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| OTES:   |
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| PAIR LOCATIONS AND ESTIMATE OF QUANTITIES ARE BASED ON THE<br>ST INFORMATION AVAILABLE.IF ADDITIONAL REPAIRS NOT SHOWN<br>THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER,THE<br>GINEER WILL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATIONS<br>D DESCRIPTION OF THE REPAIRS AND ENTER THE ACTUAL QUANTITIES<br>TO THE AS-BUILT REPAIR QUANTITY TABLE. |
| R REPAIRS, SEE "TYPICAL CAP AND COLUMN REPAIR DETAILS" SHEET.   |
| R SHOTCRETE REPAIRS, SEE SPECIAL PROVISIONS.  |
| R CONCRETE REPAIRS, SEE SPECIAL PROVISIONS.   |
| OTCRETE REPAIRS MAY BE REPLACED WITH CONCRETE REPAIRS WITH<br>E APPROVAL OF THE ENGINEER.   |
| NTRACTOR SHALL SAW CUT TO A MINIMUM DEPTH OF $1/2''$ BUT<br>INFORCING STEEL SHALL NOT BE DAMAGED.CONTRACTOR SHALL<br>MOVE SURFACE CONCRETE TO VERIFY THAT SAW CUT DEPTH WILL<br>T DAMAGE EXISTING REINFORCING STEEL.  |
| NTRACTOR SHALL SAW CUT THE REPAIR AREAS SO THAT THE<br>RNERS ARE SQUARE AS INDICATED ON THE DETAILS.  |
| PLY EPOXY PROTECTIVE COATING TO ALL SIDES OF THE CONCRETE PILES.<br>OXY COATING SHALL BE APPLIED 4 FEET UP THE PILES FROM THE GROUND<br>NE.FOR EPOXY COATING,SEE SPECIAL PROVISIONS.  |
| R EPOXY RESIN INJECTION, SEE SPECIAL PROVISIONS.  |
| EN COLUMN REPAIRS ARE INDICATED TO GROUND LINE,EXTEND<br>PAIR ONE (1)FOOT MIN.BELOW GROUND LINE.  |
| SHOTCRETE REPAIR  |
| CONCRETE REPAIR (FORM & POUR)   |
| ERI - EPOXY RESIN INJECTION   |
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|   | PROJECT NO<br>GUILFOF<br>BRIDGE NO<br>Sheet 2 of 2                 | <u>I-5955</u><br><u>RD</u> CO<br>400340 | UNTY                           |  |  |  |
|---|--|---|--------------------------------|--|--|--|
| ORTH CAROL  | STATE OF NORTH CAROLINA<br>DEPARTMENT OF TRANSPORTATION<br>RALEIGH |   |                                |  |  |  |
| John Yannaccone 032492<br>781361754678456.<br>11/17/2022            | BE<br>SPAN   | NT 1<br>B SIDE                          |                                |  |  |  |
|   | REVISION   | IS                                      | SHEET NO.                      |  |  |  |
| DOCUMENT NOT CONSIDERED<br>FINAL UNLESS ALL<br>SIGNATURES COMPLETED | NO. BY: DATE: NO.<br>1<br>2<br>2                                   | BY: DATE:                               | S8-8<br>total<br>sheets<br>127 |  |  |  |



| AS-BUILT REF   | PAIR  | QUANT  | ΊΤΥ   | ΤΑΒ  | LE           |
|--|---|--|---|--|--------------|
| ENT 2 REPAIRS  | FSTT  | QUAI<br>MATE   | NTITIES   | Αςτιμαι  |              |
| SHOTCRETE REPAIRS  | AREA<br>SF  | VOLUME<br>CF   | AREA<br>SF  | DEPTH  | VOLUME<br>CF |
| AP<br>DI UMN   | 0.0   | 0.0  |   |  |              |
| CONCRETE REPAIRS   | 0.0   | 0.0  |   |  |              |
| EPOXY RESIN INJECT   | ION   | LENGTH<br>LF   |   | LENGTH<br>LF   |              |
| AP<br>DI LIMN  |   | 0.0  |   |  |              |
| EPOXY COATING  |   | SQ.<br>FT  |   | SQ.<br>FT  |              |
| ONCRETE PILES  |   | 294  |   |  |              |
| UNSOUND CONCRETE, MINIMUM<br>EARANCE TO SAWCUT.FOR REPAT<br>UMN REPAIR DETAILS" SHEET.<br>DTES:<br>PAIR LOCATIONS AND ESTIMAT<br>ST INFORMATION AVAILABLE.I<br>THE DRAWINGS ARE DEEMED NE<br>GINEER WILL NOTE ON THE DRA<br>D DESCRIPTION OF THE REPAIF<br>TO THE AS-BUILT REPAIR QUAN<br>R REPAIRS, SEE "TYPICAL CAP<br>R SHOTCRETE REPAIRS, SEE SPE<br>CONCRETE REPAIRS MAY BE REPL<br>APPROVAL OF THE ENGINEER.<br>NTRACTOR SHALL SAW CUT TO<br>INFORCING STEEL SHALL NOT E<br>MOVE SURFACE CONCRETE TO VE<br>T DAMAGE EXISTING REINFORCING<br>NTRACTOR SHALL SAW CUT THE<br>RNERS ARE SQUARE AS INDICATION<br>ON COATING SHALL BE APPLIE<br>NE.FOR EPOXY COATING, SEE SPE<br>R EPOXY RESIN INJECTION, SEE<br>EN COLUMN REPAIRS ARE INDIC | OF 1" BEHIN<br>IR DETAILS<br>E OF QUANT<br>F ADDITION<br>ECESSARY B<br>WINGS THE<br>RS AND ENT<br>NTITY TABL<br>AND COLUMI<br>CCIAL PROV<br>CIAL PROVI<br>LACED WITH<br>A MINIMUM<br>E DAMAGED<br>ERIFY THAT<br>ING STEEL.<br>REPAIR AF<br>TED ON THE<br>NG TO ALL<br>PECIAL PRO<br>E SPECIAL<br>CATED TO C | ITTIES ARE<br>S, SEE 'TYPE<br>TITIES ARE<br>NAL REPAIRS<br>Y THE ENGI<br>APPROXIMA<br>ER THE ACT<br>ER THE ACT<br>ER THE ACT<br>ER THE ACT<br>ISIONS.<br>ISIONS.<br>ICONCRETE<br>DEPTH OF<br>CONTRACTO<br>SAW CUT IN<br>REAS SO THA<br>EDETAILS.<br>SIDES OF T<br>UP THE PIL<br>VISIONS.<br>PROVISIONS | BASED C<br>BASED C<br>S NOT SH<br>NEER, TH<br>ATE LOCA<br>UAL QUA<br>ETAILS"<br>REPAIRS<br>V2" BUT<br>DR SHALL<br>DEPTH WI<br>AT THE<br>THE CONC<br>ES FROM | MUM OF 2<br>AND<br>ON THE<br>HOWN<br>E<br>TIONS<br>NTITIES<br>SHEET.<br>WITH<br>ELL<br>RETE PIL<br>THE GRO | -ES.<br>DUND |
| SHOTCRETE REPAIR   | GROUND LI   | NE.  | _, _, , , , , , , , , , , , , , , , , ,   |  |              |
| CONCRETE REPAIR (FOF   | M & POUR)   |  |   |  |              |
| ERI - EPOXY RESIN IN   | NJECTION  |  |   |  |              |
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456<br>11/17/2022  | PROJEC<br>GL<br>BRIDGE<br>BHEET 1 OF<br>DEPAR   | T NO<br>JILFOF<br>NO<br>2<br>STATE OF<br>R<br>SPAN   | I-5<br>RD<br>40(<br>NORTH CAROLIN<br>TRANS<br>ALEIGH  | 5955<br>COL<br>0340  | JNTY         |
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|                         | 2   |     |           | 4   |     |       | 127             |





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|  | PROJEC<br>(<br>BRIDGE | CT NO.<br>GUILF<br>E NO  | I<br>ORD<br>4( | - <u>5955</u><br>co<br><u>00340</u> | UNTY          |  |  |
|--|-----------------------|--|----------------|-------------------------------------|---------------|--|--|
| TH CAROL   | DEPA                  | STATE OF NORTH CAROLINA<br>DEPARTMENT OF TRANSPORTATION<br>RALEIGH |                |                                     |               |  |  |
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456.<br>11/17/2022 |                       | e<br>SPA   | BENT<br>NCS    | 2<br>SIDE                           |               |  |  |
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# LOCATION SKETCH

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY. CONTRACTOR SHALL CONFIRM, THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING BRIDGES, ROADWAY, UTILITIES, THE SURROUNDING AREA, AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

| DRAWN BY : | J. MYA<br>J. YANNACCONE | DATE : <u>10/2022</u><br>DATE : <u>10/2022</u> |
|------------|-------------------------|--|

SEE TRANSPORTATION MANAGEMENT PLANS FOR LANE WIDTHS, SEQUENCING AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF OVERLAY SURFACE PREPARATION AND POLYMER CONCRETE (PC) PLACEMENT.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT DUE TO THE NATURE OF PRESERVATION PROJECTS, THE EXTENT OF WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO COMMENCEMENT OF WORK. REPAIR LOCATIONS AND ESTIMATES OF QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER SHALL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATION AND DESCRIPTION OF THE REPAIR.

EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN WHAT IS SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS.

WORK ON THE BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL BELOW, EXCEPT WHERE THE OF TRAVEL LANES. CONTRACTOR'S PLAN USED PLATFORMS, NETS, SCREEN OR OTHER PROTECTIVE DEVICES TO CATCH THE MATERIAL. THE CONTRACTOR SHALL SUBMIT PLANS FOR FOR SHOTBLASTING BRIDGE DECK AND CLASS II SURFACE PREPARATION, SEE OVERLAY SURFACE CONSTRUCTION IN ACCORDANCE WITH ARTICLE 402-2 PREPARATION FOR POLYMER CONCRETE SPECIAL OF THE STANDARD SPECIFICATIONS AND THE PROJECT PROVISION. SPECIAL PROVISIONS, ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONTRACTOR'S FOR FINE MILLING, SEE SPECIAL PROVISIONS. OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AND PERFORMED AT NO ADDITIONAL COST FOR CONCRETE DECK REPAIR FOR PC OVERLAY, PC MATERIALS, AND PLACING AND FINISHING PC OVERLAY, SEE POLYMER CONCRETE BRIDGE DECK OVERLAY TO THE DEPARTMENT. FOR CONTROL OF TRAFFIC AND LIMITS OF PHASING OF SPECIAL PROVISION.

CONSTRUCTION, SEE TRANSPORTATION MANAGEMENT PLANS.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL A COMPLETE SEQUENCE OF TASKS FOR EACH OPERATION AFFECTING THE BRIDGE SURFACE AND/OR TRAFFIC.

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

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

| BRIDGE CO       | ORDINATES       |
|-----------------|-----------------|
| LATITUDE        | LONGITUDE       |
| 36°-02′-45.66′′ | 79°-46′-10.79′′ |



# GENERAL NOTES

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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 BRIDGES, SEE SPECIAL PROVISIONS.

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLANS.

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE BRIDGE DECK. THE CONTRACTOR SHALL TAKE CARE THAT ANY CONSTRUCTION DEBRIS THAT COLLECTS IN THE DRAINS IS CONTAINED. DRAINS IN SHOULDERS OF ADJACENT TRAVEL LANES SHALL BE KEPT FREE AND CLEAR OF DEBRIS.

LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE

FOR EXPANSION JOINT SEAL REPAIR, SEE SPECIAL PROVISIONS.

FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR EPOXY COATING AND DEBRIS REMOVAL. SEE SPECIAL PROVISIONS.

FOR PAINTING EXISTING WEATHERING STEEL STRUCTURE, SEE SPECIAL PROVISIONS.

FOR PAINTING CONTAINMENT AND POLLUTION CONTROL, SEE PAINTING EXISTING WEATHERING STEEL STRUCTURE SPECIAL PROVISION.





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### NOTES:

SEE TRANSPORTATION MANAGEMENT PLANS FOR LANE WIDTHS, SEQUENCING AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF OVERLAY SURFACE PREPARATION AND PC PLACEMENT.

**★**1′-6<sup>|</sup>/2″

- CONCRETE

BARRIER

(TYP.)

└─ 1″ MIN. PC OVERLAY PROJECT NO. 1-5955 GUILFORD \_ COUNTY DECK SURFACE AFTER SURFACE PREPARATION 400348 BRIDGE NO. \_\_\_\_ STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH \ CAR OFESSION \$\$\$ SEAL \$
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032492 TYPICAL SECTION AND John Ye WGINEER. SURFACE PREPARATION -781361754678 YANNA DETAILS 11/17/2022 SHEET NO. REVISIONS DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED NO. BY: S9-3 DATE: DATE: BY:

TOTAL SHEETS

127



|   |                          | REPA     | IR QU  | ANTITY TABLE          |         |        |       |    |         |
|---|--------------------------|----------|--------|-----------------------|---------|--------|-------|----|---------|
|   | UNDERSIDE OF DECK REPAIR |          |        |                       |         |        |       |    |         |
|   |                          | ESTIMATE | ACTUAL |                       | A T D C | EST    |       |    |         |
|   | APPR.SLAB @ EB1          | 182.8 SY |        | SHUICKEIE KEPA        | 1TK2    | SF     | CF    | SF | CF      |
|   | SPAN A                   | 478.6 SY |        |                       | SPAN A  | 0.0    | 0.0   |    |         |
| FINE MILLING  | SPAN B                   | 822.2 SY |        | UNDERSIDE OF DECK     | SPAN B  | 0.0    | 0.0   |    |         |
|   | SPAN C                   | 284.8 SY |        |                       | SPAN C  | 0.0    | 0.0   |    |         |
|   | APPR.SLAB @ EB2          | 101.9 SY |        |                       | SPAN A  | 0.0    | 0.0   |    |         |
|   | APPR.SLAB @ EB1          | 8.6 SY   |        | OVERHANG DIAPHRAGMS   | SPAN B  | 0.0    | 0.0   |    |         |
| CLASS II SURFACE<br>PREPARATION<br>CONCRETE WORK FOR<br>JOINT REPLACEMENT | SPAN A                   | 8.6 SY   |        |                       | SPAN C  | 0.0    | 0.0   |    |         |
|   | SPAN B                   | 39.4 SY  |        |                       | SPAN A  | 0.0    | 0.0   |    |         |
|   | SPAN C                   | 5.6 SY   |        | UNDERSIDE OF OVERHANG | SPAN B  | 0.0    | 0.0   |    |         |
|   | APPR.SLAB @ EB2          | 5.5 SY   |        | -                     | SPAN C  | 0.0    | 0.0   |    |         |
|   | APPR.SLAB @ EB1          | 0 SF     |        | INTERIOR DIAPHRAGMS   | SPAN A  | 0.0    | 0.0   |    |         |
|   | SPAN A                   | 0 SF     |        |                       | SPAN B  | 0.0    | 0.0   |    |         |
|   | R<br>T SPAN B            | 110 SF   |        | _                     | SPAN C  | 0.0    | 0.0   |    |         |
|   | SPAN C                   | 110 SF   |        |                       |         | EST    | IMATE | AC | TUAL    |
|   | APPR.SLAB @ EB2          | 0 SF     |        |                       | SPAN A  | 0.     | 0 LF  |    |         |
|   | APPR.SLAB @ EB1          | 6.3 CY   |        | UNDERSIDE EPOXY RESIN | SPAN B  | 0.0 LF |       |    |         |
|   | SPAN A                   | 16.6 CY  |        |                       | SPAN C  | 0.     | 0 LF  |    |         |
| PC MATERIALS  | SPAN B                   | 31.9 CY  |        |                       | •       |        |       |    |         |
|   | SPAN C                   | 9.9 CY   |        | _                     |         |        |       |    |         |
|   | APPR.SLAB @ EB2          | 3.5 CY   |        |                       |         |        |       |    |         |
|   | APPR.SLAB @ EB1          | 182.8 SY |        | 1                     |         |        |       |    |         |
|   | SPAN A                   | 478.6 SY |        |                       |         |        |       |    |         |
| FINSIHING   | SPAN B                   | 822.2 SY |        |                       |         |        |       |    |         |
| PC OVERLAY  | SPAN C                   | 284.8 SY |        |                       |         |        |       |    |         |
|   | APPR.SLAB @ EB2          | 101.9 SY |        |                       |         |        |       |    |         |
|   | APPR.SLAB @ EB1          | 1433 SF  |        | 1                     |         |        |       |    |         |
|   | SPAN A                   | 3956 SF  |        |                       |         |        |       |    |         |
| GROOVING BRIDGE   | SPAN B                   | 6913 SF  |        |                       |         |        |       |    |         |
|   | SPAN C                   | 2293 SF  |        | 1                     |         |        |       |    | · • • • |
|   | APPR.SLAB @ EB2          | 790 SF   |        | ]                     |         |        |       | K  |         |

S01\_004\_400348  $\mathcal{O}$ + 1ans\409\_007\_I-5955\_: CAD\2.0 100% S G I-5955 T 010 Jg∖Ta . E ojects\67945\5-W I-5995.tbl + net-pw.bentley.com:gfnet-pw-01\Documents\Pr 022 11:07:44 AM pdf\_color\_gfclt\_FS.plt J. MYA DRAWN BY : \_\_\_\_\_\_J. MYA CHECKED BY : \_\_\_\_\_J. YANNACCONE

|                |        |                        | *                | ÷ 132′-11 | . <mark> /</mark> 8″ (SPAN | в)         |                |                                   | . <u>*</u> 43′−55⁄/c  | "(SPΔN C)  | *<br>17/ 21/ //                                 |  |                                   |                   |        |               |
|----------------|--------|------------------------|------------------|-----------|----------------------------|------------|----------------|-----------------------------------|---|--|---|--|-----------------------------------|-------------------|--------|---------------|
| -85/16" (SPAN  | Ν Α)   | ► ◄                    | <br>۲            |           | <u> </u>                   |            |                |                                   |   |  | (APPR.<br>SLAB)                                 |  |                                   |                   |        |               |
|                |        |                        | @                | BENT 1    |                            |            |                |                                   |   |  |   | @ BENT 2   |                                   |                   |        |               |
|                |        |                        |                  |           |                            | GUTTE      |                |                                   |   |  |   | THE REAL PROPERTY OF   |                                   | ~                 |        |               |
|                |        | 60                     | SF 56            |           | 128                        | <br>3 SF — | 110            | ) SF —                            |   | THE PERSON OF TH |   | and the second |                                   |                   |        |               |
|                |        |                        |                  |           |                            |            |                |                                   |   |  |   | FTU  | FACE @                            |                   |        |               |
|                |        |                        |                  |           | ERIDGE·                    |            |                |                                   | Hart Hart   |  |   | ENDE   | BENT 2                            |                   |        |               |
| ſ              | ▼ 11   | <u> </u>               | (TYP.) –         |           |                            |            | 0              | - HEREITHEREITE                   | Т <sup>́</sup>  |  | E   | ND OF  |                                   |                   |        |               |
|                |        |                        |                  |           |                            |            |                |                                   |   |  | AI<br>R(  | DADWAY SLA   | AB                                |                   |        |               |
|                |        | GUTTER LINE —          | <u>\</u>         |           |                            |            |                |                                   | - The second second   |  |   |  |                                   |                   |        |               |
|                |        |                        |                  |           |                            |            |                | ,                                 |   | >  | * DIMENSIONS                                    | 5 MEASURED   | ) ALONG AR                        | RC                |        |               |
|                |        |                        |                  |           |                            |            |                |                                   |   |  |   |  |                                   |                   |        |               |
|                |        | <u>SPAN B</u>          |                  |           |                            |            | <u>SPAN</u> (  | CAPF<br>                          | PROACH SLA<br>END BENT 2  | .B<br>2_   |   |  |                                   |                   |        |               |
|                |        | PLAN                   |                  |           |                            |            |                |                                   |   |  |   |  |                                   |                   |        |               |
|                |        |                        |                  |           |                            |            |                |                                   |   |  |   |  |                                   |                   |        |               |
| REPAI          | R QUA  | NTITY TABLE            |                  |           |                            |            |                | NOTES:                            |   |  |   |  |                                   | ст                |        |               |
| ٦              |        | UNDERSI                | DE OF            | DECK      | REPA]                      | IR         | <b>T</b>     A | REPAIR LU<br>INFORMAT<br>DRAWINGS | ION AVAILABLE.<br>ARE DEEMED NE   | IF ADDITION  | IANTITIES ARE<br>IAL REPAIRS N<br>THE ENGINEER, | OT SHOWN<br>The engin  | IN THE BES<br>ON THE<br>IEER WILL | 51                |        |               |
| MATE<br>.8 SY  | ACTUAL | SHOTCRETE REPA         | 4IRS             | AREA      | VOLUME<br>CF               | AREA       | VOLUME<br>CF   | NOTE ON<br>THE REPAI<br>REPAIR QU | THE DRAWINGS<br>TRS AND ADJUST<br>JANTITY TABLE.                            | THE APPROXIN<br>[ The actual   | MATE LOCATIO<br>QUANTITIES E                    | NS AND DES<br>ENTERED IN   | SCRIPTION<br>NTO THE              | OF                |        |               |
| 6 SY           |        |                        | SPAN A           | 0.0       | 0.0                        |            |                | PAYMENT I                         | FOR CLASS II S  | SURFACE PREP   | ARATION IS B                                    | ASED UPON<br>TNF MTIITI  | SQUARE YA                         | ARDS<br>DGF       |        |               |
| .2 SY<br>.8 SY |        | UNDERSIDE OF DECK      | SPAN B<br>SPAN C | 0.0       | 0.0                        |            |                | DECK, SEE<br>PROVISIO             | ``OVERLAY SURF<br>N.  | ACE PREPARAT   | TION FOR POLY                                   | MER CONCR  | RETE'' SPEC                       | IAL               |        |               |
| .9 SY          |        |                        | SPAN A           | 0.0       | 0.0                        |            |                | CONCRETE<br>BRIDGE PL             | COVER FOR TOF<br>ANS.   | P BARS IN THE  | E DECK SLAB ]                                   | IS $1^{1/2}$ " PER   | THE EXIST                         | FING              |        |               |
| 6 SY           |        | OVERHANG DIAPHRAGMS    | SPAN B           | 0.0       | 0.0                        |            |                | FOR SECT                          | ION A-A AND D-  | -D,SEE ``FOAM  | JOINT SEAL [                                    | DETAILS'' S  | HEET.                             |                   |        |               |
| .4 SY          |        |                        | SPAN A           | 0.0       | 0.0                        |            |                | FOR SECT                          | ION E-E,SEE ``E   | EXPANSION JOI  | INT SEAL DETA                                   | ILS' SHEET   |                                   |                   |        |               |
| 6 SY           |        | UNDERSIDE OF OVERHANG  | SPAN B           | 0.0       | 0.0                        |            |                | FOR CONCE                         | RETE WORK FOR   | JOINT REPLAC   | CEMENT, SEE SF                                  | PECIAL PRO   | VISIONS.                          |                   |        |               |
| .5 SY          |        |                        | SPAN C           | 0.0       | 0.0                        |            |                |                                   | FINE MILLING  | G AND SHOTBLA  | ASTING  |  |                                   |                   |        |               |
| 0 SF           |        | INTERIOR DIAPHRAGMS    | SPAN A           | 0.0       | 0.0                        | +          |                |                                   | OF BRIDGE DE  | LCK  |   |  |                                   |                   |        |               |
| 0 SF           |        |                        | SPAN D           | 0.0       | 0.0                        |            |                |                                   | CLASS II SUF  | RFACE PREPARA  | ATION   |  |                                   |                   |        |               |
| 0 SF           |        |                        |                  | EST       | IMATE                      | AC         | TUAL           |                                   | UNDERSIDE OF  | DECK REPAIR  | 2   |  |                                   |                   |        |               |
| 0 SF           |        | LINDERSTDE EPOYY RESTN | SPAN A           | 0.0       | ) LF                       | <u> </u>   |                |                                   | CONCRETE WOL  |  |   | PROJE  | CT NO.                            | Ţ-ť               | 5955   |               |
| .3 CY          |        | INJECTION              | SPAN B           | 0.0       | ) LF                       | +          |                |                                   | CUNCRETE WUR  | K FUR JUINI  | REFLACEMENT                                     |  | GUTI F                            | ORD               | CO     |               |
| 9 CY           |        |                        | SPAN C           | 0.0       | ) LF                       |            |                |                                   |   |  |   |  |                                   | 10                | UU     |               |
| .9 CY          |        |                        |                  |           |                            |            |                |                                   |   |  |   | BRIDG  | E NO.                             | 40                | 0340   |               |
| .5 CY          |        |                        |                  |           |                            |            |                |                                   |   |  |   |  |                                   |                   |        |               |
| .8 SY          |        |                        |                  |           |                            |            |                |                                   |   |  |   |  | STAT                              | E OF NORTH CAROLI |        | TON           |
| 6 SY           |        |                        |                  |           |                            |            |                |                                   |   | ji.  | HUMIN CAROLINI                                  |  |                                   | RALEIGH           |        | TON           |
| sz sy          |        |                        |                  |           |                            |            |                |                                   |   | DocuSigned by:   | SEAL SEAL                                       |  |                                   |                   |        |               |
| 9 SY           |        |                        |                  |           |                            |            |                |                                   |   | John Yannaca<br>781361754678456.   | 032492  |  |                                   |                   |        |               |
| 3 SF           |        |                        |                  |           |                            |            |                |                                   |   | 11/17/202  | A YANNACOTIN                                    |  | FLAN                              | UF SI             | IT ANS |               |
| 6 SF           |        |                        |                  |           |                            |            |                |                                   |   |  |   |  |                                   |                   |        |               |
| .3 SF          |        |                        |                  |           |                            |            | ۰ <u>ــــ</u>  |                                   |   |  |   |  | REVIS                             | SIONS             |        | SHEET NO.     |
| B3 SF          |        |                        |                  |           |                            | r          |                | ANNET 1                           | <ul> <li>Une Glenwood Avenue<br/>Suite 900<br/>Raleigh, NC 27603</li> </ul> | DOCUMENT N<br>FINAL L  | IOT CONSIDERE<br>JNLESS ALL                     | D NO. BY:  | DATE:                             | NO. BY:           | DATE:  | 59-4<br>Totai |
| U SF           |        |                        |                  |           |                            | Ľ          | 🗾 FI           | LEMING                            | 919-420-7660<br>NC LIC.NO. F-0270   | SIGNATURE  | ES COMPLETED                                    | 2  |                                   | প্র               |        | SHEETS<br>127 |

![](_page_6_Picture_9.jpeg)

![](_page_6_Picture_19.jpeg)

![](_page_7_Figure_1.jpeg)

![](_page_7_Figure_2.jpeg)

![](_page_7_Figure_3.jpeg)

SECTION A-A

(TYP.AT END BENTS)

![](_page_7_Figure_7.jpeg)

DETAIL ``A''

| SAWED JOINT | OPEN   | ING T               | ABLE                |  |  |  |
|-------------|--|---------------------|---------------------|--|--|--|
| LOCATION    | SAWED JT.OPENING TABLE<br>(PERPENDICULAR TO JT.) |                     |                     |  |  |  |
|             | AT 45°   | AT 60°              | AT 90°              |  |  |  |
| END BENT 1  | 2 <sup>5</sup> /16″                              | 2 <sup>5</sup> /16″ | 2 <sup>5</sup> /16″ |  |  |  |
| END BENT 2  | 2 <sup>5</sup> /16″                              | 2 <sup>5</sup> /16″ | 2 <sup>5</sup> /16″ |  |  |  |

### NOTES:

FINAL JOINT SEALS SHALL NOT BE INSTALLED UNTIL THE OVERLAY OR SEALANT WORK IS COMPLETE.

THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING JOINT OPENING PRIOR TO ORDERING JOINT SEAL MATERIAL. IF THE ACTUAL JOINT OPENING VARIES FROM THE OPENING INDICATED IN THE DETAILS BY MORE THAN  $\frac{1}{4}$ , notify the ENGINEER.

THE MANUFACTURER IS TO PROVIDE THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE FOAM JOINT SEAL FOR THE SIZE OF THE OPENING ON THE PLANS AND ACCOMMODATE THE MINIMUM EXPANSION SHOWN ON THE PLANS.

FOAM JOINTS SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL TAKE CARE DURING JOINT REHAB OPERATIONS NOT TO DROP ANY MATERIAL BELOW THE BRIDGE WITHOUT PROTECTIVE DEVICES BELOW TO CATCH THE MATERIAL. ANY MATERIAL THAT FALLS BELOW THE BRIDGE SHALL BE CONTAINED, REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO EXTRA COST TO THE DEPARTMENT. IF THE ENGINEER DETERMINES THAT THE PROTECTIVE DEVICES ARE NOT ADEQUATE OR NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINT IN LIEU OF SAWING THE JOINT.

THE INSTALLED FOAM JOINTS SHALL BE WATERTIGHT.

THE CONTRACTOR SHALL SAW CUT TO A NOMINAL DEPTH OF 1/2" BUT REINFORCING STEEL SHALL NOT BE DAMAGED. CONTRACTOR SHALL REMOVE SURFACE CONCRETE TO VERIFY THAT SAWCUT DEPTH WILL NOT DAMAGE EXISTING REINFORCING STEEL.

QUANTITIES SHOWN IN THE ELASTOMERIC CONCRETE FOR PRESERVATION TABLE ARE BASED ON THE MINIMUM JOINT DEMOLITION SHOWN.

FOR EXCAVATION BELOW THE BOTTOM OF PLANNED JOINT DEMOLITION, CONCRETE FOR DECK REPAIR SHALL BE PLACED IN THE EXCAVATED AREA TO THE ELEVATION AT THE BOTTOM OF THE PROPOSED ELASTOMERIC CONCRETE FOR PRESERVATION HEADERS SHOWN.

FOR CLASS II SURFACE PREPARATION, SEE OVERLAY SURFACE PREPARATION FOR POLYMER CONCRETE SPECIAL PROVISION.

FOR CONCRETE DECK REPAIR FOR PC OVERLAY, SEE SPECIAL PROVISIONS.

NO SEPARATE PAYMENT WILL BE MADE FOR REMOVING THE EXISTING EXPANSION JOINT SEAL, AND MEDIAN AND BARRIER RAIL COVER PLATES. THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "FOAM JOINT SEALS FOR PRESERVATION".

FOR SECTION D-D, SEE SHEET 2 OF 2.

CLEAN AND REMOVE DEBRIS FROM THE TOP OF THE END BENT CAPS AND APPLY EPOXY PROTECTIVE COATING. EPOXY COATING SHALL BE APPLIED TO THE TOP SURFACE OF THE CAPS. THE CONTRACTOR SHALL NOT COAT THE AREA OF THE CAPS BENEATH THE ELASTOMERIC BEARINGS.FOR EPOXY COATING, SEE SPECIAL PROVISIONS.

|   | PROJEC   | CT NO. |           | I-       | -5955 |                        |  |  |
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|   | BRIDGE   | E NO   |           | 40       | 0348  |                        |  |  |
|   | SHEET 1 OF   | - 2    |           |          |       |                        |  |  |
| WINNING TH CAROL  | STATE OF NORTH CAROLINA<br>DEPARTMENT OF TRANSPORTATION<br>RALEIGH |        |           |          |       |                        |  |  |
| DocuSigned by:<br>SEAL<br>John Jannaccone 032492<br>-781361754678456.<br>11/17/2022 | FO   | AM c   | JO        | INT      | SEA   | LS                     |  |  |
|   |  |        |           |          |       |                        |  |  |
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| FINAL UNLESS ALL<br>IGNATURES COMPLETED   | 1  |        | 3         |          |       | TOTAL<br>SHEETS<br>127 |  |  |
|   | <u>نک</u> ا  |        | 1 ° V ' I |          |       | 1 1 1                  |  |  |

![](_page_8_Figure_1.jpeg)

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![](_page_8_Figure_4.jpeg)

### NOTES

ALL HORIZONTAL DIMENSIONS ARE MEASURED PERPENDICULAR TO THE JOINT UNLESS NOTED OTHERWISE.

CLEAN AND REMOVE DEBRIS FROM THE TOP OF THE BENT CAP AND APPLY EPOXY PROTECTIVE COATING. EPOXY COATING SHALL BE APPLIED TO THE TOP SURFACE OF THE CAP. THE CONTRACTOR SHALL NOT COAT THE AREA OF THE CAPS BENEATH THE ELASTOMERIC BEARINGS AND MASONRY PLATES.FOR EPOXY COATING, SEE SPECIAL PROVISIONS.

FOR ADDITIONAL NOTES, SEE SHEET 1 OF 2.

| SUMMARY OF QUANTITIES |                       |                     |                      |                   |
|-----------------------|-----------------------|---------------------|----------------------|-------------------|
| OCATION               | FOAM JOINT<br>PRESER  | SEALS FOR<br>VATION | EPOXY<br>COATING     |                   |
|                       | ESTIMATED<br>(LIN.FT) | ACTUAL<br>(LIN.FT)  | ESTIMATED<br>(SQ.FT) | ACTUAL<br>(SQ.FT) |
| BENT 2                | 111.5                 |                     | 347                  |                   |

![](_page_8_Picture_11.jpeg)

![](_page_9_Figure_1.jpeg)

![](_page_9_Picture_2.jpeg)

# INSTALLATION SKETCH

# CROSS SECTION

# CROSS SECTION

![](_page_9_Picture_8.jpeg)

| SUMMARY OF QUANTITIES |                                 |                    |                      |                   |
|-----------------------|---------------------------------|--------------------|----------------------|-------------------|
|                       | EXPANSION JOINT SEAL<br>REPAIRS |                    | EPOXY<br>COATING     |                   |
| LUCATION              | ESTIMATED<br>(LIN.FT)           | ACTUAL<br>(LIN.FT) | ESTIMATED<br>(SQ.FT) | ACTUAL<br>(SQ.FT) |
| BENT 1                | 134.0                           |                    | 395                  |                   |

|          | MOVE          | MENT AND                            | SETTING                                    | AT JOIN                                    | Т  |
|----------|---------------|-------------------------------------|--|--|--|
| LOCATION | SKEW<br>ANGLE | TOTAL<br>MOVEMENT<br>(ALONG € RDWY) | PERPENDICULAR<br>JOINT OPENING<br>AT 45° F | PERPENDICULAR<br>JOINT OPENING<br>AT 60° F | PERPENDICULAR<br>JOINT OPENING<br>AT 90° F |
| BENT 1   | 154°-50'-57"  | <sup>9</sup> /16 <i>"</i>           | 1 7⁄8″                                     | 1 <sup>13</sup> / <sub>16</sub> ″          | 13⁄4″                                      |

| ′ MIN., 1/4′′ MAX. (TYP.)  |  |
|----------------------------|--|
| ′8″ MIN.,1 ′∕2″ MAX.(TYP.) |  |
| TAIL ``A''                 |  |
|                            |  |

### AFTER TORQUING BOLTS IN ACCORDANCE WITH INSTALLATION PROCEDURE, FILL -RECESS WITH NEOPRENE SEALANT (TYP.)

AND STAINLESS STEEL WASHER (TYP.)

# REPAIR INSTALLATION PROCEDUR

LOOSEN THE EXISTING BOLTS AND HOLD-DOWN PLATES TO REMOVE AND REPLACE THE EXISTING GLAND. REMOVE THE EXISTING NEOPRE SEALANT AND CLEAN THE EXISTING BASE ANGLE OF OIL, GREASE AND OTHER LATENTS.

LAY THE NEW GLAND ON THE BASE ANGLE AND FIELD MARK THE NE GLAND FOR THE BOLT HOLES. HOLES IN THE NEW GLAND SHALL BE PUNCHED  $\frac{7}{8}$ " IN DIAMETER WITH A HAND PUNCH.

IN ORDER TO CHECK FOR PROPER ALIGNMENT, PLACE THE NEW GLAM HOLD-DOWN PLATES ON THE BASE ANGLE, DO NOT APPLY NEW NEOPRENE SEALANT. BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE, BUT DO NOT TIGHTEN. THE ENGINEER WILL INSPECT THE JO SEAL DEVICE FOR PROPER ALIGNMENT.

AFTER INSPECTION, REMOVE THE HOLD-DOWN PLATES AND NEW GLA APPLY NEW NEOPRENE SEALANT TO THE BASE ANGLE IN ACCORDAN WITH THE "INSTALLATION SKETCH". PLACE NEW GLAND AND HOLD-I PLATES ON THE BASE ANGLE. BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE ASSEMBLY AND TORQUE THE BOLTS TO 88 FT-LBS WIT A TORQUE WRENCH. CHECK THE TORQUE AFTER THREE (3) HOURS AND IF NECESSARY, RETIGHTEN TO 88 FT-LBS. A FINAL CHECK SHALL B MADE AT SEVEN (7) DAYS. TORQUE SHALL NOT BE LESS THAN 80 FT AFTER SEVEN (7) DAYS.

AFTER PROPER TORQUING, CLEAN THE BOLT HOLE RECESSES AND THE RECESS BETWEEN THE JOINT SEAL DEVICE AND CONCRETE, COMPLET FILL THESE RECESSES WITH NEW NEOPRENE SEALANT.

| <u>E</u>                      | <u>GENERAL NOTES</u>   |
|-------------------------------|--|
| ENE                           | ALL HOLD-DOWN BOLTS SHALL CONFORM TO ASTM F593 ALLOY<br>304 STAINLESS STEEL AND WASHERS SHALL CONFORM TO ASTM<br>F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304<br>STAINLESS STEEL.   |
| EW                            | A PREMOLDED CORRUGATED OR NON-CORRUGATED GLAND<br>SHALL BE USED FOR JOINTS SKEWED BETWEEN 50° THRU 130°.<br>FOR JOINTS SKEWED LESS THAN 50° OR MORE THAN 130°,<br>ONLY A CORRUGATED GLAND SHALL BE USED.   |
|                               | THE FINISHED EXPANSION SEAL DEVICE SHALL BE A MINIMUM $1/8^{\prime\prime}$ and a maximum of $1/4^{\prime\prime}$ below the top of slab.  |
|                               | FOR EXPANSION JOINT SEAL REPAIR, SEE SPECIAL PROVISIONS.   |
| ND.<br>ICE<br>DOWN<br>E<br>TH | NO SEPARATE PAYMENT WILL BE MADE FOR REMOVING<br>AND REINSTALLING MEDIAN AND BARRIER RAIL COVER PLATES.<br>THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE<br>UNIT PRICE BID FOR ``EXPANSION JOINT SEAL REPAIR''.  |
| β<br>E<br>Γ-LBS               | CLEAN AND REMOVE DEBRIS FROM THE TOP OF THE BENT CAP<br>AND APPLY EPOXY PROTECTIVE COATING.EPOXY COATING SHALL<br>BE APPLIED TO THE TOP SURFACE OF THE CAP.THE CONTRACTOR<br>SHALL NOT COAT THE AREA OF THE CAP BENEATH THE<br>ELASTOMERIC BEARINGS AND MASONRY PLATES.FOR EPOXY |
| HE<br>TELY                    | COATING, SEE SPECIAL PROVISIONS.   |

GUILFORD \_ COUNTY 400348 BRIDGE NO. \_\_\_\_ STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH © SEAL ` © 032492 John Y EXPANSION JOINT **W**GINEER SEAL DETAILS • YANNA 11/17/2022 SHEET NO. REVISIONS DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED NO. BY: S9-7 DATE: DATE: BY: TOTAL SHEETS 127

PROJECT NO. <u>I-5955</u>

![](_page_10_Figure_1.jpeg)

I HEREBY CERTIFY THAT THIS STRUCTURE WAS REHABILITATED ACCORDING TO THESE PLANS OR AS NOTED HEREIN.

