

# TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMPORARY ACCESS	REMOVAL OF EXISTING STRUCTURE	3'-6" Ø DRILLED PIERS IN SOIL	3'-6" Ø DRILLED PIERS NOT IN SOIL	SID INSPECTION	CROSSHOLE SONIC LOGGING	CSL TUBES	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS		HP 12 X 53 STEEL PILES	CONCRETE BARRIER RAIL	PLAIN RIP RAP CLASS II (2'-0" THICK)	FILTER FABRIC FOR DRAINAGE	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS	
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	EACH	EACH	LIN. FT.	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	LBS.	NO.	LIN. FT.	NO.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE								6449.5	6120.0		LUMP SUM			12	702.33			355.83			LUMP SUM	LUMP SUM
END BENT No. 1										26.5		3,838				9	225.0		304.0	338.0		
BENT No. 1			24.0	10.0		1	156.0			23.1		6,934	1,294									
BENT No. 2			12.0	10.0		1	108.0			29.0		7,485	1,532									
END BENT No. 2										26.8		3,853				9	225.0		640.0	712.0		
TOTAL	LUMP SUM	LUMP SUM	36.0	20.0	1	2	264.0	6449.5	6120.0	105.4	LUMP SUM	22,110	2,826	12	702.33	18	450.0	355.83	944.0	1,050.0	LUMP SUM	LUMP SUM

**NOTES:** (CONTINUED FROM SHEET 2 OF 3)

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING.

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

FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.

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

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.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING STRUCTURE CONSISTING OF 5 SPANS, 2 @ 19'-8" & 3 @ 34'-6" WITH A CLEAR ROADWAY WIDTH OF 24'-6" WITH A TIMBER DECK WITH ASPHALT WEARING SURFACE ON STEEL I-BEAMS ON SUBSTRUCTURE CONSISTING OF TIMBER CAPS ON TIMBER PILES AT END BENTS & BENTS 1 & 4 AND TIMBER CAPS AND TIMBER PILES WITH CONCRETE FOOTINGS AT BENTS 2 & 3 AND LOCATED DOWNSTREAM FROM THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE FURTHER DETERIORATE, THIS LOAD LIMIT MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR STEEL H PILES, SEE SPECIAL PROVISIONS.

THE CONTRACTOR MAY CHOOSE TO UTILIZE THE STANDARD OVERHANG FALSEWORK BRACING SYSTEM. SEE "STANDARD OVERHANG FALSEWORK" SHEETS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

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.

