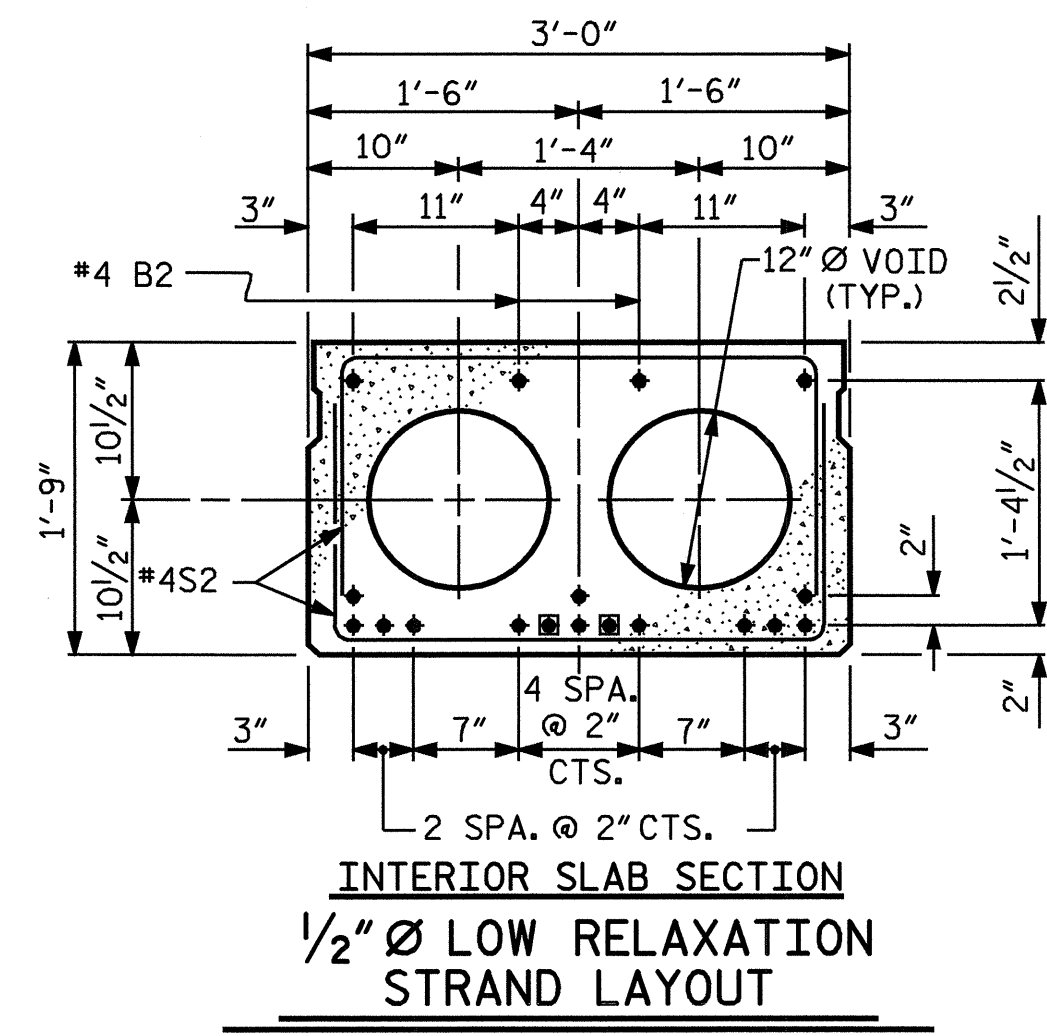
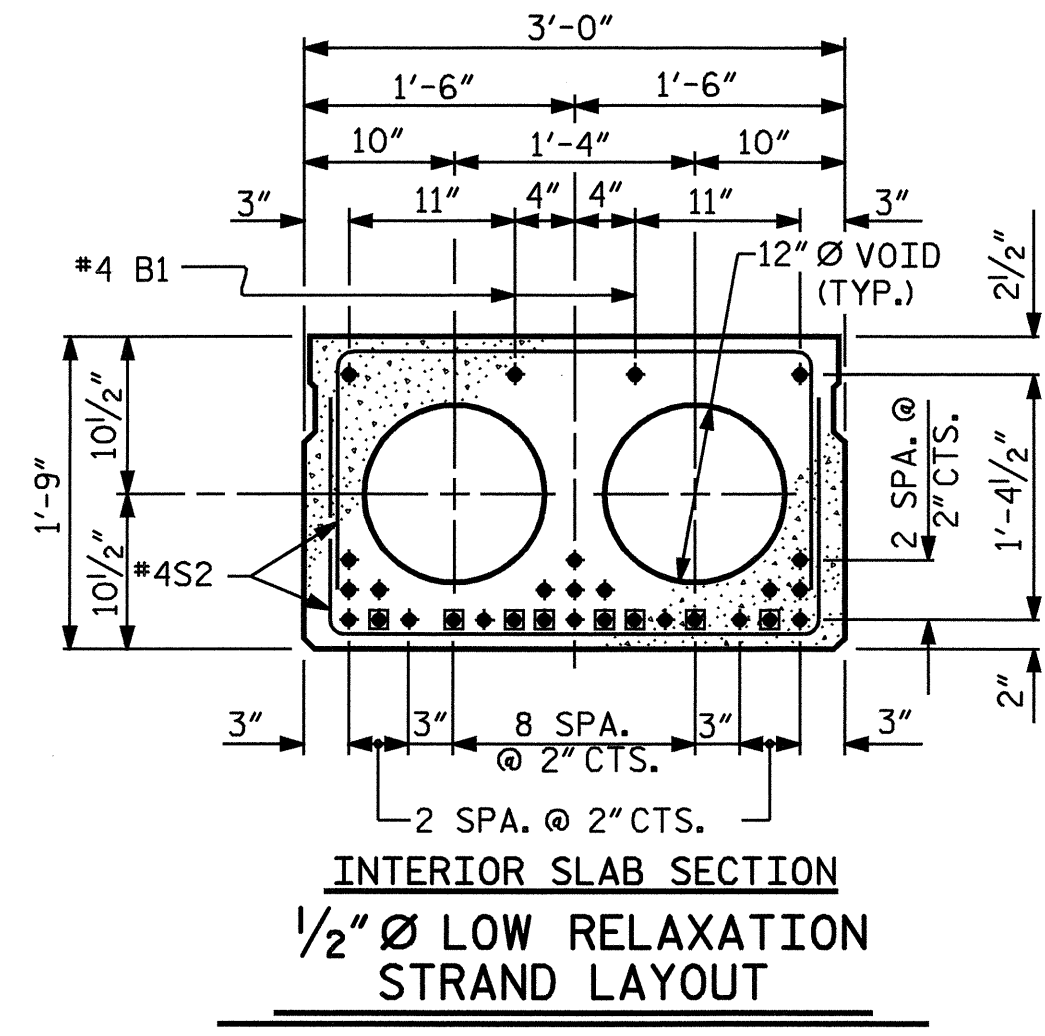
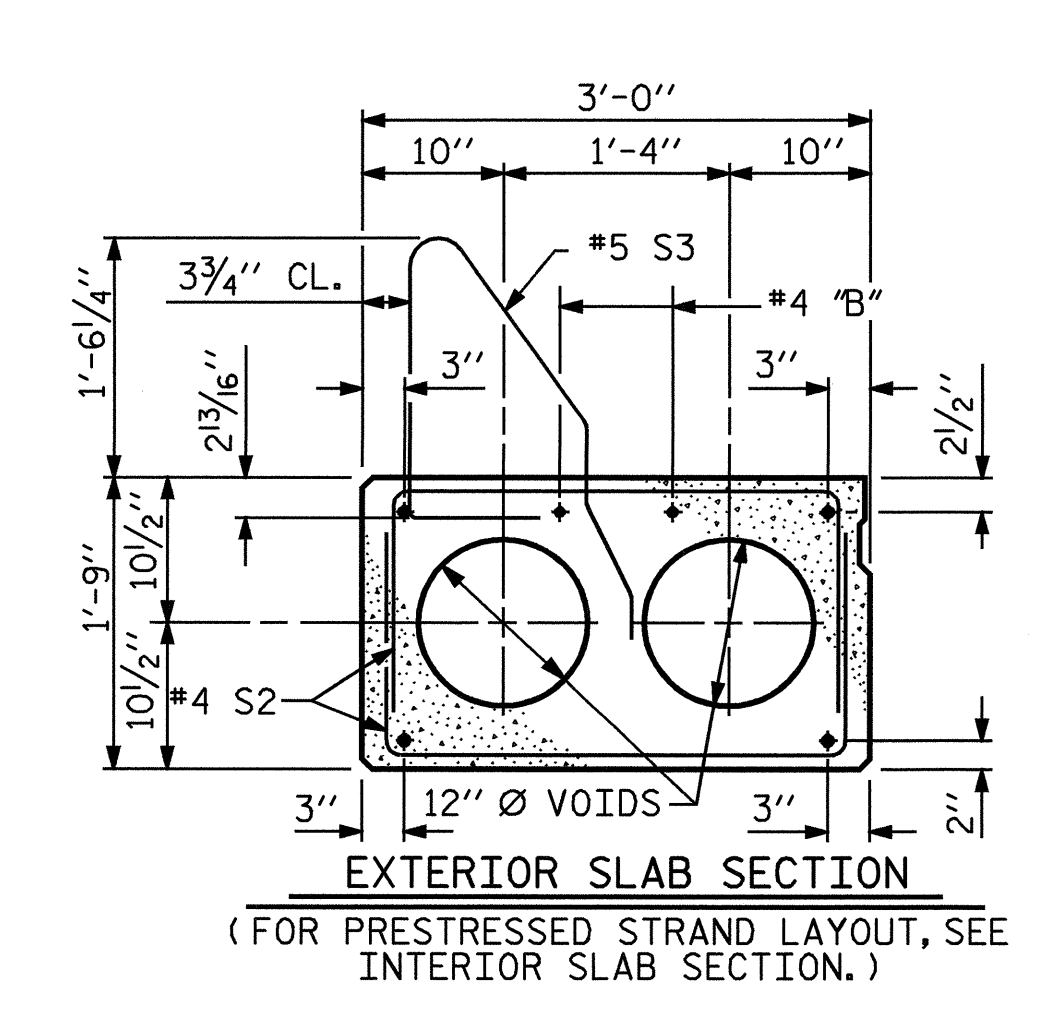
SECTION AT BENT



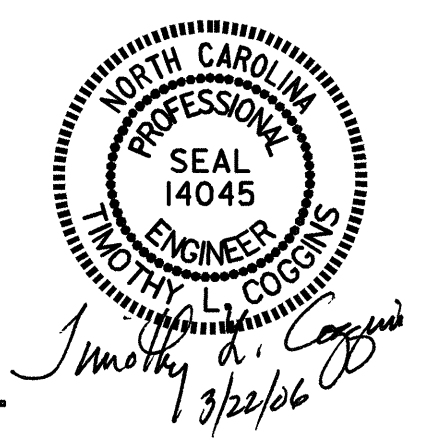
DETAIL A



GROUTED RECESS AT END OF POST-TENSIONED STRAND CORED SLABS



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



PROJECT NO. B-3636
CHOWAN COUNTY
STATION: 18+19.00 -L-

SHEET 1 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD
3'-0" X 1'-9"
PRESTRESSED CONCRETE
CORED SLAB UNIT

OCTOBER 1981

REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

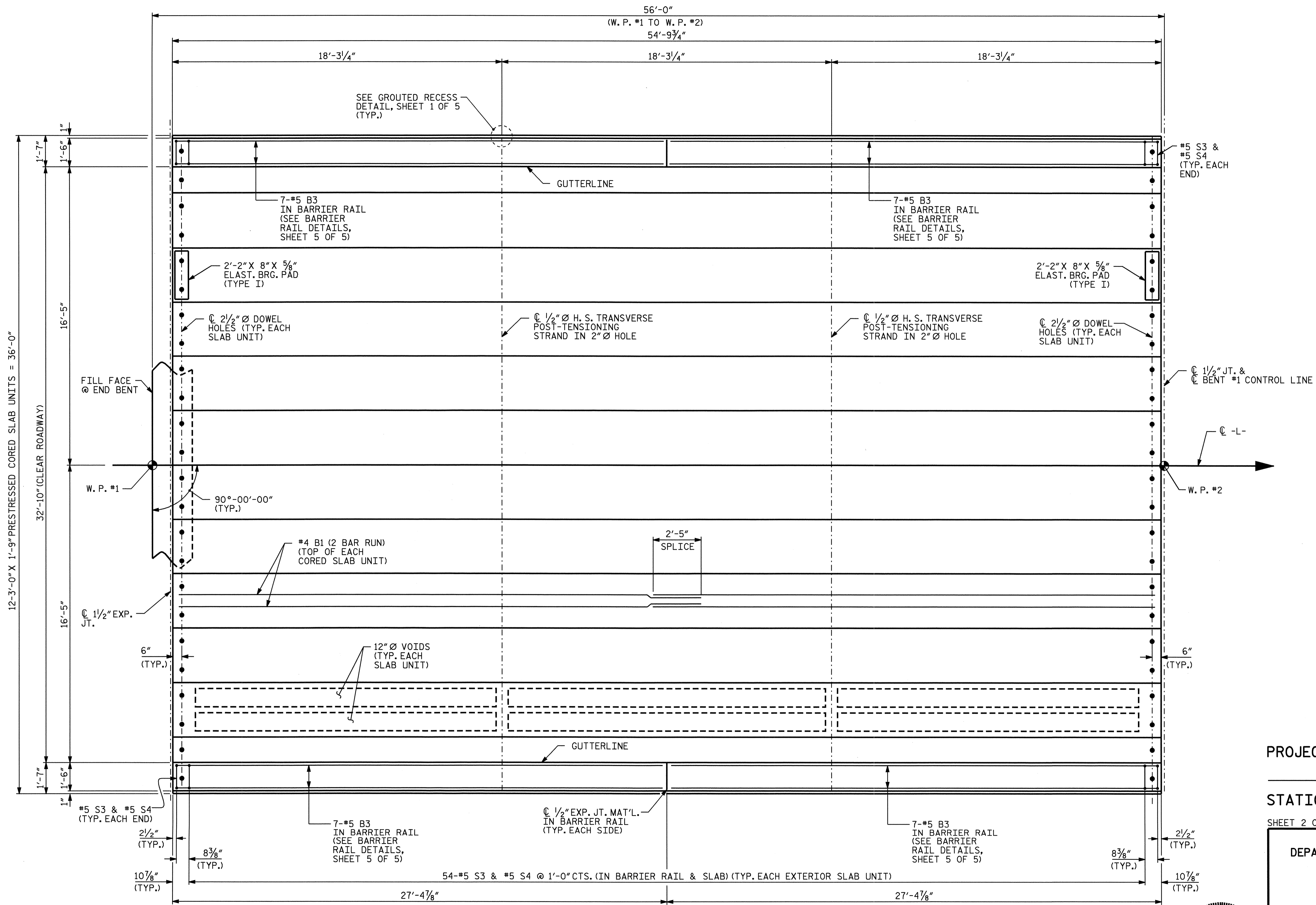
TOTAL SHEETS 18

ASSEMBLED BY: PEGGY ADKINS DATE: 2-05
CHECKED BY: REZA KOUCHEKI DATE: 3-05

DRAWN BY: WJH 4/89 REV. 8/16/99 RWW/LES
CHECKED BY: FCJ 5/89 REV. 10/17/00 RWW/LES
REV. 7/10/01RR RWW/LES

■ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 5'-5" FROM END OF CORED SLAB UNIT, SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.

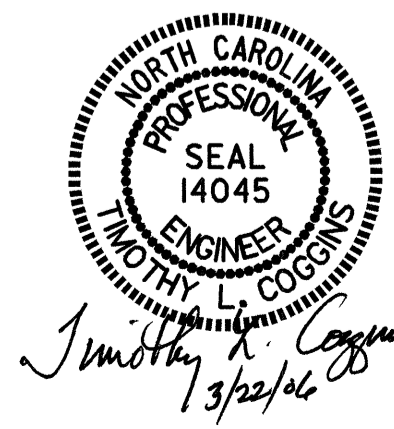
■ BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF 4'-0" FROM END OF CORED SLAB UNIT, SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.



PLAN OF SPAN "A"
(SEE SHEET 4 OF 5 FOR SLAB DETAILS)

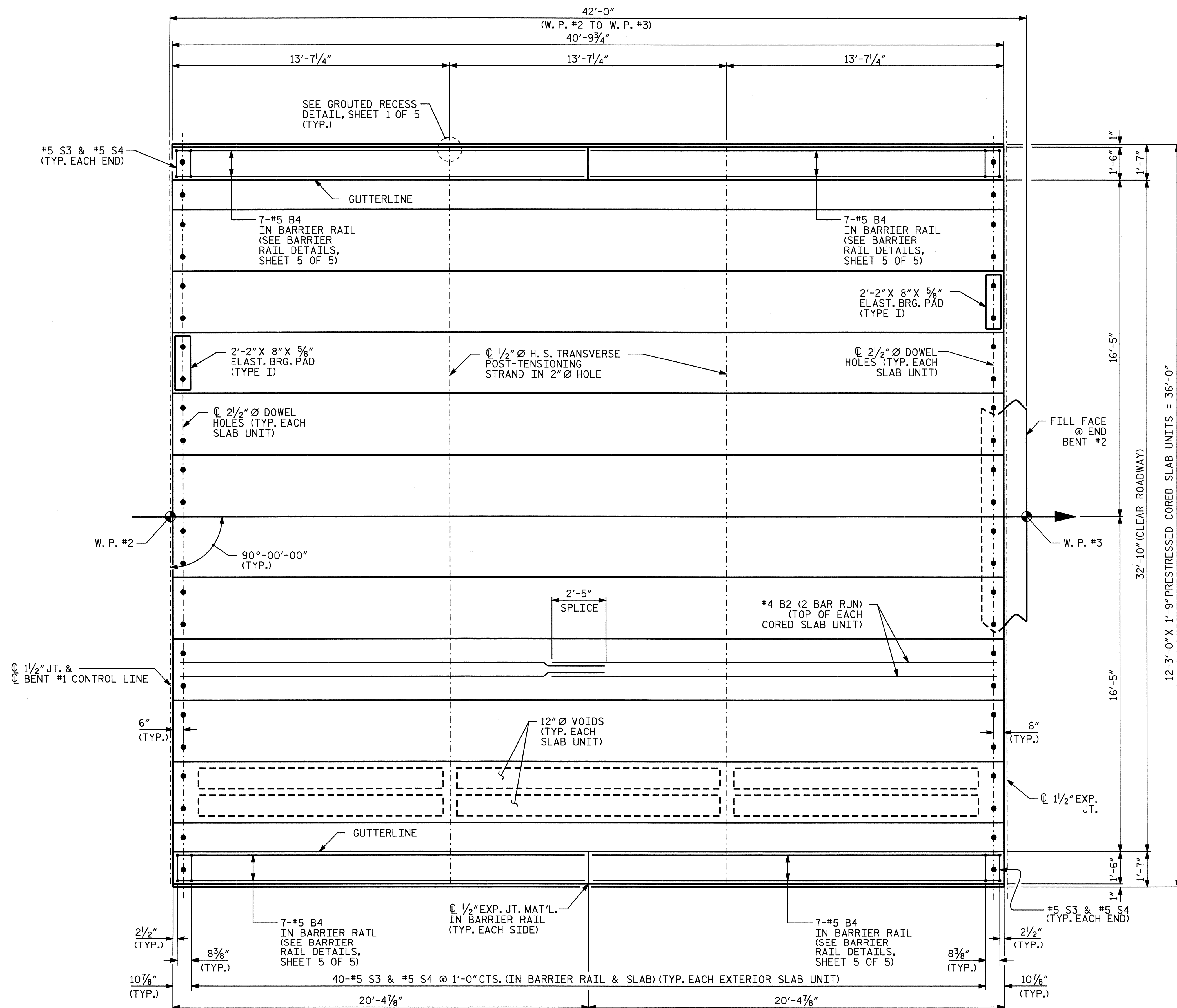
PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

SHEET 2 OF 5
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUPERSTRUCTURE
 PLAN OF SPAN "A"



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS 18
2			4			

DRAWN BY : PEGGY ADKINS DATE : 2-05
 CHECKED BY : REZA KOUCHEKI DATE : 3-05

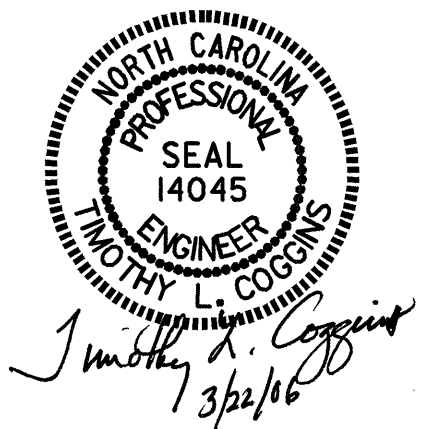


PLAN OF SPAN "B"
(SEE SHEET 4 OF 5 FOR SLAB DETAILS)

PROJECT NO. B-3636
CHOWAN COUNTY
STATION: 18+19.00 -L-

SHEET 3 OF 5

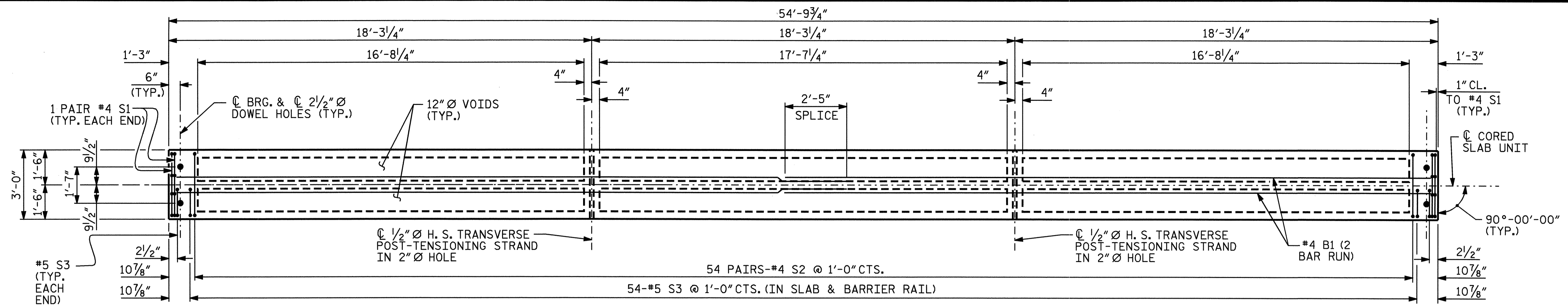
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE
PLAN OF SPAN "B"



