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.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF SPANS OF 4 @ 52'-5", 2 @ 52'-7", 3 @ 52'-6", & 1 @ 52'-8" ON 8 LINES OF REINF CONC DECK GIRDERS WITH 7"REINF CONC DECK AND 5"AWS, WITH A CLEAR RDWY WIDTH OF 26'-3", ON REINF CONC SPILL THRU END BENTS ON STEEL PILES, AND REINF CONC POST AND WEB BENTS, LOCATED AT THE 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.

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 CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEETS S-1 AND S-2 SHALL BE EXCAVATED AS DIRECTED BY THE ENGINEER. SEE ROADWAY PLANS FOR LIMITS OF EXCAVATION. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 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.

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 RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

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.

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 AND BANK STABILIZATION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION. MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 32+31.61 -L-.

FOR BANK STABILIZATION, REFER TO ROADWAY PLAN SHEET NO. 5.

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.

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.

TOTAL BILL OF MATERIAL													
	CONST, MAINT, & REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	DRILLED	DRILLED	PERMANENT STEEL CASING FOR 4'-6"Ø DRILLED PIERS	PDA TESTING	SID INSPECTIONS	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION		GROOVING BRIDGE FLOORS	CLASS A CONCRETE
	LUMP SUM	LUMP SUM	LUMP SUM	LIN.FT.	LIN.FT.	LIN. FT.	EACH	EACH	EACH	LUMP SUM	SQ.FT.	SQ.FT.	CU.YDS.
SUPERSTRUCTURE											19,469	17,586	
END BENT NO.1										LUMP SUM			40.4
BENT NO.1				60.30	55.00								51.1
BENT NO.2				13.20	48.00	22.20							71.7
BENT NO.3				11.20	47.00	13.20							72.5
BENT NO.4				52.10	58.00								62.4
END BENT NO.2										LUMP SUM			40.7
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	136.80	208.00	35.40	2	12	4	LUMP SUM	19,469	17,586	338.8

HYDRAULIC DATA	Δ									
DESIGN DISCHARGE DESIGN FREQUENCY DESIGN HW ELEVATION BASE DISCHARGE (Q100) BASE HW ELEVATION DRAINAGE AREA	= 75000 CFS. = 50 YRS. = 224.7 FT. = 82000 CFS. = 225.9 FT. = 1410 SQ. MI.									
OVERTOPPING FLOOD DATA										
OVERTOPPING DISCHARGE OVERTOPPING FREQUENCY OVERTOPPING ELEVATION	= 128200 CFS. = 500+ YRS. = 233.2 FT.									

OVERTOPPING AT SAG POINT STA. 29+22.72 -L-£ ELEV. 233.2'

TOTAL BILL OF MATERIAL													
	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	PRESTRESSED				2 X 53 L PILES	CONCRETE BARRIER RAIL	CLASS II	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	STRIP SEAL EXPANSION JOINTS
	LUMP SUM	LBS.	LBS.	NO.	LIN.FT.	EACH	NO.	LIN.FT.	LIN.FT.	TONS	SQ. YARDS	LUMP SUM	LUMP SUM
SUPERSTRUCTURE	LUMP SUM			25	2,604.17				1046.67			LUMP SUM	LUMP SUM
END BENT NO.1		6,601				6	6	180		630	700		
BENT NO.1		14,436	4,943										
BENT NO.2		13,883	4,493										
BENT NO.3		13,815	4,719										
BENT NO.4		15,461	5,578										
END BENT NO.2		6,890				6	6	210		1110	1233		
TOTAL	LUMP SUM	71,086	19,733	25	2,604.17	12	12	390	1046.67	1740	1933	LUMP SUM	LUMP SUM



OCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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SHEET 5 OF 5 STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

STATION: 32+31.61 -L-

PROJECT NO. B-4407

ANSON/STANLY

BRIDGE ON US-52 OVER ROCKY RIVER BETWEEN SR-1627 (OLD US-52) AND SR-1934 (RIVERVIEW RD.)

GENERAL DRAWING

COUNTY

REVISIONS S-5 DATE: DATE: BY: BY: DWN. BY: WDC DATE: 10/2020 TOTAL SHEETS DATE: 10/2020 CHKD. BY: PRG DES.EGR.OF RECORD: PRG DATE: 10/2020