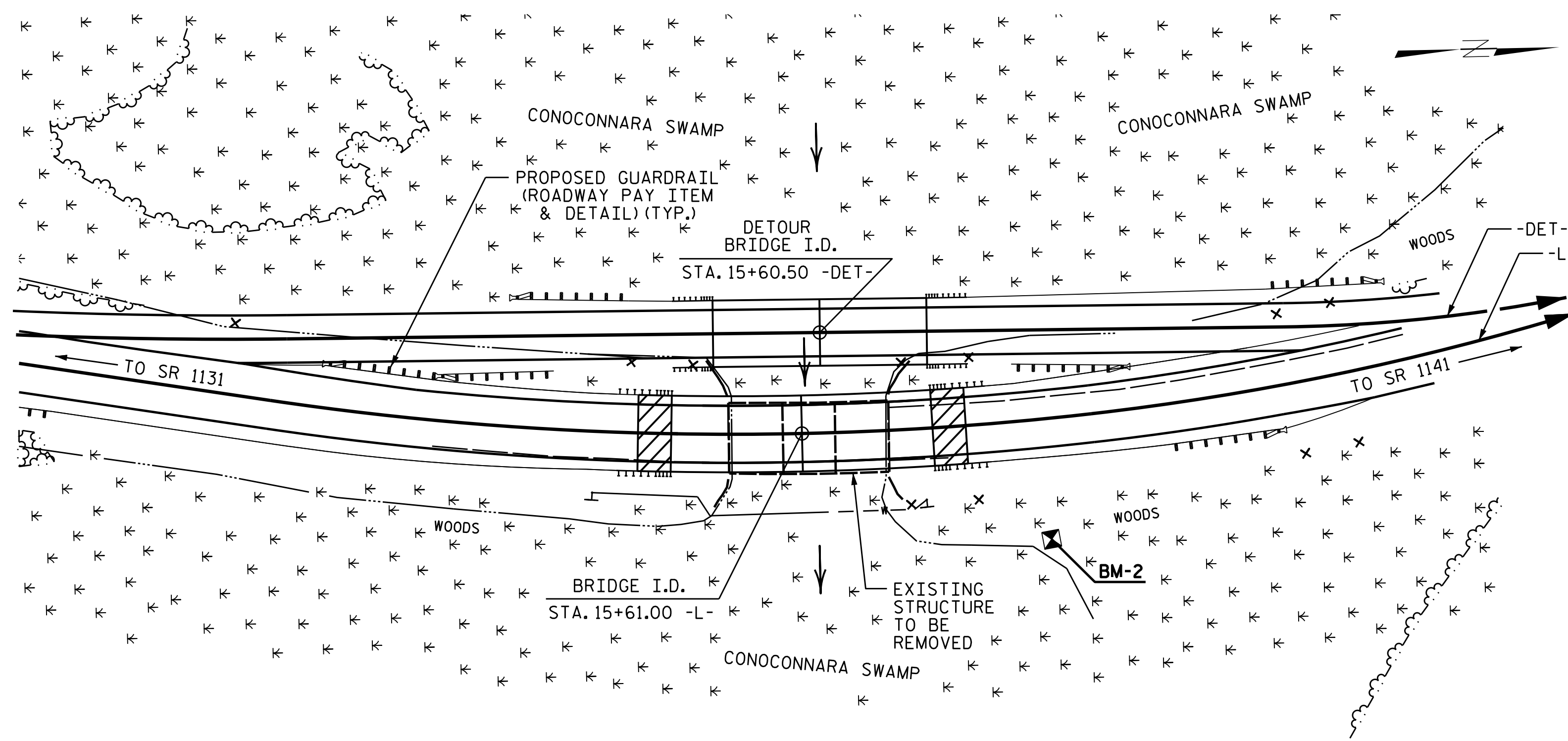


**TOTAL BILL OF MATERIAL**

	REMOVAL OF EXISTING STRUCTURE AT STA. 15+61.00 -L-	CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY STRUCTURE AT STA. 15+60.50 -DET-	CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	36" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 24 X 0.50 GALVANIZED STEEL PILES	HP 12 x 53 STEEL PILES	PP 24 x 0.50 GALVANIZED STEEL PILES	PIPE PILE PLATES	PILE REDRIVES	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	FIBER OPTIC CONDUIT SYSTEM				
	LUMP SUM	LUMP SUM	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	LIN. FT.	TONS	SO. YDS.	LUMP SUM	LIN. FT.	
SUPERSTRUCTURE							3,819	3,954				8	431.00						216.67				LUMP SUM	212.67			
END BENT 1									31.0		4,522			5		5	325							415	462		
BENT 1									17.2		2,610				6		6	480	6	3							
END BENT 2									31.0		4,522			5		5	325							325	361		
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	4	LUMP SUM	3,819	3,954	79.2	LUMP SUM	11,654	8	431.00	10	6	10	650	6	480	6	9	216.67	740	823	LUMP SUM	212.67	

BENCH MARK: B.M.#2 R/R SPIKE IN 16" SYCAMORE, 50.8' RT. OF STA. 16+61.37 -L-, ELEV. 42.33



FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

**LOCATION SKETCH**

**HYDRAULIC DATA**

DESIGN DISCHARGE = 2570 CFS  
 FREQUENCY OF DESIGN FLOOD = 50 YRS.  
 DESIGN HIGH WATER ELEVATION = 42.4 FT.  
 DRAINAGE AREA = 37.0 SQ. MI.  
 BASE DISCHARGE (Q100) = 3100 CFS  
 BASE HIGH WATER ELEVATION = 43.2 FT.

**OVERTOPPING FLOOD DATA**

OVERTOPPING DISCHARGE = 11000 CFS  
 FREQUENCY OF OVERTOPPING FLOOD = 500+ YRS.  
 OVERTOPPING FLOOD ELEVATION = 49.1 FT.

**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.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, 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.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTS OF 2 SPANS, 1 SPAN @ 22'-10" AND 1 SPAN @ 22'-0" WITH A CLEAR ROADWAY WIDTH OF 30.0 FT. WITH RC FLOOR AND CONT. I-BEAMS, END BENTS AND BENTS ARE ON A TIMBER CAPS ON TIMBER PILES.

FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STA. 15+60.50 -DET- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

TEMPORARY ABUTMENT WALLS AND CLASS I RIP RAP ASSOCIATED WITH THE DETOUR STRUCTURE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY STRUCTURE AT STA. 15+60.50 -DET-.

TEMPORARY FILL SHALL NOT BLOCK MORE THAN 50 PERCENT OF THE CHANNEL AT ANY TIME.

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 SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL 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 ON SHEET 1 OF 3 SHALL BE EXCAVATED FOR A DISTANCE OF 34' LEFT AND 40' RIGHT OF CENTERLINE ROADWAY AT END BENT #1, AND 30' LEFT AND 43' RIGHT OF CENTERLINE ROADWAY AT END BENT #2, OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION.

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

THE SCOUR CRITICAL ELEVATION FOR BENT NO. 1 IS ELEVATION 21.0 FEET. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR INTERIOR BENT, 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.

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 15+61.00 -L-'. "

PROJECT NO. B-5662

HALIFAX COUNTY

STATION: 15+61.00 -L-

SHEET 4 OF 4 REPLACES BRIDGE #93



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**

BRIDGE OVER CONOCONNARA SWAMP ON NC 561 BETWEEN SR 1131 AND SR 1141

REVISIONS

NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO.  
 S-4  
 TOTAL SHEETS  
 30

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DRAWN BY: M.M. AHMED DATE: 03/20  
 CHECKED BY: A. ABRAHA DATE: 04/20  
 DESIGN ENGINEER OF RECORD: M.M. AHMED DATE: 11/19