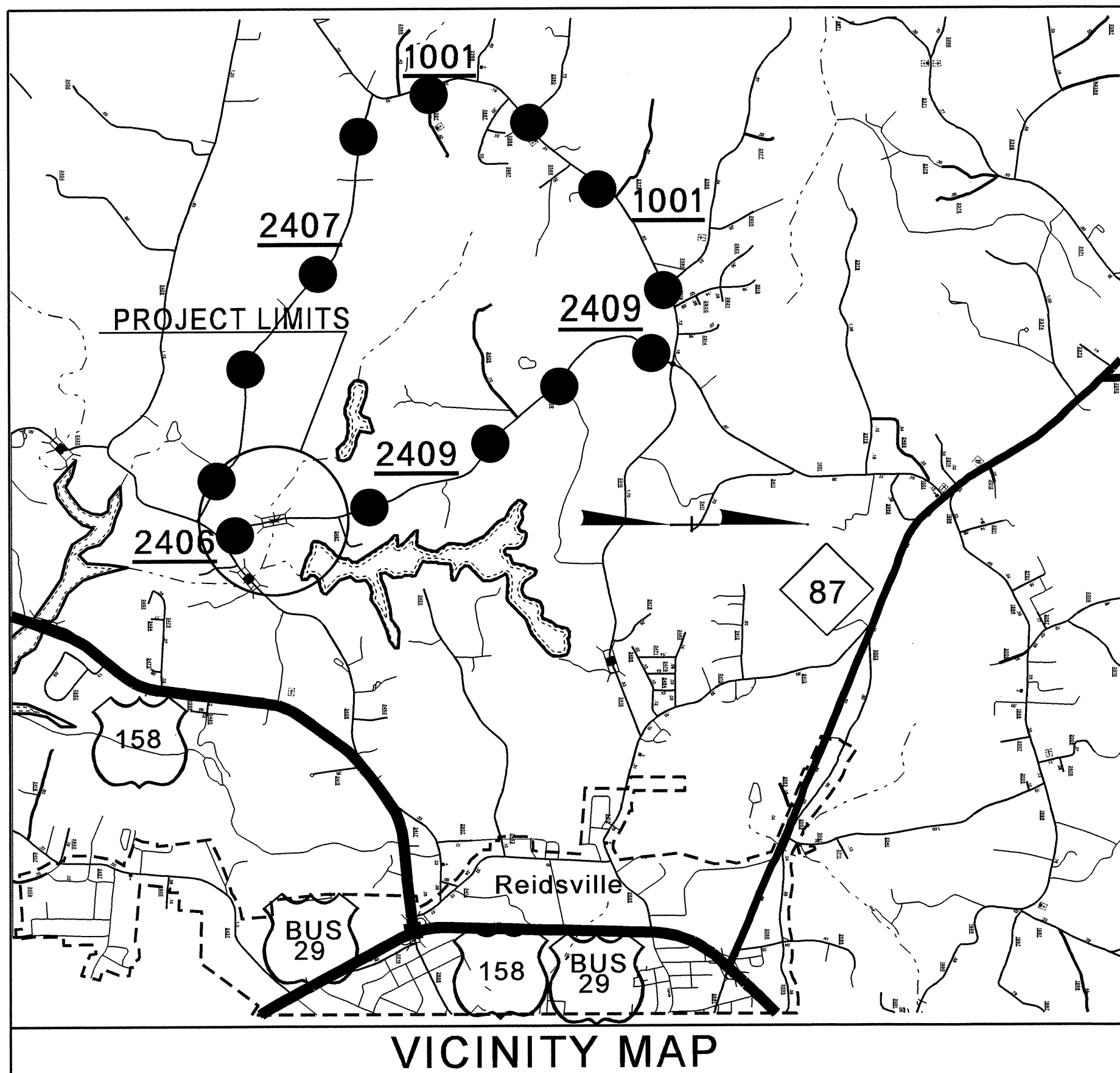
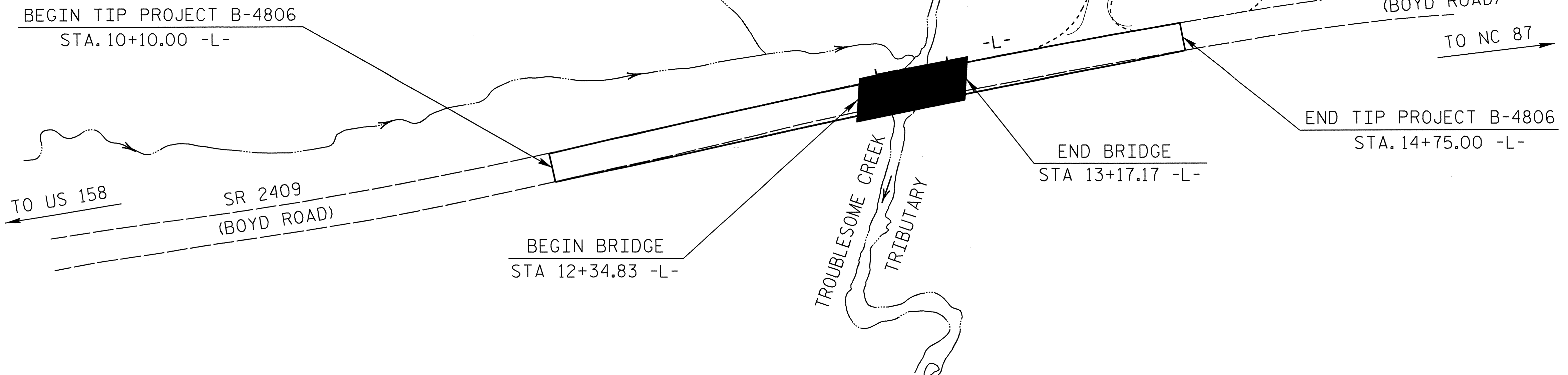


CONTRACT: C203090 TIP PROJECT: B-4806



●●●●● Offsite Detour Route



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

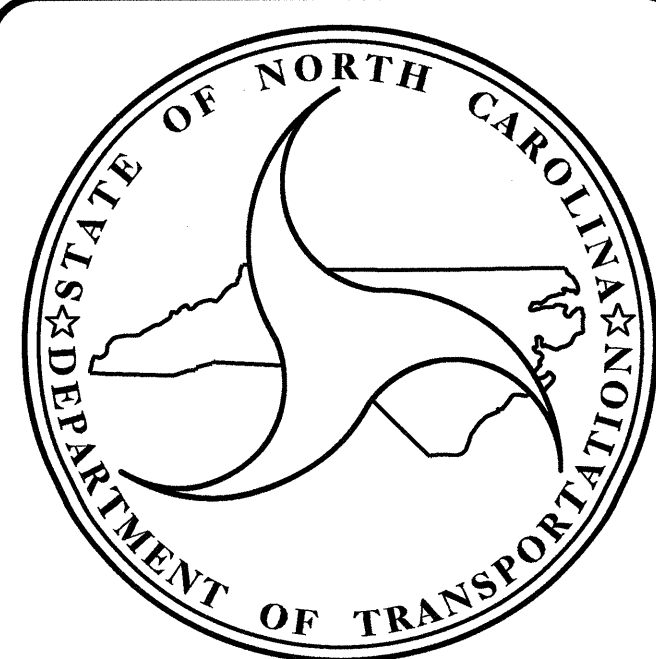
ROCKINGHAM COUNTY

LOCATION: BRIDGE #3 OVER TROUBLESOME CREEK TRIBUTARY ON SR 2409 (BOYD ROAD)

TYPE OF WORK: GRADING, PAVING, DRAINAGE AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4806		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38576.1.1	BRZ-2409(1)	PE	
38576.2.1	BRZ-2409(1)	R/W & UTILITIES	
38576.3.1	BRZ-2409(1)	CONST.	

STRUCTURE



DESIGN DATA

ADT 2013 = 1045
ADT 2035 = 1300
DHV = 17%
D = 65%
T = 4% *
* (TTST 1% + DUAL 55%)
V = 55 MPH
CLASS = RURAL LOCAL

SUBREGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4806 = 0.072 mi.
LENGTH STRUCTURE TIP PROJECT B-4806 = 0.016 mi.
TOTAL LENGTH TIP PROJECT B-4806 = 0.088 mi.

Prepared In the Office of:

DIVISION OF HIGHWAYS

2012 STANDARD SPECIFICATIONS

LETTING DATE :
APRIL 16, 2013

J. M. BAILEY, P.E.
PROJECT ENGINEER

D. R. CALHOUN, P.E.
PROJECT DESIGN ENGINEER

STRUCTURES
MANAGEMENT UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

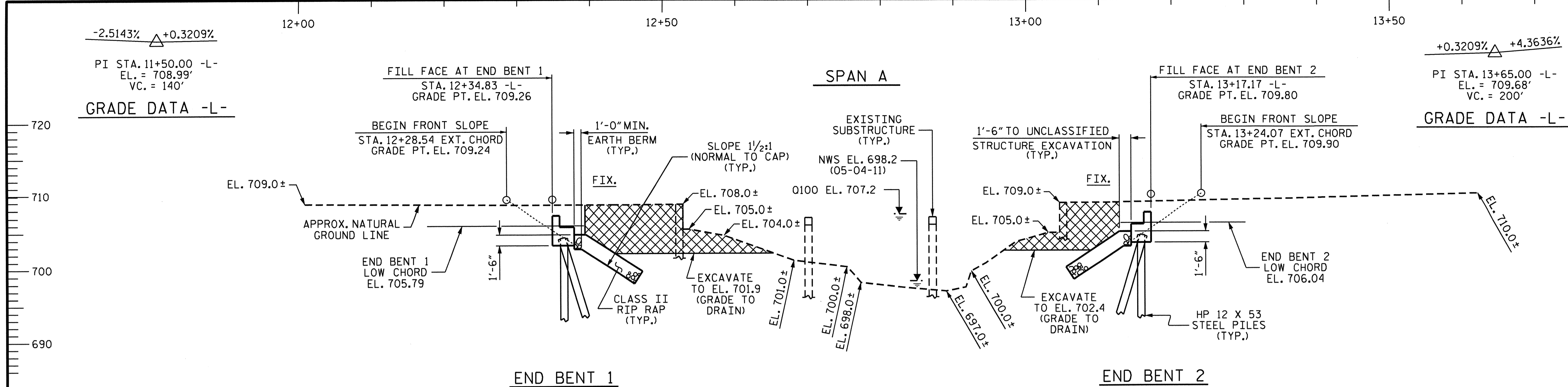
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

P.E.
STATE DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ADMINISTRATOR

DATE

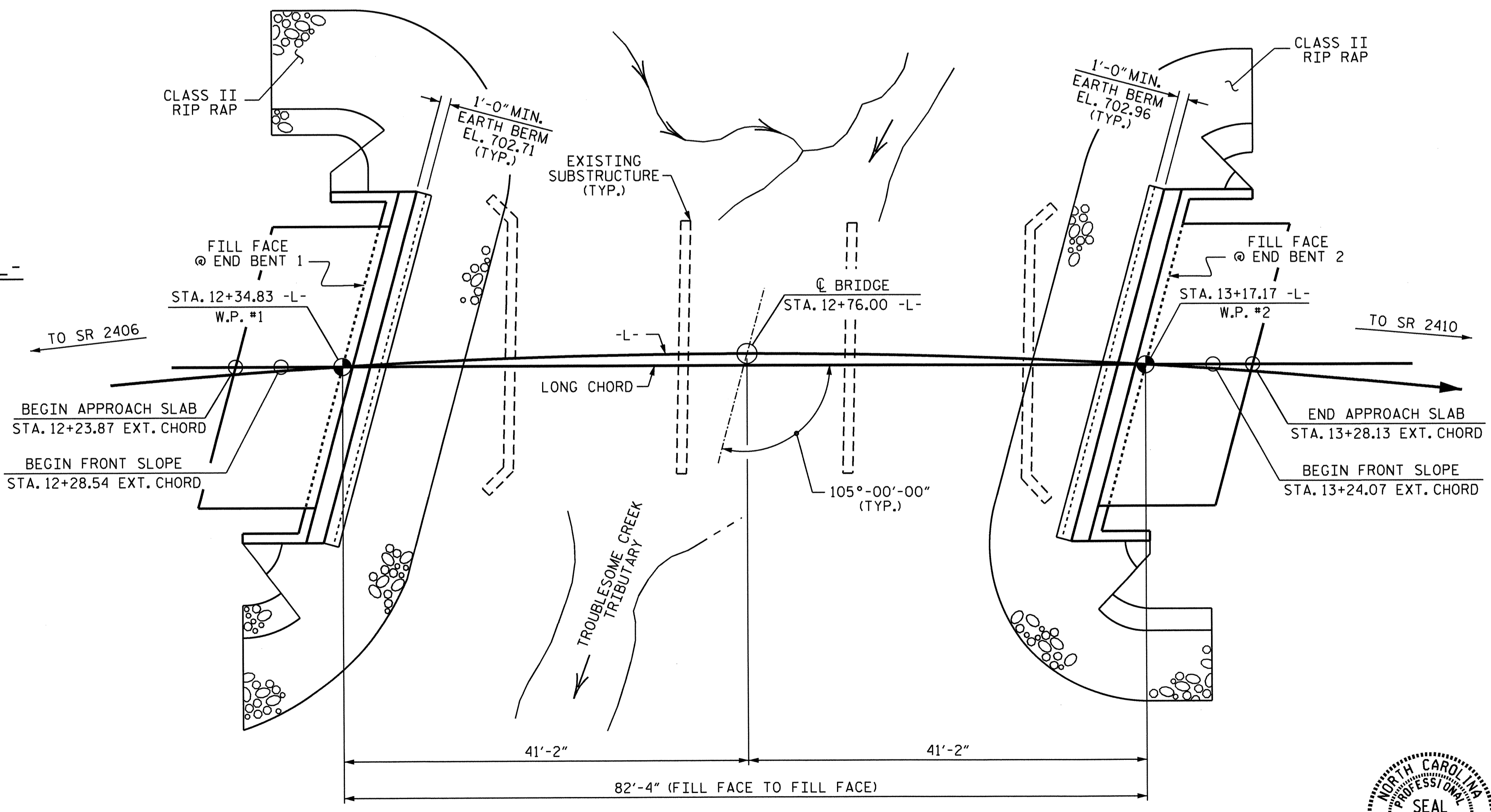


SECTION ALONG -L-
SECTION TAKEN AT RIGHT ANGLES TO BENTS AND END BENTS
(APPROX. GROUND LINE ELEVATIONS ARE SHOWN ALONG
UPSTREAM EDGE OF BRIDGE)

I HEREBY CERTIFY THESE PLANS
ARE THE AS-BUILT PLANS

HORIZONTAL CURVE DATA -L-

PI STA. 12+50.63
 $\Delta = 1^\circ-52'-12.4"$ (RT)
L = 244.80
T = 122.41
R = 7,500.00



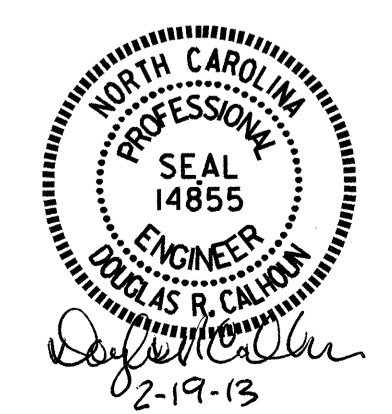
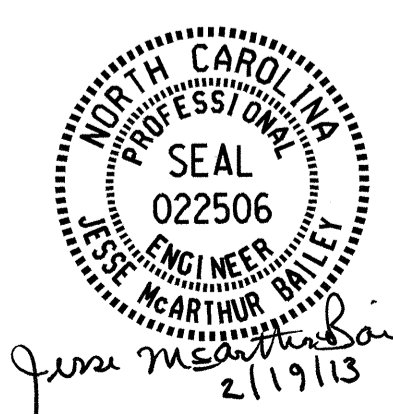
PLAN
FOR CLARITY, PILES ARE NOT SHOWN.

PROJECT NO. B-4806
ROCKINGHAM COUNTY
STATION: 12+76.00 -L-

SHEET 1 OF 3 REPLACES BRIDGE NO. 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER
TROUBLESOME CREEK
TRIBUTARY
ON SR 2409 BETWEEN
SR 2406 AND SR 2410



DRAWN BY : A. SORSENGINH DATE : 1/6/2012
CHECKED BY : D.R. CALHOUN DATE : 1/3/2013
DESIGN ENGINEER OF RECORD : A. SORSENGINH DATE : 1/6/2012

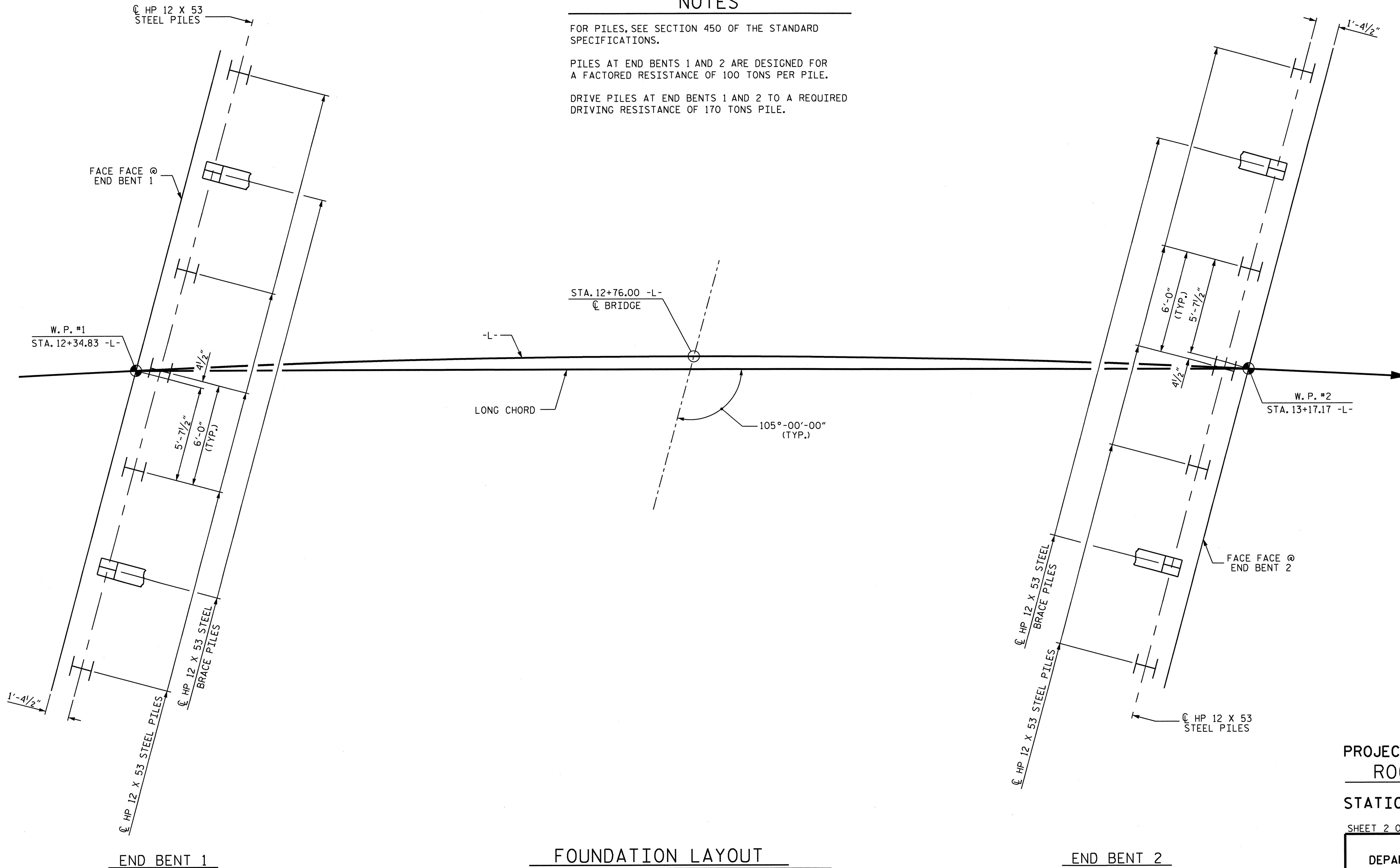
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			19

NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENTS 1 AND 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 100 TONS PER PILE.

DRIVE PILES AT END BENTS 1 AND 2 TO A REQUIRED DRIVING RESISTANCE OF 170 TONS PILE.



FOUNDATION LAYOUT

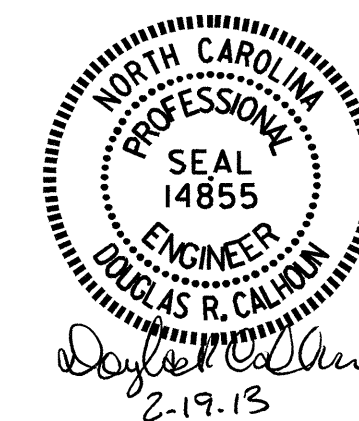
DIMENSIONS LOCATING PILES ARE SHOWN TO THE PILE CENTERLINE AT BOTTOM OF CAP
BRACE PILES AT END BENTS ARE BATTERED AT 3:12

PROJECT NO. B-4806
ROCKINGHAM COUNTY
STATION: 12+76.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER
TROUBLESOME CREEK
TRIBUTARY
ON SR 2409 BETWEEN
SR 2406 AND SR 2410

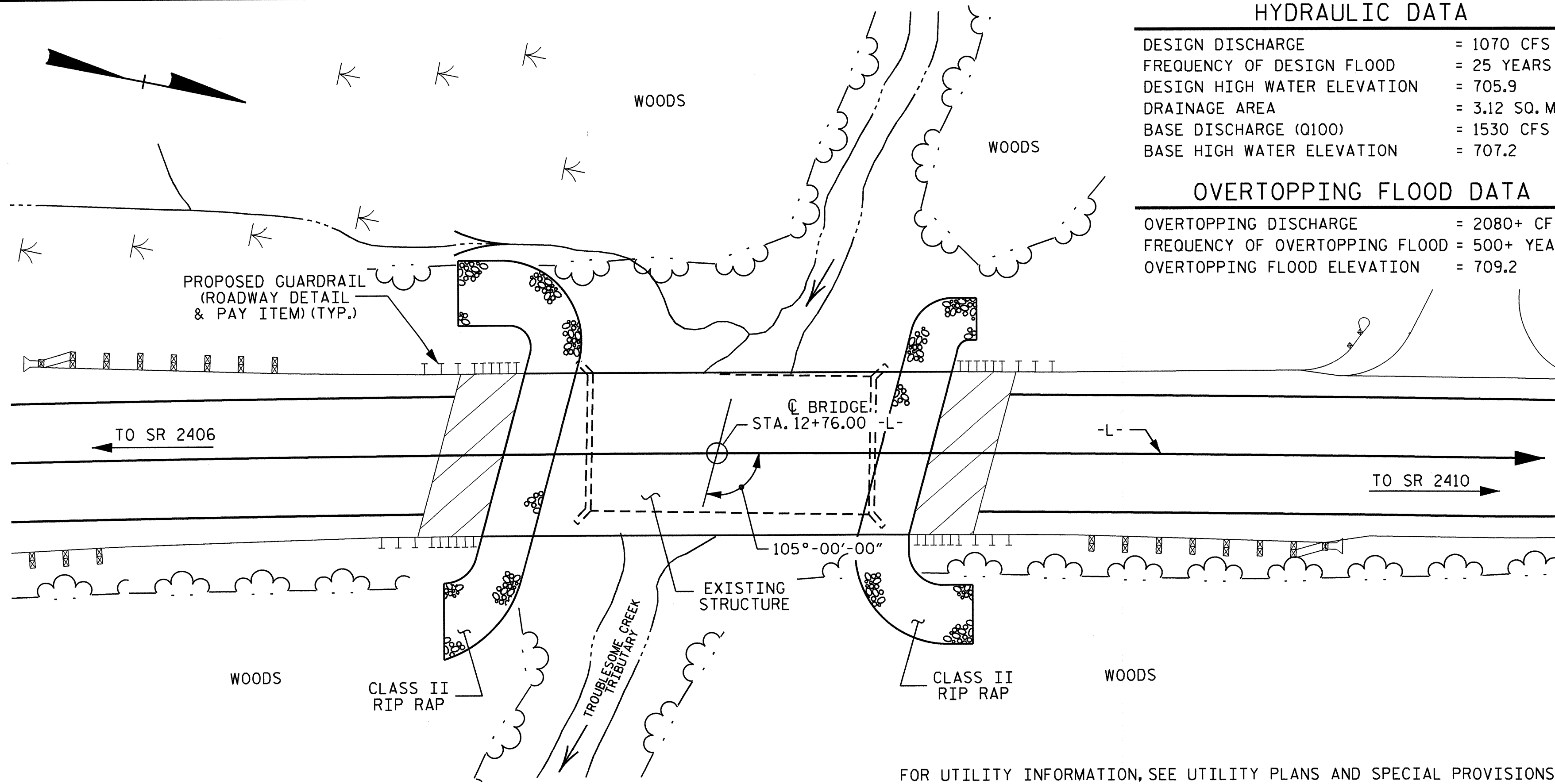


DRAWN BY : A. SORSENGINH DATE : 1/6/2012
CHECKED BY : D.R. CALHOUN DATE : 1/3/2013
DESIGN ENGINEER OF RECORD: A. SORSENGINH DATE : 1/6/2012

08-JAN-2013 13:40
R:\Structures\Plans\osor_senginh\Microstation\B-4806_SD_FL.dgn
osor_senginh

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

BM #2: RR SPIKE IN ROOT OF 15" SWEET GUM, 166' RIGHT, STA. 11+88.00 -L-, EL. 702.41.



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE	= 1070 CFS
FREQUENCY OF DESIGN FLOOD	= 25 YEARS
DESIGN HIGH WATER ELEVATION	= 705.9
DRAINAGE AREA	= 3.12 SQ. MI.
BASE DISCHARGE (Q100)	= 1530 CFS
BASE HIGH WATER ELEVATION	= 707.2

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 2080+ CFS
FREQUENCY OF OVERTOPPING FLOOD	= 500+ YEARS
OVERTOPPING FLOOD ELEVATION	= 709.2

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

NOTES

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 30 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. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE SUBSTRUCTURE OF THE EXISTING BRIDGES 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.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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

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. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE EXISTING STRUCTURE CONSISTING OF 3 SPANS, 2 @ 17'-9", 1 @ 17'-0", WITH A CLEAR ROADWAY WIDTH OF 24'-0" AND A 5" REINFORCED CONCRETE DECK AND 1" ASPHALT WEARING SURFACE ON TIMBER JOISTS WITH A SUBSTRUCTURE CONSISTING OF TIMBER CAP AND PILE BENTS AND STEEL CRUTCH BENTS AND TIMBER BULKHEADS AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT.

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."

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.

TOTAL BILL OF MATERIAL

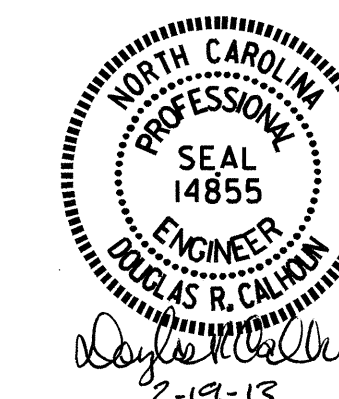
	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES	2 BAR METAL RAIL	1'-2" X 3'-1 3/4" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAMS	
	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN.FT.	LIN.FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN.FT.
SUPERSTRUCTURE				LUMP SUM			144.33	160.0			LUMP SUM	11	880.00
END BENT 1		LUMP SUM	19.0		2940	7	140		145	160			
END BENT 2		LUMP SUM	19.0		2940	7	245		140	155			
TOTAL	LUMP SUM	LUMP SUM	38.0	LUMP SUM	5880	14	385	144.33	160.0	315	LUMP SUM	11	880.00

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE OVER
 TROUBLESOME CREEK
 TRIBUTARY
 ON SR 2409 BETWEEN
 SR 2406 AND SR 2410



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

DRAWN BY: A. SORSENGINH DATE: 1/6/2012
 CHECKED BY: D.R. CALHOUN DATE: 1/3/2013
 DESIGN ENGINEER OF RECORD: A. SORSENGINH DATE: 1/6/2012

LOAD AND RESISTANCE FACTOR RATING (LRFD) SUMMARY FOR PRESTRESSED CONCRETE GIRDERS

LEVEL	VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING	MINIMUM RATING FACTORS (RF)	TONS = W X RF	STRENGTH I LIMIT STATE										SERVICE III LIMIT STATE					COMMENT NUMBER			
						MOMENT					SHEAR					MOMENT								
						LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN	GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	LIVELOAD FACTORS	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN		GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)	
DESIGN LOAD RATING	HL-93(Inv)	N/A	1	1.179	--	1.75	0.268	1.75	A	EL	39.224	0.584	1.27	A	EL	7.845	0.80	0.268	1.18	A	EL	39.224		
	HL-93(0pr)	N/A	--	1.644	--	1.35	0.268	2.27	A	EL	39.224	0.584	1.64	A	EL	7.845	N/A	--	--	--	--	--		
	HS-20(Inv)	36.000	2	1.564	56.305	1.75	0.268	2.33	A	EL	39.224	0.584	1.6	A	EL	7.845	0.80	0.268	1.56	A	EL	39.224		
	HS-20(0pr)	36.000	--	2.077	74.771	1.35	0.268	3.02	A	EL	39.224	0.584	2.08	A	EL	7.845	N/A	--	--	--	--	--		
LEGAL LOAD RATING	SV	SNSH	13,500	--	3.58	48.335	1.4	0.268	6.66	A	EL	39.224	0.584	4.81	A	EL	7.845	0.80	0.268	3.58	A	EL	39.224	
		SNGARBS2	20,000	--	2.647	52.933	1.4	0.268	4.92	A	EL	39.224	0.584	3.41	A	EL	7.845	0.80	0.268	2.65	A	EL	39.224	
		SNAGRIS2	22,000	--	2.498	54.946	1.4	0.268	4.64	A	EL	39.224	0.584	3.16	A	EL	7.845	0.80	0.268	2.50	A	EL	39.224	
		SNCOTTS3	27,250	--	1.781	48.534	1.4	0.268	3.31	A	EL	39.224	0.584	2.4	A	EL	7.845	0.80	0.268	1.78	A	EL	39.224	
		SNAGGRS4	34,925	--	1.48	51.695	1.4	0.268	2.75	A	EL	39.224	0.584	1.98	A	EL	7.845	0.80	0.268	1.48	A	EL	39.224	
		SNS5A	35,550	--	1.448	51.477	1.4	0.268	2.69	A	EL	39.224	0.584	2	A	EL	7.845	0.80	0.268	1.45	A	EL	39.224	
		SNS6A	39,950	--	1.325	52.939	1.4	0.268	2.46	A	EL	39.224	0.584	1.82	A	EL	7.845	0.80	0.268	1.33	A	EL	39.224	
	SNS7B	42,000	--	1.262	52.996	1.4	0.268	2.35	A	EL	39.224	0.584	1.79	A	EL	7.845	0.80	0.268	1.26	A	EL	39.224		
	TTST	TNAGRIT3	33,000	--	1.615	53.292	1.4	0.268	3	A	EL	39.224	0.584	2.17	A	EL	7.845	0.80	0.268	1.61	A	EL	39.224	
		TNT4A	33,075	--	1.621	53.618	1.4	0.268	3.01	A	EL	39.224	0.584	2.12	A	EL	7.845	0.80	0.268	1.62	A	EL	39.224	
		TNT6A	41,600	--	1.322	55.003	1.4	0.268	2.46	A	EL	39.224	0.584	1.89	A	EL	7.845	0.80	0.268	1.32	A	EL	39.224	
		TNT7A	42,000	--	1.327	55.736	1.4	0.268	2.47	A	EL	39.224	0.584	1.86	A	EL	7.845	0.80	0.268	1.33	A	EL	39.224	
		TNT7B	42,000	--	1.369	57.481	1.4	0.268	2.54	A	EL	39.224	0.584	1.75	A	EL	7.845	0.80	0.268	1.37	A	EL	39.224	
		TNAGRIT4	43,000	--	1.305	56.12	1.4	0.268	2.43	A	EL	39.224	0.584	1.69	A	EL	7.845	0.80	0.268	1.31	A	EL	39.224	
TNAGT5A		45,000	--	1.232	55.443	1.4	0.268	2.29	A	EL	39.224	0.584	1.68	A	EL	7.845	0.80	0.268	1.23	A	EL	39.224		
TNAGT5B	45,000	3	1.218	54.832	1.4	0.268	2.27	A	EL	39.224	0.584	1.61	A	EL	7.845	0.80	0.268	1.22	A	EL	39.224			

LOAD FACTORS:

DESIGN LOAD RATING FACTORS	LIMIT STATE	γ_{DC}	γ_{DW}
	STRENGTH I	1.25	1.50
	SERVICE III	1.00	1.00

NOTES:

MINIMUM RATING FACTORS ARE BASED ON THE STRENGTH I AND SERVICE III LIMIT STATES.

ALLOWABLE STRESSES FOR SERVICE III LIMIT STATE ARE AS REQUIRED FOR DESIGN.

COMMENTS:

- 1.
- 2.
- 3.
- 4.

CONTROLLING LOAD RATING

1 DESIGN LOAD RATING (HL-93)

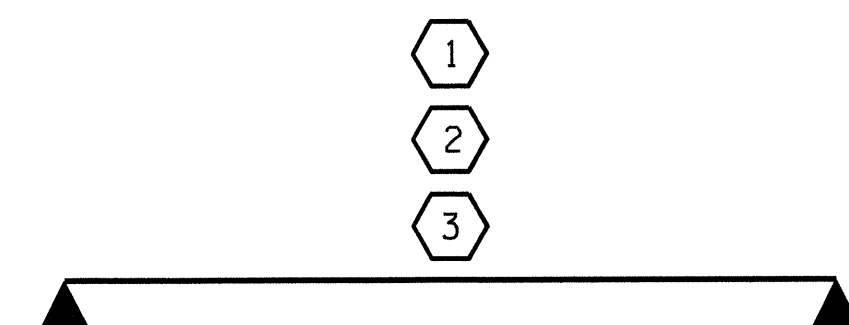
2 DESIGN LOAD RATING (HS-20)

3 LEGAL LOAD RATING **

** SEE CHART FOR VEHICLE TYPE

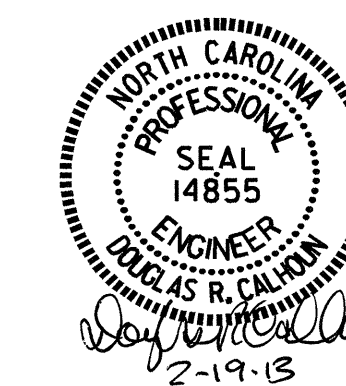
GIRDER LOCATION

I - INTERIOR GIRDER
EL - EXTERIOR LEFT GIRDER
ER - EXTERIOR RIGHT GIRDER



LRFR SUMMARY

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD
 LRFR SUMMARY FOR
 80' BOX BEAM UNIT
 105° SKEW
 (NON-INTERSTATE TRAFFIC)

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

ASSEMBLED BY : A. SORSENGINH DATE : 1/2012
 CHECKED BY : W.F. PARKER DATE : 1/2012
 DRAWN BY : TMG II/II
 CHECKED BY : AAC II/II

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 BOX BEAM SECTIONS SHALL BE GRADE 60 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE BOX BEAMS.

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

THE 2 1/2" Ø DOWEL HOLES AT FIXED ENDS OF BOX BEAM SECTIONS SHALL BE FILLED WITH NON-SHRINK GROUT.

THE BACKER RODS SHALL CONFORM TO THE REQUIREMENTS OF TYPE M BOND BREAKER, SEE SECTION 1028 OF THE STANDARD SPECIFICATIONS.

THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE BOX BEAM UNIT SHALL BE DONE WHEN THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 6000 PSI.

ALL REINFORCING STEEL IN PARAPETS AND END POSTS FOR TWO BAR RAIL SHALL BE EPOXY COATED.

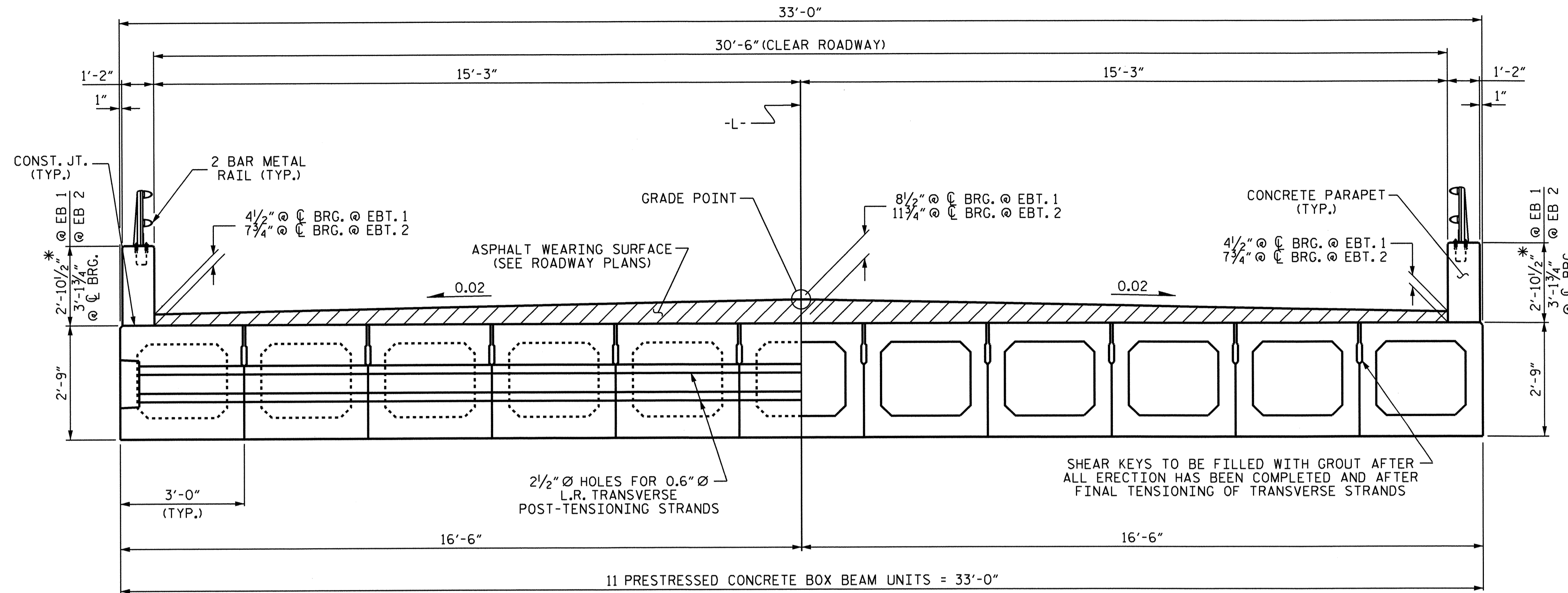
PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE BOX BEAM UNIT ENDS.

APPLY EPOXY PROTECTIVE COATING TO BOX BEAM UNIT ENDS.

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.

THE LOCATION OF THE VOID DRAINS MAY BE SHIFTED SLIGHTLY WHERE NECESSARY TO CLEAR PRESTRESSING STRANDS OR TRANSVERSE REINFORCING STEEL.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.



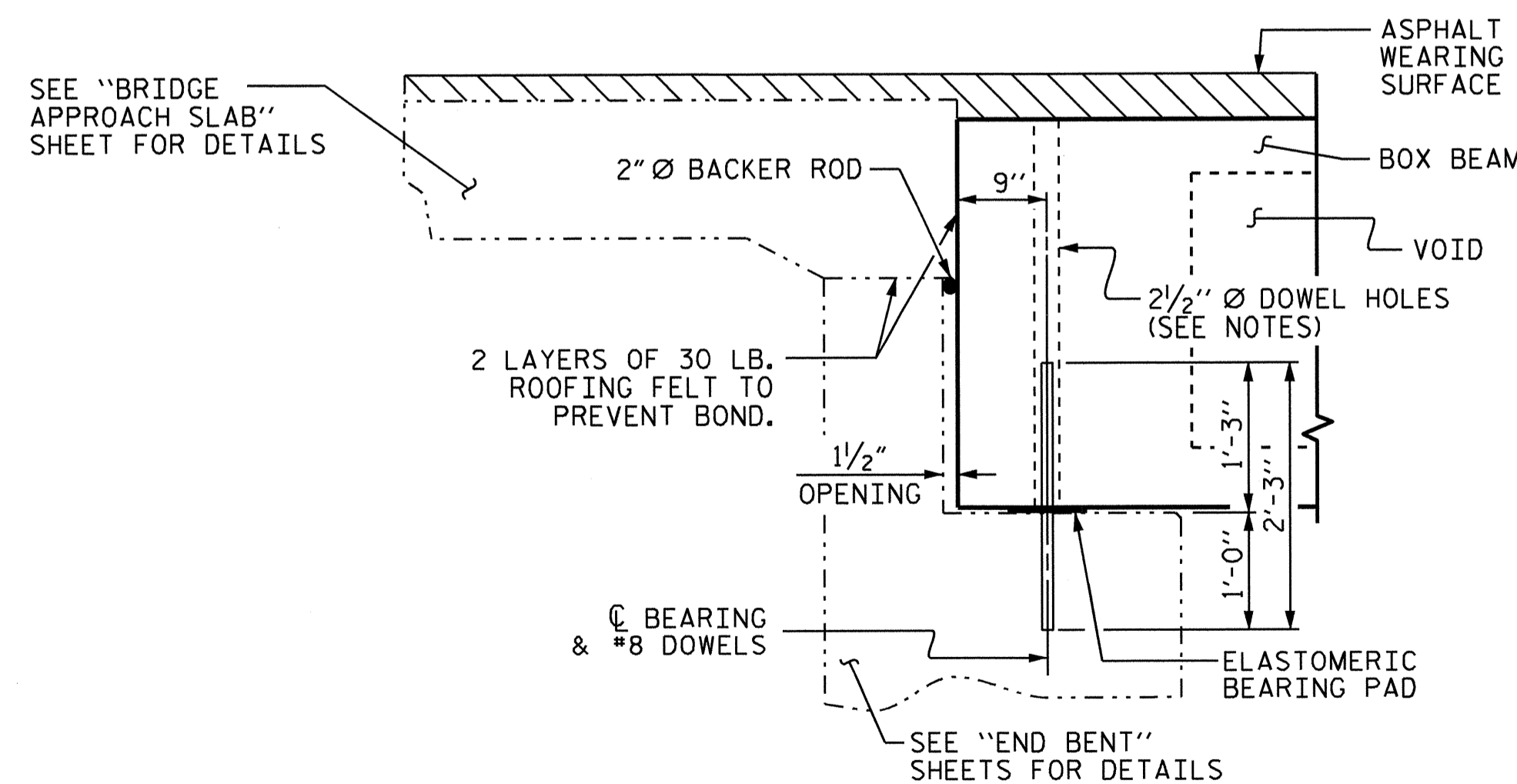
HALF SECTION
AT INTERMEDIATE DIAPHRAGMS

HALF SECTION
THROUGH VOIDS

TYPICAL SECTION

* THE MAXIMUM PARAPET HEIGHT AND ASPHALT THICKNESS IS SHOWN. THE HEIGHT OF THE PARAPET AND ASPHALT THICKNESS VARIES WHILE THE TOP OF THE PARAPET FOLLOWS THE PROFILE OF THE GUTTERLINE. FOR PARAPET HEIGHT DETAILS AND ASPHALT THICKNESS, SEE SHEET 5 OF 5.

FIXED END

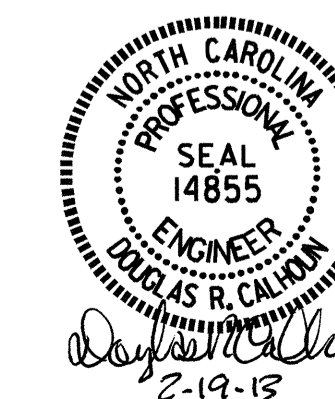


SECTION AT END BENT

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

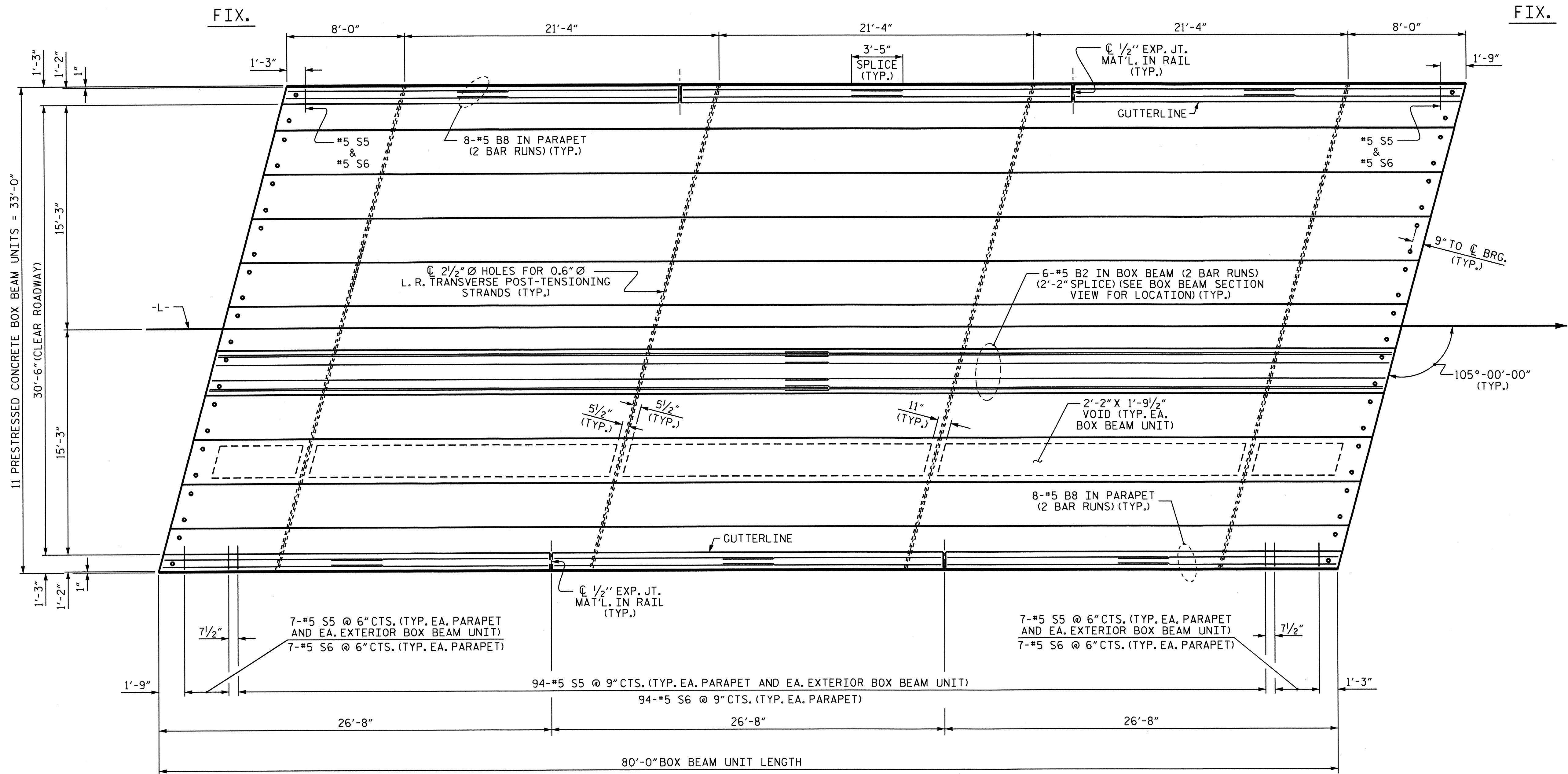
SHEET 1 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 3'-0" X 2'-9"
 PRESTRESSED CONCRETE
 BOX BEAM UNIT

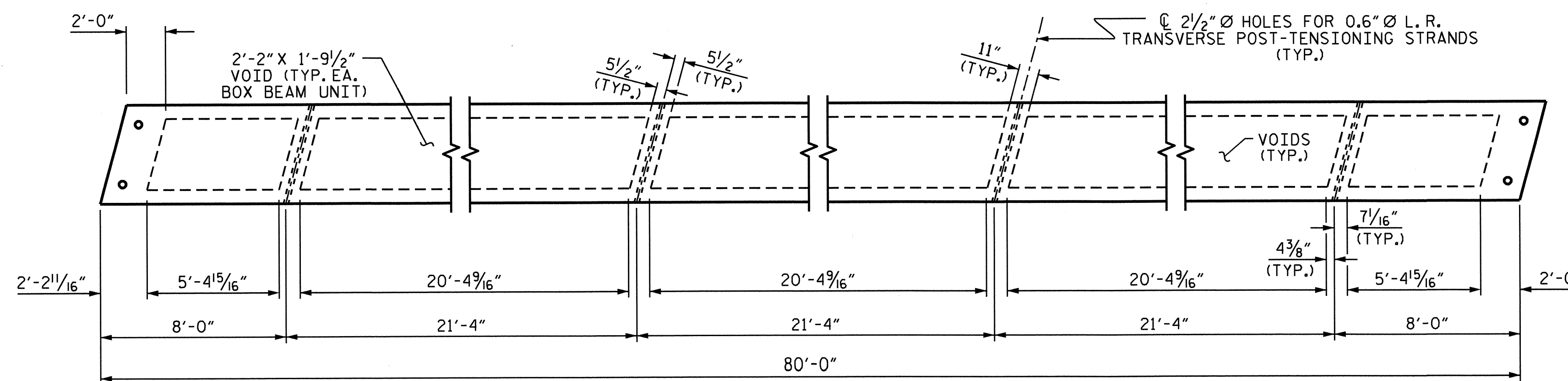


REVISIONS						SHEET NO. S-5
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 19
2			4			

ASSEMBLED BY :	A. SORSENGINH	DATE :	1/2012
CHECKED BY :	W. F. PARKER	DATE :	1/2012
DRAWN BY :	DCE 8/11		
CHECKED BY :	TMC 11/11		



PLAN OF UNIT



DIAPHRAGM AND VOID LAYOUT

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 2 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

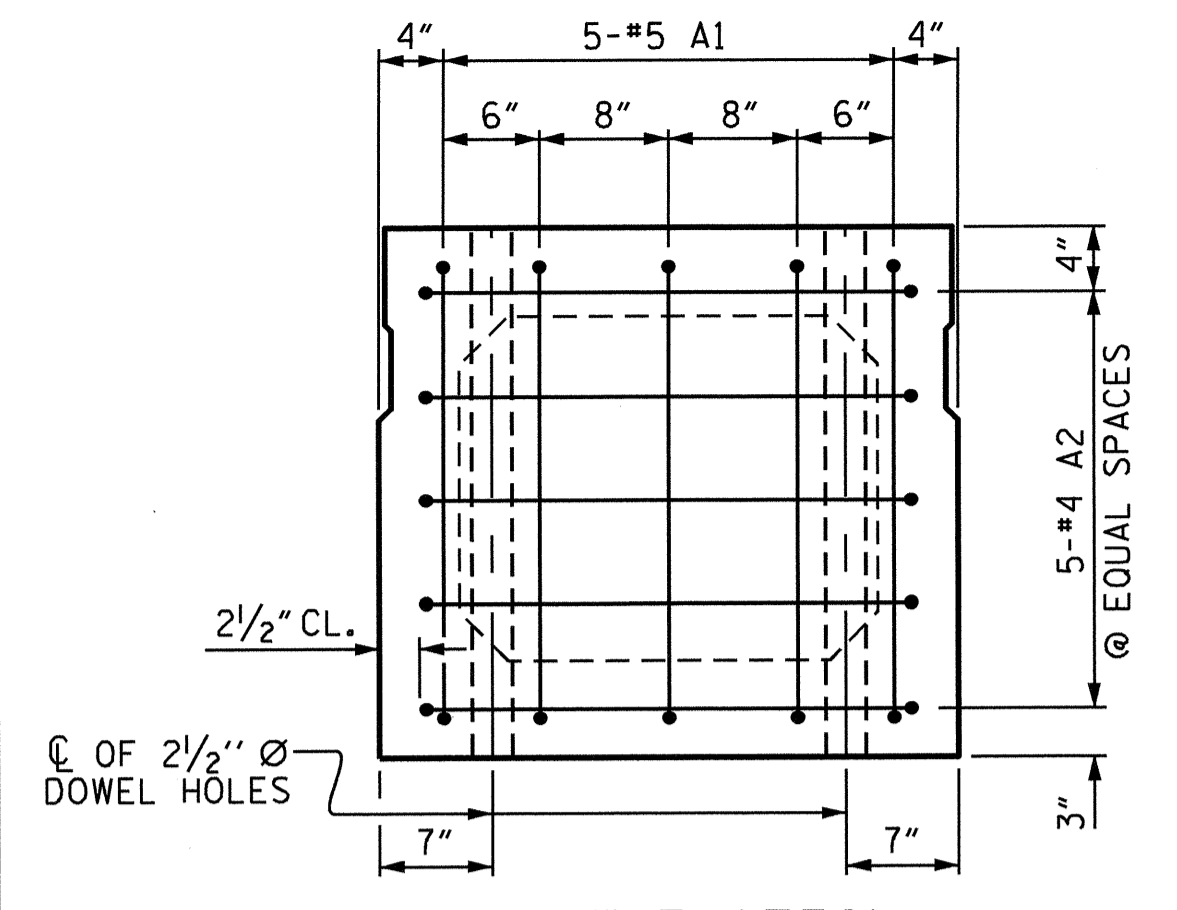
PLAN OF 80' UNIT
 30'-6" CLEAR ROADWAY
 105° SKEW



ASSEMBLED BY : A. SORSENGINH DATE : 1/2012
 CHECKED BY : W. F. PARKER DATE : 1/2012
 DRAWN BY : DGE 8/11
 CHECKED BY : TMG 11/11

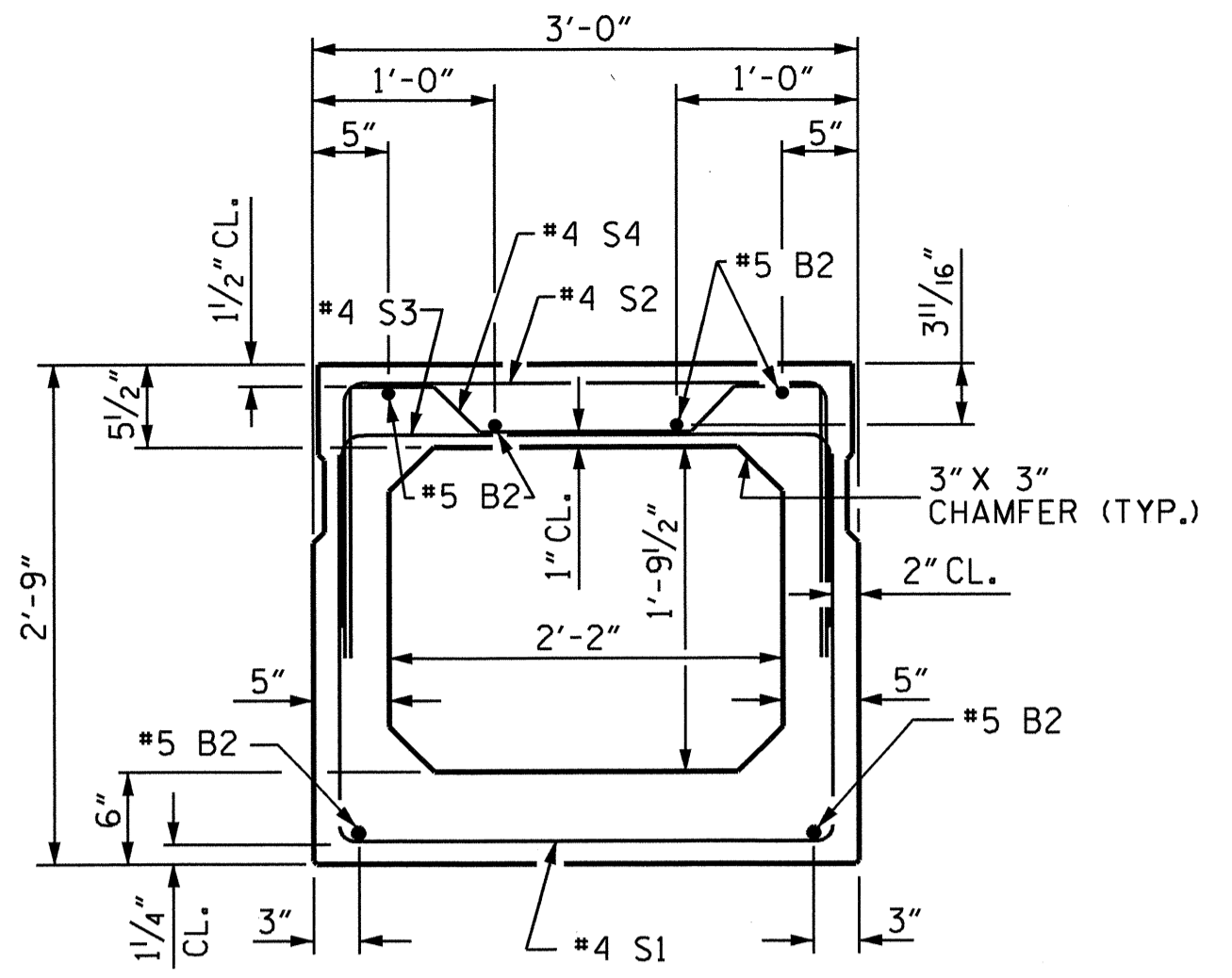
08-JAN-2013 13:30
 F:\Structures\Plans\sorsenginh\Microstation\B-4806.SD.S.dgn
 akpatel

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			19



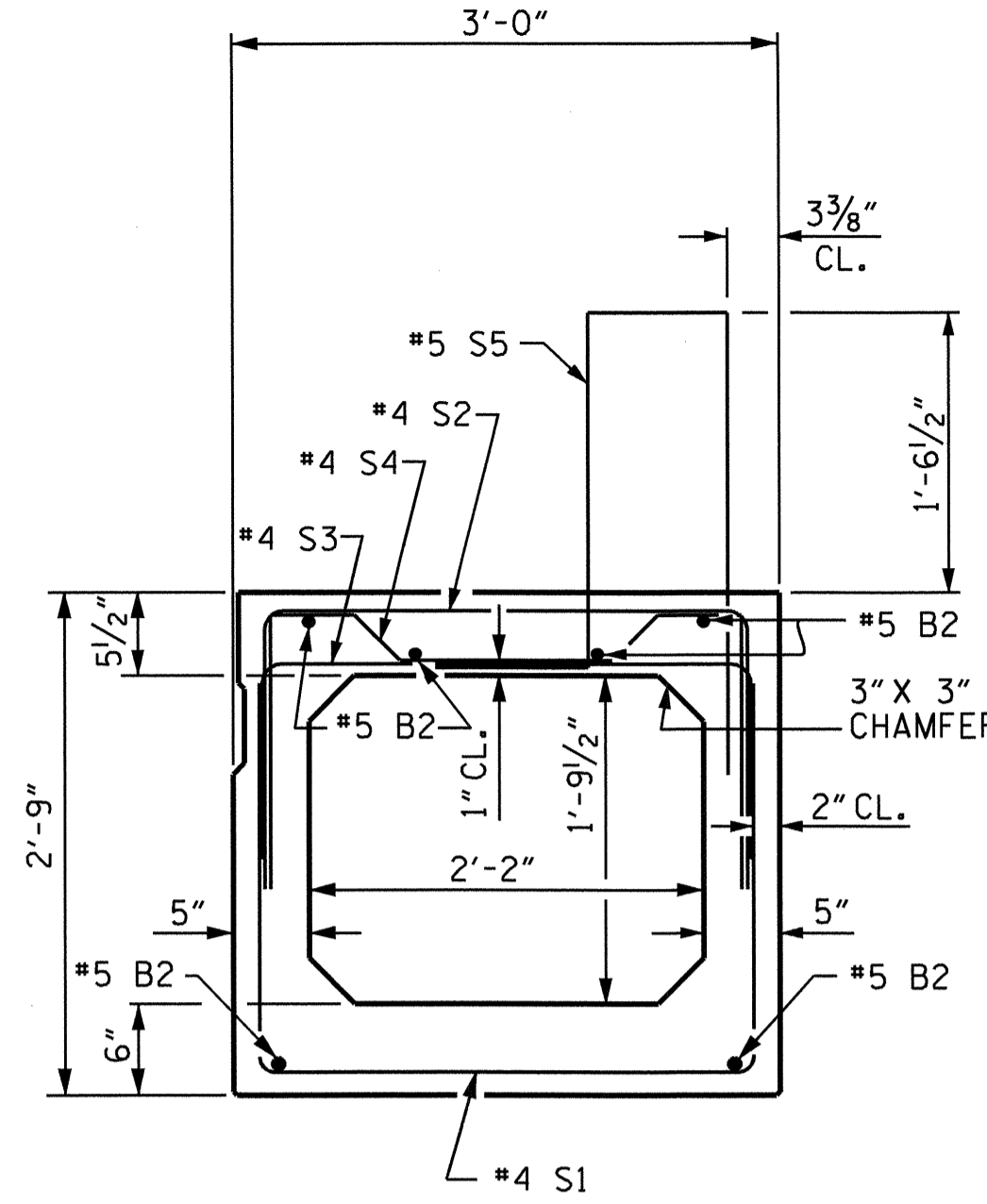
END ELEVATION

SHOWING PLACEMENT OF #5 & #4 "A" BARS AND LOCATION OF DOWEL HOLES. INTERIOR BOX BEAM SECTION SHOWN-EXTERIOR SECTION SIMILAR EXCEPT SHEAR KEY LOCATION. STRAND LAYOUT NOT SHOWN.



INTERIOR BOX BEAM SECTION

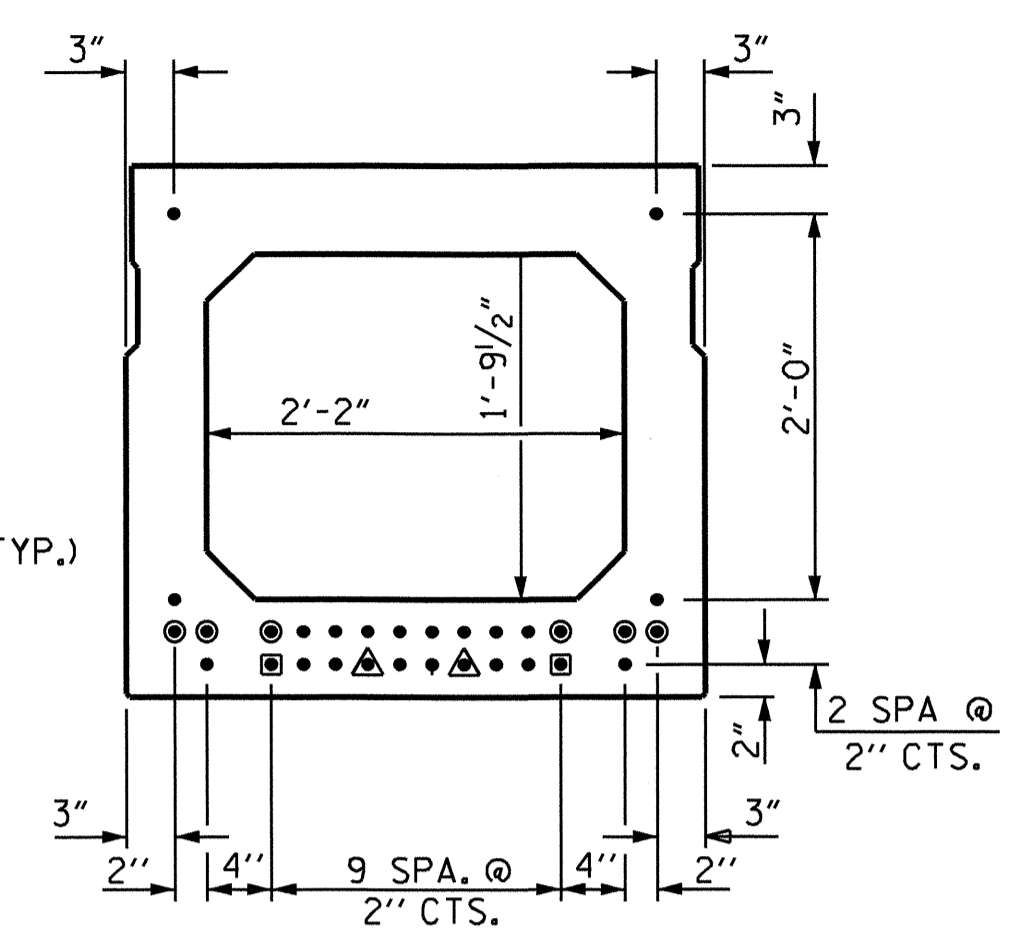
(STRAND LAYOUT NOT SHOWN)



EXTERIOR BOX BEAM SECTION

(STRAND LAYOUT NOT SHOWN)

0.6" Ø LOW RELAXATION STRAND LAYOUT



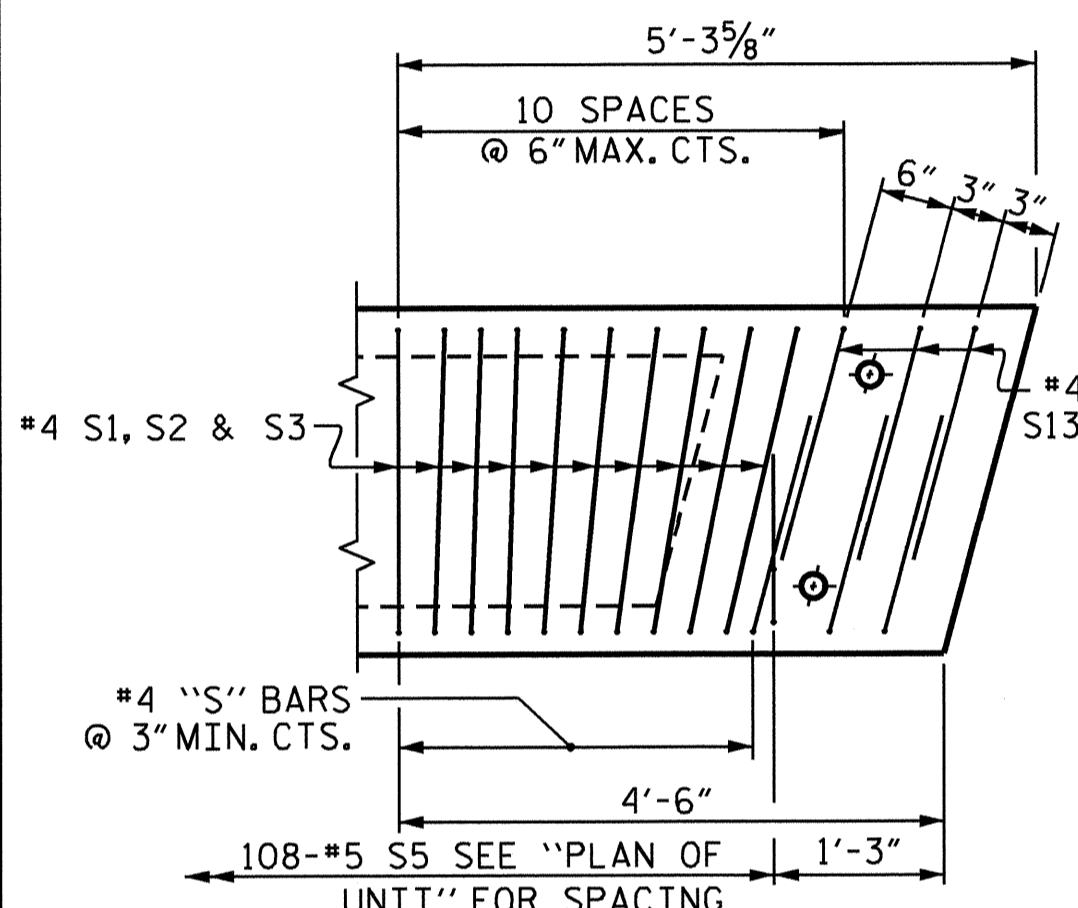
TYPICAL STRAND LOCATION

(24 STRANDS REQUIRED)

DEBONDING LEGEND

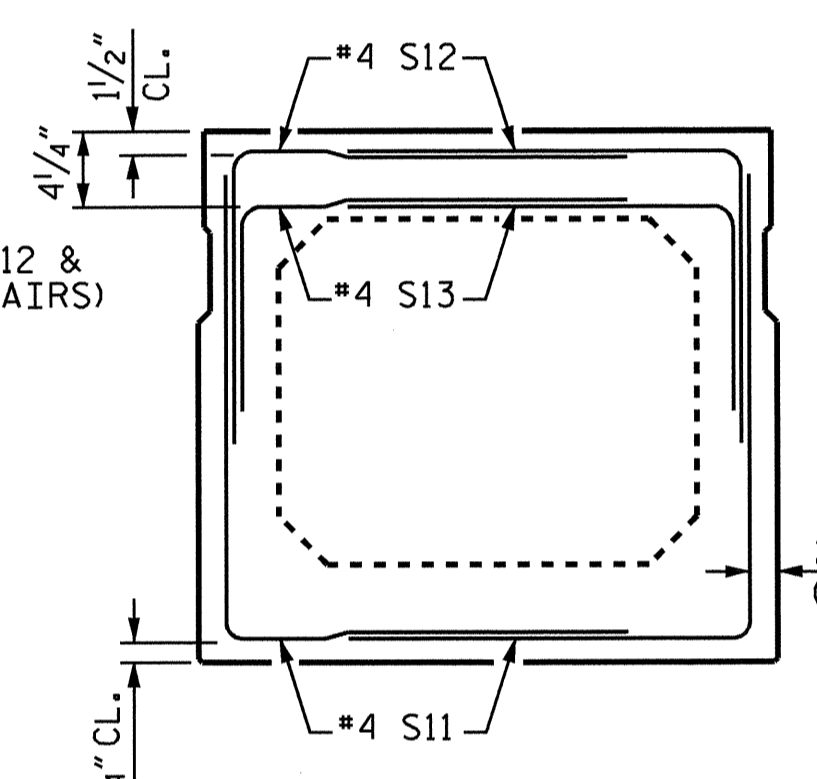
- FULLY BONDED STRANDS
- ◐ STRANDS DEBONDED FOR 4'-0" FROM END OF GIRDER
- ◑ STRANDS DEBONDED FOR 10'-0" FROM END OF GIRDER
- ◒ OPTIONAL FULL LENGTH DEBONDED STRANDS. THESE STRANDS ARE NOT REQUIRED, IF THE FABRICATOR CHOOSES TO INCLUDE THESE STRANDS IN THE BOX BEAM UNIT, THE STRANDS SHALL BE DEBONDED FOR THE FULL LENGTH OF THE UNIT AT NO ADDITIONAL COST.

BOND SHALL BE BROKEN ON STRANDS AS SHOWN FOR THE SPECIFIED LENGTH FROM EACH END OF THE BOX BEAM. SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.



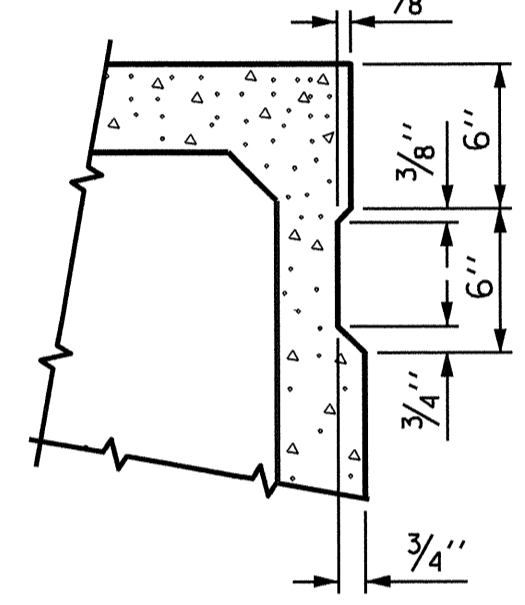
DETAIL "B"

EXTERIOR UNIT SHOWN, INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS. "B" BARS AND "A" BARS NOT SHOWN.



END VIEW

(SHOWING #4 "S" BARS IN END OF BEAM)



SHEAR KEY DETAIL

NOTE: OMIT SHEAR KEY ON OUTSIDE FACE OF EXTERIOR BOX BEAMS.

GRADE 270 STRANDS	
	0.6" Ø L.R.
AREA (SQUARE INCHES)	0.217
ULTIMATE STRENGTH (LBS. PER STRAND)	58,600
APPLIED PRESTRESS (LBS. PER STRAND)	43,950

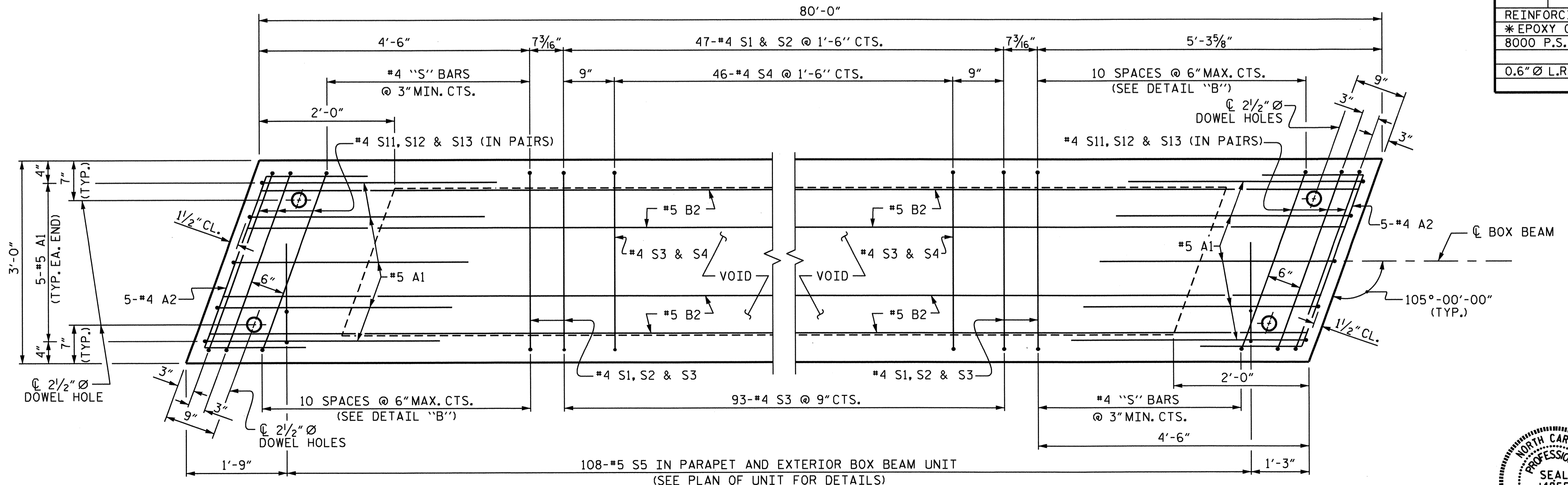
BAR TYPES

THIS LEG AT TOP OF UNIT

ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR ONE BOX BEAM SECTION

BAR	NUMBER	SIZE	TYPE	EXTERIOR UNIT		INTERIOR UNIT	
				LENGTH	WEIGHT	LENGTH	WEIGHT
A1	10	#5	1	6'-8"	70	6'-8"	70
A2	34	#4	2	5'-8"	129	5'-8"	129
B2	12	#5	STR	40'-11"	512	40'-11"	512
K1	12	#4	6	6'-2"	49	6'-2"	49
K2	8	#4	STR	2'-7"	14	2'-7"	14
S1	67	#4	3	7'-6"	336	7'-6"	336
S2	67	#4	3	5'-8"	254	5'-8"	254
S3	113	#4	3	4'-10"	365	4'-10"	365
S4	46	#4	4	5'-10"	179	5'-10"	179
S11	12	#4	7	4'-10"	39	4'-10"	39
S12	12	#4	7	3'-11"	31	3'-11"	31
S13	12	#4	7	3'-6"	28	3'-6"	28
*S5	108	#5	5	6'-4"	713	--	--
REINFORCING STEEL				2006	LBS.	2006	LBS.
* EPOXY COATED REINF. STEEL				713	LBS.		
8000 P.S.I. CONCRETE				14.3	CU. YDS.	14.1	CU. YDS.
0.6" Ø L.R. STRANDS				No.	24	No.	24



PLAN OF BOX BEAM

EXTERIOR UNIT SHOWN, INTERIOR UNIT SIMILAR EXCEPT OMIT #5 S5 BARS. FOR LOCATION OF DIAPHRAGMS, SEE PLAN OF UNIT. FOR REINFORCING STEEL IN DIAPHRAGMS, SEE DIAPHRAGM DETAILS.

ASSEMBLED BY : A. SORSENGINH DATE : 12/2012
 CHECKED BY : W. F. PARKER DATE : 12/2012
 DRAWN BY : DGE 11/II
 CHECKED BY : TMG 11/II

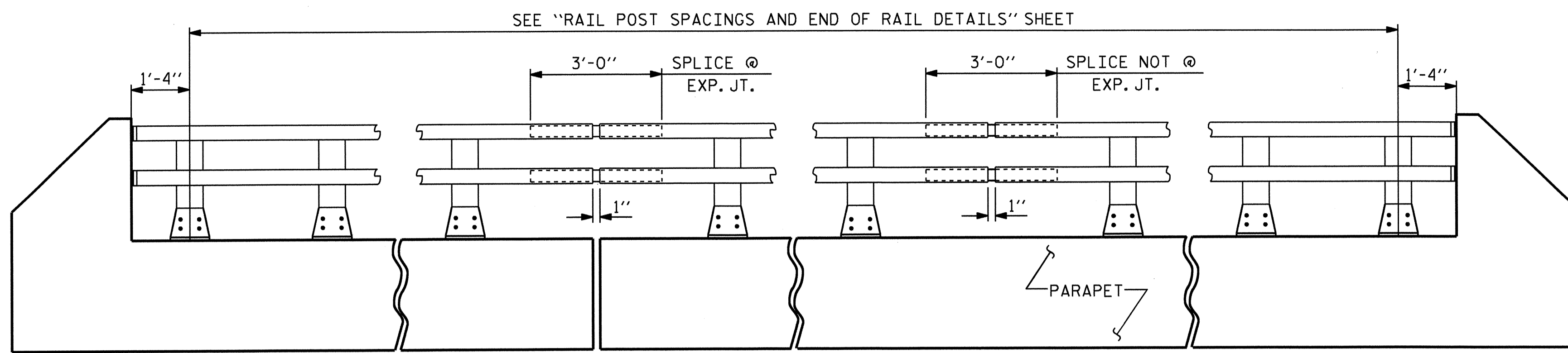


PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-
 SHEET 3 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD

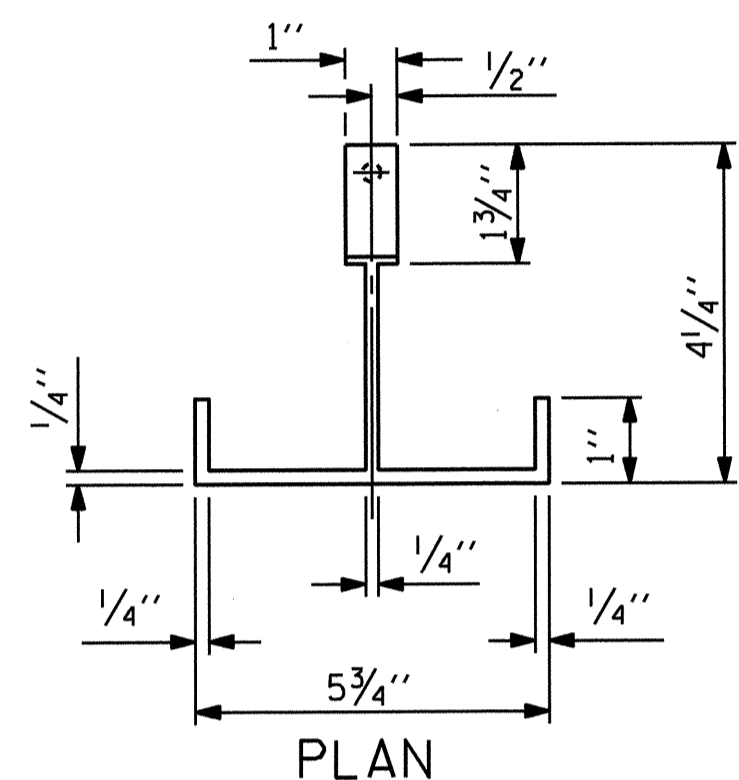
3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAM UNIT

REVISIONS						SHEET NO. S-7
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 19
2			4			

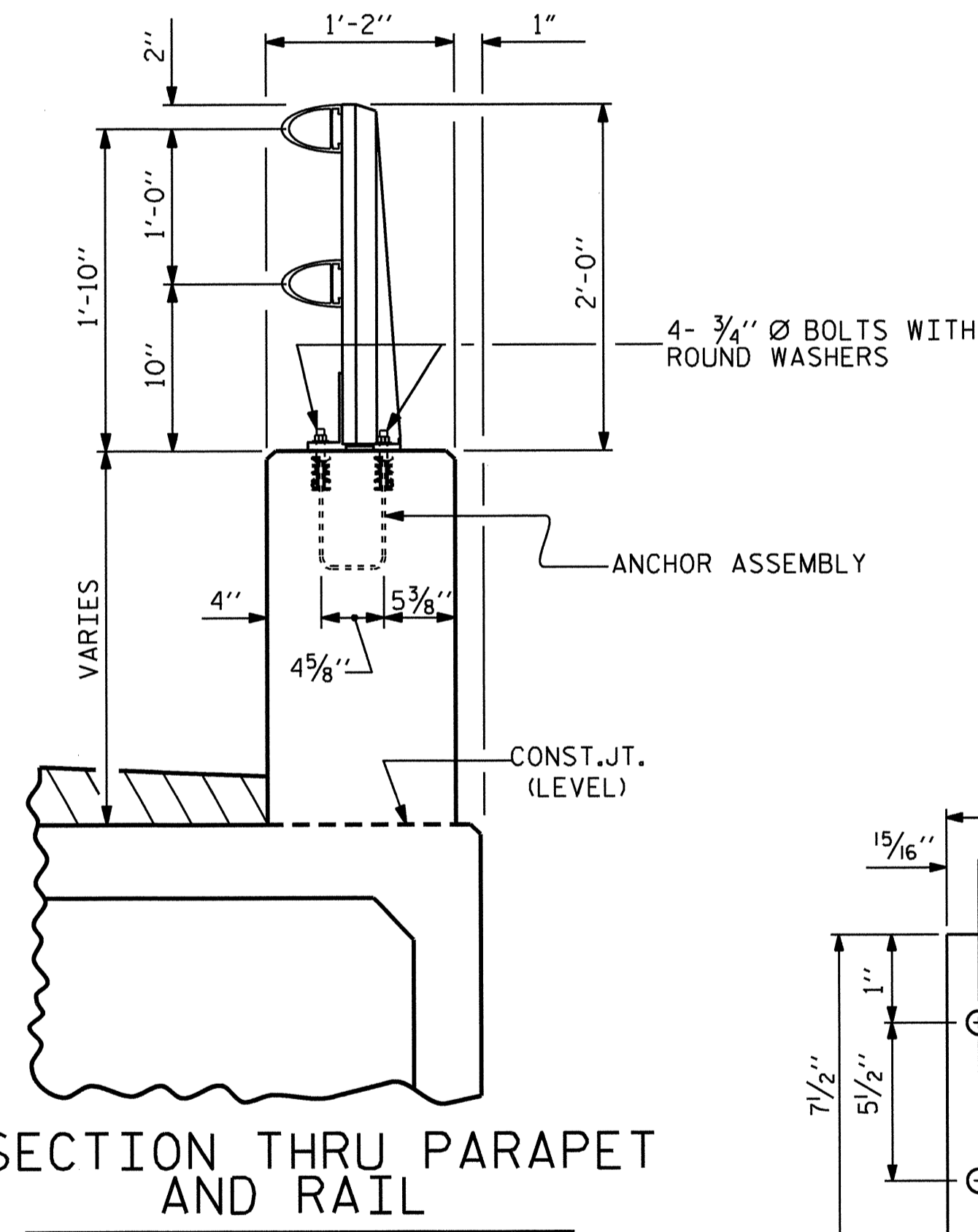


ELEVATION

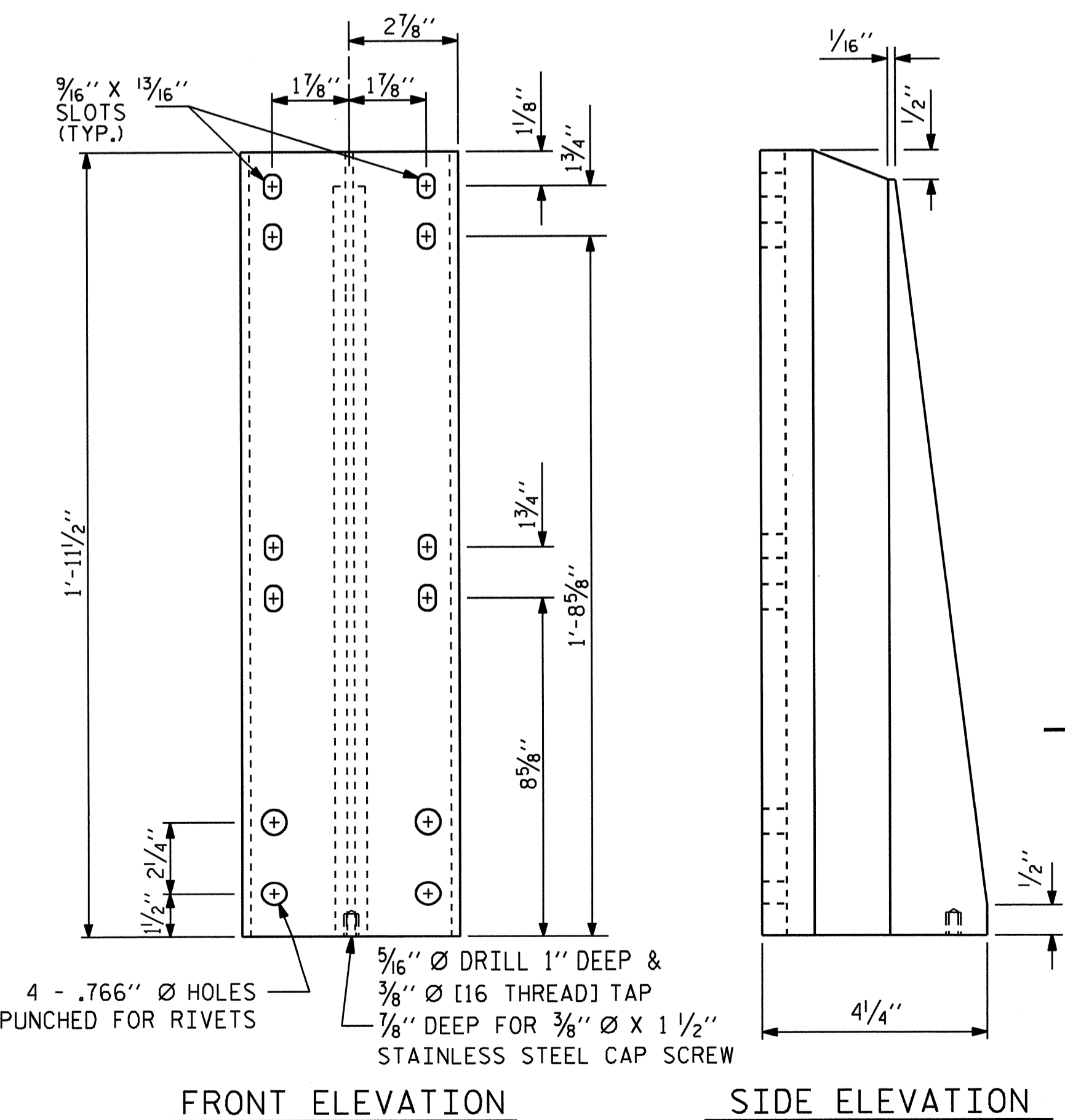
NOTE : FOR ATTACHMENT OF METAL RAIL TO END POST, SEE STANDARD NO. BMR2.



PLAN



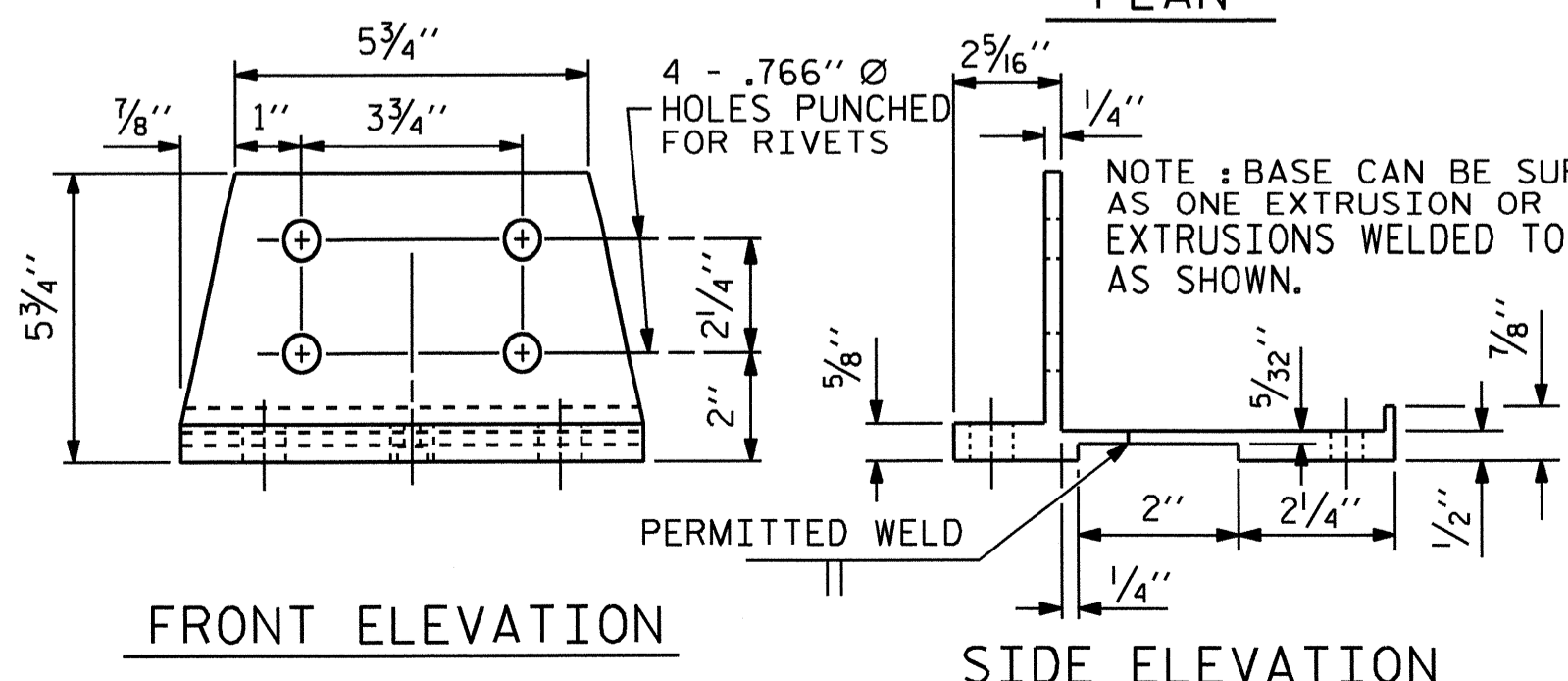
SECTION THRU PARAPET AND RAIL



FRONT ELEVATION

SIDE ELEVATION

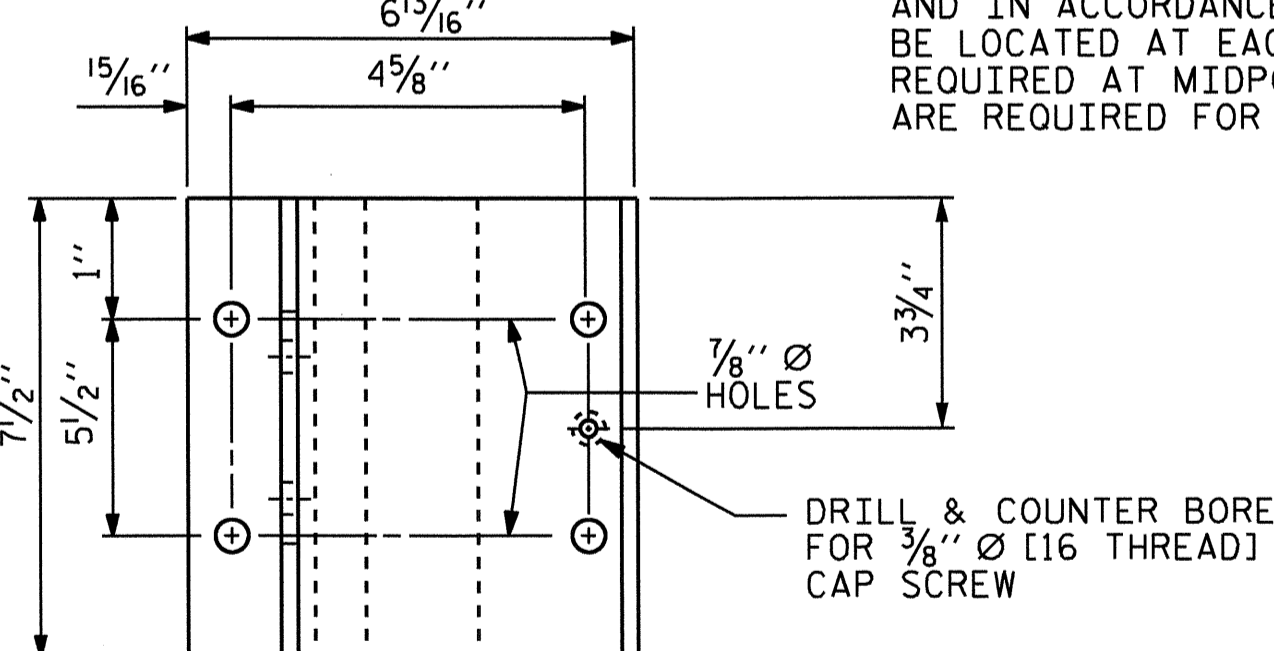
DETAILS OF POST



FRONT ELEVATION

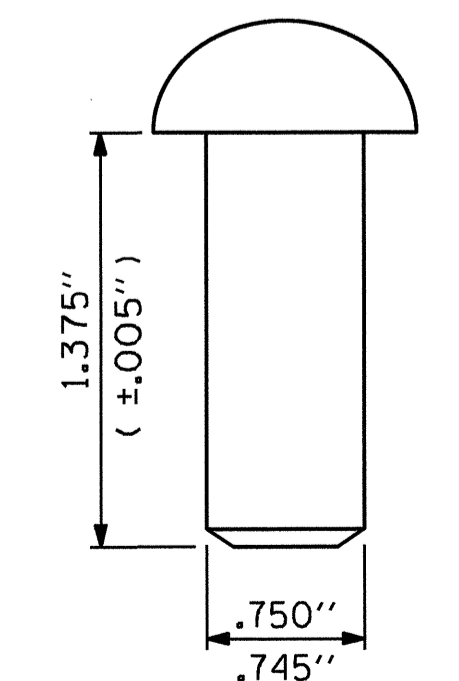
SIDE ELEVATION

POST BASE DETAILS



PLAN

DRILL & COUNTER BORE FOR 3/8" Ø [16 THREAD] CAP SCREW



RIVET DETAIL

PAY LENGTH = 144.33 LIN. FT.



NOTES

AT THE CONTRACTOR'S OPTION, METAL RAIL MAY BE EITHER ALUMINUM OR GALVANIZED STEEL IN ACCORDANCE WITH THE REQUIREMENTS OF THE GENERAL NOTES AND THE FOLLOWING SPECIFICATIONS FOR THE ALTERNATE MATERIALS; HOWEVER, THE CONTRACTOR WILL BE REQUIRED TO USE THE SAME RAIL MATERIAL ON ALL STRUCTURES ON THE PROJECT FOR WHICH METAL RAIL IS DESIGNATED.

ALUMINUM RAILS

MATERIAL FOR POSTS, BASES AND RAILS, EXPANSION BARS AND CLAMP BARS SHALL BE ASTM B-221 ALLOY 6061-T6. MATERIAL FOR RIVETS SHALL BE ASTM B316 ALLOY 6061-T6. RIVETS SHALL BE STANDARD BUTTON HEAD AND CONE POINT COLD DRIVEN AS PER DRAWING. THE BASE OF RAIL POSTS, OR ANY OTHER ALUMINUM SURFACE IN CONTACT WITH CONCRETE SHALL BE THOROUGHLY COATED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND OF APPROVED QUALITY. MATERIAL FOR SHIMS TO BE ASTM B209 ALLOY 6061-T6.

GALVANIZED STEEL RAILS

MATERIAL AND GALVANIZING ARE TO CONFORM TO THE FOLLOWING SPECIFICATIONS: POST, POST BASES, RAILS, EXPANSION BARS AND CLAMP BARS: AASHTO M270 GRADE 36 STRUCTURAL STEEL - GALVANIZED TO AASHTO M111. RIVETS: RIVETS SHALL MEET THE REQUIREMENTS OF ASTM A502 FOR GRADE 1 RIVETS. THE CUT ENDS OF GALVANIZED STEEL RAILING, AFTER GRINDING SMOOTH SHALL BE GIVEN TWO COATS OF ZINC RICH PAINT MEETING THE REQUIREMENTS OF FEDERAL SPECIFICATION MIL-P-26915 USAF TYPE 1, OR OF FEDERAL SPECIFICATIONS TT-P-641. SHIMS: SHIMS SHALL MEET THE REQUIREMENTS OF ASTM A570 FOR GRADE 33 OR A611 FOR GRADE C AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111. RAIL CAPS: RAIL CAPS SHALL MEET THE REQUIREMENTS OF ASTM A570 FOR GRADE 33 OR A611 FOR GRADE C AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.

GENERAL NOTES

RAILING SHALL BE CONTINUOUS FROM END POST TO END POST OF BRIDGE. EACH JOINT IN RAIL LENGTH SHALL BE SPLICED AS DETAILED. PANEL LENGTHS OF RAIL SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS. FOR END OF RAIL TO CLEAR FACE OF CONCRETE END POST DIMENSION, SEE SHEET S-12. CAP SCREWS SHALL BE ASTM F593 ALLOY 305 STAINLESS STEEL. WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL. CERTIFIED MILL REPORTS ARE REQUIRED FOR RAILS AND POSTS. SHOP INSPECTION IS NOT REQUIRED. METAL RAIL POSTS SHALL BE SET NORMAL TO CURB GRADE. METHOD OF MEASUREMENT FOR METAL RAILS: FOR LENGTH OF METAL RAILS TO BE PAID FOR, SEE THE STANDARD SPECIFICATIONS. CURVED RAIL USAGE: WHERE RAILS ARE TO BE USED ON BRIDGES ON HORIZONTAL AND/OR VERTICAL CURVATURE THE CONTRACTOR MAY, AT HIS OPTION, HAVE THE REQUIRED CURVATURE IN THE RAIL FORMED IN THE SHOP OR IN THE FIELD. IN EITHER EVENT, THE RAIL SHALL CONFORM WITHOUT BUCKLING OR KINKING TO THE REQUIRED CURVATURE IN A UNIFORM MANNER ACCEPTABLE TO THE ENGINEER. TO INSURE FUTURE IDENTIFICATION OF THE FABRICATOR, A PERMANENT IDENTIFYING MARK SHALL BE PLACED ON EACH POST. THE METHOD OF MARKING AND LOCATION SHALL BE SUCH THAT IT DOES NOT DETRACT FROM THE APPEARANCE OF THE POST, BUT REMAINS VISIBLE AFTER RAIL PLACEMENT. SHIMS SHALL BE USED AS NECESSARY FOR POST ALIGNMENT. ALLOY 6351-T5 MAY BE SUBSTITUTED FOR ALLOY 6061-T6 WHERE APPLICABLE. MINOR VARIATIONS IN DETAILS OF METAL RAIL WILL BE CONSIDERED. DETAILS OF SUCH VARIATIONS, IF DESIRED, SHALL BE SUBMITTED FOR APPROVAL. GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE PARAPET AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN PARAPET EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF PARAPET SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

PROJECT NO. B-4806
 ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH						SHEET NO. S-10
STANDARD						TOTAL SHEETS 19
2 BAR METAL RAIL						
REVISIONS						
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			

ASSEMBLED BY :	A. SORSENGINH	DATE :	1/2012
CHECKED BY :	W. F. PARKER	DATE :	1/2012
DRAWN BY :	EEM 6/94	REV. 5/7/03R	RWW/JTE
CHECKED BY :	RCW 6/94	REV. 5/1/06	TLA/GM
		REV. 10/1/11	MAA/GM

NOTES

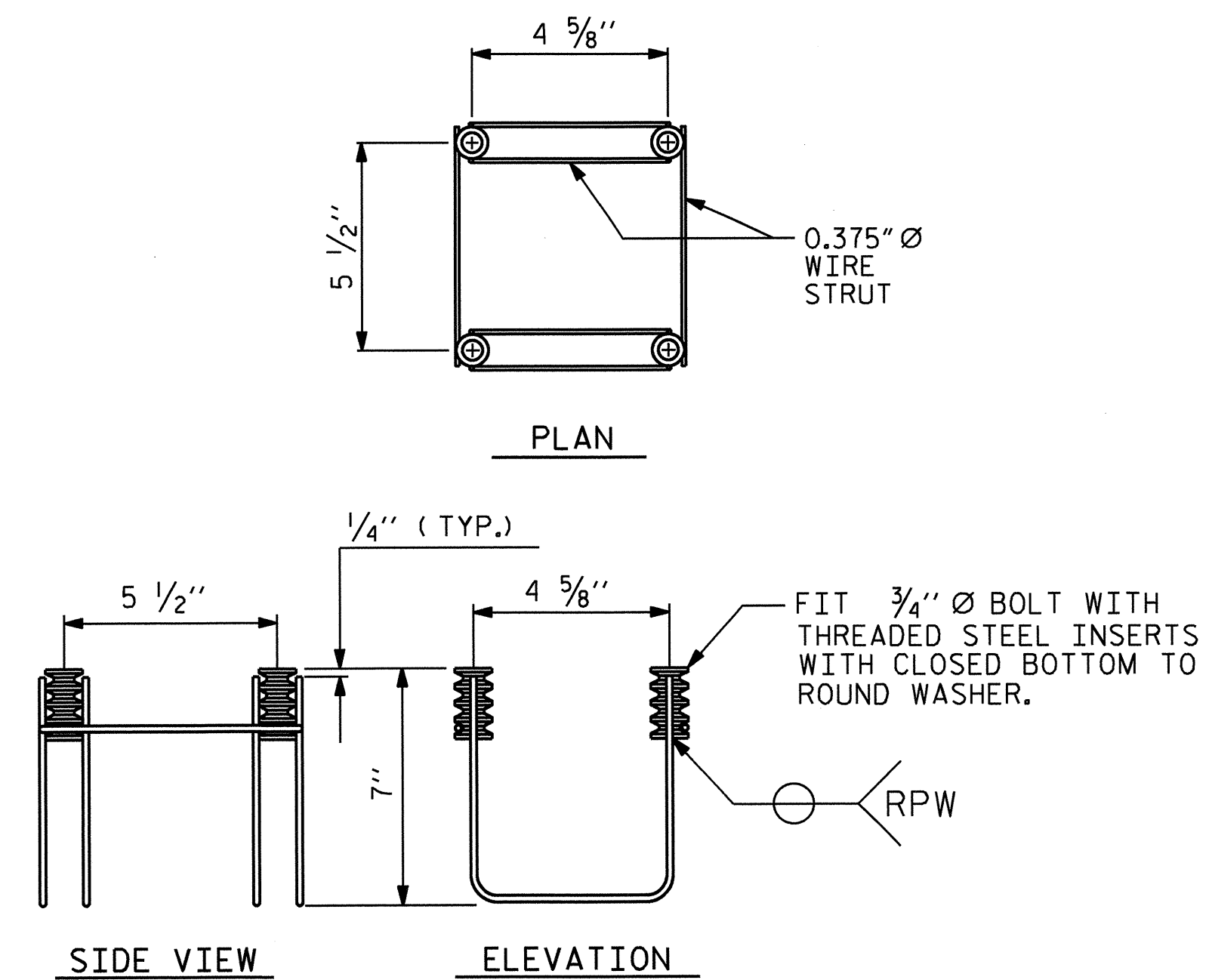
STRUCTURAL CONCRETE ANCHOR ASSEMBLY

THE STRUCTURAL CONCRETE ANCHOR ASSEMBLY SHALL CONSIST OF THE FOLLOWING COMPONENTS :

- A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 2" FOR 3/4" FERRULES.
- B. 4 - 3/4" Ø X 2 1/2" BOLTS WITH WASHERS. BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLTS AND WASHERS SHALL BE GALVANIZED. AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 3/4" Ø X 2 1/2" GALVANIZED BOLTS 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.
- C. WIRE STRUT SHOWN IN THE CONCRETE ANCHOR ASSEMBLY DETAIL IS THE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI. AS AN OPTION, A 7/16" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.
- D. THE METAL RAIL ANCHOR ASSEMBLIES TO BE HOT DIPPED GALVANIZED TO CONFORM TO REQUIREMENTS OF AASHTO M111.
- E. THE COST OF THE METAL RAIL ANCHOR ASSEMBLY WITH BOLTS AND WASHERS COMPLETE IN PLACE SHALL BE INCLUDED IN THE PRICE BID FOR LINEAR FEET OF METAL RAIL.
- F. BOLTS TO BE TIGHTENED ONE-HALF TURN WITH A WRENCH FROM A FINGER-TIGHT POSITION.

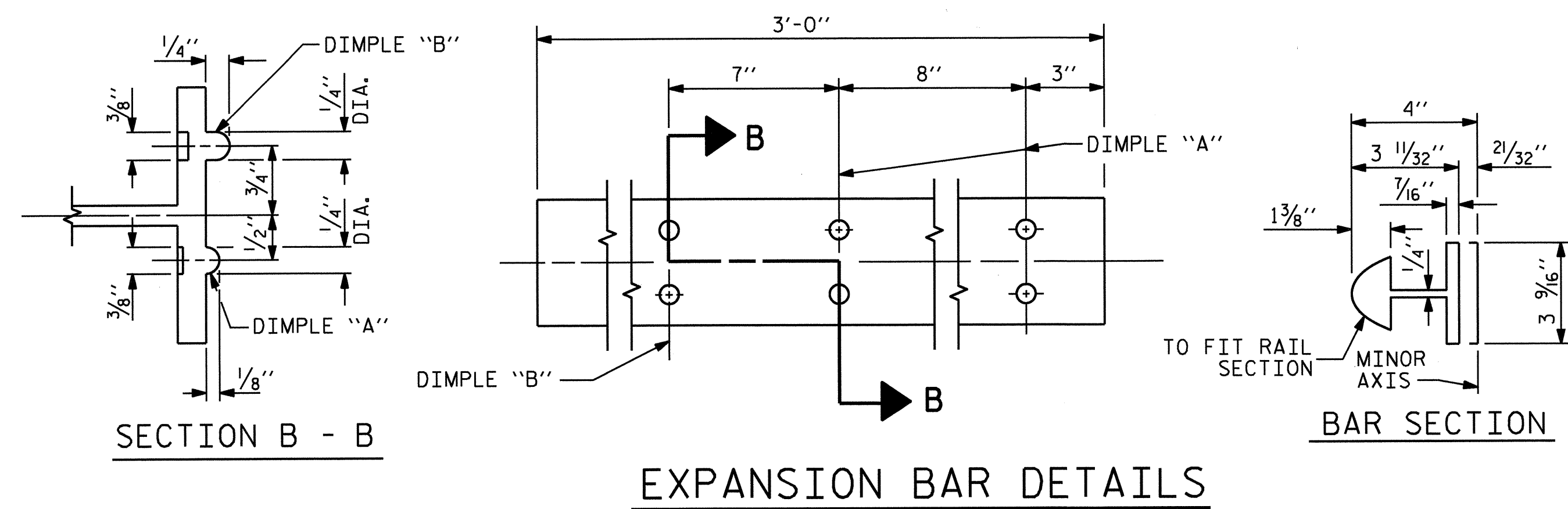
THE CONTRACTOR MAY USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF THE METAL RAIL ANCHOR ASSEMBLY. LEVEL ONE FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 3/4" Ø BOLT IS 10 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE THE STANDARD SPECIFICATIONS.

WHEN ADHESIVELY ANCHORED ANCHOR BOLTS ARE USED, BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F593 ALLOY 304 STAINLESS STEEL WITH MINIMUM 75,000 PSI ULTIMATE STRENGTH. NUTS SHALL MEET THE REQUIREMENTS OF ASTM F594 ALLOY 304 STAINLESS STEEL AND WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL.

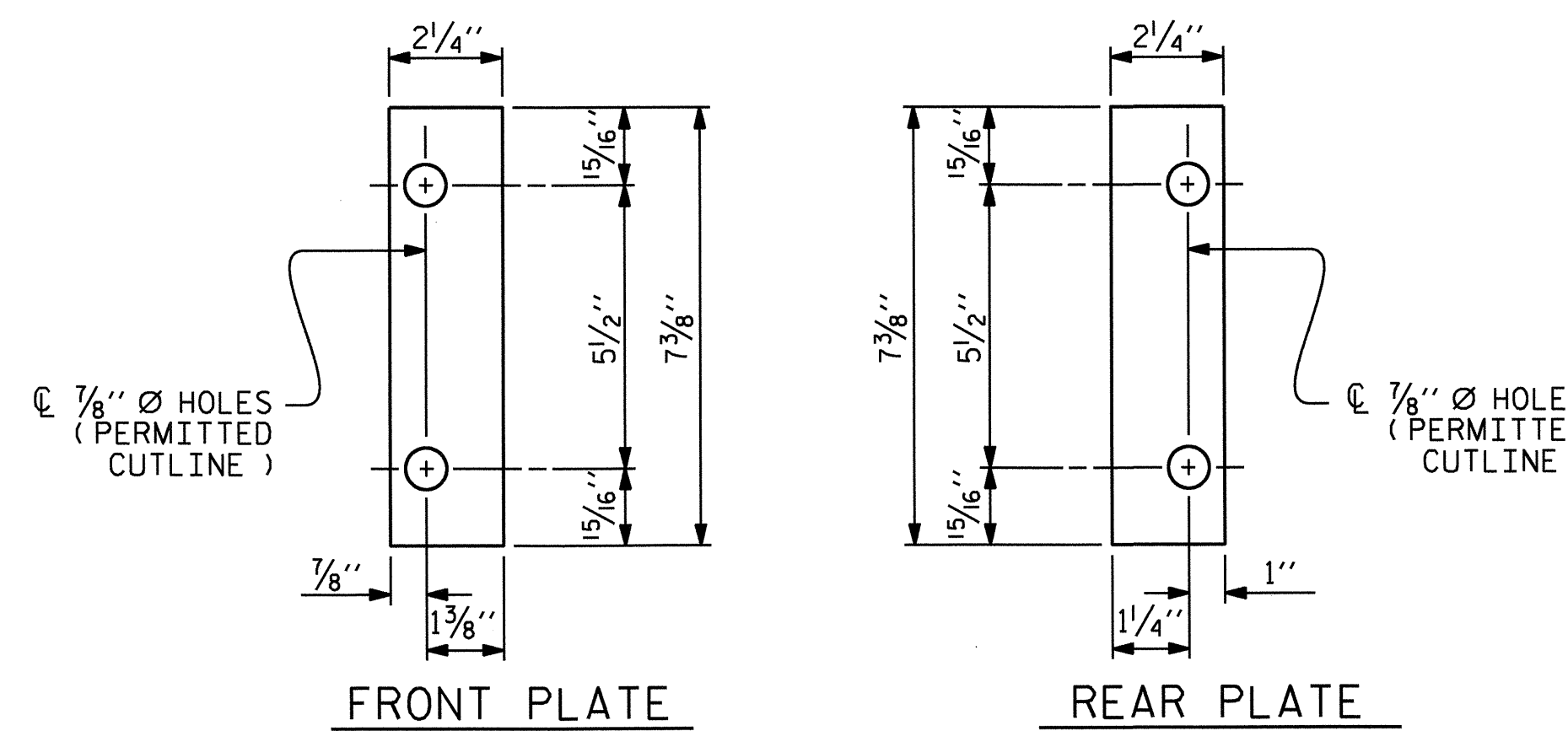


4-BOLT METAL RAIL ANCHOR ASSEMBLY

(30 ASSEMBLIES REQUIRED)

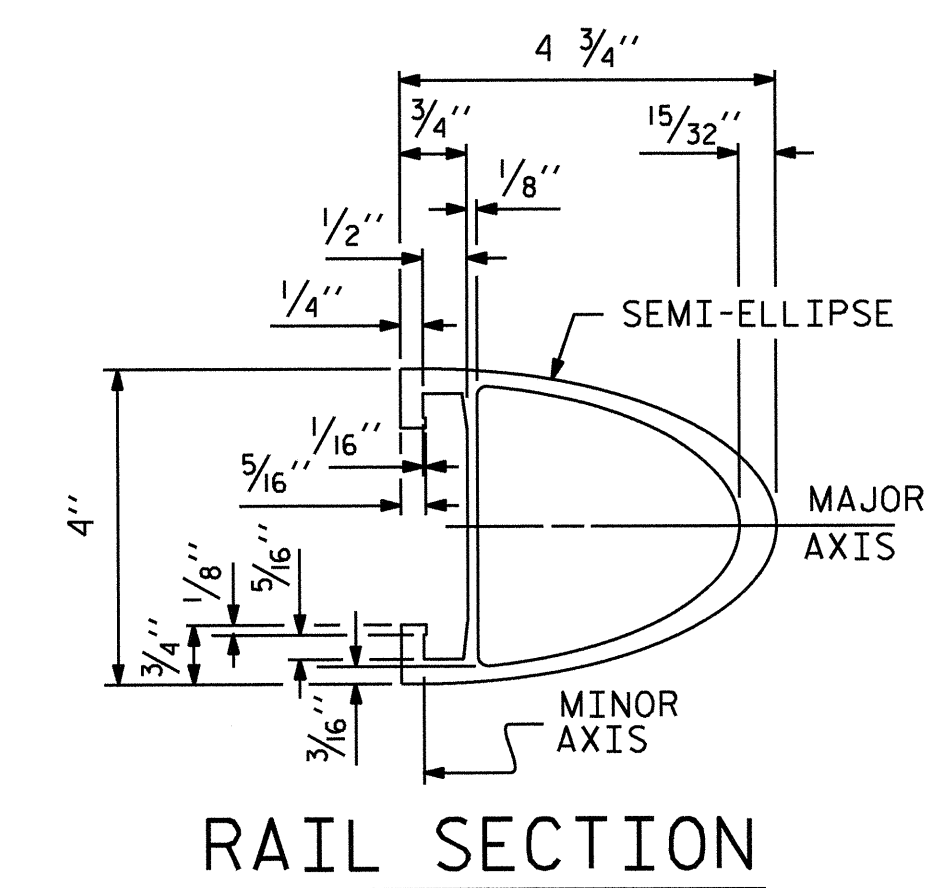


EXPANSION BAR DETAILS

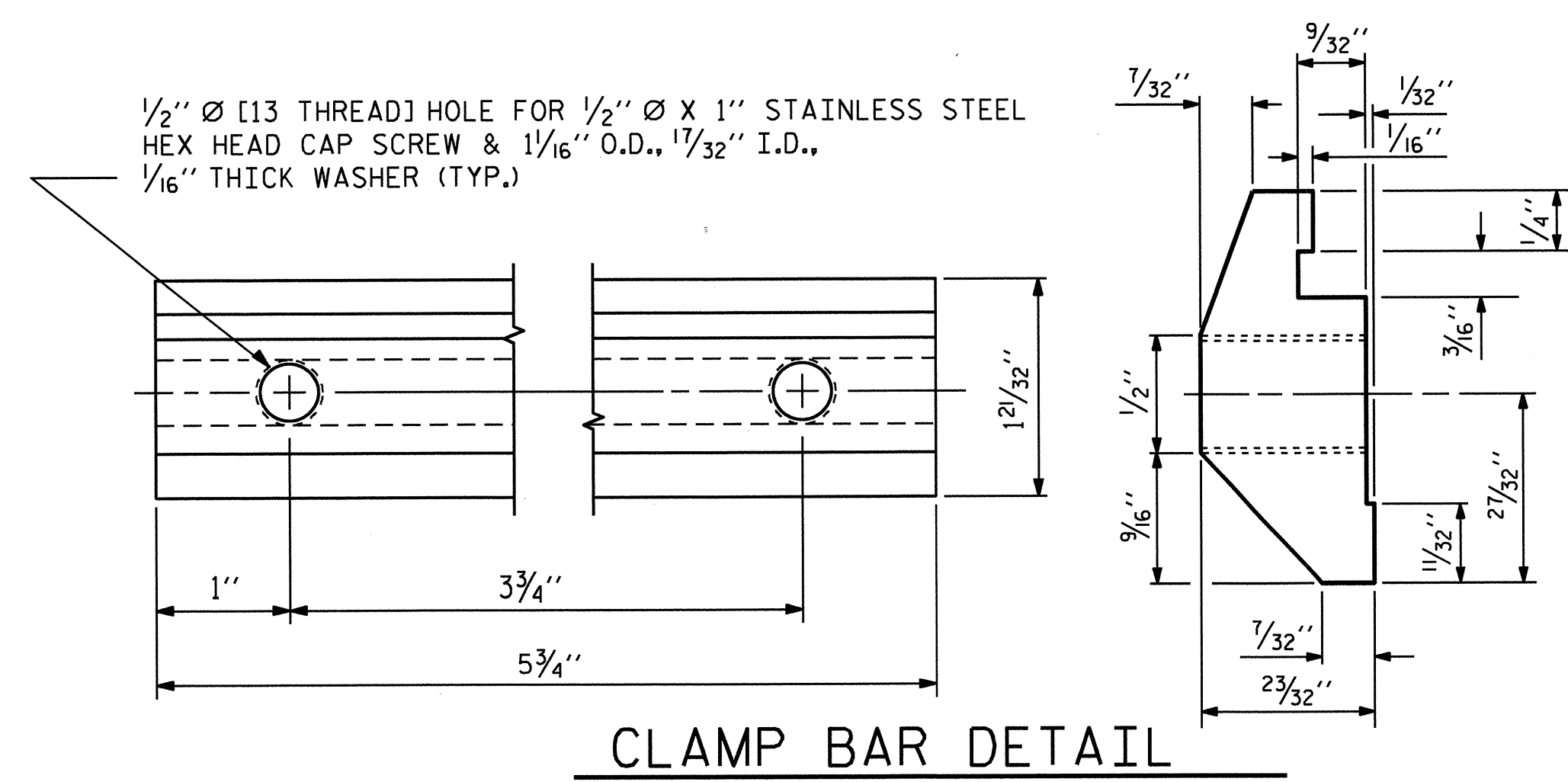


SHIM DETAILS

NOTE : SHIMS MAY BE CUT ALONG PERMITTED CUTLINE OR SLOTTED TO EDGE OF PLATE TO FACILITATE PLACEMENT.

