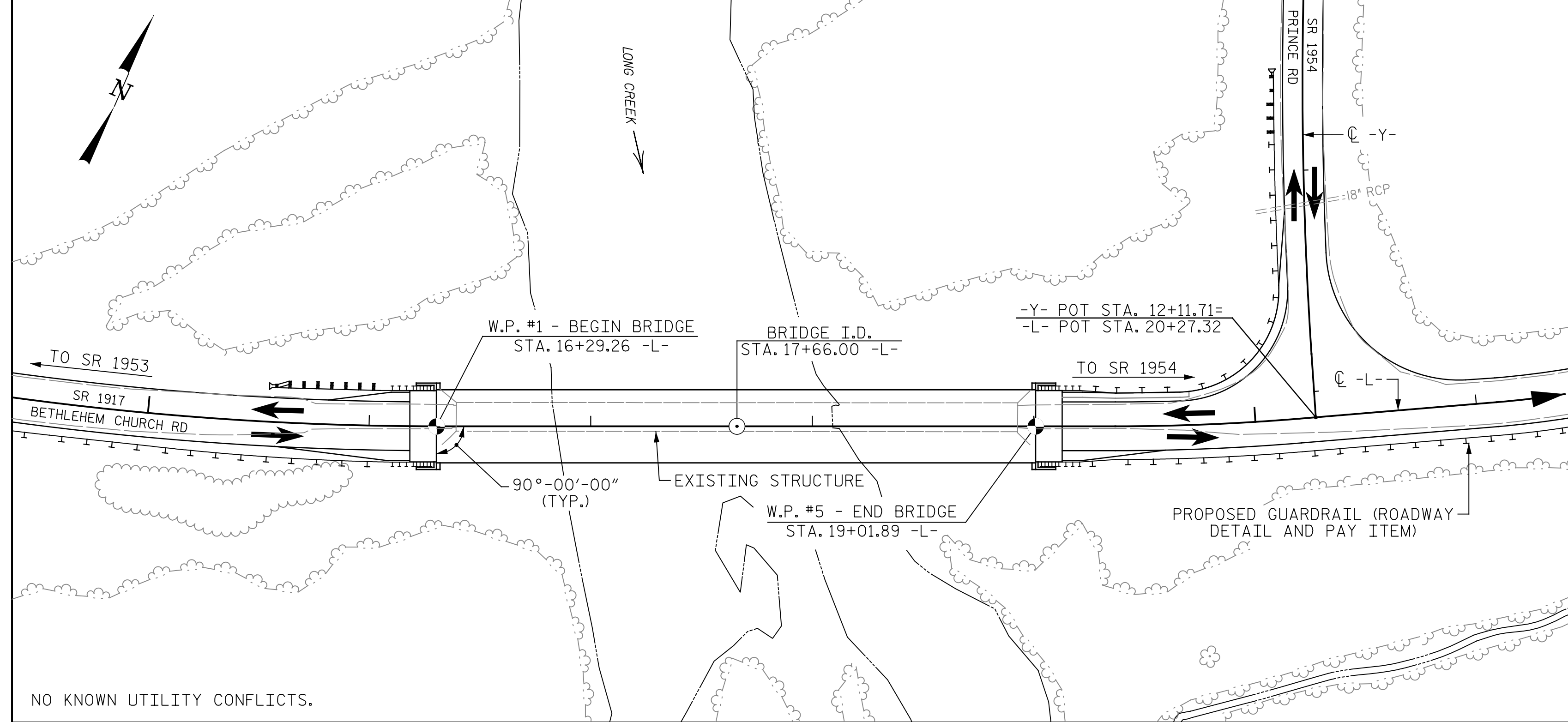


BM #1 - RR SPIKE IN 15" OAK - EL. 304 ft (-L- STA. 13+25.24 DIST. = 137.553 RT.) (N 538498 E 1623643)



NO KNOWN UTILITY CONFLICTS.

