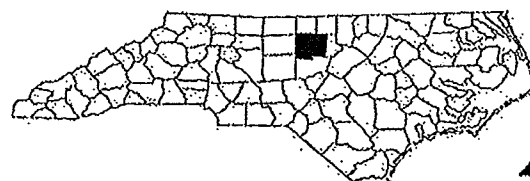


09/28/12

TIP PROJECT: 17BP.7.P.2

CONTRACT: C203006



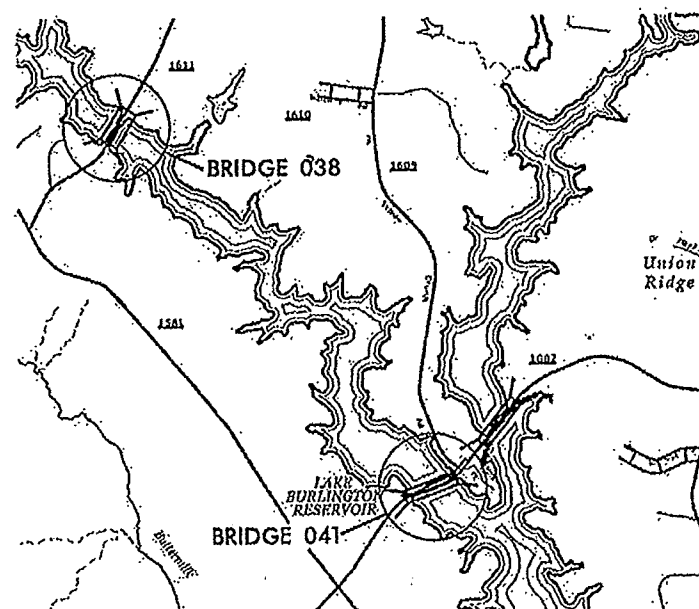
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

ALAMANCE & ORANGE COUNTIES

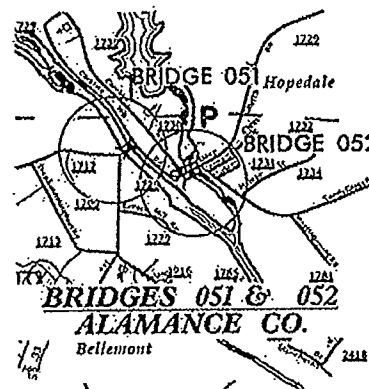
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	WBS 17BP.7.P.2	1	
WBS NO.	DESCRIPTION	PE	CONST.
17BP.7.P.2			
17BP.7.P.2			

LOCATION: ALAMANCE CO. BRIDGE 038 ON SR 1611 OVER STONEY CREEK
 ALAMANCE CO. BRIDGE 041 ON SR 1002 OVER STONEY CREEK
 ALAMANCE CO. BRIDGE 051 ON SR 1712 OVER HAW RIVER
 ALAMANCE CO. BRIDGE 052 ON SR 1729 OVER STONEY CREEK
 ALAMANCE CO. BRIDGE 121 ON SR 1136 OVER STINKING QUARTER CREEK
 ALAMANCE CO. BRIDGE 293 ON SR 2123 OVER BACK CREEK
 ORANGE CO. BRIDGE 006 ON US 70 BUSINESS OVER ENO RIVER
 ORANGE CO. BRIDGE 059 ON NC 86 OVER I-85
 ORANGE CO. BRIDGE 081 ON I-85 NBL OVER SR 1006
 ORANGE CO. BRIDGE 082 ON I-85 SBL OVER SR 1006

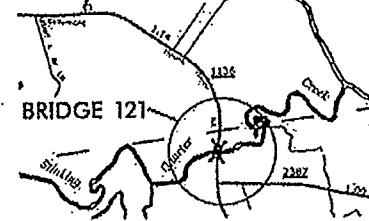
TYPE OF WORK: BRIDGE PRESERVATION; HYDRO-DEMOLITION; LATEX MODIFIED
 CONCRETE OVERLAY; SHOULDER RECONSTRUCTION; REMOVE
 AND RESET GUARDRAIL AND SUBSTRUCTURE REPAIRS



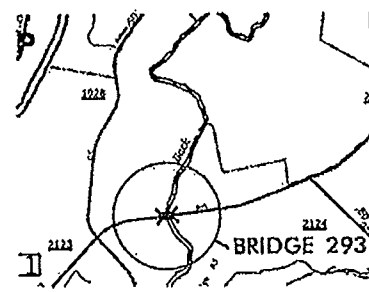
BRIDGES 038 & 041 LOCATIONS
ALAMANCE CO.



BRIDGES 051 & 052
ALAMANCE CO.



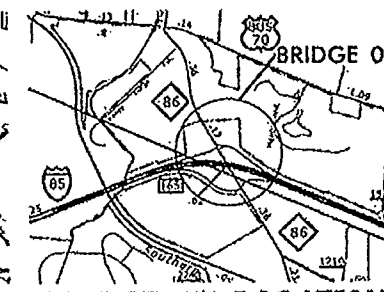
BRIDGE 121 LOCATION
ALAMANCE CO.



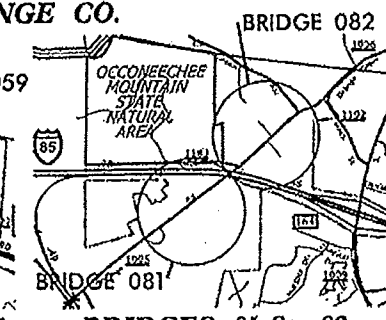
BRIDGE 293 LOCATION
ALAMANCE CO.



BRIDGE 006 LOCATION
ORANGE CO.



BRIDGE 059 LOCATION
ORANGE CO.



BRIDGES 081 & 082
LOCATIONS
ORANGE CO.

VICINITY MAP



PREPARED IN THE OFFICE OF:

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

N.A.

LETTING DATE:

MAY 15, 2012

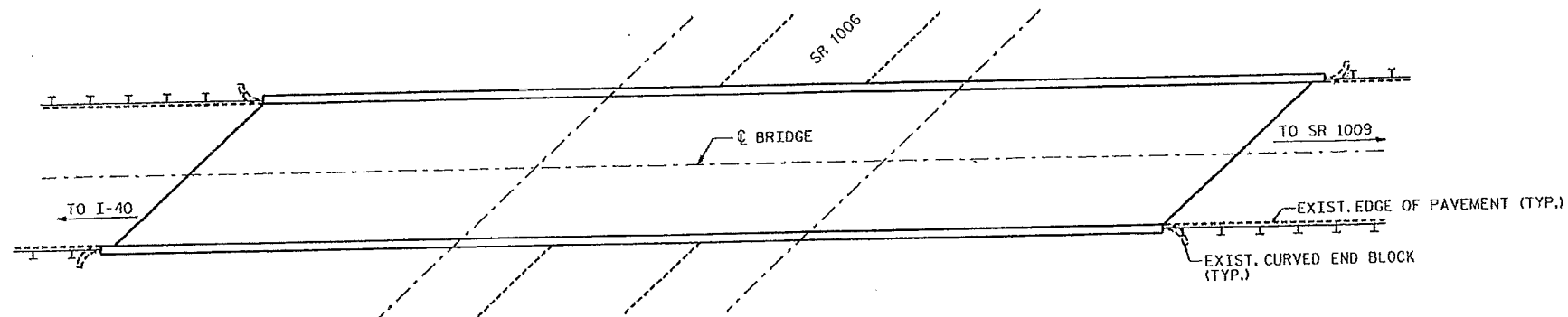
JOE KELVINGTON, PE
PROJECT DESIGN ENGINEER



THEO BEACH, PE
PROJECT ENGINEER

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA





BRIDGE 81 ON I-85 NORTH BOUND

LOCATION: BRIDGE 670081, I-85 NORTH OVER SR 1006
0.5 MI. SOUTH OF JCT. SR 1009

NOTES:
EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM THE BEST INFORMATION AVAILABLE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS. THE CONTRACTOR SHALL FIELD VERIFY THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

ROADWAY SCARIFICATION IS INCLUDED TO ENSURE A SMOOTH TRANSITION ONTO THE BRIDGE FLOOR. DIMENSIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL SCARIFY AS REQUIRED TO PROVIDE A SMOOTH TRANSITION TO THE ROADWAY AT BOTH ENDS OF THE BRIDGE.

FOR FOAM JOINT SEALS, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

**BRIDGE 81 ON I-85 NORTH BOUND
OVER SR 1006**

TOTAL BILL OF MATERIAL

SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 4" DEPTH	INCIDENTAL MILLING	ASPHALT CONC. SURFACE COURSE TYPE S9.5C	REMOVE AND RESET EXISTING GUARDRAIL	SCARIFYING BRIDGE DECK	PLACING & FINISHING LATEX MODIFIED CONCRETE OVERLAY-VERY EARLY STRENGTH	LATEX MODIFIED CONCRETE OVERLAY-VERY EARLY STRENGTH	CLASS AA CONCRETE	CLASS III * SURFACE PREPARATION	CLASS II * SURFACE PREPARATION	CLASS I * SURFACE PREPARATION	HYDRO-DEMOLITION OF BRIDGE DECK	FOAM JOINT SEALS	GROOVING BRIDGE FLOORS	CONCRETE REPAIRS	SHOTCRETE REPAIRS	SPAN JACKING ORANGE CO. BRIDGE 81
SHLDR.MI.	SO.YDS.	SO.YDS.	TONS	LIN. FT.	SO.YDS.	SO.YDS.	CU.YDS.	CU.YDS.	SO.YDS.	SO.YDS.	SO.YDS.	SO.YDS.	LUMP SUM	SO.FT.	CU.FT.	CU.FT.	EA.
0.038	645.6	351	30	200	645.6	645.6	39.6	0	0	3.2	0	645.6	LUMP SUM	4,976	47	36	2

QUANTITIES ARE ESTIMATES FROM BEST AVAILABLE DATA AND SHOULD BE CONSIDERED FOR INFORMATION PURPOSES ONLY. IF ANY CLASS III LOCATIONS ARE ENCOUNTERED PRIOR TO OR DURING HYDRO-DEMOLITION, SEE "TYP. BLOW THRU" CONTAINMENT AND FORMWORK" DETAIL. NO SEPARATE MEASUREMENT OR PAYMENT FOR THIS ITEM SHALL BE MADE. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR HYDRO-DEMOLITION.

PROJECT NO. WBS 17BP.7.P.2

ORANGE COUNTY

STATION: _____

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

LOCATION SKETCH
AND TOTAL
BILL OF MATERIAL

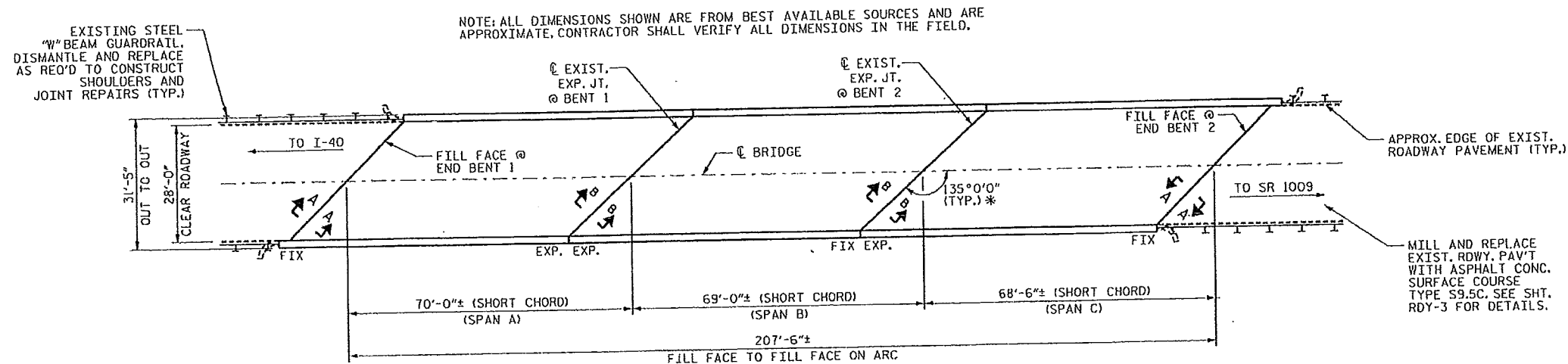
DECK REHAB. FOR BRIDGE NO. 81

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			S-65 TOTAL SHEETS 83
2			4			



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Fax (919) 851-7024
www.stantec.com
License No. F-0672

DRAWN BY : K R TYLER DATE : 01/12
CHECKED BY : J T KELVINGTON DATE : 01/12

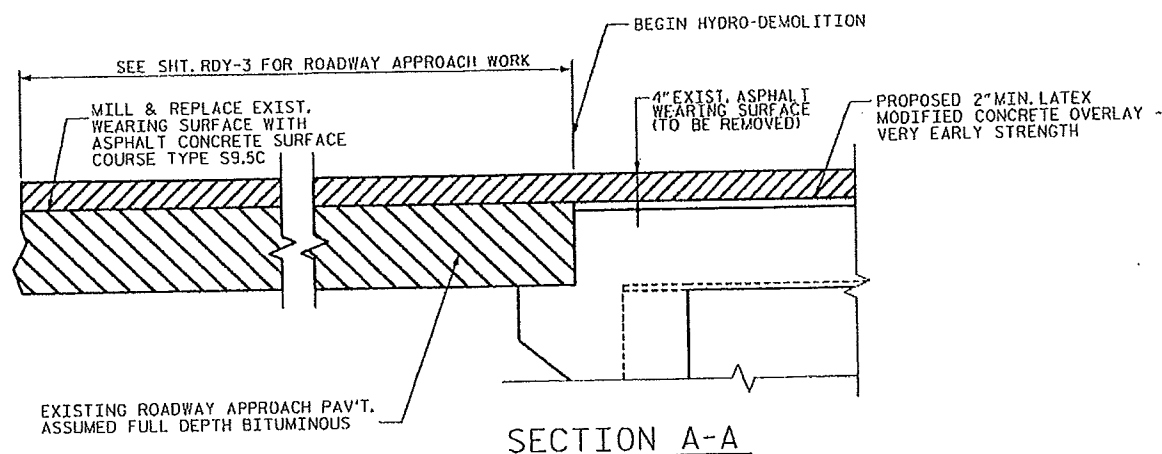


PLAN VIEW

* APPROXIMATE CHORD TO BENT ANGLE. ACTUAL ANGLES WILL VARY DUE TO CURVATURE OF ROADWAY.

NOTE: ALL HORIZONTAL DIMENSIONS SHOWN ARE ARC OR RADIAL DIMENSION WITH RESPECT TO ϕ BRIDGE.

RAIL POSTS AND BARRIER RAILS ARE NOT SHOWN FOR CLARITY.



NOTES:

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING REPAIR OF BRIDGE DECK WITH LATEX MODIFIED CONCRETE. SEE SPECIAL PROVISIONS.

FOR HYDRO-DEMOLITION, SEE SPECIAL PROVISIONS.

THE CONTRACTOR MUST COLLECT, TREAT AND DISPOSE OF RUN-OFF WATER FROM THE HYDRO-DEMOLITION PROCESS. SEE SPECIAL PROVISIONS.

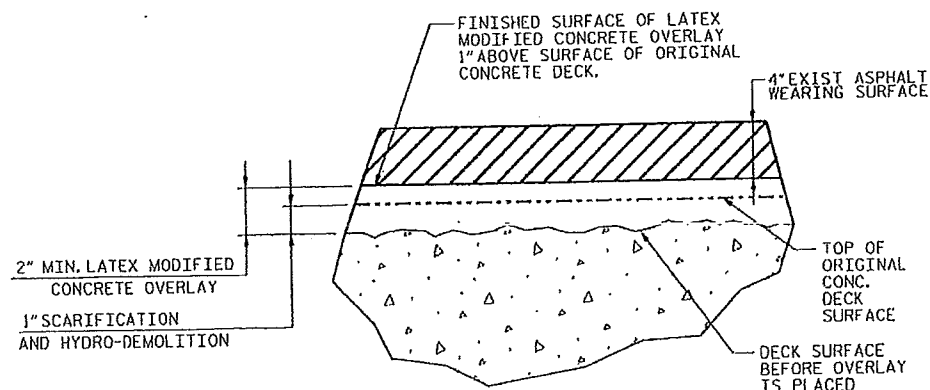
THE BOUNDARIES OF AREAS IDENTIFIED FOR CLASS III SURFACE PREPARATION ARE APPROXIMATE. THE CONTRACTOR SHALL PROVIDE A METHOD OF HANDLING UNEXPECTED BLOW THROUGH OF THE DECK. SEE DETAIL, SHT. NO. S-68.

LATEX MODIFIED CONCRETE SHALL BE LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH.

FOR LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH, SEE SPECIAL PROVISIONS.

FOR SECTION B-B, SEE SHT. NO. S-71.

EXISTING BRIDGE HAS A 4" THICK ASPHALT WEARING SURFACE. THIS WEARING SURFACE SHALL BE REMOVED BY MILLING IN ITS ENTIRETY BEFORE DECK REHABILITATION BEGINS. COST FOR THIS WORK SHALL BE PAID FOR AS "MILLING ASPHALT PAVEMENT, 4" DEPTH." FOR ROADWAY DETAILS @ BRIDGE APPROACHES, SEE SHT. RDY-3.



DETAIL FOR LATEX MODIFIED CONCRETE OVERLAY

PROJECT NO. WBS 17BP.7.P.2
ORANGE COUNTY
 STATION: _____

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PLAN OF BRIDGE

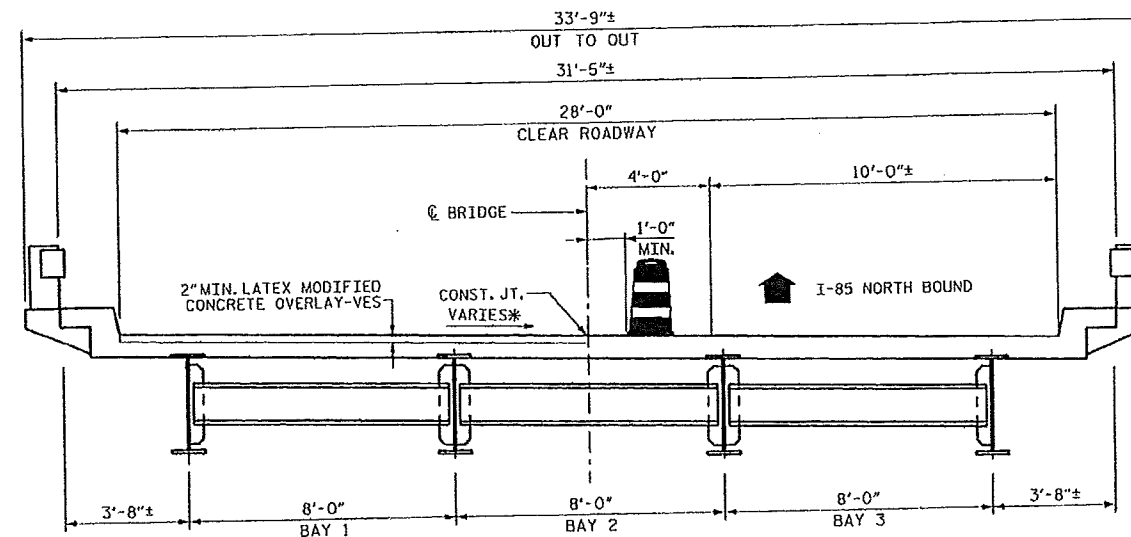
DECK REHAB. FOR BRIDGE NO. 81

REVISIONS				SHEET NO.
NO.	BY:	DATE:	NO.	
1			3	S-66
2			4	
TOTAL SHEETS				83



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 www.stantec.com
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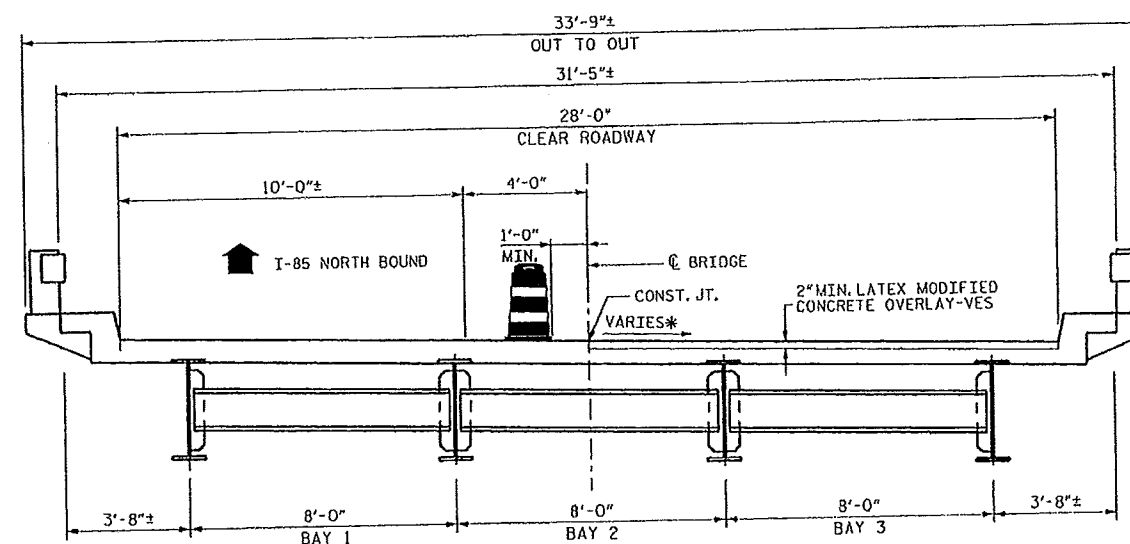
DRAWN BY: K.R. TYLER DATE: 01/12
 CHECKED BY: J.T. KELVINGTON DATE: 01/12



NBL CONSTRUCTION

SPANS A THRU C

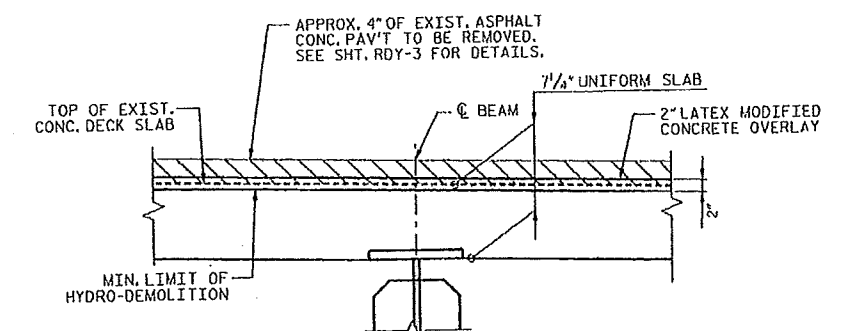
* TO BE MEASURED IN THE FIELD, MATCH EXISTING SUPERELEVATION.



NBL CONSTRUCTION

SPANS A THRU C

* TO BE MEASURED IN THE FIELD. MATCH EXISTING SUPERELEVATION.



EXIST. SLAB BUILDUP

NOTES:

"YES" DENOTES VERY EARLY STRENGTH.

WATER & CONCRETE SLURRY FROM HYDRO-DEMOLITION SHALL NOT BE ALLOWED TO DRAIN ACROSS TRAVEL LANES. CONTRACTOR SHALL PROVIDE A METHOD TO CONTROL THE WATER.

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

ALL DIMENSIONS SHOWN ARE APPROXIMATE.

PROJECT NO. WBS-17BP.7.P.2

ORANGE COUNTY

STATION: _____

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

TYPICAL SECTION

DECK REHAB. FOR BRIDGE NO. 81

REVISIONS						SHEET NO. S-67
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 83
2			4			



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DRAWN BY : K R TYLER DATE : 01/12
CHECKED BY : J T KELVINGTON DATE : 01/12

was 123107	Almonde-Oronne	Grids	08\growing\BPO8\Typeset-dqn	2/23/2012	2:20:22 PM	dicton
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NOTES:

CONTRACTOR SHALL FURNISH FORMWORK TO SUPPORT SLAB OVERHANG REGIONS WITH EXTENSIVE CLASS III SURFACE PREPARATION.

COSTS FOR INSTALLING AND REMOVING FORMWORK SHALL BE INCIDENTAL TO THE PRICE BID PER SQ. YD. OF HYDRO-DEMOLITION.

CLASS II AND CLASS III SURFACE PREPARATION SHOWN IS REPRESENTATIVE AND DOES NOT REFLECT ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED @ THE PROJECT SITE.

A METHOD TO CAPTURE WATER AND DEBRIS FROM BLOW THRU DURING HYDRO-DEMOLITION SHALL BE INSTALLED IN AREAS INDICATED AS CLASS III SURFACE PREPARATION.

SUBMIT DETAILS OF ALL PROPOSED FORMWORK FOR APPROVAL PRIOR TO BEGINNING WORK.

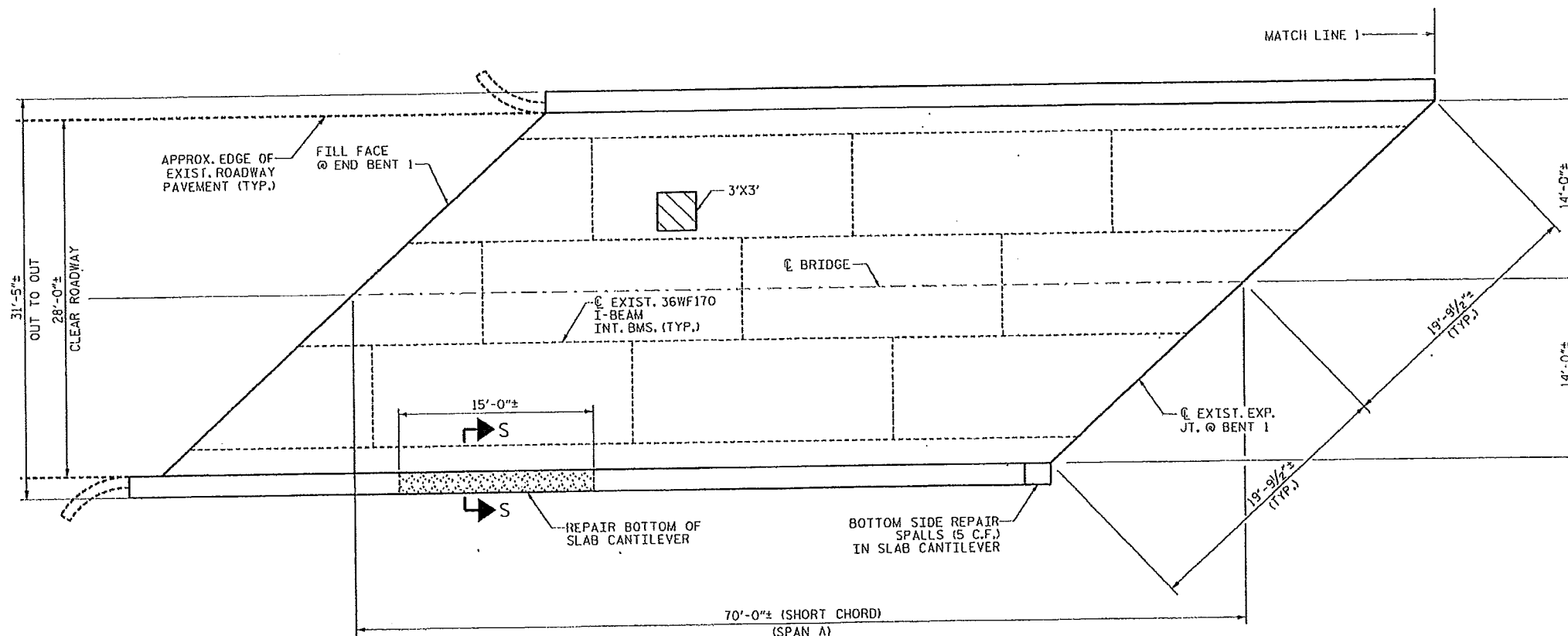


CLASS II SURFACE PREPARATION



CLASS III SURFACE PREPARATION

L X W = LENGTH OF AREA PARALLEL TO C BRIDGE X WIDTH OF AREA PERPENDICULAR TO C BRIDGE

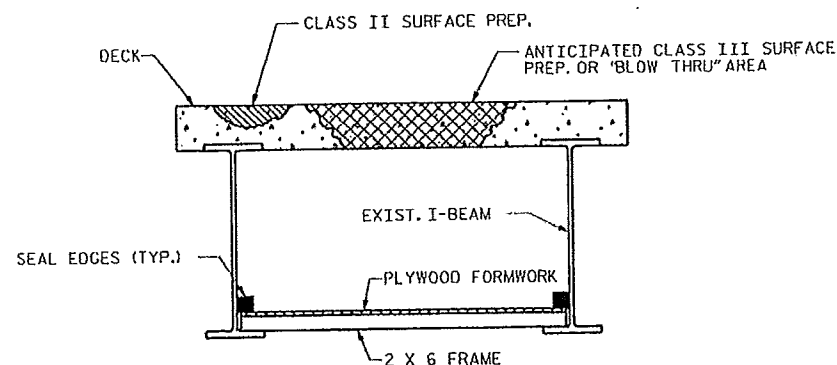


PLAN OF SPAN A - DECK REPAIRS

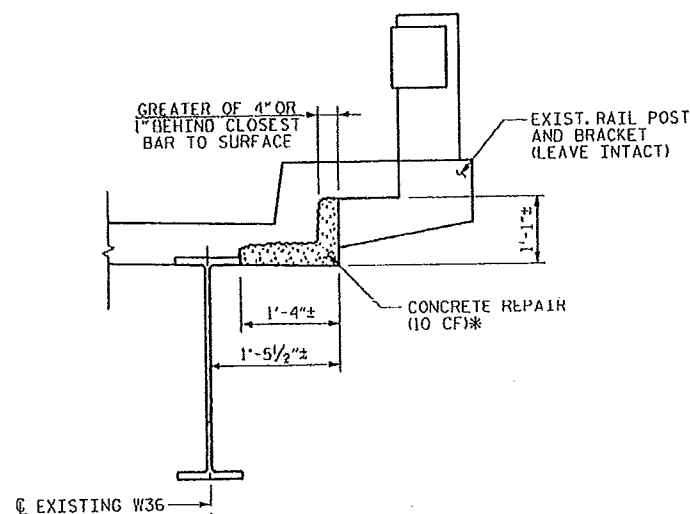
NOTE: EXIST. CONC. BARRIER, POSTS AND POST BRACKETS ARE NOT SHOWN FOR CLARITY.

ALL DIMENSIONS SHOWN ARE FROM BEST AVAILABLE SOURCES. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD.

ESTIMATED QUANTITIES
CONCRETE REPAIR= 10 CF



TYP. "BLOW THRU" CONTAINMENT AND FORMWORK



SECTION S-S

NOTES:

REMOVE ALL EXISTING UNSOUND CONCRETE TO APPROX. LIMITS SHOWN OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL EXERCISE CARE TO ENSURE NO EXISTING REINF. STEEL IS CUT.

ALL EXISTING REINF. STEEL SHALL BE CLEANED AND REPAIRED AS DIRECTED BY THE ENGINEER.

*REPLACE ALL CONCRETE REMOVED TO MATCH EXISTING CONCRETE SURFACES

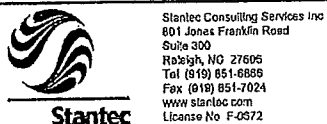
PROJECT NO. WBS 17BP.7.P.2
ORANGE COUNTY
STATION: _____

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HALEIGH

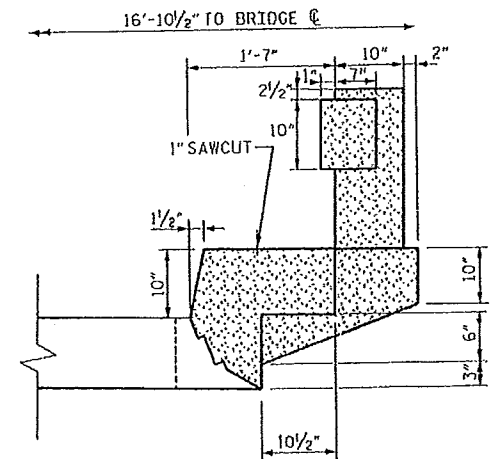
DECK REPAIR DETAILS
SPAN A

DECK REHAB. FOR BRIDGE NO. 81

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			S-68
2			4			
TOTAL SHEETS						83



DRAWN BY: K R TYLER DATE: 01/12
CHECKED BY: J T KELVINGTON DATE: 01/12



SAW CUT TO REMOVE EXISTING RAIL POST BRACKET AND
REPLACE WITH NEW CONCRETE TO MATCH EXISTING
DIMENSIONS SHOWN.

TOTAL ESTIMATED QUANTITIES:
CONCRETE REPAIR = 19 C.F.

REMOVE ALL EXISTING CONC. TO APPROX. LIMIT SHOWN OR
AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL EXERCISE CARE TO ENSURE NO
EXISTING REINF. STEEL IS CUT.

ALL EXISTING REINFORCING STEEL SHALL BE CLEANED OR REPAIRED AS DIRECTED BY THE ENGINEER.

REPLACE BARRIER RAILS, POSTS AND BRACKETS TO MATCH
EXISTING LINES AND GRADES.

NOTES:

CONTRACTOR SHALL FURNISH FORMWORK TO SUPPORT
SLAB OVERHANG REGIONS WITH EXTENSIVE CLASS III
SURFACE PREPARATION.

COSTS FOR INSTALLING AND REMOVING FORMWORK SHALL BE INCIDENTAL TO THE PRICE BID PER SQ. YD. OF HYDRO-DEMOLITION.

CLASS II AND CLASS III SURFACE PREPARATION SHOWN IS REPRESENTATIVE AND DOES NOT REFLECT ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED @ THE PROJECT SITE.

A METHOD TO CAPTURE WATER AND DEBRIS FROM BLOW THRU DURING HYDRO-DEMOLITION SHALL BE INSTALLED IN AREAS INDICATED AS CLASS III SURFACE PREPARATION.

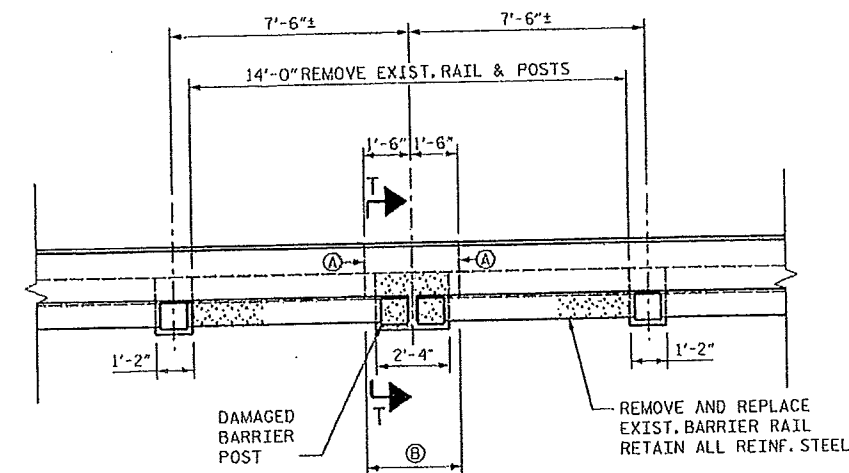
SUBMIT DETAILS OF ALL PROPOSED FORMWORK FOR APPROVAL PRIOR TO BEGINNING WORK.



CLASS III SURFACE PREPARATION

L X W = LENGTH OF AREA PARALLEL TO $\odot$ BRIDGE X'
WIDTH OF AREA PERPENDICULAR TO $\odot$ BRIDGE.

NOTE: EXIST. CONC. BARRIER, POSTS AND PARAPET BRACKETS ARE NOT SHOWN FOR CLARITY.
ALL DIMENSIONS SHOWN ARE FROM BEST AVAILABLE SOURCES CONTRACTOR SHALL
VERIFY ALL DIMENSIONS IN THE FIELD



SECTION R-R

REMOVE ALL EXISTING UNSOUND CONCRETE TO APPROX. LIMITS
SHOWN OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL EXERCISE CARE TO ENSURE NO EXISTING REINF. STEEL IS CUT.

ALL EXISTING REINF. STEEL SHALL BE CLEANED AND REPAIRED AS DIRECTED BY THE ENGINEER.

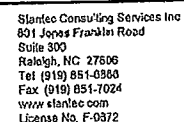
* REPLACE ALL CONCRETE REMOVED TO MATCH EXISTING CONCRETE SURFACES

① SAW CUT EXISTING CURB FACE AND SIDEWALK 1" DEEP.

⑥ REMOVE EXISTING SIDEWALK BARRIER POSTS AND BARRIER POST BRACKET CONCRETE BETWEEN LIMITS OF THE SAW CUT. RETAIN ALL STEEL.

CLEAN AND REPAIR ALL REINFORCING STEEL AS DIRECTED BY THE ENGINEER.

APPROX. CONC.	RAIL	7 CF
	2 POSTS	4 CF
	CURB & S/W	4 CF
	BRACKET	4 CF



DRAWN BY : K R TYLER DATE : 01/12
CHECKED BY : J T KELVINGTON DATE : 01/12

PROJECT NO. WBS 17BP.7.P.2

ORANGE COUNTY

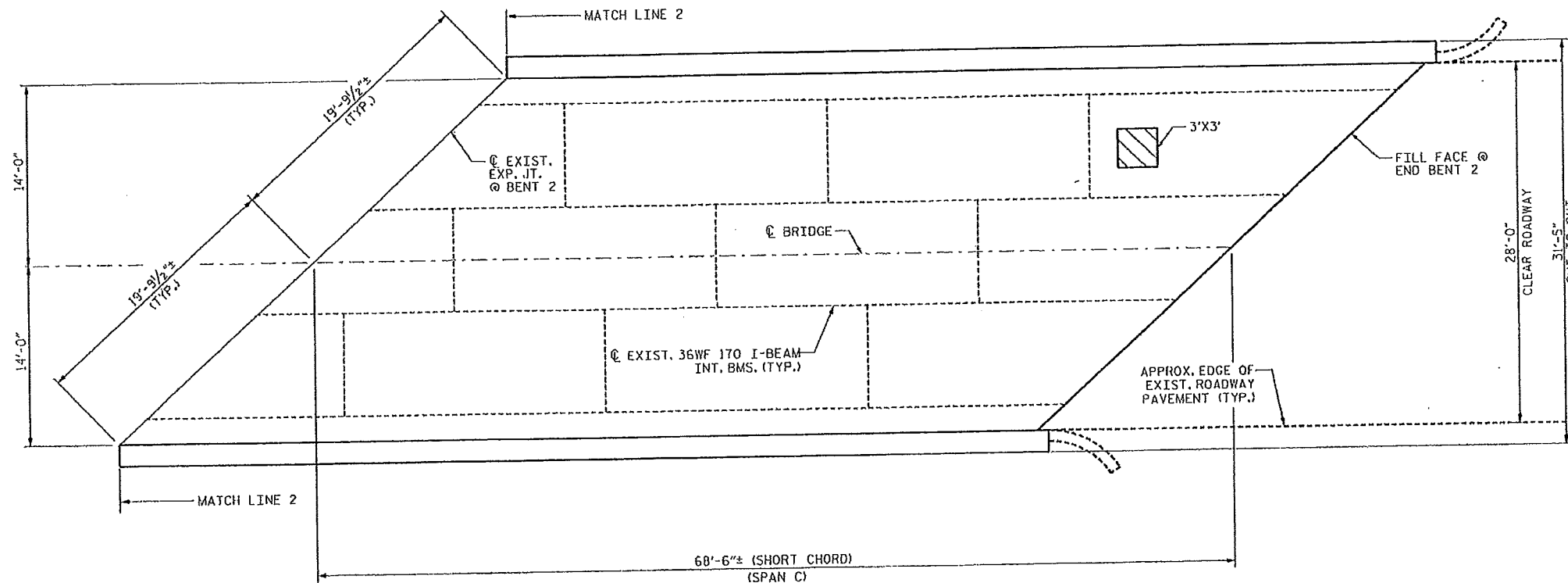
STATION: _____

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DECK REPAIR DETAILS
SPAN B

DECK REHAB. FOR BRIDGE NO. 81

REVISIONS						SHEET NO. S-69
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 83
2			4			



PLAN OF SPAN C - DECK REPAIRS

NOTE: EXIST. CONC. BARRIER AND POSTS ARE NOT SHOWN FOR CLARITY.

NOTES:

CONTRACTOR SHALL FURNISH FORMWORK TO SUPPORT SLAB OVERHANG REGIONS WITH EXTENSIVE CLASS III SURFACE PREPARATION.

COSTS FOR INSTALLING AND REMOVING FORMWORK SHALL BE INCIDENTAL TO THE PRICE BID PER SQ. YD. OF HYDRO DEMOLITION.

CLASS II AND CLASS III SURFACE PREPARATION SHOWN IS REPRESENTATIVE AND DOES NOT REFLECT ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED @ THE PROJECT SITE.

A METHOD TO CAPTURE WATER AND DEBRIS FROM BLOW THRU DURING HYDRO-DEMOLITION SHALL BE INSTALLED IN AREAS INDICATED AS CLASS III SURFACE PREPARATION.

SUBMIT DETAILS OF ALL PROPOSED FORMWORK FOR APPROVAL PRIOR TO BEGINNING WORK.

PROJECT NO. WBS 17BP.7.P.2
ORANGE COUNTY
 STATION: _____



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DRAWN BY: K.R. TYLER DATE: 01/12
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CLASS II SURFACE PREPARATION

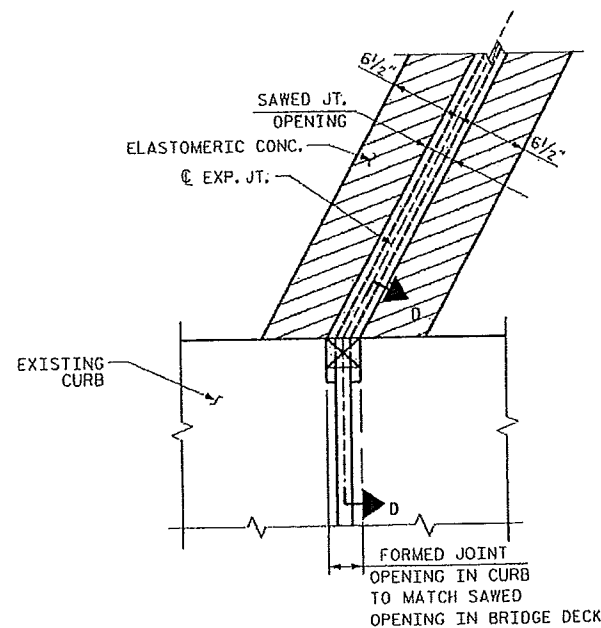


CLASS III SURFACE PREPARATION

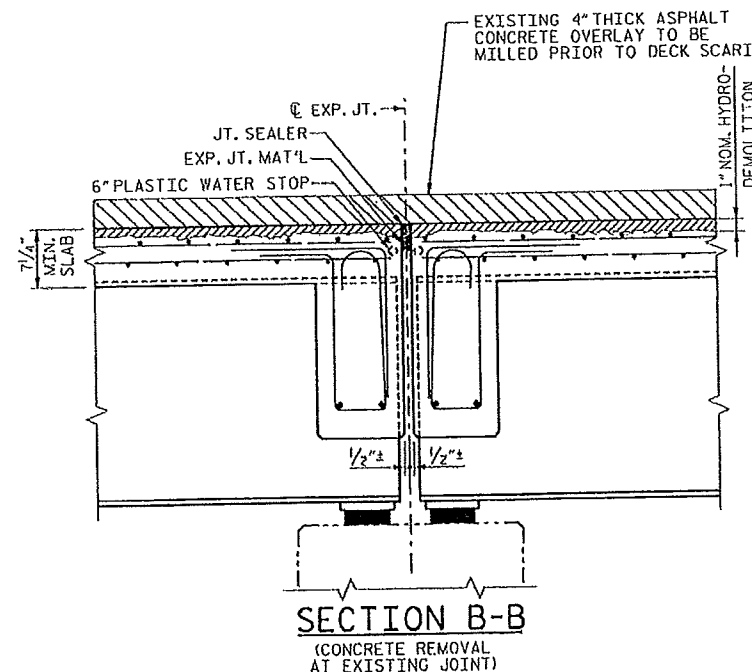
L X W = LENGTH OF AREA PARALLEL TO C BRIDGE X
 WIDTH IF AREA PERPENDICULAR TO C BRIDGE.

Joseph V. Kelvington
 (Professional Engineer Seal)

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
DECK REPAIR DETAILS SPAN C					
DECK REHAB. FOR BRIDGE NO. 81					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
TOTAL SHEETS					83



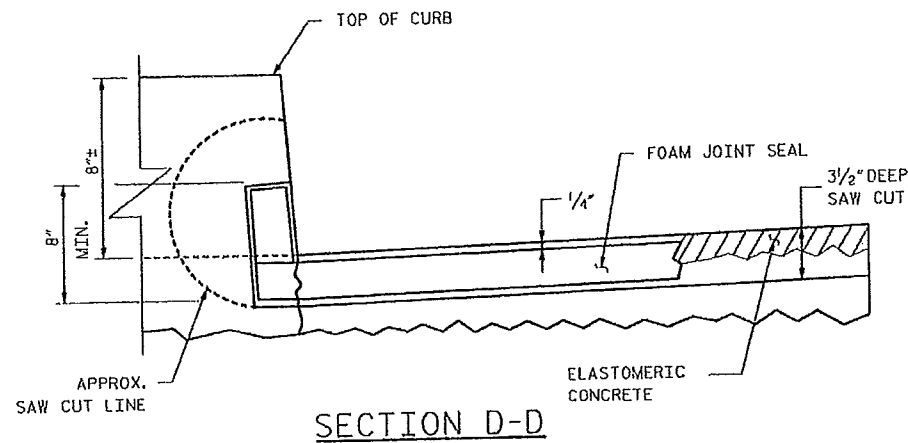
PARTIAL PLAN @ JOINT
(TYP. @ BENTS 1 AND 2)



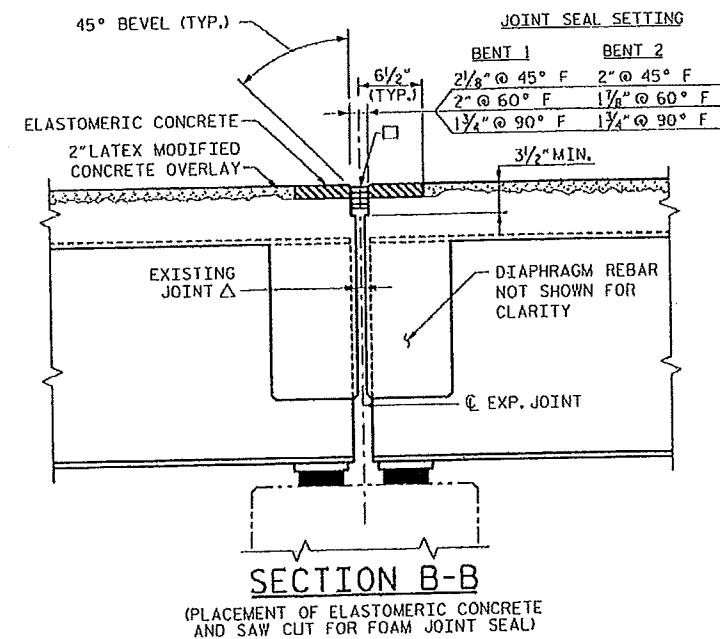
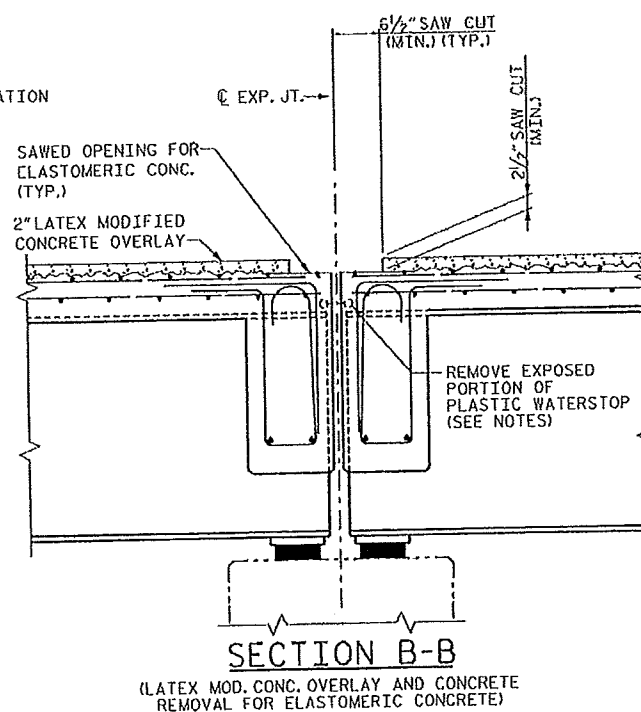
* FROM BEST AVAILABLE INFORMATION.

NOTE: RETAIN ALL EXIST. REINF. STEEL. CLEAN AND REPAIR AS REQ'D.

ALL EXPOSED EXISTING JOINT SEAL MATERIALS ARE TO BE COMPLETELY REMOVED.



CONTRACTOR SHALL EXERCISE CARE TO AVOID CUTTING OR DAMAGING EXISTING REINF. STEEL.



□ USE 2.8125" X 2.5" UNCOMPRESSED FOAM JT. SEAL MATERIAL FOR BENTS 1 AND 2.
△ EXISTING 1" FORMED OPENING

ELASTOMERIC CONCRETE	
LOCATION	QTY
BENT 1	8.3 C.F.
BENT 2	8.3 C.F.

TOTAL ELASTOMERIC CONC. = 16.6 C.F.
TOTAL ELASTOMERIC CONC. = 0.61 C.Y.

PROJECT NO. WBS 17BP.7.P.2
ORANGE COUNTY
STATION: _____

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

INTERIOR BENT JOINT
SEAL DETAILS

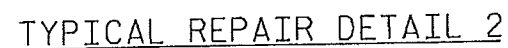
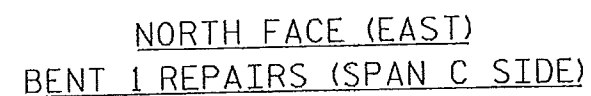
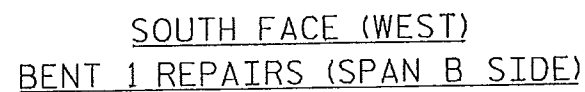
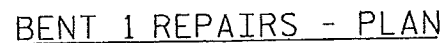
DECK REHAB. FOR BRIDGE NO. 81

REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
				TOTAL SHEETS	83



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DRAWN BY: K.B. TYLER DATE: 01/12
CHECKED BY: J.T. KELVINGTON DATE: 01/12



IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR PERFORMING THE JACKING TO DETERMINE A JACKING LOCATION AT EACH BEARING AND PROVIDE A DESIGN FOR THE JACKING LOADS. JACKS SHALL HAVE A MINIMUM SAFE LOAD CAPACITY OF 125% OF THE CALCULATED LOADING PER AASHTO SPECIFICATIONS.

REVISIONS						SHEET NO S-72
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SCTS 83
2			4			

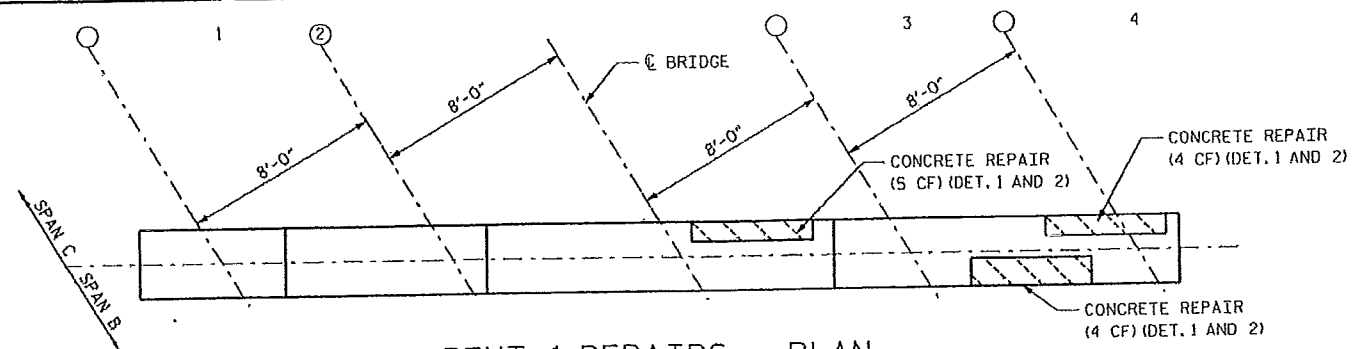


DRAWN BY : C B BAKER DATE : 01/12
CHECKED BY : J T KELVINGTON DATE : 01/12

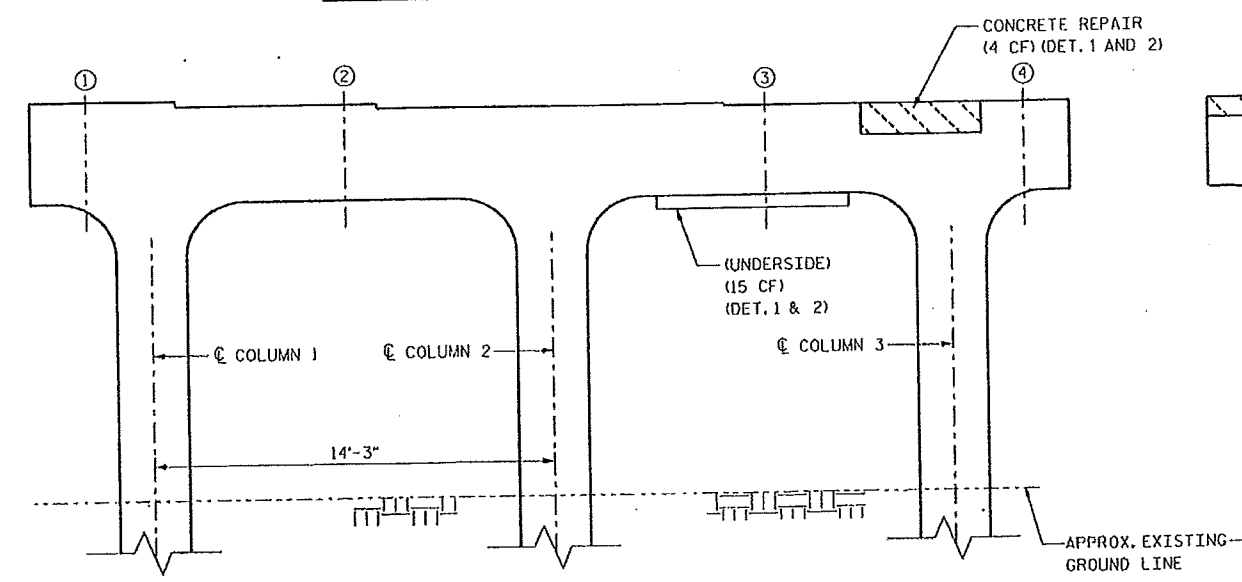
2/23/2012 12:20:26 PM Bioten

es 1782 7 p 2 Almanaca-0-arcie Co\Oranga 3-Idgo 08\Drawing\BPAI-Report-Bentl.dgn

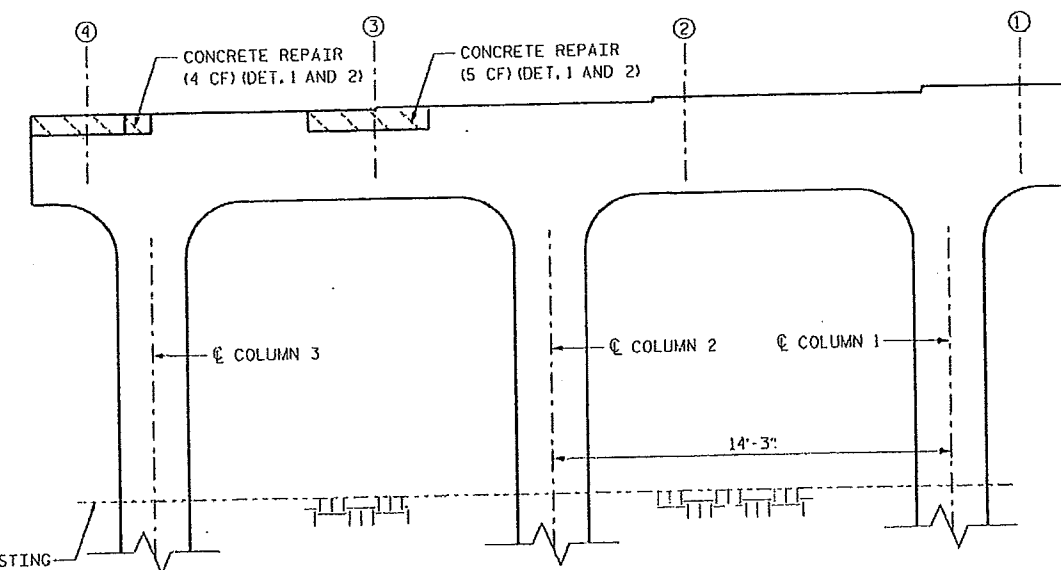
15 REP. 1.P.2 Alamogordo-Orange Co. Bridge 05\Drawings\Bent\Repair\3e-12.dwg 2/23/2012 12:02:21 PM blaton



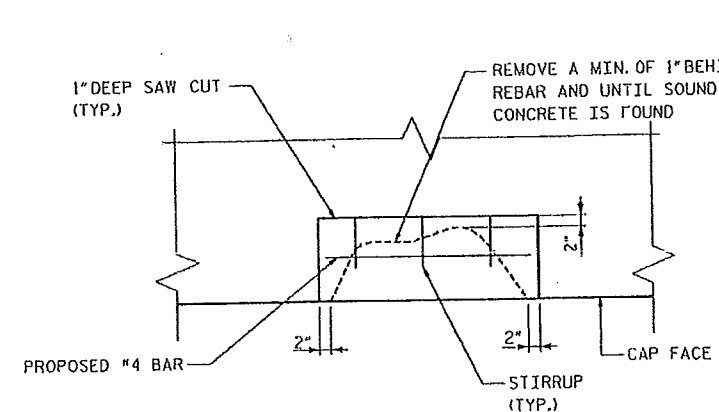
BENT 1 REPAIRS - PLAN



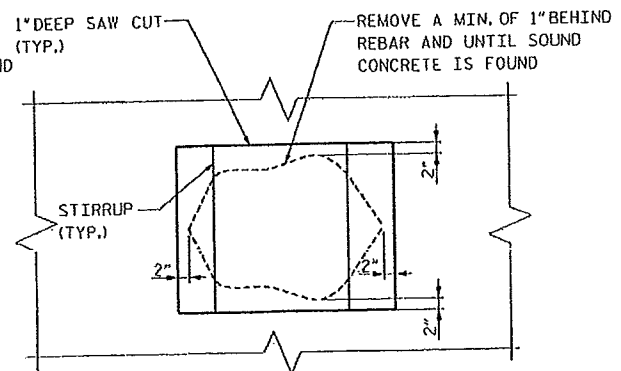
SOUTH FACE (WEST)
BENT 2 REPAIRS (SPAN A SIDE)



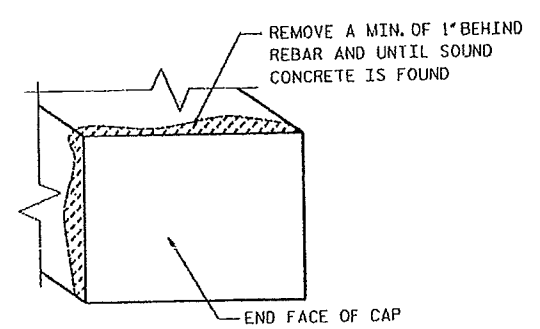
NORTH FACE (EAST)
BENT 2 REPAIRS (SPAN B SIDE)



TYPICAL REPAIR DETAIL 1



TYPICAL REPAIR DETAIL 2



TYPICAL REPAIR DETAIL 3

TOTAL ESTIMATED QUANTITIES:
CONCRETE REPAIR = 13 CF
SHOTCRETE REPAIR = 15 CF

NOTES:

REPAIR AREA DIMENSIONS SHOWN ARE APPROXIMATE BASED ON BEST AVAILABLE INFORMATION.

ALL REINFORCEMENT TO BE PROVIDED IS INCIDENTAL TO THE SUBSTR. REPAIR AND SHALL BE GRADE 60.

AREAS NOT OTHERWISE SPECIFIED FOR CONCRETE REPAIR MAY BE REPAIRED WITH SHOTCRETE, CLASS A CONC. OR POLYMER CONC. AT THE CONTRACTORS' OPTION.

JACKING SHALL BE CONDUCTED IN A MANNER SUCH THAT THE SUPERSTRUCTURE WILL NOT BE DAMAGED AND THERE ARE NO OBSTACLES PREVENTING THE SPAN FROM BEING LIFTED.

THE MAXIMUM ALLOWABLE VERTICAL JACKING DISPLACEMENT SHALL BE 1/2 INCH WITH RESPECT TO THE BEARINGS OF ADJACENT PIERS.

BEARING NUTS SHALL BE LOOSENEED TO PROVIDE A MINIMUM OF 59/64 INCH GAP TO ALLOW FOR JACKING.

JACK ALL GIRDERS SIMULTANEOUSLY, THE SAME AMOUNT, AND AT THE SAME RATE. AFTER JACKING MAKE SURE ALL JACKS ARE LOCKED.

IF DURING THE JACKING PROCESS OR WHILE THE SPAN IS BEING SUPPORTED THE BEAMS SHIFT FROM THEIR ORIGINAL POSITION, ALL WORK WILL CEASE AND THE ENGINEER SHALL BE NOTIFIED.

EFFECT OF VIBRATIONS FROM TRAFFIC SHOULD BE CONSIDERED DURING JACKING AND WHEN JACKS ARE LOCKED.

PROVISIONS SHALL BE MADE TO ACCOUNT FOR THERMAL MOVEMENTS DURING THE PERIOD THAT THE STRUCTURE IS RESTING ON TEMPORARY SUPPORTS.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR PERFORMING THE JACKING TO DETERMINE A JACKING LOCATION AT EACH BEARING AND PROVIDE A DESIGN FOR THE JACKING LOADS. JACKS SHALL HAVE A MINIMUM SAFE LOAD CAPACITY OF 125% OF THE CALCULATED LOADING PER AASHTO SPECIFICATIONS.

PROJECT NO. WBS 17BP.7.P.2
ORANGE COUNTY
STATION: _____

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE REPAIRS BENT 2					
DECK REHAB. FOR BRIDGE NO. 81					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
SHEET NO. S-73					JOB 83

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