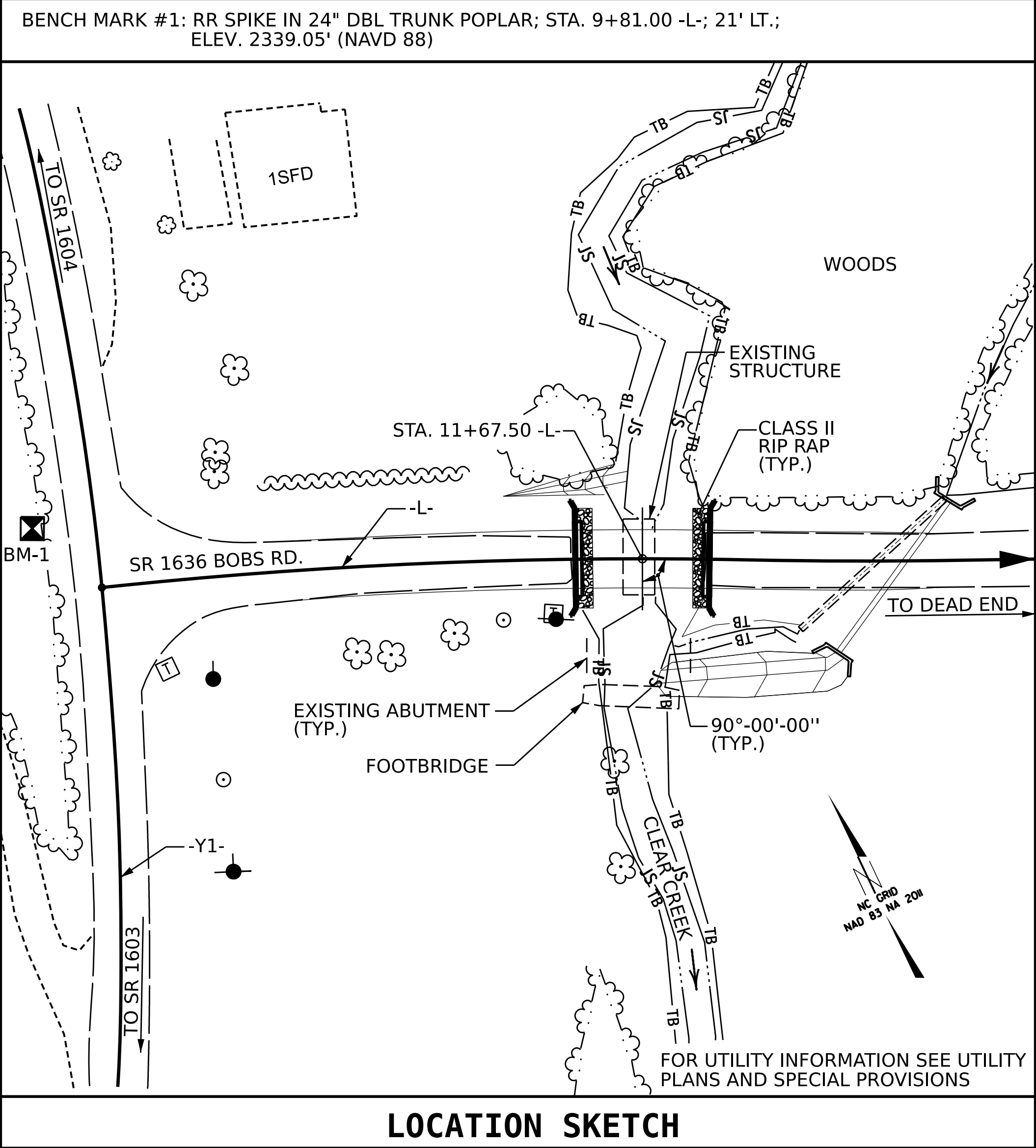


8/26/21



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 MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 25 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.

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 PROVISIONS.

THE EXISTING 96"Ø CMP AND THE EXISTING ABUTMENTS LOCATED DOWNSTREAM SHALL BE REMOVED. THE REMOVAL 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 96"Ø PIPE AND ABUTMENTS IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

NOTES

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

FOR ASBESTOS ASSESSMENT,SEE SPECIAL PROVISIONS.

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 NO.1 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.

FOR TIMBER FLASHING MEMBRANE, SEE SPECIAL PROVISIONS.

FOR TIMBER BRIDGE DECK WATERPROOFING, SEE SPECIAL PROVISIONS.

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 THREADS AND 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 BEAMS SPECIAL PROVISION.

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

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 STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

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 = 60ksi.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	REINFORCING STEEL	APPROX. 33,500 LBS. STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	HP 12 X 53 STEEL PILES		RIP RAP CLASS II (3'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	TIMBER DECK SYSTEM	TIMBER BRIDGE RAIL SYSTEM
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YDS.	LBS.	LUMP SUM	No.	No.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	LUMP SUM	LIN. FT.
SUPERSTRUCTURE						LUMP SUM						LUMP SUM	LUMP SUM	40.5
END BENT 1			LUMP SUM	14.7	1,448		4	4	220	25	28			
END BENT 2			LUMP SUM	14.7	1,448		4	4	180	25	28			
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	29.4	2,896	LUMP SUM	8	8	400	50	56	LUMP SUM	LUMP SUM	40.5

PROJECT NO. DF18314.2045324

HENDERSON COUNTY

STATION: 11+67.50 -L-

SHEET 3 OF 3



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

TGS ENGINEERS
201 W. MARION ST STE 200
SHELBY, NC 28150
PH (704) 476-0003
CORP. LICENSE NO.: C-0275

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER
CLEAR CREEK
ON SR 1636 BETWEEN
SR 1602 AND DEAD END

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

ASSEMBLED BY: ZCS DATE : 6/25
CHECKED BY : MGC DATE : 8/25