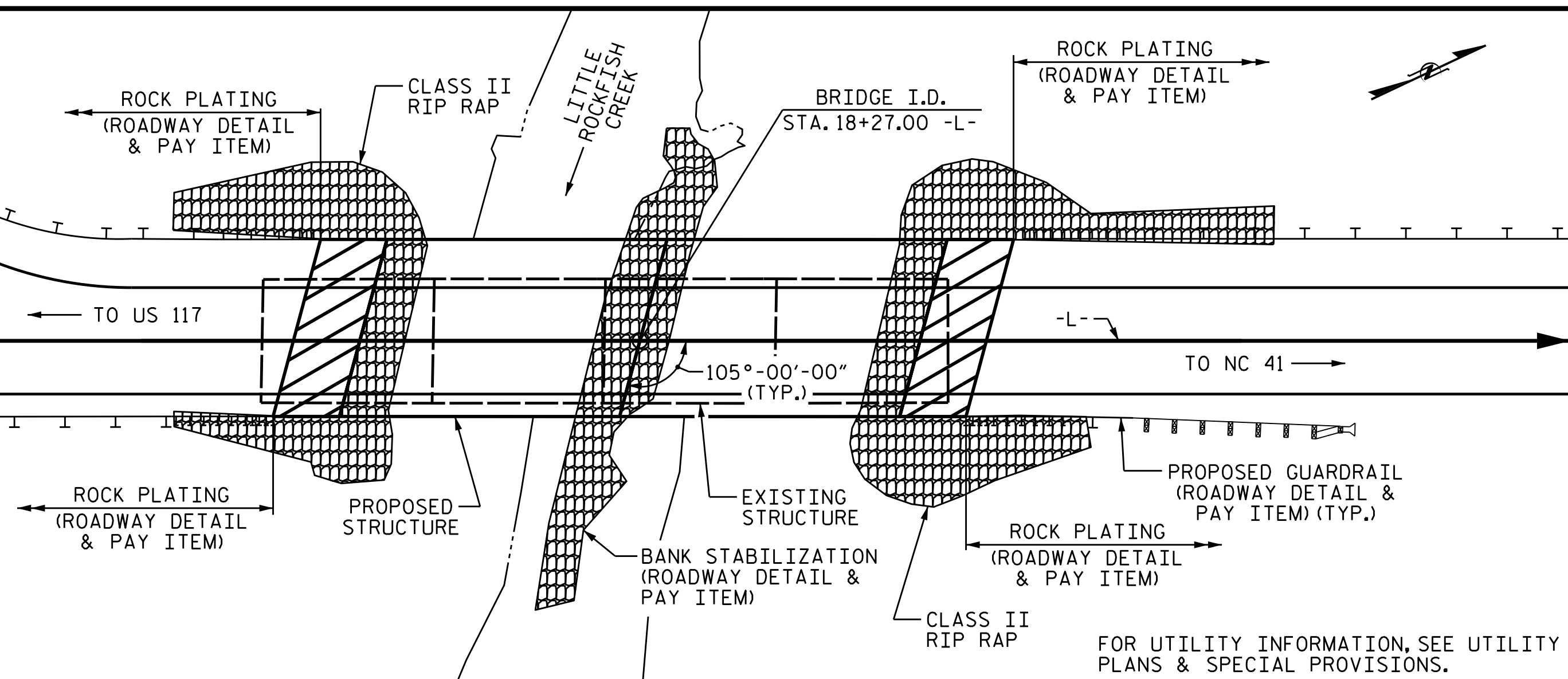


B.M. #2 R/R SPIKE SET IN 18" RIVER BIRCH TREE, 90.12' LEFT OF STA. 18+85.33 -L-, EL. 32.83



LOCATION SKETCH

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.
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 65 FT. LEFT AND 50 FT. RIGHT OF CENTERLINE ROADWAY AT END BENT 1, 55 FT. RIGHT OF CENTERLINE ROADWAY AT BENT 1, AND 50 FT. LEFT AND 60 FT. RIGHT OF CENTERLINE ROADWAY AT END BENT 2 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.
 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 18+27.00 -L-."
 THE EXISTING STRUCTURE CONSISTING OF 4 SPANS: 1 @ 37'-9", 1 @ 37'-3", 1 @ 37'-9" AND 1 @ 37'-6" WITH A CLEAR ROADWAY WIDTH OF 28'-0" AND REINFORCED CONCRETE FLOOR ON STEEL BEAMS AND REINFORCED CONCRETE DECK GIRDERS WITH 5" AWS; ON END BENTS CONSISTING OF REINFORCED CONCRETE ABUTMENTS AND BENTS CONSISTING OF REINFORCED CONCRETE POST AND WEB SHALL BE REMOVED.
 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 BENT 1, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE 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.
 FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	45" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 18X0.50 GALVANIZED STEEL PILES	HP 12X53 STEEL PILES	PP 18X0.50 GALVANIZED STEEL PILES	STEEL PILE POINTS	PIPE PILE PLATES	PILE REDRIVES	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS			
	LUMP SUM	LUMP SUM	EACH	LUMP SUM	SO.FT.	SO.FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	EACH	EACH	LIN. FT.	TONS	SO. YDS.	LUMP SUM
SUPERSTRUCTURE					6,687	6,703.4				10	786.88							316.55					LUMP SUM	
END BENT 1							39.4		5,526		6		6	450	6		3		285	315				
BENT 1							13.8		2,696			7		7	525	7	4							
END BENT 2							38.7		5,251		6		6	450	6		3		285	315				
TOTAL	LUMP SUM	LUMP SUM	2	LUMP SUM	6,687	6,703.4	91.9	LUMP SUM	13,473	10	786.88	12	7	12	900	7	10	316.55	570	630		LUMP SUM		

HYDRAULIC DATA

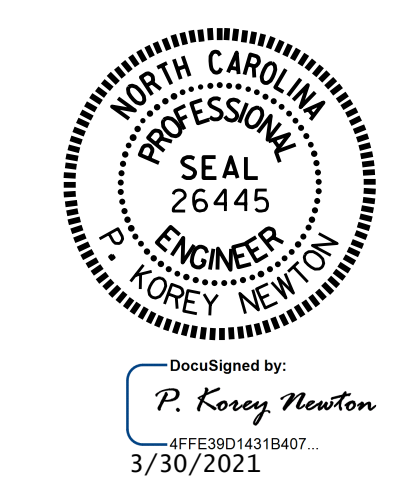
DESIGN DISCHARGE = 1730 CFS
 FREQUENCY OF DESIGN FLOOD = 50 YRS.
 DESIGN HIGH WATER ELEVATION = 27.3 FT.
 DRAINAGE AREA = 9.2 SQ. MI.
 BASE DISCHARGE (Q100) = 2200 CFS
 BASE HIGH WATER ELEVATION = 28.0 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 7250 CFS
 FREQUENCY OF OVERTOPPING FLOOD = 500+ YRS.
 OVERTOPPING FLOOD ELEVATION = 31.1 FT.
 (OVERTOPPING LOCATION @ STA. 10+53.00 -Y-)

PROJECT NO. BR-0017
 DUPLIN COUNTY
 STATION: 18+27.00 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE ON NC 11 OVER
 LITTLE ROCKFISH CREEK
 BETWEEN NC 117 & NC 41

DRAWN BY : M.K. BEARD DATE : 1/2021
 CHECKED BY : D.R. SHACKELFORD DATE : 2/2021
 DESIGN ENGINEER OF RECORD: P. BRYANT DATE : 3/1/21

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			28

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED