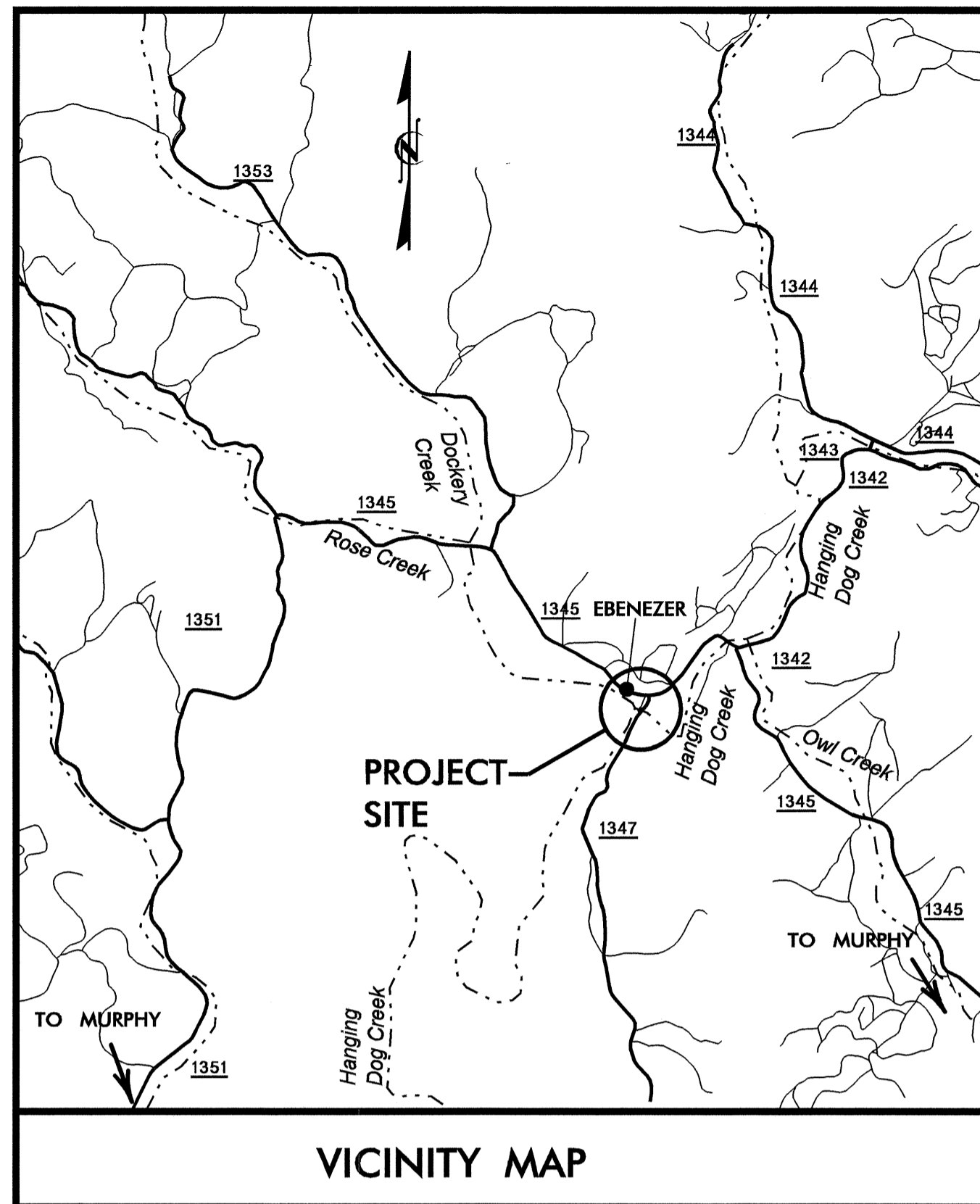


CONTRACT: C201835 TIP PROJECT: B-4070



VICINITY MAP

THE NEAREST SHIPPING POINT IS MURPHY ON SOUTHERN RAILWAY 7.2± MILES FROM PROJECT.

STATE OF NORTH CAROLINA

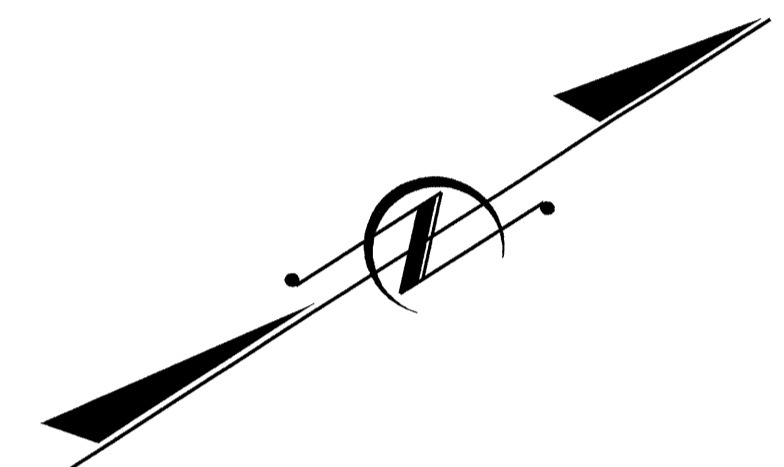
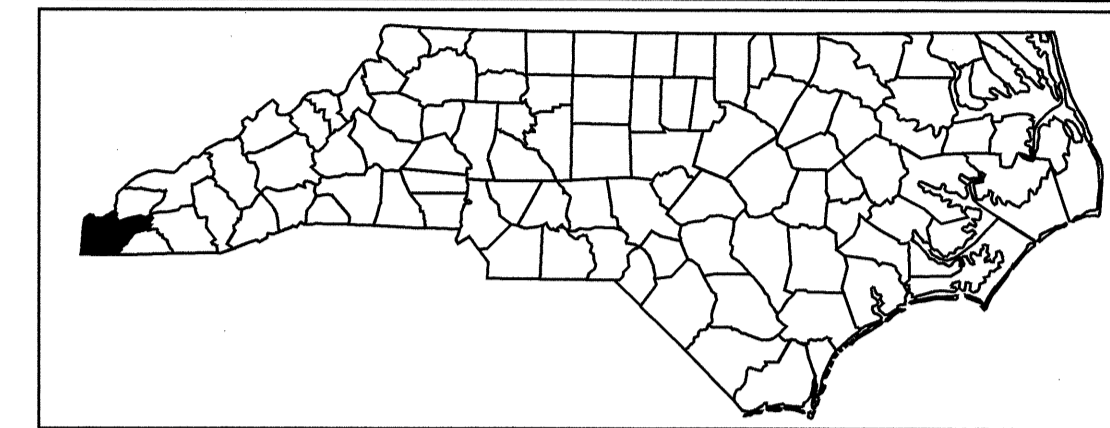
DIVISION OF HIGHWAYS

CHEROKEE COUNTY

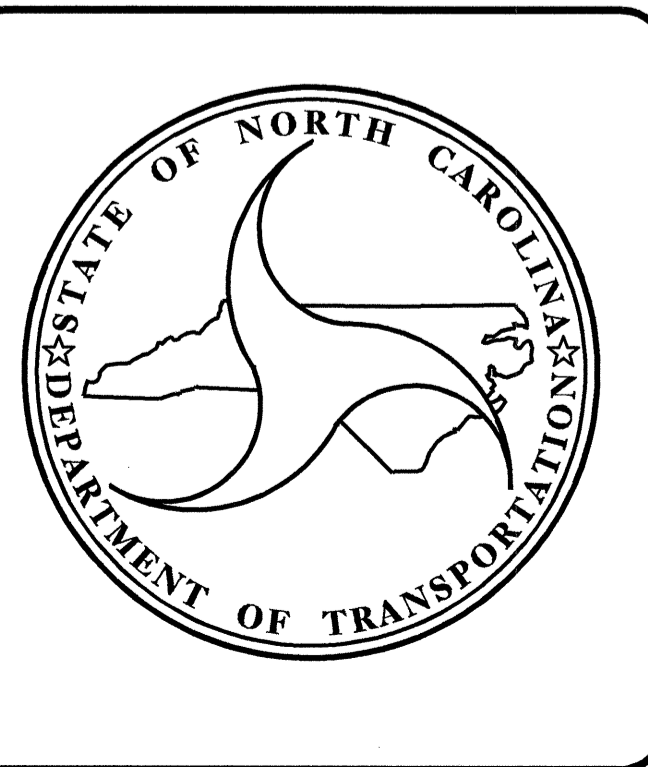
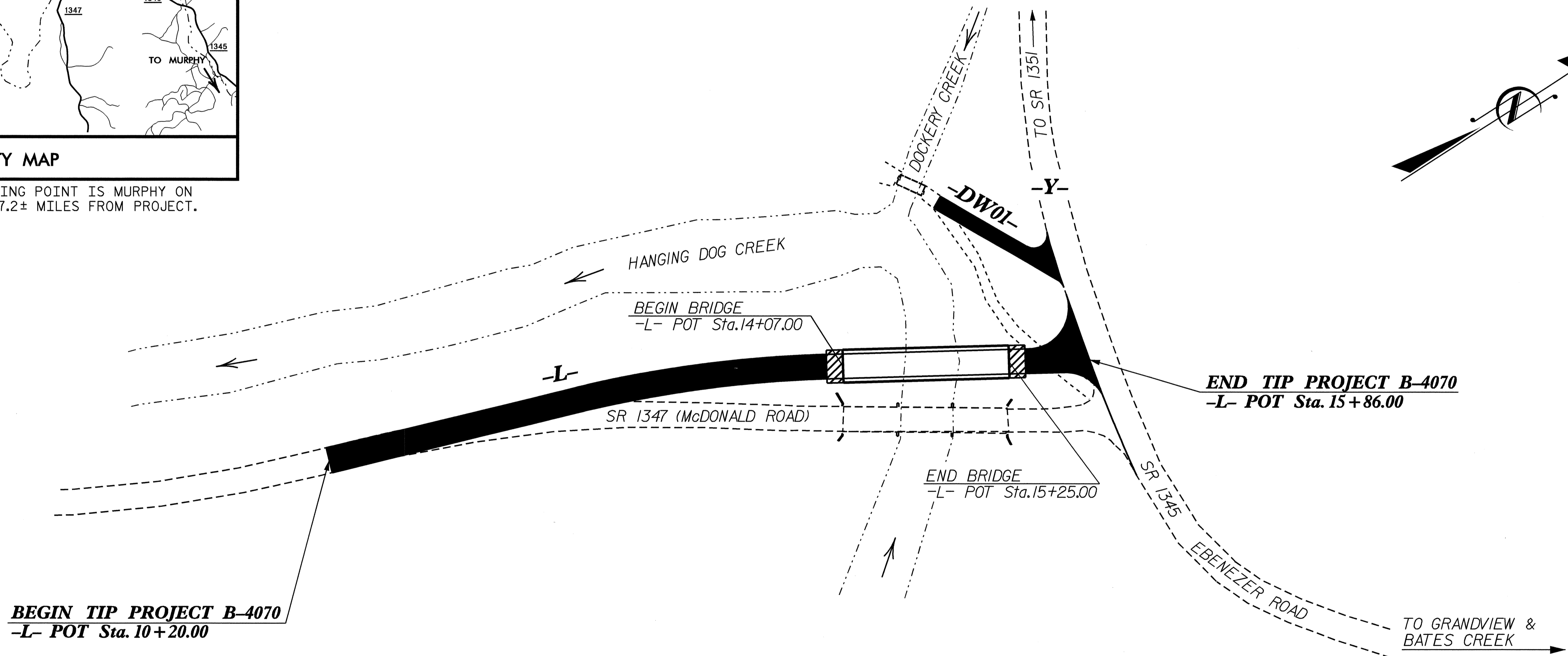
**LOCATION: BRIDGE #112 OVER HANGING DOG CREEK
ON SR 1347 (McDONALD ROAD) AND APPROACHES**

TYPE OF WORK: GRADING, DRAINAGE, STRUCTURE, PAVING, AND GUARDRAIL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4070		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33433.1.1	BRZ-1347 (2)	PE	
33433.2.1	BRZ-1347 (2)	RW, UTILITIES	
33433.3.1	BRZ-1347 (2)	CONST.	



STRUCTURE



DESIGN DATA

ADT 2008 = 160
 ADT 2028 = 325
 DHV = 10 %
 D = 60 %
 T = 3 % *
 V = 40 MPH
 * (TTST 1% + DUAL 2%)

PROJECT LENGTH

LENGTH ROADWAY OF TIP PROJECT B-4070 = 0.085 MI.
 LENGTH STRUCTURE OF TIP PROJECT B-4070 = 0.022 MI.
 TOTAL LENGTH OF TIP PROJECT B-4070 = 0.107 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS
 1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610

2006 STANDARD SPECIFICATIONS

LETTING DATE :
 MAY 20, 2008

N.N. BULLOCK, P.E.
 PROJECT ENGINEER

A.K. PASCHAL, P.E.
 PROJECT DESIGN ENGINEER

STRUCTURE DESIGN UNIT

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA

 STATE DESIGN ENGINEER P.E.

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____
 DIVISION ADMINISTRATOR DATE

NOTES

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING, EXCEPT THAT THE GIRDERS 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.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W.

REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 3 SPANS; (1 @ 40'-6", 1 @ 40'-0", AND 1 @ 40'-6") ON STEEL I-BEAMS, WITH A CLEAR ROADWAY WIDTH OF 19'-3", SUPPORTED ON MASONRY ABUTMENTS AND TIMBER POSTS AND SILLS BENTS ON CONCRETE FOOTINGS AND LOCATED APPROXIMATELY 30'-0" DOWNSTREAM FROM 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. SEE SPECIAL PROVISIONS, FOR REMOVAL OF EXISTING STRUCTURE @ STA. 14+66.00 -L-.

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.

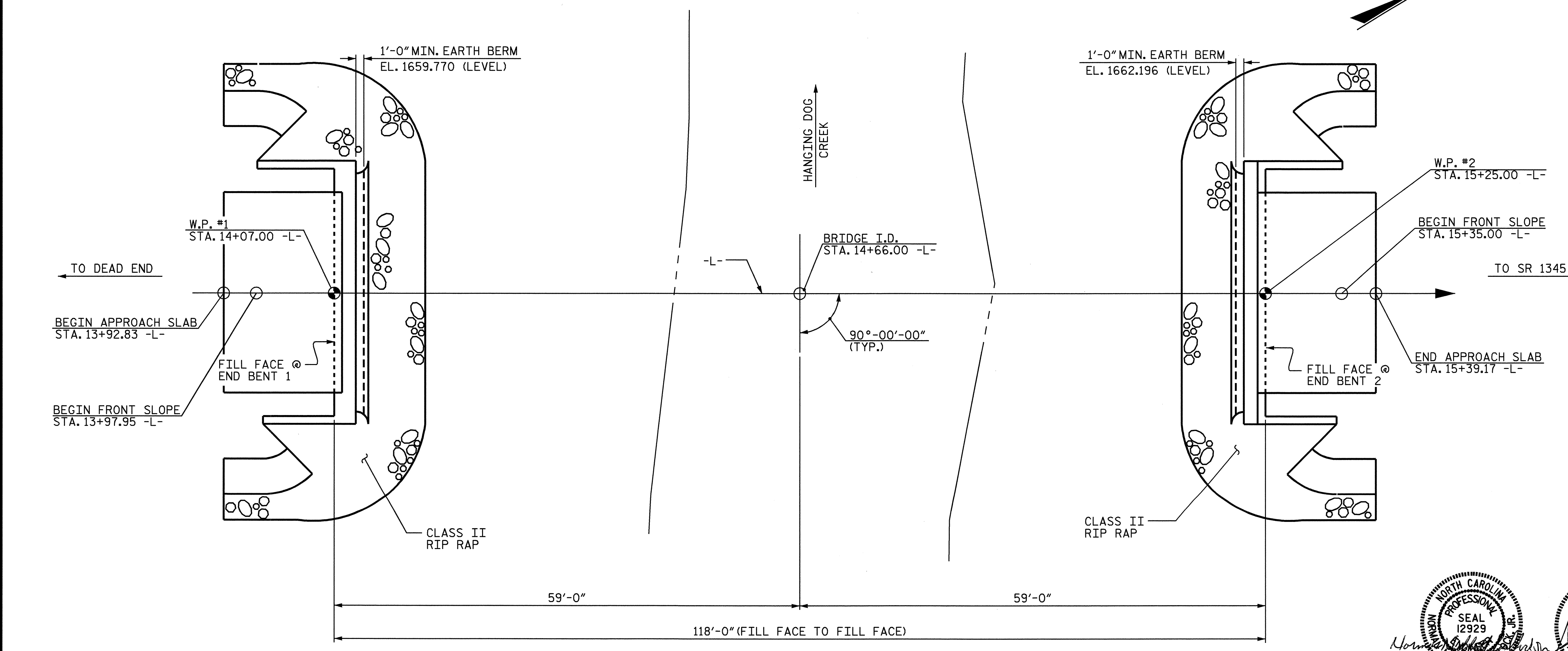
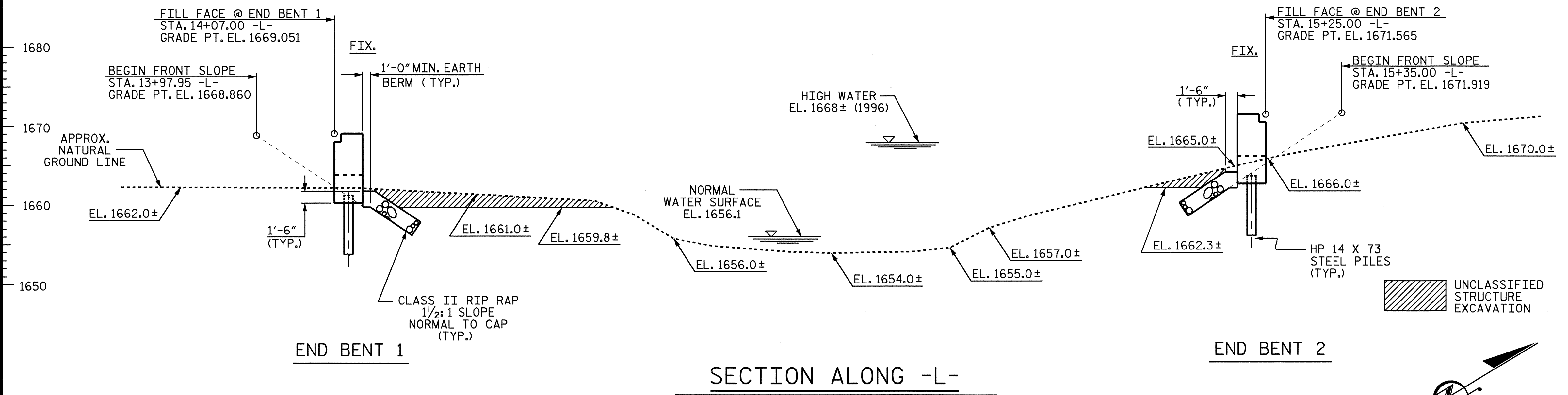
THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE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

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 14+66.00 -L-."

SEE SHEET 3 OF 3 FOR ADDITIONAL NOTES.

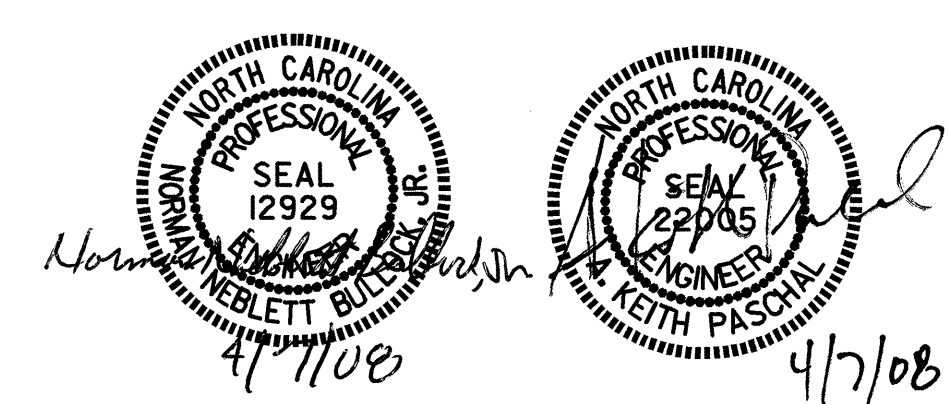
SEE SHEET 2 OF 3 FOR FOUNDATION NOTES.

2.1150% 9.2476%
 P.I. = 15+45.00 -L-
 EL. = 1671.97
 VC = 50.00'
 GRADE DATA -L-



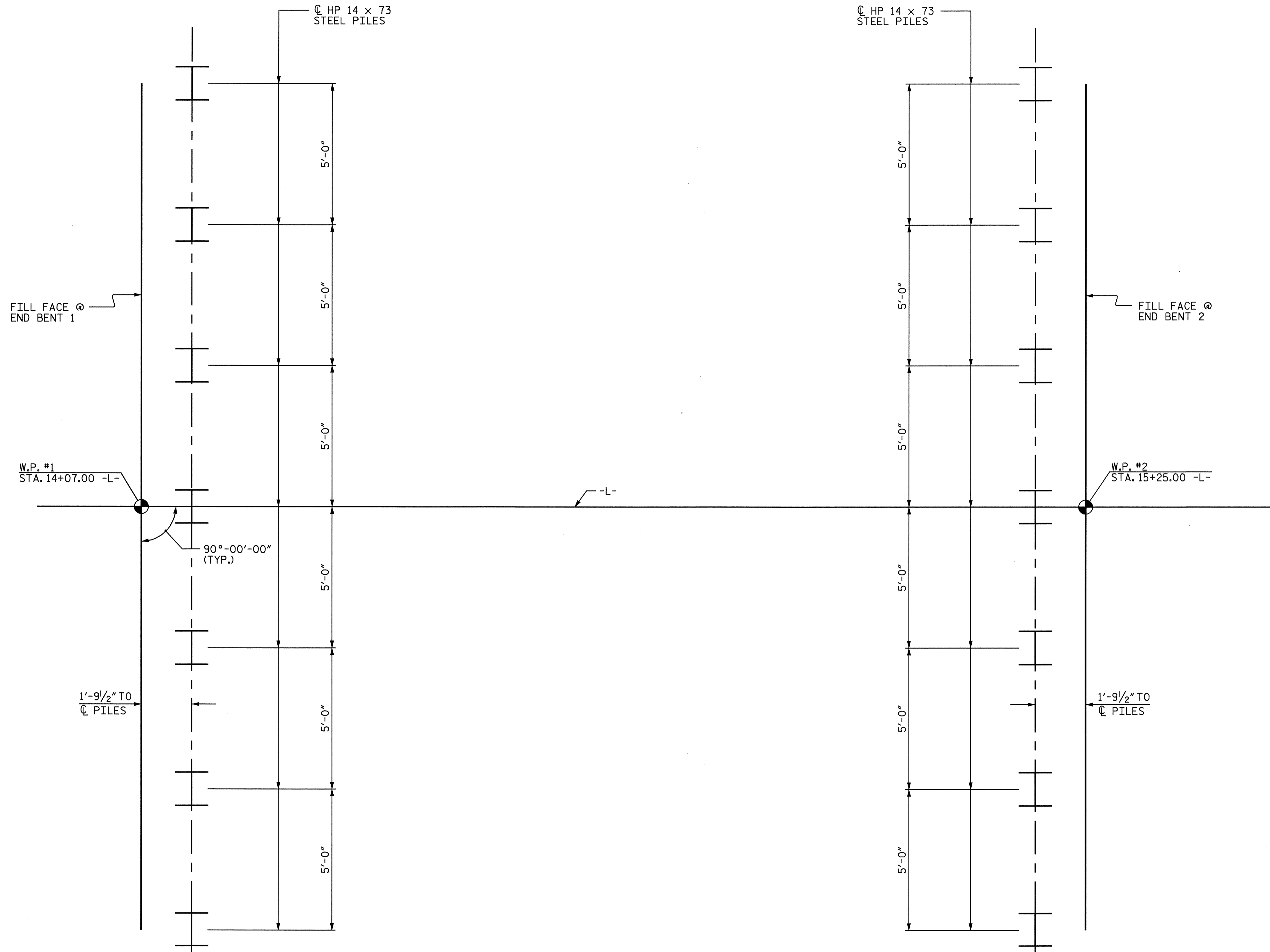
DRAWN BY : A.M. KEETER DATE : 7/08/05
 CHECKED BY : J.G. KHARVA DATE : 9/28/06

PLAN
 (PILES NOT SHOWN FOR CLARITY)



PROJECT NO. B-4070
 CHEROKEE COUNTY
 STATION: 14+66.00 -L-
 SHEET 1 OF 3 REPLACES BRIDGE No. 112

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
GENERAL DRAWING FOR BRIDGE ON SR 1347 OVER HANGING DOG CREEK BETWEEN DEAD END AND SR 1345					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS
					21



FOUNDATION NOTES :

THE ALLOWABLE BEARING CAPACITY FOR PILES AT END BENT 1 AND 2 IS 90 TONS PER PILE.

DRIVE PILES AT END BENT 1 AND 2 TO A REQUIRED BEARING CAPACITY OF 180 TONS PER PILE. THE REQUIRED BEARING CAPACITY IS EQUAL TO THE ALLOWABLE BEARING CAPACITY WITH A MINIMUM FACTOR OF SAFETY OF TWO.

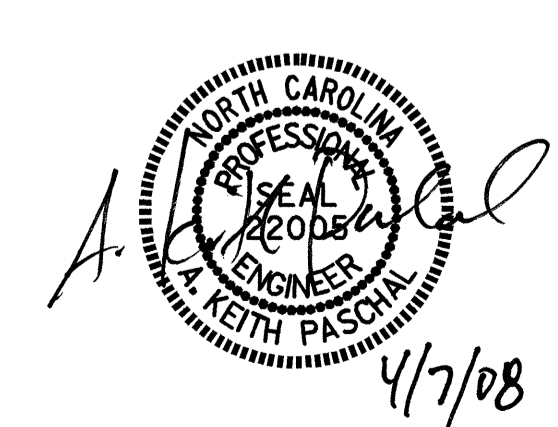
STEEL PILE POINTS (WITH TEETH) ARE REQUIRED FOR STEEL PILES AT END BENT 1 AND 2.

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE ON SR 1347
 OVER HANGING DOG CREEK
 BETWEEN DEAD END AND SR 1345



FOUNDATION LAYOUT

(DIMENSIONS LOCATING PILES ARE SHOWN TO PILE CENTERLINE)

DRAWN BY : A.M. KEETER DATE : 8/16/06
 CHECKED BY : J.G. KHARVA DATE : 9/28/06

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			21

NOTES

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. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION.

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, 'EVALUATING SCOUR AT BRIDGES', MAY 2001.

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 B.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR SHIPPING STEEL STRUCTURAL MEMBERS, SEE SPECIAL PROVISIONS.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT TEMPORARY BRACING WILL BE REQUIRED BETWEEN THE ENDS OF THE GIRDERS WHILE THE DECK IS BEING POURED TO PREVENT ROTATION OF THE GIRDER ENDS.

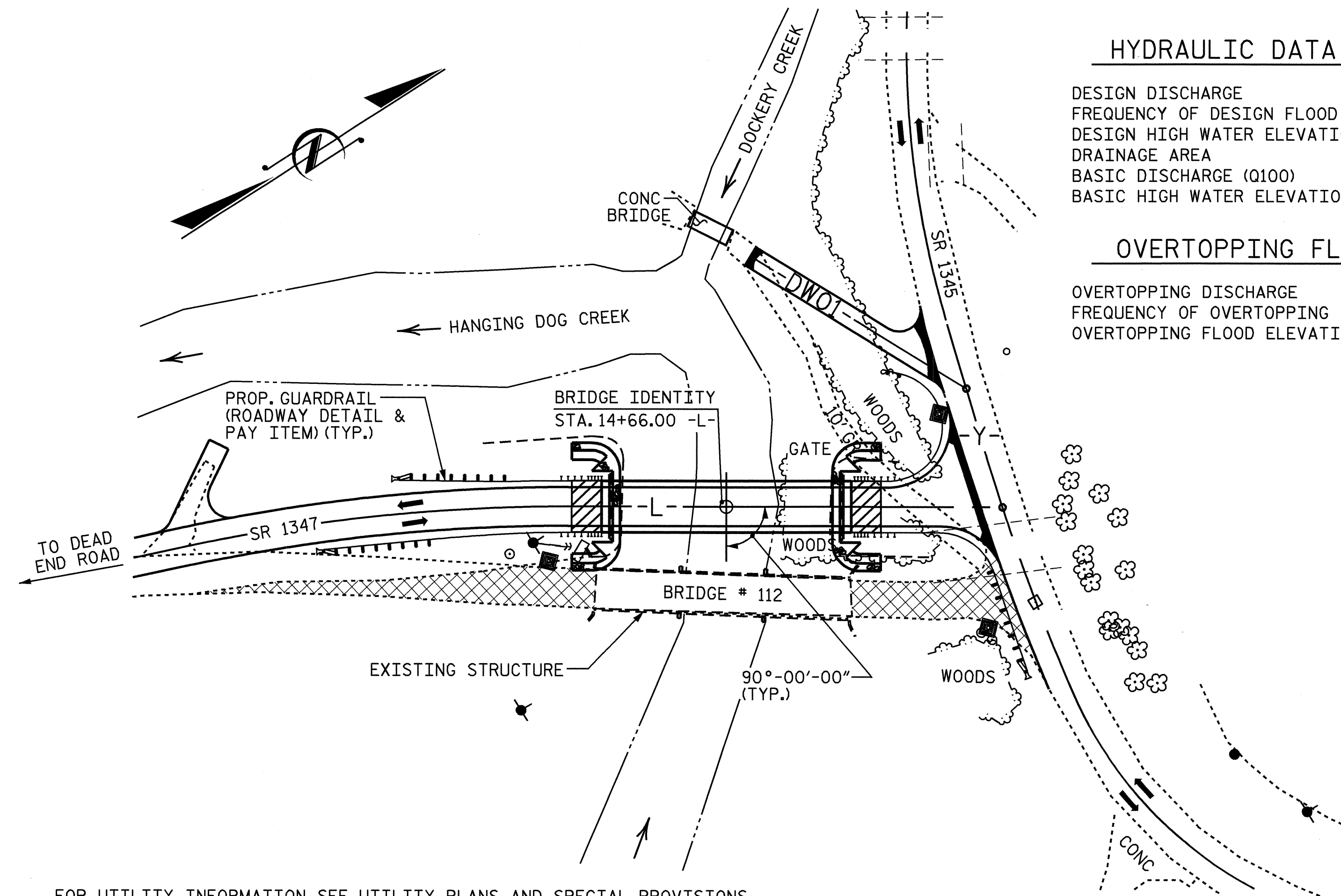
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE = 5,200 ft³/s
 FREQUENCY OF DESIGN FLOOD = 25 YEAR
 DESIGN HIGH WATER ELEVATION = 1665.4
 DRAINAGE AREA = 30.2 sq. mi.
 BASIC DISCHARGE (Q100) = 6,300 ft³/s
 BASIC HIGH WATER ELEVATION = 1667.5

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 3,900 ft³/s
 FREQUENCY OF OVERTOPPING FLOOD = 25 YEAR
 OVERTOPPING FLOOD ELEVATION = 1664.9



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

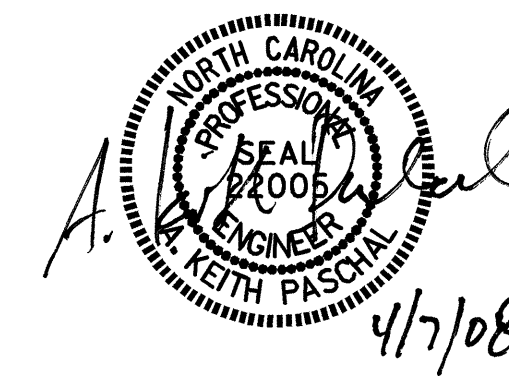
TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	STRUCTURAL STEEL	HP 14 X 73 STEEL PILES		STEEL PILE POINTS	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	EVAZOTE JOINT SEALS
									NO.	LIN. FT.					
	LUMP SUM	LUMP SUM	SQ. FEET	SQ. FEET	CU. YDS.	LUMP SUM	LBS.	APPROX. LBS.			EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM
SUPERSTRUCTURE			3216	2940		LUMP SUM		115,600				232.67			LUMP SUM
END BENT 1					17.0		3158		7	70	7		90	100	
END BENT 2					17.0		3218		7	105	7		84	94	
TOTAL	LUMP SUM	LUMP SUM	3216	2940	34.0	LUMP SUM	6376	115,600	14	175	14	232.67	174	194	LUMP SUM

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

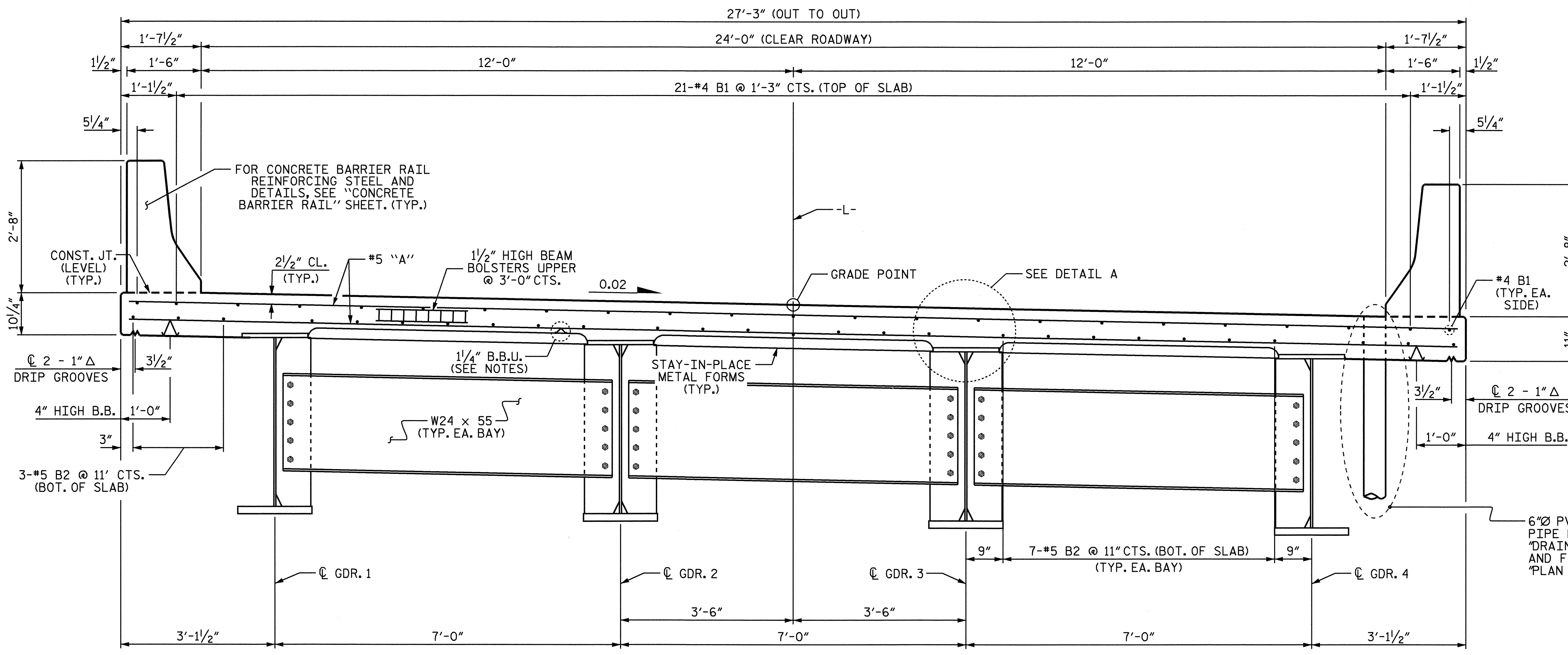
SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON SR 1347
 OVER HANGING DOG CREEK
 BETWEEN DEAD END AND SR 1345



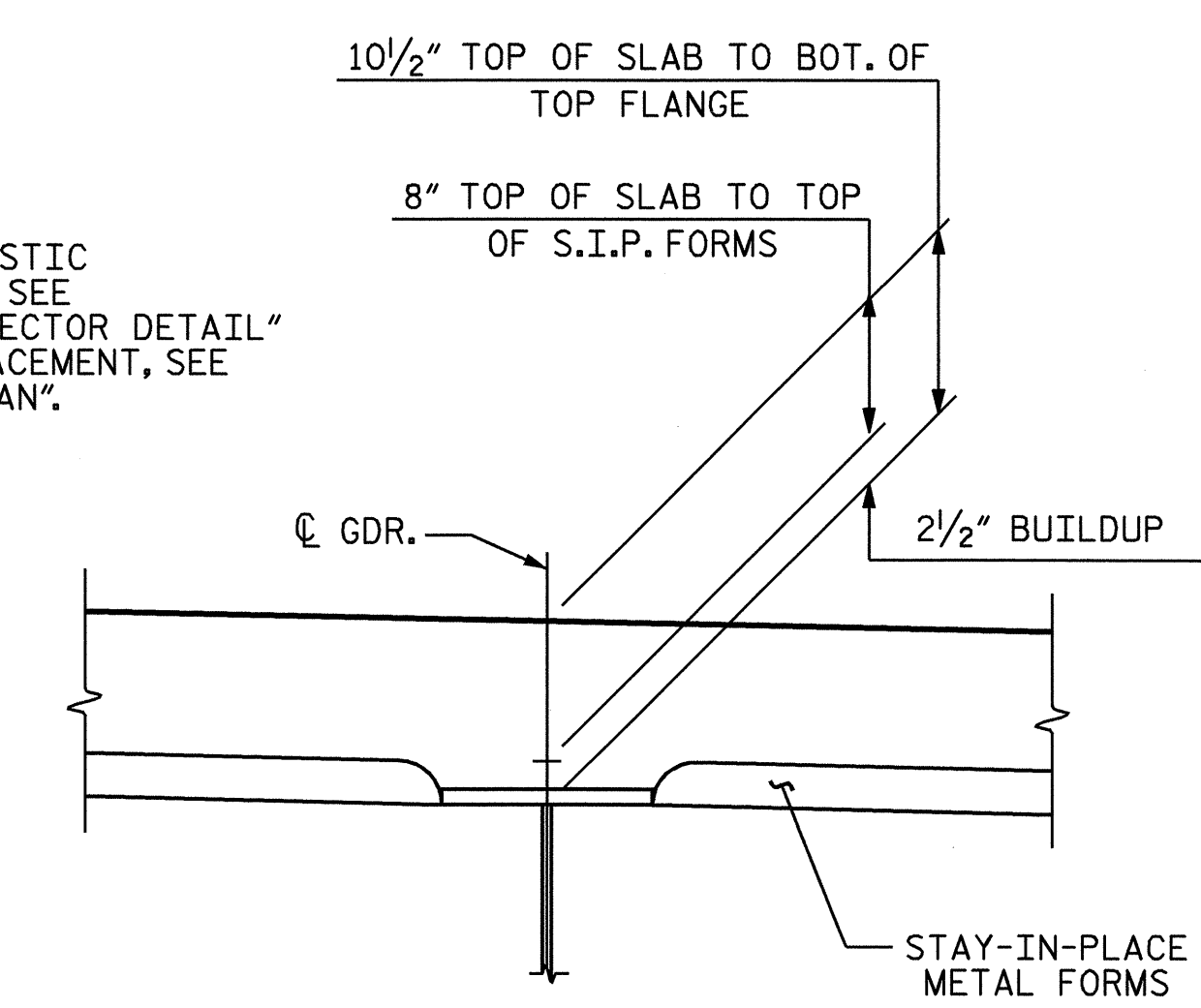
DRAWN BY : A.M.KEETER DATE : 7/08/05
 CHECKED BY : J.G. KHARVA DATE : 9/28/06

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			21

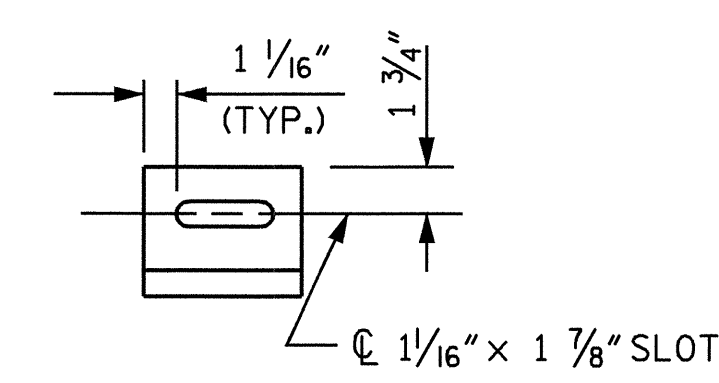


TYPICAL SECTION @ INTERMEDIATE DIAPHRAGMS

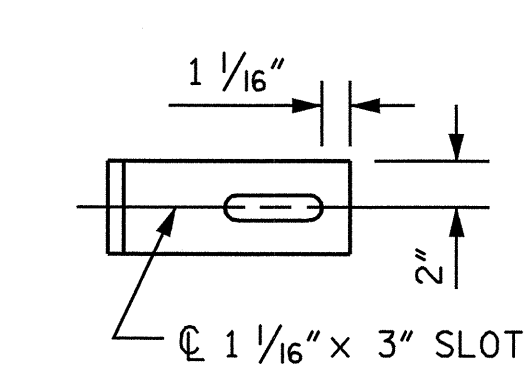
NOTES
 PROVIDE 1/4" HIGH BEAM BOLSTERS UPPER AT 4'-0" CTS. ATOP THE METAL STAY-IN-PLACE FORMS TO SUPPORT THE BOTTOM MAT OF "A" BARS. WHEN USING REMOVABLE FORMS, PROVIDE CONTINUOUS HIGH CHAIRS FOR METAL DECK (C.H.C.M.) @ 4'-0" CTS. WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF "A" BARS A CLEAR DISTANCE OF 2 1/2" ABOVE THE TOP OF THE REMOVABLE FORM.
 THE CONTRACTOR MAY, WHEN NECESSARY, PROPOSE A SCHEME FOR AVOIDING INTERFERENCE BETWEEN METAL STAY-IN-PLACE FORM SUPPORTS OR FORMS AND GIRDER STIFFENERS OR CONNECTOR PLATES. THE PROPOSAL SHALL BE INDICATED, AS APPROPRIATE, ON EITHER THE STEEL WORKING DRAWINGS OR THE METAL STAY-IN-PLACE FORM WORKING DRAWINGS.
 PREVIOUSLY CAST CONCRETE IN THE SLAB SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI BEFORE ADDITIONAL CONCRETE IS CAST IN THE SLAB.
 REINFORCING STEEL IN SLAB MAY BE SHIFTED AS NECESSARY TO CLEAR THE PVC DECK DRAINS WHERE SHOWN THROUGH THE SLAB.



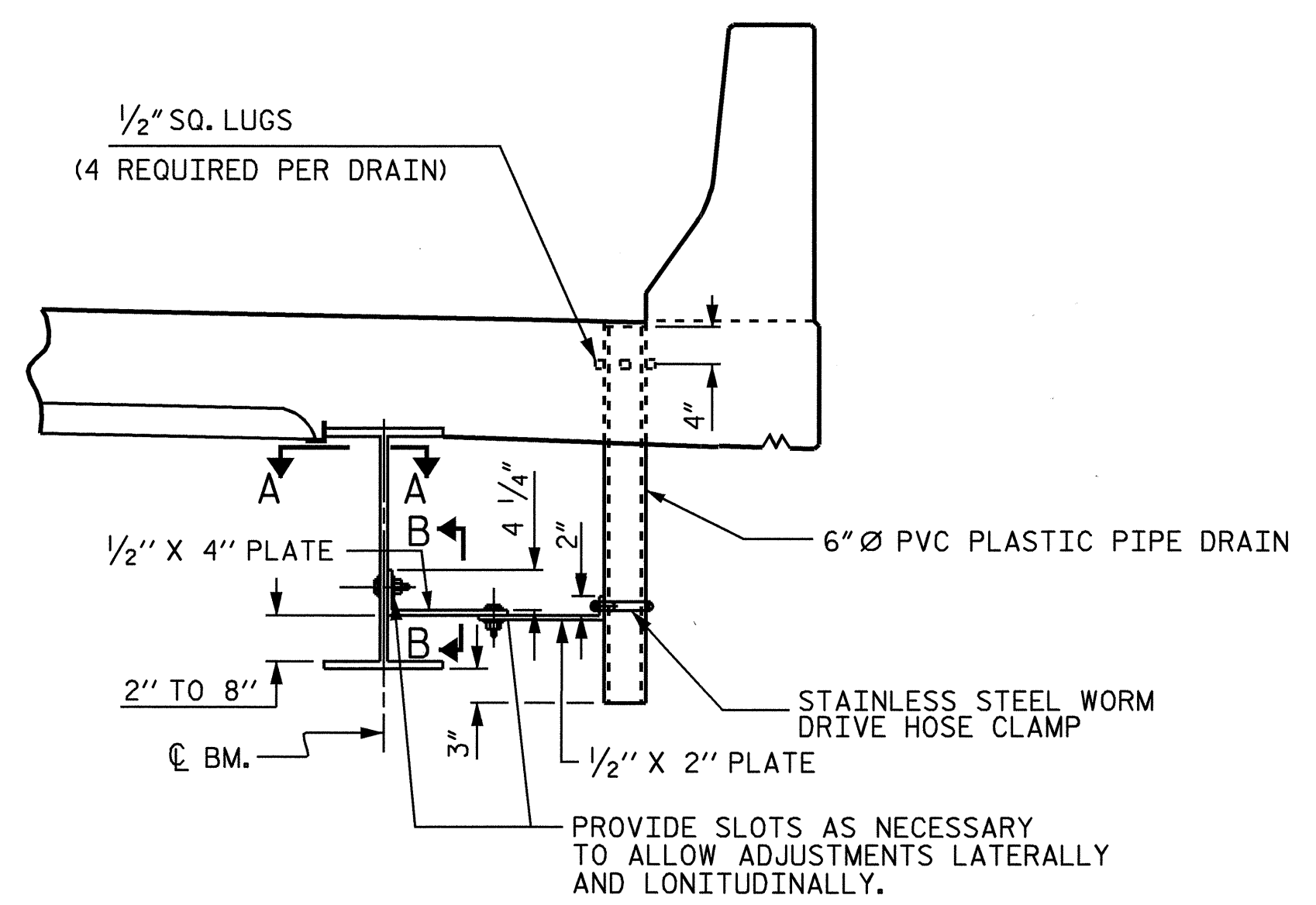
DETAIL A



SECTION B-B

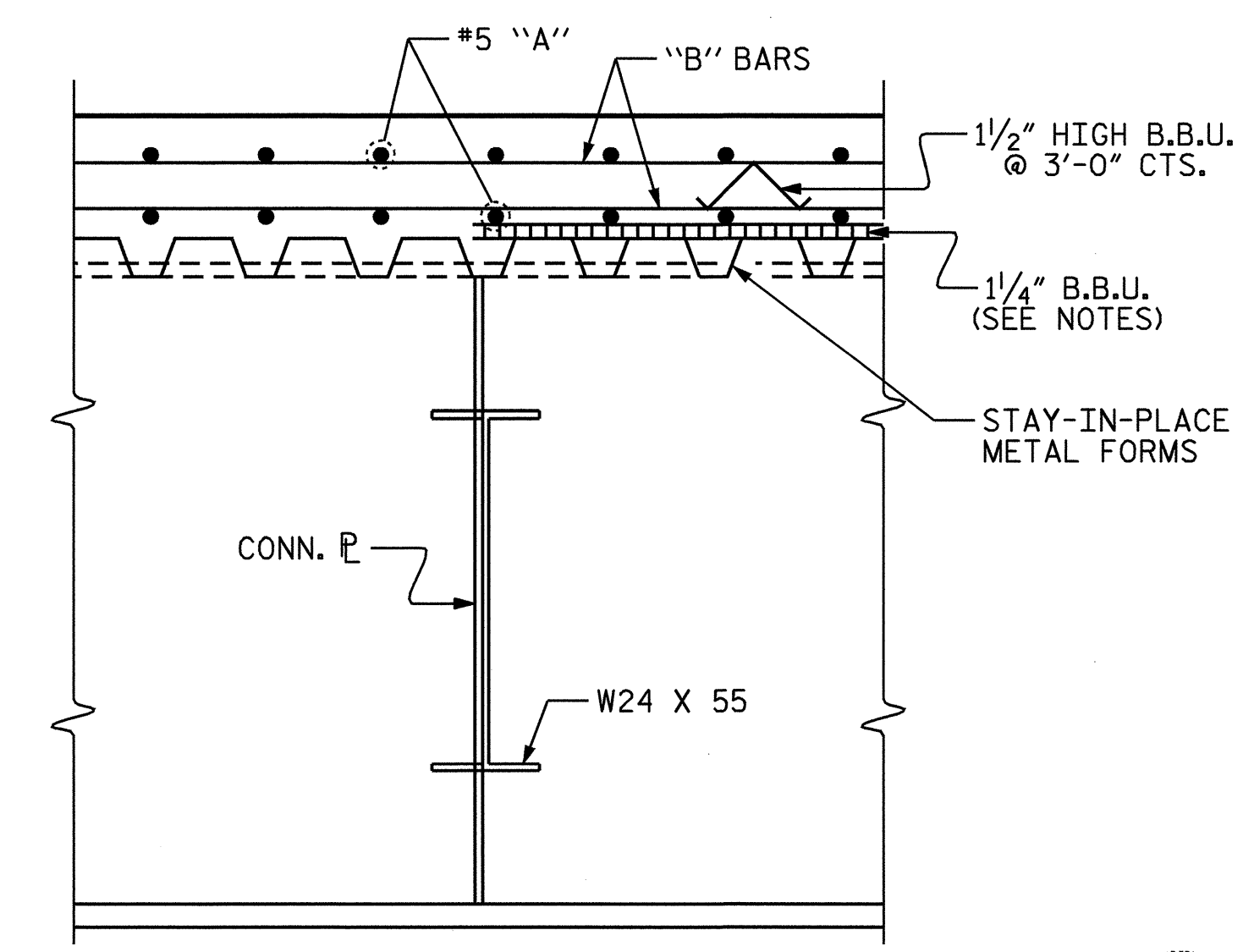


SECTION A-A



DRAIN CONNECTOR DETAIL

(6 REQUIRED)
 COUPLING IN DRAIN PIPE WILL BE PERMITTED AS APPROVED BY THE ENGINEER.
 TOP OF FLOOR DRAIN TO BE SET 3/8" BELOW SURFACE OF SLAB.
 4 - 1/2" SQUARE LUGS TO BE GLUED TO THE PVC PLASTIC PIPE AT EQUAL SPACES AROUND THE PIPE DRAIN APPROXIMATELY 4" FROM THE TOP OF THE PIPE.
 BOLT SIZE TO BE SAME AS DIAPHRAGM AND CROSSFRAME CONNECTIONS. STAINLESS STEEL WORM DRIVE HOSE CLAMP SHALL BE COMMERCIAL QUALITY.
 THE 6" Ø PVC PLASTIC PIPE AND FITTINGS SHALL BE SCHEDULE 40 AND CONFORM TO ASTM D1785.



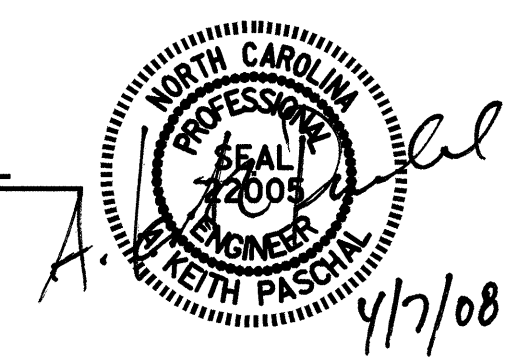
SECTION THRU INTERMEDIATE DIAPHRAGM

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 1 OF 2

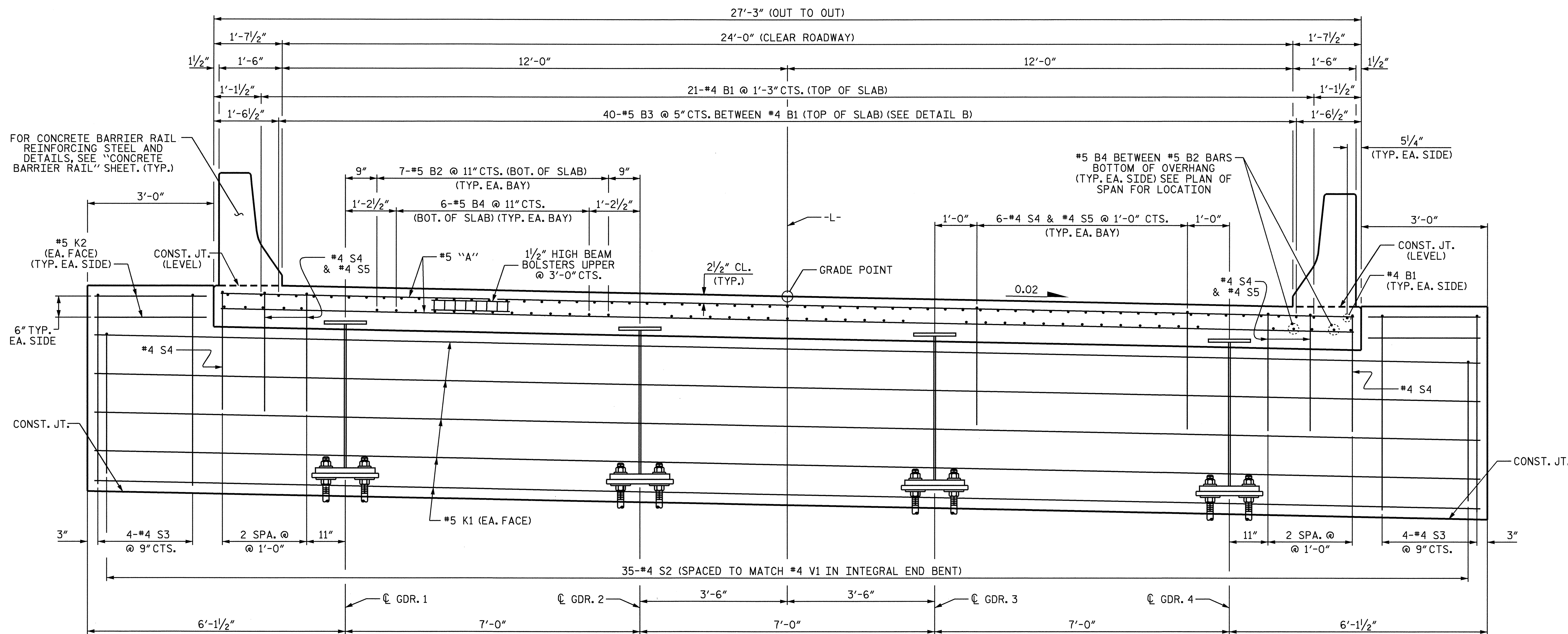
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE
 TYPICAL SECTION

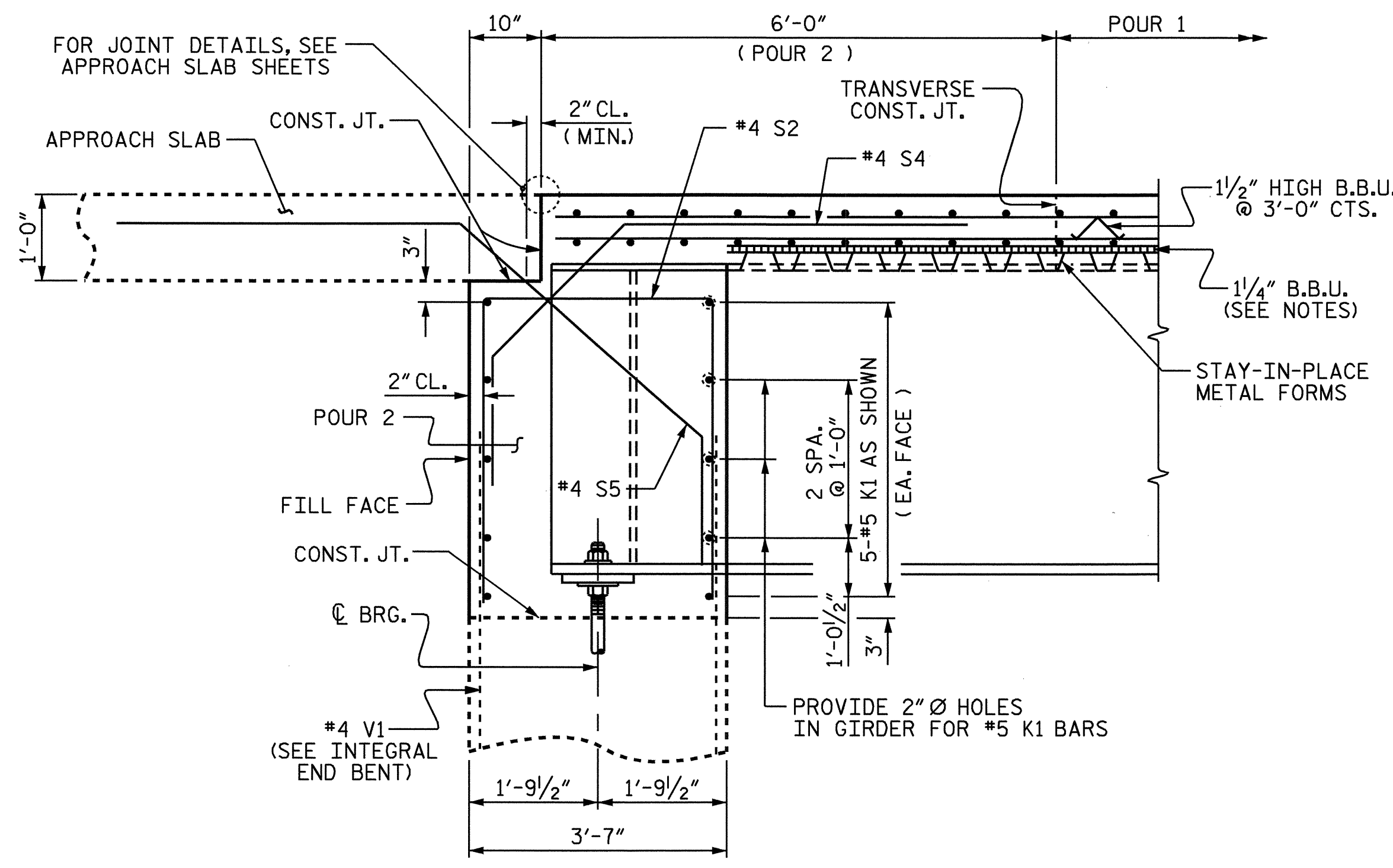


DRAWN BY : J.D. HAWK DATE : 2/1/08
 CHECKED BY : J.G. KHARVA DATE : 2/4/08

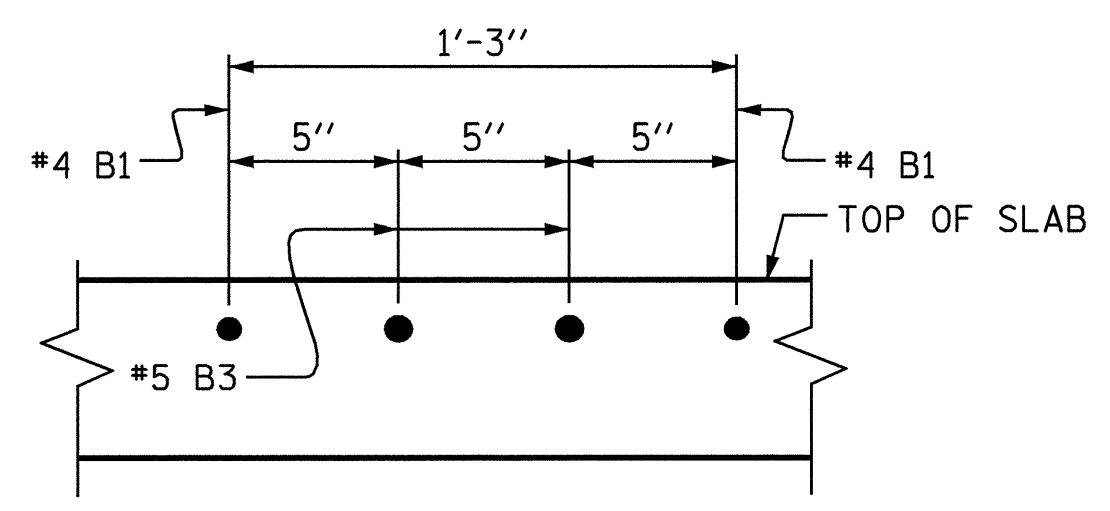
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			21



TYPICAL SECTION @ INTEGRAL END BENT



SECTION A-A
(INTEGRAL END BENT DIAPHRAGM)



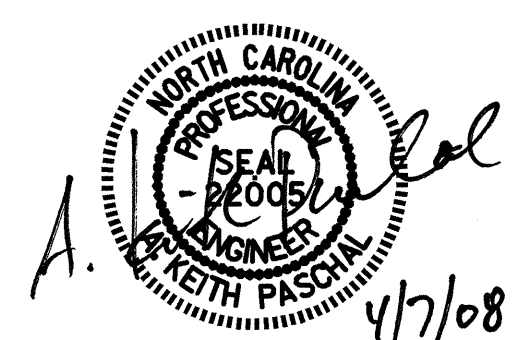
DETAIL B

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 2 OF 2

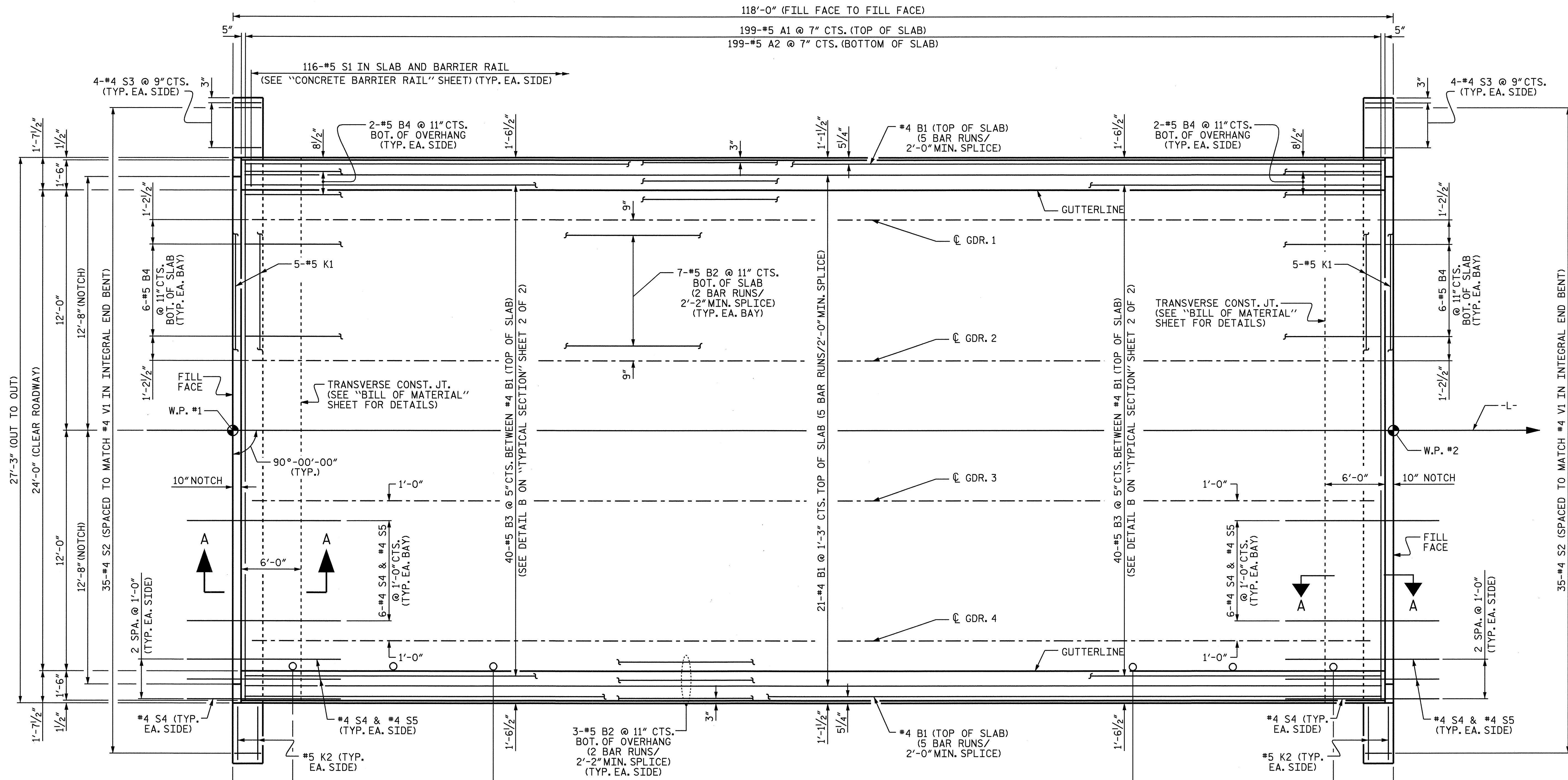
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE
 TYPICAL SECTION



DRAWN BY : J.D. HAWK DATE : 2/1/08
 CHECKED BY : J.G. KHARVA DATE : 2/4/08

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-5
1			3			TOTAL SHEETS
2			4			21

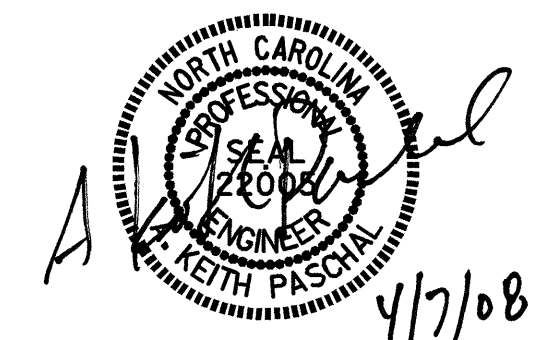


PLAN OF SPAN A

FOR SECTION A-A AND REINFORCING STEEL IN INTEGRAL END BENT, SEE "TYPICAL SECTION" SHEET 2 OF 2.

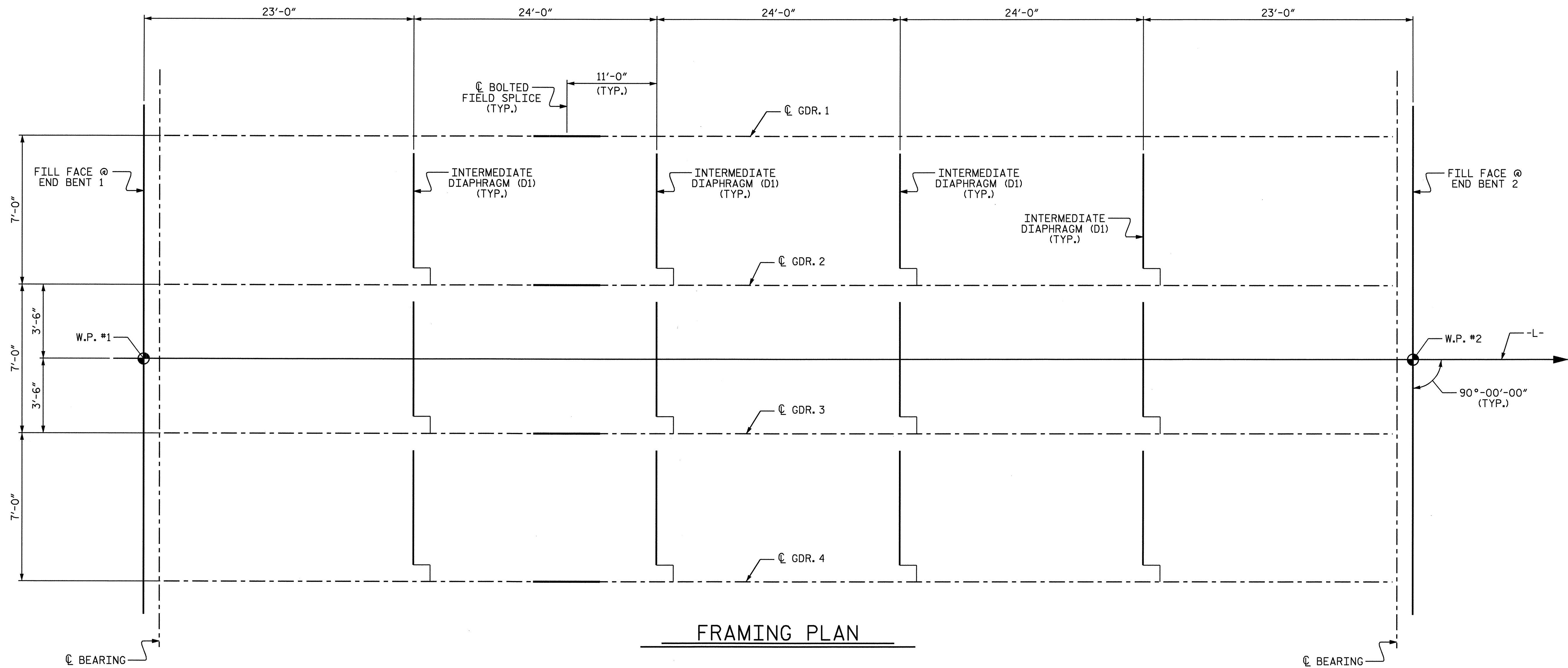
FOR LOCATION OF INTERMEDIATE DIAPHRAGMS, SEE "STRUCTURAL STEEL DETAILS" SHEET 1 OF 4.

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUPERSTRUCTURE PLAN OF SPAN					
SHEET NO. S-6					
TOTAL SHEETS 21					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

DRAWN BY: J.D. HAWK DATE: 2/5/08
 CHECKED BY: J.G. KHARVA DATE: 12/7/08

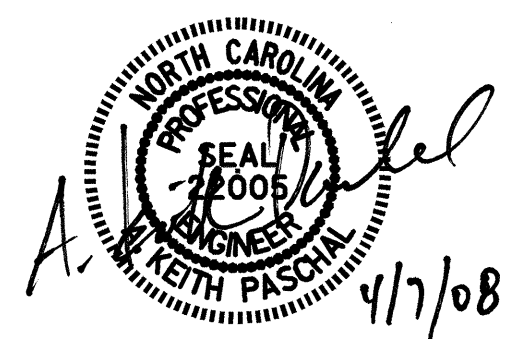


DEAD LOAD DEFLECTION TABLE																					
GIRDERS 1 THRU 4																					
TWENTIETH POINTS	0	.05	.10	.15	.20	.25	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.85	.90	.95	0
DEFLECTION DUE TO WEIGHT OF GIRDER	↓ 0.000	0.015	0.030	0.044	0.057	0.068	0.077	0.085	0.090	0.093	0.094	0.093	0.090	0.085	0.077	0.068	0.057	0.044	0.030	0.015	0.000
* DEFLECTION DUE TO WEIGHT OF SLAB	↓ 0.000	0.061	0.123	0.181	0.234	0.280	0.318	0.348	0.370	0.383	0.387	0.383	0.370	0.348	0.318	0.280	0.234	0.181	0.123	0.061	0.000
DEFLECTION DUE TO WEIGHT OF BARRIER RAIL	↓ 0.000	0.000	0.002	0.003	0.005	0.007	0.008	0.010	0.011	0.011	0.011	0.011	0.011	0.010	0.008	0.007	0.005	0.003	0.002	0.000	0.000
TOTAL DEAD LOAD DEFLECTION	↓ 0.000	0.077	0.155	0.229	0.296	0.354	0.403	0.442	0.470	0.487	0.493	0.487	0.470	0.442	0.403	0.354	0.296	0.229	0.155	0.077	0.000
V.C. ORDINATE	0.000	-0.000	-0.001	-0.001	-0.002	-0.002	-0.002	-0.003	-0.003	-0.003	-0.004	-0.004	-0.004	-0.005	-0.005	-0.006	-0.006	-0.006	-0.007	-0.007	0.000
REQUIRED CAMBER	↑ 0	15/16"	1 1/8"	2 3/4"	3 1/2"	4 1/4"	4 13/16"	5 1/4"	5 5/8"	5 13/16"	5 7/8"	5 13/16"	5 5/8"	5 1/4"	4 3/4"	4 3/8"	3 1/2"	2 11/16"	1 3/4"	1 3/16"	0

* INCLUDES SLAB, BUILDUPS & STAY-IN-PLACE FORMS.
 ALL VALUES ARE SHOWN IN FEET (DECIMAL FORM), EXCEPT "REQUIRED CAMBER", WHICH IS GIVEN IN INCHES (FRACTION FORM).

