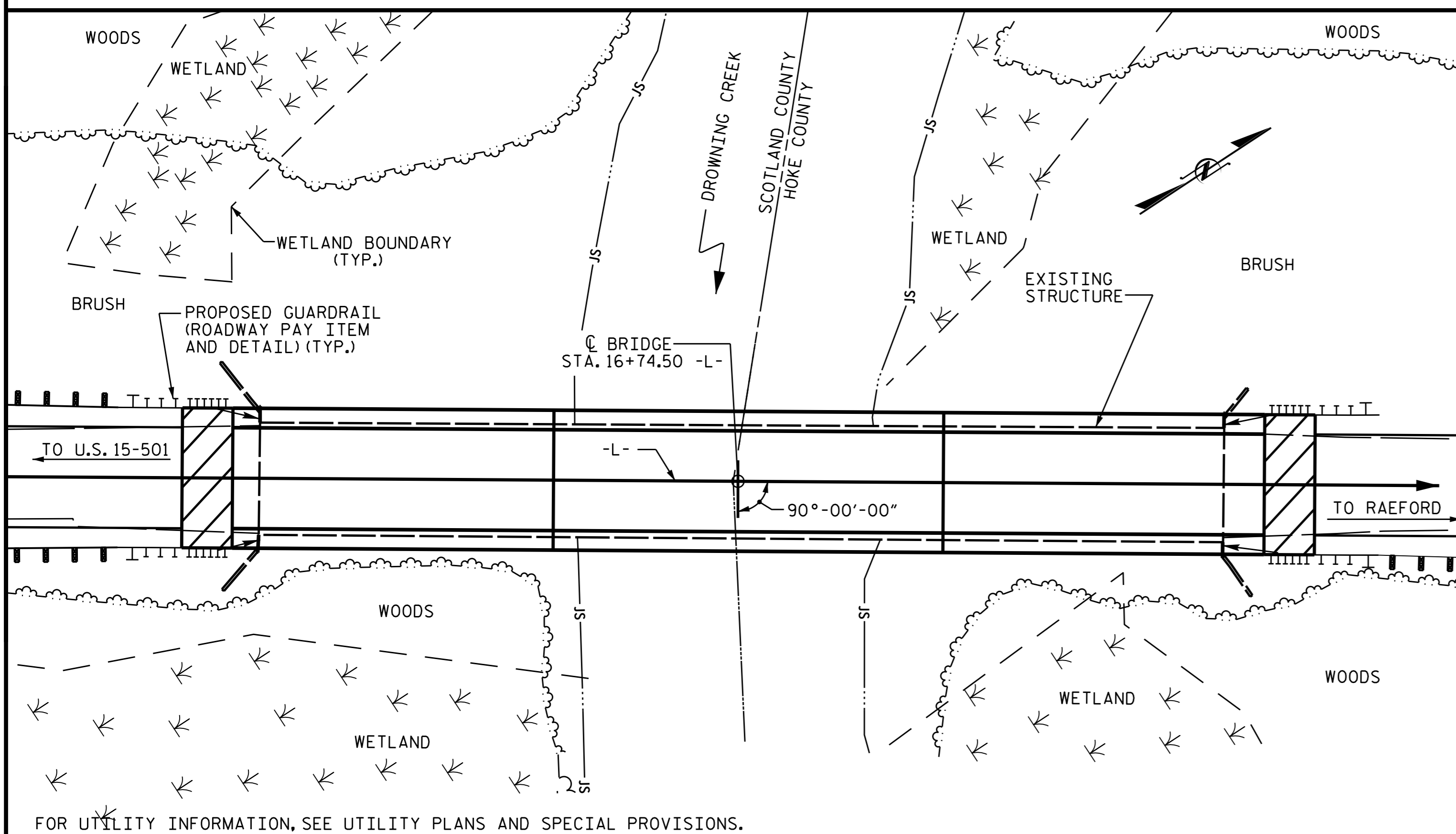


TOTAL BILL OF MATERIAL

	CONST. MAINT. & REMOVAL OF TEMP. ACCESS	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	HP 12 X 53 STEEL PILES		HP 14 X 73 GALVANIZED STEEL PILES		STEEL PILE POINTS	PREDRILLING FOR PILES	PILE REDRIVES	TWO BAR METAL RAIL	1'-2" X 2'-9 1/2" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-9" PRESTRESSED CONCRETE BOX BEAMS		ASBESTOS ASSESSMENT	
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	EACH	LIN. FT.	LIN. FT.	TONS	SO. YDS.	LUMP SUM	NO.	LIN. FT.	LUMP SUM	
SUPERSTRUCTURE														435.5	450.5				LUMP SUM	33	2475	
END BENT 1				25.6		3578	7	385			7		4			145	160					
BENT 1				10.7		2785			8	520	8	136	4									
BENT 2				10.7		2785			8	640	8	160	4			130	140					
END BENT 2				25.6		3578	7	475			7		4									
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	72.6	LUMP SUM	12726	14	860	16	1160	30	296	16	435.5	450.5	275	300	LUMP SUM	33	2475	LUMP SUM	

BM#1 : R/R SPIKE IN BASE OF 18" OAK, -L- STA. 16+14.00, 283' LT., ELEV. 234.34'



LOCATION SKETCH

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.

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 2.

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

THE EXISTING STRUCTURE CONSISTING OF 6 SPANS 1 @ 35'-1", 2 @ 35'-0", 1 @ 35'-2", 1 @ 35'-1" AND 1 @ 35'-4" WITH A CLEAR ROADWAY WIDTH OF 24'-3" WITH A 4" ASPHALT WEARING SURFACE TIMBER DECK ON STEEL GIRDERS/STEEL STRINGER/STEEL FLBM SYSTEM; END & INTERIOR BENTS CONSISTING OF TIMBER CAPS ON TIMBER PILES, TIMBER BULKHEADS AND LOCATED AT THE SITE OF PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED BELOW THE LEGAL LOAD LIMIT.

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 SHOULD BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

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 ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 35 FEET, 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.

IN AS MUCH 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 16+74.50 -L-".

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.

AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE CAUSEWAY, THE CLASS II RIP RAP USED IN THE CAUSEWAY MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STA. 16+74.50 -L-.

FOR INTERIOR BENTS 1 & 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 CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

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

ALL PAVEMENT MARKING WILL BE IN ACCORDANCE WITH THE PAVEMENT MARKING PLANS AND SHALL PROVIDE FOR BICYCLES.

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

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 5800 c.f.s.
 FREQUENCY OF OVERTOPPING FLOOD = < 500 yr.
 OVERTOPPING FLOOD ELEVATION = 238.60

HYDRAULIC DATA

DESIGN DISCHARGE = 3800 c.f.s.
 FREQUENCY OF DESIGN FLOOD = 25 yr.
 DESIGN HIGH WATER ELEVATION = 237.4
 DRAINAGE AREA = 308 sq. mi.
 BASIC DISCHARGE (0 100) = 4900 c.f.s.
 BASIC HIGH WATER ELEVATION = 238.36

PROJECT NO. B-4967

SCOTLAND & HOKE COUNTY

STATION: 16+74.50 -L-

SHEET 3 OF 3



DocuSigned by:
Ting Fang
5/10/2016

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 BRIDGE OVER DROWNING CREEK
 ON SR 1412/1203
 BETWEEN SR 1400 & SR 1211

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			23

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY : H.B. DESAI DATE : 11-19-14
 CHECKED BY : D.J. POZOS DATE : 08-20-15