

**TOTAL BILL OF MATERIAL**

	CONST., MAINT. & REMOVAL OF TEMP. STRUCTURE	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	45" PRESTRESSED CONCRETE GIRDERS	PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 GALVANIZED STEEL PILES	HP 12 X 53 STEEL PILES	PILE REDRIVES	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	18" GALVANIZED STEEL SHEET PILE SYSTEM		
	LUMP SUM	LUMP SUM	LUMP SUM	EA.	LUMP SUM	SO. FT.	SO. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	EA.	NO.	EA.	NO.	EA.	SO. YD.	LUMP SUM	SO. FT.		
SUPERSTRUCTURE						3,604	4,119				6	498.50				166.67		LUMP SUM			
END BENT 1					LUMP SUM			38.8		5,543		8	8	520	4		152	169		2,425	
END BENT 2					LUMP SUM			38.8		5,543		8	8	520	4		168	187		2,425	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	1	LUMP SUM	3,604	4,119	77.6	LUMP SUM	11,086	6	498.50	16	16	1,040	8	166.67	320	356	LUMP SUM	4,850

**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 2.

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

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

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 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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 46 FT. RIGHT SIDE OF CENTERLINE ROADWAY AT END BENT 1 AND 27 FT. LEFT SIDE AND 30 FT. RIGHT SIDE OF CENTERLINE ROADWAY AT END BENT 2 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.

THE EXISTING STRUCTURE CONSISTING OF 3 SPANS: 1 @ 17'-10", 1 @ 17'-0" AND 1 @ 17'-8" WITH A CLEAR ROADWAY WIDTH OF 23'-2" AND REINFORCED CONCRETE FLOOR ON TIMBER JOISTS; SUBSTRUCTURE CONSISTING OF RC CAPS ON TIMBER PILES AT END BENTS AND BENTS 1 & 2, WITH STEEL HP CRUTCHES ON BENTS LOCATED AT THE SITE OF THE PROPOSED BRIDGE 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 BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 17+08.00 -LDET- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, 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.

FOR PAYMENT OF THE TIE ROD ANCHOR ASSEMBLY, SEE SPECIAL PROVISION FOR 18" GALVANIZED STEEL SHEET PILE SYSTEM.

FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS, FOR TEMPORARY SHORING PAY ITEM, SEE ROADWAY PLANS.

NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

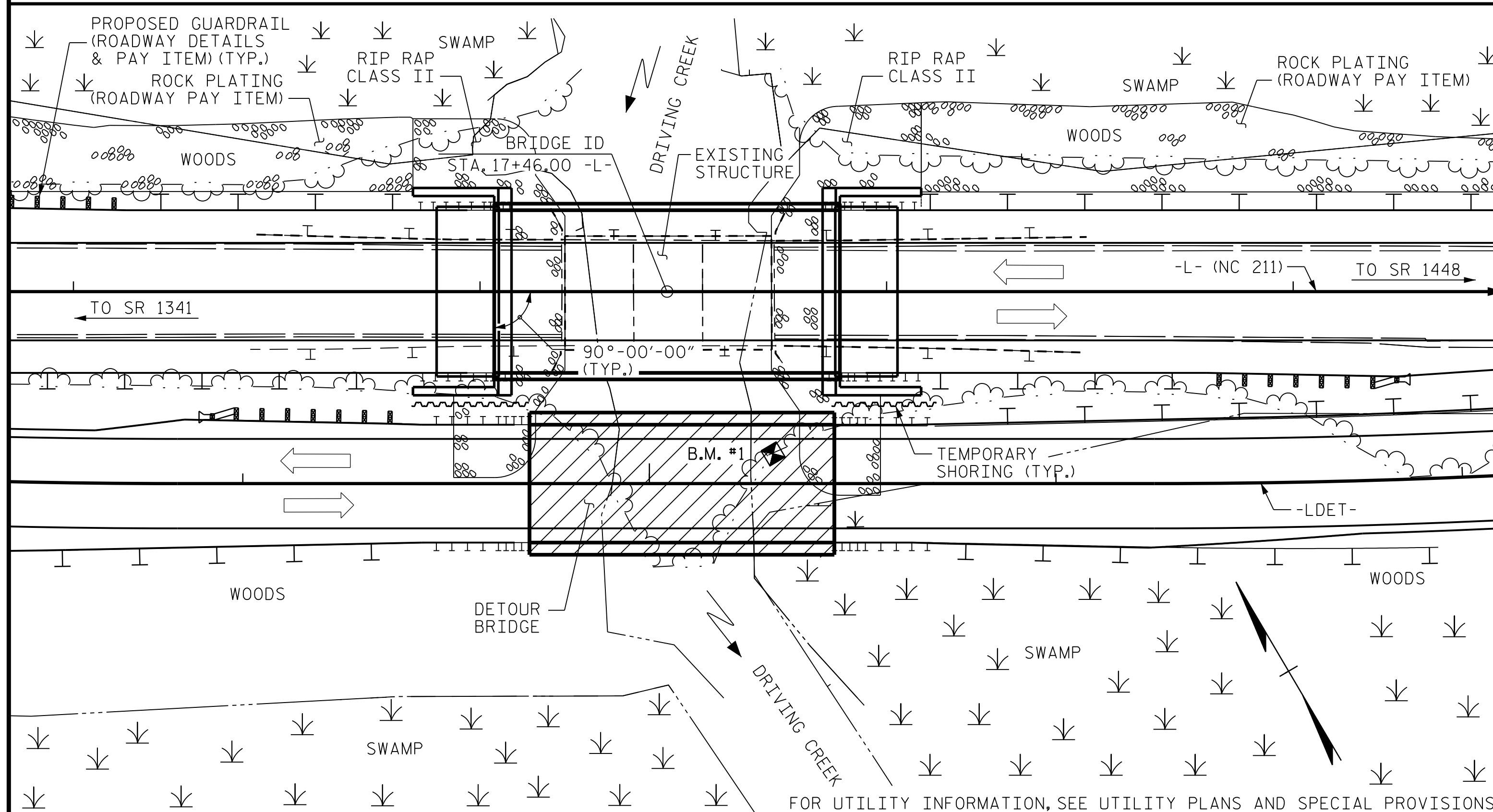
FOR 18" GALVANIZED STEEL SHEET PILE SYSTEM, SEE SPECIAL PROVISIONS.

