

PROJECT NOTES:

- LOCATION**
PROPOSED NEW STRUCTURE CARRYING US 301 NORTH BOUND OVER SCOTT RUN IN NEW CASTLE COUNTY, DELAWARE.
- ELEVATIONS**
VERTICAL DATUM IS REFERENCED TO NAVD 88.
- DESIGN CRITERIA AND SPECIFICATIONS**
2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, INCLUDING 2008 AND 2009 INTERIM REVISIONS AND THE 2005 DELDOT BRIDGE DESIGN MANUAL, INCLUDING LATEST REVISIONS.

PROVIDE MATERIAL AND PERFORM WORK IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND CONSTRUCTION DETAILS AND CONTRACT SPECIAL PROVISIONS.
- LOADING**
HL-93 AND DELAWARE LEGAL LOAD FOR LIVE LOAD WITH PROVISIONS FOR FUTURE 2" WEARING SURFACE AND 15 LBS/FT² FOR USE OF STEEL BRIDGE DECK FORMS WHICH REMAIN IN PLACE.
- CONCRETE**
ALL CONCRETE PROPERTIES SHALL BE IN ACCORDANCE WITH SECTION 812 OF THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

CLASS A - ABUTMENTS, STEMS, BACKWALLS, PIERS AND PARAPETS (f'c = 4,500 PSI).

CLASS B - PIER FOOTINGS (f'c = 3,000 PSI).

CLASS D - CONCRETE DECK SLAB, MOMENT SLAB, SLEEPER SLAB AND APPROACH SLAB (f'c = 4,500 PSI).

ALL EXPOSED EDGES SHALL BE CHAMFERED 3/4" UNLESS NOTED OTHERWISE.
- REINFORCING STEEL**
ALL REINFORCING STEEL SHALL BE AASHTO M 31 (ASTM A 615), GRADE 60 AND UNLESS SPECIFIED OTHERWISE ON THE PLANS SHALL BE PROTECTED WITH FUSION BONDED EPOXY CONFORMING TO AASHTO M 284 (ASTM D 3963) AND DENOTED WITH A SUFFIX 'E' IN THE BAR MARKS.

MINIMUM CONCRETE COVER FOR REINFORCING STEEL SHALL BE:

FOUNDATION ELEMENTS: 3"
DECK SLABS: 2 1/2" TOP OF SLAB (INCLUDES 1/2" INTEGRAL WEARING SURFACE)
1" BOTTOM OF SLAB WHEN STAY-IN-PLACE FORMS ARE USED
COLUMNS: 2" CLEAR TO TIES
PIER CAPS: 2" TO STIRRUPS
2" TO MAIN STEEL AT ENDS

ALL REINFORCING STEEL HAS BEEN DETAILED FOR A MAXIMUM LENGTH OF 60 FT. ALL SPLICES, NOT SHOWN, SHALL BE LAPPED AS PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- STRUCTURAL STEEL**
ALL STRUCTURAL STEEL SHALL BE AASHTO M 270 (ASTM A 709), GRADE 50W, INCLUDING THE ADDITIONAL REQUIREMENTS FOR CHARPY V-NOTCH TESTING OF AASHTO M 270 FOR PRIMARY LOAD CARRYING MEMBERS UNDER TENSILE STRESS.
- ELASTOMERIC BEARINGS**
ELASTOMERIC BEARINGS SHALL CONFORM TO AASHTO M 251. ELASTOMER SHALL BE 60 DUROMETER. SHIMS SHALL BE 11 GAGE MILD STEEL CONFORMING TO ASTM A 36. FOR ADDITIONAL REQUIREMENTS FOR THE ELASTOMERIC BEARINGS, SEE DWG. NOS. BB-01 THRU BB-03.
- PRESTRESSED CONCRETE PILES**
ALL PRESTRESSED CONCRETE PILES SHALL CONFORM TO THE REQUIREMENTS OF SECTION 618 OF THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, EXCEPT THAT SEVEN WIRE LOW RELAXATION STRANDS SHALL BE USED.
- STEEL H-PILES**
SEE NOTE 1 ON DWG. NO. PL-02 REGARDING STEEL H-PILE ALTERNATIVE. STEEL H-PILES SHALL BE AASHTO M 270 (ASTM A 709), GRADE 50.
- FOR FOUNDATION REQUIREMENTS, SEE DWG. NO. PL-01. DELDOT STANDARD SPECIFICATION 619.11 (A) (6) SHALL BE MODIFIED BY REFERENCE TO SPECIAL PROVISIONS 619519 & 619539.**
- CONSTRUCTION JOINTS**
KEYED CONSTRUCTION JOINTS SHALL BE 2" X 4" UNLESS NOTED OTHERWISE. ALL EXPOSED CONSTRUCTION JOINT EDGES SHALL HAVE A 3/4" V-NOTCH UNLESS NOTED OTHERWISE.
- RIPRAP**
RIPRAP SHALL CONFORM WITH THE REQUIREMENTS OF SECTION 712 OF THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. GEOTEXTILE SHALL CONFORM TO SECTION 713 OF THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. RIPRAP SHALL BE RECESSED, CHOKED, TOPSOILED AND SEEDED IN CONFORMANCE WITH THE ENVIRONMENTAL COMPLIANCE NOTES ON DWG. NO. EC-04.
- MISCELLANEOUS**
ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE GRADED BACK TO THE ORIGINAL EXISTING GRADE, TOPSOILED, SEEDED AND MULCHED. PAYMENT SHALL BE INCIDENTAL TO THE CONTRACT. AS DIRECTED BY THE ENGINEER, ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATION RESULTING FROM UNAUTHORIZED ACTIVITIES OUTSIDE THE LIMIT OF CONSTRUCTION SHALL BE TOPSOILED, SEEDED, AND MULCHED AT THE CONTRACTOR'S EXPENSE.
- STABILIZING STRUCTURAL EXCAVATIONS**
IN LIEU OF A 2:1 SLOPE, THE CONTRACTOR MAY USE SHORING FOR EXCAVATIONS EXCEEDING 5 FEET IN HEIGHT. THE COST OF THE SHORING SHALL BE INCIDENTAL TO ITEM 207000 - EXCAVATION AND BACKFILL FOR STRUCTURES.

- HYDRAULIC DATA**
DRAINAGE AREA = 2.15 SQ. MI. (1376 AC.)
25-YR FLOOD ELEVATION = 29.12
DESIGN FREQUENCY = 50 YEARS
DESIGN DISCHARGE = (Q50) 1145 CFS
DESIGN HEADWATER ELEVATION = 29.48 FT
DESIGN VELOCITY, CHANNEL = 5.23 FPS
AVAILABLE FLOW AREA OF PROPOSED OPENING = 6000 SF

NOTE: SEE REPORT TITLED, "HYDROLOGIC AND HYDRAULIC ANALYSES OF SCOTT RUN WATERSHED AND PROPOSED BRIDGES 1-1, 1-2, 1-4 NB & SB, 1-6, AND 1-7 NB & SB FOR US 301 EXTENSION," DATED MAY 2011.
- SCOUR DATA**
THE PROPOSED STRUCTURE HAS BEEN ANALYZED FOR THE EFFECTS OF SCOUR IN ACCORDANCE WITH FHWA HEC-18 'EVALUATING SCOUR AT BRIDGES' AND HEC-23 'BRIDGE SCOUR AND STREAM INSTABILITY COUNTERMEASURES.' SCOUR COUNTERMEASURES HAVE BEEN DESIGNED FOR THE WORSE CASE OF THE OVERTOPPING FLOOD OR THE 500-YR FLOOD EVENT.

DESIGN STORM EVENT = 100 YEAR FLOOD
DESIGN STORM DISCHARGE = 1335 CFS
DESIGN STORM VELOCITY, CHANNEL = 5.58 FPS
DESIGN STORM MAXIMUM DEPTH OF FLOW = 6.21 FT
DESIGN STORM HEADWATER ELEVATION = 29.85 FT
DESIGN STORM SCOUR DEPTH = 3.30 FT

CHECK STORM EVENT = 500 YEAR FLOOD
CHECK STORM DISCHARGE = 1750 CFS
CHECK STORM VELOCITY, CHANNEL = 6.45 FPS
CHECK STORM DEPTH OF FLOW = 6.90 FT
CHECK STORM HEADWATER ELEVATION = 30.55 FT
CHECK STORM SCOUR DEPTH = 7.74 FT
- LOAD RATINGS**
FOR LOAD AND RESISTANCE FACTOR RATING, SEE BRIDGE NO. 1-460N LOAD RATING SUMMARY ON THIS SHEET.
- UTILITIES**
BEFORE BEGINNING WORK, THE CONTRACTOR SHALL GIVE NOTIFICATION BY TELEPHONE BY CALLING "MISS UTILITY" AT 1-800-282-8555 A MINIMUM OF 48 HOURS PRIOR TO START OF WORK. VERIFY AND LOCATE ALL UTILITIES PRIOR TO STARTING WORK.

COORDINATE THE REQUIREMENTS FOR PROTECTION OF ANY UTILITY WITH THE UTILITY OWNER PRIOR TO STARTING WORK.

CONDUCT OPERATIONS IN A MANNER WHICH ENSURES THAT THE UTILITIES WILL NOT BE DISTURBED OR ENDANGERED. ANY DAMAGE INCURRED TO THESE UTILITIES OR ANY OTHER UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS, DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE APPROPRIATE UTILITY COMPANY. THE DEPARTMENT DOES NOT ASSUME RESPONSIBILITY FOR REIMBURSEMENT, PARTICIPATION IN DESIGN AND/OR REVISIONS, OR LIABILITY FOR ACCURACY OF TYPE, SIZE AND LOCATION OF ANY UTILITY.

THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARILY SUPPORTING, PROTECTING, OR RELOCATING ANY UTILITIES DURING CONSTRUCTION. WHERE NECESSARY, THE COST FOR THIS WORK WILL BE INCIDENTAL TO THE CONTRACT.

LOAD RATING SUMMARY					
DESIGN VEHICLE	RATING FACTOR	RATING WEIGHT (TON)	CONTROLLING MEMBER	CONTROLLING POINT	LOAD EFFECT
HL-93 TRUCK (INVENTORY)	1.12	N/A	INTERIOR GIRDER	200	SHEAR
HL-93 TANDEM (INVENTORY)	1.32	N/A	INTERIOR GIRDER	200	SHEAR
HL-93 TRUCK TRAIN (INVENTORY)	1.11	N/A	INTERIOR GIRDER	200	FLEXURE
HS-20 (INVENTORY)	2.18	78.38	INTERIOR GIRDER	200	SHEAR
HL-93 TRUCK (OPERATING)	1.46	N/A	INTERIOR GIRDER	200	SHEAR
HL-93 TANDEM (OPERATING)	1.72	N/A	INTERIOR GIRDER	200	SHEAR
HL-93 TRUCK TRAIN (OPERATING)	1.44	N/A	INTERIOR GIRDER	200	FLEXURE
HS-20 (OPERATING)	2.82	101.6	INTERIOR GIRDER	200	SHEAR
DE S220 & LEGAL-LANE (LEGAL)	3.98	79.64	INTERIOR GIRDER	200	SHEAR
DE S335 & LEGAL-LANE (LEGAL)	2.27	79.58	INTERIOR GIRDER	200	SHEAR
DE S437 & LEGAL-LANE (LEGAL)	2.18	79.72	INTERIOR GIRDER	200	SHEAR
DE S330 & LEGAL-LANE (LEGAL)	2.73	81.79	INTERIOR GIRDER	200	SHEAR
DE S435 & LEGAL-LANE (LEGAL)	2.32	81.08	INTERIOR GIRDER	200	SHEAR
DE S540 & LEGAL-LANE (LEGAL)	2.06	82.49	INTERIOR GIRDER	200	SHEAR

NOTE: LOAD RATING INCLUDES FUTURE WEARING SURFACE AS NOTED IN THE PLANS.

BRIDGE NO. 1-460N INDEX OF SHEETS		
SHEET NO.	DWG. NO.	TABLE OF CONTENTS
377	PN-01	PROJECT NOTES
378	QS-01	QUANTITY SUMMARY
379	TS-01	SUPERSTRUCTURE TYPICAL SECTION
380	PE-01	GENERAL PLAN AND ELEVATION
381	GR-01	GRADING PLAN
382	FT-01	GEOMETRIC AND FOOTING LAYOUT PLAN
383	PL-01	PILE LAYOUT PLAN
384	PL-02	PILE DETAILS
385	AB-01	ABUTMENT A PLAN AND ELEVATION
386	AB-02	ABUTMENT A TYPICAL SECTION
387	AB-03	MSE WALL AT ABUTMENT A
388	AB-04	ABUTMENT A MSE WALL TYPICAL SECTIONS - 1
389	AB-05	ABUTMENT A MSE WALL TYPICAL SECTIONS - 2
390	AB-06	ABUTMENT A MSE WALL TYPICAL SECTIONS - 3
391	AB-07	ABUTMENT B PLAN AND ELEVATION
392	AB-08	ABUTMENT B TYPICAL SECTION
393	AB-09	MSE WALL AT ABUTMENT B
394	AB-10	ABUTMENT B MSE WALL TYPICAL SECTIONS - 1
395	AB-11	ABUTMENT B MSE WALL TYPICAL SECTIONS - 2
396	AB-12	ABUTMENT B MSE WALL TYPICAL SECTIONS - 3
397	AB-13	ABUTMENT A REINFORCEMENT DETAILS - 1
398	AB-14	ABUTMENT A REINFORCEMENT DETAILS - 2
399	AB-15	ABUTMENT A REINFORCEMENT DETAILS - 3
400	AB-16	ABUTMENT B REINFORCEMENT DETAILS - 1
401	AB-17	ABUTMENT B REINFORCEMENT DETAILS - 2
402	AB-18	ABUTMENT B REINFORCEMENT DETAILS - 3
403	PR-01	PIER PLAN AND ELEVATIONS
404	PR-02	PIER REINFORCEMENT DETAILS - 1
405	PR-03	PIER REINFORCEMENT DETAILS - 2
406	PR-04	PIER SCOUR COUNTERMEASURES PLAN AND SECTION
407	RB-01	SUBSTRUCTURE REINFORCEMENT LIST
408	BB-01	EXPANSION BEARING DETAILS - ABUTMENT A
409	BB-02	EXPANSION BEARING DETAILS - ABUTMENT B
410	BB-03	FIXED BEARING DETAILS - PIER
411	BM-01	GIRDER ELEVATION
412	BM-02	CROSS FRAME DETAILS
413	BM-03	STIFFENER, SEAT, AND CONNECTION PLATE DETAILS
414	BM-04	SPLICE DETAILS
415	CT-01	CAMBER DIAGRAM
416	FR-01	FRAMING PLAN
417	DK-01	DECK SLAB POURING SEQUENCE
418	DK-02	DECK SLAB AND PARAPET REINFORCEMENT - SPAN 1
419	DK-03	DECK SLAB AND PARAPET REINFORCEMENT - SPAN 2
420	DK-04	DECK SLAB AND PARAPET REINFORCEMENT DETAILS
421	SD-01	SUPERSTRUCTURE DETAILS
422	RB-02	SUPERSTRUCTURE REINFORCEMENT LIST
423	FD-01	FINISHED BRIDGE DECK ELEVATIONS - SPAN 1
424	FD-02	FINISHED BRIDGE DECK ELEVATIONS - SPAN 2
425	EX-01	ARMORED STRIP SEAL JOINT DETAILS
426	AS-01	APPROACH SLAB A PLAN AND REINFORCEMENT PLAN
427	AS-02	APPROACH SLAB B PLAN AND REINFORCEMENT PLAN
428	AS-03	MOMENT SLAB A PLAN
429	AS-04	MOMENT SLAB A REINFORCEMENT PLAN
430	AS-05	MOMENT SLAB B PLAN
431	AS-06	MOMENT SLAB B REINFORCEMENT PLAN
432	AS-07	APPROACH SLAB AND SLEEPER SLAB DETAILS
433	AS-08	MOMENT SLAB DETAILS
434	AS-09	APPROACH SLAB AND MOMENT SLAB PARAPET CONDUIT DETAILS
435	RB-03	APPROACH SLAB AND MOMENT SLAB REINFORCEMENT LIST
436	BO-01	BORING PROFILE - 1
437	BO-02	BORING PROFILE - 2

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ADDENDUMS / REVISIONS	

**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

PROJECT NOTES	

BR1-7N PN-01
SHEET NO.
377
TOTAL SHTS.
875

NOT A PROPOSAL BIDDING

ITEM NO.	ITEM NAME	UNITS	QUANTITY
202000	Excavation and Embankment	C.Y.	559
202505	Settlement Platform	Each	4
202518	Settlement Monument	Each	4
202508	Wetland Access Road, Type II	L.S.	1
207000	Excavation and Backfill for Structures	C.Y.	372
302011	Delaware No. 3 Stone	TON	140
302012	Delaware No. 57 Stone	TON	391
602003	Portland Cement Concrete Masonry, Abutment Footing, Class A	C.Y.	78
602006	Portland Cement Concrete Masonry, Pier Footing, Class B	C.Y.	149
602007	Portland Cement Concrete Masonry, Pier Above Footing, Class A	C.Y.	121
602013	Portland Cement Concrete Masonry, Superstructure, Class D	C.Y.	583
602014	Portland Cement Concrete Masonry, Approach Slab, Class D	C.Y.	104
602015	Portland Cement Concrete Masonry, Abutment Above Footing, Class A	C.Y.	45
602017	Portland Cement Concrete Masonry, Parapet, Class A	C.Y.	129
602018	Portland Cement Concrete Masonry, Class D	C.Y.	76
602772	Mechanically Stabilized Earth Walls	L.S.	1
603000	Bar Reinforcement	LBS	40,600
604000	Bar Reinforcement, Epoxy Coated	LBS	217,000
605001	Steel Structures	LBS	1,047,000
605512	Prefabricated Expansion Joint System, 4"	L.F.	90
605581	Elastomeric Bridge Bearing Pad	Each	5
605639	TFE Stainless Steel Structural Bearings	Each	10
618062	Steel H Piles, HP 14 x 73	L.F.	3,005
618065	Steel H Test Piles, HP 14 x 73	L.F.	524
618081	Furnish Precast Prestressed Concrete Piles, 14" x 14"	L.F.	2,466
618091	Furnish Precast Prestressed Concrete Test Piles, 14" x 14"	L.F.	428
619042	Install Steel H Piles, HP 14 x 73	L.F.	3,005
619045	Install Steel H Test Piles, HP 14 x 73	L.F.	524
619061	Install Precast Prestressed Concrete Piles, 14" x 14"	L.F.	2,466
619067	Install Precast Prestressed Concrete Test Piles, 14" x 14"	L.F.	428
619501	Production Pile Restrike	Each	6
619502	Test Pile Restrike	E.A.D.Y.	1
619519	Dynamic Pile Testing by Contractor	Each	17
619539	Signal Matching Analysis by Contractor	Each	17
712021	Riprap, R-5	TON	760
713003	Geotextiles, Riprap	S.Y.	640
733001	Topsoiling, 4" Depth	S.Y.	1,050
734531	Streambank Seed Mix	S.Y.	521
735535	Soil Retention Blanket Mulch, Type 5	S.Y.	521
760015	Rumble Strips, Concrete, Shallow Depth	L.F.	1,005

NOTES:

- THE QUANTITY SUMMARY INCLUDES QUANTITIES FOR BRIDGE NO. 1-460N STANDARD ITEMS, PILE ALTERNATIVE 1 (14" SQUARE PRESTRESSED CONCRETE PILES) ITEMS AND PILE ALTERNATIVE 2 (HP 14X73 PILES) ITEMS. ITEM NOS. 618081, 618091, 619061 AND 619067 ARE APPLICABLE TO PILE ALTERNATIVE 1. ITEM NOS. 618062, 618065, 619042 AND 619045 ARE APPLICABLE TO PILE ALTERNATIVE 2. ALL OTHER ITEMS ARE STANDARD ITEMS. SEE PILE NOTE 1 ON DWG. NO. PL-02 FOR ADDITIONAL INFORMATION REGARDING PILE ALTERNATIVES.
- ITEM 202000 IS REPRESENTED AS FOLLOWS:
ON DRAWING EW-05:
o 315 CY UNDER TYPE C MATERIAL REQUIRED, "TYPE C BACKFILL FOR STRUCTURES"; AND
o 49 CY UNDER TYPE F MATERIAL REQUIRED, "PLUS EMBANKMENT FOR STRUCTURES".
ON DRAWING EW-06:
o 104 CY UNDER TYPE C MATERIAL REQUIRED, "TYPE C BACKFILL FOR STRUCTURES"; AND
o 91 CY UNDER TYPE F MATERIAL REQUIRED, "PLUS EMBANKMENT FOR STRUCTURES".
- ITEM 207000 IS REPRESENTED ON DRAWING EW-05 UNDER EXCAVATION AVAILABLE FOR EMBANKMENT, "PLUS EXCAVATION AND BACKFILLING FOR STRUCTURES".

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ADDENDUMS / REVISIONS	

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**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

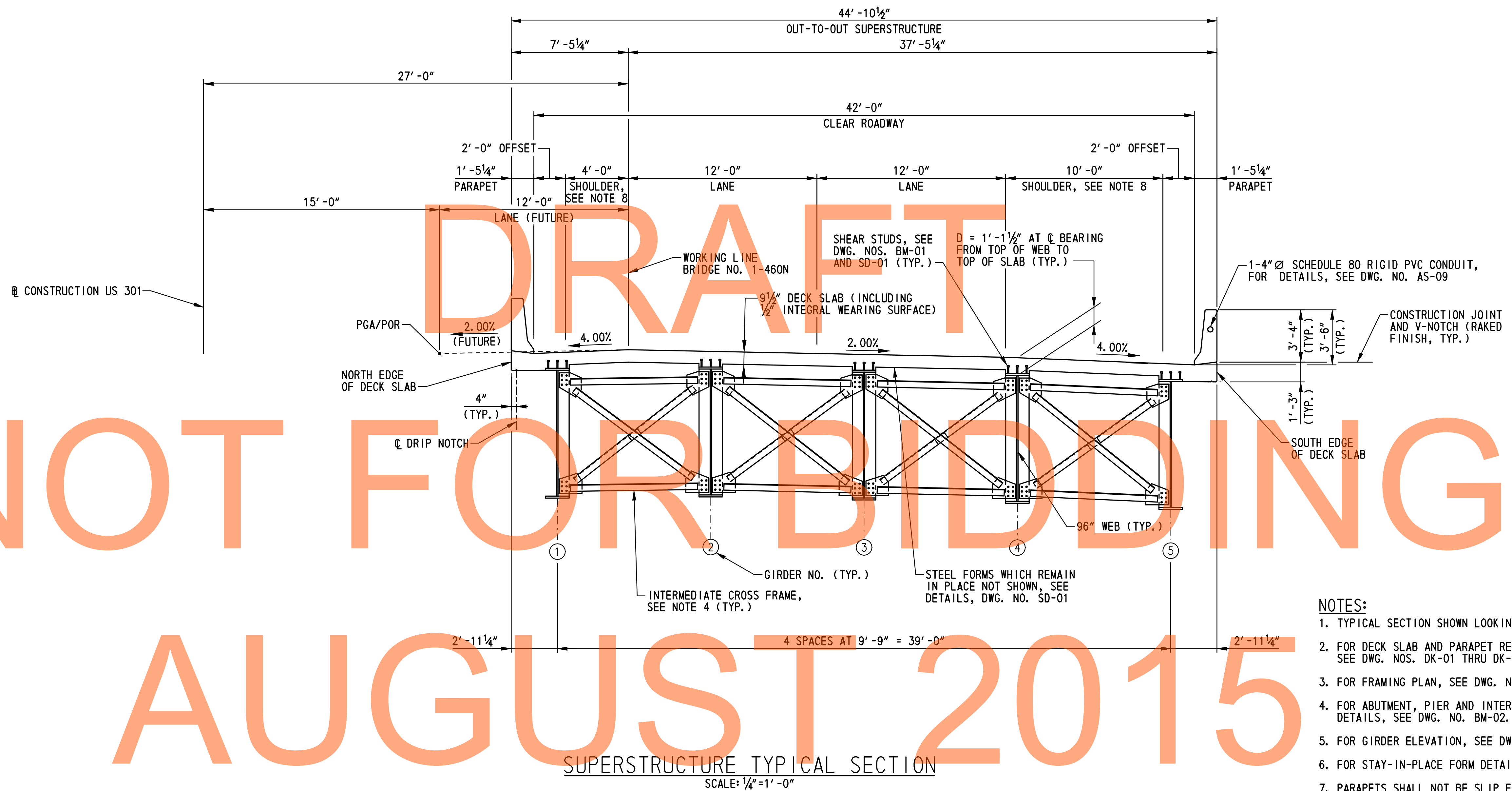
QUANTITY SUMMARY	SHEET NO.
	TOTAL SHTS.
	875

**BR1-7N
QS-01**

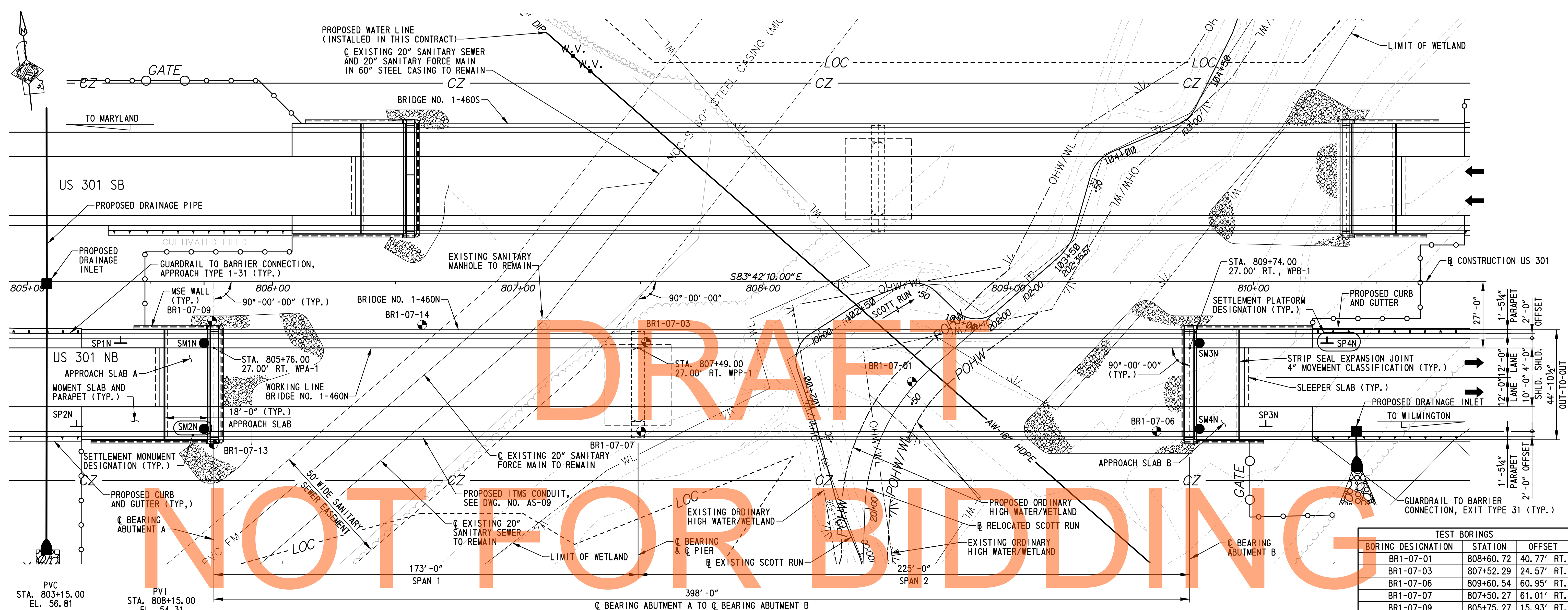
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AUGUST 2015



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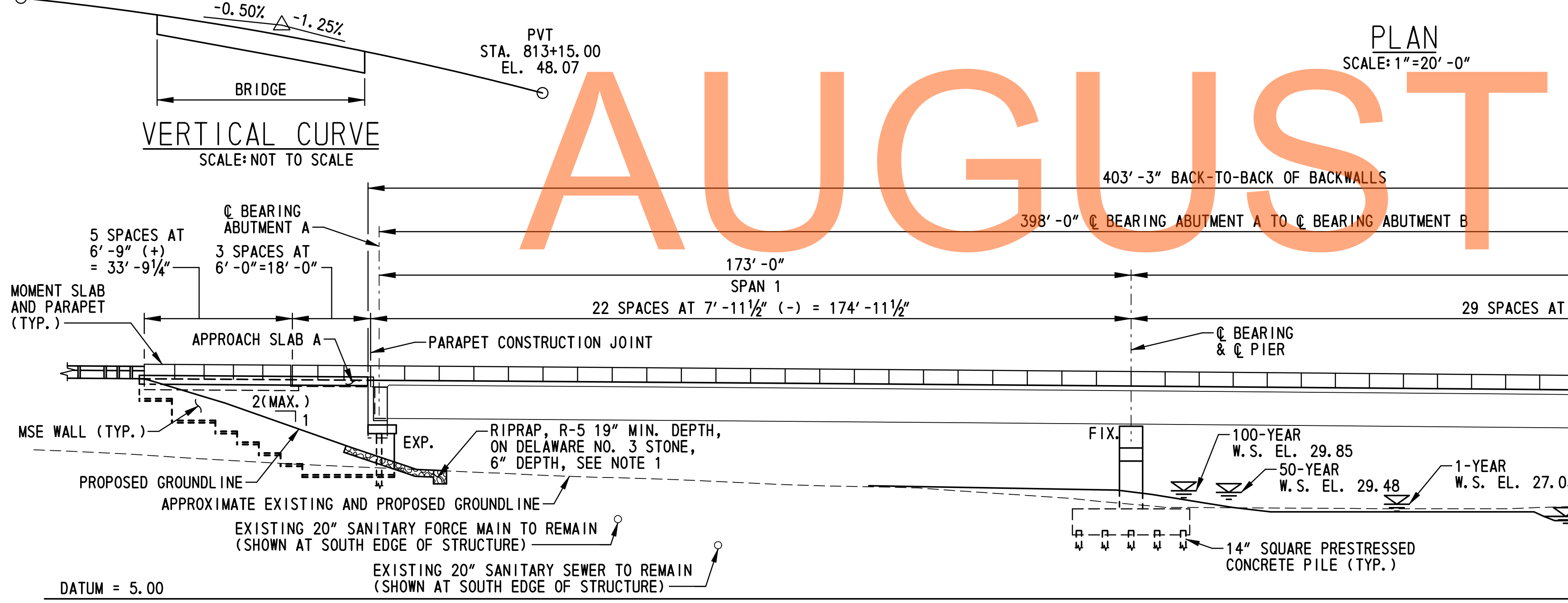
TEST BORINGS		
BORING DESIGNATION	STATION	OFFSET
BR1-07-01	808+60.72	40.77' RT.
BR1-07-03	807+52.29	24.57' RT.
BR1-07-06	809+60.54	60.95' RT.
BR1-07-07	807+50.27	61.01' RT.
BR1-07-09	805+75.27	15.93' RT.
BR1-07-13	805+75.79	66.18' RT.
BR1-07-14	806+60.97	17.54' RT.

SETTLEMENT MONUMENTS		
DESIGNATION	STATION	OFFSET
SM1N	805+72	25.00' RT.
SM2N	805+72	60.00' RT.
SM3N	809+78	25.00' RT.
SM4N	809+78	60.00' RT.

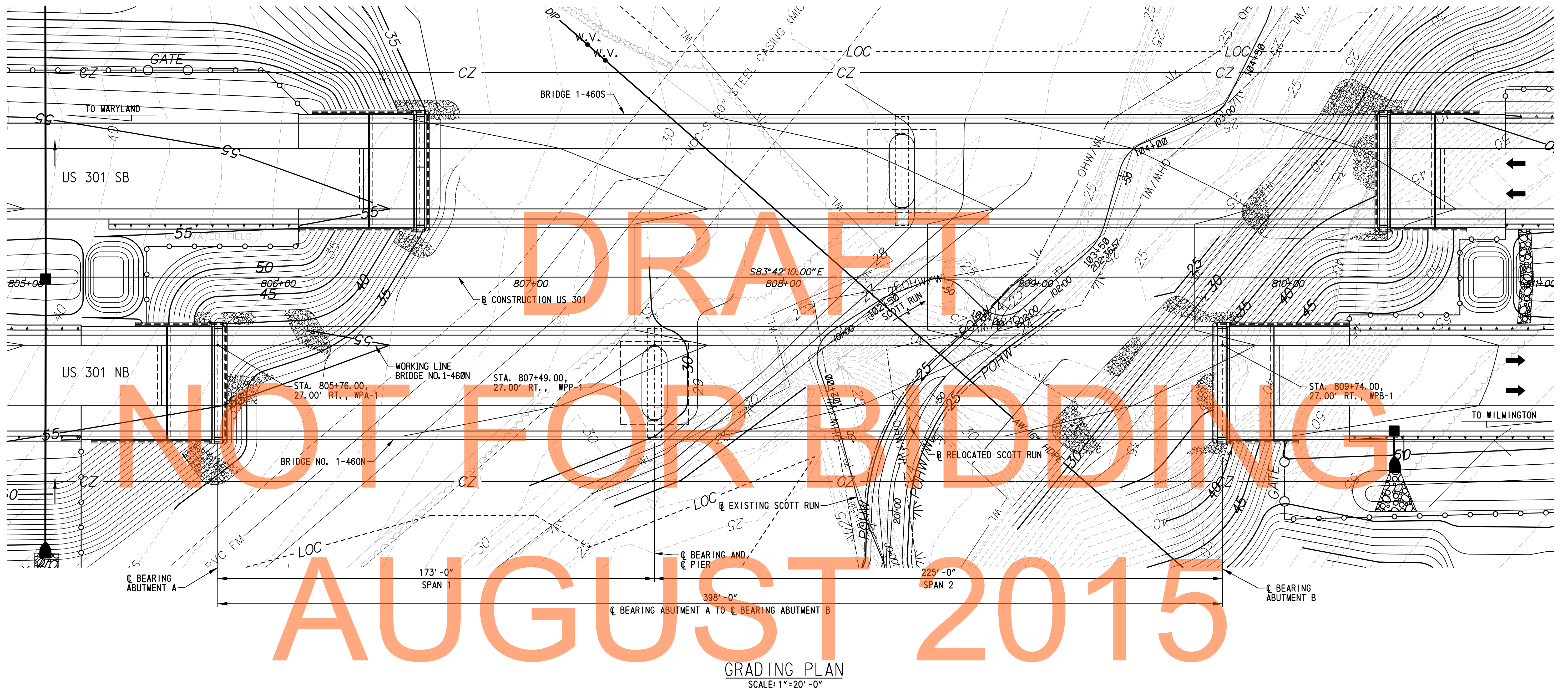
SETTLEMENT PLATFORMS		
DESIGNATION	STATION	OFFSET
SP1N	805+38.00	25.00' RT.
SP2N	805+20.00	59.00' RT.
SP3N	810+05.00	59.00' RT.
SP4N	810+30.00	25.00' RT.

FOR SETTLEMENT MONUMENT AND SETTLEMENT PLATFORM DETAILS, SEE DWG. NO. FT-01. FOR SETTLEMENT MONITORING REQUIREMENTS, SEE THE SPECIAL PROVISIONS.

NOTE:
 1. RECESS, CHOKE, TOPSOIL, SEED AND MULCH RIPRAP IN ACCORDANCE WITH THE ENVIRONMENTAL COMPLIANCE NOTES ON DRAWING NO. EC-04.
 2. FOR MAINTENANCE OF STREAMFLOW, SEE DRAWING NOS. MS-07 THRU MS-10.

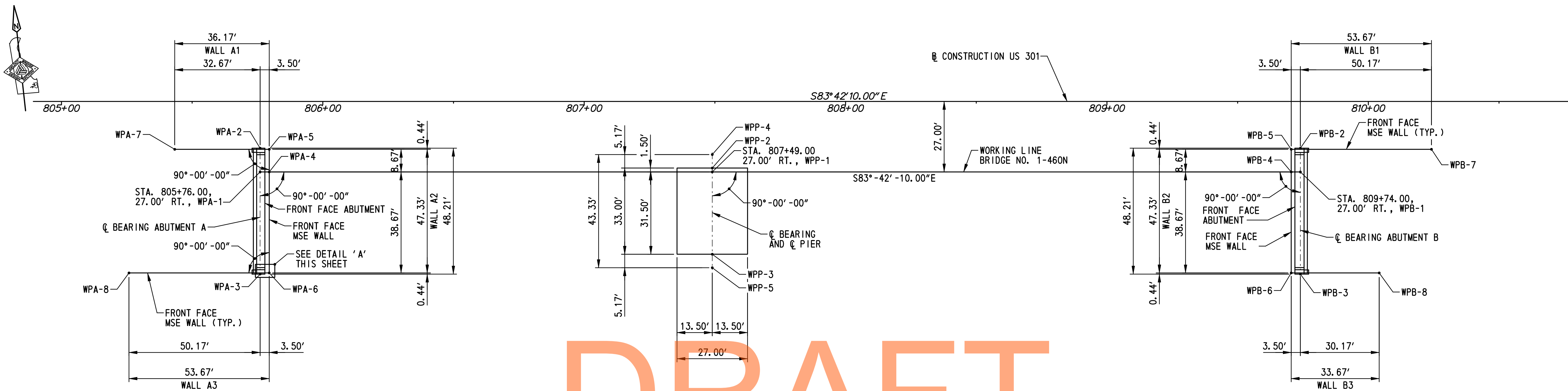


ELEVATION
SCALE: 1"=20'-0"



NOTE:
FOR ADDITIONAL INFORMATION, SEE DWG. NO. PE-01.

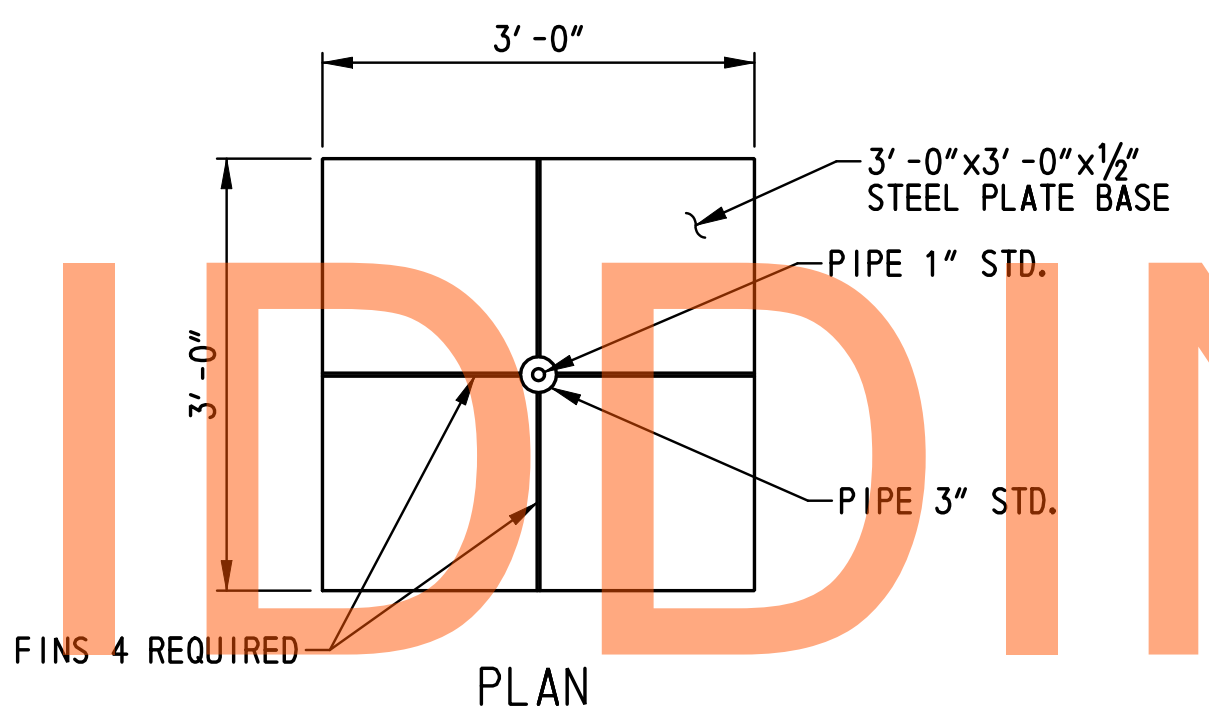
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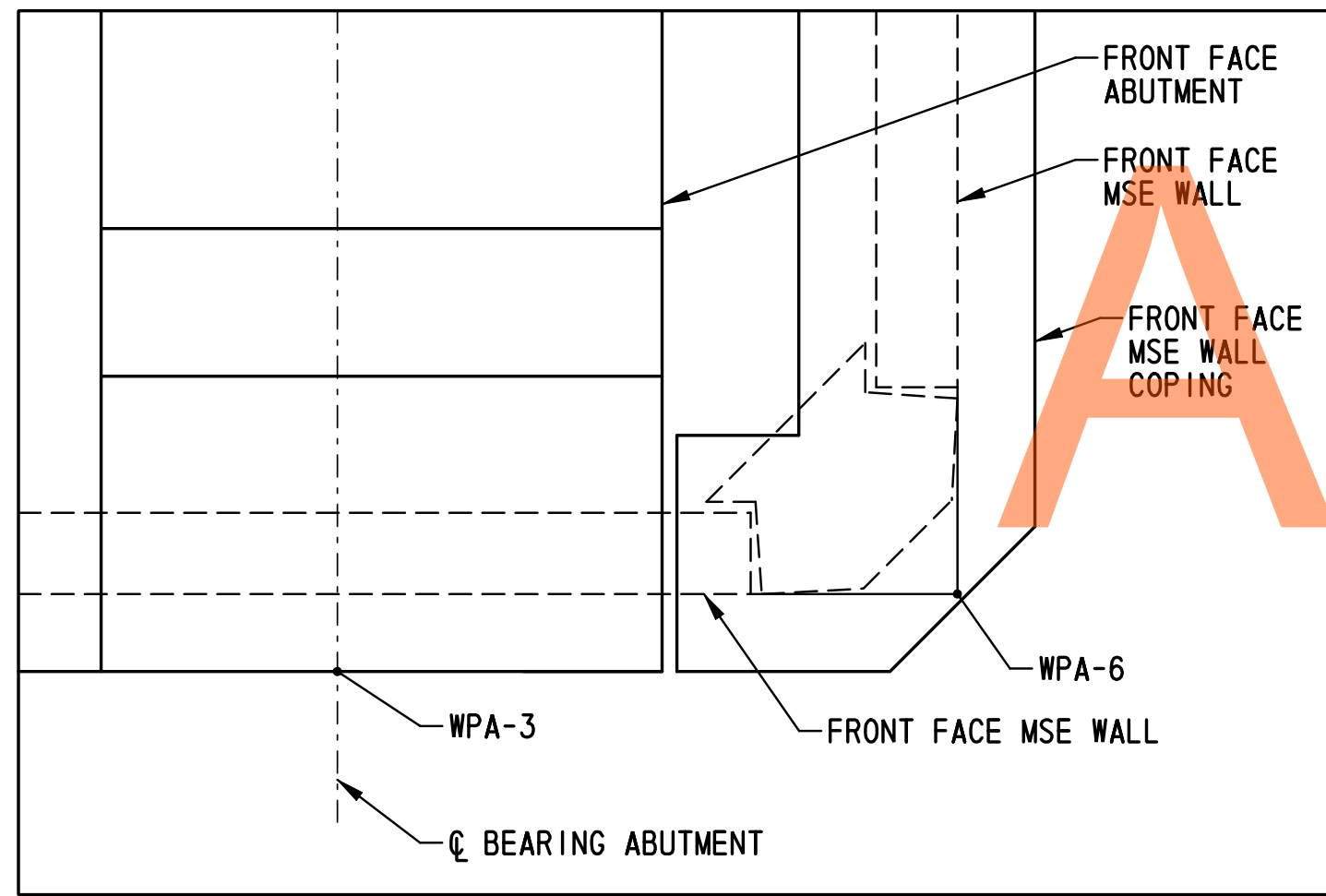
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GEOMETRIC AND FOOTING LAYOUT PLAN
SCALE: 1"=20'-0"

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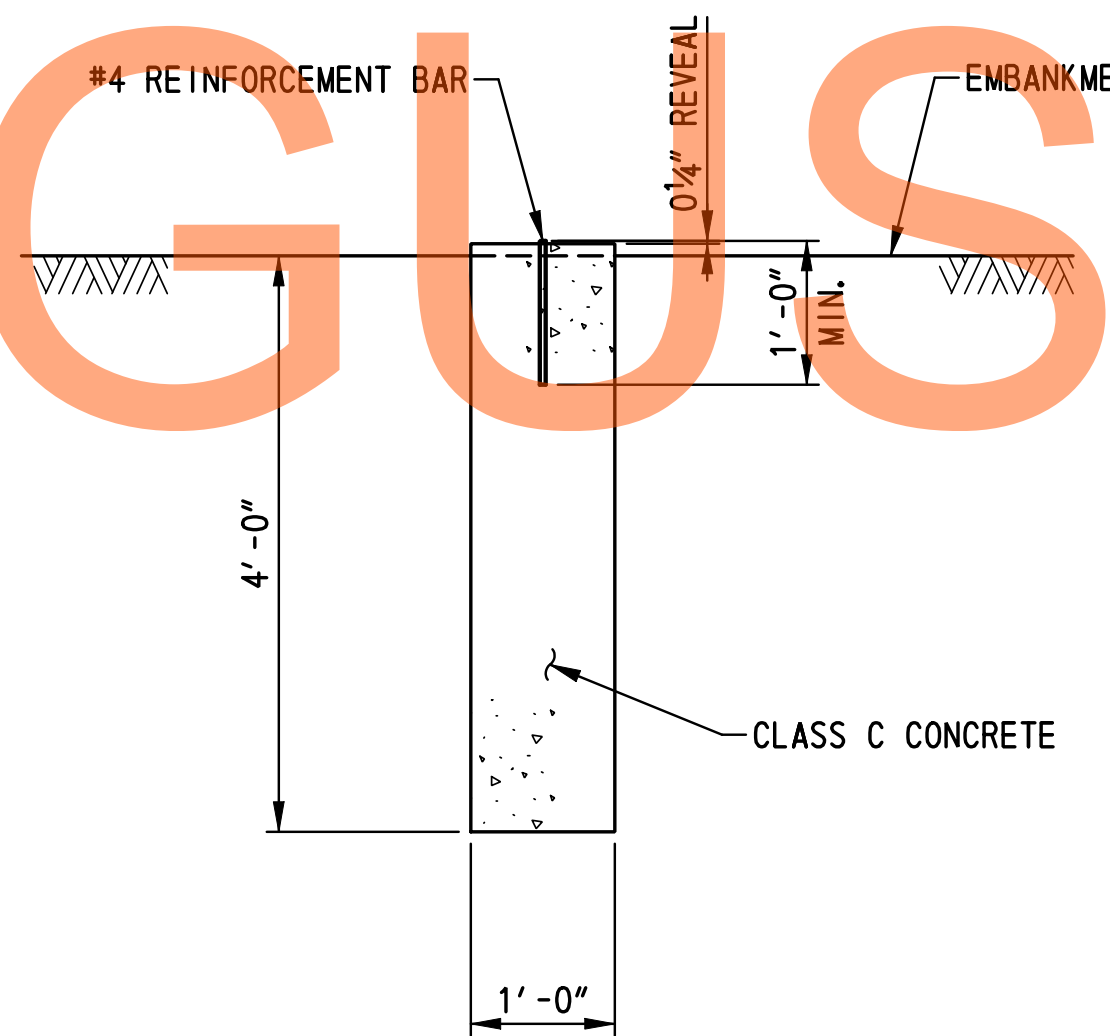


- NOTES:**
- FOR PILE LAYOUT PLANS, SEE DWG. NO. PL-01.
 - FOR SETTLEMENT MONUMENT AND SETTLEMENT PLATFORM LOCATIONS, SEE DWG. NO. PE-01.

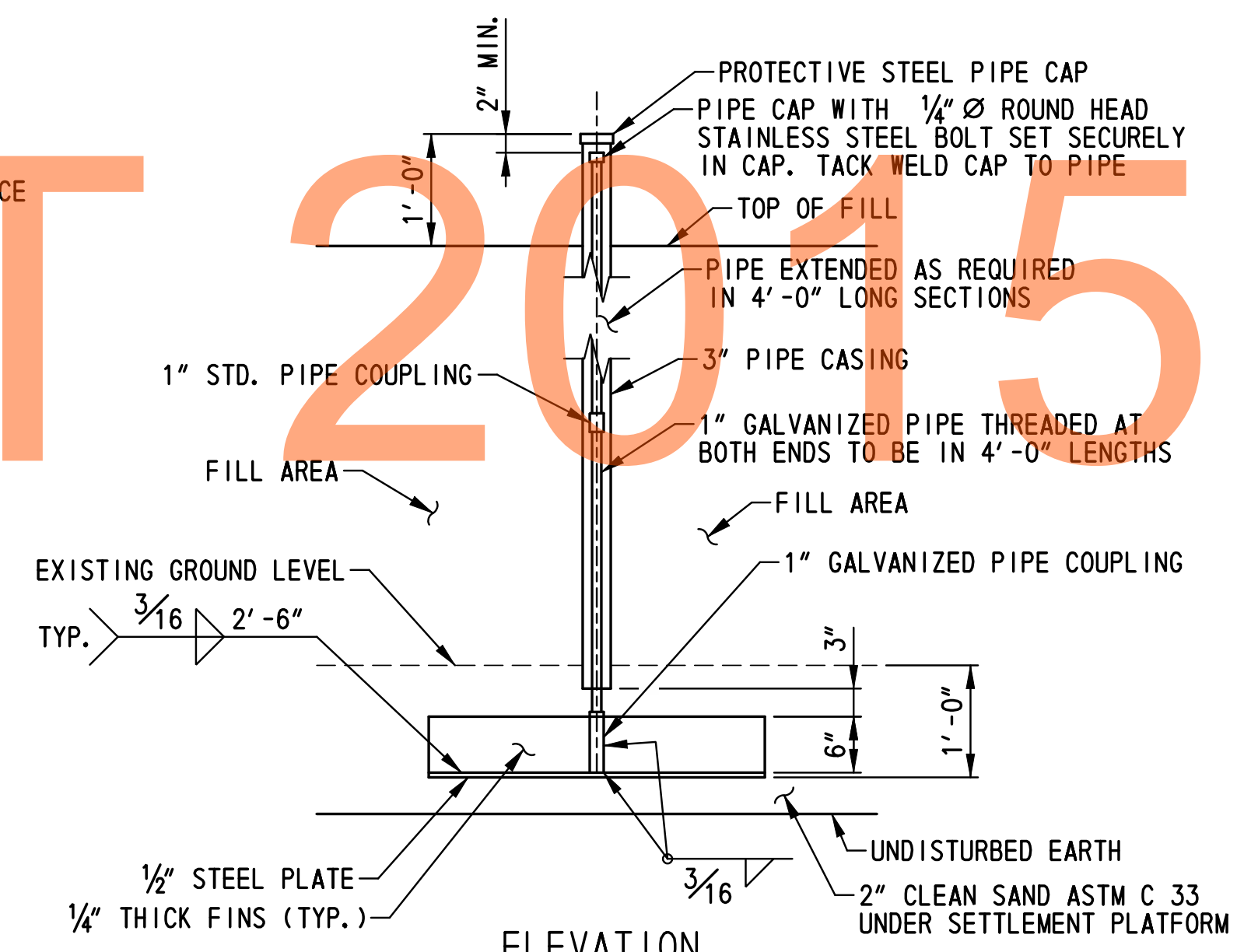


DETAIL 'A'
SCALE: 1"=1'-0"

- NOTES:**
WPA-6 SHOWN, WPA-5, WPB-5 AND WPB-6 SIMILAR.



SETTLEMENT MONUMENT DETAIL
SCALE: 3/4"=1'-0"



SETTLEMENT PLATFORM DETAILS
SCALE: 3/4"=1'-0"

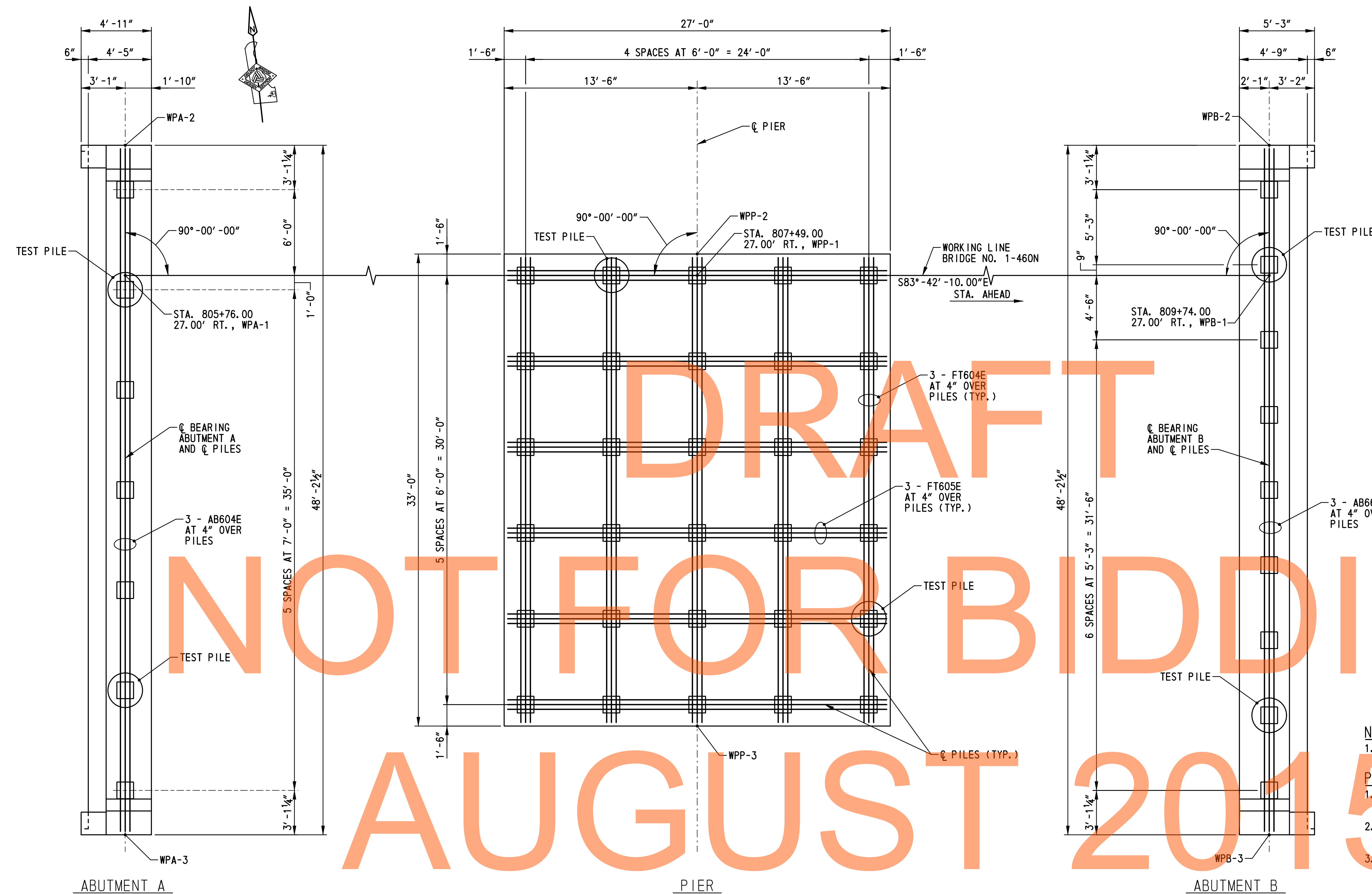
WORKING POINT	COORDINATES	
	NORTHING	EASTING
WPA-1	555344.9185	585559.5076
WPA-2	555353.9677	585560.5062
WPA-3	555306.0503	585555.2184
WPA-4	555344.5346	585562.9865
WPA-5	555353.1489	585563.9371
WPA-6	555306.1013	585558.7453
WPA-7	555357.1159	585527.9886
WPA-8	555311.9878	585505.4024
WPP-1	555325.9428	585731.4638
WPP-2	555327.4338	585731.6283
WPP-3	555294.6329	585728.0087
WPP-4	555332.5692	585732.1950
WPP-5	555289.4973	585727.4419
WPB-1	555301.2634	585955.1062
WPB-2	555310.3126	585956.1048
WPB-3	555262.3952	585950.8170
WPB-4	555301.6475	585951.6273
WPB-5	555310.2617	585952.5779
WPB-6	555263.2140	585947.3861
WPB-7	555304.3752	586005.9207
WPB-8	555259.5212	585980.8497

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ABUTMENT A PILE DRIVING INFORMATION	
PILE SIZE AND TYPE:	14" SQUARE PRESTRESSED CONCRETE OR HP 14x73
ACTUAL BEARING OBTAINED:	
HAMMER TYPE:	
PILE HAMMER ENERGY:	45,000 LB-FT TO 75,000 LB-FT
SPECIAL DRIVING CONDITIONS AND COMMENTS:	

PIER PILE DRIVING INFORMATION	
PILE SIZE AND TYPE:	14" SQUARE PRESTRESSED CONCRETE OR HP 14x73
ACTUAL BEARING OBTAINED:	
HAMMER TYPE:	
PILE HAMMER ENERGY:	45,000 LB-FT TO 75,000 LB-FT
SPECIAL DRIVING CONDITIONS AND COMMENTS:	

ABUTMENT B PILE DRIVING INFORMATION	
PILE SIZE AND TYPE:	14" SQUARE PRESTRESSED CONCRETE OR HP 14x73
ACTUAL BEARING OBTAINED:	
HAMMER TYPE:	
PILE HAMMER ENERGY:	45,000 LB-FT TO 75,000 LB-FT
SPECIAL DRIVING CONDITIONS AND COMMENTS:	



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NOT FOR BIDDING

AUGUST 2015

NOTE:
 1. FOR PILE NOTES AND DETAILS, SEE DWG. NO. PL-02.

PILE INSTALLATION SEQUENCE OF CONSTRUCTION AT ABUTMENTS:

- PILE CASING SHALL BE INSTALLED DURING INSTALLATION OF THE MSE WALL SELECT BACKFILL AND REINFORCEMENT TO THE BOTTOM ELEVATION OF THE ABUTMENT STEMS.
- CONSTRUCT MSE WALLS, INCLUDING WIRE FACE MSE WALLS AT REAR FACES OF ABUTMENT STEMS AND BACKWALLS, TO THE REQUIRED ELEVATIONS.
- AFTER COMPLETION OF THE SETTLEMENT WAITING PERIOD AS DETERMINED BY THE ENGINEER THE PILES SHALL BE SET AND CENTERED IN THE CASINGS. A 60-DAY SETTLEMENT WAITING PERIOD IS ANTICIPATED AT ABUTMENT A AND ABUTMENT B. SETTLEMENT IS CONSIDERED TO BE COMPLETE AFTER TWO CONSECUTIVE SETTLEMENT PLATFORM READINGS THAT ARE WITHIN 0.01 FEET FOR ALL SETTLEMENT PLATFORMS. SEE SPECIAL PROVISIONS FOR SETTLEMENT PLATFORM AND MONUMENT REQUIREMENTS.
- PILES SHALL BE INSTALLED TO THE MINIMUM TIP ELEVATION AND REQUIRED NOMINAL RESISTANCE SPECIFIED. FOR PILE RESTRIKE REQUIREMENTS SEE SPECIAL PROVISIONS.
- AFTER PILE INSTALLATION/ DRIVING IS COMPLETE THE CASINGS SHALL BE FILLED WITH SAND.
- TEST PILES MAY BE DRIVEN PRIOR TO PLACING EMBANKMENT AND SURCHARGE MATERIAL. RESTRIKES OF THESE TEST PILES SHALL BE PERFORMED PRIOR TO PLACING EMBANKMENT IN ACCORDANCE WITH ITEM 619502-TEST PILE RESTRIKE. AFTER THE EMBANKMENT HAS BEEN PLACED, SETTLEMENT HAS BEEN ACHIEVED AND THE SUBSTRUCTURE HAS BEEN RELEASED BY THE ENGINEER, THE TEST PILE SHALL BE ACTING AS A PRODUCTION PILE AND IT SHALL BE RE-STRUCK PRIOR TO PLACING ANY OTHER PRODUCTION PILES WITH PAYMENT UNDER ITEM 619501 - PRODUCTION PILE RESTRIKE. ONCE THE TEST PILE HAS BEEN ACCEPTED, THE REMAINING PRODUCTION PILES MAY BE INSTALLED.

- PILE LEGEND:**
- DENOTES PLUMB 14" SQUARE PRESTRESSED CONCRETE OR HP 14x73 STEEL PILE
 - ⊙ DENOTES LOCATION OF 14" SQUARE PRESTRESSED CONCRETE OR HP 14x73 STEEL PILE AND DYNAMIC PILE TESTING.

PILE TIP DATA					
SUBSTRUCTURE UNIT	DESIGN DATA			ACTUAL FIELD DATA	
	MINIMUM TIP ELEVATION	14" SQ. PCP ESTIMATED TIP ELEVATION	HP14x73 ESTIMATED TIP ELEVATION	AVERAGE ACTUAL MINIMUM TIP ELEVATION	AVERAGE ACTUAL MAXIMUM TIP ELEVATION
ABUTMENT A	-14.0	-20.0	-34.0		
PIER	-35.0	-40.0	-51.0		
ABUTMENT B	-16.0	-22.0	-45.0		

PILE LAYOUT PLAN
 SCALE: 1/4"=1'-0"

ADDENDUMS / REVISIONS

SCALE: AS NOTED

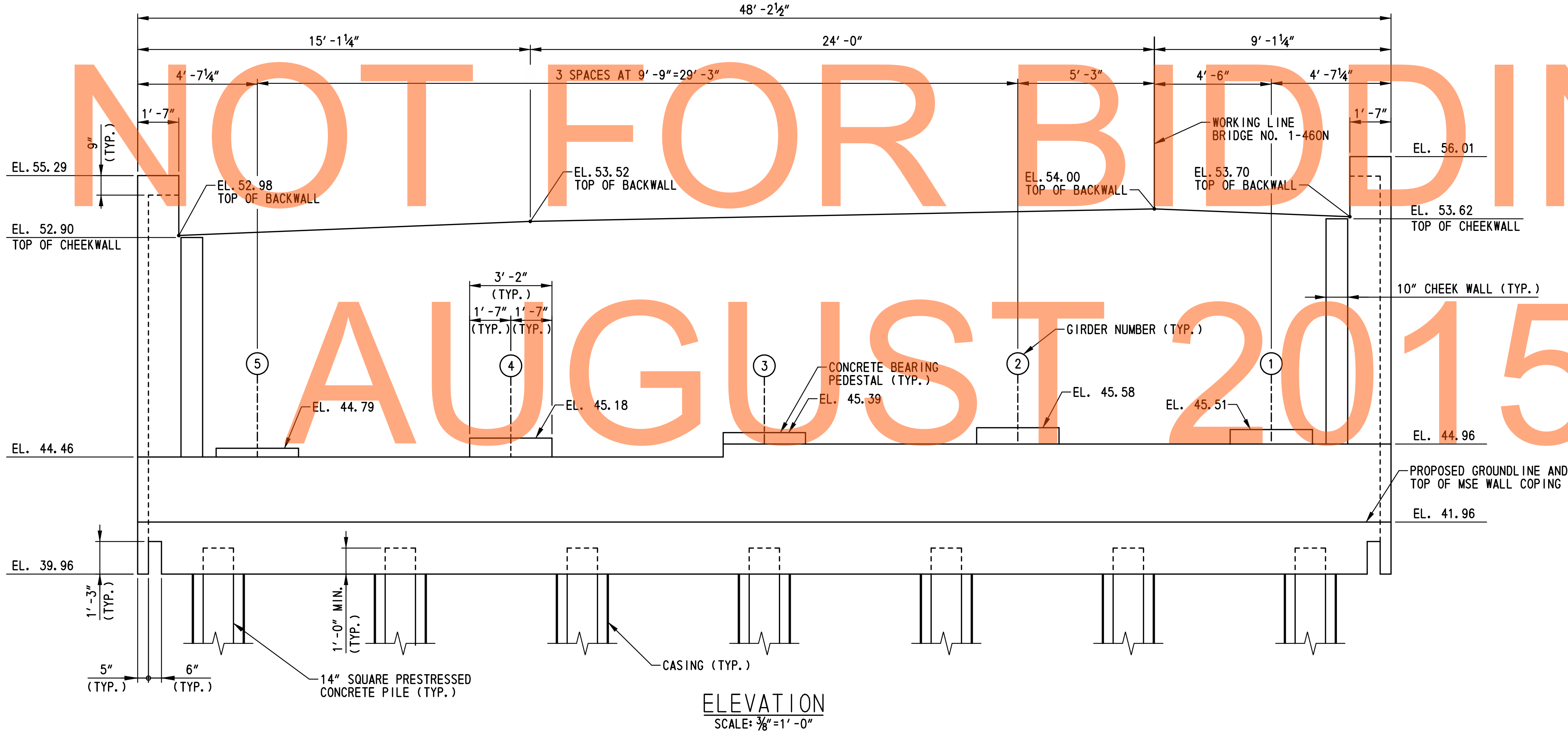
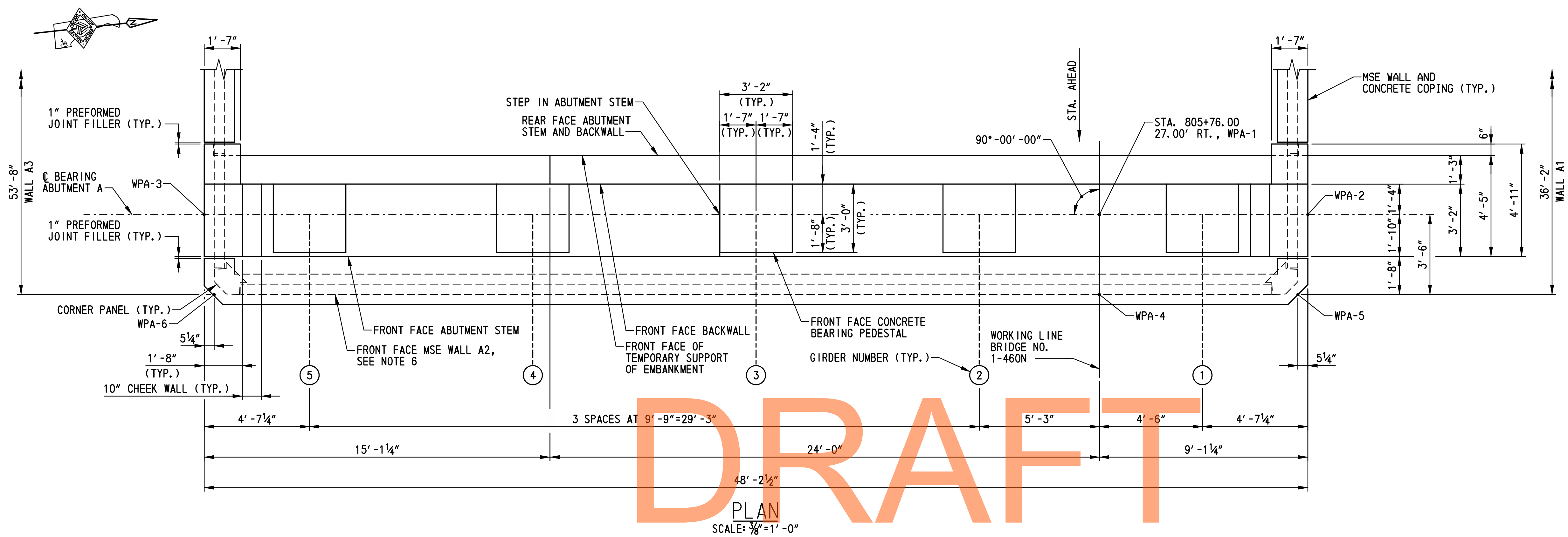
**US 301,
 SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D./S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

PILE LAYOUT PLAN

BRI-7N PL-01
SHEET NO.
383
TOTAL SHTS.
875

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AUGUST 2015

- NOTES:**
- MSE WALL NOT SHOWN IN ELEVATION FOR CLARITY.
 - FOR APPROXIMATE EXISTING GROUNDLINE SEE DWG. NO. AB-03.
 - FOR PILE LAYOUT SEE DWG. NO. PL-01.
 - FOR ABUTMENT A TYPICAL SECTION SEE DWG. NO. AB-02.
 - FOR ABUTMENT A MSE WALL TYPICAL SECTIONS SEE DWG. NOS. AB-04 THRU AB-06.
 - FOR ABUTMENT A MSE WALL ELEVATION AND NOTES, SEE DWG. NO. AB-03.

