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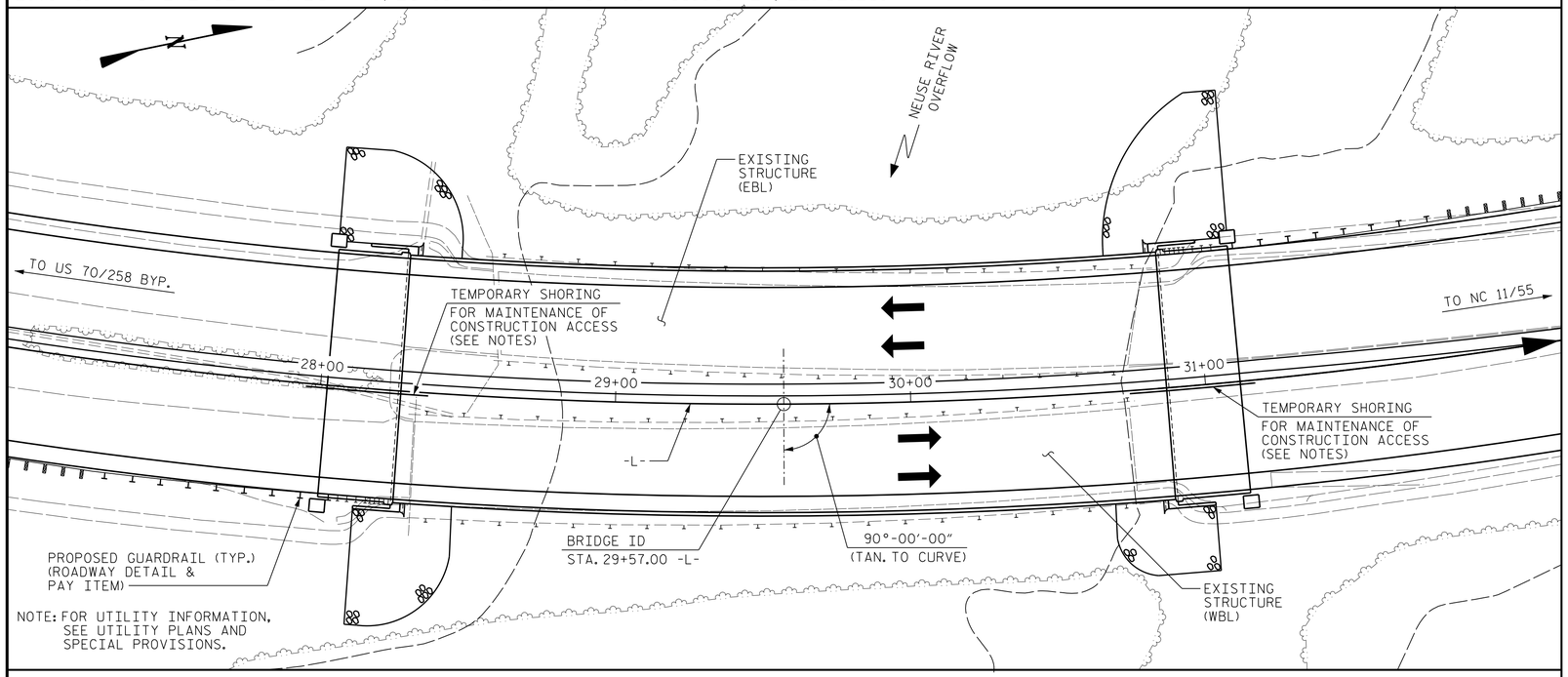
B.M. #1: RR SPIKE SET IN BST PA; 267.0' RIGHT OF STA. 17+19.00 -L-, EL. 32.25.



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

LOCATION SKETCH

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURES AT STA. 29+57.00 -L-		PDA TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS	
	LUMP SUM		EACH	LUMP SUM	SQ. FT.	SQ. FT.	CU. YDS.	LUMP SUM	LBS.	NO.	LIN. FT.
SUPERSTRUCTURE					21907	18644				27	2312.66
END BENT 1				LUMP SUM			52.6		8080		
BENT 1							59.5		9075		
BENT 2							59.5		9075		
END BENT 2				LUMP SUM			52.7		8080		
TOTAL	LUMP SUM		4	LUMP SUM	21907	18644	224.3	LUMP SUM	34310	27	2312.66

