

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CONCRETE WEARING SURFACE	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 STEEL PILES	HP 12 X 53 STEEL PILES	PILE REDRIVES	TWO BAR METAL RAIL	1'-2" X 2'-11 5/16" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 2'-0" PRESTRESSED CONCRETE CORED SLABS		
	LUMP SUM	LUMP SUM	EA.	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	EA.	NO.	LIN. FT.	EA.	LIN. FT.	LIN. FT.	TON	SQ. YD.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE	LUMP SUM	LUMP SUM		LUMP SUM	2,975	3,859		LUMP SUM						123.65	140.0			LUMP SUM	15	1050
END BENT 1							32.0		4,601	8	8	440.0	4		95	105				
END BENT 2							32.0		4,601	8	8	400.0	4		115	130				
TOTAL	LUMP SUM	LUMP SUM	1	LUMP SUM	2,975	3,859	64.0	LUMP SUM	9,202	16	16	840.0	8	123.65	140.0	210	235	LUMP SUM	15	1050

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 PERFORMANCE ZONE 1.

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 CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 15+55.00 -L- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 37 FT. LEFT SIDE, 30 FT. RIGHT SIDE AT END BENT 1 AND 40 FT. LEFT SIDE, 50 FT. RIGHT SIDE AT END BENT 2 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.

THE EXISTING STRUCTURE CONSISTING OF 2 SPANS: 1 @ 20'-7" AND 1 @ 20'-8" WITH A CLEAR ROADWAY WIDTH OF 24'-1" WITH 1" AWS AND REINFORCED CONCRETE DECK ON I-BEAMS; SUBSTRUCTURE CONSISTING OF REINFORCED CONCRETE CAPS ON TIMBER PILES AND A STEEL CRUTCH AT BENT 1 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.

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+55.00 -L-."

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

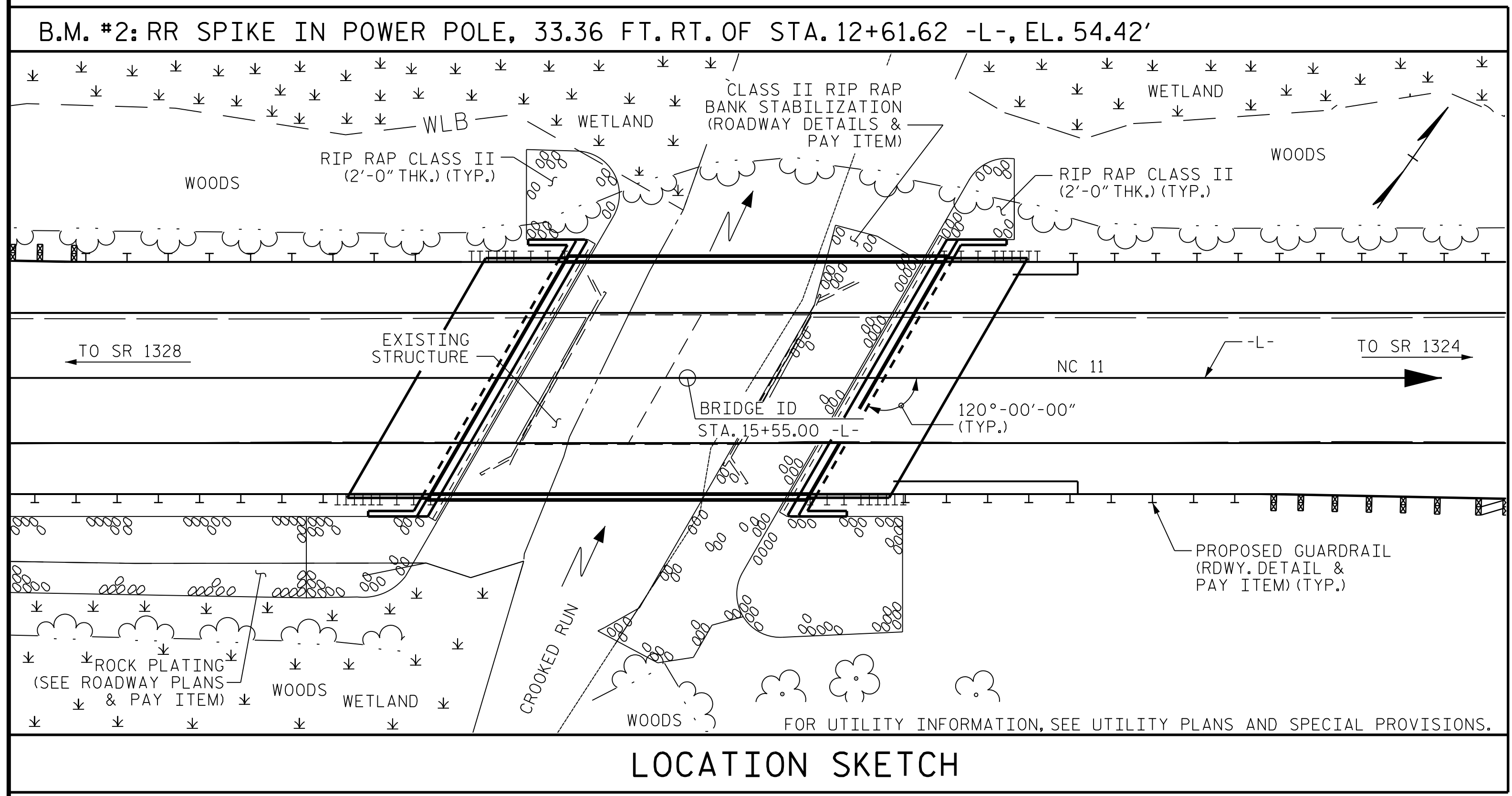
FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.

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

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



HYDRAULIC DATA

DESIGN DISCHARGE	= 550 CFS
FREQUENCY OF DESIGN FLOOD	= 50 YR.
DESIGN HIGH WATER ELEVATION	= 51.8 FT.
DRAINAGE AREA	= 4.26 SQ. MI.
BASE DISCHARGE (Q100)	= 1334 CFS
BASE HIGH WATER ELEVATION	= 52.3 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 1950 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 500± YRS.
OVERTOPPING FLOOD ELEVATION	= 53.6 FT. *

* ELEVATION IS TAKEN AT STA. 17+47 -L-

PROJECT NO. B-5644
PENDER COUNTY
 STATION: 15+55.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER
 CROOKED RUN ON NC 11
 BETWEEN SR 1328 & SR 1324

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

SHEET NO.
S-03
TOTAL SHEETS
19

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

CHECKED BY: THF DATE: 4/20
 DESIGN ENGINEER: VDK DATE: 5/20

DATE: 5/19
 DATE: 4/20
 DATE: 5/20

DWG. No.

