

**NOTES:**

REPAIR LOCATIONS AND ESTIMATED QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER WILL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATIONS AND DESCRIPTION OF THE REPAIRS AND ADJUST THE ACTUAL QUANTITIES ENTERED INTO THE TABLE ABOVE.

CRACKING LOCATIONS AND QUANTITIES FOR LOCATIONS DESCRIBED AS "SCATTERED THROUGHOUT" IN THE INSPECTION REPORT ARE BASED ON THE BEST INFORMATION AVAILABLE. THE ENGINEER AND CONTRACTOR SHALL IDENTIFY AND REPAIR ALL CRACKS  $\geq \frac{1}{16}$ " AS DESCRIBED IN THE SPECIAL PROVISIONS.

AVERAGE CONCRETE COVER IS EXPECTED AS FOLLOWS:  
 DECK & DIAPHRAGMS:  $2\frac{1}{2}$ "  
 GIRDERS:  $2\frac{1}{2}$ " TO REBAR AND  $1\frac{1}{2}$ " TO P/S STRANDS

FOR CONCRETE AND SHOTCRETE REPAIRS, SEE "CONCRETE RESTORATION DETAILS" SHEETS.

SHOTCRETE REPAIRS MAY BE REPLACED WITH CONCRETE REPAIRS WITH THE APPROVAL OF THE ENGINEER.

REPAIRS TO PRESTRESSED CONCRETE GIRDERS, SEE SPECIAL PROVISIONS FOR "PRESTRESSED CONCRETE GIRDERS WITH THERMAL SPRAY ANODE".

ADDITIONAL QUANTITIES OF CONCRETE REPAIR ARE ANTICIPATED. DUE TO LACK OF INFORMATION, ALL AREAS ARE NOT KNOWN. QUANTITY INCLUDES CONTINGENCIES AND ARE ANTICIPATED TO BE SUFFICIENT FOR ACTUAL QUANTITIES ENCOUNTERED.

CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL MISSING AND/OR DAMAGED RAIL COMPONENTS, AS WELL AS TIGHTENING ALL LOOSE RAIL CONNECTIONS.

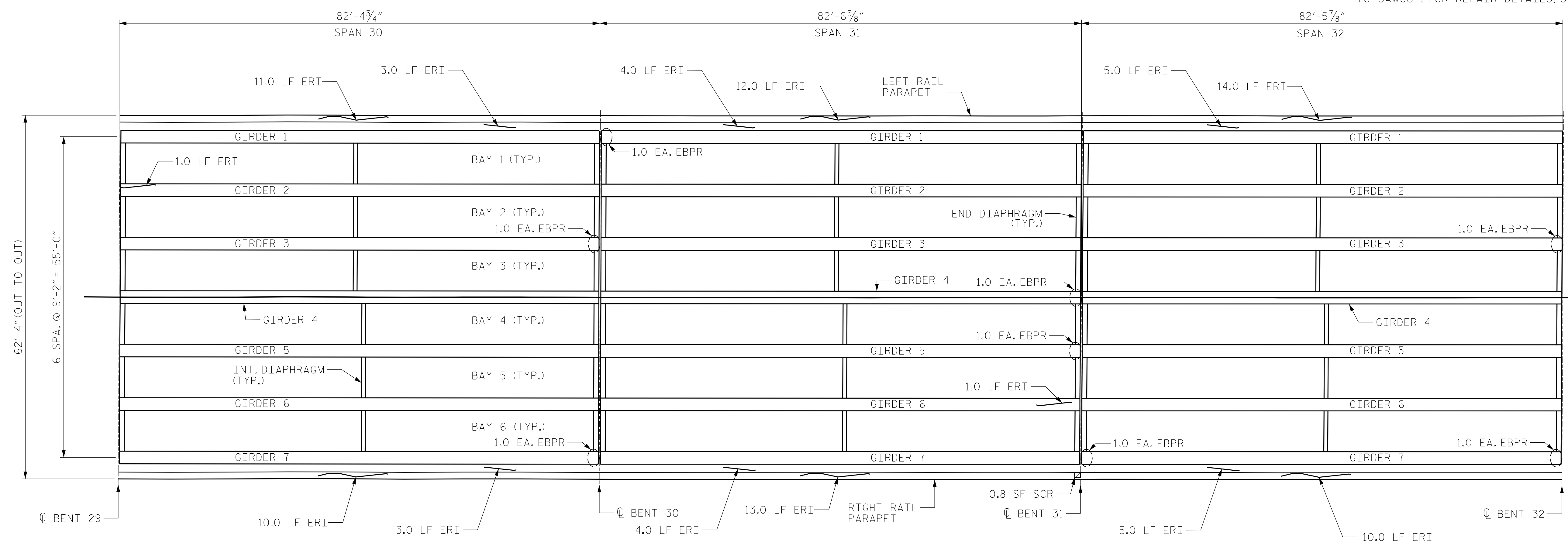
FOR 2-BAR METAL RAIL REPAIRS, SEE SPECIAL PROVISIONS.