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 1 OF 4



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**SUPERSTRUCTURE
 STRUCTURAL STEEL
 DETAILS**

DRAWN BY : J.D. HAWK DATE : 2/3/08
 CHECKED BY : J.G. KHARVA DATE : 2/6/08

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-7
1			3			TOTAL SHEETS
2			4			21

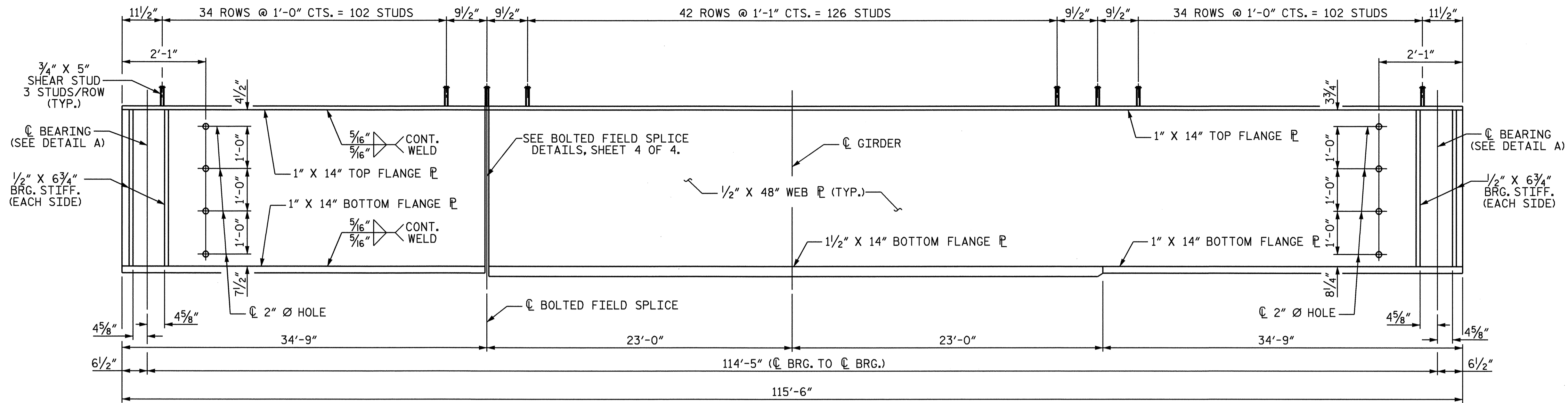
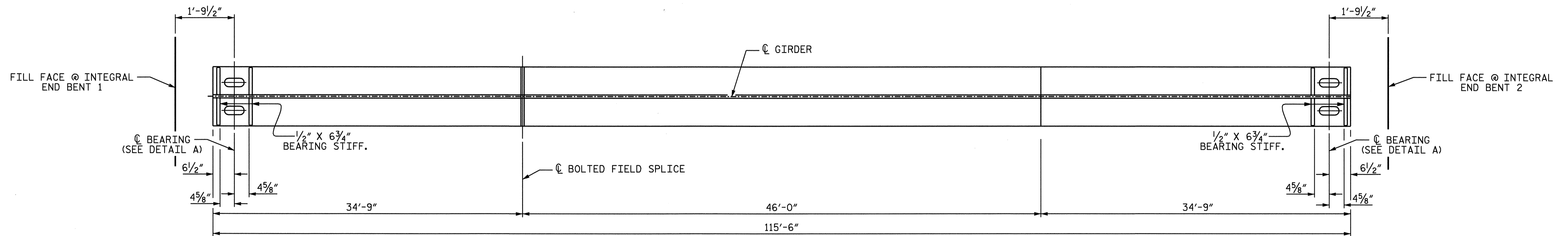
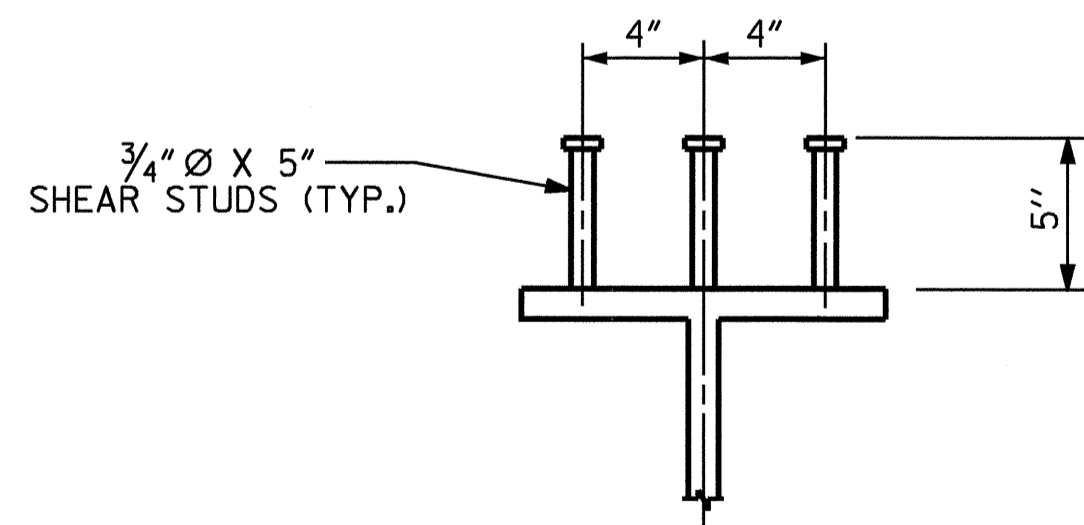


PLATE GIRDER ELEVATION

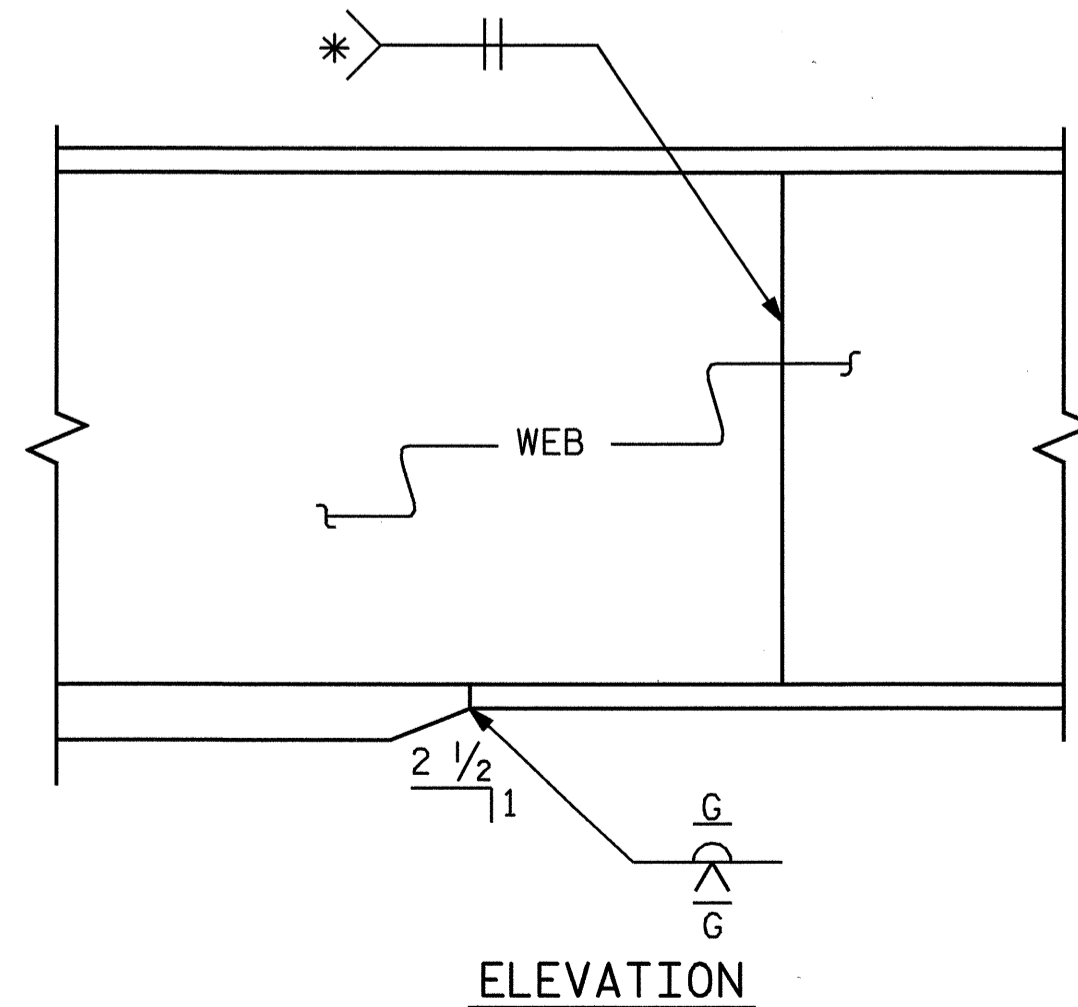
(TYP. GIRDERS 1 THRU 4) 336 SHEAR STUDS REQUIRED PER GIRDER.



BOTTOM FLANGE DETAIL

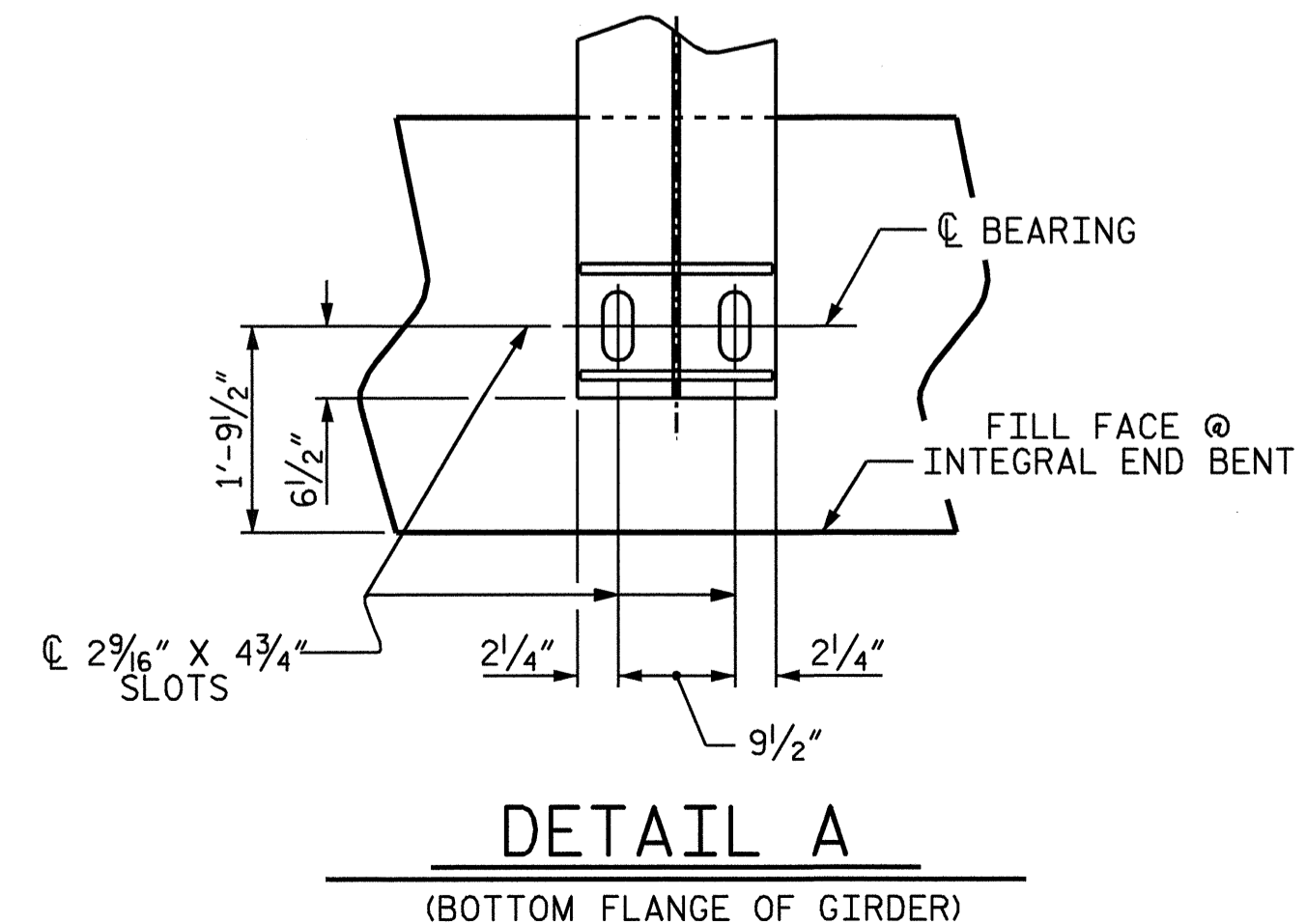


SHEAR STUD DETAILS



TYPICAL FLANGE AND WEB BUTT JOINT

*GRIND SMOOTH AND FLUSH ON OUTSIDE OF EXTERIOR GIRDERS



PROJECT NO. B-4070
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 STATION: 14+66.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE
 STRUCTURAL STEEL
 DETAILS

DRAWN BY : J.D. HAWK DATE : 2/4/08
 CHECKED BY : J.G. KHARVA DATE : 2/7/08

07-APR-2008 11:40
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 jdhawk

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			5-8
2			4			TOTAL SHEETS 21

NOTES

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W.

ALL DIMENSIONS SHOWN ARE HORIZONTAL OR VERTICAL, UNLESS OTHERWISE NOTED.

ALL FIELD CONNECTIONS TO BE 7/8" DIA. HIGH STRENGTH BOLTS UNLESS OTHERWISE NOTED.

A CHARPY V-NOTCH TEST IS REQUIRED FOR WEB PLATES, BOTTOM FLANGE PLATES, BOTTOM FLANGE SPLICE PLATES, TOP FLANGE PLATES WITHIN 14'-6" OF ENDS OF GIRDERS AND WEB SPLICE PLATES FOR ALL GIRDERS AND IN ACCORDANCE WITH ARTICLE 1072-9 OF THE STANDARD SPECIFICATIONS.

SHOP SPLICES ARE PERMITTED TO LIMIT THE MAXIMUM REQUIRED FLANGE PIECE LENGTHS TO 60 FEET AND WEB PIECE LENGTHS TO 45 FEET. PERMITTED FLANGE AND WEB SHOP SPLICES SHALL NOT BE LOCATED WITHIN 15 FEET OF MAXIMUM DEAD LOAD DEFLECTION. KEEP 2 FEET MINIMUM BETWEEN CONNECTOR PLATE OR TRANSVERSE STIFFENER WELDS AND WEB OR FLANGE SHOP SPLICES.

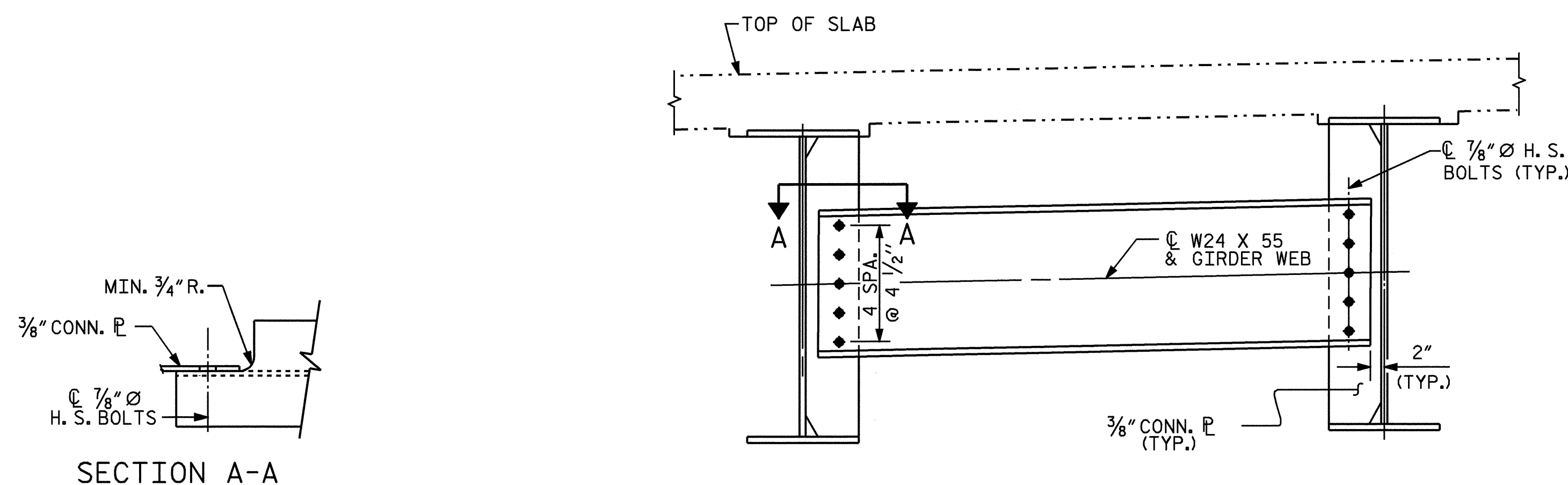
STUDS ON GIRDERS MAY BE SHIFTED UP TO 1" IF NECESSARY TO CLEAR FLANGE SPLICE WELD.

TENSION ON THE AASHTO M164 BOLTS SHALL BE CALIBRATED USING DIRECT TENSION INDICATOR WASHERS IN ACCORDANCE WITH ARTICLE 440-8 OF THE STANDARD SPECIFICATIONS.

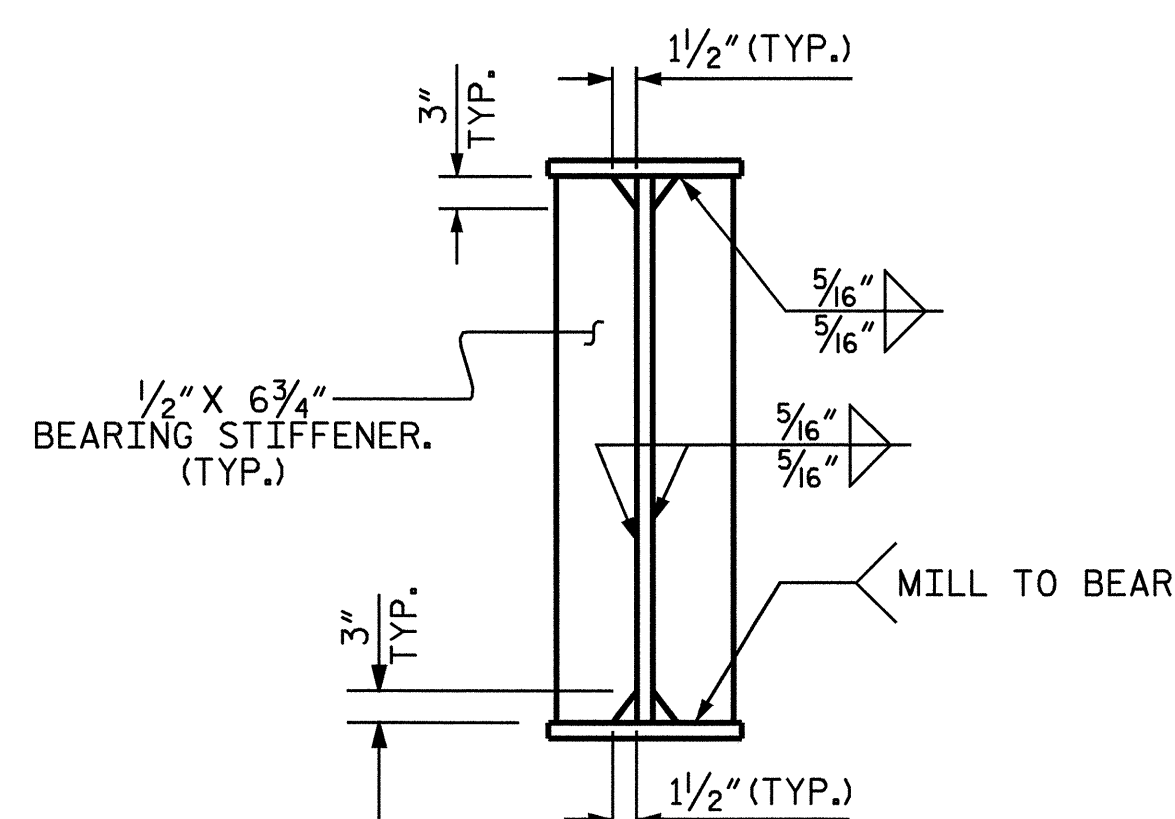
END OF GIRDERS SHALL BE PLUMB.

BEARING STIFFENERS ARE TO BE PLACED NORMAL TO THE WEB OF THE GIRDER AND SHALL BE PLUMB.

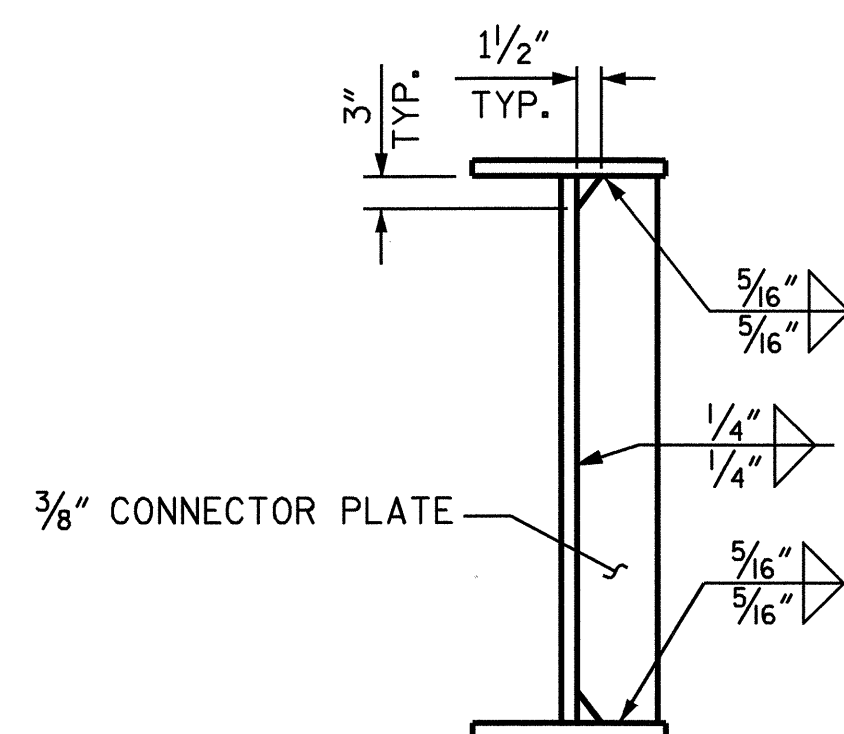
FOR HIGH STRENGTH BOLTS, SEE SPECIAL PROVISIONS.



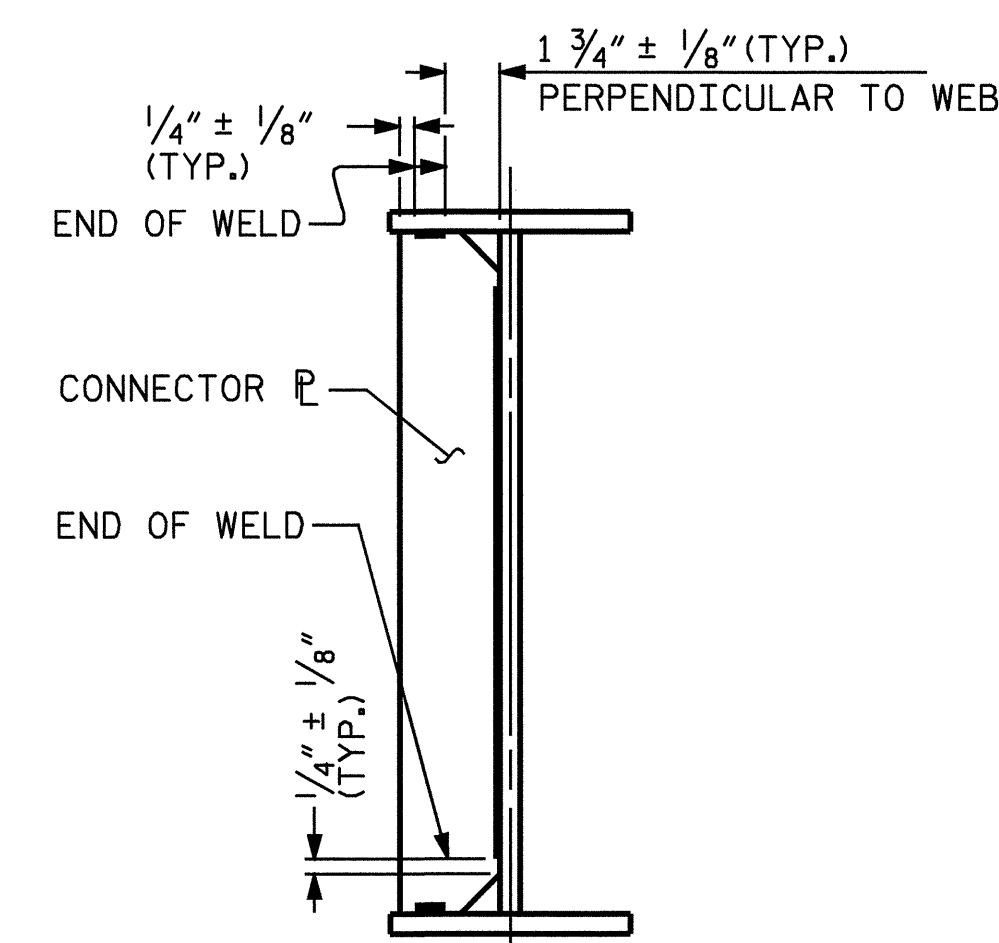
TYPICAL INTERMEDIATE DIAPHRAGM (D1)



BEARING STIFFENER



CONNECTOR PLATE



TYPICAL CONNECTOR PLATE CONNECTIONS
WELD TERMINATION DETAILS



PROJECT NO. B-4070
CHEROKEE COUNTY
STATION: 14+66.00 -L-

SHEET 3 OF 4

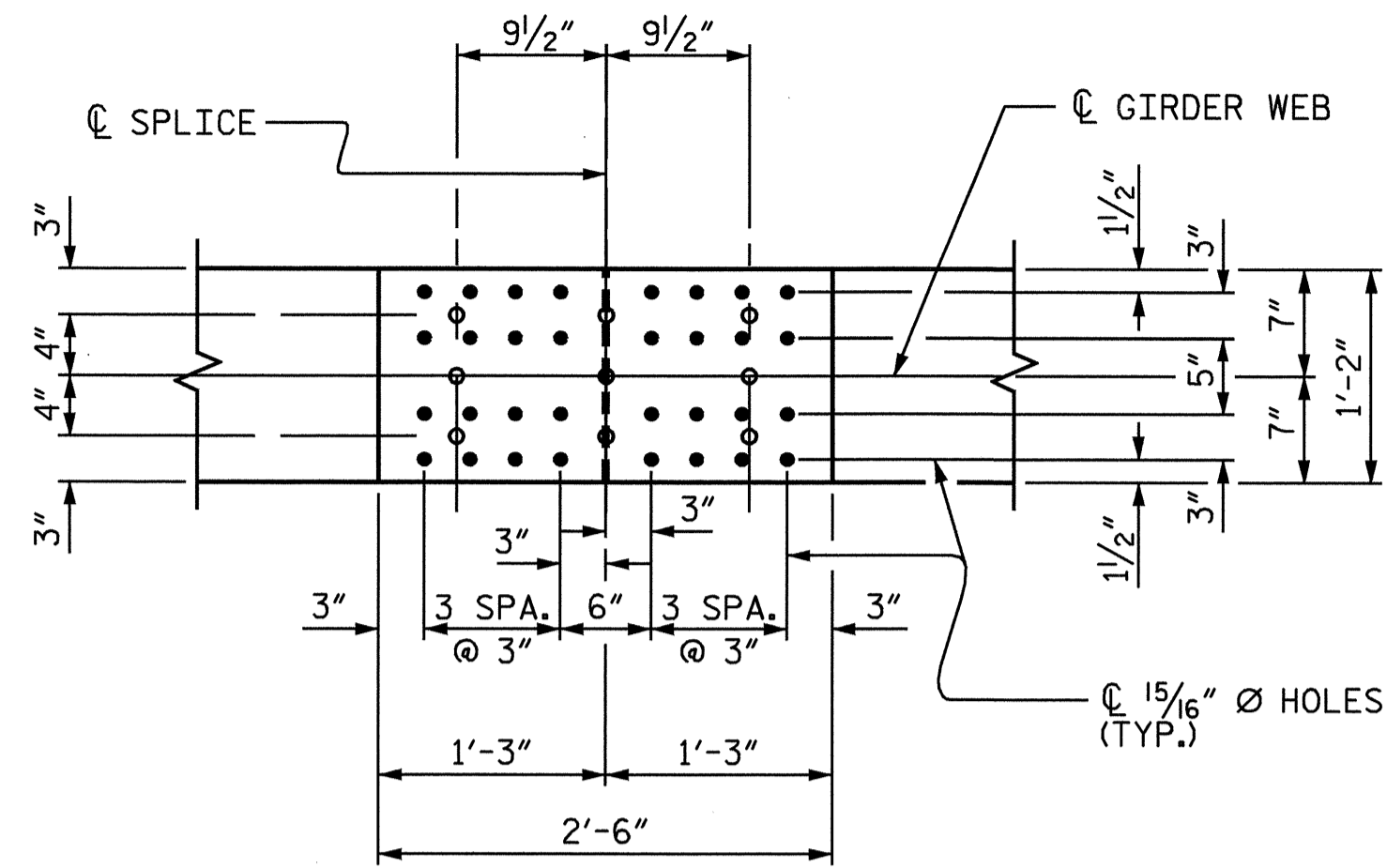
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE
STRUCTURAL STEEL
DETAILS

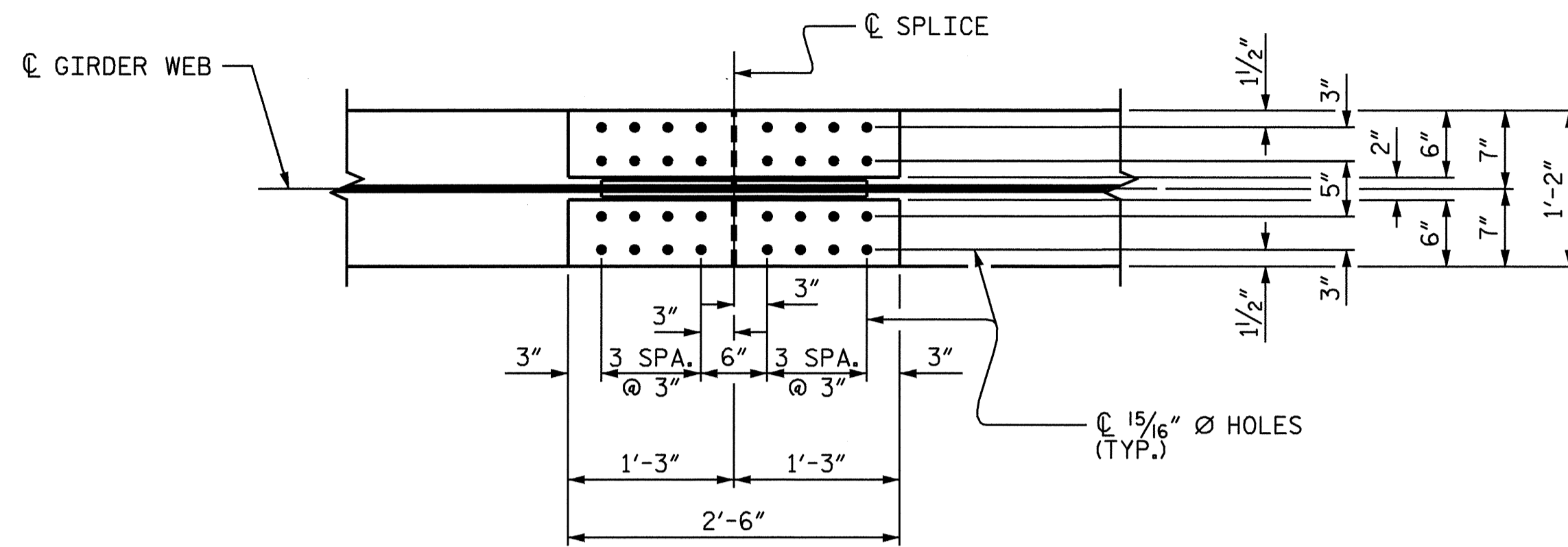
DRAWN BY : J.D. HAWK DATE : 2/5/08
CHECKED BY : J.G. KHARVA DATE : 2/7/08

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jdhawk

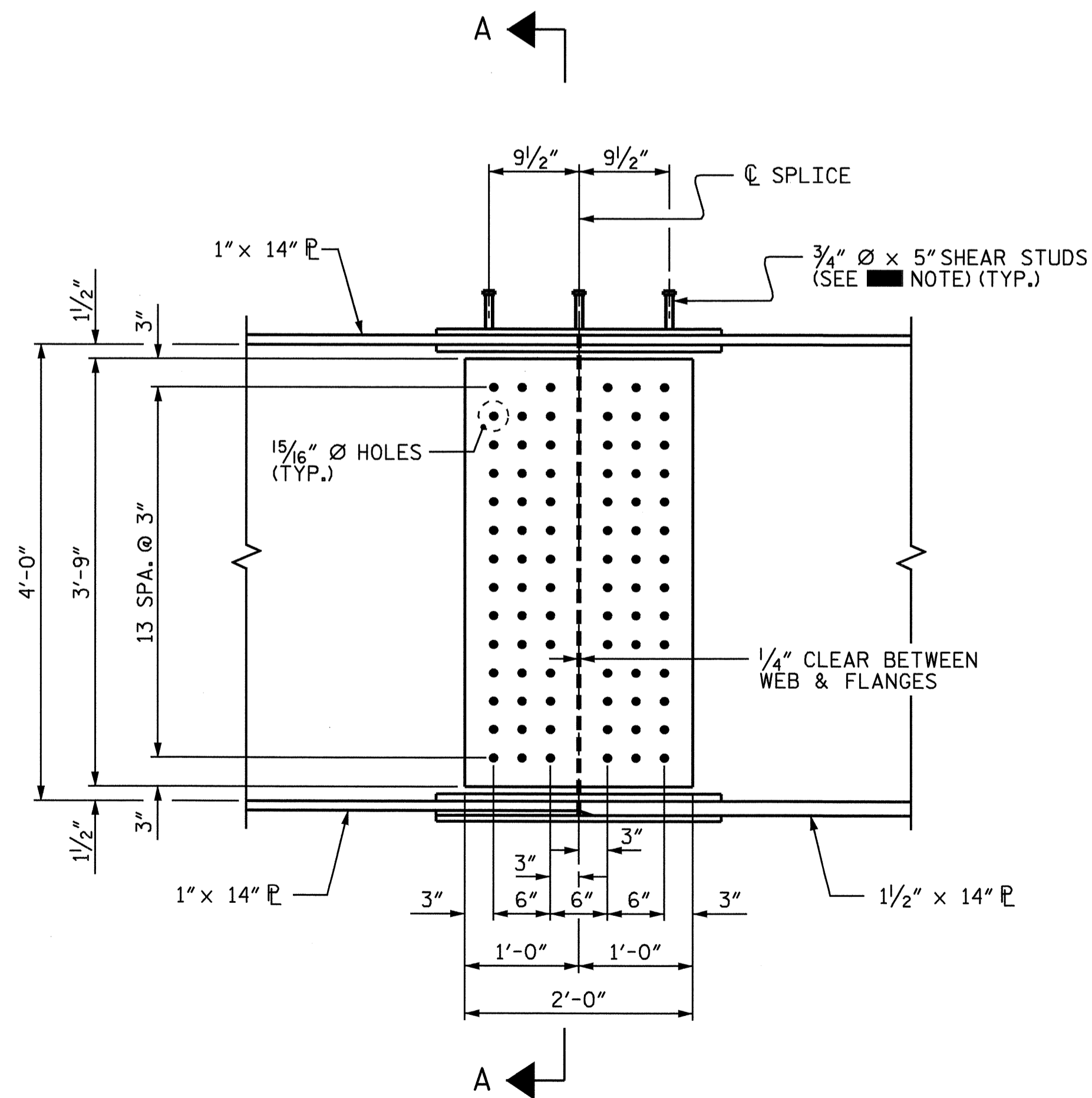
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			21
2			4			