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

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

**B.M. #1: RR SPIKE IN 10" CEDAR, STA. 17+72.1 -L-, 39.9' RT. EL. 62.57**



**LOCATION SKETCH**

HYDROGRAPHIC DATA

DESIGN DISCHARGE ..... = 1300 CFS  
 FREQUENCY OF DESIGN FLOOD ..... = 50 YRS.  
 DESIGN HIGH WATER ELEVATION ..... = 61.3 FT  
 DRAINAGE AREA ..... = 10.8 SQ. MI.  
 BASE DISCHARGE (Q100) ..... = 1600 CFS  
 BASE HIGH WATER ELEVATION ..... = 61.7 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE ..... = >2200 CFS  
 FREQUENCY OF OVERTOPPING FLOOD ..... = 500+ YRS.  
 OVERTOPPING FLOOD ELEVATION ..... = 64.4 FT. \*  
 \* ELEVATION IS TAKEN AT SAG STA. 24+40.0 -L-

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

PROJECT NO. B-5624  
BRUNSWICK COUNTY  
 STATION: 17+46.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**

FOR BRIDGE OVER DRIVING  
 CREEK ON NC 211  
 BETWEEN SR 1341 AND SR 1448

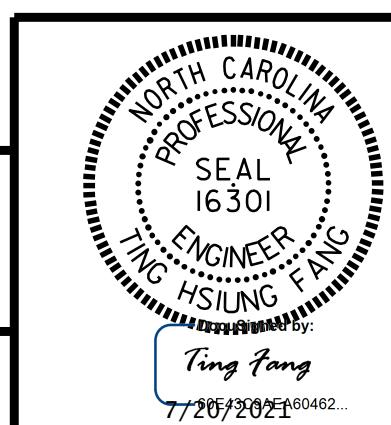
REVISIONS

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

SHEET NO.

**S-03**  
 TOTAL SHEETS  
**20**

**CDM Smith**  
 CDM SMITH  
 5400 Glenwood Avenue, Suite 400  
 Raleigh, NC 27612-3228  
 NC COA No. F-1255



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	DRAWN BY: JJR DATE: 9/20	DATE: 9/20	DWG. No.
	CHECKED BY: THF DATE: 10/20	DATE: 10/20	
	DESIGN ENGINEER: VDK DATE: 11/20	DATE: 11/20	

FILE: SFILES  
 DATE: 5/24/2011  
 STAGES