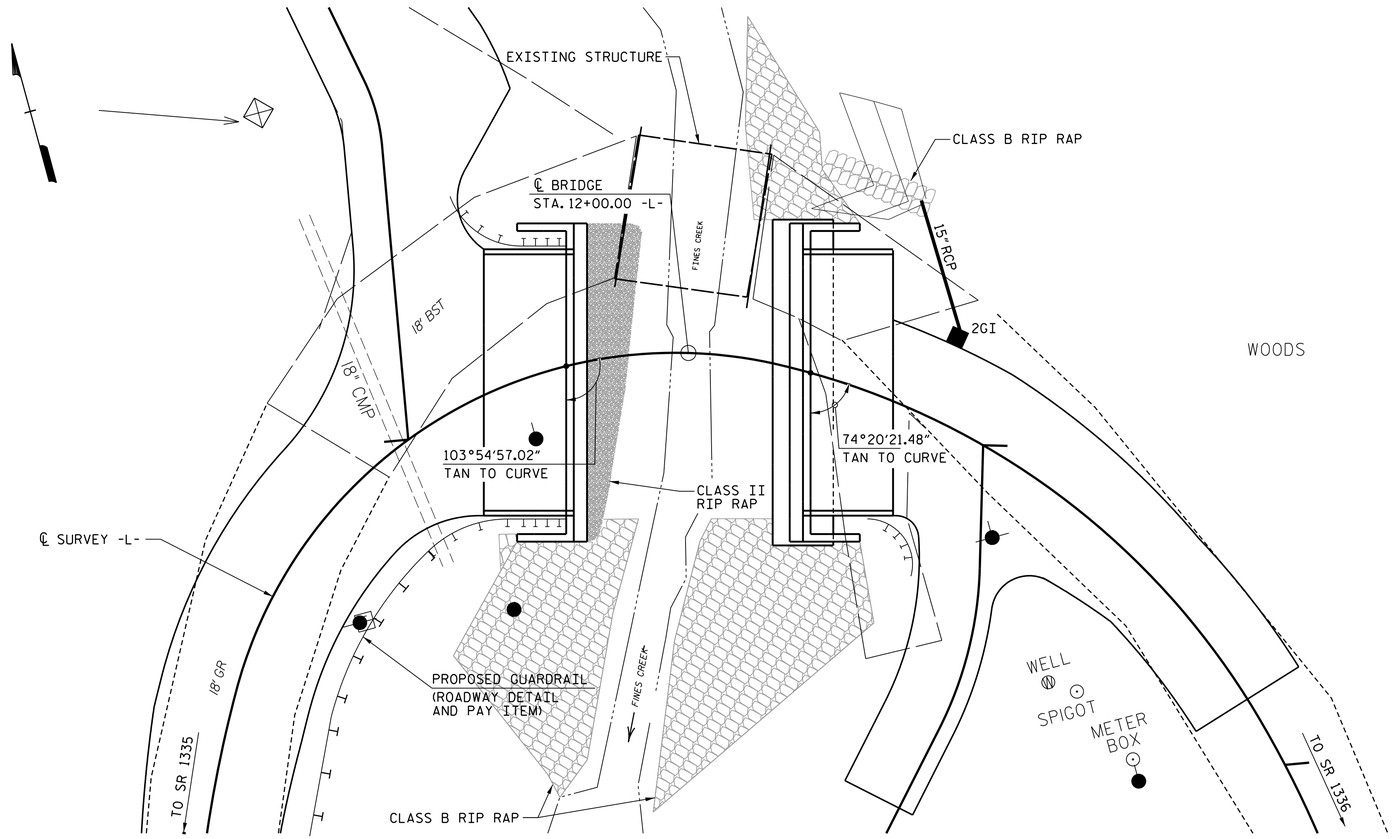
DocuSign Envelope ID: A5CF63EA-A5C2-4AFD-9C68-A60A3BA06728

BM #1 : ℄ STA. 9+94.75, 52.0' LT."X" CHISLED IN ROCK, EL. 3213.39, N744002.59 E834403.77



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.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO 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 402-2 OF THE STANDARD SPECIFICATIONS.

AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF ONE 18'-6" SPAN ON TIMBER FLOOR IN STEEL I-BEAMS ON TIMBER END BENT CAPS 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.

IN AS MUCH 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 AT STATION 12+00.00-L-.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 22 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 COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

SEE TRAFFIC CONTROL PLANS FOR LOCATION AND PAY LIMITS OF THE ANCHORED PORTABLE CONCRETE BARRIER.

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

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

FOR UTILITY INFORMATION, SEE UTILITY PLANS.

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.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTES SHEET.

FOUNDATION NOTES:

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 65 TONS PER PILE.

DRIVE PILES AT END BENT 1 TO A REQUIRED DRIVING RESISTANCE OF 110 TONS PER PILE.

STEEL H PILE POINTS ARE REQUIRED FOR H PILES AT END BENT 1. FOR STEEL PILE POINTS, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

INSTALL PILES AT END BENT 1 TO A TIP ELEVATION NO HIGHER THAN 3193.70 FEET.

PILE EXCAVATION MAY BE REQUIRED TO INSTALL PILES AT END BENT 1. IF REQUIRED, EXCAVATION HOLES AT PILE LOCATIONS TO ELEVATION 3193.70 FEET. FOR PILE EXCAVATION, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

CONCRETE IS REQUIRED TO FILL HOLES FOR PILE EXCAVATION AT END BENT 1.

SPREAD FOOTING AT END BENT 2 IS DESIGNED FOR A FACTORED RESISTANCE OF 10 TSF. CONTRACTOR TO VERIFY FIELD CONDITIONS FOR THE REQUIRED RESISTANCE OF 25 TSF PRIOR TO PLACING CONCRETE.

END BENT 2 SPREAD FOOTING SHALL BE KEYED INTO ROCK A MINIMUM OF 12 INCHES WITH MINIMUM THICKNESS AS INDICATED ON THE PLANS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE @ STA. 12+00.00 -L-	FOUNDATION EXCAVATION STRUCTURE @ STA. 12+00.00 -L-	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II 2'-0" THICK	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN.FT.	NO.	LIN.FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN.FT.
SUPERSTRUCTURE							LUMP SUM					60.25			LUMP SUM	12	360
END BENT NO. 1			0	50		22.5		3,077	7	112	7		20	22			
END BENT NO. 2		LUMP SUM			LUMP SUM	60.0		6,014									
TOTAL	LUMP SUM	LUMP SUM	0	50	LUMP SUM	82.5	LUMP SUM	9,091	7	112	7	60.25	20	22	LUMP SUM	12	360

PROJECT NO. 17BP.14.R.42

HAYWOOD COUNTY

STATION: 12+00.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING FOR BRIDGE ON SR 1334 OVER FINES CREEK BETWEEN SR 1335 AND SR 1336

NORTH CAROLINA PROFESSIONAL SEAL 14047 ENGINEER STEPHEN D. COOK

10/28/2014

DRAWN BY : R. KNIGHT DATE : JUNE 2012
CHECKED BY : M. PAYNE DATE : JULY 2012
DESIGN ENGINEER OF RECORD : S. COOK DATE : MAY 2014

THE LOUIS BERGER GROUP, Inc.
1001 Wade Avenue, Suite 400
Raleigh, NC 27605-3322
NC COA No. F-0840

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

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