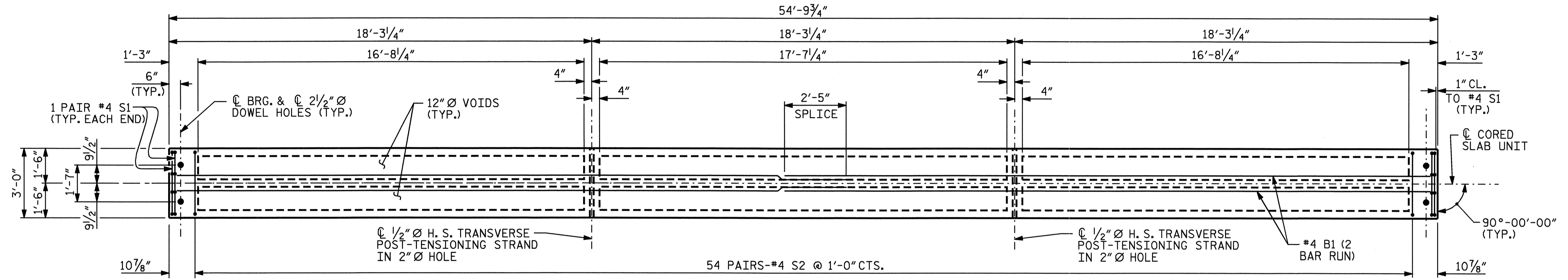
DRAWN BY: PEGGY ADKINS DATE: 2-05
CHECKED BY: REZA KOUCHEKI DATE: 3-05

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			18

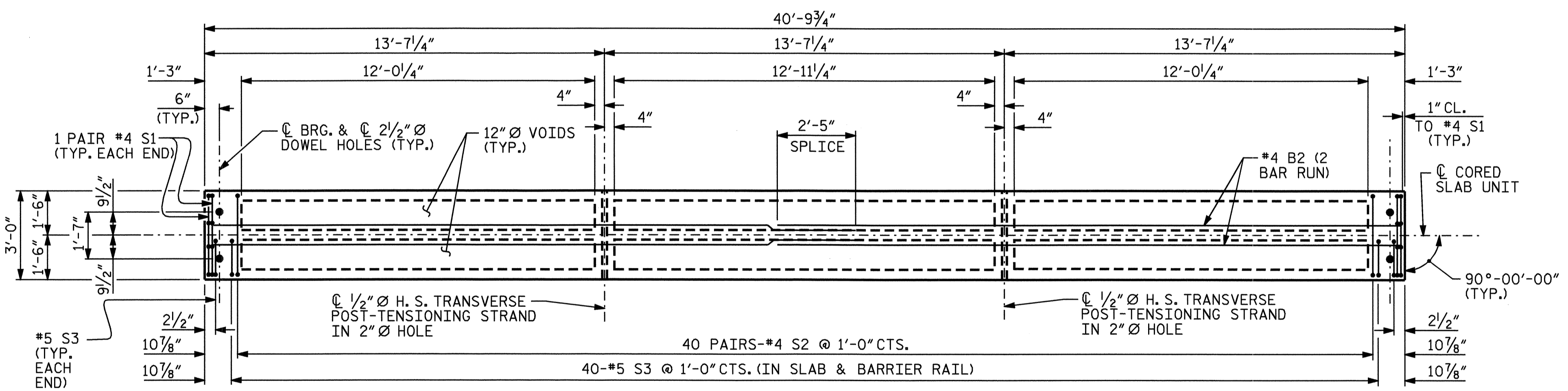
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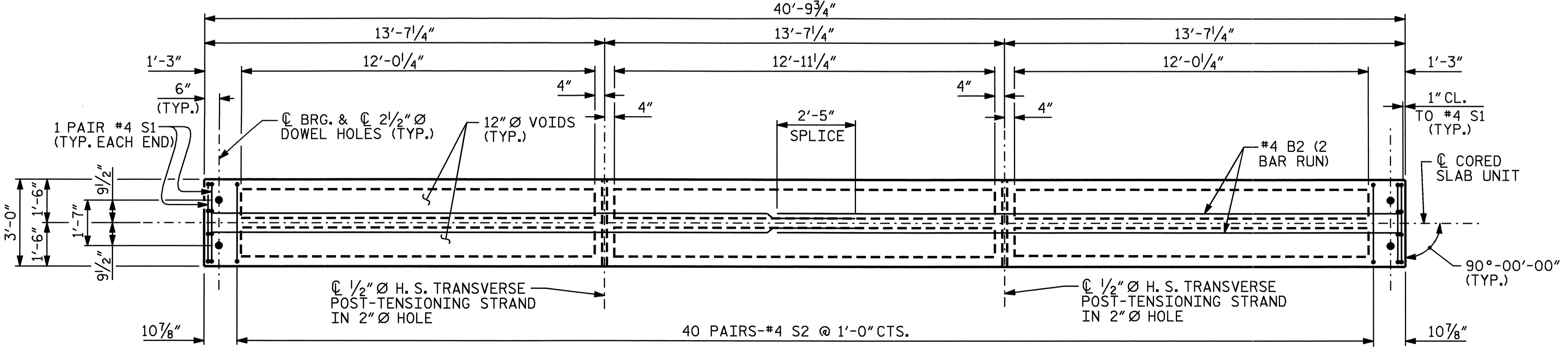
PLAN OF EXTERIOR CORED SLAB UNIT FOR SPAN "A"



PLAN OF INTERIOR CORED SLAB UNIT FOR SPAN "A"



PLAN OF EXTERIOR CORED SLAB UNIT FOR SPAN "B"



PLAN OF INTERIOR CORED SLAB UNIT FOR SPAN "B"

PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-
 SHEET 4 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUPERSTRUCTURE
 SLAB UNIT DETAILS



DRAWN BY : PEGGY ADKINS DATE : 2-05
 CHECKED BY : REZA KOUCHEKI DATE : 3-05

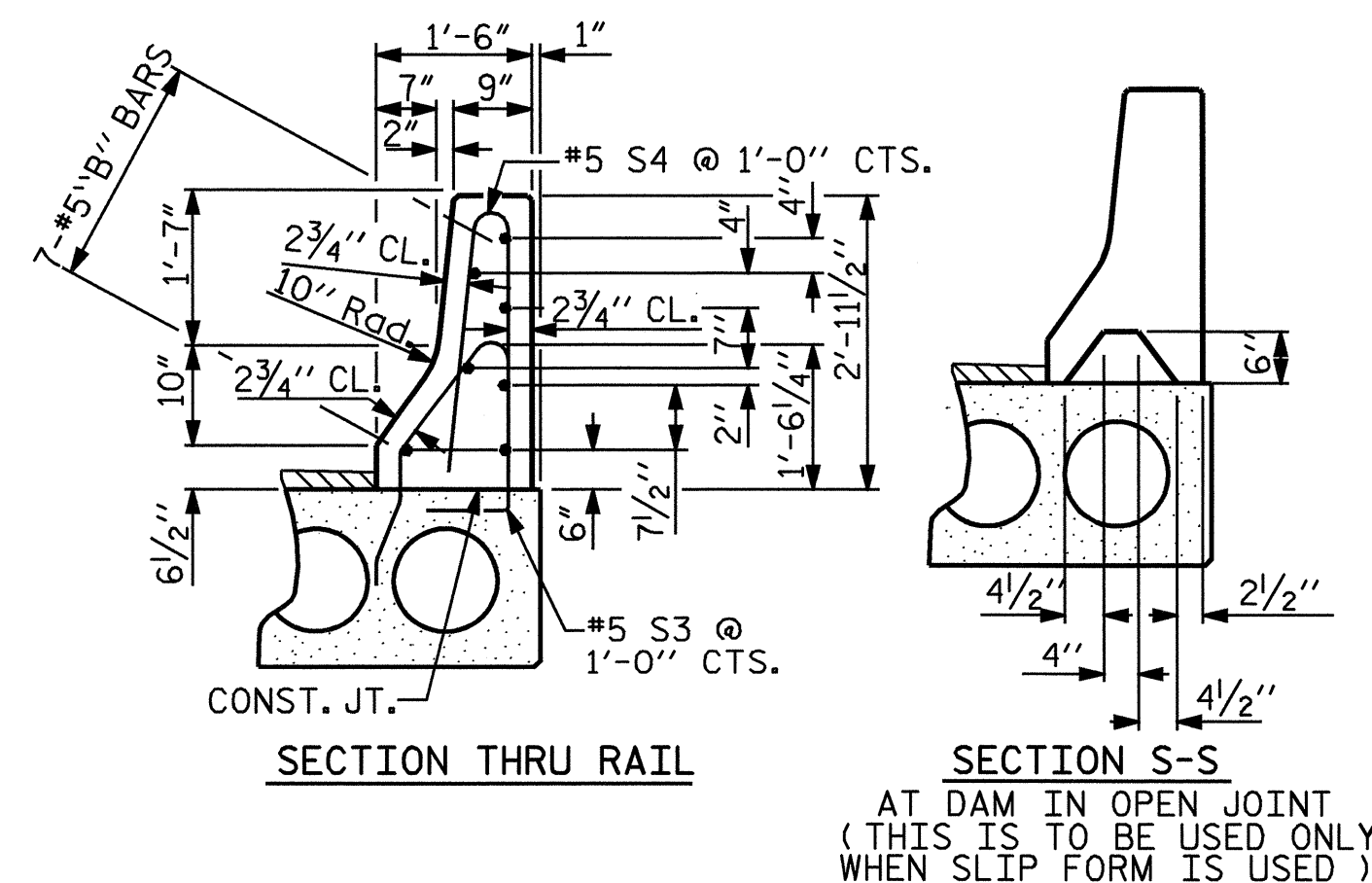
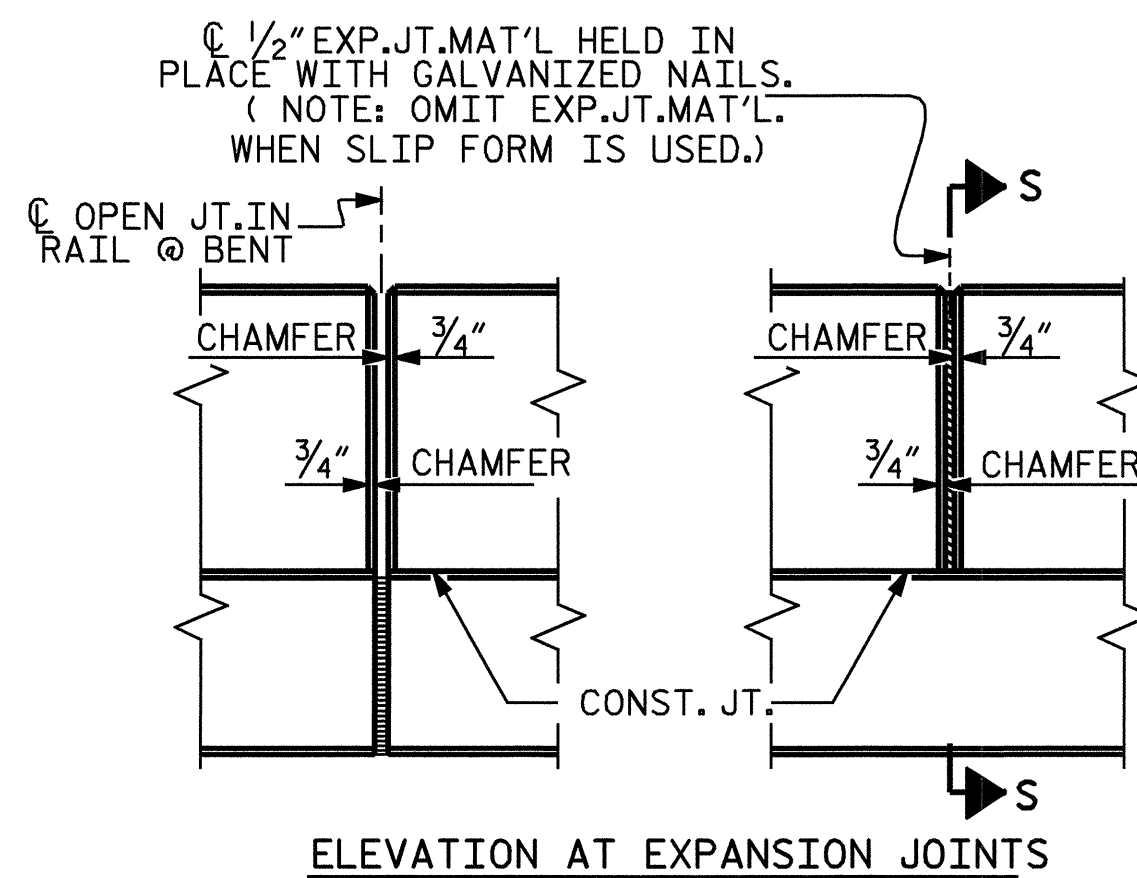
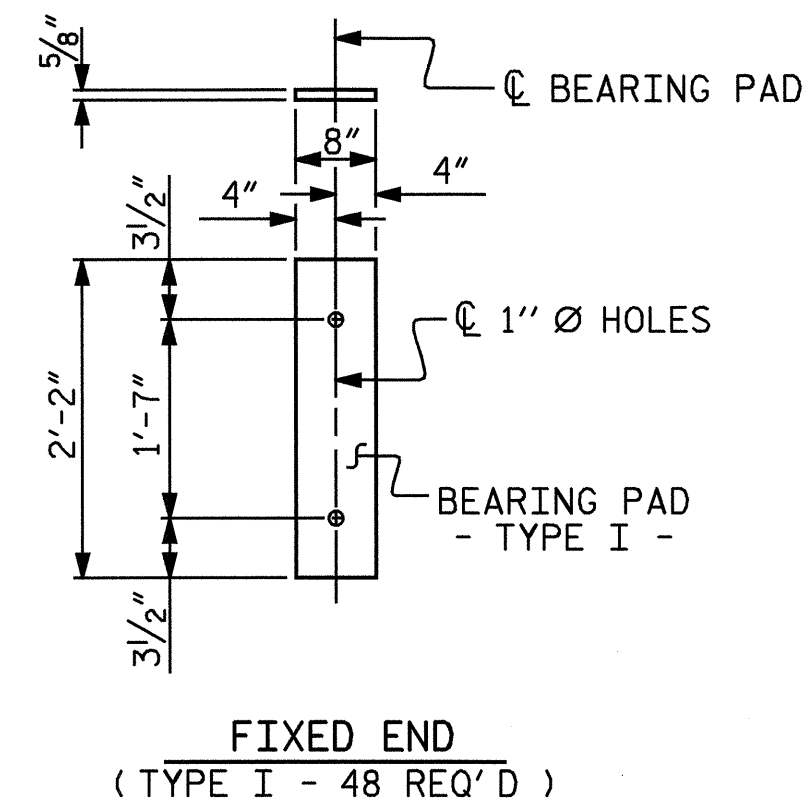
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS 18
2			4			

GRADE 270 STRANDS	
	1/2" Ø L.R.
AREA (SQUARE INCHES)	0.153
ULTIMATE STRENGTH (LBS. PER STRAND)	41,300
APPLIED PRESTRESS (LBS. PER STRAND)	30,980

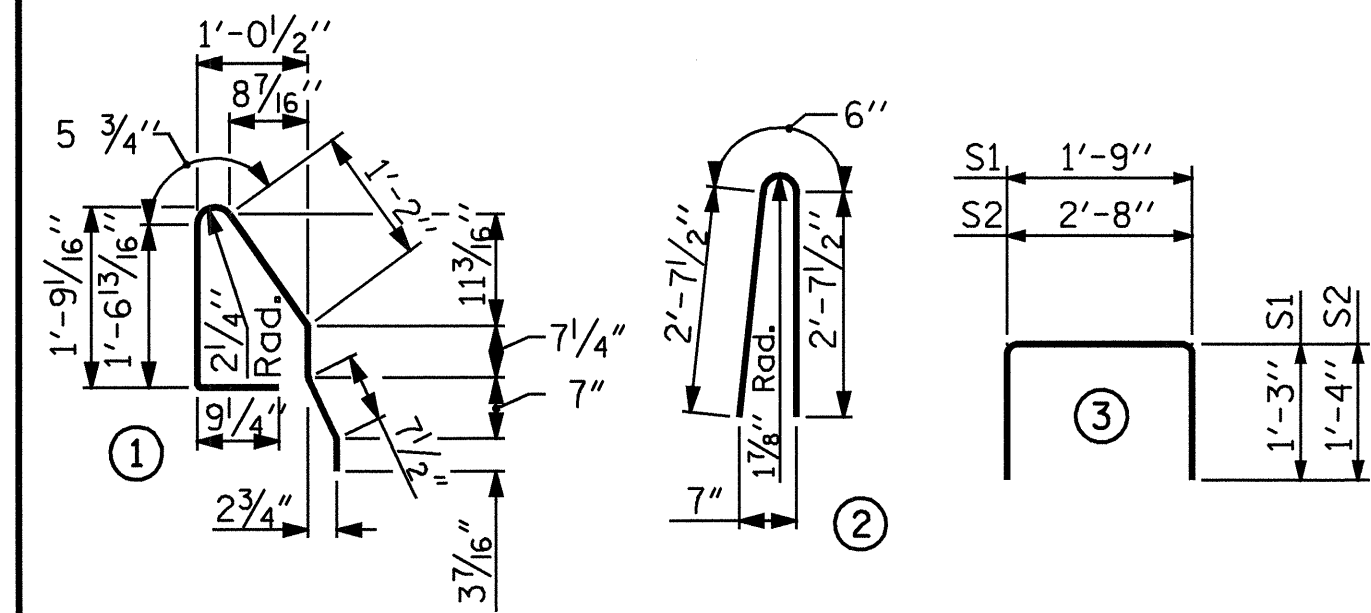
DEAD LOAD DEFLECTION AND CAMBER		
	3'-0" x 1'-9" 1/2" Ø L.R. STRAND	
	SPAN "A"	SPAN "B"
CAMBER (SLAB ALONE IN PLACE)	↑ 2 15/16"	↑ 1/16"
DEFLECTION DUE TO SUPERIMPOSED DEAD LOAD**	↓ 1/2"	↓ 3/16"
FINAL CAMBER	↑ 2 7/16"	↑ 7/8"

** INCLUDES FUTURE WEARING SURFACE

BILL OF MATERIAL FOR CONCRETE BARRIER RAIL							
BAR	BARS PER SPAN		TOTAL NO.	SIZE	TYPE	LENGTH	WEIGHT
	SPAN A	SPAN B					
* B3	28		28	#5	STR	27'-0"	789
* B4		28	28	#5	STR	20'-0"	584
* S4	112	84	196	#5	2	5'-9"	1175
* EPOXY COATED REINFORCING STEEL			LBS.	2548			
CLASS AA CONCRETE			CU.YDS.	22.3			
TOTAL LIN. FT. OF CONCRETE BARRIER RAIL			191.25				



BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR ONE CORED SLAB SECTION SPAN "A"

				EXTERIOR UNIT (2 REQUIRED)		INTERIOR UNIT (10 REQUIRED)	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B1	4	#4	STR	28'-6"	76	28'-6"	76
S1	8	#4	3	4'-3"	23	4'-3"	23
S2	108	#4	3	5'-4"	385	5'-4"	385
* S3	56	#5	1	5'-6"	321		
REINFORCING STEEL				484 LBS.		484 LBS.	
* EPOXY COATED REINFORCING STEEL				321 LBS.		---	
5,000 P.S.I. CONCRETE				7.7 CU. YDS.		7.7 CU. YDS.	
1/2" Ø L.R. STRANDS				No. 27		No. 27	

BILL OF MATERIAL FOR ONE CORED SLAB SECTION SPAN "B"

				EXTERIOR UNIT (2 REQUIRED)		INTERIOR UNIT (10 REQUIRED)	
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT	LENGTH	WEIGHT
B2	4	#4	STR	21'-6"	57	21'-6"	57
S1	8	#4	3	4'-3"	23	4'-3"	23
S2	80	#4	3	5'-4"	285	5'-4"	285
* S3	42	#5	1	5'-6"	241		
REINFORCING STEEL				365 LBS.		365 LBS.	
* EPOXY COATED REINFORCING STEEL				241 LBS.		---	
5,000 P.S.I. CONCRETE				5.8 CU. YDS.		5.8 CU. YDS.	
1/2" Ø L.R. STRANDS				No. 16		No. 16	

CORED SLABS REQUIRED

		NUMBER	LENGTH	TOTAL LENGTH
SPAN "A"	EXTERIOR C.S.	2	54'-9 3/4"	109'-7 1/2"
	INTERIOR C.S.	10	54'-9 3/4"	548'-1 1/2"
SPAN "B"	EXTERIOR C.S.	2	40'-9 3/4"	81'-7 1/2"
	INTERIOR C.S.	10	40'-9 3/4"	408'-1 1/2"
TOTAL		24		1147'-6"

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 LUMP SUM PRICE BID FOR CONSTRUCTION OF SUPERSTRUCTURE.

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

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

THE JOINT SEALER MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF TYPE B LOW MODULUS SILICONE SEALANT. THE 2" Ø BACKER ROD SHALL CONFORM TO THE REQUIREMENTS OF TYPE M BOND BREAKER. SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

WHEN CORED SLABS ARE CAST, A POSITIVE HOLD-DOWN SYSTEM SHALL BE EMPLOYED TO PREVENT VOIDS FROM RISING OR MOVING SIDEWAYS. THIS SYSTEM SHALL BE DESIGNED TO BE LEFT IN PLACE UNTIL THE CONCRETE HAS REACHED RELEASE STRENGTH. AT LEAST THREE 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 4300 PSI FOR SPAN A AND 4000 PSI FOR SPAN B.

ALL REINFORCING STEEL IN 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. FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

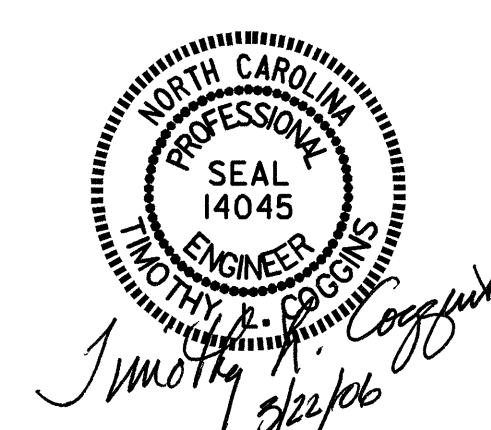
VERTICAL GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A VERTICAL CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN BARRIER RAIL EXPANSION JOINTS. ONLY ONE CONTRACTION 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.

FOR ELASTOMERIC BEARINGS, SEE SPECIAL PROVISIONS.

FOR PRESTRESSED CONCRETE MEMBERS, SEE SPECIAL PROVISIONS.

PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

SHEET 5 OF 5

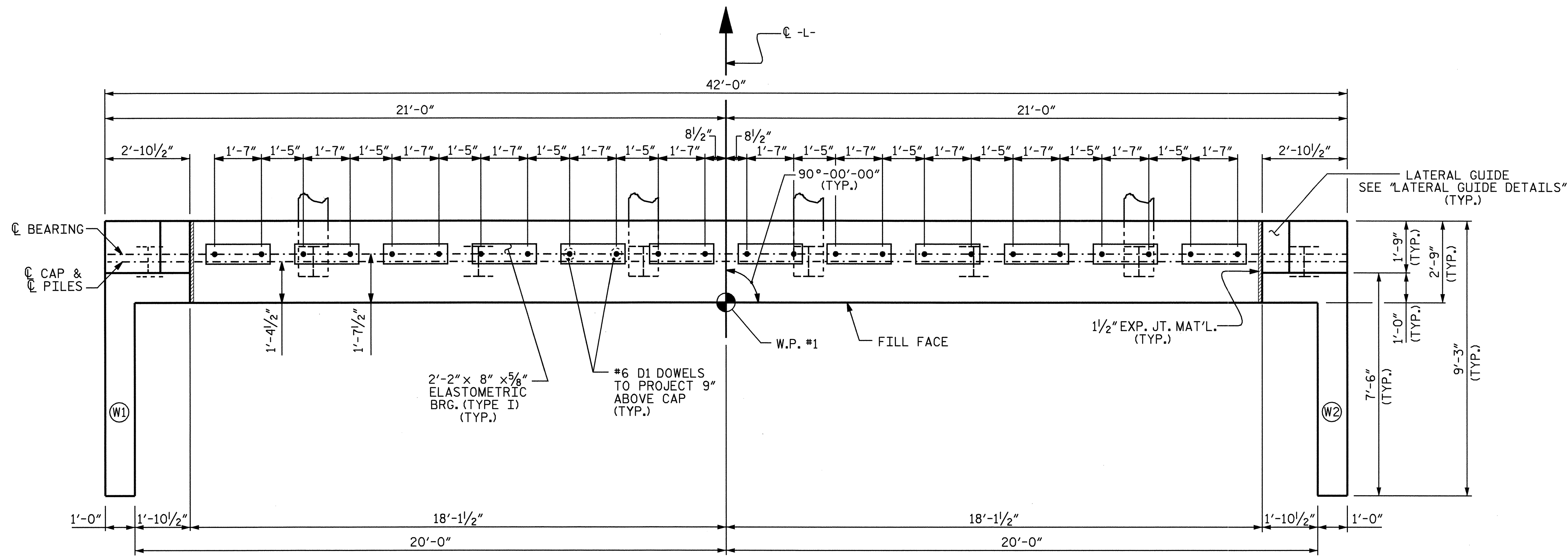


STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 3'-0" X 1'-9"
 PRESTRESSED
 CONCRETE CORED
 SLAB UNIT

OCTOBER 1981					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. S-8
TOTAL SHEETS 18

ASSEMBLED BY :	PEGGY ADKINS	DATE :	2-05
CHECKED BY :	REZA KOUCHEKI	DATE :	3-05
DRAWN BY :	WJH	4/89	REV. 10/17/00 RWW/LES
CHECKED BY :	FCJ	5/89	REV. 7/10/01 RWW/LES
			REV. 5/7/03RRR RWW/JTE

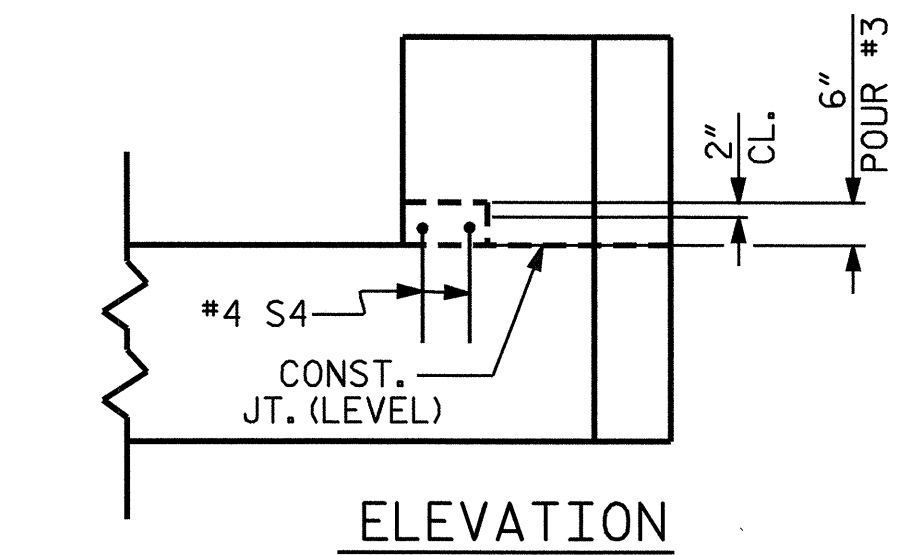
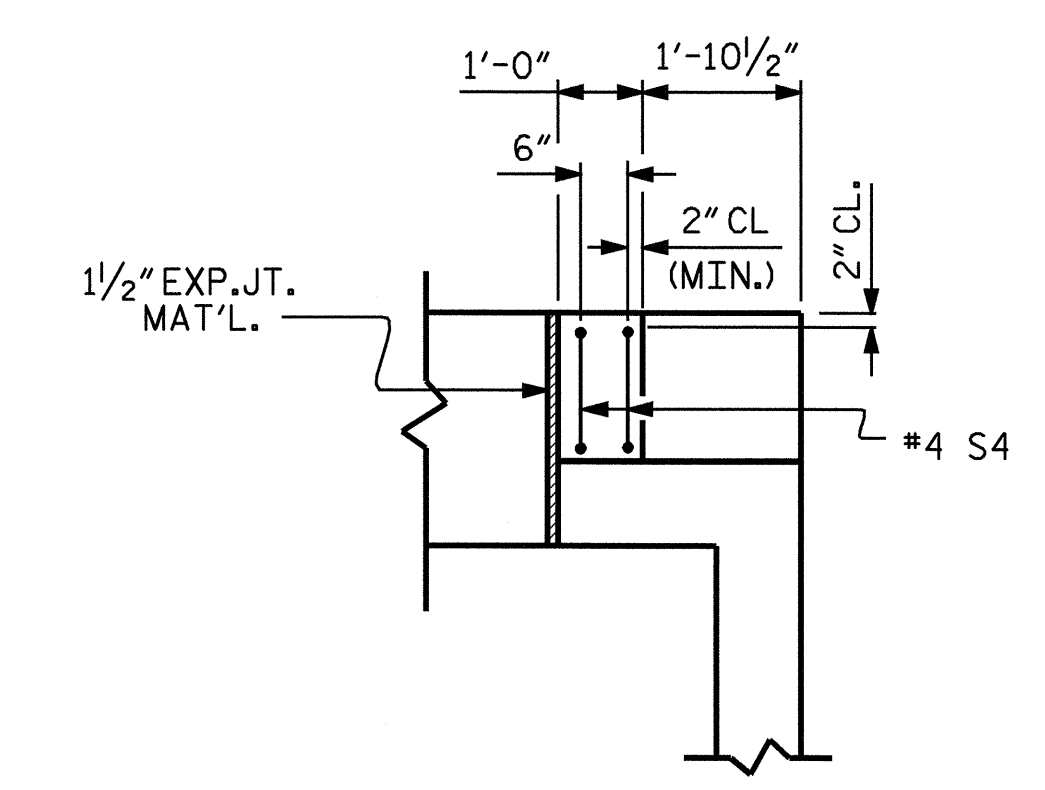


NOTES

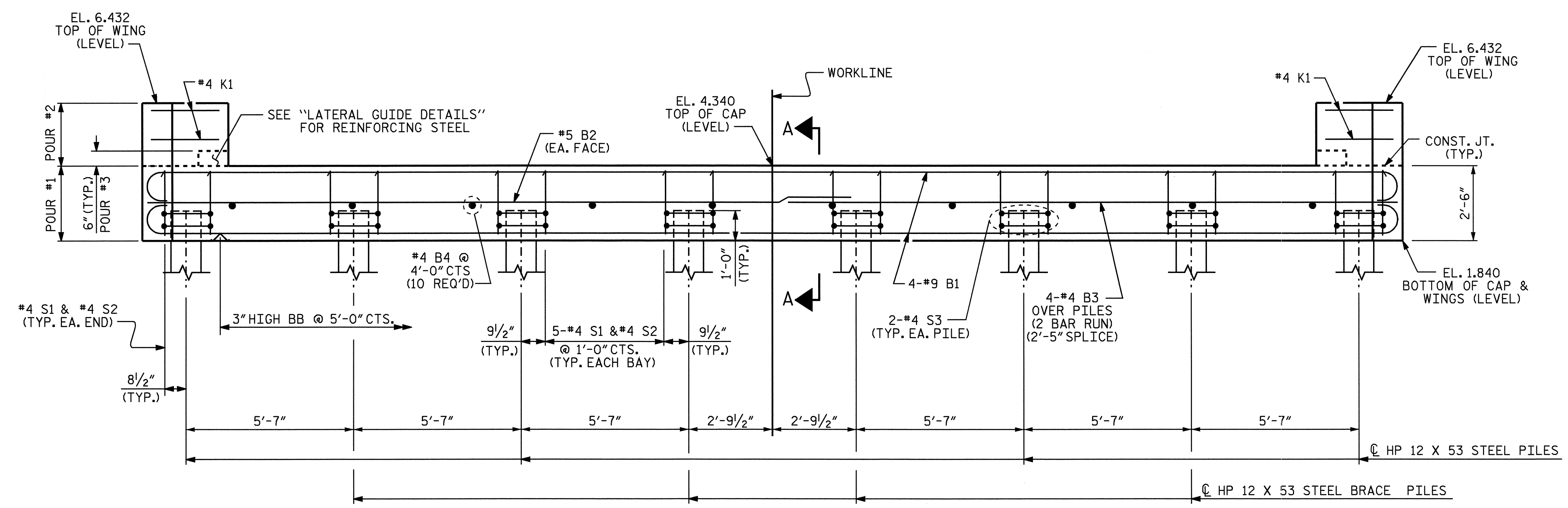
THE LATERAL GUIDE AT EACH END OF THE CAP IS NOT TO BE POURED UNTIL AFTER THE CORED SLAB UNITS ARE IN PLACE.

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

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 4" DIAMETER DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.



LATERAL GUIDE DETAILS
(EACH END SIMILAR)



PROJECT NO. B-3636

CHOWAN COUNTY

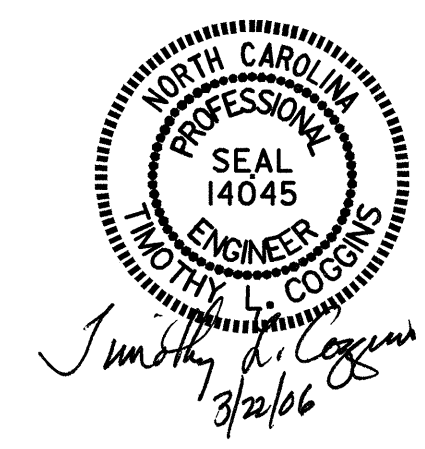
STATION: 18+19.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

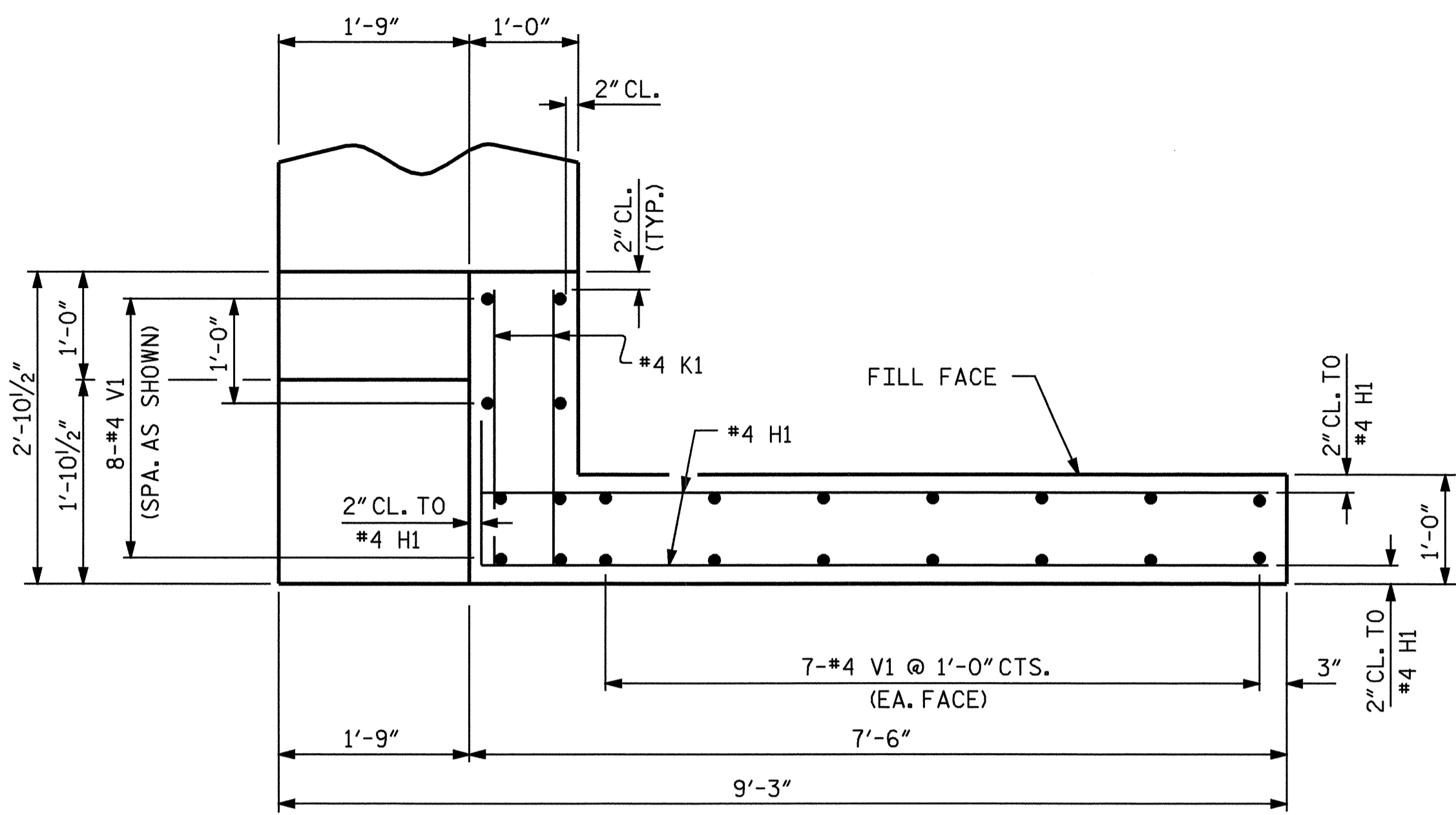
SUBSTRUCTURE
END BENT #1

REVISIONS						SHEET NO. S-9
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 18
2			4			

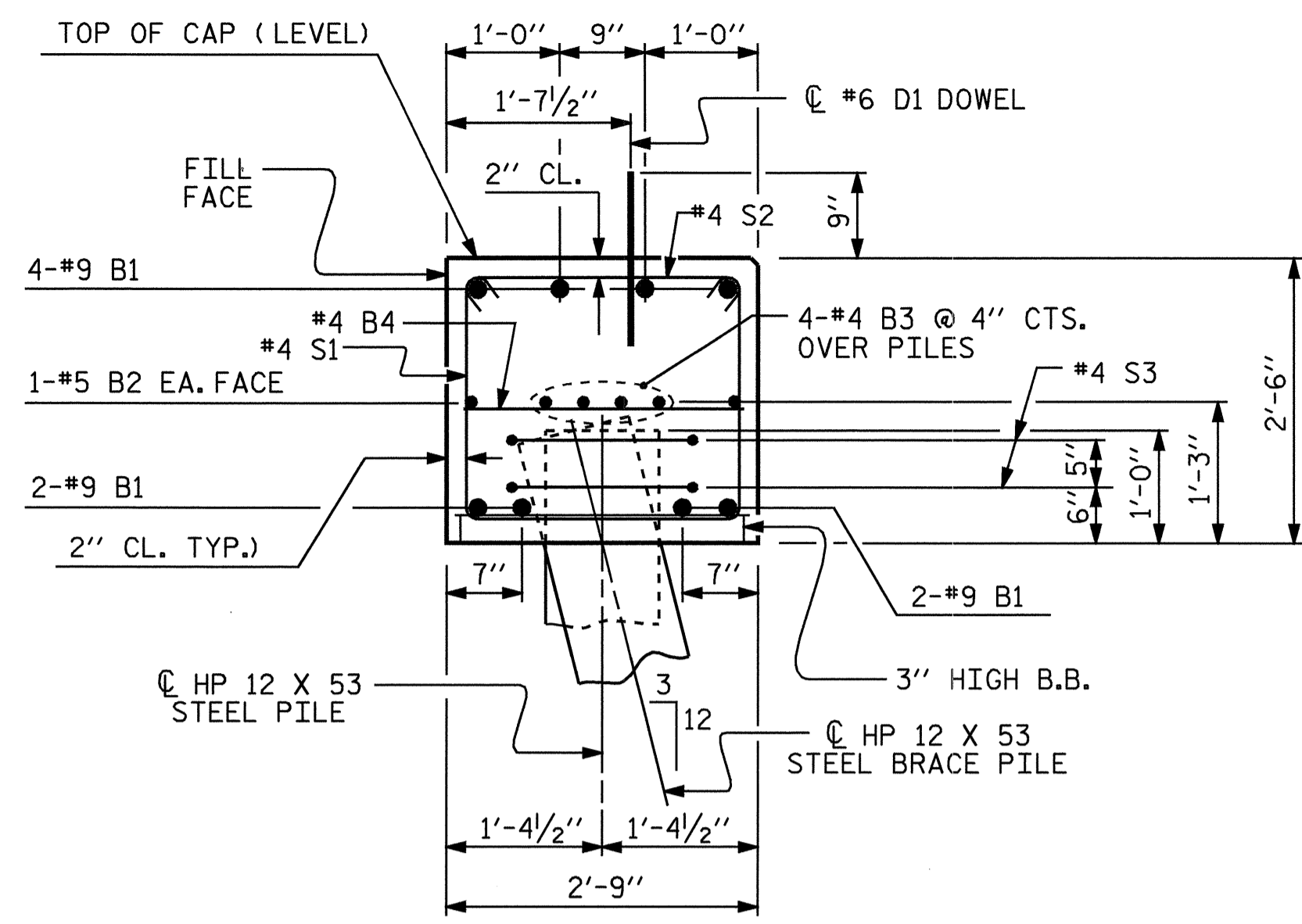


DRAWN BY: B.N.BARODAWALA DATE: 9-23-05

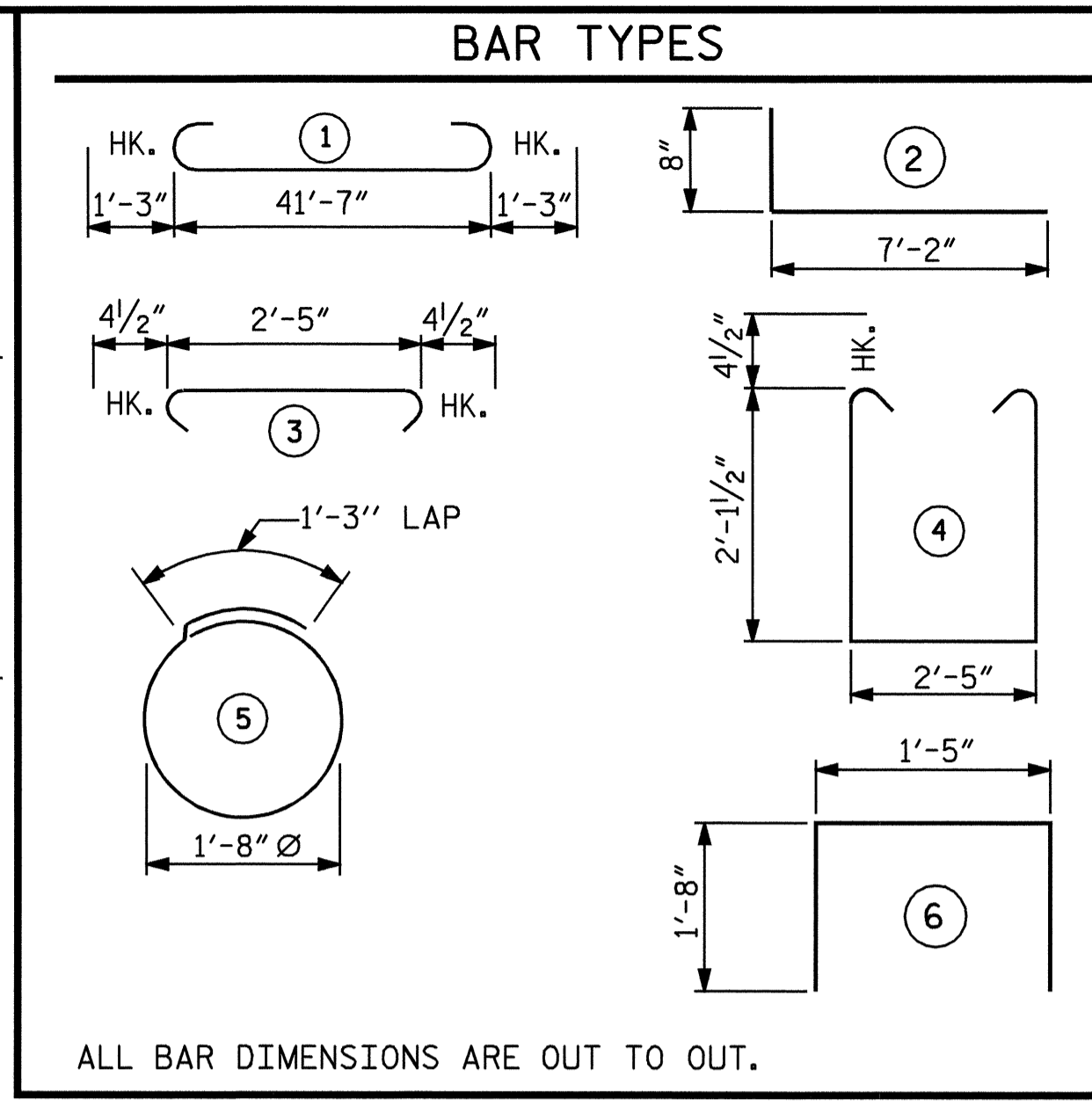
CHECKED BY: PEGGY ADKINS DATE: 11-05



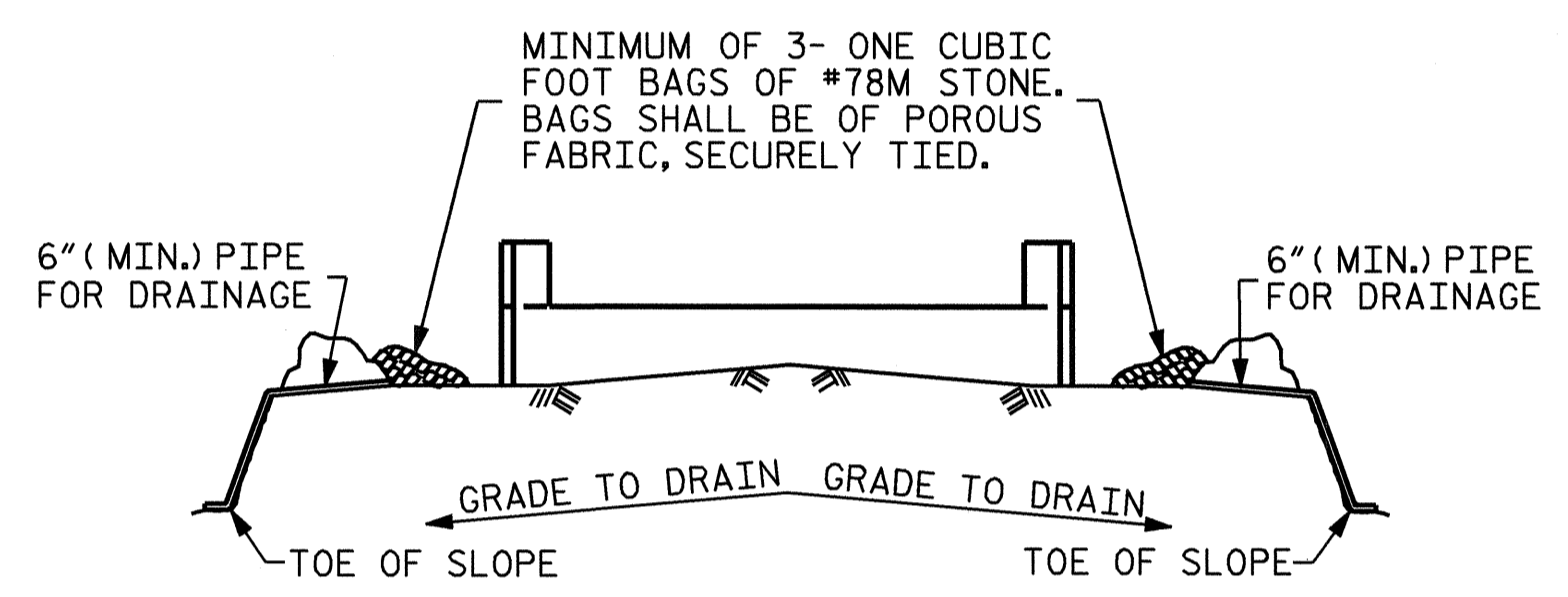
PLAN OF WING
(WING W1 SHOWN, WING W2 SIMILAR)



