

LOCATION SKETCH

GENERAL 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.
 NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
 PRESTRESSED CONCRETE DECK PANELS SHALL BE USED FOR THE DECK. METAL STAY-IN-PLACE FORMS SHALL NOT BE PERMITTED IN THIS PROJECT.
 ALL METALLIZED SURFACES SHALL RECEIVE A SEAL COATING AS SPECIFIED IN TABLE 2 OF THE DEPARTMENTS THERMAL SPRAYED COATINGS (METALLIZATION) PROGRAM. FOR THERMAL SPRAYED COATINGS, SEE SPECIAL PROVISIONS.
 CLASS AA CONCRETE SHALL BE USED IN ALL CAST-IN-PLACE BENT CAPS AND PILE CAPS AND SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR.
 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.
 PRESTRESSED CONCRETE GIRDERS ARE DESIGNED FOR 0 PSI TENSION IN THE PRECOMPRESSED TENSILE ZONE UNDER ALL LOADING CONDITIONS.
 PRECAST PANELS SHALL BE DESIGNED FOR AN ALLOWABLE TENSILE STRESS OF 0 PSI IN THE PRECOMPRESSED TENSILE ZONE UNDER ALL LOADING CONDITIONS.
 THE WATER/CEMENT RATIO FOR CONCRETE PILES SHALL NOT EXCEED 0.40.
 ALL BAR SUPPORTS USED IN THE PARAPET, DECK, BENT CAPS, PILE CAPS, FOOTINGS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
 PRESTRESSED CONCRETE GIRDERS, PRECAST DECK PANELS, AND PILES SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR.
 THE CONCRETE IN THE PILES OF BENT NO. 1 AND 2 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 OF CEMENT. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.
 FOR CONSTRUCTION MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS, SEE SPECIAL PROVISIONS.

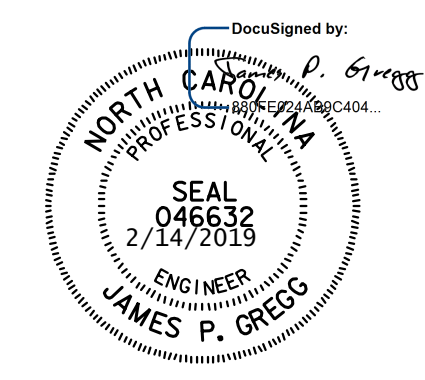
METALIZE PILES IN ACCORDANCE WITH TABLE 2 OF THE DEPARTMENTS THERMAL SPRAYED COATINGS (METALLIZATION) PROGRAM. FOR THERMAL SPRAYED COATINGS, SEE SPECIAL PROVISIONS.
 AFTER DRIVING THE PILES APPLY 1 COAT EACH OF 1080-09 BROWN AND 1080-09 GRAY PAINT TO THE EMBEDDED SECTION OF THE METALLIZED PILE PRIOR TO CONCRETE EMBEDMENT IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS.
 PRIOR TO BEGINNING METALLIZATION THE CONTRACTOR WILL PROVIDE METALLIZED SAMPLES TO THE ENGINEER FOR APPROVAL.
 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.
 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.
 FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.
 FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.
 THIS STRUCTURE CONTAINS THE NECESSARY CORROSION PROTECTION REQUIRED FOR A CORROSIVE SITE.
 AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING 5 SPAN STRUCTURE CONSISTING OF TWO END SPAN LENGTHS OF 65'-4" AND THREE INTERIOR SPAN LENGTHS OF 65'-1" WITH REINFORCED CONCRETE DECK SUPPORTED BY 6 LINES OF 54" PPC GIRDERS AT 8'-0" CTS. AND A 44'-0" CLEAR ROADWAY ON REINFORCED CONCRETE CAPS AND PPC PILES SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND 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 28'-0" LEFT AND 19'-6" RIGHT OF CONTROL LINE RT. 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.

TOTAL BILL OF MATERIAL												
	REMOVAL OF EXISTING STRUCTURE AT STATION 390+15.00 -L-	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION AT STATION 390+15.00 -L-	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS AA CONCRETE	BRIDGE APPROACH SLABS, STATION 390+15.00 -L-	EPOXY COATED REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS		PILE DRIVING SETUP FOR 24" PRESTRESSED CONCRETE PILES
	LUMP SUM	LUMP SUM	EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	L.F.	EACH
SUPERSTRUCTURE	---	---	---	---	10,096	9,716	---	LUMP SUM	---	12	1,228.13	---
END BENT 1	---	---	---	---	---	---	41.4	---	6,618	---	---	---
BENT 1	---	---	---	---	---	---	18.4	---	3,254	---	---	6
BENT 2	---	---	---	---	---	---	18.4	---	3,254	---	---	6
END BENT 2	---	---	---	---	---	---	39.7	---	6,336	---	---	---
TOTAL	LUMP SUM	LUMP SUM	2	LUMP SUM	10,096	9,716	117.9	LUMP SUM	19,462	12	1,228.13	12

TOTAL BILL OF MATERIAL												
	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	24" PRESTRESSED CONCRETE PILES		HP 12x53 STEEL PILES		PILE REDRIVES	TWO BAR METAL RAIL	1'-2" x 2'-6" CONCRETE PARAPET	RIPRAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	ELECTRICAL CONDUIT SYSTEM FOR SIGNALS AT STATION 390+15.00 -L-
	EACH	NO.	L.F.	NO.	L.F.	EACH	L.F.	L.F.	TONS	SQ. YD.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	---	---	---	---	---	---	604.71	619.71	---	---	LUMP SUM	---
END BENT 1	7	---	---	7	525	7	---	---	420	465	---	---
BENT 1	---	6	630	---	---	6	---	---	---	---	---	---
BENT 2	---	6	630	---	---	6	---	---	---	---	---	---
END BENT 2	7	---	---	7	560	7	---	---	405	450	---	---
TOTAL	14	12	1,260	14	1,085	26	604.71	619.71	825	915	LUMP SUM	LUMP SUM

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 fy = 60ksi.



HNTB HNTB NORTH CAROLINA, P.C.
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DRAWN BY: B. NEUPANE DATE: 8/17
 CHECKED BY: B. EMAMI DATE: 9/17
 DESIGN ENGINEER OF RECORD: J. GREGG DATE: 8/18

DWG. NO. 4

PROJECT NO. R-5021
 BRUNSWICK COUNTY
 STATION: POC 390+15.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 LOCATION SKETCH,
 GENERAL NOTES &
 TOTAL BILL OF MATERIAL
 RIGHT LANE

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S6-4
1			3			TOTAL SHEETS
2			4			39