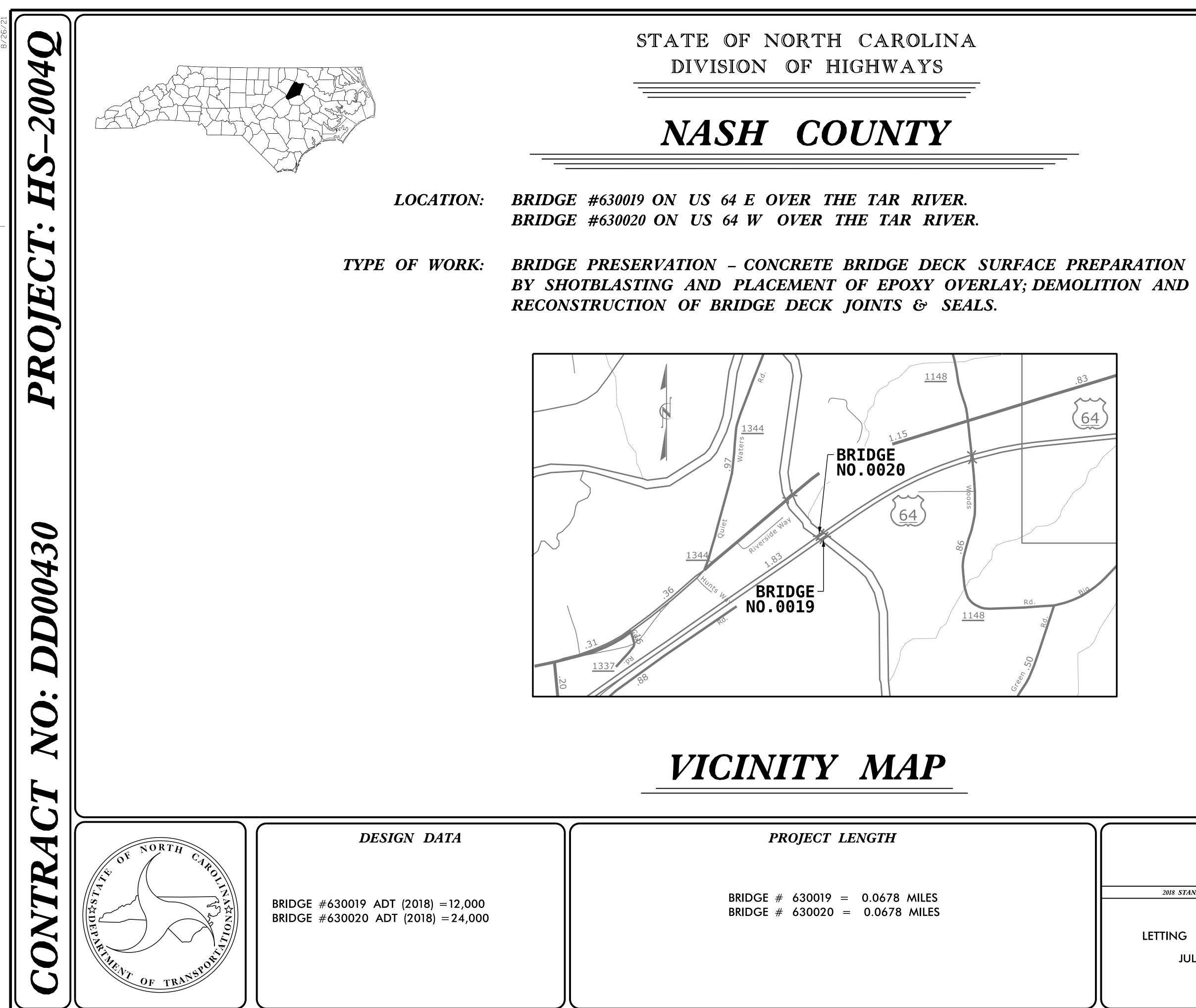
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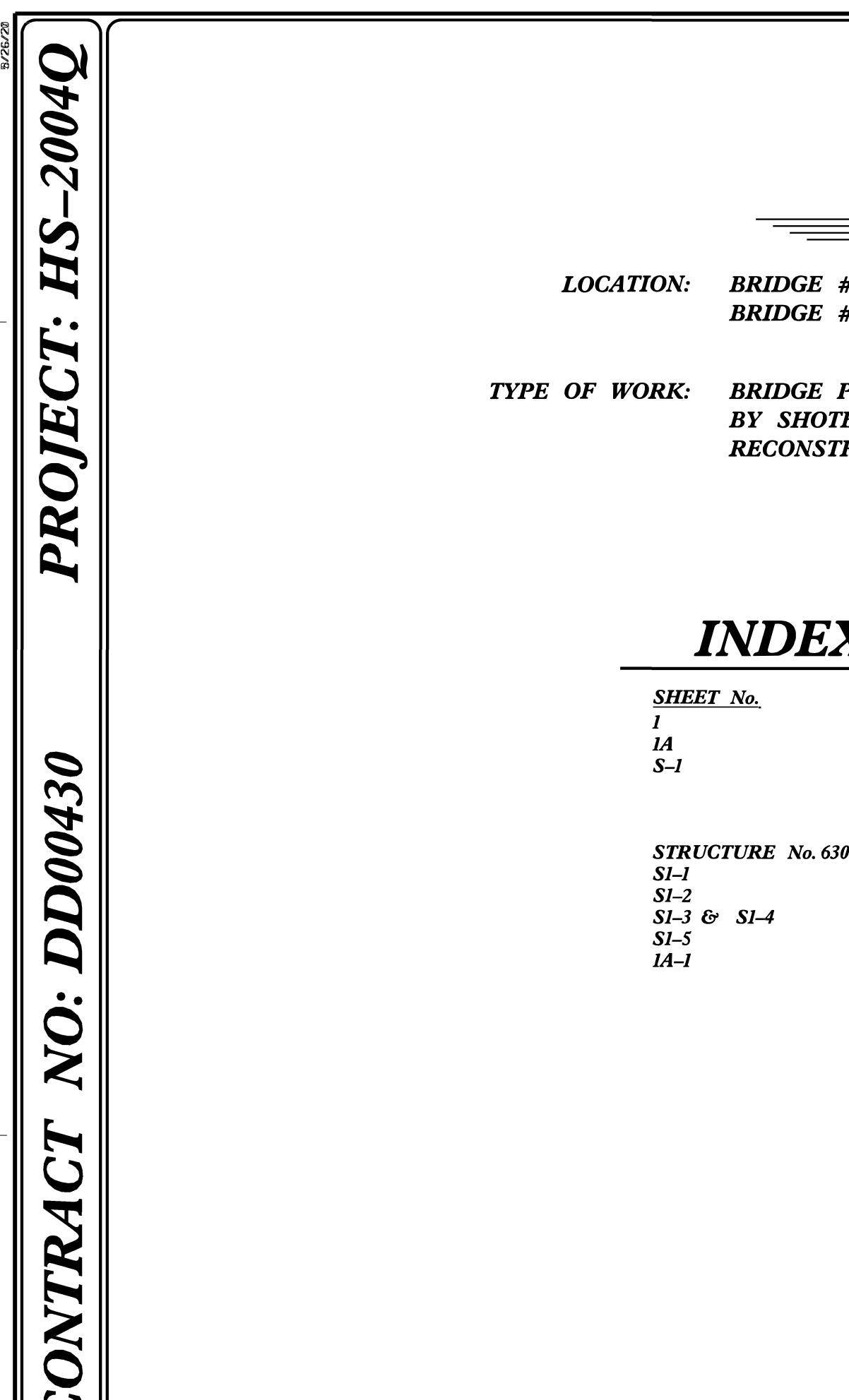
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LETT

STATE	STAT	SHEET NO.	TOTAL SHEETS	
N.C.	ŀ	IS-2004Q	1	
STAT	E PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
493	49306.1.18 P.		P.E.	
49306.3.18			CONST.	

Prepared in the Office of: DIVISION OF HIGHWAYS STRUCTURES MANAGEMENT UNIT 1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610					
2018 STANDARD SPECIFICATIONS FING DATE: JULY 25, 2023	Kristy W. Alford, P.E., CPM PROJECT ENGINEER Aster G. Abraha, P.E. PROJECT DESIGN ENGINEER				



 \pm

NASH COUNTY

BRIDGE #630019 ON US 64 E OVER THE TAR RIVER. BRIDGE #630020 ON US 64 W OVER THE TAR RIVER.

TYPE OF WORK: BRIDGE PRESERVATION – CONCRETE BRIDGE DECK SURFACE PREPARATION BY SHOTBLASTING AND PLACEMENT OF EPOXY OVERLAY; DEMOLITION AND **RECONSTRUCTION OF BRIDGE DECK JOINTS & SEALS.**

INDEX OF STRUCTURES SHEETS

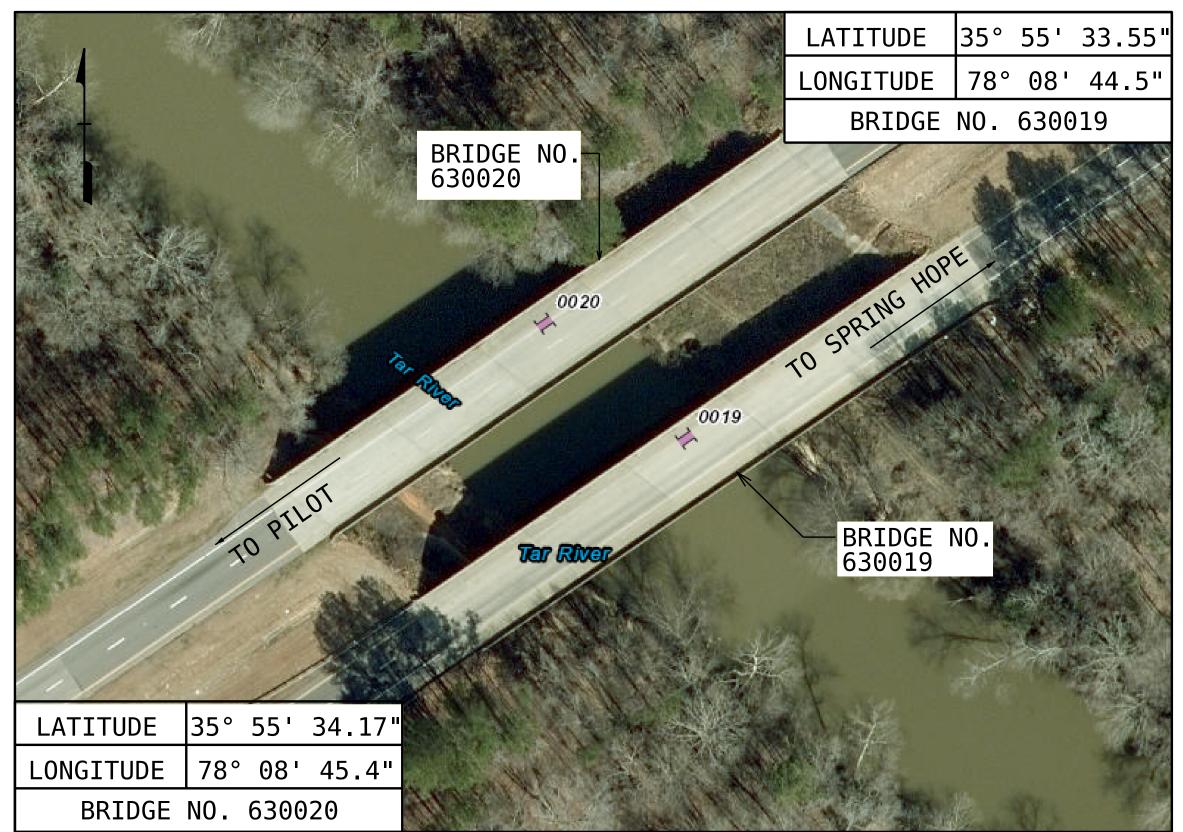
DESCRIPTION	SHEET No.	DESCRIPTION
TITLE SHEET	STRUCTURE No. 6300	020
INDEX OF SHEETS	S2–I	GENERAL DRAWING
LOCATION SKETCHES	S2– 2	TYPICAL SECTION
TOTAL BILL OF MATERIAL	S2-3 & S2-4	SURFACE PREPARAT
& GENERAL NOTES	S 2–5	JOINT REPAIR
	2A-1	ROADWAY TYPICAL
30019		

GENERAL DRAWING TYPICAL SECTION SURFACE PREPARATION JOINT REPAIR **ROADWAY TYPICAL SECTION**

STATE	TE STATE PROJECT REFERENCE NO. SHEET TOTAL NO. SHEETS					
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SECTION



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.

		TOTAL	BILL OF	MATERIA	L	
BRIDGE NO.	VOLUMETRIC MIXER	POURABLE SILICONE JOINT SEALANT	ELASTOMERIC CONCRETE FOR PRESERVATION	BRIDGE JOINT DEMOLITION	CONCRETE DECK REPAIR FOR EPOXY OVERLAY	EPOXY OVERLA SYSTEM
	LUMP SUM	LN. FT.	CU. FT.	SQ. FT.	SQ. FT.	SQ. FT
630019	LUMP SUM	251.7	43.3	230.7	0	14,057
630020	LUMP SUM	251.7	43.3	230.7	2.0	14,057
TOTAL	LUMP SUM	503.4	86.6	461.4	2.0	28,115

DRAWN BY :	G. AYES	DATE : 2/2023
CHECKED BY :	A. G. ABRAHA	DATE: 2/2023

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GENERAL NOTES:

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 REPAIRS.

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 CONTRACTOR PLANS TO 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.

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 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 OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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. THÉ 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.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

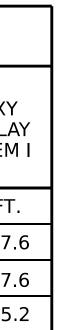
FOR POURABLE SILICONE JOINT SEALANT, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR VOLUMETRIC MIXER, SEE SPECIAL PROVISIONS.

FOR SHOTBLASTING BRIDGE DECK AND EPOXY OVERLAY, SEE "EPOXY OVERLAY SYSTEM I" SPECIAL PROVISIONS.

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



PROJECT NO. <u>HS-2004Q</u> <u>NASH</u> COUNTIES BRIDGE NO.: <u>630019, 630020</u>						
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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 SQ.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 TIMBER	375 LBS.PER SQ.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.

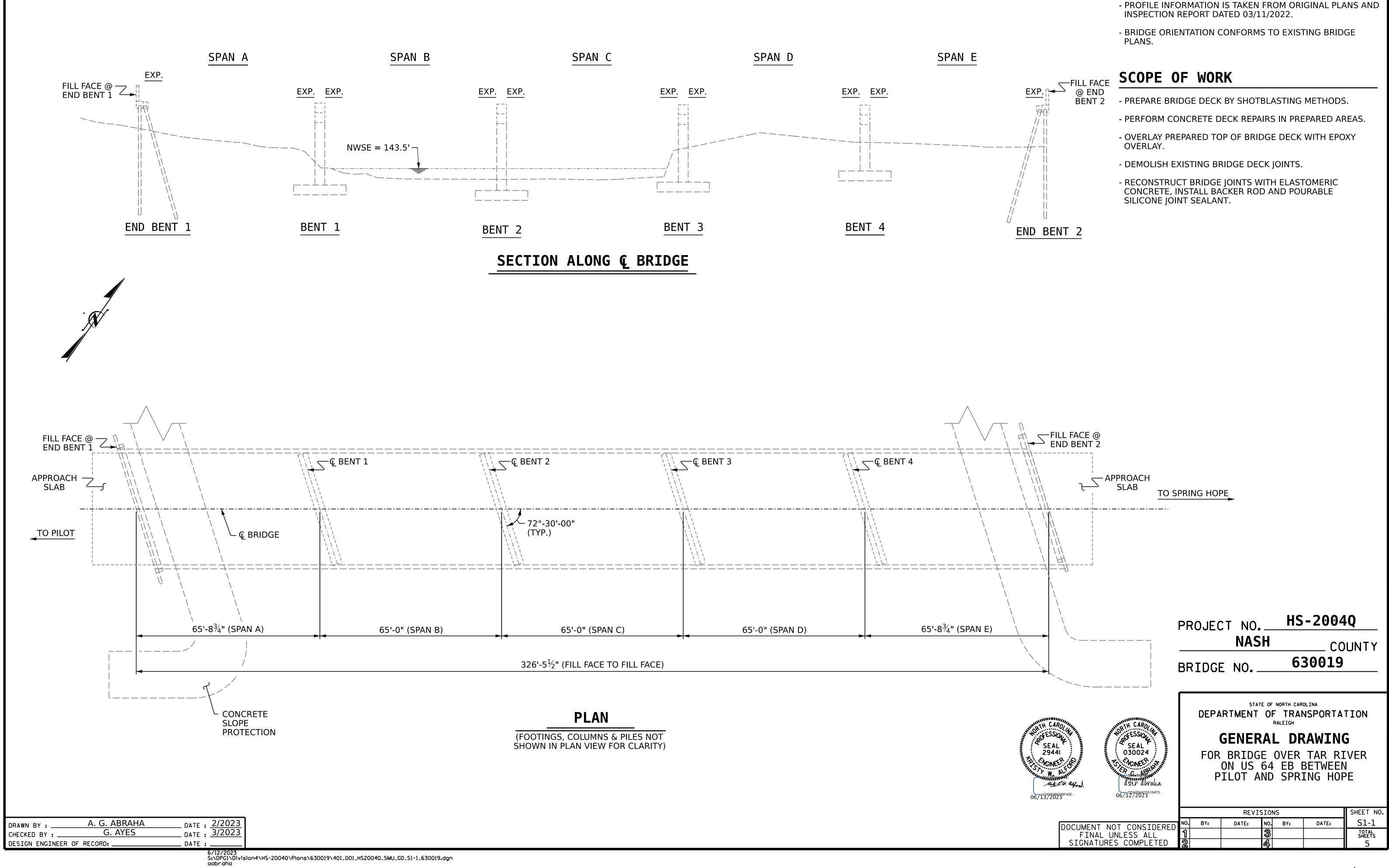
METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB. METAL HANDRAILS SHALL BE IN ACCORDANCE 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.

HANDRAILS AND POSTS:



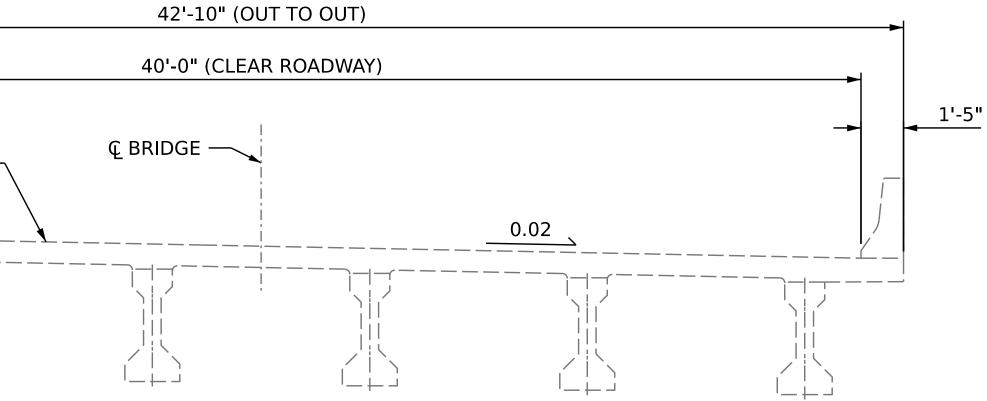


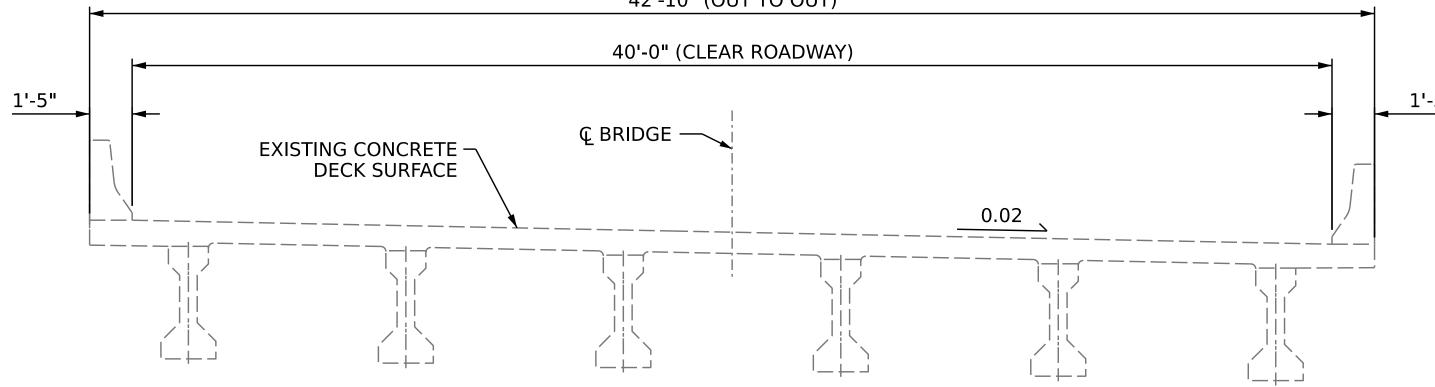
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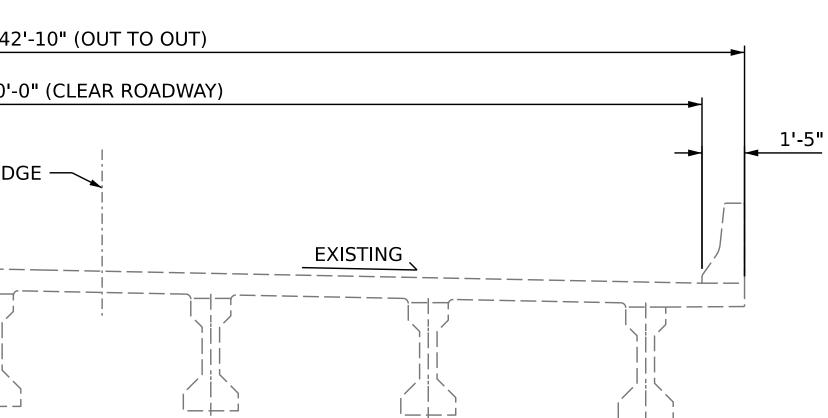
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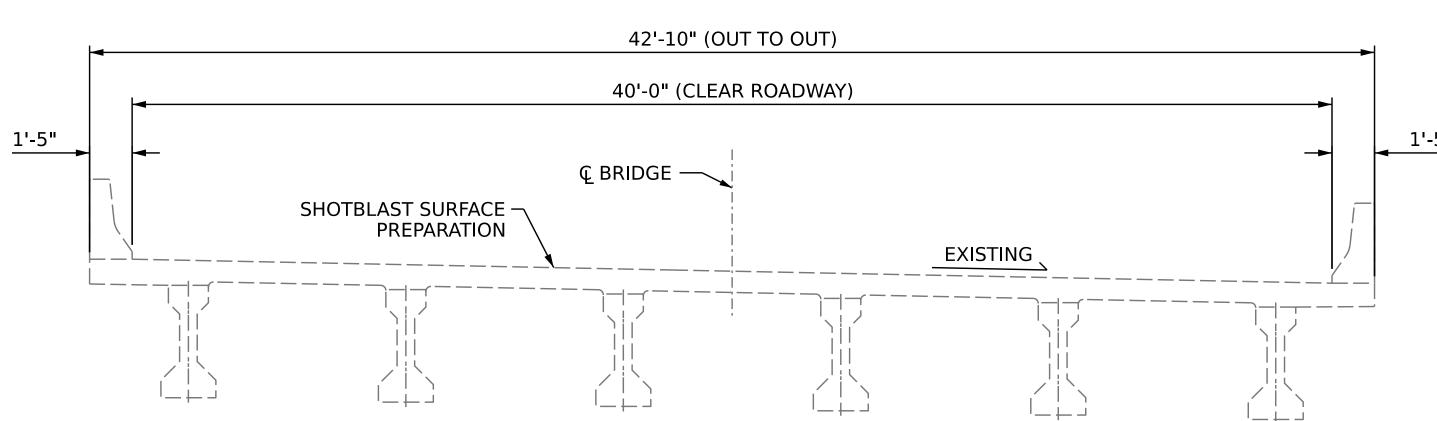
- PROFILE INFORMATION IS TAKEN FROM ORIGINAL PLANS AND





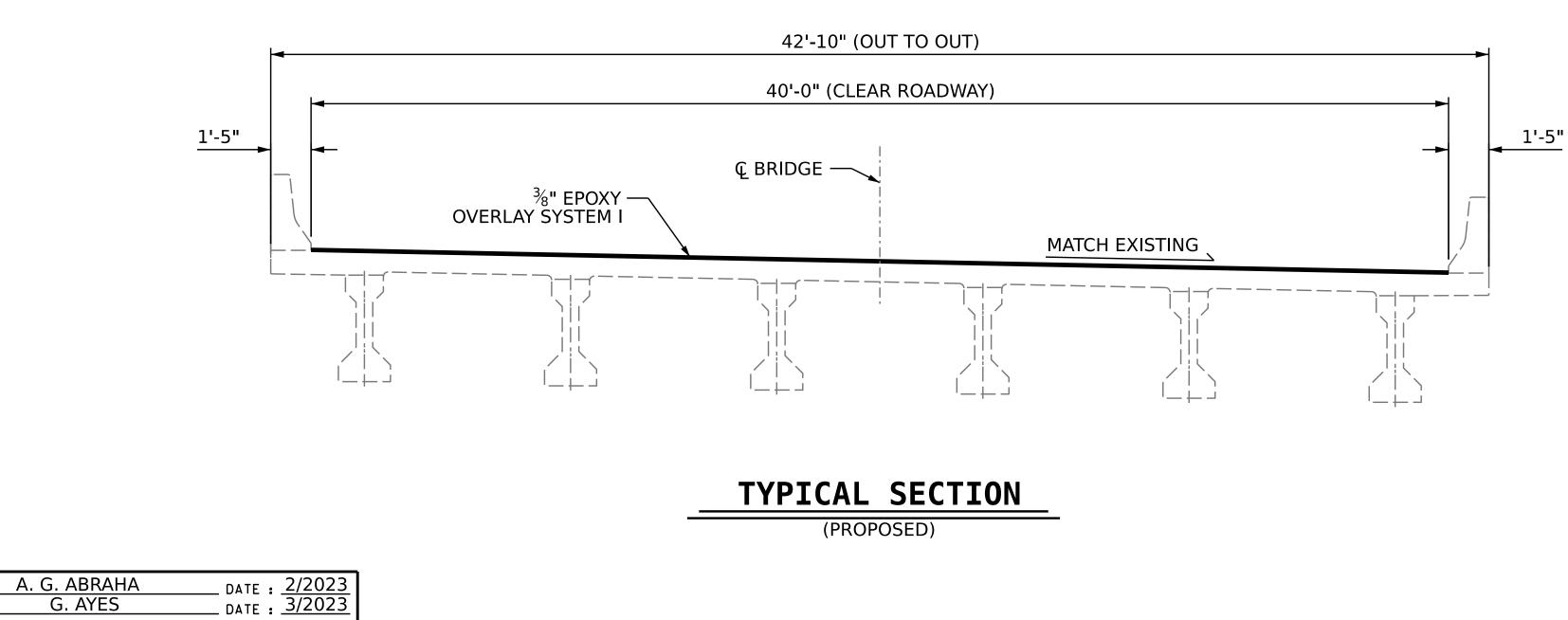
TYPICAL SECTION (EXISTING)







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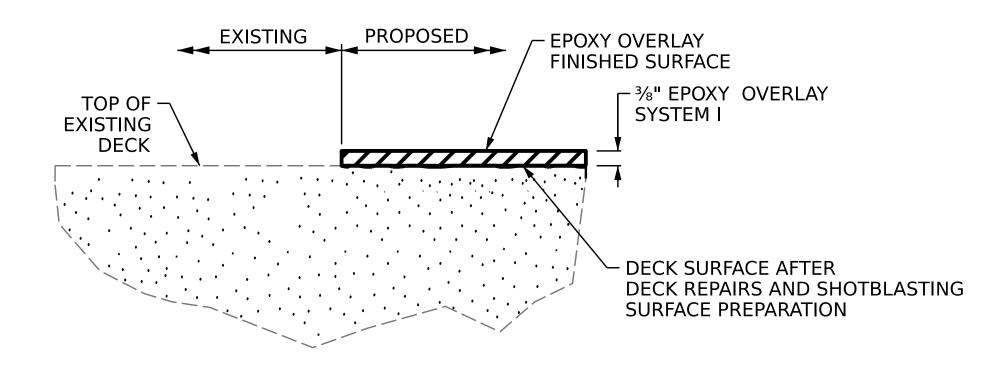
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CHECKED BY : ____

DESIGN ENGINEER OF RECORD:

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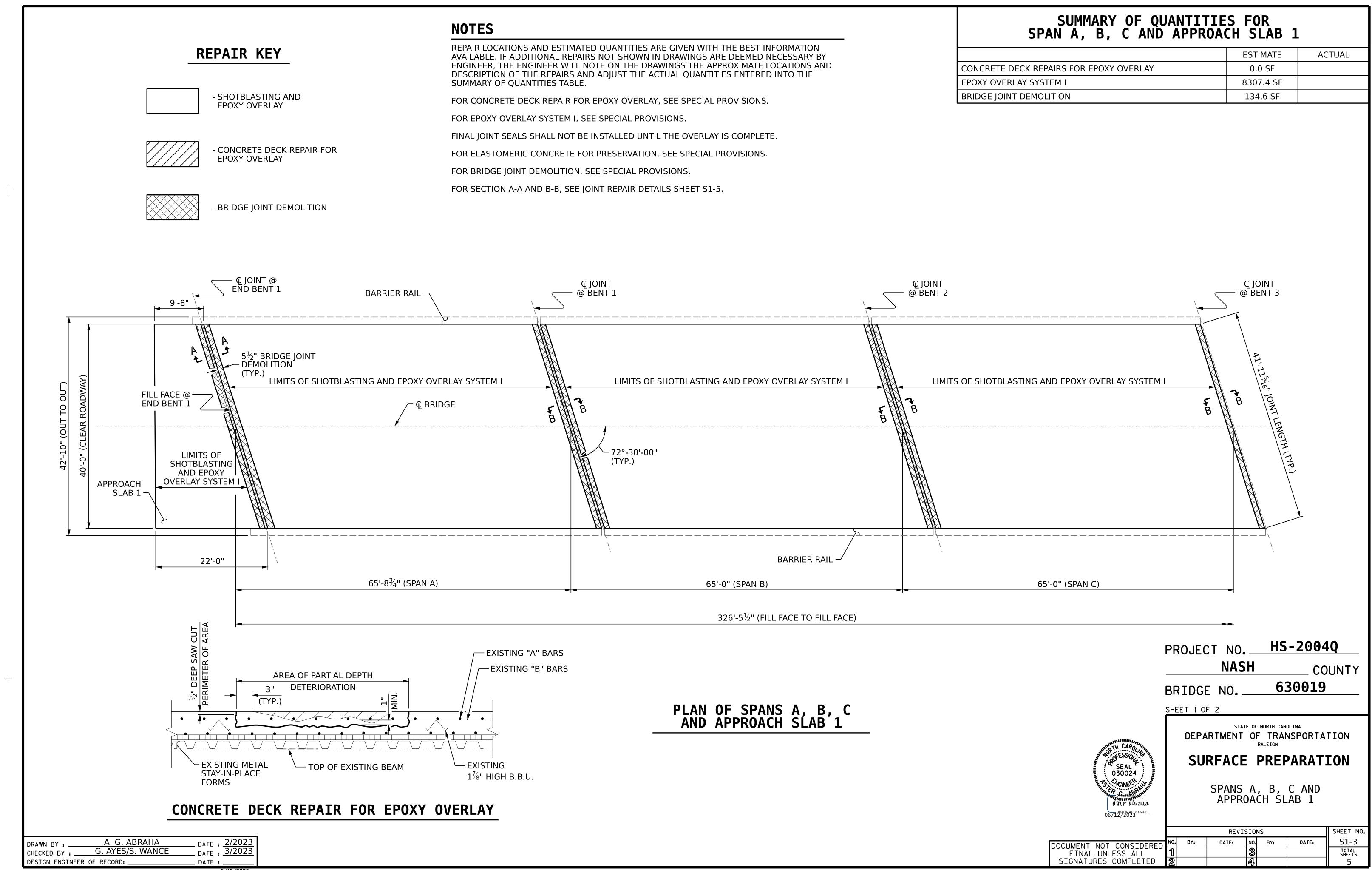


SEE TRAFFIC PLANS FOR LANE WIDTH, SEQUENCING, AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF SURFACE PREPARATION AND EPOXY OVERLAY.

PROTECT TRAFFIC FROM REBOUND, DUST, OVERSPRAY, AND CONSTRUCTION ACTIVITIES, PROVIDE APPROPRIATE SHIELDING, AS REQUIRED AND/OR DIRECTED BY THE ENGINEER.

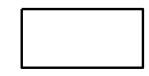
EPOXY OVERLAY DETAIL

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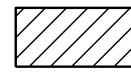


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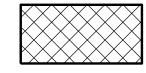
REPAIR KEY



- SHOTBLASTING AND EPOXY OVERLAY



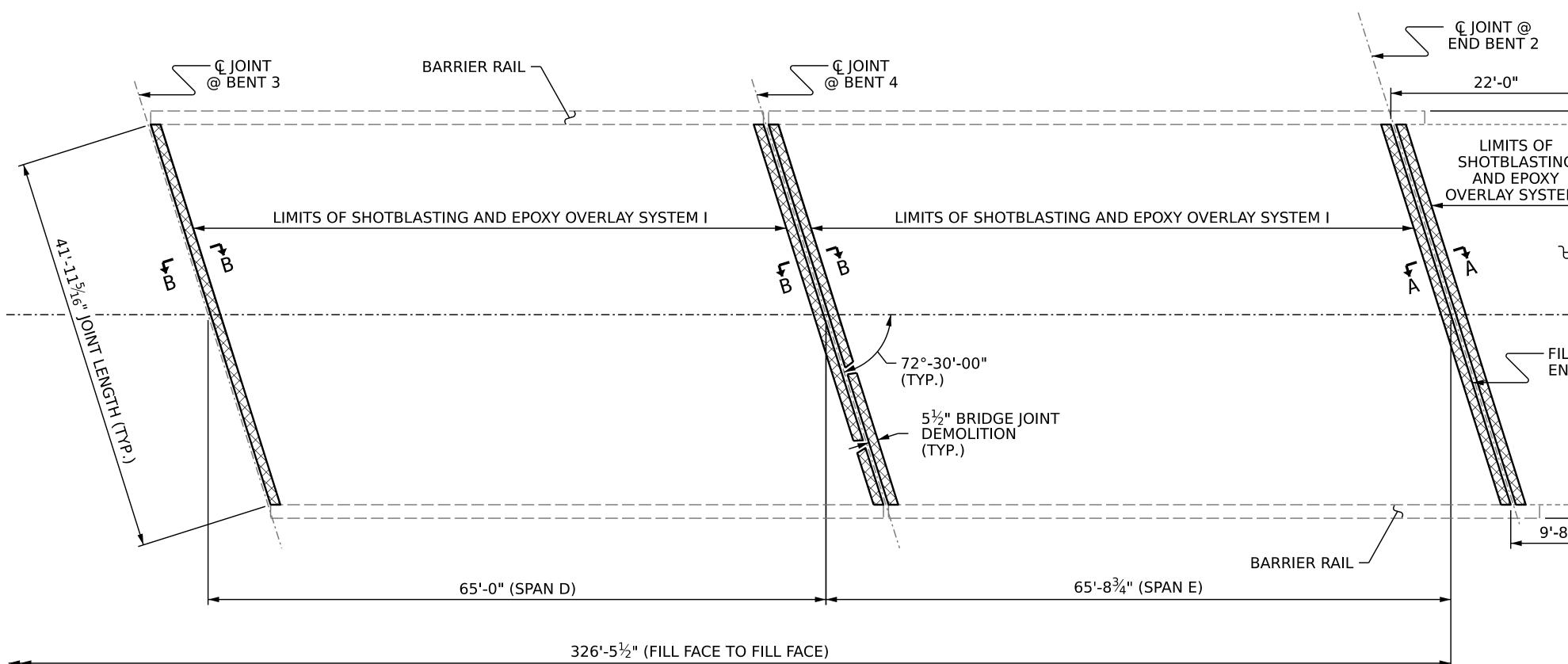
- CONCRETE DECK REPAIR FOR EPOXY OVERLAY



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- BRIDGE JOINT DEMOLITION



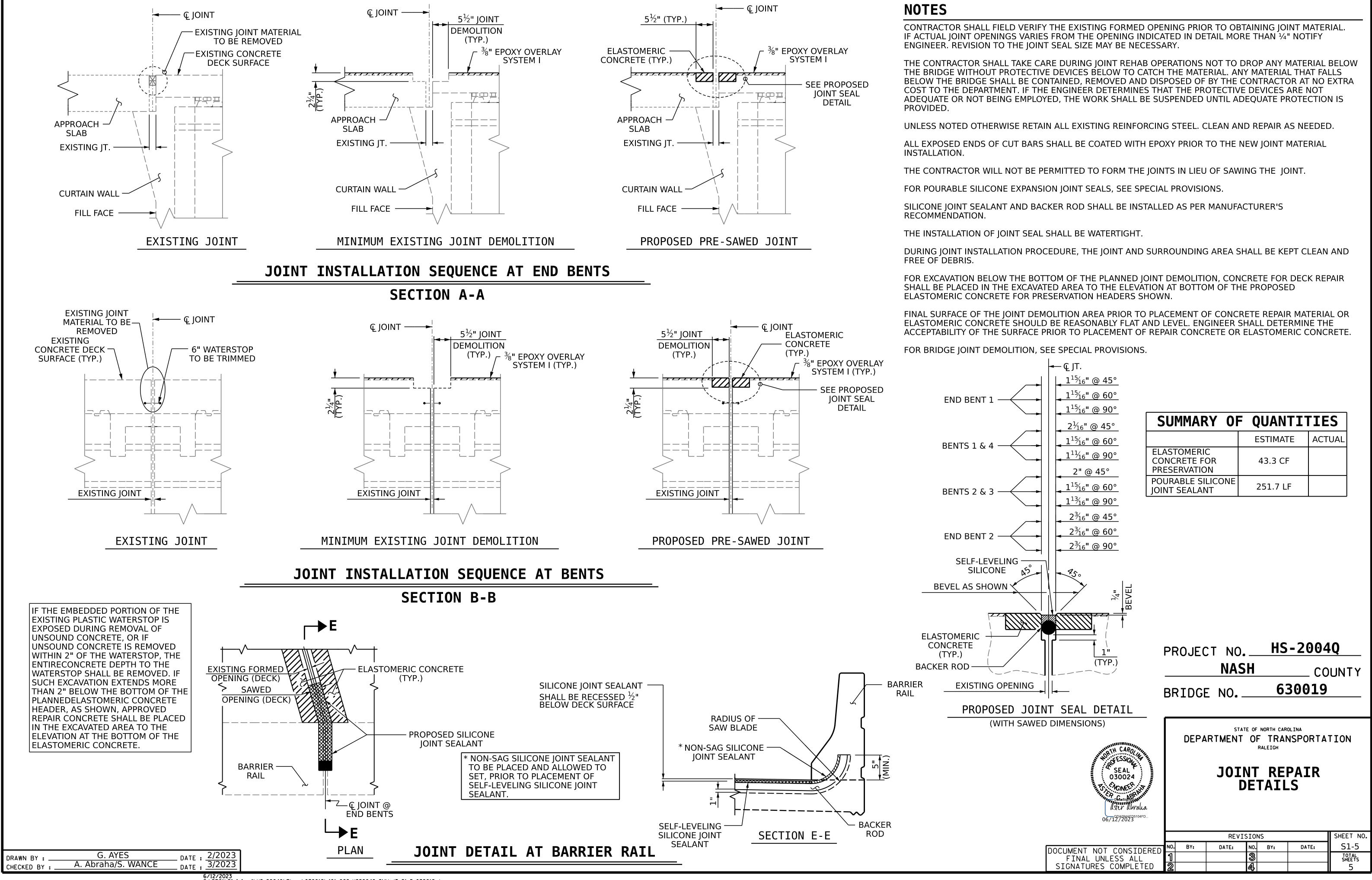
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CHECKED BY :	G. AYEY/S. WANCE	DATE : 3/2023
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CONCRETE D EPOXY OVER BRIDGE JOIN