NOTE:

GENERAL DRAWING INFORMATION IS TAKEN FROM THE ORIGINAL PLANS AND THE ROUTINE INSPECTION REPORT DATED 09/29/2021.

BRIDGE ORIENTATION CONFORMS TO THE EXISTING BRIDGE PLANS AND ROUTINE INSPECTION REPORT.

SCOPE OF WORK

- APPLY DECK SEALANT TO PREPARED TOP OF BRIDGE DECK.

|   | PROJEC                       | T NO.  |           | <u>I</u> -   | -5955   |                               |
|---|------------------------------|--|-----------|--|---|-------------------------------|
|   |                              | DILF   |           | ۲D   | CO  | UNTY                          |
|   | BRIDGE                       | E NO.  |           | 4(   | 00349   |                               |
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![](_page_11_Picture_1.jpeg)

# LOCATION SKETCH

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY. CONTRACTOR SHALL CONFIRM, THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING BRIDGES, ROADWAY, UTILITIES, THE SURROUNDING AREA, AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

| ab/Str                        |                                     | Real Property in | - I I      |             |           |        |
|-------------------------------|-------------------------------------|------------------|------------|-------------|-----------|--------|
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|                               |                                     |                  |            |             |           |        |

+

J. YANNACCONE HECKED BY : \_\_\_\_\_

J. MYA

\_ DATE : <u>10/2022</u> \_ DATE : <u>10/2022</u>

| BRIDGE COORDINATES |                 |  |  |
|--------------------|-----------------|--|--|
| LATITUDE           | LONGITUDE       |  |  |
| 36°-02′-46.90′′    | 79°-46′-09.29′′ |  |  |

SEE TRANSPORTATION MANAGEMENT PLANS FOR LANE FOR CONTROL OF TRAFFIC AND LIMITS OF PHASING OF WIDTHS, SEQUENCING AND OTHER TRAFFIC CONTROL CONSTRUCTION, SEE TRANSPORTATION MANAGEMENT MEASURES FOR STAGING OF OVERLAY SURFACE PLANS. PREPARATION AND SILANE DECK TREATMENT. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL THE CONTRACTOR'S ATTENTION IS CALLED TO THE SUBMIT FOR REVIEW AND APPROVAL A COMPLETE FACT THAT DUE TO THE NATURE OF PRESERVATION SEQUENCE OF TASKS FOR EACH OPERATION AFFECTING PROJECTS, THE EXTENT OF WORK CANNOT ALWAYS BE THE BRIDGE SURFACE AND/OR TRAFFIC. ACCURATELY DETERMINED PRIOR TO COMMENCEMENT OF WORK.REPAIR LOCATIONS AND ESTIMATES OF QUANTITIES ARE GIVEN WITH THE BEST INFORMATION FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN. AVAILABLE, IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE FOR FALSEWORK AND FORMWORK, SEE SPECIAL ENGINEER, THE ENGINEER SHALL NOTE ON THE PROVISIONS. DRAWINGS THE APPROXIMATE LOCATION AND FOR SUBMITTAL OF WORKING DRAWINGS. SEE SPECIAL DESCRIPTION OF THE REPAIR. PROVISIONS.

EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN WHAT IS SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE BRIDGE DECK. THE CONTRACTOR SHALL TAKE CARE THAT ANY CONSTRUCTION DEBRIS THAT COLLECTS IN THE ALL STATE AND FEDERAL SAFETY REQUIREMENTS. DRAINS IS CONTAINED.DRAINS IN SHOULDERS OF WORK ON THE BRIDGE SHALL BE PERFORMED SO AS NOT ADJACENT TRAVEL LANES SHALL BE KEPT FREE AND CLEAR OF DEBRIS.

TO ALLOW DEBRIS TO FALL BELOW, EXCEPT WHERE THE CONTRACTOR'S PLAN USED PLATFORMS, NETS, SCREEN OR OTHER PROTECTIVE DEVICES TO CATCH THE MATERIAL. THE CONTRACTOR SHALL SUBMIT PLANS FOR LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS CONSTRUCTION IN ACCORDANCE WITH ARTICLE 402-2 SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF THE STANDARD SPECIFICATIONS AND THE PROJECT SPECIAL PROVISIONS. ANY DAMAGE TO EXISTING OF TRAVEL LANES. REINFORCING STEEL DURING CONTRACTOR'S FOR SHOTBLASTING BRIDGE DECK AND SILANE DECK OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE TREATMENT, SEE SPECIAL PROVISIONS. ENGINEER AND PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.

![](_page_11_Picture_16.jpeg)

### GENERAL NOTES

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLANS.

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![](_page_12_Figure_1.jpeg)

![](_page_12_Figure_2.jpeg)

![](_page_12_Figure_5.jpeg)

| TYPICAL | SECTION |
|---------|---------|
| (PROP   | OSED)   |

![](_page_12_Figure_7.jpeg)

![](_page_12_Picture_8.jpeg)

### NOTES:

SEE TRAFFIC MANAGEMENT PLANS FOR LANE WIDTHS, SEQUENCING, AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF OVERLAY SURFACE PREPARATION FOR SILANE DECK TREATMENT.

|  | PROJECT NO. <u>I-5955</u><br><u>GUILFORD</u> county<br>BRIDGE NO. <u>400349</u>                  |
|--|--|
| DocuSigned by:<br>John Yannaccome 032492<br>781361754678456.<br>11/17/2022 | DEPARTMENT OF TRANSPORTATION<br>RALEIGH<br>TYPICAL SECTION AND<br>SURFACE PREPARATION<br>DETAILS |
| DOCUMENT NOT CONSIDERED<br>FINAL UNLESS ALL<br>SIGNATURES COMPLETED        | REVISIONSSHEET NO.NO.BY:DATE:NO.BY:DATE:S10-313TOTAL<br>SHEETSTOTAL<br>SHEETS127                 |

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![](_page_13_Figure_1.jpeg)

| SUMMARY OF               | QUANTI        | TIES      |
|--------------------------|---------------|-----------|
|                          | ESTIMATE      | ACTUAL    |
| SHOTBLASTING BRIDGE DECK | 1561 SQ.YDS.  |           |
| SILANE DECK TREATMENT    | 1561 SQ.YDS.  |           |
| SHOTBLAST BRIDGE DECK &  | & SILANE DECK | TREATMENT |

|  | 7 |
|--|---|
|  |   |
|  |   |

| PROJECT NO | I-5955    |
|------------|-----------|
| GUILFO     | RD COUNTY |
|            | 100310    |

BRIDGE NO.\_\_\_ 400349

> STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

![](_page_13_Picture_10.jpeg)

# PLAN OF SPANS

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|--|-----|-----|-------|------|-----|-------|-----------------|
| DOCUMENT NOT CONSIDERED                  | N0. | BY: | DATE: | NO.  | BY: | DATE: | S10-4           |
| FINAL UNLESS ALL<br>STGNATURES COMPLETED | 1   |     |       | 3    |     |       | TOTAL<br>SHEETS |
|  | 2   |     |       | 4    |     |       | 127             |

+

![](_page_14_Figure_1.jpeg)

### NOTE:

GENERAL DRAWING INFORMATION IS TAKEN FROM THE ORIGINAL PLANS AND THE ROUTINE INSPECTION REPORT DATED 07/24/2020. BRIDGE ORIENTATION CONFORMS TO THE EXISTING BRIDGE PLANS AND ROUTINE INSPECTION REPORT.

### SCOPE OF WORK

- PARTIALLY REMOVE TOP OF BRIDGE DECK CONCRETE BY FINE MILLING AND SHOTBLASTING METHODS.
- OVERLAY PREPARED TOP OF BRIDGE DECK WITH POLYMER CONCRETE (PC). - REPLACE EXISTING JOINT GLAND OF EXPANSION JOINT SEALS.
- REMOVE EXISTING EXPANSION JOINT SEAL AND INSTALL FOAM JOINT SEALS.
- REMOVE EXISTING COMPRESSION JOINT SEALS AND INSTALL FOAM JOINT SEALS. - REMOVE DEBRIS FROM TOP OF EXISTING END BENT AND BENT CAPS AND APPLY EPOXY COATING.
- GROOVE PC BRIDGE DECK
- REMOVE VEGETATION.

I HEREBY CERTIFY THAT THIS STRUCTURE WAS REHABILITATED ACCORDING TO THESE PLANS OR AS NOTED HEREIN.

RESIDENT ENGINEER

DATE

|   | PROJEC<br>(<br>BRIDGE | CT NO.<br>Guilf<br>E no | <br>0 [  | <u>I</u> -<br>RD<br>4(                     | -5955<br>cc<br>20357                | UNTY   |
|---|-----------------------|-------------------------|--|--|-------------------------------------|--|
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456.<br>11/17/2022<br>NGINEER<br>YANNAC | DEPA<br>GI<br>FOR     | RTMENT                  | E oF<br>Of<br>GE<br>3U   | NORTH CAR<br>TRAI<br>RALEIGH<br>ON<br>FFAL | NSPORTA<br>AWIN<br>I-40 (<br>0 CREE | TION<br>NG<br>DVER<br>EK                     |
| DOCUMENT NOT CONSIDERED<br>FINAL UNLESS ALL<br>SIGNATURES COMPLETED                             | №. вү:<br>1<br>2      | REVIS<br>DATE:          | 00.<br>30.<br>30.<br>30.<br>30.<br>30.<br>30.<br>30.<br>30.<br>30. | NS<br>BY:                                  | DATE:                               | SHEET NO.<br>S11-1<br>Total<br>sheets<br>127 |

![](_page_15_Picture_1.jpeg)

# LOCATION SKETCH

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY.CONTRACTOR SHALL CONFIRM, THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING BRIDGES,ROADWAY,UTILITIES,THE SURROUNDING AREA,AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

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| 9:58:22 |            |                         |  |
| /2022   |            |                         |  |
| 1/17    | DRAWN BY : | J. MYA<br>J. YANNACCONE | DATE : <u>10/2022</u><br>DATE : <u>10/2022</u> |

10/2022

SEE TRANSPORTATION MANAGEMENT PLA WIDTHS, SEQUENCING AND OTHER TRAFF MEASURES FOR STAGING OF OVERLAY SU PREPARATION AND POLYMER CONCRETE (

THE CONTRACTOR'S ATTENTION IS CALL FACT THAT DUE TO THE NATURE OF PR PROJECTS, THE EXTENT OF WORK CANNO ACCURATELY DETERMINED PRIOR TO CO OF WORK. REPAIR LOCATIONS AND ESTI QUANTITIES ARE GIVEN WITH THE BES AVAILABLE. IF ADDITIONAL REPAIRS N THE DRAWINGS ARE DEEMED NECESSARY ENGINEER, THE ENGINEER SHALL NOTE C DRAWINGS THE APPROXIMATE LOCATION DESCRIPTION OF THE REPAIR.

EXISTING DIMENSIONS AND BRIDGE CO FROM THE BEST INFORMATION AVAILAE CONTRACTOR SHALL FIELD VERIFY THE SHOWN ON THE PLANS AND NOTIFY THE ACTUAL DIMENSIONS AND CONDITIONS

THE CONTRACTOR SHALL HAVE NO CLAI AGAINST THE DEPARTMENT FOR ANY DE ADDITIONAL COST INCURRED BASED ON BETWEEN WHAT IS SHOWN ON THE PLAN ACTUAL CONDITIONS AT THE PROJECT

IT IS THE CONTRACTOR'S RESPONSIBI ALL STATE AND FEDERAL SAFETY REQU

WORK ON THE BRIDGE SHALL BE PERFOR TO ALLOW DEBRIS TO FALL BELOW, EXCE CONTRACTOR'S PLAN USED PLATFORMS, N OR OTHER PROTECTIVE DEVICES TO CAT MATERIAL. THE CONTRACTOR SHALL SUBN CONSTRUCTION IN ACCORDANCE WITH AF OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS. ANY DAMAGE TO E RETNEORCING STEEL DURING CONTRACTOR REINFORCING STEEL DURING CONTRACT OPERATIONS SHALL BE REPAIRED AS D ENGINEER AND PERFORMED AT NO ADDI TO THE DEPARTMENT.

FOR CONTROL OF TRAFFIC AND LIMITS CONSTRUCTION, SEE TRANSPORTATION PLANS.

PRIOR TO BEGINNING WORK, THE CONTR SUBMIT FOR REVIEW AND APPROVAL A SEQUENCE OF TASKS FOR EACH OPERATIC THE BRIDGE SURFACE AND/OR TRAFFIC.

| BRIDGE COORDINATES |                 |  |  |  |  |  |
|--------------------|-----------------|--|--|--|--|--|
| LATITUDE           | LONGITUDE       |  |  |  |  |  |
| 36°-02'-47.82''    | 79°-45′-28.47′′ |  |  |  |  |  |

![](_page_15_Picture_16.jpeg)

### GENERAL NOTES

| ANS FOR LANE<br>FIC CONTROL  | FOR OTHER DESIGN DATA AND GENERAL NOTES,SEE<br>SHEET SN.   |
|--|--|
| (PC) PLACEMENT.  | FOR FALSEWORK AND FORMWORK, SEE SPECIAL<br>PROVISIONS.   |
| LED TO THE<br>RESERVATION<br>DT ALWAYS BE                          | FOR SUBMITTAL OF WORKING DRAWINGS,SEE SPECIAL<br>PROVISIONS.   |
| IMATES OF  | FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.  |
| NOT SHOWN ON   | FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.  |
| ON THE<br>N AND  | ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH<br>THE TRANSPORTATION MANAGEMENT PLANS.  |
| ONDITION ARE<br>BLE.THE<br>INFORMATION<br>E ENGINEER IF<br>DIFFER. | EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED<br>PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE<br>BRIDGE DECK. THE CONTRACTOR SHALL TAKE CARE THAT<br>ANY CONSTRUCTION DEBRIS THAT COLLECTS IN THE<br>DRAINS IS CONTAINED. DRAINS IN SHOULDERS OF<br>ADJACENT TRAVEL LANES SHALL BE KEPT FREE AND<br>CLEAR OF DEBRIS. |
| IM WHATSOEVER<br>ELAYS OR<br>N DIFFERENCES<br>NS AND THE<br>STIF   | LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS<br>SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE<br>OF TRAVEL LANES.  |
| LITY TO FOLLOW<br>VIREMENTS.                                       | FOR SHOTBLASTING BRIDGE DECK AND CLASS II SURFACE<br>PREPARATION, SEE OVERLAY SURFACE PREPARATION<br>FOR POLYMER CONCRETE SPECIAL PROVISION.   |
| RMED SO AS NOT   | FOR FINE MILLING, SEE SPECIAL PROVISIONS.  |
| NETS, SCREEN<br>ATCH THE<br>BMIT PLANS FOR<br>ARTICLE 402-2        | FOR CONCRETE DECK REPAIR FOR PC OVERLAY,PC<br>MATERIALS,AND PLACING AND FINISHING PC OVERLAY,<br>SEE POLYMER CONCRETE BRIDGE DECK OVERLAY<br>SPECIAL PROVISION.  |
| EXISTING   | FOR EXPANSION JOINT SEAL REPAIR,SEE SPECIAL<br>PROVISIONS.   |
| ITIONAL COST   | FOR FOAM JOINT SEALS FOR PRESERVATION, SEE<br>SPECIAL PROVISIONS.  |
| S OF PHASING OF<br>MANAGEMENT                                      | FOR EPOXY COATING AND DEBRIS REMOVAL,SEE<br>SPECIAL PROVISIONS.  |
| RACTOR SHALL<br>Complete<br>Ton Affecting                          | FOR CONCRETE DECK REPAIR FOR PC OVERLAY, SEE<br>SPECIAL PROVISIONS.  |

|   | PROJECT NO. <u>I-5955</u><br><u>GUILFORD</u> COUNT<br>BRIDGE NO. <u>400357</u><br>SHEET 2 OF 2  | —<br>ГҮ<br>—                     |
|---|---|----------------------------------|
| DocuSigned by:<br>John Yannaccome 032492<br>781361754678456<br>11/17/2022 | STATE OF NORTH CAROLINA<br>DEPARTMENT OF TRANSPORTATION<br>RALEIGH<br>GENERAL DRAWING<br>FOR BRIDGE ON I-40 OVEF<br>SOUTH BUFFALO CREEK   | {<br>1                           |
| DOCUMENT NOT CONSIDERED<br>FINAL UNLESS ALL<br>SIGNATURES COMPLETED       | REVISIONS       SHEE         NO.       BY:       DATE:       NO.       BY:       DATE:       S12         1       3       3       50       50       50         2       4       4       12       12 | T NO.<br>L-2<br>fal<br>ets<br>27 |

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![](_page_16_Figure_1.jpeg)

![](_page_16_Picture_2.jpeg)

![](_page_16_Figure_3.jpeg)

![](_page_17_Figure_1.jpeg)

|            |              | REPAI               | R QUANTI <sup>-</sup> | τά ταε   | 3LE    |                    |                 |   |          |  |  |  |  |
|------------|--------------|---------------------|-----------------------|----------|--------|--------------------|-----------------|---|----------|--|--|--|--|
| PAIR       |              |                     | TOP OF DECK REPAIR    |          |        |                    |                 |   |          |  |  |  |  |
| AC         | TUAL         |                     |                       | ESTIMATE | ACTUAL |                    |                 | ESTIMATE  |          |  |  |  |  |
| AREA<br>SF | VOLUME<br>CF |                     | APPR.SLAB @ EB1       | 71.1 SY  |        |                    | APPR.SLAB @ EB1 | 71.1 SY   |          |  |  |  |  |
|            |              | FINE<br>MILLING     | SPAN A                | 301.0 SY |        | FINSIHING          | SPAN A          | 301.0 SY  |          |  |  |  |  |
|            |              |                     | SPAN B                | 306.1 SY |        | PL OVERLAY         | SPAN B          | 306.1 SY  |          |  |  |  |  |
|            |              | CLASS II<br>SURFACE | APPR.SLAB @ EB1       | 3.5 SY   |        |                    | APPR.SLAB @ EB1 | 556 SF  |          |  |  |  |  |
|            |              |                     | SPAN A                | 3.5 SY   |        | BRIDGE             | SPAN A          | 2514 SF   |          |  |  |  |  |
|            |              | PREPARATION         | SPAN B                | 0.0 SY   |        | FLUURS             | SPAN B          | 2587 SF   |          |  |  |  |  |
|            |              |                     | APPR.SLAB @ EB1       | 2.5 CY   |        |                    | APPR.SLAB @ EB1 | 0.0 CF  |          |  |  |  |  |
|            |              | PC<br>MATERIALS     | SPAN A                | 10.5 CY  |        | CONCRETE<br>REPAIR | SPAN A          | 0.0 CF  |          |  |  |  |  |
|            |              |                     | SPAN B                | 10.6 CY  |        |                    | SPAN B          | 0.0 CF  |          |  |  |  |  |
| AC         | TUAL         |                     |                       |          |        |                    |                 |   |          |  |  |  |  |
|            |              |                     |                       |          |        |                    | GANNETT         | One Glenwood Ave<br>Suite 900<br>Raleigh,NC 27603 | nue<br>s |  |  |  |  |

![](_page_18_Figure_1.jpeg)

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| DRAWN BY :   | J. MYA        | DATE : <u>10/2022</u> |
|--------------|---------------|-----------------------|
| CHECKED BY : | J. YANNACCONE | DATE : <u>10/2022</u> |

|                          |        |     |       |    |                    | REPAI                              | R QUANTII       | ΓΥ ΤΑΕ   | 3LE    |                    |                   |  |     |
|--------------------------|--------|-----|-------|----|--------------------|------------------------------------|-----------------|----------|--------|--------------------|-------------------|--|-----|
| UNDERSIDE OF DECK REPAIR |        |     |       |    | TOP OF DECK REPAIR |                                    |                 |          |        |                    |                   |  |     |
| SHOTCRE                  | TE     | EST |       |    |                    |                                    |                 | ESTIMATE | ACTUAL | ESTIMA             |                   |  |     |
| REPAIRS                  | S      | SF  | CF    | SF | CF                 |                                    | SPAN C          | 306.1 SY |        |                    | SPAN C            | 306.1 SY                                       |     |
| UNDERSIDE                | SPAN C | 0.0 | 0.0   |    |                    | FINE<br>MILLING                    | SPAN D          | 301.0 SY |        | FINSIHING          | SPAN D            | 301.0 SY                                       |     |
| OF DECK                  | span d | 0.0 | 0.0   |    |                    |                                    | APPR.SLAB @ EB2 | 71.1 SY  |        | PC OVERLAT         | APPR.SLAB @ EB2   | 71.1 SY  |     |
| OVERHANG                 | span c | 0.0 | 0.0   |    |                    | CLASS TT                           | SPAN C          | 0.0 SY   |        |                    | SPAN C            | 2587 SF  |     |
| DIAPHRAGMS               | span d | 0.0 | 0.0   |    |                    | CLASS II<br>SURFACE<br>PREPARATION | SPAN D          | 3.5 SY   |        | BRIDGE             | SPAN D            | 2514 SF  |     |
| UNDERSIDE                | SPAN C | 0.0 | 0.0   |    |                    | PREPARATION                        | APPR.SLAB @ EB2 | 3.5 SY   |        | FLUURS             | APPR.SLAB @ EB2   | 556 SF   |     |
| OF OVERHANG              | SPAN D | 0.0 | 0.0   |    |                    |                                    | SPAN C          | 10.6 CY  |        |                    | SPAN C            | 0.0 CF   |     |
| INTERIOR                 | SPAN C | 0.0 | 0.0   |    |                    | PC<br>MATERIALS                    | SPAN D          | 10.5 CY  |        | CONCRETE<br>REPAIR | SPAN D            | 0.0 CF   |     |
| DIAPHRAGMS               | span d | 0.0 | 0.0   |    |                    |                                    | APPR.SLAB @ EB2 | 2.5 CY   |        |                    | APPR.SLAB @ EB2   | 0.0 CF   |     |
|                          |        | EST | IMATE | AC | CTUAL              |                                    |                 |          |        |                    |                   |  |     |
| UNDERSIDE EPOXY          | SPAN C | 0.0 | ) LF  |    |                    |                                    |                 |          |        | <b>г • 1</b>       | CANNETT           | One Glenwood Ave                               | nue |
| RESIN INJECTION          | SPAN D | 0.0 | D LF  |    |                    |                                    |                 |          |        |                    |                   | Suite 900<br>Raleigh, NC 27603<br>919–420–7660 | 3   |
|                          |        |     |       |    |                    | _                                  |                 |          |        |                    | <b>FLEIVIIING</b> | NC Lic. No. F-027                              | 'O  |

![](_page_18_Picture_11.jpeg)

![](_page_19_Figure_1.jpeg)

|    | DV    |     |     |      |       |     |    | Ľ    | A T C | 10 / 2 | 000  |    |
|----|-------|-----|-----|------|-------|-----|----|------|-------|--------|------|----|
|    |       |     |     |      |       |     |    |      |       |        |      |    |
| ΤO | CONF  | ORM | ΤO  | THE  | GEOME | TRY | OF | THE  | BARF  | RIER   | RAII | L. |
| SP | ECIAL | PRO | VIS | ION. | SHAPE | THE | SU | rfac | E OF  | THE    | REP  | ΑI |

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|------|--------------|---------------|--------|---------|
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|            |              | REPAI           | R QUANTI        | τά ταε   | 3LE     |                    |                 |  |          |
|------------|--------------|-----------------|-----------------|----------|---------|--------------------|-----------------|--|----------|
| PAIR       |              |                 |                 | TO       | P OF DE | CK REPAIF          | ?               |  |          |
| AC         | TUAL         |                 |                 | ESTIMATE | ACTUAL  |                    |                 | ESTIMATE   |          |
| AREA<br>SF | VOLUME<br>CF |                 | APPR.SLAB @ EB1 | 71.1 SY  |         |                    | APPR.SLAB @ EB1 | 71.1 SY  |          |
|            |              | FINE<br>MILLING | SPAN A          | 303.2 SY |         | FINSIHING          | SPAN A          | 303.2 SY   |          |
|            |              |                 | SPAN B          | 310.5 SY |         | PC OVERLAY         | SPAN B          | 310.5 SY   |          |
|            |              | CLASS TT        | APPR.SLAB @ EB1 | 3.5 SY   |         |                    | APPR.SLAB @ EB1 | 556 SF   |          |
|            |              | SURFACE         | SPAN A          | 7.0 SY   |         | BRIDGE             | SPAN A          | 2502 SF  |          |
|            |              | PREPARATION     | SPAN B          | 7.0 SY   |         | FLUURS             | SPAN B          | 2565 SF  |          |
|            |              |                 | APPR.SLAB @ EB1 | 2.5 CY   |         |                    | APPR.SLAB @ EB1 | 0.0 CF   |          |
|            |              | PC<br>MATERIALS | SPAN A          | 10.5 CY  |         | CONCRETE<br>REPAIR | SPAN A          | 1.0 CF   |          |
|            |              |                 | SPAN B          | 10.8 CY  |         |                    | SPAN B          | 2.0 CF   |          |
| AC         | TUAL         |                 |                 |          |         |                    |                 |  |          |
|            |              |                 |                 |          |         | <b>F</b> ÅJ        | GANNETT         | One Glenwood Aver<br>Suite 900<br>Raleigh,NC 27603 | nue<br>3 |

![](_page_20_Figure_1.jpeg)

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|------------|----------------|---------------|-----------------------|
| pw://      | DRAWN BY :     | J. MYA        | DATE : <u>10/2022</u> |
| 11/17      | CHECKED BY : _ | J. YANNACCONE | DATE : <u>10/2022</u> |

|                 |                           |            |              |                                   |          |                 |                 |          |          |                    |                  |  | _       |
|-----------------|---------------------------|------------|--------------|-----------------------------------|----------|-----------------|-----------------|----------|----------|--------------------|------------------|--|---------|
|                 |                           |            |              |                                   |          | REPAI           | R QUANTII       | Ύ ΤΑΕ    | 3LE      |                    |                  |  |         |
| UNDER           | SIDE (                    | )F DE      | ECK RE       | PAIR                              |          |                 |                 | TOF      | P OF DE  | CK REPAIF          | ?                |  |         |
| SHOTCRE         | SHOTORETE ESTIMATE ACTUAL |            |              |                                   | ESTIMATE | ACTUAL          |                 |          | ESTIMATE | Γ                  |                  |  |         |
| REPAIR          | S                         | AREA<br>SF | VOLUME<br>CF | UME AREA VOLUME<br>F SF CF SPAN C |          | 310.5 SY        |                 |          | SPAN C   | 310.5 SY           | Γ                |  |         |
| UNDERSIDE       | SPAN C                    | 0.0        | 0.0          |                                   |          | FINE<br>MILLING | SPAN D          | 303.2 SY |          | FINSIHING          | SPAN D           | 303.2 SY                                       |         |
| OF DECK         | SPAN D                    | 0.0        | 0.0          |                                   |          |                 | APPR.SLAB @ EB2 | 71.1 SY  |          | PC UVERLAI         | APPR.SLAB @ EB2  | 71.1 SY  |         |
| OVERHANG        | SPAN C                    | 0.0        | 0.0          |                                   |          |                 | SPAN C          | 7.0 SY   |          |                    | SPAN C           | 2565 SF  |         |
| DIAPHRAGMS      | SPAN D                    | 0.0        | 0.0          |                                   |          | SURFACE         | SPAN D          | 7.0 SY   |          | BRIDGE             | SPAN D           | 2502 SF  |         |
| UNDERSIDE       | SPAN C                    | 0.0        | 0.0          |                                   |          | PREPARATION     | APPR.SLAB @ EB2 | 3.5 SY   |          | FLUURS             | APPR.SLAB @ EB2  | 556 SF   |         |
| OF OVERHANG     | SPAN D                    | 0.0        | 0.0          |                                   |          |                 | SPAN C          | 10.8 CY  |          |                    | SPAN C           | 2.0 CF   |         |
| INTERIOR        | SPAN C                    | 0.0        | 0.0          |                                   |          | PC<br>MATERIALS | SPAN D          | 10.5 CY  |          | CONCRETE<br>REPAIR | SPAN D           | 1.0 CF   |         |
| DIAPHRAGMS      | SPAN D                    | 0.0        | 0.0          |                                   |          |                 | APPR.SLAB @ EB2 | 2.5 CY   |          |                    | APPR.SLAB @ EB2  | 0.0 CF   |         |
|                 |                           | EST        | IMATE        | AC                                | CTUAL    |                 |                 |          |          |                    |                  |  |         |
| UNDERSIDE EPOXY | SPAN C                    | 0.0        | ) LF         |                                   |          |                 |                 |          |          | <b>г • 1</b>       |                  | One Glenwood Ave                               | )<br>NU |
| RESIN INJECTION | SPAN D                    | 0.0        | ) LF         |                                   |          | ]               |                 |          |          |                    |                  | Sulte 900<br>Raleigh, NC 27603<br>919–420–7660 | 3       |
|                 |                           |            |              |                                   |          | -               |                 |          |          |                    | <b>FLEIVIING</b> | NC Lic.No. F-027                               | '0      |

![](_page_21_Figure_1.jpeg)

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|            |            | SUMMAF                                 | RY OF   | QUANT                                  | ETIES                 |                  |  |
|------------|------------|--|---|--|-----------------------|------------------|--|
|            |            | FOAM JOINT SEALS FOR C<br>PRESERVATION |   | CONCRETE DECK REPAIR<br>FOR PC OVERLAY |                       | EPOXY<br>COATING |  |
| LUCA       | TION       | ESTIMATED<br>(LIN.FT.)                 | ACTUAL ESTIMATED ACTUAL (LIN. FT.) (SQ. YDS.) |  | ESTIMATED<br>(SQ.FT.) | ACTI<br>(SQ.     |  |
| EAST BOUND | END BENT 1 | 65.5                                   |   | 7.0                                    |                       | 134              |  |
| LANES      | END BENT 2 | 65.5                                   |   | 7.0                                    |                       | 134              |  |
|            | END BENT 1 | 65.5                                   |   | 7.0                                    |                       | 134              |  |
|            | BENT 1     | 65.5                                   |   | 7.0                                    |                       | 266              |  |
| LANES      | BENT 2     | 65.5                                   |   | 7.0                                    |                       | 266              |  |
|            | BENT 3     | 65.5                                   |   | 7.0                                    |                       | 266              |  |
|            | END BENT 2 | 65.5                                   |   | 7.0                                    |                       | 134              |  |

FINAL JOINT SEALS SHALL NOT BE INSTALLED UNTIL THE OVERLAY OR SEALANT

THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING JOINT OPENING PRIOR TO ORDERING JOINT SEAL MATERIAL. IF THE ACTUAL JOINT OPENING VARIES FROM THE OPENING INDICATED IN THE DETAILS BY MORE THAN  $\frac{1}{4}$ , NOTIFY THE ENGINEER.

THE MANUFACTURER IS TO PROVIDE THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE FOAM JOINT SEAL FOR THE SIZE OF THE OPENING ON THE PLANS AND ACCOMMODATE THE MINIMUM EXPANSION SHOWN ON THE PLANS.

FOAM JOINTS SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL TAKE CARE DURING JOINT REHAB OPERATIONS NOT TO DROP ANY MATERIAL BELOW THE BRIDGE WITHOUT PROTECTIVE DEVICES BELOW TO CATCH THE MATERIAL ANY MATERIAL THAT FALLS BELOW THE BRIDGE SHALL BE CONTAINED, REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO EXTRA COST TO THE DEPARTMENT. IF THE ENGINEER DETERMINES THAT THE PROTECTIVE DEVICES ARE NOT ADEQUATE OR NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINT IN LIEU OF SAWING

THE INSTALLED FOAM JOINTS SHALL BE WATERTIGHT.

THE CONTRACTOR SHALL SAW CUT TO A NOMINAL DEPTH OF 1/2" BUT REINFORCING STEEL SHALL NOT BE DAMAGED. CONTRACTOR SHALL REMOVE SURFACE CONCRETE TO VERIFY THAT SAWCUT DEPTH WILL NOT DAMAGE EXISTING REINFORCING STEEL.

QUANTITIES SHOWN IN THE ELASTOMERIC CONCRETE FOR PRESERVATION TABLE ARE BASED ON THE MINIMUM JOINT DEMOLITION SHOWN.

FOR EXCAVATION BELOW THE BOTTOM OF PLANNED JOINT DEMOLITION. CONCRETE FOR DECK REPAIR SHALL BE PLACED IN THE EXCAVATED AREA TO THE ELEVATION AT THE BOTTOM OF THE PROPOSED ELASTOMERIC CONCRETE FOR PRESERVATION HEADERS

FOR CLASS II SURFACE PREPARATION, SEE OVERLAY SURFACE PREPARATION FOR POLYMER CONCRETE SPECIAL PROVISION.

FOR CONCRETE DECK REPAIR FOR PC OVERLAY, SEE SPECIAL PROVISIONS.

NO SEPARATE PAYMENT WILL BE MADE FOR REMOVING THE EXISTING MEDIAN AND BARRIER RAIL COVER PLATES. THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "FOAM JOINT SEALS FOR PRESERVATION".

CLEAN AND REMOVE DEBRIS FROM THE TOP OF THE CAPS AND APPLY EPOXY PROTECTIVE COATING. EPOXY COATING SHALL BE APPLIED TO THE TOP SURFACE OF THE CAPS. THE CONTRACTOR SHALL NOT COAT THE AREA OF THE CAPS BENEATH THE ELASTOMERIC BEARINGS. FOR EPOXY COATING, SEE SPECIAL PROVISIONS.

# SAWED JOINT OPENING TABLE

|                                    | 001111     |                                  | ±110 1                            | //022                             |
|------------------------------------|------------|----------------------------------|-----------------------------------|-----------------------------------|
| LOC                                | ATION      | SAWED<br>(PERPE                  | JT.OPENING<br>NDICULAR            | G TABLE<br>To JT.)                |
| -CocuSigned by:<br>John Yannaccone |            | AT 45°                           | AT 60°                            | AT 90°                            |
| -781361754672456.<br>EAST BOUND    | END BENT 1 | 1% <sub>16</sub> ″               | 1% <sub>16</sub> ″                | 1%/6″                             |
| LANES                              | END BENT 2 | 1% <sub>16</sub> ″               | 1% <sub>6</sub> ″                 | 1%/6″                             |
|                                    | END BENT 1 | 1 <sup>15</sup> /16″             | 1 <sup>15</sup> / <sub>16</sub> ″ | 1 <sup>15</sup> / <sub>16</sub> ″ |
|                                    | BENT 1     | 2″                               | 1 <sup>15</sup> / <sub>16</sub> ″ | 17⁄8″                             |
| LANES                              | BENT 2     | 2″                               | 1 <sup>15</sup> / <sub>16</sub> ″ | 1 <sup> 3</sup> / <sub>16</sub> ″ |
|                                    | BENT 3     | 2 <sup> </sup> / <sub>16</sub> ″ | 1 <sup>15</sup> / <sub>16</sub> ″ | 13⁄4″                             |
|                                    | END BENT 2 | 115/16″                          | 1 <sup>15</sup> / <sub>16</sub> ″ | 1 <sup>15</sup> / <sub>16</sub> ″ |
|                                    |            |                                  |                                   |                                   |

| TUAL<br>.FT.)                    | PR<br><br>BR                                 | OJEC<br>C<br>IDGE | CT NO.<br>S <u>UILF</u><br>E NO | <br>O F | I-<br>RD<br>40               | - <u>5955</u><br>co<br>) <u>0357</u> | UNTY           |
|----------------------------------|--|-------------------|---------------------------------|---------|------------------------------|--------------------------------------|----------------|
| Docusignes by<br>781361754678456 | 2<br>2<br>2<br>3<br>4<br>4<br>1<br>1/17/2022 | depa<br>F O       | RTMENT                          |         | NORTH CAR<br>TRAN<br>RALEIGH | NSPORTA<br>SEA                       | tion           |
| DOCUMENT NOT CONS                |  |                   | REVIS                           | ION     | IS                           | D.175                                | SHEET NO.      |
| FINAL UNLESS                     |  | BY:               | DATE:                           | NO.     | BY:                          | DATE:                                | SII-8<br>Total |
| SIGNATURES COMP                  | 2 LE I EU                                    |                   |                                 | 4       |                              |                                      | 127            |

![](_page_22_Figure_1.jpeg)

## GENERAL NOTES

![](_page_23_Figure_0.jpeg)

![](_page_23_Figure_1.jpeg)

### NOTE:

GENERAL DRAWING INFORMATION IS TAKEN FROM THE ORIGINAL PLANS AND THE ROUTINE INSPECTION REPORT DATED 07/25/2020.

BRIDGE ORIENTATION CONFORMS TO THE EXISTING BRIDGE PLANS AND ROUTINE INSPECTION REPORT.

### SCOPE OF WORK

- REPOSITION SOLE PLATES AND BEARING PADS.

- PARTIALLY REMOVE TOP OF BRIDGE DECK CONCRETE BY FINE MILLING AND SHOTBLASTING METHODS.

- OVERLAY PREPARED TOP OF BRIDGE DECK WITH POLYMER CONCRETE (PC).
- GROOVE PC BRIDGE DECK.
- REPLACE EXISTING JOINT GLAND OF EXPANSION JOINT SEAL. - REMOVE EXISTING COMPRESSION JOINT SEALS AND INSTALL
- FOAM JOINT SEALS. - CLEAN AND PAINT EXISTING WEATHERING STEEL BEAM ENDS.
- REMOVE DEBRIS FROM TOP OF EXISTING END BENT AND BENT CAPS AND APPLY EPOXY COATING.

### CONSTRUCTION SEQUENCE

ALL WORK REQUIRING BRIDGE JACKING SHALL BE COMPLETED BEFORE ANY JOINT REPAIRS OR GIRDER END PAINTING BEGINS.

HEREBY CERTIFY THAT THIS STRUCTURE WAS REHABILITATED ACCORDING TO THESE PLANS OR AS NOTED HEREIN.

RESIDENT ENGINEER

| DA | ΥT | E |  |
|----|----|---|--|
|    |    |   |  |

|  |                           | CT NO.<br>GUILF<br>E NO                 | I<br><u>ORD</u> 4                                 | <u>-5955</u><br>cc<br>100364                              | UNTY   |
|--|---------------------------|---|---|---|--|
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456.<br>11/17/2022 | DEPA<br>GI<br>FOR B<br>SR | RTMENT<br>ENER<br>RIDGE<br>4240 (<br>BC | OF NORTH CA<br>OF TRA<br>RALEIGH<br>ON I<br>CEAST | AROLINA<br>ANSPORTA<br>RAWIN<br>-40 EBL<br>GATE C<br>ARD) | TION<br>NG<br>OVER<br>ITY                    |
| DOCUMENT NOT CONSIDERED<br>FINAL UNLESS ALL<br>SIGNATURES COMPLETED        | №. вү:<br>1<br>2          | REVIS<br>DATE:                          | SIONS<br>NO. BY:<br>3<br>4                        | DATE:   | SHEET NO.<br>S12-1<br>Total<br>sheets<br>127 |

![](_page_24_Picture_1.jpeg)

LOCATION SKETCH INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY. CONTRACTOR SHALL CONFIRM, THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING BRIDGES, ROADWAY, UTILITIES, THE SURROUNDING AREA, AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

| Z /   |            |               |        |         |
|-------|------------|---------------|--------|---------|
| ) T ( | DRAWN BY : | T. HARTLEY    | DATE : | 10/2022 |
| /TT/  | CHECKED BY | J. YANNACCONE | DATE : | 10/2022 |

| BRIDGE CO       | ORDINATES       |
|-----------------|-----------------|
| LATITUDE        | LONGITUDE       |
| 36°-03'-06.13'' | 79°-44′-05.24′′ |

SEE TRANSPORTATION MANAGEMENT PLANS FOR LANE WIDTHS, SEQUENCING AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF OVERLAY SURFACE PREPARATION AND POLYMER CONCRETE (PC) PLACEMENT.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT DUE TO THE NATURE OF PRESERVATION PROJECTS, THE EXTENT OF WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO COMMENCEMENT OF WORK. REPAIR LOCATIONS AND ESTIMATES OF QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER SHALL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATION AND DESCRIPTION OF THE REPAIR.

EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN WHAT IS SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS.

WORK ON THE BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL BELOW, EXCEPT WHERE THE CONTRACTOR'S PLAN USED PLATFORMS, NETS, SCREEN OR OTHER PROTECTIVE DEVICES TO CATCH THE MATERIAL. THE CONTRACTOR SHALL SUBMIT PLANS FOR CONSTRUCTION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS AND THE PROJECT SPECIAL PROVISIONS. ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AND PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.

FOR CONTROL OF TRAFFIC AND LIMITS OF PHASING OF CONSTRUCTION, SEE TRANSPORTATION MANAGEMENT PLANS.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL A COMPLETE SEQUENCE OF TASKS FOR EACH OPERATION AFFECTING THE BRIDGE SURFACE AND/OR TRAFFIC.

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

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

![](_page_24_Picture_18.jpeg)

# GENERAL NOTES

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS. FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS. 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 BRIDGES, SEE SPECIAL PROVISIONS. ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLANS. EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE BRIDGE DECK. THE CONTRACTOR SHALL TAKE CARE THAT ANY CONSTRUCTION DEBRIS THAT COLLECTS IN THE DRAINS IS CONTAINED.DRAINS IN SHOULDERS OF ADJACENT TRAVEL LANES SHALL BE KEPT FREE AND CLEAR OF DEBRIS. LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES. FOR SHOTBLASTING BRIDGE DECK AND CLASS II SURFACE PREPARATION, SEE OVERLAY SURFACE PREPARATION FOR POLYMER CONCRETE SPECIAL PROVISION. FOR FINE MILLING, SEE SPECIAL PROVISIONS. FOR CONCRETE DECK REPAIR FOR PC OVERLAY, PC MATERIALS, AND PLACING AND FINISHING PC OVERLAY, SEE POLYMER CONCRETE BRIDGE DECK OVERLAY SPECIAL PROVISION. FOR EXPANSION JOINT SEAL REPAIRS, SEE SPECIAL PROVISIONS. FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS. FOR EPOXY COATING AND DEBRIS REMOVAL. SEE SPECIAL PROVISIONS. FOR PAINTING EXISTING WEATHERING STEEL STRUCTURE. SEE SPECIAL PROVISIONS. FOR PAINTING CONTAINMENT AND POLLUTION CONTROL, SEE PAINTING EXISTING WEATHERING STEEL

PROJECT NO. <u>1-595</u>5 GUILFORD \_ COUNTY 400364 BRIDGE NO. \_\_\_ SHEET 2 OF 2 STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH GENERAL DRAWING FOR BRIDGE ON I-40 EBL OVER SR 4240 (EAST GATE CITY BOULEVARD) 11/17/202 SHEET NO REVISIONS OCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED DATE: S12-2 BY: DATE: NO. BY: TOTAL SHEETS

STRUCTURE SPECIAL PROVISION.

PROVISIONS.

FOR REPOSITIONING BEARINGS, SEE SPECIAL

![](_page_25_Figure_1.jpeg)

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### NOTES:

SEE TRANSPORTATION MANAGEMENT PLANS FOR LANE WIDTHS, SEQUENCING AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF OVERLAY SURFACE PREPARATION AND PC PLACEMENT.

![](_page_26_Figure_1.jpeg)

|   | REPA     | IR QU/ | ANTITY TABLE             |          |            |              |            |              |  |
|---|----------|--------|--------------------------|----------|------------|--------------|------------|--------------|--|
| 2 | EPAIR    |        | UNDERSIDE OF DECK REPAIR |          |            |              |            |              |  |
|   | ESTIMATE | ACTUAL |                          | ESTIMATE |            |              |            | ACTUAL       |  |
|   | 101.5 SY |        | SHOTCRETE REPA           | AIRS     | AREA<br>SF | VOLUME<br>CF | AREA<br>SF | VOLUME<br>CF |  |
|   | 336.9 SY |        |                          | SPAN A   | 0.0        | 0.0          |            |              |  |
|   | 447.9 SY |        |                          | SPAN B   | 0.0        | 0.0          |            |              |  |
|   | 447.9 SY |        | UNDERSIDE OF DECK        | SPAN C   | 0.0        | 0.0          |            |              |  |
|   | 293.8 SY |        |                          | SPAN D   | 0.0        | 0.0          |            |              |  |
|   | 101.5 SY |        |                          | SPAN A   | 0.0        | 0.0          |            |              |  |
|   | 4.2 SY   |        |                          | SPAN B   | 0.0        | 0.0          |            |              |  |
|   | 4.2 SY   |        | UVERHANG DIAPHRAGMS      | SPAN C   | 0.0        | 0.0          |            |              |  |
|   | 0.0 SY   |        |                          | SPAN D   | 0.0        | 0.0          |            |              |  |
|   | 0.0 SY   |        |                          | SPAN A   | 0.0        | 0.0          |            |              |  |
|   | 4.2 SY   |        | - UNDERSIDE OF OVERHANG  | SPAN B   | 0.0        | 0.0          |            |              |  |
|   | 4.2 SY   |        |                          | SPAN C   | 0.0        | 0.0          |            |              |  |
|   | 3.5 CY   |        |                          | SPAN D   | 0.0        | 0.0          |            |              |  |
|   | 11.7 CY  |        |                          | SPAN A   | 0.0        | 0.0          |            |              |  |
|   | 15.6 CY  |        |                          | SPAN B   | 0.0        | 0.0          |            |              |  |
|   | 15.6 CY  |        | INTERIOR DIAFHRAGMS      | SPAN C   | 0.0        | 0.0          |            |              |  |
|   | 10.2 CY  |        |                          | SPAN D   | 0.0        | 0.0          |            |              |  |
|   | 3.5 CY   |        |                          |          | EST        | IMATE        | AC         | TUAL         |  |
|   | 101.5 SY |        |                          | SPAN A   | 0.         | ) LF         |            |              |  |
|   | 336.9 SY |        | UNDERSIDE EPOXY RESIN    | SPAN B   | 0.         | ) LF         |            |              |  |
|   | 447.9 SY |        | INJECTION                | SPAN C   | 0.         | ) LF         |            |              |  |
|   | 447.9 SY |        |                          | span d   | 0.         | ) LF         |            |              |  |
|   | 293.8 SY |        |                          |          |            |              |            |              |  |
|   | 101.5 SY |        |                          |          |            |              |            |              |  |
|   | 805 SF   |        |                          |          |            |              |            |              |  |
|   | 2810 SF  |        |                          |          |            |              |            |              |  |
|   | 3791 SF  |        |                          |          |            |              |            |              |  |
|   | 3791 SF  |        |                          |          |            |              |            |              |  |
|   | 2443 SF  |        |                          |          |            |              |            |              |  |
|   | 805 SF   |        |                          |          |            |              | √ √ √      | GANN         |  |

| 17'-O"<br>(APPROACH SLAB)   |   |   |  |  | /  |
|---|---|---|--|--|--|
| TO BURLI  | NGTON   |   |  |  |  |
| VEGETATION<br>BE REMOVED<br>N D<br>N D<br>N D<br>N D<br>N D<br>N D<br>N D<br>N D<br>N D<br>N  | SLAB<br>FACE @<br>ENT 2<br>SLAB   |   |  |  |  |
| TIONS AND ESTIMATED QUANTIT<br>AVAILABLE.IF ADDITIONAL RE<br>SSARY BY THE ENGINEER, THE EN<br>LOCATIONS AND DESCRIPTION<br>ENTERED INTO THE REPAIR QUA<br>CLASS II SURFACE PREPARATI<br>DEMOLITION REQUIRED FOLLOWI<br>RFACE PREPARATION FOR POLYM<br>/ER FOR TOP BARS IN THE DEC<br>A-A, SEE ``FOAM JOINT SEALS''<br>E-E, SEE ``EXPANSION JOINT SEA<br>OF VEGETATION, SEE EPOXY CO | TIES ARE<br>PAIRS NO<br>IGINEER<br>OF THE F<br>NTITY T<br>ON IS B<br>ING FINE<br>ER CONCF<br>K SLAB I<br>SHEET.<br>EAL DETA<br>ATING AN | GIVEN WI<br>OT SHOWN<br>WILL NOTE<br>REPAIRS A<br>ABLE.<br>ASED UPON<br>MILLING<br>RETE'' SPEC<br>S 2 <sup>1</sup> / <sub>2</sub> " PER | TH THE B<br>ON THE D<br>ON THE<br>ND ADJUS<br>SQUARE<br>OF BRIDG<br>CIAL PROV<br>T.<br>T.<br>REMOVAL | EST<br>PRAWINGS<br>DRAWING<br>T THE ACT<br>YARDS OF<br>E DECK, SE<br>'ISION.<br>STING BR:<br>SPECIAL | ARE<br>S THE<br>FUAL                         |
| NE MILLING AND SHOTBLASTING<br>BRIDGE DECK  | 3   |   |  |  |  |
| ASS II SURFACE PREPARATION  |   |   |  |  |  |
| UERSIDE OF DECK REPAIR<br>-<br>E  | ROJEC   | CT NO.<br>Guilf(<br>E no  | <u>I-</u><br>DRD<br>4(   | - <u>5955</u><br>C0<br><u>)0364</u>  | UNTY   |
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456.<br>11/17/2022  | DEPA  | artment   | OF NORTH CAR   | SPANS  | TION   |
| DOCUMENT NOT CONSIDERED<br>FINAL UNLESS ALL<br>SIGNATURES COMPLETED   | ю. вү:<br>1<br>2  | REVIS<br>DATE:  | IONS<br>NO. ВҮ:<br>3<br>Д.   | DATE:  | SHEET NO.<br>S12-4<br>Total<br>Sheets<br>127 |

![](_page_27_Figure_0.jpeg)

![](_page_27_Figure_1.jpeg)

| FOAM   | JOINT  | SEAL    | SHALL  | . BE FA | CTORY   |
|--------|--------|---------|--------|---------|---------|
| FORMED | OR CUT | Γ, ΗΕΑΊ | - WELD | )ED AND | TURNED  |
| UP PAF | RALLEL | TO SL   | OPED   | FACE OF | F CURB. |

| SUMMARY OF QUANTITIES  |                        |                     |                        |                      |                       |                    |  |
|--|------------------------|---------------------|------------------------|----------------------|-----------------------|--------------------|--|
| FOAM JOINT SEALS FOR<br>PRESERVATIONCONCRETE DECK REPAIR<br>FOR PC OVERLAYEPOXY<br>COATING |                        |                     |                        |                      | DXY<br>TING           |                    |  |
| LUCATION   | ESTIMATED<br>(LIN.FT.) | ACTUAL<br>(LIN.FT.) | ESTIMATED<br>(SQ.YDS.) | ACTUAL<br>(SQ. YDS.) | ESTIMATED<br>(SQ.FT.) | ACTUAL<br>(SQ.FT.) |  |
| END BENT 1   | 78.5                   |                     | 8.4                    |                      | 184                   |                    |  |
| END BENT 2   | 78.5                   |                     | 8.4                    |                      | 184                   |                    |  |

| SAWED JOINT | OPEN  | ING T               | ABLE   |  |  |  |
|-------------|---|---------------------|--------|--|--|--|
| LOCATION    | SAWED JT. OPENING TABLE<br>(PERPENDICULAR TO JT.) |                     |        |  |  |  |
|             | AT 45°  | AT 60°              | AT 90° |  |  |  |
| END BENT 1  | 1%6″  | 1% <sub>16</sub> ″  | 1%/6″  |  |  |  |
| END BENT 2  | 1%6″  | 1 <sup>9</sup> /16″ | 1%6″   |  |  |  |

### NOTES:

FINAL JOINT SEALS SHALL NOT BE INSTALLED UNTIL THE OVERLAY OR SEALANT WORK IS COMPLETE.

THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING JOINT OPENING PRIOR TO ORDERING JOINT SEAL MATERIAL. IF THE ACTUAL JOINT OPENING VARIES FROM THE OPENING INDICATED IN THE DETAILS BY MORE THAN  $\frac{1}{4}$ , notify the ENGINEER.

THE MANUFACTURER IS TO PROVIDE THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE FOAM JOINT SEAL FOR THE SIZE OF THE OPENING ON THE PLANS AND ACCOMMODATE THE MINIMUM EXPANSION SHOWN ON THE PLANS.

