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TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMP. ACCESS	REMOVAL OF EXISTING STRUCTURE	3'-0" Ø DRILLED PIERS IN SOIL	3'-0" Ø DRILLED PIERS NOT IN SOIL	PERMANENT STEEL CASING FOR 3'-0" Ø DRILLED PIER	SID INSPECTIONS	CSL TESTING	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	HP 12 X 53 STEEL PILES		STEEL PILE POINTS	TWO BAR METAL RAIL	1'-2" X 2'-9½" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0' X 3'-3" PRESTRESSED CONCRETE BOX BEAMS	
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	EA.	EA.	CU. YDS.	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	EA.	LIN. FT.	LIN. FT.	TON	SQ. YD.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE									LUMP SUM						375.25	390.25			LUMP SUM	22	2,145.0
END BENT 1								29.1		4,604		7	140	7			150	165			
BENT 1			40.9	33.0	22.9			21.1		11,365	2,020										
END BENT 2								29.1		4,604		7	175	7			55	65			
TOTAL	LUMP SUM	LUMP SUM	40.9	33.0	22.9	1	1	79.3	LUMP SUM	20,573	2,020	14	315	14	375.25	390.25	205	230	LUMP SUM	22	2,145.0

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 EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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

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. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHOULD BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE PAVEMENT MARKING PLANS AND SHALL PROVIDE FOR BICYCLES.

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 16+05.00 -L-".

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 4 SPANS: 1 @ 40'-4", 1 @ 46'-1", 1 @ 44'-2", AND 1 @ 40'-4" WITH A CLEAR ROADWAY WIDTH OF 19'-0" AND A TIMBER DECK ON I-BEAMS WITH ½" AWS WITH TIMBER CAP AND PILE END BENTS AND REINFORCED CONCRETE CAP WITH CONCRETE ENCASED TIMBER PILE INTERIOR BENTS LOCATED 40' UPSTREAM FROM 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. FOR REMOVAL OF EXISTING STRUCTURE AT STA. 16+05.00 -L-, SEE SPECIAL PROVISIONS.

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 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.

AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE CAUSEWAY, THE CLASS II RIP RAP USED IN THE CAUSEWAY MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 16+05.00 -L-.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

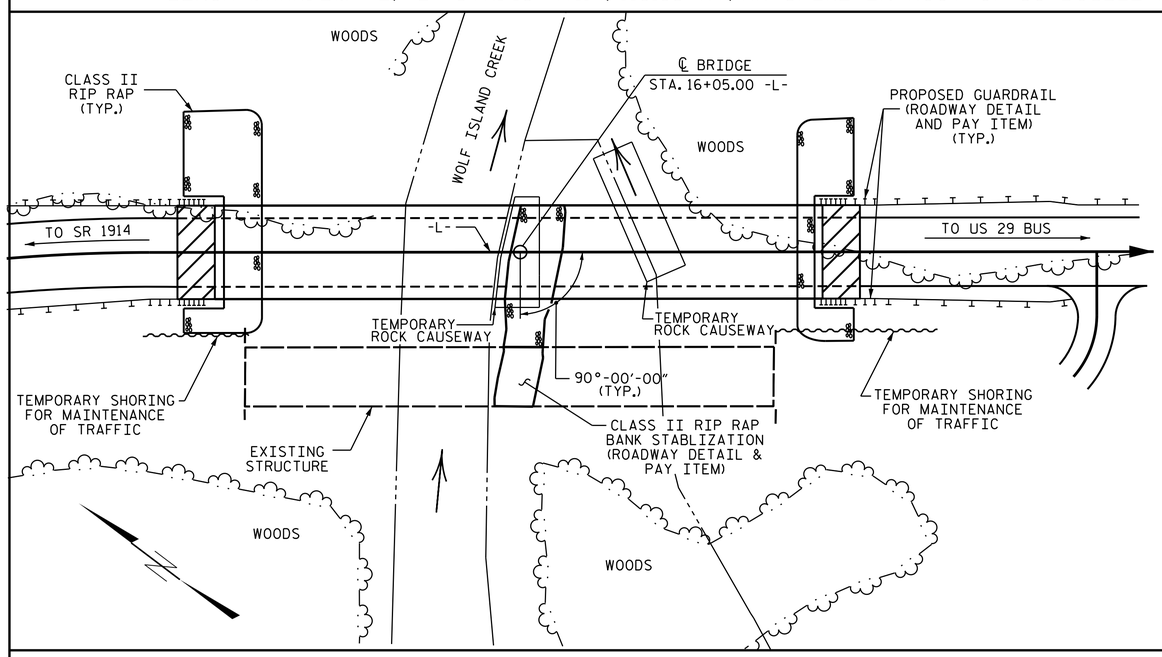
FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

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.

BENCH MARK: BM #2, -L- STA. 18+47.14, 118.93' RT; RR SPIKE IN ROOT OF 30" DOUBLE RIVER BIRCH; EL. 563.29



HYDRAULIC DATA

DESIGN DISCHARGE	= 4,500 CFS.
FREQUENCY OF DESIGN FLOOD	= 25 YRS.
DESIGN HIGH WATER ELEVATION	= 540.8
DRAINAGE AREA	= 33.7 SQ. MI.
BASE DISCHARGE (Q100)	= 6,715 CFS.
BASE HIGH WATER ELEVATION	= 542.72

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 18,700 CFS.
FREQUENCY OF OVERTOPPING FLOOD	= 500+ YRS.
OVERTOPPING FLOOD ELEVATION	= 550.4

NOTE: FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

LOCATION SKETCH

NORTH CAROLINA PROFESSIONAL SEAL 14855 ENGINEER DOUGLAS R. CALHOUN

Digitally signed by: Douglas R. Calhoun
12EFE12F0292440...
11/20/2014

PROJECT NO. B-4803
ROCKINGHAM COUNTY
STATION: 16+05.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE-ON SR 1925 (WORSHAM MILL RD.) OVER WOLF ISLAND CREEK BETWEEN SR 1914 & US 29 BUS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			24

DRAWN BY : D.G.E./S.B.W. DATE : 7/13
CHECKED BY : P. K. NEWTON DATE : 3/14
DESIGN ENGINEER OF RECORD: ASHVIN PATEL DATE : 06/13

19-NOV-2014 11:01
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