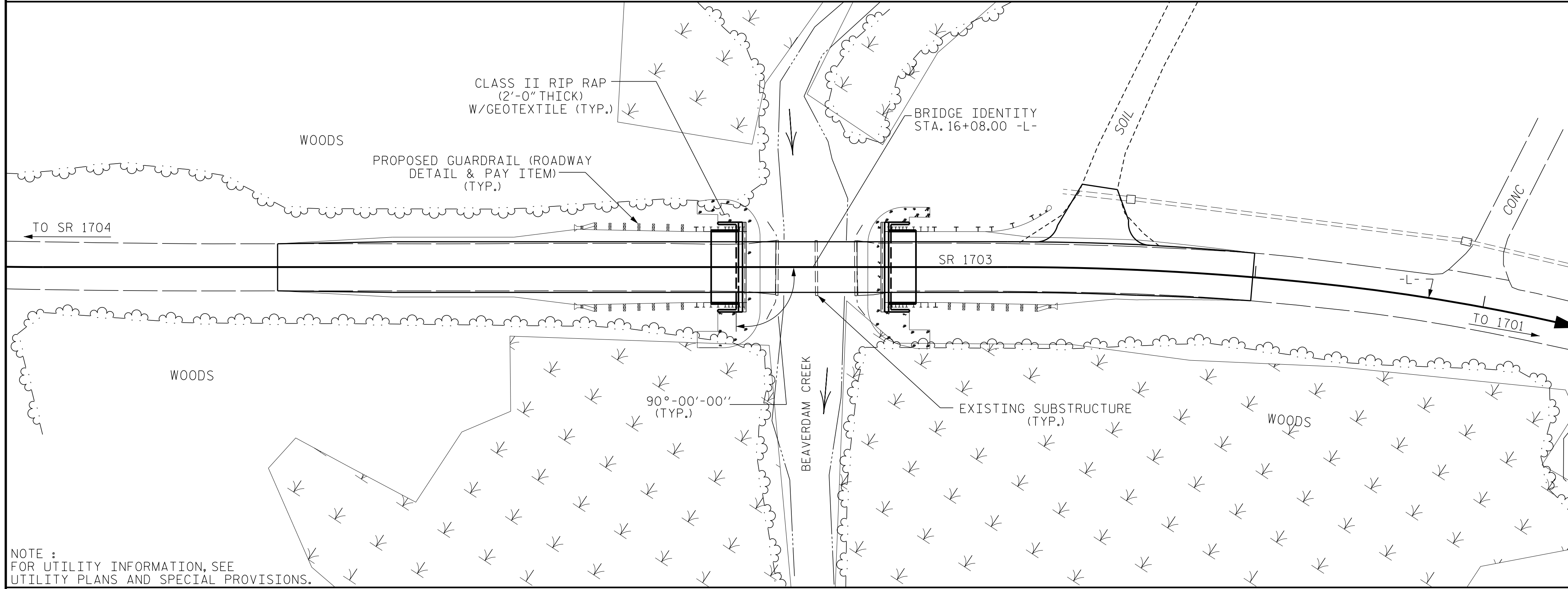


BM-2 (BL STA. 10+55.92 24 RIGHT BENCHTIE IN BASE OF 24" OAK) 40.21' RT OF -L- STA 16+69.78  
EL. 159.85; N 549541, E 2195150



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 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' 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 1 @ 17'-10" AND 1 @ 17'-7" WITH A REINFORCED CONCRETE FLOOR ON TIMBER JOISTS SUPERSTRUCTURE AND A CLEAR ROADWAY WIDTH OF 24'-0" ON A SUBSTRUCTURE CONSISTING OF TIMBER END BENT AND BENT CAPS ON TIMBER PILES AND LOCATED AT THE PROPOSED STRUCTURE LOCATION SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY 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 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.  
AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END 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.  
FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

**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	HP 12 x 53 STEEL PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THK.)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		FIBER OPTIC CONDUIT SYSTEM
	LUMP SUM	LUMP SUM	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EA.	NO.	LIN. FT.	EA.	LIN. FT.	TONS	SQ. YD.	LUMP SUM	NO.	LIN. FT.	LIN. FT.
SUPERSTRUCTURE												130.25				11	715.00	126.00
END BENT 1					21.8		2636	7	7	385	7		100	113				
END BENT 2					21.8		2636	7	7	385	7		75	82				
TOTAL	LUMP SUM	LUMP SUM	1	LUMP SUM	43.6	LUMP SUM	5272	14	14	770	14	130.25	175	195	LUMP SUM	11	715.00	126.00

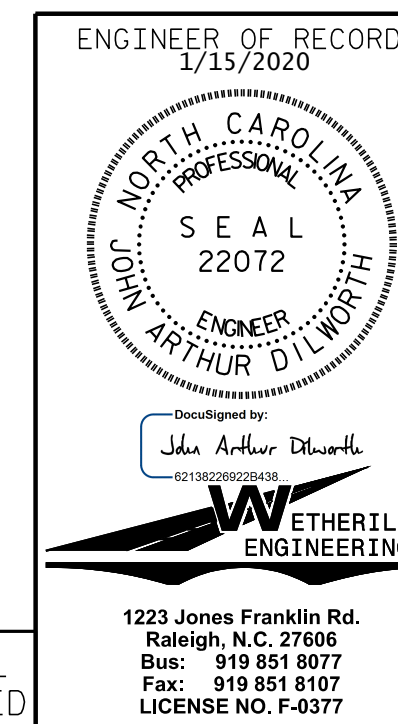
**FOUNDATION NOTES:**

FOR PILES, SEE SECTION 450 OF STANDARD SPECIFICATIONS.  
PILES AT END BENT 1 AND END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 80 TONS PER PILE. DRIVE PILES AT END BENT 1 AND END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 135 TONS PER PILE.  
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.

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  $f_y = 60\text{ksi}$ .

PROJECT NO. BR-0122  
SAMPSON COUNTY  
STATION: 16+08.00 -L-  
SHEET 2 OF 2



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

**GENERAL DRAWING**  
BRIDGE ON SR 1703  
OVER BEAVERDAM CREEK  
BETWEEN SR 1704 AND SR 1701

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

DRAWN BY : J. PENDERGRAFT DATE : 2-19  
CHECKED BY : J. DILLWORTH DATE : 4-19

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

1223 Jones Franklin Rd.  
Raleigh, N.C. 27606  
Bus: 919 851 8077  
Fax: 919 851 8107  
LICENSE NO. F-0377

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