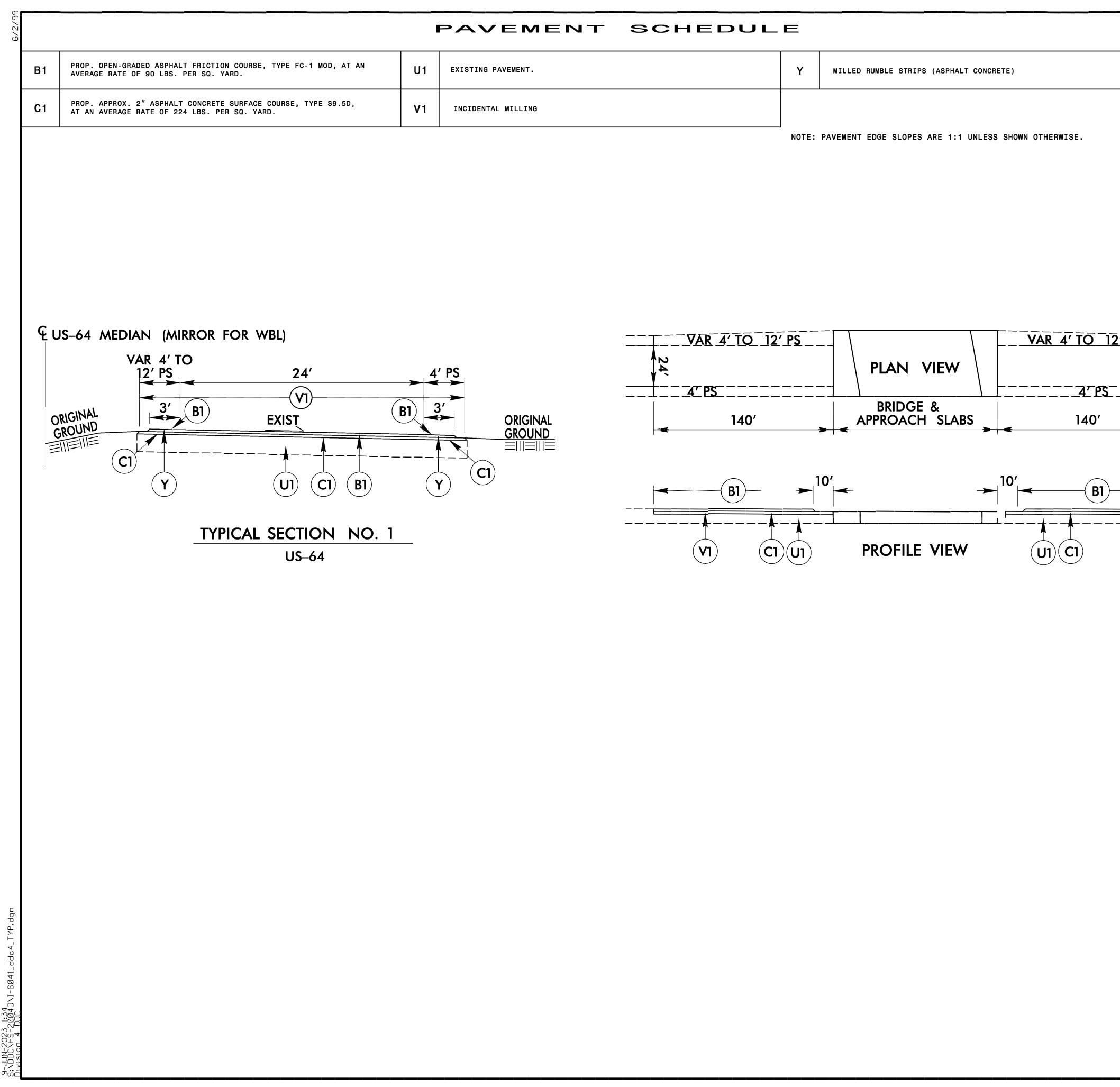
PLAN OF SPANS D, E AND APPROACH SLAB 2

SUMMARY SPAN D, E,	OF QUA AND A	NTIT PPRO	IES ACH S	FOR SLAB 2	2	
				ESTIMATE	AC	TUAL
DECK REPAIRS FOR EPOXY O	VERLAY			0.0 SF		
RLAY SYSTEM I			Ľ	5750.2 SF		
IT DEMOLITION				96.1 SF		
NG TEM I APPROACH SLAB TILL FACE @ END BENT 2 -8"	40'-0" (CLEAR ROADWAY) 42'-10" (OUT TO OUT)					
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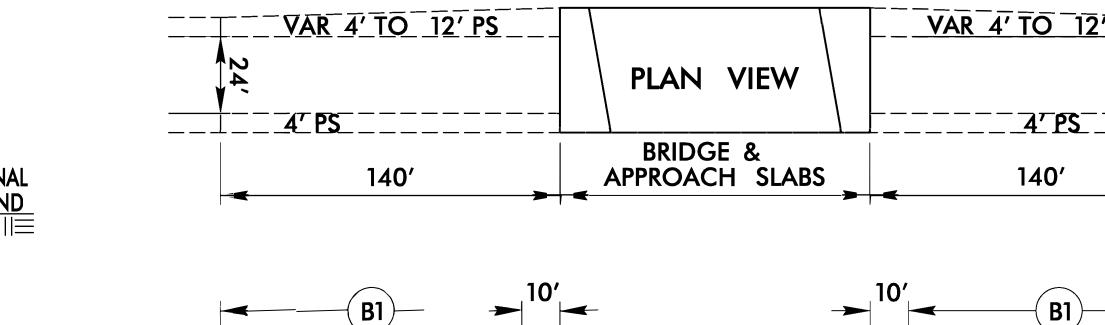


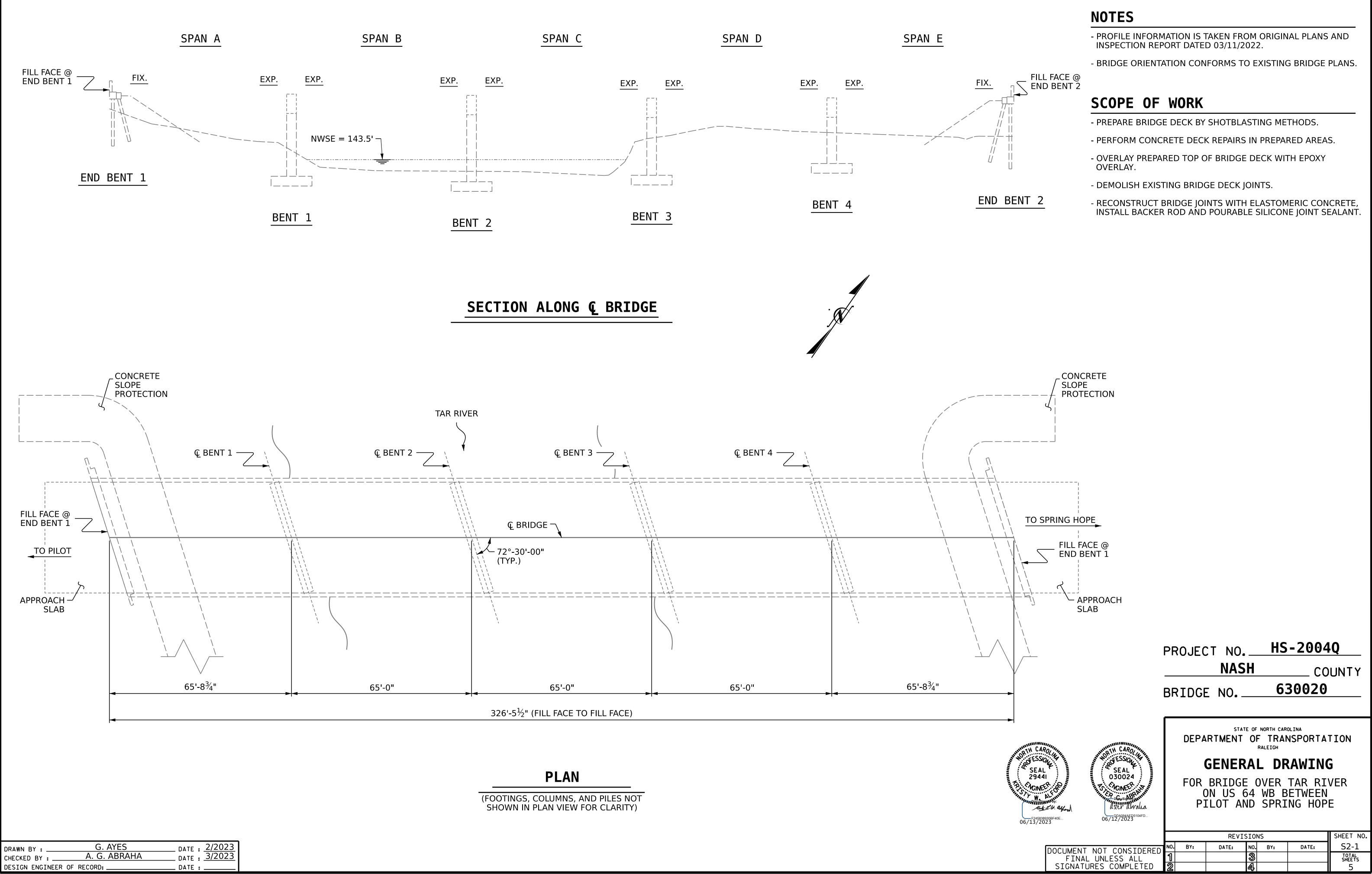
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$\frac{V}{V} = \frac{V + VELEB AMELE ETRIFE (ASPALT CONSPICE)}{VELEB AMELE ETRIFE (ASPALT CONSPICE)}$ $\frac{V + VELEB AMELE ETRIFE (ASPALT CONSPICE)}{VELEB E ENDER OTHERESE.}$ $\frac{V + VELEB E ELOPEE AME 1:1 UNLESS ENDER OTHERESE.$ $\frac{V + VELEB + VELEB E ELOPEE AME 1:1 UNLESS ENDER OTHERESE.}{VELEB + VELEB + VELE$	ORIGINAL CROUND CROU	DELTAL HILLING NOTE: PAVEMENT EDGE SLOPES ARE 1:1 WILESS SHOWN OTHERWISE. ORIGINAL GROWND IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	DENTAL HELING NOTE: PAREMENT EDGE BLOPES ARE 1:1 UNLESS SHOWN OTHERWESE. ORIGINAL GROUND T T T T T T T T T T T T T	$\frac{VAR 4' TO 12'PS}{VAR 4' TO 12'PS}$	VEMENT	SCHEDUL	E			PROJECT REFERENCE NO. HS-2004Q	SH /
ORIGINAL CT CI (1)	ORIGINAL CI CI BI - IO'	ORIGINAL CT CI (1)	ORIGINAL CT (1)	ORIGINAL CI (1)	ING PAVEMENT.		Y	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)			
$\begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \\ \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array}$ \begin{array}{c} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array} \xrightarrow{\begin{array}{c} \end{array} \end{array}	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$							
		(v) (c) (u) PROFILE VIEW (u)(c) (v)				A' PS 140' B1 B1		PLAN VIEW $A' PS$ $BRIDGE & APPROACH SLABS$ $140'$ $B1$ $B1$	24		



