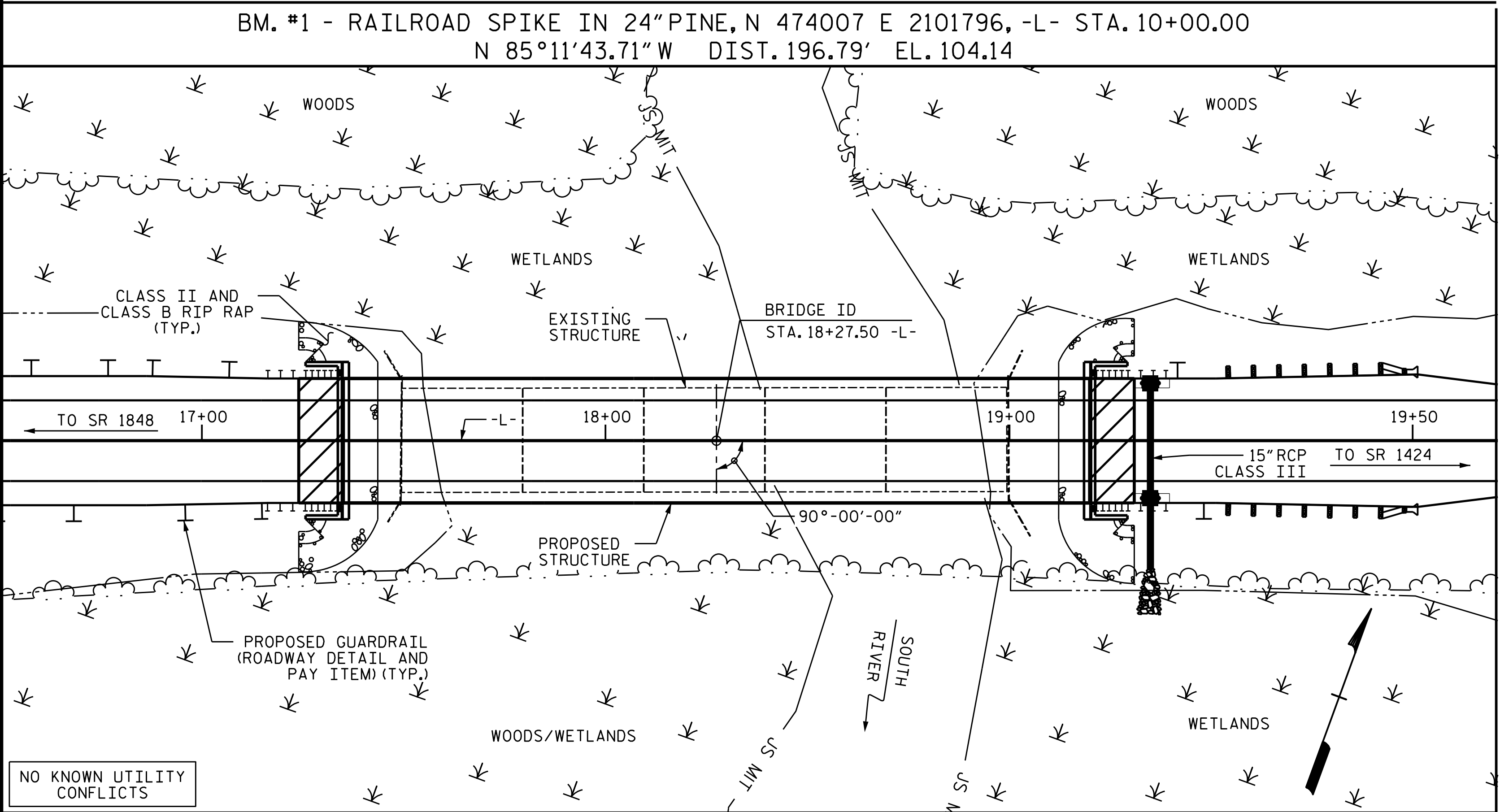


TOTAL BILL OF MATERIAL																					
	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP12X53 STEEL PILES		HP14X73 GALVANIZED STEEL PILES		PILE REDRIVES	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS B	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS		3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		ASBESTOS ASSESSMENT
	LUMP SUM	EA.	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	EA.	LIN. FT.	TONS	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	NO.	LIN. FT.	LUMP SUM
SUPERSTRUCTURE					LUMP SUM							371				LUMP SUM	22	825	22	1210	
END BENT NO. 1			LUMP SUM	21.6		2636	7	315			3		67	100	112						
BENT NO. 1				11.7		2284			8	480	4										
BENT NO. 2				10.7		2136			8	440	4										
BENT NO. 3				11.7		2284			8	480	4										
END BENT NO. 2			LUMP SUM	21.6		2636	7	315			3		72	107	119						
TOTAL	LUMP SUM	3	LUMP SUM	77.3	LUMP SUM	11976	14	630	24	1400	18	371	139	207	231	LUMP SUM	22	825	22	1210	LUMP SUM



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE = 6,100 C.F.S.
FREQUENCY OF DESIGN DISCHARGE = 25 YRS.
DESIGN HIGH WATER ELEVATION = 101.8
DRAINAGE AREA = 203.0 SQ. MI.
BASE DISCHARGE (Q100) = 8,900 C.F.S.
BASE HIGH WATER ELEVATION = 103.6

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 9,700 C.F.S.
FREQUENCY OF OVERTOPPING FLOOD = 100(+) YRS.
OVERTOPPING FLOOD ELEVATION = 104.0

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.

THIS BRIDGE SHALL BE CONSTRUCTED USING TOP-DOWN CONSTRUCTION METHODS. THE USE OF A TEMPORARY CAUSEWAY OR WORK BRIDGE IS NOT PERMITTED.

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.

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

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 SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-25 SHALL BE EXCAVATED FOR A DISTANCE OF 40 FT 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.

THE EXISTING FIVE SPAN STRUCTURE CONSISTING OF END SPAN LENGTHS OF 30'-4" AND INTERIOR SPAN LENGTHS OF 30'-0" WITH A CONCRETE DECK AND ASPHALT OVERLAY SUPPORTED ON 10 LINES OF ADJACENT PRESTRESSED CONCRETE CHANNELS WITH A 24'-2" CLEAR ROADWAY ON PRESTRESSED CONCRETE PIER CAPS ON TIMBER PILES WITH TIMBER CROSS CAPS AT INTERIOR BENTS SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. 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 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, 2, AND 3 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.

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

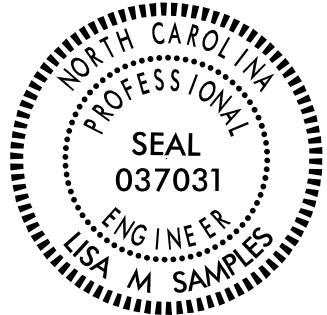
PROJECT NO. B-4950

CUMBERLAND/SAMPSON COUNTY

STATION: 18+27.50 -L-

SHEET 3 OF 3

DocuSigned by:
Lisa M. Samples
0963009A8B446C
1/16/2017



ms consultants, inc.
920 Main Campus Drive
Suite 430
Raleigh, NC 27606
NC License Number : C-3239

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
BRIDGE 172 ON SR 1851
OVER SOUTH RIVER
BETWEEN SR 1848 & SR 1424

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-3
1			3			TOTAL SHEETS 27
2			4			

DRAWN BY : J.M. KEPICH DATE : 10/16
CHECKED BY : L.M. SAMPLES DATE : 11/16
DESIGN ENGINEER OF RECORD : L.M. SAMPLES DATE : 11/16