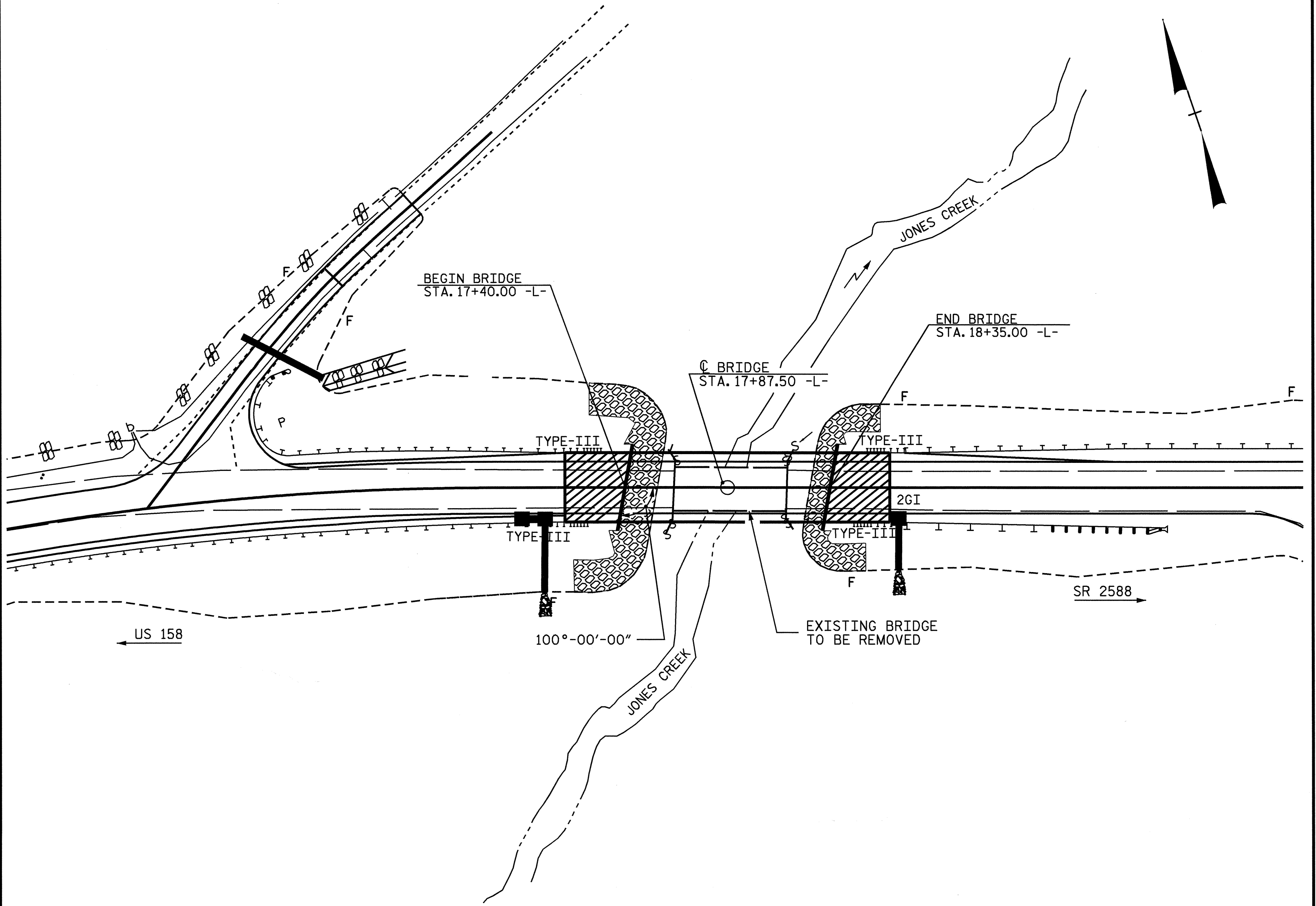


| TOTAL BILL OF MATERIAL | | | | | | | | | | | | | |
|------------------------|-------------------------------|-----------------------------------|------------------|-----------------------|-------------------|------------------------|-----------------------|--------------------------------------|----------------------------|----------------------|--|-----|---------|
| | REMOVAL OF EXISTING STRUCTURE | UNCLASSIFIED STRUCTURE EXCAVATION | CLASS A CONCRETE | BRIDGE APPROACH SLABS | REINFORCING STEEL | HP 12 X 53 STEEL PILES | CONCRETE BARRIER RAIL | PLAIN RIP RAP CLASS II (2'-0" THICK) | FILTER FABRIC FOR DRAINAGE | ELASTOMERIC BEARINGS | 3'-0" X 3'-3" PRESTRESSED CONCRETE BOX BEAMS | | |
| | LUMP SUM | LUMP SUM | CU.YDS. | LUMP SUM | LBS. | NO. | LIN.FT. | LIN.FT. | TONS | SQ. YARDS | LUMP SUM | NO. | LIN.FT. |
| SUPERSTRUCTURE | | | | LUMP SUM | | | | 185.5 | | | LUMP SUM | 12 | 1112.63 |
| END BENT NO. 1 | | LUMP SUM | 18.7 | | 2888 | 10 | 250 | | 190 | 215 | | | |
| END BENT NO. 2 | | LUMP SUM | 18.9 | | 2887 | 10 | 250 | | 140 | 160 | | | |
| TOTAL | LUMP SUM | LUMP SUM | 37.6 | LUMP SUM | 5775 | 20 | 500 | 185.5 | 330 | 375 | LUMP SUM | 12 | 1112.63 |

BENCH MARK #2: RR SPIKE IN BASE OF 18" SWEET GUM 68' LT. OF -L- STA. 22+70, EL. 594.660'



LOCATION SKETCH
FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

NOTES

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.
 ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.
 THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.
 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 BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.
 WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.
 PILES FOR END BENT NO. 1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF APPROX. 22 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. FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SPECIAL PROVISIONS.
 THE CONTRACTOR SHALL OBSERVE A ONE MONTH WAITING PERIOD BEFORE BEGINNING ANY WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT. THE CONTRACTOR MAY BEGIN THE REINFORCED BRIDGE APPROACH FILL CONSTRUCTION AFTER COMPLETION OF END BENTS INCLUDING WINGWALLS.

THE EXISTING STRUCTURE CONSISTING OF 3 SPANS @ 17'-10", 16'-10 1/2", & 17'-10 1/2", TIMBER DECK ON TIMBER JOISTS WITH TEMP. STEEL I-BEAMS, 19'-2" CL. RDWY. ON TIMBER CAP/TIMBER PILES AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMITATION 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.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 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.
 ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.
 FOR PRESTRESSED CONCRETE BOX BEAMS, SEE SPECIAL PROVISIONS.
 FOR PRESTRESSED CONCRETE MEMBERS, SEE SPECIAL PROVISIONS.
 THE EXISTING PAVEMENT WITHIN THE AREA OF THE END BENT PILES SHALL BE REMOVED AND THE ROADBED SCARIFIED TO A MINIMUM DEPTH OF 2'-0".

PROJECT NO. B-3696
ROCKINGHAM COUNTY
 STATION: 17+87.50 -L-

SHEET 3 OF 3

Professional Engineer Seal for Ting H. Fang, No. 16301, dated 7/21/04.

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 FOR BRIDGE ON SR 2579 OVER
 JONES CREEK BETWEEN
 US 158 AND SR 2588

DRAWN BY : T.H. FANG/WKF DATE : 5/25/04
 CHECKED BY : M.A. ALLEN DATE : 6/21/04

| REVISIONS | | | | | | SHEET NO. |
|-----------|-----|-------|-----|-----|-------|--------------|
| NO. | BY: | DATE: | NO. | BY: | DATE: | S-3 |
| 1 | | | 3 | | | TOTAL SHEETS |
| 2 | | | 4 | | | 18 |