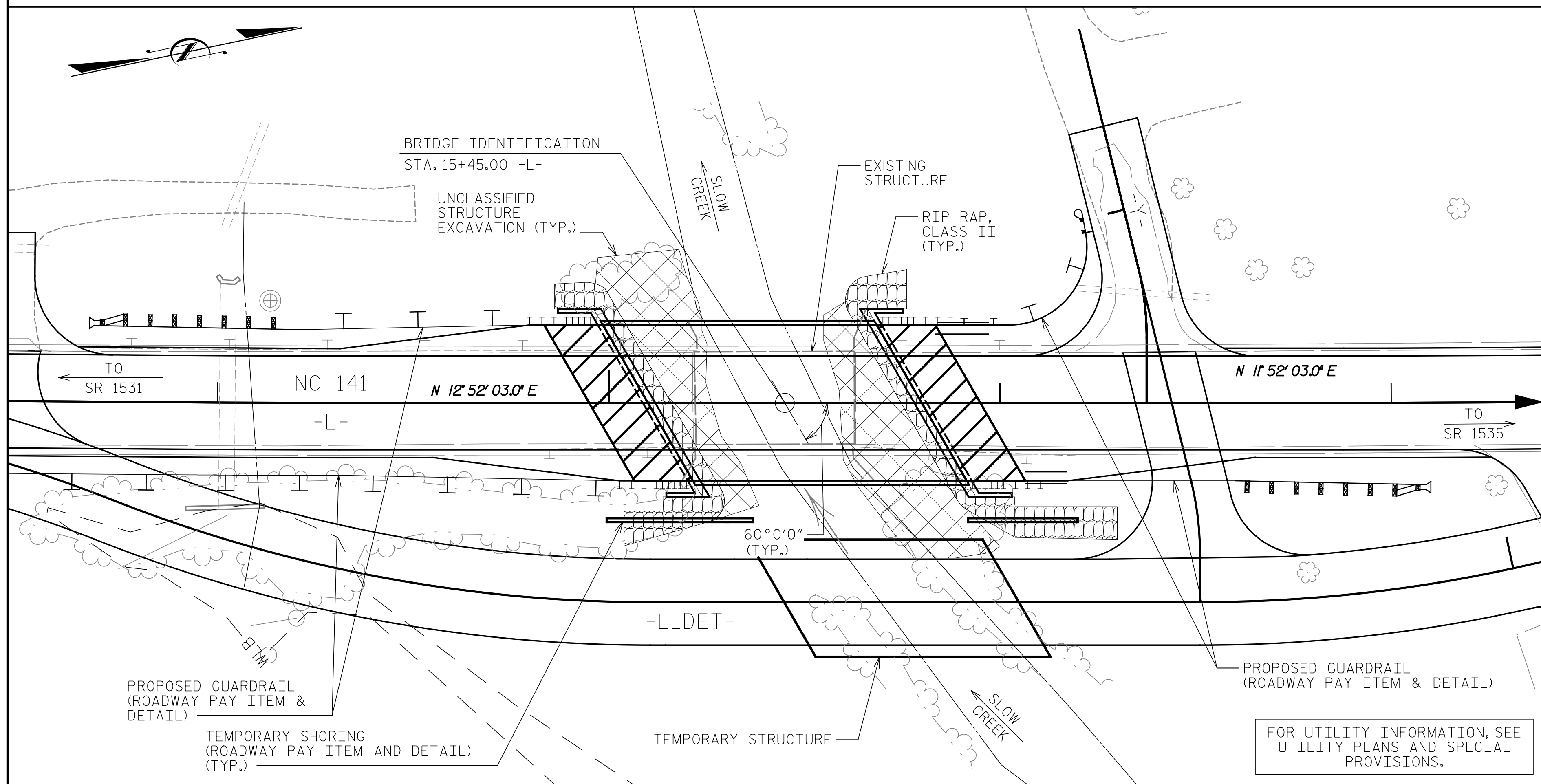


BENCHMARK #2: (BENCHTIE NAIL SET IN 30" ASH) 162.6' LT. OF -L-, STA. 15+34.30, ELEV. 1619.67'



-LOCATION SKETCH-

GENERAL 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 EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.
- THE EXISTING SINGLE SPAN BRIDGE, WITH SPAN OF 40'-6", WITH A CLEAR ROADWAY WIDTH OF 24'-6", WITH A STEEL PLANK FLOOR ON (11) LINES OF STEEL I-BEAMS, WITH SUBSTRUCTURES CONSISTING OF TIMBER CAP/TIMBER POSTS LOCATED AT THE PROPOSED BRIDGE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT.
- 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 BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
- 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".
- THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. THE 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.
- THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 40 FT (LEFT) AND 30 FT (RIGHT) AT END BENT No. 1 AND 26 FT (LEFT) AND 40 FT (RIGHT) AT END BENT No. 2. OF THE 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.
- TEMPORARY SHORING WILL BE REQUIRED IN THE AREAS INDICATED IN THE PLAN VIEW, SHEET 1 OF 3.
- 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.
- FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18 - EVALUATING SCOUR AT BRIDGES".
- 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 ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATIONS ACTIVITIES, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

	CONSTRUCTION MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CONCRETE WEARING SURFACE	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL
	LUMP SUM	LUMP SUM	LUMP SUM	NO.	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.
SUPERSTRUCTURE						2789	3646			
END BENT 1								29.8		3680
END BENT 2								29.8		3680
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	1	LUMP SUM	2789	3646	59.6	LUMP SUM	7360

TOTAL BILL OF MATERIAL

	PILE DRIVING EQUIPMENT SET UP 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		
	NO.	NO.	LIN. FT.	NO.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE					140.29				14	980.00
END BENT 1	7	7	210	7		71	53			
END BENT 2	7	7	175	7		90	67			
TOTAL	14	14	385	14	140.29	161	120	LUMP SUM	14	980.00

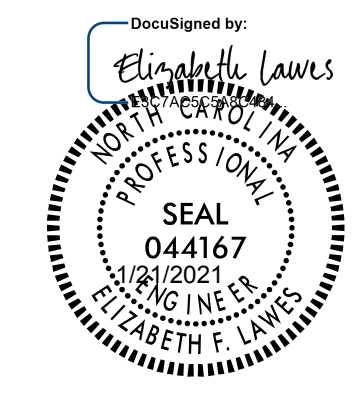
THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 53+43.00 -L-DET- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

PLACEMENT AND REMOVAL OF RIP RAP, CLASS II AND GEOTEXTILE FOR DRAINAGE FOR THE TEMPORARY STRUCTURE SHALL BE INCIDENTAL TO ITEM "CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE AT STATION 53+43.00 -L-DET-". SEE ROADWAY PLANS FOR LIMITS.

PROJECT NO. BR-0011  
CHEROKEE COUNTY  
 STATION: 15+45.00 -L-

SHEET 3 OF 3 REPLACES BRIDGE NO. 190002



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**GENERAL DRAWING**  
 FOR BRIDGE OVER SLOW CREEK ON  
 NC 141 BETWEEN SR 1531 AND SR 1535

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			15

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

6/21/2021 9:41:00 AM SD:loc...S3.dgn

DRAWN BY : KFS  
 CHECKED BY : EFL  
 DATE : 1/21/2021  
 DATE : 1/21/2021