

TOTAL BILL OF MATERIAL													
	DYNAMIC LOAD TEST	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	STRUCTURAL STEEL	HP 310 X 79 STEEL PILES		CONCRETE BARRIER RAIL	100mm CONC. SLOPE PROTECTION	POT BEARINGS	EVAZOTE JOINT SEALS
	EACH	SQ. METERS	SQ. METERS	CJ. METERS	LUMP SUM	kg	APPROX. kg	NO.	METERS	METERS	SQ. METERS	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		683.9	823.8		LUMP SUM		128,207			100,644		LUMP SUM	LUMP SUM
END BENT 1	1			36.8		3243		15	367.5		445		
END BENT 2	1			36.8		3251		15	330.0		460		
TOTAL	2	683.9	823.8	73.6	LUMP SUM	6494	128,207	30	697.5	100,644	905	LUMP SUM	LUMP SUM

RAILROAD EROSION CONTROL NOTES

RAILROAD EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO PERFORMING ANY WORK IN THE RAILROAD RIGHT-OF-WAY.

ADDITIONAL EROSION CONTROL MEASURES FOR PROTECTION OF RAILROAD DITCHES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

NO SEPARATE PAYMENT WILL BE MADE FOR RAILROAD EROSION CONTROL MEASURES.

LIMITS OF SILT FENCE AND FILTER FABRIC PARALLEL TO RAILROAD SHALL EXTEND A MINIMUM OF 3,000m OUTSIDE EDGE OF SUPERSTRUCTURE OR TOE OF SLOPE ON CONSTRUCTION. A GREATER LENGTH OF SILT FENCE OR FILTER FABRIC MAY BE REQUIRED IF SO DIRECTED BY THE ENGINEER.

FILTER FABRIC TO BE NAILED TO TIMBER RAIL TIES WITH PRIME SOURCE "GRIP CAP" OR EQUIVALENT. FILTER FABRIC ON SHOULDER TO BE SECURED AS DIRECTED BY THE ENGINEER AND RAILROAD.

NOTES

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE IN METERS.

ASSUMED LIVE LOAD = MS 18 OR ALTERNATE LOADING.

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 345W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-7 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

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.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

ALL FALSEWORK AND FORMS FOR THE CAST-IN-PLACE DECK SLAB CONTINUOUS UNIT SHALL REMAIN IN PLACE UNTIL THE ENTIRE UNIT IS CAST AND CURED.

FOR METRIC STRUCTURAL STEEL, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

PILES FOR END BENTS NO. 1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 530 KN EACH.

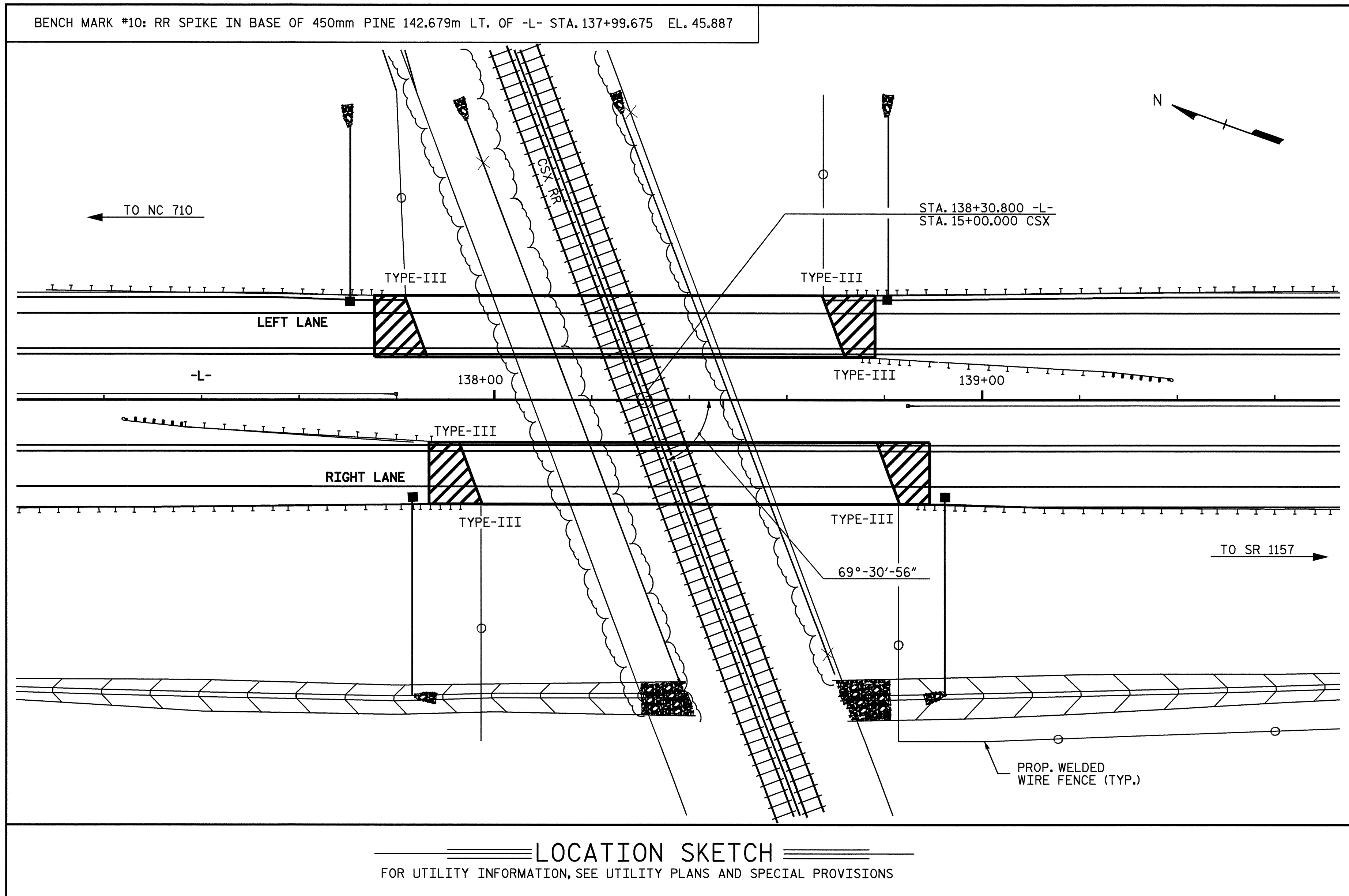
THE FIRST PRODUCTION HP 310 X 79 STEEL PILE SHALL BE DRIVEN AS A DYNAMIC LOAD TEST PILE AS DIRECTED BY THE ENGINEER. SEE BEARING PILES SPECIAL PROVISION. THE PILE DRIVING ANALYZER AND WAVE EQUATION SHALL BE USED TO DETERMINE THE BEARING CAPACITY OF THE HP 310 X 79 STEEL PILES.

FOR MINIMIZING RAILROAD FLAGGING SERVICE, SEE SPECIAL PROVISIONS.

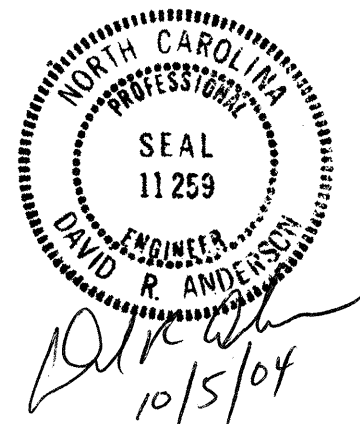
THE CONTRACTOR SHALL OBSERVE A TWELVE MONTH WAITING PERIOD BEFORE BEGINNING ANY WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT.

IF THE CONTRACTOR ELECTS TO PURSUE THE USE OF A TEMPORARY BENT FOR THE ERECTION OF THE STEEL GIRDERS, DETAILS SHALL BE SUBMITTED TO THE RAIL ROAD FOR REVIEW AND APPROVAL.

FOR FALSEWORK AND FORMS OVER OR ADJACENT TO TRAFFIC, SEE SPECIAL PROVISIONS.



PROJECT NO. R-513BA  
ROBESON COUNTY  
 STATION: 138+30.800 -L-  
 SHEET 3 OF 3



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**GENERAL DRAWING**  
 BRIDGE OVER CSX RAILROAD  
 ON US 74 BYPASS (RT. LN.)  
 BETWEEN NC 710 AND SR 1157

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			5-149
2			4			172

DRAWN BY : W.K. FISCHER DATE : 5/10/04  
 CHECKED BY : M.A. ALLEN DATE : 6/16/04