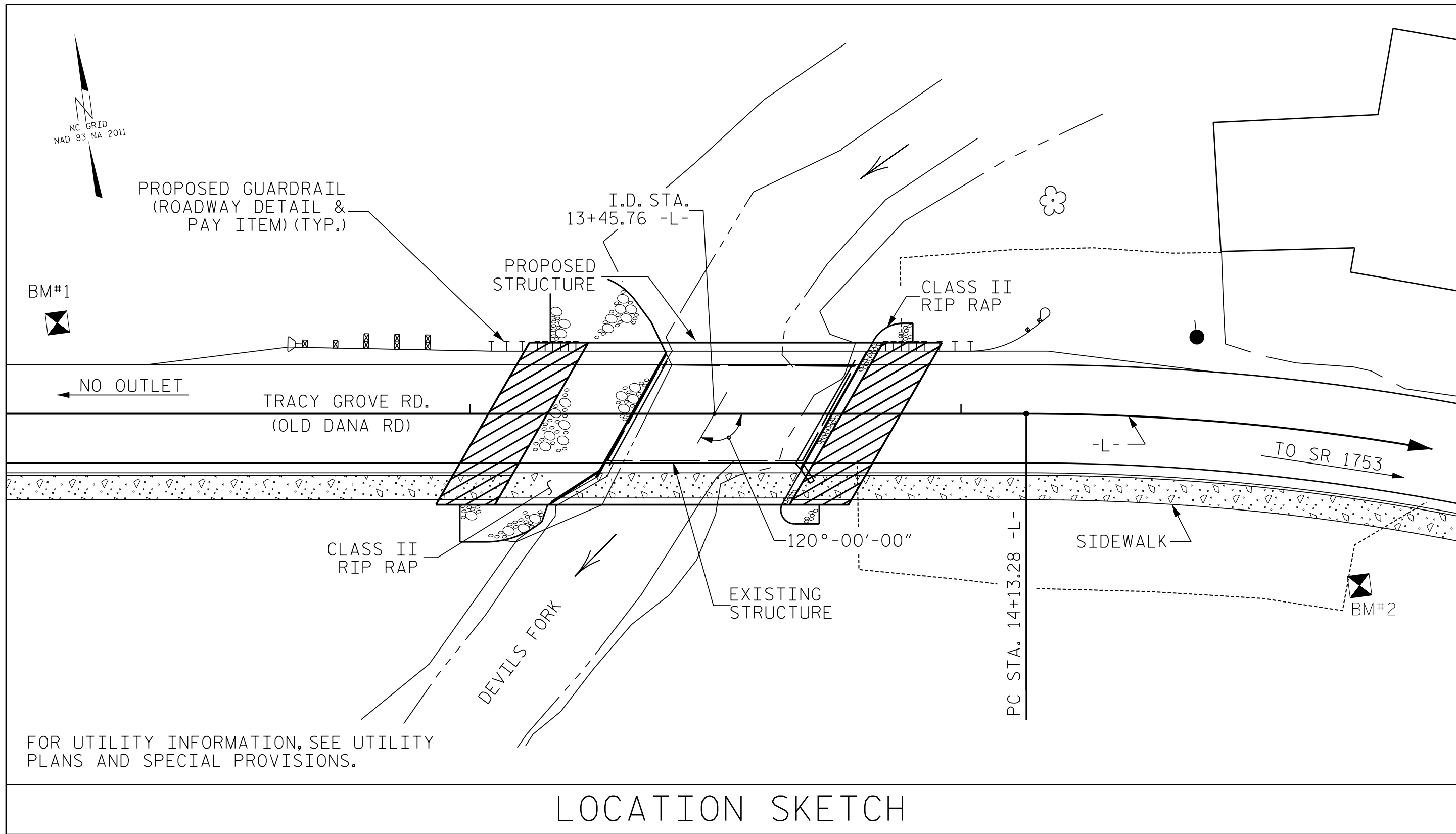


V & M PROJECT NO.: 31640-05 HENDERSONVILLE B-5929

BM #1: CHISELED X IN TOP BOLT OF FIRE HYDRANT, 18.5' LEFT OF STA. 12+16 -L-, ELEV. 2082.70



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE = 1800 CFS
DESIGN FREQUENCY = 25 YRS
DESIGN HW ELEVATION = 2082.2 FT
BASE DISCHARGE = 2600 CFS
BASE FREQUENCY = 100 YRS
BASE HW ELEVATION = 2083.9 FT

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 1930 CFS
OVERTOPPING FREQUENCY = 25+ YRS
OVERTOPPING ELEVATION = 2082.5 FT
DRAINAGE AREA = 8.24 SQ. MI.

GENERAL 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 EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 40'-8" OF TIMBER DECK ON STEEL I-BEAMS WITH A CLEAR RDWY WIDTH OF 19 FT., ON END BENTS OF TIMBER CAP, TIMBER PILES, AND REINFORCED CONCRETE, LOCATED AT THE PROPOSED SITE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, THE LOAD LIMIT MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

NOTE SPECIAL INSTRUCTIONS ON SHEET S-1 REGARDING REMOVAL OF EXISTING ABUTMENTS.

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.

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

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.

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.

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

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS (360,000 KG) OF REINFORCING STEEL, ONE 30 INCH (760 MM) SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS (360,000 KG) OF REINFORCING STEEL, TWO 30 INCH (760 MM) 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.

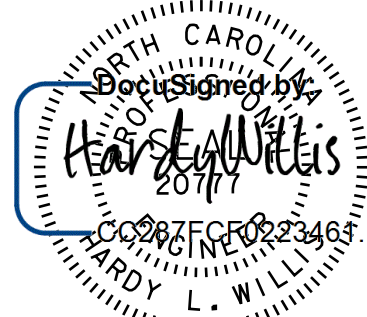
FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

FOR CORED SLAB AND BOX BEAM POST TENSIONING, SEE SPECIAL PROVISIONS.

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 $f_y = 60\text{ksi}$.



6/4/2026

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

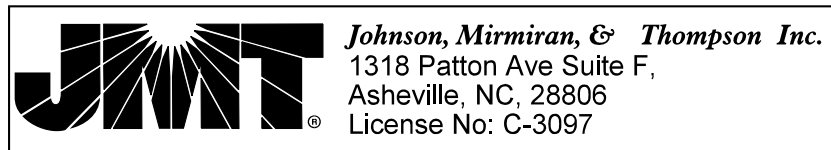
PROJECT NO. B-5929

HENDERSON COUNTY

STATION: 13+45.76 -L-

SHEET 2 OF 2 REPLACES BRIDGE #350

TOTAL BILL OF MATERIAL																			
	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS AA CONCRETE	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	EPOXY COATED REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES	STEEL PILE POINTS	THREE BAR METAL RAIL	42" OREGON RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" x 2'-0" PRESTRESSED CONCRETE CORED SLABS		
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YARDS	CU. YARDS	LUMP SUM	LBS.	LBS.	EACH	NO.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	TONS	SQ. YARDS	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE				15.3		LUMP SUM		760					56.8	65.0			LUMP SUM	11	715.0
END BENT 1			LUMP SUM		24.5		2956		7	7	140	7			110	123			
END BENT 2			LUMP SUM		29.7		3220		7	7	105	7			40	42			
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	15.3	54.2	LUMP SUM	6176	760	14	14	245	14	56.8	65.0	150	165	LUMP SUM	11	715.0



DWN. BY: WC
CHKD. BY: HLW
DSG. ENG. OF RECORD.: RTS

DATE: 06/17
DATE: 06/17
DATE: 06/17

REVISIONS

NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO.
S-2
TOTAL
SHEETS
25