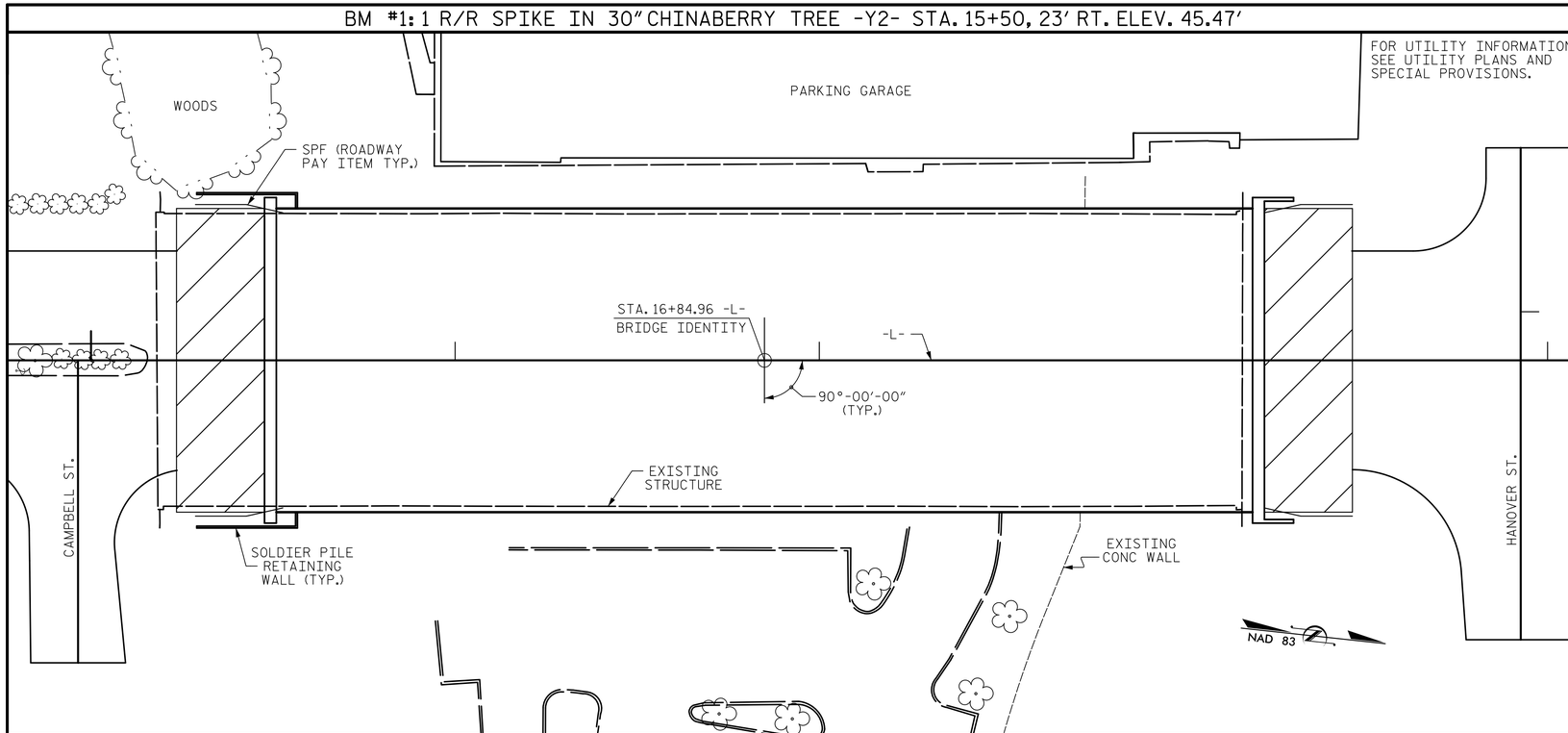
DocuSign Envelope ID: 2D84C6A6-42D2-47AD-8FEF-5C9A8BE998E0



LOCATION SKETCH

TOTAL BILL OF MATERIAL

	REMOVAL OF EXISTING STRUCTURE	5'-6" Ø DRILLED PIER	3'-0" Ø DRILLED PIER	SID INSPECTIONS	SPT TESTING	CSL TESTING	UNCLASSIFIED STUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	ELECTRICAL CONDUIT SYSTEM
	LUMP SUM	LIN. FT.	LIN. FT.	EACH	EACH	EACH	LUMP SUM	SQ. FT.	SQ. FT.	LUMP SUM
SUPERSTRUCTURE								22,704	19,475	
END BENT 1			412.0	2	2	1				
BENT 1		361.0		3	2	1				
BENT 2		364.5		3	2	1				
END BENT 2			534.2	2	2	1	LUMP SUM			
TOTAL	LUMP SUM	725.5	946.2	10	8	4	LUMP SUM	22,704	19,475	LUMP SUM

TOTAL BILL OF MATERIAL

	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	54" PRESTRESSED CONCRETE GIRDERS		CLASSIC CONCRETE BRIDGE RAIL	4" CONCRETE SLOPE PROTECTION	ELASTOMERIC BEARINGS	EXPANSION JOINT SEALS	ANTI-GRAFFITI COATING
	CU. YDS.	LUMP SUM	LBS.	LBS.	No.	LIN. FT.	LIN. FT.	SQ. YDS.	LUMP SUM	LUMP SUM	SQ. FT.
SUPERSTRUCTURE					24	2161.34	544.9				
END BENT 1	74.8		57,191	8,635				52.5			
BENT 1	84.9		74,351	13,714							
BENT 2	82.3		74,275	13,795							
END BENT 2	67.6		63,783	9,696				470.0			
TOTAL	309.6	LUMP SUM	269,600	45,840	24	2161.34	544.9	522.5	LUMP SUM	LUMP SUM	1800

NOTES

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 42 FT EACH SIDE 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 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 CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

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.

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

THE EXISTING STRUCTURE LOCATED AT THE SITE OF THE PROPOSED STRUCTURE AND CONSISTING OF TEN (10) SPANS TOTALING 300'-0", NINE (9) ROLLED STEEL GIRDERS AND SIX (6) CONCRETE GIRDERS, AND 68'-2" CLEAR ROADWAY SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE A LOWER LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

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 COST RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 16+84.96 -L-".

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE 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 COSTS INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE STRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

FOR PLACING LOAD ON STRUCTURE MEMBERS, SEE SPECIAL PROVISIONS.

THE SIDEWALK SHALL HAVE A STAMPED BRICK PATTERN AS SHOWN ON SHEET S-26, AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS TREATMENT SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS.

THE ANTI-GRAFFITI COATING SHALL BE APPLIED TO THE EXPOSED FACE OF THE RETAINING WALL AT END BENT 1. SEE SPECIAL PROVISIONS.

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

PROJECT NO. B-5103
NEW HANOVER COUNTY
STATION: 16+84.96 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE ON SR 1627
OVER ABANDONED RAILROAD
BETWEEN SR CAMPBELL ST.
AND HANOVER ST.

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-3
1			3			TOTAL SHEETS
2			4			48

Prepared by
URS
URS Corporation - North Carolina
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
PHONE: (919) 461-1100 FAX: (919) 461-1415
NC LIC # C-2243

12/10/2014
NORTH CAROLINA PROFESSIONAL SEAL 038447 ENGINEER ANDREW S. MILLER
DocuSigned by: Andrew S. Miller
D5D82DD94054440...

DRAWN BY : M. K. TOM DATE : 7/10/14
CHECKED BY : K. H. COMPTON DATE : 9/9/14
DESIGNED BY : M. K. TOM DATE : 7/2/14

12/9/2014
P:\Jobs\B5103_3rd St Wilmington\Structures\Submittals\2014_1210 Sidewalk Revisions\401_007_S01_B5103_GD_02.dgn
Kyle_Compton