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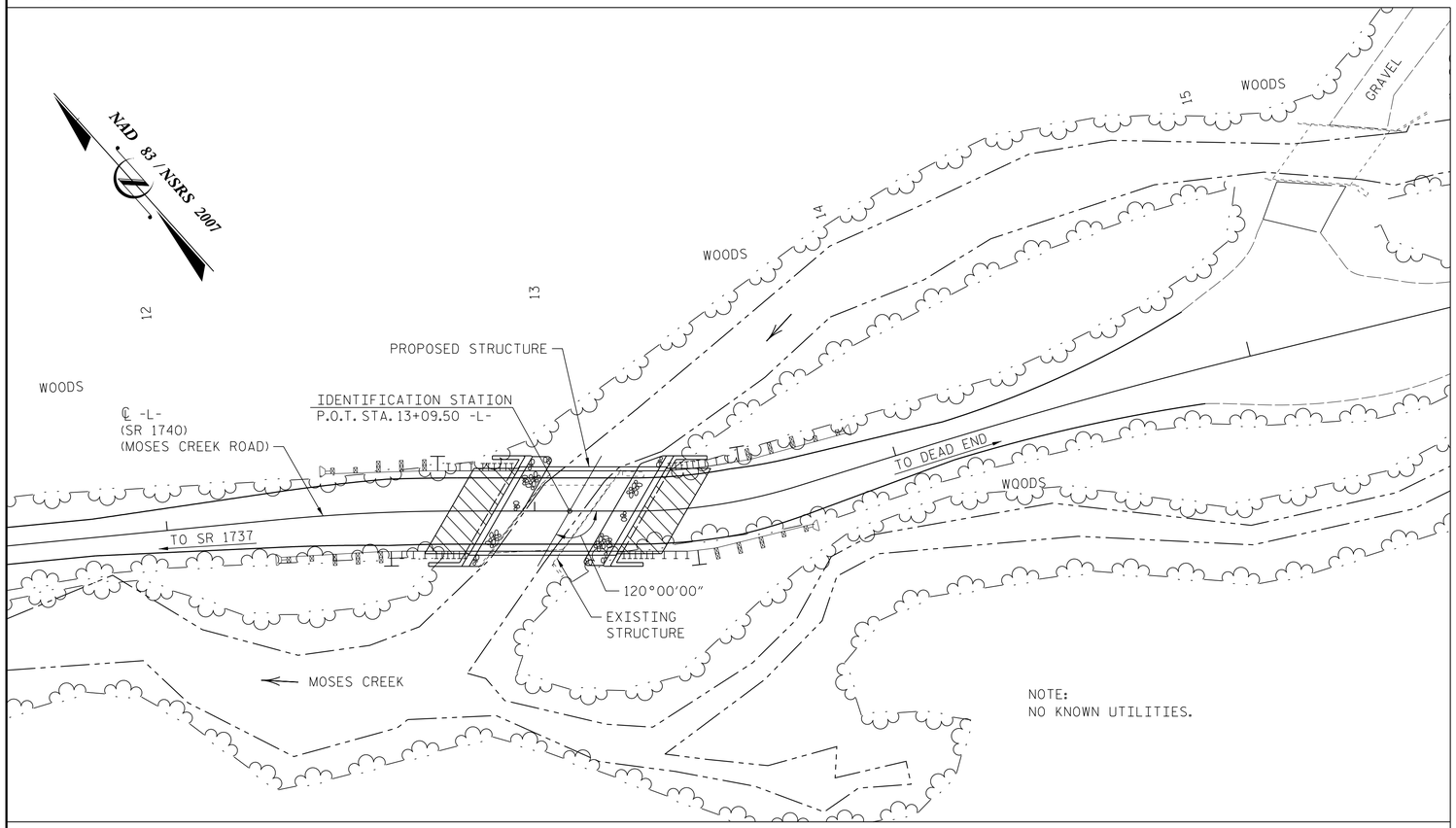
BENCH MARK: BM#1 - RR SPIKE IN 2' HICKORY,
23.27' LEFT OF -L- STA. 13+58.27
(20.36' LEFT OF -BL- STA. 7+92.84)
ELEV. 2587.20, NAVD 1988



NOTE:
NO KNOWN UTILITIES.

LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR SEISMIC PERFORMANCE ZONE 1.

THE EXISTING STRUCTURE CONSISTING OF 1 @ 20'-6" SPAN, 17'± CLEAR ROADWAY WIDTH, TIMBER FLOOR ON TIMBER JOIST, ON TIMBER CAPS W/ TIMBER POSTS AND SILLS AND LOCATED AT EXISTING CROSSING FOR PROPOSED STRUCTURE, SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 401-2 OF THE STANDARD SPECIFICATIONS.

THE MATERIAL SHOWN 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 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 COSTS INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO. 1 AND END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 70 TONS PER PILE.

DRIVE PILES AT END BENT NO. 1 AND END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

TESTING PILES WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 1. EXCAVATE HOLES AT PILE LOCATIONS TO ELEVATION 2568.5 FT. FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILE EXCAVATION IS REQUIRED TO INSTALL PILES AT END BENT NO. 2. EXCAVATE HOLES AT PILE LOCATIONS TO ELEVATION 2570 FT. FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

FOR PILE DRIVING CRITERIA, SEE SPECIAL PROVISIONS.

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND 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 DETATILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

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

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGE", MAY, 2001.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

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

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	3'-0" x 1'-9" PRESTRESSED CONCRETE CORED SLAB UNITS		VERTICAL CONCRETE BARRIER RAIL	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	HP 12x53 STEEL PILES		RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	ASBESTOS ASSESSMENT
	LUMP SUM	EACH	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	NO.	LIN. FT.	TONS	SQ. YD.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM		—	—	LUMP SUM	—	8	320	80.29	—	—	—	—	—	—	LUMP SUM	—
END BENT No. 1	—		LUMP SUM	19.5	—	2399	—	—	—	10	40	5	80	15	17	—	—
END BENT No. 2	—		LUMP SUM	19.5	—	2399	—	—	—	—	50	5	80	17	19	—	—
TOTAL	LUMP SUM	1	LUMP SUM	39.0	LUMP SUM	4798	8	320	80.29	10	90	10	160	32	36	LUMP SUM	LUMP SUM

PROJECT NO. 17BP.14.R.62
JACKSON COUNTY
STATION: 13+09.50 -L-

SHEET 2 OF 2 REPLACES BRIDGE NO. 135

AECOM
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7/5/2016

NORTH CAROLINA PROFESSIONAL SEAL 030474 ENGINEER JOHN C. MORRISON

DocuSigned by: John C. Morrison
A2FDE142C82F4AB...

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SR 1740
OVER MOSES CREEK
BETWEEN SR 1737 & DEAD END ROAD
21'-10" CLEAR ROADWAY - 120° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-02
1			3			TOTAL SHEETS
2			4			

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY : MTB DATE : 06/16
CHECKED BY : JCM DATE : 06/16

DATE: 7/5/2016
TIME: 3:54:48 PM

USER: morrisonc
DGN: C:\6023872\400_Tech_Info_Disc_Files\450_NCDOT Std Tech Doc Files\BRG_J35\Structures\40_D15_B_B35_S02_GD02.dgn