

**LOCATION SKETCH**

**GENERAL 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 FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
- REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
- NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
- TEMPORARY SHORING WILL BE REQUIRED IN THE AREAS INDICATED IN THE PLAN VIEW.
- 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.
- FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION ACTIVITIES, SEE SPECIAL PROVISIONS.
- FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- FOR MSE WALLS, SEE GEOTECHNICAL 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 PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD FOR THE EXISTING STRUCTURE, 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 25+80.88 -L-".

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.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING DUAL STRUCTURES CONSISTING OF A 4 SPAN (43.625' - 64.25' - 64.25' - 40.125') CONCRETE DECK ON ROLLED STEEL W-SHAPE GIRDERS, WITH 76.0 FT CLEAR ROADWAY WIDTH, SUPPORTED BY PILE BENT CONCRETE END BENTS AND CONCRETE POST AND BEAM BENTS ON ISOLATED SPREAD FOOTINGS, AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGES DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. 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 LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

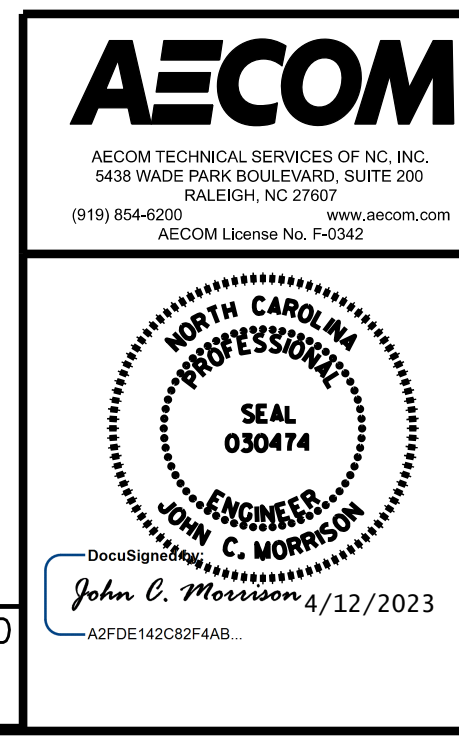
**TOTAL BILL OF MATERIAL**

	REMOVAL OF EXISTING STRUCTURE AT STA. 25+80.88 -L-	ASEBESTOS ASSESSMENT	3'-6" Ø DRILLED PIERS IN SOIL	3'-6" Ø DRILLED PIERS NOT IN SOIL	PDA TESTING	SID INSPECTIONS	SPT TESTING	CSL TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM
SUPERSTRUCTURE									14,089	16,926		
END BENT 1											76.2	
BENT 1			220.0	22.0							94.9	
END BENT 2											77.1	
TOTAL	LUMP SUM	LUMP SUM	220.0	22.0	2	1	1	1	14,089	16,926	248.2	LUMP SUM

**TOTAL BILL OF MATERIAL**

	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDER	PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 STEEL PILES	HP 12X53 STEEL PILES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	STRIP SEAL EXPANSION JOINTS
	LBS.	LBS.	NO. LIN. FT.	EACH	NO. LIN. FT.	LIN. FT.	SQ. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE			18 1476.00			370.5			
END BENT 1	10,385			13	13 645		26.9		
BENT 1	22,919	7,302							
END BENT 2	10,638			13	13 655		26.9		
TOTAL	43,942	7,302	18 1476.00	26	26 1,300	370.5	53.8	LUMP SUM	LUMP SUM

PROJECT NO. BR-0043  
ROCKINGHAM COUNTY  
 STATION: POT 25+80.88 -L-  
 SHEET 4 OF 4



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**

FOR BRIDGE ON US 158 /  
 NC 14 OVER US 29 BETWEEN  
 US 29 BUS & SR 2577

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-04
1			3			TOTAL SHEETS 45
2			4			

DRAWN BY : A.R. VAN VUREN DATE : 12/2022  
 CHECKED BY : J.C. MORRISON DATE : 12/2022  
 DESIGN ENGINEER OF RECORD: J.C. MORRISON DATE : 12/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED