

BENCHMARK #1: RAILROAD SPIKE IN 12" WHITE OAK, 36.03' LEFT OF STA. 21+95.16 -EL-, EL. 842.36

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.

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 5 OR SYSTEM 6 OF THE STRUCTURAL STEEL SHOP COATING PROGRAM AND SECTION 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTING OF 3 SPANS, 1 @ 30'-0", 1 @ 65'-0", 1 @ 30'-0" WITH A REINFORCED CONCRETE DECK ON I-BEAMS WITH A CLEAR ROADWAY WIDTH OF 24'-0" ON A SUBSTRUCTURE CONSISTING OF END BENTS RC CAPS ON STEEL PILES, INTERIOR BENTS RC POST AND BEAM AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED.

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.

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 20+91.04 -EL-."

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 MATERIAL SHOWN IN THE HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 20'-1/2" EACH SIDE OF @ ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

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 RAILROAD TRACK TOP OF RAIL ELEVATION SHOWN ON THE PLANS ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE TOP OF RAIL ELEVATIONS AND REPORT AN VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

RAILROAD EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO PERFORMING ANY WORK IN THE RAILROAD RIGHT-OF-WAY.

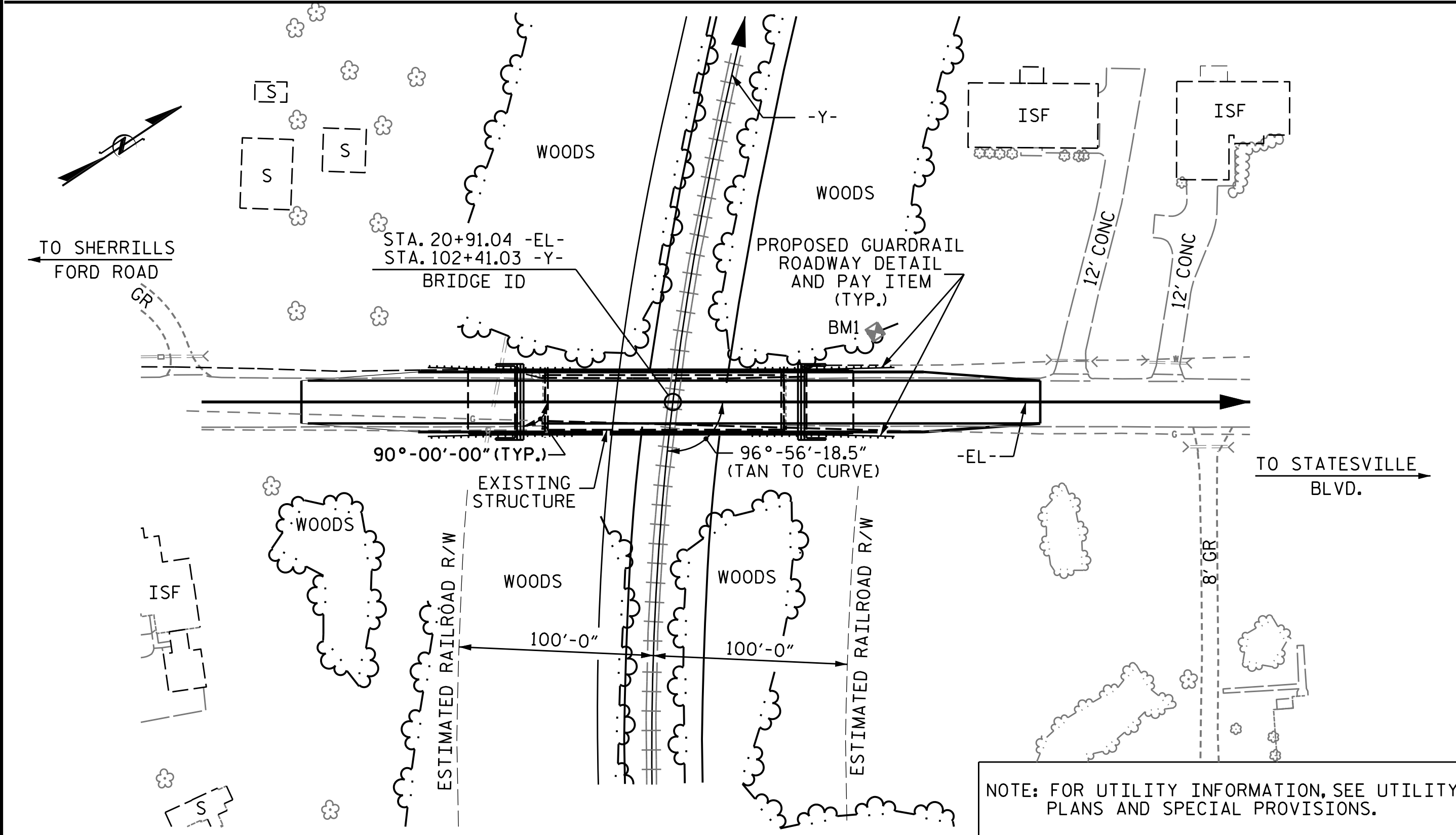
ADDITIONAL EROSION CONTROL MEASURES FOR PROTECTION OF RAILROAD DITCHES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

NO SEPARATE PAYMENT WILL BE MADE FOR RAILROAD EROSION CONTROL MEASURES.

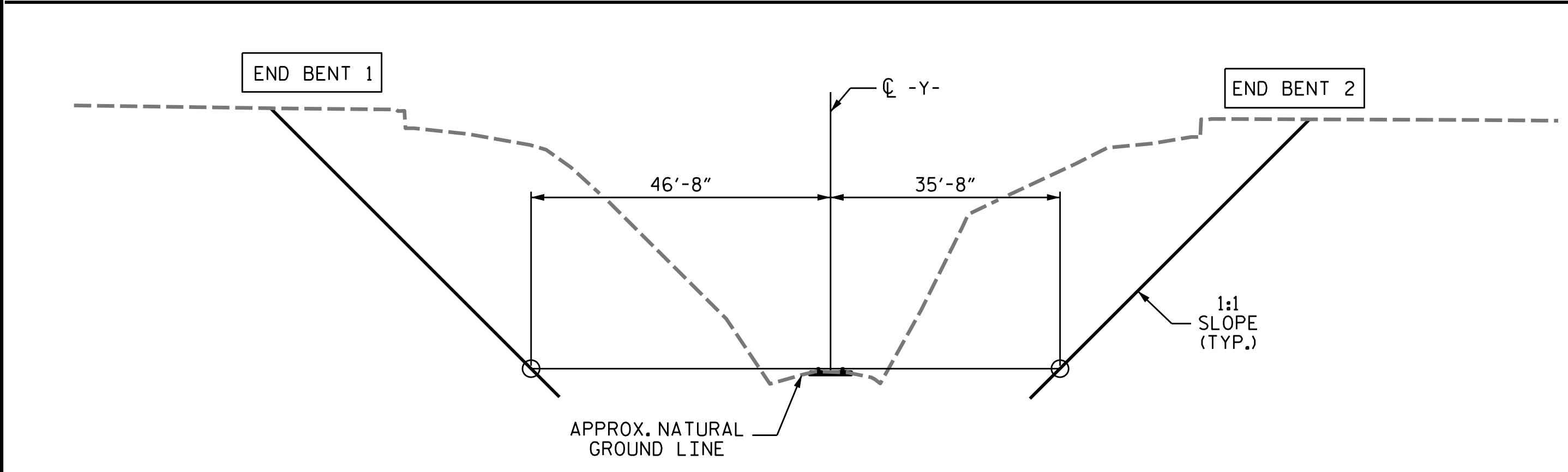
LIMITS OF SILT FENCE AND FILTER FABRIC PARALLEL TO RAILROAD SHALL EXTEND A MINIMUM OF 25'-0" OUTSIDE EDGE OF SUPERSTRUCTURE OR TOE OF SLOPE ON CONSTRUCTION. A GREATER LENGTH OF SILT FENCE OR FILTER FABRIC MAY BE REQUIRED IF SO DIRECTED BY THE ENGINEER.

FILTER FABRIC TO BE NAILED TO TIMBER RAIL TIES WITH PRIME SOURCE "GRIP CAP" OR EQUIVALENT. FILTER FABRIC ON SHOULDER TO BE SECURED AS DIRECTED BY THE ENGINEER AND RAILROAD.