SECTION A-A



BILL OF MATERIAL					
END BENT #1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	44'-1"	1199
B2	2	#5	STR	41'-8"	87
B3	8	#4	STR	22'-1"	118
B4	10	#4	STR	2'-5"	16
D1	24	#6	STR	1'-6"	54
H1	20	#4	2	7'-10"	105
K1	8	#4	STR	2'-6"	13
S1	37	#4	4	7'-5"	183
S2	37	#4	3	3'-2"	78
S3	16	#4	5	6'-6"	69
S4	4	#4	6	4'-9"	13
V1	44	#4	STR	4'-3"	125
REINFORCING STEEL				LBS.	2060
CLASS 'A' CONCRETE					
POUR #1 CAP & LOWER WINGS				CU. YDS.	11.9
POUR #2 UPPER WINGS				CU. YDS.	1.5
POUR #3 LATERAL GUIDES				CU. YDS.	0.1
TOTAL				CU. YDS.	13.5
HP 12 x 53 STEEL PILES					
NO. 8				LIN. FT.	360

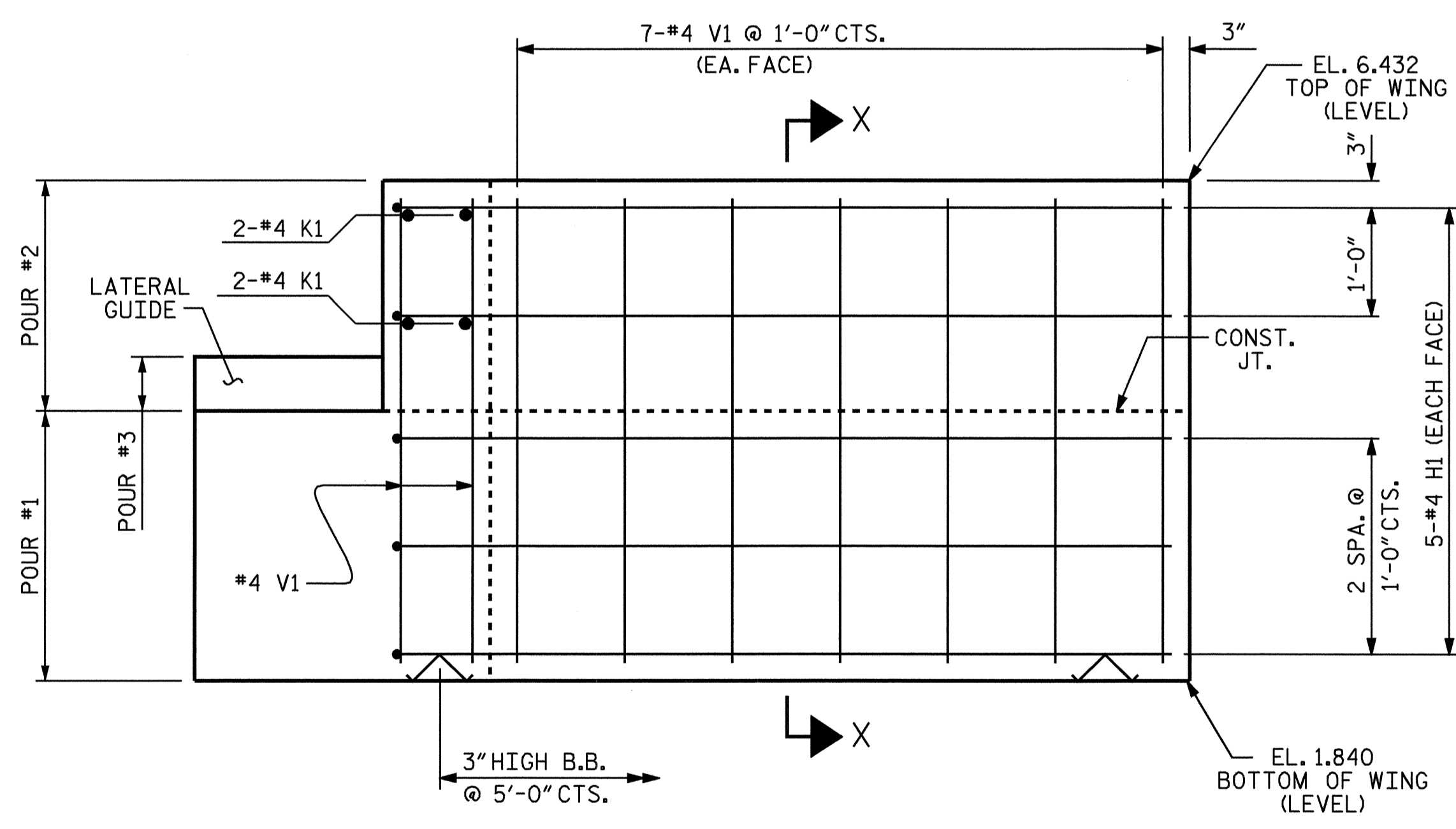


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

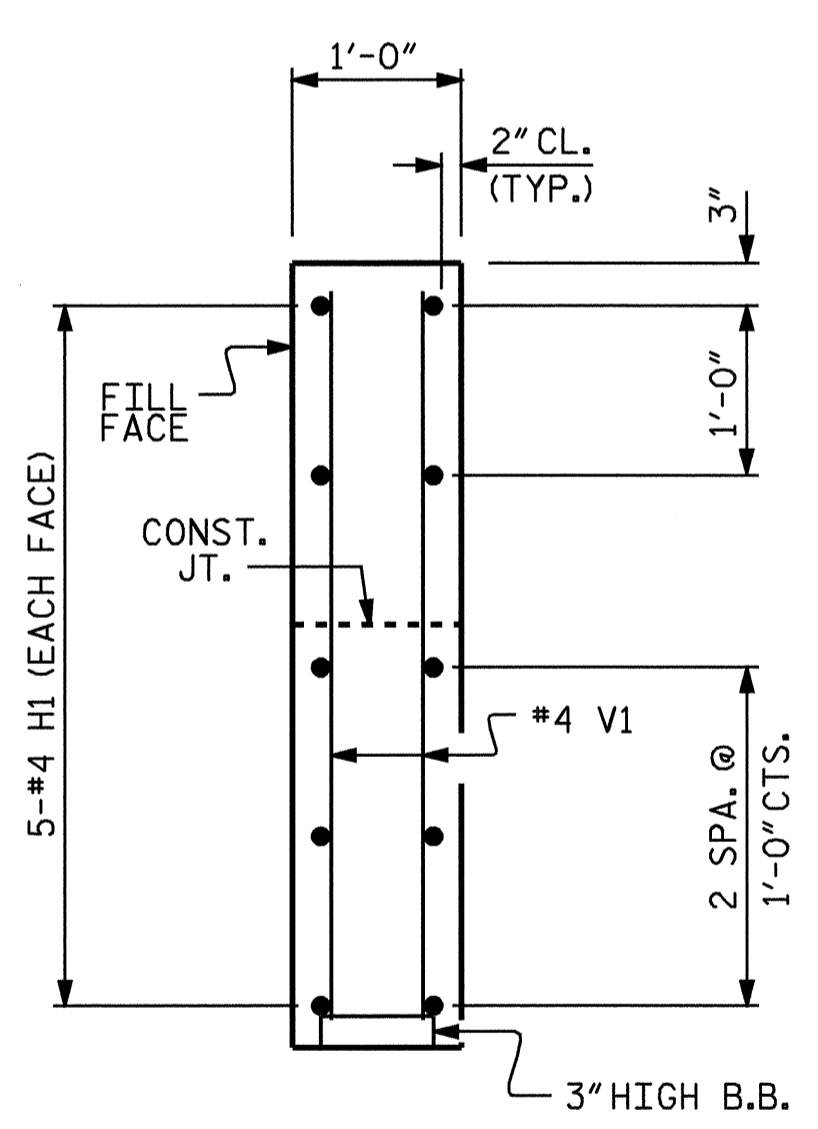
BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR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

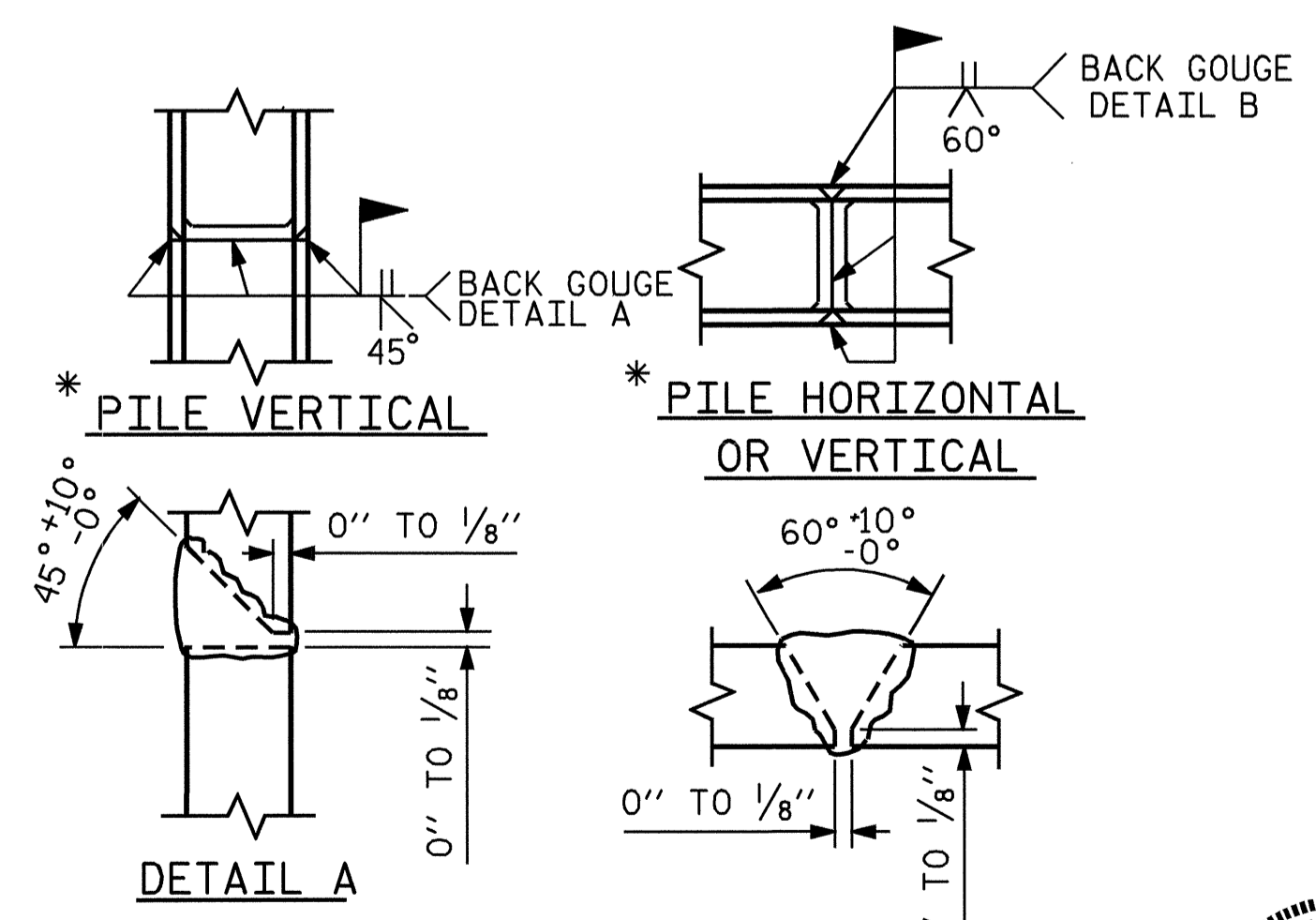
TEMPORARY DRAINAGE AT END BENT



ELEVATION OF WING
(WING W1 SHOWN, WING W2 SIMILAR)



SECTION X-X



PILE SPLICE DETAILS

PROJECT NO. B-3636
CHOWAN COUNTY
STATION: 18+19.00 -L-

SHEET 2 OF 2

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

SHEET NO. S-10
TOTAL SHEETS 18

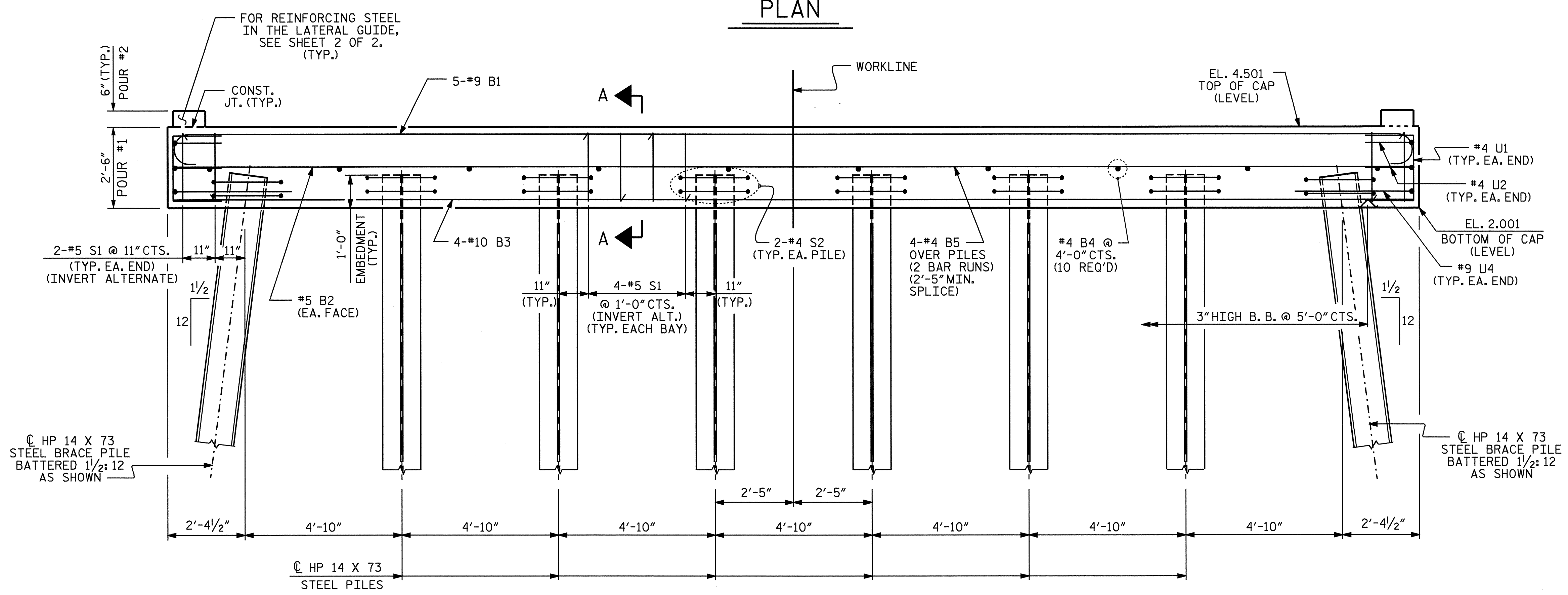
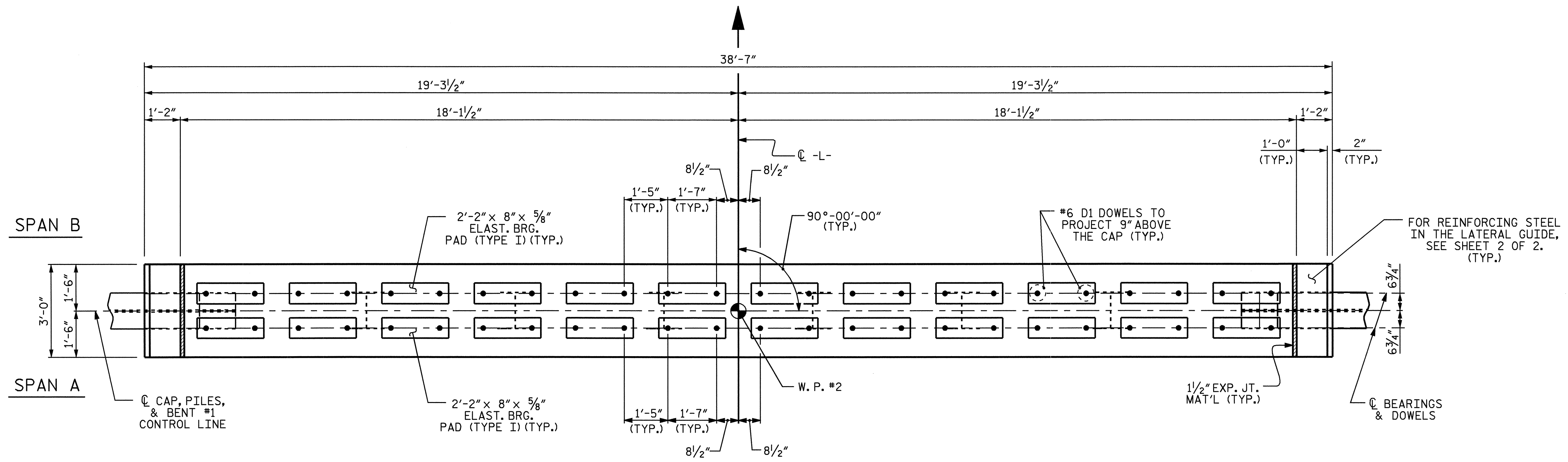
DRAWN BY: B.N.BARODAWALA DATE: 9-30-05
CHECKED BY: PEGGY ADKINS DATE: 11-05



NOTES

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

THE LATERAL GUIDE AT EACH END OF THE CAP IS NOT TO BE POURED UNTIL AFTER THE CORED SLAB UNITS ARE IN PLACE.



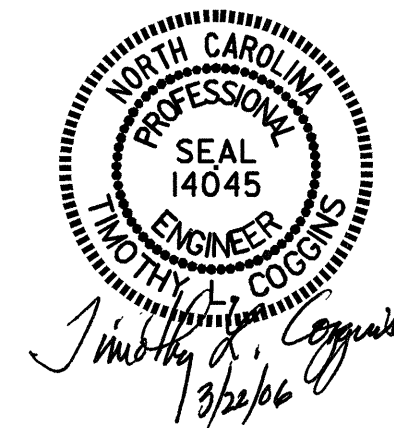
PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

