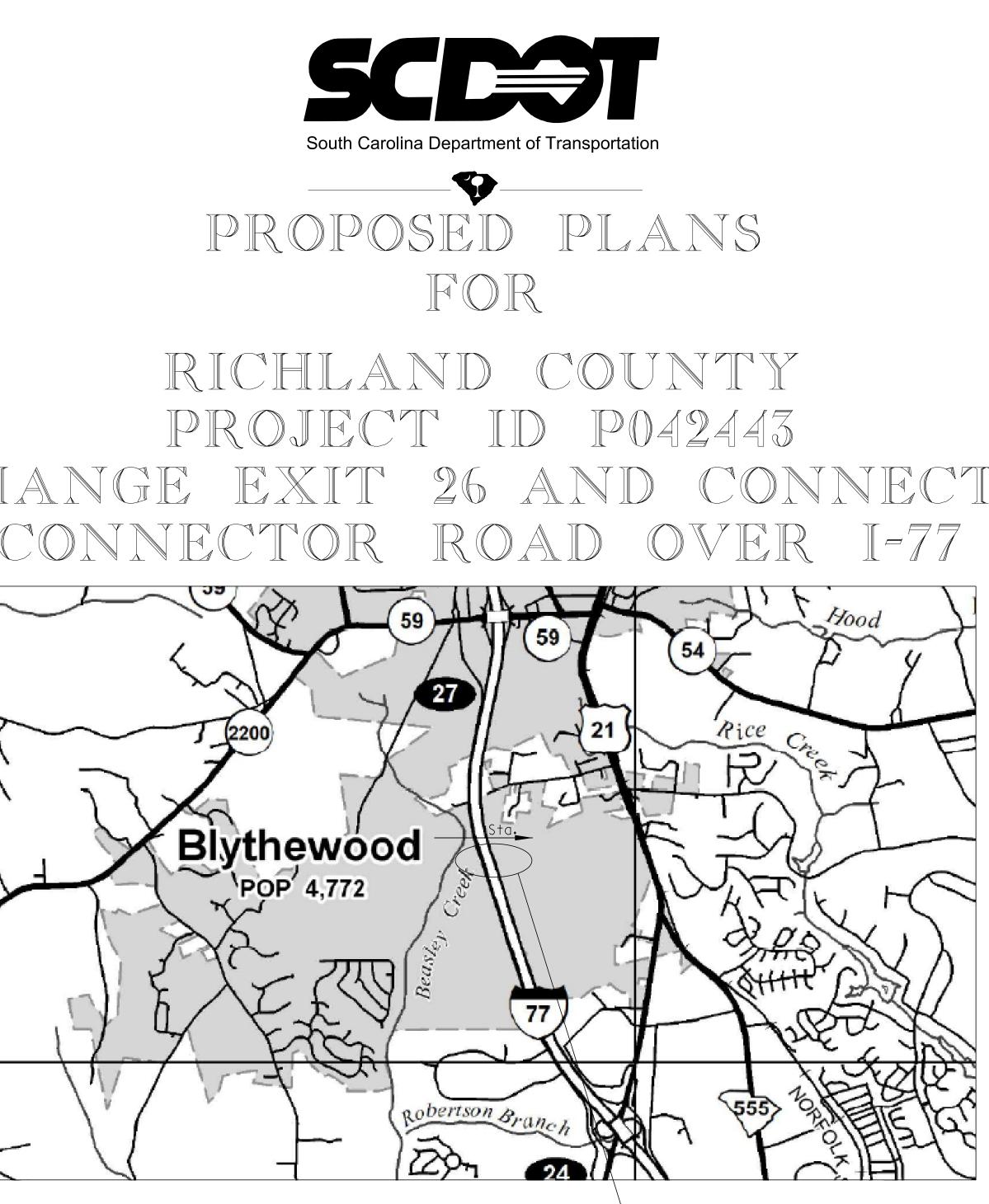
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ASSET IDTB 			



LAYOUT

SITE LOCATION

NET LENGTH OF ROADWAY	1.252	MILES
NET LENGTH OF BRIDGES	0.086	MILES
NET LENGTH OF PROJECT	1.338	MILES
LENGTH OF EXCEPTIONS	0.000	MILES
GROSS LENGTH OF PROJECT	1.338	MILES

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.

			BRIDGE PLANS ID	SHEET
			P042443-B01	NO. 1
				1
	ROADS			
	COMMUN			
F		Approximate Location of I		
		Latitude <u>34°-11'</u> Longitude <u>80°-59'</u>	- 27.9" N - 2.01" W	

ENGINEER OF RECORD CONCEPTUAL PLANS NOT FOR CONSTRUCTION FOR CONSTRUCTION :

DRAWING NO. 700-02

DATE

MATERIAL & WORKMANSHIP

Provide all material and workmanship in accordance with the South Carolina Department of Transportation 2007 Standard Specifications for Highway Construction, unless otherwise specified on the Plans or in the Special Provisions.

COORDINATION OF PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS

Generally, in case of discrepancy, this General Notes sheet governs over the Standard Specifications but the remainder of the plans govern over notes on this sheet and Special Provisions govern over all. See Subsection 105.4 of the Standard Specifications.

WATER ELEVATIONS

The water elevations shown in the plans are for information only and the actual water elevation during construction may vary depending on weather conditions and seasonal fluctuations.

COMPLETION DATES

On inside face of right side barrier parapet/railing at beginning of bridge and on left side barrier parapet/railing at end of bridge, place year of completion adjacent to guardrail attachment. Place this completion date so that it will not be covered by the guardrail connector when it is installed. Recess numbers in the concrete using numbers fabricated from reusable/durable material that is approved by the RCE. Provide numbers in accordance with SCDOT Standard Drawing No. 702-305-00.

REINFORCING STEEL

Fabricate reinforcing bars as noted on Reinforcing Bending Details sheet. Do not use lap splices in column and shaft reinforcing steel.

PRESTRESSED CONCRETE BEAMS

Beam lengths given are based on horizontal span only. Increase lengths to correct for concrete shrinkage, concrete shortening when the strands are cut, and for beams being on a grade.

All overhang brackets in the top flange of exterior beams shall be galvanized in accordance with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as appropriate and shall be detailed accordingly in the shop plans.

CONCRETE

Provide the class of concrete as noted in the contract documents. For cast-in-place structural elements, use Class 4000 concrete where the class of concrete is not specified in the contract documents.

When holes are cast in beams to accommodate falsework, fill the holes with a non-shrink structural grout suitable for overhead repairs after falsework is removed.

After erection of the beams and prior to the erection of the deck slab falsework, measure beam cambers. Compare the measured beam cambers to the values shown on the Plans to aid in determining if field adjustments are needed. Submit beam camber measurements and any proposed field adjustments to the RCE for approval. All cost of performing this work is considered incidental to the Contract and no additional compensation is allowed for the performance of this work.

Payment for concrete in slab is based on theoretical plan quantity. No adjustment is made for variation in camber.

Chamfer all exposed edges $\frac{3}{4}$ unless otherwise noted.

The minimum acceptable concrete cover for reinforcing steel is $\frac{1}{2}$ " less than the plan dimensions when required by reinforcing bar fabrication tolerances.

Cast build-ups and shear keys on bent caps monolithic with the cap unless indicated otherwise in these plans. Construct the top of each build-up level.

GRINDING & TEXTURING CONCRETE DECKS

For bridge stage construction projects, grind and texture the bridge decks as necessary near the stage longitudinal construction joints in order to meet the longitudinal and transverse rideability and rolling straightedge requirements of the Contract.

Prior to casting any closure pour, grinding, or texturing, make profile line surveys (2 to 6 as determined by the RCE) of each stage of the bridge decks. Make one of these profile line surveys for each stage along the edge of the deck adjacent to the closure pour. Compare the surveys within each stage and compare the surveys of each stage to surveys of the adjacent stage to aid in determining the amount of grinding and texturing needed to meet the rideability and rolling straightedge requirements. Submit all grinding and texturing procedures, plotted survey profiles, and proposed grinding depths to the RCE for approval. Maintain a final cover of 2"minimum over the bridge deck reinforcing steel.

Follow the above procedures for all stages of the work. For all surveys performed on the same bridge, use identical stations for survey shots in order to facilitate survey comparisons. All costs for performing, evaluating, and submitting the surveys are considered incidental to the Contract and no additional compensation is allowed for the performance of this work.

Payment for grinding and texturing concrete bridge decks at the junction of new and existing bridge deck slabs is determined in accordance with Subsection 702.6 of the Standard Specifications. No payment is made for grinding and texturing of new bridge decks to correct irregularities and excessive deviations.

In setting forms for structural steel or prestressed concrete beam spans, apply an allowance to the design finished grade to compensate for computed dead load deflections.

Prior to making deck pours on any stage construction work, and bridge widening projects, consider and make adjustments as necessary for partially loaded beams adjacent to closure pour areas. Verify that any proposed adjustment on partially loaded beams does not create a change in the deck thickness or a reduction in the concrete cover over the reinforcing steel. Welded studs on steel beams and reinforcing steel extending up out of prestressed beams shall meet the requirements for a composite section (extend up into the deck past the bottom mat of reinforcing steel) regardless of any adjustments.

In setting falsework for reinforced concrete spans, make an allowance for the deflection of the falsework, for any settlement of the falsework, for the instantaneous dead load deflection of the span, and for the long-time dead load deflection of the span such that on removal of the falsework the top of the structure shall conform to theoretical finished grade plus the allowance for long-time deflection.

For instantaneous and long-time dead load deflection, use a camber of $\frac{1}{8}$ for concrete flat slab spans 22 feet in length, ${}^{3}_{16}$ " for concrete flat slab spans 30 feet in length, and ${}^{3}_{8}$ " for concrete flat slab spans 40 feet in length, unless otherwise directed by the RCE. Adjust these cambers as necessary to allow for falsework deflection, falsework settlement, and vertical curve ordinates.

PERMANENT STEEL BRIDGE DECK FORMS

Permanent stay-in-place steel bridge deck forms for concrete deck slabs may be used at the Contractor's option.

DRIVEN PILE FOUNDATIONS

Where prestressed concrete piles are to be driven through fill, install piles in pre-bored holes extending to the original ground. For square prestressed concrete piles, bore holes having a minimum diameter of 1.25 times the nominal pile size. Include all cost of pre-boring fills for pile installation in the unit price bid for the piles.

EXCAVATION FOR END BENTS

Include all cost of excavation necessary to construct end bents and to remove material under superstructure to an elevation twelve inches below tops of end bent caps, in the unit price bid for class of concrete specified in the Plans.

ALLOWANCE FOR DEAD LOAD DEFLECTION & SETTLEMENT

Notify the Department and the Fabricator of the beams if using this option so that shop plans can be properly detailed.

Where piles occur in fill, place fill before driving piles.

If a concrete footing is used for the end bent, the excavation below that included for the cap and berm in the above paragraph is paid for at the unit price bid for excavation. Include excavation above this in the unit price bid for class of concrete specified in the Plans.

STRUCTURAL STEEL

Layout dimensions and standard lengths of beams shown dimensions which must be increased when bridge is on g

When holes are placed in webs to accommodate falsework strength bolts in the holes after falsework is removed

Notify the Department of the name and address of the F structural steel as soon as the Fabricator has been gi fabricate so that the inspection procedure can be set

Do not field or shop weld erection hardware to the str

Make all bolted connections with $\frac{7}{8}$ " dia. ASTM F3125, otherwise indicated.

Generally, holes for $\binom{7}{8}$ dia. bolts shall be $\binom{1}{16}$ dia. straight girder spans, oversized holes, 3₁₆" larger th be used in diaphragms and/or crossframes and their con plates provided hardened washers are installed over ov in the outer ply of the material gripped. Hardened wash under DTIs on oversized holes. In every case install washer under the element turned for each bolt of a bo Indicate on the Shop Plans which holes are to be overs hardened washers are required. No additionalpayment costs associated with the use of oversize holes and fu hardened washers as necessary.

PAINT FOR STRUCTURAL STEEL

Paint structural steel in accordance with Section 710 Specifications.

BEARING ASSEMBLIES

If bearing assemblies support weathering steel beams c bearing assembly components from weathering steel and NS2 Paint System. Galvanize all other bearing assembl with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as app

After the required field welding of painted bearing as repair the weld areas and/or any damaged areas to the with Subsection 710.4.2 of the Standard Specifications field welding of galvanized bearing assemblies, field areas and/or damaged areas of the galvanized coating ASTM A 780.

Include all cost of furnishing and installing steel be components in the lump sum price bid for structural st for structural steel is included in the project. Othe cost in the unit price bid for prestressed beams.

ANCHOR BOLTS

Galvanize all components of anchor bolt assemblies in AASHTO M 232 or ASTM F 2329 as applicable. The weight assemblies is included in the bent quantities for rein Include all costs of furnishing and installing anchor in the unit price bid for reinforcing steel.

ORIENTATION IN RELATION TO STAT Left and right sides, where referred to in these plans to direction of stationing.

FINAL FINISH OF EXPOSED CONCRETE

Apply the final surface finish on the bridge(s) only t checked and designated bridge areas:

- 🖂 A) Entire surface of all barrier rails, parap approach slab curbs, concrete utility supp and wing walls; outside vertical edge of b deck slabs and sidewalks.
- 🖂 B) Outside face of exterior prestressed girde
- 🖂 C) Entire surface of designated substructure except top of bent caps and piers.

🛛 All Units 🗌 D

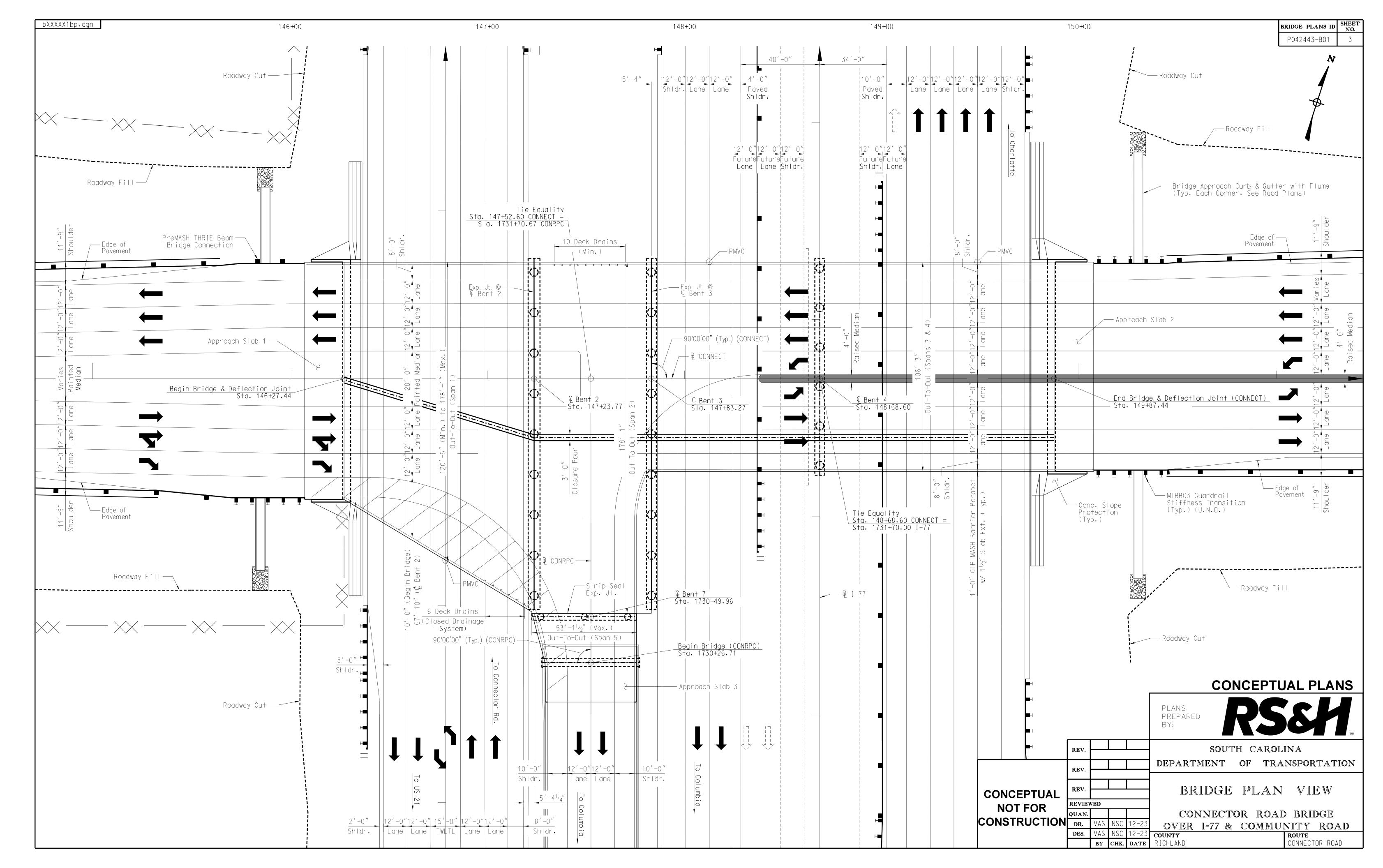
□ D) No final surface finish required.

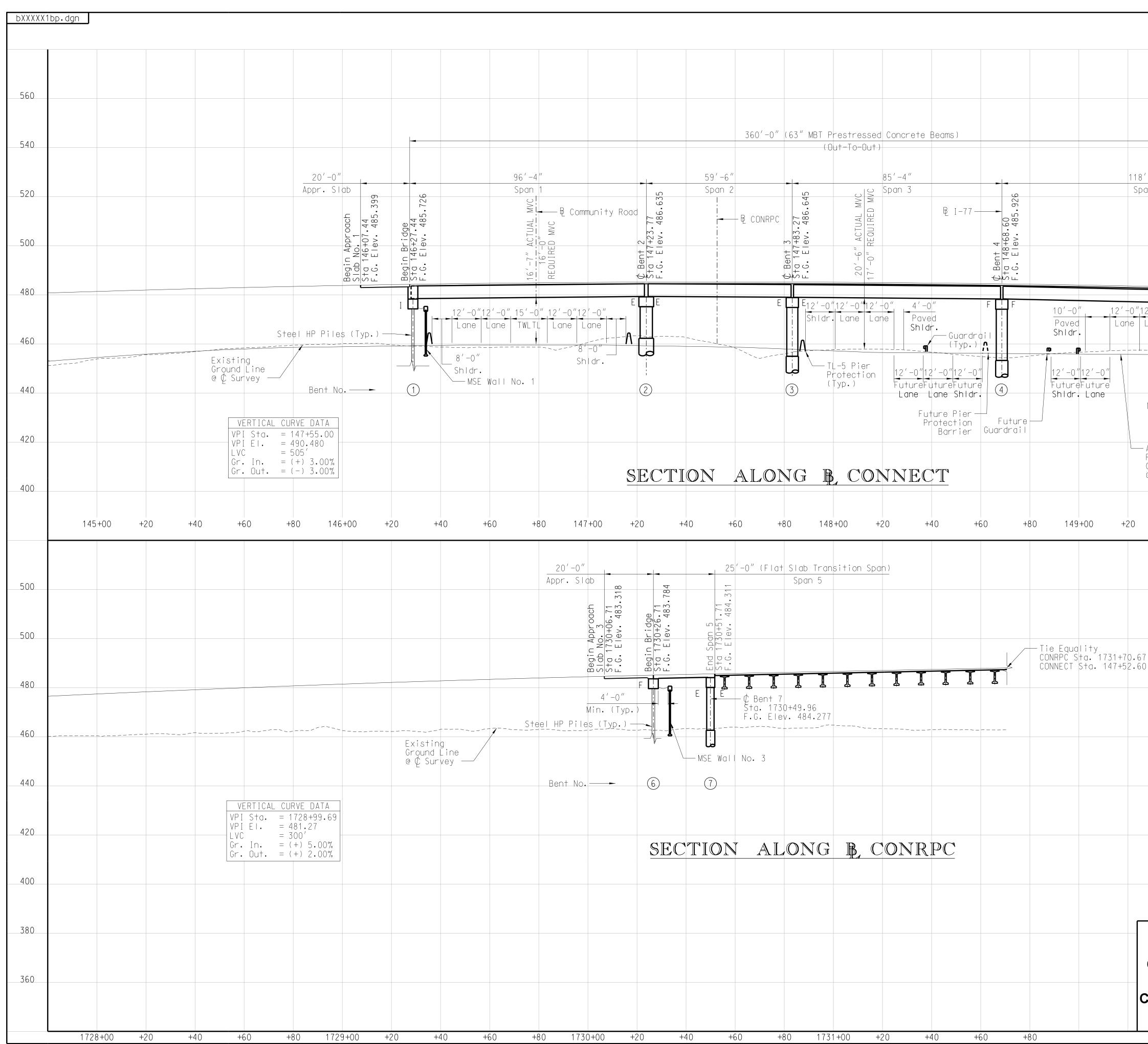
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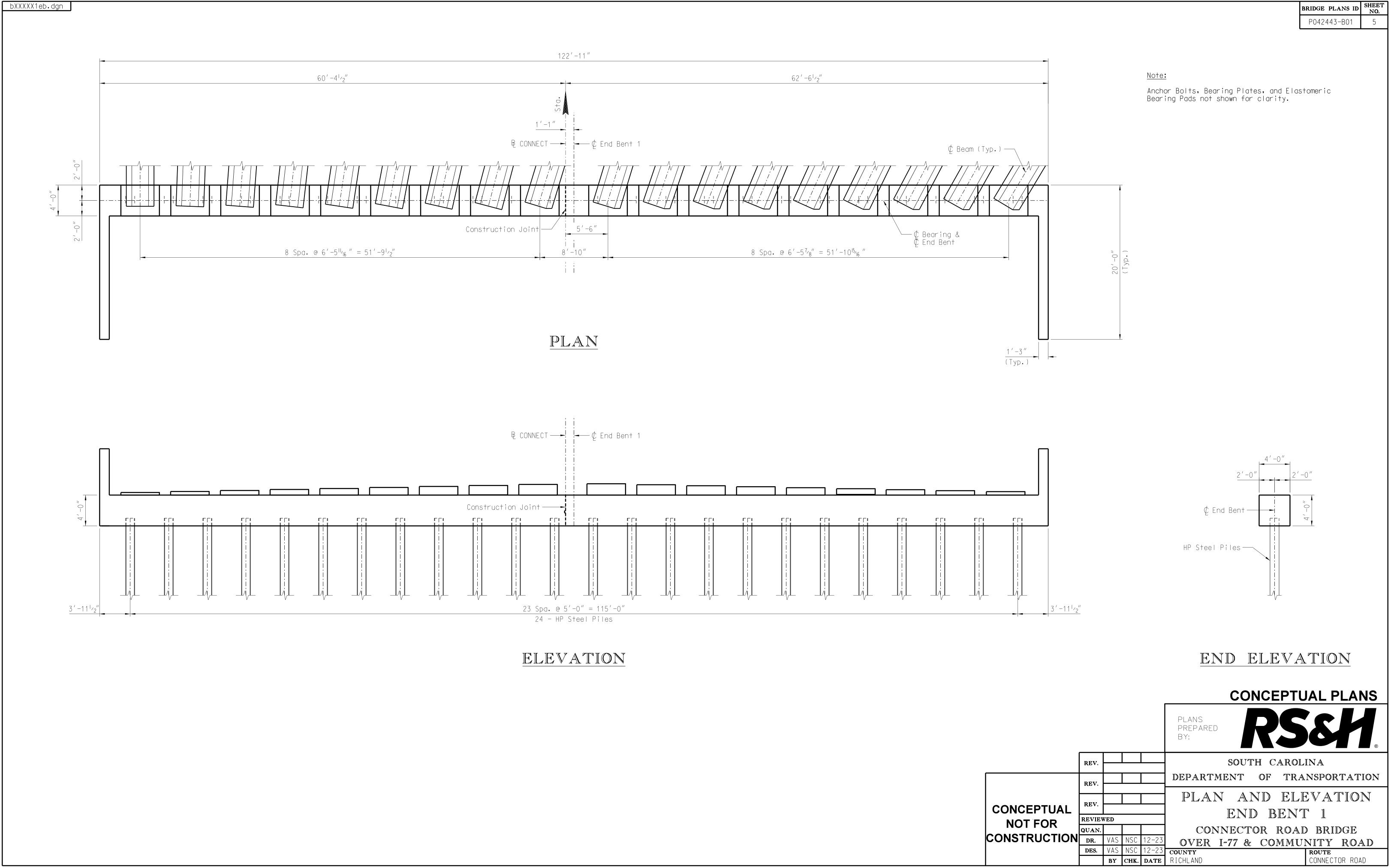
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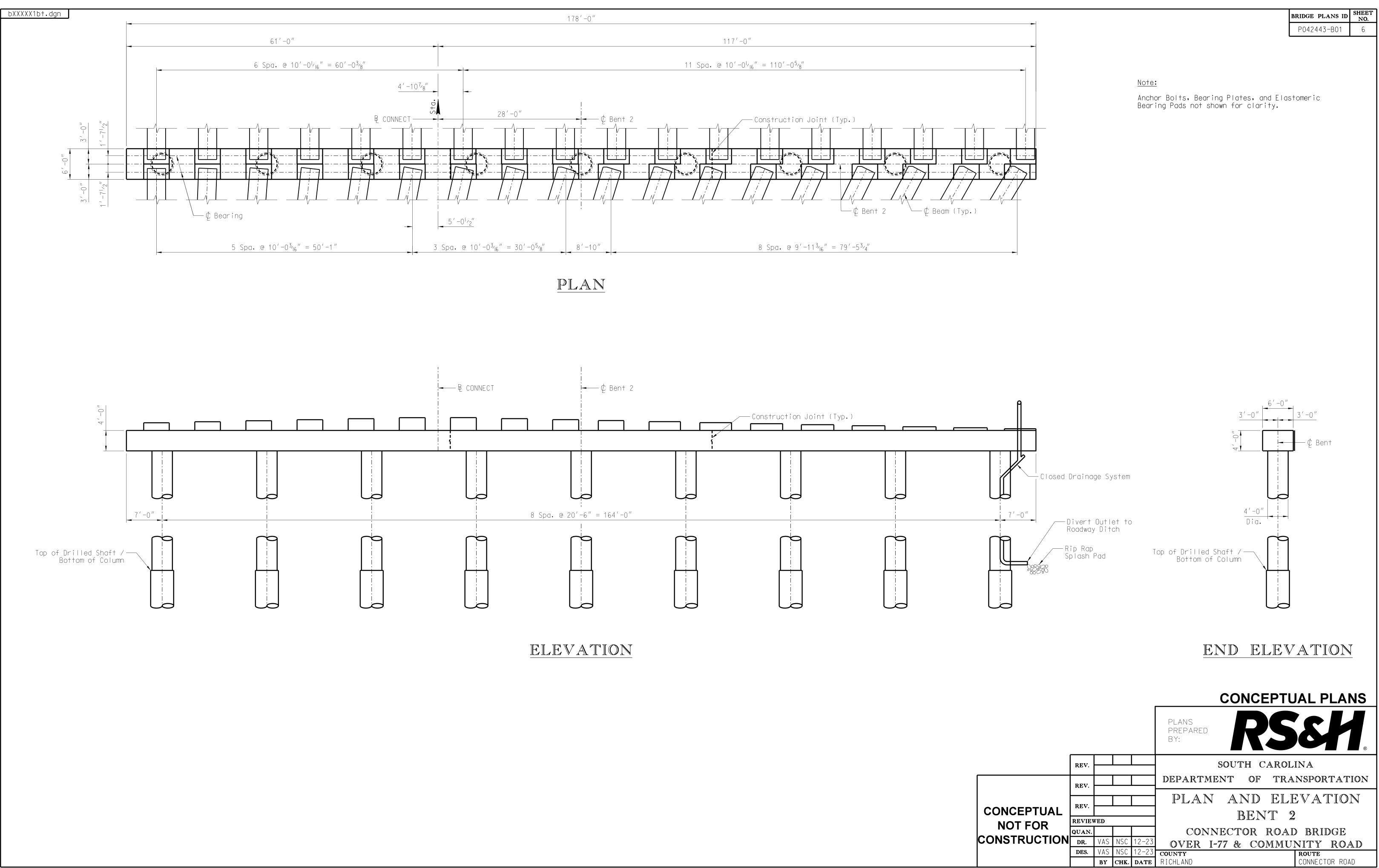




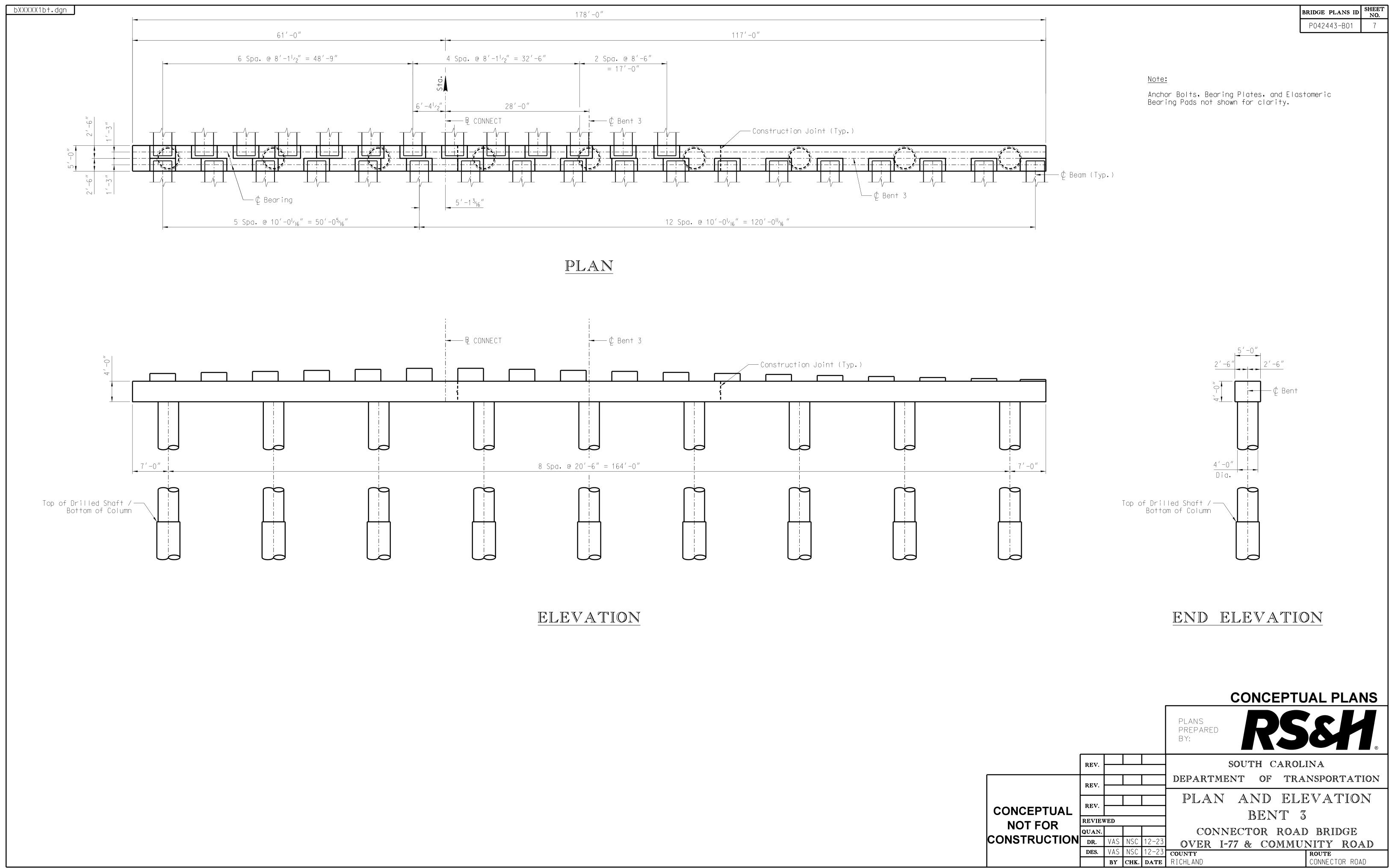
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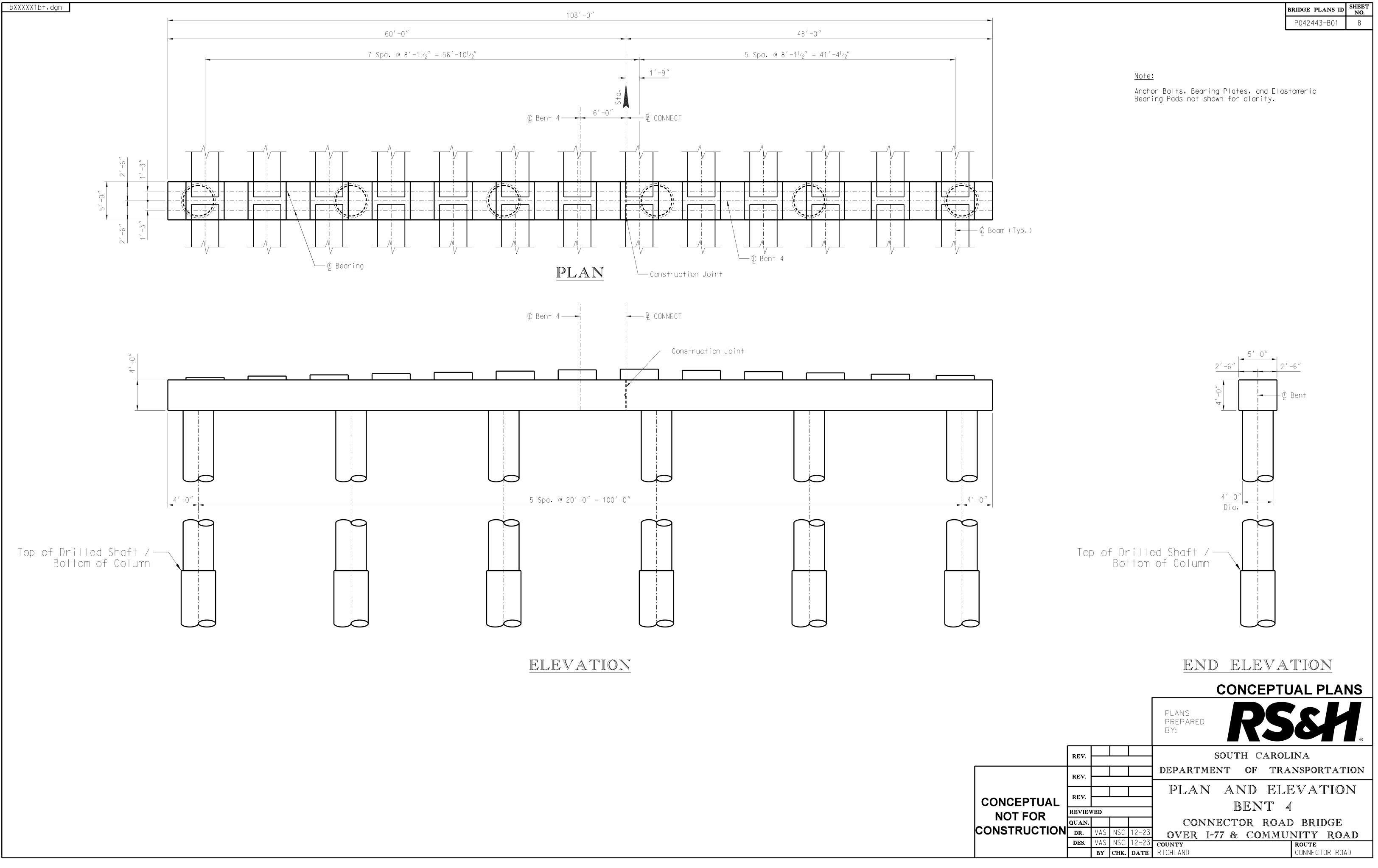
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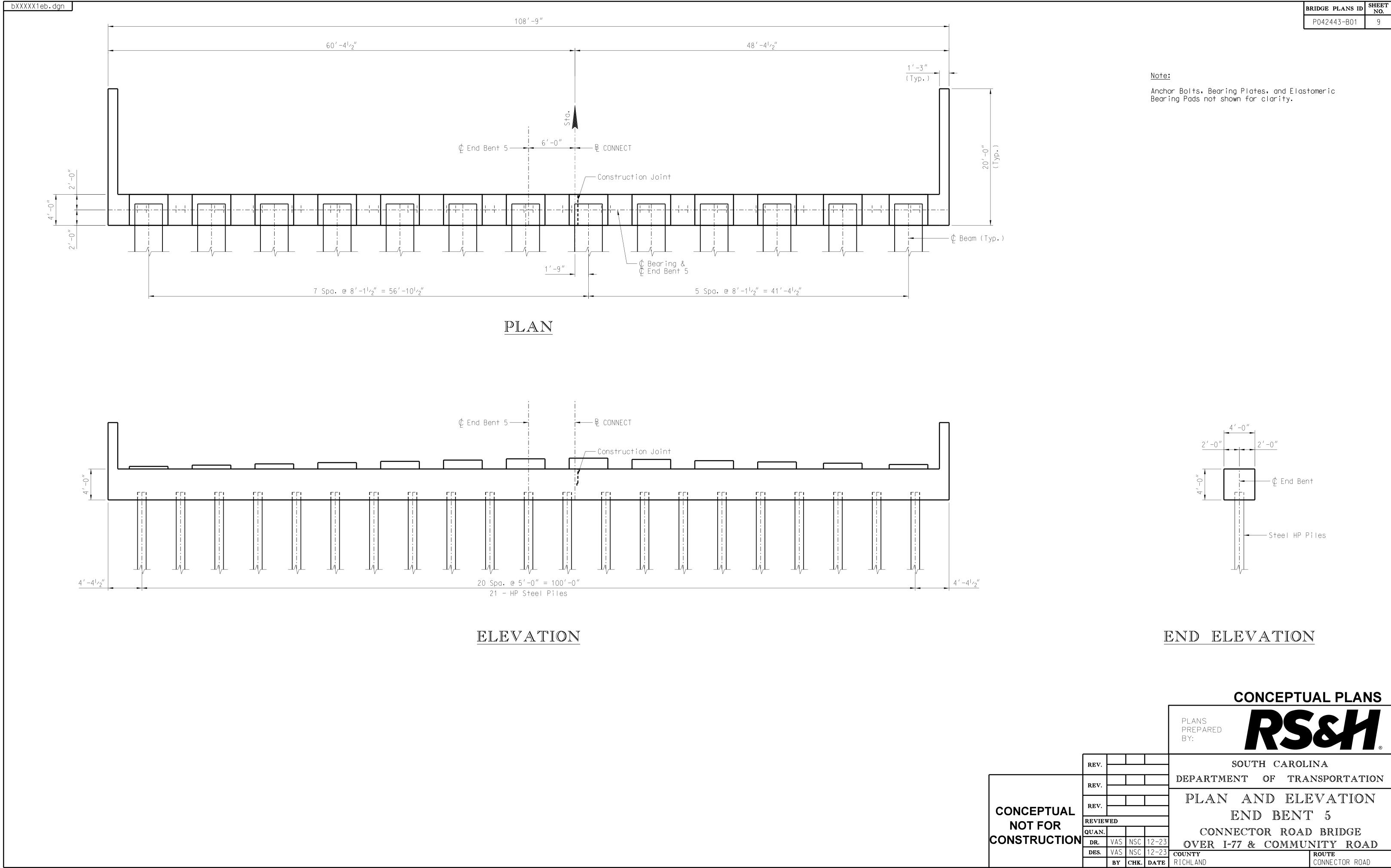




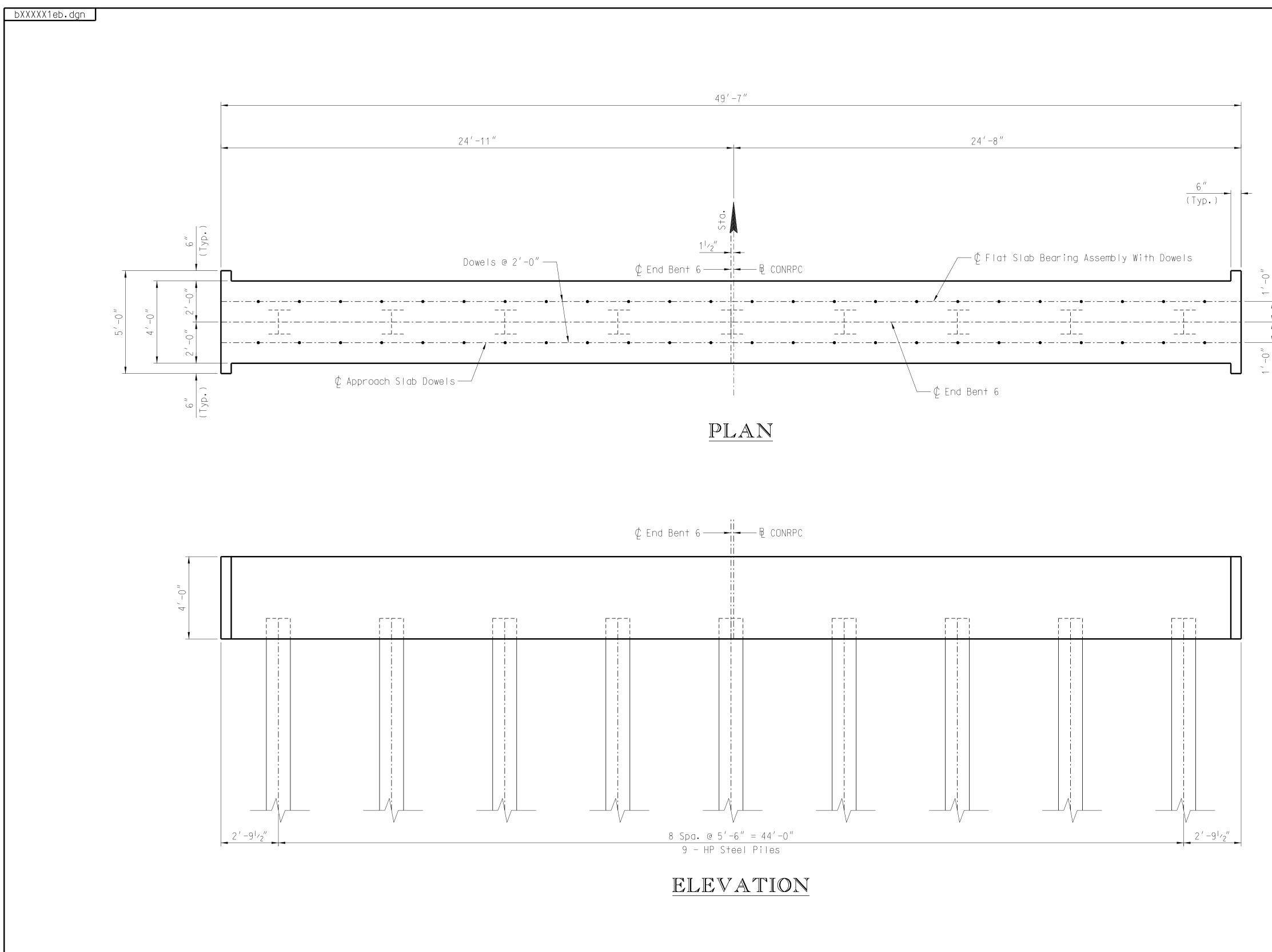
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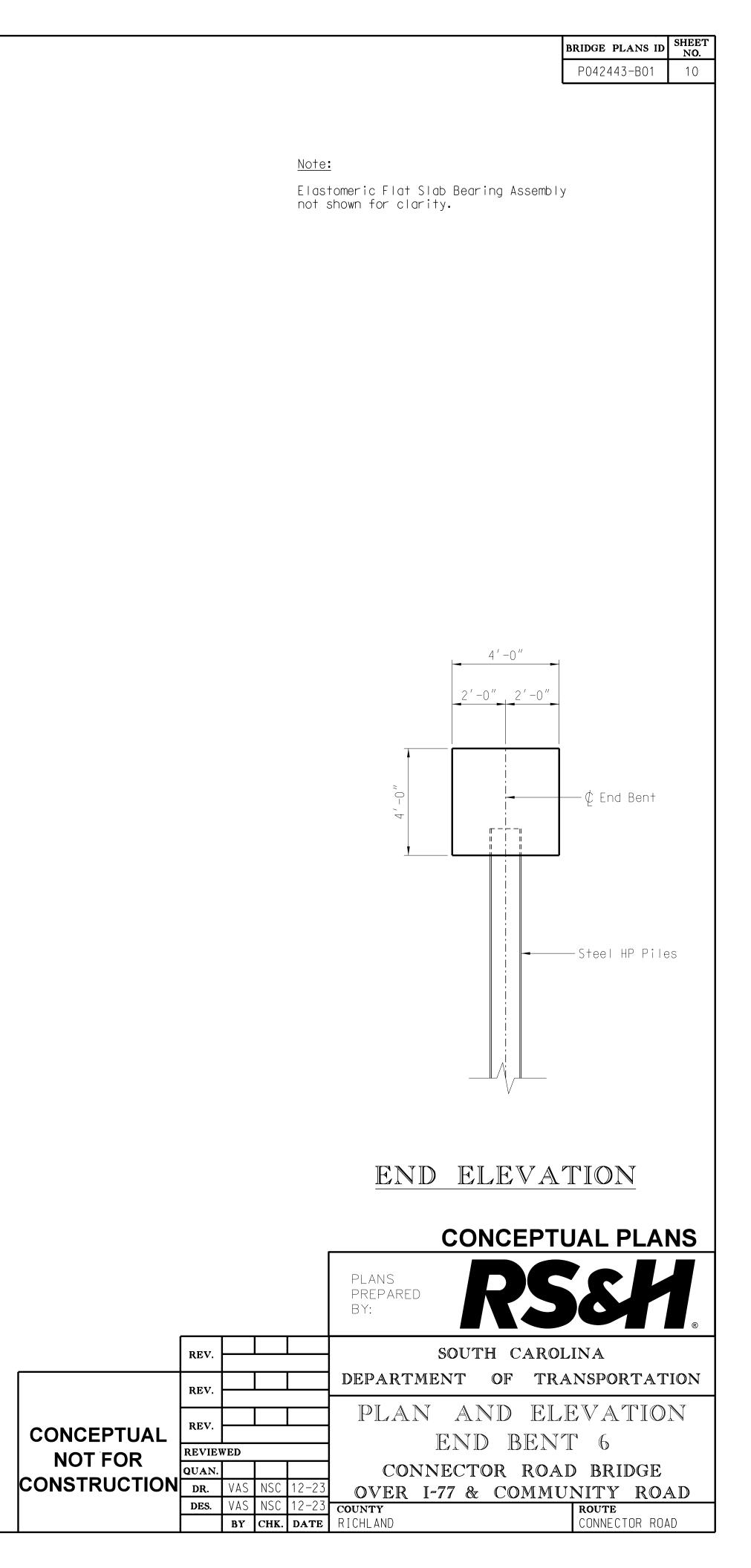


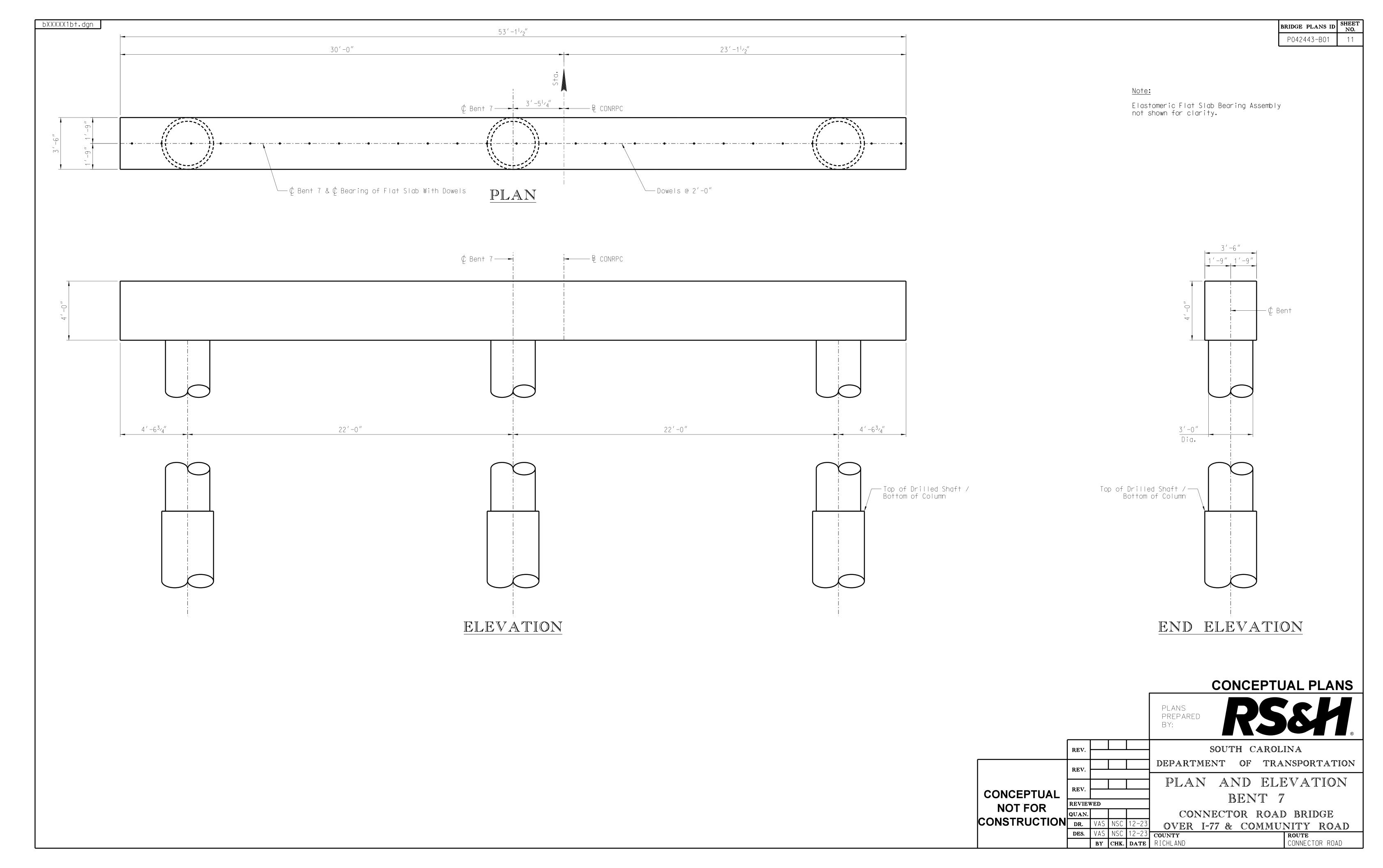


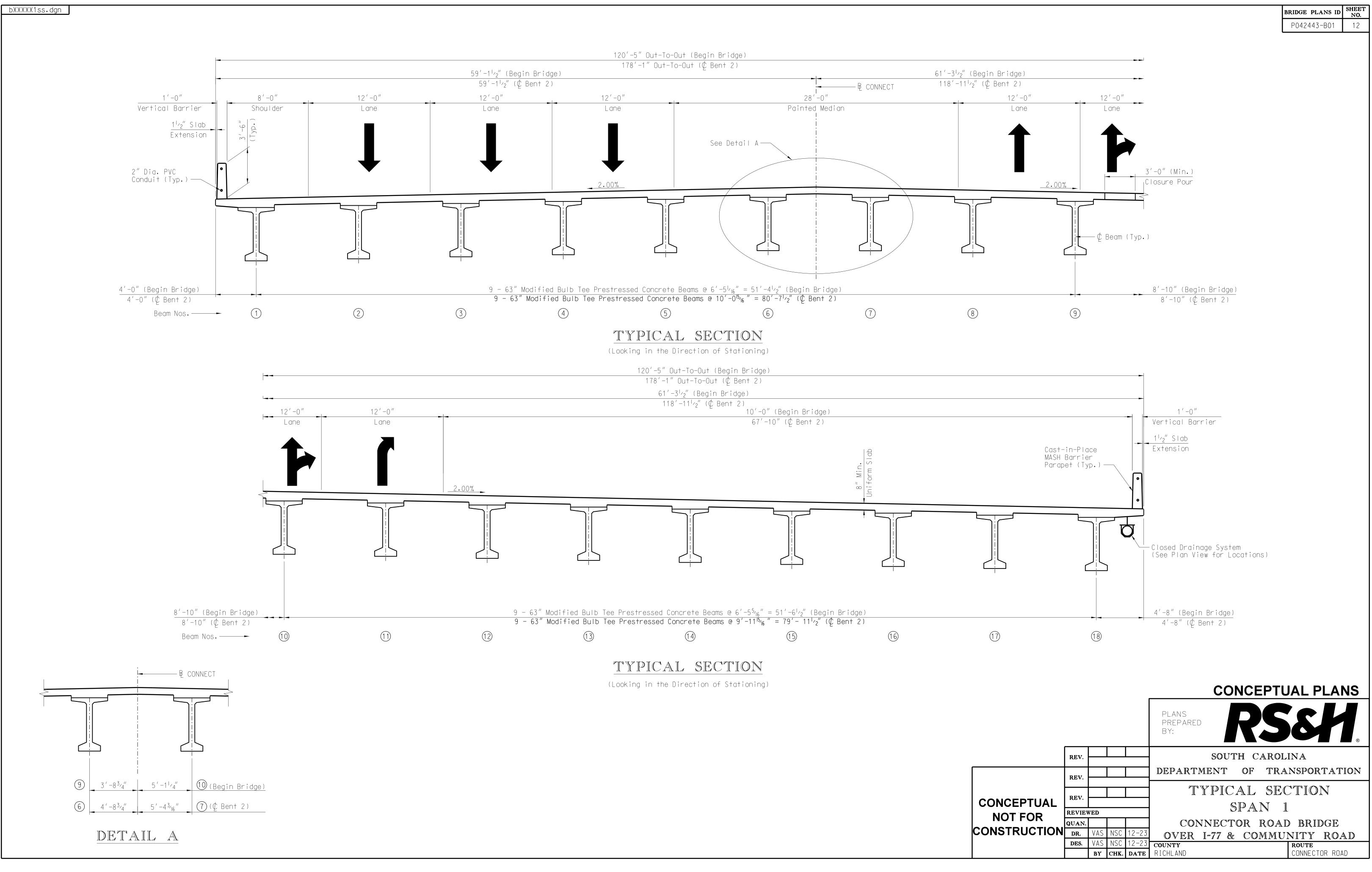
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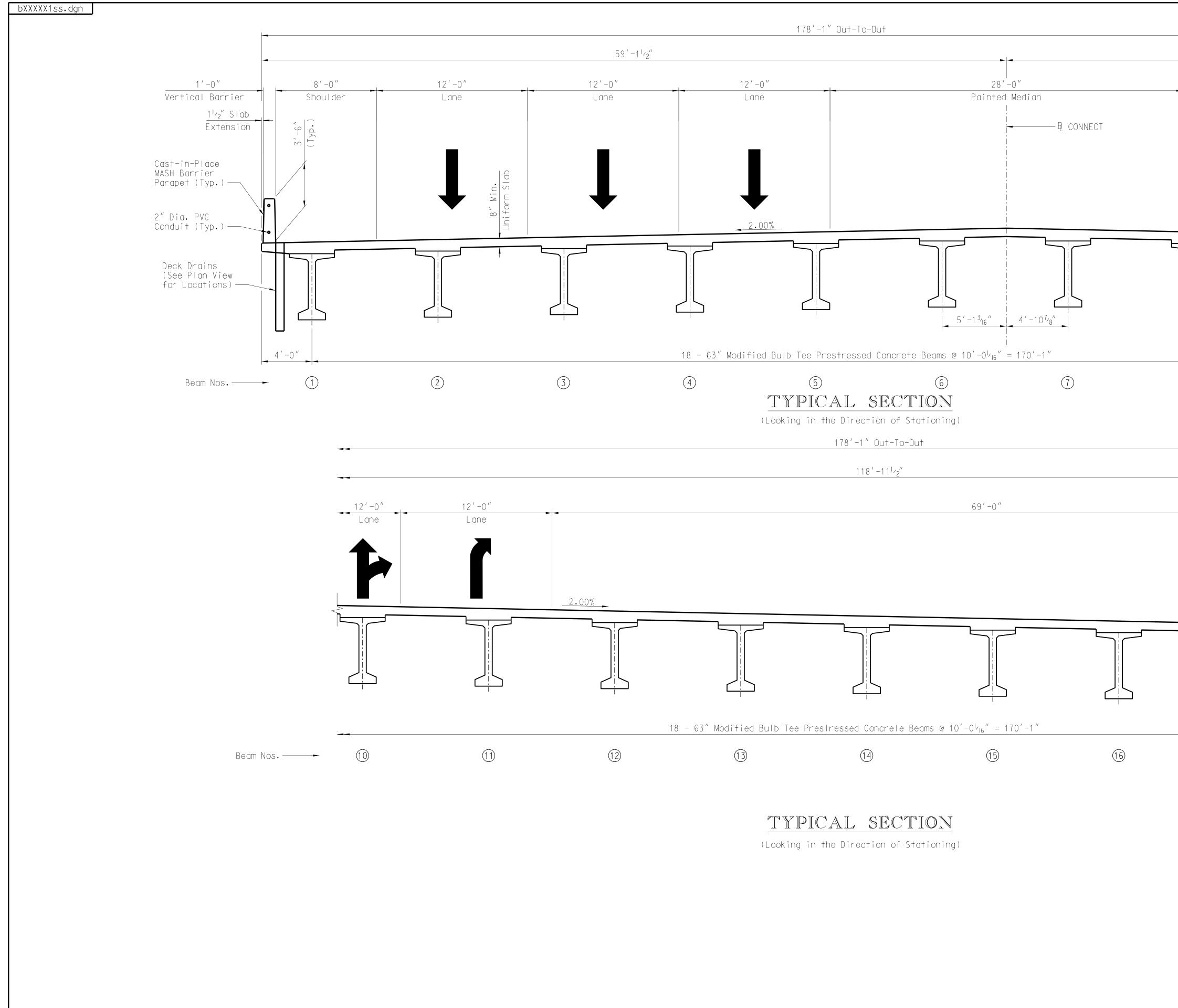




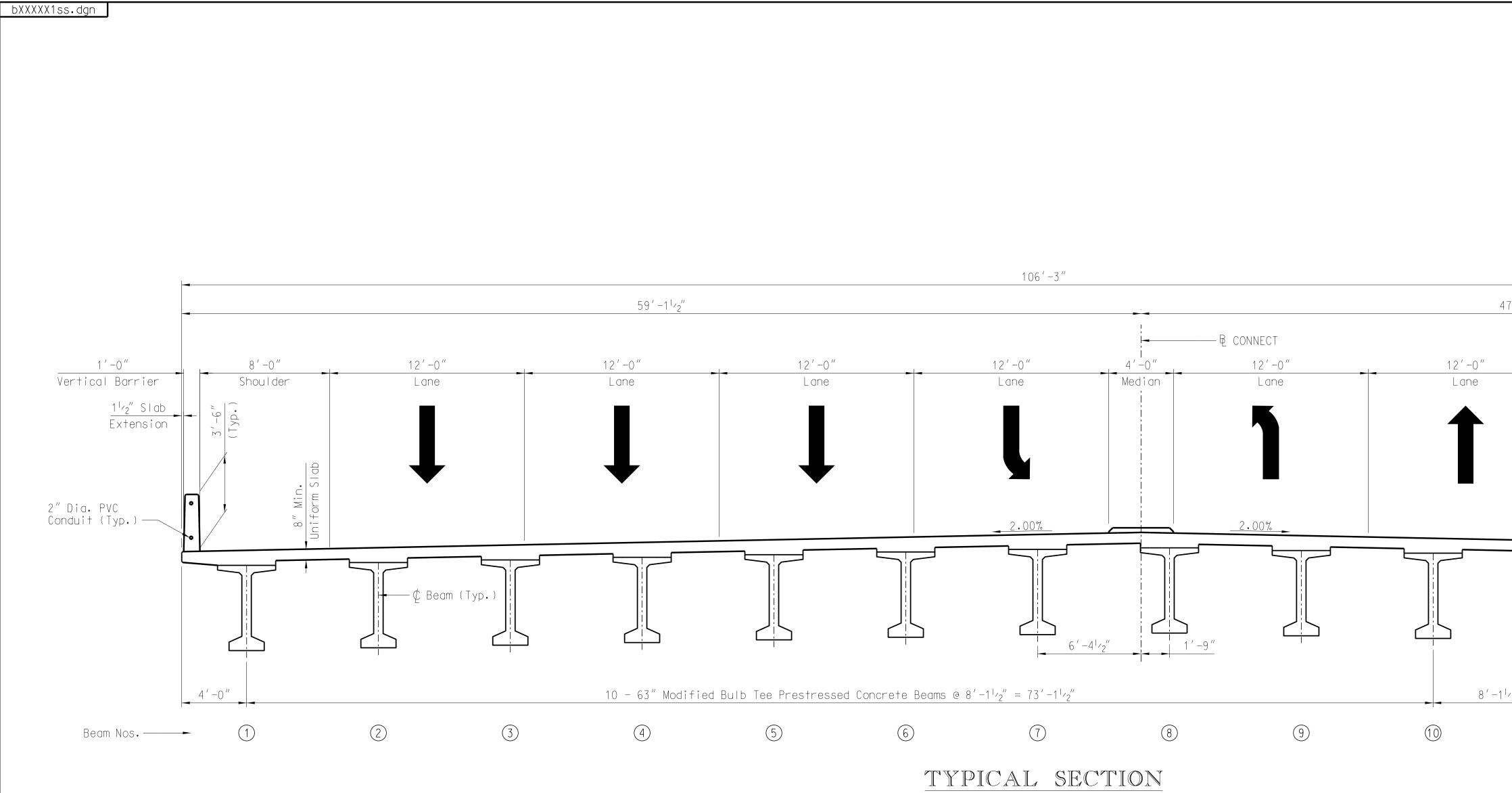








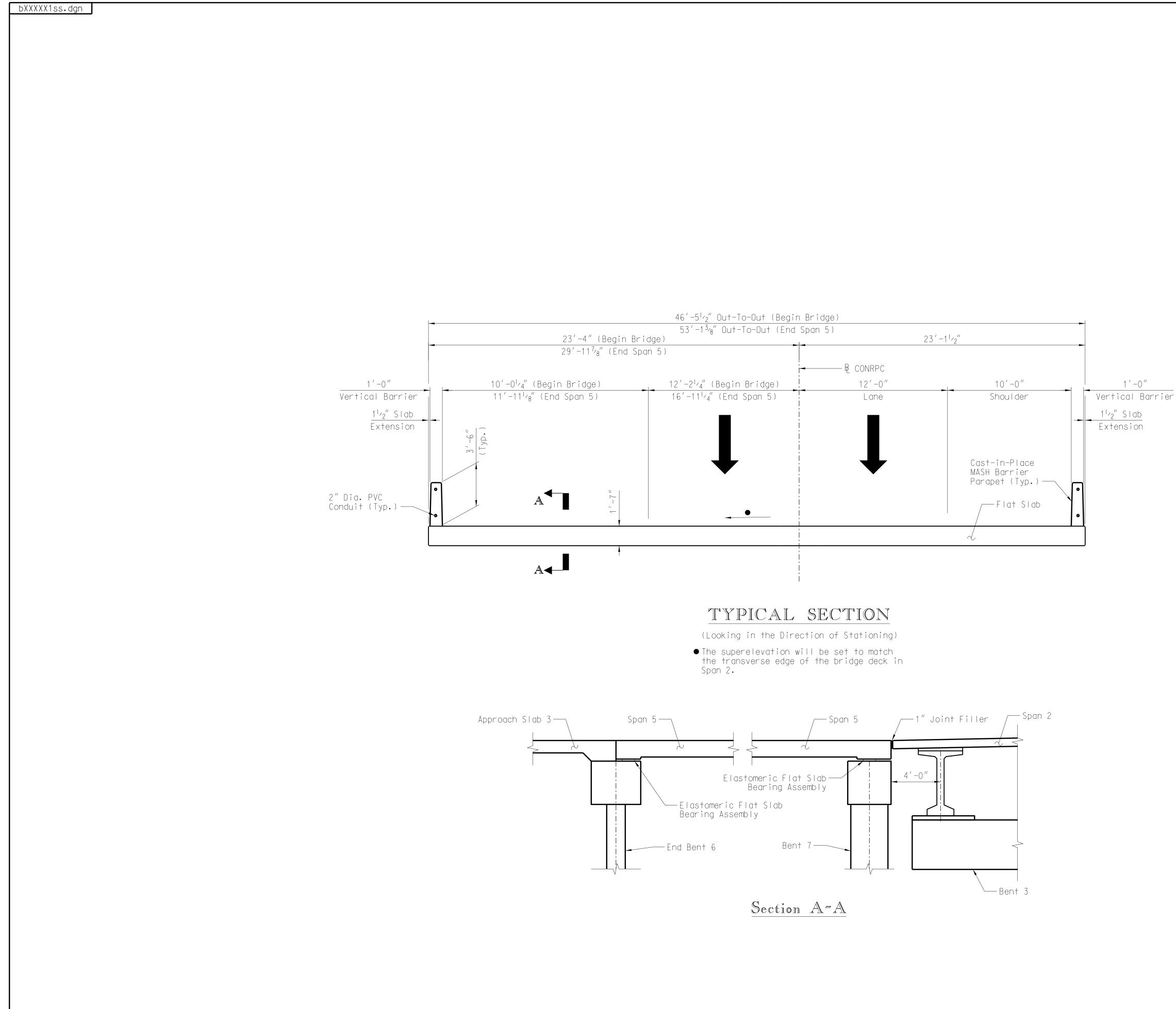
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	CONNECTOR ROAD BRIDGE
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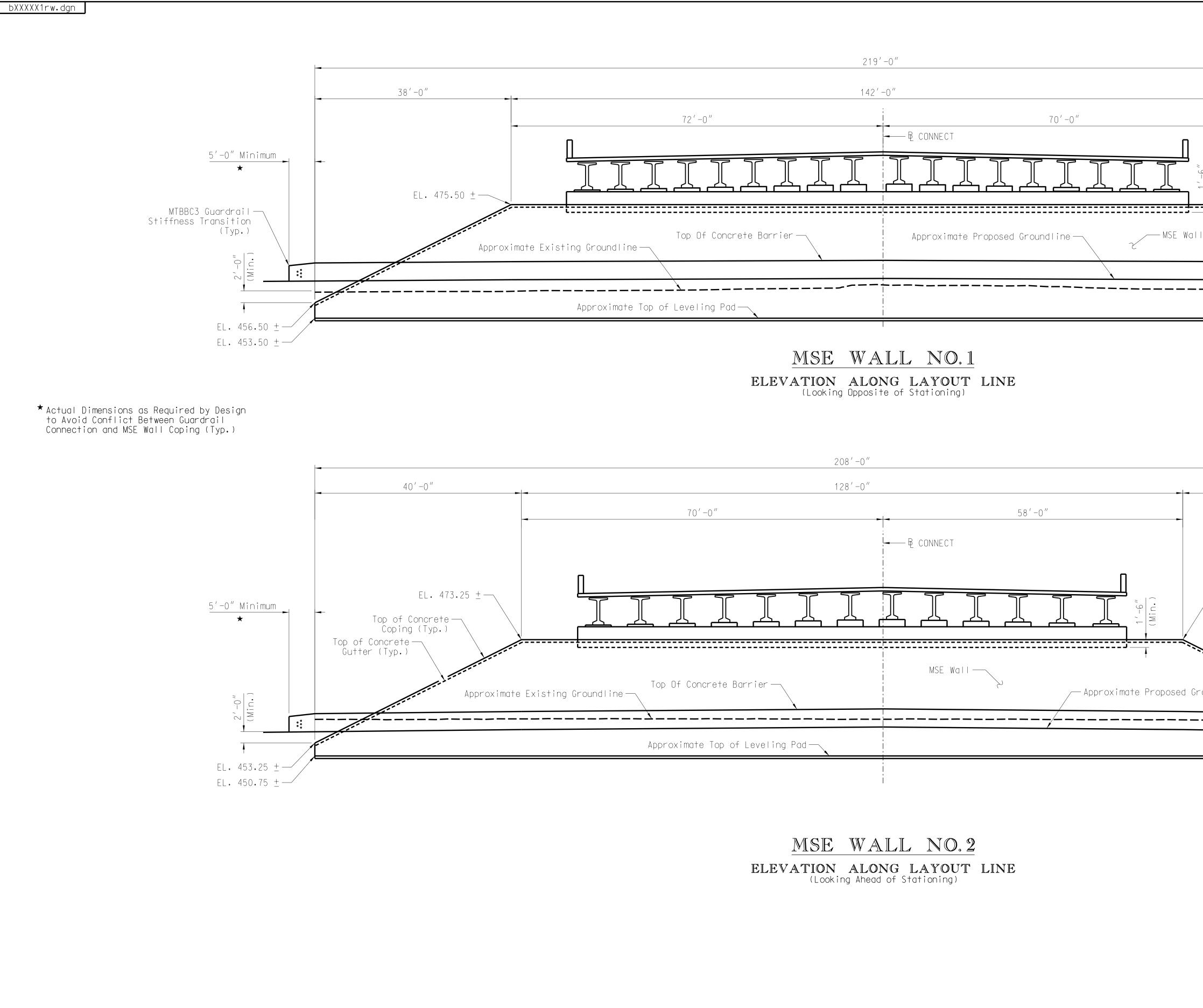
<u>NOTE:</u> Steel Intermediate Diaphragm Not Shown,

(Looking in the Direction of Stationing)

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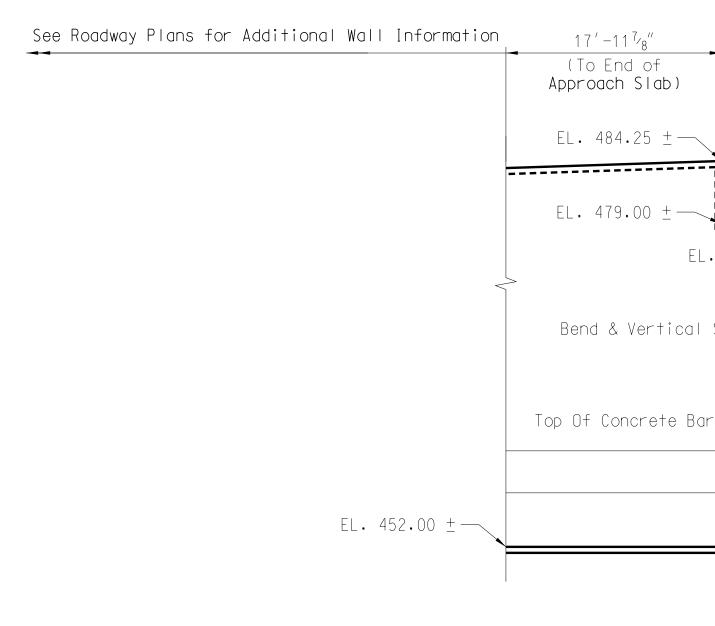


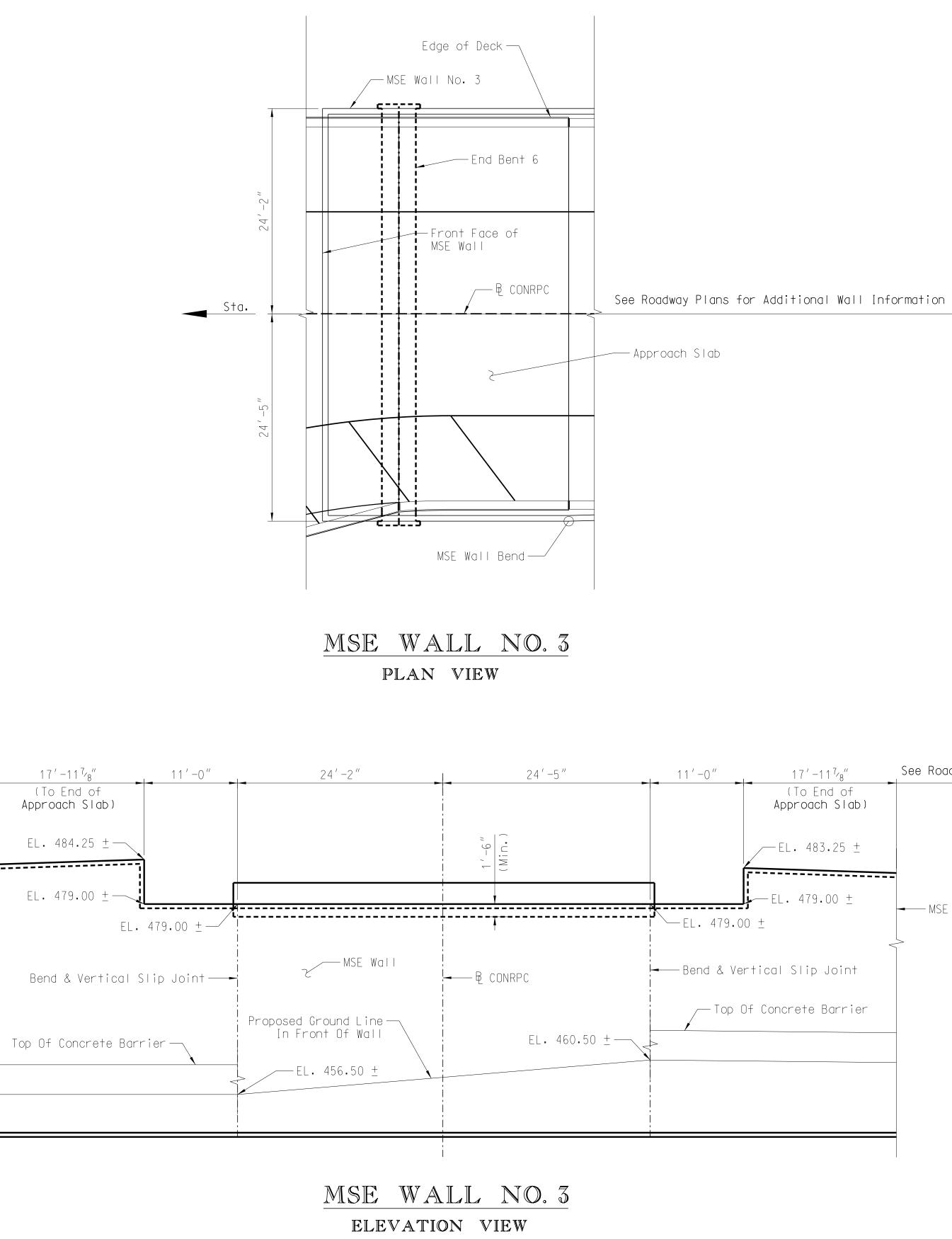
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(Looking Opposite of Stationing)

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OR ROAD

SHEET NO.

17

BRIDGE PLANS ID

P042443-B01

-----MSE Wall Bend

See Roadway Plans for Additional Wall Information ----

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INDEX OF SHEETS

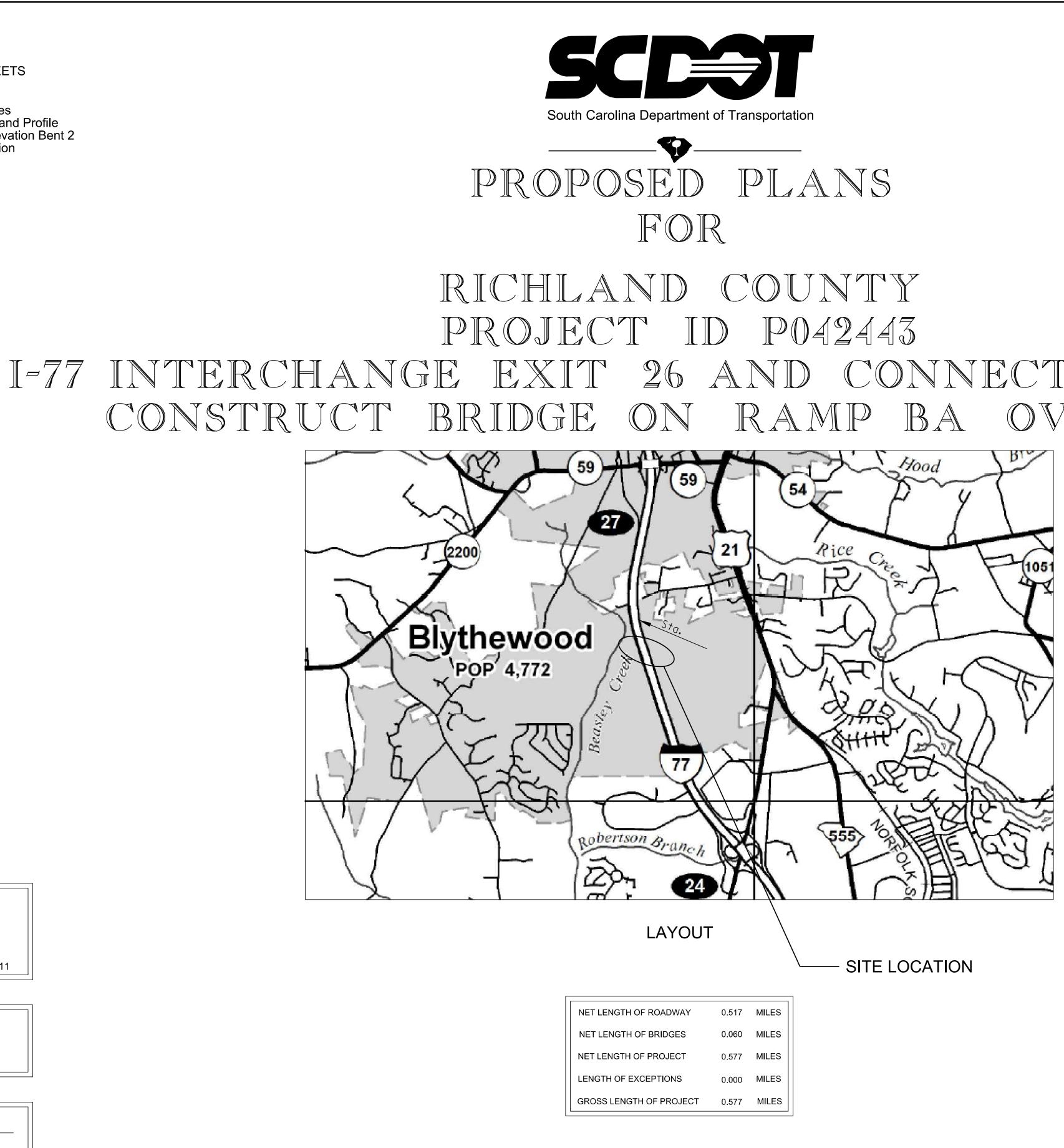
- Title Sheet
 General Notes
 Bridge Plan and Profile
 Plan and Elevation Bent 2
 Typical Section
 MSE Walls

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA CALL 811 SOUTH CAROLINA 811 (SC811) WWW.SC811.COM ALL UTILITIES MAY NOT BE A MEMBER OF SC811

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NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.

PLANS PREPARED BY:



P042443-B03
N ROADS R I=77

FOR CONSTRUCTION

DATE

MATERIAL & WORKMANSHIP

Provide all material and workmanship in accordance with the South Carolina Department of Transportation 2007 Standard Specifications for Highway Construction, unless otherwise specified on the Plans or in the Special Provisions.

COORDINATION OF PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS

Generally, in case of discrepancy, this General Notes sheet governs over the Standard Specifications but the remainder of the plans govern over notes on this sheet and Special Provisions govern over all. See Subsection 105.4 of the Standard Specifications.

WATER ELEVATIONS

The water elevations shown in the plans are for information only and the actual water elevation during construction may vary depending on weather conditions and seasonal fluctuations.

COMPLETION DATES

On inside face of right side barrier parapet/railing at beginning of bridge and on left side barrier parapet/railing at end of bridge, place year of completion adjacent to guardrail attachment. Place this completion date so that it will not be covered by the guardrail connector when it is installed. Recess numbers in the concrete using numbers fabricated from reusable/durable material that is approved by the RCE. Provide numbers in accordance with SCDOT Standard Drawing No. 702-305-00.

REINFORCING STEEL

Fabricate reinforcing bars as noted on Reinforcing Bending Details sheet. Do not use lap splices in column and shaft reinforcing steel.

PRESTRESSED CONCRETE BEAMS

Beam lengths given are based on horizontal span only. Increase lengths to correct for concrete shrinkage, concrete shortening when the strands are cut, and for beams being on a grade.

All overhang brackets in the top flange of exterior beams shall be galvanized in accordance with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as appropriate and shall be detailed accordingly in the shop plans.

CONCRETE

Provide the class of concrete as noted in the contract documents. For cast-in-place structural elements, use Class 4000 concrete where the class of concrete is not specified in the contract documents.

When holes are cast in beams to accommodate falsework, fill the holes with a non-shrink structural grout suitable for overhead repairs after falsework is removed.

After erection of the beams and prior to the erection of the deck slab falsework, measure beam cambers. Compare the measured beam cambers to the values shown on the Plans to aid in determining if field adjustments are needed. Submit beam camber measurements and any proposed field adjustments to the RCE for approval. All cost of performing this work is considered incidental to the Contract and no additional compensation is allowed for the performance of this work.

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The minimum acceptable concrete cover for reinforcing steel is $\frac{1}{2}$ " less than the plan dimensions when required by reinforcing bar fabrication tolerances.

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For bridge stage construction projects, grind and texture the bridge decks as necessary near the stage longitudinal construction joints in order to meet the longitudinal and transverse rideability and rolling straightedge requirements of the Contract.

Prior to casting any closure pour, grinding, or texturing, make profile line surveys (2 to 6 as determined by the RCE) of each stage of the bridge decks. Make one of these profile line surveys for each stage along the edge of the deck adjacent to the closure pour. Compare the surveys within each stage and compare the surveys of each stage to surveys of the adjacent stage to aid in determining the amount of grinding and texturing needed to meet the rideability and rolling straightedge requirements. Submit all grinding and texturing procedures, plotted survey profiles, and proposed grinding depths to the RCE for approval. Maintain a final cover of 2"minimum over the bridge deck reinforcing steel.

Follow the above procedures for all stages of the work. For all surveys performed on the same bridge, use identical stations for survey shots in order to facilitate survey comparisons. All costs for performing, evaluating, and submitting the surveys are considered incidental to the Contract and no additional compensation is allowed for the performance of this work.

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In setting falsework for reinforced concrete spans, make an allowance for the deflection of the falsework, for any settlement of the falsework, for the instantaneous dead load deflection of the span, and for the long-time dead load deflection of the span such that on removal of the falsework the top of the structure shall conform to theoretical finished grade plus the allowance for long-time deflection.

For instantaneous and long-time dead load deflection, use a camber of $\frac{1}{8}$ for concrete flat slab spans 22 feet in length, ${}^{3}_{16}$ " for concrete flat slab spans 30 feet in length, and ${}^{3}_{8}$ " for concrete flat slab spans 40 feet in length, unless otherwise directed by the RCE. Adjust these cambers as necessary to allow for falsework deflection, falsework settlement, and vertical curve ordinates.

PERMANENT STEEL BRIDGE DECK FORMS

Permanent stay-in-place steel bridge deck forms for concrete deck slabs may be used at the Contractor's option.

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Where prestressed concrete piles are to be driven through fill, install piles in pre-bored holes extending to the original ground. For square prestressed concrete piles, bore holes having a minimum diameter of 1.25 times the nominal pile size. Include all cost of pre-boring fills for pile installation in the unit price bid for the piles.

EXCAVATION FOR END BENTS

Include all cost of excavation necessary to construct end bents and to remove material under superstructure to an elevation twelve inches below tops of end bent caps, in the unit price bid for class of concrete specified in the Plans.

ALLOWANCE FOR DEAD LOAD DEFLECTION & SETTLEMENT

Notify the Department and the Fabricator of the beams if using this option so that shop plans can be properly detailed.

Where piles occur in fill, place fill before driving piles.

If a concrete footing is used for the end bent, the excavation below that included for the cap and berm in the above paragraph is paid for at the unit price bid for excavation. Include excavation above this in the unit price bid for class of concrete specified in the Plans.

STRUCTURAL STEEL

Layout dimensions and standard lengths of beams shown are horizontal dimensions which must be increased when bridge is on grade.

When holes are placed in webs to accommodate falsework, i strength bolts in the holes after falsework is removed.

Notify the Department of the name and address of the Fabr structural steel as soon as the Fabricator has been given fabricate so that the inspection procedure can be set up.

Do not field or shop weld erection hardware to the structu

Make all bolted connections with $\frac{7}{8}$ " dia. ASTM F3125, Grad otherwise indicated.

Generally, holes for $\frac{1}{8}$ dia. bolts shall be $\frac{1}{16}$ dia. Ho straight girder spans, oversized holes, ⁵/16" larger than be used in diaphragms and/or crossframes and their connec plates provided hardened washers are installed over overs in the outer ply of the material gripped. Hardened washers under DTIs on oversized holes. In every case install a h washer under the element turned for each bolt of a bolted Indicate on the Shop Plans which holes are to be oversize hardened washers are required. No additionalpayment is m costs associated with the use of oversize holes and furni hardened washers as necessary.

PAINT FOR STRUCTURAL STEEL

Paint structural steel in accordance with Section 710 of Specifications.

BEARING ASSEMBLIES

If bearing assemblies support weathering steel beams or a bearing assembly components from weathering steel and pair NS2 Paint System. Galvanize all other bearing assemblies with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as applied

After the required field welding of painted bearing assem repair the weld areas and/or any damaged areas to the pai with Subsection 710.4.2 of the Standard Specifications. field welding of galvanized bearing assemblies, field repo areas and/or damaged areas of the galvanized coating in ac ASTM A 780.

Include all cost of furnishing and installing steel bearing components in the lump sum price bid for structural steel for structural steel is included in the project. Otherwis cost in the unit price bid for prestressed beams.

ANCHOR BOLTS

Galvanize all components of anchor bolt assemblies in acc AASHTO M 232 or ASTM F 2329 as applicable. The weight of assemblies is included in the bent quantities for reinfor Include all costs of furnishing and installing anchor bol in the unit price bid for reinforcing steel.

ORIENTATION IN RELATION TO STATIC Left and right sides, where referred to in these plans, a to direction of stationing.

FINAL FINISH OF EXPOSED CONCRETE SU

Apply the final surface finish on the bridge(s) only to t checked and designated bridge areas:

- 🖂 A) Entire surface of all barrier rails, parapet approach slab curbs, concrete utility support and wing walls; outside vertical edge of bridg deck slabs and sidewalks.
- ΠB) Outside face of exterior prestressed girders.
- 🖂 C) Entire surface of designated substructure uniexcept top of bent caps and piers.

🛛 All Units 🗌 Desi

□ D) No final surface finish required.

nde.				• 11.
install high	ANSI/AASHTO/AWS D1.5 additions and revisi			
pricator of the en the contract to >.	DESIGN DATA Load and Resistance	Factor Design (LRF	D) Method	
ctural steel members.	Live Load: AAS	SHTO HL-93 Loading		
ade A325 bolts unless	The top ¹ ⁄4" of all co and is not included section properties.	oncrete slabs is co in the slab depth	onsidered as a wear used for the calcul	ing surface ation of
lowever,for n bolt dia, may ection size holes	All bolted connection prestressed concrete having Class "B" con	ons, except for ste e beams, are design ntact surfaces.	el diaphragm member ed as slip-critical	s used with connections
s are required hardened ed connection. ze and where	An extra dead load o this structure to ac			
made for the hishing additional	An extra dead load c of this structure as	s an allowance for	a future wearing su	ırface.
	Seismic Design is ir Design Specificatior the following parame	ns for Highway Brid	he 2008 SCDOT "Seis ges", Version 2.0,	smic with
the Standard	Seismic Design	Category: A		
	Analysis Method	: No Detailed Anal	ysis	
	Operational (Ic	ussification: II	-	
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	boorgit Accordic			
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r°aa aaamh lu		0.16 g		
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I	BY CHK. DATE		DRAWING NO. 7	

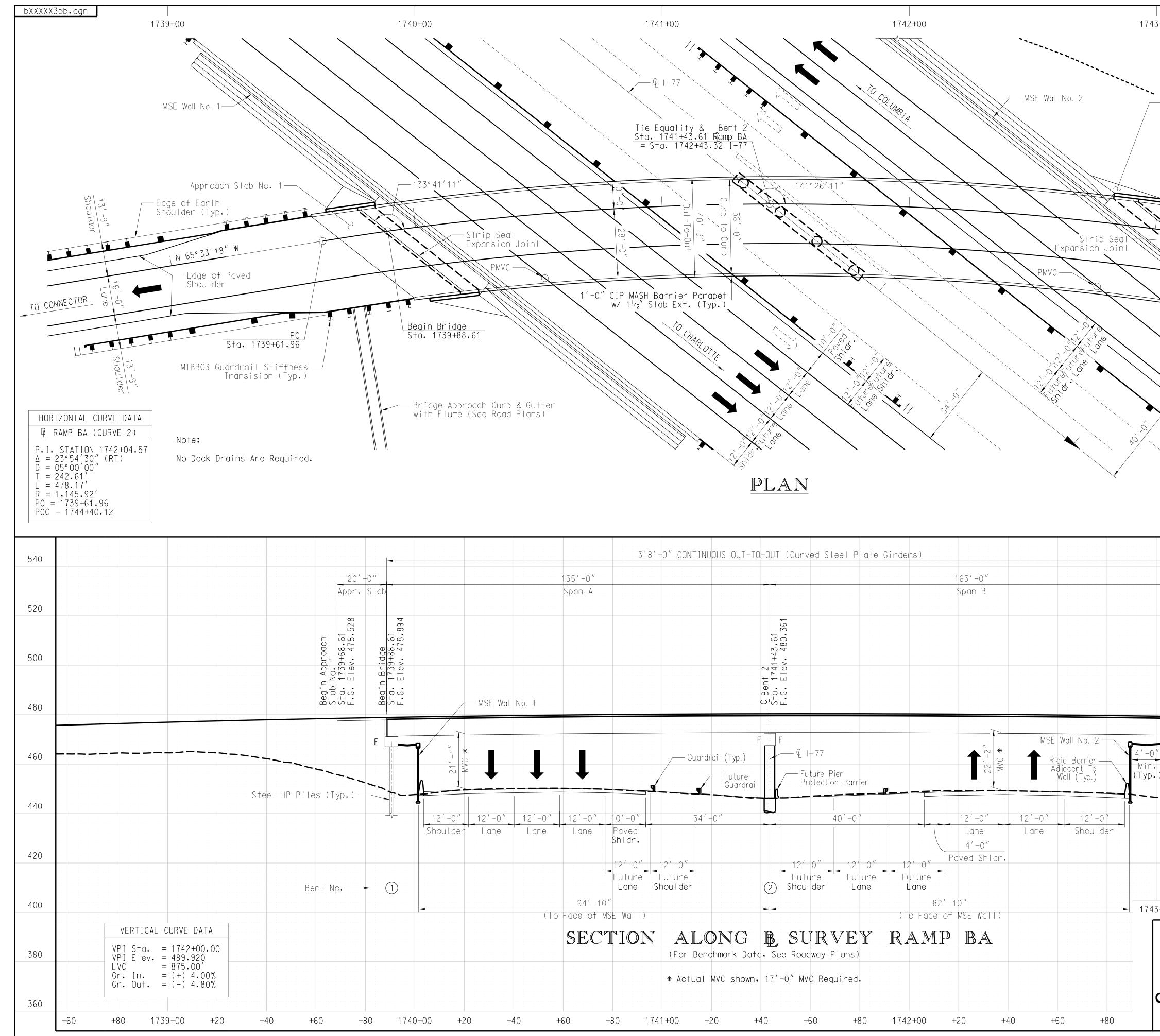
SPECIFICATIONS

AASHTO 2017 LRFD Bridge Design Specifications, 8th Edition.

SHEET NO.

BRIDGE PLANS ID

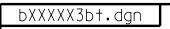
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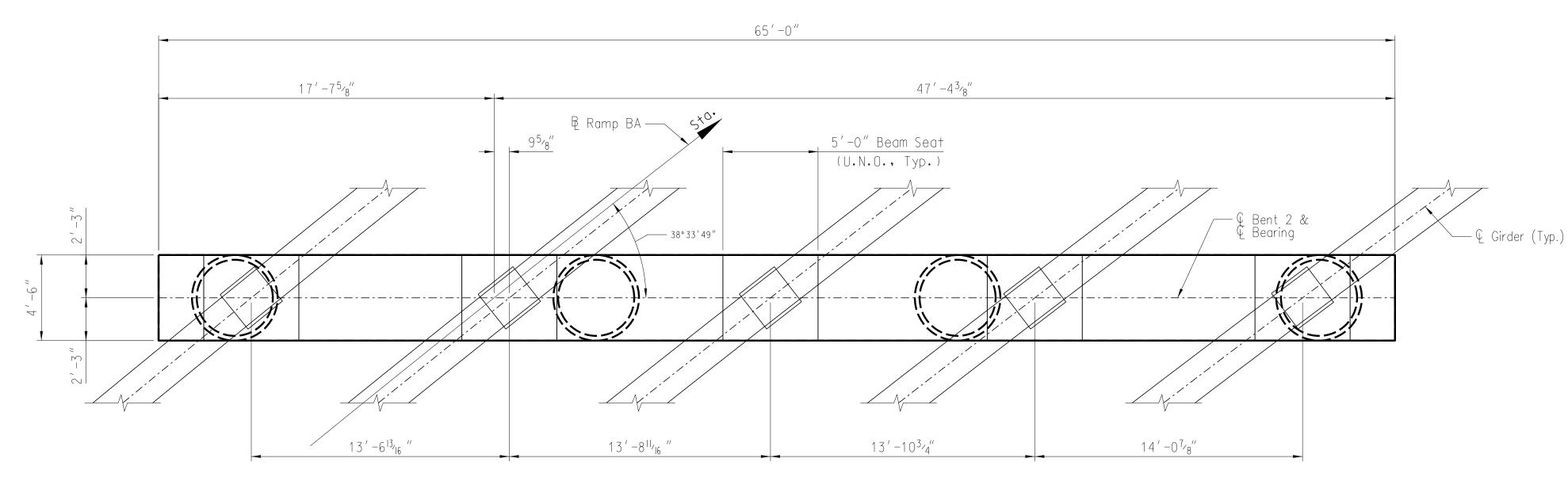


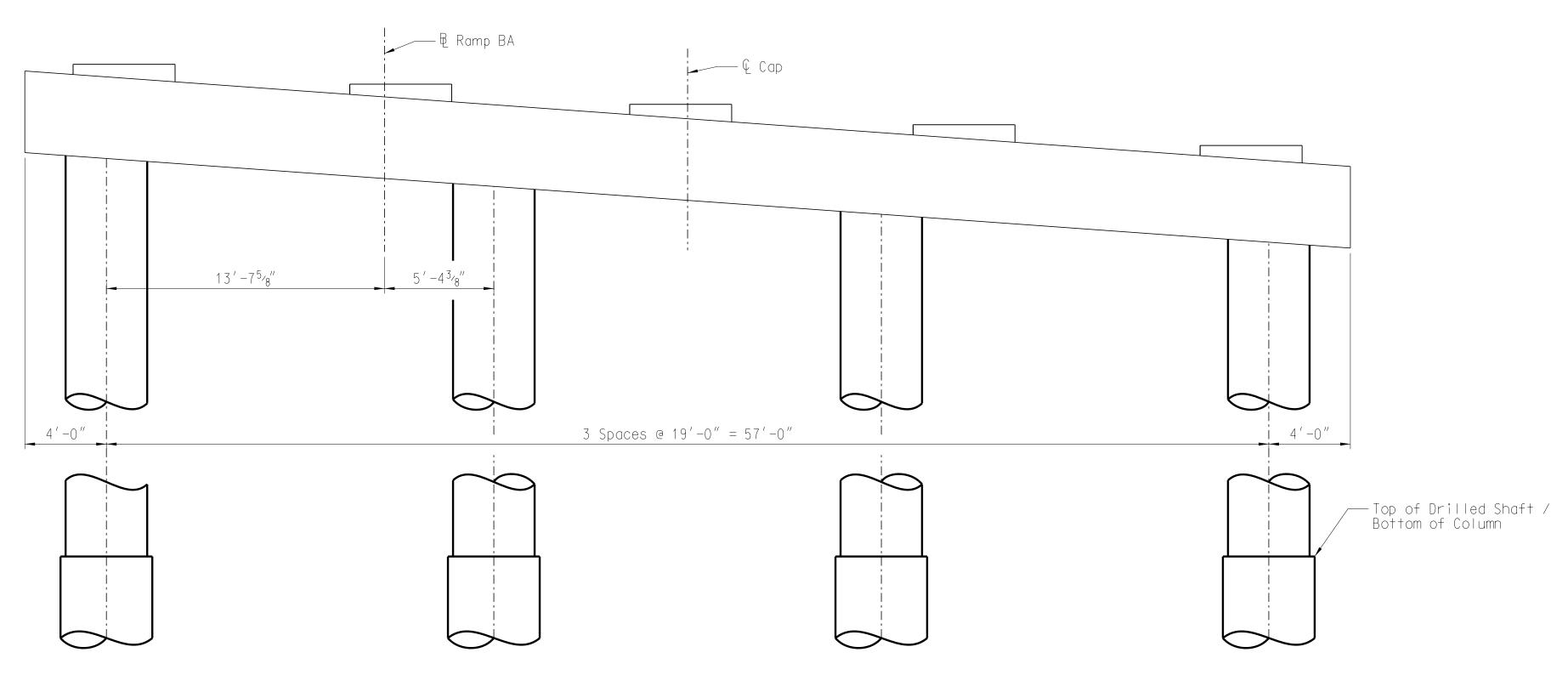
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<u>1'-0" CIP MASH Barrier Po</u> w/ 1 ¹ / ₂ " Slab Ext. (
							- Edge of Paved Shoulder
						-Bridae Approach	
ter			S S S			- Bridge Approach Curb & Gutter with Flume (See Road Plans)	
							L CURVE DATA A (CURVE 3)
						P.I. STATI $\Delta = 40^{\circ} 36'$ D = 07^{\circ} 30'	ON 1747+22.74 11″ (RT)
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						PCC = 1744 PT = 1749+	+40.12 -81.50
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155′-0″		163′-0″		20'-0"			540
Span A		Span B		Appr. Slab			520
	. 61 80.361			.61 79.297 78.982			
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12'-0"		-0" 12'-0" Paved Shidr.				PARED PSS	420
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94'-10" (To Face of MSE Wall)		82'-10" (To Face of MSE Wall)		1743+00 +20		SOUTH CAROLINA ARTMENT OF TRANSPORTA	400 TION
	enchmark Data, See Roadway Plans)				REV.	BRIDGE PLAN	380
	MVC shown, 17'-0" MVC Required			PRELIMINARY NOT FOR	REV. REVIEWED	AND PROFILE	
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DRAWING NO. 700-06



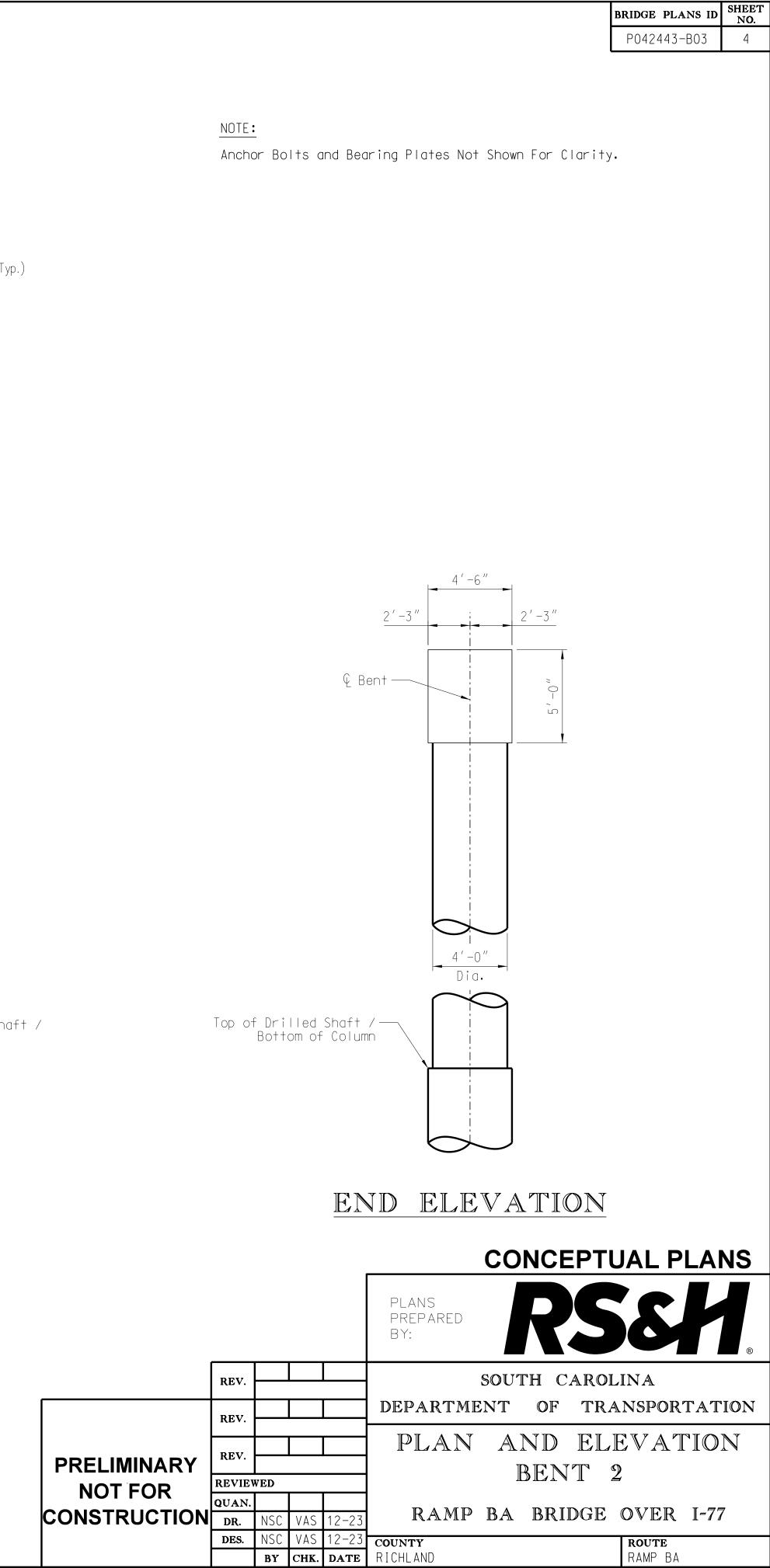




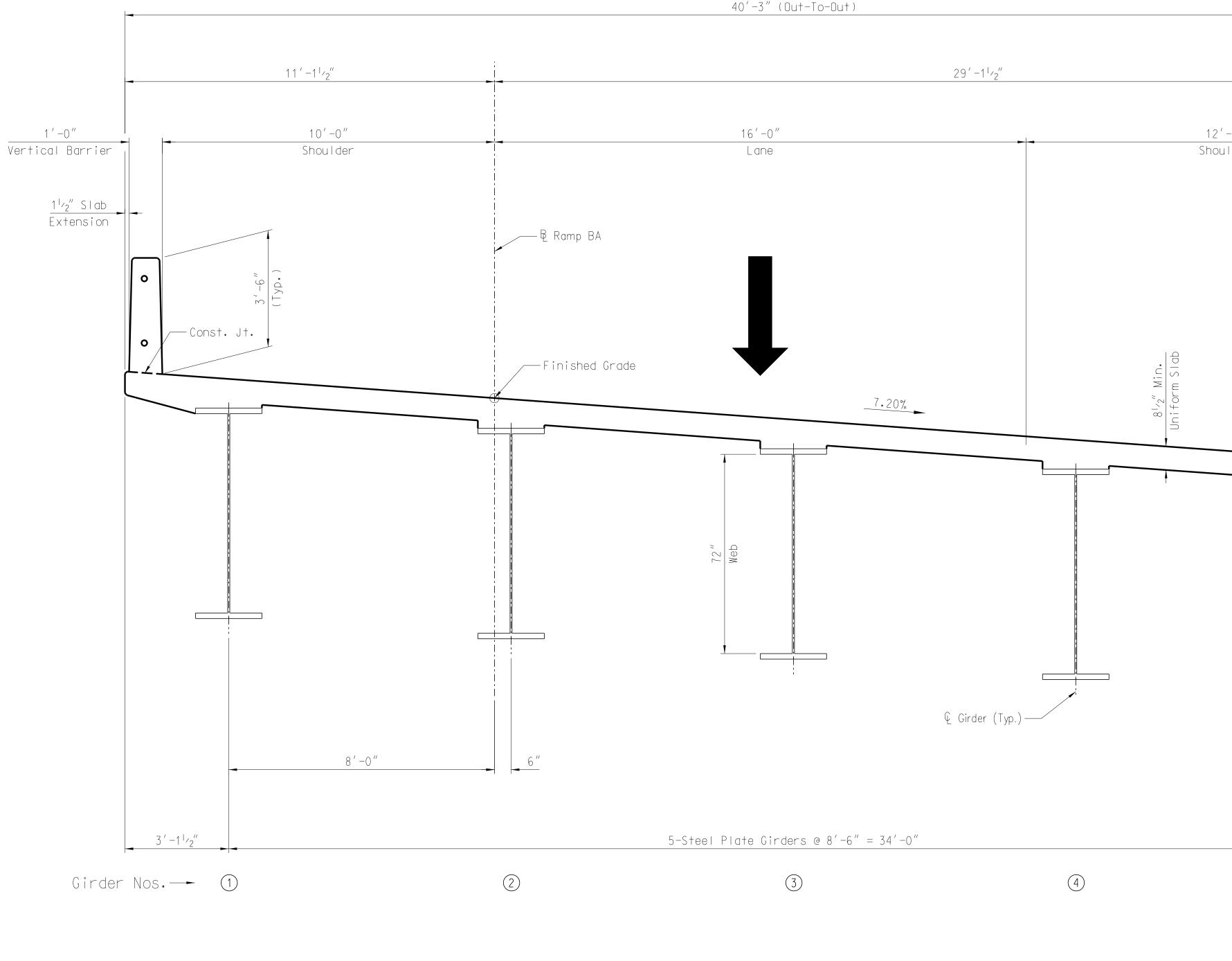
1/9/2024

PLAN

ELEVATION







NOTES: Steel Intermediate Diaphragm Not Shown.

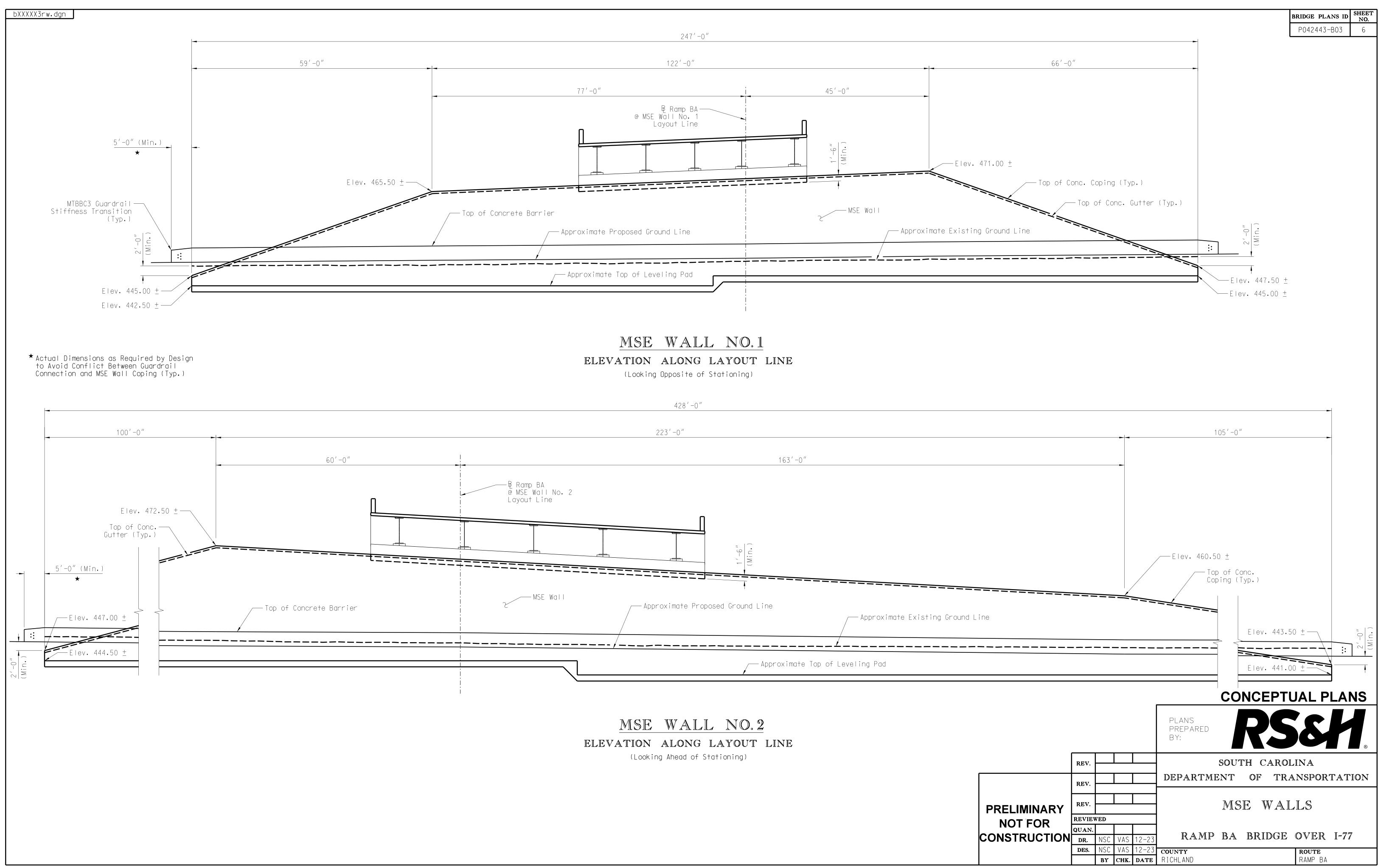
Dimensions Are Radial to 🗟 Ramp BA.

40'-3" (Out-To-Out)

TYPICAL SECTION

(Looking In The Direction Of Stationing)

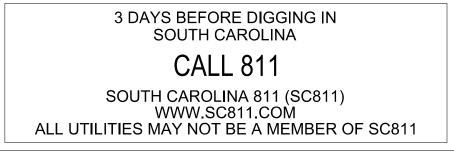
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INDEX OF SHEETS

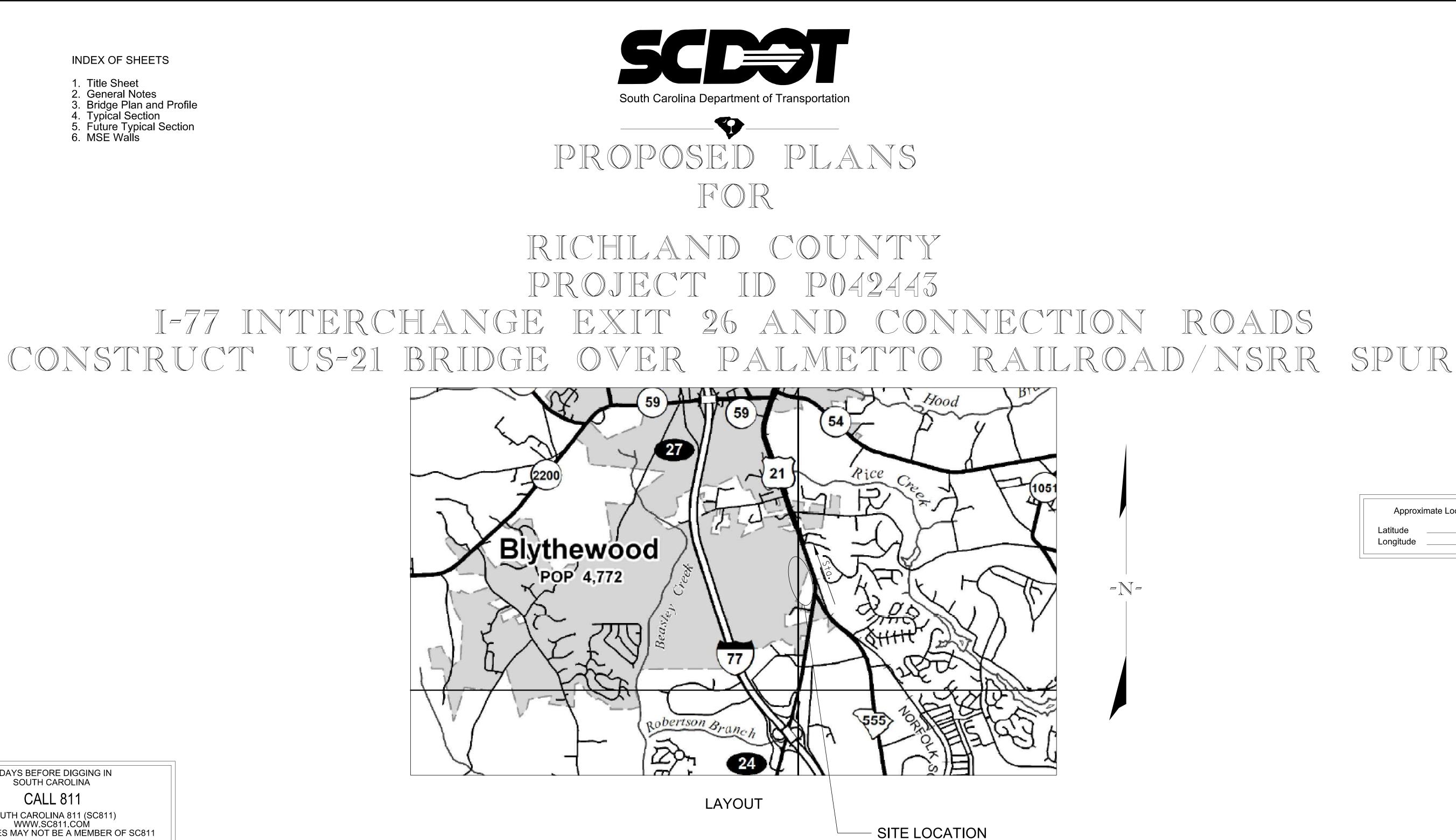
- Title Sheet
 General Notes
 Bridge Plan and Profile
 Typical Section
 Future Typical Section
 MSE Walls



ASSET ID	TBD

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	DR.			TI	RUCKS _	10%	

CuanyN 1/9/2024



NET LENGTH OF ROADWAY	0.897	MILES
NET LENGTH OF BRIDGES	0.026	MILES
NET LENGTH OF PROJECT	0.923	MILES
LENGTH OF EXCEPTIONS	0.000	MILES
GROSS LENGTH OF PROJECT	0.923	MILES

NOTE:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.



- N -



Approximate Location of Bridge is 34°- 11' - 24.0" N Latitude 80°- 58' - 15.4" W Longitude

ENGINEER OF RECORD

CONCEPTUAL PLANS

NOT FOR CONSTRUCTION

FOR CONSTRUCTION

DATE

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Include all cost of excavation necessary to construct end bents and to remove material under superstructure to an elevation twelve inches below tops of end bent caps, in the unit price bid for class of concrete specified in the Plans.

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Notify the Department and the Fabricator of the beams if using this option so that shop plans can be properly detailed.

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If a concrete footing is used for the end bent, the excavation below that included for the cap and berm in the above paragraph is paid for at the unit price bid for excavation. Include excavation above this in the unit price bid for class of concrete specified in the Plans.

STRUCTURAL STEEL

Layout dimensions and standard lengths of beams shown a dimensions which must be increased when bridge is on gr

When holes are placed in webs to accommodate falsework, strength bolts in the holes after falsework is removed.

Notify the Department of the name and address of the Fa structural steel as soon as the Fabricator has been giv fabricate so that the inspection procedure can be set u

Do not field or shop weld erection hardware to the stru

Make all bolted connections with $\frac{7}{8}$ " dia. ASTM F3125, Gr otherwise indicated.

Generally, holes for $\binom{7}{8}$ dia. bolts shall be $\binom{1}{16}$ dia. straight girder spans, oversized holes, 3/16" larger the be used in diaphragms and/or crossframes and their conn plates provided hardened washers are installed over ove in the outer ply of the material gripped. Hardened washe under DTIs on oversized holes. In every case install (washer under the element turned for each bolt of a bol Indicate on the Shop Plans which holes are to be overs hardened washers are required. No additionalpayment is costs associated with the use of oversize holes and fur hardened washers as necessary.

PAINT FOR STRUCTURAL STEEL

Paint structural steel in accordance with Section 710 o Specifications.

BEARING ASSEMBLIES

If bearing assemblies support weathering steel beams or bearing assembly components from weathering steel and po NS2 Paint System. Galvanize all other bearing assembl with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as app

After the required field welding of painted bearing ass repair the weld areas and/or any damaged areas to the p with Subsection 710.4.2 of the Standard Specifications. field welding of galvanized bearing assemblies, field r areas and/or damaged areas of the galvanized coating in ASTM A 780.

Include all cost of furnishing and installing steel bea components in the lump sum price bid for structural stee for structural steel is included in the project. Other cost in the unit price bid for prestressed beams.

ANCHOR BOLTS

Galvanize all components of anchor bolt assemblies in a AASHTO M 232 or ASTM F 2329 as applicable. The weight assemblies is included in the bent quantities for rein-Include all costs of furnishing and installing anchor be in the unit price bid for reinforcing steel.

ORIENTATION IN RELATION TO STAT Left and right sides, where referred to in these plans to direction of stationing.

FINAL FINISH OF EXPOSED CONCRETE

Apply the final surface finish on the bridge(s) only to checked and designated bridge areas:

- 🖂 A) Entire surface of all barrier rails, parape approach slab curbs, concrete utility suppo and wing walls; outside vertical edge of br deck slabs and sidewalks.
- 🖂 B) Outside face of exterior prestressed girder
- 🖂 C) Entire surface of designated substructure ur except top of bent caps and piers.

🛛 All Units 🗌 Des

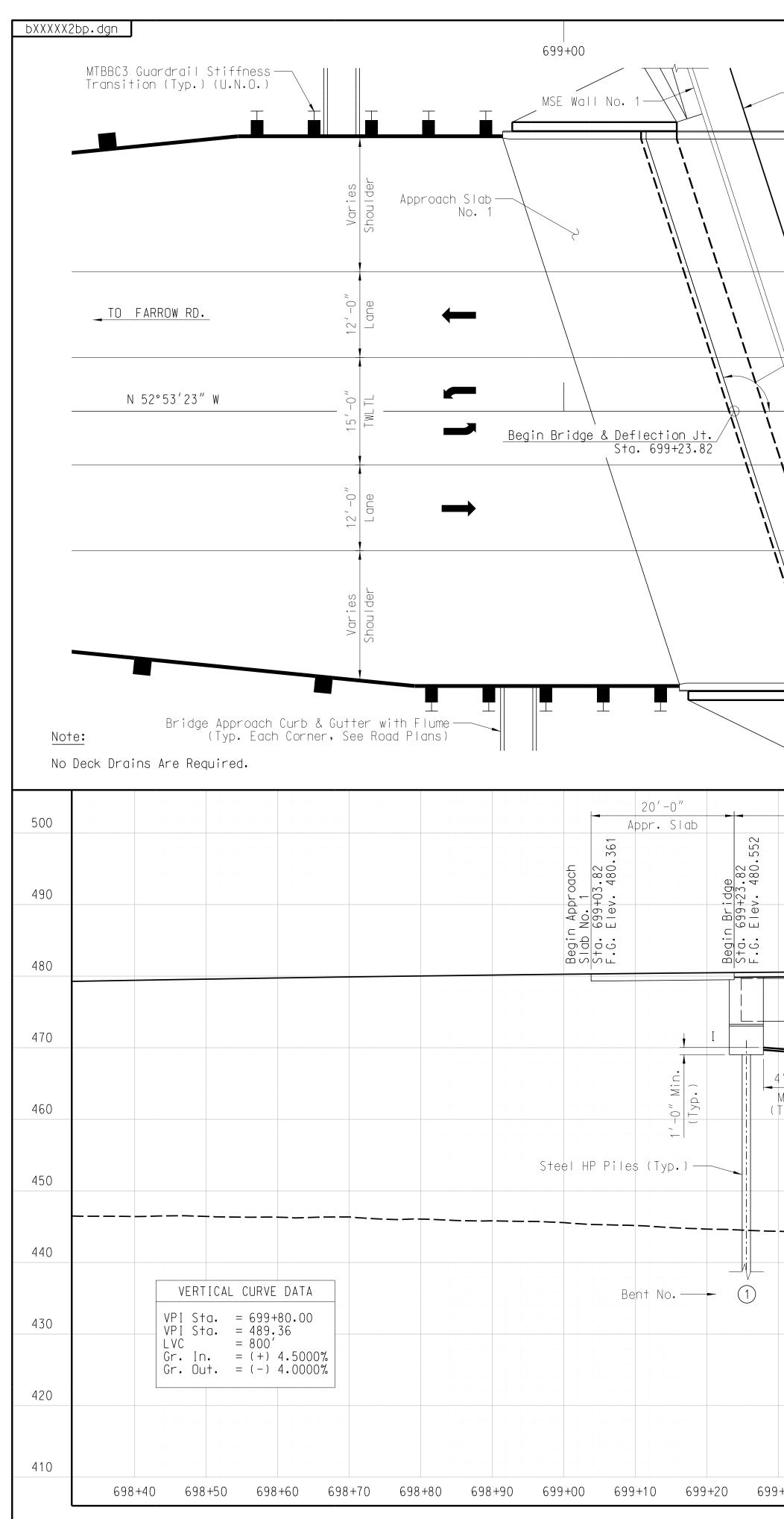
□ D) No final surface finish required.

