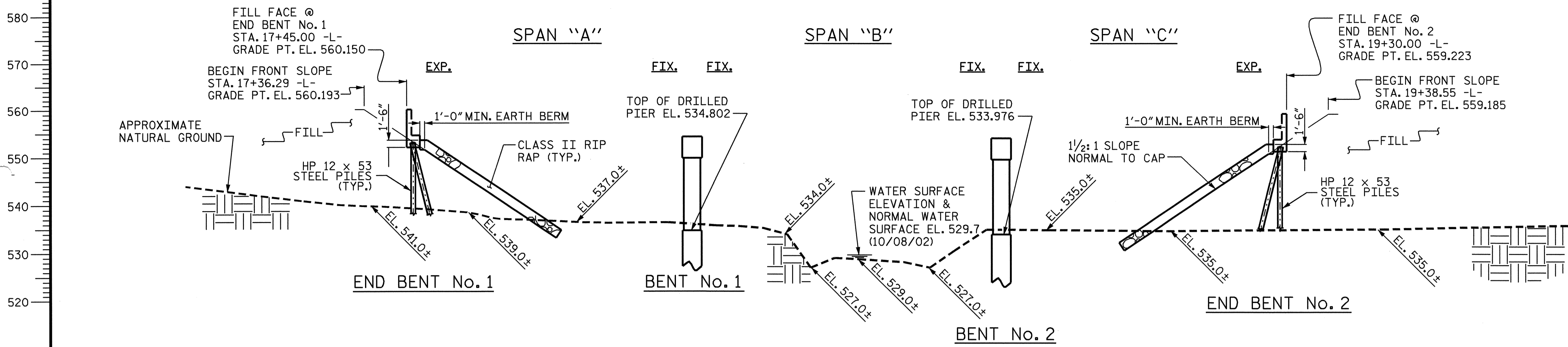


-5.9989% Δ -0.5008%
 PI = 15+61.23
 EL. = 561.07
 VC. = 269.4'

-0.5008% Δ 5.6712%
 PI = 21+01.37
 EL. = 558.37
 VC. = 302.43'

GRADE DATA -L-

GRADE DATA -L-



NOTES:

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.

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

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

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

AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF 2 SPANS, 1 @ 35'-6" & 1 @ 45'-0" WITH A CLEAR ROADWAY WIDTH OF 19.2 FT. CONSISTING OF TIMBER DECK ON I-BEAM FLOOR BEAM SYSTEM AND SUBSTRUCTURE CONSISTING OF A STEEL H-PILE CAP ON STEEL H-PILES AND SPREAD FOOTING AT INTERIOR BENT, AND STEEL H-PILE CAP ON STEEL H-PILES AT END BENT No. 2 AND LOCATED DOWNSTREAM FROM THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT. FOR REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

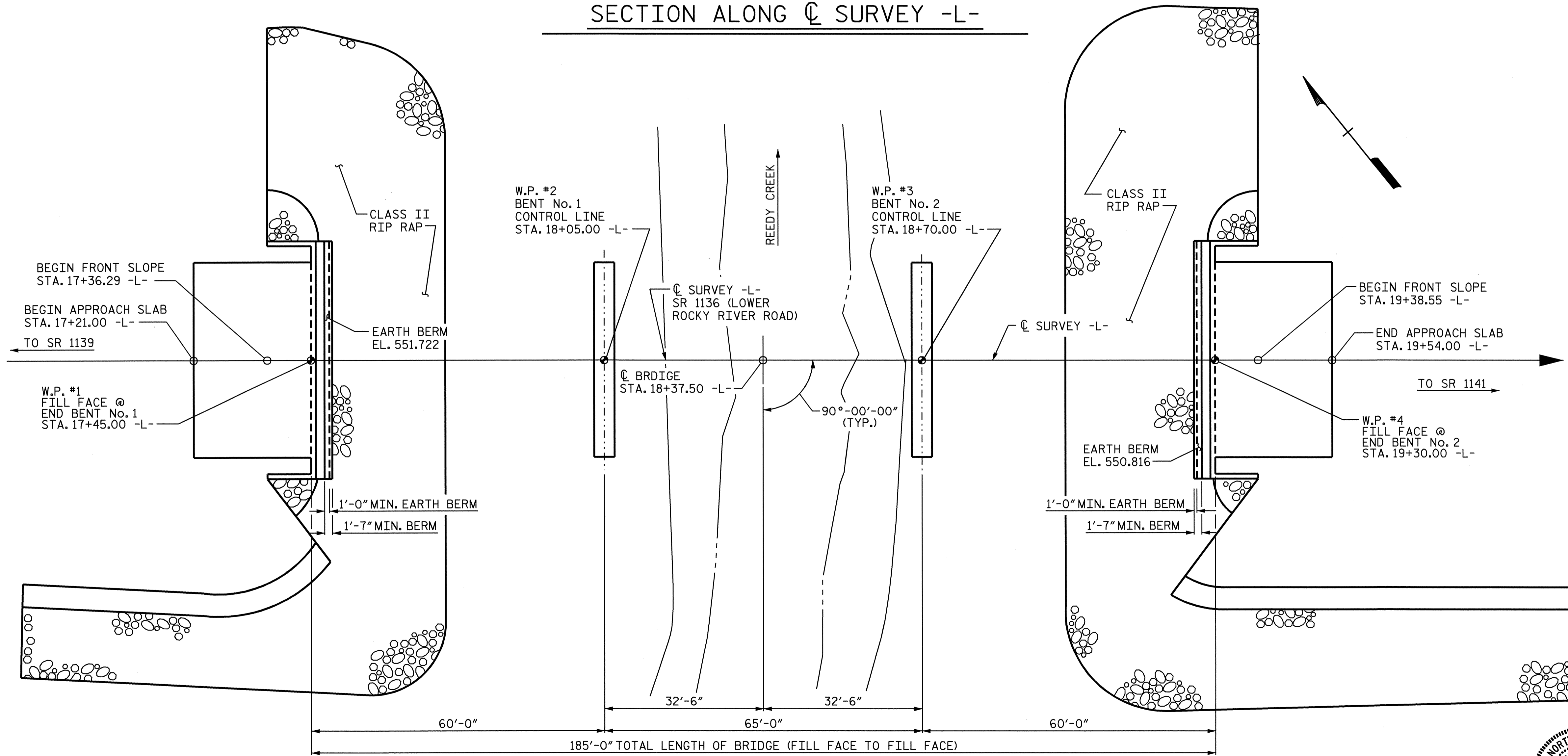
THE SCOUR CRITICAL ELEVATION FOR BENTS No. 1 AND 2 IS 520 FT. AND 519 FT. RESPECTIVELY. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

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.

(CONTINUED ON SHEET 3 OF 3)

SECTION ALONG C SURVEY -L-



PROJECT NO. B-3623
CABARRUS COUNTY
 STATION: 18+37.50 -L-

SHEET 1 OF 3 REPLACES BRIDGE No. 176

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE OVER REEDY CREEK
 ON SR 1136 BETWEEN
 SR 1139 AND SR 1141



DRAWN BY : P.C. BREWER DATE : 3/13/03
 CHECKED BY : S.B. WILLIAMS DATE : 3/27/03

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			34