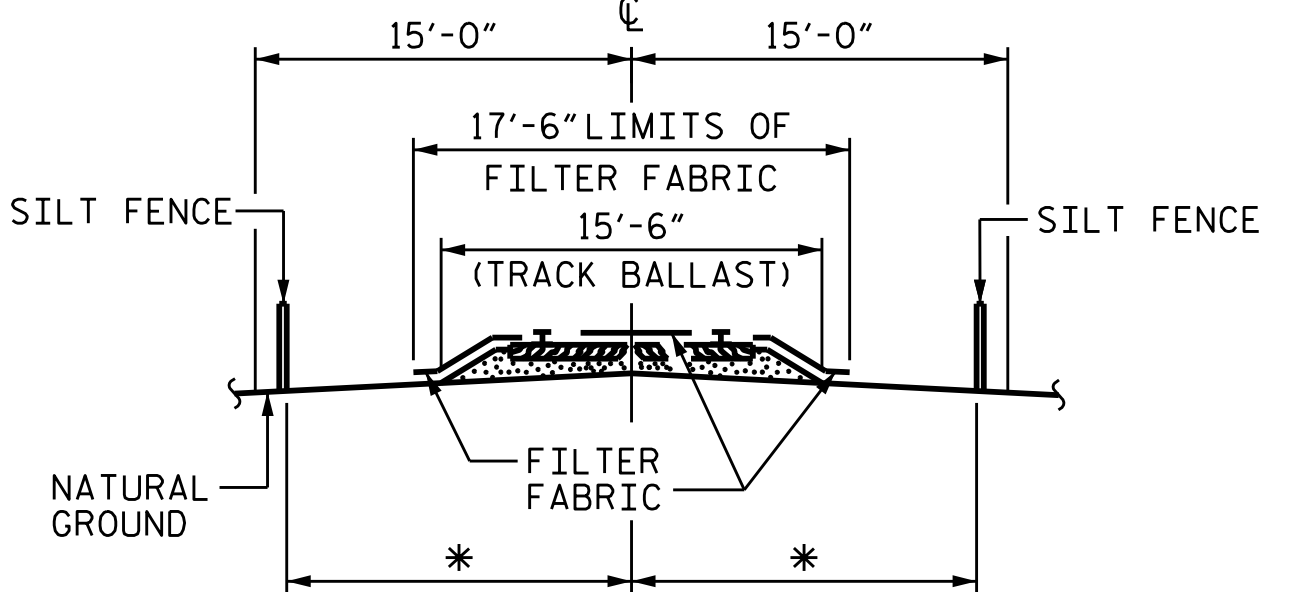
FOR FOUNDATION NOTES, SEE "FOUNDATION LAYOUT" SHEET.



LOCATION SKETCH



SPAN LENGTHS BASED ON THIS SECTION (LOOKING UPSTATION)



RAILROAD EROSION CONTROL DETAIL

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	APPROXIMATE 139,700 LBS. STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 14x73 STEEL PILES	HP 14x73 STEEL PILES	STEEL PILE POINTS	PREDRILLING FOR PILES	VERTICAL CONCRETE BARRIER RAIL	ELASTOMERIC BEARINGS	FOAM JOINT SEALS
	LUMP SUM	LUMP SUM	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LUMP SUM	EA.	NO.	LIN. FT.	EA.	LIN. FT.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM	LUMP SUM	LUMP SUM	5,078	5,645		LUMP SUM		LUMP SUM					296.5	LUMP SUM	LUMP SUM
END BENT 1								4,453		7	7	125.0	7	20		
END BENT 2								4,453		7	7	125.0	7	20		
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	5,078	5,645	66.2	LUMP SUM	8,906	LUMP SUM	14	14	250.0	14	40	296.5	LUMP SUM

PROJECT NO. B-5772  
 ROWAN COUNTY  
 STATION: 20+91.04 -EL-

SHEET 3 OF 3



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 GENERAL DRAWING  
 FOR BRIDGE ON SR 1724  
 OVER NORFOLK SOUTHERN  
 RAILROAD BETWEEN  
 STATESVILLE BLVD. &  
 SHERRILLS FORD RD.

DRAWN BY: M. G. SHAIKH DATE: 02/2021  
 CHECKED BY: A. SORSENGINH DATE: 05/2021  
 DESIGN ENGINEER OF RECORD: A. SORSENGINH DATE: 05/2021

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			25

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED