

BRIDGE #320328 ON US-64 WBL OVER US-64 ALTERNATE AND CSX RAILROAD

PROJECT LENGTH BRIDGE $#327 = 0.043$ MILES BRIDGE $#328 = 0.042$ MILES	Prepared in the Office of: DIVISION OF HIGHWAYS STRUCTURES MANAGEMENT UNIT 1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610			
DRIDGE #328 - 0.042 MILES	2018 STANDARD SPECIFICATIONS LETTING DATE : DECEMBER 14, 2021	KRISTY W. ALFORD, P.E. PROJECT ENGINEER ASTER G. ABRAHA, P.E. PROJECT DESIGN ENGINEER		

ST.	ATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS	
	I-6042A	1	27	
e proj. No.	F. A. PROJ. NO.	DESCRIPT	ION	
991.1.2	0087046	P.E.		
991.3.2	0087046	CONS	ST.	
	st. e proj. no. 991.1.2 991.3.2	STATE PROJECT REPERENCE NO. I-6042A E PROJ.NO. F.A.PROJ.NO. 991.1.2 0087046 991.3.2 0087046	STATE PROJECT REPERENCE NO. SHEET NO. I-6042A I E PROJ.NO. P.A.PROJ.NO. DESCRIPT 991.1.2 0087046 P.E. 991.3.2 0087046 CONS	



EDGECOMBE COUNTY

BRIDGE#320327 ONUS64EBLOVERUS64ALT. ANDCSXRAILROADBRIDGE#320328 ONUS64WBLOVERUS64ALT. ANDCSXRAILROAD

INDEX OF STRUCTURES SHEETS

SHEET No.	DESCRIPTION
1	TITLE SHEET
<i>1A</i>	INDEX OF SHEETS
S–1	LOCATION SKETCHES &
	TOTAL BILL OF MATERIALS
STRUCTURE No. 320	0327
<i>S1–1</i>	GENERAL DRAWING
<i>S1–2</i>	TYPICAL SECTION
S1–3 THRU S–6	SURFACE PREPARATION
<i>S1</i> –7	JOINT REPAIR
<i>S1–8</i>	END BENTS
S1–9 THRU S1–11	BENTS
STRUCTURE No. 320	0328
S2-1	GENERAL DRAWING
S 2–2	TYPICAL SECTION
S2–3 THRU S2–6	SURFACE PREPARATION
S 2–7	JOINT REPAIR
<i>S2–8</i>	END BENTS
S2–9 THRU S2–11	BENTS

STANDARD	SHEETS	
SD-1	BENT REPAI	R DETAILS
SN	STANDARD	NOTES

TYPE OF WORK:

BRIDGE PRESERVATION – CONCRETE BRIDGE DECK REHABILITATION BY SHOTBLASTING AND PLACING OF EPOXY OVERLAY HAND APPLICATION SYSTEM; RECONSTRUCTION OF BRIDGE DECK JOINTS AND SEALS, AND SUBSTRUCTURE REPAIRS WITH SHOTCRETE.

STATE	STA	SHEET NO.	TOTAL SHEETS		
N.C.		1A	27		
STAT	E PROJ. NO.	J. NO. F. A. PROJ. NO. DESCRIPTION			
47	991.1.2	0087046	P.E.		
47	991.3.2	0087046	CONS	БТ.	

Prepared in the Office of: **DIVISION OF HIGHWAYS** STRUCTURES MANAGEMENT UNIT 1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610

GENERAL NOTES:

THIS REPAIR BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LFD BRIDGE DESIGN SPECIFICATIONS.

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 REPAIRS AND ADJUST THE ACTUAL QUANTITIES ENTERED INTO REPAIR QUANTITIES TABLE.

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 OF 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(S) SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL BELOW, EXCEPT WHERE THE CONTRACTORS PLAN USE PLATFORMS, NETS, SCREENS 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.

THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT THE EXISTING STRUCTURE WHICH IS TO REMAIN IN PLACE WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY PART OF THE EXISTING STRUCTURE WHICH IS TO REMAIN IN PLACE, THE DAMAGED AREA SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

FOR CONTROL OF TRAFFIC AND LIMITS ON 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 SUBMITTAL OF WORKING DRAWINGS. SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

FOR SHOTCRETE REPAIRS, SEE SPECIAL PROVISIONS.

FOR POURABLE SILICONE JOINT SEALANT, SEE SPECIAL PROVISIONS.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE. SEE SPECIAL PROVISIONS.

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

ALL PAVEMENT MARKINGS WILL BE IN ACCORDANCE WITH THE TRAFFIC CONTROL 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 LANE(S) SHALL BE KEPT FREE AND CLEAR OF DEBRIS.