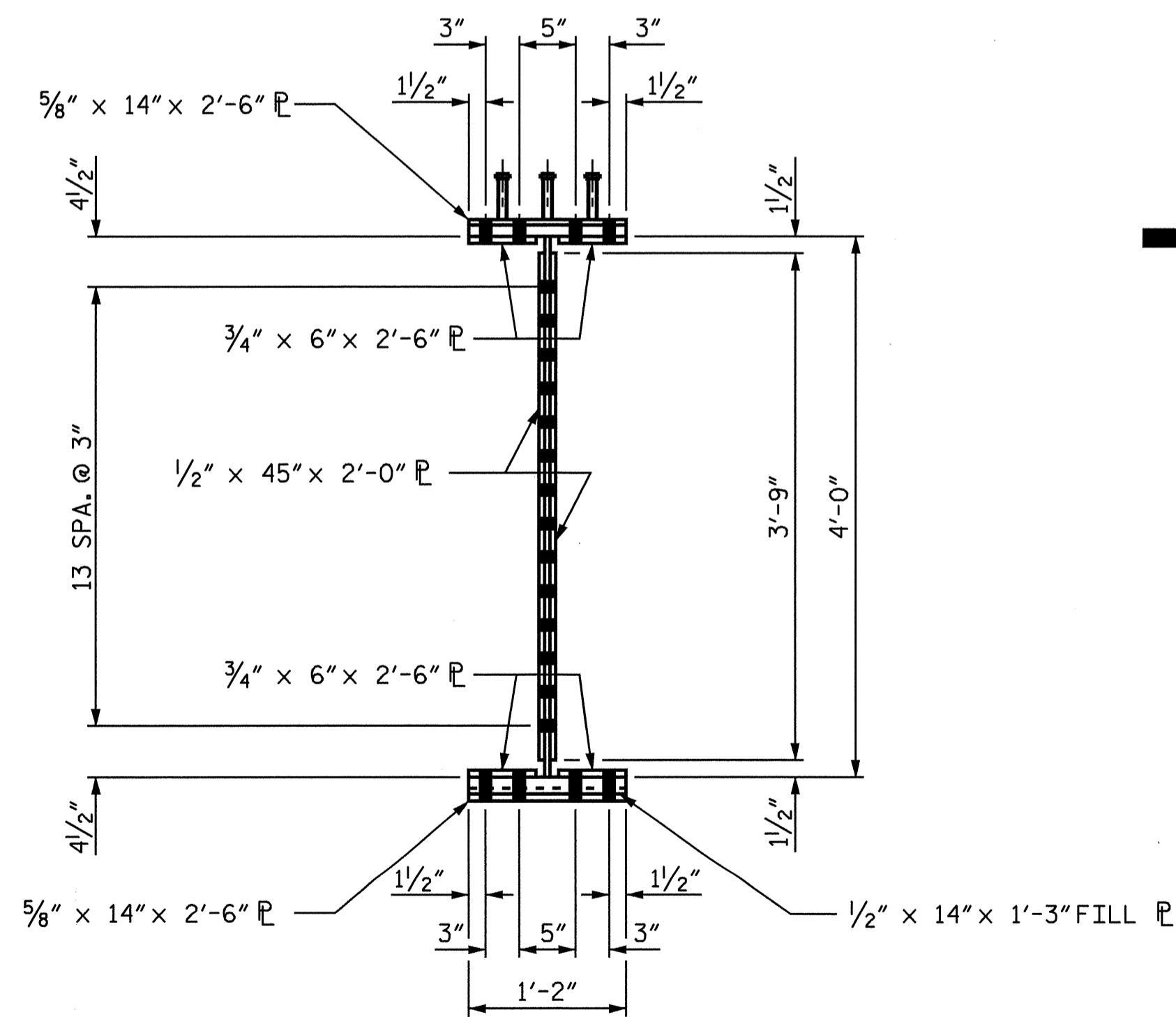
PLAN (TOP OF TOP FLANGE)



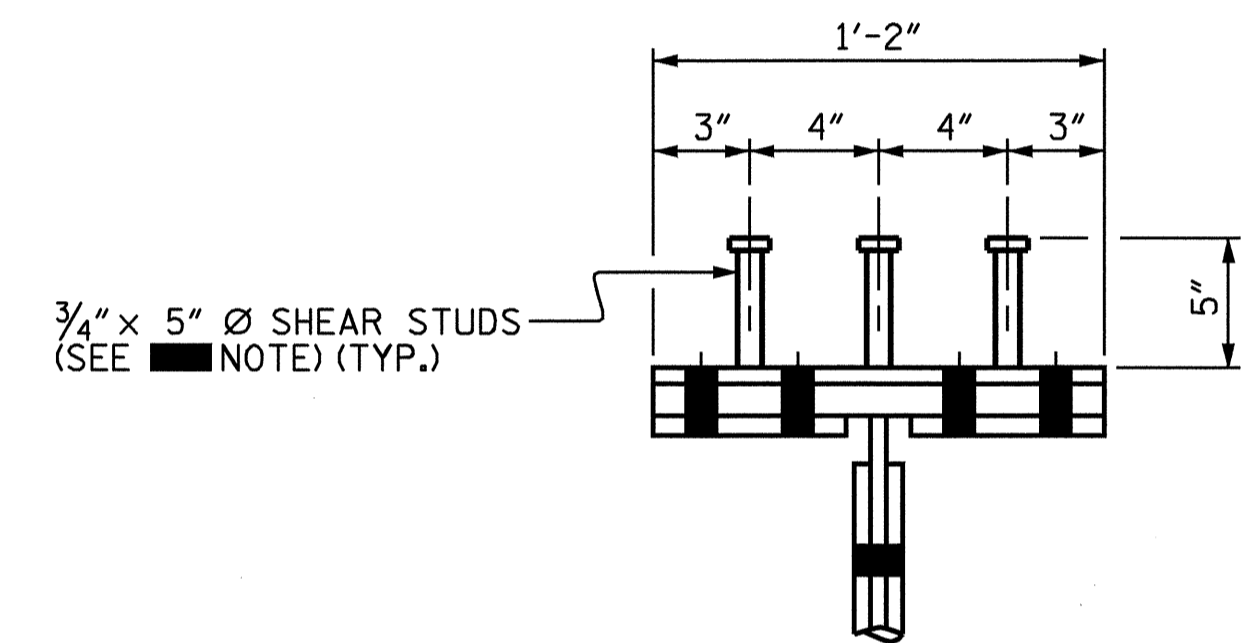
PLAN (TOP OF BOTTOM FLANGE)



ELEVATION



SECTION A-A



NOTE: SHEAR STUDS ARE TO BE SHOP WELDED ON TOP OF PLATE BEFORE ASSEMBLY.

PROJECT NO. B-4070
 CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH						SHEET NO. S-10
SUPERSTRUCTURE STRUCTURAL STEEL DETAILS						TOTAL SHEETS 21
REVISIONS						
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			

DRAWN BY: J.D. HAWK DATE: 2/5/08
 CHECKED BY: J.G. KHARVA DATE: 2/7/08

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 jdhawk

Professional Engineer Seal
 KEITH PASCHAL
 4/7/08

BOLTED FIELD SPLICE DETAILS

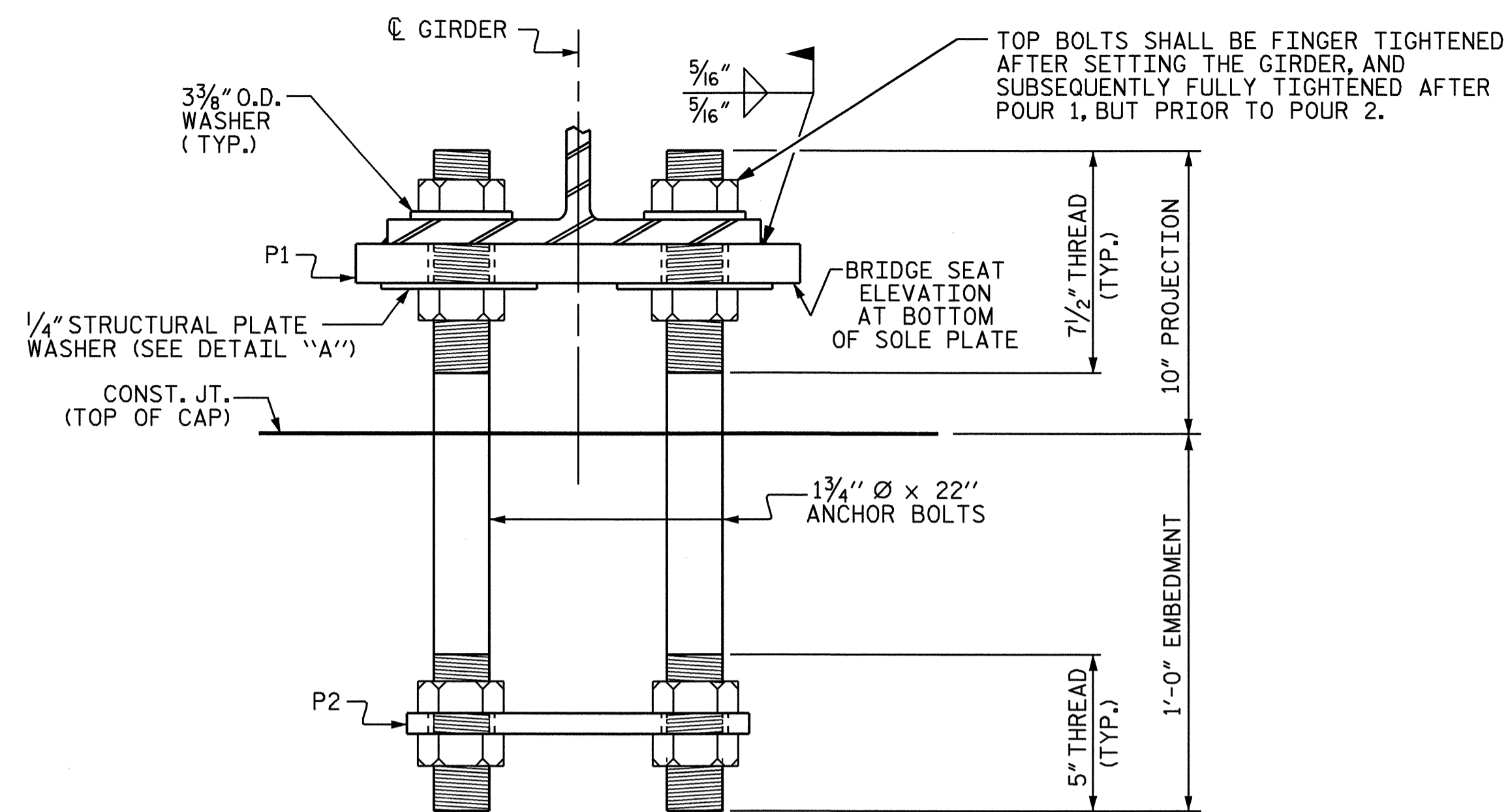
NOTES

FOR AASHTO M270 GRADE 50W STRUCTURAL STEEL, LEVELING PLATES AND ANCHORAGE PLATES SHALL BE AASHTO M270 GRADE 50W AND SHALL NOT BE GALVANIZED. ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

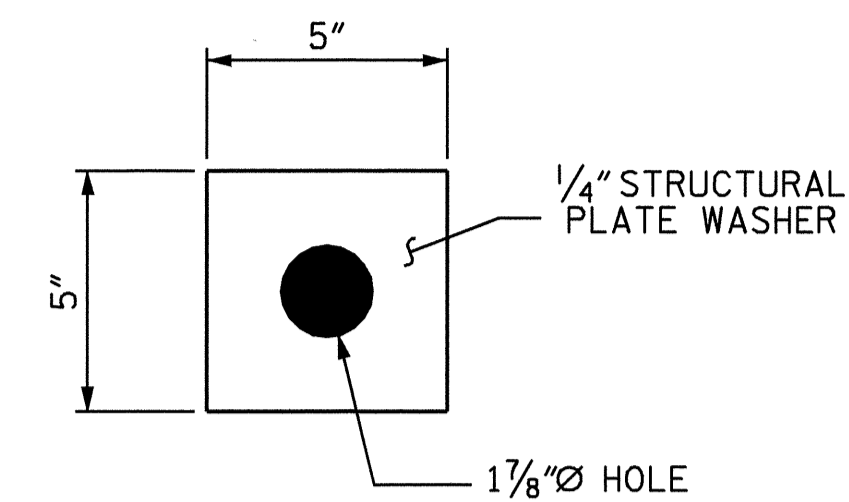
ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM A449. NUTS SHALL MEET THE REQUIREMENTS OF AASHTO M291-DH OR AASHTO M292-2H. WASHERS SHALL MEET THE REQUIREMENTS OF AASHTO M293. SHOP DRAWINGS ARE NOT REQUIRED FOR ANCHOR BOLTS, NUTS AND WASHERS. SHOP INSPECTION IS REQUIRED.

ALL SURFACES OF LEVELING PLATES SHALL BE SMOOTH AND STRAIGHT.

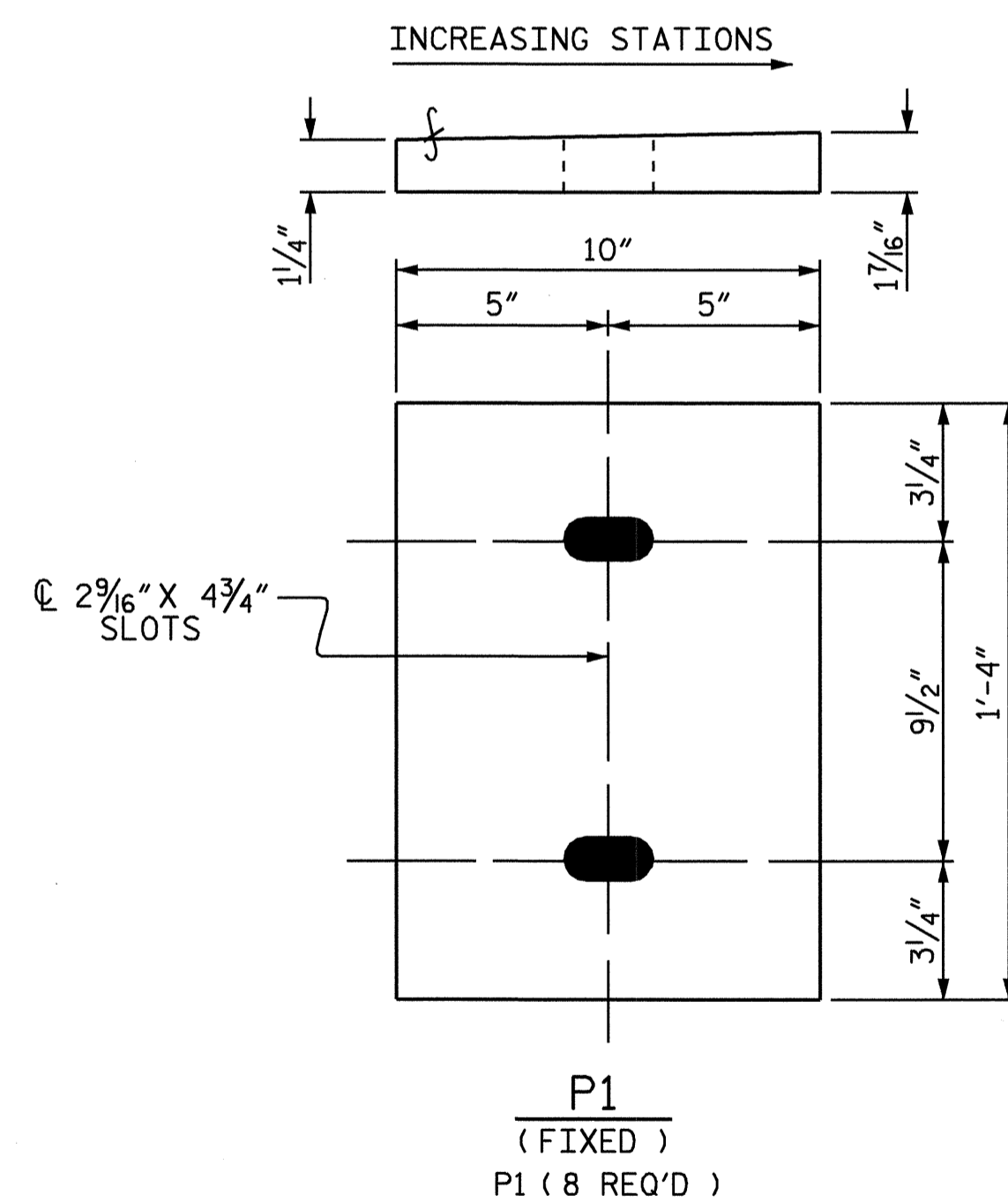
STRUCTURAL PLATE WASHERS SHALL BE AASHTO M270 GRADE 50W AND SHALL NOT BE GALVANIZED.



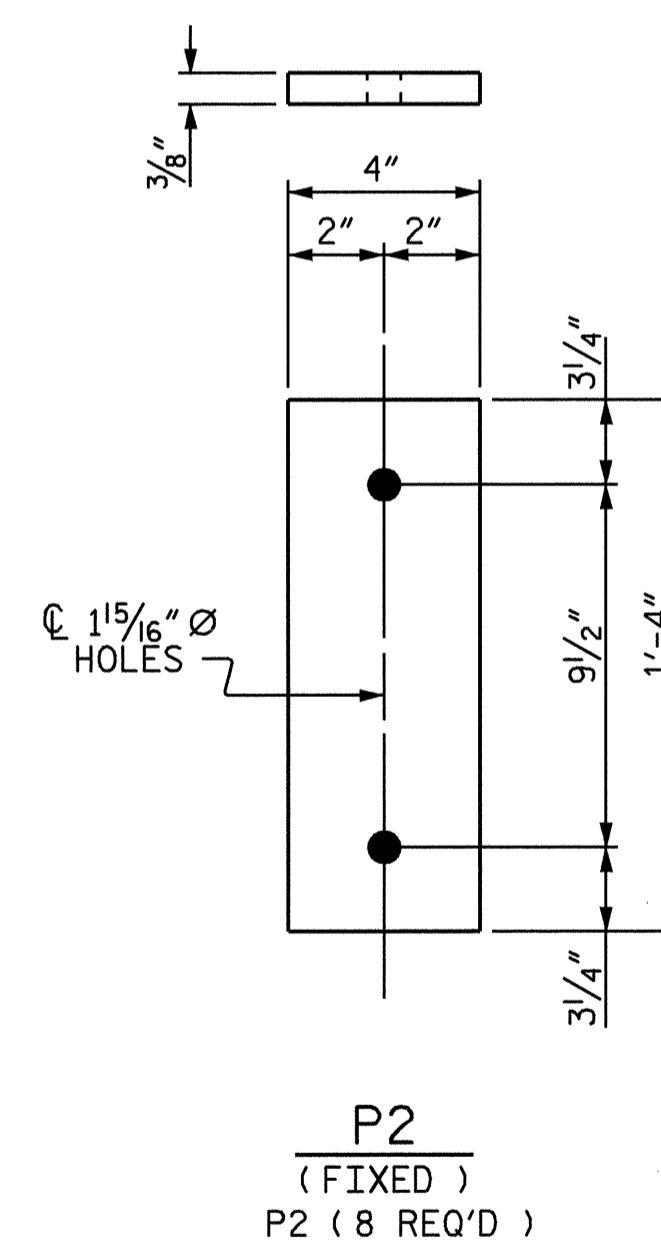
FIXED
END VIEW



DETAIL "A"



SOLE PLATE DETAILS

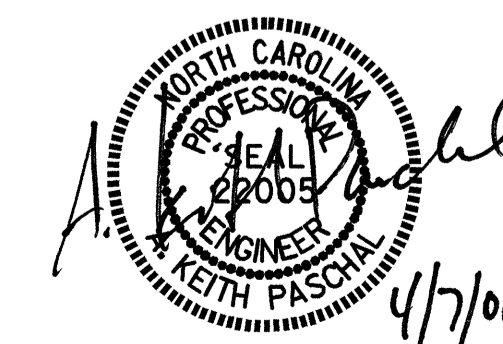


ANCHORAGE PLATE

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SOLE PLATE DETAILS



DRAWN BY : J.D. HAWK DATE : 2/5/08
 CHECKED BY : J.G. KHARVA DATE : 2/7/08

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11
1			3			TOTAL SHEETS
2			4			21

NOTES

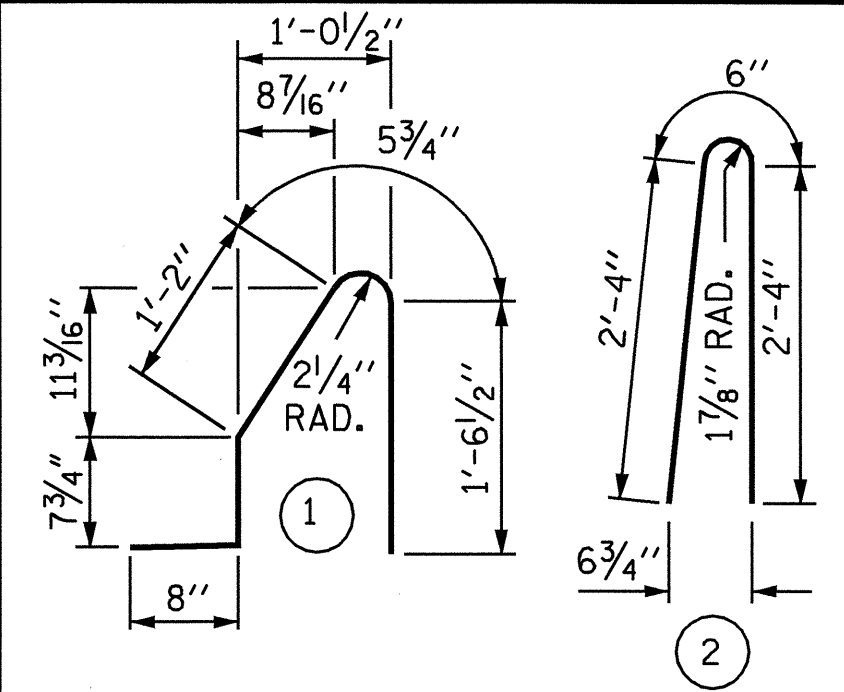
THE BARRIER RAIL IN THE SPAN SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE IN THAT SPAN HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.

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. THE 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.

THE #5 S1 & #5 S2 BARS MAY BE SHIFTED SLIGHTLY IN ORDER TO MAINTAIN A 2" MINIMUM CLEARANCE TO THE 1/2" EXPANSION JOINT MATERIAL IN BARRIER RAIL.

BAR TYPES



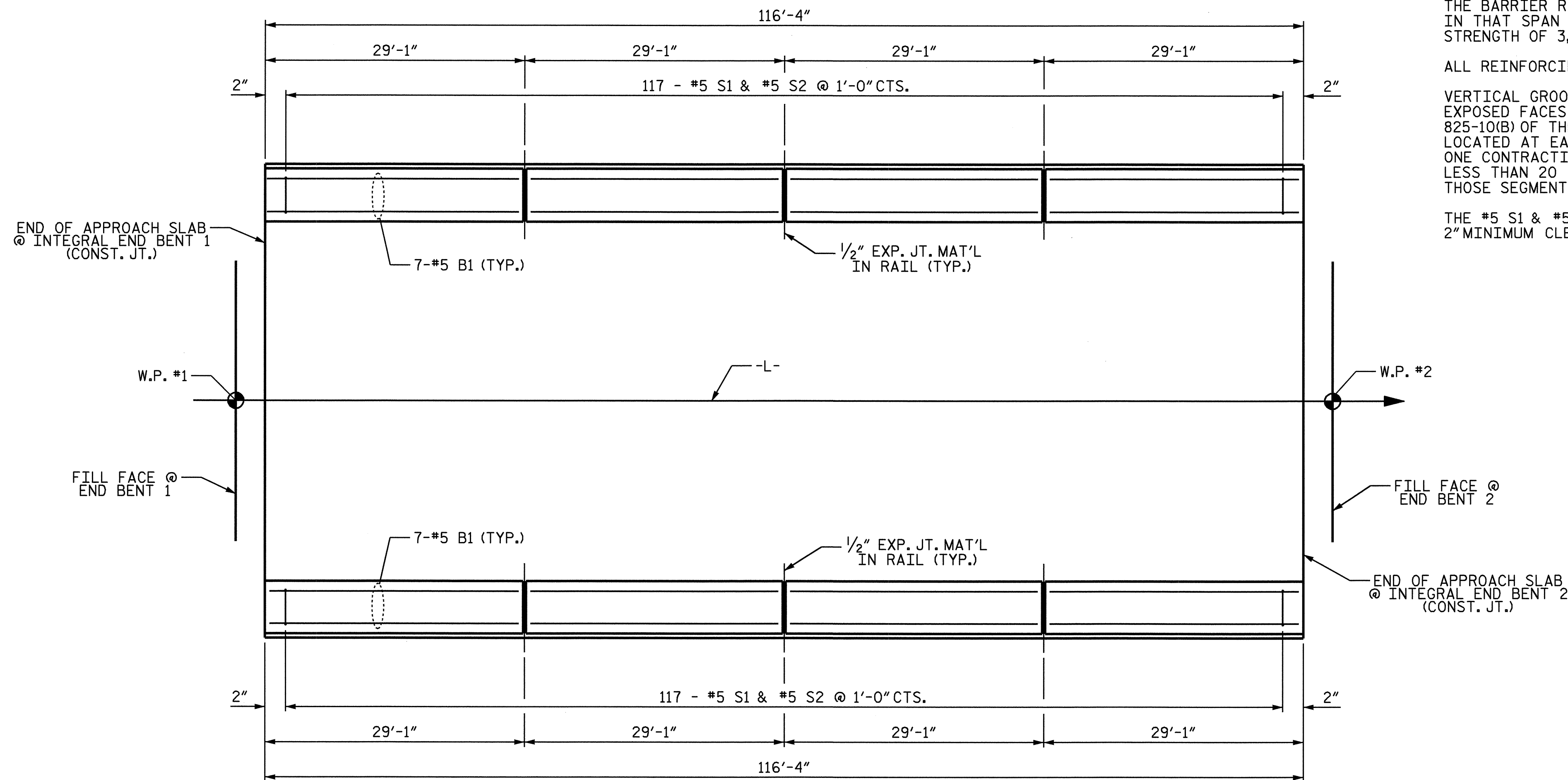
ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL

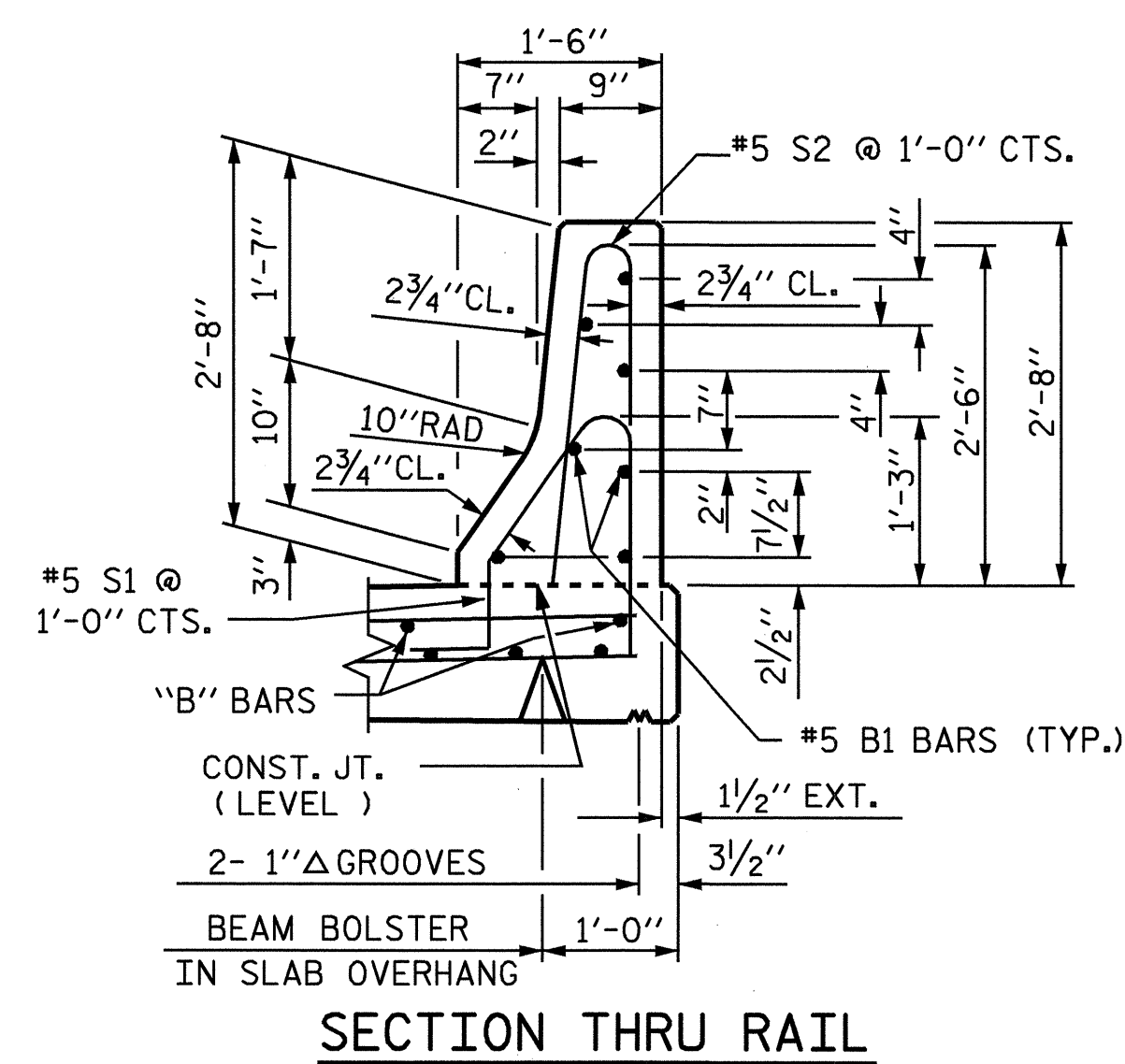
FOR CONCRETE BARRIER RAIL ONLY

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* B1	56	#5	STR	28'-8"	1674
* S1	234	#5	1	4'-6"	1100
* S2	234	#5	2	5'-2"	1261

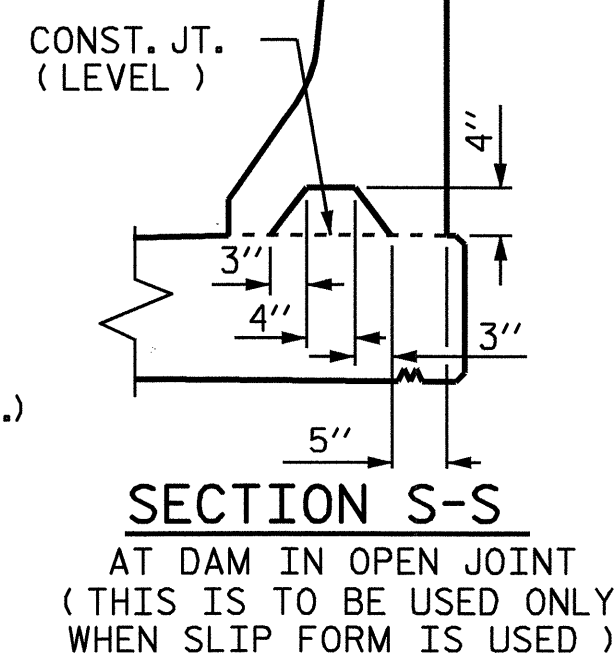
* EPOXY COATED REINFORCING STEEL 4035 LBS.
 CLASS AA CONCRETE 23.3 CU. YDS.
 CONCRETE BARRIER RAIL 232.67 LIN. FT.



PLAN OF BARRIER RAIL



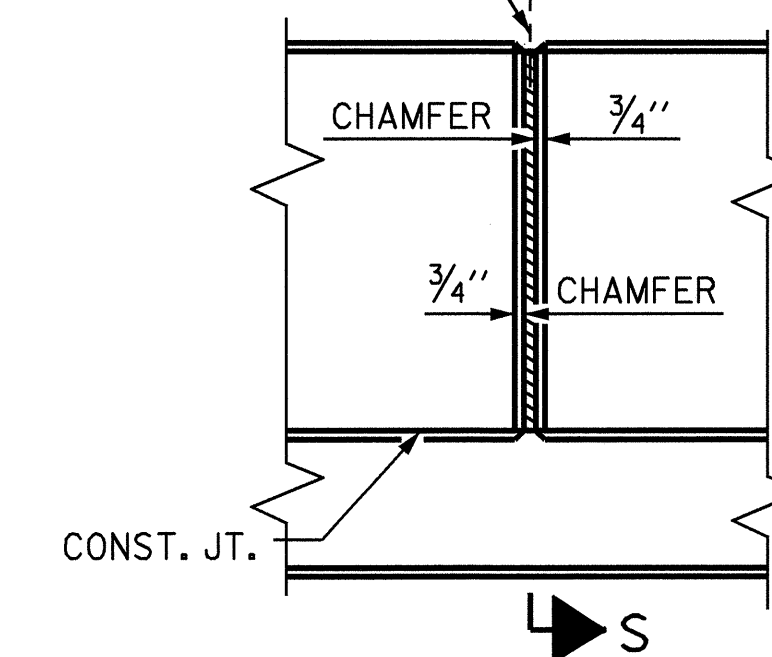
SECTION THRU RAIL



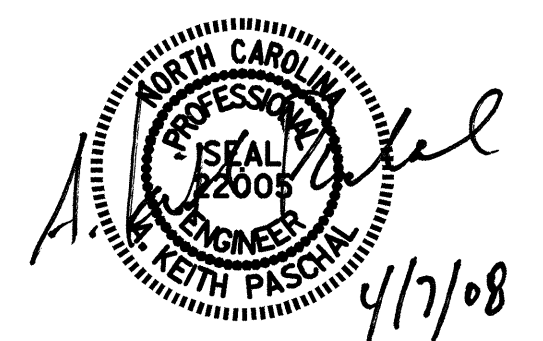
SECTION S-S

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

© 1/2" EXP. JT. MAT'L HELD IN PLACE WITH GALVANIZED NAILS.
 (NOTE: OMIT EXP. JT. MAT'L. WHEN SLIP FORM IS USED.)



ELEVATION AT EXPANSION JOINTS



PROJECT NO. B-4070
 CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 CONCRETE
 BARRIER RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS 21
2			4			

STD. NO. CBRI

ASSEMBLED BY : J.D. HAWK	DATE : 2/5/08
CHECKED BY : J.G. KHARVA	DATE : 2/7/08
DRAWN BY : ARB 5/87	REV. 10/17/00 RWW/LES
CHECKED BY : SJD 9/87	REV. 5/7/03R RWW/JTE
	REV. 5/1/06 TLA/GM

NOTES

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

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.)

