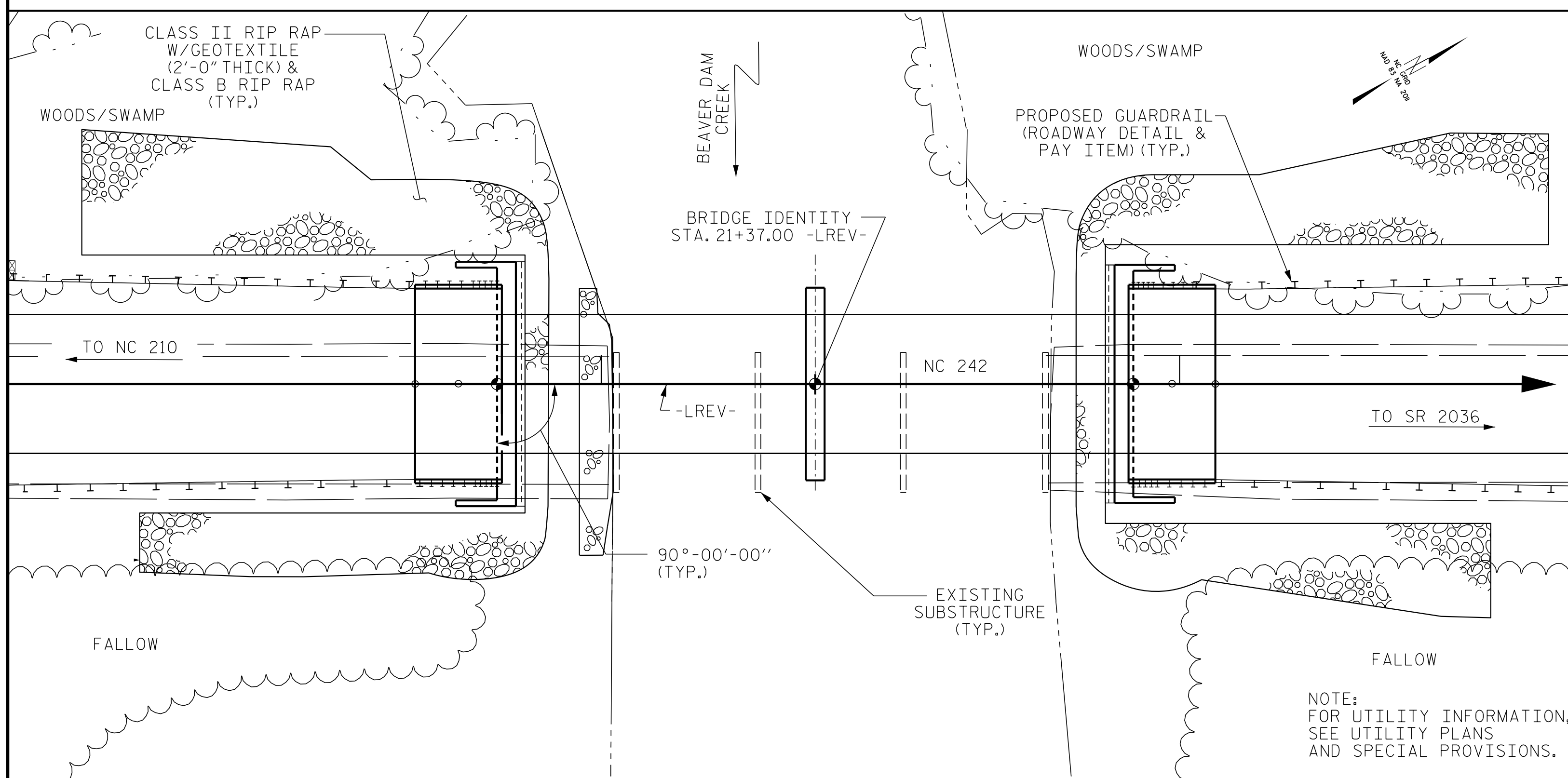


BM-1 (RR SPIKE IN BASE OF 30" POPLAR) 26.83' RT OF -LREV- STA 17+59.83 EL. 77.50; N 410020, E 2140821



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.

PRESTRESSED CONCRETE DECK PANELS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

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.

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 MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 40 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. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF THE FOLLOWING: 3 SPANS OF REINFORCED CONCRETE SLAB ON STEEL I-BEAMS (1 @ 25.7', 1 @ 25.0' AND 1 @ 25.7') WITH A CLEAR ROADWAY WIDTH OF 24'-0" ON END BENTS AND BENTS OF REINFORCED CONCRETE CAPS WITH TIMBER PILES AND LOCATED AT THE PROPOSED STRUCTURE 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 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 IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE 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 INTERIOR BENT, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT SHEETS FOR REQUIRED GALVANIZED LENGTHS. PAYMENT FOR PARTIALLY GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED STEEL PILES.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

FOR REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

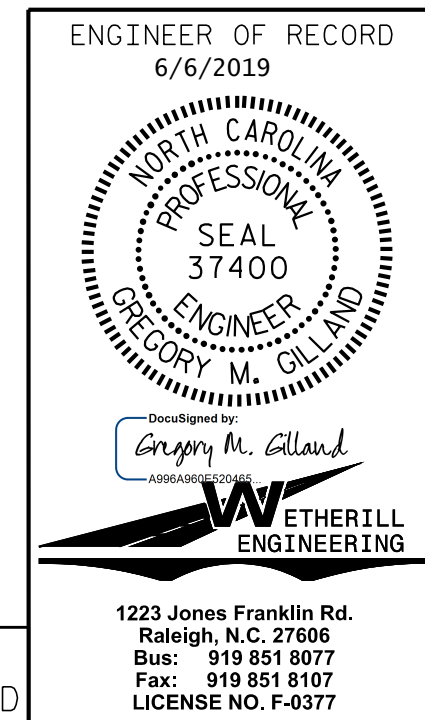
	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	36" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12 x 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR HP 14 x 73 GALVANIZED STEEL PILES	HP 12 x 53 STEEL PILES	HP 14 x 73 GALVANIZED STEEL PILES	PILE REDRIVES	CONCRETE BARRIER RAIL	RIP RAP CLASS B (1'-0" THICK)	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS			
	LUMP SUM	LUMP SUM	EA.	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	TONS	TONS	SQ. YD.	LUMP SUM
SUPERSTRUCTURE					3,988	4,110				8	429.00					216.67							
END BENT 1									18.7		2,602	5		5	330			3		15	280	308	
BENT 1									12.5		1,784	5		5	330			3					
END BENT 2									18.7		2,602	5		5	355			3		20	260	285	
TOTAL	LUMP SUM	LUMP SUM	1	LUMP SUM	3,988	4,110	49.9	LUMP SUM	6,988	8	429.00	10	5	10	685	5	330	9	216.67	35	540	593	LUMP SUM

PROJECT NO. BR-0014
 CUMBERLAND COUNTY
 STATION: 21+37.00 -LREV-
 SHEET 3 OF 3

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DRAWN BY: D. HODGE DATE: 4/19
 CHECKED BY: G. GILLAND DATE: 4/19

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE ON NC 242
 OVER BEAVER DAM CREEK
 BETWEEN NC 210 AND SR 2036

REVISIONS

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

SHEET NO. S-3
 TOTAL SHEETS 28

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 Raleigh, N.C. 27606
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 Fax: 919 851 8107
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