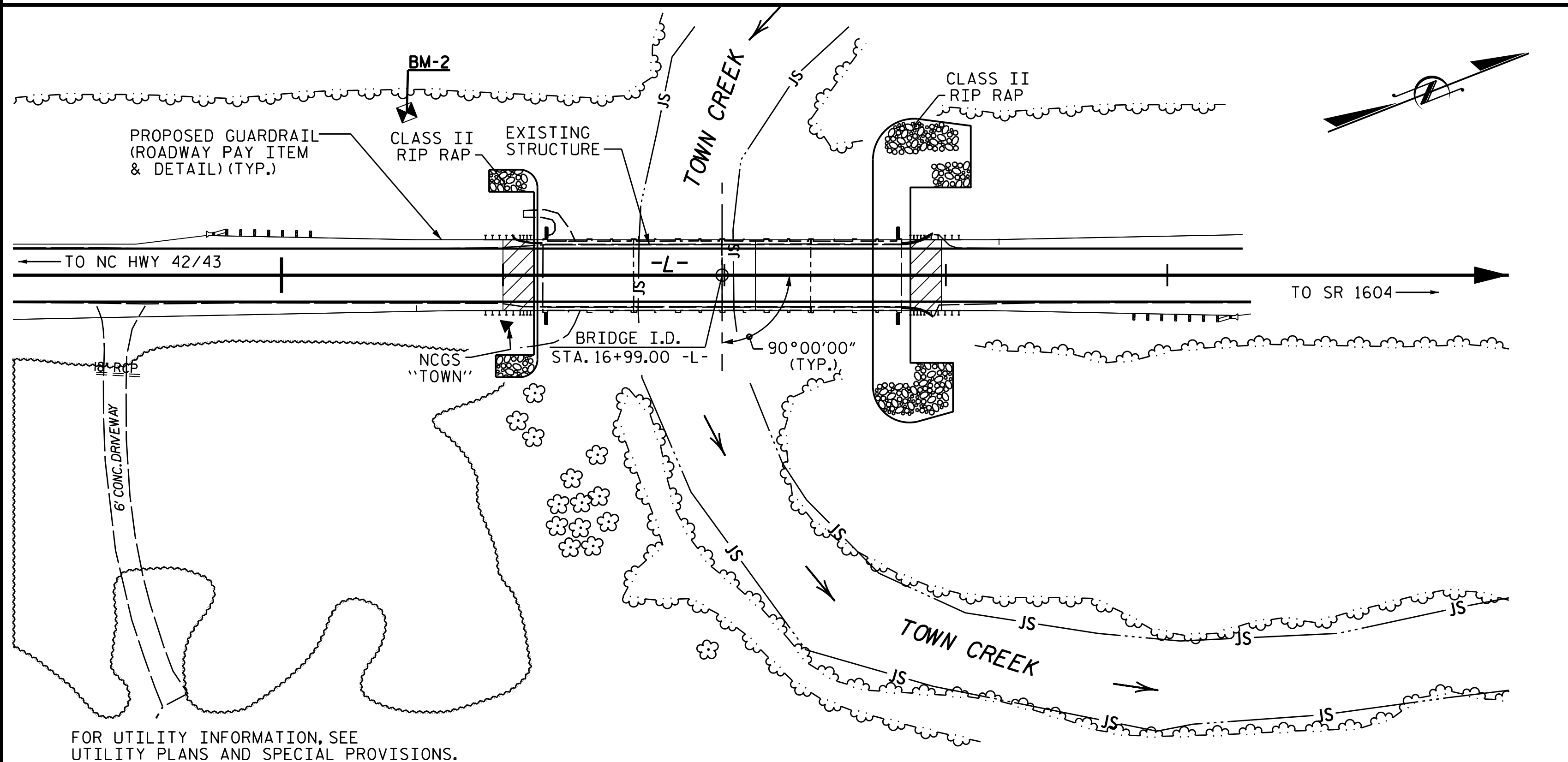


TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 30 X 0.50 GALVANIZED STEEL PILES	HP 12 x 53 STEEL PILES	PP 30 x 0.50 GALVANIZED STEEL PILES	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	EACH	LUMP SUM	SO. FT.	SO. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	EACH	LIN. FT.	TONS	SO. YDS.	LUMP SUM	LIN. FT.	
SUPERSTRUCTURE						5,934	5,684		LUMP SUM		8	669.33					336.67			LUMP SUM		332.67			
END BENT 1								32.4		4933		7		7	245				4			118	131		
BENT 1								24.5		3589			5		575	3									
END BENT 2								32.2		4595		6		6	390				3			413	458		
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	2	LUMP SUM	5,934	5,684	89.1	LUMP SUM	13,117	8	669.33	13	5	13	635	5	575	10	336.67	531	589	LUMP SUM	332.67	

BENCH MARK: B.M.#2 R/R SPIKE IN 12" PINE, 73.4' LEFT OF STA. 15+56.58 -L-, ELEV. 45.85



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE = 7815 CFS
 FREQUENCY OF DESIGN FLOOD = 50 YRS.
 DESIGN HIGH WATER ELEVATION = 43.0 FT.
 DRAINAGE AREA = 193.0 SQ. MI.
 BASE DISCHARGE (Q100) = 9305 CFS
 BASE HIGH WATER ELEVATION = 44.4 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 13326 CFS
 FREQUENCY OF OVERTOPPING FLOOD = 500+ YRS.
 OVERTOPPING FLOOD ELEVATION = 46.1 FT.
 APPROXIMATE STA. (-)1+03 -L- (APPROXIMATELY 1700' OFF END OF PROPOSED BRIDGE)

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.
- FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS, 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 CONSISTING OF 4 SPANS @ 40'-0" WITH A CLEAR ROADWAY WIDTH OF 28.0 FT. WITH RC FLOOR AND RC DECK GIRDER ON RC BENT CAPS WITH RC PILES AND RC END BENT CAPS ON H-PILES AND LOCATED AT THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS NOT POSTED FOR LOAD LIMIT.

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.

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 ON SHEET 1 OF 3 SHALL BE EXCAVATED FOR A DISTANCE OF 39' LEFT AND RIGHT OF CENTERLINE ROADWAY AT END BENT #1, AND 56' LEFT AND 45' 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."

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.

FOR FIBER OPTIC CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

DRAWN BY : M.M. AHMED DATE : 02/20
 CHECKED BY : S. WANCE DATE : 04/20
 DESIGN ENGINEER OF RECORD: M.M. AHMED DATE : 09/19

22-MAY-2020 10:07
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 qabr.aha

PROJECT NO. B-4931
EDGEcombe COUNTY
 STATION: 16+99.00 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE OVER TOWN CREEK
 ON US 258 BETWEEN
 NC 42/43 AND SR 1604

DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED

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