



ĊK	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	APPROX. 441,500 LBS STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP HP 12 X 53 STEEL PILES
	SF	CY	LS	LB	LB	LS	EA
	13,024		LS			LS	
		32.5		5,441			
		55 . 5		13,045	2933		8
		105.8		16,543	2267		
		55.1		12,068	2430		
		32.3		5,439			8
	13,024	281.2	LS	52,536	7630	LS	16

C FOAM JOINT SEALS		ELECTRICAL CONDUIT SYSTEM FOR SIGNALS POLYESTER POLYESTER OVERLAY MATERIALS POLYESTER POLYESTER POLYMER CONCRE OVERLAY		PLACING AND FINISHING FOR POLYESTER POLYMER CONCRETE OVERLAY	SHOTBLASTING BRIDGE DECK				
	LS	LS	CY	SY	SY				
	LS	LS	21.4	770.0	770.0				
	LS	LS	21.4	770.0	770.0				

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.

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.

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

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE PAVEMENT MARKING PLANS AND SHALL PROVIDE FOR BICYCLES.

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.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE PAVED SHOULDER ELEVATION. THE TOP OF DRILLED PIER SHALL BE ADJUSTED AS REQUIRED TO MAINTAIN THE TOP OF THE DRILLED PIER 1 FOOT BELOW THE PAVED SHOULDER ELEVATION.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. 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 PPC MATERIALS AND PLACING AND FINISHING POLYESTER POLYMER CONCRETE OVERLAY, SEE "POLYESTER POLYMER CONCRETE BRIDGE DECK OVERLAY" SPECIAL

FOR SHOTBLASTING DECK. SEE 'OVERLAY SURFACE PREPARATION FOR POLYESTER POLYMER CONCRETE" SPECIAL PROVISION.

JOINTS SHALL BE SEALED PRIOR TO PPC OVERLAY.

LONGITUDINAL CONSTRUCTION JOINTS OF PPC OVERLAY SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES.

TEMPORARY SHORING WILL BE REQUIRED FOR MAINTENANCE OF TRAFFIC FOR CONSTRUCTION OF END BENTS, 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. T-5711 DDA IEAT NA

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING. THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE

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.

LE BAR REPLACEME THS BASED ON 30"	ALAMANCE COUNTY STATION: STA. 27+02.26 -L-								
PLE LENGTH) PLUS CE LENGTHS AND F	SHEET	4	OF 4						
			STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH						
PREPARED BY:		1	G	ENER	AL	_ DF	RAWIN	NG	
MPSON NGINEERS SSOCIATES	AGB SB9B57 SEAL 24390	FOR BRIDGE ON MEBANE OAKS ROAD OVER I-40/I-85 BETWEEN SR 2033 AND SR 2210							
8 200 y, NC 27518 852-0468 852-0598 (Fax)	LEFT WIDENING								
.simpsonengr.com ENSURE NO.C-2521	1/14/2020	NO. BY:		REVIS	SION	S BY:	DATE:	SHEET NO. S-4	
DOCUMENT NOT CONSIDERED FINAL					3			TOTAL SHEETS	

89