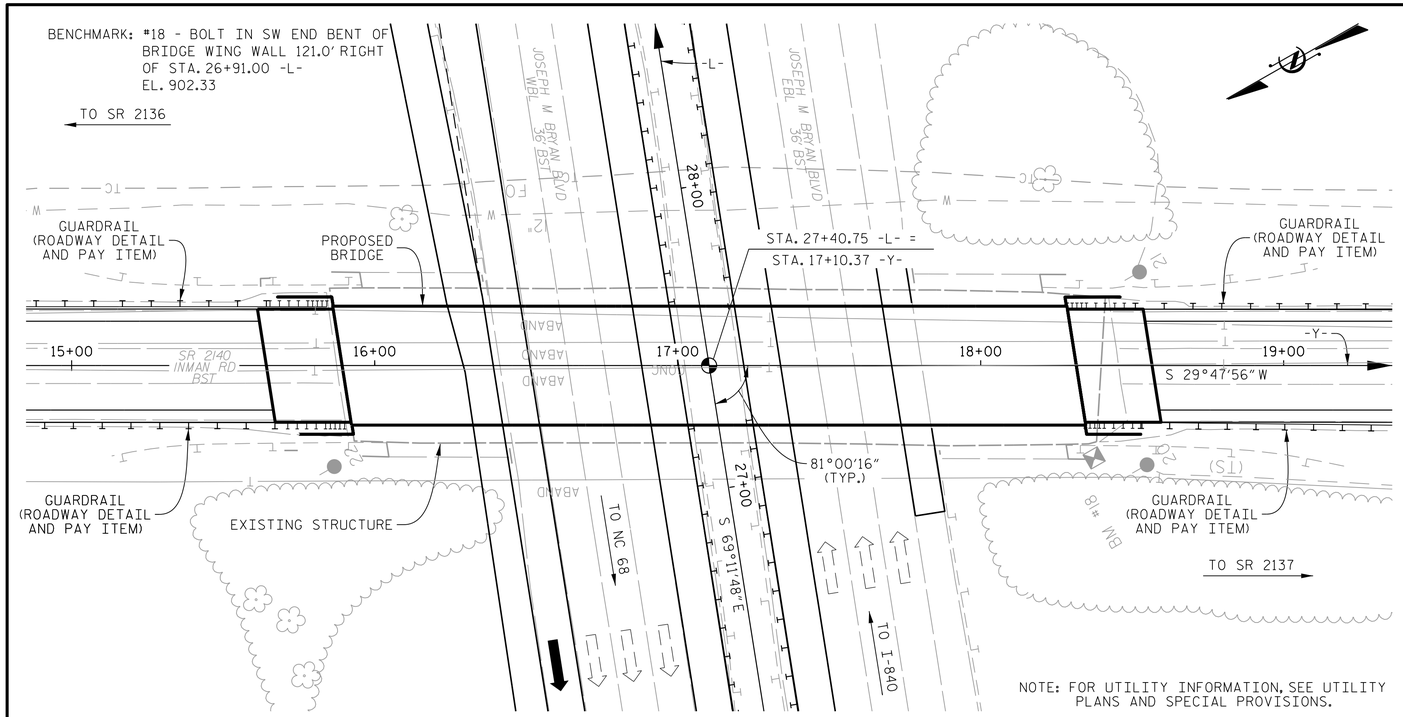

LOCATION SKETCH

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 PERFORMANCE ZONE 1.

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

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.

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.

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

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 GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED 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.

EXISTING FOOTING UNDER BRYAN BLVD. (WBL) SHALL BE REMOVED. PAYMENT FOR EXCAVATION SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR FOUNDATION EXCAVATION. PAYMENT FOR FOOTING REMOVAL SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "REMOVAL OF EXISTING STRUCTURE".

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.

WORK SHALL NOT BE STARTED ON END BENT 1 OR END BENT 2 UNTIL ROADWAY SECTION HAS BEEN EXCAVATED.

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

THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 40'-6", 2 SPANS @ 73'-6" AND 1 SPAN @ 39'-0" EACH CONSISTING OF REINFORCED CONCRETE DECK WITH PRECAST DECK PANELS ON PRESTRESSED CONCRETE GIRDERS WITH 52'-0" CLEAR ROADWAY WIDTH ON REINFORCED CONCRETE POST AND BEAM INTERIOR BENTS WITH STEEL PILE SUPPORTED FOOTINGS AND REINFORCED CONCRETE END BENT CAPS ON STEEL PILES AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE @ STA. 27+40.75 -L-	FOUNDATION EXCAVATION	PDA TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL
	LUMP SUM	LUMP SUM	EACH	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.
SUPERSTRUCTURE				9,577	9,578		LUMP SUM	
END BENT 1						33.8		6,762
BENT 1		LUMP SUM				72.1		12,447
END BENT 2						33.8		6,762
TOTAL	LUMP SUM	LUMP SUM	1	9,577	9,578	139.7	LUMP SUM	25,971

	SPIRAL COLUMN REINFORCING STEEL	MODIFIED 72" PRESTRESSED CONCRETE GIRDERS		HP 12 x 53 STEEL PILES		HP 14 x 73 STEEL PILES		PILE REDRIVES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS
	LBS.	No.	LIN. FT.	No.	LIN. FT.	No.	LIN. FT.	EACH	LIN. FT.	SQ. YD.	LUMP SUM
SUPERSTRUCTURE		8	962.16						484.63		LUMP SUM
END BENT 1				9	640.0			9		170	
BENT 1	1,279					18	855.0	18			
END BENT 2				9	480.0			9		225	
TOTAL	1,279	8	962.16	18	1,120.0	18	855.0	36	484.63	395	LUMP SUM

PROJECT NO. U-2524BC

GUILFORD COUNTY

STATION: 27+40.75 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

BRIDGE OVER SR 2085 (-L-) ON SR 2140 (-Y-) BETWEEN SR 2136 AND SR 2137

DRAWN BY : K. E. LOFTON DATE : 1-15
CHECKED BY : T. M. HARRIS DATE : 1-15
DESIGN ENGINEER : T. M. HARRIS DATE : 2-15

PLANS PREPARED BY :
PARSONS
5540 Centerview Drive, Suite 217
Raleigh, NC 27606-3386
NC LICENSE No. F-0246
FOR NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NORTH CAROLINA PROFESSIONAL SEAL 19299 ENGINEER THOMAS M. HARRIS
3/6/2015

REVISIONS						SHEET No.
No.	BY:	DATE:	No.	BY:	DATE:	S01-3
1			3			TOTAL SHEETS
2			4			27

STR. #1

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