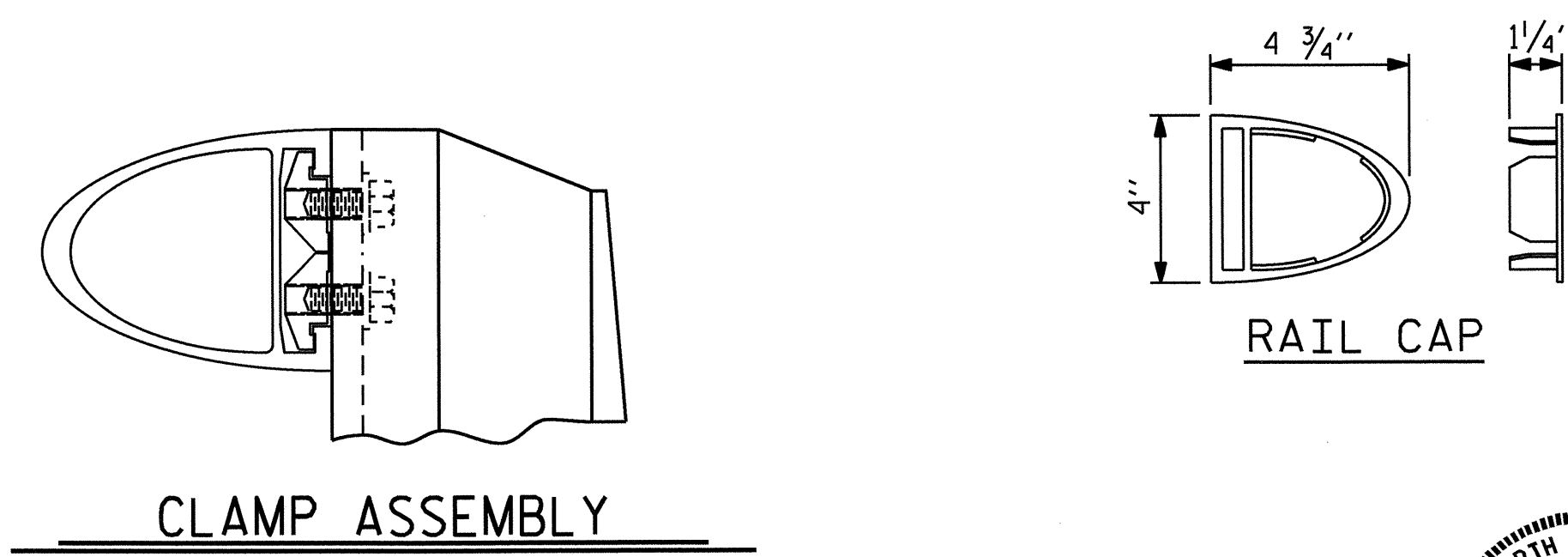


RAIL SECTION



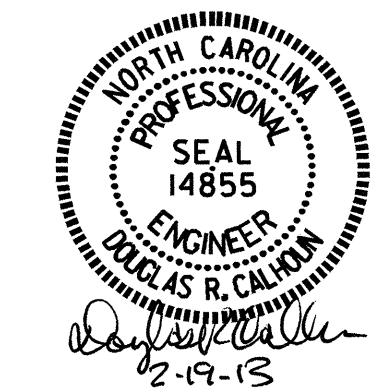
CLAMP BAR DETAIL

(4 REQUIRED PER POST)



CLAMP ASSEMBLY

RAIL CAP

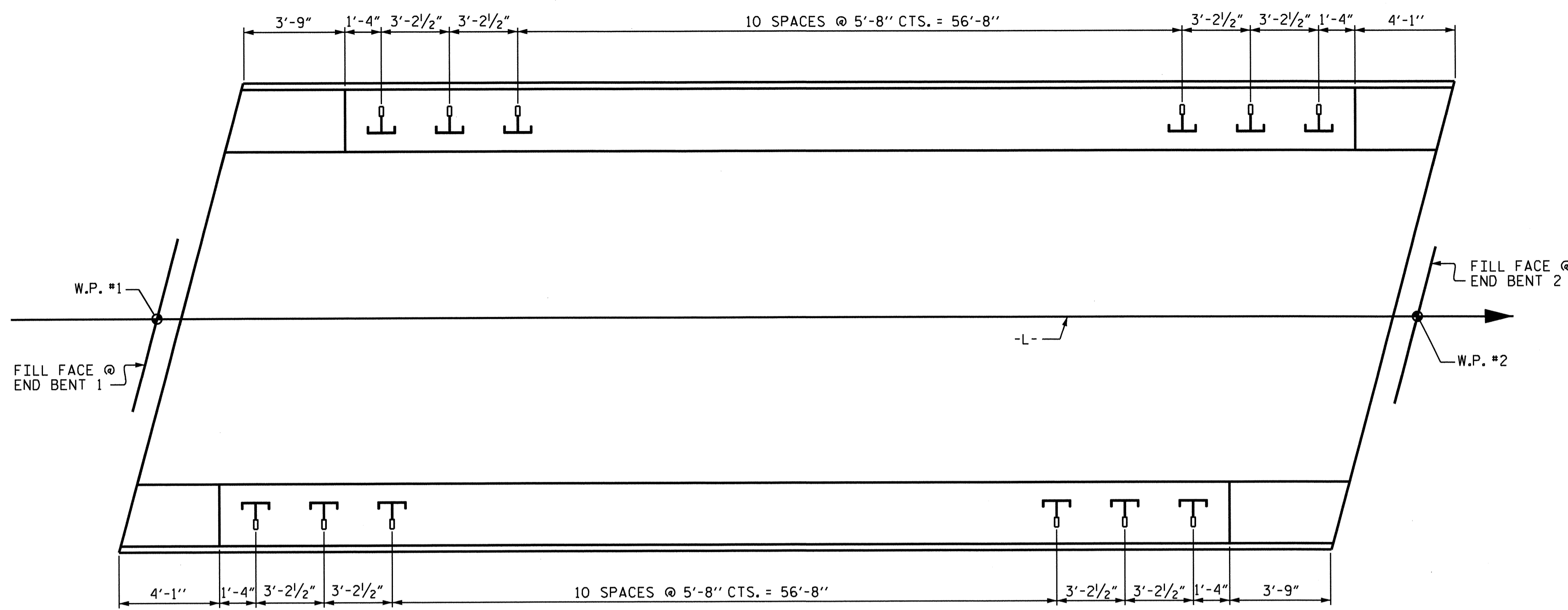


PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH						SHEET NO. S-11
STANDARD						TOTAL SHEETS 19
2 BAR METAL RAIL						
REVISIONS						
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			

ASSEMBLED BY : A. SORSENGINH	DATE : 1/2012
CHECKED BY : W.F. PARKER	DATE : 1/2012
DRAWN BY : EEM 6/94	REV. 8/16/99 MAB/LES
CHECKED BY : RGW 6/94	REV. 5/1/06R KMM/GM
	REV. 10/1/11 MAA/GM



PLAN OF RAIL POST SPACINGS

NOTES
 STRUCTURAL CONCRETE INSERT

THE STRUCTURAL CONCRETE INSERT ASSEMBLY SHALL CONSIST OF THE FOLLOWING COMPONENTS:

- FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 1 1/2".
- 1 - 3/4" Ø X 1 5/8" BOLT WITH WASHER. BOLT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLT AND WASHER SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLT AND WASHER MAY BE USED AS AN ALTERNATE FOR THE 3/4" Ø X 1 5/8" GALVANIZED BOLT AND WASHER. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)
- WIRE STRUT SHOWN IN THE CONCRETE INSERT ASSEMBLY DETAIL IS THE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI. AS AN OPTION, A 1/16" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.

NOTES
 METAL RAIL TO END POST CONNECTION

THE METAL RAIL TO END POST CONNECTION SHALL CONSIST OF THE FOLLOWING COMPONENTS:

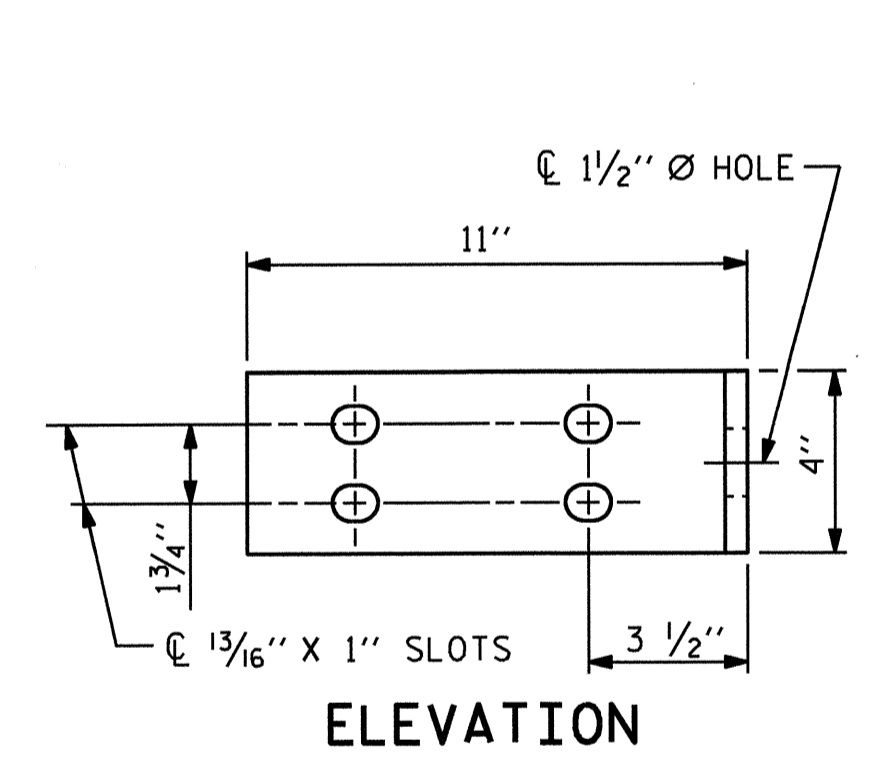
- 1/2" PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 AND SHALL BE GALVANIZED AFTER FABRICATION.
- 3/4" STRUCTURAL CONCRETE INSERT SHALL HAVE A WORKING LOAD SHEAR CAPACITY OF 4800 LBS. THE FERRULES SHALL ENGAGE A 3/4" Ø X 1 5/8" BOLT WITH 2" O.D. WASHER IN PLACE. THE 3/4" Ø X 1 5/8" BOLT SHALL HAVE N. C. THREADS.
- CAP SCREWS FOR RAIL ATTACHMENT TO ANGLE SHALL CONFORM TO THE REQUIREMENTS OF ASTM F593 ALLOY 305 STAINLESS STEEL. CAP SCREWS TO BE CENTERED IN SLOTS AT 60°.
- STANDARD CLAMP BARS (SEE METAL RAIL SHEET).
- 1/2" Ø PIPE SLEEVES (IF REQUIRED) TO BE GALVANIZED.

THE COST OF THE STANDARD CLAMP BARS AND CAP SCREWS USED IN THE METAL RAIL TO END POST CONNECTION SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR LINEAR FEET OF 1 OR 2 BAR METAL RAILS.

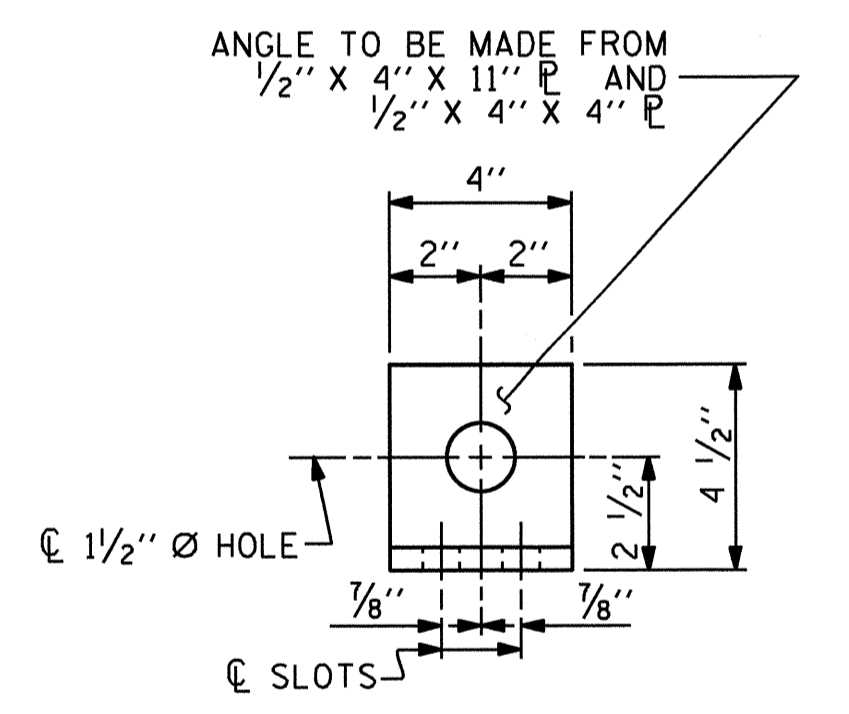
THE 3/4" STRUCTURAL CONCRETE INSERT WITH BOLT SHALL BE ASSEMBLED IN THE SHOP.

THE COST OF THE 3/4" STRUCTURAL CONCRETE INSERT ASSEMBLY, AND THE 1/2" PLATES COMPLETE IN PLACE SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.

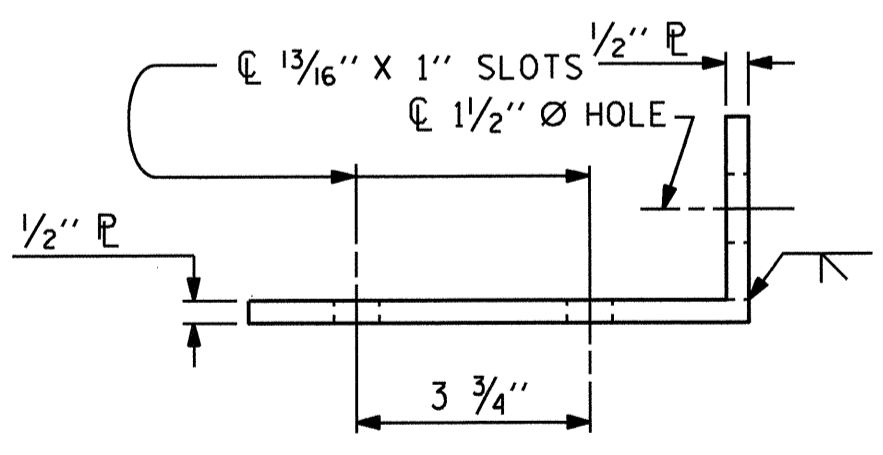
THE CONTRACTOR, AT HIS OPTION, MAY USE AN ADHESIVE BONDING SYSTEM IN LIEU OF THE STRUCTURAL CONCRETE INSERT EMBEDDED IN THE END POST. IF THE ADHESIVE BONDING SYSTEM IS USED, THE 3/4" Ø X 1 5/8" BOLT WITH WASHER SHALL BE REPLACED WITH A 3/4" Ø X 6 1/2" BOLT AND 2" O.D. WASHER. ALL SPECIFICATIONS THAT APPLY TO THE 3/4" Ø X 1 5/8" BOLT SHALL APPLY TO THE 3/4" Ø X 6 1/2" BOLT. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.



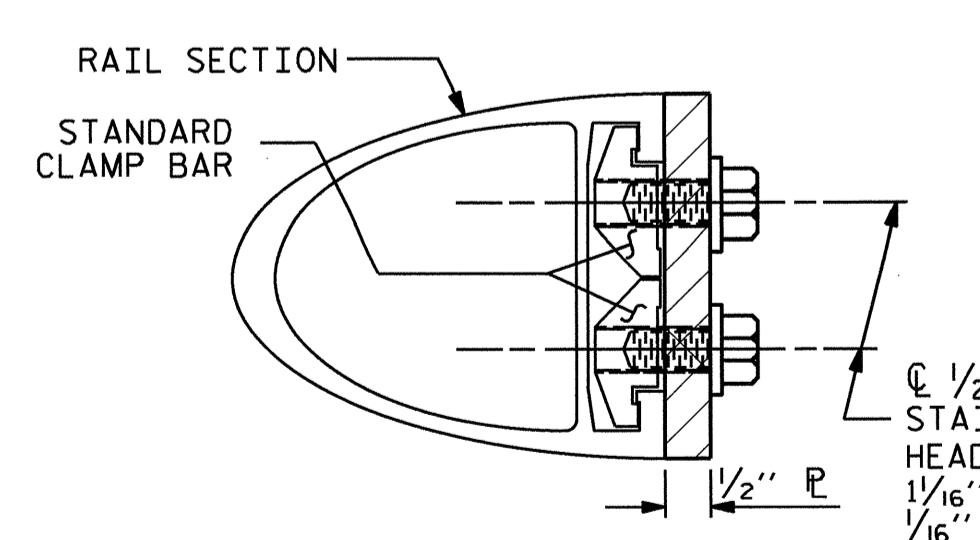
ELEVATION



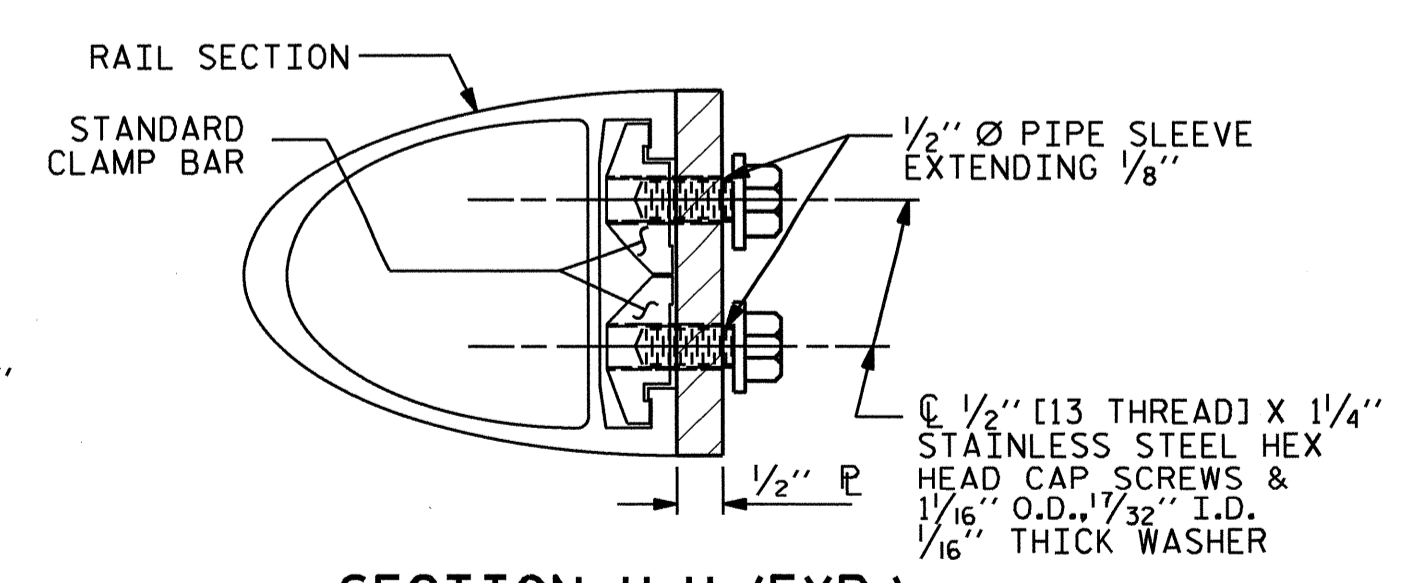
END VIEW (FIX AND EXP.)



TOP VIEW

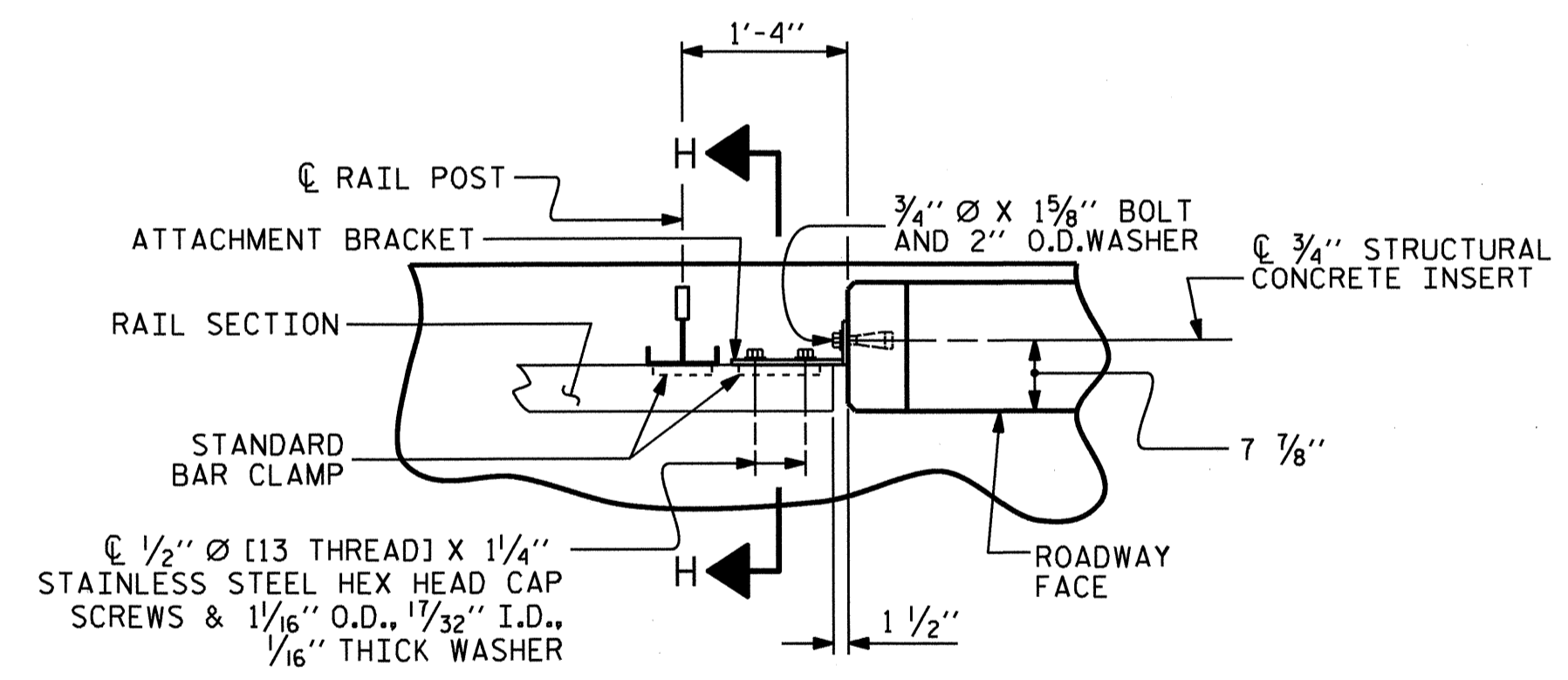


SECTION H-H (FIX)

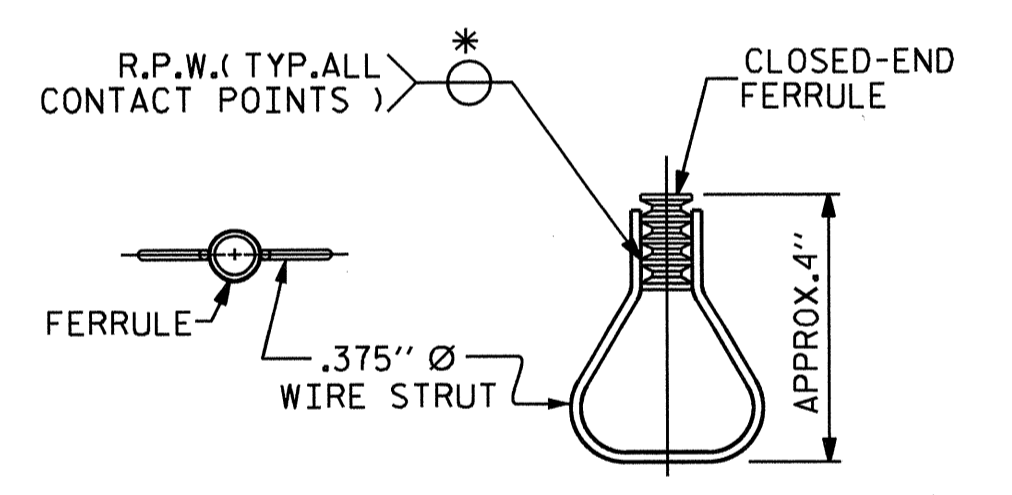


SECTION H-H (EXP.)

FIXED EXPANSION DETAILS FOR ATTACHING METAL RAIL TO END POST



PLAN - RAIL AND END POST



STRUCTURAL CONCRETE INSERT

* EACH WELDED ATTACHMENT OF WIRE TO FERRULE SHALL DEVELOP THE TENSILE STRENGTH OF THE WIRE.

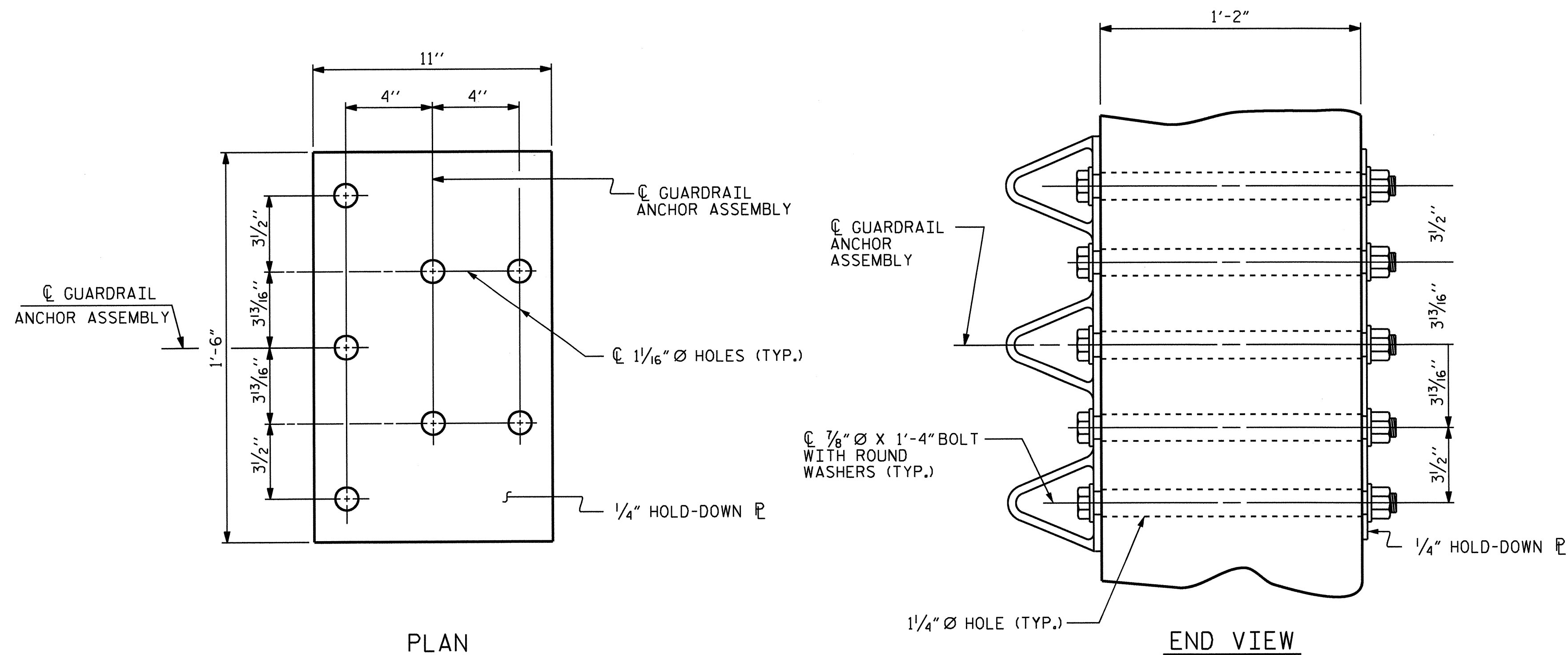
ASSEMBLED BY : A. SORSENGINH	DATE : 1/2012
CHECKED BY : W. F. PARKER	DATE : 1/2012
DRAWN BY : FCJ 1/88	REV. 5/7/03 RWW/JTE
CHECKED BY : CRK 3/89	REV. 5/1/06 TLA/GM
	REV. 10/1/11 MAA/GM



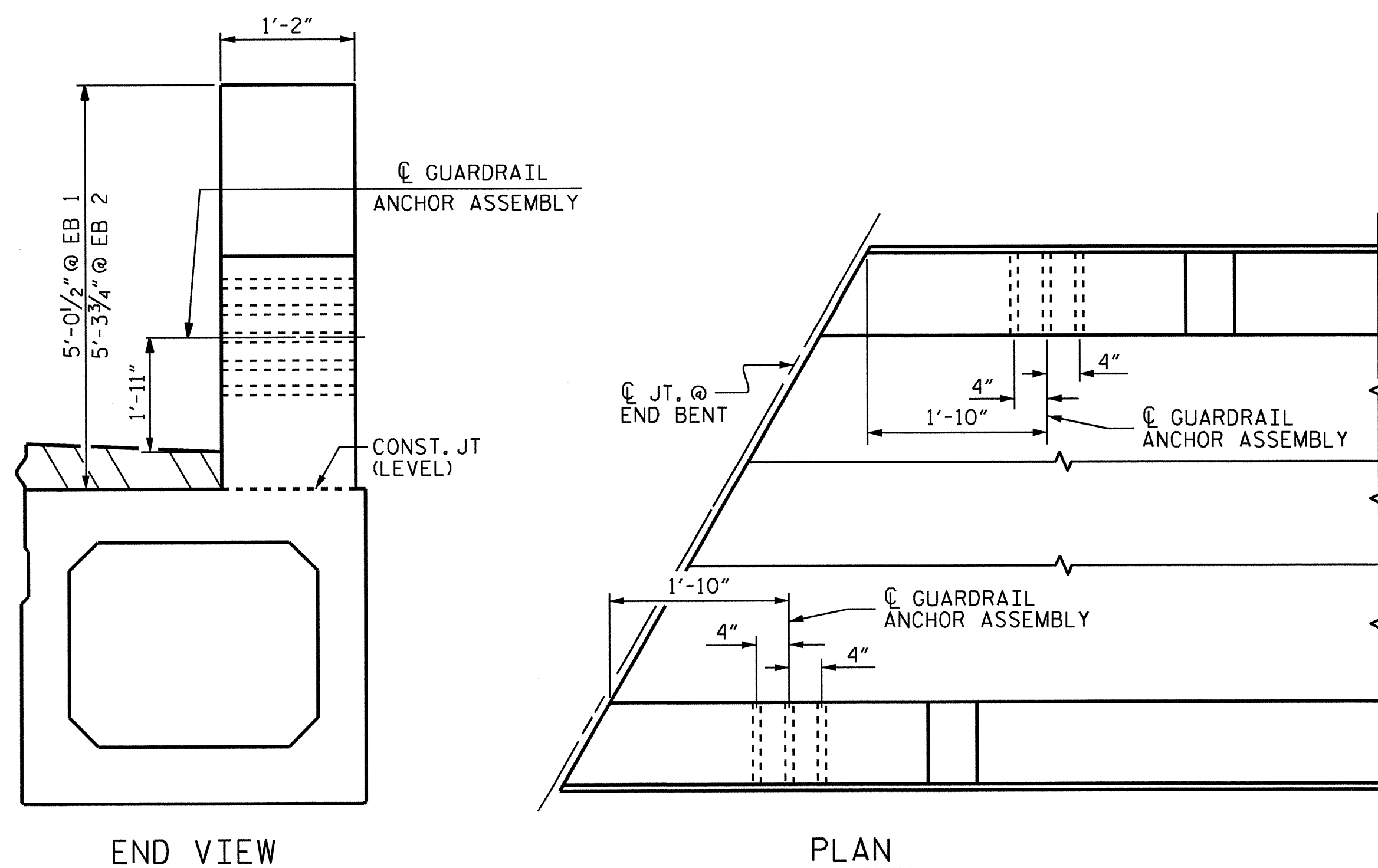
PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 1 OF 2
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 RAIL POST SPACINGS
 AND
 END OF RAIL DETAILS
 FOR ONE OR TWO BAR METAL RAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-12
1			3			TOTAL SHEETS
2			4			19



GUARDRAIL ANCHOR ASSEMBLY DETAILS



LOCATION OF GUARDRAIL ANCHOR AT END POST

(TWO BAR METAL RAIL)

NOTES (FOR METAL RAILS)

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

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.

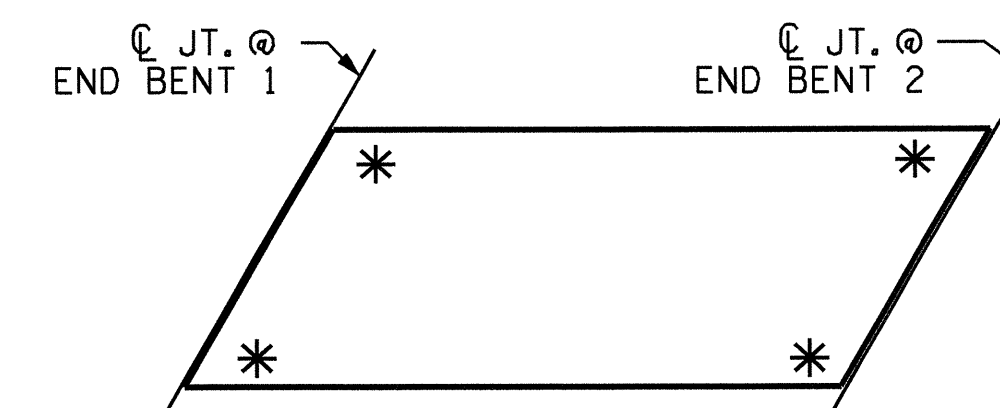
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF THE PARAPET. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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

THE COST OF THE GUARDRAIL ANCHOR ASSEMBLIES WITH BOLTS, NUTS AND WASHERS COMPLETE IN PLACE, SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.

THE VERTICAL REINFORCING BARS MAY BE SHIFTED SLIGHTLY IN THE END POST TO CLEAR ASSEMBLY BOLTS.

THE 1 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.

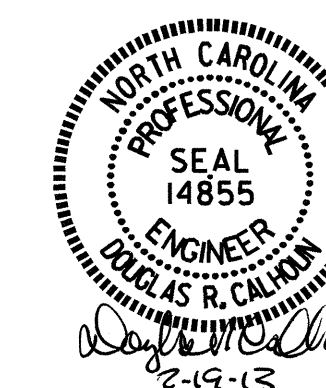


SKETCH SHOWING POINTS OF ATTACHMENT

* LOCATION OF GUARDRAIL ATTACHMENT

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 2 OF 2



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 GUARDRAIL ANCHORAGE
 DETAILS FOR METAL
 RAILS & VERTICAL
 CONCRETE BARRIER RAIL

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

ASSEMBLED BY : A. SORSENGINH	DATE : 1/2012
CHECKED BY : W. F. PARKER	DATE : 1/2012
DRAWN BY : MAA 5/10	ADDED 5/6/10
CHECKED BY : GM 5/10	REV. 10/1/11
	REV. 12/5/11

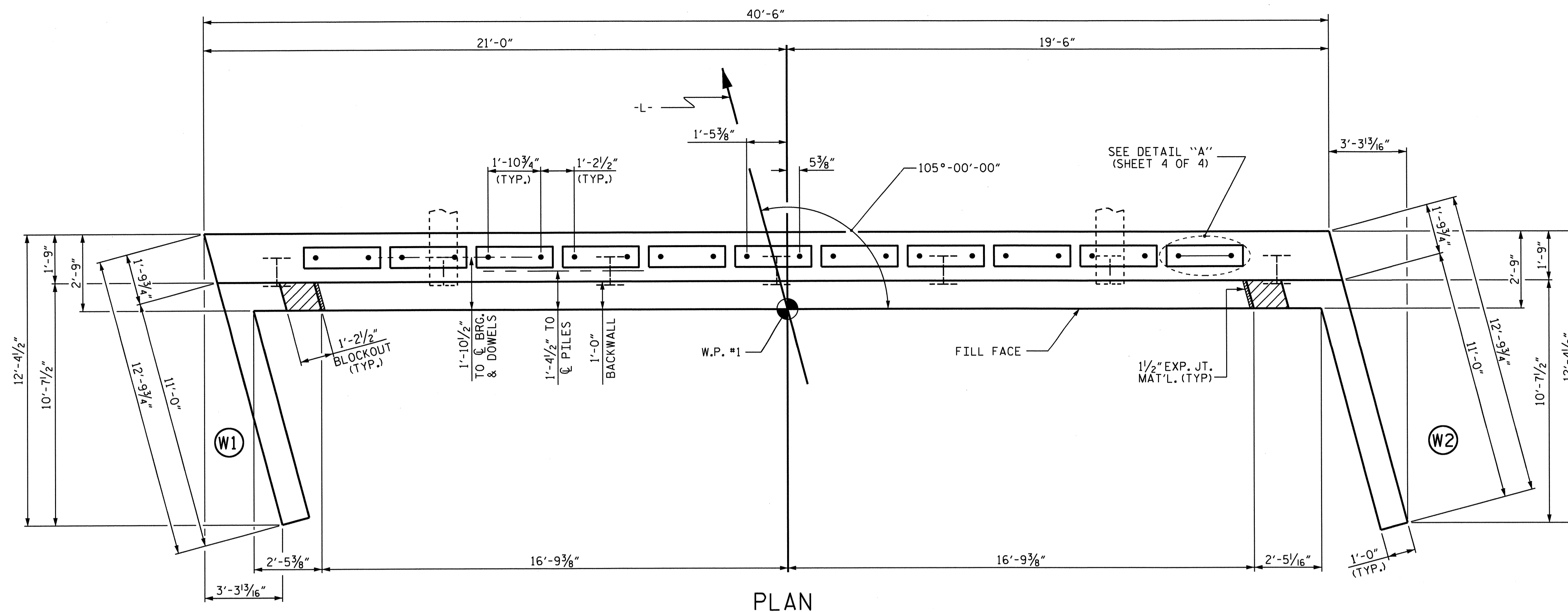
NOTES

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

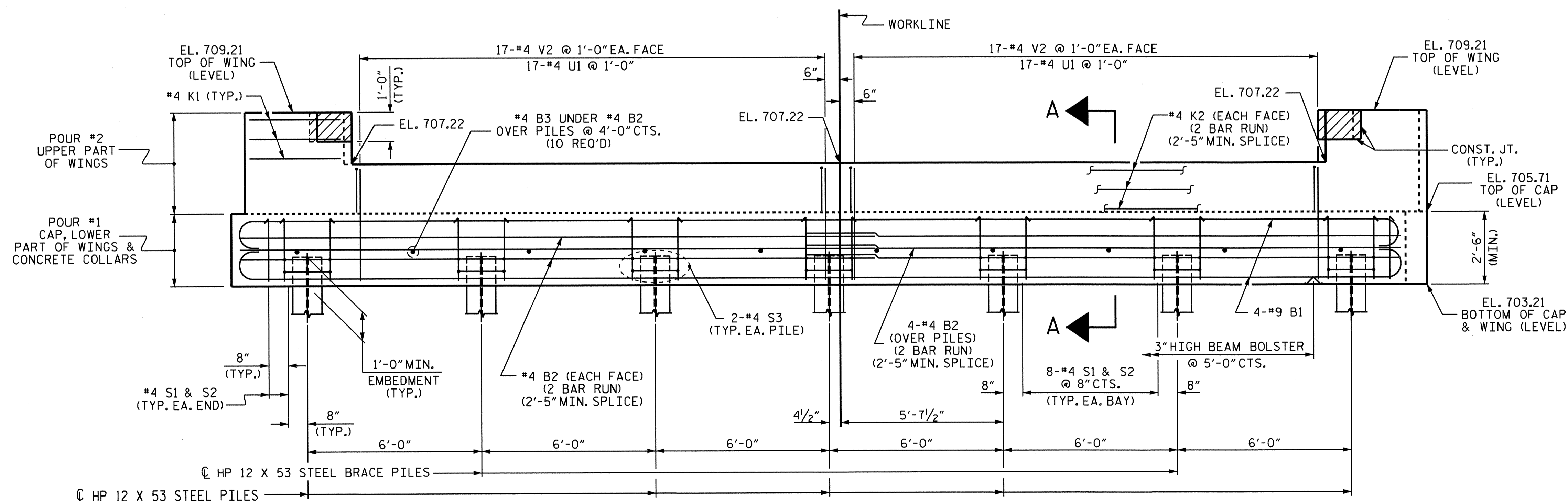
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN



ELEVATION

WINGS NOT SHOWN FOR CLARITY.
 FOR SECTION A-A, SEE SHEET 4 OF 4.
 CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
 SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT 1

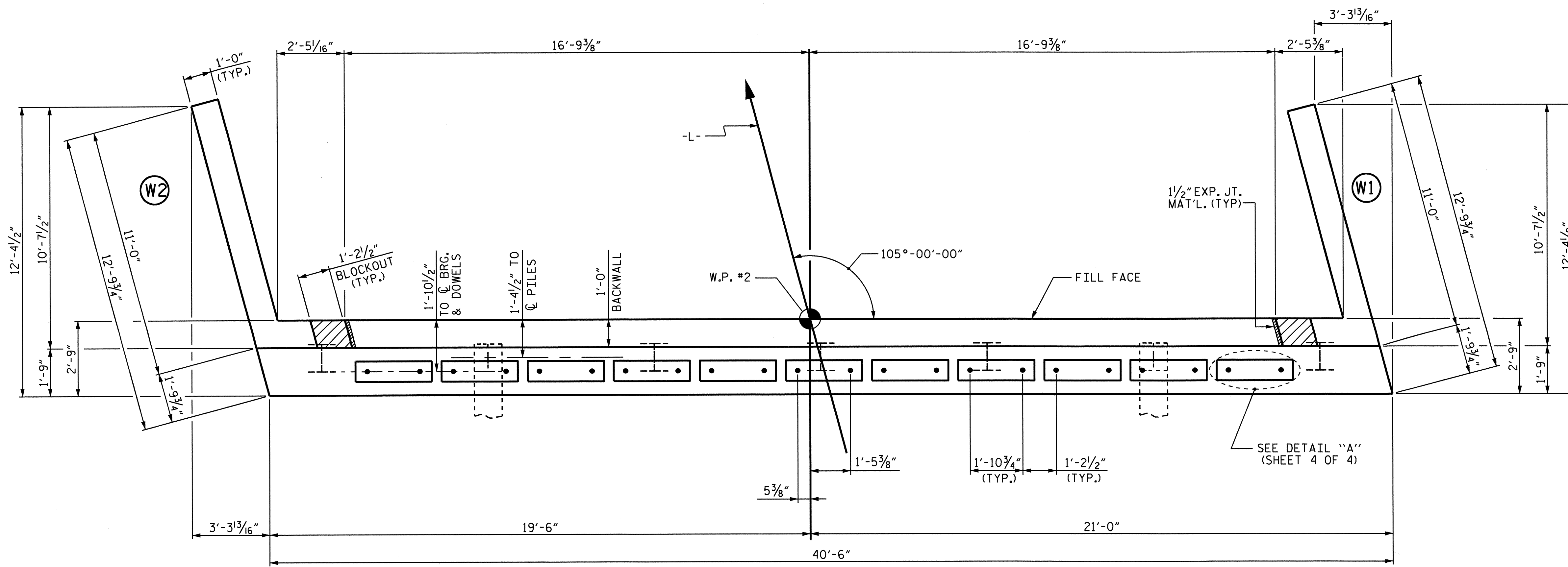


ASSEMBLED BY : A. SORSENGINH DATE : 12/19/2011
 CHECKED BY : W. F. PARKER DATE : 1/2012
 DRAWN BY : DGE 02/10
 CHECKED BY : MKT 02/10

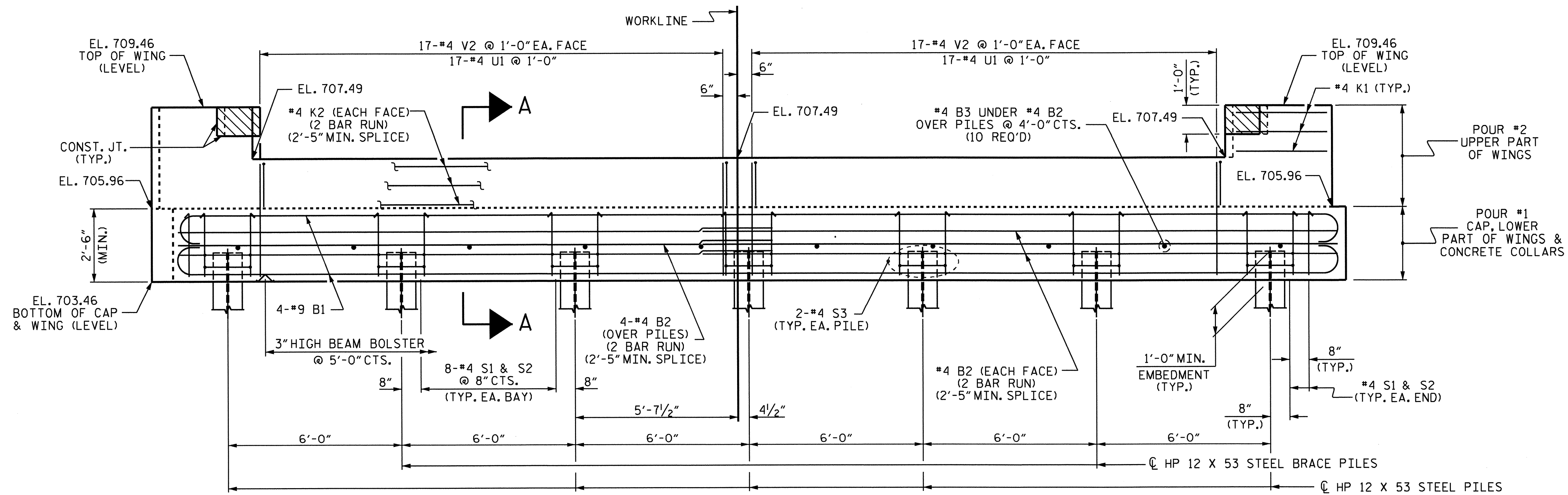
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-14
1			3			TOTAL SHEETS
2			4			19

NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.
 THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.
 FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.
 FOR WING DETAILS, SEE SHEET 3 OF 4.



PLAN



ELEVATION

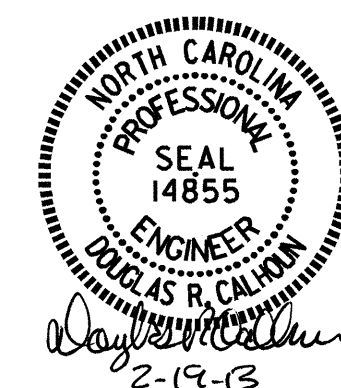
WINGS NOT SHOWN FOR CLARITY.
 FOR SECTION A-A, SEE SHEET 4 OF 4.
 CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
 SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 2 OF 4

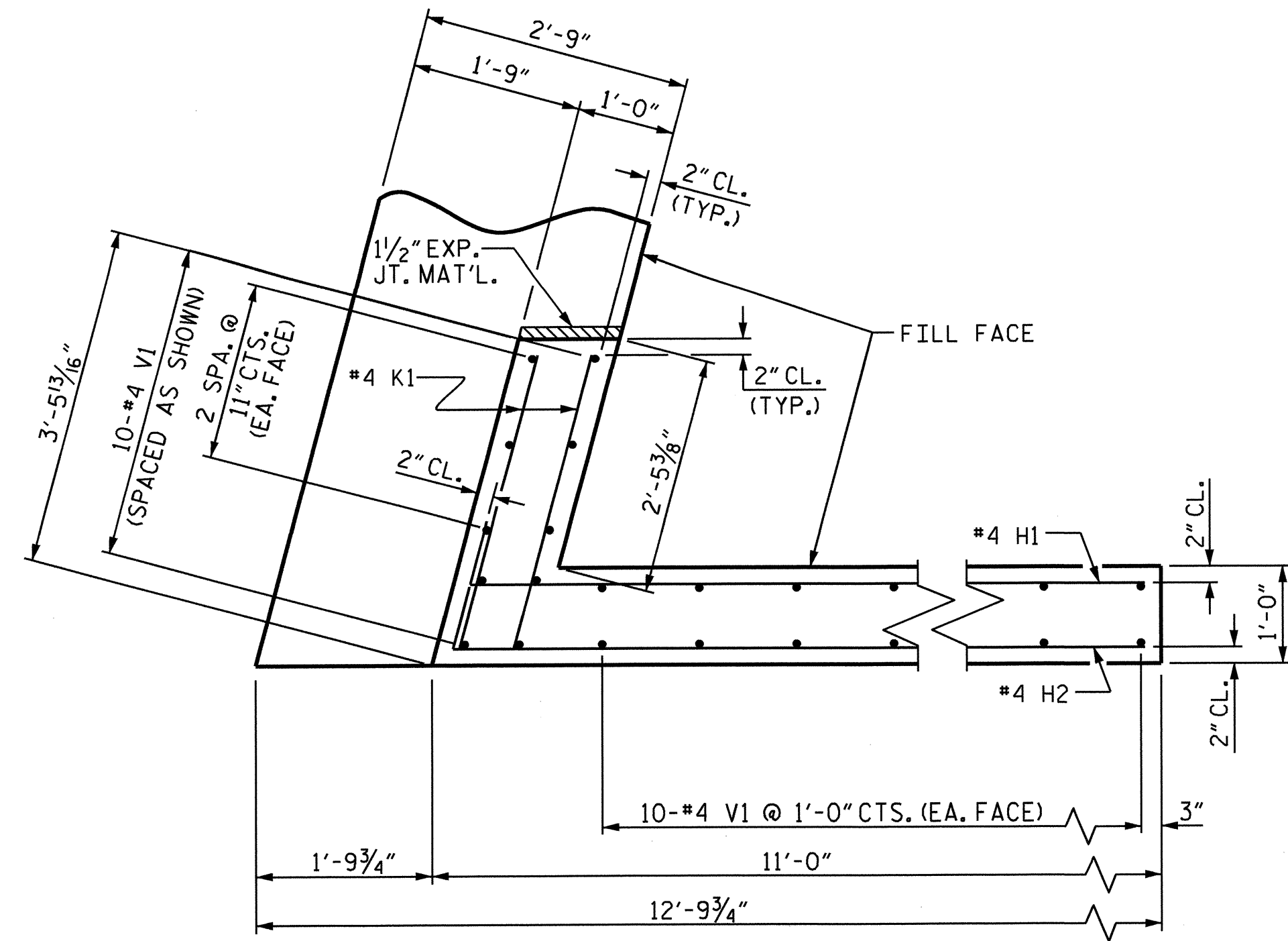
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT 2

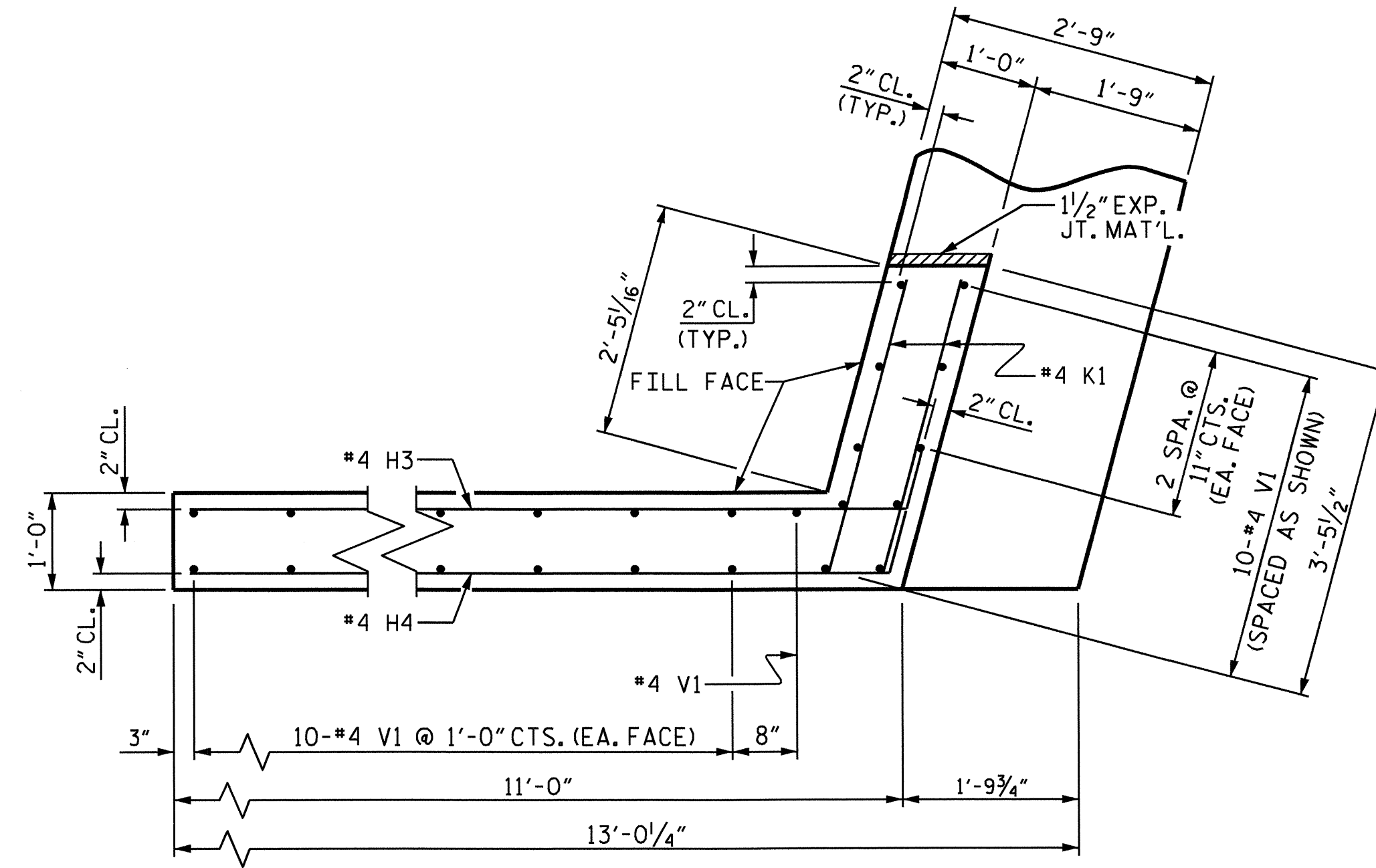


ASSEMBLED BY : A. SORSENGINH DATE : 12/19/2011
 CHECKED BY : W. F. PARKER DATE : 1/2012
 DRAWN BY : DGE 02/10
 CHECKED BY : MKT 02/10

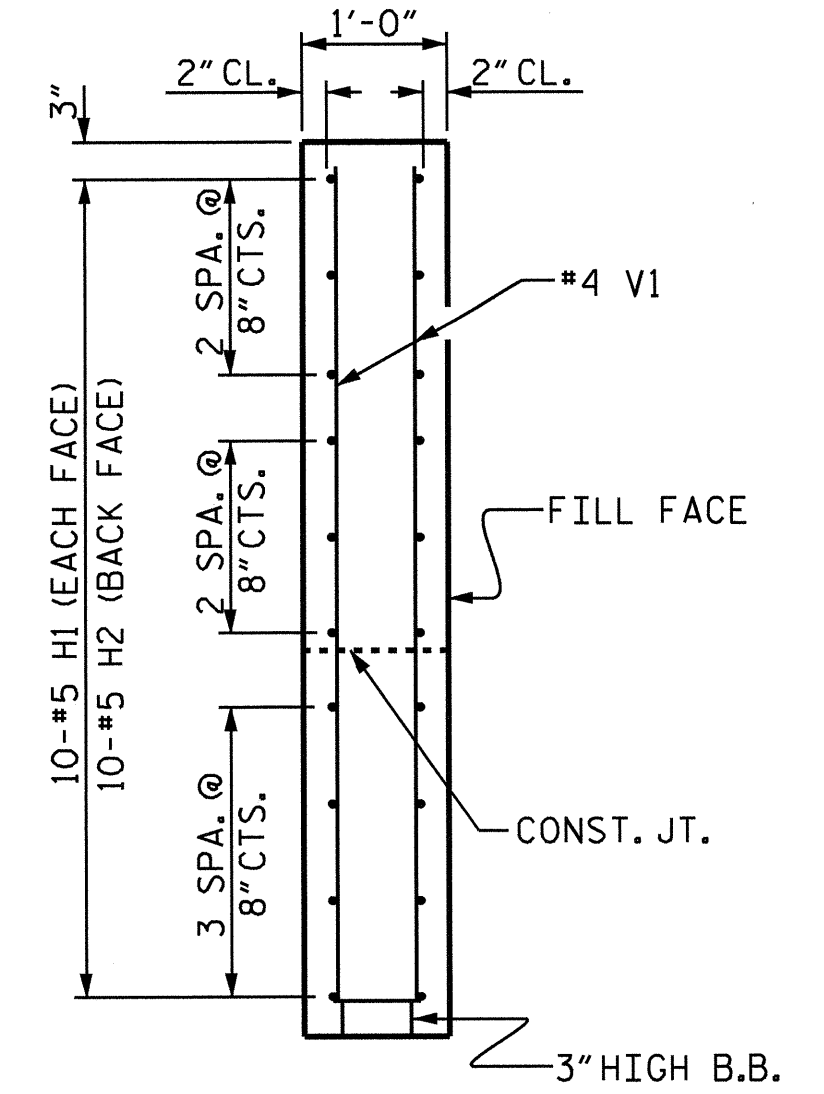
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			19
2			4			19



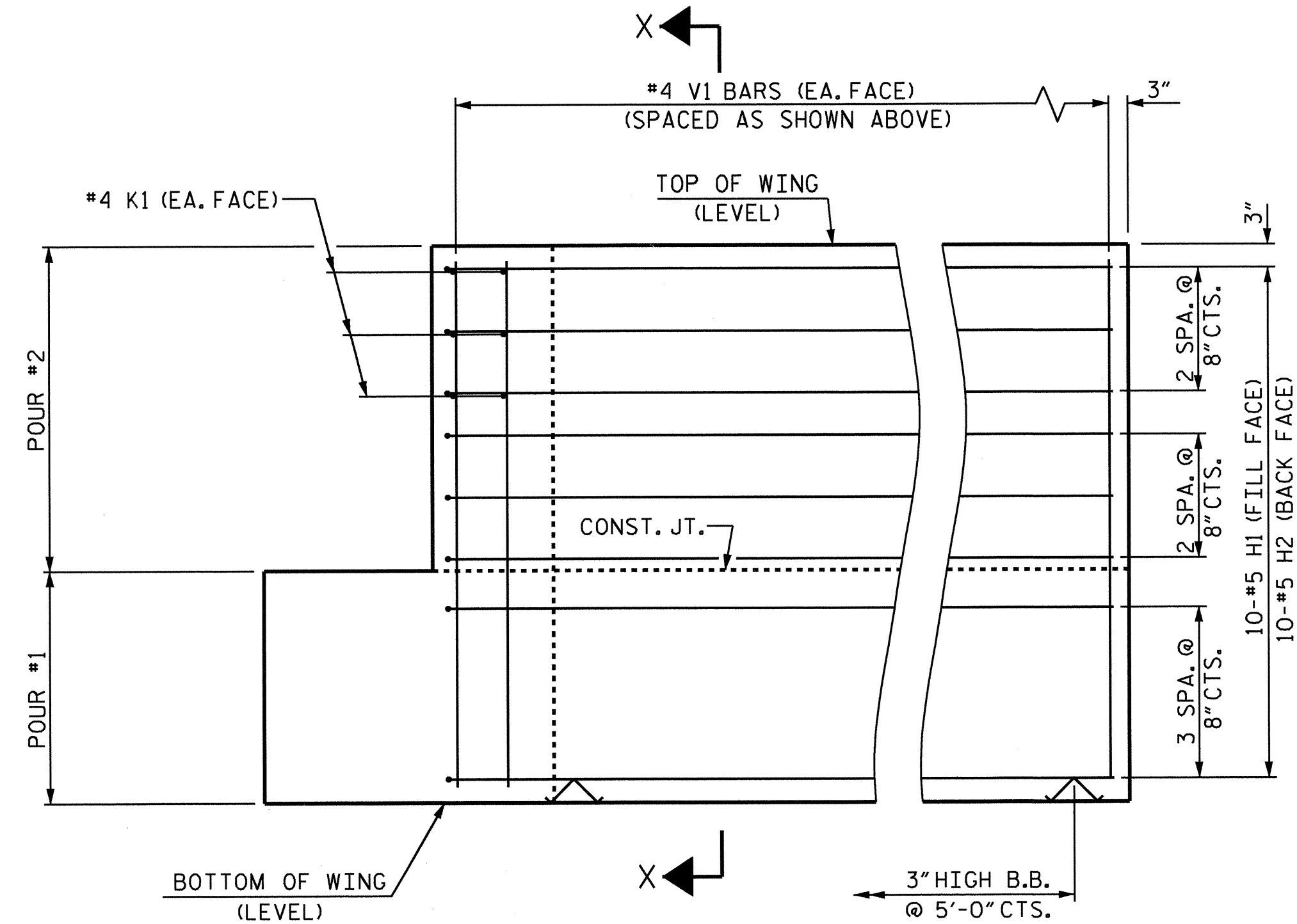
PLAN OF WING (W1)