TOTAL BILL OF MATERIAL

	HP 12 X 53 STEEL PILES		PP 30 x 0.625 GALVANIZED STEEL PILES		STEEL PILE POINTS	PILE REDRIVES	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	ELECTRICAL CONDUIT SYSTEM AT STA. 29+57.00 -L-	CLASSIC CONCRETE BRIDGE RAIL	ARCHITECTURAL PLINTH FOOTING
	NO.	LIN. FT.	NO.	LIN. FT.	EACH	EACH	TON	SQ. YDS.	LUMP SUM	LUMP SUM	LIN. FT.	LUMP SUM
SUPERSTRUCTURE									LUMP SUM		617.73	
END BENT 1	17	850				6	423	470				
BENT 1			7	385	7	4						
BENT 2			7	385	7	4						
END BENT 2	17	935				6	433	481				
TOTAL	34	1785	14	770	14	20	856	951	LUMP SUM	LUMP SUM	617.73	LUMP SUM

NOTES

ASSUMED LIVE LOAD = HL 93 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 IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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.

THE EXISTING (EBL) STRUCTURE CONSISTING OF SIX SPANS @ 35' WITH ASPHALT WEARING SURFACE ON REINFORCED CONCRETE DECK GIRDERS AND A CLEAR ROADWAY WIDTH OF 28'-0" ON REINFORCED CONCRETE FULL HEIGHT ABUTMENTS AND CONCRETE BENT CAPS ON CONCRETE ENCASED H-PILES AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED.

AFTER SERVING AS A TEMPORARY STRUCTURE, THE EXISTING (WBL) STRUCTURE CONSISTING OF SEVEN SPANS @ 35' WITH ASPHALT WEARING SURFACE ON REINFORCED CONCRETE DECK GIRDERS AND A CLEAR ROADWAY WIDTH OF 28'-0" ON REINFORCED CONCRETE FULL HEIGHT ABUTMENT 1 AND REINFORCED CONCRETE END BENT CAP 2 AND CONCRETE BENT CAPS ON CONCRETE ENCASED H-PILES AND LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED.

THE SUBSTRUCTURE OF THE EXISTING BRIDGES INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. 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 BRIDGES 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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 75 FT. 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 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 SAMPLES 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. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

TEMPORARY SHORING IS REQUIRED FOR MAINTENANCE OF CONSTRUCTION ACCESS STAGING AT BOTH END BENTS. THE SHORING SHALL BE DESIGNED BY THE CONTRACTOR AND APPROVED BY THE NCDOT PRIOR TO REMOVAL OF EXISTING STRUCTURES AND ABUTMENT EXCAVATION. THE LOCATION AND EXTENTS OF THE SHORING SHOWN ON THE PLANS IS APPROXIMATE AND PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. PAYMENT FOR THE SHORING SHALL BE CONSIDERED INCIDENTAL TO THE UNCLASSIFIED STRUCTURE EXCAVATION.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

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

FOR ELECTRICAL CONDUIT SYSTEM, SEE SPECIAL PROVISIONS.

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.

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

FOR FOUNDATION NOTES, SEE "FOUNDATION LAYOUT" SHEET.

FOR ARCHITECTURAL PLINTH FOOTING, SEE SPECIAL PROVISIONS.

PROJECT NO. B-4565

LENOIR COUNTY

STATION: 29+57.00 -L-

SHEET 4 OF 4

NORTH CAROLINA PROFESSIONAL SEAL 041343 ENGINEER GREGORY R. COLS

11/17/2014

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON US 70/258 BUS. OVER NEUSE RIVER OVERFLOW BETWEEN US 70/258 BYP. AND NC 11/55

MI ENGINEERING
1011 SCHAUB DRIVE, SUITE 100
RALEIGH, NC 27606
(919) 851-6606
FIRM PE NUMBER : P-0671

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-64
1			3			TOTAL SHEETS
2			4			118

DRAWN BY : B.E. LANNING DATE : 09/14
CHECKED BY : G.R. COLS DATE : 09/14
DESIGN ENGINEER OF RECORD : G.R. COLS DATE : 10/14

11/17/2014
2:49:20 PM
User: blanning
Filename: P:\NC Bridges\MI4001.01 - B-4565 Lenoir\Site 2\Structures\402.020.S02.B4565.SMU.GD04.dgn