

GENERAL 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.

THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, 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.

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.

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

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 IS ELEVATION 1968.0 SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS, SEE SPECIAL PROVISIONS.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

FOR ROCK EMBANKMENT AND CORE MATERIAL IN AREA OF END BENTS, SEE ROADWAY PLANS.

WORK ON END BENTS SHALL NOT BE STARTED UNTIL APPROACH ROCK EMBANKMENT AND CORE MATERIAL IN THE AREA OF THE END BENT PILES HAVE BEEN PLACED.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD FOR THE EXISTING STRUCTURE, 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 AT STATION 315+72.39 -L-".

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 SHEET 1 OF 4 SHALL BE EXCAVATED FOR A DISTANCE OF 20 FT. LEFT OF CENTERLINE -L- AND 82 FT. RIGHT OF CENTERLINE -L- 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 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 SAMPLE BARS SHOULD COME FROM STEEL ACTUALLY USED IN THE PROJECT AND THE SAMPLE BARS SHOULD BE REPLACED BY SPLICED BARS AS SPECIFIED IN THE SAMPLE BAR REPLACEMENT CHART. PAYMENT FOR THE SAMPLE BARS AND REPLACEMENT REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING DUAL STRUCTURES CONSISTING OF A 4 SPAN (67.5' - 67.5' - 67.5' - 67.5') CONCRETE DECK ON ROLLED STEEL W-SHAPE GIRDERS, WITH 28.0 FT CLEAR ROADWAY WIDTH, SUPPORTED BY PILE BENT CONCRETE END BENTS AND CONCRETE POST AND BEAM BENTS ON ISOLATED SPREAD FOOTINGS, 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 BRIDGES 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. 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.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS 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.

SAMPLE BAR REPLACEMENT		NOTE:
SIZE	SIZE	SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30" (SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND fy = 60ksi. BAR LENGTHS IN THIS TABLE ARE A GUIDE. THE ENGINEER SHALL APPROVE FINAL LENGTHS BASED ON TYPE AND LOCATION OF SAMPLE BAR.
#3	6'-2"	
#4	7'-4"	
#5	8'-6"	
#6	9'-8"	
#7	10'-10"	
#8	12'-0"	
#9	13'-2"	
#10	14'-6"	
#11	15'-10"	

TOTAL BILL OF MATERIAL												
	CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS AT STA. 315+72.39 -L-	REMOVAL OF EXISTING STRUCTURE AT STA. 315+72.39 -L-	ASEBESTOS ASSESSMENT	5'-0" Ø DRILLED PIERS IN SOIL	5'-0" Ø DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 5'-0" Ø DRILLED PIER	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION AT STA. 315+72.39	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	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM
SUPERSTRUCTURE									36,107	38,367		
END BENT 1											113.9	
BENT 1				112.5	108.0	135.0					393.0	
END BENT 2											114.0	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	112.5	108.0	135.0	1	LUMP SUM	36,107	38,367	620.9	LUMP SUM

TOTAL BILL OF MATERIAL										
	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	F.I.B. 72" PRESTRESSED CONCRETE GIRDER	PILE DRIVING EQUIPMENT SETUP FOR HP 14X73 STEEL PILES	HP 14X73 STEEL PILES	CONCRETE BARRIER RAIL	CONCRETE MEDIAN BARRIER	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS
	LBS.	LBS.	NO. LIN. FT.	EACH	NO. LIN. FT.	LIN. FT.	LIN. FT.	TON	SQ. YDS.	LUMP SUM
SUPERSTRUCTURE			30 4300.63			576.5	338.3			
END BENT 1	19,580			28	28 1,175			790	878	
BENT 1	138,244	22,588								
END BENT 2	19,637			28	28 1,350			1,180	1,311	
TOTAL	177,461	22,588	30 4300.63	56	56 2,525	576.5	338.3	1,970	2,189	LUMP SUM

PROJECT NO. B-4442



BUNCOMBE COUNTY

STATION: 315+72.39 -L-

SHEET 5 OF 5

DRAWN BY : D.R. DRUM DATE : 03/2022
 CHECKED BY : J.C. MORRISON DATE : 05/2022
 DESIGN ENGINEER OF RECORD: J.E. SLOAN DATE : 05/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

 <small>AECOM TECHNICAL SERVICES OF NC, INC. 5438 WADE PARK BOULEVARD, SUITE 200 RALEIGH, NC 27607 (919) 854-6200 www.aecom.com AECOM License No. F02642</small>	STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH			
	GENERAL DRAWING FOR BRIDGE ON US 19/US 23/US 25/US 70/FUTURE I-26 OVER REEMS CREEK BETWEEN SR 1720 & SR 1725			
 8/17/2022	REVISIONS			SHEET NO. S-05 TOTAL SHEETS 58
	NO.	BY:	DATE:	
1		3		
2		4		