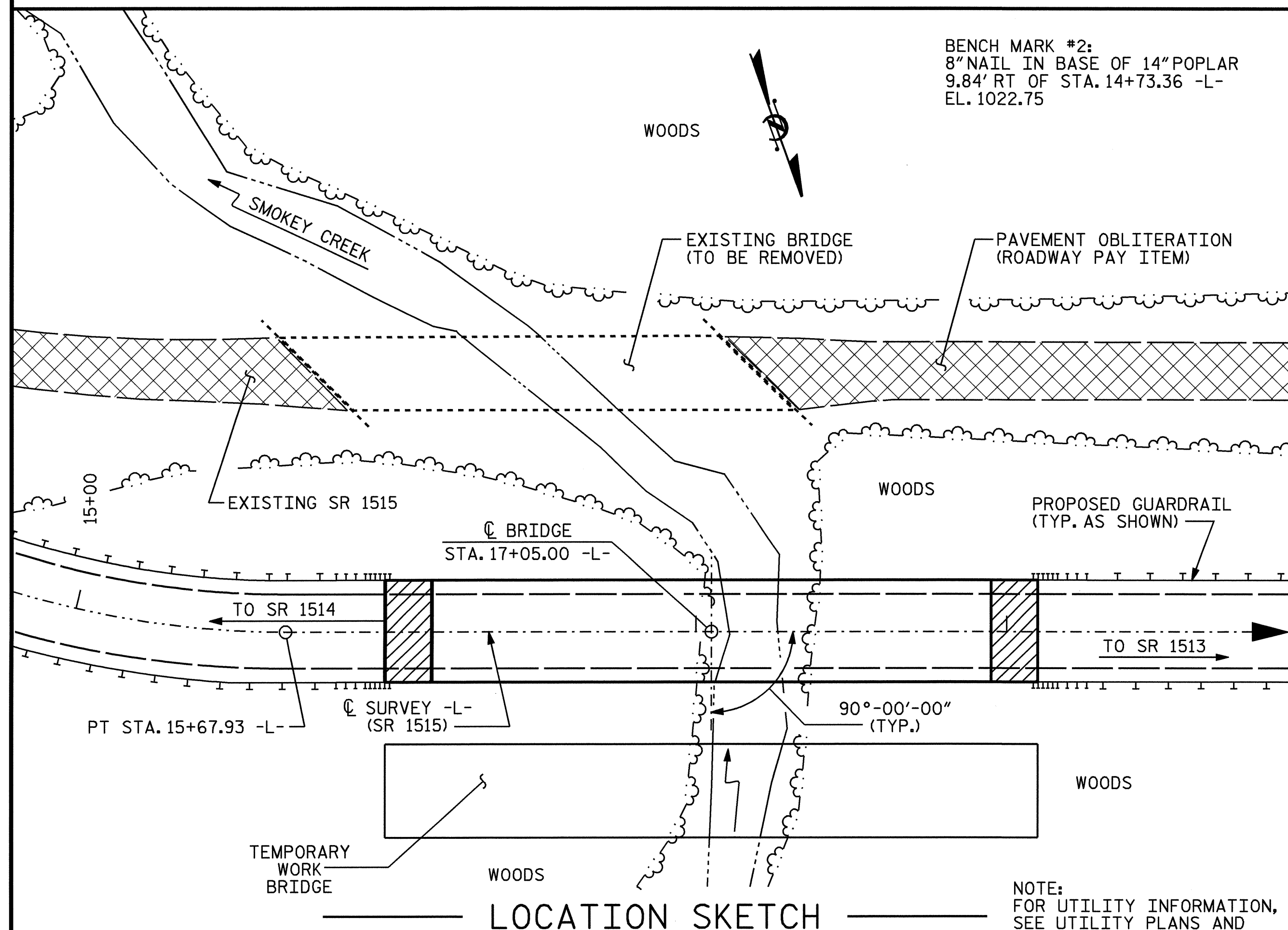
REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

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 THE STATION 17+05.00 -L-".

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR TEMPORARY WORK BRIDGE, SEE SPECIAL PROVISION FOR CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMPORARY ACCESS.



DRAWN BY : S.B.W./P.C.B. DATE : 5/27/05  
 CHECKED BY : M. BRITT DATE : 6/30/05

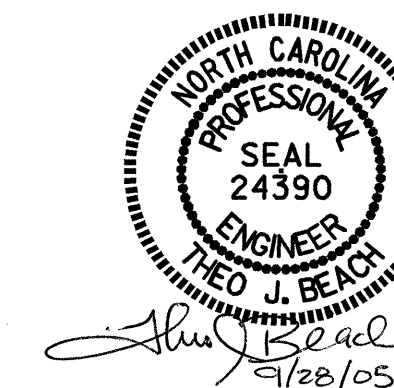
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NOTE:  
 FOR UTILITY INFORMATION,  
 SEE UTILITY PLANS AND  
 SPECIAL PROVISIONS.

PROJECT NO. B-4044  
BURKE COUNTY  
 STATION: 17+05.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**GENERAL DRAWING**  
 BRIDGE OVER SMOKEY CREEK  
 ON SR 1515 (SMOKEY CREEK RD.)  
 BETWEEN  
 SR 1513 AND SR 1514



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS 35
2			4			