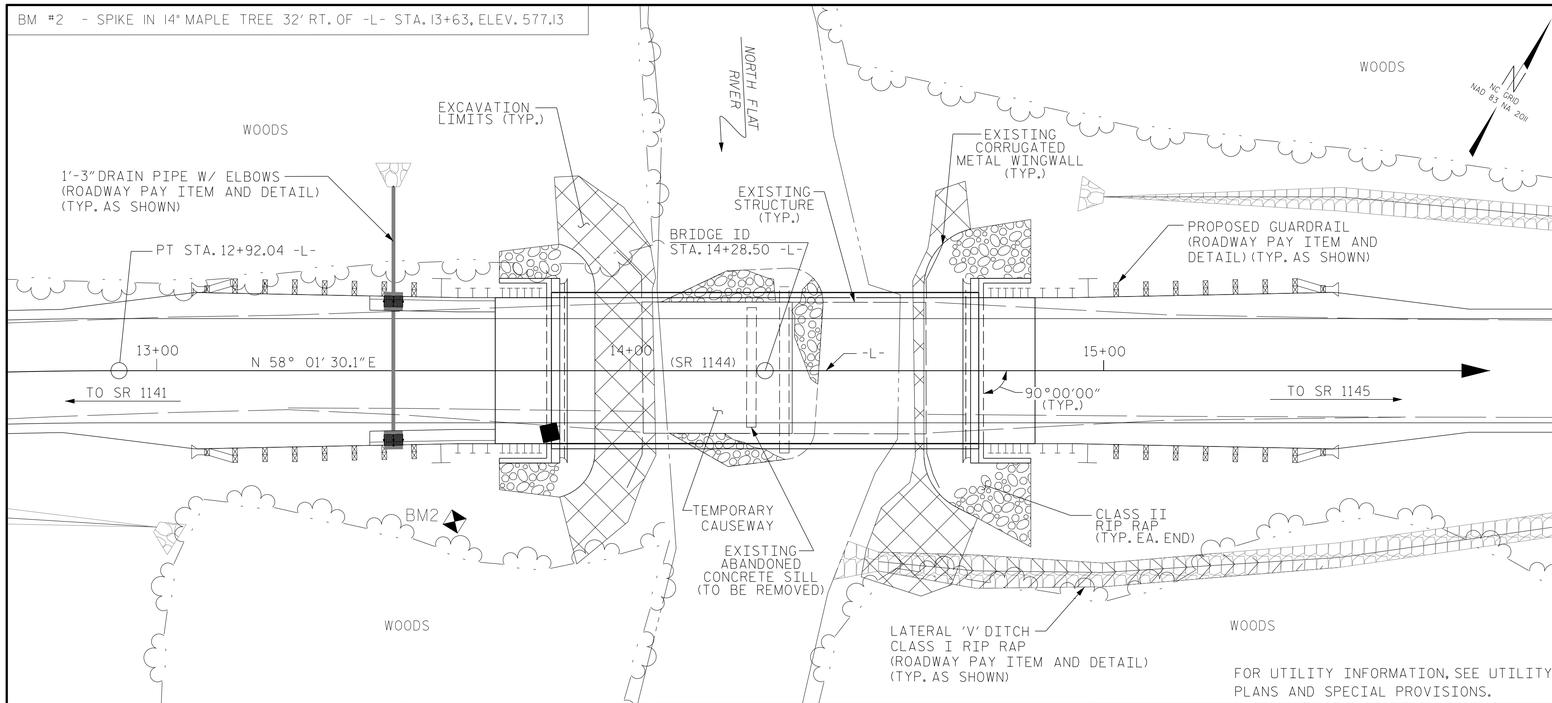

LOCATION SKETCH

GENERAL NOTES:

1. ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING
2. THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
3. THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1
4. THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18 - EVALUATING SCOUR AT BRIDGES."
5. 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 DIFFERENCE BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
6. REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
7. FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
8. FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
9. FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
10. FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
11. FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
12. FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.
13. FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
14. ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.
15. THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 40'± FT LEFT SIDE AND 40'± RIGHT SIDE OF CENTERLINE ROADWAY FOR END BENT NO. 1 AND 40'± FT LEFT SIDE AND 50'± RIGHT SIDE OF CENTERLINE ROADWAY FOR END BENT NO. 2 AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.
16. AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE CAUSEWAY, THE CLASS II RIP RAP USED IN THE CAUSEWAY MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 14+28.50 -L-.
17. THE EXISTING STRUCTURE #720025 CONSISTING OF TWO (2) STEEL GIRDER SPANS @ 30'-3½" & 30'-3½" (60'-7" TOTAL LENGTH), 28'-0" CLEAR ROADWAY WIDTH AND STEEL PLANK FLOOR SYSTEM WITH AN ASPHALT WEARING SURFACE. THE END BENTS CONSIST OF TIMBER CAPS AND PILES WITH CORRUGATED STEEL ABUTMENTS AND WINGWALLS AND THE BENT CONSISTS OF A TIMBER CAP WITH TIMBER PILES ENCASED WITH CONCRETE. THE EXISTING STRUCTURE LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED IN ITS ENTIRETY (INCLUDING PILES AND CONCRETE ENCASEMENT). ALL OLD BRIDGE COMPONENTS, INCLUDING EXISTING REMNANT PILES, SHALL BE REMOVED IN THEIR ENTIRETY.
18. THE EXISTING ABANDONED CONCRETE SILL LOCATED WITHIN THE STREAM SHALL BE REMOVED IN ITS ENTIRETY.
19. 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 STRUCTURE AT STATION 14+28.50 -L-."

FOUNDATION NOTES:

1. FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.
2. PILES AT END BENT NO. 1 AND END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 105 TONS PER PILE.
3. DRIVE PILES AT END BENT NO. 1 AND END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 175 TONS PER PILE.
4. STEEL H-PILE POINTS ARE REQUIRED FOR STEEL H-PILES AT END BENT NO. 1 AND END BENT NO. 2. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

TOTAL BILL OF MATERIAL

	CONSTRUCTION MAINTENANCE & REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 STEEL PILES	HP 12X53 STEEL PILES		STEEL PILE POINTS	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" x 2'-9" PRESTRESSED CONCRETE BOX BEAMS		ASBESTOS ASSESSMENT
	LUMP SUM	LUMP SUM	LUMP SUM	CY	LUMP SUM	LBS	EACH	No.	LF	EACH	LF	TON	SY	LUMP SUM	No.	LF	LUMP SUM
SUPERSTRUCTURE					LUMP SUM						180.0			LUMP SUM	11	990	
END BENT No. 1			LUMP SUM	25.6		3,576	7	7	140	7		82	91				
END BENT No. 2			LUMP SUM	25.6		3,576	7	7	105	7		128	142				
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	51.2	LUMP SUM	7,152	14	14	245	14	180.0	210	233	LUMP SUM	11	990	LUMP SUM

PROJECT NO. 17BP.5.R.61
PERSON COUNTY
STATION: 14+28.50 -L-

SHEET 2 OF 2

NORTH CAROLINA PROFESSIONAL SEAL 041425 ENGINEER JEFFREY M. LOFTUS

DocuSigned by: Jeff Loftus 5/9/2018

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING FOR BRIDGE OVER NORTH FLAT RIVER ON SR 1144 (FLAT RIVER CHURCH RD) BETWEEN SR 1141 AND SR 1145

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			16

DRAWN BY: J. LOFTUS DATE: 05-17
CHECKED BY: E. PHELPS DATE: 07-17
DESIGN ENGINEER OF RECORD: J. LOFTUS DATE: 07-17

PERSON 25
4/23/2018
...\400_002_720025_SMU_LS02.dgn
USER:jloftus