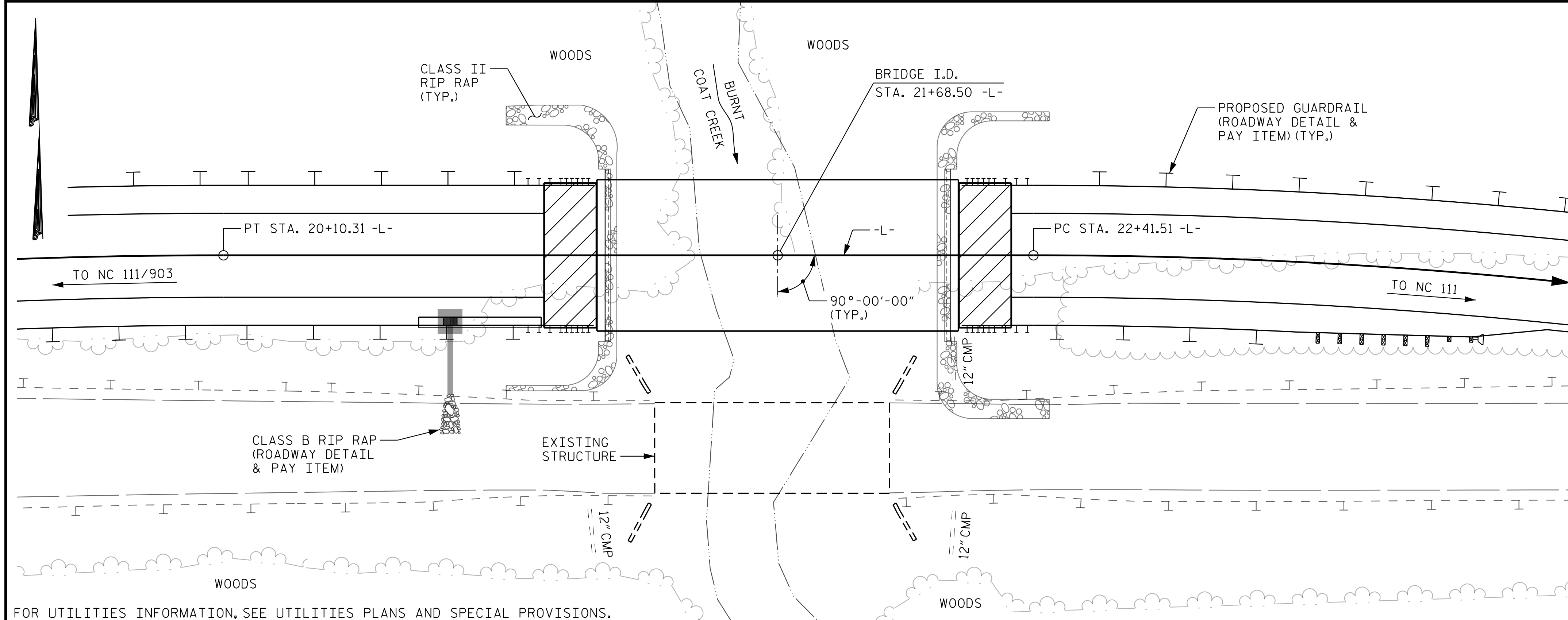


BM #1: NAIL IN 20" OAK, 92.54' RIGHT OF STATION 17+96.90 -L-, EL. 70.33'



LOCATION SKETCH

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE AT STA. 21+68.50 -L-	ASBESTOS ASSESSMENT	PDA TESTING	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE (BRIDGE)	BRIDGE APPROACH SLABS STA. 21+68.50 -L-	REINFORCING STEEL (BRIDGE)	36" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR HP 14x73 GALVANIZED STEEL PILES	HP 12x53 STEEL PILES		HP 14x73 GALVANIZED STEEL PILES		
	LUMP SUM	LUMP SUM	EA.	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EA.	EA.	NO.	LIN. FT.	NO.	LIN. FT.
SUPERSTRUCTURE				4,470	5,637		LUMP SUM		15	512.08						
END BENT 1						34.1		5,116			6	6	360			
BENT 1						15.7		3,502			6			6	420	
BENT 2						15.7		3,502			6			6	390	
END BENT 2						34.1		5,116			6	6	330			
TOTAL	LUMP SUM	LUMP SUM	1	4,470	5,637	99.6	LUMP SUM	17,236	15	512.08	12	12	690	12	810	

CONT. TOTAL BILL OF MATERIAL

PILE REDRIVES	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	FIBER OPTIC CONDUIT SYSTEM
EA.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	LIN. FT.
	206.67			LUMP SUM	202.67
3		122	136		
3					
3		181	201		
12	206.67	303	337	LUMP SUM	202.67

NOTES CONTINUED

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

FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

IMPERVIOUS DIKE MAY BE REQUIRED FOR THE REMOVAL OF EXISTING BRIDGE. SEE EROSION CONTROL PLANS FOR IMPERVIOUS DIKE DETAILS AND SPECIAL PROVISIONS.

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 SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

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.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

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 21+68.50 -L-."

AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF 2 SPANS OF 32'-3" WITH REINFORCED CONCRETE DECK GIRDER AND A CLEAR ROADWAY WIDTH OF 26'-0" ON REINFORCED CONCRETE ABUTMENTS ON TIMBER PILES, REINFORCED CONCRETE PIERS ON TIMBER PILES WITH STEEL CAP AND PIER CRUTCH BENTS AND LOCATED APPROX. 55' DOWNSTREAM FROM PROPOSED STRUCTURE 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.

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.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

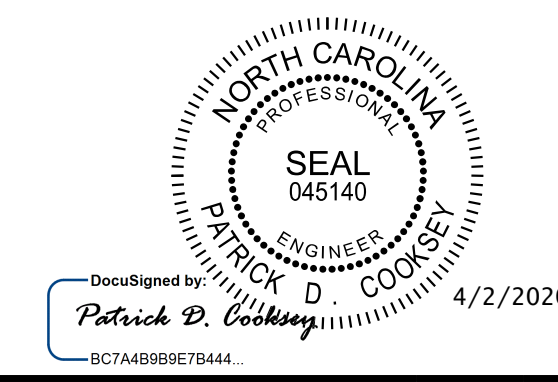
THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."

FOR INTERIOR BENTS 1 AND 2, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT SHEETS FOR REQUIRED GALVANIZED LENGTHS. PAYMENT FOR PARTIALLY GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED STEEL PILES.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

PROJECT NO. B-5534  
DUPLIN COUNTY  
 STATION: 21+68.50 -L-

SHEET 3 OF 3



**Kimley»Horn**  
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 NC LICENSE # F-0102

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**GENERAL DRAWING**  
 FOR BRIDGE OVER  
 BURNT COAT CREEK  
 ON NC 111/111 BETWEEN  
 NC 111/903 AND NC 111

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			34

DRAWN BY: D. D. LOWERY DATE: 02/2020  
 CHECKED BY: J. C. WILSON DATE: 02/2020  
 DESIGN ENGINEER OF RECORD: P. D. COOKSEY DATE: 02/2020

**DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED**

This document, together with the concepts and designs presented herein, is an integral part of the project. It is not to be used for any other project without the written authorization and approval by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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