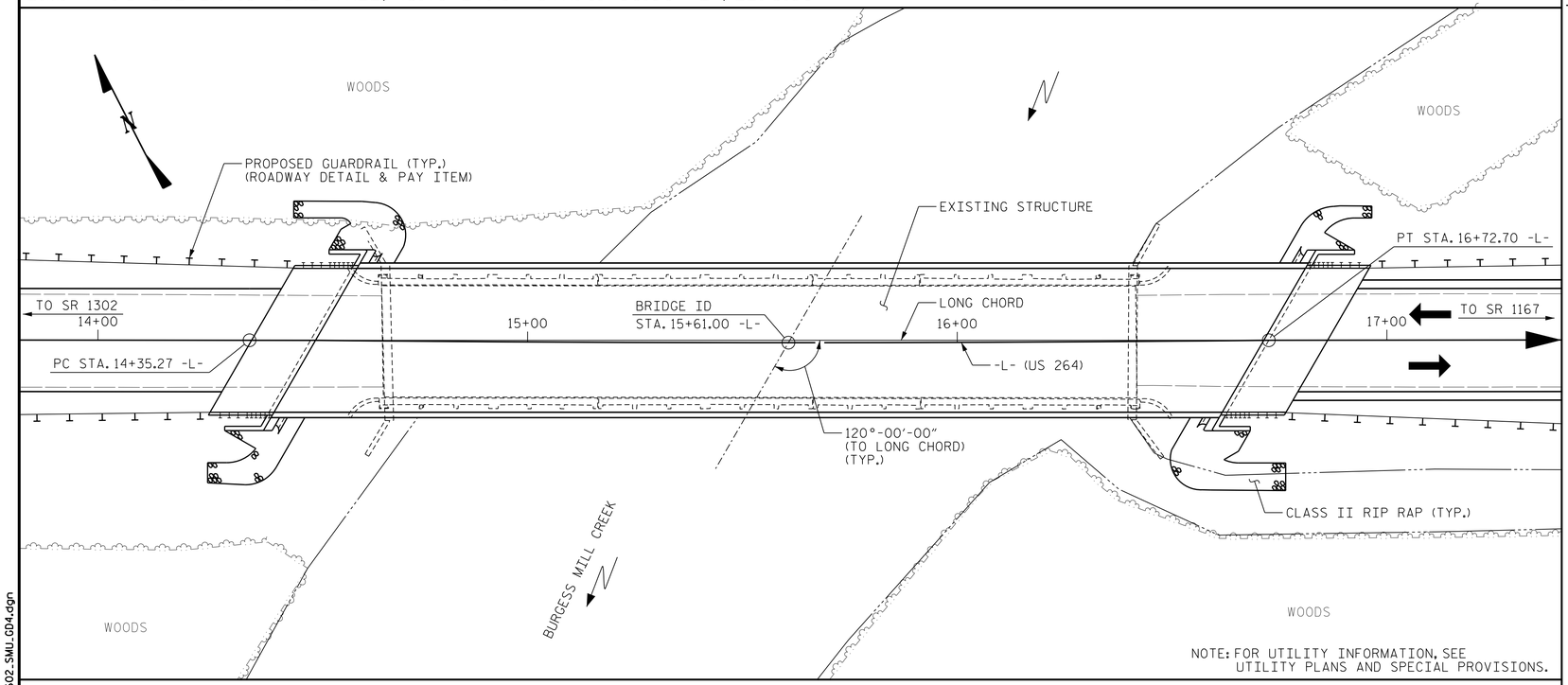
B.M. "A": SPIKE IN 15" PINE TREE; 45.79' LT. OF STA. 11+08.00 -L-, EL. 5.86



NOTE: FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

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 OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS BRIDGE SHALL BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

THIS STRUCTURE CONTAINS THE NECESSARY CORROSION PROTECTION REQUIRED FOR A CORROSIVE SITE.

THE EXISTING STRUCTURE CONSISTING OF FOURTEEN SPANS (7) - 2 SPAN CONTINUOUS UNIT @ 12'-6" EACH SPAN, WITH A REINFORCED CONCRETE FLOOR ON I-BEAMS AND A CLEAR ROADWAY WIDTH OF 26'-0" ON REINFORCED CONCRETE OR TIMBER CAP WITH TIMBER PILES END BENTS AND BENTS AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS TO NOT ALLOW DEBRIS TO FALL 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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 35 FT. EACH SIDE OF THE CENTERLINE ROADWAY 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.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. 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 THE DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

ASPHALT WEARING SURFACE IS INCLUDED IN THE ROADWAY QUANTITY. SEE ROADWAY QUANTITIES.

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

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.

FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

ALL METALIZED SURFACES SHALL RECEIVE A SEAL COATING AS SPECIFIED IN THE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).

CLASS AA CONCRETE SHALL BE USED IN ALL CAST-IN-PLACE END BENT AND INTERIOR BENT CAPS, AND SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL BAR SUPPORTS IN THE PARAPET, BENT CAPS, END BENT CAPS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THE CONCRETE IN THE PILES OF BENTS 1, 2 AND 3 SHALL CONTAIN SILICA FUME. SILICA FUME SHALL BE SUBSTITUTED FOR 5% OF THE PORTLAND CEMENT BY WEIGHT. IF THE OPTION OF ARTICLE 1024-1 OF THE STANDARD SPECIFICATIONS TO PARTIALLY SUBSTITUTE CLASS F FLY ASH FOR PORTLAND CEMENT IS EXERCISED, THEN THE RATE OF FLY ASH SUBSTITUTION SHALL BE REDUCED TO 1.0 LB OF FLY ASH PER 1.0 LB. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.

FOR FOUNDATION NOTES, SEE "FOUNDATION LAYOUT" SHEET.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CONCRETE WEARING SURFACE	GROOVING BRIDGE FLOORS	CLASS AA CONCRETE	BRIDGE APPROACH SLABS	EPOXY COATED REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR 12" PRESTRESSED CONCRETE PILES	PILE DRIVING EQUIPMENT SETUP FOR 20" PRESTRESSED CONCRETE PILES	12" PRESTRESSED CONCRETE PILES	
	LUMP SUM	EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	EACH	EACH	NO.	LIN. FT.
SUPERSTRUCTURE				7385	7386		LUMP SUM					
END BENT 1			LUMP SUM			25.8		3285	7		7	469
BENT 1						16.9		2890		8		
BENT 2						16.9		2890		8		
BENT 3						16.9		2890		8		
END BENT 2			LUMP SUM			25.8		3285	7		7	329
TOTAL	LUMP SUM	2	LUMP SUM	7385	7386	102.3	LUMP SUM	15240	14	24	14	798

TOTAL BILL OF MATERIAL

	20" PRESTRESSED CONCRETE PILES		PREDRILLING FOR PILES	PILE REDRIVES	TWO-BAR METAL RAIL	1'-2" X 2'-11½" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" x 2'-0" PRESTRESSED CONCRETE CORED SLABS		ASBESTOS ASSESSMENT
	NO.	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	TON	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	LUMP SUM
SUPERSTRUCTURE					424.52	440.87			LUMP SUM	48	2640.00	
END BENT 1				4			96	107				
BENT 1	8	448	205	8								
BENT 2	8	448	160	8								
BENT 3	8	448	175	8								
END BENT 2				4			94	105				
TOTAL	24	1344	540	32	424.52	440.87	190	212	LUMP SUM	48	2640.00	LUMP SUM

PROJECT NO. B-5602
HYDE COUNTY
STATION: 15+61.00 -L-

SHEET 4 OF 4

NORTH CAROLINA PROFESSIONAL SEAL 24939 ENGINEER BYRON E. ATKINSON
7/19/2017

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON US 264
OVER BURGESS MILL CREEK
BETWEEN SR 1302 AND SR 1167

MI ENGINEERING
1011 SCHAUB DRIVE, SUITE 100
RALEIGH, NC 27606
(919) 851-6606
FIRM PE NUMBER : P-0671

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			30

DRAWN BY : B.E. LANNING DATE : 06/17
CHECKED BY : B.E. ATKINSON DATE : 06/17
DESIGN ENGINEER OF RECORD : B.E. ATKINSON DATE : 06/17

7/19/2017
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