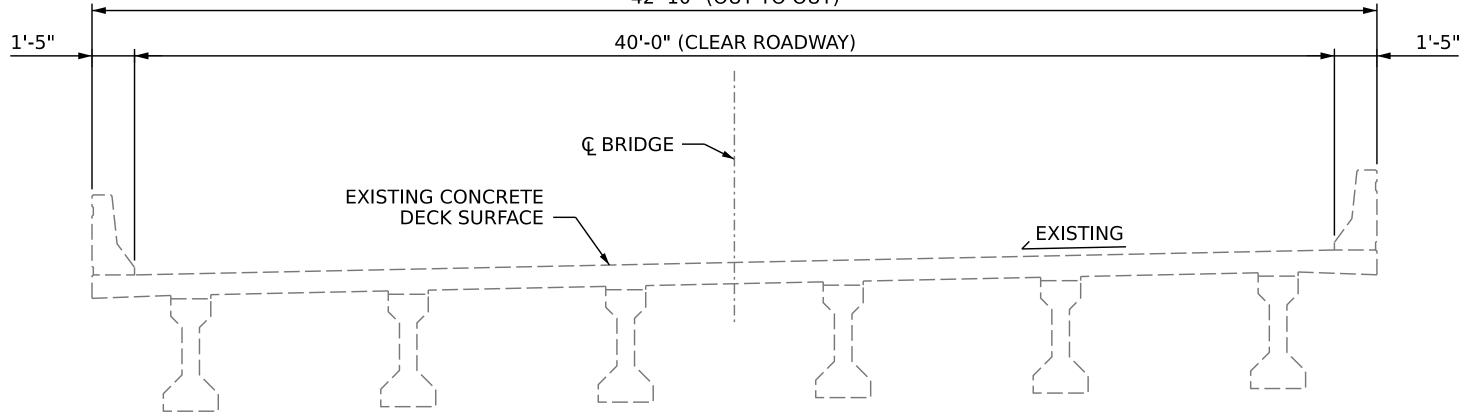


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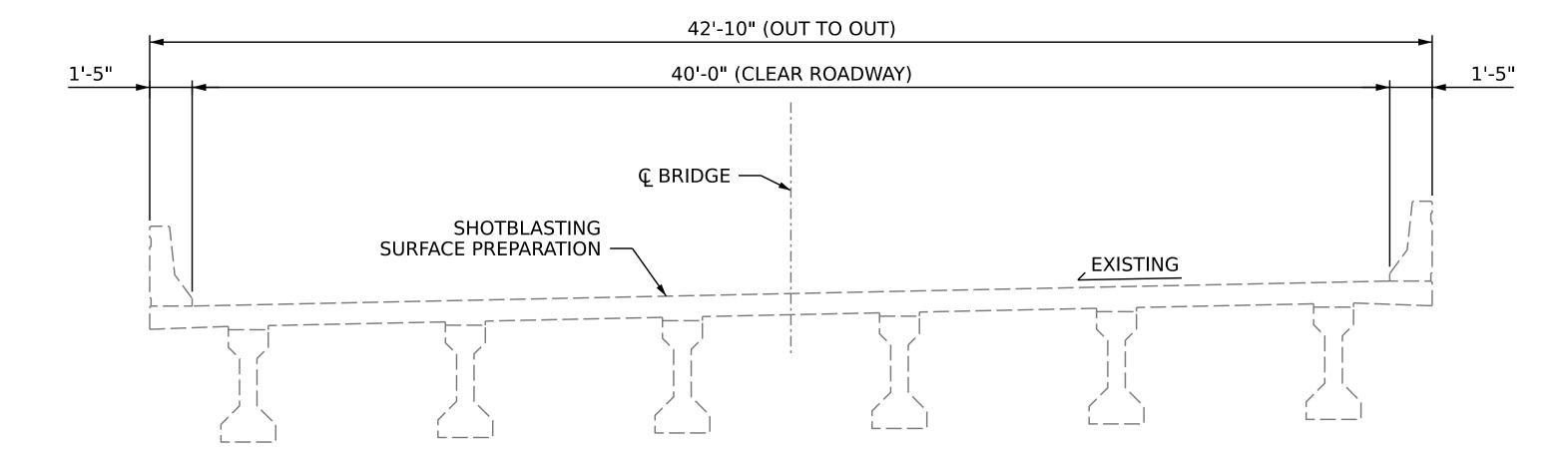
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42'-10" (OUT TO OUT)

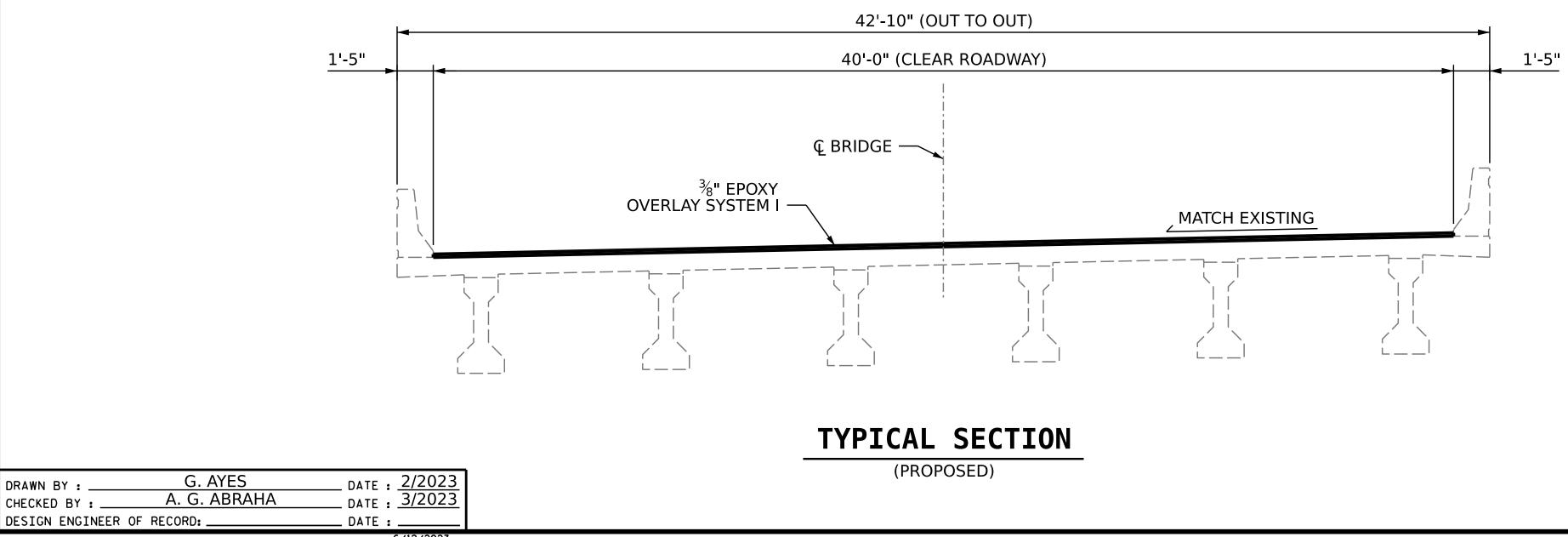


TYPICAL SECTION (EXISTING)



TYPICAL SECTION

(DECK PREPARATION)



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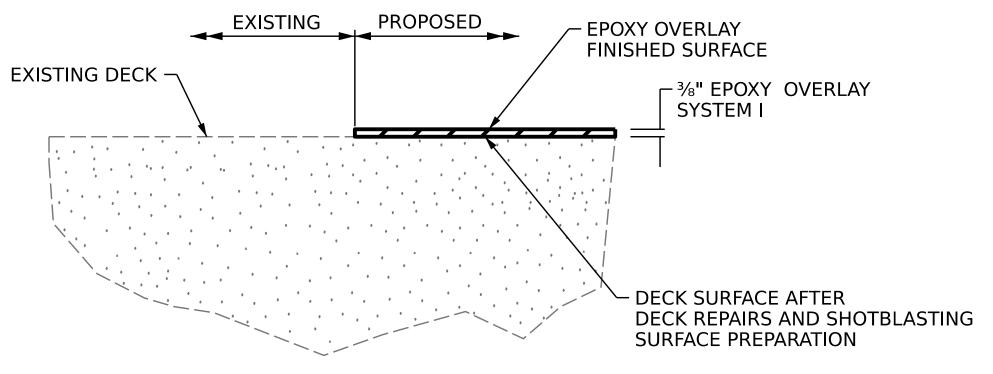
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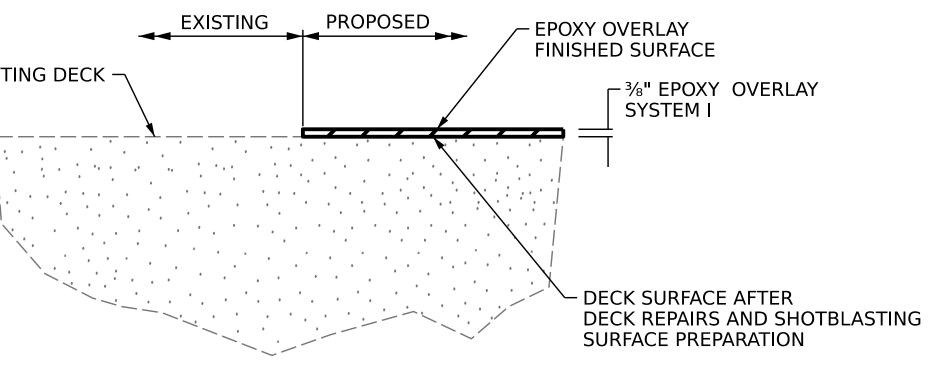
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DRAWN BY :