AT THE TIME OF PREPARATION OF THESE PLANS, IT WAS NOT ANTICIPATED THAT THE FOLLOWING ITEM(S) LISTED WOULD BE REQUIRED. HOWEVER, IT MAY BE DETERMINED IN THE FIELD THAT THE FOLLOWING ITEM(S) LISTED, OR OTHER WORK WILL BE NECESSARY TO PROPERLY COMPLETE THE INTENDED BRIDGE PRESERVATION/REHABILITATION WORK. THE CONTRACTOR SHALL BE PREPARED TO PERFORM SUCH WORK IN A TIMELY MANNER, AS DETERMINED IN THE FIELD. SUCH WORK SHALL BE CONSIDERED EXTRA WORK AND SHALL BE ADDRESSED AS PER ARTICLE 104-7 OF THE STANDARD SPECIFICATIONS. PROJECT SPECIAL PROVISIONS THAT OUTLINE REQUIREMENTS FOR THESE POTENTIAL ADDITIONAL WORK ITEMS HAVE BEEN PROVIDED IN THE PROJECT DOCUMENTS, BUT NO QUANTITIES HAVE BEEN LISTED. ACTUAL PAY ITEMS. QUANTITIES. AND COSTS WILL BE ESTABLISHED. AS REQUIRED. IF EXTRA WORK IS ENCOUNTERED. UNANTICIPATED ITEMS:

ITEM	DESCRIPTION	UNIT
1	CONCRETE DECK REPAIR FOR EPOXY OVERLAY	SQ.FT.
2	VOLUMETRIC MIXER	LUMP SUM

CSX RAILROAD NOTES:

- THE CONTRACTOR MUST PLAN AND EXECUTE THE PROPOSED WORK TO CONTAIN ALL DEMOLITION DEBRIS AND PREVENT ITS DEPOSITION UPON CSXT PROPERTY, ESPECIALLY THE CSXT TRACK STRUCTURE, INCLUDING INSTALLATION OF A DEMOLITION DEBRIS SHIELD IF NECESSARY (SEE SECTION IV, PARAGRAPHS I AND J OF THE CSXT CONSTRUCTION SUBMISSION CRITERIA).
- 2. CSXT TYPICALLY DOES NOT PERMIT ANY REDUCTION TO THE EXISTING VERTICAL CLEARANCE(S) ABOVE THE EXISTING CSXT TRACK(S) AT ANY TIME DURING CONSTRUCTION. ANY PROPOSED TEMPORARY REDUCTION OF VERTICAL CLEARANCE MUST BE REVIEWED BY CSXT WITH NO GUARANTEE OF APPROVAL.
- 3. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT CSXT TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF CARRYING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.
- 4. THE CONTRACTOR SHALL NOT BE PERMITTED TO USE THE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE CSXT RIGHT-OF-WAY MUST REMAIN CLEAR AT ALL TIMES.
- 5. THE CONTRACTOR SHALL BE REQUIRED TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.
- 6. CSXT FACILITIES ARE NOT SUBJECT TO MISS UTILITY PROGRAMS. CONTRACTOR SHALL COORDINATE WITH CSXT TO HAVE THEIR FACILITIES MARKED IN THE FIELD, PRIOR TO PERFORMING WORK WITH THE POTENTIAL TO IMPACT BELOW-GRADE FACILITIES.CSXT WILL MARK OUT EXISTING CSXT FACILITIES, AT THE PROJECT'S EXPENSE.
- 7. A CSXT FLAGMAN MAY BE REQUIRED FOR ANY WORK WHICH REQUIRES ENTRY ONTO THE CSXT RIGHT-OF-WAY, ANY WORK THAT HAS POTENTIAL TO FOUL CSXT TRACK. AND ANY WORK TO BE PERFORMED WITHIN FIFTY FEET (50') OF THE CENTERLINE OF TRACK.CSXT SHALL HAVE SOLE AUTHORITY TO DETERMINE THE NEED FOR FLAGGING REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY.

DRAWN BY :	S. T. SANDOR/A. Y. GODFREY	DATE : 10/2021
CHECKED BY :	A. G. ABRAHA	DATE : 10/2021

LATITUDE 35° 51′ 58.73 LONGITUDE 77° 30' 35.71' BRIDGE NO. 320328 BRIDGE BRIDGE NO. 327 ATITUDE 35° 51′ 58.07 LONGITUDE |77° 30′ 35.00′ BRIDGE NO. 320327

LOCATION SKETCH

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

	TOT	FAL BI	ILL OF M	ATERIAL				т со 40	٨
EDGECOMBE COUNTY BRIDGE NO.	SHOTCRETE REPAIRS	POURABLE SILICONE JOINT SEALANT	ELASTOMERIC CONCRETE FOR PRESERVATION	BRIDGE JOINT DEMOLITION	EPOXY OVERLAY HAND APPLICATIO SYSTEM	N	PROJECT NO	<u>1-6042</u> IBE co 320327	<u>A</u> UNTY &
	CU.FT.	LN.FT.	CU.FT.	SQ.FT.	SQ.FT.		BRIDGE NO.	320321	<u>x</u>
320327	1.5	81.3	14.0	74.5	9,342.2				
320328	3.0	81.7	14.0	74.9	9,076.0		STATE OF	NORTH CAROLINA	ΓΙΟΝ
TOTAL	4.5	163.0	28.0	149.4	18,418.3	NUMBER OF CAROLAND	F F F F F F F F F F F F F F F F F F F	RALEIGH	
						SEAL 030024	GENERA LOCATION & TOTAL MATI	L NOTES, I SKETCH _ BILL O ERIAL	ES F
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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 EPOXY OVERLAY HAND APPLICATION SYSTEM PLACEMENT.

			REVEL	12'-0" ± (APPR)	OACH SLAB)	
41'-1" (OUT-TO-OUT) *	39'-0" (APPROACH SLAB) *	38'-O" (CLEAR ROADWAY) *		5 ¹ /2" ELASTOMER CONCRET	A A A A A A A A A A A A A A A A A A A	
		e"			€ JOINT @ END BENT 1 .IMITS OF SHO AND EPOXY O HAND APPLIC SYSTEM	EL TBLASTING VERLAY CATION
'N BY :)OR/A. Y. (. G. ABRAH	SODF RE Y	DATE : <u>12/2020</u> DATE : <u>04/2021</u>			



(SEE SHEET S1-7 FOR SECTION A-A)

SUMMARY OF QUANTITIES FOR SPAN A AND APPROACH SLAB 1						
ESTIMATE ACTUAL						
EPOXY OVERLAY HAND APPLICATION SYSTEM	1,837.0 SF					
BRIDGE JOINT DEMOLITION	37.7 SF					
ELASTOMERIC CONCRETE FOR PRESERVATION	7.1 CF					

NOTES:

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

FOR EPOXY OVERLAY HAND APPLICATION SYSTEM, SEE SPECIAL PROVISIONS.

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

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

- SHOTBLASTING AND EPOXY OVERLAY OF BRIDGE DECK

- BRIDGE JOINT DEMOLITION

* RADIAL DIMENSIONS

PROJECT NO. I-6042A EDGECOMBE ___ COUNTY BRIDGE NO. 320327 SHEET 1 OF 4 STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH FESSION SURFACE PREPARATION SPAN A AND APPROACH SLAB 1 © SEAL 7 030024 ACINEER Aster Abral DDA094AED5104F 7/23/2021 SHEET NO. REVISIONS S1-3 DATE: DATE: NO. BY: DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED BY: TOTAL SHEETS 24



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SUMMARY OF QUANTITIE	S FOR SPA	AN B
	ESTIMATE	ACTUAL
EPOXY OVERLAY HAND APPLICATION SYSTEM	2,717.0 SF	
BRIDGE JOINT DEMOLITION	0.0 SF	
PRESERVATION	0.0 CF	
NOTES: REPAIR LOCATIONS AND ESTIMATED QUAN THE BEST INFORMATION AVAILABLE. IF A SHOWN IN DRAWINGS ARE DEEMED NECESS ENGINEER WILL NOTE ON THE DRAWINGS LOCATIONS AND DESCRIPTION OF THE REP ACTUAL QUANTITIES ENTERED INTO AS- E TABLE. FOR EPOXY OVERLAY HAND APPLICATION SPECIAL PROVISIONS.	TITIES ARE G DDITIONAL REF ARY BY ENGINE THE APPROXIMA PAIRS AND ADJ BUILT REPAIR N SYSTEM, SEE	IVEN WITH AIRS NOT ER, THE TE UST THE QUANTITIES
- SHOTBLASTING AND OVERLAY OF BRIDGE	EPOXY DECK	
* RADIAL DIMENSI	ONS	
PROJECT NO.	<u>I-604</u>	42A

EDGECOMBE COUNTY

BRIDGE NO. 320327

SHEET 2 OF 4

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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

SURFACE PREPARATION SPAN B

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SUMMARY OF QUANTITIES FOR SPAN C								
		ESTIMATE	A	CTUAL				
POXY OVERLAY HAND APPLICATIO	N	2,717.0 S	F					
RIDGE JOINT DEMOLITION		0.0 S	F					
LASTOMERIC CONCRETE FOR RESERVATION		0.0 C	F					
SHOTCR	ETE REI	PAIRS						
	ESTIMATE ACTUAL							
	AREA SF	VOLUME CF	AREA SF	VOLUME CF				
DIAPHRAGM REPAIR	4.5	1.5						
VALUES IN CHART REPRESENT ESTIMATED REPAIR TOTALS AFTER REMOVAL OF UNSOUND CONCRETE, MIN. OF 1"BEHIND REBAR AND MIN. 2"CL TO SAWCUT. SEE REPAIR DETAILS.								
NOTES: REPAIR LOCATIONS AND ESTIMATED QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN IN DRAWINGS ARE DEEMED NECESSARY BY ENGINEER, THE ENGINEER WILL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATIONS AND DESCRIPTION OF THE REPAIRS AND ADJUST THE ACTUAL QUANTITIES ENTERED INTO AS- BUILT REPAIR QUANTITIES TABLE. FOR EPOXY OVERLAY HAND APPLICATION SYSTEM, SEE SPECIAL PROVISIONS. FOR SHOTCRETE REPAIRS, SEE SPECIAL PROVISIONS FOR DIAPHRAGM REPAIR DETAILS, SEE 'BENT DIAPHRAGM REPAIR DETAILS, SEE 'BENT								
- SHOTBLASTING AND EPOXY OVERLAY OF BRIDGE DECK - SHOTCRETE DIAPHRAGM REPAIR								
* RADIAL DIMENSIONS								
PROJECT NO. <u>I-6042A</u>								
EDGECOMBE COUNTY								
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BRIDGE NU. JZOJZI								
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SUMARY OF QUANTITIES FOR SPAN D AND APPROACH SLAB 2						
	ESTIMATE	ACTUAL				
EPOXY OVERLAY HAND APPLICATION SYSTEM	2,071.3 SF					
BRIDGE JOINT DEMOLITION	36.7 SF					
ELASTOMERIC CONCRETE FOR PRESERVATION	6.9 CF					

NOTES:

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

FOR EPOXY OVERLAY HAND APPLICATION SYSTEM, SEE SPECIAL PROVISIONS.

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

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

SHOTBLASTING AND EPOXY OVERLAY OF BRIDGE DECK



- BRIDGE JOINT DEMOLITION

* RADIAL DIMENSIONS

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

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

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.

FOR POURABLE SILICONE JOINT SEALANT, SEE SPECIAL PROVISIONS. FOR ELASTOMIRIC CONCRETE FOR PRESERVATION SEE SPECIAL PROVISIONS.

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THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINTS IN LIEU OF SAWING THE JOINT. THE INSTALLATION OF THE JOINT SEAL SHALL BE WATERTIGHT.

DURING THE JOINT INSTALLATION PROCEDURE, THE JOINT AND SURROUNDING AREA SHALL BE KEPT

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

FOR PREFORMED SILICONE RUBBER EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.

UNLESS NOTED OTHERWISE RETAIN ALL EXISTING REINFORCING STEEL.CLEAN AND REPAIR AS

SILICONE JOINT SEALANT AND BACKER ROD SHALL BE INSTALLED AS PER MANUFACTURER'S

SUMMARY O	F QUANTIT	QUANTITIES				
	ESTIMATE	ACTUAL				
POURABLE SILICONE JOINT SEALANT	81.3 L.F.					

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REPAIR QUANTITY TABLE							
REPAIRS		QUANT	ITIES				
ENU BENI I & Z	AREA	MATE VOLUME	ACT ARFA				
SHUICREIE REPAIRS	SF	CF	SF	CF			
CAP (VERTICAL FACE)	0.0	0.0					
COLUMN	0.0	0.0					
ALUES IN CHART REPRESENT EST F UNSOUND CONCRETE, MIN. OF 1 AWCUT. SEE REPAIR DETAILS.	IMATED REF BEHIND REB	PAIR TOTALS	S AFTER RE N.2″CL TO	MOVAL			
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PAIR LOCATIONS AND ESTIMATE THE BEST INFORMATION AVAILA T SHOWN ON THE DRAWINGS ARE GINEER, THE ENGINEER SHALL NO PROXIMATE LOCATIONS AND DESC TER THE ACTUAL QUANTITIES IN JANTITY TABLE.	OF QUANTIN BLE.IF ADD DEEMED NEC TE ON THE D RIPTION OF TO THE AS-	TIES ARE BA DITIONAL RE CESSARY BY DRAWINGS THE THE REPAD BUILT REPA	ASED EPAIRS THE HE IRS AND IR				
R CAP AND COLUMN REPAIR DETA PAIR DETAILS"SHEET. R SHOTCRETE REPAIRS, SEE SPEC	ILS, SEE "T	YPICAL CAP IONS.	AND COLUM	٨N			
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OWN FOR THE DEST IN ORMATION A OWN FOR THE CONVENIENCE OF T VE NO CLAIM WHATSOEVER AGAIN R ANY DELAYS OR ADDITIONAL C TWEEN THE EXISTING BRIDGE SU	HE CONTRAC IST THE DEF OST INCURF BSTRUCTURE	TOR, THE CO PARTMENT OF RED BASED C SHOWN ON	NTRACTOR F TRANSPOF N DIFFERE THE PLANS	SHALL TATION NCES AND			
E ACTUAL CONDITIONS AT THE P	RUJECT SIT	L •					
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PR	JJECT N	10. <u> </u>	-6042	<u>2</u> A			
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BRIDGE NO 320327							
DR	IDGE NU	J					
	DEPARTME	STATE OF NORTH	CAROLINA	TION			
WINN CAROLINA		RALEIGH					
SEAL 030024							
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REPAIR QUANTITY TABLE							
BENT 1		ESTT	QUANI	TITIES	UAL		
SHOTCRETE REPAIRS	AF	REA SF	VOLUME CF	AREA	VOLUME CF		
CAP (VERTICAL FACE)	0	.0	0.0				
COLUMN	0	.0	0.0				
ALUES IN CHART REPRESENT EST NSOUND CONCRETE, MIN. OF 1" BEH	IMATE IIND R	ED REP EBAR	AIR TOTAL AND MIN.2	_S AFTER RE 2″CL TO SAW	MOVAL OF		
OTTC -							
PAIR LOCATIONS AND ESTIMATE	OF O	UANTT	TIES ARF	BASED ON T	HE		
ST INFORMATION AVAILABLE. IF	ADDI SARY	TIONA BY THE	L REPAIRS	NOT SHOWN R, THE ENGIN	I ON IEER		
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R CAP AND COLUMN REPAIR DET PAIR DETAILS″SHEET.	AILS,	SEE "T	YPICAL CA	AP AND COLL	JMN		
R SHOTCRETE REPAIRS, SEE SPEC	CIAL F	PROVIS	SIONS.				
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REPAIR QUANTITY TABLE								
BENT 2		ESTT	QUA MATF	NTI 	TIES	UAL		
SHOTCRETE REPAIRS	AF	REA SF	VOLUME CF		AREA	VOLUME		
CAP (VERTICAL FACE)	0	.0	0.0		<u> </u>			
COLUMN	0	.0	0.0					
ALUES IN CHART REPRESENT EST NSOUND CONCRETE, MIN. OF 1" BEH	IMATE	ED REF	AIR TOT AND MIN	ALS . 2″	AFTER RE CL TO SAW	MOVAL OF CUT.		
CTCC								
PATE LOCATIONS AND ESTIMATE		ΠΦΝΤΤ	TIFS AR	- R	ASED ON T			
ST INFORMATION AVAILABLE. IF	ADDI SARY I	TIONA BY THE	L REPAIR	RS ER,	NOT SHOWN THE ENGIN	ON EER		
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VE NO CLAIM WHATSOEVER AGAI R ANY DELAYS OR ADDITIONAL			PARTMEN RED BASE	TO ED(F TRANSPO	RTATION ENCES		
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THOMAS C. ABRAIN			BFN	I	2			
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REPAIR KEY

SHOTCRETE REPAIR

BENT 3 UUANTITIES OUTCRETE REPAIRS SFA UCF ESTIMATE ACTUAL SHOTCRETE REPAIRS SFA UCF ACTUAL SHOTCRETE REPAIRS SFA UCF ACTUAL COPY UNTITICAL FACED O.O CAP UNDITICAL FACED O.O CAP UNDITICAL FACED O.O CAUMAN O.O CONCRETE ATUAL CONTACT ON CONTACT ON CONTACT ON CONCRETE ATUAL CONTACT ON CONTACT O	REPAIR QUANTITY TABLE								
SHOTCRETE REPAIRS APPEA YOLLWE APPEA YOLUWE CAP VVERTICAL FACED 0.0 0.0 0.0 0.0 0.0 CAP VVERTICAL FACED 0.0 0.0 0.0 0.0 0.0 COLUMN 0.0 0.0 0.0 0.0 0.0 0.0 SOUND CONCRETE.MIN. OF L'EDEND REBAR AND MIN.2*CL TO SAWOUT. ERPAIR DETAILS. ENDIT ENDIT ENDIT OTES: ERPAIR DETAILS. ENDIT ENDIT ENDIT ENDIT ENDIT STIPSOMATION AVAILABLE. IF ADDITIONAL PEPAIRS NOT SHOWN ON ENDITE ON THE DRAWINGS AND ESTIMATE UCATIONS AND ESTIMATE UCATIONS. EDSIDETAILS'SHELL. R SHOTCRETE REPAIRS. SEE SPECIAL PROVISIONS. E SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS SHALL ON THE EST INFORMATION AND AND AND AND AND ESTIMATE UCANTION AND ESTIMATE ON THE ADDITIONAL COST INCURRED BASED ON DIFFERENCES SHALL ON THE ENSTITUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS AND ESTIMATE UCANTION AND ESTIMATE UCANTION AND ESTIMATE UCANTION AND AND AND AND ESTIMATE UCANTION AND AND AND AND AND AND AND AND AND AN	BENT 3		ESTT	QU/ MATF	ANTI 	TIES	UAL		
CAP VERTICAL FACE: D. D. D. D. CAP HORIZONTAL, CORNER 0.0 0.0 0.0 0.0 COLUMN 0.0 0.0 0.0 0.0 0.0 MUES IN CHART REPRESENT ESTIMATE OF QUANTITIES AFTER REMOVAL OF SAWEUT. ERPAIR OF CALLS. OTES: PATR LOCATIONS AND ESTIMATE OF QUANTITIES AFTER BASED ON THE ST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON ENDERSING THE DESTIMATE UCCATIONS AND ESCRIPTION OF THE PARTINE ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS THE APPROXIMATE LOCATIONS AND SCRIPTION OF THE PARTINE AND ENTER THE ACTUAL QUANTITIES ID THE ON THE DEATIR SAME ENTER THE ACTUAL QUANTITIES APR CAP AND COLUMN REPAIR DETAILS, SEE TYPICAL CAP AND COLUMN PARTATION TO THE AS-BULLT REPAIR QUANTITY TABLE. RIS CAPANDO COLUMN REPAIR DETAILS, SEE TYPICAL CAP AND COLUMN PARTATION THE ACTUAL CONTENT OF TRANSPORTATION SONN FOR THE CONVENTION OF THE PARTING TO TRANSPORTATION SONN FOR THE CONVENTION OF THE PROJECT SATE. RIS DETAILS SONG OF ADDITIONAL COST INTEGE INDICATED ON THE PLANS AND EXTERNES THE CONVENTION AND THE PROJECT SATE. YEAN DELAY OF ADDITIONAL COST INTEGE TOWN ON THE PLANS AND EXCHANCE ON DIFFERENCES YEAN DELAY OF ADDITIONAL COST INTEGE TOWN ON THE PLANS AND EXCHANCE ON DIFFERENCES YEAN DELAY OF ADDITIONS AT THE PROJECT SATE. BRIDGE NO. 320327 SHEET 3 OF 3 VALUER AND ADDITION SATE THE PROJECT SATE. </td <td>SHOTCRETE REPAIRS</td> <td>AF</td> <td>REA</td> <td>VOLUM CF</td> <td>E</td> <td>AREA</td> <td>VOLUME</td>	SHOTCRETE REPAIRS	AF	REA	VOLUM CF	E	AREA	VOLUME		
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PROJECT NO. <u>I-6042A</u> <u>EDGECOMBE</u> COUNTY BRIDGE NO. <u>320327</u> SHEET 3 OF 3 SHEET 3 OF 3 SHEET 3 OF 3 SUBSTRUCTURE BENT 3									
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PROJECT NO. <u>I-6042A</u> <u>EDGECOMBE</u> COUNTY BRIDGE NO. <u>320327</u> SHEET 3 OF 3 SHEET 3 OF 3 STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUBSTRUCTURE BENT 3									
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SEAL 030024

Aster Abraha

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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 EPOXY OVERLAY PLACEMENT.

> STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION AND SURFACE PREPARATION DETAILS

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SUMMARY OF QUANTITIES FOR SPAN A AND APPROACH SLAB 1							
	ESTIMATE	ACTUAL					
EPOXY OVERLAY HAND APPLICATION SYSTEM	1,687.4 SF						
BRIDGE JOINT DEMOLITION	38.0 SF						
ELASTOMERIC CONCRETE FOR PRESERVATION	7.1 CF						

NOTES:

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

FOR EPOXY OVERLAY HAND APPLICATION SYSTEM, SEE SPECIAL PROVISIONS.