LOCATION SKETCH

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 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 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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 40'-0" (LT) & 46'-0" (RT) 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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTING OF 8 SPANS (4 @ 27'-0" & 4 @ 36'-0" IN LENGTH) WITH A TIMBER DECK ON DECK BEAMS AND 11.2' CLEAR ROADWAY WIDTH ON MASS CONCRETE AND STEEL CAP AND PILE WITH CONCRETE PEDESTAL SUBSTRUCTURE 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.

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 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.

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

THE SCOUR CRITICAL ELEVATION FOR BENTS 1, 2 & 3 IS ELEVATION 258.94. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

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

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

AT THE CONTRACTOR'S OPTION, AND UPON 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 17+66.00 -L-.

ONE ROCK CAUSEWAY SHALL BE CONSTRUCTED AND REMOVED BEFORE THE CONSTRUCTION OF THE OTHER ROCK CAUSEWAY CAN BEGIN TO LIMIT THE STREAM OBSTRUCTION AT ANY ONE TIME.

TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE, & REMOVAL OF TEMP ACCESS AT STA. 17+66.00 -L-	REMOVAL OF EXISTING STRUCTURE @ STA. 17+66.00 -L-	ASBESTOS ASSESSMENT	3'-0" DIA. DRILLED PIERS	PERMANENT STEEL CASING FOR 3'-0" DIA. DRILLED PIERS	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION AT STA. 17+66.00 -L-	CLASS A CONCRETE	BRIDGE APPROACH SLABS, STA. 17+66.00 -L-	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL
	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	LBS.
SUPERSTRUCTURE											
END BENT 1											
BENT 1				48.0	18.0					2,942	1,951
BENT 2				48.0	15.0					10,420	1,941
BENT 3				72.0	39.0					10,407	1,908
END BENT 2										2,942	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	168.0	72.0	2	LUMP SUM	109.2	LUMP SUM	37,166	5,800

TOTAL BILL OF MATERIAL

	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES	PREDRILLING FOR PILES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		
	EA.	NO.	LIN. FT.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE					540.76				44	2,970.00
END BENT 1	7	7	195	56		280	351			
BENT 1										
BENT 2										
BENT 3										
END BENT 2	7	7	195			357	437			
TOTAL	14	14	390	56	540.76	637	788	LUMP SUM	44	2,970.00

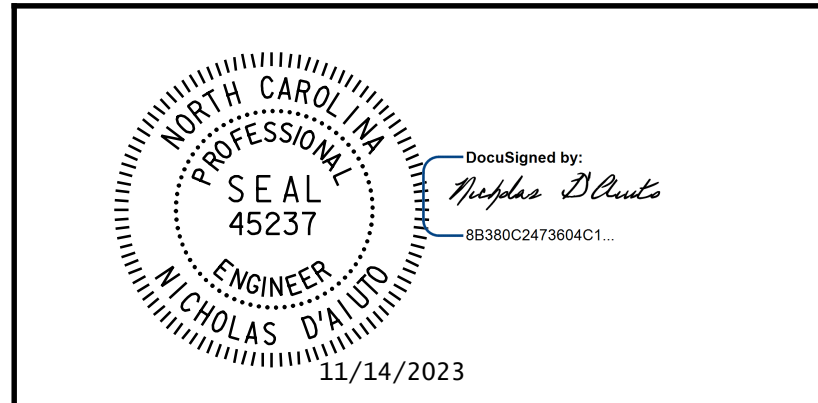
SAMPLE BAR REPLACEMENT

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 fy = 60ksi.

PROJECT NO. B-6046
STANLY COUNTY
 STATION: 17+66.00 -L-

SHEET 4 OF 4



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STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER LONG CREEK ON SR 1917 (BETHLEHEM CHURCH RD) BETWEEN SR 1953 (BARBEES GROVE RD) AND SR 1954 (OLD AQUADALE RD)

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

TOTAL SHEETS: 24

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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DRAWN BY: J. N. AUSTIN DATE: 8-10-22
 CHECKED BY: N. D'AIUTO DATE: 8-12-22
 DESIGN E.O.R.: N. D'AIUTO DATE: 1-4-23