CHECKED BY : ___

NOTES

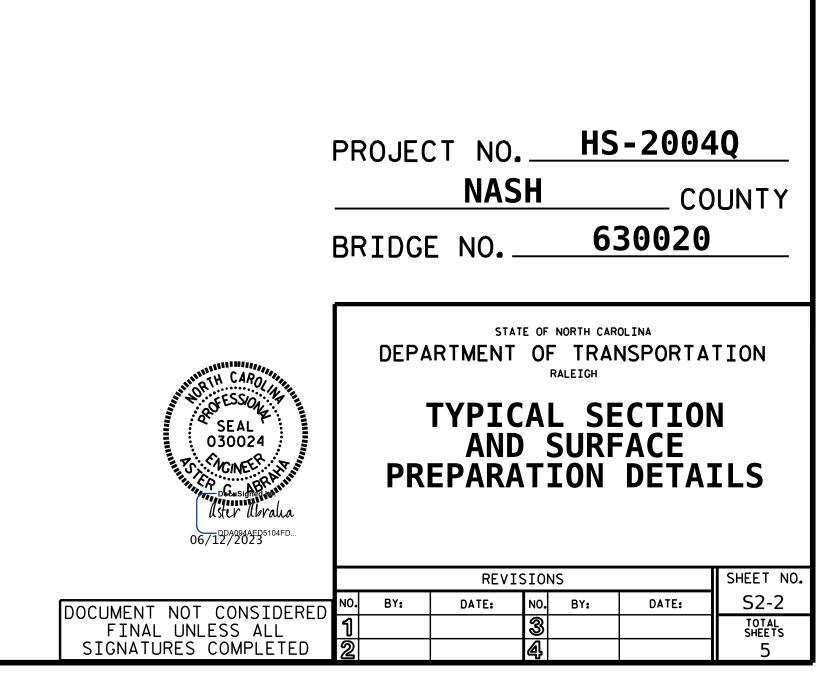


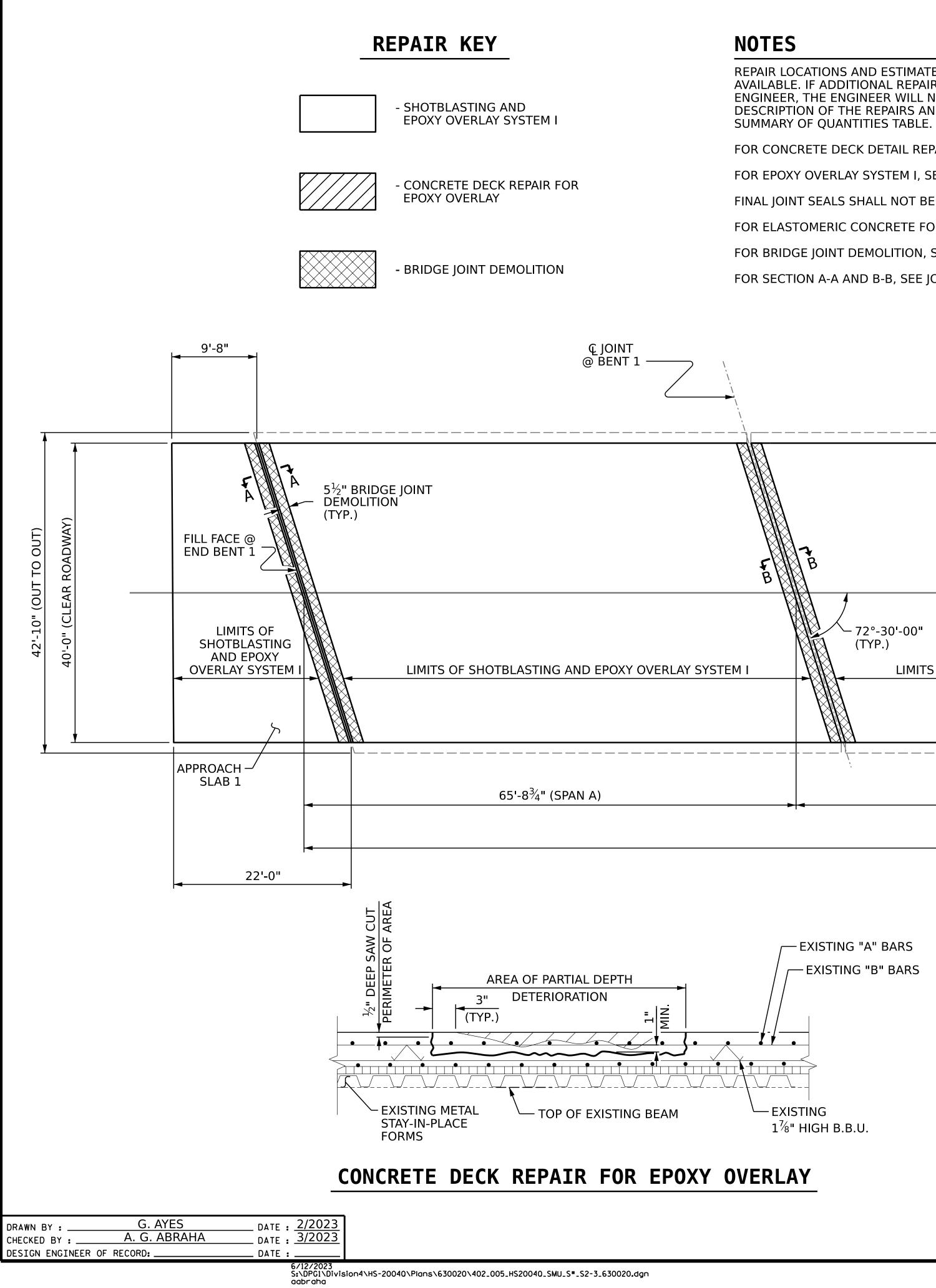


SEE TRAFFIC PLANS FOR LANE WIDTH, SEQUENCING, AND OTHER TRAFFIC CONTROL MEASURES FOR STAGING OF SURFACE PREPARATION AND EPOXY OVERLAY.

PROTECT TRAFFIC FROM REBOUND, DUST, OVERSPRAY, AND CONSTRUCTION ACTIVITIES, PROVIDE APPROPRIATE SHIELDING, AS REQUIRED AND/OR DIRECTED BY THE ENGINEER.

EPOXY OVERLAY DETAIL





+

+

PLAN OF SPAN A, B, C, AND APPROACH SLAB 1

326'-5 $\frac{1}{2}$ " (FILL FACE TO FILL FACE)

	© JOINT @ BENT 2	
FB		
(STEM I	72°-30'-00" (TYP.) LIMITS OF SHOTBLASTING AND EPOXY OVERLAY SYSTEM I	LIMITS OF SI
	65'-0" (SPAN B)	

NOTES
REPAIR LOCATIONS AND ESTIMATED QUAN

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 THE

FOR CONCRETE DECK DETAIL REPAIR FOR EPOXY OVERLAY, SEE SPECIAL PROVISIONS.

FOR EPOXY OVERLAY SYSTEM I, SEE SPECIAL PROVISIONS.

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

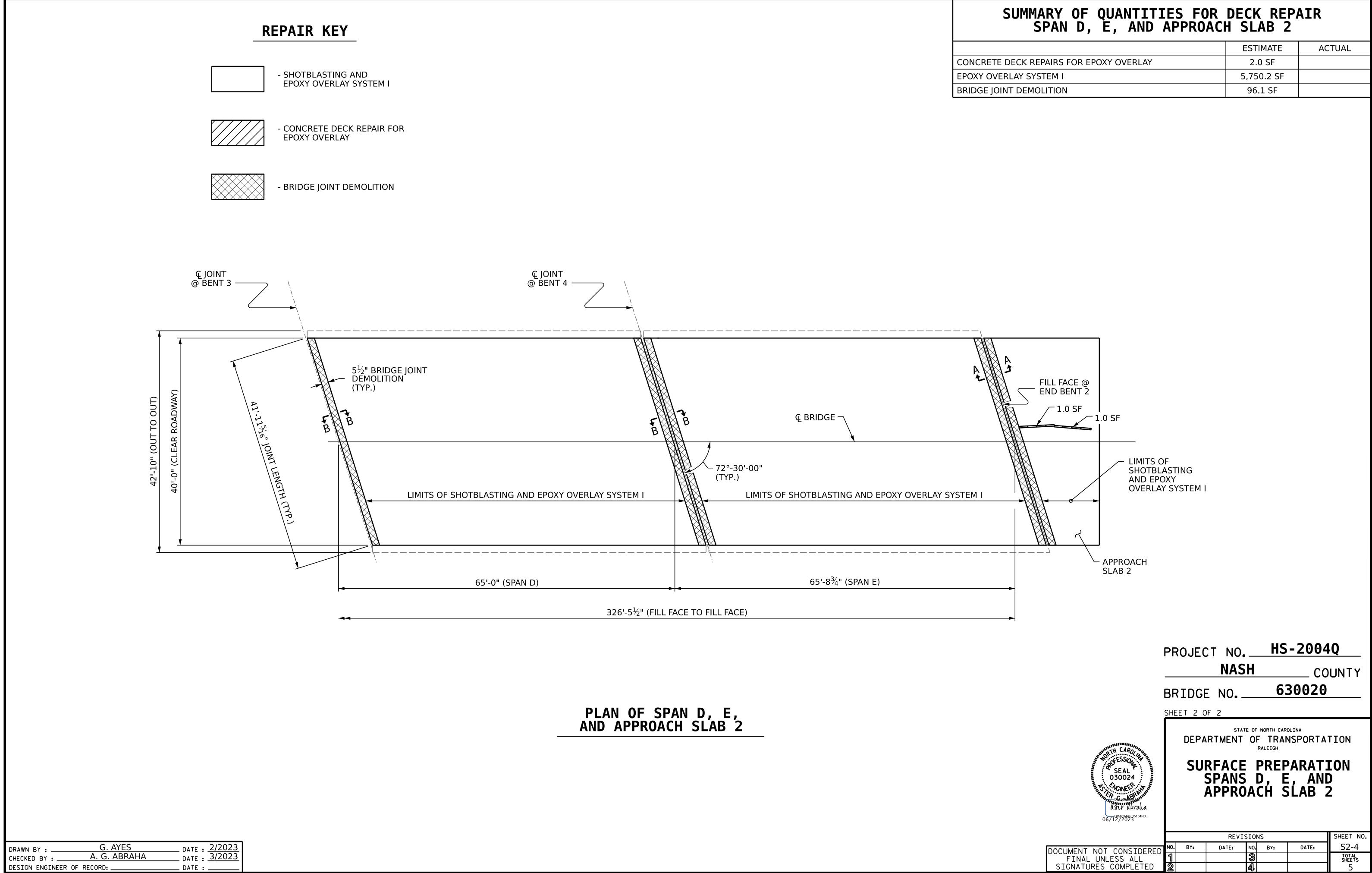
FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

FOR SECTION A-A AND B-B, SEE JOINT REPAIR DETAILS SHEET S2-5.

