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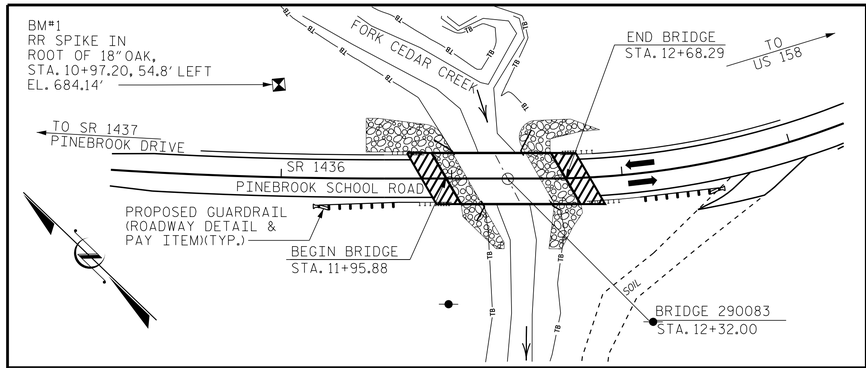

LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

FOUNDATION NOTES

PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 97 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 162 TONS PER PILE.

PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 97 TONS PER PILE.

DRIVE PILES AT END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 162 TONS PER PILE.

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.

TESTING PILES WITH THE 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 (AND FOR PILE DRIVING CRITERIA, SEE PILE DRIVING CRITERIA PROVISION).

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATION.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	PDA TESTING	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		ASBESTOS ASSESSMENT
	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN.FT.	NO.	EA.	LIN.FT.	TON	SQ.YDS.	LUMP SUM	NO.	LIN.FT.	LUMP SUM
SUPERSTRUCTURE				LUMP SUM						140.29			LUMP SUM	10	700	LUMP SUM
END BENT NO. 1		LUMP SUM	22.6		2736	5	75	5			268	297				
END BENT NO. 2		LUMP SUM	22.6		2736	5	75	5			233	258				
TOTAL	LUMP SUM	LUMP SUM	45.2	LUMP SUM	5472	10	150	10	1	140.29	501	555	LUMP SUM	10	700	LUMP SUM

GENERAL NOTES

ASSUMED LIVE LOAD = HL 93 OR ALTERNATE LOADING.

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

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

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

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR BY THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

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.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE I.

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

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 ACTUAL CONDITIONS AT THE PROJECT SITE.

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 THE MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 12+32.00 -L-".

THE QUANTITY OF RIP RAP TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF TONS OF EACH CLASS OF RIP RAP WHICH HAS BEEN INCORPORATED INTO THE COMPLETED AND ACCEPTED WORK. THE RIP RAP WILL BE MEASURED BY BEING WEIGHTED IN TRUCKS ON CERTIFIED PLATFORM SCALES OR OTHER CERTIFIED WEIGHING DEVICES. THE QUANTITY OF RIP RAP WILL BE PAID AT CONTRACT UNIT PRICE PER TON.

THE EXISTING STRUCTURE CONSISTING OF A SINGLE SPAN OF 41 FEET TIMBER DECK ON STEEL I-BEAMS, WITH A CLEAR ROADWAY WIDTH OF 25 FEET ON TIMBER CAPS, POSTS, SILLS AND CONCRETE ENCASED CONCRETE PILES SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.

PROJECT NO. 17BP.9.R.25
DAVIE COUNTY
STATION: 12+32.00 -L-

SHEET 2 OF 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL SEAL 030046 ENGINEER MATTHEW PAYNE 3/30/2016
DocuSigned by: Matthew Payne
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ATKINS
1616 E. MILLBROOK ROAD, SUITE #310
RALEIGH, NORTH CAROLINA 27609
(919) 876-6888
NCBEES #F-0326

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
BRIDGE ON SR 1436
BETWEEN SR 1437 AND HWY 158
OVER SUGAR CREEK

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			13

DRAWN BY : C. BLAKES DATE : 11/2012
CHECKED BY : M. PAYNE DATE : 03/2016

18-MAR-2016 11:30
$$$$$$$$$$$$$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$$$$$$$$$
$$$$USERNAME$$$$