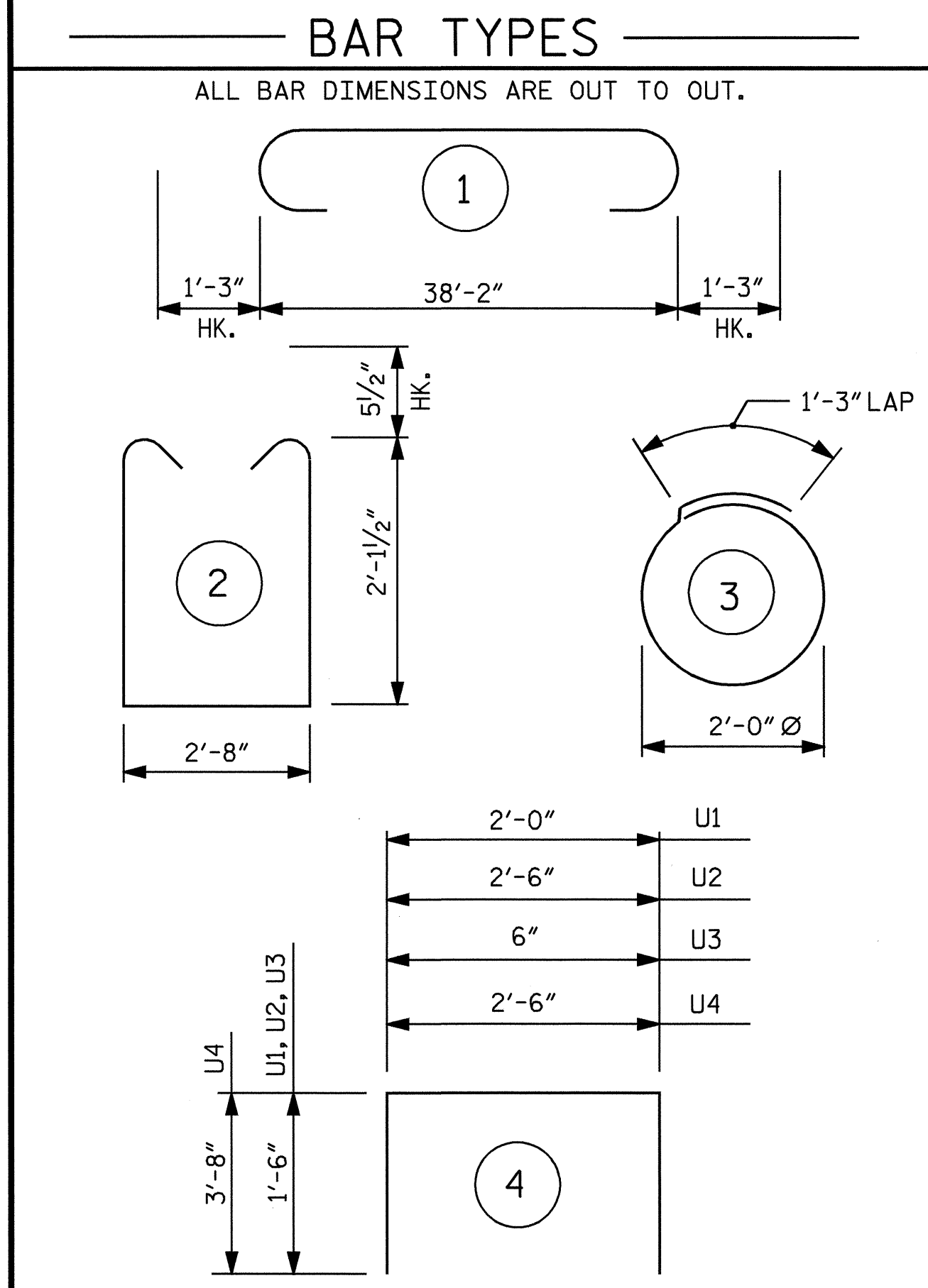
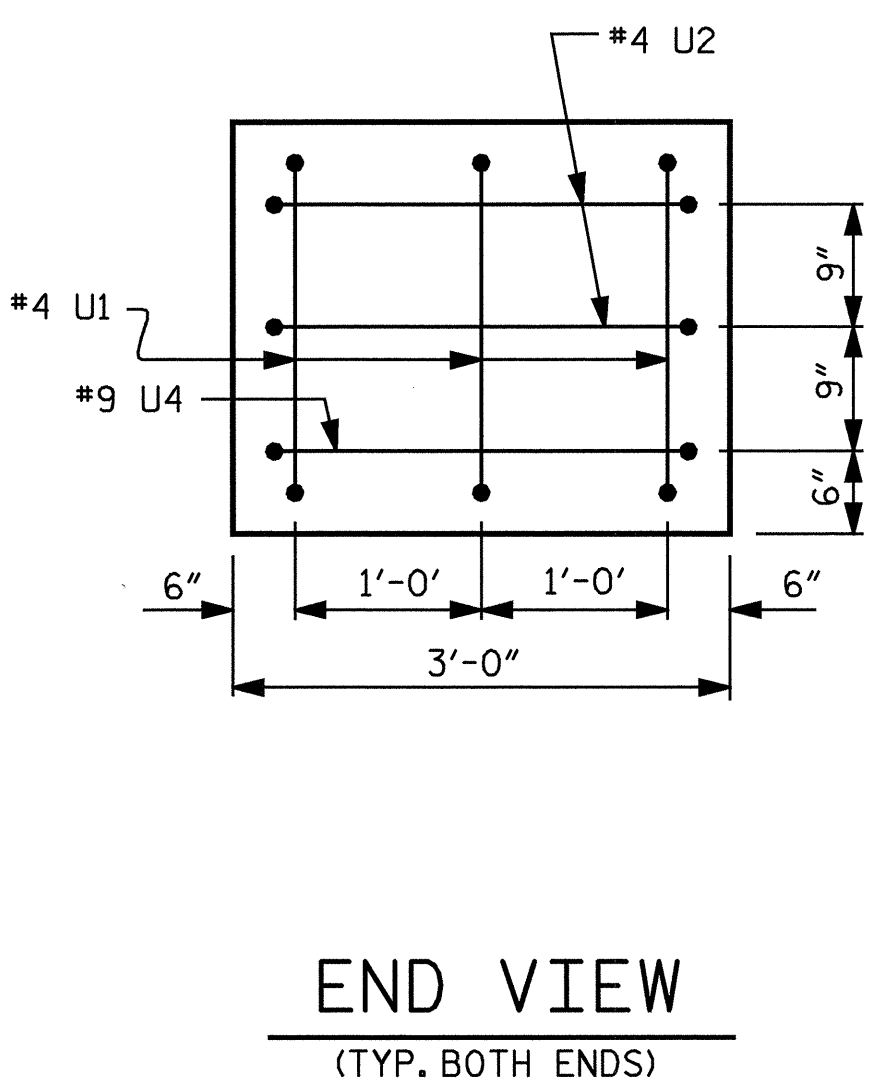
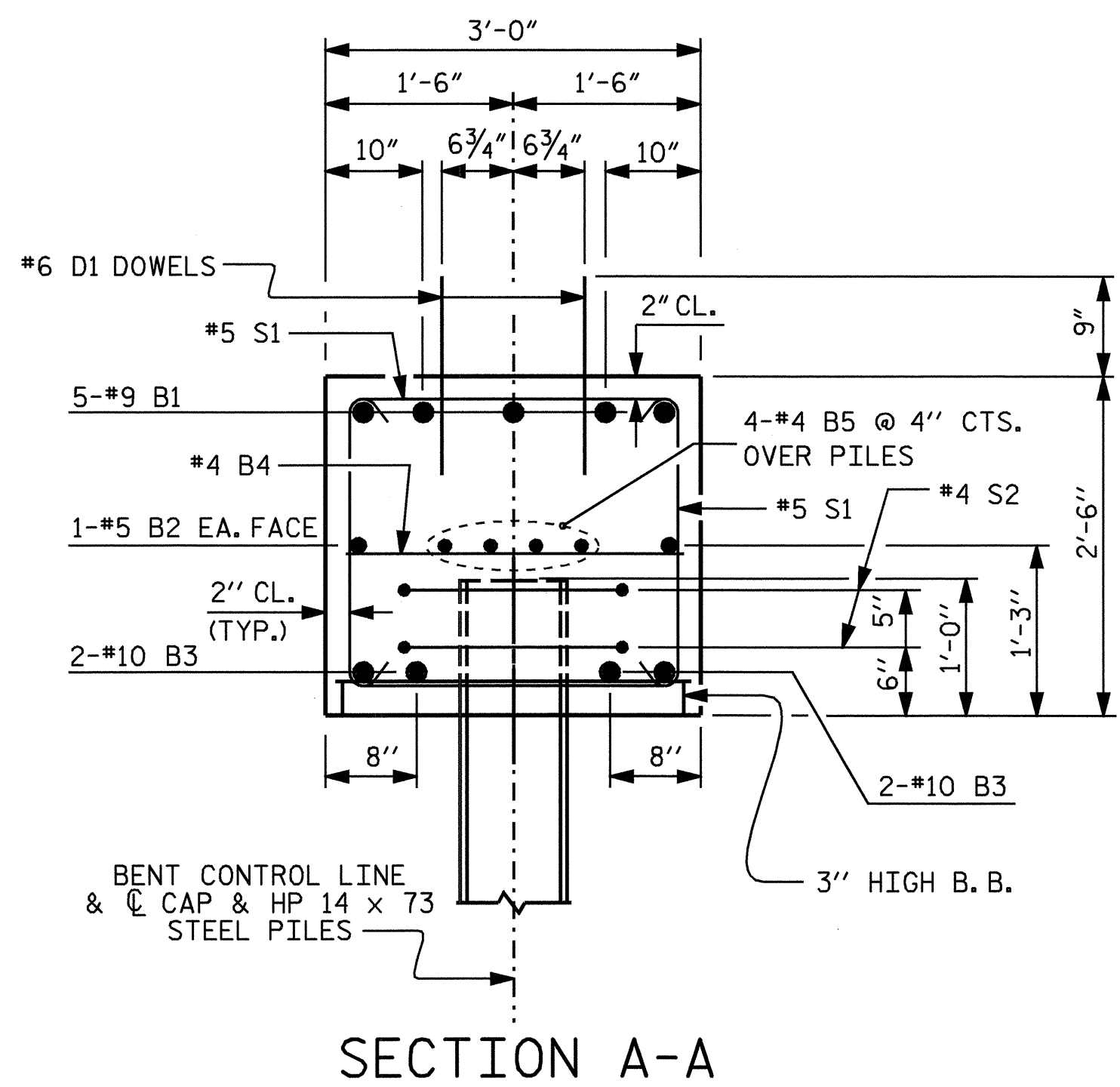
SUBSTRUCTURE
 BENT #1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			18

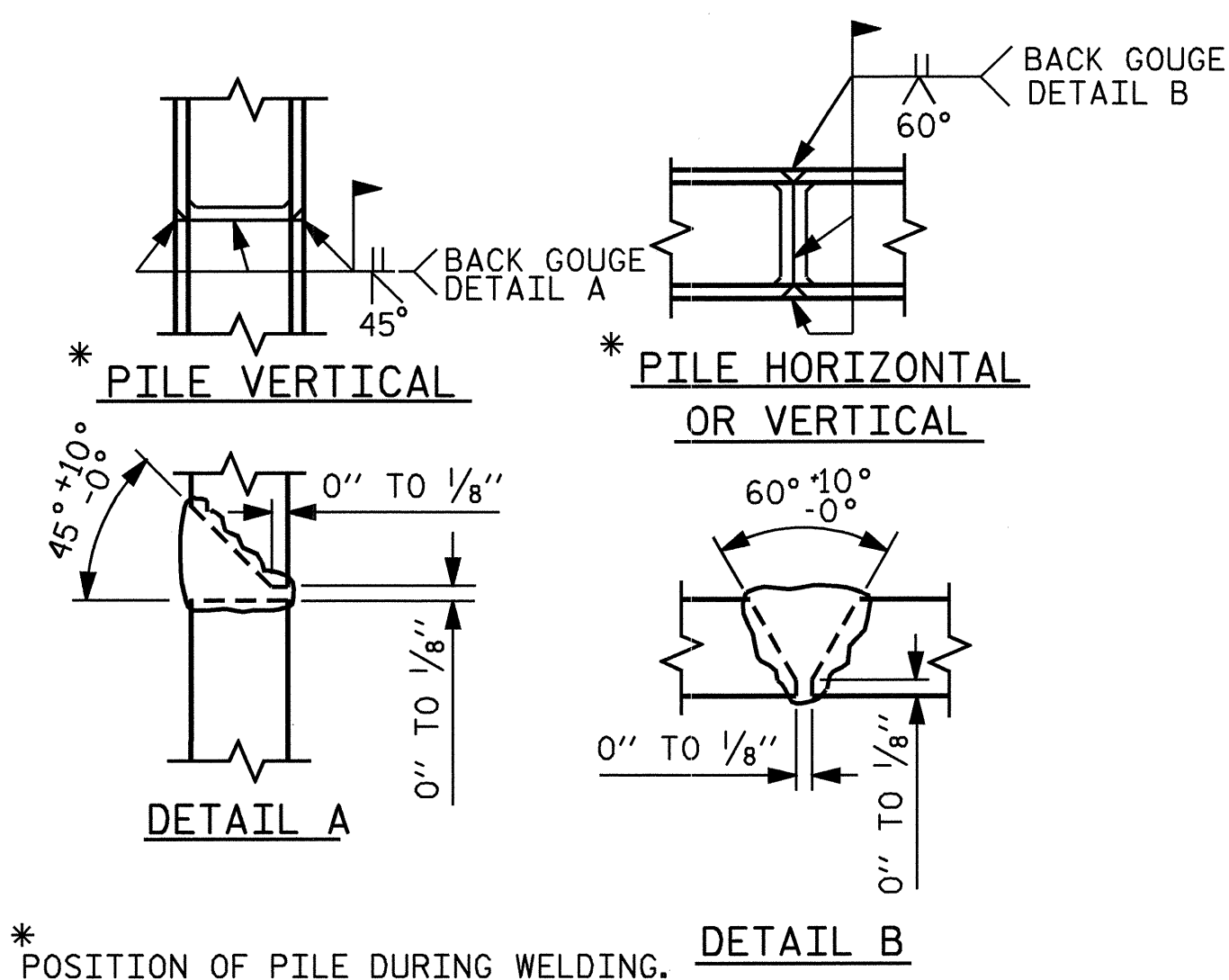
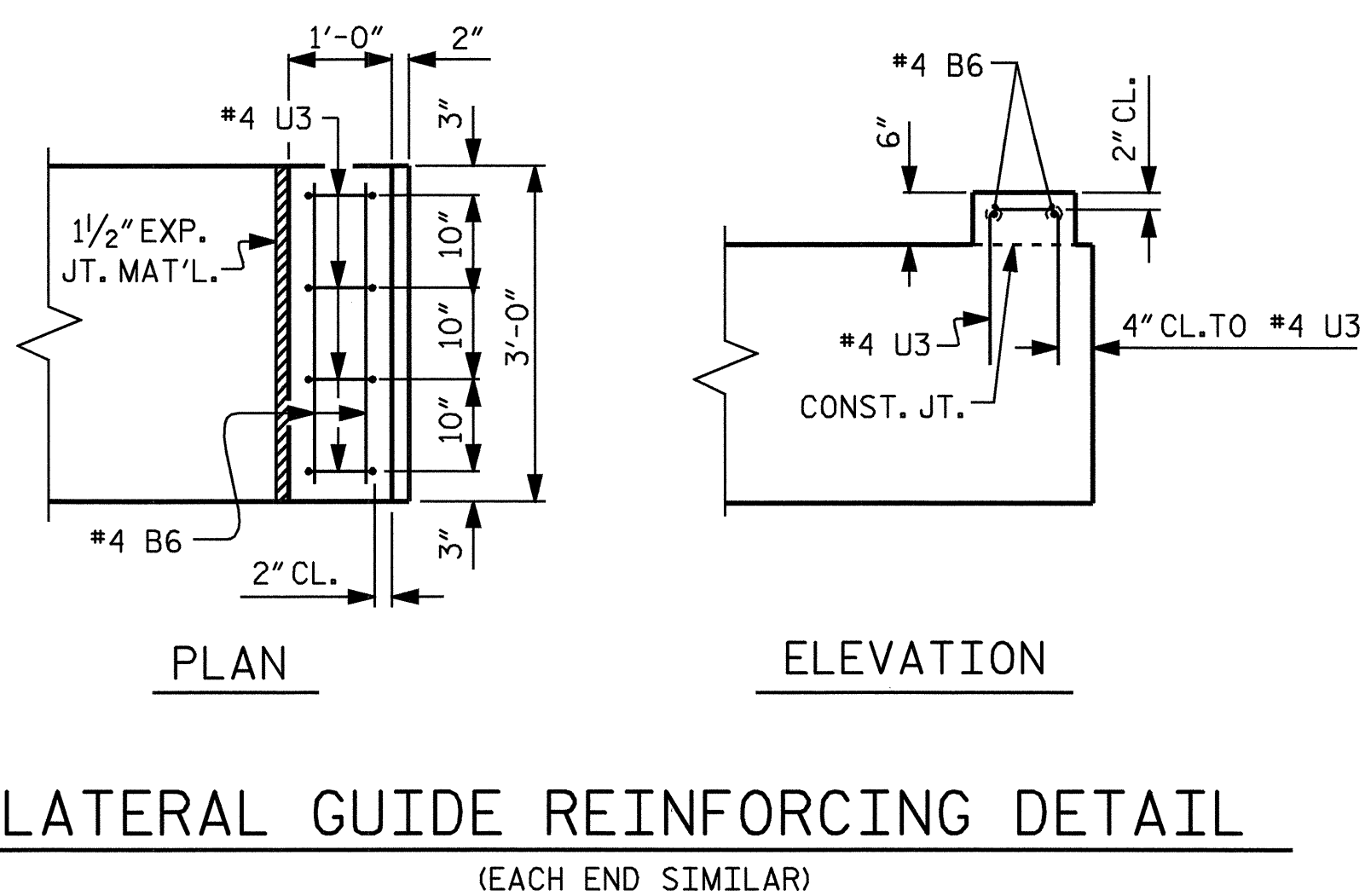


DRAWN BY: B.N.BARODAWALA DATE: 9-30-05
 CHECKED BY: PEGGY ADKINS DATE: 11-05

24-JAN-2006 12:49
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 bbarodawala



BILL OF MATERIAL					
BENT #1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	5	#9	1	40'-8"	691
B2	2	#5	STR	38'-3"	80
B3	4	#10	STR	38'-3"	658
B4	10	#4	STR	2'-8"	18
B5	8	#4	STR	20'-4"	109
B6	4	#4	STR	2'-8"	7
D1	48	#6	STR	1'-6"	108
S1	32	#5	2	7'-10"	261
S2	16	#4	3	7'-7"	81
U1	6	#4	4	5'-0"	20
U2	4	#4	4	5'-6"	15
U3	8	#4	4	3'-6"	19
U4	2	#9	4	9'-10"	67
REINFORCING STEEL				LBS.	2134
CLASS A CONCRETE				CU. YDS.	10.7
POUR #1 (CAP)				CU. YDS.	0.1
POUR #2 (LATERAL GUIDES)				CU. YDS.	10.8
TOTAL:				CU. YDS.	21.6
HP 14 X 73 STEEL PILES				LIN. FT.	400
NO. 8				LIN. FT.	400

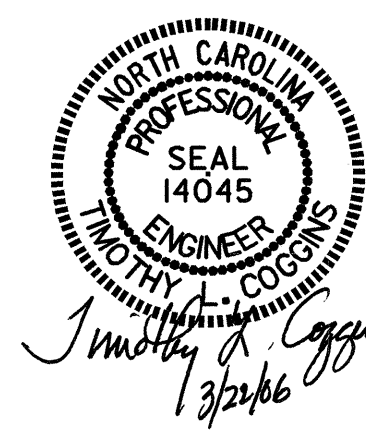


PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

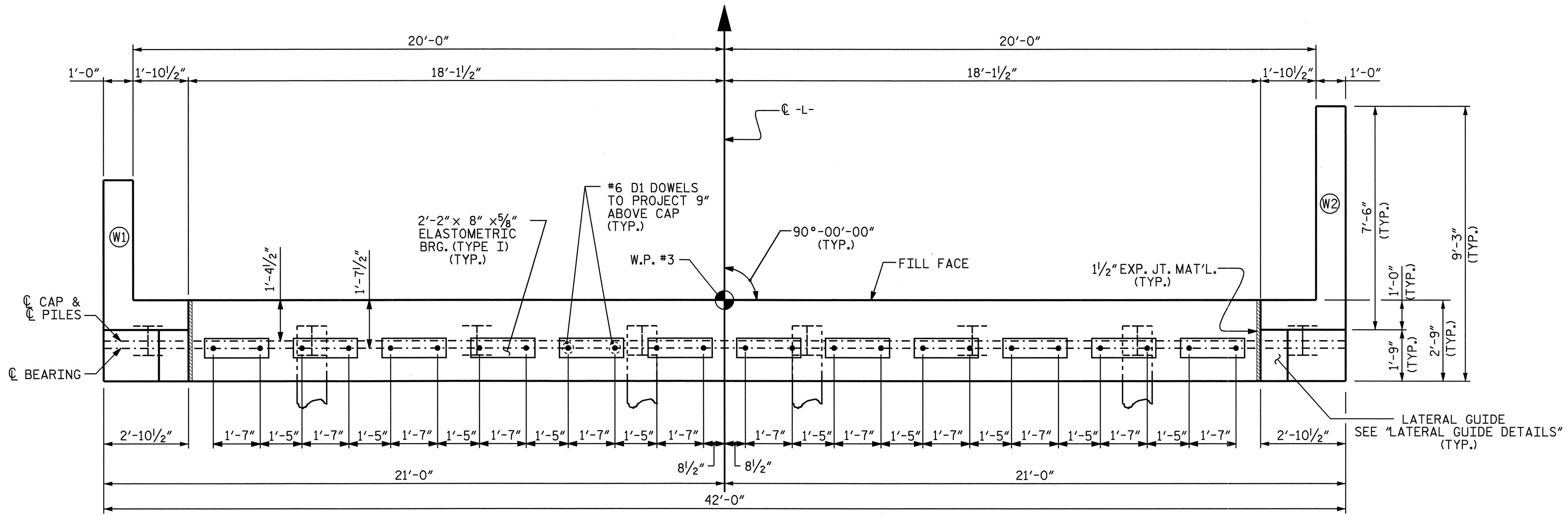
SHEET 2 OF 2

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

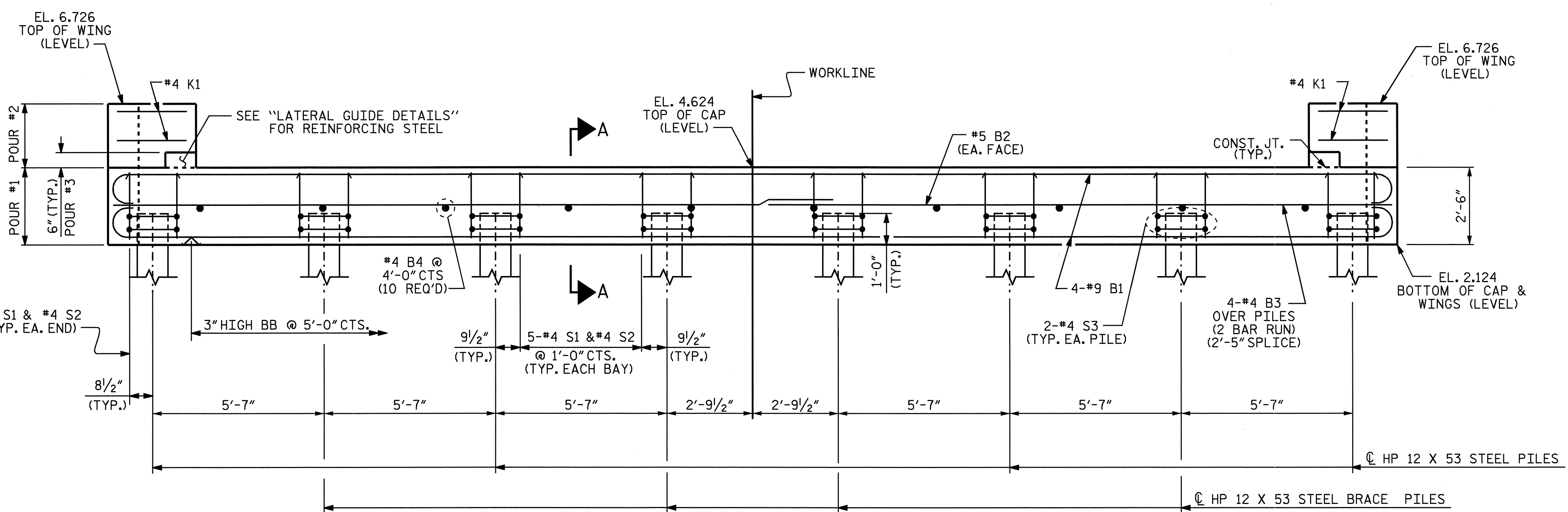
SHEET NO. S-12
TOTAL SHEETS 18



DRAWN BY: B.N.BARODAWALA DATE: 9-30-05
 CHECKED BY: PEGGY ADKINS DATE: 11-05



PLAN



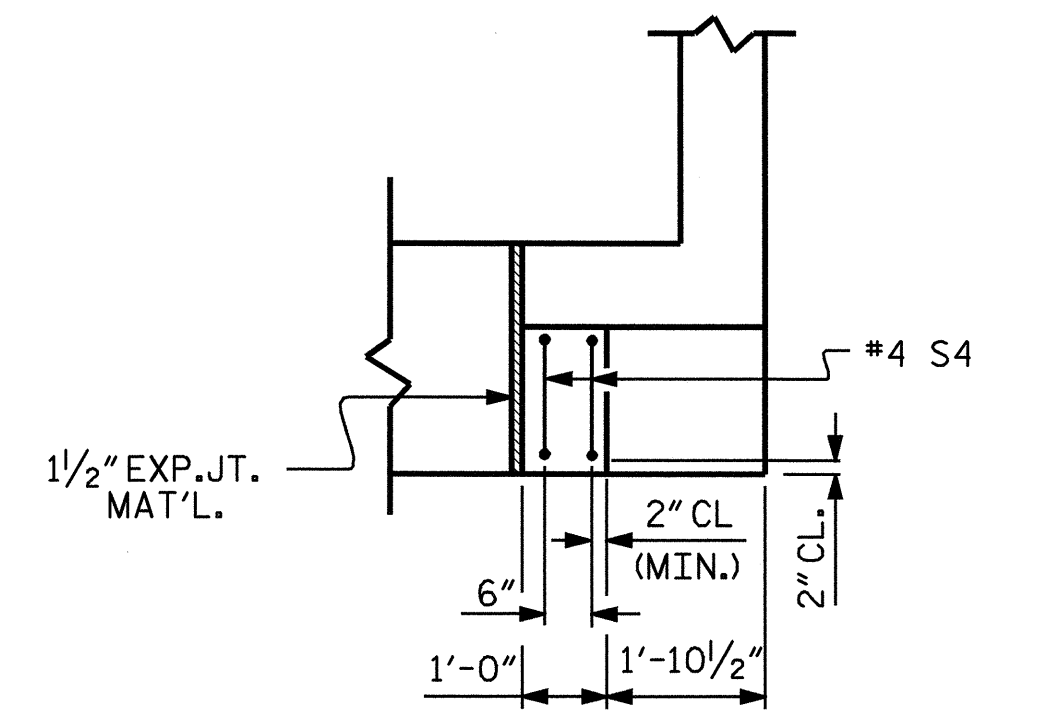
ELEVATION

NOTES

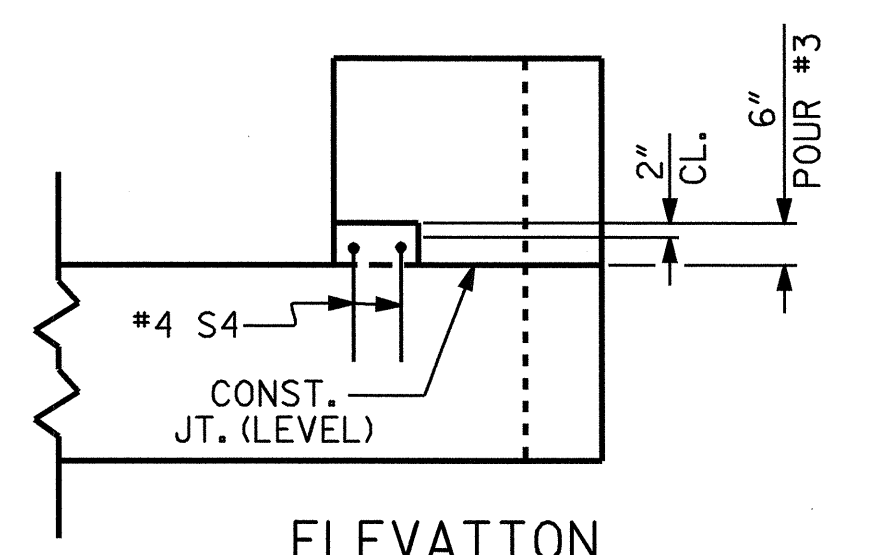
THE LATERAL GUIDE AT EACH END OF THE CAP IS NOT TO BE POURED UNTIL AFTER THE CORED SLAB UNITS ARE IN PLACE.

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

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 4" DIAMETER DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.



PLAN



ELEVATION

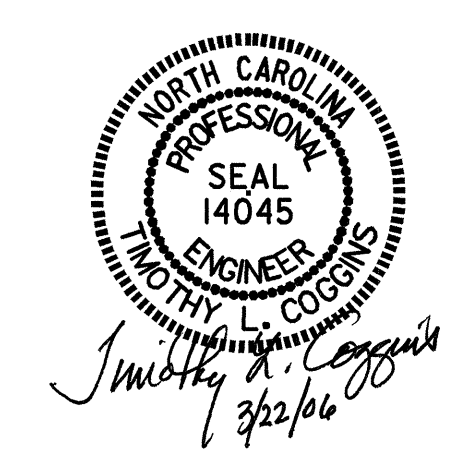
LATERAL GUIDE DETAILS

(EACH END SIMILAR)

PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

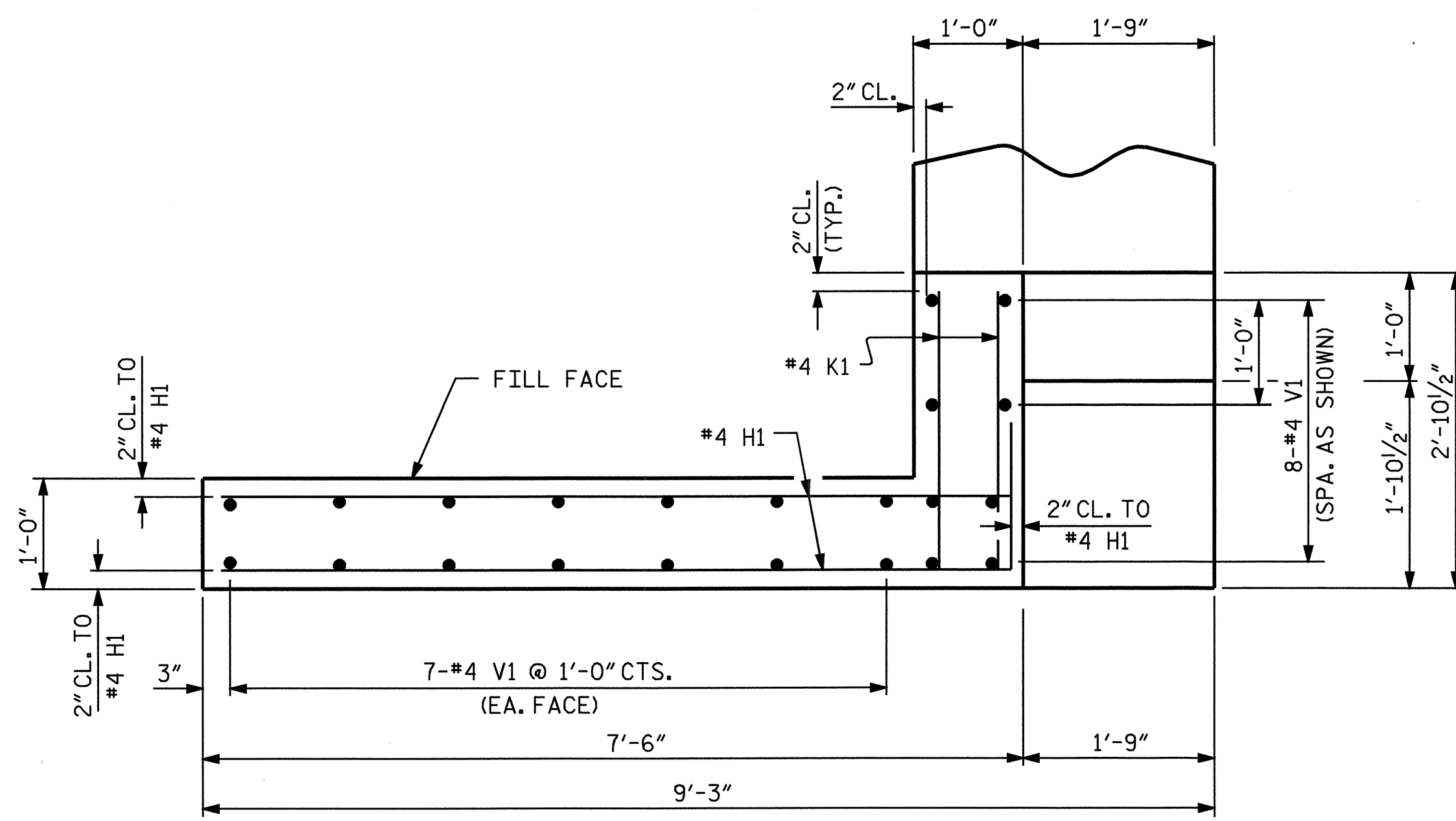
SHEET 1 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT #2					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
TOTAL SHEETS					18

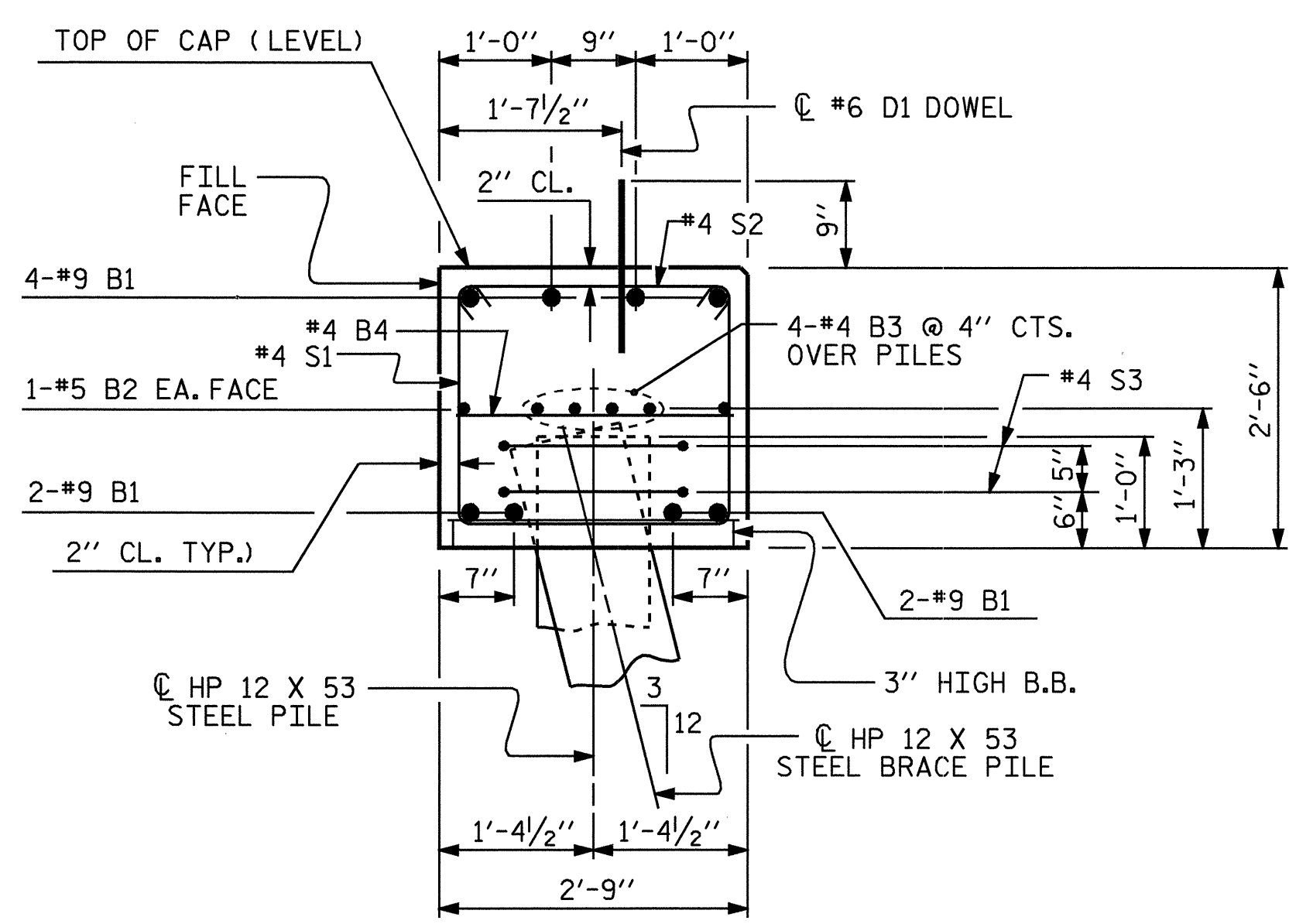


DRAWN BY: B.N.BARODAWALA DATE: 9-23-05
 CHECKED BY: ADKINS/COGGINS DATE: 1/06

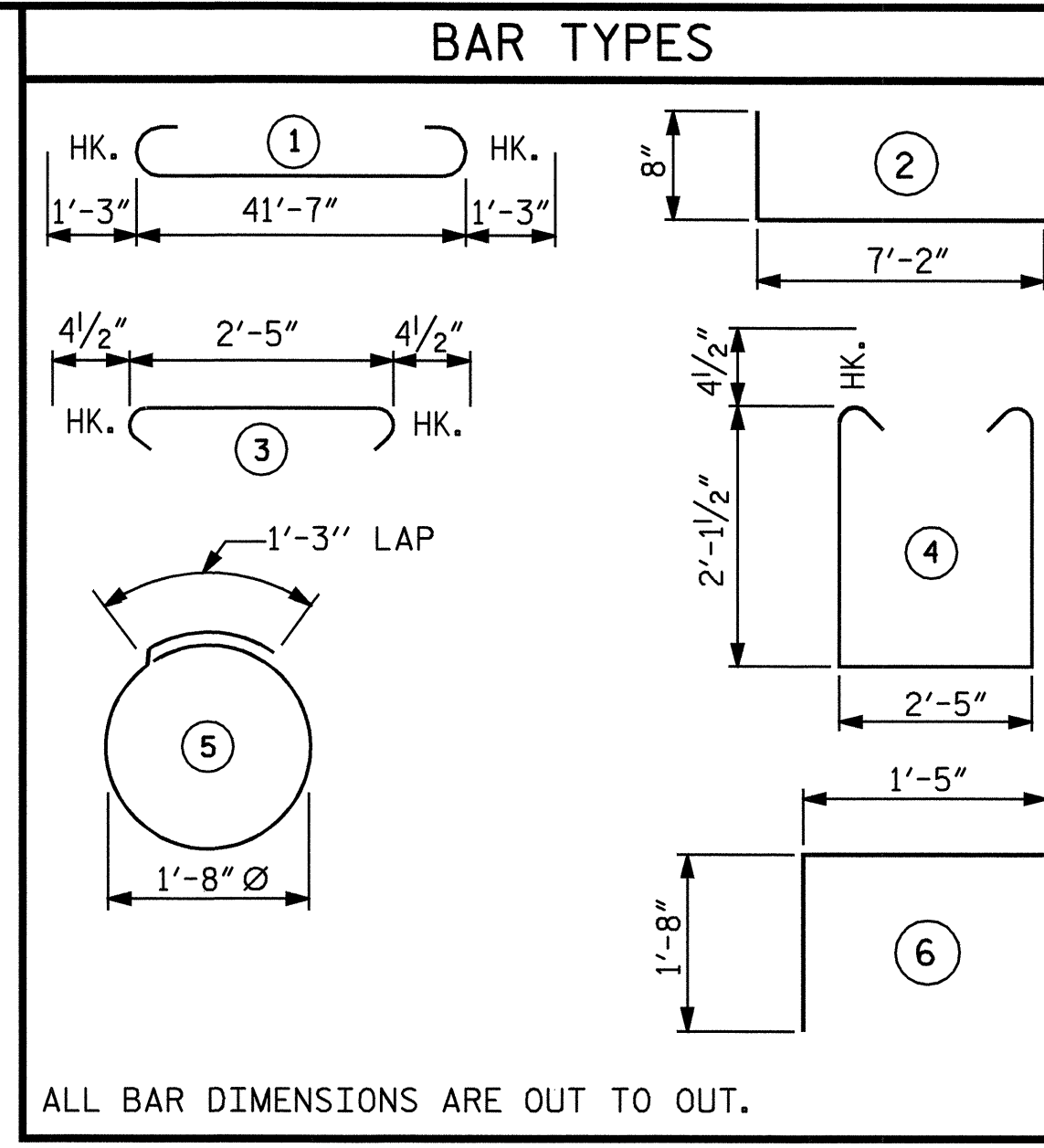
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 bbarodawala



PLAN OF WING
(WING W1 SHOWN, WING W2 SIMILAR)

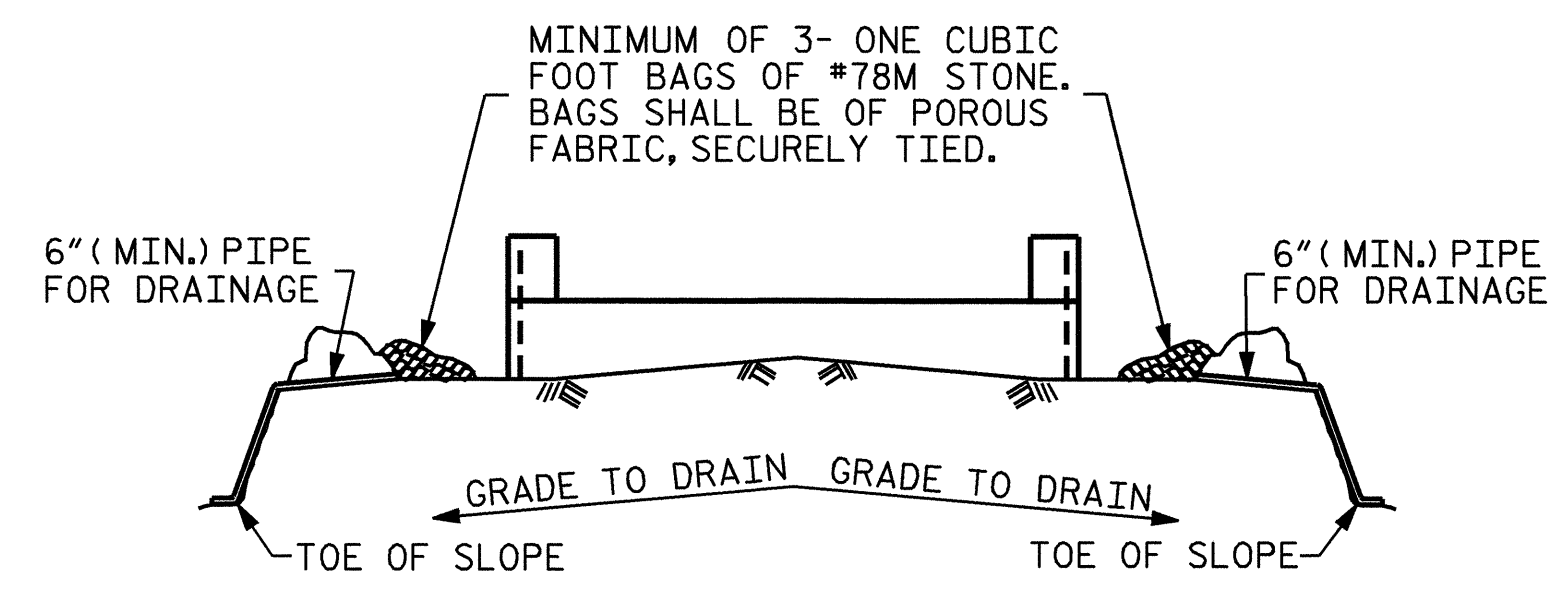


SECTION A-A



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL					
END BENT #2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9	1	44'-1"	1199
B2	2	#5	STR	41'-8"	87
B3	8	#4	STR	22'-1"	118
B4	10	#4	STR	2'-5"	16
D1	24	#6	STR	1'-6"	54
H1	20	#4	2	7'-10"	105
K1	8	#4	STR	2'-6"	13
S1	37	#4	4	7'-5"	183
S2	37	#4	3	3'-2"	78
S3	16	#4	5	6'-6"	69
S4	4	#4	6	4'-9"	13
V1	44	#4	STR	4'-3"	125
REINFORCING STEEL				LBS.	2060
CLASS 'A' CONCRETE					
POUR #1 CAP & LOWER WINGS				CU. YDS.	11.9
POUR #2 UPPER WINGS				CU. YDS.	1.5
POUR #3 LATERAL GUIDES				CU. YDS.	0.1
TOTAL				CU. YDS.	13.5
HP 12 x 53 STEEL PILES					
NO. 8				LIN. FT.	360

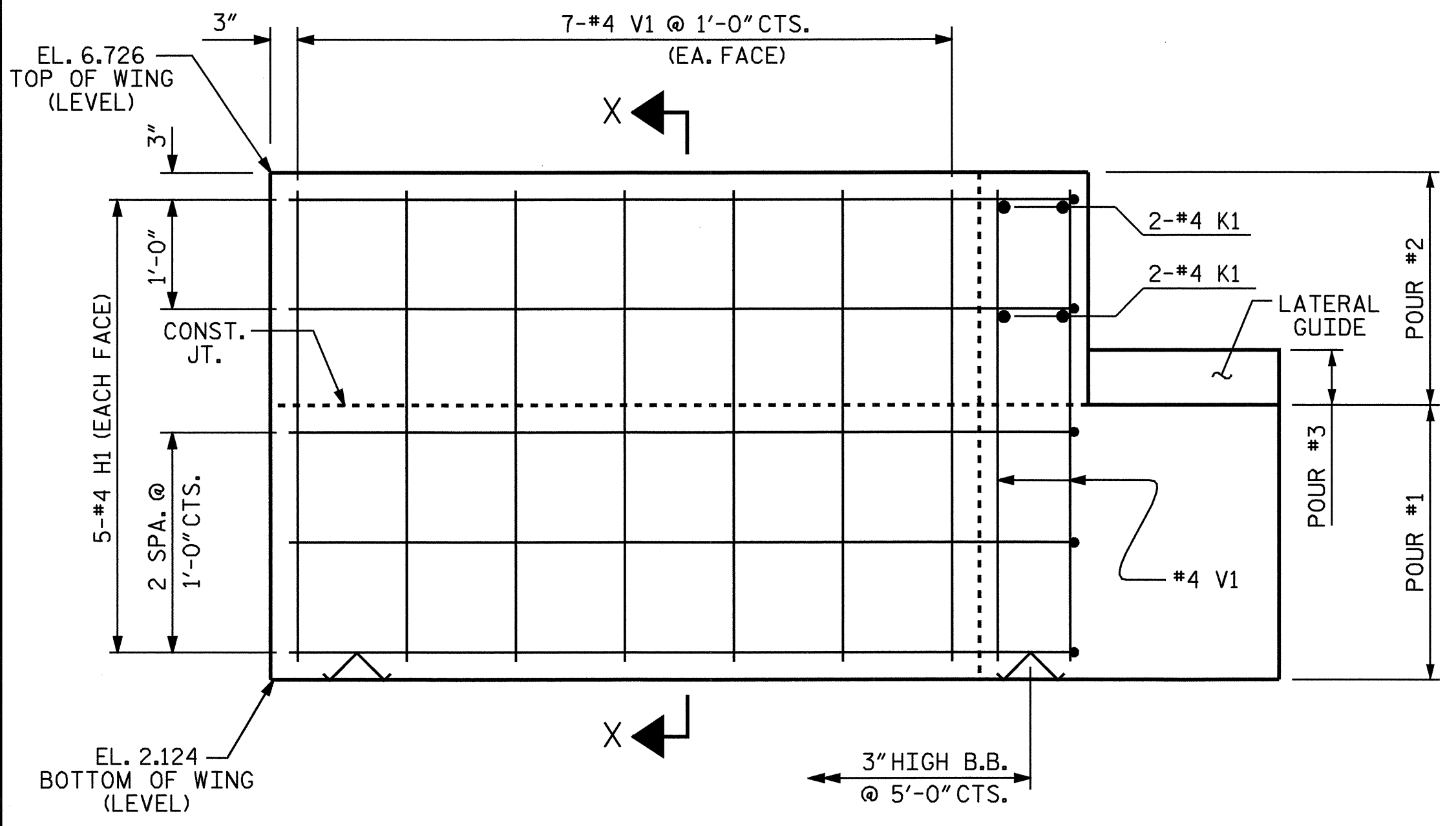


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

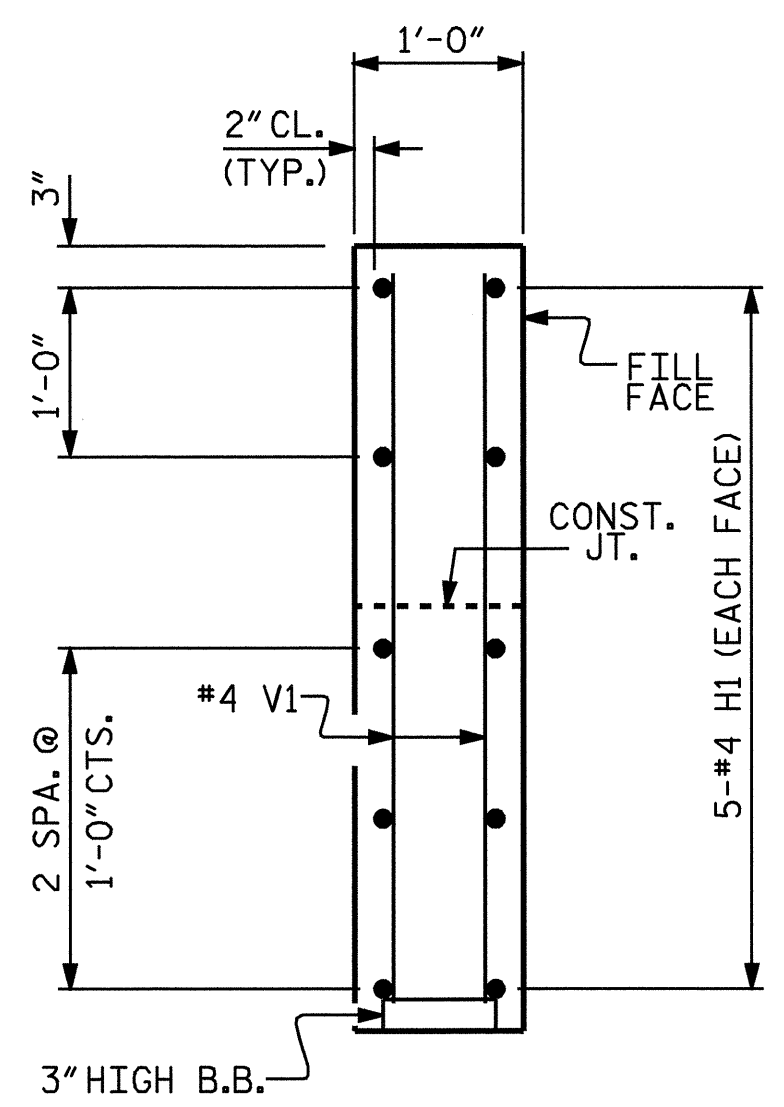
BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR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

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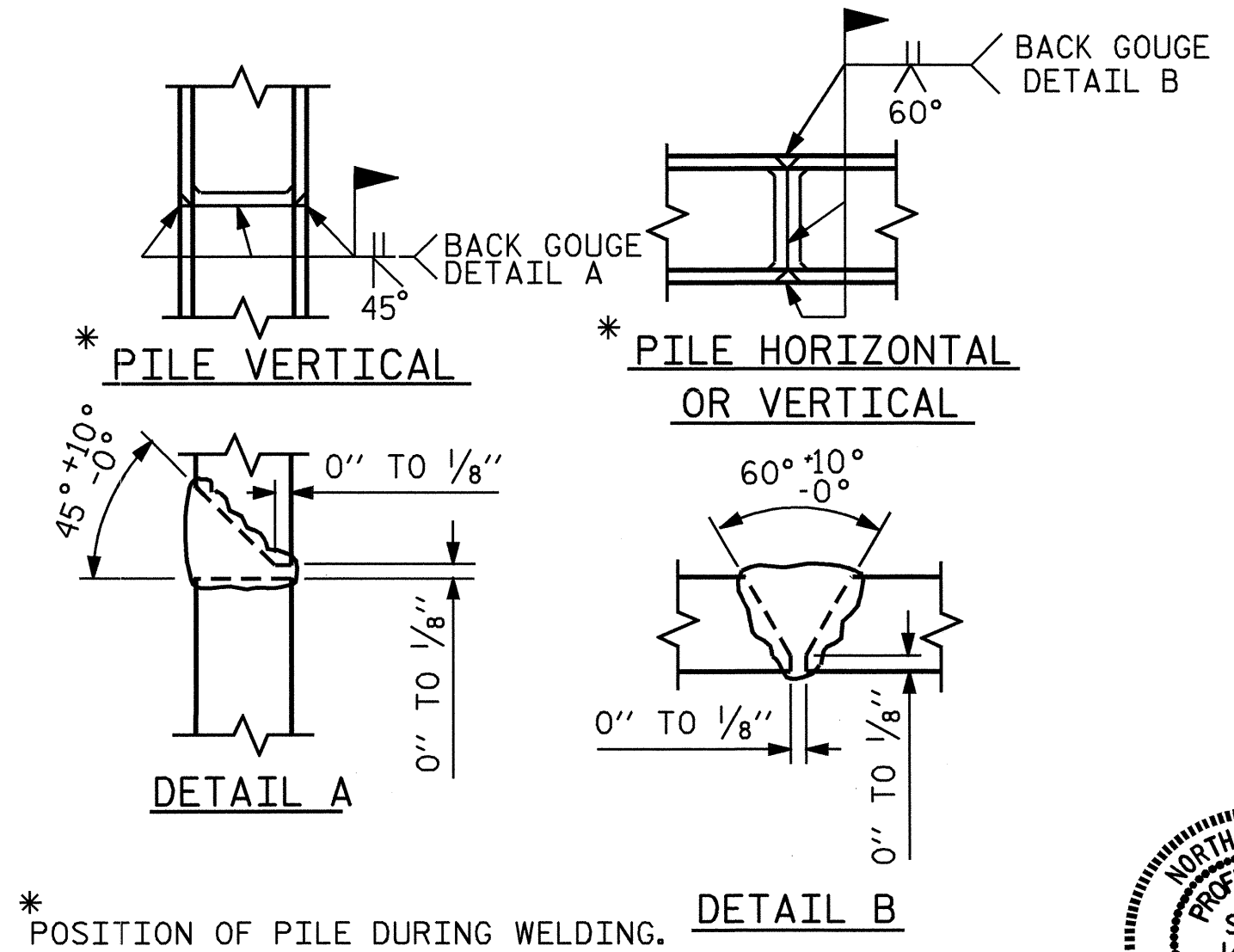
TEMPORARY DRAINAGE AT END BENT



ELEVATION OF WING
(WING W1 SHOWN, WING W2 SIMILAR)



SECTION X-X



* POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS

PROJECT NO. B-3636
CHOWAN COUNTY
STATION: 18+19.00 -L-
SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE
END BENT #2

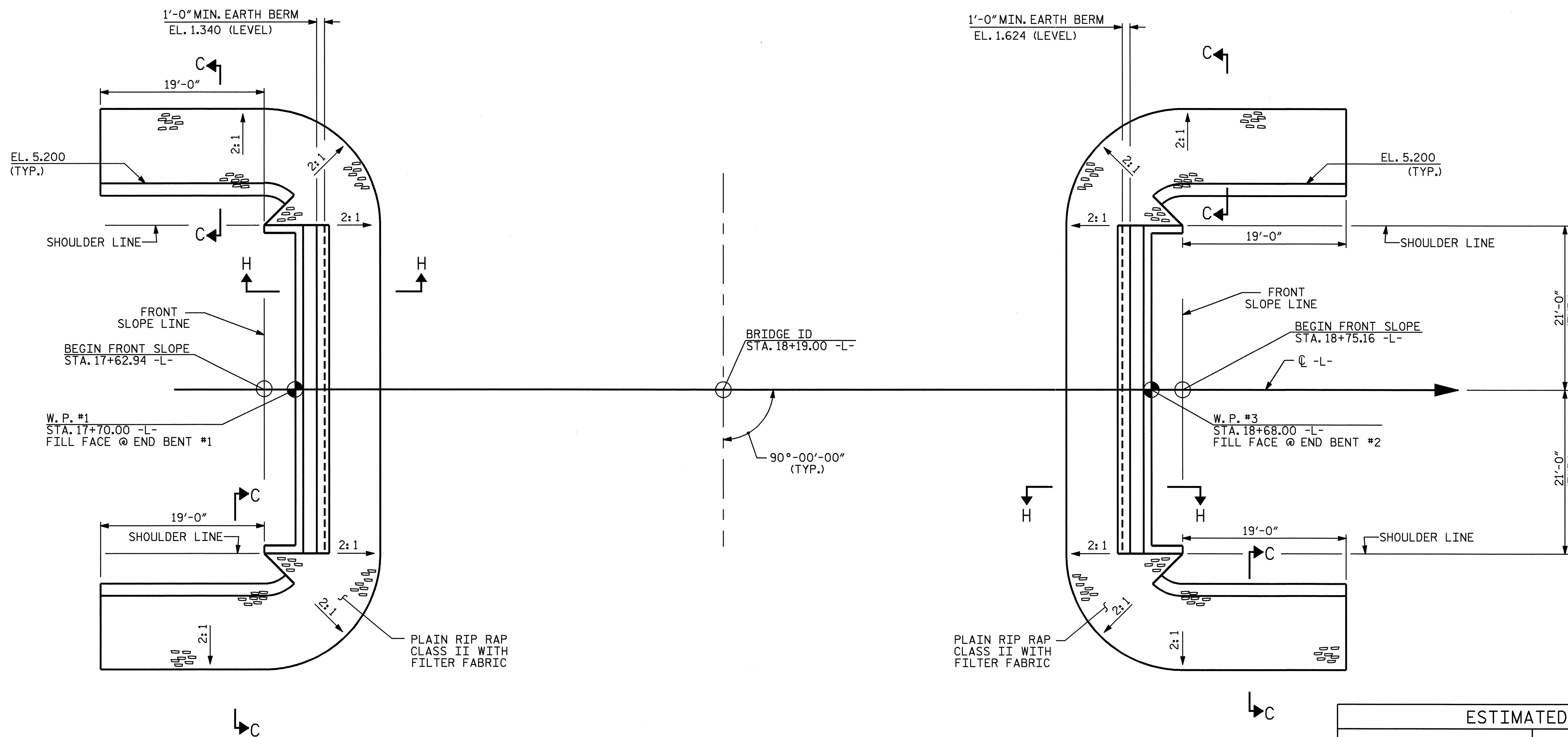
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-14
1			3			TOTAL SHEETS
2			4			18

DRAWN BY: B.N.BARODAWALA DATE: 9-30-05
CHECKED BY: ADKINS/COGGINS DATE: 1/06



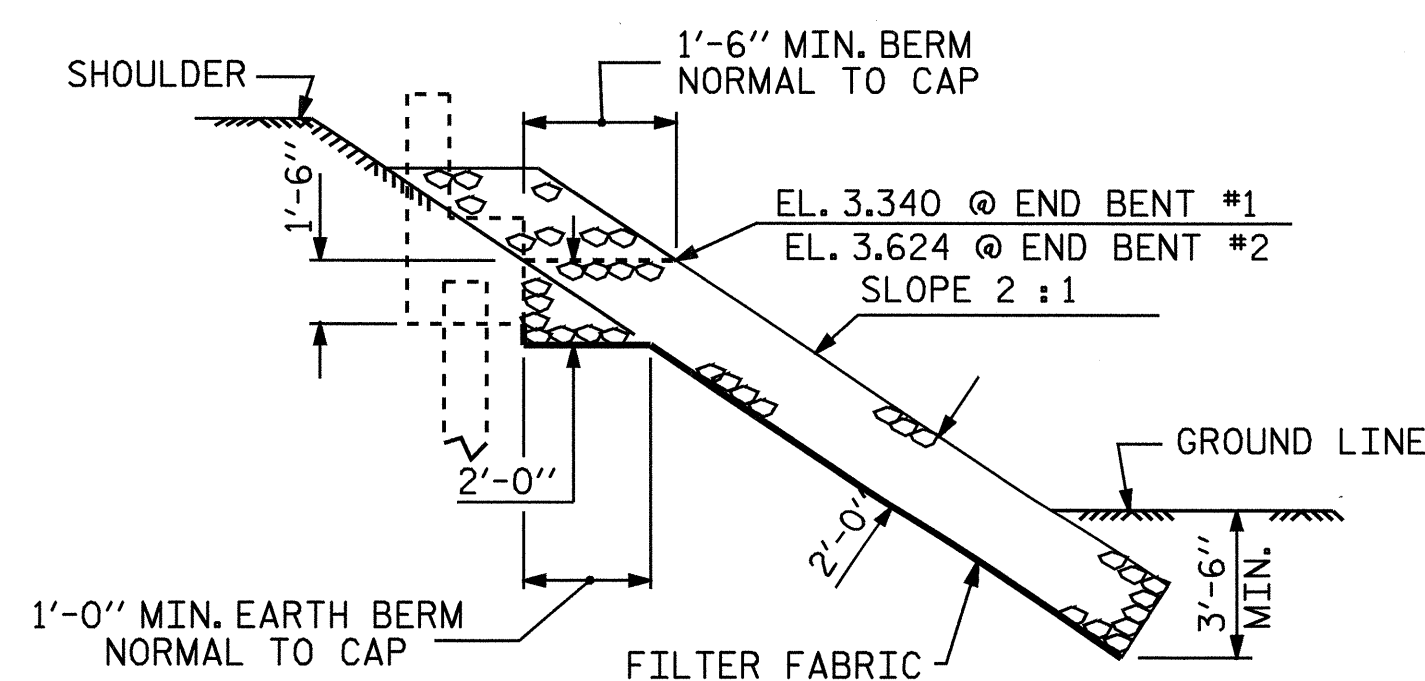
NOTE

THE COST OF THE FILTER FABRIC SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR PLAIN RIP RAP CLASS II.

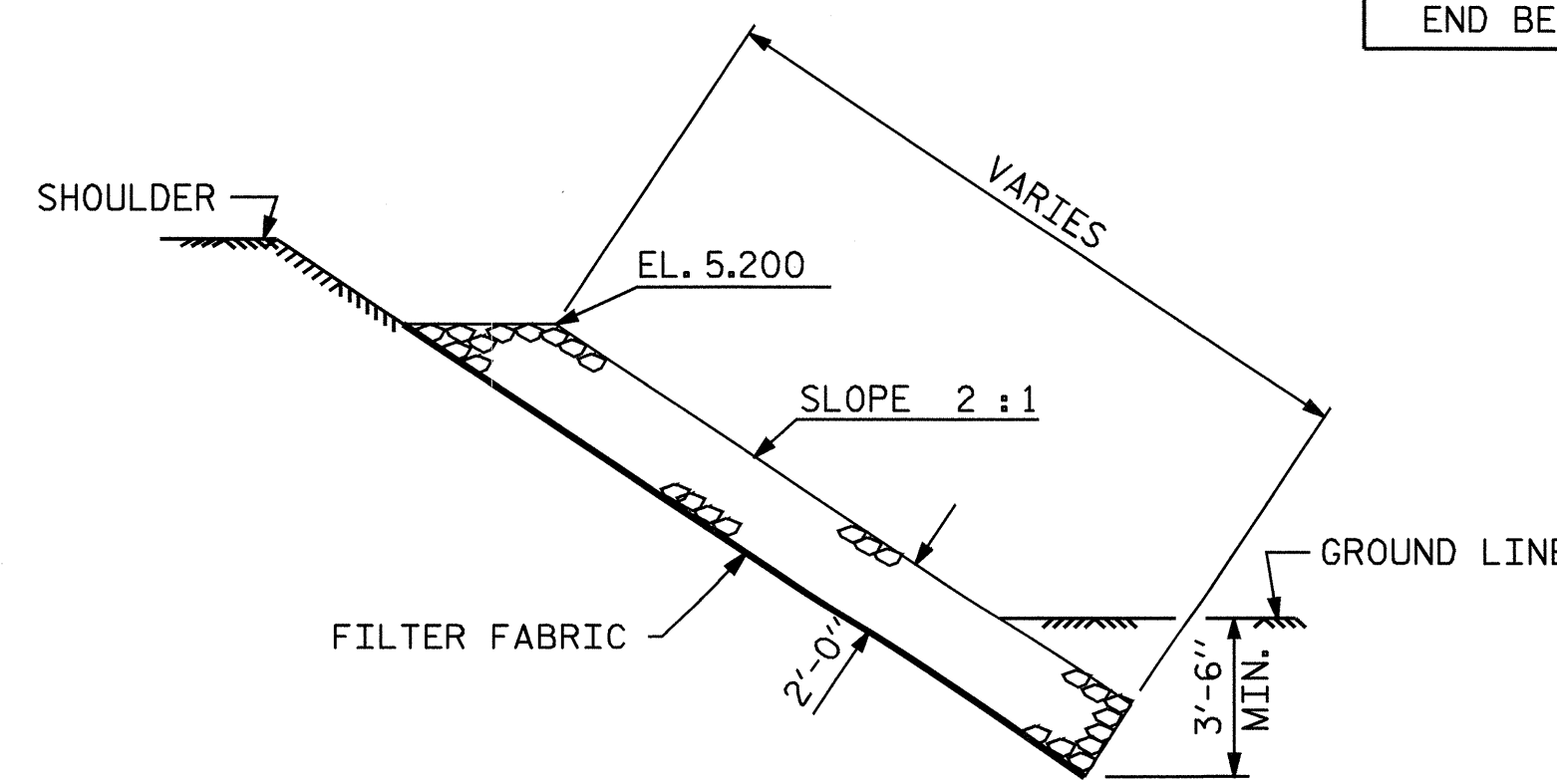


PLAN OF RIP RAP

ESTIMATED QUANTITIES		
BRIDGE @ STA. 18+19.00 -L-	PLAIN RIP RAP CLASS II	FILTER FABRIC FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	133	147
END BENT 2	120	134



SECTION H-H

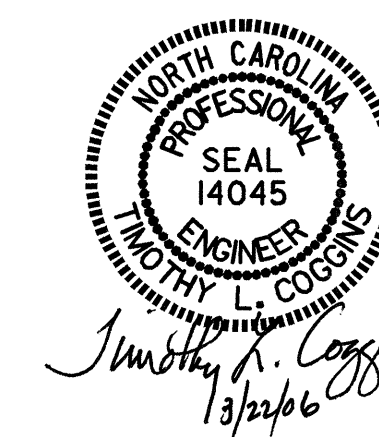


SECTION C-C

PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

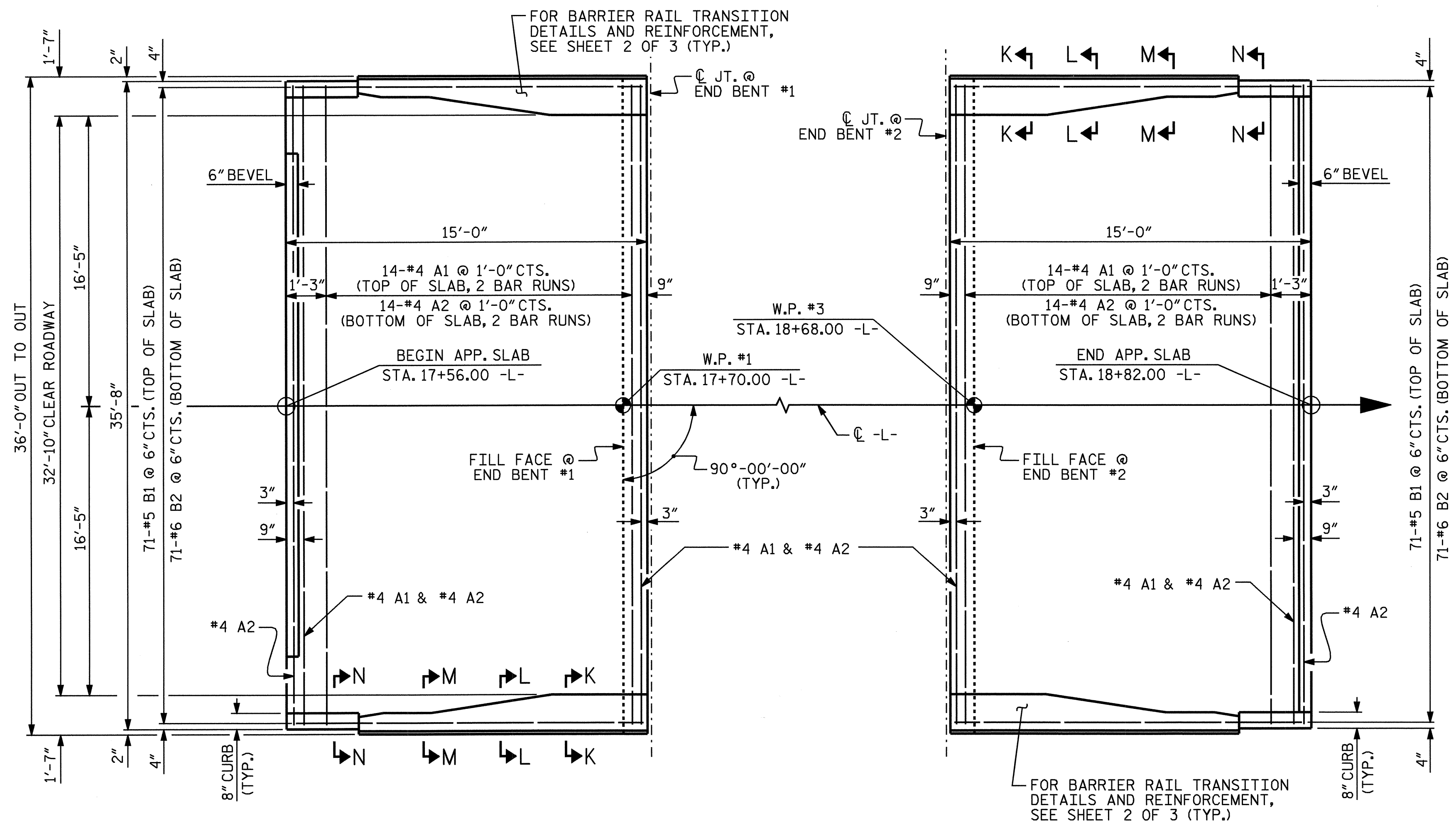
RIP RAP DETAILS



DRAWN BY: PEGGY ADKINS DATE: 2-05
 CHECKED BY: B.N.BARODAWALA DATE: 11-05

24-JAN-2006 12:58
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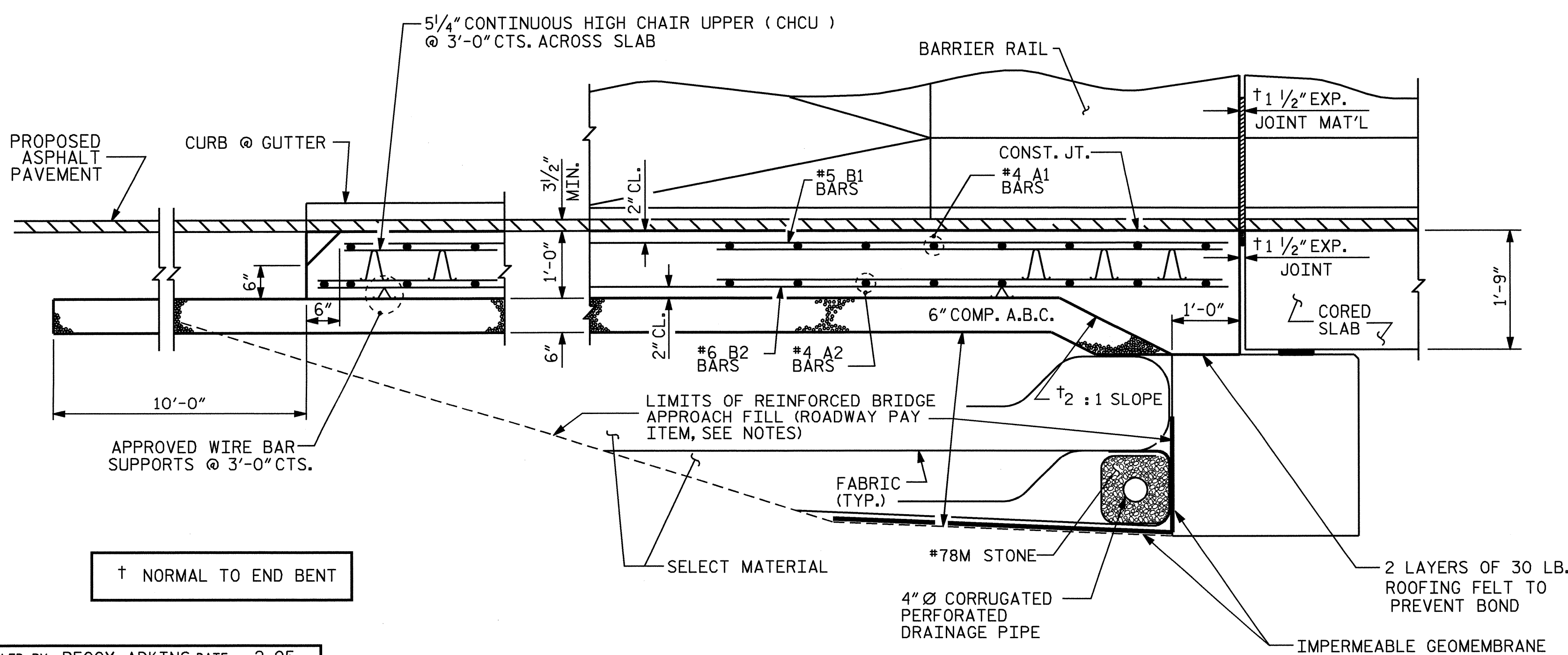
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NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 18
2			4			



