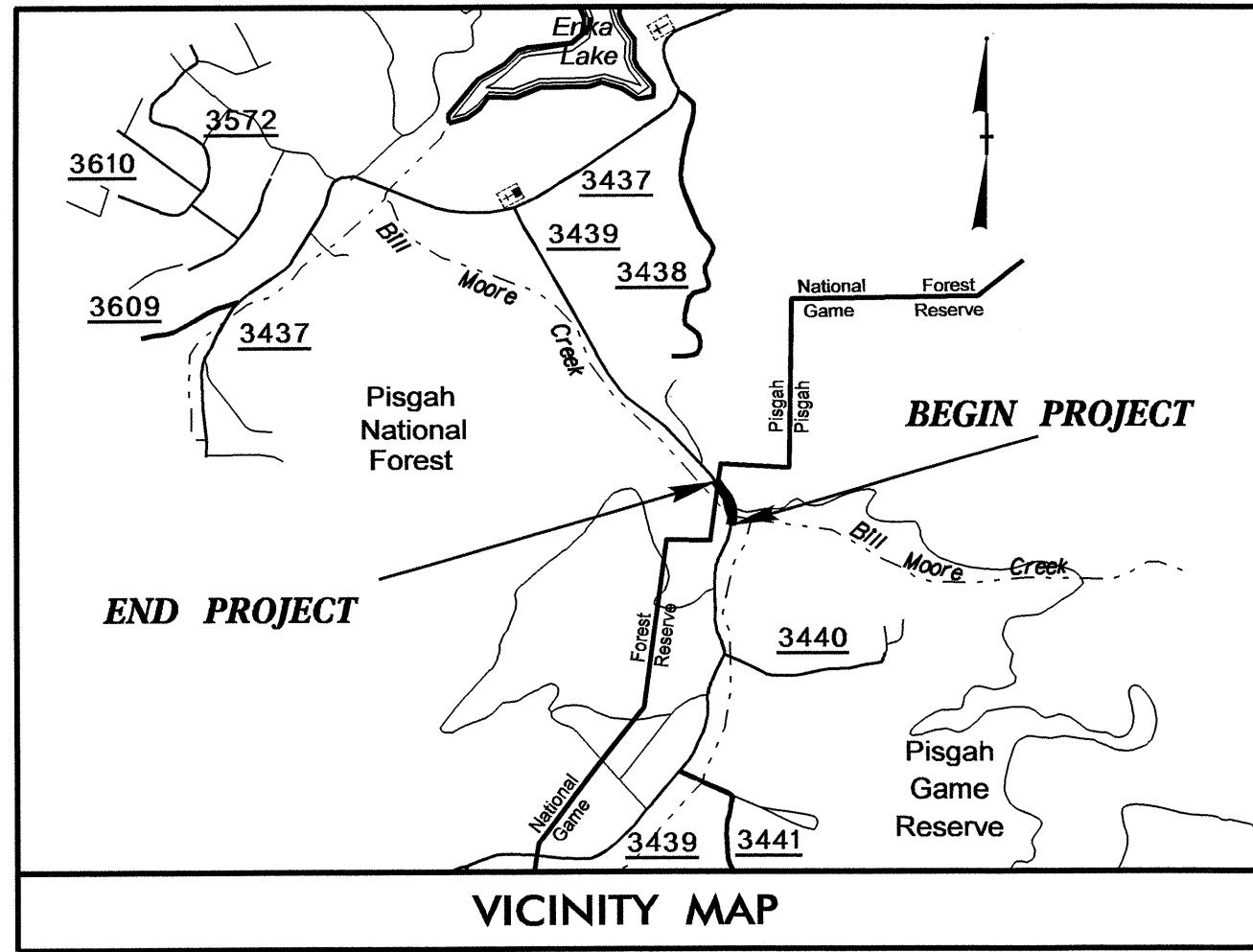


CONTRACT: C202649 TIP PROJECT: B-3619

CULVERT

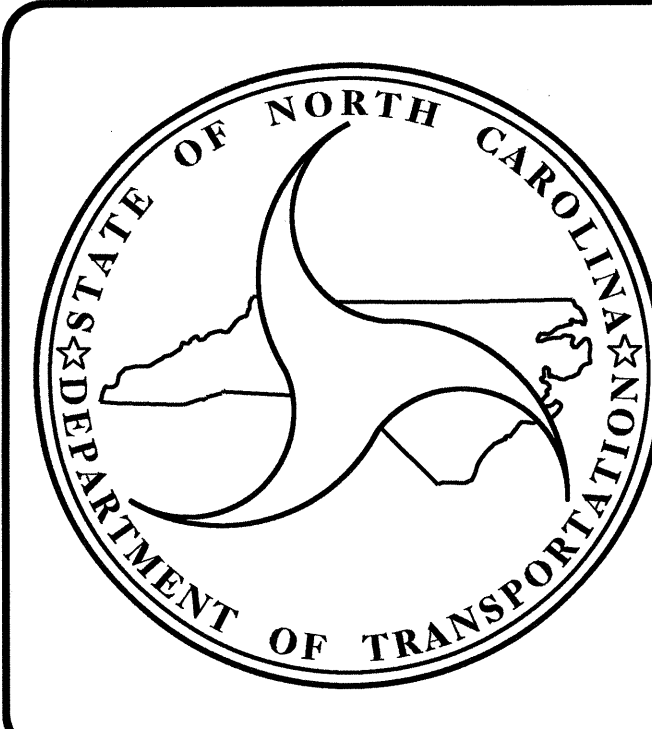
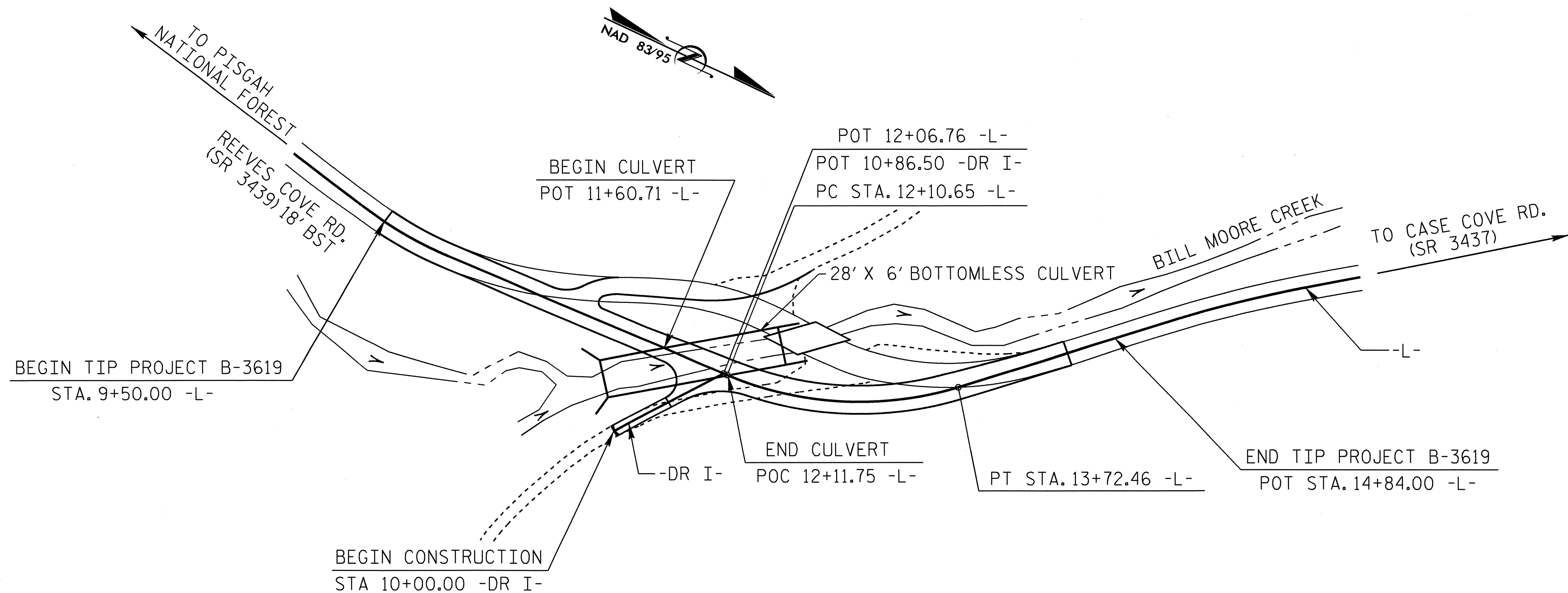


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
BUNCOMBE COUNTY

**LOCATION: BRIDGE No. 56 OVER BILL MOORE CREEK
ON SR 3439**

TYPE OF WORK: GRADING, PAVING, DRAINAGE AND STRUCTURE

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C. | B-3619 | | |
| STATE PROJ. NO. | P.A. PROJ. NO. | DESCRIPTION | |
| 33167.1.1 | BRZ-3439(1) | P. E. | |
| 33167.2.2 | BRZ-3439(1) | RW, UTILS | |
| 33167.3.1 | BRZ-3439(1) | CONST. | |
| | | | |
| | | | |



DESIGN DATA

ADT 2010 = 1500
ADT 2030 = 2300
DHV = 60 %
T = 3 % *
V = 25 MPH
FUNC. CLASSIFICATION
RURAL LOCAL
* TTST 1% DUAL 2%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-3619 = 0.092 MILE
LENGTH STRUCTURE TIP PROJECT B-3619 = 0.009 MILE
TOTAL LENGTH TIP PROJECT B-3619 = 0.101 MILE

Prepared In the Office of:
DIVISION OF HIGHWAYS

2006 STANDARD SPECIFICATIONS

LETTING DATE :
SEPTEMBER 20, 2011

QUANG H. NGUYEN, P.E.
PROJECT ENGINEER

JOHN R. DUGGINS JR., P.E.
PROJECT DESIGN ENGINEER

STRUCTURE DESIGN UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

STATE DESIGN ENGINEER

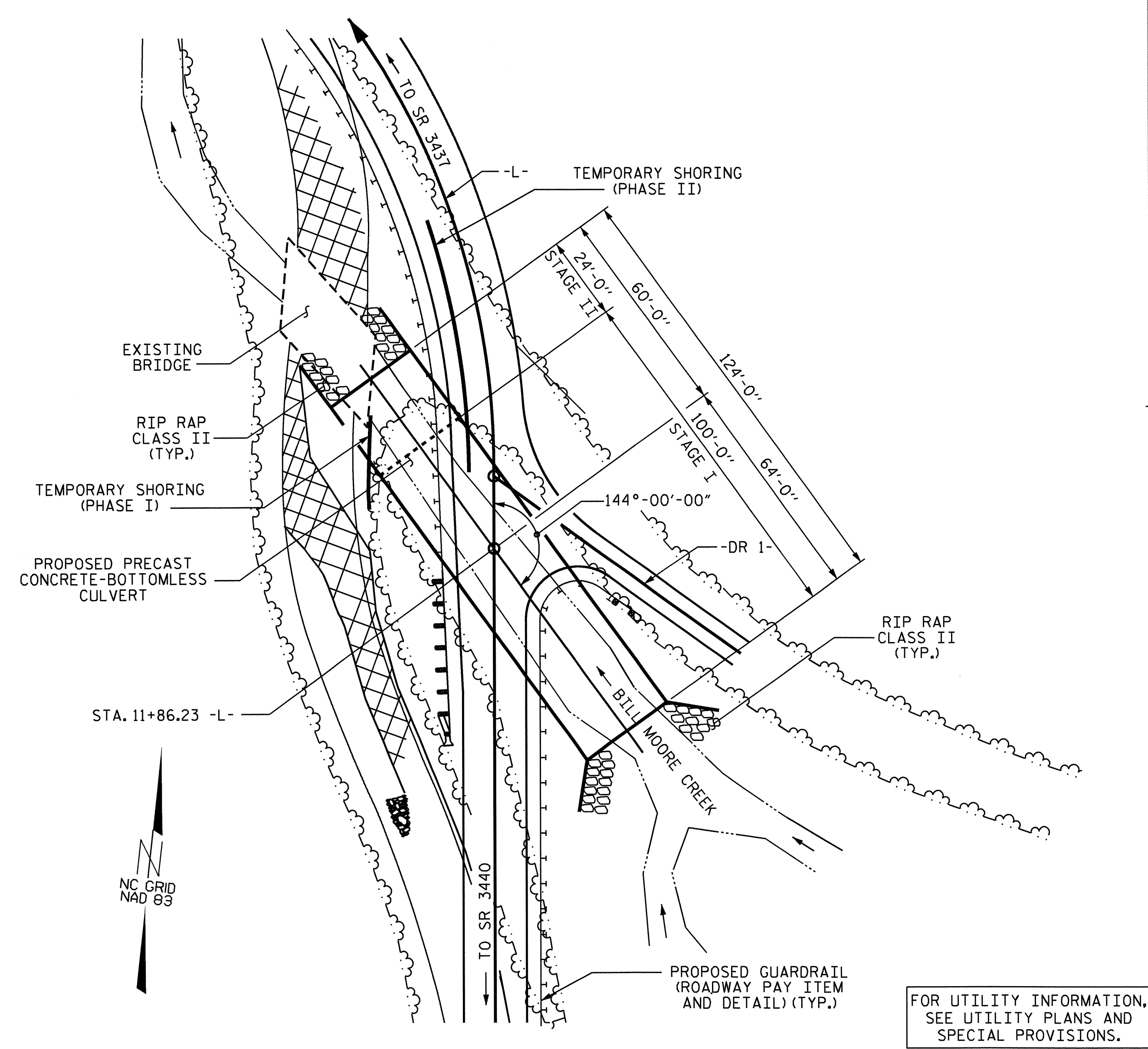
**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

APPROVED _____
DIVISION ADMINISTRATOR DATE

NOTES

ASSUMED LIVE LOAD -----HS20-44 OR ALTERNATE LOADING.
 MAXIMUM DESIGN FILL----- 4.33'
 MINIMUM DESIGN FILL----- 2.33'
 FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTE SHEET.
 FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
 THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
 A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.
 THE REQUIRED BEARING CAPACITY OF THE STRIP FOOTINGS IS 15 TSF. THE REQUIRED BEARING CAPACITY SHALL BE VERIFIED.
 KEY FOOTINGS FOR THE THREE-SIDED CULVERT AT STATION 11+86.23 -L- AT LEAST 12 INCHES INTO ROCK WITH A MINIMUM THICKNESS AS SHOWN ON THE PLANS.
 TO PROVIDE PROTECTION FROM POSSIBLE SCOUR, THE FOOTINGS SHALL NOT BE CONSTRUCTED AT AN ELEVATION HIGHER THAN SHOWN ON THE PLANS.
 SCOUR PROTECTION SHALL BE REQUIRED AT THE WINGS. RIP RAP NOT TO BE PLACED ABOVE THE STREAMBED.
 THE SCOUR CRITICAL ELEVATION IS THE AS BUILT BOTTOM OF FOOTING ELEVATION. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.
 FOR BLASTING ADJACENT TO HIGHWAY STRUCTURES, SEE STANDARD SPECIFICATIONS ARTICLE 410-11.
 THE BOTTOM OF FOOTING ELEVATIONS MAY BE LOWERED IN ORDER TO SATISFY BEARING CAPACITY AND MINIMUM ROCK EMBEDMENT REQUIREMENTS.
 THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18 "EVALUATING SCOUR AT BRIDGES", MAY 2001
 FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT, SEE SPECIAL PROVISIONS.

AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF 2 SPANS @ 13'-6" WITH A TIMBER DECK ON STEEL I-BEAMS SUPERSTRUCTURE AND A CLEAR ROADWAY WIDTH OF 24'-3" ON A SUBSTRUCTURE CONSISTING OF TIMBER CAP ON TIMBER POST AND SILL ABUTMENTS AND A CRUTCH BENT OF TIMBER CAP ON TIMBER PILES AND CONCRETE FOOTINGS AND LOCATED 60' DOWNSTREAM FROM PROPOSED STRUCTURE SITE SHALL BE REMOVED. SEE SPECIAL PROVISIONS.
 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 SPECIFICATION.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
 FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
 FOR CURING CONCRETE, SEE SPECIAL PROVISIONS.
 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 COST 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."
 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 FORM 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. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
 FOR LIMITS OF TEMPORARY SHORING, SEE TRAFFIC CONTROL PLANS. FOR TEMPORARY SHORING PAY ITEM, SEE ROADWAY PLANS.
 THE PRECAST CULVERT SECTIONS AND WINGS SHALL BE DESIGNED TO HANDLE FULL DEPTH HYDROSTATIC PRESSURE IF WEEP HOLES ARE NOT UTILIZED. IF PROVIDED, WEEP HOLES SHALL BE LOCATED A MINIMUM HEIGHT OF 6 INCHES ABOVE THE NORMAL FLOW LINE AND HAVE A MAXIMUM SPACING OF 10 FEET.



LOCATION SKETCH

HYDRAULIC DATA

| | |
|-----------------------------|---------------|
| DESIGN DISCHARGE | = 1000 CFS |
| FREQUENCY OF DESIGN FLOOD | = 25 YRS. |
| DESIGN HIGH WATER ELEVATION | = 2161.80 |
| DRAINAGE AREA | = 3.1 SQ. MI. |
| BASIC DISCHARGE (Q100) | = 1520 CFS |
| BASIC HIGH WATER ELEVATION | = 2164.40 |

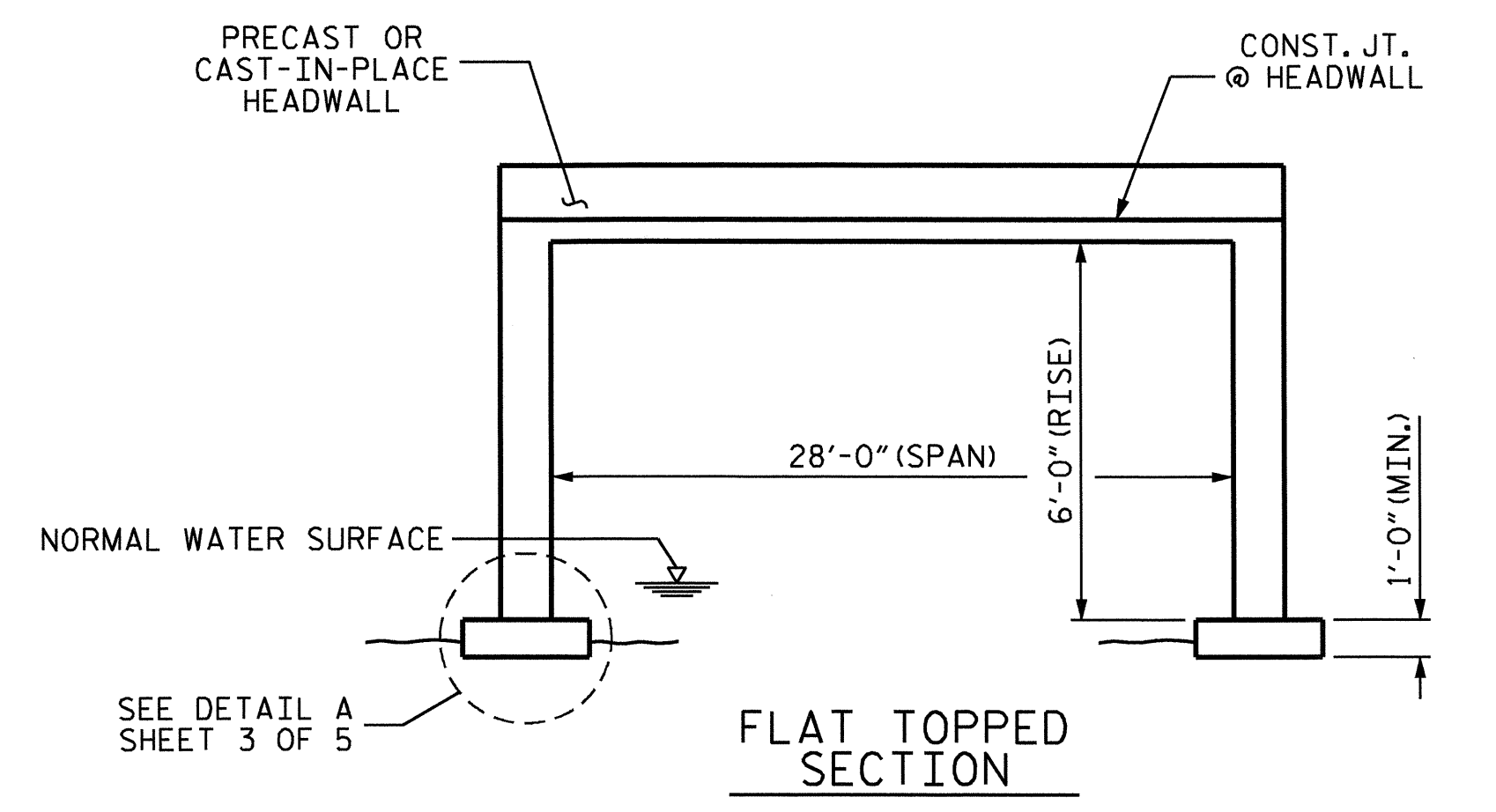
OVERTOPPING FLOOD DATA

| | |
|--------------------------------|------------|
| OVERTOPPING DISCHARGE | = 1115 CFS |
| FREQUENCY OF OVERTOPPING FLOOD | = 25+ YRS. |
| OVERTOPPING FLOOD ELEVATION | = 2163.30 |

GRADE DATA

| | |
|---|------------|
| GRADE POINT ELEVATION @ STA. 11+86.23 -L- | = 2163.32' |
| BED ELEVATION @ STA. 11+86.23 -L- | = 2152.60' |
| ROADWAY FILL SLOPES | = 2:1 |

I HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS



RIGHT ANGLE SECTION OF PRECAST CONCRETE THREE-SIDED CULVERT

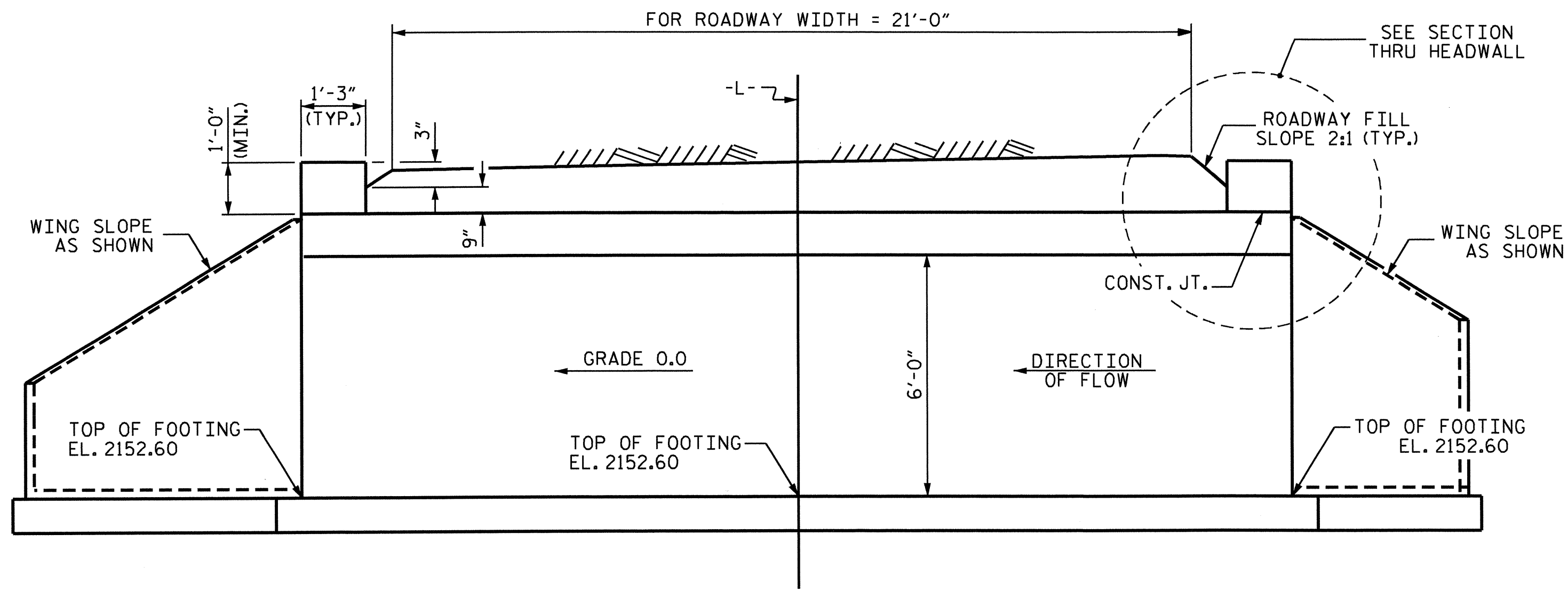
| TOTAL STRUCTURE QUANTITIES | |
|---|---------------|
| REMOVAL OF EXISTING STRUCTURE | LUMP SUM |
| PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT @ STA. 11+86.23 -L- | LUMP SUM |
| CLASS A CONCRETE | 59.3 CU. YDS. |
| RIP RAP CLASS II | 24 TONS |

Professional Engineer seals for Quang H. Nguyen and John R. Duggins, dated 7/25/11.

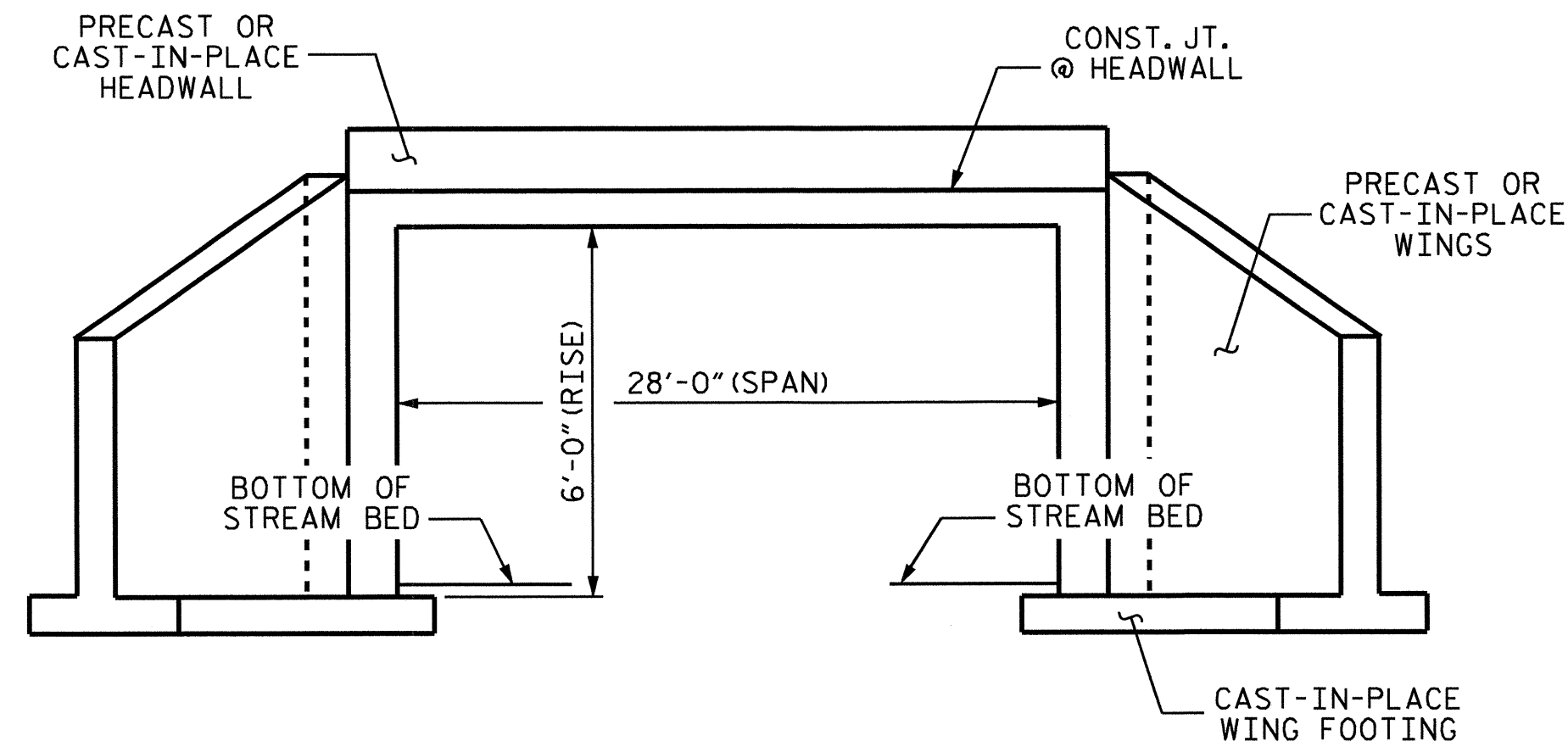
PROJECT NO. B-3619
BUNCOMBE COUNTY
 STATION: 11+86.23 -L-
 SHEET 1 OF 5 REPLACES BRIDGE NO. 56

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT
 144° SKEW

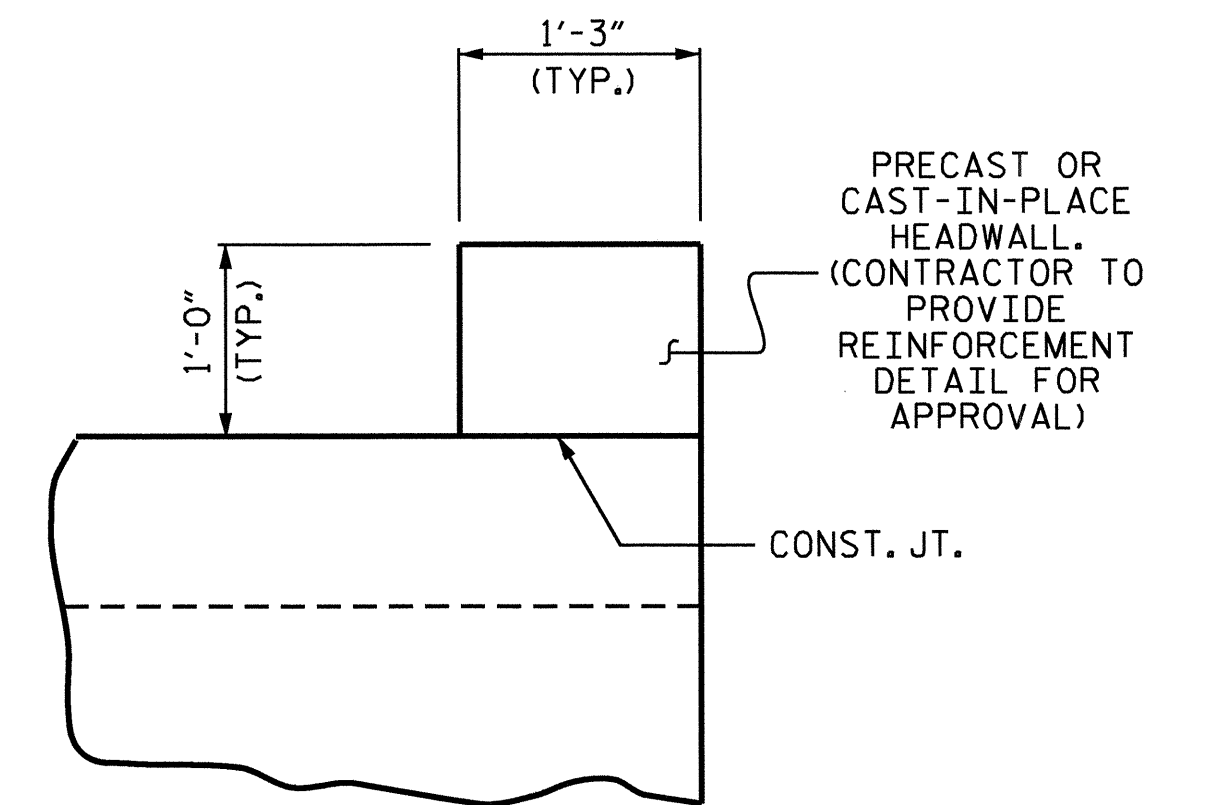
| REVISIONS | | | | | | SHEET NO. C-1 |
|-----------|-----|-------|-----|-----|-------|-------------------|
| NO. | BY: | DATE: | NO. | BY: | DATE: | |
| 1 | | | 3 | | | TOTAL SHEETS 5 |
| 2 | | | 4 | | | |



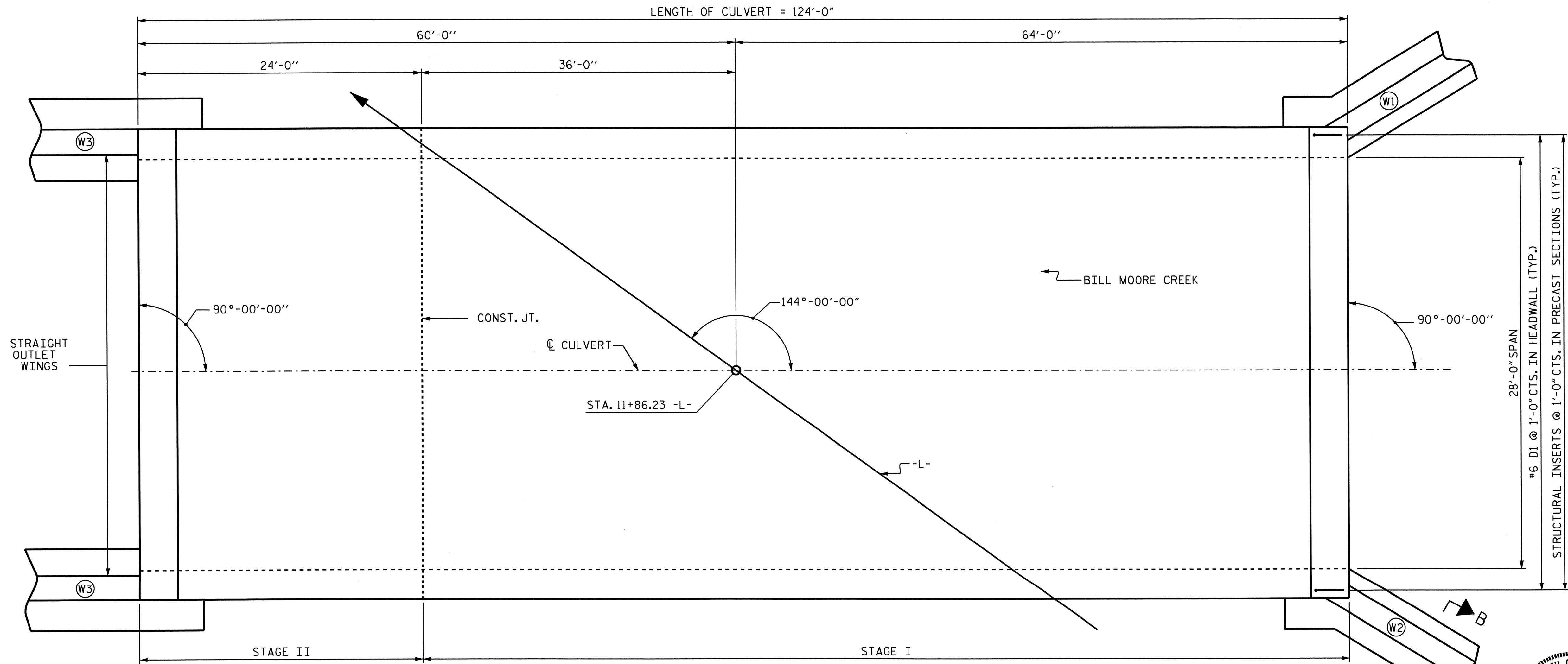
CULVERT SECTION NORMAL TO ROADWAY



INLET END ELEVATION



SECTION THRU HEADWALL



LENGTH FOR PRECAST THREE-SIDED CULVERT

| STAGE I QUANTITIES | |
|---------------------|---------------|
| CLASS A CONCRETE | 50.0 CU. YDS. |
| RIP RAP CLASS II | 8 TONS |
| STAGE II QUANTITIES | |
| CLASS A CONCRETE | 9.3 CU. YDS. |
| RIP RAP CLASS II | 16 TONS |

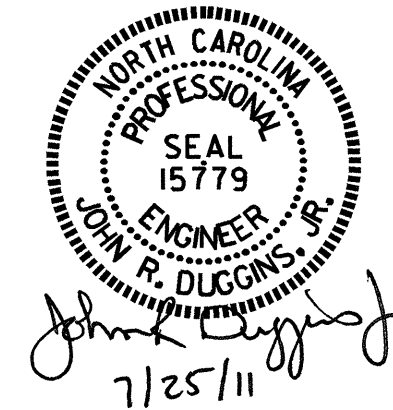
PROJECT NO. B-3619
BUNCOMBE COUNTY
 STATION: 11+86.23 -L-

SHEET 2 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

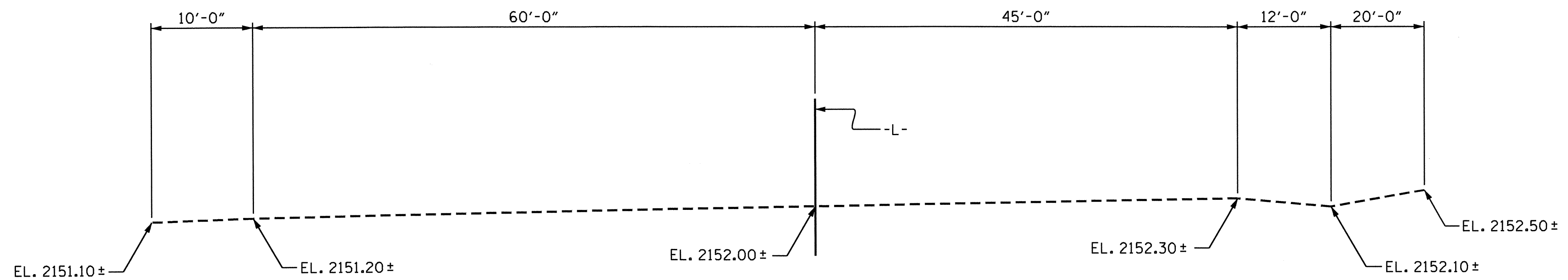
**PRECAST REINFORCED
 CONCRETE THREE-SIDED
 CULVERT**

