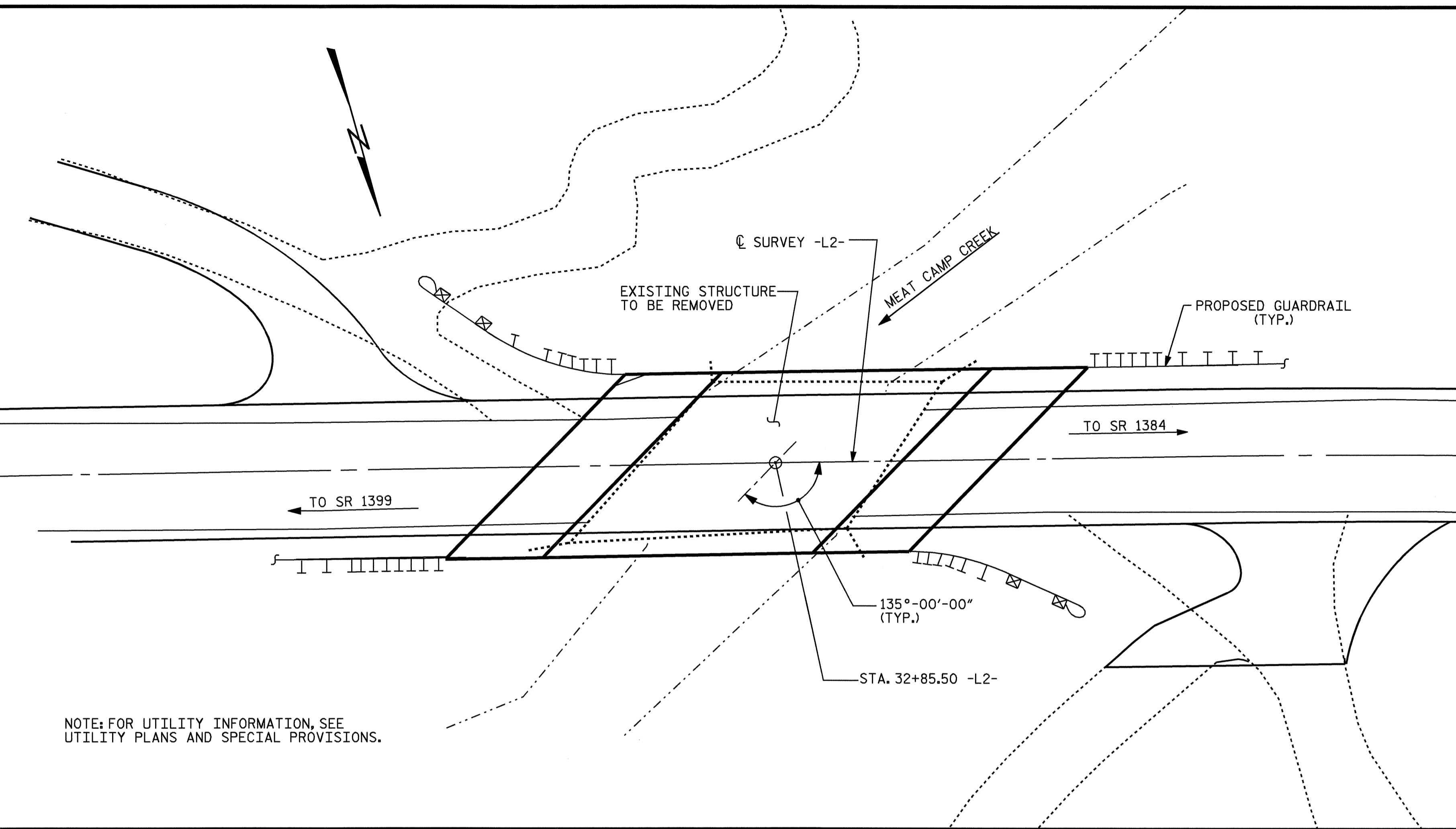


B.M. #1: RR SPIKE SET IN 22" LOCUS, 52' LEFT OF STA. 34+36.00 -BL-, EL. 3541.980



NOTE: FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

NOTES:

ASSUMED LIVE LOAD = HS20 OR ALTERNATE LOADING, EXCEPT THAT CORED SLAB UNITS HAVE BEEN DESIGNED FOR HS25.

THIS BRIDGE SHALL BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF ONE SPAN @ 25'-6" OF STEEL I-BEAMS, HAVING A TIMBER FLOOR WITH ASPHALT WEARING SURFACE; WITH 19'-2" CLEAR ROADWAY WIDTH; ON TIMBER CAPS WITH TIMBER POSTS AND CONCRETE SILLS LOCATED AT 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 LIMIT MAY BE REDUCED AS FOUND AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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 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.

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 A.

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 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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 20 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SPECIAL PROVISIONS.

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 BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE" AT STATION 32+85.50 -L2-."

PILES FOR END BENTS NO. 1 AND NO. 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

PILE EXCAVATION SHALL BE UTILIZED TO INSTALL PILES TO ELEVATION 3424' AT END BENT NO. 1. SEE PILE EXCAVATION SPECIAL PROVISION.

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

HYDRAULIC DATA

DESIGN DISCHARGE-----1000 CFS
 FREQUENCY OF DESIGN FLOOD-----25 YR
 DESIGN HIGH WATER ELEVATION-----3537.83
 DRAINAGE AREA-----3.2 SQ. MI.
 BASIC DISCHARGE (Q100)-----1500 CFS
 BASIC HIGH WATER ELEVATION-----3538.5
 ELEVATIONS @ APPROACH SECTION.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE-----1300 CFS
 FREQUENCY OF OVERTOPPING FLOOD-----100-YR
 OVERTOPPING ELEVATION-----3535.9 *
 *ELEVATION @ BRIDGE SECTION.
 ALL OTHER ELEVATIONS @ APPROACH SECTION.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES	CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-6" PRESTRESSED CONCRETE CORED SLABS
	LUMP SUM	LIN. FT.	LIN. FT.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO. LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO. LIN. FT.
SUPERSTRUCTURE						LUMP SUM			83.63			LUMP SUM	10 418.13
END BENT NO. 1		27	9	LUMP SUM	15.2		2386	6 60		75	83		
END BENT NO. 2				LUMP SUM	15.1		2383	6 110		95	106		
TOTAL	LUMP SUM	27	9	LUMP SUM	30.3	LUMP SUM	4769	12 170	83.63	170	189	LUMP SUM	10 418.13

PROJECT NO. B-3926
WATAUGA COUNTY
 STATION: 32+85.50 -L2-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON SR 1340
 (MEAT CAMP ROAD) OVER
 MEAT CAMP CREEK BETWEEN
 SR 1399 AND SR 1384

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

DRAWN BY: R. G. EMERSON DATE: 10/04
 CHECKED BY: A. R. CHESSON DATE: 10/04