

- LOCATION SKETCH -

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	3'-0" DIA. DRILLED PIERS IN SOIL	3'-0" DIA. DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 3'-0" Ø DRILLED PIER	SID INSPECTIONS	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL
	LUMP SUM	LUMP SUM	LIN. FT	LIN. FT	LIN. FT	EACH	EACH	LUMP SUM	CU. YDS.	LUMP SUM	LBS
SUPERSTRUCTURE										LUMP SUM	
END BENT 1								LUMP SUM	26.9		2,611
BENT 1			72.2	21	72.2	1	1		15.2		10,254
END BENT 2								LUMP SUM	20.0		2,449
TOTAL	LUMP SUM	LUMP SUM	72.2	21	72.2	1	1	LUMP SUM	62.1	LUMP SUM	15,314

TOTAL BILL OF MATERIAL

	SPIRAL COLUMN REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 STEEL PILES	HP 12X53 STEEL PILES		SHEET PILE RETAINING WALLS	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" x 1'-9" PRESTRESSED CORED SLAB UNITS		3'-0" x 2'-0" PRESTRESSED CORED SLAB UNITS	
	LBS	EACH	NO.	LIN. FT.	SQ. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	NO.	LIN. FT.
SUPERSTRUCTURE						240.5			LUMP SUM	10	500	10	700
END BENT 1		5	5	175	2,042		31	46					
BENT 1	1,979												
END BENT 2		5	5	75			70	77					
TOTAL	1,979	10	10	250	2,042	240.5	101	123	LUMP SUM	10	500	10	700



VHB Engineering NC, P.C. (C-3705)  
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DRAWN BY : E.C. PHELPS DATE : 11/2024  
CHECKED BY : W.K. FISCHER DATE : 11/2024  
DESIGN ENGINEER OF RECORD: W.K. FISCHER DATE : 12/2024

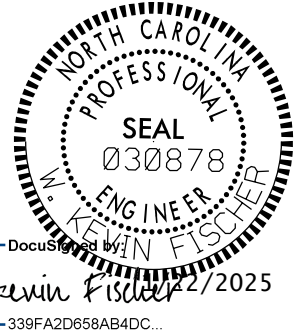
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chontigman

NOTES

- ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.
- THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF 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 EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- THE SUBSTRUCTURES 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 SUBSTRUCTURES SHOWN ON THE PLANS AND ACTUAL CONDITIONS AT THE PROJECT SITE.
- 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. ALL EXISTING BRIDGE ELEMENTS CURRENTLY IN THE WATER SHALL BE REMOVED.
- THE EXISTING STRUCTURE #430046 IS CLOSED AND NOT ACCESSIBLE DUE TO THE STRUCTURE FAILING DURING SEVERE FLOOD.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES".
- INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE".
- THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE 30 FT± (LEFT) AND 33 FT ± (RIGHT) AT THE END BENTS OF THE 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.
- ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ROADWAY PLANS.
- FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.
- FOR SHEET PILE RETAINING WALLS, SEE SECTION 452 OF THE STANDARD SPECIFICATIONS.

FOUNDATION NOTES

- FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.
- FOR DRILLED PIERS, SEE SECTION 411 OF THE STANDARD SPECIFICATIONS.
- PZ27 SHEETING ARE TO BE DRIVEN IN FRONT OF HP12X53 (STREAM SIDE) AND ALONG THE BRIDGE WINGS AT END BENT NO. 1 AS SHOWN IN THE PLANS.
- SHEET PILES FOR THE VERTICAL WALLS SHOULD BE DRIVEN TO REFUSAL AT AN ELEVATION OF APPROXIMATELY 2474 FT FOR END BENT NO. 1.
- THE SCOUR CRITICAL ELEVATION FOR THE SHEET PILES AT END BENT NO. 1 IS 2492 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.
- DRILLED PIERS AT BENT NO. 1 HAVE AN ESTIMATED TIP NO HIGHER THAN ELEVATION OF 2470 FT FOR BID PURPOSES ONLY.
- DRILLED PIERS AT BENT NO. 1 REQUIRE PILOT BORINGS THAT WILL BE USED TO DETERMINE THE REQUIRED TIP NO HIGHER THAN ELEVATION. THE ENGINEER WILL REVIEW THE RESULTS INCLUDING ROCK CORES TO DETERMINE THE TIP ELEVATION FOR EACH DRILLED PIER. SEE GEOTECHNICAL SPECIAL PROVISION FOR PILOT BORINGS.
- THE SCOUR CRITICAL ELEVATIONS FOR BENT NO. 1 WILL BE DETERMINED AFTER PILOT BORINGS ARE DRILLED. THE SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURES.



PROJECT NO. **DF18314.2044188**

**HAYWOOD** COUNTY

STATION: **12+67.00 -L-**

SHEET 3 OF 3

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER  
JONATHANS CREEK ON SR 1364  
(COLEMAN MOUNTAIN RD)  
BETWEEN US 276 AND  
SHADY RIDGE RD

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

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