

**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 "STANDARD NOTES" SHEET.  
 FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.  
 THE EXISTING STRUCTURE CONSISTING OF (1) 30'-9", (1) 30'-0" & (1) 28'-3" TIMBER DECK ON STEEL I-BEAMS SPANS WITH A CLEAR ROADWAY WIDTH OF 24'-3" ON TIMBER CAPS AND PILES AND LOCATED AT THE 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.  
 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.  
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA (ON SHEET 1 OF 2) SHALL BE EXCAVATED FOR A DISTANCE FROM THE CENTERLINE OF ROADWAY OF 33'± (LEFT) AND 52'± (RIGHT) AT END BENT 1 AND 39'± (LEFT) AND 38'± (RIGHT) AT END BENT 2 TO EL. 1088, 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.  
 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 AT STATION 16+08.00 -L-".  
 THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH 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.  
 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.  
 ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.  
 FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.  
 FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

LOCATION SKETCH

**FOUNDATION NOTES**

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.  
 PILES AT END BENT NO. 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 141 TONS PER PILE.  
 DRIVE PILES AT END BENT NO. 1 TO A REQUIRED DRIVING RESISTANCE OF 235 TONS PER PILE.  
 PILES AT END BENT NO. 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 141 TONS PER PILE.  
 DRIVE PILES AT END BENT NO. 2 TO A REQUIRED DRIVING RESISTANCE OF 235 TONS PER PILE.

**TOTAL BILL OF MATERIAL**

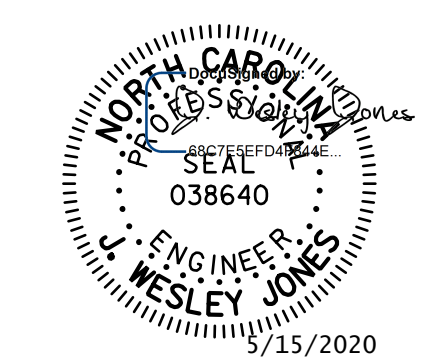
	REMOVAL OF EXISTING STRUCTURE AT STA. 16+08.00 -L-	ASBESTOS ASSESSMENT	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 14 X 73 STEEL PILES	HP 14 X 73 STEEL PILES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAMS	FIBER OPTIC CONDUIT SYSTEM		
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EA.	NO.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	LIN. FT.
SUPERSTRUCTURE										200.0				10	1,000.0	196.0
END BENT 1				29.4		4,489	5	5	190		145	160				
END BENT 2				29.4		4,489	5	5	100		140	155				
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	58.8	LUMP SUM	8,978	10	10	290	200.0	285	315	LUMP SUM	10	1,000.0	196.0

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  $f_y = 60\text{ksi}$ .

PROJECT NO. **BR-0114**  
**IREDELL** COUNTY  
 STATION: **16+08.00 -L-**

SHEET 2 OF 2



**STV** ENGINEERS, INC.  
 100 900 West Trade St., Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
 FOR BRIDGE ON SR 1601 (BRANTON RD.) OVER ROCKY CREEK BETWEEN SR 1447 AND SR 1598

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

S-2  
 TOTAL SHEETS 15

DRAWN BY : **WAW** DATE : **10-19**  
 CHECKED BY : **JWJ** DATE : **12-19**  
 DESIGN ENGINEER OF RECORD : **JWJ** DATE : **3-20**

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