



LOCATION SKETCH

**NOTES:**

- ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.
- THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH 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.
- FOR PLACING LOAD ON STRUCTURAL MEMBERS, 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 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. PAYMENT FOR THE SAMPLES OF 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 75 FT EACH SIDE OF CENTER LINE 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.
- 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 61+03.00 -L-.
- REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
- NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.
- ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50 AND PAINTED IN ACCORDANCE WITH SYSTEM 1 OF ARTICLE 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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 STRUCTURES AT STATION 61+03.00 -L-.'

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 BRIDGE RAILS ON TEMPORARY STRUCTURE SHALL BE DESIGNED FOR THE AASHTO LRFD TEST LEVEL 3 (TL-3) CRASH TEST CRITERIA. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 61+03.00 -L- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

THE EXISTING LEFT LANE STRUCTURE CONSISTING OF 5 SPANS @ 37'-6" WITH A CLEAR ROADWAY WIDTH OF 42'-3" ON A REINFORCED CONCRETE FLOOR ON I-BEAMS ON END BENTS, BENT 1 & BENT 4 OF REINFORCED CONC. CAPS ON CONCRETE PILES AND BENTS 2 & 3 OF REINFORCED CONC. POST AND BEAM WITH FOOTINGS AND LOCATED AT PROPOSED SITE SHALL BE REMOVED.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING RIGHT LANE STRUCTURE CONSISTING OF 5 SPANS @ 37'-6" WITH A CLEAR ROADWAY WIDTH OF 28'-0" ON A REINFORCED CONCRETE DECK GIRDERS ON END BENTS OF REINFORCED CONC. CAPS ON TIMBER PILES AND INTERIOR BENTS OF REINFORCED CONC. POST AND BEAM WITH FOOTINGS AND LOCATED AT PROPOSED SITE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT 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 BRIDGES 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 BRIDGES SUBSTRUCTURES SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

REMOVAL OF THE EXISTING BRIDGES 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 BRIDGES IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

DRILLED PIERS AT BENT 1 SHALL BE TERMINATED 1 FOOT ABOVE NORMAL WATER SURFACE ELEVATION FOR SHAFTS LOCATED IN WATER.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS AT BENT 2 IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

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

TOTAL BILL OF MATERIAL

LOCATION	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMPORARY STRUCTURE	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURES	3'-6" DIA. DRILLED PIERS IN SOIL	3'-6" DIA. DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 3'-6" DIA. DRILLED PIER	SID INSPECTIONS	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS
	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM
SUPERSTRUCTURE										25,676	29,950		
END BENT 1												59.0	
BENT 1				116	80	42.2	2	1				87.1	
BENT 2				186	60		2	1				83.9	
END BENT 2												60.5	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	302	140	42.2	4	2	LUMP SUM	25,676	29,950	290.5	LUMP SUM

TOTAL BILL OF MATERIAL (CONT'D.)

LOCATION	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	STRUCTURAL STEEL	HP 12x53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	ASBESTOS ASSESSMENT	
	LBS.	LBS.	LBS.	NO.	LIN. FT.	EA.	LIN. FT.	SQ. YDS.	TONS	SQ. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE			733,280			406.67					LUMP SUM	
END BENT 1	12,451			16	400	16		205	385	430		
BENT 1	22,857	5,217										
BENT 2	24,079	5,982										
END BENT 2	12,645			16	640	16		460	510			
TOTAL	72,032	11,199	733,280	32	1,040	32	406.67	205	845	940	LUMP SUM	LUMP SUM

PROJECT NO. U-3330  
NASH COUNTY  
 STATION: 61+03.00 -L-  
 SHEET 4 OF 5

DRAWN BY: M. D. M./N. B. S. DATE: 9-12-16  
 CHECKED BY: J. M. GARRISON DATE: 3-22-17

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**

FOR BRIDGE OVER STONY CREEK  
 ON US-301 BYPASS  
 BETWEEN US-64 BUSINESS  
 AND US-64 BYPASS

REVISIONS

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

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 INTERNATIONAL

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SHEET NO.  
**S3-4**

TOTAL SHEETS  
**42**