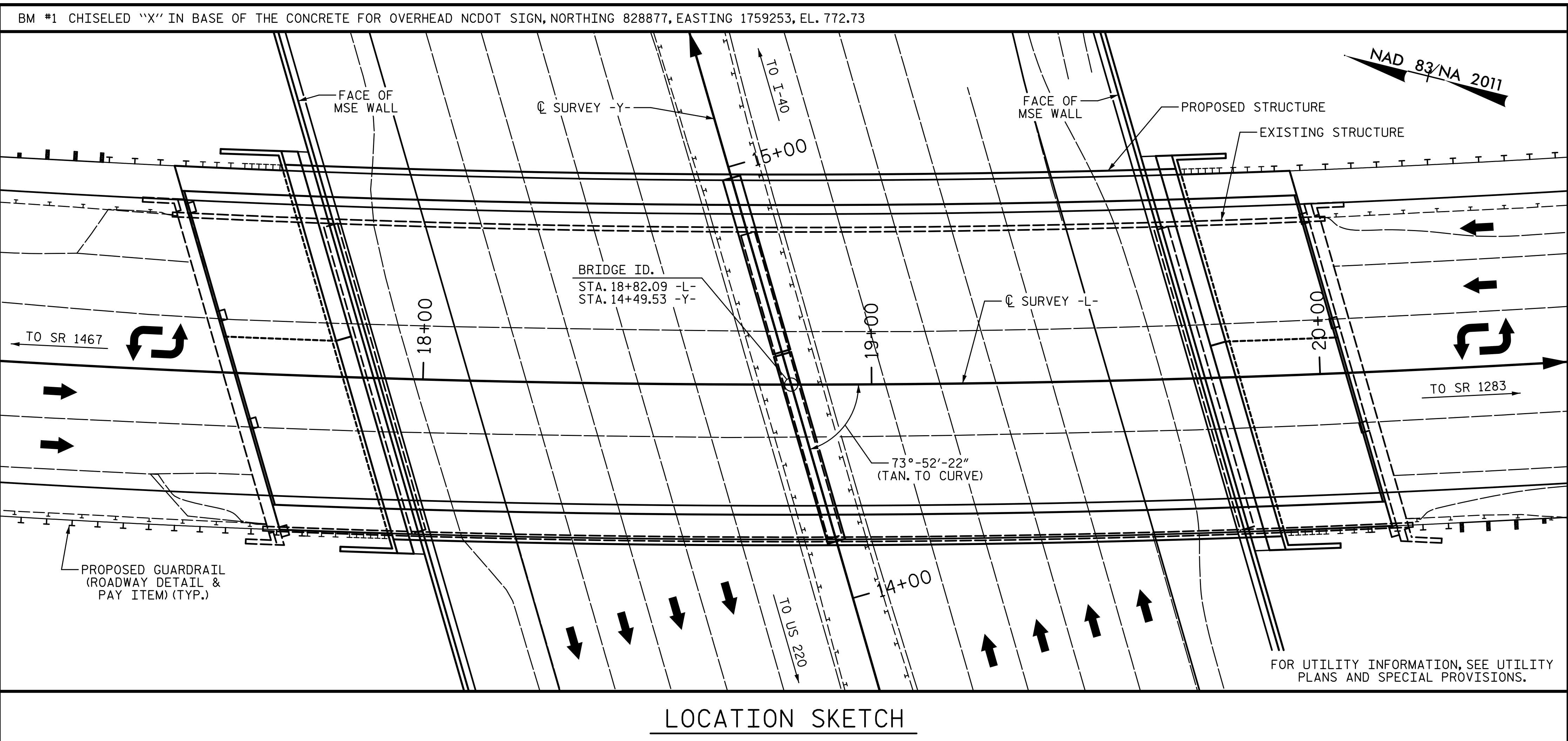


2/7/2023 11:14 AM P:\Raleigh\Projects\2018\Division 7 (SEA)\17BP7R142 Gullford 225 (Rehobeth Ch Rd over I-85 Bus\Structures\Drawings\Final\17BP7R142_SMU_GD_400225.dgn



LOCATION SKETCH

NOTES:

- ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.
- THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 4 SPANS, 1 SPAN @ 33'-10 1/2", 1 @ 92'-10 5/8", 1 @ 92'-0 3/8" AND 1 @ 35'-8 1/2" SHALL BE REMOVED. THE SUPERSTRUCTURE HAS A CLEAR ROADWAY WIDTH OF 68'-0" WITH REINFORCED CONCRETE DECK ON STEEL I-BEAMS. THE END BENTS CONSIST OF REINFORCED CONCRETE CAP AND STEEL PILES. INTERIOR BENTS CONSIST OF REINFORCED CONCRETE CAPS WITH 4 CONCRETE COLUMNS ON SPREAD FOOTINGS. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, THE LOAD LIMIT MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
- THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
- 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 SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- ALL FALSEWORK AND FORMS FOR THE CAST-IN-PLACE DECK SLAB CONTINUOUS UNIT SHALL REMAIN IN PLACE UNTIL THE ENTIRE UNIT IS CAST AND CURED.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
- REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
- NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
- FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.
- FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.
- FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS, FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.
- THE EXISTING BRIDGE WILL BE IN SERVICE DURING CONSTRUCTION OF THE REPLACEMENT STRUCTURE. FOR DETAILS REGARDING CONSTRUCTION STAGING AND REQUIREMENTS FOR TEMPORARY SHORING, SEE TRAFFIC MANAGEMENT PLANS.
- INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 18+82.09 -L-."

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	3'-6" DIA. DRILLED PIERS IN SOIL	PDA TESTING	SID INSPECTIONS	SPT TESTING	CSL TESTING	REINF. CONC. DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINF. STEEL	SPIRAL COLUMN REINF. STEEL
	LS	LS	LF	LF	LF	EA	EA	EA	EA	SF	SF	CY	LS	LB	LB
SUPERSTRUCTURE										16,376	17,565				
END BENT 1			128.0	32.0								75.8		11,078	
BENT 1					169.5							92.8		21,899	5,884
END BENT 2												72.9		9,831	
TOTAL	LS	LS	128.0	32.0	169.5	1	1	1	1	16,376	17,565	241.5	LS	42,808	5,884

TOTAL BILL OF MATERIAL

	54" PREST. CONC. GDERS.		PILE DRIVING EQUIP. SETUP HP 12 X 53 STEEL PILES	HP 12X53 STEEL PILES	STEEL PILE POINTS	TWO BAR METAL RAIL	1'-2" X 3'-2 3/4" CONCRETE PARAPET	1'-2" X 3'-0" CONCRETE PARAPET	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS
	NO.	LF	EA	NO.	LF	EA	LF	LF	SY	LS
SUPERSTRUCTURE	20	1,965.99					380.92	198.54		LS
END BENT 1			16	16	480				26	
BENT 1										
END BENT 2			16	16	560	16			35	
TOTAL	20	1,965.99	32	32	1,040	16	380.92	198.54	61	LS

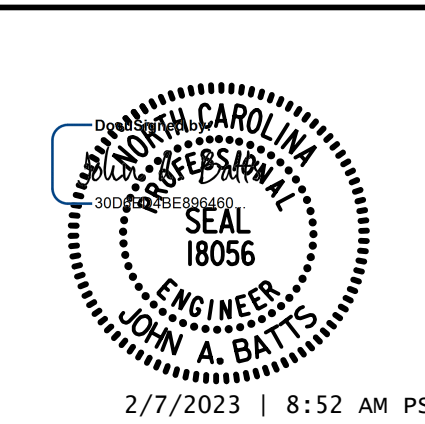
NOTES:

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

PROJECT NO. BP7.R006.3
GUILFORD COUNTY
 STATION: 18+82.09 -L-

SHEET 5 OF 6

DRAWN BY: S.D. COOPER DATE: 2-22
 CHECKED BY: J.A. BATTS DATE: 2-22
 DESIGN ENGINEER OF RECORD: J.A. BATTS DATE: 2-22



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON SR 1115
 (REHOBETH CHURCH ROAD)
 OVER US 29/70
 BETWEEN SR 1467 AND SR 1283

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-6
1			3			TOTAL SHEETS
2			4			58

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED