

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CONCRETE WEARING SURFACE	GROOVING BRIDGE FLOORS	CLASS AA CONCRETE	BRIDGE APPROACH SLABS	EPOXY COATED REINFORCING STEEL	16" PRESTRESSED CONCRETE PILES	PILE REDRIVES	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	CLASSIC CONCRETE BRIDGE RAIL	ASBESTOS ASSESSMENT			
	LUMP SUM	EA.	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EA.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	NO.	LIN. FT.	LIN. FT.	LUMP SUM
SUPERSTRUCTURE				2711	3647	62.2		2364						LUMP SUM	14	420	14	910	290.59	
END BENT 1						19.3		3083	5	350	3	60	67							
BENT 1						14.3		3247	7	490	4									
END BENT 2						19.5		3102	6	420	3	57	64							
TOTAL	LUMP SUM	1	LUMP SUM	2711	3647	115.3	LUMP SUM	11796	18	1260	10	117	131	LUMP SUM	14	420	14	910	290.59	LUMP SUM

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

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

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF 6 SPANS, 1 @ 12'-3", 2 @ 12'-9", 1 @ 12'-3", 1 @ 12'-8" AND 1 @ 12'-4" WITH A CLEAR ROADWAY WIDTH OF 26 FEET, AND A REINFORCED CONCRETE DECK ON I-BEAMS AND SUPPORTED BY A CONCRETE CAP AND TIMBER PILES AT THE END BENTS AND REINFORCED CONCRETE CAP AND TIMBER PILES AND 3 TIMBER CRUTCH BENTS AT MIDSPAN AT THE BENTS AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE, PLUS REMNANTS OF PRIOR STRUCTURES, SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LEGAL LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, 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.

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+77.50 -L-."

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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30 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.

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

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

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

AT THE CONTRACTOR'S OPTION, PRESTRESSED CONCRETE END BENT AND BENT CAPS MAY BE SUBSTITUTED IN PLACE OF THE CAST-IN-PLACE CAPS. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO RECEIVE REVISED PLANS AND DETAILS FROM THE STRUCTURES MANAGEMENT UNIT. THE REDESIGN AND ANY ADDITIONAL MATERIALS NEEDED WILL BE AT NO ADDITIONAL COST TO THE CONTRACTOR.

THIS STRUCTURE CONTAINS THE NECESSARY CORROSION PROTECTION REQUIRED FOR A CORROSIVE SITE.

CLASS AA CONCRETE SHALL BE USED IN ALL CAST-IN-PLACE BENT & END BENT CAPS, AND SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR.

FOR CALCIUM NITRITE CORROSION INHIBITOR, SEE SECTION 1000-4 (K) OF THE STANDARD SPECIFICATIONS.

ALL BAR SUPPORTS USED IN THE SIDEWALK, CLASSIC CONCRETE BRIDGE RAILS, BENT CAPS AND END BENT CAPS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THE CONCRETE IN THE PILES OF INTERIOR BENT 1 SHALL CONTAIN SILICA FUME. SILICA FUME SHALL BE SUBSTITUTED FOR 5% OF THE PORTLAND CEMENT BY WEIGHT. IF THE OPTION OF ARTICLE 1024-1 OF THE STANDARD SPECIFICATIONS TO PARTIALLY SUBSTITUTE CLASS F FLY ASH FOR PORTLAND CEMENT IS EXERCISED, THEN THE RATE OF FLY ASH SUBSTITUTION SHALL BE REDUCED TO 1.0 LB OF FLY ASH PER 1.0 LB OF CEMENT. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.

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.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

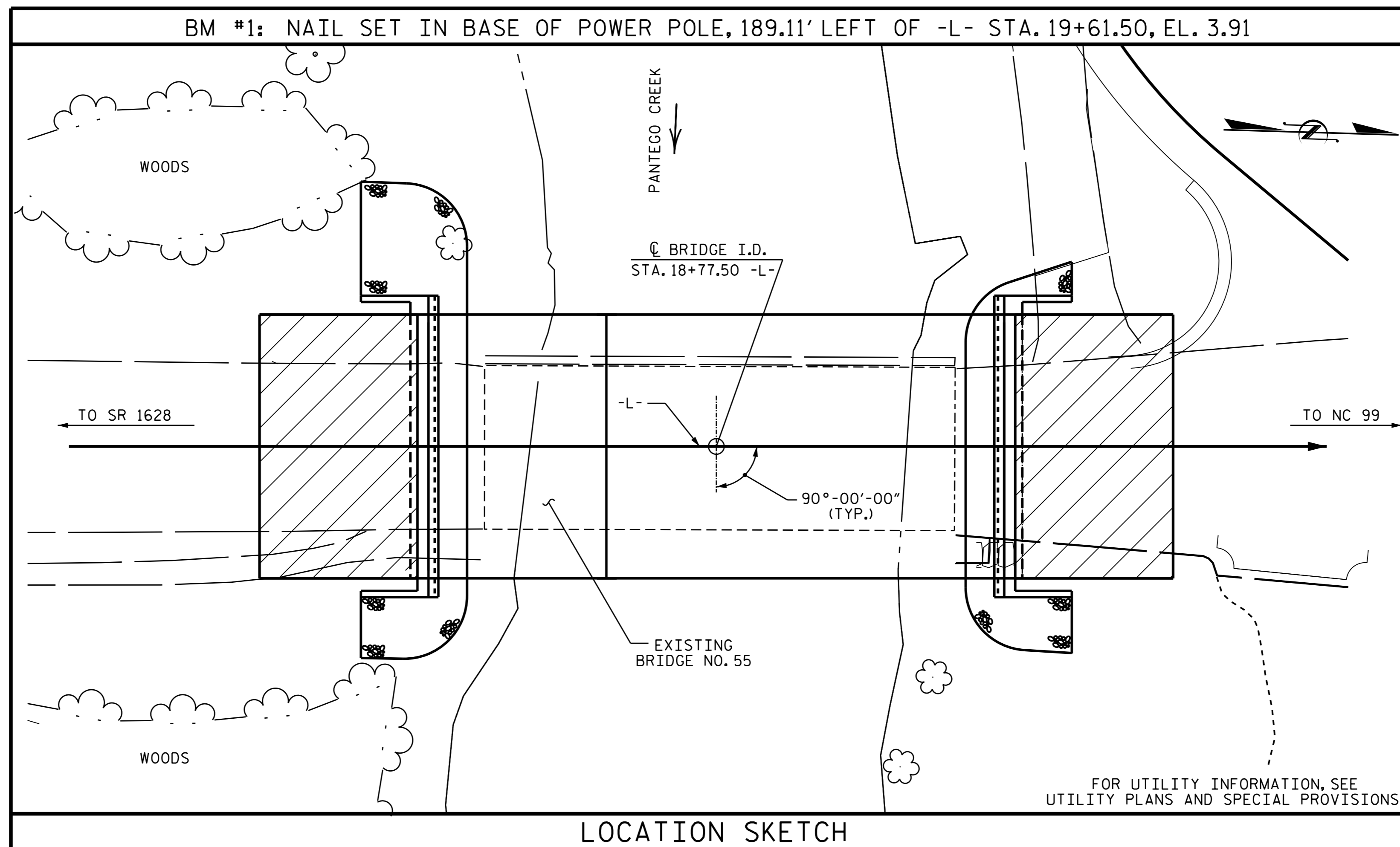
HYDRAULIC DATA

DESIGN DISCHARGE	=	2389 cfs
FREQUENCY OF DESIGN FLOOD	=	50 yrs
DESIGN HIGH WATER ELEVATION	=	4.50'
DRAINAGE AREA	=	23.0 sq. mi.
BASE DISCHARGE (Q100)	=	3050 cfs
BASE HIGH WATER ELEVATION	=	5.28'

*** OVERTOPPING FLOOD DATA**

OVERTOPPING DISCHARGE	=	2389 cfs
FREQUENCY OF OVERTOPPING FLOOD	=	50 yrs
OVERTOPPING FLOOD ELEVATION	=	4.50'

* -L- STA. 15+50.00



LOCATION SKETCH

DocuSigned by:
A. Keith Paschal
FBB9AD60BDFC48F...

2/2/2016



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT NO. B-5300
BEAUFORT COUNTY
 STATION: 18+77.50 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE OVER PANTEGO
 CREEK ON US 264 BETWEEN
 SR 1628 (SWAMP RD.) AND
 NC 99 (PUNGO RD.)

REVISIONS						SHEET NO. S-3
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 30
2			4			

DRAWN BY: D. G. ELY DATE: 8/17/15
 CHECKED BY: B. N. BARODAWALA DATE: 9/2/15
 DESIGN ENGINEER OF RECORD: P. N. HOLDER DATE: 11/6/15