

17+50

18+00

18+50

19+00

19+50

20+00

20+50

F. A. PROJECT No. BRSTP-1555(2)

NOTES

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.
 THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

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 MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 65 FT. LEFT AND 35 FT. RIGHT OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AS UNCLASSIFIED STRUCTURE EXCAVATION.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-7 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

THE EXISTING STRUCTURE, CONSISTING OF 3 SPANS OF 1 @ 49'-4", 1 @ 50'-0", AND 1 @ 49'-4", REINFORCED CONCRETE DECK GIRDERS, WITH AN EXISTING ROADWAY WIDTH OF 26'-0", ON REINFORCED CONCRETE CAPS ON PILE FOOTINGS AND ABUTMENTS, IN THE SAME LOCATION AS THE PROPOSED STRUCTURE, SHALL BE REMOVED AS PER THE STANDARD SPECIFICATIONS EXCEPT THAT EXISTING BENTS 1 AND 2 SHALL BE REMOVED 1'-6" BELOW THE EXISTING GROUND LINE.

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.

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.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE EXISTING FOOTINGS AT BENT 1 MAY REQUIRE PARTIAL REMOVAL FOR INSTALLATION OF THE PROPOSED PIPE PILES.

FOR MINIMIZING RAILROAD FLAGGING SERVICE, SEE SPECIAL PROVISIONS.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, 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.

FOR FALSEWORK AND FORMS OVER OR ADJACENT TO TRAFFIC, SEE SPECIAL PROVISIONS.

PROJECT NO. B-3681
 NASH/EDGEcombe COUNTY
 STATION: 18+89.64 -L-
11+00.00 -Y1-

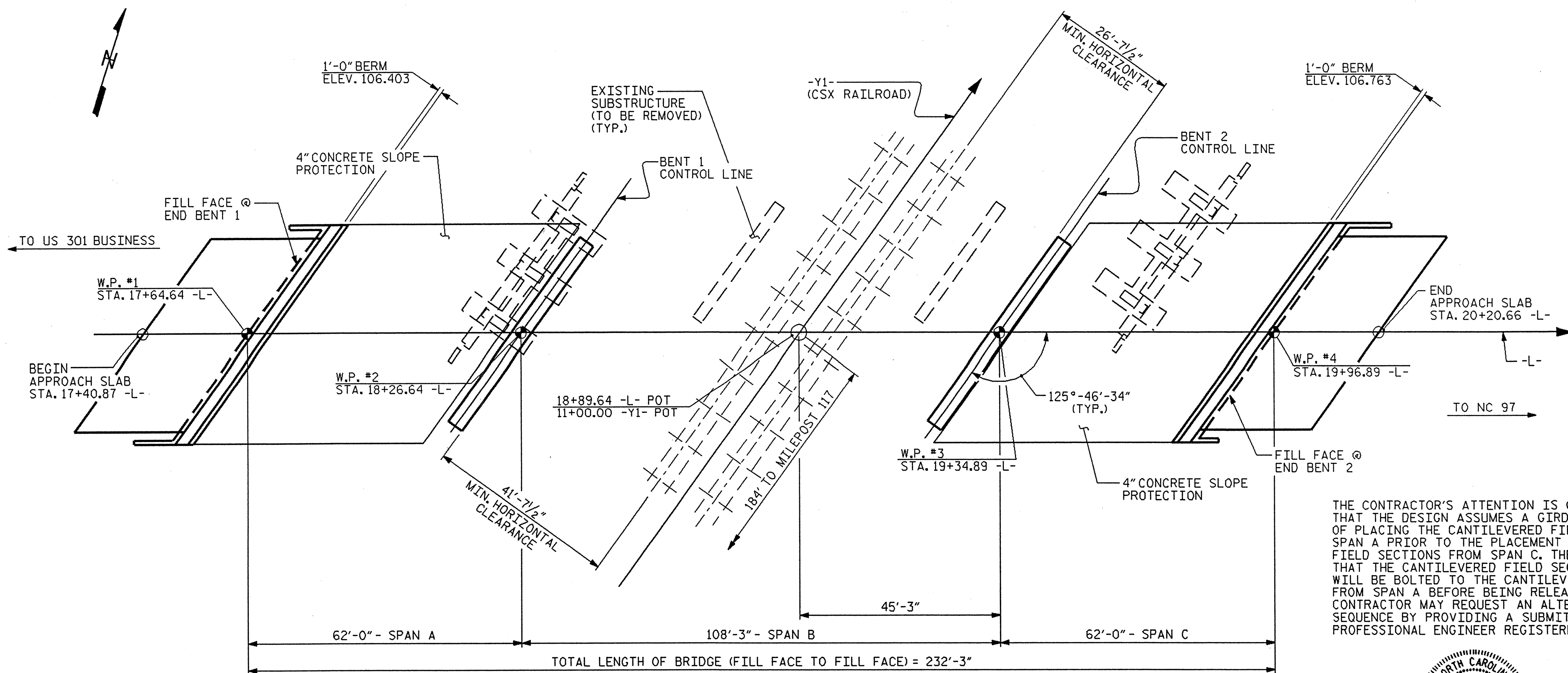
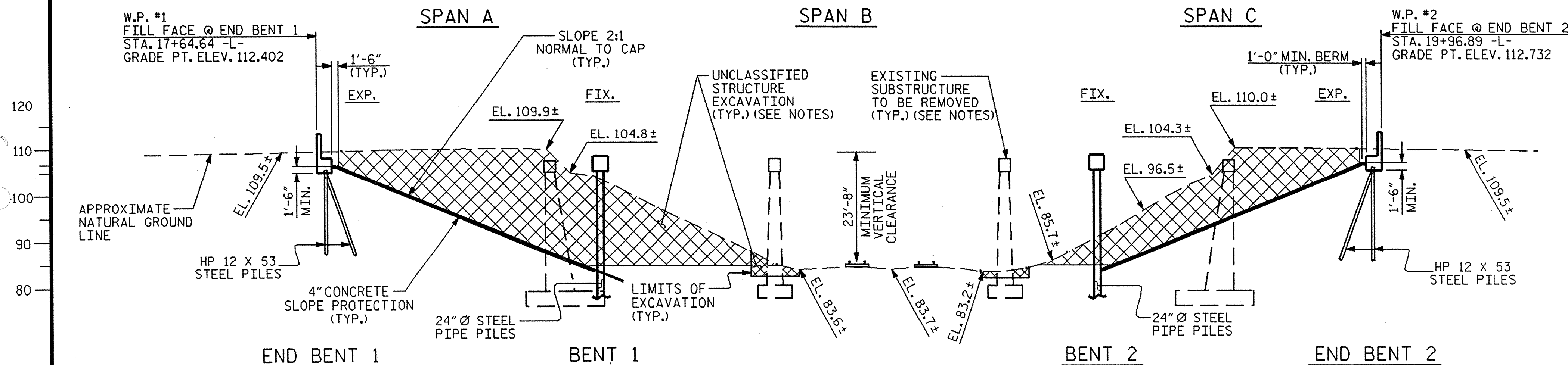
REPLACES BRIDGE No. 277
 MILE POST A-116.96

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 BRIDGE ON SR 1555 OVER
 CSX RAILROAD BETWEEN US 301
 BUSINESS (N. CHURCH STREET) &
 NC 97 (ATLANTIC AVENUE)
 (ROCKY MOUNT)

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

S-1
TOTAL SHEETS
36

+4.7310% Δ -4.7390%
 PI = 18+90.00
 ELEV. = 120.74
 VC = 600.00
 GRADE DATA



THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE DESIGN ASSUMES A GIRDER ERECTION SEQUENCE OF PLACING THE CANTILEVERED FIELD SECTIONS FROM SPAN A PRIOR TO THE PLACEMENT OF THE CANTILEVERED FIELD SECTIONS FROM SPAN C. THE DESIGN ALSO ASSUMES THAT THE CANTILEVERED FIELD SECTIONS FROM SPAN C WILL BE BOLTED TO THE CANTILEVERED FIELD SECTIONS FROM SPAN A BEFORE BEING RELEASED. HOWEVER, THE CONTRACTOR MAY REQUEST AN ALTERNATE GIRDER ERECTION SEQUENCE BY PROVIDING A SUBMITTAL SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN NORTH CAROLINA.

Professional Engineer Seal for Keith Pascual, No. 12929, dated 6/23/05.

DRAWN BY: K. MCGAULEY DATE: 12/7/04
 CHECKED BY: A. M. KEETER DATE: 1/27/05