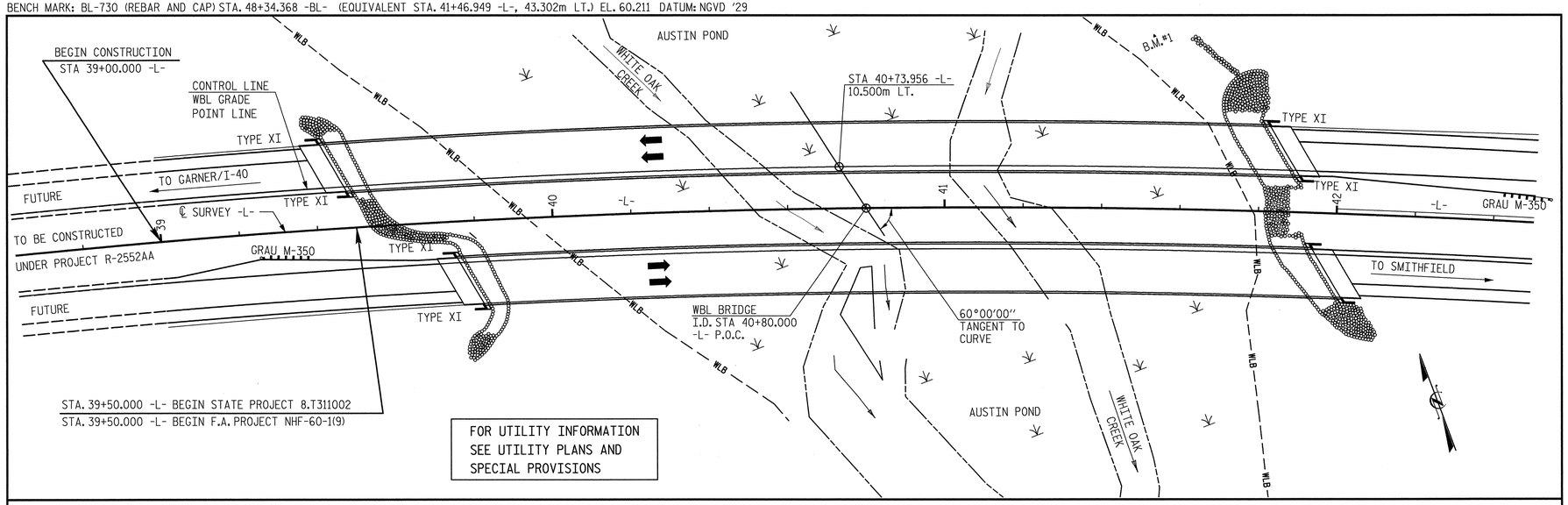
BENCH MARK: BL-730 (REBAR AND CAP) STA. 48+34.368 -BL- (EQUIVALENT STA. 41+46.949 -L-, 43.302m LT.) EL. 60.211 DATUM: NGVD '29



LOCATION SKETCH

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS ARE IN METERS.
3. ASSUMED LIVE LOAD = MS 18 OR ALTERNATE LOADING.
4. FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SNSM.
5. THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.
6. REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
7. THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.
8. 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.
9. NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
10. FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
11. FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
12. PILES FOR END BENT NOS. 1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 530 kN EACH.
13. PILES FOR BENT NOS. 1, 2, 3, 4, 5, 6, 7, 8, 9 AND 10 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 530 kN EACH.
14. WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.
15. THE SCOUR ELEVATION FOR BENTS NO. 2 THRU NO. 9 IS AT 57.8M, 57.6M, 56.9M, 57.6M, 57.7M, 57.5M, 57.4M AND 57.7M RESPECTIVELY. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.
16. REINFORCED BRIDGE APPROACH FILLS ARE REQUIRED AT END BENT NOS. 1 AND 2.
17. FOR TEMPORARY WORK BRIDGE, SEE CONSTRUCTION MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS SPECIAL PROVISIONS.
18. FOR METRIC STRUCTURAL STEEL, SEE SPECIAL PROVISIONS.
19. FOR CRANE SAFETY, SEE SPECIAL PROVIDSIONS.
20. THE STEEL PILES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. FOR GALVANIZING STEEL PILES, SEE SPECIAL PROVISIONS.
21. THE CONTRACTOR IS ADVISED OF THE PRESENCE OF WEATHERED ROCK AT VARIED ELEVATIONS THROUGHOUT THE PROJECT SITE. PILE DRIVING SHOULD BE HANDLED WITH CARE TO PREVENT PILE DAMAGE.
22. FOR FABRICATED METAL STAY-IN-PLACE FORMS, SEE SPECIAL PROVISIONS.
23. 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.

TOTAL BILL OF MATERIAL

ITEM	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS "A" CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	1372mm PRESTRESSED CONCRETE GIRDERS	HP310 x 79 STEEL PILES		CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (600mm THICK)	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	EVAZOTE JOINT SEALS	GALVANIZING STEEL PILES	CONSTR., MAINT. AND REMOVAL OF TEMP. ACCESS	STRUCTURE DRAINAGE SYSTEM	FILTER FABRIC FOR DRAINAGE	ELECTRICAL CONDUIT SYSTEM
	m^2	m^2	m^3	LUMP SUM	kg	kg	meters	No.	m	m	MTN	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	m^2	LUMP SUM
SUPERSTRUCTURE	3300.8	2975.9	—	LUMP SUM	—	—	1259.7	—	—	508.598	—	LUMP SUM	LUMP SUM	LUMP SUM	[illegible]	LUMP SUM	LUMP SUM		LUMP SUM
END BENT #1	—	—	29.2	—	2786	—	—	8	116.8	—	60	—	—	—	—	—	—	53	—
BENT #1	—	—	40.4	—	2391	—	—	14	182.7	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #2	—	—	70.9	—	4676	166	—	24	252.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #3	—	—	71.6	—	4737	194	—	24	210.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #4	—	—	73.7	—	5302	277	—	24	216.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #5	—	—	72.3	—	5179	221	—	24	198.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #6	—	—	72.8	—	5220	240	—	24	216.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #7	—	—	74.2	—	5343	295	—	24	216.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #8	—	—	73.7	—	5302	277	—	24	204.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #9	—	—	72.8	—	5220	240	—	24	192.0	—	—	—	—	—	LUMP SUM	—	—	—	—
BENT #10	—	—	40.4	—	2391	—	—	14	189.0	—	—	—	—	—	LUMP SUM	—	—	—	—
END BENT #2	—	—	30.9	—	3007	—	—	10	150.0	—	150	—	—	—	—	—	—	146	—
TOTAL	3300.8	2975.9	722.9	LUMP SUM	51554	1910	1259.7	238	2342.5	508.598	210	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	199	LUMP SUM

DRAWN BY : M.T. BELISLE DATE : 1/02
CHECKED BY : D.B. HOFF DATE : 1/02

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PROJECT NO. R-2552AB
JOHNSTON COUNTY
STATION: 40+80.000 -L- P.O.C.
SHEET 6 OF 6

TRANSYSTEMS CORPORATION
75 Beattie Place, Suite 400
Greenville, SC 29601 (864) 234-0866

NORTH CAROLINA PROFESSIONAL SEAL 16335 ENGINEER DAVID B. HOFF
3-28-05

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING
BRIDGE ON US 70 (CLAYTON BYPASS) OVER WHITE OAK CREEK (AUSTIN POND) BETWEEN SR 1525 (CORNWALLIS RD.) AND NC 42 (LEFT LANE)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-263
1			3			TOTAL SHEETS
2			4			429

DWG. NO. 6 | TOTAL 68