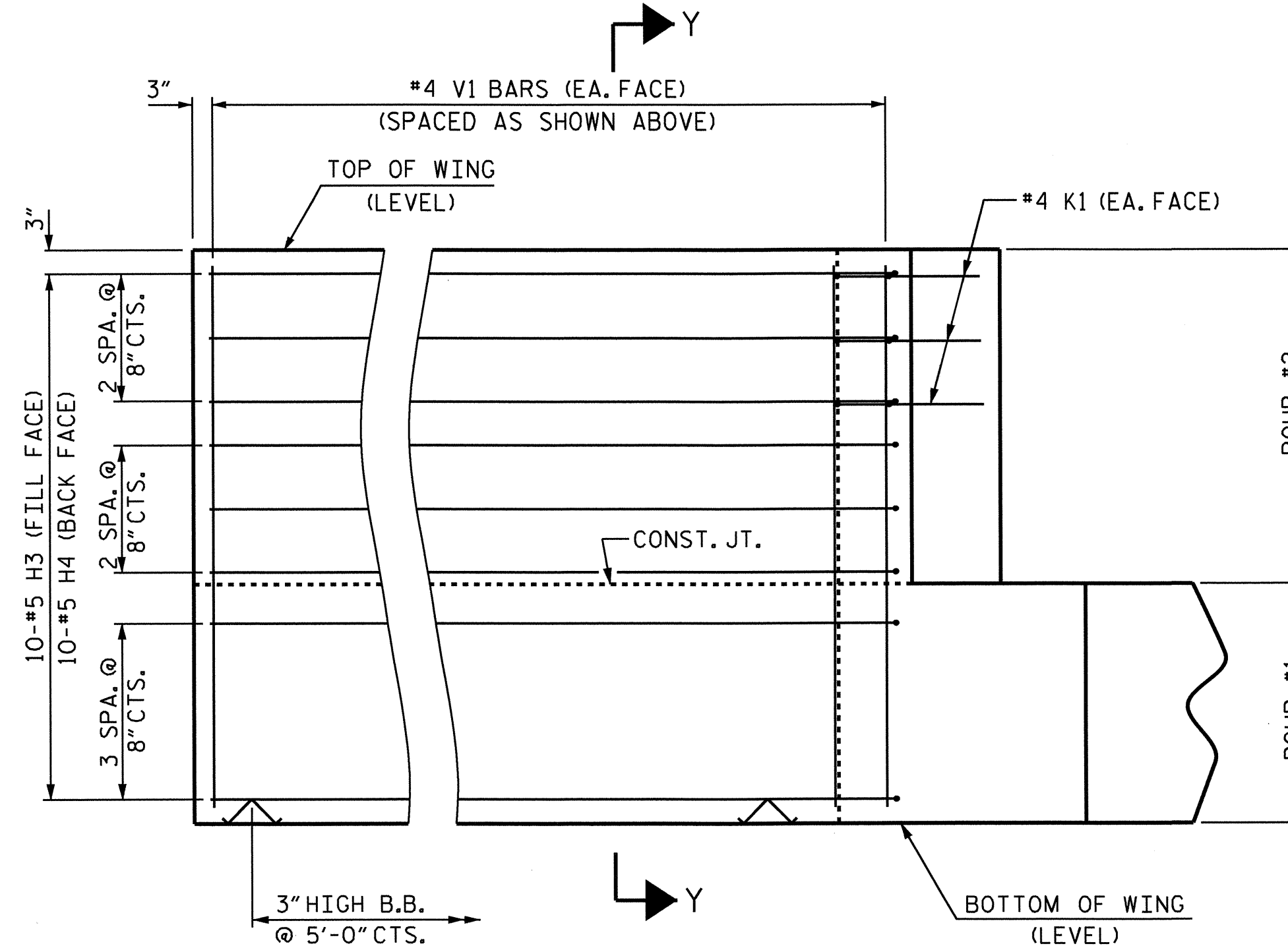
PLAN OF WING (W2)



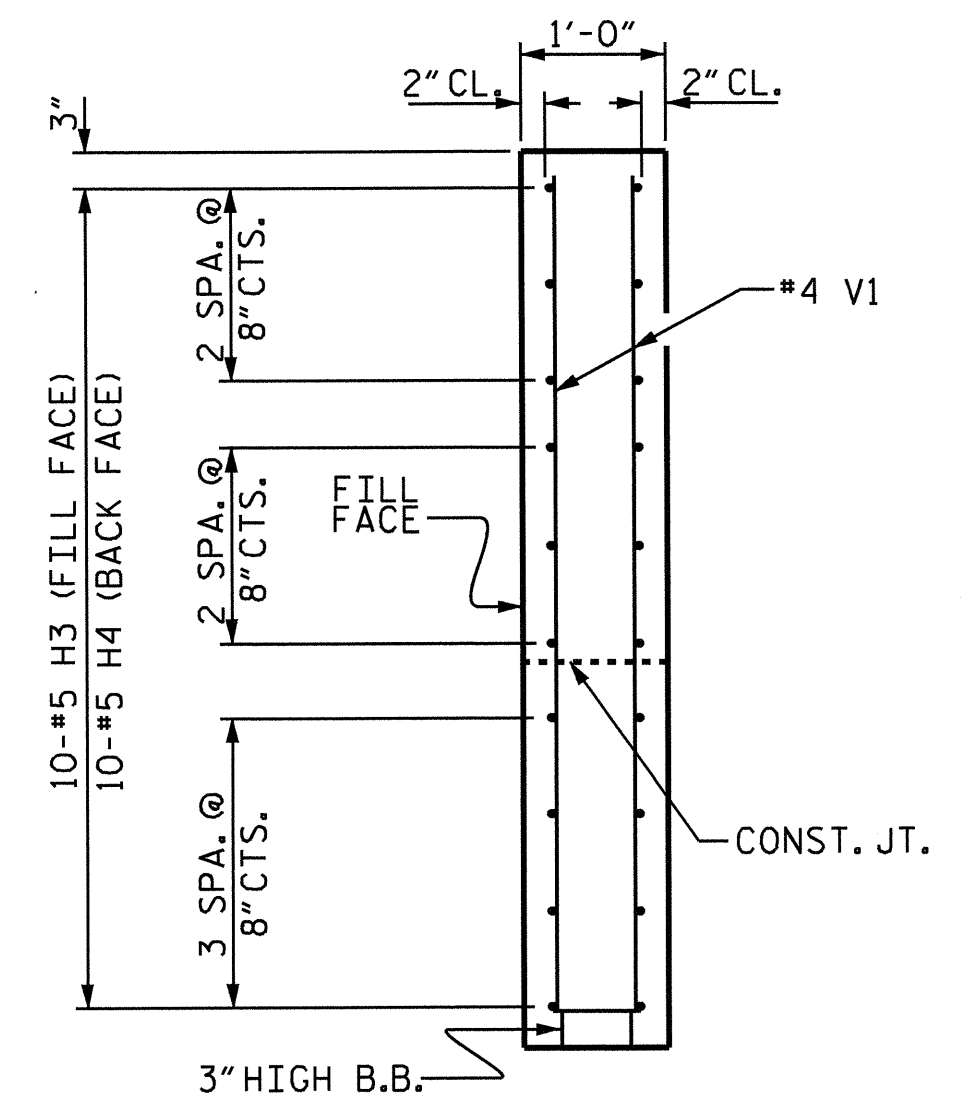
SECTION X-X



ELEVATION OF WING (W1)



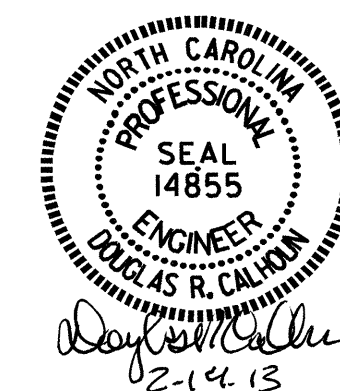
ELEVATION OF WING (W2)



SECTION Y-Y

PROJECT NO. B-4806
 ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

SHEET 3 OF 4



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

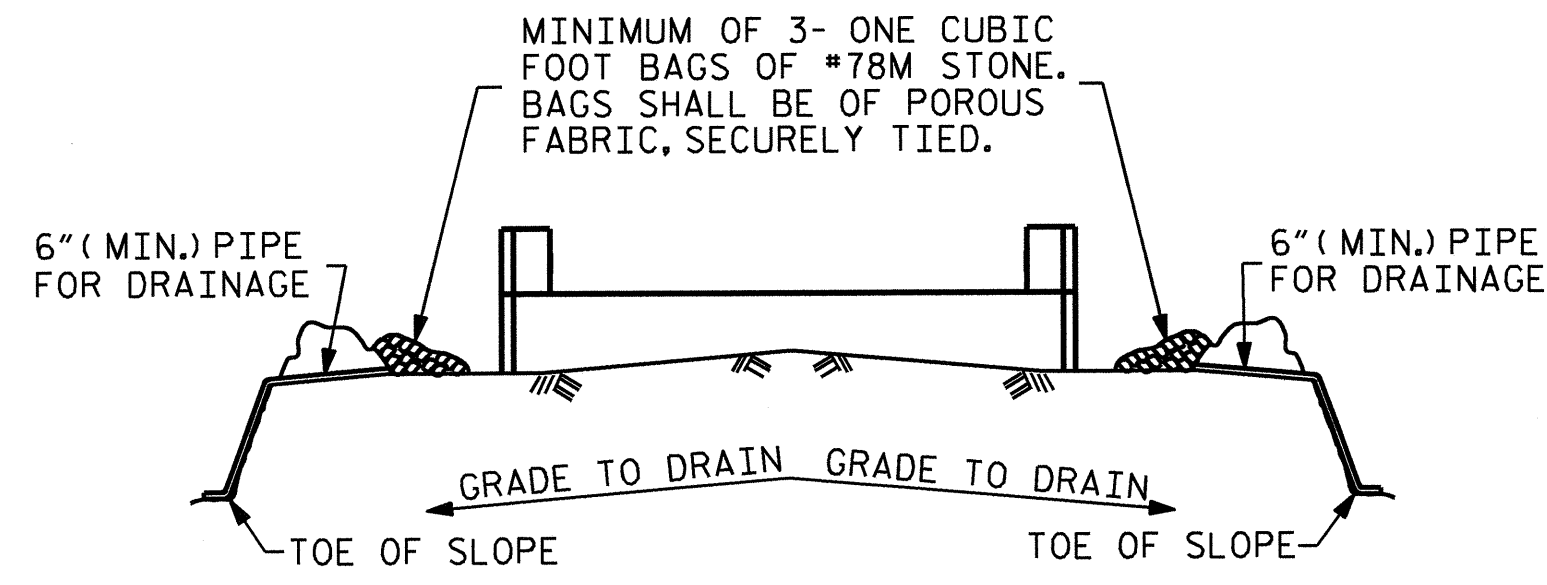
SHEET NO.	S-16
TOTAL SHEETS	19

DRAWN BY : A. SORSENGINH DATE : 12/19/2011
 CHECKED BY : W.F. PARKER DATE : 1/2012

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WING DETAILS

STD. NO. EB_33.105S4_BB

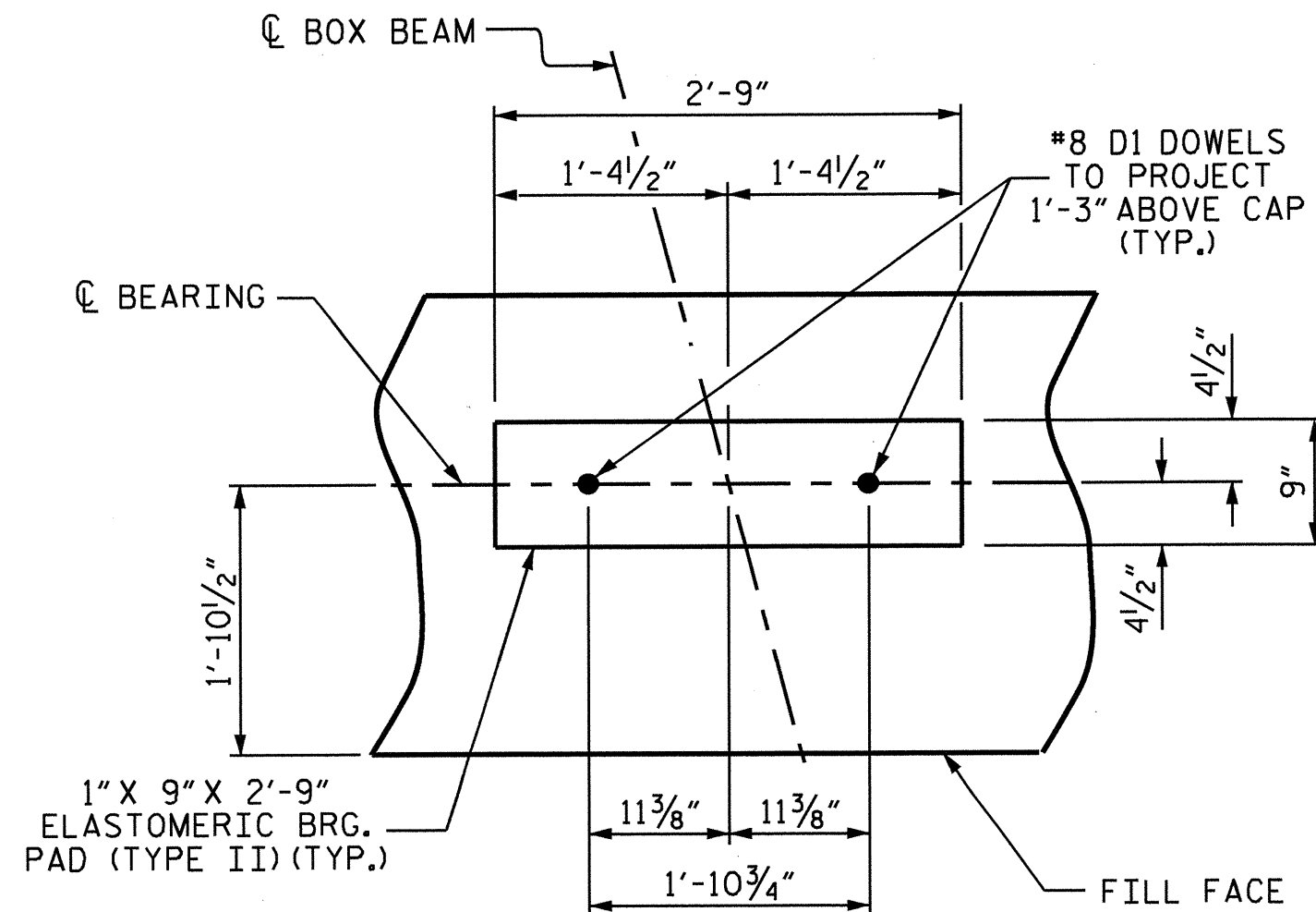


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

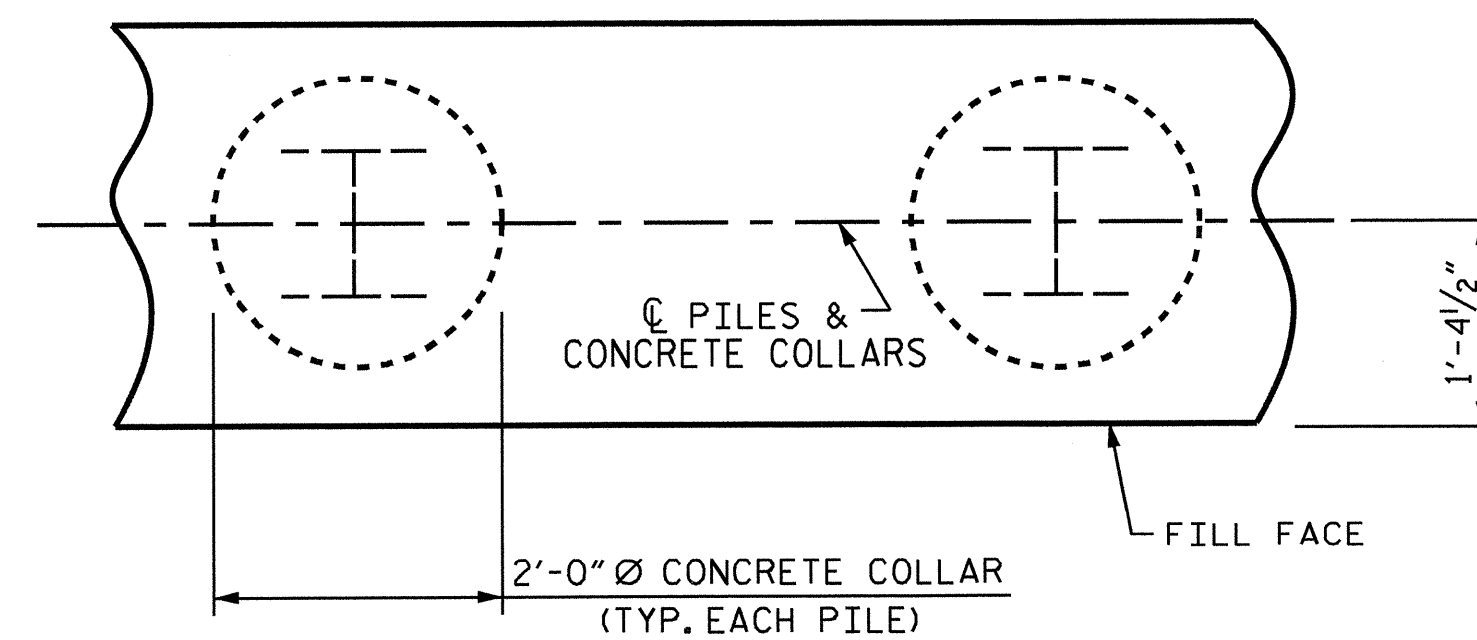
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



DETAIL "A"

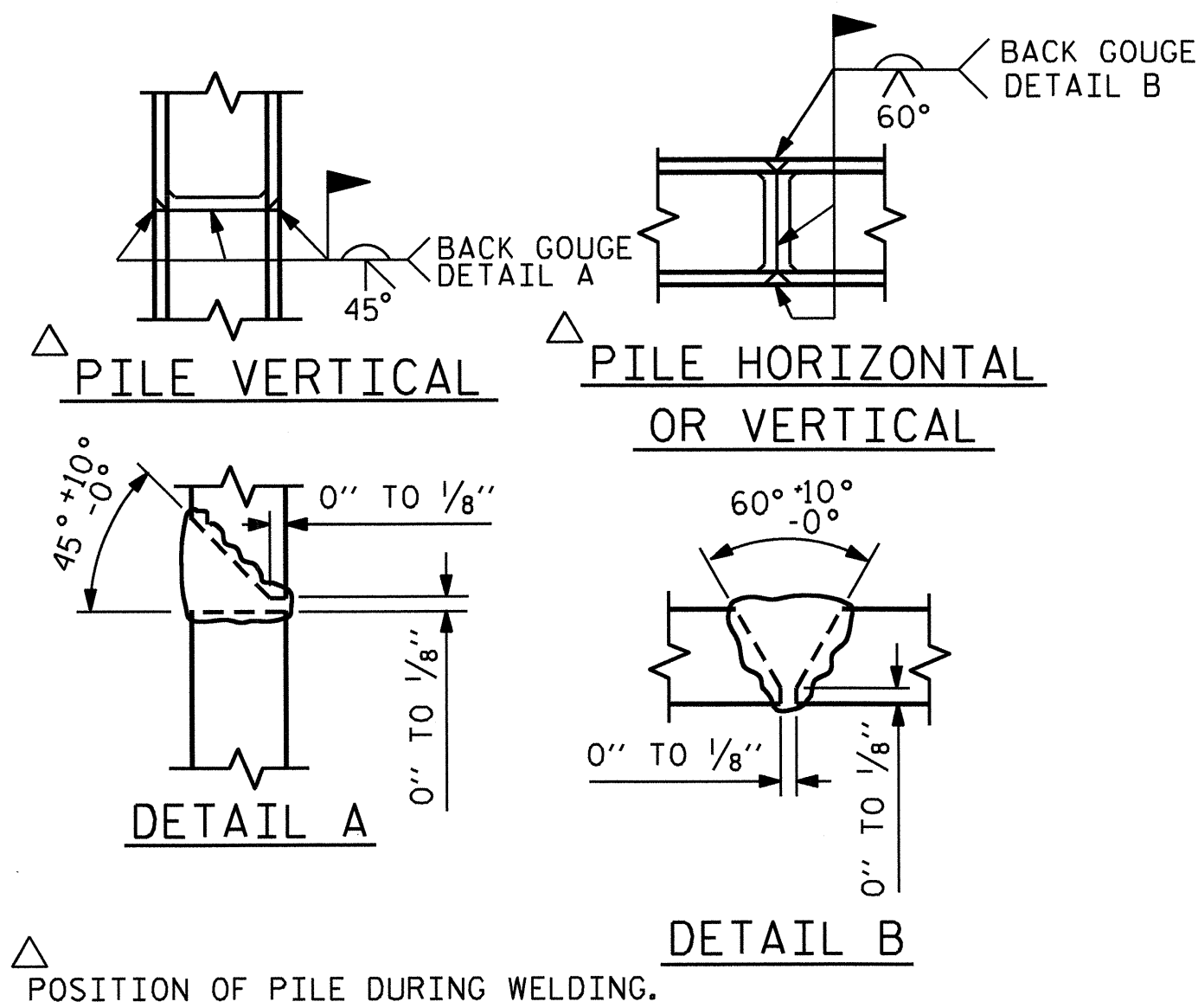
(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



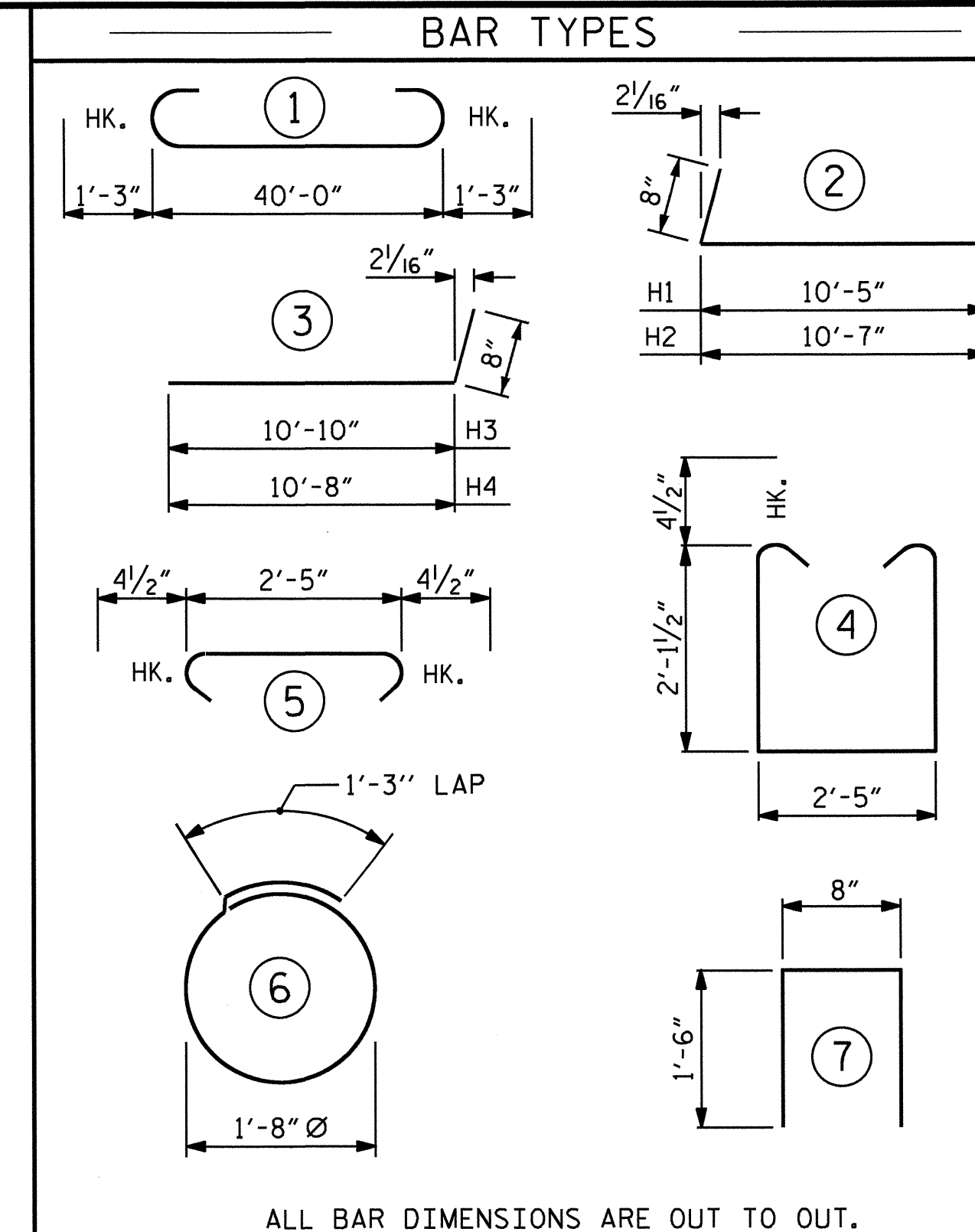
PLAN

CORROSION PROTECTION FOR STEEL PILES DETAIL

(END BENT No. 1 SHOWN, END BENT No. 2 SIMILAR BY ROTATION)



PILE SPLICE DETAILS



BILL OF MATERIAL

FOR ONE END BENT

BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#9		42'-6"	1156
B2	16	#4	STR	21'-4"	228
B3	10	#4	STR	2'-5"	16
D1	22	#8	STR	2'-3"	132
H1	10	#4	2	11'-1"	74
H2	10	#4	2	11'-3"	75
H3	10	#4	3	11'-6"	77
H4	10	#4	3	11'-4"	76
K1	12	#4	STR	3'-1"	25
K2	12	#4	STR	21'-4"	171
S1	52	#4	4	7'-5"	258
S2	52	#4	5	3'-2"	110
S3	14	#4	6	6'-6"	61
U1	34	#4	7	3'-8"	83
V1	61	#4	STR	5'-8"	231
V2	68	#4	STR	3'-8"	167

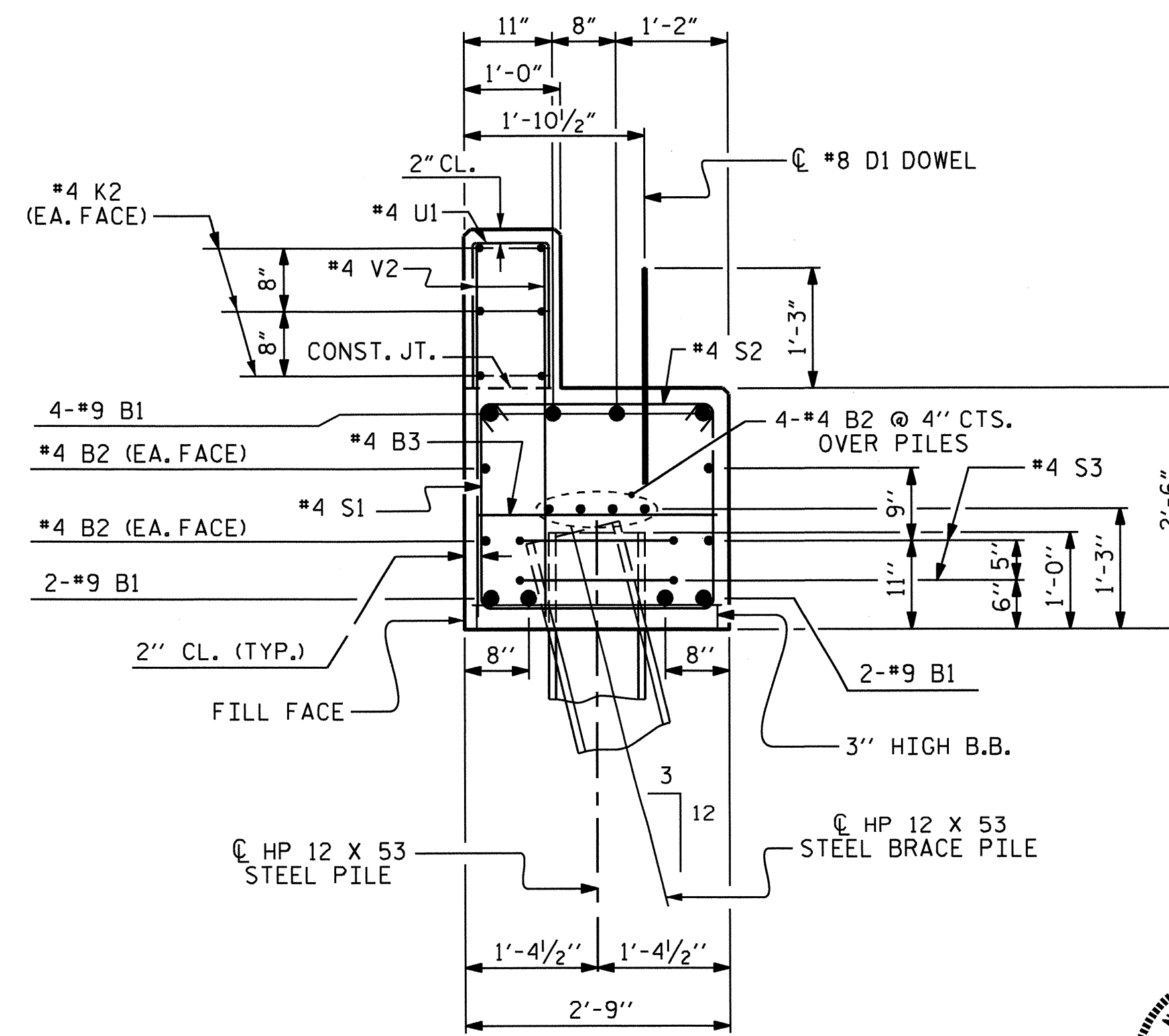
REINFORCING STEEL (FOR ONE END BENT) 2940 LBS.

CLASS A CONCRETE BREAKDOWN (FOR ONE END BENT)

POUR #1	CAP, LOWER PART OF WINGS & COLLARS	13.4 C.Y.
POUR #2	BACKWALL & UPPER PART OF WINGS	5.6 C.Y.
TOTAL CLASS A CONCRETE		19.0 C.Y.

END BENT 1
HP 12 X 53 STEEL PILES
NO: 7 LIN. FT. = 140

END BENT 2
HP 12 X 53 STEEL PILES
NO: 7 LIN. FT. = 245



SECTION A-A

(CONCRETE COLLAR NOT SHOWN FOR CLARITY. SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL.")



