

NOTES

ASSUMED LIVE LOAD = HS-20 OR ALTERNATE LOADING.

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.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SPECIAL PROVISIONS.

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

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W AND PAINTED IN ACCORDANCE WITH SYSTEM 4 OF ARTICLE 442-7 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

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

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLE OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

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

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL OBSERVE A ONE MONTH WAITING PERIOD BEFORE BEGINNING AND WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT. THE CONTRACTOR MAY BEGIN THE REINFORCED BRIDGE APPROACH FILL CONSTRUCTION AFTER COMPLETION OF END BENT INCLUDING WINGWALLS.

PILES AT END BENTS No. 1 AND No. 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 60 TONS EACH.

PILES AT BENT No. 1 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 60 TONS EACH.

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

FOR CHAIN LINK FENCE FOR PROTECTION OF RAILROAD, SEE SPECIAL PROVISIONS.

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

FOR MINIMIZING RAILROAD FLAGGING, SEE SPECIAL PROVISIONS.

FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY ACCESS, SEE LEFT LANE STRUCTURE AT STATION 161+95.29 -L-.

⚠ FOR ELECTRICAL CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

TOTAL BILL OF MATERIAL

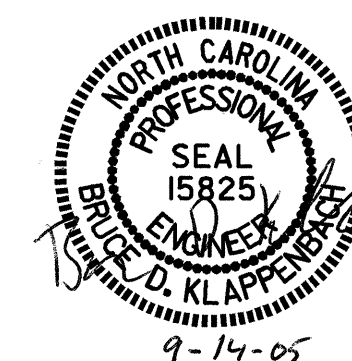
	FOUNDATION EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	STRUCTURAL STEEL	HP 12 X 53 STEEL PILES		THREE BAR METAL RAIL	CONCRETE BARRIER RAIL	CHAIN LINK FENCE FOR PROTECTION OF RAILROAD	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	POT BEARINGS	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS	ELECTRICAL CONDUIT SYSTEM ⚠	
									NO.	LIN.FT.										LIN.FT.
	LUMP SUM	SQ.FT.	SQ.FT.	CU.YDS.	LUMP SUM	LBS.	LBS.	APPROX.LBS.			LIN.FT.	LIN.FT.	LUMP SUM							
SUPERSTRUCTURE		9864	8650		LUMP SUM			374000			249.00	256.45	LUMP SUM							LUMP SUM
END BENT NO.1				35.3		5251			7	350				192	214					
BENT NO.1	LUMP SUM			81.0		10976	1870		24	960										
END BENT NO.2				35.8		5364			8	560										
TOTAL	LUMP SUM	9864	8650	152.1	LUMP SUM	21591	1870	374000	39	1870	249.00	256.45	LUMP SUM	192	214	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	

PROJECT NO. U-0620  
CUMBERLAND COUNTY  
 STATION: 161+95.29 -L-

SHEET 5 OF 5

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

GENERAL DRAWING  
 BILL OF MATERIAL  
 (RIGHT LANE)



⚠ REV: ADDED NOTE & ADDED ELECTRICAL CONDUIT SYSTEM TO TOTAL BILL OF MATERIAL  
 DRAWN BY: M.G.S.  
 CHECKED BY: B.D.K.

DRAWN BY: J.B. WILSON DATE: 7/04  
 CHECKED BY: B.D. KLAPPENBACH DATE: 7/04

14-SEP-2005 12:58  
 R:\STRUCT\21512and3\jwilson\MI\CROS\U-620-05.DGN  
 mshahk

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1	M. G. S.	09-14-05	3			5-93
2			4			129