FOR BEARINGS, SEE BEARING REPLACEMENT SHEETS.

LEGEND	
	P/S CONC. GIRDER REPAIR (PSGR)
	SHOTCRETE REPAIR (SCR)
	EPOXY RESIN INJECTION (ERI)
	ELASTOMERIC BEARING PAD REPLACEMENT (EBPR)

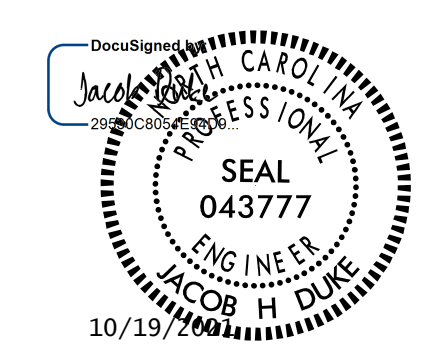
	AS-BUILT REPAIR QUANTITY TABLE			
	ESTIMATE		ACTUAL	
SHOTCRETE REPAIRS	AREA SQ. FT.	VOLUME CU. FT.	AREA SQ. FT.	VOLUME CU. FT.
UNDERSIDE OF DECK & OVERHANG				
DIAPHRAGMS				
RAILS	0.8	0.4		
P/S CONC. GIRDER REPAIRS	AREA SQ. FT.	VOLUME CU. FT.	AREA SQ. FT.	VOLUME CU. FT.
GIRDERS				
EPOXY RESIN INJECTION	LIN. FT.		LIN. FT.	
DECK, DIAPHRAGMS, AND PARAPETS	94.0			
GIRDERS	2.0			

VALUES IN CHART REPRESENT ESTIMATED REPAIR TOTALS AFTER REMOVAL OF UNSOUND CONCRETE. MINIMUM OF 1" BEHIND REBAR AND MINIMUM 2" CLEARANCE TO SAWCUT. FOR REPAIR DETAILS, SEE "CONCRETE RESTORATION DETAILS" SHEETS.



PLAN OF SPAN

PROJECT NO. 15BPR.46  
DARE COUNTY  
 BRIDGE NO. 270012



**KCA**  
**KISINGER CAMPO & ASSOCIATES**  
 301 FAYETTEVILLE ST., SUITE 1500  
 RALEIGH, NC 27601 (919) 882-7839  
 NC FIRM LICENSE: C-1506

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUPERSTRUCTURE REPAIRS					
SPANS 30 THRU 32					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					S-33
					TOTAL SHEETS 137

DRAWN BY : ALLEN J. MCSWAIN DATE : 9/30/2020  
 CHECKED BY : JACOB H. DUKE DATE : 10/1/2020  
 DESIGN ENGINEER OF RECORD: JACOB H. DUKE DATE : 10/1/2020

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED