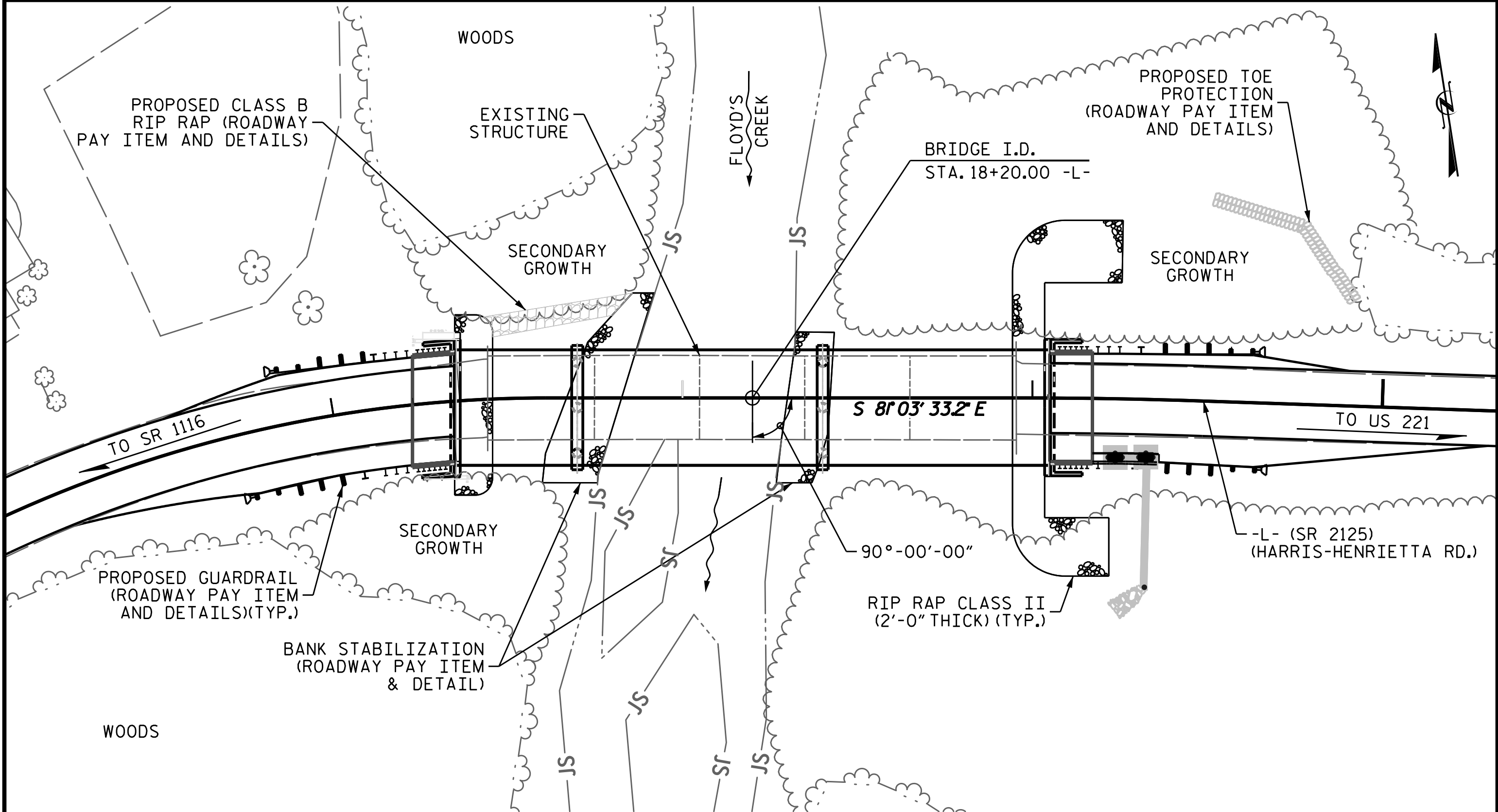


BM #1: STA. 17+14.76 -L-, OFFSET 145.37' LT, ELEV. 754.08', RAILROAD SPIKE IN BASE OF 24" POPLAR



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

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. 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 EXISTING PAVEMENT WITHIN THE AREA OF THE END BENT PILES SHALL BE REMOVED AND THE ROADBED SCARIFIED TO A MINIMUM DEPTH OF 2'-0".
- THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 18 FT. (LEFT) AND 26 FT. (RIGHT) OF CENTERLINE ROADWAY AT END BENT No. 1 AND 25 FT. (LEFT) AND 24 FT. (RIGHT) OF CENTERLINE ROADWAY AT END BENT No. 2 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 EXISTING STRUCTURE CONSISTING OF FIVE SPANS, TWO AT 32'-4 1/2" AND THREE AT 29'-0", OF PRECAST PRESTRESSED CONCRETE CHANNEL BEAMS; 24'-3" CLEAR ROADWAY WIDTH WITH ASPHALT WEARING SURFACE ON END BENT AND INTERIOR BENT PILE CAPS AND LOCATED AT EXISTING 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."
- THE SCOUR CRITICAL ELEVATION IS 719 FT. FOR BENT No. 1 AND 714 FT. FOR BENT No. 2. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.
- ASPHALT WEARING SURFACE IS INCLUDED IN THE ROADWAY QUANTITY ON ROADWAY PLANS.
- FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.
- FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- FOR CORED SLAB AND BOX BEAM POST TENSIONING, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

TOTAL BILL OF MATERIAL																						