144° SKEW

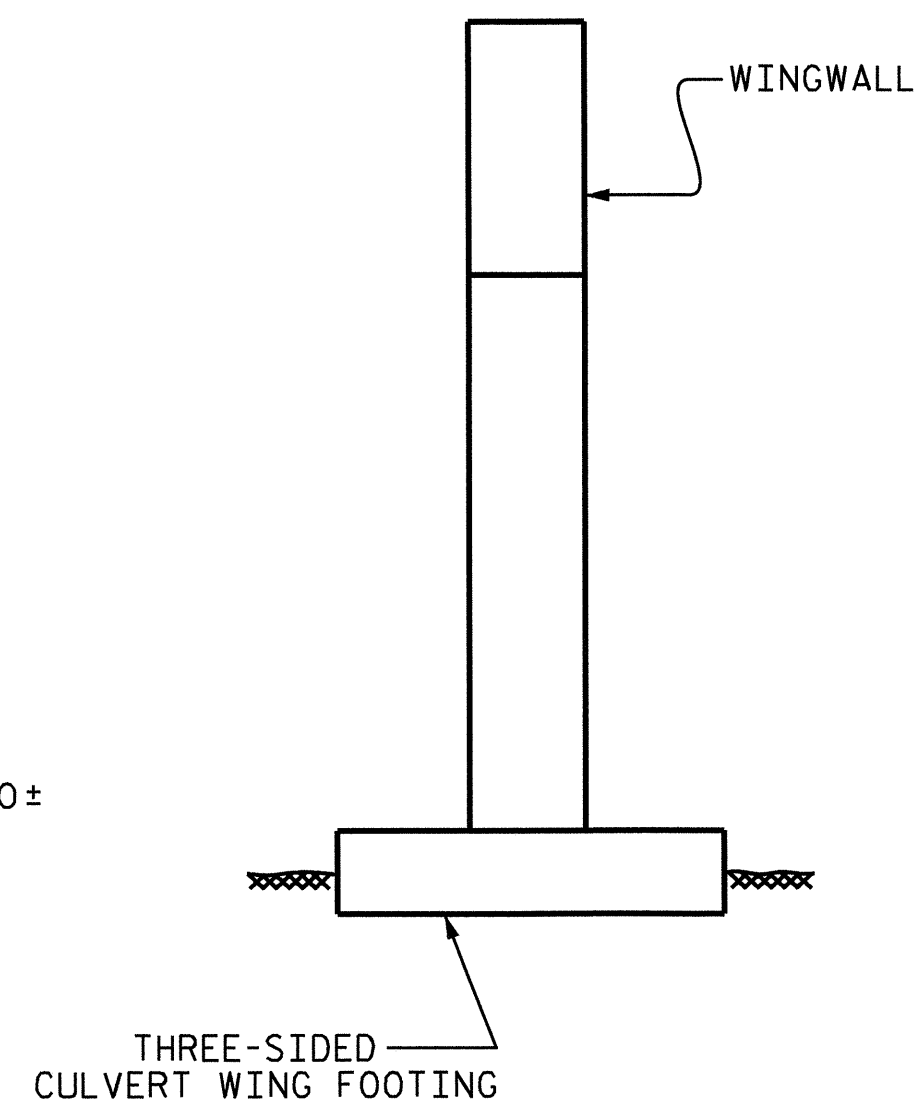


ASSEMBLED BY : A. SORSENGIN DATE : 5/29/09
 CHECKED BY : J.R. DUGGINS DATE : 3/11

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

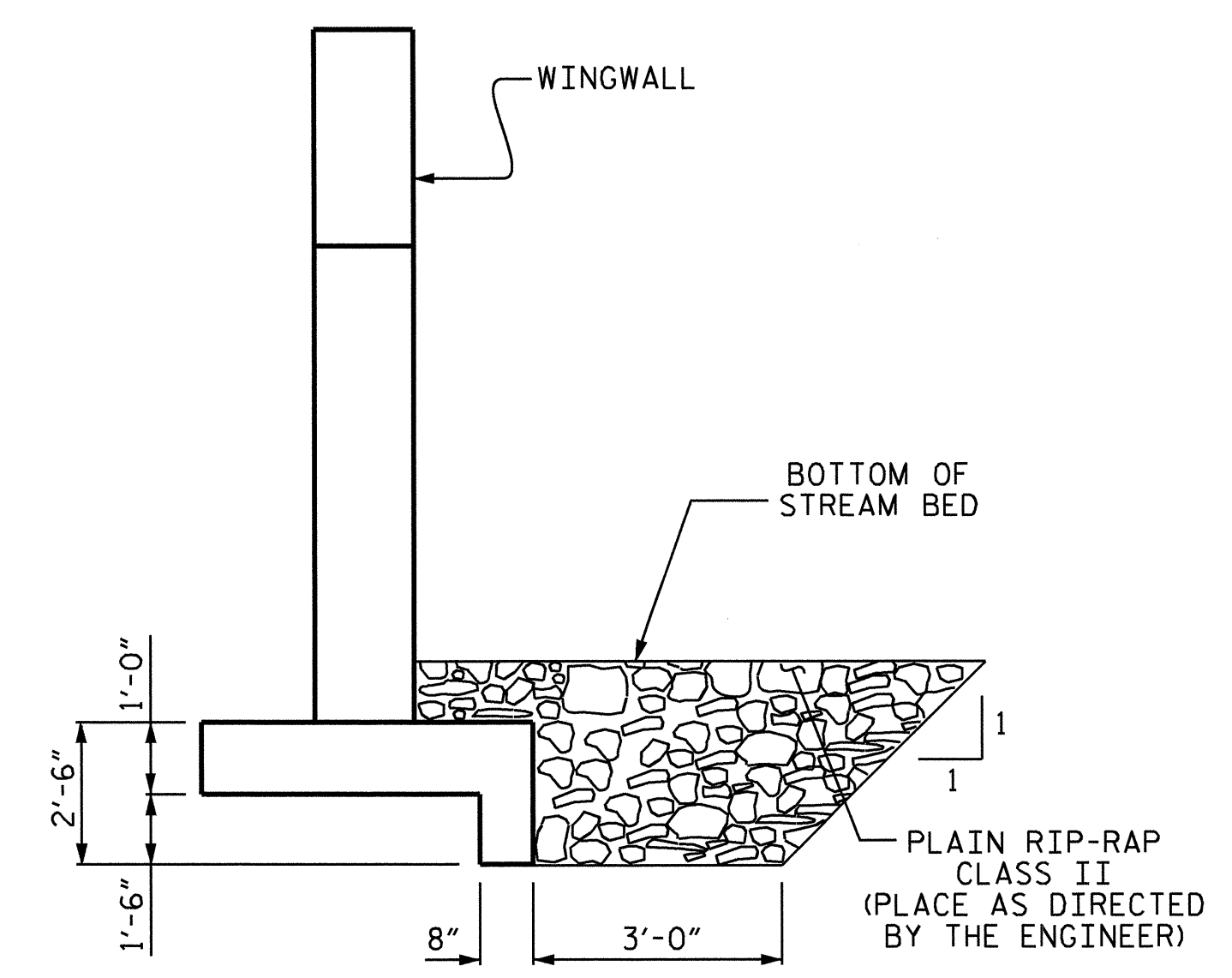


PROFILE ALONG C CULVERT



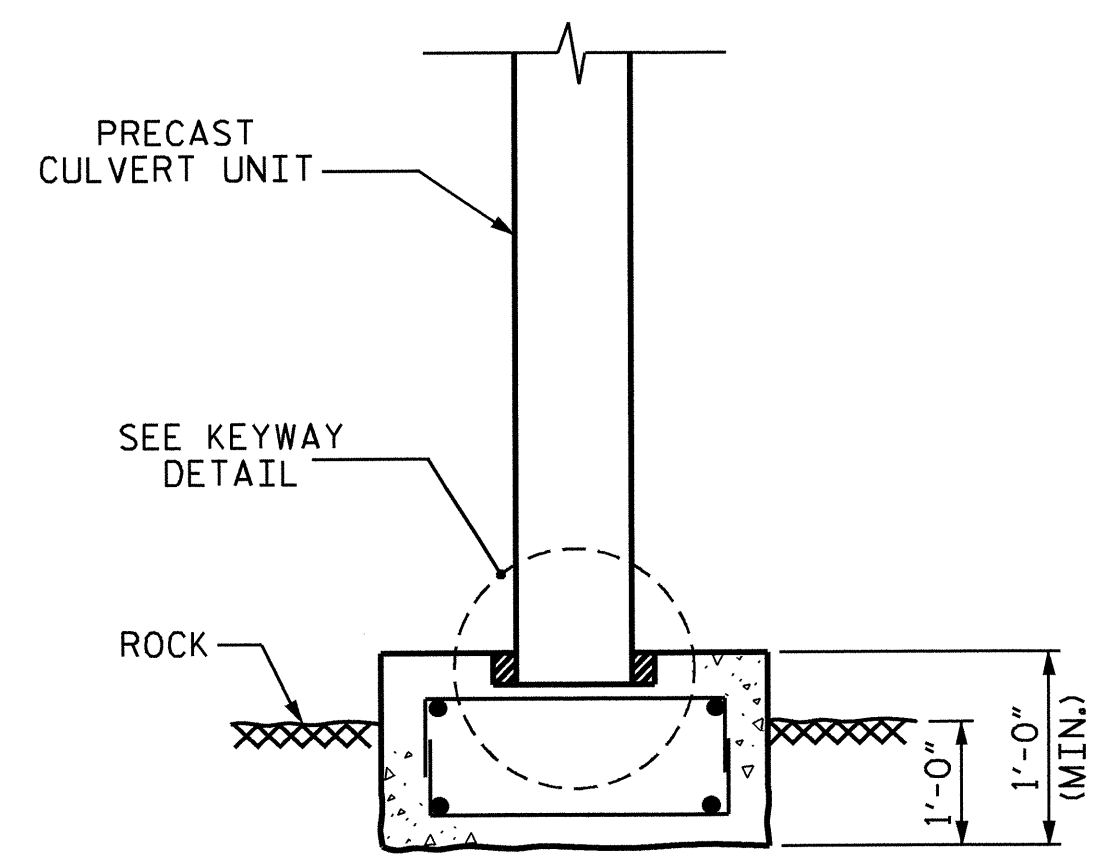
SECTION B-B

CURTAIN WALL NOT REQUIRED WHEN FOOTINGS ARE KEYED INTO ROCK



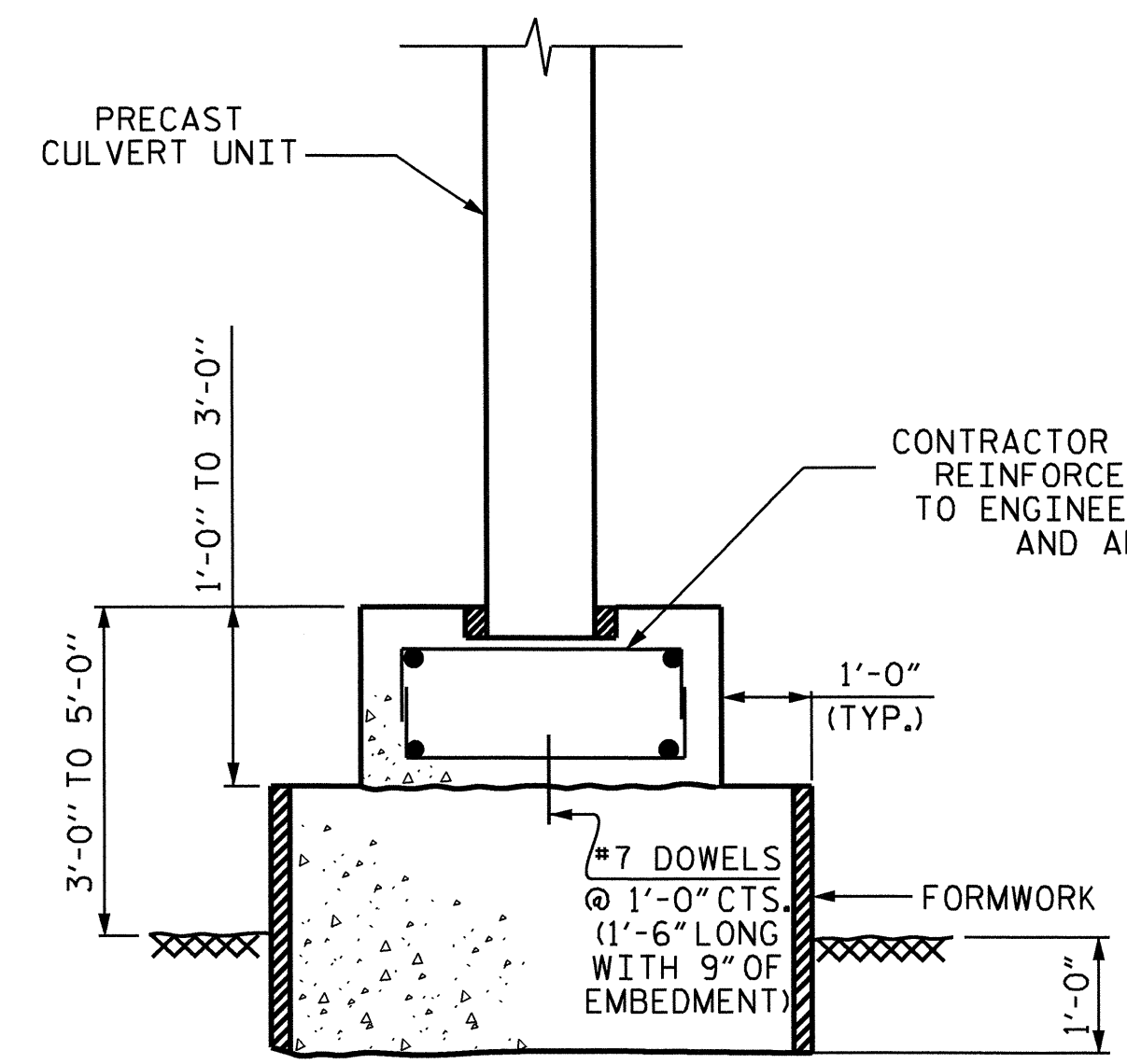
SECTION B-B

WHEN FOOTINGS CANNOT BE KEYED INTO ROCK



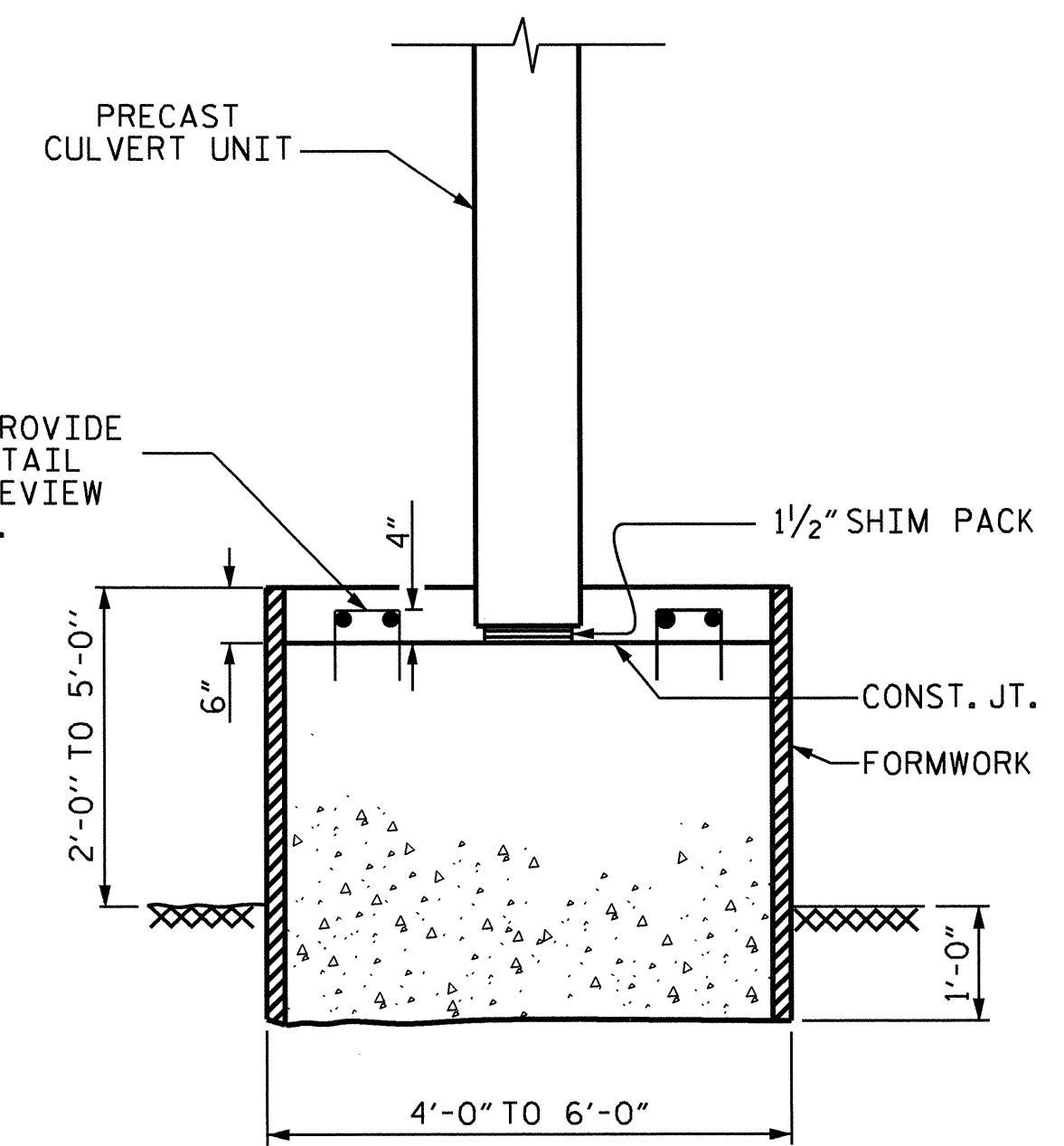
DETAIL A

FOOTING KEYED 1'-0" INTO ROCK



DETAIL A

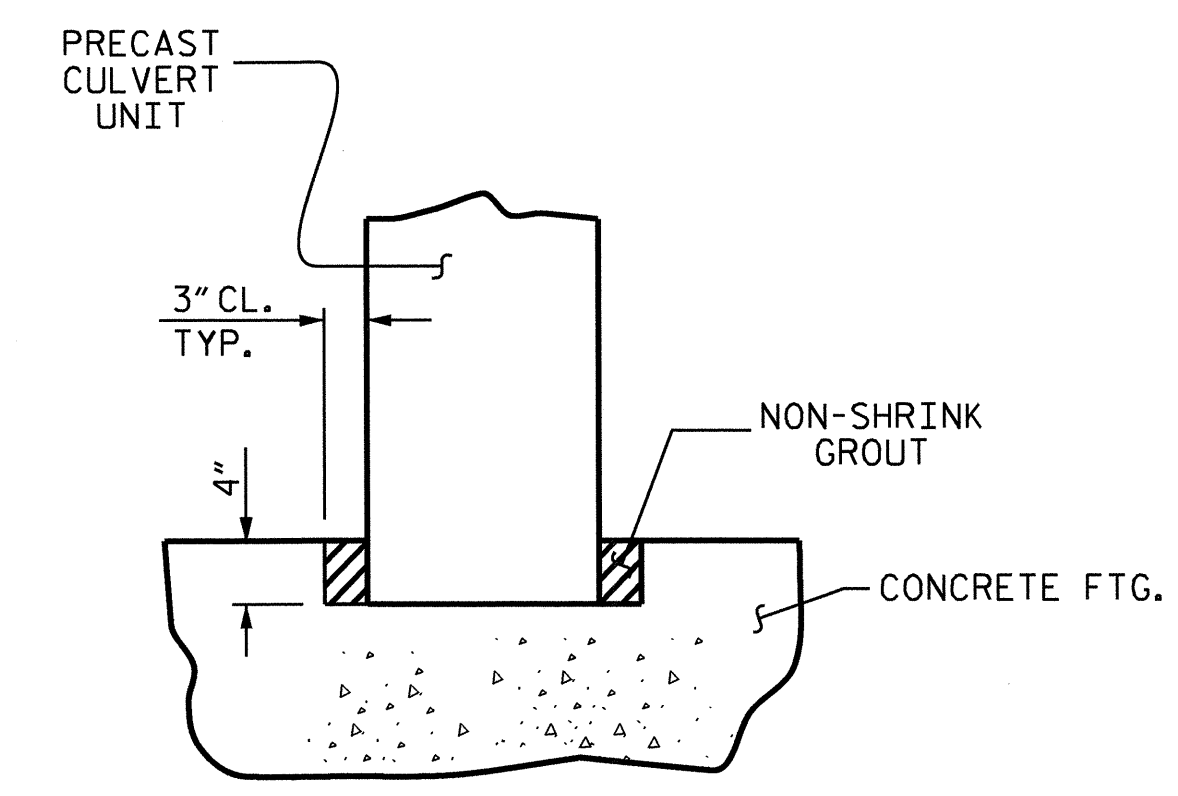
OPTION #1 - SUB-FOOTING KEYED 1'-0" INTO ROCK



DETAIL A

OPTION #2 - MONOLITHIC SUB-FOOTING KEYED 1'-0" INTO ROCK

NOTE:
 OPTION #1 AND #2 REPRESENTS THE FOUNDATION ALTERNATIVES WHEN THE ROCKLINE IS BELOW THE FOOTING.



KEYWAY DETAIL

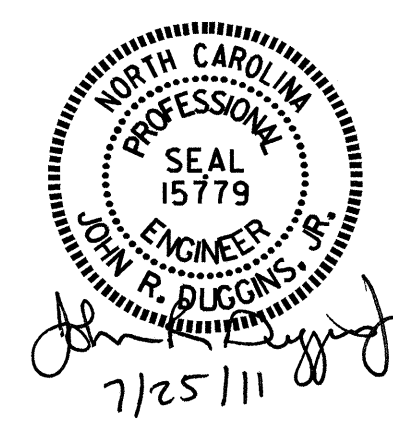
PROJECT NO. B-3619
BUNCOMBE COUNTY
 STATION: 11+86.23 -L-

SHEET 3 OF 5

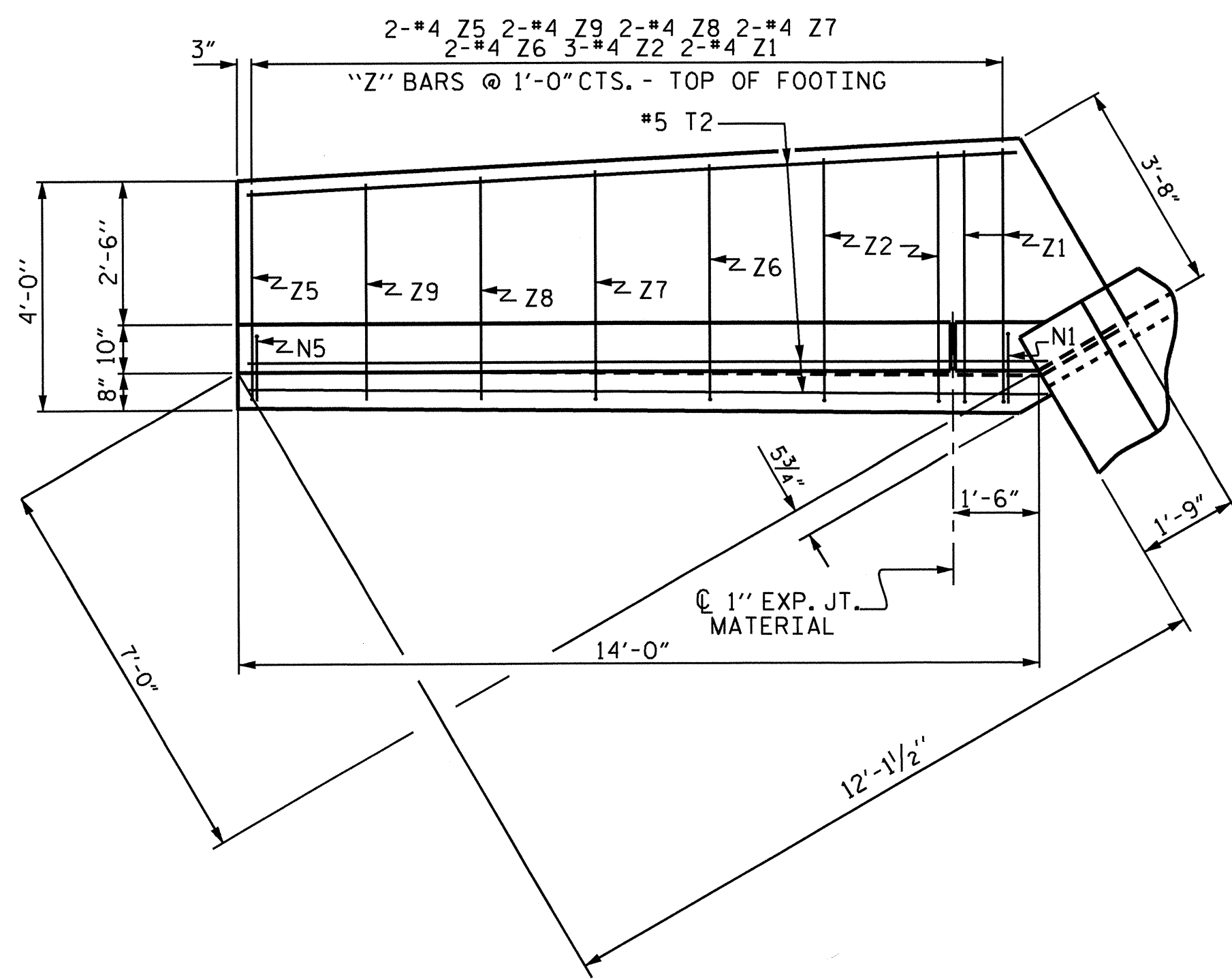
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PRECAST REINFORCED
 CONCRETE THREE-SIDED
 CULVERT

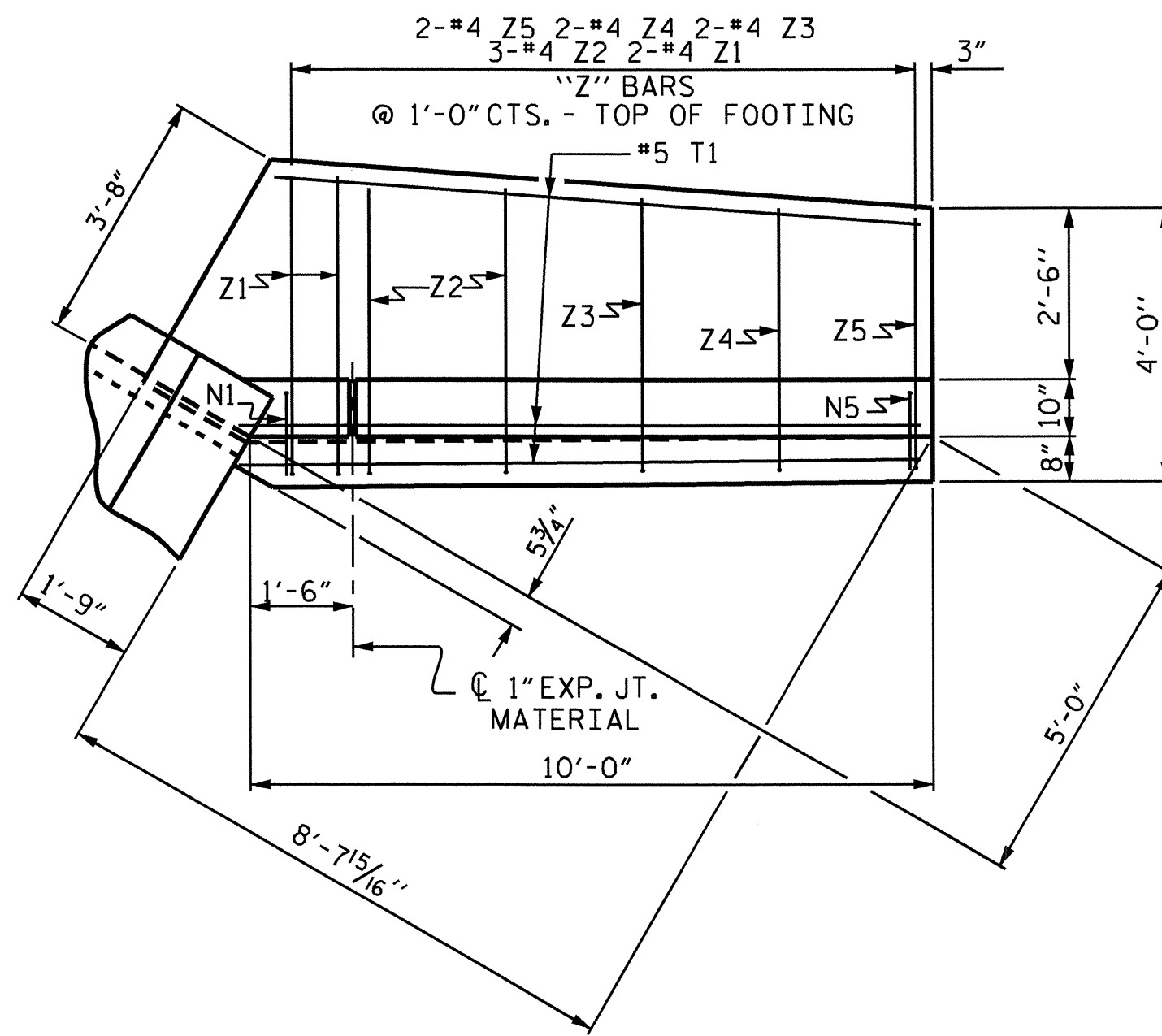
144° SKEW



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

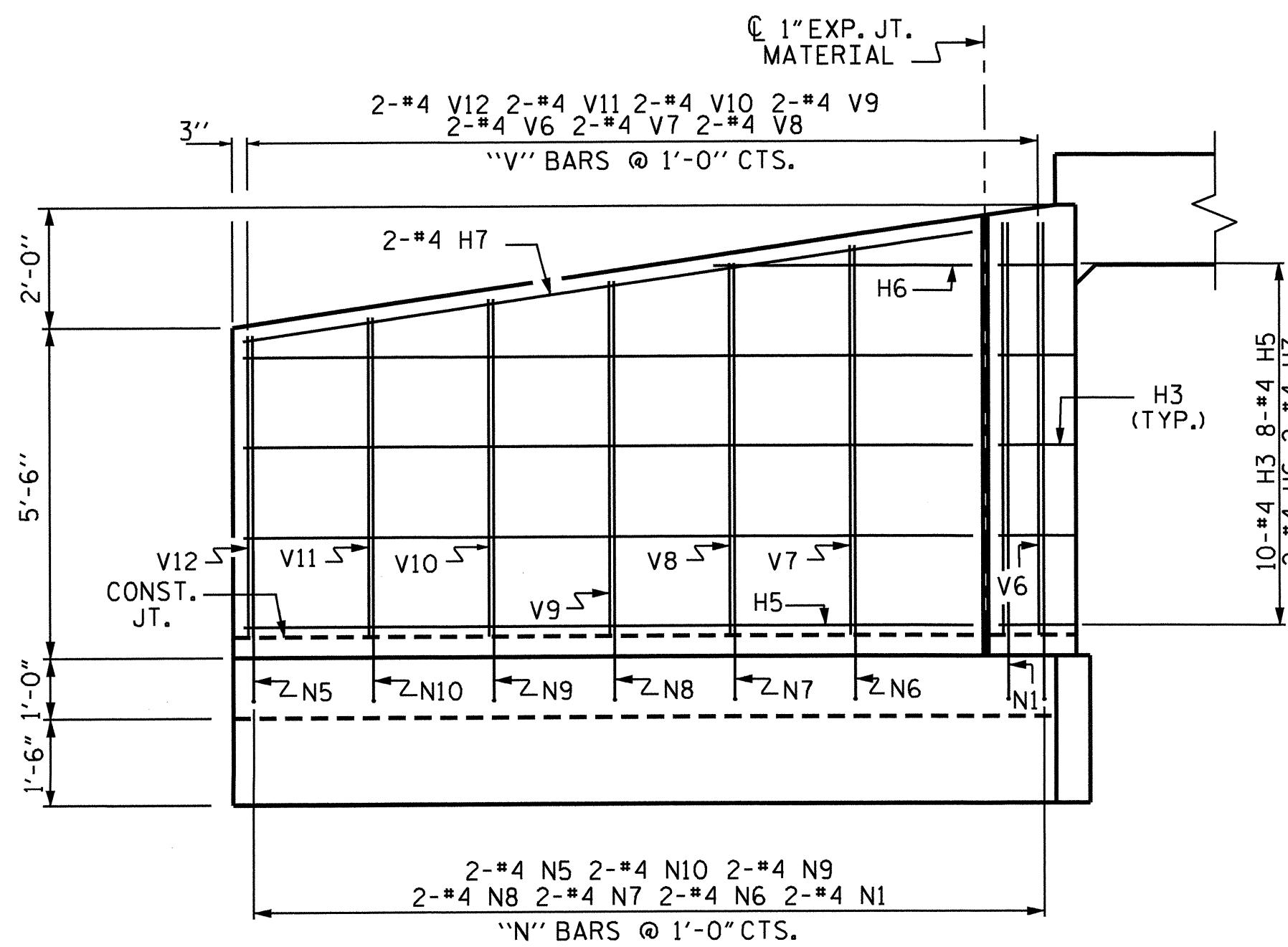
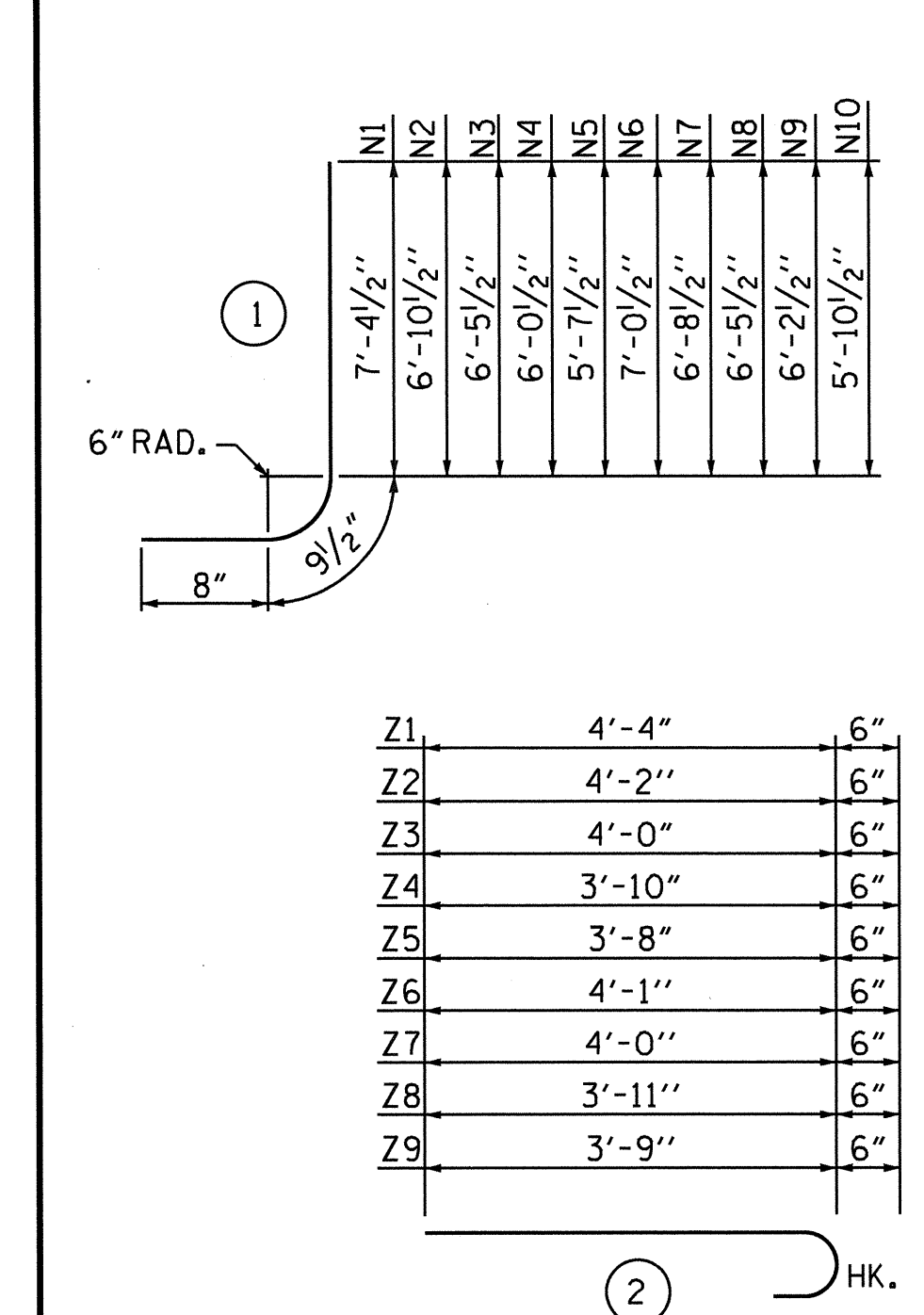


