——————————————————————————————————————																					
	CONSTRUCTION, MAINTENANCE,& REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	4'-6"Ø DRILLED PIERS IN SOIL	4'-6"Ø DRILLED PIERS NOT IN SO	PERMANENT STEEL CASING FOR 4'-6"Ø IL DRILLED PIERS	SID INSPECTIONS	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED Concrete Deck Slab	) GROOVING BRIDGE FLOORS	CLASS A Concrete	BRIDGE APPROACH SLABS	REINFORCING Steel	SPIRAL COLUMN REINFORCING STEEL	MODIFIED 72" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	HP 12 Stee	2 X 53 L PILES	TWO BAR METAL RAIL	1'-2" X 2'-6" Concrete Parapet
	LUMP SUM	LUMP SUM	LUMP SUM	LIN.FT.	LIN.FT.	LIN.FT.	EACH	EACH	LUMP SUM	SQ.FT.	SQ.FT.	CU.YDS.	LUMP SUM	LBS.	LBS.	NO. LIN.FT.	EACH	NO.	LIN.FT.	LIN.FT.	LIN.FT.
SUPERSTRUCTURE										36,378	30,818		LUMP SUM			33 4,097.50				733.67	748.67
END BENT NO.1									LUMP SUM			70.2		11,014			20	20	700		
BENT NO.1				54.25	72.00	64.60						140.6		37,008	6,145						
BENT NO.2				54.25	72.00	60.95						140.4		37,008	6,145						
END BENT NO.2									LUMP SUM			70.2		11,014			20	20	500		
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	108.50	144.00	125.55	1	1	LUMP SUM	36,378	30,818	421.4	LUMP SUM	96,044	12,290	33 4,097.50	40	40	1200	733.67	748.67

— TOTAL	BILL	OF I	MATEF	RIAL—
	1'-2" X 2'-8" Concrete Parapet	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS
	LIN.FT.	TONS	SQ. YARDS	LUMP SUM
SUPERSTRUCTURE	423.33			LUMP SUM
END BENT NO.1		390	435	
BENT NO.1		323	359	
BENT NO.2				
END BENT NO.2		320	355	
TOTAL	423.33	1,033	1,149	LUMP SUM

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF 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.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 7 SPANS @ 50' OF REINF CONC CHANNELS WITH REINF CONC DECK WITH AWS, WITH A CLEAR RDWY WIDTH OF 24'-2", ON REINF CONC SPILL THRU END BENTS AND REINF CONC POST AND WEB BENTS ON SPREAD FOOTINGS, LOCATED AT THE PROPOSED SITE 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.

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



## GENERAL NOTES

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".

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 73 FT.LEFT, AND 80'RIGHT, 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. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

HYDRAULIC DATA	
DESIGN DISCHARGE	= 22300 CFS
DESIGN FREQUENCY	= 50 YRS
DESIGN HW ELEVATION	= 150.5 FT
BASE DISCHARGE	= 25100 CFS
BASE FREQUENCY	= 100 YRS
BASE HW ELEVATION	= 151.8 FT
DRAINAGE AREA	= 1150 SQ.MI.
OVERTOPPING FLOOD DA	ТА
OVERTOPPING DISCHARG	E = >32400 CFS
OVERTOPPING FREQUENC	Y = 500+ YRS
OVERTOPPING ELEVATIO	N = 160.0 <del>%</del> FT
* - OVE	ERTOPPING AT
STA	.69+06 -L-



DWN. BY: WO Chkd. By: A Des. egr. of 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.

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 CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS, SEE SPECIAL PROVISIONS.

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 64+20.00 -L-.

NO MORE THAN 50% OF THE FLOW AREA WILL BE BLOCKED BY THE CAUSEWAY AT ANY GIVEN TIME.

	"""" RO1""	PROJEC J STATIC	CT NO. <u>OHNS</u> DN: <u>6</u>	 T 0 4+	R- N 20,	- <u>3825</u> cc _00 -	B DUNTY -L-		
Hard Hard	STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH								
7/17/2018 9:03	8:43 AM EDT	GENERAL DRAWING							
DOCUMENT NOT FINAL UNLE SIGNATURES (	CONSIDERED ESS ALL COMPLETED	N Betwe	FOR E EUSE F EN SR	BRI RIV 20	DGE ER 108	OVER ON NC4 AND SI	42 R 1705		
DC 4C0	DATE: 4/2017 DATE: 12/2017	NO. BY:	REVIS DATE:	NO.	BY:	DATE:	SHEET NO. S-5 total		
F RECORD: ACO	DATE: 12/2017	2		<u>৩</u> ব্রু			SHEETS 59		