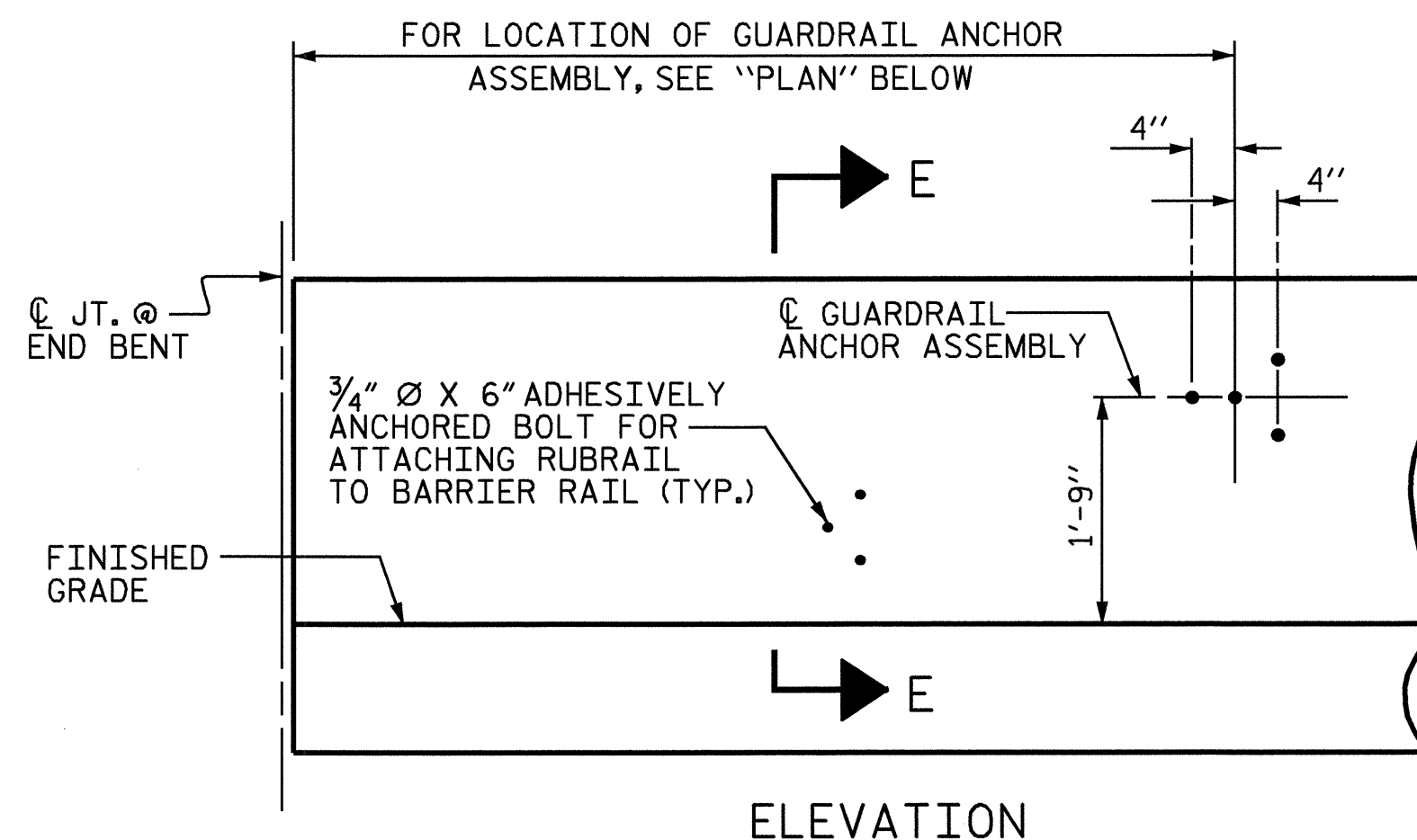
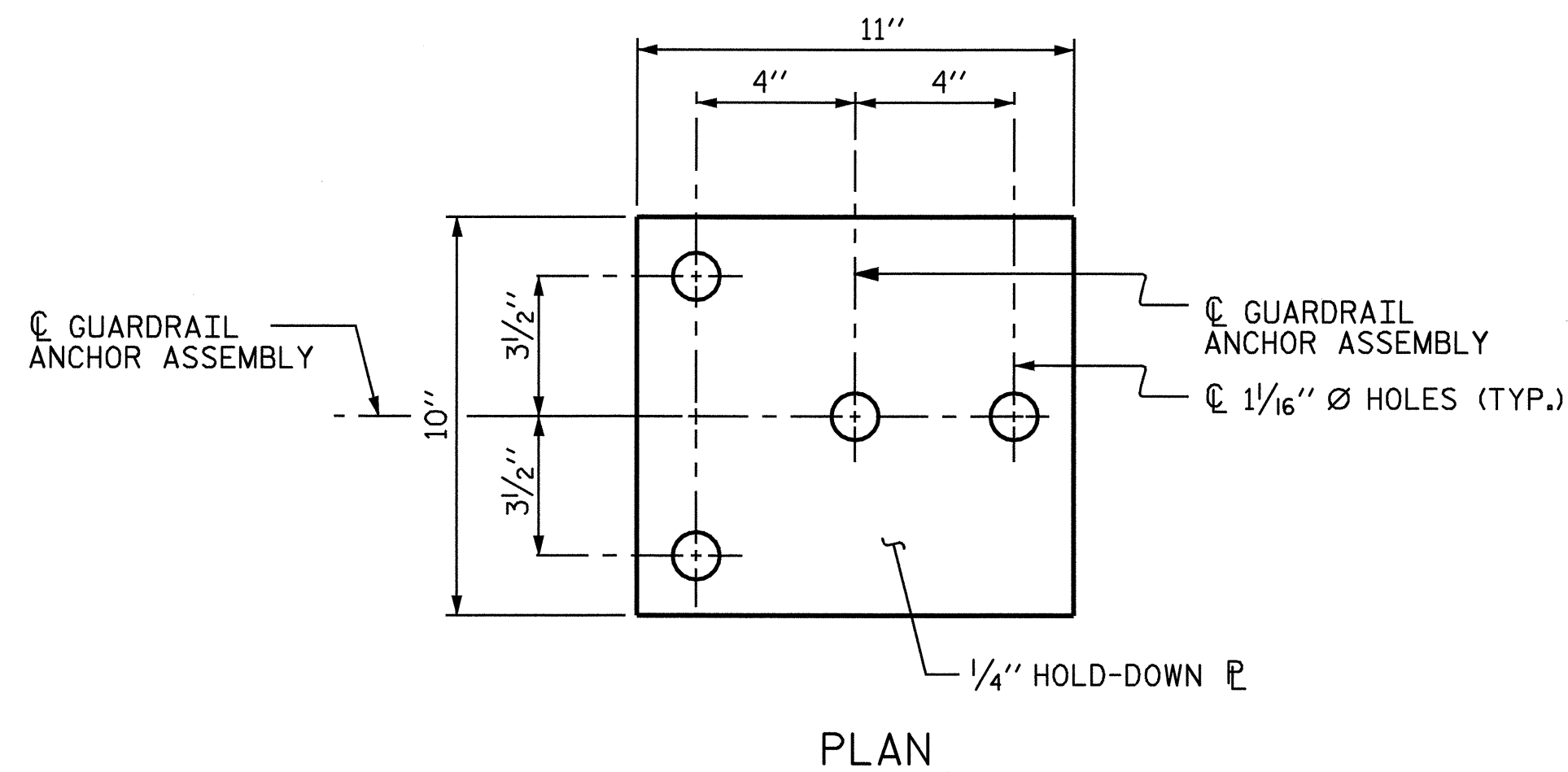
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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

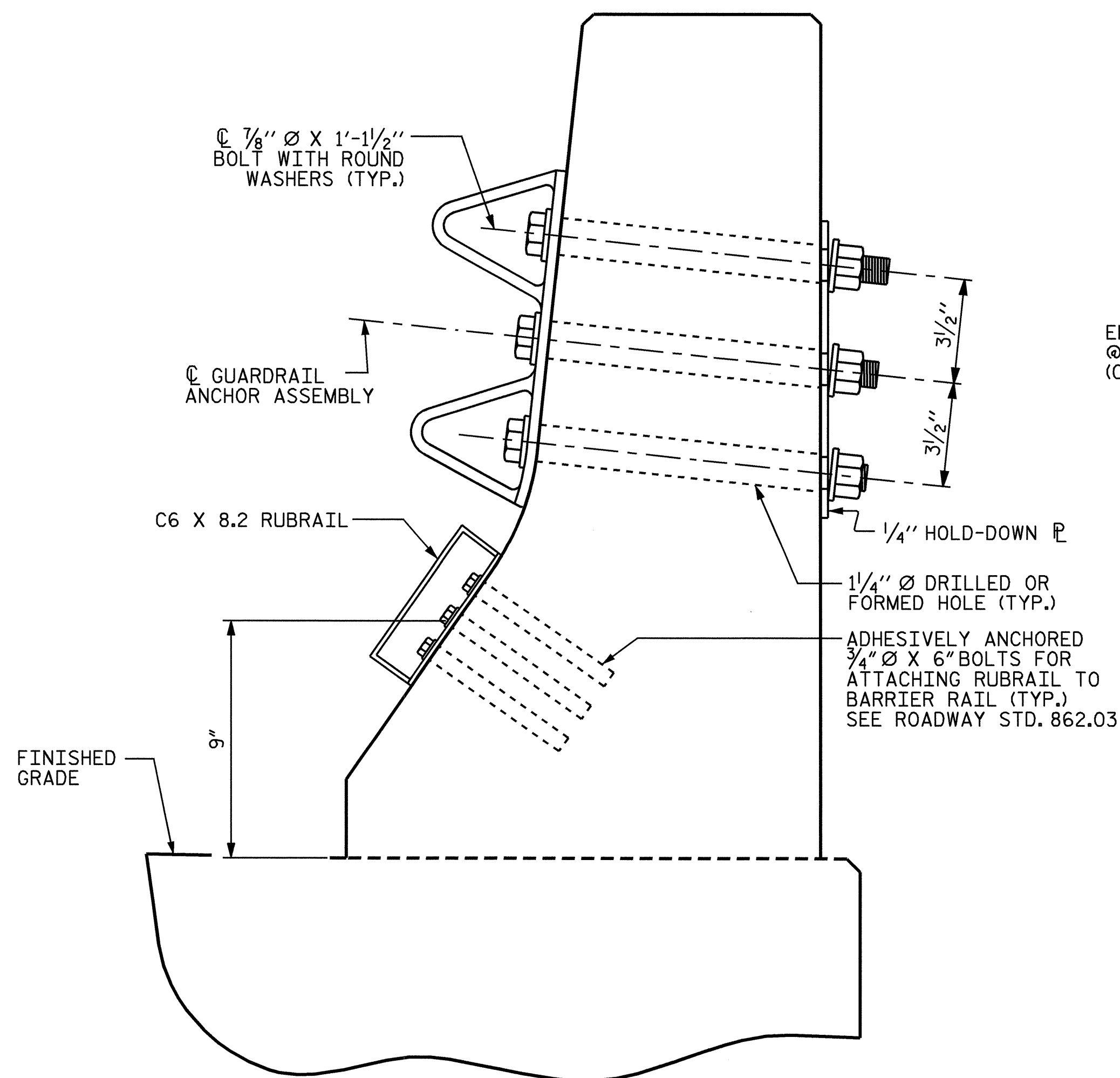
THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR CONCRETE BARRIER RAIL.

THE 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.

THE C6 X 8.2 RUBRAIL IS TO BE ADHESIVELY ANCHORED TO THE RAIL USING THREE 3/4" Ø X 6" BOLTS WITH WASHERS. LEVEL ONE FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 3/4" Ø BOLT IS 12 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE SPECIAL PROVISIONS. SEE ROADWAY STANDARD 862.03 FOR DETAILS AND LOCATION OF THE RUBRAIL.

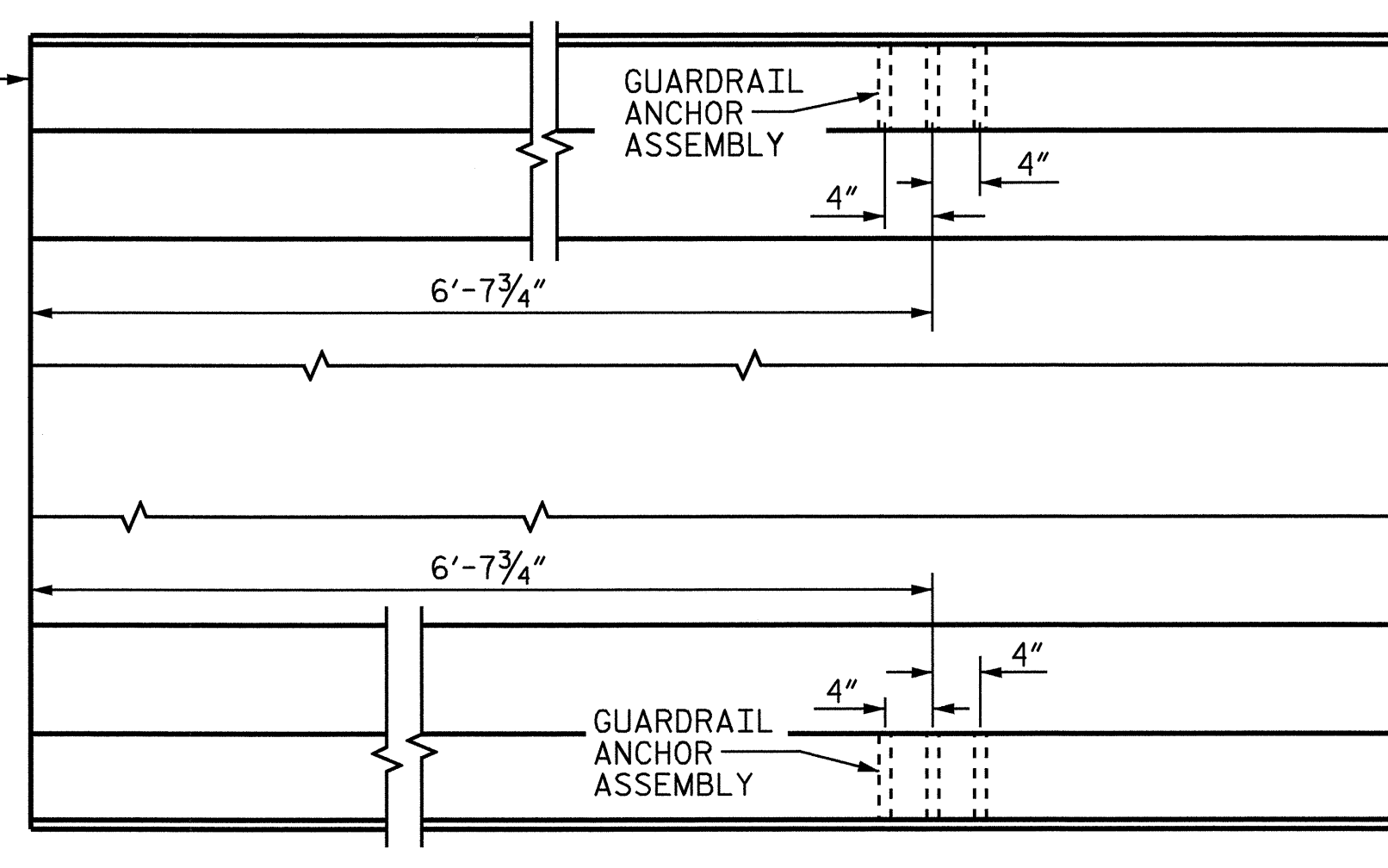


FOR LOCATION OF RUBRAIL, SEE ROADWAY STD. 862.03



SECTION E-E

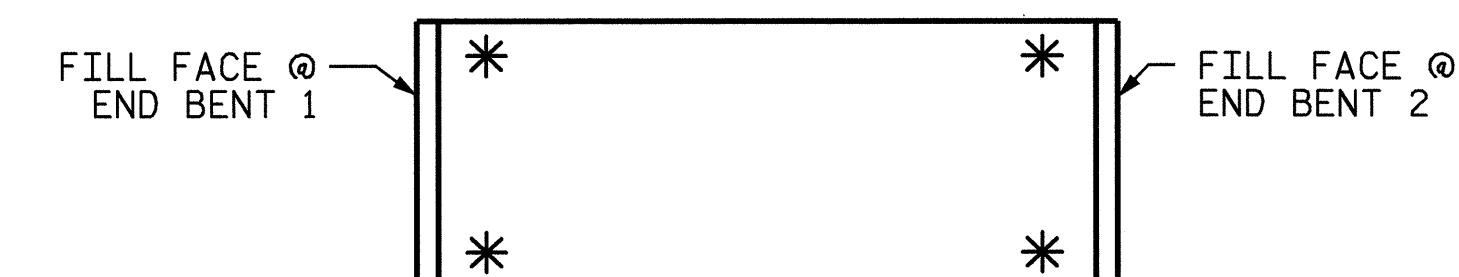
GUARDRAIL ANCHOR ASSEMBLY DETAILS



PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

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



SKETCH SHOWING POINTS OF ATTACHMENTS

(* DENOTES GUARDRAIL ANCHOR ASSEMBLY)

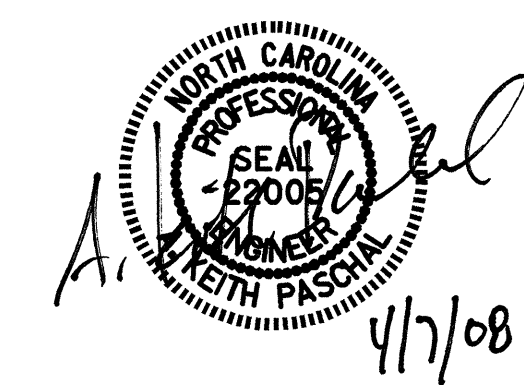
ASSEMBLED BY : J.D. HAWK	DATE : 2/5/08
CHECKED BY : J.G. KHARVA	DATE : 2/7/08
DRAWN BY : TLA 5/06	ADDED 5/1/06R KMM/GM
CHECKED BY : GM 5/06	

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PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 GUARDRAIL ANCHORAGE
 FOR BARRIER RAIL



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-13
1			3			TOTAL SHEETS
2			4			21

STD. NO. GRA2

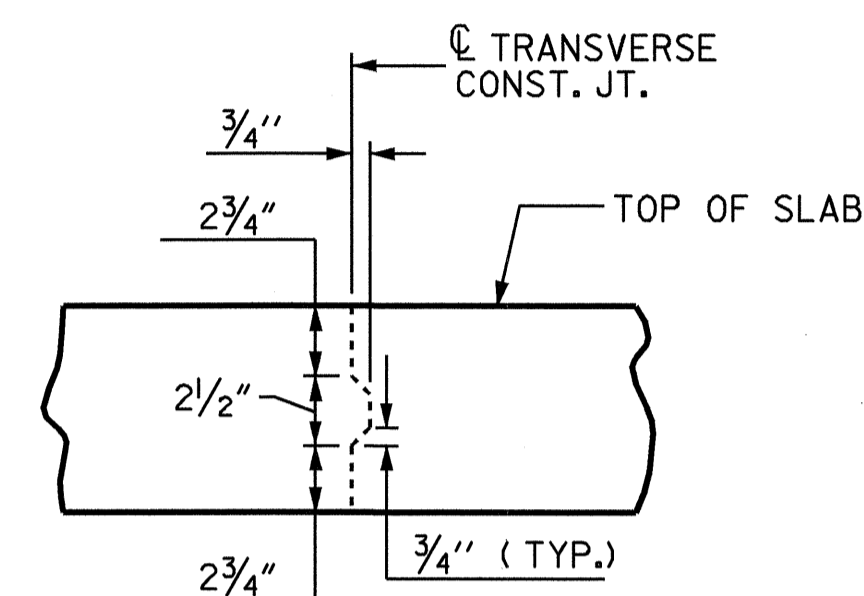
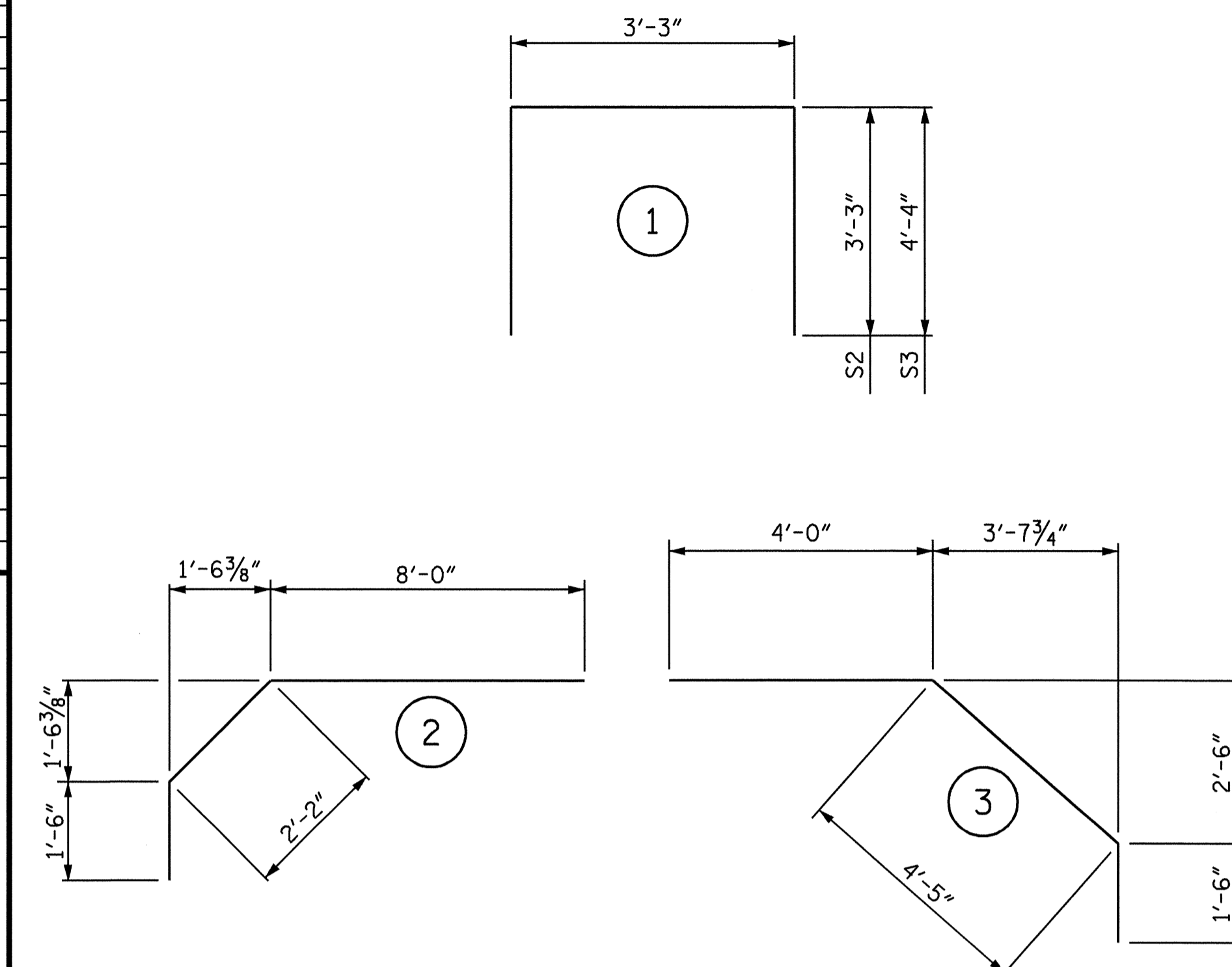
SUPERSTRUCTURE REINFORCING STEEL LENGTHS ARE BASED ON THE FOLLOWING MINIMUM SPLICE LENGTHS

BAR SIZE	SUPERSTRUCTURE EXCEPT APPROACH SLABS, PARAPET, AND BARRIER RAIL		APPROACH SLABS		PARAPET AND BARRIER RAIL
	EPOXY COATED	UNCOATED	EPOXY COATED	UNCOATED	
#4	2'-0"	1'-9"	2'-0"	1'-9"	2'-9"
#5	2'-6"	2'-2"	2'-6"	2'-2"	3'-5"
#6	3'-0"	2'-7"	3'-10"	2'-7"	4'-4"
#7	5'-3"	3'-6"			
#8	6'-10"	4'-7"			

REINFORCING BAR SCHEDULE

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	199	#5	STR	26'-11"	5587
A2	199	#5	STR	26'-11"	5587
* B1	115	#4	STR	24'-10"	1908
B2	54	#5	STR	59'-1"	3328
* B3	80	#5	STR	24'-0"	2003
B4	44	#5	STR	24'-0"	1101
K1	20	#5	STR	32'-11"	687
K2	16	#5	STR	2'-8"	45
S2	70	#4	1	9'-9"	456
S3	16	#4	1	11'-11"	127
* S4	48	#4	2	11'-8"	374
* S5	44	#4	3	9'-11"	291
REINFORCING STEEL				=	11331 LBS
* EPOXY COATED REINF. STEEL				=	10163 LBS

BAR TYPES



TRANSVERSE CONSTRUCTION JOINT DETAIL

NOTE: REINFORCING STEEL IN SLAB NOT SHOWN. LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THRU JOINT.

ALL BAR DIMENSIONS ARE OUT TO OUT

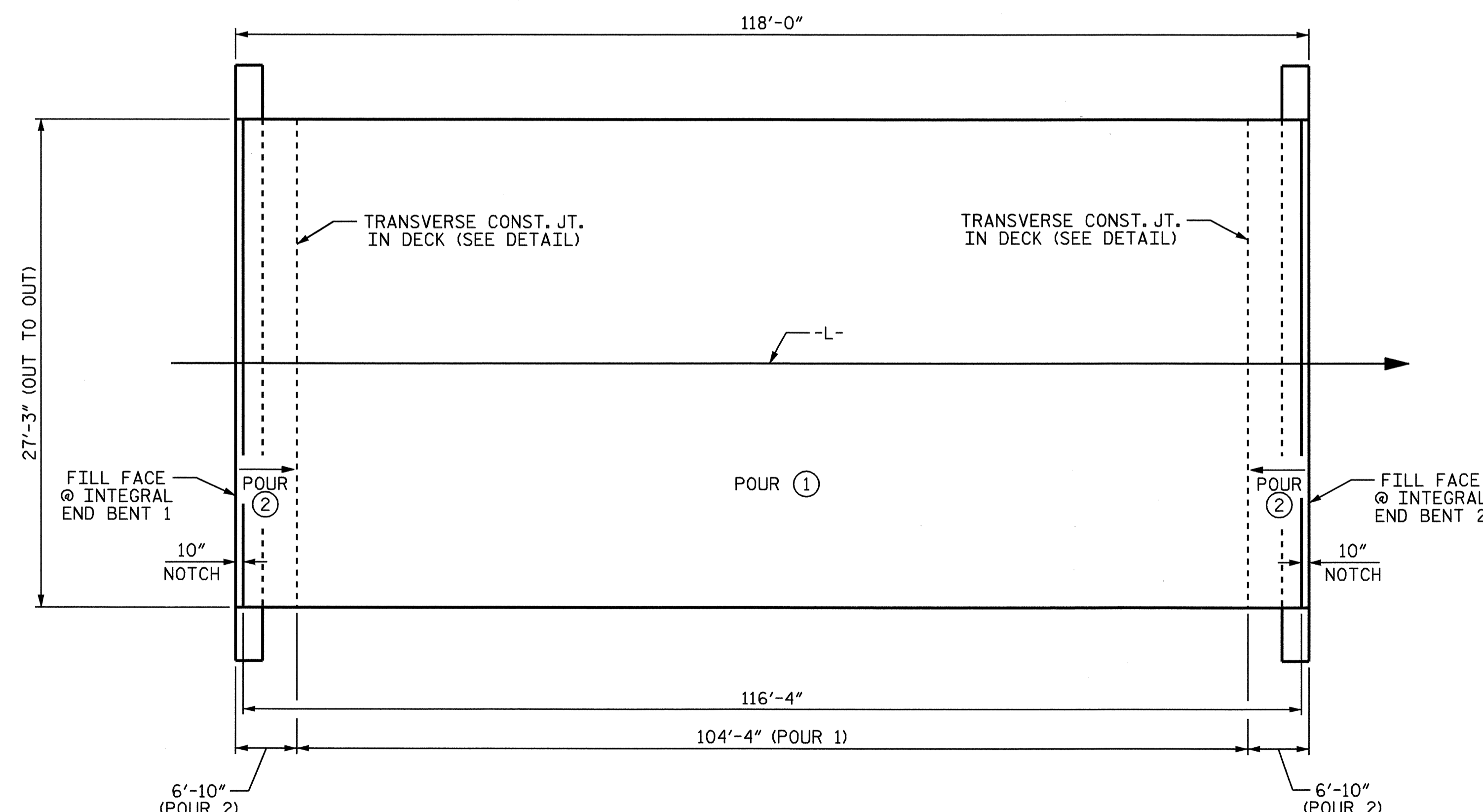
SUPERSTRUCTURE BILL OF MATERIAL

	CLASS AA CONCRETE (CU. YARDS)	REINFORCING STEEL (LBS.)	EPOXY COATED REINFORCING STEEL (LBS.)
POUR 1	81.2		
POUR 2	53.6		
TOTALS **	134.8	11331	10163

** QUANTITIES FOR CONCRETE BARRIER RAIL ARE NOT INCLUDED.

GROOVING BRIDGE FLOORS

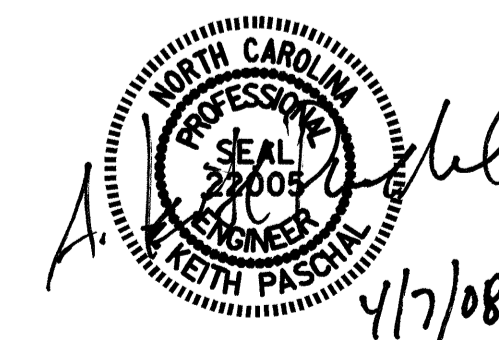
APPROACH SLABS	507	SQ. FT.
BRIDGE DECK	2433	SQ. FT.
TOTAL	2940	SQ. FT.



LAYOUT FOR COMPUTING AREA OF REINFORCED CONCRETE DECK SLAB & CONCRETE POUR DETAIL
(SQ. FT. = 3216)

NOTE : POUR 2 INCLUDES PARTIAL DECK, END BENT DIAPHRAGMS AND UPPER WINGS OF END BENTS.

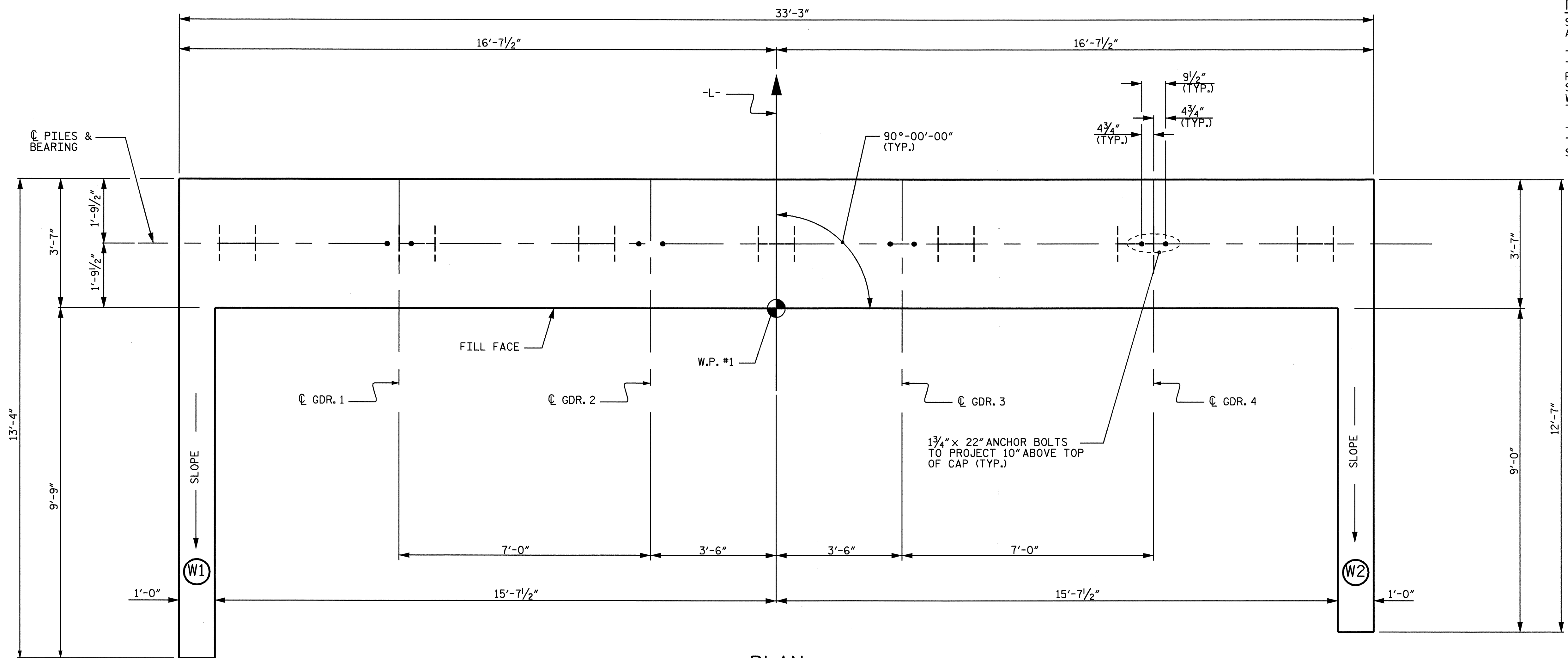
PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-



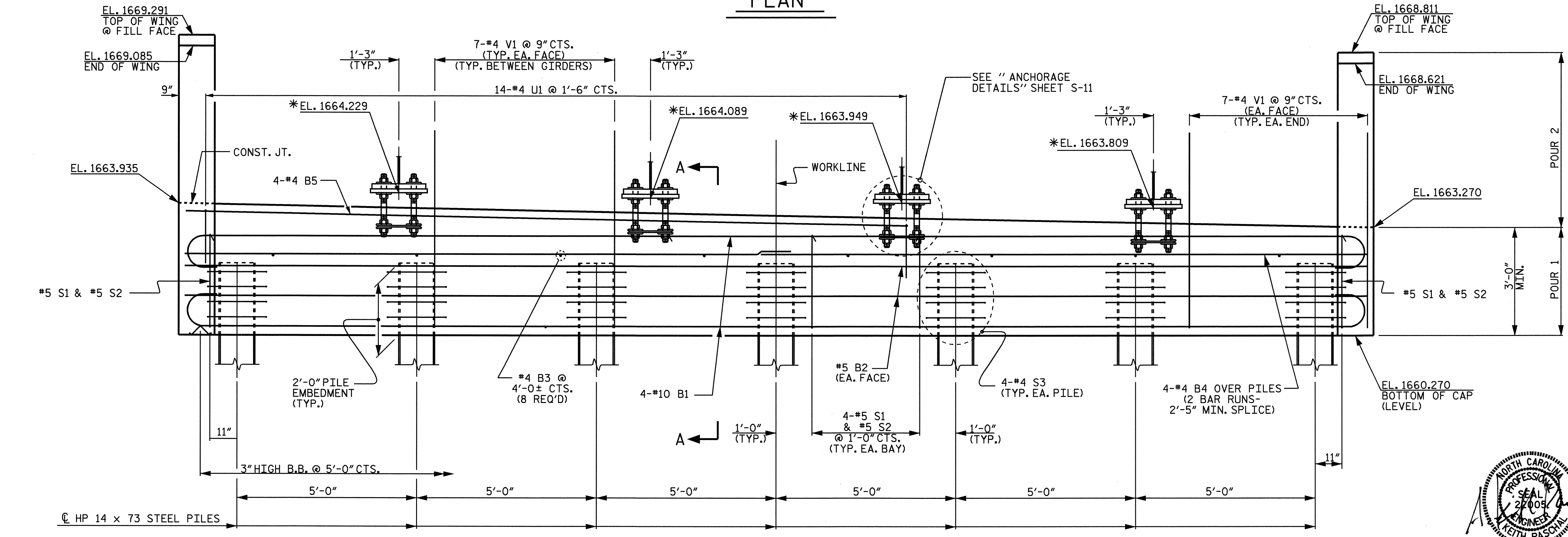
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUPERSTRUCTURE
 BILL OF MATERIAL

DRAWN BY : J.D. HAWK DATE : 2/6/08
 CHECKED BY : J.G. KHARVA DATE : 2/8/08

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NO.	BY:	DATE:	NO.	BY:	DATE:	S-14
1			3			TOTAL SHEETS
2			4			21



PLAN



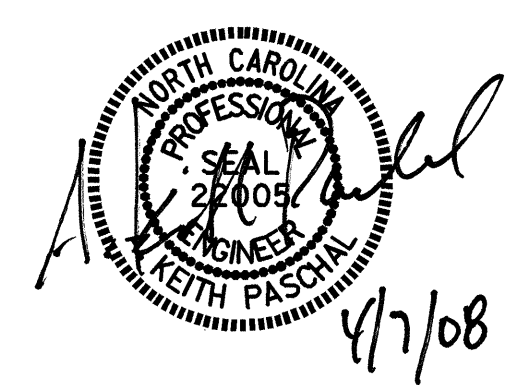
ELEVATION

* BRIDGE SEAT ELEVATIONS ARE TAKEN AT BOTTOM OF SOLE PLATE

NOTES
 STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
 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.
 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE UPPER PART OF WINGS ARE TO BE POURED WITH SUPERSTRUCTURE.

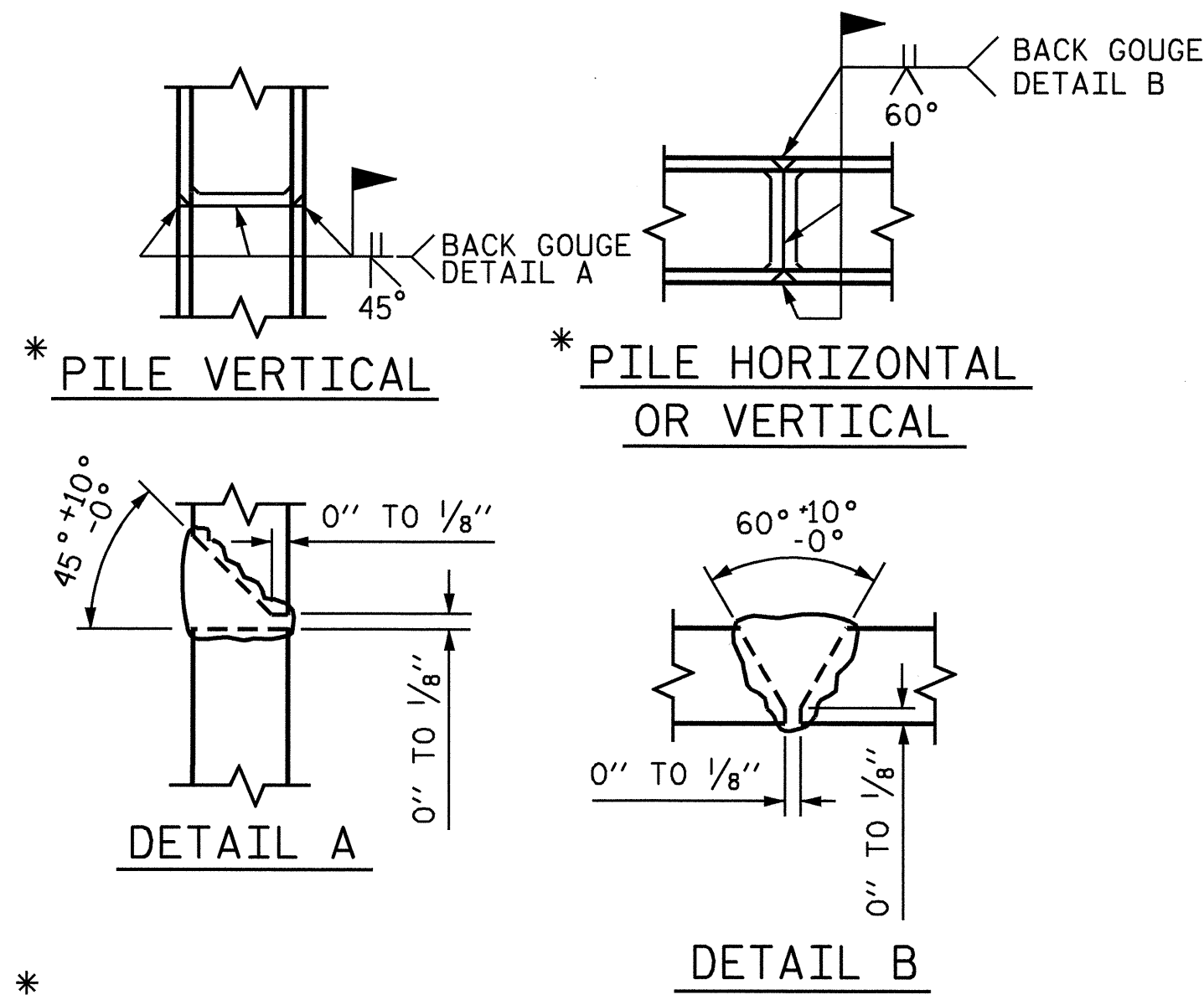
PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 1 OF 2
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE
 INTEGRAL END BENT 1

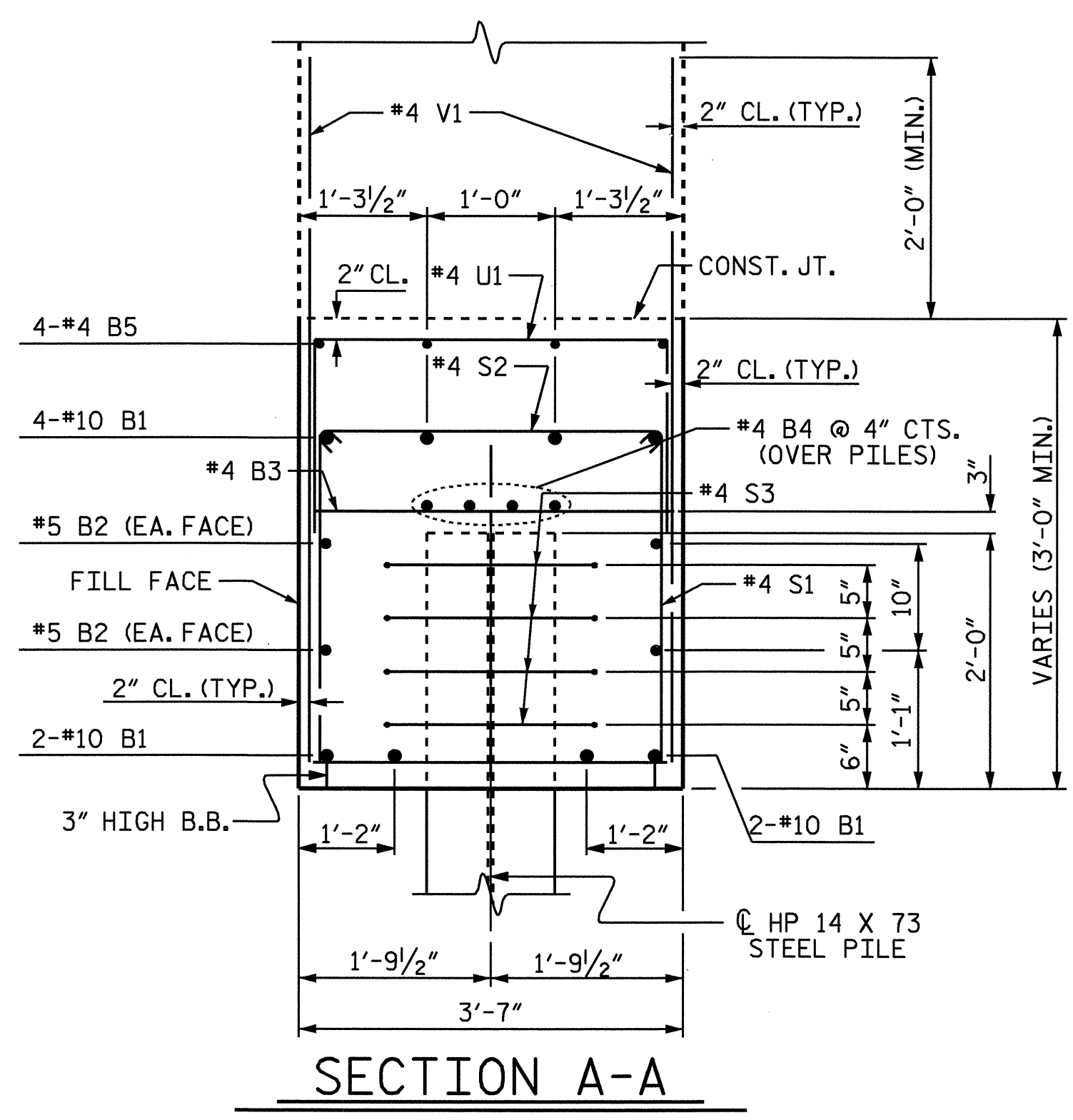


DRAWN BY: J.G. KHARVA DATE: 6/2/06
 CHECKED BY: J.D. HAWK DATE: 7/20/06

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-15	
1			3			TOTAL SHEETS	21
2			4				



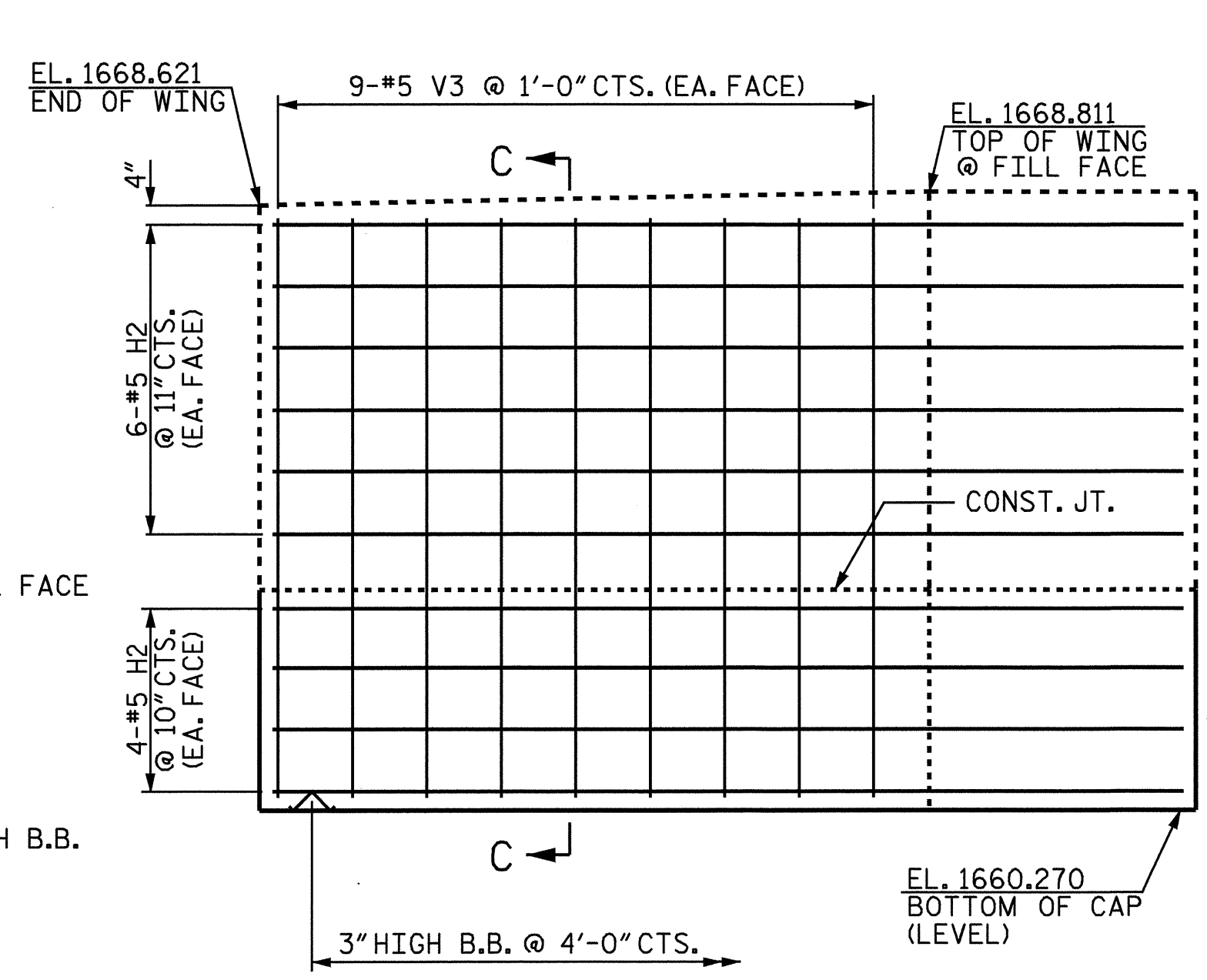
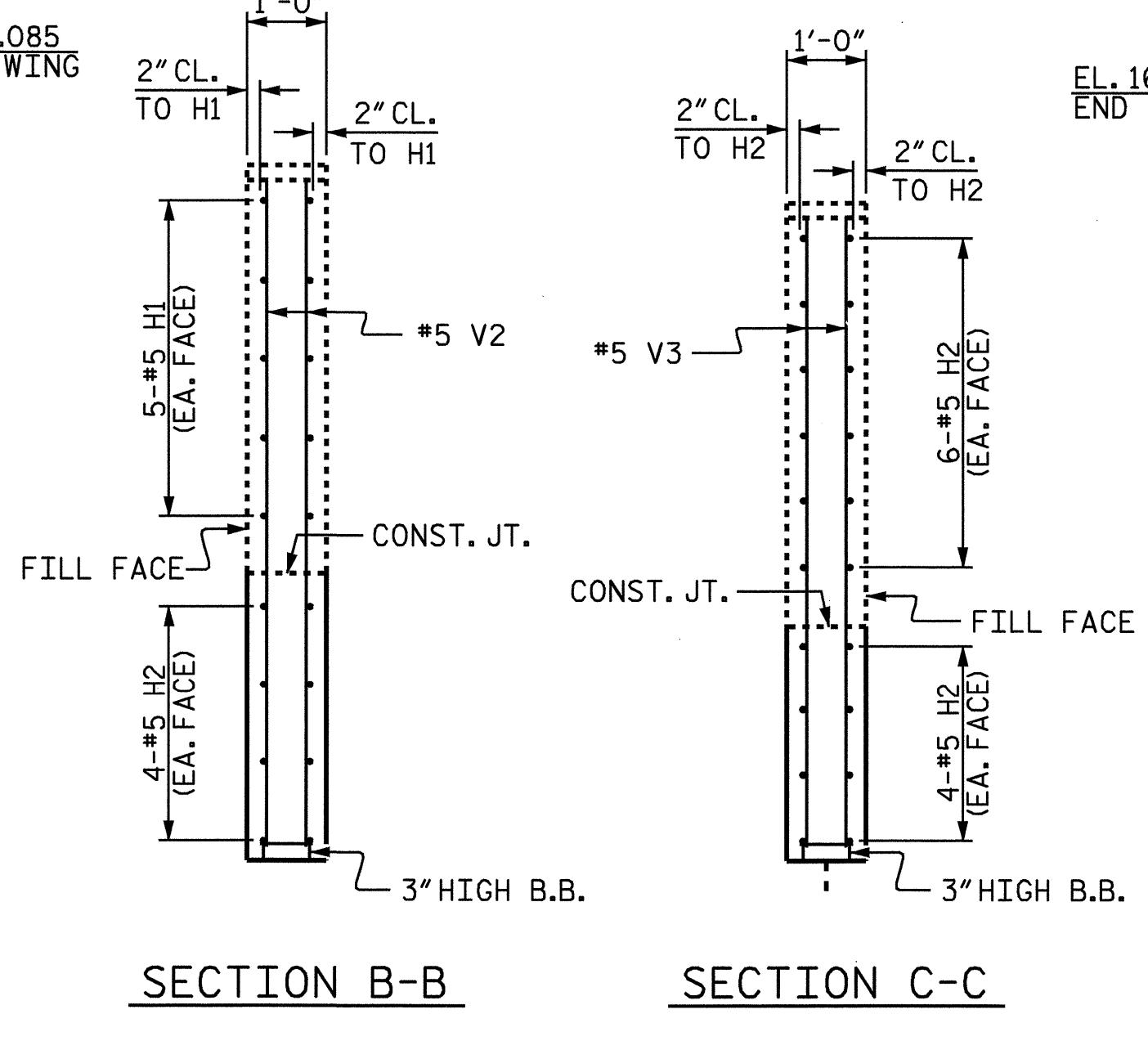
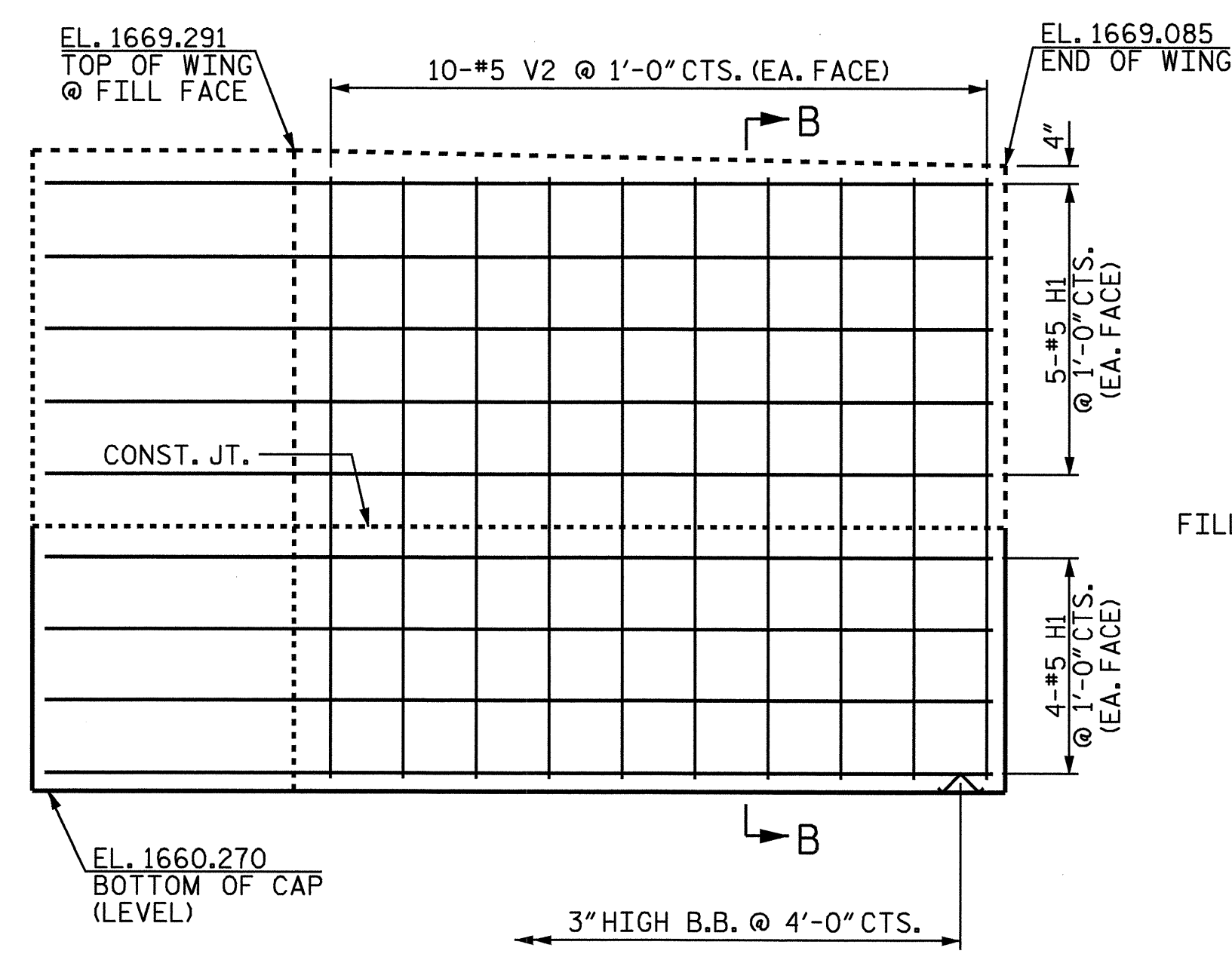
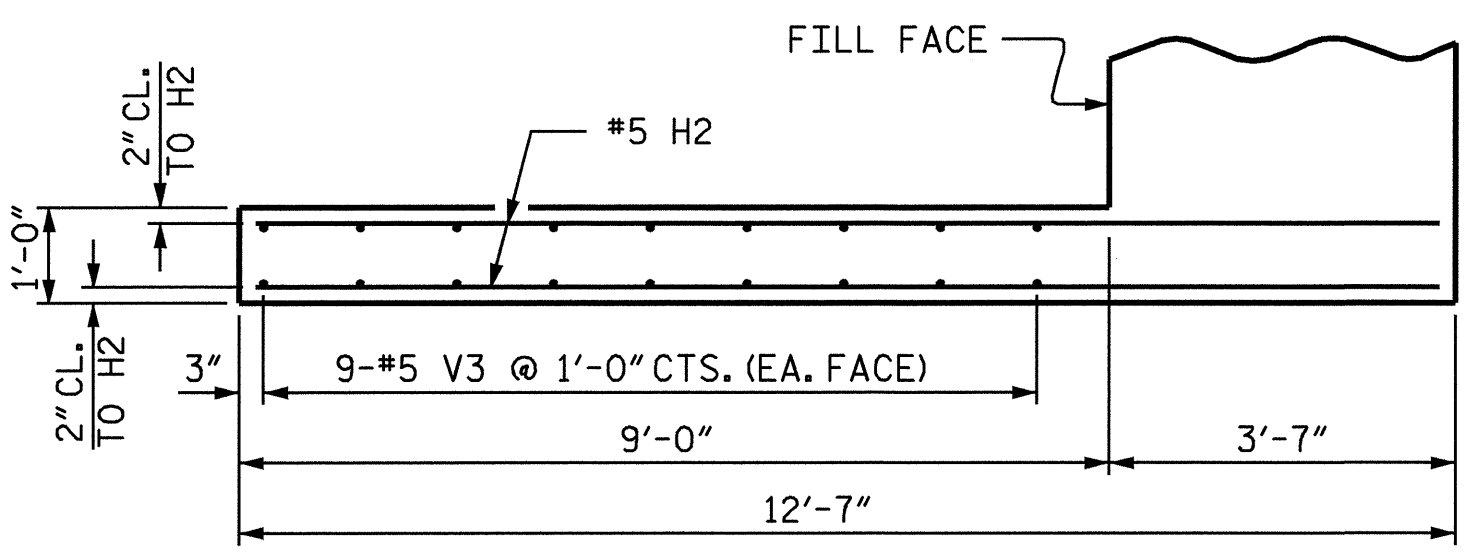
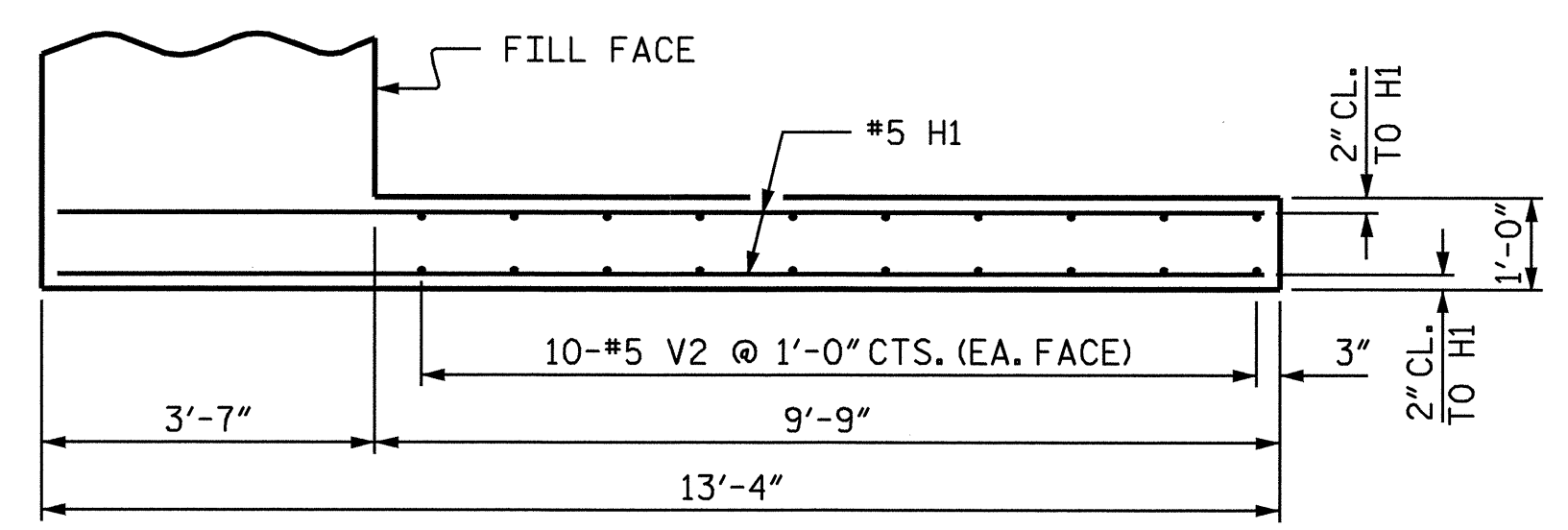
POSITION OF PILE DURING WELDING.
PILE SPLICE DETAILS



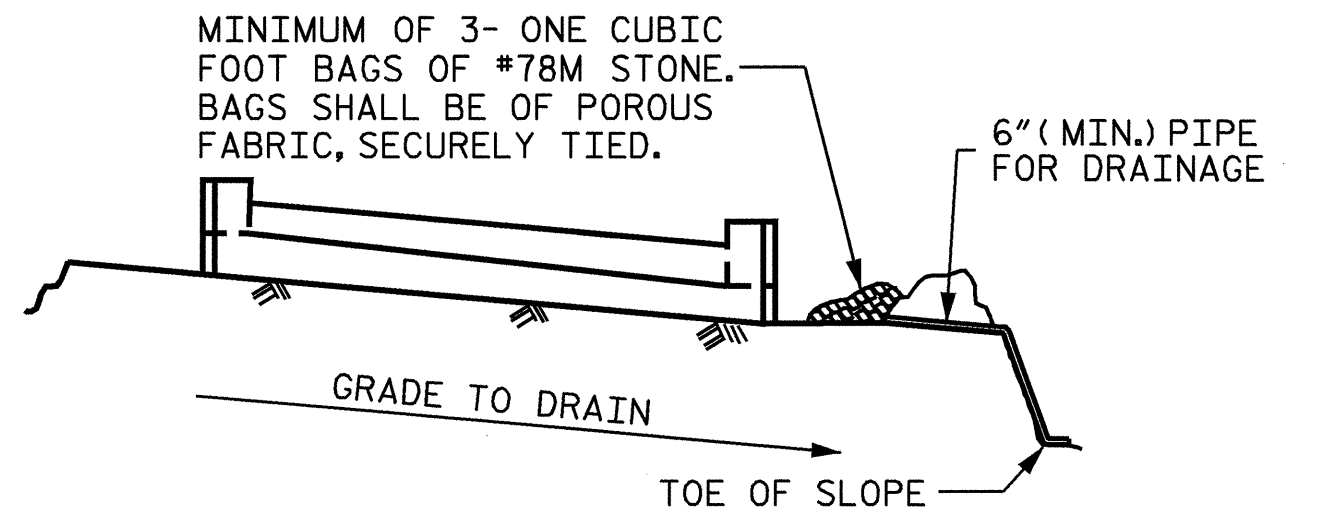
BILL OF MATERIAL					
INTEGRAL END BENT 1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#10	1	35'-8"	1228
B2	4	#5	STR	32'-11"	137
B3	8	#4	STR	2'-8"	14
B4	8	#4	STR	17'-8"	94
B5	4	#4	STR	20'-4"	54
H1	18	#5	STR	13'-0"	244
H2	20	#5	STR	12'-3"	255
S1	26	#5	3	9'-5"	255
S2	26	#5	2	4'-2"	113
S3	28	#4	6	6'-6"	122
U1	14	#4	4	6'-3"	58
V1	70	#4	STR	5'-6"	257
V2	20	#5	STR	8'-6"	177
V3	18	#5	STR	8'-0"	150
REINFORCING STEEL					3158 LBS.
CLASS A CONCRETE					
▲ POUR 1 (CAP & LOWER PART OF WINGS)					C.Y. 17.0
TOTAL					C.Y. 17.0
HP 14 x 73 STEEL PILES					
No. 7					FT. 70
STEEL PILE POINTS					NO. 7

ALL BAR DIMENSIONS ARE OUT TO OUT.

▲ UPPER WINGS (POUR 2) TO BE POURED WITH SUPERSTRUCTURE.



WING DETAILS



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.

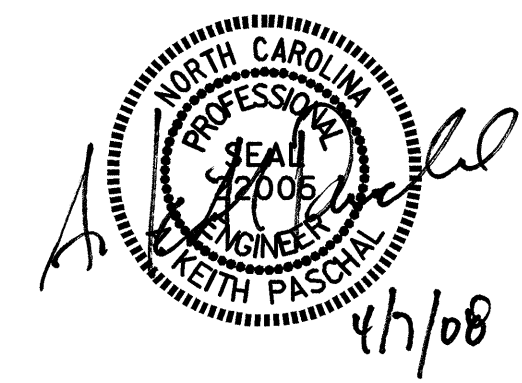
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

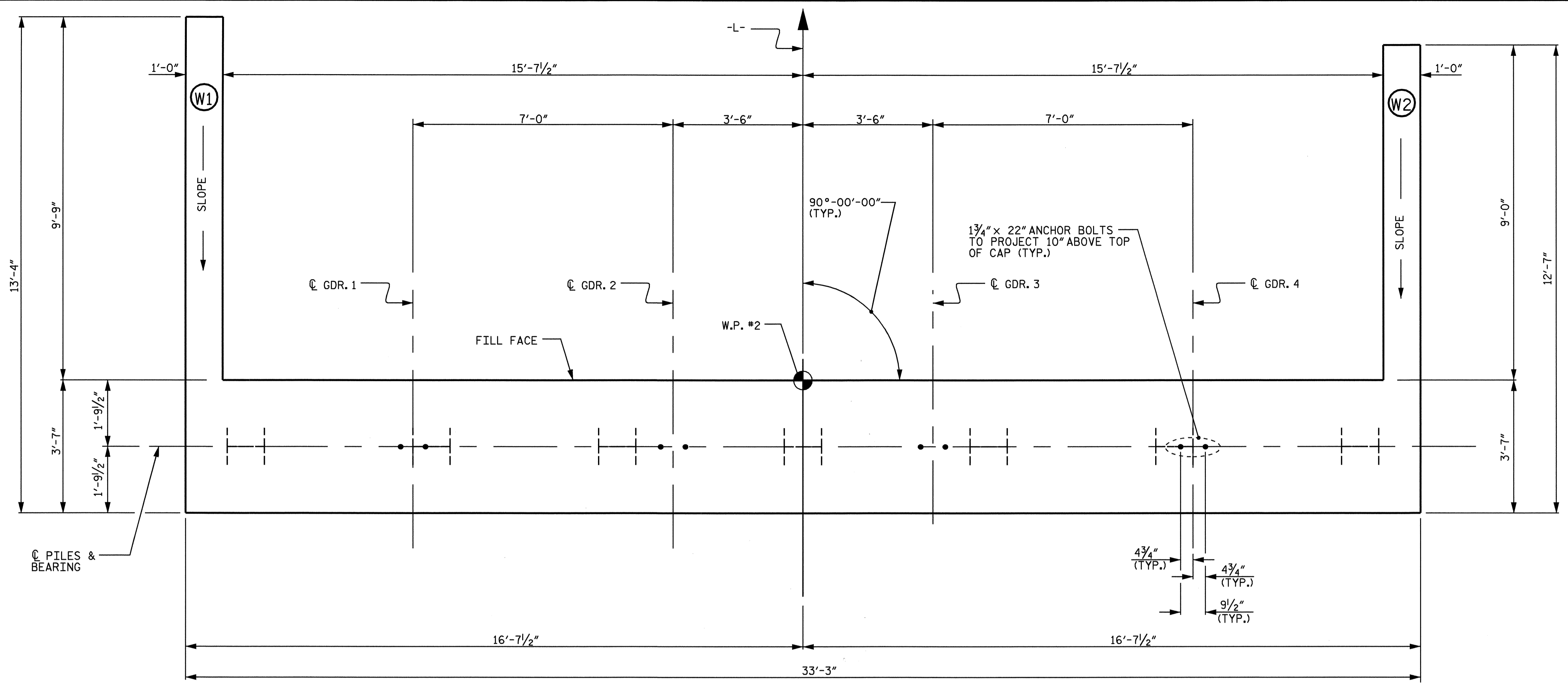
SHEET 2 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE
 INTEGRAL END BENT 1

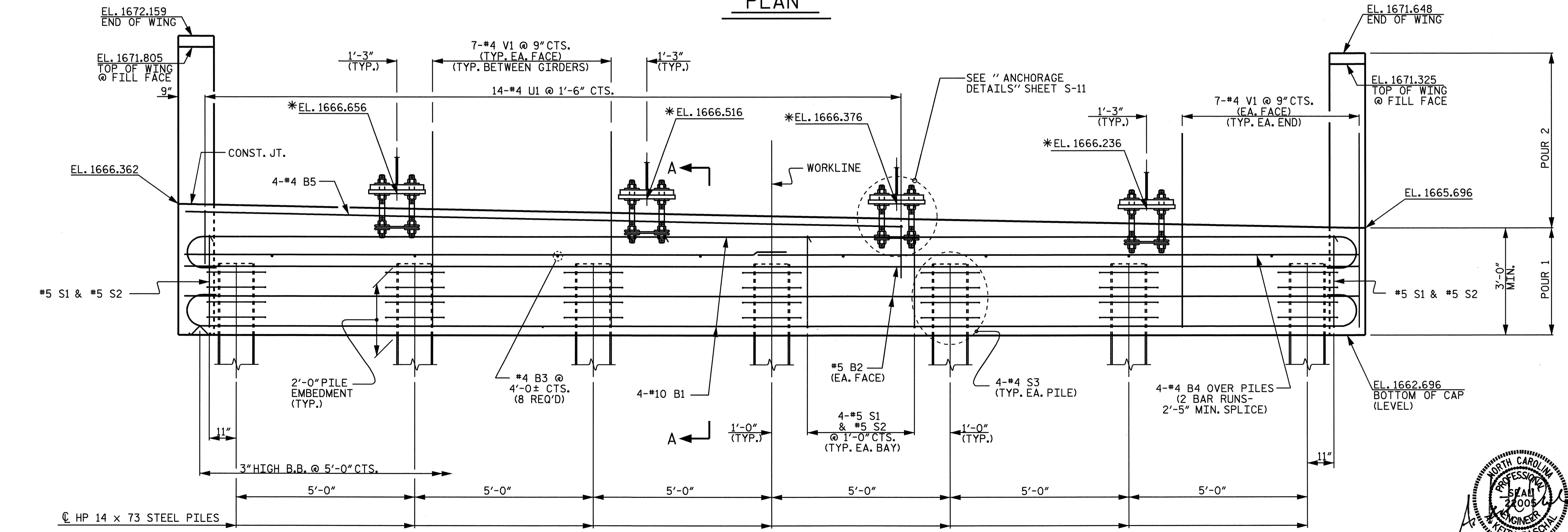


DRAWN BY: J.G. KHARVA DATE: 6/5/06
 CHECKED BY: J.D. HAWK DATE: 7/20/06

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-16
1			3			TOTAL SHEETS
2			4			21



PLAN



ELEVATION

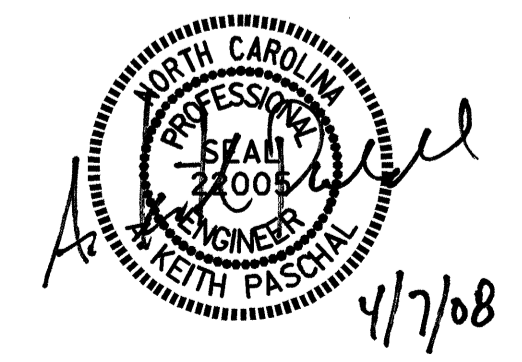
* BRIDGE SEAT ELEVATIONS ARE TAKEN AT BOTTOM OF SOLE PLATE

NOTES
 STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
 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.
 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE UPPER PART OF WINGS ARE TO BE POURED WITH SUPERSTRUCTURE.