PLAN W2

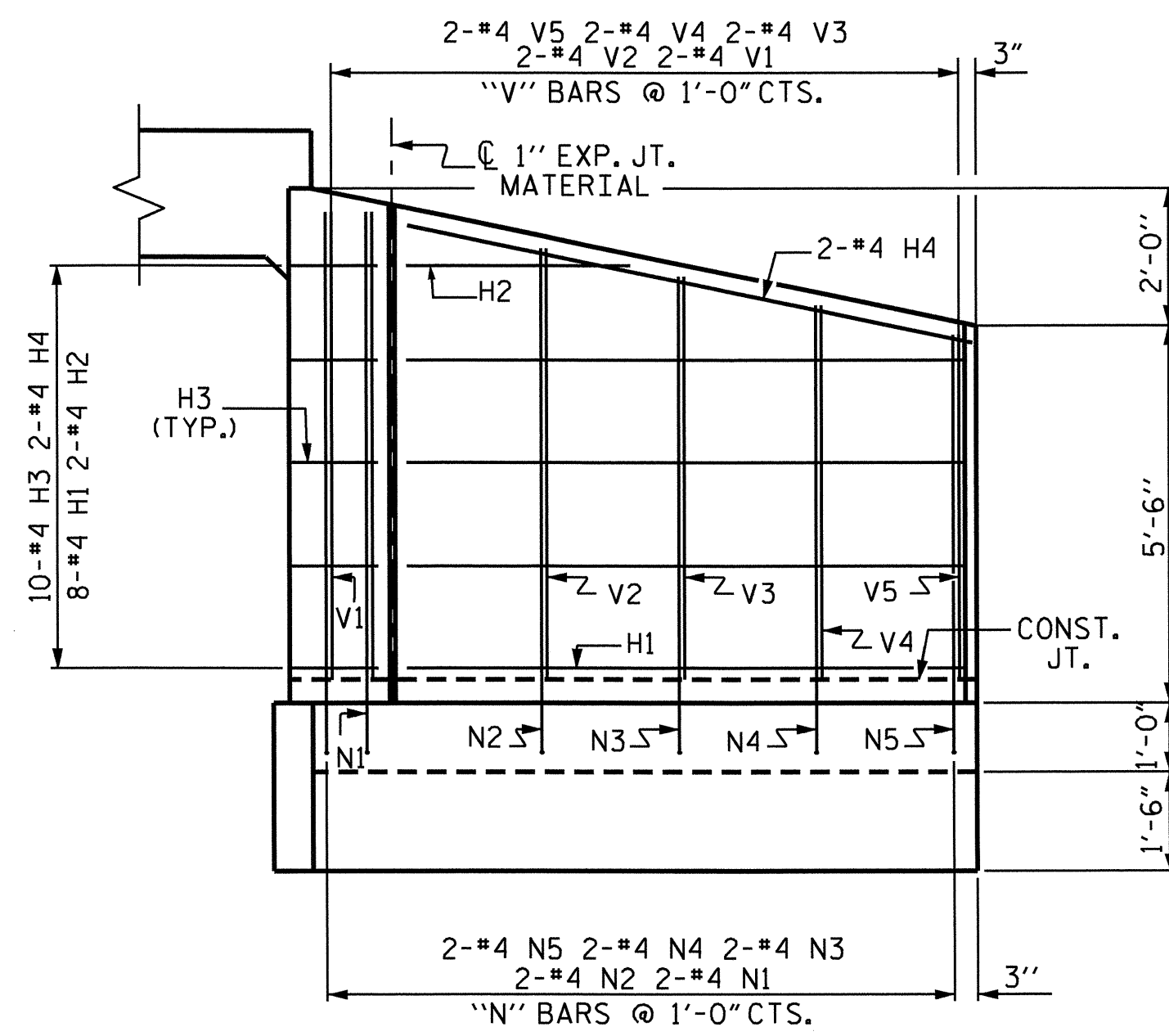


PLAN W1

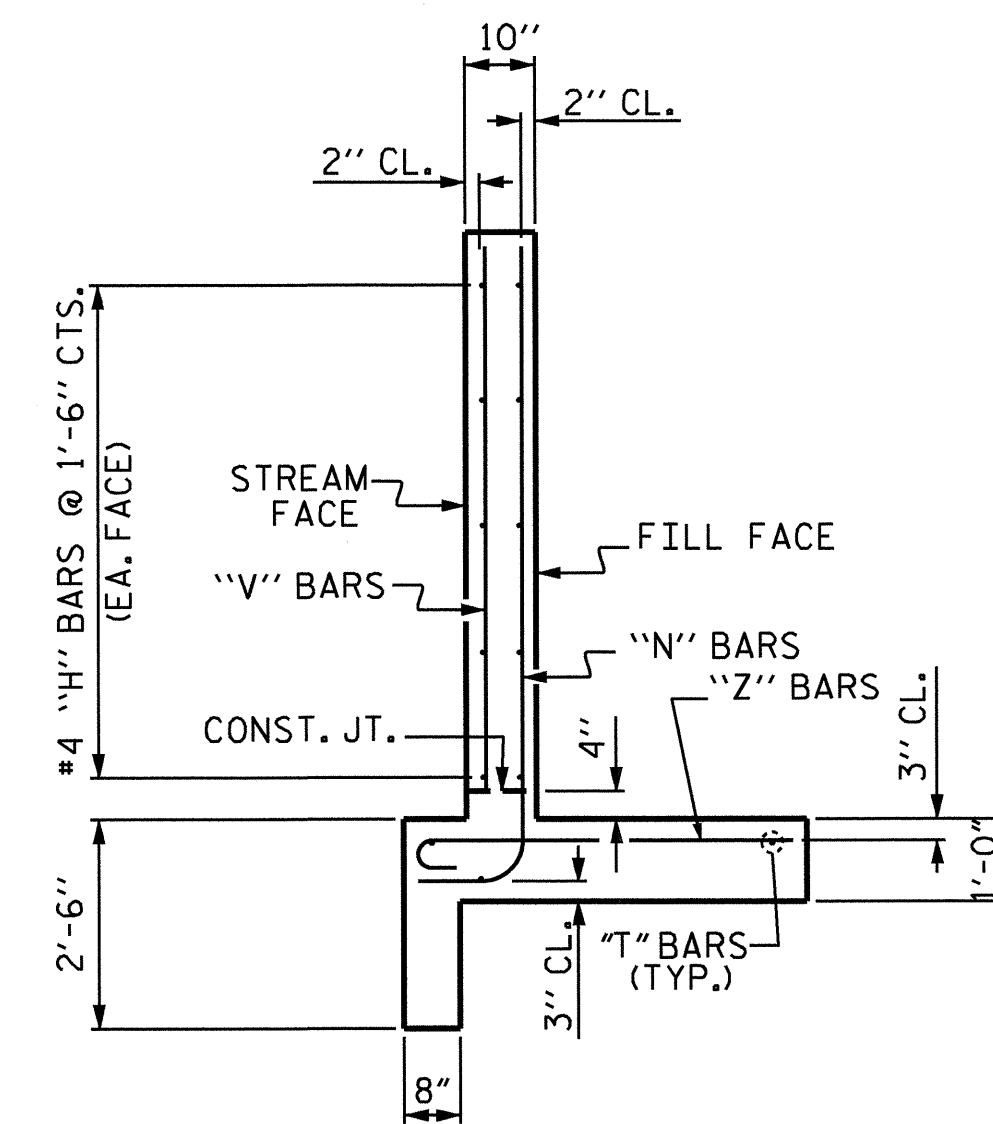
| BAR TYPES | | BILL OF MATERIAL | | | |
|------------------------------------|------|------------------|------------|--------|--|
| ALL BAR DIMENSIONS ARE OUT TO OUT. | | | | | |
| BAR NO. | SIZE | TYPE | LENGTH | WEIGHT | |
| H1 | 8 | #4 | STR 8'-1" | 43 | |
| H2 | 2 | #4 | STR 3'-3" | 4 | |
| H3 | 20 | #4 | STR 1'-3" | 17 | |
| H4 | 2 | #4 | STR 8'-3" | 11 | |
| H5 | 8 | #4 | STR 12'-1" | 65 | |
| H6 | 2 | #4 | STR 5'-3" | 7 | |
| H7 | 2 | #4 | STR 12'-3" | 16 | |
| N1 | 4 | #4 | 1 8'-10" | 24 | |
| N2 | 2 | #4 | 1 8'-4" | 11 | |
| N3 | 2 | #4 | 1 7'-11" | 11 | |
| N4 | 2 | #4 | 1 7'-6" | 10 | |
| N5 | 4 | #4 | 1 7'-1" | 19 | |
| N6 | 2 | #4 | 1 8'-6" | 11 | |
| N7 | 2 | #4 | 1 8'-2" | 11 | |
| N8 | 2 | #4 | 1 7'-11" | 11 | |
| N9 | 2 | #4 | 1 7'-8" | 10 | |
| N10 | 2 | #4 | 1 7'-4" | 10 | |
| T1 | 3 | #5 | STR 9'-6" | 30 | |
| T2 | 3 | #5 | STR 13'-6" | 42 | |
| V1 | 2 | #4 | STR 6'-7" | 9 | |
| V2 | 2 | #4 | STR 6'-1" | 8 | |
| V3 | 2 | #4 | STR 5'-8" | 8 | |
| V4 | 2 | #4 | STR 5'-3" | 7 | |
| V5 | 2 | #4 | STR 4'-11" | 7 | |
| V6 | 2 | #4 | STR 6'-8" | 9 | |
| V7 | 2 | #4 | STR 6'-4" | 8 | |
| V8 | 2 | #4 | STR 6'-0" | 8 | |
| V9 | 2 | #4 | STR 5'-8" | 8 | |
| V10 | 2 | #4 | STR 5'-5" | 7 | |
| V11 | 2 | #4 | STR 5'-2" | 7 | |
| V12 | 2 | #4 | STR 4'-10" | 6 | |
| Z1 | 4 | #4 | 2 4'-10" | 13 | |
| Z2 | 6 | #4 | 2 4'-8" | 19 | |
| Z3 | 2 | #4 | 2 4'-6" | 6 | |
| Z4 | 2 | #4 | 2 4'-4" | 6 | |
| Z5 | 4 | #4 | 2 4'-2" | 11 | |
| Z6 | 2 | #4 | 2 4'-7" | 6 | |
| Z7 | 2 | #4 | 2 4'-6" | 6 | |
| Z8 | 2 | #4 | 2 4'-5" | 6 | |
| Z9 | 2 | #4 | 2 4'-3" | 6 | |



ELEVATION



ELEVATION



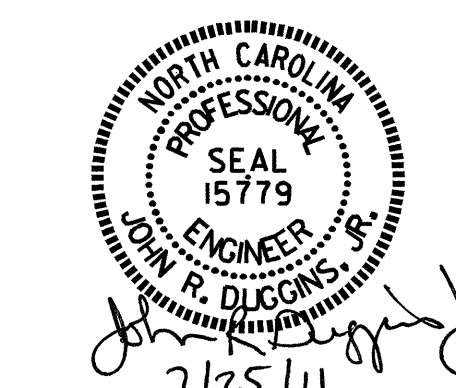
TYPICAL WING SECTION

| | |
|-------------------------------|---------|
| REINFORCING STEEL FOR 2 WINGS | 534 LBS |
| CLASS A CONCRETE | |
| 2 WINGS | 9.9 CY |
| TOTAL | 9.9 CY |

PROJECT NO. B-3619
 BUNCOMBE COUNTY
 STATION: 11+86.23 -L-

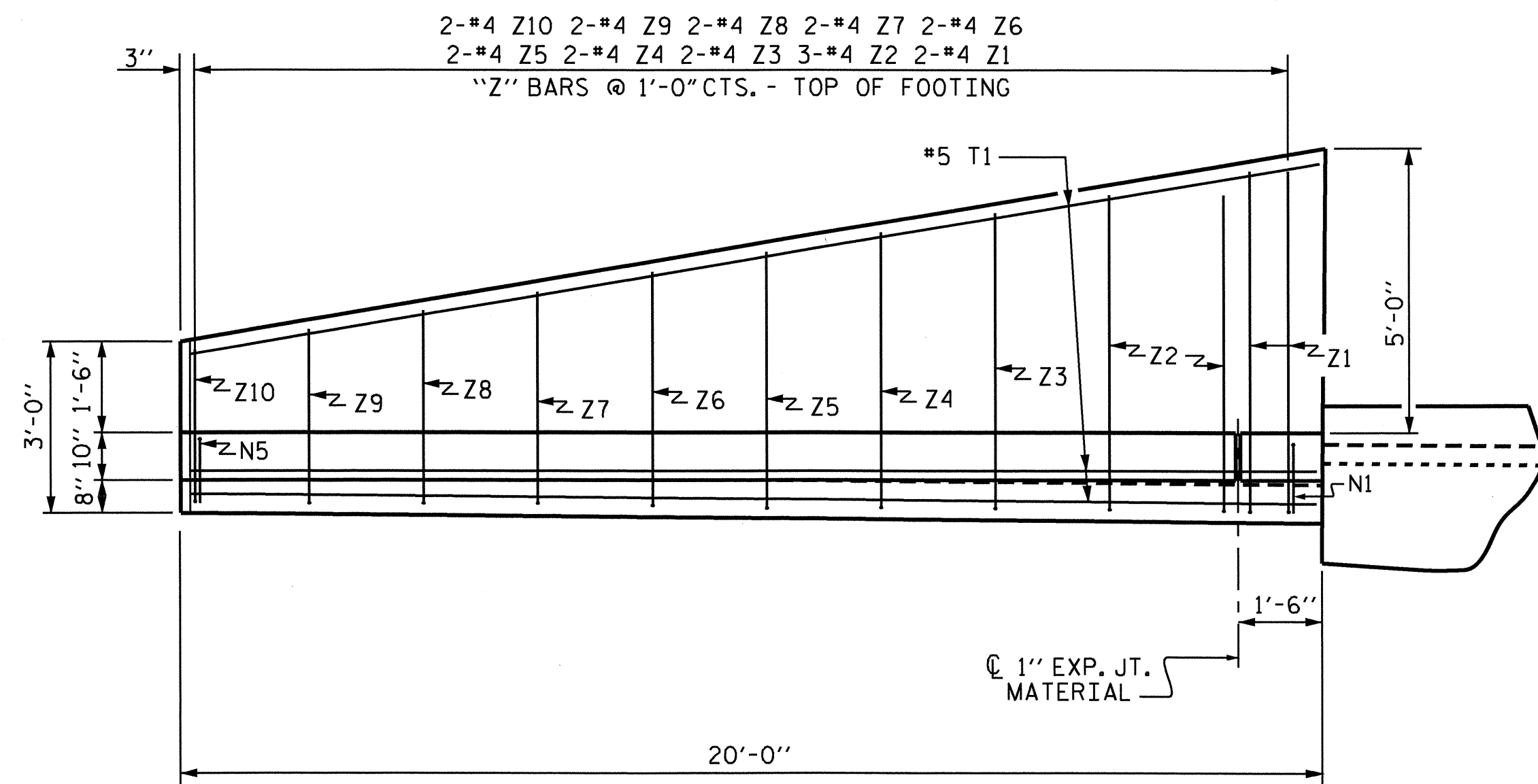
SHEET 4 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 WINGS FOR
 CONCRETE BOX CULVERT
 (STAGE I)

