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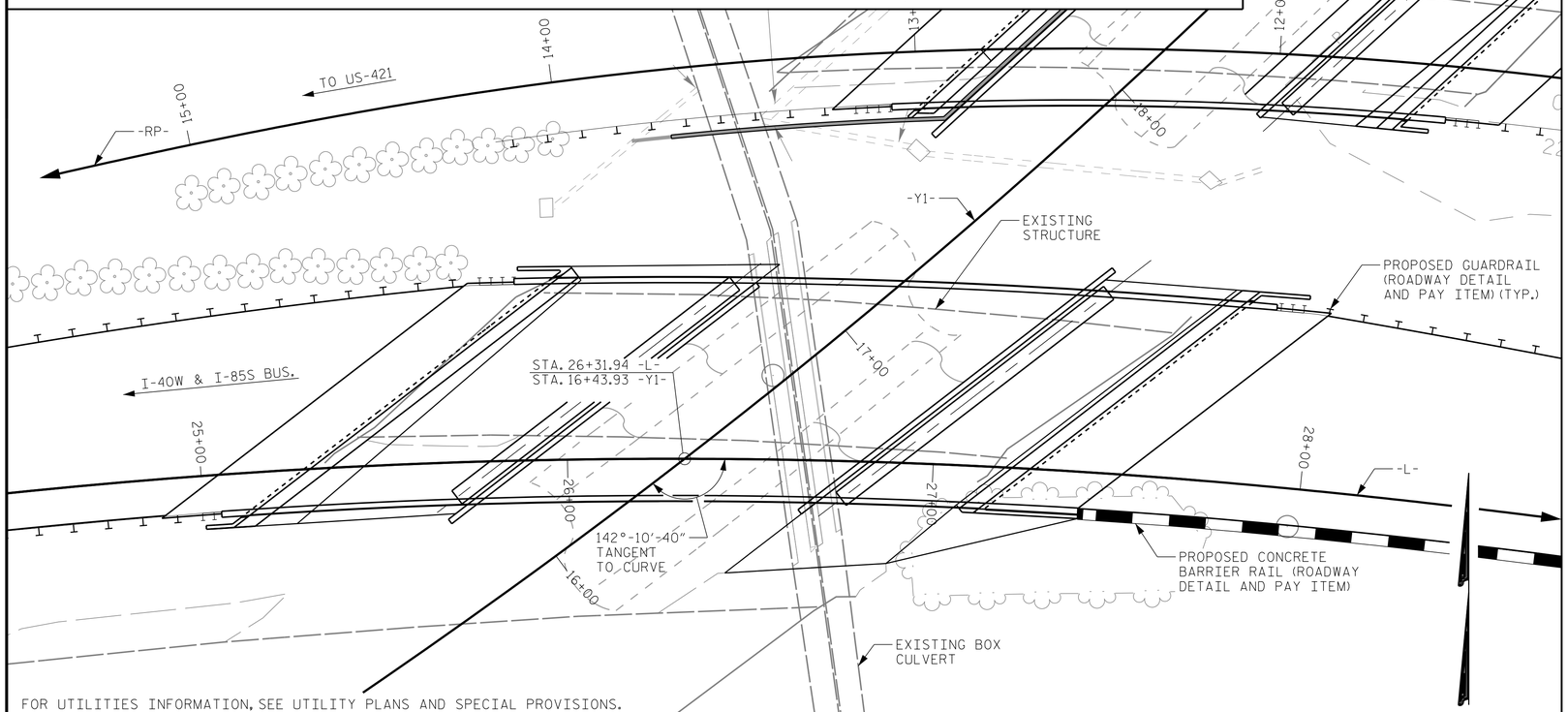
BENCHMARK: BM#2 - WEST BOLT AT BASE OF BILL BOARD SIGN (-L- STA. 30+27.00, OFF. 341' LT., EL. 726.08')
BM#3 - PK NAIL SW WING WALL I-85N BRIDGE (-L- STA. 22+28.00, OFF. 104' RT., EL. 750.80')



FOR UTILITIES INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

TOTAL BILL OF MATERIALS

	REMOVAL OF EXISTING STRUCTURE @ STA. 26+31.94 -L-	3'-6' Ø DRILLED PIERS IN SOIL	3'-6' Ø DRILLED PIERS NOT IN SOIL	SID INSPECTIONS	SPT TESTING	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION @ STA. 26+31.94 -L-	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE
	LUMP SUM	LIN. FT.	LIN. FT.	EA.	EA.	EA.	LUMP SUM	SQ. FT.	SQ. FT.	C.Y.
SUPERSTRUCTURE								11,800	13,117	
END BENT 1										102.7
BENT 1		200	21							95.8
BENT 2		172	32							87.6
END BENT 2							LUMP SUM			95.4
TOTAL	LUMP SUM	373	53	1	1	1	LUMP SUM	11,800	13,117	381.5

	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS		HP 12x53 STEEL PILES		PDA TESTING	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS
	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	EA.	LIN. FT.	S.Y.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM			27	1,684.96				440.9		LUMP SUM	LUMP SUM
END BENT 1		13,168				11	565			520		
BENT 1		21,657	7,367									
BENT 2		20,099	6,513									
END BENT 2		12,723				11	625			500		
TOTAL	LUMP SUM	67,647	13,880	27	1,684.96	22	1,190	1	440.9	1,020	LUMP SUM	LUMP SUM

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE ELEVATION AND CLEARANCE SHOWN ON THE PLANS AT THE POINT OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATION(S) ON THE EXISTING PAVEMENT AND CHECK THE CLEARANCE. REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM VERTICAL CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

REMOVEABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATION. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 26+31.94 -L-".

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THE SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

THE EXISTING STRUCTURE CONSISTING OF (3) SPANS OF 60'-0", 76'-0", AND 40'-0" WITH CONCRETE DECK AND STEEL GIRDERS, AND A CLEAR ROADWAY WIDTH OF 36'-0" ON A CONCRETE CAP WITH PRESTRESSED CONCRETE PILES SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

PROJECT NO. B-5119
GUILFORD COUNTY
STATION: 26+31.94 -L-
16+43.93 -Y1-
SHEET 4 OF 4

NORTH CAROLINA PROFESSIONAL SEAL 12186 ENGINEER CECIL L. NARRON

DocuSigned by: Cecil L. Narron C169A3D6450240D... 11/3/2014

Kimley»Horn
333 Fayetteville Street, Suite 600
Raleigh, NC 27601-1772
Phone (919) 835-1494
NC LICENSE # F-0102

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

BRIDGE OVER US 29-70-220 ON I-40/85 BUS. WEST BETWEEN MLK JR. DR. AND WILLOW RD.

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			77

DRAWN BY: J. I. KIMBLE DATE: 10/14
CHECKED BY: J. C. WILSON DATE: 10/14
DESIGN ENGINEER OF RECORD: C.L. NARRON DATE: 10/14

10/31/2014 K:\RDT_Structures_Bridge\NC\01103686_B-5119 I40-85 Bridges\Cad\dgn\B-5119_349_S04.dgn