	REMOVAL OF EXISTING STRUCTURE @ STA. 18+20.00 -L-	ASBESTOS ASSESSMENT	3'-0"DIA. DRILLED PIERS IN SOIL	3'-0"DIA. DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 3'-0"DIA. DRILLED PIERS	SPT TESTING	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS @ STA. 18+20.00 -L-	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 x 53 STEEL PILES	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 2'-0" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	EA.	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	LBS.	No.	No.	LIN. FT.	EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	No.	LIN. FT.
SUPERSTRUCTURE										LUMP SUM							340.75			LUMP SUM	33	1,870
END BENT 1								LUMP SUM	21.8		2,649		7	7	210	7		58	65			
BENT 1			51	21	24	3	2		19.6		10,987	1,982										
BENT 2			111	24	45	3	2		20.5		14,604	3,165										
END BENT 2								LUMP SUM	21.8		2,645		7	7	385	7		186	206			
TOTAL	LUMP SUM	LUMP SUM	162	45	69	6	4	LUMP SUM	83.7	LUMP SUM	30,885	5,147	14	14	595	14	340.75	244	271	LUMP SUM	33	1,870

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 = 60 ksi.

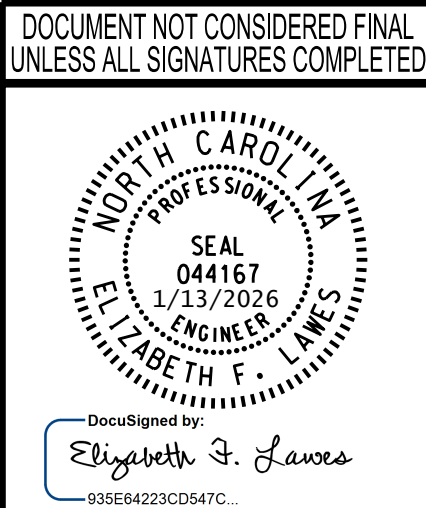
PROJECT NO. B-6047
RUTHERFORD COUNTY
STATION: 18+20.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER FLOYDS CREEK
ON SR 2125 (HARRIS-HENRIETTA RD)
BETWEEN SR 1116 & US 221

REVISIONS						SHEET NO. S-4
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 25
2			4			



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