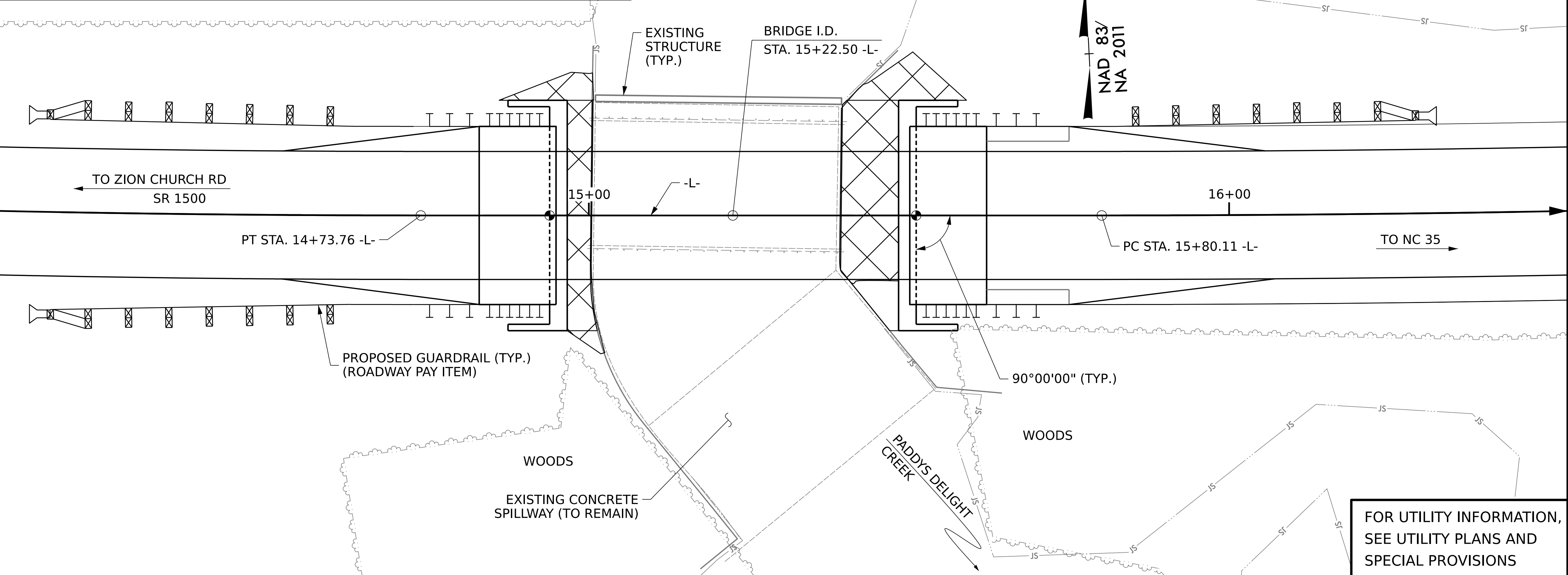


BENCHMARK #1: RAILROAD SPIKE IN 12" GUM; 23' RT OF STA. 14+97 -L- ELEV. 67.38'



- LOCATION SKETCH -

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE @ STA. 15+22.50 -L-	UNCLASSIFIED STRUCTURE EXCAVATION @ STA. 15+22.50 -L-	CLASS A CONCRETE	BRIDGE APPROACH SLABS @ STA. 15+22.50 -L-	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	HP 12x53 STEEL PILES		PILE REDRIVES	DYNAMIC PILE TESTING	VERTICAL CONCRETE BARRIER RAIL	4" SLOPE PROTECTION	ELASTOMERIC BEARINGS	3'-0" x 1'-9" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EACH	NO.	LIN. FT.	EACH	EACH	LIN. FT.	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE											110.25		LUMP SUM	10	550
END BENT NO.1		LUMP SUM	13		1965	5	5	425	3			15.3			
END BENT NO.2		LUMP SUM	13		1965	5	5	425	3			31.7			
TOTAL	LUMP SUM	LUMP SUM	26	LUMP SUM	3930	10	10	850	6	1	110.25	47.0	LUMP SUM	10	550

FOUNDATION NOTES

- FOR PILES, SEE PILES PROVISION AND SECTION 450 OF THE STANDARD SPECIFICATIONS.
- IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENGERGY IN THE RANGE OF 30,000 FT-LBS TO 60,000 FT-LBS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT END BENT NO. 1 AND END BENT NO. 2. THIS ESTIMATED ENERGY RANGE DOES NOT RELEASE THE CONTRACTOR FROM PROVIDING DRIVING EQUIPMENT IN ACCORDANCE WITH SUBARTICLE 450-3(D)(2) OF THE STANDARD SPECIFICATIONS.



VHB Engineering NC, P.C. (C-3705)
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

DRAWN BY : **D.M. SAULS** DATE : **07/2025**
CHECKED BY : **E.C. PHELPS** DATE : **09/2025**
DESIGN ENGINEER OF RECORD: **E.C. PHELPS** DATE : **09/2025**

4/1/2026
c:\bms\vhb-pw-01\d0216113\BP1-R018.SMU.GD03.650017.dgn
ephelps

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

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 CORED SLAB POST TENSIONING, SEE SPECIAL PROVISIONS.

IN AS MUCH AS THE PAINT SYSTEM OF THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COST 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."

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 22FT ± (LEFT) AND 22FT ± (RIGHT) AT END BENT NO. 1 AND 26FT ± (LEFT) AND 11FT ± (RIGHT) AT END BENT NO. 2 OF THE 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 SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE 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 THE DIFFERENCE 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 BRIDGE IN ACCORDANCE TO ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE #650017 CONSISTING OF THREE (3) TIMBER JOIST SPANS @ 39'-1" WITH A CLEAR ROADWAY WIDTH OF 18'-0", WITH AN ASPHALT WEARING SURFACE AND TIMBER DECK, WITH SUBSTRUCTURES CONSISTING OF VERTICAL CONCRETE ABUTMENTS LOCATED AT THE PROPOSED BRIDGE SHALL BE REMOVED. THE EXISTING BRIDGE IS CURRENTLY POSTED FOR A 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.

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

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

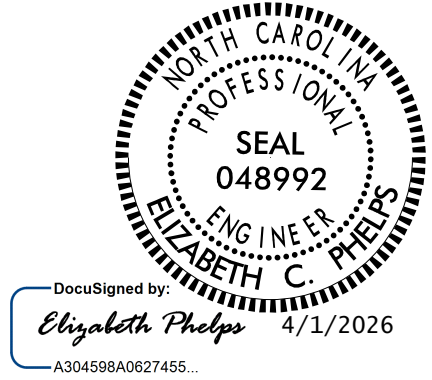
FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

PROJECT NO. **BP1-R018**

NORTHAMPTON COUNTY

STATION: **15+22.50 -L-**

SHEET 3 OF 3



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER PADDYS DELIGHT CREEK ON SR 1508 (DOOLITTLE MILL RD)
BETWEEN
SR 1500 (ZION CHURCH RD) AND NC 35

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			14

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED