

TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMPORARY 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	36" PRESTRESSED CONCRETE GIRDERS		PILE DRIVING EQUIPMENT SETUP FOR HP 12X53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 18X0.50 GALVANIZED STEEL PILES		HP 12X53 STEEL PILES		PP 18X0.50 GALVANIZED STEEL PILES		PILE REDRIVES	CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	
											NO.	LIN. FT.		EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.						EACH
SUPERSTRUCTURE						6996	7708				15	787.08									316.67				
END BENT 1								26.7		3875			6		6	360							265	295	
BENT 1								14.5		2569					6		6	330							
BENT 2								14.5		2569					6		6	330							
END BENT 2								26.7		3875			6		6	330							260	290	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	3	LUMP SUM	6996	7708	82.4	LUMP SUM	12,888	15	787.08	12	12	12	690	12	660	12	316.67	525	585	LUMP SUM		

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.

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.

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 24 + 30.00 -L".

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET S-1 SHALL BE EXCAVATED FOR A DISTANCE OF 50'-0" 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.

THE CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 24 + 30.00 -L- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

THE BRIDGE RAILS ON THE TEMPORARY STRUCTURE SHALL BE DESIGNED FOR THE AASHTO LRFD TEST LEVEL 3 (TL-3) CRASH TEST CRITERIA. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

THE EXISTING STRUCTURE CONSISTING OF 6 SPANS: 1 @ 20'-3", 4 @ 20'-0" AND 1 @ 20'-3", WITH A CLEAR ROADWAY WIDTH OF 28'-1" AND REINFORCED CONCRETE DECK ON W 16X40 STEEL BEAMS ON END BENTS AND BENTS CONSISTING OF REINFORCED CONCRETE CAPS ON TIMBER PILES AND STEEL CRUTCH BENTS 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 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.

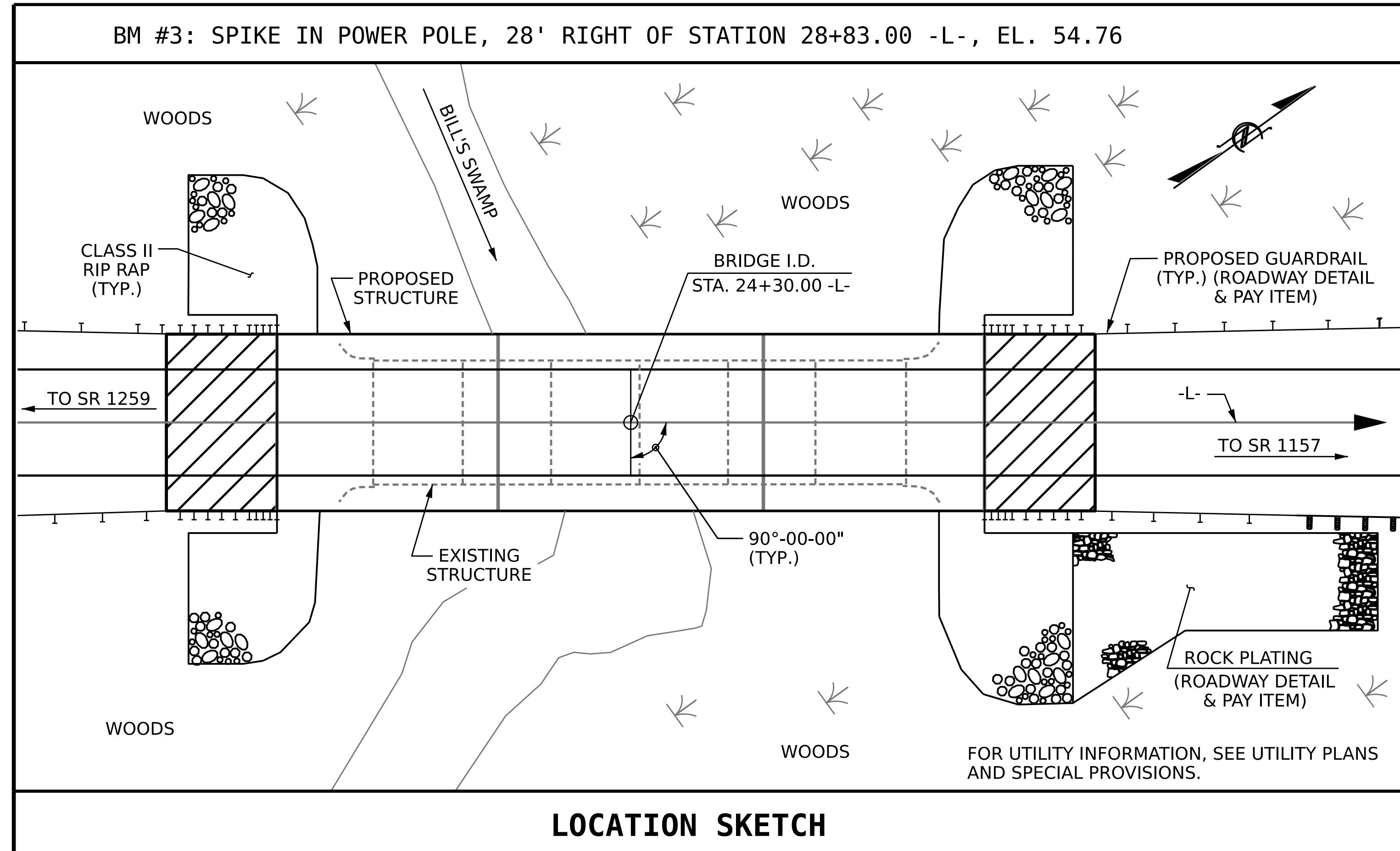
REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

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

FOR INTERIOR BENTS, 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 EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

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



LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE	= 10,720 CFS
FREQUENCY OF DESIGN FLOOD	= 50 YRS.
DESIGN HIGH WATER ELEVATION	= 55.5 FT.
DRAINAGE AREA	= 363 SQ.MI.
BASE DISCHARGE (Q100)	= 13,170 CFS.
BASE HIGH WATER ELEVATION	= 56.4 FT.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	= 16,000 CFS.
FREQUENCY OF OVERTOPPING FLOOD	= < 500 YRS.
OVERTOPPING FLOOD ELEVATION	= 56.8 FT. *
* LOCATION OF OVERTOPPING IS APPROXIMATELY STATION 15+00.00 -L-	

PROJECT NO. **BR-0046**

SAMPSON COUNTY

STATION: **24+30.00 -L-**

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON US 701 OVER
GREAT COHARIE CREEK OVERFLOW
BETWEEN SR 1259 & SR 1157



Designed by:
P. Corey Newton
Professional Engineer
No. 26445
10/09/2023

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			31

DRAWN BY :	M.K. BEARD	DATE :	6/22/21
CHECKED BY :	D. SHACKELFORD	DATE :	2/7/23
DESIGN ENGINEER OF RECORD:	P.D. BRYANT	DATE :	9/5/23