

GENERAL NOTES:

ASSUMED LIVE LOAD = MS18 OR ALTERNATE LOADING.

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE SHOWN IN METERS.

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

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

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

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 345W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-7 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE NOTED ON PLANS.

FOR METRIC STRUCTURAL STEEL, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

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

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

ALL FALSEWORK AND FORMS FOR THE CAST-IN-PLACE DECK SLAB CONTINUOUS UNIT SHALL REMAIN IN PLACE UNTIL THE ENTIRE UNIT IS CAST AND CURED.

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

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 THE 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.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

PILES FOR END BENT NO. 1, END BENT NO. 2, AND BENT 1 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 530 KN EACH.

FOR CONSTRUCTION SEQUENCE, SEE "INTEGRAL END BENT GIRDER DETAILS" SHEET, SHEET 5 OF 5.

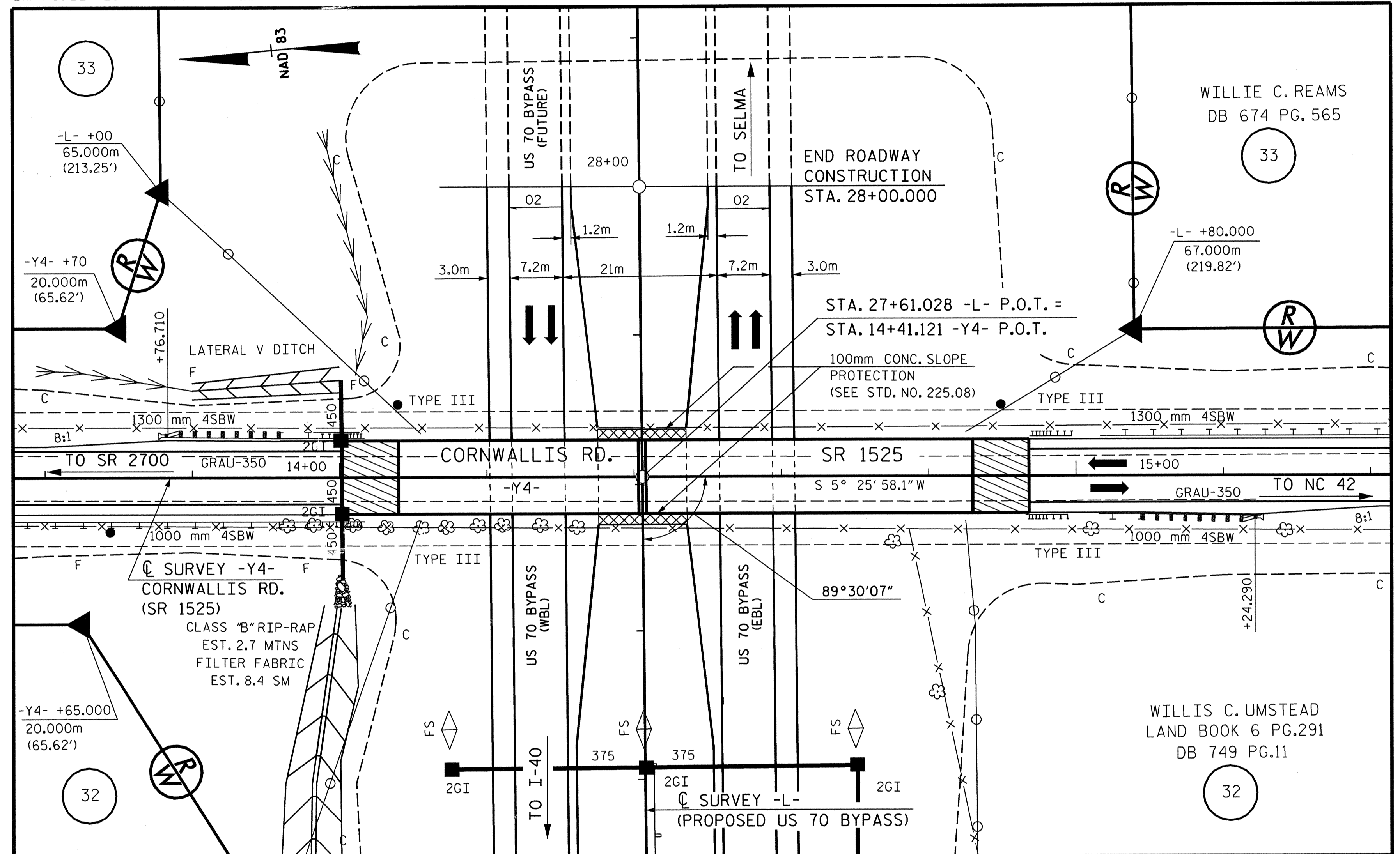
FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

WORK SHALL NOT BE STARTED ON THIS BRIDGE UNTIL ROADWAY SECTION HAS BEEN EXCAVATED.

TOTAL BILL OF MATERIAL

LOCATION	FOUNDATION EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS "A" CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	EPOXY COATED REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	STRUCTURAL STEEL	HP 310x79 STEEL PILES	CONCRETE BARRIER RAIL	100 mm SLOPE PROTECTION	POT BEARINGS	EVAZOTE JOINT SEALS
	LUMP SUM	SQ. METER	SQ. METER	CU. METER	LUMP SUM	KILOGRAMS	KILOGRAMS	KILOGRAMS	APPROX. KILOGRAMS	NO.	METER	SQ. METER	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		804.0	778.7						111,450		157,784			
END BENT 1				10.7	LUMP SUM	2,322	149	124		8	105.0	145		
BENT 1	LUMP SUM			42.7		3,392		488		18	62.0			
END BENT 2				10.7	LUMP SUM	2,322	149	124		8	68.0	175		
TOTAL	LUMP SUM	804.0	778.7	64.1	LUMP SUM	8,036	298	736	111,450	34	235.0	320	LUMP SUM	LUMP SUM

BM No. BL-723 - A 760 mm REBAR WITH NCDOT TRAVERSE CAP 23.866 m RT. OF -L- STA. 26+45.037 EL. 83.504



LOCATION SKETCH

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

PROJECT NO. R-2552AA

WAKE / JOHNSTON COUNTY

STATION: 27+61.028 -L- P.O.T. = 14+41.121 -Y4- P.O.T.

SHEET 3 OF 3

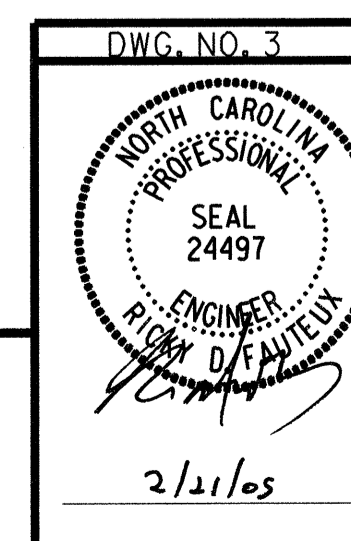
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING FOR
BRIDGE ON CORNWALLIS ROAD (SR 1525)
OVER US 70 BYPASS BETWEEN
SR 2700 AND NC 42

JANUARY 2005

REVISIONS			SHEET NO.		
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 429



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DRAWN BY : F.D. WEEDEN DATE : 01/05
CHECKED BY : R.D. FAUTEUX DATE : 01/05