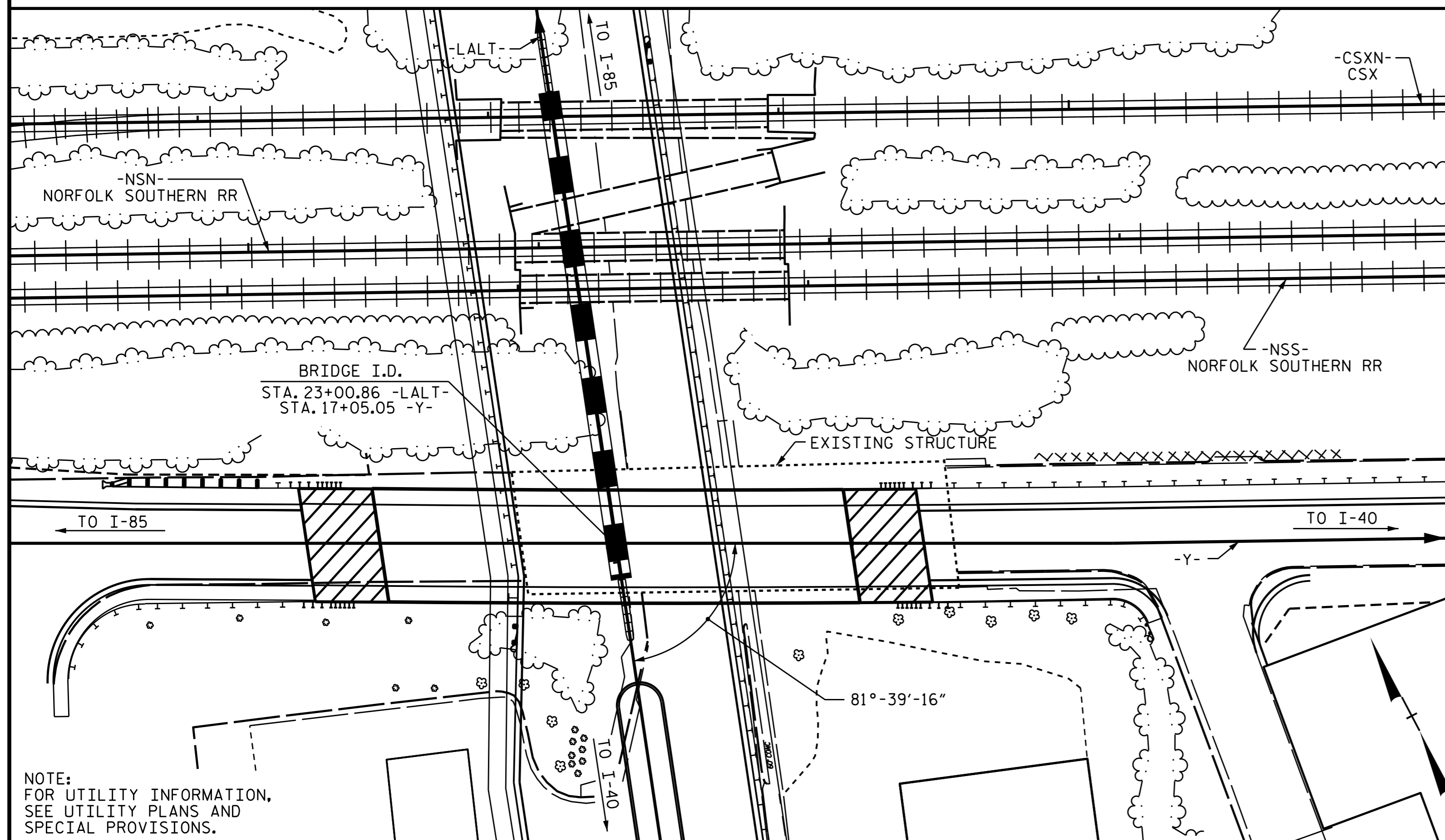


BM 503: RAILROAD SPIKE SET IN 15" PIN OAK, 57.15' LEFT OF STA. 14+56.75 -Y-, EL. 414.78.



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 ZONE 1.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

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.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

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.

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

THE EXISTING PAVEMENT WITHIN THE AREA OF THE END BENT 2 PILES SHALL BE REMOVED AND THE ROADBED SCARIFIED TO A MINIMUM DEPTH OF 2'-0".

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

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

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 23+00.86-LALT-."

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 EXISTING STRUCTURE CONSISTING OF 4 SPANS (29'-6", 50', 34', AND 33') WITH REINFORCED CONCRETE FLOOR ON I-BEAMS WITH A CLEAR ROADWAY WIDTH OF 36 FT. ON A SUBSTRUCTURE WITH REINFORCED CONCRETE CAP ON TIMBER PILES AT END BENT 1, FULL HEIGHT REINFORCED CONCRETE ABUTMENT AT END BENT 2, AND INTERIOR BENTS OF REINFORCED CONCRETE POST AND BEAM ON SPREAD FOOTINGS AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON THE PROPOSED GROUND LINE ELEVATION. IF NECESSARY FOR PHASING, THE CONTRACTOR MAY LOWER THE CONSTRUCTION JOINT UP TO 1 FT. BELOW PROPOSED THE GROUND LINE.

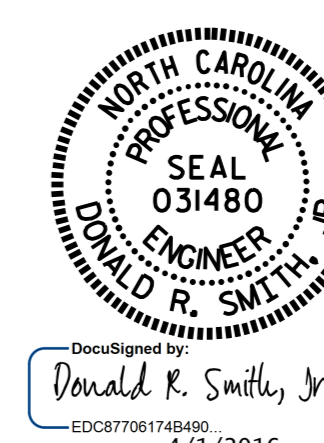
FOR IMPACTS TO BRIDGE CONSTRUCTION DUE TO TRAFFIC PHASING, SEE TRANSPORTATION MANAGEMENT PLANS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	3'-6" DIA. DRILLED PIERS IN SOIL	3'-6" DIA. DRILLED PIERS NOT IN SOIL	SID INSPECTIONS	CSL TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE			
	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	SQ. FT.	SQ. FT.	CU. YDS.			
SUPERSTRUCTURE								8,046	8,150				
END BENT 1		80	16							37.4			
BENT 1				42.25	23.00					41.6			
END BENT 2										37.4			
TOTAL	LUMP SUM	80	16	42.25	23.00	1	1	8,046	8,150	116.4			
	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS	HP 12 X 53 STEEL PILES	STEEL PILE POINTS	TWO BAR METAL RAIL	1'-2" X 3'-0" CONCRETE PARAPET	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	ASBESTOS ASSESSMENT		
	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	LIN. FT.	SQ. YDS.	LUMP SUM	LUMP SUM		
SUPERSTRUCTURE	LUMP SUM			10	771.88			295.78	311.63	LUMP SUM			
END BENT 1		5,223				8	96		225				
BENT 1		12,329	2,271										
END BENT 2		5,223				8	320		235				
TOTAL	LUMP SUM	22,775	2,271	10	771.88	16	416	8	295.78	311.63	460	LUMP SUM	LUMP SUM

PROJECT NO. U-3308
DURHAM COUNTY
 STATION: 23+00.86-LALT-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 FOR BRIDGE OVER NC 55
 (ALSTON AVE.)
 ON PETTIGREW ST. BETWEEN
 FAYETTEVILLE RD. AND
 BRAGGS AVE.

DRAWN BY : P.S. ADKINS DATE : 9/8/14
 CHECKED BY : H.P. KIM DATE : 9/30/14
 DESIGN ENGINEER OF RECORD : D.R. SMITH DATE : 11/3/14

DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-3
1			3			TOTAL SHEETS
2			4			32