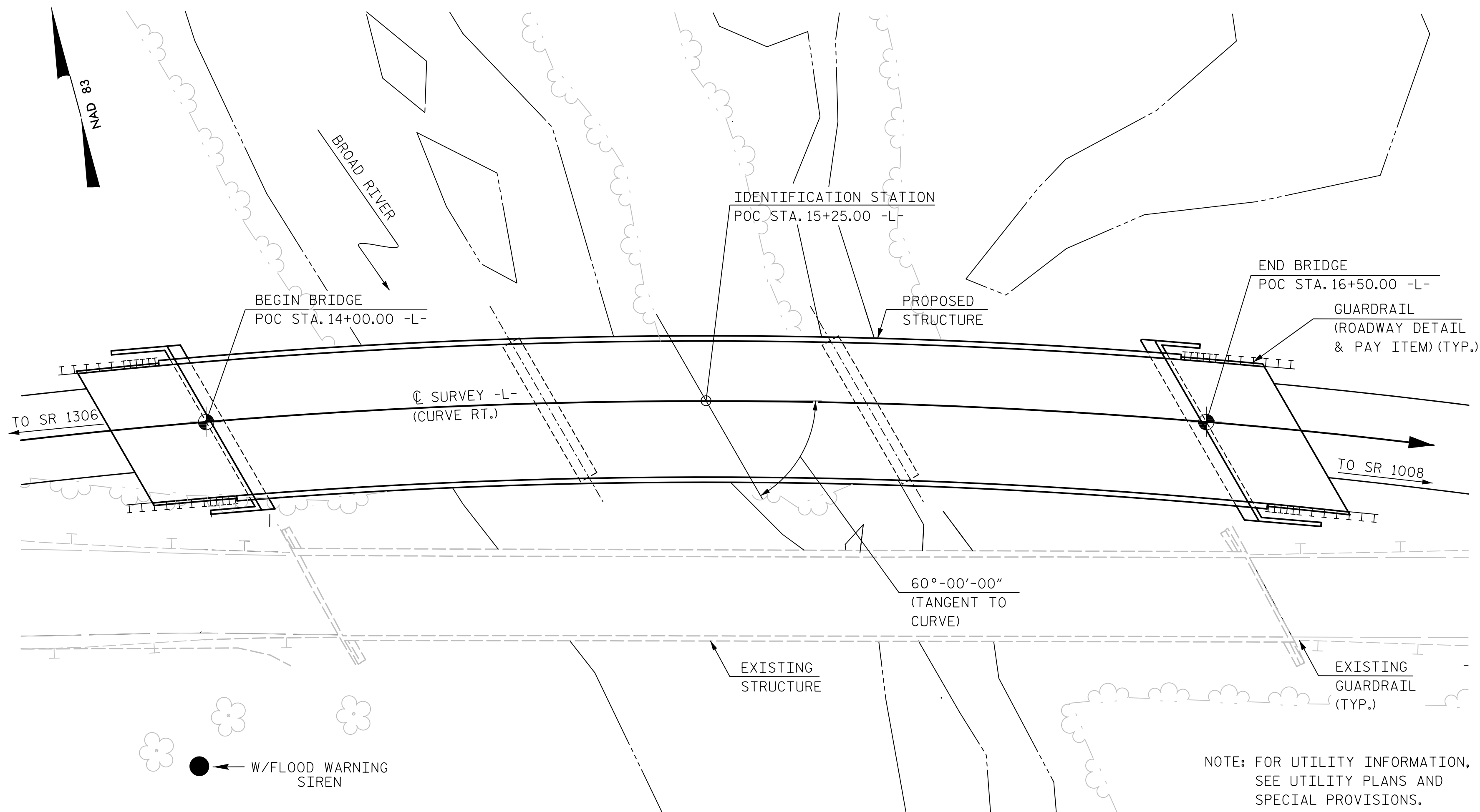


BENCH MARK #2: IS AN "X" CHISLED ON THE S.E. WING WALL OF BRIDGE, STA. 16+80.00 56' (RT) EL. 870.49



LOCATION SKETCH

GENERAL NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH 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 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.

REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

AT THE CONTRACTOR'S OPTION, AND UPON THE REMOVAL OF THE CAUSEWAY, THE CLASS II RIP RAP USED IN THE CAUSEWAY MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 15+25.00 -L-.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

THE EXISTING 5 SPAN STRUCTURE WITH TWO END SPAN LENGTHS OF 47'-2" AND THREE INTERIOR SPANS LENGTHS OF 47'-6" WITH REINFORCED CONCRETE DECK AND ASPHALT OVERLAY SUPPORTED BY 3 LINES OF 18" x 43" REINFORCED CONCRETE BEAMS AT 8'-0" CTS. AND 20'-0" CLEAR ROADWAY ON REINFORCED CONCRETE POST AND BEAM END BENTS ON PILE FOOTINGS AND REINFORCED CONCRETE SOLID BENTS ON PILE FOOTINGS, LOCATED ± 50' DOWNSTREAM OF PROPOSED STRUCTURE 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, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

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.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE TOP OF DRILLED PIER ELEVATION SHALL BE A MINIMUM AS SET BY THE DRAWINGS. IF THE EXISTING/PROPOSED GROUND ELEVATION IS GREATER THAN 1 FT. ABOVE PROPOSED TOP OF DRILLED PIER ELEVATION, THE TOP OF DRILLED PIER MAY BE RAISED IN ELEVATION TO 1 FT. BELOW EXISTING/PROPOSED GROUND.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

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

TOTAL BILL OF MATERIAL											
	CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS AT STATION 15+25.00 -L-	REMOVAL OF EXISTING STRUCTURE AT STATION 15+25.00 -L-	4'-6" DIA. DRILLED PIERS IN SOIL	4'-6" DIA. DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 4'-6" DIA. DRILLED PIER	PDA TESTING	SPT TESTING	CSL TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE
	LUMP SUM	LUMP SUM	L.F.	L.F.	L.F.	EACH	EACH	EACH	SQ. FT.	SQ. FT.	CU. YDS.
SUPERSTRUCTURE	—	—	—	—	—	—	—	—	9,060	9,111	—
END BENT 1	—	—	—	—	—	—	—	—	—	—	46.3
BENT 1	—	—	60.3	38.0	54.1	—	2	—	—	—	52.8
BENT 2	—	—	63.8	36.0	54.2	—	2	—	—	—	52.6
END BENT 2	—	—	—	—	—	—	—	—	—	—	50.5
TOTAL	LUMP SUM	LUMP SUM	124.1	74.0	108.3	1	4	1	9,060	9,111	202.2

TOTAL BILL OF MATERIAL													
	BRIDGE APPROACH SLABS, STATION 15+25.00 -L-	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS	HP 12x53 STEEL PILES	TWO BAR METAL RAIL	1'-2" x 2'-6" CONCRETE PARAPET	RIP-RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	ASBESTOS ASSESSMENT	
	LUMP SUM	LBS.	LBS.	NO.	L.F.	NO.	L.F.	L.F.	L.F.	TONS	SQ. YD.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM	—	—	12	974.84	—	—	480.00	510.71	—	—	LUMP SUM	LUMP SUM
END BENT 1	—	7,316	—	—	—	9	345	—	—	—	—	—	—
BENT 1	—	18,273	4,469	—	—	—	—	—	—	—	—	—	—
BENT 2	—	18,371	4,448	—	—	—	—	—	—	—	—	—	—
END BENT 2	—	7,905	—	—	—	11	275	—	—	—	—	—	—
TOTAL	LUMP SUM	51,865	8,917	12	974.84	20	620	480.00	510.71	1,019	1,132	LUMP SUM	LUMP SUM

PROJECT NO. B-4811
RUTHERFORD COUNTY
 STATION: POC 15+25.00 -L-

SHEET 4 OF 4

DocuSigned by: **David W. Hawkins** (180724885487)

DocuSigned by: **Paul J. Barber** (18071807388741E)

DAVID W. HAWKINS
 ENGINEER
 SEAL 27812
 1/29/2016

PAUL J. BARBER
 ENGINEER
 SEAL 12916
 1/29/2016

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 LOCATION SKETCH,
 GENERAL NOTES &
 TOTAL BILL OF MATERIAL

HNTB HNTB NORTH CAROLINA, P.C.
 NC License No. C-1554
 343 E. Six Forks Rd., Suite 200, Raleigh, N.C. 27609

DRAWN BY: J. BAYNE DATE: 4/15
 CHECKED BY: P. BARBER DATE: 12/15 DWG. NO. 4

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO. S01-4
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 42
2			4			