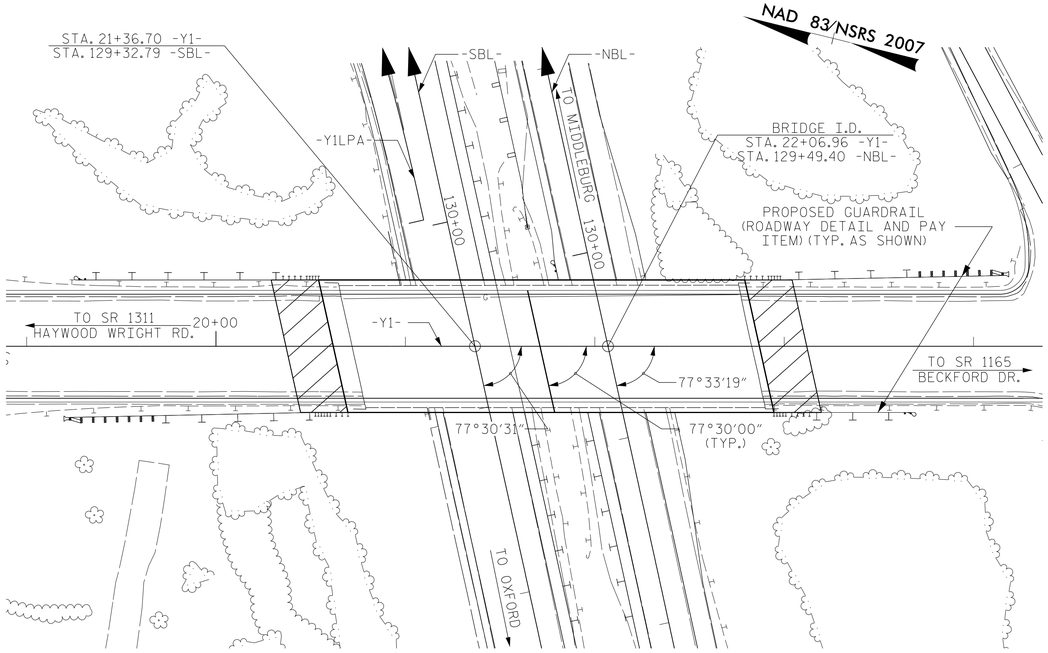
BM 108 RR SPIKE IN BASE OF 18"POPLAR, 83.83' RT. OF STA. 137+39.75 -NBL-, EL. 427.33'.



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

NOTES

1. ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.
2. THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
3. THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
4. FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
5. FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
6. FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
7. FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
8. FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
9. 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.
10. FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.
11. REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
12. NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
13. 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 SPECIFICATIONS. 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."
14. 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 THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.
15. FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.
16. AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF (1 @ 39'-9", 1 @ 71'-3", 1 @ 69'-3", AND 1 @ 30'-6" STEEL BEAM SPANS; 52' CLEAR ROADWAY WIDTH ON CONCRETE DECK SLAB ON REINFORCED CONCRETE END BENTS ON STEEL PILES AND THREE INTERIOR BENT CONCRETE CAPS ON COLUMNS AND SPREAD FOOTINGS AND LOCATED AT PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
17. THE EXISTING STRUCTURE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 402 OF THE STANDARD SPECIFICATIONS. IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, REMOVE THE SUBSTRUCTURE 2'-0" BELOW THE EXISTING GROUND LINE OR AS NECESSARY TO AVOID INTERFERENCE WITH CONSTRUCTION OF THE PROPOSED STRUCTURE.
18. 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.
19. FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
20. FOR FOUNDATION NOTES, SEE DWG. 2
21. FOR PLACING LOAD ON STRUCTURAL MEMBERS, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	FOUNDATION EXCAVATION FOR BENT NO. 1	PILE EXCAVATION IN SOIL	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	MODIFIED 63" PRESTRESSED CONCRETE GIRDERS		HP 12 X 53 STEEL PILES		STEEL PILE POINTS	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	CLASSIC CONCRETE BRIDGE RAIL
	LUMP SUM	LUMP SUM	LIN. FT.	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	EA.	SQ. YDS.	LUMP SUM	LIN. FT.
SUPERSTRUCTURE				14789	14114		LUMP SUM			16	1601.83					LUMP SUM	404.08
END BENT NO.1						59.2		7236				12	420		289		
BENT NO.1		LUMP SUM	140			172.8		22357	2240			28	280	28			
END BENT NO.2						59.9		7385				12	330	12	317		
TOTAL	LUMP SUM	LUMP SUM	140	14789	14114	291.9	LUMP SUM	36978	2240	16	1601.83	52	1030	40	606	LUMP SUM	404.08

PROJECT NO. I-0914BA

VANCE COUNTY

STATION: 22+06.96 -Y1- POT

SHEET 3 OF 4

NORTH CAROLINA PROFESSIONAL SEAL 11725 ENGINEER DAVID R. RUGGLES

DocuSigned by: David Ruggles 11/17/2014
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DWG. 3 OF 48

STEWART

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON NC 39 OVER
I-85 BETWEEN
SR 1311 AND SR 1165

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			177

DRAWN BY: H.ASSFOURA DATE : 08/14
CHECKED BY: D. RUGGLES DATE : 09/14
DESIGN ENGINEER OF RECORD: D. RUGGLES DATE : 09/14