



South Carolina
Department of Transportation

955 Park Street
Post Office Box 191
Columbia, South Carolina 29202-0191

Office of the Director
(803) 737-1302 ♦ Fax (803) 737-2038

Deputy Director of Engineering
(803) 737-1314 ♦ Fax (803) 737-2038

Deputy Director of Finance and Administration
(803) 737-1240 ♦ Fax (803) 737-1719

Deputy Director of Mass Transit
(803) 737-1280 ♦ Fax (803) 737-1862

DM0296

APRIL 2, 1996

MEMORANDUM TO GROUP LEADERS & CONSULTANTS

SUBJECT: Bridge Railing Wall - Slip Forming Alternate

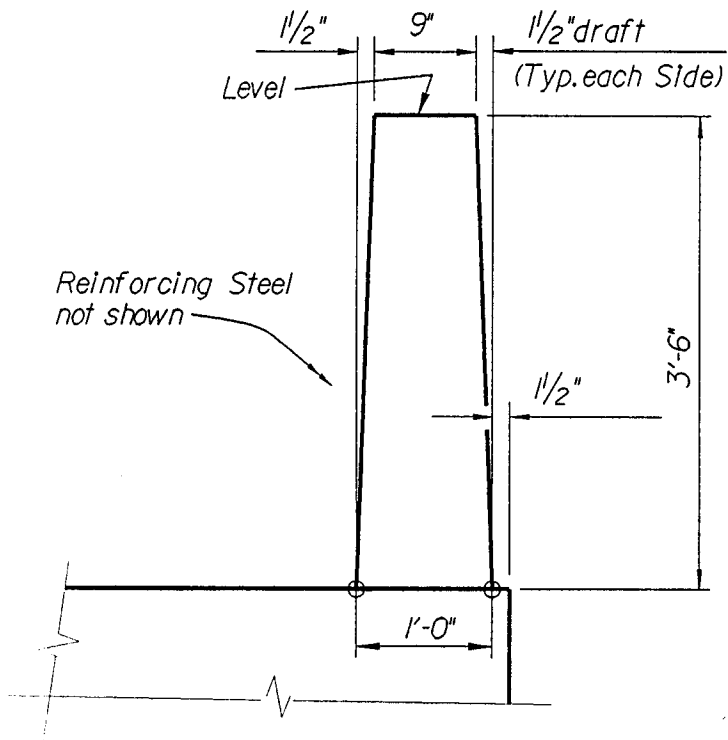
The attached detail should be shown in plans as an alternate to allow slip forming of bridge railing walls. This detail is to be incorporated into future projects that include smooth faced railing walls. Projects that are completed should not be revised.

Rocque L. Kneece
Bridge Design Engineer

Attachment

cc: Assistant Bridge Design Engineers

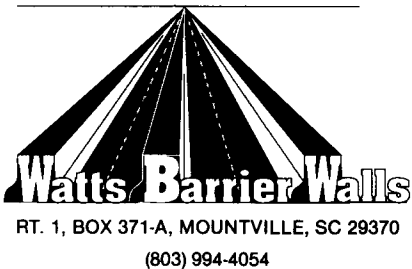
REL/slb



Note:

If the Contractor elects to slip form the railing wall, all chamfered wall edges may be eliminated. The concrete used in slip formed walls shall be Class "D" with a min. 685 lbs. of cement per cubic yard. The Contractor shall submit his mix design to the Department's Research and Materials Lab for approval.

**RAILING WALL DETAILS
 (SLIP FORM ALTERNATE)**



March 7, 1996

S. C. Dept. of HPT
P. O. Drawer 191
Columbia, South Carolina 29202

REF: Slipform Mix Design for
Alternate Railing Wall

ATTN: Mr. Rocque Kneece

Dear Mr. Kneece:

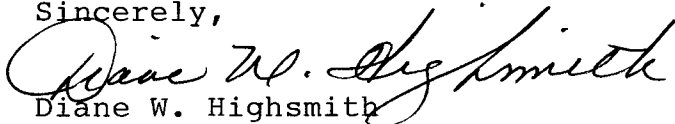
In November, 1994, we requested several exceptions to the 9" x 42" railing wall to accomodate slipforming. One exception that was not approved as standard was the mix design.

After discussing this mix with Mr. Bill Berrian, we were made aware that what we needed changed for this wall was the amount of cement, not a different class.

We are requesting a note be made for the alternate railing wall for Class "D" slipform with 685# of cement. In our experience, this is needed to slipform the tall, thin wall producing a stronger mix for the height and a smoother finish.

Thank you for considering this request. If this note is made in the plans, the contractor can be prepared for the higher cost of the concrete at the time of bid.

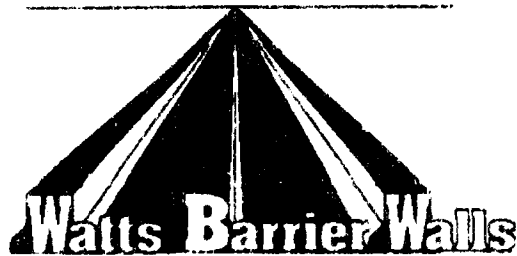
Sincerely,


Diane W. Highsmith
President

cc: Bill Berrian
file

*Will wait to hear
back from E. H. Berrian
3/12/96*

RT. 1, BOX 371-A
MOUNTVILLE, SC 29370



PHONE: (803) 994-4054

November 14, 1994

S. C. Dept. of Highways
P.O. Drawer 191
Columbia, South Carolina 29202

REF: Request for Exception for Slipforming
for 9"x42" Railing Wall

ATTN: Mr. Rocque Kneece

Dear Mr. Kneece:

Per our telephone conversation last week, I am requesting the following exceptions to slipforming the 9"x42" railing wall:

1. Alter dimensions of railing wall to be 9"x12"x42", which allows more stability at the base with a $1\frac{1}{2}$ " draft on each side at base.
2. Eliminate the beauty strip or chamfer strip in face of wall.
3. Eliminate chamfered edges.
4. Concrete changed to Class "AA" slipform mix, straight cement.


As you remember, these are the changes we made on the Greenville County project with Blythe. George Gibson and Bill Berrian observed our test pour of this wall in Salisbury, N. C. on June 22, 1994 and noted these changes made for a better looking wall as well as more structurally sound.

I am requesting that future plans have these exceptions for slipforming so that a special request will not have to be made with each project for this change.

If you need any further information, please let me know.

I appreciate your considering my request.

Sincerely,


Diane W. Highsmith
President

/dwh