								J42443-B0	2 2					
are horizontal	SPECIFICA AASHTO 2017 LR			Speci-	fica-	tions, 8t	h Editic)n.						
grade. K, install high	ANSI/AASHTO/AW additions and	S D1.5 B revision	Bridge We Ns as sta	lding (ted in	Code the	(Latest Standard	Edition) 1 Specifi	with cations.						
abricator of the	DESIGN DATA													
up.	DESIGN DATA Load and Resistance Factor Design (LRFD) Method													
ructural steel members.	Live Load:	AASHT	0 HL-93 I	_oading	g									
Grade A325 bolts unless	The top ${}^{\rm I}{}_4{}^{\prime\prime}$ of all concrete slabs is considered as a wearing surface and is not included in the slab depth used for the calculation of section properties.													
However,for nan bolt dia, may nnection	All bolted con prestressed cc	nections ncrete b	eams, are	e desid	teel gned	diaphrag as slip-	jm member critical	s used w connect	ith ions					
versize holes hers are required a hardened	having Class " An extra dead	load of	0.016 KS	- is ir										
Ited connection. size and where is made for the	this structure An extra dead	load of	0.015 KS	- is ir	ncorp	orated i	nto the	design	15 •					
urnishing additional	of this structure as an allowance for a future wearing surface. Seismic Design is in accordance with the 2008 SCDOT "Seismic Design Specifications for Highway Bridges", Version 2.0, with the following parameters:													
of the Standard	Ū			Д										
	Seismic Design Category: A Analysis Method: No Detailed Analysis													
	·	Operational Classification: II												
pr girders, fabricate paint them using the lies in accordance	Design Acceleration Coefficients:													
ssemblies, field	Design Ac	celerati	on Coeff	icients	S:									
paint in accordance 5. After the required	PGA (FEE): S _{DS} (FEE):	0.3	20 g 52 g							ļ				
repair the weld in accordance with	SD1 (FEE): PGA (SEE): SDS (SEE):	0.4 0.7	06 g 1 g '7 g											
earing assembly teel if a bid item	S _{D1} (SEE): FEE Acceler Response Sp	ation De	6 g sign			SEE	Accelero	ition Des ectrum De	sign ata					
erwise, include the	Period Sa	Period	Sa			Period	Sa	Period	Sa					
	(Sec) (g) 0.00 0.200	(Sec) 0.51	(g) 0.111			(Sec) 0.00	(g) 0.409	(Sec) 0.54	(g) 0.298					
accordance with	0.01 0.221	0.67	0.084			0.01	0.469	0.70	0.228					
accordance with t of anchor bolt	0.01 0.241 0.02 0.262	0.84	0.067			0.01	0.533	0.86	0.185					
nforcing steel. bolt assemblies	0.02 0.283	1.17	0.048			0.03	0.650	1.19	0.134					
	0.03 0.304 0.03 0.324	1.34	0.042		Г _о	0.03	0.710	1.36 1.52	0.118					
FIONING	0.05 0.324	1.67	0.034		0	0.06	0.771	1.69	0.095					
	0.06 0.324 0.07 0.324	1.84	0.031			0.07	0.771	1.85 2.01	0.086					
SURFACES	0.08 0.324	2.17	0.026			0.10	0.771	2.18	0.073					
to the following	0.09 0.324 0.10 0.324	2.34	0.024			0.11	0.771	2.34 2.51	0.068					
	0.12 0.324	2.50	0.023			0.12	0.771	2.67	0.060					
pet walls, ports,	0.13 0.324	2.83	0.020			0.15	0.771	2.84	0.056					
pridge	0.14 0.324 0.15 0.324	3.00	0.019			0.17 0.18	0.771 0.771	3.00	0.053					
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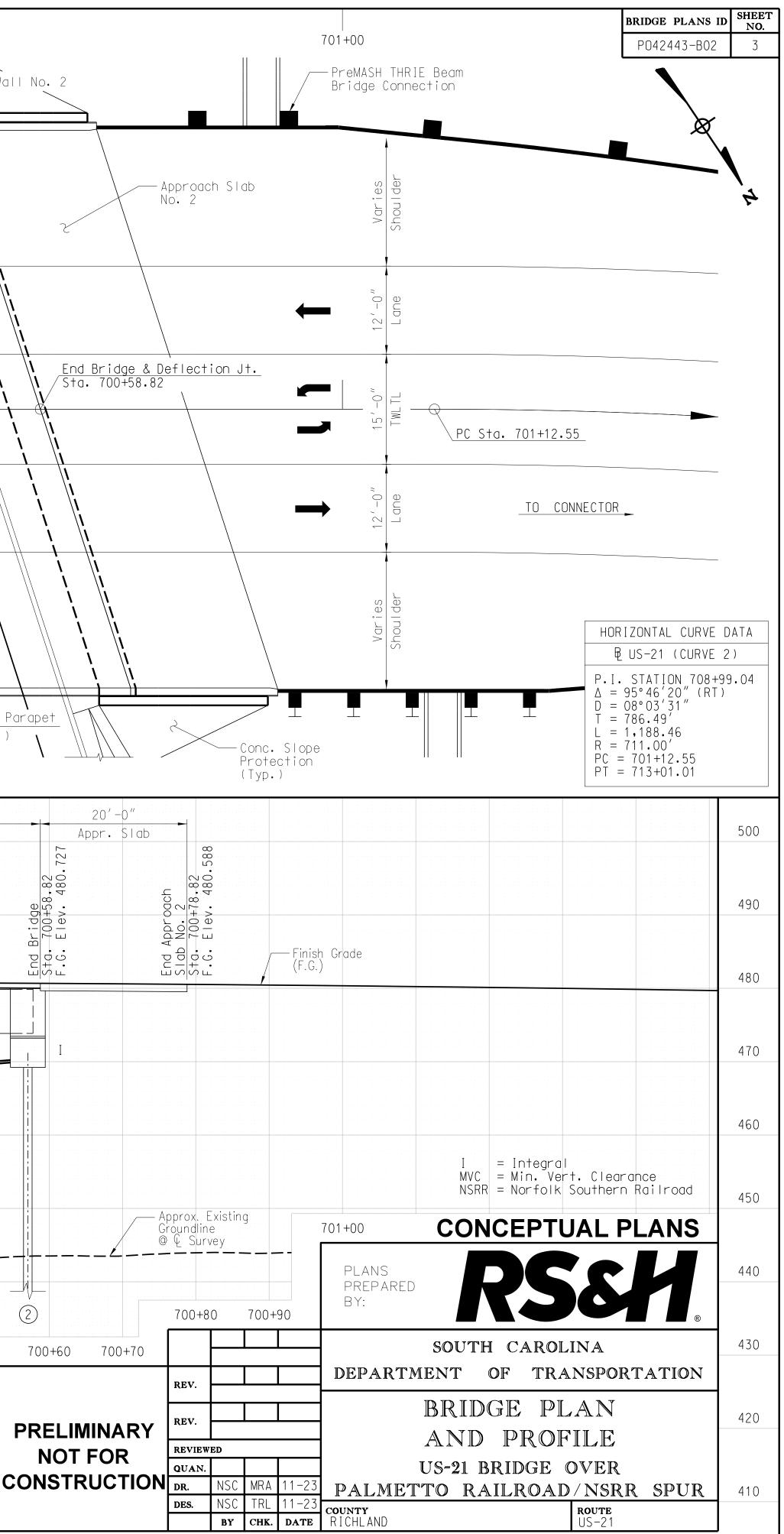
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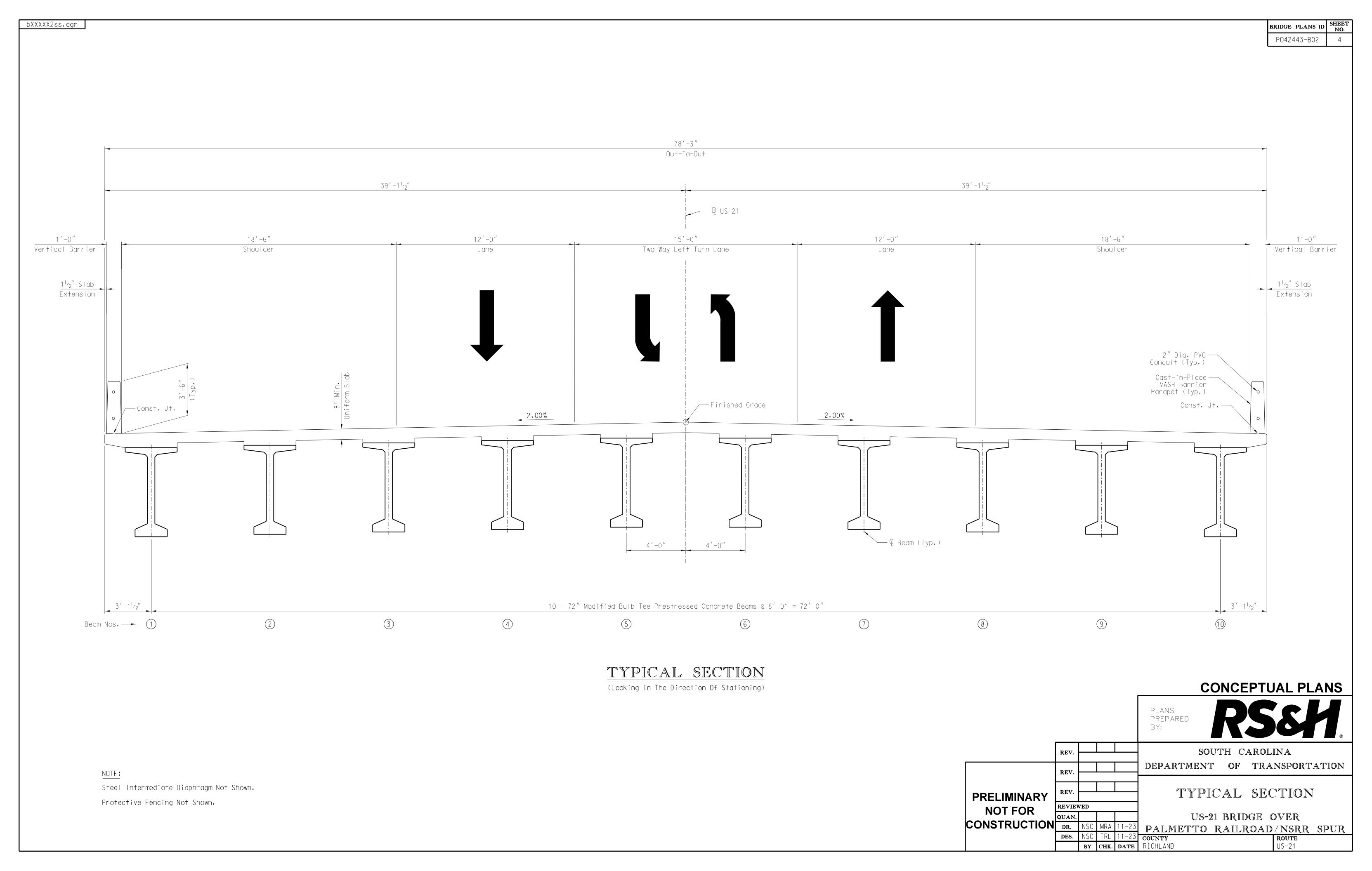
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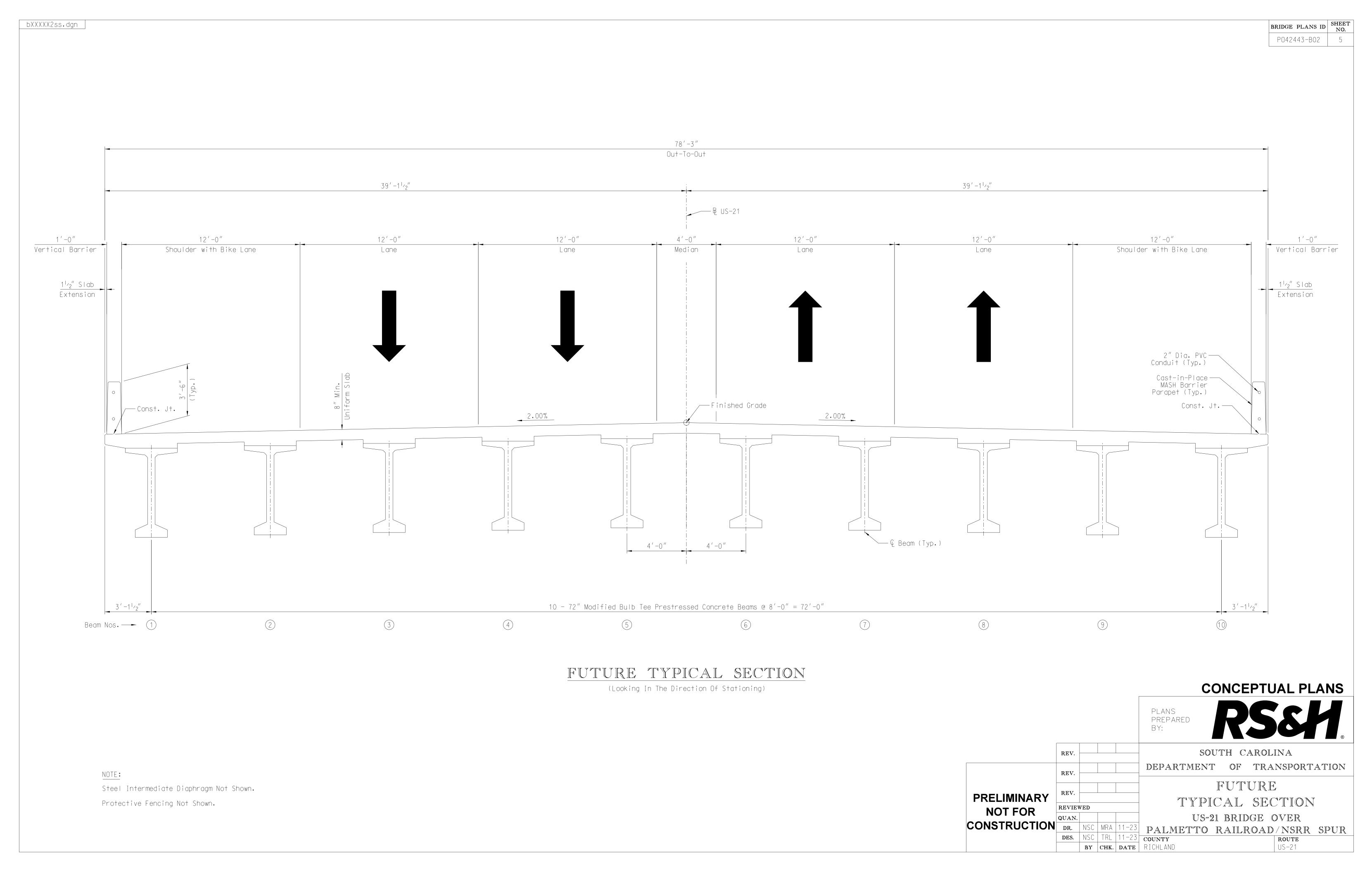


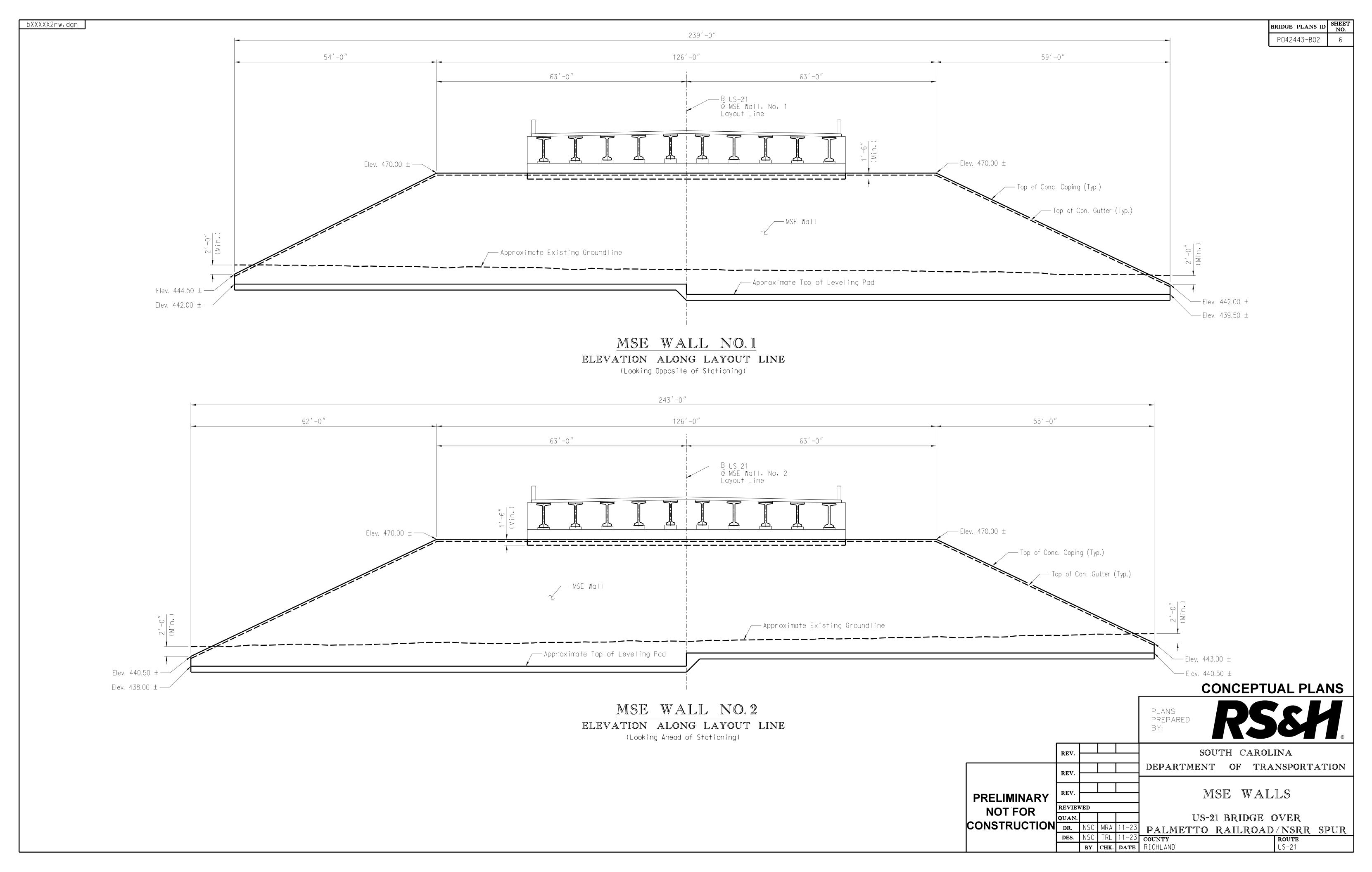
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1/9/2024