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

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

SHOTBLASTING AND EPOXY OVERLAY OF BRIDGE DECK

BRIDGE JOINT DEMOLITION

* RADIAL DIMENSIONS

PROJECT NO. I-6042A

EDGECOMBE COUNTY

BRIDGE NO. 320328

SHEET 1 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

REVISIONS

NO.

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SUMMARY OF QUANTITIES FOR SPAN B							
	EST	IMATE	ACTUAL				
POXY OVERLAY HAND APPLICATIO YSTEM		2,73	2.0 SF				
RIDGE JOINT DEMOLITION			(0.0 SF			
RESERVATION			(0.0 CF			
SHOTCR	ETE REF	PAIF	R S				
	ESTI	MATE					
	SF		SF	SF	CF		
VALUES IN CHART REPRESENT E	STIMATED R		• ⁵ B TOTA	NS AFTE			
OF UNSOUND CONCRETE, MIN. OF SAWCUT. SEE REPAIR DETAILS.	1"BEHIND R	EBAR	AND M	IN. 2" CL	TO		
NOTES:							
REPAIR LOCATIONS AND THE BEST INFORMATION SHOWN IN DRAWINGS ARE ENGINEER WILL NOTE ON LOCATIONS AND DESCRIP ACTUAL QUANTITIES ENT TABLE. FOR EPOXY OVERLAY HAN	ESTIMATED AVAILABLE. DEEMED NE THE DRAWI TION OF TH ERED INTO D APPLICAT	QUAN IF AI CESS NGS E REF AS- E	TITIES DDITIC ARY BY THE AP PAIRS BUILT SYSTEM	S ARE GI DNAL REP CENGINE PROXIMA AND ADJ REPAIR	VEN WITH AIRS NOT ER,THE TE UST THE QUANTITIES		
SPECIAL PROVISIONS.				ONE			
FOR DIAPHRAGM REPAIRS	DETAILS, SE	al Pr E <i>"</i> Be	NT DI	APHRAGM			
SHOTBLASTING AND EPOXY OVERLAY OF BRIDGE DECK SHOTCRETE DIAPHRAGM REPAIR *RADIAL DIMENSIONS							
PROJECT NO. <u>I-6042A</u> <u>EDGECOMBE</u> COUNTY BRIDGE NO. <u>320328</u> SHEET 2 OF 4							
DEPARTMENT OF TRANSPORTATION RALEIGH DEPARTMENT OF TRANSPORTATION RALEIGH SEAL 030024 SURFACE PREPARATION SPAN B							
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SUMMARY OF QUANTITIES FOR SPAN C							
	ESTIMATE	ACTUAL					
EPOXY OVERLAY HAND APPLICATION SYSTEM	2,732.0 SF						
BRIDGE JOINT DEMOLITION	0.0 SF						
ELASTOMERIC CONCRETE FOR PRESERVATION	0.0 CF						

NOTES:

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

FOR EPOXY OVERLAY HAND APPLICATION SYSTEM, SEE SPECIAL PROVISIONS.

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* RADIAL DIMENSIONS

PROJECT NO. I-6042A

EDGECOMBE COUNTY BRIDGE NO. 320328

SHEET 3 OF 4

SEAL F 030024

Aster Abrahi

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

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RAWN BY :	S. T. SANDOR/A. Y. GODFREY	DATE :	12/2020
CHECKED BY :	A. G. ABRAHA	DATE :	4/2021

SUMMARY OF QUANTITIES F APPROACH SLA	D AND	
	ESTIMATE	ACTUAL
EPOXY OVERLAY HAND APPLICATION SYSTEM	1,924.6 SF	
BRIDGE JOINT DEMOLITION	36.9 SF	
ELASTOMERIC CONCRETE FOR PRESERVATION	6.9 CF	

NOTES:

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

FOR EPOXY OVERLAY HAND APPLICATION SYSTEM, SEE SPECIAL PROVISIONS.

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

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

- BRIDGE JOINT DEMOLITION

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

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

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 JOINTS IN LIEU OF SAWING THE JOINT. THE INSTALLATION OF THE JOINT SEAL SHALL BE WATERTIGHT. DURING THE JOINT INSTALLATION PROCEDURE, THE JOINT AND SURROUNDING AREA SHALL BE KEPT CLEAN AND FREE OF DEBRIS. FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS. FOR PREFORMED SILICONE RUBBER EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS. UNLESS NOTED OTHERWISE RETAIN ALL EXISTING REINFORCING STEEL.CLEAN AND REPAIR AS

FOR POURABLE SILICONE JOINT SEALANT, SEE SPECIAL PROVISIONS. FOR ELASTOMIRIC CONCRETE FOR PRESERVATION SEE SPECIAL PROVISIONS.

Ν	0	Т	ES

SILICONE JOINT SEALANT AND BACKER ROD SHALL BE INSTALLED AS PER MANUFACTURER'S

SUMMARY O	F QUANTITIES			
		ESTIMATE	ACTUAL	
POURABLE SILICONE JOINT SEALANT		81.7 L.F.		

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SHOTCRETE

REPAIR	QUAN	ITI	ΤΥ ΤΑ	BLE	
REPAIRS FND BENT 1 & 2		FSTT	QUANT: MATE	ITIES	ΤΙΙΔΙ
SHOTCRETE REPAIRS	S AR S S	EA F	VOLUME CF	AREA	VOLUME
CAP (VERTICAL FACE)	2.	.0	1.0		
COLUMN	0.	.0 .0	0.0		
VALUES IN CHART REPRESENT OF UNSOUND CONCRETE, MIN. OF SAWCUT. SEE REPAIR DETAILS. NOTES: REPAIR LOCATIONS AND ESTIMATION	ESTIMATE T 1" BEHIN	ANTIT	AIR TOTALS	S AFTER F N. 2"CL TO	EMOVAL
NOT SHOWN ON THE DRAWINGS A ENGINEER, THE ENGINEER SHALL APPROXIMATE LOCATIONS AND E ENTER THE ACTUAL QUANTITIES QUANTITY TABLE.	ARE DEEME NOTE ON DESCRIPTI INTO TH	F ADD D NEC THE D ON OF E AS-I	ESSARY BY RAWINGS TI THE REPAI BUILT REPA	THE HE IRS AND IR	
FOR CAP AND COLUMN REPAIR D REPAIR DETAILS"SHEET.)ETAILS, S	EE "TY	(PICAL CAP	AND COLU	JMN
FOR SHOTCRETE REPAIRS, SEE S	PECIAL PF	ROVIS	IONS.		ANS
IS FROM THE BEST INFORMATIC SHOWN FOR THE CONVENIENCE O HAVE NO CLAIM WHATSOEVER AC FOR ANY DELAYS OR ADDITIONA BETWEEN THE EXISTING BRIDGE THE ACTUAL CONDITIONS AT TH	DN AVAILA F THE CON GAINST TH L COST I SUBSTRUG E PROJEC	BLE NTRAC IE DEP NCURR CTURE T SIT	SINCE THIS TOR, THE CO PARTMENT OF ED BASED C SHOWN ON E.	INFORMA NTRACTOR F TRANSPO N DIFFER THE PLAN	TION IS SHALL ORTATION ENCES S AND
<u>RKEY</u> te repairs					
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REPAIR QUANTITY TABLE					
BENT 1		QUANTITIES			
SHOTCRETE REPATRS	S A	AREA	VOLUME	AREA	VOLUME
CAP (VERTICAL FACE)		о.0	0.0	55	
CAP (HORIZONTAL, CORNER)		0.0	0.0		
COLUMN		0.0	0.0		
ALUES IN CHART REPRESENT SOUND CONCRETE, MIN. OF 1" E REPAIR DETAILS.	ESTIMAT BEHIND	TED REF REBAR	AIR TOTALS AND MIN.2"	S AFTER RI CL TO SAV	EMOVAL OF NCUT.
PAIR LOCATIONS AND ESTIM ST INFORMATION AVAILABLE E DRAWINGS ARE DEEMED NEU LL NOTE ON THE DRAWINGS SCRIPTION OF THE REPAIRS TO THE AS-BUILT REPAIR Q R CAP AND COLUMN REPAIR PAIR DETAILS" SHEET. R SHOTCRETE REPAIRS, SEE S	ATE OF IF ADD CESSARY THE APPI AND EN UANTITY DETAILS	QUANTI DITIONA BY TH ROXIMA TER TH TABLE , SEE "1 PROVIS	TIES ARE B L REPAIRS E ENGINEER, TE LOCATIO E ACTUAL QU YPICAL CAP	BASED ON T NOT SHOWN THE ENGIN ONS AND UANTITIES	THE N ON NEER
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REPAIR QUANTITY TABLE						
BENT 2		FOTT				
CHOTORETE REPATRS		AREA	VOLUME	AREA	VOLUME	
AP (VERTICAL FACE)	, 	SF 0.0	CF 0.0	SF	CF	
AP (HORIZONTAL, CORNER)		0.0	0.0			
OLUMN		0.0	0.0			
LUES IN CHART REPRESENT SOUND CONCRETE,MIN.OF 1″I E REPAIR DETAILS.	EST: BEH]	IMATED REF IND REBAR	AIR TOTALS AND MIN.2″	S AFTER RE CL TO SAW	MOVAL OF CUT.	
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R SHOTCRETE REPAIRS, SEE S	SPEC	IAL PROVIS	SIONS.			
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REPAIR KEY

SHOTCRETE REPAIR

REPAIR	QUAN	ITI7	ΓΥ ΤΑ	BLE	
RENT 3			QUANT	ITIES	
	c AF	ESTIN REA	VOLUME	ACT AREA	
CAP (VERTICAL FACE)	S <u>s</u>	5F	CF 0.0	SF	CF
CAP (HORIZONTAL, CORNER)	0	.0	0.0		
COLUMN	3	.0	1.5		
VALUES IN CHART REPRESENT UNSOUND CONCRETE, MIN. OF 1"	ESTIMATE BEHIND R	ED REPA	AIR TOTALS And MIN.2″	S AFTER RE CL TO SAW	MOVAL OF
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REPAIR DETAILS" SHEET.	DETAILS,	JLL I	II ICAL CAI	AND COLC	
FOR SHOTCRETE REPAIRS, SEE	SPECIAL F	PROVIS	IONS.		
3.0 SF					
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NOTES

TYPICAL BENT CAP REPAIRS ARE SHOWN. REPAIR DETAILS SIMILAR FOR END BENT CAPS AND STRUTS.