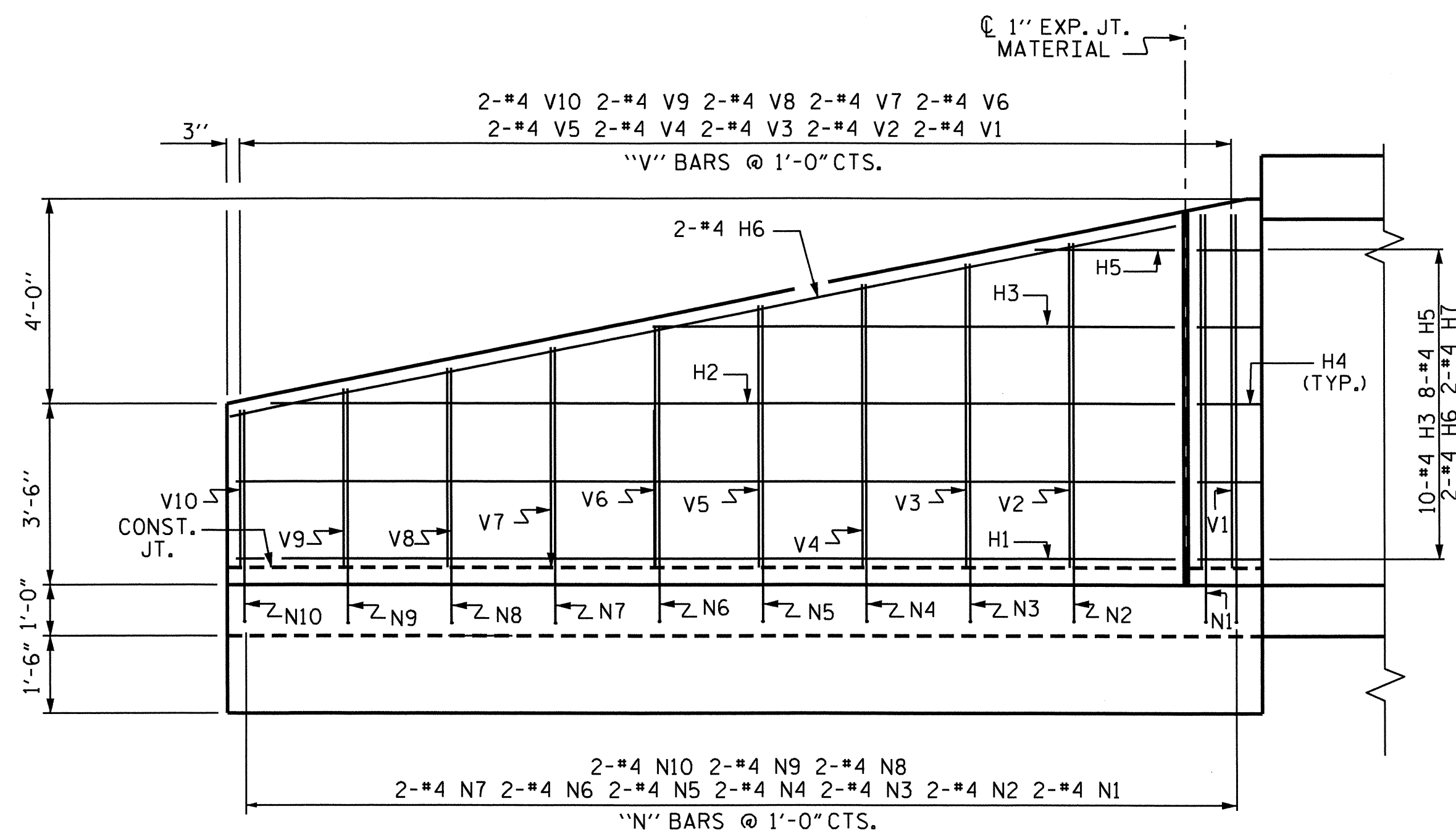


DRAWN BY: M. POOLE DATE: 03/10
 CHECKED BY: J.R. DUGGINS DATE: 03/11

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

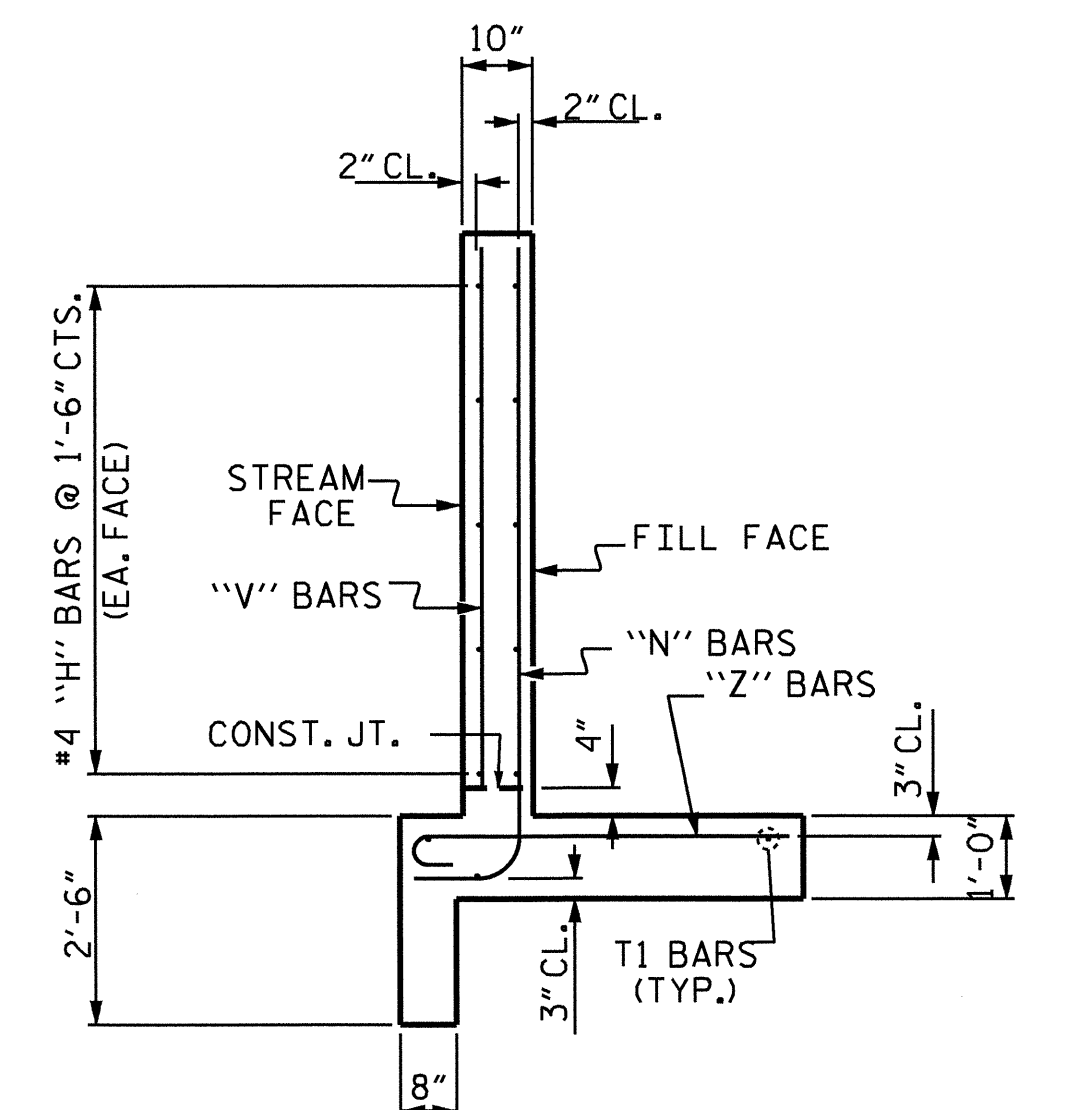


PLAN W3



ELEVATION

| BAR TYPES | | | | BILL OF MATERIAL | | | |
|-----------|------|------|--------|------------------|---------|------|------|
| BAR NO. | SIZE | TYPE | LENGTH | WEIGHT | BAR NO. | SIZE | TYPE |
| H1 | #4 | STR | 18'-1" | 97 | N1 | #4 | 1 |
| H2 | #4 | STR | 17'-5" | 47 | N2 | #4 | 1 |
| H3 | #4 | STR | 10'-7" | 28 | N3 | #4 | 1 |
| H4 | #4 | STR | 1'-3" | 17 | N4 | #4 | 1 |
| H5 | #4 | STR | 3'-0" | 8 | N5 | #4 | 1 |
| H6 | #4 | STR | 18'-6" | 49 | N6 | #4 | 1 |
| | | | | | N7 | #4 | 1 |
| | | | | | N8 | #4 | 1 |
| | | | | | N9 | #4 | 1 |
| | | | | | N10 | #4 | 1 |
| | | | | | T1 | #5 | STR |
| | | | | | V1 | #4 | STR |
| | | | | | V2 | #4 | STR |
| | | | | | V3 | #4 | STR |
| | | | | | V4 | #4 | STR |
| | | | | | V5 | #4 | STR |
| | | | | | V6 | #4 | STR |
| | | | | | V7 | #4 | STR |
| | | | | | V8 | #4 | STR |
| | | | | | V9 | #4 | STR |
| | | | | | V10 | #4 | STR |
| | | | | | Z1 | #4 | 2 |
| | | | | | Z2 | #4 | 2 |
| | | | | | Z3 | #4 | 2 |
| | | | | | Z4 | #4 | 2 |
| | | | | | Z5 | #4 | 2 |
| | | | | | Z6 | #4 | 2 |
| | | | | | Z7 | #4 | 2 |
| | | | | | Z8 | #4 | 2 |
| | | | | | Z9 | #4 | 2 |
| | | | | | Z10 | #4 | 2 |



TYPICAL WING SECTION

| | |
|-------------------------------|---------|
| REINFORCING STEEL FOR 2 WINGS | 814 LBS |
| CLASS A CONCRETE 2 WINGS | 15.3 CY |
| TOTAL | 15.3 CY |

PROJECT NO. B-3619
BUNCOMBE COUNTY
 STATION: 11+86.23 -L-

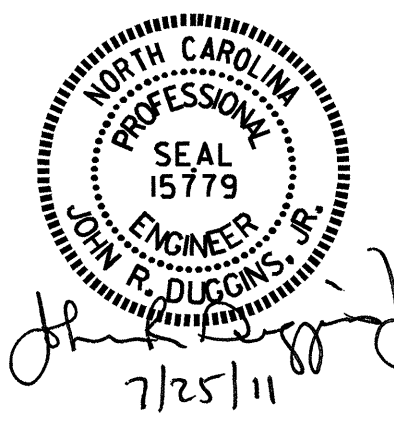
SHEET 5 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

WINGS FOR
 CONCRETE BOX CULVERT
 (STAGE II)

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

C-5
 TOTAL SHEETS 5



DRAWN BY: M. POOLE DATE: 03/10
 CHECKED BY: J.R. DUGGINS DATE: 03/11

25-JUL-2011 15:22
 R:\Structures\asor\engin\Microstation\B-3619.SD.CU.dgn
 asor\engin

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 | ----- | 375 LBS. PER SQ. IN. |
| OF TIMBER | ----- | |
| 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 2006 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N.C. DEPARTMENT OF TRANSPORTATION.

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

CONCRETE:

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

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 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. 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.

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. FINISH AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

ENGLISH

JANUARY, 1990

STD. NO. SN