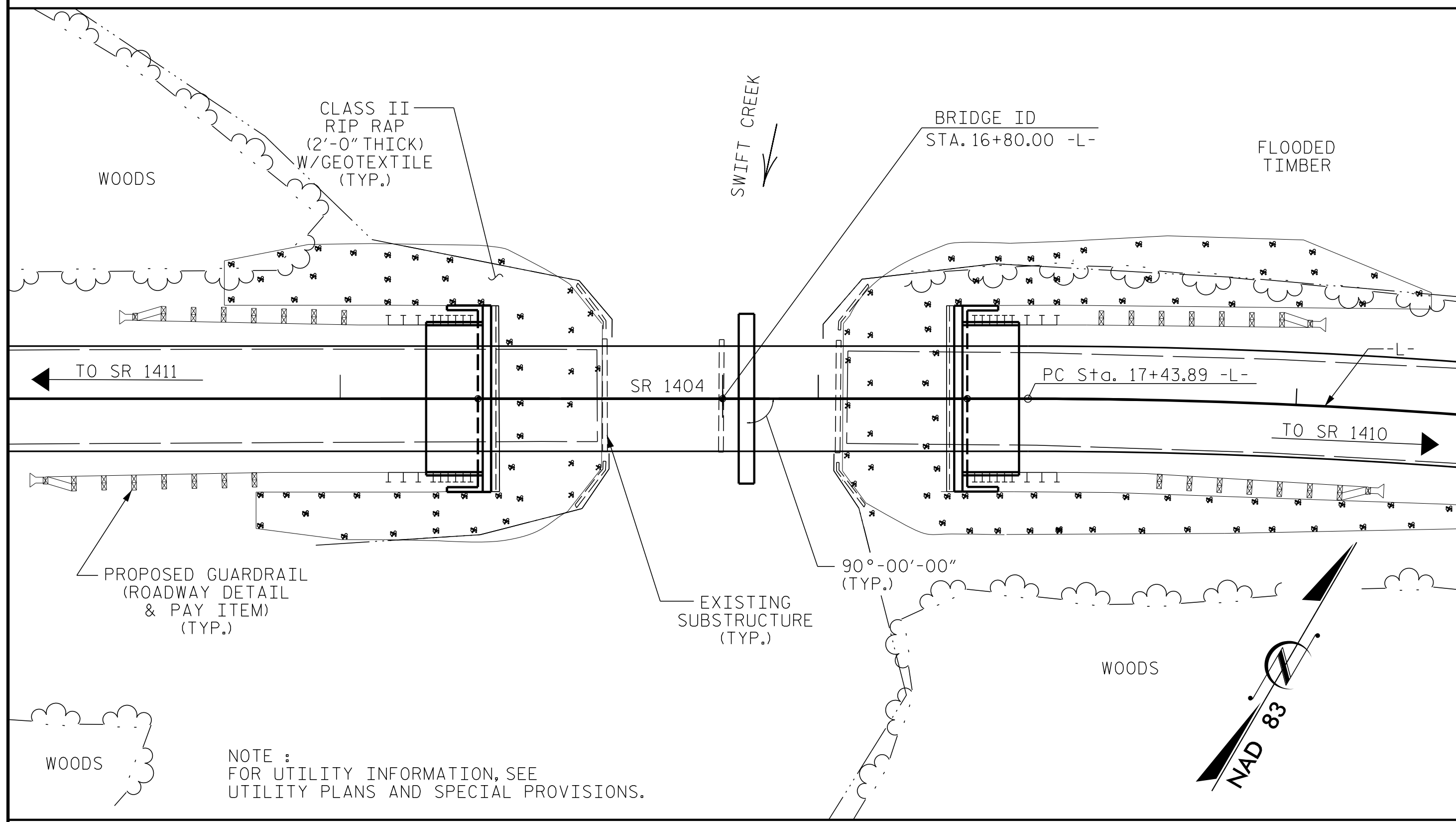


BM-1 (BENCH TIE NAIL SET IN 18" OAK) 28.8' LT OF -L- STA 18+41.2, EL. 77.20, N 842363 E 2388131



LOCATION SKETCH

NOTES :

- ASSUMED LIVE LOAD = HL93 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 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.

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 SAMPLES OF EACH SIZE BAR USED. THE SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 25 FT. 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. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF 2 SPANS 25'-0 WITH A CLEAR ROADWAY WIDTH OF 24' AND HAVING A REINFORCED CONCRETE DECK ON I-BEAMS AND CONCRETE ENCASED I-BEAMS SUPERSTRUCTURE ON A SUBSTRUCTURE OF REINFORCED CONCRETE ABUTMENTS AND REINFORCED CONCRETE POST AND BEAM BENT WIDENED WITH ONE CONCRETE PILE EACH SIDE OF CAP SHALL BE REMOVED. THE EXISTING STRUCTURAL IS CURRENTLY 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 DIFFERENCE 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 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 STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH 'HEC 18-EVALUATING SCOUR AT BRIDGES'.

FOR INTERIOR BENT No. 1, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT SHEETS FOR REQUIRED GALVANIZED LENGTHS. PAYMENT FOR PARTIALLY GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED STEEL PILES.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

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

FOR FIBER OPTIC CONDUIT SYSTEM, 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.

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 16+80.00 -L-'.

SAMPLE BAR REPLACEMENT	
SIZE	LENGTH
#3	6'-2"
#4	7'-4"
#5	8'-6"
#6	9'-8"
#7	10'-10"
#8	12'-0"
#9	13'-2"
#10	14'-6"
#11	15'-10"

NOTE: SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30" (SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND  $f_y = 60\text{ksi}$ .

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 x 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR HP 14 x 73 GALVANIZED STEEL PILES	HP 12 x 53 STEEL PILES		HP 14 x 73 GALVANIZED STEEL PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS		FIBER OPTIC CONDUIT SYSTEM	
	LUMP SUM	LUMP SUM	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	TONS	SQ. YD.	LUMP SUM	NO.	LIN. FT.	LIN. FT.	
SUPERSTRUCTURE															200.50					22	1100.00	196.25
END BENT 1					14.2		2115	7		7	350			4		205	225					
BENT 1					10.7		2136		8			8	400	4								
END BENT 2					14.2		2115	7		7	350			4		210	230					
TOTAL	LUMP SUM	LUMP SUM	1	LUMP SUM	39.1	LUMP SUM	6366	14	8	14	700	8	400	12	200.50	415	455	LUMP SUM	22	1100.00	196.25	

FOUNDATION NOTES :

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT No. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 75 TONS PER PILE AND PILES AT END BENT No. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 65 TONS PER PILE.

DRIVE PILES AT END BENT No. 1 TO A REQUIRED DRIVING RESISTANCE OF 125 TONS PER PILE AND DRIVE PILES AT END BENT No. 2 TO A REQUIRED DRIVING RESISTANCE OF 110 TONS PER PILE.

PILES AT BENT No. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 120 TONS PER PILE.

DRIVE PILES AT BENT No. 1 TO A REQUIRED DRIVING RESISTANCE OF 205 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR SCOUR.

INSTALL PILES AT BENT No. 1 TO A TIP ELEVATION NO HIGHER THAN 37.0.

THE SCOUR CRITICAL ELEVATIONS FOR BENT No. 1 IS ELEVATIONS 58.0. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

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.

PROJECT NO. BR-0111  
 EDGEcombe COUNTY  
 STATION: 16+80.00 -L-

SHEET 2 OF 2

ENGINEER OF RECORD  
 2/20/2020  
  
 JOHN ARTHUR DILWORTH  
 ENGINEER  
 Designed by:  
 John Arthur Dilworth  
  
 1223 Jones Franklin Rd.  
 Raleigh, N.C. 27606  
 Bus: 919 851 8077  
 Fax: 919 851 8107  
 LICENSE NO. F-0377

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

GENERAL DRAWING  
 FOR BRIDGE ON SR 1404  
 OVER SWIFT CREEK  
 BETWEEN SR 1411 AND SR 1409

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S01-2
1			3			TOTAL SHEETS
2			4			18

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

P:\2019\1910401\_BR-0111\Structures\DN\BR1D6E\_5\BR0111\_BR#5\_STR\_GD.dgn  
 1/2/2020 11:03:53 AM

DRAWN BY : J. PENDERGRAFT DATE : 5-19  
 CHECKED BY : J. DILWORTH DATE : 8-19