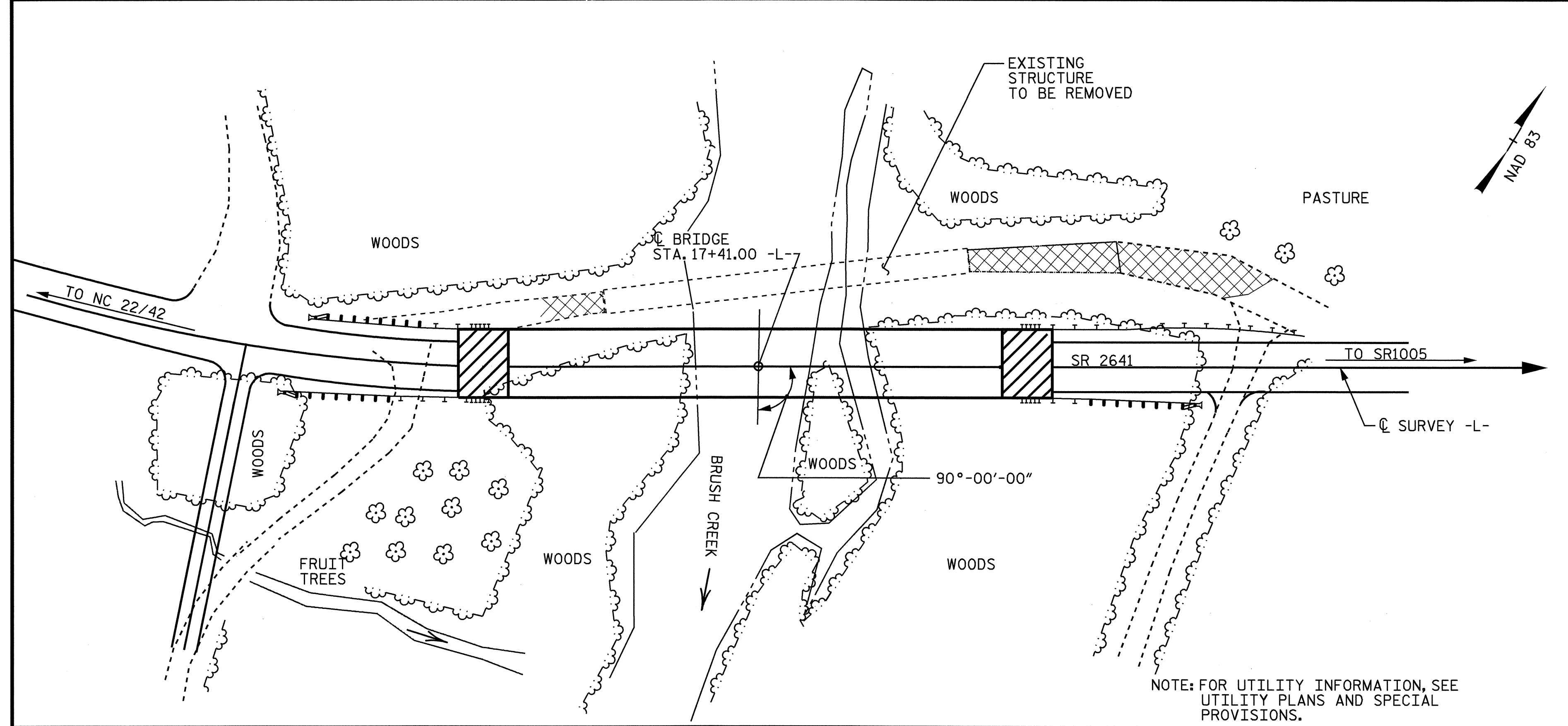


TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMP. ACCESS	REMOVAL OF EXISTING STRUCTURE	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	3'-6" Ø DRILLED PIERS IN SOIL	3'-6" Ø DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 3'-6" DIA. DRILLED PIER	CROSSHOLE SONIC LOGGING	CSL TUBES	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	45" PRESTRESSED CONCRETE GIRDERS	HP 12 X 53 STEEL PILES	CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS	
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EA.	LIN. FT.	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	LIN. FT.	NO.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE										8345	8256		LUMP SUM			1164.17			473.50			LUMP SUM	LUMP SUM
END BENT NO. 1			15	15										3494			7	90		230	255		
BENT NO. 1					13.0	18.0			144.0			21.5		5503	1214								
BENT NO. 2					7.0	20.0	10.2	1	128.0			24.6		6127	1216								
BENT NO. 3					5.0	19.0	5.0	1	116.0			24.6		6005	1165								
BENT NO. 4					8.0	19.0			128.0			21.7		5381	1150								
END BENT NO. 2												23.4		3565			7	105		305	340		
TOTAL	LUMP SUM	LUMP SUM	15	15	33.0	76.0	15.2	2	516.0	8345	8256	138.7	LUMP SUM	30,075	4745	1164.17	14	195	473.50	535	595	LUMP SUM	LUMP SUM

NOTES: (CONTINUED FROM SHEET 2 OF 3)

BM #2 ELEVATION = 410.82' R/R SPIKE SET IN 24" OAK, STA. 18+33.83 -L- OFFSET 294.33' LT.



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE ----- = 4972 CFS.
 FREQUENCY OF DESIGN FLOOD ----- = 25 YRS.
 DESIGN HIGH WATER ELEVATION ----- = 412.3'
 DRAINAGE AREA ----- = 38 SQ. MI.
 BASIC DISCHARGE (Q100) ----- = 7236 CFS.
 BASIC HIGH WATER ELEVATION ----- = 413.9'

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE ----- = 10477+ CFS.
 FREQUENCY OF OVERTOPPING FLOOD ----- = 500 YRS.+
 OVERTOPPING FLOOD ELEVATION ----- = 423.8'
 @ LOW POINT IN ROAD

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 BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.
 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.
 THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS FOR BENTS No. 1, No. 3, AND No. 4 ARE 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.
 THE EXISTING STRUCTURE CONSISTING OF 1 @ 35'-3", 3 @ 35'-0" AND 1 @ 35'-3" TIMBER DECK WITH ASPHALT WEARING SURFACE ON STEEL GIRDER/TIMBER JOIST/STEEL FLOOR BEAM SYSTEM; 11.1 FT. CLEAR ROADWAY WIDTH ON RUBBLE MASONRY ABUTMENTS AND INTERIOR BENTS AND LOCATED 40 FEET UPSTREAM 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.
 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", NOVEMBER, 1995.
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO 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 SAMPLE 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 SPLICE OF THIRTY BAR DIAMETERS.
 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 17+41.00 -L-".
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

PROJECT NO. B-3690
RANDOLPH COUNTY
 STATION: 17+41.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON SR 2641
 (LAMBETH MILL ROAD)
 OVER BRUSH CREEK BETWEEN
 NC 22/42 AND SR 1005



DRAWN BY : R. G. EMERSON DATE : 05/04
 CHECKED BY : D. E. PETREY DATE : 06/04

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			37