CONCRETE D EPOXY OVER BRIDGE JOIN

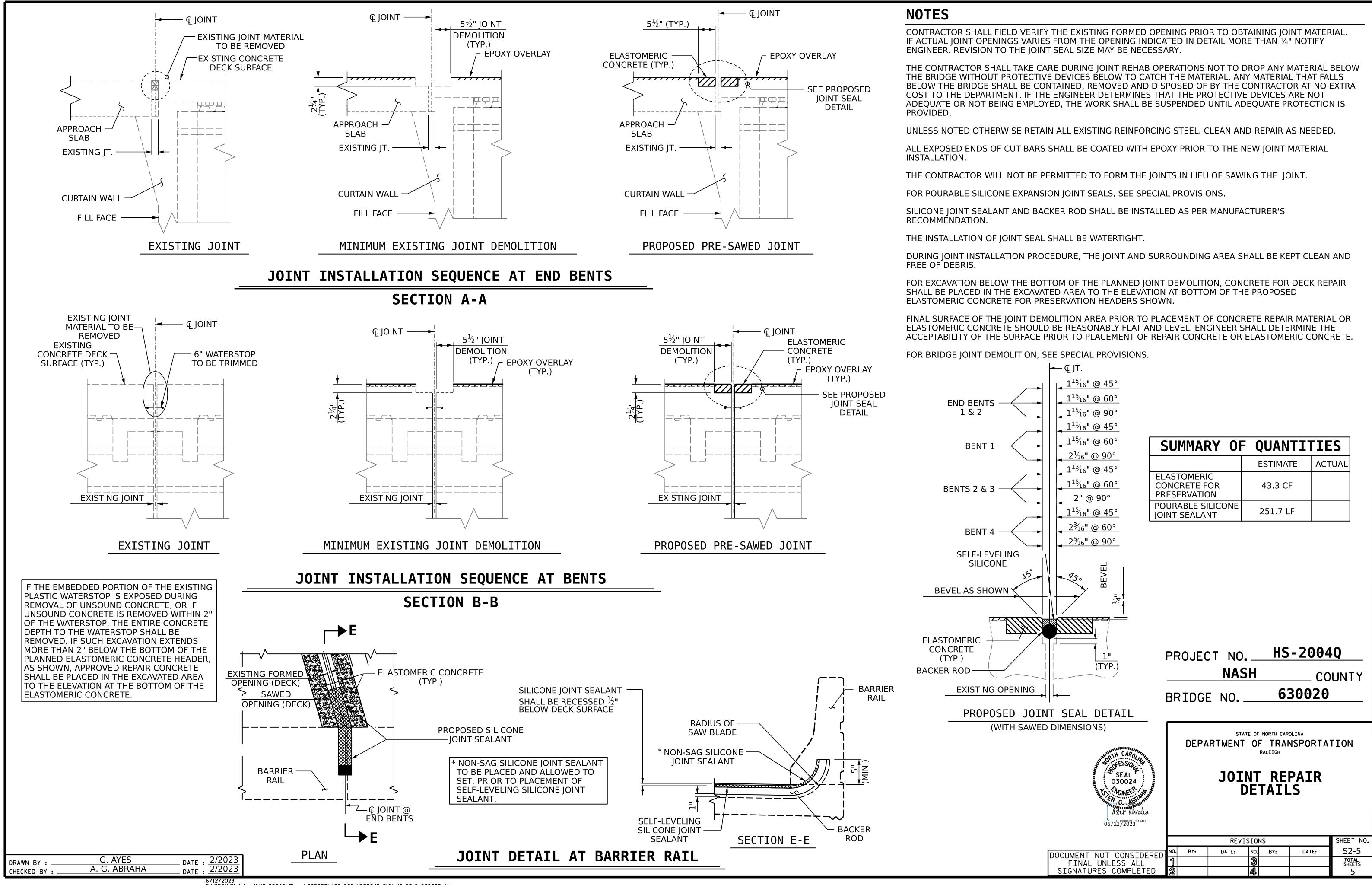
	S FOR DECH APPROACH		
ECK REPAIRS FOR EPOXY OVERLAY		IMATE	ACTUAL
LAY SYSTEM I		07.4 SF	
T DEMOLITION	13	4.6 SF	
© JOINT @ BENT 3			
	41'-115/16" JOIN	THENGTH (TYP.)	
	BBB		
HOTBLASTING AND EPOXY OVERLAY SYS		AGTH (TYP:)	
	K		
65'-0" (SPAN C)		·	
	>		
		HC - 70	0040
PF	ROJECT NO NASH	HS-20	· · · · ·
	NASH		COUNTY
 BF	NASH RIDGE NO	HS-20 6300	COUNTY
 BF	NASH RIDGE NO	6300	COUNTY
 BF	NASH RIDGE NO	6300 NORTH CAROLINA F TRANSPO	COUNTY 20
SHE	NASH RIDGE NO EET 1 OF 2 STATE OF	6300 NORTH CAROLINA F TRANSPO RALEIGH	COUNTY 20 RTATION
SHE SHE NOT TH CAROL MARTIN	NASH RIDGE NO EET 1 OF 2 STATE OF DEPARTMENT O SURFACE	6300 NORTH CAROLINA F TRANSPO RALEIGH PREPAR B, C, CH SLA	COUNTY 20 RTATION



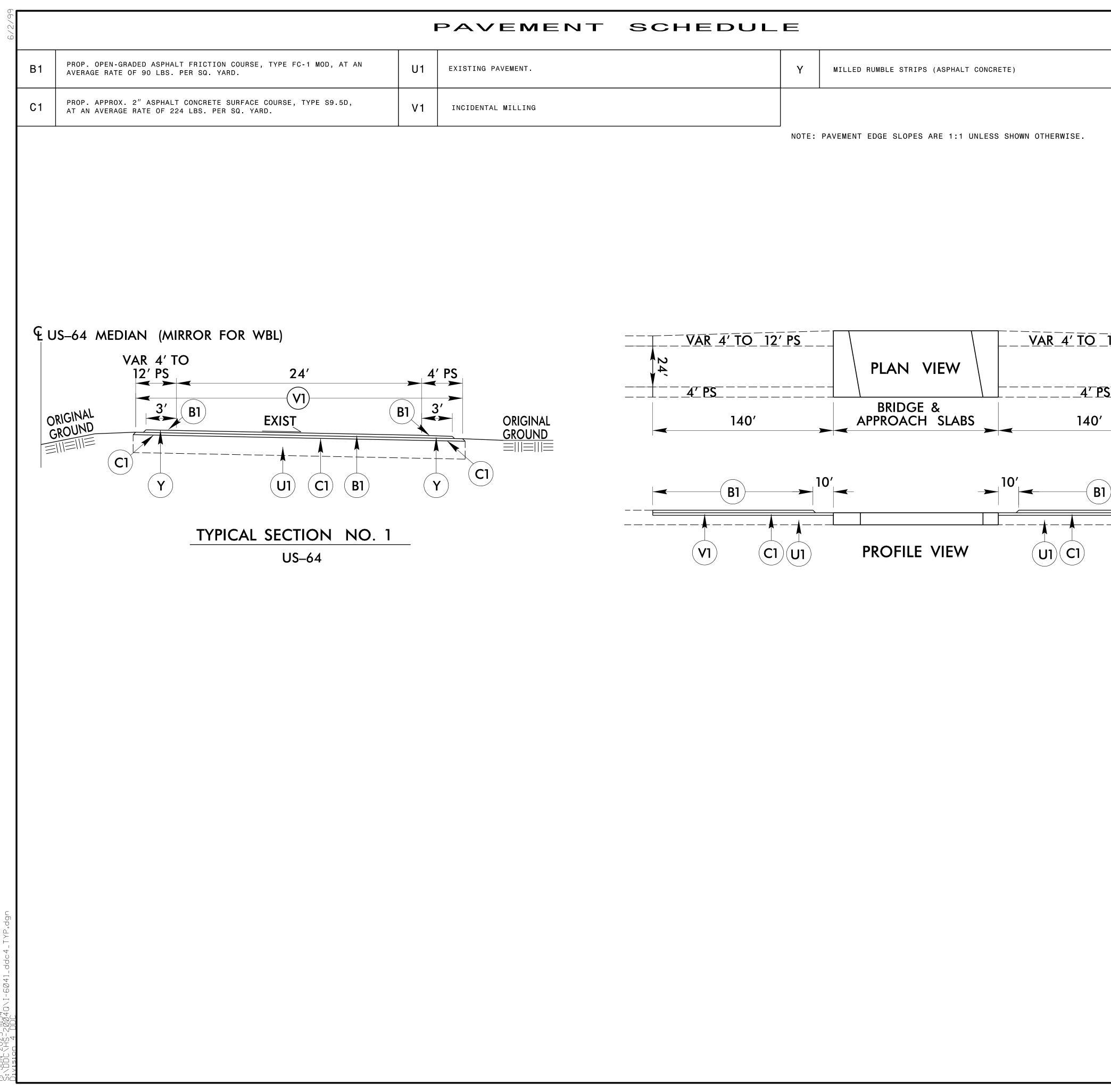
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	ESTIMATE	ACTUAL
DECK REPAIRS FOR EPOXY OVERLAY	2.0 SF	
RLAY SYSTEM I	5,750.2 SF	
NT DEMOLITION	96.1 SF	



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VEMENT	SCHEDUL	E		PROJECT REFERENCE NO. HS-2004Q	SHEET NC 2A-1
NG PAVEMENT.		Y	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)		
NTAL MILLING					
		NOTE:	PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.		
		<u>' PS</u>			
	¹ ² ⁴ 		PLAN VIEW		
ORIGINAL	140'		BRIDGE & APPROACH SLABS 140'		
<u>GROUND</u> ≡ ≡ ≡					
	– B 1	1	0' - 10' - B1		
			PROFILE VIEW U1 C1 (V1)		