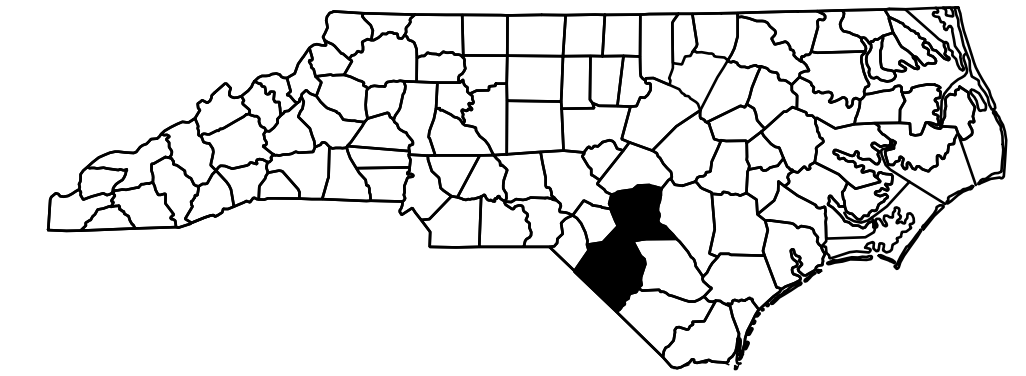


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2519AA&AB		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34817.3.4	NHP-1118(11)	P.E., ROW, UTILITIES & CONSTRUCTION	



**STR 2  
RFC BRIDGE  
PLANS**

SUBMITTAL #S-057R1

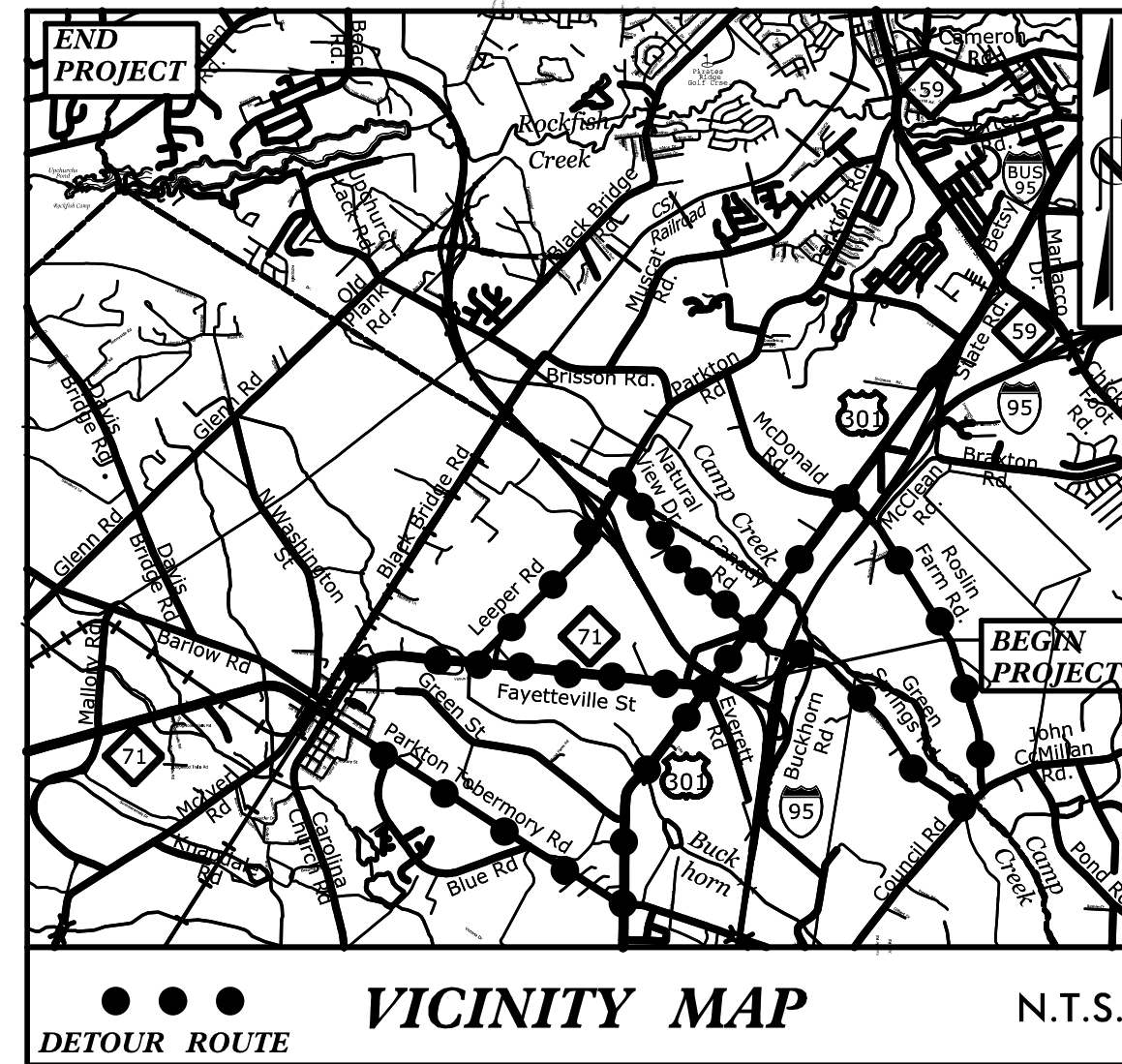
**END  
TIP PROJECT U-2519AA&AB**  
-L- POT STA. 312 + 61.97

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

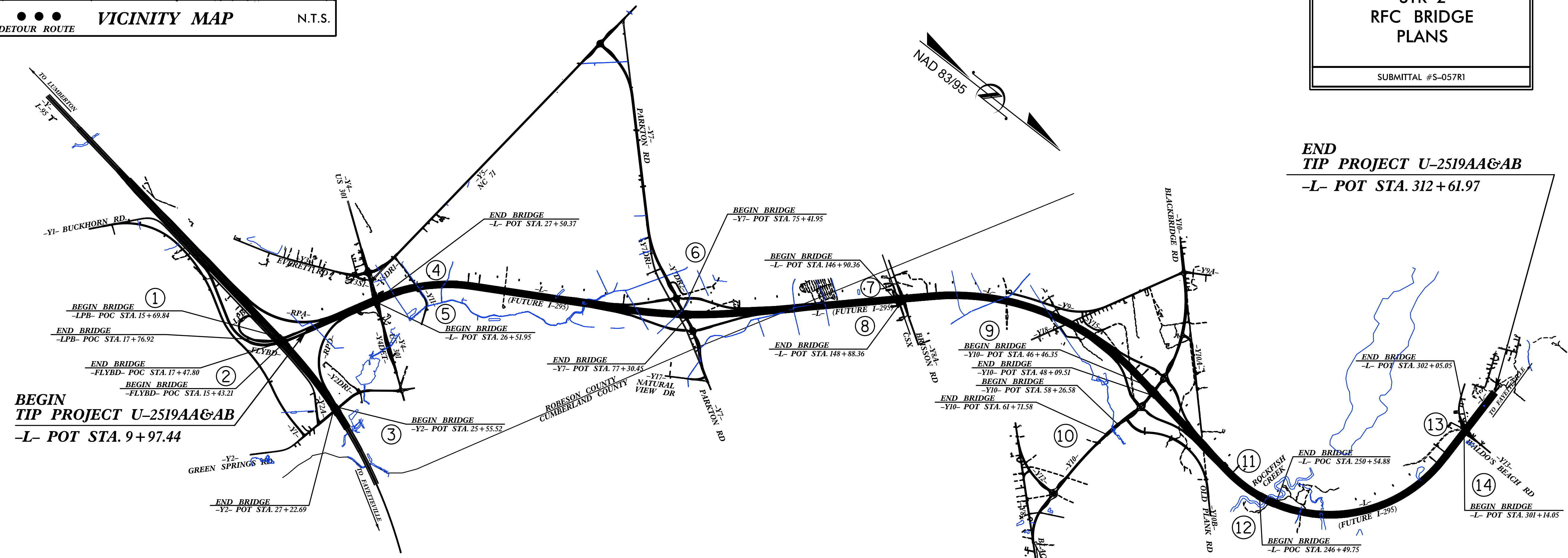
# CUMBERLAND COUNTY /ROBESON COUNTY

**LOCATION: FUTURE I-295 - FAYETTEVILLE OUTER LOOP FROM I-95 IN ROBESON COUNTY TO SOUTH OF SR 1003 (CAMDEN ROAD) IN CUMBERLAND COUNTY**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNING AND STRUCTURES**



● ● ● ● VICINITY MAP N.T.S.  
DETOUR ROUTE



## STRUCTURE

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

**CONTRACT: C204043 TIP PROJECT: U-2519AA&AB**

**DESIGN DATA**

ADT 2015 =	25,000
ADT 2040 =	33,100
K =	8%
D =	55%
T =	12%*
V =	70 MPH
* (TTST = 4% + DUAL 8%)	
FUNC. CLASSIFICATION =	INTERSTATE STATEWIDE TIER

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT U-2519AA & AB =	5.582 MILES
LENGTH STRUCTURE TIP PROJECT U-2519AA & AB =	0.150 MILES *
TOTAL LENGTH OF TIP PROJECT U-2519AA & AB =	5.732 MILES
* LENGTH BASED OFF NB BRIDGES	

NCDOT CONTACT: **K. ZAK HAMIDI, PE**  
PROJECT ENGINEER - DESIGN/BUILD UNIT

PLANS PREPARED FOR THE NCDOT BY:  
**Balfour Beatty** **BRANCH** **STV**  
Infrastructure Inc. CIVIL  
A Joint Venture

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: **NOVEMBER 21, 2017**

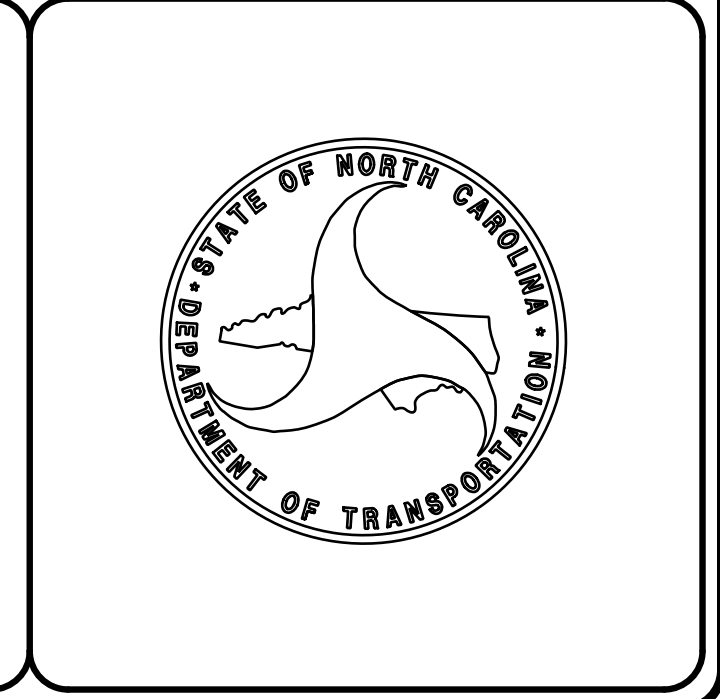
LETTING DATE: **NOVEMBER 21, 2017**

**JOSEPH A. FREEMAN, PE**  
DESIGN PROJECT MANAGER

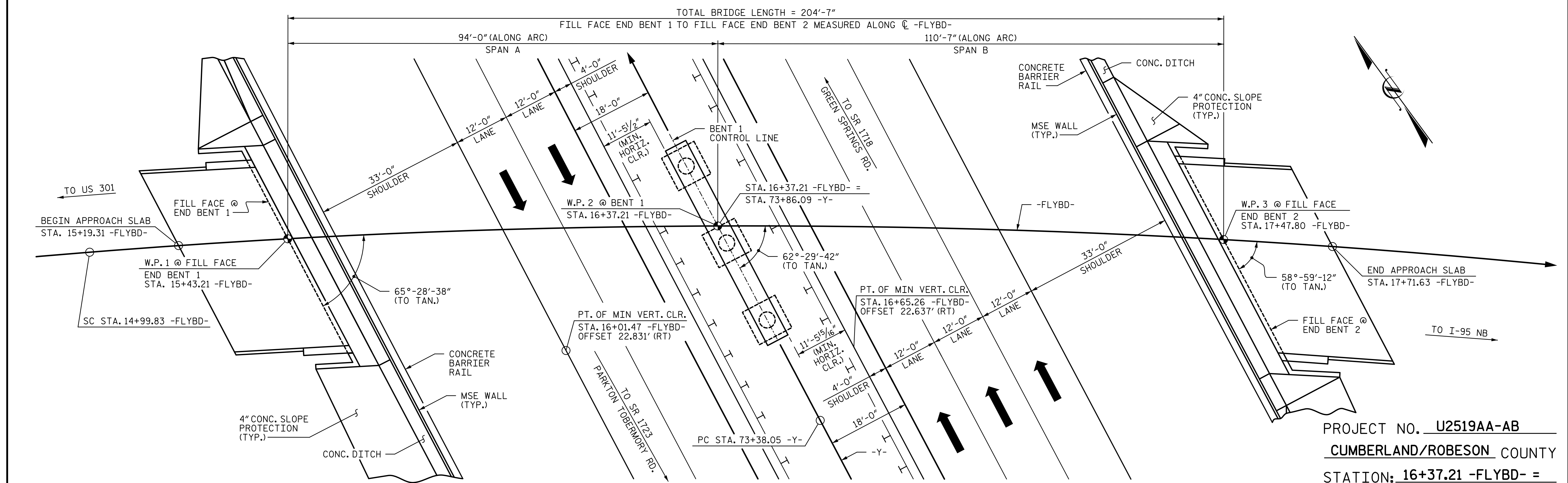
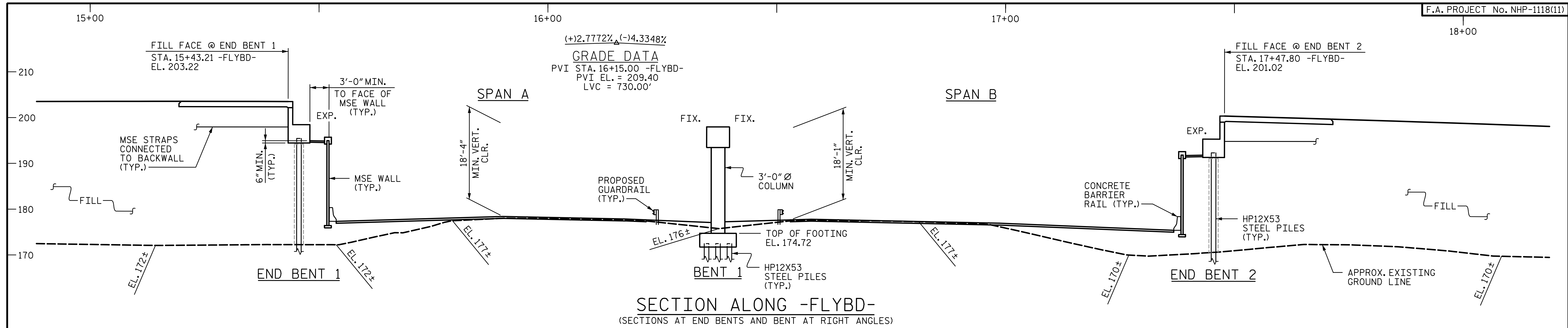
**KEVIN G. BAILEY, PE**  
PROJECT DESIGN ENGINEER

STRUCTURAL ENGINEER

SEAL 036940  
 ENGINEER  
 BRIAN M. CURRY  
 10/18/2018  
 P.E.



10/17/2018  
RA:\Structures\Str 2 FLYBD over Y\Ustation\RFC RIV402-000\_U2519-SMU\_TSH-000\_770514.dgn  
Bourry



HORIZ. CURVE DATA -FLYBD-	HORIZ. CURVE DATA -Y-
PI STA. = 16+70.65 -FLYBD-	PI STA. = 107+61.69 -Y-
$\Delta = 10^\circ 48' 23.8''$ (RT)	$\Delta = 33^\circ 16' 00.0''$ (RT)
D = 3°10' 21.1"	D = 0°29' 59.9"
L = 340.63'	L = 6,653.82'
T = 170.82'	T = 3,423.64'
R = 1,806.00'	R = 11,460.00'

**PLAN**  
(PILES NOT SHOWN FOR CLARITY)  
(END BENTS AND BENT ARE PARALLEL)

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD- =  
73+86.09 -Y-  
 SHEET 1 OF 4 BRIDGE NO. 770514

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
 FOR BRIDGE ON -FLYBD-  
 OVER -Y- (I-95)

REVISIONS

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

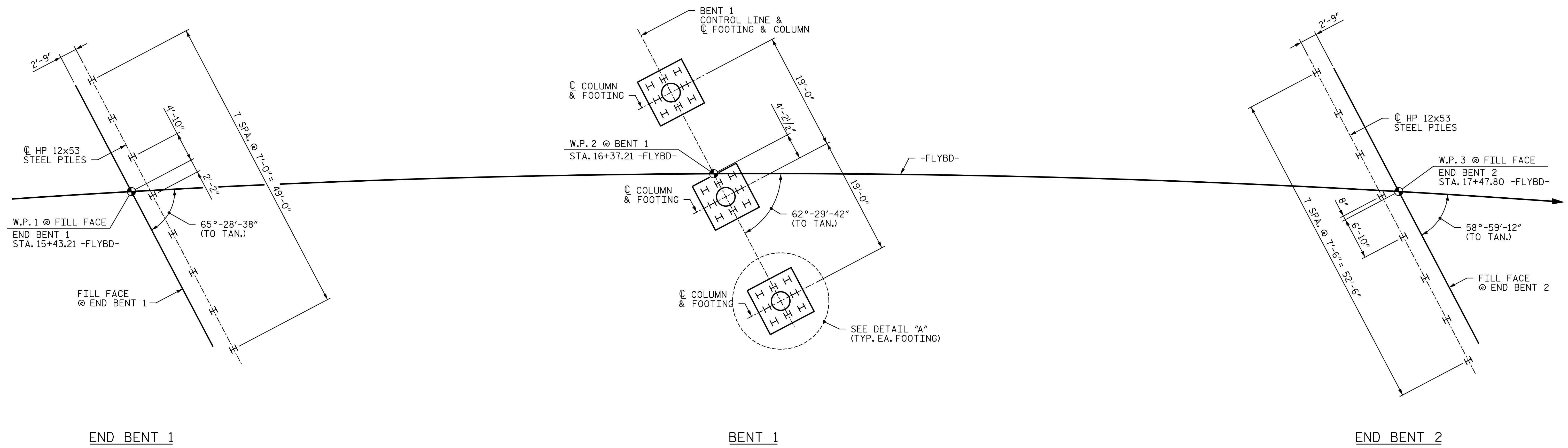
SHEET NO.  
S2-1  
TOTAL SHEETS  
41

STV ENGINEERS, INC. 100 years  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

**Balfour Beatty** **BRANCH**  
 Infrastructure Inc. CIVIL  
*A Joint Venture*

DATE: 9/25/2018 TIME: 2:55:00 PM  
 FILE: r:\S\Structures\Str 2 FLYBD over Y\Substation\RFC\402\_001\_U2519\_SMU\_001\_001\_770514.dgn

DRAWN BY : MBC DATE : 2-18 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18  
 CHECKED BY : BMC DATE : 8-18

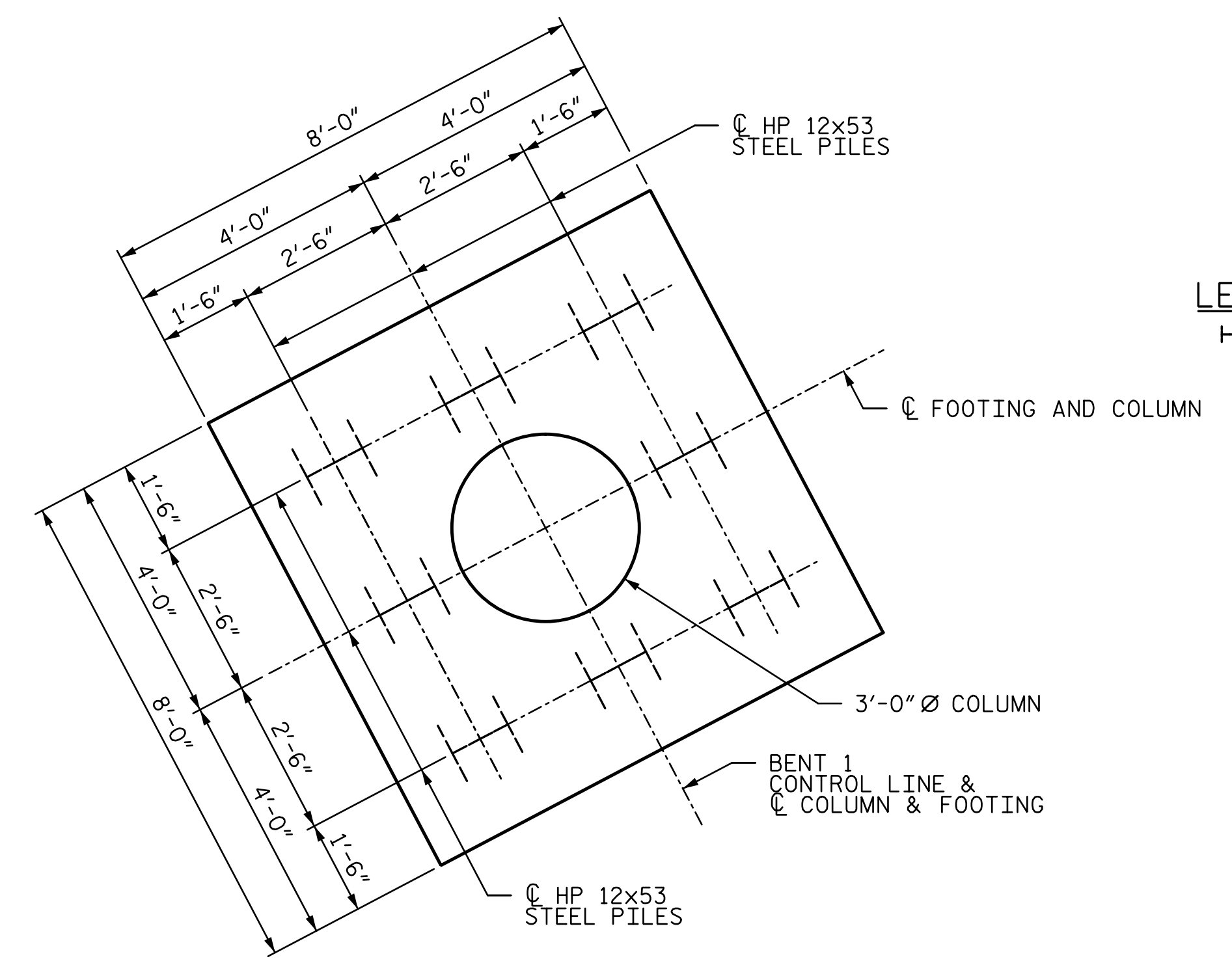


**FOUNDATION LAYOUT**

(DIMENSIONS LOCATING PILES ARE SHOWN TO THE PILE CENTERLINE AT THE BOTTOM OF CAP/FOOTING)

**FOUNDATION NOTES:**

- FOR PILES, SEE SPECIAL PROVISIONS AND SECTION 450 OF THE STANDARD SPECIFICATIONS.
- PILES AT END BENT 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 110 TONS PER PILE.
- DRIVE PILES AT END BENT 1 TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE.
- PILES AT BENT 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 110 TONS PER PILE.
- DRIVE PILES AT BENT 1 TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE.
- PILES AT END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 110 TONS PER PILE.
- DRIVE PILES AT END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE.
- IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 30 TO 60 FT-KIPS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT END BENT 1, END BENT 2, AND BENT 1. THIS ESTIMATED ENERGY RANGE DOES NOT RELEASE THE CONTRACTOR FROM PROVIDING DRIVING EQUIPMENT IN ACCORDANCE WITH SUBARTICLE 450-3(D)(2) OF THE STANDARD SPECIFICATIONS.
- TESTING THE FIRST PRODUCTION PILE AT THE FIRST TWO BENTS THE CONTRACTOR ELECTS TO DRIVE AT WITH THE PDA DURING DRIVING IS REQUIRED AT END BENT 1, END BENT 2, OR BENT 1. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS AND FOR PILE DRIVING CRITERIA, SEE PILE DRIVING CRITERIA PROVISION.
- PDA TESTING AT THE END BENTS SHOULD BE PERFORMED ON THE FIRST PRODUCTION PILE DRIVEN AT EACH SPECIFIED END BENT. THIS PDA TESTING SHOULD OCCUR PRIOR TO EMBANKMENT CONSTRUCTION. THE PDA TEST PILE SHOULD BE DRIVEN TO ACHIEVE THE REQUIRED DRIVING RESISTANCE FOR THE SPECIFIED END BENT. DRIVE CRITERIA SHOULD BE PROVIDED BASED ON THE PDA TESTING AND ALL REMAINING PRODUCTION PILES SHOULD BE DRIVEN TO THE REQUIRED DRIVING RESISTANCE PRIOR TO EMBANKMENT CONSTRUCTION.
- WHERE RESTRIKES ARE NECESSARY TO ACHIEVE THE REQUIRED DRIVING RESISTANCE, THIS SHALL BE PERFORMED PRIOR TO EMBANKMENT CONSTRUCTION.
- PILE RESTRIKES AT END BENTS WILL BE REQUIRED TO RELEASE DOWN DRAG LOADS AFTER OBSERVING A WAITING PERIOD OF 3 MONTHS AFTER EMBANKMENT FILL PLACEMENT TO WITHIN 1 FT OF THE BOTTOM OF CAP ELEVATION.
- PILES DRIVEN PRIOR TO REQUIRED WAITING PERIOD SHOULD NOT BE INSTALLED TO CUTOFF ELEVATIONS TO ALLOW FOR RESTRIKES TO RELEASE DOWN DRAG LOAD AFTER EMBANKMENT FILL PLACEMENT. FOR PILE ORDERING LENGTHS, PILES SHOULD BE LEFT A MINIMUM OF 1 FOOT ABOVE OF CUTOFF ELEVATION TO ACCOMMODATE RESTRIKES.
- PILE RESTRIKES WILL REQUIRE A MINIMUM OF 25 HAMMER BLOWS OR 1 INCH OF PILE TOP MOVEMENT (WHICHEVER OCCURS FIRST).
- AVERAGE ESTIMATED PILE LENGTH BASED ON STATIC ANALYSIS USING SECTION 3.1.1 AND 5.2.2 OF NCDOT LRFD DRIVEN PILE FOUNDATION DESIGN POLICY AND USING A RESISTANCE FACTOR OF 0.7. ESTIMATED PILE LENGTH INCLUDES 2 FEET FOR CAP/FOOTING EMBEDMENT.



**DETAIL "A"**

**LEGEND**

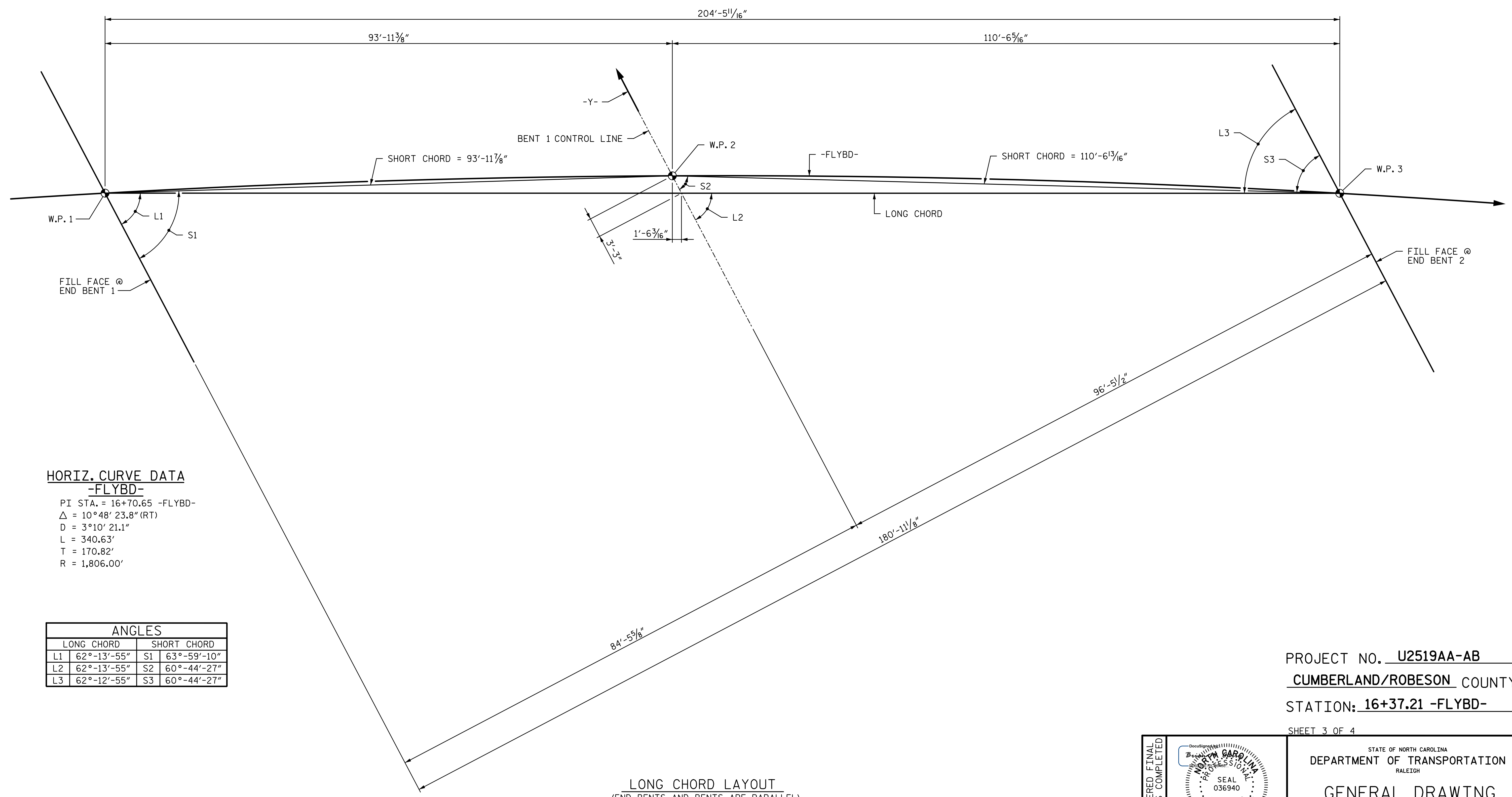
H HP 12x53 VERTICAL PILE @ END BENTS AND INTERIOR BENT

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 4

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH <b>GENERAL DRAWING</b> <b>FOUNDATION LAYOUT</b>		SHEET NO. S2-2 TOTAL SHEETS 41		
			REVISIONS				
	NO.	BY:	DATE:	NO.		BY:	DATE:
	1			3			
2			4				

DRAWN BY : <u>MBC</u>	DATE : <u>6-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>MLO</u>	DATE : <u>8-18</u>		

DATE: 9/25/2018 TIME: 2:55:03 PM FILE: r:\Structure\Str 2 FLYBD over Y\Substation\RFC\402\_003\_U2519\_SMU-FL\_002\_770514.dgn



**HORIZ. CURVE DATA**  
-FLYBD-

PI STA. = 16+70.65 -FLYBD-  
 $\Delta = 10^{\circ}48'23.8''$  (RT)  
 $D = 3^{\circ}10'21.1''$   
 $L = 340.63'$   
 $T = 170.82'$   
 $R = 1,806.00'$

ANGLES			
	LONG CHORD		SHORT CHORD
L1	62°-13'-55"	S1	63°-59'-10"
L2	62°-13'-55"	S2	60°-44'-27"
L3	62°-12'-55"	S3	60°-44'-27"

**LONG CHORD LAYOUT**  
(END BENTS AND BENTS ARE PARALLEL)

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 3 OF 4

DATE: 9/25/2018 TIME: 2:55:13 PM  
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DRAWN BY : MBC DATE : 6-18  
 CHECKED BY : BMC DATE : 7-18  
 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

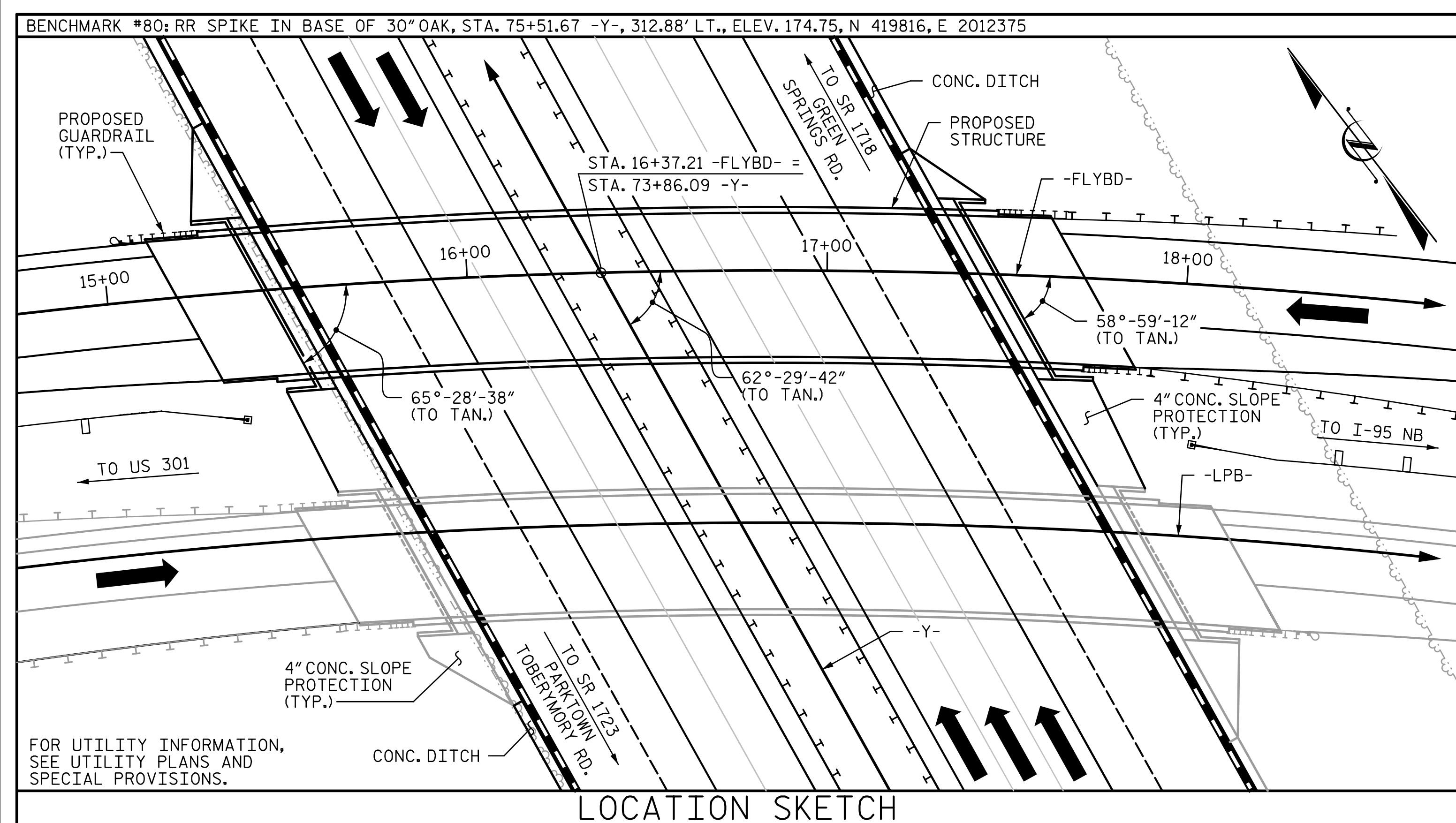
**STV** 100 years  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
**LONG CHORD**  
**LAYOUT**

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

SHEET NO.	
S2-3	TOTAL SHEETS 41



LOCATION SKETCH

**NOTES:**  
ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

- THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- 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.
- THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS (360,000 KG) OF REINFORCING STEEL, ONE 30 INCH (760 MM) SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS (360,000 KG) OF REINFORCING STEEL, TWO 30 INCH (760 MM) SAMPLES OF EACH SIZE BAR USED. THE SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
- FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.
- NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
- FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- FOR FOUNDATION NOTES, SEE "FOUNDATION LAYOUT" SHEET.
- FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.
- FOR F.I.B. 45" PRESTRESSED GIRDERS, SEE SPECIAL PROVISIONS.

**SAMPLE BAR REPLACEMENT**

SCALE	LENGTH
#3	6'-2"
#4	7'-4"
#5	8'-6"
#6	9'-8"
#7	10'-10"
#8	12'-0"
#9	13'-2"
#10	14'-6"
#11	15'-10"

**TOTAL BILL OF MATERIAL**

	FOUNDATION EXCAVATION FOR BENT	PDA TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	F.I.B. 45" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIP. SETUP FOR HP 12x53 STEEL PILES	HP 12x53 STEEL PILES	PILE REDRIVES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	MSE WALL	
	LUMP SUM	EA.	SQ. FT.	SQ. FT.	CU. YD.	LUMP SUM	LBS.	LBS.	NO. LIN. FT.	EA.	NO. LIN. FT.	EA.	LIN. FT.	SQ. YD.	LUMP SUM	LUMP SUM	SQ. FT.	
SUPERSTRUCTURE			8,746	9,296		LUMP SUM			10 993.9				447.16		LUMP SUM	LUMP SUM		
END BENT 1					54.0		6,628		8	8	680	8		90.1			2,490	
BENT 1	LUMP SUM				77.8		11,236	1,257	24	24	1,440	12						
END BENT 2					63.0		7,966		8	8	640	8		92.8			2,300	
TOTAL	LUMP SUM	2	8,746	9,296	194.8	LUMP SUM	25,830	1,257	10 993.9	40	40	2,760	28	447.16	182.9	LUMP SUM	LUMP SUM	4,790

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

SHEET 4 OF 4

DATE: 10/17/2018 TIME: 12:59:11 PM  
 FILE: F:\Structures\Str 2 FLYBD over Y\Station\RFC RI\402\_007\_U2519\_SML\002\_004\_170514.dgn

DRAWN BY : MBC DATE : 2-18  
 CHECKED BY : BMC DATE : 8-18  
 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

**STV** 100 years  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

**Balfour Beatty** **BRANCH**  
 Infrastructure Inc. CIVIL  
 A Joint Venture

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
**LOCATION SKETCH, GENERAL NOTES AND TOTAL BILL OF MATERIAL**

REVISIONS

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

SHEET NO.  
 S2-4  
 TOTAL SHEETS  
 41

STR. #2

LOAD FACTORS:

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

LOAD AND RESISTANCE FACTOR RATING (LRFR) 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							
						LIVE LOAD FACTORS ( $\gamma_{LL}$ )	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)	LIVE LOAD FACTORS ( $\gamma_{LL}$ )	DISTRIBUTION FACTORS (DF)	RATING FACTOR	SPAN		GIRDER LOCATION	DISTANCE FROM LEFT END OF SPAN (ft)
DESIGN LOAD RATING	HL-93 (INVENTORY)	N/A	①	1.16	--	1.75	0.80	1.41	B	EL	53.93	1.00	1.50	B	I	20.84	0.80	0.80	1.16	B	EL	53.22	
	HL-93 (OPERATING)	N/A		1.83	--	1.35	0.80	1.83	B	EL	53.93	1.00	2.15	B	I	20.84	N/A	--	--	--	--	--	
	HS-20 (INVENTORY)	36.000	②	1.66	59.76	1.75	0.80	2.01	B	EL	53.93	1.00	2.32	B	I	20.84	0.80	0.80	1.66	B	EL	53.22	
	HS-20 (OPERATING)	36.000		2.61	93.96	1.35	0.80	2.61	B	EL	53.93	1.00	3.21	B	I	20.84	N/A	--	--	--	--	--	
LEGAL LOAD RATING	SINGLE VEHICLE (SV)	SH	12.500		4.32	54.00	1.40	0.80	6.56	B	EL	53.93	1.00	9.19	B	I	20.84	0.80	0.80	4.32	B	EL	53.22
		S3C	21.500		2.52	54.18	1.40	0.80	3.83	B	EL	53.93	1.00	5.31	B	I	20.84	0.80	0.80	2.52	B	EL	53.22
		S3A	22.750		2.38	54.15	1.40	0.80	3.63	B	EL	53.93	1.00	5.02	B	I	20.84	0.80	0.80	2.38	B	EL	53.22
		S4A	26.750		2.08	55.64	1.40	0.80	3.17	B	EL	53.93	1.00	4.11	B	I	20.84	0.80	0.80	2.08	B	EL	53.22
		S5A	30.500		1.84	56.12	1.40	0.80	2.79	B	EL	53.93	1.00	3.58	B	I	20.84	0.80	0.80	1.84	B	EL	53.22
		S6A	34.500		1.66	57.27	1.40	0.80	2.52	B	EL	53.93	1.00	3.24	B	I	20.84	0.80	0.80	1.66	B	EL	53.22
		S7B	38.500		1.50	57.75	1.40	0.80	2.28	B	EL	53.93	1.00	2.91	B	I	20.84	0.80	0.80	1.50	B	EL	53.22
		S7A	40.000	③	1.47	58.80	1.40	0.80	2.24	B	EL	53.93	1.00	2.90	B	I	20.84	0.80	0.80	1.47	B	EL	53.22
	TRUCK TRACTOR SEMI-TRAILER (TTST)	T4A	28.250		2.04	57.63	1.40	0.80	3.09	B	EL	53.93	1.00	4.14	B	I	20.84	0.80	0.80	2.04	B	EL	53.22
		T5B	32.000		1.79	57.28	1.40	0.80	2.72	B	EL	53.93	1.00	3.67	B	I	20.84	0.80	0.80	1.79	B	EL	53.22
		T6A	36.000		1.63	58.68	1.40	0.80	2.48	B	EL	53.93	1.00	3.18	B	I	20.84	0.80	0.80	1.63	B	EL	53.22
		T7A	40.000		1.50	60.00	1.40	0.80	2.28	B	EL	53.93	1.00	2.89	B	I	20.84	0.80	0.80	1.50	B	EL	53.22
	T7B	40.000		1.57	62.80	1.40	0.80	2.39	B	EL	53.93	1.00	2.75	B	I	20.84	0.80	0.80	1.57	B	EL	53.22	

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.

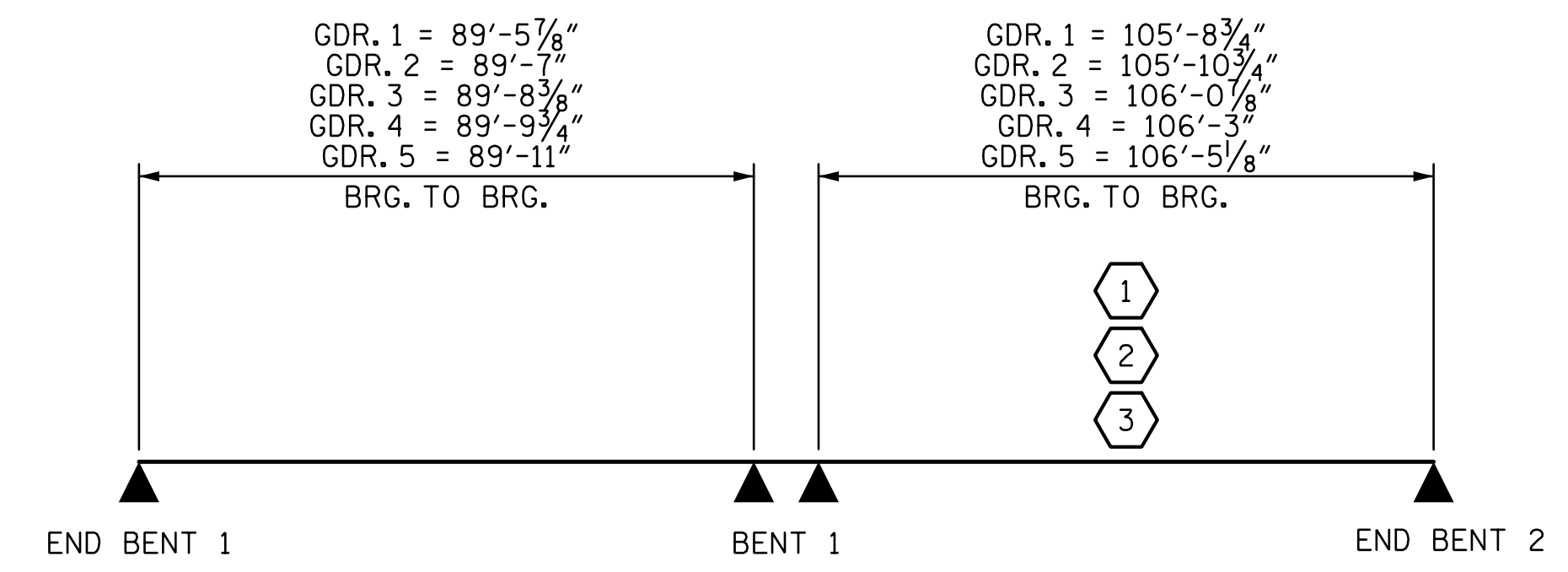
COMMENTS:  
 1.  
 2.  
 3.  
 4.

③ 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



PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

DATE: 9/25/2018 TIME: 2:55:17 PM  
 FILE: r:\S\Structures\Str 2 FLYBD over Y\Station\RFC\402\_009\_U2519\_SMULLRFR\_005\_77051.dgn

DRAWN BY : MBC DATE : 3-18  
 CHECKED BY : MBC DATE : 8-18  
 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

STANDARD  
 LRFR SUMMARY FOR  
 PRESTRESSED  
 CONCRETE GIRDERS  
 (INTERSTATE TRAFFIC)

REVISIONS

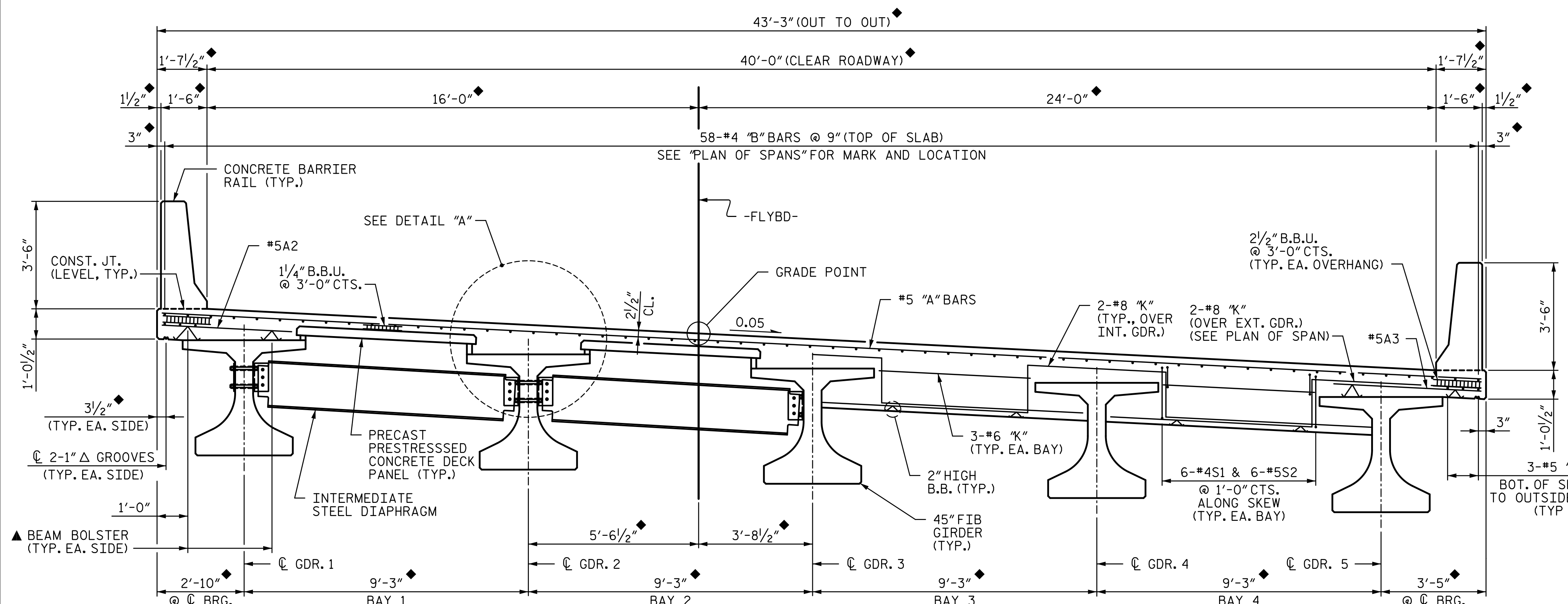
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. S2-5  
 TOTAL SHEETS 41

STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

Balfour Beatty Infrastructure Inc. CIVIL  
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

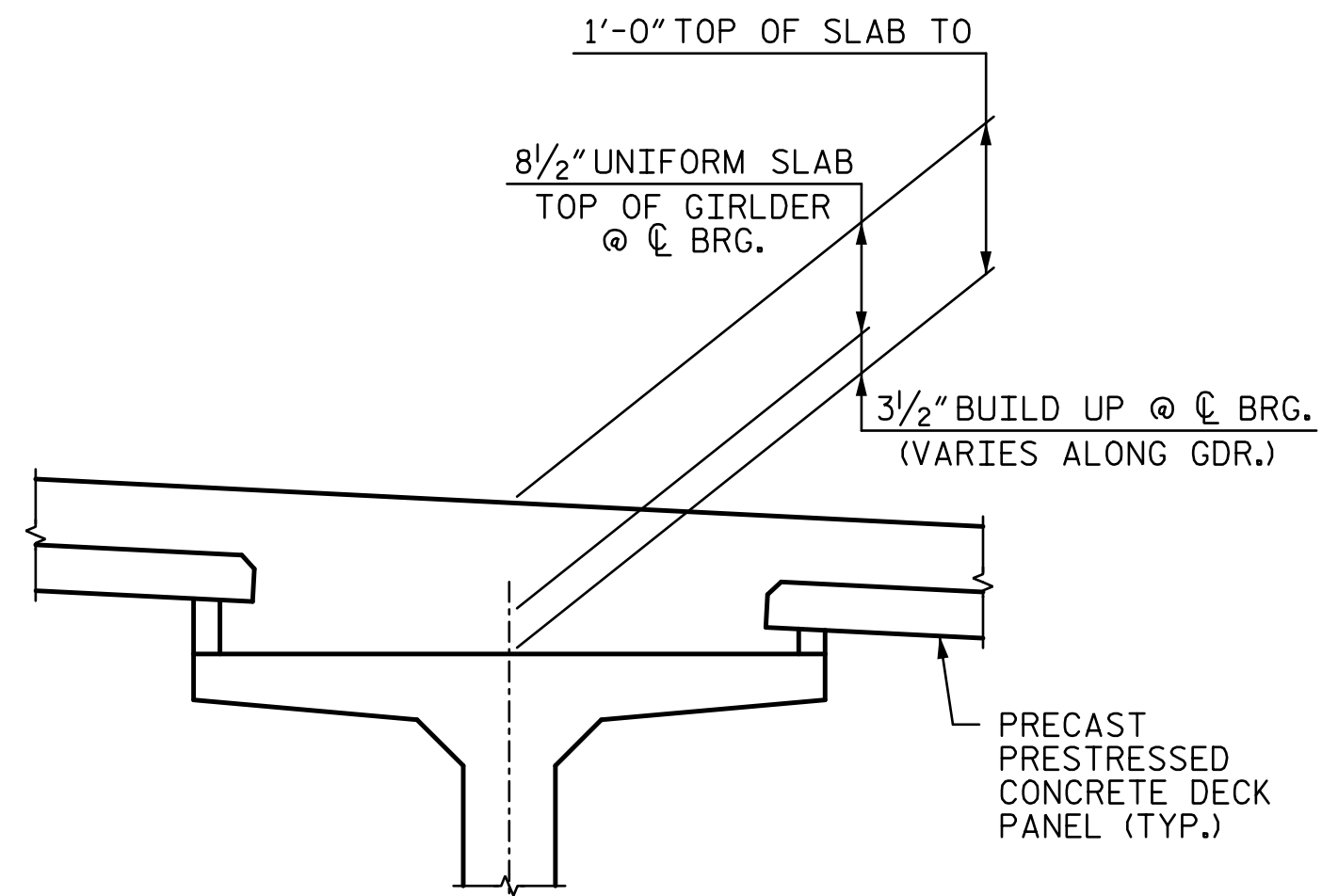


**PARTIAL TYPICAL SECTION AT INTERMEDIATE DIAPHRAGM**

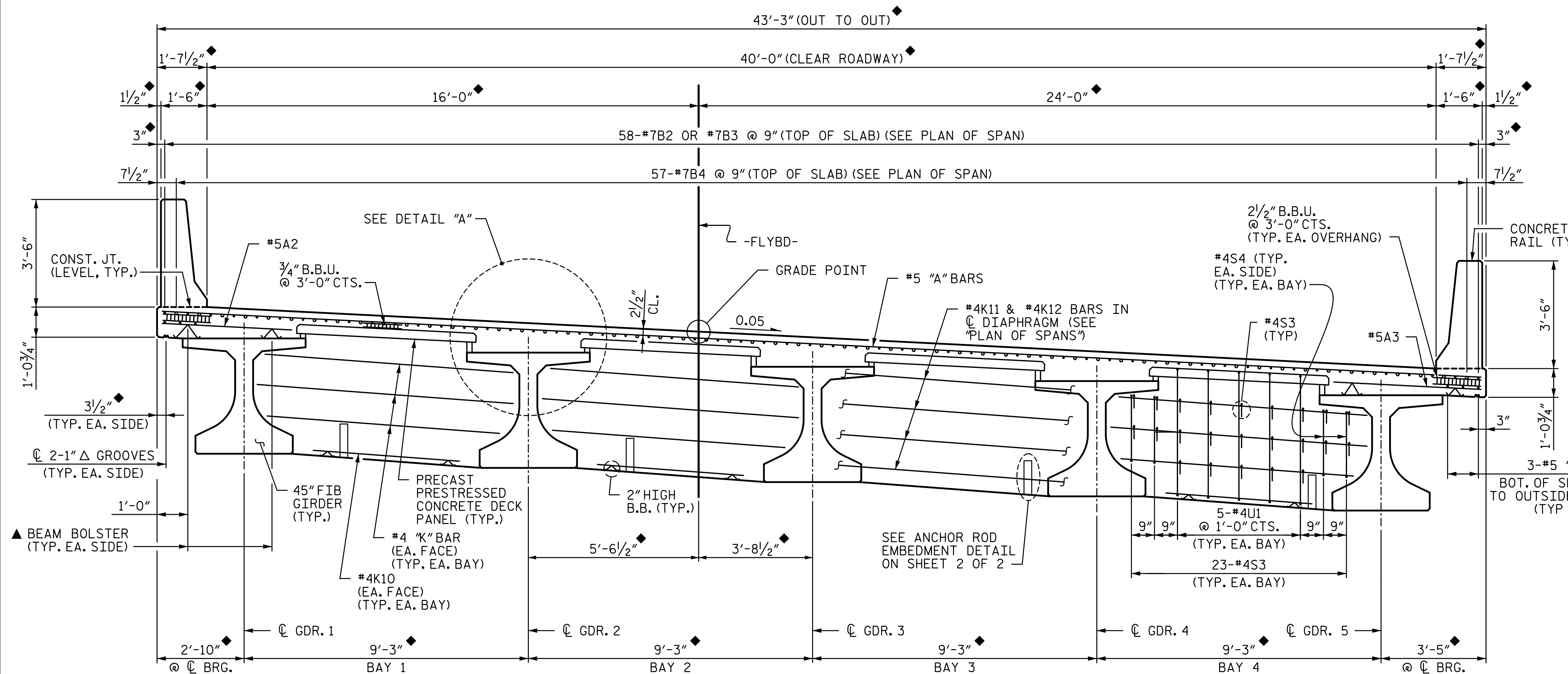
**PARTIAL TYPICAL SECTION AT END DIAPHRAGM**

◆ DIMENSIONS SHOWN ARE RADIAL TO CURVES CONCENTRIC WITH CL -FLYBD-

**NOTES:**  
 LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.  
 PREVIOUSLY CAST CONCRETE IN A CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.  
 FOR INTERMEDIATE STEEL DIAPHRAGM DETAILS, SEE "INTERMEDIATE STEEL DIAPHRAGMS FOR 45" FIB PRESTRESSED CONCRETE GIRDERS".  
 FOR BARRIER RAIL DETAILS, SEE "CONCRETE BARRIER RAIL" SHEET.  
 HEIGHT OF BEAM BOLSTER AND CONTINUOUS HIGH CHAIR IS CALCULATED AT CL BENT. CONTRACTOR SHALL ADJUST HEIGHTS, AS NECESSARY, TO MAINTAIN PROPER CLEARANCE, DUE TO GIRDER CAMBER.  
 FOR PRECAST PRESTRESSED CONCRETE DECK PANEL AND POLYSTYRENE DETAILS AND NOTES, SEE "PRECAST PRESTRESSED CONCRETE DECK PANELS" SHEET.  
 ▲ BEAM BOLSTER HEIGHTS WILL VARY ALONG THE SPANS WITH BUILD UPS. HEIGHTS SHALL BE SET AND ADJUSTED TO MAINTAIN 2 1/2" CLEAR TO THE TOP & BOTTOM OF THE SLAB.  
 FOR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.  
 SEE "BENT 1" SHEET 1 OF 2 FOR ANCHOR ROD LOCATIONS.



**DETAIL "A"**  
(TYP. EA. GIRDER)



**TYPICAL SECTION @ BENT DIAPHRAGM**

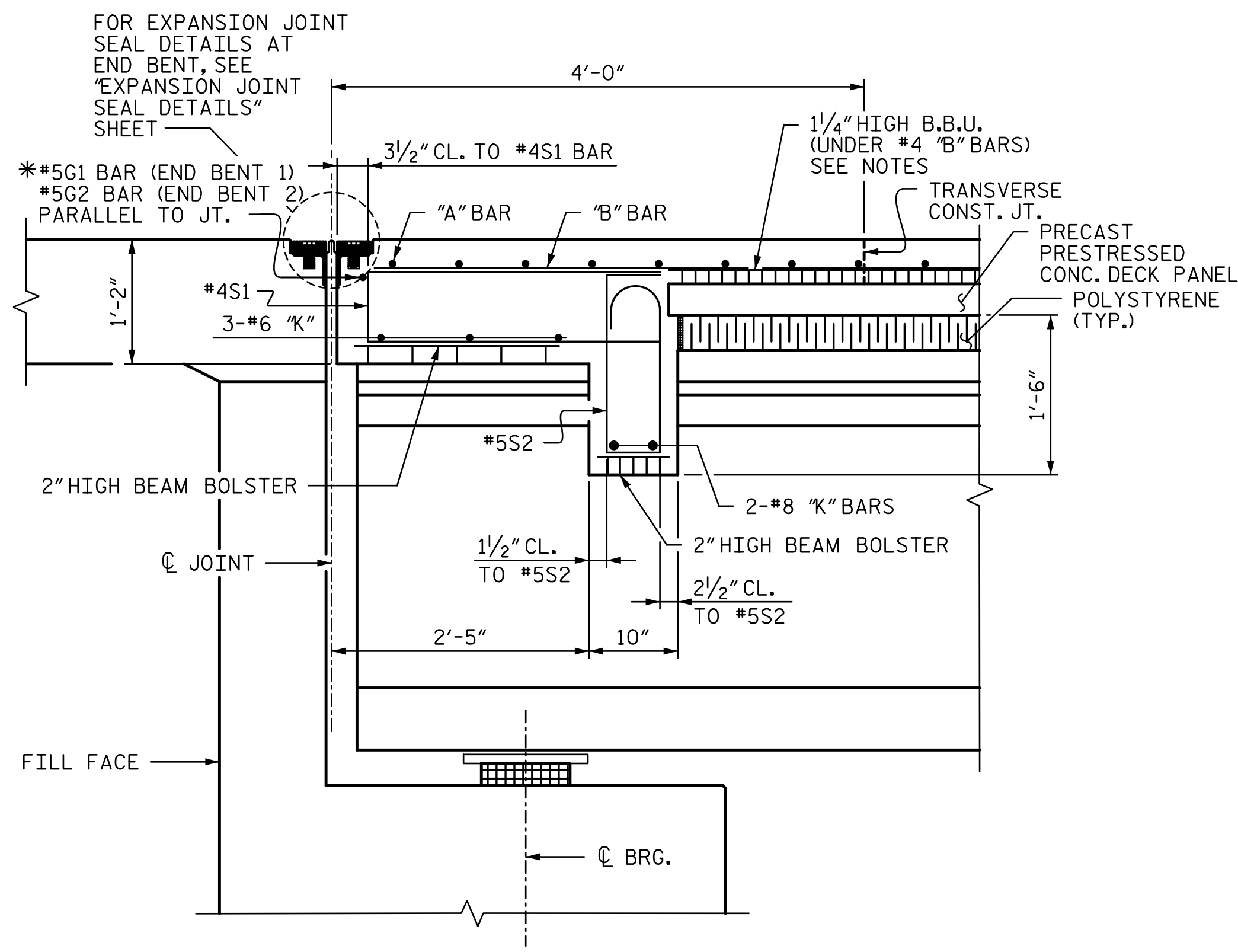
PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 1 OF 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE TYPICAL SECTION					
			REVISIONS					
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		NO.	BY:	DATE:	NO.	BY:	DATE:
			1			3		

DRAWN BY : MBC DATE : 6-18  
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 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

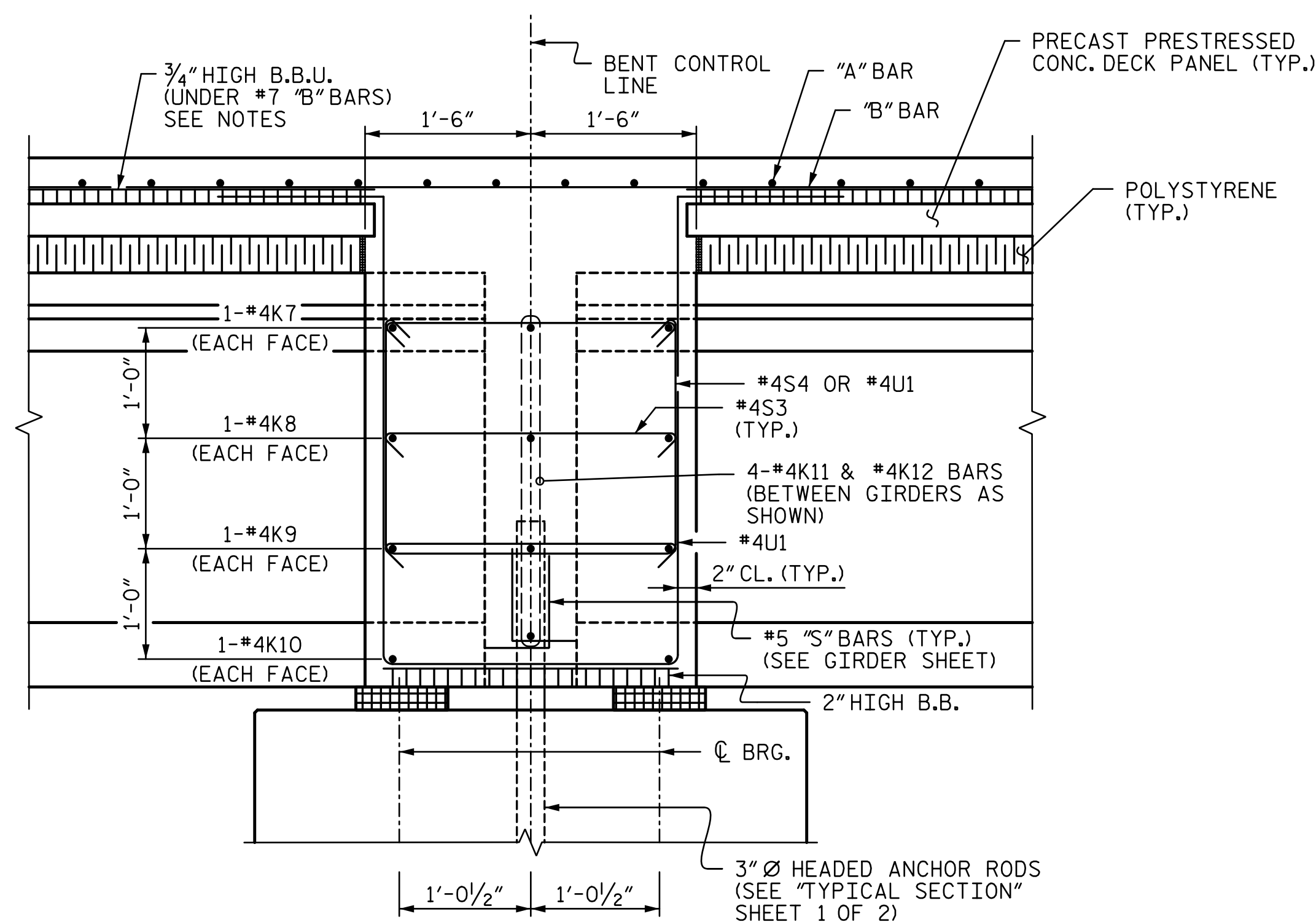
SHEET NO. S2-6  
 TOTAL SHEETS 41

DATE: 9/25/2018 TIME: 2:55:19 PM FILE: r:\structures\str 2 FLYBD over Y\station\RFCV402-011.U2519.SMU.TS01.006.T70514.dgn



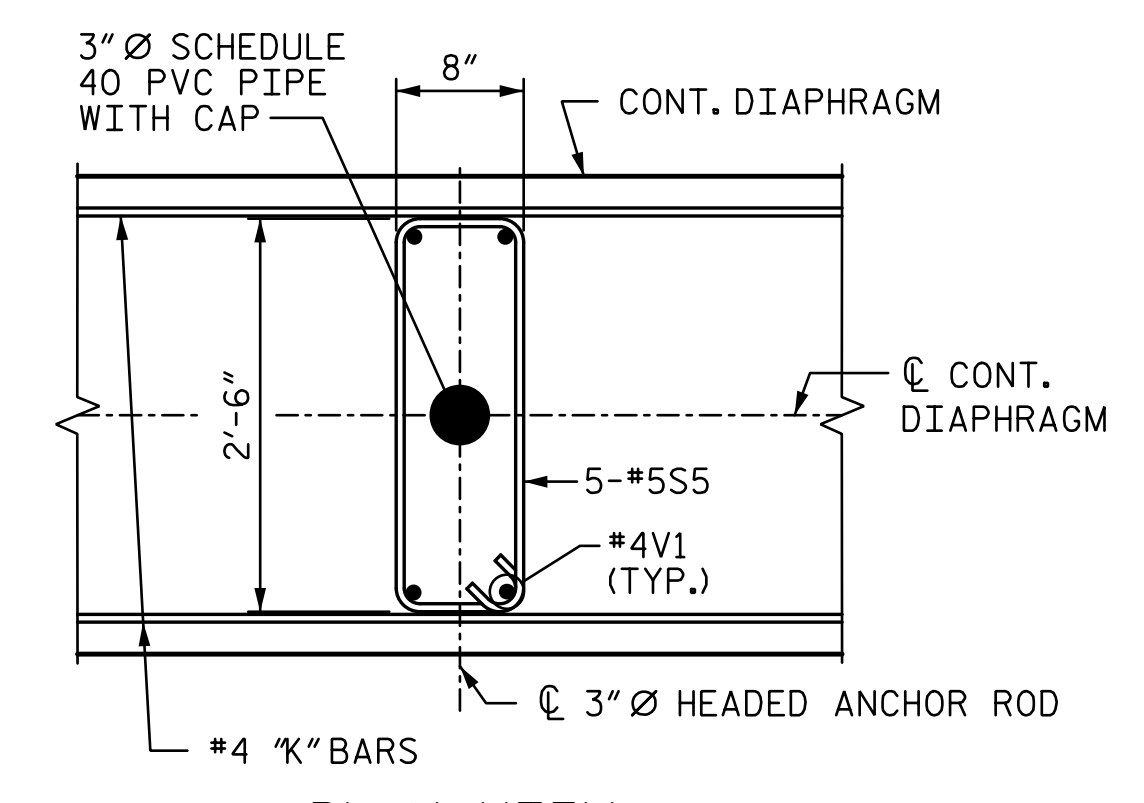
**SECTION THRU END DIAPHRAGM**

\* #5G BAR MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO CLEAR REINFORCING STEEL AND STIRRUPS.

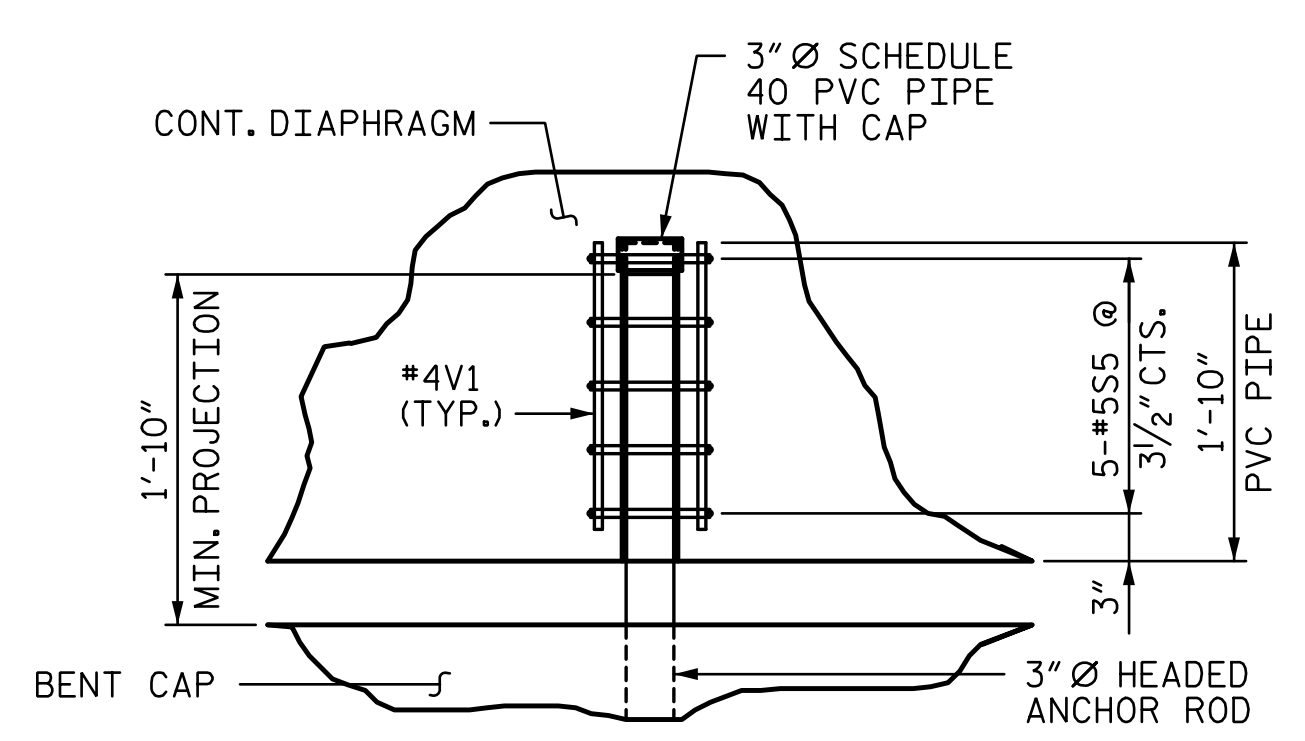


**SECTION THRU BENT DIAPHRAGM**

(REINF. STEEL @ ANCHOR ROD NOT SHOWN FOR CLARITY, SEE "ANCHOR ROD EMBEDMENT DETAIL")



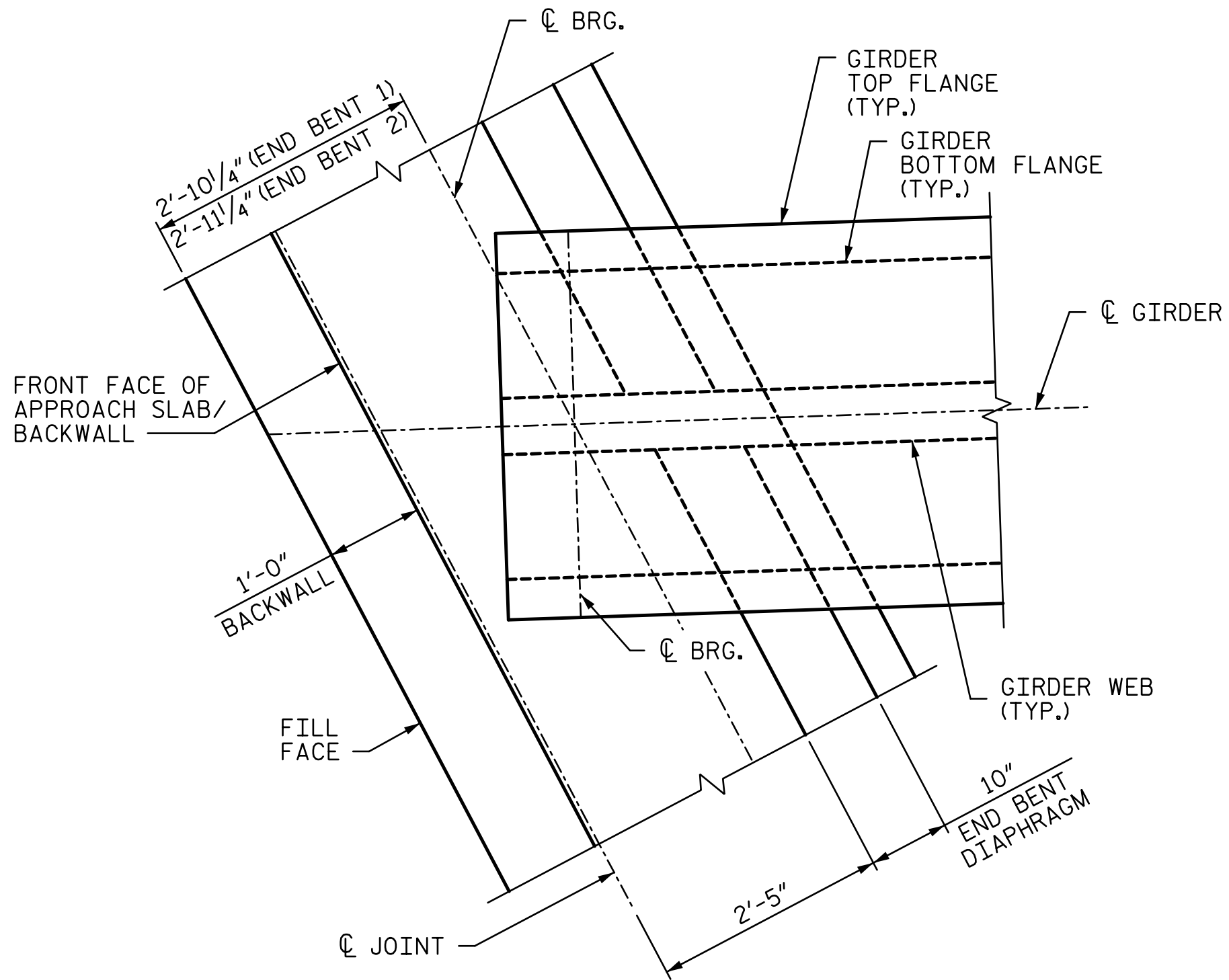
**PLAN VIEW**



**PARTIAL ELEVATION**

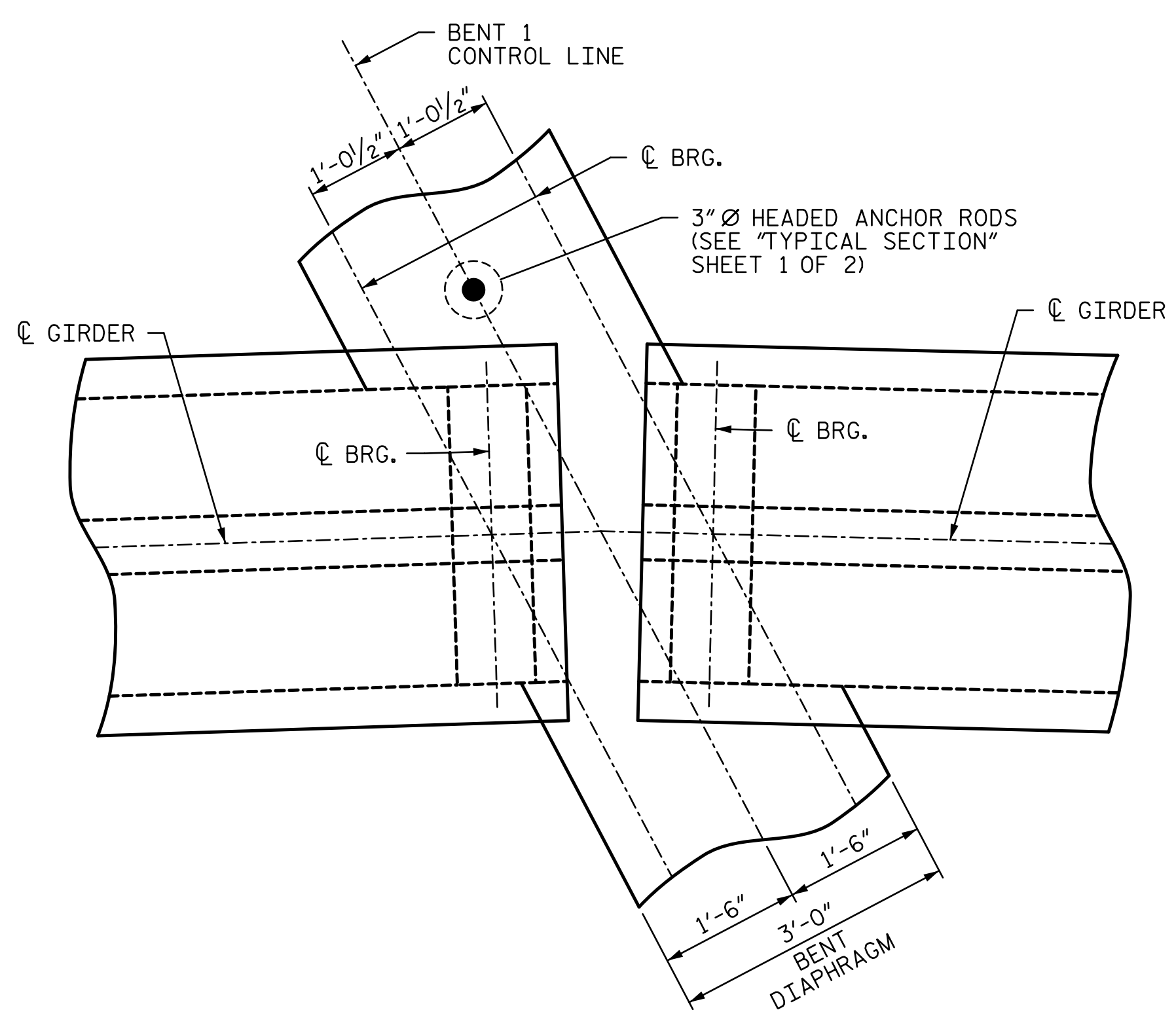
(DIAPHRAGM REINFORCEMENT NOT SHOWN FOR CLARITY)

**ANCHOR ROD EMBEDMENT DETAIL**



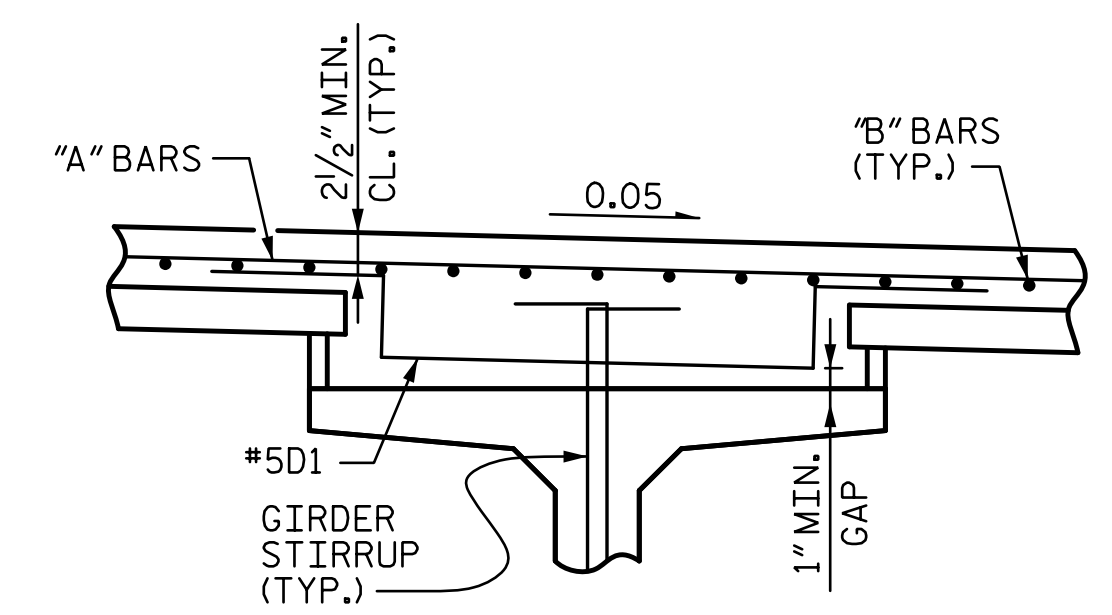
**PLAN AT END DIAPHRAGM**

(END BENT 1 SHOWN, END BENT 2 SIMILAR)



**PLAN OF GIRDER AT BENT**

(BENT CAP NOT SHOWN FOR CLARITY)



**D1 BAR DETAIL**

PROJECT NO. U2519AA-AB

CUMBERLAND/ROBESON COUNTY

STATION: 16+37.21 -FLYBD-

SHEET 2 OF 2

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			REVISIONS		
	NO.	BY:	DATE:	NO.	BY:
	1	BMC	3-18	2	BMC
				SHEET NO. S2-7	
				TOTAL SHEETS 41	

DRAWN BY : <u>MBC</u>	DATE : <u>3-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>BMC</u>	DATE : <u>8-18</u>		

DATE: 9/25/2018 TIME: 2:55:21 PM FILE: r:\structures\str 2 FLYBD over Y\station\RFC\402-013-U2519-SMU-TS01.007.770514.dgn



## DECK PANEL SUPPORTS

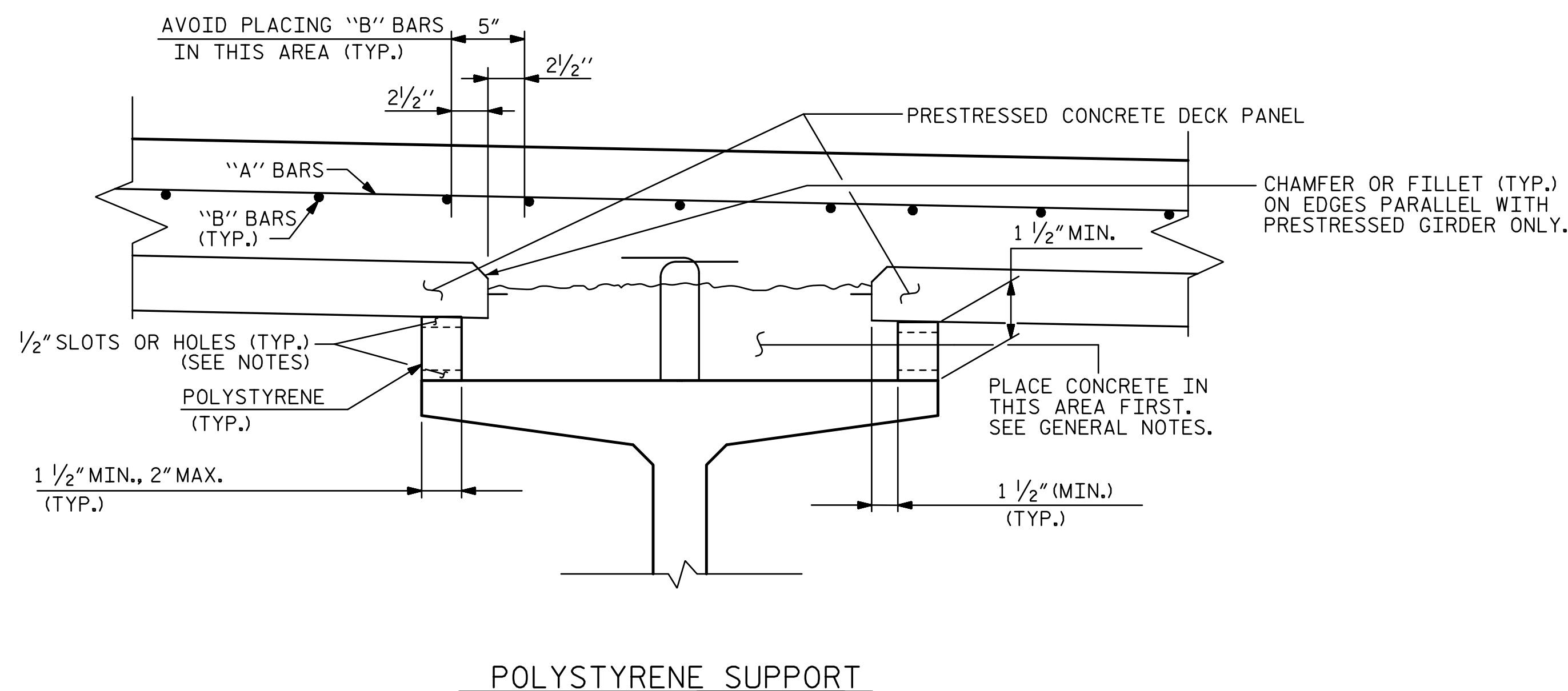
THE CONTRACTOR SHALL PROVIDE THE DECK PANEL SUPPORT SYSTEM SHOWN OR HE MAY SUBMIT A DECK PANEL SUPPORT SYSTEM OF HIS OWN DESIGN TO THE ENGINEER FOR APPROVAL.

### POLYSTYRENE SUPPORT SYSTEM

1. ALL POLYSTYRENE SHALL BE DOW STYROFOAM 60 HIGH-LOAD, UC INDUSTRIES FOAMULAR 600 OR APPROVED EQUAL.
2. THE POLYSTYRENE SUPPORT SYSTEM SHALL CONSIST OF ONE LAYER WITH A MINIMUM WIDTH OF 1 1/2" AND A MAXIMUM WIDTH OF 2". THE POLYSTYRENE SHALL HAVE 1/2" X 1/2" WIDE SLOTS OR 1/2" DIAMETER HOLES AT 4'-0" CENTERS STAGGERED ALONG THE TOP AND BOTTOM.
3. THE POLYSTYRENE MAY BE CUT AND PLACED ON EDGE AS NECESSARY TO MATCH THE REQUIRED BUILDUP PROFILE ALONG THE GIRDER.
4. ADHESIVE, AS APPROVED BY THE ENGINEER, SHALL BE APPLIED TO THE TOP OF THE GIRDER IN A CONTINUOUS BEAD AND IN SUFFICIENT AMOUNT TO PREVENT THE POLYSTYRENE FROM BLOWING OUT AND TO PREVENT GAPS FROM FORMING BETWEEN THE POLYSTYRENE AND THE GIRDER. PRIOR TO PLACEMENT OF THE DECK PANELS, THE ADHESIVE SHALL ALSO BE APPLIED TO THE TOP OF THE POLYSTYRENE.
5. CONCRETE-FILLED BUCKETS, STACKS OF DECK PANELS, BUNDLED REINFORCING BARS OR OTHER HEAVY CONCENTRATED LOADS WILL NOT BE PERMITTED ON THE DECK PANEL ONCE THE PANEL HAS BEEN PLACED ON THE POLYSTYRENE SUPPORT SYSTEM.

## GENERAL NOTES

1. THE DESIGN COMPRESSIVE STRENGTH (f'c) FOR THE CONCRETE IN PRESTRESSED PANELS SHALL BE 5000 PSI MINIMUM AT 28 DAYS. COMPRESSIVE STRENGTH OF CONCRETE AT TIME OF RELEASE OF STRANDS SHALL BE 4000 PSI MINIMUM.
2. THE PRECAST PRESTRESSED PANEL SHALL HAVE A THICKNESS OF 3 1/2" WITH THE PRESTRESSED STRANDS LOCATED AT HALF THE DEPTH OF THE PANEL.
3. FOR SKEWED SPANS, TRAPEZOIDAL CLOSURE PANELS SHALL HAVE A MINIMUM WIDTH OF 2 FEET ON THE SHORT SIDE.
4. ALL PRESTRESSING STRANDS SHALL EXTEND 2" BEYOND THE PANEL EDGES.
5. SHEAR REINFORCING OF 0.60 SQ. INCHES OF REINFORCING STEEL PER 10 SQ. FEET OF PANEL SURFACE SHALL BE PROVIDED IN THE PANEL TO ENSURE COMPOSITE ACTION BETWEEN PANEL AND THE CAST-IN-PLACE CONCRETE. SHEAR REINFORCEMENT SHALL BE MADE OF WELDED WIRE HAVING A MINIMUM YIELD STRENGTH OF 60 KSI.
6. SHEAR REINFORCEMENT AND LIFTING DEVICES SHALL BE CONSTRUCTED AND PLACED SO AS TO AVOID ANY INTERFERENCE WITH REINFORCING STEEL IN THE CAST-IN-PLACE DECK SLAB AND TO ALLOW FOR PROPER CONCRETE CONSOLIDATION IN THE DECK PANEL.
7. SHIFT LONGITUDINAL "B" BARS AS NECESSARY TO OBTAIN A MINIMUM CLEAR DISTANCE OF 2 1/2" TO THE RIGHT OR LEFT OF THE EDGE OF THE DECK PANEL. IF, IN SHIFTING TO OBTAIN THIS CLEARANCE, THE "B" BAR INTERFERES WITH THE STIRRUP IN THE TOP OF THE GIRDER THE "B" BAR MAY BE ELIMINATED.
8. WHEN CASTING THE DECK, PLACE CONCRETE FIRST OVER THE GIRDERS IN CONTINUOUS STRIPS A MINIMUM OF THREE PANEL LENGTHS AHEAD OF THE REST OF THE CONCRETE. CAREFULLY VIBRATE THE CONCRETE OVER THE GIRDERS SO THAT CONCRETE COMPLETELY FILLS THE AREA UNDER THE DECK PANEL OVERHANGS. THEN PLACE AND VIBRATE THE REMAINING DECK CONCRETE.

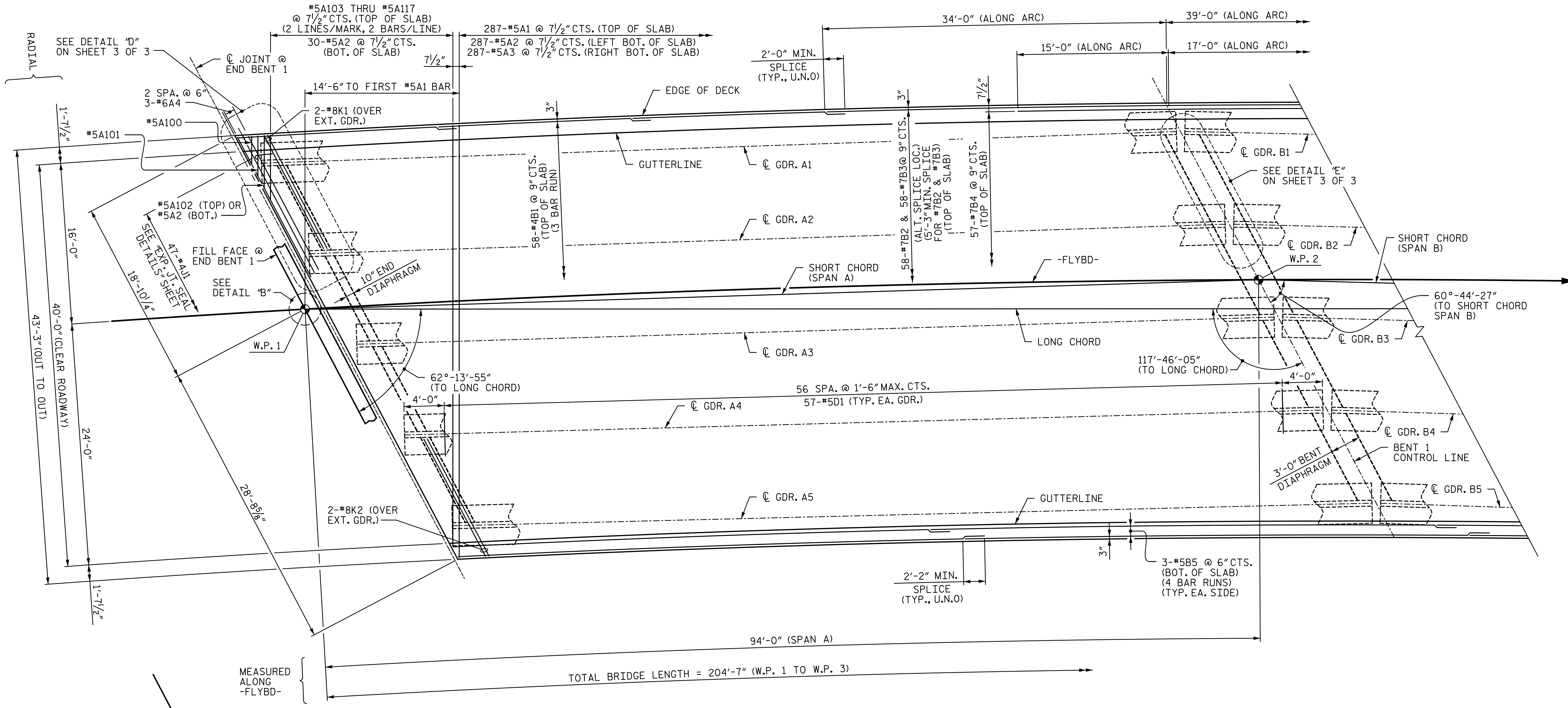


PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

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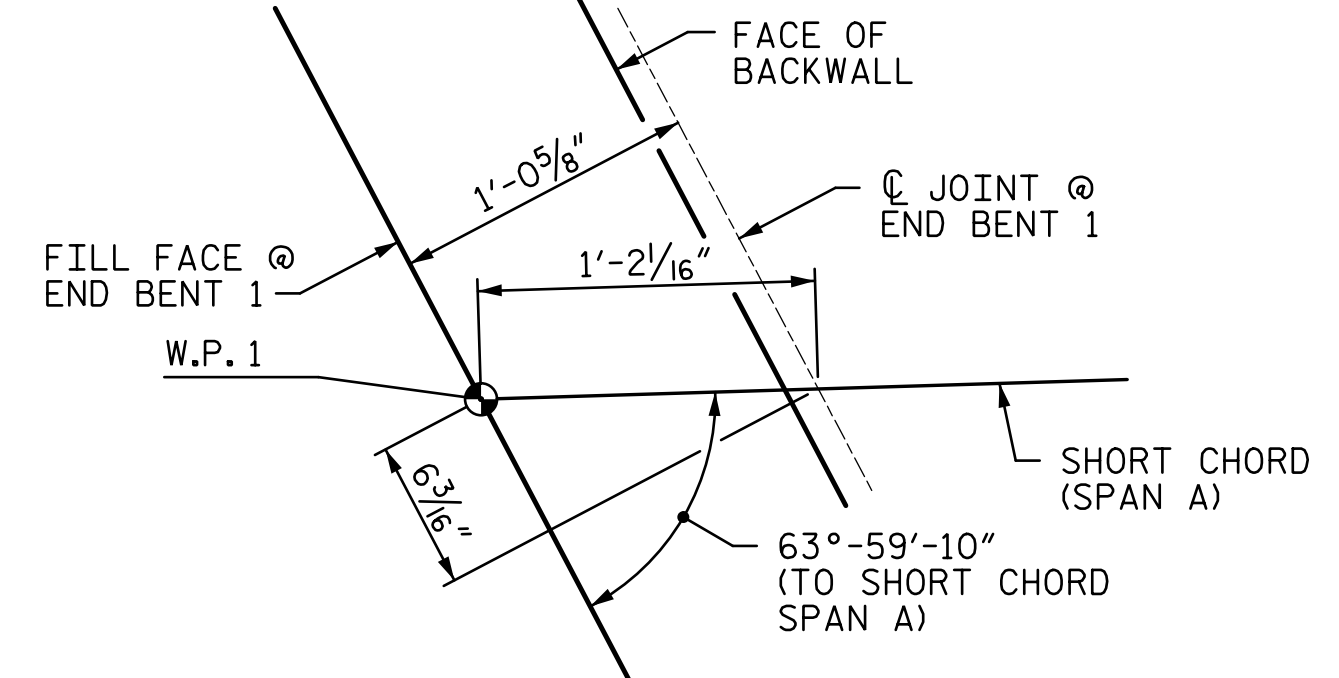
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 CHECKED BY : BMC DATE : 7-18

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	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991	REVISIONS				TOTAL SHEETS 41
	Balfour Beatty Infrastructure Inc. CIVIL A Joint Venture	NO. 1 BY: [ ] DATE: [ ]	NO. 3 BY: [ ] DATE: [ ]	NO. 4 BY: [ ] DATE: [ ]	NO. [ ] BY: [ ] DATE: [ ]	NO. [ ] BY: [ ] DATE: [ ]



**PLAN OF SPAN**  
("A" BARS ARE PLACED PERPENDICULAR TO LONG CHORD)

- NOTES:**
1. FOR CONCRETE BARRIER RAIL DIMENSIONS, REINFORCEMENT AND JOINT SPACING, SEE "CONCRETE BARRIER RAIL" SHEET.
  2. FOR POUR SEQUENCE AND TRANSVERSE CONSTRUCTION JOINT IN DECK SLAB, SEE "DECK POUR SEQUENCE" SHEET.
  3. FOR SECTION VIEWS, SEE "TYPICAL SECTION DETAILS" SHEET.
  4. FOR "B" BAR SPACING AND LOCATION, SEE "TYPICAL SECTION" SHEET.
  5. FOR MINIMUM SPLICE LENGTHS, SEE "SUPERSTRUCTURE BILL OF MATERIAL" SHEET.
  6. FOR ADDITIONAL DETAILS, SEE SHEET 3 OF 3.

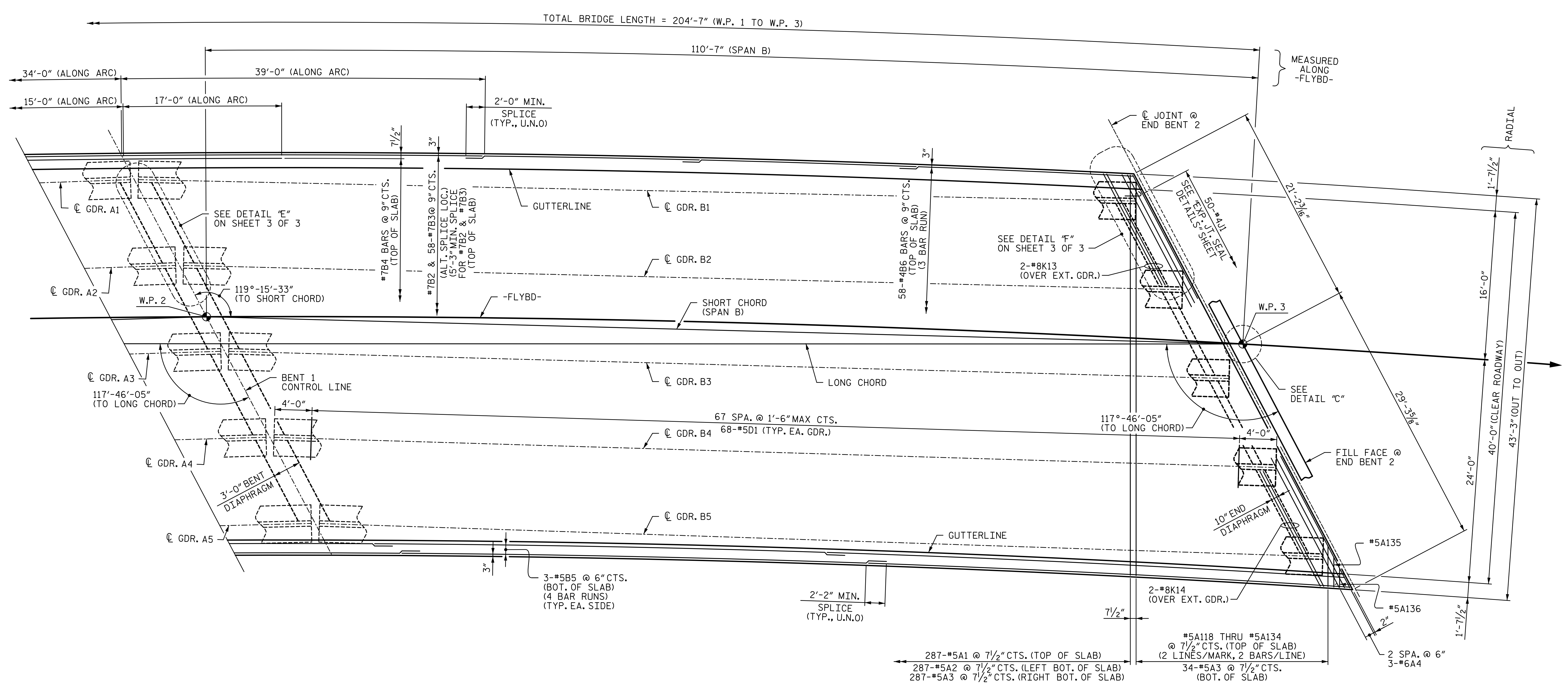


PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 1 OF 3

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			REVISIONS		
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		NO. 1 BY: [ ] DATE: [ ]	NO. 2 BY: [ ] DATE: [ ]	
	Balfour Beatty Infrastructure Inc. CIVIL A Joint Venture		NO. 3 BY: [ ] DATE: [ ]	NO. 4 BY: [ ] DATE: [ ]	

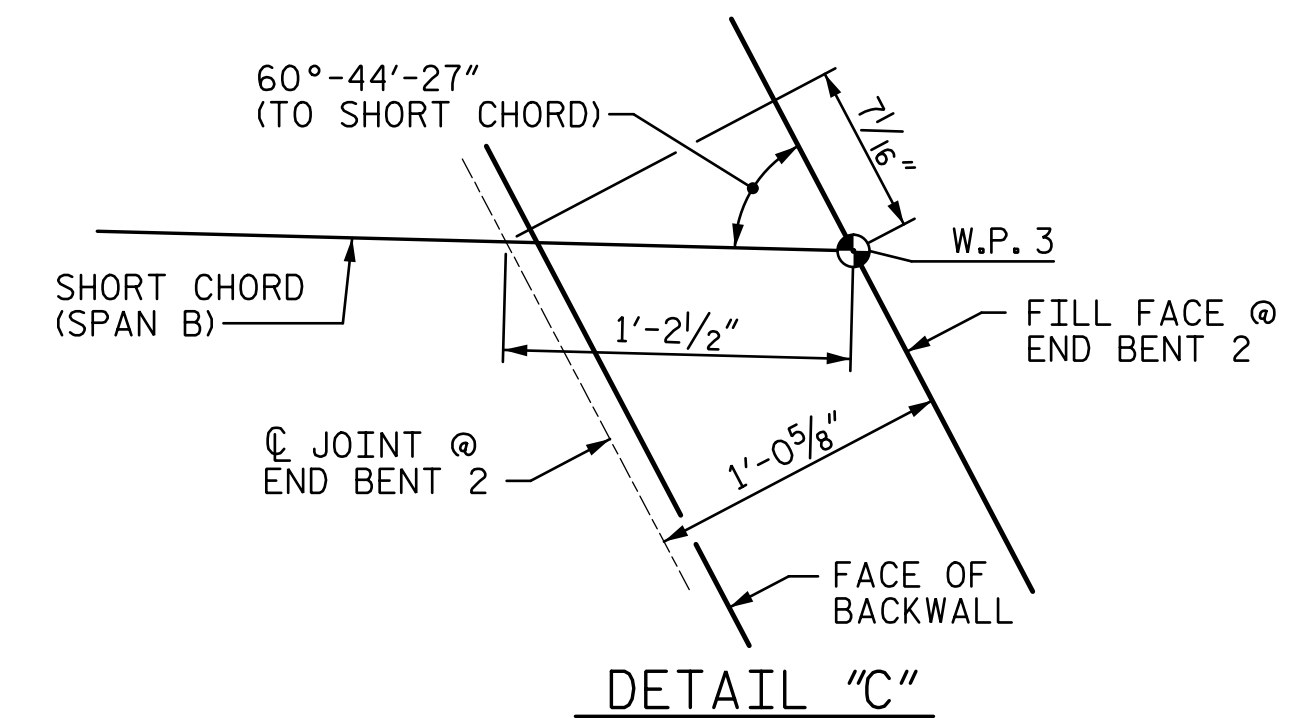
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CHECKED BY : <u>BMC</u>	DATE : <u>8-18</u>		



**PLAN OF SPAN**  
 ("A" BARS ARE PLACED PERPENDICULAR TO LONG CHORD)

**NOTES:**  
 1. FOR NOTES, SEE SHEET 1 OF 3.



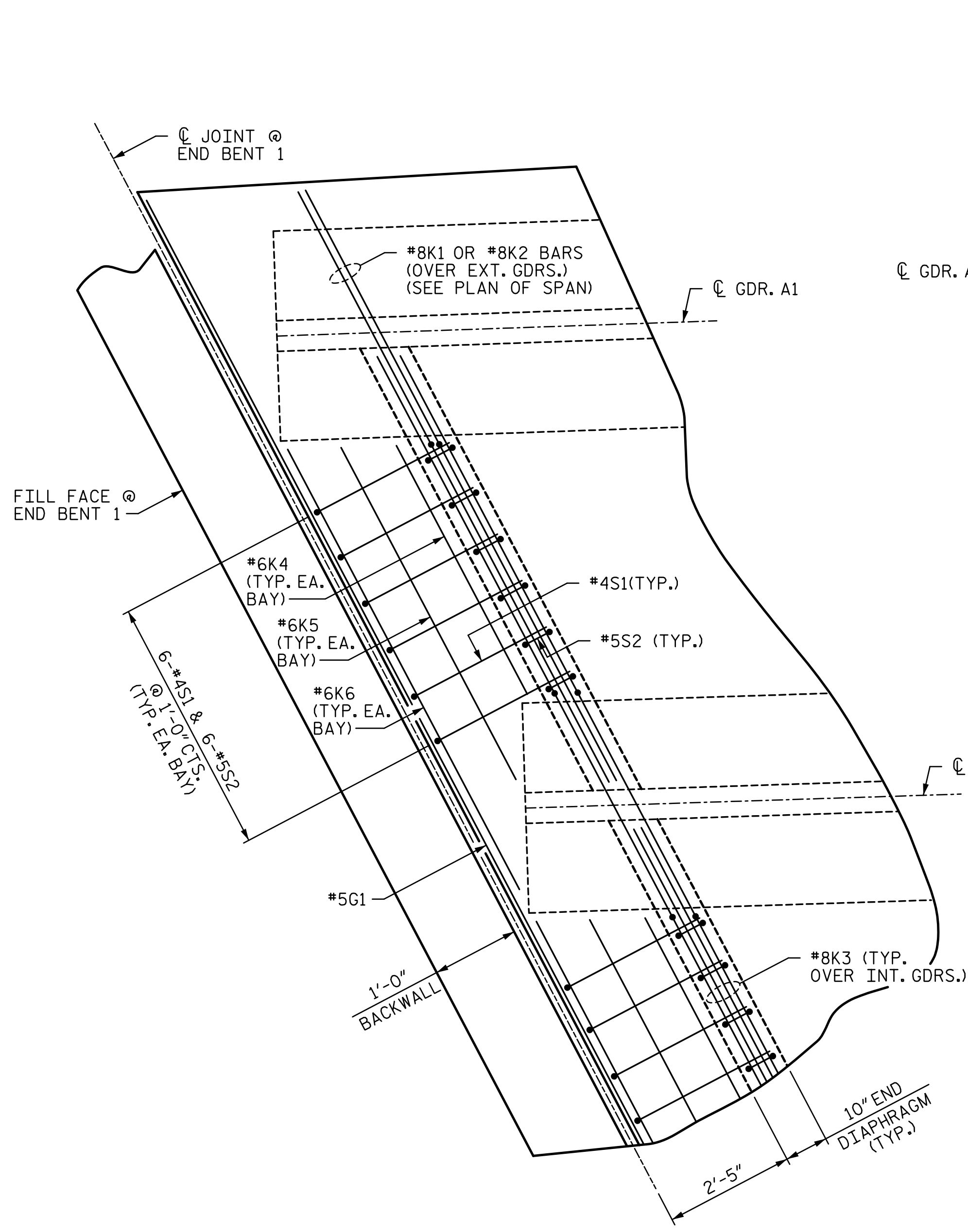
PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 3

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			REVISIONS	
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		NO. 1 BY: [Signature] DATE: [Blank]	NO. 2 BY: [Signature] DATE: [Blank]
	Balfour Beatty Infrastructure Inc. CIVIL A Joint Venture		NO. 3 BY: [Signature] DATE: [Blank]	NO. 4 BY: [Signature] DATE: [Blank]

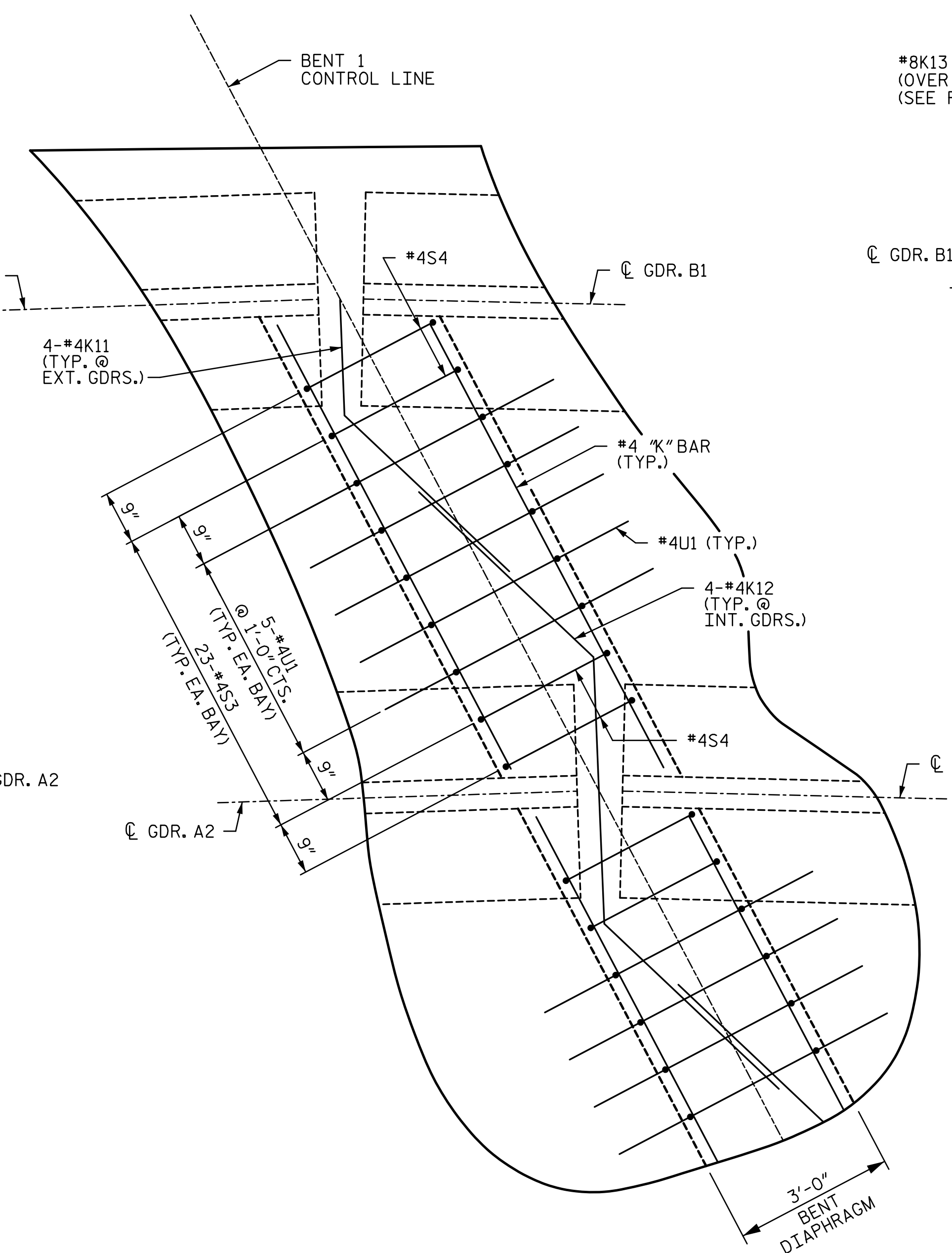
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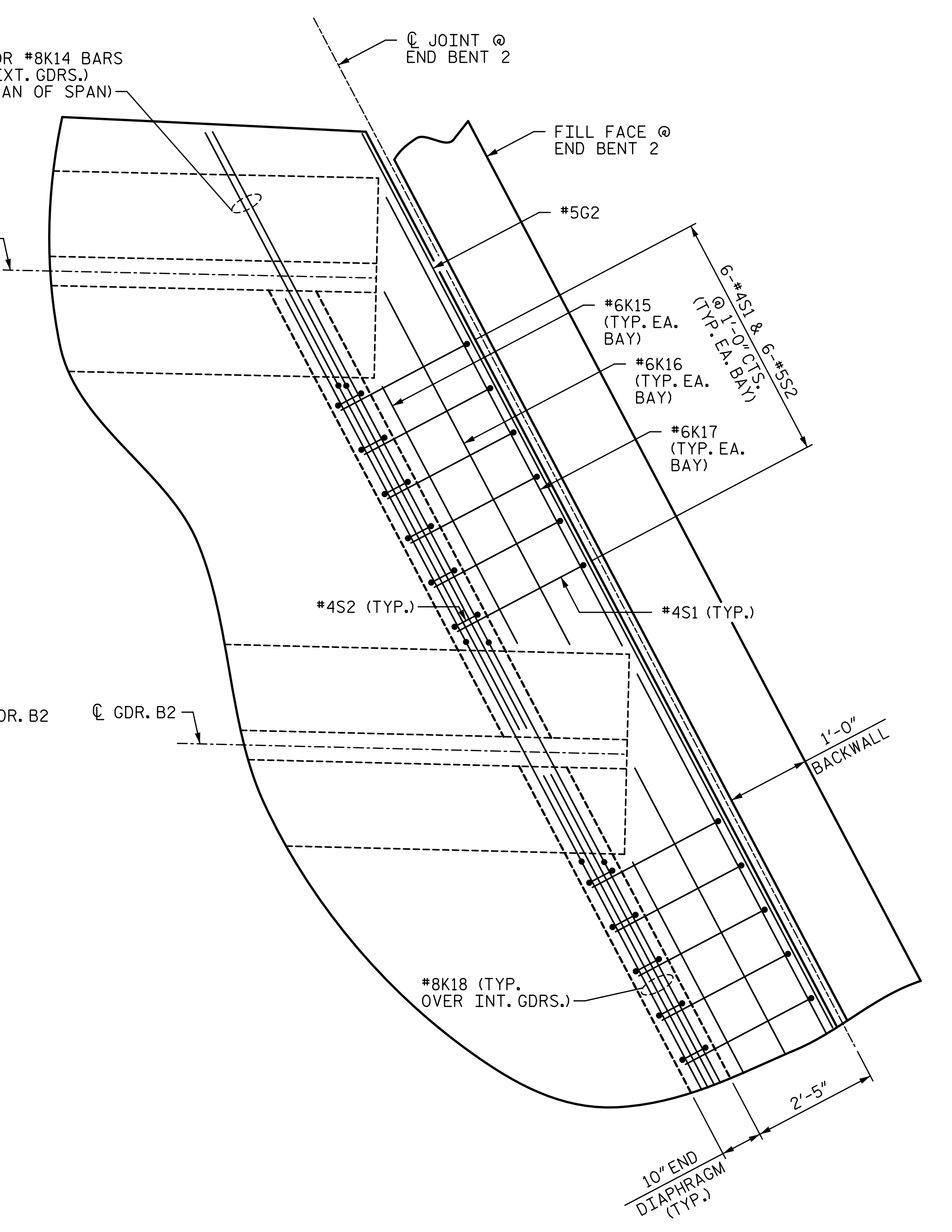
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DETAIL "D"



DETAIL "E"



DETAIL "F"

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 3 OF 3

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 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

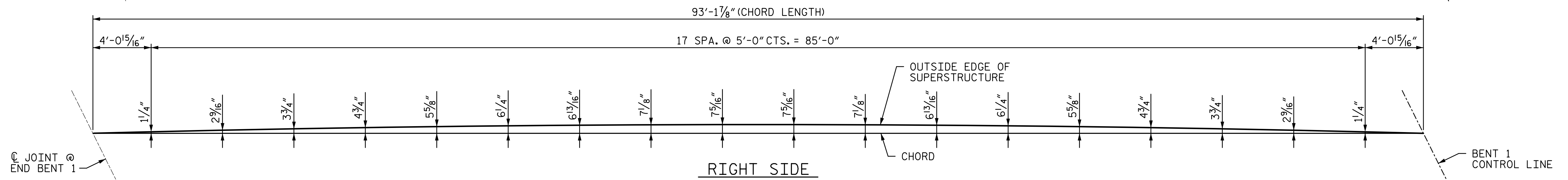
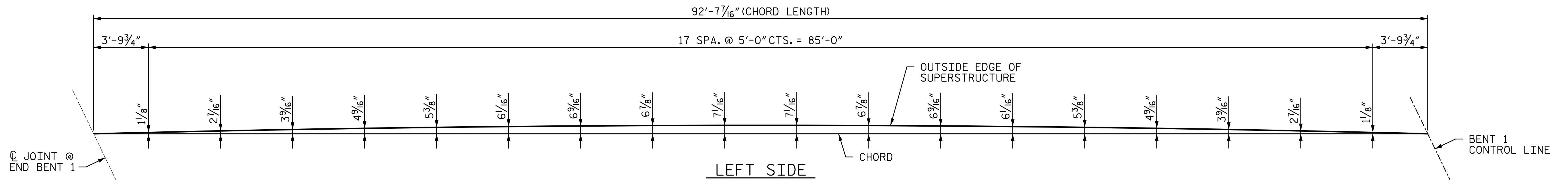
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STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUPERSTRUCTURE  
 PLAN OF SPAN  
 DETAILS

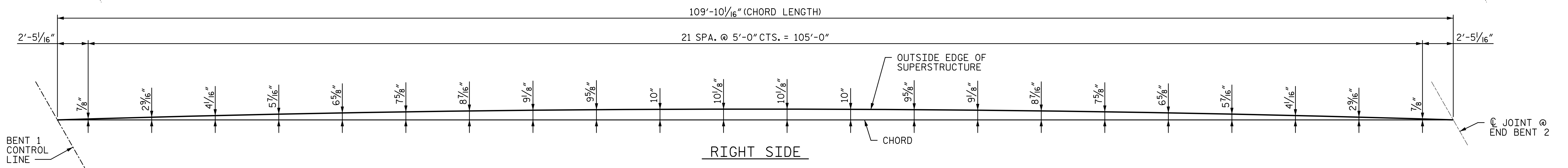
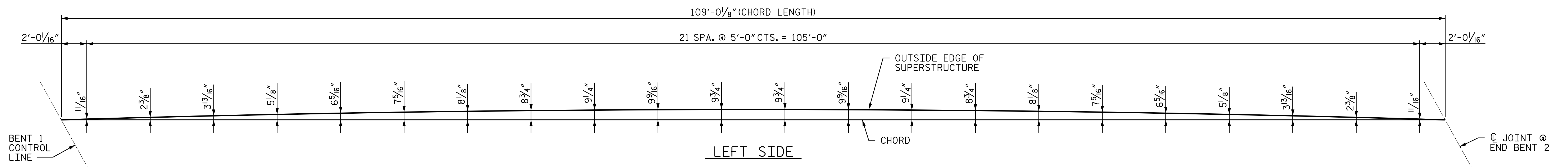
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2			4			41

**STV** 100 years  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

**Balfour Beatty** Infrastructure Inc. **BRANCH**  
 A Joint Venture



ARC OFFSETS - SPAN A



ARC OFFSETS - SPAN B

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CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

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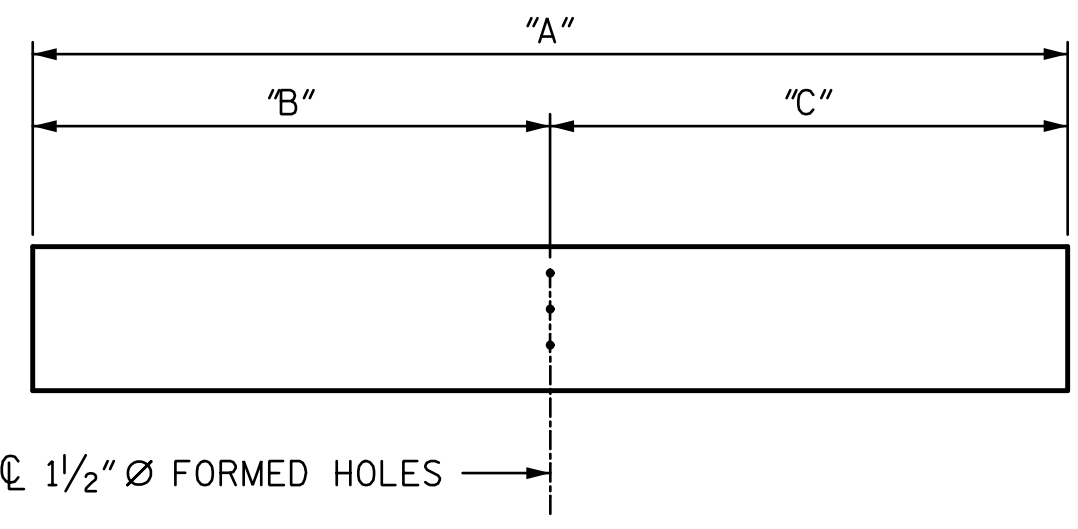
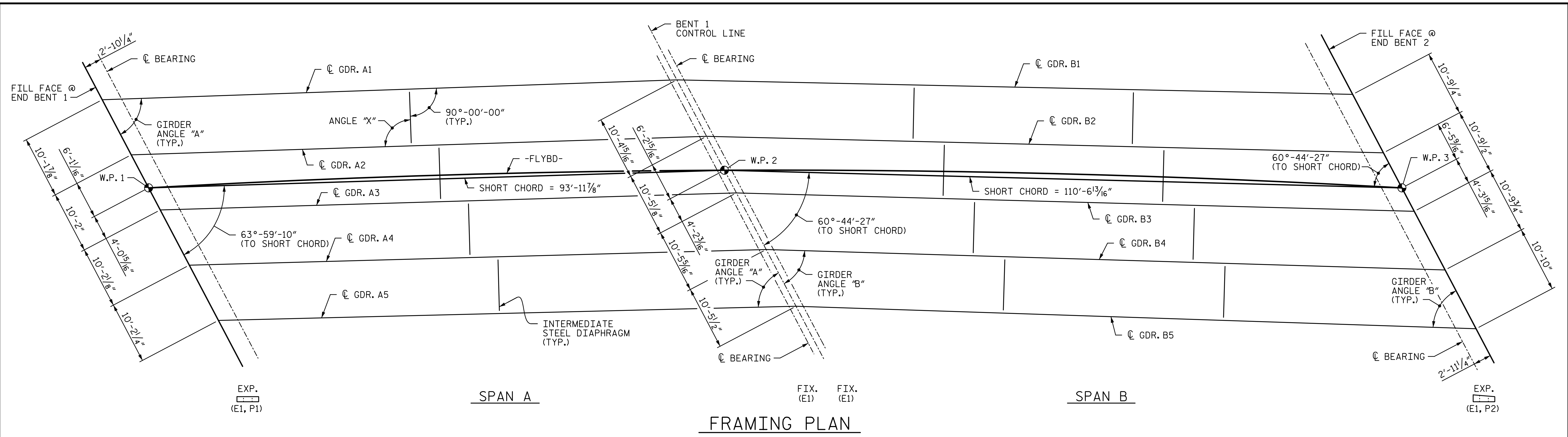
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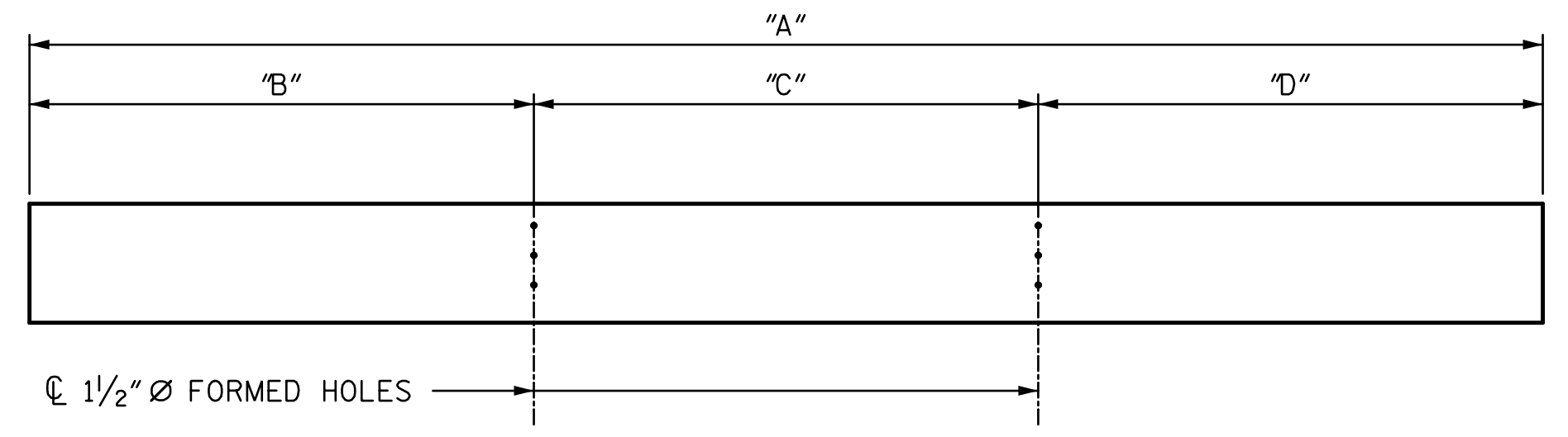
**SUPERSTRUCTURE**

**ARC OFFSETS**

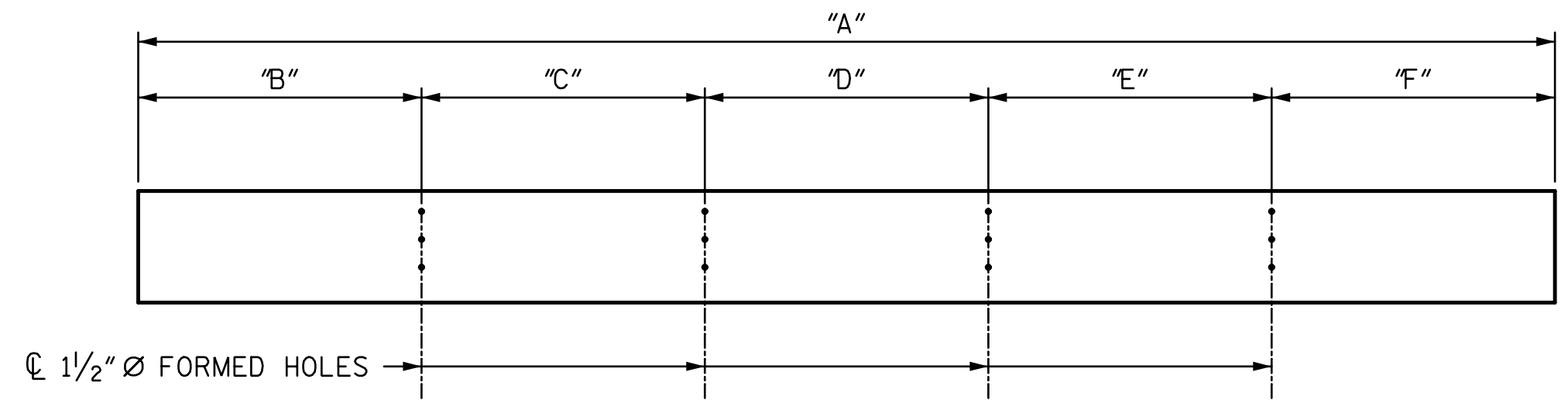
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NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 41
2			4			



ONE INTERMEDIATE DIAPHRAGM CONNECTION (GIRDER A1 & A5)



TWO INTERMEDIATE DIAPHRAGM CONNECTIONS (GIRDERS A2-A4, B1 & B5)



FOUR INTERMEDIATE DIAPHRAGM CONNECTIONS (GIRDERS B2-B4)

FORMED HOLES LOCATION FOR INTERMEDIATE DIAPHRAGMS

GIRDER DIMENSIONS						
GIRDER	"A"	"B"	"C"	"D"	"E"	"F"
A1	90'-11 7/8"	47'-8 3/4"	43'-3 1/8"	--	--	--
A2	91'-1"	43'-3 5/8"	4'-5 7/8"	43'-3 1/2"	--	--
A3	91'-2 3/8"	43'-4 3/16"	4'-6 3/16"	43'-4"	--	--
A4	91'-3 3/4"	43'-4 3/4"	4'-6 1/2"	43'-4 1/2"	--	--
A5	91'-5"	43'-5 1/4"	47'-11 3/4"	--	--	--
B1	107'-2 3/4"	38'-3 1/2"	35'-9 1/4"	33'-2"	--	--
B2	107'-4 3/4"	33'-3"	5'-1 1/2"	30'-7 3/4"	5'-2 1/8"	33'-2 3/8"
B3	107'-6 7/8"	33'-3 7/16"	5'-1 7/8"	30'-8 1/16"	5'-2 9/16"	33'-2 15/16"
B4	107'-9"	33'-3 5/16"	5'-2 5/16"	30'-8 3/8"	5'-3"	33'-3 3/8"
B5	107'-11 1/8"	33'-4 7/16"	35'-11 5/16"	38'-7 3/8"	--	--

DIAPHRAGM ANGLES	
DIAPHRAGM	"X"
A1 TO A2	89°-51'-30"
A2 TO A3	89°-51'-25"
A3 TO A4	89°-51'-19"
A4 TO A5	89°-51'-13"
B1 TO B2	89°-50'-15"
B2 TO B3	89°-50'-08"
B3 TO B4	89°-50'-01"
B4 TO B5	89°-49'-54"

GIRDER	SPAN A	SPAN B
	ANGLE "A"	ANGLE "B"
1	64°-12'-47"	61°-00'-06"
2	64°-04'-18"	60°-50'-21"
3	63°-55'-42"	60°-40'-29"
4	63°-47'-01"	60°-30'-30"
5	63°-38'-13"	60°-20'-24"

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

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STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUPERSTRUCTURE**

**FRAMING PLAN**

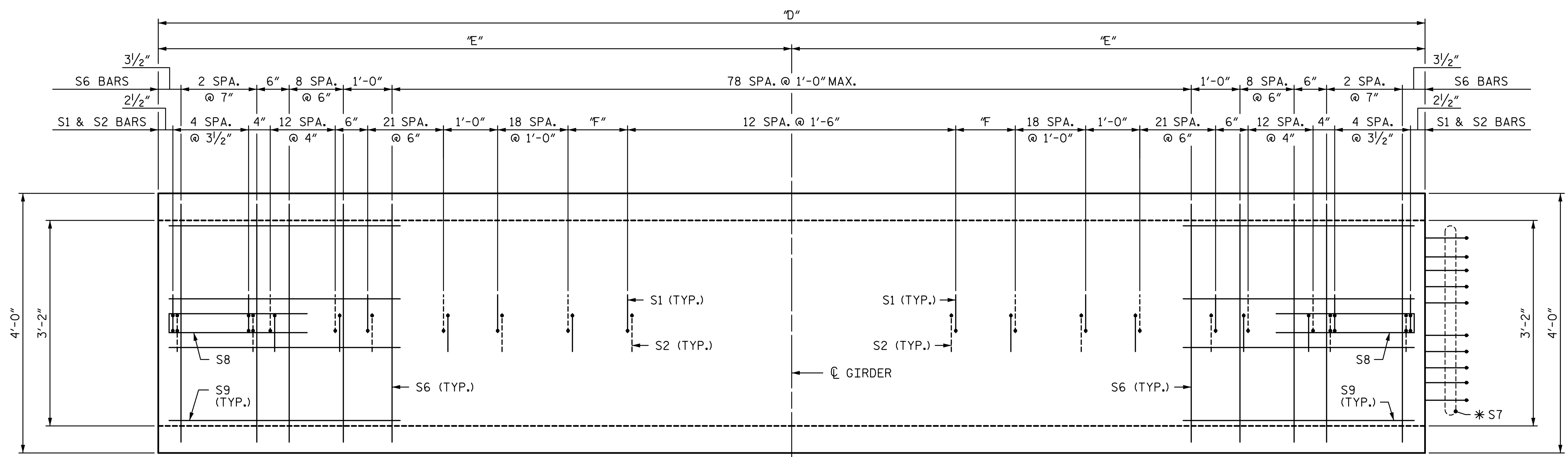
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REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
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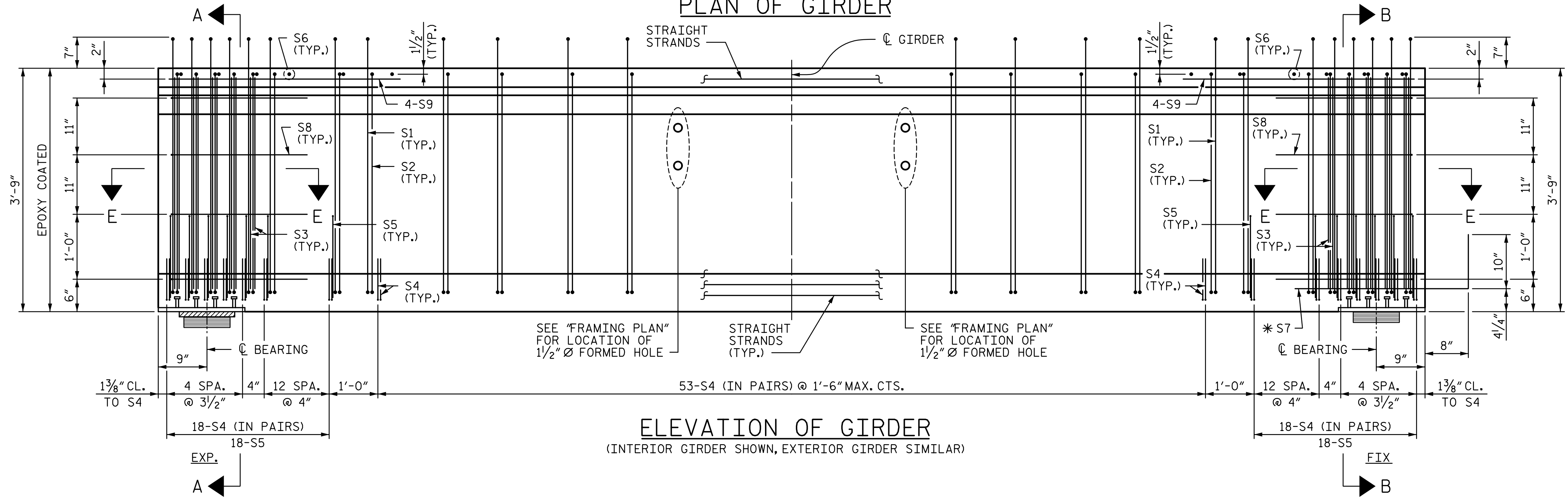
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DATE: 9/25/2018 TIME: 2:55:34 PM  
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PLAN OF GIRDER

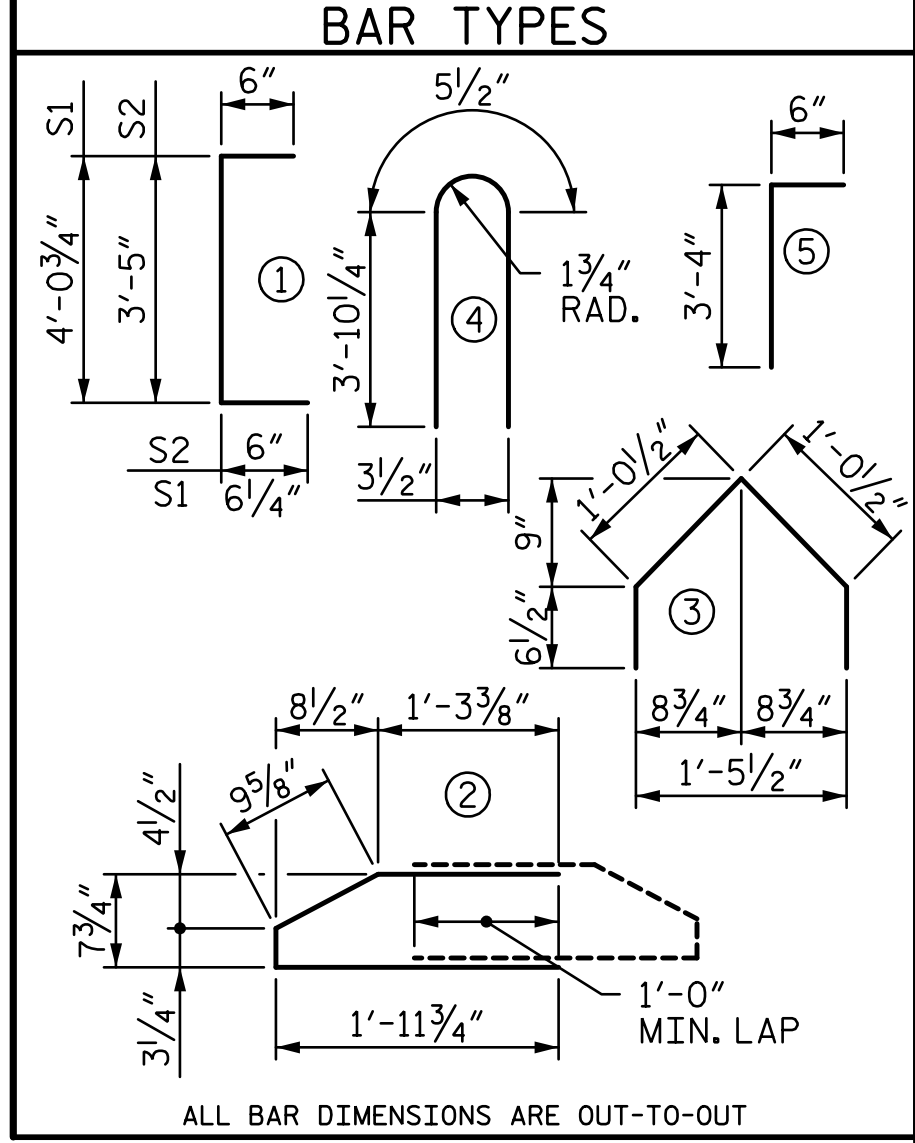


ELEVATION OF GIRDER  
(INTERIOR GIRDER SHOWN, EXTERIOR GIRDER SIMILAR)

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

REINFORCING STEEL FOR ONE GDR.					
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT
S1	131	#5	1	5'-1"	695
S2	131	#5	1	4'-5"	603
S3	20	#6	STR	3'-3"	98
S4	178	#3	2	4'-4"	290
S5	36	#3	3	3'-2"	43
S6	103	#4	STR	3'-8"	252
*S7	10	#5	STR	3'-8"	38
S8	8	#4	4	8'-2"	44
S9	8	#6	STR	10'-0"	120
EXT. GDR. S10	8	#5	5	3'-10"	32
INT. GDR. S10	16	#5	5	3'-10"	64
EXT. GDR. S11	5	#4	STR	8'-0"	27
INT. GDR. S12	5	#4	STR	12'-8"	42

\*NOTE: S7 BARS SHALL BE BENT BEFORE SHIPMENT. HEAT BENDING SHALL NOT BE ALLOWED.



QUANTITIES FOR ONE GIRDER			
	REINFORCING STEEL	8,500 PSI CONCRETE	0.6" Ø L.R. STRANDS
	LB.	C.Y.	No.
GIRDER	SEE TABLE	20.4	45

GIRDERS REQUIRED		
NUMBER	LENGTH	TOTAL LENGTH
5	SEE TABLE	456'-0"

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 1 OF 4

**NOTES:**  
 FOR SECTIONS AND DETAILS, SEE SHEET 3 OF 4 AND 4 OF 4.  
 FOR ADDITIONAL NOTES, SEE SHEET 4 OF 4.  
 ALTERNATE DIRECTION OF #5S1 AND #5S2 BARS.

GDR.	GIRDER DIMENSIONS			CONCRETE	REINFORCING STEEL
	D	E	F		
A1	90'-11 <sup>7</sup> / <sub>8</sub> "	45'-5 <sup>5</sup> / <sub>16</sub> "	9 <sup>7</sup> / <sub>16</sub> "	20.4 CY	2,242 LB
A2	91'-1"	45'-6 <sup>1</sup> / <sub>2</sub> "	10"	20.4 CY	2,289 LB
A3	91'-2 <sup>3</sup> / <sub>8</sub> "	45'-7 <sup>3</sup> / <sub>16</sub> "	10 <sup>11</sup> / <sub>16</sub> "	20.4 CY	2,289 LB
A4	91'-3 <sup>3</sup> / <sub>4</sub> "	45'-7 <sup>7</sup> / <sub>8</sub> "	11 <sup>3</sup> / <sub>8</sub> "	20.4 CY	2,289 LB
A5	91'-5"	45'-8 <sup>1</sup> / <sub>2</sub> "	1'-0"	20.4 CY	2,242 LB

DATE: 9/25/2018 TIME: 2:55:36 PM FILE: r:\S\Structures\Str 2 FLYBD over Y\Station\RFC\402\_027\_UG2519\_SMU.G1.01\_770514.dgn

DRAWN BY: MBC DATE: 7-18 DESIGN ENGINEER OF RECORD: B. CURRY DATE: 8-18  
 CHECKED BY: MBC DATE: 8-18

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 NC License Number F-0991

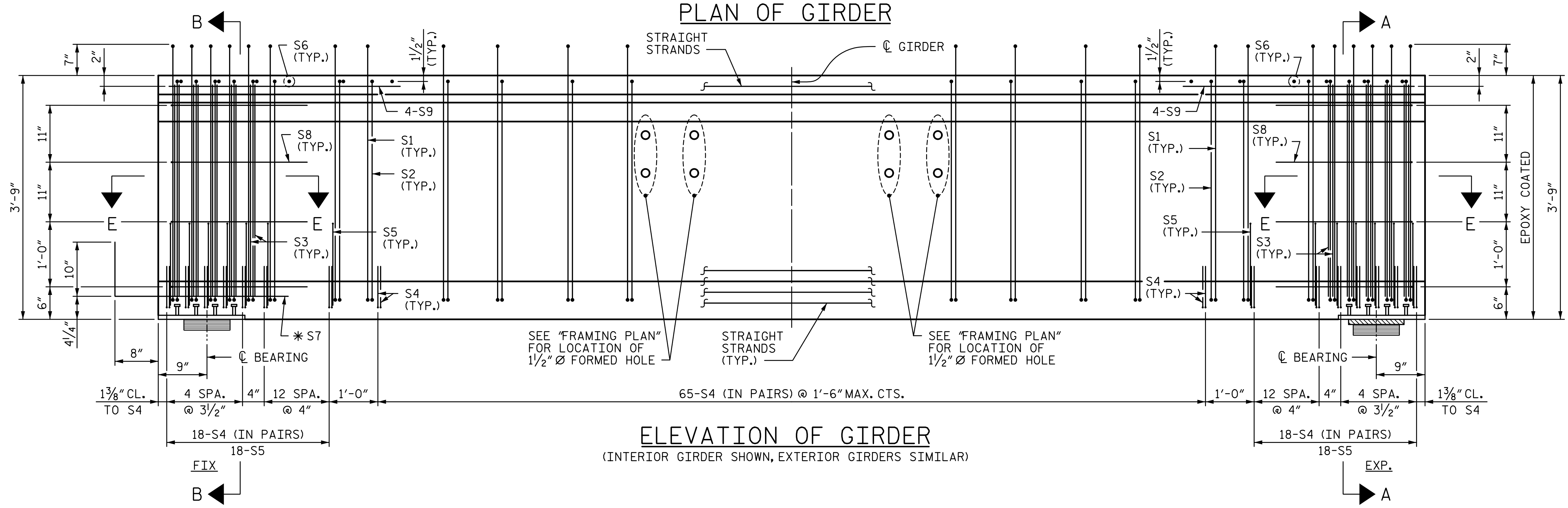
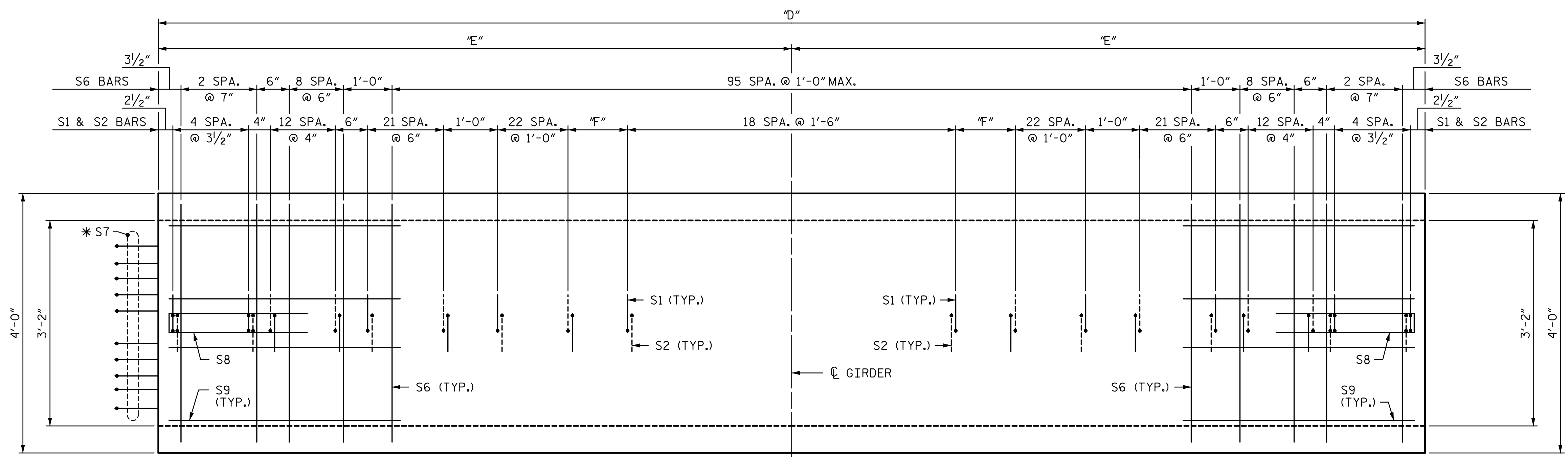
STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUPERSTRUCTURE**

**F.I.B. 45"**  
**PRESTRESSED CONCRETE GIRDER**  
**CONTINUOUS FOR LIVE LOAD**  
**SPAN "A"**

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

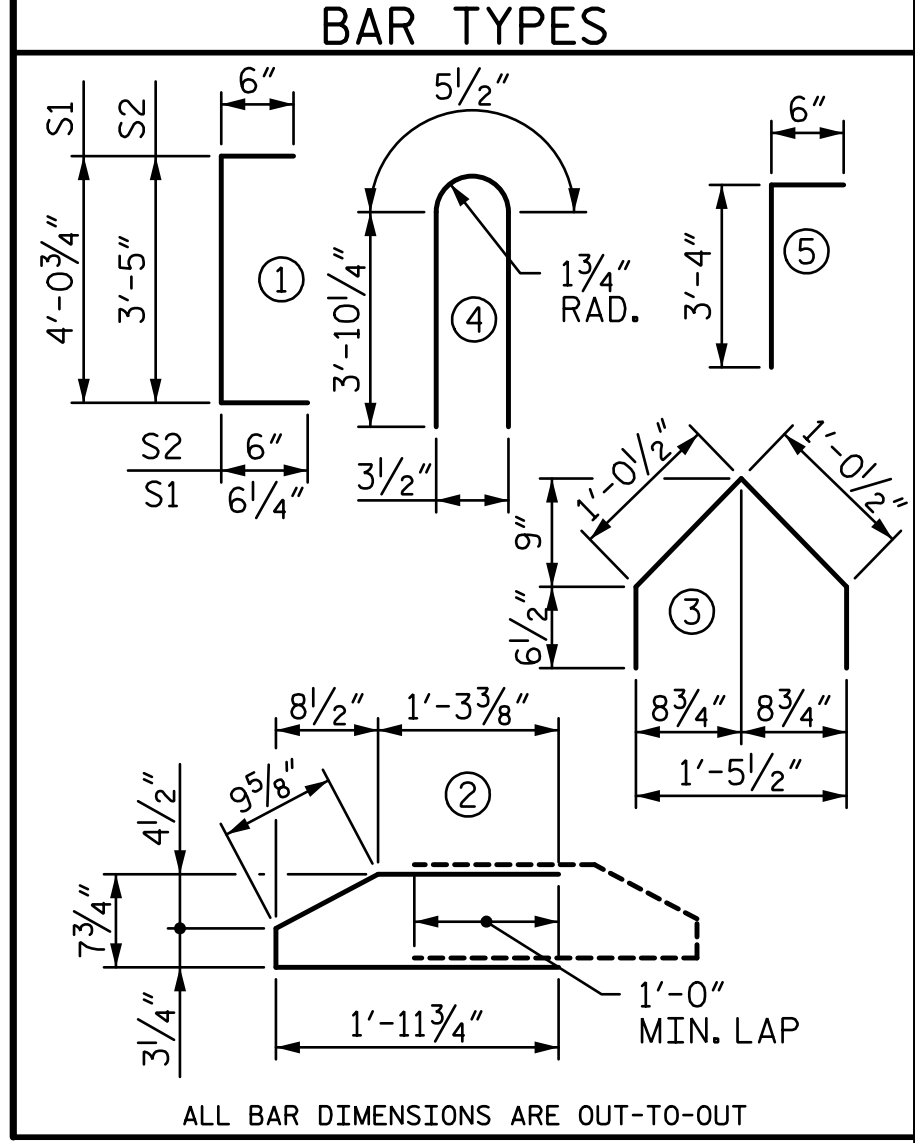
SHEET NO. **S2-14**  
 TOTAL SHEETS 41



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

REINFORCING STEEL FOR ONE GDR.					
BAR	NUMBER	SIZE	TYPE	LENGTH	WEIGHT
S1	145	#5	1	5'-1"	769
S2	145	#5	1	4'-5"	668
S3	20	#5	STR	3'-3"	68
S4	202	#3	2	4'-4"	329
S5	36	#3	3	3'-2"	43
S6	120	#4	STR	3'-8"	294
*S7	10	#5	STR	3'-8"	38
S8	8	#4	4	8'-2"	44
S9	8	#5	STR	10'-0"	83
EXT. GDR. S10	16	#5	5	3'-10"	64
INT. GDR. S10	32	#5	5	3'-10"	128
EXT. GDR. S11	5	#4	STR	8'-0"	53
INT. GDR. S12	10	#4	STR	13'-3"	89

\*NOTE: S7 BARS SHALL BE BENT BEFORE SHIPMENT. HEAT BENDING SHALL NOT BE ALLOWED.



QUANTITIES FOR ONE GIRDER			
	REINFORCING STEEL	8,500 PSI CONCRETE	0.6" Ø L.R. STRANDS
	LB.	C.Y.	No.
GIRDER	SEE TABLE	SEE TABLE	58

GIRDERS REQUIRED		
NUMBER	LENGTH	TOTAL LENGTH
5	SEE TABLE	537'-10 1/2"

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 4

NOTES:  
 FOR SECTIONS AND DETAILS, SEE SHEET 3 OF 4 AND 4 OF 4.  
 FOR ADDITIONAL NOTES, SEE SHEET 4 OF 4.  
 ALTERNATE DIRECTION OF #5S1 AND #5S2 BARS.

GIRDER DIMENSIONS				CONCRETE	REINFORCING STEEL
GDR.	D	E	F		
B1	107'-2 3/4"	53'-7 3/8"	4 7/8"	24.0 CY	2,480 LB
B2	107'-4 3/4"	53'-8 3/8"	5 7/8"	24.0 CY	2,512 LB
B3	107'-6 7/8"	53'-9 7/16"	6 5/16"	24.1 CY	2,512 LB
B4	107'-9"	53'-10 1/2"	8"	24.1 CY	2,512 LB
B5	107'-11 1/8"	53'-11 9/16"	9 1/16"	24.1 CY	2,480 LB

DATE: 9/25/2018 TIME: 2:55:38 PM  
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DRAWN BY : <u>MBC</u>	DATE : <u>7-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>MBC</u>	DATE : <u>8-18</u>		

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 NC License Number F-0991

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

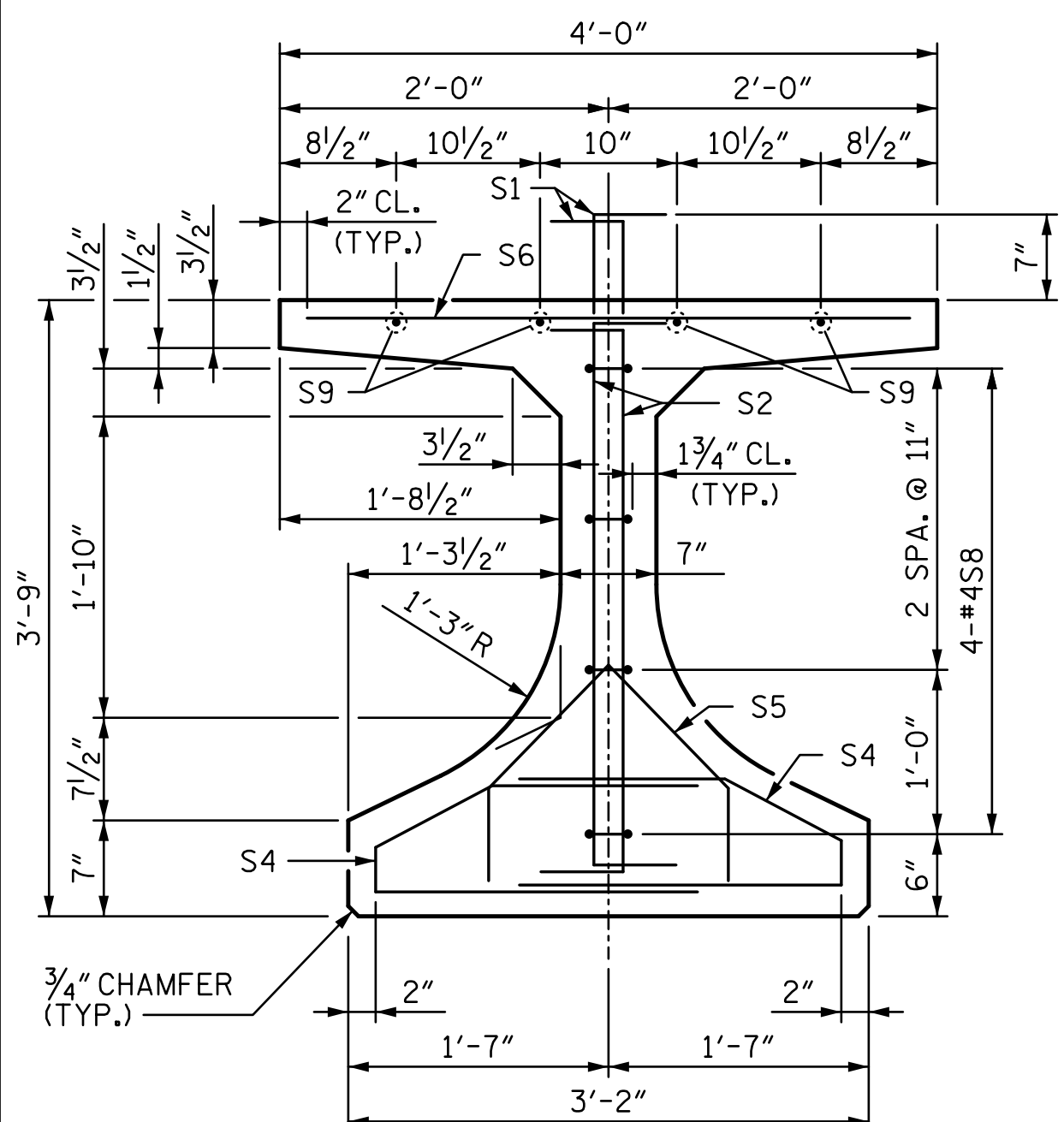
SUPERSTRUCTURE

**F.I.B. 45"**  
**PRESTRESSED CONCRETE GIRDER**  
**CONTINUOUS FOR LIVE LOAD**  
**SPAN "B"**

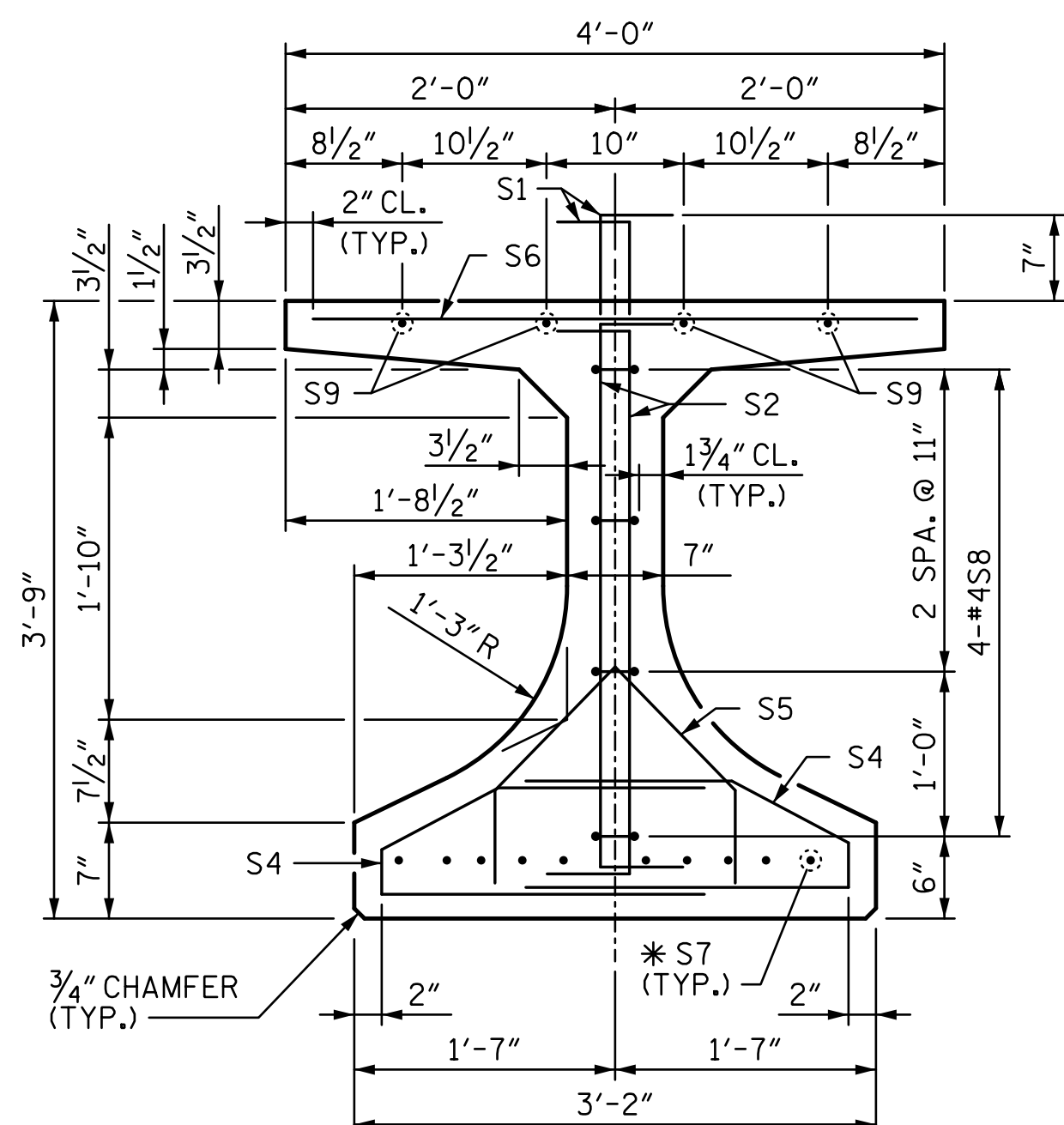
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
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SHEET NO. <b>S2-15</b>	TOTAL SHEETS <b>41</b>
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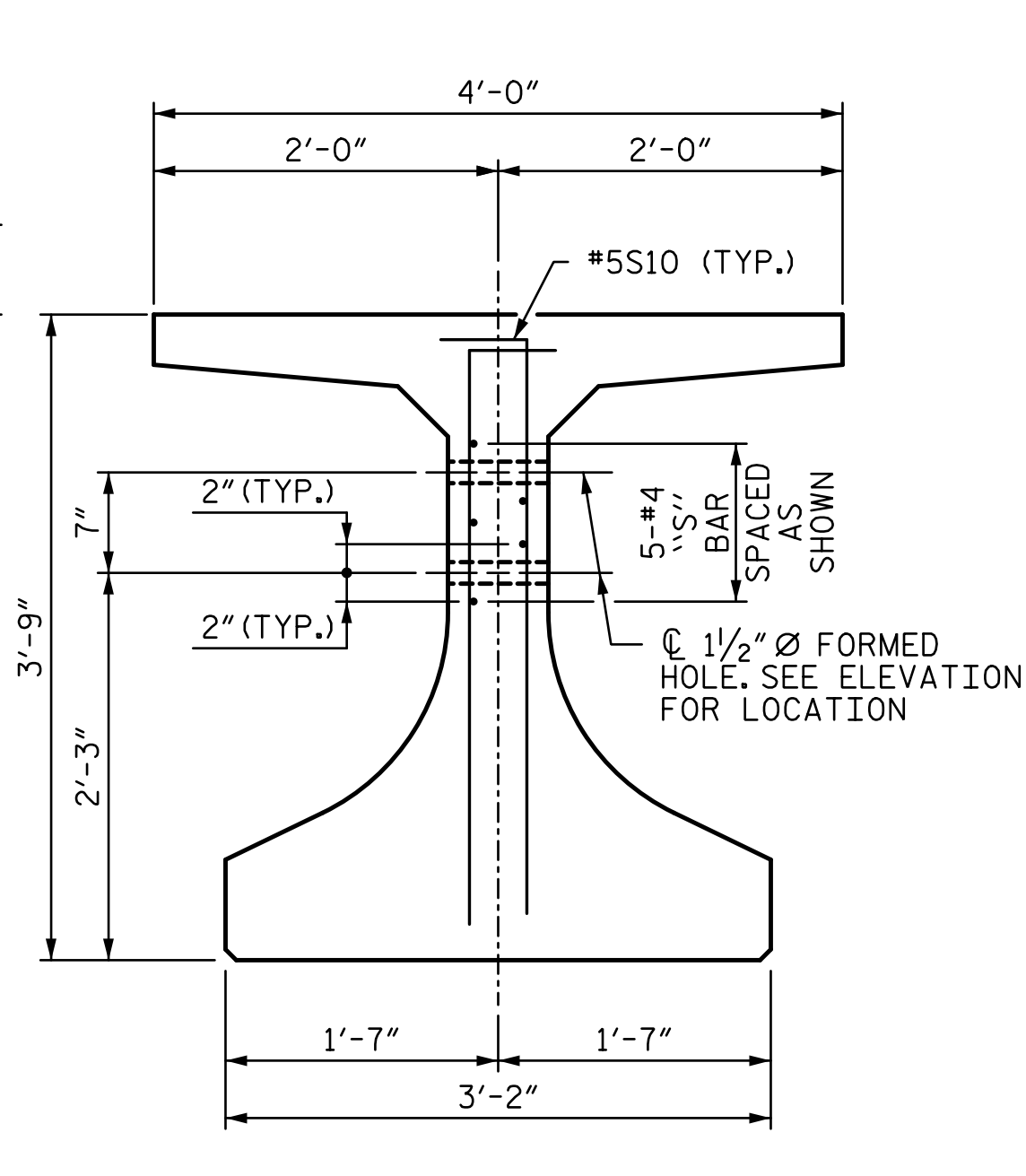




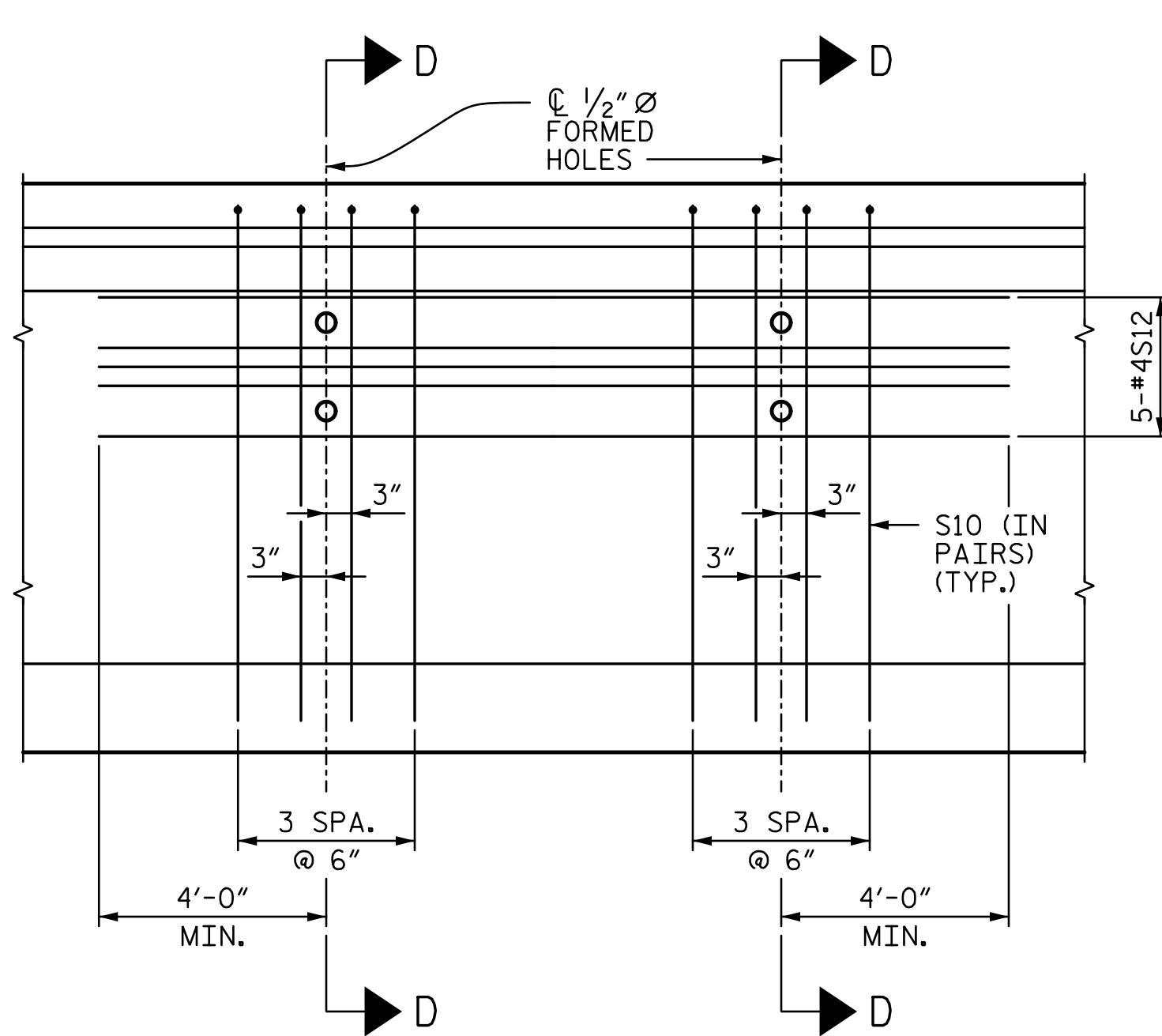
**SECTION A-A**  
(S3 BAR NOT SHOWN FOR CLARITY)



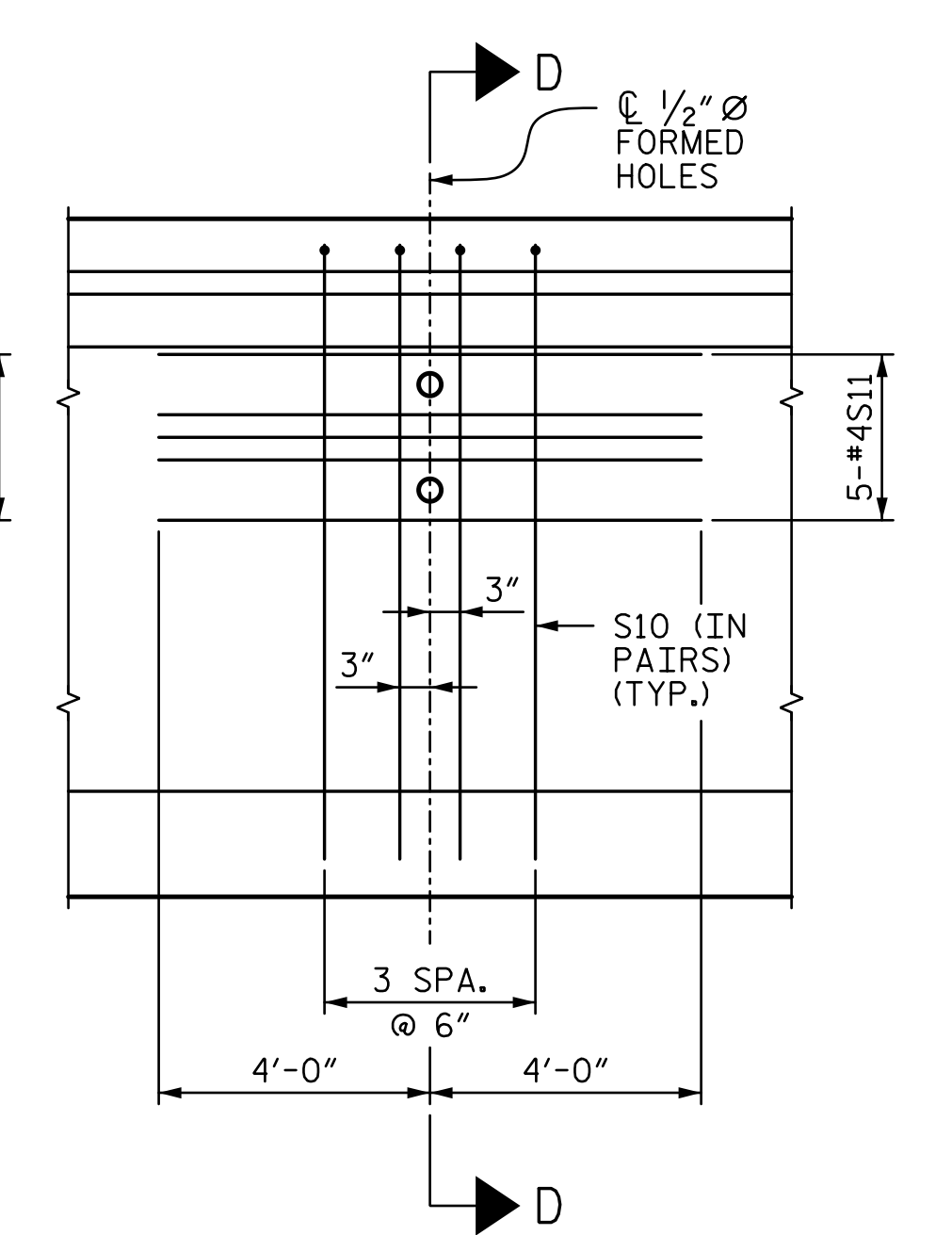
**SECTION B-B**  
(S3 BAR NOT SHOWN FOR CLARITY)



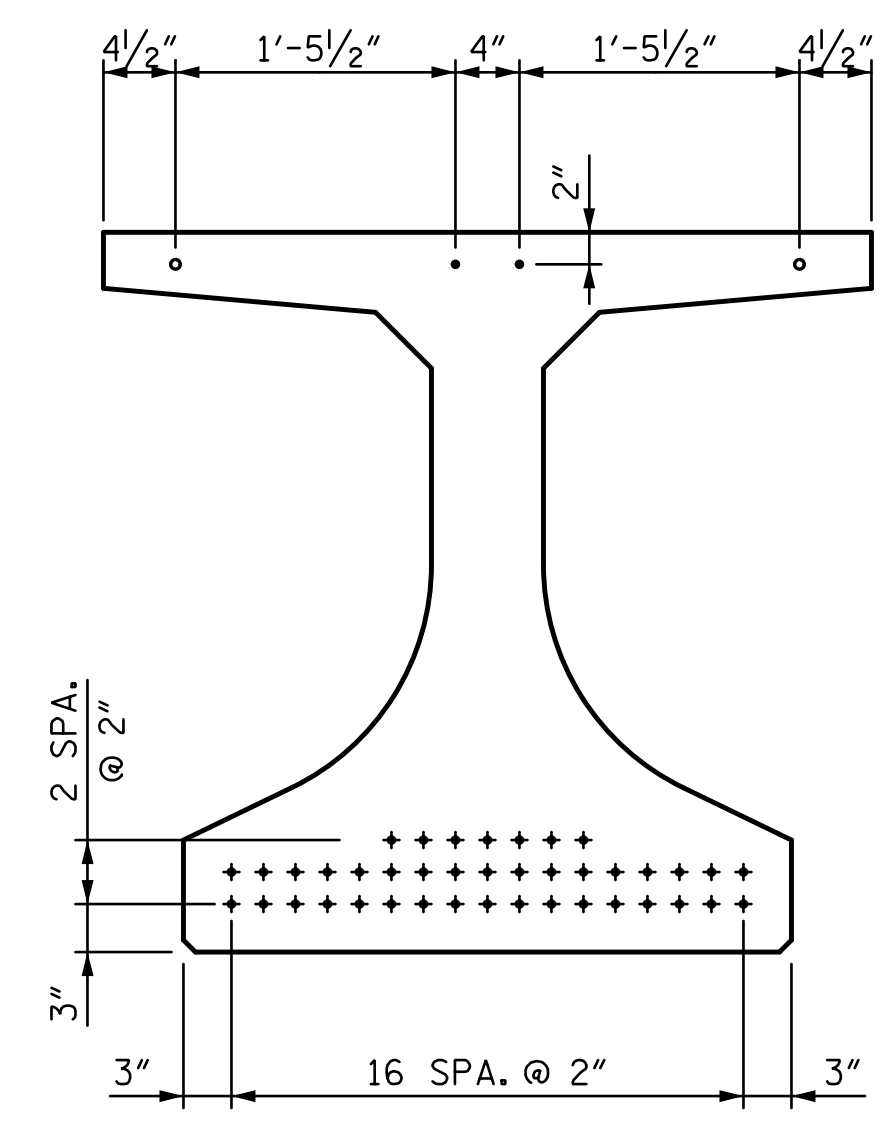
**SECTION D-D**



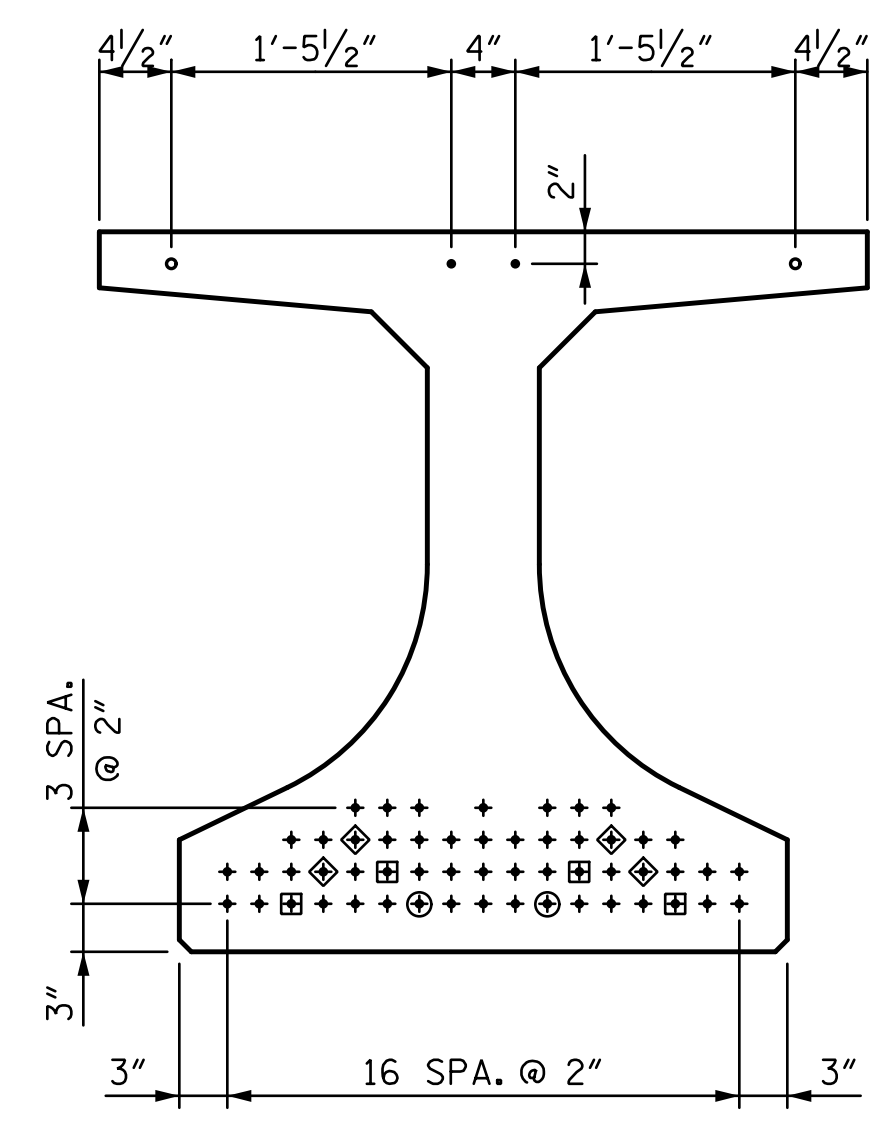
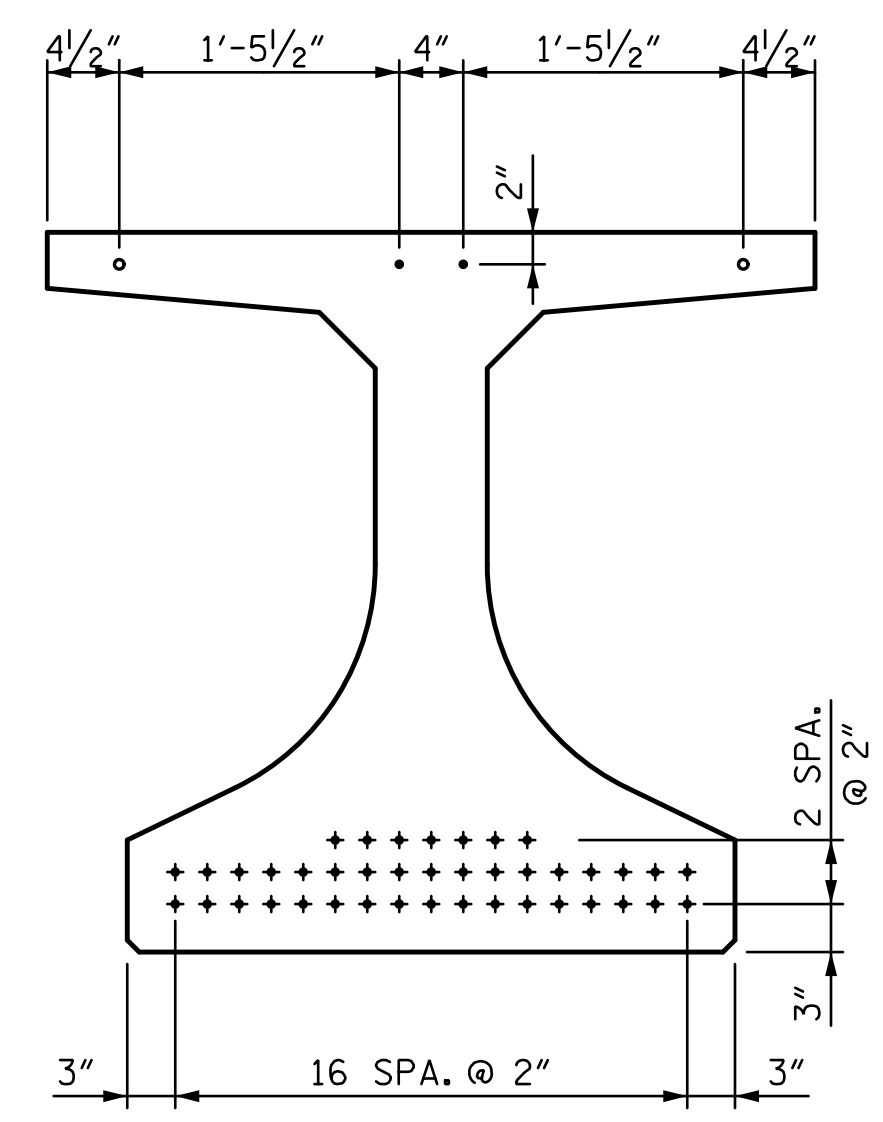
**PARTIAL ELEVATION**  
(SHOWING INTERMEDIATE STEEL DIAPHRAGM REINFORCING STEEL FOR GIRDER NOS. A2-A4 & B2-B4)



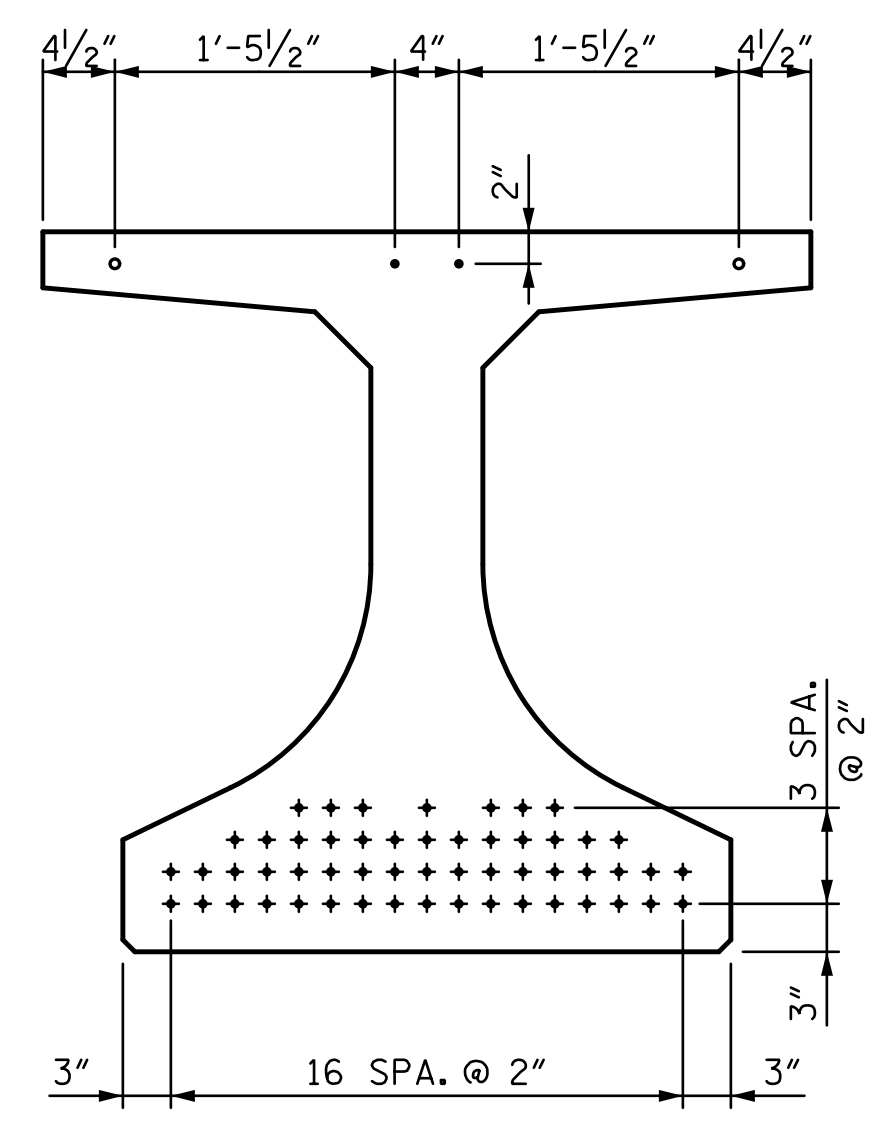
**PARTIAL ELEVATION**  
(SHOWING INTERMEDIATE STEEL DIAPHRAGM REINFORCING STEEL FOR GIRDER NOS. A1, A5, B1, & B5)



**0.6" Ø LOW RELAXATION STRAND LAYOUT (SPAN A)**  
(45-0.6" Ø STRANDS REQUIRED)



**0.6" Ø LOW RELAXATION STRAND LAYOUT (SPAN B)**  
(58-0.6" Ø STRANDS REQUIRED)



**DEBONDING LEGEND**

- - FULLY BONDED STRANDS
- STRANDS PULLED TO 4,500 LBS.
- ⊙ - DEBONDED FOR 26'-0" FROM END OF GIRDER
- ⊠ - DEBONDED FOR 16'-0" FROM END OF GIRDER
- ⊖ - DEBONDED FOR 12'-0" FROM END OF GIRDER

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 3 OF 4

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	REVISIONS					
	NO.	BY:	DATE:	NO.	BY:	DATE:
1			3			S2-16
2			4			TOTAL SHEETS 41

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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 SHALL BE GRADE 60.

TIE BARS S1 AND S2 TO THE FULLY BONDED STRANDS IN THE BOTTOM OR CENTER ROW.

AT THE CONTRACTOR'S OPTION, THE LENGTH OF THE BOTTOM LEGS OF BARS S1 AND S2 MAY BE EXTENDED TO FACILITATE TYING TO THE EXTERIOR STRANDS.

S4 BARS MAY BE FABRICATED AS A SINGLE BAR WITH A 1'-0" MINIMUM LAP SPLICE OF THE TOP LEGS, OR THE LENGTH OF THE BOTTOM LEGS MAY BE EXTENDED TO FACILITATE TYING TO THE EXTERIOR STRANDS.

APPLY EPOXY PROTECTIVE COATING TO END OF GIRDER SURFACES INDICATED IN ELEVATION VIEW.

EMBEDDED PLATE "B-1" SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

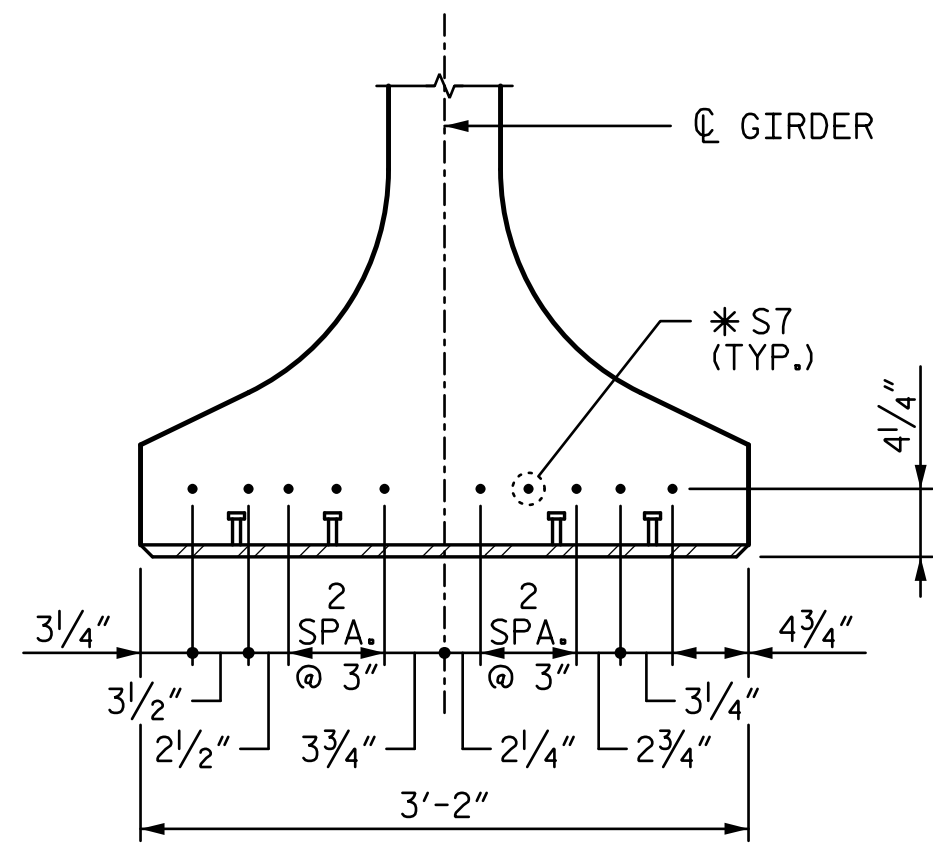
ANCHOR STUDS SHALL CONFORM TO AASHTO M169 GRADES 1010 THROUGH 1020 OR APPROVED EQUAL, AND SHALL MEET THE TYPE "B" REQUIREMENTS OF SUBSECTION 7.3 OF THE ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE.

AT ENDS OF GIRDERS TO BE EMBEDDED IN CONCRETE DIAPHRAGMS OR END WALLS, PRESTRESSING STRANDS MAY EXTEND A MAXIMUM OF 2" BEYOND THE GIRDER ENDS. OTHERWISE, PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH THE GIRDER ENDS.

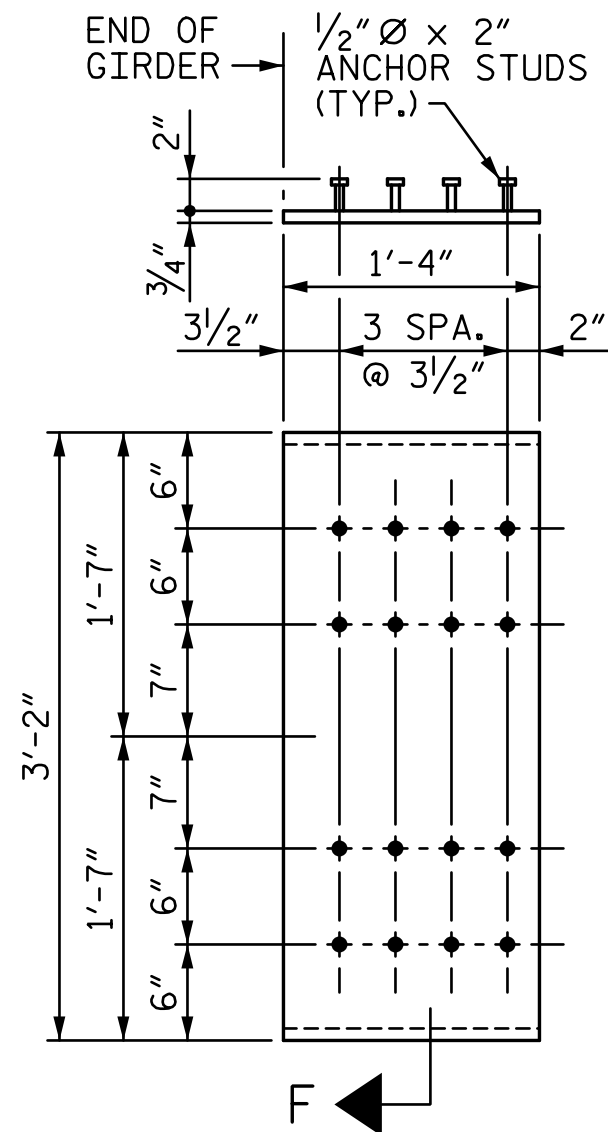
THE TRANSFER OF LOAD FROM THE ANCHORAGES TO THE GIRDER SHALL BE DONE WHEN CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF NOT LESS THAN 6,400 PSI.

DEPENDING ON THE TYPE OF SYSTEM USED TO SUPPORT THE DECK SLAB FORMS, PRESET ANCHORS MAY BE NECESSARY IN THE PRESTRESSED CONCRETE GIRDER.

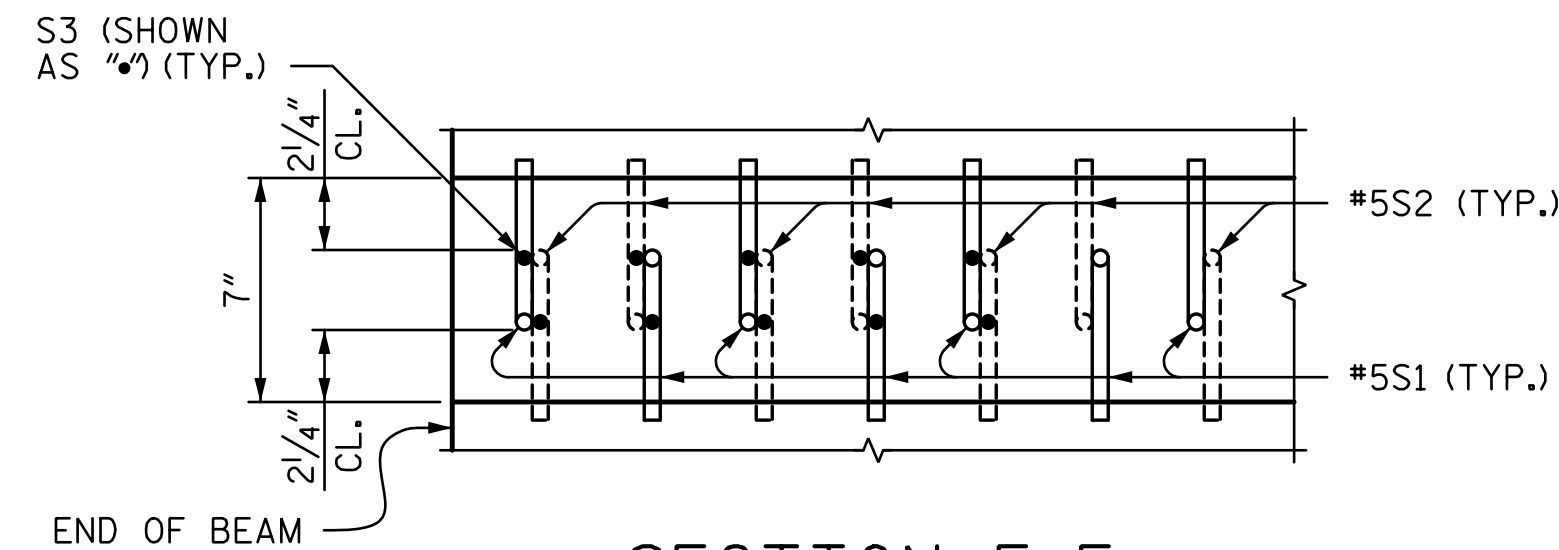
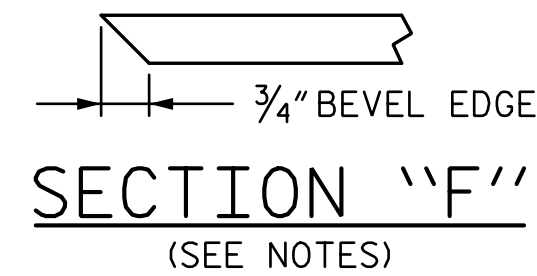
THE TOP SURFACE OF THE GIRDER, EXCLUDING THE OUTSIDE 4", SHALL BE RAKED TO A DEPTH OF 1/4".



DETAIL "C"



EMBEDDED PLATE "B-1" DETAILS  
(2 REQ'D PER GIRDER)



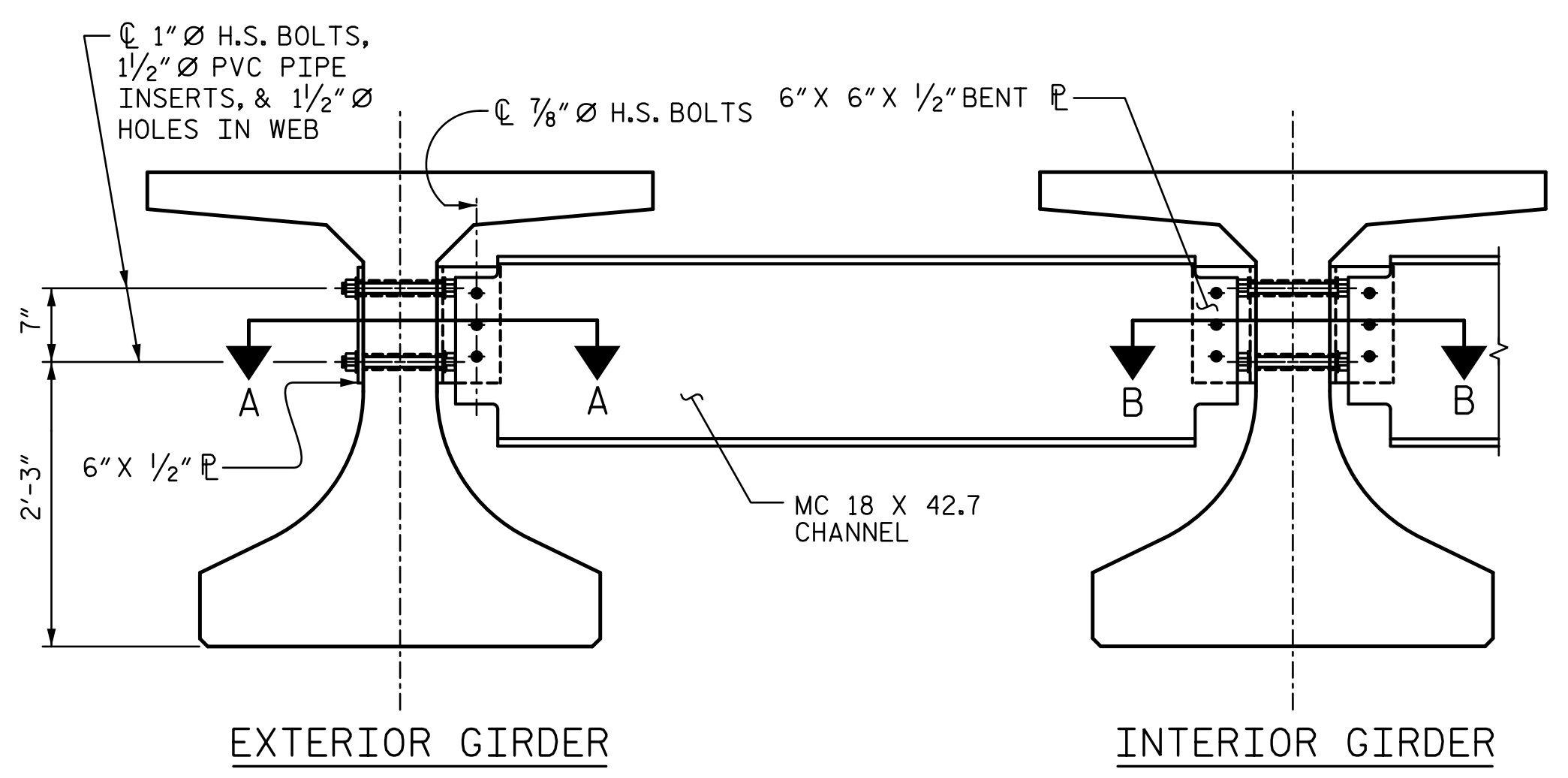
SECTION E-E

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

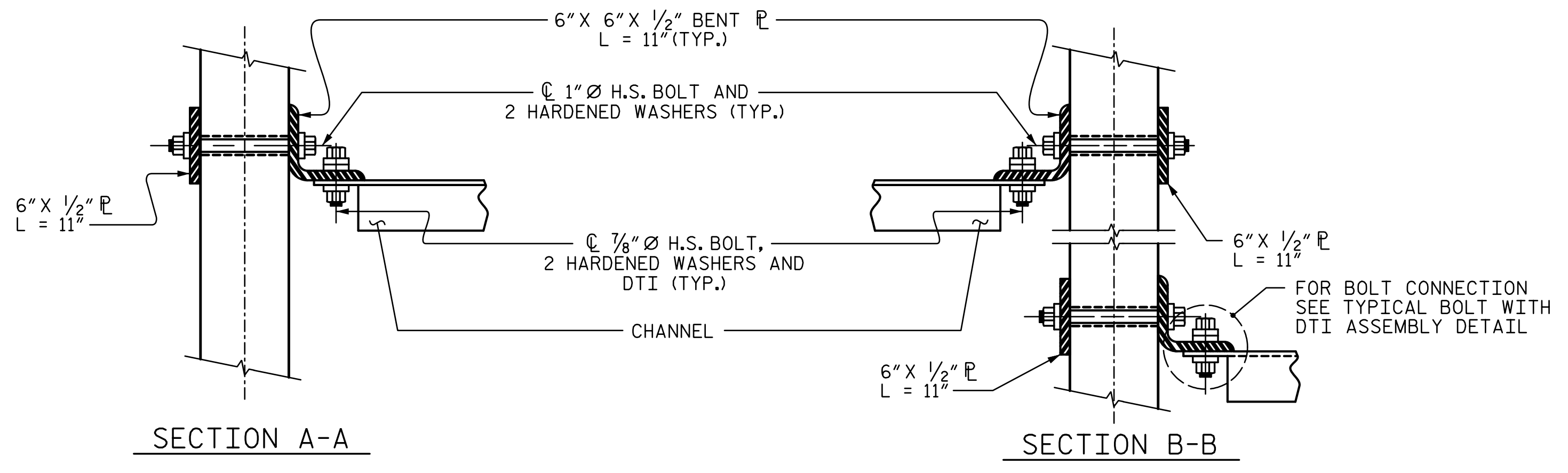
SHEET 4 OF 4

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE  <b>F.I.B. 45"</b> <b>PRESTRESSED CONCRETE GIRDER</b> <b>DETAILS</b>		SHEET NO. <b>S2-17</b> TOTAL SHEETS 41				
			REVISIONS						
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		NO.	BY:		DATE:	NO.	BY:	DATE:
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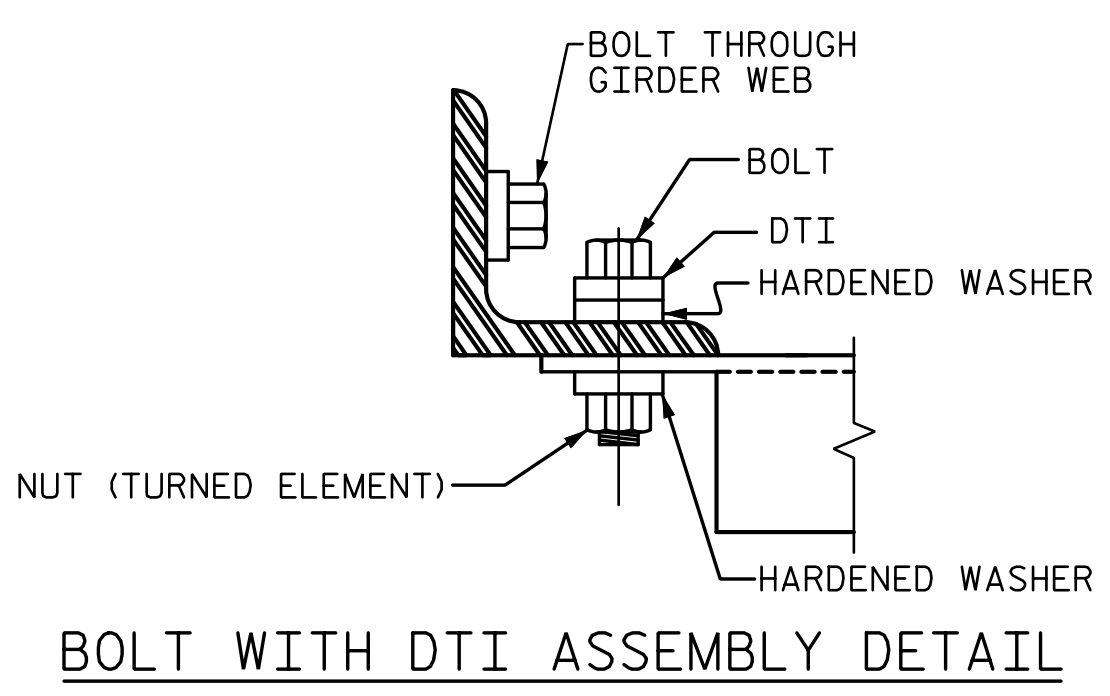
DRAWN BY : <u>MBC</u>	DATE : <u>7-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>BMC</u>	DATE : <u>8-18</u>		



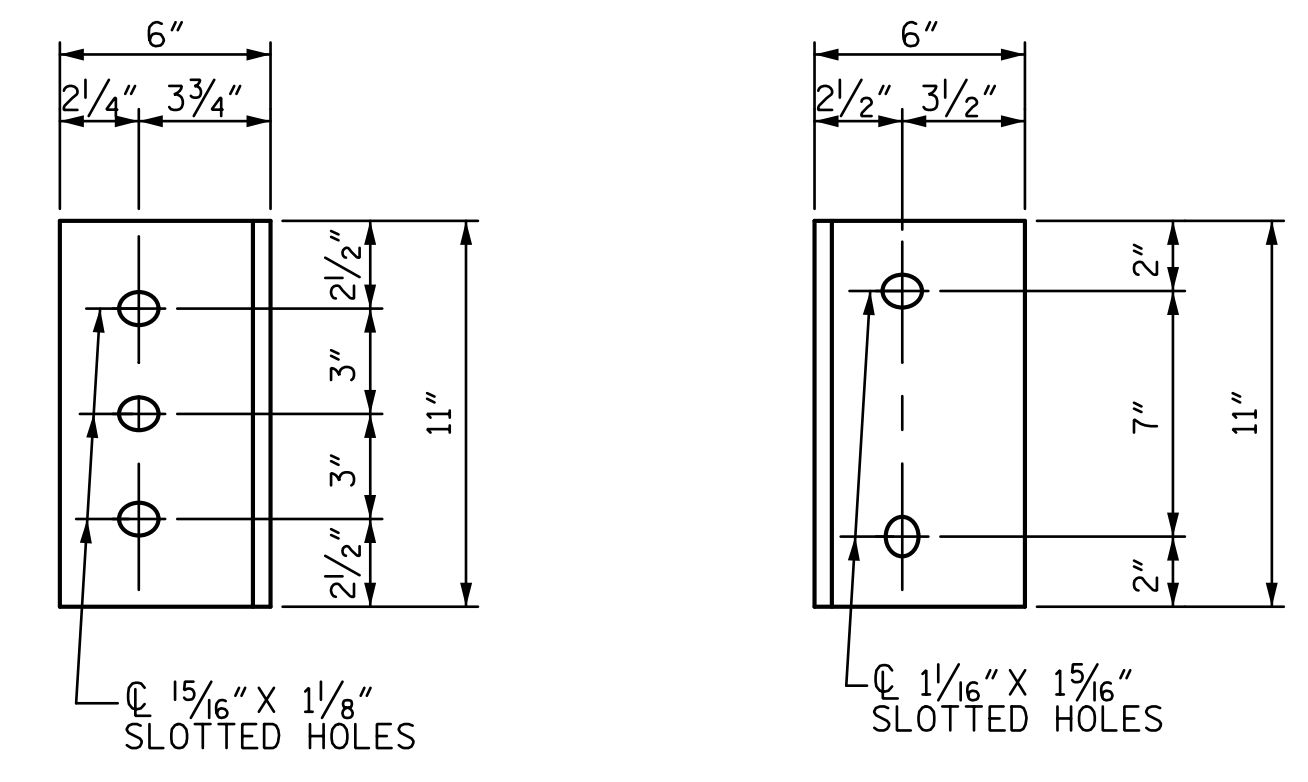
PART SECTION AT INTERMEDIATE DIAPHRAGM



CONNECTION DETAILS



BOLT WITH DTI ASSEMBLY DETAIL



CONNECTOR PLATE DETAILS

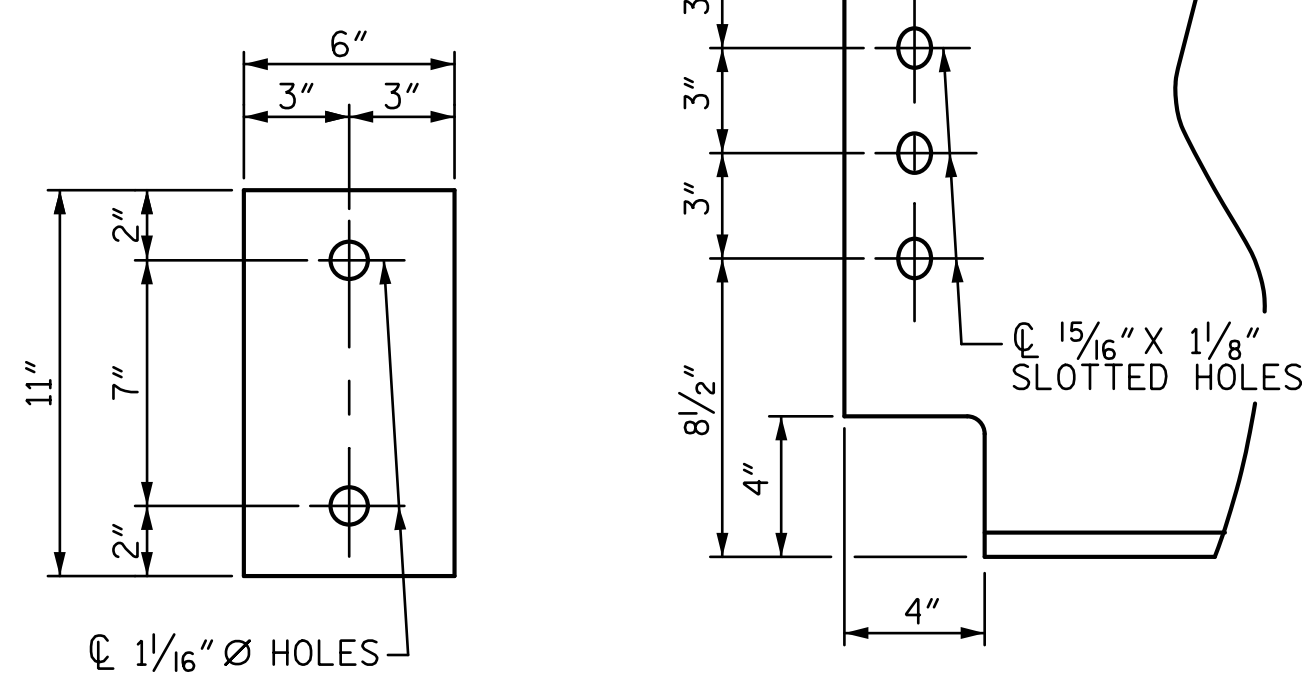


PLATE DETAILS CHANNEL END

STRUCTURAL STEEL NOTES

ALL INTERMEDIATE DIAPHRAGM STEEL AND CONNECTOR PLATES SHALL BE AASHTO M270 GRADE 50 OR APPROVED EQUAL.

TENSION ON THE ASTM A325 BOLTS THROUGH THE CHANNEL MEMBER SHALL BE CALIBRATED USING DIRECT TENSION INDICATOR WASHERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

TENSION ON THE ASTM A449 BOLTS THROUGH THE GIRDER WEB SHALL BE SNUG TIGHTENED FOLLOWED BY AN ADDITIONAL 1/4 TURN.

THE PLATES, BENT PLATES, CHANNELS, AND ANGLES SHALL BE GALVANIZED OR METALLIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. FOR THERMAL SPRAYED COATINGS (METALLIZATION), SEE SPECIAL PROVISIONS.

FOR METALLIZATION, APPLY A THERMAL SPRAYED COATING WITH A SEAL COAT TO ALL STEEL DIAPHRAGM SURFACES IN ACCORDANCE WITH THE DEPARTMENTS THERMAL SPRAYED COATINGS (METALLIZATION) PROGRAM, THERMAL SPRAYED COATINGS SPECIAL PROVISION AND SECTION 442 OF THE STANDARD SPECIFICATIONS.

GALVANIZE THE HIGH STRENGTH BOLTS, NUTS, WASHERS AND DIRECT TENSION INDICATORS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

USE AN ASTM F436 HARDENED WASHER WITH STANDARD AND SLOTTED HOLES UNDER EACH BOLT HEAD AND NUT.

FOR BOLTS THROUGH THE GIRDER WEB, PROVIDE SUFFICIENT LENGTH OF THREADS ON ALL BOLTS TO ACCOMMODATE WASHERS AND THE THICKNESS OF CONNECTING MEMBER PLUS AT LEAST 1/4" PROJECTION BEYOND THE NUT.

INTERMEDIATE DIAPHRAGM ASSEMBLY SHALL COMPLY WITH SECTION 1072 OF THE STANDARD SPECIFICATIONS.

SUBMIT TWO SETS OF WORKING DRAWINGS FOR THE INTERMEDIATE DIAPHRAGM ASSEMBLY FOR REVIEW, COMMENTS AND ACCEPTANCE. AFTER REVIEW, COMMENTS, AND ACCEPTANCE, SUBMIT SEVEN SETS FOR DISTRIBUTION.

IN THE EXTERIOR BAYS, PLACE TEMPORARY STRUTS BETWEEN PRESTRESSED GIRDERS ADJACENT TO THE STEEL DIAPHRAGMS. STRUTS SHALL REMAIN IN PLACE 3 DAYS AFTER CONCRETE IS PLACED.

THE COST OF THE STEEL DIAPHRAGMS AND ASSEMBLIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE GIRDERS.

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE INTERMEDIATE STEEL DIAPHRAGMS FOR F.I.B. 45" PRESTRESSED CONCRETE GIRDER		
			REVISIONS		
	NO.	BY:	DATE:	NO.	BY:
1			3		
2			4		
				SHEET NO. S2-18	
				TOTAL SHEETS 41	

DRAWN BY : <u>MBC</u>	DATE : <u>7-18</u>	DESIGN ENGINEER OF RECORD : <u>B. CURRY</u>	DATE : <u>8-18</u>
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**NOTES**

AT ALL FIXED POINTS OF SUPPORT, NUTS FOR ANCHOR BOLTS ARE TO BE TIGHTENED FINGER TIGHT AND THEN BACKED OFF 1/2 TURN. THE THREAD OF THE NUT AND BOLT SHALL THEN BE BURRED WITH A SHARP POINTED TOOL.

THE 2" Ø PIPE SLEEVE SHALL BE CUT FROM SCHEDULE 40 PVC PLASTIC PIPE. THE PVC PLASTIC PIPE SHALL MEET THE REQUIREMENTS OF ASTM D1785.

STEEL SOLE PLATES, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PRIOR TO WELDING, GRIND THE GALVANIZED SURFACE OF THE PORTION OF THE EMBEDDED PLATE AND SOLE PLATE THAT ARE TO BE WELDED. AFTER WELDING, DAMAGED GALVANIZED SURFACES SHALL BE REPAIRED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

WHEN WELDING THE SOLE PLATE TO THE EMBEDDED PLATE IN THE GIRDER, USE TEMPERATURE INDICATING WAX PENS, OR OTHER SUITABLE MEANS, TO ENSURE THAT THE TEMPERATURE OF THE SOLE PLATE DOES NOT EXCEED 300°F. TEMPERATURES ABOVE THIS MAY DAMAGE THE ELASTOMER.

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. NO SHOP DRAWINGS ARE REQUIRED FOR ANCHOR BOLTS, NUTS AND WASHERS. SHOP INSPECTION IS REQUIRED.

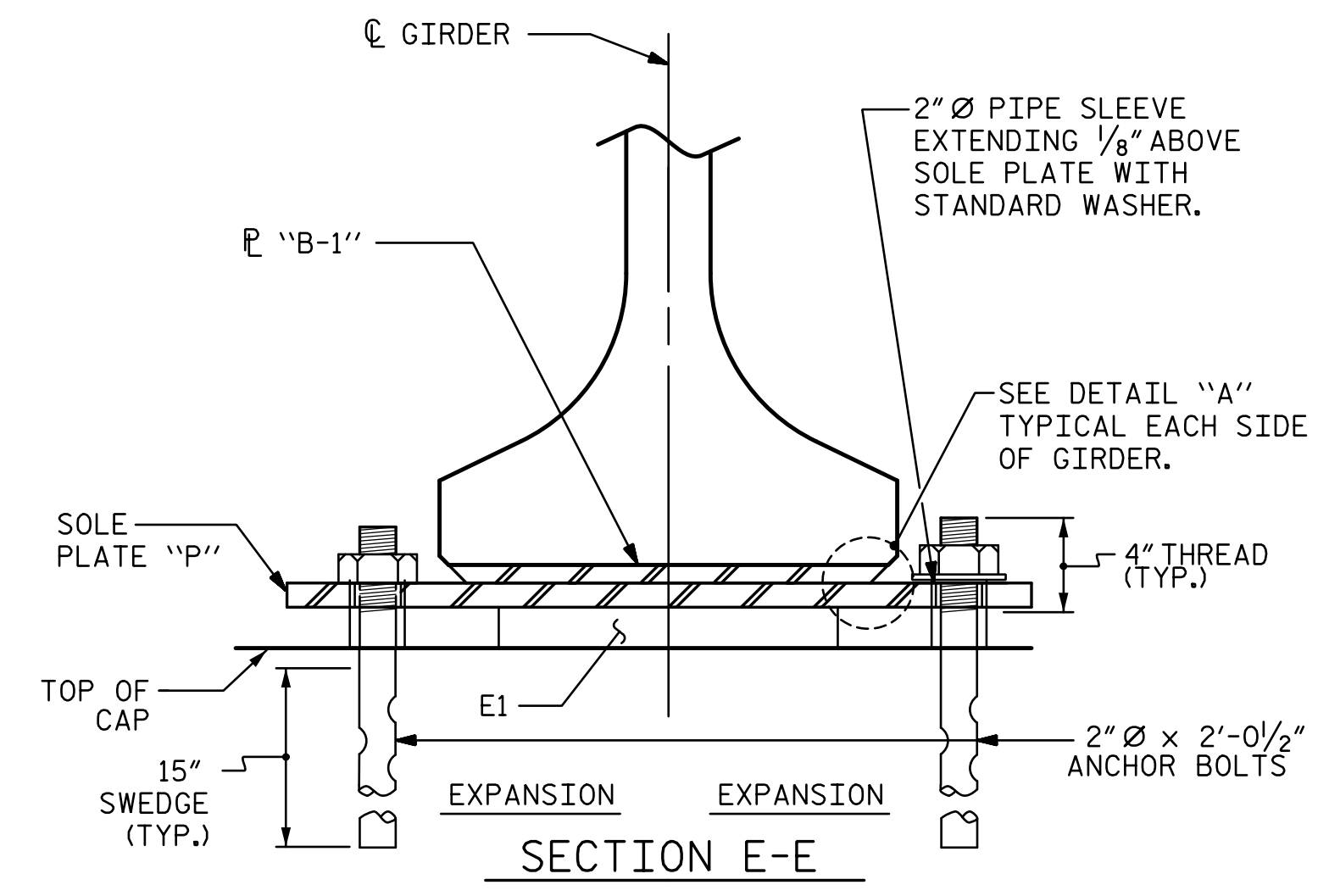
ALL SURFACES OF BEARING PLATES SHALL BE SMOOTH AND STRAIGHT.

THE ELASTOMER IN THE STEEL REINFORCED BEARINGS SHALL HAVE A SHEAR MODULUS OF 0.150 KSI, IN ACCORDANCE WITH AASHTO M251.

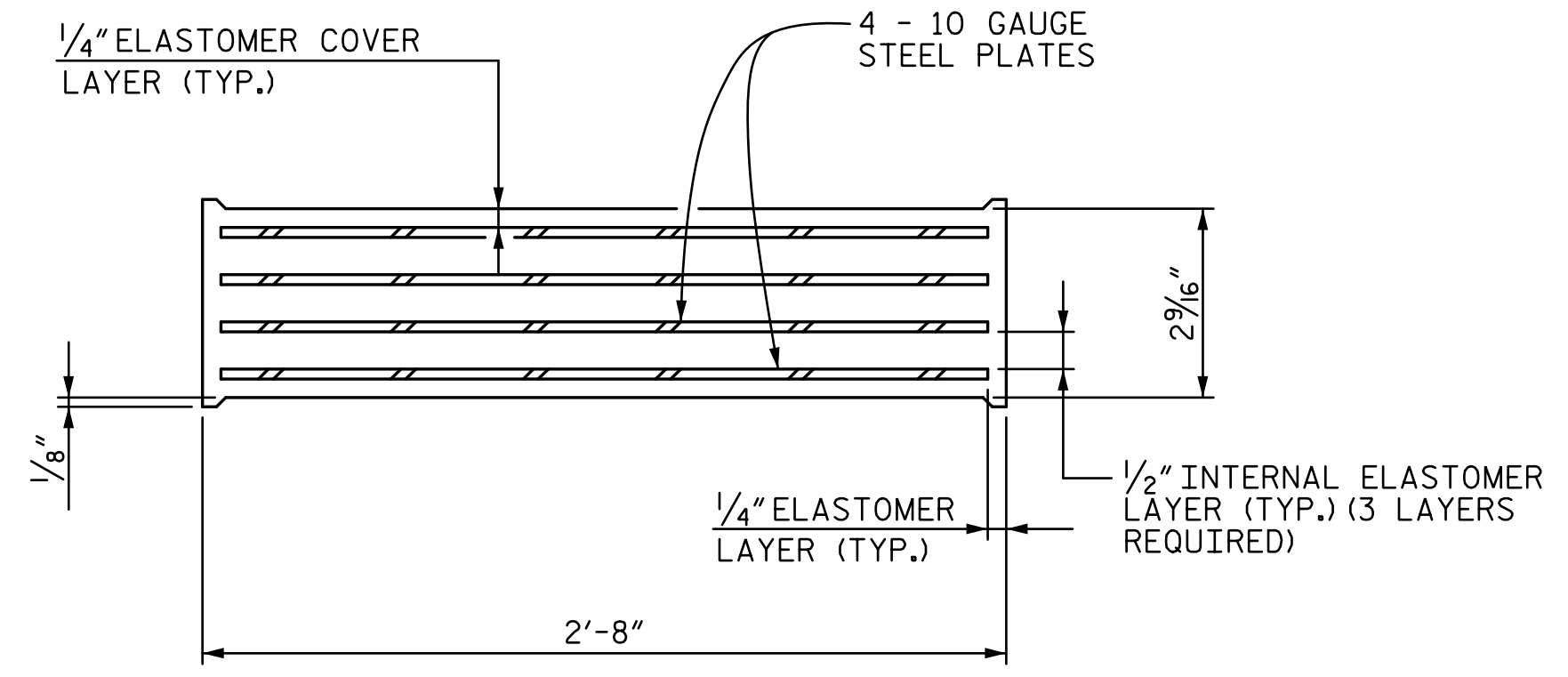
FOR STEEL REINFORCED ELASTOMERIC BEARINGS, SEE SPECIAL PROVISIONS.

ALL BEARING PLATES SHALL BE AASHTO M270 GRADE 36.

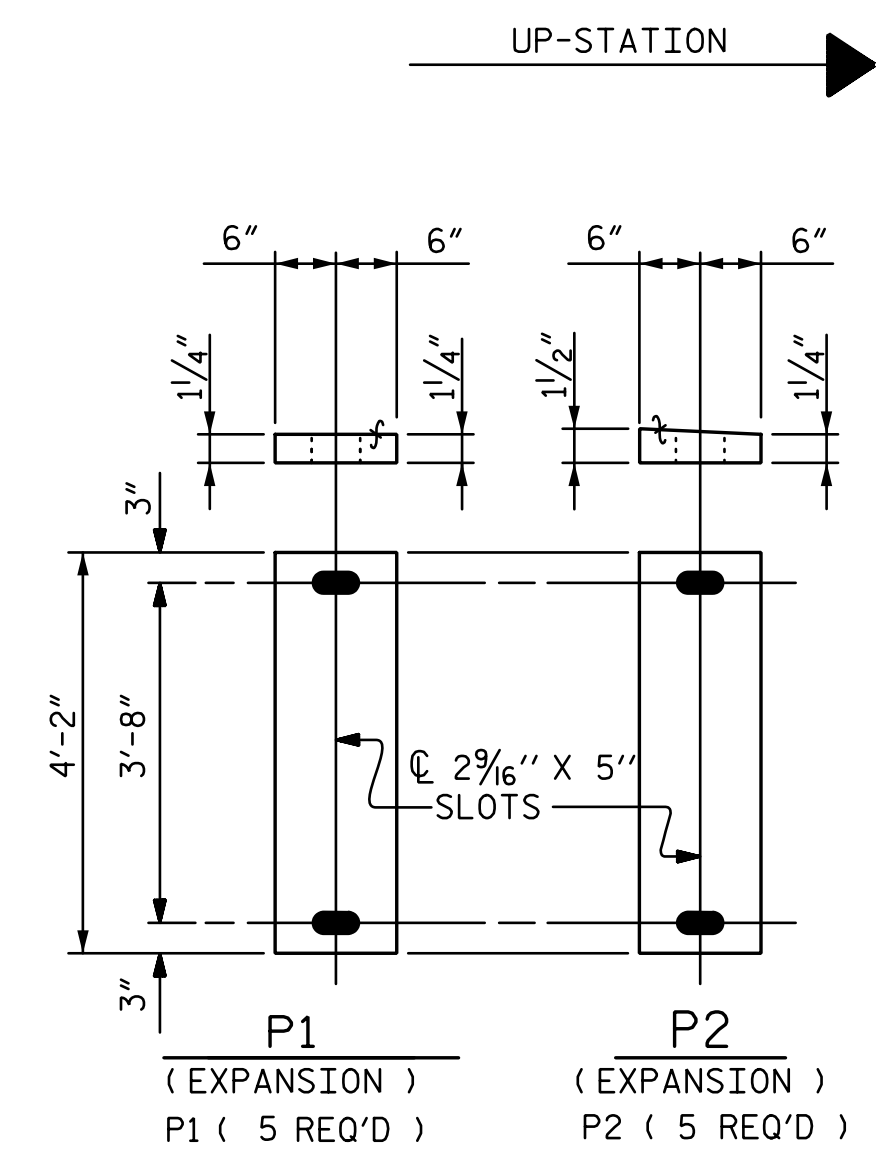
ELASTOMER IN ALL BEARINGS SHALL BE GRADE 60 DUROMETER HARDNESS.



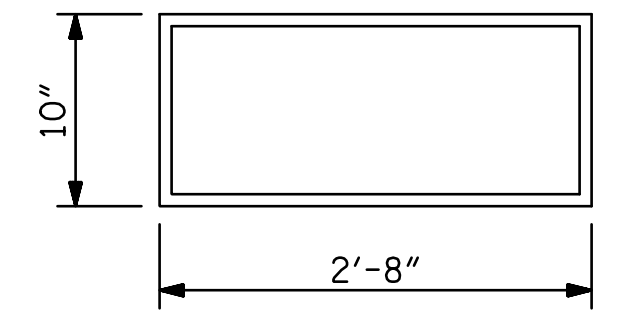
MAXIMUM ALLOWABLE SERVICE LOADS	
D.L.+L.L. (NO IMPACT)	
E1	420 k



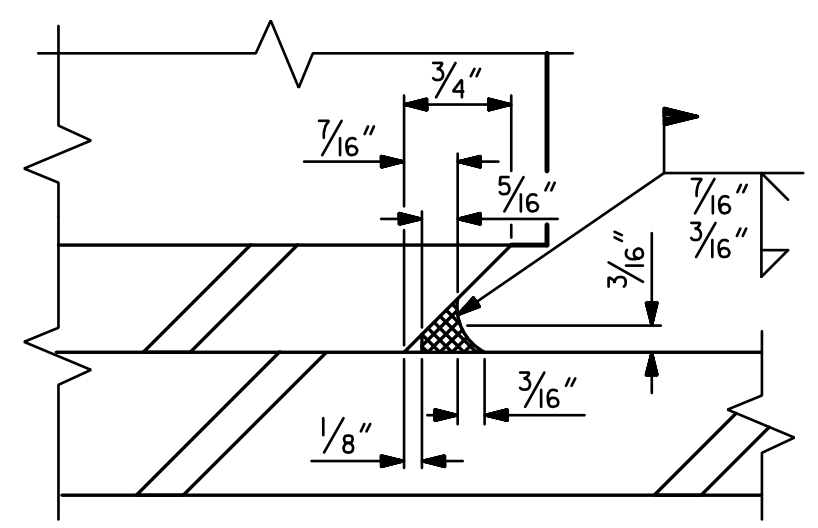
TYPICAL SECTION OF ELASTOMERIC BEARINGS



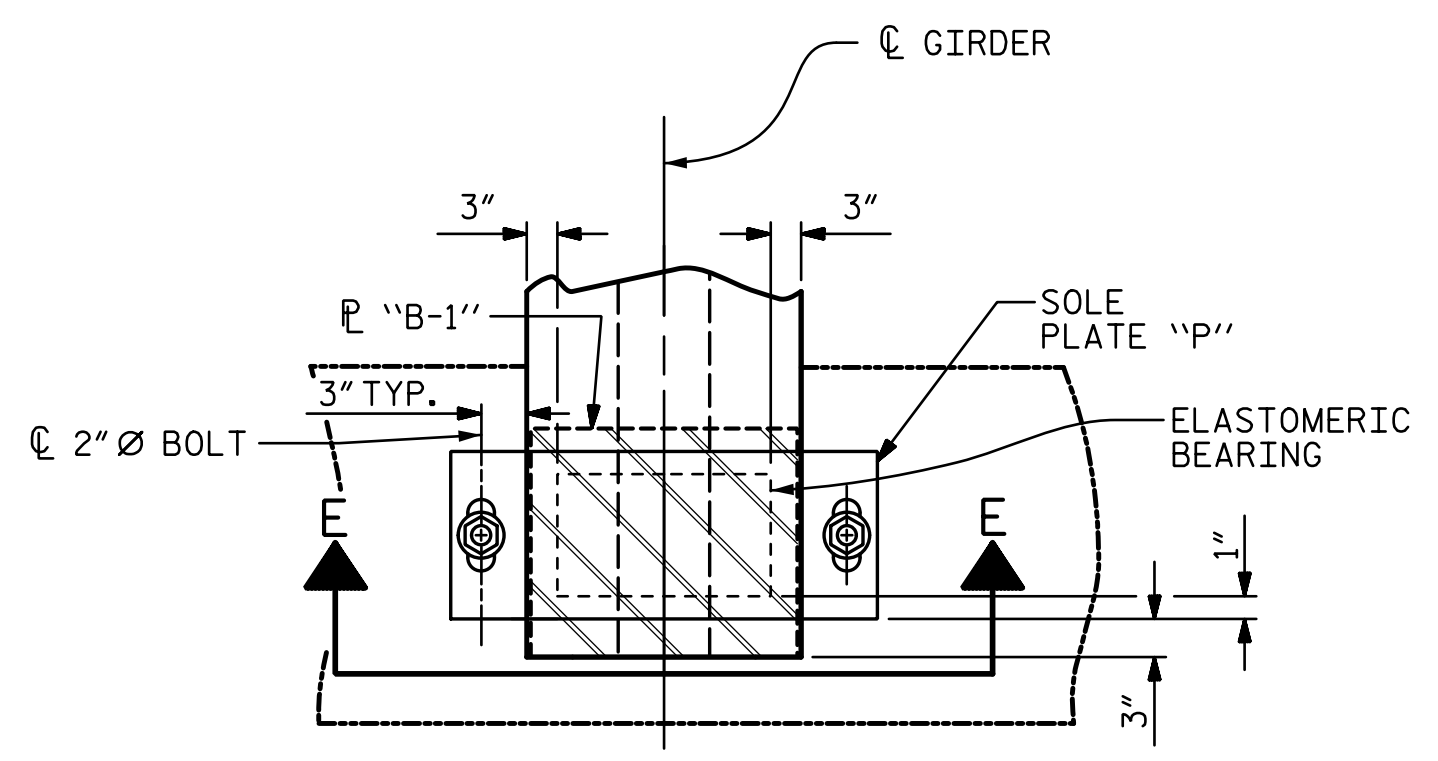
SOLE PLATE DETAILS (\"/>



E1 (20 REQ'D)  
PLAN VIEW OF ELASTOMERIC BEARING



DETAIL \"/>



TYPICAL PLAN  
(END BENT 1 SHOWN, END BENT 2 SIMILAR)

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
STATION: 16+37.21 -FLYBD-

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE ELASTOMERIC BEARING DETAILS		SHEET NO. S2-19	
		REVISIONS		TOTAL SHEETS 41	
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991	Balfour Beatty Infrastructure Inc.	BRANCH CIVIL	NO. 1 BY: DATE: NO. 3 BY: DATE: NO. 4 BY: DATE:	

DRAWN BY : <u>MBC</u>	DATE : <u>7-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>BMC</u>	DATE : <u>8-18</u>		

DATE: 9/25/2018 TIME: 2:55:48 PM FILE: r:\S\Structures\Str 2 FLYBD over Y\Station\RFC\402-037-02519\_SML.BG.019\_770514.dgn

DEAD LOAD DEFLECTION TABLE FOR SPAN A											
GIRDER 1											
TENTH POINTS	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	1.00
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.073	0.139	0.190	0.223	0.234	0.223	0.190	0.139	0.073	0.000
DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.035	0.068	0.095	0.112	0.118	0.112	0.095	0.070	0.035	0.000
FINAL CAMBER	↑ 0"	7/16"	7/8"	1 1/8"	1 5/16"	1 3/8"	1 5/16"	1 1/8"	1 3/16"	7/16"	0"

DEAD LOAD DEFLECTION TABLE FOR SPAN A											
GIRDERS 2, 3 & 4											
TENTH POINTS	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	1.00
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.073	0.139	0.190	0.223	0.234	0.223	0.190	0.139	0.073	0.000
DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.036	0.072	0.100	0.118	0.124	0.118	0.100	0.072	0.037	0.000
FINAL CAMBER	↑ 0"	7/16"	1 3/16"	1 1/16"	1 1/4"	1 5/16"	1 1/4"	1 1/16"	1 3/16"	7/16"	0"

DEAD LOAD DEFLECTION TABLE FOR SPAN A											
GIRDER 5											
TENTH POINTS	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	1.00
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.073	0.139	0.190	0.223	0.234	0.223	0.190	0.139	0.073	0.000
DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.032	0.063	0.088	0.104	0.109	0.104	0.088	0.064	0.032	0.000
FINAL CAMBER	↑ 0"	1/2"	1 5/16"	1 1/4"	1 7/16"	1 1/2"	1 7/16"	1 1/4"	1 5/16"	1/2"	0"

DEAD LOAD DEFLECTION TABLE FOR SPAN B																					
GIRDER 1																					
TWENTIETH POINTS	0.00	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1.00
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.052	0.103	0.151	0.195	0.234	0.267	0.294	0.313	0.325	0.329	0.325	0.313	0.294	0.267	0.234	0.195	0.151	0.103	0.052	0.000
DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.036	0.071	0.106	0.138	0.167	0.192	0.211	0.225	0.234	0.237	0.234	0.225	0.211	0.192	0.167	0.139	0.106	0.071	0.036	0.000
FINAL CAMBER	↑ 0"	3/16"	3/8"	9/16"	1 1/16"	1 3/16"	1 5/16"	1"	1 1/16"	1 1/16"	1 1/8"	1 1/16"	1 1/16"	1"	7/8"	1 3/16"	1 1/16"	9/16"	3/8"	3/16"	0"

DEAD LOAD DEFLECTION TABLE FOR SPAN B																					
GIRDERS 2, 3 & 4																					
TWENTIETH POINTS	0.00	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1.00
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.052	0.103	0.151	0.195	0.234	0.267	0.294	0.313	0.325	0.329	0.325	0.313	0.294	0.267	0.234	0.195	0.151	0.103	0.052	0.000
DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.037	0.074	0.111	0.145	0.175	0.200	0.221	0.236	0.245	0.248	0.245	0.236	0.221	0.200	0.175	0.145	0.111	0.074	0.038	0.000
FINAL CAMBER	↑ 0"	3/16"	3/8"	1/2"	5/8"	1 1/16"	1 3/16"	7/8"	1 5/16"	1 5/16"	1"	1 5/16"	1 5/16"	7/8"	1 3/16"	1 1/16"	5/8"	1/2"	3/8"	3/16"	0"

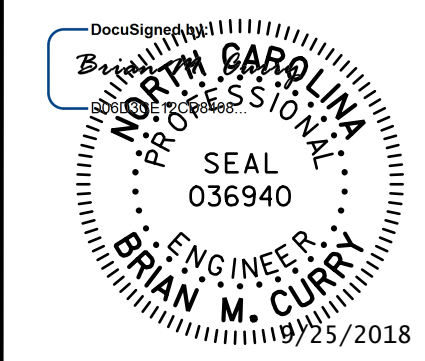

DEAD LOAD DEFLECTION TABLE FOR SPAN B																					
GIRDER 5																					
TWENTIETH POINTS	0.00	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1.00
CAMBER (GIRDER ALONE IN PLACE)	↑ 0.000	0.052	0.103	0.151	0.195	0.234	0.267	0.294	0.313	0.325	0.329	0.325	0.313	0.294	0.267	0.234	0.195	0.151	0.103	0.052	0.000
DEFLECTION DUE TO SUPERIMPOSED D.L.	↓ 0.000	0.033	0.065	0.097	0.127	0.153	0.175	0.193	0.206	0.214	0.217	0.214	0.206	0.193	0.175	0.153	0.127	0.097	0.065	0.033	0.000
FINAL CAMBER	↑ 0"	1/4"	7/16"	5/8"	1 3/16"	1"	1 1/8"	1 3/16"	1 5/16"	1 5/16"	1 3/8"	1 5/16"	1 5/16"	1 3/16"	1 1/8"	1"	1 3/16"	5/8"	7/16"	1/4"	0"

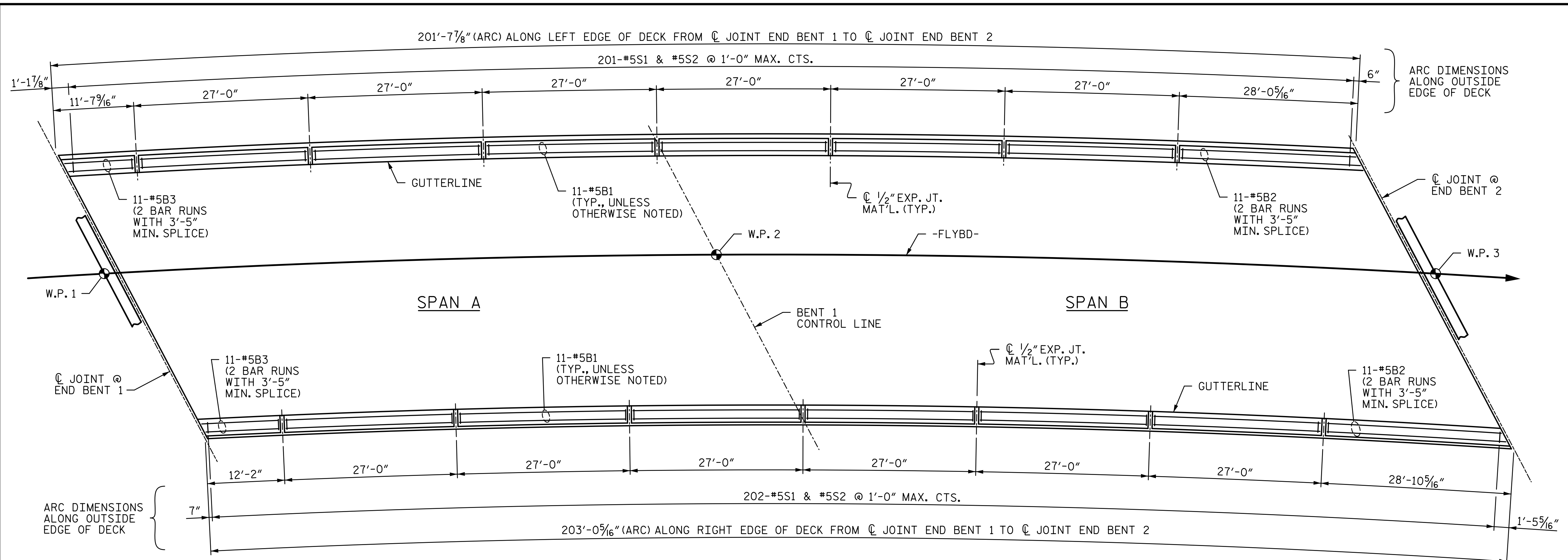
**NOTE:**  
ALL GIRDER ALONE IN PLACE CAMBERS AND DEFLECTIONS SHOWN IN DECIMAL FEET.

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
STATION: 16+37.21 -FLYBD-

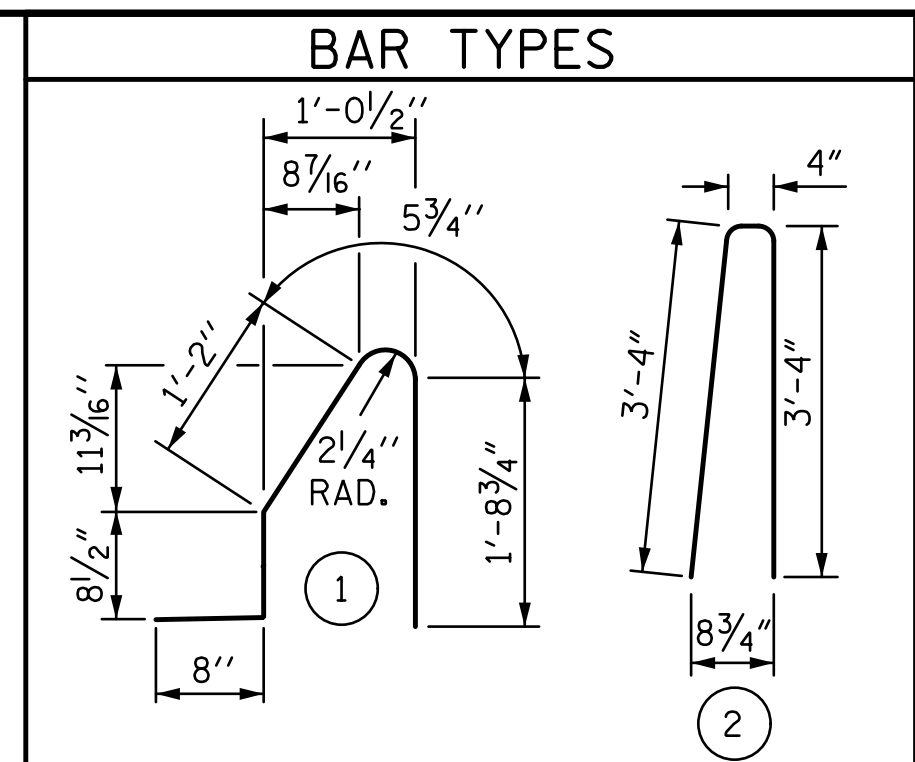
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DRAWN BY : MBC DATE : 7-18  
CHECKED BY : BMC DATE : 7-18  
DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE DEAD LOAD DEFLECTIONS		SHEET NO. S2-20 TOTAL SHEETS 41
	 STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		REVISIONS		
	Balfour Beatty Infrastructure Inc.	BRANCH CIVIL A Joint Venture	NO. 1 BY: _____ DATE: _____	NO. 3 BY: _____ DATE: _____	
	NO. 2 BY: _____ DATE: _____	NO. 4 BY: _____ DATE: _____			



PLAN



ALL BAR DIMENSIONS ARE OUT TO OUT

**BILL OF MATERIAL**

FOR CONCRETE BARRIER RAIL ONLY

BAR NO.	SIZE	TYPE	LENGTH	WEIGHT
* B1	132	#5 STR	26'-6"	3648
* B2	44	#5 STR	15'-10"	727
* B3	44	#5 STR	7'-10"	360
* S1	403	#5	4'-9"	1,997
* S2	403	#5	7'-0"	2,942
* EPOXY COATED REINFORCING STEEL				9,674 LBS.
CLASS AA CONCRETE				57.8 CU. YDS.
CONCRETE BARRIER RAIL SUPERSTRUCTURE				404.68 LIN. FT.
● APPROACH SLABS				42.48 LIN. FT.
TOTAL				447.16 LIN. FT.

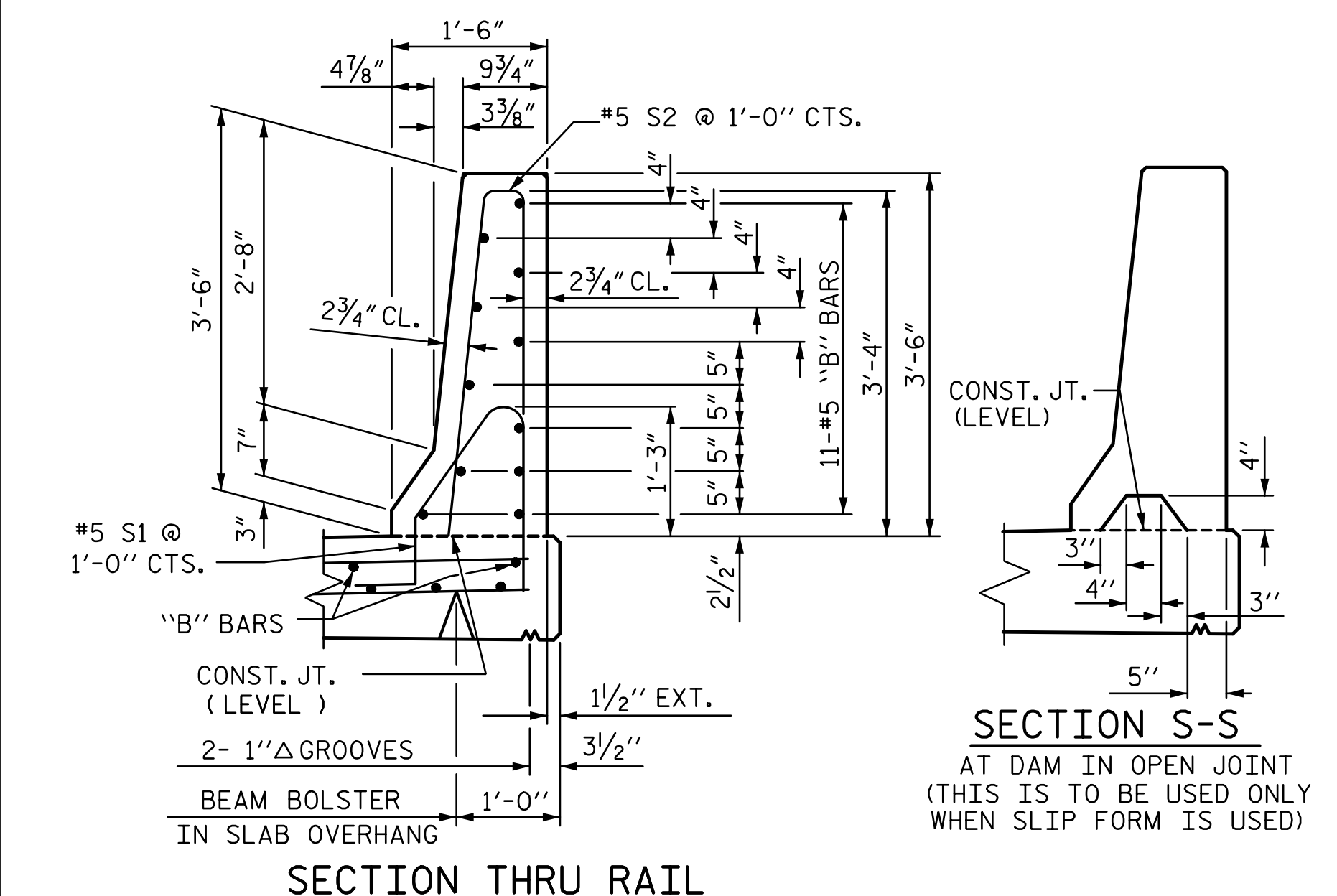
● FOR EPOXY COATED REINFORCING STEEL AND CLASS AA CONCRETE IN THE BARRIER RAIL ON THE APPROACH SLABS, SEE "BRIDGE APPROACH SLAB DETAILS" SHEET.

**NOTES**

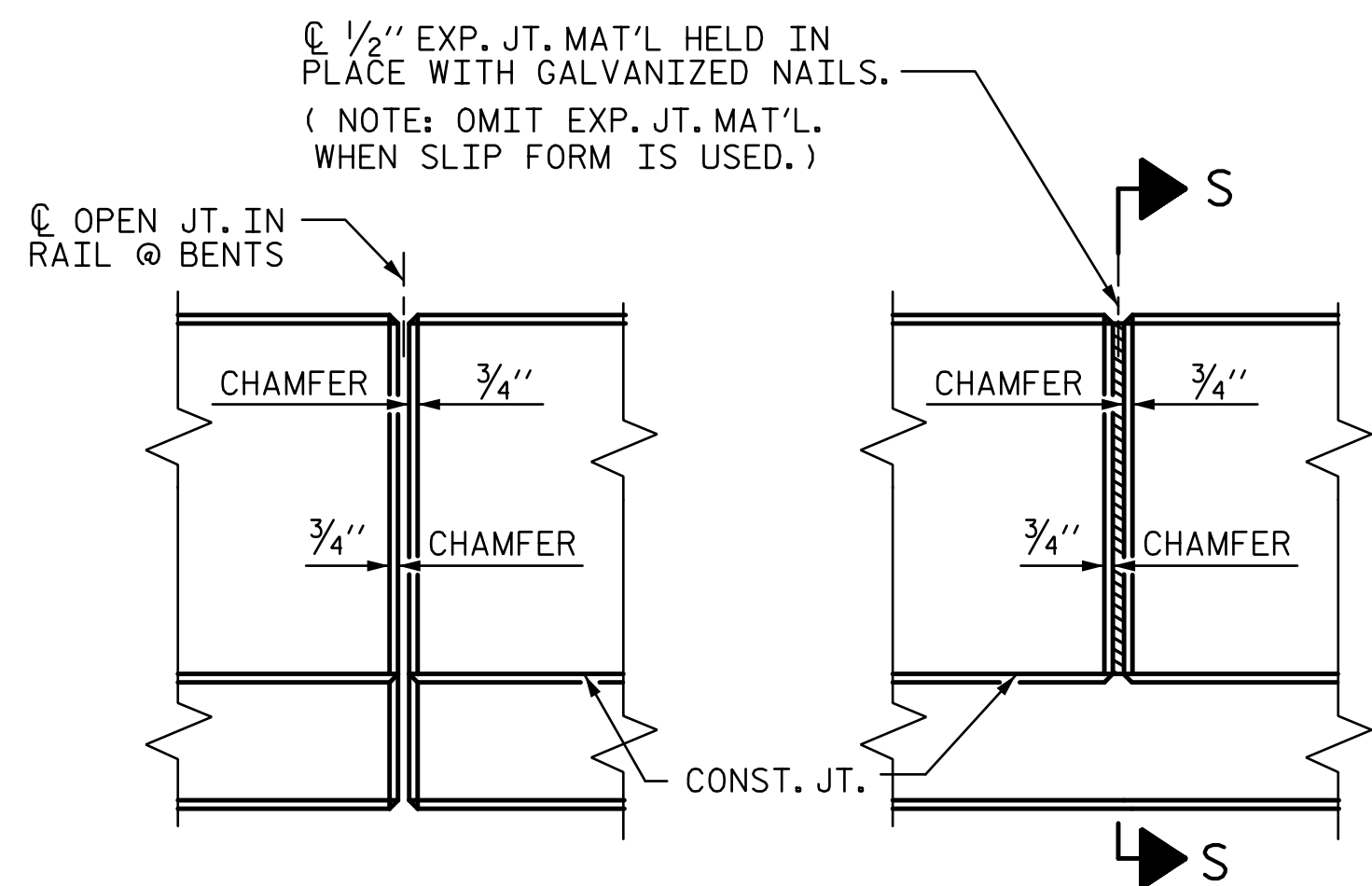
THE BARRIER RAIL IN EACH SPAN SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE IN THAT SPAN HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.

ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.

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.



SECTION THRU RAIL



ELEVATION AT EXPANSION JOINTS  
BARRIER RAIL DETAILS

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

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

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STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUPERSTRUCTURE  
**CONCRETE BARRIER RAIL**

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

DRAWN BY: MBC DATE: 6-18  
 CHECKED BY: BMC DATE: 7-18

DESIGN ENGINEER OF RECORD: B. CURRY DATE: 8-18

TOTAL SHEETS: 41

DATE: 9/25/2018 TIME: 2:55:52 PM  
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NOTES

THE GUARDRAIL ANCHOR ASSEMBLY SHALL CONSIST OF A 1/4" HOLD-DOWN PLATE AND 4 - 1/8" 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 1/8" 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.)

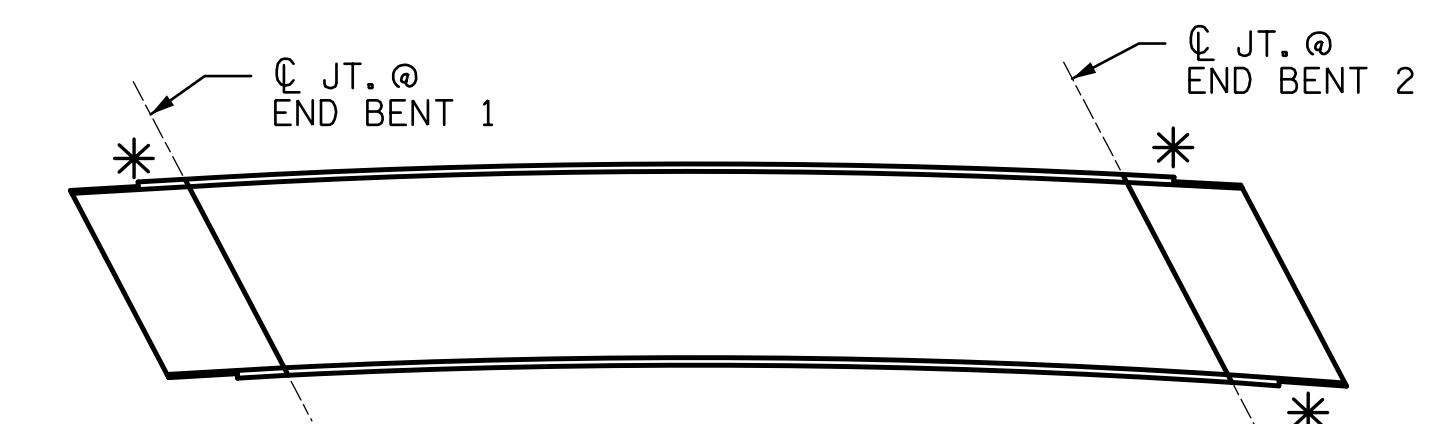
THE GUARDRAIL ANCHOR ASSEMBLY IS REQUIRED AT ALL POINTS WHERE APPROACH GUARDRAIL IS TO BE ATTACHED TO THE END OF BARRIER RAIL. FOR POINTS OF ATTACHMENT, SEE SKETCH.

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 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 STANDARD SPECIFICATIONS. SEE ROADWAY STANDARD 862.03 FOR DETAILS AND LOCATION OF THE RUBRAIL.

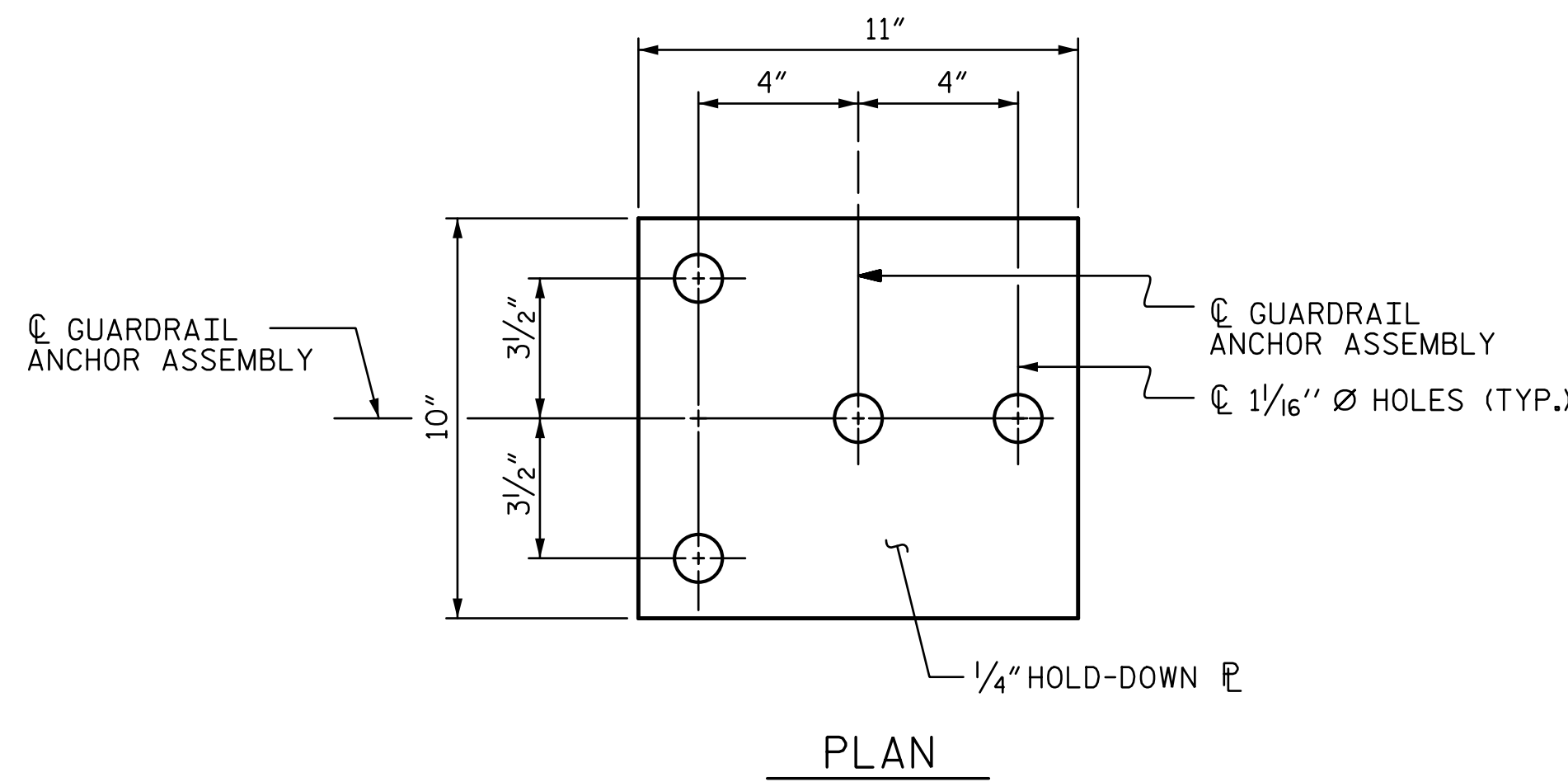


SKETCH SHOWING POINTS OF ATTACHMENTS

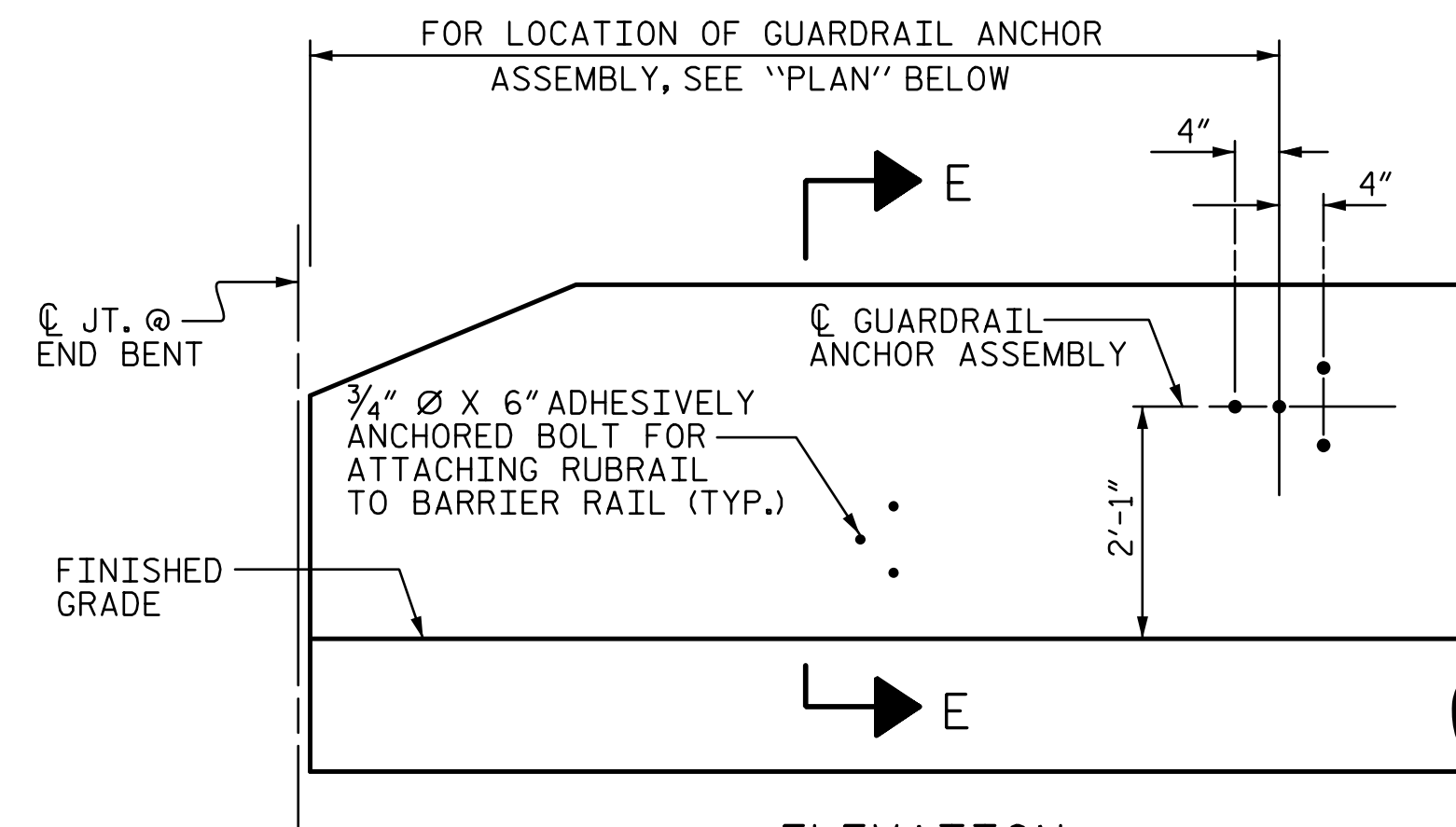
\* DENOTES GUARDRAIL ANCHOR ASSEMBLY

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

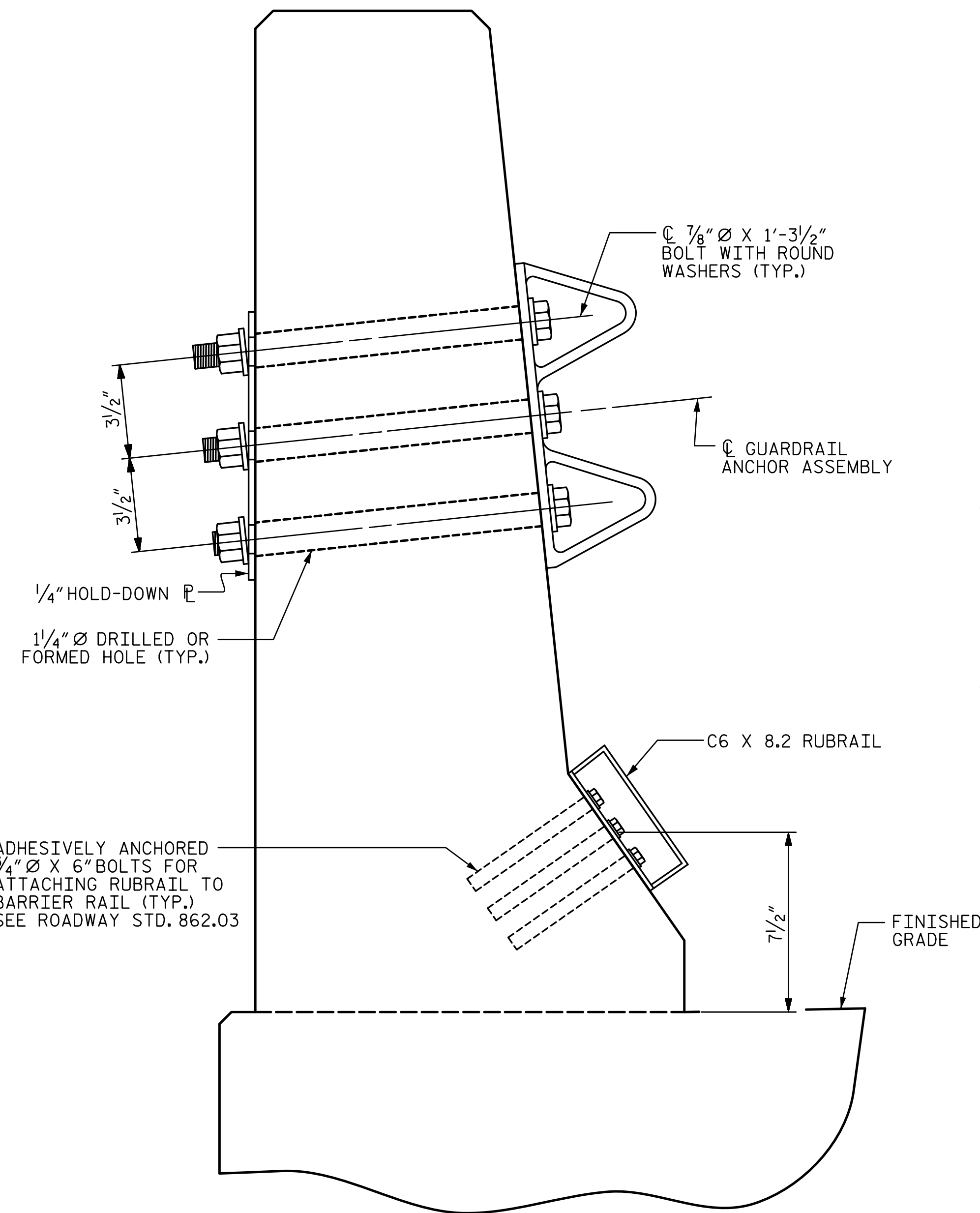
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE GUARDRAIL ANCHORAGE FOR BARRIER RAIL																			
		REVISIONS																			
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		<table border="1"> <thead> <tr> <th>NO.</th> <th>BY:</th> <th>DATE:</th> <th>NO.</th> <th>BY:</th> <th>DATE:</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td>3</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> </tr> </tbody> </table>		NO.	BY:	DATE:	NO.	BY:	DATE:	1			3			2			4	
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PLAN

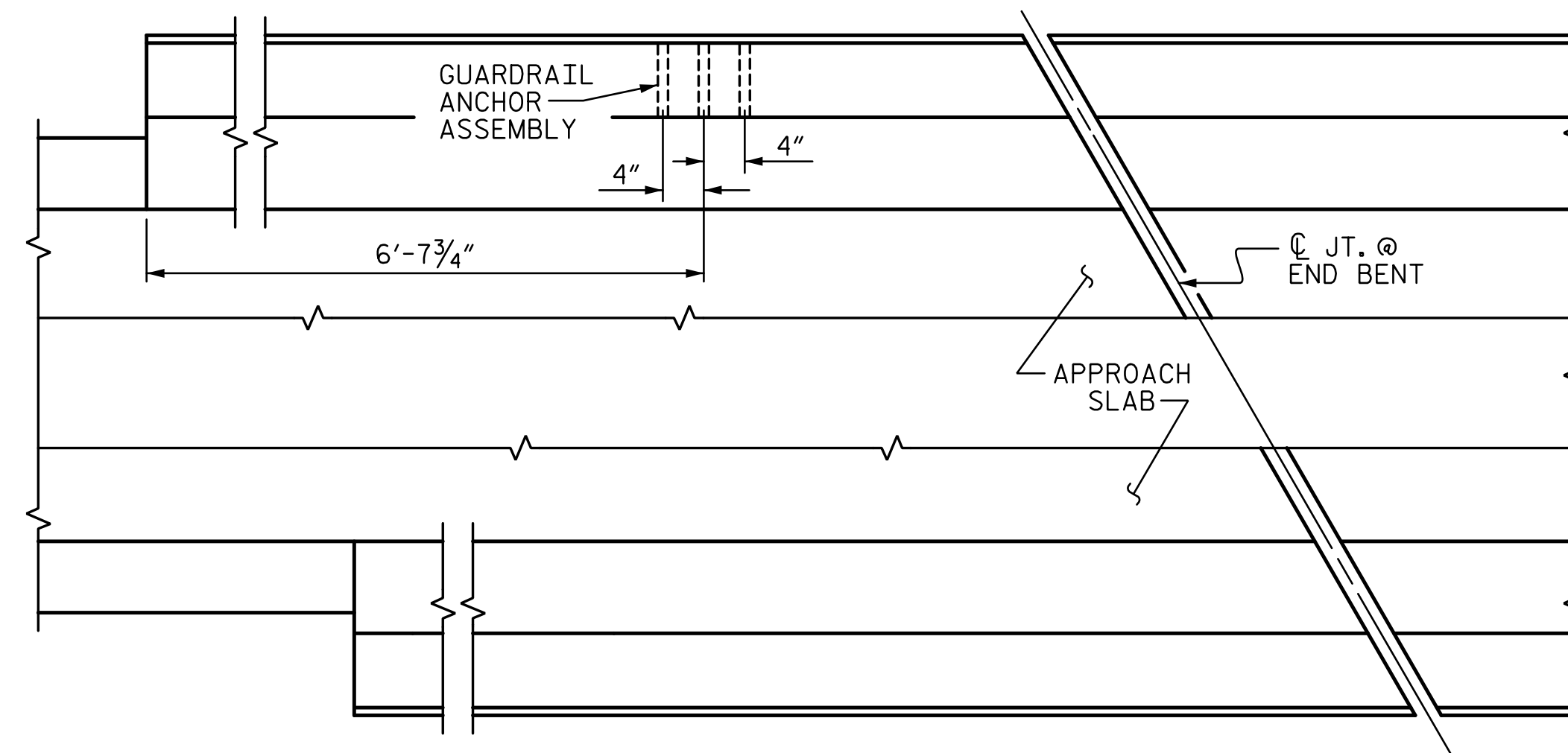


ELEVATION



SECTION E-E

GUARDRAIL ANCHOR ASSEMBLY DETAILS



PLAN

LOCATION OF ANCHORS FOR GUARDRAIL

END BENT 1 SHOWN, END BENT 2 SIMILAR.

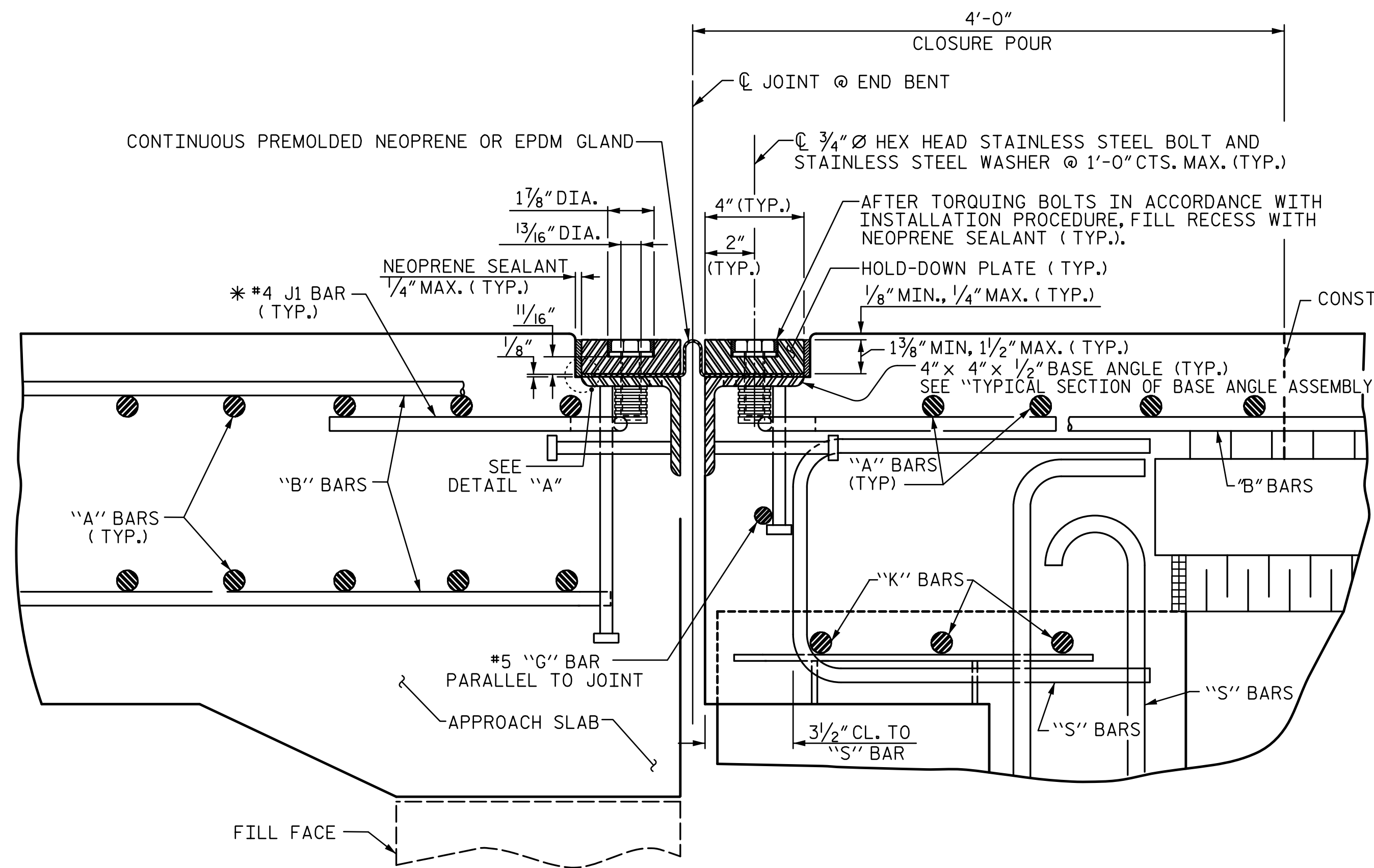
DRAWN BY : <u>MBC</u>	DATE : <u>6-18</u>	DESIGN ENGINEER OF RECORD : <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>BMC</u>	DATE : <u>7-18</u>		

**INSTALLATION PROCEDURE**

1. A TEMPLATE OR OTHER SUITABLE DEVICE SHALL BE USED TO FORM THE TOP OF THE EXPANSION JOINT SEAL BLOCKOUT TO THE PROPER DEPTH AND WIDTH. THE TEMPLATE SHALL BE 4/8" TO 4/4" WIDE AND OF SUCH THICKNESS AS TO PROVIDE FOR CORRECT FINAL ELEVATION OF TOP OF HOLD-DOWN PLATES. THE TEMPLATE SHALL BE ATTACHED TO THE BASE ANGLE ASSEMBLY WITH THE 3/4" Ø HEX HEAD BOLTS PROVIDED FOR THE HOLD-DOWN PLATES. A 1" Ø HOLE SHALL BE PROVIDED IN THE TEMPLATE CENTERED OVER EACH WEEP HOLE IN THE 4" X 4" X 1/2" BASE ANGLE. OTHER METHODS OF INSURING DRAINAGE THROUGH WEEP HOLES MAY BE EMPLOYED SUBJECT TO ENGINEER'S APPROVAL.
2. AFTER THE CONCRETE HAS BEEN CAST ON BOTH SIDES OF THE JOINT, REMOVE THE TEMPLATE. THOROUGHLY CLEAN THE BOLT HOLES AND THE ANGLE PLATE. REMOVE ANY EXCESS CONCRETE THAT COMES OUT OF THE WEEP HOLES. ANY DAMAGED STEEL SHALL BE REPAIRED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).
3. LAY THE GLAND ON THE BASE ANGLE AND FIELD MARK THE GLAND FOR THE BOLT HOLES. HOLES IN THE GLAND SHALL BE PUNCHED 1/8" IN DIAMETER WITH A HAND PUNCH.
4. IN ORDER TO CHECK FOR PROPER ALIGNMENT, PLACE THE GLAND AND HOLD-DOWN PLATES ON THE BASE ANGLE. DO NOT APPLY NEOPRENE SEALANT. BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE BUT DO NOT TIGHTEN. THE ENGINEER SHALL INSPECT THE JOINT SEAL DEVICE FOR PROPER ALIGNMENT.
5. AFTER INSPECTION, REMOVE THE HOLD-DOWN PLATES AND GLAND. APPLY NEOPRENE SEALANT TO THE BASE ANGLE IN ACCORDANCE WITH THE "INSTALLATION SKETCH". PLACE GLAND AND HOLD-DOWN PLATES ON THE BASE ANGLE. BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE ASSEMBLY AND TORQUE THE BOLTS TO 88 FT-LBS WITH A TORQUE WRENCH. CHECK THE TORQUE AFTER THREE (3) HOURS AND, IF NECESSARY, RETIGHTEN TO 88 FT-LBS. A FINAL CHECK SHALL BE MADE AT SEVEN (7) DAYS. TORQUE SHALL NOT BE LESS THAN 80 FT-LBS AFTER SEVEN (7) DAYS.
6. AFTER PROPER TORQUING, CLEAN THE BOLT HOLE RECESSES. THE RECESS BETWEEN THE JOINT SEAL DEVICE AND CONCRETE, AND THE LIFTING HOLES IN THE HOLD-DOWN PLATE, AND COMPLETELY FILL THE RECESSES AND LIFTING HOLES WITH NEOPRENE SEALANT.

**GENERAL NOTES**

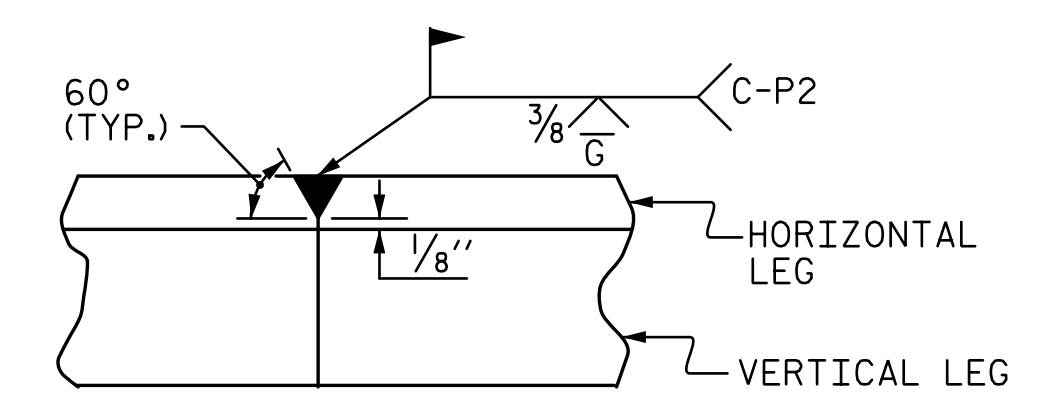
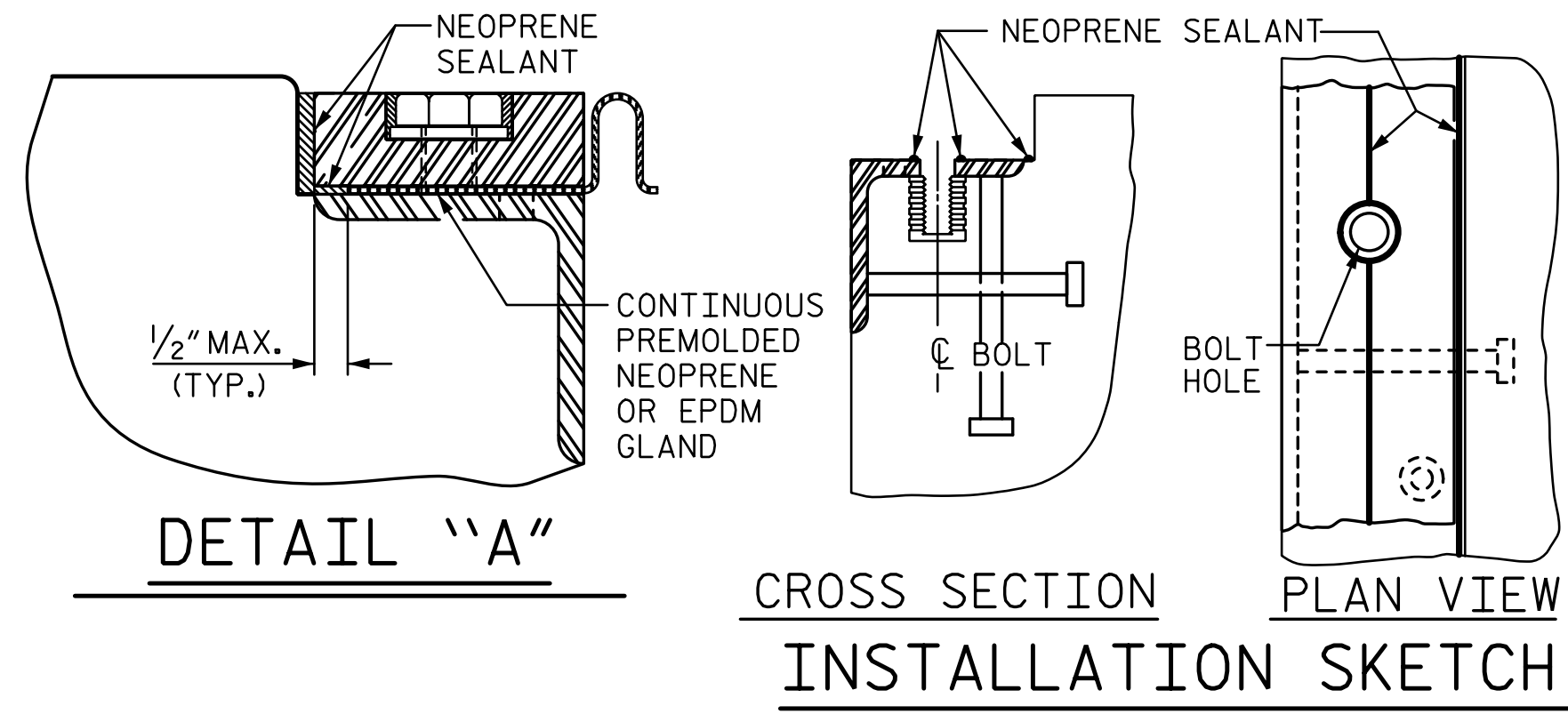
1. FOR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.
2. ALL PLATES AND ANGLES SHALL CONFORM TO AASHTO M270 GRADE 36 STEEL OR APPROVED EQUAL. ALL HOLD-DOWN BOLTS SHALL CONFORM TO ASTM F593 ALLOY 304 STAINLESS STEEL AND WASHERS SHALL CONFORM TO ASTM F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL. ALL STUD ANCHORS SHALL CONFORM TO AASHTO M169, GRADES 1010 THRU 1020 OR APPROVED EQUAL. ALL CONCRETE INSERTS SHALL BE CLOSED END AND SHALL CONFORM TO AASHTO M169, GRADE 12L14. TENSILE CAPACITY SHALL BE 3000 LBS. MINIMUM.
3. A PREMOLDED CORRUGATED OR NON-CORRUGATED GLAND SHALL BE USED FOR JOINTS SKEWED BETWEEN 50° THRU 130°. FOR JOINTS SKEWED LESS THAN 50° OR MORE THAN 130°, ONLY A CORRUGATED GLAND SHALL BE USED.
4. CLOSED END FERRULES AND STUD ANCHORS SHALL BE SHOP WELDED AND ALL HOLES SHALL BE SHOP DRILLED AS SHOWN ON PLANS. STUD ANCHORS SHALL BE ELECTRIC ARC END WELDED WITH COMPLETE FUSION.
5. SURFACES COMING IN CONTACT WITH NEOPRENE SHALL BE GROUND SMOOTH PRIOR TO METALLIZING.
6. UPON COMPLETION OF SHOP FABRICATION, THE HOLD-DOWN PLATE AND BASE ANGLE ASSEMBLY, AS SHOWN IN THE "TYPICAL SECTION OF BASE ANGLE ASSEMBLY", SHALL BE METALLIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. FOR THERMAL SPRAYED COATINGS (METALLIZATION), SEE SPECIAL PROVISIONS.
7. THE COVER PLATES SHALL BE GALVANIZED OR METALLIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. FOR THERMAL SPRAYED COATINGS (METALLIZATION), SEE SPECIAL PROVISIONS.
8. BASE ANGLE ASSEMBLY SHALL BE CONTINUOUS FOR THE LENGTH OF THE JOINT. AT CROWN BREAKS, THE ENDS OF THE BASE ANGLE ASSEMBLY SHALL BE CUT PARALLEL TO THE BRIDGE CENTERLINE FOR SKEWS LESS THAN 80° AND GREATER THAN 100°. FINISHED WELD SHALL BE REPAIRED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).
9. FIELD SPLICES OF HOLD-DOWN PLATES SHALL BE KEPT TO A MINIMUM. CONTRACTOR SHALL FURNISH DETAILED PLANS SHOWING PROPOSED SPLICE LOCATIONS FOR APPROVAL. HOLD-DOWN PLATES SHALL NOT EXCEED 20' LENGTHS UNLESS APPROVED BY THE ENGINEER.
10. NO ALTERNATE JOINT DETAILS SHALL BE PERMITTED IN LIEU OF THOSE SHOWN ON THESE PLANS.
11. THE CONTRACTOR MAY, AT HIS OPTION, USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF CONCRETE INSERTS FOR COVER PLATES. THE YIELD LOAD OF THE 3/4" Ø BOLT IS 10 KIPS. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.
12. THE FABRICATOR SHALL PROVIDE 1/2" Ø THREADED HOLES IN THE HOLD-DOWN PLATES TO ASSIST IN LIFTING AND PLACING. THE HOLES SHALL BE 3/4" DEEP AT 6'-0" MAXIMUM SPACING AND A MINIMUM OF TWO HOLES PER PLATE.



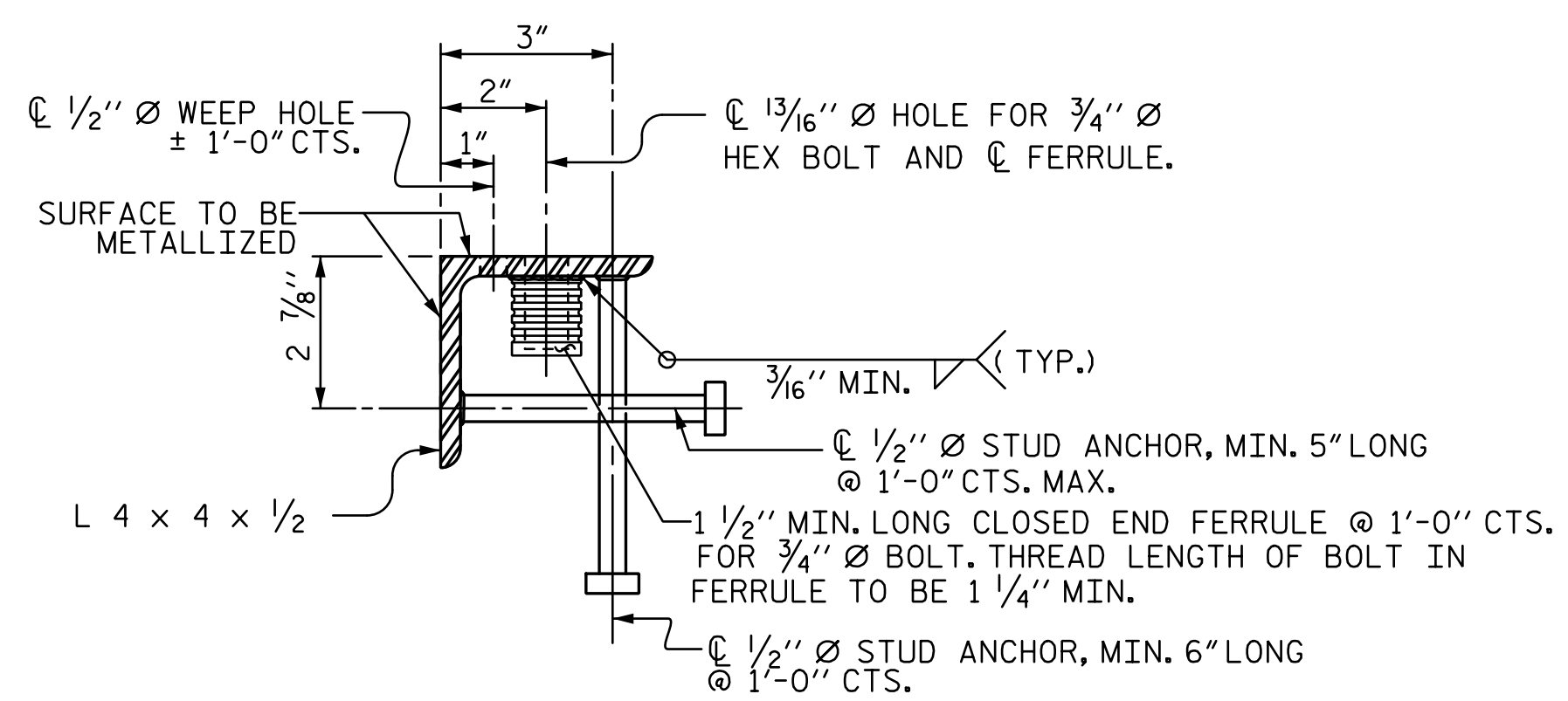
**EXPANSION JOINT DETAILS**

SECTION NORMAL TO JOINT -- PRESTRESSED GIRDER SUPERSTRUCTURE

\* THE QUANTITY OF #4 J1 BARS ON THE BILL OF MATERIAL IS BASED ON 1'-0" CENTERS. J1 BARS SHALL BE PLACED AT EACH VERTICAL STUD ANCHOR BOLT. IN THE EVENT THAT THE NUMBER OF VERTICAL STUD ANCHORS EXCEEDS THE NUMBER OF J1 BARS SPECIFIED, ADDITIONAL J1 BARS WILL NOT BE REQUIRED.



**DETAIL - FIELD WELD SPLICE OF BASE ANGLE**



**TYPICAL SECTION OF BASE ANGLE ASSEMBLY**

MOVEMENT AND SETTING AT JOINT					
END BENT NO.	SKEW ANGLE	TOTAL MOVEMENT (ALONG CL. RDWY)	PERPENDICULAR JOINT OPENING AT 45° F	PERPENDICULAR JOINT OPENING AT 60° F	PERPENDICULAR JOINT OPENING AT 90° F
1	65°-28'-38"	9/16"	1 3/8"	1 1/4"	1 1/16"
2	58°-59'-12"	9/16"	1 3/8"	1 1/4"	1 1/16"

PROJECT NO. U2519AA-AB

CUMBERLAND/ROBESON COUNTY

STATION: 16+37.21 -FLYBD-

SHEET 1 OF 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

**SUPERSTRUCTURE**

**EXPANSION JOINT SEAL DETAILS**

STV ENGINEERS, INC. 100 years

900 West Trade St., Suite 715  
Charlotte, NC 28202  
NC License Number F-0991

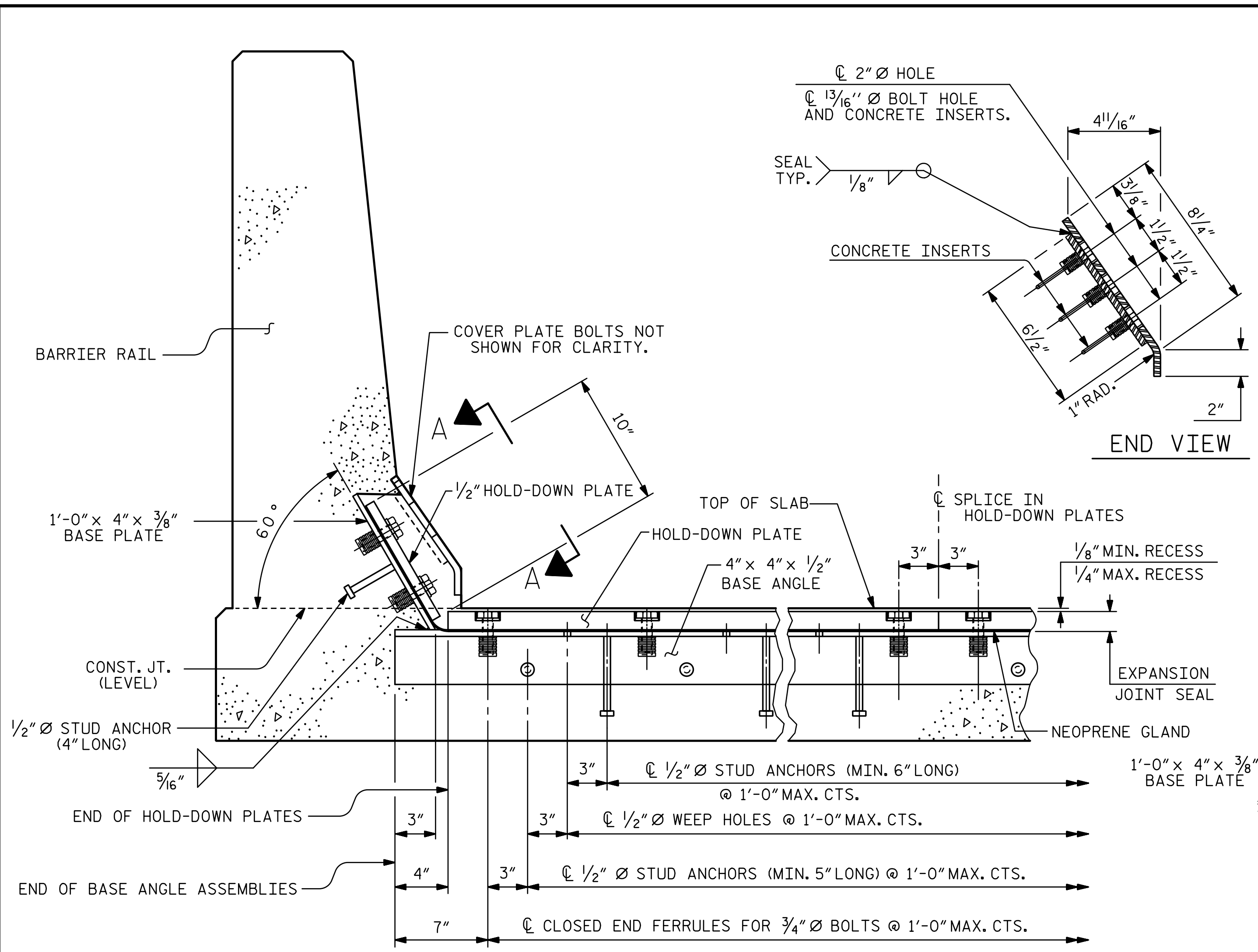
**Balfour Beatty** Infrastructure Inc. **BRANCH** CIVIL

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

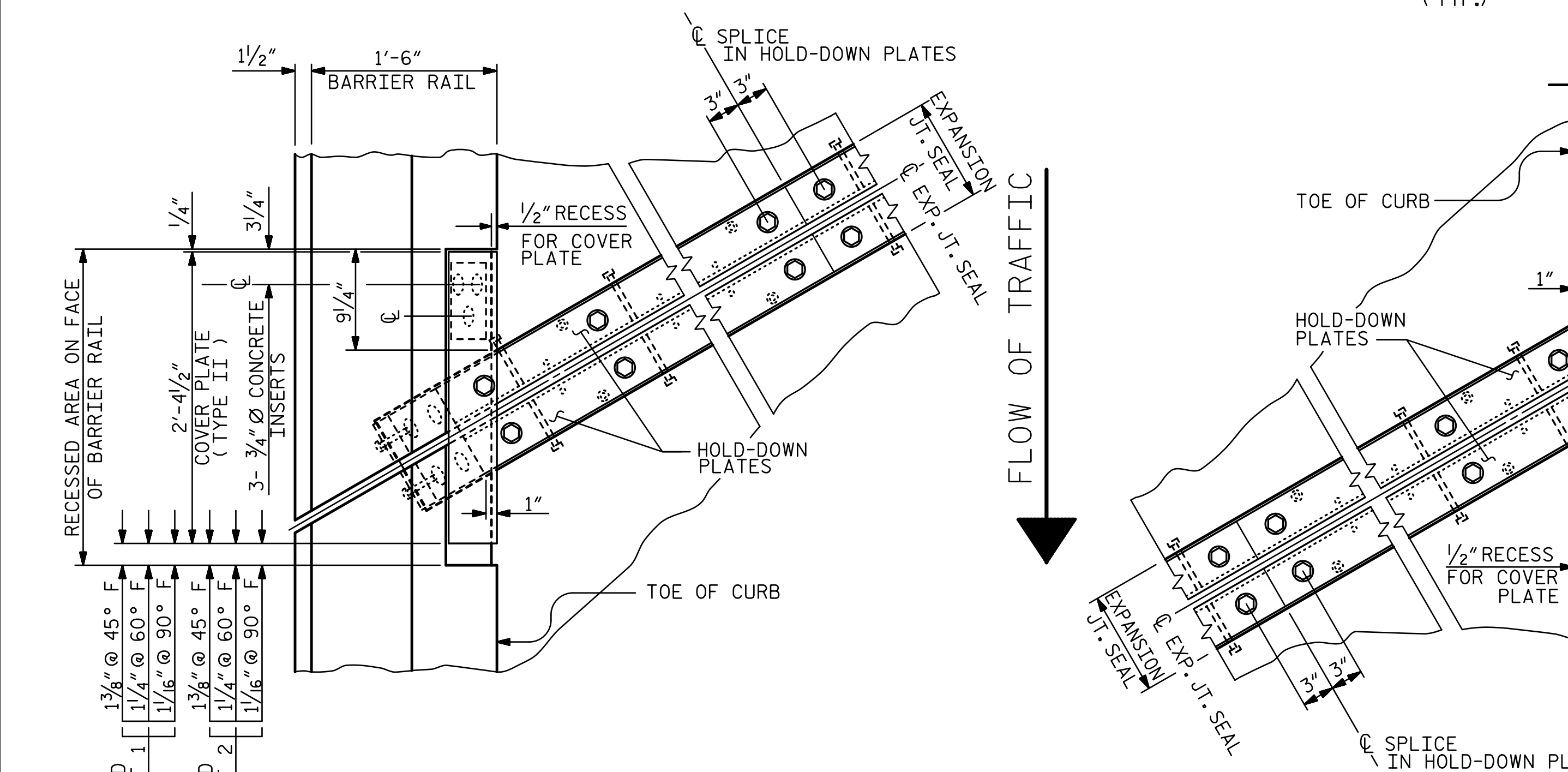
DRAWN BY : <u>MBC</u> DATE : <u>6-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u> DATE : <u>8-18</u>
CHECKED BY : <u>BMC</u> DATE : <u>8-18</u>	

DATE: 9/25/2018 TIME: 2:55:56 PM FILE: r:\structures\str 2 FLYBD over Y\ustation\RFCV402.045.U2519.SMU.JT.023.770514.dgn

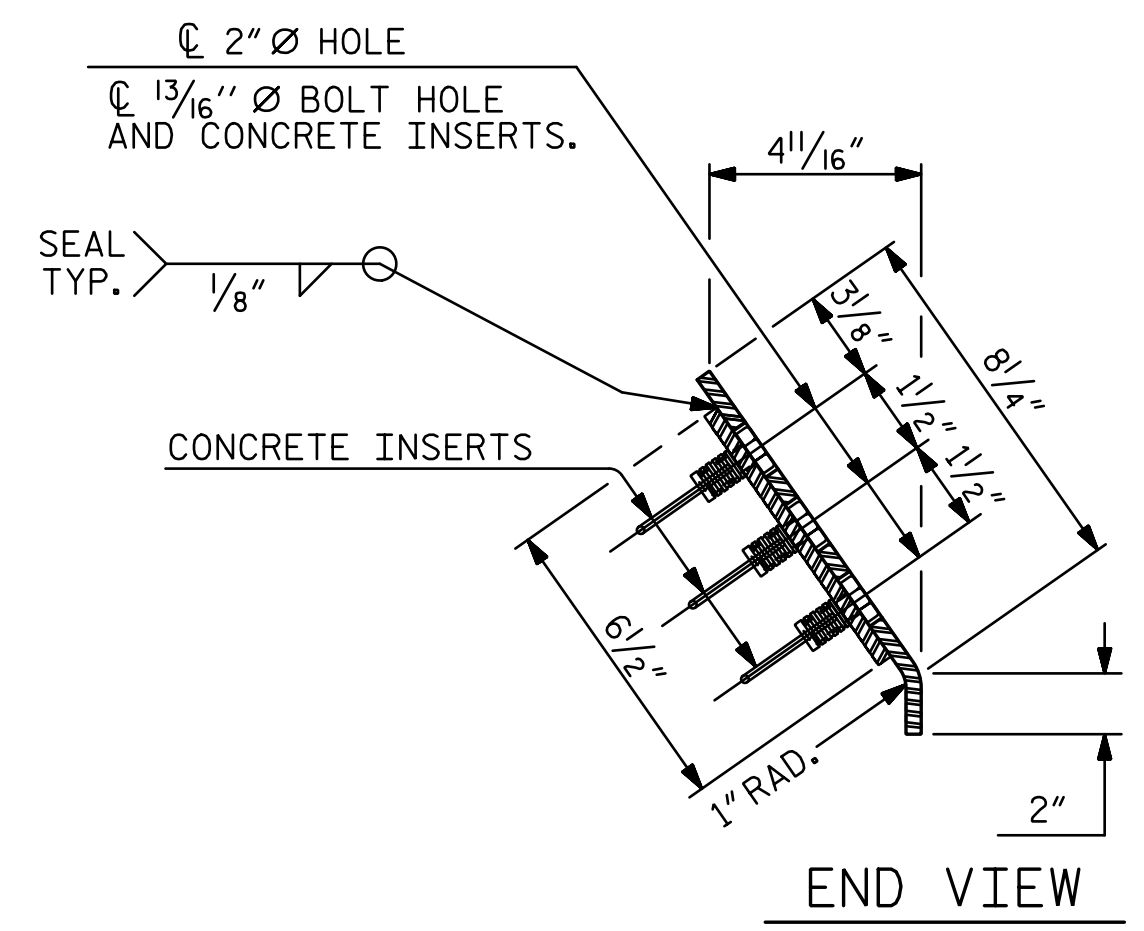




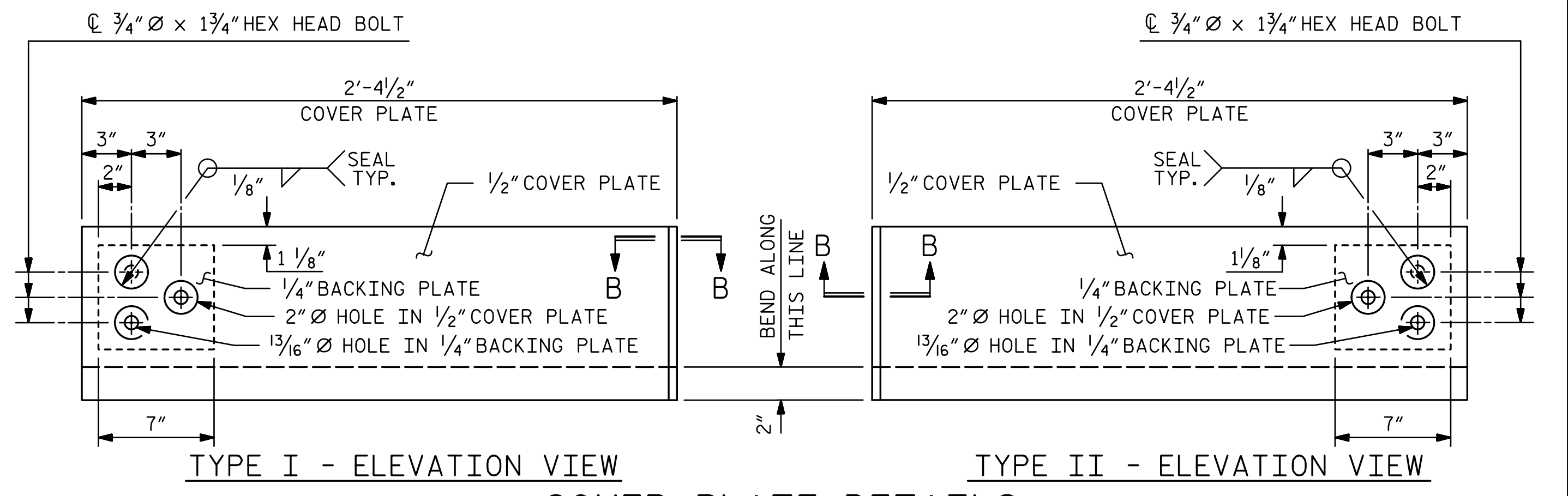
**SECTION THRU RAIL NORMAL TO JOINT**



**PLAN OF EXPANSION JOINT SEAL**

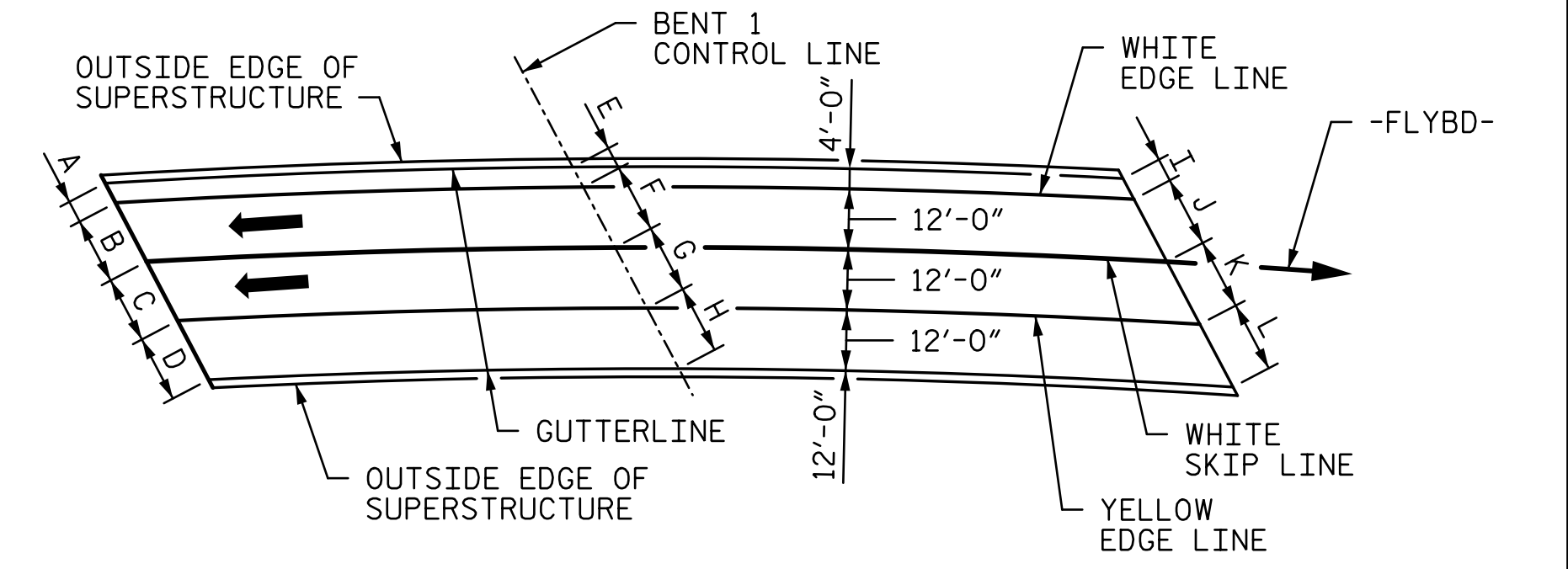


**END VIEW**

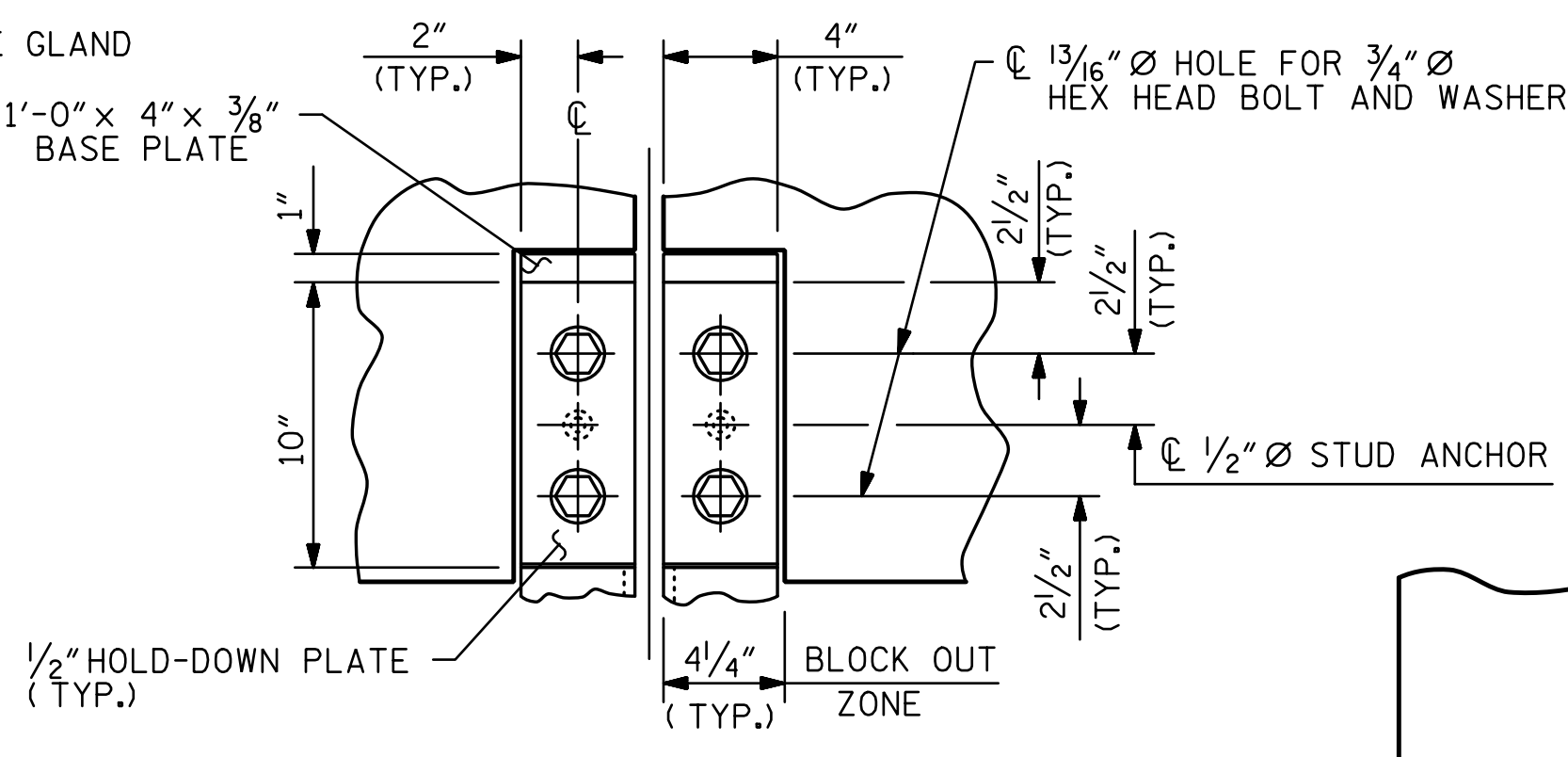


**COVER PLATE DETAILS**

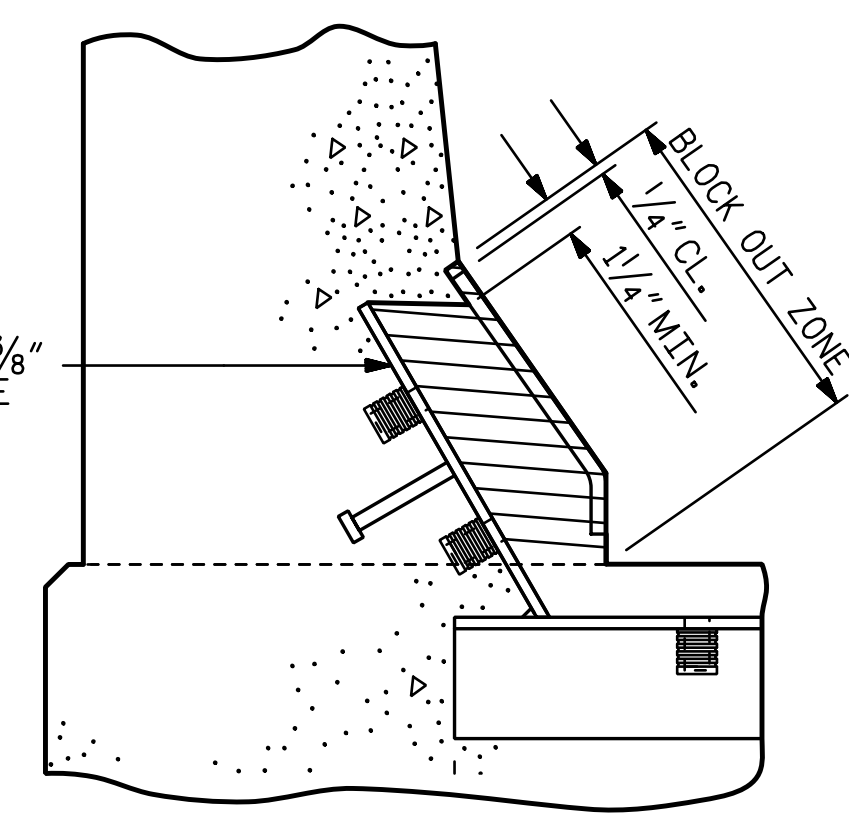
PAVEMENT MARKING DIMENSIONS			
A	4'-4 1/16"	E	4'-6"
B	13'-2 3/16"	F	13'-6 3/16"
C	13'-2 7/16"	G	13'-6 1/2"
D	13'-2 1/16"	H	13'-6 13/16"
		I	4'-7 13/16"
		J	13'-11 3/4"
		K	14'-0 1/8"
		L	14'-0 9/16"



**PAVEMENT MARKING ALIGNMENT**

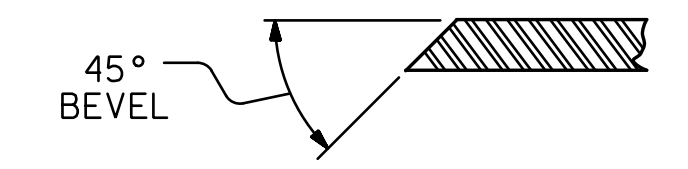


**SECTION A - A**

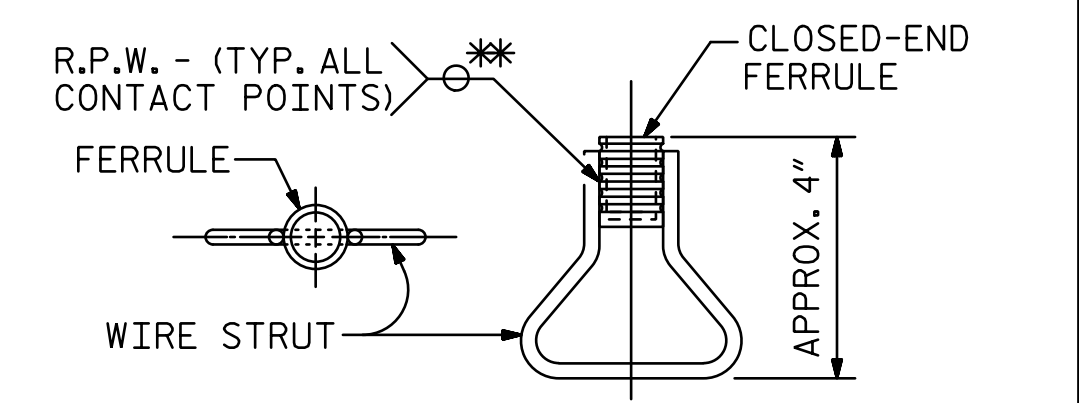


**BLOCK OUT DETAIL**

SEE "SECTION A - A" FOR OTHER DETAILS.



**SECTION B - B**



**CONCRETE INSERT**

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

PROJECT NO. **U2519AA-AB**

**CUMBERLAND/ROBESON COUNTY**

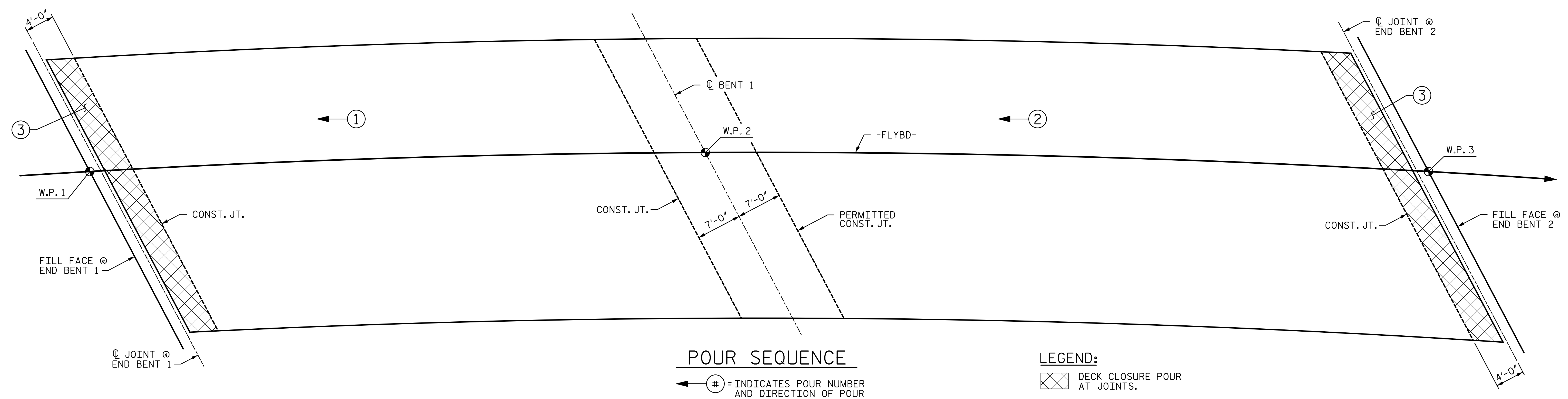
STATION: **16+37.21 -FLYBD-**

SHEET 2 OF 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUPERSTRUCTURE EXPANSION JOINT SEAL DETAILS	
	REVISIONS	
	NO.	DATE
	1	8-18
SHEET NO. S2-24 TOTAL SHEETS 41		

DATE: 9/25/2018 TIME: 2:55:58 PM  
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DRAWN BY: **MBC** DATE: **6-18**  
 CHECKED BY: **BMC** DATE: **8-18**  
 DESIGN ENGINEER OF RECORD: **B. CURRY** DATE: **8-18**

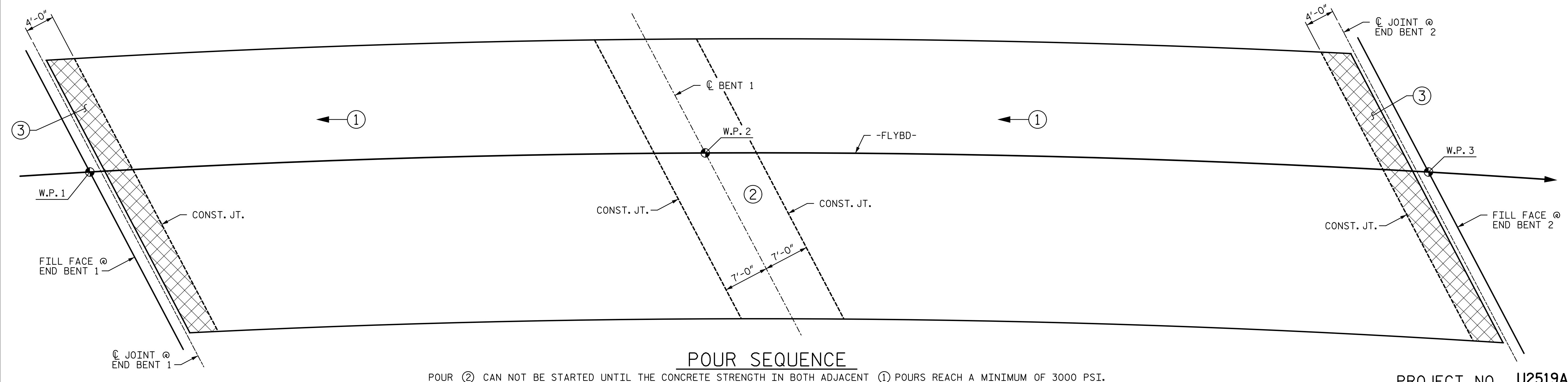


**POUR SEQUENCE**

← ( # ) = INDICATES POUR NUMBER AND DIRECTION OF POUR

**LEGEND:**

▨ DECK CLOSURE POUR AT JOINTS.



**POUR SEQUENCE**

POUR ② CAN NOT BE STARTED UNTIL THE CONCRETE STRENGTH IN BOTH ADJACENT ① POURS REACH A MINIMUM OF 3000 PSI.

← ( # ) = INDICATES POUR NUMBER AND DIRECTION OF POUR

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

DATE: 9/25/2018 TIME: 2:56:00 PM  
 FILE: r:\S\Structures\Str 2 FLYBD over Y\Station\RFC\402\_049\_U2519\_SML\DPS\_025\_770514.dgn

DRAWN BY : <b>MBC</b>	DATE : <b>6-18</b>	DESIGN ENGINEER OF RECORD: <b>B. CURRY</b>	DATE : <b>8-18</b>
CHECKED BY : <b>BMC</b>	DATE : <b>8-18</b>		

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**STV** 100 years  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUPERSTRUCTURE**

**DECK POUR SEQUENCE**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-25
1			3			TOTAL SHEETS
2			4			41

**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"			

**GROOVING BRIDGE FLOORS**

APPROACH SLABS	1,828	SQ.FT.
BRIDGE DECK	7,468	SQ.FT.
TOTAL	9,296	SQ.FT.

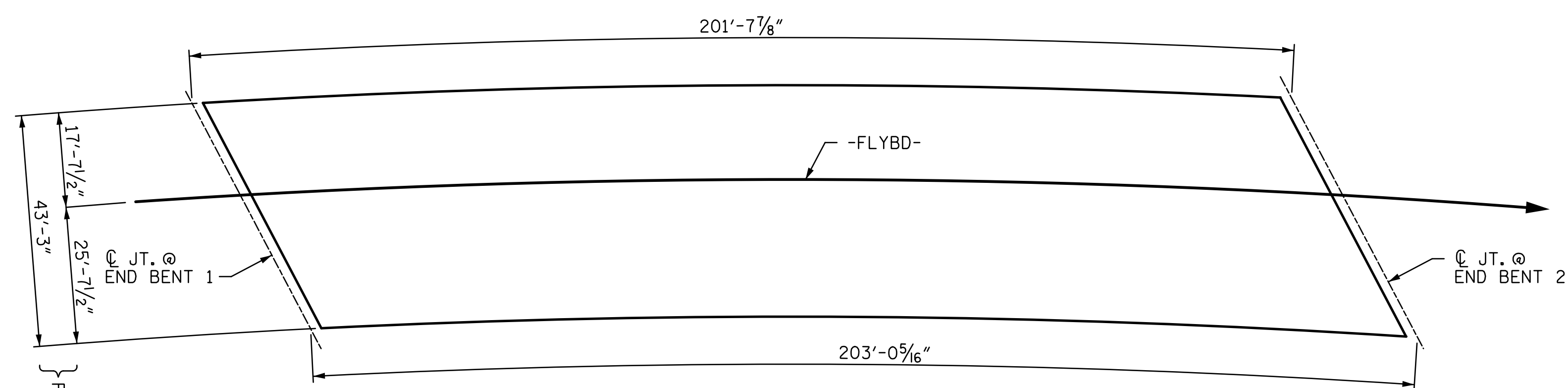
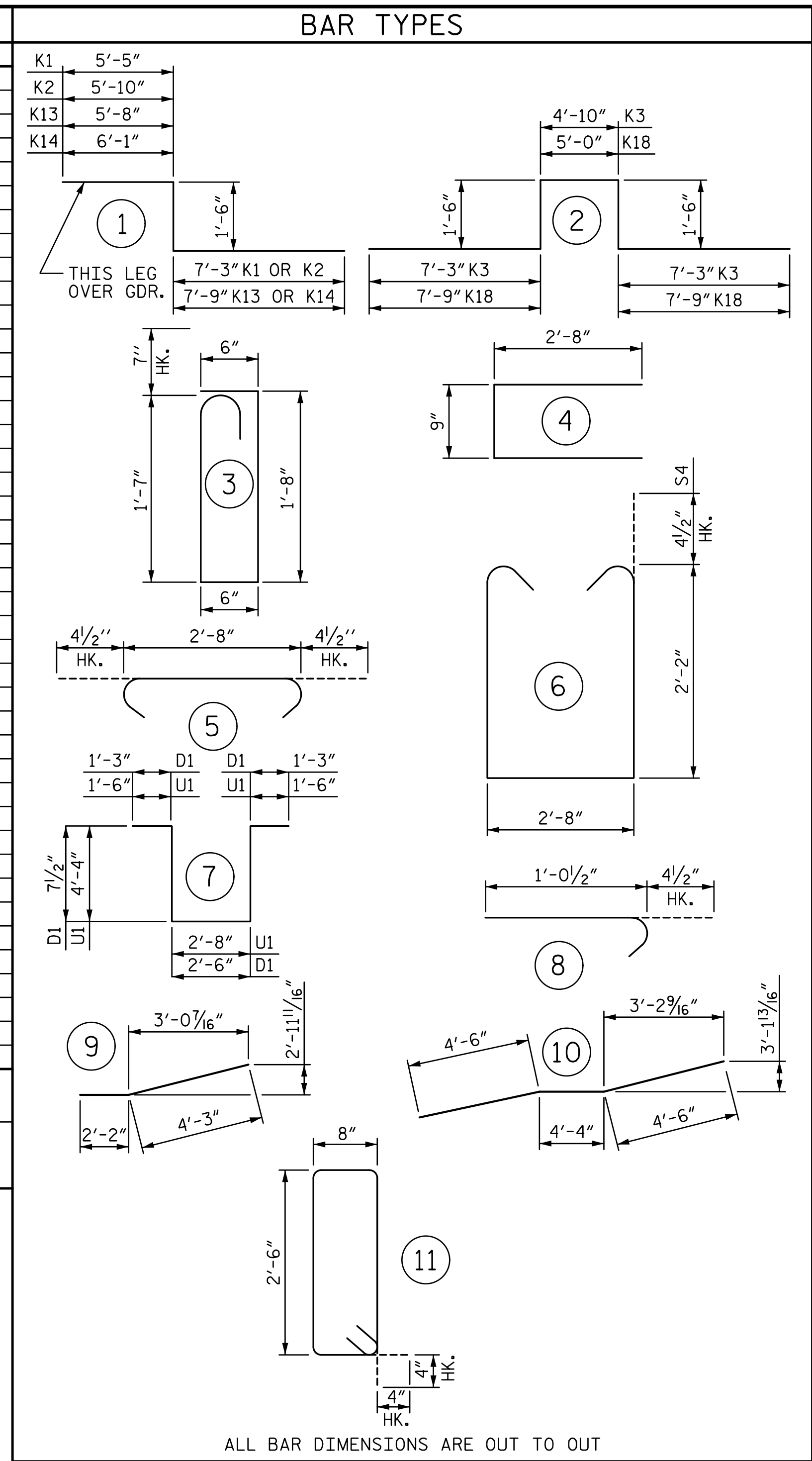
**SUPERSTRUCTURE BILL OF MATERIAL**

	CLASS AA CONCRETE ( CU. YDS. )	REINFORCING STEEL ( LBS. )	EPOXY COATED REINFORCING STEEL ( LBS. )
POUR #1	83.9	--	--
POUR #2	136.2	--	--
POUR #3	16.6	--	--
TOTALS**	236.7	5,072	39,413

\*\*QUANTITIES FOR BARRIER RAIL ARE NOT INCLUDED

BILL OF MATERIAL					BILL OF MATERIAL						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	287	#5	STR.	42'-11"	12,847	*B1	174	#4	STR.	21'-8"	2,518
A2	318	#5	STR.	4'-2"	1,382	*B2	58	#7	STR.	60'-0"	7,113
A3	321	#5	STR.	3'-10"	1,283	*B3	58	#7	STR.	18'-3"	2,164
*A4	12	#6	STR.	16'-3"	293	*B4	57	#7	STR.	32'-0"	3,728
						B5	24	#5	STR.	52'-7"	1,316
*A100	1	#5	STR.	2'-9"	3	*B6	174	#4	STR.	25'-9"	2,993
*A101	1	#5	STR.	3'-11"	4						
*A102	1	#5	STR.	5'-2"	5	*D1	625	#5	7	6'-3"	4,074
*A103	4	#5	STR.	5'-1"	21						
*A104	4	#5	STR.	6'-4"	26	*G1	1	#5	STR.	47'-2"	49
*A105	4	#5	STR.	7'-7"	32	*G2	1	#5	STR.	50'-1"	52
*A106	4	#5	STR.	8'-10"	37						
*A107	4	#5	STR.	10'-0"	42	*J1	97	#4	8	1'-5"	92
*A108	4	#5	STR.	11'-3"	47						
*A109	4	#5	STR.	12'-5"	52	*K1	2	#8	1	14'-2"	76
*A110	4	#5	STR.	13'-8"	57	*K2	2	#8	1	14'-7"	78
*A111	4	#5	STR.	14'-11"	62	*K3	6	#8	2	22'-4"	358
*A112	4	#5	STR.	16'-1"	67	K4	4	#6	STR.	5'-4"	32
*A113	4	#5	STR.	17'-4"	72	K5	4	#6	STR.	7'-1"	43
*A114	4	#5	STR.	18'-7"	78	K6	4	#6	STR.	9'-5"	57
*A115	4	#5	STR.	19'-9"	82	K7	8	#4	STR.	7'-7"	41
*A116	4	#5	STR.	21'-0"	88	K8	8	#4	STR.	9'-4"	50
*A117	4	#5	STR.	22'-3"	93	K9	8	#4	STR.	8'-4"	45
						K10	8	#4	STR.	6'-6"	35
*A118	4	#5	STR.	22'-5"	94	K11	8	#4	9	6'-5"	34
*A119	4	#5	STR.	21'-4"	89	K12	12	#4	10	13'-4"	107
*A120	4	#5	STR.	20'-2"	84	*K13	2	#8	1	14'-11"	80
*A121	4	#5	STR.	19'-0"	79	*K14	2	#8	1	15'-4"	82
*A122	4	#5	STR.	17'-10"	74	K15	4	#6	STR.	5'-9"	35
*A123	4	#5	STR.	16'-8"	70	K16	4	#6	STR.	7'-11"	48
*A124	4	#5	STR.	15'-6"	65	K17	4	#6	STR.	10'-1"	61
*A125	4	#5	STR.	14'-5"	60	*K18	6	#8	2	23'-6"	376
*A126	4	#5	STR.	13'-3"	55						
*A127	4	#5	STR.	12'-1"	50	*S1	48	#4	4	6'-1"	195
*A128	4	#5	STR.	10'-11"	46	*S2	48	#5	3	4'-10"	242
*A129	4	#5	STR.	9'-9"	41	S3	92	#4	5	3'-5"	210
*A130	4	#5	STR.	8'-8"	36	S4	16	#4	6	7'-9"	129
*A131	4	#5	STR.	7'-6"	31	S5	20	#5	11	7'-0"	146
*A132	4	#5	STR.	6'-4"	26						
*A133	4	#5	STR.	5'-2"	22	*U1	20	#4	7	14'-4"	191
*A134	4	#5	STR.	4'-0"	17						
*A135	1	#5	STR.	3'-2"	3	V1	16	#4	STR.	1'-8"	18
*A136	1	#5	STR.	2'-0"	2						

REINFORCING STEEL 5,072 LBS.  
EPOXY COATED REINFORCING STEEL 39,413 LBS.



LAYOUT FOR COMPUTING AREA REINFORCED CONCRETE DECK SLAB (SQ. FT. = 8,746)

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
STATION: 16+37.21 -FLYBD-

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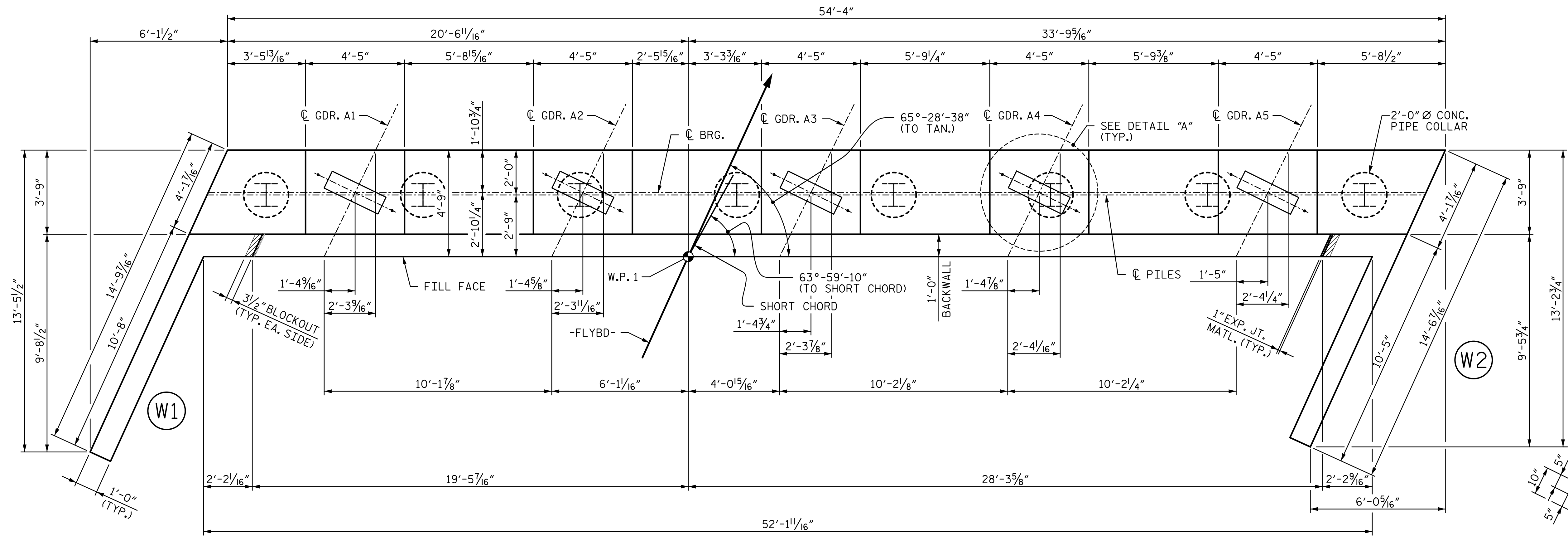
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

**SUPERSTRUCTURE  
BILL OF MATERIAL**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-26
1			3			TOTAL SHEETS 41
2			4			

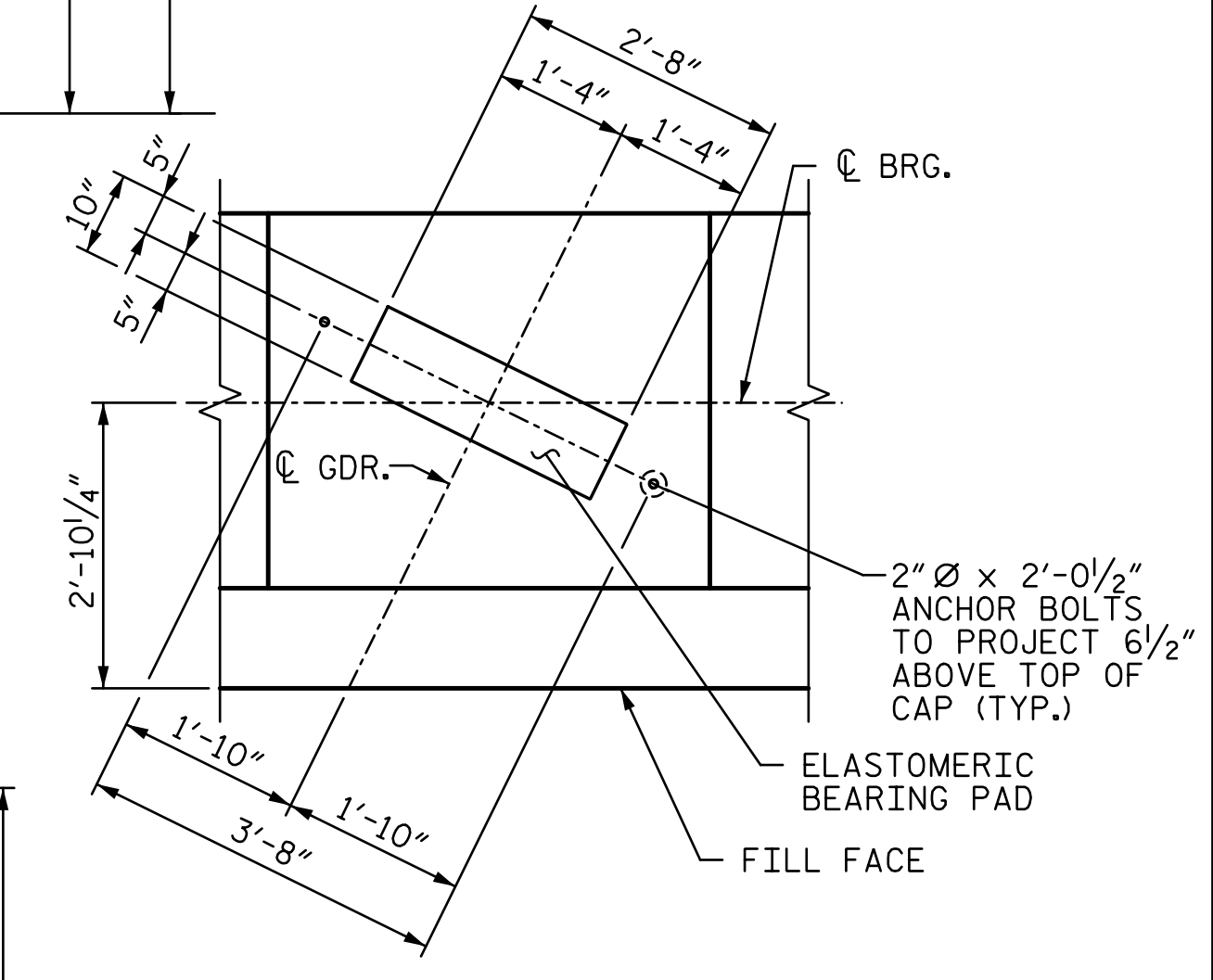
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DRAWN BY : MBC DATE : 3-17 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18  
CHECKED BY : BMC DATE : 8-18

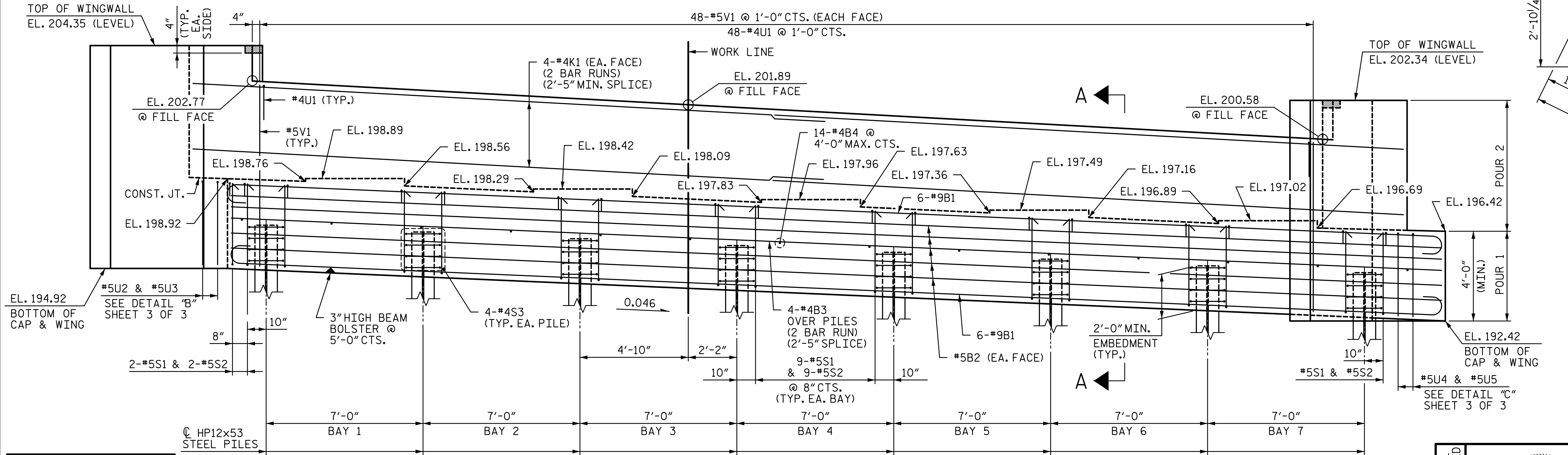


PLAN

**NOTES:**  
 STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.  
 BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.  
 THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.  
 THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE OUTSIDE FACE AT THE RATE OF 2%.  
 DIMENSIONS LOCATING PILES ARE SHOWN TO THE CENTERLINE OF THE PILE AT THE BOTTOM OF THE END BENT CAP.  
 INSTALL THE 4"Ø DRAIN PIPE THROUGH THE WINGWALL AS REQUIRED FOR THE REINFORCED BRIDGE APPROACH FILL, SEE ROADWAY PLANS. REINFORCING STEEL IN THE WINGWALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.  
 THE CONCRETE IN THE HATCHED AREA OF THE BACKWALL SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.  
 PILE SPLICE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AWS D1.1.

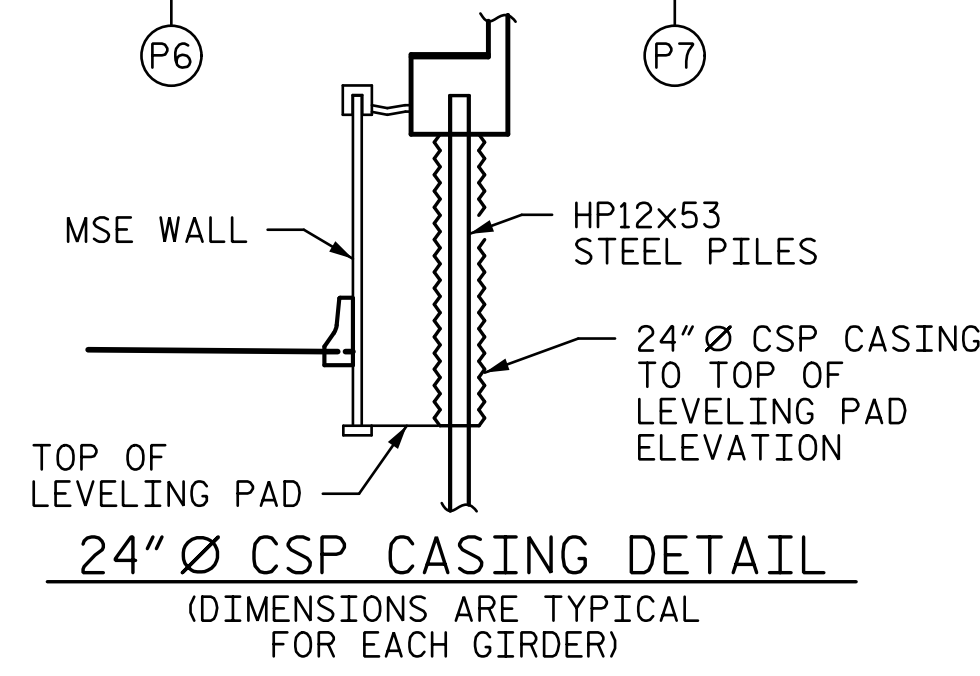


DETAIL "A"  
 (DIMENSIONS ARE TYPICAL FOR EACH GIRDER)



ELEVATION

(24" Ø CSP CASING NOT SHOWN FOR CLARITY, SEE DETAIL)



24" Ø CSP CASING DETAIL  
 (DIMENSIONS ARE TYPICAL FOR EACH GIRDER)

TOP OF PILE ELEVATIONS	
PILE	ELEVATION
P1	196.86
P2	196.54
P3	196.22
P4	195.90
P5	195.58
P6	195.25
P7	194.93
P8	194.61

PROJECT NO. U2519AA-AB  
 CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 1 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUBSTRUCTURE**

**END BENT 1**

REVISIONS

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

STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

**Balfour Beatty**  
 Infrastructure Inc.

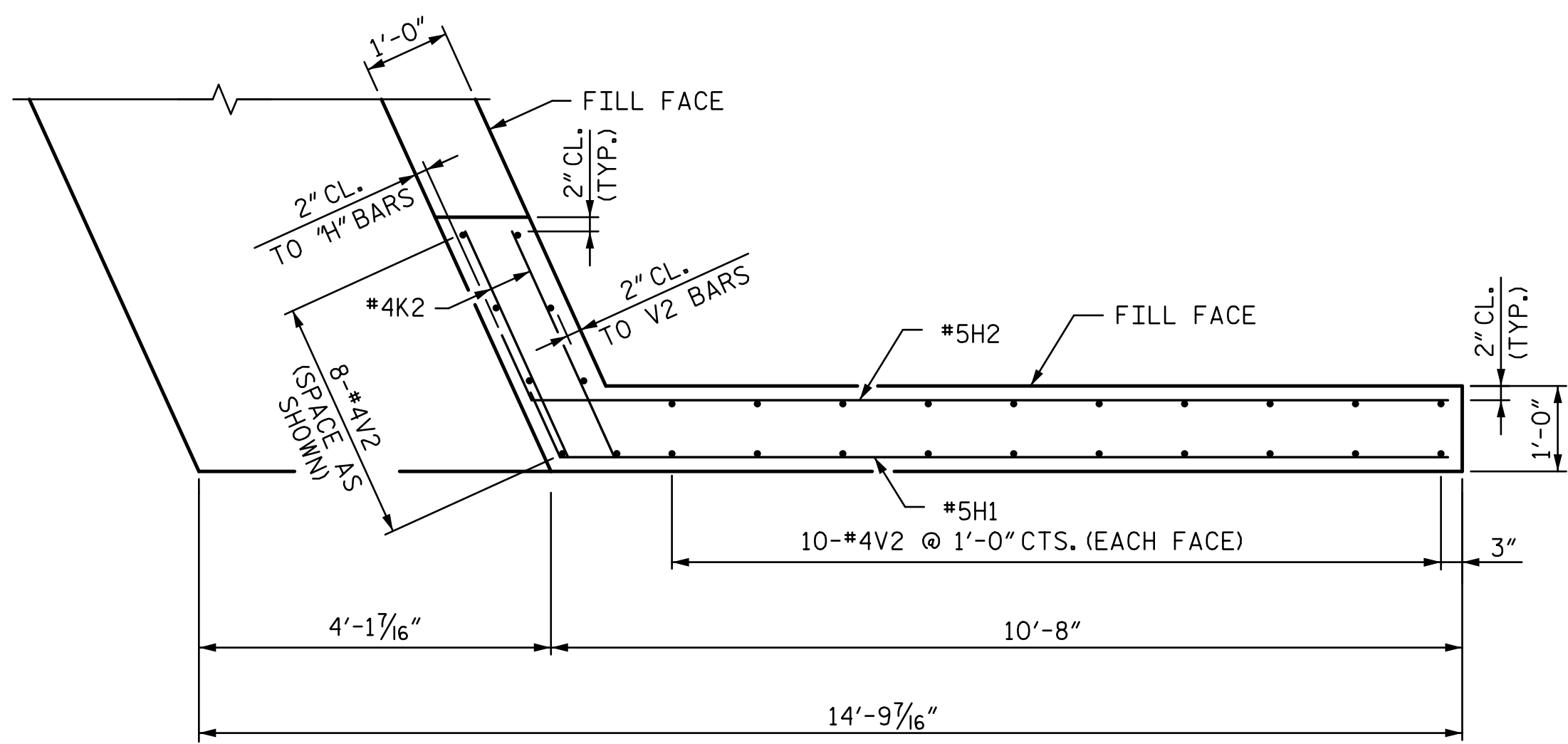
**BRANCH**  
 CIVIL

SHEET NO.  
**S2-27**

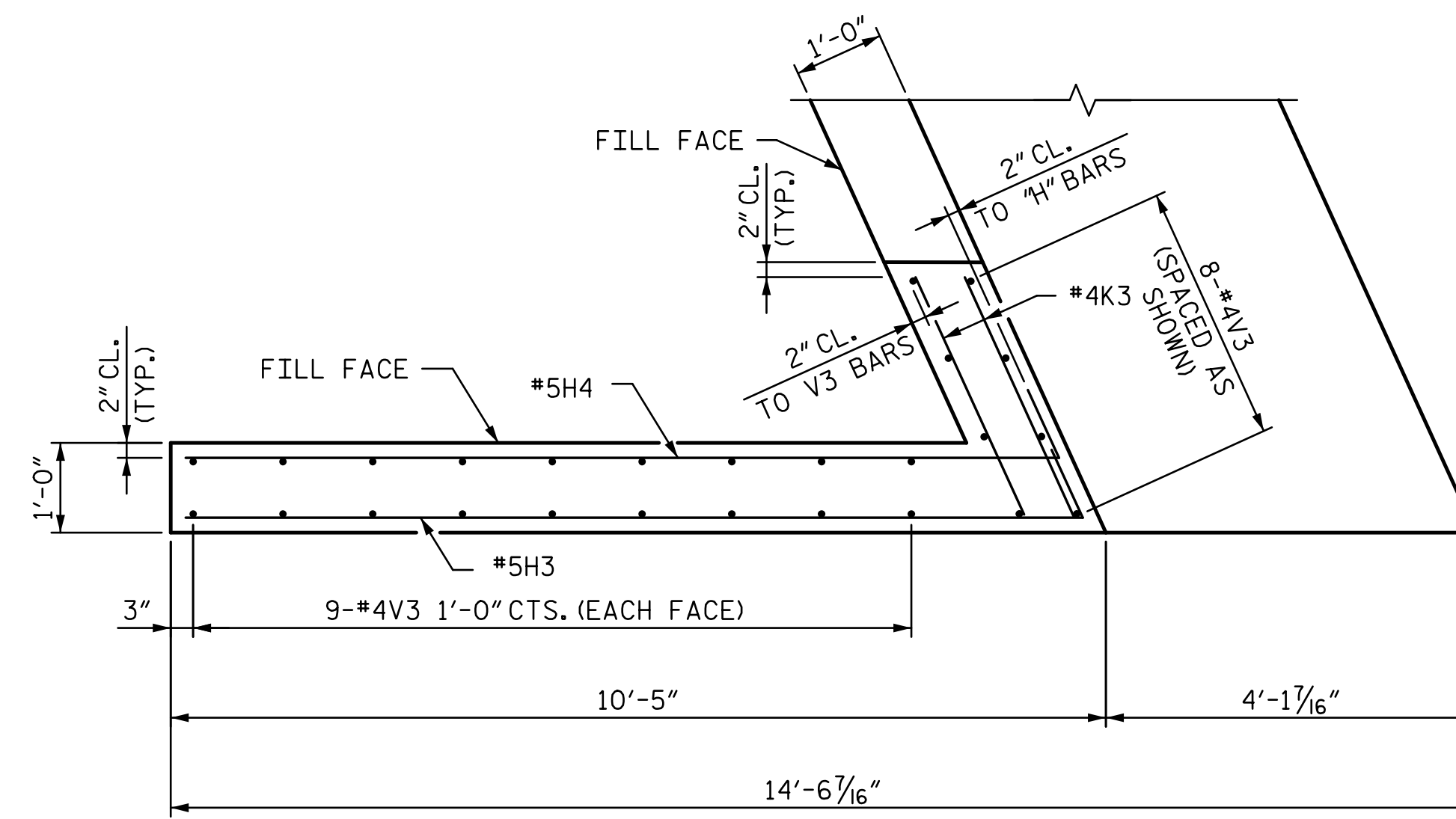
TOTAL SHEETS  
**41**

DATE: 9/25/2018 TIME: 2:56:05 PM  
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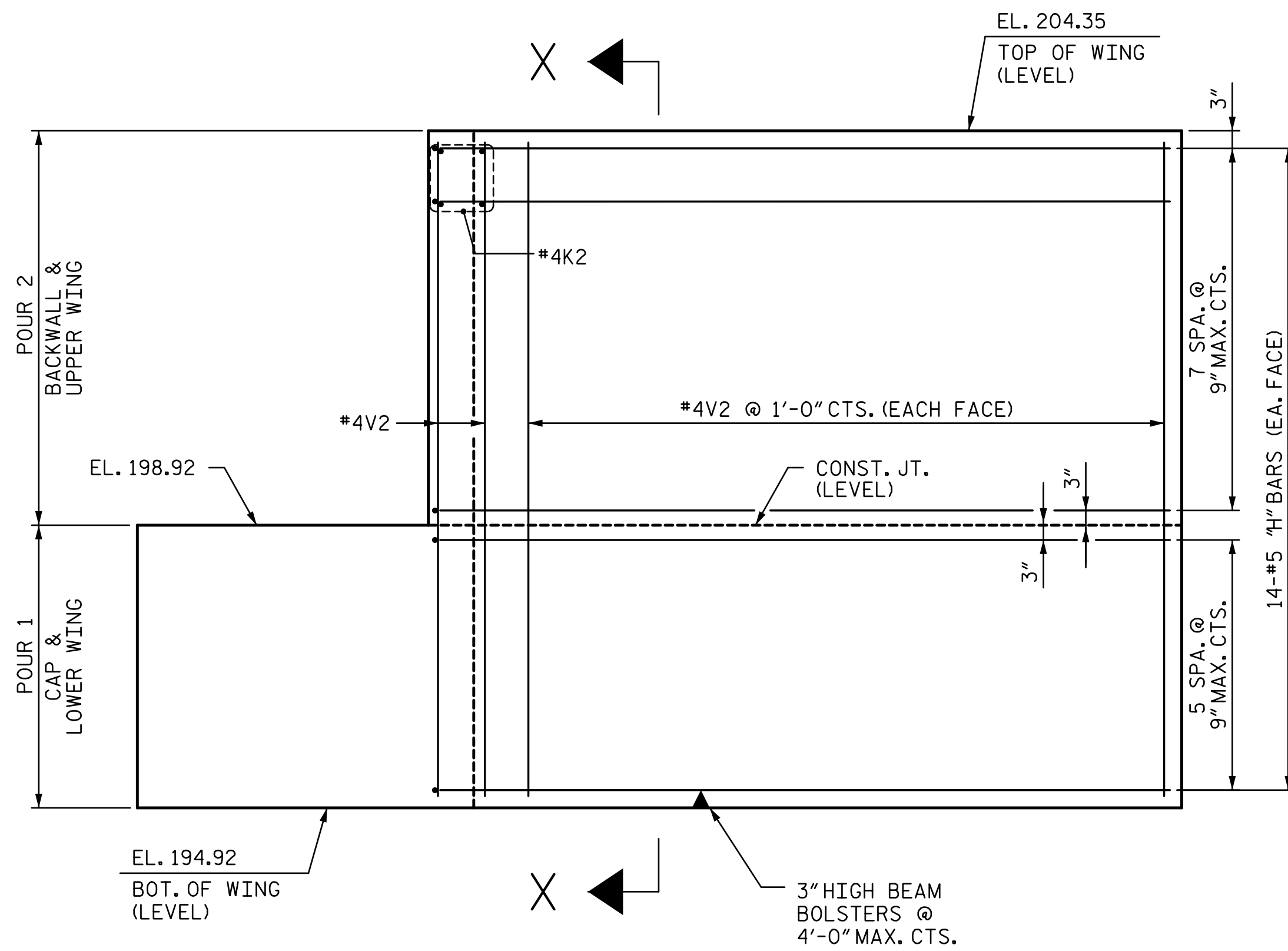
DRAWN BY: MBC DATE: 7-18 DESIGN ENGINEER OF RECORD: B. CURRY DATE: 8-18  
 CHECKED BY: MLO DATE: 8-18



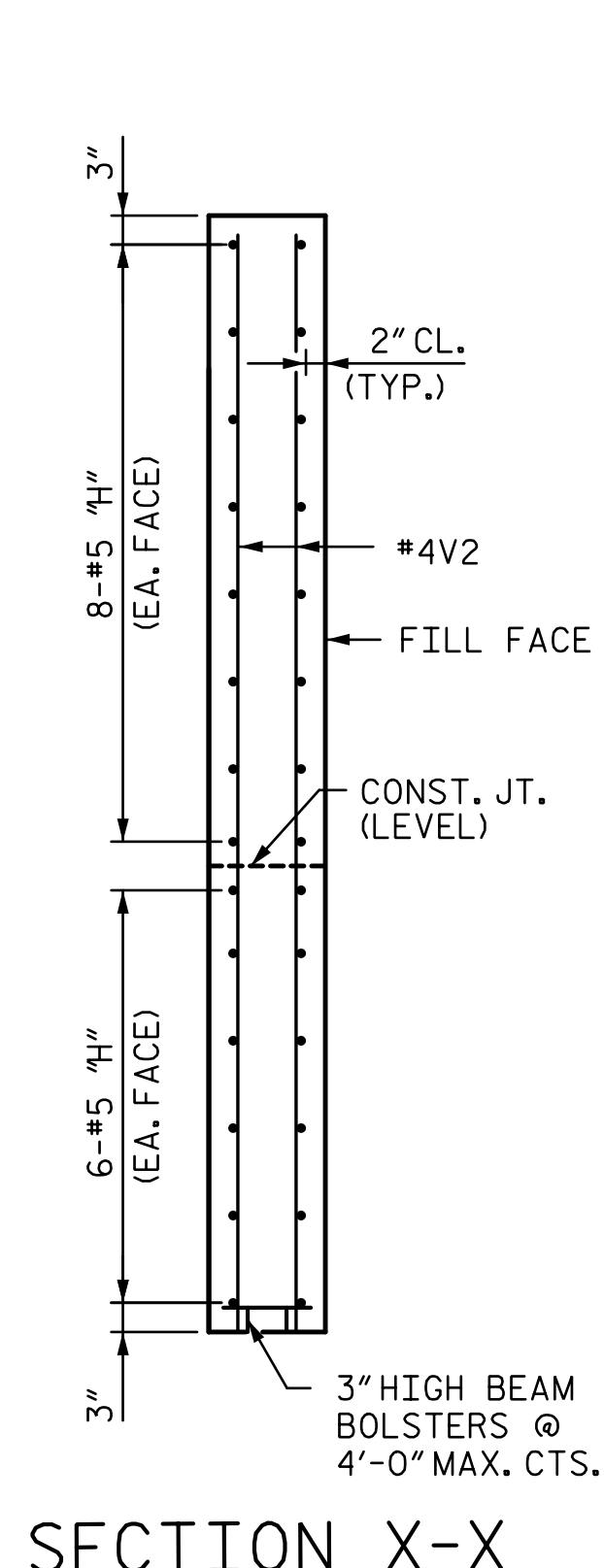
PLAN OF WING (W1)



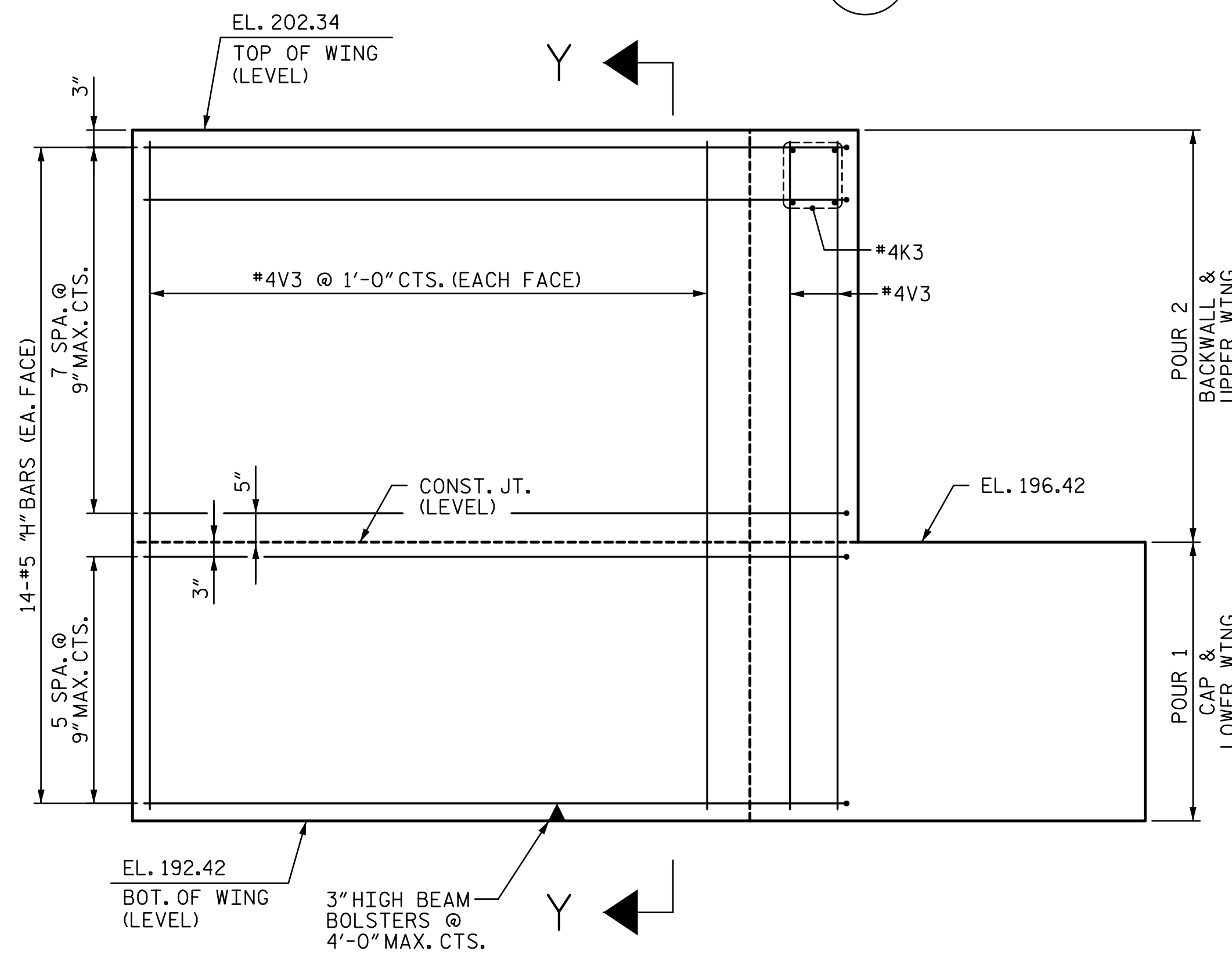
PLAN OF WING (W2)



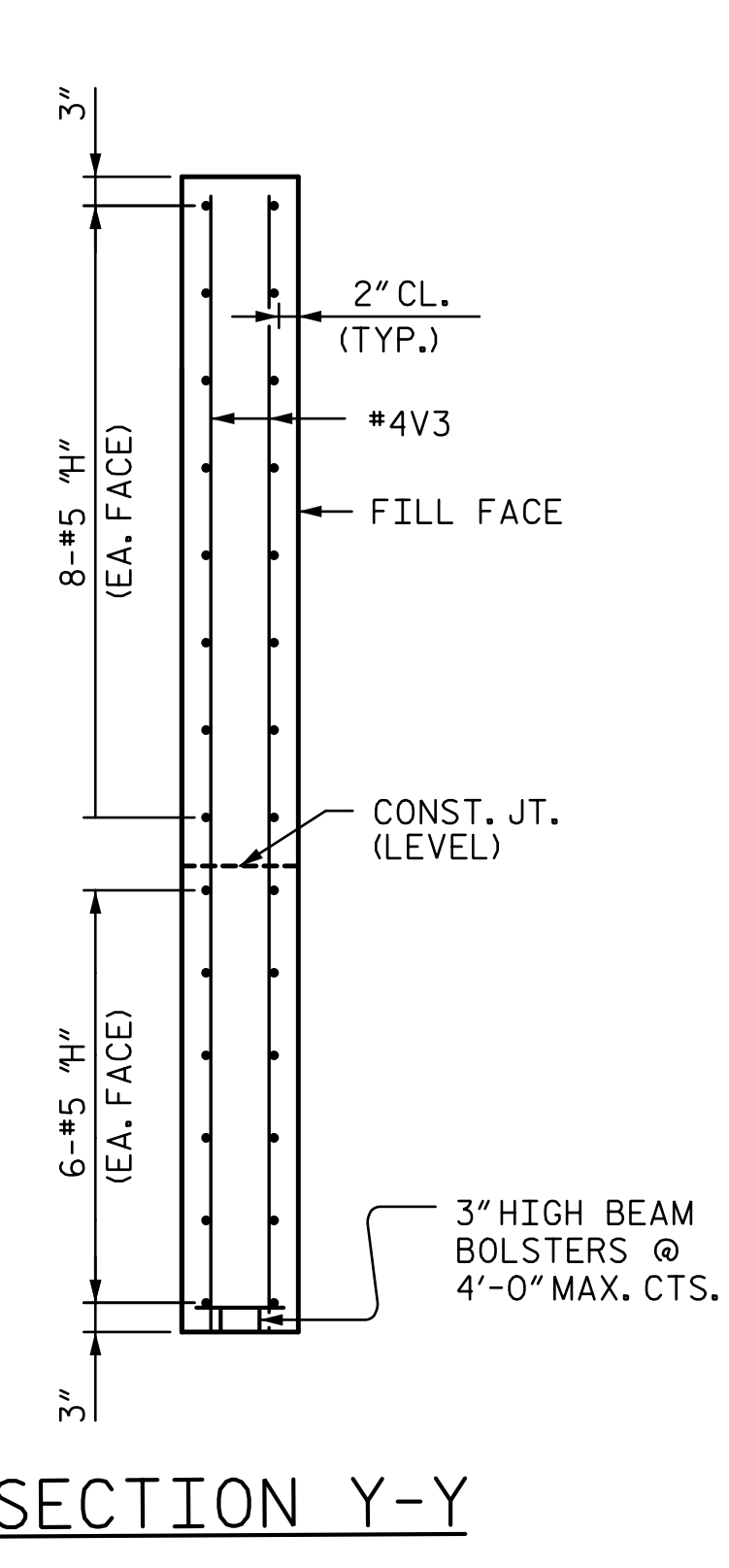
ELEVATION OF WING (W1)



SECTION X-X



ELEVATION OF WING (W2)



SECTION Y-Y

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 3

DATE: 9/25/2018 TIME: 2:56:07 PM  
 FILE: r:\S\Structures\Str 2 FLYBD over Y\Station\RFC\402-055-U4751-SMU-EL-028-T70514.dgn

DRAWN BY : <u>VKS</u>	DATE : <u>7-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>MLO</u>	DATE : <u>8-18</u>		

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 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

**Balfour Beatty** Infrastructure Inc. **BRANCH** CIVIL  
 A Joint Venture

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

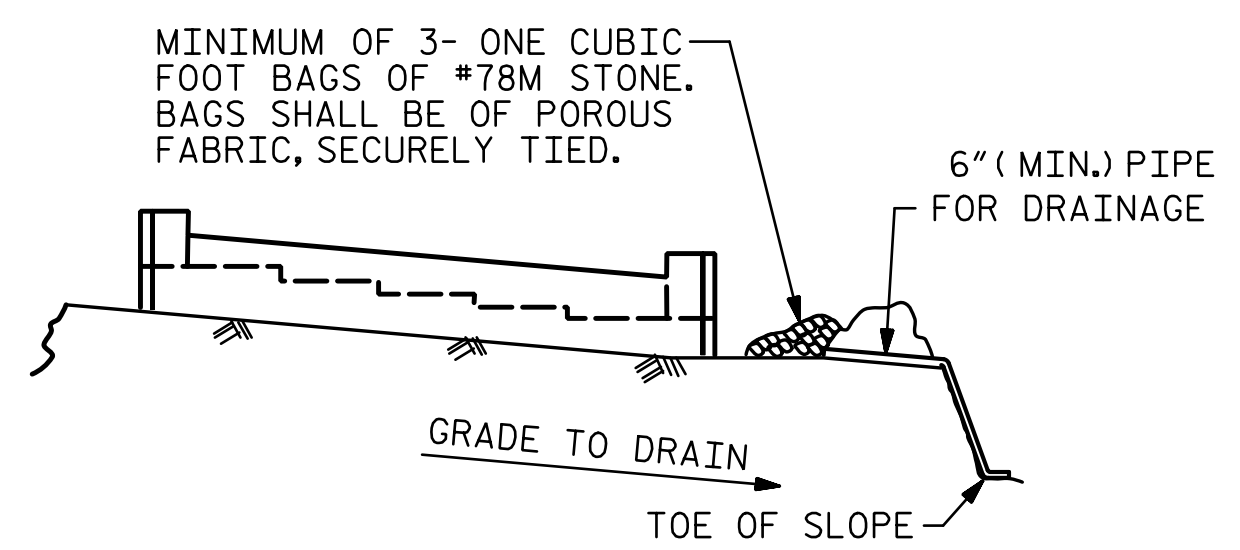
**SUBSTRUCTURE**

**END BENT 1**

REVISIONS

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

SHEET NO. **S2-28**  
 TOTAL SHEETS 41



MINIMUM OF 3- ONE CUBIC FOOT BAGS OF #78M STONE. BAGS SHALL BE OF POROUS FABRIC, SECURELY TIED.

6" (MIN.) PIPE FOR DRAINAGE

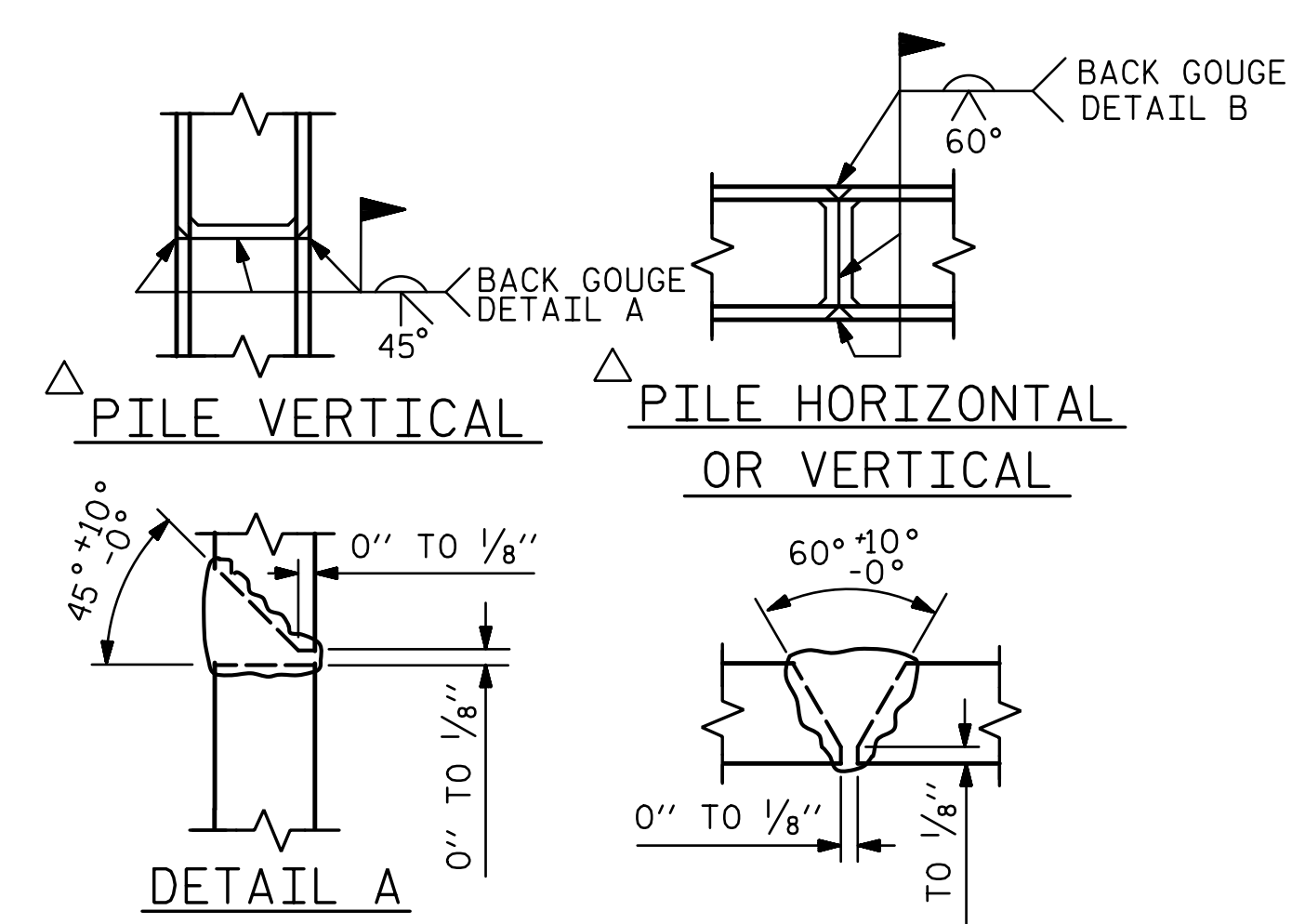
GRADE TO DRAIN

TOE OF SLOPE

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.

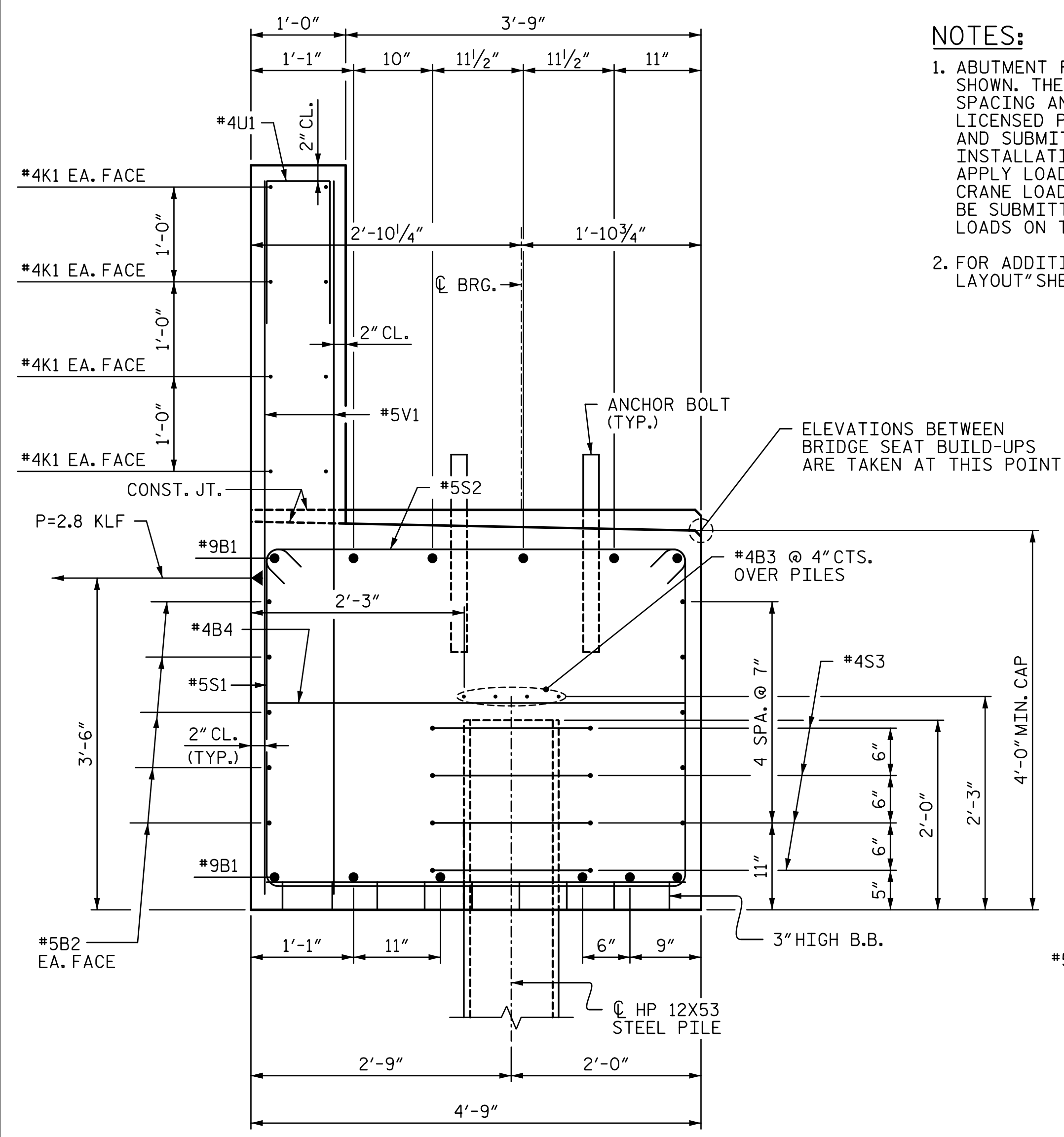
BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR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

### TEMPORARY DRAINAGE AT END BENT

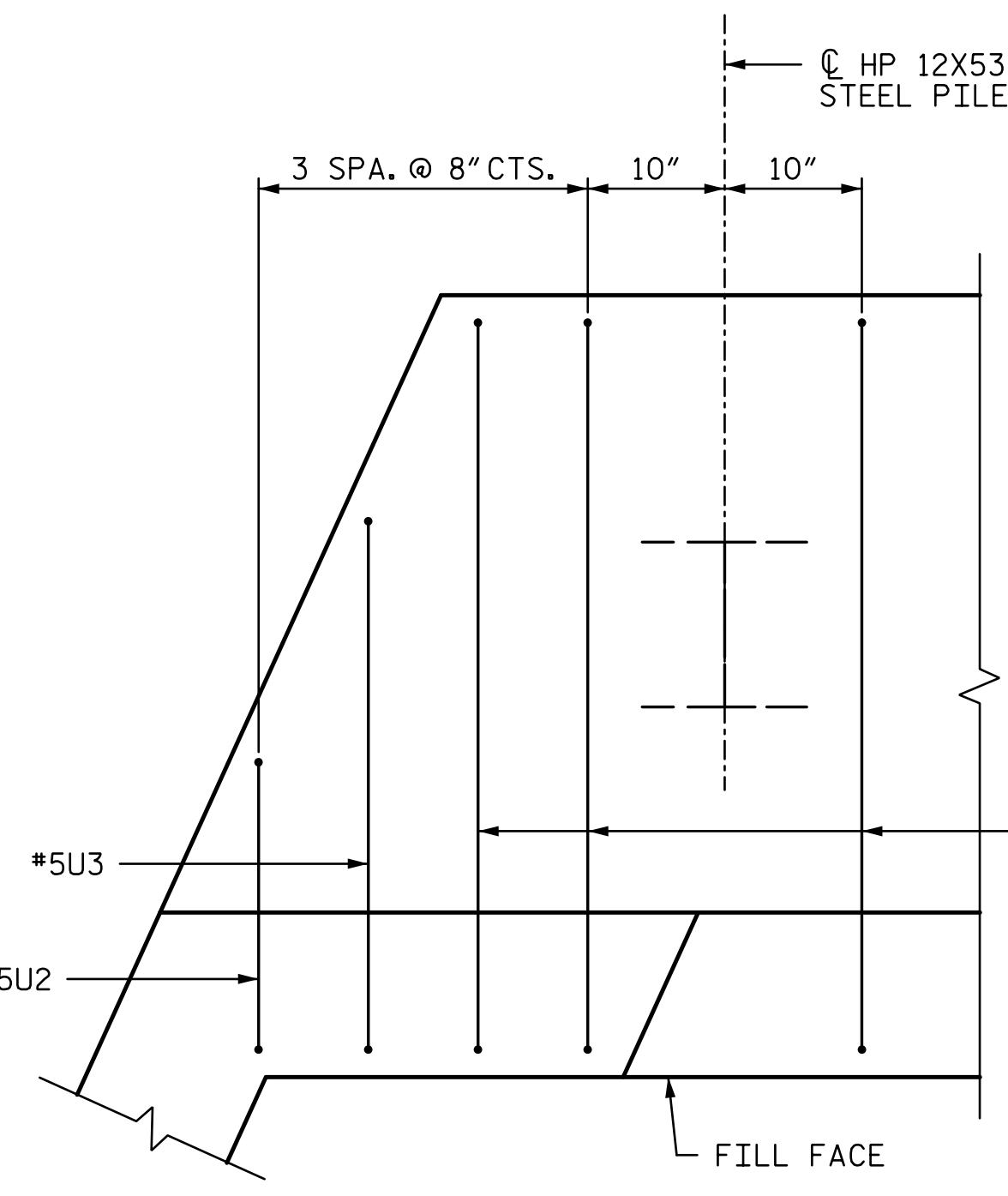


### PILE SPLICE DETAILS

- NOTES:
- ABUTMENT RESTRAINTS (STRAPS) ARE REQUIRED ALONG THE CAP AS SHOWN. THE 2.8 KLF LOAD PROVIDED IS A FACTORED LOAD. THE SPACING AND LENGTH OF STRAPS SHALL BE DETERMINED BY A LICENSED PROFESSIONAL ENGINEER REGISTERED IN NORTH CAROLINA AND SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO INSTALLATION. ANY ADDITIONAL CONSTRUCTION LOADS THAT WILL APPLY TO THE STRAPS (INCLUDING BUT NOT LIMITED TO CRANE LOADS) SHALL BE INCLUDED IN THE STRAP DESIGN AND SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO PLACING CONSTRUCTION LOADS ON THE APPROACH FILL.
  - FOR ADDITIONAL NOTES, SEE SHEET 1 OF 3 AND "FOUNDATION LAYOUT" SHEET.

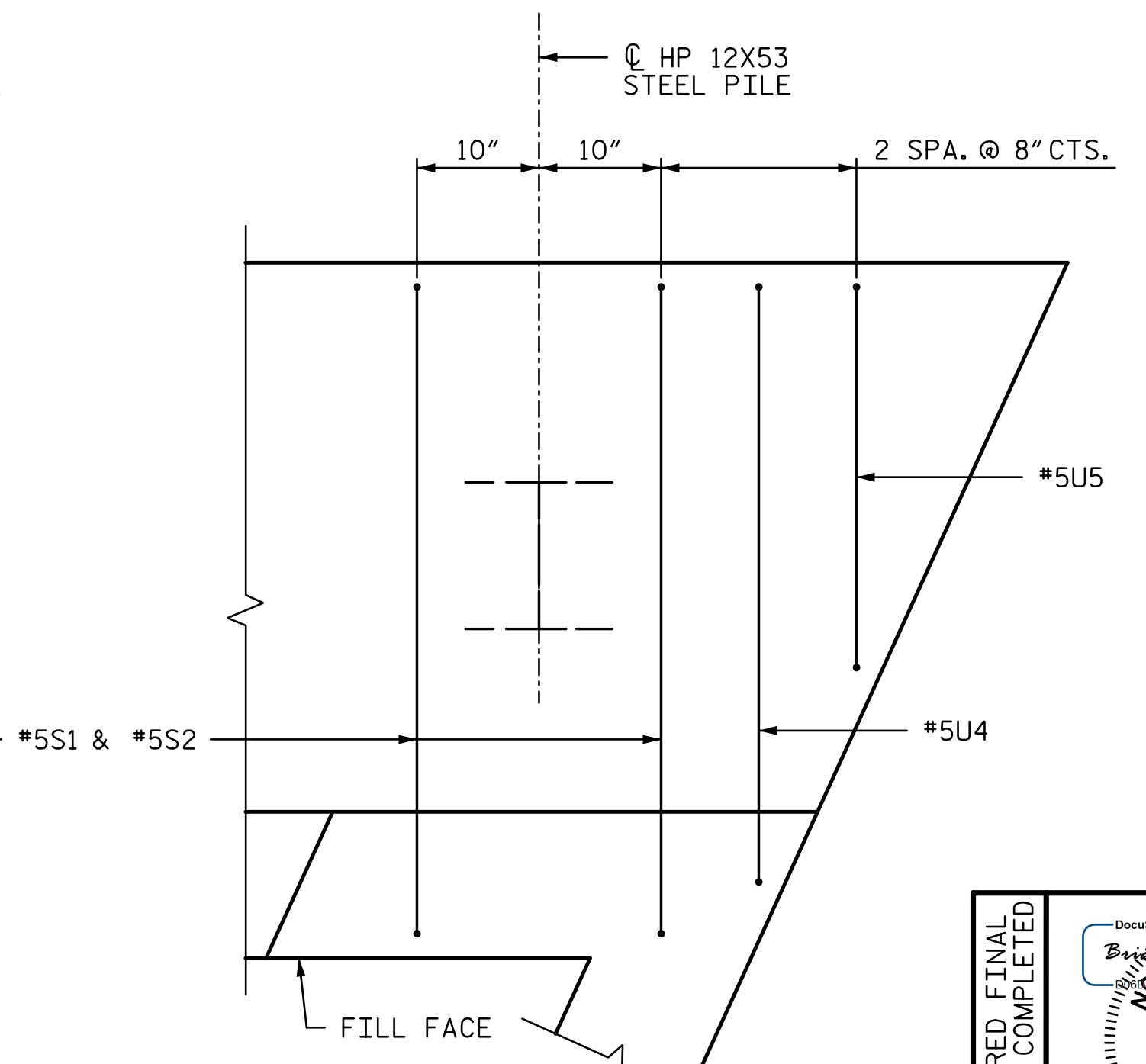


### SECTION A-A



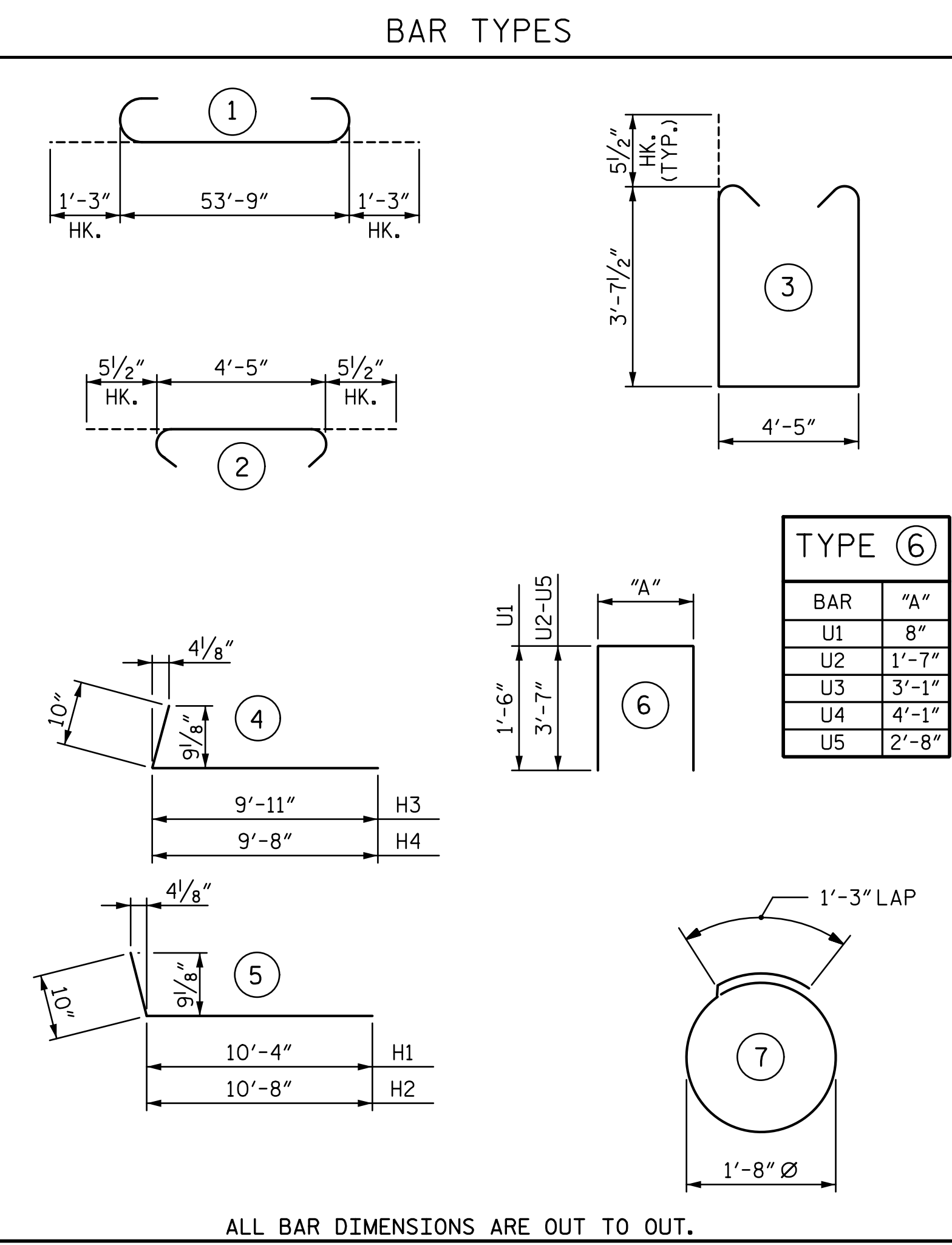
### DETAIL "B"

("B", "H" & "V" BARS NOT SHOWN FOR CLARITY)



### DETAIL "C"

("B", "H" & "V" BARS NOT SHOWN FOR CLARITY)



TYPE ⑥

BAR	"A"
U1	8"
U2	1'-7"
U3	3'-1"
U4	4'-1"
U5	2'-8"

ALL BAR DIMENSIONS ARE OUT TO OUT.

### BILL OF MATERIAL

#### END BENT 1

BAR	NO	SIZE	TYPE	LENGTH	WEIGHT
B1	12	#9	1	56'-3"	2,295
B2	10	#5	STR	54'-0"	563
B3	8	#4	STR	28'-3"	151
B4	14	#4	STR	4'-5"	41
H1	14	#5	5	11'-2"	163
H2	14	#5	5	11'-6"	168
H3	14	#5	4	10'-9"	157
H4	14	#5	4	10'-6"	153
K1	16	#4	STR	28'-3"	302
K2	4	#4	STR	2'-10"	8
K3	4	#4	STR	2'-11"	8
S1	66	#5	3	12'-7"	866
S2	66	#5	2	5'-4"	367
S3	32	#4	7	6'-6"	139
U1	48	#4	6	3'-8"	118
U2	1	#5	6	8'-9"	9
U3	1	#5	6	10'-3"	11
U4	1	#5	6	11'-3"	12
U5	1	#5	6	9'-10"	10
V1	96	#5	STR	7'-6"	751
V2	28	#4	STR	9'-1"	170
V3	26	#4	STR	9'-7"	166

#### QUANTITIES

REINFORCING STEEL	LBS.	6,628
CLASS A CONCRETE:		
POUR 1:		
CAP & LOWER WINGS	C.Y.	41.7
POUR 2:		
BACKWALL & UPPER WINGS	C.Y.	12.3
TOTAL	C.Y.	54.0
HP 12x53 STEEL PILES	NO.	8
	LIN. FEET	680
PILE REDRIVES	EA.	8
PILE SETUP FOR HP 12x53 PILES	EA.	8

PROJECT NO. U2519AA-AB

CUMBERLAND/ROBESON COUNTY

STATION: 16+37.21 -FLYBD-

SHEET 3 OF 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STV ENGINEERS, INC. 100 Years  
900 West Trade St., Suite 715  
Charlotte, NC 28202  
NC License Number F-0991

**Balfour Beatty** Infrastructure Inc. **BRANCH** CIVIL  
A Joint Venture

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

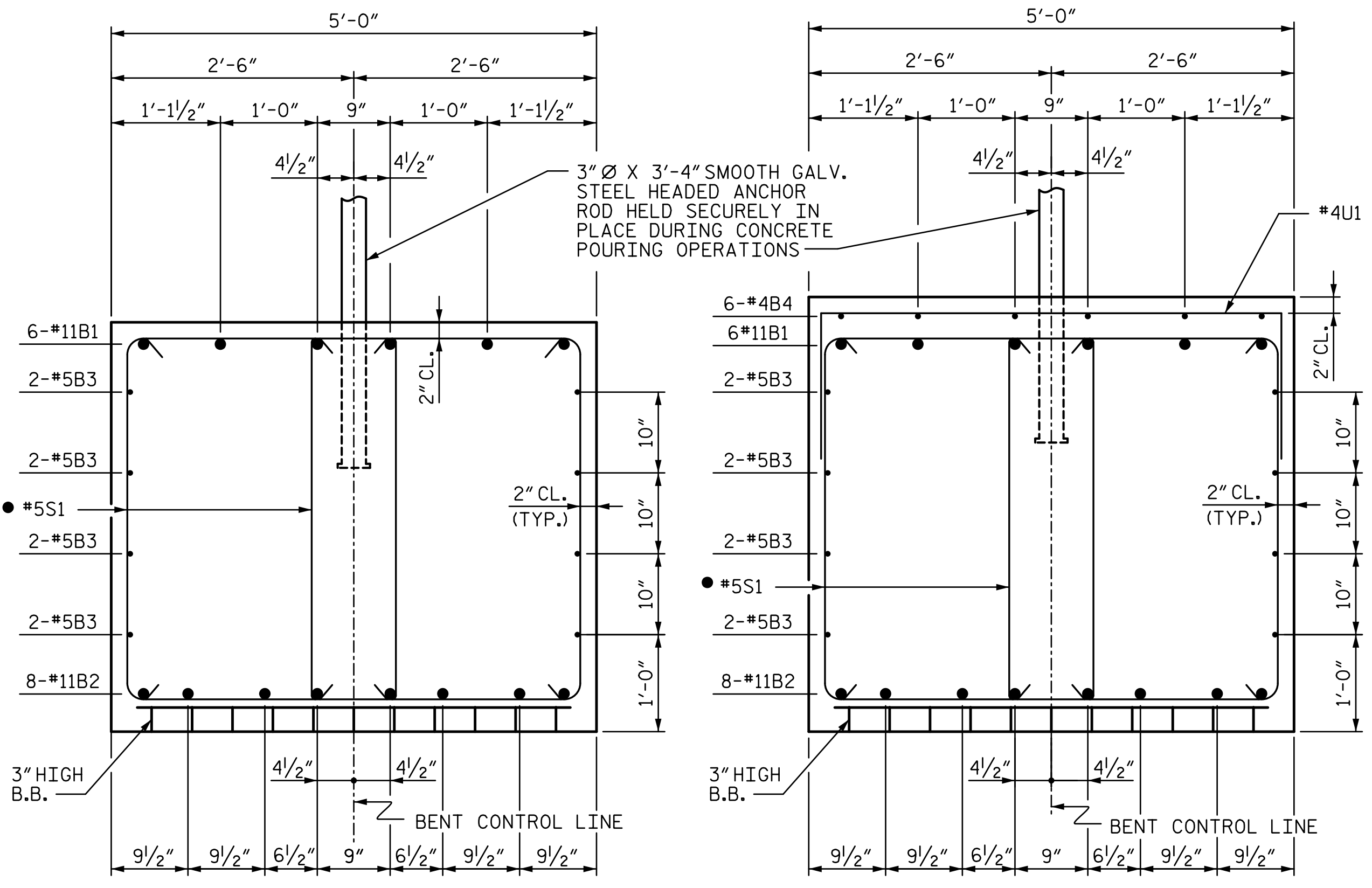
SUBSTRUCTURE  
END BENT 1

REVISIONS			
NO.	BY:	DATE:	SHEET NO.
1			S2-29
2			TOTAL SHEETS 41
3			
4			

DRAWN BY : <u>MBC</u>	DATE : <u>7-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>MLO</u>	DATE : <u>8-18</u>		

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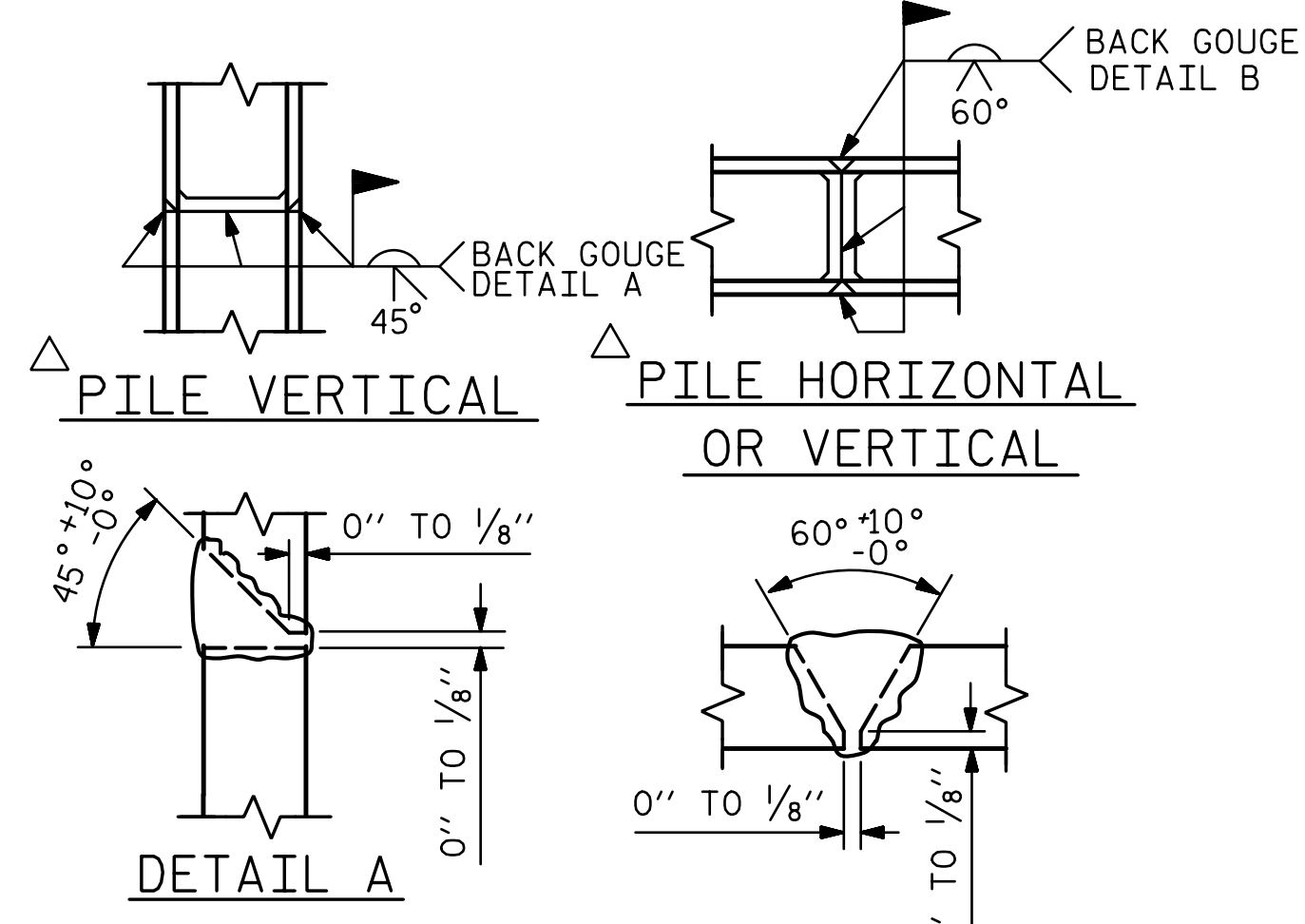




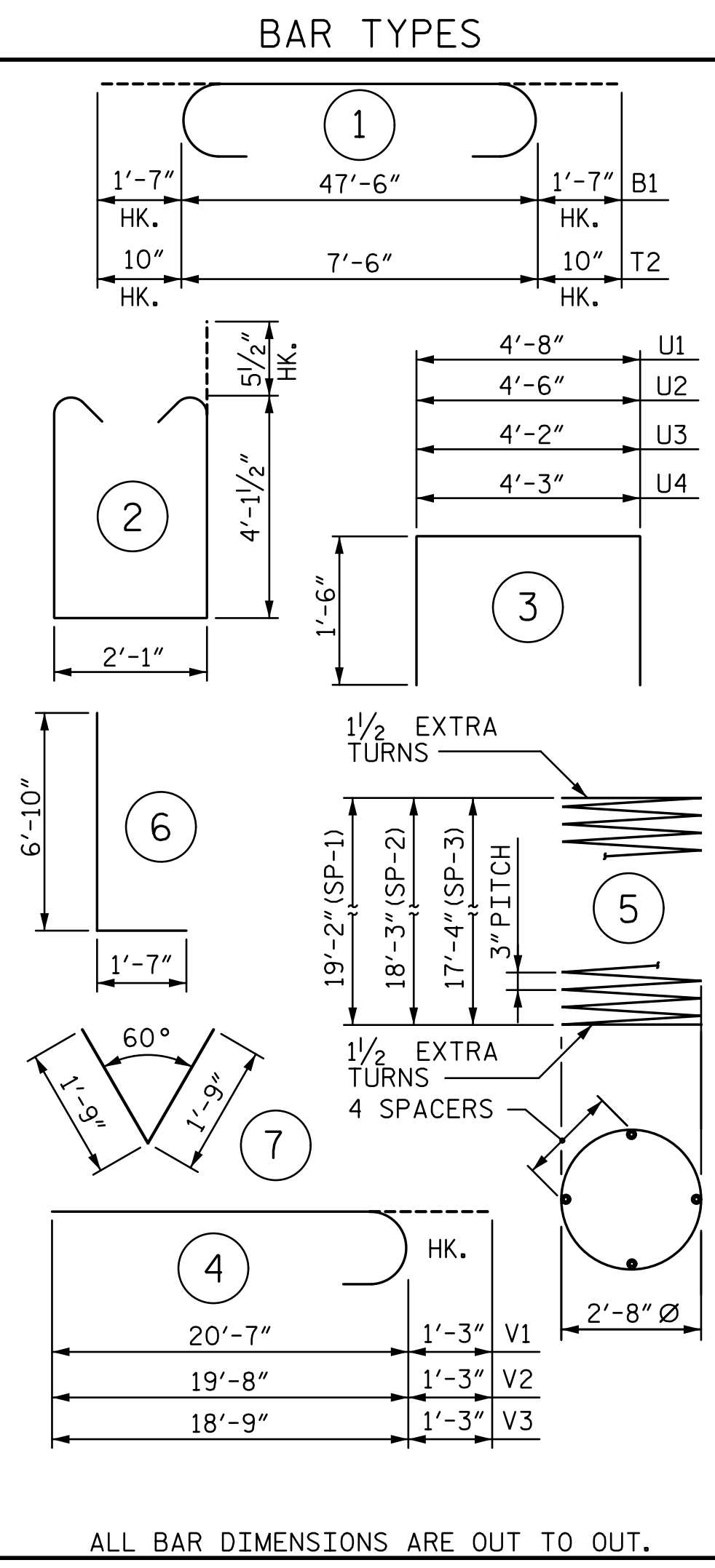
SECTION A-A

SECTION B-B

● INVERT ALTERNATE PAIRS OF STIRRUPS



PILE SPLICE DETAILS



ALL BAR DIMENSIONS ARE OUT TO OUT.

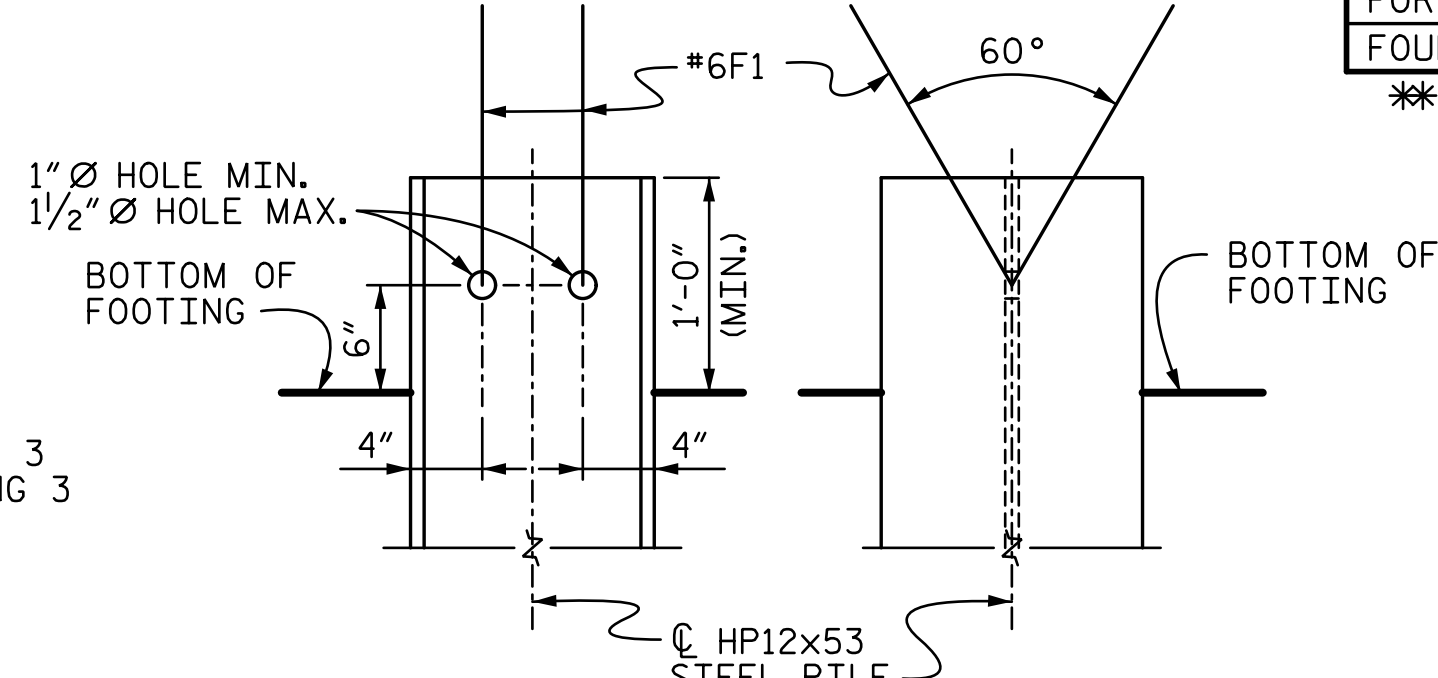
BILL OF MATERIAL

BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	6	#11	1	50'-8"	1,615
B2	8	#11	STR	47'-8"	2,069
B3	8	#5	STR	47'-8"	398
B4	24	#4	STR	10'-4"	166
B5	6	#4	STR	5'-8"	23
F1	48	#6	7	3'-6"	252
M1	24	#9	6	8'-5"	687
S1	124	#5	2	11'-3"	1,455
T1	48	#7	STR	7'-8"	752
T2	90	#7	1	9'-2"	1,686
U1	66	#4	3	7'-8"	338
U2	8	#4	3	7'-6"	40
U3	4	#4	3	7'-2"	19
U4	4	#4	3	7'-3"	19
V1	8	#9	4	21'-10"	594
V2	8	#9	4	20'-11"	569
V3	8	#9	4	20'-0"	544
SP-1	1	**	5	657'-4"	439
SP-2	1	**	5	627'-1"	419
SP-3	1	**	5	596'-2"	399

QUANTITIES

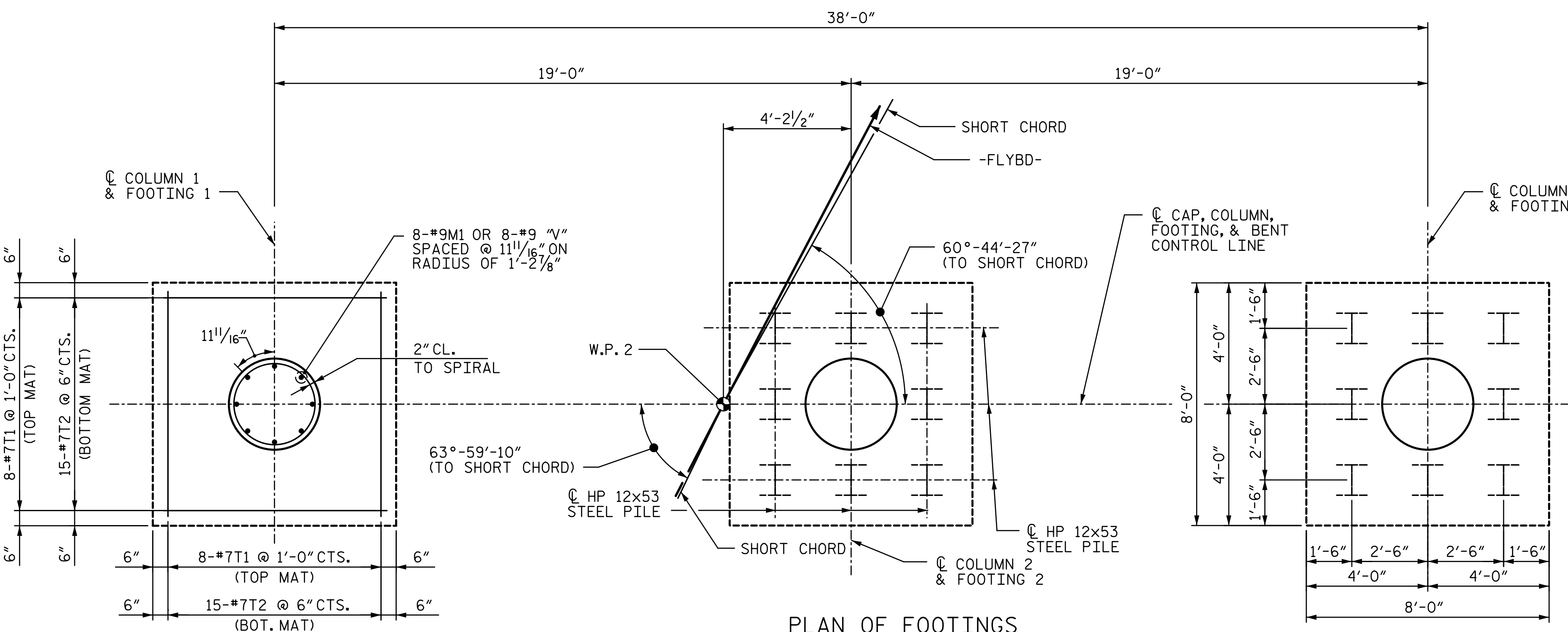
REINFORCING STEEL	LBS.	11,226
SPIRAL COLUMN REINFORCING STEEL	LBS.	1,257
CLASS A CONCRETE:		
POUR 1 - FOOTINGS	CU. YDS	21.3
POUR 2 - COLUMNS	CU. YDS	14.1
POUR 3 - CAP	CU. YDS	42.4
TOTAL	CU. YDS	77.8
HP 12x53 STEEL PILES	EA.	24
PILE REDRIVES	EA.	12
PILE DRIVING EQUIP. SETP FOR HP 12x53 STEEL PILES	EA.	24
FOUNDATION EXCAVATION	LUMP SUM	

\* THE SP-1, SP-2, SP-3 SPIRAL REINFORCING STEEL SHALL BE W20 OR D-20 COLD DRAWN WIRE OR #4 PLAIN OR DEFORMED BAR.



PILE ANCHORAGE DETAIL

HOLES SHALL BE DRILLED OR FLAME CUT. GRIND AREA AROUND FLAME CUT HOLES TO REMOVE BURRS. REINFORCING BARS SHALL BE TIED OR WEDGED TIGHTLY AGAINST THE TOP OF THE HOLE



PLAN OF FOOTINGS

(ALL FOOTINGS, COLUMN DIMENSIONS AND REINFORCING STEEL ARE TYPICAL) (PILE ARRANGMENT FOR FOOTINGS ARE THE SAME)

PROJECT NO. U2519AA-AB

CUMBERLAND/ROBESON COUNTY

STATION: 16+37.21 -FLYBD-

SHEET 2 OF 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH  
SUBSTRUCTURE  
BENT 1

STV ENGINEERS, INC.  
900 West Trade St., Suite 715  
Charlotte, NC 28202  
NC License Number F-0991

SEAL  
036940  
ENGINEER  
BRIAN M. CURRY  
11/25/2018

STV 100 Years

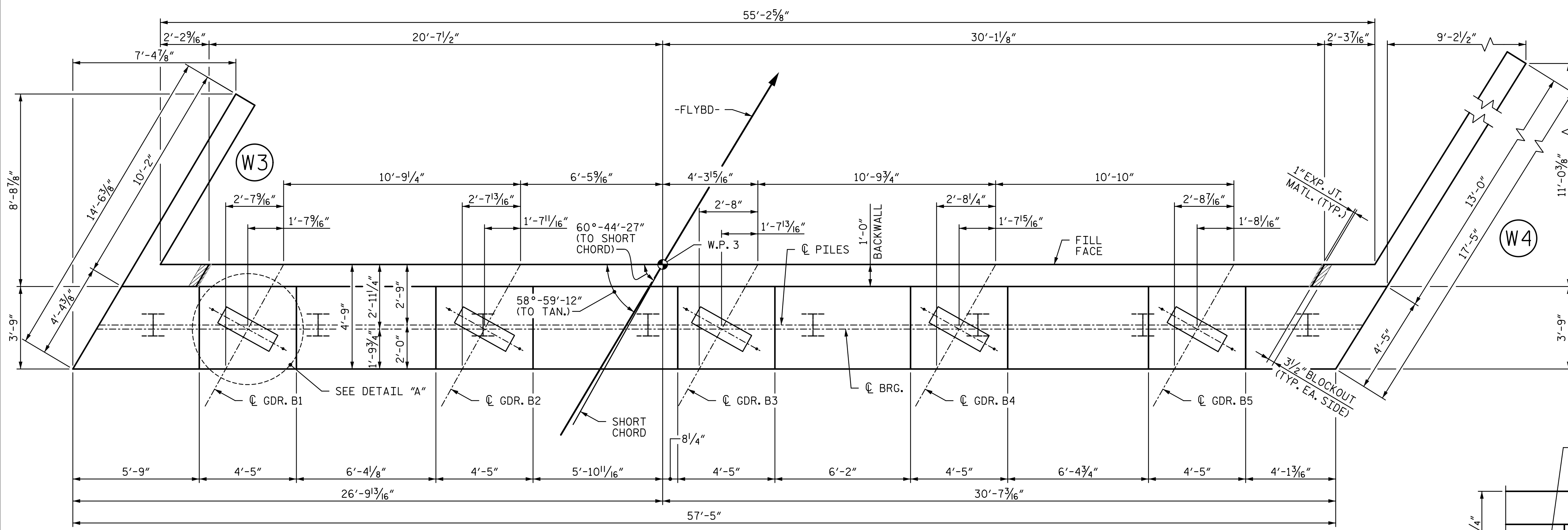
Balfour Beatty Infrastructure Inc. CIVIL

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

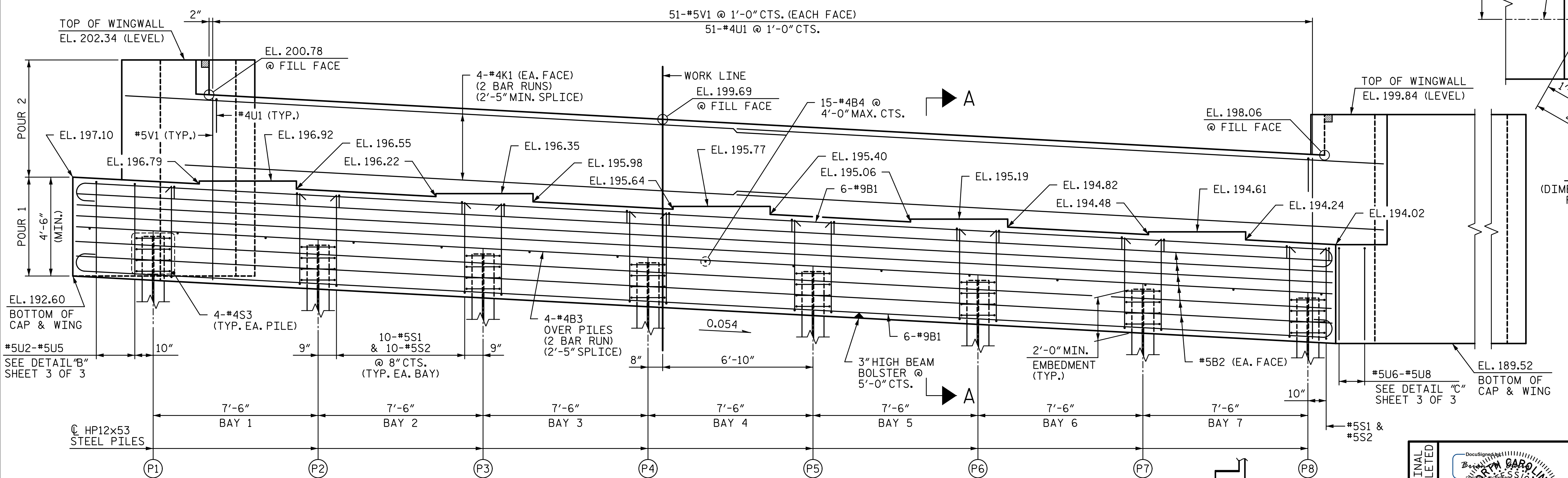
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CHECKED BY : TJT	DATE : 8-18		

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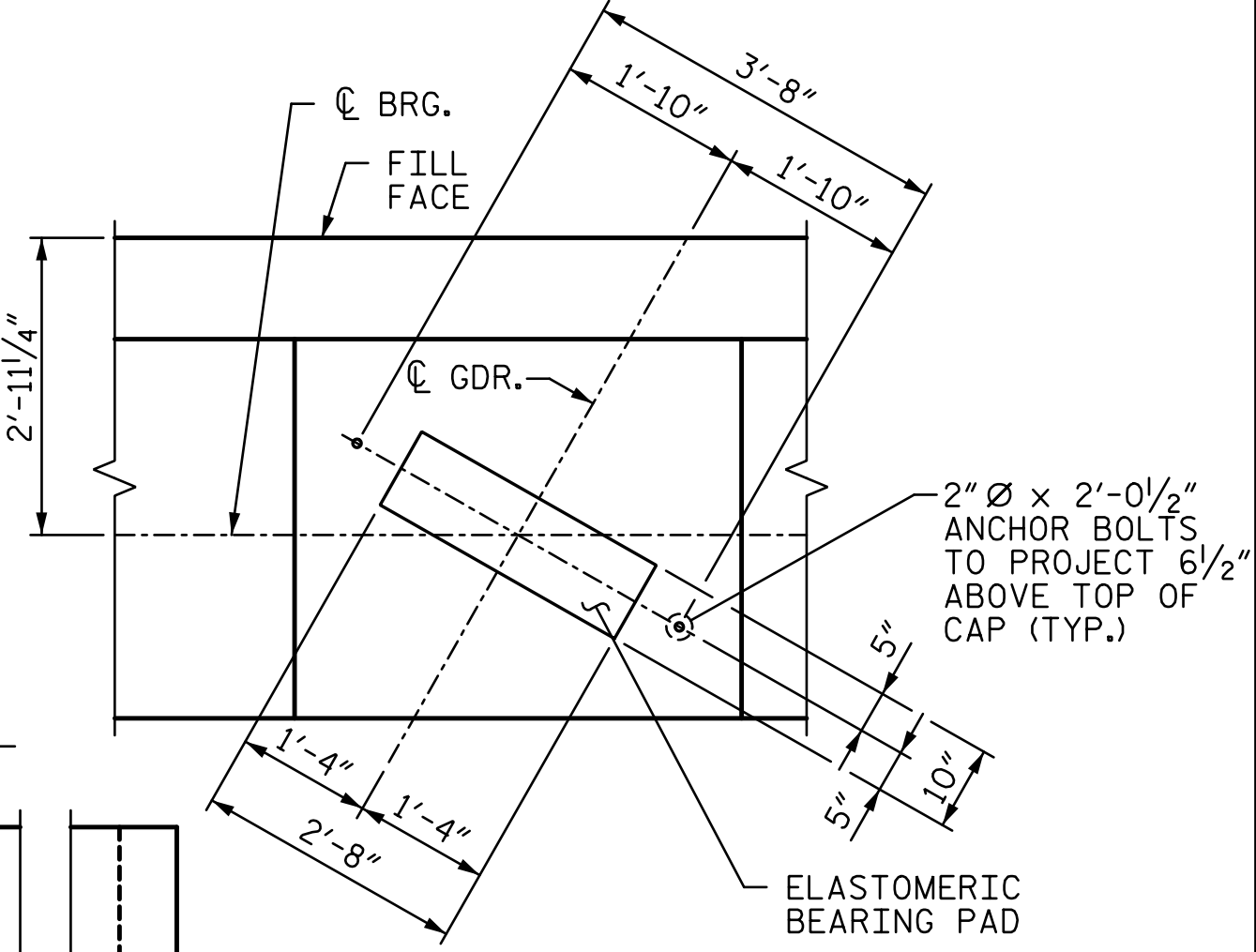


PLAN



ELEVATION

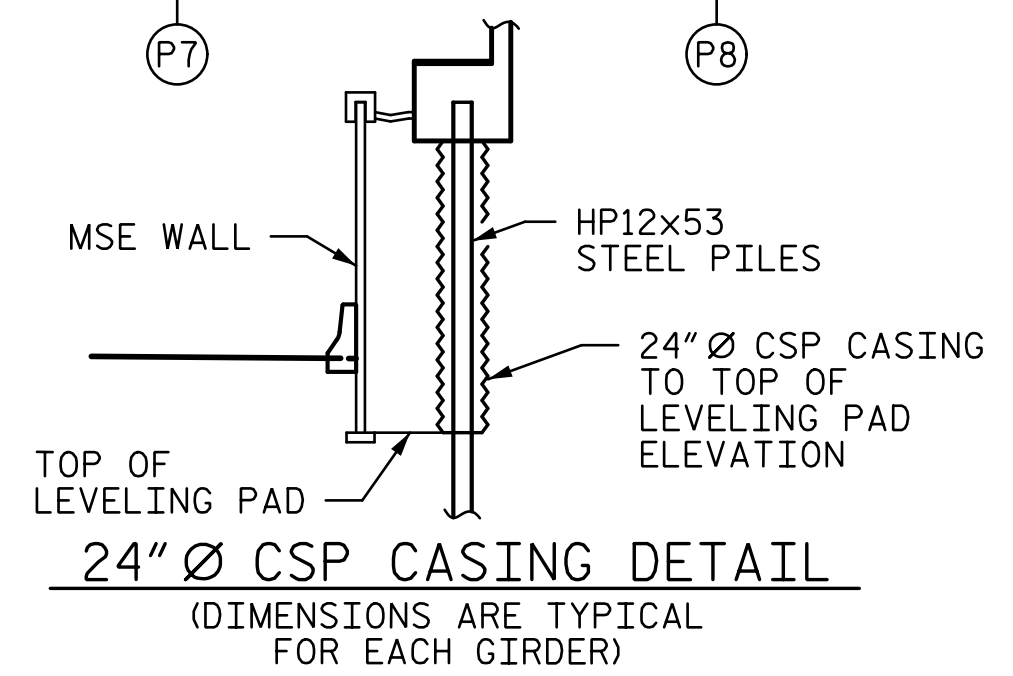
(24" Ø CSP CASING NOT SHOWN FOR CLARITY, SEE DETAIL)



DETAIL "A"  
(DIMENSIONS ARE TYPICAL FOR EACH GIRDER)

TOP OF PILE ELEVATIONS	
PILE	ELEVATION
P1	194.43
P2	194.02
P3	193.62
P4	193.21
P5	192.81
P6	192.40
P7	192.00
P8	191.59

PROJECT NO. **U2519AA-AB**  
**CUMBERLAND/ROBESON COUNTY**  
 STATION: **16+37.21 -FLYBD-**  
 SHEET 1 OF 3



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

PROFESSIONAL ENGINEER  
 B. CURRY  
 11/9/25/2018

STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

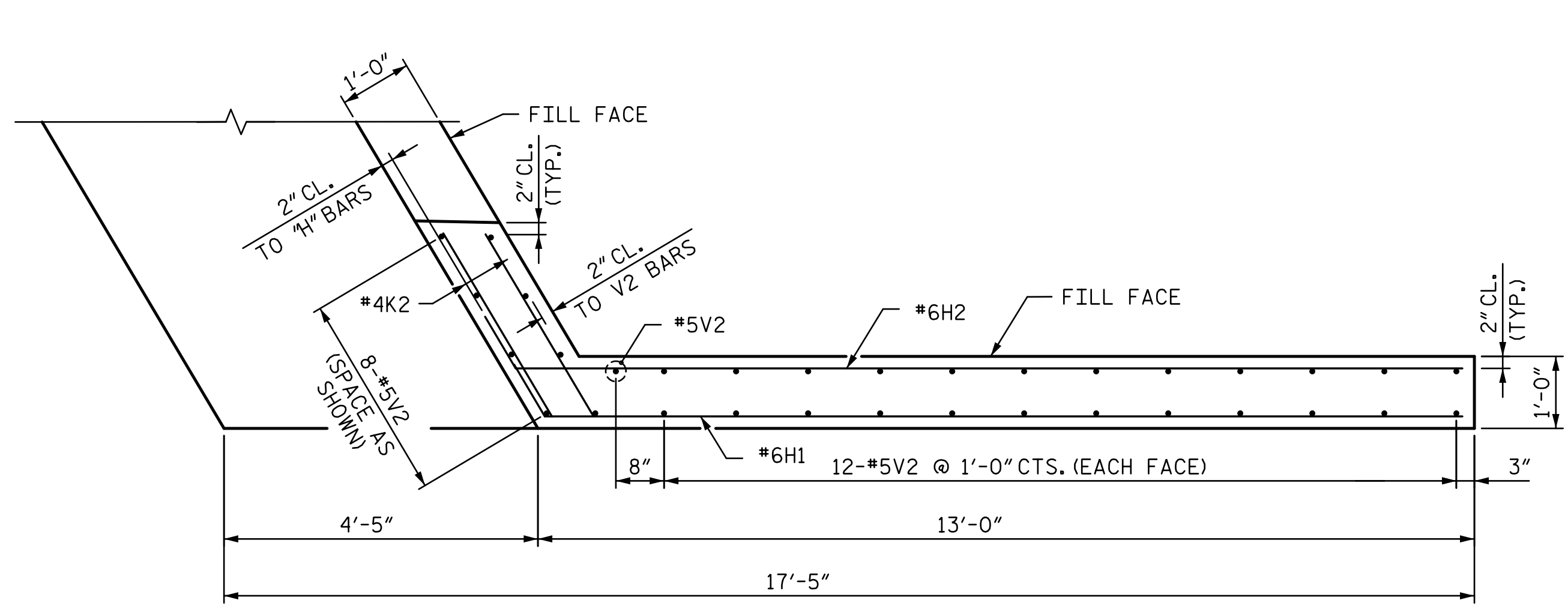
STV 100 years

Balfour Beatty Infrastructure Inc. CIVIL

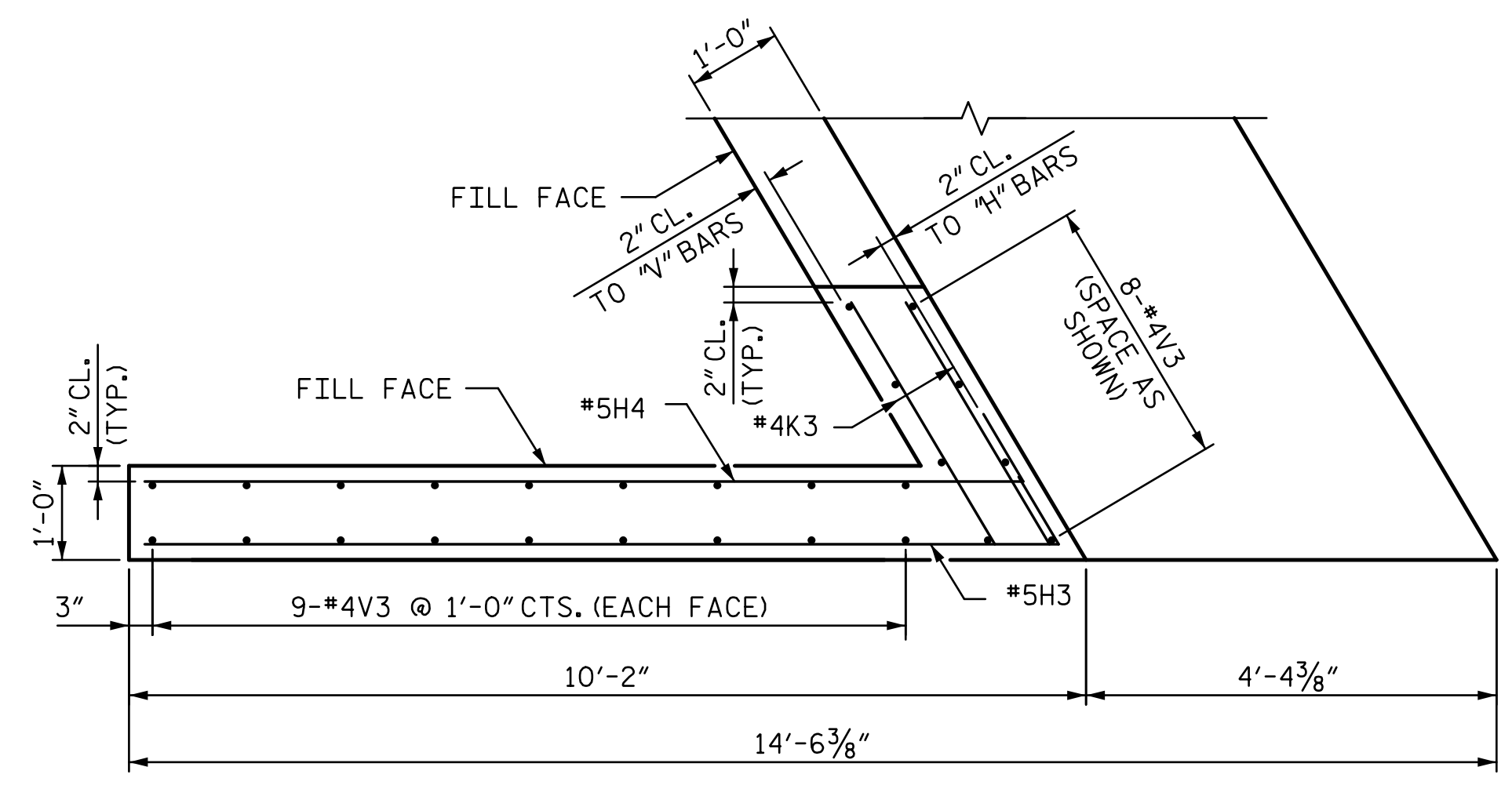
REVISIONS		SHEET NO.	
NO.	BY:	DATE:	TOTAL SHEETS
1			41
2			
3			
4			

DRAWN BY: **MBC** DATE: **7-18**  
 CHECKED BY: **MLO** DATE: **8-18**  
 DESIGN ENGINEER OF RECORD: **B. CURRY** DATE: **8-18**

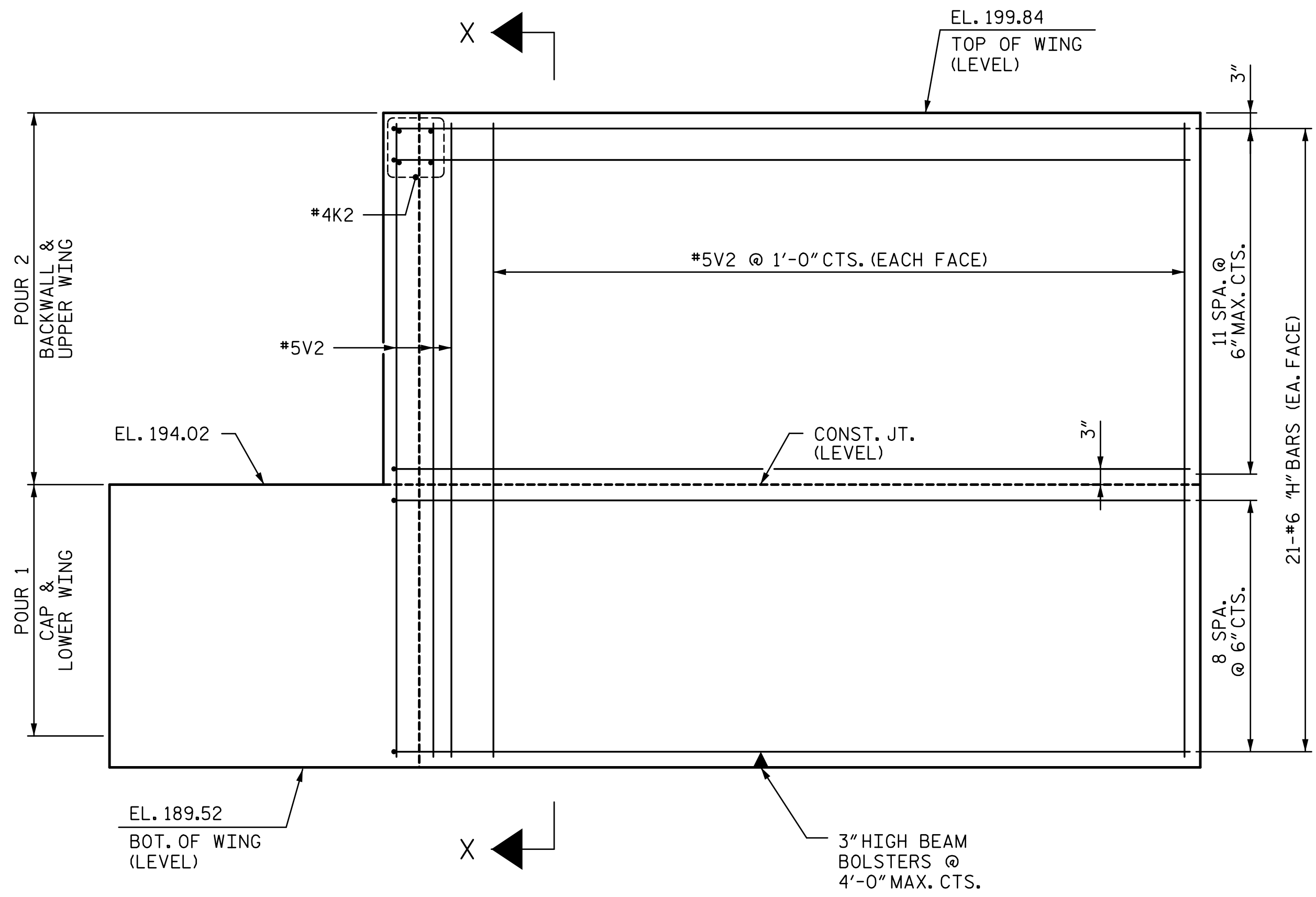
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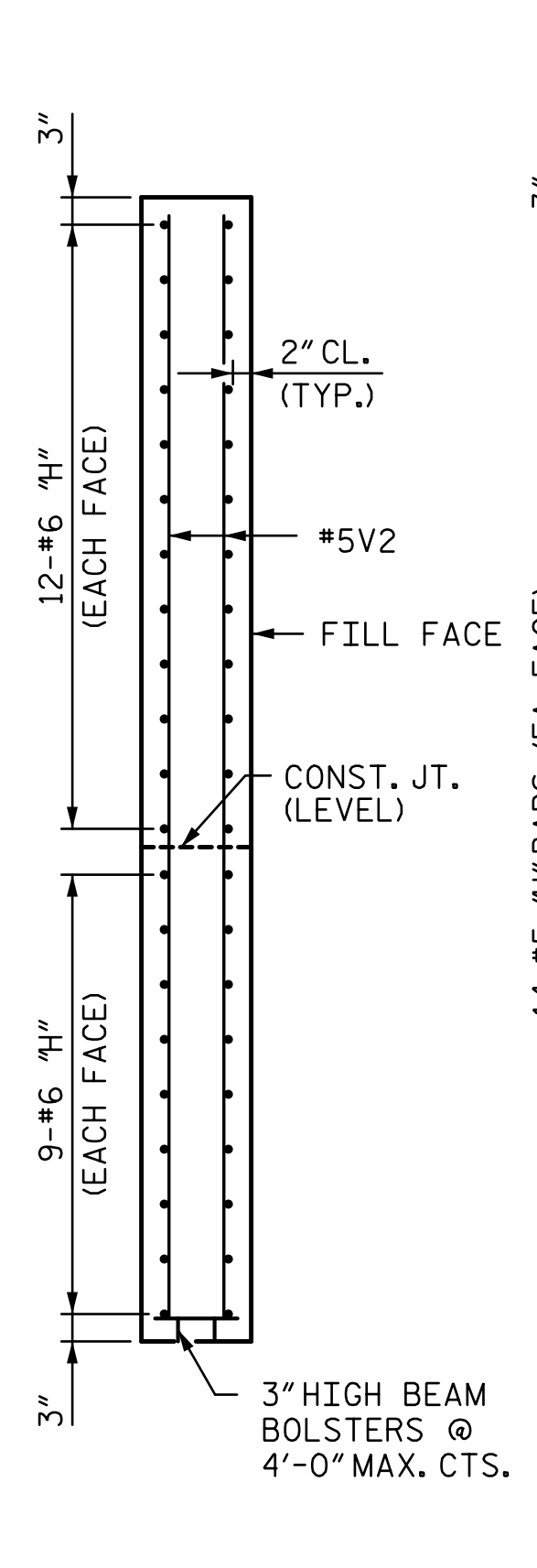
PLAN OF WING (W4)



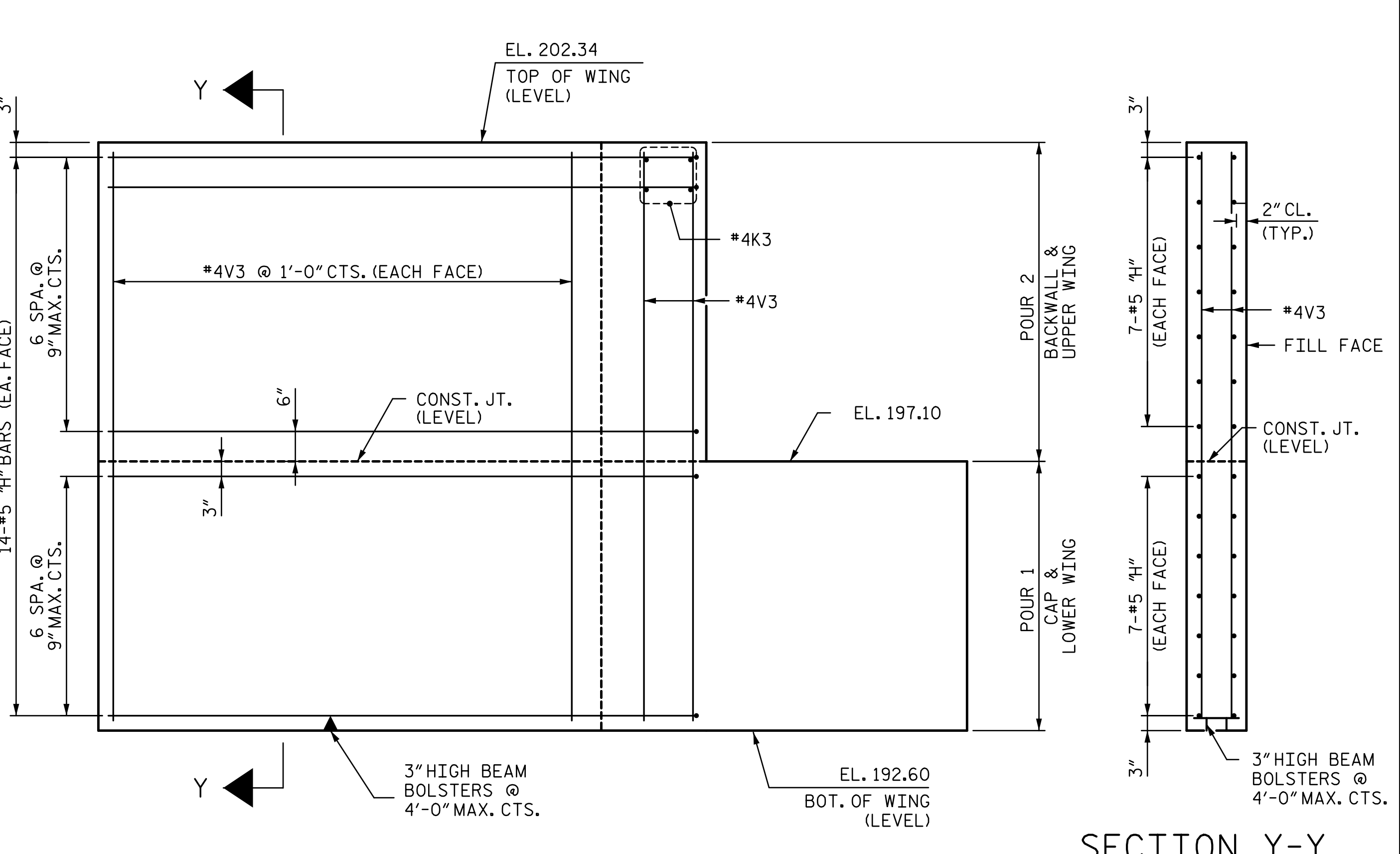
PLAN OF WING (W3)



ELEVATION OF WING (W4)



SECTION X-X



ELEVATION OF WING (W3)

SECTION Y-Y

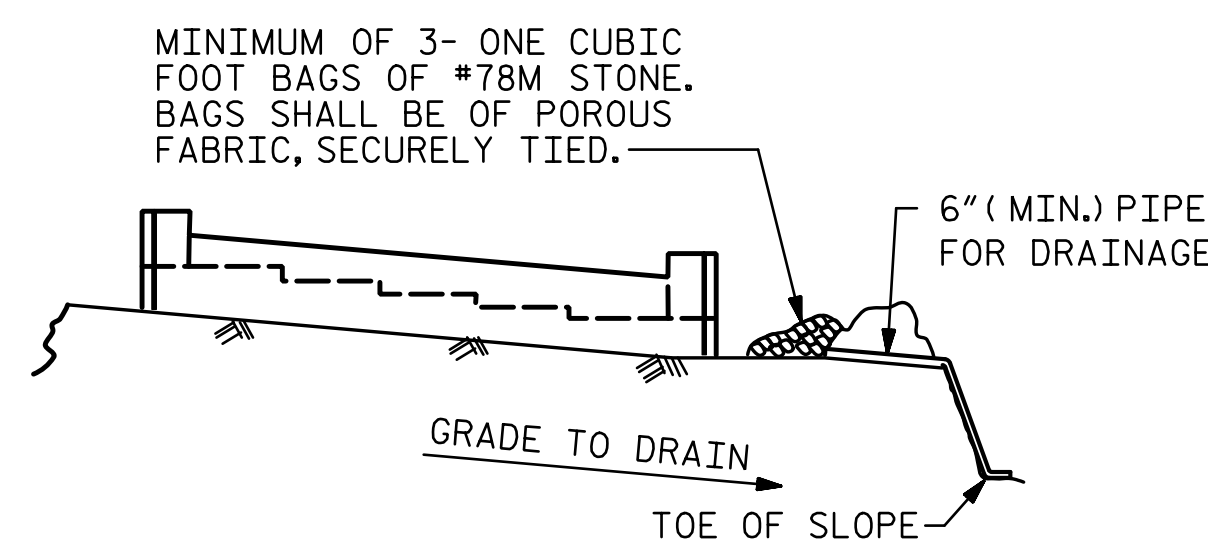
PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 3

DATE: 9/25/2018 TIME: 2:56:20 PM  
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DRAWN BY : VKS DATE : 7-18  
 CHECKED BY : MLO DATE : 8-18  
 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUBSTRUCTURE END BENT 2		
			REVISIONS		
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		NO.	BY:	DATE:
			1		

SHEET NO. S2-33  
 TOTAL SHEETS 41



MINIMUM OF 3- ONE CUBIC FOOT BAGS OF #78M STONE. BAGS SHALL BE OF POROUS FABRIC, SECURELY TIED.

6" (MIN.) PIPE FOR DRAINAGE

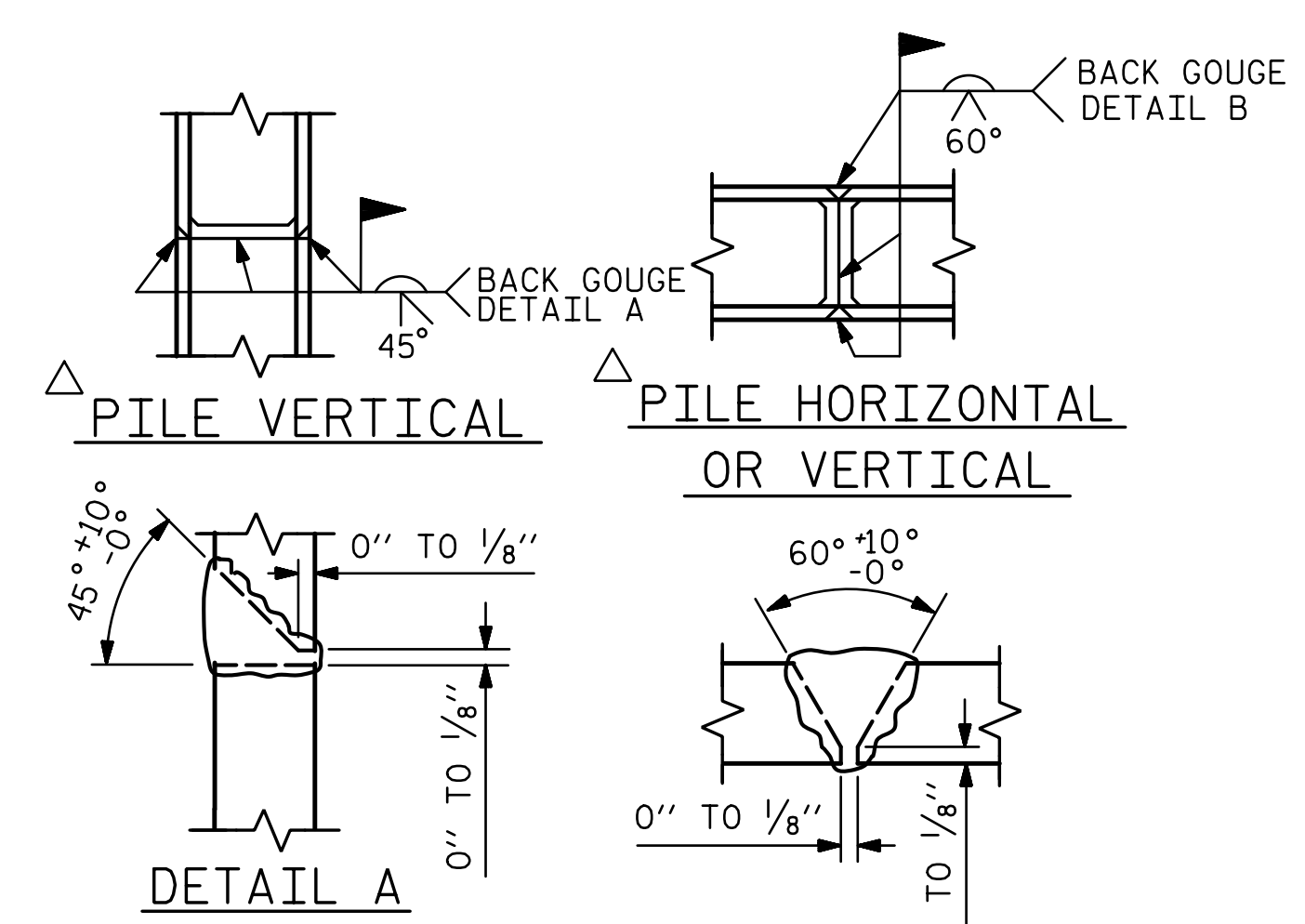
GRADE TO DRAIN

TOE OF SLOPE

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.

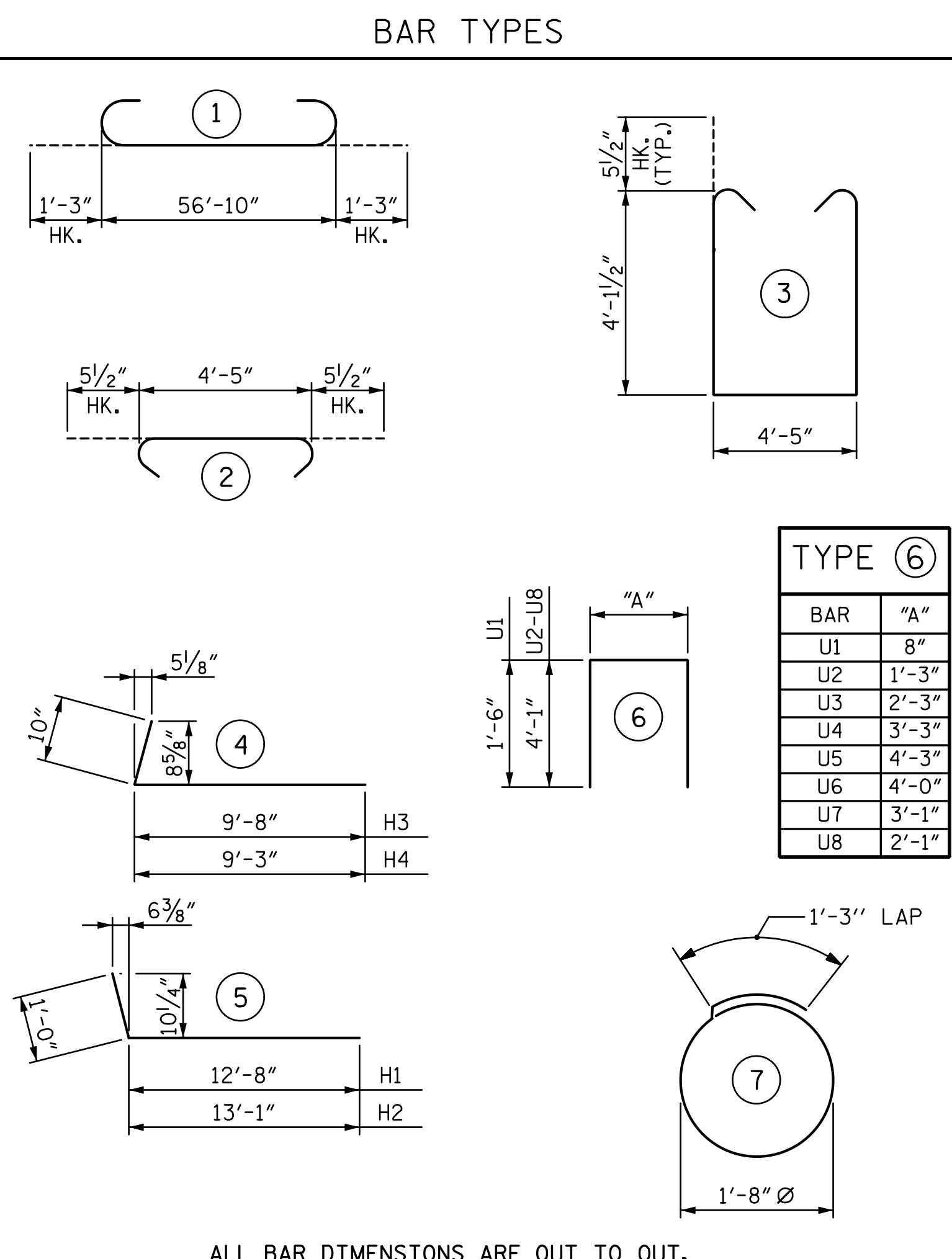
**TEMPORARY DRAINAGE AT END BENT**



**PILE SPLICE DETAILS**

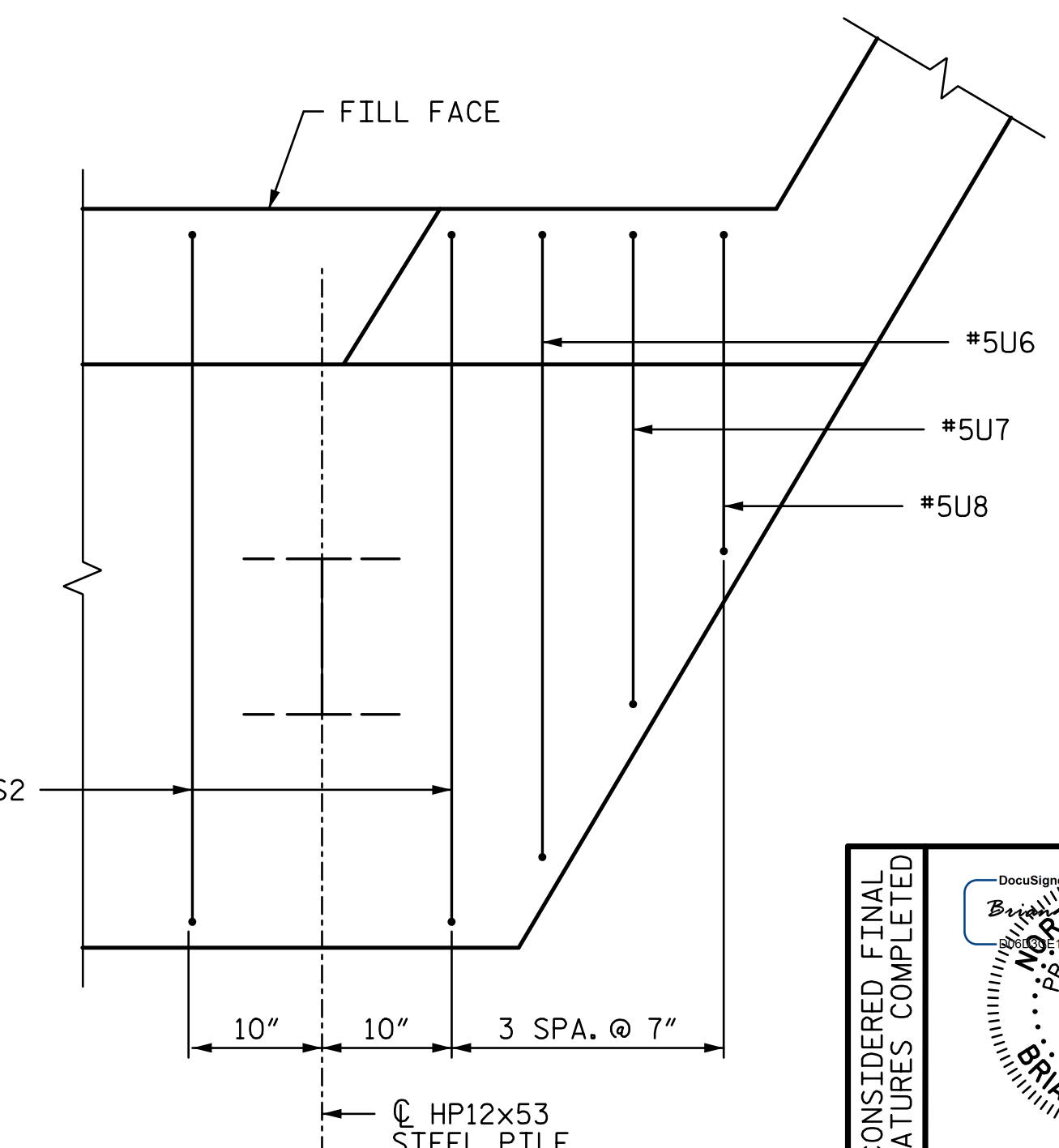
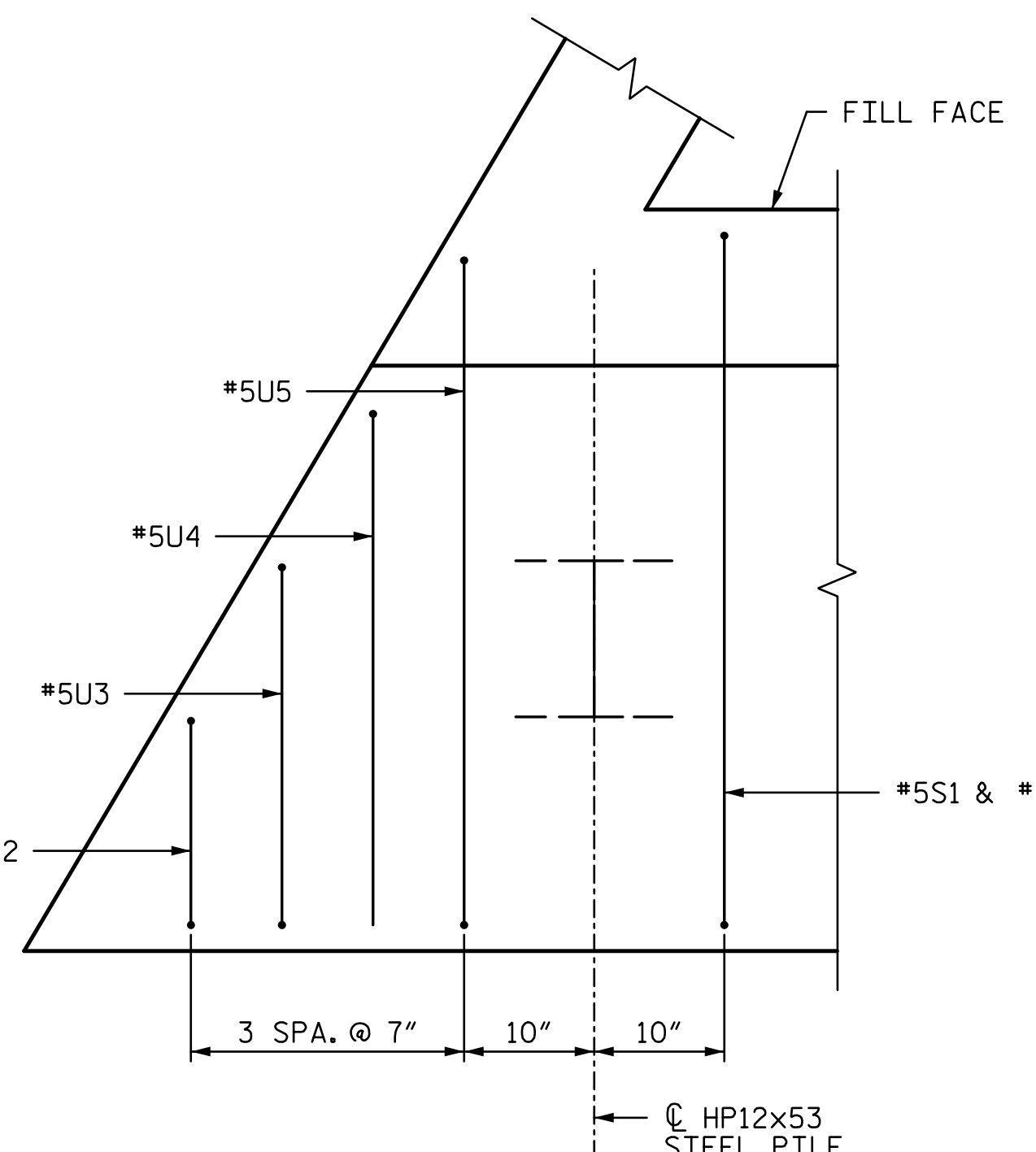
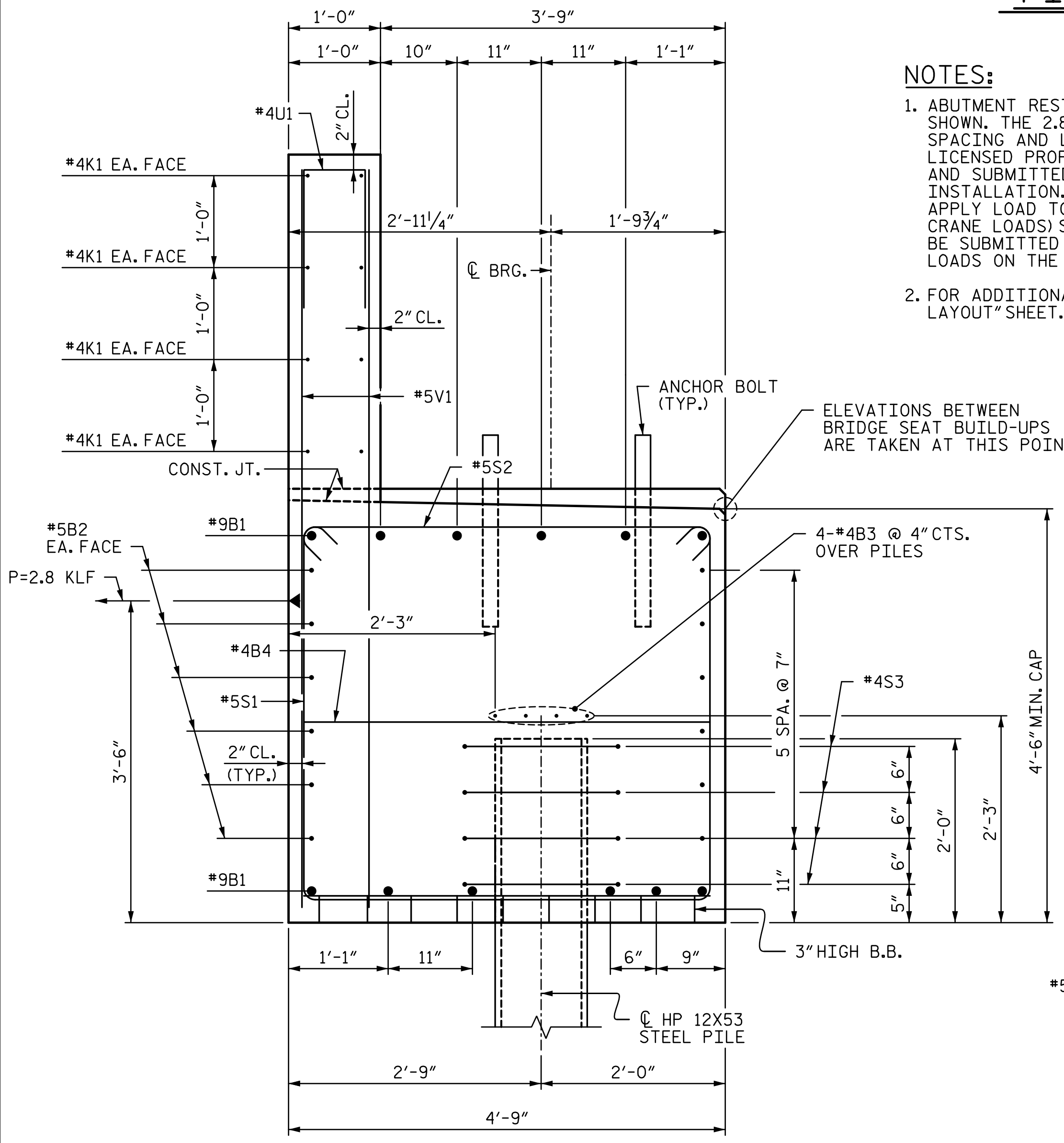
**NOTES:**

- ABUTMENT RESTRAINTS (STRAPS) ARE REQUIRED ALONG THE CAP AS SHOWN. THE 2.8 KLF LOAD PROVIDED IS A FACTORED LOAD. THE SPACING AND LENGTH OF STRAPS SHALL BE DETERMINED BY A LICENSED PROFESSIONAL ENGINEER REGISTERED IN NORTH CAROLINA AND SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO INSTALLATION. ANY ADDITIONAL CONSTRUCTION LOADS THAT WILL APPLY TO THE STRAPS (INCLUDING BUT NOT LIMITED TO CRANE LOADS) SHALL BE INCLUDED IN THE STRAP DESIGN AND SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO PLACING CONSTRUCTION LOADS ON THE APPROACH FILL.
- FOR ADDITIONAL NOTES, SEE SHEET 1 OF 3 AND "FOUNDATION LAYOUT" SHEET.



**BILL OF MATERIAL**

END BENT 2					
BAR	NO	SIZE	TYPE	LENGTH	WEIGHT
B1	12	#9	1	59'-4"	2,421
B2	12	#5	STR	57'-0"	713
B3	8	#4	STR	29'-10"	159
B4	15	#4	STR	4'-5"	44
H1	21	#6	5	13'-8"	431
H2	21	#6	5	14'-1"	444
H3	14	#5	4	10'-6"	153
H4	14	#5	4	10'-1"	147
K1	16	#4	STR	29'-10"	319
K2	4	#4	STR	3'-0"	8
K3	4	#4	STR	2'-11"	8
S1	71	#5	3	13'-7"	1,006
S2	71	#5	2	5'-4"	395
S3	32	#4	7	6'-6"	139
U1	51	#4	6	3'-8"	125
U2	1	#5	6	9'-5"	10
U3	1	#5	6	10'-5"	11
U4	1	#5	6	11'-5"	12
U5	1	#5	6	12'-5"	13
U6	1	#5	6	12'-2"	13
U7	1	#5	6	11'-3"	12
U8	1	#5	6	10'-3"	11
V1	102	#5	STR	8'-2"	869
V2	33	#5	STR	9'-11"	341
V3	26	#4	STR	9'-4"	162
QUANTITIES					
REINFORCING STEEL				LBS.	7,966
CLASS A CONCRETE:					
POUR 1:					
CAP & LOWER WINGS				C.Y.	49.7
POUR 2:					
BACKWALL & UPPER WINGS				C.Y.	13.3
TOTAL				C.Y.	63.0
HP 12x53 STEEL PILES				NO.	8
				LIN. FEET	640
PILE REDRIVES				EA.	8
PILE SETUP FOR HP 12x53 PILES				EA.	8



PROJECT NO. U2519AA-AB

CUMBERLAND/ROBESON COUNTY

STATION: 16+37.21 -FLYBD-

SHEET 3 OF 3

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

SEAL  
036940  
ENGINEER  
BRIAN M. CURRY  
9/25/2018

STV 100 years  
STV ENGINEERS, INC.  
900 West Trade St., Suite 715  
Charlotte, NC 28202  
NC License Number F-0991

Balfour Beatty  
Infrastructure Inc. CIVIL  
A Joint Venture

REVISIONS

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

SHEET NO. S2-34  
TOTAL SHEETS 41

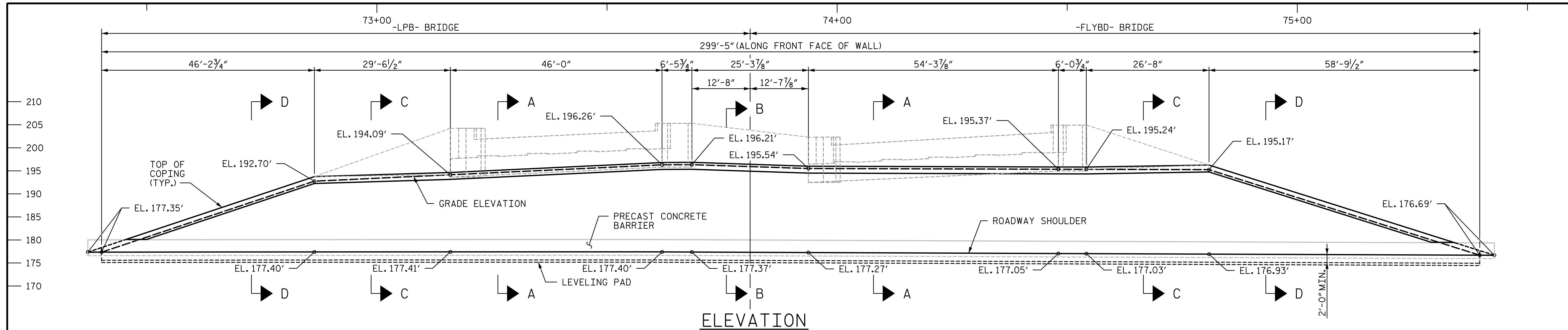
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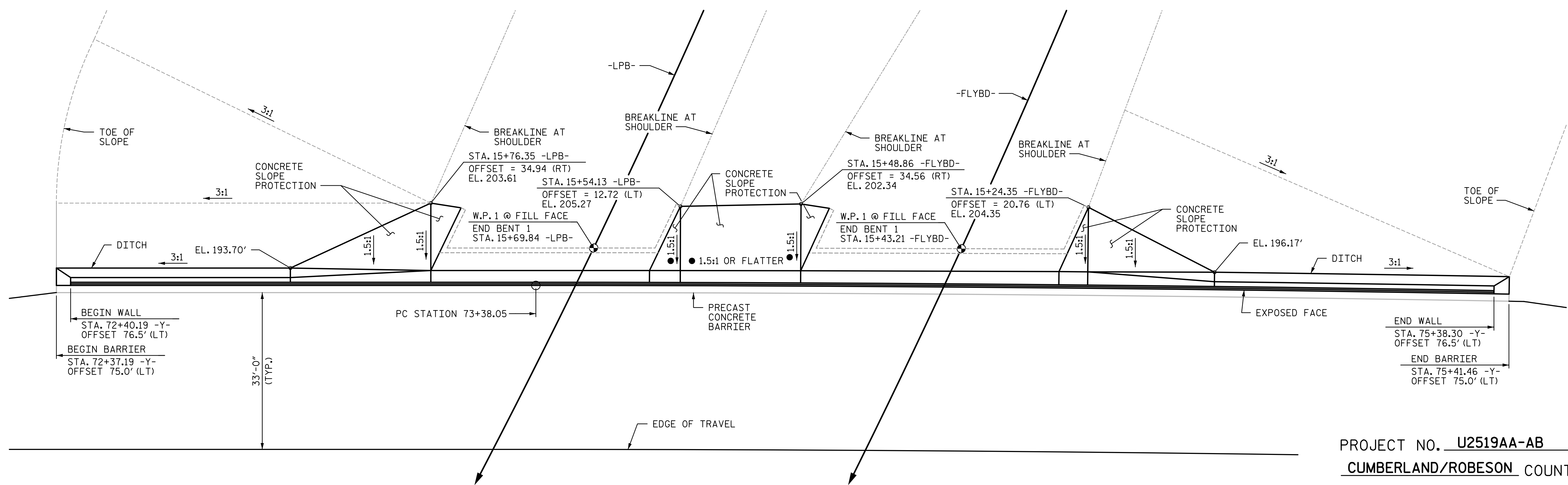
DRAWN BY: MBC DATE: 7-18

CHECKED BY: MLO DATE: 8-18

DESIGN ENGINEER OF RECORD: B. CURRY DATE: 8-18



**ELEVATION**



**PLAN**  
(COPING NOT SHOWN FOR CLARITY)

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 1 OF 4

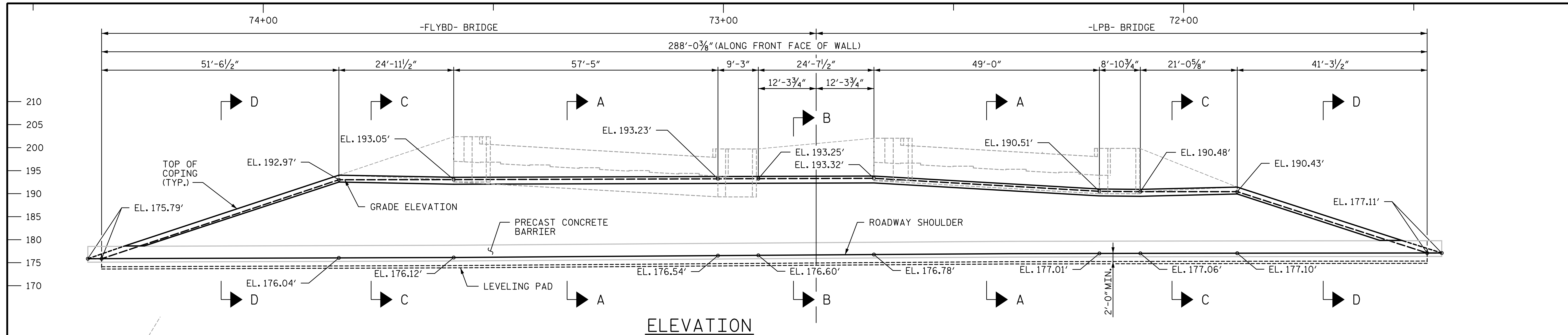
- NOTES:**
1. FOR SECTIONS AND DETAILS SEE MSE WALL AND CONCRETE SLOPE PROTECTION SHEET 3 OF 4.
  2. FOR NOTES AND QUANTITIES SEE MSE WALL AND CONCRETE SLOPE PROTECTION SHEET 4 OF 4.
  3. MSE WALL AND CONCRETE SLOPE PROTECTION QUANTITIES PROVIDED ARE FOR AREA INDICATED FOR -FLYBD- BRIDGE.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH	
			<b>MSE WALL AND CONCRETE SLOPE PROTECTION AT END BENT 1</b>	
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		REVISIONS	
			NO. 1 BY: JTG DATE: 8-18	NO. 2 BY: B. CURRY DATE: 8-18

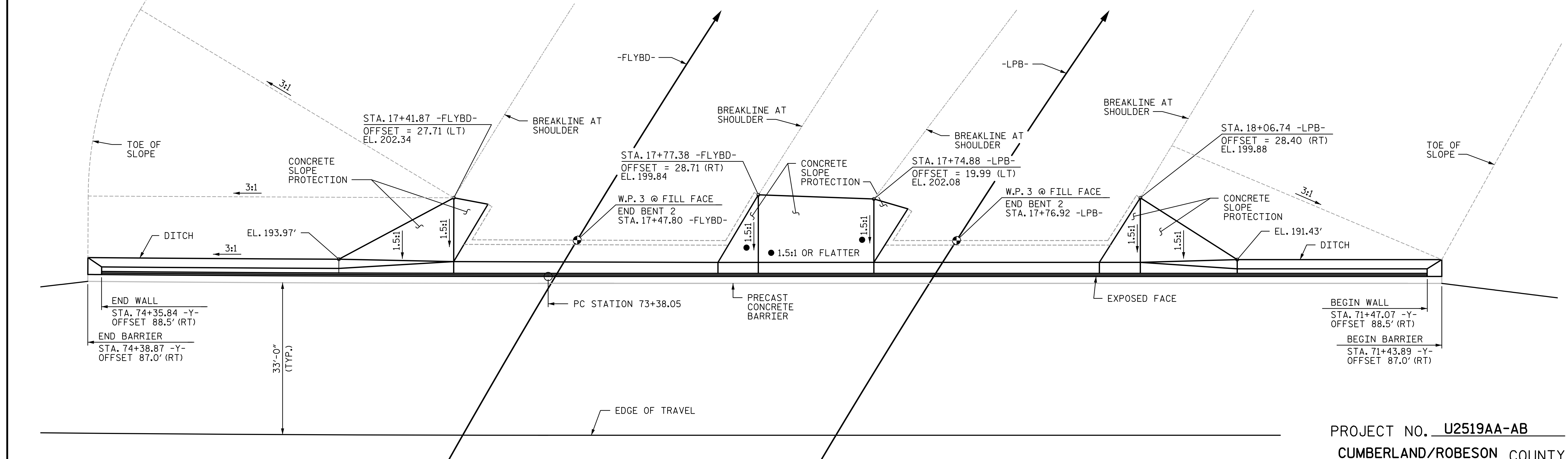
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DRAWN BY : TJT DATE : 8-18  
 CHECKED BY : JTG DATE : 8-18

DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18



**ELEVATION**



**PLAN**  
(COPING NOT SHOWN FOR CLARITY)

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 4

- NOTES:**
- FOR SECTIONS AND DETAILS SEE MSE WALL AND CONCRETE SLOPE PROTECTION SHEET 3 OF 4.
  - FOR NOTES AND QUANTITIES SEE MSE WALL AND CONCRETE SLOPE PROTECTION SHEET 4 OF 4.
  - MSE WALL AND CONCRETE SLOPE PROTECTION QUANTITIES PROVIDED ARE FOR AREA INDICATED FOR -FLYBD- BRIDGE.

DATE: 9/25/2018 TIME: 2:56:26 PM FILE: r:\structures\str 2 FLYBD over Y\station\RFC\402\_071\_U2519\_SMU\_SF\_036\_770514.dgn

DRAWN BY : <u>TJT</u>	DATE : <u>8-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u>	DATE : <u>8-18</u>
CHECKED BY : <u>JTG</u>	DATE : <u>8-18</u>		

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**STV** 100 years  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

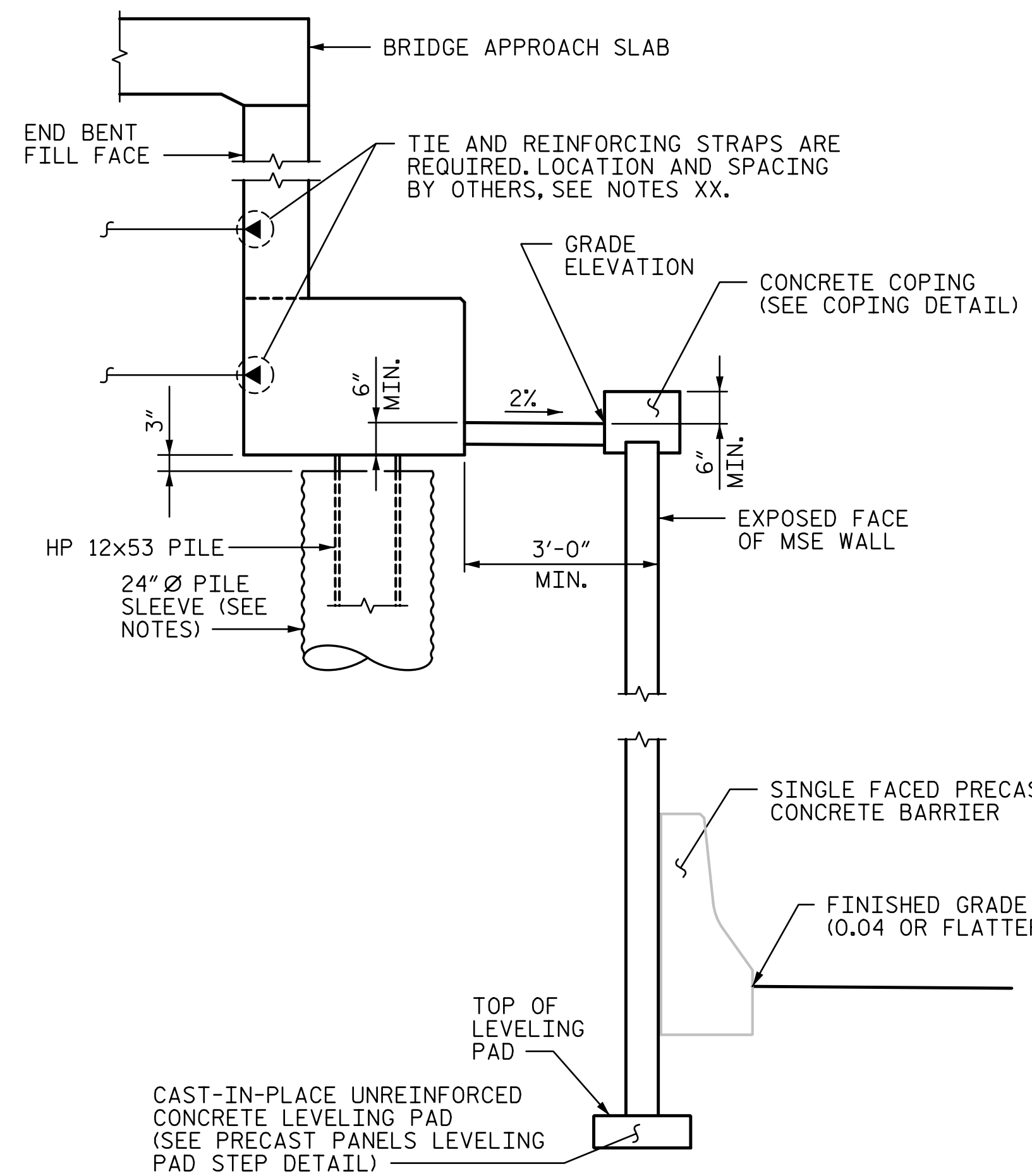
**Balfour Beatty** Infrastructure Inc. **BRANCH** CIVIL  
*A Joint Venture*

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

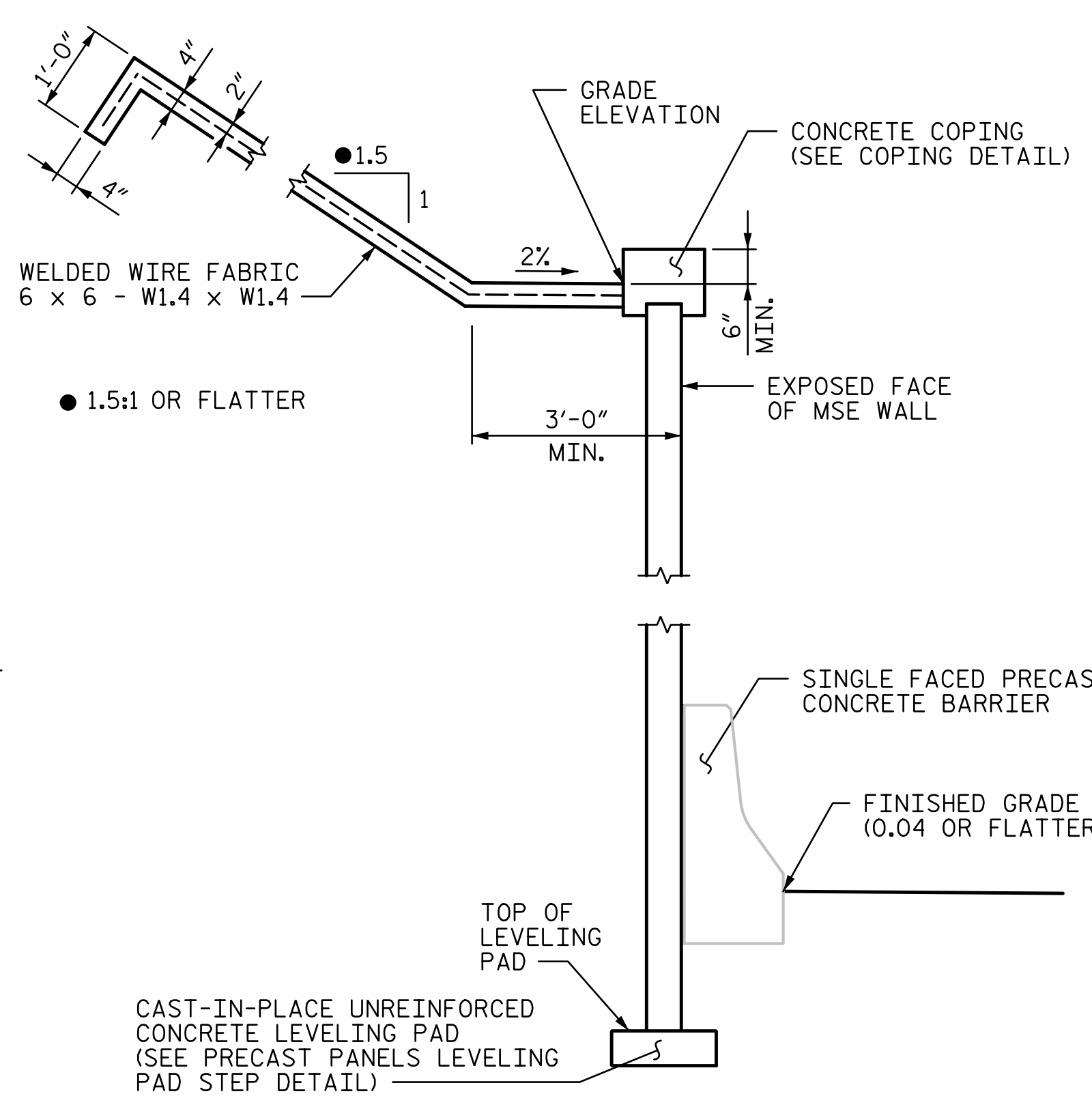
**MSE WALL AND CONCRETE SLOPE PROTECTION AT END BENT 2**

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

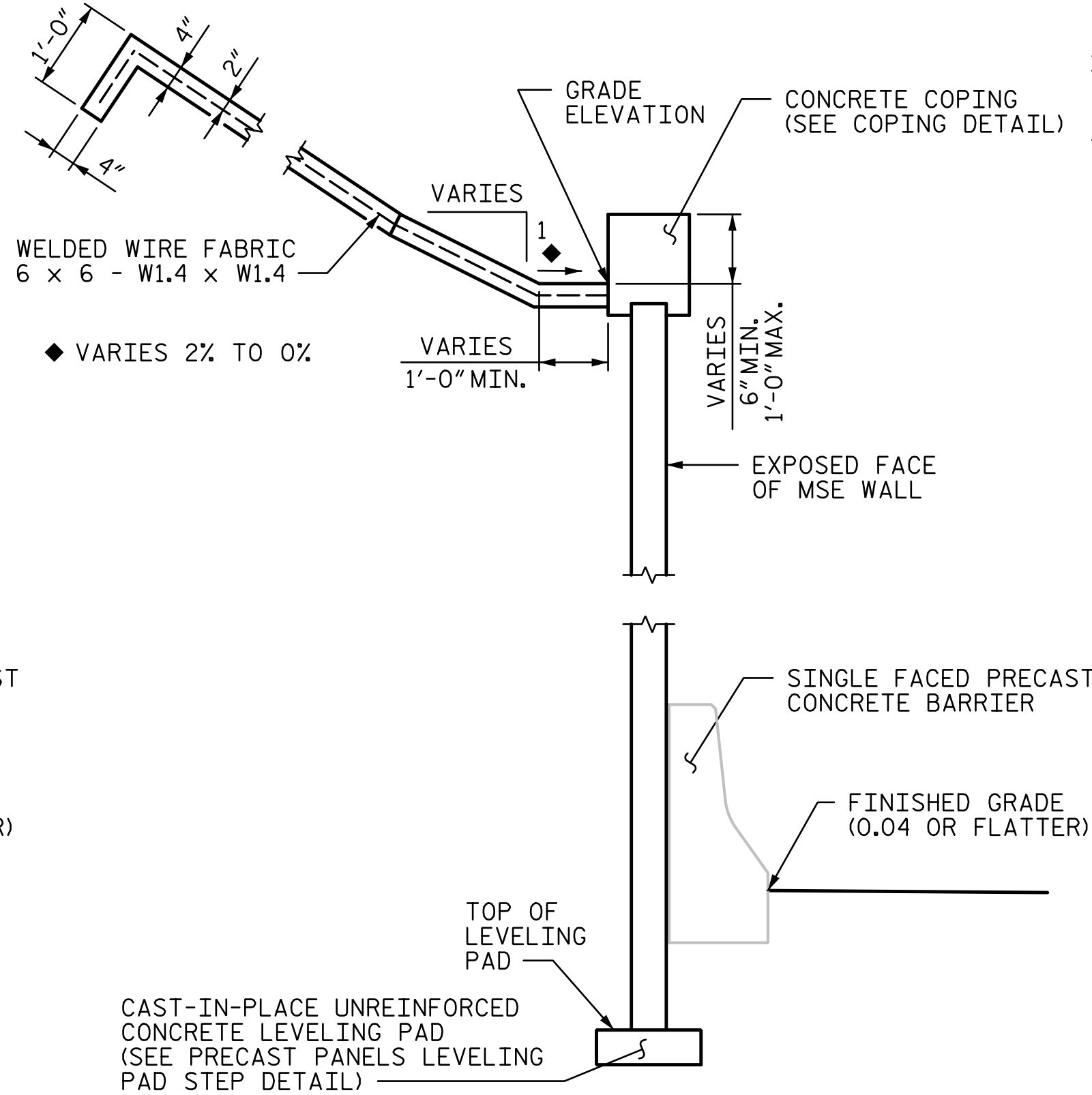
SHEET NO.  
**S2-36**  
 TOTAL SHEETS  
**41**



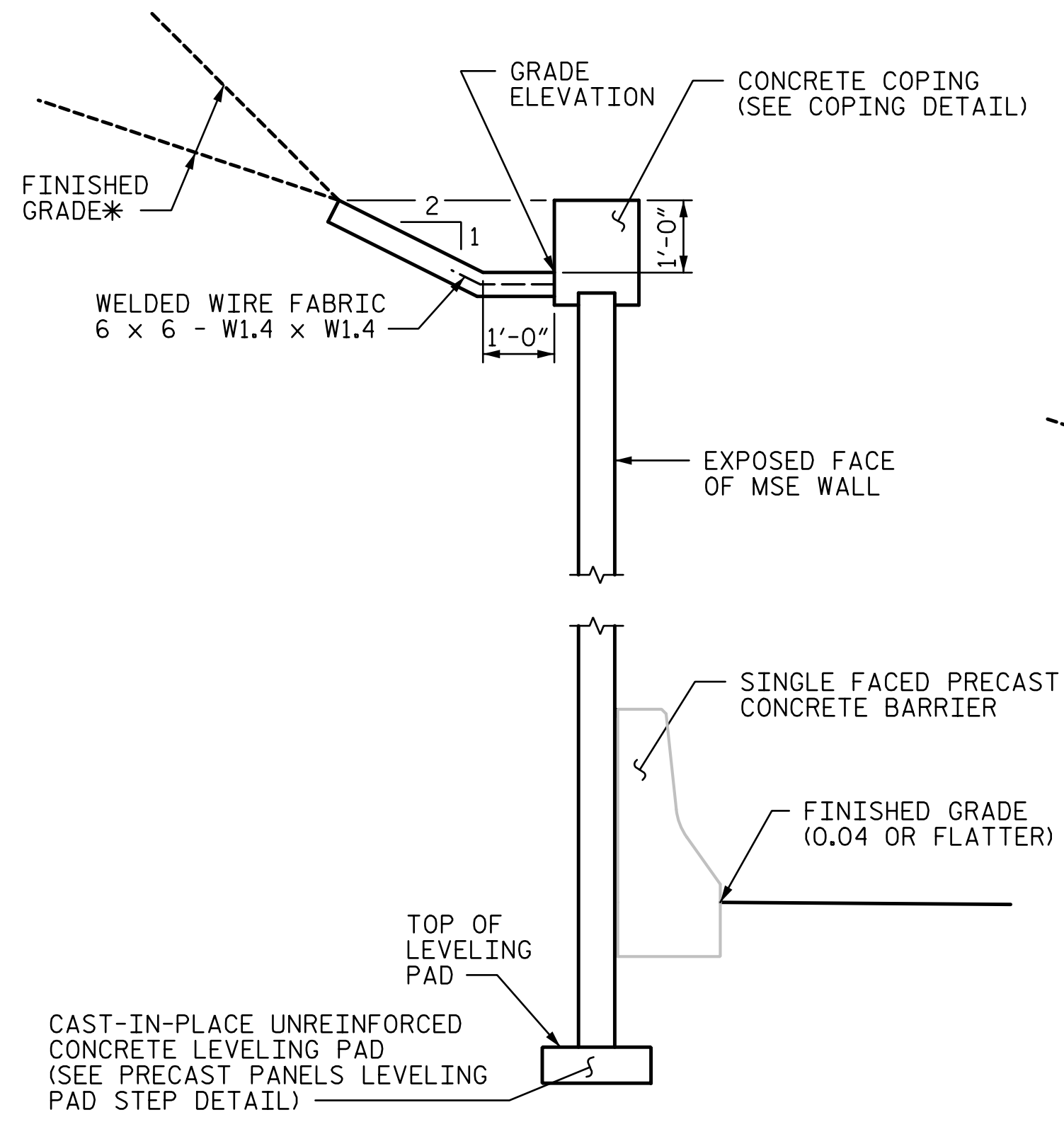
SECTION A-A



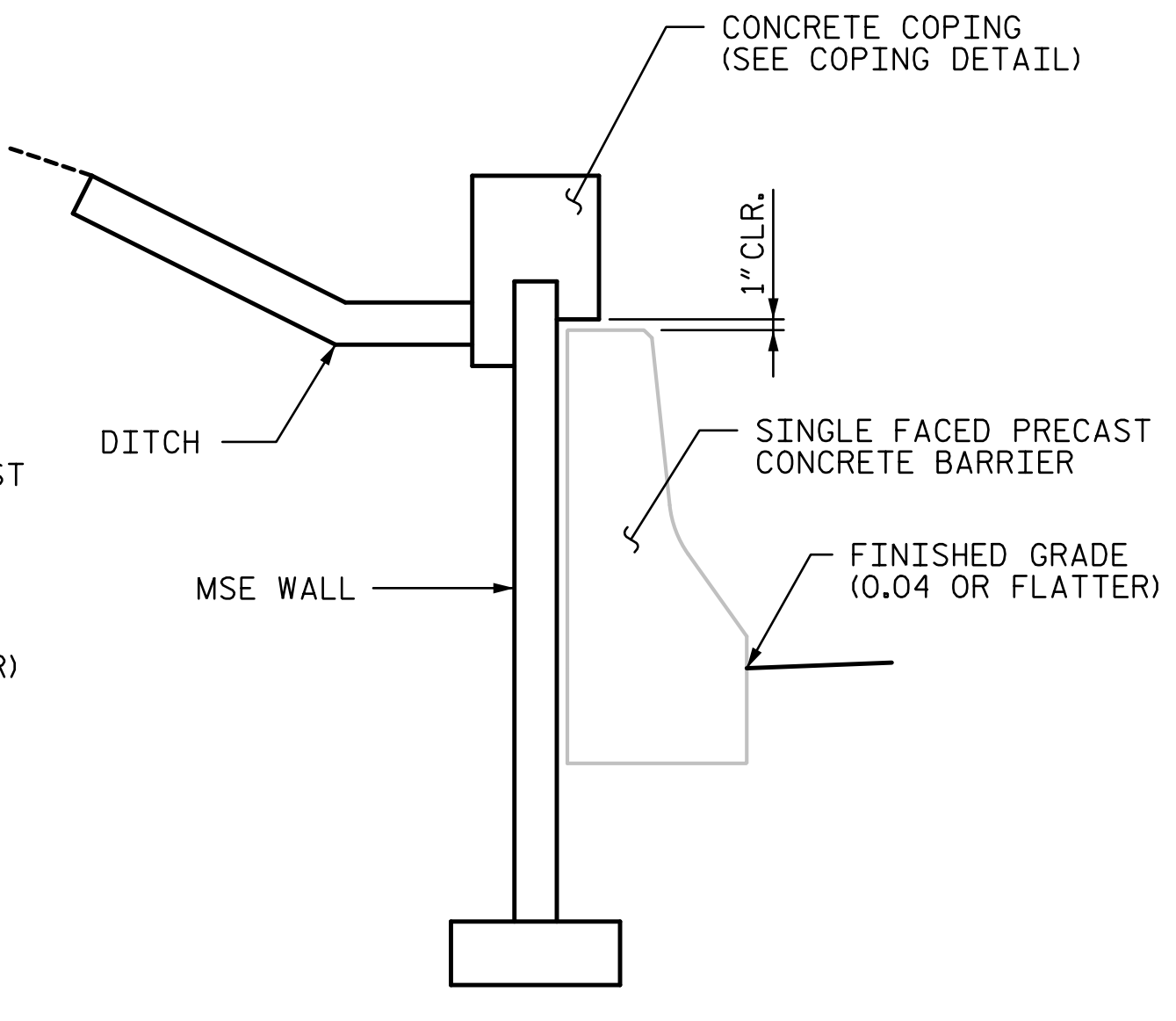
SECTION B-B



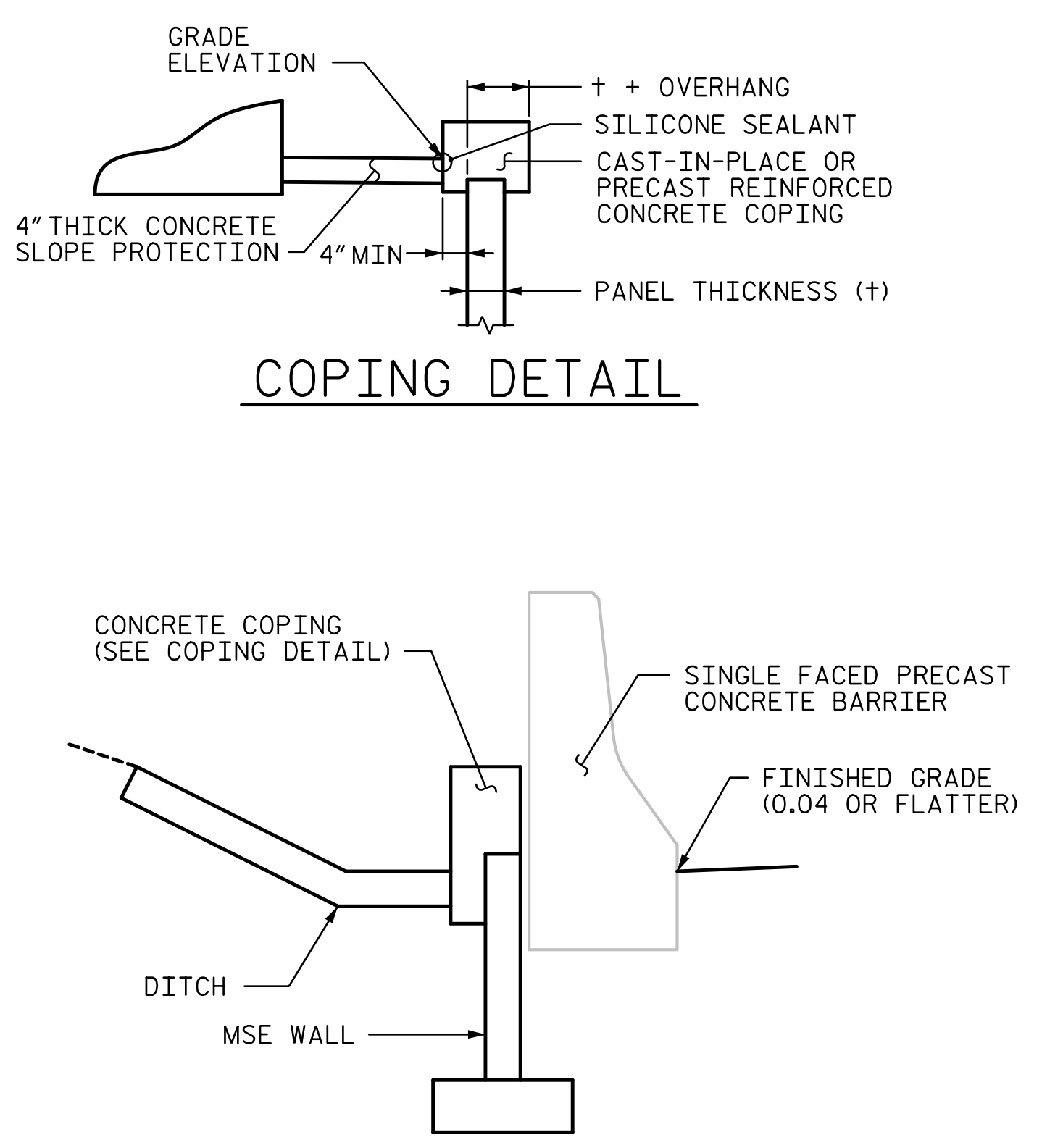
SECTION C-C



SECTION D-D

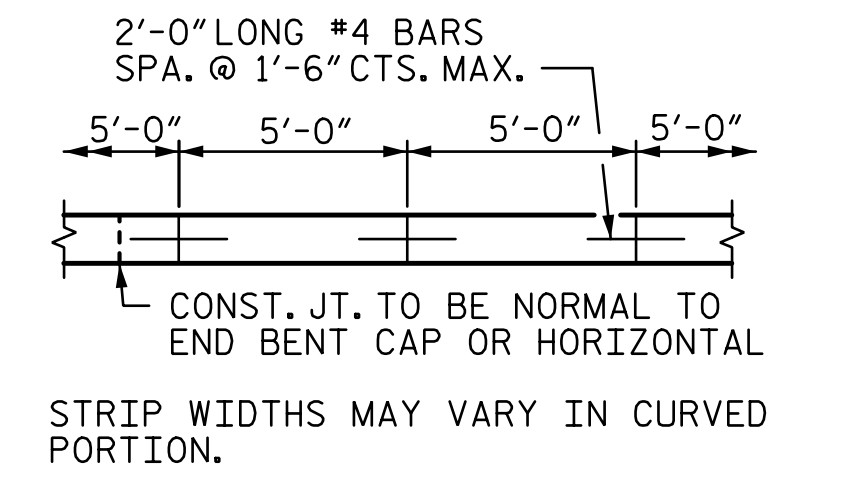


SECTION AT COPING TRANSITION

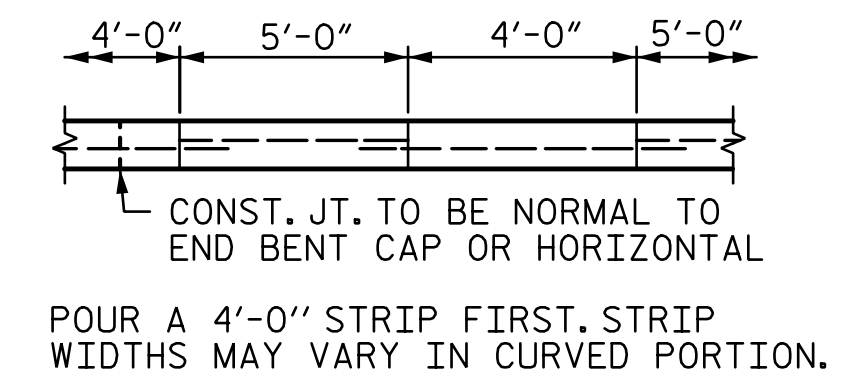


SECTION AT END OF WALL

- NOTES:**
- FOR MSE WALL AND CONCRETE SLOPE PROTECTION PLAN AND ELEVATION, SEE SHEETS 1 OF 4 AND 2 OF 4.
  - EXTEND BOTTOM OF PIPE SLEEVE TO TOP OF LEVELING PAD ELEVATION.
  - PIPE SLEEVE SHALL BE 16 GAUGE GALVANIZED CORRUGATED STEEL PIPE FILLED WITH SAND.
  - FOR ADDITIONAL NOTES, SEE SHEET 4 OF 4.

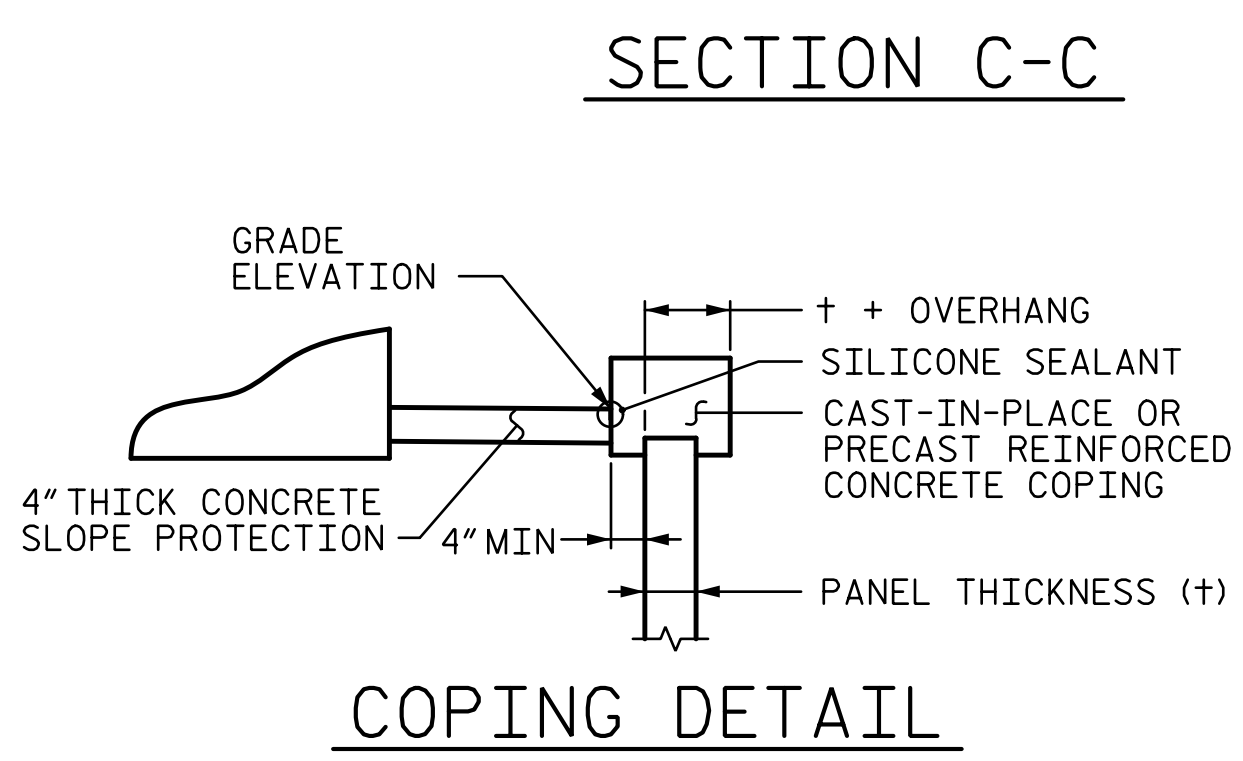


POURING DETAIL

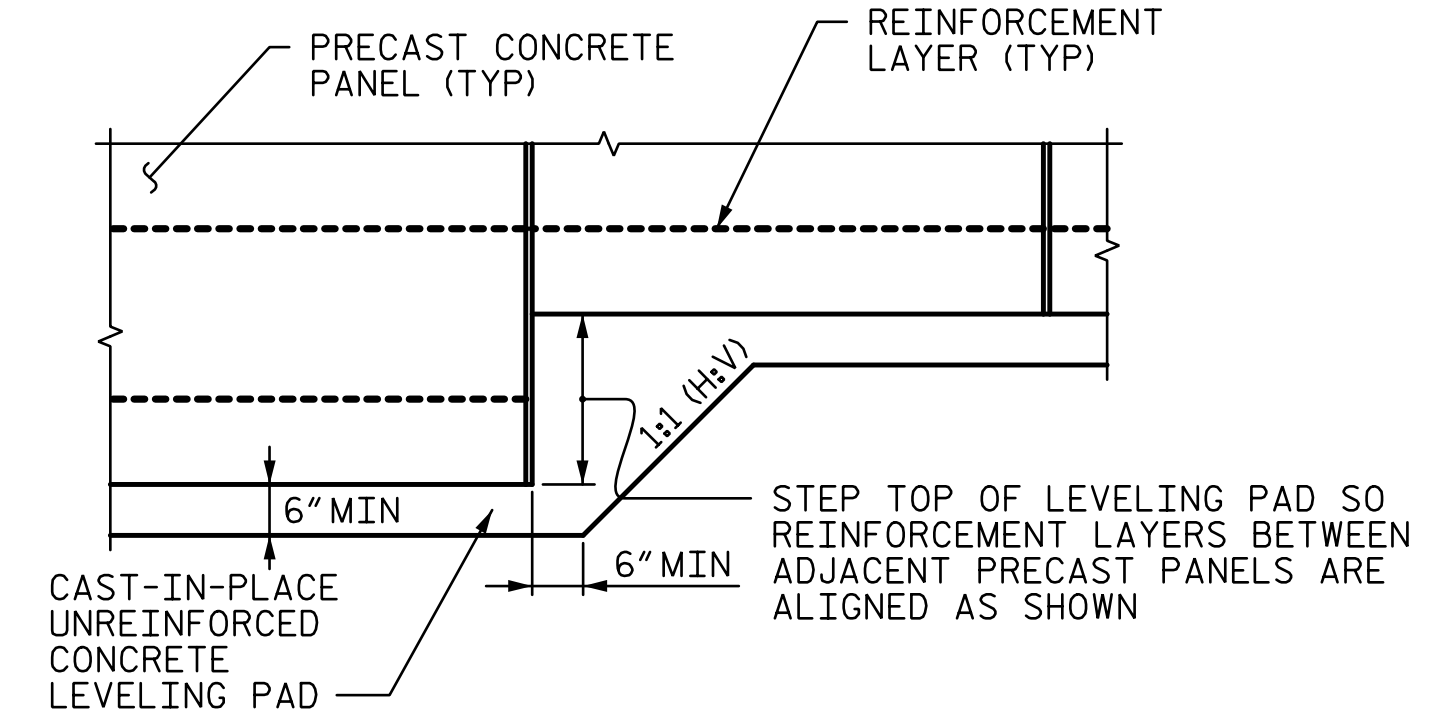


OPTIONAL POURING DETAIL

SLOPE PROTECTION DETAIL



COPING DETAIL



PRECAST PANELS LEVELING PAD STEP DETAIL

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 3 OF 4

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH  <b>MSE WALL AND CONCRETE SLOPE PROTECTION DETAILS</b>		SHEET NO. <b>S2-37</b> TOTAL SHEETS 41
			REVISIONS		
	NO. 1 BY: JTJ	DATE: 8-18	NO. 3 BY: B.C.	DATE:	
	NO. 2 BY: JTG	DATE: 8-18	NO. 4 BY: B.C.	DATE:	

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DRAWN BY : TJT DATE : 8-18  
 CHECKED BY : JTG DATE : 8-18  
 DESIGN ENGINEER OF RECORD: B. CURRY DATE : 8-18

**MSE WALL NOTES:**

- FOR MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALLS, SEE MECHANICALLY STABILIZED EARTH RETAINING WALLS PROVISION.
- USE AN MSE WALL SYSTEM WITH PRECAST CONCRETE PANELS THAT MEET SECTION 1077 OF THE STANDARD SPECIFICATIONS FOR RETAINING WALLS AT END BENT NO. 1 AND END BENT NO. 2.
- A SEPARATION GEOTEXTILE IS REQUIRED AT THE BACK OF THE REINFORCED ZONE FOR RETINING WALLS AT END BENT NO. 1 AND END BENT NO. 2.
- A DRAIN IS REQUIRED FOR RETAINING WALLS AT END BENT NO. 1 AND END BENT NO. 2.
- PILE SLEEVES ARE REQUIRED AROUND PILES FOR END BENT NO. 1 AND END BENT NO. 2.
- BEFORE BEGINNING MSE WALL DESIGN, SURVEY WALL LOCATION AND SUBMIT A REVISED WALL PROFILE VIEW (WALL ENVELOPE) FOR REVIEW, DO NOT START WALL DESIGN OR CONSTRUCTION UNTIL THE REVISED WALL ENVELOPE IS ACCEPTED.
- DESIGN RETAINING WALLS AT END BENT NO. 1 AND END BENT NO. 2 FOR THE FOLLOWING:

- H = DESIGN HEIGHT + EMBEDMENT
- DESIGN LIFE = 100 YEARS
- MAXIMUM FACTORED VERTICAL STRESS ON FOUNDATION MATERIAL = 5,800 PSF FOR END BENT NO. 1 AND 5,300 PSF FOR END BENT NO. 2.
- MINIMUM REINFORCEMENT LENGTH (L) = 0.7 \* H FOR END BENT NO. 1 AND MINIMUM REINFORCEMENT LENGTH (L) = 0.75 \* H FOR END BENT NO. 2. THIS IS CONTROLLED BY THE GLOBAL STABILITY ANALYSIS.
- REINFORCED ZONE AGGREGATE PARAMETERS:

AGGREGATE TYPE *	UNIT WEIGHT (γ) LB/CF	FRICTION ANGLE (φ) DEGREES	COHESION (c) LB/SF
COARSE	110	38	0
FINE	115	34	0

\* SEE MSE RETAINING WALLS PROVISION FOR COARSE AND FINE AGGREGATE MATERIAL REQUIREMENTS.

- IN -SITU ASSUMED MATERIAL PARAMETERS:

MATERIAL TYPE	UNIT WEIGHT (γ) LB/CF	FRICTION ANGLE (φ) DEGREES	COHESION (c) LB/SF
BACKFILL	120	30	0
FOUNDATION	120	30	0

- DESIGN RETAINING WALLS FOR A LIVE LOAD (TRAFFIC) SURCHARGE.
- DO NOT PLACE LEVELING PAD CONCRETE, AGGREGATE OR REINFORCEMENT FOR RETAINING WALL UNTIL EXCAVATION DIMENSIONS AND FOUNDATION MATERIAL ARE APPROVED.
- MSE WALL CONSTRUCTION SEQUENCE WILL REQUIRE COORDINATION WITH PILE INSTALLATION FOR BRIDGE FOUNDATIONS. AFTER EXCAVATING WALL AREA TO BOTTOM OF WALL SUBGRADE ELEVATION, PILES SHALL BE DRIVEN TO SATISFACTORY BEARING.
- FOR MSE WALL STABILITY UNDERCUT TO ELEVATION 168 FT IS REQUIRED FOR END BENT NO. 1 WALL AND UNDERCUT TO ELEVATION 166 FT FOR END BENT NO. 2 WALL.
- OBSERVE A 3 MONTH WAITING PERIOD AFTER CONSTRUCTING THE MSE ABUTMENT WALL TO WITHIN 1 FT OF THE BOTTOM OF CAP ELEVATION.
- FOUNDATIONS FOR END BENT WILL INTERFERE WITH REINFORCEMENT FOR WALL. SEE "FOUNDATION LAYOUT" SHEET FOR FOUNDATION LOCATIONS. SUBMIT PROPOSED PILE OBSTRUCTION DETAIL FOR APPROVAL.
- JOINTS IN THE COPING SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLE 825-10 OF THE STANDARD SPECIFICATIONS. JOINTS SHALL BE LOCATED IN ALL FACES OF THE COPING AT 10 FEET MINIMUM CENTERS TO COINCIDE WITH PANEL JOINTS. EVERY THIRD JOINT SHALL BE AN EXPANSION JOINT. ALL OTHER JOINTS SHALL BE GROOVED CONTRACTION JOINTS 1/2" IN DEPTH. REINFORCING STEEL SHALL BE 2 INCHES CLEAR OF EXPANSION JOINTS.
- COPING WIDTH SHALL PROJECT FROM WALL FACE NO MORE THAN 4".
- ABUTMENT RESTRAINTS (STRAPS) ARE REQUIRED ALONG THE CAP AND/OR BACKWALL TO RESIST OVERTURNING. LOCATIONS AND SPACING OF ABUTMENT RESTRAINTS SHALL BE SHOWN ON THE MSE WALL PLANS. SEE END BENT 1 & 2 SHEETS FOR DETAILS. MAINTAIN A CLEARANCE OF AT LEAST 3" BETWEEN REINFORCEMENT OR CONNECTORS AND REINFORCING STEEL IN CAP.
- A SEPERATION GEOTEXTILE IS REQUIRED AT THE BACK OF THE REINFORCED ZONE FOR MSE WALLS 1 & 2.
- A DRAIN IS REQUIRED FOR MSE WALLS 1 & 2.

**SLOPE PROTECTION NOTES:**

SLOPE PROTECTION SHALL BE PLACED UNDER THE ENDS OF THE BRIDGE AS SHOWN IN THE DETAILS.

ALTERNATE "A" SHALL CONSIST OF 4" POURED-IN-PLACE CONCRETE PAVING AS SHOWN. CONCRETE SHALL BE CLASS "B". THE CONCRETE SURFACE SHALL BE FLOATED WITH A WOODEN FLOAT AND FINISHED. WELDED WIRE FABRIC REINFORCING SHALL BE 6 X 6 - W1.4 X W1.4, 60" WIDE. SLOPE PROTECTION SHALL BE POURED IN 5' STRIPS AS SHOWN IN THE DETAILS ON SHEETS 1 OF 4 AND 2 OF 4 WITH 2'-0" LONG #4 BARS PLACED ALONG THE SLOPE BETWEEN STRIPS AT 1'-6" MAXIMUM SPACING. SLOPE PROTECTION MAY BE POURED IN ALTERNATE 4' AND 5' STRIPS AS SHOWN IN THE "OPTIONAL POURING DETAIL" WITH ADJACENT RUNS OF WELDED WIRE FABRIC LAPPING AT LEAST 6".

BRIDGE @ STA. 16+37.21 -FLYBD-	4 INCH SLOPE PROTECTION	* WELDED WIRE FABRIC 60 INCHES WIDE
	SQUARE YARDS	APPROX. L.F.
END BENT 1	90.1	180
END BENT 2	92.8	186

\* QUANTITY SHOWN IS BASED ON 5' POURS.

ESTIMATED MSE WALL QUANTITIES (SQUARE FEET)	
MSE RETAINING WALL AT EB 1	2,490 SF
MSE RETAINING WALL AT EB 2	2,300 SF

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

SHEET 4 OF 4

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DRAWN BY : <u>TJT</u> DATE : <u>8-18</u>	DESIGN ENGINEER OF RECORD: <u>B. CURRY</u> DATE : <u>8-18</u>
CHECKED BY : <u>JTG</u> DATE : <u>8-18</u>	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH  <b>MSE WALL AND                  CONCRETE SLOPE PROTECTION                  NOTES AND QUANTITIES</b>	
			REVISIONS	
	STV ENGINEERS, INC. 900 West Trade St., Suite 715 Charlotte, NC 28202 NC License Number F-0991		NO. 1 BY: [ ] DATE: [ ]	NO. 2 BY: [ ] DATE: [ ]
	Balfour Beatty Infrastructure Inc. CIVIL BRANCH <i>A Joint Venture</i>		NO. 3 BY: [ ] DATE: [ ]	NO. 4 BY: [ ] DATE: [ ]

SHEET NO.	S2-38
TOTAL SHEETS	41

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

BILL OF MATERIAL					
APPROACH SLAB AT EB 1					
BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A1	46	#4	STR	24'-8"	758
A2	48	#4	STR	24'-6"	786
*B1	83	#5	STR	24'-1"	2,085
B2	83	#6	STR	24'-8"	3,075
*B5	8	#5	STR	6'-5"	54
B6	8	#6	STR	6'-6"	78
*J1	47	#4	1	1'-5"	44

REINFORCING STEEL \*\* LBS. 3,939  
 \*EPOXY COATED REINFORCING STEEL \*\* LBS. 2,941

CLASS AA CONCRETE \*\* C.Y. 45.6

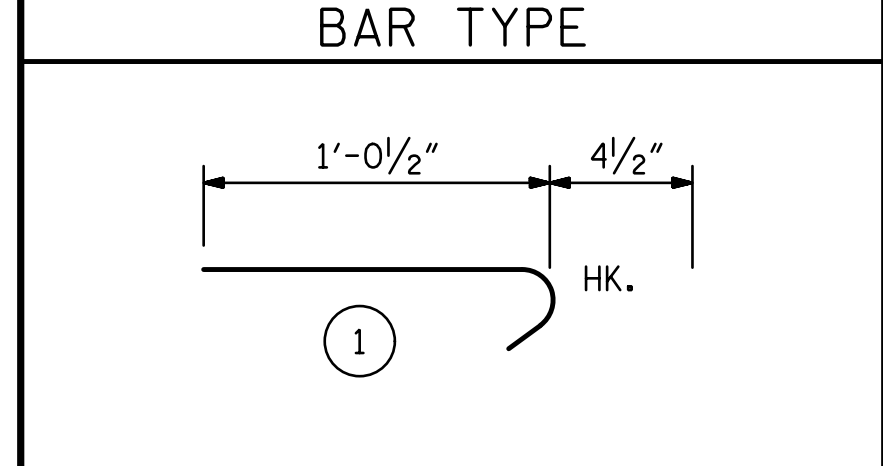
**APPROACH SLAB AT EB 2**

BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
*A3	44	#4	STR	26'-1"	767
A4	44	#4	STR	26'-0"	764
*B3	82	#5	STR	24'-1"	2,060
B4	82	#6	STR	24'-8"	3,038
*B7	8	#5	STR	6'-6"	54
B8	8	#6	STR	6'-7"	79
*J1	50	#4	1	1'-5"	47

REINFORCING STEEL \*\* LBS. 3,884  
 \*EPOXY COATED REINFORCING STEEL \*\* LBS. 2,928

CLASS AA CONCRETE \*\* C.Y. 45.6

**BAR TYPE**



ALL BAR DIMENSIONS ARE OUT TO OUT.  
 \*\* QUANTITIES FOR BARRIER RAIL ARE NOT INCLUDED. SEE SHEET 2 OF 2.

THE QUANTITY OF #4 J1 BARS ON THE BILL OF MATERIAL IS BASED ON 1'-0" CENTERS. J1 BARS SHALL BE PLACED AT EACH VERTICAL STUD ANCHOR BOLT. IN THE EVENT THAT THE NUMBER OF VERTICAL STUD ANCHORS EXCEEDS THE NUMBER OF J1 BARS SPECIFIED, ADDITIONAL J1 BARS WILL NOT BE REQUIRED.

PROJECT NO. U2519AA-AB

CUMBERLAND/ROBESON COUNTY

STATION: 16+37.21 -FLYBD-

SHEET 1 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**BRIDGE APPROACH SLAB**

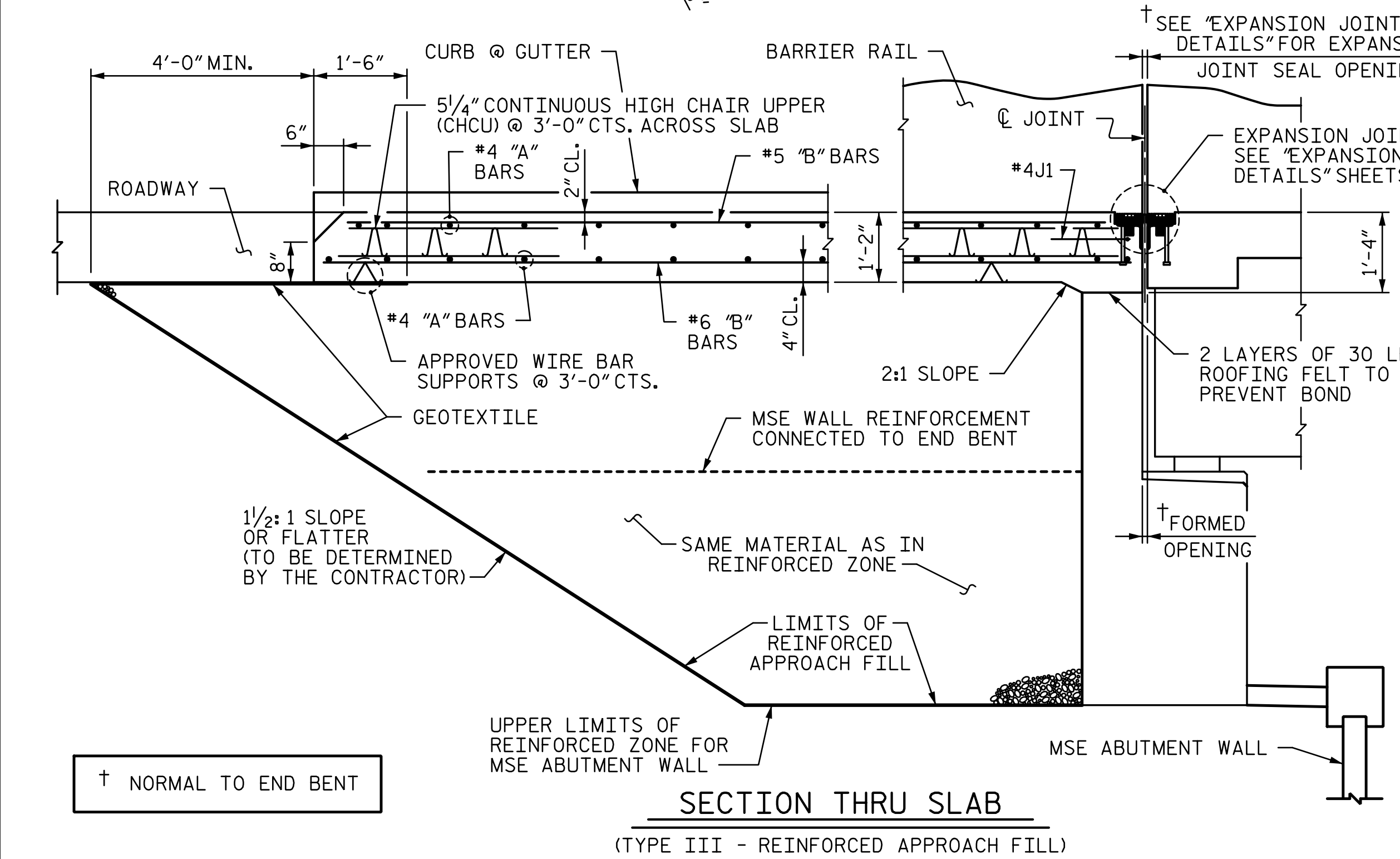
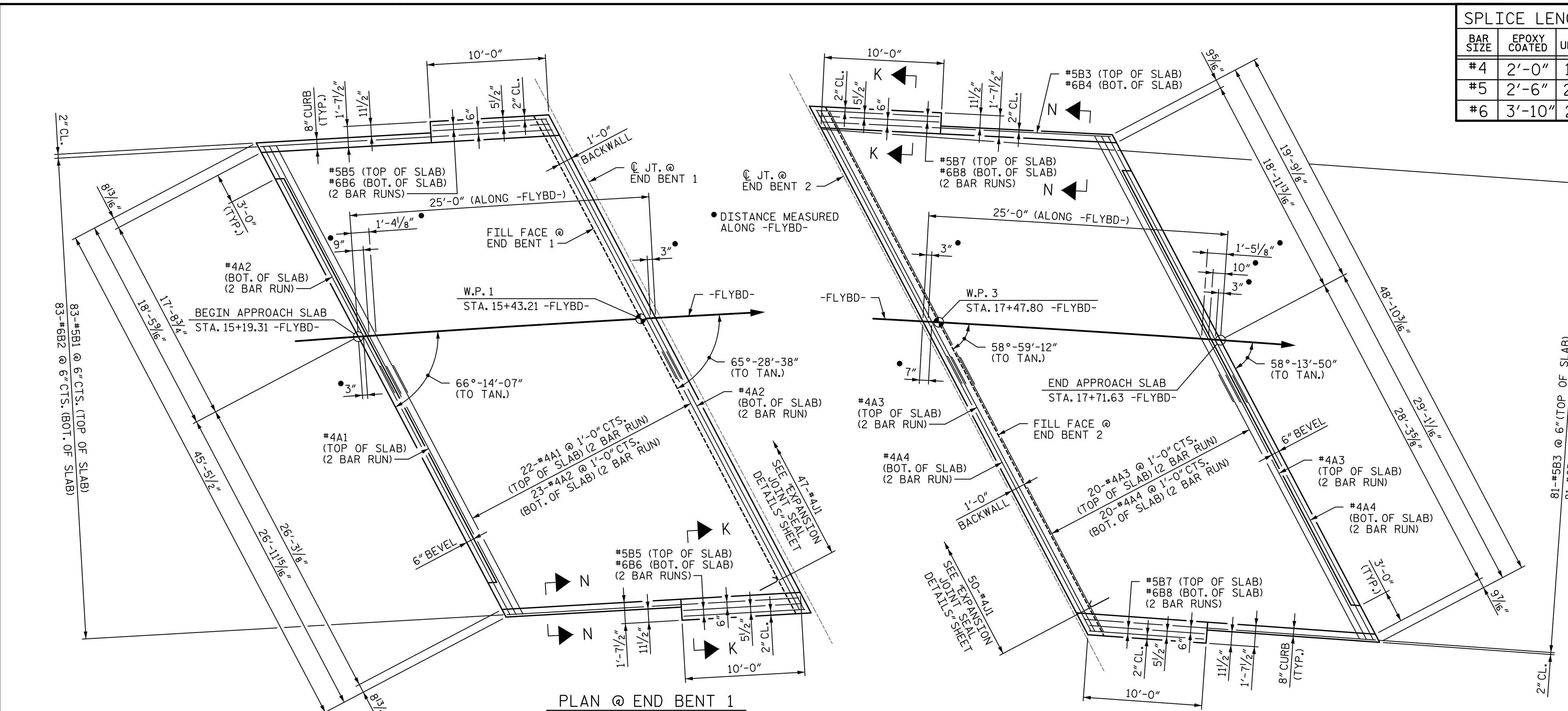
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**STV** 100 years  
 STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

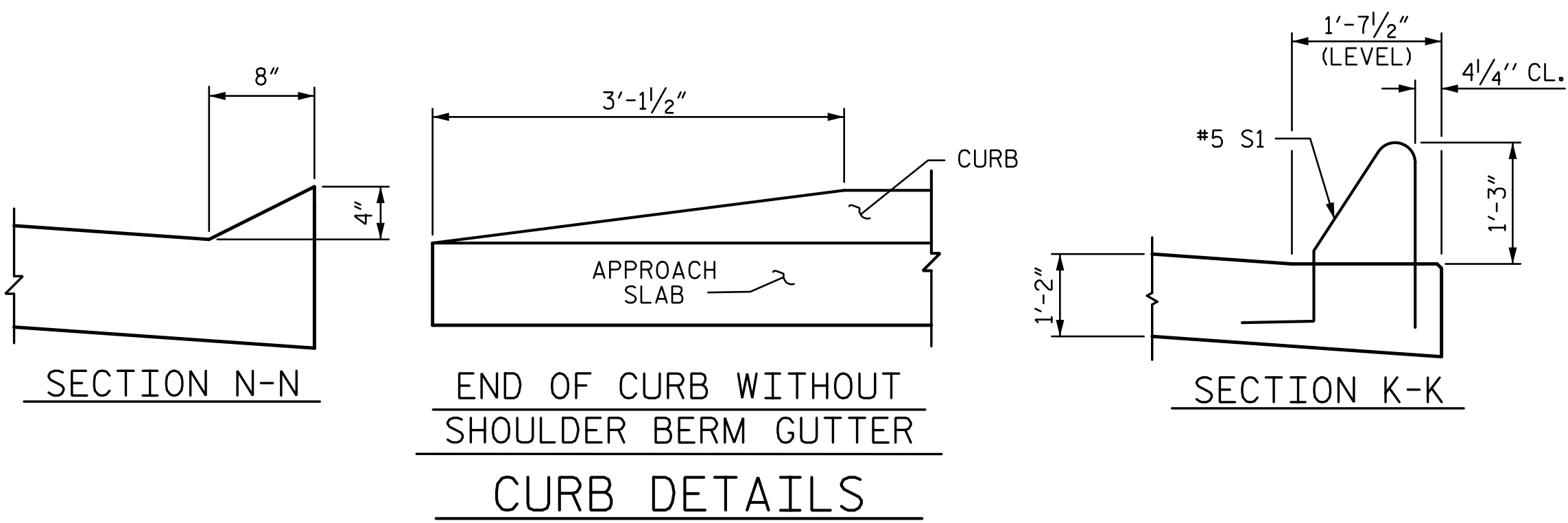
**Balfour Beatty Infrastructure Inc.** **BRANCH**  
 A Joint Venture

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

SHEET NO. S2-39  
 TOTAL SHEETS 41



**NOTES:**  
 FOR BRIDGE APPROACH FILL INCLUDING GEOTEXTILE, MSE WALL REINFORCEMENT AND BACKFILL MATERIAL SEE ROADWAY PLANS.  
 GEOTEXTILE SHALL BE TYPE 1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 1056.  
 BACKFILL MATERIAL SHALL BE THE SAME MATERIAL USED IN THE MSE REINFORCED ZONE.  
 APPROACH SLAB SHALL NOT BE CONSTRUCTED PRIOR TO COMPLETION OF THE BRIDGE DECK.  
 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.  
 FOR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.  
 FOR CONCRETE BARRIER RAIL ON APPROACH SLABS, BILL OF MATERIAL AND ADDITIONAL DETAILS, SEE SHEET 2 OF 2

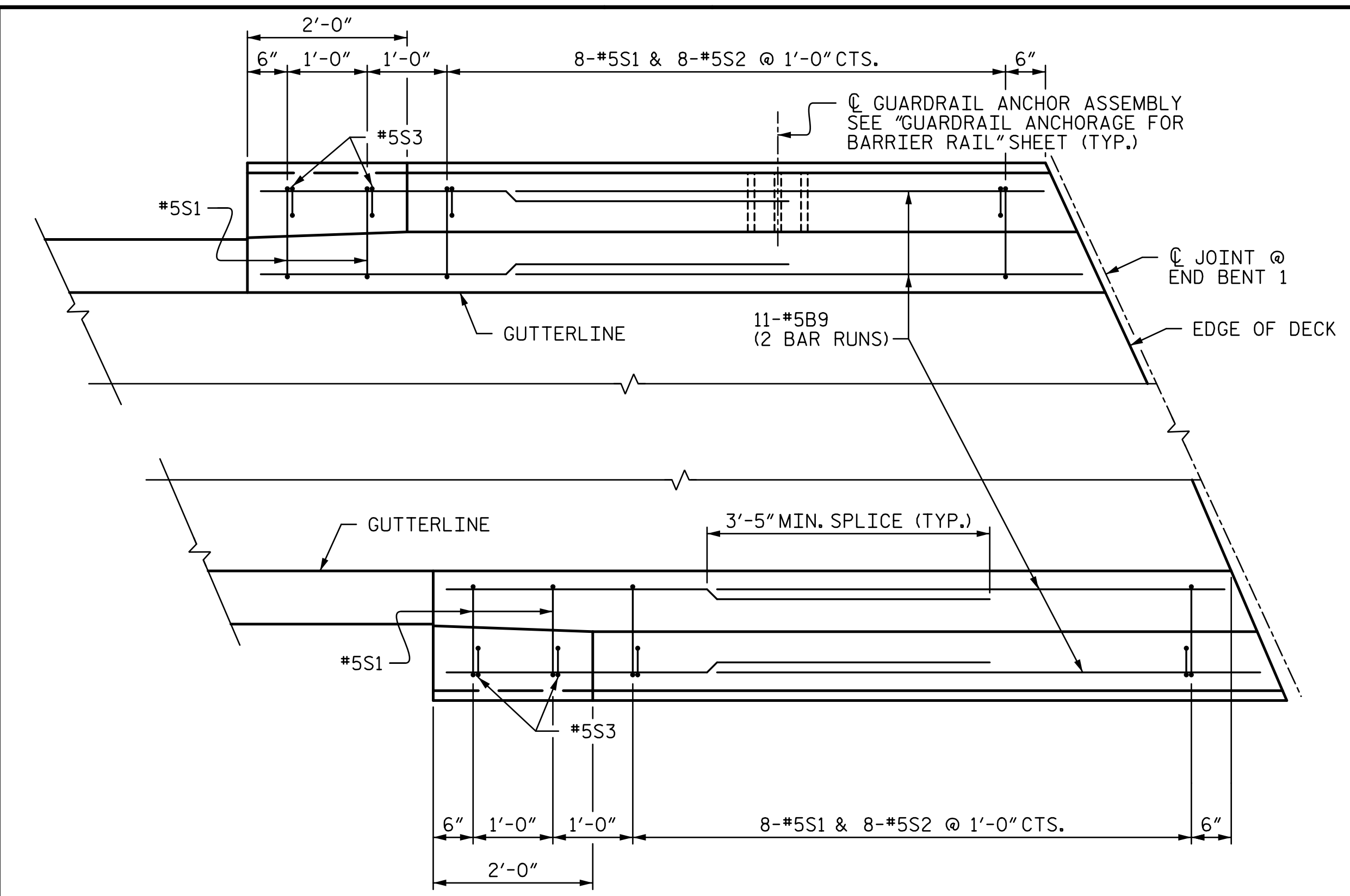


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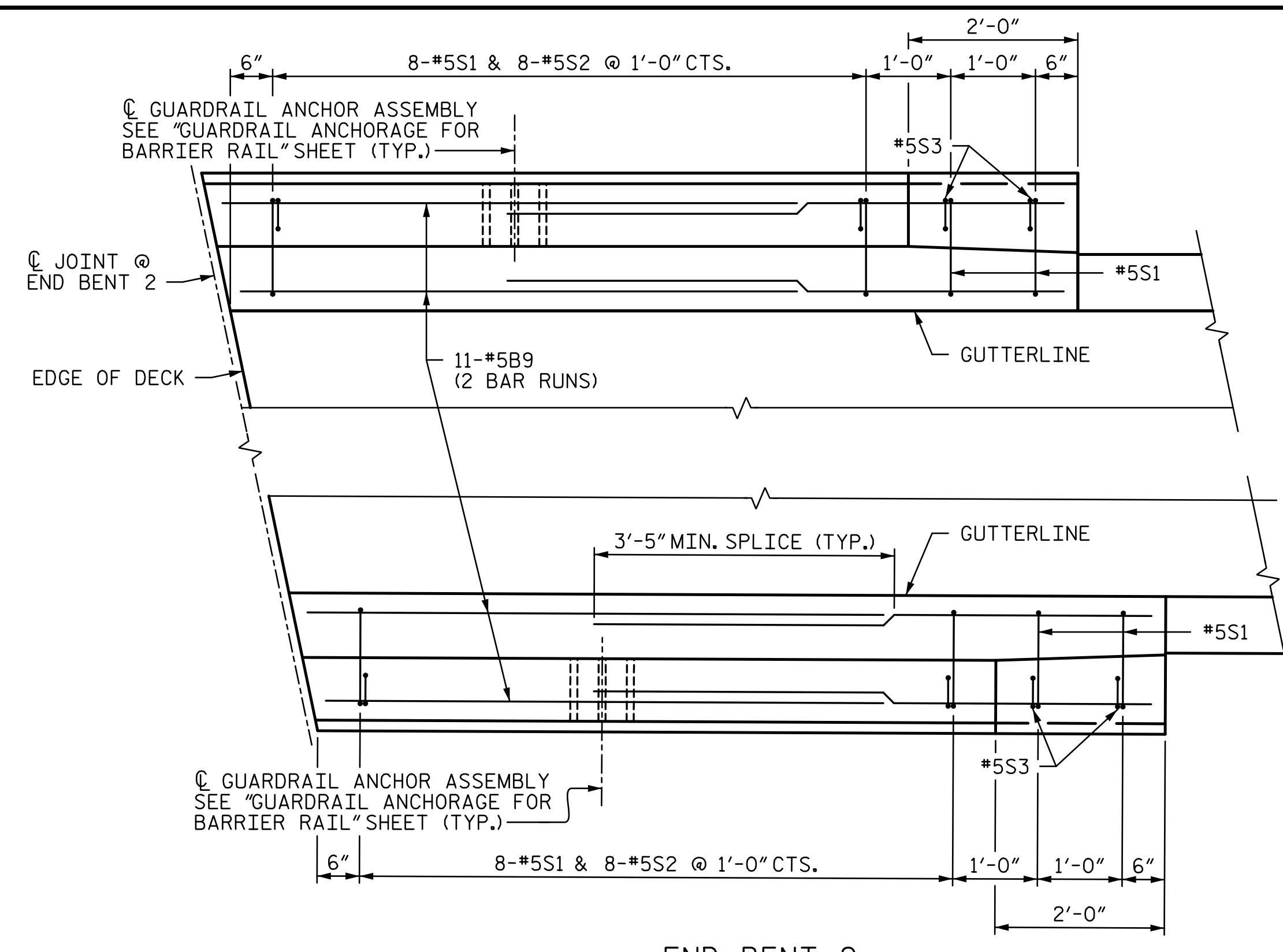
DRAWN BY: MBC DATE: 6-18  
 CHECKED BY: BMC DATE: 8-18  
 DESIGN ENGINEER OF RECORD: B. CURRY DATE: 8-18

† NORMAL TO END BENT

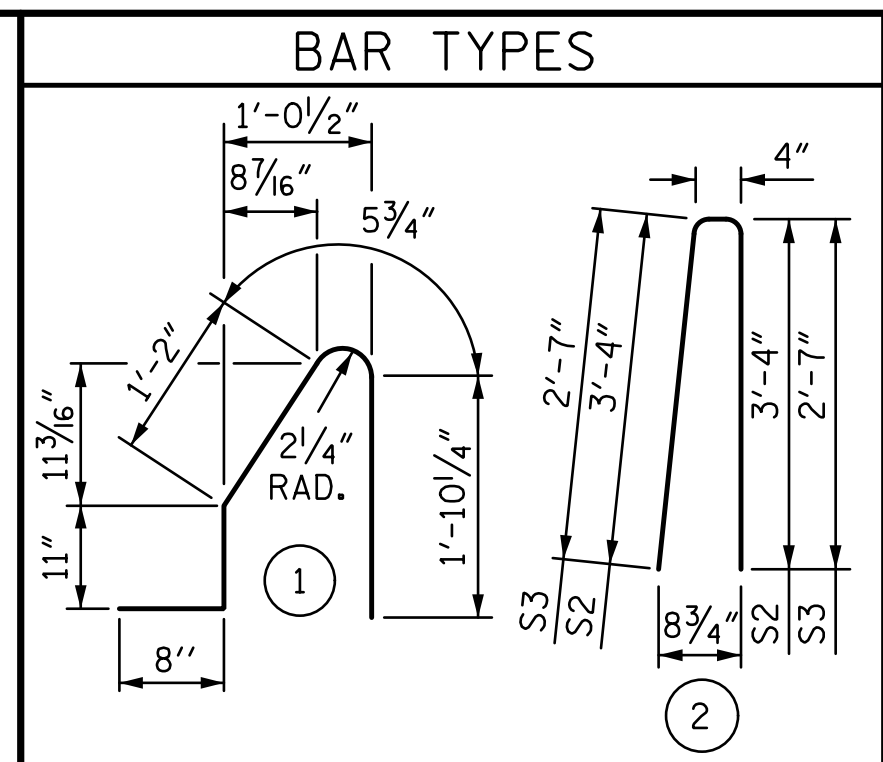




END BENT 1



END BENT 2



ALL BAR DIMENSIONS ARE OUT TO OUT.

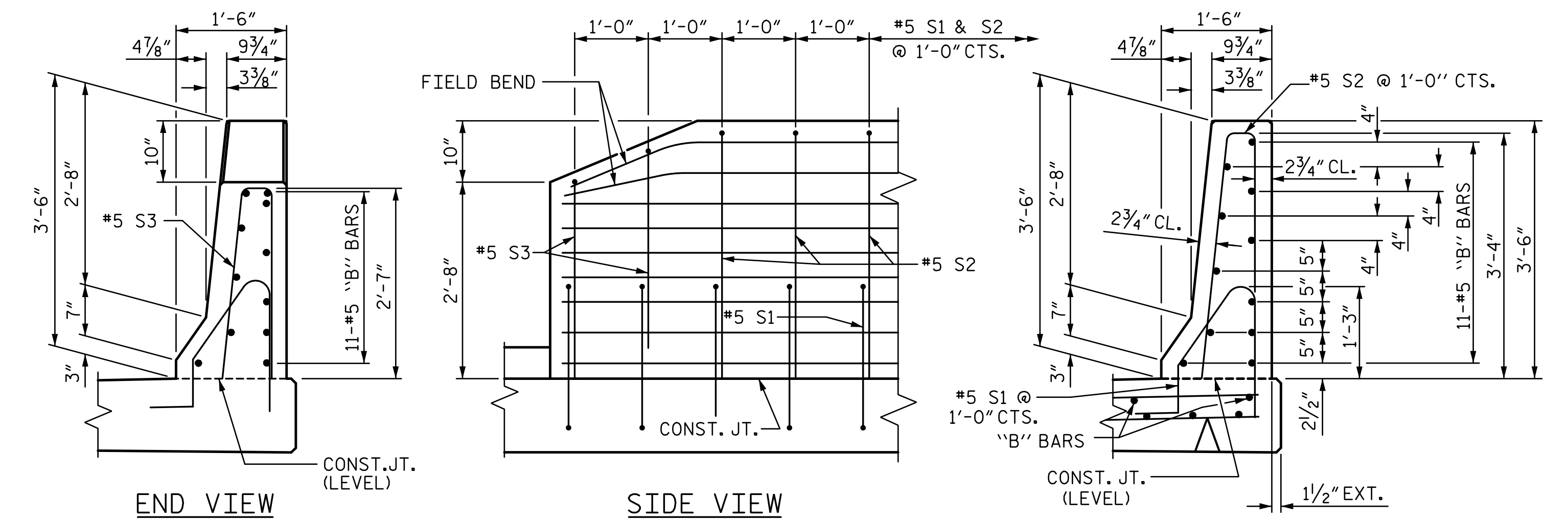
BILL OF MATERIAL					
BARRIER RAIL ONLY					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
*B9	88	#5	STR	7'-0"	643
*S1	40	#5	1	5'-1"	212
*S2	32	#5	2	7'-0"	234
*S3	8	#5	2	5'-6"	46
* EPOXY COATED REINFORCING STEEL				LBS.	1,135
CLASS AA CONCRETE				C. Y.	5.7

**NOTES**

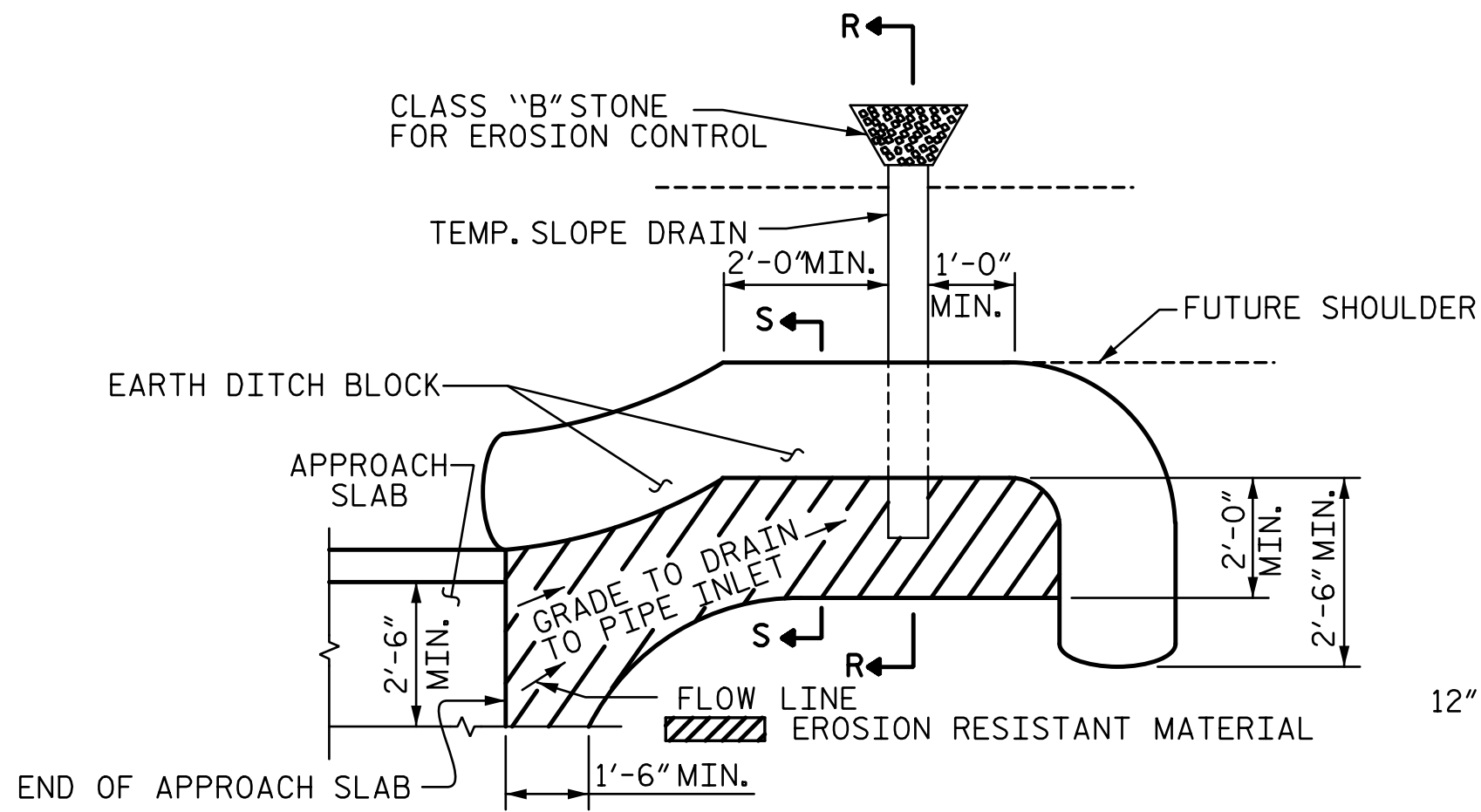
THE COST OF THE BARRIER RAIL ON THE APPROACH SLAB SHALL BE INCLUDED IN THE LINEAR FOOT CONTRACT PRICE BID FOR "CONCRETE BARRIER RAIL".

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

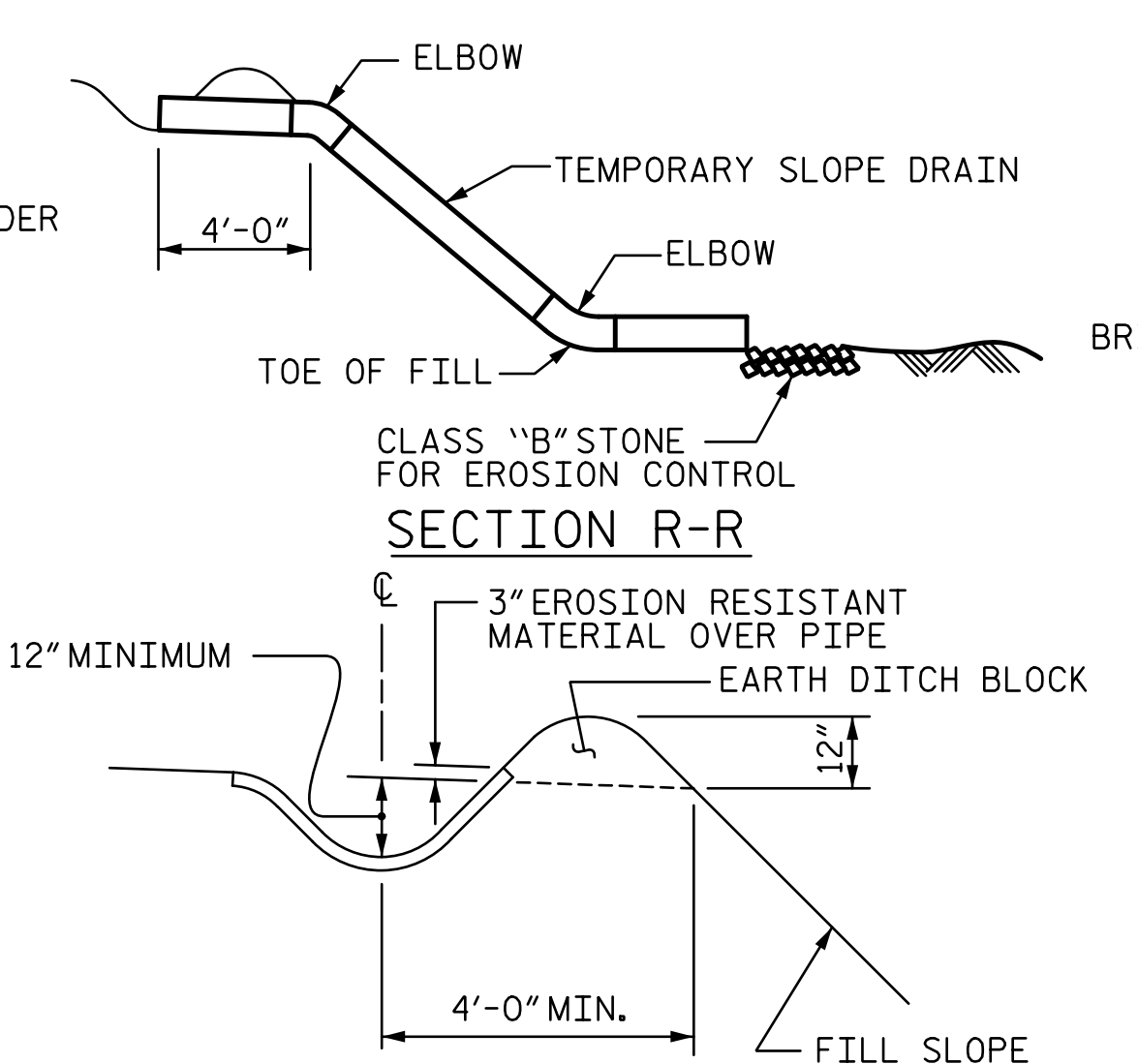
ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.



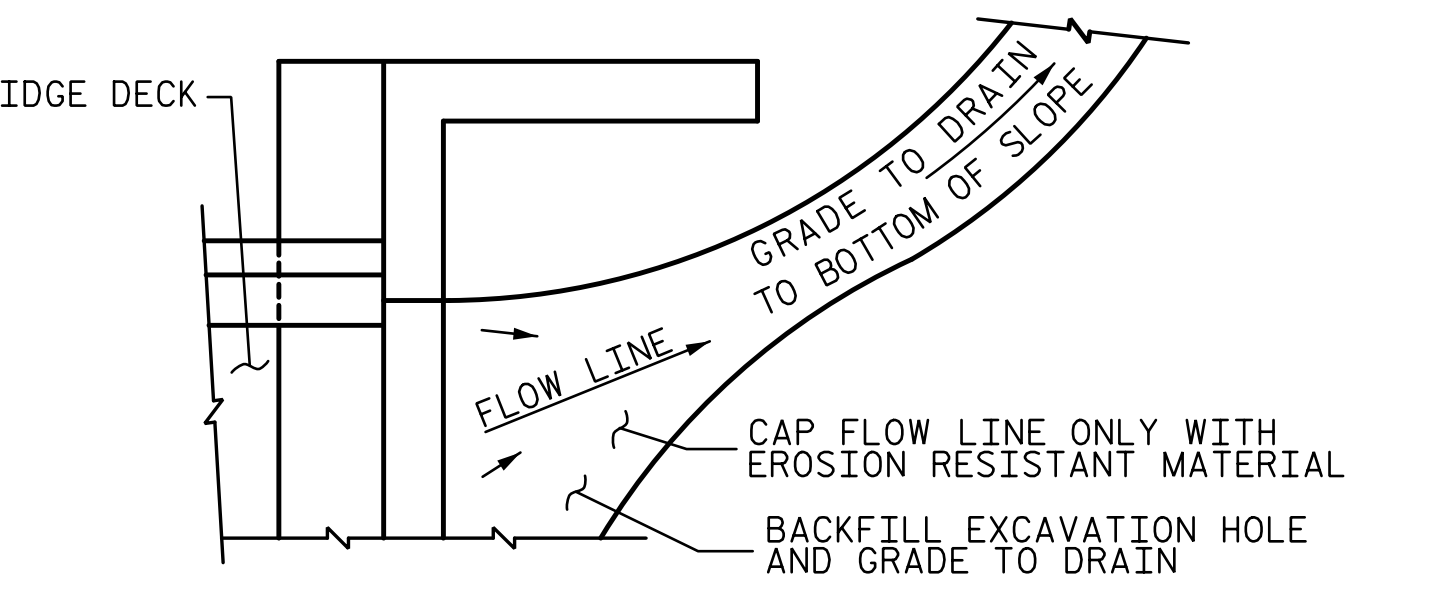
END VIEW SIDE VIEW SECTION THRU RAIL



PLAN VIEW



SECTION R-R



TEMPORARY DRAINAGE DETAIL

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

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.

SECTION THRU RAIL

PROJECT NO. U2519AA-AB  
 CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-  
 SHEET 2 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**BRIDGE APPROACH SLAB DETAILS**

REVISIONS

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

STV ENGINEERS, INC.  
 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

**Balfour Beatty**  
 Infrastructure Inc. CIVIL

SHEET NO.  
 S2-40  
 TOTAL SHEETS  
 41

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DRAWN BY: MBC DATE: 6-18 DESIGN ENGINEER OF RECORD: B. CURRY DATE: 8-18  
 CHECKED BY: BMC DATE: 8-16

## 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.

PROJECT NO. U2519AA-AB  
CUMBERLAND/ROBESON COUNTY  
 STATION: 16+37.21 -FLYBD-

STATE OF NORTH CAROLINA					
DEPARTMENT OF TRANSPORTATION					
RALEIGH					
 <b>STANDARD NOTES</b> 					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS
					41