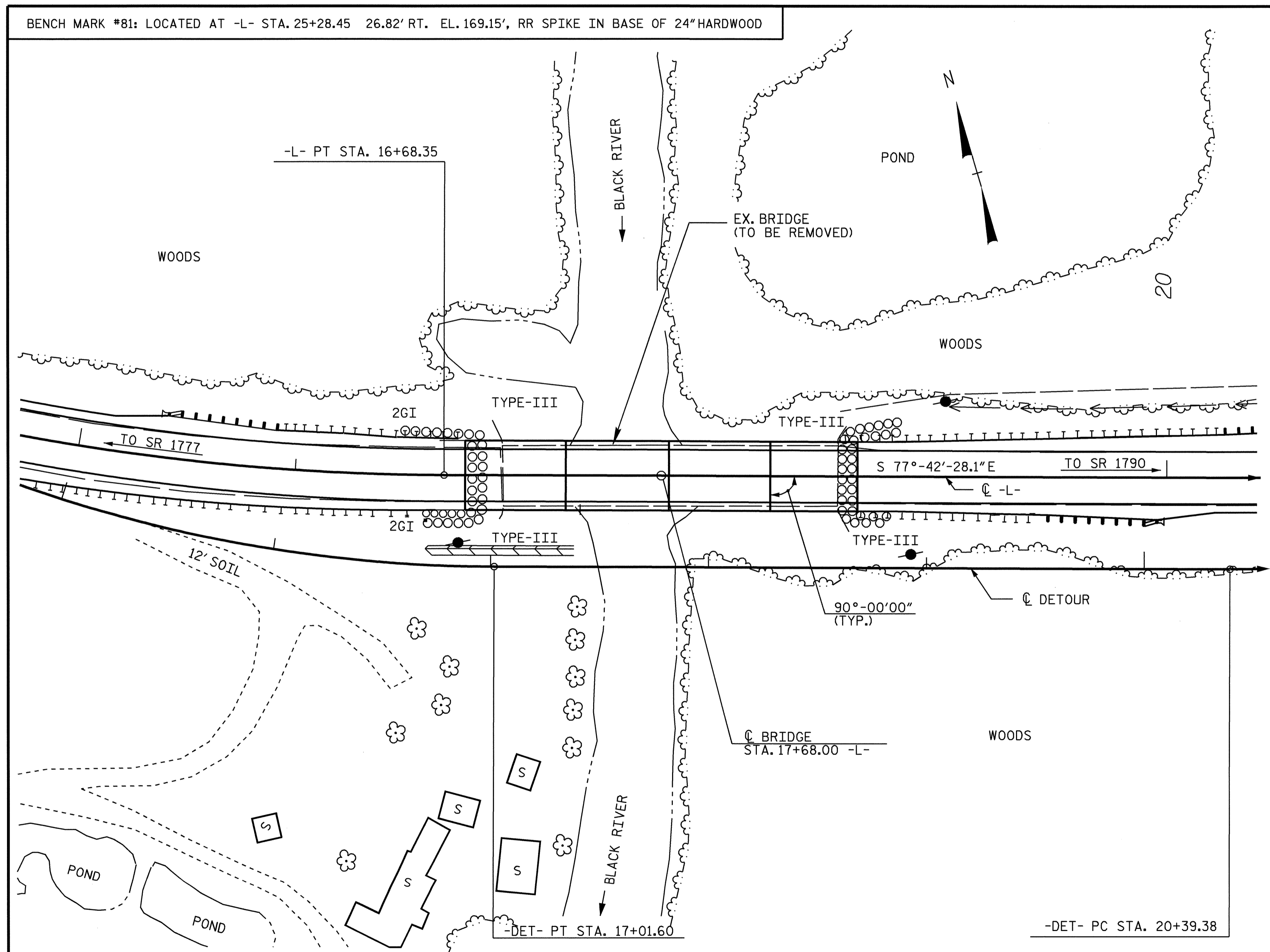


TOTAL BILL OF MATERIAL																
	REMOVAL OF EXISTING STRUCTURE	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		HP 14 X 73 STEEL PILES		GALVANIZING STEEL PILES	CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS		REMOVAL OF TEMPORARY STRUCTURE
	LUMP SUM	CU.YDS.	LUMP SUM	LBS.	NO.	LIN.FT.	NO.	LIN.FT.	LUMP SUM	LIN.FT.	TONS	SG. YARDS	LUMP SUM	NO.	LIN.FT.	LUMP SUM
SUPERSTRUCTURE			LUMP SUM							355.8			LUMP SUM	48	2128.50	LUMP SUM
END BENT NO. 1		12.5		1990	8	400					110	125				
BENT NO. 1		10.8		1939			8	400	LUMP SUM							
BENT NO. 2		10.8		1939			8	360	LUMP SUM							
BENT NO. 3		10.8		1937			7	315	LUMP SUM							
END BENT NO. 2		12.5		1990	8	360					135	150				
TOTAL	LUMP SUM	57.4	LUMP SUM	9795	16	760	23	1075	LUMP SUM	355.8	245	275	LUMP SUM	48	2128.50	LUMP SUM



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 SPICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPICE OF THIRTY BAR DIAMETERS.

PILES FOR BENT NO. 1, 2, AND 3 SHALL BE DRIVEN TO AN ELEVATION NO HIGHER THAN 126 FEET AND SATISFY THE BEARING CAPACITY OF 60 TONS EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1, 2, AND 3 IS ELEVATION 132 FEET. THE SCOUR CRITICAL ELEVATION IS FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

PILES FOR END BENT NO. 1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

WAITING PERIOD FOR APPROACH SLAB CONSTRUCTION IS WAIVED.

THE HP 14 X 73 STEEL PILES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. FOR GALVANIZING STEEL PILES, SEE SPECIAL PROVISIONS.

THE CONTRACTOR WILL BE REQUIRED TO REMOVE A TEMPORARY STRUCTURE AT STATION 17+68.00 -L- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. SEE SPECIAL PROVISIONS FOR REMOVAL OF TEMPORARY STRUCTURE.

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.

THE EXISTING STRUCTURE CONSISTING OF 9 SPANS @ 16'-10", 16'-9", 17'-6", 16'-11", 17'-5", 16'-11", 17'-2", 17'-1", 17'-10", RC FLOOR, TIMBER JOISTS, 28' CL. RDWY, EB & IB; 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.

THIS STRUCTURE SHALL BE CONSTRUCTED WITH THE TOP DOWN CONSTRUCTION METHOD.

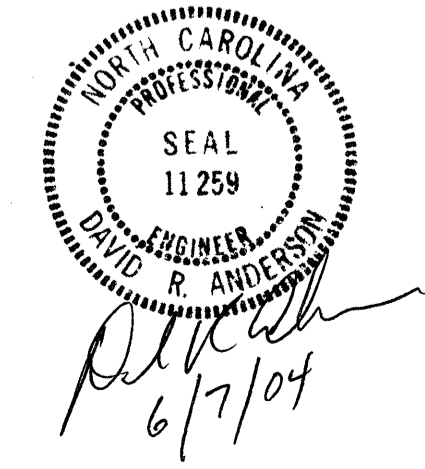
FOR PRESTRESSED CONCRETE MEMBERS, SEE SPECIAL PROVISIONS.

PROJECT NO. **B-4139**
HARNETT COUNTY
 STATION: **17+68.00 -L-**

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 FOR BRIDGE ON SR 1780 OVER
 BLACK RIVER BETWEEN
 SR 1777 AND SR 1790



REVISIONS						SHEET NO. S-3
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 22
2			4			

DRAWN BY: D.R. ANDERSON DATE: 5-8-03
 CHECKED BY: M.A. ALLEN DATE: 12-10-03