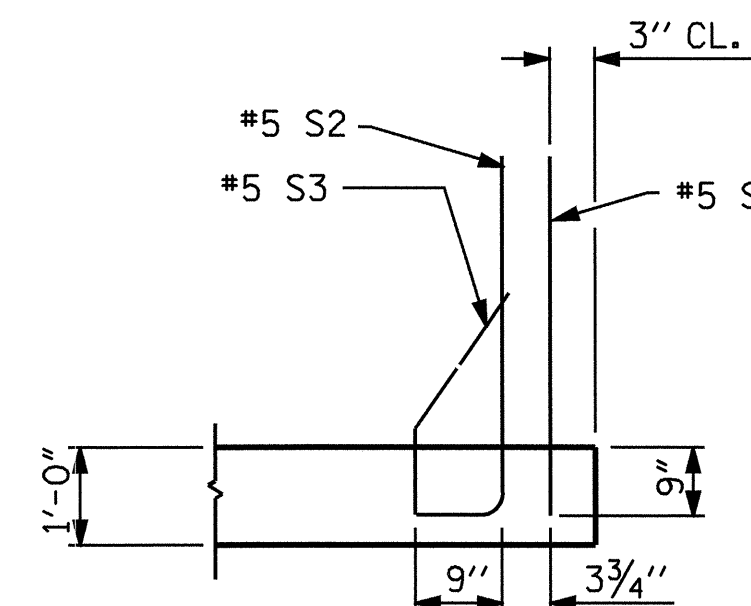
PLAN @ END BENT #1

PLAN @ END BENT #2

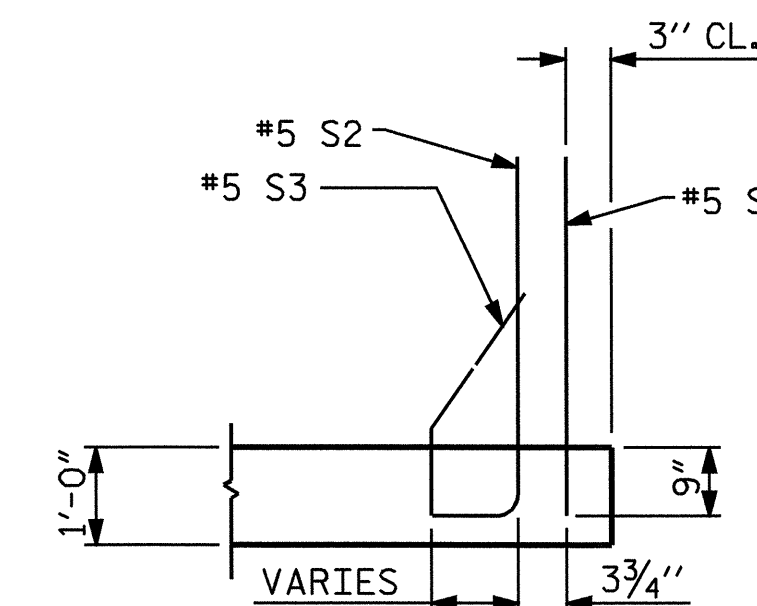
(DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS)



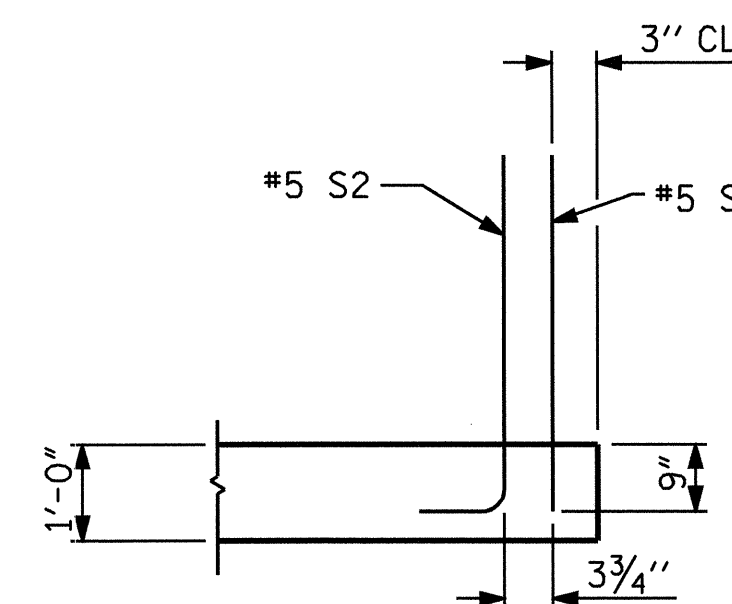
SECTION THRU SLAB



SECTION K-K



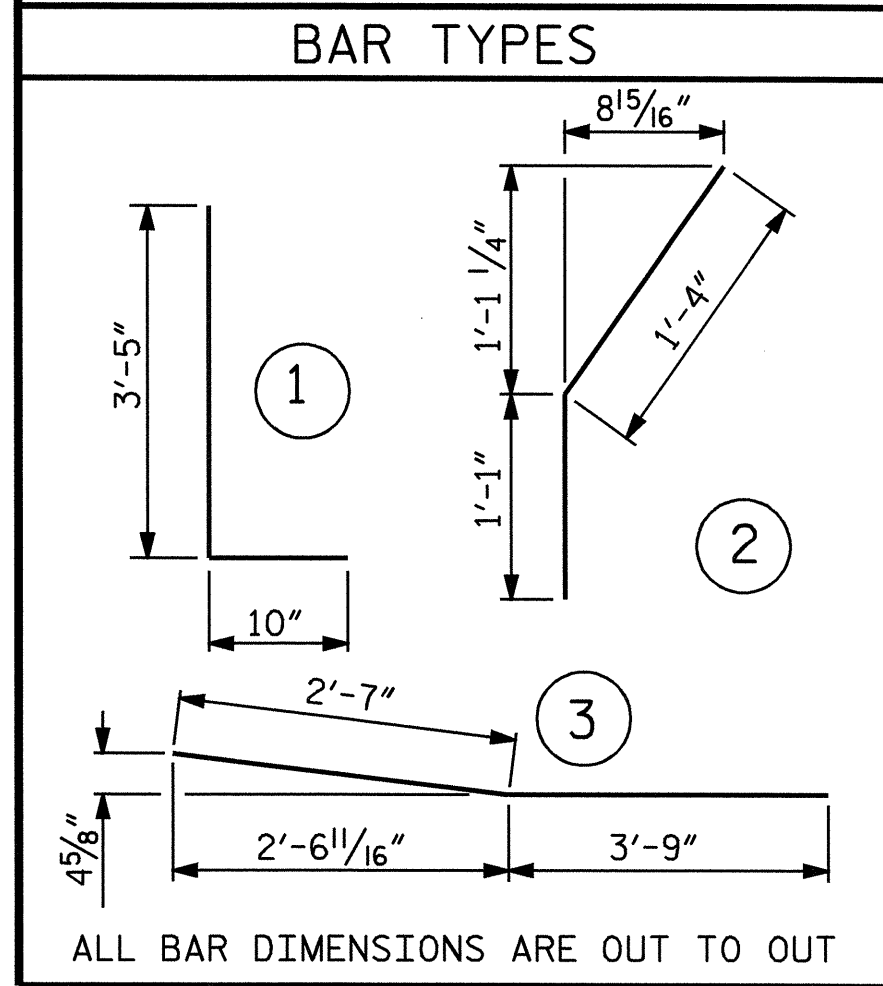
SECTION L-L



SECTION M-M

BILL OF MATERIAL
FOR ONE APPROACH SLAB (2 REQ'D)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	32	#4	STR	18'-10"	403
A2	34	#4	STR	18'-9"	426
*B1	71	#5	STR	14'-2"	1049
B2	71	#6	STR	14'-8"	1564
*B3	2	#5	3	6'-4"	13
*B4	14	#5	STR	11'-8"	170
*S1	48	#5	STR	3'-5"	171
*S2	48	#5	1	4'-3"	213
*S3	20	#5	2	2'-5"	50
REINFORCING STEEL				LBS.	1990
*EPOXY COATED REINFORCING STEEL				LBS.	2069
CLASS AA CONCRETE BREAKDOWN					
POUR 1 SLAB AND CURB				C. Y.	21.8
POUR 2 RAIL				C. Y.	2.4
CLASS AA CONCRETE				C. Y.	24.2



NOTES

THE COST OF THE BARRIER RAIL ON THE APPROACH SLAB SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR BRIDGE APPROACH SLABS.

FOR REINFORCED BRIDGE APPROACH FILL INCLUDING FABRIC, IMPERMEABLE GEOMEMBRANE, 4" Ø DRAINAGE PIPE, #78M STONE, AND SELECT MATERIAL, SEE ROADWAY PLANS.

TEMPORARY DRAINAGE AND TEMPORARY BERM AND SLOPE DRAINS WILL BE PAID FOR UNDER THE LUMP SUM PRICE FOR BRIDGE APPROACH SLAB.

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.

THE 6" COMP. A.B.C. SHALL EXTEND 10'-0" BEYOND THE END OF THE APPROACH SLAB AND 1'-0" OUTSIDE OF EACH EDGE OF SLAB.

THE CONTRACTOR MAY USE 4" TYPE B-25.0B ASPHALT CONCRETE BASE COURSE IN LIEU OF 6" COMP. A.B.C. IF THIS OPTION IS USED, THE BASE COURSE SHALL EXTEND 1'-0" BEYOND THE END OF THE APPROACH SLAB AND THE WIDTH SHALL BE THE SAME AS THAT OF THE APPROACH SLAB.

THE CONTRACTOR MAY USE 5" CLASS "A" CONCRETE BASE IN LIEU OF 6" COMP. A.B.C. IF THIS OPTION IS USED, THE CONCRETE BASE SHALL EXTEND 1'-0" BEYOND THE END OF THE APPROACH SLAB AND THE WIDTH SHALL BE THE SAME AS THAT OF THE APPROACH SLAB. THE CONCRETE SHALL BE FINISHED TO A SMOOTH SURFACE AND A LAYER OF 30 LB ROOFING FELT SHALL BE PLACED BETWEEN THE CONCRETE BASE AND THE APPROACH SLAB TO PREVENT BOND. THE APPROACH SLAB SHALL NOT BE CAST UNTIL THE CONCRETE BASE HAS REACHED AN AGE OF THREE CURING DAYS.

FOR JOINT DETAILS, SEE "PRESTRESSED CONCRETE CORED SLAB UNIT" SHEETS.

THE JOINT AT THE END BENT SHALL BE SEALED AS SOON AS PRACTICAL AFTER THE CONSTRUCTION OF THE APPROACH SLABS.

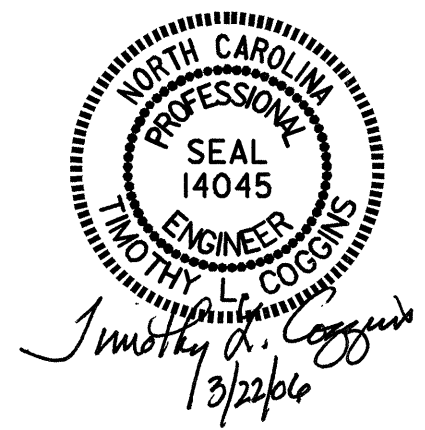
APPROACH SLAB GROOVING IS NOT REQUIRED.

SPLICE CHART

BAR SIZE	SPLICE
#4 A1	2'-0"
#4 A2	1'-9"

ASSEMBLED BY : PEGGY ADKINS DATE : 2-05
 CHECKED BY : B.N. BARODAWALA DATE : 11-05
 DRAWN BY : LES 8/01
 CHECKED BY : RDR 8/01
 REV. 10/17/00 RWW/LES
 REV. 7/10/01 LES/RDR
 REV. 5/7/03R RWW/JTE

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PROJECT NO. B-3636
 CHOWAN COUNTY
 STATION: 18+19.00 -L-

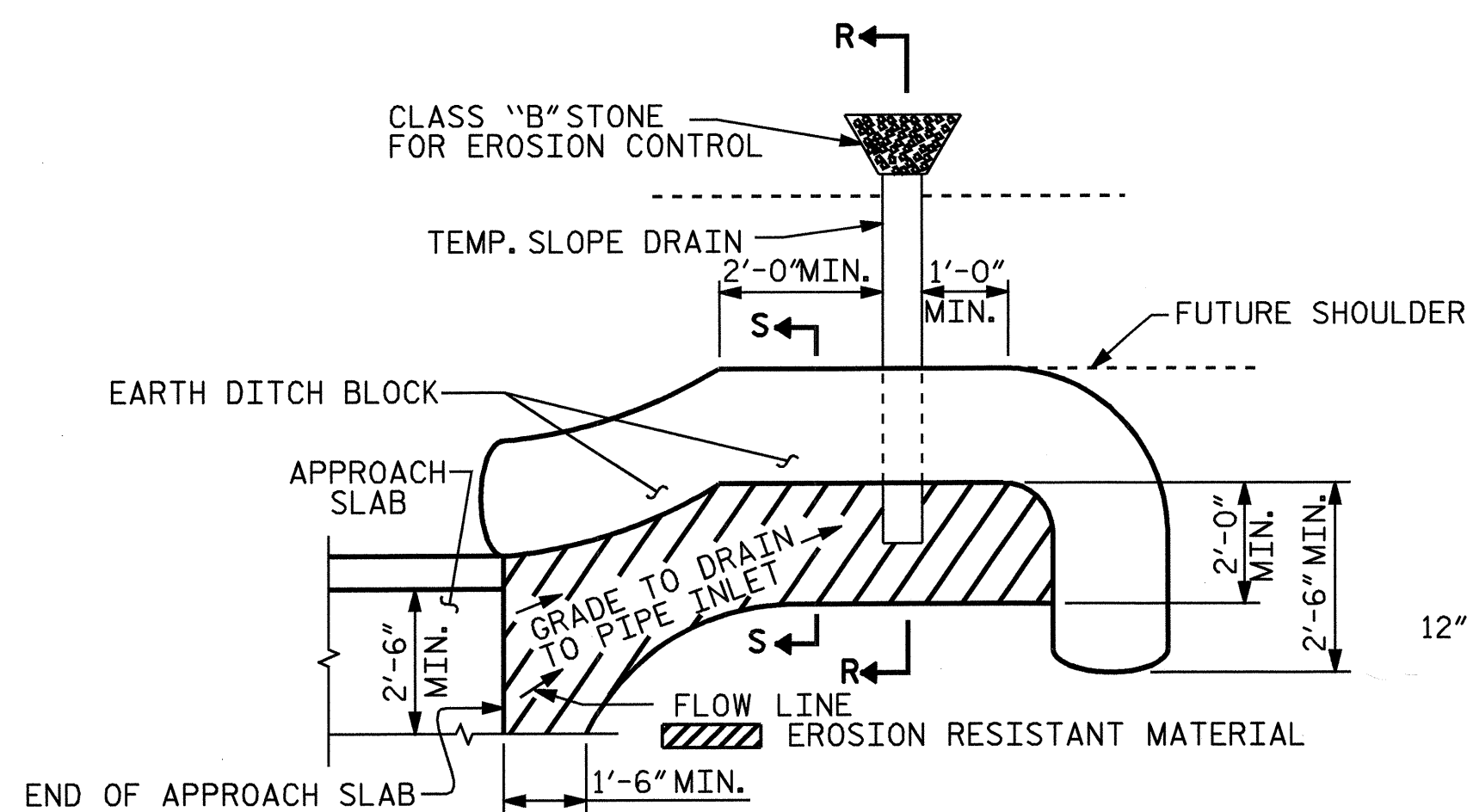
SHEET 1 OF 3
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 BRIDGE APPROACH SLAB
 FOR PRESTRESSED CONCRETE
 CORED SLAB WITH
 BARRIER RAIL

REVISIONS

NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

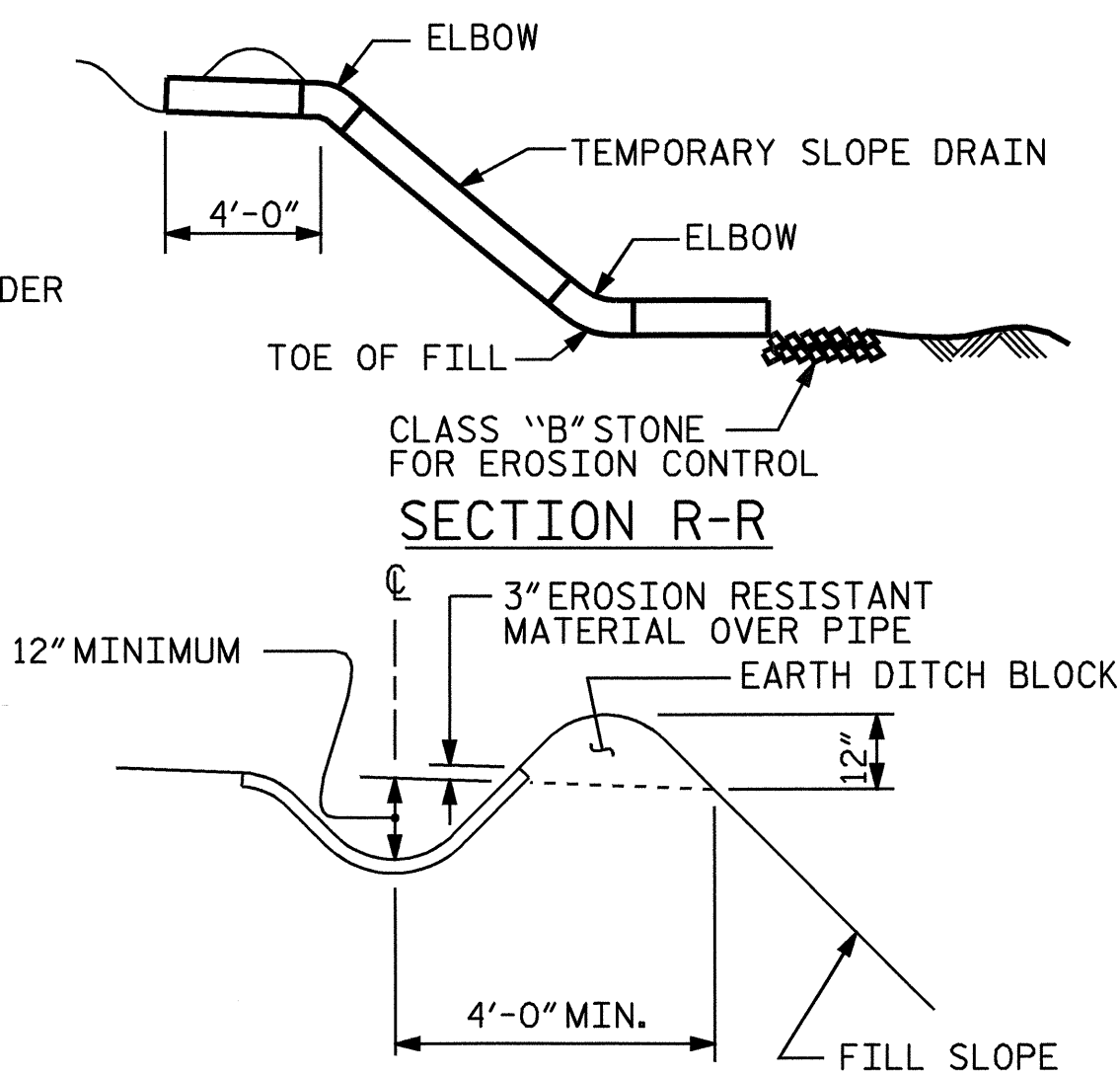
SHEET NO. S-16
 TOTAL SHEETS 18

STD. NO. BAS8

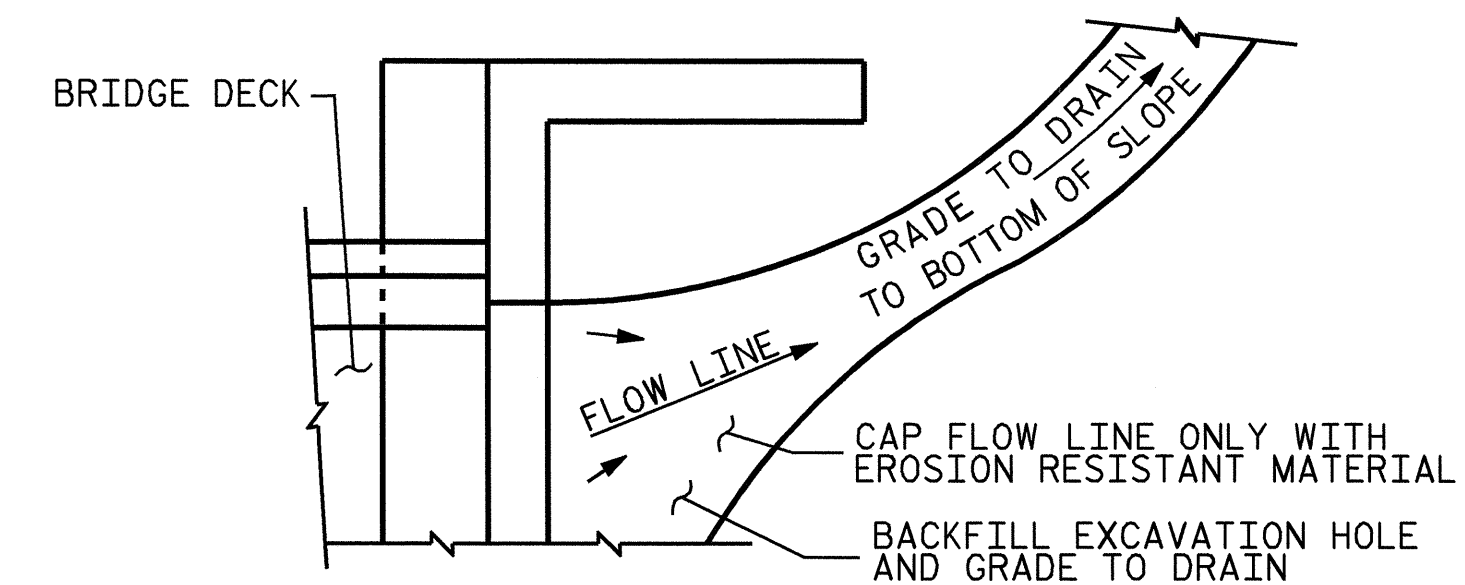


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 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



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

TEMPORARY BERM AND SLOPE DRAIN DETAILS

PROJECT NO. B-3636
CHOWAN COUNTY
 STATION: 18+19.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD

BRIDGE APPROACH
 SLAB DETAILS

1988

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



ASSEMBLED BY : PEGGY ADKINS	DATE : 2-05
CHECKED BY : B.N. BARODAWALA	DATE : 11-05
DRAWN BY : FCJ	11/88
CHECKED BY : ARB	11/88
REV. 8/16/99	MAB/LES
REV. 10/17/00	RWW/LES
REV. 5/7/03	RWW/JTE