FOAM JOINTS SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL TAKE CARE DURING JOINT REHAB OPERATIONS NOT TO DROP ANY MATERIAL BELOW THE BRIDGE WITHOUT PROTECTIVE DEVICES BELOW TO CATCH THE MATERIAL. ANY MATERIAL THAT FALLS BELOW THE BRIDGE SHALL BE CONTAINED, REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO EXTRA COST TO THE DEPARTMENT. IF THE ENGINEER DETERMINES THAT THE PROTECTIVE DEVICES ARE NOT ADEQUATE OR NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINT IN LIEU OF SAWING THE JOINT.

THE INSTALLED FOAM JOINTS SHALL BE WATERTIGHT.

THE CONTRACTOR SHALL SAW CUT TO A NOMINAL DEPTH OF 1/2" BUT REINFORCING STEEL SHALL NOT BE DAMAGED. CONTRACTOR SHALL REMOVE SURFACE CONCRETE TO VERIFY THAT SAWCUT DEPTH WILL NOT DAMAGE EXISTING REINFORCING STEEL.

QUANTITIES SHOWN IN THE ELASTOMERIC CONCRETE FOR PRESERVATION TABLE ARE BASED ON THE MINIMUM JOINT DEMOLITION SHOWN.

FOR EXCAVATION BELOW THE BOTTOM OF PLANNED JOINT DEMOLITION, CONCRETE FOR DECK REPAIR SHALL BE PLACED IN THE EXCAVATED AREA TO THE ELEVATION AT THE BOTTOM OF THE PROPOSED ELASTOMERIC CONCRETE FOR PRESERVATION HEADERS SHOWN.

FOR CLASS II SURFACE PREPARATION, SEE OVERLAY SURFACE PREPARATION FOR POLYMER CONCRETE SPECIAL PROVISIONS.

FOR CONCRETE DECK REPAIR FOR PC OVERLAY, SEE SPECIAL PROVISIONS.

CLEAN AND REMOVE DEBRIS FROM THE TOP OF THE END BENT CAPS AND APPLY EPOXY PROTECTIVE COATING. EPOXY COATING SHALL BE APPLIED TO THE TOP SURFACE OF THE CAPS. THE CONTRACTOR SHALL NOT COAT THE AREA OF THE CAPS BENEATH THE ELASTOMERIC BEARINGS. FOR EPOXY COATING, SEE SPECIAL PROVISIONS.

|  | PROJEC      | CT NO.<br>Guilf<br>E no | <u>OR</u> | <u>I</u> -<br>D<br>40      | <u>-5955</u><br>co<br>)0364 | UNTY      |
|--|-------------|-------------------------|-----------|----------------------------|-----------------------------|-----------|
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456.<br>11/17/2022 | depa<br>F O | RTMENT                  |           | DRTH CAR(<br>TRAN<br>LEIGH | SEA                         | tion      |
|  |             | REVIS                   | SIONS     |                            |                             | SHEET NO. |
| FTNAL UNLESS ALL   | NO. BY:     | DATE:                   | NO.       | BY:                        | DATE:                       | S12-5     |
| SIGNATURES COMPLETED   | <u> </u>    |                         | -জ<br>দ্ব |                            |                             | SHEETS    |
|  | Z           |                         | 45        |                            |                             | 127       |

![](_page_28_Figure_1.jpeg)

### REPAIR INSTALLATION PROCEDUR

LOOSEN THE EXISTING BOLTS AND HOLD-DOWN PLATES TO REMOVE AND REPLACE THE EXISTING GLAND, REMOVE THE EXISTING NEOPR SEALANT AND CLEAN THE EXISTING BASE ANGLE OF OIL, GREASE AND OTHER LATENTS.

LAY THE NEW GLAND ON THE BASE ANGLE AND FIELD MARK THE N GLAND FOR THE BOLT HOLES. HOLES IN THE NEW GLAND SHALL BE PUNCHED  $\frac{7}{6}$ " IN DIAMETER WITH A HAND PUNCH.

IN ORDER TO CHECK FOR PROPER ALIGNMENT, PLACE THE NEW GLA HOLD-DOWN PLATES ON THE BASE ANGLE. DO NOT APPLY NEW NEOPRENE SEALANT.BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE, BUT DO NOT TIGHTEN. THE ENGINEER WILL INSPECT THE JO SEAL DEVICE FOR PROPER ALIGNMENT.

AFTER INSPECTION, REMOVE THE HOLD-DOWN PLATES AND NEW GLA APPLY NEW NEOPRENE SEALANT TO THE BASE ANGLE IN ACCORDAN WITH THE ``INSTALLATION SKETCH''.PLACE NEW GLAND AND HOLD-PLATES ON THE BASE ANGLE.BOLT THE HOLD-DOWN PLATES TO TH BASE ANGLE ASSEMBLY AND TORQUE THE BOLTS TO 88 FT-LBS WI A TORQUE WRENCH, CHECK THE TORQUE AFTER THREE (3) HOURS AND IF NECESSARY, RETIGHTEN TO 88 FT-LBS. A FINAL CHECK SHALL MADE AT SEVEN (7) DAYS. TORQUE SHALL NOT BE LESS THAN 80 FT AFTER SEVEN (7) DAYS.

AFTER PROPER TORQUING, CLEAN THE BOLT HOLE RECESSES AND T RECESS BETWEEN THE JOINT SEAL DEVICE AND CONCRETE. COMPLET FILL THESE RECESSES WITH NEW NEOPRENE SEALANT.

| MOVEMENT AND SETTING AT JOINT   |             |               |       |                                  |                                  |  |  |  |
|---|-------------|---------------|-------|----------------------------------|----------------------------------|--|--|--|
| LOCATION SKEW<br>ANGLE TOTAL<br>(ALONG & RDWY) PERPENDICULAR<br>DOINT OPENING<br>AT 45° F AT 60° F AT 90° F |             |               |       |                                  |                                  |  |  |  |
| BENT 1  | 47°-16′-54″ | 7/16″         | 15⁄8″ | 1%/16″                           | 11/2″                            |  |  |  |
| BENT 2  | 47°-16'-54″ | 9/16 <i>"</i> | 13⁄8″ | 1 <sup>5</sup> / <sub>16</sub> ″ | 1 <sup>3</sup> ⁄ <sub>16</sub> ″ |  |  |  |
| BENT 2  | 47°-16′-54″ | 15/16″        | 11/2″ | 13⁄8″                            | 1 <sup>3</sup> / <sub>16</sub> " |  |  |  |

| SUMMARY OF QUANTITIES |                       |                    |                      |                   |  |  |
|-----------------------|-----------------------|--------------------|----------------------|-------------------|--|--|
| LOCATION              | EXPANSION<br>REPA     | JOINT SEAL<br>Airs | EPOXY<br>COATING     |                   |  |  |
| LANES)                | ESTIMATED<br>(LIN.FT) | ACTUAL<br>(LIN.FT) | ESTIMATED<br>(SQ.FT) | ACTUAL<br>(SQ.FT) |  |  |
| BENT 1                | 78.5                  |                    | 237                  |                   |  |  |
| BENT 2                | 78.5                  |                    | 237                  |                   |  |  |
| BENT 3                | 78.5                  |                    | 237                  |                   |  |  |

![](_page_28_Picture_18.jpeg)

| RE                            | <u>GENERAL NOTES</u>   |  |
|-------------------------------|--|--|
| E<br>RENE                     | ALL HOLD-DOWN BOLTS SHALL CONFORM TO ASTM F593 ALLOY<br>304 STAINLESS STEEL AND WASHERS SHALL CONFORM TO ASTM<br>F844 EXCEPT THEY SHALL BE MADE FROM ALLOY 304<br>STAINLESS STEEL.   |  |
|                               | A PREMOLDED CORRUGATED OR NON-CORRUGATED GLAND<br>SHALL BE USED FOR JOINTS SKEWED BETWEEN 50° THRU 130°.<br>FOR JOINTS SKEWED LESS THAN 50° OR MORE THAN 130°,<br>ONLY A CORRUGATED GLAND SHALL BE USED.   |  |
|                               | THE FINISHED EXPANSION SEAL DEVICE SHALL BE A MINIMUM $^{1\!/}_{8}{}^{\prime\prime}{}$ and a maximum of $^{1\!/}_{4}{}^{\prime\prime}{}$ below the top of slab.  |  |
| ΙΟΤΝΙ                         | FOR EXPANSION JOINT SEAL REPAIR, SEE SPECIAL PROVISIONS.   |  |
| AND.<br>NCE                   | FOR COVER PLATE REPLACEMENT LOCATIONS, SEE ``PLAN OF SPAN'' SHEETS.  |  |
| IE<br>TH<br>D,<br>BE<br>T-LBS | NO SEPARATE PAYMENT WILL BE MADE FOR REMOVING AND<br>REINSTALLING OR REPLACING THE BARRIER RAIL COVER<br>PLATE AND BACKING PLATE. THE ENTIRE COST OF THIS<br>WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR<br>"EXPANSION SEAL REPAIR".  |  |
| HE                            | FOR BARRIER RAIL COVER PLATE RECESS DETAILS, SEE SHEET 2 OF 2.   |  |
|                               | CLEAN AND REMOVE DEBRIS FROM THE TOP OF THE BENT<br>CAPS AND APPLY EPOXY PROTECTIVE COATING.EPOXY<br>COATING SHALL BE APPLIED TO THE TOP SURFACE OF THE<br>CAPS.THE CONTRACTOR SHALL NOT COAT THE AREA OF THE<br>CAPS BENEATH THE ELASTOMERIC BEARINGS.FOR EPOXY<br>COATING, SEE SPECIAL PROVISIONS. |  |

|  | PROJEC                          | CT NO.<br>SUILF<br>E NO | <u>I-</u><br>ORD<br>4(               | <u>-5955</u><br>C0<br><u>)0364</u> | UNTY          |  |
|--|---------------------------------|-------------------------|--------------------------------------|------------------------------------|---------------|--|
| NRTH CAROL   | DEPA                            | STAT<br>RTMENT          | e of north car<br>OF TRAI<br>raleigh | OLINA<br>NSPORTA                   | TION          |  |
| DocuSigned by:<br>John Yannaccone 032492<br>781361754678456.<br>11/17/2022 | EXPANSION JOINT<br>SEAL DETAILS |                         |                                      |                                    |               |  |
|  |                                 | REVIS                   | IONS                                 |                                    | SHEET NO.     |  |
| DOCUMENT NOT CONSIDERED  | NO. BY:                         | DATE:                   | NO. BY:                              | DATE:                              | S12-6         |  |
| SIGNATURES COMPLETED   | 12                              |                         | <u>अ</u><br>क्र                      |                                    | SHEETS<br>127 |  |

![](_page_29_Figure_1.jpeg)

![](_page_29_Picture_6.jpeg)

127

![](_page_30_Figure_1.jpeg)

| REPAIR QUAN                   | TITY T   | ABLE   |  |  |  |  |
|-------------------------------|----------|--------|--|--|--|--|
| REPOSITIONING BEARINGS        |          |        |  |  |  |  |
|                               | ESTIMATE | ACTUAL |  |  |  |  |
| REPOSITIONING<br>SOLE PLATES  | 3 EA     |        |  |  |  |  |
| REPOSITIONING<br>BEARING PADS | 3 EA     |        |  |  |  |  |
|                               |          |        |  |  |  |  |

(R#) REPOSITIONING SOLE PLATE/ BEARING PAD

NOTES

REPAIR LOCATIONS AND ESTIMATED QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER WILL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATIONS AND DESCRIPTION OF THE REPAIRS AND ADJUST THE ACTUAL QUANTITIES ENTERED INTO THE REPAIR QUANTITY TABLE.

FOR REPOSITIONING BEARINGS, SEE SPECIAL PROVISIONS AND "BEARING REPOSITIONING DETAILS" SHEET.

FOR BRIDGE JACKING, SEE SPECIAL PROVISIONS.

FOR BRIDGE JACKING DETAILS, SEE ``JACKING DETAILS'' SHEET.

THE REPAIR QUANTITIES REPORTED IN THE TABLE ARE ONLY AN ESTIMATE. THE CONTRACTOR AND ENGINEER SHALL INSPECT THE BEARINGS TO DETERMINE THE BEST REPAIR OPTION AND CORRESPONDING PAY ITEM FOR EACH BEARING THAT REQUIRES REPOSITIONING.

SOLE PLATES AND BEARING PADS SHALL BE REPOSITIONED BEFORE ANY JOINT REPAIRS OR GIRDER END PAINTING BEGINS.

| PROJECT | NO. | I-5955 |
|---------|-----|--------|
|         |     |        |

GUILFORD \_ COUNTY

BRIDGE NO. \_\_\_\_\_400364

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

![](_page_30_Picture_17.jpeg)

| BEARING | REPOSITIONING |
|---------|---------------|
| LO      | CATIONS       |

|                         |           |     |       |     |     |           | -               |
|-------------------------|-----------|-----|-------|-----|-----|-----------|-----------------|
|                         | REVISIONS |     |       |     |     | SHEET NO. |                 |
| DOCUMENT NOT CONSIDERED | N0.       | BY: | DATE: | NO. | BY: | DATE:     | S12-8           |
| STGNATURES COMPLETED    | 1         |     |       | 3   |     |           | TOTAL<br>SHEETS |
|                         | 2         |     |       | 4   |     |           | 127             |