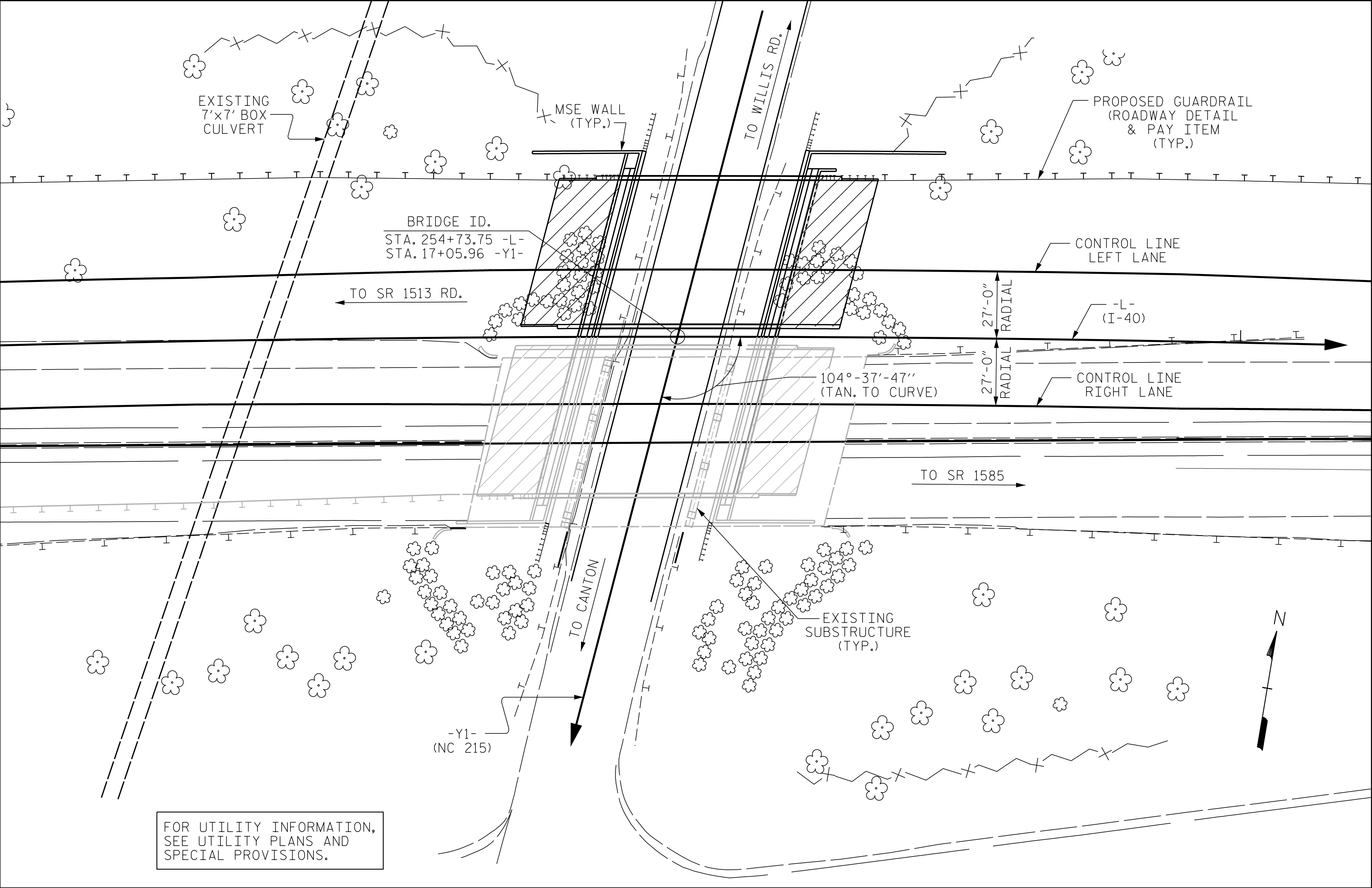


BM-9 : R/R SPIKE SET IN BASE OF 10" SYCAMORE, 30' RIGHT OF STA. 7+28.00 -BY1- EL. 2668.29



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 MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, 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 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.

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 AT STATION 254+73.75 -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.

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.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING 3 SPAN STRUCTURE CONSISTS OF 1 SPAN @ 41', 1 SPAN @ 50' AND 1 SPAN @ 54' WITH REINFORCED CONCRETE DECK ON STEEL I-BEAMS AND A CLEAR ROADWAY WIDTH OF 66' ON A SUBSTRUCTURE CONSISTING OF REINFORCED CONCRETE END BENTS AND REINFORCED CONCRETE POST AND BEAM BENTS ON PILE FOOTINGS 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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

SAMPLE BAR REPLACEMENT

SIZE	LENGTH
#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"

NOTE:
SAMPLE BAR REPLACEMENT LENGTHS BASED ON 30"(SAMPLE LENGTH) PLUS TWO SPLICE LENGTHS AND $f_y = 60\text{ksi}$.

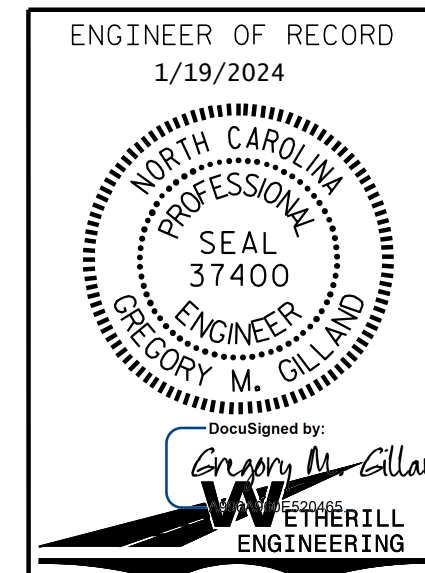
TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	FIB 36" PRESTRESSED CONCRETE GIRDERS		PILE DRIVING EQUIPMENT SETUP FOR HP 14 X 73 STEEL PILES	HP 14 x 73 STEEL PILES		* CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS
	LUMP SUM	LUMP SUM	SQ.FT.	SQ.FT.	CU.YDS.	LUMP SUM	LBS.	No.	LIN.FT.	EA.	No.	LIN.FT.	LIN.FT.	SO. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE			4,808	6,866				7	538.42				* 212.44			
END BENT 1					56.7		7,089			8	8	555		19		
END BENT 2					53.3		7,125			8	8	555		19		
TOTAL	LUMP SUM	LUMP SUM	4,808	6,866	110.0	LUMP SUM	14,214	7	538.42	16	16	1,110	* 212.44	38	LUMP SUM	LUMP SUM

* CONTAINS THE ADDITIONAL LINEAR FEET OF CONCRETE BARRIER RAIL ON APPROACH SLABS.

PROJECT NO. HB-0004
HAYWOOD COUNTY
STATION: 254+73.75 -L-

SHEET 5 OF 5



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON I-40
OVER NC 215 BETWEEN
SR 1513 AND SR 1585
(LEFT LANE)

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

TOTAL SHEETS 58

1223 Jones Franklin Rd.
Raleigh, N.C. 27606
Bus: 919 851 8077
Fax: 919 851 8107
LICENSE NO. F-0377

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

DRAWN BY : D. HODGE DATE : 11/23
CHECKED BY : G. GILLAND DATE : 11/23

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