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ADDENDUMS / REVISIONS	

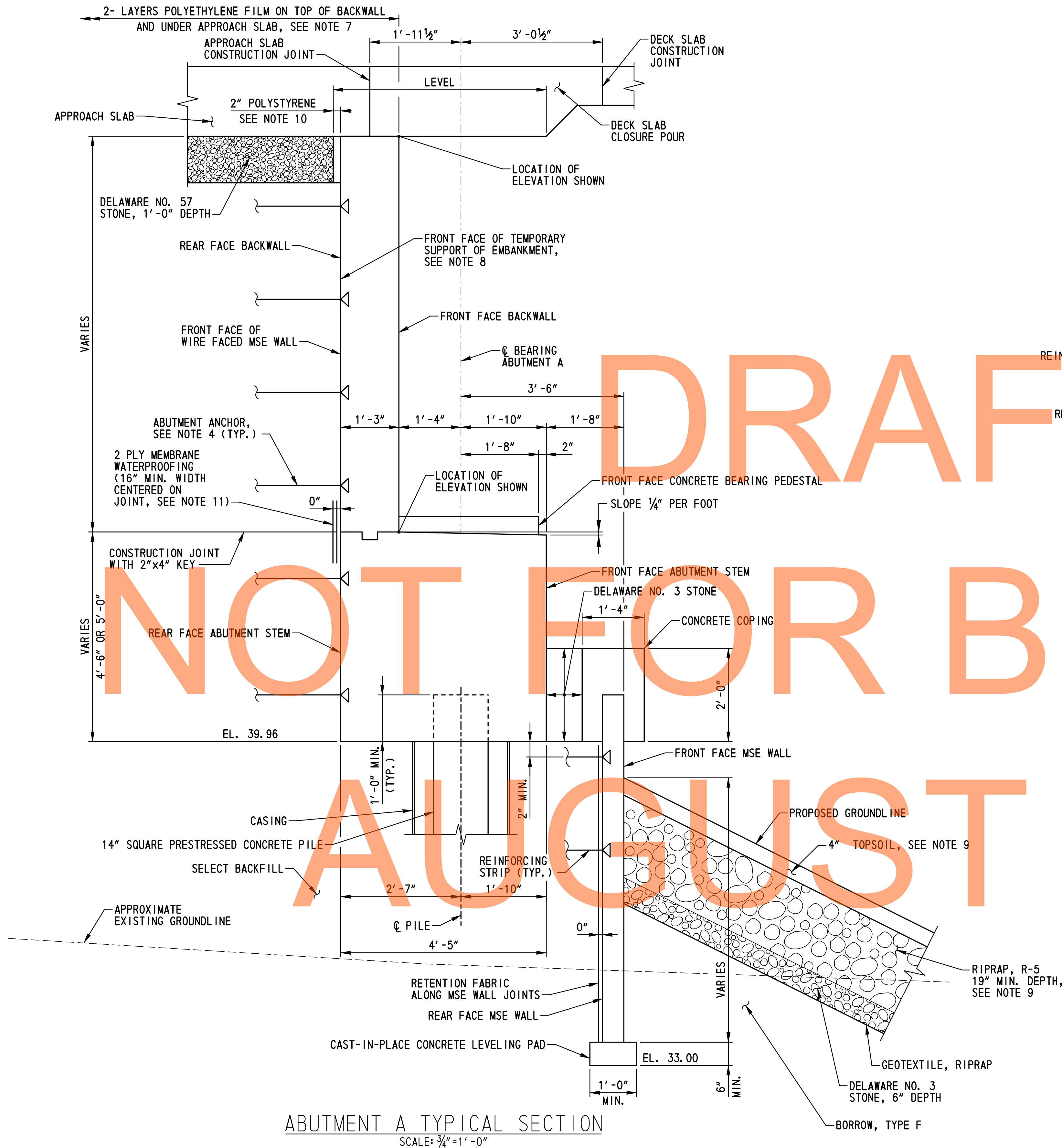
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**US 301,
SR 896 TO SR 1**

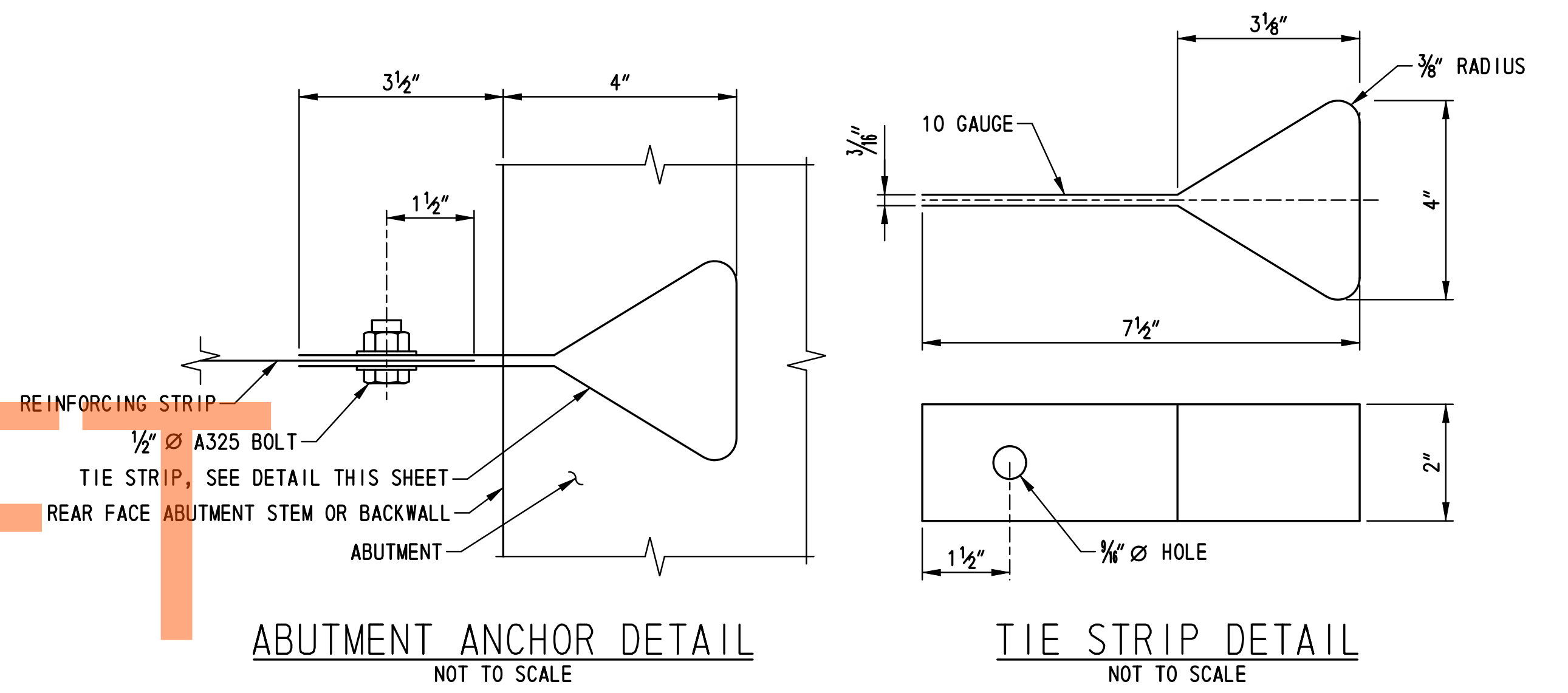
CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: A.D.D.
	CHECKED BY: P.S.D.

**ABUTMENT A
PLAN AND ELEVATION**

BRI-7N AB-01
SHEET NO. 385
TOTAL SHTS. 875



ABUTMENT A TYPICAL SECTION
SCALE: 3/4" = 1'-0"



ABUTMENT ANCHOR DETAIL
NOT TO SCALE

TIE STRIP DETAIL
NOT TO SCALE

ABUTMENT ANCHOR NOTES:

1. THE ABUTMENT ANCHOR SHOWN CONSISTING OF A TIE STRIP ATTACHED TO A REINFORCING STRIP MAY BE MODIFIED PER THE MSE WALL MANUFACTURER'S RECOMMENDATIONS. ANY CHANGES TO THE ABUTMENT ANCHOR DETAIL SHOWN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE ATTACHMENT OF THE ABUTMENT ANCHOR TO THE TEMPORARY SUPPORT OF EMBANKMENT LOCATED AT THE REAR FACE OF THE ABUTMENT STEM AND BACKWALL IS NOT SHOWN. THIS ATTACHMENT SHALL BE MADE PER THE MSE WALL MANUFACTURER'S RECOMMENDATIONS AND A DETAIL SUBMITTED TO THE ENGINEER FOR APPROVAL.

NOTES:

1. FOR PILE LAYOUT, SEE DWG. NO. PL-01.
2. FOR ABUTMENT A PLAN AND ELEVATION, SEE DWG. NO. AB-01.
3. FOR ABUTMENT A MSE WALL ELEVATIONS AND NOTES, SEE DWG. NO. AB-03.
4. PROVIDE ABUTMENT ANCHORS IN SELECT BACKFILL. SEE ABUTMENT ANCHOR DETAIL THIS SHEET. ABUTMENT ANCHORS SHALL BE DESIGNED FOR A MINIMUM FACTORED HORIZONTAL FORCE OF 2.0 KIPS PER FOOT OF ABUTMENT LENGTH. THE POINT OF APPLICATION OF FORCES SHALL BE AT THE CENTER OF BEARINGS. DESIGN OF ABUTMENT ANCHORS SHALL BE COMPATIBLE WITH THE TEMPORARY SUPPORT OF EMBANKMENT DESIGN. PAYMENT FOR ABUTMENT ANCHORS WILL BE INCIDENTAL TO ITEM 602772 - MECHANICALLY STABILIZED EARTH WALLS.
5. PROPRIETARY WALL MANUFACTURER SHALL DESIGN AND CONTRACTOR SHALL CONSTRUCT FINAL WALL AND FACING SUCH THAT THE FINAL WALL FACING IS AT THE REQUIRED ELEVATION AFTER SETTLEMENT HAS TAKEN PLACE.
6. THE ANTICIPATED SETTLEMENT IS 6 INCHES BEHIND THE FACE OF WALL.
7. TOP OF BACKWALL SHALL BE STEEL TROWEL FINISHED. TWO LAYERS OF WHITE POLYETHYLENE FILM SHALL BE PLACED ON TOP OF THE BACKWALLS PRIOR TO PLACEMENT OF THE APPROACH AND DECK SLAB REINFORCEMENT. THE FILM SHALL BE FASTENED TO THE FRONT FACE OF THE BACKWALL AND LAPPED 2'-0" MINIMUM WITH THE FILM PLACED ON THE FINISHED SUBGRADE FOR THE APPROACH SLAB. COST SHALL BE INCIDENTAL TO ITEM 602014 - PORTLAND CEMENT CONCRETE MASONRY, APPROACH SLAB, CLASS D. FOR ADDITIONAL REQUIREMENTS, SEE DWG. NO. AS-07.
8. FOR TEMPORARY SUPPORT OF EMBANKMENT REQUIREMENTS, SEE NOTE 14 ON DWG. NO. AB-03.
9. RECESS, CHOKE, TOPSOIL, SEED AND MULCH RIPRAP IN CONFORMANCE WITH THE ENVIRONMENTAL COMPLIANCE NOTES ON DWG. NO. EC-04.
10. EXPANDED POLYSTYRENE SHALL CONFORM TO ASTM C 578, EXCEPT THAT THE MAXIMUM ALLOWABLE WATER ABSORPTION SHALL BE 2%. COST SHALL BE INCIDENTAL TO ITEM 602014 - PORTLAND CEMENT CONCRETE MASONRY, APPROACH SLAB, CLASS D.
11. MEMBRANE WATERPROOFING SHALL BE INCIDENTAL TO ITEM 602015 - PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT ABOVE FOOTING, CLASS A. SEE SPECIAL PROVISION ITEM 602616 - WATERPROOFING P.C.C. MASONRY SURFACES FOR ADDITIONAL REQUIREMENTS.

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ADDENDUMS / REVISIONS	

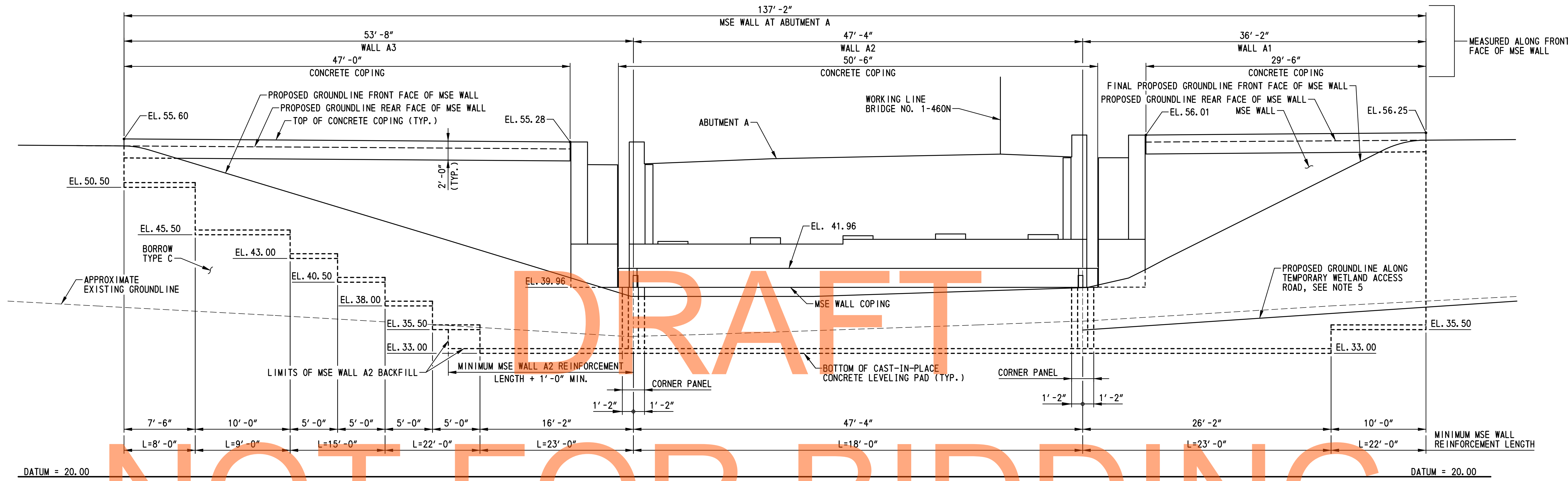
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

ABUTMENT A
TYPICAL SECTION

BRI-7N AB-02
SHEET NO.
386
TOTAL SHTS.
875



DRAFT

NOT FOR BIDDING

DEVELOPED ELEVATION
SCALE: 3/8"=1'-0"

MSE WALL NOTES:

1. DESIGN CRITERIA
SEE SPECIAL PROVISION FOR ITEM 602772.
2. CONCRETE
ALL CONCRETE PROPERTIES SHALL BE IN ACCORDANCE WITH SECTION 812 OF THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

CLASS A - MSE WALL PANELS AND MSE WALL COPING ($f'_c = 4,500$ PSI)
CLASS B - MSE WALL LEVELING PAD ($f'_c = 3,000$ PSI)
ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 3/4", UNLESS NOTED OTHERWISE.
3. REINFORCING STEEL
ALL REINFORCING STEEL SHALL BE AASHTO M31 (ASTM A 615), GRADE 60 AND SHALL BE PROTECTED WITH FUSION BONDED EPOXY, CONFORMING TO AASHTO M284 (ASTM A 775).

MINIMUM CONCRETE COVER FOR REINFORCING STEEL SHALL BE 2" UNLESS NOTED OTHERWISE.

THE MSE WALL MANUFACTURER MAY SUBSTITUTE ALTERNATIVE REINFORCING CONFIGURATIONS AND SUBMIT FOR APPROVAL.
4. ARCHITECTURAL FINISH
THE COMPONENTS OF THE MSE WALL SHALL HAVE THE ARCHITECTURAL TREATMENT AS SPECIFIED IN THE SPECIAL PROVISION FOR ITEM 602772.
5. WALL REINFORCEMENT
WALL REINFORCEMENT SHALL BE LOCATED TO CLEAR THE PILE CASINGS WITH 2" MINIMUM CLEARANCE AND A MAXIMUM 15 DEGREE SKEW.
6. COPING
THE MSE WALL COPING SHALL BE A PRECAST CONCRETE COPING INSTALLED IN CONFORMANCE WITH THE PROPRIETARY WALL MANUFACTURER'S RECOMMENDATIONS. FOR LOCATIONS ALONG THE MSE WALL WHERE A PRECAST CONCRETE COPING CANNOT BE UTILIZED, A CAST-IN-PLACE CONCRETE COPING INSTALLED IN CONFORMANCE WITH THE PROPRIETARY WALL MANUFACTURER'S RECOMMENDATIONS MAY BE UTILIZED.
7. LEVELING PAD
THE LEVELING PAD STEPS MAY BE RELOCATED AT THE DISCRETION OF THE PROPRIETARY WALL MANUFACTURER PROVIDED THAT THE MINIMUM EMBEDMENT IS MAINTAINED IN ACCORDANCE WITH THE SPECIFIED DESIGN CRITERIA. ANY CHANGES TO THE STEP LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
8. BACKFILL AND FOUNDATION SOILS
MSE WALL BACKFILL SHALL CONSIST OF SELECT BACKFILL AND MEET THE REQUIREMENTS PROVIDED IN THE SPECIAL PROVISIONS. MSE WALL BACKFILL AT ABUTMENT B BELOW EL. 31.00 SHALL CONSIST OF DELAWARE NO. 57 STONE. SEE SOIL PROPERTIES TABLE ON THIS SHEET.
9. INTERNAL STABILITY
THE INTERNAL STABILITY OF THE MSE WALL SHALL BE DESIGNED BY THE PROPRIETARY WALL MANUFACTURER USING THE SOIL PROPERTIES PROVIDED AT EACH WALL LOCATION. THE INTERNAL STABILITY CALCULATIONS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF DELAWARE AS INDICATED IN THE PROJECT SPECIFICATIONS.
10. QUARANTINE PERIOD
ALLOW A MINIMUM OF 60 DAYS QUARANTINE PERIOD FOR SETTLEMENT MONITORING. BEGIN THE QUARANTINE PERIOD WHEN THE FULL HEIGHT OF THE MSE WALL IS ACHIEVED, THE APPROACH EMBANKMENTS ARE AT THEIR FINAL ROADWAY SUBGRADE ELEVATION AND THE SETTLEMENT PLATFORMS ARE COMPLETELY CONSTRUCTED. THE ENGINEER WILL DETERMINE THE DURATION OF THE QUARANTINE PERIOD BASED ON THE SETTLEMENT READINGS. THE ENGINEER WILL NOTIFY THE CONTRACTOR, IN WRITING, WHEN THE QUARANTINE PERIOD CAN BE LIFTED BASED ON THE RESULTS OF THE SETTLEMENT READINGS.
11. SETTLEMENT REQUIREMENTS
THE PROPRIETARY WALL MANUFACTURER SHALL DESIGN AND THE CONTRACTOR SHALL CONSTRUCT FINAL WALL AND FACING SUCH THAT THE FINAL WALL FACING IS AT THE REQUIRED ELEVATION AFTER SETTLEMENT HAS TAKEN PLACE. THE ANTICIPATED SETTLEMENT IS 6 INCHES BEHIND THE FACE OF WALLS A2 AND B2. SEE SPECIAL PROVISIONS FOR SETTLEMENT MONITORING REQUIREMENTS.
12. SERVICE LIFE
ALL RETAINING WALL COMPONENTS SHALL BE DESIGNED FOR A MINIMUM SERVICE LIFE OF 100 YEARS.
13. WALL SYSTEM
ONLY ONE MSE WALL SYSTEM MANUFACTURER MAY BE USED ON THIS PROJECT.

14. TEMPORARY SUPPORT OF EMBANKMENT
TEMPORARY SUPPORT OF EMBANKMENT IS REQUIRED AT THE REAR FACE OF BOTH ABUTMENT STEMS AND BACKWALLS TO ALLOW THE UNDERLYING SOILS TO PRECONSOLIDATE UNDER THE FINAL REQUIRED SOIL PRESSURE PRIOR TO PILE INSTALLATION. THE LIMITS OF THE TEMPORARY SUPPORT OF EMBANKMENT SHALL BE THE FULL ABUTMENT HEIGHT OVER THE FULL ABUTMENT LENGTH. THE TEMPORARY SUPPORT OF EMBANKMENT SHALL BE DESIGNED BY THE MSE WALL DESIGNER TO RESIST THE FULL HORIZONTAL EARTH PRESSURE AND HORIZONTAL SOIL PRESSURE DUE TO SURCHARGE OF SOIL AND THE CONTRACTOR'S EQUIPMENT AND MATERIALS. ALL MSE WALL REINFORCING STRIPS SHALL BE DESIGNED FOR A MINIMUM SERVICE LIFE OF 100 YEARS. THE DESIGN OF THE TEMPORARY SUPPORT OF EMBANKMENT SHALL BE COMPATIBLE WITH THE ABUTMENT ANCHORS SHOWN ON DWG. NOS. AB-02 AND AB-08. PAYMENT FOR CONSTRUCTION OF THE TEMPORARY SUPPORT OF EMBANKMENT WILL BE MADE UNDER ITEM NO. 602772 - MECHANICALLY STABILIZED EARTH WALLS. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SOIL PROPERTIES

SOIL TYPE	UNIT WEIGHT (PCF)	DRAINED ANGLE OF FRICTION (DEGREES)	UNDRAINED SHEAR (PSF)
SELECT BACKFILL	125	34 MIN.	0
NO. 57 STONE (ABUTMENT B)	105	34 MIN.	0
IN-SITU FOUNDATION SOIL	115	28	0
BORROW, TYPE C	120	32	0
RETAINED FILL	120	30	0

NOTES:

1. FOR MSE WALL PLAN, SEE GEOMETRIC AND FOOTING LAYOUT PLAN ON DWG. NO. FT-01.
2. FOR ABUTMENT A PLAN AND ELEVATION, SEE DWG. NO. AB-01.
3. FOR ABUTMENT A TYPICAL SECTION, SEE DWG. NO. AB-02.
4. FOR ABUTMENT A MSE WALL TYPICAL SECTIONS, SEE DWG. NOS. AB-04 THRU AB-06.
5. FOR WETLAND ACCESS ROAD DETAILS, SEE SPECIAL PROVISIONS AND MAINTENANCE OF STREAMFLOW PLANS MS-07 THRU MS-10.

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ADDENDUMS / REVISIONS	

SCALE: AS NOTED

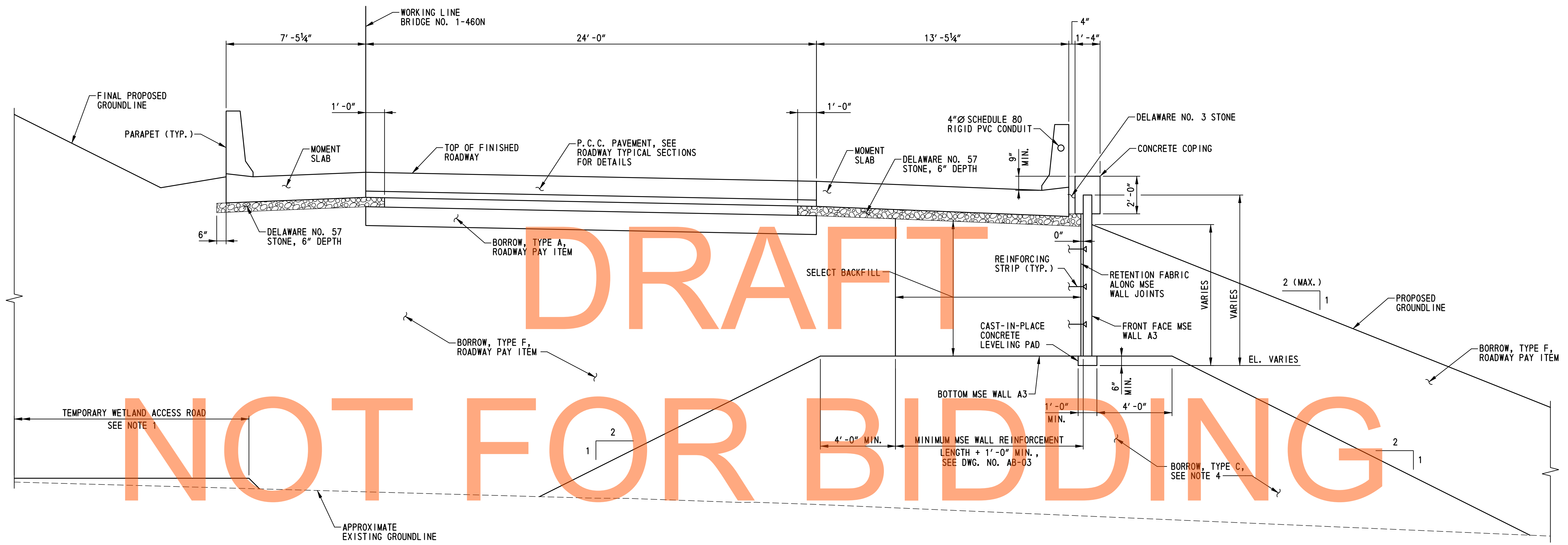
**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**MSE WALL AT
ABUTMENT A**

**BR1-7N
AB-03**

SHEET NO.	387
TOTAL SHTS.	875



TYPICAL SECTION - STA. 805+25.83 TO STA. 805+43.33
 SCALE: 3/8" = 1'-0"

- NOTES:**
1. FOR WETLAND ROAD ACCESS ROAD DETAILS, SEE SPECIAL PROVISIONS AND MAINTENANCE OF STREAM FLOW PLANS MS-07 THRU MS-10.
 2. FOR MSE WALL ELEVATION AND NOTES, SEE DWG. NO. AB-03.
 3. FOR MOMENT SLAB DETAILS, SEE DWG. NO. AS-08.
 4. BORROW, TYPE C SHALL BE OBTAINED FROM BORROW SOURCES AND PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.

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ADDENDUMS / REVISIONS	

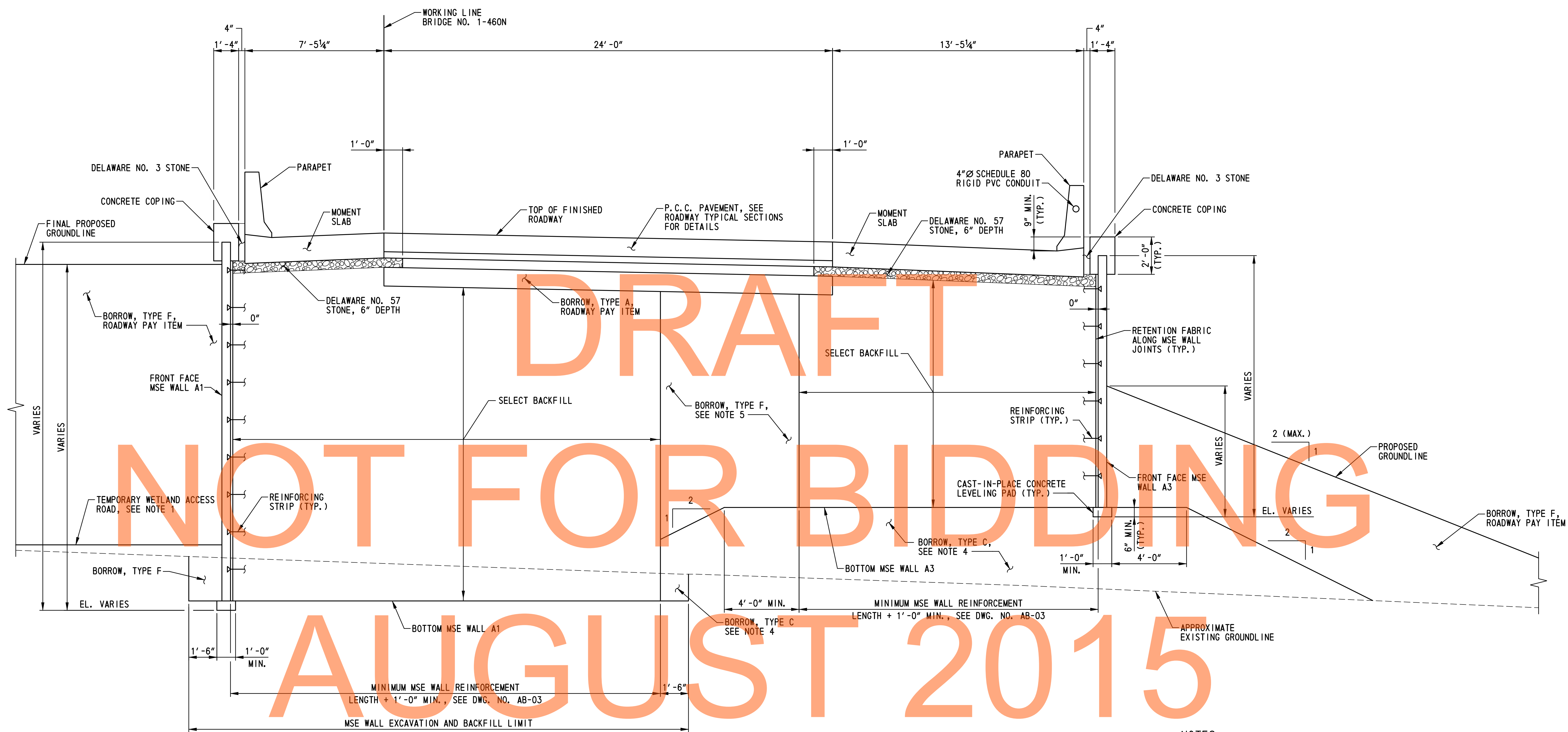
SCALE: AS NOTED

**US 301,
 SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**ABUTMENT A
 MSE WALL
 TYPICAL SECTIONS - 1**

BRI-7N AB-04
SHEET NO.
388
TOTAL SHTS.
875



TYPICAL SECTION - STA. 805+43.33 TO STA. 805+57.17
SCALE: 3/8"=1'-0"

NOTES:

1. FOR WETLAND ACCESS ROAD DETAILS, SEE SPECIAL PROVISIONS AND MAINTENANCE OF STREAM FLOW PLANS MS-07 THRU MS-10.
2. FOR MSE WALL ELEVATIONS AND NOTES, SEE DWG. NO. AB-03.
3. FOR MOMENT SLAB DETAILS, SEE DWG. NO. AS-08.
4. BORROW, TYPE C SHALL BE OBTAINED FROM BORROW SOURCES AND PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.
5. BORROW, TYPE F SHALL BE PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.

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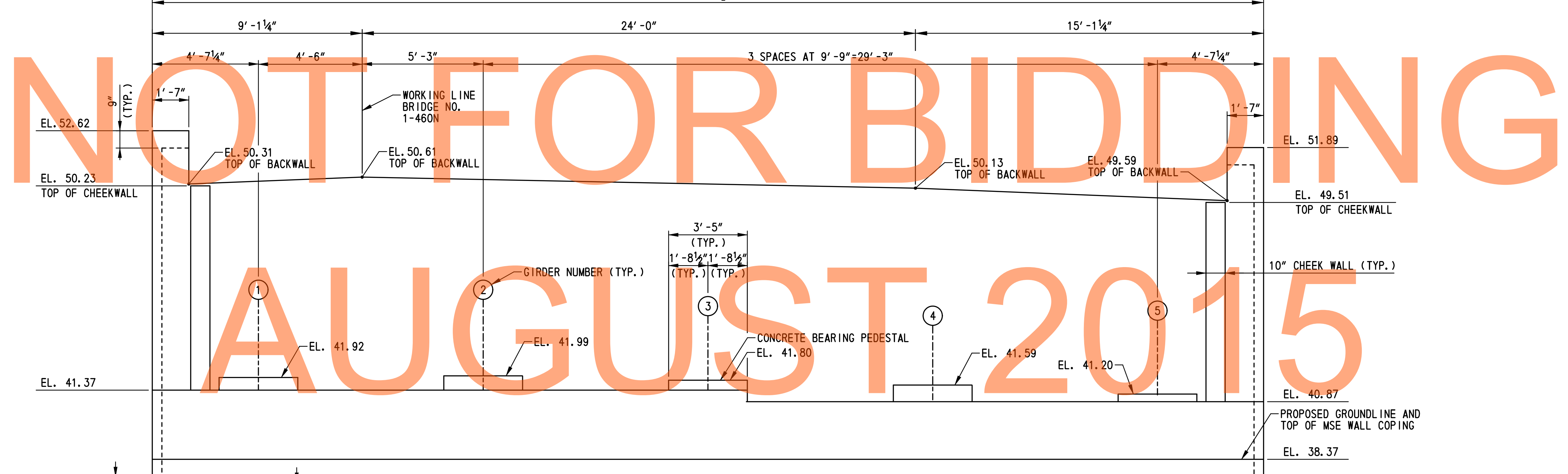
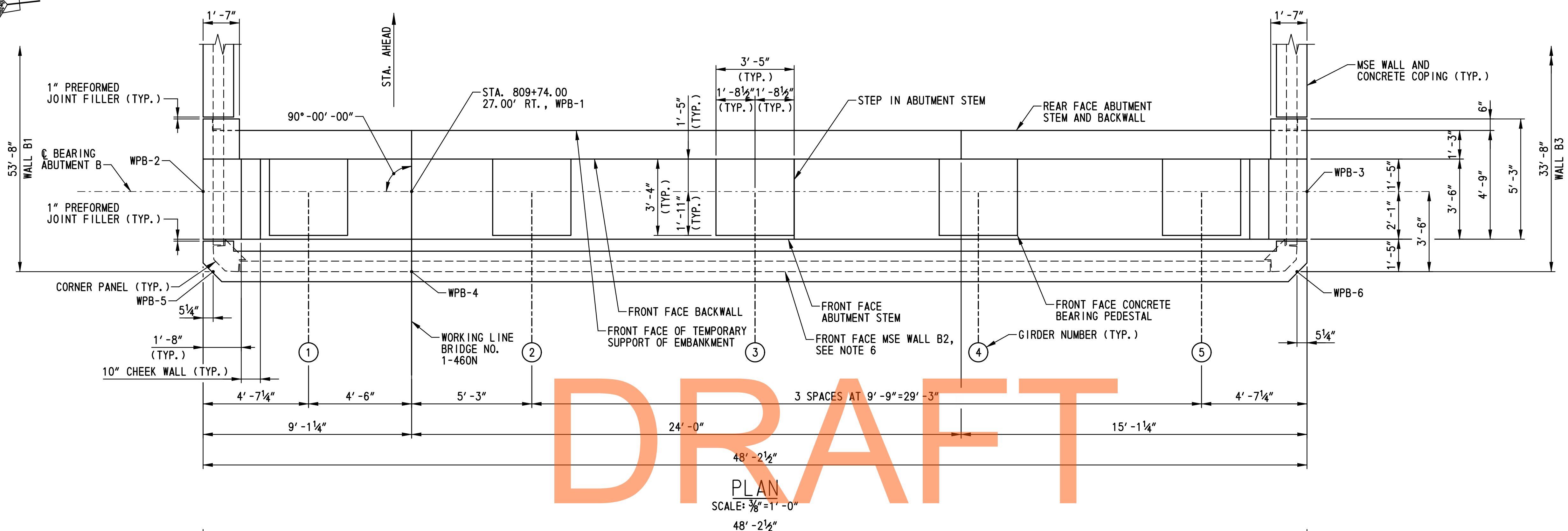
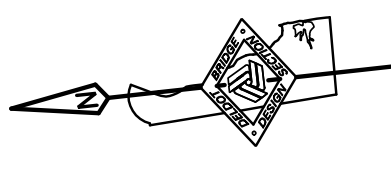
SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**ABUTMENT A
MSE WALL
TYPICAL SECTIONS - 2**

BR1-7N AB-05
SHEET NO.
389
TOTAL SHTS.
875



- NOTES:**
- MSE WALL NOT SHOWN IN ELEVATION FOR CLARITY.
 - FOR APPROXIMATE EXISTING GROUNDLINE SEE DWG. NO. AB-09.
 - FOR PILE LAYOUT SEE DWG. NO. PL-01.
 - FOR ABUTMENT B TYPICAL SECTION SEE DWG. NO. AB-08.
 - FOR ABUTMENT B MSE WALL TYPICAL SECTIONS SEE DWG. NOS. AB-10 THRU AB-12.

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ADDENDUMS / REVISIONS	

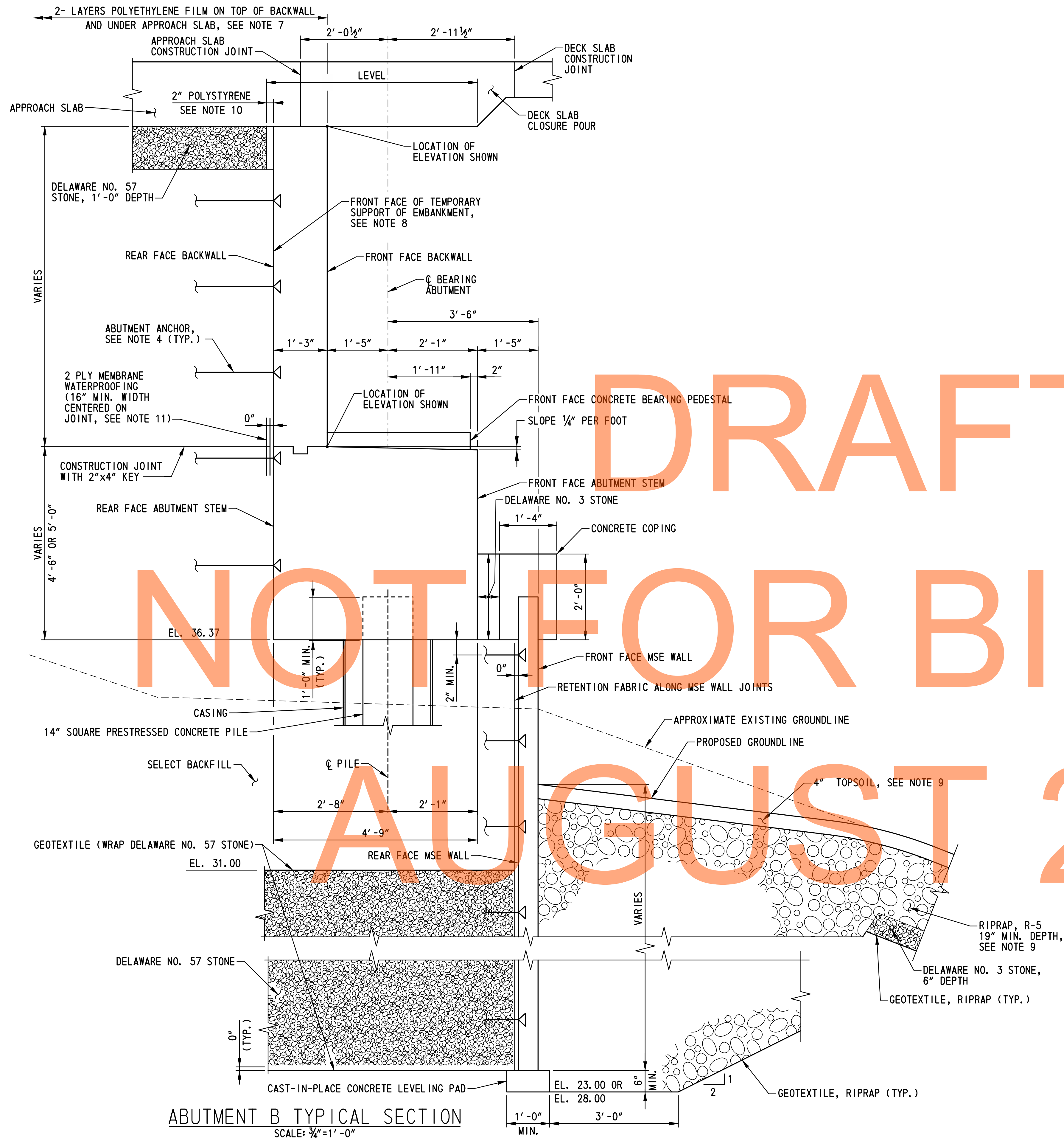
SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: A.D.D. CHECKED BY: P.S.D.

**ABUTMENT B
PLAN AND ELEVATION**

BR1-7N AB-07
SHEET NO. 391
TOTAL SHTS. 875



ABUTMENT B TYPICAL SECTION
SCALE: 3/4" = 1'-0"

DRAFT

NOT FOR BIDDING

2015

NOTES:

- FOR PILE LAYOUT, SEE DWG. NO. PL-01.
- FOR ABUTMENT B PLAN AND ELEVATION, SEE DWG. NO. AB-09.
- FOR ABUTMENT B MSE WALL ELEVATION, SEE DWG. NO. AB-09.
- PROVIDE ABUTMENT ANCHORS IN SELECT BACKFILL. SEE ABUTMENT ANCHOR DETAIL THIS SHEET. ABUTMENT ANCHORS SHALL BE DESIGNED FOR A MINIMUM FACTORED HORIZONTAL FORCE OF 2.0 KIPS PER FOOT OF ABUTMENT LENGTH. THE POINT OF APPLICATION OF FORCES SHALL BE AT THE CENTER OF BEARINGS. DESIGN OF ABUTMENT ANCHORS SHALL BE COMPATIBLE WITH THE TEMPORARY SUPPORT OF EMBANKMENT DESIGN. PAYMENT FOR ABUTMENT ANCHORS WILL BE INCIDENTAL TO ITEM 602772 - MECHANICALLY STABILIZED EARTH WALLS.
- PROPRIETARY WALL MANUFACTURER SHALL DESIGN AND CONTRACTOR SHALL CONSTRUCT FINAL WALL AND FACING SUCH THAT THE FINAL WALL FACING IS AT THE REQUIRED ELEVATION AFTER SETTLEMENT HAS TAKEN PLACE.
- THE ANTICIPATED SETTLEMENT IS 6 INCHES BEHIND THE FACE OF WALL.
- TOP OF BACKWALL SHALL BE STEEL TROWEL FINISHED. TWO LAYERS OF WHITE POLYETHYLENE FILM SHALL BE PLACED ON TOP OF THE BACKWALLS PRIOR TO PLACEMENT OF THE APPROACH AND DECK SLAB REINFORCEMENT. THE FILM SHALL BE FASTENED TO THE FRONT FACE OF THE BACKWALL AND LAPPED 2'-0" MINIMUM WITH THE FILM PLACED ON THE FINISHED SUBGRADE FOR THE APPROACH SLAB. COST SHALL BE INCIDENTAL TO ITEM 602014 - PORTLAND CEMENT CONCRETE MASONRY, APPROACH SLAB, CLASS D. FOR ADDITIONAL REQUIREMENTS, SEE DWG. NO. AS-07.
- FOR TEMPORARY SUPPORT OF EMBANKMENT REQUIREMENTS, SEE NOTE 14 ON DWG. NO. AB-03.
- RECESS, CHOKE, TOPSOIL, SEED AND MULCH RIPRAP IN CONFORMANCE WITH THE ENVIRONMENTAL COMPLIANCE NOTES ON DWG. NO. EC-04.
- EXPANDED POLYSTYRENE SHALL CONFORM TO ASTM C 578, EXCEPT THAT THE MAXIMUM ALLOWABLE WATER ABSORPTION SHALL BE 2%. COST SHALL BE INCIDENTAL TO ITEM 602014 - PORTLAND CEMENT CONCRETE MASONRY, APPROACH SLAB, CLASS D.
- MEMBRANE WATERPROOFING SHALL BE INCIDENTAL TO ITEM 602015 - PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT ABOVE FOOTING, CLASS A. SEE SPECIAL PROVISION ITEM 602616 - WATERPROOFING P. C. C. MASONRY SURFACES FOR ADDITIONAL REQUIREMENTS.

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ADDENDUMS / REVISIONS

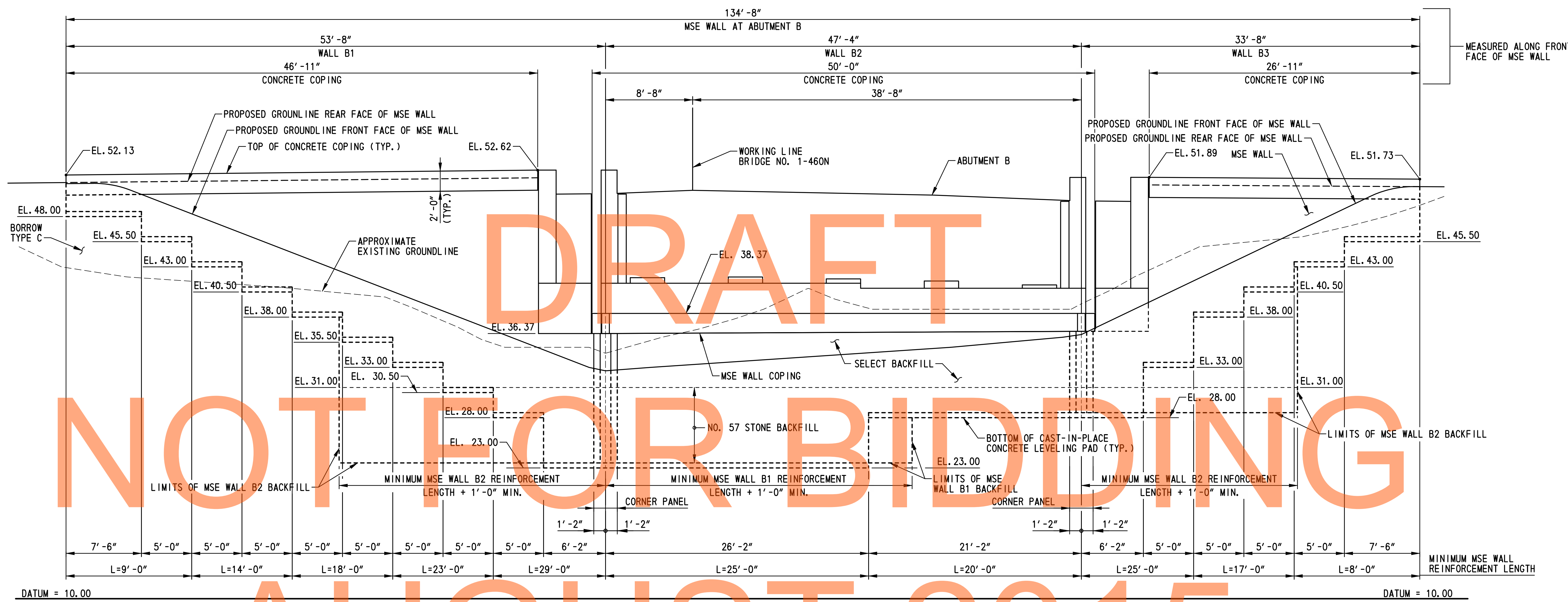
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

ABUTMENT B
TYPICAL SECTION

BRI-7N AB-08
SHEET NO.
392
TOTAL SHTS.
875



DRAFT

NOT FOR BIDDING

AUGUST 2015

DEVELOPED ELEVATION
SCALE: 1/4" = 1'-0"

- NOTES:**
- FOR MSE WALL PLAN, SEE GEOMETRIC AND FOOTING LAYOUT PLAN ON DWG. NO. FT-01.
 - FOR NOTES AND SOIL PROPERTIES, SEE DWG. AB-03.
 - FOR ABUTMENT B PLAN AND ELEVATION, SEE DWG. NO. AB-07.
 - FOR ABUTMENT B TYPICAL SECTION, SEE DWG. NO. AB-08.
 - FOR ABUTMENT B MSE WALL TYPICAL SECTIONS, SEE DWG. NOS. AB-09 THRU AB-11.

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ADDENDUMS / REVISIONS	

SCALE: AS NOTED

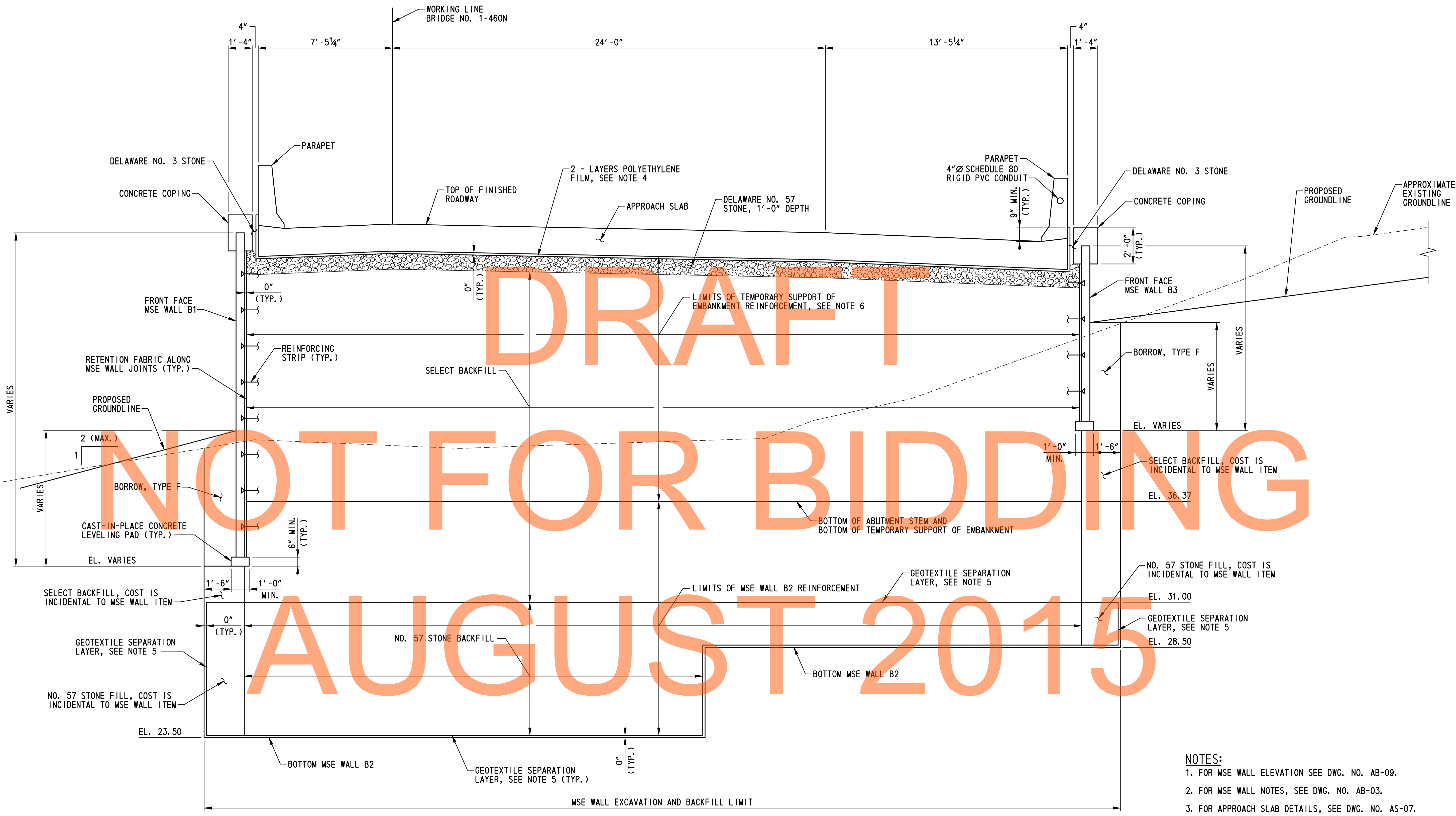
**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**MSE WALL AT
ABUTMENT B**

BR1-7N AB-09
SHEET NO.
393
TOTAL SHTS.
875

DRAFT
NOT FOR BIDDING
AUGUST 2015



TYPICAL SECTION - STA. 809+76.67 TO STA. 809+92.92
SCALE: 3/8" = 1'-0"

- NOTES:**
1. FOR MSE WALL ELEVATION SEE DWG. NO. AB-09.
 2. FOR MSE WALL NOTES, SEE DWG. NO. AB-03.
 3. FOR APPROACH SLAB DETAILS, SEE DWG. NO. AS-07.
 4. FOR POLYETHYLENE FILM DETAILS, SEE DWG. NO. AS-07.
 5. COST OF GEOTEXTILE SEPARATION LAYER IS INCIDENTAL TO ITEM 602772 - MECHANICALLY STABILIZED EARTH WALLS.
 6. FOR TEMPORARY SUPPORT OF EMBANKMENT DETAILS, SEE DWG. NOS. AB-03 AND AB-08.

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ADDENDUMS / REVISIONS

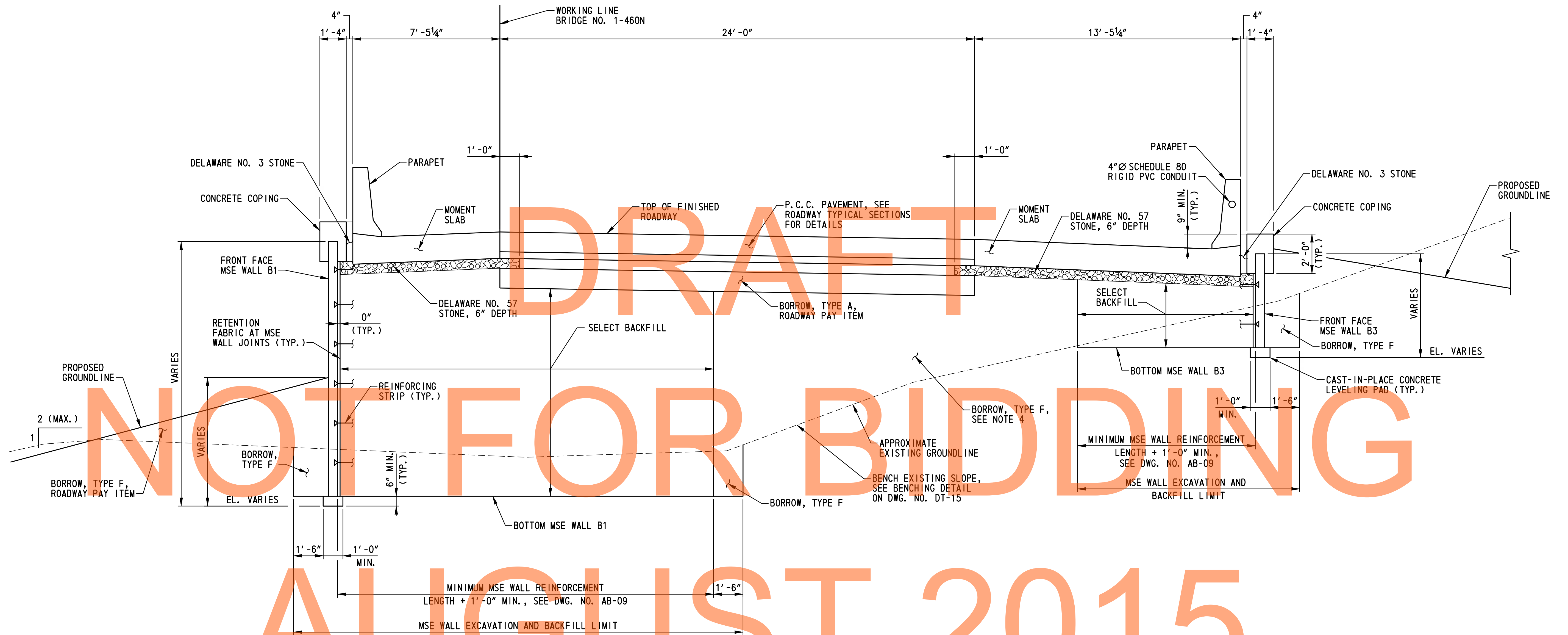
SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: A.D.D. CHECKED BY: P.S.D.

**ABUTMENT B
MSE WALL
TYPICAL SECTIONS - 1**

BRI-7N AB-10
SHEET NO. 394
TOTAL SHTS. 875



TYPICAL SECTION - STA. 809+92.92 TO STA. 810+04.17
 SCALE: 3/8" = 1'-0"

- NOTES:**
1. FOR MSE WALL ELEVATIONS, SEE DWG. NO. AB-09.
 2. FOR MSE WALL NOTES, SEE DWG. NO. AB-03.
 3. FOR MOMENT SLAB DETAILS, SEE DWG. NO. AS-08.
 4. BORROW, TYPE F SHALL BE PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.

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ADDENDUMS / REVISIONS	

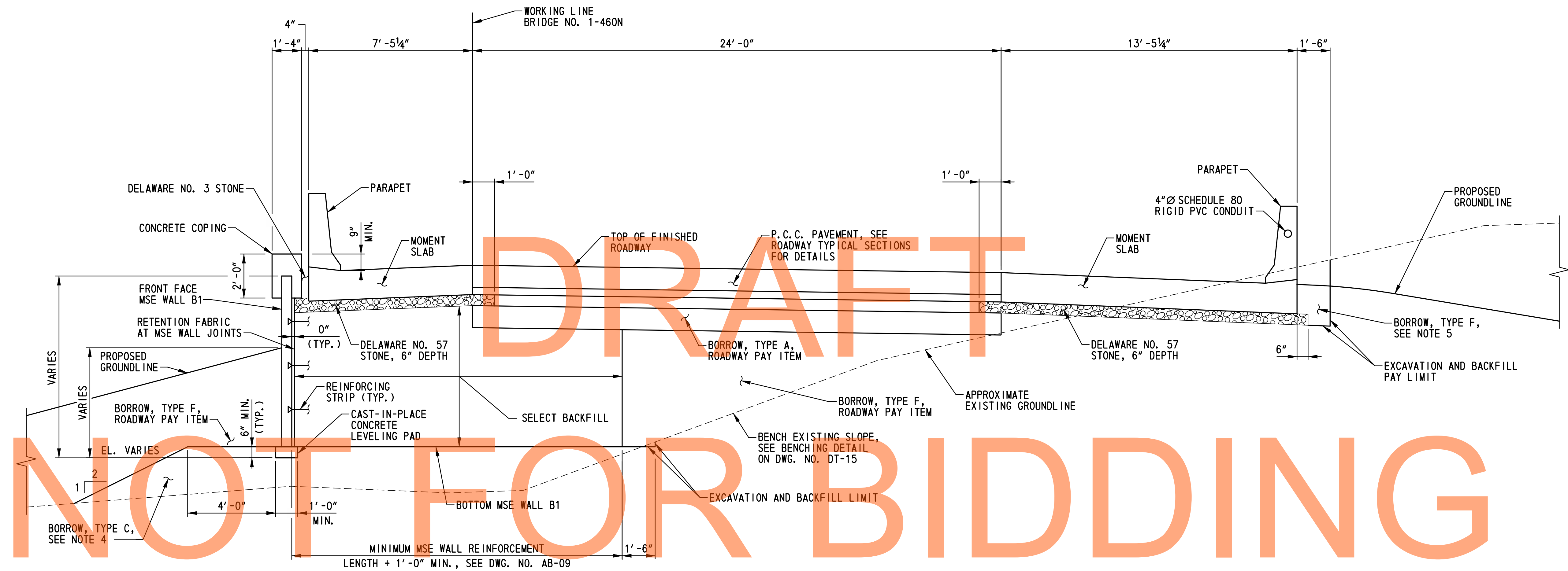
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**US 301,
 SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**ABUTMENT B
 MSE WALL
 TYPICAL SECTIONS - 2**

BRI-7N AB-11
SHEET NO.
395
TOTAL SHTS.
875



AUGUST 2015

TYPICAL SECTION - STA. 810+04.17 TO STA. 810+24.17
SCALE: 3/8" = 1' - 0"

- NOTES:**
1. FOR MSE WALL ELEVATIONS, SEE DWG. NO. AB-09.
 2. FOR MSE WALL NOTES, SEE DWG. NO. AB-03.
 3. FOR MOMENT SLAB DETAILS, SEE DWG. NO. AS-08.
 4. BORROW, TYPE C SHALL BE OBTAINED FROM BORROW SOURCES AND PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.
 5. BORROW, TYPE F SHALL BE PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.

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ADDENDUMS / REVISIONS	

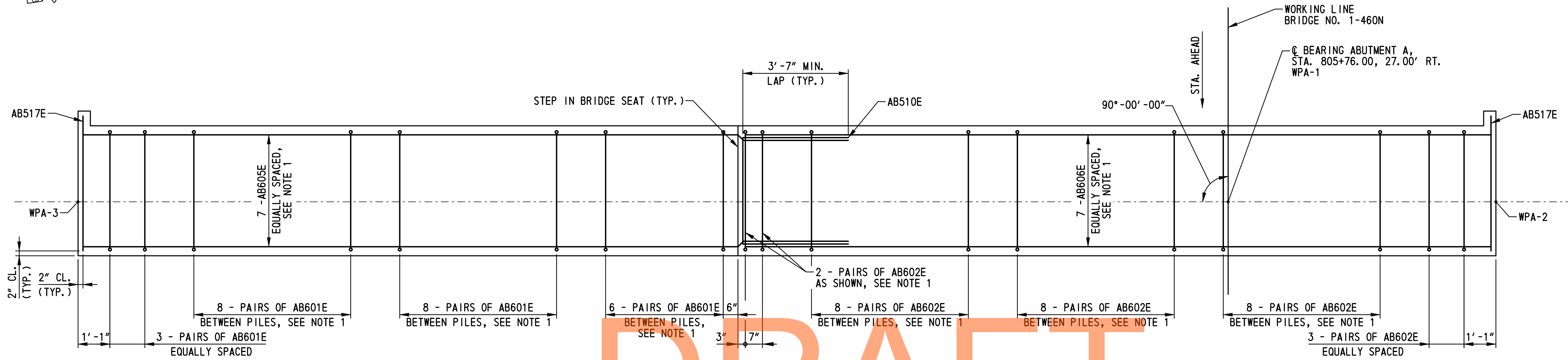
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**US 301,
SR 896 TO SR 1**

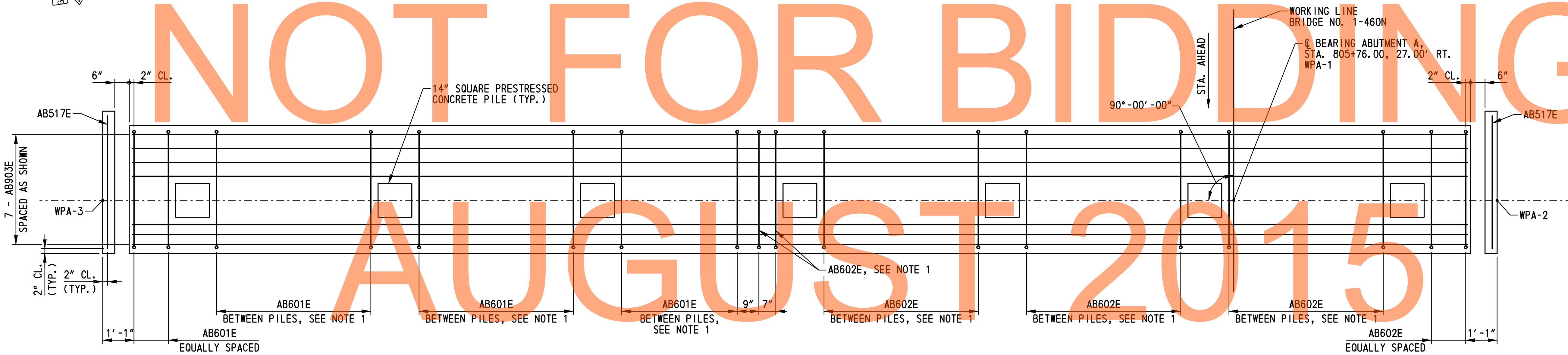
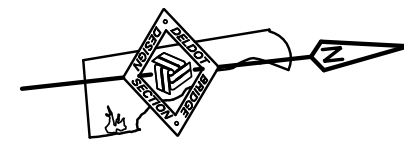
CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: A.D.D. CHECKED BY: P.S.D.

**ABUTMENT B
MSE WALL
TYPICAL SECTIONS - 3**

BR1-7N AB-12
SHEET NO. 396
TOTAL SHTS. 875



DRAFT
 ABUTMENT A TOP MAT REINFORCEMENT PLAN
 SCALE: 1/2" = 1'-0"



ABUTMENT A BOTTOM MAT REINFORCEMENT PLAN
 SCALE: 1/2" = 1'-0"

NOTES:

1. SPACE REINFORCING STEEL AS NECESSARY TO CLEAR ANCHOR BOLTS. FOR ADDITIONAL INFORMATION, SEE DWG. NOS. BB-01 AND AB-14.
2. FOR ADDITIONAL REINFORCEMENT DETAILS, SEE DWG. NOS. AB-14 AND AB-15.
3. REINFORCING STEEL OVER PILES NOT SHOWN FOR CLARITY. FOR ADDITIONAL INFORMATION, SEE DWG. NO. PL-01.