THE METHOD USED TO DELINEATE THE AREAS OF UNSOUND CONCRETE TO BE REPAIRED SHALL NOT PERMANENTLY MARK THE CONCRETE, LEAVE ANY RESIDUE AFTER REMOVAL OR REQUIRE HARSH CHEMICALS TO REMOVE.

THE CONTRACTOR SHALL REMOVE THE DETERIORATED CONCRETE IN ACCORDANCE WITH THE GUIDELINES SET IN THESE NOTES, IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

REMOVE UNSOUND CONCRETE TO THE EXTENT NECESSARY. MINIMUM OF 1" BEHIND REBAR AND MINIMUM OF 2" CLEARANCE TO SAWCUT.

NO MORE THAN ONE-THIRD OF THE CAP OR COLUMN CIRCUMFERENCE SHALL BE REMOVED AT ONE TIME. SHOULD IT BECOME NECESSARY TO REMOVE MORE THAN 30% OF A CAP OR COLUMN CROSS SECTIONAL AREA, NOTIFY THE ENGINEER PRIOR TO PROCEEDING.

SIMULTANEOUS REMOVAL OF UNSOUND CONCRETE MAY BE PERMITTED ON MORE THAN ONE FACE OF A CAP AND/OR COLUMN, BUT NO MORE THAN 1/3 OF THE CIRCUMFERENCE SHALL BE REMOVED AT ONE TIME. IF REMOVAL EXTENDS MORE THAN $1\frac{1}{2}$ "BEHIND THE MAIN REINFORCING BARS, NOTIFY THE ENGINEER PRIOR TO PROCEEDING. ON COLUMNS AND PILES, NO MORE THAN 10 VERTICAL FEET MAY BE EXPOSED AT ONE TIME BEFORE PLACEMENT OF REPAIR CONCRETE.

REINFORCING STEEL WHICH IS DETERMINED BY THE ENGINEER TO BE REPLACED, SHALL BE REMOVED TO A POINT WHERE IT IS SOUND. THE PATCH SHALL EXTEND A SUFFICIENT DISTANCE BEYOND THIS POINT TO DEVELOP A SPLICE LENGTH SPECIFIED IN THE TABLE ON THIS SHEET.

THE #4 ``U'' DOWELS ARE REQUIRED ONLY AROUND THE ANCHOR BOLTS. THE EXISTING REINFORCING STEEL IN THE PEDESTAL WALL SHALL BE CLEANED, STRAIGHTENED AND REMAIN IN PLACE.

FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.

COAT ALL REPAIR SURFACE AREAS ON THE TOP OF CAPS, INCLUDING CHAMFERS, WITH EPOXY PROTECTIVE COATING, OVERLAPPING THE REPAIR AREA BY A MINIMUM OF 3" ON ALL POSSIBLE SIDES.

FOR SHOTCRETE REPAIRS, SEE SPECIAL PROVISIONS.

FOR CONCRETE REPAIRS, SEE SPECIAL PROVISIONS.

FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

FOR EPOXY RESIN INJECTION (ERI), SEE SPECIAL PROVISIONS.

CLEAN ALL EXPOSED REINFORCING BARS AND PRESTRESSED STRANDS IN ACCORDANCE WITH APPROPRIATE SPECIAL PROVISIONS. FOR BARS WITH MORE THAN 10% SECTION LOSS, SPLICE AND SECURELY TIE SUPPLEMENTAL REINFORCING BARS AS NEEDED.NOTE AND PROVIDE DETAILED DOCUMENTATION, INCLUDING LOCATION AND SEVERITY, OF ALL DAMAGE TO PRESTRESSED STRANDS THAT EXCEEDS 10% SECTION LOSS. IF FIVE OR MORE STRANDS ARE DAMAGED, NOTIFY THE ENGINEER PRIOR TO PLACEMENT OF REPAIR MATERIAL.

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SEAL 030024 BC C ABRANTIN Stur Abraha 7/23/2021	STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH STANDARD TYPICAL CAP AND COLUMN REPAIR DETAILS					
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DESIGN DATA:

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SPECIFICATIONS	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	SEE PLANS
IMPACT ALLOWANCE	SEE A.A.S.H.T.O.
STRESS IN EXTREME FIBER OF	
STRUCTURAL STEEL - AASHTO M270 GRADE 36 -	20,000 LBS.PER SO.IN.
- AASHTO M270 GRADE 50W -	27,000 LBS.PER SQ.IN.
- AASHTO M270 GRADE 50 -	27,000 LBS.PER SQ.IN.
REINFORCING STEEL IN TENSION	
GRADE 60	24,000 LBS.PER SQ.IN.
CONCRETE IN COMPRESSION	1,200 LBS.PER SQ.IN.
CONCRETE IN SHEAR	SEE A.A.S.H.T.O.
STRUCTURAL TIMBER - TREATED OR	
UNTREATED - EXTREME FIBER STRESS	1,800 LBS.PER SQ.IN.
COMPRESSION PERPENDICULAR TO GRAIN	
OF LIMBER	SIS LBS. PER SU. IN.
EQUIVALENT FLUID PRESSURE OF EARTH	30 LBS.PER CU.FT.
	(MINIMUM)

MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2012 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4"FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

STANDARD NOTES

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE. ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER.

IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER. DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE

AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS. WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" Ø SHEAR STUDS FOR THE $\frac{3}{4}$ "Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-O".

EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2"OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED.

WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16 INCH OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE PRIOR TO PAINTING, GALVANIZING, OR METALLIZING.

HANDRAILS AND POSTS:

METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB. METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

