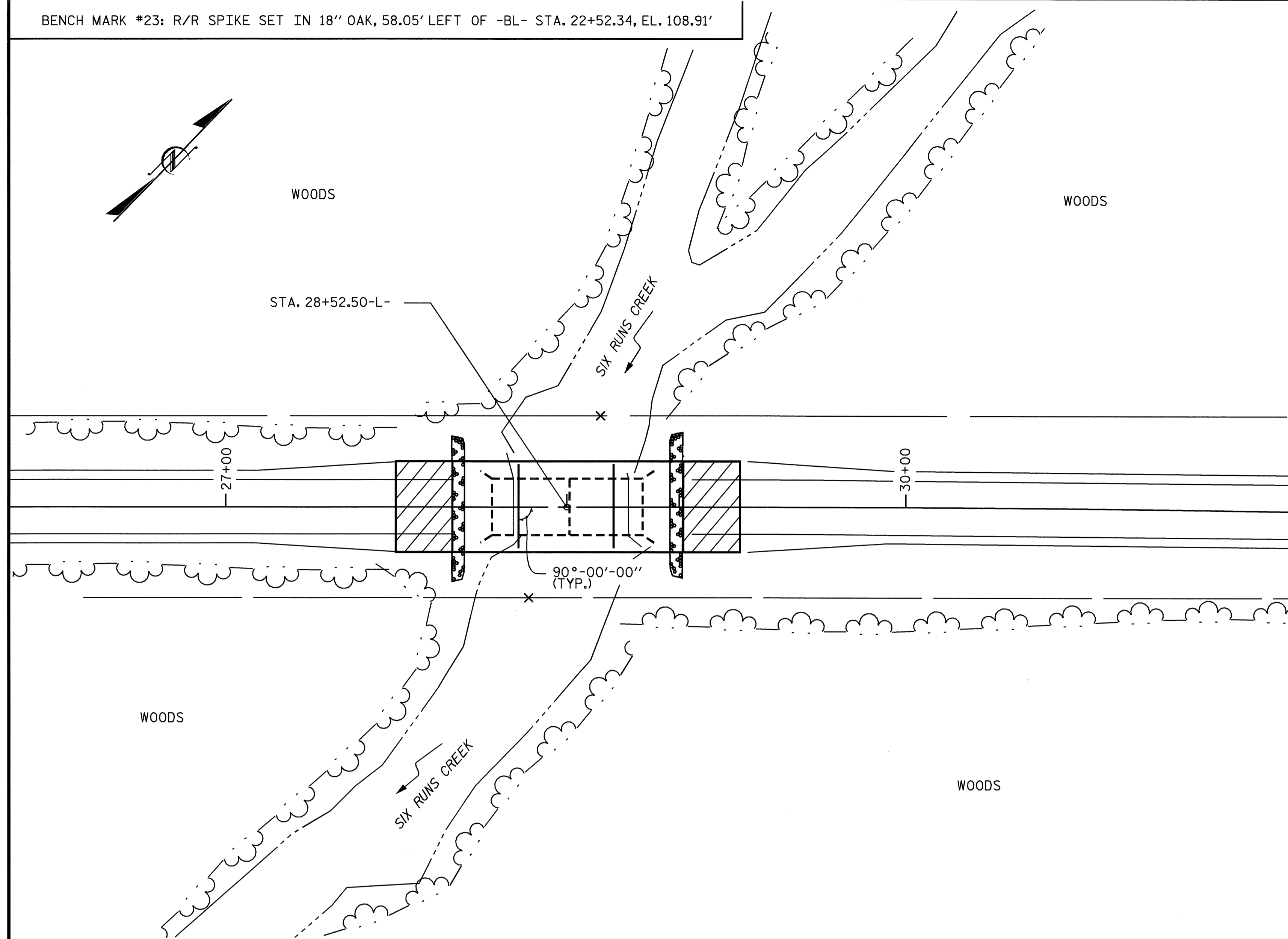


BENCH MARK #23: R/R SPIKE SET IN 18" OAK, 58.05' LEFT OF -BL- STA. 22+52.34, EL. 108.91'



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

NOTES

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING, EXCEPT THAT CORED SLAB UNITS HAVE BEEN DESIGNED FOR HS25.

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

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", NOVEMBER, 1995.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLE OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 AND NO. 2 IS 87.0 FEET. THE SCOUR CRITICAL IS FOR USE BY MAINTAINANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

PILES FOR END BENT NO. 1 AND NO. 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 27'-3" & 1 SPAN @ 24'-9". TOTAL LENGTH IS 52'-0", 26' CLEAR ROADWAY, END BENTS: TIMBER CAP / TIMBER PILES, INTERIOR BENTS: STEEL CAP / H-PILES, CRUTCH AT BENT 1, AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT.

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.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

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.

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

PILES AT BENT NOS 1 AND 2 SHALL BE DRIVEN TO AN ELEVATION NO HIGHER THAN 73.0 FT. AND SATISFY THE BEARING CAPACITY OF 50 TONS EACH.

FOR CONSTRUCTION OF SUPERSTRUCTURE, SEE SPECIAL PROVISIONS.

FOR CONSTRUCTION OF SUBSTRUCTURE, SEE SPECIAL PROVISIONS.

FOR PRESTRESSED CONCRETE MEMBERS, SEE SPECIAL PROVISIONS.

UNCLASSIFIED STRUCTURE EXCAVATION SHALL BE MADE TO APPROXIMATE ELEVATION 108.1 FOR BOTH ENDS OF BRIDGE AND LEVEL ACROSS THE WIDTH OF EXCAVATION.

THE HP14 X73 STEEL PILES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. FOR GALVANIZING STEEL PILES, SEE SPECIAL PROVISIONS.

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".

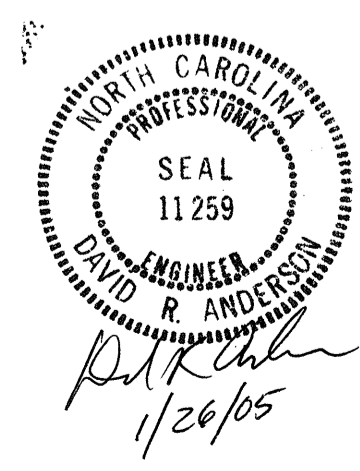
THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF APPROX. 35 FEET EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	HP 12 X 53 STEEL PILES		HP 14 X 73 STEEL PILES		GALVANIZING STEEL PILES	PLAIN RIP RAP CLASS II (2'-0" THICK)	CONSTRUCTION OF SUPERSTRUCTURE	CONSTRUCTION OF SUBSTRUCTURE
	LUMP SUM	LUMP SUM	NO.	LIN.FT.	NO.	LIN.FT.	LUMP SUM	TONS	LUMP SUM	LUMP SUM
SUPERSTRUCTURE									LUMP SUM	
END BENT NO. 1		LUMP SUM	8	320				100		LUMP SUM
BENT NO. 1					9	360	LUMP SUM			LUMP SUM
BENT NO. 2					9	360	LUMP SUM			LUMP SUM
END BENT NO. 2		LUMP SUM	8	320				90		LUMP SUM
TOTAL	LUMP SUM	LUMP SUM	16	640	18	720	LUMP SUM	190	LUMP SUM	LUMP SUM

PROJECT NO. B-3906
SAMPSON COUNTY
 STATION: 28+52.50 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON NC 403
 OVER SIX RUNS CREEK
 BETWEEN
 SR 1740 AND SR 1746

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-22
1			3			TOTAL SHEETS
2			4			38

DRAWN BY: N.Q. TRAN DATE: 6-2-04
 CHECKED BY: M.A. ALLEN DATE: 7-04

25-JAN-2005 14:19
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