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ADDENDUMS / REVISIONS

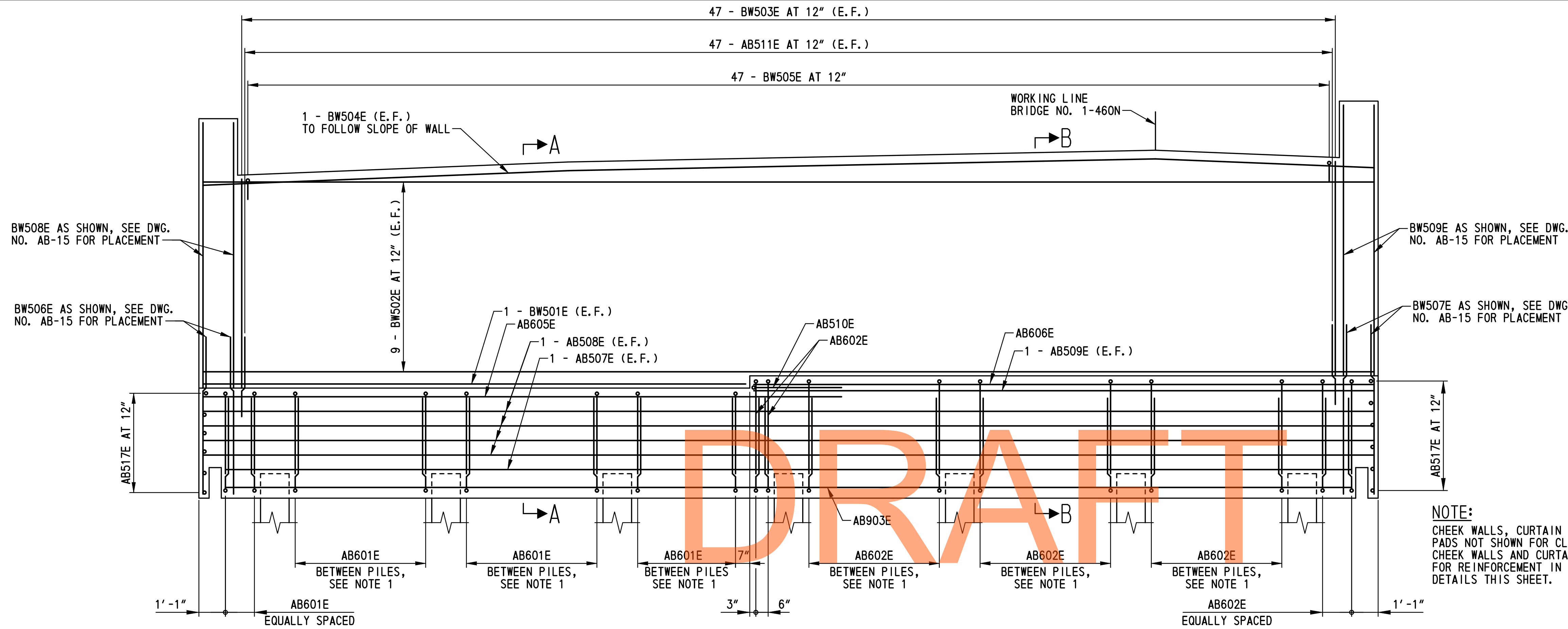
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**US 301,
 SR 896 TO SR 1**

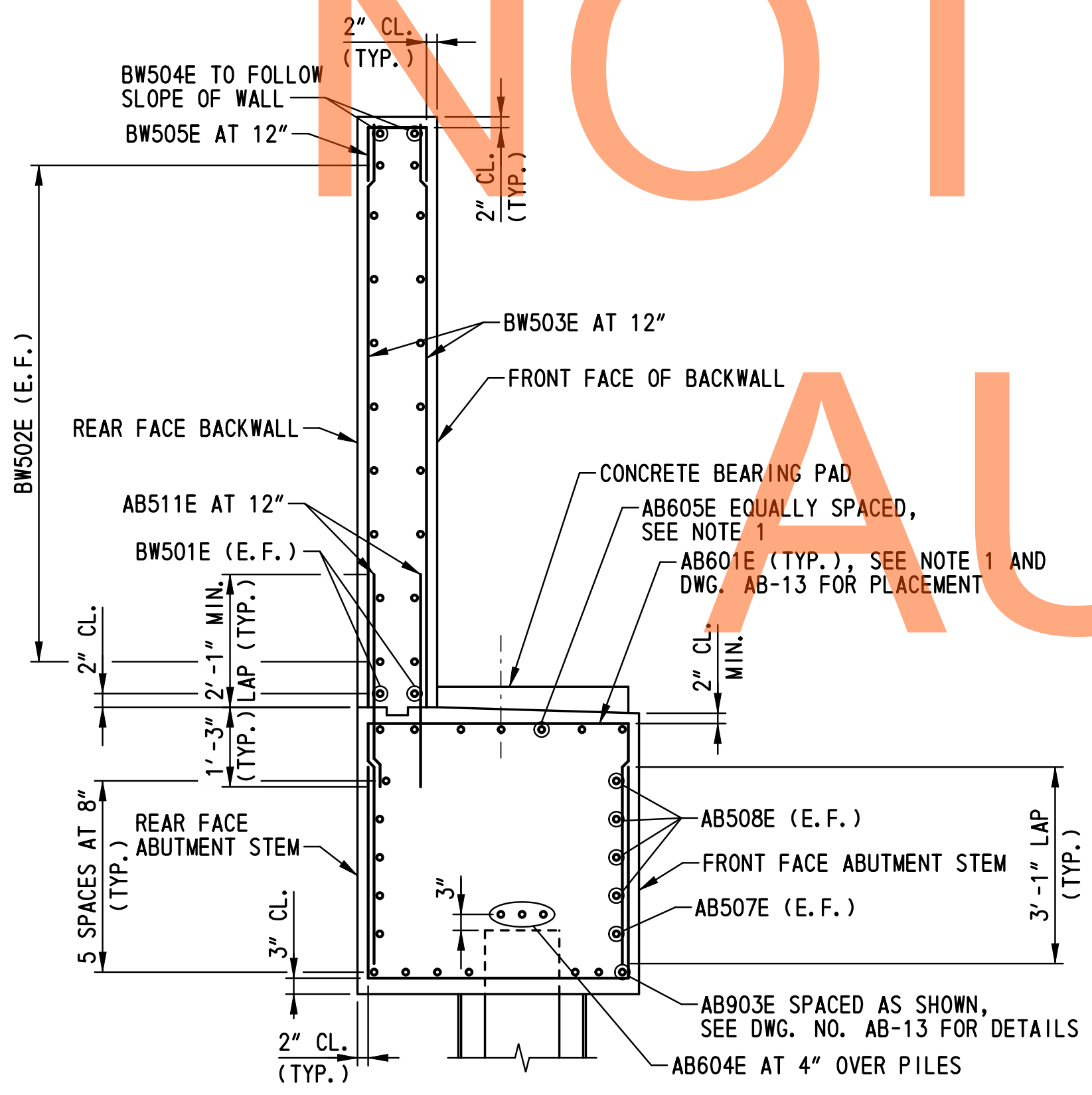
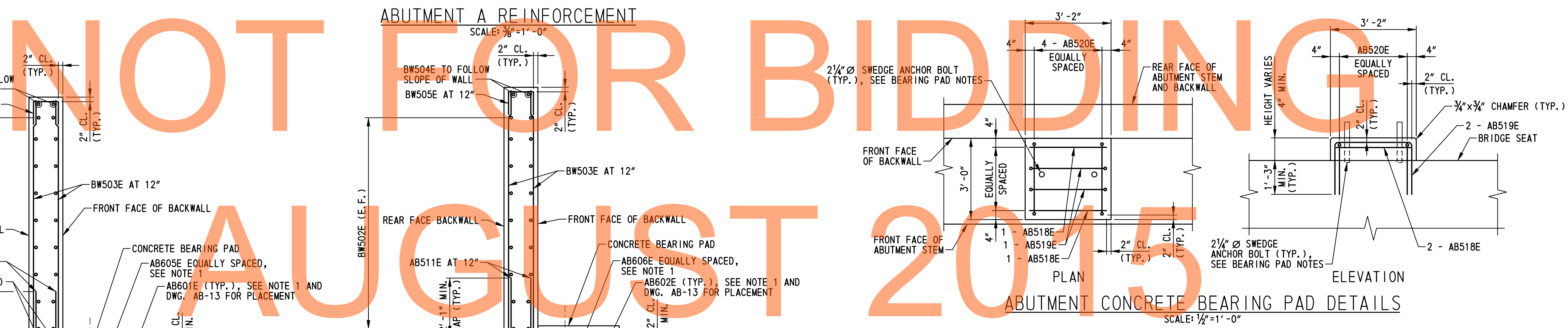
CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**ABUTMENT A
 REINFORCEMENT
 DETAILS - 1**

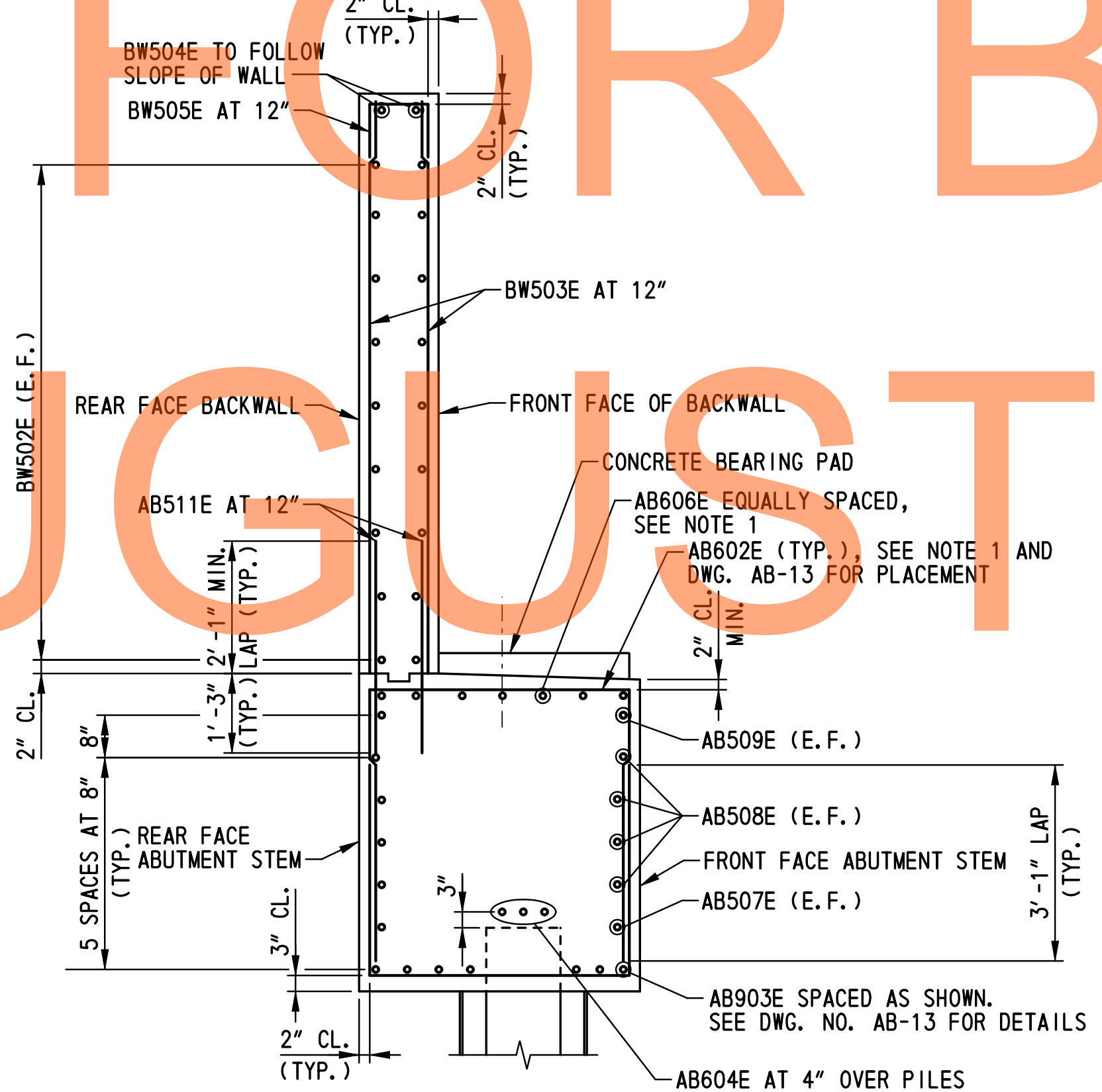
BRI-7N AB-13
SHEET NO.
397
TOTAL SHTS.
875



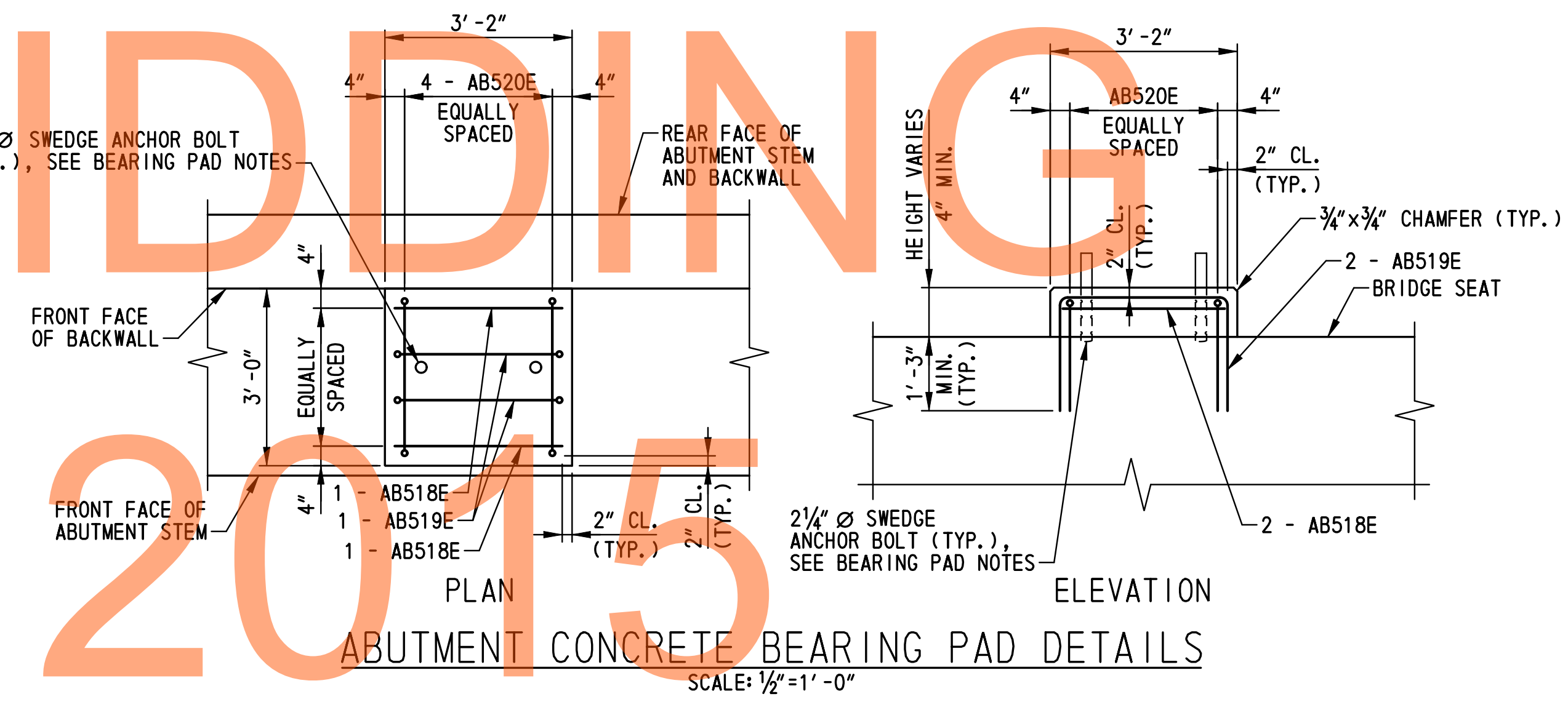
NOTE:
 CHEEK WALLS, CURTAIN WALLS, AND CONCRETE BEARING PADS NOT SHOWN FOR CLARITY. FOR REINFORCEMENT IN CHEEK WALLS AND CURTAIN WALLS SEE DWG. NO. AB-15. FOR REINFORCEMENT IN CONCRETE BEARING PAD SEE DETAILS THIS SHEET.



SECTION A-A
 SCALE: 1/2"=1'-0"



SECTION B-B
 SCALE: 1/2"=1'-0"



BEARING PAD NOTES:
 1. FOR ANCHOR BOLT DIMENSIONS AND LOCATION, SEE DWG. NOS. BB-01.
 2. ANCHOR BOLTS SHALL BE CAST IN PLACE. A TEMPORARY CASTING TEMPLATE SHALL BE USED TO ENSURE THE ANCHOR BOLTS ARE PROPERLY ALIGNED AND PLUMB. THE TEMPLATE SHALL BE REMOVED AFTER CONCRETE HAS SET.
 3. SPACE REINFORCING STEEL AS NECESSARY TO CLEAR ANCHOR BOLTS.

NOTES:
 1. SPACE REINFORCING STEEL AS NECESSARY TO CLEAR ANCHOR BOLTS. FOR ADDITIONAL INFORMATION, SEE DWG. NOS. BB-01 AND AB-13.
 2. FOR ADDITIONAL REINFORCEMENT DETAILS, SEE DWG. NOS. AB-13 AND AB-15.
 3. REINFORCING STEEL OVER PILES NOT SHOWN FOR CLARITY. FOR ADDITIONAL INFORMATION, SEE DWG. NO. PL-01.

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ADDENDUMS / REVISIONS

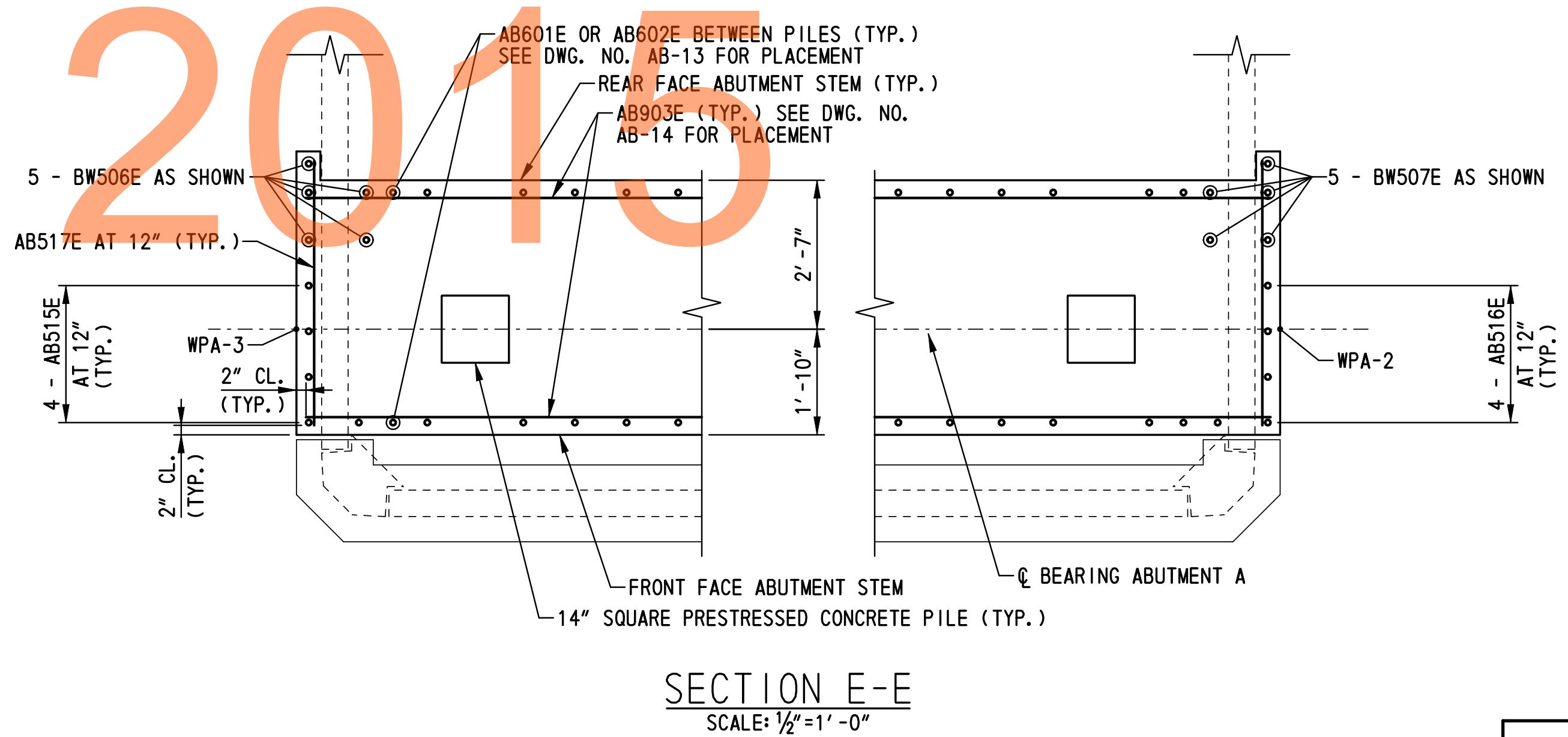
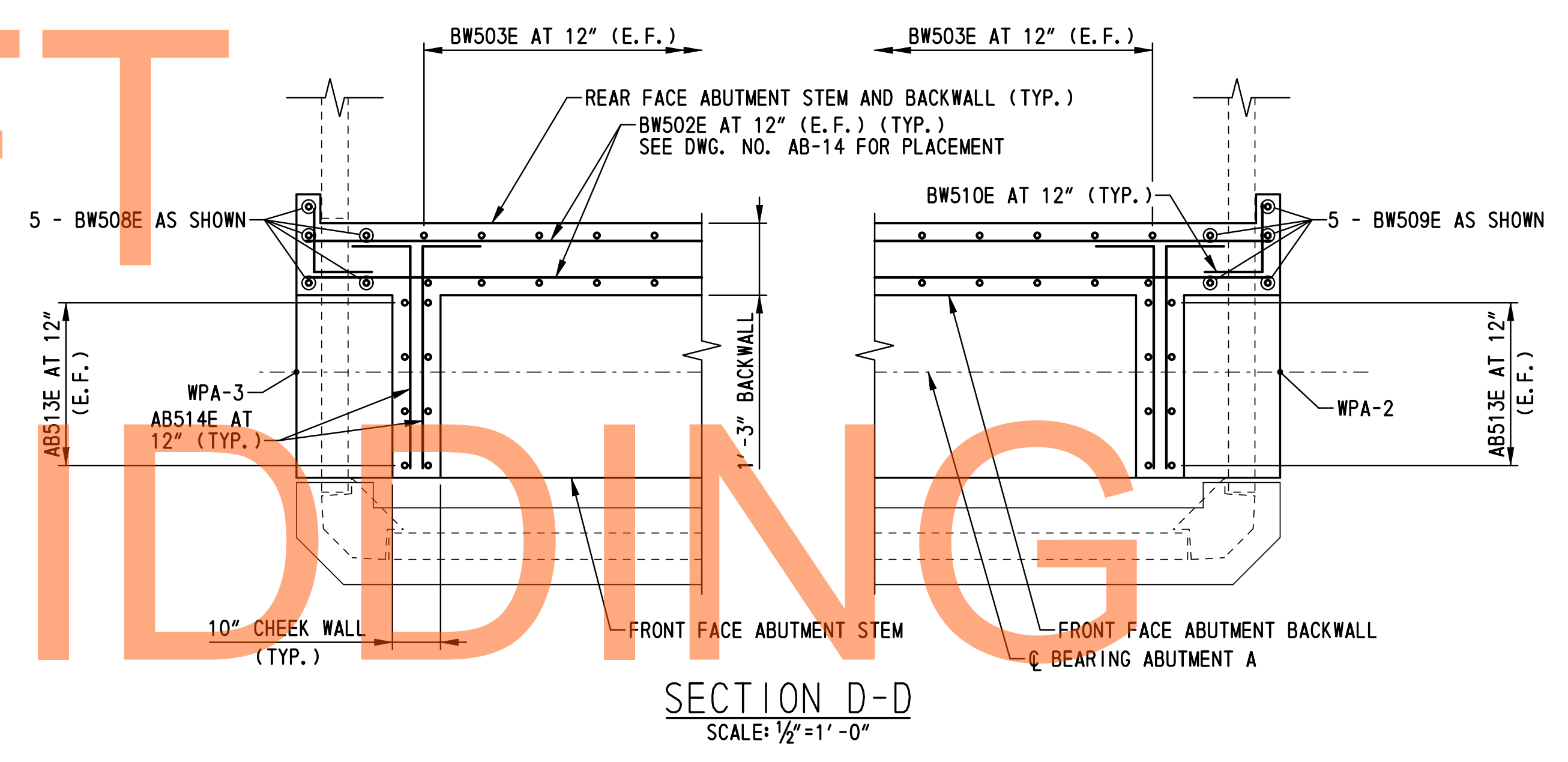
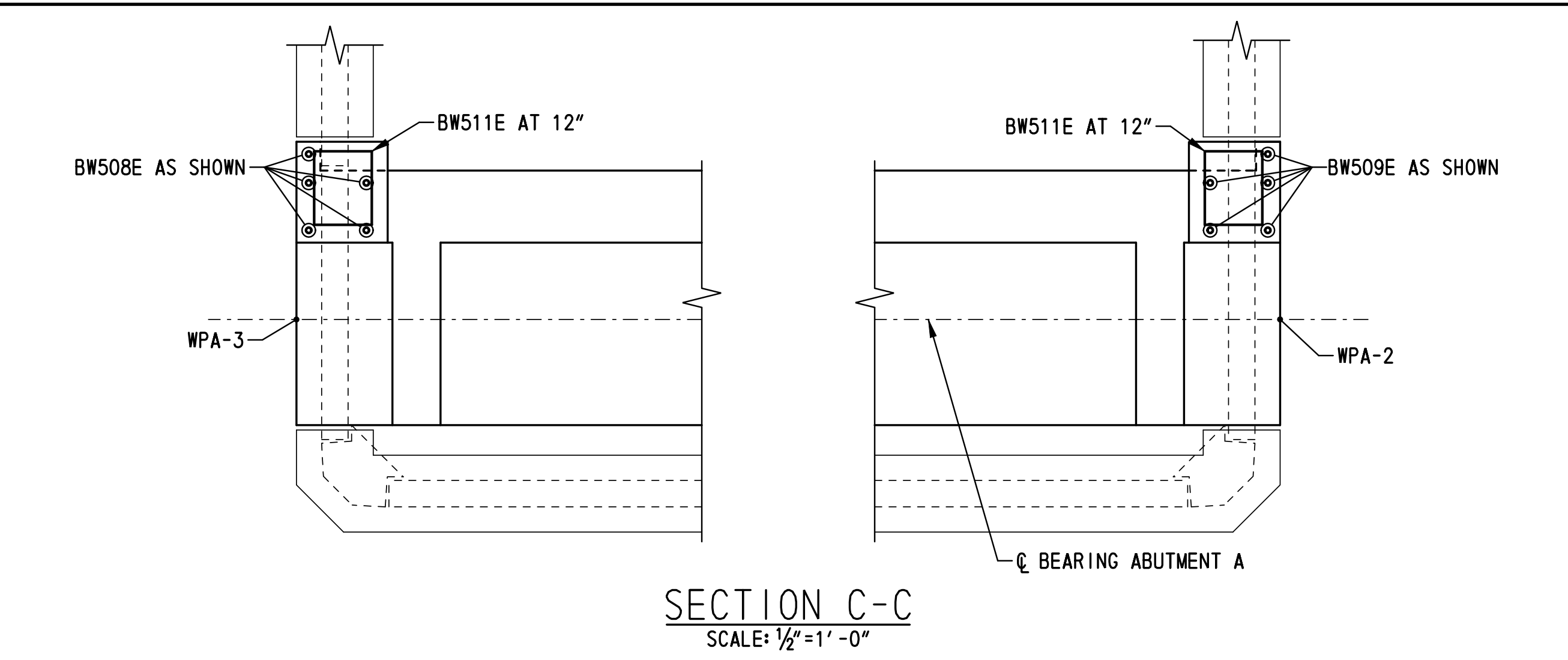
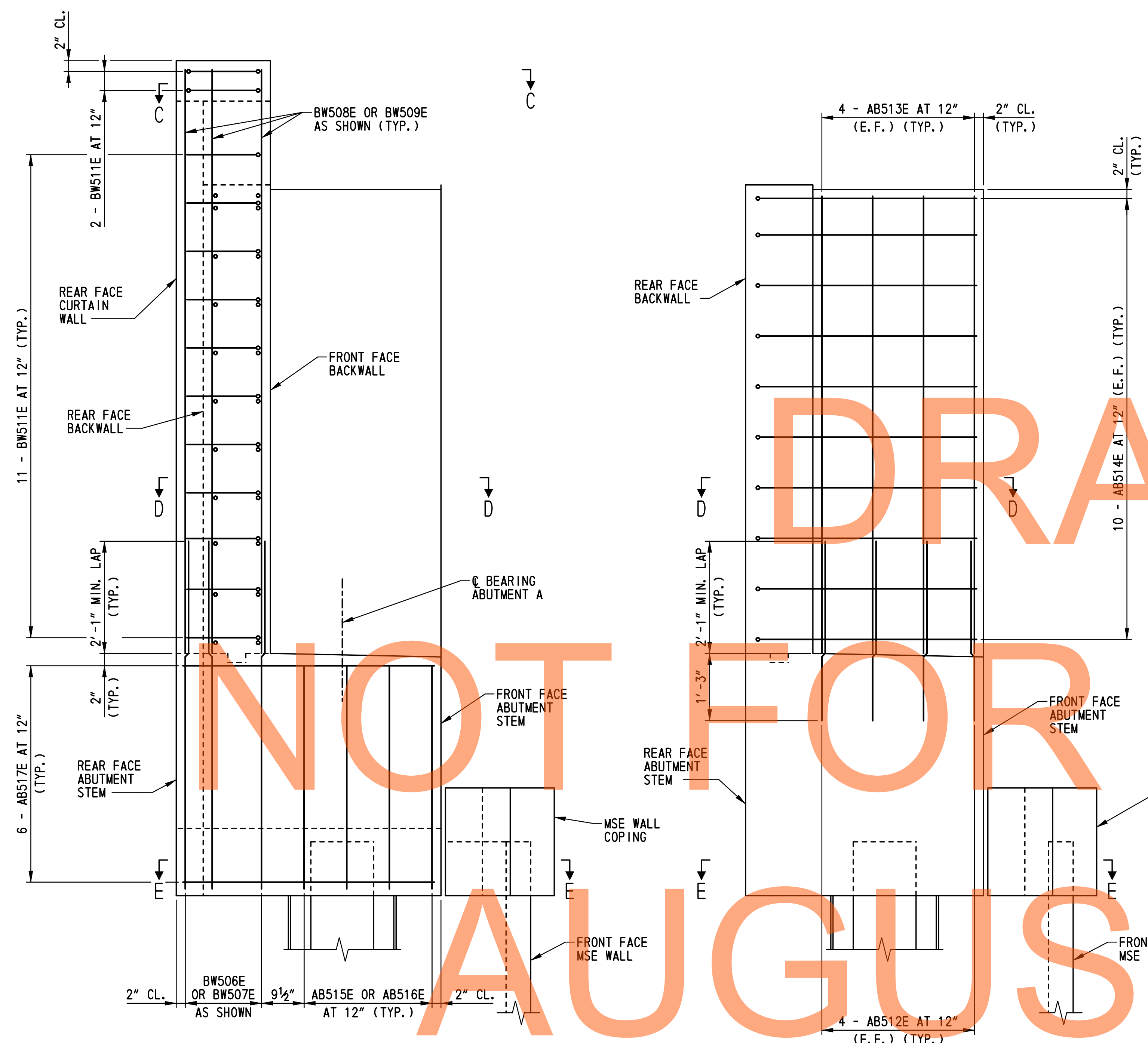
SCALE: AS NOTED

**US 301,
 SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**ABUTMENT A
 REINFORCEMENT
 DETAILS - 2**

BR1-7N AB-14
SHEET NO.
398
TOTAL SHTS.
875



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ADDENDUMS / REVISIONS	

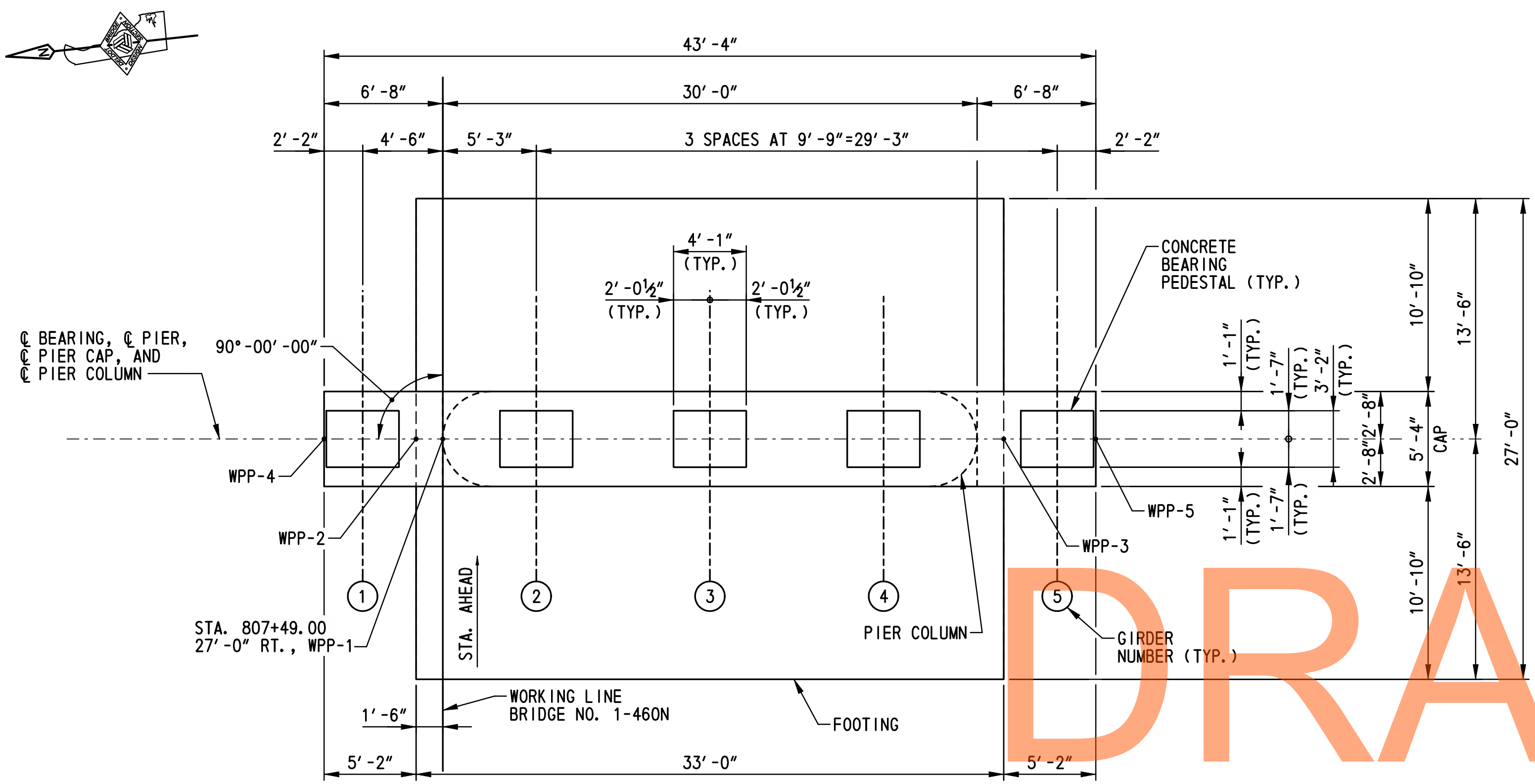
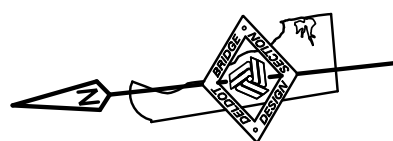
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**US 301,
SR 896 TO SR 1**

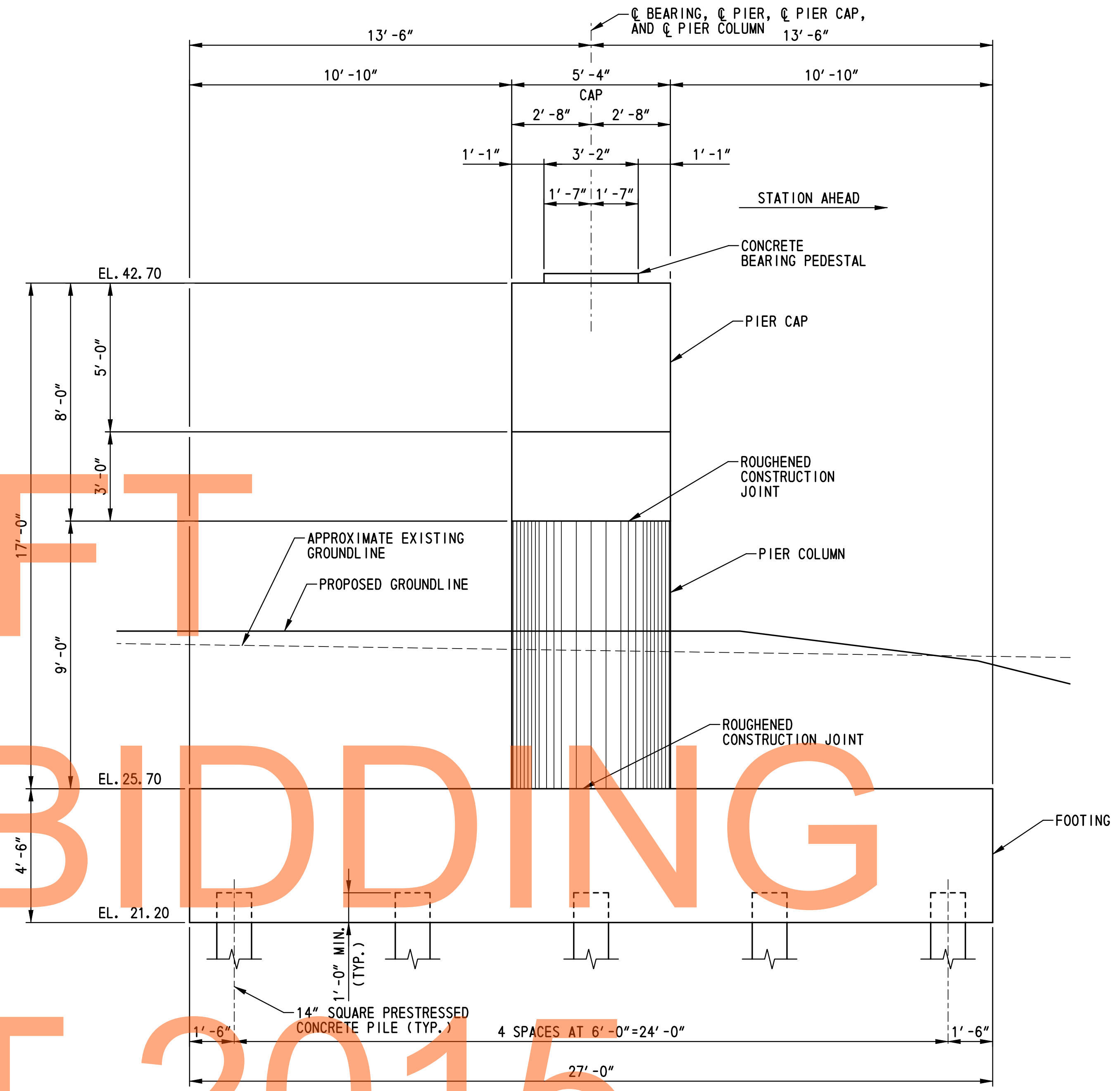
CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	A.D.D.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**ABUTMENT A
REINFORCEMENT
DETAILS - 3**

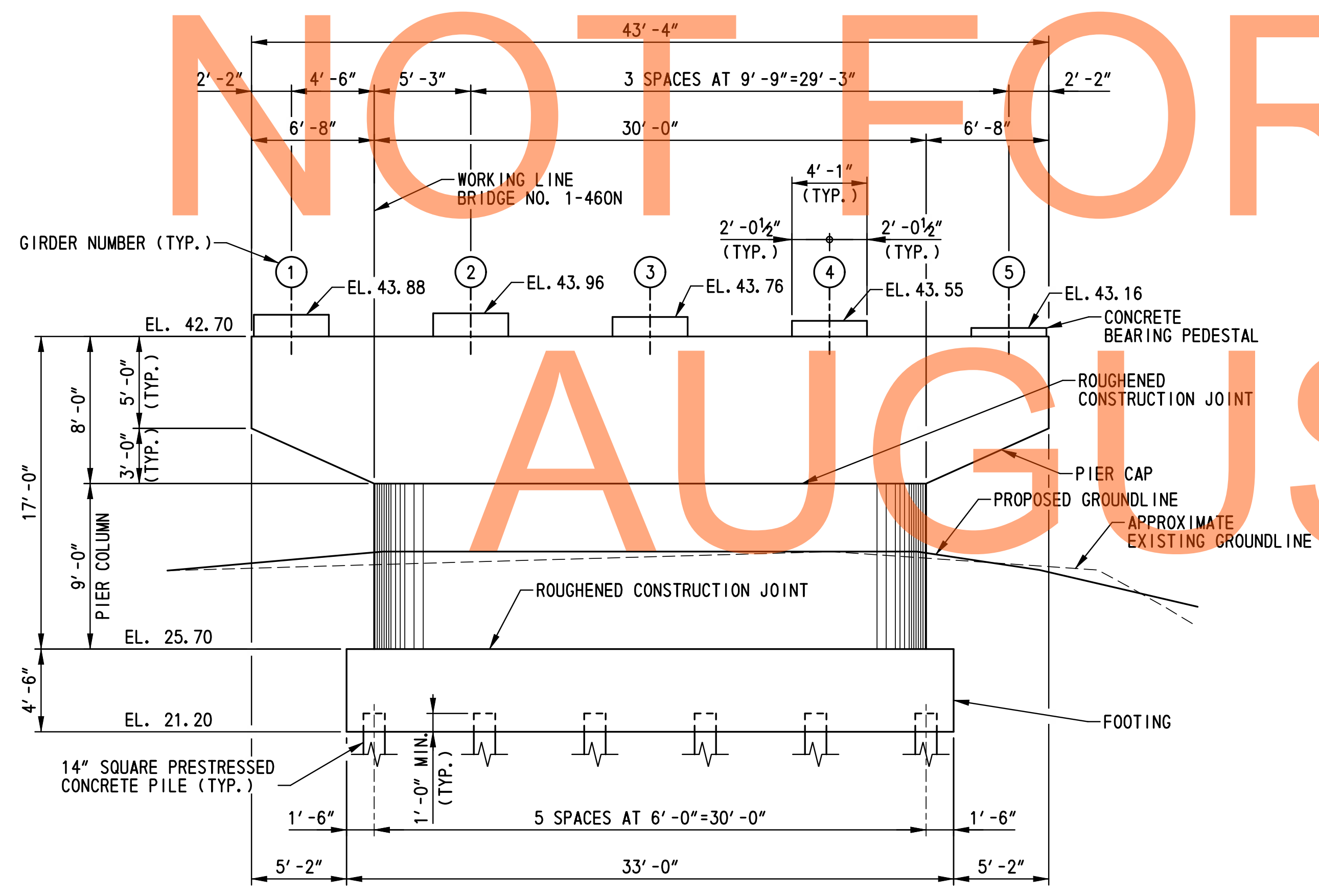
BR1-7N AB-15
SHEET NO.
399
TOTAL SHTS.
875



PLAN
SCALE: 1/8" = 1'-0"



PIER SIDE ELEVATION
SCALE: 3/8" = 1'-0"



ELEVATION
SCALE: 1/8" = 1'-0"

NOTE:
1. FOR PILE LAYOUT, SEE DWG. NO. PL-01.
2. FOR PIER REINFORCEMENT DETAILS, SEE DWG. NOS. PR-02 AND PR-03.

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ADDENDUMS / REVISIONS	

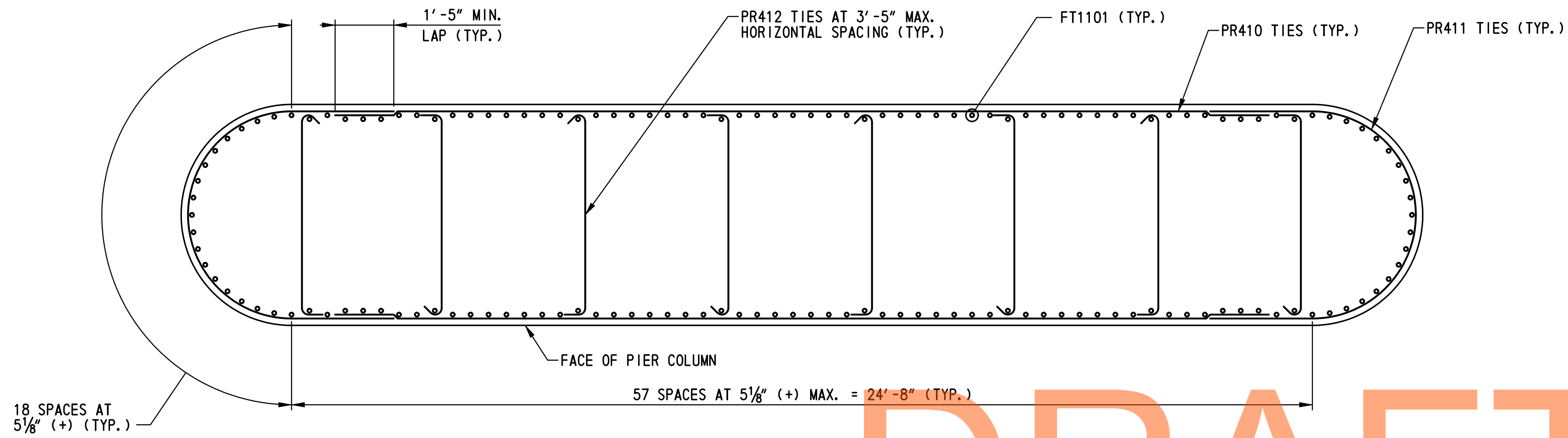
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

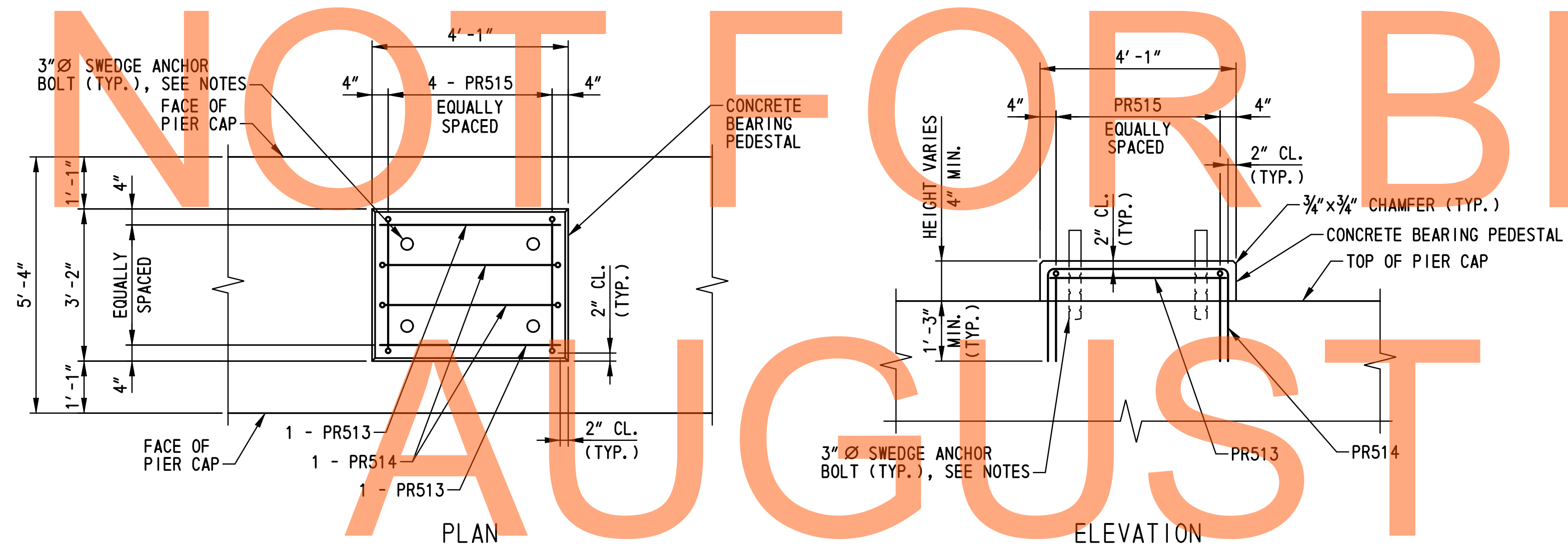
PIER PLAN AND ELEVATIONS	
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BR1-7N PR-01
SHEET NO.
403
TOTAL SHTS.
875



SECTION M-M
SCALE: 1/2" = 1'-0"

NOTE:
ALTERNATE 90 DEGREE AND 135 DEGREE HOOK
OF PR412 TIES IN EACH LAYER.



PIER CONCRETE BEARING PEDESTAL REINFORCEMENT DETAILS
SCALE: 1/2" = 1'-0"

NOTES:

1. FOR ANCHOR BOLT DIMENSIONS AND LOCATION, SEE DWG. NO. BB-03.
2. ANCHOR BOLTS SHALL BE F1554 GRADE 105 STEEL, GALVANIZED IN ACCORDANCE WITH A153.
3. ANCHOR BOLTS SHALL BE CAST IN PLACE. A TEMPORARY CASTING TEMPLATE SHALL BE USED TO ENSURE THE ANCHOR BOLTS ARE PROPERLY ALIGNED AND PLUMB. THE TEMPLATE SHALL BE REMOVED AFTER THE CONCRETE HAS SET.
4. SPACE REINFORCING STEEL AS NECESSARY TO CLEAR ANCHOR BOLTS.

ADDENDUMS / REVISIONS

SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

PIER
REINFORCEMENT
DETAILS - 2

BRI-7N PR-03
SHEET NO.
405
TOTAL SHTS.
875

DRAFT
 SHEET NOT USED
 NOT FOR BIDDING
 AUGUST 2015

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ADDENDUMS / REVISIONS

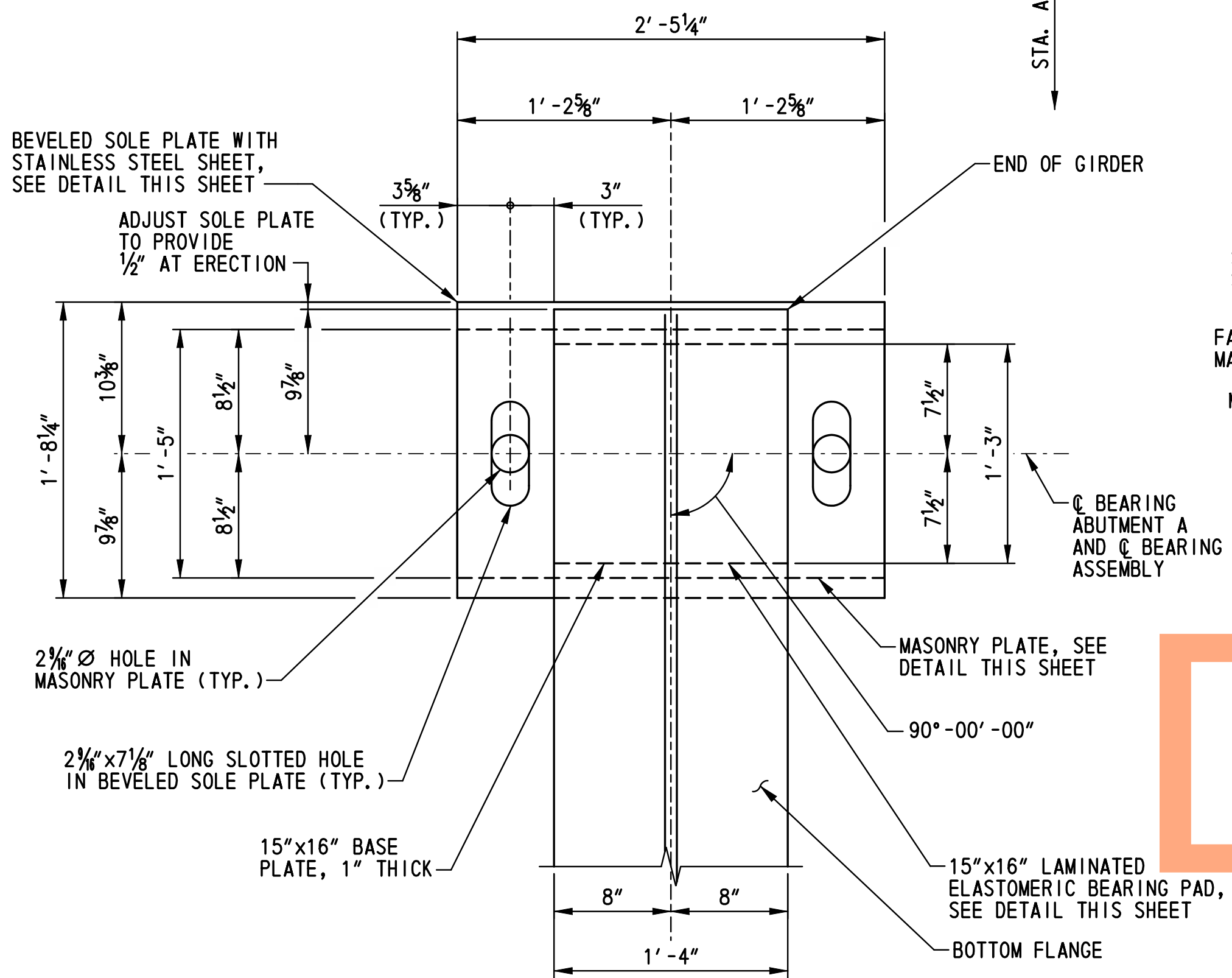
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**US 301,
 SR 896 TO SR 1**

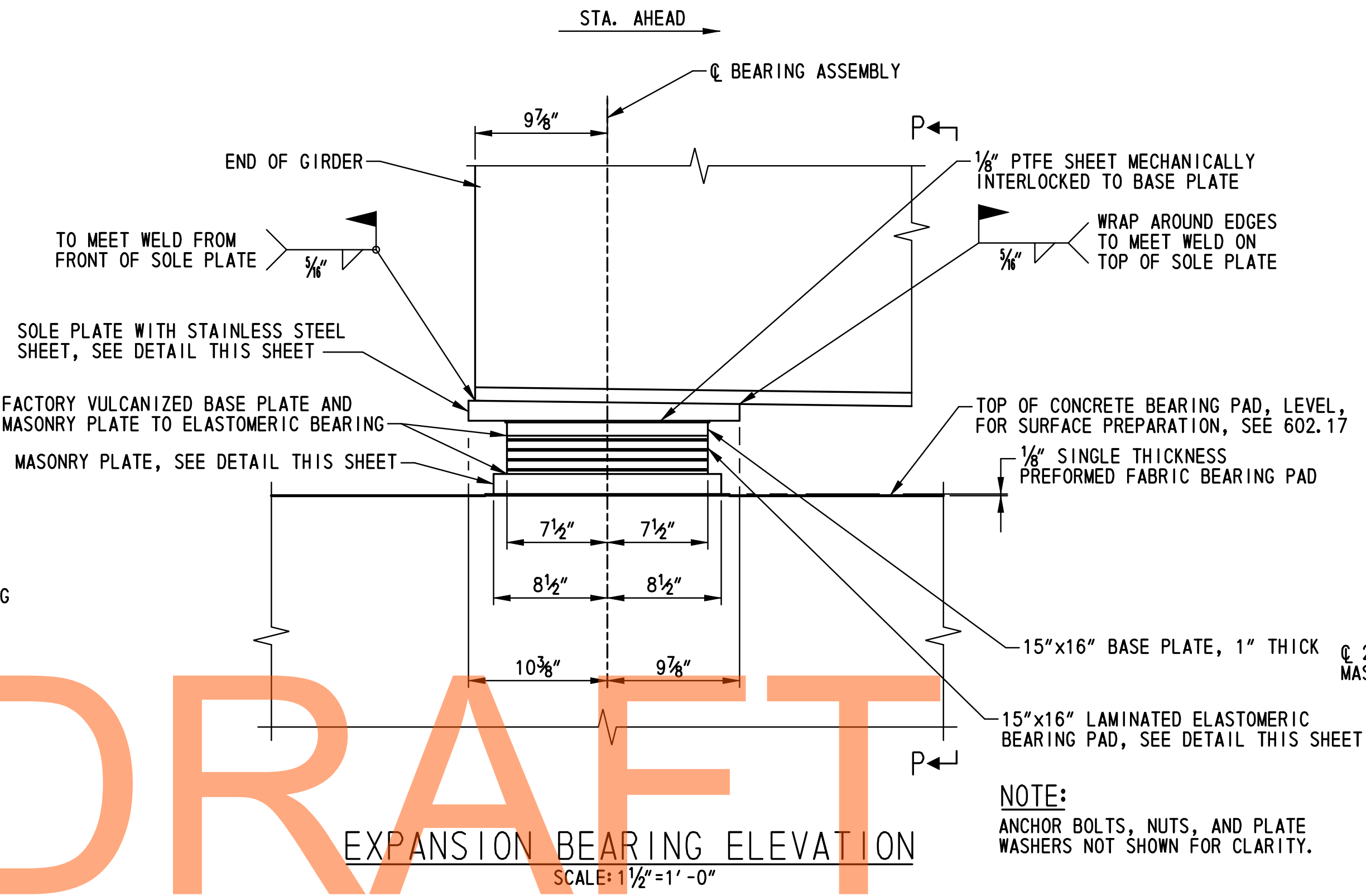
CONTRACT	BRIDGE NO.
T200911308	
COUNTY	DESIGNED BY: S.E.B
NEW CASTLE	CHECKED BY: P.S.D.

**PIER SCOUR
 COUNTERMEASURES
 PLAN AND SECTION**

BR1-7N PR-04
SHEET NO. 406
TOTAL SHTS. 875

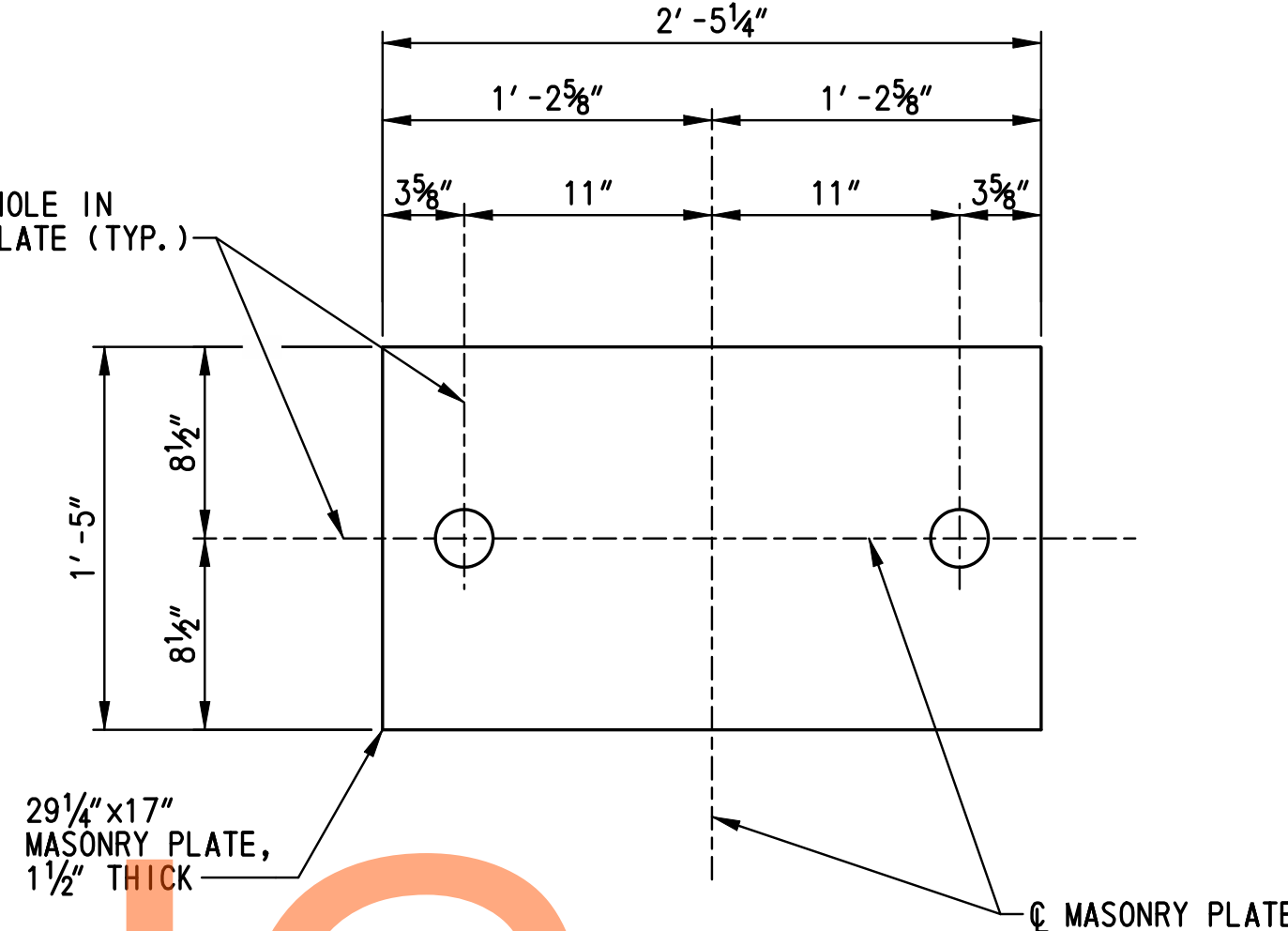


EXPANSION BEARING PLAN
SCALE: 1 1/2" = 1' - 0"

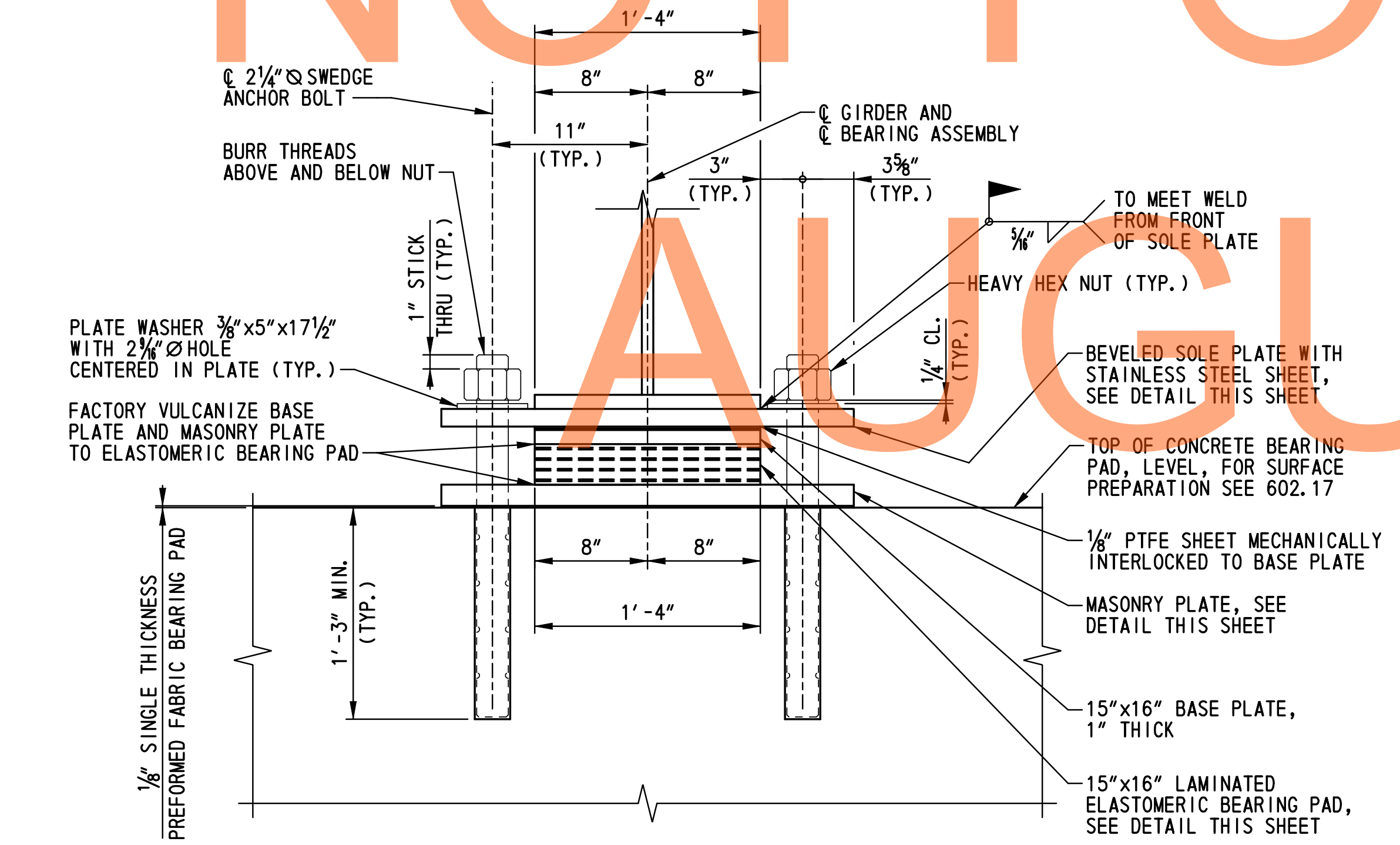


EXPANSION BEARING ELEVATION
SCALE: 1 1/2" = 1' - 0"

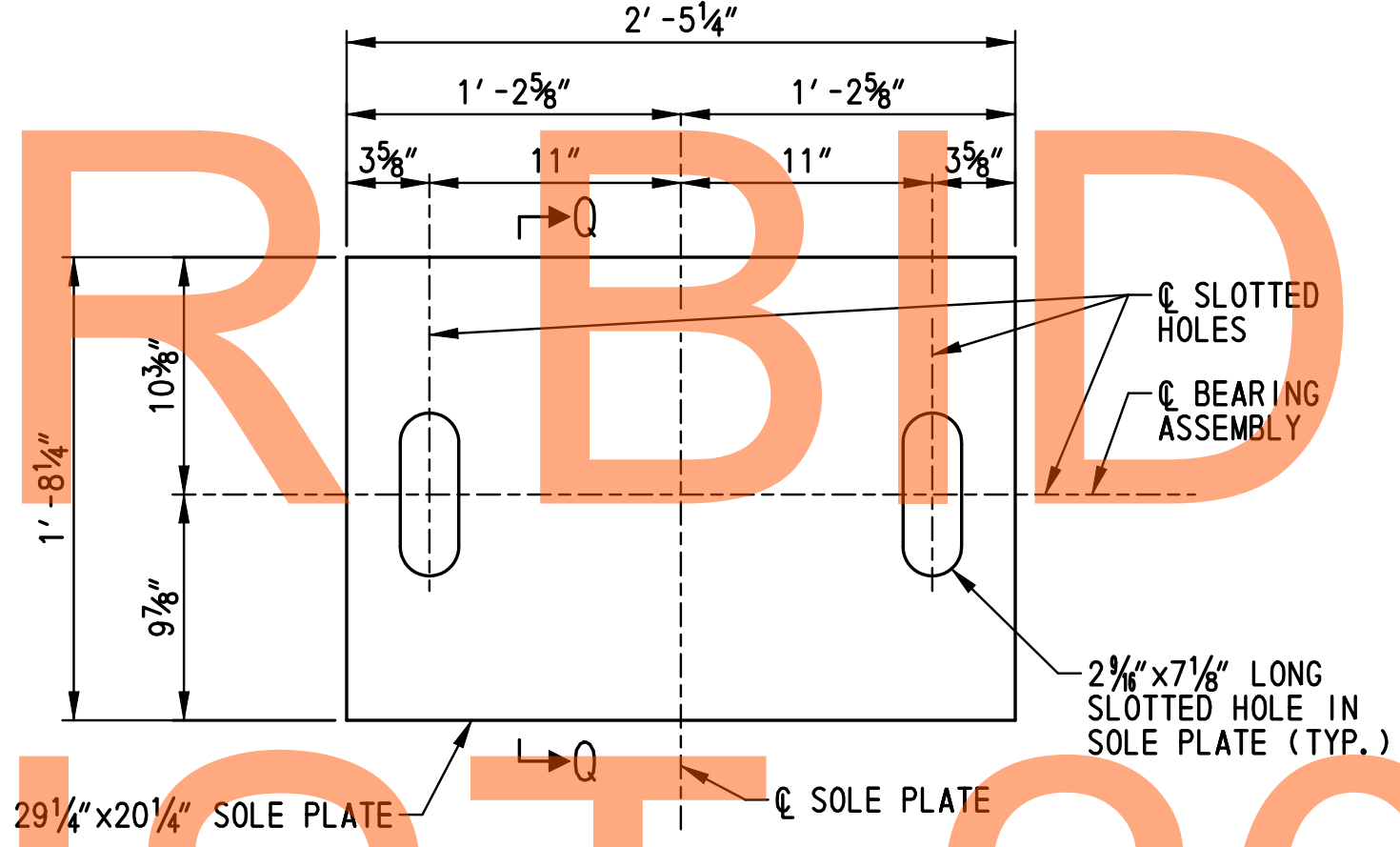
LAMINATED ELASTOMERIC BEARING PAD
SCALE: 6" = 1' - 0"



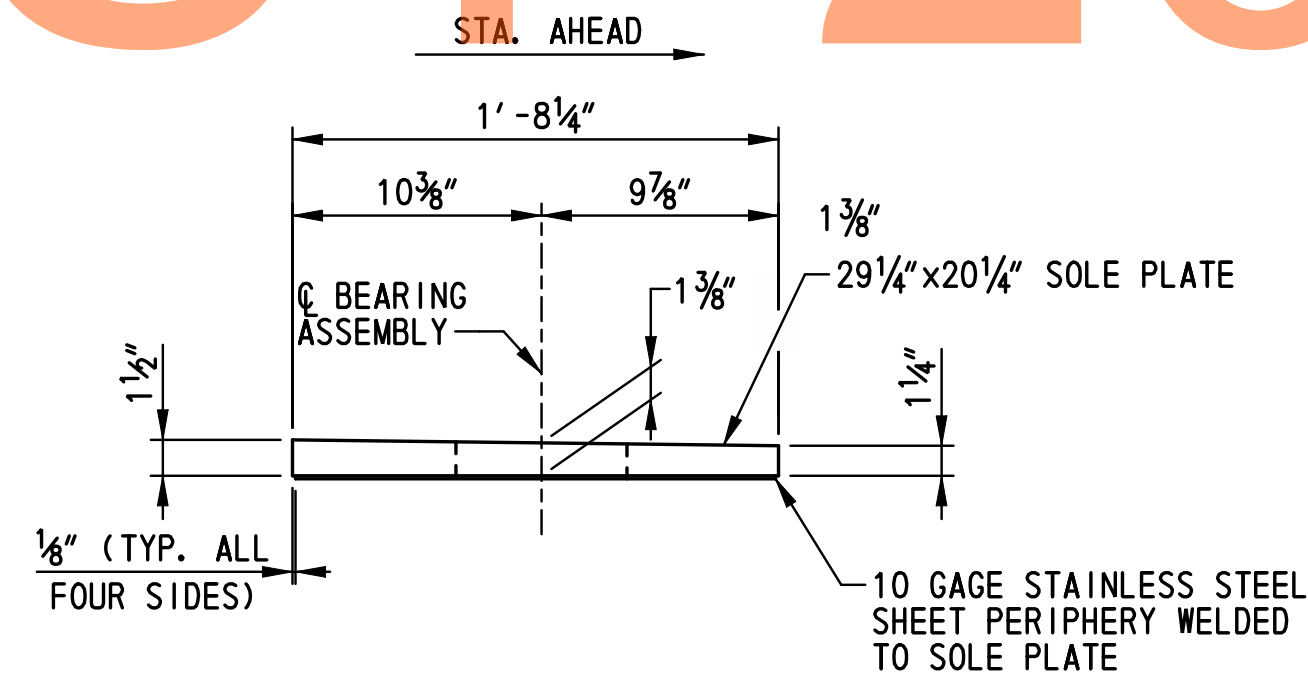
MASONRY PLATE
SCALE: 1 1/2" = 1' - 0"



VIEW P-P
SCALE: 1 1/2" = 1' - 0"



SOLE PLATE
SCALE: 1 1/2" = 1' - 0"



SECTION Q-Q
SCALE: 1 1/2" = 1' - 0"

ABUTMENT A EXPANSION BEARING NOTES:

1. BEARING ASSEMBLIES SHALL BE PLACED PERPENDICULAR TO THE CENTERLINE OF GIRDER.
2. SOLE PLATES, BASE PLATES AND MASONRY PLATES SHALL BE ASTM A 709, GRADE 36 STEEL. PLATES SHALL BE PAINTED WITH A URETHANE PAINT SYSTEM IN ACCORDANCE WITH SPECIAL PROVISION ITEM 605537 - URETHANE PAINT SYSTEM, NEW STEEL. TOPCOAT COLOR SHALL BE STANDARD COLOR NO. 10076 (BROWN) OF FEDERAL STANDARD NO. 595B. THE COST OF PAINTING SHALL BE INCIDENTAL TO ITEM 605639 - TFE STAINLESS STEEL STRUCTURAL BEARINGS.
3. FILL SLOTS AND HOLES AROUND ANCHOR BOLTS WITH NONHARDENING CAULKING COMPOUND OR ELASTIC JOINT SEALER.
4. 1000 RMS FINISH ON ALL STEEL PLATES.
5. ANCHOR BOLTS SHALL BE UNPAINTED ASTM F 1554, GRADE 105 GALVANIZED STEEL. PLATE WASHERS SHALL BE UNPAINTED ASTM A 709, GRADE 36 GALVANIZED STEEL. NUTS SHALL BE UNPAINTED ASTM A 563 GALVANIZED STEEL.
6. ELASTOMERIC BEARINGS SHALL CONFORM TO M 251 AND THE ELASTOMER SHALL BE 60 DUROMETER NEOPRENE. SHIMS SHALL BE 11 GAGE MILD STEEL CONFORMING TO ASTM A 36.
7. STAINLESS STEEL SHEET SHALL BE ASTM A 167 OR A 264, TYPE 304, #8 MIRROR FINISH.
8. PTFE SHEET SHALL BE DIMPLED LUBRICATED MEETING THE REQUIREMENTS OF ASTM D 4894 OR D 4895. PTFE SHEET SHALL HAVE THE SAME PLAN AREA AS THE BASE PLATE.
9. THE BASE PLATE AND MASONRY PLATE SHALL BE FACTORY VULCANIZED TO THE ELASTOMERIC BEARING, AND BEARINGS ARE TO BE SHIPPED ASSEMBLED AS UNITS.
10. BEARING MAXIMUM DESIGN LOAD: 229 KIPS. BEARING DESIGN COEFFICIENT OF FRICTION: 0.04.
11. CONTRACTOR SHALL TOUCH UP SOLE PLATE PAINT SYSTEM, IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AFTER WELDING THE SOLE PLATE TO THE GIRDER.
12. PAYMENT FOR ABUTMENT A EXPANSION BEARINGS WILL BE MADE UNDER ITEM NO. 605639 - TFE STAINLESS STEEL STRUCTURAL BEARINGS.

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ADDENDUMS / REVISIONS

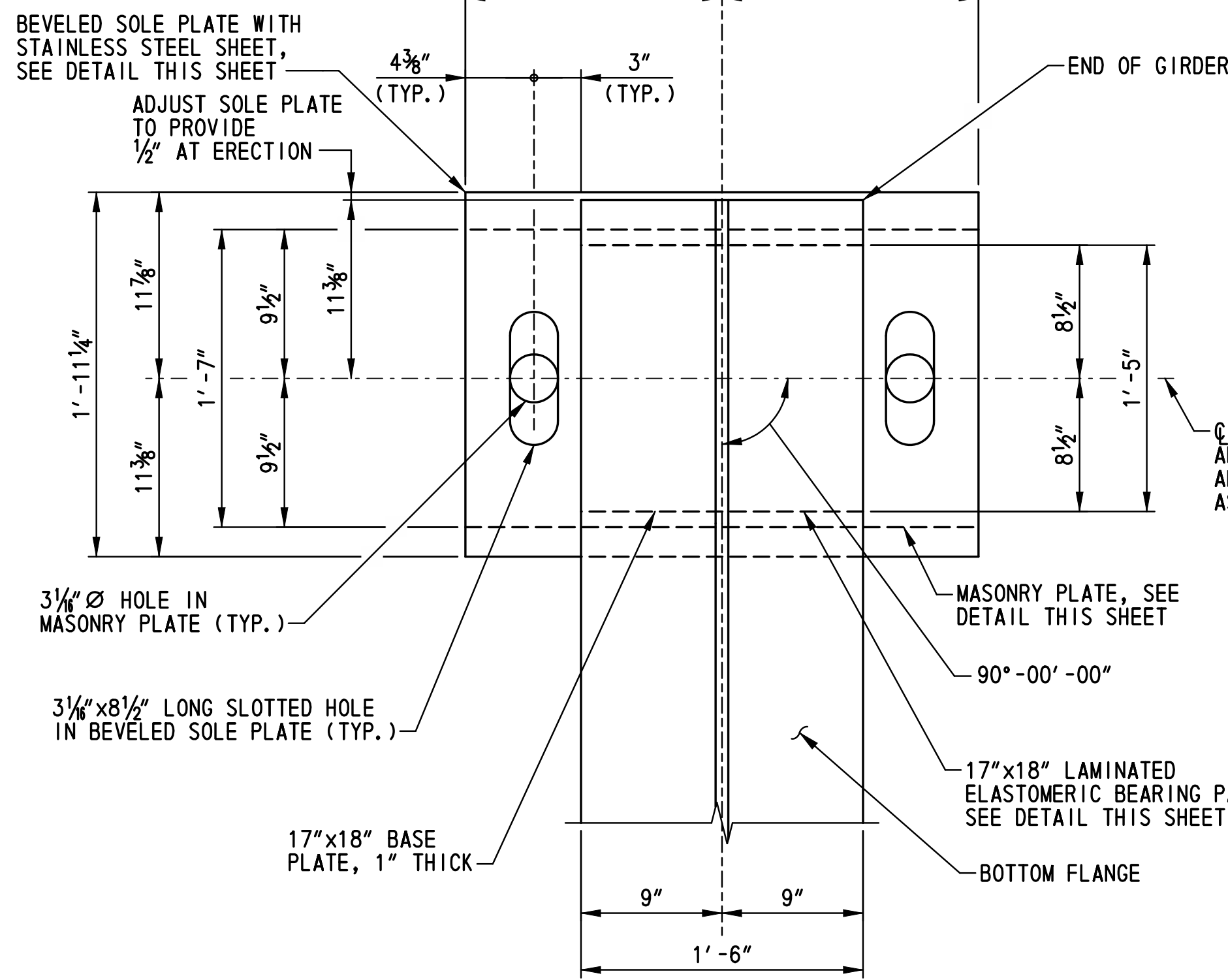
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US 301,
SR 896 TO SR 1

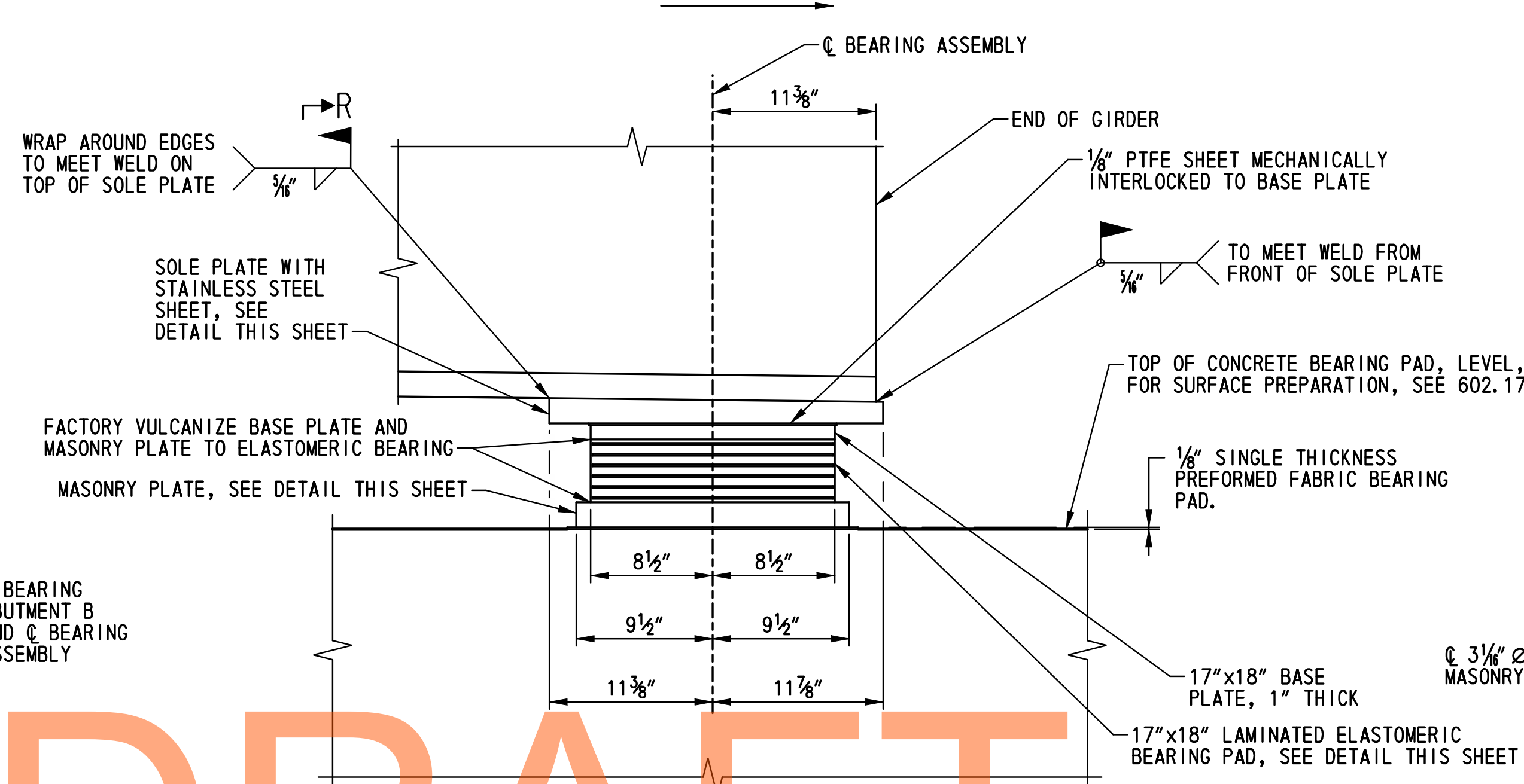
CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

EXPANSION BEARING
DETAILS - ABUTMENT A

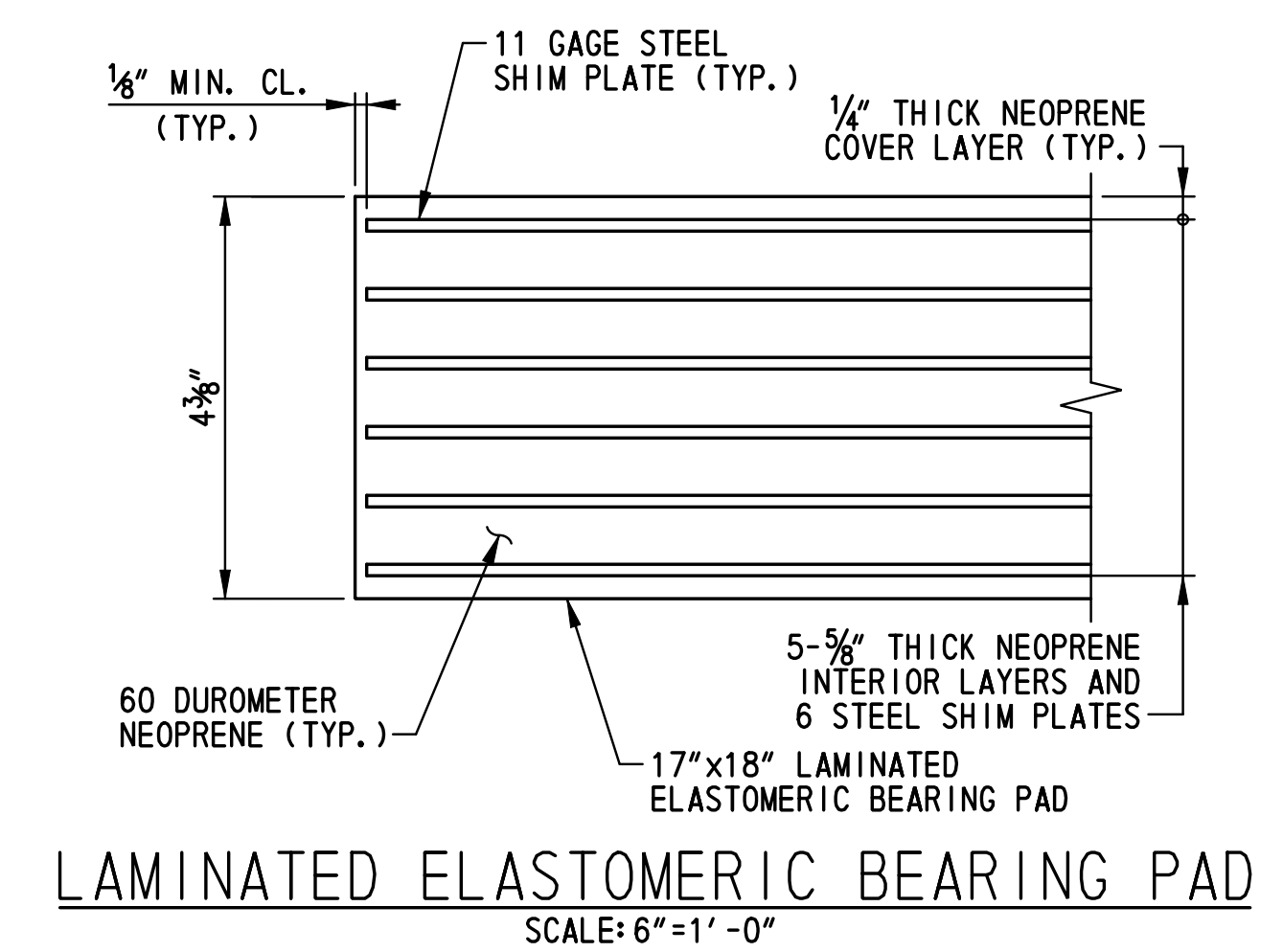
BRI-7N BB-01
SHEET NO.
408
TOTAL SHTS.
875



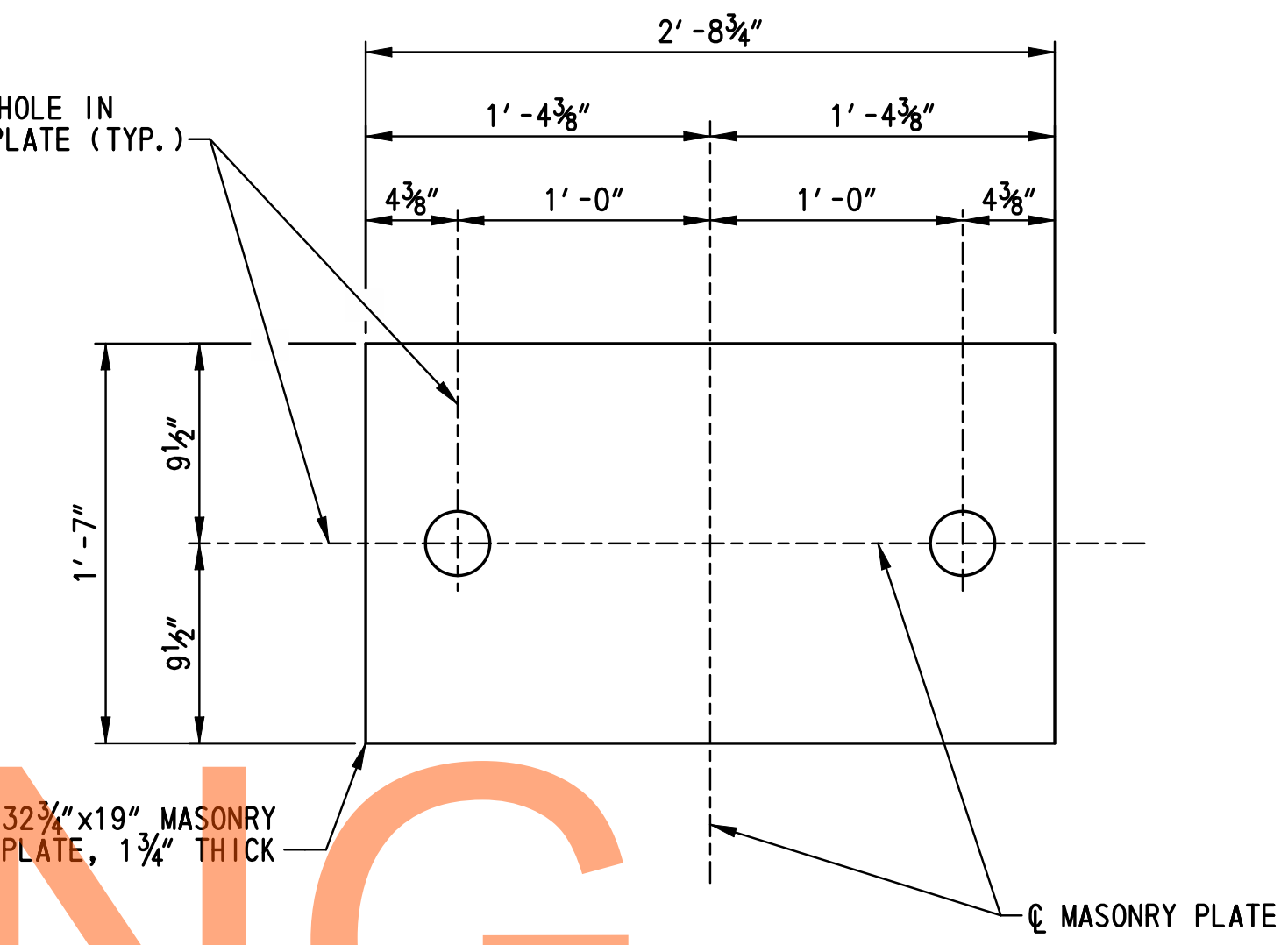
EXPANSION BEARING PLAN
SCALE: 1 1/2" = 1'-0"



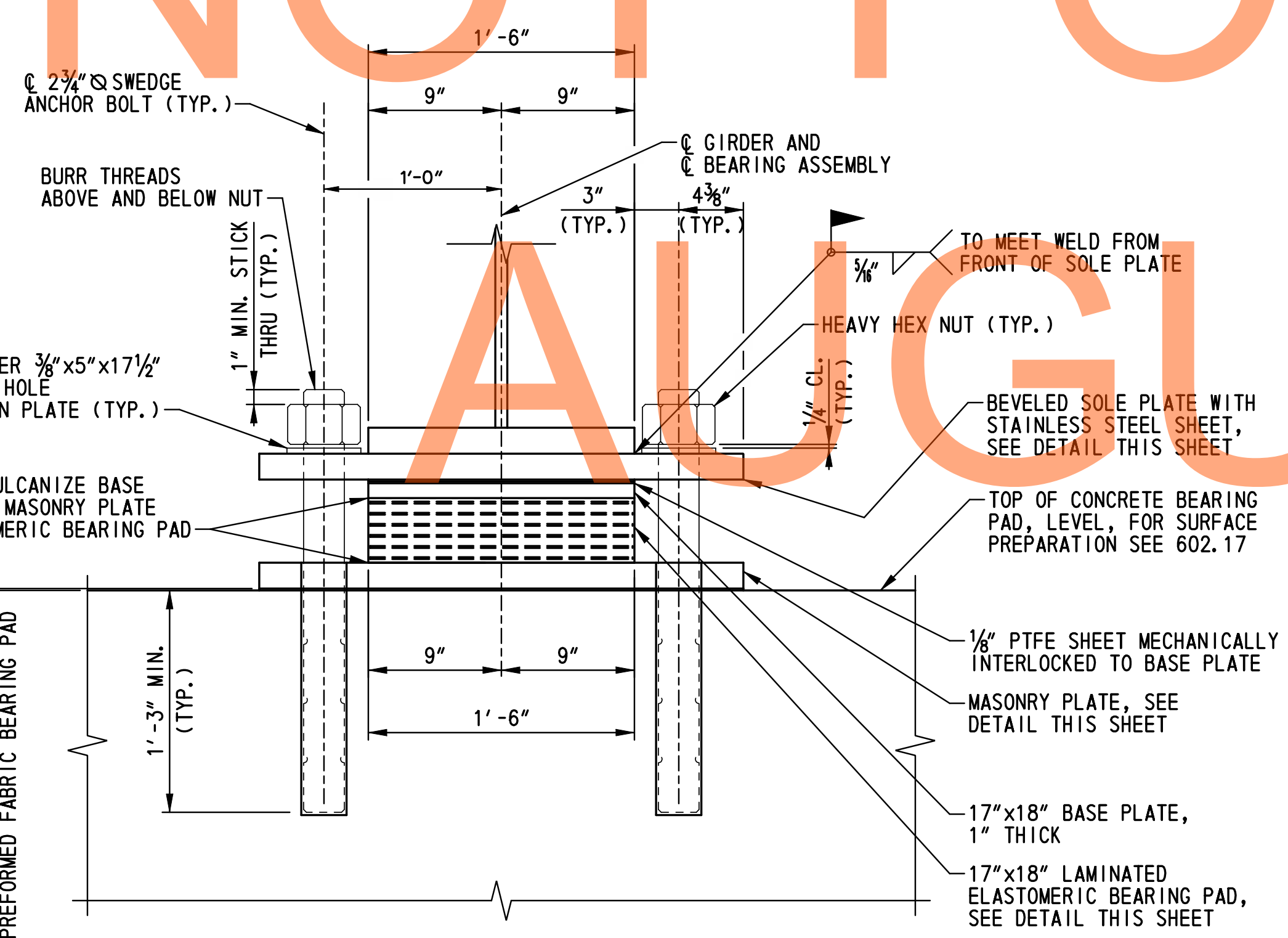
EXPANSION BEARING ELEVATION
SCALE: 1 1/2" = 1'-0"



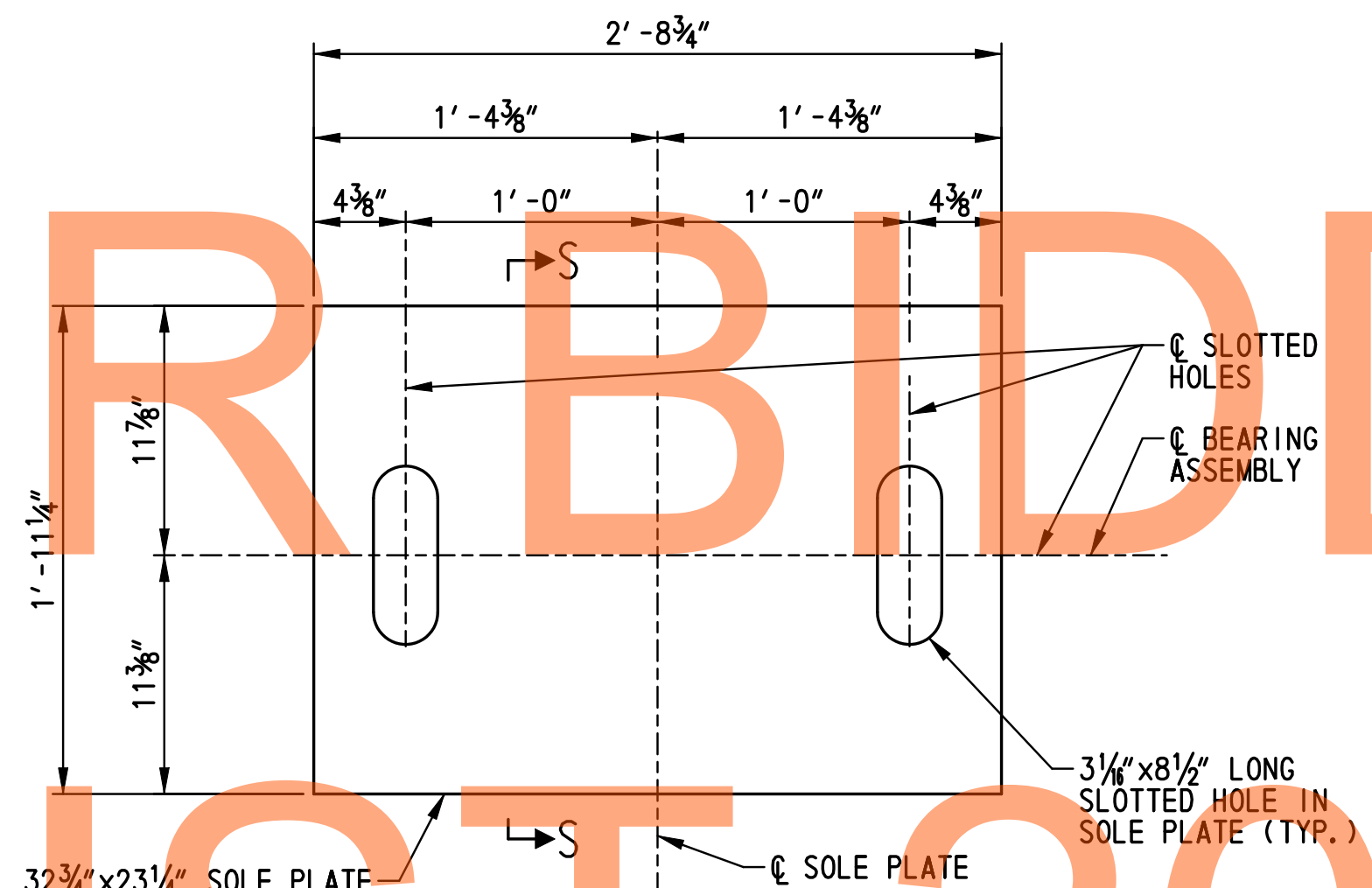
LAMINATED ELASTOMERIC BEARING PAD
SCALE: 6" = 1'-0"



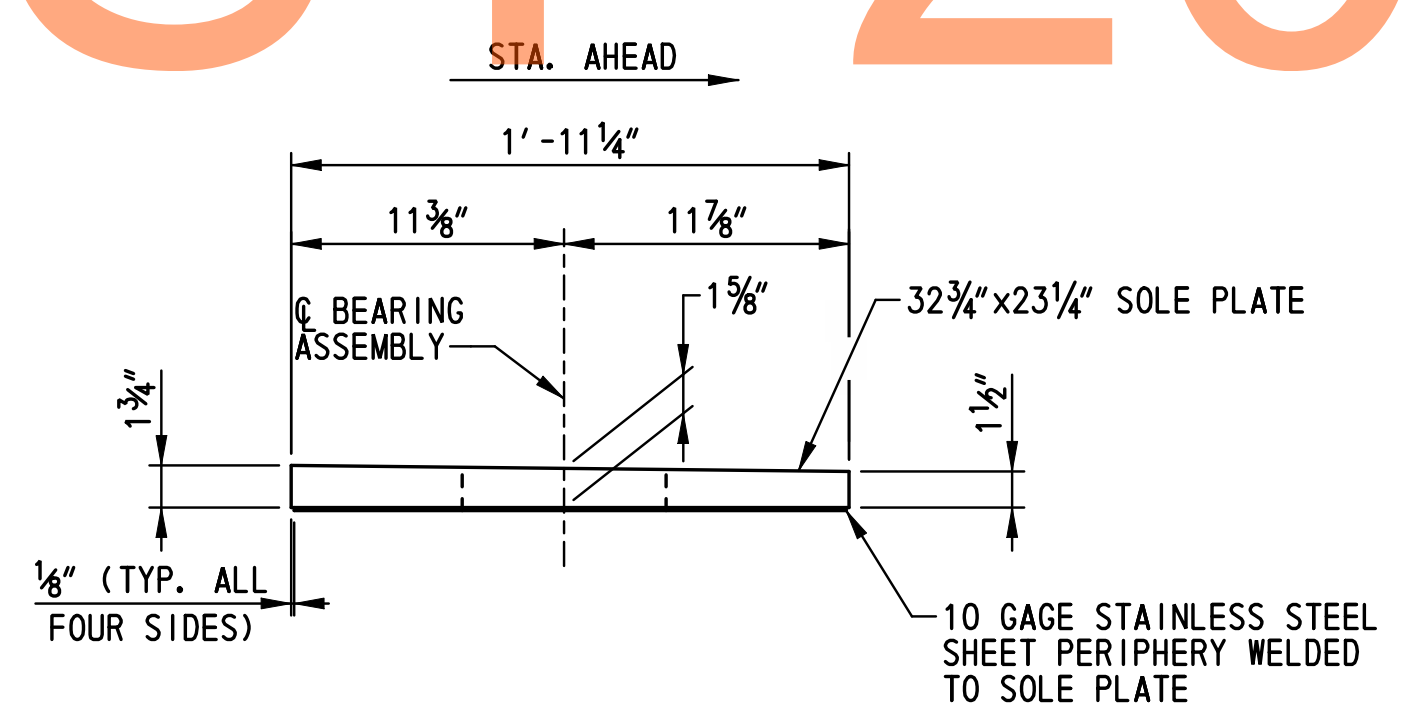
MASONRY PLATE
SCALE: 1 1/2" = 1'-0"



VIEW R-R
SCALE: 1 1/2" = 1'-0"



SOLE PLATE
SCALE: 1 1/2" = 1'-0"



SECTION S-S
SCALE: 1 1/2" = 1'-0"

NOTE:
ANCHOR BOLTS, NUTS, AND PLATE WASHERS NOT SHOWN FOR CLARITY.

ABUTMENT B EXPANSION BEARING NOTES:

1. BEARING ASSEMBLIES SHALL BE PLACED PERPENDICULAR TO THE CENTERLINE OF GIRDER.
2. SOLE PLATES, BASE PLATES AND MASONRY PLATES SHALL BE ASTM A 709, GRADE 36 STEEL. PLATES SHALL BE PAINTED WITH A URETHANE PAINT SYSTEM IN ACCORDANCE WITH SPECIAL PROVISION ITEM 605537 - URETHANE PAINT SYSTEM, NEW STEEL. TOPCOAT COLOR SHALL BE STANDARD COLOR NO. 10076 (BROWN) OF FEDERAL STANDARD NO. 595B. THE COST OF PAINTING SHALL BE INCIDENTAL TO ITEM 605639 - TFE STAINLESS STEEL STRUCTURAL BEARINGS.
3. FILL SLOTS AND HOLES AROUND ANCHOR BOLTS WITH NONHARDENING CAULKING COMPOUND OR ELASTIC JOINT SEALER.
4. 1000 RMS FINISH ON ALL STEEL PLATES.
5. ANCHOR BOLTS SHALL BE UNPAINTED ASTM F 1554, GRADE 105 GALVANIZED STEEL. PLATE WASHERS SHALL BE UNPAINTED ASTM A 709, GRADE 36 GALVANIZED STEEL. NUTS SHALL BE UNPAINTED ASTM A 563 GALVANIZED STEEL.
6. ELASTOMERIC BEARINGS SHALL CONFORM TO M 251 AND THE ELASTOMER SHALL BE 60 DUROMETER NEOPRENE. SHIMS SHALL BE 11 GAGE MILD STEEL CONFORMING TO ASTM A 36.
7. STAINLESS STEEL SHEET SHALL BE ASTM A 167 OR A 264, TYPE 304, #8 MIRROR FINISH.
8. PTFE SHEET SHALL BE DIMPLED LUBRICATED MEETING THE REQUIREMENTS OF ASTM D 4894 OR D 4895. PTFE SHEET SHALL HAVE THE SAME PLAN AREA AS THE BASE PLATE.
9. THE BASE PLATE AND MASONRY PLATE SHALL BE FACTORY VULCANIZED TO THE ELASTOMERIC BEARING, AND BEARINGS ARE TO BE SHIPPED ASSEMBLED AS UNITS.
10. BEARING MAXIMUM DESIGN LOAD: 329 KIPS. BEARING DESIGN COEFFICIENT OF FRICTION: 0.04.
11. CONTRACTOR SHALL TOUCH UP SOLE PLATE PAINT SYSTEM, IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AFTER WELDING THE SOLE PLATE TO THE GIRDER.
12. PAYMENT FOR ABUTMENT B EXPANSION BEARINGS WILL BE MADE UNDER ITEM NO. 605639 - TFE STAINLESS STEEL STRUCTURAL BEARINGS.

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 14-CADD\Bridges\BRI-7N\BB02-1.rvt
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ADDENDUMS / REVISIONS	

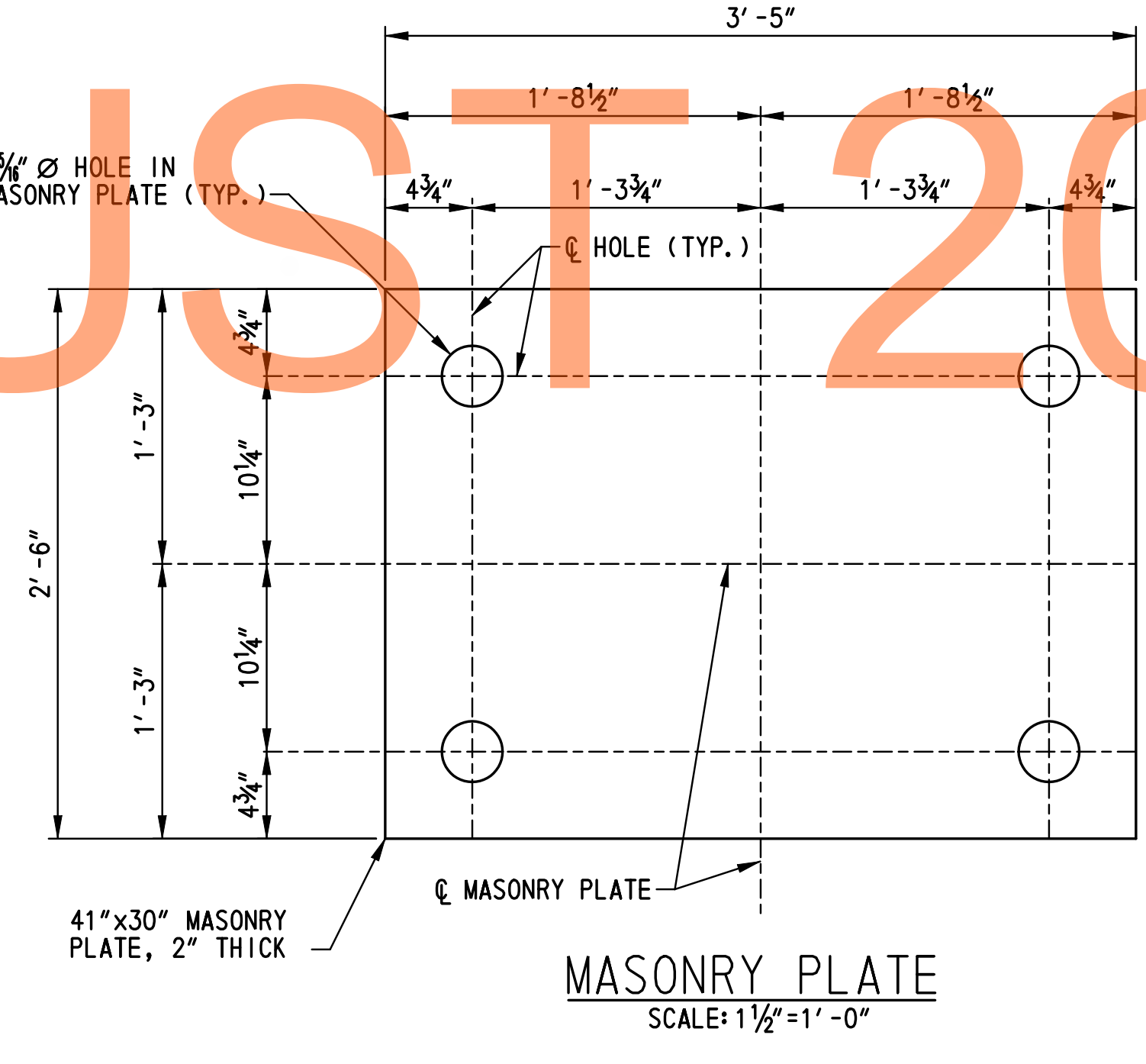
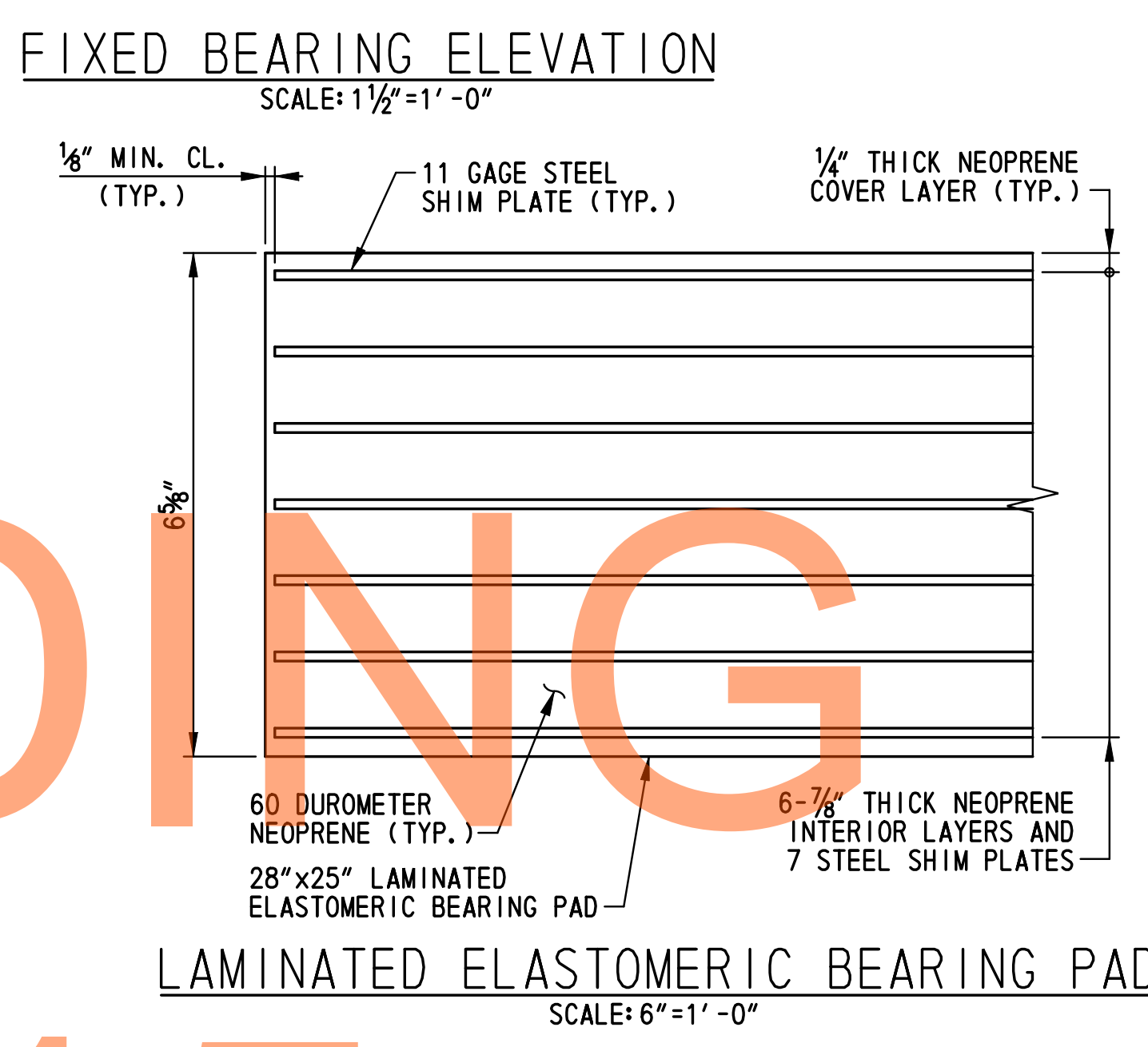
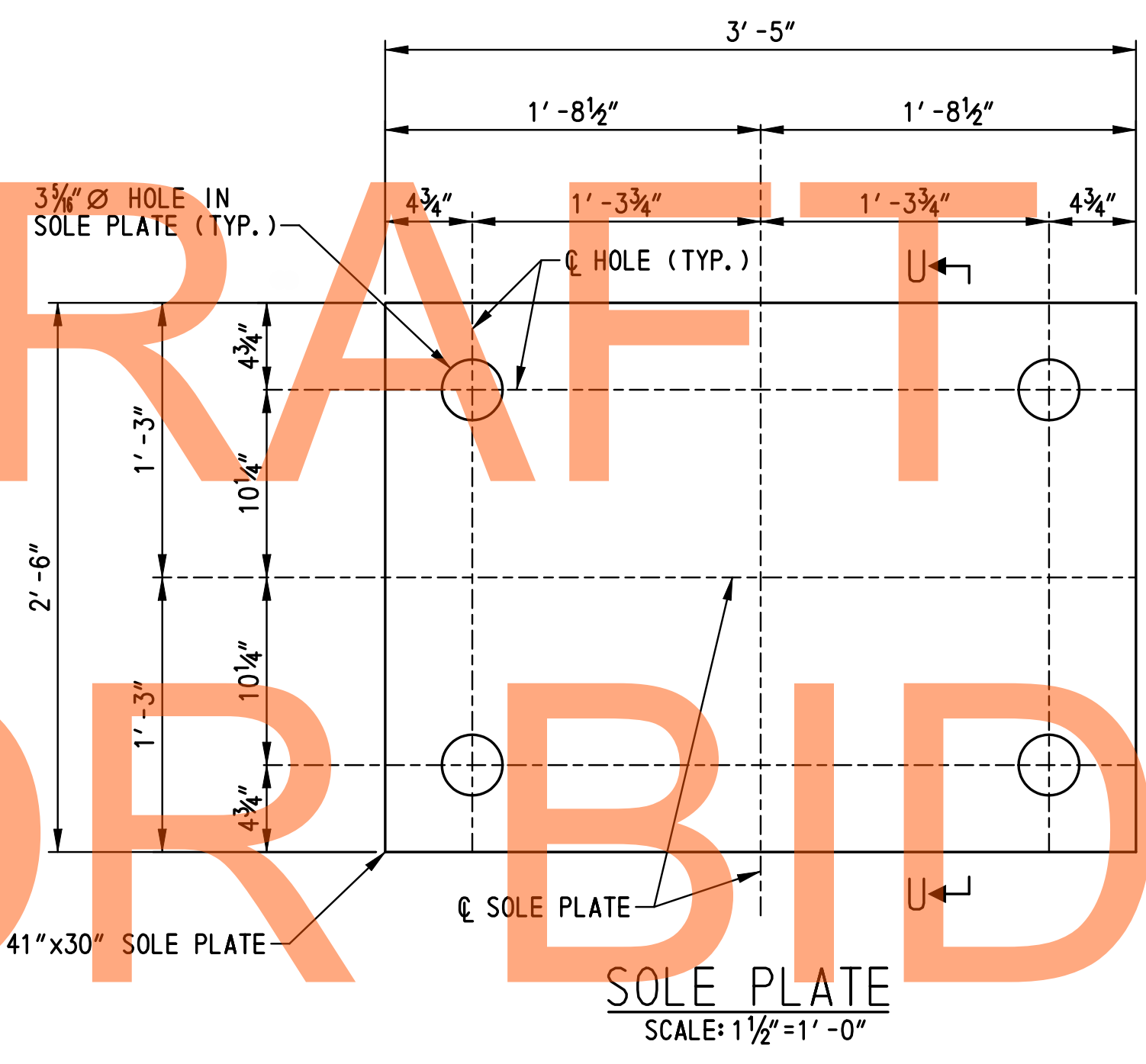
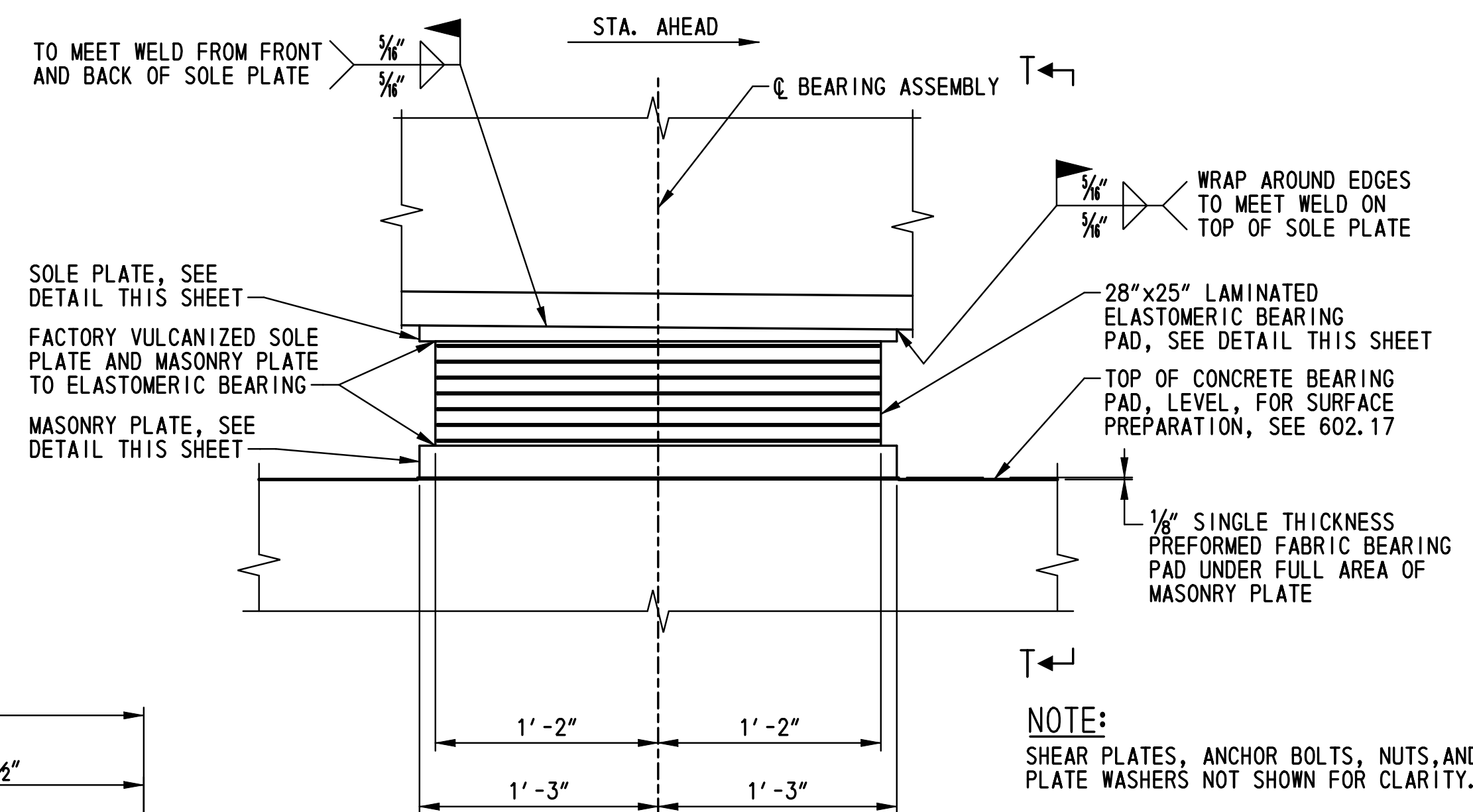
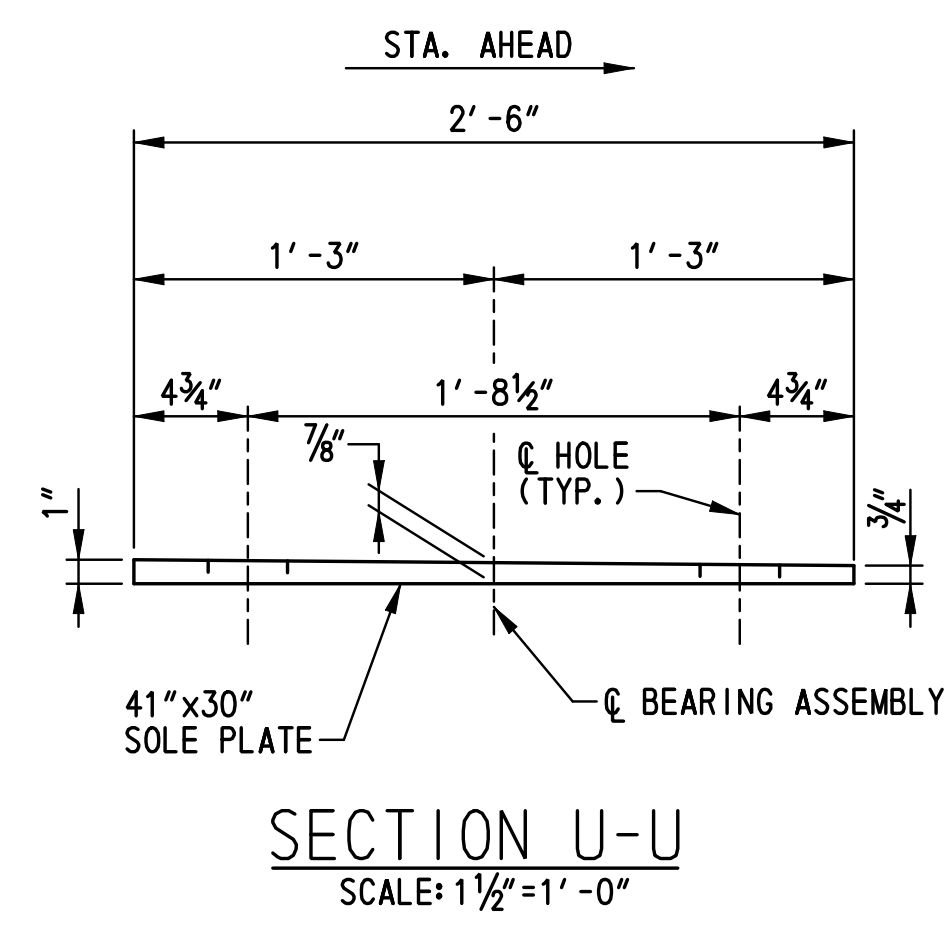
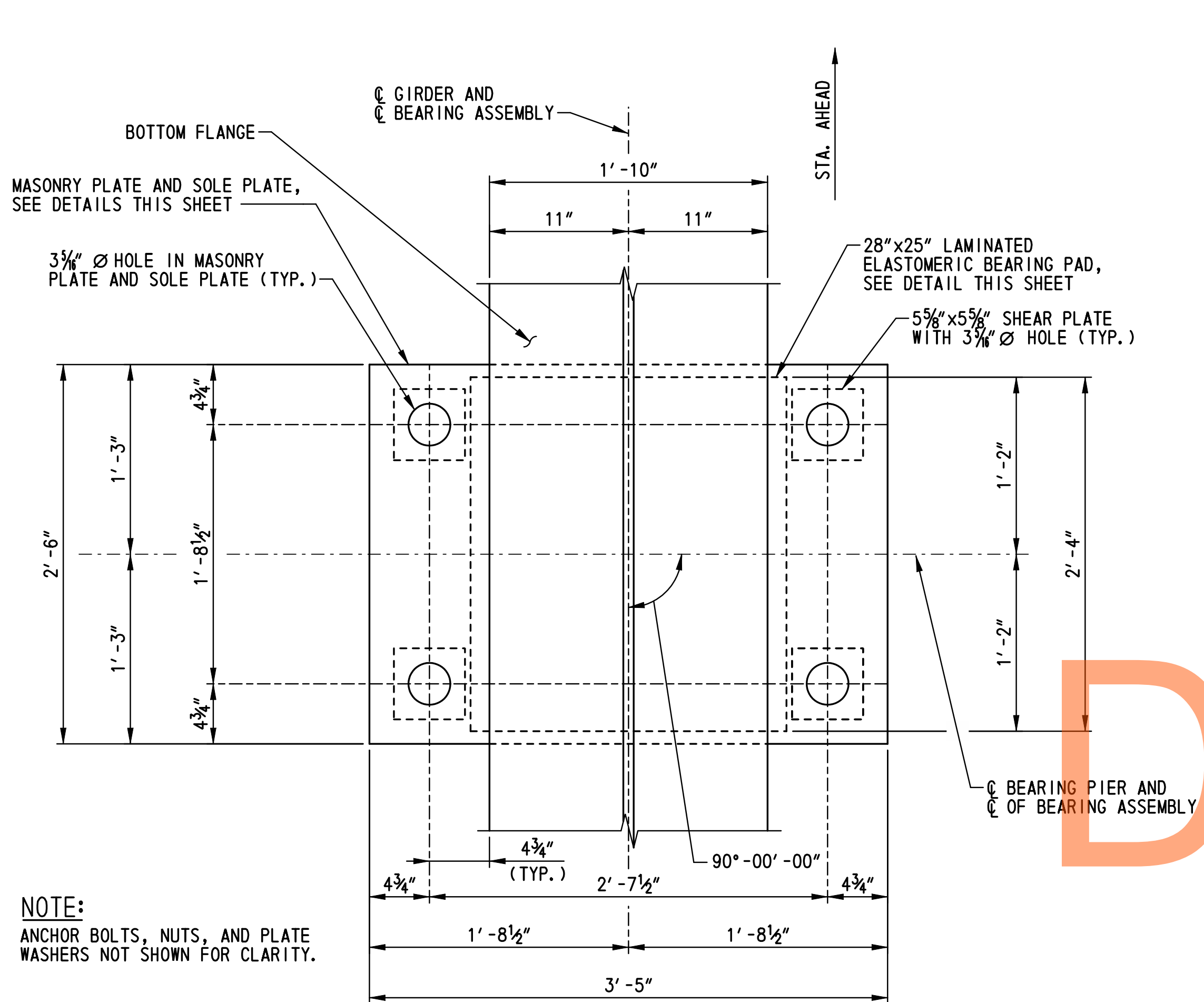
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

EXPANSION BEARING
DETAILS - ABUTMENT B

BRI-7N BB-02	SHEET NO.	409
	TOTAL SHTS.	875



NOTE:
ANCHOR BOLTS, NUTS, AND PLATE WASHERS NOT SHOWN FOR CLARITY.

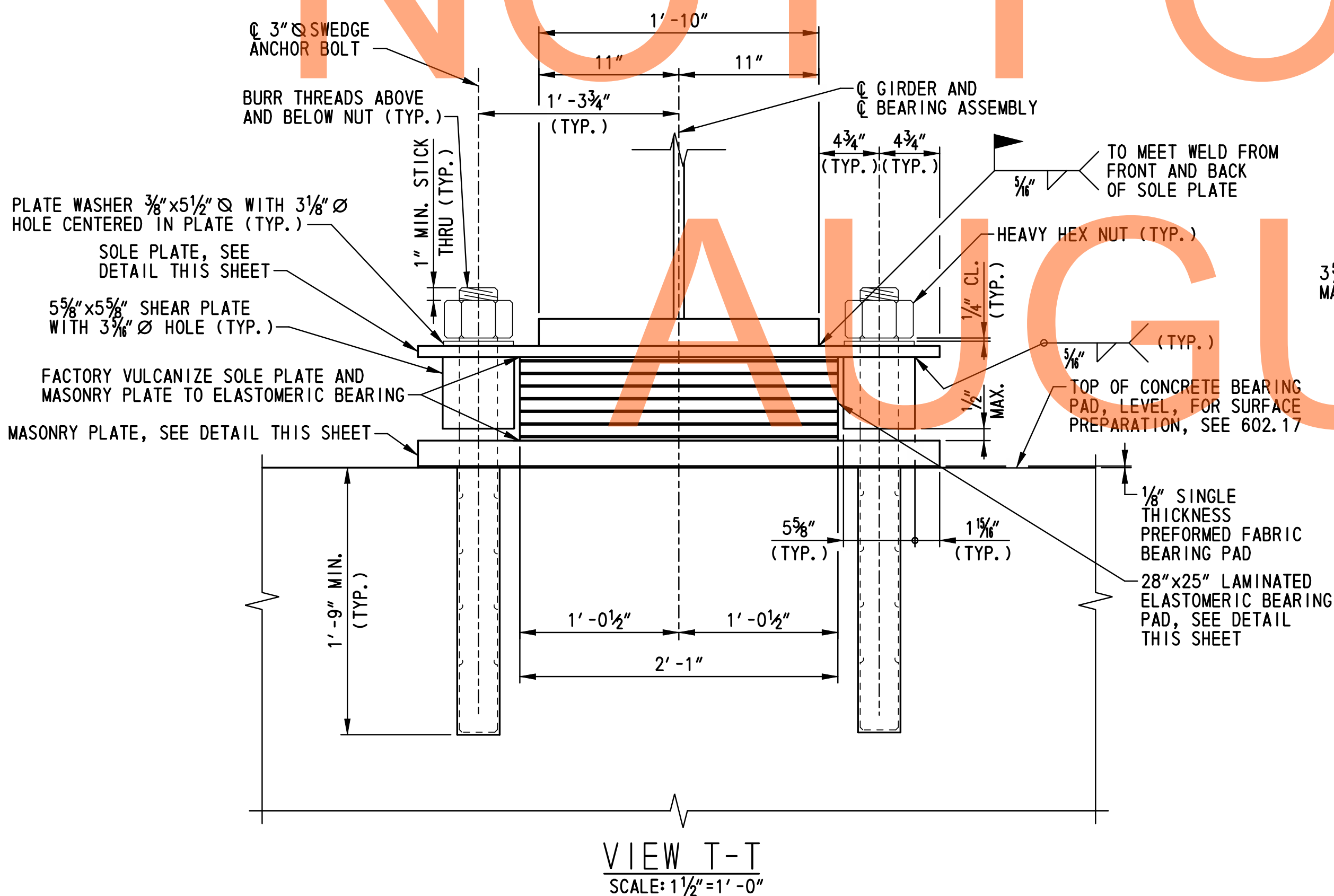
FIXED BEARING PLAN
SCALE: 1 1/2" = 1'-0"

SOLE PLATE
SCALE: 1 1/2" = 1'-0"

FIXED BEARING ELEVATION
SCALE: 1 1/2" = 1'-0"

LAMINATED ELASTOMERIC BEARING PAD
SCALE: 6" = 1'-0"

MASONRY PLATE
SCALE: 1 1/2" = 1'-0"



VIEW T-T
SCALE: 1 1/2" = 1'-0"

- PIER FIXED BEARING NOTES:**
- BEARING ASSEMBLIES SHALL BE PLACED PERPENDICULAR TO THE CENTERLINE OF GIRDER.
 - SOLE PLATES AND MASONRY PLATES SHALL BE ASTM A 709, GRADE 36 STEEL. PLATES SHALL BE PAINTED WITH A URETHANE PAINT SYSTEM IN ACCORDANCE WITH SPECIAL PROVISION ITEM 605537 - URETHANE PAINT SYSTEM, NEW STEEL. TOPCOAT COLOR SHALL BE STANDARD COLOR NO. 10076 (BROWN) OF FEDERAL STANDARD NO. 595B. THE COST OF PAINTING SHALL BE INCIDENTAL TO ITEM 605581 - ELASTOMERIC BEARING PADS.
 - FILL HOLES AROUND ANCHOR BOLTS WITH NONHARDENING CAULKING COMPOUND OR ELASTIC JOINT SEALER.
 - 1000 RMS FINISH ON ALL STEEL PLATES.
 - ANCHOR BOLTS SHALL BE UNPAINTED ASTM F 1554, GRADE 105 GALVANIZED STEEL. PLATE WASHERS SHALL BE UNPAINTED ASTM A 709, GRADE 36 GALVANIZED STEEL. NUTS SHALL BE UNPAINTED ASTM A 563 GALVANIZED STEEL.
 - ELASTOMERIC BEARINGS SHALL CONFORM TO M 251 AND THE ELASTOMER SHALL BE 60 DUROMETER NEOPRENE. SHIMS SHALL BE 11 GAGE MILD STEEL CONFORMING TO ASTM A 36.
 - THE SOLE PLATE AND MASONRY PLATE SHALL BE FACTORY VULCANIZED TO THE ELASTOMERIC BEARING, AND BEARINGS ARE TO BE SHIPPED ASSEMBLED AS UNITS.
 - BEARING MAXIMUM DESIGN LOAD: 831 KIPS.
 - CONTRACTOR SHALL TOUCH UP SOLE PLATE PAINT SYSTEM, IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AFTER WELDING THE SOLE PLATE TO THE GIRDER.
 - PAYMENT FOR PIER FIXED BEARINGS WILL BE MADE UNDER ITEM NO. 605581 - ELASTOMERIC BEARING PADS.

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ADDENDUMS / REVISIONS	

SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

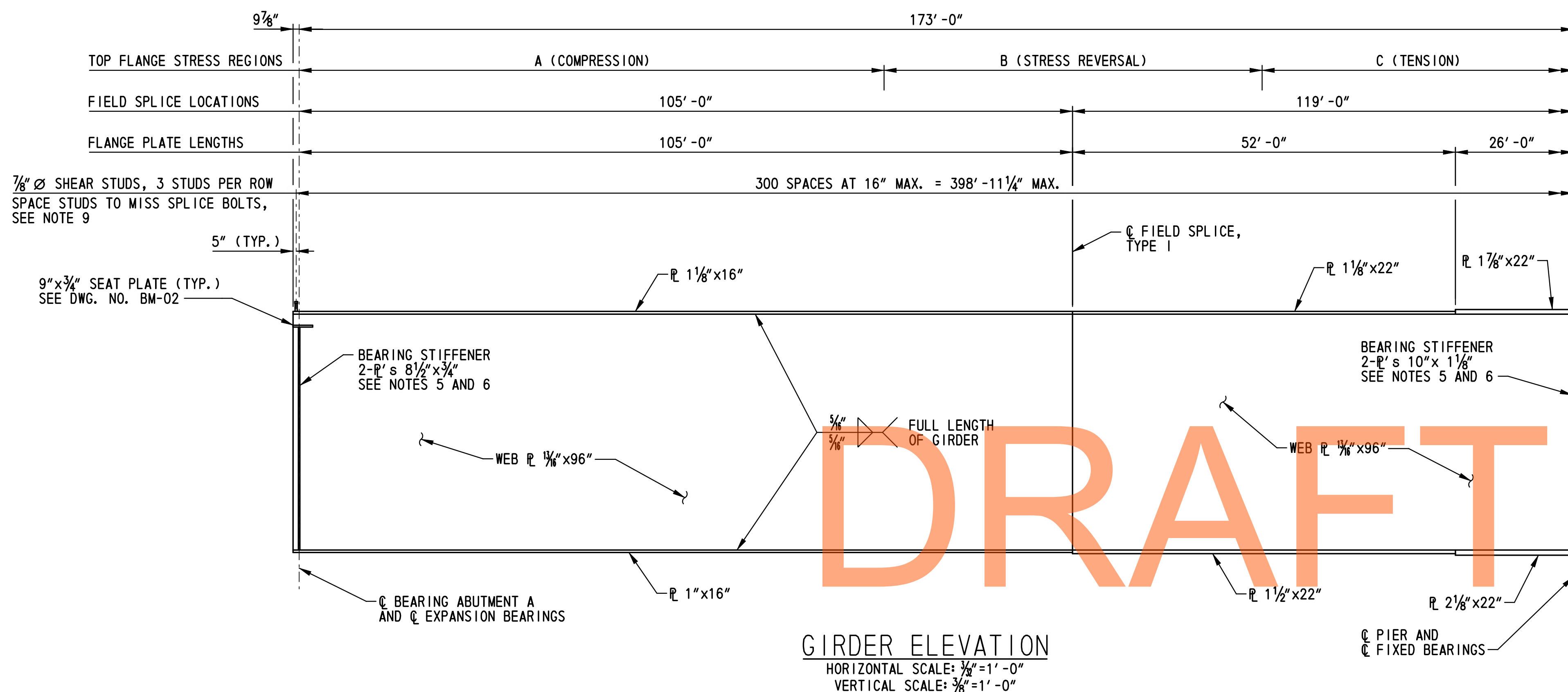
CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

**FIXED BEARING
DETAILS - PIER**

BR1-7N BB-03
SHEET NO.
410
TOTAL SHTS.
875

SPAN 1

173' -0"



TOP FLANGE STRESS REGIONS					
GIRDER NO.	A	B	C	D	E
1 AND 5	79' -5"	51' -4"	78' -3"	26' -7"	162' -5"
2 - 4	86' -10"	41' -3"	82' -9"	21' -7"	165' -7"

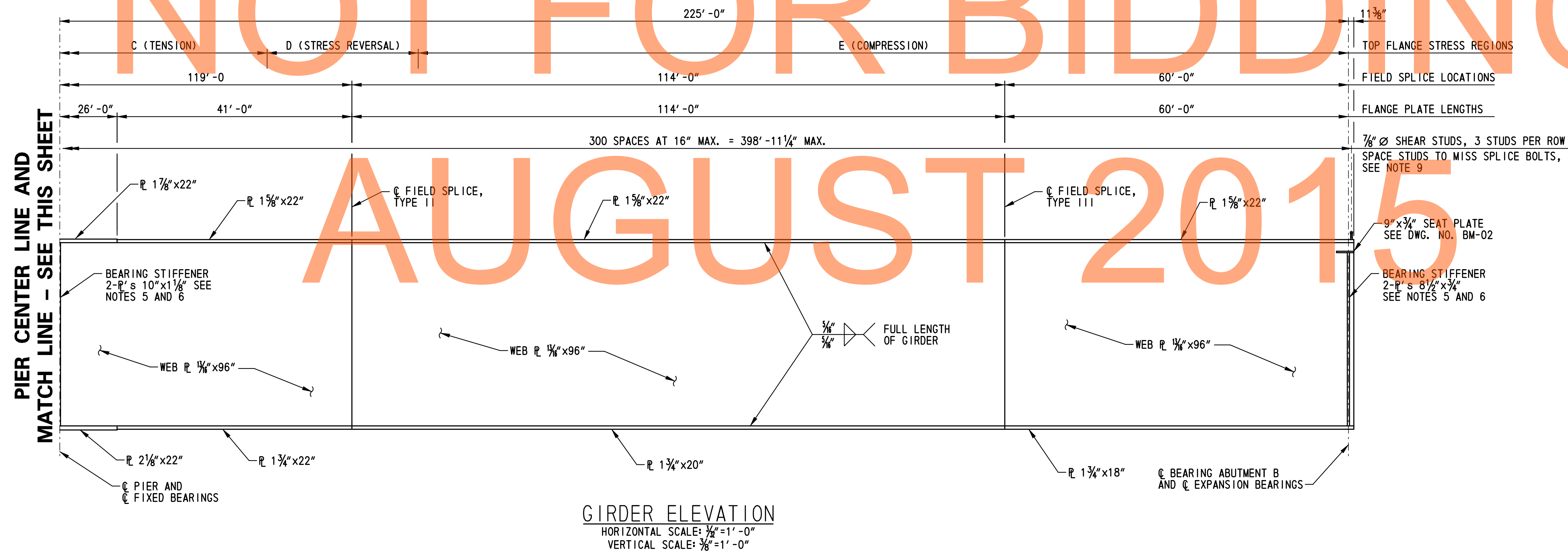
GIRDER ELEVATION

HORIZONTAL SCALE: 1/8" = 1' -0"
VERTICAL SCALE: 3/8" = 1' -0"

NOT FOR BIDDING

SPAN 2

225' -0"



GIRDER ELEVATION

HORIZONTAL SCALE: 1/8" = 1' -0"
VERTICAL SCALE: 3/8" = 1' -0"

NOTES:

1. THE GIRDERS ARE REQUIRED TO BE PLUMB UNDER FULL DEAD LOAD.
2. THE CONTRACTOR IS RESPONSIBLE FOR THE ENTIRE ERECTION OF THE BRIDGE. THE CONTRACTOR SHALL SUBMIT DRAWINGS SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF DELAWARE, ILLUSTRATING FULLY THE PROPOSED METHOD OF ERECTION. THE DRAWINGS SHALL SHOW DETAILS OF ALL TEMPORARY SHORING, FALSEWORK, BRACING, GUYS, DEAD-MEN, LIFTING DEVICES, HOLD-DOWN DEVICES AND ATTACHMENTS TO THE BRIDGE MEMBERS. THE DRAWINGS SHALL ALSO INCLUDE THE SEQUENCE OF ERECTION, LOCATION OF CRANES, CRANE CAPACITIES, LOCATION OF LIFTING POINTS ON THE BRIDGE MEMBERS AND WEIGHTS OF MEMBERS. THE PLAN AND DRAWINGS SHALL BE COMPLETE IN DETAIL FOR ALL ANTICIPATED PHASES AND CONDITIONS DURING ERECTION. CALCULATIONS SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF DELAWARE ARE REQUIRED TO DEMONSTRATE THAT ALLOWABLE STRESSES ARE NOT EXCEEDED AND THAT MEMBER CAPACITIES AND FINAL GEOMETRY WILL BE CORRECT.
3. THERE SHALL BE NO FIELD WELDING TO THE TOP FLANGE, EXCEPT FOR SHEAR STUDS, IN THE TENSION AND STRESS REVERSAL REGIONS.
4. CROSS FRAME CONNECTION PLATE SPACING NOT SHOWN. FOR LOCATION OF CROSS FRAME CONNECTION PLATES, SEE DWG. NO. FR-01.
5. GIRDER ENDS AND ALL BEARING STIFFENERS, INCLUDING BEARING STIFFENERS AT PIER, SHALL BE VERTICAL UNDER FULL DEAD LOAD.
6. FOR BEARING STIFFENER AND CONNECTION PLATE DETAILS, SEE DWG. NOS. BM-02 AND BM-03.
7. FOR SHOP FLANGE SPLICE DETAILS, SEE DWG. NO. BM-04.
8. FOR FIELD SPLICE DETAILS, SEE DWG. NO. BM-04.
9. FOR SHEAR STUD DETAILS, SEE DWG. NO. SD-01.

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ADDENDUMS / REVISIONS

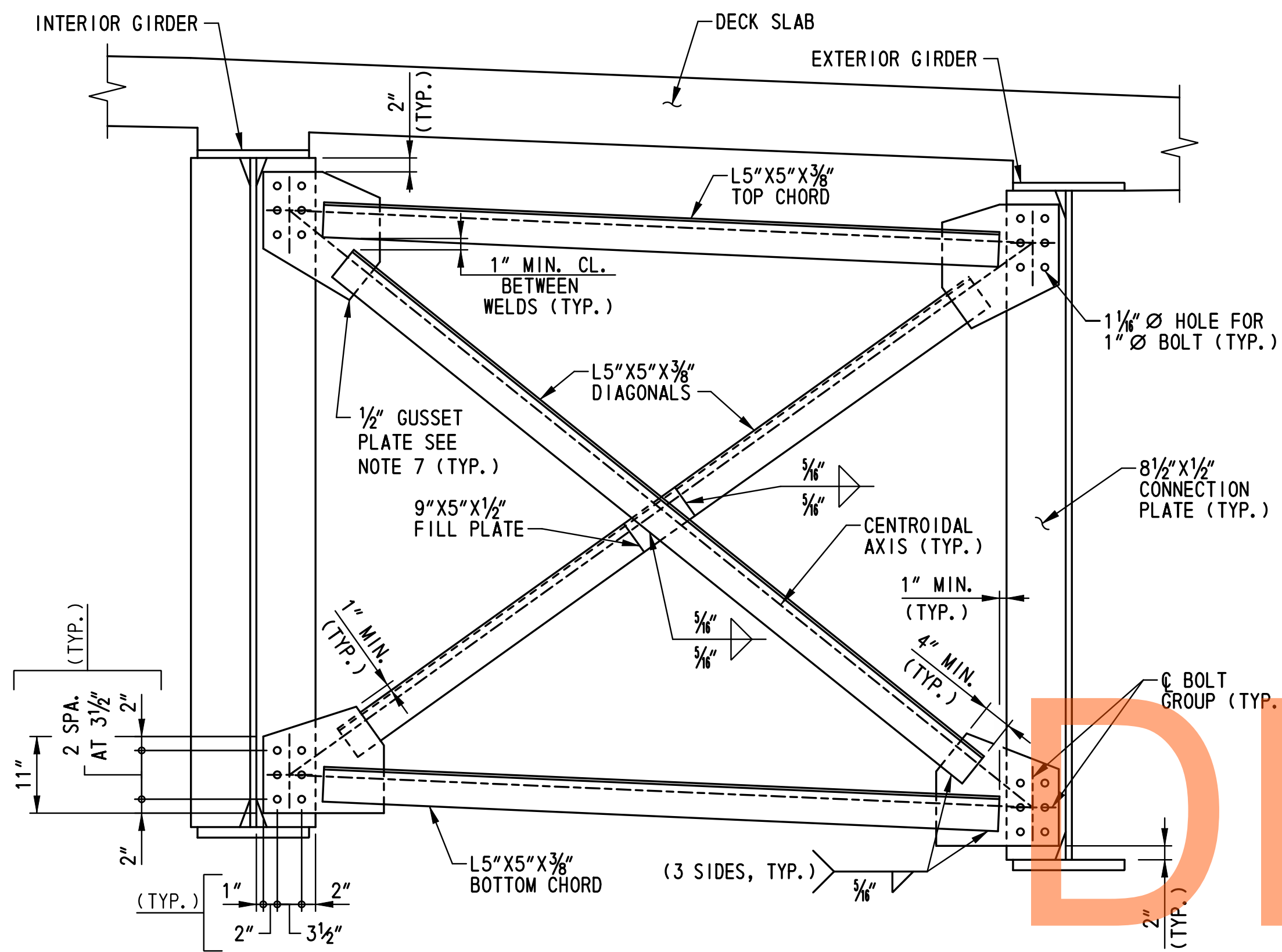
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US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

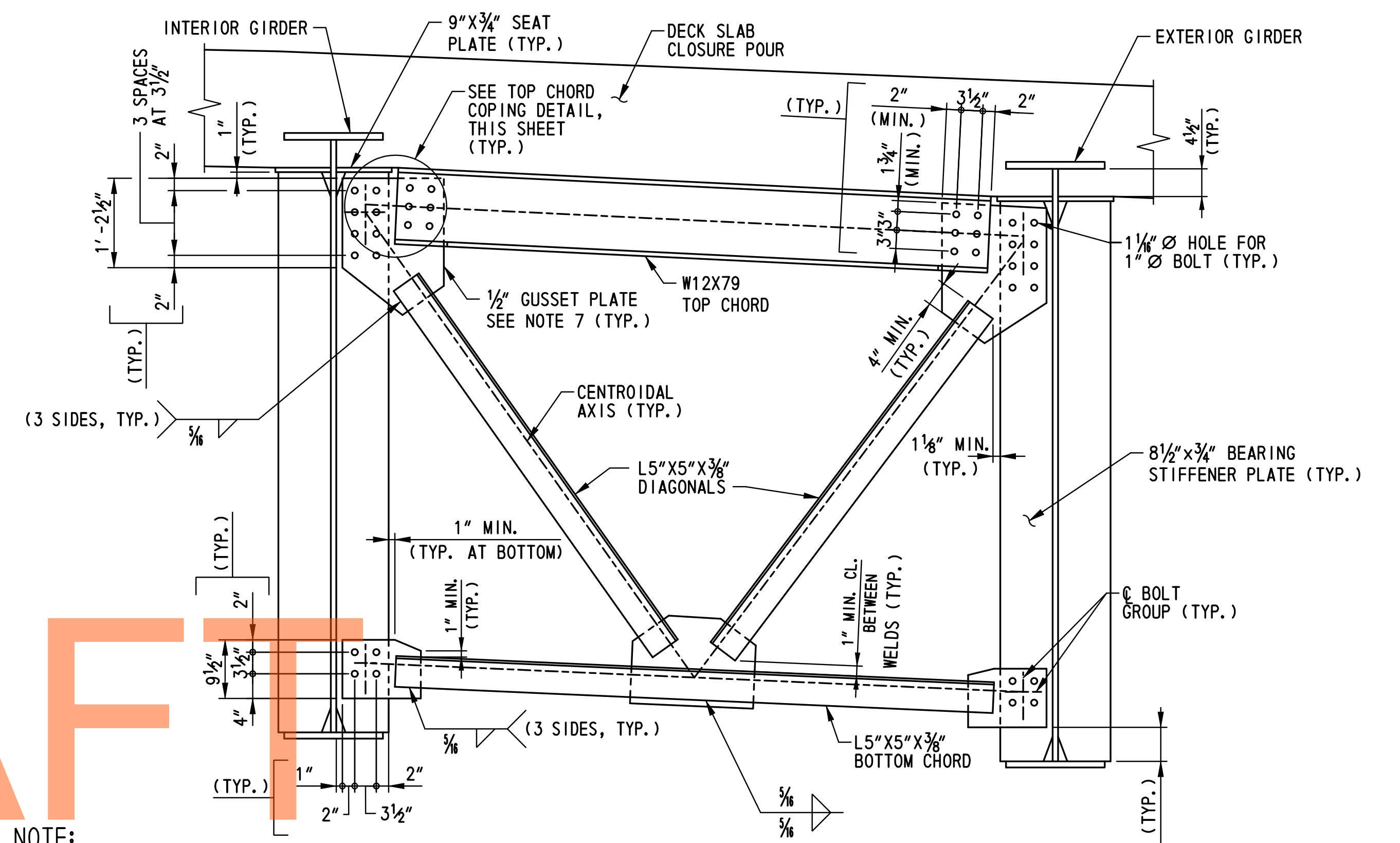
GIRDER ELEVATION

BRI-7N BM-01
SHEET NO.
411
TOTAL SHTS.
875



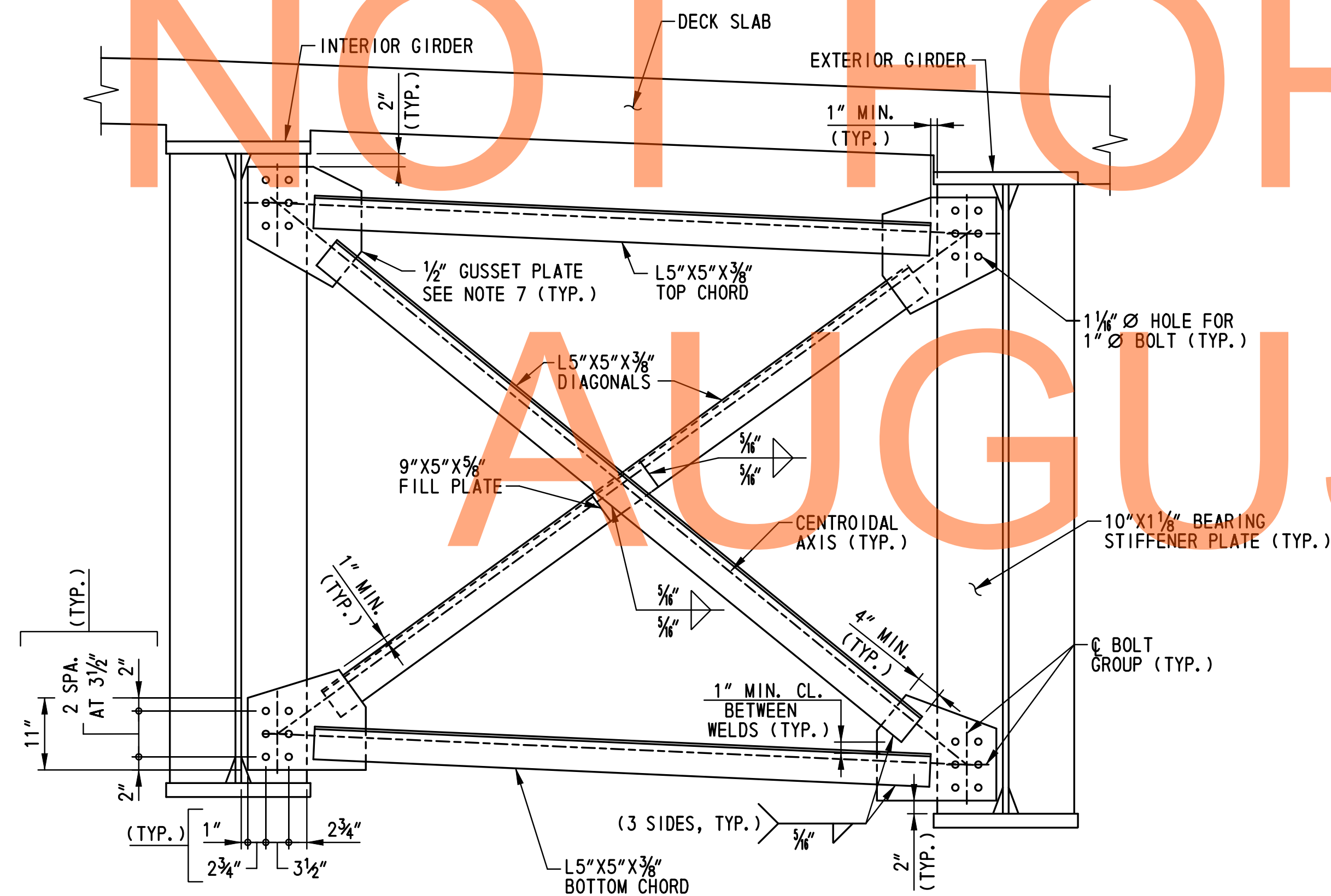
NOTE:
THE INTERMEDIATE CROSS FRAME IN THE ADJACENT INTERIOR BAY IS NOT SHOWN FOR CLARITY.

INTERMEDIATE CROSS FRAME DETAIL
SCALE: 3/4"=1'-0"



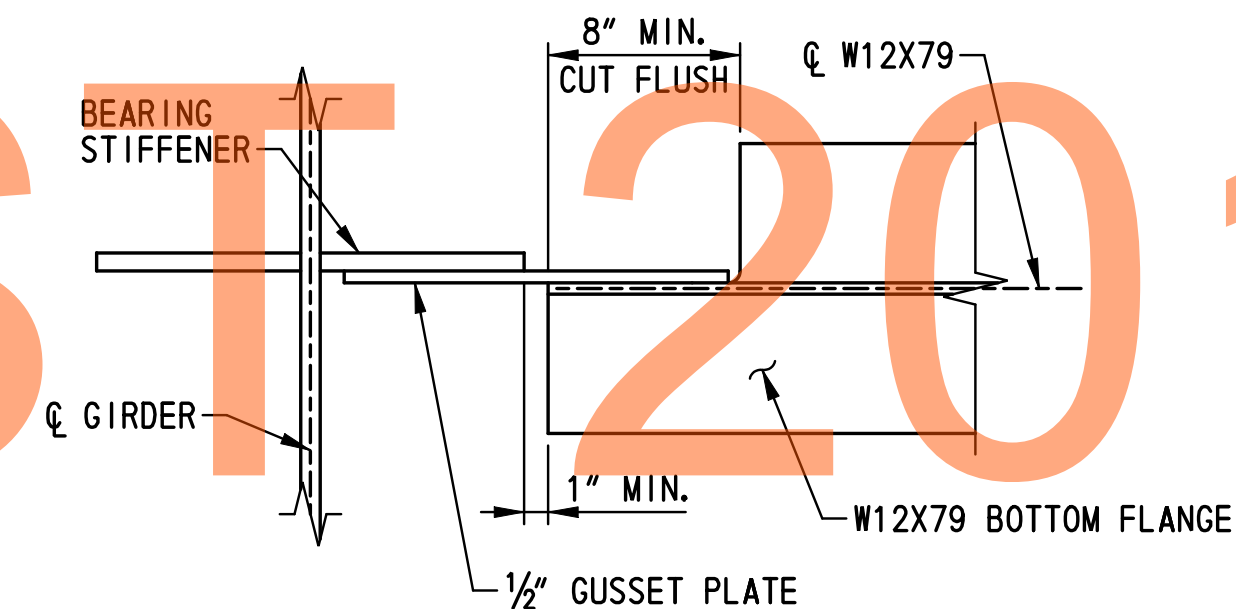
NOTE:
THE ABUTMENT CROSS FRAME IN THE ADJACENT INTERIOR BAY IS NOT SHOWN FOR CLARITY.

ABUTMENT CROSS FRAME DETAIL
SCALE: 3/4"=1'-0"



NOTE:
THE PIER CROSS FRAME IN THE ADJACENT INTERIOR BAY IS NOT SHOWN FOR CLARITY.

PIER CROSS FRAME DETAIL
SCALE: 3/4"=1'-0"

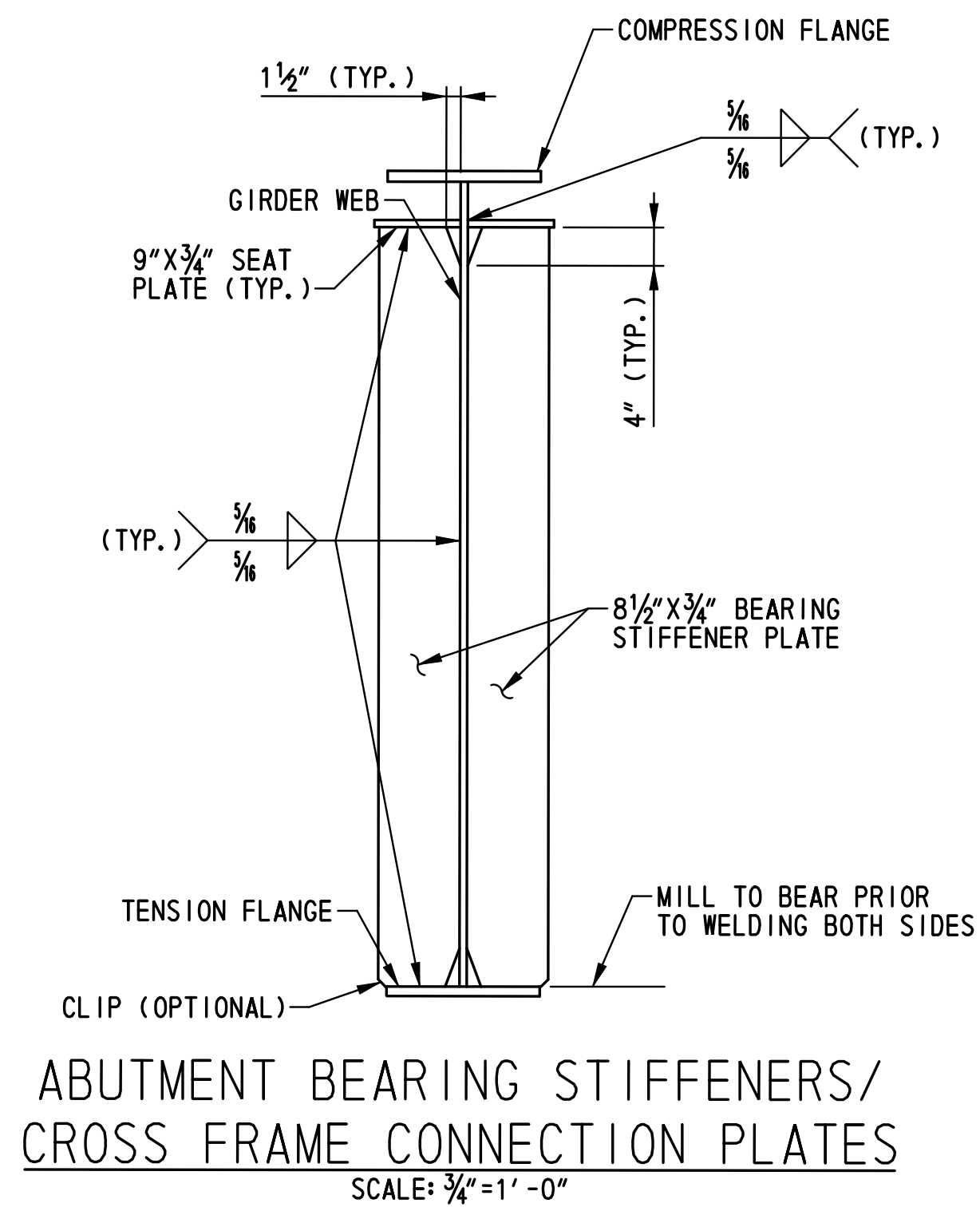


TOP CHORD COPING DETAIL
SCALE: 1 1/2"=1'-0"

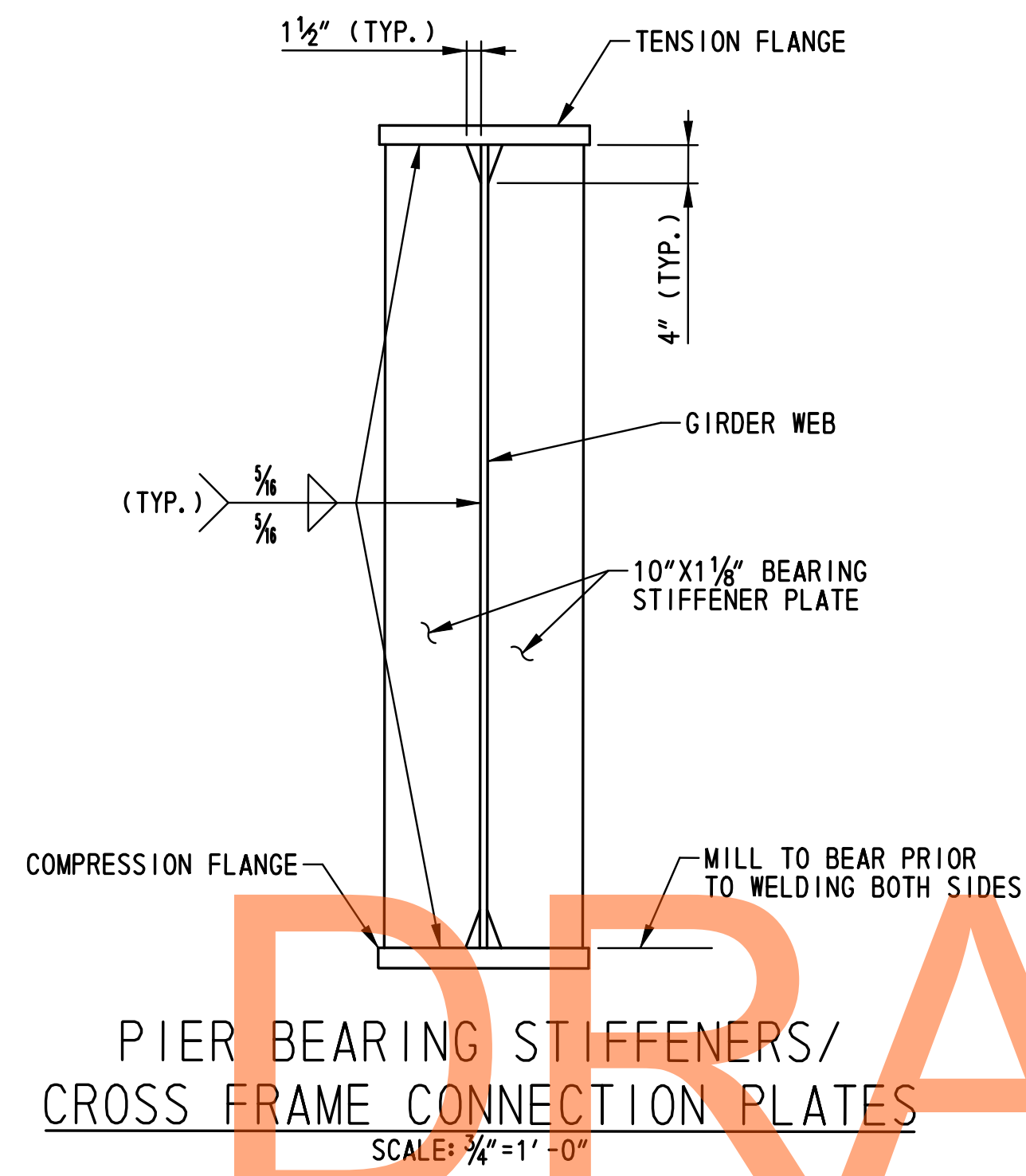
NOTES:

1. FOR LOCATIONS OF CROSS FRAMES, SEE DWG. NO. FR-01.
2. ALL BOLTS SHALL BE 1" Ø HIGH STRENGTH BOLTS IN CONFORMANCE WITH A 325, TYPE 3. ALL BOLTS SHALL BE FABRICATED WITH THREADS EXCLUDED FROM THE SHEAR PLANE.
3. ALL BOLT HOLES IN CROSS FRAME GUSSET PLATES, BEARING STIFFENERS, AND CONNECTION PLATES SHALL BE 1 1/8" Ø.
4. THE MINIMUM ACCEPTABLE EDGE DISTANCE FOR ANY BOLT HOLE SHALL BE 1 3/4".
5. FOR BEARING STIFFENER AND CONNECTION PLATE DETAILS, SEE DWG. NO. BM-03.
6. ALL CROSS FRAMES SHALL BE COMPLETELY CONNECTED TO GIRDERS PRIOR TO PLACING THE DECK SLAB.
7. CONTRACTOR HAS THE OPTION OF FABRICATING RECTANGULAR GUSSET PLATES IN LIEU OF THE CLIPPED PLATES SHOWN. THE MINIMUM DIMENSION REQUIREMENTS SHOWN SHALL BE MAINTAINED. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR WHICHEVER ALTERNATIVE IS SELECTED.
8. THE GIRDERS ARE REQUIRED TO BE PLUMB UNDER FULL DEAD LOAD.

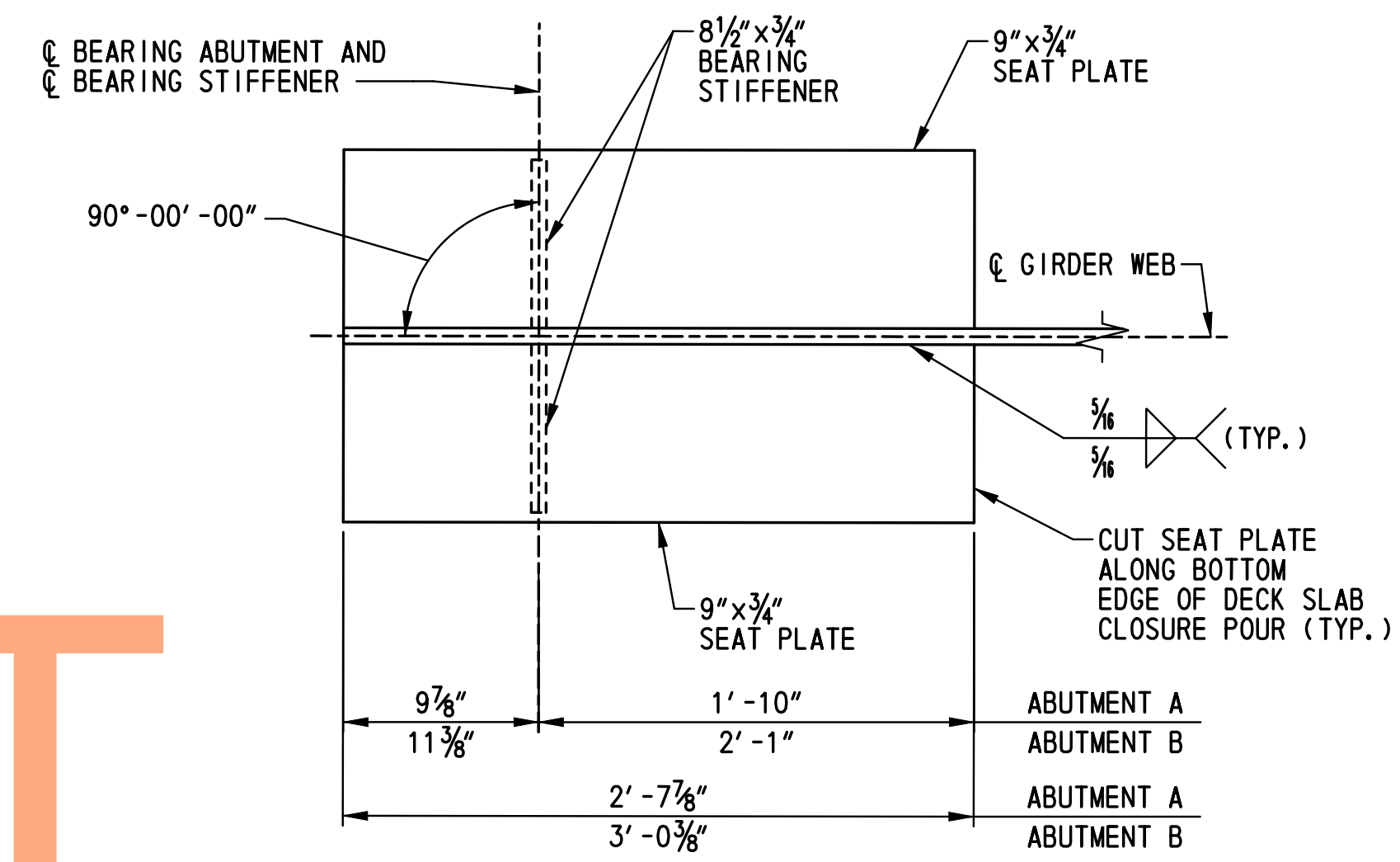
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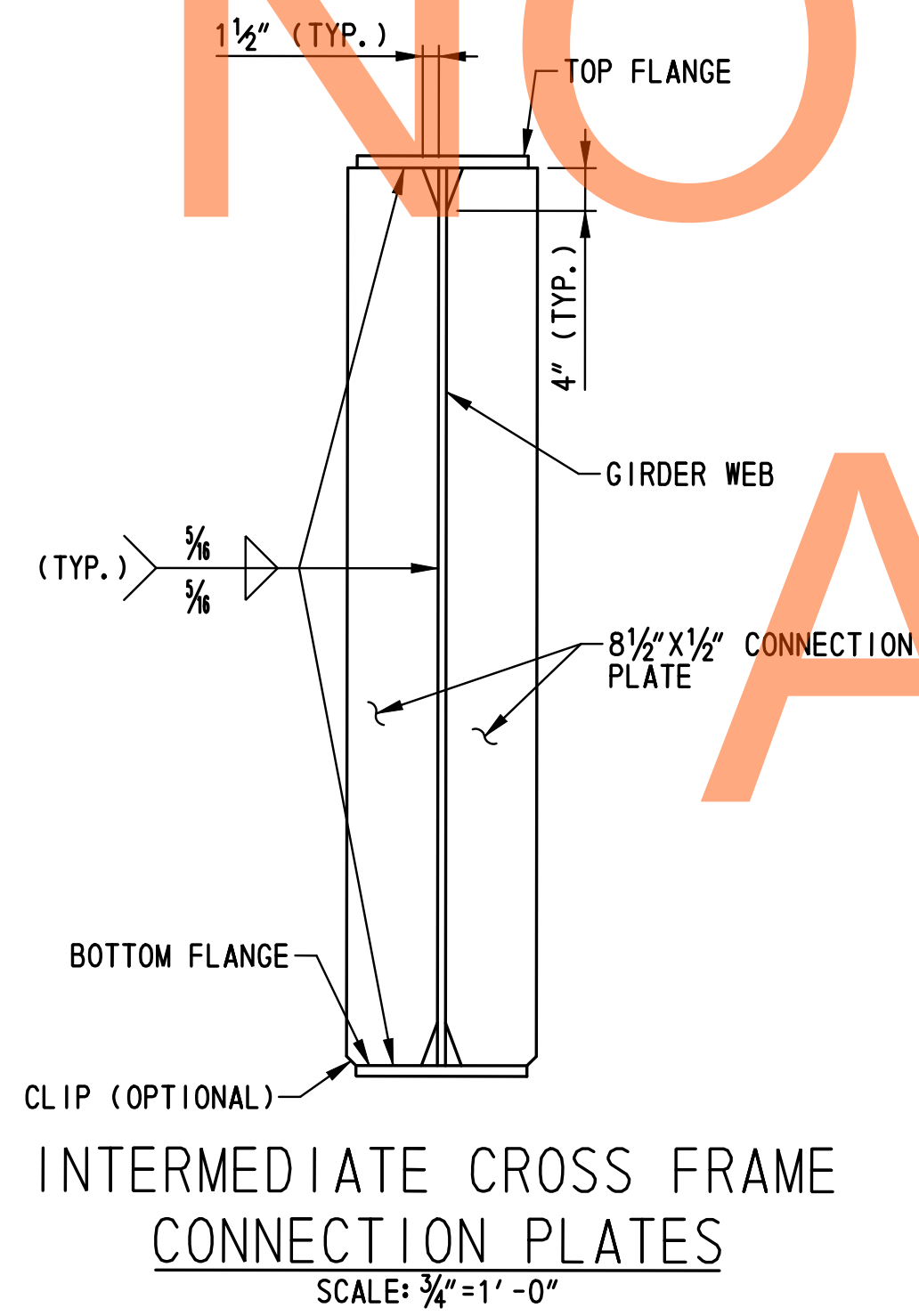
ABUTMENT BEARING STIFFENERS/
CROSS FRAME CONNECTION PLATES
SCALE: 3/4"=1'-0"



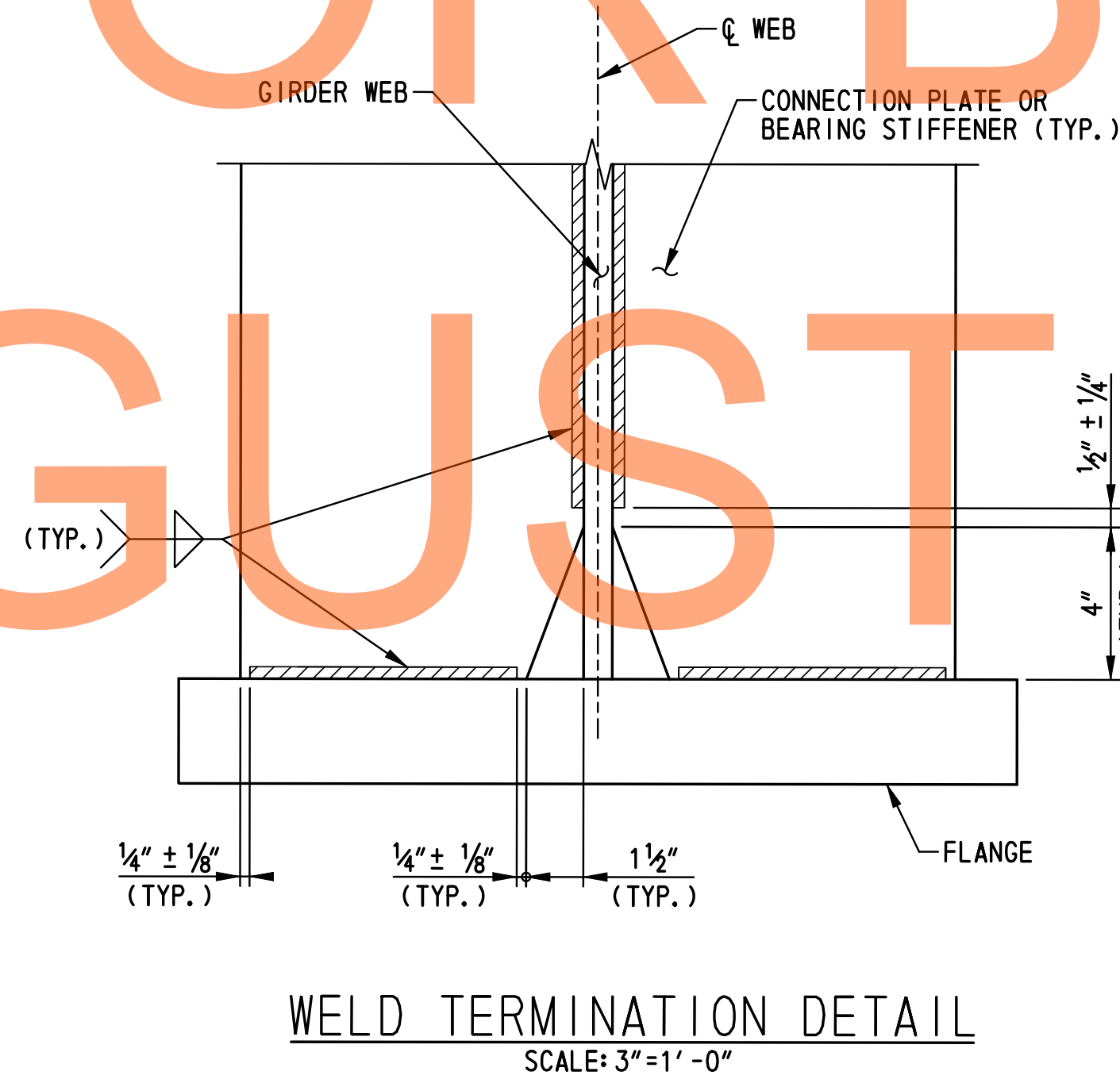
PIER BEARING STIFFENERS/
CROSS FRAME CONNECTION PLATES
SCALE: 3/4"=1'-0"



SEAT PLATE DETAIL
SCALE: 1 1/2"=1'-0"



INTERMEDIATE CROSS FRAME
CONNECTION PLATES
SCALE: 3/4"=1'-0"



WELD TERMINATION DETAIL
SCALE: 3"=1'-0"

NOTES:

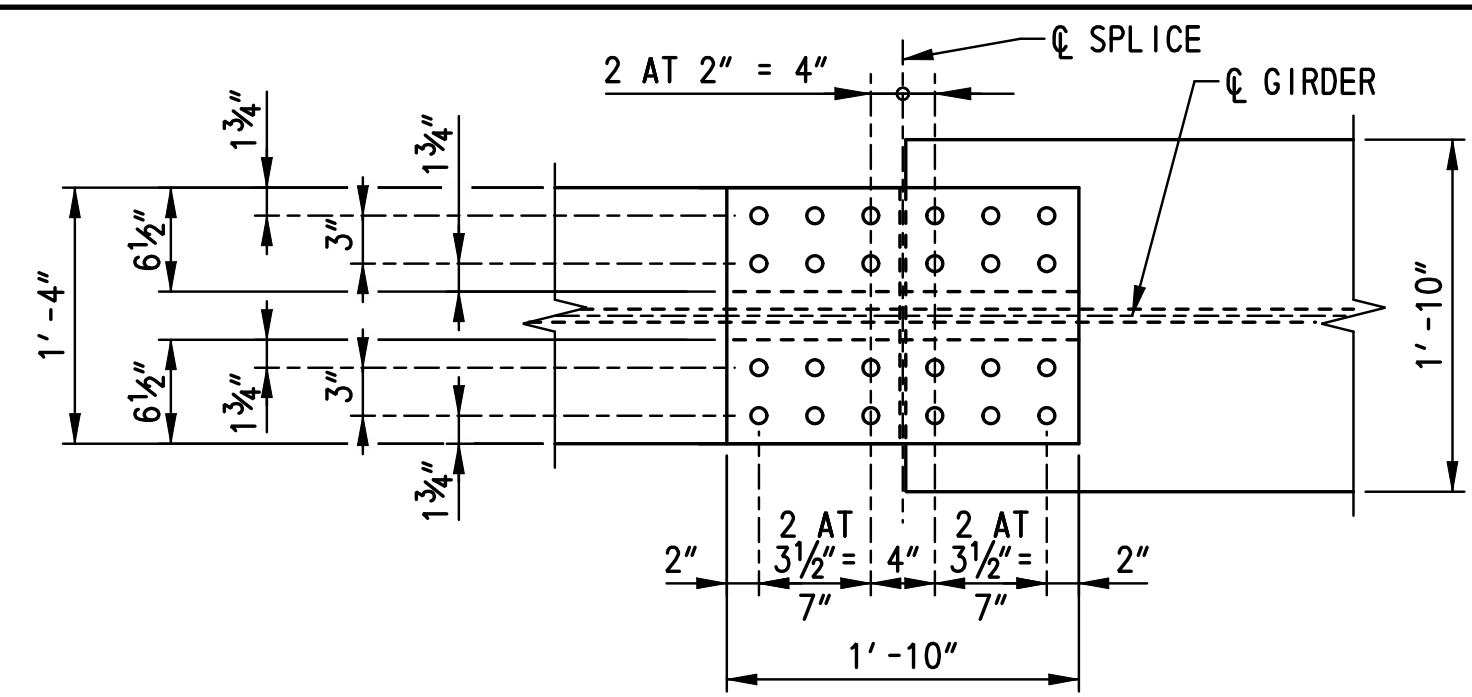
1. FOR LOCATION OF CROSS FRAMES, SEE DWG. NO. FR-01.
2. FOR ADDITIONAL BEARING STIFFENER INFORMATION, SEE DWG. NO. BM-01.
3. CONNECTION PLATES SHALL BE NORMAL TO THE GIRDER FLANGE.
4. THE GIRDERS ARE REQUIRED TO BE PLUMB UNDER FULL DEAD LOAD.

DRAFT

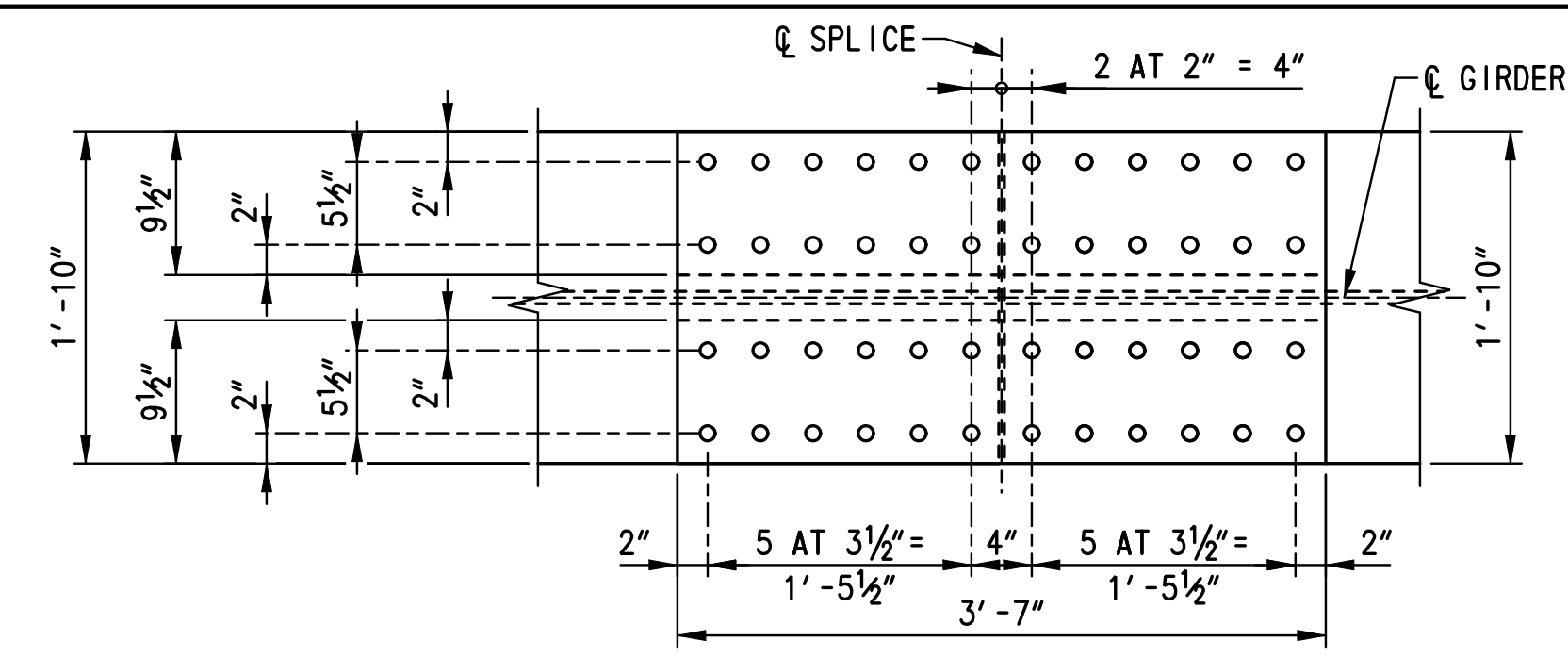
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AUGUST 2015

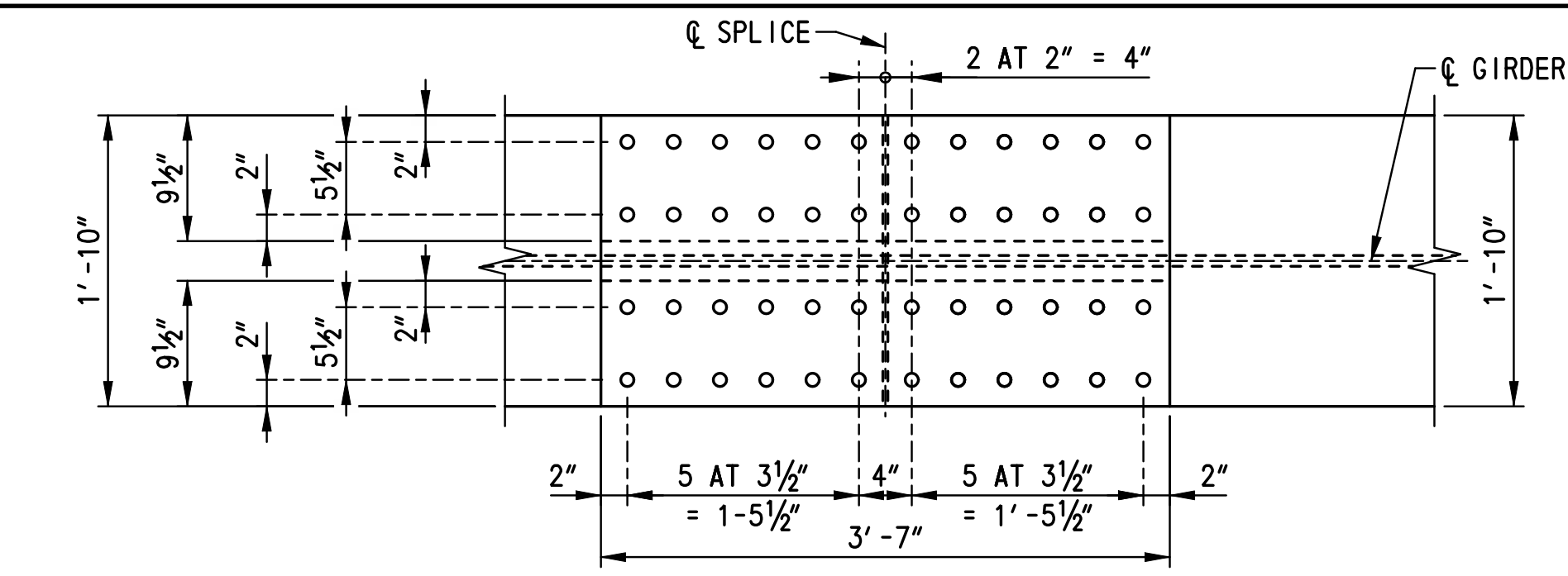
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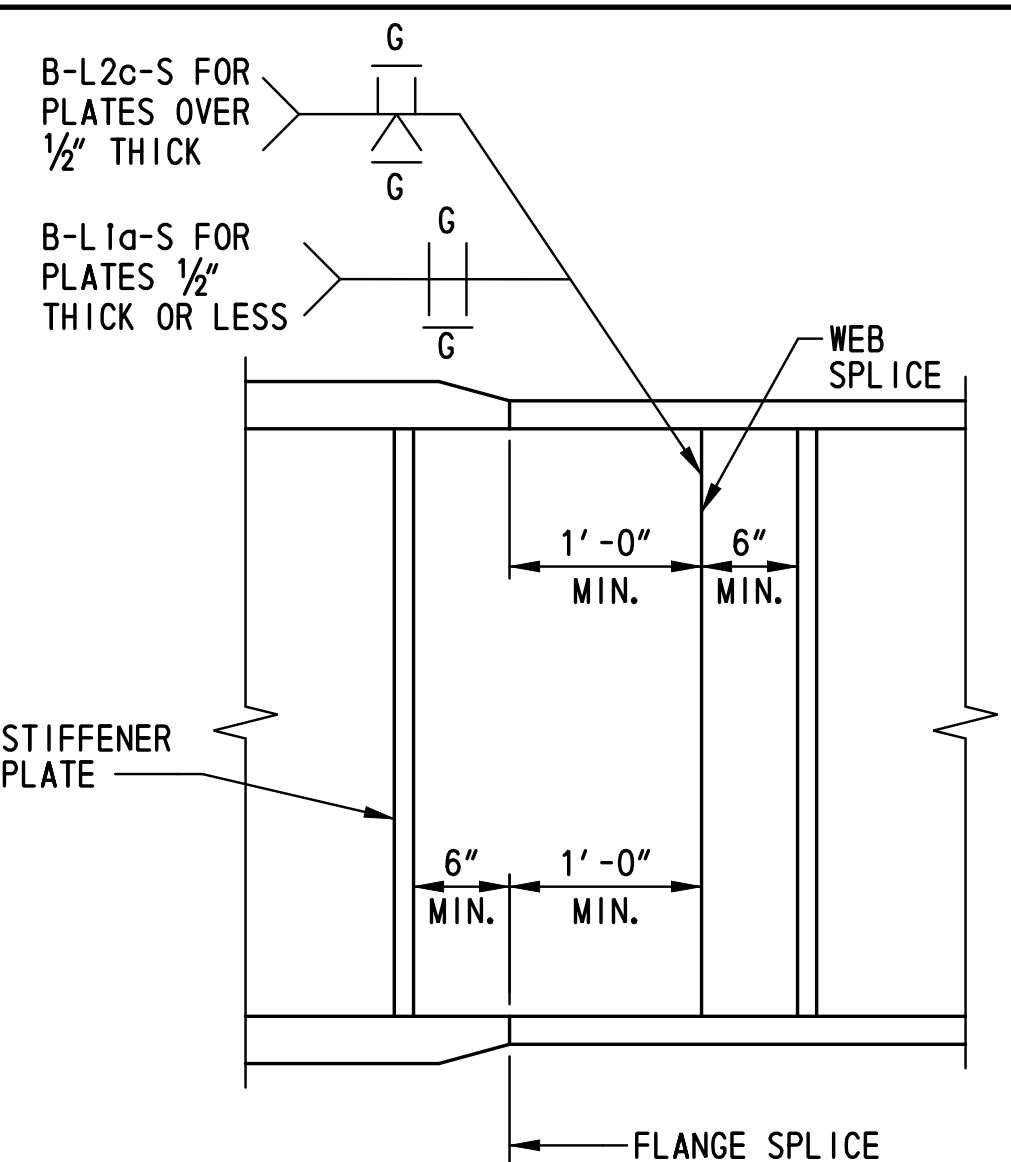
TOP FLANGE



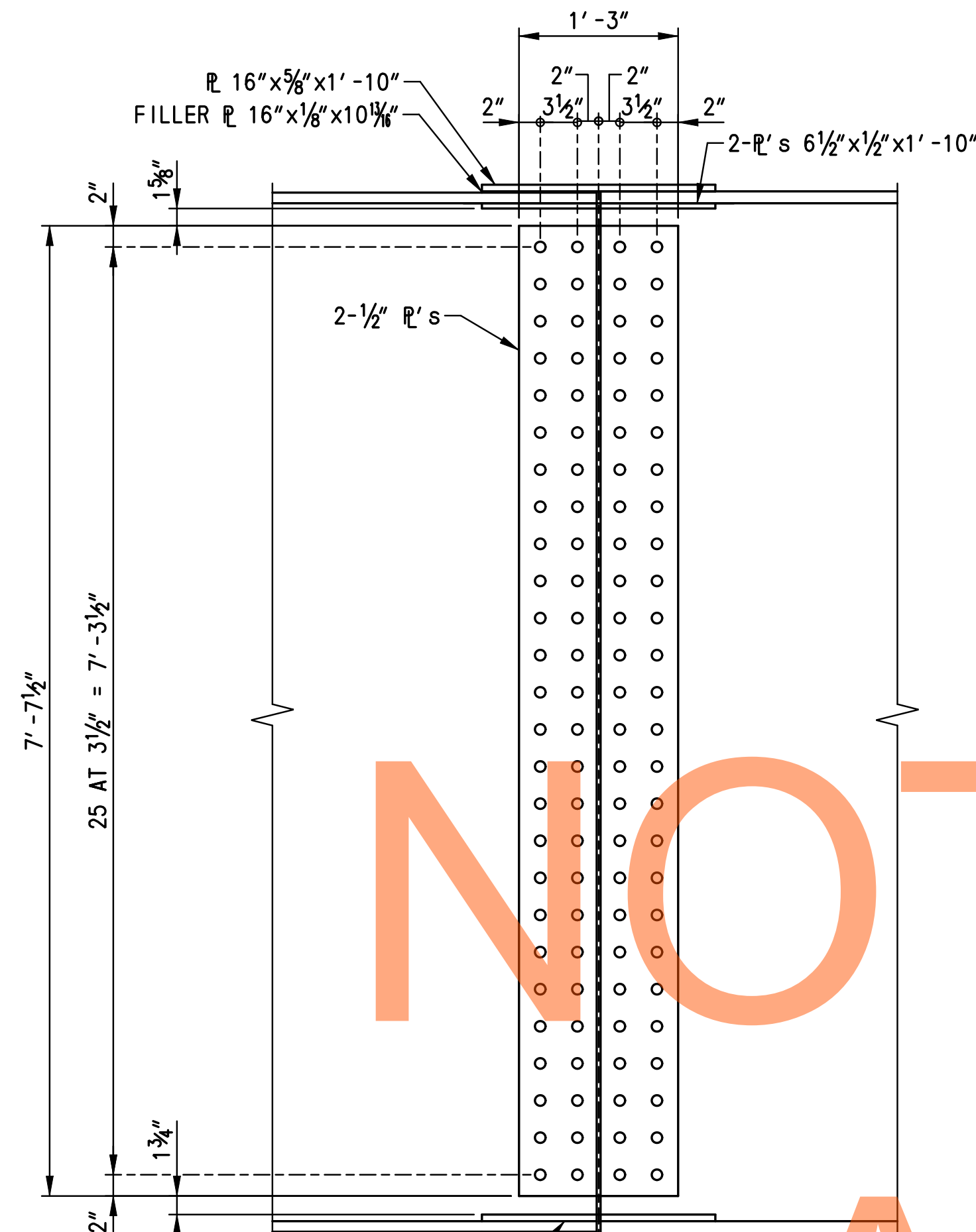
TOP FLANGE



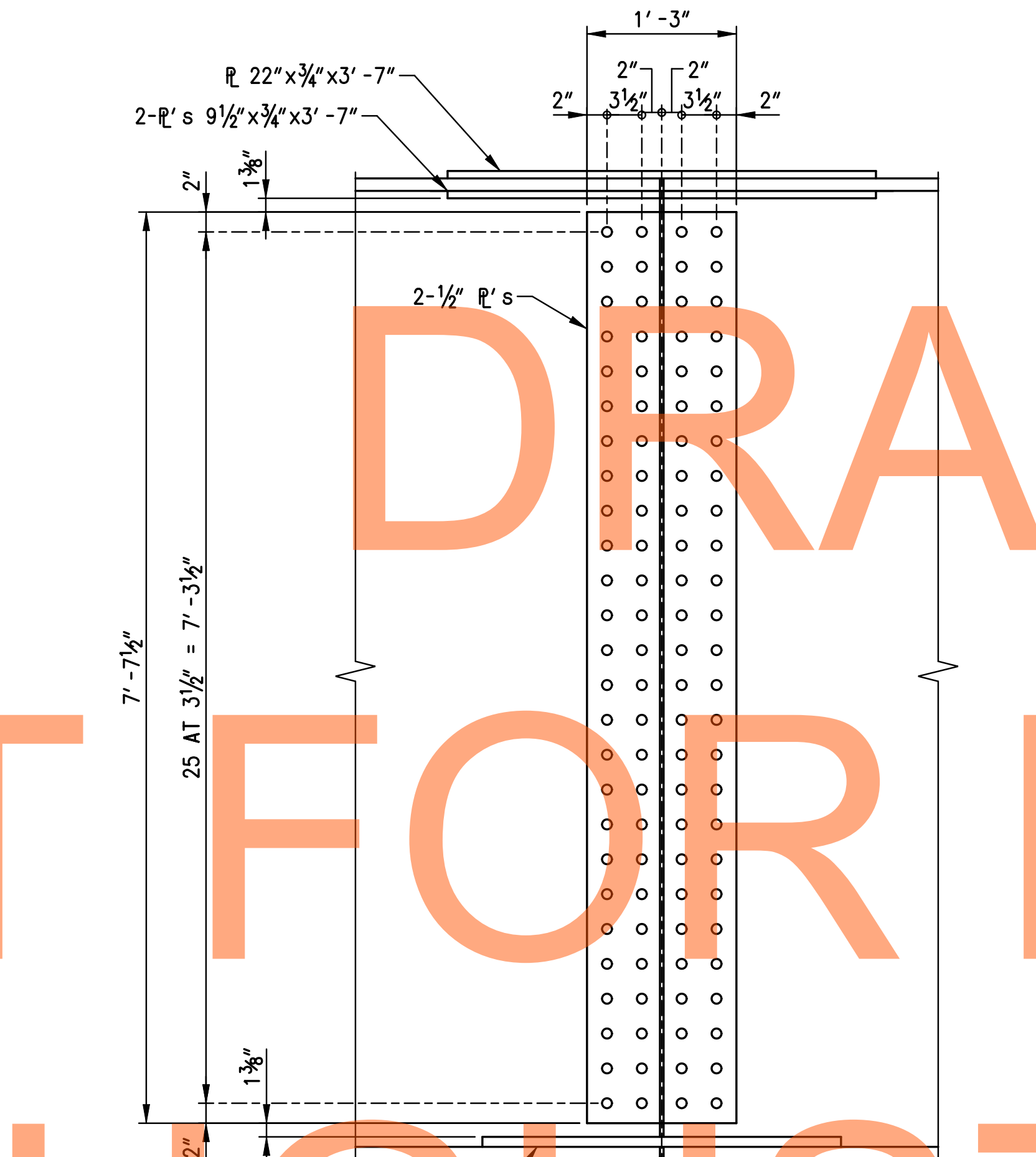
TOP FLANGE



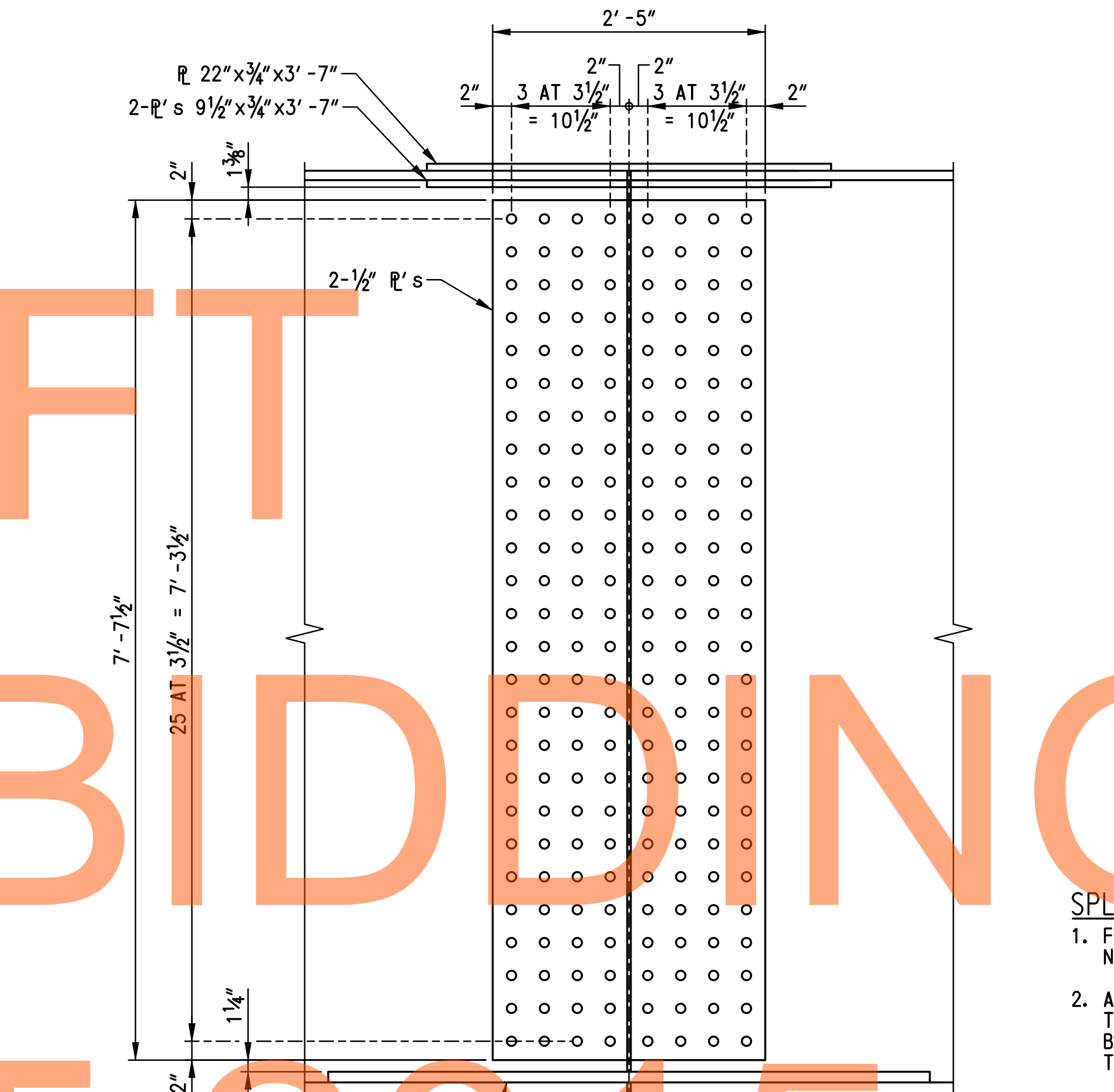
ELEVATION OF GIRDER



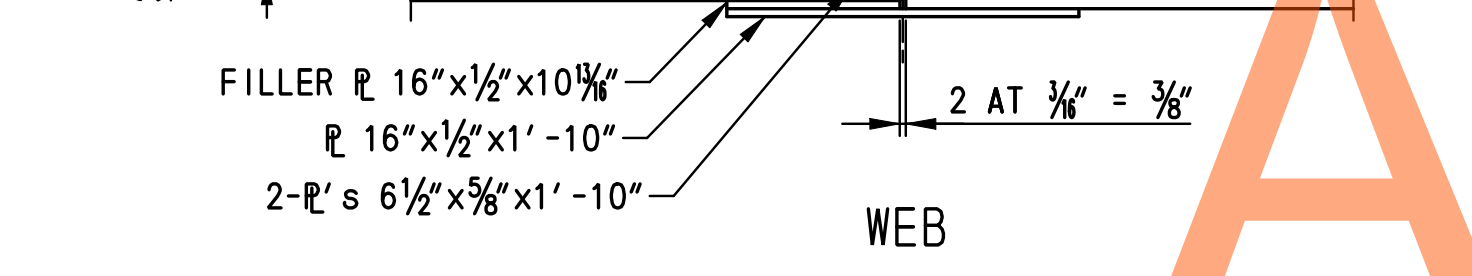
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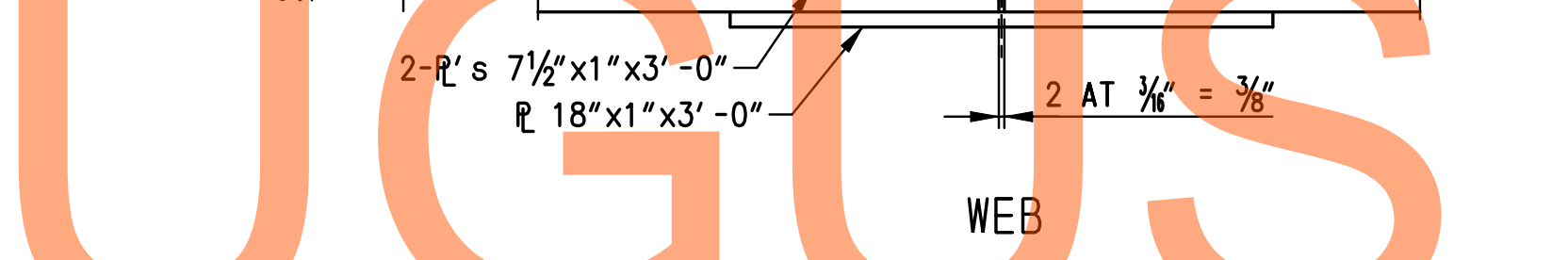
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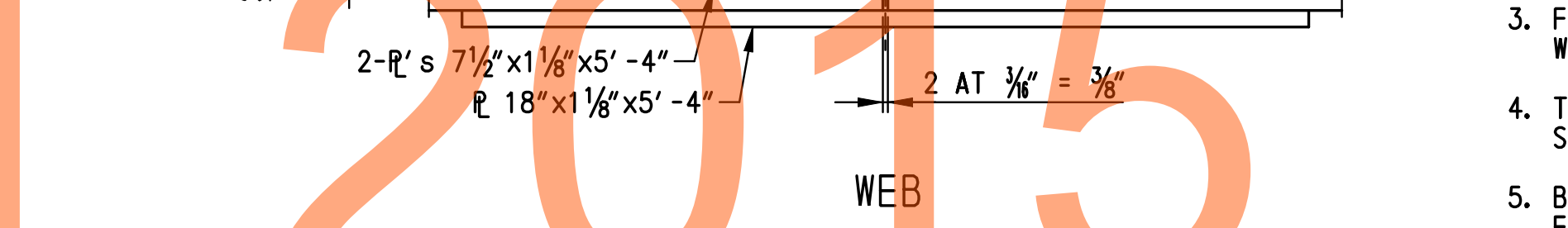
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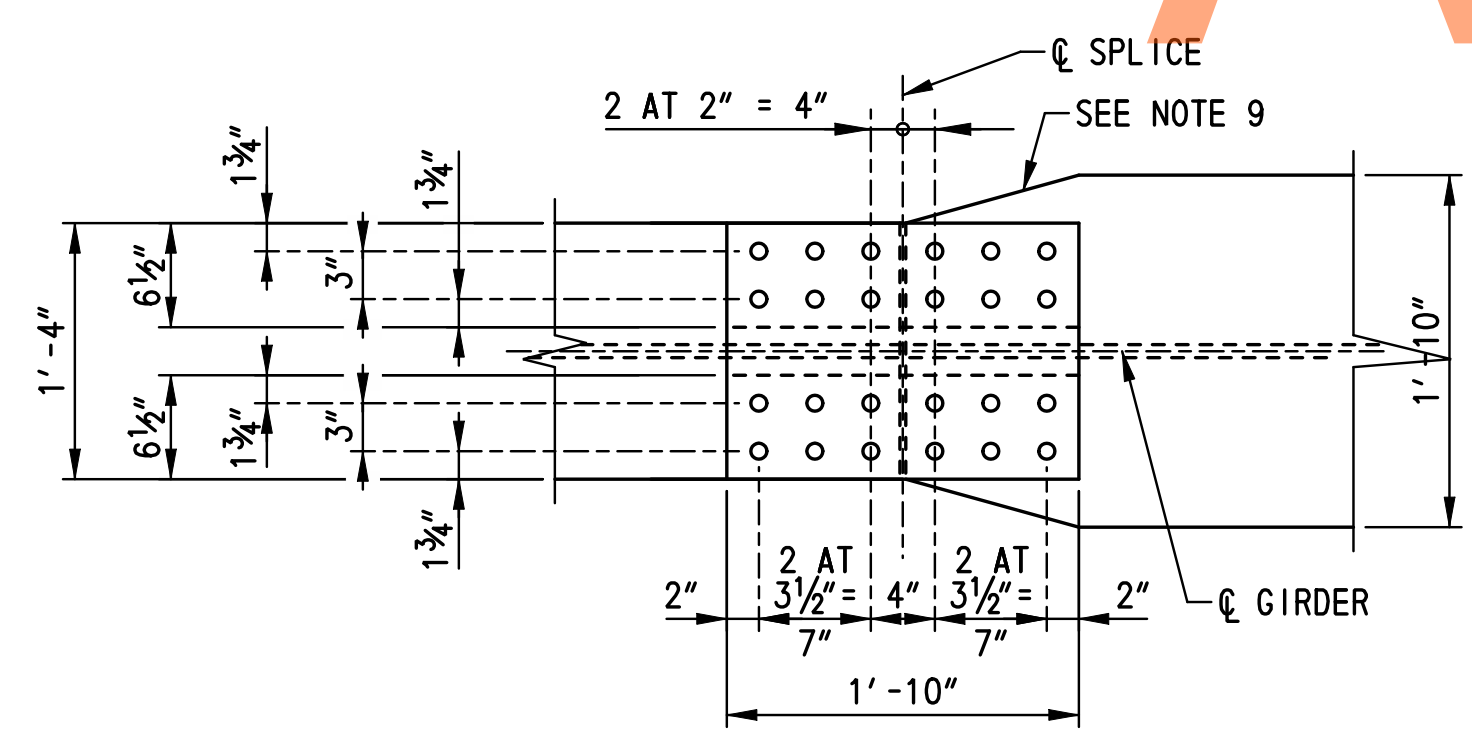
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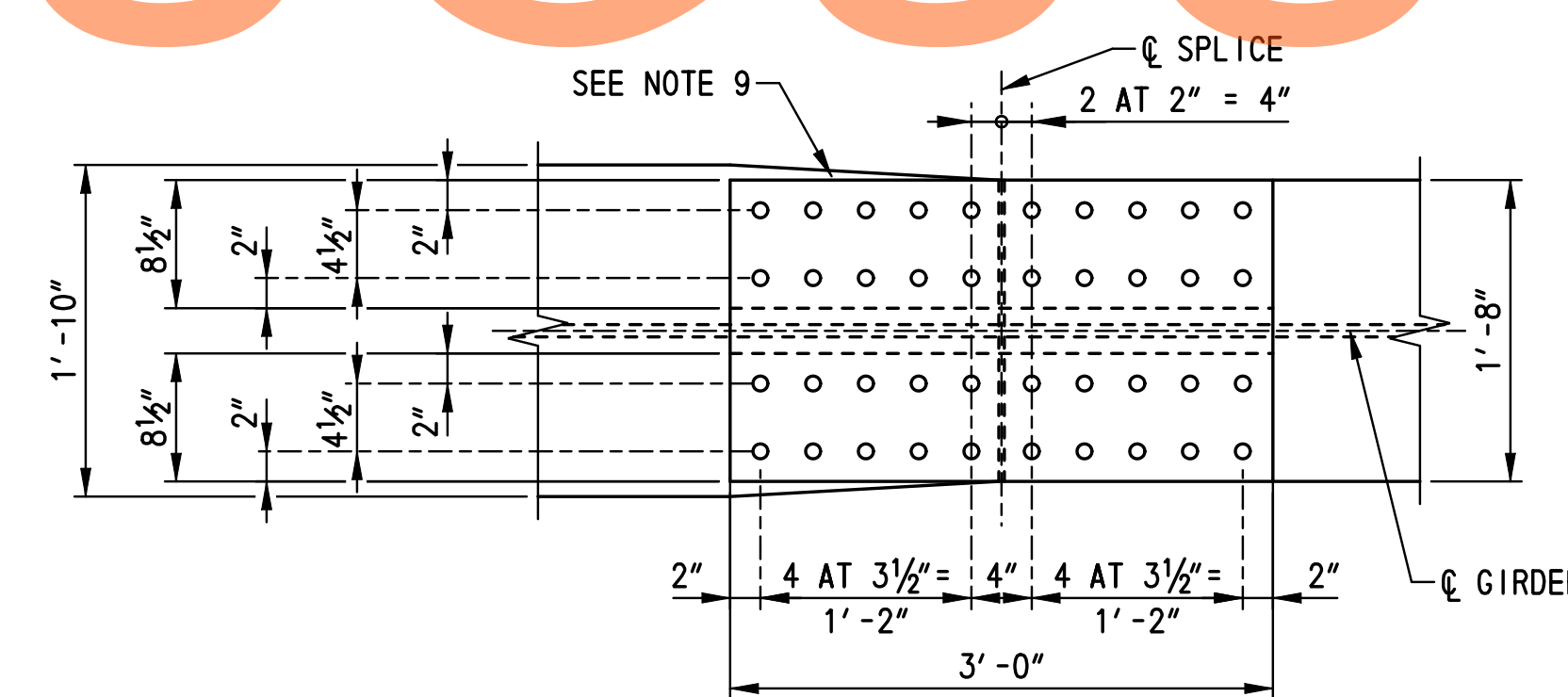
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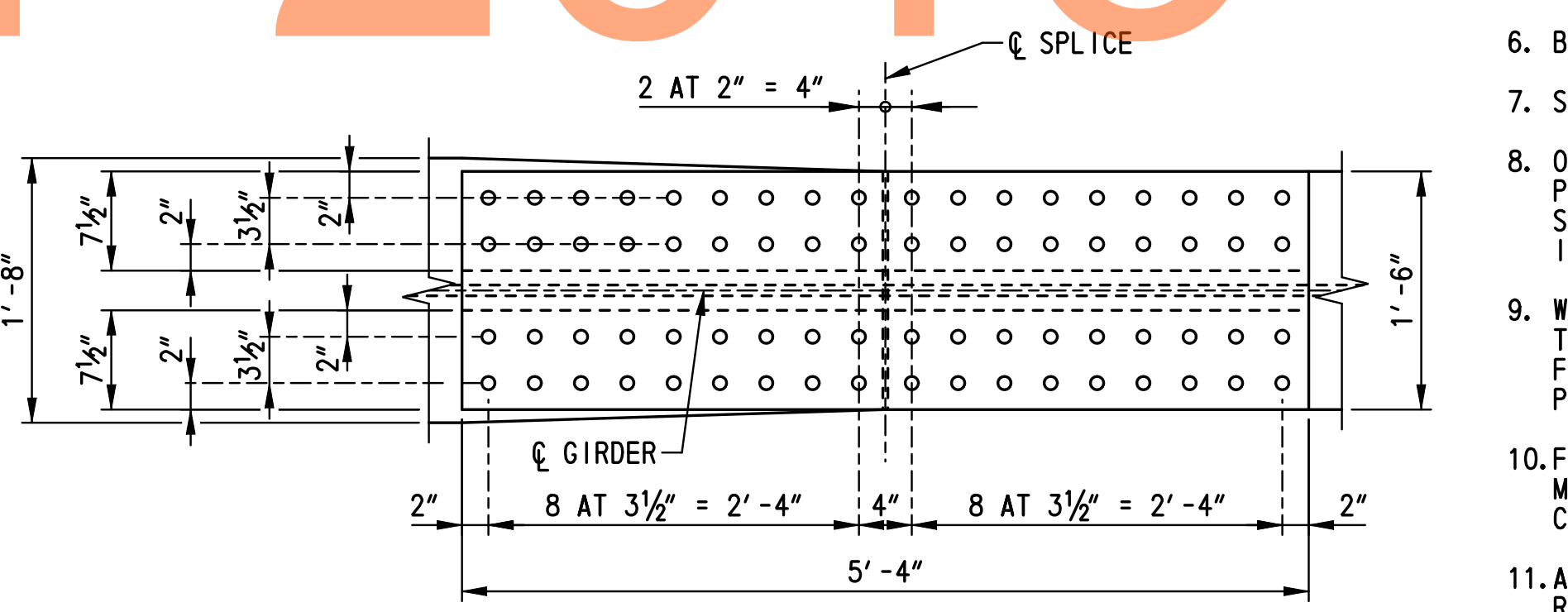
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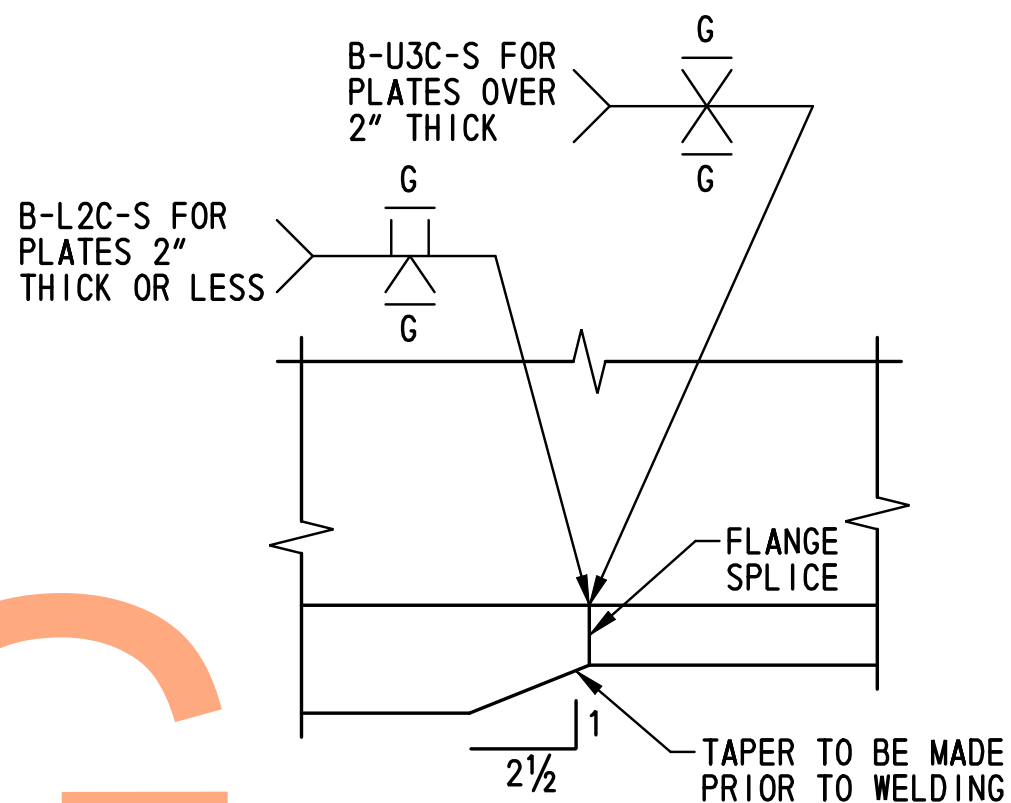
BOTTOM FLANGE
FIELD SPLICE DETAIL - TYPE I
SCALE: 1"=1'-0"



BOTTOM FLANGE
FIELD SPLICE DETAIL - TYPE II
SCALE: 1"=1'-0"



BOTTOM FLANGE
FIELD SPLICE DETAIL - TYPE III
SCALE: 1"=1'-0"



FLANGE TRANSITION
SHOP SPLICE
SCALE: 3"=1'-0"

- SPLICE NOTES:**
- FOR LOCATIONS OF FIELD AND SHOP SPLICES, SEE DWG. NOS. BM-01 AND FR-01.
 - ALL BOLTS TO BE 1" Ø HIGH STRENGTH BOLTS CONFORMING TO A 325, TYPE 3. ALL BOLT HOLES SHALL BE 1 1/8" Ø. ALL BOLTS SHALL BE FABRICATED WITH THREADS EXCLUDED FROM THE SHEAR PLANE.
 - FIELD SPLICE DESIGNED AS A SLIP-CRITICAL CONNECTION WITH CLASS A SURFACE CONDITIONS.
 - THE MINIMUM ACCEPTABLE EDGE DISTANCE FOR ANY HOLE SHALL BE 1 3/4".
 - BOLT HEADS SHALL BE ON THE EXTERIOR FACE OF THE EXTERIOR GIRDERS AND THE BOTTOM OF THE BOTTOM FLANGES.
 - BOLTS NOT SHOWN IN SPLICE.
 - SPACE SHEAR STUDS TO MISS TOP FLANGE SPLICE BOLTS.
 - ON EACH SIDE OF THE Q OF SPLICE, A MINIMUM OF 50 PERCENT OF THE WEB, TOP FLANGE, AND BOTTOM FLANGE SPLICE BOLTS SHALL BE IN PLACE BEFORE THE GIRDER IS LEFT UNSUPPORTED.
 - WHEN FLANGE IS LARGER THAN ADJACENT FLANGE BY MORE THAN 2", THE LARGER FLANGE SHALL BE TAPERED TO SMALLER FLANGE WIDTH IN A DISTANCE OF 1/2 LENGTH OF SPLICE PLATE (BOTTOM FLANGE ONLY).
 - FIELD SPLICES SHALL BE COMPLETELY SHOP ASSEMBLED AND MATCH MARKED AFTER ALL SHOP WELDING HAS BEEN COMPLETED. CONTACT SURFACES SHALL BE FREE OF ALL OIL AND DIRT.
 - ALL SPLICE PLATES ARE SUBJECT TO CHАРY V-NOTCH REQUIREMENTS.
 - BUTT WELDS OF FLANGE SPLICE PLATES TO BE GROUND FLUSH PRIOR TO ATTACHING WEB PLATES.

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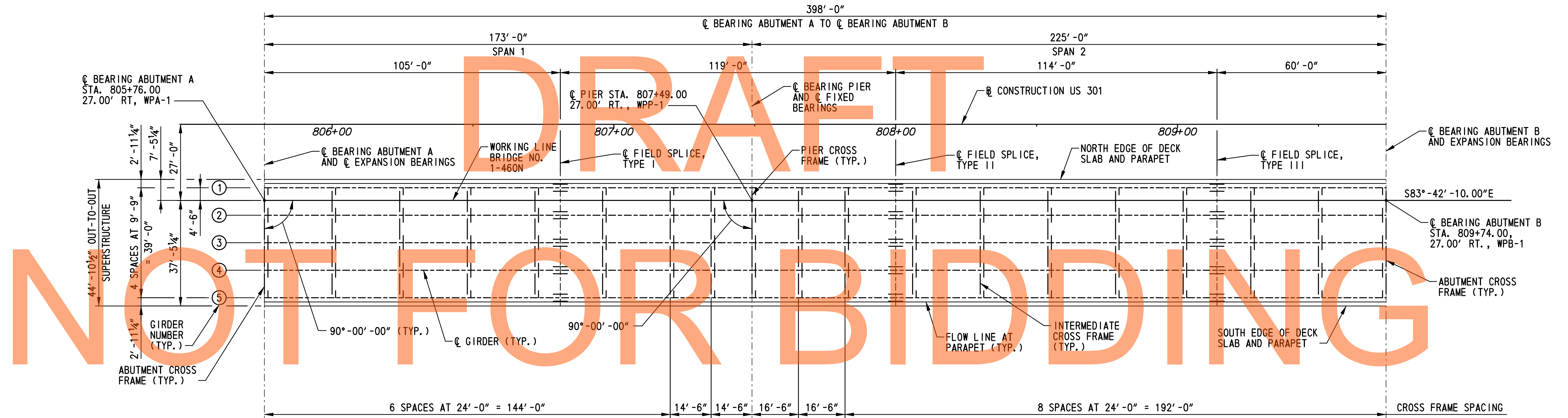
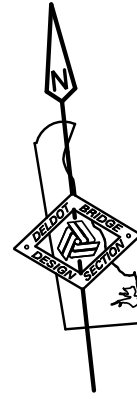
ADDENDUMS / REVISIONS	

SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

SPLICE DETAILS	SHEET NO.	414
	TOTAL SHTS.	875



NOT FOR BIDDING

AUGUST 2015

FRAMING PLAN
SCALE: 1"=20'-0"

- NOTES:**
1. FOR GIRDER ELEVATION, SEE DWG. NO. BM-01.
 2. FOR CROSS FRAME DETAILS, SEE DWG. NO. BM-02.
 3. FOR FIELD SPLICE DETAILS, SEE DWG. NO. BM-04.

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ADDENDUMS / REVISIONS	

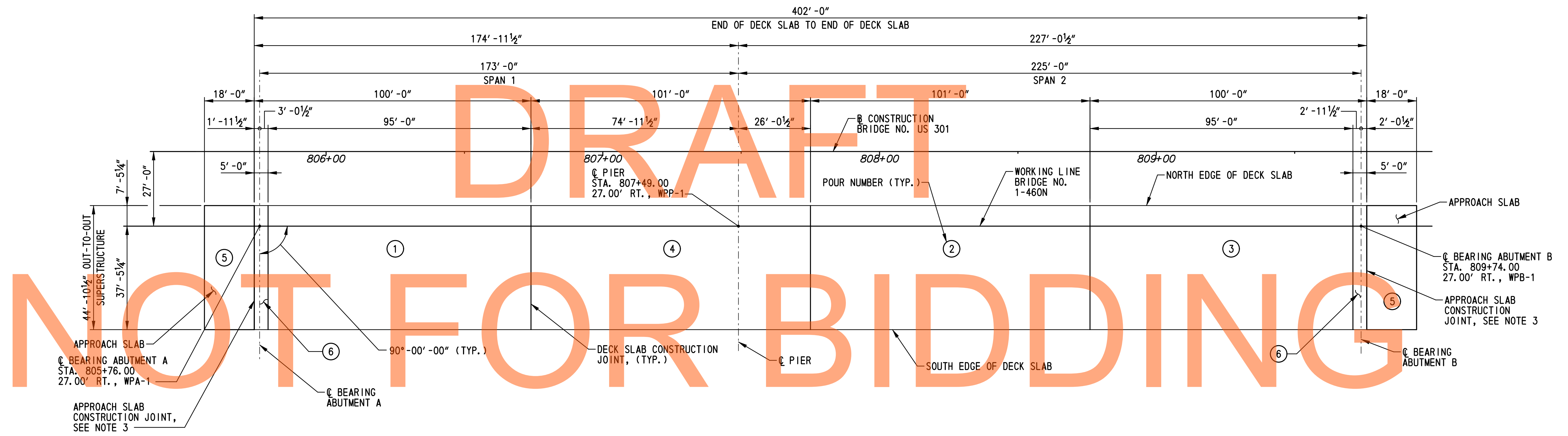
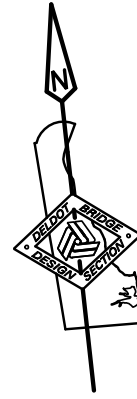
SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

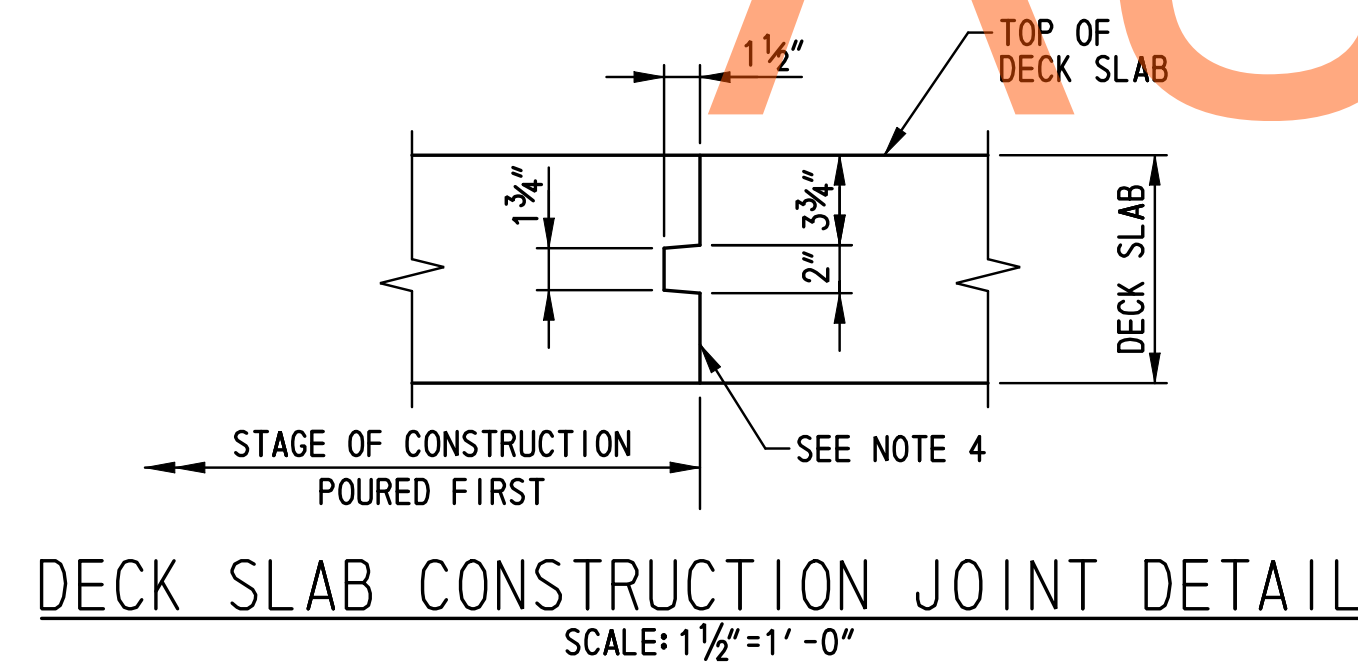
FRAMING PLAN	SHEET NO.	416
	TOTAL SHTS.	875

BRI-7N FR-01
SHEET NO.
416
TOTAL SHTS.
875



NOT FOR BIDDING

AUGUST 2015

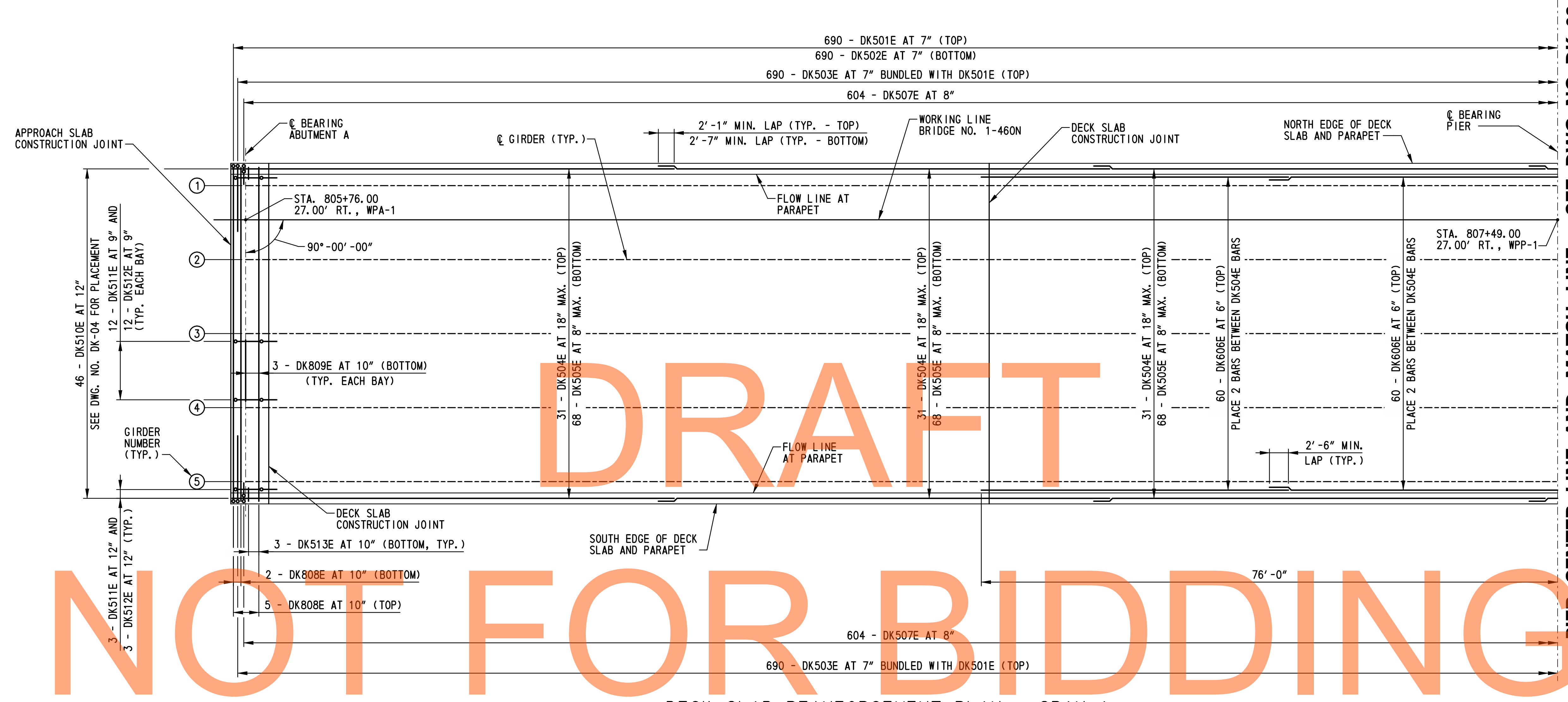


DECK SLAB POURING SEQUENCE PLAN
SCALE: 1" = 20' - 0"

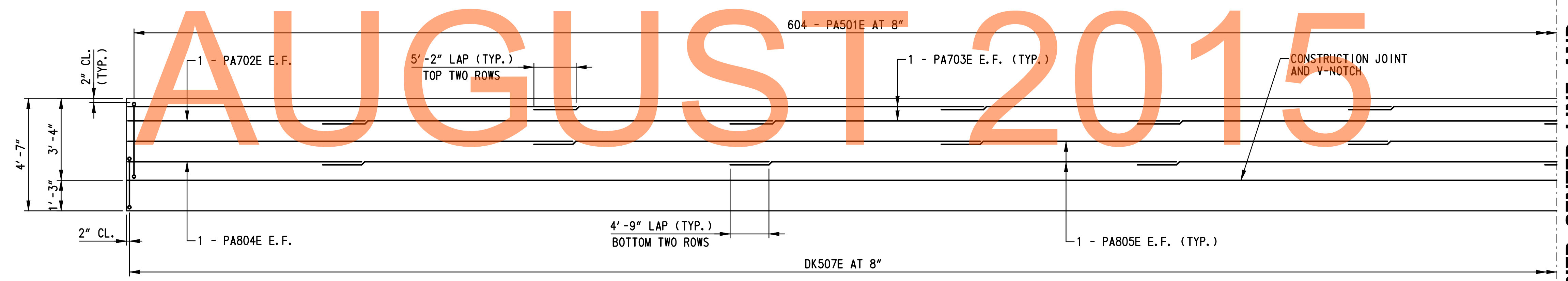
NOTES:

1. THE CONTRACTOR SHALL FOLLOW THE POURING SEQUENCE SHOWN ON THESE PLANS. NO OTHER ALTERNATE POURING SEQUENCE WILL BE ALLOWED FOR THIS PROJECT.
2. THE POURING SEQUENCE FOR THE DECK SLAB SHALL BE MADE IN THE NUMBERED ORDER INDICATED. THERE MUST BE AT LEAST FORTY (40) HOURS BETWEEN THE COMPLETION OF ONE NUMBERED POUR AND THE START OF THE NEXT NUMBERED POUR. THE CONTRACTOR MAY REVERSE THE ORDER OF POURS NUMBERED 1 AND 2. THE CONTRACTOR MAY PLACE THE POUR 5 SECTIONS AS SOON AS THE POUR 1 AND POUR 3 SECTIONS HAVE BEEN PLACED. THE POUR 6 SECTIONS SHALL BE PLACED STARTING AT THE BRIDGE DECK AND WORKING TOWARD THE APPROACH SLAB.
3. MAKE A 3" DEEP SAWCUT AT THE APPROACH SLAB CONSTRUCTION JOINT NO LATER THAN 36 HOURS AFTER PLACEMENT OF POUR 6 SECTIONS. SEAL THIS SAWCUT WITH AN APPROVED COLD APPLIED SILICONE SEALER PLACED IN A CLEAN AIR-BLOWN NOTCH FREE OF MOISTURE. COST SHALL BE INCIDENTAL TO ITEM 602014 - PORTLAND CEMENT CONCRETE MASONRY, APPROACH SLAB, CLASS D.
4. ENTIRE FACE OF CONSTRUCTION JOINT SHALL BE COATED WITH AN APPROVED EPOXY BONDING COMPOUND. COST SHALL BE INCIDENTAL TO ITEM 602013 - PORTLAND CEMENT CONCRETE MASONRY, SUPERSTRUCTURE, CLASS D.
5. FOR FINISHED ROADWAY ELEVATIONS, SEE DWG. NOS. FD-01 AND FD-02.
6. FOR DECK SLAB REINFORCEMENT, SEE DWG. NOS. DK-02 THRU DK-04.

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DECK SLAB REINFORCEMENT PLAN - SPAN 1
SCALE: 1/8"=1'-0"



PARAPET REINFORCEMENT ELEVATION - SPAN 1
HORIZONTAL SCALE: 1/8"=1'-0"
VERTICAL SCALE: 3/8"=1'-0"

- NOTES:**
- FOR ADDITIONAL INFORMATION ON PLACEMENT OF DK507E AND DK606E, AND FOR ADDITIONAL DECK SLAB AND PARAPET REINFORCEMENT DETAILS, SEE DWG. NO. DK-04.
 - FOR DECK SLAB CONSTRUCTION JOINT LOCATIONS AND DECK SLAB POURING SEQUENCE, SEE DWG. NO. DK-01.
 - FOR PARAPET CONTROL JOINT LOCATIONS, SEE DWG. NO. PE-01. FOR PARAPET CONTROL JOINT DETAILS, SEE DWG. NO. SD-01.

NOTE:
SOUTH PARAPET SHOWN LOOKING NORTH, NORTH PARAPET SIMILAR LOOKING SOUTH.

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PIER CENTER LINE AND MATCH LINE - SEE DWG. NO. DK-03

PIER CENTER LINE AND MATCH LINE - SEE DWG. DK-03

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ADDENDUMS / REVISIONS	

SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

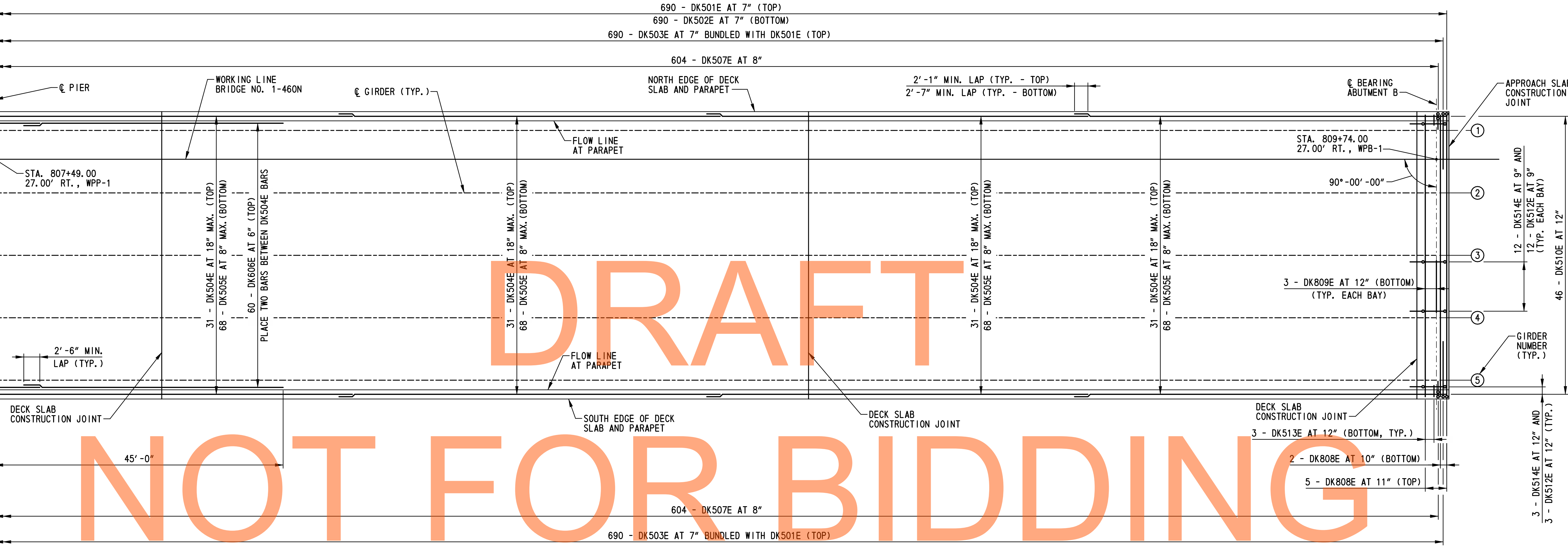
DECK SLAB AND
PARAPET REINFORCEMENT
- SPAN 1

BR1-7N DK-02	SHEET NO.	418
	TOTAL SHTS.	875



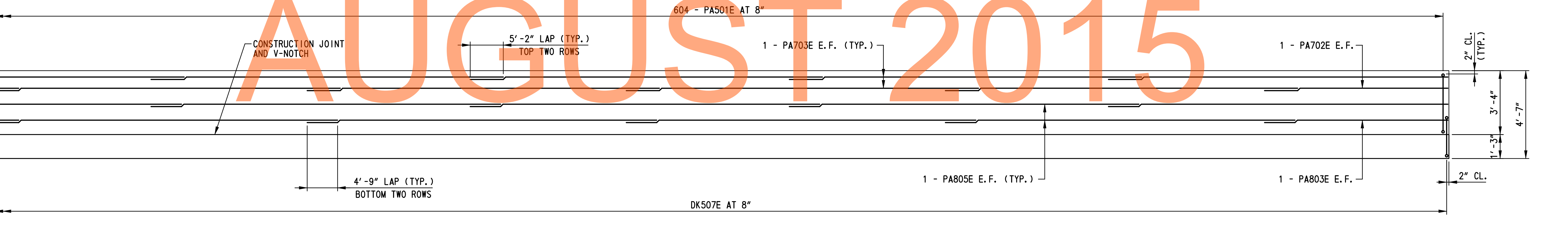
PIER CENTER LINE AND MATCH LINE - SEE DWG. NO. DK-02

PIER CENTER LINE AND MATCH LINE - SEE DWG. NO. DK-02



NOT FOR BIDDING

DECK SLAB REINFORCEMENT PLAN - SPAN 2
SCALE: 1/8" = 1'-0"



PARAPET REINFORCEMENT ELEVATION - SPAN 2
HORIZONTAL SCALE: 1/8" = 1'-0"
VERTICAL SCALE: 3/8" = 1'-0"

NOTE:
SOUTH PARAPET SHOWN LOOKING NORTH, NORTH PARAPET SIMILAR LOOKING SOUTH.

- NOTES:
1. FOR ADDITIONAL INFORMATION ON PLACEMENT OF DK507E AND DK606E, AND FOR ADDITIONAL DECK SLAB AND PARAPET REINFORCEMENT DETAILS, SEE DWG. NO. DK-04.
 2. FOR DECK SLAB CONSTRUCTION JOINT LOCATIONS AND DECK SLAB POURING SEQUENCE, SEE DWG. NO. DK-01.
 3. FOR PARAPET CONTROL JOINT LOCATIONS, SEE DWG. NO. PE-01. FOR PARAPET CONTROL JOINT DETAILS, SEE DWG. NO. SD-01.

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ADDENDUMS / REVISIONS	

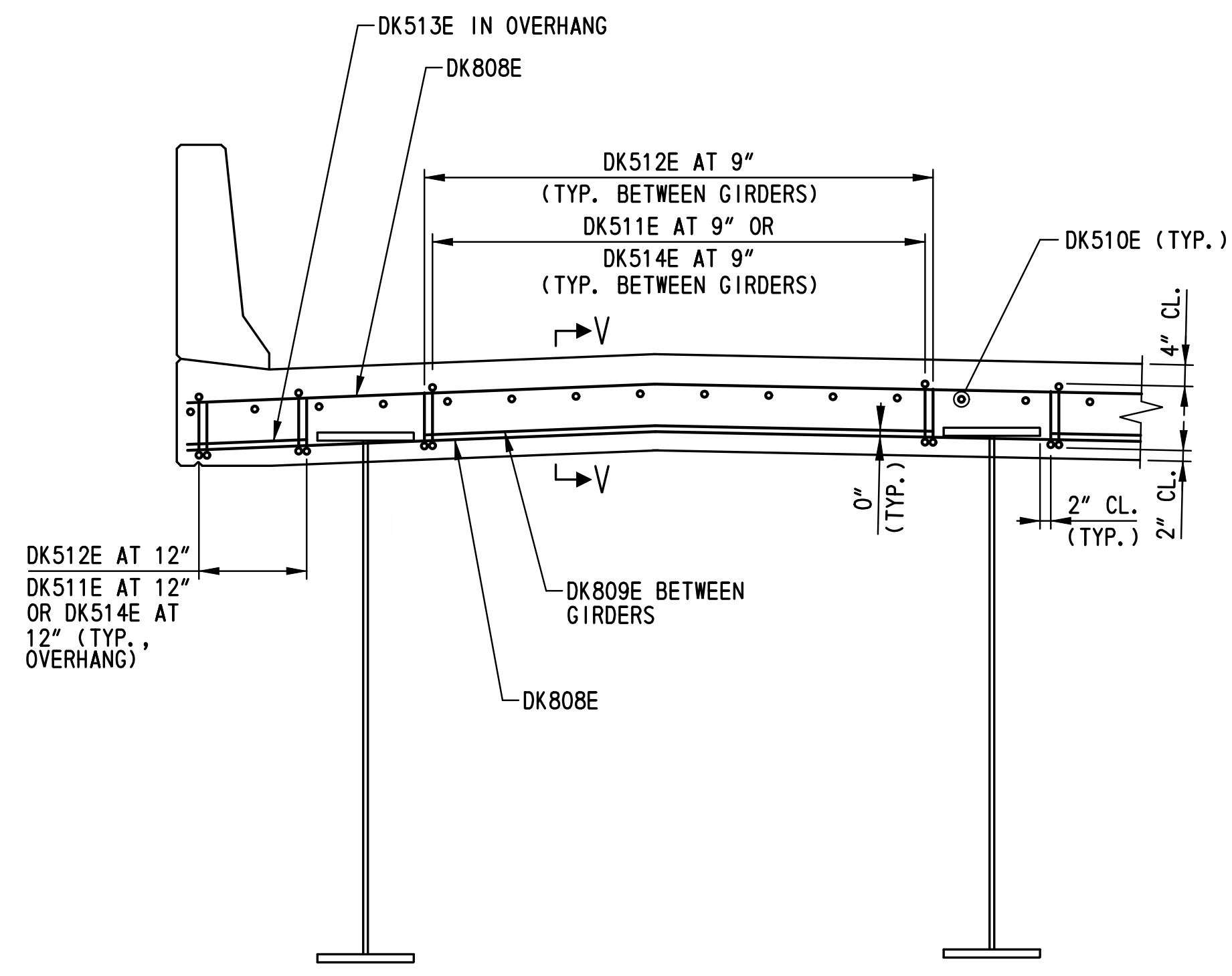
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: S.E.B. CHECKED BY: P.S.D.

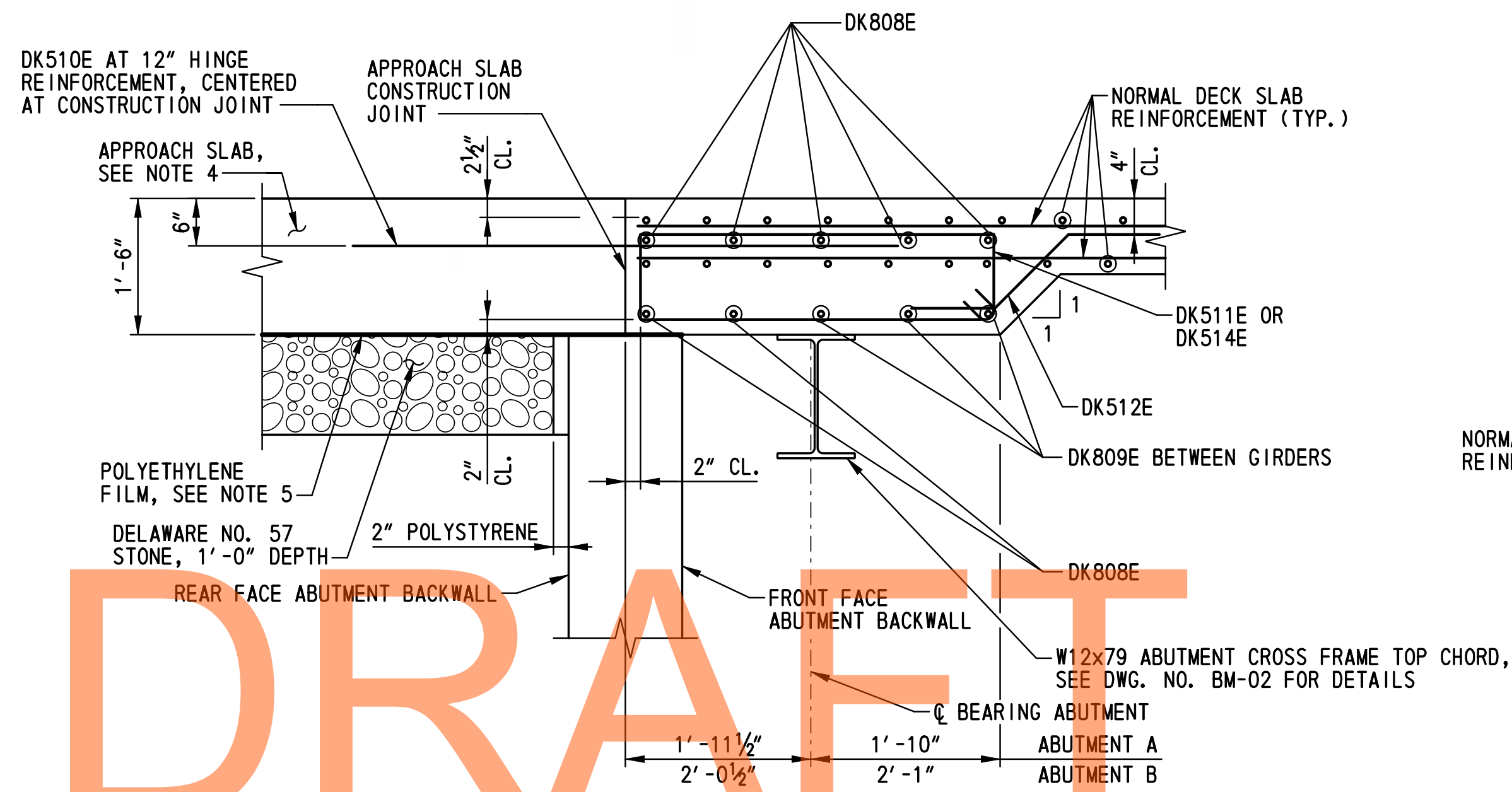
DECK SLAB AND
PARAPET REINFORCEMENT
- SPAN 2

BRI-7N DK-03	SHEET NO. 419
	TOTAL SHTS. 875

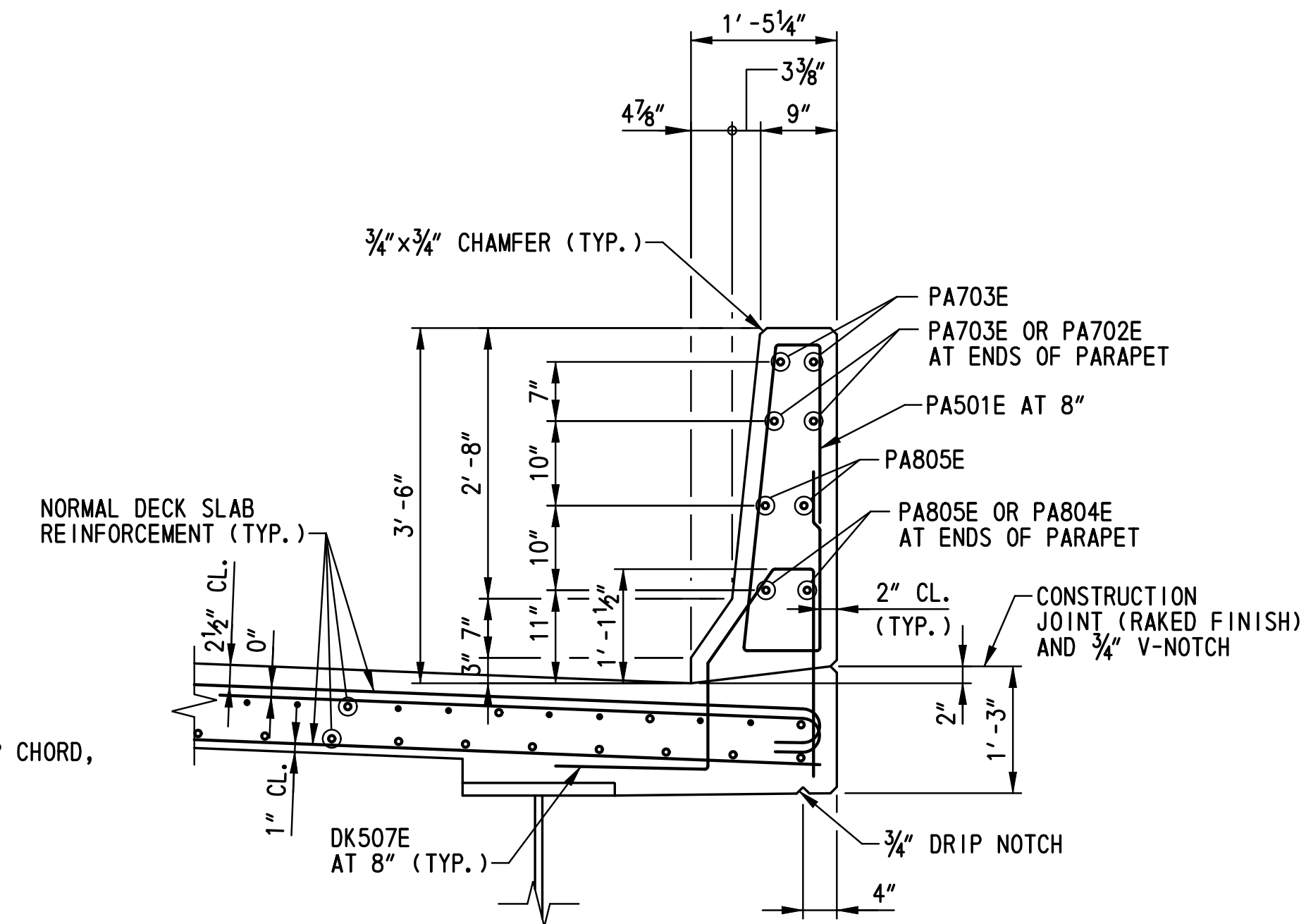


NOTE:
NORMAL SLAB AND PARAPET REINFORCEMENT
NOT SHOWN FOR CLARITY.

CONCRETE END HAUNCH TYPICAL REINFORCEMENT SECTION
SCALE: 1/2" = 1'-0"

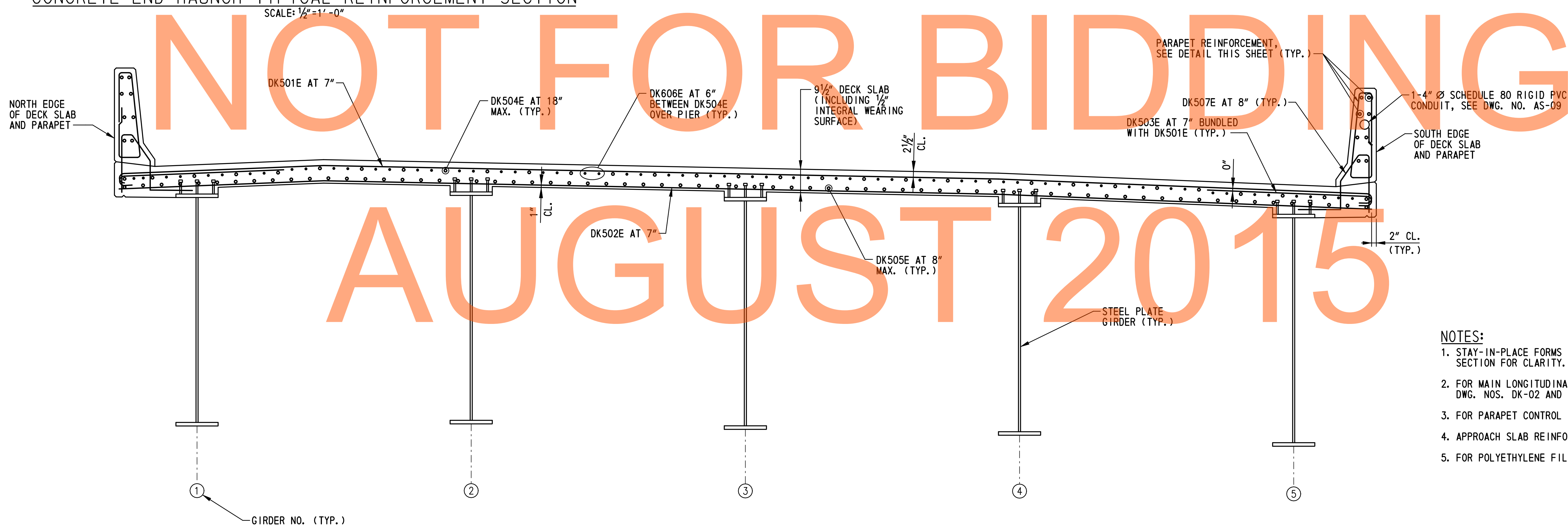


SECTION V-V
SCALE: 3/4" = 1'-0"



PARAPET TYPICAL REINFORCEMENT SECTION
SCALE: 3/4" = 1'-0"

NOT FOR BIDDING
AUGUST 2015



DECK SLAB TYPICAL REINFORCEMENT SECTION
SCALE: 1/2" = 1'-0"

NOTE:
TYPICAL SECTION SHOWN LOOKING STATIONS AHEAD.

- NOTES:
1. STAY-IN-PLACE FORMS NOT SHOWN ON TYPICAL REINFORCEMENT SECTION FOR CLARITY. SEE DWG. NO. SD-01.
 2. FOR MAIN LONGITUDINAL AND TRANSVERSE REINFORCEMENT, SEE DWG. NOS. DK-02 AND DK-03.
 3. FOR PARAPET CONTROL JOINT DETAILS, SEE DWG. NO. SD-01.
 4. APPROACH SLAB REINFORCEMENT NOT SHOWN FOR CLARITY.
 5. FOR POLYETHYLENE FILM INFORMATION, SEE DWG. NO. AS-07.

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ADDENDUMS / REVISIONS	

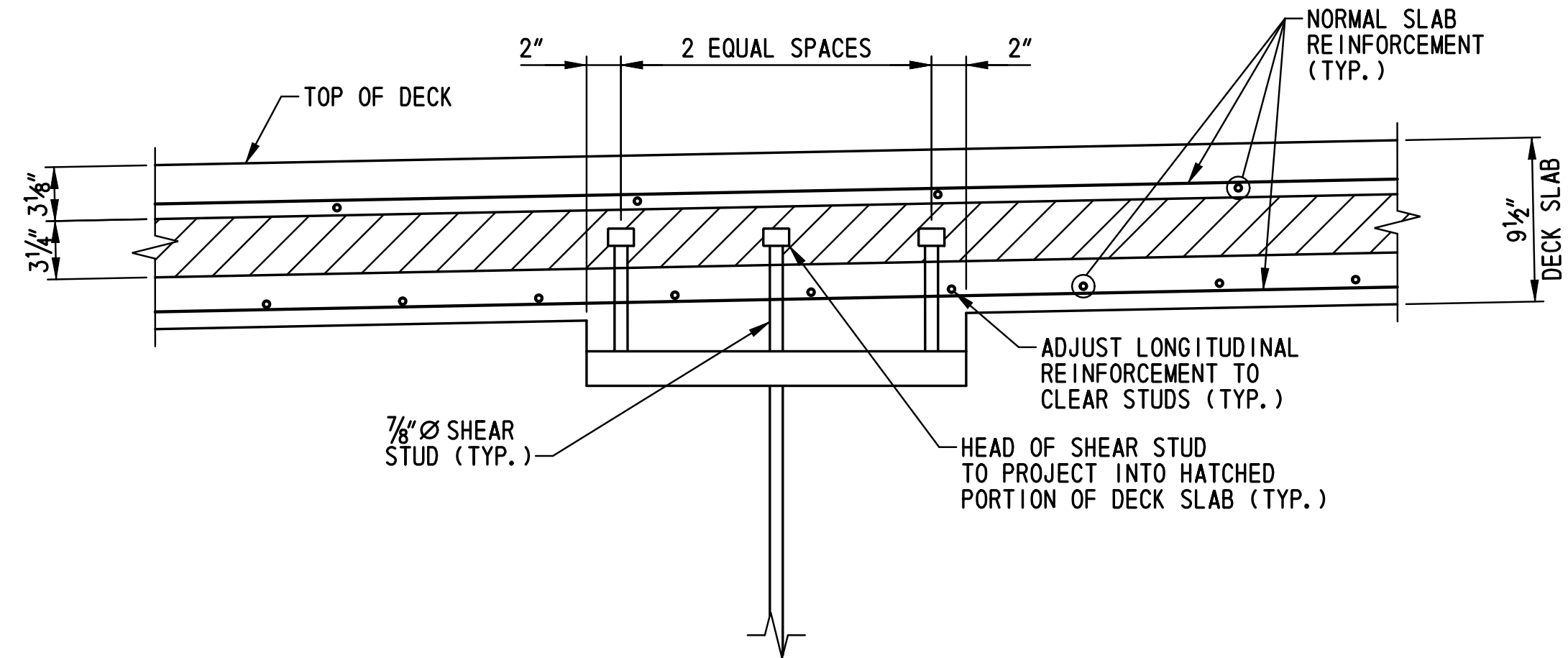
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: S.E.B. CHECKED BY: P.S.D.

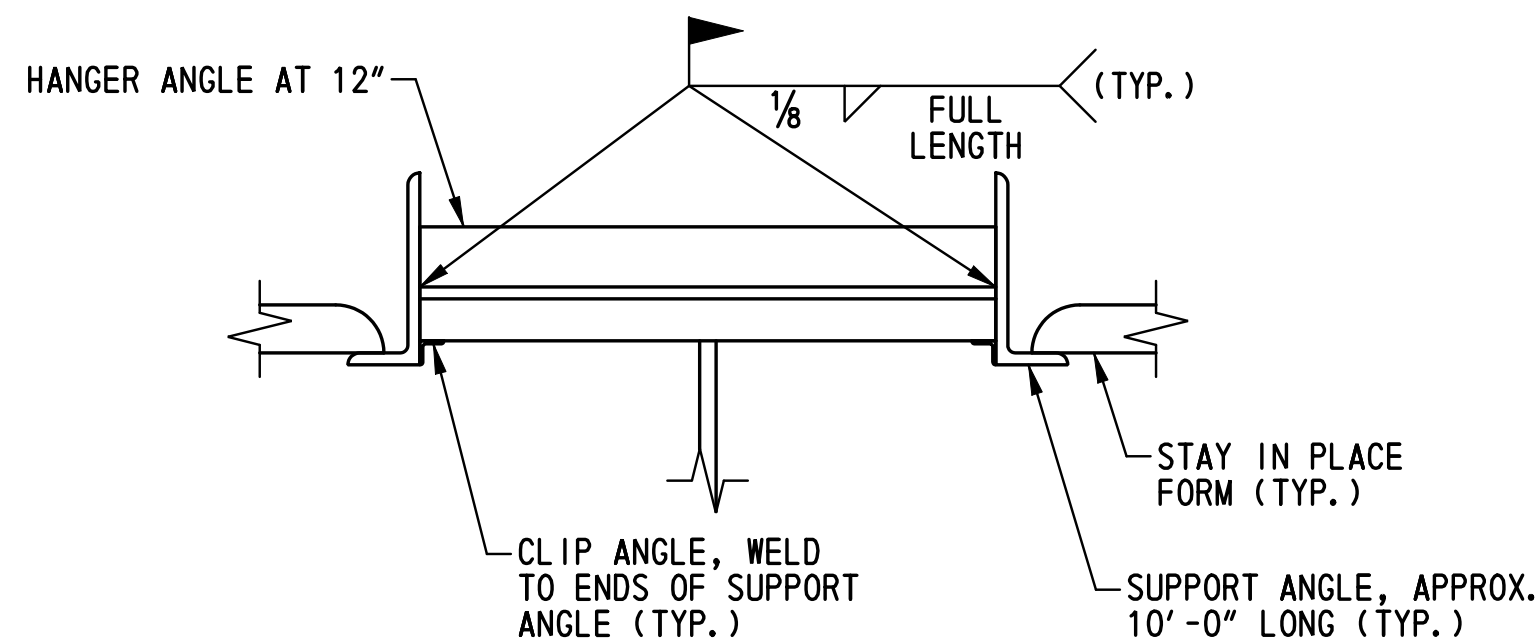
DECK SLAB AND
PARAPET REINFORCEMENT
DETAILS

BR1-7N DK-04
SHEET NO. 420
TOTAL SHTS. 875

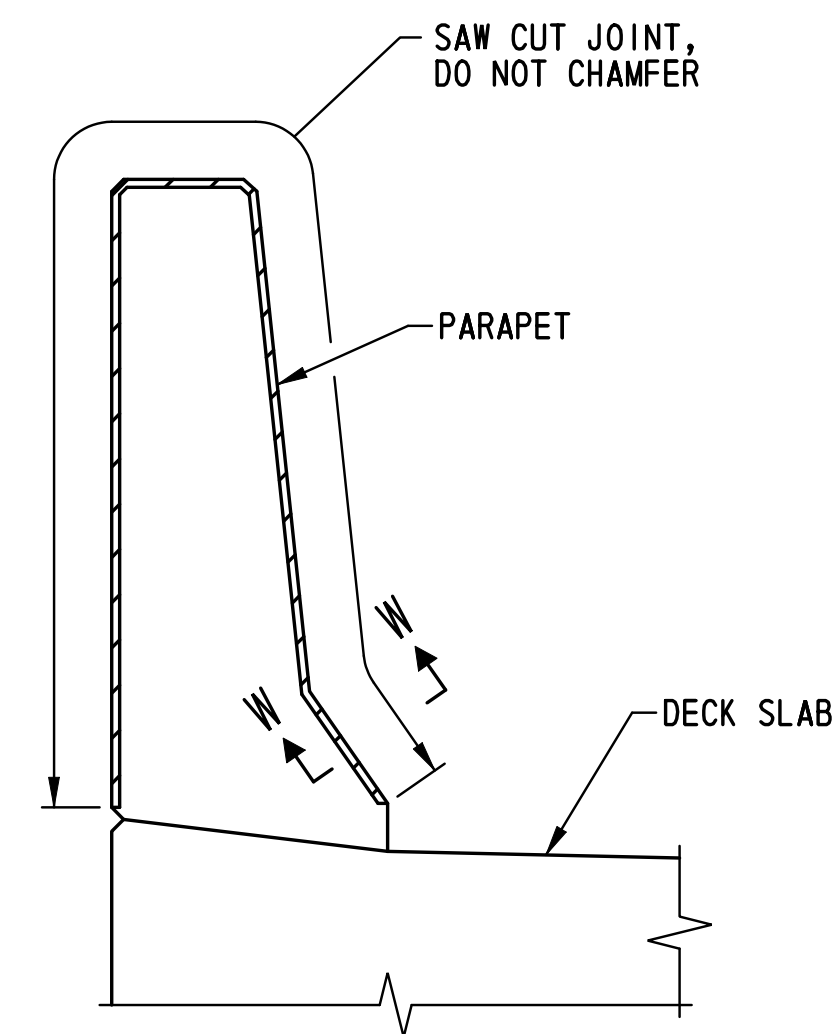


SHEAR STUD DETAIL
SCALE: 1 1/2" = 1' - 0"

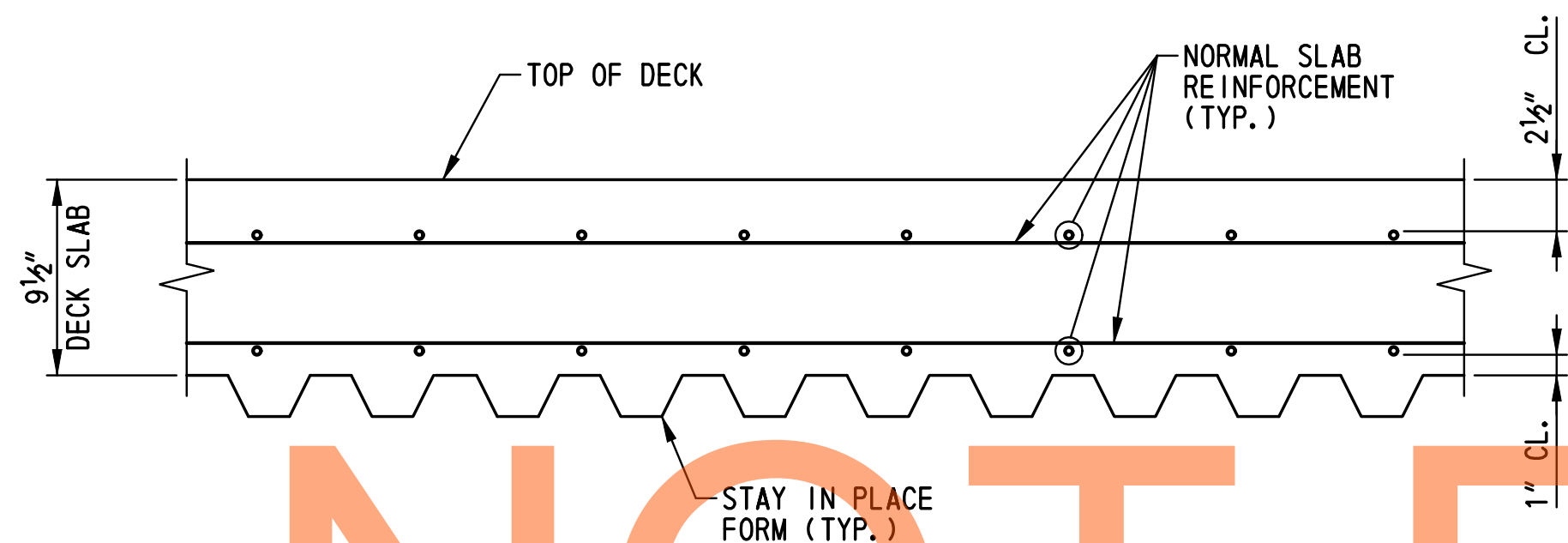
- NOTES:
1. S.I.P. FORMS NOT SHOWN FOR CLARITY.
 2. FOR LONGITUDINAL SPACING OF SHEAR STUDS SEE DWG. NO. BM-01.



