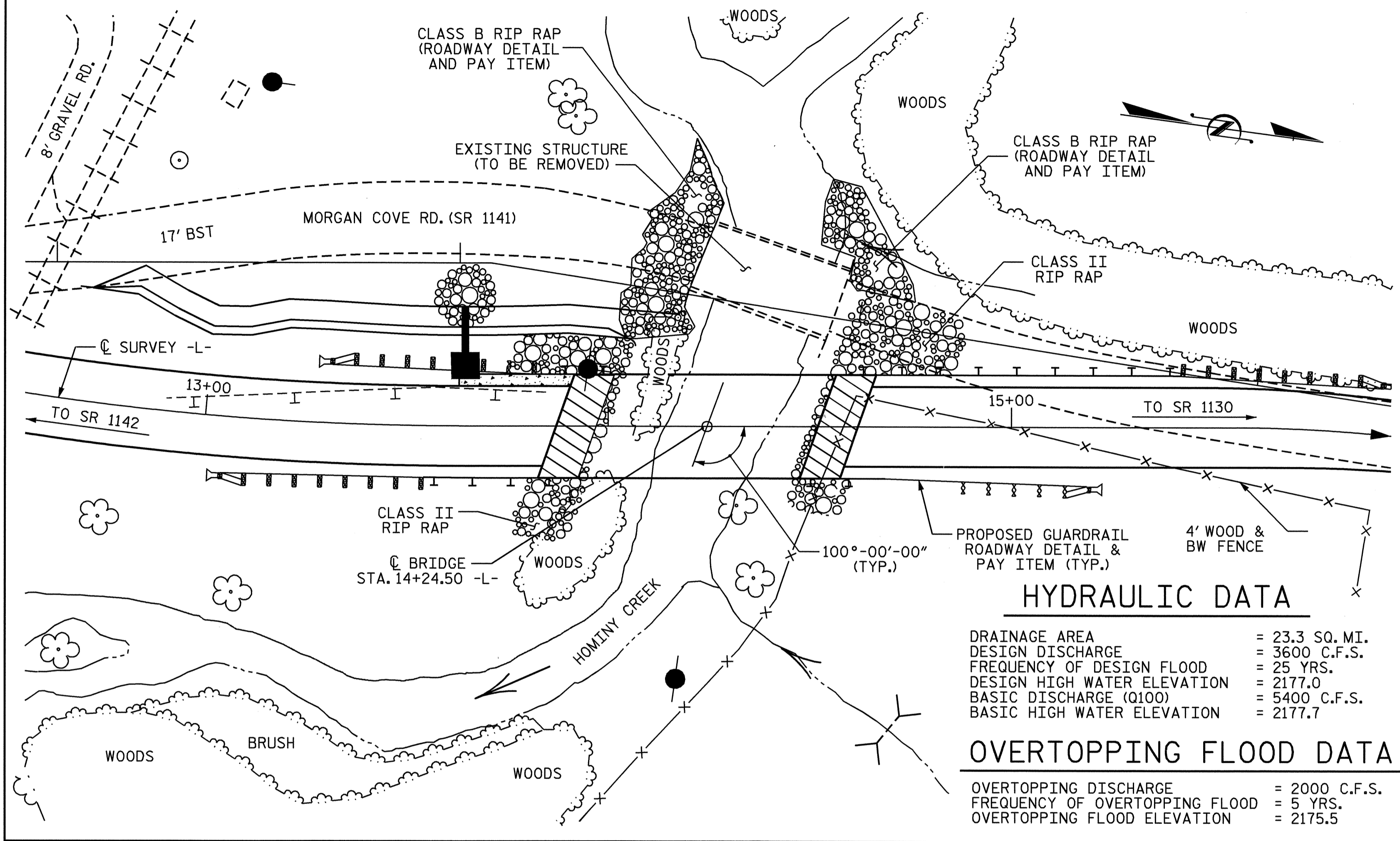


**NOTES**

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.  
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.  
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.  
 THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.  
 AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 35'-6", TIMBER FLOOR ON STEEL GIRDERS WITH CLEAR ROADWAY OF 15'-6" ON TIMBER CAPS & TIMBER POSTS AND LOCATED APPROXIMATELY 40 FT. UPSTREAM FROM THE PROPOSED STRUCTURE 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. SEE SPECIAL PROVISION FOR "REMOVAL OF EXISTING STRUCTURE @ STA. 14+24.50 -L-."  
 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.  
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 27.0 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. TOTAL QUANTITY IS INCIDENTAL AND SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.  
 THE SUBSTRUCTURE OF THE EXISTING BRIDGE AS NOTED ABOVE 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.  
 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", NOVEMBER, 1995.  
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY B.  
 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 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 SAMPLE OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.  
 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 14+24.50 -L-."  
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.  
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

**B.M.2: (GPS-B3614-1) REBAR & CAP 40.29' LT. STA. 13+71.17 -L- EL. 2175.18**



**HYDRAULIC DATA**

DRAINAGE AREA	= 23.3 SQ. MI.
DESIGN DISCHARGE	= 3600 C.F.S.
FREQUENCY OF DESIGN FLOOD	= 25 YRS.
DESIGN HIGH WATER ELEVATION	= 2177.0
BASIC DISCHARGE (Q100)	= 5400 C.F.S.
BASIC HIGH WATER ELEVATION	= 2177.7

**OVERTOPPING FLOOD DATA**

OVERTOPPING DISCHARGE	= 2000 C.F.S.
FREQUENCY OF OVERTOPPING FLOOD	= 5 YRS.
OVERTOPPING FLOOD ELEVATION	= 2175.5

**LOCATION SKETCH**

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

**TOTAL BILL OF MATERIAL**

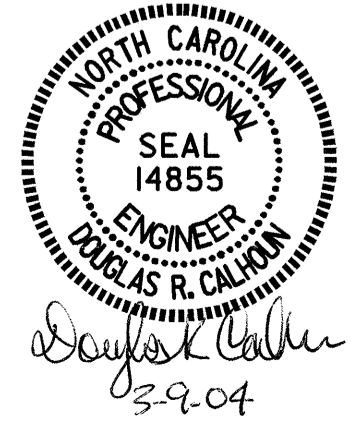
	REMOVAL OF EXISTING STRUCTURE	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS		
					CU. YDS.	LUMP SUM						LBS.	NO.	LIN.FT.
SUPERSTRUCTURE	LUMP SUM		LUMP SUM					105.13				LUMP SUM	11	578.65
END BENT 1		13.9		2176	7	70	7		43	48				
END BENT 2		13.9		2181	7	175			49	55				
TOTAL	LUMP SUM	27.8	LUMP SUM	4357	14	245	7	105.13	92	103	LUMP SUM	11	578.65	

PROJECT NO. B-3614  
BUNCOMBE COUNTY  
 STATION: 14+24.50 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
 FOR BRIDGE ON SR 1141  
 OVER HOMINY CREEK  
 BETWEEN SR 1142  
 AND SR 1130



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			17

DRAWN BY: T.A.H./A.L.M. DATE: 2/2/04  
 CHECKED BY: D.R. CALHOUN DATE: 2/5/04