PROJECT NO. B-4806
ROCKINGHAM COUNTY
STATION: 12+76.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

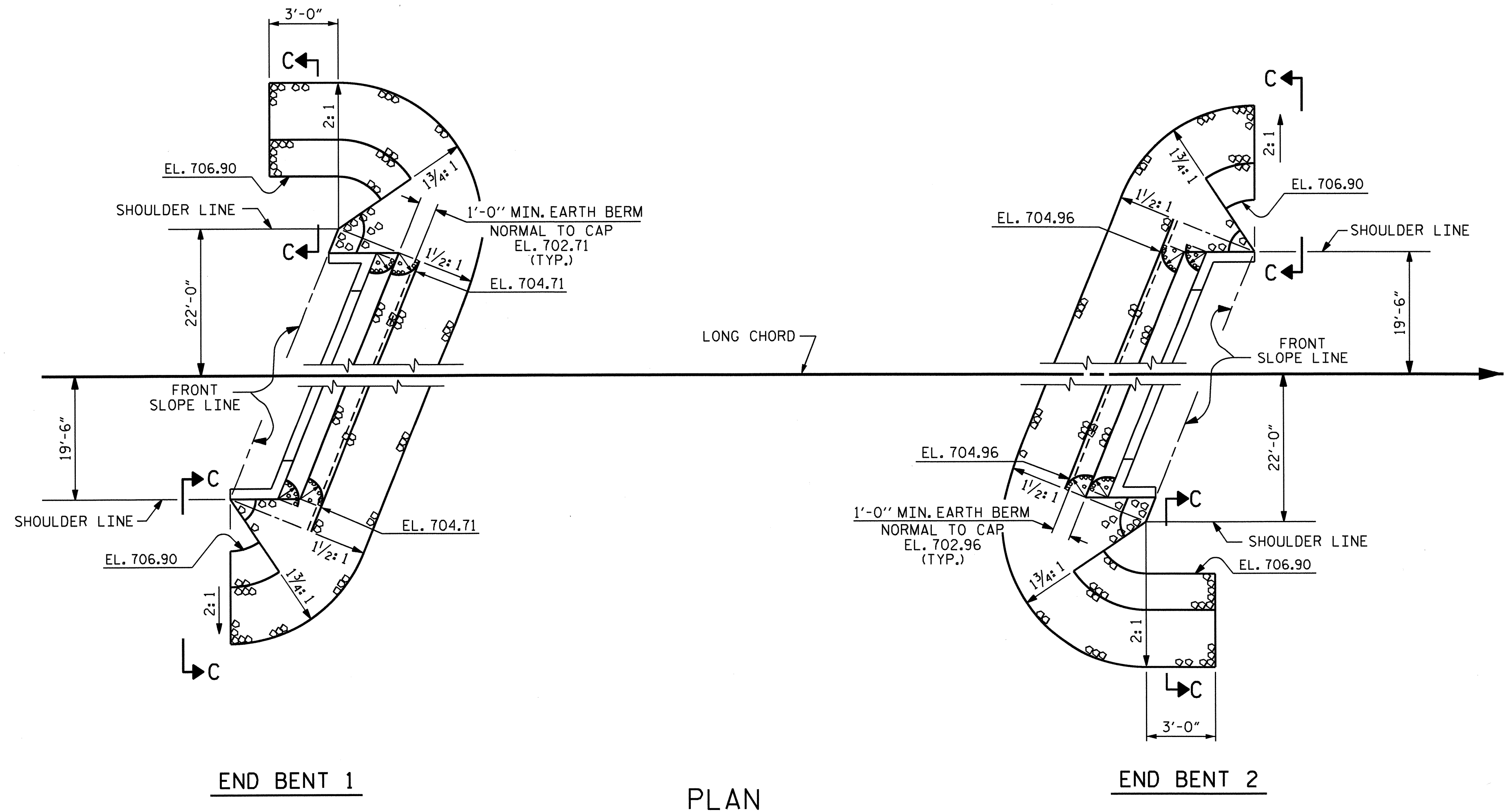
SUBSTRUCTURE

END BENT No. 1 & 2
DETAILS

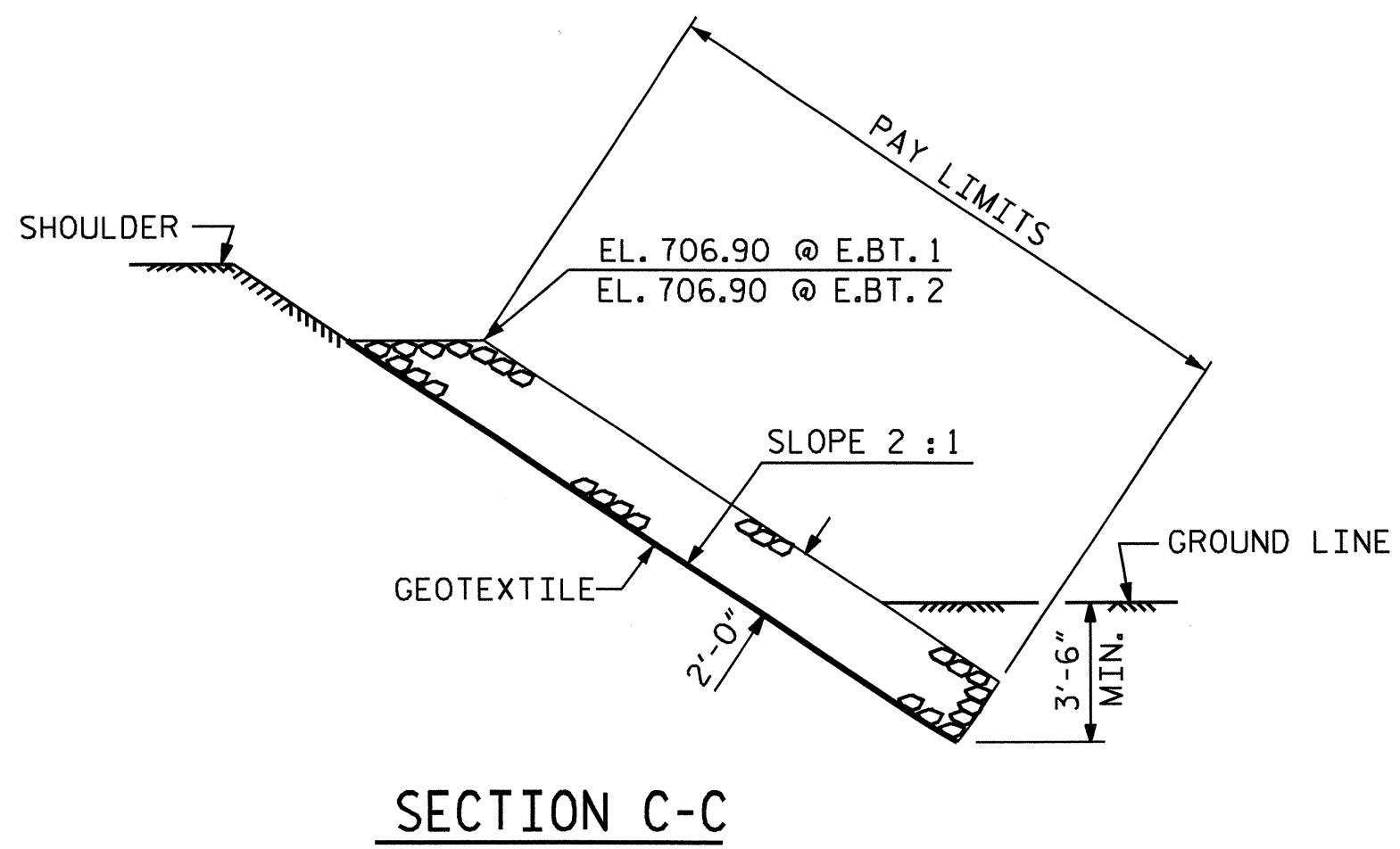
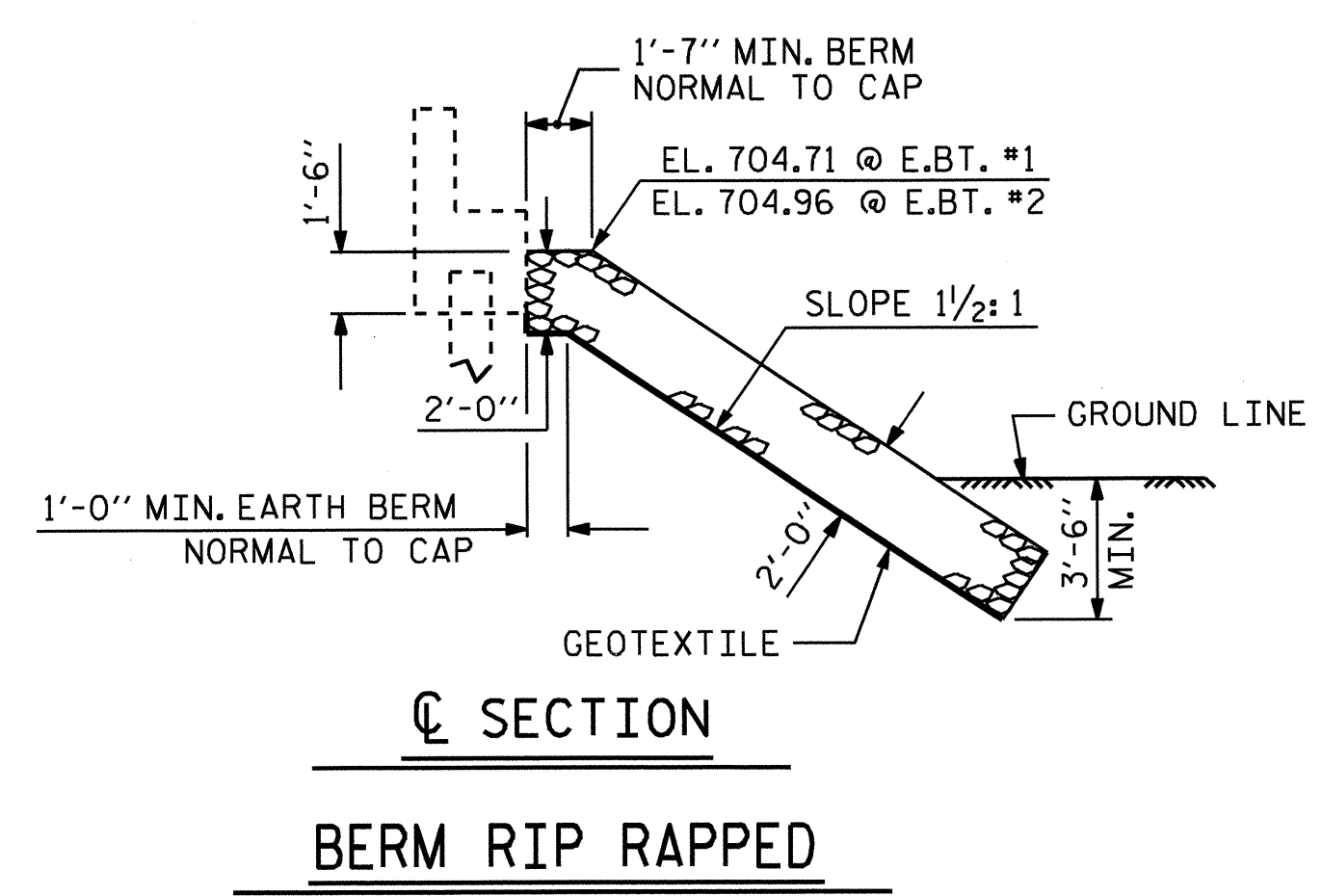
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-17
1			3			TOTAL SHEETS
2			4			19

ASSEMBLED BY: A. SORSENGINH DATE: 12/19/2011
CHECKED BY: W. F. PARKER DATE: 1/20/12

DRAWN BY: DGE 03/10
CHECKED BY: MKT 03/10

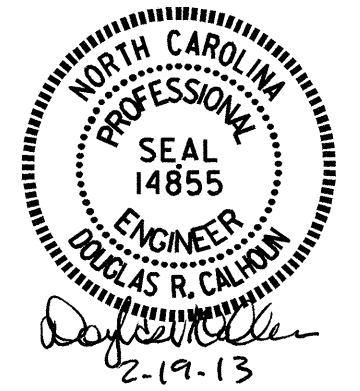


ESTIMATED QUANTITIES		
BRIDGE @ STA. 12+76.00 -L-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	145	160
END BENT 2	140	155

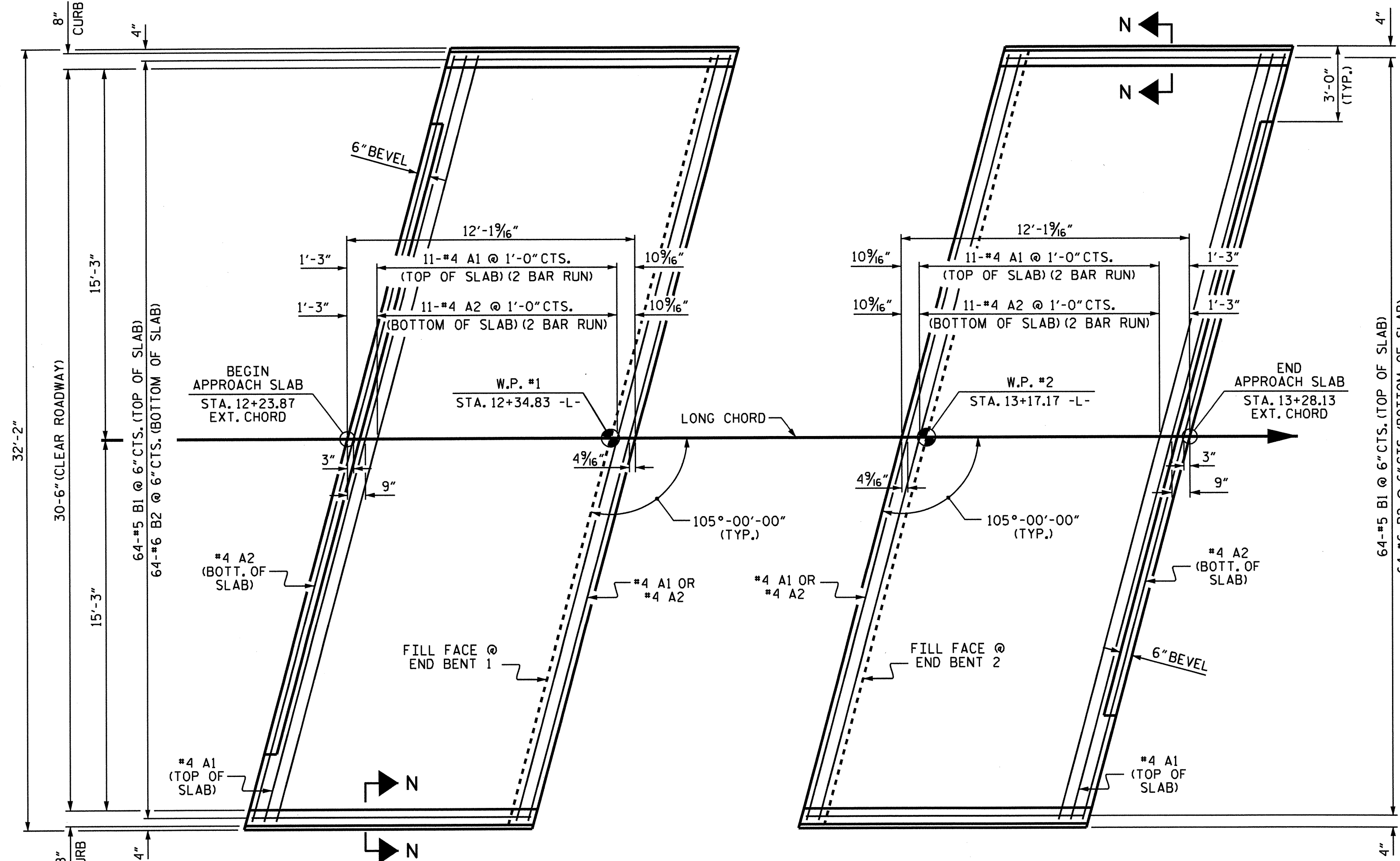


PROJECT NO. B-4806
ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

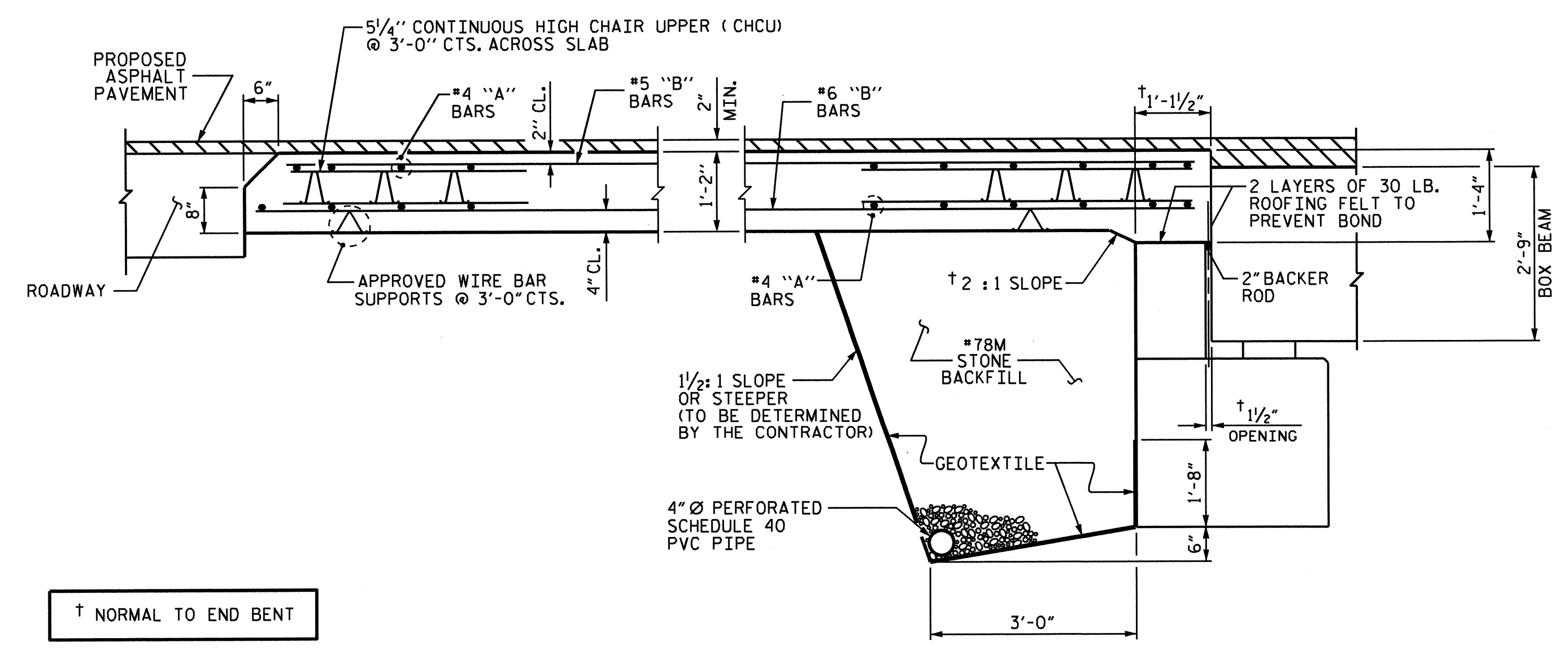
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH						SHEET NO.
STANDARD						S-18
= RIP RAP DETAILS =						TOTAL SHEETS
REVISIONS						19
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			



ASSEMBLED BY : A. SORSENGINH DATE : 1/2012
 CHECKED BY : W.S. PARKER DATE : 1/2013
 DRAWN BY : REK 1/84 REV. 5/1/06R TLA/GM
 CHECKED BY : RDU 1/84 REV. 10/1/11 MAA/GM
 REV. 12/21/11 MAA/GM



PLAN @ END BENT 1 PLAN @ END BENT 2
DIMENSIONS SHOWN ARE TYPICAL FOR BOTH APPROACH SLABS



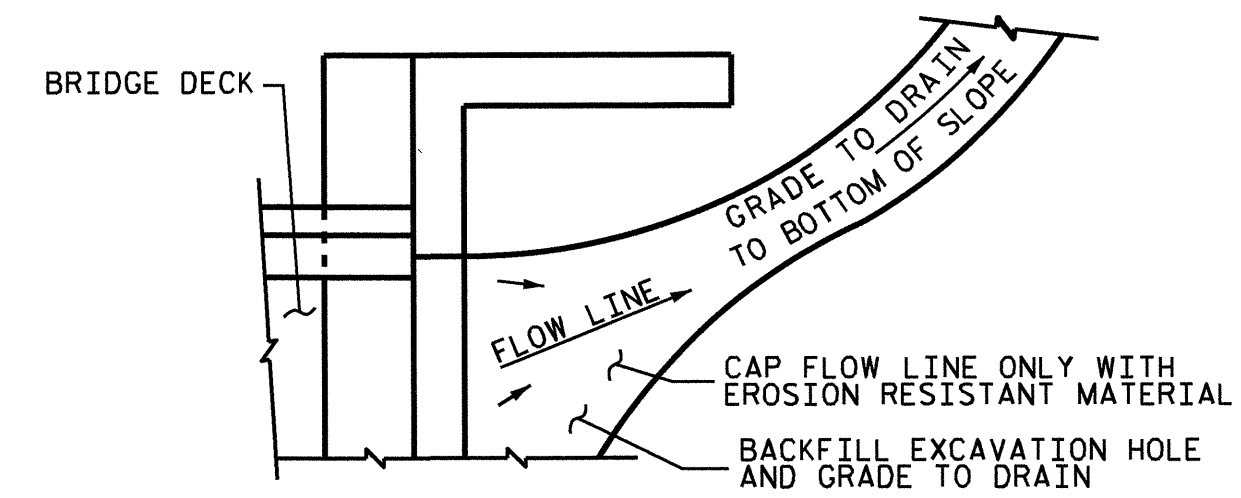
SECTION THRU SLAB

ASSEMBLED BY : A. SORSENGINH DATE : 1/2012
 CHECKED BY : W.S. PARKER DATE : 1/2013
 DRAWN BY : MAA 11/11
 CHECKED BY : AAC 11/11

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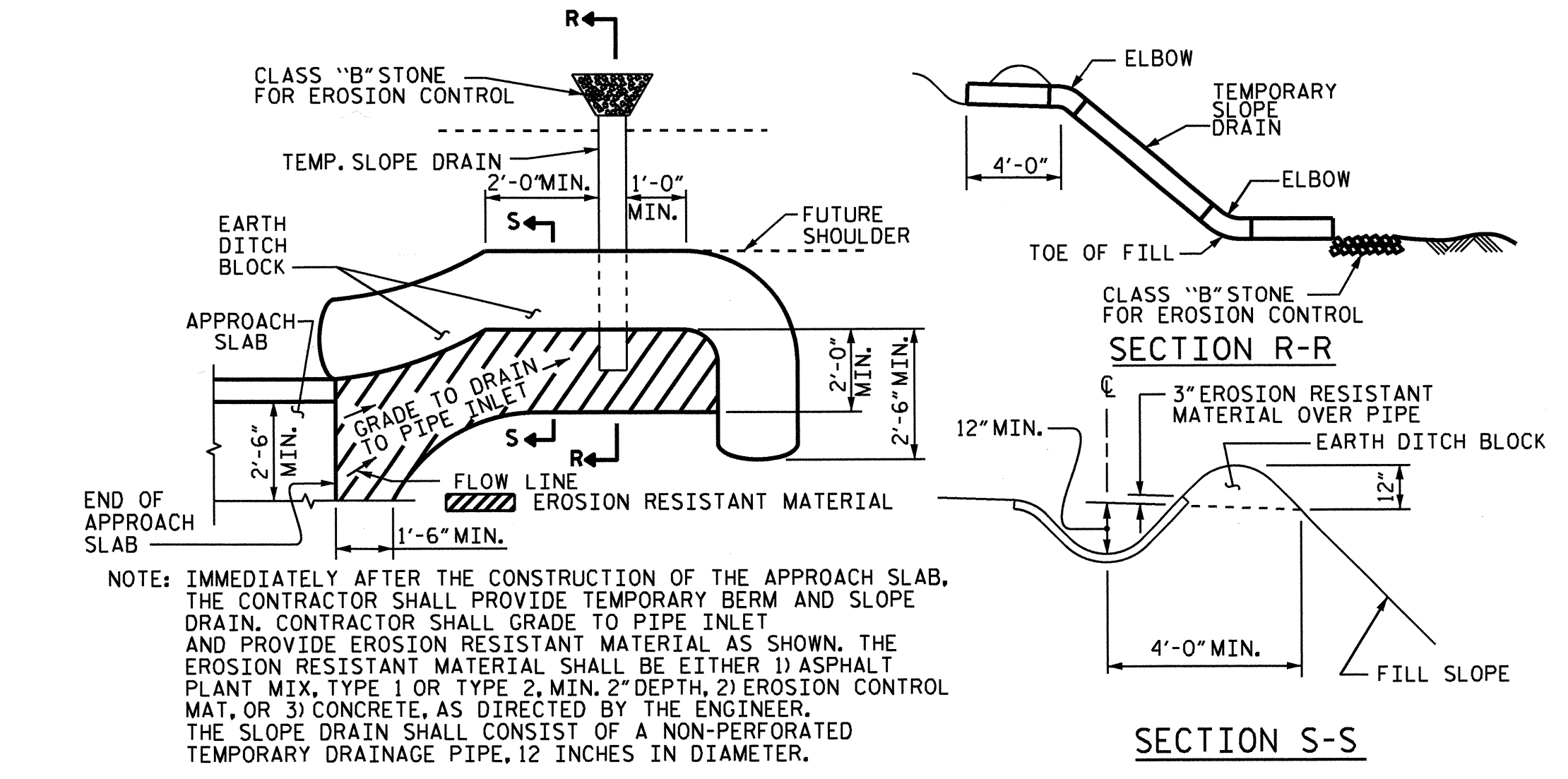
NOTES

FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, 4" Ø DRAINAGE PIPE, AND #78M STONE BACKFILL, SEE ROADWAY PLANS.
 GEOTEXTILE SHALL BE TYPE 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.
 #78M STONE BACKFILL (CLASS V SELECT MATERIAL) SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 1016.
 #78M STONE BACKFILL IS TO BE CONTINUOUS ALONG FILL FACE OF BACKWALL FROM OUTSIDE EDGE TO OUTSIDE EDGE OF APPROACH SLAB.
 FOR THE 4" Ø DRAINAGE PIPE OUTLET(S), SEE ROADWAY STANDARD DRAWINGS.
 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.
 APPROACH SLAB GROOVING IS NOT REQUIRED.

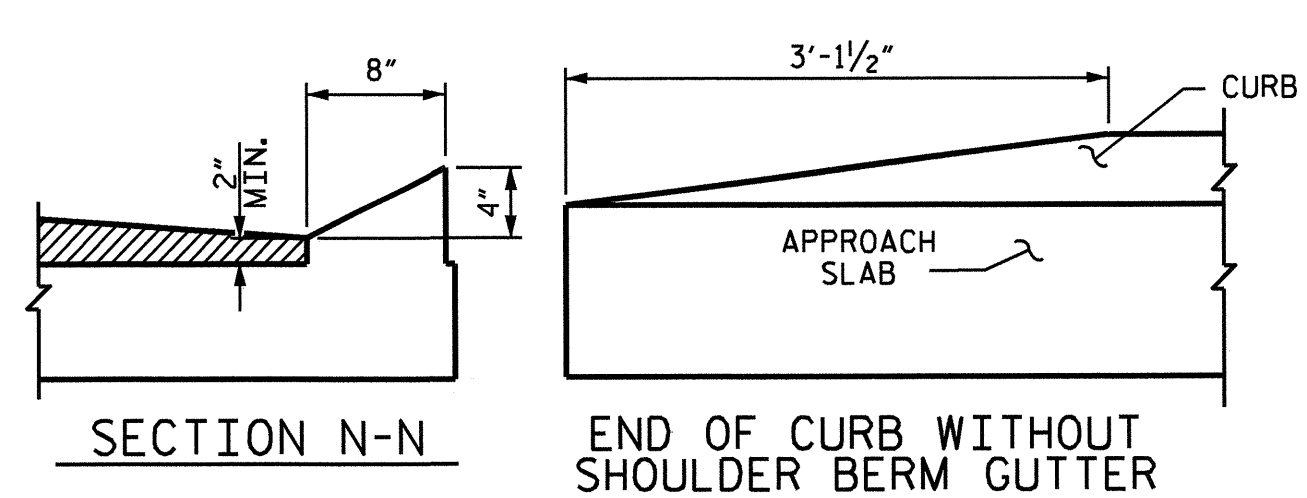


NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT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

TEMPORARY DRAINAGE DETAIL



PLAN VIEW SECTION S-S
 TEMPORARY BERM AND SLOPE DRAIN DETAILS
 (TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



SECTION N-N
 END OF CURB WITHOUT SHOULDER BERM GUTTER
 CURB DETAILS

BILL OF MATERIAL					
APPROACH SLAB AT EB 1					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	26	#4	STR	17'-6"	304
A2	26	#4	STR	17'-5"	302
*B1	64	#5	STR	11'-1"	740
B2	64	#6	STR	11'-7"	1113
REINFORCING STEEL				LBS.	1415
*EPOXY COATED REINFORCING STEEL				LBS.	1044
CLASS AA CONCRETE				C. Y.	17.2
APPROACH SLAB AT EB 2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	26	#4	STR	17'-6"	304
A2	26	#4	STR	17'-5"	302
*B1	64	#5	STR	11'-1"	740
B2	64	#6	STR	11'-7"	1113
REINFORCING STEEL				LBS.	1415
*EPOXY COATED REINFORCING STEEL				LBS.	1044
CLASS AA CONCRETE				C. Y.	17.2

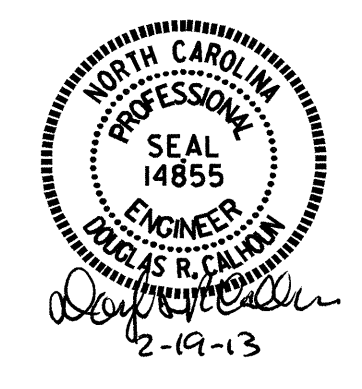
SPLICE LENGTHS		
BAR SIZE	EPOXY COATED	UNCOATED
#4	2'-0"	1'-9"
#5	2'-6"	2'-2"
#6	3'-10"	2'-7"

PROJECT NO. B-4806
 ROCKINGHAM COUNTY
 STATION: 12+76.00 -L-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD BRIDGE APPROACH SLAB FOR PRESTRESSED CONCRETE BOX BEAM UNIT (SUB-REGIONAL TIER) 105° SKEW

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

SHEET NO. S-19
 TOTAL SHEETS 19



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 2012 "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. FINIS 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