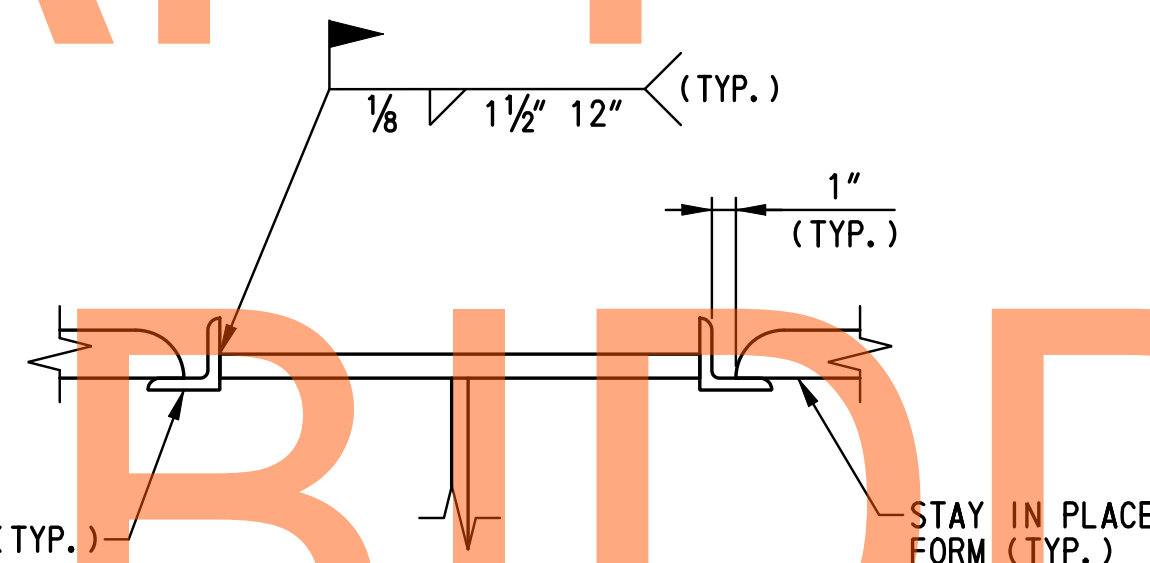
TENSION FLANGE S.I.P. FORM ATTACHMENT DETAIL
SCALE: 1 1/2" = 1' - 0"



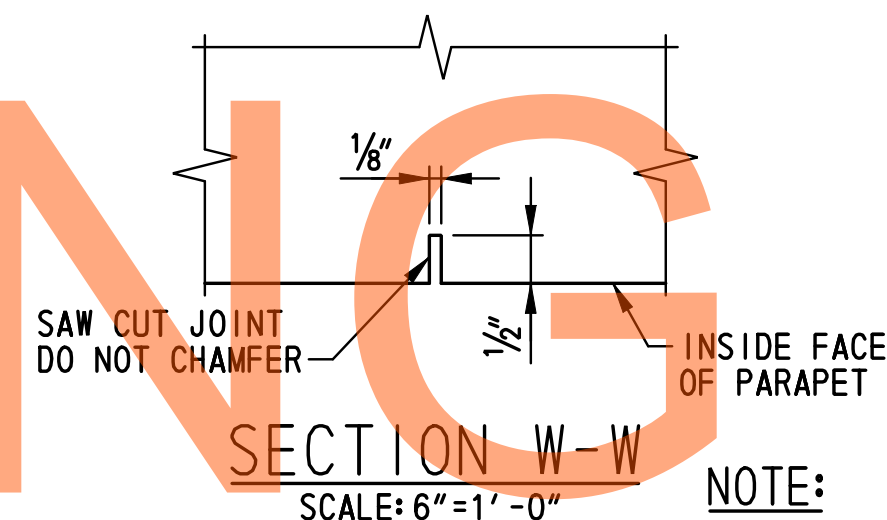
PARAPET CONTROL JOINT DETAIL
SCALE: 1" = 1' - 0"



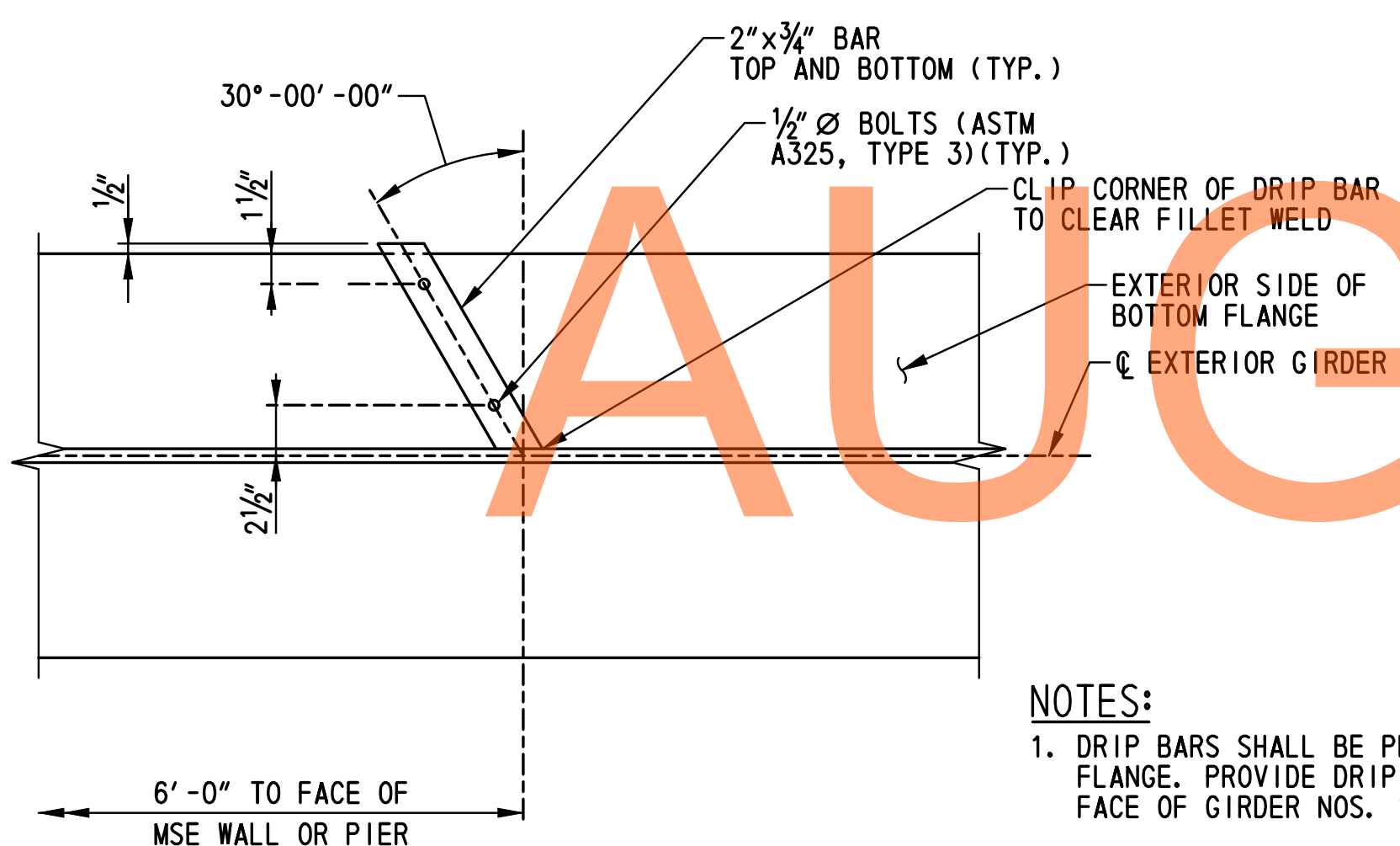
S.I.P. FORM PLACEMENT DETAIL
SCALE: 1 1/2" = 1' - 0"



COMPRESSION FLANGE S.I.P. FORM ATTACHMENT DETAIL
SCALE: 1 1/2" = 1' - 0"



- NOTE:
- SAW CUT CONTROL JOINT SHALL BE SAWED SAME DAY AS CONCRETE IS POURED.



DRIP BAR DETAIL
SCALE: 1 1/2" = 1' - 0"

- NOTES:
1. DRIP BARS SHALL BE PLACED ON BOTTOM FLANGE. PROVIDE DRIP BAR FOR EXTERIOR FACE OF GIRDER NOS. 1 AND 5 ONLY.
 2. DRIP BARS ARE PLACED ADJACENT TO SUPPORTS TO PREVENT WATER FLOW ONTO SUPPORT.
 3. DRIP BARS SHALL BE CAULKED AGAINST FLANGE, WEB AND FILLET WELD WITH AN APPROVED NON-HARDENING CAULKING COMPOUND.
 4. DRIP BARS SHALL CONFORM TO AASHTO M270 (ASTM A 709), GRADE 50W STRUCTURAL STEEL.

- STAY IN PLACE FORM NOTES:
1. STAY IN PLACE FORMS SHALL CONFORM TO 602.03.
 2. NO WELDING OF STAY IN PLACE FORMS TO TENSION FLANGES IS PERMITTED. SEE GIRDER ELEVATION ON DWG. NO. BM-01.
 3. STAY IN PLACE FORMS SHALL BE VERTICALLY ADJUSTED TO ATTAIN FINISHED LINES AND GRADES REQUIRED ON THE PLANS.
 4. ANY PERMANENTLY EXPOSED FORM METAL WHERE THE GALVANIZED COATING HAS BEEN DAMAGED SHALL BE THOROUGHLY CLEANED, WIRE BRUSHED, AND PAINTED WITH TWO COATS OF ZINC-OXIDE DUST PRIMER, FEDERAL SPECIFICATION TT-P-641D, TYPE II, NO COLOR ADDED, TO THE SATISFACTION OF THE ENGINEER. MINOR HEAT DISCOLORATION IN AREAS OF WELDS NEED NOT BE TOUCHED UP.

p:\31653-000\semt\cct\la\cead\bridge BR-No7\BR-No7N\SD01_LB1-7N.dgn
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① ANY MARK NUMBER WITH SUFFIX 'E' DENOTES EPOXY COATED REINFORCING STEEL.

② ALL MARK 'LOCATION PREFIXES' SHALL CONSIST OF TWO LETTERS AND ARE AS FOLLOWS: AB = ABUTMENT, AS = APPROACH SLAB, BC = BOX CULVERT, BW = BACKWALL, CL = COLUMN, DK = DECK, DL = DOWEL, FT = FOOTING, HW = HEADWALL, MS = MISC. BARS, PA = PARAPET, PR = PIER, SC = SHEETPILE CAP, SL = SLAB, TW = TOEWALL, WL = WALL (UNIQUE LOCATION), WW = WINGWALL

SPECIFICATIONS					BENDING DIMENSIONS (FEET-INCHES /QUARTER INCH)																			
QTY.	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F/R	G	H	J	K	O									
DECK																								
690	5	45-08.2	DK501E	1	0-07.0	44-06.2									0-07.0		0-05.0							
690	5	44-06.2	DK502E	STR		44-06.2																		
1380	5	9-02.1	DK503E	1	0-07.0	8-07.1											0-05.0							
217	5	59-06.0	DK504E	STR		59-06.0																		
476	5	59-09.0	DK505E	STR		59-09.0																		
180	6	42-00.0	DK606E	STR		42-00.0																		
1208	5	5-07.3	DK507E	T15		2-00.3	0-05.2	1-01.2	1-00.0	1-00.0		1-00.0	0-07.3	0-11.0	1-01.1									
14	8	44-06.2	DK808E	STR		44-06.2																		
24	8	7-11.0	DK809E	STR		7-11.0																		
92	5	6-00.0	DK510E	STR		6-00.0																		
54	5	10-00.2	DK511E	T1	0-05.2	1-00.0	3-06.3	1-00.0	3-06.3		0-05.2													
108	5	3-08.3	DK512E	6		1-03.0	1-02.3	1-03.0				0-10.2		0-10.2	3-04.2									
12	5	1-10.1	DK513E	STR		1-10.1																		
54	5	10-08.2	DK514E	T1	0-05.2	1-00.0	3-10.3	1-00.0	3-10.3		0-05.2													
1208	5	9-03.0	PA501E	PA		2-06.1	0-09.0	3-00.1	0-05.1	2-06.1		3-00.1		0-03.3										
8	7	29-03.0	PA702E	STR		29-03.0																		
60	7	55-00.0	PA703E	STR		55-00.0																		
8	8	29-03.0	PA804E	STR		29-03.0																		
60	8	54-06.0	PA805E	STR		54-06.0																		

SPECIFICATIONS					BENDING DIMENSIONS (FEET-INCHES /QUARTER INCH)																			
QTY.	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F/R	G	H	J	K	O									

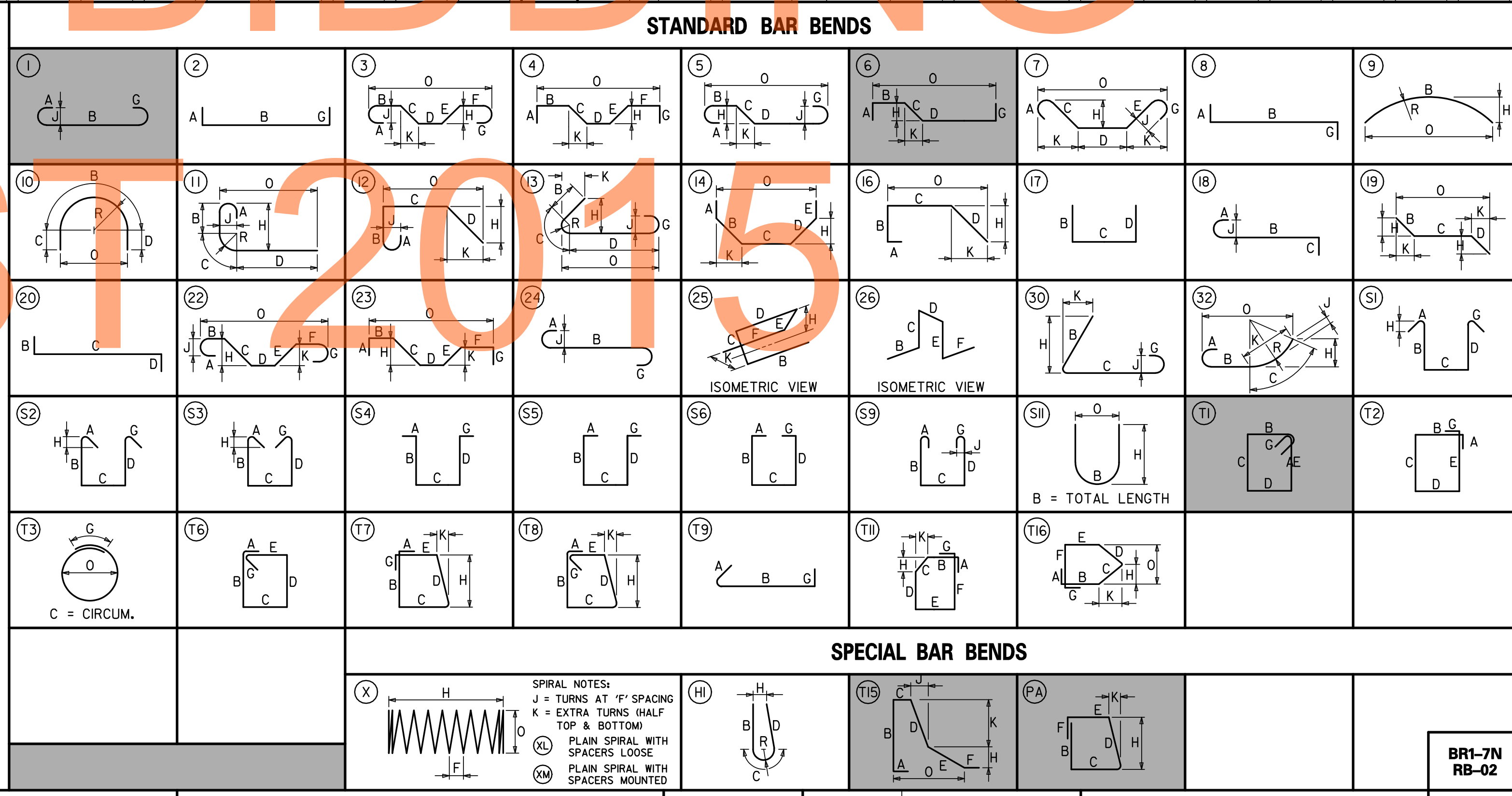
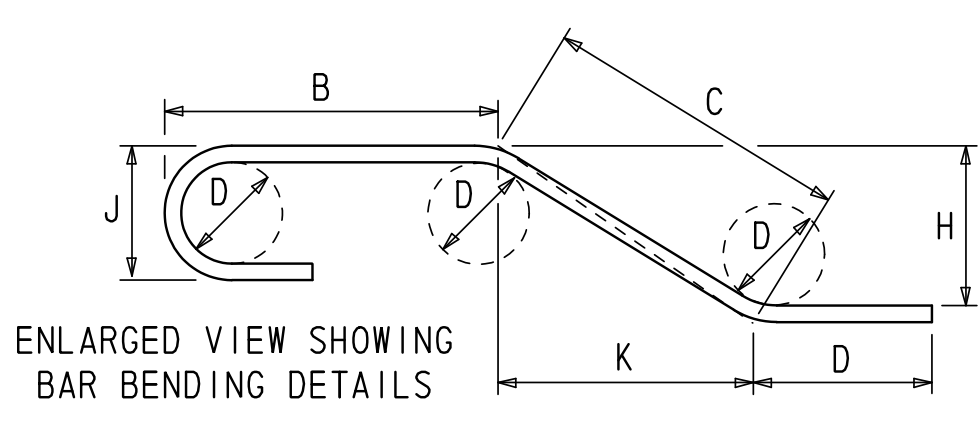
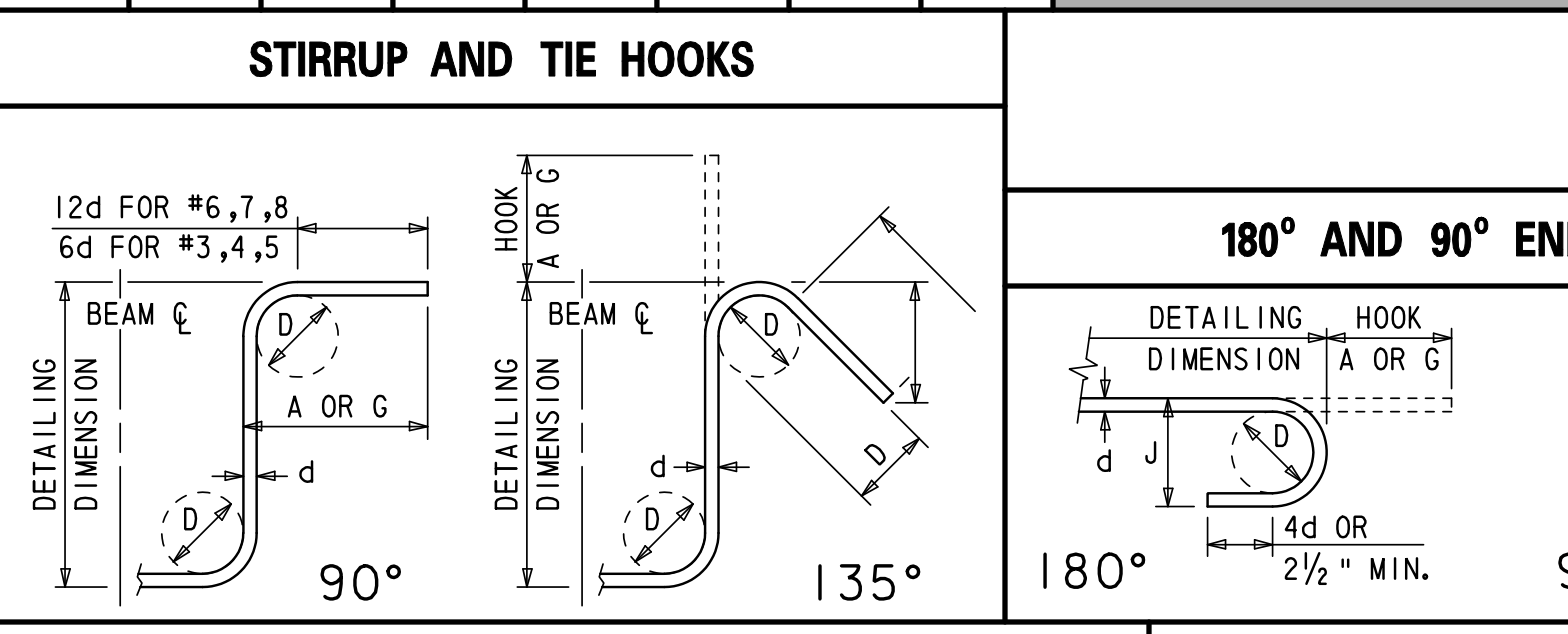
SPECIFICATIONS					BENDING DIMENSIONS (FEET-INCHES /QUARTER INCH)																			
QTY.	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F/R	G	H	J	K	O									

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ASTM STANDARD ENGLISH REINFORCING BARS				RECOMMENDED END HOOKS, APPLICABLE TO ALL GRADES				STIRRUP AND TIE HOOKS, APPLICABLE TO ALL GRADES			
BAR SIZE	NOMINAL DIMENSIONS			180° HOOKS		90° HOOKS		90° HOOK		135° HOOK	
	DIAMETER (INCHES)	AREA (INCHES ²)	WEIGHT (LBS./FT.)	D	A OR G	J	A OR G	D	A OR G	A OR G	A OR G
3	0.375	0.110	0.376	2 1/4"	5"	3"	6"	1 1/2"	4"	4"	2 1/2"
4	0.500	0.200	0.668	3"	6"	4"	8"	2"	4 1/2"	4 1/2"	3"
5	0.625	0.310	1.043	3 3/4"	7"	5"	10"	2 1/2"	6"	5 1/2"	3 3/4"
6	0.750	0.440	1.502	4 1/2"	8"	6"	1-0"	4 1/2"	1-0"	8"	4 1/2"
7	0.875	0.600	2.044	5 1/2"	10"	7"	1-2"	5 1/4"	1-2"	9"	5 1/4"
8	1.000	0.790	2.670	6"	11"	8"	1-4"	6"	1-4"	10 1/2"	6"
9	1.128	1.000	3.400	9 1/2"	1-3"	11 3/4"	1-7"				
10	1.270	1.270	4.303	10 3/4"	1-5"	1-1 1/4"	1-10"				
11	1.410	1.560	5.313	1-0"	1-7"	1-2 3/4"	2-0"				
14	1.693	2.250	7.650	1-6 1/4"	2-3"	1-9 3/4"	2-7"				
18	2.257	4.000	13.600	2-0"	3-0"	2-4 1/2"	3-5"				

NOTES:

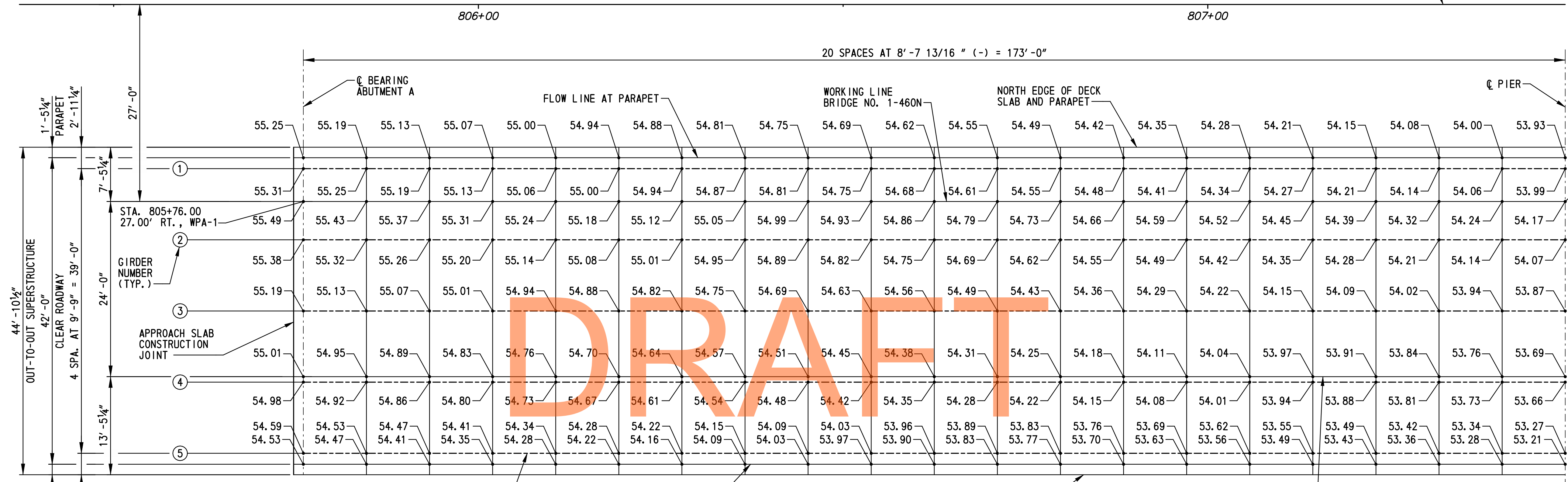
- FIGURES SHOWN IN CIRCLES REPRESENT BAR BEND TYPES.
- STANDARD BAR BENDS INCLUDE ONLY THOSE TYPES BELOW, INDICATED AS SUCH.
- ALL DIMENSIONS OUT-TO-OUT, EXCEPT "A" AND "C" ON STD. 180° AND 135° HOOKS.
- "J" DIMENSIONS ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD 'ACI' HOOKS ARE TO BE USED.
- WHERE "J" IS NOT SHOWN, "J" WILL BE KEPT EQUAL TO OR LESS THAN "H" ON TYPES 3, 5 AND 22. WHERE "J" CAN EXCEED "H", IT SHALL BE SHOWN.
- "H" DIMENSIONS OF STIRRUPS TO BE SHOWN AS NEEDED TO FIT WITHIN THE CONCRETE.
- UNLESS OTHERWISE NOTED, DIAMETER "D" IS THE SAME FOR ALL BENDS AND HOOKS ON A BAR (EXCEPT FOR BEND TYPES 11 AND 13).
- WHERE SLOPE DIFFERS FROM 45° OFFSET, "H" AND "K" MUST BE SHOWN.
- WHERE BARS ARE TO BE BENT MORE ACCURATELY THAN STANDARD BENDING TOLERANCES, BENDING DIMENSIONS REQUIRING CLOSER FABRICATION SHOULD HAVE LIMITS INDICATED.
- FOR RECOMMENDED DIAMETER "D", OF BENDS, HOOKS, ETC., REFER TO TABLE ABOVE, 'CRS1' OR 'ACI' TABLES WHERE APPLICABLE AND REQUIRED.
- TYPE S1-S6, S11, T1-T3 AND T6-T9 APPLICABLE TO BAR SIZES #3 THROUGH #8.



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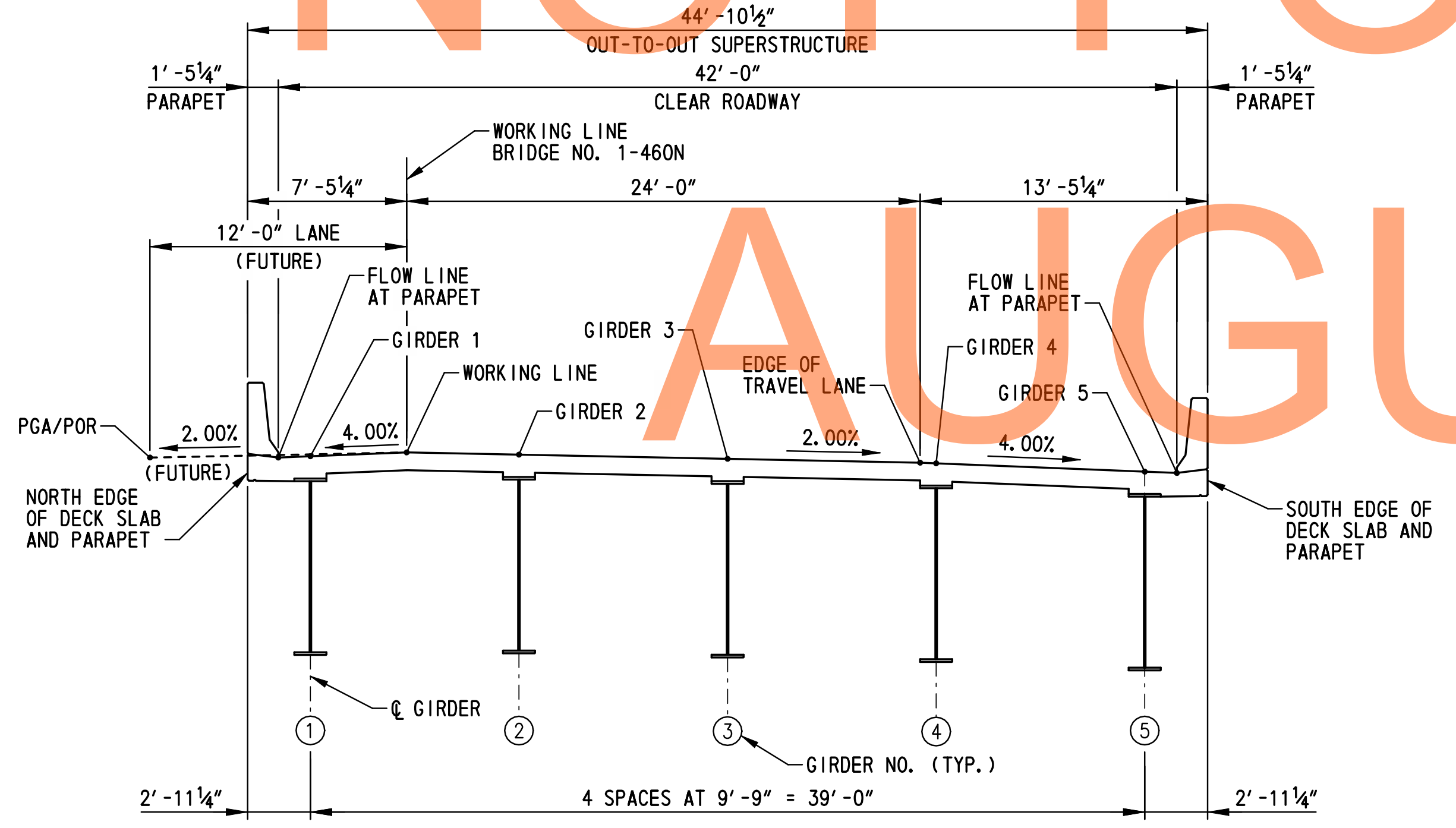


CONSTRUCTION US 301



FINISHED BRIDGE DECK ELEVATIONS - SPAN 1
SCALE: 1/8" = 1'-0"

NOT FOR BIDDING
AUGUST 2015



LOCATIONS OF FINISHED BRIDGE DECK ELEVATIONS
SCALE: 3/8" = 1'-0"

- NOTES:**
1. FINISHED BRIDGE DECK ELEVATIONS SHOWN ARE TOP OF PROPOSED CONCRETE DECK SLAB.
 2. FOR VERTICAL CURVE DATA, SEE DWG. NO. PE-01.
 3. FOR SUPERELEVATION TRANSITION DATA, SEE DWG. NO. GG-15.
 4. FOR CAMBER DIAGRAM, SEE DWG. NO. CT-01.

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ADDENDUMS / REVISIONS	

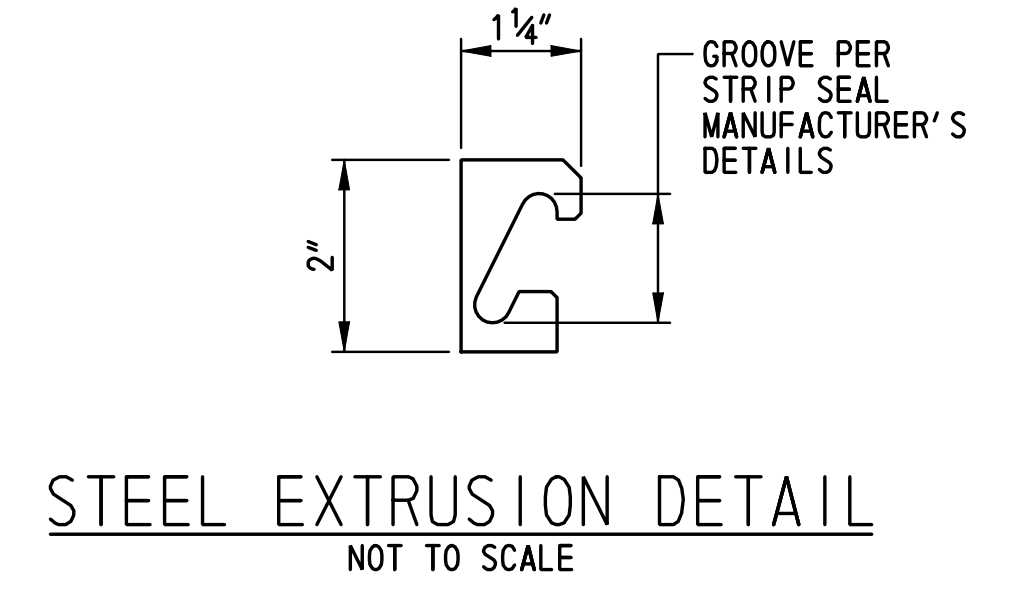
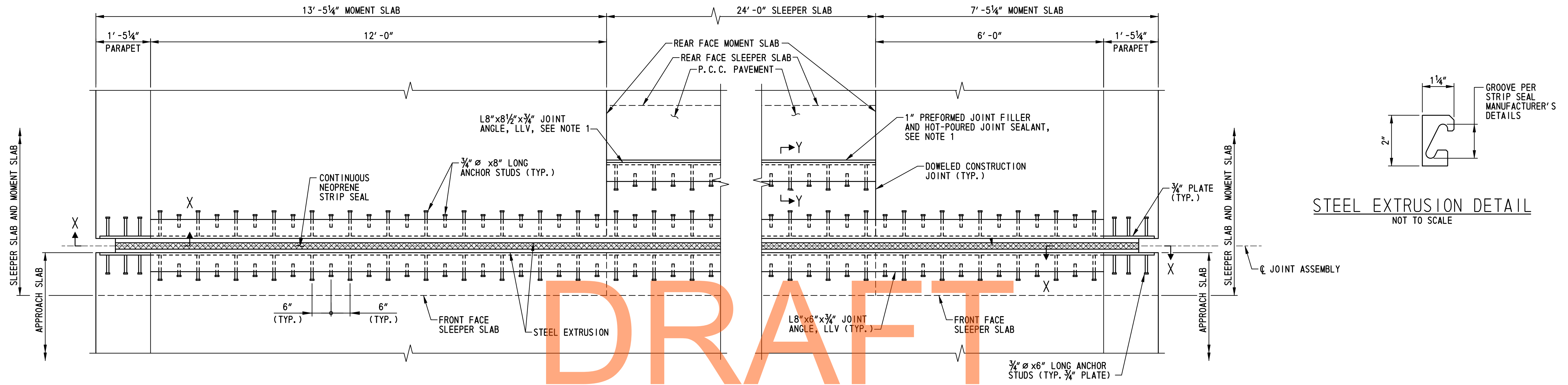
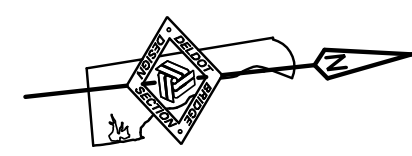
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: S.E.B. CHECKED BY: P.S.D.

**FINISHED
BRIDGE DECK ELEVATIONS
- SPAN 1**

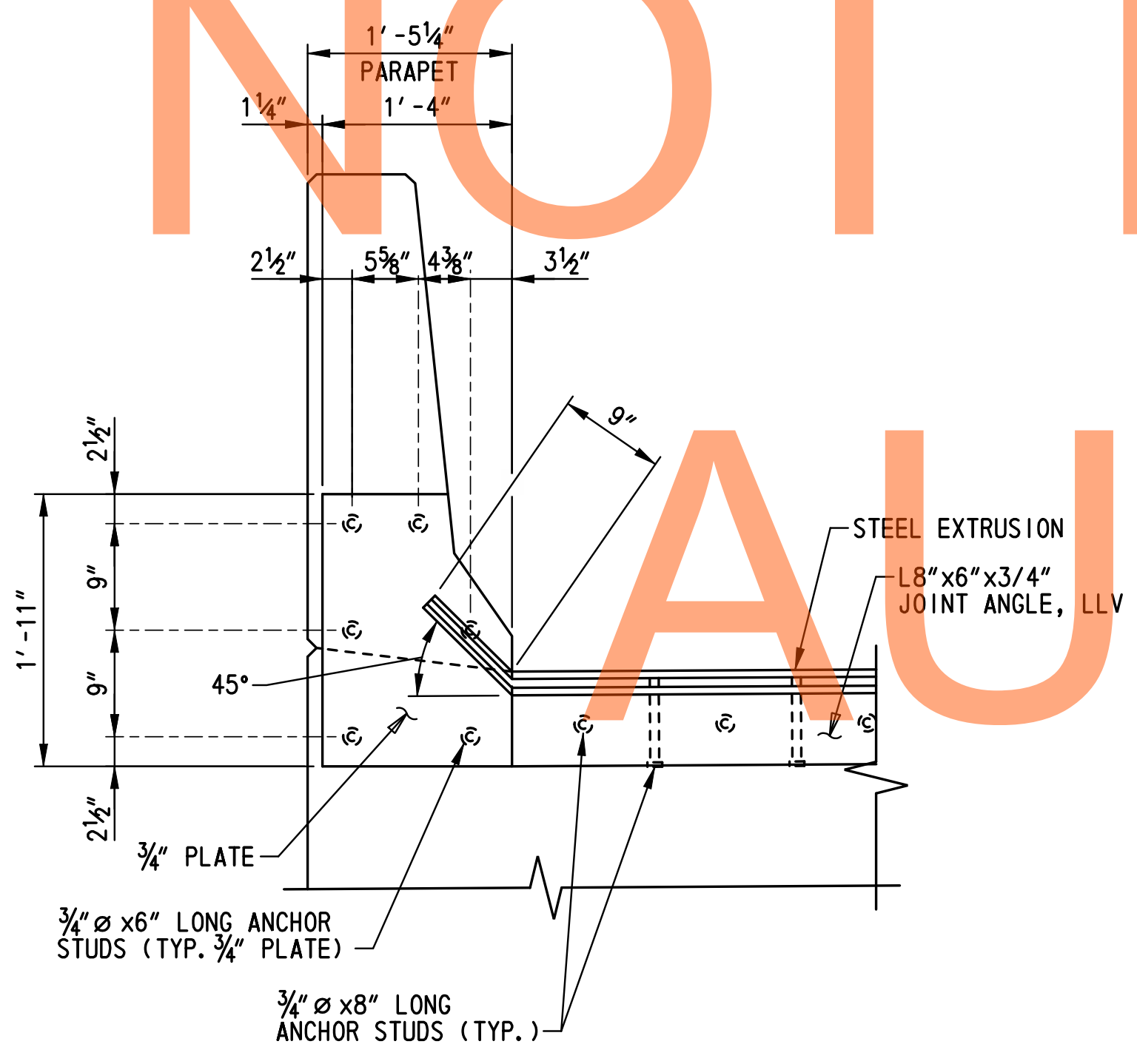
BRI-7N FD-01
SHEET NO. 423
TOTAL SHTS. 875



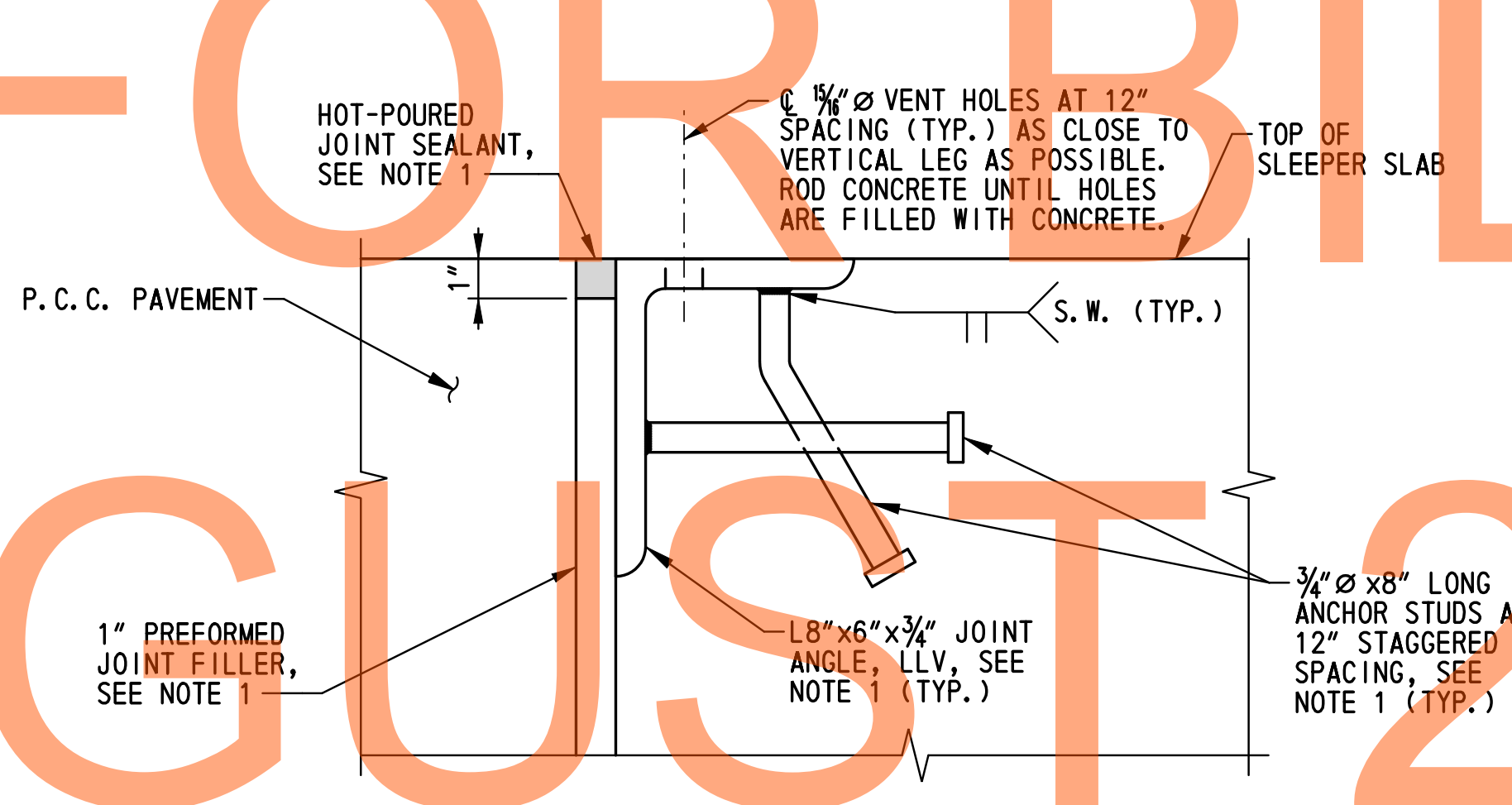
ARMORED STRIP SEAL JOINT PLAN
SCALE: 3/4"=1'-0"

NOTE:
MOMENT SLAB A, APPROACH SLAB A AND SLEEPER SLAB A SHOWN,
MOMENT SLAB B, APPROACH SLAB B AND SLEEPER SLAB B SIMILAR.

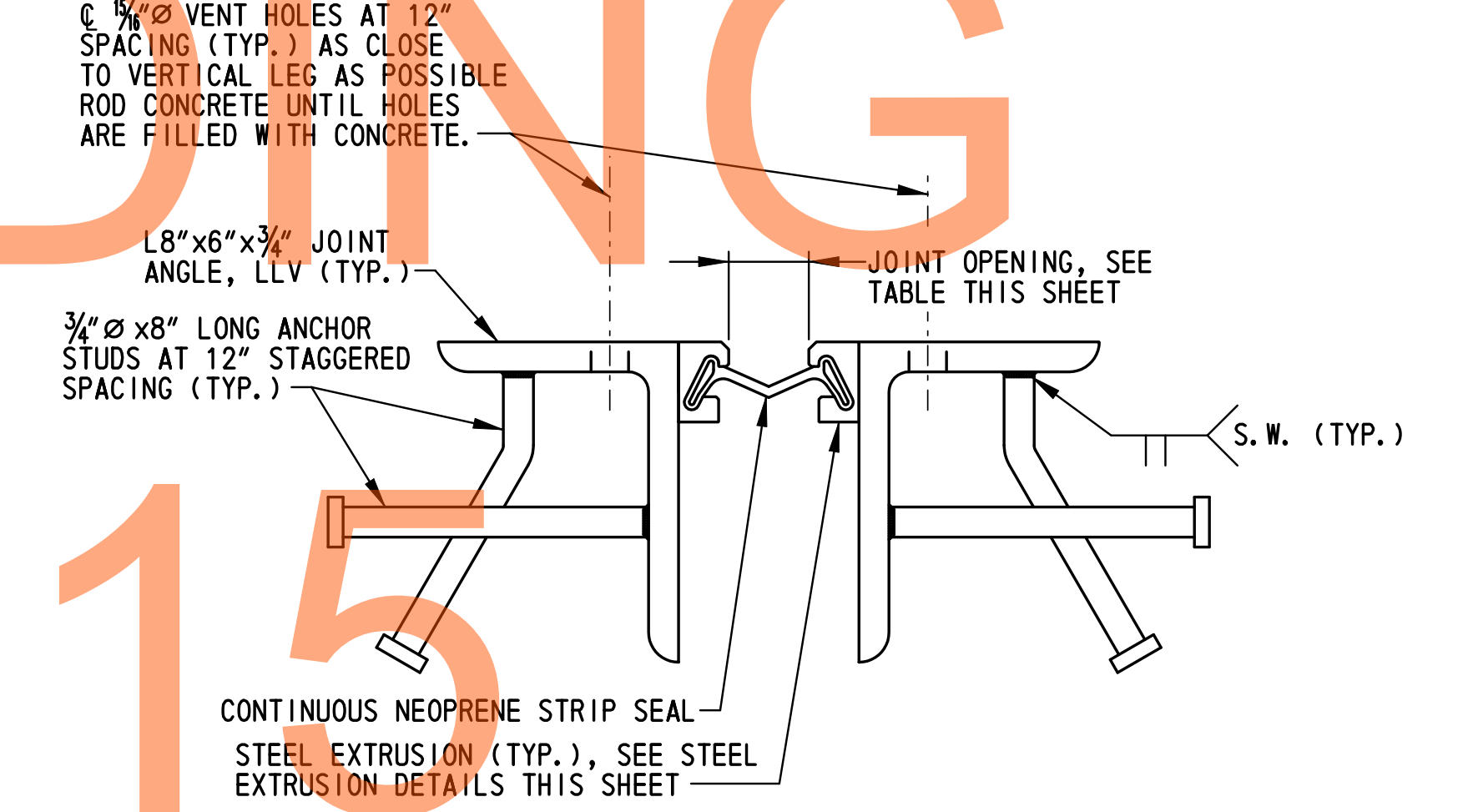
NOT FOR BIDDING



SECTION X-X
SCALE: 1"=1'-0"



SECTION Y-Y
SCALE: 3"=1'-0"



ARMORED STRIP SEAL JOINT ASSEMBLY DETAIL
SCALE: 3"=1'-0"

LOCATION	TEMPERATURE (°F)												
	0	10	20	30	40	50	60	70	80	90	100	110	120
APPROACH SLAB A	2 7/8"	2 3/4"	2 5/8"	2 1/2"	2 1/4"	2 1/8"	2"	1 7/8"	1 1/2"	1 1/4"	1 3/8"	1 1/4"	1 1/8"
APPROACH SLAB B	3 1/8"	2 5/8"	2 3/4"	2 1/4"	2 3/8"	2 1/4"	2"	1 11/16"	1 5/8"	1 1/2"	1 1/4"	1 1/8"	7/8"

- NOTES:
- PAYMENT FOR JOINT ANGLES AT APPROACH PAVEMENT EDGE OF SLEEPER SLAB, PREFORMED JOINT FILLER, AND HOT-POURED JOINT SEALANT SHALL BE INCIDENTAL TO ITEM 602018 - PORTLAND CEMENT CONCRETE MASONRY, CLASS D.
 - FOR APPROACH SLAB AND SLEEPER SLAB TYPICAL SECTIONS, SEE DWG. NO. AS-07.
 - FOR MOMENT SLAB DETAILS, SEE DWG. NO. AS-08.

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ADDENDUMS / REVISIONS

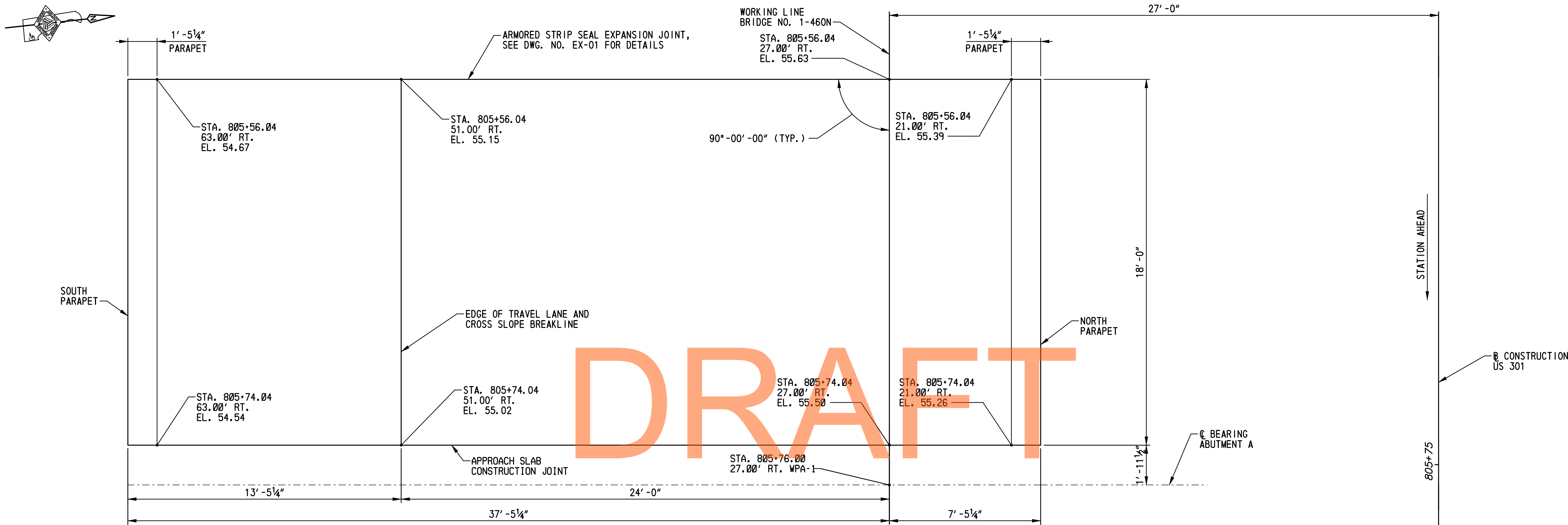
SCALE: AS NOTED

US 301,
SR 896 TO SR 1

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	S.E.B.
NEW CASTLE	CHECKED BY:	P.S.D.

ARMORED STRIP SEAL
JOINT DETAILS

BR1-7N EX-01	
SHEET NO.	425
TOTAL SHTS.	875

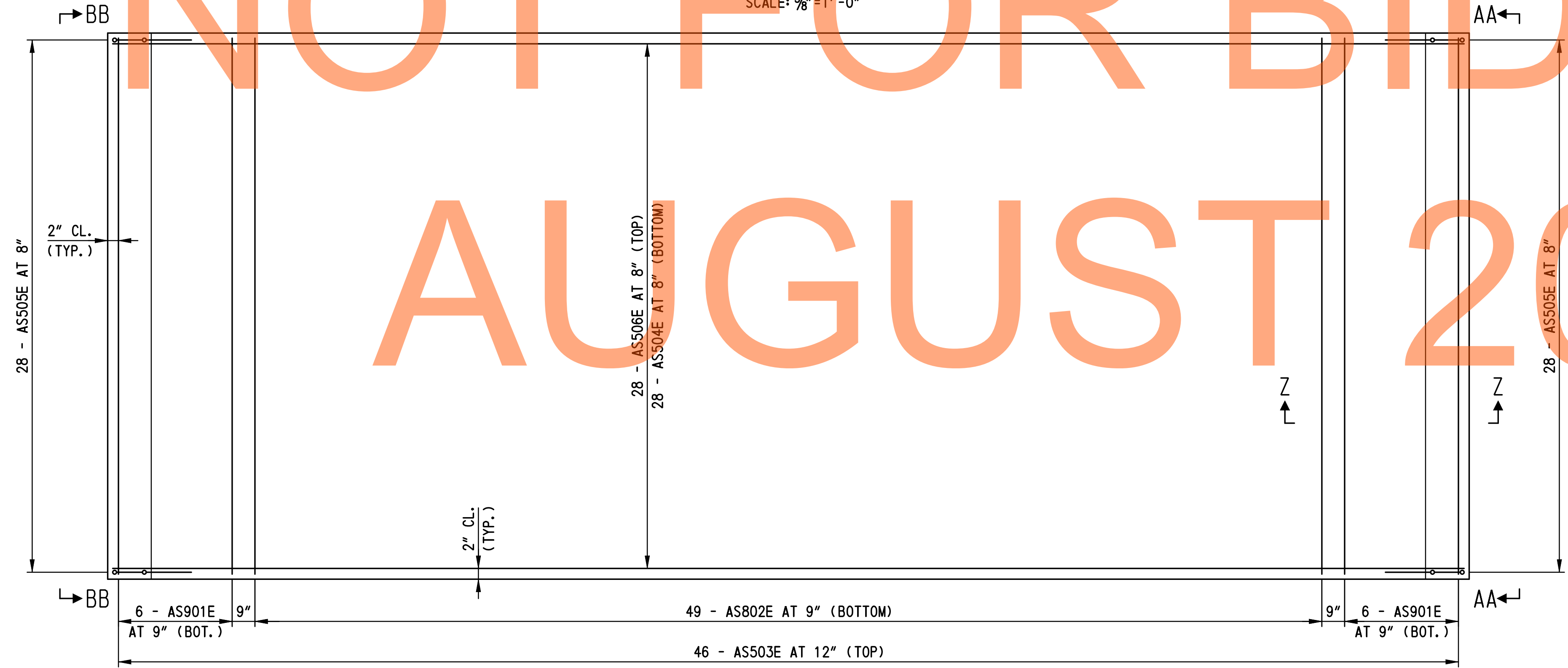


DRAFT

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AUGUST 2015

APPROACH SLAB A PLAN
SCALE: 3/8" = 1' - 0"



APPROACH SLAB A REINFORCEMENT PLAN
SCALE: 3/8" = 1' - 0"

- NOTES:**
1. FOR APPROACH SLAB A TYPICAL SECTION AND REINFORCEMENT SECTION, SEE DWG. NO. AS-07.
 2. FOR SECTION Z-Z AND VIEWS AA-AA AND BB-BB, SEE DWG. NO. AS-07.
 3. RUMBLE STRIPS SHALL BE LOCATED IN THE APPROACH SLAB AT EACH SHOULDER. FOR LANE AND SHOULDER CONFIGURATION AND ADDITIONAL REQUIREMENTS, SEE DWG. NO. TS-01. FOR RUMBLE STRIP DETAIL, SEE DWG. NO. DT-01. RUMBLE STRIPS SHALL BE PAID FOR UNDER ITEM 760015, RUMBLE STRIPS, CONCRETE, SHALLOW DEPTH.

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ADDENDUMS / REVISIONS	

SCALE: AS NOTED

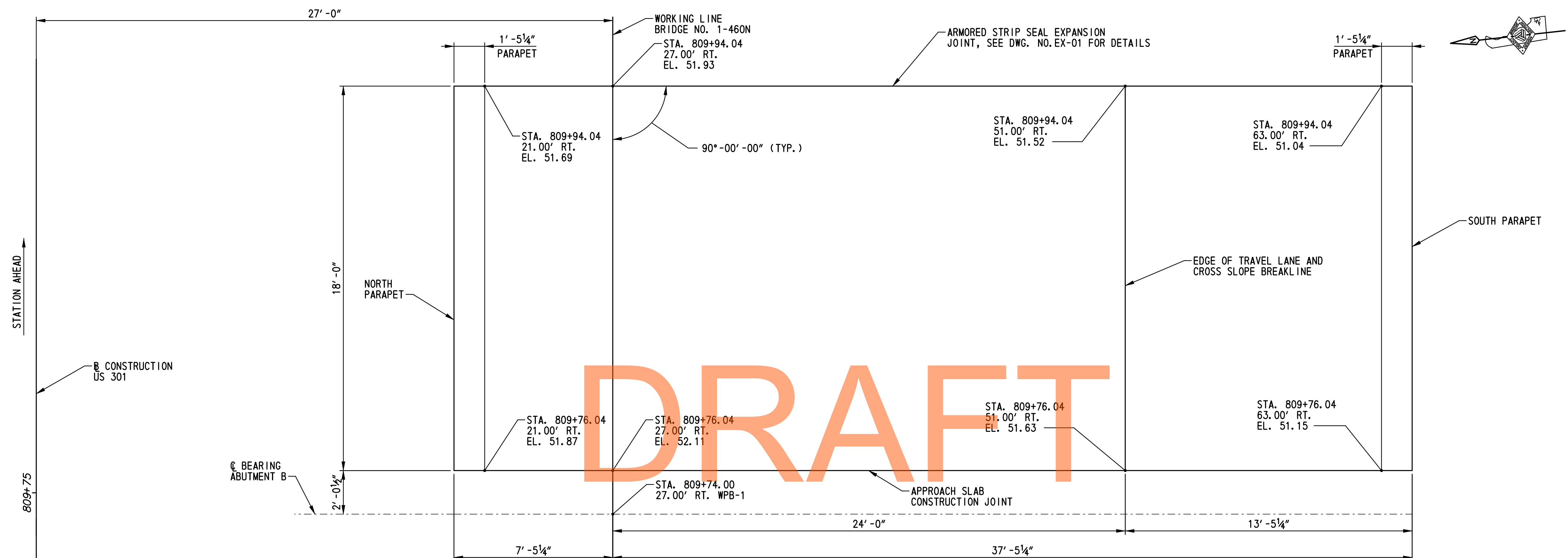
**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	L.M.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

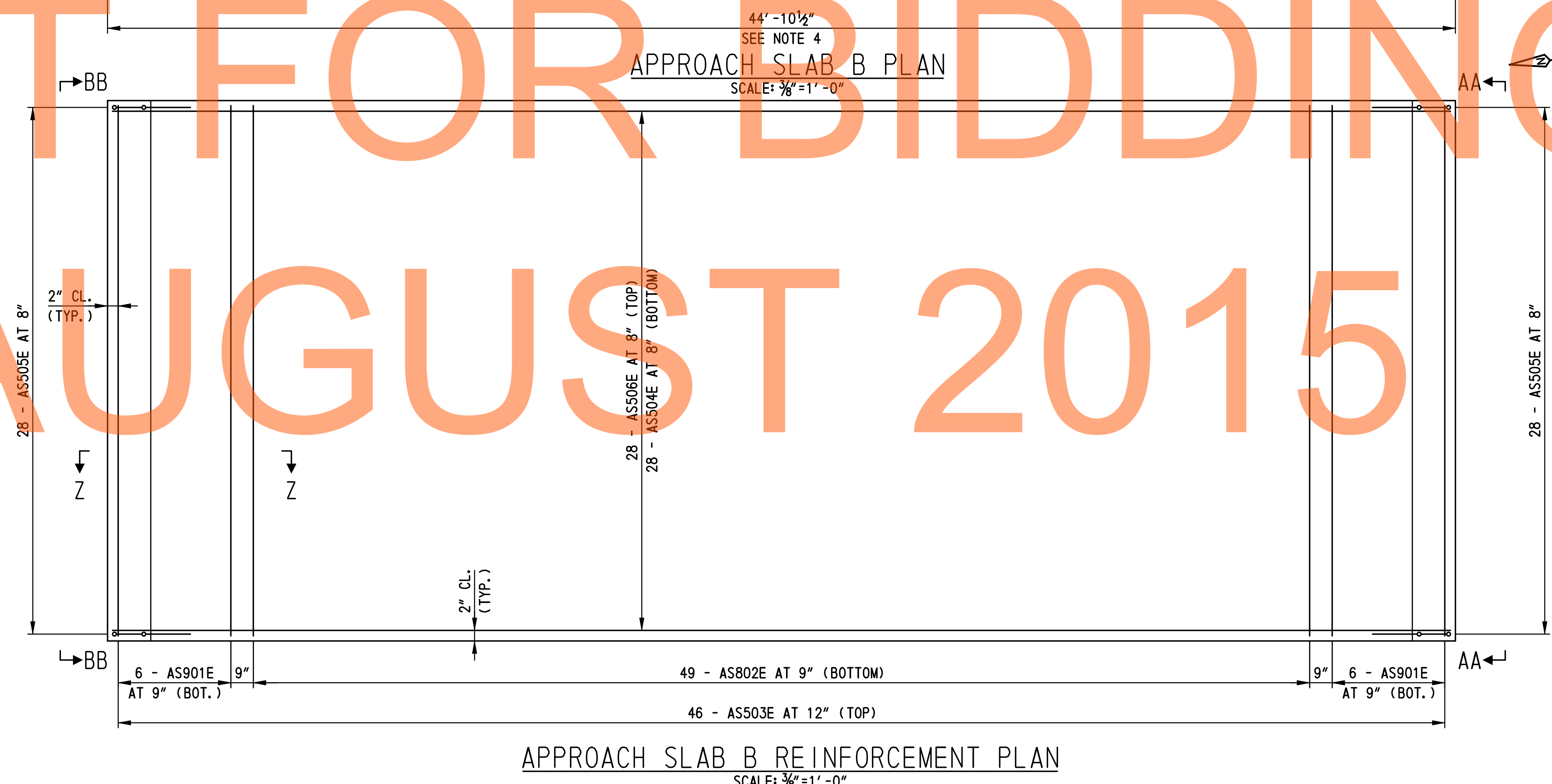
**APPROACH SLAB A
PLAN AND
REINFORCEMENT PLAN**

BRI-7N AS-01
SHEET NO.
426
TOTAL SHTS.
875

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 AUGUST 2015



APPROACH SLAB B REINFORCEMENT PLAN
 SCALE: 3/8"=1'-0"

- NOTES:**
- FOR APPROACH SLAB B TYPICAL SECTION AND REINFORCEMENT SECTION, SEE DWG. NO. AS-07.
 - FOR SECTION Z-Z, VIEWS AA-AA AND BB-BB, SEE DWG. NO. AS-07.
 - FOR SUPERELEVATION TRANSITION INFORMATION SEE DWG. NO. GG-15.
 - RUMBLE STRIPS SHALL BE LOCATED IN THE APPROACH SLAB AT EACH SHOULDER. FOR LANE AND SHOULDER CONFIGURATION AND ADDITIONAL REQUIREMENTS, SEE DWG. NO. TS-01. FOR RUMBLE STRIP DETAIL, SEE DWG. NO. DT-01. RUMBLE STRIPS SHALL BE PAID FOR UNDER ITEM 760015, RUMBLE STRIPS, CONCRETE, SHALLOW DEPTH.



ADDENDUMS / REVISIONS	

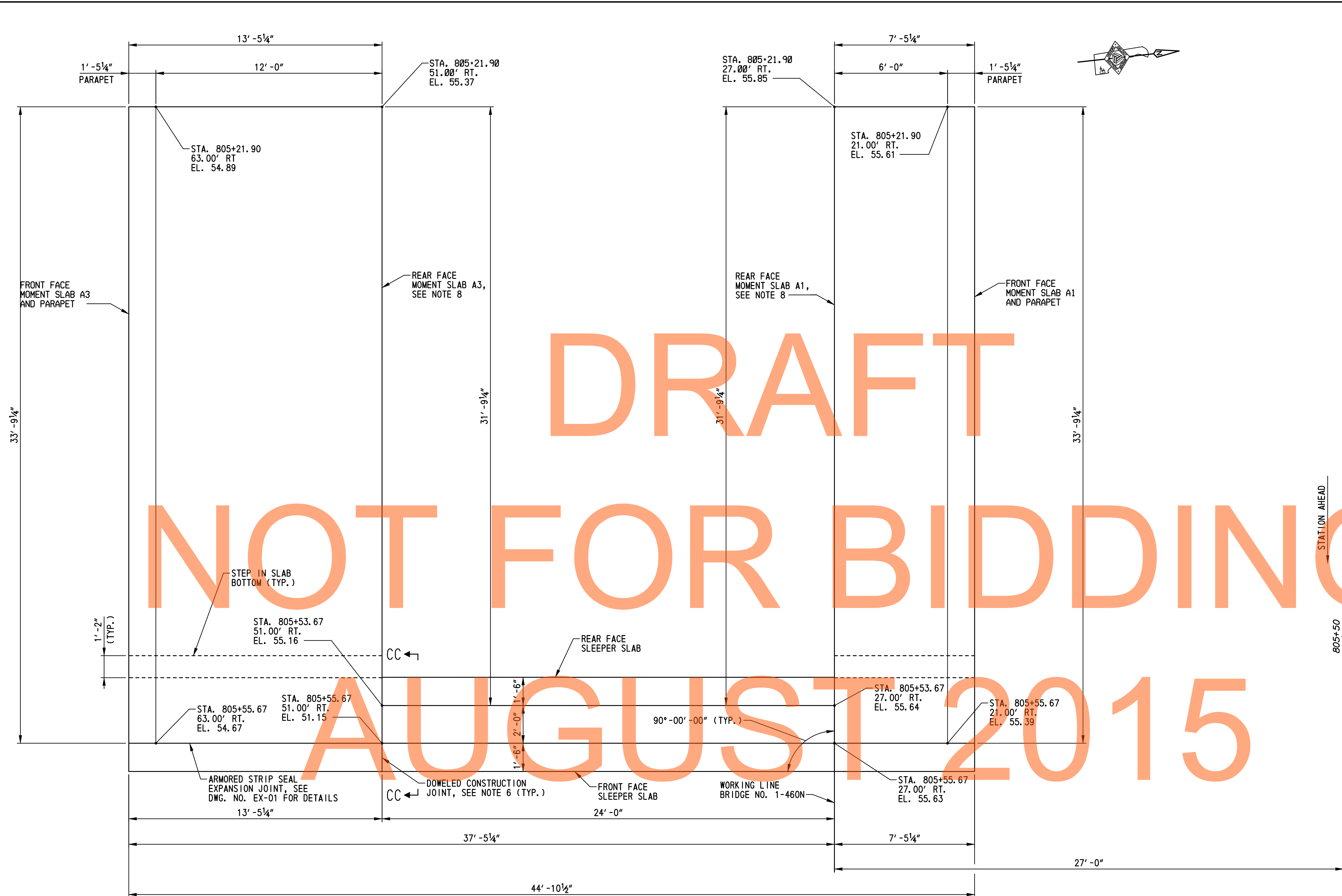
SCALE: AS NOTED

**US 301,
 SR 896 TO SR 1**

CONTRACT T200911308	BRIDGE NO. 1-460N	DESIGNED BY: L.M.B.
COUNTY NEW CASTLE	CHECKED BY: P.S.D.	

**APPROACH SLAB B
 PLAN AND
 REINFORCEMENT PLAN**

BRI-7N AS-02
SHEET NO. 427
TOTAL SHTS. 875



DRAFT

NOT FOR BIDDING

AUGUST 2015

NOTES:

1. PAYMENT FOR CONSTRUCTION OF MOMENT SLABS AND SLEEPER SLABS WILL BE MADE UNDER ITEM 602018-PORTLAND CEMENT CONCRETE MASONRY CLASS D. PAYMENT FOR DOWEL BARS SHALL BE INCIDENTAL TO THIS ITEM.
2. FOR MOMENT SLAB A TYPICAL SECTION, SEE DWG. NO. AS-08.
3. FOR SLEEPER SLAB TYPICAL SECTIONS, SEE DWG. NO. AS-07.
4. FOR REINFORCEMENT PLAN, SEE DWG. NO. AS-04.
5. FOR REINFORCEMENT DETAILS, SEE DWG. NO. AS-08.
6. DOWEL BARS SHALL CONFORM TO SECTION 824.02(G). SEE SECTION CC-CC ON DWG. NO. AS-07.
7. RUMBLE STRIPS SHALL BE LOCATED IN THE MOMENT SLABS AT EACH SHOULDER. FOR RUMBLE STRIP DETAIL, SEE DWG. NO. DT-01. FOR ADDITIONAL REQUIREMENTS, SEE DWG. NO. TS-01. RUMBLE STRIPS SHALL BE PAID UNDER ITEM 760015, RUMBLE STRIPS, CONCRETE, SHALLOW DEPTH.
8. PRIOR TO PLACING MOMENT SLAB CONCRETE ADJACENT TO EXISTING CONCRETE PAVEMENT, OR PRIOR TO PLACING CONCRETE PAVEMENT ADJACENT TO EXISTING MOMENT SLAB CONCRETE, AN APPROVED BOND BREAKER SHALL BE APPLIED TO THE EXISTING CONCRETE VERTICAL FACE. THIS LONGITUDINAL JOINT AT THE INTERFACE BETWEEN THE CONCRETE PAVEMENT AND THE MOMENT SLAB CONCRETE SHALL NOT BE SEALED. VERTICAL CRACKS IN THE EXISTING CONCRETE FACE SHALL BE COVERED OR SEALED AS APPROVED BY THE ENGINEER TO PREVENT INTRUSION OF THE NEW CONCRETE INTO THE EXISTING CONCRETE. ALL WORK SHALL BE INCIDENTAL TO ITEM NO. 602014 - PORTLAND CEMENT CONCRETE MASONRY, CLASS D.

MOMENT SLAB A PLAN
SCALE: 3/8"=1'-0"

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ADDENDUMS / REVISIONS

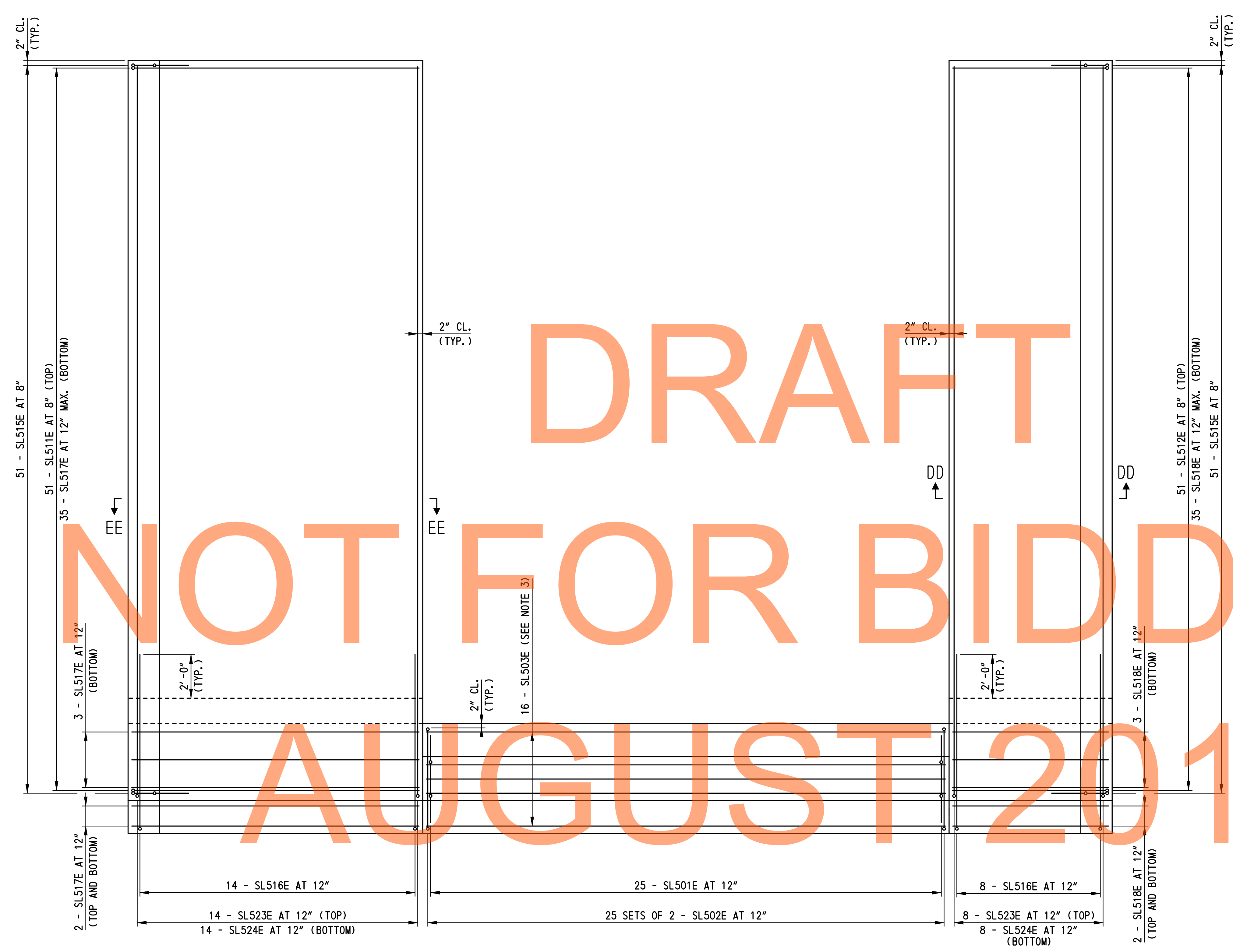
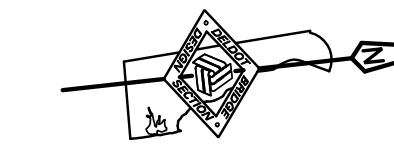
SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	L.M.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

MOMENT SLAB A PLAN	
SHEET NO.	428
TOTAL SHTS.	875

BR-1-7N AS-03	
SHEET NO.	428
TOTAL SHTS.	875



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AUGUST 2015

MOMENT SLAB A REINFORCEMENT PLAN
SCALE: 3/8" = 1' - 0"

- NOTES:**
1. FOR MOMENT SLAB A PLAN, SEE DWG. NO. AS-03.
 2. FOR SECTIONS DD-DD AND EE-EE, SEE DWG. NO. AS-08.
 3. FOR SLEEPER SLAB TYPICAL SECTIONS, SEE DWG. NO. AS-07.
 4. FOR ADDITIONAL REINFORCEMENT DETAILS, SEE DWG. NOS. AS-07 AND AS-08.

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ADDENDUMS / REVISIONS

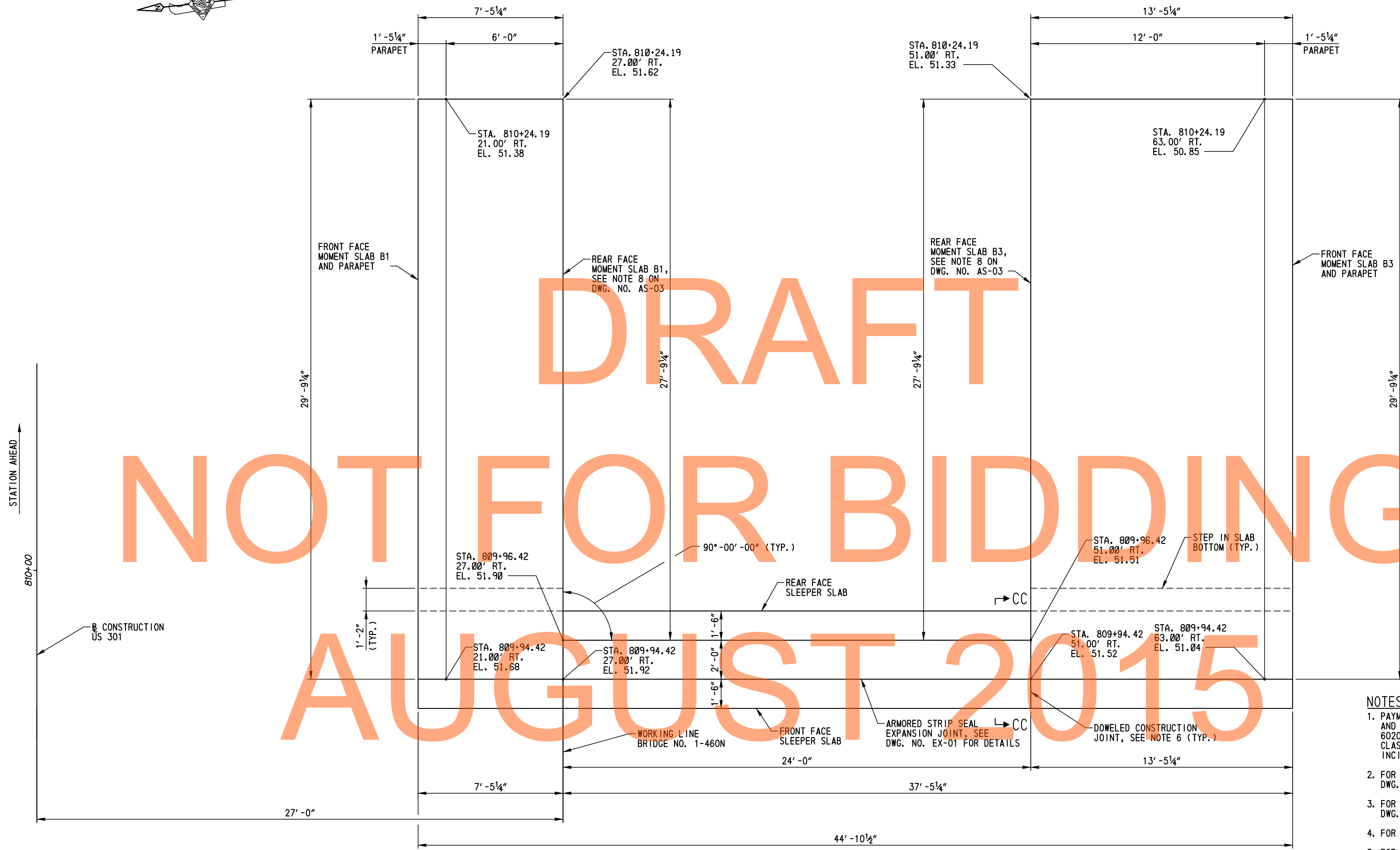
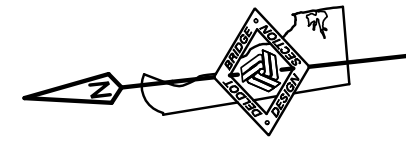
SCALE: AS NOTED

**US 301,
SR 896 TO SR 1**

CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: L.M.B. CHECKED BY: P.S.D.

**MOMENT SLAB A
REINFORCEMENT PLAN**

BR1-7N AS-04
SHEET NO. 429
TOTAL SHTS. 875



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NOT FOR BIDDING

AUGUST 2015

- NOTES:**
1. PAYMENT FOR CONSTRUCTION OF MOMENT SLABS AND SLEEPER SLABS WILL BE MADE UNDER ITEM 602018-PORTLAND CEMENT CONCRETE MASONRY CLASS D. PAYMENT FOR DOWEL BARS SHALL BE INCIDENTAL TO THIS ITEM.
 2. FOR MOMENT SLAB B TYPICAL SECTION, SEE DWG. NO. AS-08.
 3. FOR SLEEPER SLAB TYPICAL SECTIONS, SEE DWG. NO. AS-07.
 4. FOR REINFORCEMENT PLAN, SEE DWG. NO. AS-06.
 5. FOR REINFORCEMENT DETAILS, SEE DWG. NO. AS-08.
 6. DOWEL BARS SHALL CONFORM TO SECTION 824.02(G). SEE SECTION CC-CC ON DWG. NO. AS-07.
 7. RUMBLE STRIPS SHALL BE LOCATED IN THE MOMENT SLABS AT EACH SHOULDER. FOR RUMBLE STRIP DETAIL, SEE DWG. NO. DT-01. FOR ADDITIONAL REQUIREMENTS, SEE DWG. NO. TS-01. RUMBLE STRIPS SHALL BE PAID UNDER ITEM 760015, RUMBLE STRIPS, CONCRETE, SHALLOW DEPTH.

MOMENT SLAB B PLAN
SCALE: 3/8"=1'-0"

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ADDENDUMS / REVISIONS

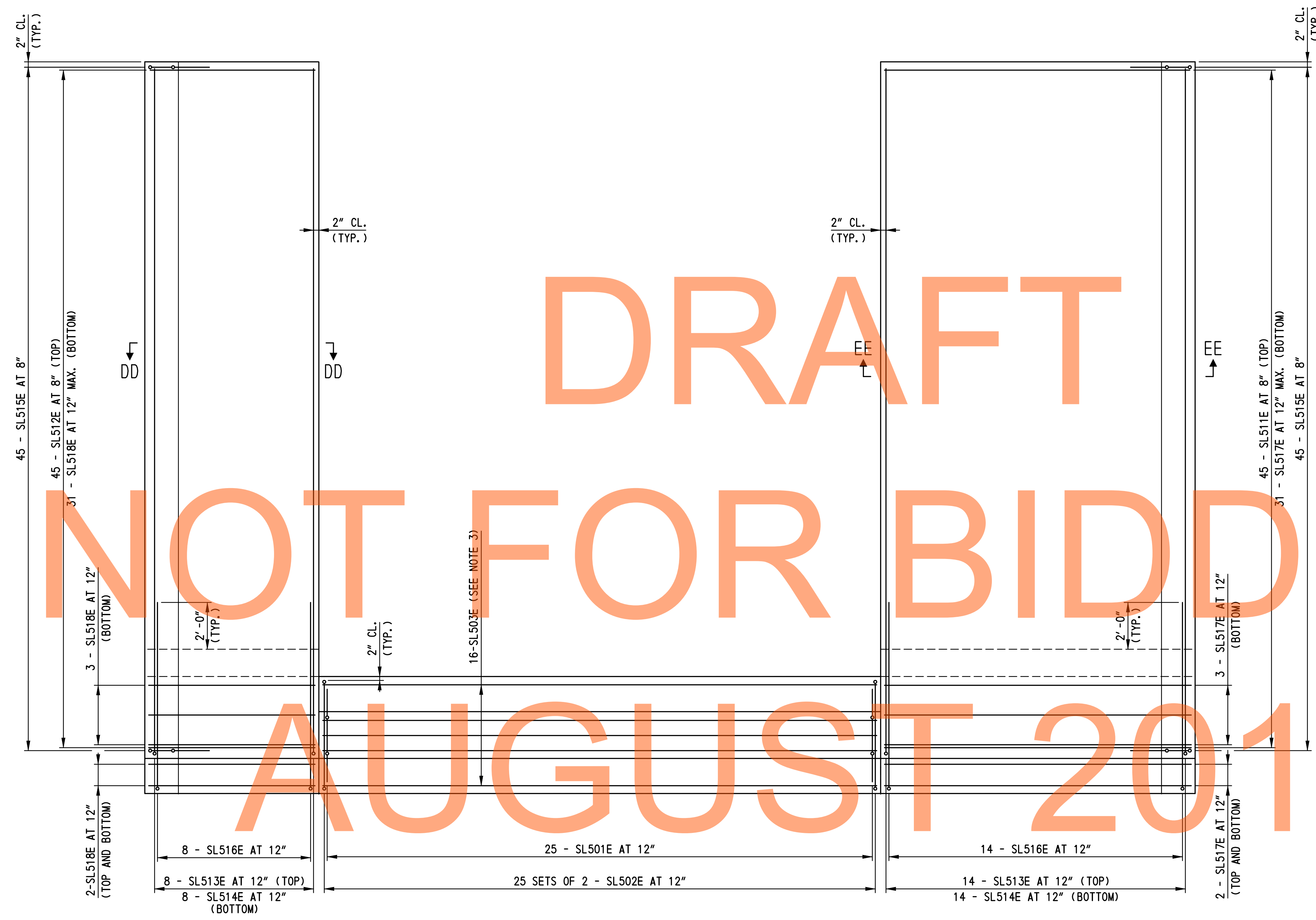
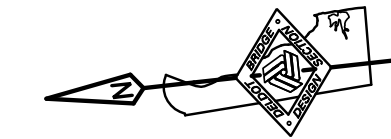
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**US 301,
SR 896 TO SR 1**

CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	L.M.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

MOMENT SLAB B PLAN
SHEET NO. 430
TOTAL SHTS. 875

BRI-7N AS-05
SHEET NO. 430
TOTAL SHTS. 875



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NOT FOR BIDDING
AUGUST 2015

MOMENT SLAB B REINFORCEMENT PLAN
SCALE: 3/8" = 1' - 0"

- NOTES:**
1. FOR MOMENT SLAB B PLAN, SEE DWG. NO. AS-05
 2. FOR SECTIONS DD-DD AND EE-EE, SEE DWG. NO. AS-08.
 3. FOR SLEEPER SLAB TYPICAL SECTIONS, SEE DWG. NO. AS-07.
 4. FOR ADDITIONAL REINFORCEMENT DETAILS, SEE DWG. NOS. AS-07 AND AS-08.

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ADDENDUMS / REVISIONS

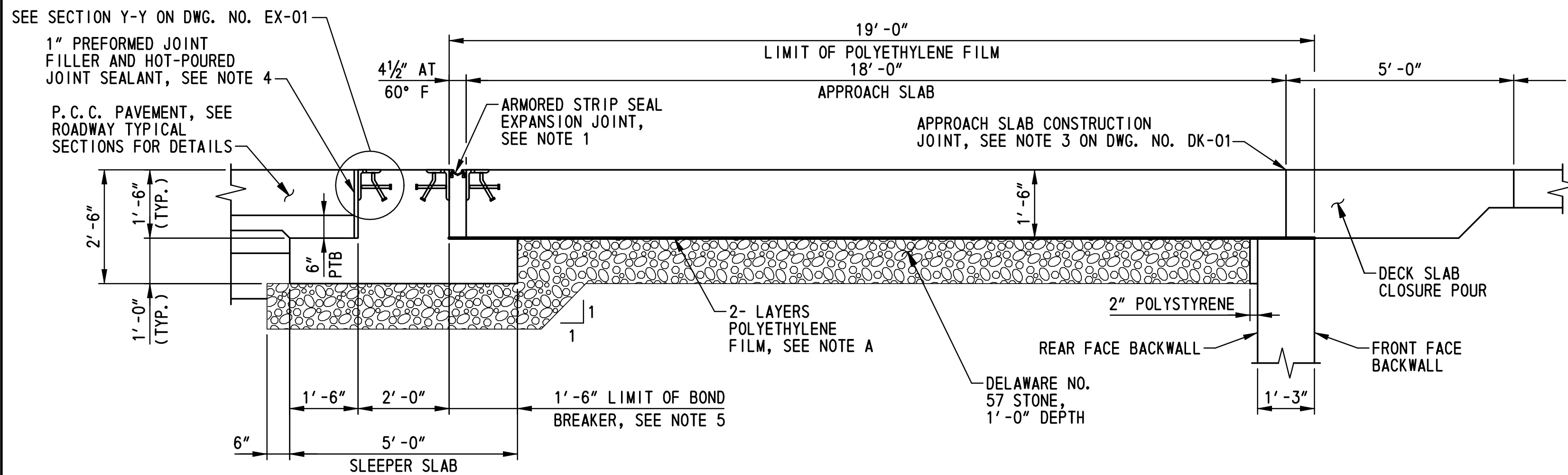
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**US 301,
SR 896 TO SR 1**

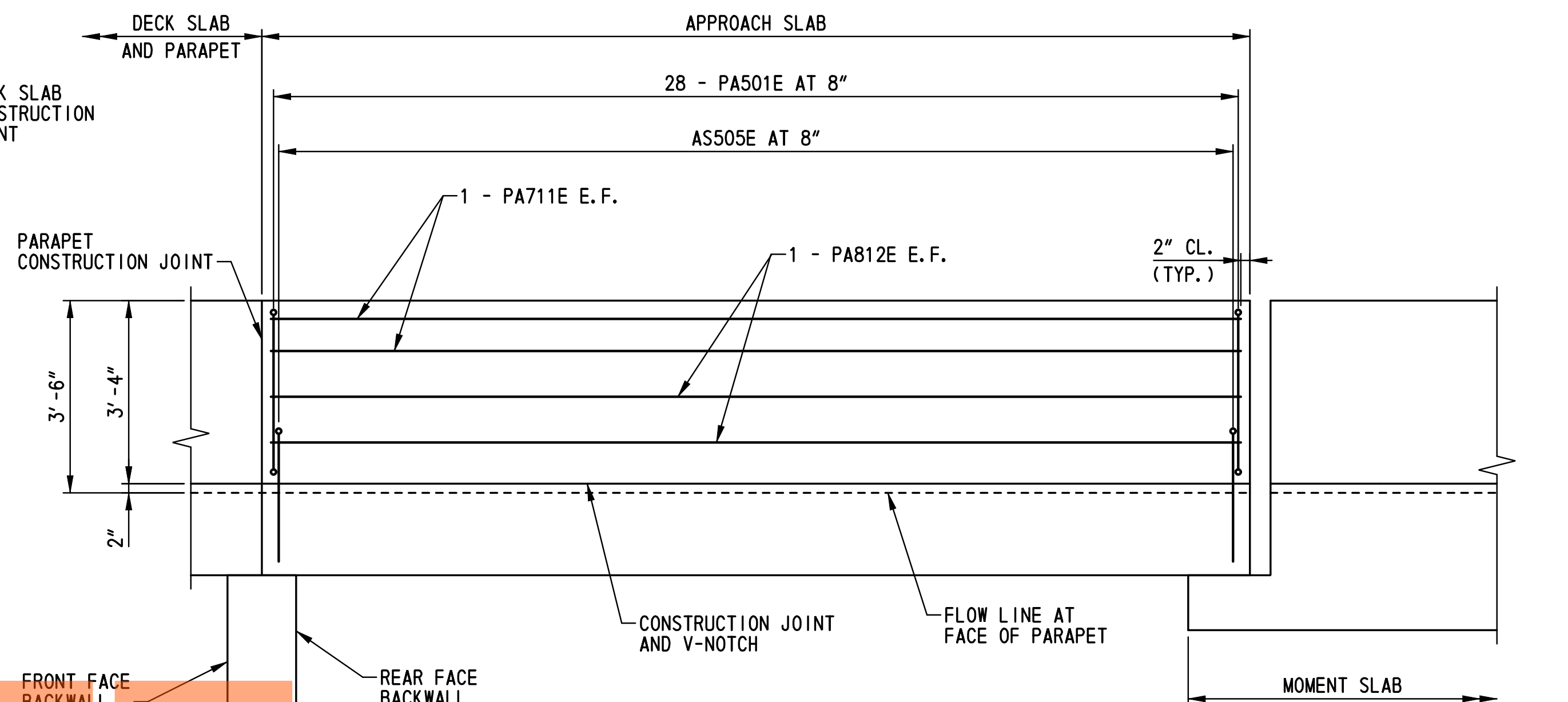
CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY: L.M.B.	
COUNTY	CHECKED BY: P.S.D.	
NEW CASTLE		

**MOMENT SLAB B
REINFORCEMENT PLAN**

BR1-7N AS-06
SHEET NO.
431
TOTAL SHTS.
875

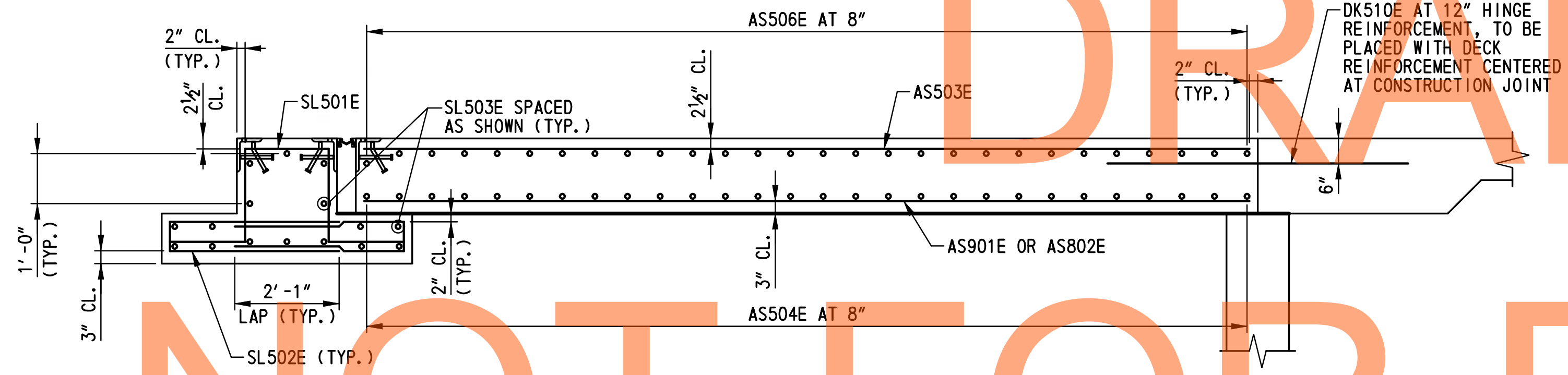


APPROACH SLAB AND SLEEPER SLAB TYPICAL SECTION
 SCALE: 1/2"=1'-0"

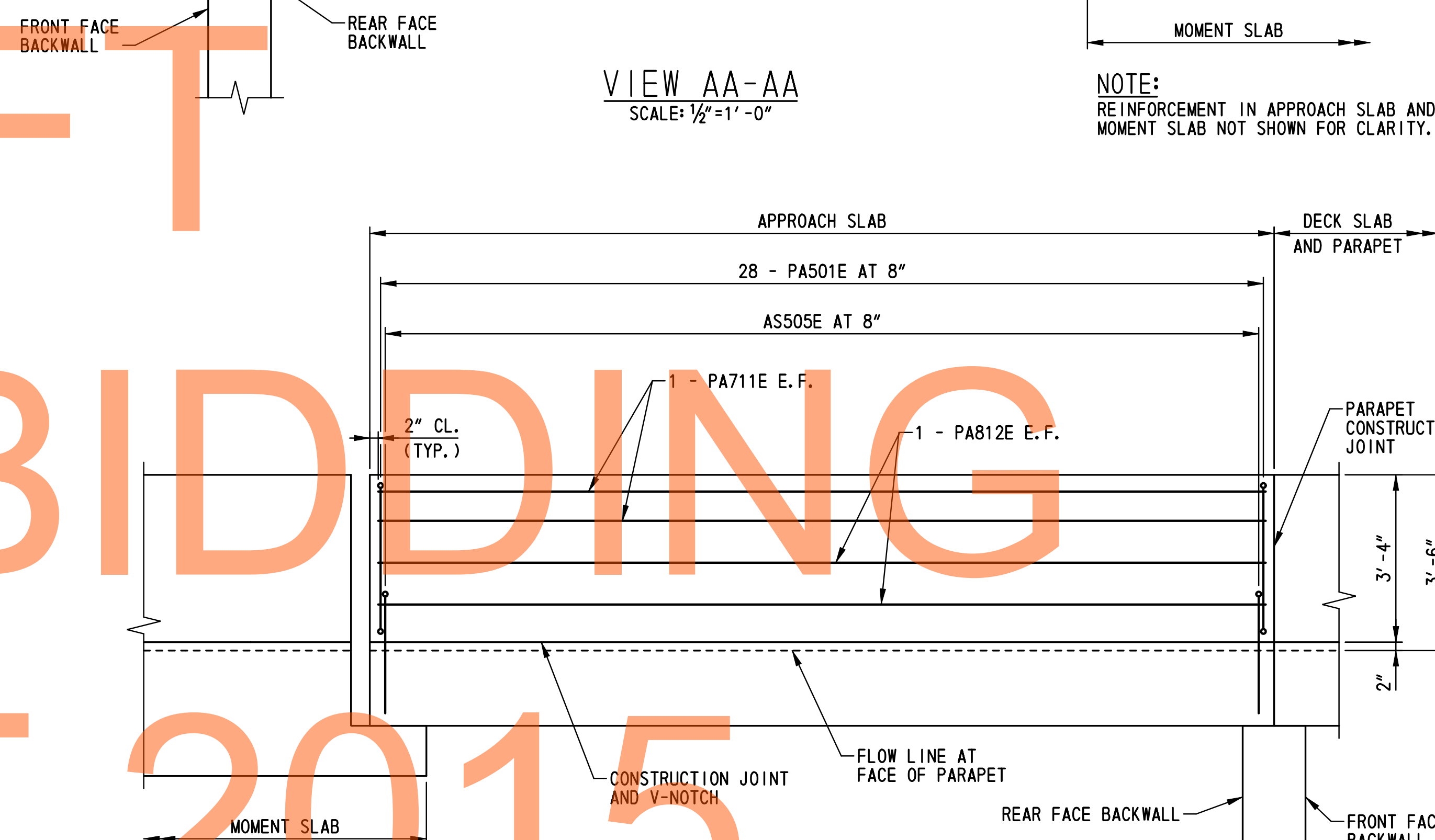


VIEW AA-AA
 SCALE: 1/2"=1'-0"

NOTE:
 REINFORCEMENT IN APPROACH SLAB AND MOMENT SLAB NOT SHOWN FOR CLARITY.

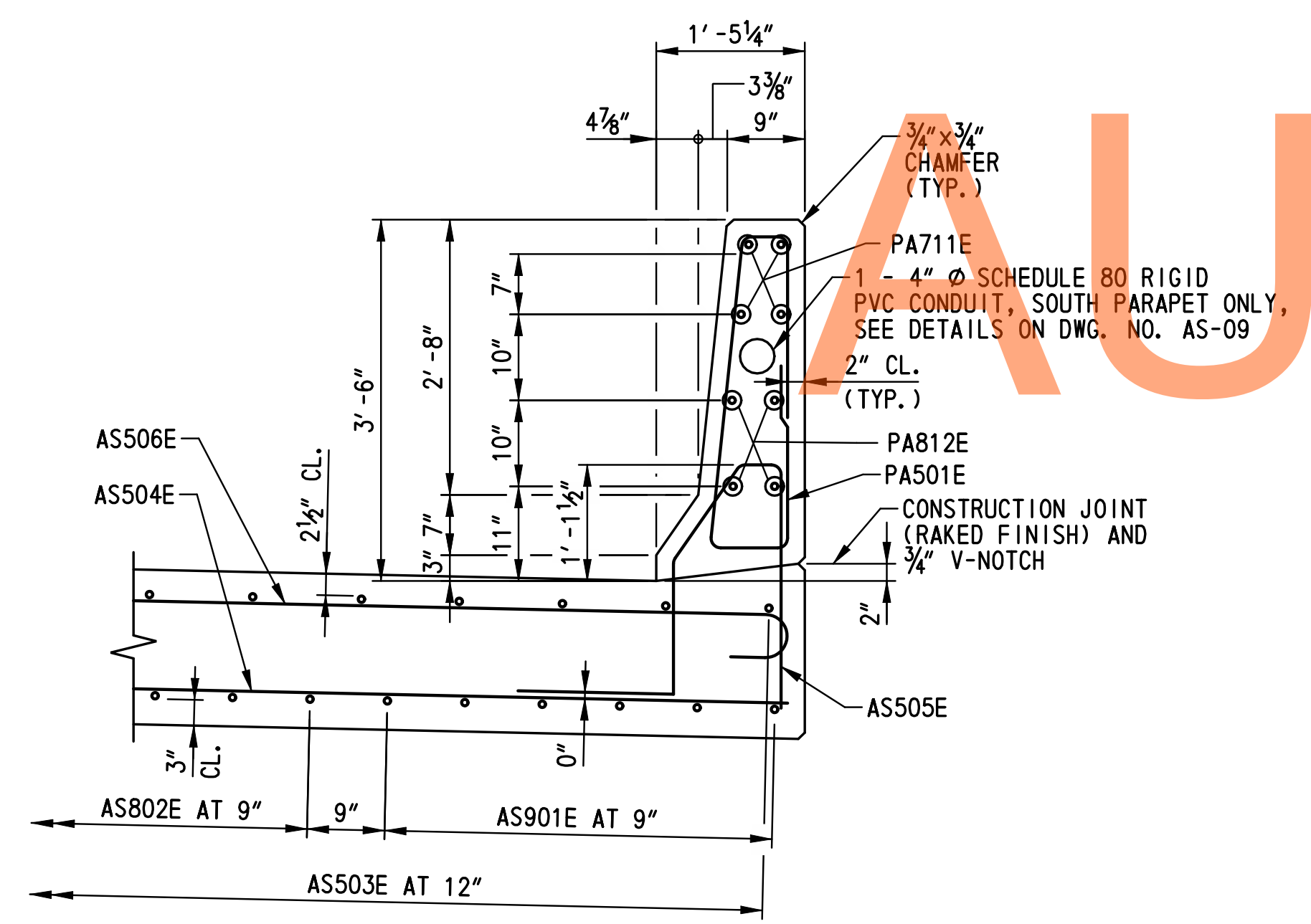


APPROACH SLAB AND SLEEPER SLAB TYPICAL REINFORCEMENT SECTION
 SCALE: 1/2"=1'-0"



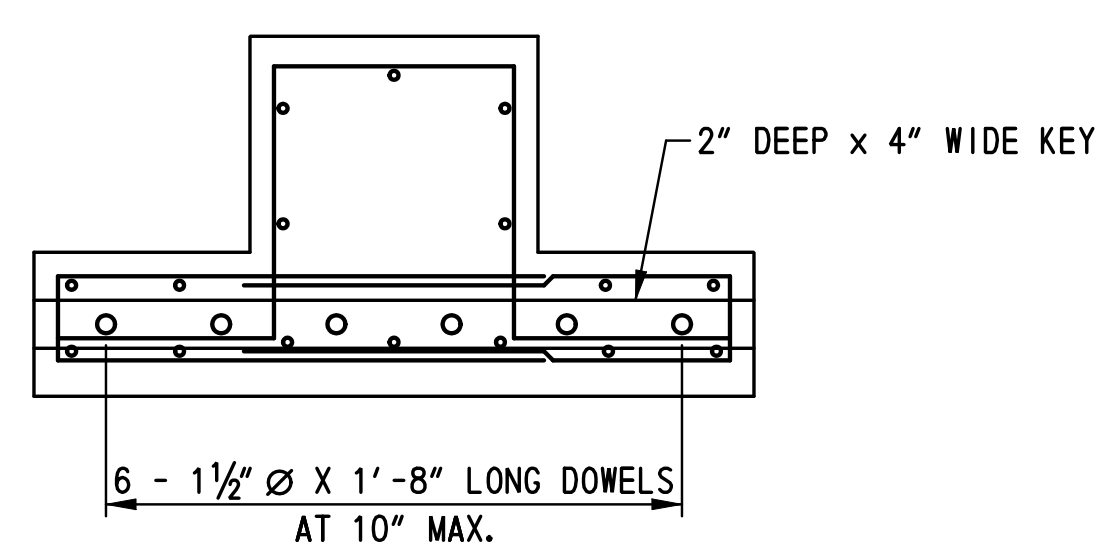
VIEW BB-BB
 SCALE: 1/2"=1'-0"

NOTE:
 REINFORCEMENT IN APPROACH SLAB AND MOMENT SLAB NOT SHOWN FOR CLARITY.



SECTION Z-Z
 SCALE: 3/4"=1'-0"

NOTE A:
 THE TOP SURFACE OF THE DELAWARE NO. 57 STONE SHALL BE ACCURATELY CONTROLLED TO FOLLOW AND BE PARALLEL TO THE PROPOSED APPROACH SLAB GRADE AND CROSS SLOPE. TWO LAYERS OF WHITE OPAQUE POLYETHYLENE FILM SHALL BE PLACED ON THE FINISHED SUBGRADE FOR THE FULL WIDTH AND LENGTH OF THE APPROACH SLAB PRIOR TO PLACING ANY REINFORCEMENT. THE WHITE OPAQUE POLYETHYLENE FILM SHALL BE PLACED WITH 2'-0" MINIMUM LAPS AND SHALL EXTEND TO THE FRONT FACE OF BACKWALL. COST SHALL BE INCIDENTAL TO ITEM 602014 - PORTLAND CEMENT CONCRETE MASONRY, APPROACH SLAB, CLASS D.



SECTION CC-CC
 SCALE: 3/4"=1'-0"

NOTES:

- FOR ARMORED STRIP SEAL EXPANSION JOINT DETAILS, SEE DWG. NO. EX-01.
- FOR ADDITIONAL APPROACH SLAB REINFORCEMENT DETAILS, SEE DWG. NOS. AS-01 AND AS-02.
- SLEEPER SLAB SHALL BE CAREFULLY PLACED AFTER COMPACTION OF THE MSE WALL BACKFILL MATERIAL IN CONFORMANCE WITH ITEM 602772-MECHANICALLY STABILIZED EARTH WALLS.
- PAYMENT FOR INSTALLATION OF 1" PREFORMED JOINT FILLER, HOT-POURED JOINT SEALANT, AND JOINT ANGLES AND STUDS AT APPROACH PAVEMENT EDGE OF SLEEPER SLAB WILL BE INCIDENTAL TO ITEM NO. 602018 - PORTLAND CEMENT CONCRETE MASONRY, CLASS D.
- STEEL TROWEL FINISH SLEEPER SLAB AND APPLY 30 MIL. NOMINAL THICKNESS OF ASPHALT BOND BREAKER. COST SHALL BE INCIDENTAL TO ITEM 602018 - PORTLAND CEMENT CONCRETE MASONRY, CLASS D.
- FOR PARAPET CONTROL JOINT LOCATIONS, SEE DWG. NO. PE-01. FOR PARAPET CONTROL JOINT DETAILS, SEE DWG. NO. SD-01.

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ADDENDUMS / REVISIONS	

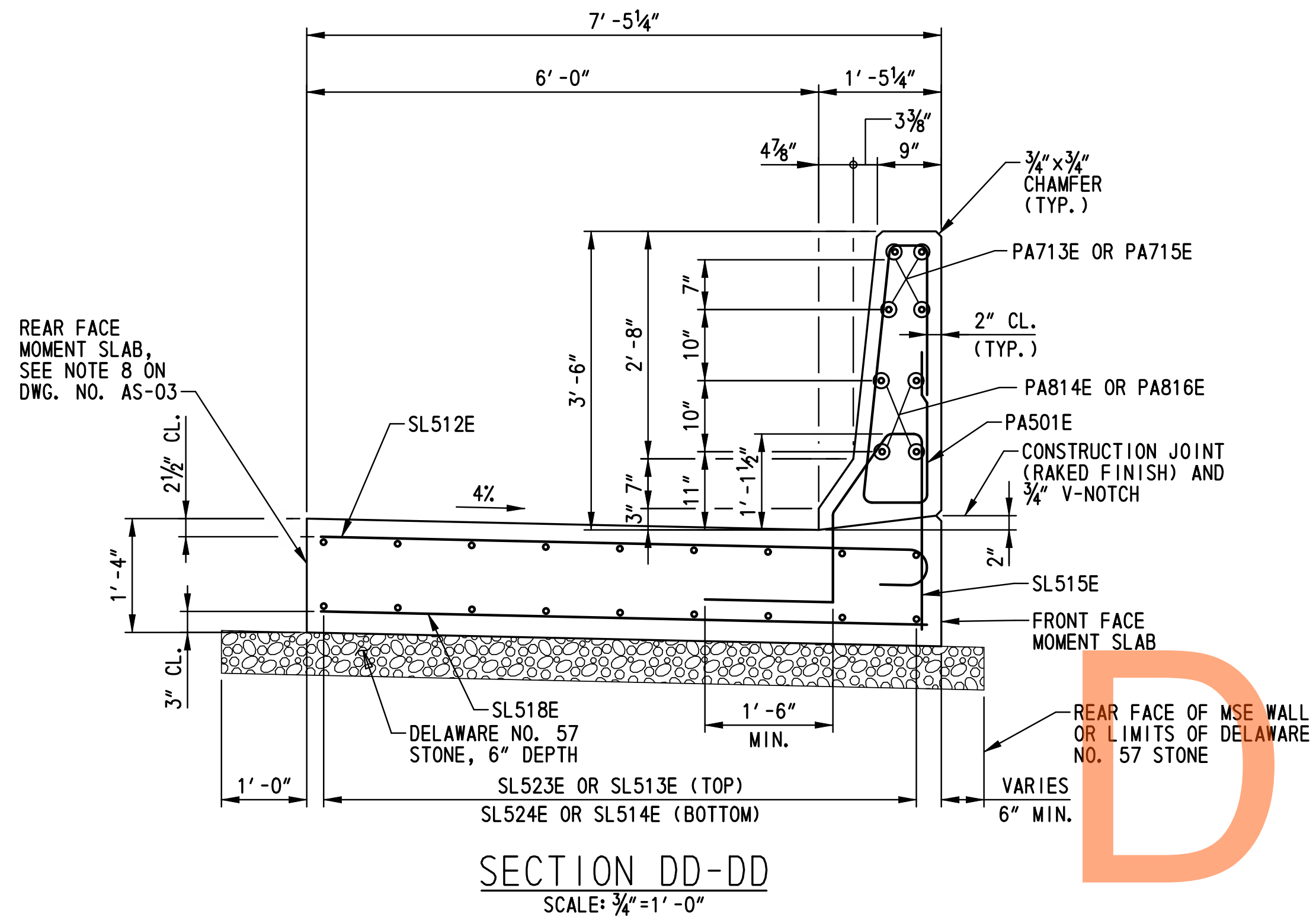
SCALE: AS NOTED

US 301,
 SR 896 TO SR 1

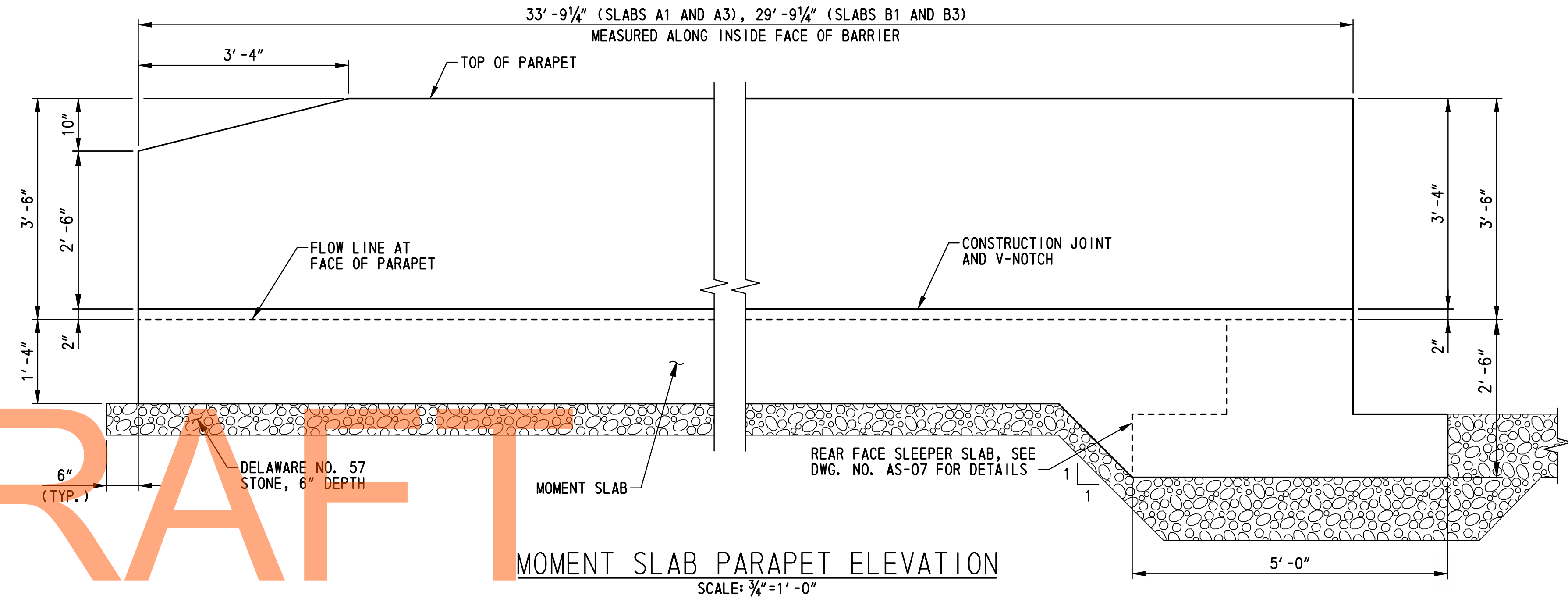
CONTRACT T200911308	BRIDGE NO. 1-460N
COUNTY NEW CASTLE	DESIGNED BY: L.M.B. CHECKED BY: P.S.D.

APPROACH SLAB AND SLEEPER SLAB DETAILS

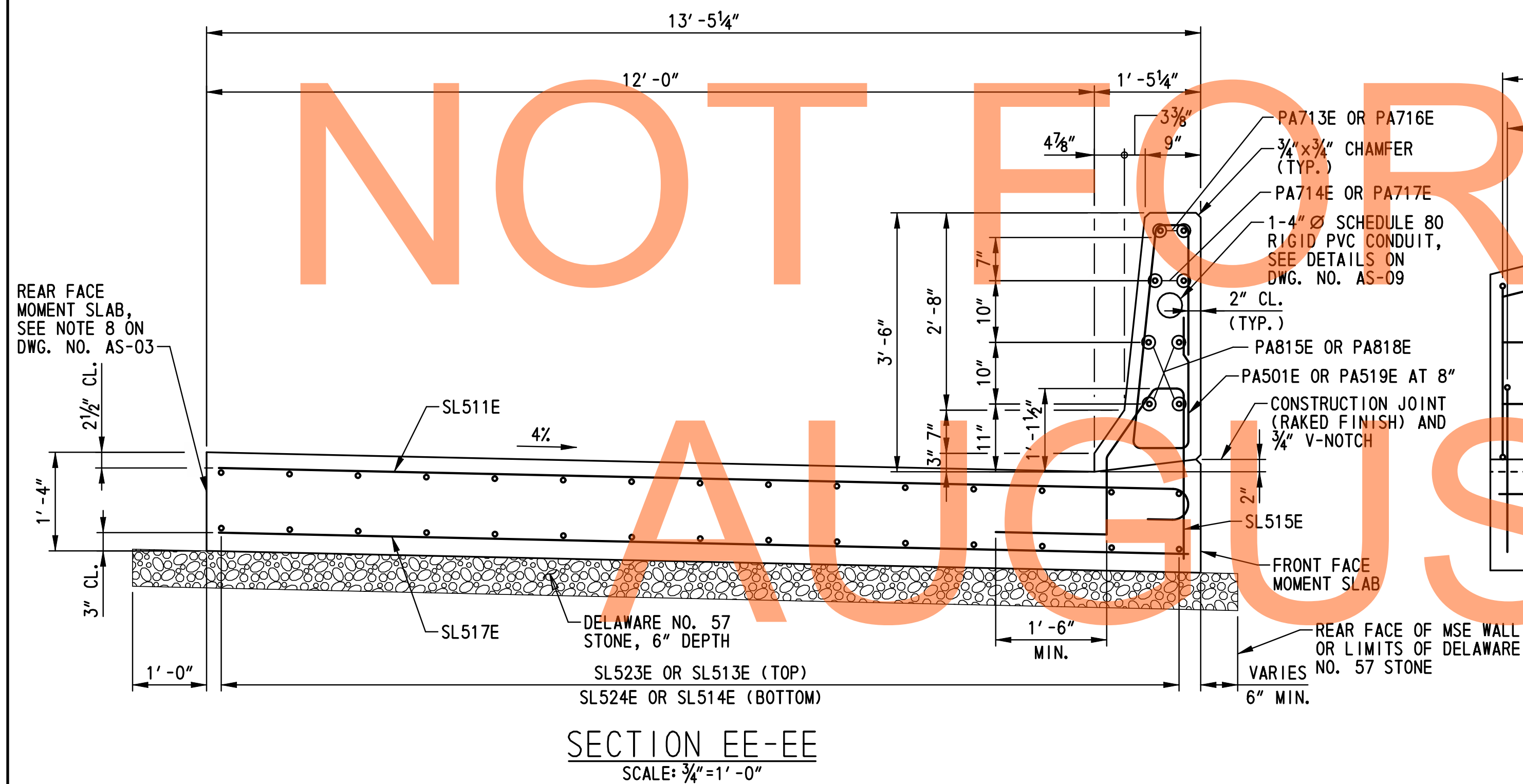
BRI-7N AS-07	SHEET NO. 432
TOTAL SHTS. 875	



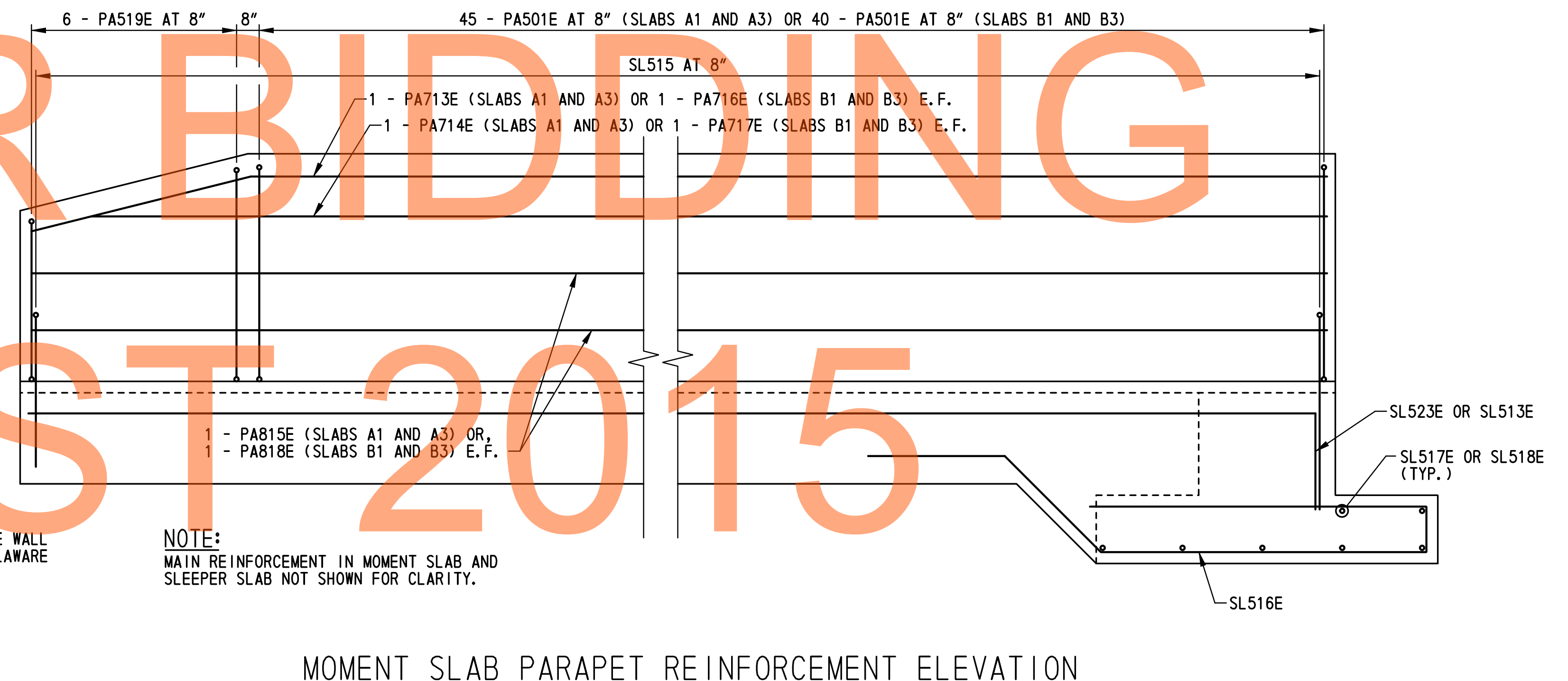
SECTION DD-DD
SCALE: 3/4" = 1' - 0"



MOMENT SLAB PARAPET ELEVATION
SCALE: 3/4" = 1' - 0"



SECTION EE-EE
SCALE: 3/4" = 1' - 0"



MOMENT SLAB PARAPET REINFORCEMENT ELEVATION
SCALE: 3/4" = 1' - 0"

NOTE:
MAIN REINFORCEMENT IN MOMENT SLAB AND SLEEPER SLAB NOT SHOWN FOR CLARITY.

- NOTES:
1. FOR PARAPET CONTROL JOINT LOCATIONS, SEE DWG. NO. PE-01. FOR PARAPET CONTROL JOINT DETAILS, SEE DWG. NO. SD-01.
 2. ADDITIONAL REINFORCEMENT IN MOMENT SLAB AND SLEEPER SLAB NOT SHOWN FOR CLARITY. SEE DWG. NOS. AS-04 AND AS-06 FOR DETAILS.

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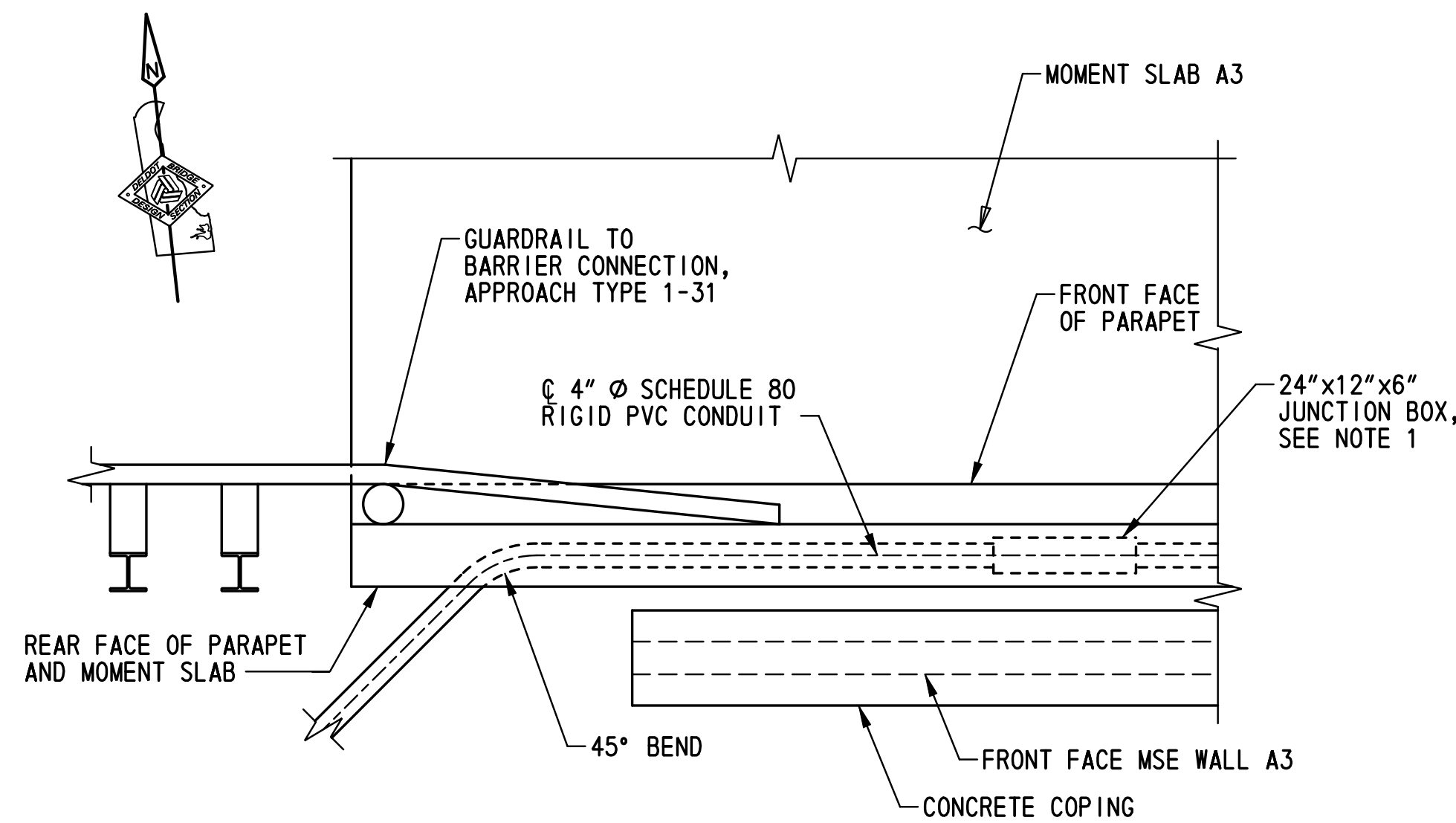
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US 301,
SR 896 TO SR 1

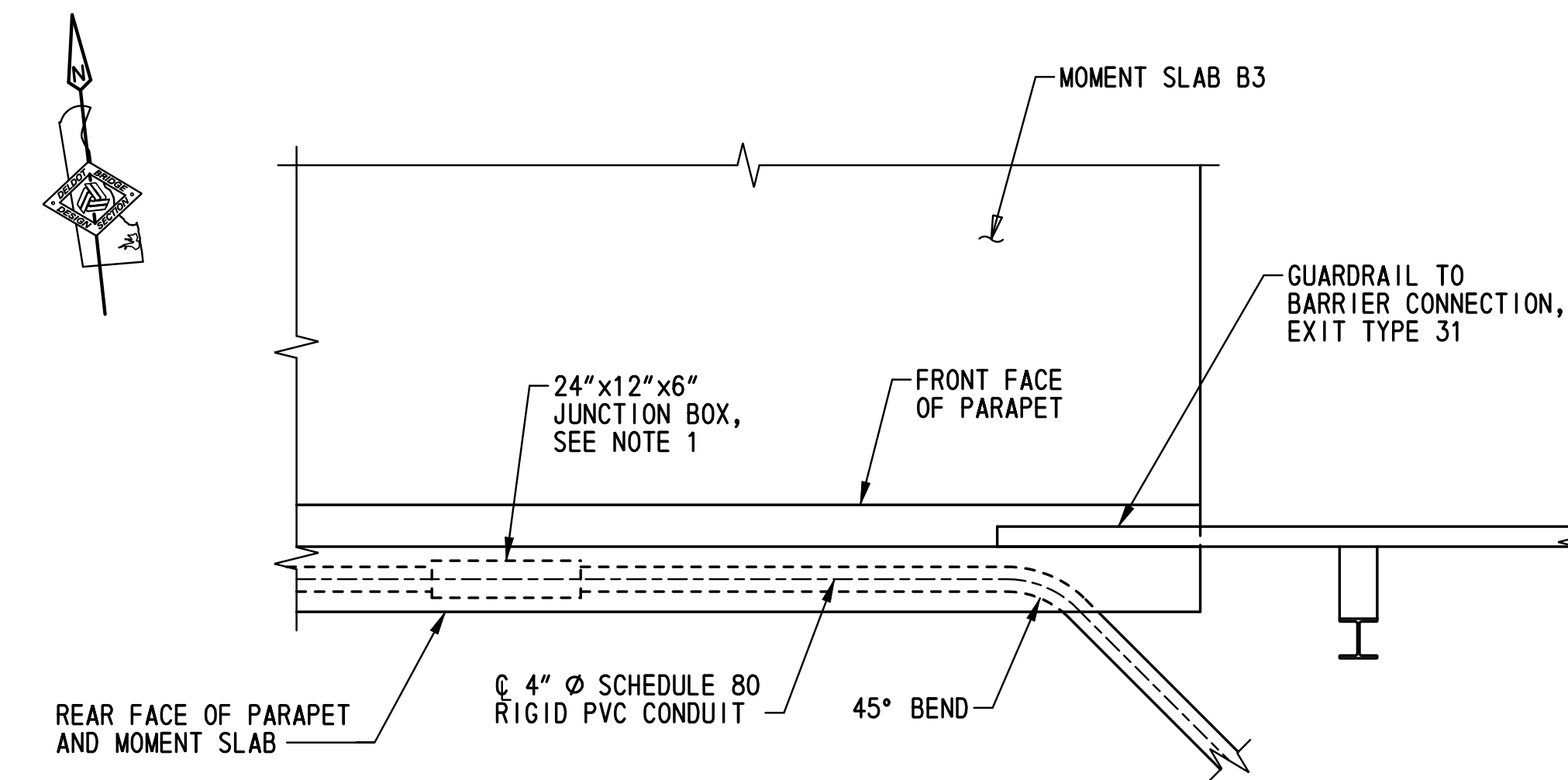
CONTRACT	BRIDGE NO.	1-460N
T200911308	DESIGNED BY:	L.M.B.
COUNTY	CHECKED BY:	P.S.D.
NEW CASTLE		

MOMENT SLAB
DETAILS

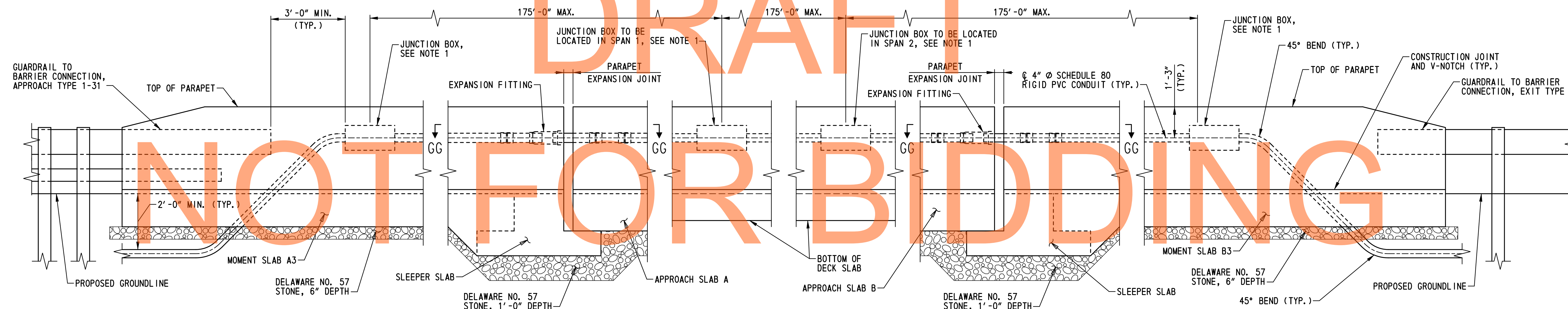
BRI-7N AS-08	
SHEET NO.	433
TOTAL SHTS.	875



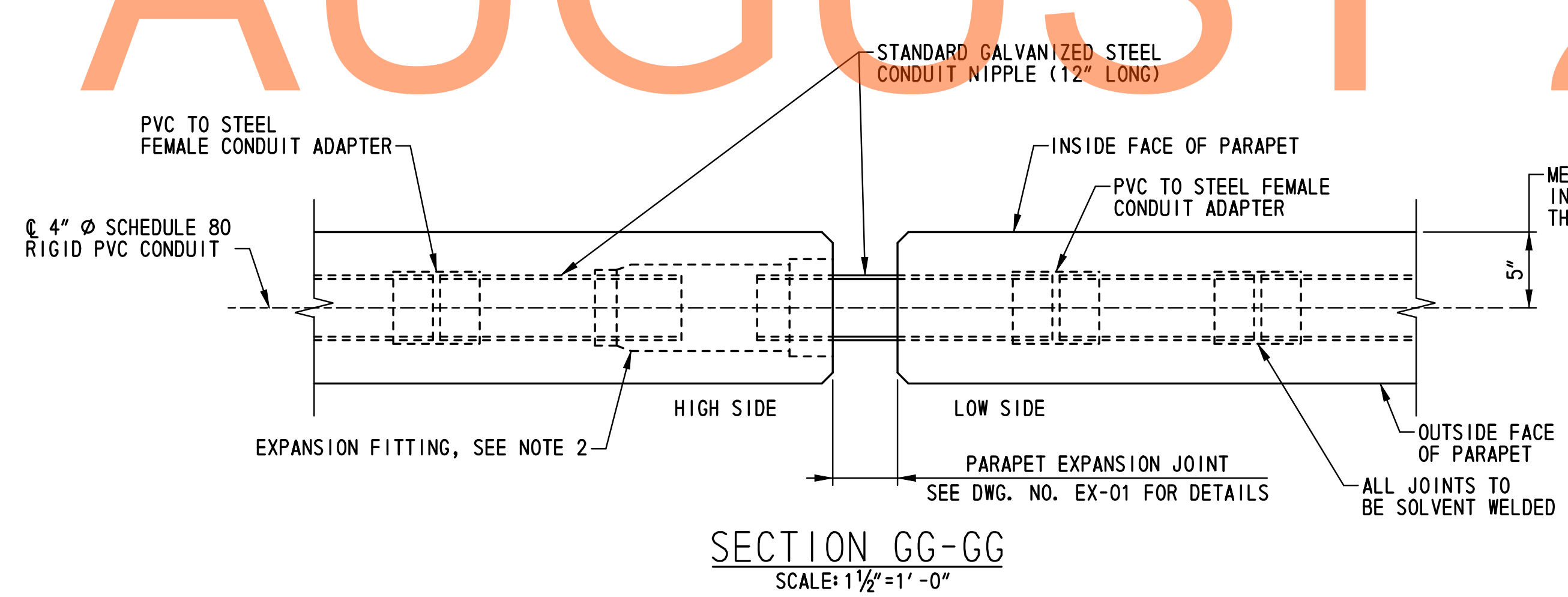
PARTIAL PLAN - SOUTH PARAPET AT MOMENT SLAB A3
SCALE: 1/2" = 1'-0"



PARTIAL PLAN - SOUTH PARAPET AT MOMENT SLAB B3
SCALE: 1/2" = 1'-0"



SOUTH PARAPET ELEVATION
SCALE: 1/2" = 1'-0"



SECTION GG-GG
SCALE: 1/2" = 1'-0"

NOTES:

1. ALL JUNCTION BOXES SHALL BE 24" LONG x 12" HIGH x 6" DEEP NEMA 4X STAINLESS STEEL JUNCTION BOXES WITH COVERS MOUNTED IN THE FRONT FACE OF THE PARAPET.
2. EXPANSION FITTINGS FOR USE WITH RIGID GALVANIZED STEEL CONDUIT SHALL CONSIST OF A MALLEABLE IRON HEAD AND STEEL SLEEVE WHICH SHALL BE HOT-DIPPED GALVANIZED AND ASSEMBLED WITH A WATERTIGHT PACKING GLAND, AN INSULATED BUSHING, PRESSURE RING AND GASKET AND A TINNED-COPPER BOND TO ASSURE CONTINUITY OF GROUND. THE FITTING SHALL PROVIDE 4" OF MOVEMENT.
3. ALL PIPE AND EXPANSION FITTINGS SHALL BE U.L. APPROVED FOR ENCASEMENT IN CONCRETE.
4. CONDUITS AND JUNCTION BOXES INSTALLED IN THE BRIDGE, APPROACH SLAB AND MOMENT SLAB PARAPETS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT WILL BE INCIDENTAL TO ITEM 602017 - PORTLAND CEMENT CONCRETE MASONRY, PARAPET, CLASS A. CONDUITS AND ALL NECESSARY FITTINGS SUPPLIED FOR INSTALLATION IN PARAPETS SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM NO. 745524 - SUPPLY OF 4" SCHEDULE 80 PVC CONDUIT.

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