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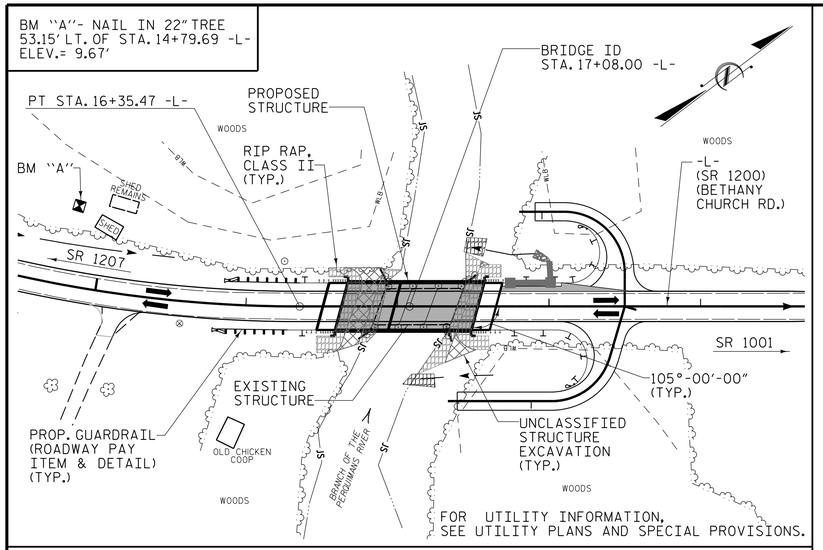

LOCATION SKETCH

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING AT STATION 17+08.00 -L-.

THE MATERIAL SHOWN ON SHEET 1 OF 2 IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A MAX. DISTANCE OF 26 FT. LT. AND 30 FT. RT. OF CENTERLINE ROADWAY AT END BENT 1 AND 30 FT. LT. AND 37 FT. RT. OF CENTERLINE ROADWAY AT END BENT 2 AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF THREE 17'-0" SPANS WITH A 24'-1" CLEAR ROADWAY WIDTH AND REINF. CONCRETE DECK ON TIMBER JOISTS SUPPORTED ON TIMBER CAPS & TIMBER PILES AND WITH CRUTCH BENTS ON STEEL PILES SHALL BE REMOVED. THE BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

IF EXISTING TIMBER PILES CANNOT BE REMOVED, THEY MAY BE CUT-OFF AT THE MUDLINE.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES".

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 IS ELEVATION -13.0 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATIONS ACTIVITIES, SEE SPECIAL PROVISIONS.

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.

NO DECK DRAINS REQUIRED.

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITIES ON ROADWAY PLANS.

FOUNDATION NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 55 TONS PER PILE.

PILES AT BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 105 TONS PER PILE.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 71 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 95 TONS PER PILE.

DRIVE PILES AT BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 190 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR SCOUR.

DRIVE PILES AT END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

INSTALL PILES AT BENT NO. 1 TO A TIP ELEVATION NO HIGHER THAN -28.0 FT.

STEEL PILE TIPS ARE REQUIRED FOR PRESTRESSED CONCRETE PILES AT BENT NO. 1. FOR STEEL PILE TIPS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

THE SCOUR CRITCAL ELEVATION FOR BENT NO. 1 IS ELEVATION -13.0 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

TESTING PILES WITH PDA DURING DRIVING, RESTRIKING OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

OBSERVE ONE MONTH WAITING PERIOD AFTER CONSTRUCTING THE EMBANKMENT, END BENT AND APPROACH FILL BEFORE BEGINNING APPROACH SLAB CONSTRUCTION AT END BENT NO. 1 AND END BENT NO. 2. FOR BRIDGE WAITING PERIODS, SEE ROADWAY PLANS AND SECTION 235 OF THE STANDARD SPECIFICATIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE @ STA. 17+08.00 -L-	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR 12" PRESTR. CONC. PILES	PILE DRIVING EQUIPMENT SETUP FOR 16" PRESTR. CONC. PILES	12" PRESTR. CONC. PILES		16" PRESTR. CONCRETE PILES		PILE REDRIVES	TWO BAR METAL RAIL	1'-2" X 2'-8¾" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LUMP SUM	EACH	LUMP SUM	CU. YARDS	LUMP SUM	LBS.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	TONS	SQ. YARDS	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE		LUMP SUM				LUMP SUM									164.63	180.26			LUMP SUM	22	990.00
END BENT 1				LUMP SUM	13.0		2182	7		7	280			4			115	128			
BENT 1					10.9		2228		7			7	280	4							
END BENT 2					13.0		2182	7		7	280			4			135	150			
TOTAL	LUMP SUM	LUMP SUM	1	LUMP SUM	36.9	LUMP SUM	6592	14	7	14	560	7	280	12	164.63	180.26	250	278	LUMP SUM	22	990.00

PLANS PREPARED BY:

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NC License # F-1333
formerly CALYX Engineers & Consultants

PROJECT NO. 17BP.1.R.93

PERQUIMANS COUNTY

STATION: 17+08.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

BRIDGE ON SR 1200
OVER BRANCH OF THE
PERQUIMANS RIVER
BETWEEN SR 1207 AND SR 1001
30'-6" CLEAR ROADWAY - 105° SKEW

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 045282 GERALD FRANKLIN WILSON
DocuSigned by: Gerald Franklin Wilson
3/26/2021

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			24

DRAWN BY : W. B. ALLEN DATE : 5/19
CHECKED BY : G. F. WILSON DATE : 8/19
DESIGN ENGINEER OF RECORD: G. F. WILSON DATE : 3/26/21

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED