

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTS OF 2 SPANS AT 30 FT. ON A TIMBER FLOOR ON STEEL I-BEAMS WITH AN ASPHALT WEARING SURFACE AND A CLEAR ROADWAY OF 17'-8". THE SUBSTRUCTURE CONSISTS OF TIMBER CAPS ON TIMBER POST & SILLS AT THE BENT AND END BENTS. THE EXISTING BRIDGE WAS LOCATED AS THE PROPOSED STRUCTURE AND WAS WASHED AWAY DURING A 2024 STORM EVENT. ANY REMAINING SUBSTRUCTURE ELEMENTS SHALL BE REMOVED.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE 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.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROIVISIONS.

FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES".

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50 AND PAINTED WITH SYSTEM 1 OR HOT DIPPED GALVANIZED IN ACCORDANCE WITH THE STRUCTURAL STEEL COATINGS PROGRAM AND SECTION 442-8 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE NOTED ON THE PLANS.

COATING APPLICATION FOR ALL STRUCTURAL STEEL SHALL NOT BE PERFORMED UNTIL SHOP FABRICATION INCLUDING CUTTING, DRILLING AND WELDING HAS BEEN COMPLETED.

ALL TIMBER AND LUMBER MEMBERS SHALL BE TREATED SOUTHERN PINE AND CONFORM TO SECTION 1082 OF THE STANDARD SPECIFICATIONS.

ALL TIMBER DIMENSIONS SHOWN ON THE PLANS ARE NOMINAL DIMENSIONS.

WHEN FIELD CUTTING TIMBER MEMBERS, TREAT NEWLY EXPOSED SURFACES WITH EITHER A BITUMINOUS ASPHALT-BASED ROOFING CEMENT, COPPER NAPHTHENATE PASTE, OR APPROVED PRESERVATIVE SYSTEM BEFORE INSTALLING.

TREAT ALL DRILLED OR NEWLY EXPOSED HOLES IN TIMBER MEMBERS BY PUMPING WITH BITUMINOUS ASPHALT-BASED ROOFING CEMENT, OR APPROVED PRESERVATIVE SYSTEM BEFORE INSTALLING HARDWARE.

PRE-DRILL HOLES IN TIMBER AND LUMBER MEMBERS ACCEPTING BOLTS TO ELIMINATE SPLITTING.

ALL HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATION, UNLESS OTHERWISE NOTED ON THE PLANS.

DO NOT DRIVE LAG/STRUCTURAL SCREWS WITH A HAMMER, SCREW OR TORQUE LAG/STRUCTURAL SCREWS.

SCREWS SHALL PROVIDE SUFFICIENT LENGTH SO THAT SCREW SHANK WILL PENETRATE RECEIVING MEMBERS.

FOR TIMBER BRIDGE RAIL SYSTEM, INCLUDING LUMBER, DELINEATORS, HARDWARE FOR BOLT CONNECTIONS, HARDWARE FOR SCREW CONNECTIONS AND ALUMINUM DRIP EDGE, SEE TIMBER BRIDGE SUPERSTRUCTURE ON STEEL BEAMS SPECIAL PROVISION.

FOR TIMBER BRIDGE DECK SYSTEM, INCLUDING HARDWARE FOR BOLT CONNECTIONS AND HARDWARE FOR SCREW CONNECTIONS, SEE TIMBER BRIDGE SUPERSTRUCTURE ON STEEL BEAM SPECIAL PROVISION.

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

FOR TIMBER BRIDGE FLASHING MEMBRANE, SEE SPECIAL PROVISIONS.

FOR TIMBER BRIDGE DECK WATERPROOFING MEMBRANE, SEE SPECIAL PROVISIONS.

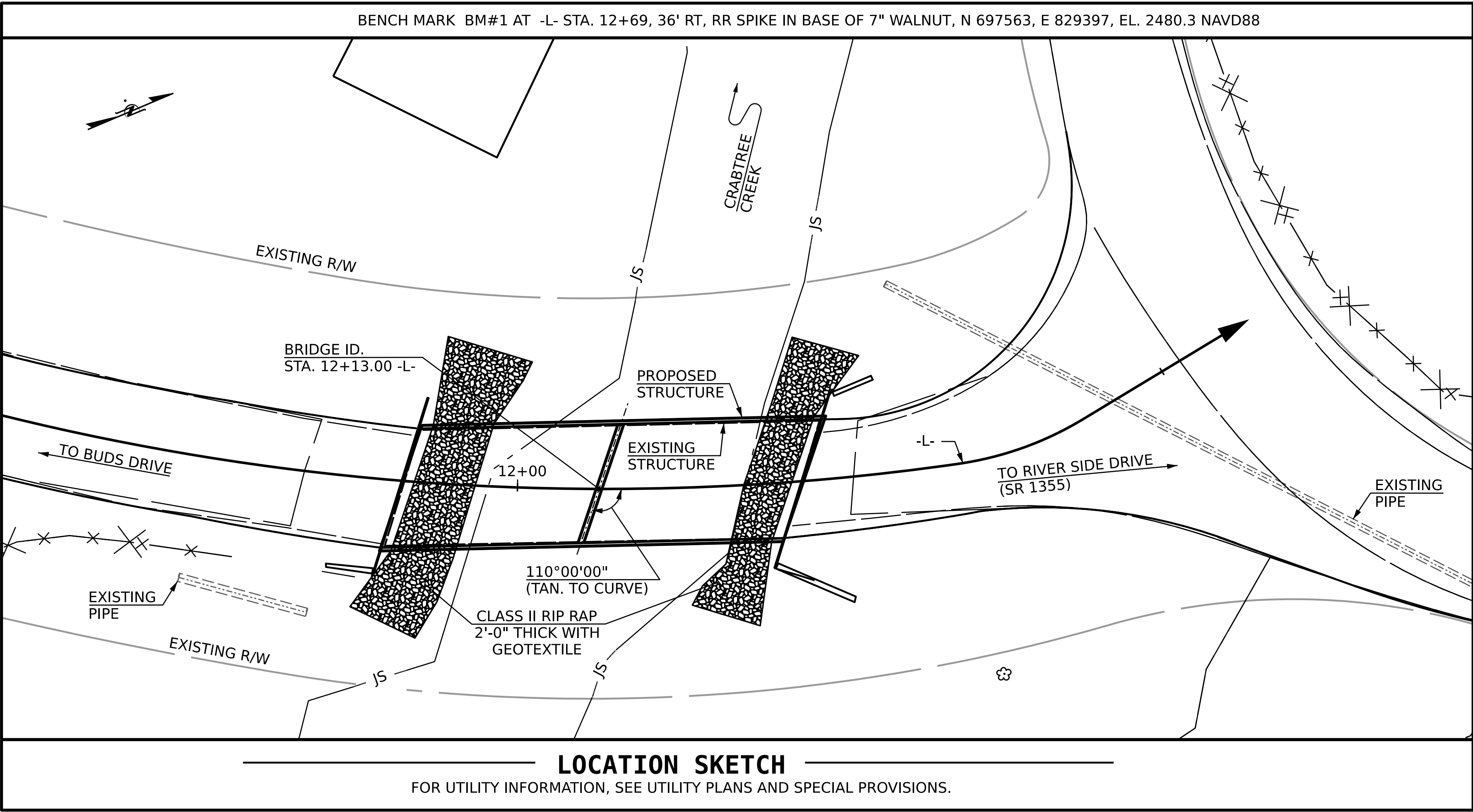
THE MATERIAL IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 18.0 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE SCOUR CRITICAL EXCAVATION FOR BENT 1 IS ELEVATION 2461.0. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE WORK PAD, THE CLASS II RIP RAP USED FOR THE WORK PAD MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 12+13.00 -L-.

TOTAL BILL OF MATERIAL

	CONSTRUCTION MAINTENANCE & REMOVAL OF TEMP.ACCESS	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	REINFORCING STEEL	APPROX. 32,400 LBS. STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 14x73 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR HP 14x73 GALVANIZED STEEL PILES	HP 14x73 STEEL PILES	HP 14x73 GALVANIZED STEEL PILES	STEEL PILE POINTS	RIP RAP CALSS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	TIMBER BRIDGE DECK SYSTEM	TIMBER BRIDGE RAIL SYSTEM
	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LUMP SUM	CU. YDS.	LBS.	LUMP SUM	EA.	EA.	LIN. FT.	LIN. FT.	EA.	TON	SQ. YDS.	LUMP SUM	LUMP SUM	LIN. FT.
SUPERSTRUCTURE									LUMP SUM								LUMP SUM	LUMP SUM	115.26
END BENT 1				50.0	22.0	LUMP SUM	21.4	2,646		5		145		5	90	100			
BENT 1				131.0	21.0		6.4	1,212			5		180	5					
END BENT 2				29.8	20.0		26.7	2,998		5		155		5	60	65			
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	210.8	63.0	LUMP SUM	54.5	6,856	LUMP SUM	10	5	300	180	15	150	165	LUMP SUM	LUMP SUM	115.26



DRAWN BY :	B. H. GONFA	DATE :	JUL 2025
CHECKED BY :	B. D. KLAPPENBACH	DATE :	JUL 2025
DESIGN ENGINEER OF RECORD:	B. D. KLAPPENBACH	DATE :	JUL 2025

PROJECT NO.: 18314.1044073

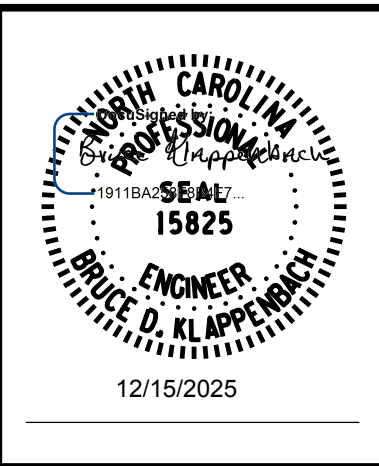
HAYWOOD COUNTY

STATION: 12+13.00 -L-

SHEET 5 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
LOCATION SKETCH,
NOTES , AND TOTAL
BILL OF MATERIAL



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			S-5
2			4			TOTAL SHEETS 21

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED