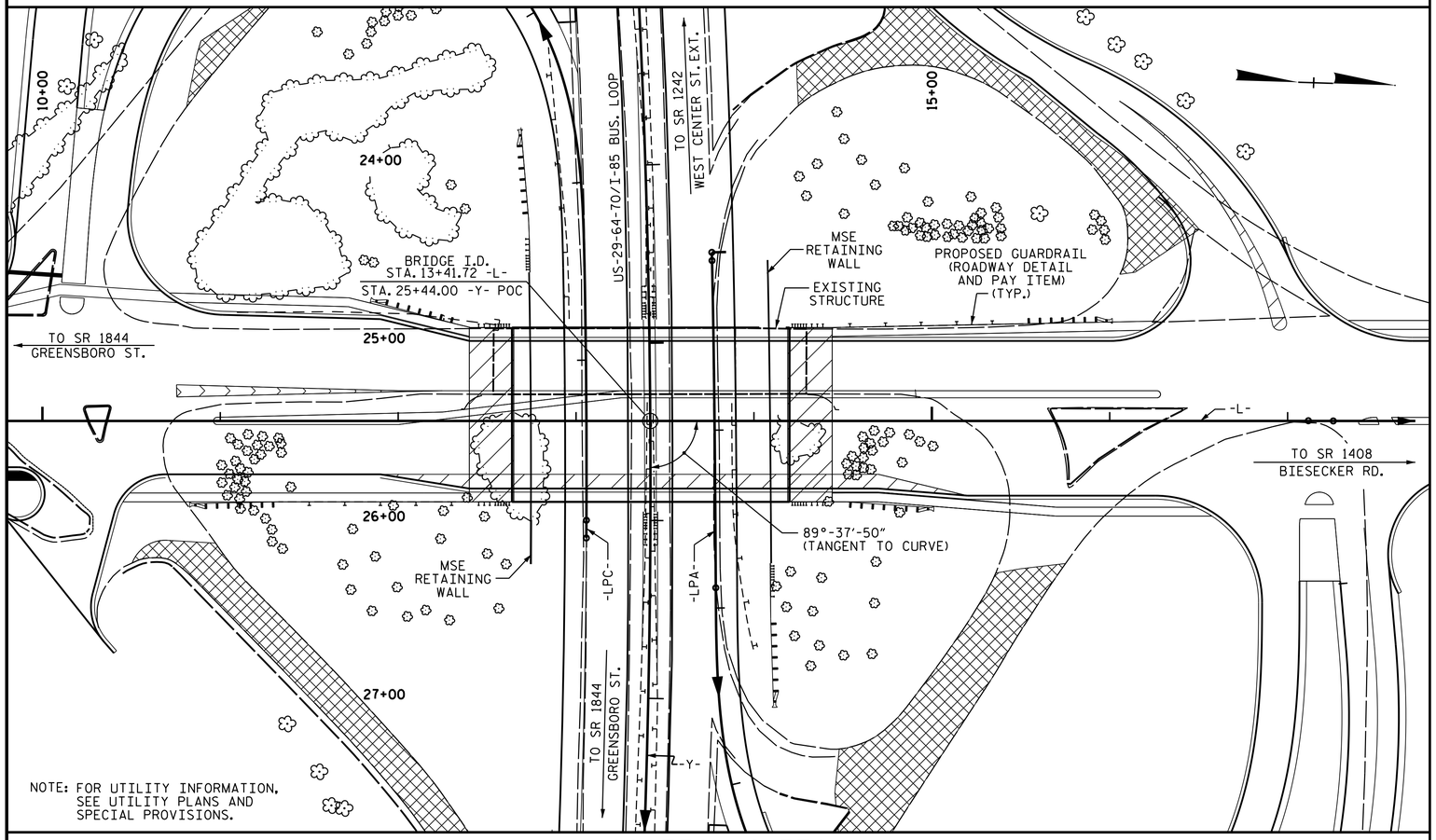
BM. 1: RAILROAD SPIKE SET IN ROOT OF FORKED WILLOW OAK, 87' LEFT OF STA. 15+29.00 -Y-
(BETWEEN 7TH. ST. AND US 29/70 S. BOUND), EL. 753.48



NOTE: FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

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.

FOR PLACING LOAD ON STRUCTURE MEMBERS, 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 ELEVATIONS AND CLEARANCES SHOWN ON THE PLANS AT THE POINTS OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATIONS 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.

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

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE PAVEMENT MARKING PLANS AND SHALL PROVIDE FOR BICYCLES.

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

FOR PATTERNED CONCRETE SIDEWALK, SEE SPECIAL PROVISIONS.

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 AT STATION 13+41.72 -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 THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC MANAGEMENT PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 4 SPANS (1 @ 40'-0", 2 @ 48'-0", & 1 @ 40'-0") WITH 3.5" ASPHALT WEARING SURFACE ATOP 6.75" REINFORCED CONCRETE DECK ON I-BEAMS; WITH A CLEAR ROADWAY WIDTH OF 37.0' ON REINFORCED CONCRETE CAP AND TIMBER PILES AT END BENTS; POST AND BEAM BENTS WITH STRAPPED CONCRETE FOOTINGS ON TIMBER PILES AND LOCATED AT THE PROPOSED STRUCTURE SITE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT. FOR REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

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.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	FOUNDATION EXCAVATION FOR BENT	PDA TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	45" PRESTRESSED CONCRETE GIRDERS		HP 12x53 STEEL PILES		4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	ELECTRICAL CONDUIT SYSTEM	CLASSIC CONCRETE BRIDGE RAIL	PATTERNED CONCRETE SIDEWALK
	LUMP SUM	LUMP SUM	EACH	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	SQ. YDS.	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	SQ. FT.
SUPERSTRUCTURE	LUMP SUM			14,788	14,928		LUMP SUM			24	1,752.00				LUMP SUM	LUMP SUM	LUMP SUM	306.30	1,972.92
END BENT 1						67.5		8,684				14	595	38					
BENT 1		LUMP SUM				125.3		18,711	2,212			30	525						
END BENT 2						67.5		8,684				14	665	38					
TOTAL	LUMP SUM	LUMP SUM	1	14,788	14,928	260.3	LUMP SUM	36,079	2,212	24	1,752.00	58	1,785	76	LUMP SUM	LUMP SUM	LUMP SUM	306.30	1,972.92

PROJECT NO. B-3159

DAVIDSON COUNTY

STATION: 13+41.72 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER
US 29-64-70 / I-85 BUS. LOOP
ON NC 8 / US 52 BETWEEN
SR 1844 AND SR 1408

NORTH CAROLINA PROFESSIONAL SEAL 10730 ENGINEER D. ANDRE DAVENPORT, JR.

DocuSigned by: D. André Davenport, Jr. 895DC284F664495...
8/24/2015

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			43

DRAWN BY : K.D. LAYNE DATE : 5-28-15
CHECKED BY : J.D. HAWK DATE : 6-8-15
DESIGN ENGINEER OF RECORD: R. L. CHESSON DATE : 6/10/15

24-AUG-2015 12:27
R:\Structures\Plans\B3159_sd_GD_01.dgn
dadavenport