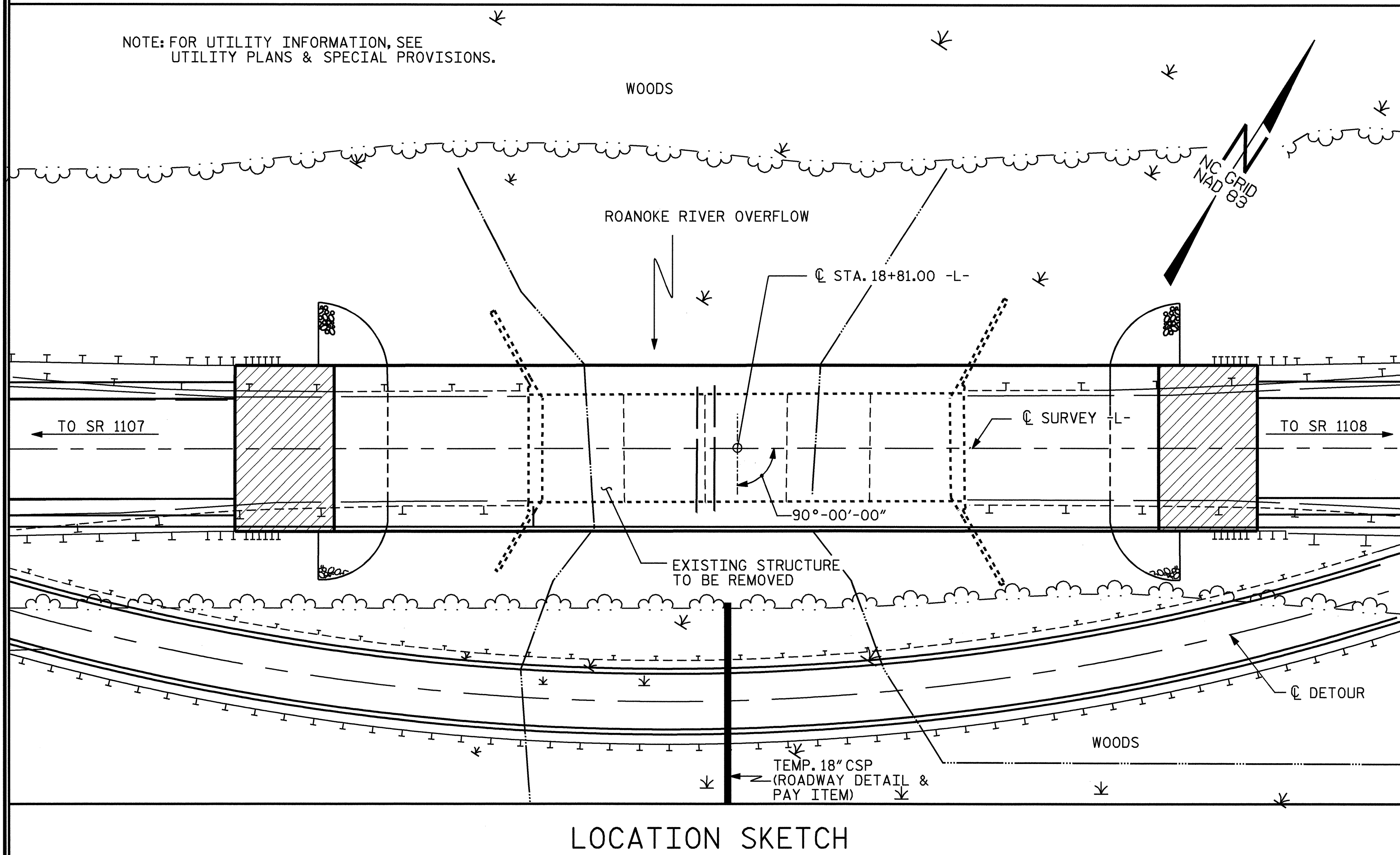


BM *5 : R/R SPIKE IN THE BASE OF A POWER POLE TAGGED NCP * M134567. NORTH SIDE OF US 258, EL. 74.50 NGVD 29

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



NOTES:

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

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING. FOR SUBMITTING PROPOSED PLANS FOR PLACING CONSTRUCTION LOADS ON THE STRUCTURE SEE SECTION 420-20 OF THE STANDARD SPECIFICATIONS.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF 5 SPANS AT 20 FT. WITH REINFORCED CONCRETE FLOOR, ASPHALT WEARING SURFACE AND I-BEAMS ON REINFORCED CONCRETE CAPS ON TIMBER PILES AT END BENTS, REINFORCED CONCRETE CAPS ON PPC PILES @ BENTS WITH STEEL PILE CRUTCH BENT @ BENT NO. 2 AND LOCATED AT 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 STRUCTURE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30.0 FT. EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AS UNCLASSIFIED STRUCTURE EXCAVATION.

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 PROJECT SITE.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

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 THIRTY BAR DIAMETERS.

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+81.00 -L-"

PILES AT END BENT NO.1 AND END BENT NO.2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

PILES AT BENT NO.1 AND BENT NO.2 SHALL BE DRIVEN TO AN ELEVATION NO HIGHER THAN 16.0 FT. AND SATISFY THE BEARING CAPACITY OF 65 TONS EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

NO HYDRAULIC ANALYSIS WAS PERFORMED ON THIS STRUCTURE. MAJOR FLOOD CONTROL STRUCTURES WERE PLACED UPSTREAM AFTER EXISTING STRUCTURE WAS BUILT. THIS STRUCTURE DOES NOT CONVEY ANY EFFECTIVE FLOW. THE BRIDGE LENGTH WAS SET TO REDUCE WETLAND IMPACTS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

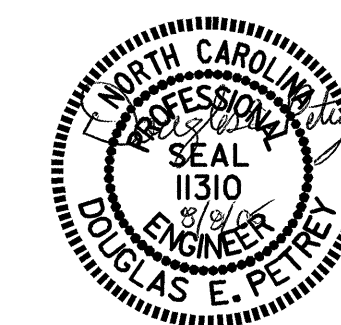
FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		GALVANIZING STEEL PILES	CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS	3'-0" X 2'-3" PRESTRESSED CONCRETE BOX BEAMS		CONCRETE WEARING SURFACE	
							NO.	LIN. FT.							NO.	LIN. FT.		NO.
SUPERSTRUCTURE			8670.0							359.25						45	2694.38	
END BENT NO. 1		570		19.9		3188	10	500.0			280	310						7515.0
BENT NO. 1				13.4		2621	10	450.0	LUMP SUM									
BENT NO. 2		1220		13.4		2621	10	400.0	LUMP SUM									
END BENT NO. 2				19.9		3188	10	350.0			300	330						
TOTAL	LUMP SUM	1790	8670.0	66.6	LUMP SUM	11,618	40	1700.0	LUMP SUM	359.25	580	640	LUMP SUM	LUMP SUM	45	2694.38	7515.0	

PROJECT NO. B-1303
NORTHAMPTON COUNTY
STATION: 18+81.00 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
GENERAL DRAWING
FOR BRIDGE ON US 258
OVER ROANOKE RIVER OVERFLOW
BETWEEN SR 1107 AND SR 1108

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS 20
2			4			

DRAWN BY : R. G. EMERSON DATE : 02/05
CHECKED BY : B. N. GRADY DATE : 03/05