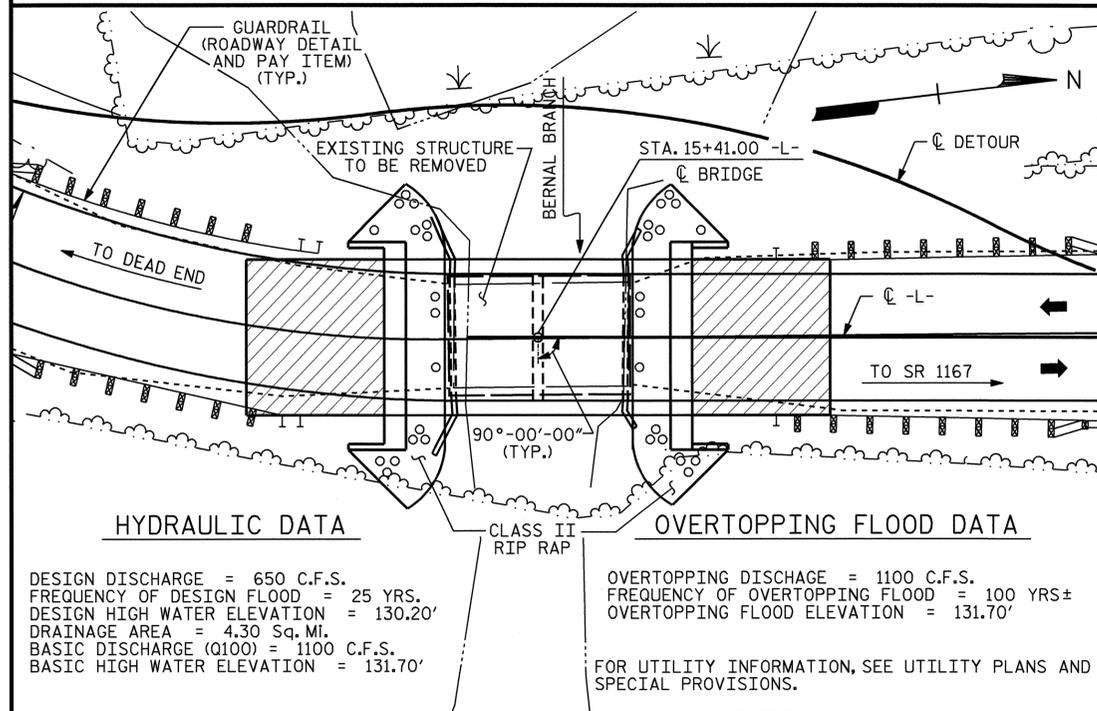


BENCHMARK #1 "BENCLITE" NAIL SET IN 8" HARDWOOD TREE 35.39' RT. OF STA. 7+42.18 -BL-; EL. 133.32



LOCATION SKETCH

---NOTES---

ASSUMED LIVE LOAD = HS20 OR ALTERNATE LOADING.

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

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

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

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.

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.

THE EXISTING STRUCTURE CONSISTING OF 2 SIMPLE SPANS, 2 @ 15'-8", ON A TIMBER DECK WITH ASPHALT WEARING SURFACE ON TIMBER JOISTS AND SUPPORTED BY TIMBER CAPS ON TIMBER PILES WITH A CLEAR ROADWAY WIDTH OF 19'-1" AND LOCATED AT THE PROPOSED SITE, SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 14'-3" FT. LEFT AND RIGHT 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.

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

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

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

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 SAMPLES 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.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

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		CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS	
						NO.	LIN. FT.					LIN. FT.	TONS
	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.			99.5				10	497.5
SUPERSTRUCTURE													
END BENT NO. 1			11.2		1786	6	180		105	115			
END BENT NO. 2			11.2		1786	6	90		115	125			
TOTAL	LUMP SUM	LUMP SUM	22.4	LUMP SUM	3572	12	270	99.5	220	240	LUMP SUM	10	497.5

PROJECT NO. B-3670

JOHNSTON COUNTY

STATION: 15+41.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER BERNAL
BRANCH ON SR 1229 BETWEEN
DEAD END AND SR 1167



DRAWN BY : H. T. BARBOUR DATE : 9-23-03
CHECKED BY : D. A. DAVENPORT DATE : 9-03

REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 17