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-
 SHEET 1 OF 2

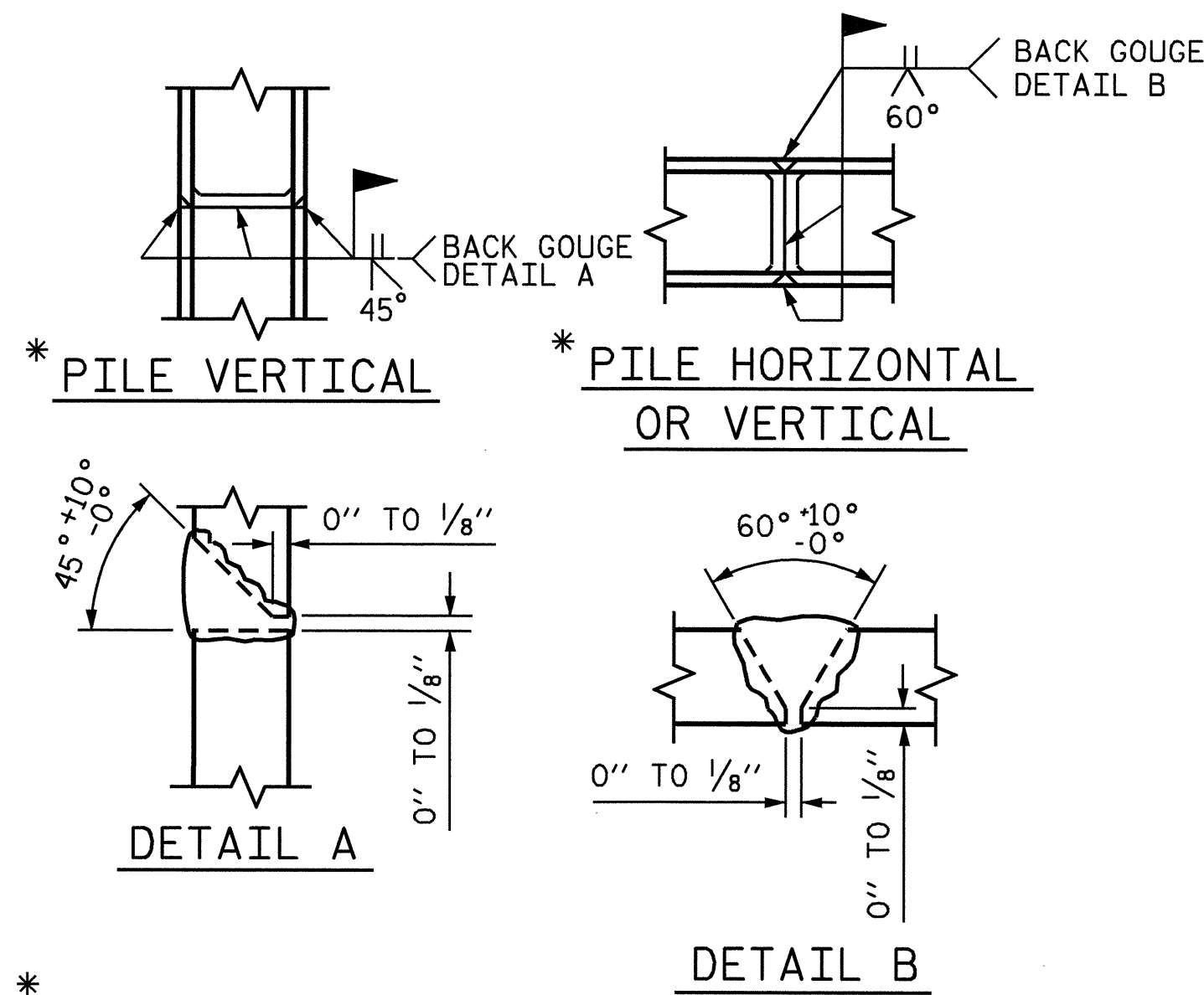
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 INTEGRAL END BENT 2

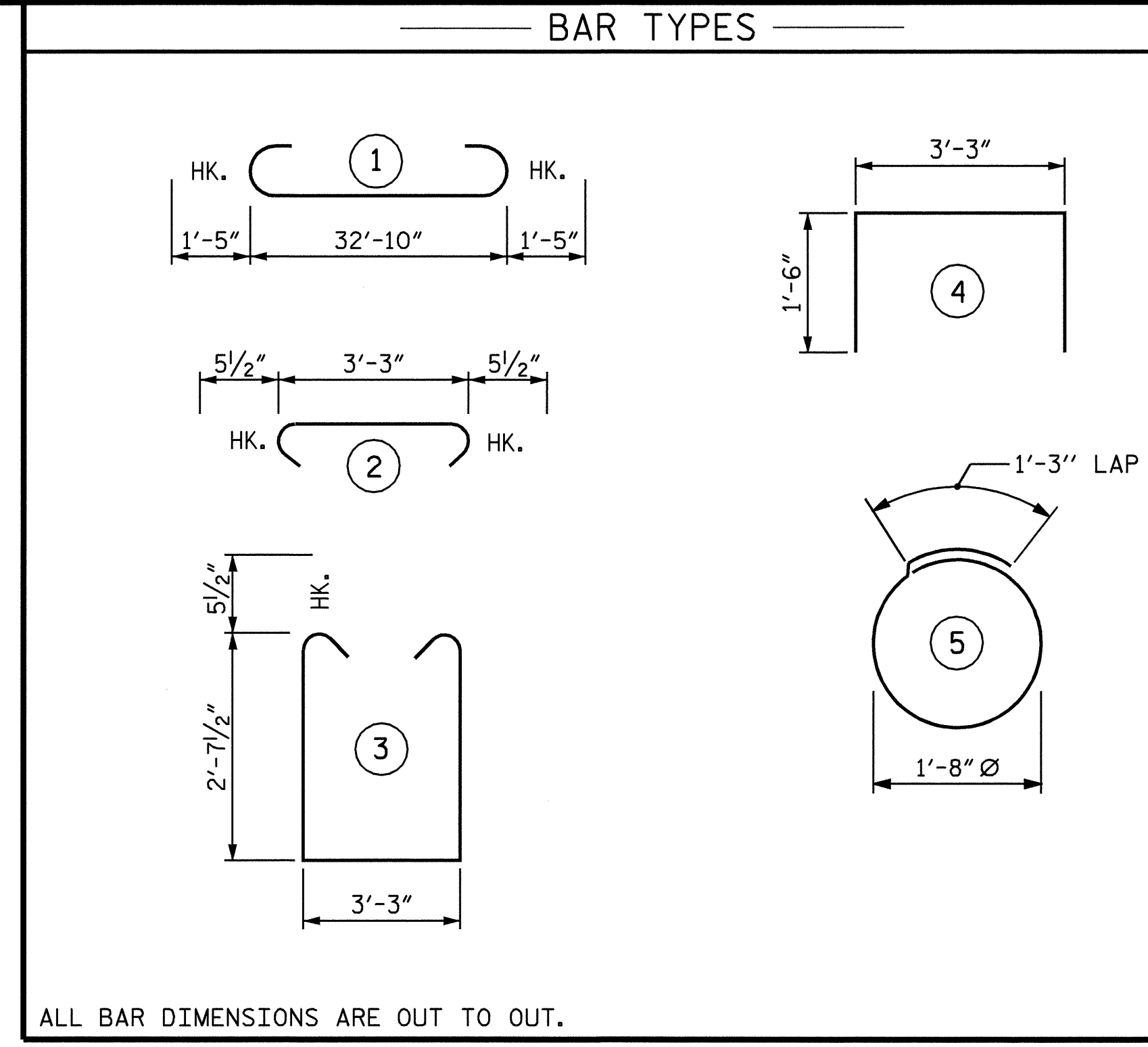
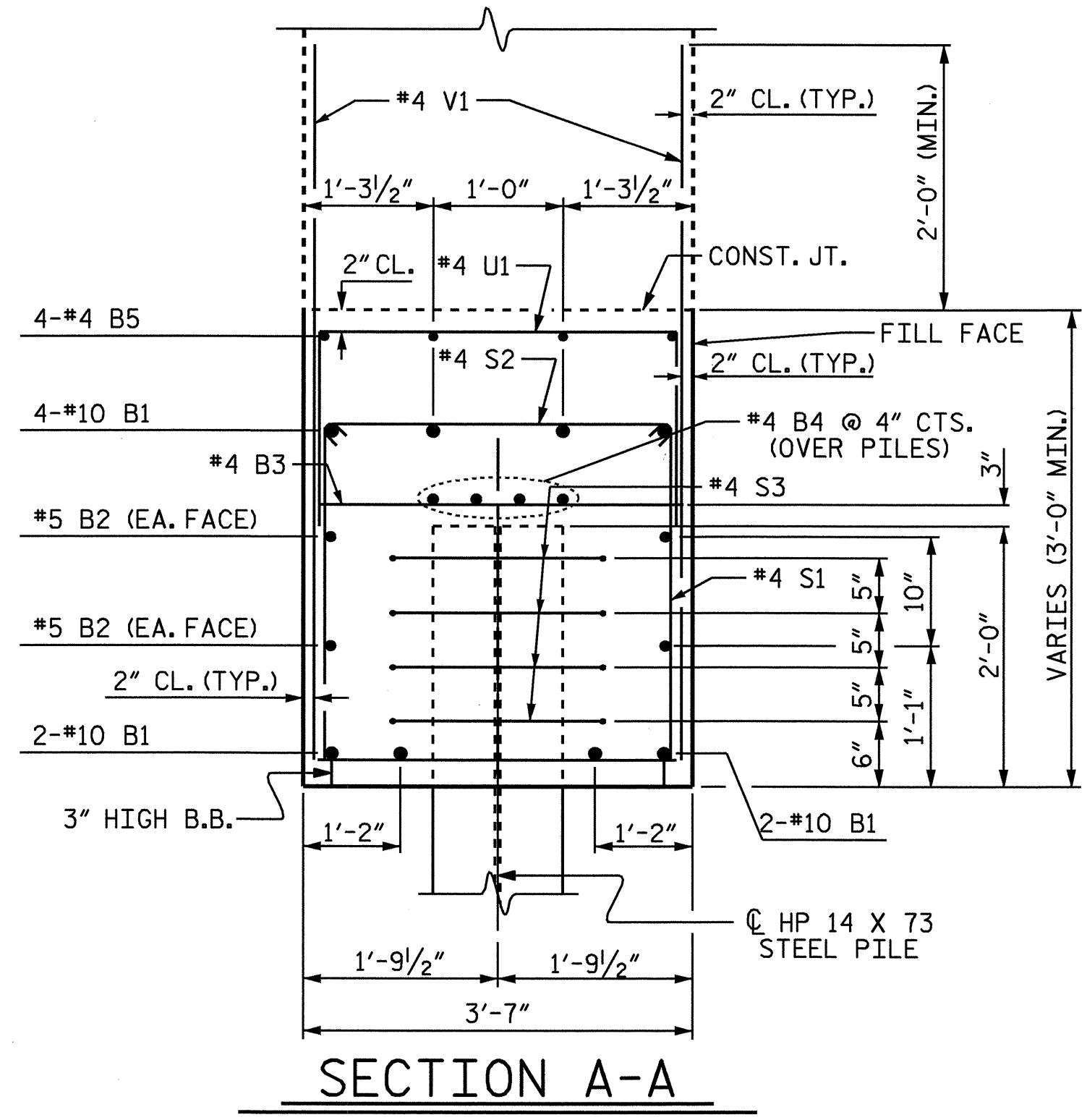


DRAWN BY : J.G. KHARVA DATE : 6/2/06
 CHECKED BY : J.D. HAWK DATE : 7/20/06

REVISIONS						SHEET NO. S-17
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 21
2			4			

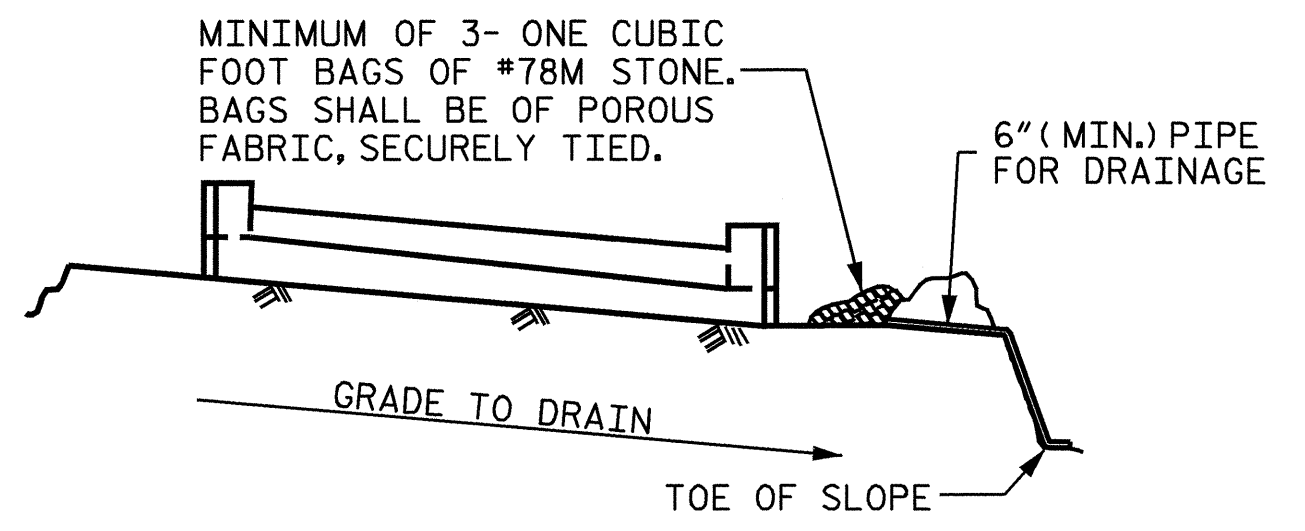


POSITION OF PILE DURING WELDING.
PILE SPLICE DETAILS



BILL OF MATERIAL					
INTEGRAL END BENT 2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#10	1	35'-8"	1228
B2	4	#5	STR	32'-11"	137
B3	8	#4	STR	2'-8"	14
B4	8	#4	STR	17'-8"	94
B5	4	#4	STR	20'-4"	54
H1	20	#5	STR	13'-0"	271
H2	22	#5	STR	12'-3"	281
S1	26	#5	3	9'-5"	255
S2	26	#5	2	4'-2"	113
S3	28	#4	6	6'-6"	122
U1	14	#4	4	6'-3"	58
V1	70	#4	STR	5'-6"	257
V2	20	#5	STR	8'-8"	181
V3	18	#5	STR	8'-2"	153
REINFORCING STEEL				3218 LBS.	
CLASS A CONCRETE					
▲ POUR 1 (CAP & LOWER PART OF WINGS)				C.Y. 17.0	
TOTAL				C.Y. 17.0	
HP 14 x 73 STEEL PILES				FT. 105	
No. 7					
STEEL PILE POINTS				NO. 7	

ALL BAR DIMENSIONS ARE OUT TO OUT.
 ▲ UPPER WINGS (POUR 2) TO BE POURED WITH SUPERSTRUCTURE.

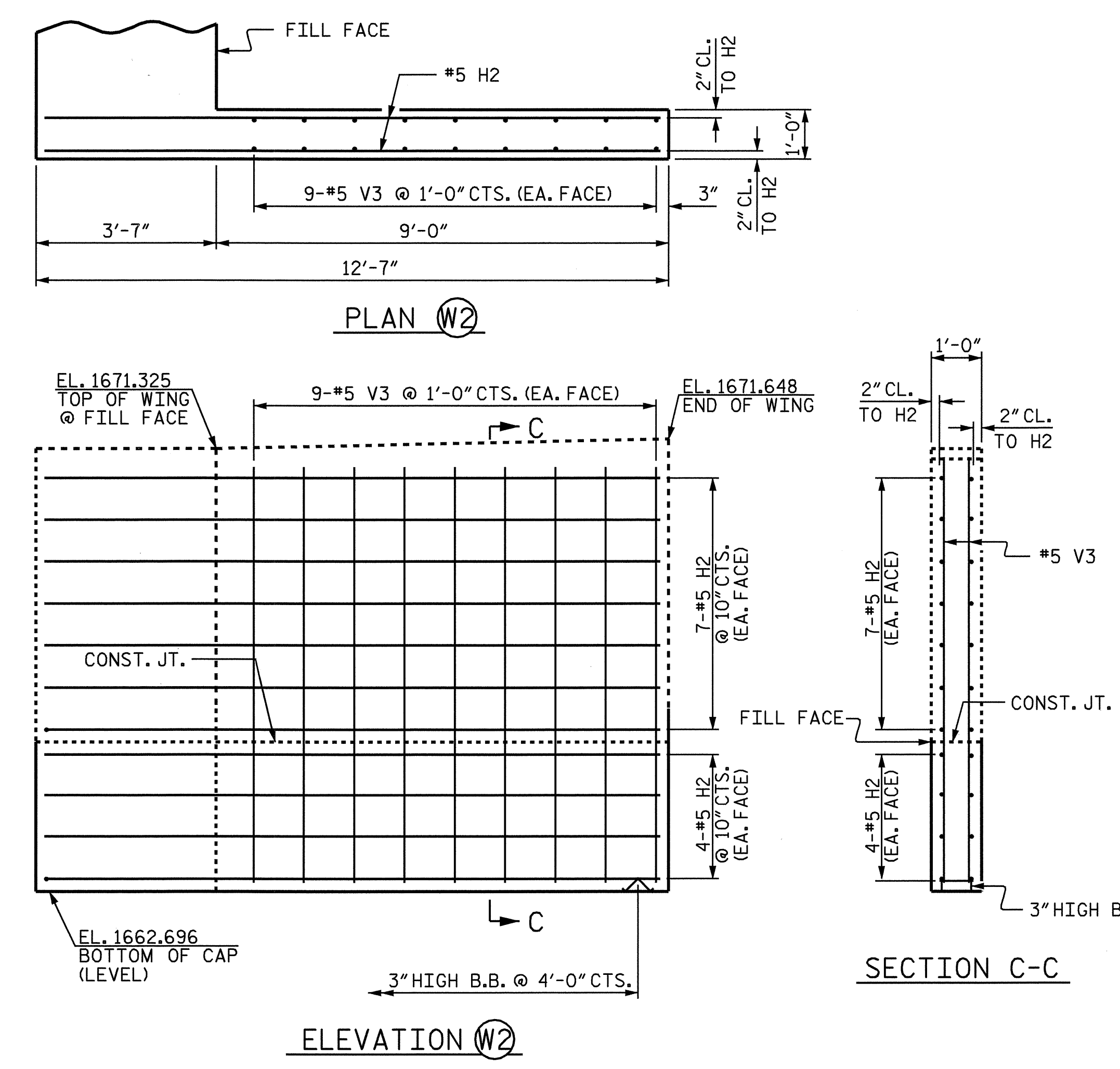
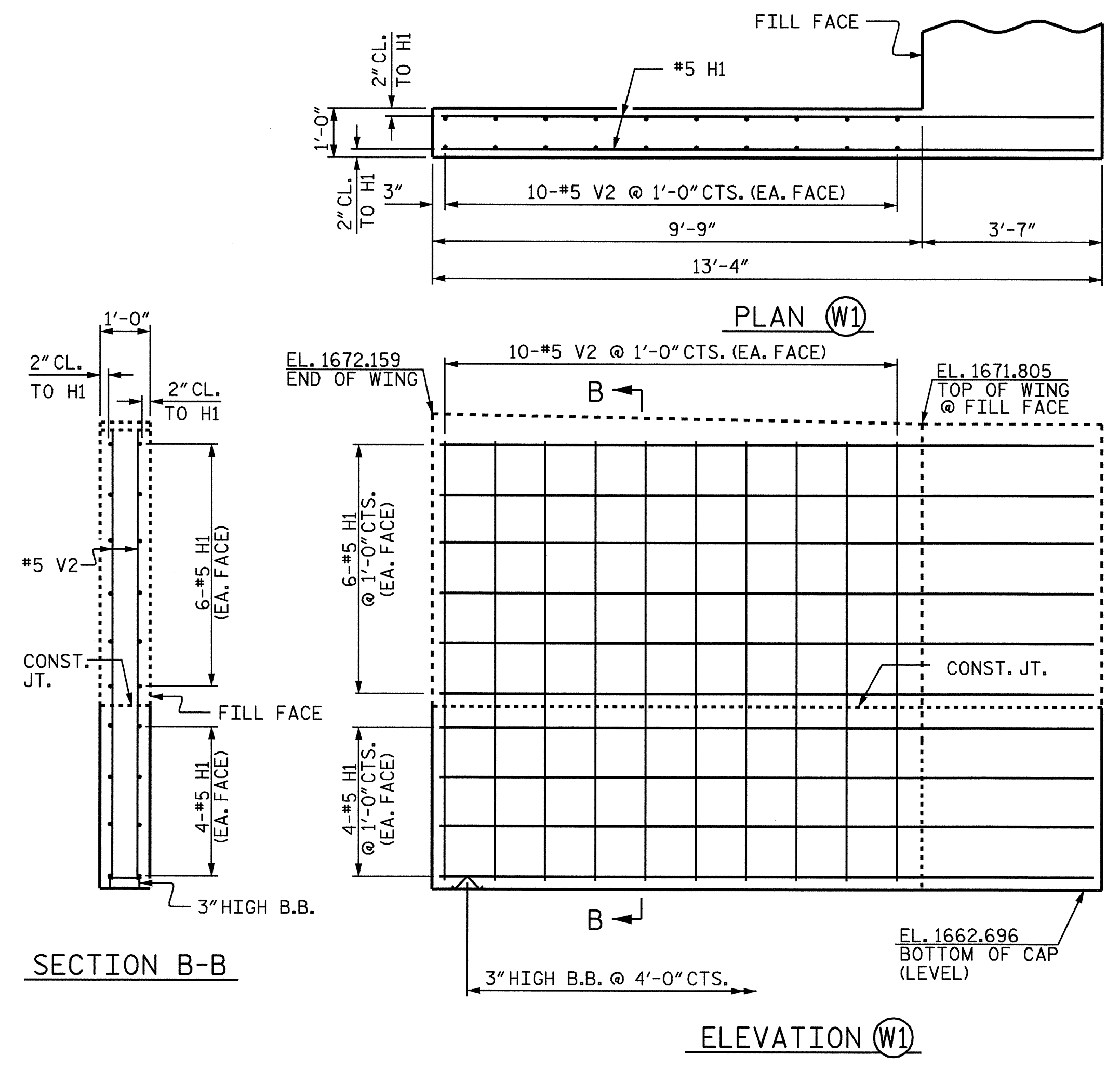


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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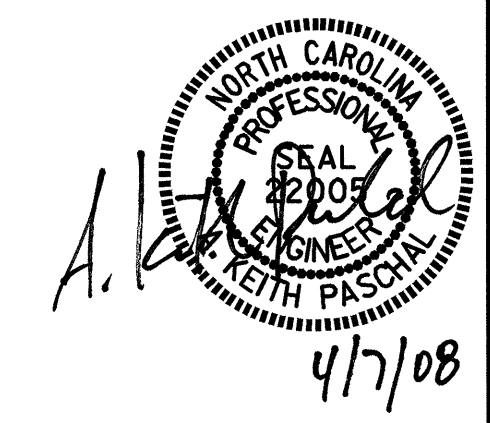
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



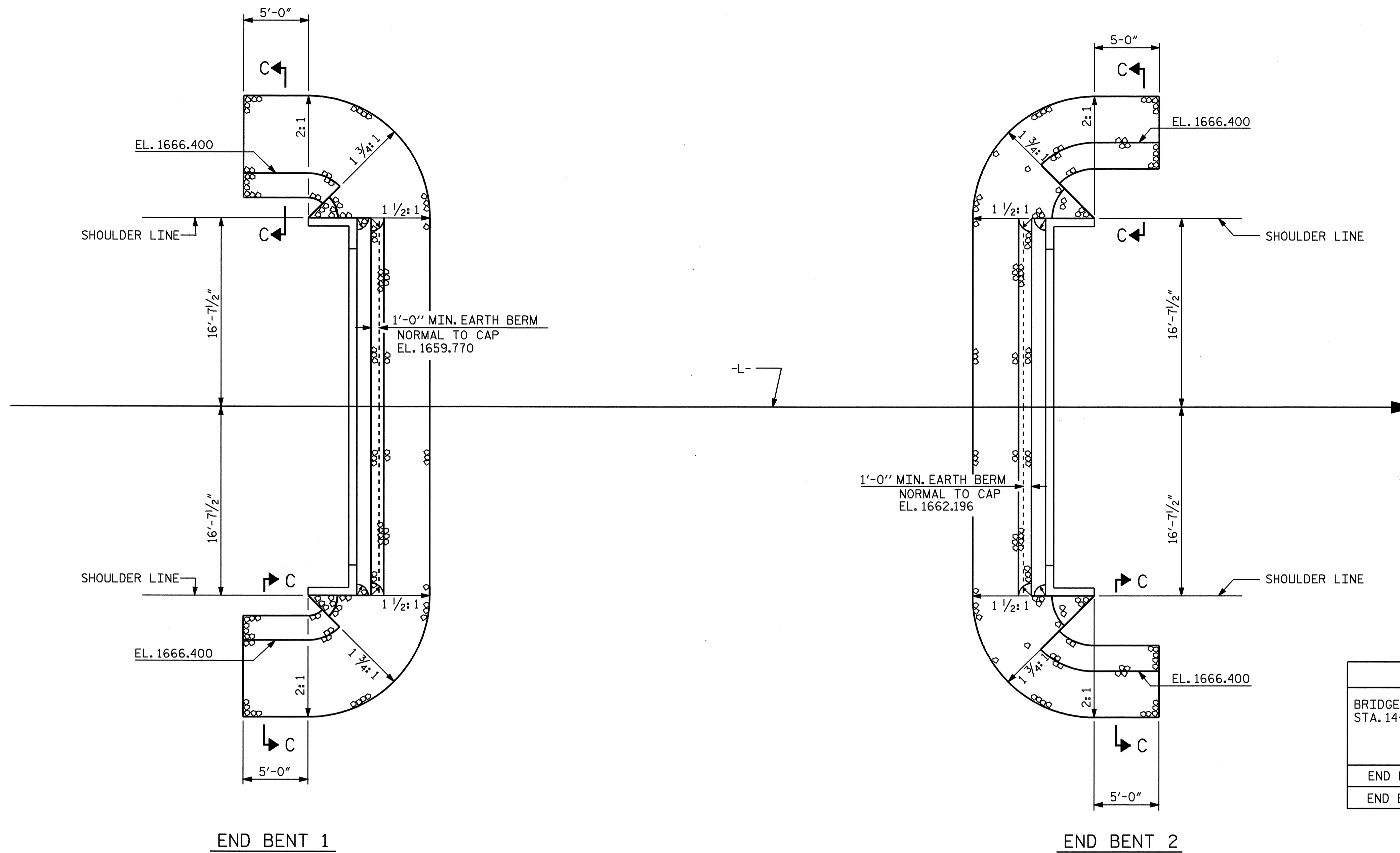
WING DETAILS

DRAWN BY: J.G. KHARVA DATE: 6/5/06
 CHECKED BY: J.D. HAWK DATE: 7/20/06



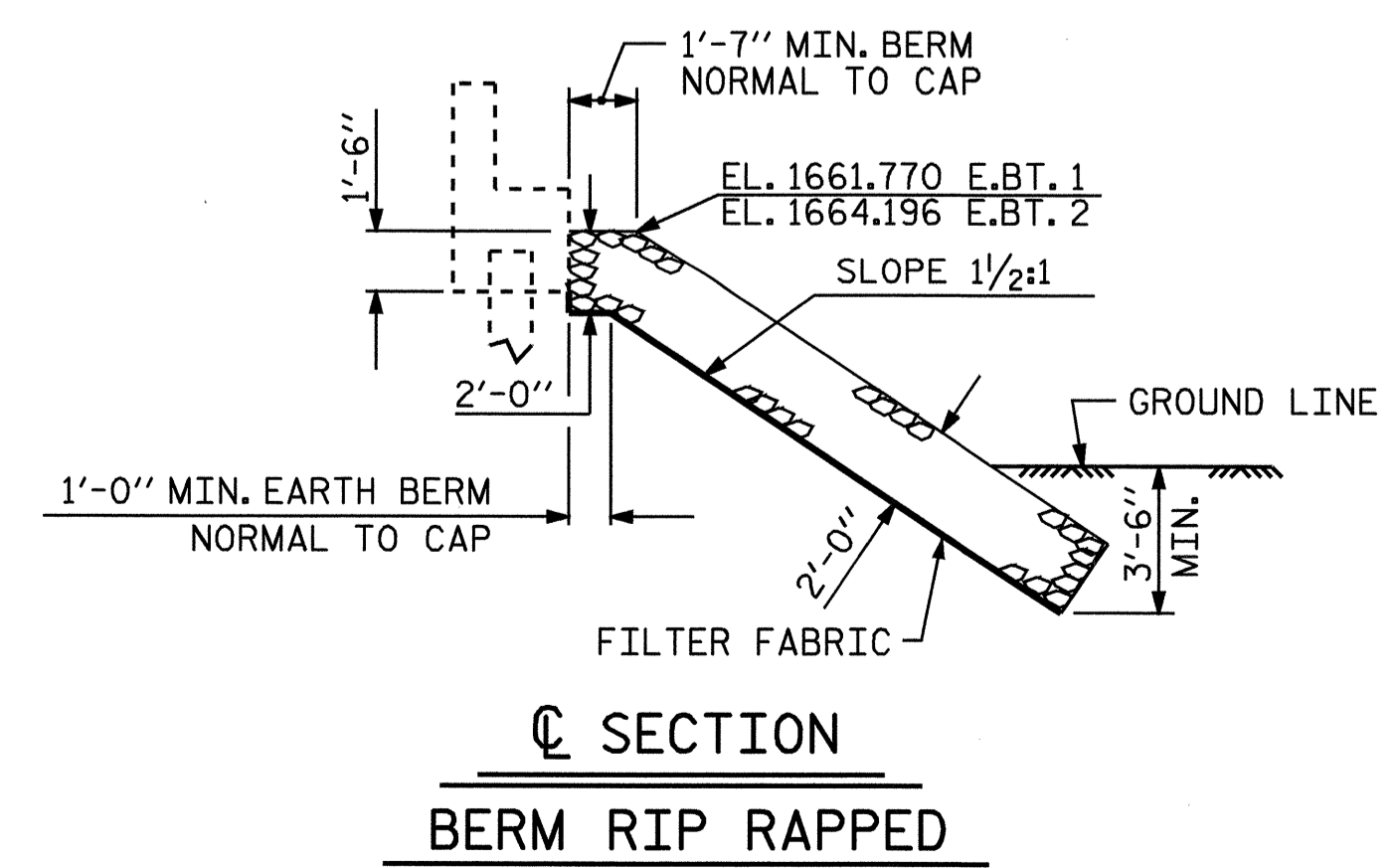
PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-
 SHEET 2 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE INTEGRAL END BENT 2					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS 21



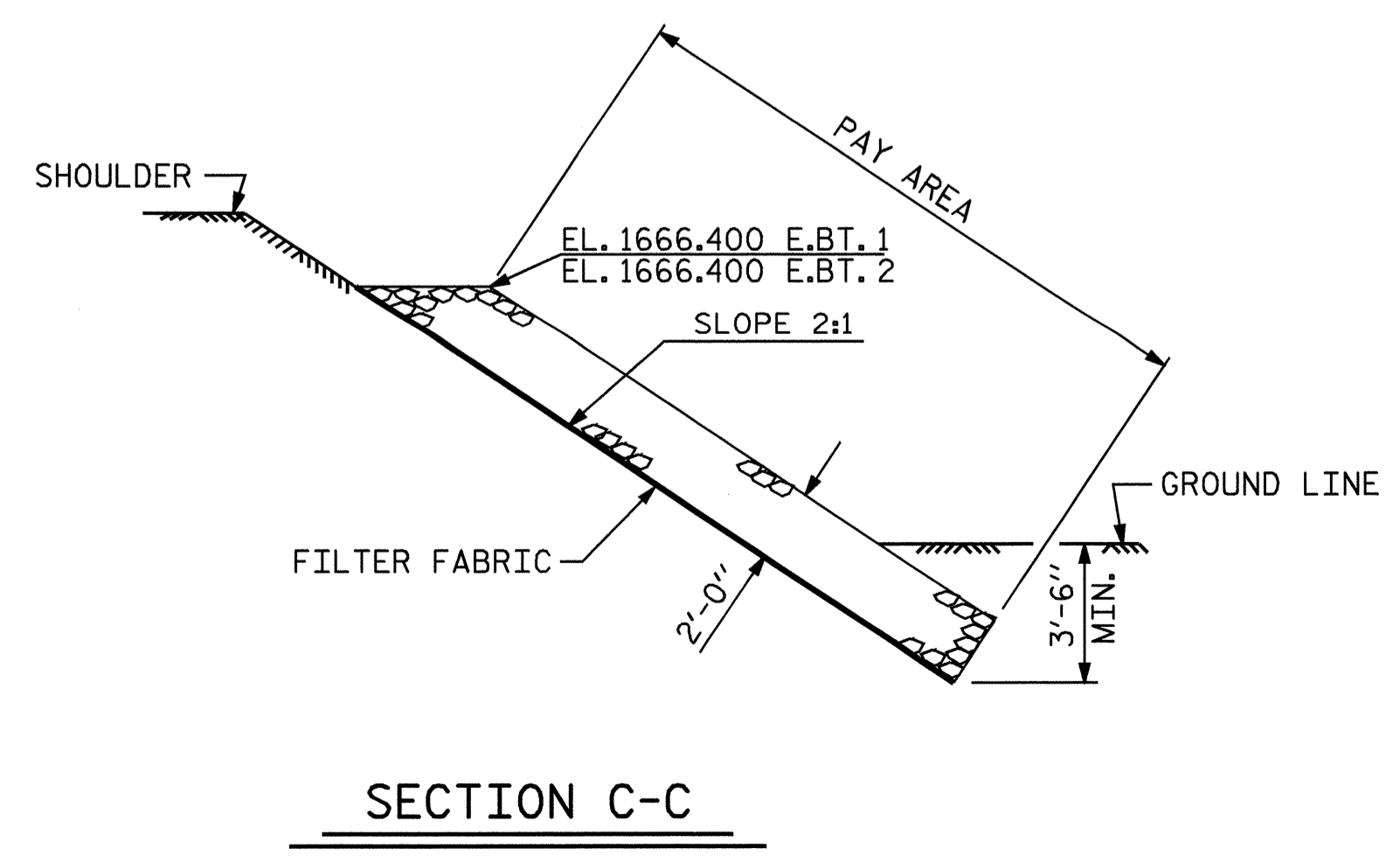
ESTIMATED QUANTITIES		
BRIDGE @ STA. 14+66.00 -L-	RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	90	100
END BENT 2	84	94

PLAN



SECTION C-C

BERM RIP RAPPED

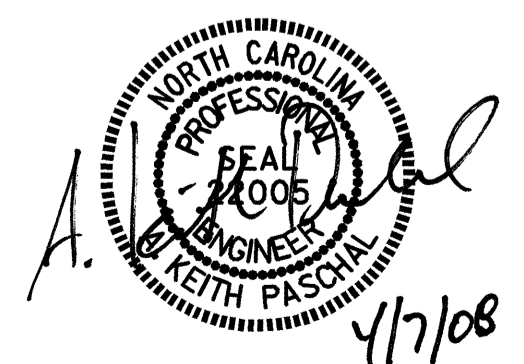


SECTION C-C

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

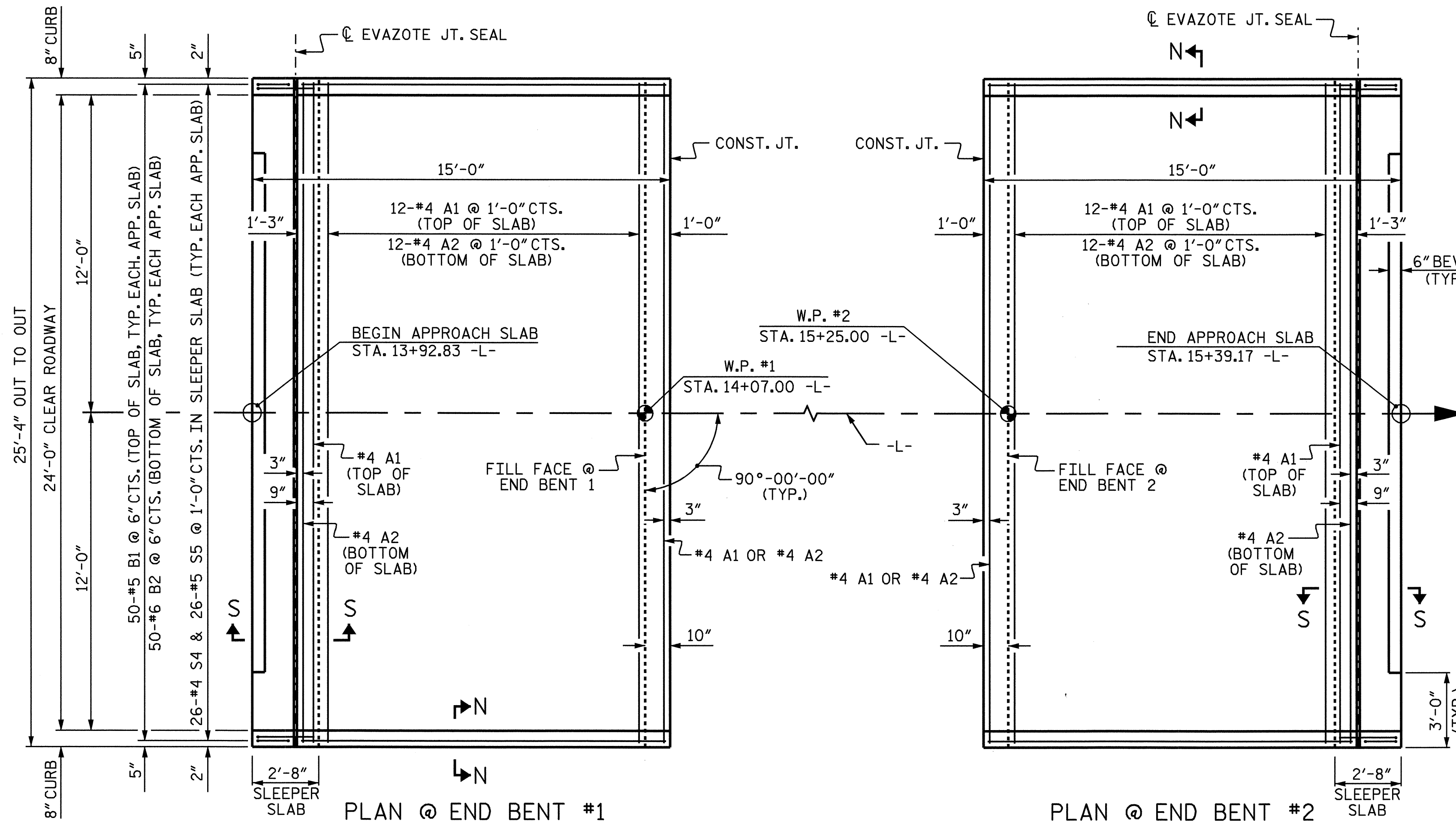
STANDARD
 = RIP RAP DETAILS =



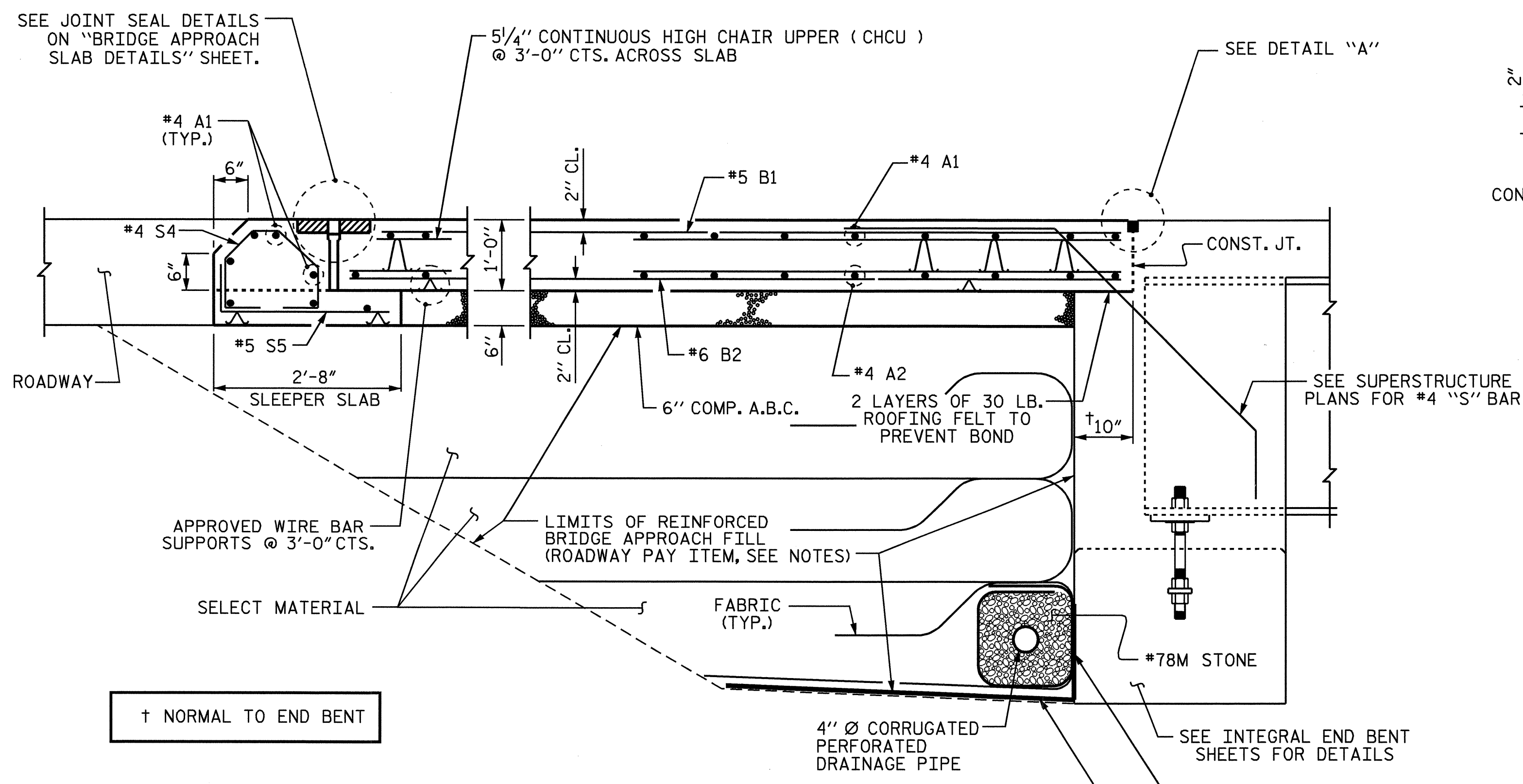
ASSEMBLED BY : A.M.KEETER	DATE : 8/3/06
CHECKED BY : J.G. KHARVA	DATE : 9/29/06
DRAWN BY : FCJ 2/88	REV. 8/16/99 RWW/LES
CHECKED BY : ARB 8/88	REV. 10/17/00 RWW/LES
	REV. 5/1/06 TLA/GM

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-19
1			3			TOTAL SHEETS
2			4			21

07-APR-2008 14:37
 r:\structures\final plans\B-4070.sd.RR.dgn
 Jdhawk



PLAN @ END BENT #1
DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS. #4 A1 BARS IN SLEEPER SLAB NOT SHOWN FOR CLARITY.



SECTION THRU SLAB

ASSEMBLED BY: J.D. HAWK DATE: 2/5/08
 CHECKED BY: J.G. KHARVA DATE: 2/7/08
 DRAWN BY: TLA 10/05 ADDED 5/1/06R KMM/GM
 CHECKED BY: GM 5/06

NOTES

APPROACH SLAB SHALL NOT BE CONSTRUCTED PRIOR TO COMPLETION OF THE BRIDGE DECK.
 FOR REINFORCED BRIDGE APPROACH FILL INCLUDING FABRIC, IMPERMEABLE GEOMEMBRANE, 4" Ø DRAINAGE PIPE, #78M STONE, AND SELECT MATERIAL, SEE ROADWAY PLANS.
 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 BE FLUSH WITH THE SLEEPER SLAB AND SHALL EXTEND 1'-0" OUTSIDE OF EACH EDGE OF THE APPROACH 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 BE FLUSH WITH THE SLEEPER 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 BE FLUSH WITH THE SLEEPER 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.

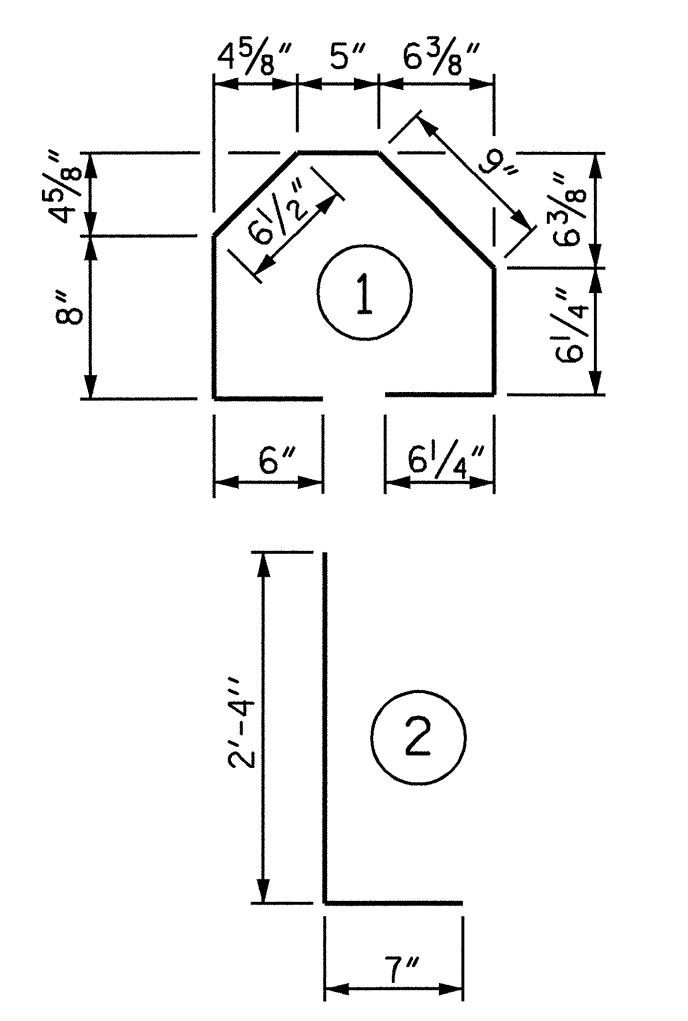
THE JOINT OPENING AT THE APPROACH SLAB/DECK INTERFACE SHALL BE SAWS NO MORE THAN 12 HOURS AFTER THE APPROACH SLAB IS CAST. THE JOINT SHALL BE CLEANED OF ALL DEBRIS BEFORE THE SEALANT IS APPLIED. THE JOINT SEALER MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF TYPE SL LOW MODULUS SILICONE SEALANT.
 FOR EVAZOTE JOINT SEALS, SEE SPECIAL PROVISIONS.
 THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE EVAZOTE JOINT SEAL SHALL BE 2 1/2".
 FOR ELASTOMERIC CONCRETE, SEE SPECIAL PROVISIONS.

BILL OF MATERIAL

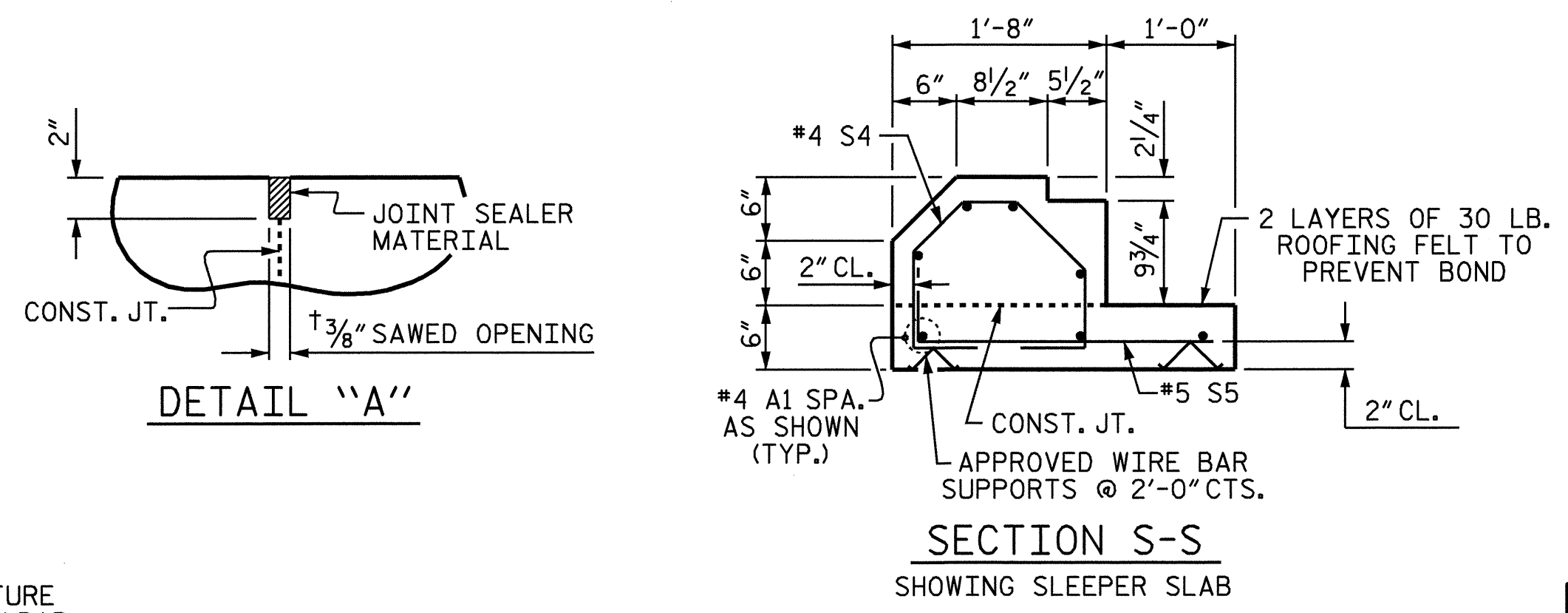
FOR ONE APPROACH SLAB (2 REQ'D)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	21	#4	STR	25'-0"	351
A2	14	#4	STR	25'-0"	234
* B1	50	#5	STR	12'-6"	652
B2	50	#6	STR	12'-11"	970
* S4	26	#4	1	3'-11"	68
S5	26	#5	2	2'-11"	79
REINFORCING STEEL				LBS.	1283
* EPOXY COATED REINFORCING STEEL				LBS.	1071
CLASS AA CONCRETE					
POUR #1 - SLEEPER SLAB				C. Y.	2.6
POUR #2 - SLAB & CURB				C. Y.	12.6
TOTAL				C. Y.	15.2

BAR TYPES

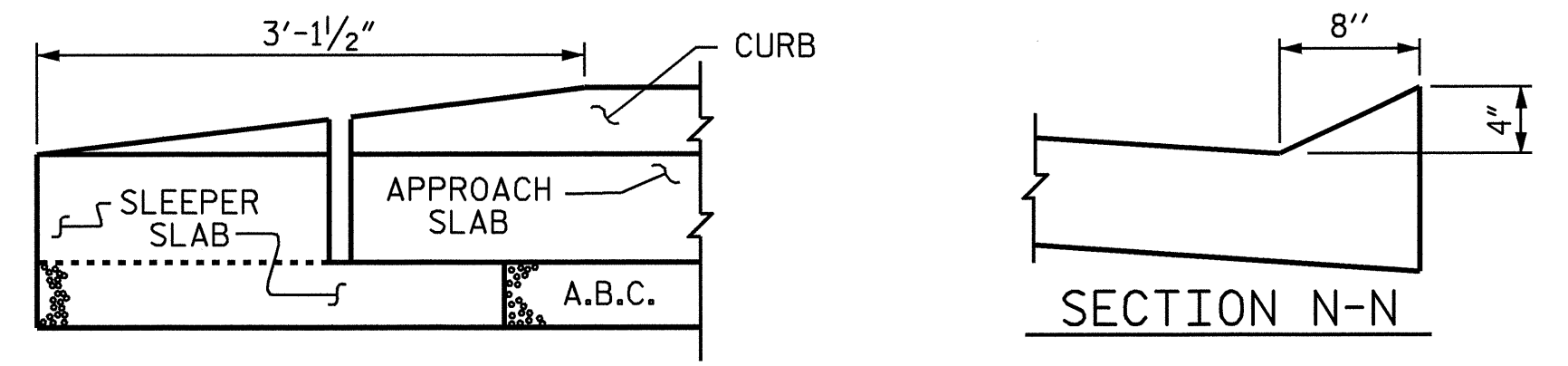


ALL BAR DIMENSIONS ARE OUT TO OUT



DETAIL "A"

SECTION S-S SHOWING SLEEPER SLAB



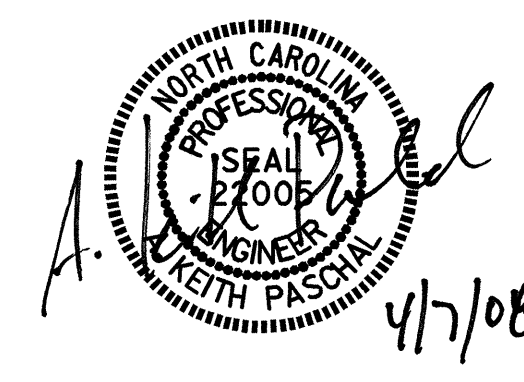
END OF CURB WITHOUT SHOULDER BERM GUTTER
(OMIT TAPER WHEN SHOULDER BERM GUTTER IS REQUIRED)

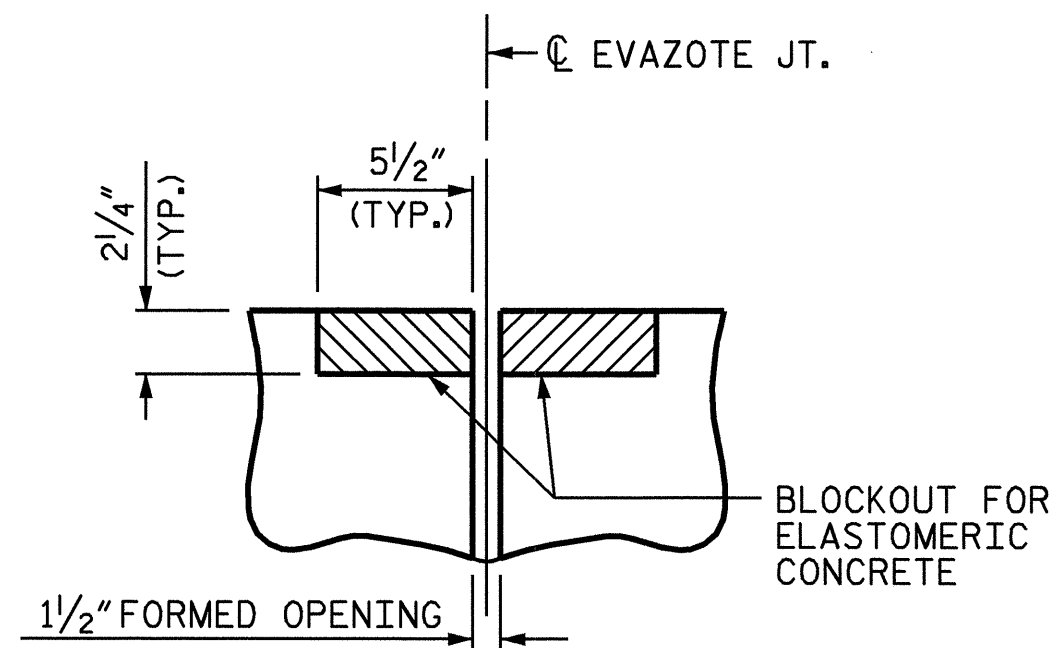
PROJECT NO. B-4070
 CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 1 OF 2
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 BRIDGE APPROACH SLAB
 FOR INTEGRAL ABUTMENT

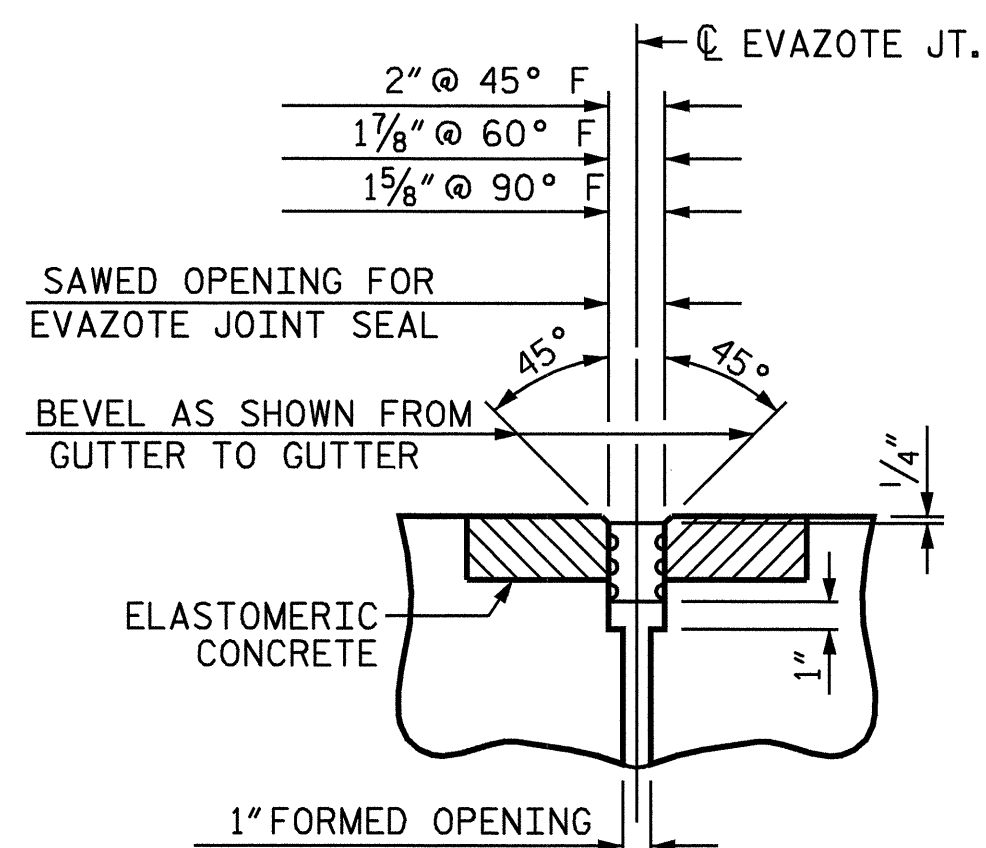
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 21





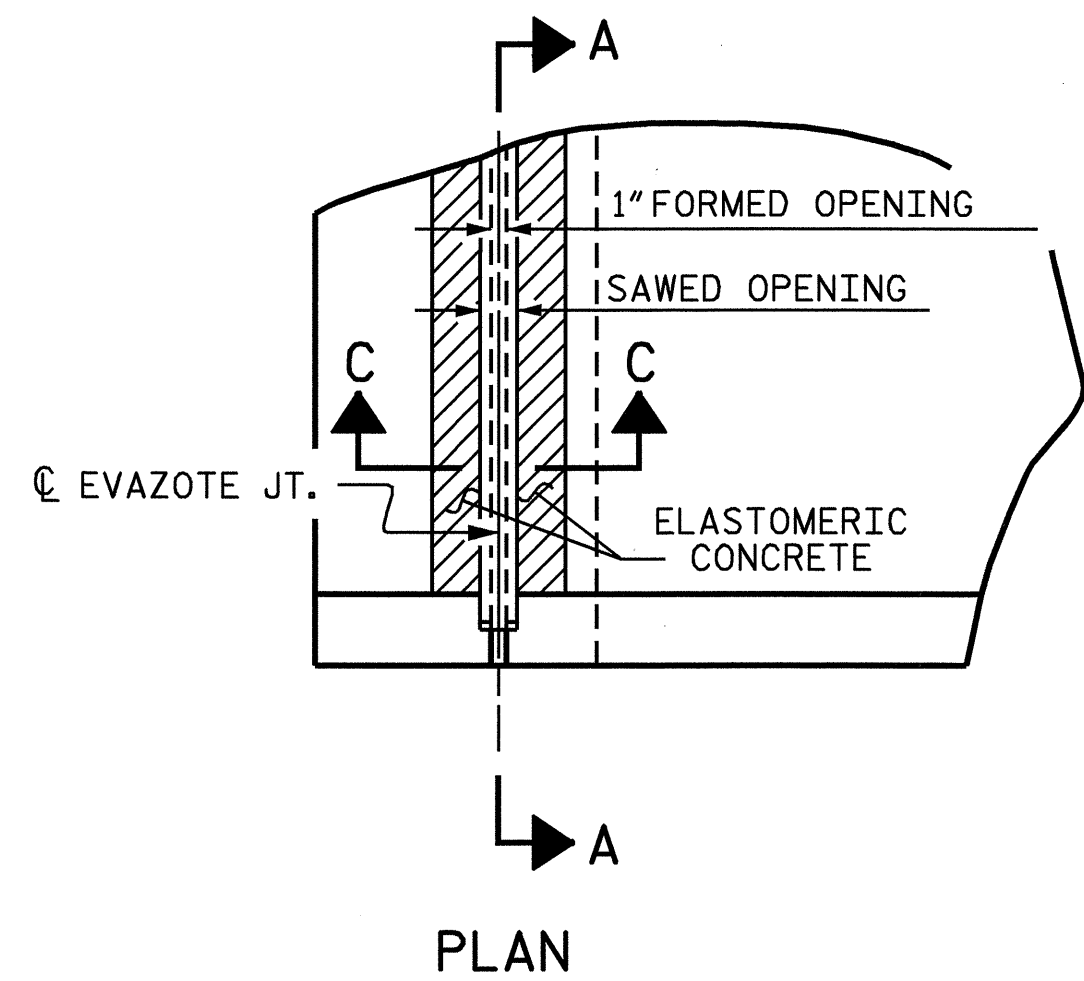
SECTION C-C
EVAZOTE JOINT SEAL
(PRE-SAWED ELASTOMERIC
CONCRETE DIMENSIONS)



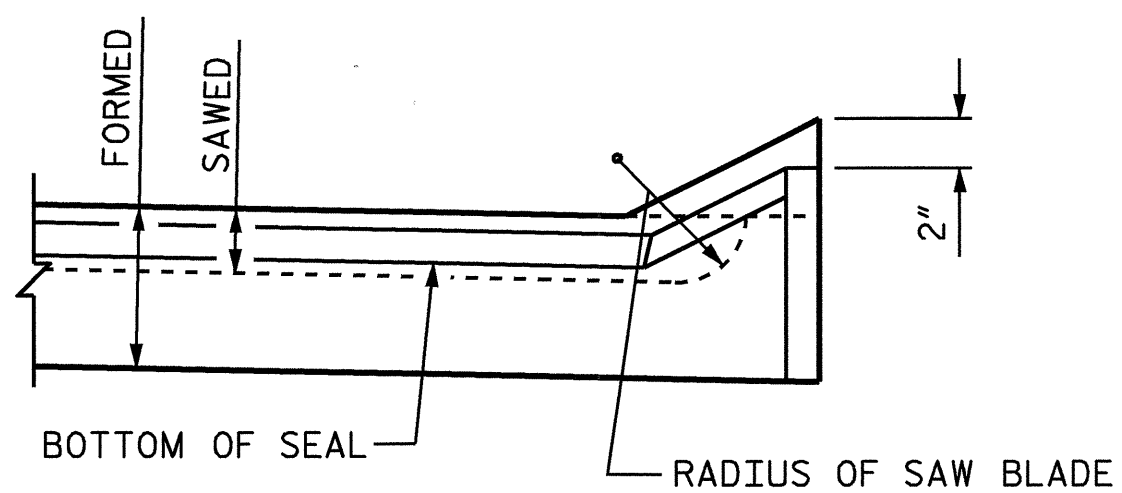
SECTION C-C
EVAZOTE JOINT SEAL

ELASTOMERIC CONCRETE	
END BENT NO.	ELASTOMERIC CONCRETE * (CU. FT.)
1	4.1
2	4.1
TOTAL	8.2

* BASED ON THE MINIMUM BLOCKOUT SHOWN.



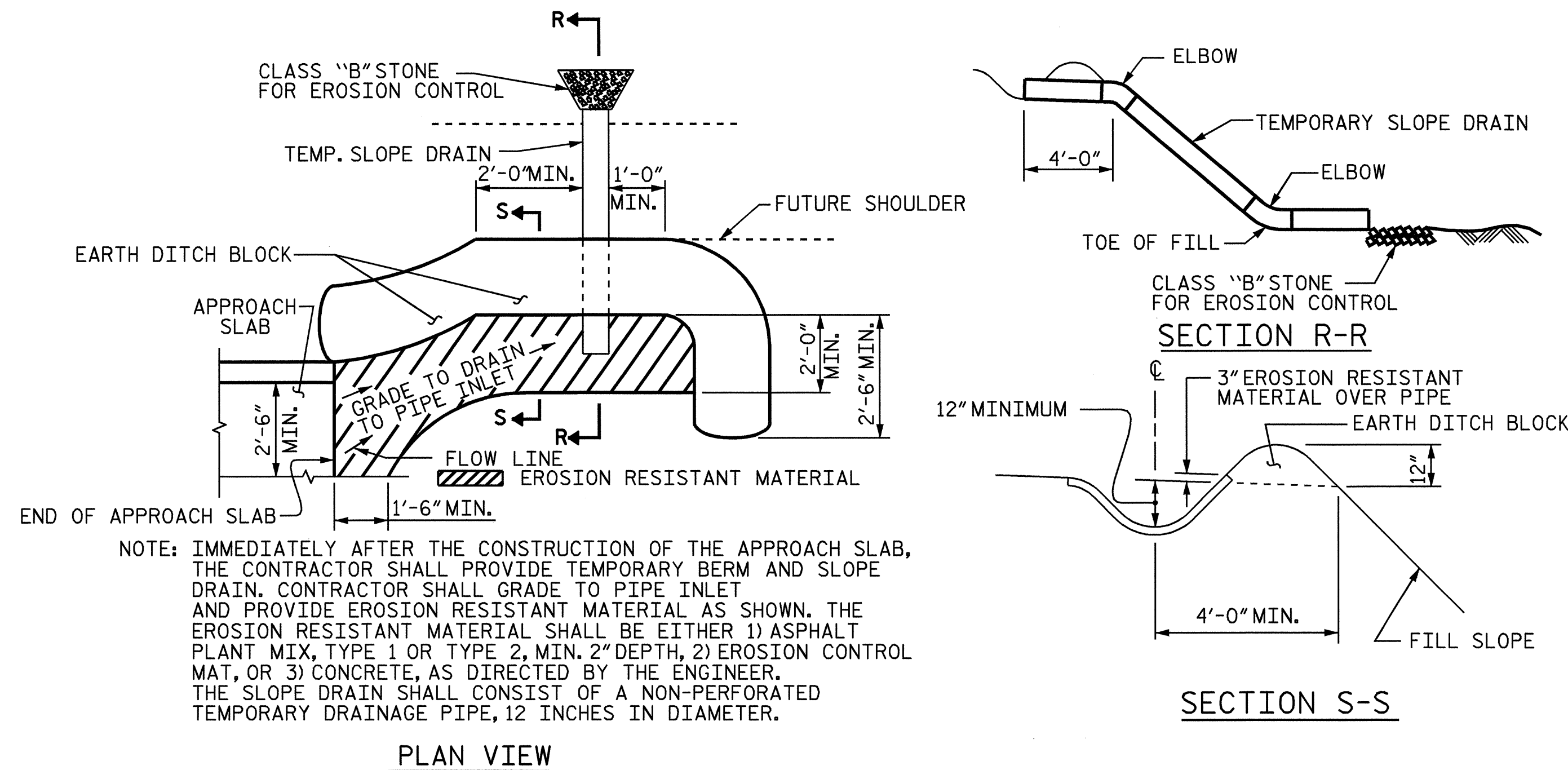
PLAN



SECTION A-A

JOINT SEAL DETAILS @ END BENT

EVAZOTE JOINT SEAL TO BE CUT, HEAT WELDED AND TURNED DOWN AS SHOWN IN SECTION A-A

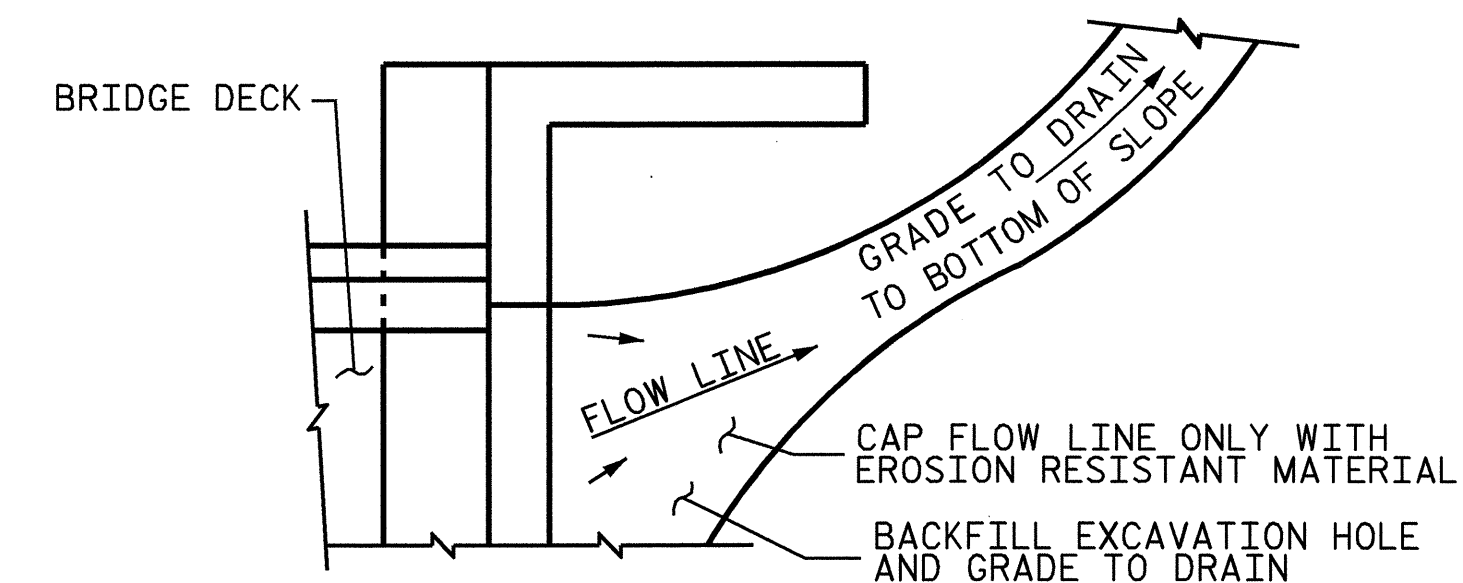


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 2" DEPTH, 2) EROSION CONTROL MAT, OR 3) CONCRETE, AS DIRECTED BY THE ENGINEER. THE SLOPE DRAINAGE PIPE, 12 INCHES IN DIAMETER.

PLAN VIEW

TEMPORARY BERM AND SLOPE DRAIN DETAILS

(TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



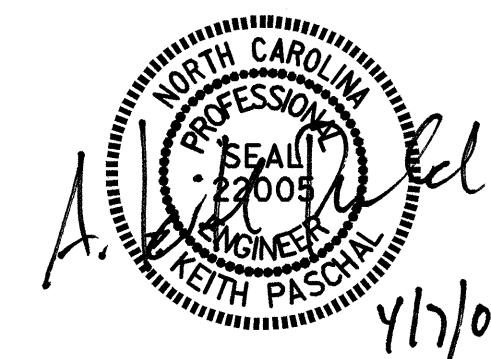
NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

TEMPORARY DRAINAGE DETAIL

PROJECT NO. B-4070
CHEROKEE COUNTY
 STATION: 14+66.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
STANDARD BRIDGE APPROACH SLAB DETAILS					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					S-21
					TOTAL SHEETS 21



ASSEMBLED BY : J.D. HAWK	DATE : 2/5/08
CHECKED BY : J.G. KHARVA	DATE : 2/11/08
DRAWN BY : FCJ 11/88	REV. 10/17/00 RWW/LES
CHECKED BY : ARB 11/88	REV. 5/7/03 RWW/JTE
	REV. 5/1/06R MAA/KMM

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 2002 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; CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP; AND CLASS S SHALL BE USED FOR UNDERWATER FOOTING SEALS.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE.

ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER.

IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED WITH THE EXCEPTION OF #2 BARS WHICH MAY BE FABRICATED FROM COLD DRAWN STEEL WIRE. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS.

WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" Ø SHEAR STUDS FOR THE 3/4" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0".

EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2" OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED.

PLACEMENT OF BEAM OR GIRDER MEMBERS ON TRUCKS FOR HAULING SHALL BE DONE IN COMPLIANCE WITH LIMITS SHOWN ON SKETCHES PROVIDED TO THE MATERIALS AND TEST UNIT APPROVED BY THE STRUCTURE DESIGN UNIT DATED MAY 8, 1991. THESE SKETCHES PRIMARILY LIMIT THE UNSUPPORTED CANTILEVER LENGTH OF MEMBERS. WHEN THE CONTRACTOR WISHES TO PLACE MEMBERS ON TRUCKS NOT IN ACCORDANCE WITH THESE LIMITS, TO SHIP BY RAIL, TO ATTACH SHIPPING RESTRAINTS TO THE MEMBERS OR TO INVERT MEMBERS, HE SHALL SUBMIT A SKETCH FOR APPROVAL PRIOR TO SHIPPING. SEE ALSO ARTICLE 1072-11.

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.

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